



metric units

STATE OF OHIO DEPARTMENT OF TRANSPORTATION MOT-75-16.794 CITY OF DAYTON MONTGOMERY COUNTY

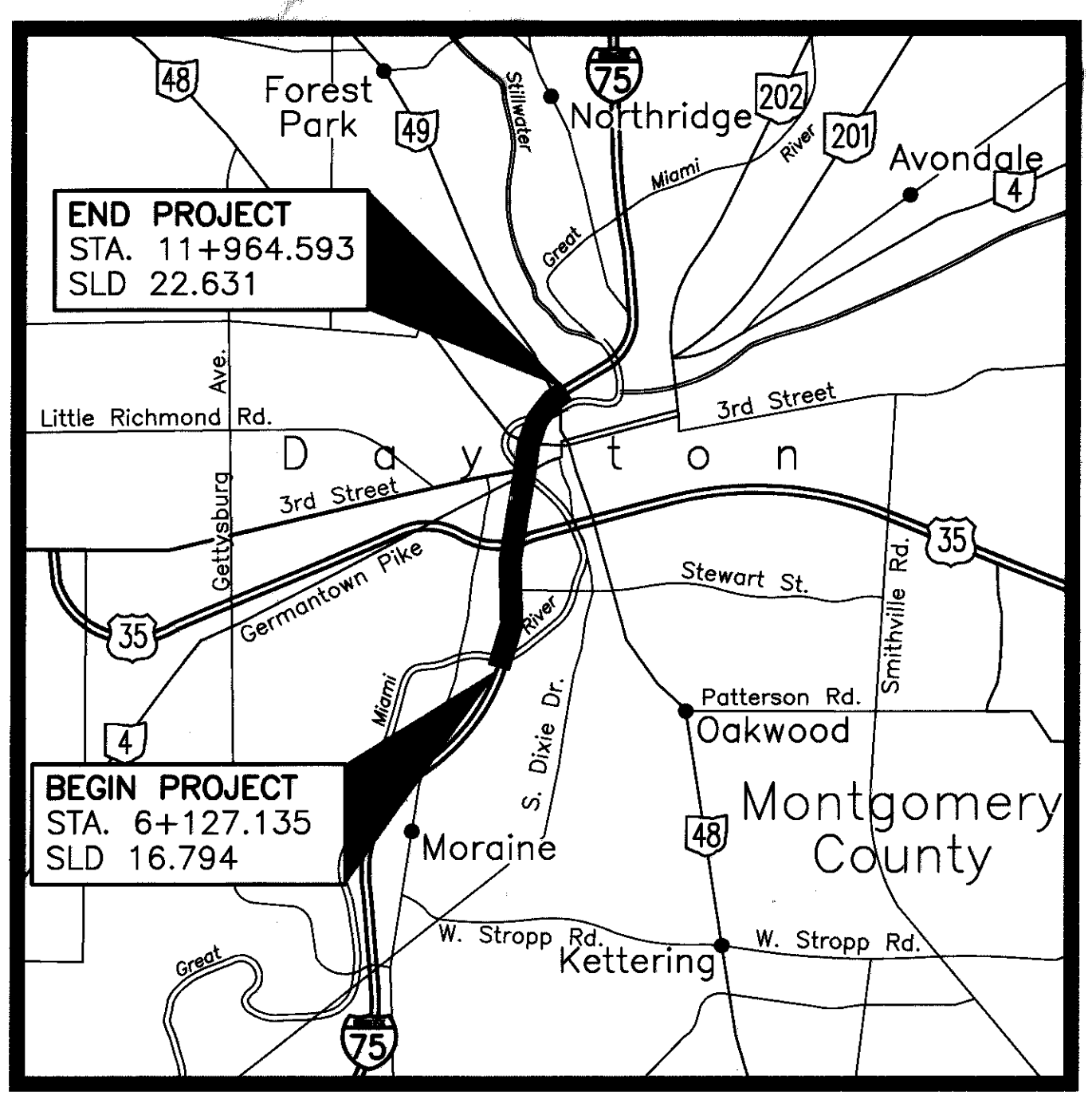
PROJECT DESCRIPTION

This project will resurface the existing roadway, maintain existing vertical clearances, perform minor and major bridge rehabilitation and remove existing overlays on bridges and replace with new micro-silica concrete overlays. The project length is approximately 5.568 kilometers.

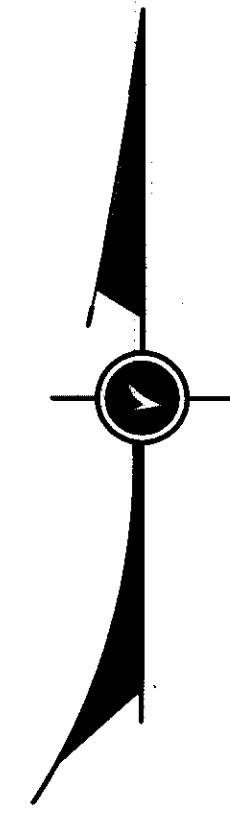
1997 SPECIFICATIONS

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 and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.



LOCATION MAP
LATITUDE = 39° 43' 48" N
LONGITUDE = 84° 12' 24" W
SCALE IN KILOMETERS



INDEX OF SHEETS

Title Sheet	1
Schematic Plan	2-3
Typical Sections	4-7, 7A, 8-9
General Notes	10, 10A
Maintenance of Traffic	11-14, 14A, 15-95
General Summary Sheets	96-98
Subsummary Sheets	99-106
Plan & Profile	107-125
Cross Sections	126-133
Miscellaneous Details	134-149
Traffic Control Plans	150-151, 151A, 152-180
Structure Plans	181-319

Portion to be improved _____

State & Federal Routes _____

Other Roads _____

Detours _____

DESIGN DESIGNATION

Current ADT (1998) _____ 114,050

Design Year ADT (2018) _____ 159,670

DHV _____ 15,967

D _____ 55%

T24 _____ 12%

Design Speed _____ 89kph

Legal Speed _____ 55mph (89kph)

Functional Classification _____ Urban Interstate

Design Exceptions: None

Under authority of Section 4511.21, Division (I) of the Ohio Revised Code, 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.

PROJECT DESIGNATION SHALL BE CONSIDERED TO READ AS MOT-75-16.794 THRU OUT THIS PLAN.

UNDERGROUND UTILITIES

TWO WORKING DAYS
BEFORE YOU DIG

Call...800-362-2764 (Toll free)
OHIO UTILITIES PROTECTION SERVICE

NON-MEMBERS
MUST BE CALLED DIRECTLY

Engineers Seal

ANDREW S. BARR
REGISTERED PROFESSIONAL ENGINEER
STATE OF OHIO
36478

Signed: *Andrew S. Barr*
Date: 8/15/99

PLANS PREPARED BY
BARR ENGINEERING, INC.
5 EAST LONG STREET, EIGHTH FLOOR
COLUMBUS, OHIO 43215
TEL. 614-224-1941 FAX 614-224-0907

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS				
BP-1.1M	10-28-94	MT-98.12M	6-24-93	TC-21.10M	12-10-96	HL-30.11M	3-31-95	806	9-09-97		
BP-1.2M	10-28-94	MT-98.13M	6-24-93	TC-21.20M	12-10-96	HL-30.21M	5-1-95	814	6-02-98		
BP-2.1M	4-8-97	MT-98.14M	6-24-93	TC-21.40M	2-1-94	HL-30.22M	3-31-95	815	5-30-96		
BP-2.2M	10-21-97	MT-98.15M	6-24-93	TC-21.41M	2-1-94	HL-30.31M	5-1-95	816	4-21-97		
BP-3.1M	10-28-94	MT-98.16M	6-24-93	TC-22.10M	2-1-94	HL-30.32M	8-14-96	828	7-28-98		
BP-8.1M	4-8-97	MT-98.17M	4-25-94	TC-22.20M	2-1-94	HL-30.33M	8-31-94	830	10-21-98		
		MT-98.18M	4-25-94	TC-31.21M	3-31-94	HL-50.11M	3-31-95	842	1-06-99		
GR-1.1M	10-21-97	MT-98.19M	3-1-96	TC-32.10M	3-31-94	HL-50.21M	8-31-94	844	1-06-99		
GR-1.2M	1-3-96	MT-99.10M	1-30-95	TC-32.11M	3-31-94			845	1-06-98		
GR-2.1M	4-14-98	MT-99.20M	1-30-95	TC-41.20M	7-1-94	AS-1-81M	10-25-94	846	9-09-97		
		MT-99.50M	3-1-96	TC-42.20M	3-31-94			863	9-09-97		
RM-4.1M	10-21-97	MT-101.20M	3-1-96	TC-51.11M	9-30-94	BR-1M	01-06-99	877	4-13-99		
RM-4.2M	10-21-97	MT-101.60M	3-1-96	TC-51.12M	3-31-94			899	10-21-98		
RM-4.3M	10-21-97	MT-102.10M	1-30-95	TC-52.10M	7-29-94	EXJ-4-87M	02-18-97	905	4-01-98		
PCB-91M	3-20-95	MT-102.20M	1-30-95	TC-52.20M	7-29-94			906	5-05-98		
		MT-105.10M	4-25-94	TC-65.10M	11-1-95	PCB-91M	03-20-95	907	10-21-98		
		MT-105.11M	4-25-94	TC-65.11M	11-1-95			908	1-06-99		
		MT-35.10M	1-30-95	MT-99.51M	3-1-96	TC-65.12M	11-1-95	SICD-1-96M	02-12-97	910	7-28-98
		MT-35.11M	1-30-95	MT-99.51M	3-1-96	TC-65.12M	11-1-95	SICD-1-96M	11-21-97	954	9-09-97
		MT-95.30M	4-25-94	TC-7.65M	2-1-94	TC-72.20M	9-1-93	GSD-1-96M	11-21-97	954	9-09-97
		MT-95.40M	4-25-94	TC-15.115M	2-1-94			RB-1-55M	10-25-94	1082	1-06-98

Approved *William L. Harrison*
Date 7-28-99 District Deputy Director of Transportation

Approved *Gordon Proctor*
Date 8-11-99 Director, Department of Transportation

MOT-75-16.794
990747
DIST 07

PID# 15383
12/09/99

PLotted view = PLAN
XREF # = NONE
PLOT SCALE = 0.60-1
CADD FILE = F:\MOT75\ROADWAY\55383.DWG
JUNE-98-1898

FEDERAL PROJECT NO.
TE21-G990(026)

PID NO.
15383

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

MOT-75-16.794

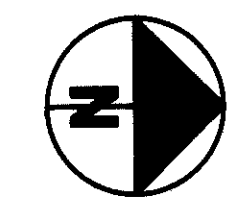
1/319



Begin Project
Sta. 6+127.135
SLD 16.794

Fed. Project TE21-G990(026)

For Geometry Information See
Plan And Profile Sheets.



Structure Number:
MOT-75-1044/16.801

CARILLON BLVD.
GREAT MIAMI RIVER

EDWIN C. MOSES
BLVD.

Structure Number:
MOT-75-1109/17.847



Structure Number:
MOT-75-1078/17.348

Match Line --- Sta. 7+380

SCHEMATIC PLAN
STA. 6+000 TO STA 8+850

MOT-75-16.794

2
319

PLOTTED VIEW = PLAN
REF. # = NONE
F:\MOT75\ROADWAY\GD.DWG JUNE-30-1999

Match Line --- Sta. 7+380



Structure Number:
MOT-75-1122/18.056

Structure Number:
MOT-75-1164W/18.732W

Structure Number:
MOT-75-1164/18.732

Structure Number:
MOT-75-1151/18.523

Structure Number:
MOT-75-1151E/18.523E

Structure Number:
MOT-75-1164E/18.732E

Structure Number:
MOT-75-1174/18.893

Structure Number:
MOT-75-1177/18.941

Structure Number:
MOT-75-1180/18.990

Structure Number:
MOT-75-1175/18.909

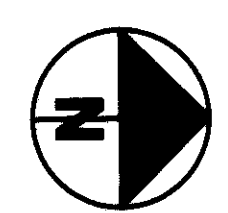
Structure Number:
MOT-75-1188W/19.118W

Structure Number:
MOT-75-1188/19.118

Structure Number:
MOT-75-1188E/19.118E

Structure Number:
MOT-75-1178/18.958

Structure Number:
MOT-75-1208/19.440

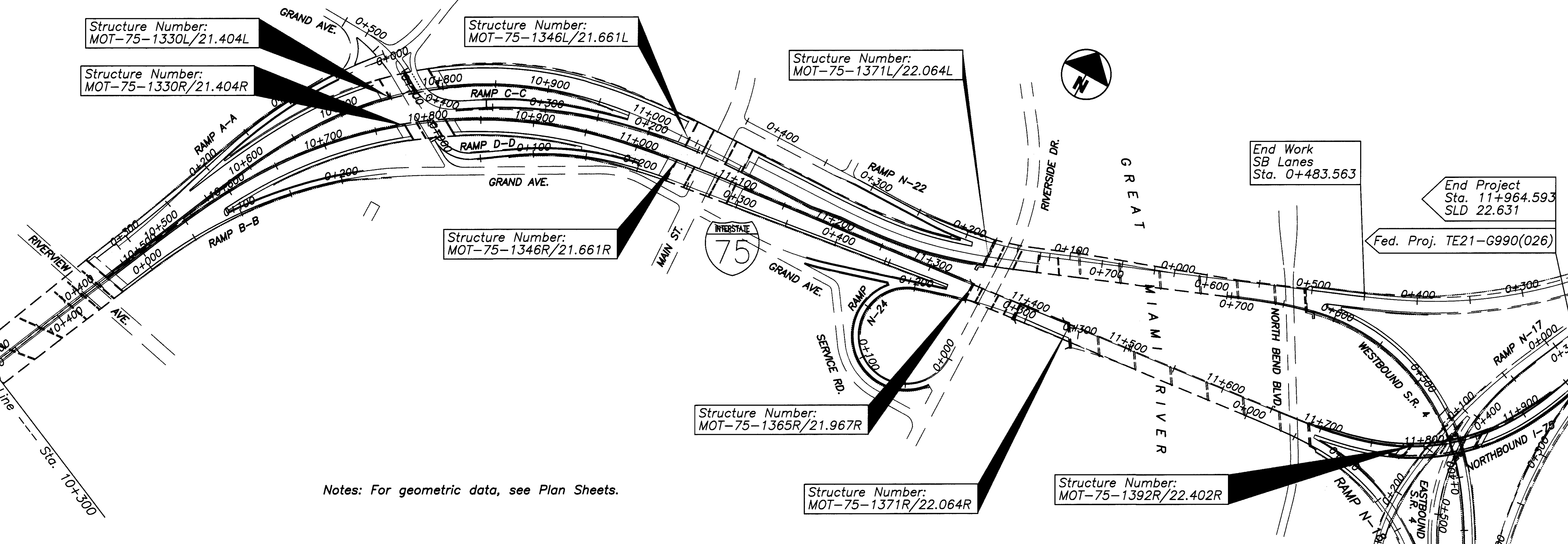
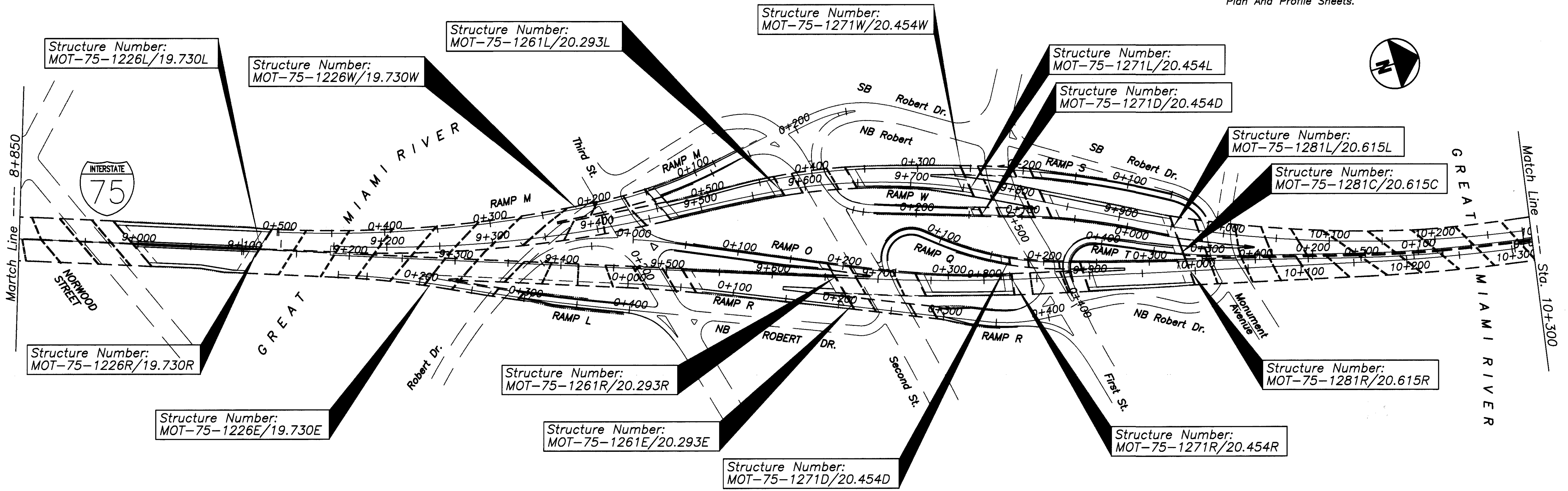


EDWIN C. MOSES
BLVD.

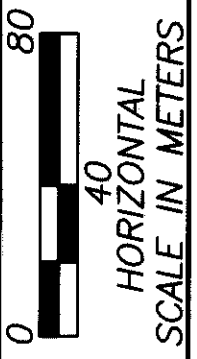
Match Line --- Sta. 8+850

2
319

For Geometry Information See
Plan And Profile Sheets.



Notes: For geometric data, see Plan Sheets.



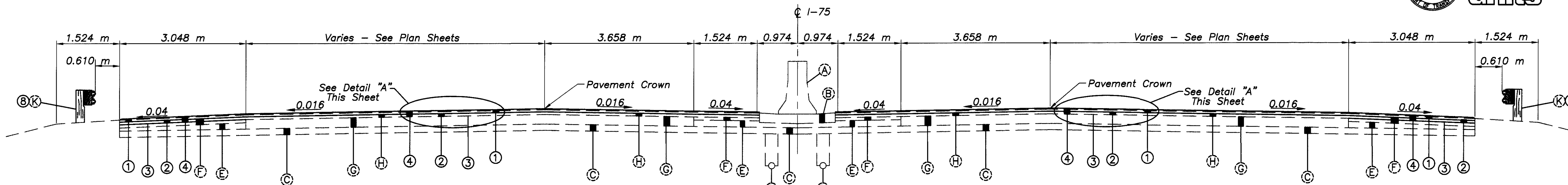
CALC. BY: R
DATE: 1/16/99
CHKD. BY: MJC
DATE: 2/2/99

SCHEMATIC PLAN
STA. 8+850 TO STA 11+930

MOT-75-16.794

3
319

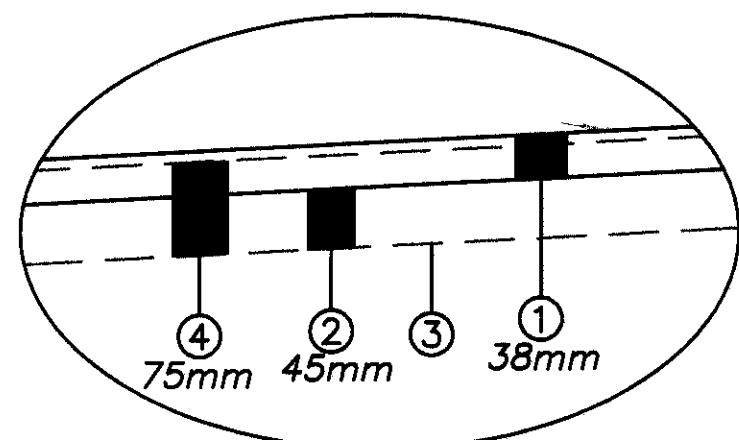
PLOTTED VIEW = PLAN2
XREF = NONE
XREF # = NONE
PLOT SCALE = 1"=100'
CAD: F:\MOT75\ROADWAY\GB.DWG
JUNE-30-1999



NORMAL SECTION "A"
N.B. & S.B. I-75 Combined With Barrier Median

Section Applies:

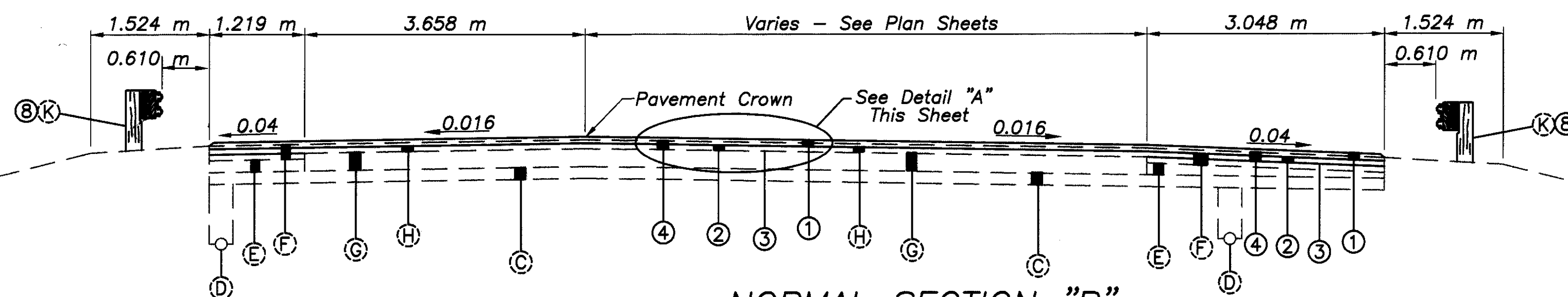
- Sta. 7+016.300 to Sta. 7+171.787 = 155.487 m
- Sta. 7+235.377 to Sta. 7+389.789 = 154.412 m
- Sta. 7+465.035 to Sta. 7+679.678 = 214.643 m
- Sta. 7+934.109 to Sta. 8+057.015 = 122.906 m
- Sta. 8+110.016 to Sta. 8+263.328 = 153.312 m
- Sta. 9+003.016 to Sta. 9+105.113 = 102.097 m
- Total = 902.857 meters



DETAIL "A"
Proposed Pavement Composition

LEGEND

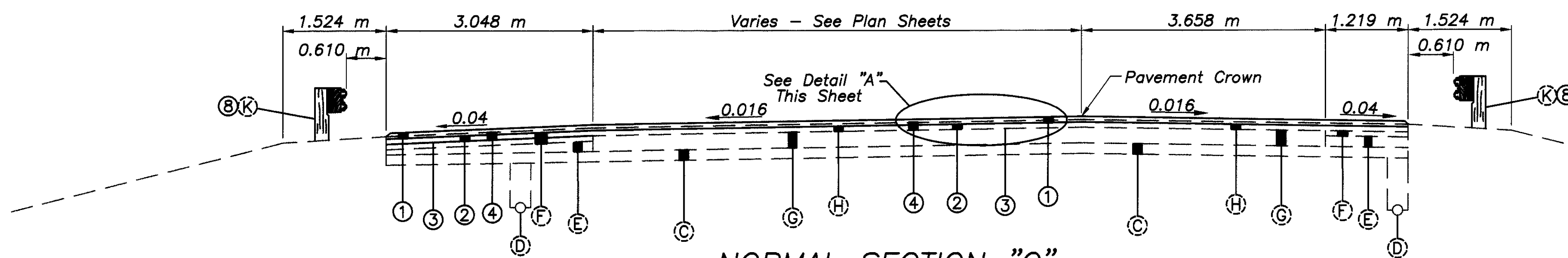
- ① ITEM 446 38 mm ASPHALT CONCRETE SURFACE COURSE, TYPE 1H
- ② ITEM 446 45 mm ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-28
- ③ ITEM 407 TACK COAT (APPLIED @ A RATE OF 0.30 Liters/Sq. Meter)
- ④ ITEM 254 PAVEMENT PLANING, BITUMINOUS (77 mm DEPTH)
- ⑤ ITEM 203 SUBGRADE COMPACTION
- ⑥ ITEM 305 200 mm CONCRETE BASE
- ⑦ ITEM 304 150 mm AGGREGATE BASE
- ⑧ ITEM 606 GUARDRAIL, TYPE 5
- ⑨ ITEM 605 150 mm SHALLOW PIPE UNDERDRAIN
- ⑩ ITEM 611 REINFORCED CONCRETE APPROACH SLAB, AS PER PLAN (T=380 mm)
- ⑪ ITEM 446 80 mm ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-28
- ⑫ ITEM 622 CONCRETE BARRIER, TYPE B1
- ⑬ ITEM 659 SEEDING & MULCHING
- ⑭ ITEM 611 REINFORCED CONCRETE APPROACH SLAB, AS PER PLAN (T=330 mm)



NORMAL SECTION "B"
Northbound I-75

Section Applies:

- Sta. 9+523.697 to Sta. 9+651.588 = 127.891 m
- Sta. 9+903.234 to Sta. 9+986.890 = 83.656 m
- Sta. 10+467.184 to Sta. 10+485.521 = 18.337 m
- Sta. 11+108.821 to Sta. 11+337.123 = 228.302 m
- Sta. 11+399.323 to Sta. 11+435.167 = 35.844 m
- Total = 494.030 meters

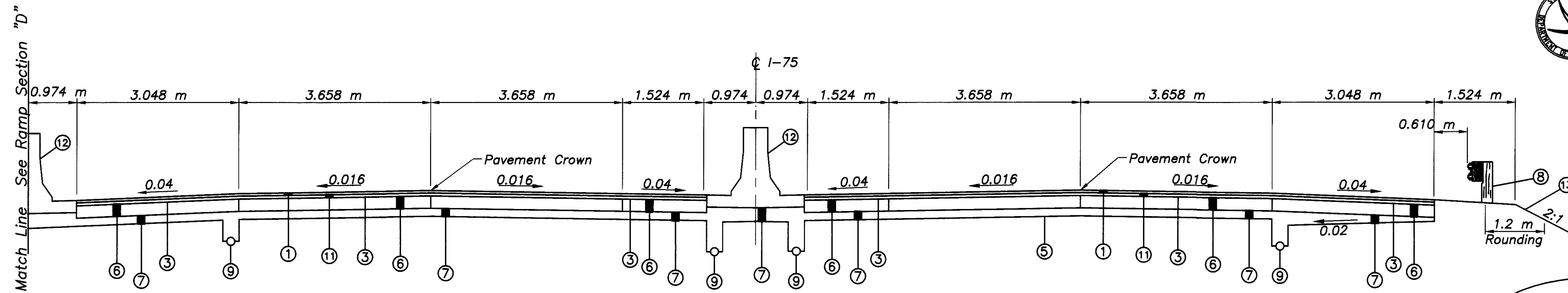


NORMAL SECTION "C"
Southbound I-75 (Looking Up Station)

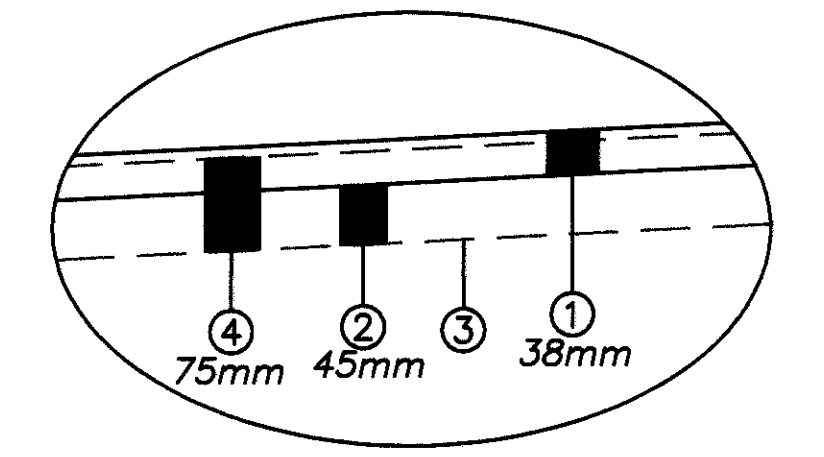
Section Applies:

- Sta. 9+475.026 to Sta. 9+495.397 = 20.371 m
- Sta. 9+836.287 to Sta. 9+898.863 = 62.576 m
- Sta. 10+437.192 to Sta. 10+536.291 = 99.099 m
- Sta. 0+987.453 to Sta. 1+046.320 = 58.867 m
- Sta. 0+483.563 to Sta. 0+499.906 = 16.343 m
- Total = 257.256 meters

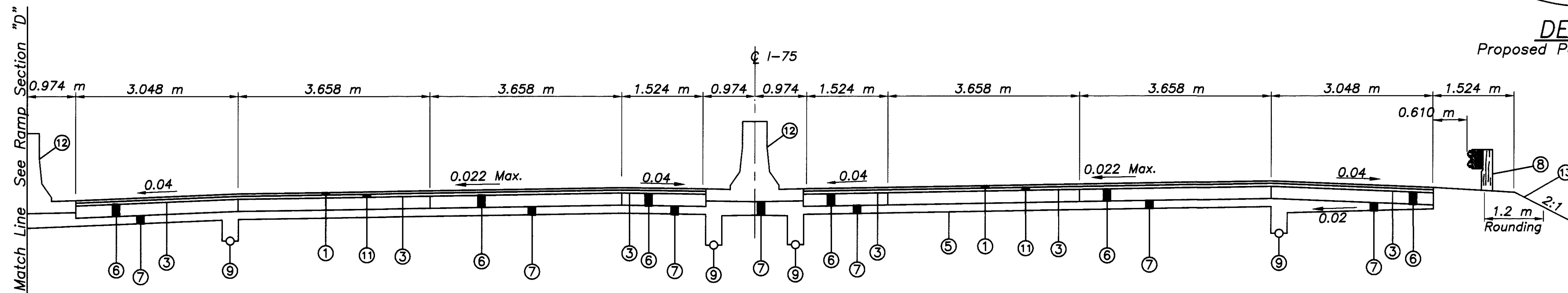
- (A) Existing Type B-50 Concrete Barrier
- (B) Existing Concrete Barrier Footer
- (C) Existing Subbase
- (D) Existing Underdrain
- (E) Existing Aggregate Base Course
- (F) Existing Waterproof Aggregate Base Course
- (G) Existing Reinforced Concrete Pavement
- (H) Existing Asphalt Pavement Courses
- (J) Existing Concrete Curb and Gutter
- (K) Existing Guardrail, Type 5



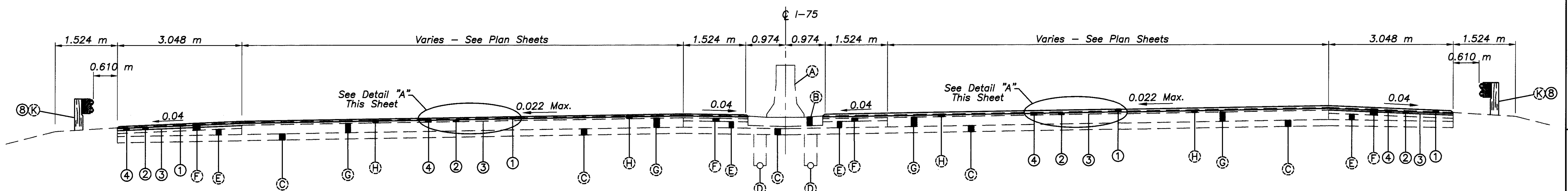
NORMAL SECTION "D"
 N.B. & S.B. I-75 Combined With Barrier Median
 Section Applies:
 Sta. 7+855.747 to Sta. 7+934.109 = 78.362 m
 Total = 78.362 meters



DETAIL "A"
 Proposed Pavement Composition



SUPERELEVATED SECTION "A"
 Curve Left, N.B. & S.B. I-75 Combined With Barrier Median
 Section Applies:
 Sta. 7+834.343 to Sta. 7+855.747 = 21.404 m
 Total = 21.404 meters



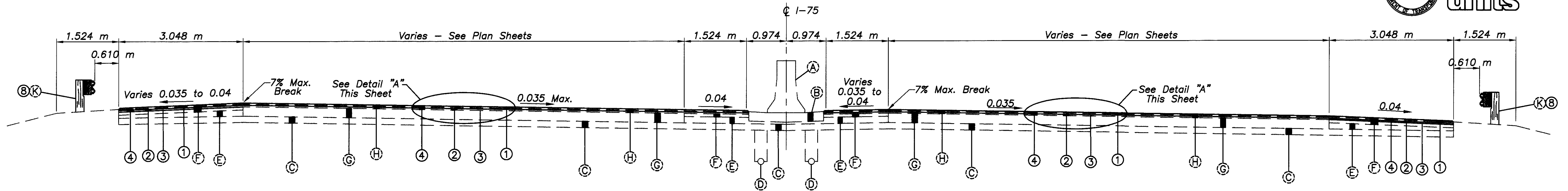
SUPERELEVATED SECTION "B"
 Curve Left, N.B. & S.B. I-75 Combined With Barrier Median
 Section Applies:
 Sta. 6+428.154 to Sta. 6+673.552 = 245.398 m
 Sta. 6+751.693 to Sta. 7+016.300 = 264.607 m
 Sta. 7+679.678 to Sta. 7+834.343 = 154.665 m
 Total = 664.670 meters

Notes:
 For Legend of Proposed and Existing Items, See Sheet No. 4.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 20m=1
 CAD FILE: M07-75-ROADWAY-LEISER.DWG
 JANUARY-05-1998

TYPICAL SECTIONS

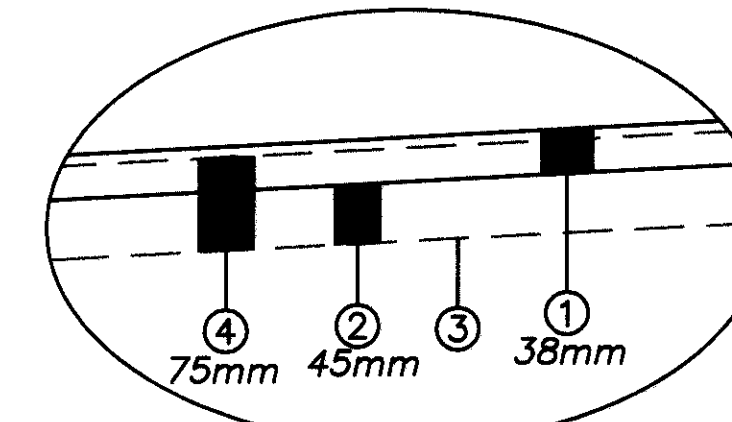
MOT-75-16.794



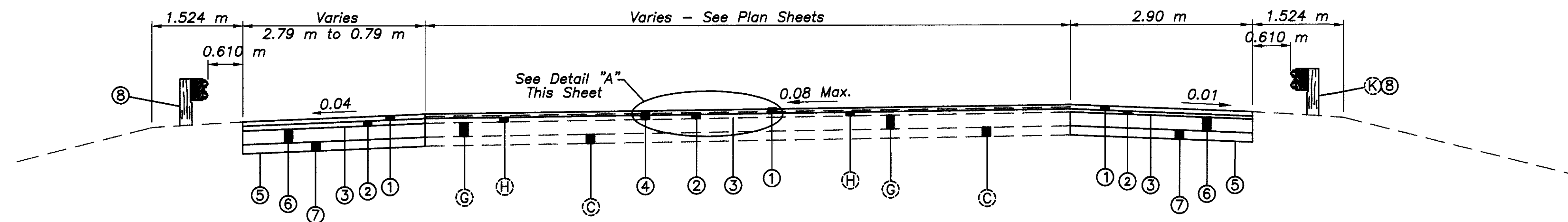
SUPERELEVATED SECTION "C"
Curve Right, N.B. & S.B. I-75 Combined With Barrier Median

Section Applies:

Sta. 8+308.106 to Sta. 8+455.099 = 146.993 m
Sta. 8+676.606 to Sta. 8+767.744 = 91.138 m
Total = 238.131 meters



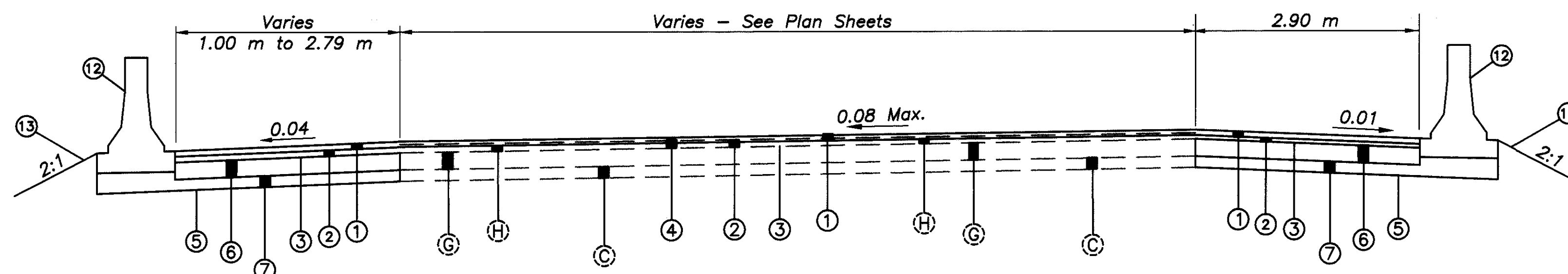
DETAIL "A"
Proposed Pavement Composition



SUPERELEVATED SECTION "I"
Curve Left, Northbound I-75

Section Applies:

Sta. 11+863.350 to Sta. 11+947.361 = 84.011 m
Total = 84.011 meters

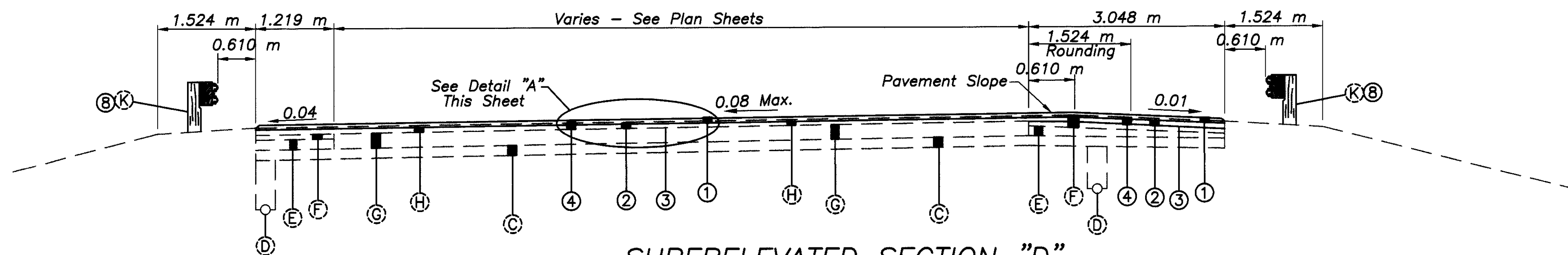


SUPERELEVATED SECTION "H"
Curve Left, Northbound I-75

Section Applies:

Sta. 11+694.572 to Sta. 11+778.991 = 84.419 m
Total = 84.419 meters

Notes:
For Legend of Proposed and Existing Items, See Sheet No. 4.

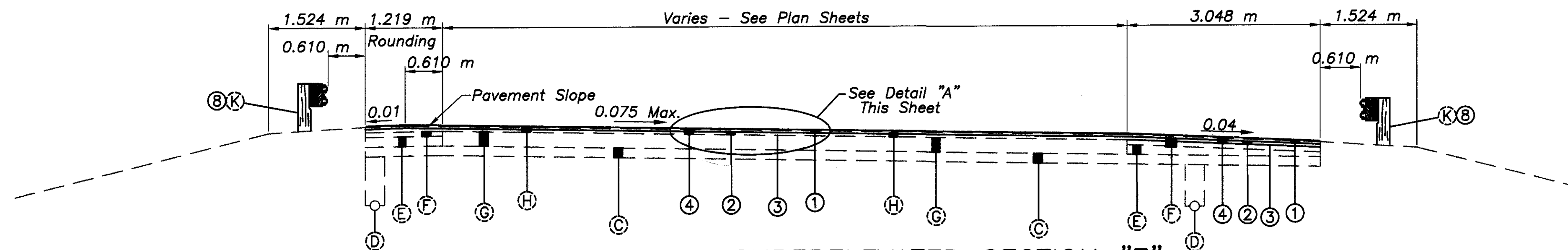


SUPERELEVATED SECTION "D"

Curve Left, Northbound I-75

Section Applies:

Sta. 9+746.417 to Sta. 9+818.777 = 72.36 m
Total = 72.36 meters

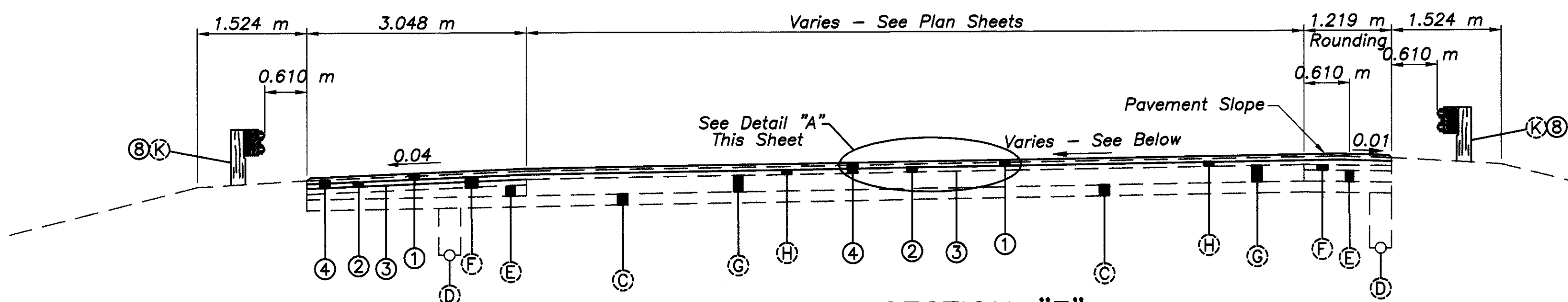


SUPERELEVATED SECTION "E"

Curve Right, Northbound I-75

Section Applies:

Sta. 10+485.521 to Sta. 10+770.168 = 284.647 m
Sta. 10+825.278 to Sta. 11+031.838 = 206.560 m
Total = 491.207 meters



SUPERELEVATED SECTION "F"

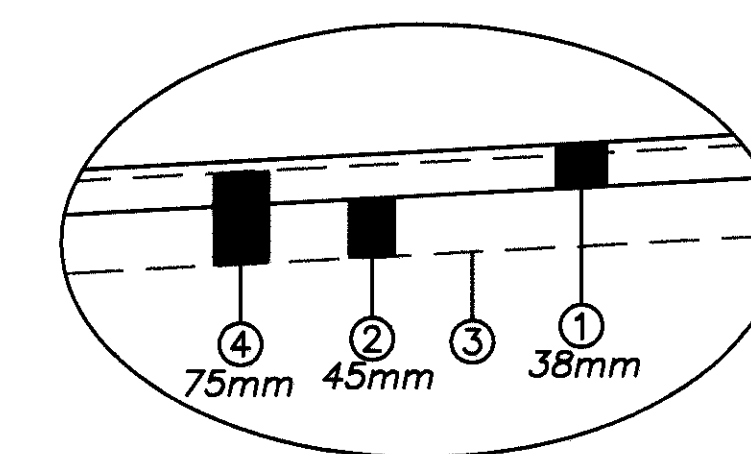
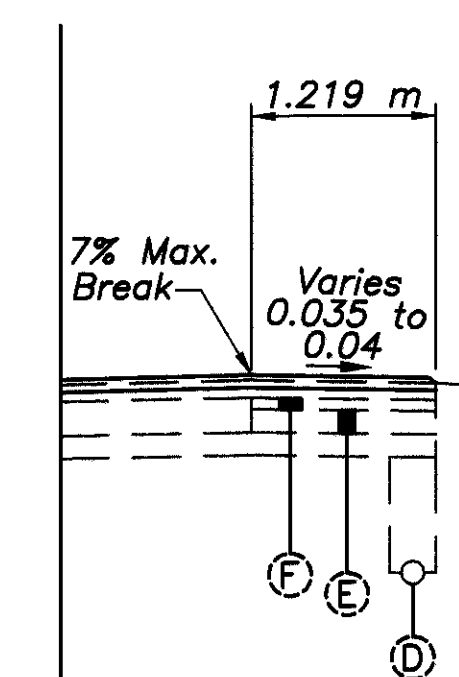
Curve Left, Southbound I-75 (Looking Up Station)

Section Applies:

Sta. 0+815.201 to Sta. 0+987.453 = 172.252 m
Sta. 9+898.863 to Sta. 9+944.559 = 45.696 m
Sta. 0+450.000 to Sta. 0+483.563 = 33.563 m
Total = 251.511 meters

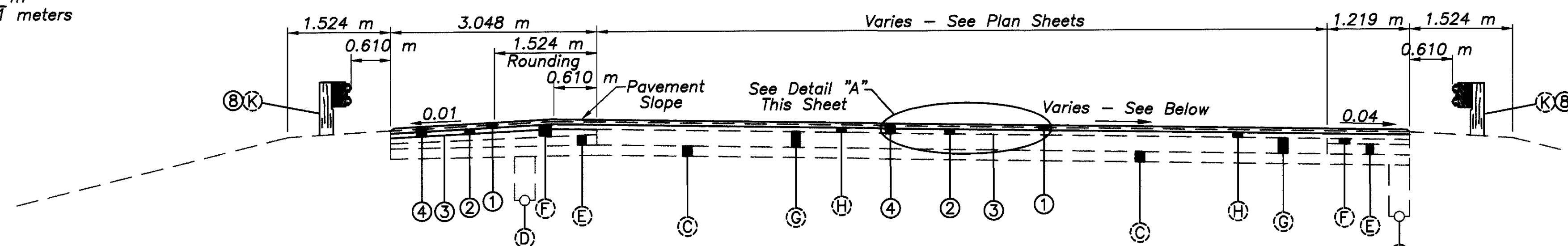
Right Shoulder Shown
for SE = 0.075 Max.

Right Shoulder Shown
for SE = 0.035 Max.



DETAIL "A"

Proposed Pavement Composition



SUPERELEVATED SECTION "G"

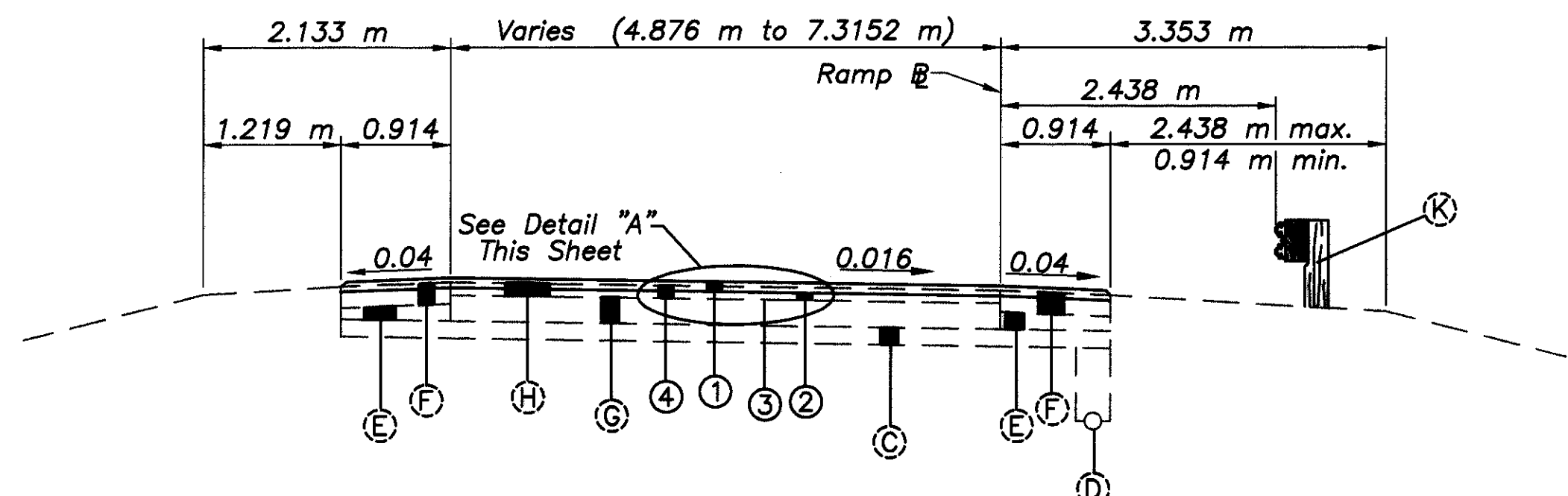
Curve Right, Southbound I-75 (Looking Up Station)

Section Applies:

Sta. 9+495.397 to Sta. 9+569.435 = 74.038 m
Sta. 9+654.590 to Sta. 9+748.469 = 93.879 m
Sta. 10+536.291 to Sta. 10+740.718 = 204.427 m
Sta. 10+804.399 to Sta. 11+033.765 = 229.366 m
Total = 601.710 meters

Notes:

For Legend of Proposed and Existing Items, See Sheet No. 4.

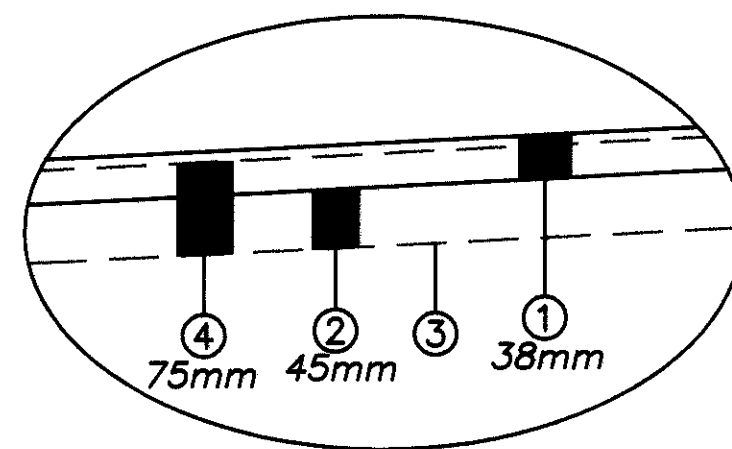


RAMP (NORMAL)

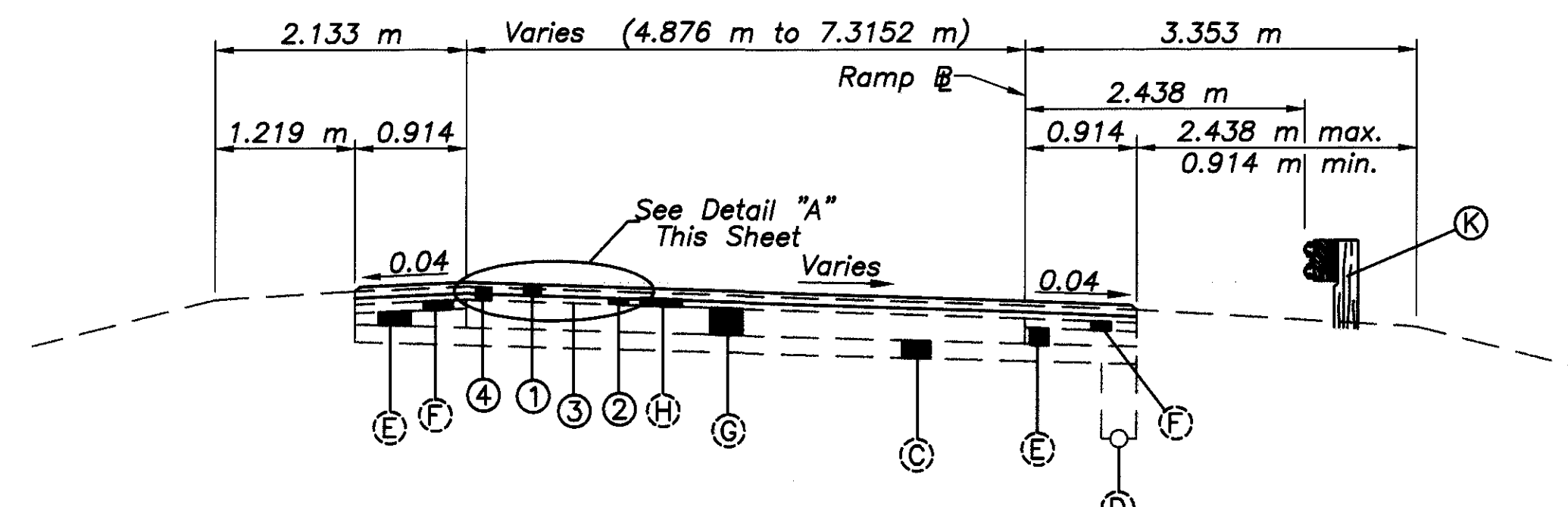
(Looking in the direction of traffic)

Section Applies:

Ramp A	Sta. 0+050.000 to Sta. 0+078.515 = 28.515 m	Ramp L	Sta. 0+303.899 to Sta. 0+394.779 = 90.880 m
Ramp B	Sta. 0+225.685 to Sta. 0+422.039 = 196.354 m	Ramp O	Sta. 0+040.000 to Sta. 0+177.171 = 137.171 m
Ramp C	Sta. 0+123.679 to Sta. 0+247.370 = 123.691 m	Ramp W	Sta. 0+148.744 to Sta. 0+240.000 = 91.256 m
Ramp D	Sta. 0+309.586 to Sta. 0+430.000 = 120.414 m	Ramp N-22	Sta. 0+243.328 to Sta. 0+315.856 = 72.528 m
Ramp F	Sta. 0+121.259 to Sta. 0+350.000 = 228.741 m	Ramp N-23	Sta. 0+000.000 to Sta. 0+135.395 = 135.395 m
Ramp H	Sta. 0+050.000 to Sta. 0+420.552 = 370.552 m	Ramp R	Sta. 0+146.237 to Sta. 0+205.158 = 58.921 m
Lane SE	Sta. 0+339.012 to Sta. 0+451.657 = 112.645 m	Ramp R	Sta. 0+300.790 to Sta. 0+338.752 = 37.962 m
Lane WS	Sta. 0+861.583 to Sta. 0+985.734 = 124.151 m	Ramp S	Sta. 0+266.732 to Sta. 0+287.333 = 20.601 m
	Sta. 1+084.226 to Sta. 1+228.490 = 144.264 m	Ramp A-A	Sta. 0+177.500 to Sta. 0+226.427 = 48.927 m
Ramp AN	Sta. 0+054.547 to Sta. 0+212.394 = 157.847 m	Ramp D-D	Sta. 0+043.605 to Sta. 0+076.584 = 32.979 m
Ramp NA	Sta. 0+190.066 to Sta. 0+228.122 = 38.056 m		Total = 726.620 meters
Lane ES	Sta. 0+050.000 to Sta. 0+099.629 = 49.629 m		
Lane NE	Sta. 0+387.779 to Sta. 0+574.581 = 186.802 m		
Ramp M	Sta. 0+054.155 to Sta. 0+080.000 = 25.845 m		
	Total = 1907.506 meters		



DETAIL "A"
Proposed Pavement Composition

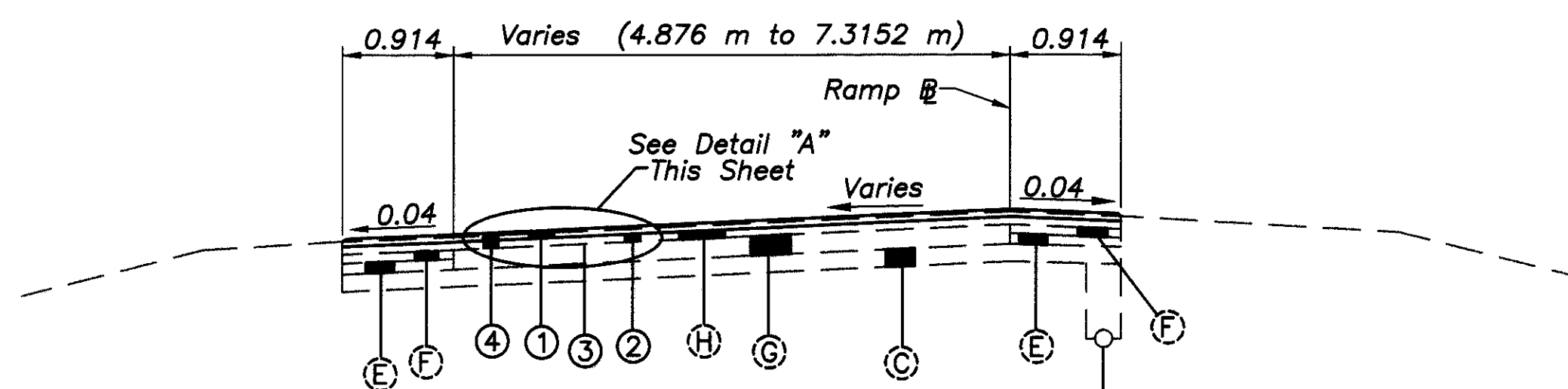


RAMP (CURVE RIGHT)

(Looking in the direction of traffic)

Section Applies:

Ramp A	Sta. 0+078.515 to Sta. 0+220.471 = 141.956 m	Ramp M	Sta. 0+080.150 to Sta. 0+140.919 = 60.769 m
Ramp D	Sta. 0+251.057 to Sta. 0+309.586 = 58.529 m	Ramp Q	Sta. 0+020.000 to Sta. 0+097.818 = 77.818 m
Lane SE	Sta. 0+172.255 to Sta. 0+235.838 = 63.583 m	Ramp T	Sta. 0+405.531 to Sta. 0+460.000 = 54.469 m
	Sta. 0+567.441 to Sta. 0+852.661 = 285.220 m	Ramp B-B	Sta. 0+090.814 to Sta. 0+206.544 = 115.73 m
Lane WS	Sta. 0+667.286 to Sta. 0+748.194 = 80.908 m	Ramp D-D	Sta. 0+076.584 to Sta. 0+144.775 = 68.191 m
Lane NA	Sta. 0+070.716 to Sta. 0+190.066 = 119.350 m	Ramp N-22	Sta. 0+205.179 to Sta. 0+243.328 = 38.149 m
Lane EN	Sta. 0+269.388 to Sta. 0+408.760 = 139.372 m	Ramp N-24	Sta. 0+030.000 to Sta. 0+176.376 = 146.376 m
	Total = 888.918 meters	EB S.R. 4	Sta. 0+078.062 to Sta. 0+146.000 = 67.938 m
			Total = 629.440 meters

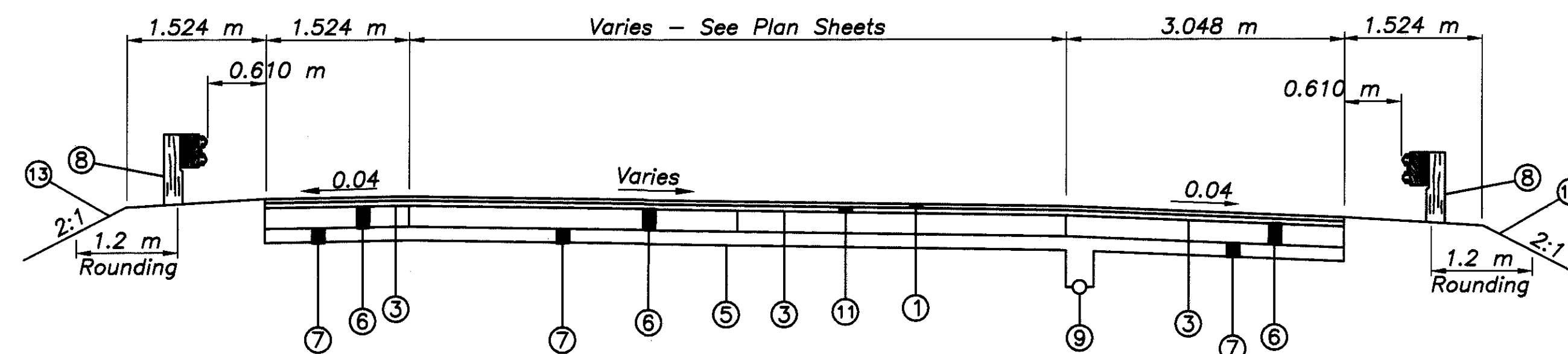


RAMP (CURVE LEFT)

(Looking in the direction of traffic)

Section Applies:

Ramp C	Sta. 0+060.000 to Sta. 0+123.679 = 63.679 m	Ramp S	Sta. 0+018.880 to Sta. 0+184.424 = 165.544 m
Lane ES	Sta. 0+099.629 to Sta. 0+198.518 = 98.889 m	Ramp T	Sta. 0+405.531 to Sta. 0+460.000 = 54.469 m
	Sta. 0+345.721 to Sta. 0+388.664 = 42.943 m	Ramp A-A	Sta. 0+048.830 to Sta. 0+177.500 = 128.670 m
Ramp Q	Sta. 0+097.818 to Sta. 0+159.217 = 61.399 m	Ramp C-C	Sta. 0+224.593 to Sta. 0+358.961 = 134.368 m
Ramp R	Sta. 0+338.752 to Sta. 0+370.000 = 31.248 m	Ramp D-D	Sta. 0.000.000 to Sta. 0+043.605 = 43.605 m
Lane NE	Sta. 0+372.720 to Sta. 0+387.779 = 15.059 m	WB S.R. 4	Sta. 0+461.729 to Sta. 0+615.551 = 153.822 m
	Total = 313.217 meters		Total = 680.478 meters



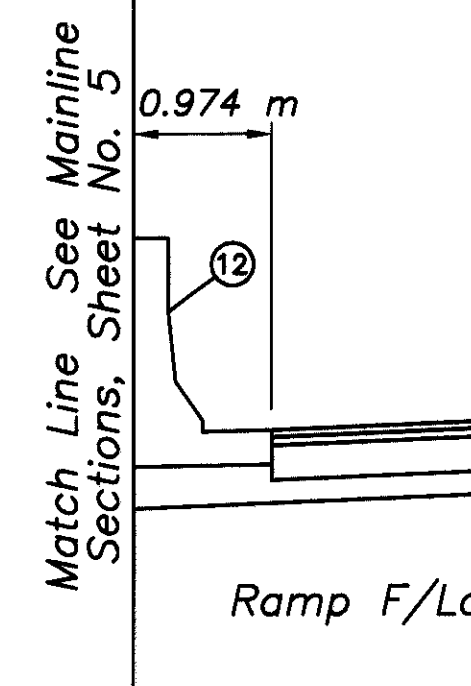
Lane SE and Ramp H Shown

RAMP SECTION "D"

(Looking in the direction of traffic)

Section Applies:

Lane SE	Sta. 0+235.838 to Sta. 0+339.012 = 103.174 m
	Total = 103.174 meters



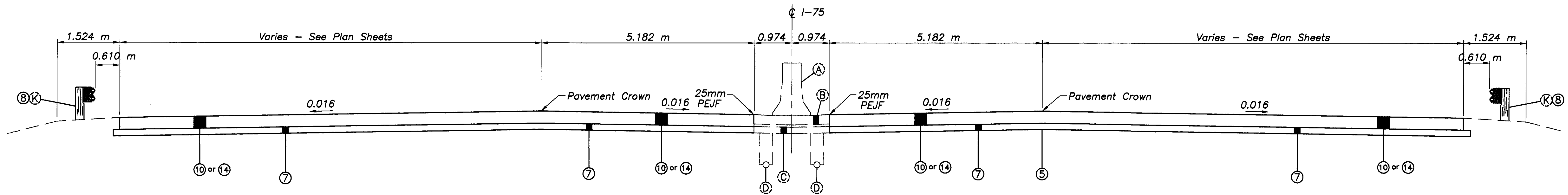
Ramp F/Lane SW Shoulder and Barrier Shown

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 XREF# = NONE
 PLOT SCALE = 20=1
 CAD FILE = MDTA20040204X15183632.DWG
 JANUARY-05-1998

Notes:
 For Legend of Proposed and Existing Items, See Sheet No. 4.

TYPICAL SECTIONS

MOT-75-16.794

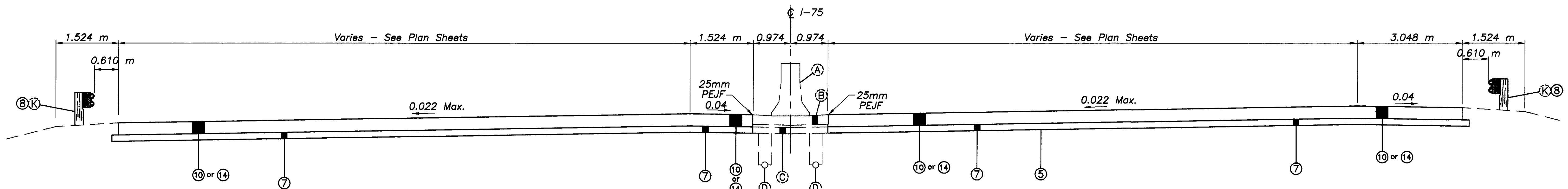


APPROACH SLAB SECTION "A"
 Normal Crown, N.B. & S.B. I-75 Combined With Barrier Median

Section Applies:

Sta. 7+171.787 to Sta. 7+179.387 =	7.600 m
Sta. 7+227.777 to Sta. 7+235.377 =	7.600 m
Sta. 7+389.789 to Sta. 7+397.389 =	7.600 m
Sta. 7+457.435 to Sta. 7+465.035 =	7.600 m
Sta. 8+057.015 to Sta. 8+064.615 =	7.600 m
Sta. 8+102.416 to Sta. 8+110.016 =	7.600 m
Sta. 8+263.328 to Sta. 8+270.928 =	7.600 m
Sta. 8+995.416 to Sta. 9+003.016 =	7.600 m
Sta. 9+105.113 to Sta. 9+112.713 =	7.600 m
Total =	68.400 meters

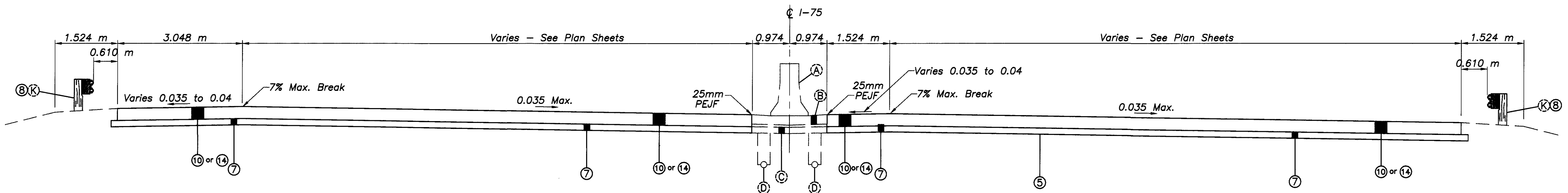
Notes:
 For Legend of Proposed and Existing Items, See Sheet No. 4.



APPROACH SLAB SECTION "B"
 Curve Left Superelevated, N.B. & S.B. I-75 Combined With Barrier Median

Section Applies:

Sta. 6+127.134 to Sta. 6+134.734 =	7.600 m
Sta. 6+420.554 to Sta. 6+428.154 =	7.600 m
Sta. 6+673.552 to Sta. 6+681.152 =	7.600 m
Sta. 6+744.093 to Sta. 6+751.693 =	7.600 m
Total =	30.400 meters



APPROACH SLAB SECTION "C"
 Curve Right Superelevated, N.B. & S.B. I-75 Combined With Barrier Median

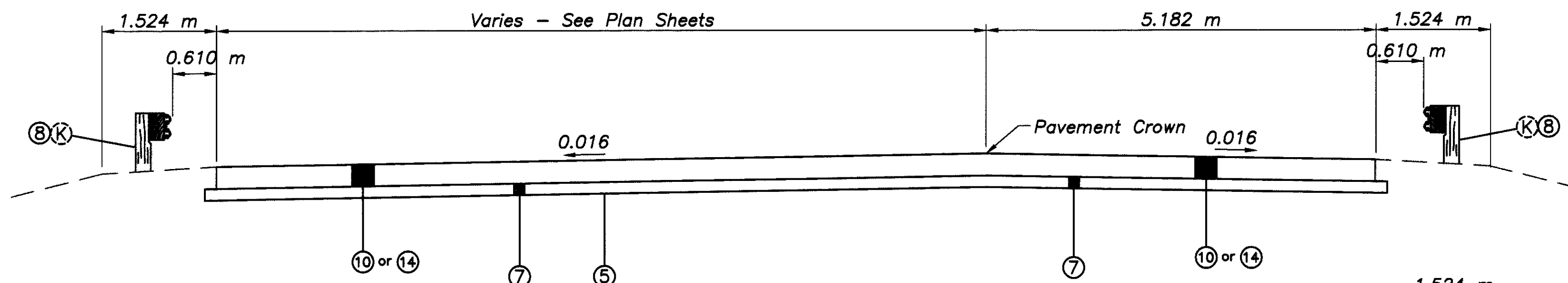
Section Applies:

Sta. 8+300.506 to Sta. 8+308.106 =	7.600 m
Sta. 8+455.099 to Sta. 8+462.699 =	7.600 m
Sta. 8+669.006 to Sta. 8+676.606 =	7.600 m
Sta. 8+767.744 to Sta. 8+775.344 =	7.600 m
Total =	30.400 meters

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 CAD: F:\MOT75\ROADWAY\1538361.DWG JANUARY-05-1998

TYPICAL SECTIONS

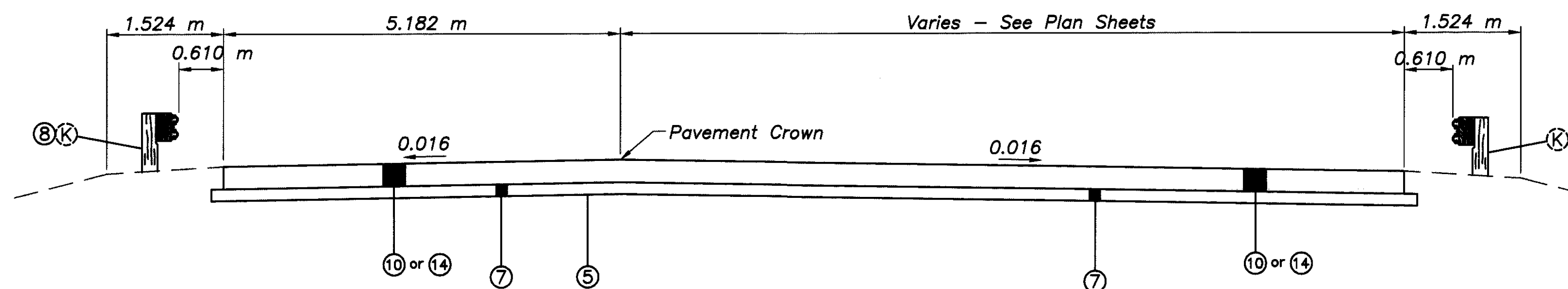
MOT-75-16.794



APPROACH SLAB SECTION "D"
Normal Crown, Southbound I-75

Section Applies:

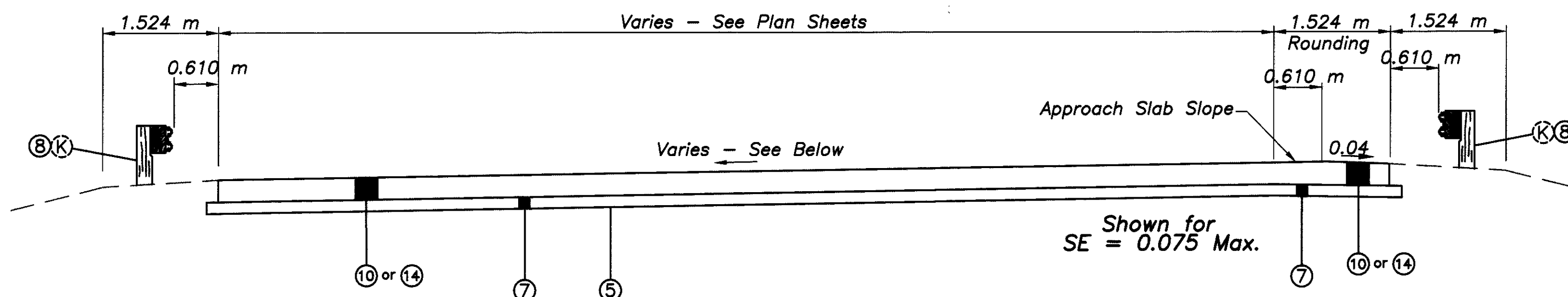
Sta. 9+467.426 to Sta. 9+475.026 =	7.600 m
Sta. 10+429.592 to Sta. 10+437.192 =	7.600 m
Sta. 11+100.648 to Sta. 1+046.320 =	7.600 m
Sta. 0+499.906 to Sta. 0+506.006 =	6.100 m
Total =	28.900 meters



APPROACH SLAB SECTION "E"
Normal Crown, Northbound I-75

Section Applies:

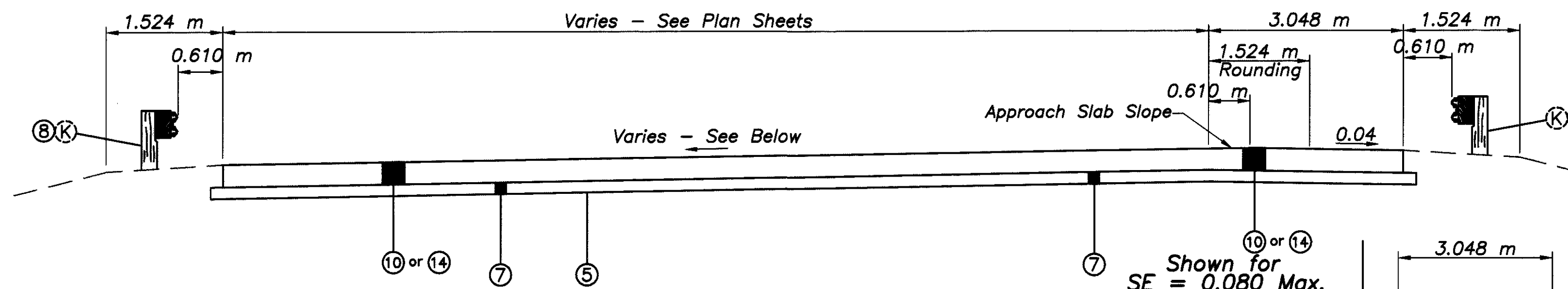
Sta. 9+516.097 to Sta. 9+523.697 =	7.600 m
Sta. 9+651.588 to Sta. 9+659.188 =	7.600 m
Sta. 9+895.634 to Sta. 9+903.234 =	7.600 m
Sta. 9+986.890 to Sta. 9+994.490 =	7.600 m
Sta. 10+459.584 to Sta. 10+467.184 =	7.600 m
Sta. 11+101.221 to Sta. 11+108.821 =	7.600 m
Sta. 11+337.123 to Sta. 11+343.223 =	6.100 m
Sta. 11+393.223 to Sta. 11+399.323 =	6.100 m
Sta. 11+435.167 to Sta. 11+441.267 =	6.100 m
Total =	63.900 meters



APPROACH SLAB SECTION "F"
Curve Left Superelevated, Southbound I-75

Section Applies:

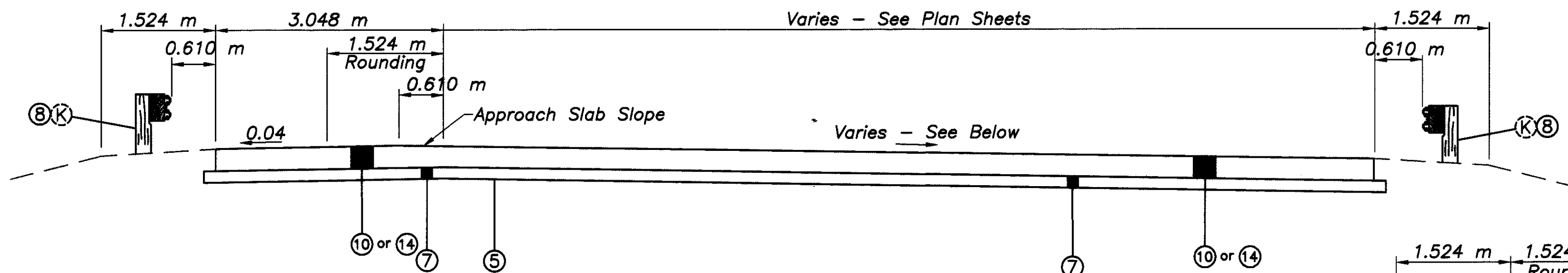
Sta. 9+944.559 to Sta. 9+952.159 =	7.600 m	(SE = 0.035 Max.)
Sta. 0+809.101 to Sta. 0+815.201 =	6.100 m	(SE = 0.075 Max.)
Total =	13.700 meters	



APPROACH SLAB SECTION "G"
Curve Left Superelevated, Northbound I-75

Section Applies:

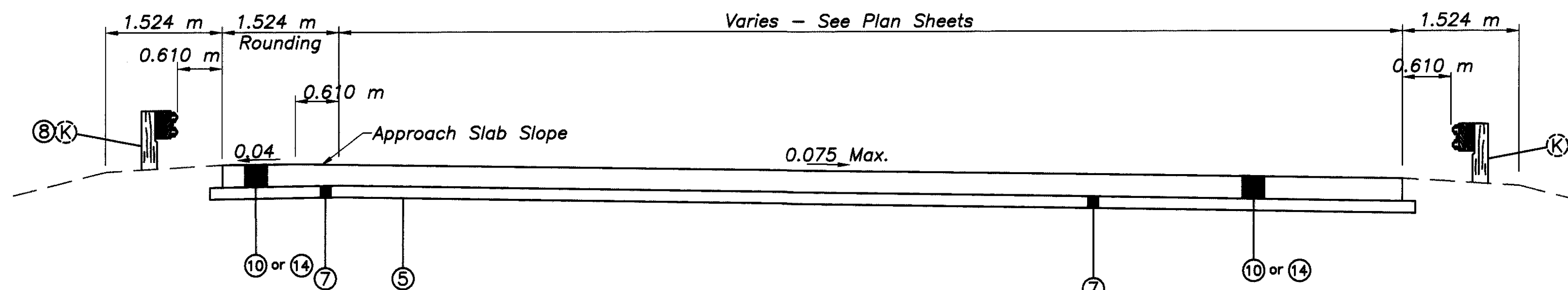
Sta. 9+738.817 to Sta. 9+746.417 =	7.600 m	(SE = 0.022 Max.)
Sta. 9+818.777 to Sta. 9+826.377 =	7.600 m	(SE = 0.022 Max.)
Sta. 11+688.472 to Sta. 11+694.572 =	6.100 m	(SE = 0.080 Max.)
Sta. 11+778.991 to Sta. 11+786.591 =	7.600 m	(SE = 0.080 Max.)
Sta. 11+855.750 to Sta. 11+863.350 =	7.600 m	(SE = 0.080 Max.)
Total =	36.500 meters	



APPROACH SLAB SECTION "H"
Curve Right Superelevated, Southbound I-75

Section Applies:

Sta. 9+569.435 to Sta. 9+577.035 =	7.600 m	(SE = 0.066 Max.)
Sta. 9+646.990 to Sta. 9+654.590 =	7.600 m	(SE = 0.066 Max.)
Sta. 9+748.469 to Sta. 9+756.069 =	7.600 m	(SE = 0.066 Max.)
Sta. 9+828.687 to Sta. 9+836.287 =	7.600 m	(SE = 0.066 Max.)
Sta. 10+740.718 to Sta. 10+748.318 =	7.600 m	(SE = 0.080 Max.)
Sta. 10+796.799 to Sta. 10+804.399 =	7.600 m	(SE = 0.080 Max.)
Sta. 11+033.765 to Sta. 11+041.365 =	7.600 m	(SE = 0.080 Max.)
Total =	53.200 meters	



APPROACH SLAB SECTION "J"
Curve Right Superelevated, Northbound I-75

Section Applies:

Sta. 10+770.168 to Sta. 10+777.768 =	7.600 m
Sta. 10+817.678 to Sta. 10+825.278 =	7.600 m
Sta. 11+031.838 to Sta. 11+039.438 =	7.600 m
Total =	22.800 meters

Notes:
For Legend of Proposed and Existing Items, See Sheet No. 4.

PLOTTED VIEW = PLAN
 XREF # = NONE
 XREF # = NONE
 CAD = E:\MOT75\ROADWAY\SUBSECT.DWG
 JANUARY-05-1998

TYPICAL SECTIONS

MOT-75-16.794

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH SHOWN OTHERWISE.

UTILITIES

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

THE DAYTON POWER & LIGHT CO.
COURTHOUSE PLAZA S.W.
P.O. BOX 1247
DAYTON, OHIO 45401
(937) 331-4828

CITY OF DAYTON WATER & SEWER
900 OTTAWA STREET
DAYTON, OHIO 45402
(937) 443-4915

AMERITECH
3233 WOODMAN DRIVE,
ROOM 225
DAYTON, OHIO 45420
(937) 296-3644

SPRINT
465 QUEENSGATE ROAD
SPRINGBORO, OHIO 45066
(800) 724-3329

WORLDCOM NETWORK SERVICES
730 W. HENRY STREET
INDIANAPOLIS, INDIANA 46225
(317) 685-8050

MIAMI VALLEY REGIONAL TRANSIT AUTHORITY
600 LONGWORTH STREET
DAYTON, OHIO 45402
(937) 443-3048

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. ALL OTHER SLOPED EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN 203.09. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.09.

~~ITEM 203 - PROOF ROLLING~~

~~AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.~~

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606. IMPACT ATTENUATOR, TYPE 2-98. [MODEL #'s QS6903, QS6904, QS6905, QS6906, QS6907, QS6908, QS6909, QS6910, QS6911, or QS6912, UNIDIRECTIONAL].

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A QUADGUARD IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO IL 60601 (TELEPHONE: 312 467-6750).

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

GENERAL NOTES

DWG.#	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
QST SCVR-U	QUADGUARD SYSTEM WITH TENSION STRUT BACKUP	7/10/96	3/6/98
QSC BCVR-U	QUADGUARD SYSTEM WITH CONCRETE BACKUP	4/28/97	3/6/98
QFT SCVR-U	QUADGUARD SYSTEM W/ 69" & 90" TENSION STRUT BACKUPS	9/5/97	3/6/98
QFC BCVR-U	QUADGUARD SYSTEM W/ 69" & 90" TENSION CONCRETE BACKUPS	9/4/97	3/6/98

⊕ PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BIS FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2-98 [MODEL #'S QS6903, QS6904, QS6905, QS6906, QS6907, QS6908, QS6909, QS6910, QS6911 OR QS6912, UNIDIRECTIONAL], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

1) THE ET-2000(1997) MANUFACTURED BY SYRO, INC., 1170 N. STATE STREET, GIRARD, OH 44420 (TELEPHONE: 330-545-4373). THE LENGTH OF THE ET-2000(1997) IS CONSIDERED TO BE 15.24M, INCLUSIVE OF TWO 7.62M LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS265M
DRAWING NAME: ET-2000(1997) PLAN, ELEVATION & SECTIONS
DWG./REV. DATE: 06/20/1997
ODOT APPROVAL DATE: 03/06/1998

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, IL 60423 (TELEPHONE: 815-464-5917). THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 15.24M, INCLUSIVE OF FOUR 3.81M LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SKT-4M
DRAWING NAME: SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES
DWG./REV. DATE: 12/11/1997
ODOT APPROVAL DATE: 03/06/1998

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 450MM BY 450MM.

⊕ PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 203 - LINEAR GRADING

GRADED SHOULDERS AT LOCATIONS WHERE EXISTING GUARDRAIL IS REMOVED, OR WHERE NEW GUARDRAIL IS TO BE ERECTED, SHALL BE RESHAPED AS DIRECTED BY THE ENGINEER TO INSURE A SMOOTH DRAINABLE SURFACE FREE OF ALL IRREGULARITIES. EXCESS EXCAVATION RESULTING FROM RESHAPING SHOULDERS SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT FOR RESHAPING GRADED SHOULDERS AS DESCRIBED SHALL BE INCLUDED IN THE CONTRACT PRICE PER METER (OR KILOMETER) FOR ITEM 203, LINEAR GRADING.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1M.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS, PROJECT NOS. MOT-75-10.44, MOT-25-10.41, MOT-75-10.78, MOT-75-11.52, MOT-25-12.24, MOT-75-12.49, MOT-25-12.79, MOT-75-11.90 AND MOT-25-13.09 SHOWING THE ORIGINAL LIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT SEVEN OFFICE). THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF 38 MILLIMETERS AS SHOWN ON THE TYPICAL SECTIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, CONTRACTION JOINTS SHALL BE PROVIDED IN THE NEW CONCRETE SO AS TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2M, IF NECESSARY, ADDITIONAL JOINTS SHALL BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

ITEM 659 - SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR ITEM 659, SEEDING AND MULCHING, ARE BASED ON THESE LIMITS.

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE PLACED BY THE CONTRACTOR WITH THE ENGINEER'S CONCURRENCE FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

877, TEMPORARY SEEDING AND MULCHING 913 SQ. METER

877, TEMPORARY PERIMETER FILTER FABRIC FENCE 60 METER

877, TEMPORARY INLET PROTECTION FILTER FABRIC FENCE 36 METER

659, MOWING 1141 SQ. METER

659, COMMERCIAL FERTILIZER 214 KILOGRAM

659, REPAIR SEEDING AND MULCHING 228 SQ. METER

659, WATER 9 CU. METER

⊕ PAYMENT SHALL ALSO INCLUDE ALL EMBANKMENT NECESSARY TO INSTALL THESE ITEM.

GENERAL NOTES

MOT-75-16.794

PLotted NEW - PLANT
XREF# NONE
XREF# NONE
PLOT SCALE = 1"=1'
CADD F:\A0775\ROADWAY\153836N1.DWG
JUNE-30-1999

CALC. BY: SAWI
DATE: 6/3/99
CHKD. BY: P.E.
DATE: 6/17/99

GENERAL NOTES

ITEM 611 - REINFORCED CONCRETE APPROACH SLAB, AS PER PLAN
EXISTING APPROACH SLABS SHALL BE REPLACED WITH NEW APPROACH SLABS FOR BRIDGES MOT-75-16801(1044), 17348(1078), 17847(1109), 18056(1122), 18732W(1164W), 18732(1164), 18732E(1164E), 18893(1174), 18941(1177), 18958(1178), 18909(1175), 19118(1188), 19118E(1188E), 19440(1208), 19730L(1226L), 19730R(1226R), 19730W(1226W), 19730E(1226E), 20293L(1261L), 20293R(1261R), 20293E(1261E), 20454W(1271W), 20454D(1271D), 20454R(1271R), 20454L(1271L), 20454D(1271D), 20615L(1281L), 20615C(1281C), 20615R(1281R), 21404L(1330L), 21404R(1330R), 21661L(1346L), 21661R(1346R), 22064L(1371L), 21967R(1365R), 22064R(1371R), 22402R(1392R).

IMPACT ATTENUATORS

THE CONTRACTOR SHALL SELECT A DESIGN SPEED OF 115 KPH (71MPH) WHEN DETERMINING WHICH IMPACT ATTENUATOR MODEL TO USE. THE CONTRACTOR IS TO DECIDE WHICH IMPACT ATTENUATOR TO USE IN ACCORDANCE WITH FIELD MEASUREMENTS.

APPROACH SLABS FOR ALL BRIDGES, EXCEPT MOT-75-22064L&R BRIDGES, ARE 7600mm LONG. APPROACH SLABS AT MOT-75-22064L&R BRIDGES ARE 6100mm LONG. APPROACH SLABS ARE AS PER STANDARD DWG. AS-1-81M EXCEPT THAT THE DEPTH OF APPROACH SLAB ENDS RESTING ON ABUTMENTS WILL BE 406mm AS SHOWN ON THE STRUCTURE PLANS. FOR PHASE CONSTRUCTION OF APPROACH SLABS, MECHANICAL CONNECTORS WILL BE USED TO DEVELOP CONTINUITY FOR REINFORCED BARS ACROSS THE CONSTRUCTION JOINT. PAYMENT FOR MECHANICAL CONNECTORS WILL BE INCLUDED WITH ITEM 611. EXISTING MEDIAN BARRIER ON SOUTH ABUTMENT APPROACH SLAB OF MOT-75-22064R(1371R) WILL BE SALVAGED DURING THE EXISTING APPROACH SLAB REMOVAL. THE MEDIAN BARRIER WILL BE REINSTALLED ON THE NEW APPROACH SLAB BY USING ANCHORS TO DEVELOP RESTRAINT FOR DESIGN (LATERAL) LOADS. PAYMENT FOR LABOR, MATERIALS AND INCIDENTAL COSTS TO SALVAGE THE EXISTING MEDIAN BARRIER AND TO REINSTALL SHALL BE INCLUDED WITH ITEM 611. REMOVAL OF APPROACH SLABS SHALL ALSO BE INCLUDED WITH THIS ITEM.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 624, MOBILIZATION.

ITEM 203, PROOF ROLLING, AS PER PLAN

PROOF ROLLING SHALL BE ACCOMPLISHED BY THE USE OF A GRADER OR SIMILAR EQUIPMENT APPROVED BY THE ENGINEER. THE COST FOR ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 203, PROOF ROLLING, AS PER PLAN.

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 407, TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.3 LITERS PER SQUARE METER OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

CALC. BY: SAWI
DATE: 6/3/99
CHKD. BY: P. E.
DATE: 6/17/99

GENERAL NOTES

MOT-75-16.794

10A
319

PLOT SCALE = 1"=1'
CADD: F:\MOT75\ROADWAY\153630N1.DWG
SEPTEMBER-01-1999
PLOTTED VIEW = PLANT
XREF # = NONE

MAINTAINING TRAFFIC GENERAL NOTES

DESCRIPTION OF PROJECT

THIS PROJECT INVOLVES BRIDGE REHABILITATION AND RESURFACING ON I-75 FROM THE SOUTHERN CORPORATION LINE IN DAYTON TO THE SR 4 SPLIT, IN THE VICINITY OF DOWNTOWN DAYTON, OHIO. THE PROJECT INCLUDES RESURFACING OF 5.57 KILOMETERS OF I-75 AND REHABILITATION OF 41 BRIDGE STRUCTURES.

THE MAINTAINING TRAFFIC PLAN WAS DEVELOPED TO MAINTAIN AS MANY LANES AS POSSIBLE ON I-75 DURING CONSTRUCTION—WHILE STILL PROVIDING SAFE AND EFFECTIVE WORK ZONES FOR CONSTRUCTION WORKERS. IN ADDITION, THE PLAN WAS DEVELOPED TO MINIMIZE THE EXTENT AND DURATION OF INTERCHANGE RAMP CLOSURES, AND TO ENSURE THAT APPROPRIATE DETOUR ROUTES ARE OPEN AND AVAILABLE DURING CONSTRUCTION. THE PLAN PROVIDES MAXIMUM FLEXIBILITY FOR THE CONTRACTOR IN TERMS OF SEQUENCE OF CONSTRUCTION, AND THE NUMBER AND LOCATION OF STRUCTURES THAT CAN BE UNDER CONSTRUCTION SIMULTANEOUSLY.

THE NORTH BRIDGE GROUP SHALL BE PURSUED AND COMPLETED IN THE FIRST CONSTRUCTION SEASON USING HALF-WIDTH CONSTRUCTION IN TWO SEPARATE PHASES. THE SOUTH GROUP SHALL BE PURSUED AND COMPLETED THE NEXT SEASON IN TWO SEPARATE PHASES.

THE KEY ELEMENTS OF THE MAINTAINING TRAFFIC PLAN ARE DISCUSSED IN THE FOLLOWING SECTIONS. THE GENERAL CONCEPT IS TO PROTECT WORKERS AT BRIDGE SITES WITH PORTABLE CONCRETE BARRIERS. DRUMS SHALL BE USED BETWEEN BRIDGES.

IN ADDITION TO MAINTAINING TRAFFIC DURING THE BRIDGE REHABILITATION PART OF THIS PROJECT, IT WILL ALSO BE NECESSARY TO MAINTAIN TRAFFIC FOR THE FINAL PROJECT RESURFACING; FOR THE APPLICATION OF PERMANENT EPOXY PAVEMENT MARKINGS (SS 828); FOR THE INSTALLATION OF STATE-SUPPLIED RECYCLED RAISED PAVEMENT MARKERS (RPM'S) AND FINALLY FOR REMOVAL OF AN EXISTING OVERHEAD SIGN STRUCTURE AND INSTALLATION OF A NEW OVERHEAD SIGN STRUCTURE.

THE MAINTAINING TRAFFIC REQUIREMENTS FOR THESE OTHER MAJOR WORK ELEMENTS WILL EITHER BE ADDRESSED IN ODOT MAINTAINING TRAFFIC STANDARD CONSTRUCTION DRAWINGS OR WITHIN THE RESPECTIVE PARTS OF THESE PLANS DEALING WITH THESE WORK ELEMENTS.

MAINTAINING TRAFFIC NOTES

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF THE TRAVELING PUBLIC AND THE CONTRACTOR. ANY VARIANCES FROM THESE MAINTAINING TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. EXCEPT AS MODIFIED BELOW OR AS SHOWN IN MAINTAINING TRAFFIC PLANS, THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND PERTINENT ITEMS OF THE SPECIFICATIONS AND THE PROPOSAL SHALL APPLY.

PUBLIC SAFETY

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON THE SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE ENGINEER IS ASSURED OF COMPLIANCE.

THE TERM "GUARDRAIL" AS USED HEREIN SHALL BE UNDERSTOOD TO COVER ALL TYPES OF GUARDRAIL EXISTING OR PROPOSED FOR THE PROJECT.

THE CONTRACTOR SHALL REPAIR AND MAINTAIN ALL EXISTING GUARDRAIL WITHIN THE PROJECT LIMITS AFTER HE HAS OCCUPIED ANY AREA FOR ANY WORK AND UNTIL COMPLETION OF THE PERMANENT GUARDRAIL INSTALLATION.

THIS REPAIR SHALL BE TO A CONDITION EQUAL TO THE EXISTING INSTALLATION AND SHALL INCLUDE TEMPORARY END TREATMENTS AS REQUIRED.

THIS WORK SHALL CONSIST OF FURNISHING THE LABOR, POSTS AS NEEDED, AND INCIDENTAL HARDWARE TO RESTORE DAMAGED EXISTING GUARDRAIL AS DIRECTED BY THE ENGINEER. POSTS MAY BE OF ANY SATISFACTORY TYPE FOR THIS PURPOSE. DEEP BEAM GUARDRAIL SECTIONS FOR THIS PURPOSE WILL BE FURNISHED TO THE CONTRACTOR BY THE DISTRICT MAINTENANCE DEPARTMENT UPON REQUEST BY THE CONTRACTOR.

ALL DAMAGED GUARDRAIL SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER WITHIN THREE (3) CALENDAR DAYS OF NOTIFICATION BY THE ENGINEER OF THE NEED. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL THE ENGINEER IS ASSURED OF SAID COMPLIANCE.

THE FOLLOWING ESTIMATED QUANTITY OF ITEM 606— GUARDRAIL REBUILT, AS PER PLAN, TO BE USED FOR REPAIR OF EXISTING GUARDRAIL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 GUARDRAIL REBUILT, AS PER PLAN 160 METERS

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC, THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FOLLOWING:

1. CONSTRUCTION EQUIPMENT, MATERIALS AND VEHICLES IN USE DURING THE WORKING DAY SHALL NOT BE PARKED OR STORED ANY CLOSER THAN 9.2 METERS TO THE EDGE OF ROADWAY PAVEMENT, UNLESS BEHIND PERMANENT GUARDRAIL, OR TEMPORARY CONCRETE BARRIER, WHEN THE EQUIPMENT AND/OR VEHICLES ARE NOT IN OPERATION.
2. PRIVATE VEHICLES SHALL NOT BE PARKED WITHIN THE EXISTING RIGHT OF WAY LIMITS OF THIS PROJECT AT ANY TIME EXCEPT IN SPECIFIED AREAS DESIGNATED BY THE ENGINEER.
3. NO EQUIPMENT OR MATERIALS SHALL BE STORED WITHIN THE RIGHT-OF-WAY OF ANY CITY SURFACE STREET WITHOUT PRIOR WRITTEN PERMISSION FROM THE CITY OF DAYTON.

GENERAL

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF AT LEAST THREE PERSONS WHO CAN BE CONTACTED 24 HOURS PER DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

TRAFFIC SHALL BE MAINTAINED WITHOUT INTERRUPTION DURING CONSTRUCTION OF THE WORK EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER OR SPECIFIED IN THESE NOTES OR PLANS. THE CONTRACTOR SHALL SET UP AND OPERATE HIS EQUIPMENT IN SUCH A MANNER AS TO NOT ENCROACH UPON THE TRAVELED PAVEMENT.

TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND IS NOT TO BE SUBJECTED TO CONSTANT LANE SHIFTS. WORK CAN BE PERFORMED SIMULTANEOUSLY IN THE NORTHBOUND AND SOUTHBOUND LANES PROVIDED THE OPERATIONS DO NOT INTERFERE WITH EACH OTHER.

THE USE OF BERMS TO MAINTAIN TRAFFIC IS PROHIBITED EXCEPT WHERE THE PLANS PROVIDE FOR TEMPORARY PAVEMENT SPECIFICALLY DESIGNED TO CARRY TRAFFIC, OR AS OTHERWISE APPROVED BY THE ENGINEER. SHOULD ANY EXISTING OR NEW BERM AREAS BECOME DAMAGED OR DESTROYED DUE TO THE CONTRACTOR'S NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS, BARRICADES, CONES, FLAGGERS, OR OTHER TRAFFIC CONTROL DEVICES. THE RESTORATION OF THE BERMS WILL BE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF OPERATION, IN WRITING, TO THE PROJECT ENGINEER FOR HIS APPROVAL AT LEAST 7 DAYS PRIOR TO ANY TRAFFIC RESTRICTION.

IN ALL SECTIONS REQUIRING WORK, THE NUMBER OF LANES TO REMAIN OPEN ARE THE NUMBER SHOWN ON THE DETAILED MAINTAINING TRAFFIC PLANS.

THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER FIVE(5) BUSINESS DAYS IN ADVANCE OF ANY HOLIDAY ON WHICH HE PROPOSES TO WORK. ONLY THOSE LANES REQUIRED TO BE CLOSED BY THE DETAILED MAINTAINING TRAFFIC PLANS SHALL BE PERMITTED TO REMAIN CLOSED TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	NEW YEARS
MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING
(OTHER HOLIDAY OR EVENT)	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

<u>DAY OF THE WEEK</u>	<u>TIME ALL LANES MUST BE OPEN TO TRAFFIC</u>
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN (THE AMOUNT OF \$9000 PER DAY) (IN ACCORDANCE WITH 108.07 AS DESCRIBED LATER IN THESE NOTES).

TRAFFIC CONTROL

WHEREVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORIST SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF FLASHING ARROW PANELS, TYPE C, AS PER STANDARD CONSTRUCTION DRAWING TC 35.10M (AND AS SHOWN ON THE MAINTAINING TRAFFIC PLANS OR AS DIRECTED BY THE ENGINEER). THE LIGHTS SHALL FLASH SIMULTANEOUSLY TO INDICATE THE DIRECTION OF VEHICLE MOVEMENT.

THE STANDARD DEVICE FOR CLOSING ANY LANES TO TRAFFIC SHALL BE DRUMS AND/OR PORTABLE CONCRETE BARRIER IN ACCORDANCE WITH ITEM 606.041, AND ITEM 622.04. TAPERS FOR LANE CLOSURES SHALL HAVE DRUMS SPACED 10 METERS APART WITH CONSTRUCTION ARROWS (OW-138) MOUNTED ON THE FIRST, FIFTH, AND LAST DRUMS. A FLASHING ARROW PANEL SHALL BE INSTALLED IN EACH TAPER CLOSING A LANE TO TRAFFIC, CENTERED IN THE CLOSED LANE APPROXIMATELY 45 METERS FROM THE END OF THE TAPER. TANGENT SECTIONS OF LANE CLOSURES AND BERM CLOSURES SHALL HAVE DRUMS SPACED 10 METERS APART WITH CONSTRUCTION ARROWS (OW-138) MOUNTED ON DRUMS AT 150 METER INTERVALS.

ALL TRAFFIC CONTROL DEVICES REQUIRED INSIDE OR OUTSIDE THE WORK LIMITS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR, EXCEPT AS OTHERWISE NOTED HEREIN. ALL SIGNS, CONES, DRUMS, TEMPORARY CONCRETE BARRIER BARRICADES AND FLAGGERS SHALL BE UTILIZED IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE PERFORMED IN STAGES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE STAGE IN PROGRESS. ALL SIGNS INCLUDING REGULATORY SIGNS, WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC. THE PROJECT ENGINEER SHALL RECORD THE DATE EACH REGULATORY SIGN IS COVERED.

FAILURE TO ADEQUATELY MAINTAIN TRAFFIC CONTROL DEVICES, AS DETERMINED BY THE ENGINEER, SHALL BE DEEMED SUFFICIENT CAUSE TO SUSPEND WORK UPON WRITTEN NOTIFICATION BY THE ENGINEER. THIS FAILURE SHALL ALSO INCLUDE LACK OF REASONABLE RESPONSE TIME.

PLACEMENT OF ALL TRAFFIC CONTROL SHALL START AND PROCEED IN THE DIRECTION OF THE FLOW OF TRAFFIC. REMOVAL OF TRAFFIC CONTROL DEVICES SHALL START AT THE END OF THE CONSTRUCTION AREA AND PROCEED TOWARD ONCOMING TRAFFIC.

"GRABBER" CONES SHALL NOT BE USED.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10=(metric)
 SUC-1186 M017268N.DWG
 JUNE-30-1999

CALC. BY: MOW
 DATE: 6/04/99
 CHKD. BY: MOW
 DATE: 6/04/99

MAINTAINING TRAFFIC

MOT-75-16.794

MAINTAINING TRAFFIC GENERAL NOTES

CALC. MOW
DATE: 6/04/99
CHKD. BY: MOW
DATE: 6/04/99

MAINTAINING TRAFFIC

MOT-75-16.794

12
319

ADVANCE WARNING SIGN GROUPS

AN ADVANCE WARNING SIGNING GROUP IS DEFINED AS A SET OF FOUR SIGNS IN A SERIES AS FOLLOWS:

PAVEMENT-WIDTH TRANSITION	OW-60C-1200
ROAD CONSTRUCTION AHEAD	OW-128-1200
RIGHT/LEFT LANE CLOSED AHEAD	OW-122-1200
WATCH FOR STOPPED TRAFFIC	OW-166-1200

SINCE THIS SERIES OF FOUR SIGNS SHALL BE DUAL MOUNTED, THE ENTIRE GROUP IS DEFINED AS AN ADVANCE WARNING SIGN GROUP SET. A SET SHALL CONSIST OF FOUR PAIRS OF DUAL MOUNTED SIGNS FOR A TOTAL OF EIGHT SIGNS PER SET.

FOR THE I-75 NORTH PROJECT APPROACH THE FIRST ADVANCE WARNING SIGN GROUP SET SHALL BE PLACED AT THE I-75/NEEDMORE ROAD INTERCHANGE AND SHALL BE REPEATED EVERY 610 METERS UNTIL THREE SETS HAVE BEEN PLACED. IN THE SAME MANNER, THE FIRST ADVANCE WARNING SIGN GROUP SET SHALL BE PLACED AT THE I-75/SPRINGBORO/DRYDEN ROAD INTERCHANGE FOR THE I-75 SOUTH PROJECT APPROACH AND SHALL BE REPEATED EVERY 610 METERS UNTIL FOUR SETS HAVE BEEN PLACED.

ADDITIONAL ADVANCE WARNING SIGN GROUP SETS MAY NEED TO BE PLACED AS DIRECTED BY THE ENGINEER. THE COST OF SUPPLYING THIS SIGNING SHALL BE INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

EXISTING SIGNS LOCATED WITHIN THE ROAD WORK AREAS WHICH ARE NECESSARY FOR INTERIM OR PERMANENT TRAFFIC CONTROL SHALL BE REMOVED AND REERECTED IN LOCATIONS AS APPROVED BY THE ENGINEER.

CONSTRUCTION EQUIPMENT ACCESS

PRIOR TO THE START OF ANY OPERATIONS REQUIRING THE ENTRY AND EXITING OF THE FREEWAY AT LOCATIONS OTHER THAN INTERCHANGES, THE CONTRACTOR SHALL SUBMIT AND HAVE APPROVED IN WRITING HIS PLAN FOR TRAFFIC CONTROL AT ALL ENTRY OR EXIT POINTS. ALL CONSTRUCTION VEHICLES MUST USE ONLY THESE DESIGNATED ENTRY OR EXIT POINTS.

MAINLINE CONSTRUCTION EXISTING LANE USE

THE EXISTING LANE USAGE ON I-75, PROVIDES AT LEAST TWO CONTINUOUS THRU LANES, IN EACH DIRECTION, THROUGH OUT MOST OF THE CORRIDOR. IN BOTH BRIDGE GROUPS AND IN EACH OF THE TWO WORK PHASES THERE ARE SOME ROADWAY SECTIONS THAT ARE RESTRICTED TO ONE LANE IN EACH DIRECTION.

TYPICAL SECTIONS

MOST MAINLINE BRIDGES WITHIN THE PROJECT WILL BE ADEQUATE TO ACCOMMODATE 2 THROUGH LANES (MINIMUM) IN BOTH PHASES. THERE ARE SEVERAL EXCEPTIONS.

IN THESE CASES, IT WILL BE NECESSARY TO RESTRICT MAINLINE TRAFFIC TO ONE LANE DURING CONSTRUCTION.

* RAMP CONSTRUCTION

IN GENERAL, SOME INTERCHANGE RAMPS WILL REMAIN CLOSED DURING CONSTRUCTION WHILE OTHERS REMAIN OPEN. THERE SHALL BE NO HALF WIDTH CONSTRUCTION PERMITTED ON ANY RAMPS. CONSTRUCTION WORK ON RAMPS SHALL BE ACCOMPLISHED BY ALTERNATING RAMP CLOSURES AS PROVIDED FOR IN THESE PLANS.

* RESTRICTED RAMP GEOMETRICS

IN SEVERAL INSTANCES, A RAMP WITHIN THE PROJECT LIMITS MAY REQUIRE CLOSURE IF IT ENTERS OR EXITS THE MAINLINE NEAR A BRIDGE STRUCTURE. FOR EXAMPLE, THE LOOP RAMP FROM RIVERSIDE DRIVE TO NORTHBOUND I-75 MERGES ON THE EXISTING OVERPASS TO RIVERSIDE DRIVE. DURING RECONSTRUCTION OF THE APPROACH SLAB TO THIS BRIDGE, THE ENTRANCE RAMP MUST BE CLOSED.

SEVERAL OTHER BRIDGE STRUCTURES WILL ALSO REQUIRE RAMP CLOSURES FOR THIS SAME REASON. THE RAMPS WHICH ARE TO BE CLOSED ARE IDENTIFIED IN THESE PLANS BY LARGE X'S WITH A CORRESPONDING REFERENCE TO A SPECIFIC DETOUR PLAN.

IN ADDITION, FOR EACH AND EVERY RAMP CLOSURE, A SPECIFIC RELATED DETOUR PLAN DESIGNED FOR THAT SPECIFIC RAMP CLOSURE SHALL BE INSTALLED BY THE CONTRACTOR. PAYMENT FOR ALL DETOUR SIGNING AND ROUTING SHALL BE INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

BRIDGE GROUPINGS

THE WORK LIMITS FOR EACH BRIDGE GROUP WERE DEVELOPED SO THAT MOTORISTS ON I-75 WILL HAVE APPROPRIATE CHOICES FOR ALTERNATIVE ROUTES DURING CONSTRUCTION. THE PROPOSED BRIDGE GROUPS, AND THE REQUIRED RAMP CLOSURE FOR EACH PHASE OF CONSTRUCTION ARE SHOWN IN THESE PLANS.

NORTH GROUP (11 BRIDGES)

THE WORK FOR THIS GROUP SHALL BE PERFORMED FIRST IN TWO SEPARATE PHASES USING HALF-WIDTH CONSTRUCTION AND SHALL BE COMPLETED BY THE END OF THE FIRST CONSTRUCTION SEASON.

SOUTH GROUP (30 BRIDGES)

THE WORK FOR THIS GROUP SHALL BE PERFORMED SECOND IN TWO SEPARATE PHASES USING HALF-WIDTH CONSTRUCTION AND SHALL BE COMPLETED BY THE END OF THE SECOND CONSTRUCTION SEASON.

IT IS EXPECTED THAT EACH PHASE WITHIN EACH GROUP WILL REQUIRE 90 DAYS FOR CONSTRUCTION. AS PART OF THE MAINTAINING TRAFFIC PLAN, RIGID CONSTRUCTION SCHEDULES AND LIQUIDATED DAMAGE PENALTIES WILL BE ESTABLISHED TO MINIMIZE PROJECT DELAYS. THE MOT-75 PROJECT SHALL BE CONSTRUCTED WHILE MAINTAINING AT LEAST TWO LANES IN EACH DIRECTION ON I-75 EXCEPT AS DESCRIBED EARLIER HEREIN. IN THE SECTIONS NORTH AND SOUTH OF US 35, TWO LANES (MINIMUM) SHALL BE PROVIDED IN BOTH CONSTRUCTION PHASES. IN ADDITION, SOME OF THE INTERCHANGE RAMPS CAN REMAIN OPEN DURING CONSTRUCTION.

ADVANCED SIGNING PLAN

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, INSTALL, MAINTAIN AND REMOVE WHEN NO LONGER NECESSARY THE ADVANCED SIGNING PLAN SHOWN ON SHEET 17 OF THE PLANS. THESE SIGNS SHALL BE REMOVED OR COVERED DURING PERIODS OF UNRESTRICTED LANE USAGE ON THE PROJECT. THE ADVANCE SIGNS SHALL BE SIZED AS LEVEL 2 SIGNS WITH BLACK CAPITAL LETTERS ON AN ORANGE BACKGROUND AND THE SUPPORTS SHALL CONFORM TO CURRENT SAFETY STANDARDS. DESIGN OF THE REQUIRED ADVANCED CONSTRUCTION GUIDE SIGNS AND SUPPORTS SHALL BE A RESPONSIBILITY OF THE CONTRACTOR. THE COST TO PROVIDE, ERECT, MAINTAIN AND REMOVE THESE SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ALTERNATE METHODS FOR PHASING OF CONSTRUCTION

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT AN ALTERNATE CONSTRUCTION SEQUENCE PROVIDED THE INTENT OF THE CONTRACT (SUBSECTION 104.01) IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DIRECTOR.

THE REQUIREMENTS SET FORTH IN SECTION 108.03 OF THE SPECIFICATIONS ARE NOT TO BE CONSIDERED WAIVED BY THE FOREGOING PHASING OF CONSTRUCTION.

LIQUIDATED DAMAGES

THE MAINTAINING TRAFFIC PLAN IS DIVIDED INTO 2 PHASES FOR EACH BRIDGE GROUPING. TO EXPEDITE WORK AND IMPROVE SAFETY SOME RAMPS WILL BE CLOSED DURING BRIDGE REHABILITATION/RECONSTRUCTION OPERATIONS. TO MINIMIZE THE IMPACT ON TRAFFIC THE PHASES SHALL BE COMPLETED IN THE TIME SPECIFIED BELOW:

PHASE 1:	100 CONSECUTIVE CALENDAR DAYS
PHASE 2:	100 CONSECUTIVE CALENDAR DAYS

SET UP AND TEAR DOWN OF TRAFFIC CONTROL FOR EACH PHASE SHALL BE INCLUDED IN THE TIME PERIOD OF THAT PHASE. TO COMPLETE THE CONSTRUCTION OF THIS CONTRACT IN THE FIRST SEASON FOR THE NORTH GROUP AND SIMILARLY FOR THE SOUTH GROUP IN THE SECOND SEASON, IT WILL BE NECESSARY TO WORK ONE PHASE AT A TIME. THE FOLLOWING IS THE PHASING SEQUENCE THAT IS RECOMMENDED. PHASES 1 AND 2 MUST BE DONE CONSECUTIVELY, YET SEPARATELY.

THE TIME ALLOWED BETWEEN THE END OF WORK FOR PHASE 1 AND THE BEGINNING OF WORK FOR PHASE 2 FOR EACH GROUP SHALL BE DETERMINED AS FOLLOWS. THE NUMBER OF DAYS ALLOWED TO RE-SET ALL BARRIERS, DRUMS, TRAFFIC CONTROL, ETC. TO SWITCH FROM PHASE 1 TO PHASE 2 WITHIN EACH BRIDGE GROUP SHALL BE DETERMINED BY THE ENGINEER. THE LENGTH OR SPAN OF WORK SHALL BE MEASURED FROM THE INITIAL OCCUPANCY OF ANY OPEN EXISTING LANE UNTIL THE OPENING OF THE LAST OCCUPIED LANE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, OR THE DATE SET FOR FINAL COMPLETION, THE CONTRACTOR SHALL BE SUBJECT TO LIQUIDATED DAMAGES IN THE AMOUNT OF \$9000.00 PER DAY. THESE RESTRICTIONS WERE ESTABLISHED WITH THE FULL KNOWLEDGE THAT THE CONTRACTOR WOULD HAVE TO EXPEDITE HIS WORK TO MEET THESE DATES USING WHATEVER MEASURES ARE NECESSARY INCLUDING, BUT NOT LIMITED TO, PERFORMING WORK BY MULTIPLE CREWS, MULTIPLE SHIFTS, OVERTIME, AND PREMIUMS FOR OVERTIME, ETC. THERE SHALL BE NO EXTENSIONS DUE TO WEATHER OR MATERIAL DELAYS WHATSOEVER.

THE CONTRACTOR SHALL SUBMIT, IN DETAIL, A SCHEDULE OF OPERATIONS AND MAINTAINING TRAFFIC TO THE DISTRICT CONSTRUCTION ENGINEER AND RECEIVE WRITTEN APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

BI-WEEKLY PROGRESS MEETINGS SHALL BE ATTENDED BY THE CONTRACTOR. AT THESE MEETINGS, THE CONTRACTOR SHALL PRESENT HIS PROPOSED NUMBER AND DURATION OF WORK SHIFTS, NUMBER OF WORK CREWS, AND SPECIFIC PORTIONS OF THE WORK ANTICIPATED TO BE PERFORMED DURING THE FOLLOWING WEEK(S). THESE MEETINGS SHALL ONLY BE WAIVED AT THE DISCRETION OF THE ENGINEER.

MEDIA NOTIFICATION

THE CONTRACTOR SHALL GIVE THE ENGINEER 2 WEEKS NOTICE BEFORE BEGINNING ANY WORK ON EACH OF THE PHASES.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TRAFFIC CONTROL AND TRAFFIC CONTROL DEVICES REQUIRED BY THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" LATEST EDITION, SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

LATERAL RAMPING

THE CONTRACTOR SHALL NOT PERMIT TRAFFIC TO MOVE LATERALLY ACROSS PAVEMENTS OF TWO DIFFERENT ELEVATIONS, WHICH HAS RESULTED FROM EITHER PLANNING OR PAVING OPERATIONS, WITHOUT PROVIDING ASPHALT RAMPING. THE RAMPING SHALL HAVE A MAXIMUM SLOPE OF SIX TO ONE. RAMPING WILL NOT BE REQUIRED FOR ELEVATION DIFFERENCES OF 13 mm OR LESS OR AS DIRECTED BY THE ENGINEER.

CLOSING ONE OR MORE LANES OF TRAFFIC

WHEN CLOSING ONE OR MORE LANES OF TRAFFIC THE CONTRACTOR SHALL PROVIDE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD DRAWINGS MT-95.30M AND MT-95.40M.

MAINTAINING EXISTING LANE OPERATIONS

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS TO PREVENT ANY INTERFERENCE WITH TRAFFIC FLOWING THROUGH THE WORK ZONE. THE CONTRACTOR IS EXPRESSLY PROHIBITED FROM ENTERING, CROSSING OR INFRINGING UPON IN ANY WAY, THE REMAINING OPEN LANES ADJACENT TO A LANE CLOSURE. ALL VEHICLES, EQUIPMENT, PERSONNEL AND ACTIVITIES SHALL BE RESTRICTED TO ONE SIDE OF ANY OPEN LANES OF TRAFFIC UNLESS OTHERWISE APPROVED BY THE ENGINEER.

EXISTING OVERHEAD GUIDE SIGN LIGHTING AND HIGHWAY LIGHTING SHALL BE MAINTAINED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER FOR THE DURATION OF THE PROJECT.

LANE CLOSURES

SINGLE LANE CLOSURES SHALL BE MADE IN ACCORDANCE WITH MT-95.30M AND 95.40M, AND MEET THE FOLLOWING CONDITIONS:

1. SIGN SPACING FROM TABLE 1 SHALL NOT BE LESS THAN 300 METERS (25 SKIP DASHES) ON I-75 AND US-35.
2. THE MINIMUM TAPER TO BE USED ON I-75 AND US-35 SHALL BE 240 METERS (20 SKIP DASHES).
3. THE MAXIMUM SPACING OF DRUMS SHALL BE 10 METERS IN ALL TAPERS AND 10 METERS IN OTHER AREAS.
4. PROTECTION VEHICLES SHALL BE EQUIPPED WITH ENERGY ABSORPTION DEVICES AS MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. OR AN APPROVED FUNCTIONAL EQUIVALENT AS DETERMINED BY THE ENGINEER.

TWO LANE CLOSURES SHALL BE MADE IN ACCORDANCE WITH FIGURE C-20 OF THE "OHIO MANUAL". ITEMS 1 THROUGH 4 ABOVE, WHICH DEFINE THE CONDITIONS FOR A SINGLE LANE CLOSURE, SHALL APPLY TO THE TWO LANE CLOSURE ALSO. THE FREEWAY SECTION OF THE SPACING TABLE SHALL APPLY, ON I-75 AND US-35.

* SEE OTHER RAMP NOTES ON SHT. 13

PLotted view = PLAN
XREF #1 = none
XREF #2 = none
PLOT SCALE = 10' = 1" (metric)
SHEET # = 1072588N.DWG
DATE = JUNE-30-1999

MAINTAINING TRAFFIC GENERAL NOTES

RAMP CLOSURES

BECAUSE OF INSUFFICIENT ACCELERATION/DECELERATION ROOM AND/OR MAINLINE CAPACITY, CERTAIN RAMPS SHALL BE CLOSED.

A RAMP MAY BE CLOSED BY THE ENGINEER IF IN HIS/HER OPINION ALLOWING TRAFFIC TO MERGE INTO THE WORK AREA IS UNSAFE OR IF SIGNIFICANT CONGESTION DEVELOPS ON I-75.

THE RAMPS SHALL BE CLOSED IN ACCORDANCE WITH THESE PLANS AND THE PROVISIONS DESCRIBED BELOW:

1. DRUMS SHALL BE USED PER DETOUR PLANS.
2. TYPE III BARRICADES SHALL BE USED PER DETOUR PLANS.

THE RAMPS INDICATED BELOW SHALL ONLY BE CLOSED PROVIDED THE ASSOCIATED RAMP LISTED WITH THAT RAMP IS OPEN (FOR EXAMPLE THIRD STREET RAMP CAN BE CLOSED PROVIDED THE SECOND STREET RAMP IS OPEN):

NORTHBOUND ENTRANCE RAMPS

THIRD STREET (RAMP 53A-J) - SECOND STREET RAMP MUST BE OPEN
 SECOND STREET (RAMP 53B-J) - THIRD STREET RAMP MUST BE OPEN
 GRAND AVENUE (RAMP 54A-J) - MAIN STREET RAMP MUST BE OPEN
 MAIN STREET (RAMP 54B-J) - GRAND AVENUE RAMP MUST BE OPEN

NORTHBOUND EXIT RAMPS

THIRD STREET (RAMP 53A-H) - FIRST/SALEM RAMP MUST BE OPEN
 FIRST/SALEM (RAMP 53B-H) - THIRD STREET RAMP MUST BE OPEN

SOUTHBOUND ENTRANCE RAMPS

MONUMENT AVENUE (RAMP 53B-P) - SECOND STREET RAMP MUST BE OPEN
 SECOND STREET (RAMP 53A-P) - MONUMENT AVENUE RAMP MUST BE OPEN

SOUTHBOUND EXIT RAMPS

MAIN STREET (RAMP 54B-M) - GRAND AVENUE RAMP MUST BE OPEN
 GRAND AVENUE (RAMP 54A-M) - MAIN STREET RAMP MUST BE OPEN
 FIRST STREET (RAMP 53B-M) - THIRD STREET RAMP MUST BE OPEN
 SECOND STREET (RAMP 53A-M) - FIRST STREET RAMP MUST BE OPEN

ALL OTHER RAMPS INCLUDED IN THE PROJECT FOR THE DURATION OF THE PROJECT SHALL REMAIN OPEN. TEMPORARY RAMP CLOSURES (10:00 P.M. - 6:00 A.M.) WILL BE PERMITTED TO POUR THE BRIDGE DECKS.

SHOULDER CLOSURES

FIGURE C-12 OF THE "OHIO MANUAL" SHALL APPLY TO ALL WORK THAT IS CONFINED TO THE BERMS OF I-75, US-35 OR ANY OF THE RAMPS. THE FOLLOWING CONDITIONS SHALL APPLY:

1. CONE OR DRUM SPACING SHALL BE AT 10 METERS.
2. THE "EXPRESSWAY" VALUE SHALL BE USED FOR DISTANCE "A" ON I-75 AND US-35. THE SIGN SHALL BE PLACED AT THE BEGINNING OF A RAMP WHERE THE WORK AREA IS LESS THAN 460 METERS FROM THE STREET (ENTRANCE RAMPS) OR THE EXIT GORE (EXIT RAMPS).
3. A PROTECTION VEHICLE, EQUIPPED WITH AN APPROVED ENERGY ABSORPTION DEVICE, SHALL BE SUBSTITUTED FOR THE HIGH LEVEL SAFETY FLAGS IN FIGURE C-12.
4. THE ADJACENT LANE SHALL BE CLOSED WHERE THE BERM WIDTH IS LESS THAN 3 METERS.

TIME AND WORK RESTRICTIONS FOR CITY OF DAYTON SURFACE STREET DETOURS

EXCEPT AS REQUIRED BY THESE PLANS, THE CONTRACTOR SHALL ABIDE BY THESE RESTRICTIONS WHEN SETTING UP AND TEARING DOWN VARIOUS REQUIRED DETOUR SIGNING/ROUTING DETOUR PLANS.

I-75 US-35 MAINLINE & ALL RAMPS

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.

SEE OTHER RAMP NOTES ON SHT. 12

RAMPS SHALL BE CLOSED AS PER DETAILS ON MT-101.60

2. SHORT TERM TOTAL CLOSURES MAY TAKE PLACE ONLY BETWEEN THE HOURS OF 1:00 AM AND 5:00 AM.

EDWIN C. MOSES BLVD.

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR ON THE DAYS OF UNIVERSITY OF DAYTON HOME FOOTBALL AND BASKETBALL GAMES, FROM 3 HOURS PRIOR TO THE START UNTIL 2 HOURS AFTER THE GAME IS OVER.
3. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.

STEWART STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ROOM FOR TROLLEY BUSES TO PASS THROUGH THE DETOUR AREA.
3. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
4. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR ON THE DAYS OF UNIVERSITY OF DAYTON HOME FOOTBALL AND BASKETBALL GAMES, FROM 3 HOURS PRIOR TO THE START UNTIL 2 HOURS AFTER THE GAME IS OVER.

KIRKHAM STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE LEFT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.

ALBANY STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.

MONUMENT AVENUE

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. ONE OF TWO LANES MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. A SHORT TERM TOTAL CLOSURE SHALL ONLY TAKE PLACE BETWEEN 1:00 AM AND 5:00 AM.
4. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ROOM FOR TROLLEY BUSES TO PASS THROUGH THE DETOUR.

FIRST STREET/SALEM AVENUE

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ROOM FOR TROLLEY BUSES TO PASS THROUGH THE DETOUR.

SECOND STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE ONLY OR THE LEFT LANE ONLY MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. A SHORT TERM TOTAL CLOSURE SHALL ONLY TAKE PLACE BETWEEN 1:00 AM AND 5:00 AM.

THIRD STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ROOM FOR THE TROLLEY BUSES TO PASS THROUGH THE DETOUR AT ALL TIMES.

GRAND AVENUE

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. A SHORT TERM TOTAL CLOSURE SHALL ONLY TAKE PLACE BETWEEN 1:00 AM AND 5:00 AM.

MAIN STREET

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.
3. THE CONTRACTOR SHALL PROVIDE SUFFICIENT ROOM FOR THE TROLLEY BUSES TO PASS THROUGH THE DETOUR AT ALL TIMES.

ROBERT DRIVE

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. THE RIGHT LANE ONLY OR THE LEFT LANE ONLY MAY BE CLOSED TO TRAFFIC AT OTHER TIMES.

VISTA VIEW DRIVE

1. NO DETOUR SIGNING SET UP AND/OR TEAR DOWN OPERATIONS SHALL OCCUR BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY.
2. ONE LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IF TRAFFIC IS TO BE MAINTAINED IN THE RIGHT CURB LANE, THE CONTRACTOR SHALL CONTACT THE CITY OF DAYTON POLICE DEPARTMENT AT (937)-449-1000 TO HAVE THE PARKING METERS REMOVED FROM SERVICE. THE CITY SHALL BE CONTACTED AT LEAST FIVE (FIVE) WORKING DAYS BEFORE THE SERVICE IS REQUIRED. THE CITY REQUIRES A PERMIT FEE OF \$20.00 PER PARKING METER FOR EACH MONTH THEY ARE OUT OF SERVICE.

GALLOWAY STREET ABANDONED RAILROAD BRIDGE OVERPASS (STRUCTURE NUMBER MOT-75-11.51 & 1151E) NEAR STEWART STREET EXIT.

CURRENTLY GALLOWAY STREET IS USED FOR PARKING FOR THE STANDARD REGISTER COMPANY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 45 CALENDAR DAYS BEFORE BEGINNING THE WORK ON STRUCTURE MOT-75-1151 AND 1151E. THE CONTRACTOR SHALL HAVE 120 CONSECUTIVE CALENDAR DAYS TO USE GALLOWAY STREET FOR REMOVAL OPERATIONS FROM THE TIME WORK BEGINS ON THIS STRUCTURE. FOR EACH DAY BEYOND THE SPECIFIED TIME THAT THE CONTRACTOR USES GALLOWAY STREET IN LIEU OF THE SCHEDULE OF LIQUIDATED DAMAGES FOUND IN SECTION 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE DEPARTMENT SHALL ASSESS \$5,000.00 IN LIQUIDATED DAMAGES FOR EACH CALENDAR DAY BEYOND THE NUMBER OF ALLOTTED DAYS THAT THE CONTRACTOR USES GALLOWAY STREET AND PROHIBITS THE RESUMPTION OF PARKING BY STANDARD REGISTER.

LIQUIDATED DAMAGES

UNLESS OTHERWISE REQUIRED BY THESE PLANS, THE FOLLOWING SHALL APPLY

1. FOR EACH AND EVERY MINUTE A LANE, BERM OR RAMP IS CLOSED ON I-75, US-35 OR ANY OF THE RAMPS, BETWEEN THE HOURS OF 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM, MONDAY THROUGH FRIDAY EXCEPT AS PROVIDED IN THESE PLANS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES OF \$100.00 PER MINUTE. THIS INCLUDES MULTIPLE LANE CLOSURES ON I-75 AND US-35.
2. FOR EACH AND EVERY MINUTE A SHORT TERM TOTAL CLOSURE ON I-75, US-35 OR ANY OF THE RAMPS EXCEEDS 15 MINUTES, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES OF \$400.00 PER MINUTE. IN ADDITION, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PAYMENT OF EXPENSES BY ODOT AND/OR THE CITY OF DAYTON FOR TRAFFIC CONTROL AND POLICE SERVICES DURING THE EXTENDED TOTAL CLOSURE.
3. FOR EACH AND EVERY MINUTE LANE CLOSURES ON OTHER STREETS OCCUR OUTSIDE OF THE TIMES PERMITTED IN THE NOTE ENTITLED "HOURS OF WORK", THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES OF \$50.00 PER MINUTE. THIS INCLUDES MULTIPLE LANE CLOSURES.
4. THE ABOVE LIQUIDATED DAMAGES SHALL BE ASSESSED IN LIEU OF ANY LIQUIDATED DAMAGES DETERMINED BY SECTION 108 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

MAINTAINING TRAFFIC GENERAL NOTES

CALC. BY: MCOV
DATE: 6/04/99
CHKD. BY: MCOV
DATE: 6/04/99

MAINTAINING TRAFFIC

MOT-75-16.794

14
319

ITEM SPECIAL – LAW ENFORCEMENT OFFICER WITH PATROL CAR

WHERE ONE OR MORE LANES OF THE FREEWAY IS TO BE CLOSED AND DIRECTIONAL TRAFFIC CHANNELIZED INTO A REDUCED NUMBER OF LANES, LAW ENFORCEMENT OFFICER WITH PATROL CARS WILL BE REQUIRED TO BE PRESENT DURING THE INITIAL SETUP AND TEAR-DOWN PERIOD FOR EACH PHASE OF CONSTRUCTION. THE USE OF LAW ENFORCEMENT OFFICER WITH PATROL CARS DURING THE DOWN STREAM EXTENSION OF A GIVEN CLOSURE ARRANGEMENT WILL BE REQUIRED ONLY FOR PLACEMENT OF ANY CONCRETE BARRIER. WHEN THE BEGINNING POINT OF A LANE CLOSURE OPERATION IS SHIFTED OR A NEW CLOSURE ARRANGEMENT IS INITIATED IN ANOTHER PART OF THE PROJECT AREA, THE PRESENCE OF A LAW ENFORCEMENT OFFICER WITH PATROL CAR WILL BE REQUIRED. THE NUMBER AND LOCATIONS FOR USE OF OFFICERS AND CARS REQUIRED FOR THIS PURPOSE SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THE ABOVE WILL BE INCLUDED IN THE PRICE BID FOR ITEM SPECIAL, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

COMPLETE BLOCKAGE OF TRAFFIC FOR OVERHEAD SIGN REMOVAL/REERECTION WILL ALSO REQUIRE LAW ENFORCEMENT OFFICER.

THE FOLLOWING PAY ITEM AND QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL 4000 HOURS LAW ENFORCEMENT OFFICER WITH PATROL CAR.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS REGARDING SCHEDULING AND PAYMENT OF LAW ENFORCEMENT OFFICER(S) WITH PATROL CAR(S). INFORMATION REGARDING ARRANGEMENTS FOR THESE SERVICES MAY BE OBTAINED BY CONTACTING:

CITY OF DAYTON – CHIEF OF POLICE (937)-449-1000
OHIO HIGHWAY PATROL HEADQUARTERS (614)-469-2660

QUANTITIES AND PAYMENT

IN ADDITION TO SPECIFIC MAINTAINING TRAFFIC ITEMS AND QUANTITIES SHOWN ON THE MAINTAINING TRAFFIC SUB SUMMARY, THE FOLLOWING CONTINGENCY ITEMS AND ESTIMATED QUANTITIES HAVE BEEN IDENTIFIED AND HAVE BEEN INCLUDED IN THE SUB SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTAINING TRAFFIC:

PAYMENT

PAYMENT FOR ALL OF THE ABOVE, EXCEPT FOR THOSE ITEMS SPECIFICALLY DESIGNATED AS:

- ITEM 606 – GUARDRAIL REBUILT, AS PER PLAN
- ITEM 614 – WORK ZONE SIGNS
- ITEM 616 – WATER
- ITEM 616 – CALCIUM CHLORIDE
- ITEM SPECIAL – LAW ENFORCEMENT OFFICER WITH PATROL CAR
- ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN
- ITEM 614 – REPLACEMENT DRUMS
- ITEM 614 – REPLACEMENT SIGNS
- ITEM SPECIAL – WRECKER SERVICE

SHALL BE INCLUDED IN THE LUMP SUM ITEM 614 MAINTAINING TRAFFIC.

REMOVAL AND INSTALLATION OF PERMANENT RAISED PAVEMENT MARKERS

TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH SCD'S 35.10M, 35.11M, 95.30M, 98.12M, 98.13M, 98.14M, 98.15M, 98.16M, 98.17M AND 98.18M DURING REMOVAL AND INSTALLATION OF ALL PERMANENT RPM'S. SEE RAISED PAVEMENT MARKER PORTION OF THESE PLANS FOR MORE DETAILS ON MAINTAINING TRAFFIC FOR RPM RELATED WORK.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, ANY POWER-OPERATED CONSTRUCTION-TYPE DEVICE SHALL NOT BE OPERATED BETWEEN THE HOURS OF 10 PM AND 6 AM. IN ADDITION, ANY SUCH DEVICE SHALL NOT BE OPERATED AT ANY TIME IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR MAINTAINING TRAFFIC.

SHORT TERM TOTAL CLOSURE

AS CALLED FOR IN THESE PLANS, WHEN THE OLD BOX TRUSS TO BE REMOVED AT STATION 8+593 IS DISMANTLED OR WHEN THE NEW BOX TRUSS TO BE INSTALLED AT STATION 8+676 IS ERECTED, ALL LANES OF I-75 SB IN ONE DIRECTION MAY BE CLOSED FOR A PERIOD NOT TO EXCEED 15 MINUTES. THE CLOSURE SHALL BE ACCORDING TO THE PLAN SHEET TITLED "SHORT TERM TOTAL CLOSURE" SEE SHT. 14A.

1. BOTH L.E.O.S SHALL STOP TRAFFIC BY TRAVELING SIDE BY SIDE AND COMING TO A STOP AT THE POINT OF CLOSURE. THE CONTRACTOR MAY PROVIDE A SUPPLEMENTAL VEHICLE(S) EQUIPPED WITH A FLASHING YELLOW BEACON TO ASSIST THE L.E.O.S ON WIDE SECTIONS OF ROADWAY. L.E.O. #1 SHALL BE RESPONSIBLE FOR PHYSICALLY CLOSING THE ROADWAY WITH THE PATROL CAR AND FUSES.
2. L.E.O. #2 SHALL BACK UP ALONG THE RIGHT BERM, STAYING APPROXIMATELY 170 TO 235 METERS AHEAD OF ANY STOPPED TRAFFIC. L.E.O. #2 SHALL BE VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES.
3. THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE TURNED ON AT THE BEGINNING OF THE CLOSURE, AND TURNED OFF AS SOON AS TRAFFIC IS MOVING NORMALLY.

PEDESTRIAN TRAFFIC

THE SIDEWALK ON BRIDGE NUMBER MOT-75-13.71L(BRIDGE NO. 39) WHICH IS PART OF THE NORTH GROUPING OF BRIDGES WILL BE CLOSED DURING PHASE 2. PEDESTRIAN TRAFFIC SHALL NOT BE MAINTAINED DURING THIS PERIOD OF TIME.

BRIDGE PAINTING

BRIDGE PAINT OVERSPRAY SHALL NOT LAND ON VEHICLES TRAVELING THROUGH THE WORK ZONE. THE CONTRACTOR SHALL MINIMIZE PAINT OVERSPRAY DAMAGE BY ASSURING PROPER WORK ZONE TRAFFIC CONTROL IS IN PLACE ON I-75, US 35, SR 4 AND AFFECTED SURFACE STREETS. THE CONTRACTOR SHALL BE LIABLE FOR PAYMENT OF DAMAGE TO VEHICLE OWNERS CAUSED BY LACK OF PROPER CARE.

REPLACEMENT WORK ZONE SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED BUT GOOD CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE METER FOR ITEM SPECIAL, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 500 SQUARE METERS HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PERMANENT EPOXY (SS 828) PAVEMENT MARKINGS

TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH SCD MT 99.20M FOR LONG LINE MARKINGS AND FIGURE C-12 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR AUXILIARY MARKINGS. SEE PAVEMENT MARKING PORTION OF THESE PLANS FOR MORE DETAILS ON MAINTAINING TRAFFIC FOR PAVEMENT MARKING RELATED WORK.

REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM SPECIAL, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 500 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DETOUR SIGNING

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, ERECTING, MAINTAINING, AND REMOVING ALL DETOUR SIGNING AS SHOWN IN THESE PLANS. SPECIFIC DETOUR ROUTING IS SHOWN ON EACH INDIVIDUAL DETOUR SHEET. SPECIAL TIME RESTRICTIONS FOR ANY GIVEN DETOUR ARE DESCRIBED IN THESE NOTES AND ON THE SPECIFIC DETOUR PLANS. PAYMENT FOR SIGNS, SUPPORTS, NECESSARY MOUNTING HARDWARE, SIGN ERECTION, MAINTENANCE AND SUBSEQUENT REMOVAL SHALL BE INCLUDED IN ITEM 614 – MAINTAINING TRAFFIC.

TEMPORARY WORK ZONE MARKING AND SIGNS

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE MAINTAINING TRAFFIC SUB SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS 614.04 AND 614.10.

ITEM	UNIT	DESCRIPTION	QUANTITY
642	m	REMOVAL OF PAVEMENT MARKINGS	4000 m
614	SQ. m	WORK ZONE SIGNS	50 SQ. m

WORK ZONE SIGNS

WORK ZONE SIGNS INSTALLED AS PART OF THE REQUIRED WORK ZONE TRAFFIC CONTROL SET UPS DESCRIBED IN VARIOUS ODOT STANDARD CONSTRUCTION DRAWINGS SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

SIGNS SPECIFICALLY SHOWN AND STATIONED WITHIN THESE PLANS, INCLUDING "TRAFFIC FINES DOUBLED SIGNING" ARE ITEMIZED AND CARRIED FORWARD TO THE PLAN GENERAL SUMMARY FOR PAYMENT UNDER ITEM 614.

FINAL SURFACE COURSE

ITEM 448 – SUBSEQUENT TO REMOVAL AND STORAGE OF ALL EXISTING PERMANENT RAISED PAVEMENT MARKERS, ASPHALT CONCRETE SHALL BE PLACED UPON COMPLETION OF ALL ROADWAY WORK AND BRIDGE DECK OVERLAYS. PLACEMENT OF THE 448 SURFACE COURSE SHALL ONLY BE DONE AT NIGHT DURING THE HOURS OF 6:30 P.M. AND 6:00 A.M.. AN ACCEPTABLE METHOD OF ACCOMPLISHING THE PLACEMENT OF THE 448 SURFACE COURSE WOULD BE FOR THE CONTRACTOR TO CLOSE THE LEFT (TWO LANE'S) IN EITHER DIRECTION AT THE BEGINNING OF THE PERMITTED WORK PERIOD AND TO PLACE THE LAYER OF 448 ASPHALT CONCRETE AN EQUAL DISTANCE IN EACH OF THE CLOSED LANES DURING THE FIRST HALF OF THE WORK PERIOD. THE RIGHT (TWO) LANE(S) WOULD THEN BE CLOSED, AND DURING THE SECOND HALF OF THE SAME SINGLE WORK PERIOD, THE LAYER OF 448 ASPHALT CONCRETE WOULD BE PLACED IN EACH OF THE RIGHT (TWO) LANE(S) FOR THE SAME DISTANCE AND ADJACENT TO THE AREA IN WHICH IT WAS PLACED IN THE LEFT (TWO) LANES. ANY OTHER METHOD THE CONTRACTOR DESIRES TO USE MUST BE APPROVED BY THE ENGINEER BEFORE ANY WORK BEGINS.

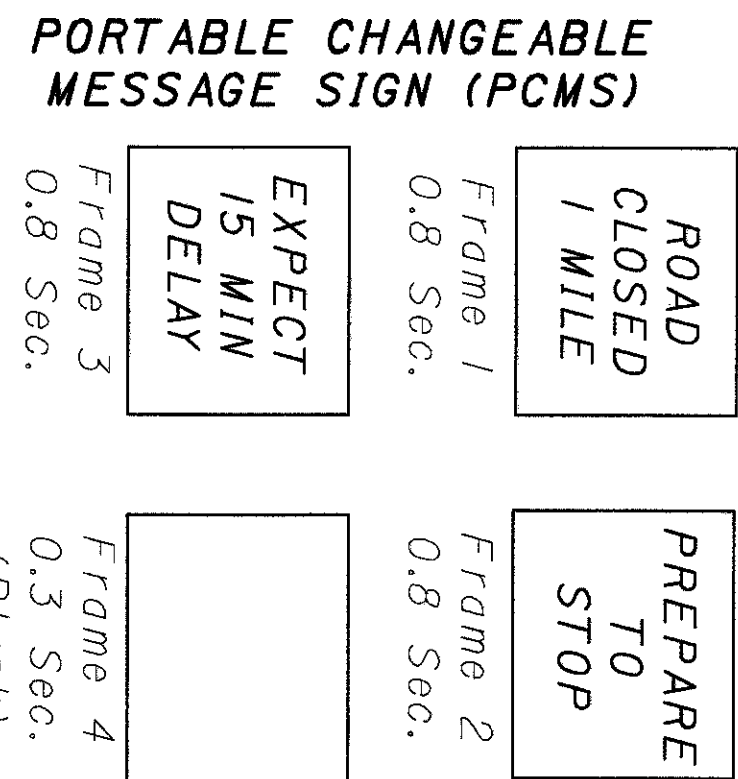
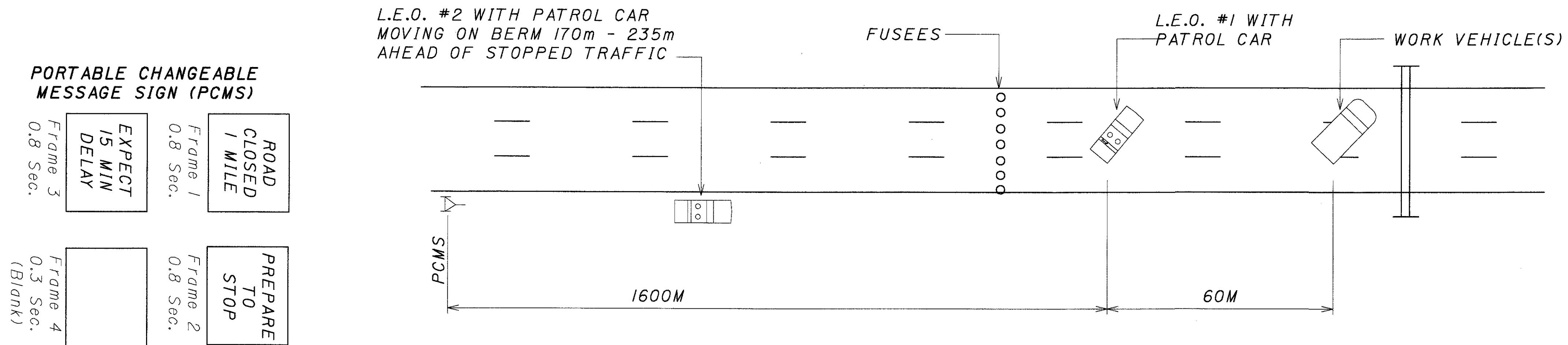
TRAFFIC SHALL BE MAINTAINED DURING THE PLACEMENT OF THE 448 SURFACE COURSE AS SHOWN IN THESE PLANS, EXCEPT THAT TRAFFIC CONES MAY BE USED IN LIEU OF DRUMS FOR CHANNELIZING TRAFFIC. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH SCD'S 35.10M, 35.11M, 95.30M, 98.12M, 98.13M, 98.14M, 98.15M, 98.16M, 98.17M AND 98.18M DURING RESURFACING.

FOR MORE DETAILS ON ITEM 448, SEE THE ROADWAY PORTION OF THESE PLANS.

THE PAVEMENT SHALL NOT BE OPENED TO TRAFFIC UNTIL THE SURFACE TEMPERATURE REACHES 66°C (150°F).

PLOTTED VIEW = PLAN
XREF #1 = NONE
XREF #2 = NONE
PLOT SCALE = 10x (metric)
FILE #188 = M077583R.DWG
JUNE-30-1999

SHORT TERM TOTAL CLOSURE



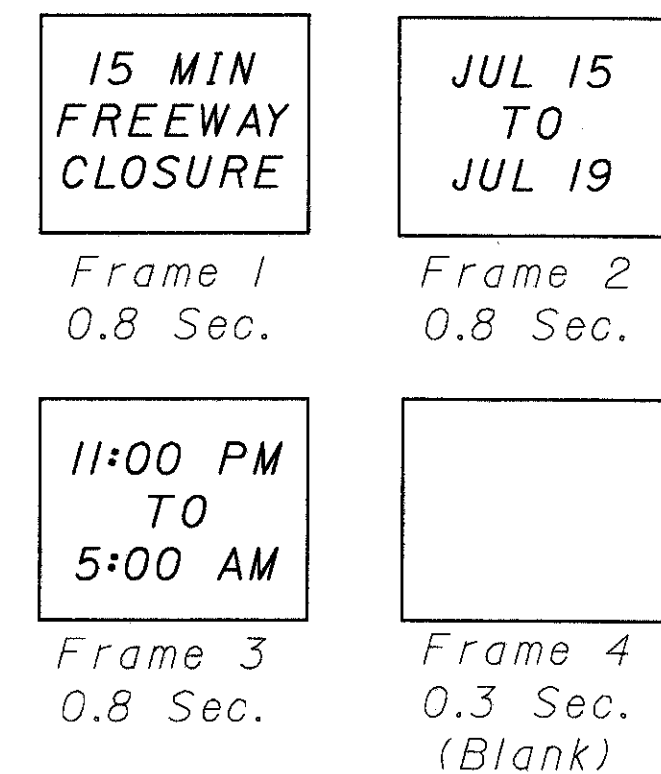
SHORT TERM CLOSURE NOTES:

THE CONTRACTOR IS RESTRICTED FROM PERFORMING ANY WORK OVER A LANE THAT IS OPEN TO TRAFFIC. THE ERECTION/REMOVAL OF OVERHEAD SIGN SUPPORTS AND BRIDGE STRUCTURAL STEEL SHALL BE PERFORMED AS FOLLOWS:

- A) ALL LANES OF TRAFFIC MAY BE CLOSED FOR A PERIOD NOT TO EXCEED 15 MINUTES. THE CLOSURE SHALL BE IN ACCORDANCE WITH THE DIAGRAM SHOWN ON THIS SHEET.
- B) SHORT TERM CLOSURES MAY TAKE PLACE ONLY BETWEEN THE HOURS OF 11:00 PM AND 5:00 AM SUNDAY THROUGH THURSDAY (THE DAY OF THE WEEK AT 11:00 PM).
- C) SHORT TERM CLOSURES SHALL NOT TAKE PLACE DURING EXTENDED WEEKENDS OF FEDERAL HOLIDAYS. THE DAYS OF THE EXTENDED WEEKENDS SHALL BE DETERMINED BY THE ENGINEER.
- D) BOTH L.E.O.'S SHALL STOP TRAFFIC BY TRAVELING SIDE BY SIDE AND COMING TO A STOP AT THE POINT OF CLOSURE. THE CONTRACTOR MAY PROVIDE SUPPLEMENTAL VEHICLE(S) EQUIPPED WITH A FLASHING YELLOW BEACON TO ASSIST THE L.E.O.'S ON WIDE SECTIONS OF ROADWAY. L.E.O. #1 SHALL BE RESPONSIBLE FOR PHYSICALLY CLOSING THE ROADWAY WITH THE PATROL CAR AND FUSEES.

- E) L.E.O. #2 SHALL BACK UP ALONG THE RIGHT BERM, STAYING APPROXIMATELY 170 TO 235 METERS AHEAD OF ANY STOPPED TRAFFIC. L.E.O. #2 SHALL BE VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES.
- F) THE PORTABLE MESSAGE SIGN SHALL BE TURNED ON AT THE BEGINNING OF THE CLOSURE AND TURNED OFF AS SOON AS TRAFFIC IS MOVING NORMALLY.
- G) FOR A PERIOD OF SEVEN (7) CALENDAR DAYS BEFORE THE START OF ANY SHORT TERM CLOSURE, THE CONTRACTOR SHALL PLACE A PORTABLE CHANGEABLE MESSAGE SIGN NEAR THE POINT OF CLOSURE, FACING THE APPROPRIATE DIRECTION OF TRAVEL. THE PCMS SHALL BE PROGRAMMED AS SHOWN IN THE FOLLOWING DIAGRAM:

PORTABLE CHANGEABLE MESSAGE SIGN
ADVANCED NOTICE OF CLOSURE



MAINTENANCE OF TRAFFIC GENERAL NOTES
SHORT TERM CLOSURE DETAIL

MOT-075-16.794

MAINTAINING TRAFFIC GENERAL NOTES

DATE: 6/04/89
 CHD: MOW
 BY: MOW
 DATE: 6/04/89

MAINTAINING TRAFFIC

MOT-75-16.794

TEMPORARY PAVEMENT, AS PER PLAN

WHERE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL REBUILD EXISTING SHOULDERS TO BE USED FOR MAINTAINING TRAFFIC. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- ITEM 203 CUBIC METER EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
- ITEM 304 CUBIC METER 102mm AGGREGATE BASE, PG 64-22
- ITEM 301 CUBIC METER 152mm BITUMINOUS AGGREGATE BASE, PG 64-22
- ITEM 448 CUBIC METER 32mm ASPHALT CONCRETE SURFACE COURSE, PG 64-22
- ITEM 448 CUBIC METER 44mm ASPHALT CONCRETE COURSE, TYPE 2, PG 64-22
- ITEM 407 LITER TACK COAT

ESTIMATED QUANTITIES FOR EACH OF THE ABOVE ITEMS HAVE BEEN CARRIED TO THE SUB SUMMARY SHEET 95.

ITEM 622 - PORTABLE CONCRETE BARRIER, AS PER PLAN
ITEM 622 - PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED, AS PER PLAN

THE REMOVAL OF EXISTING BRIDGE SAFETY WALKS AND THE CONSTRUCTION OF THE PROPOSED SAFETY BARRIER FOR VARIOUS BRIDGES SHALL BE PERFORMED IN THE PHASES AS SHOWN IN THIS PLAN.

THE LINEAR METERS OF THE CONCRETE BARRIER SHOWN ON SHEET 85 OF THESE PLANS IS OBTAINED BY MEASURING EACH "INITIAL SET UP" FOR EACH PHASE AS SHOWN IN THE PLANS. THE REMOVAL, STORAGE AND RESET UP OF THE PORTABLE CONCRETE BARRIER REQUIRED DUE TO CHANGING FROM ONE PHASE TO ANOTHER SHALL NOT BE MEASURED SEPARATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 622 - PORTABLE CONCRETE BARRIER, AS PER PLAN OR PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED, AS PER PLAN. AFTER THE WORK IS COMPLETED THE PORTABLE CONCRETE BARRIER SHALL BE REMOVED.

PORTABLE CONCRETE BARRIER, AS PER PLAN AND PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED, AS PER PLAN CALLED FOR IN THE PLANS SHALL BE AS PER SEC. 622.04 OF THE SPECIFICATIONS EXCEPT THAT TRAFFIC BARRIER RETROREFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. SEE DETAIL ON SHEET 6 OF THESE PLANS. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO THE APPROPRIATE PROPOSAL NOTE AND ITEM 626 EXCEPT THAT THE SPACING SHALL BE 6.1 METERS. AN ESTIMATED QUANTITY OF ITEM 614 BARRIER REFLECTOR, TYPE B, AND OF ITEM 626 OBJECT MARKERS HAVE BEEN PROVIDED AND ARE SHOWN ON THE MAINTAINING TRAFFIC SUB SUMMARY SHEET 95.

AN ESTIMATED QUANTITY OF ITEM 622 - PORTABLE CONCRETE BARRIER AND ITEM 622 - PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED, HAVE BEEN PROVIDED AND ARE SHOWN ON THE MAINTAINING TRAFFIC SUB SUMMARY SHEET 95:

- ITEM 622 M PORTABLE CONCRETE BARRIER, AS PER PLAN
- ITEM 622 M PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED, AS PER PLAN

ITEM 614 - TEMPORARY IMPACT ATTENUATORS, AS PER PLAN

TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AT THE END OF ALL TEMPORARY CONCRETE BARRIER WALL AS DETAILED AND SUBSEQUENTLY REMOVED FROM THE PROJECT WHEN NO LONGER NECESSARY. SEE TEMPORARY IMPACT ATTENUATORS DETAILS ON SHEET 8 OF THE PLANS. THE CONTRACTOR SHALL MAINTAIN THE ATTENUATOR ASSEMBLY FOR THE LENGTH OF EACH PHASE. COST FOR ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR ITEM SPECIAL - TEMPORARY IMPACT ATTENUATOR - SAND BARREL SYSTEM.

AN ESTIMATED QUANTITY HAS BEEN PROVIDED AND IS SHOWN ON THE MAINTAINING TRAFFIC SUB SUMMARY SHEET 95.

BRIDGE NUMBER MOT-75-21967R (1365R) APPROACH

GUARDRAIL FROM STA. 11+260 TO STA. 11+307 (SOME 47 METERS) SHALL BE RELOCATED/SHIFTED BY THE CONTRACTOR TO THE RIGHT JUST OUTSIDE THE TEMPORARY PAVEMENT LIMITS AS SHOWN ON PLAN SHEET 87. THIS RELOCATION OF EXISTING GUARDRAIL IS NECESSARY TO MAINTAIN SUFFICIENT LANE WIDTHS AND TWO FULL LANES OF TRAFFIC FOR I-75 NB TRAFFIC IN THE NORTH GROUP PHASE 2 OPERATION. THIS WORK SHALL BE INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

614 "TRAFFIC FINES DOUBLED" SIGNING

THIS PROJECT SHALL REQUIRE "TRAFFIC FINES DOUBLED" SIGNING FOR ITS DURATION. THE SIGNS ERECTED SHOULD MEET ALL THE SIGN DESIGN REQUIREMENTS CONTAINED IN ODOT'S STANDARD SIGN DESIGN FOR THESE SIGNS AS TO SIZE, SHAPE, AND LEGEND. THE SIGN CODE NUMBER FOR THIS SIGN IS R-180-1200. THE STANDARD SIGN DESIGN IS AVAILABLE FROM ODOT DISTRICT 7.

THESE SIGNS SHALL BE DUAL MOUNTED ALONG BOTH MAJOR DIRECTIONS OF TRAVEL ON MAINLINE I-75 FOR EACH GROUPING OF BRIDGES AS SHOWN IN THESE PLANS. THE FIRST SIGN IN EACH MAJOR DIRECTION OF TRAVEL SHALL BE PLACED HALF WAY BETWEEN THE "ROAD CONSTRUCTION AHEAD" OW-128-1200 SIGN AND THE NEXT SIGN IN THE ADVANCE SIGN PLAN SEQUENCE.

ADDITIONALLY THESE SIGNS SHALL BE ERECTED ON ALL ENTRANCE RAMPS TO I-75 AND SHALL BE REPEATED AT LOCATIONS AS SHOWN IN THESE PLANS WITHIN THE PROJECT LIMITS ON THE MAINLINE FOR EACH BRIDGE GROUPING FOR BOTH DIRECTIONS OF TRAVEL.

THE SIGNS SHALL BE FURNISHED, ERECTED AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR WHEN THE WORK IS COMPLETED FOR EACH BRIDGE GROUPING.

THESE SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS IN ACCORDANCE WITH SCD TC 42.20M. THESE SIGNS SHALL BE MOUNTED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA AND THE SUPPORTS SHALL BE INSTALLED IN ACCORDANCE WITH ODOT SCD TC-41.20M.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED BUT GOOD CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF 730.19 AND U.S. DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATION FOR TYPE III-C SHEETING, FP-85.

DOUBLE FINES IN WORK ZONES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT AND SHALL BE INCLUDED IN ITEM 614 - DOUBLE FINES IN WORK ZONE SIGNS 60 EACH.

CONCRETE BARRIER WALL BREAKTHROUGH-SOUTH GROUP, PHASE 2

THE WORK TO BE COMPLETED ON BRIDGES MOT-75-1151R&L WILL REQUIRE THAT A BREAKTHROUGH BE MADE IN THE PERMANENT CONCRETE BARRIER WALL FROM STA. 7+932 TO STA. 8+040 SHOWN ON SHEET 38 OF THIS PLAN. THE EXISTING HIGHWAY LIGHTING AND OVERHEAD GUIDE SIGN LIGHTING CIRCUITRY AND MEDIAN INLET DRAINS ARE NOT AFFECTED.

ITEM SPECIAL - WRECKER SERVICE

THE CONTRACTOR SHALL HAVE AVAILABLE A 24 HOUR WRECKER SERVICE FOR EACH DAY FOR THE LENGTH OF THIS PROJECT FOR THE PURPOSE OF REMOVING ANY DISABLED VEHICLES AND ANY LARGE OBSTACLES THAT MAY BE OBSTRUCTING TRAFFIC FLOW.

THE WRECKER MUST ARRIVE AT THE SITE OF THE DISABLED VEHICLE OR OBSTRUCTION WITHIN 15 MINUTES OF BEING CONTACTED BY THE CONTRACTOR, PROJECT ENGINEER OR THE OHIO STATE HIGHWAY PATROL. THE OHIO STATE HIGHWAY PATROL AND THE PROJECT ENGINEER MUST ALSO BE NOTIFIED. SHOULD THE WRECKER SERVICE BE UTILIZED DURING NON-WORKING HOURS, THEN THE PROJECT ENGINEER SHALL BE NOTIFIED ON THE FOLLOWING WORKING DAY.

THE DISABLED VEHICLES SHALL BE REMOVED TO A LOCATION OF A COMMERCIAL ESTABLISHMENT WITHIN 1.5 MILES OF THE PROJECT AS APPROVED BY THE ENGINEER. THIS COMMERCIAL ESTABLISHMENT MUST BE OPEN FOR BUSINESS HAVE AN OPERABLE TELEPHONE AND APPROVE THE STORAGE OF THE VEHICLE ON THEIR PROPERTY.

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER AND THE DAYTON POST OF THE OHIO STATE HIGHWAY PATROL WITH 24 HOUR TELEPHONE NUMBERS OF THE WRECKER SERVICE.

ALL COST ASSOCIATED WITH PROVIDING THIS SERVICE AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER EACH INCIDENT REQUIRING WRECKER SERVICE AS DESCRIBED ABOVE.

ESTIMATED QUANTITY:
 ITEM SPECIAL - WRECKER SERVICE 100 EACH

OVERLAYING EXISTING SIGNS WITH "CLOSED" OR "STREET NAME" SIGNS

OVERLAYS SHALL BE SIZED USING 10" CAPITAL LETTERS - BLACK ON AN ORANGE BACKGROUND. THESE ORANGE PANELS SHALL BE USED TO COVER EXISTING FREEWAY GUIDE SIGNS AT CLOSED FREEWAY EXITS OR TO ADD STREET NAME DESTINATION SIGN PANELS TO EXISTING FREEWAY EXIT GUIDE SIGNS IN ORDER TO REROUTE TRAFFIC TO OPEN EXITS AND THE APPROPRIATE DETOURS.

THE COST TO PROVIDE, ERECT, MAINTAIN AND REMOVE THESE SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN (PCMS), AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS), ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. THE LIST CURRENTLY CONTAINS CLASS III AND II WITH MINIMUM LEGIBILITY DISTANCES OF 200 METERS AND 260 METERS RESPECTIVELY. ONLY CLASS II DEVICES WILL BE APPROVED FOR USE ON I-75 AND US-35.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT.

THE SIGNS MAY BE USED AS DIRECTED BY THE ENGINEER DURING EXIT RAMP AND SHORT TERM TOTAL CLOSURES, AS SHOWN ON THE DETAILS FOR EACH OPERATION. WHEN NOT BEING USED FOR CLOSURES, THE SIGN SHALL BE PLACED IN ADVANCE OF THE PROJECT, IN THE DIRECTION OF WORK DIRECTED BY THE ENGINEER. THE SIGN SHALL BE PROGRAMMED TO READ:

[ROAD]	[XXXX]	[X]	[(BLANK)]
[WORK]	[LANE]	[MILE]	[(BLANK)]
[AHEAD]	[CLOSED]	[FRAME 3]	[FRAME 4]
FRAME 1	FRAME 2	FRAME 3	FRAME 4
.8 SEC	.8 SEC	.8 SEC	.3 SEC

THE PCMS SHALL NOT BE LEFT ON THE PROJECT WHEN NO WORK IS IN PROGRESS.

THE SIGNS SHALL ALSO BE USED TO NOTIFY MOTORIST OF THE START OF THE PROJECT. SEVEN (7) CALENDAR DAYS BEFORE THE START OF WORK. THE PCMS SHALL BE INSTALLED WITHIN THE PROJECT LIMITS IN A LOCATION TO BE DETERMINED BY THE ENGINEER. THE PCMS SHALL BE INSTALLED IN THE DIRECTION WHERE WORK WILL FIRST START. THE SIGN SHALL BE PROGRAMMED TO READ:

[ROAD]	[MONDAY]	[EXPECT]	[]
[WORK]	[JUNE XX]	[CLOSED]	[(BLANK)]
[STARTS]	[]	[LANES]	[]
FRAME 1	FRAME 2	FRAME 3	FRAME 4
.8 SEC	.8 SEC	.8 SEC	.3 SEC

WHEN OPERATING WITH THE ABOVE MESSAGE, THE PCMS SHALL REMAIN ON THE PROJECT AND IN SERVICE 24 HOURS PER DAY, FOR THE ENTIRE WEEK. IF THE START OF THE PROJECT IS DELAYED, THE DATE SHALL BE REVISED ACCORDINGLY, AND THE PCMS SHALL REMAIN IN PLACE UNTIL THE START OF WORK.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATING INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NECESSARY.

PLotted VIEW = PLAN
 SCALE = 10' = 1" (metric)
 DATE: 6/04/89
 BY: MOW

MAINTAINING TRAFFIC GENERAL NOTES

DATE: 6/04/99
 CHKD. BY: MOW
 DATE: 6/04/99

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX (6) MESSAGE PHRASES SHALL BE SUPPORTED, BUT NORMALLY, NOT MORE THAN THREE (3) MESSAGE PHRASES SHOULD BE EMPLOYED. A BLANK PHASE SHALL BE INSERTED AT THE END OF EACH MESSAGE. THE SPEED OF EACH PHASE SHALL BE ADJUSTED AS PER PLAN, OR AT A SPEED WHICH WILL PERMIT THE COMPLETE MESSAGE TO READ AT LEAST TWICE BY A MOTORIST DRIVING AT THE SPEED LIMIT.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03 (C). THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT OR THE CITY OF DAYTON TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT. ANY EXPENSES ACCRUED BY THE CITY OF DAYTON WILL BE INVOICED DIRECTLY TO THE CONTRACTOR.

THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 104.04.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID PER SIGN-MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

AN ESTIMATED QUANTITY OF 84 SIGN MONTHS HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS SERVICE AS SHOWN ON SUB SUMMARY SHEET 95.

EXIT RAMP SIGNS

SOME MAINLINE I-75 LOCATIONS MAY REQUIRE THE USE OF FOLLOWING SIGNS, AS DIRECTED BY THE ENGINEER.

EXIT RAMP OPEN AHEAD	OC-45-1200
EXIT RAMP OPEN	OC-45A-1200
EXIT	OC-96 L, R-1200
EXIT CLOSED	OC-46-1200

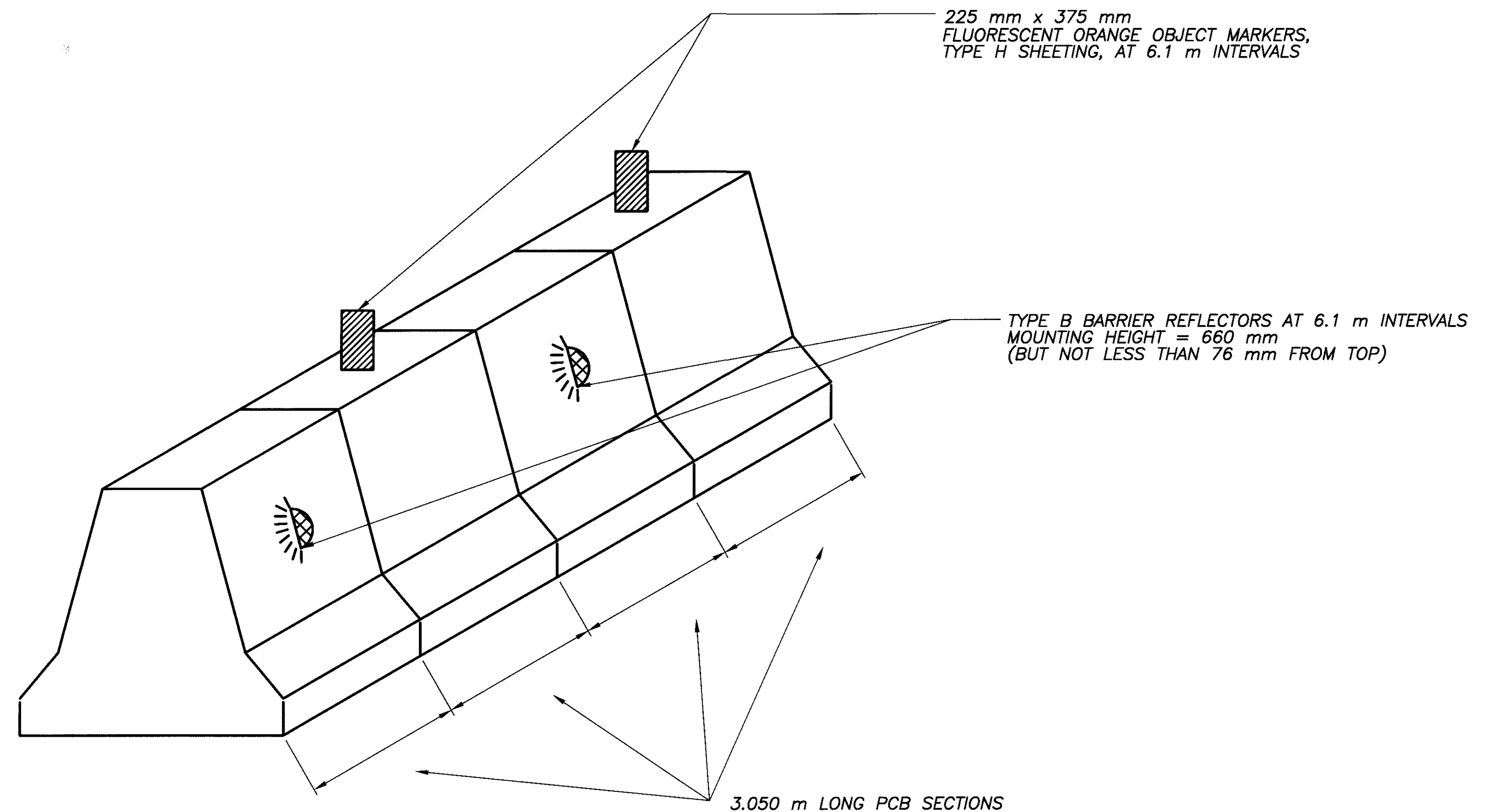
PROVIDING THESE SIGNS SHALL BE INCIDENTAL TO ITEM 614-MAINTAINING TRAFFIC.

I-75 AND US-35 WORK ZONE SPEED LIMIT SIGN

ALL EXISTING SPEED LIMIT (R-10) SIGNS WITH THE WORK LIMITS ON MAINLINE I-75 AND US-35 SHALL BE COVERED OR REMOVED AS DESCRIBED HEREIN UNDER ITEM 614 - WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, RESTORE DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT SIGNS (R-10) (45 MPH SPEED LIMIT) WITHIN THE WORK LIMITS ON ALL EXISTING SPEED LIMIT SIGNS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.



813 mm - PORTABLE CONCRETE BARRIER (PCB)

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN 4 HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED NO LATER THAN 4 HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF ANY LANE RESTRICTION EXPECTED TO LAST AT LEAST 30 DAYS, OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF DIVIDED HIGHWAYS, 150 METERS IN ADVANCE OF THE LANE REDUCTION TAPER. THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, 75 METERS IN ADVANCE OF THE LANE REDUCTION TAPER ON UNDIVIDED HIGHWAYS. THE SIGN SHALL BE REPEATED, ON THE SIDE NEAREST TRAFFIC, EVERY 800 METERS FOR 70 KMPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMITS SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE. R-10 SIGNS (SPEED LIMIT) SHALL BE USED ON UNDIVIDED ROADWAY. R-10 (SPEED LIMIT) AND R-9A SIGNS (SPEED LIMIT) SHALL BE USED ON DIVIDED ROADWAYS. WHEN USED THE R-10 AND R-9A SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED BUT GOOD CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF 730.19 AND U.S. DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATION FOR TYPE III-C SHEETING, FP-85. WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO (2) ITEM 630 GROUND MOUNTED SUPPORTS, NO. 3 POSTS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING THE SIGNS AND SUPPORTS.

614 WORK ZONE SPEED LIMIT SIGN

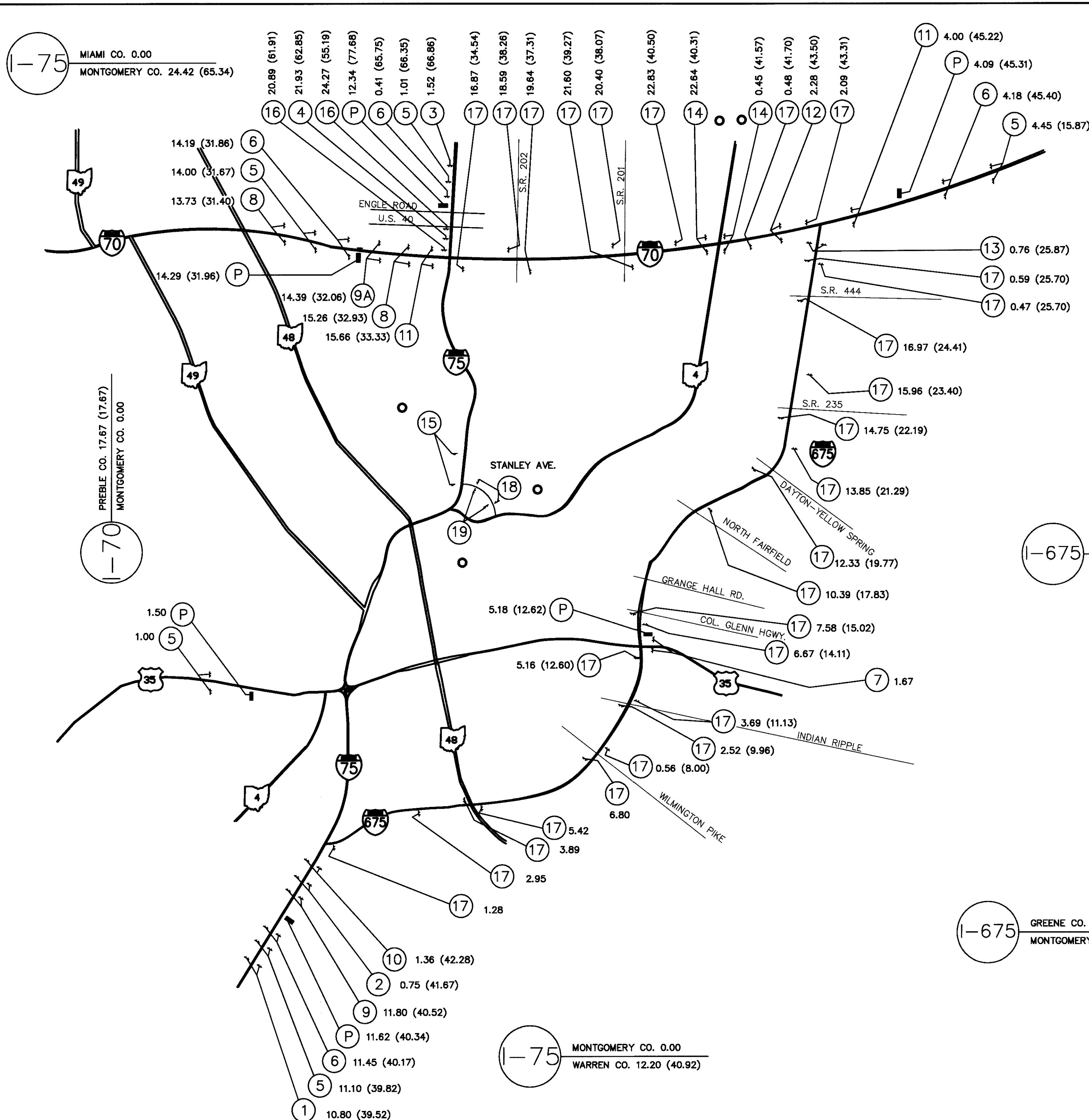
60 EACH

MAINTAINING TRAFFIC

MOT-75-16.794

16
319

PLotted view = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10x (metric)
 BLD: P188
 MOT75CONTR.DWG
 LINE=30-1989



1-75 MONTGOMERY CO. 0.00
 WARREN CO. 12.20 (40.92)

1-675 CLARK CO. 0.00
 GREENE CO. 17.67 (25.11)

1-675 GREENE CO. 0.00
 MONTGOMERY CO. 7.44 (7.44)

NOTES:

- 1.) SIGNS SHALL BE MAINTAINED FOR THE LENGTH OF THE PROJECT EXCEPT AS DIRECTED BY THE ENGINEER.
- 2.) SPECIFIC SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER. SIGNS SHALL NOT BE ERECTED CLOSER THAN 61.0 METERS TO AN EXISTING SIGN.
- 3.) SIGNS ARE TO BE LOCATED BY STRAIGHT LINE MILEAGE AS SHOWN AND AS DIRECTED BY THE ENGINEER.
- 4.) SIGNS SHALL HAVE THEIR LEGENDS COVERED WHEN NO LONGER APPLICABLE OR SHALL BE REMOVED WHEN NO LONGER NEEDED.
- 5.) THE COUNTY SLM IS SHOWN AS XX.XX; WHILE THE INTERSTATE SLM IS SHOWN AS (XX.XX).
- 6.) ● INDICATES SIGNS TO BE IN PLACE WHEN SR 4 HAS BEEN CLOSED.
- 7.) ALTERNATE ROUTE SHELDIS SHALL BE ADDED TO ALL EXISTING GUIDE SIGNS.

1		9A	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	
9		17	
P		18	
		19	

■ = PCMS UNIT

(PER DIRECTION)

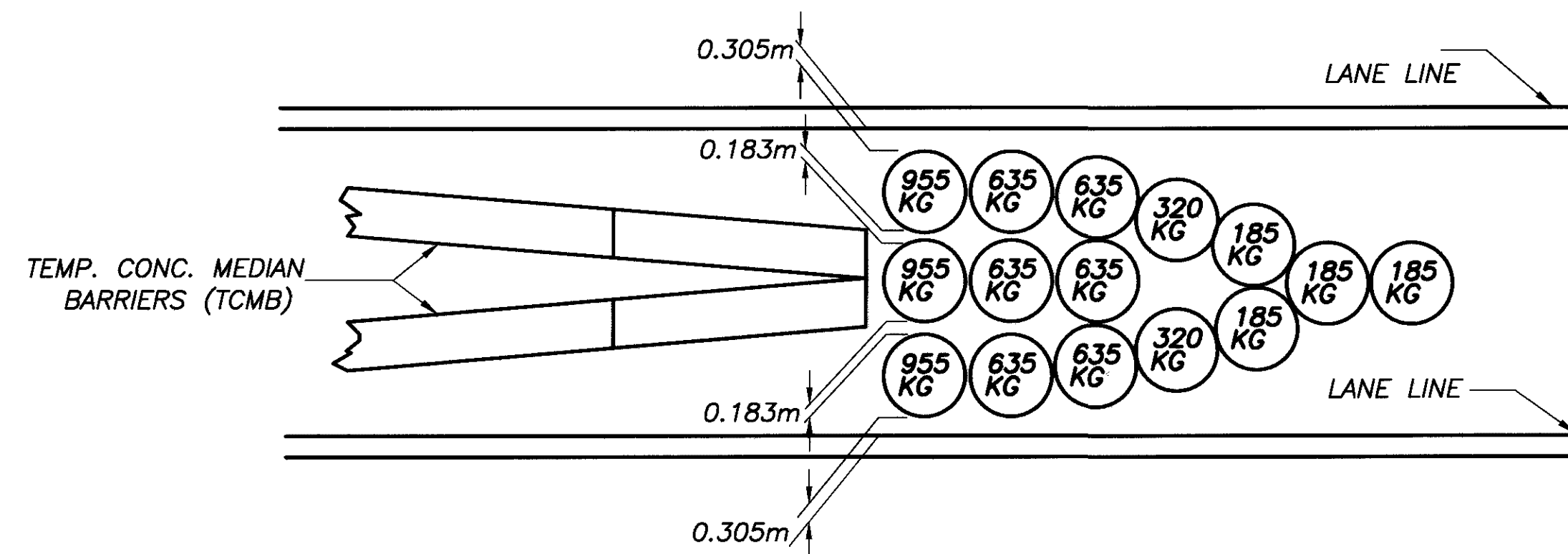
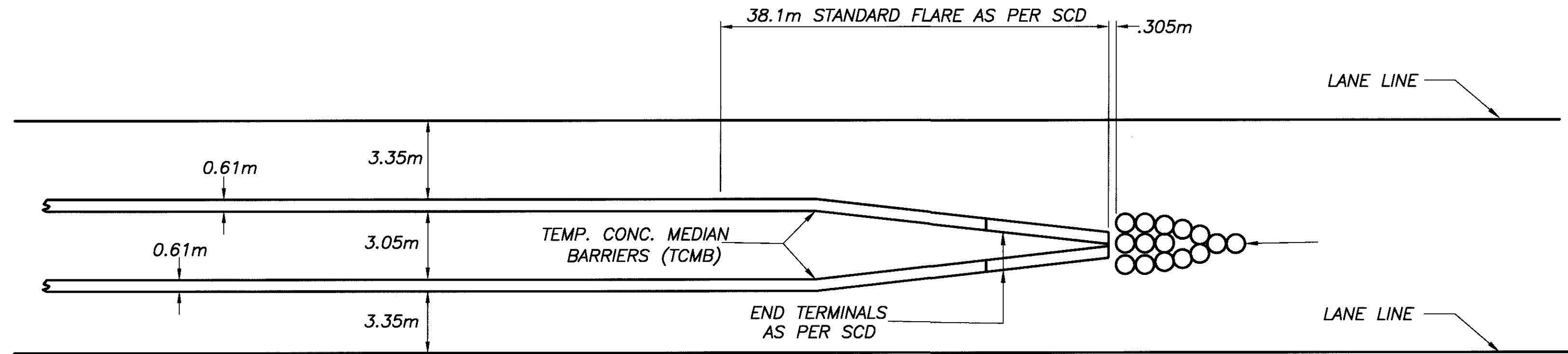
- IM-8-36
- IM-5-36
- IM-26-30
- M-8-36
- M-2-36
- M-26-30

TEMPORARY IMPACT ATTENUATORS TYPICAL

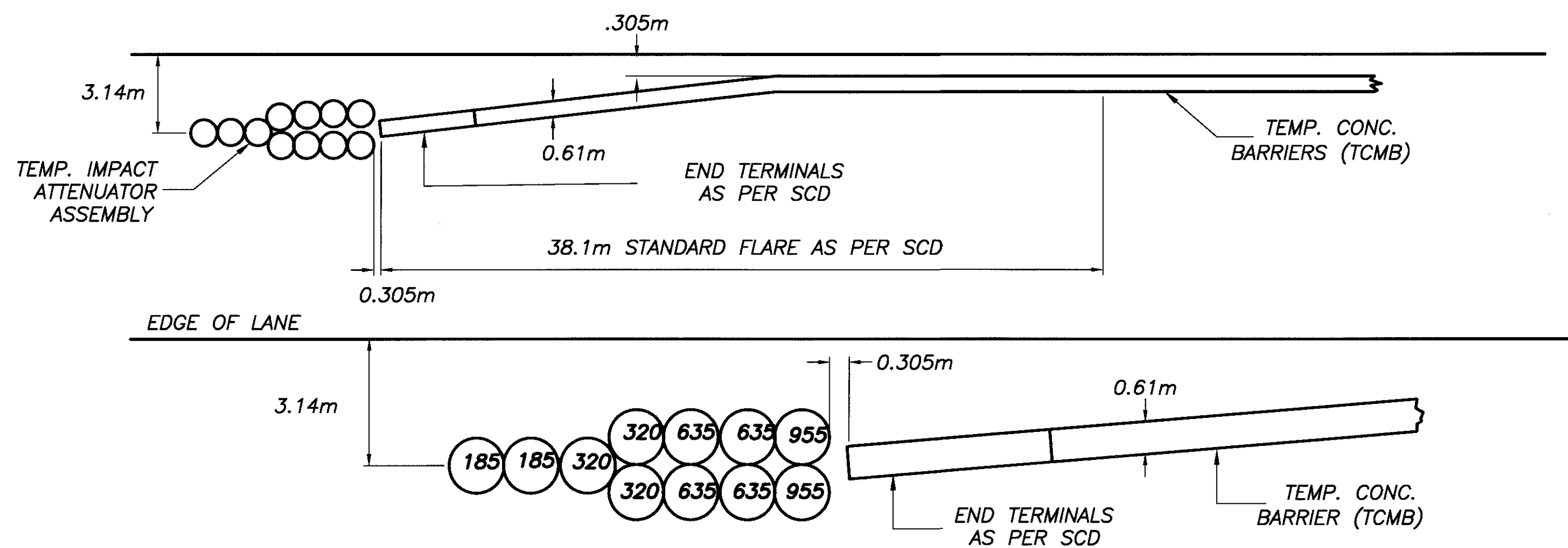
NOTES:

- 1.) FOR INSTALLATION OF TEMPORARY IMPACT ATTENUATOR SEE SHEETS 27, 30, 35, AND 43.
- 2.) THESE DETAILS SHALL APPLY TO ALL UPSTREAM ENDS OF TEMPORARY CONCRETE BARRIER LOCATIONS.
- 3.) ALL TEMPORARY IMPACT ATTENUATORS SHALL BE REMOVED BY THE CONTRACTOR AFTER THEY HAVE SERVED THEIR PURPOSE.
- 4.) SPEED DESIGNED FOR 89 Km/HR.
- 5.) TEMPORARY IMPACT ATTENUATORS FOR WORK ZONES AS MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. OR APPROVED FUNCTIONAL EQUIVALENTS AS DETERMINED BY THE ENGINEER MAY BE SUBSTITUTED FOR SAND BARREL DESIGNS.

STANDARD CONSTRUCTION DRAWINGS	DATE
GR-2.1M	4-14-98
RM-4.2M	6-30-95
PCB-91M	3-20-95
MT - 95.40M	4-25-94
MT - 99.51M	3-01-96



TYPICAL DETAIL - END PROTECTION FOR TEMPORARY END ADJOINING CONCRETE BARRIERS



TYPICAL DETAIL - END PROTECTION FOR TEMPORARY CONCRETE BARRIER

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 PLOT SCALE = 20:1
 FILE# = TORSCALDING.DWG
 JUNE-30-1999

CALC: MOW
 DATE: 03/09/99
 CHECK: FIB
 DATE: 03/19/99
 MAINTAINING TRAFFIC - TEMPORARY IMPACT ATTENUATORS

MOT-75-16.769

PLOTTED VIEW = PLAN
 XREF#1 = none
 XREF#2 = none
 CADD = SEPT-01.DWG
 DATE = JULY-21-1999

LEGEND

(TEW)	TEMPORARY EDGELINE WHITE
(TEY)	TEMPORARY EDGELINE YELLOW
(TLL)	TEMPORARY LANELINE
(TCH)	TEMPORARY CHANNELIZING LINE
(PCB)	PORTABLE CONCRETE BARRIER
o	TRAFFIC DRUM PER OMUTCD
TT	TEMPORARY SIGN SUPPORT
→	DIRECTION OF TRAFFIC ARROW

CLOSING LEFT LANE OF A MULTI-LANE HIGHWAY WITH PCB

ERECT, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP AND FLASHING ARROW PANELS AS PER SCD MT-95.40M. PCB ENDS AT STA. 5+970. LOCATE ADVANCE SIGNS FROM THIS REFERENCE POINT AS PER SCD FOR LEFT LANE CLOSURE.

TEMPORARY PAVEMENT FROM STA. 5+590 TO STA. 6+102 AREA = 167.61 SQ. METERS

TEMPORARY PAVEMENT FROM STA. 6+043 TO STA. 6+120 AREA = 46.57 SQ. METERS

END CONSTRUCTION
 OC-8 (1200x600) STA. 5+890

END CONSTRUCTION
 OC-8 (1200x600) STA. 5+890

MARKINGS/TRPM's START STA. 5+900

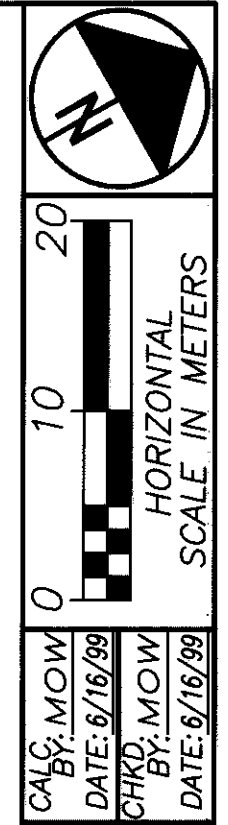
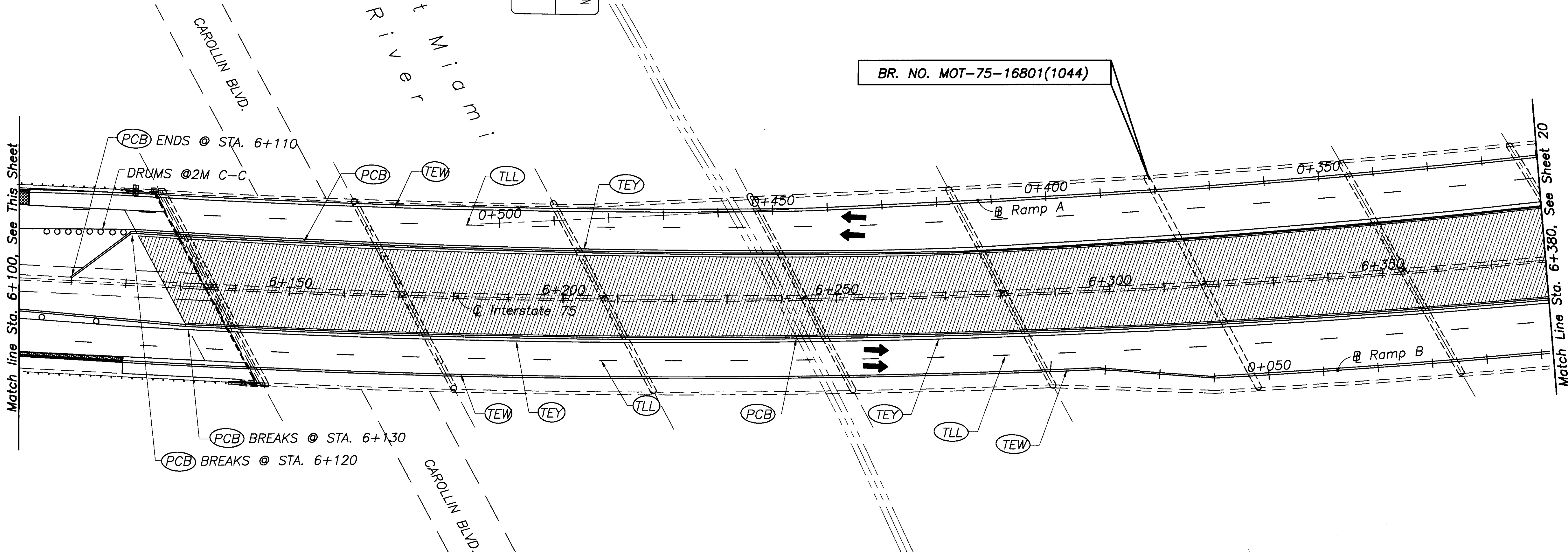
R-180 (1200x1200) STA. 5+890
 CONSTRUCTION ZONE FINES DOUBLED

R-180 (1200x1200) STA. 5+890
 CONSTRUCTION ZONE FINES DOUBLED

BR. NO. MOT-75-16801(1044)

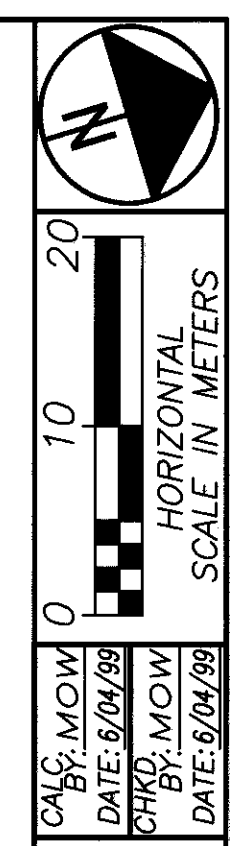
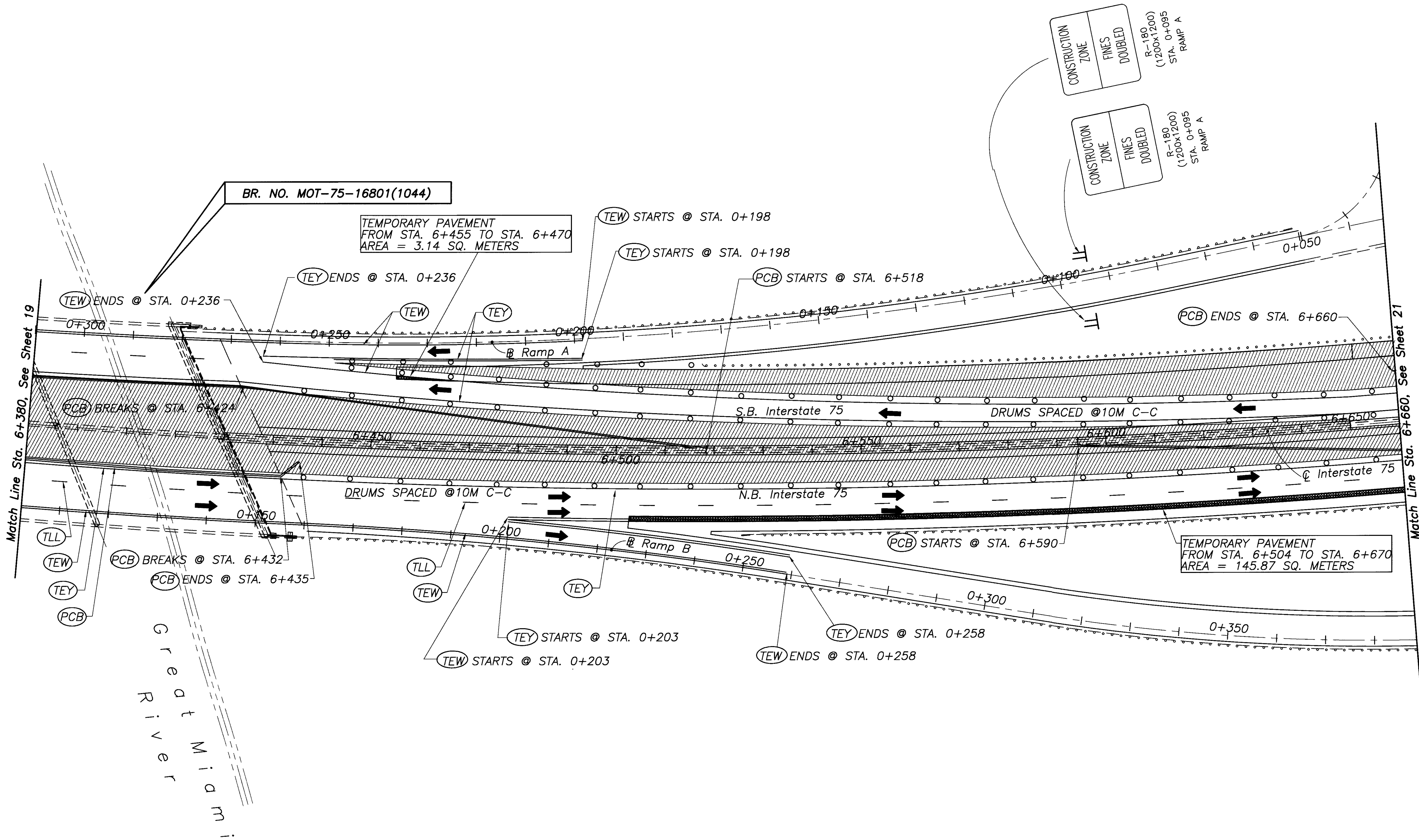
Match Line Sta. 6+100, See This Sheet

Match Line Sta. 6+380, See Sheet 20

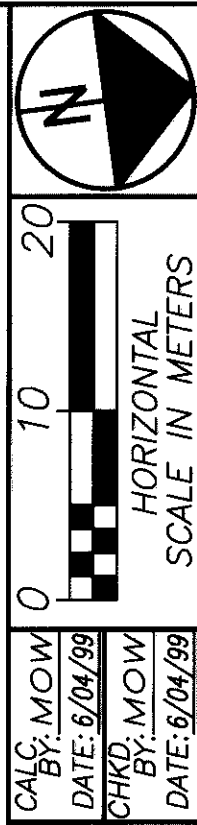
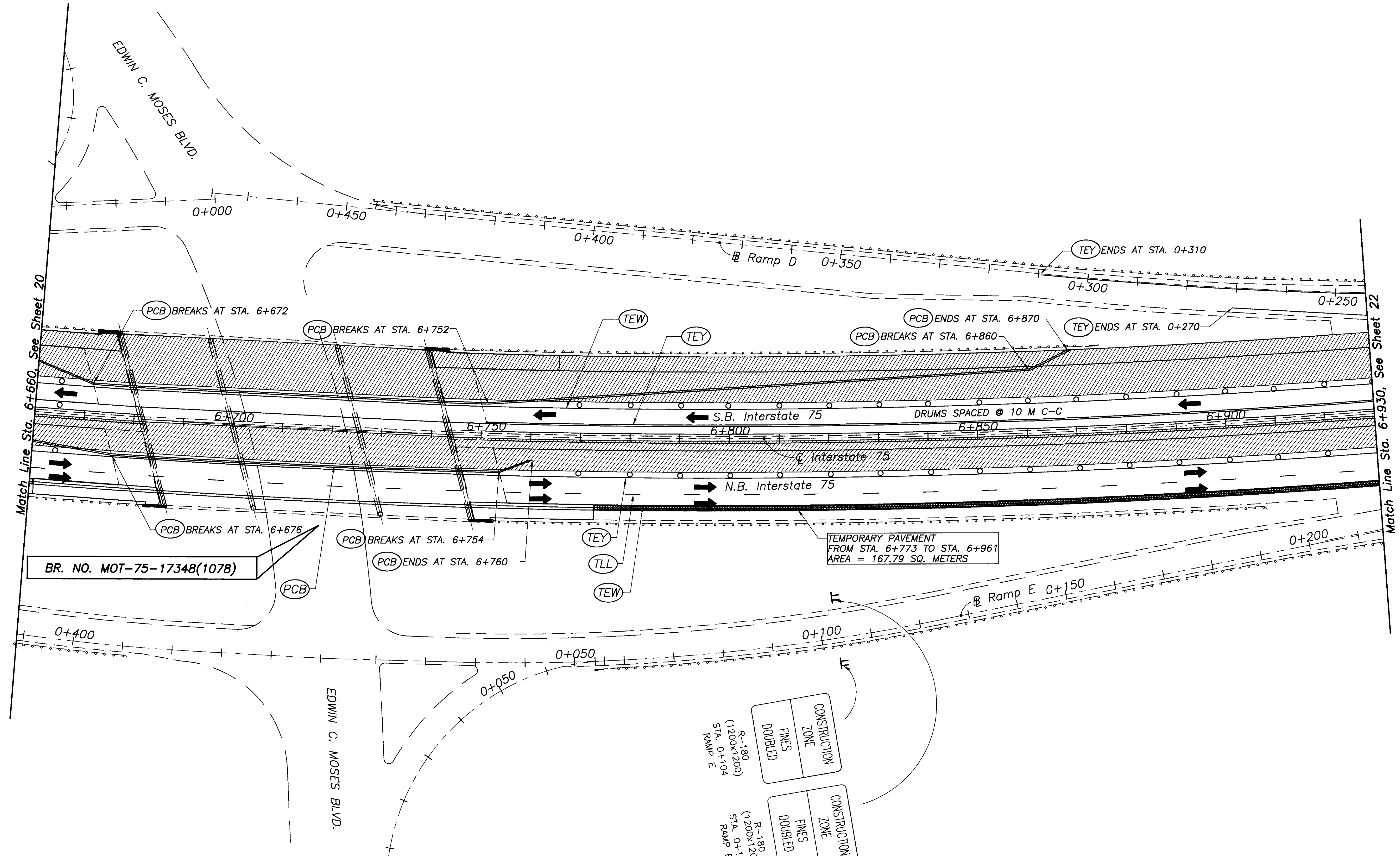


MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 5+880 to Sta. 6+380

MOT-75-16.794

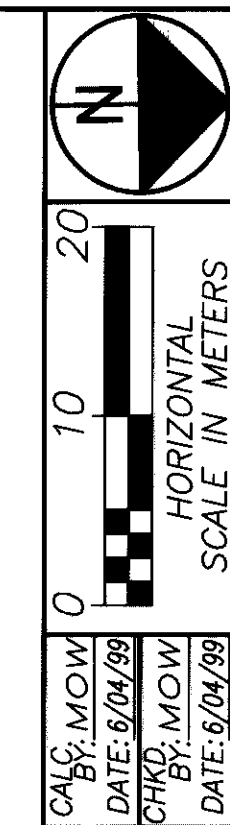
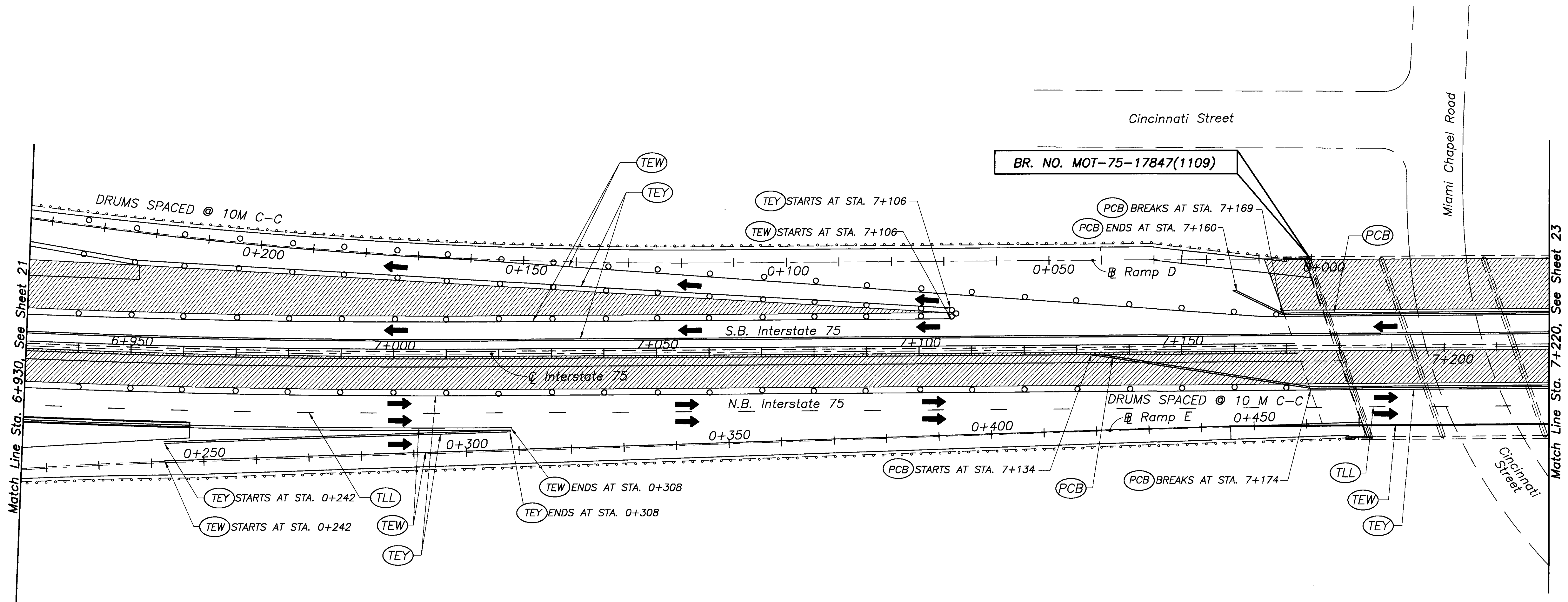


MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 6+380 to Sta. 6+660



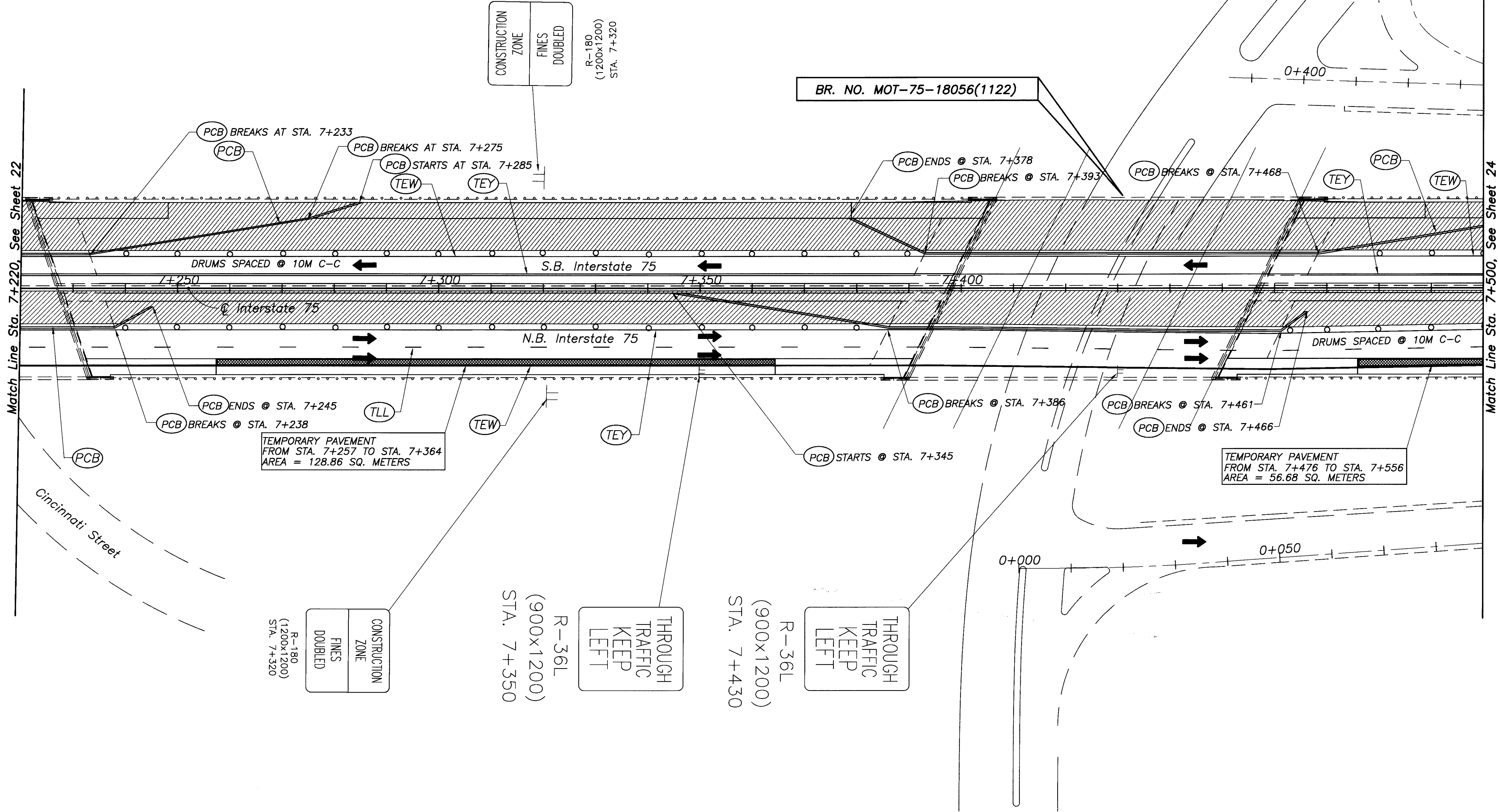
MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 6+660 to Sta. 6+930

MOT-75-16.794



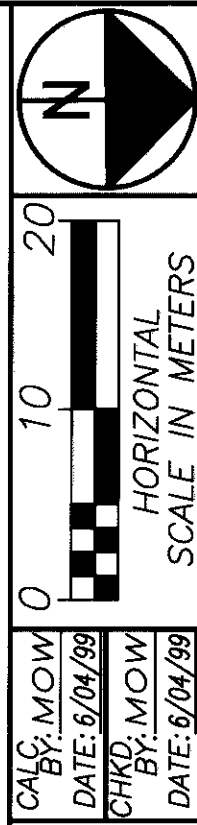
MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 6+930 to Sta. 7+220

MOT-75-16.794



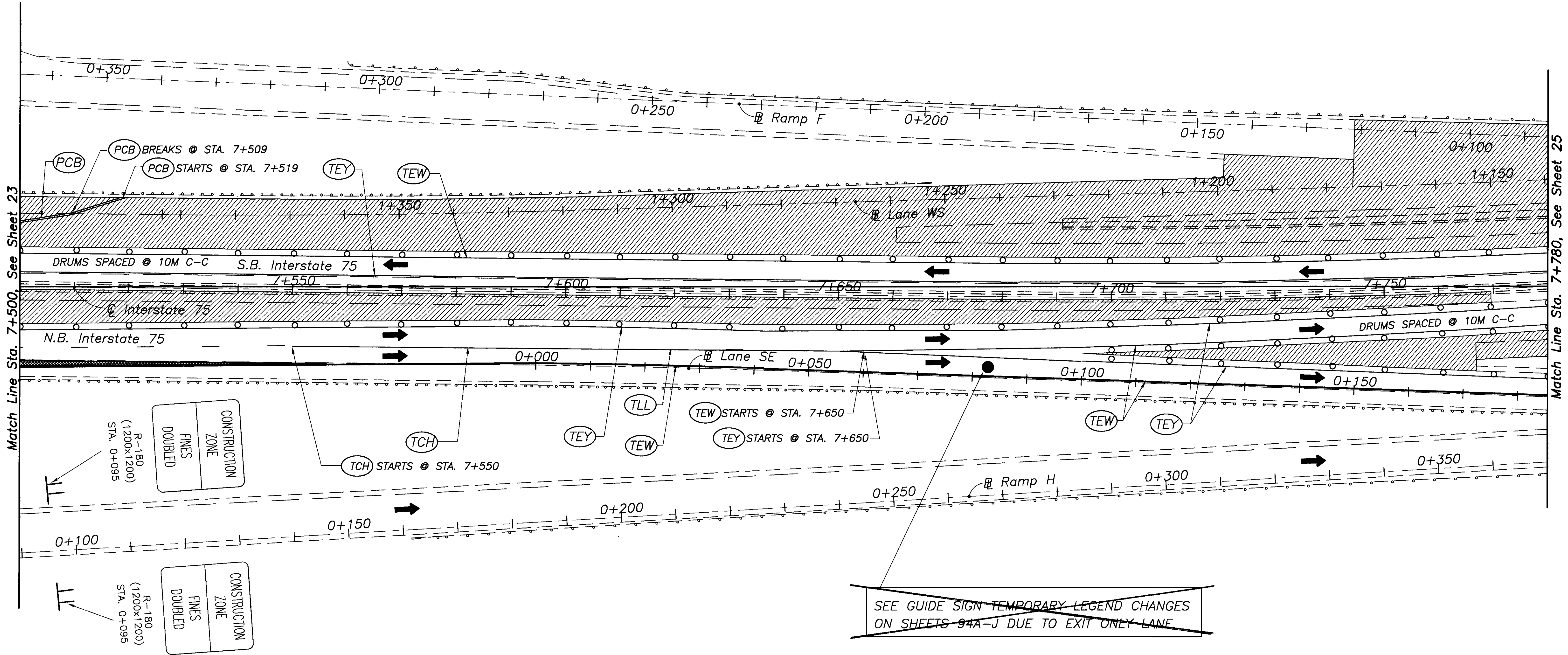
Match Line Sta. 7+220, See Sheet 22

Match Line Sta. 7+500, See Sheet 24



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 7+220 to Sta. 7+500

MOT-75-16.794



SEE GUIDE SIGN TEMPORARY LEGEND CHANGES
 ON SHEETS 94A-J DUE TO EXIT ONLY LANE.

Match Line Sta. 7+500, See Sheet 23

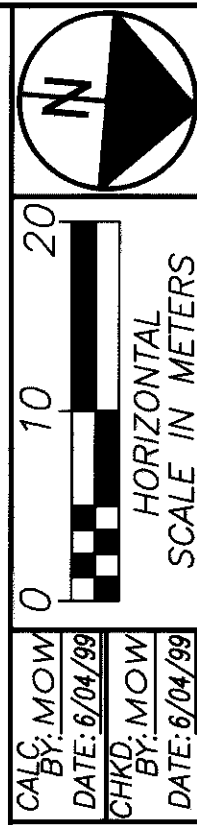
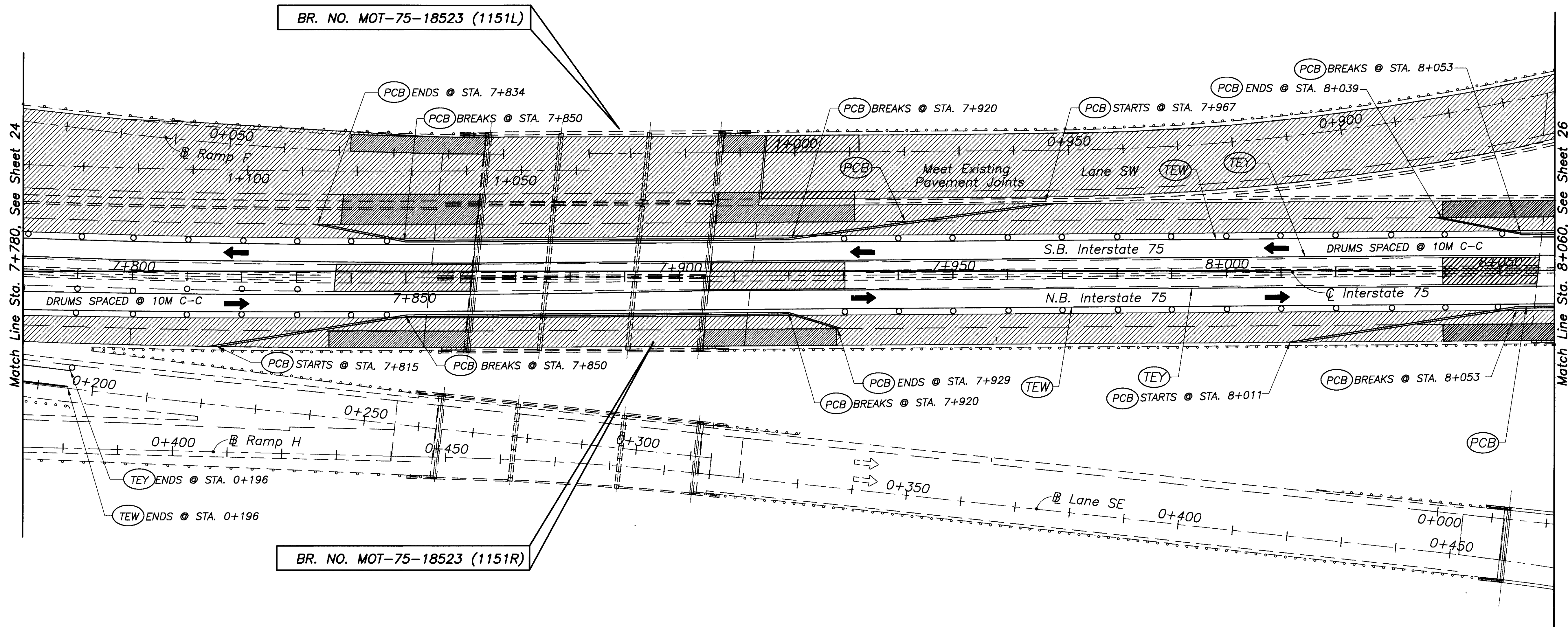
Match Line Sta. 7+780, See Sheet 25

CALC. BY: MOW
 DATE: 6/04/98
 CHKD. BY: MOW
 DATE: 6/04/98

0 10 20
 HORIZONTAL
 SCALE IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 7+500 to Sta. 7+780

MOT-75-16.794

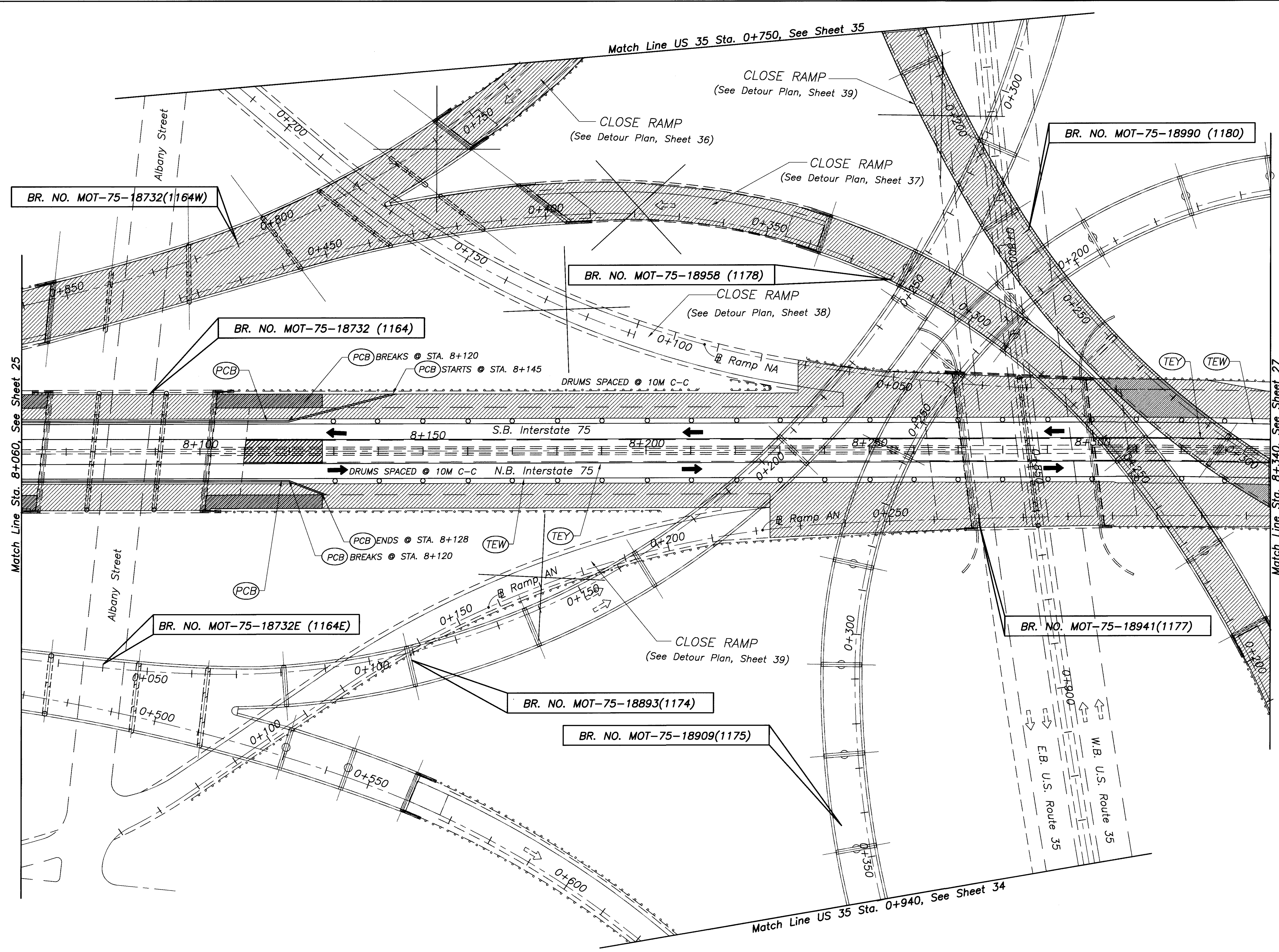


CALC. BY: MOW
DATE: 6/04/99
CHKD. BY: MOW
DATE: 6/04/99

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
Sta. 7+780 to Sta. 8+060

MOT-75-16.794

PLOTTED VIEW = PLAN
XREF # = NONE
CADD = SPT-06.DWG
JULY-21-1999

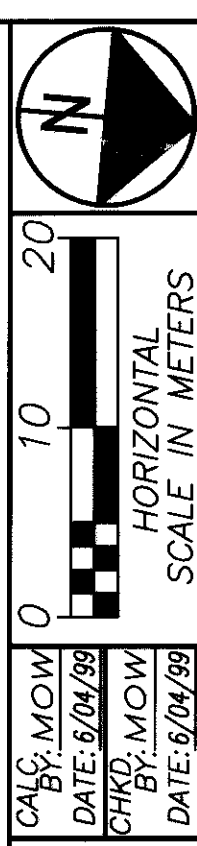


Match Line Sta. 8+060, See Sheet 25

Match Line Sta. 8+340, See Sheet 27

Match Line US 35 Sta. 0+750, See Sheet 35

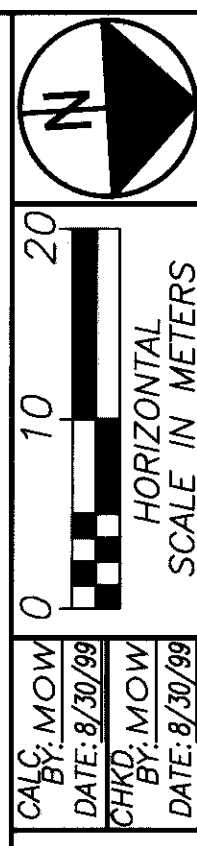
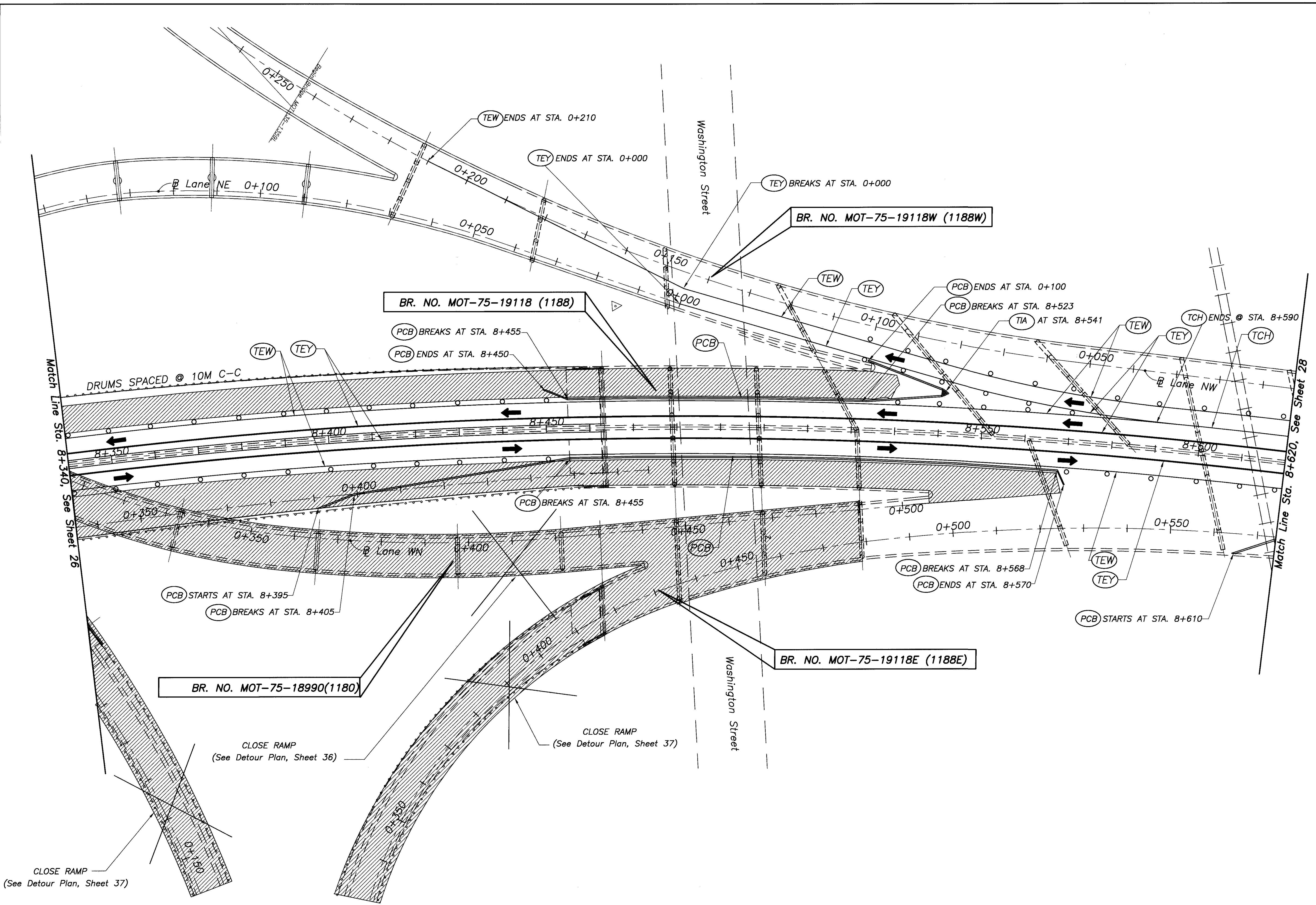
Match Line US 35 Sta. 0+940, See Sheet 34



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
Sta. 8+060 to Sta. 8+340

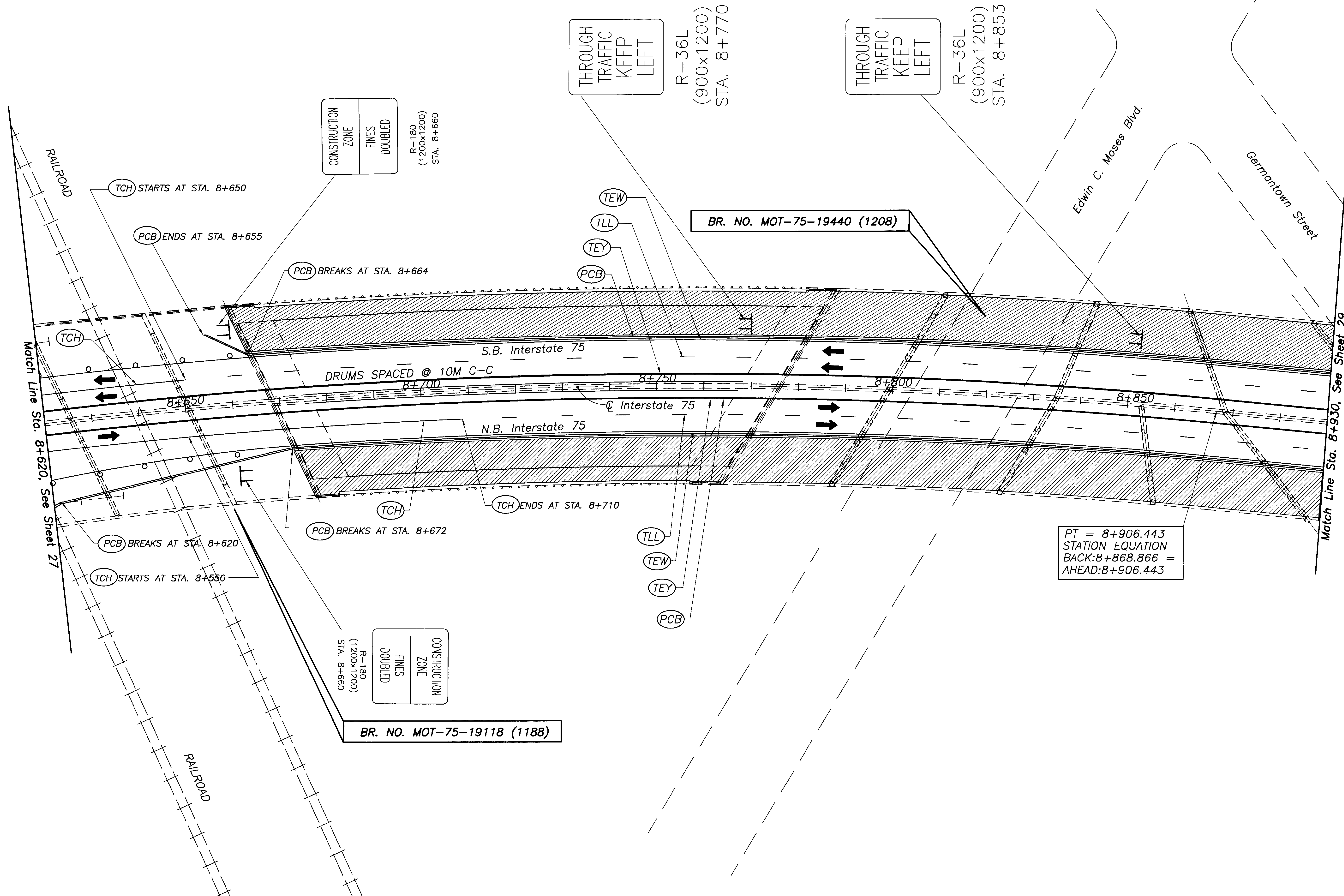
MOT-75-16.794

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
CADD: SEP1-99, 16:30:00 AUGUST-30-1999

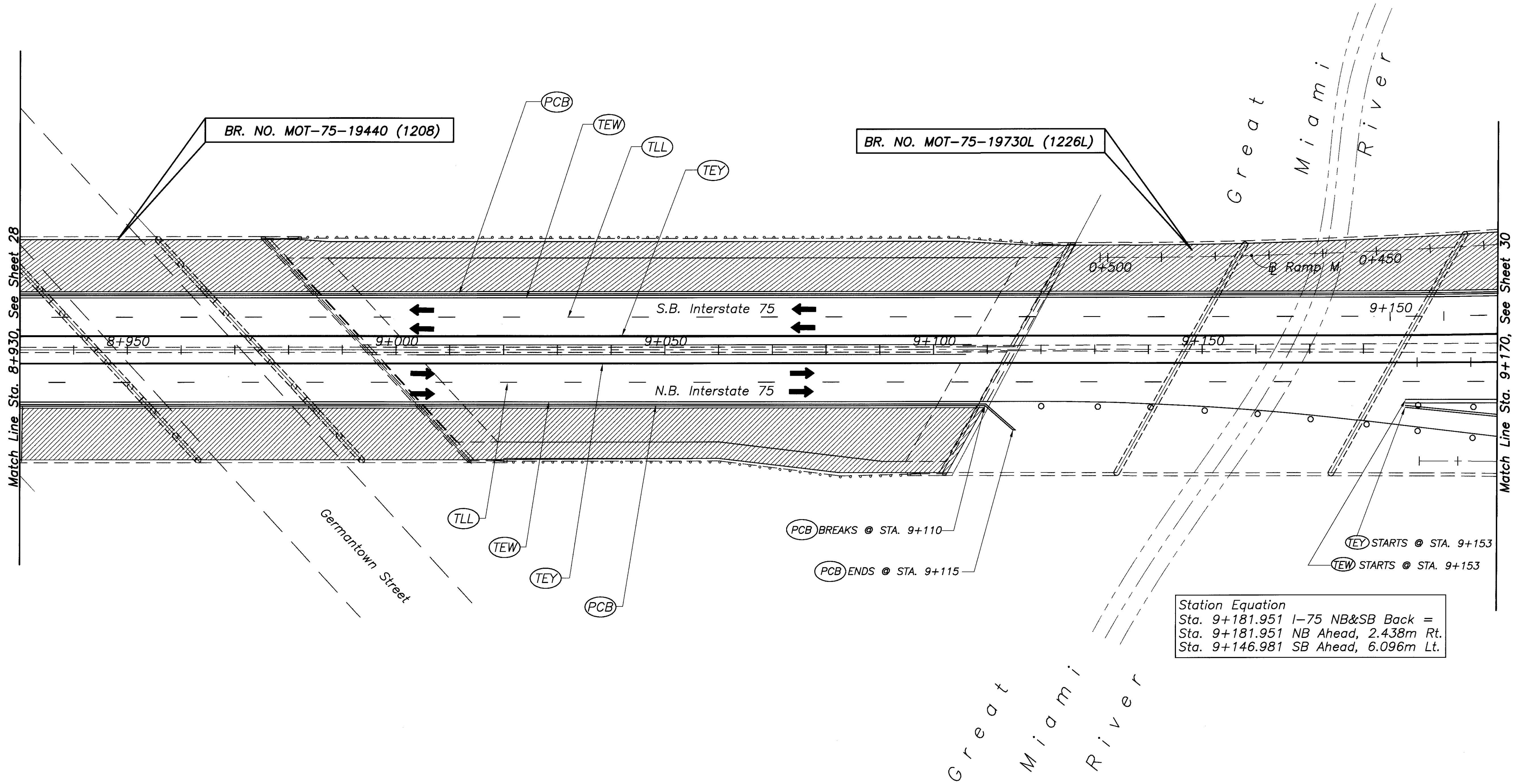


MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
Sta. 8+340 to Sta. 8+620

MOT-75-16.794



PT = 8+906.443
 STATION EQUATION
 BACK: 8+868.866 =
 AHEAD: 8+906.443



Station Equation
 Sta. 9+181.951 I-75 NB&SB Back =
 Sta. 9+181.951 NB Ahead, 2.438m Rt.
 Sta. 9+146.981 SB Ahead, 6.096m Lt.

Match Line Sta. 8+930, See Sheet 28

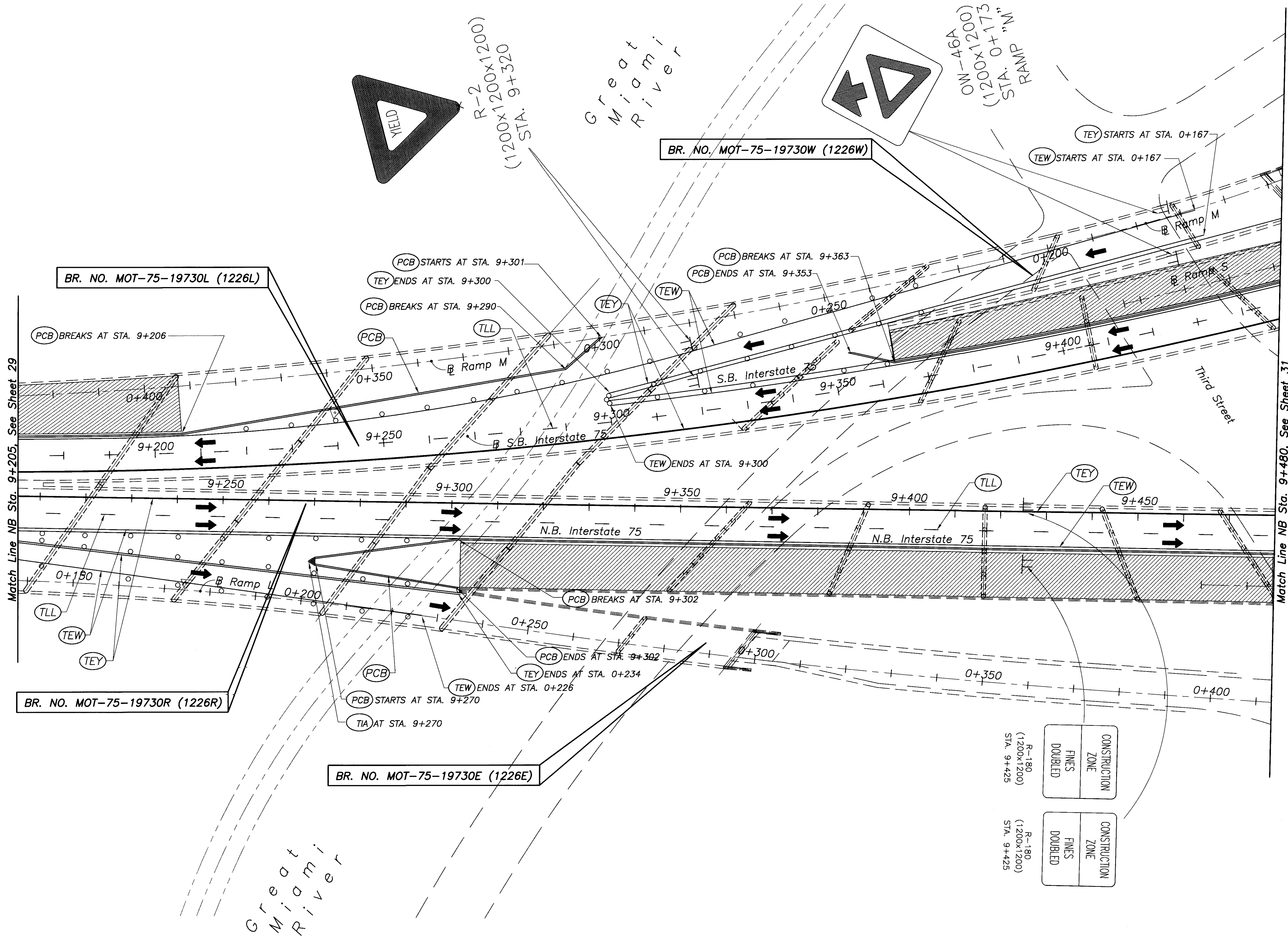
Match Line Sta. 9+170, See Sheet 30

CALS: MOW
 DATE: 6/04/99
 CHKD: MOW
 DATE: 6/04/99
 HORIZONTAL SCALE IN METERS
 0 10 20

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 Sta. 8+930 to Sta. 9+170

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF#1 = none
 XREF#2 = NONE
 PLOT SCALE = 2.5m=1(metric)
 CAD = SPT-12.0MS.DWG JULY-21-1999



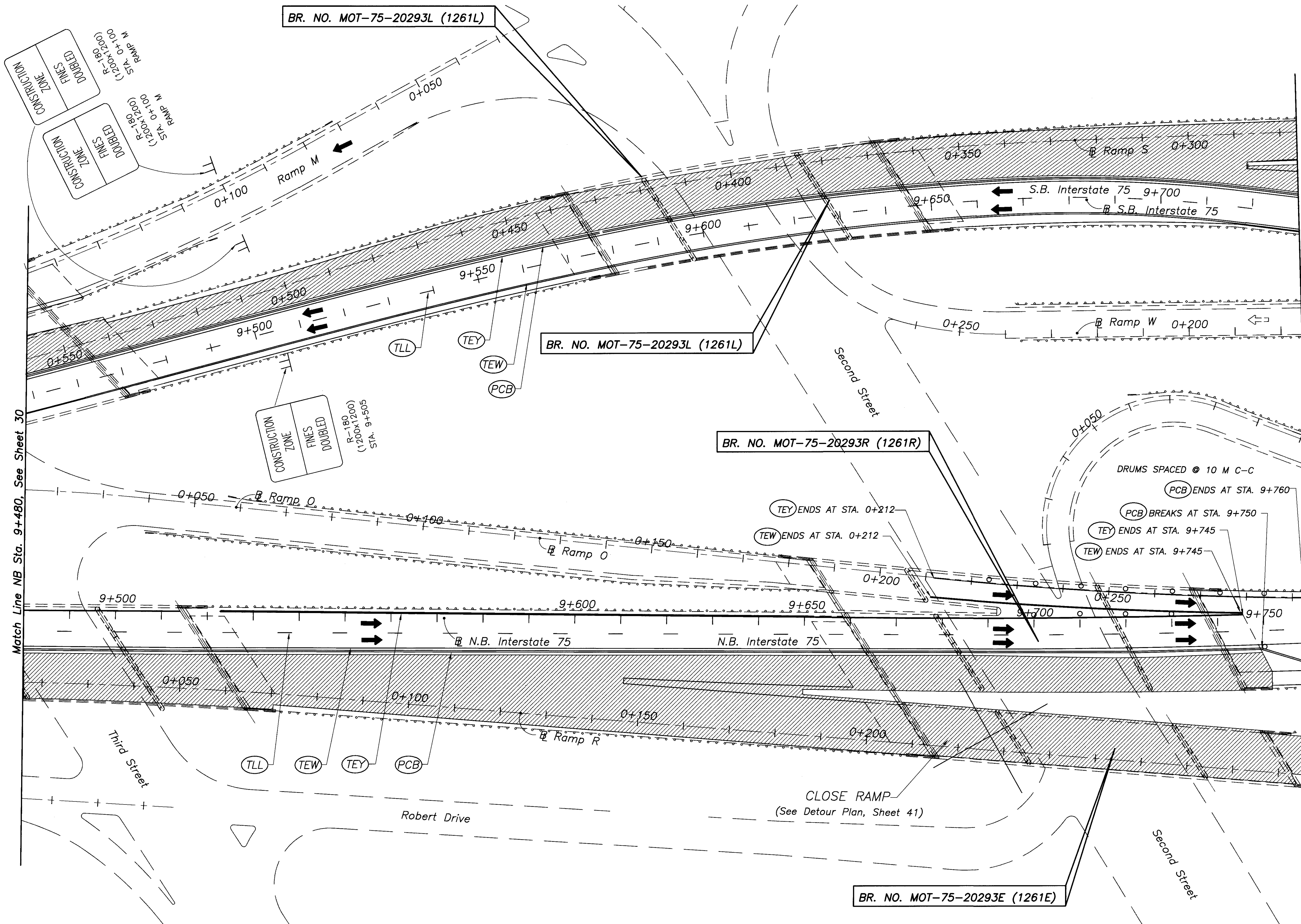
CALC. BY: MOM
 DATE: 6/04/99
 CHKD. BY: MOM
 DATE: 6/04/99

0 10 20
 HORIZONTAL
 SCALE IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 I-75 NB Sta. 9+205 to I-75 NB Sta. 9+480

MOT-75-16.794
 30
 319

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 2.5m (metric)
 CAD = 30PT-130MG.DWG JULY-21-1999



CALC BY: MOM
 DATE: 6/04/99
 CHKD BY: MOM
 DATE: 6/04/99

0 10 20
 HORIZONTAL
 SCALE IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
 I-75 NB Sta. 9+480 to I-75 NB Sta. 9+760

MOT-75-16.794

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
CALC BY: MOM/MS
DATE: 6/04/99
CHKD BY: MOM/MS
DATE: 6/04/99

BR. NO. MOT-75-20454W (1271W)

CLOSE RAMP
(See Detour Plan, Sheet 40)

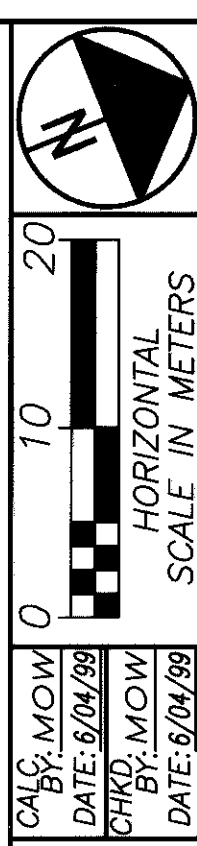
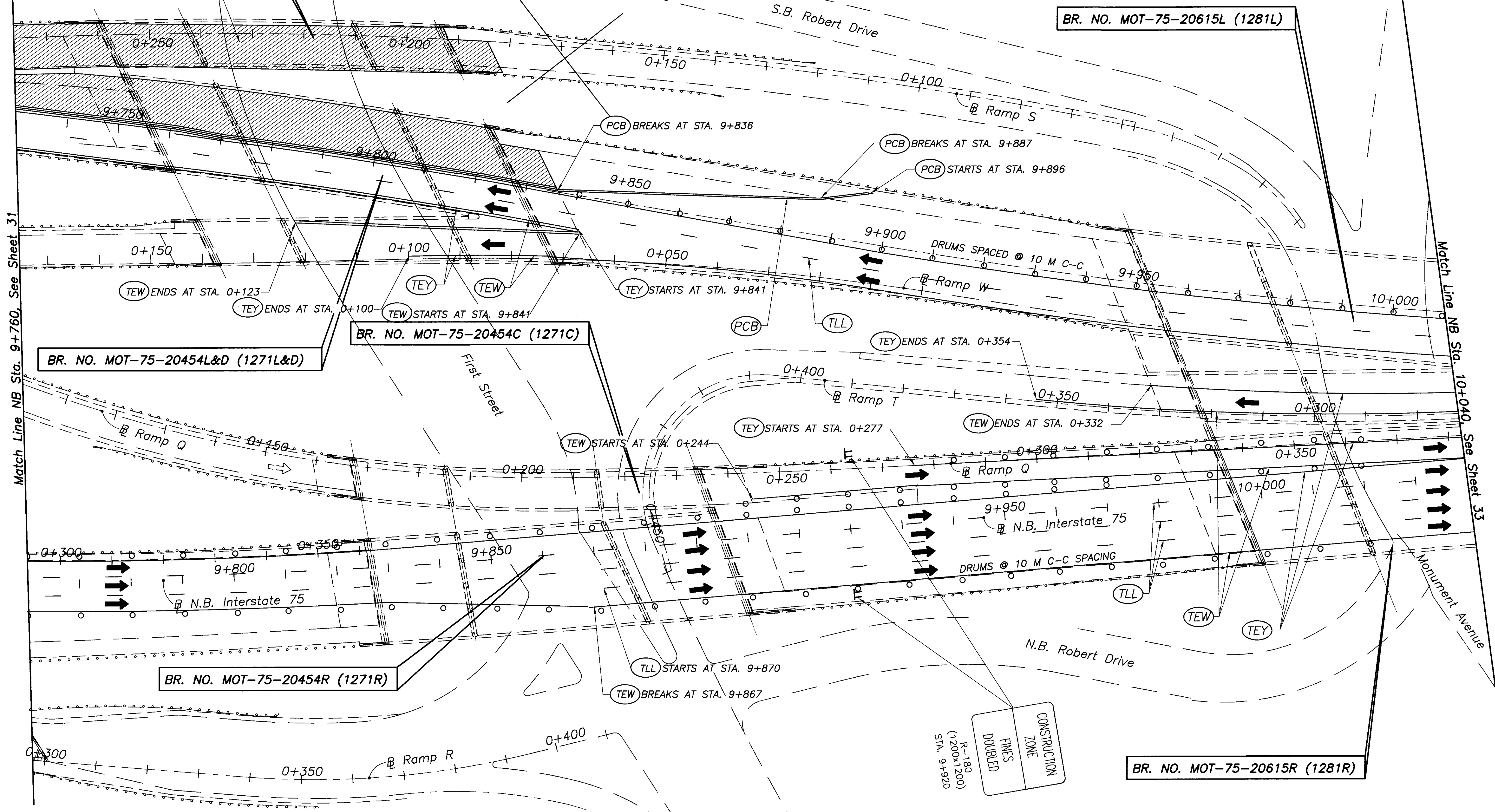
BR. NO. MOT-75-20615L (1281L)

BR. NO. MOT-75-20454L&D (1271L&D)

BR. NO. MOT-75-20454C (1271C)

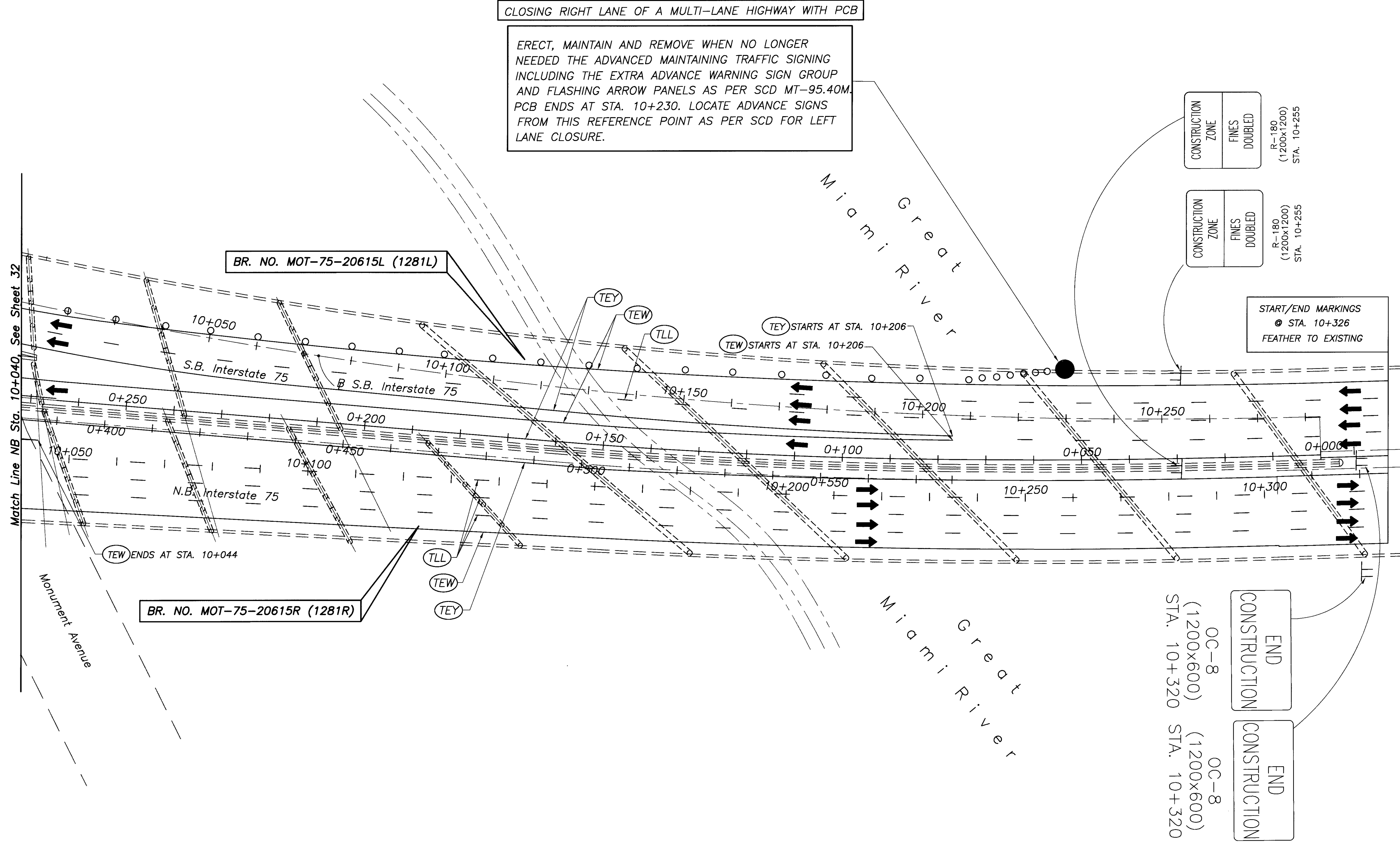
BR. NO. MOT-75-20454R (1271R)

BR. NO. MOT-75-20615R (1281R)



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
I-75 NB Sta. 9+760 to I-75 NB Sta. 10+040

MOT-75-16.794



CLOSING RIGHT LANE OF A MULTI-LANE HIGHWAY WITH PCB

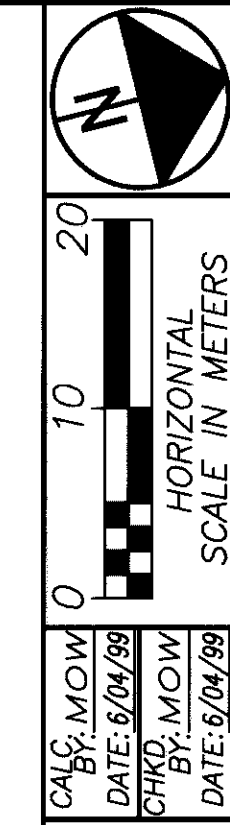
ERECT, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP AND FLASHING ARROW PANELS AS PER SCD MT-95.40M. PCB ENDS AT STA. 10+230. LOCATE ADVANCE SIGNS FROM THIS REFERENCE POINT AS PER SCD FOR LEFT LANE CLOSURE.

CONSTRUCTION ZONE	FINES DOUBLED
R-180 (1200x1200)	STA. 10+255

START/END MARKINGS
 ● STA. 10+326
 FEATHER TO EXISTING

END CONSTRUCTION
 OC-8 (1200x600)
 STA. 10+320

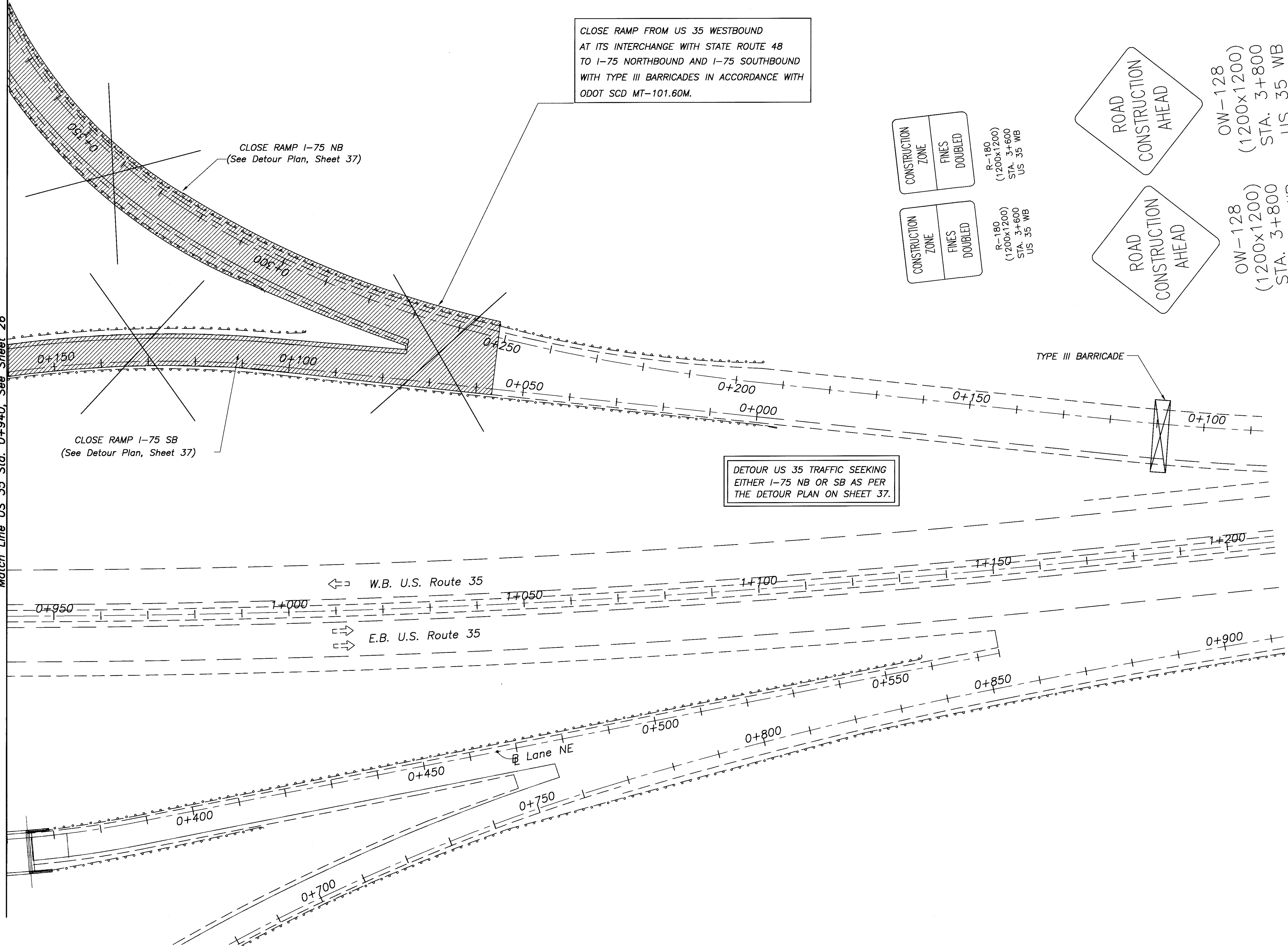
END CONSTRUCTION
 OC-8 (1200x600)
 STA. 10+320



MOT-75-16.794
 SOUTH GROUP/PHASE 1
 I-75 NB Sta. 10+040 to I-75 NB Sta. 10+320

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 PLOT SCALE = 2.5" = (100+ft) (1:4000)
 CAD: SEPT-16.DWG(DWG) AUGUST-30-1999

Match Line US 35 Sta. 0+940, See Sheet 26



CLOSE RAMP FROM US 35 WESTBOUND
 AT ITS INTERCHANGE WITH STATE ROUTE 48
 TO I-75 NORTHBOUND AND I-75 SOUTHBOUND
 WITH TYPE III BARRICADES IN ACCORDANCE WITH
 ODOT SCD MT-101.60M.

CLOSE RAMP I-75 NB
 (See Detour Plan, Sheet 37)

CLOSE RAMP I-75 SB
 (See Detour Plan, Sheet 37)

DETOUR US 35 TRAFFIC SEEKING
 EITHER I-75 NB OR SB AS PER
 THE DETOUR PLAN ON SHEET 37.

CONSTRUCTION ZONE
 FINES DOUBLED

R=180
 (1200x1200)
 STA. 3+600
 US 35 WB

CONSTRUCTION ZONE
 FINES DOUBLED

R=180
 (1200x1200)
 STA. 3+600
 US 35 WB

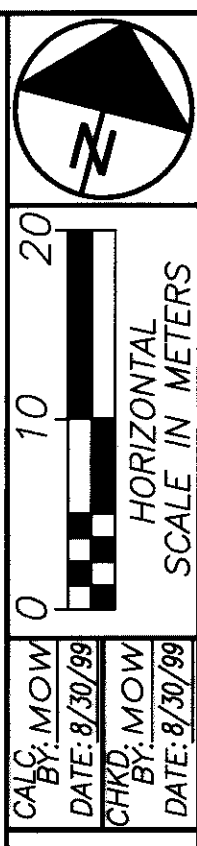
ROAD CONSTRUCTION AHEAD

OW-128
 (1200x1200)
 STA. 3+800
 US 35 WB

ROAD CONSTRUCTION AHEAD

OW-128
 (1200x1200)
 STA. 3+800
 US 35 WB

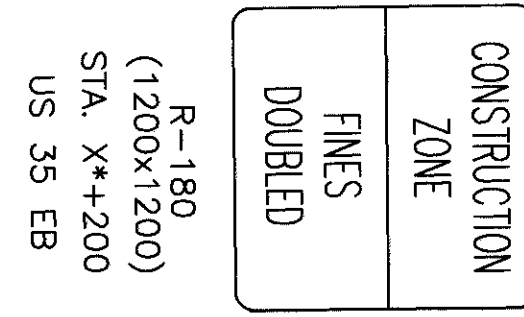
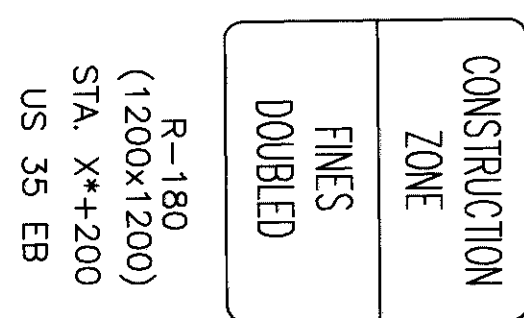
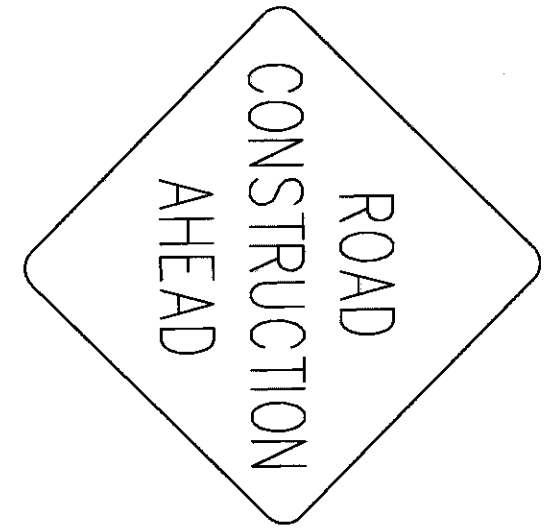
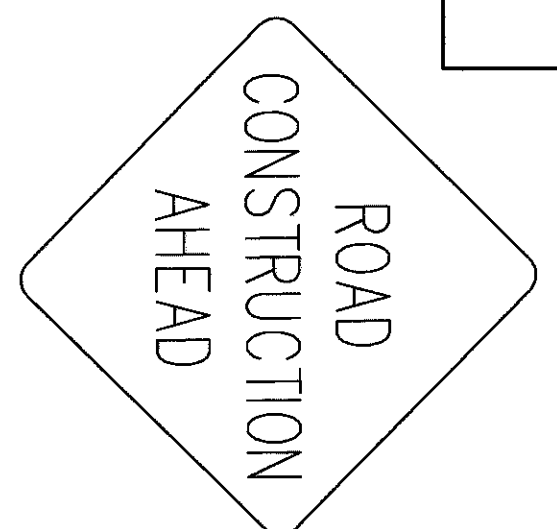
TYPE III BARRICADE



MOT-75-16.794
 SOUTH GROUP/PHASE 1
 US 35 Sta. 0+940 to Sta. 1+210

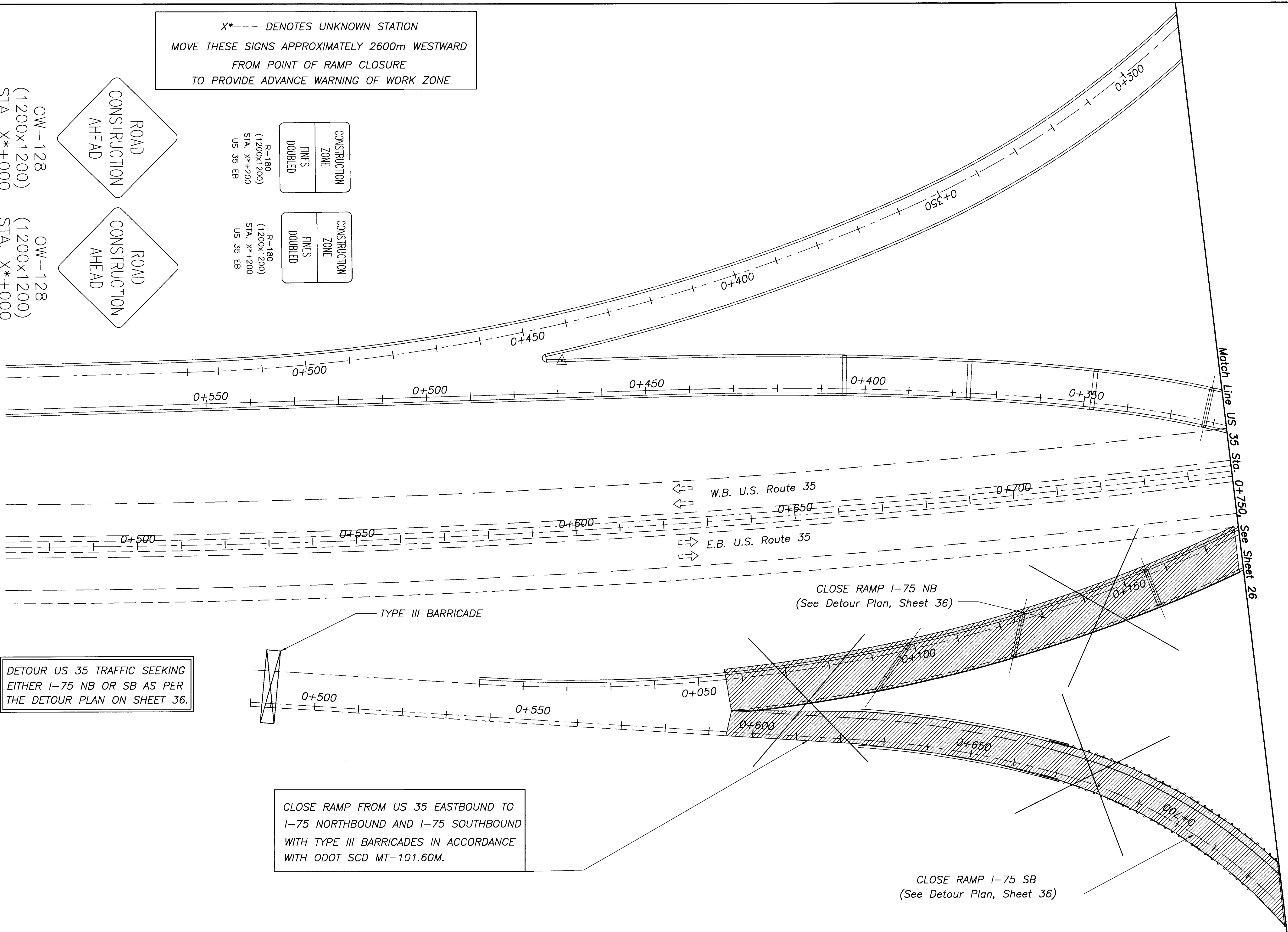
MOT-75-16.794

X*--- DENOTES UNKNOWN STATION
 MOVE THESE SIGNS APPROXIMATELY 2600m WESTWARD
 FROM POINT OF RAMP CLOSURE
 TO PROVIDE ADVANCE WARNING OF WORK ZONE



OW-128
 (1200x1200)
 STA. X*+000
 US 35 EB

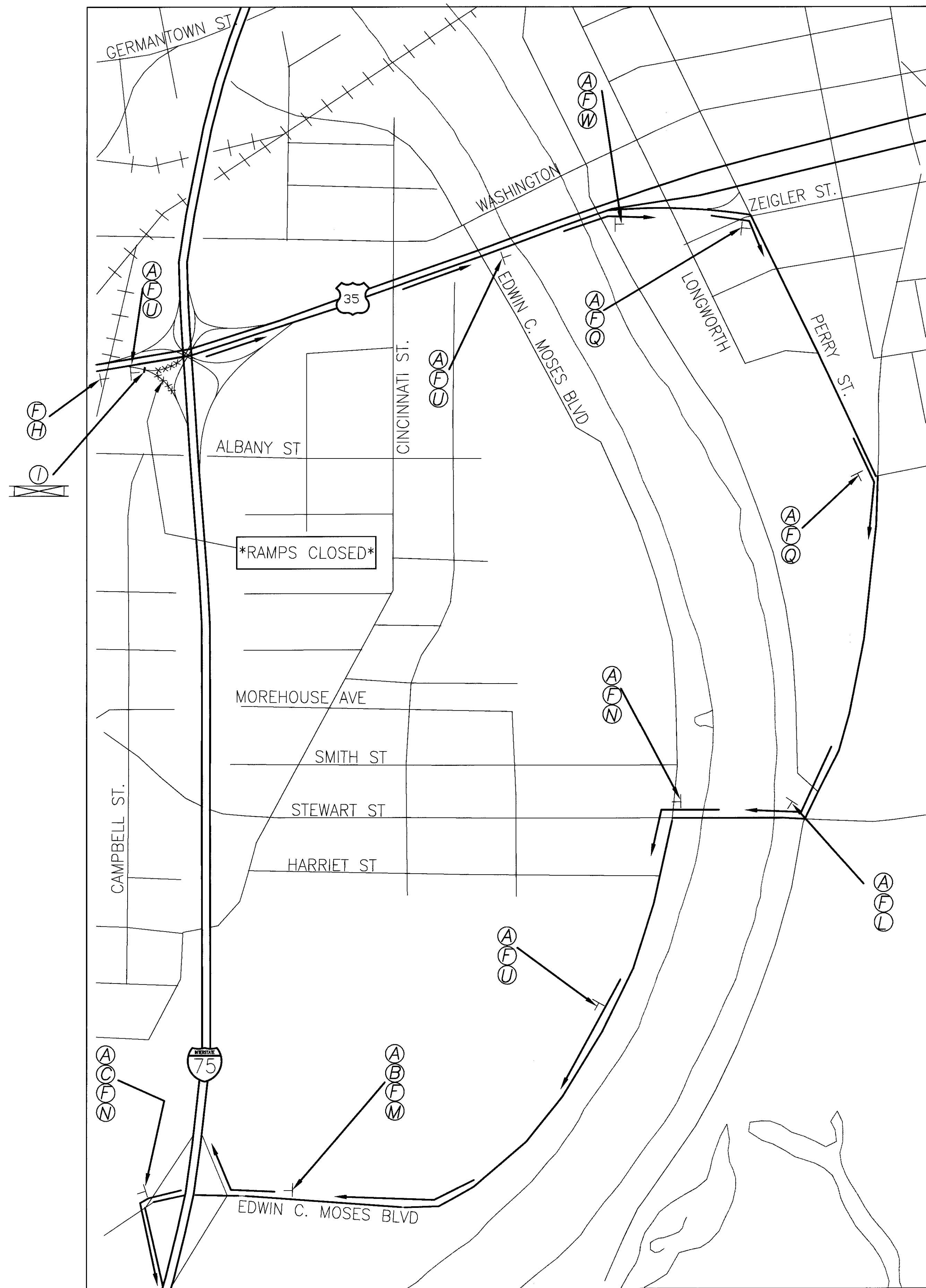
OW-128
 (1200x1200)
 STA. X*+000
 US 35 EB



DETOUR US 35 TRAFFIC SEEKING
 EITHER I-75 NB OR SB AS PER
 THE DETOUR PLAN ON SHEET 36.

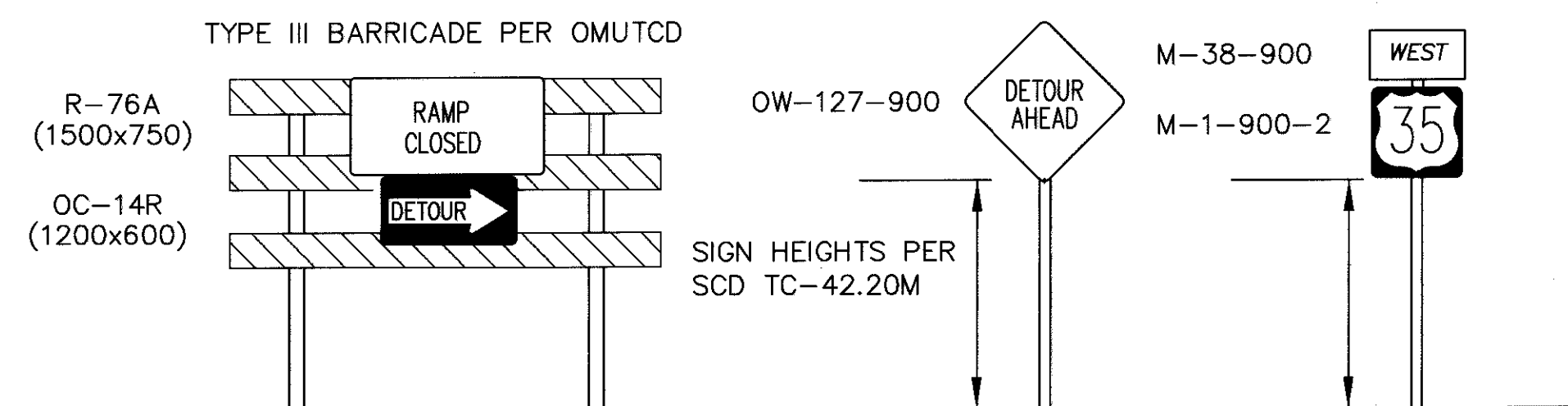
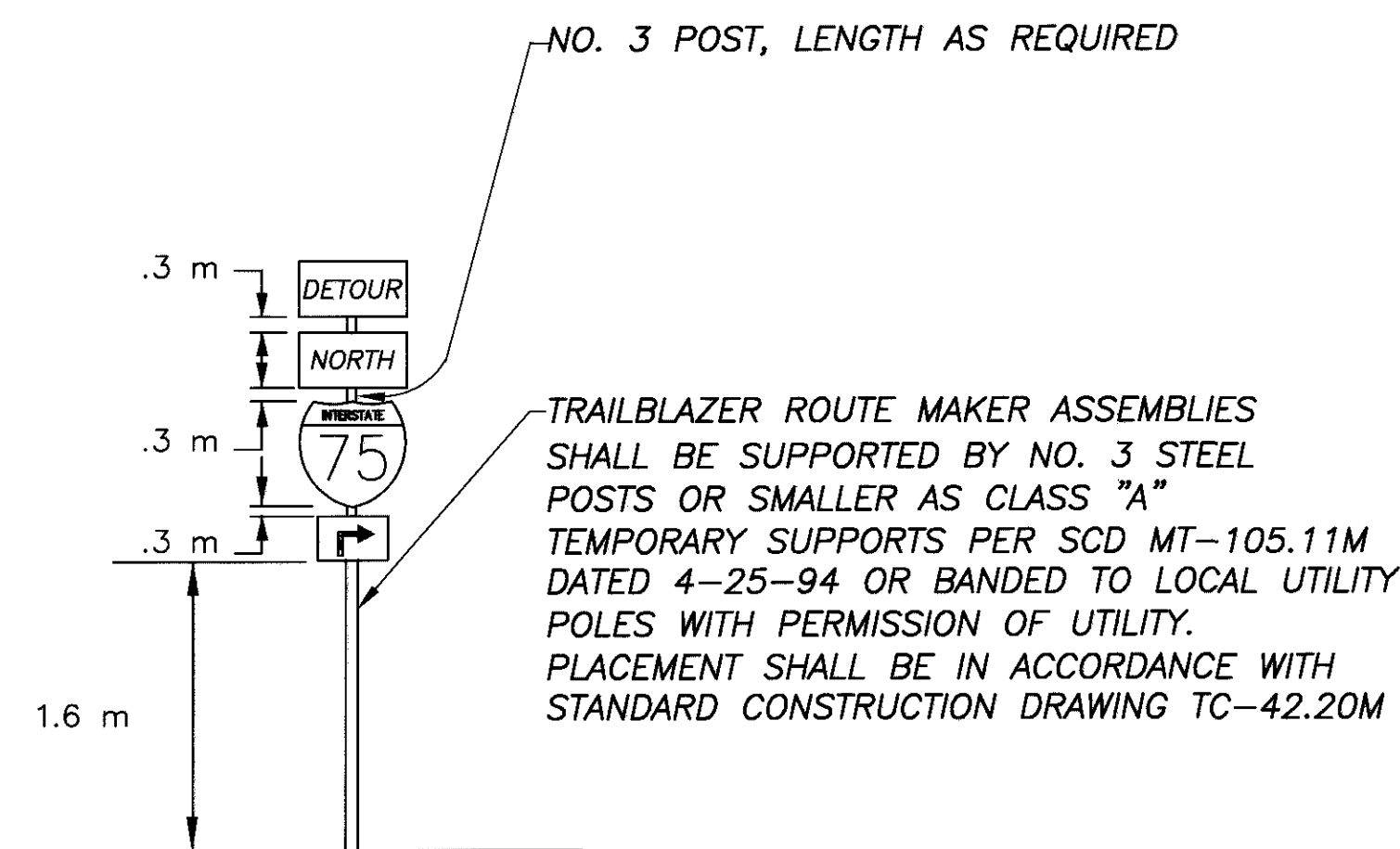
CLOSE RAMP FROM US 35 EASTBOUND TO
 I-75 NORTHBOUND AND I-75 SOUTHBOUND
 WITH TYPE III BARRICADES IN ACCORDANCE
 WITH ODOT SCD MT-101.60M.

PLOTTED NEW PLAN
 XREF# = NONE
 XREF# = NONE
 CAD: DETOURS.DWG.DWG MARCH-08-1999



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

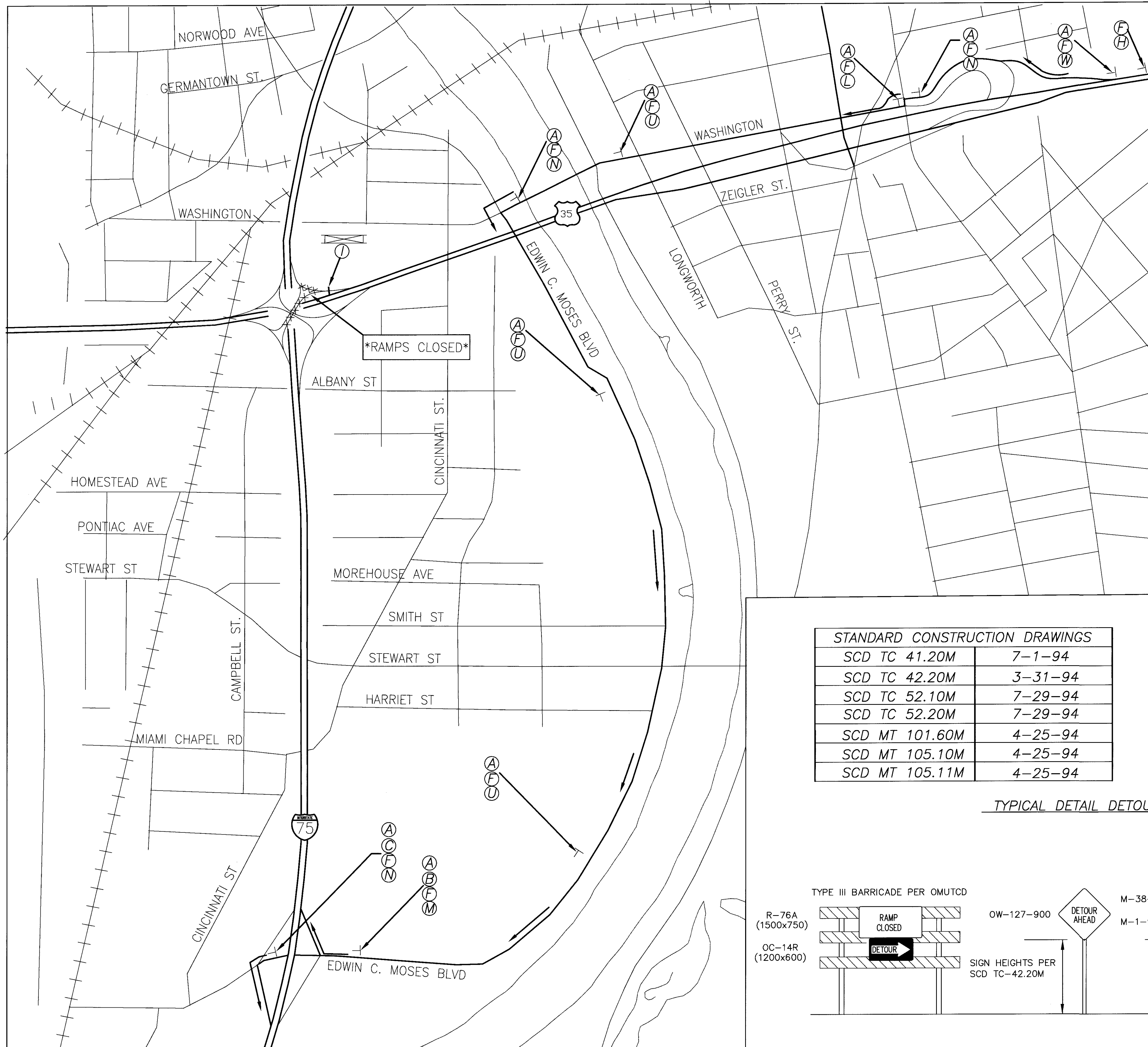
TYPICAL DETOUR SIGNS



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	DETOUR
(K)	OC-14R-1200	DETOUR
(L)	IM-19-750	[Symbol]
(M)	M-19-750	[Symbol]
(N)	IM-21-750	[Symbol]
(P)	M-21-750	[Symbol]
(Q)	IM-20,22-750	[Symbol]
(R)	M-20,22-750	[Symbol]
(S)	IM-24-750	[Symbol]
(T)	M-24-750	[Symbol]
(U)	IM-26-750	[Symbol]
(V)	M-26-750	[Symbol]
(W)	IM-27-750	[Symbol]
(X)	M-27-750	[Symbol]
(Y)	IM-28-750	[Symbol]
(Z)	M-28-750	[Symbol]

X X X X X = ROAD CLOSED
 ———> = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] =s TYPE III BARRICADE



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↘
(M)	M-19-750	↘
(N)	IM-21-750	↙
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↖ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

X X X X X = ROAD CLOSED
 ———— = DETOUR ROUTE

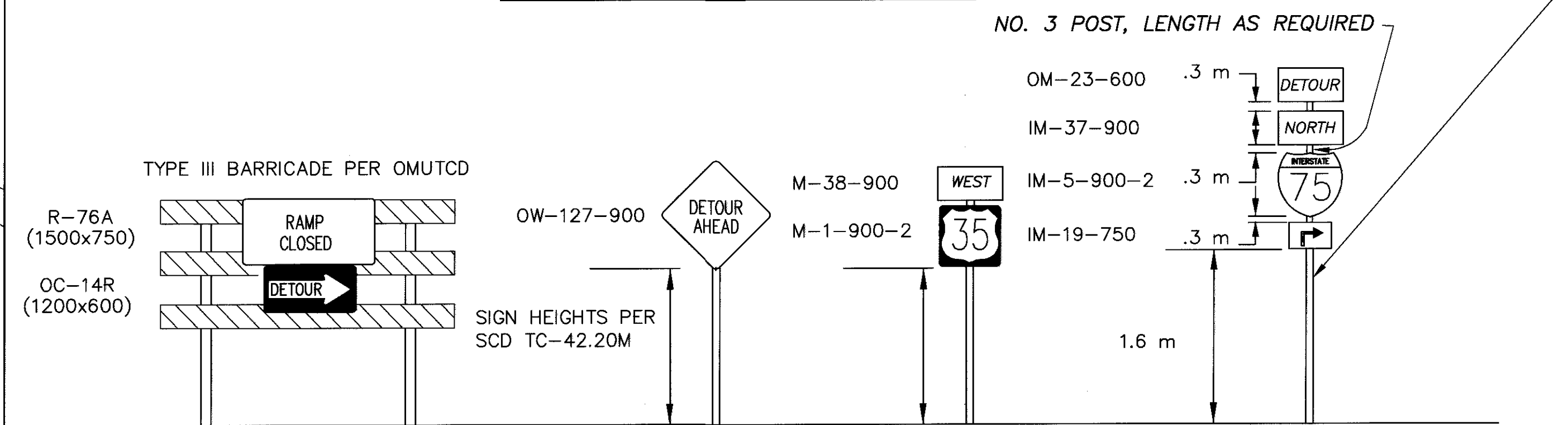
NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.

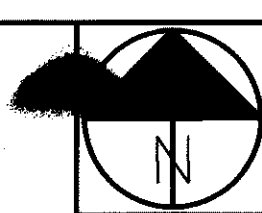
⊘ = TYPE III BARRICADE

TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

TYPICAL DETAIL DETOUR SIGNS





DETOUR

CALC. BY: MOW
DATE: 03/08/99
CHKD. BY: MOW
DATE: 03/08/99

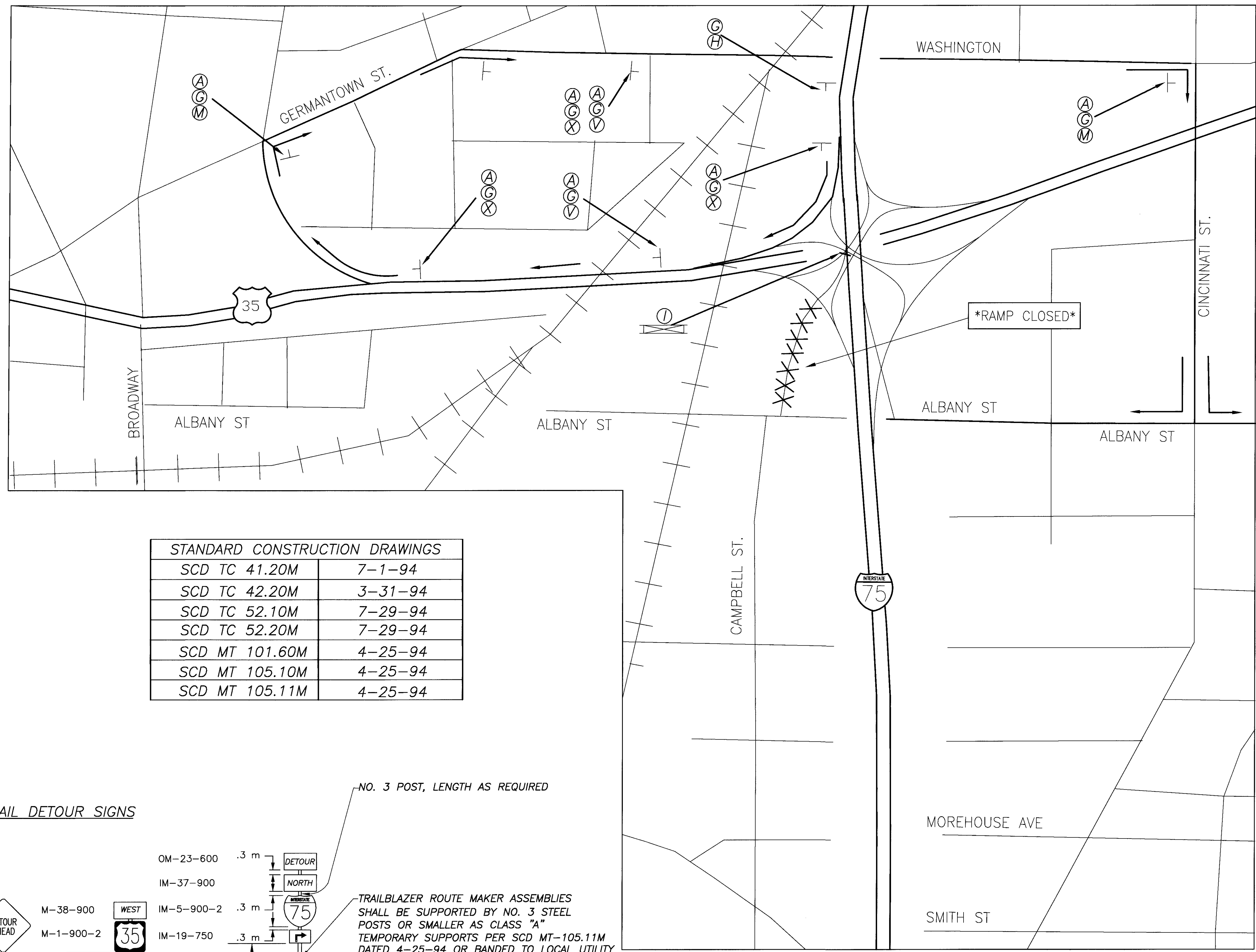
MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
Closure of Off-Ramp from sb I-75 to Albany St.

MOT-75-16.794

SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	ALBANY ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	← DETOUR
(K)	OC-14R-1200	DETOUR →
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↙ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↓
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

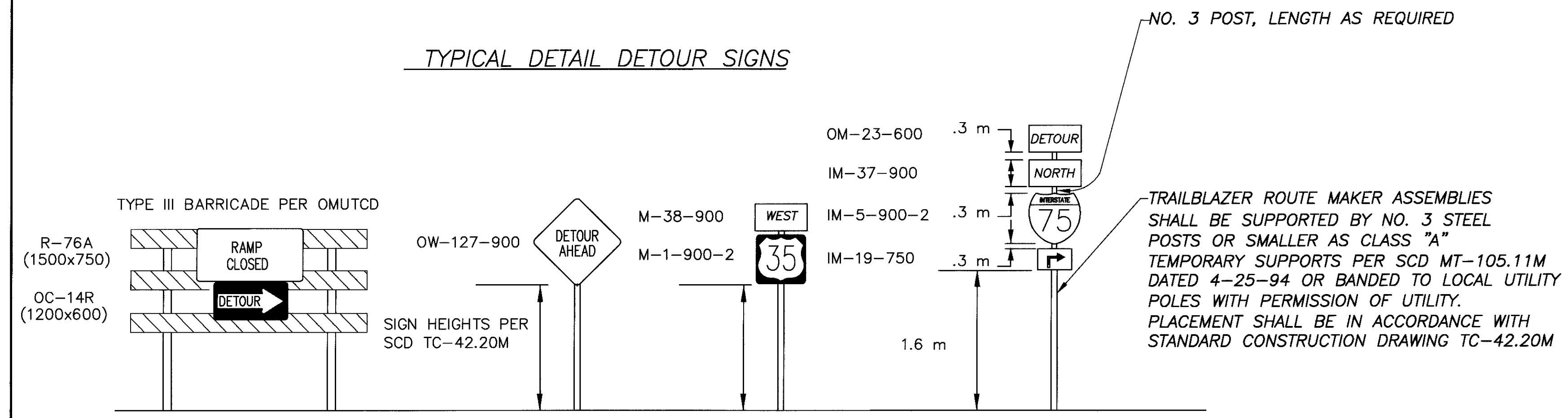
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] =s TYPE III BARRICADE

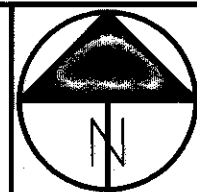


STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

TYPICAL DETAIL DETOUR SIGNS



PLOTTED VIEW = PLAN
 XREF.#1 = NONE
 XREF.#2 = NONE
 PLOT SCALE = 2.5m(1metre)
 CAD1 - DETOUR.DWG.DWG MARCH-08-1999

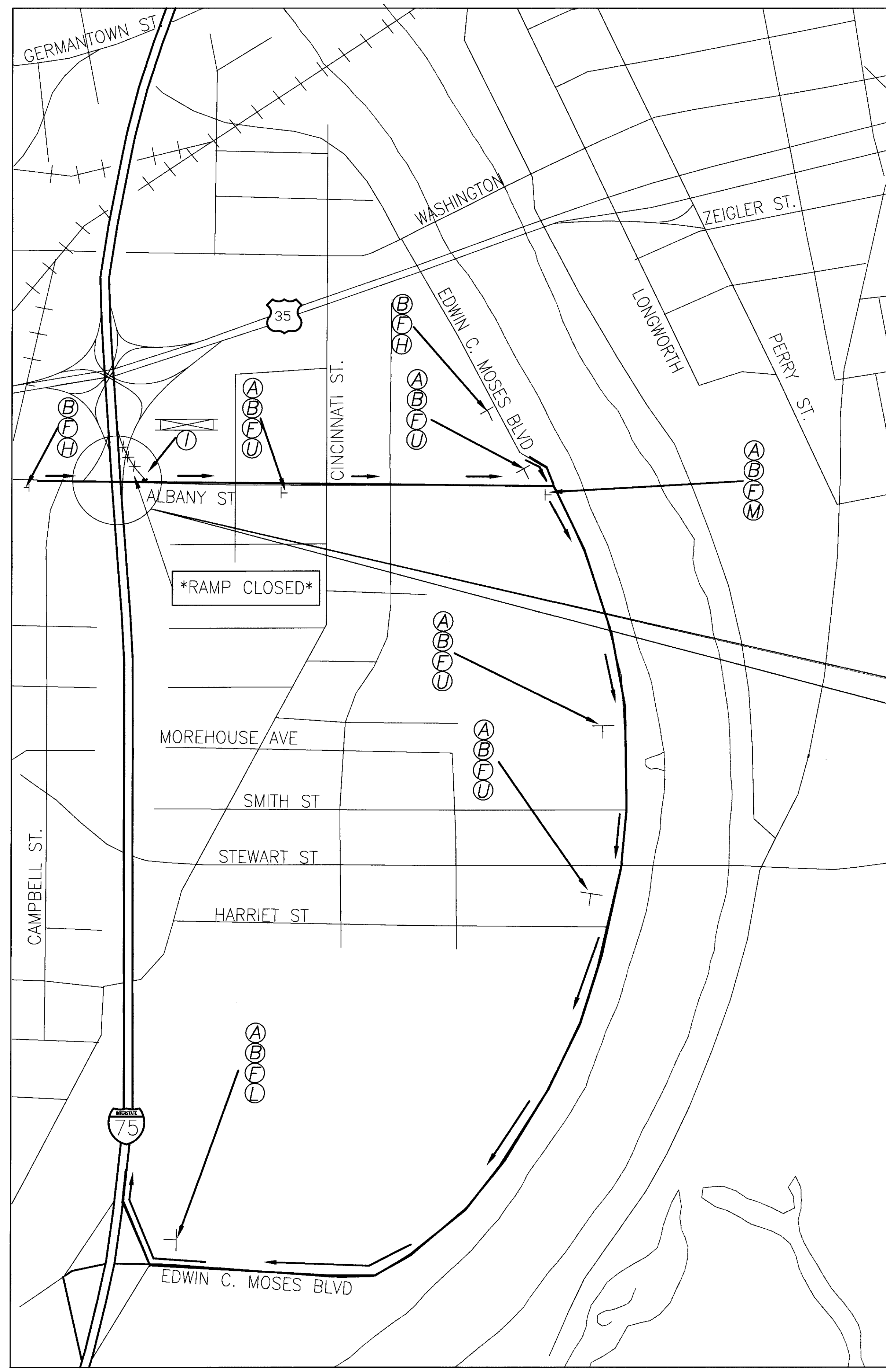


DETOUR

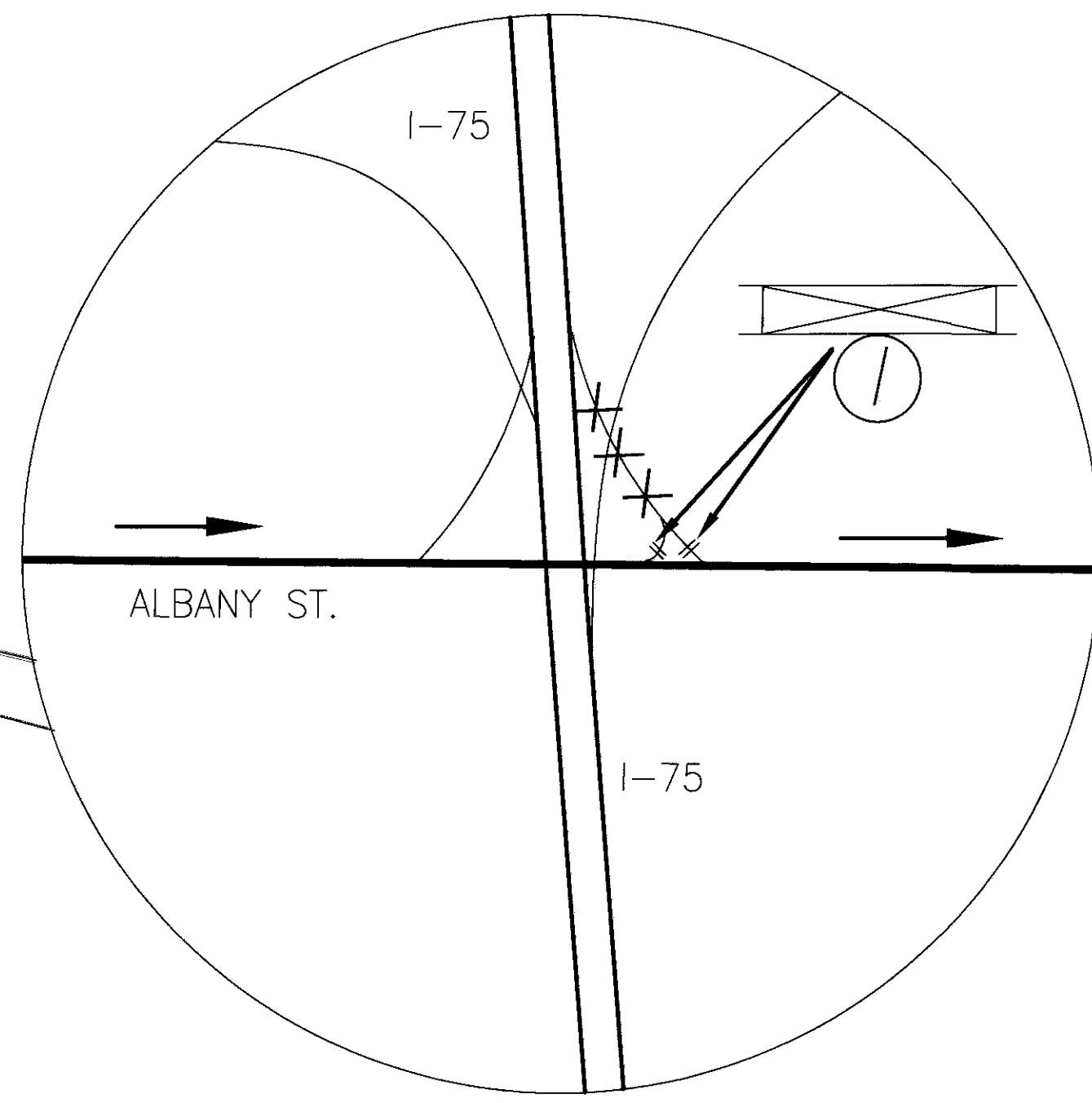
CALC. BY: MOW
DATE: 03/08/98
CHKD. BY: MOW
DATE: 03/08/98

MAINTAINING TRAFFIC - SOUTH GROUP / PHASE 1
Closure of On-Ramp to nb I-75 from Albany St.

MOT-75-16.794



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



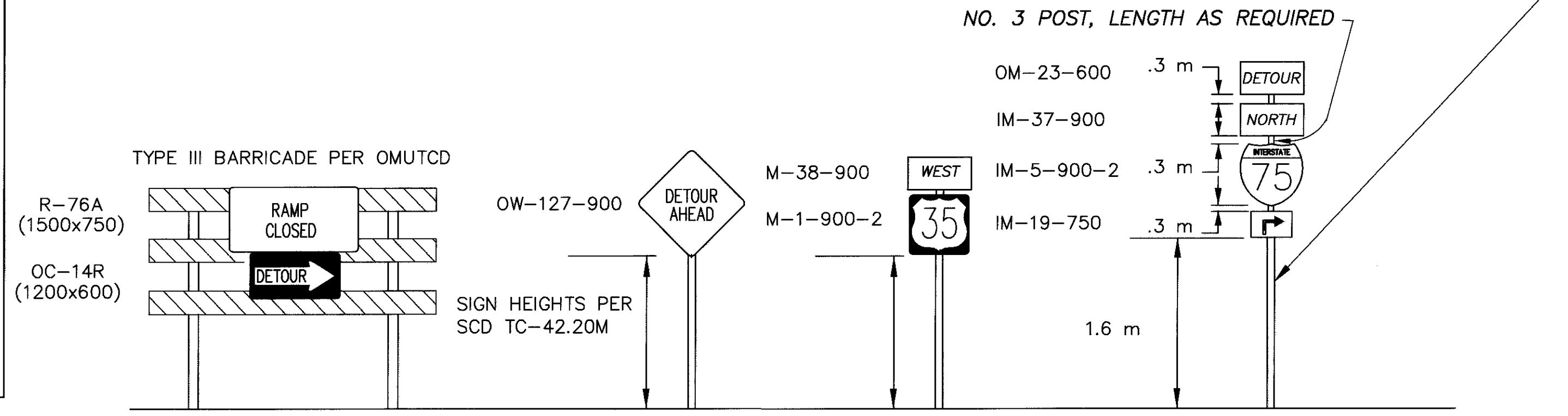
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↙ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

X X X X X = ROAD CLOSED
→ = DETOUR ROUTE

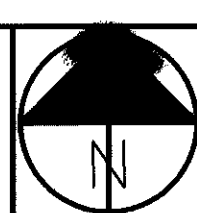
NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
⊘ = TYPE III BARRICADE

TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

TYPICAL DETAIL DETOUR SIGNS



PLOTTED VIEW = PLAN
XREF# = NONE
XREF# = NONE
CADI = DETOURS.DWG.DWG
MARCH-08-1999

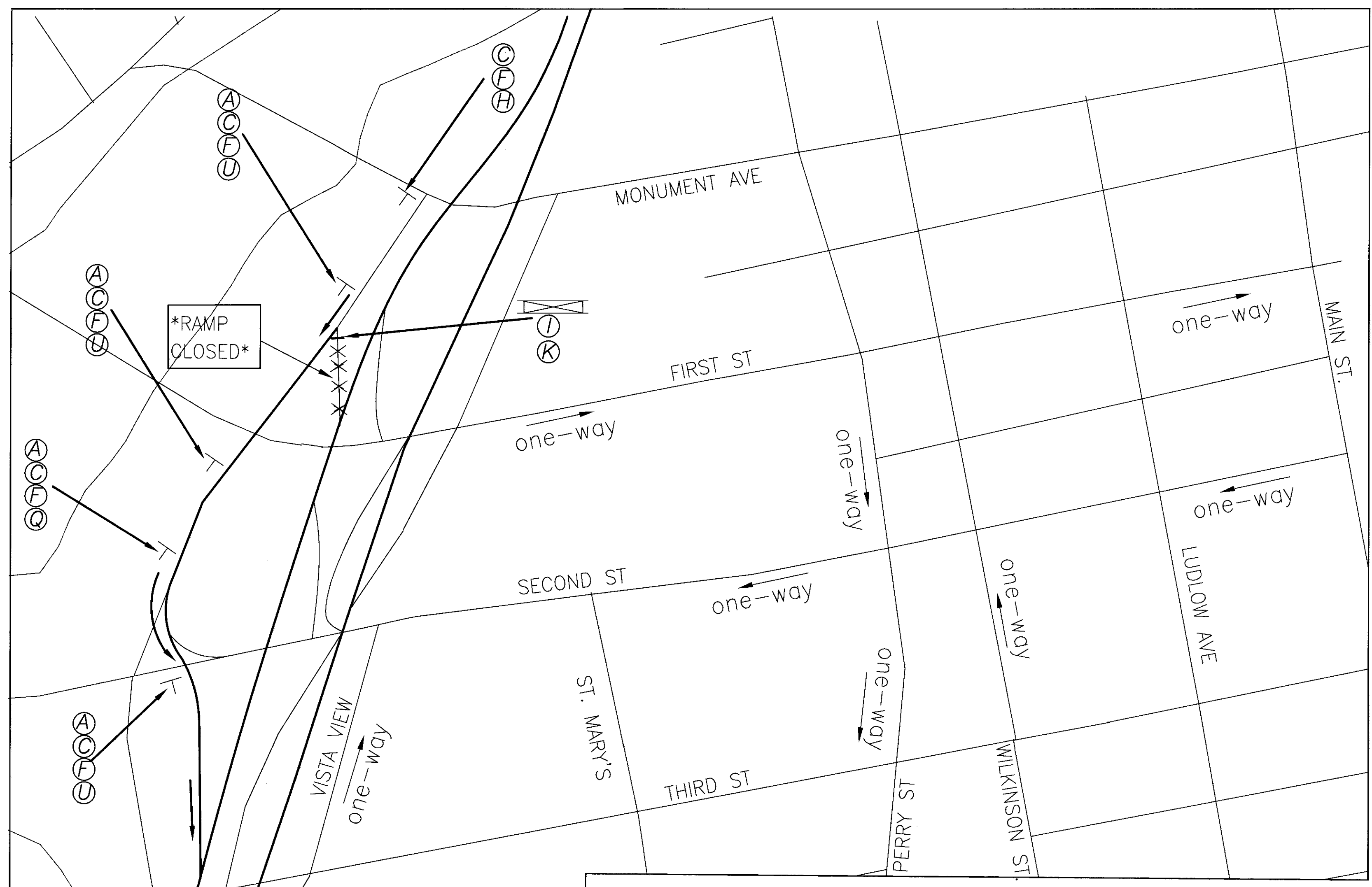


DETOURS

CALC BY: MOVY
DATE: 03/10/98
CHKD BY: MOVY
DATE: 03/10/98

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 1
Closure of On-Ramp to sb I-75 from Monument Ave.

MOT-75-16.794



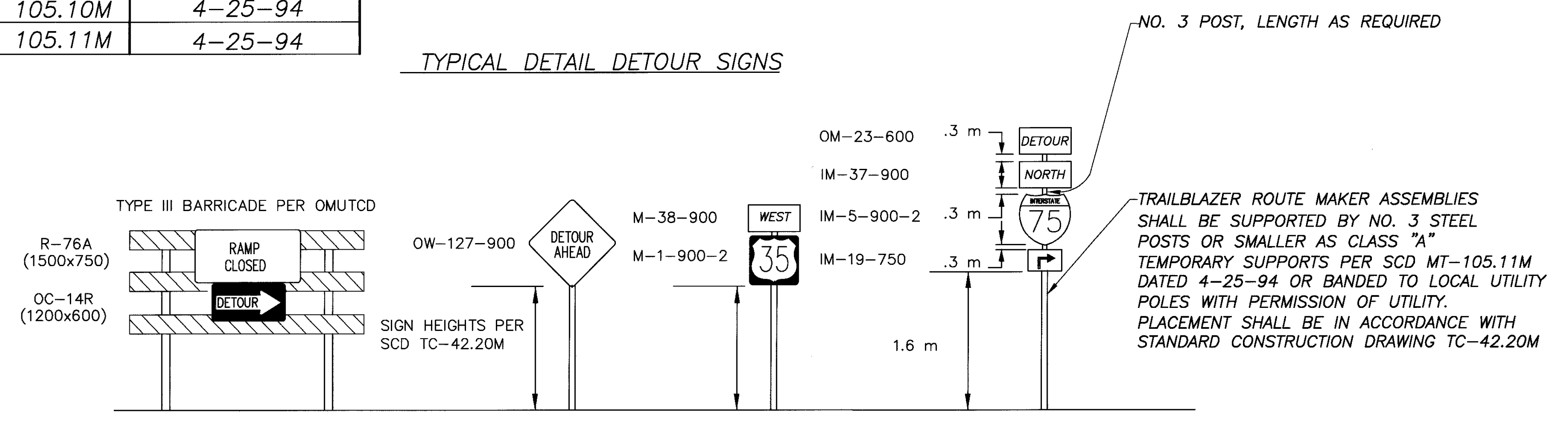
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
A	OM-23-600	DETOUR
B	M,IM-37-900	NORTH
C	M,IM-38-900	SOUTH
D	M,IM-39-900	EAST
E	M,IM-40-900	WEST
F	IM-5-900-2	75
G	M-1-900-2	35
H	OW-127-1200	DETOUR AHEAD
I	R-76A-1500MD.	RAMP CLOSED
J	OC-14L-1200	◀ DETOUR
K	OC-14R-1200	DETOUR ▶
L	IM-19-750	↗
M	M-19-750	↘
N	IM-21-750	↖
P	M-21-750	↙
Q	IM-20,22-750	↖ R--L
R	M-20,22-750	↙ R--L
S	IM-24-750	↔ OR ↔
T	M-24-750	↔ OR ↔
U	IM-26-750	↑
V	M-26-750	↑
W	IM-27-750	↗
X	M-27-750	↘
Y	IM-28-750	↖
Z	M-28-750	↙

X X X X X = ROAD CLOSED
→ → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
=s TYPE III BARRICADE

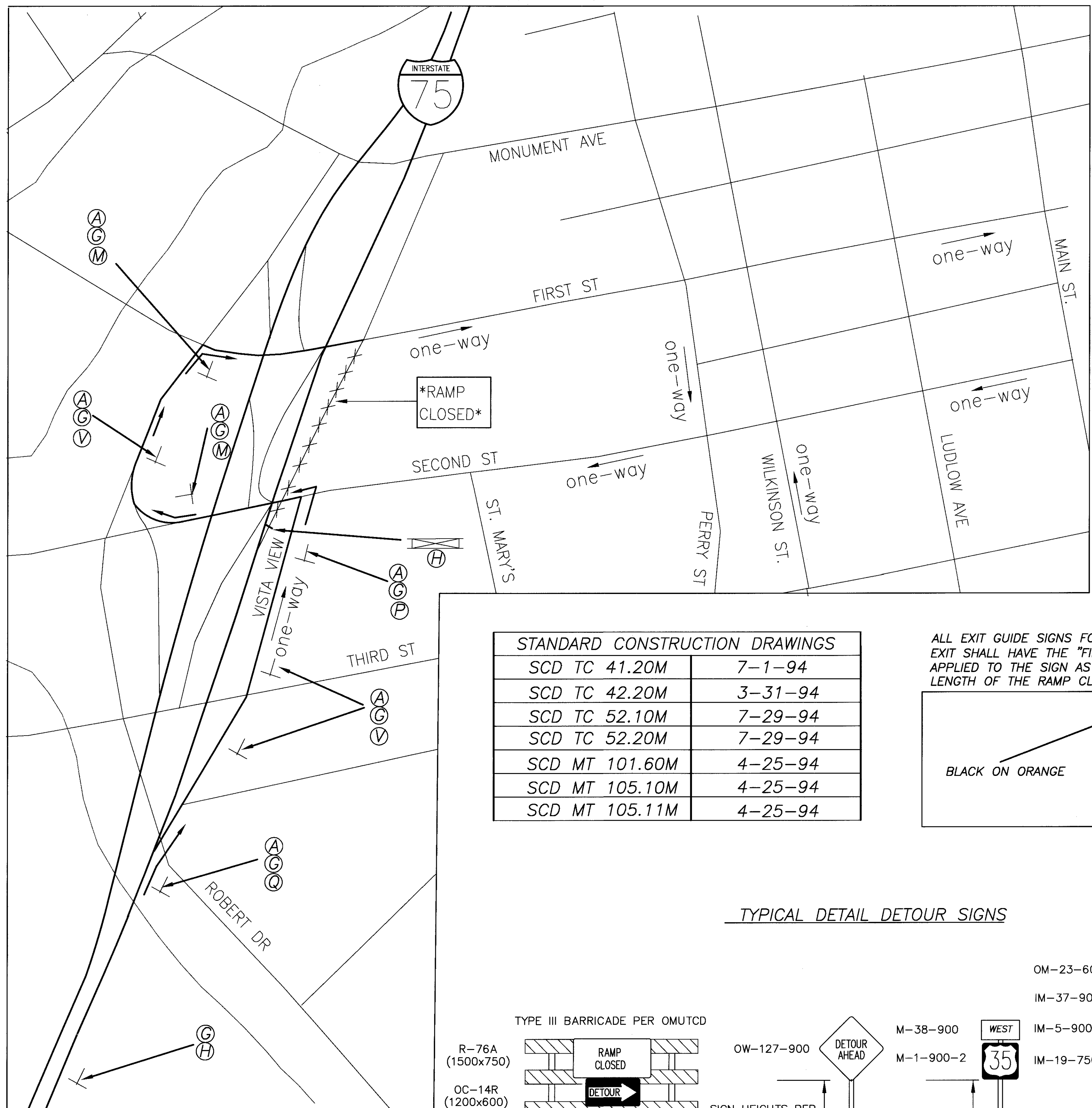
STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

TYPICAL DETAIL DETOUR SIGNS

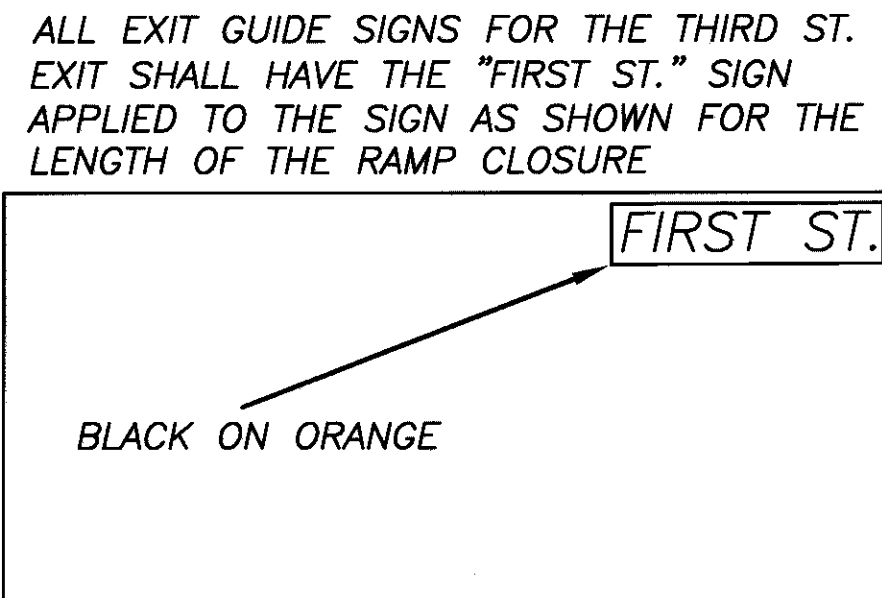


PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
XREF#3 = NONE
CADD DETOURS.DWG.DWG
MARCH-08-1989

SPECIAL RESTRICTION: CLOSURE OF THE FIRST STREET OFF RAMP FROM I-75 NB SHALL NOT BE PERMITTED FROM APRIL 1 TO OCTOBER 1 DUE TO SCHEDULED MINOR LEAGUE BASEBALL GAMES DURING THIS PERIOD. THE RESTRICTION DATES ARE SUBJECT TO SOME MINOR ADJUSTMENTS BASED UPON ISSUANCE OF THE FINAL GAME SCHEDULE.



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	FIRST ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↔ R--L
(R)	M-20,22-750	↔ R--L
(S)	IM-24-750	↔ OR
(T)	M-24-750	↔ OR
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

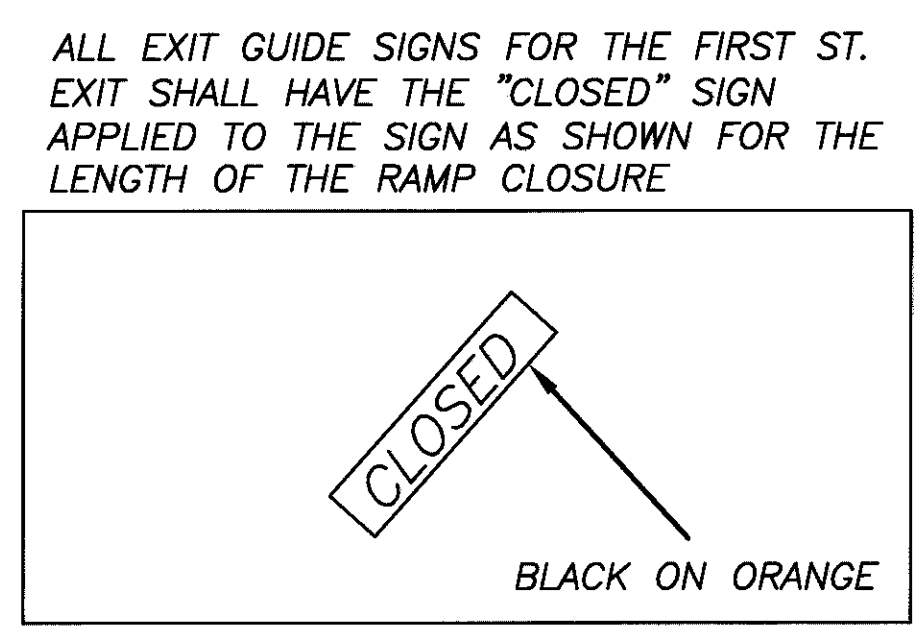
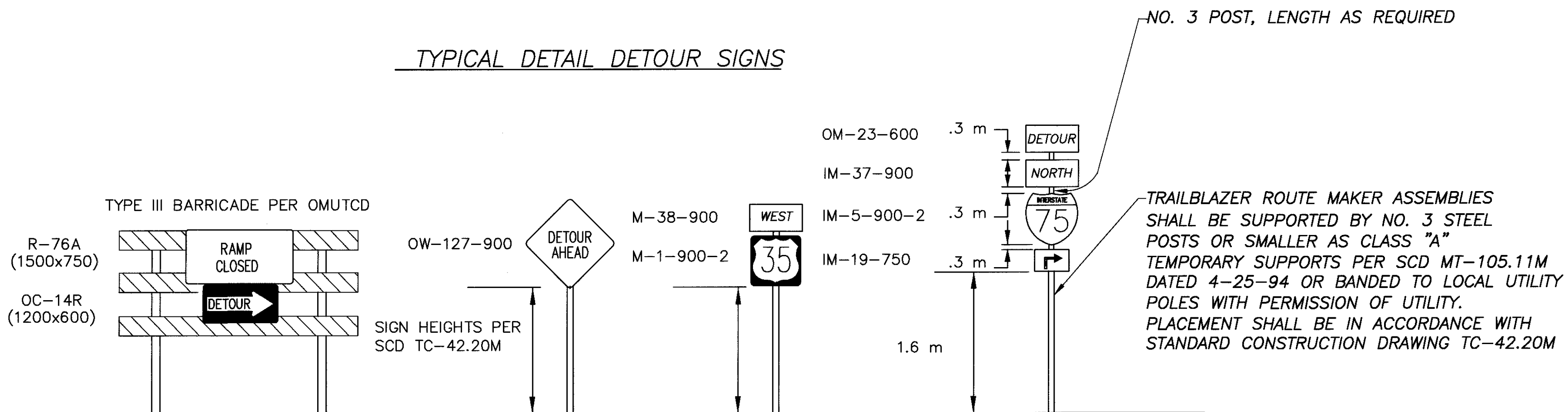
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.

⊘ = TYPE III BARRICADE

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 XREF#3 = NONE
 CAD1 - DETOURS.DWG
 MARCH-08-1999

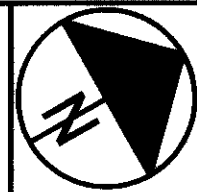
TYPICAL DETAIL DETOUR SIGNS



DETOURS
 CAL: MOM
 DATE: 07/08/99
 CHK: MOM
 DATE: 07/08/99

MAINTAINING TRAFFIC - SOUTH GROUP / PHASE 1
 Closure of Off-Ramp to First St. from nb I-75

MOT-75-16.794

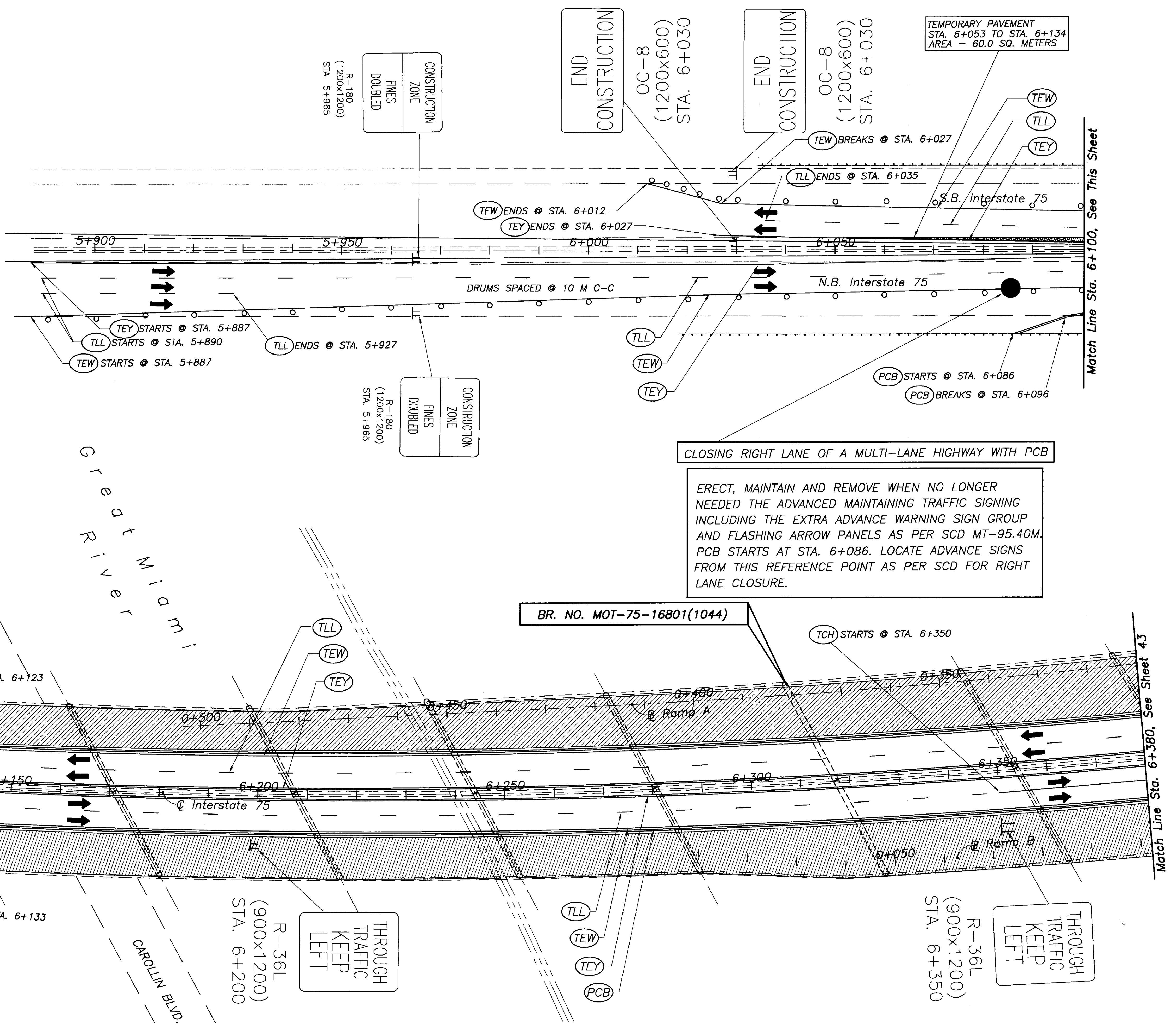


MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
Sta. 5+880 to Sta. 6+380

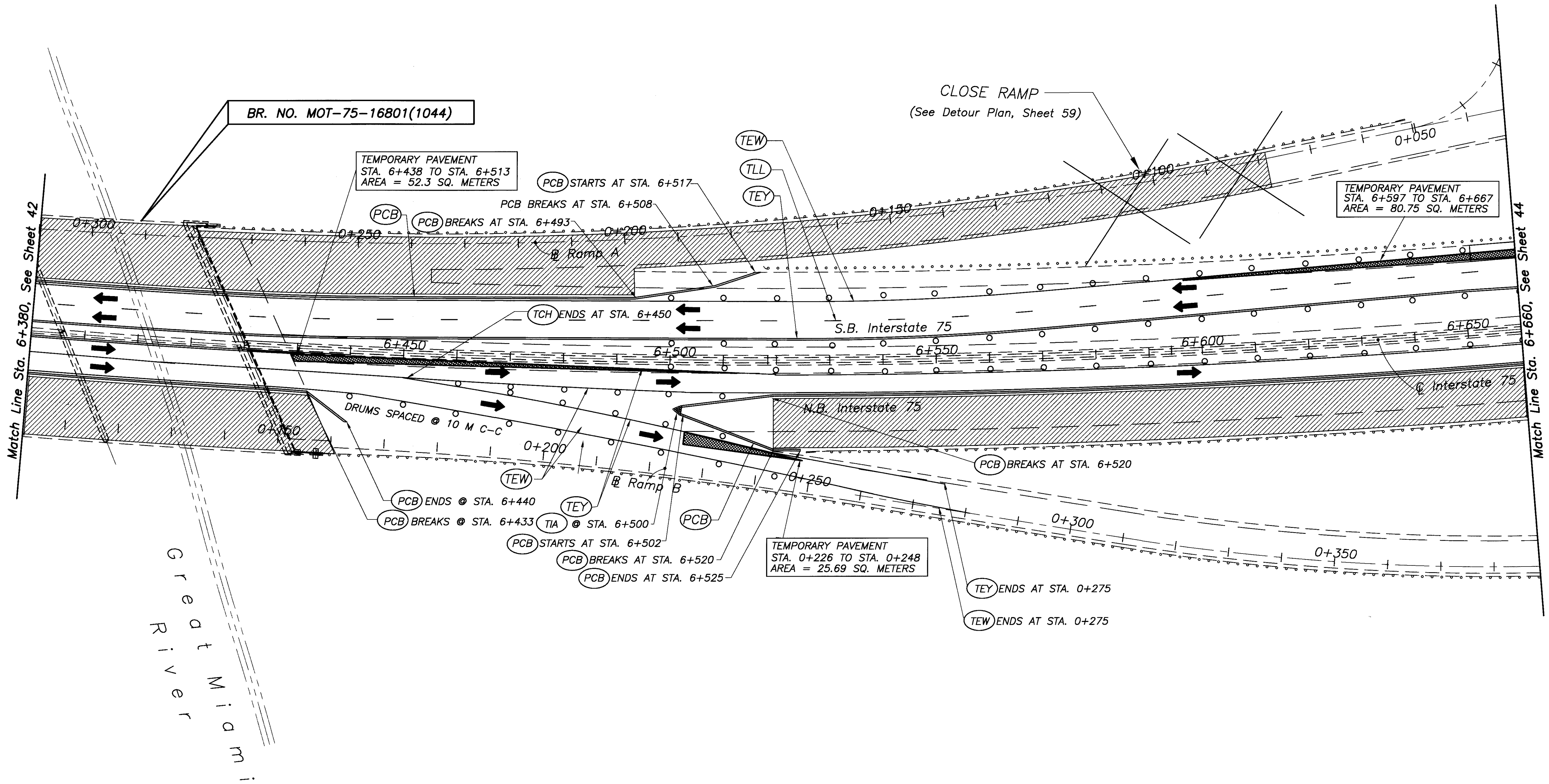
MOT-75-16.794

LEGEND

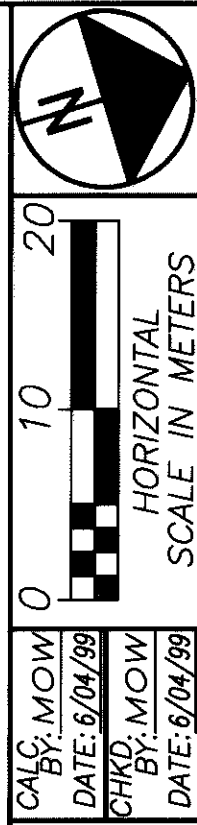
- (TEW) TEMPORARY EDGELINE WHITE
- (TEY) TEMPORARY EDGELINE YELLOW
- (TLL) TEMPORARY LANELINE
- (TCH) TEMPORARY CHANNELIZING LINE
- (PCB) PORTABLE CONCRETE BARRIER
- o TRAFFIC DRUM PER OMUTCD
- T TEMPORARY SIGN SUPPORT
- ➔ DIRECTION OF TRAFFIC ARROW



PLotted view = PLAN
XREF# = NONE
XREF# = NONE
CADD - SEP2-01/06/09
JULY-21-1999



Great Midami
 River

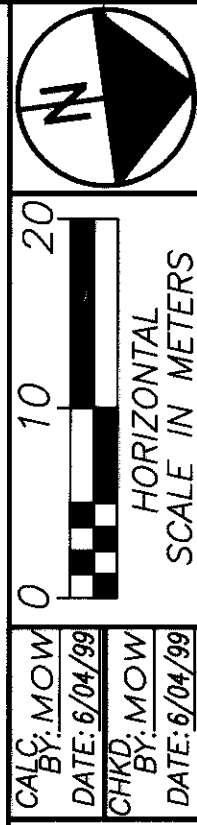
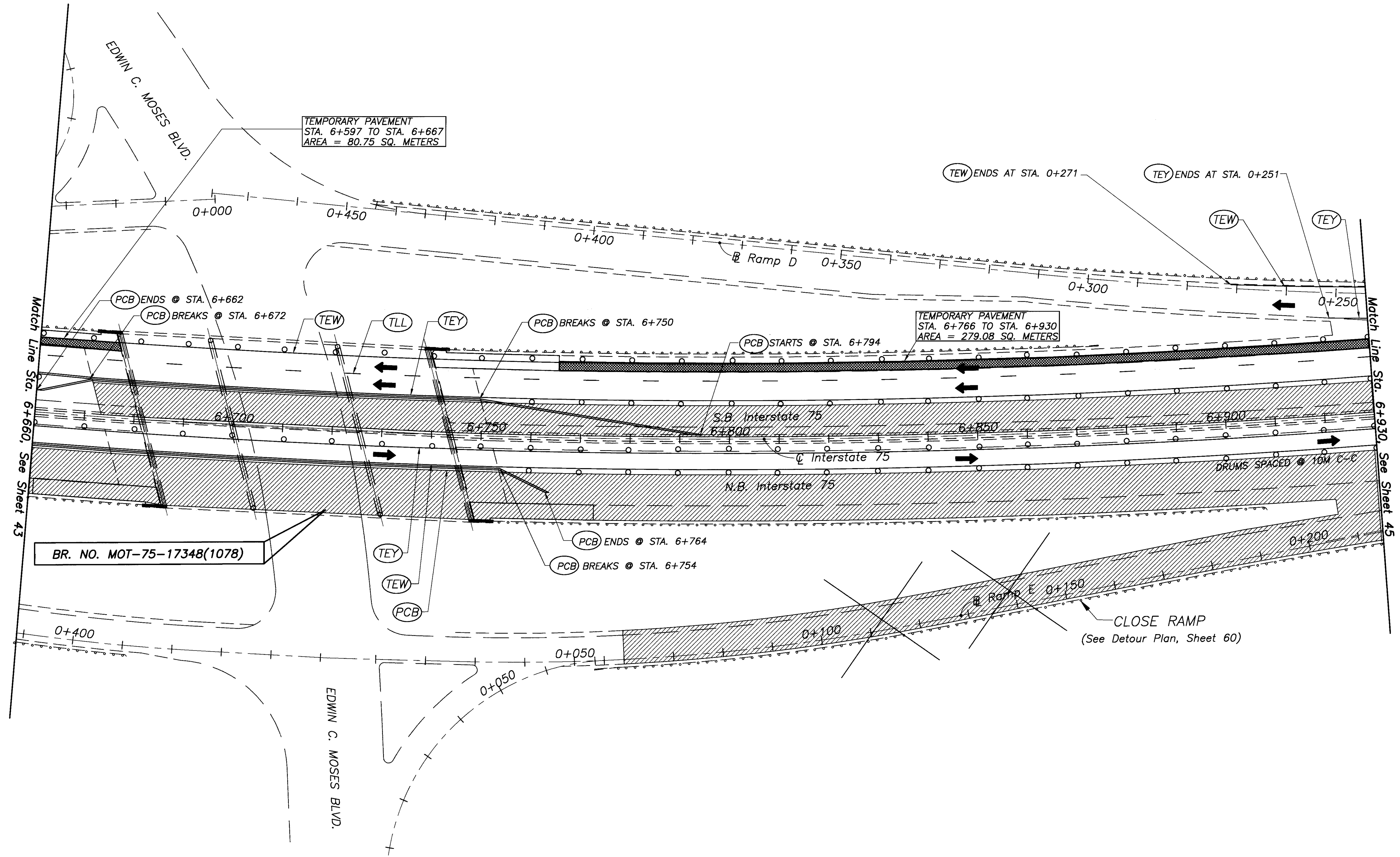


CALC. BY: MOW
 DATE: 6/04/99
 CHKD. BY: MOW
 DATE: 6/04/99

HORIZONTAL
 SCALE IN METERS

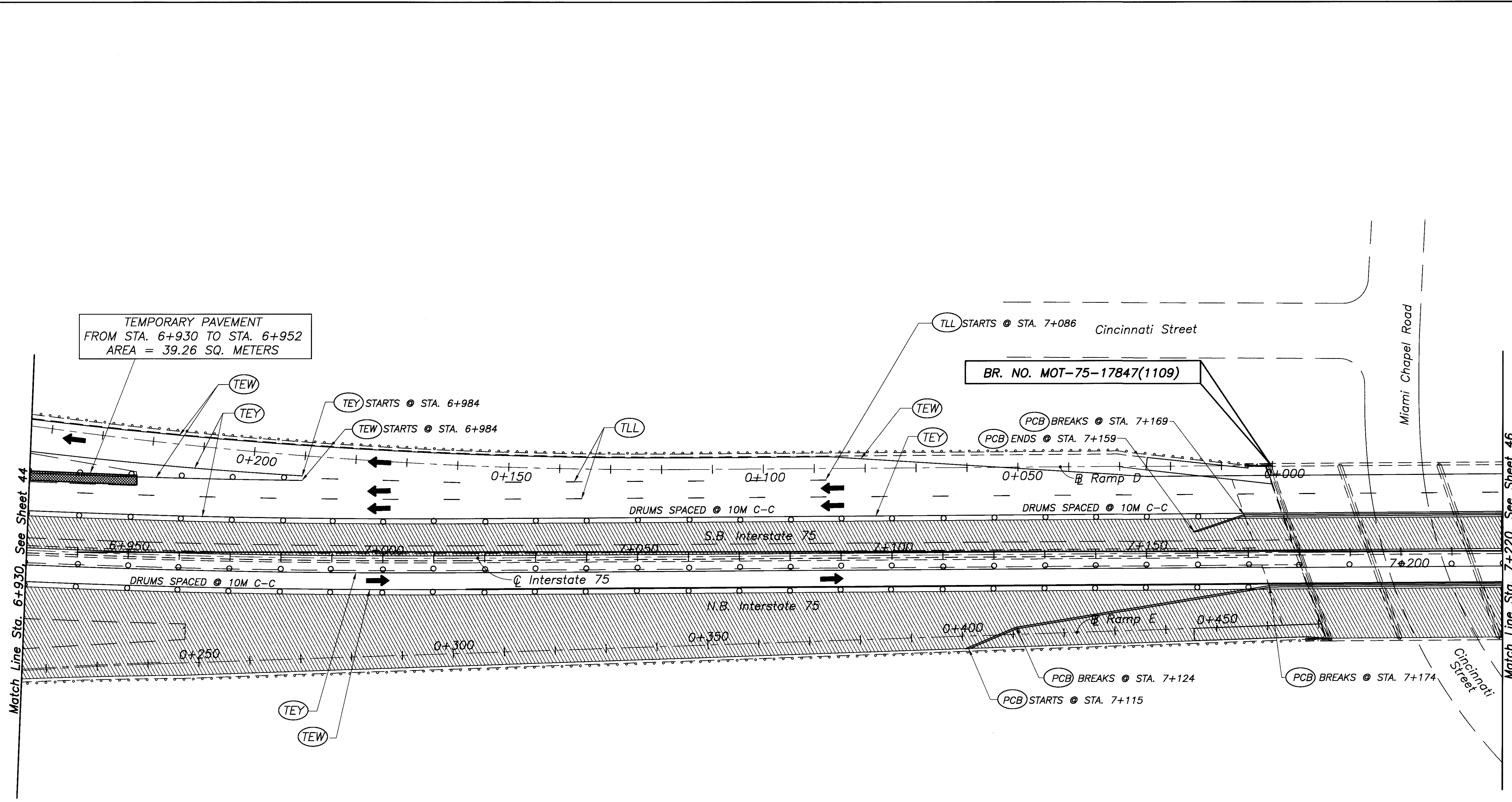
MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 6+380 to Sta. 6+660

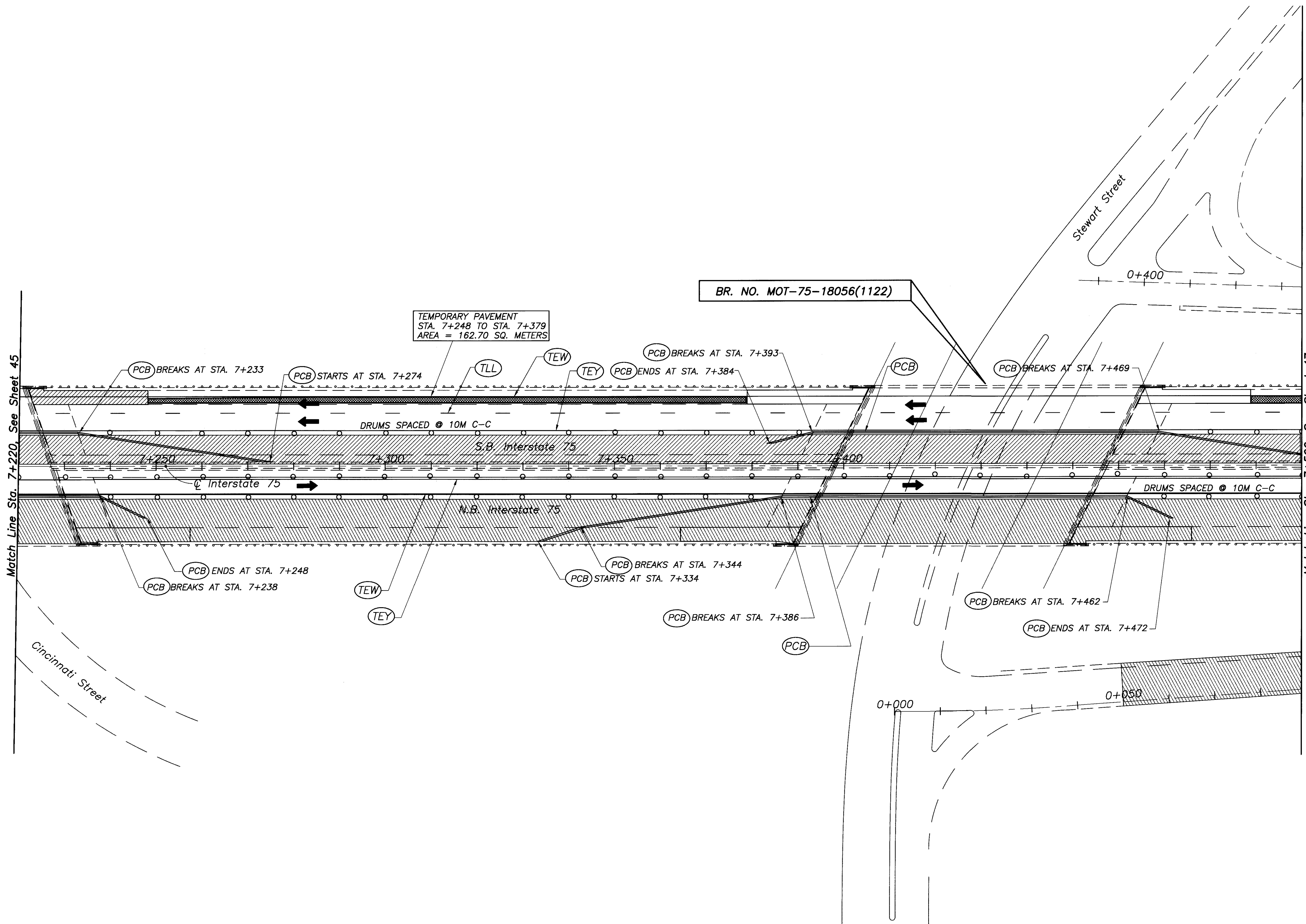
MOT-75-16.794



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 6+660 to Sta. 6+930

MOT-75-16.794





Match Line Sta. 7+220, See Sheet 45

Match Line Sta. 7+500, See Sheet 47

TEMPORARY PAVEMENT
 STA. 7+248 TO STA. 7+379
 AREA = 162.70 SQ. METERS

BR. NO. MOT-75-18056(1122)

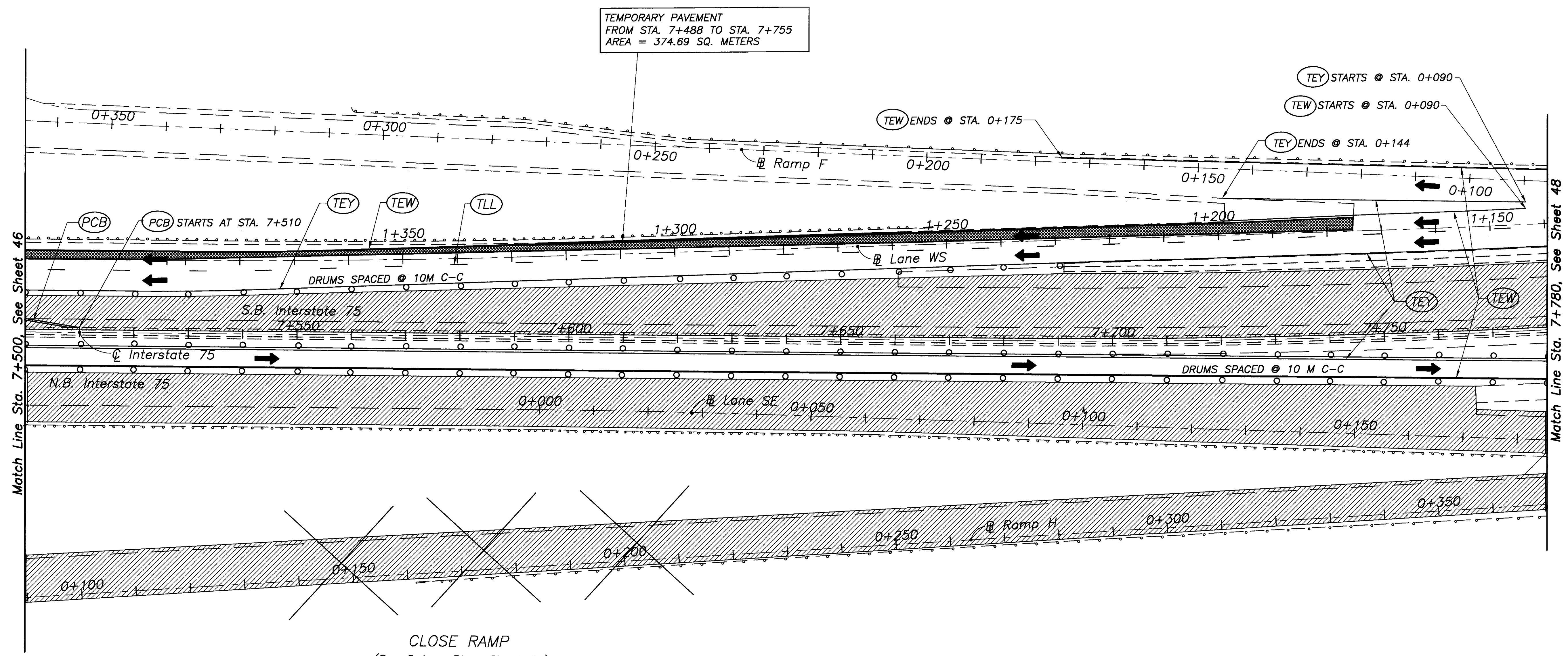
CALC. BY: MOW 0
 DATE: 6/04/99
 CHKD. BY: MOW
 DATE: 6/04/99

0 10 20
 HORIZONTAL
 SCALE IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 7+220 to Sta. 7+500

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 0.5:1 (metric)
 CAD: SEP2-06.DWG.BWS JULY-21-1999

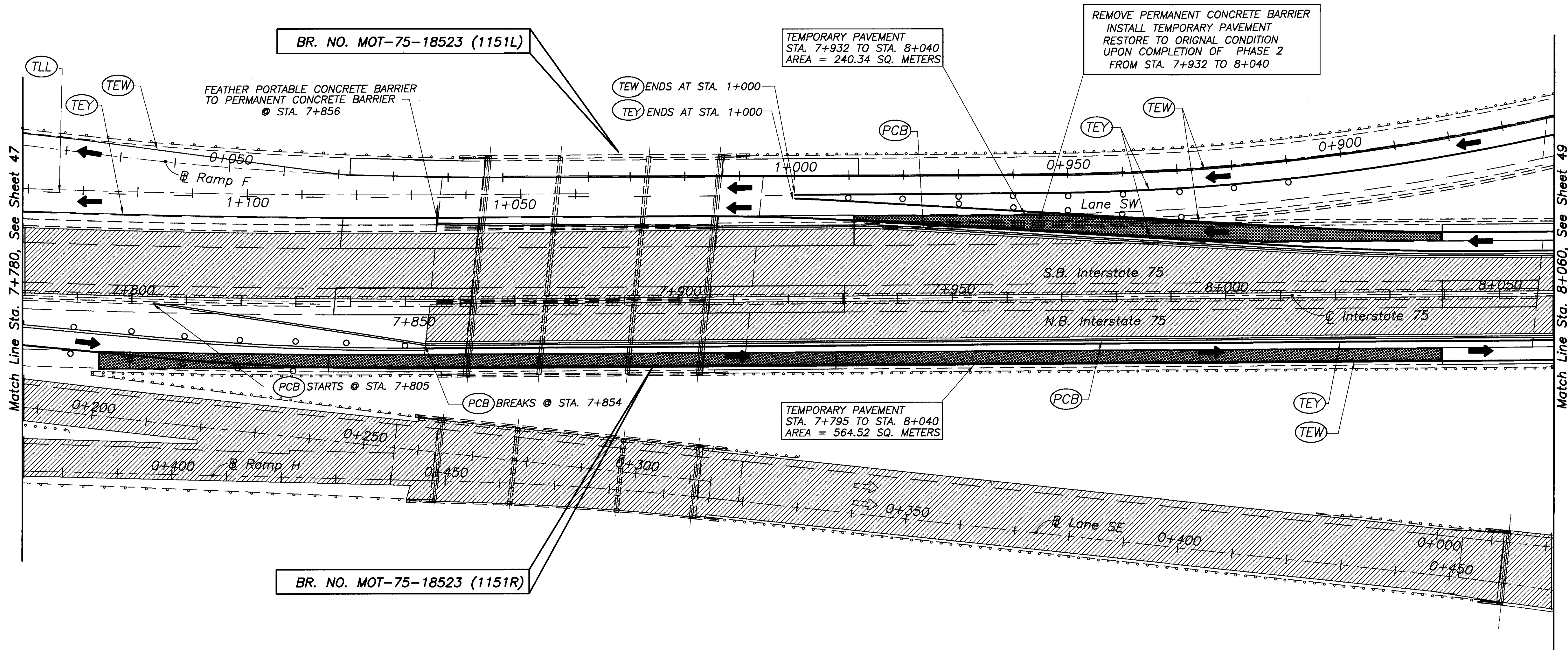


CLOSE RAMP
 (See Detour Plan, Sheet 61)

CALC: MOM
 DATE: 6/04/99
 CHKD: BY: MOM
 DATE: 6/04/99
 HORIZONTAL SCALE: 1:100
 SCALE: IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 7+500 to Sta. 7+780

MOT-75-16.794



BR. NO. MOT-75-18523 (1151L)

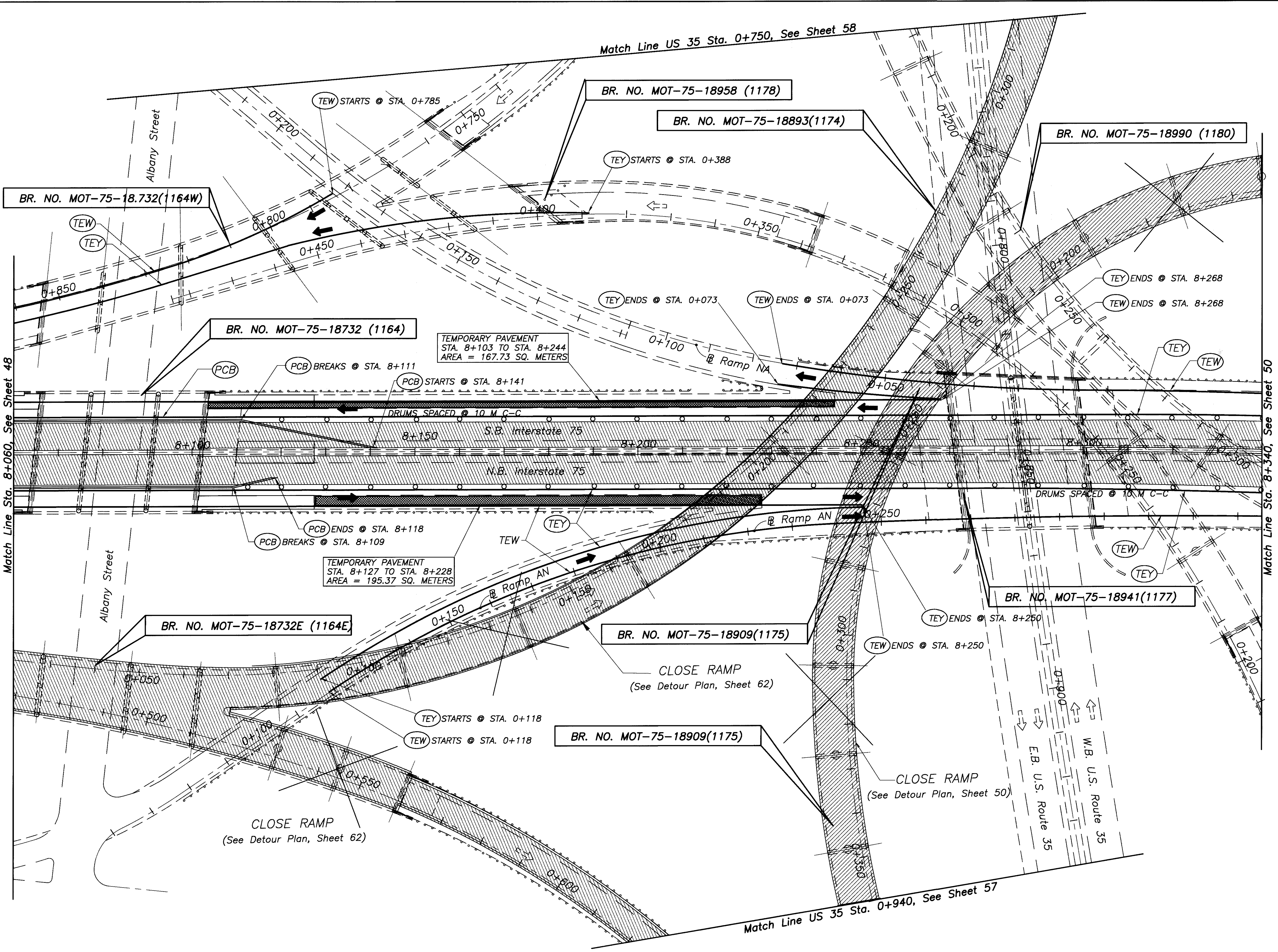
TEMPORARY PAVEMENT
 STA. 7+932 TO STA. 8+040
 AREA = 240.34 SQ. METERS

REMOVE PERMANENT CONCRETE BARRIER
 INSTALL TEMPORARY PAVEMENT
 RESTORE TO ORIGINAL CONDITION
 UPON COMPLETION OF PHASE 2
 FROM STA. 7+932 TO 8+040

BR. NO. MOT-75-18523 (1151R)

TEMPORARY PAVEMENT
 STA. 7+795 TO STA. 8+040
 AREA = 564.52 SQ. METERS

PLotted VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
CADD: SGP2-06/MS/MS
JULY-21-1999

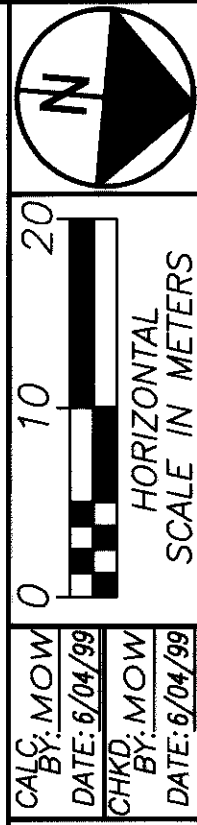


Match Line Sta. 8+060, See Sheet 48

Match Line Sta. 8+340, See Sheet 50

Match Line US 35 Sta. 0+750, See Sheet 58

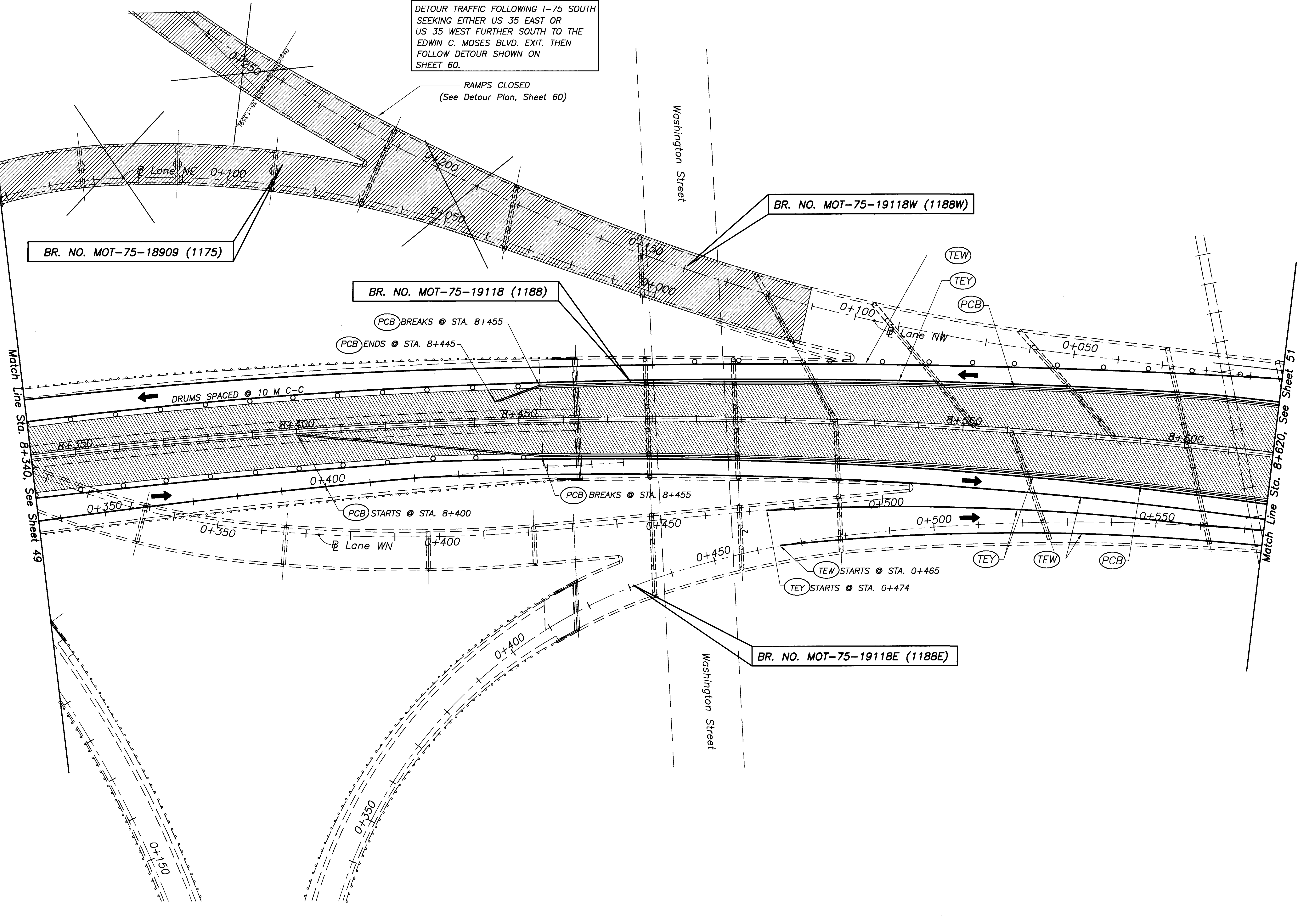
Match Line US 35 Sta. 0+940, See Sheet 57



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
Sta. 8+060 to Sta. 8+340

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF #1 = ROWE
 XREF #2 = NONE
 PLOT SCALE = 1:50 (metric)
 C:\31\3822-03\DRAWING\JULY-21-1999



DETOUR TRAFFIC FOLLOWING I-75 SOUTH
 SEEKING EITHER US 35 EAST OR
 US 35 WEST FURTHER SOUTH TO THE
 EDWIN C. MOSES BLVD. EXIT. THEN
 FOLLOW DETOUR SHOWN ON
 SHEET 60.

RAMPS CLOSED
 (See Detour Plan, Sheet 60)

BR. NO. MOT-75-18909 (1175)

BR. NO. MOT-75-19118 (1188)

BR. NO. MOT-75-19118W (1188W)

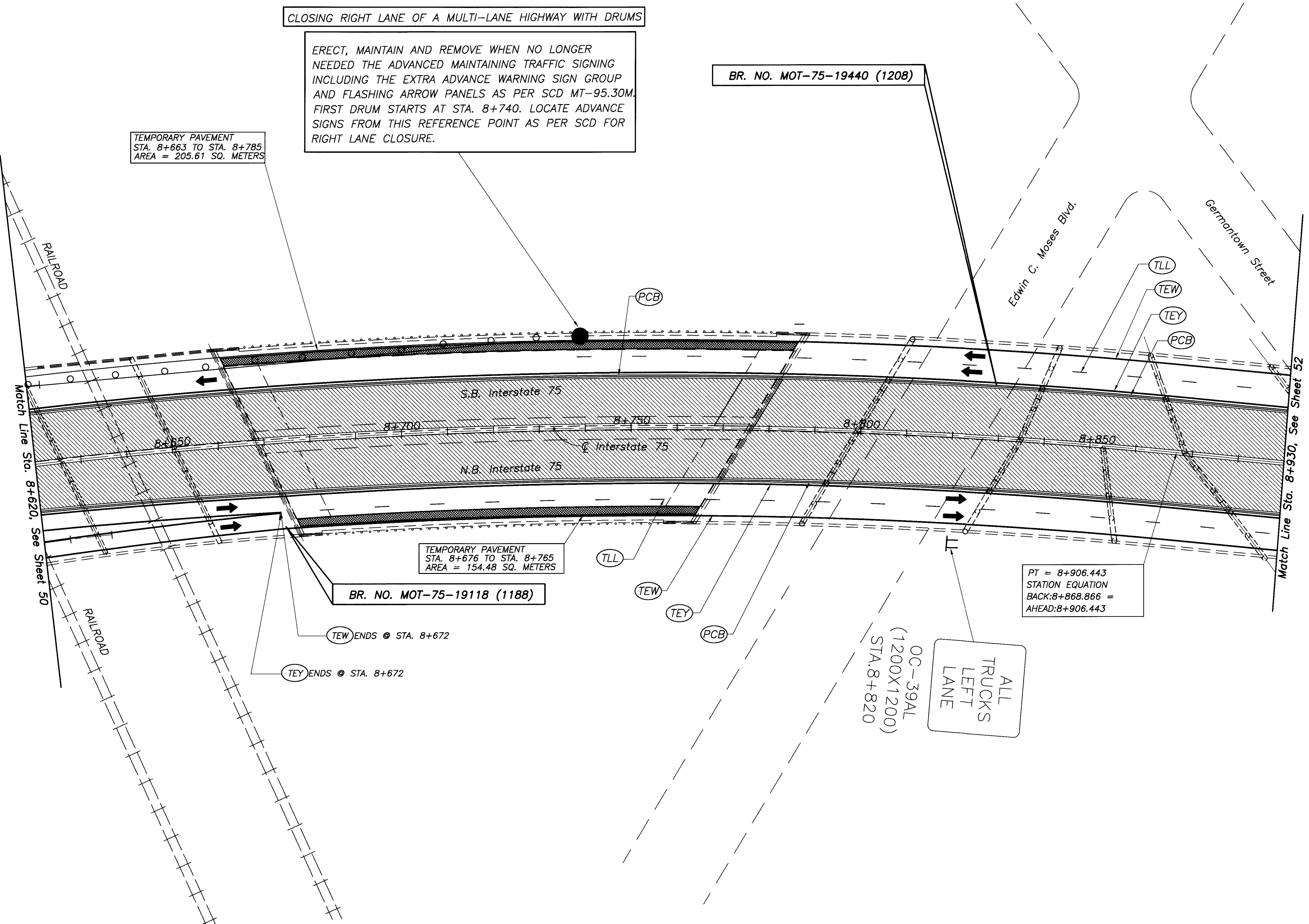
BR. NO. MOT-75-19118E (1188E)

CALC. BY: MOW
 DATE: 6/04/99
 CHKD. BY: MOW
 DATE: 6/04/99

0 10 20
 HORIZONTAL
 SCALE IN METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 8+340 to Sta. 8+620

MOT-75-16.794



CLOSING RIGHT LANE OF A MULTI-LANE HIGHWAY WITH DRUMS

ERECT, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP AND FLASHING ARROW PANELS AS PER SCD MT-95.30M. FIRST DRUM STARTS AT STA. 8+740. LOCATE ADVANCE SIGNS FROM THIS REFERENCE POINT AS PER SCD FOR RIGHT LANE CLOSURE.

TEMPORARY PAVEMENT
 STA. 8+663 TO STA. 8+785
 AREA = 205.61 SQ. METERS

BR. NO. MOT-75-19440 (1208)

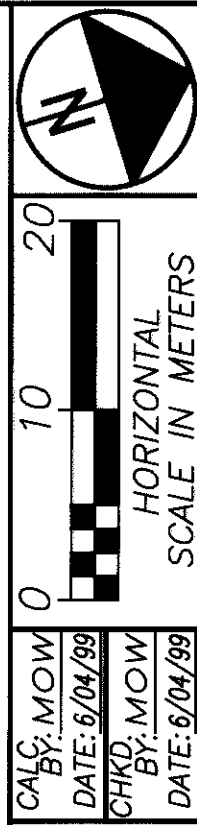
TEMPORARY PAVEMENT
 STA. 8+676 TO STA. 8+765
 AREA = 154.48 SQ. METERS

BR. NO. MOT-75-19118 (1188)

PT = 8+906.443
 STATION EQUATION
 BACK: 8+868.866 =
 AHEAD: 8+906.443

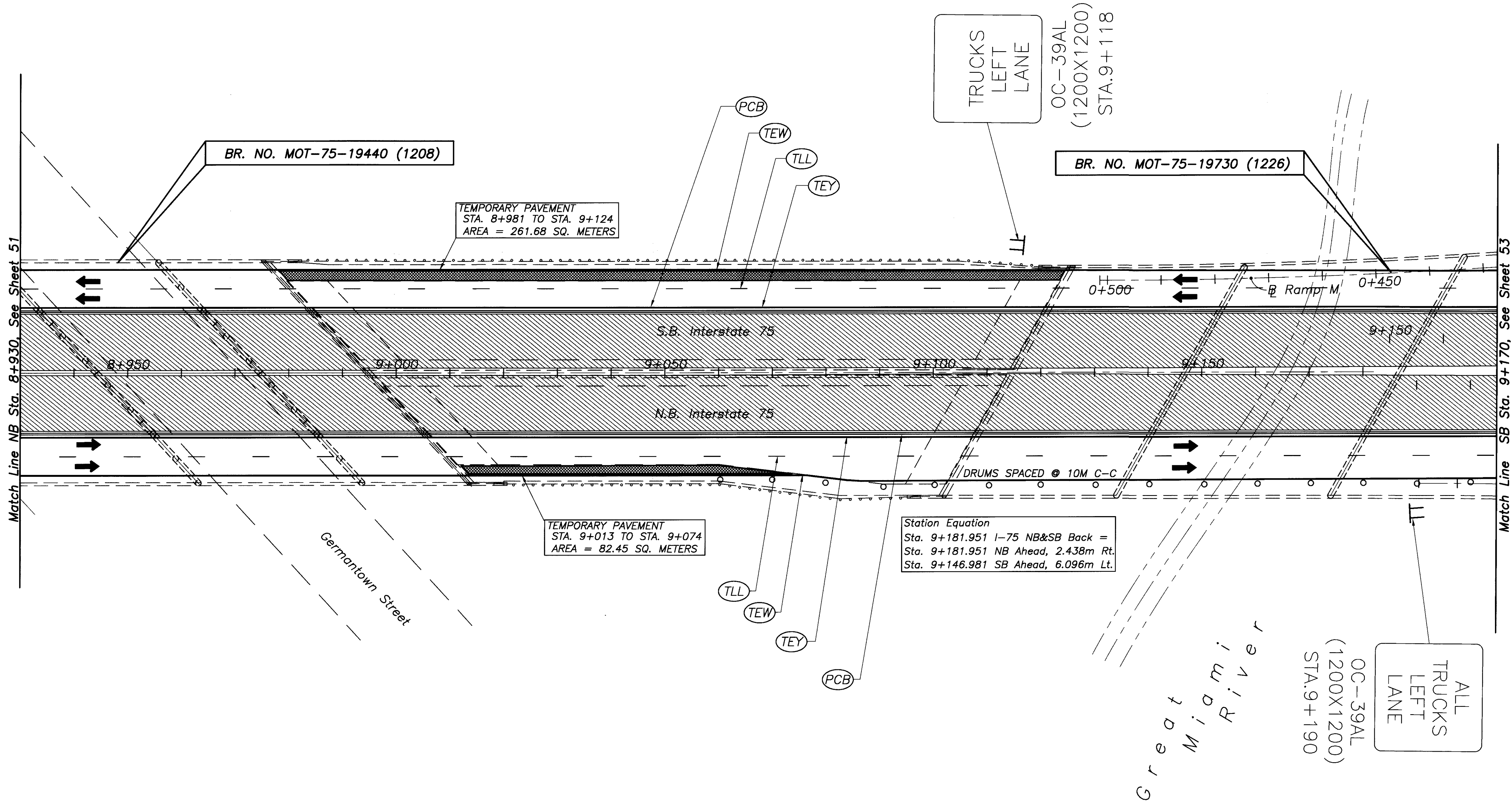
ALL TRUCKS LEFT LANE

OC-39AL
 (1200X1200)
 STA. 8+820



MANTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Sta. 8+620 to Sta. 8+930

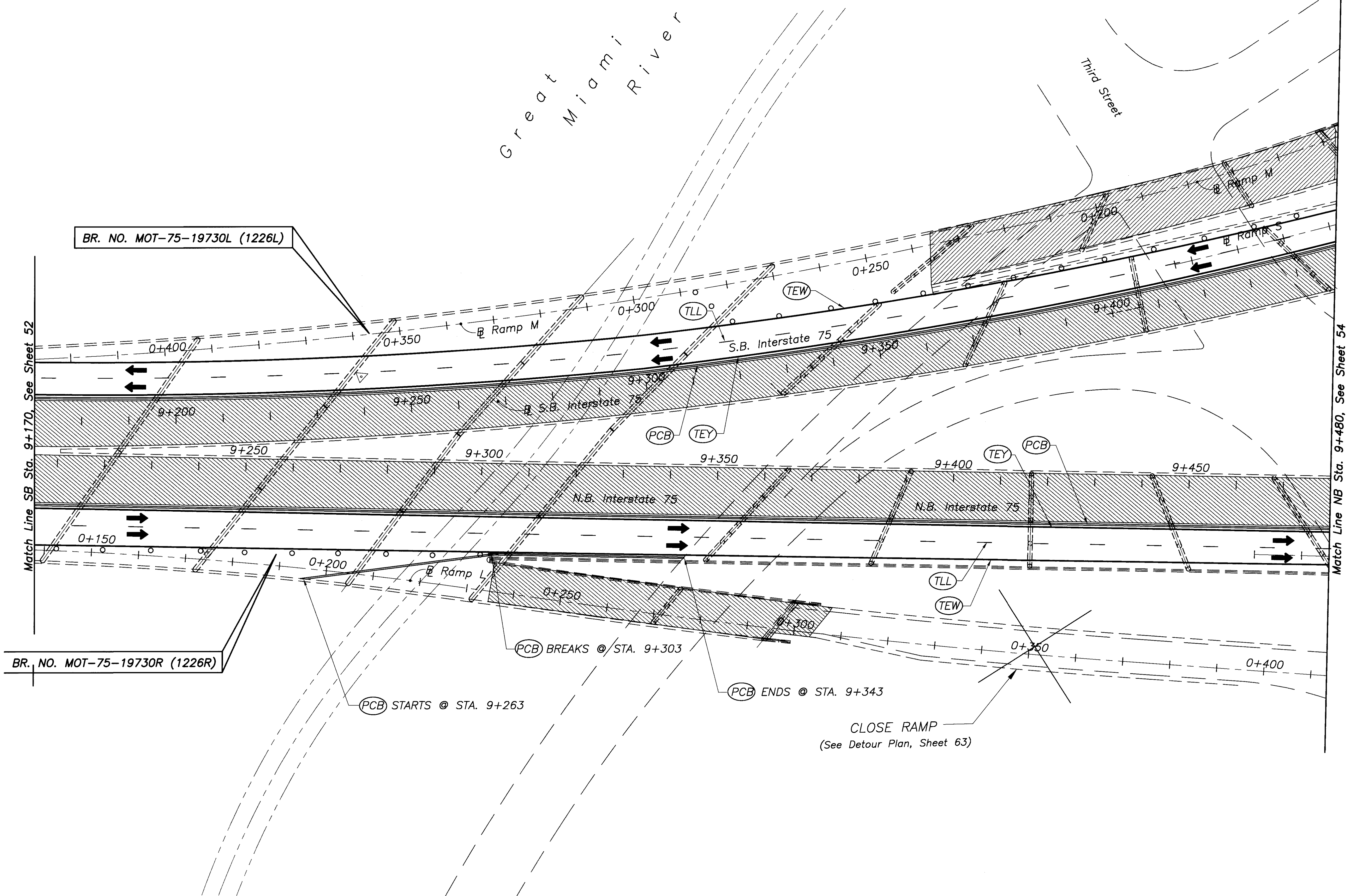
MOT-75-16.794



C.A. BY: MOW
 DATE: 6/04/99
 CHKD: MOW
 DATE: 6/04/99
 HORIZONTAL SCALE: 1" = 20 METERS

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 I-75 NB Sta. 8+930 to I-75 SB Sta. 9+170

MOT-75-16.794



BR. NO. MOT-75-19730L (1226L)

BR. NO. MOT-75-19730R (1226R)

Match Line SB Sta. 9+170. See Sheet 52

Match Line NB Sta. 9+480. See Sheet 54

Great Miami River

Third Street

CLOSE RAMP
 (See Detour Plan, Sheet 63)



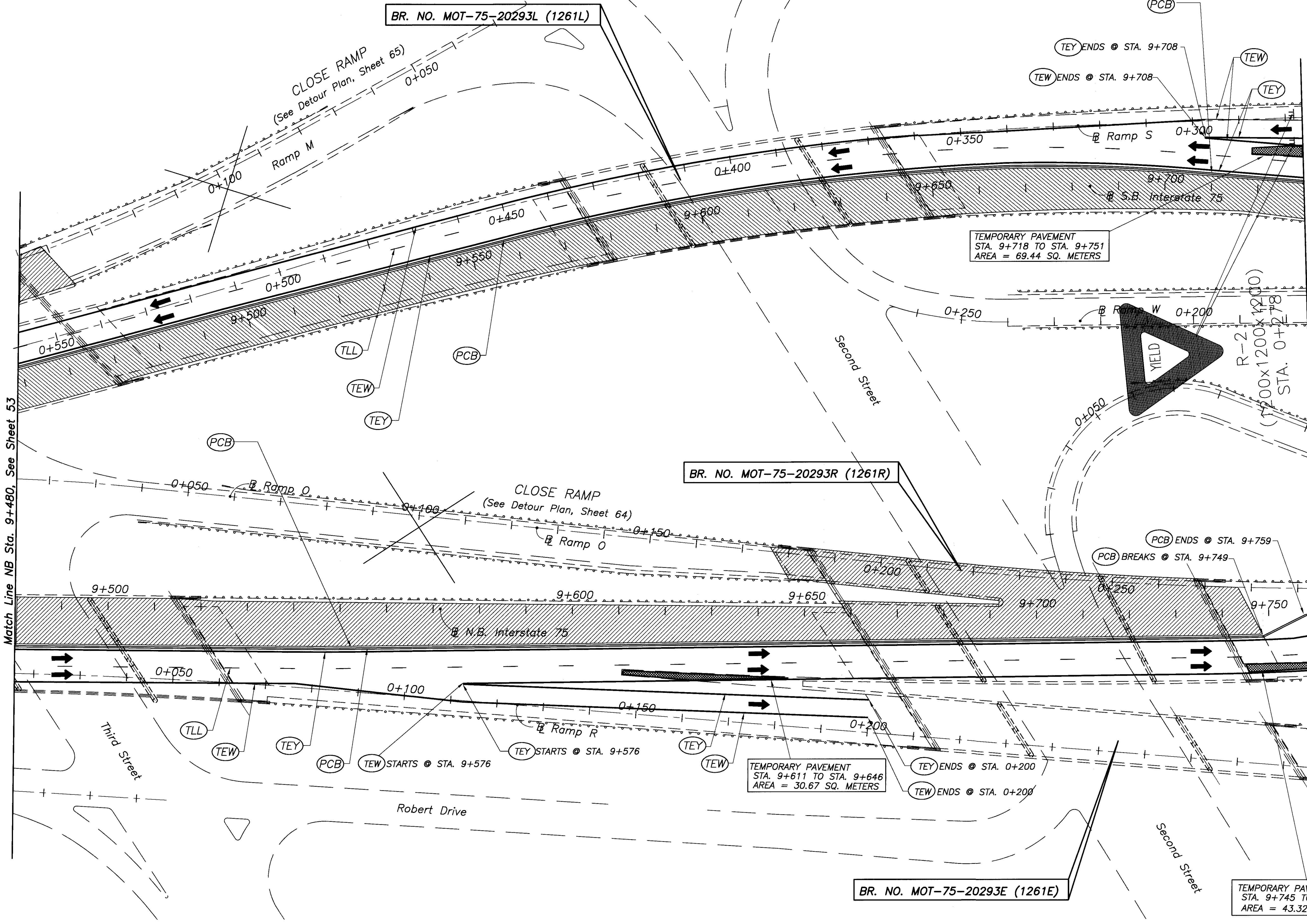
MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 I-75 SB Sta. 9+170 to I-75 NB Sta. 9+480

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF# = NONE
 CAD = SGP2-13.DWG, DWG
 JULY-22-1999

Match Line NB Sta. 9+480, See Sheet 53

Match Line NB Sta. 9+760, See Sheet 55



BR. NO. MOT-75-20293L (1261L)

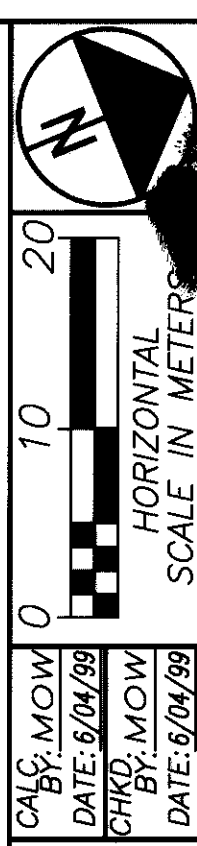
BR. NO. MOT-75-20293R (1261R)

BR. NO. MOT-75-20293E (1261E)

TEMPORARY PAVEMENT
 STA. 9+718 TO STA. 9+751
 AREA = 69.44 SQ. METERS

TEMPORARY PAVEMENT
 STA. 9+611 TO STA. 9+646
 AREA = 30.67 SQ. METERS

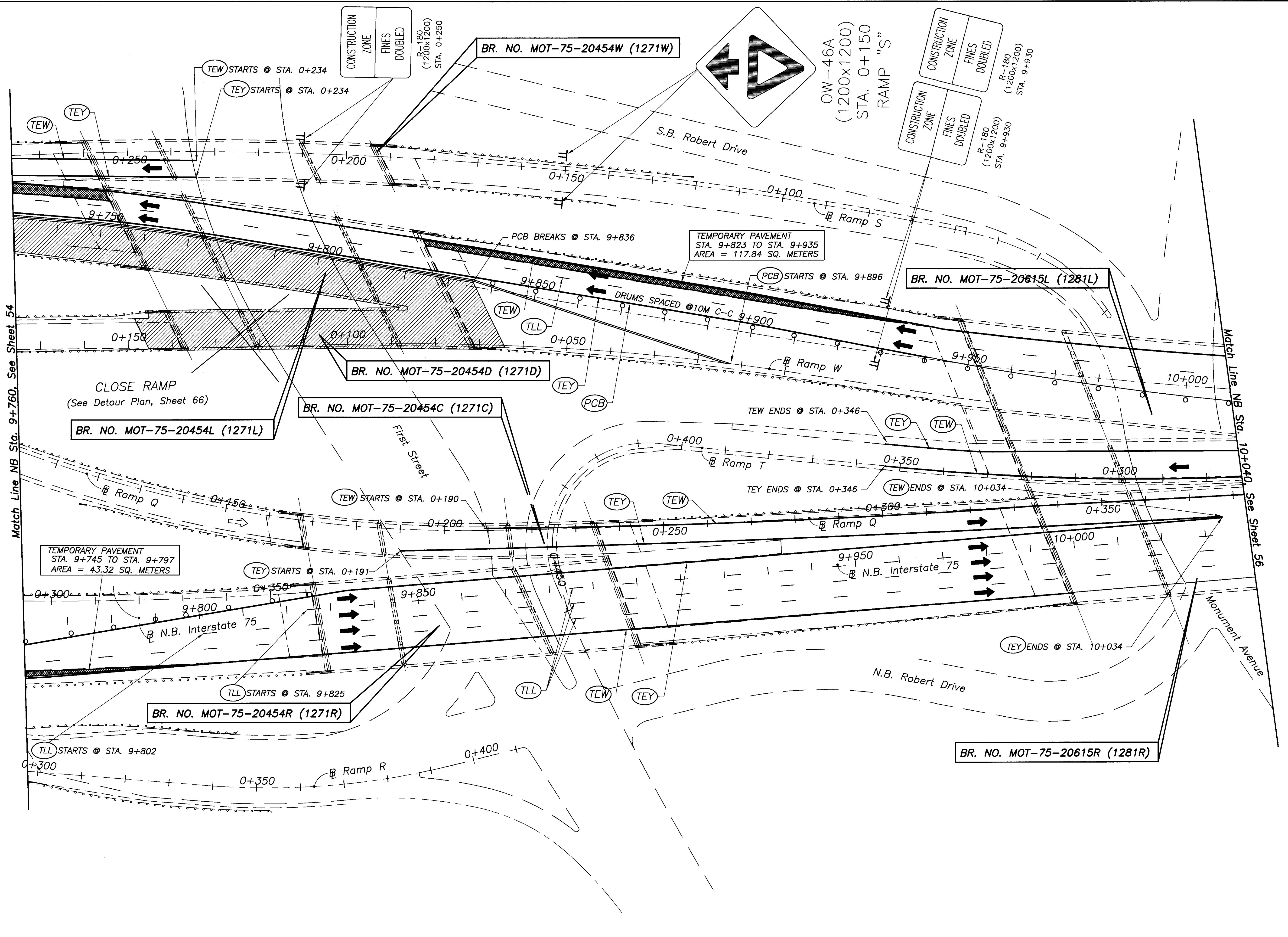
TEMPORARY PAVEMENT
 STA. 9+745 TO STA. 9+797
 AREA = 43.32 SQ. METERS



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 I-75 NB Sta. 9+480 to I-75 NB Sta. 9+760

MOT-75-16.794

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
PLOT SCALE = 2.5:1 (metric)
CADD = SPC2-13.163.036
JULY-22-1999

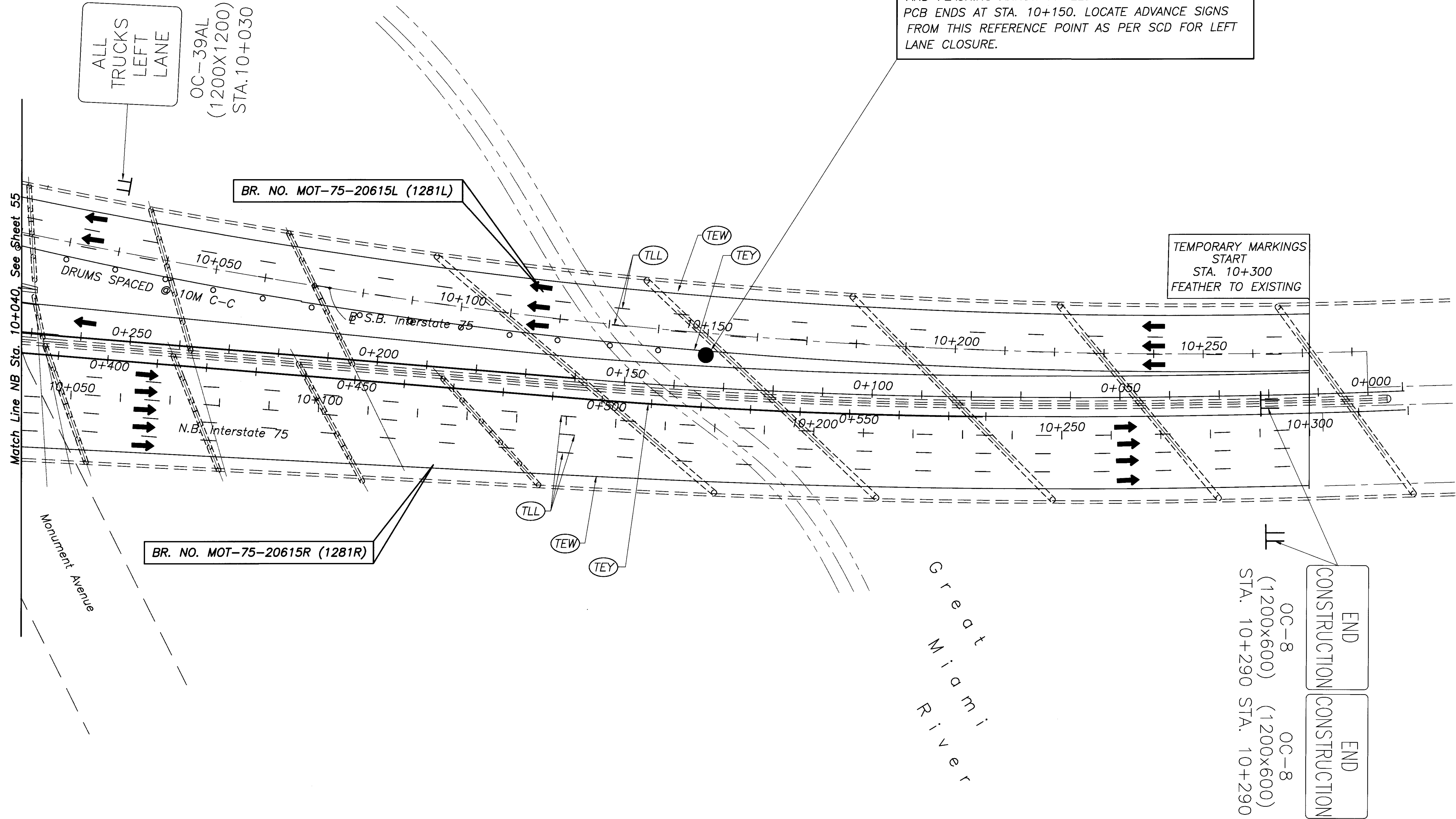


CALC. BY: MOM
DATE: 6/04/99
CHKD. BY: MOM
DATE: 6/04/99

MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
I-75 NB Sta. 9+760 to I-75 NB Sta. 10+040

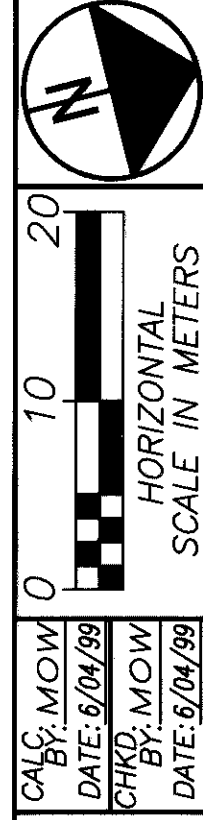
MOT-75-16.794
55
319





CLOSING LEFT LANE OF A MULTI-LANE HIGHWAY WITH DRUMS

ERECT, MAINTAIN AND REMOVE WHEN NO LONGER
 NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING
 INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP
 AND FLASHING ARROW PANELS AS PER SCD MT-95.30M.
 PCB ENDS AT STA. 10+150. LOCATE ADVANCE SIGNS
 FROM THIS REFERENCE POINT AS PER SCD FOR LEFT
 LANE CLOSURE.

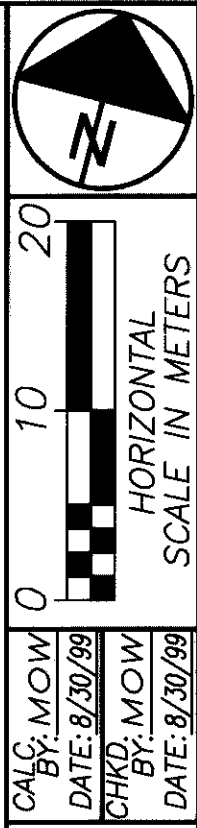
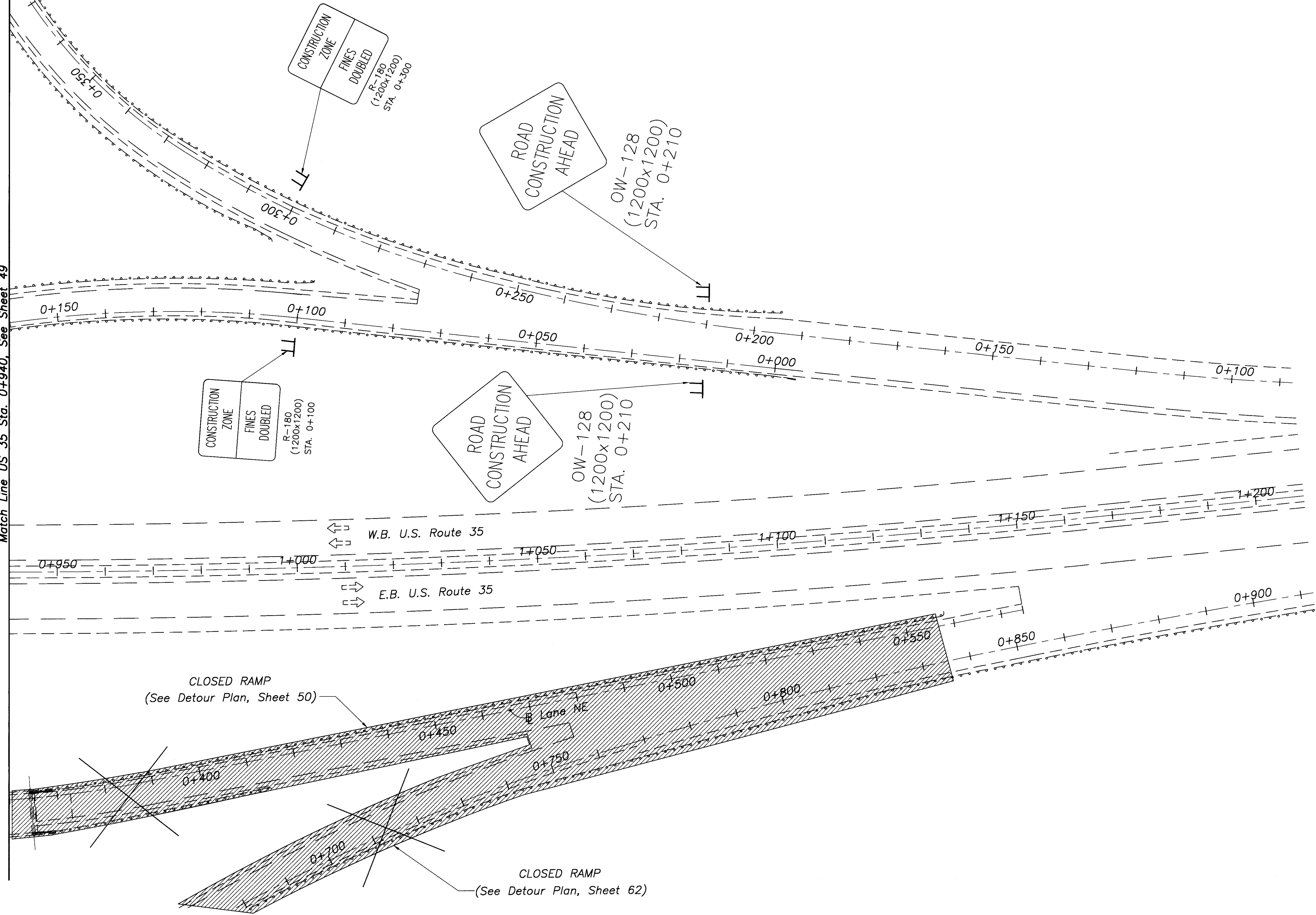


MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 I-75 NB Sta. 10+040 to I-75 NB Sta. 10+320

MOT-75-16.794

PLOTTED VIEW = PLAN
XREF#1 = ROAD
XREF#2 = TUBE
PLOT SCALE = 2.5" = 100.00'(metric)
CAD: SEP2-16.DWG(DWG) AUGUST-30-1998

Match Line US 35 Sta. 0+940, See Sheet 49

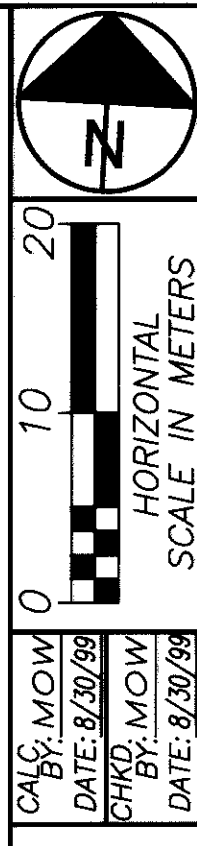
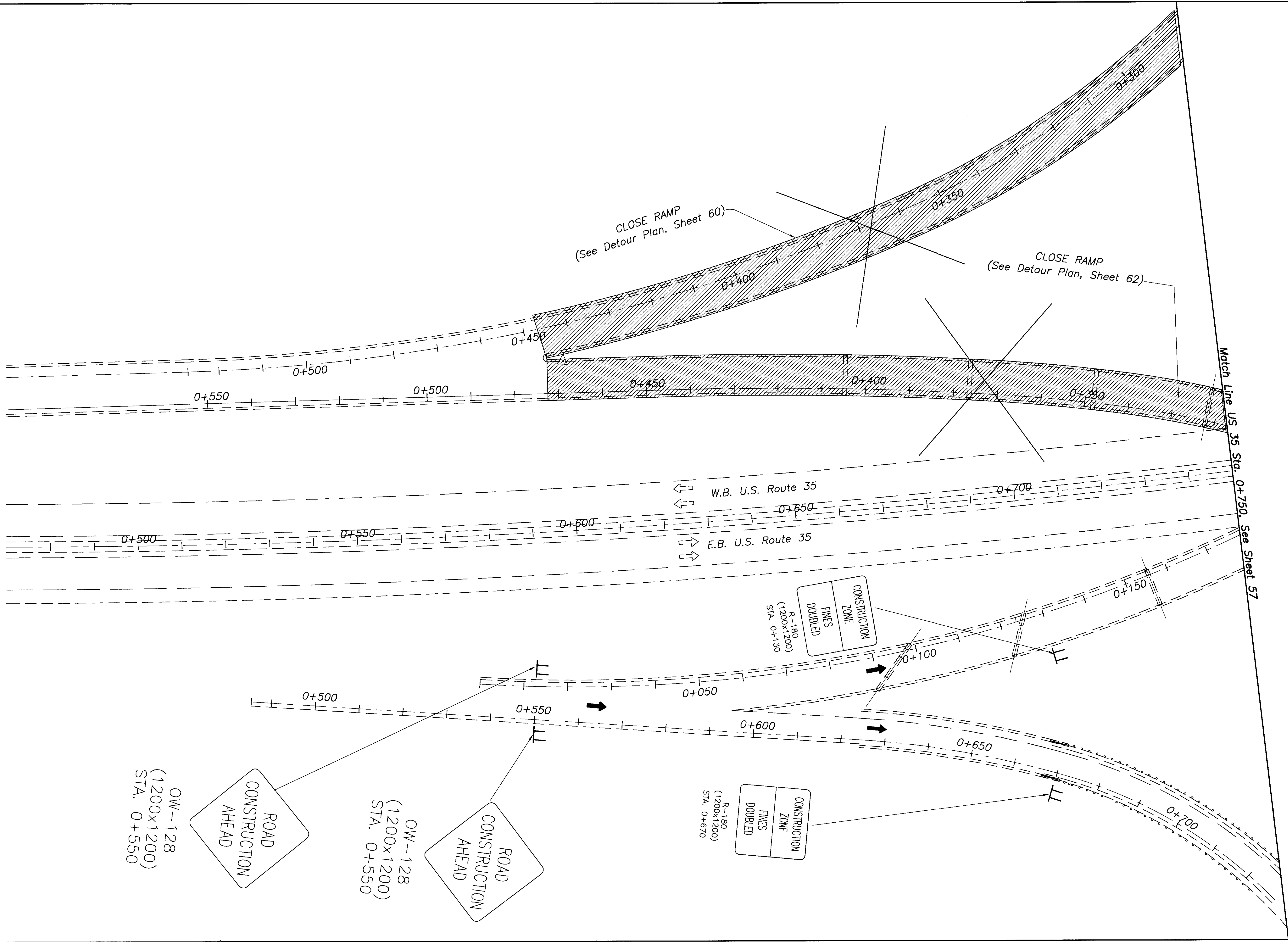


CALC. BY: MOW
DATE: 8/30/98
CHKD. BY: MOW
DATE: 8/30/98

MAINTAINING TRAFFIC - SOUTH GROUP / PHASE 2
US 35 Sta. 0+940 to Sta. 1+210

MOT-75-16.794

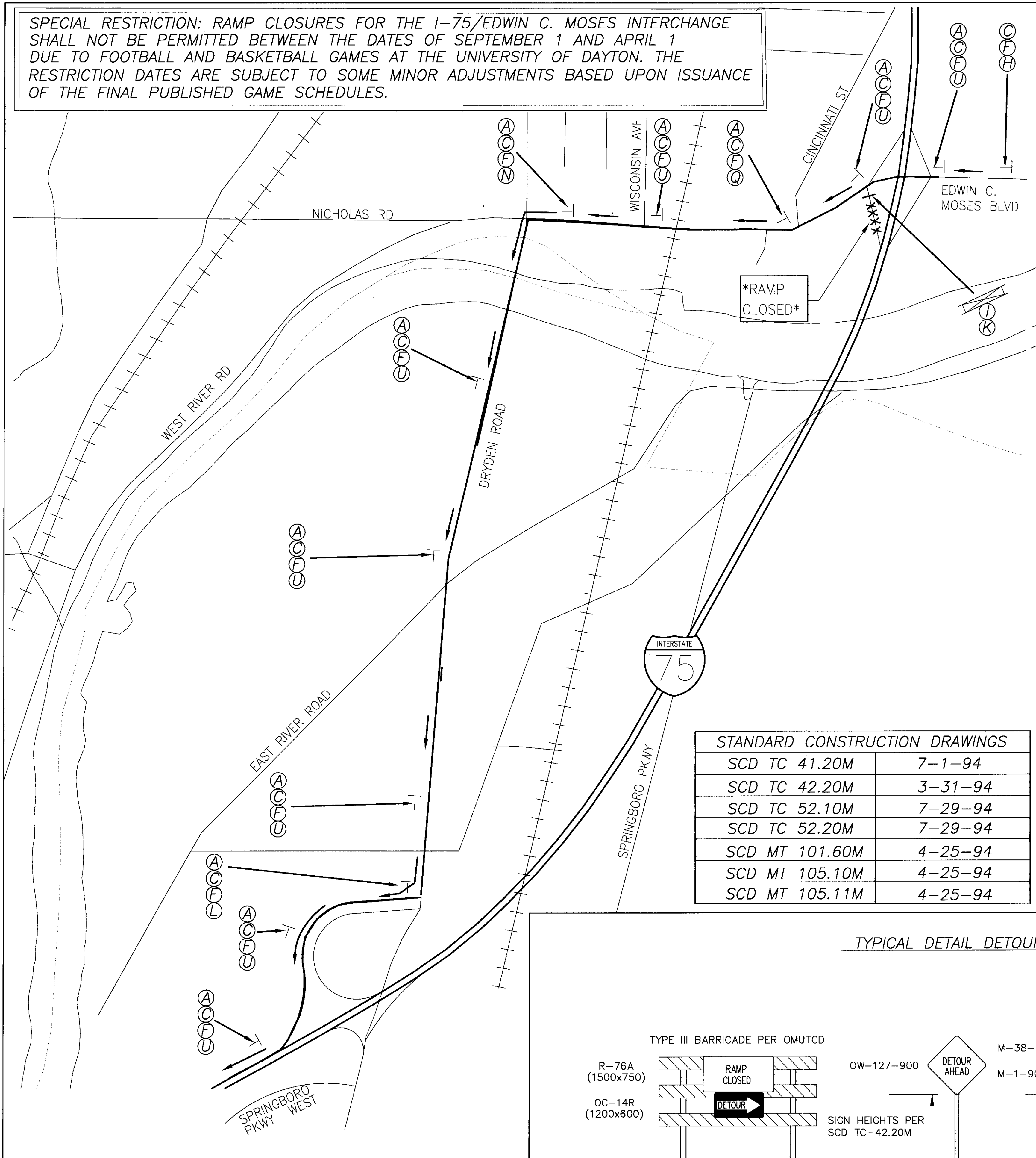
PLOTTED VIEW = PLAN
 XREF # = NONE
 REF # = NONE
 PLOT SCALE = 2.5m(metric)
 CADD: SPZ-17206.DWG AUGUST-30-1999



MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 US 35 Sta. 0+470 to Sta. 0+750

MOT-75-16.794

SPECIAL RESTRICTION: RAMP CLOSURES FOR THE I-75/EDWIN C. MOSES INTERCHANGE SHALL NOT BE PERMITTED BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 1 DUE TO FOOTBALL AND BASKETBALL GAMES AT THE UNIVERSITY OF DAYTON. THE RESTRICTION DATES ARE SUBJECT TO SOME MINOR ADJUSTMENTS BASED UPON ISSUANCE OF THE FINAL PUBLISHED GAME SCHEDULES.



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

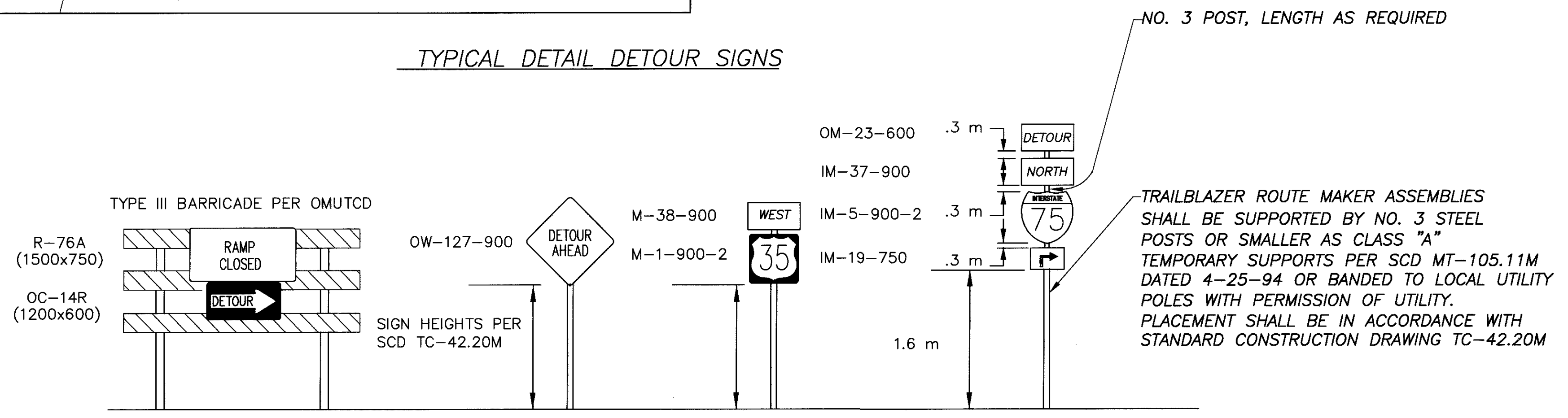
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	← DETOUR
(K)	OC-14R-1200	DETOUR →
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↙ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↓
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.

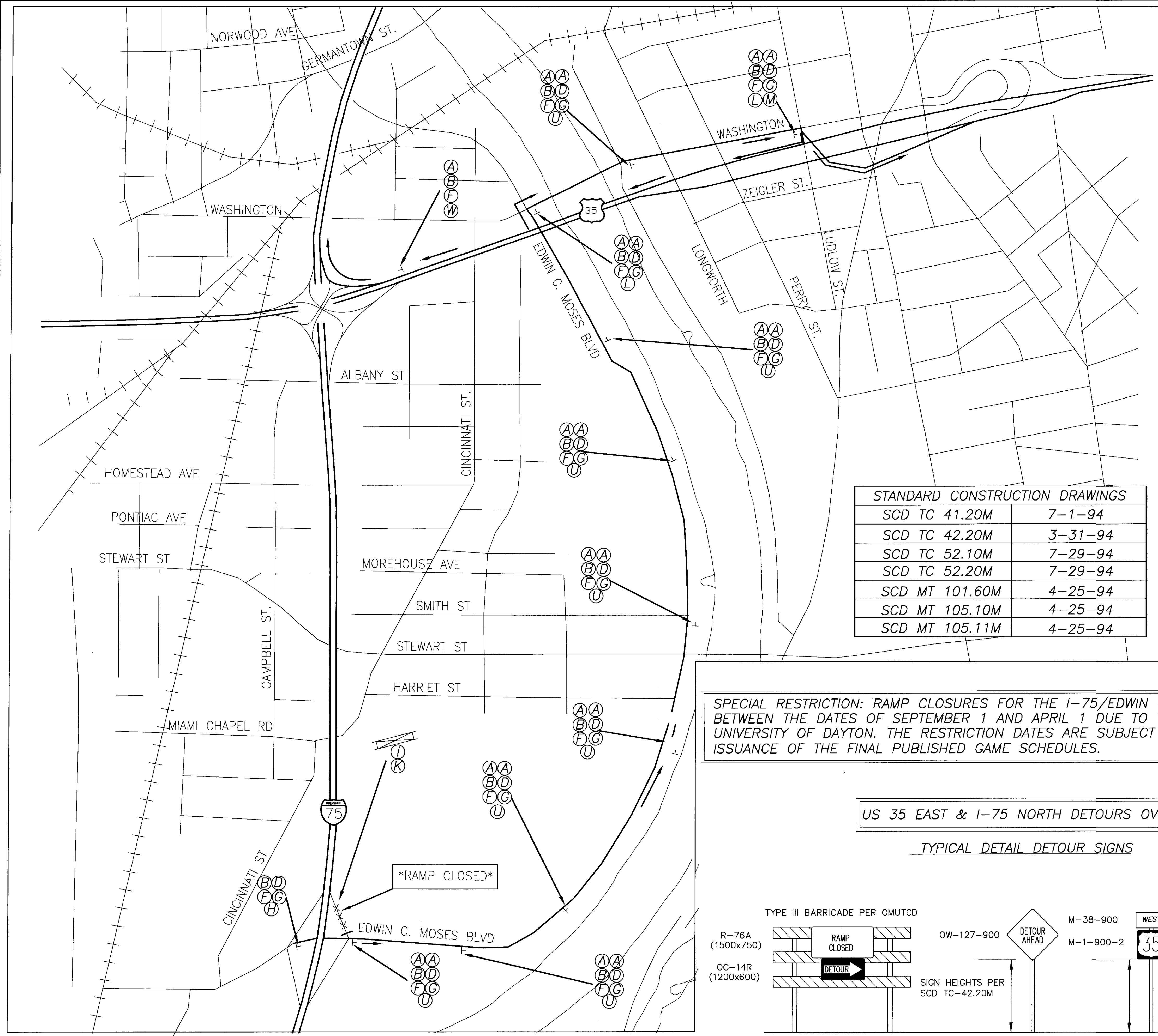
⊘ = TYPE III BARRICADE

TYPICAL DETAIL DETOUR SIGNS



PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2.5=(1:inches)
 CAD1 DETOURS.DWG.DWG MARCH-08-1999

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 CAD1 DETOURS.DWG MARCH-08-1999
 PLOT SCALE = 2.5x1 (vertical)



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-900	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	← DETOUR
(K)	OC-14R-1200	DETOUR →
(L)	IM-19-750	↗ ↘
(M)	M-19-750	↗ ↘
(N)	IM-21-750	↗ ↘
(P)	M-21-750	↗ ↘
(Q)	IM-20,22-750	↗ ↘
(R)	M-20,22-750	↗ ↘
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑ ↓
(V)	M-26-750	↑ ↓
(W)	IM-27-750	↗ ↘
(X)	M-27-750	↗ ↘
(Y)	IM-28-750	↗ ↘
(Z)	M-28-750	↗ ↘

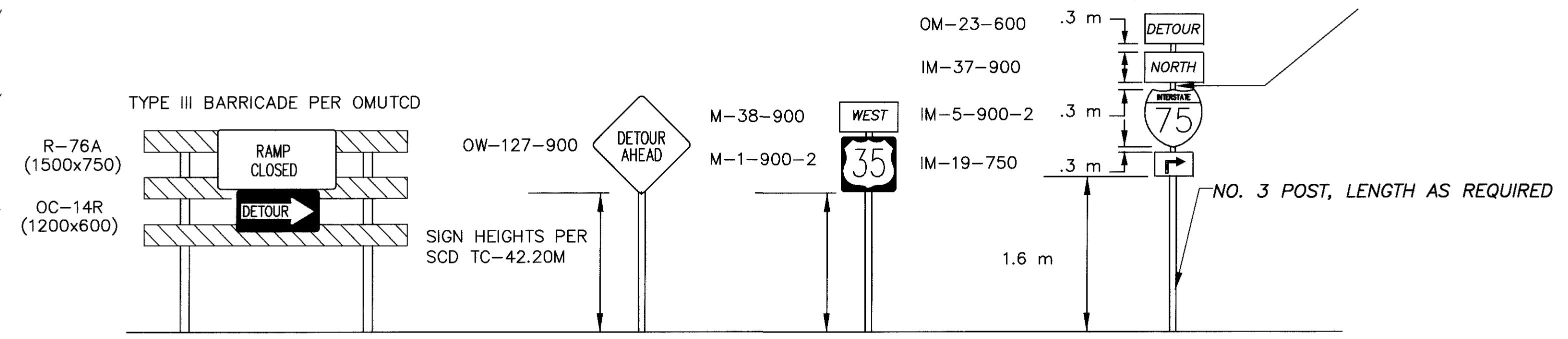
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

SPECIAL RESTRICTION: RAMP CLOSURES FOR THE I-75/EDWIN C. MOSES INTERCHANGE SHALL NOT BE PERMITTED BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 1 DUE TO THE FOOTBALL AND BASKETBALL GAMES AT THE UNIVERSITY OF DAYTON. THE RESTRICTION DATES ARE SUBJECT TO SOME ADJUSTMENTS BASED UPON THE ISSUANCE OF THE FINAL PUBLISHED GAME SCHEDULES.

US 35 EAST & I-75 NORTH DETOURS OVERLAP

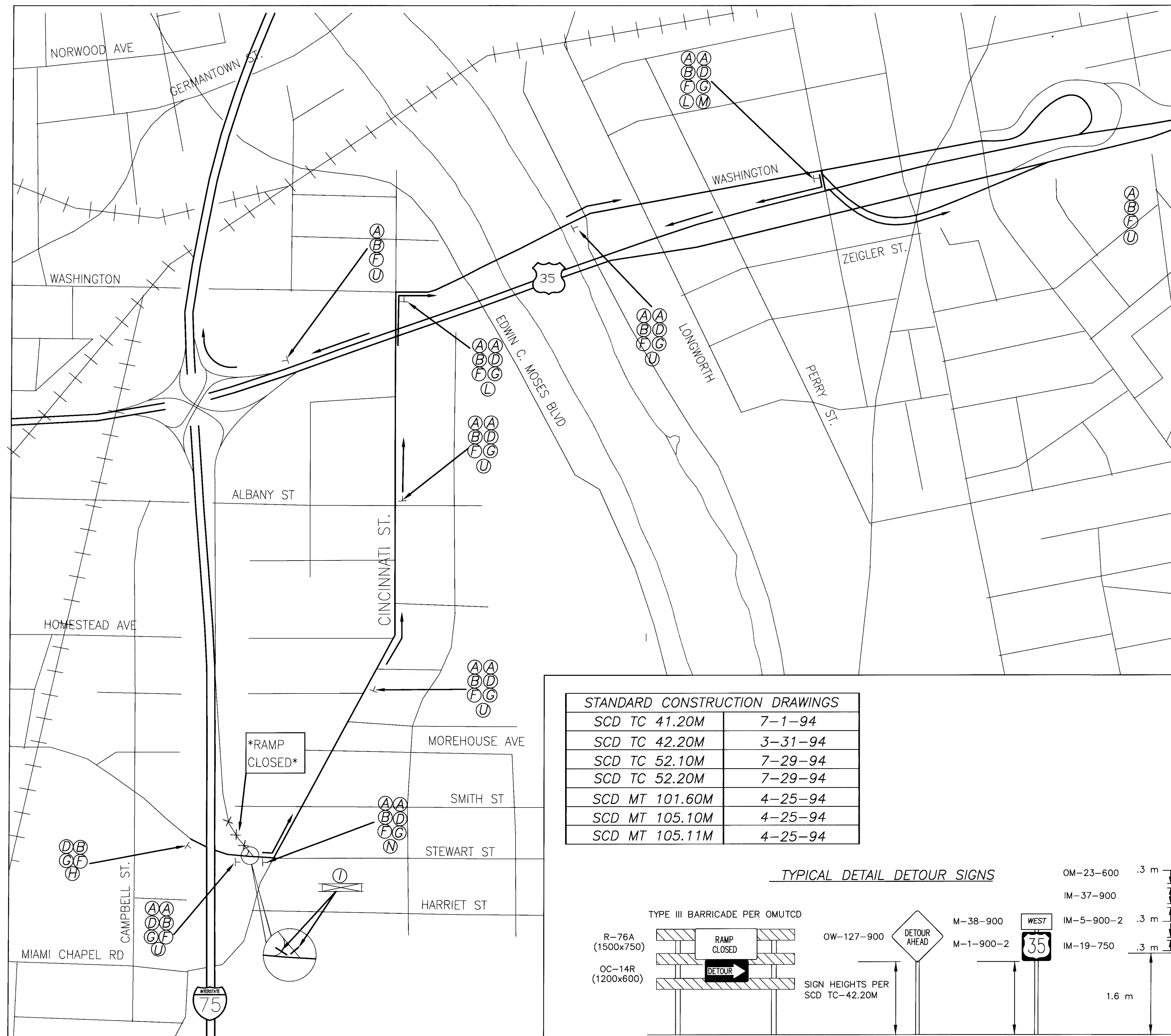
TYPICAL DETOUR SIGNS



TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANNED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

DETOURS
 CBY: MOM DATE: 02/11/98
 CHKD: MOM DATE: 02/11/98
 MAINTAINING TRAFFIC - SOUTH GROUP/PHASE 2
 Closure of On-Ramp from E.C. Moses Blvd. to nb I-75
 MOT-75-16.794
 60
 319

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2.5"=1(metric)
 CAD DETOURS.DWG MARCH-08-1999



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↘
(M)	M-19-750	↘
(N)	IM-21-750	↙
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↖ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

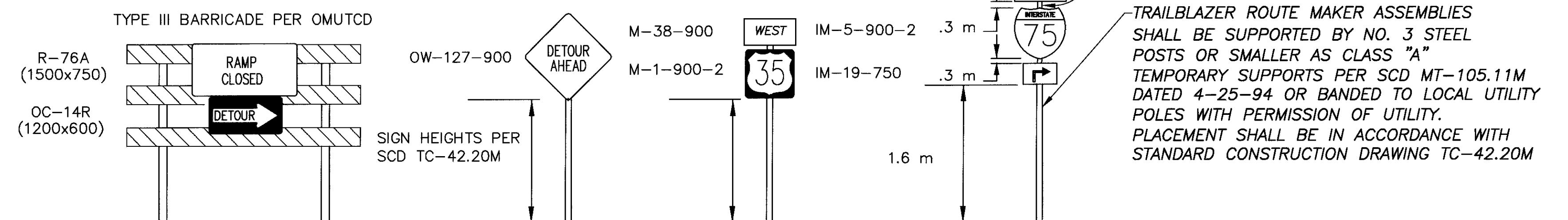
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.

⊠ =s TYPE III BARRICADE

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

TYPICAL DETOUR SIGNS



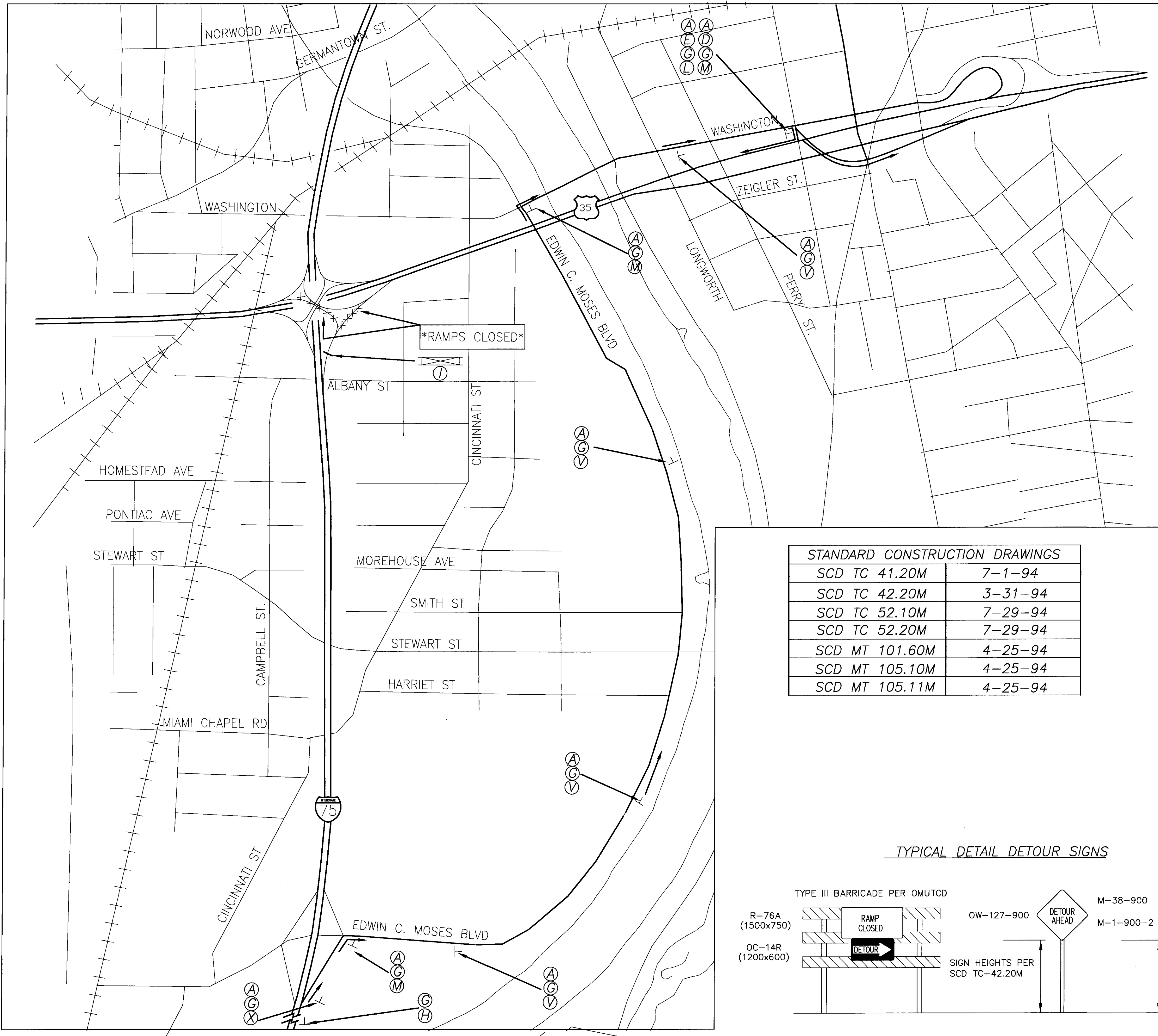
DETOURS

CALC. BY: MOM
 DATE: 03/11/99
 CHKD. BY: MOM
 DATE: 03/11/99

MAINTAINING TRAFFIC - SOUTH GROUP /PHASE 2
 Closure of On-Ramp from Stewart St. to US 35

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 XREF#3 = NONE
 PLOT SCALE = 2.5=(metric)
 CAD1 DETOURS.DWG.DWG MARCH-08-1999



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↘
(M)	M-19-750	↘
(N)	IM-21-750	↙
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↖ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

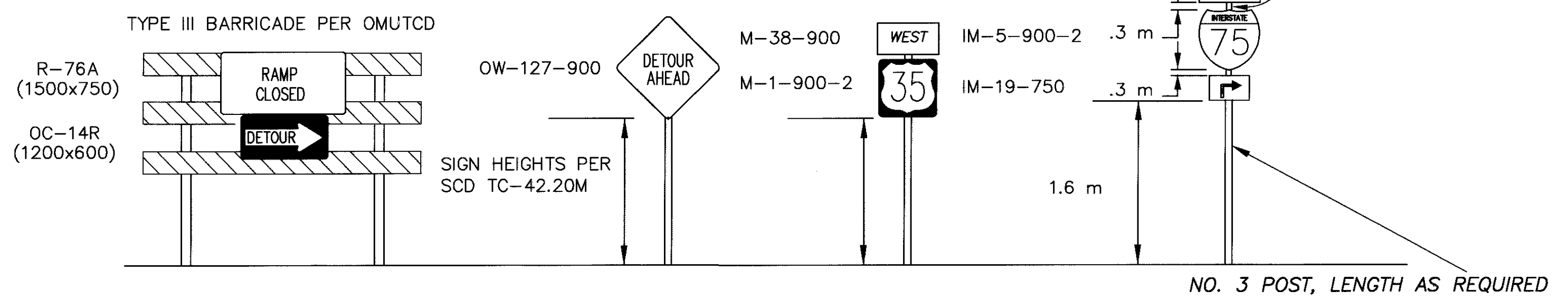
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

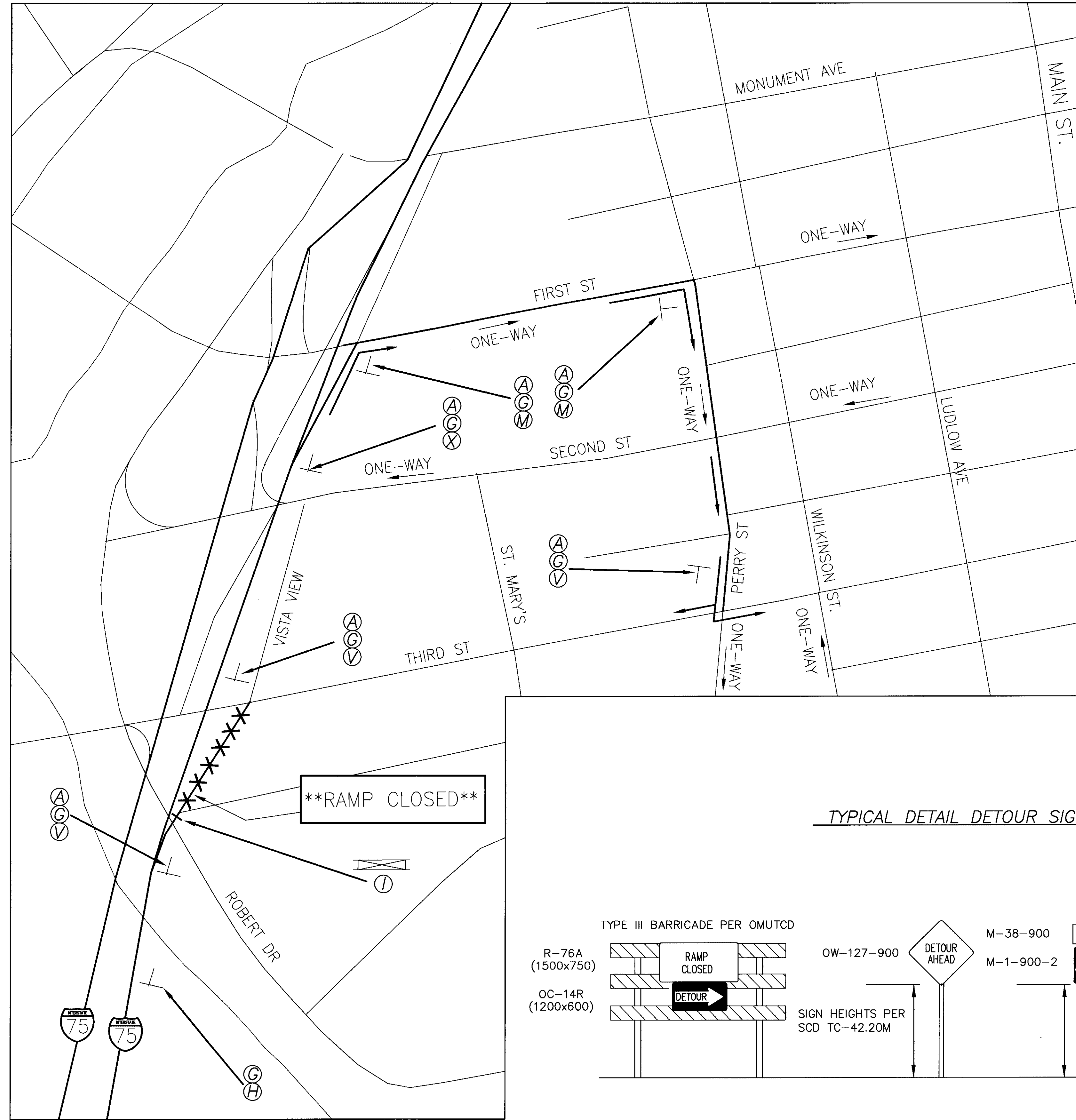
NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

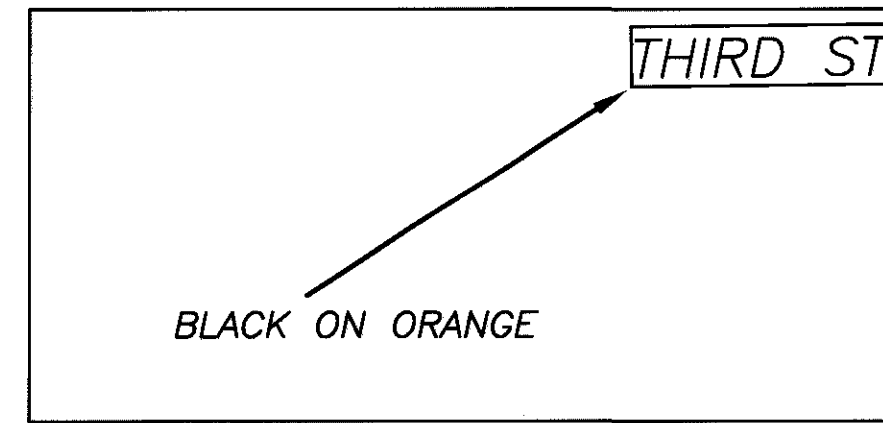
TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

TYPICAL DETAIL DETOUR SIGNS

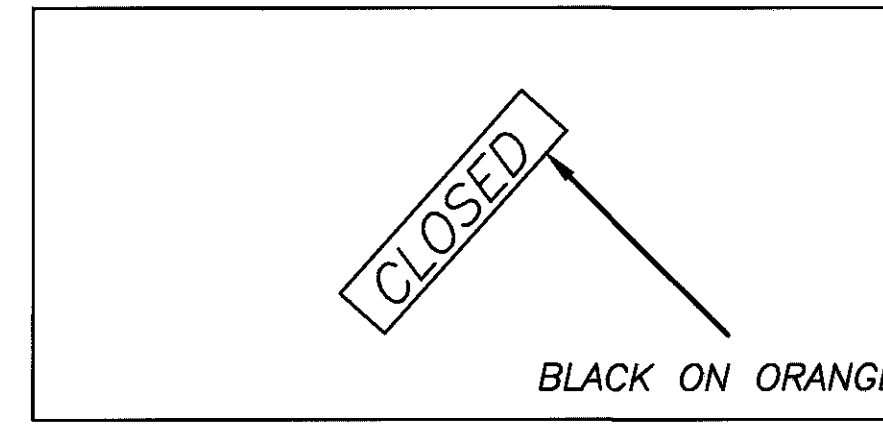




ALL EXIT GUIDE SIGNS FOR THE FIRST ST. EXIT SHALL HAVE THE "THIRD ST." SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



ALL EXIT GUIDE SIGNS FOR THE THIRD ST. EXIT SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE

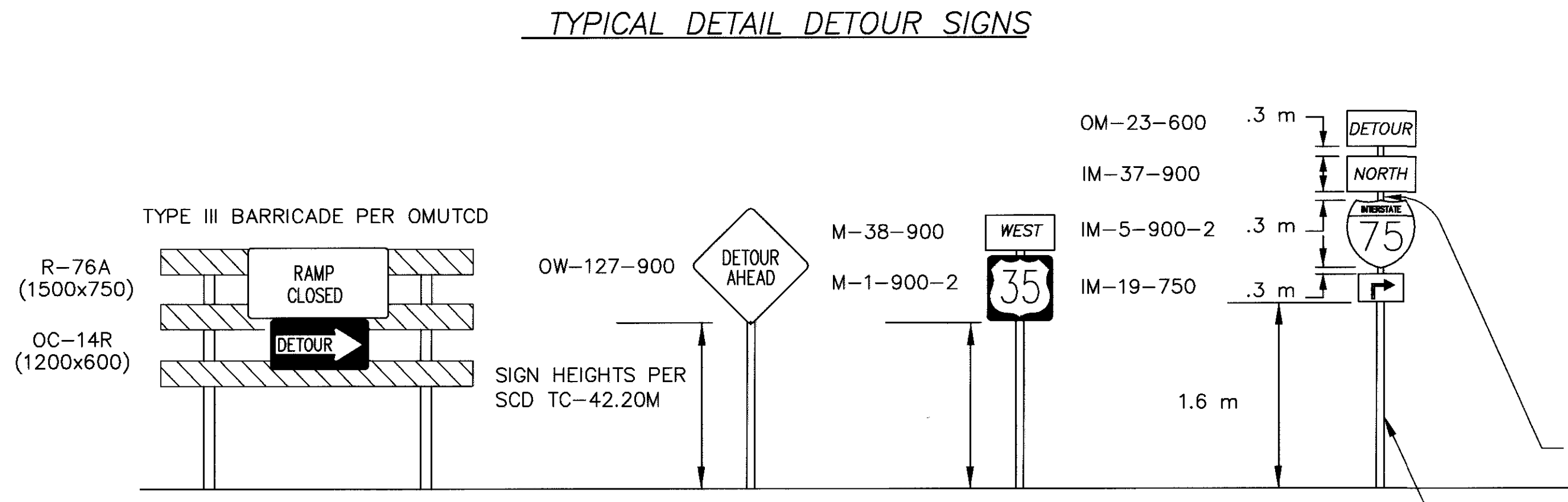


SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
A	OM-23-600	DETOUR
B	M,IM-37-900	NORTH
C	M,IM-38-900	SOUTH
D	M,IM-39-900	EAST
E	M,IM-40-900	WEST
F	IM-5-900-2	75
G	D-14-VARIES	THIRD ST.
H	OW-127-1200	DETOUR AHEAD
I	R-76A-1500MD.	RAMP CLOSED
J	OC-14L-1200	←DETOUR
K	OC-14R-1200	DETOUR→
L	IM-19-750	→
M	M-19-750	→
N	IM-21-750	→
P	M-21-750	→
Q	IM-20,22-750	↔ R--L
R	M-20,22-750	↔ R--L
S	IM-24-750	↔ OR
T	M-24-750	↔ OR
U	IM-26-750	↑
V	M-26-750	↑
W	IM-27-750	↗
X	M-27-750	↗
Y	IM-28-750	↘
Z	M-28-750	↘

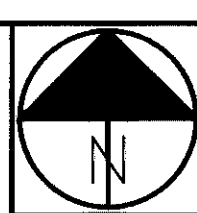
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



NO. 3 POST, LENGTH AS REQUIRED
 TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M



DETOURS

CHKD BY: MOW DATE: 03/15/99
CHKD BY: MOW DATE: 03/15/99

MAINTAINING TRAFFIC - SOUTH GROUP /PHASE 2
Closure of On-Ramp to nb I-75 from Third St.

MOT-75-16.794

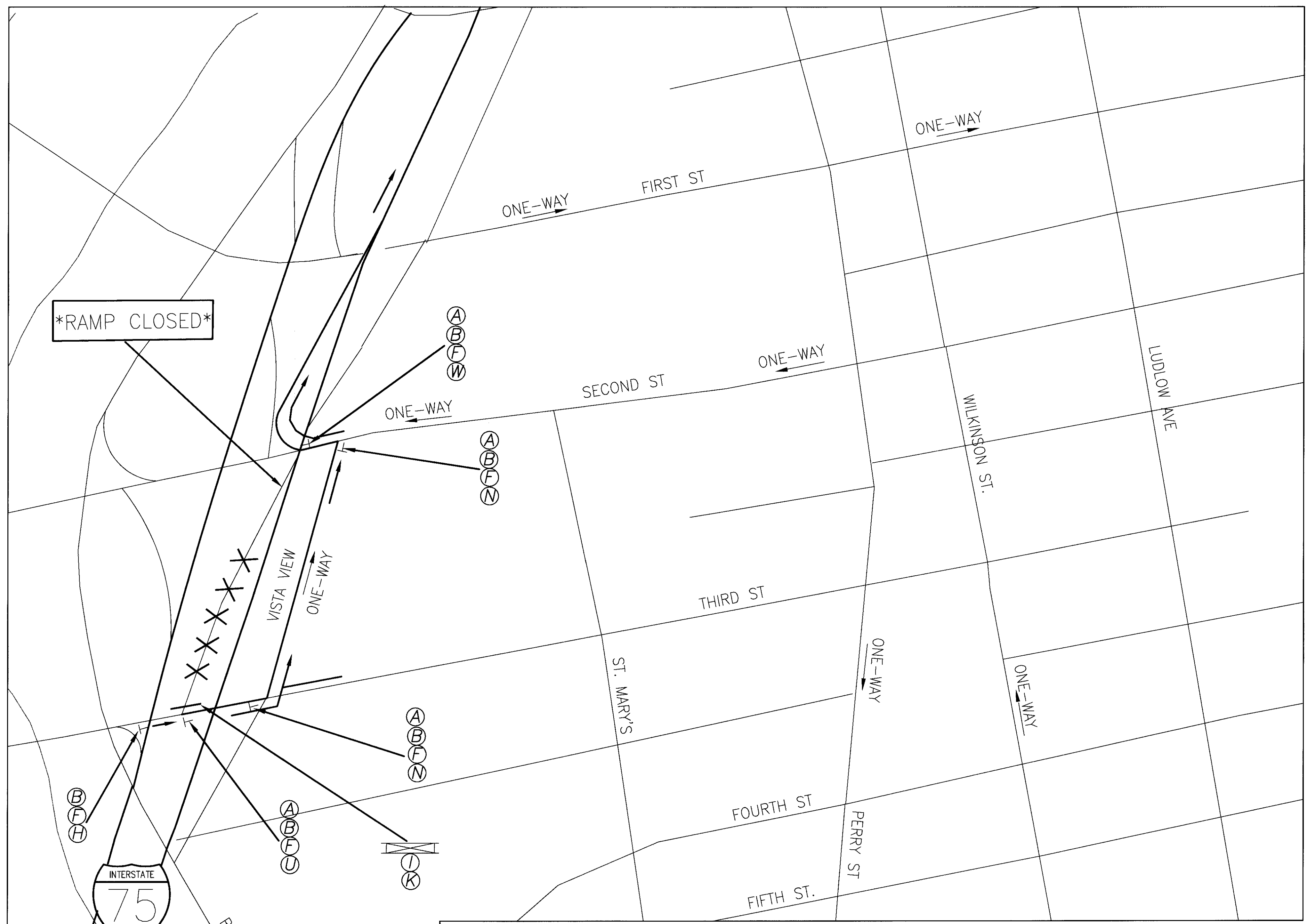
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↙ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↙
(Z)	M-28-750	↖

X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

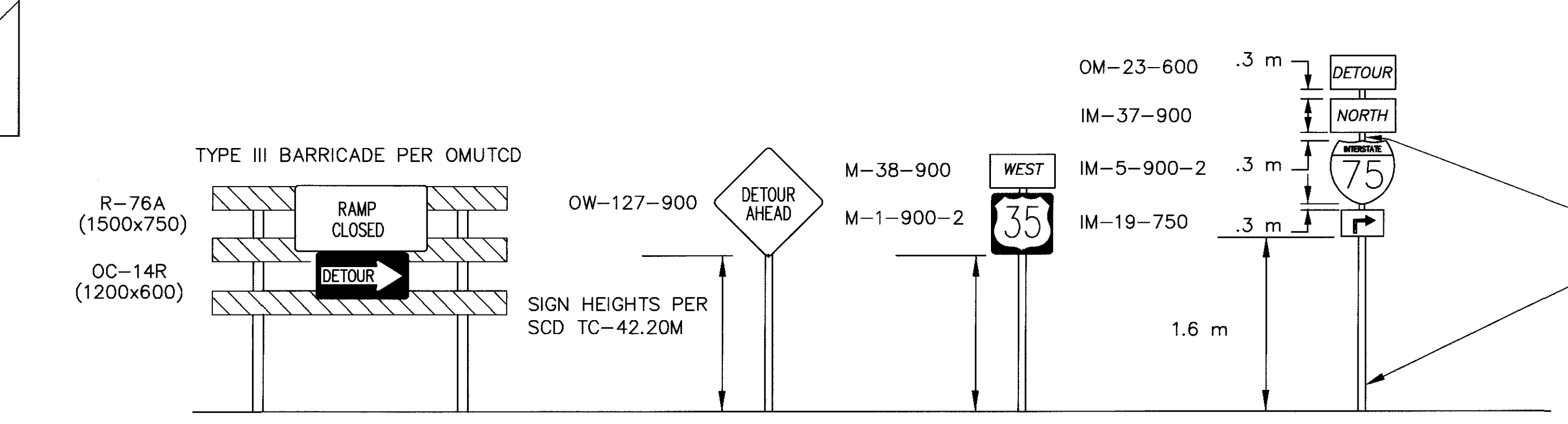
NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.

⊘ = TYPE III BARRICADE

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



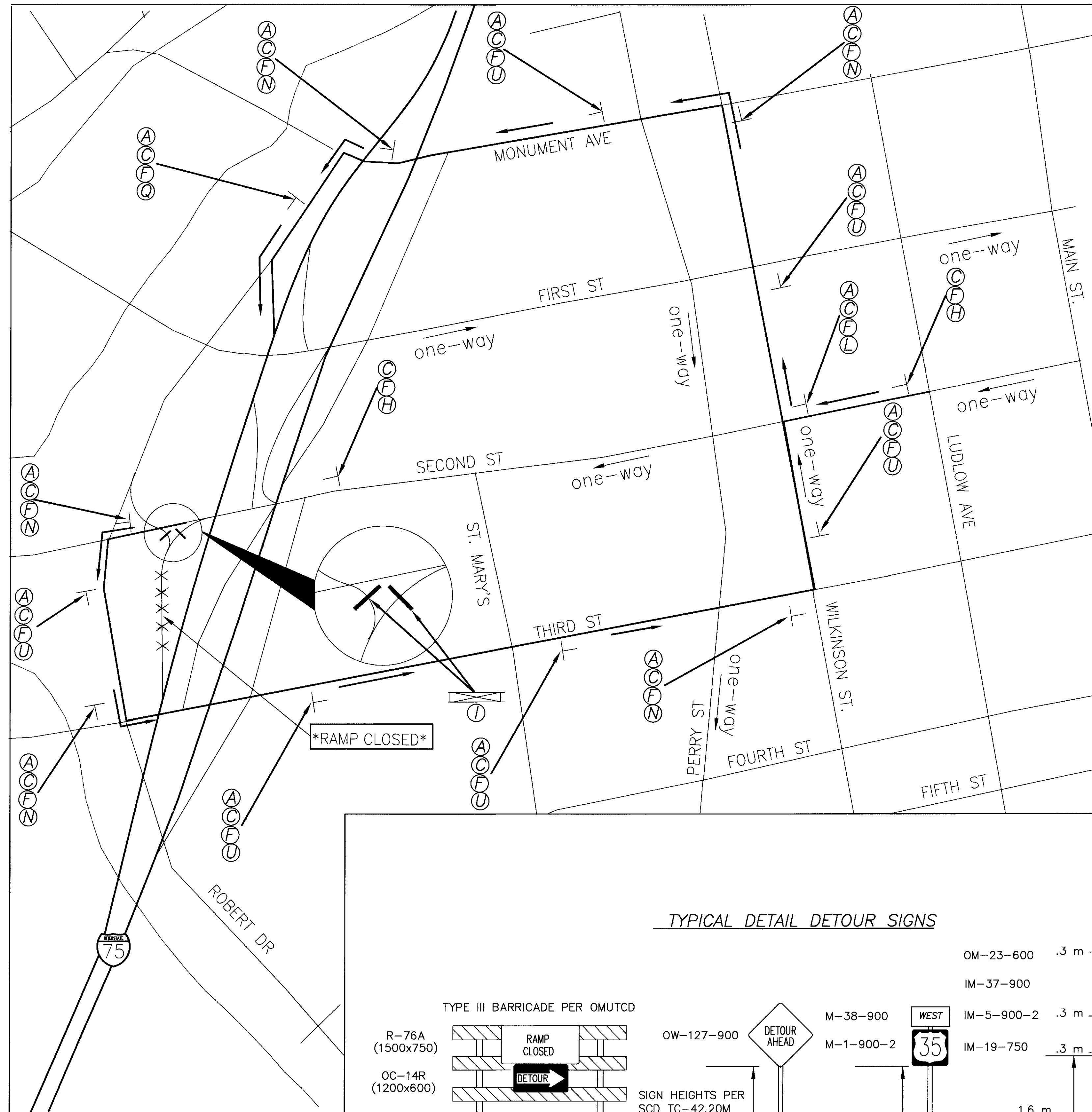
TYPICAL DETAIL DETOUR SIGNS



NO. 3 POST, LENGTH AS REQUIRED

TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 2.5:1 (GRAPHIC)
 CAD DETOURS.DWG
 MARCH-08-1999

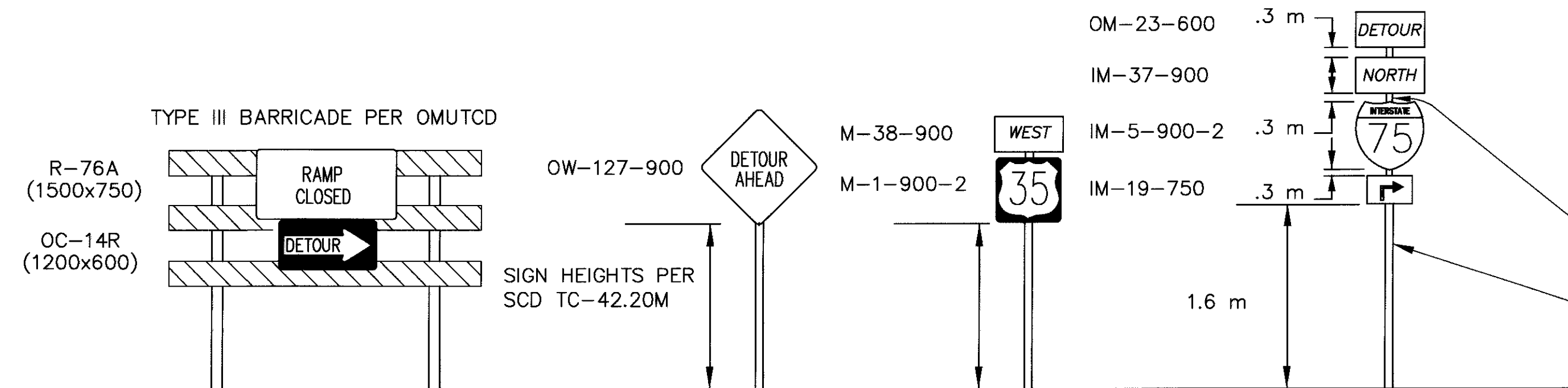


SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-2	35
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↘
(M)	M-19-750	↘
(N)	IM-21-750	↘
(P)	M-21-750	↘
(Q)	IM-20,22-750	↘ R--L
(R)	M-20,22-750	↘ R--L
(S)	IM-24-750	↔ OR ↔
(T)	M-24-750	↔ OR ↔
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

X X X X X = ROAD CLOSED
 → = DETOUR ROUTE

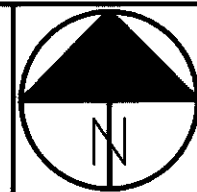
NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] =s TYPE III BARRICADE

TYPICAL DETOUR SIGNS



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

NO. 3 POST, LENGTH AS REQUIRED
 TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

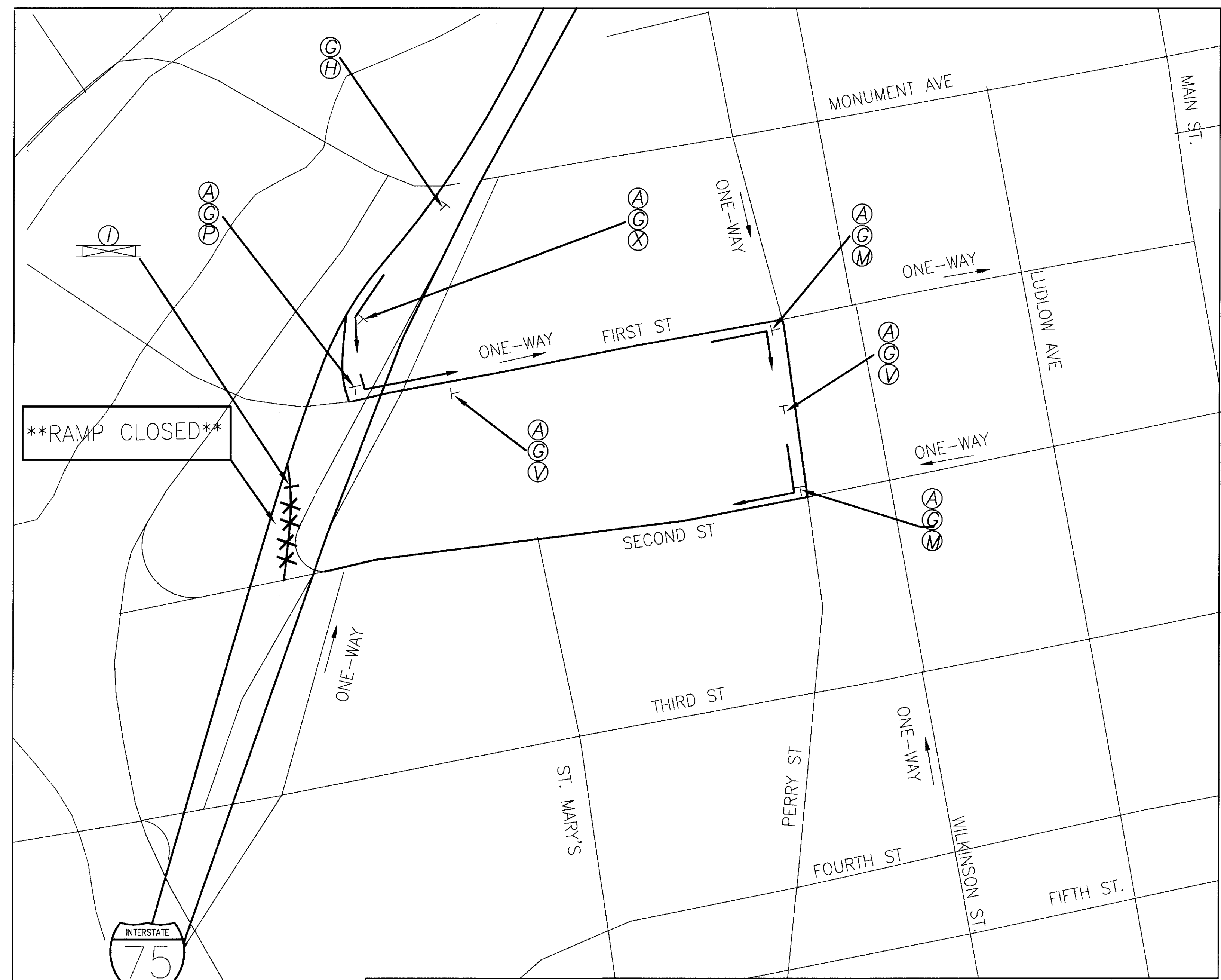


DETOURS

CHKD. BY: MOW DATE: 03/15/99
BY: MOW DATE: 03/15/99

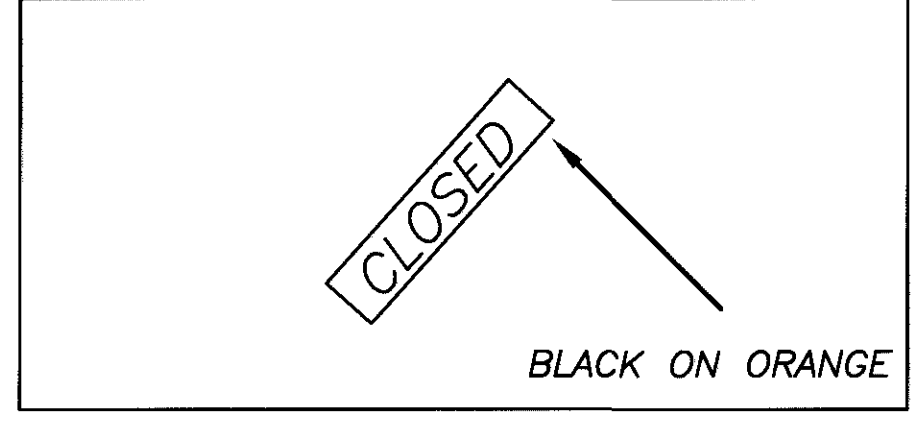
MAINTAINING TRAFFIC - SOUTH GROUP /PHASE 2
Closure of Off-Ramp to Second St. from sb I-75

MOT-75-16.794

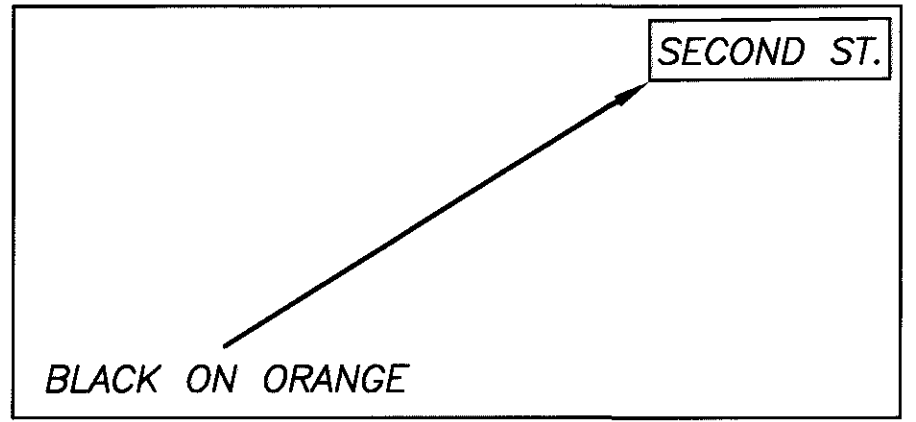


****RAMP CLOSED****

ALL EXIT GUIDE SIGNS FOR THE SECOND ST. EXIT SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



ALL EXIT GUIDE SIGNS FOR THE FIRST ST. EXIT SHALL HAVE THE "SECOND ST." SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



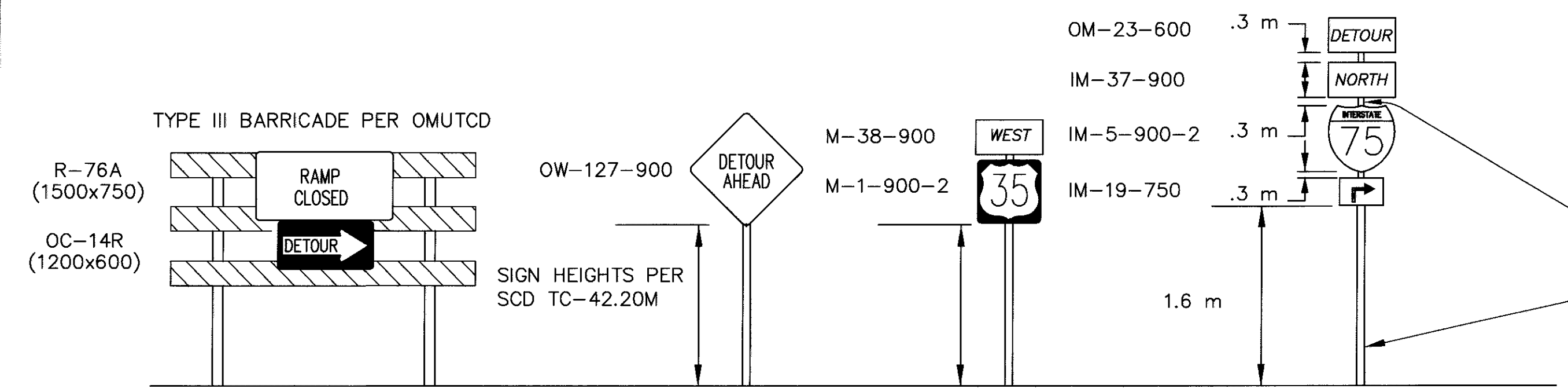
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	SECOND ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	← DETOUR
(K)	OC-14R-1200	DETOUR →
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	{ R--L }
(R)	M-20,22-750	{ R--L }
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

X X X X X = ROAD CLOSED
→ → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
⊘ = TYPE III BARRICADE

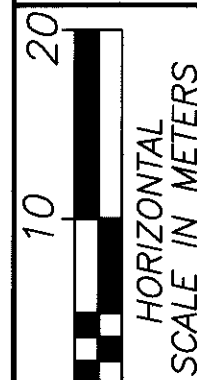
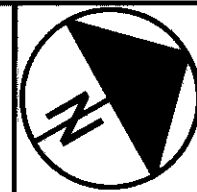
STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

TYPICAL DETAIL DETOUR SIGNS



NO. 3 POST, LENGTH AS REQUIRED
TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
CAD1 - DETOURS/WDG/MS
MARCH-08-1999



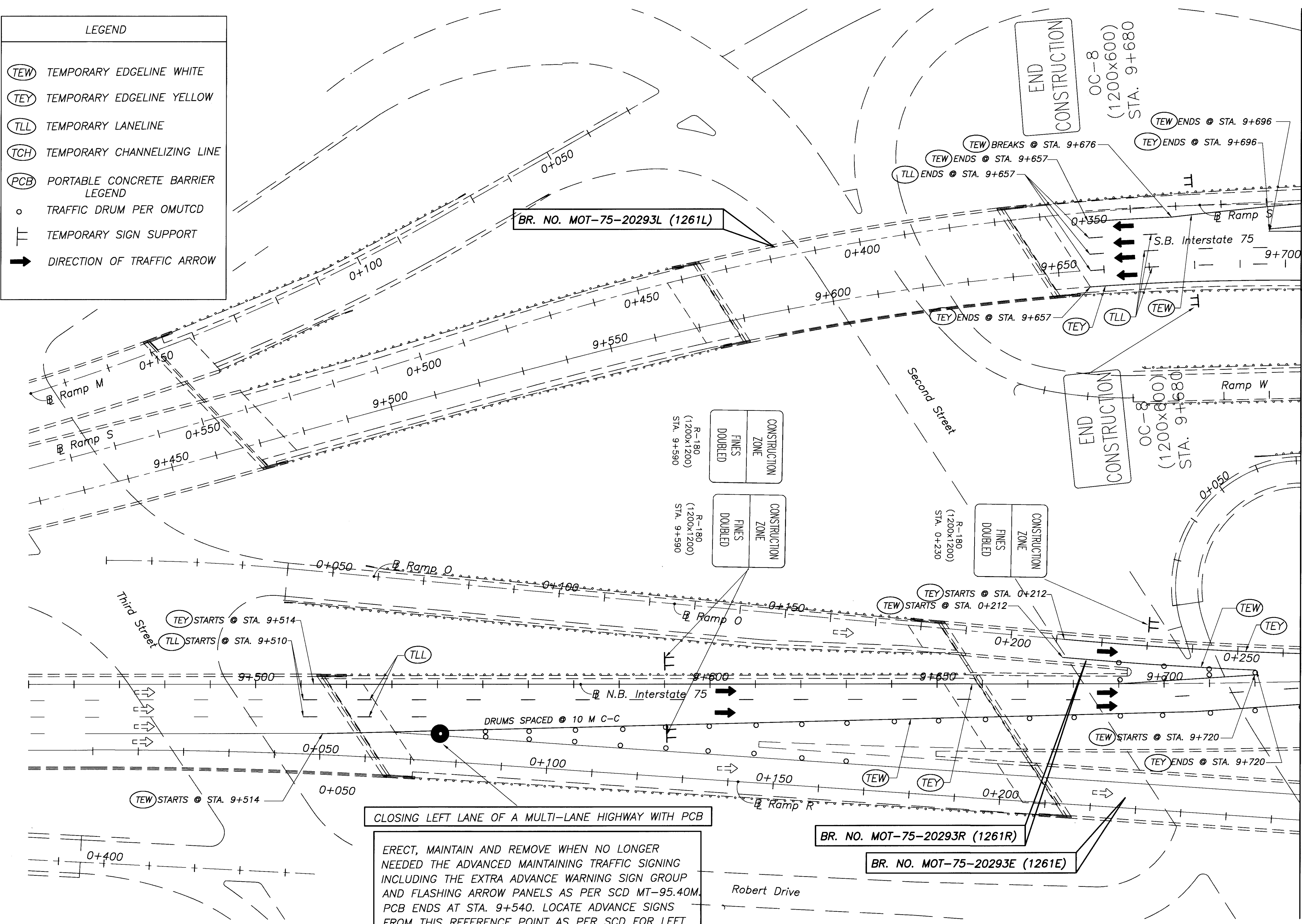
DATE: 8/16/98
CHKD BY: MOW
DATE: 8/16/98

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
I-75 NB Sta. 9+450 to I-75 NB Sta. 9+730

MOT-75-16.794

LEGEND

- (TEW) TEMPORARY EDGELINE WHITE
- (TEY) TEMPORARY EDGELINE YELLOW
- (TLL) TEMPORARY LANELINE
- (TCH) TEMPORARY CHANNELIZING LINE
- (PCB) PORTABLE CONCRETE BARRIER LEGEND
- o TRAFFIC DRUM PER OMUTCD
- T TEMPORARY SIGN SUPPORT
- ➔ DIRECTION OF TRAFFIC ARROW



CLOSING LEFT LANE OF A MULTI-LANE HIGHWAY WITH PCB

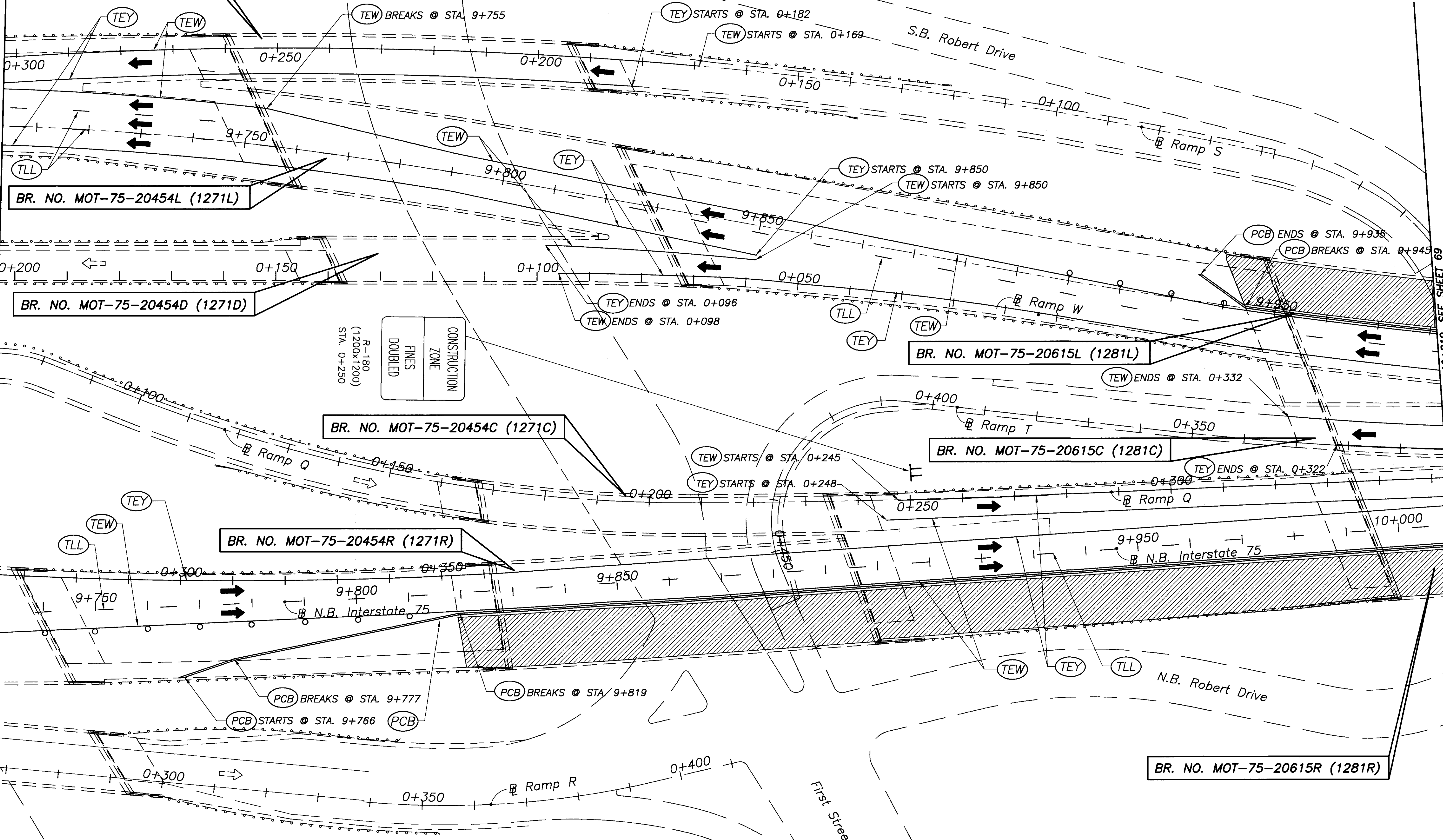
ERECT, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP AND FLASHING ARROW PANELS AS PER SCD MT-95.40M. PCB ENDS AT STA. 9+540. LOCATE ADVANCE SIGNS FROM THIS REFERENCE POINT AS PER SCD FOR LEFT LANE CLOSURE.

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
CAD = NPT-CADWORKS
JULY-22-1998

MATCH LINE NB I-75 STA. 9+730. SEE SHEET 68

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 JULY 22-1999
 CADD - NGPT-02.DWG/3076
 PLOT SCALE = 2.5" = (metric)
 CAB

BR. NO. MOT-75-20454W (1271W)



BR. NO. MOT-75-20454L (1271L)

BR. NO. MOT-75-20454D (1271D)

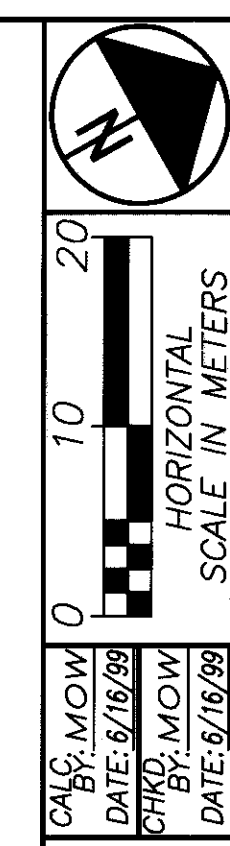
BR. NO. MOT-75-20454C (1271C)

BR. NO. MOT-75-20454R (1271R)

BR. NO. MOT-75-20615L (1281L)

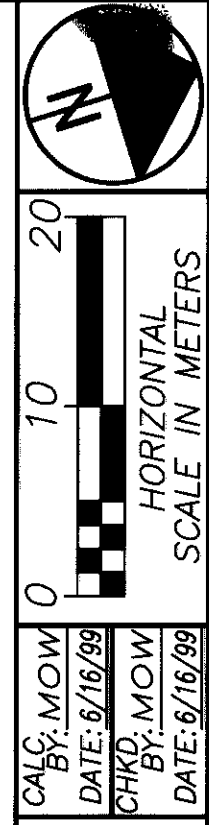
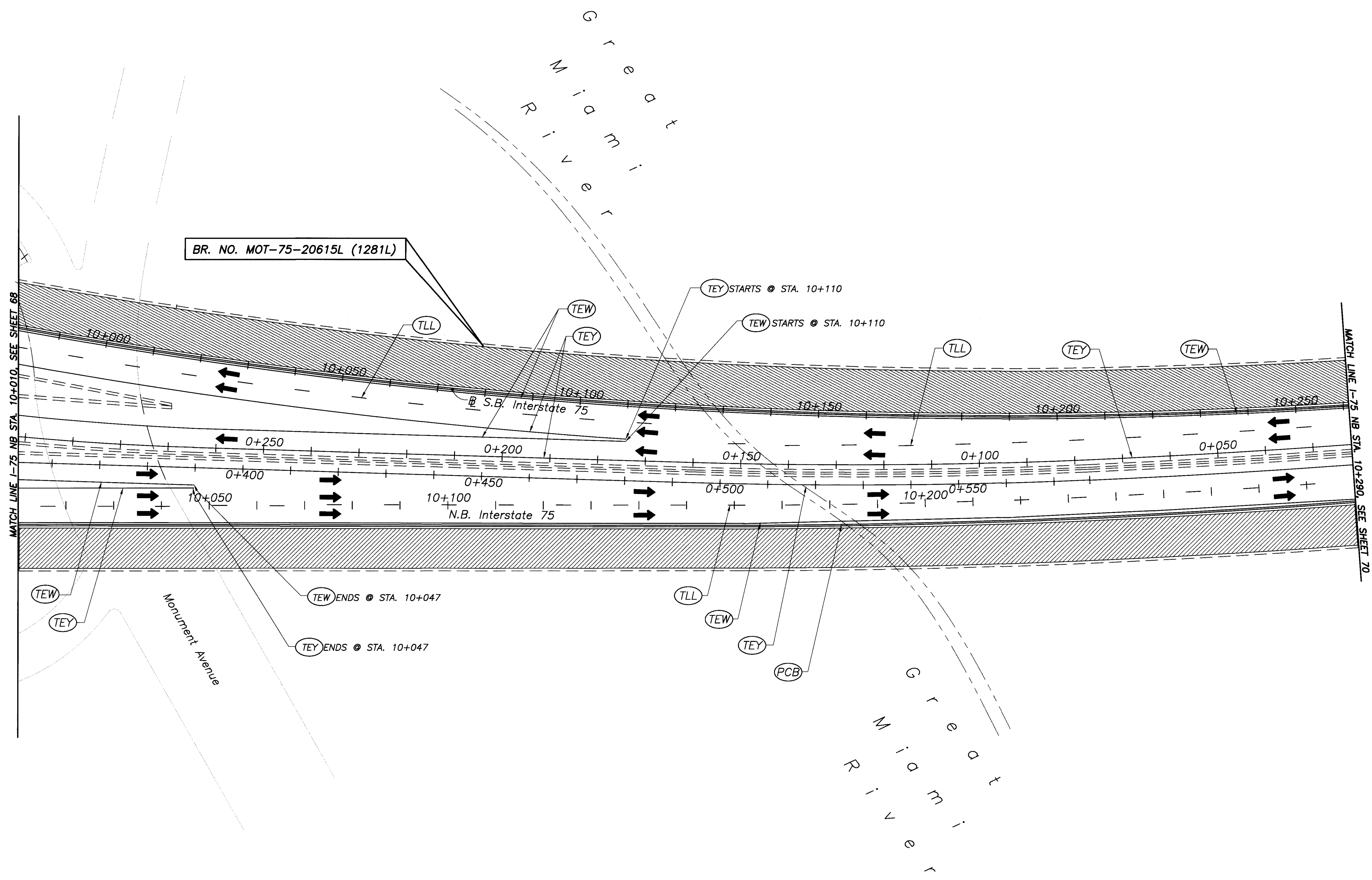
BR. NO. MOT-75-20615C (1281C)

BR. NO. MOT-75-20615R (1281R)



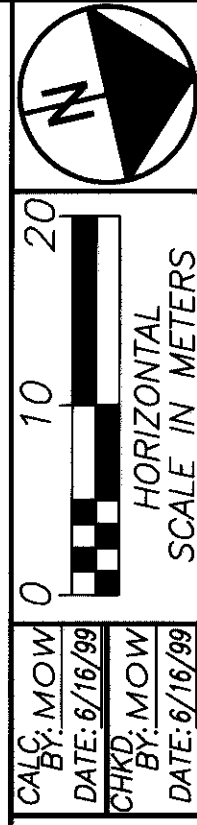
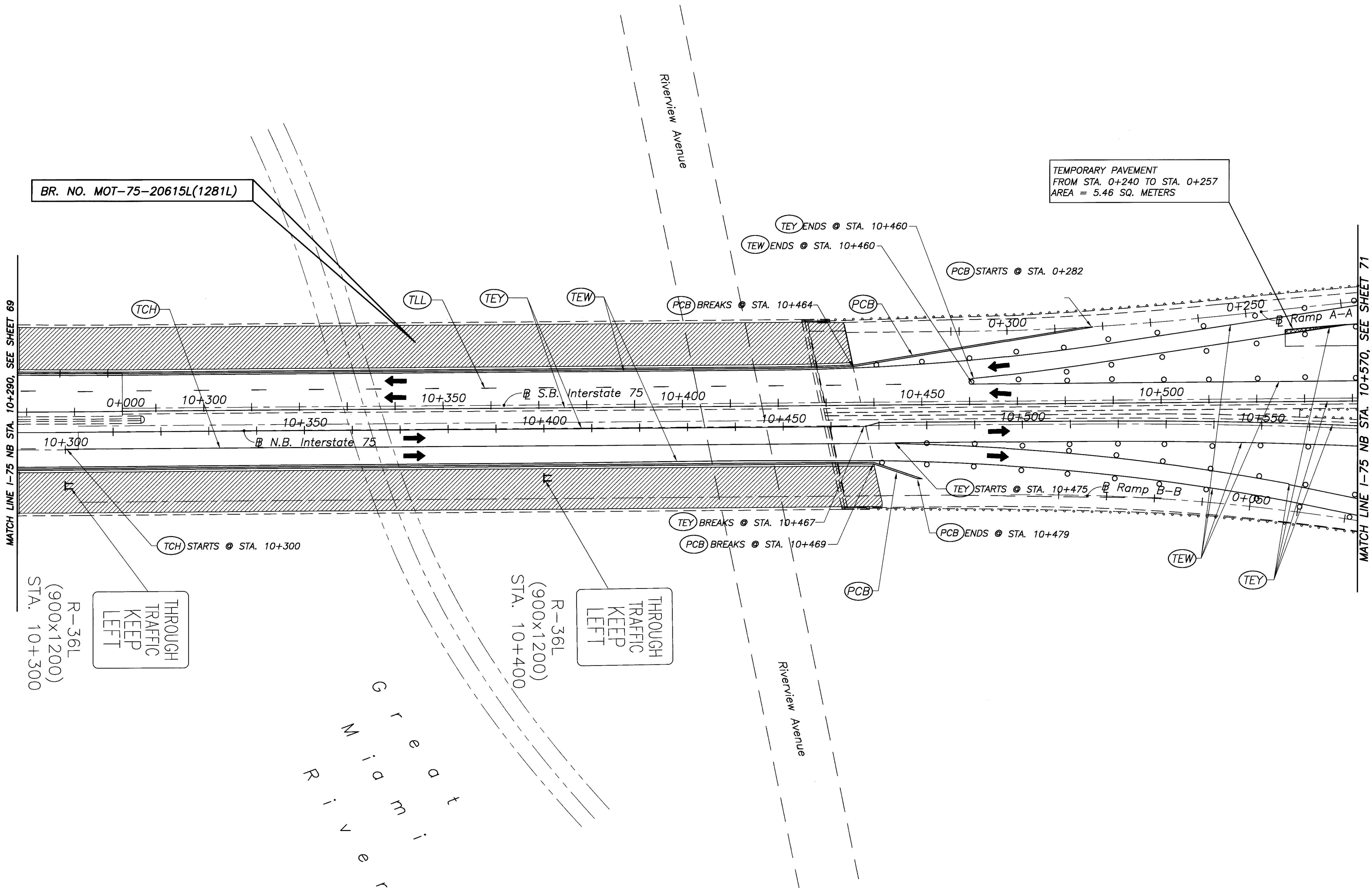
MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
 I-75 NB Sta. 9+730 to I-75 NB Sta. 10+010

MOT-75-16.794

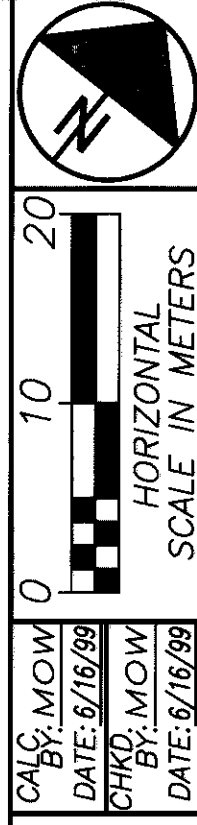
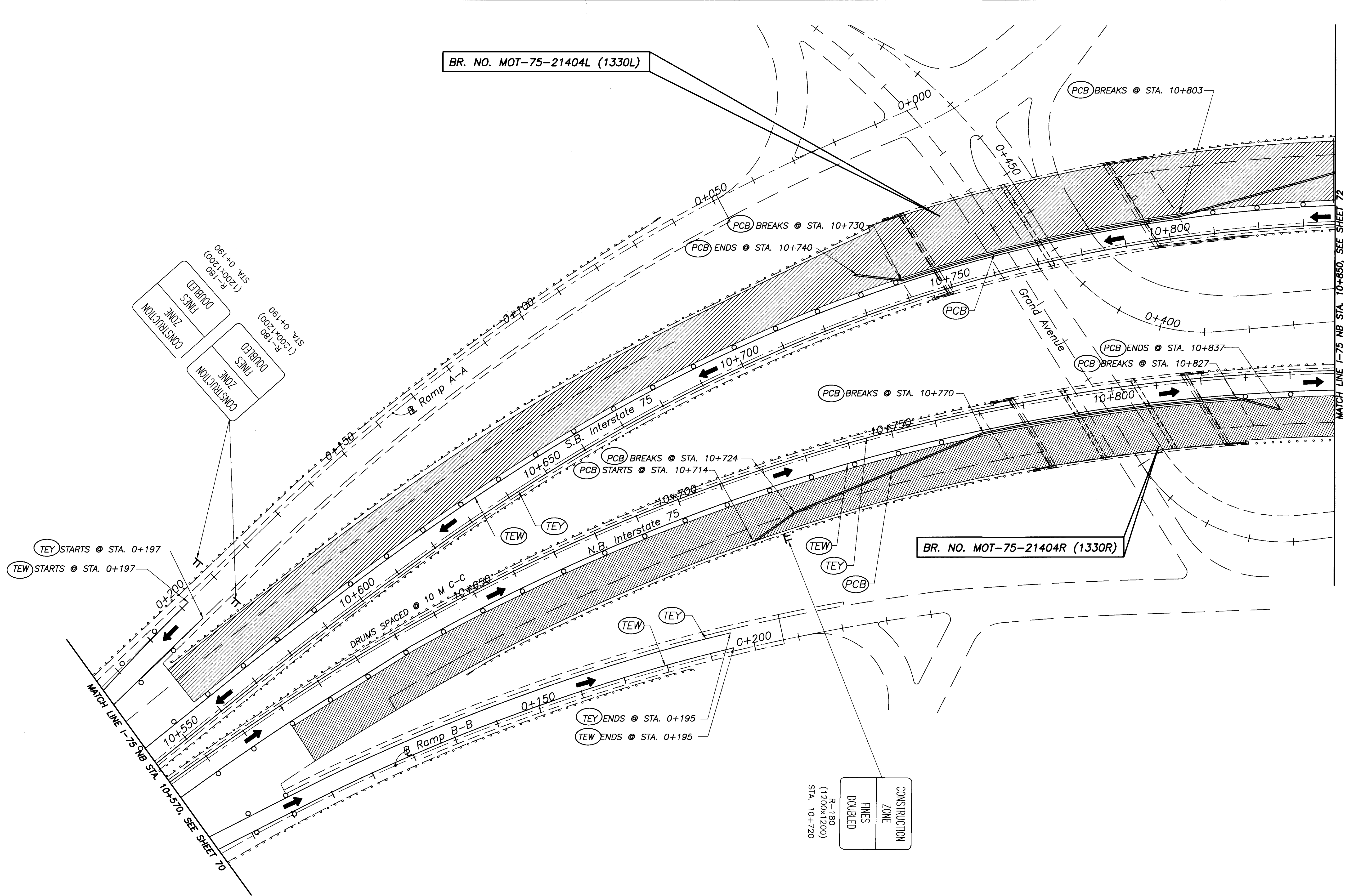


MOT-75-16.794
 MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
 I-75 NB Sta. 10+010 to I-75 NB Sta. 10+290

MOT-75-16.794



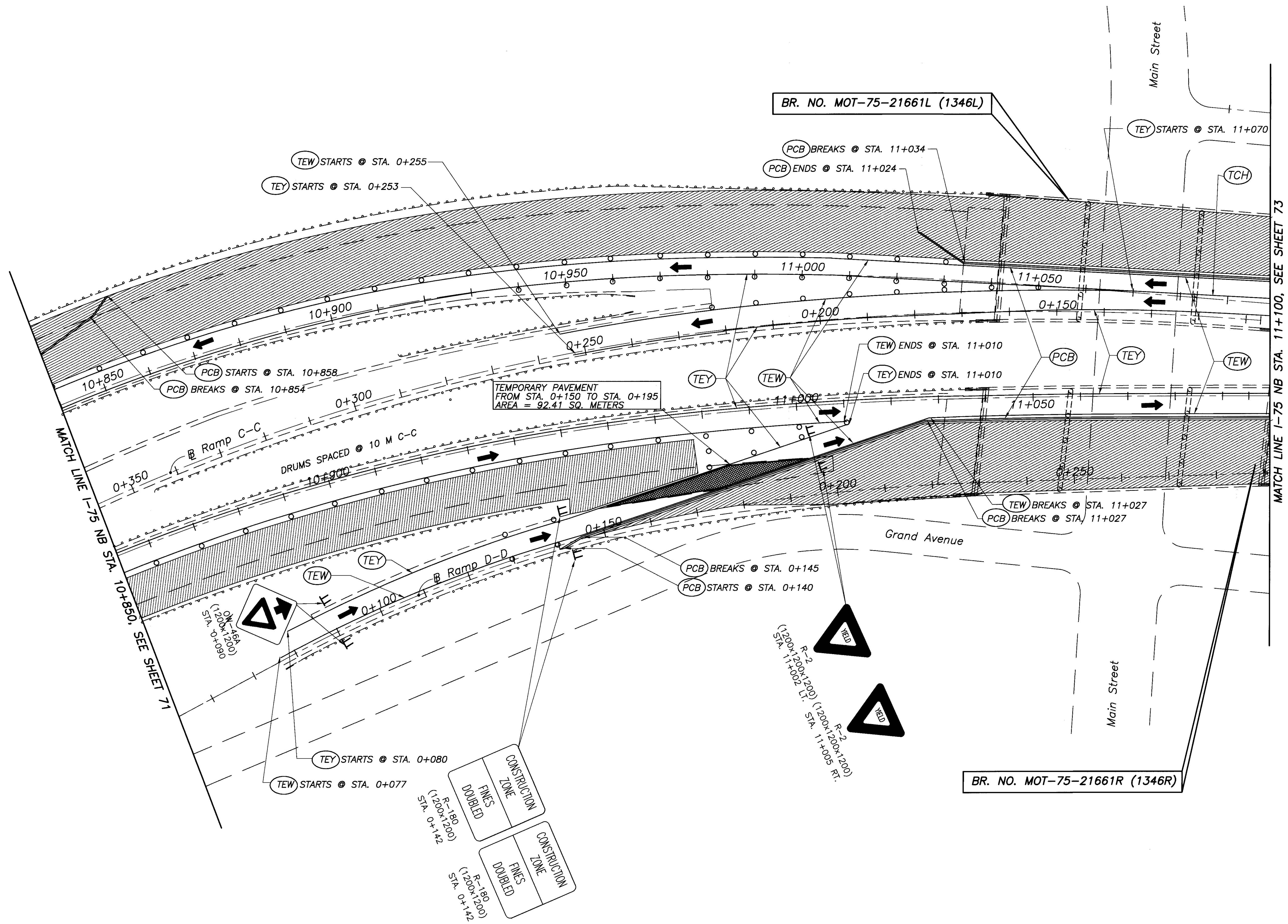
MOT-75-16.794
 NORTH GROUP/PHASE 1
 I-75 NB Sta. 10+290 to I-75 NB Sta. 10+570



CALC. BY: MOM
DATE: 6/16/98
CHKD. BY: MOM
DATE: 6/16/98

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
I-75 NB Sta. 10+570 to I-75 NB Sta. 10+850

MOT-75-16.794

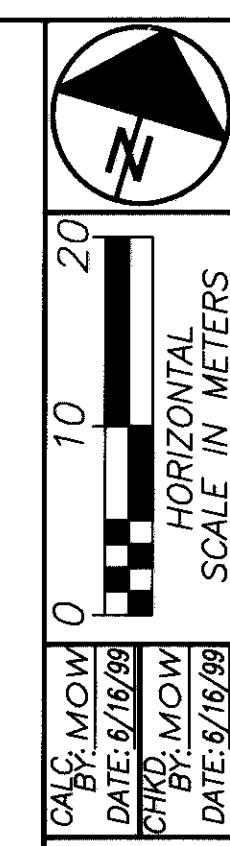
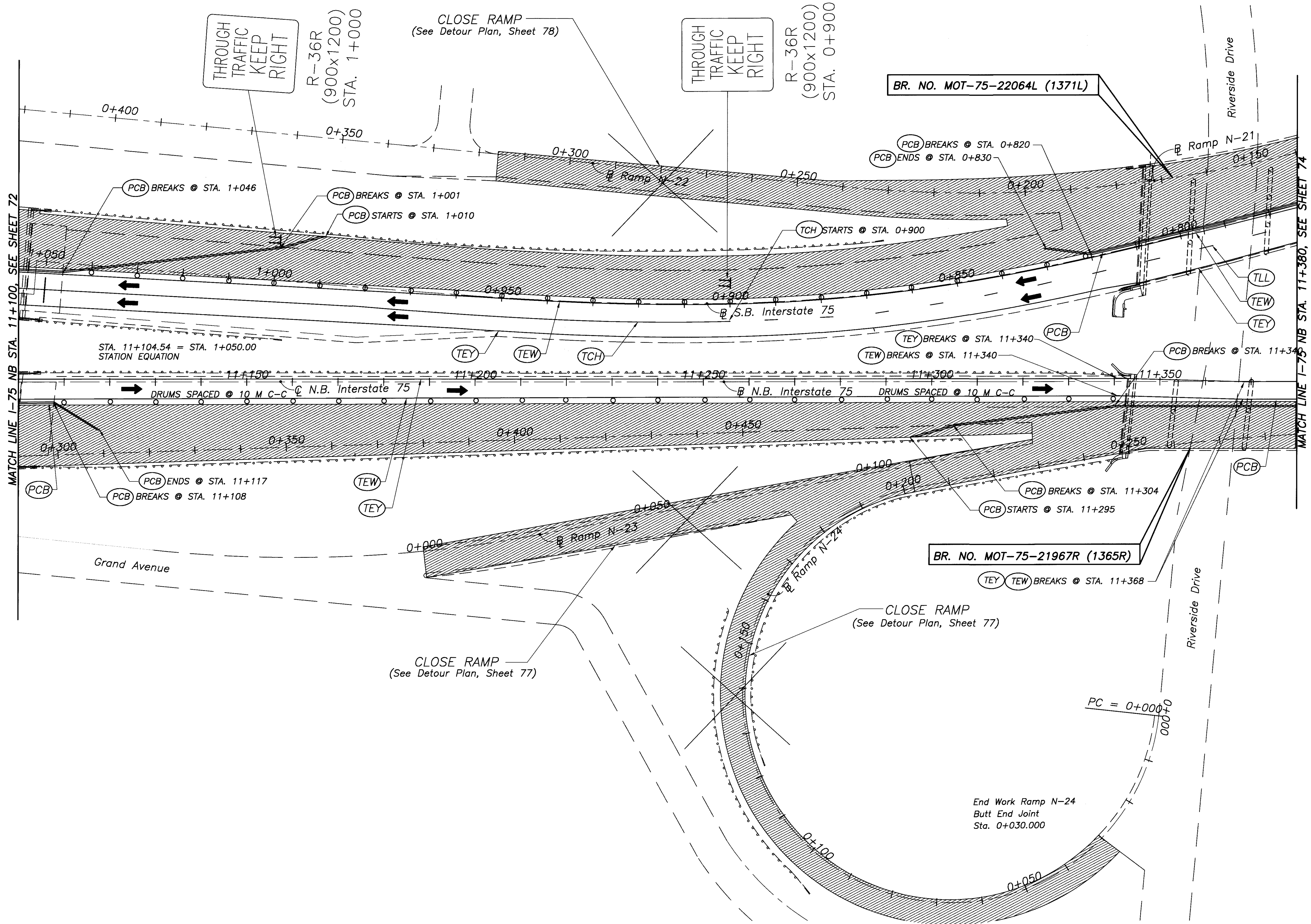


DATE: 6/16/99
 BY: MOM
 DATE: 6/16/99
 BY: MOM
 DATE: 6/16/99
 BY: MOM

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
 I-75 NB Sta. 10+850 to I-75 NB Sta. 11+100

MOT-75-16.794

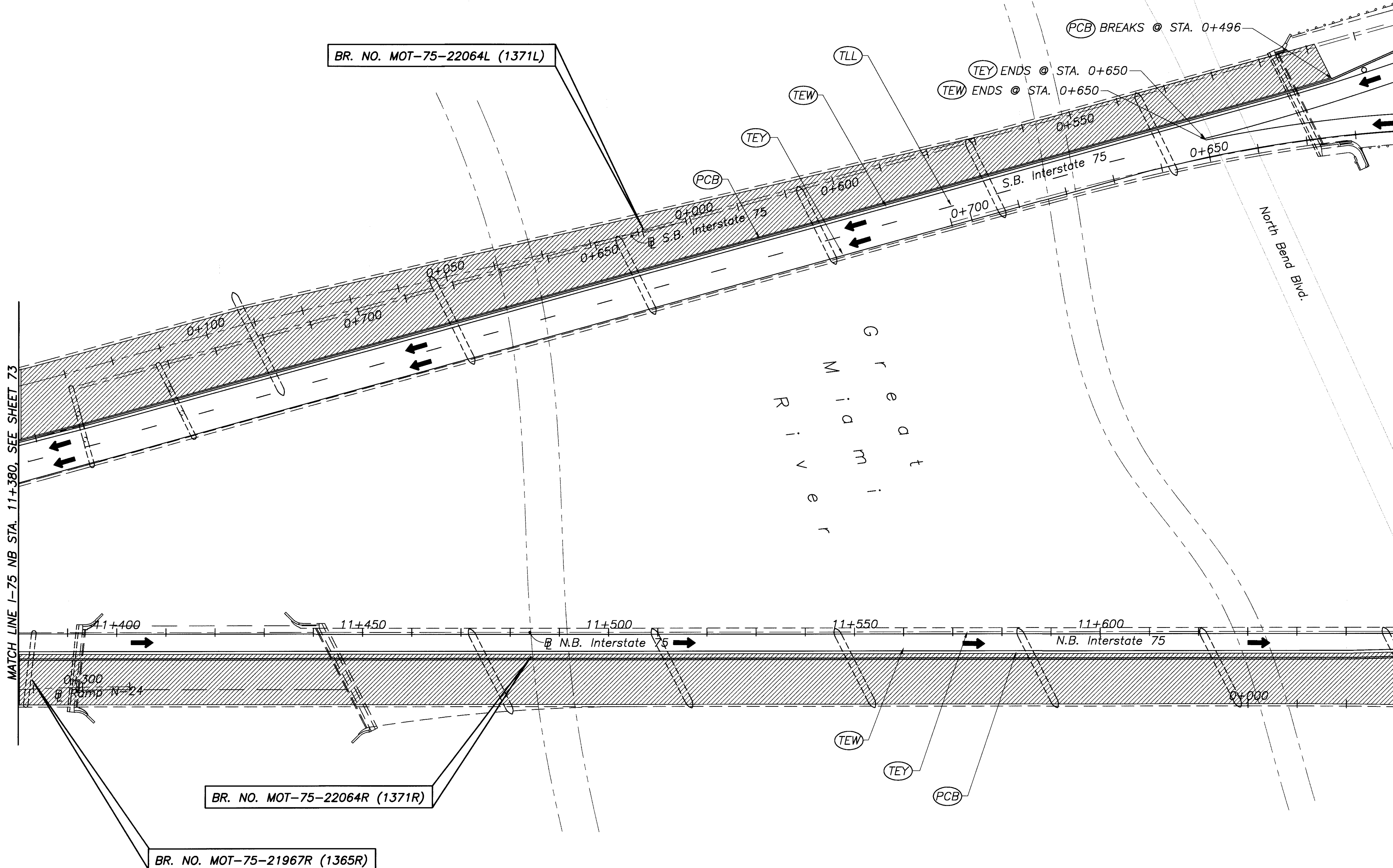
PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2.5mm(metric)
 CAD = NGP-02/16/99 JULY-22-1999



MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
 I-75 NB Sta. 11+100 to Sta. I-75 NB 11+380

MOT-75-16.794

PLOTTED VIEW = PLAN
XREF # = NONE
SHEET # = NONE
PLOT SCALE = 2.5" = 100' (metric)
CADD = NGS-08/16/99
JULY-22-1999



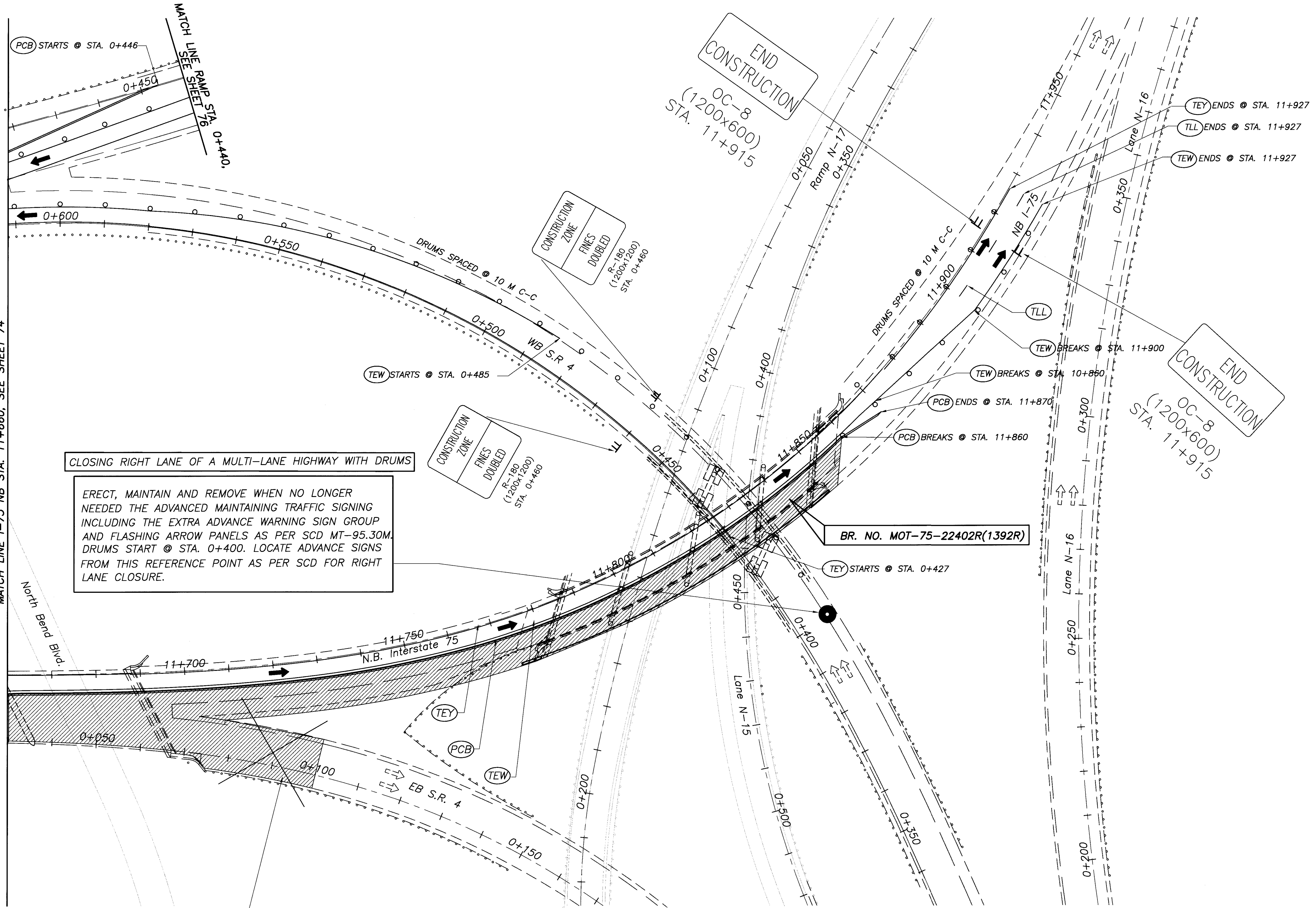
0 10 20
HORIZONTAL
SCALE IN METERS

CHECKED BY: MOM DATE: 6/16/99
DATE: 6/16/99
BY: MOM DATE: 6/16/99

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
I-75 NB Sta. 11+380 to I-75 NB Sta. 11+660

MOT-75-16.794

MATCH LINE I-75 NB STA. 11+660, SEE SHEET 74



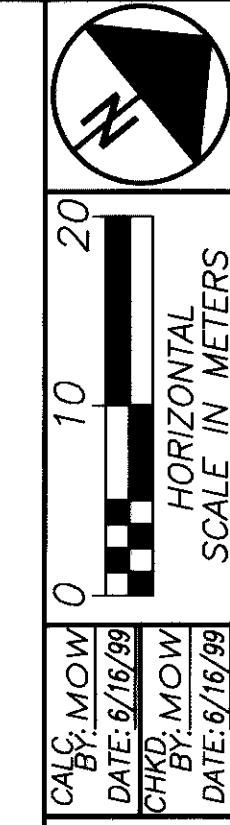
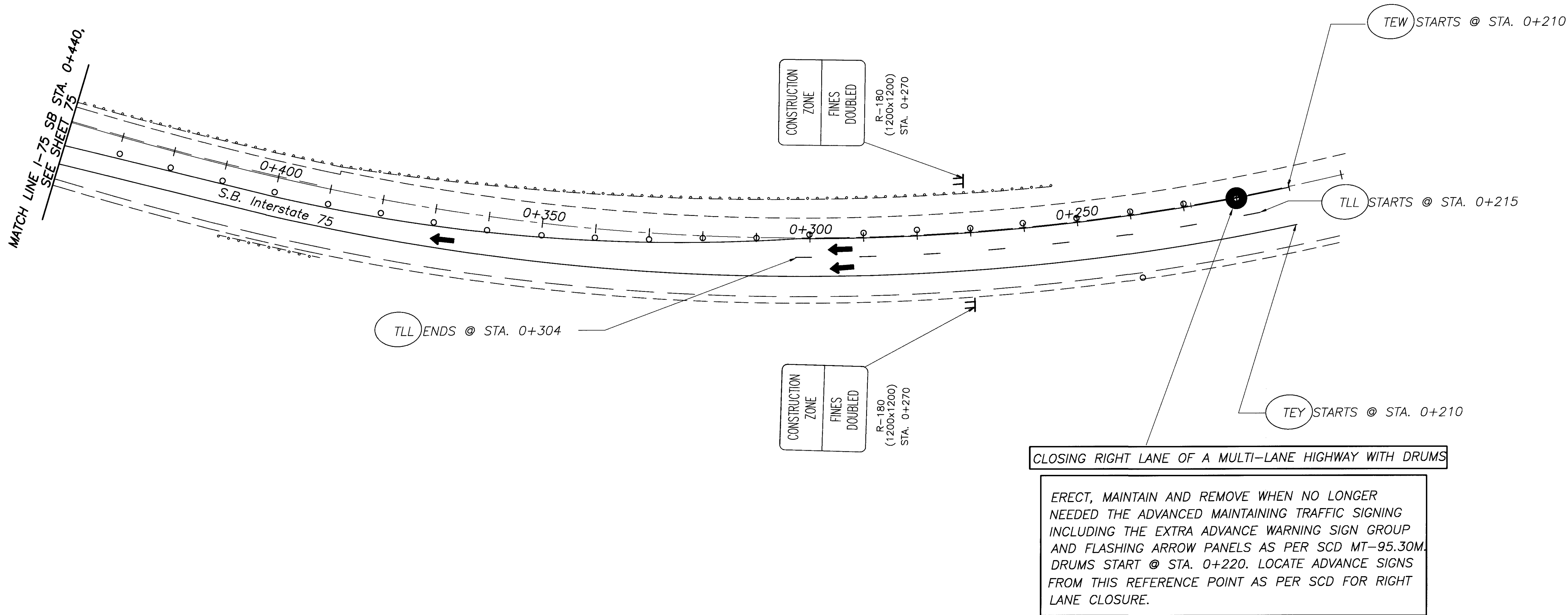
CLOSING RIGHT LANE OF A MULTI-LANE HIGHWAY WITH DRUMS

ERECT, MAINTAIN AND REMOVE WHEN NO LONGER
 NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING
 INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP
 AND FLASHING ARROW PANELS AS PER SCD MT-95.30M.
 DRUMS START @ STA. 0+400. LOCATE ADVANCE SIGNS
 FROM THIS REFERENCE POINT AS PER SCD FOR RIGHT
 LANE CLOSURE.

CLOSE RAMP
 (See Detour Plan, Sheet 79)

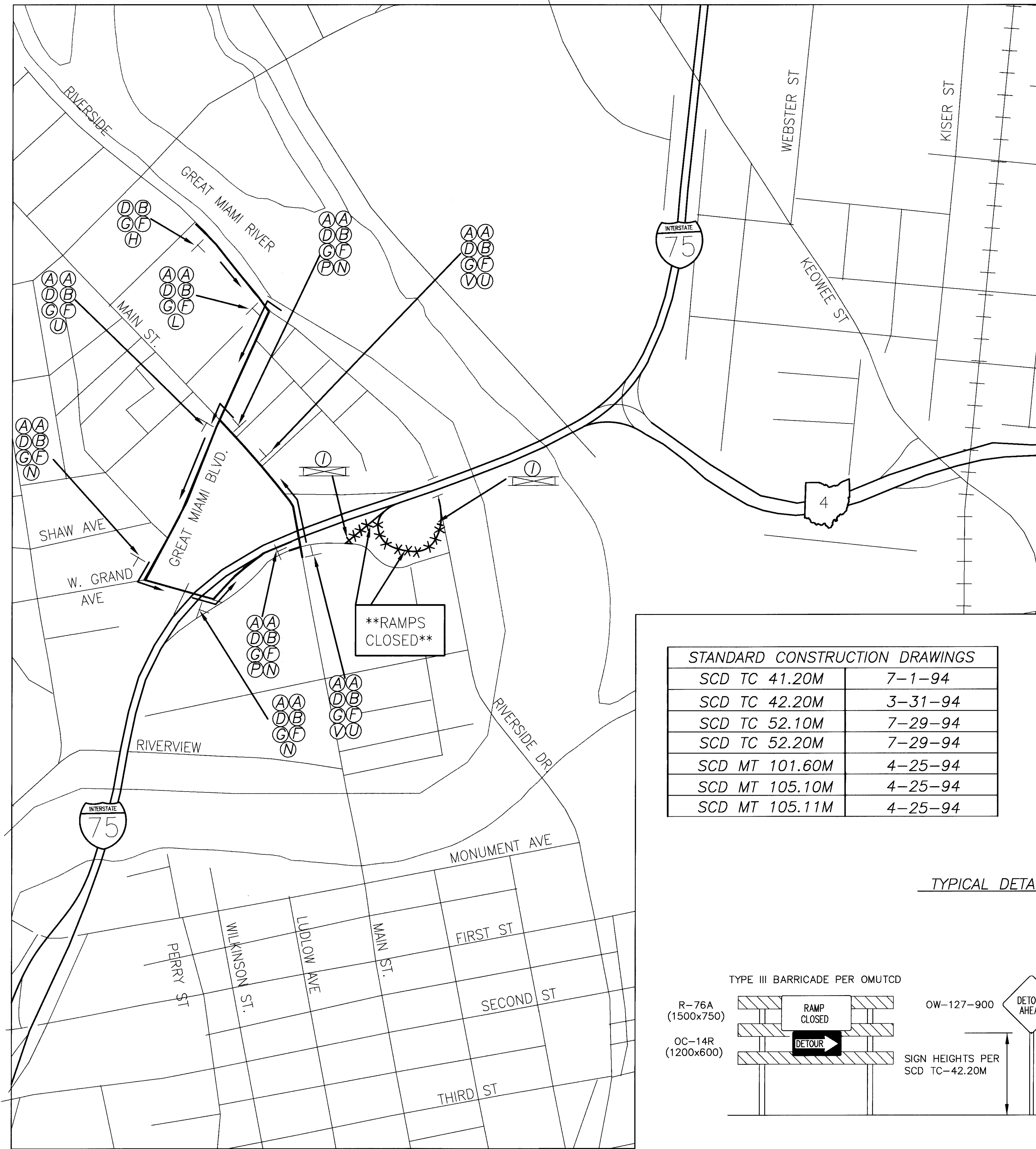


MOT-75-16.794
 NORTH GROUP/PHASE 1
 I-75 NB Sta. 11+660 to I-75 NB Sta. 11+970



MOT-75-16.794
 MAINTAINING TRAFFIC - NORTH GROUP/PHASE 1
 I-75 SB Sta. 0+200 to Sta. 0+440

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 CAD1 DETOUR.DWG.DWG
 JULY-22-1999



STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

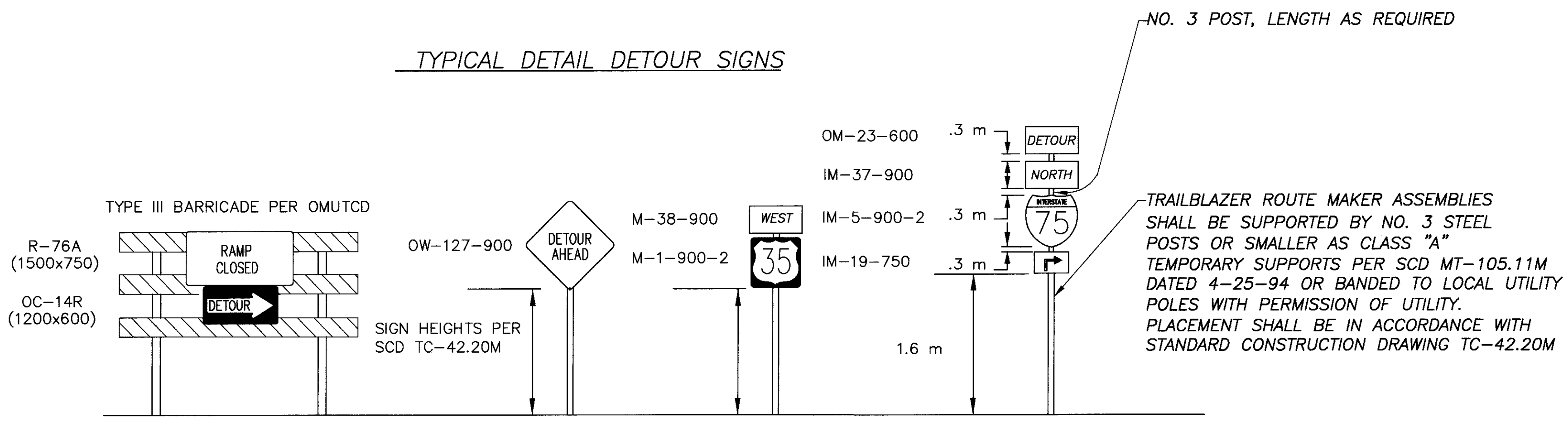
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-1	4
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD	RAMP CLOSED
(J)	OC-14L-1200	← DETOUR
(K)	OC-14R-1200	DETOUR →
(L)	IM-19-750	↘
(M)	M-19-750	↘
(N)	IM-21-750	↘
(P)	M-21-750	↘
(Q)	IM-20,22-750	↙ R--L ↘
(R)	M-20,22-750	↙ R--L ↘
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

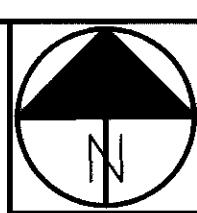
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

SR 4 EAST AND I-75 NORTH DETOURS OVERLAP

TYPICAL DETAIL DETOUR SIGNS





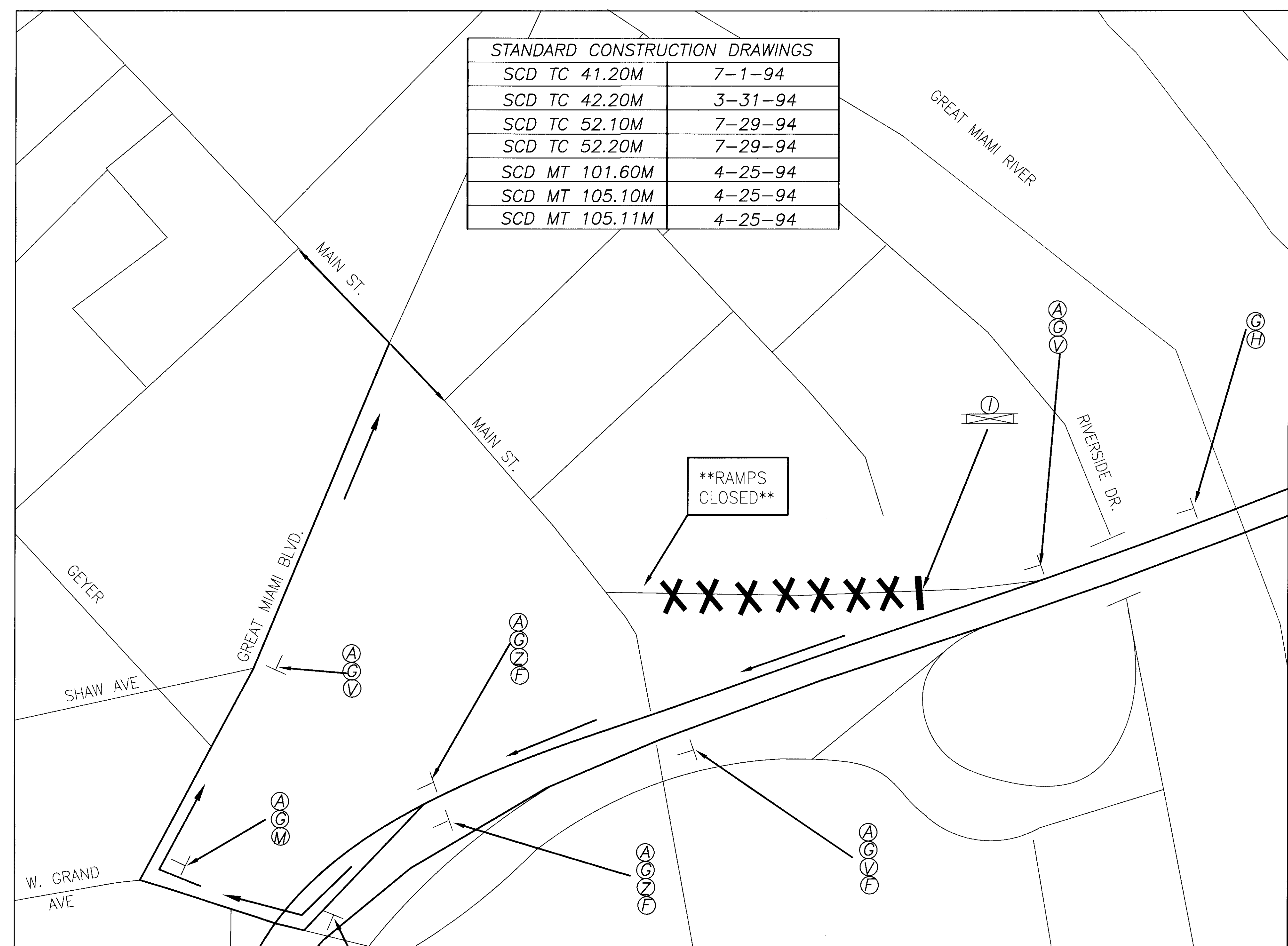
DETOURS

CALC. BY: MOM DATE: 03/15/98
CHKD. BY: MOM DATE: 03/15/98

MAINTAINING TRAFFIC - NORTH GROUP /PHASE 1
Closure of Off-Ramp from sb I-75 to Main St.

MOT-75-16.794

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	OC-39L-900	KEEP LEFT
(G)	D-14-VARIES	MAIN ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀DETOUR
(K)	OC-14R-1200	DETOUR▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↖ R--L
(R)	M-20,22-750	↙ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↘
(Z)	M-28-750	↘

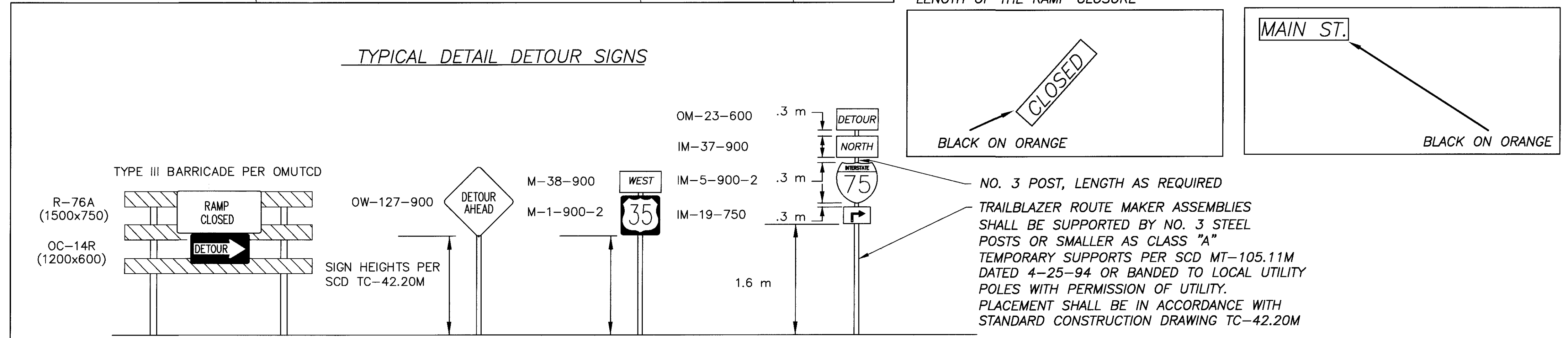
X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] = s TYPE III BARRICADE

ALL EXIT GUIDE SIGNS FOR THE MAIN ST. EXIT SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE

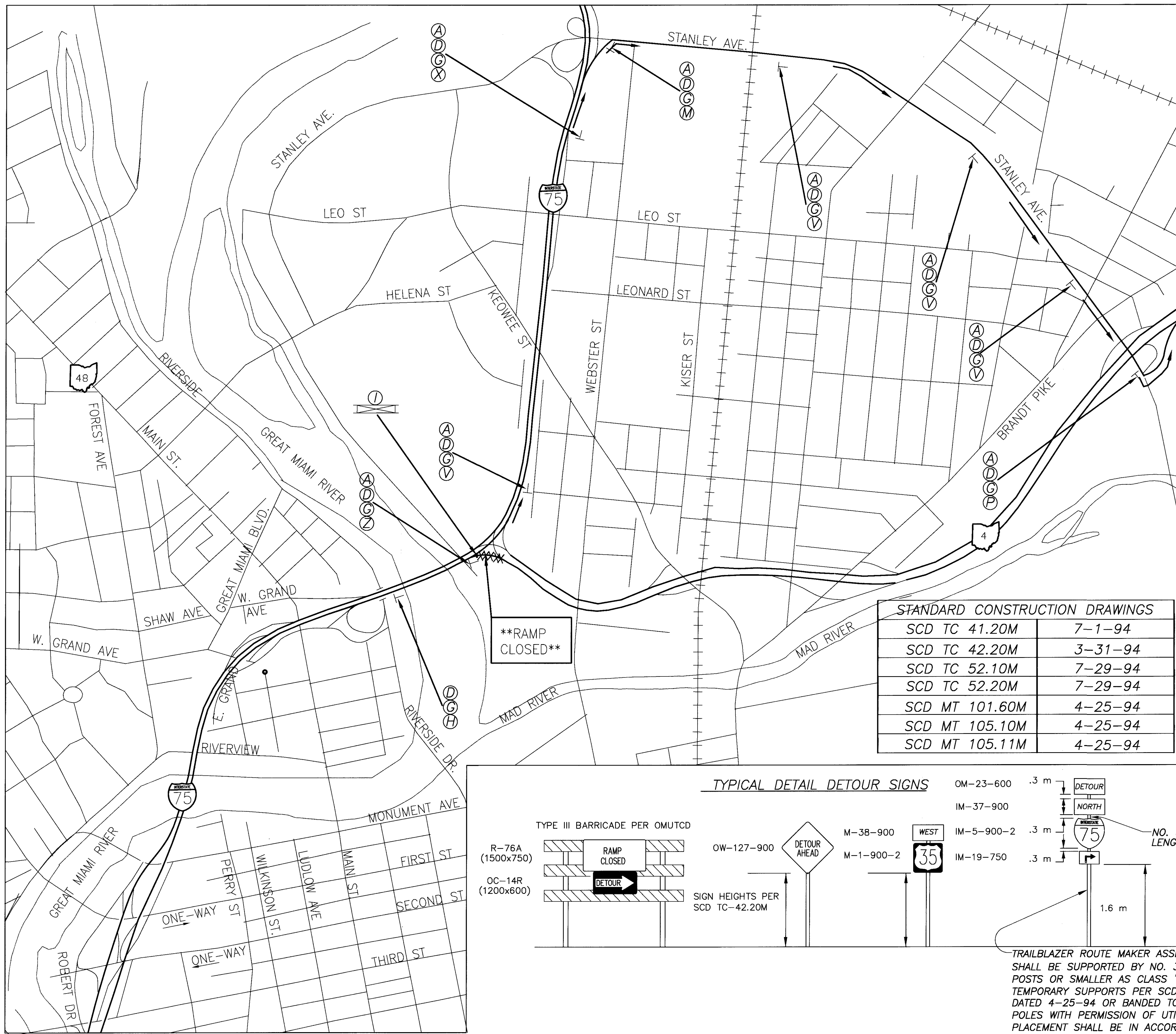
ALL EXIT GUIDE SIGNS FOR THE GRAND AVE EXIT SHALL HAVE THE "MAIN ST." LEGEND APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE

TYPICAL DETAIL DETOUR SIGNS



PLOTTED VIEW # PLAN
 XREF # = NONE
 CAD # DETOURS.DWG.DWG
 MARCH-15-1999
 PLOT SCALE = 2.5"=1'(metric)

PLOTTED VIEW = PLAN
 XREF # = NONE
 CAD1 DETOURS.DWG
 MARCH-15-1999



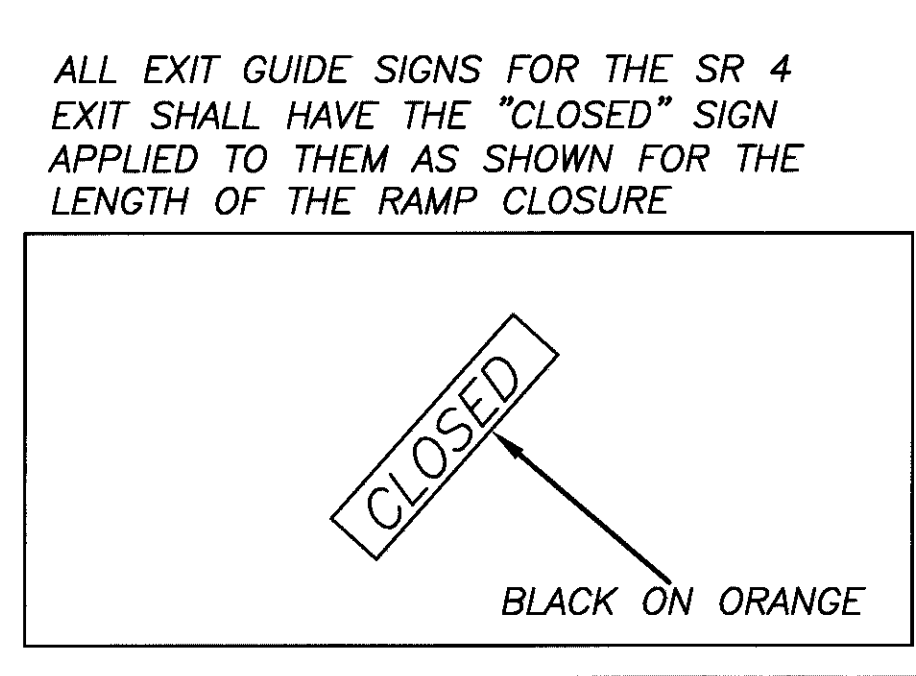
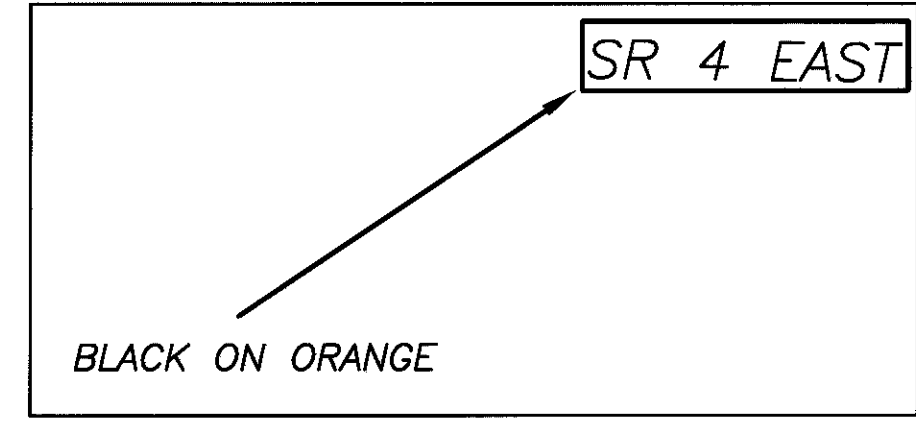
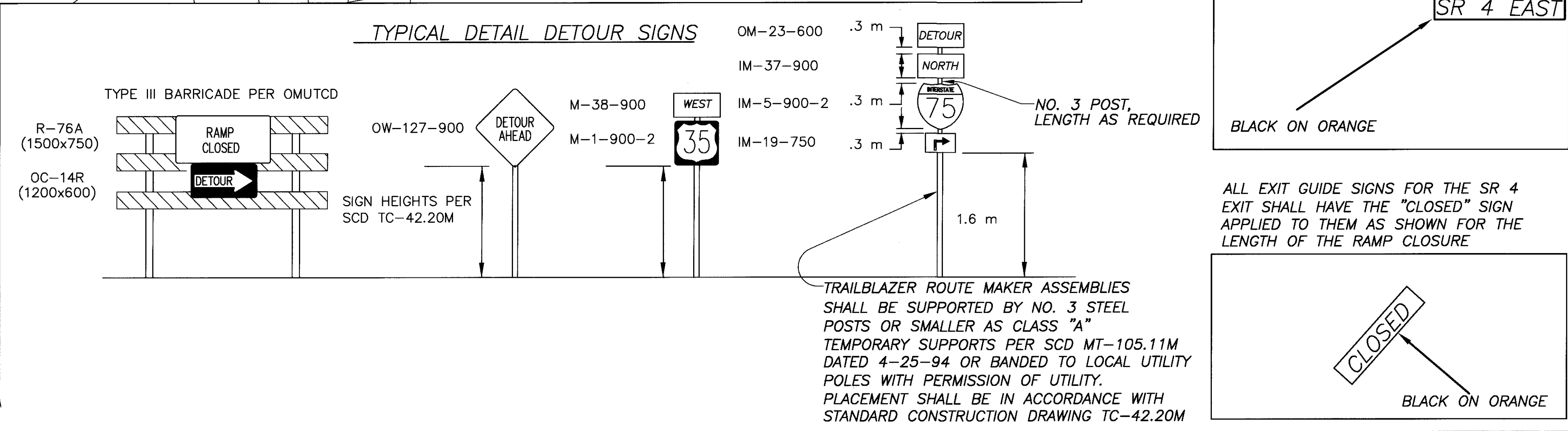
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	M-1-900-1	4
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	DETOUR
(K)	OC-14R-1200	DETOUR
(L)	IM-19-750	→
(M)	M-19-750	→
(N)	IM-21-750	→
(P)	M-21-750	→
(Q)	IM-20,22-750	↔ R--L
(R)	M-20,22-750	↔ R--L
(S)	IM-24-750	↔ OR
(T)	M-24-750	↔ OR
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↗
(Y)	IM-28-750	↖
(Z)	M-28-750	↖

X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

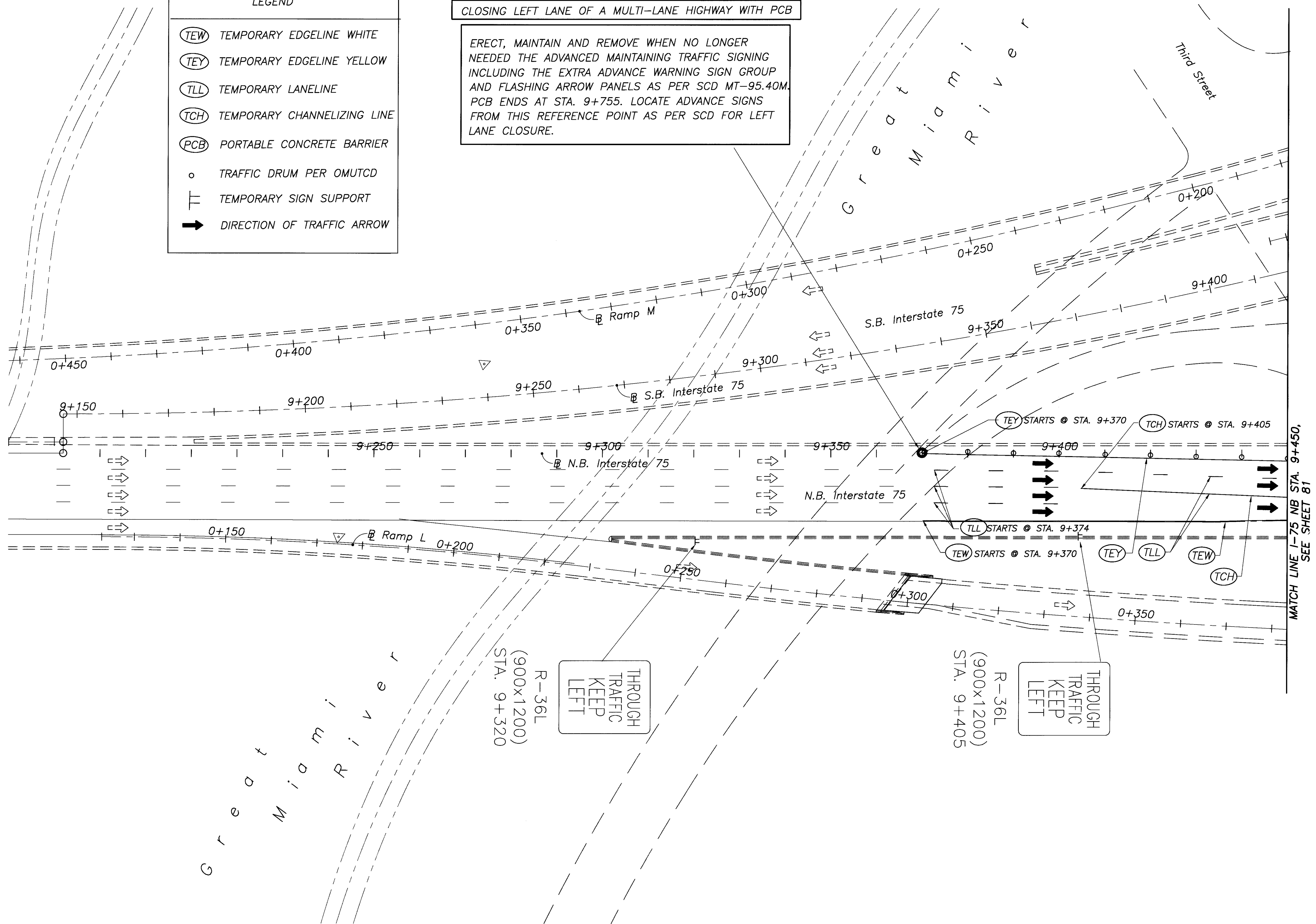
ALL EXIT GUIDE SIGNS FOR THE STANLEY ST. EXIT SHALL HAVE THE "SR 4 EAST" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



LEGEND	
(TEW)	TEMPORARY EDGELINE WHITE
(TEY)	TEMPORARY EDGELINE YELLOW
(TLL)	TEMPORARY LANELINE
(TCH)	TEMPORARY CHANNELIZING LINE
(PCB)	PORTABLE CONCRETE BARRIER
○	TRAFFIC DRUM PER OMUTCD
┌	TEMPORARY SIGN SUPPORT
➔	DIRECTION OF TRAFFIC ARROW

CLOSING LEFT LANE OF A MULTI-LANE HIGHWAY WITH PCB

ERECT, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED THE ADVANCED MAINTAINING TRAFFIC SIGNING INCLUDING THE EXTRA ADVANCE WARNING SIGN GROUP AND FLASHING ARROW PANELS AS PER SCD MT-95.40M. PCB ENDS AT STA. 9+755. LOCATE ADVANCE SIGNS FROM THIS REFERENCE POINT AS PER SCD FOR LEFT LANE CLOSURE.



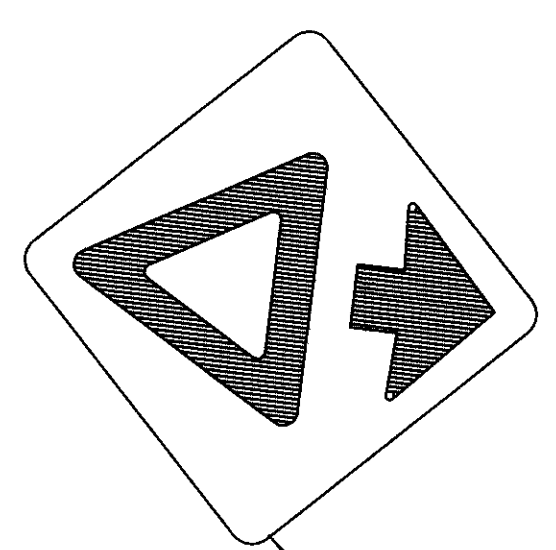
CBY: MOM
 DATE: 6/16/89
 CHKD: MOM
 BY: MOM
 DATE: 6/16/89

0 10 20
 HORIZONTAL
 SCALE IN METERS

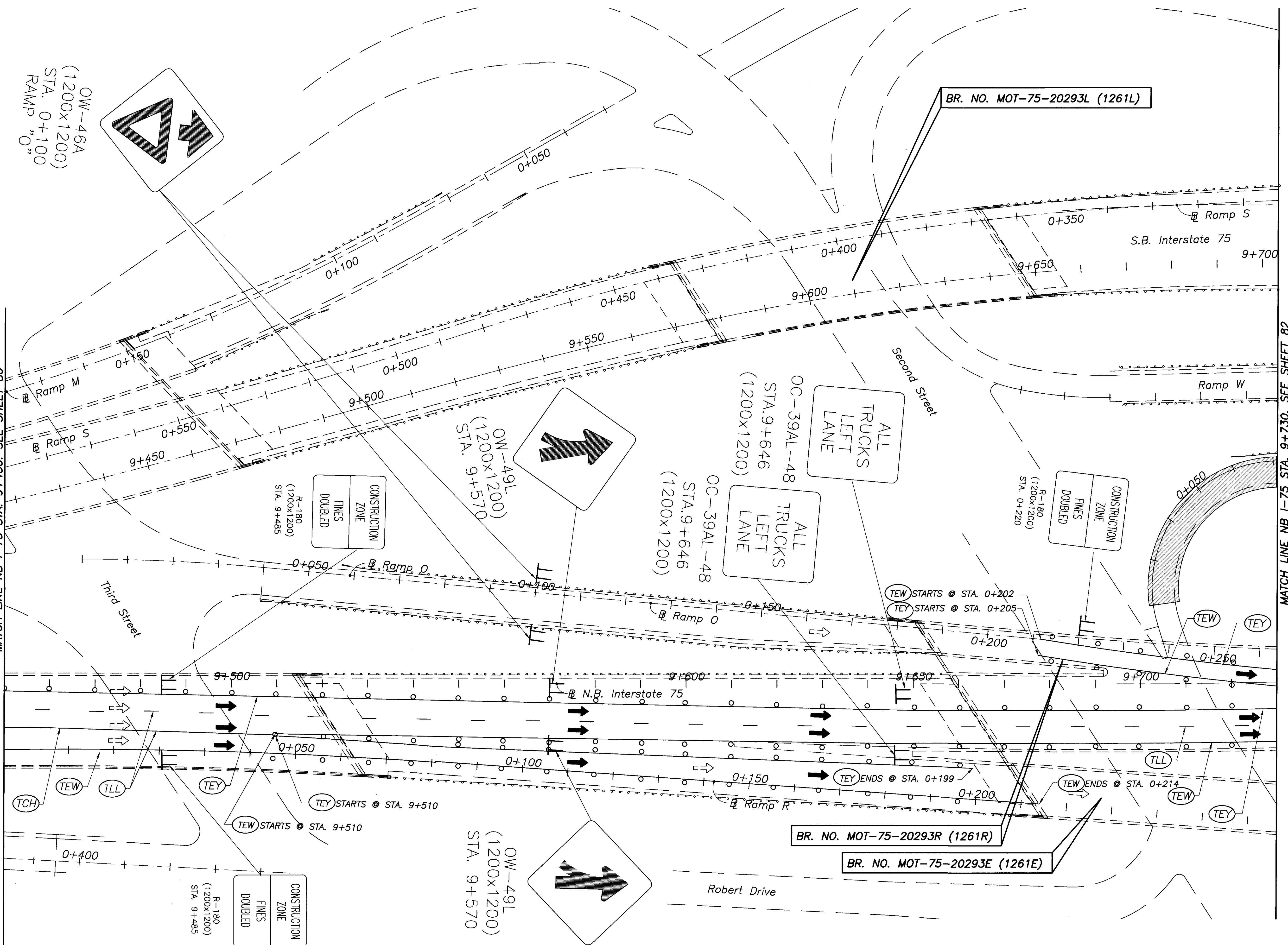
MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 I-75 NB Sta. 9+150 to I-75 NB Sta. 9+450

MOT-75-16.794

OW-46A
 (1200x1200)
 STA. 0+100
 RAMP "O"



MATCH LINE NB I-75 STA. 9+450. SEE SHEET 80



MATCH LINE NB I-75 STA. 9+730. SEE SHEET 82

CONSTRUCTION ZONE
 FINES DOUBLED
 R-180
 (1200x1200)
 STA. 9+485

OW-49L
 (1200x1200)
 STA. 9+570

OC-39AL-48
 STA. 9+646
 (1200x1200)

OC-39AL-48
 STA. 9+646
 (1200x1200)

R-180
 (1200x1200)
 STA. 0+220

BR. NO. MOT-75-20293R (1261R)

BR. NO. MOT-75-20293E (1261E)

BR. NO. MOT-75-20293L (1261L)

TEW STARTS @ STA. 0+202
 TEY STARTS @ STA. 0+205

TEY ENDS @ STA. 0+199

TEW ENDS @ STA. 0+214

TEY STARTS @ STA. 9+510

TEW STARTS @ STA. 9+510

TLL

TEW

TEY

TEW

TEY

TCH

TEW

TLL

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

TEW

TEY

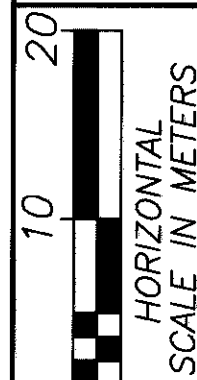
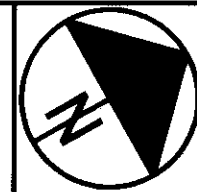
TEW

TEY

TEW

TEY

TEW



CAD: MOW
DATE: 6/16/99
CHKD: MOW
DATE: 6/16/99

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
I-75 NB Sta. 9+730 to I-75 NB Sta. 10+010

MOT-75-16.794

BR. NO. MOT-75-20454W (1271W)

BR. NO. MOT-75-20454L (1271L)

BR. NO. MOT-75-20454D (1271D)

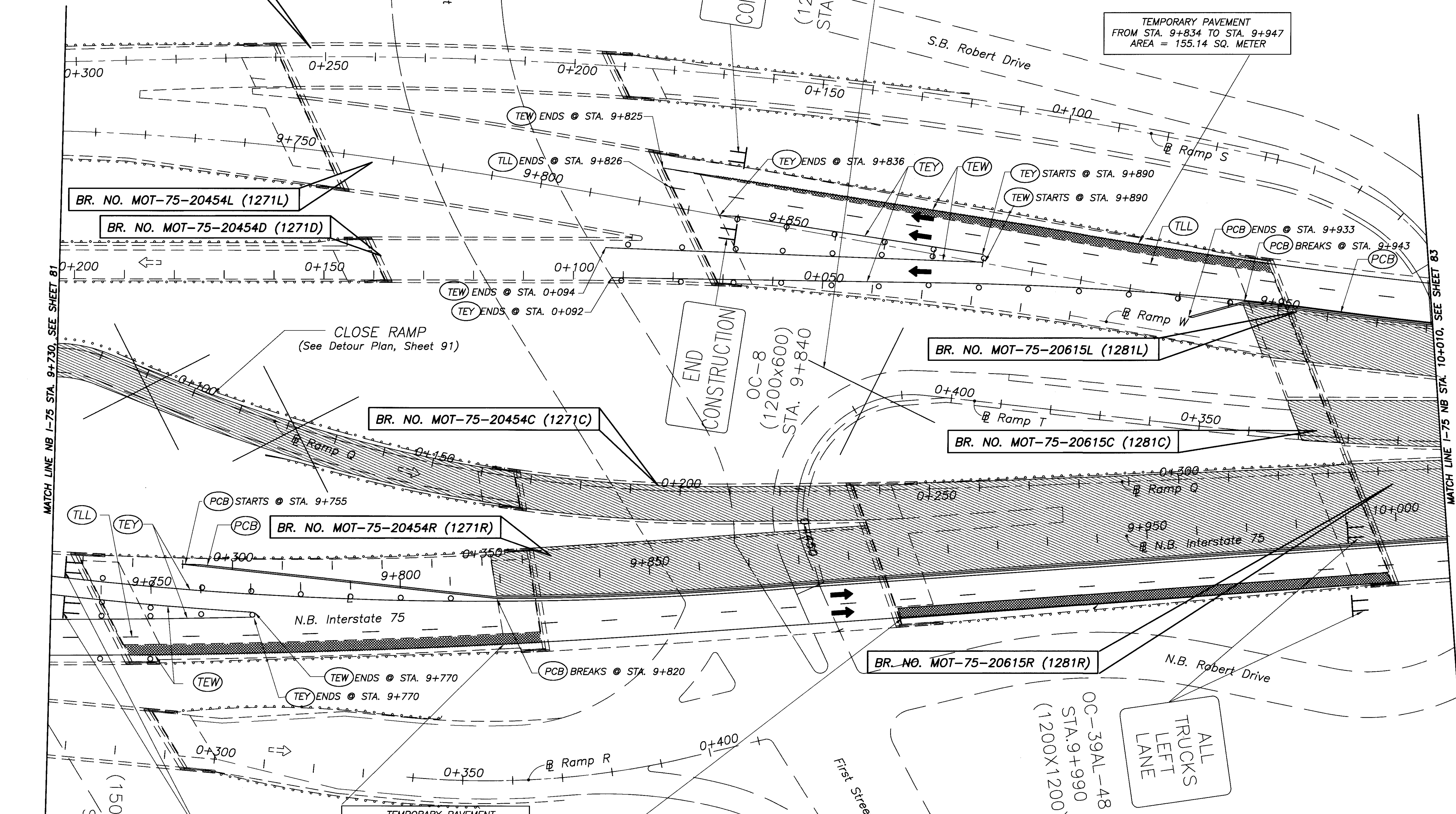
BR. NO. MOT-75-20454C (1271C)

BR. NO. MOT-75-20454R (1271R)

BR. NO. MOT-75-20615L (1281L)

BR. NO. MOT-75-20615C (1281C)

BR. NO. MOT-75-20615R (1281R)



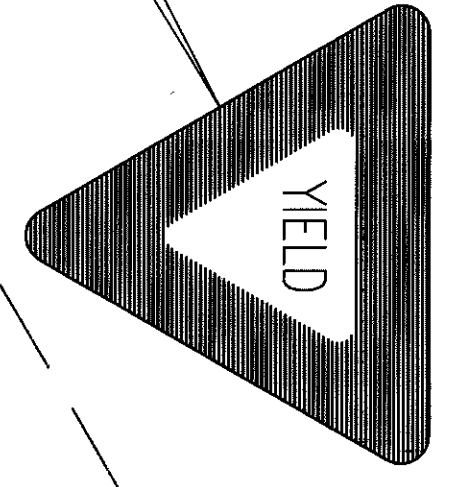
TEMPORARY PAVEMENT
FROM STA. 9+834 TO STA. 9+947
AREA = 155.14 SQ. METER

TEMPORARY PAVEMENT
FROM STA. 9+745 TO STA. 9+827
AREA = 174.30 SQ. METER

TEMPORARY PAVEMENT
FROM STA. 9+900 TO STA. 9+996
AREA = 209.43 SQ. METER

ALL TRUCKS
LEFT LANE

ALL TRUCKS
LEFT LANE

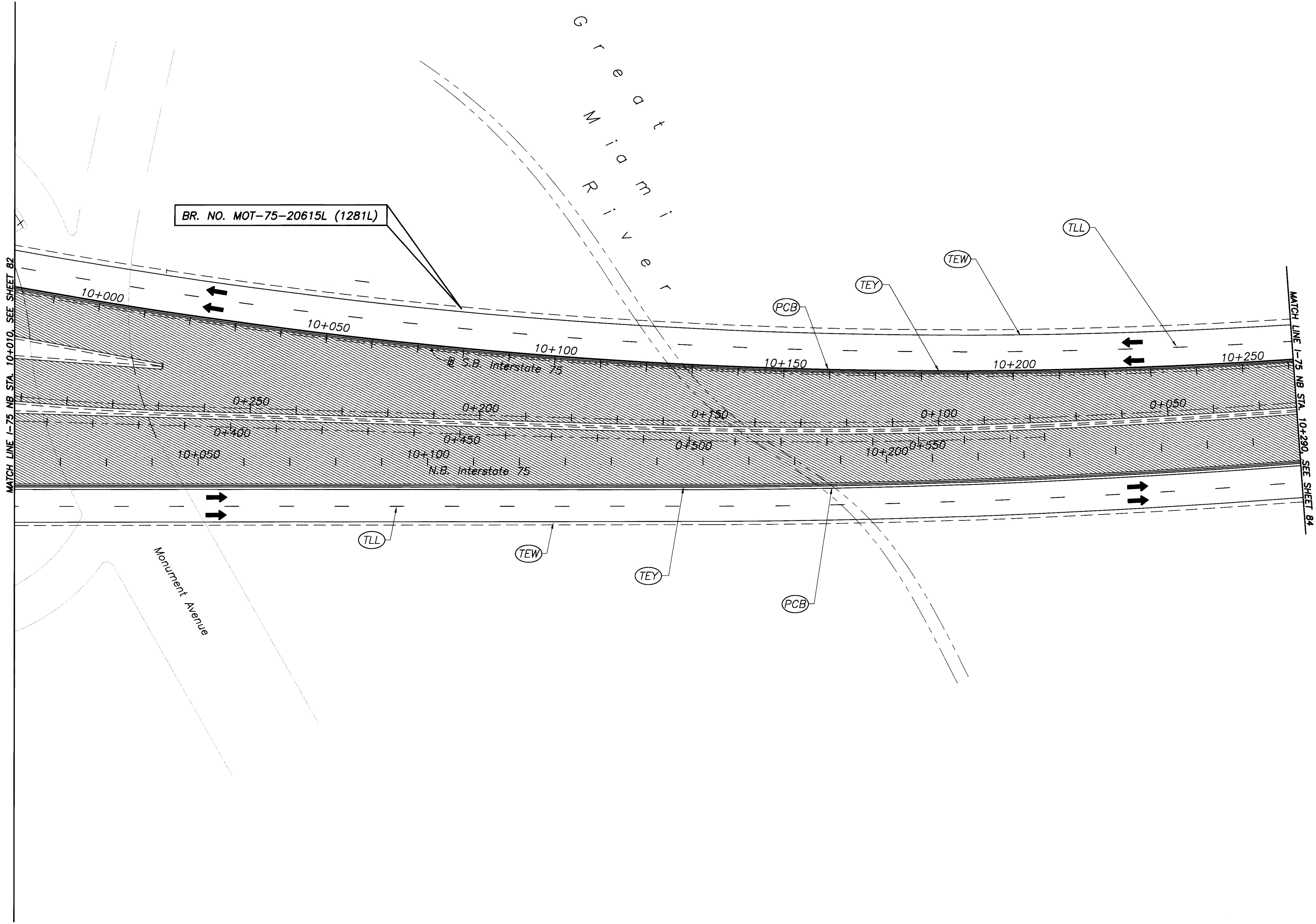


(1500X1500X1500)
STA. 9+735

PLOTTED VIEW = PLAN
XREF #1 = NONE
XREF #2 = NONE
PLOT SCALE = 0.5"=(mtr)c
CAD: NCP2-02.DWG(DWG) JULY-22-1999

MATCH LINE NB I-75 STA. 9+730. SEE SHEET 81

MATCH LINE I-75 NB STA. 10+010. SEE SHEET 83

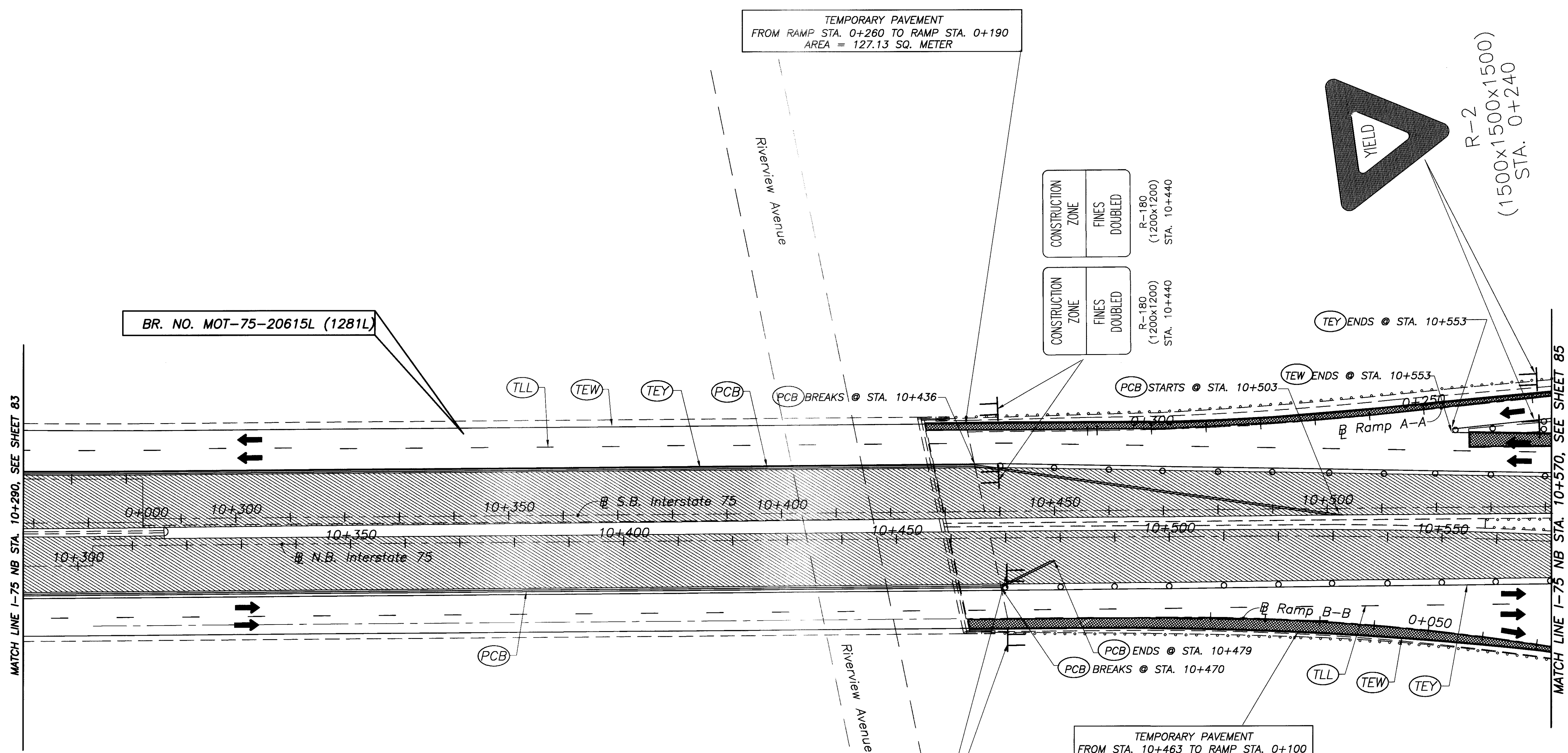


Scale and metadata information:

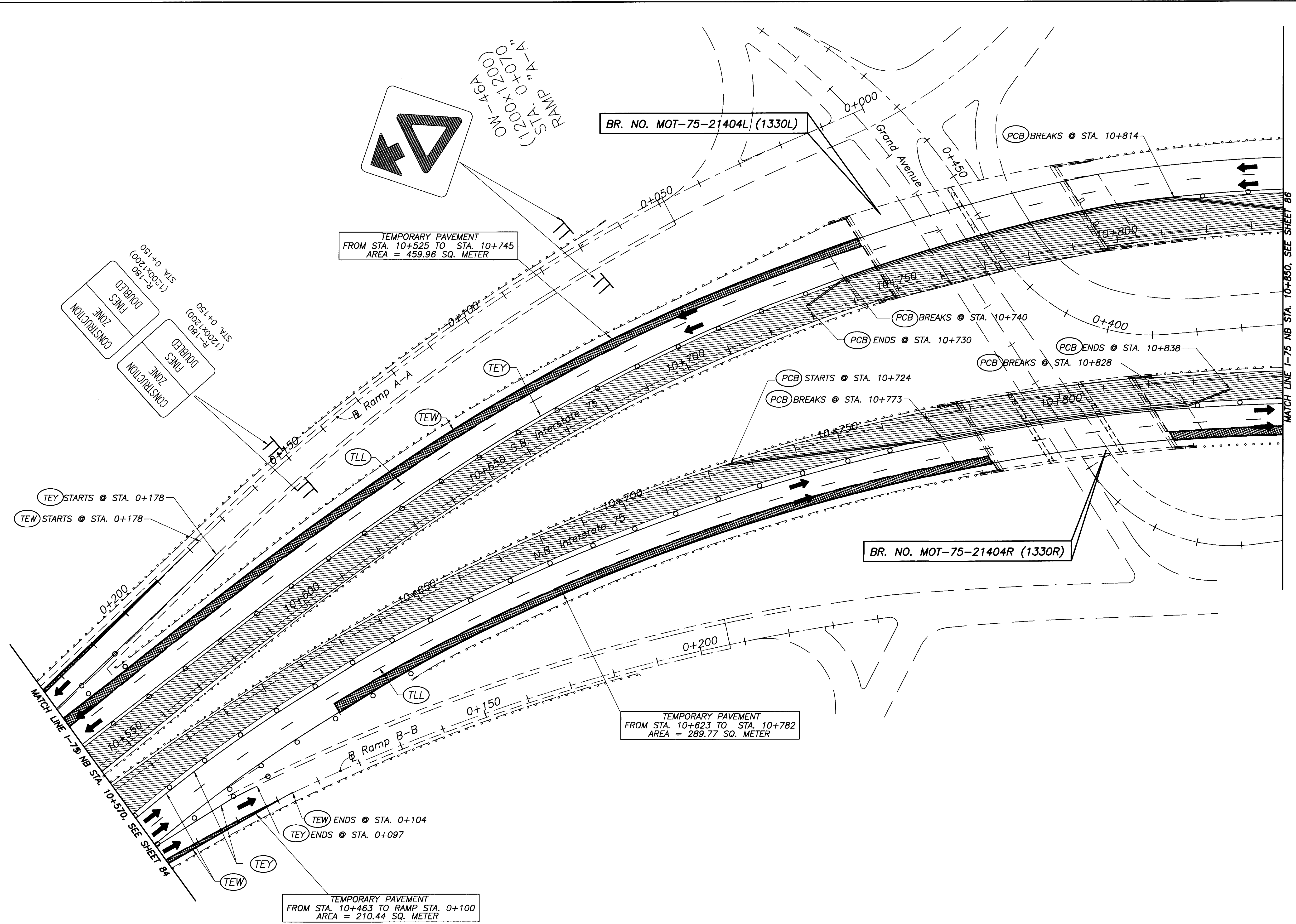
- Scale: HORIZONTAL SCALE IN METERS (0, 10, 20)
- Calculation: CAL. BY: MOM DATE: 6/16/99
- Check: CHKD. BY: MOM DATE: 6/16/99

MOT-75-16.794
MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
I-75 NB Sta. 10+010 to I-75 NB Sta. 10+290

R i d m i t
 v e n u e
 G r e e n
 W a y



PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 CABL = NSP2-05106.DWG JULY-22-1999



CALC. BY: MOM
 DATE: 6/16/99
 CHKD. BY: MOM
 DATE: 6/16/99

0 10 20
 HORIZONTAL
 SCALE IN METERS

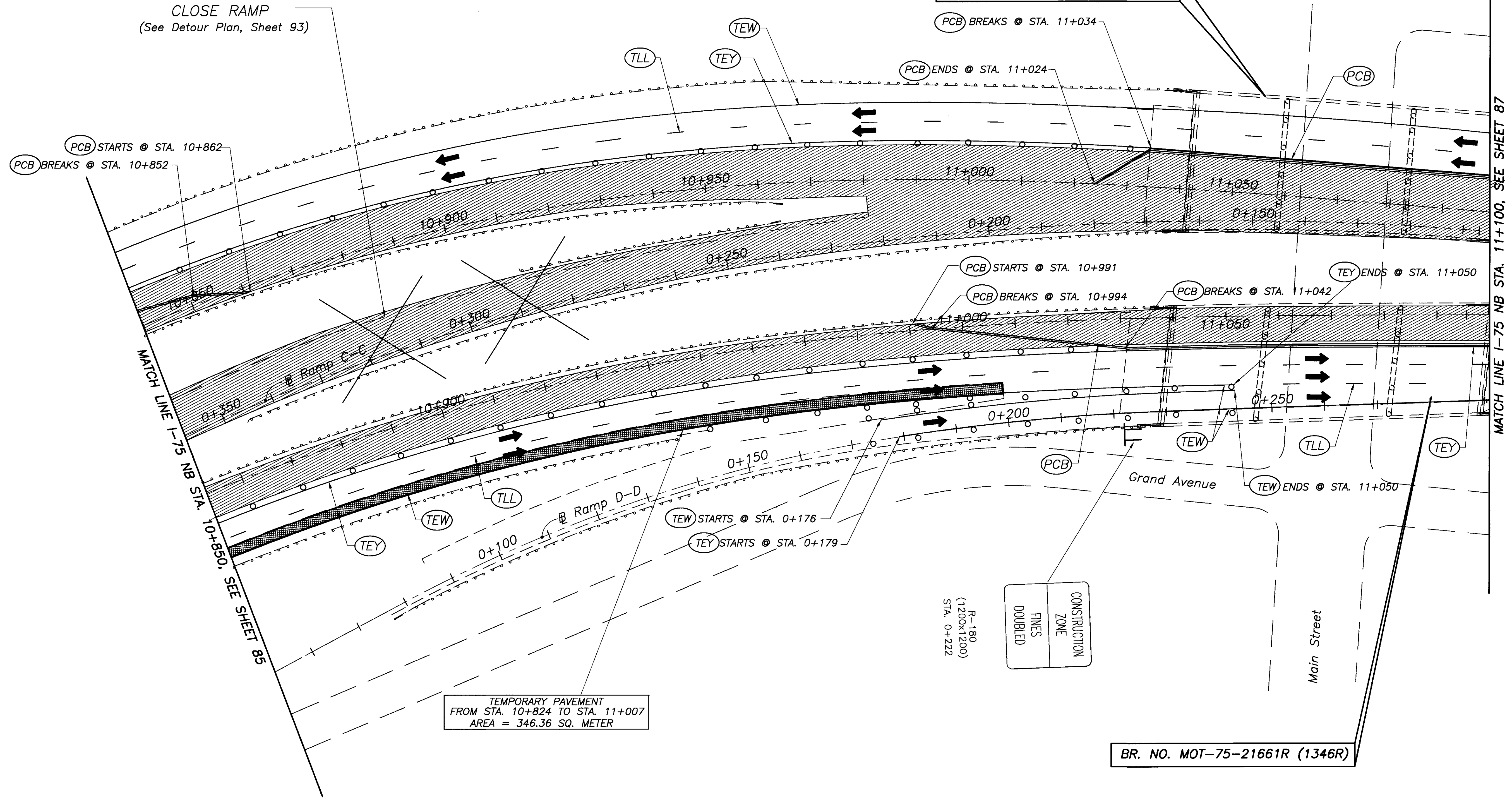
MOT-75-16.794

MATCH LINE I-75 NB STA. 10+850, SEE SHEET 86

MATCH LINE I-75 NB Sta. 10+570 to I-75 NB Sta. 10+850

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2

MOT-75-16.794

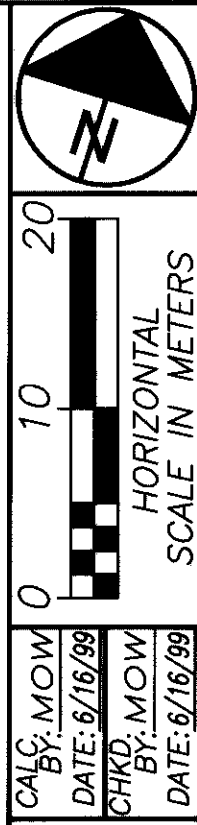


CLOSE RAMP
 (See Detour Plan, Sheet 93)

BR. NO. MOT-75-21661L (1346L)

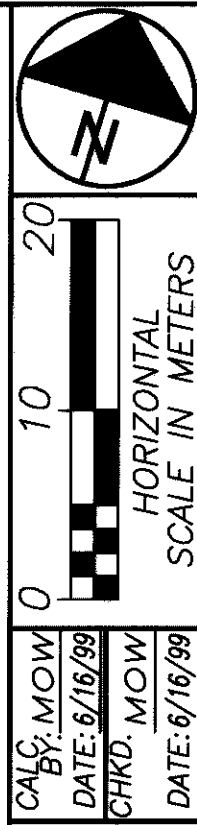
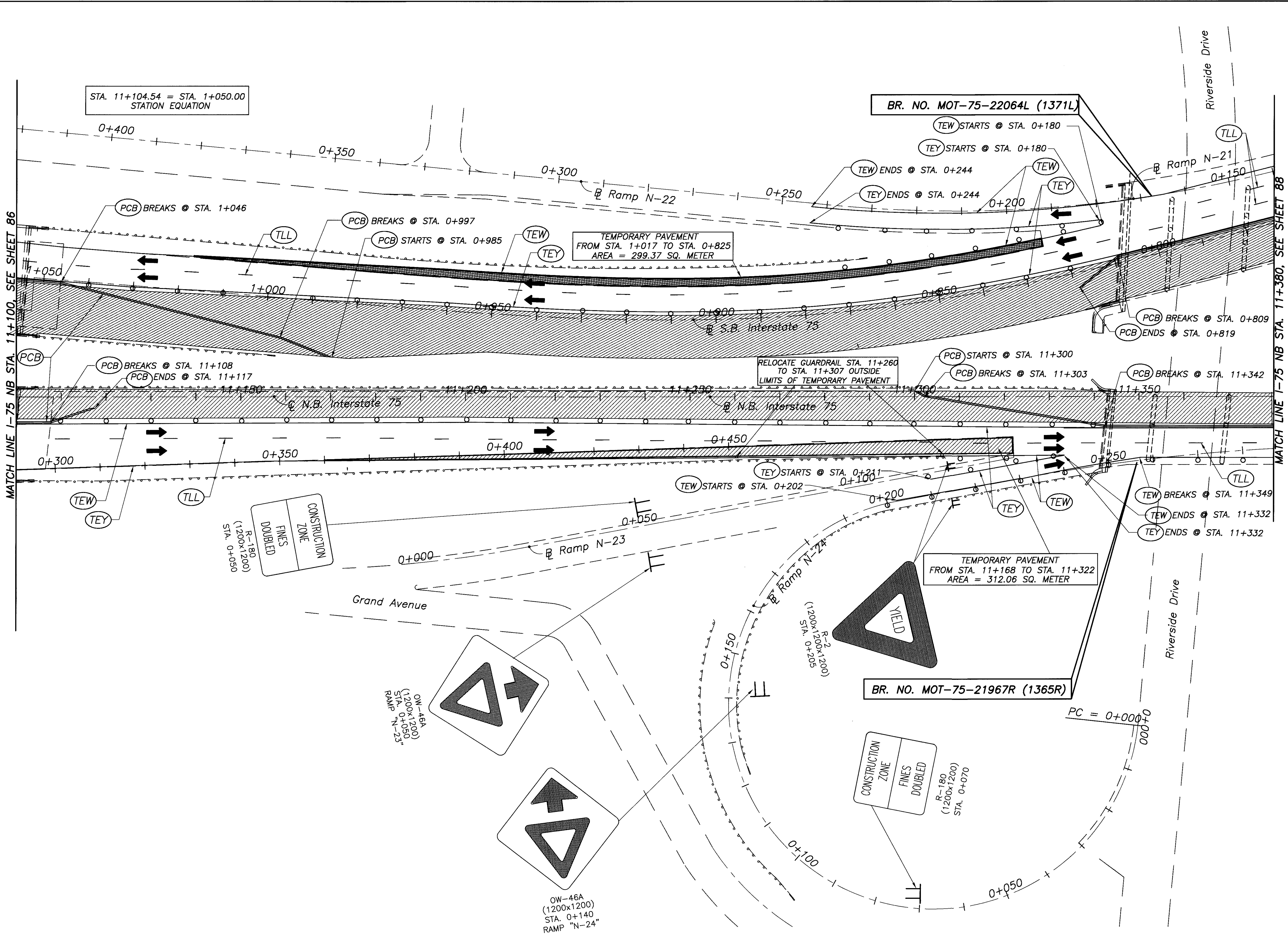
TEMPORARY PAVEMENT
 FROM STA. 10+824 TO STA. 11+007
 AREA = 346.36 SQ. METER

BR. NO. MOT-75-21661R (1346R)



MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 I-75 NB Sta. 10+850 to I-75 NB Sta. 11+100

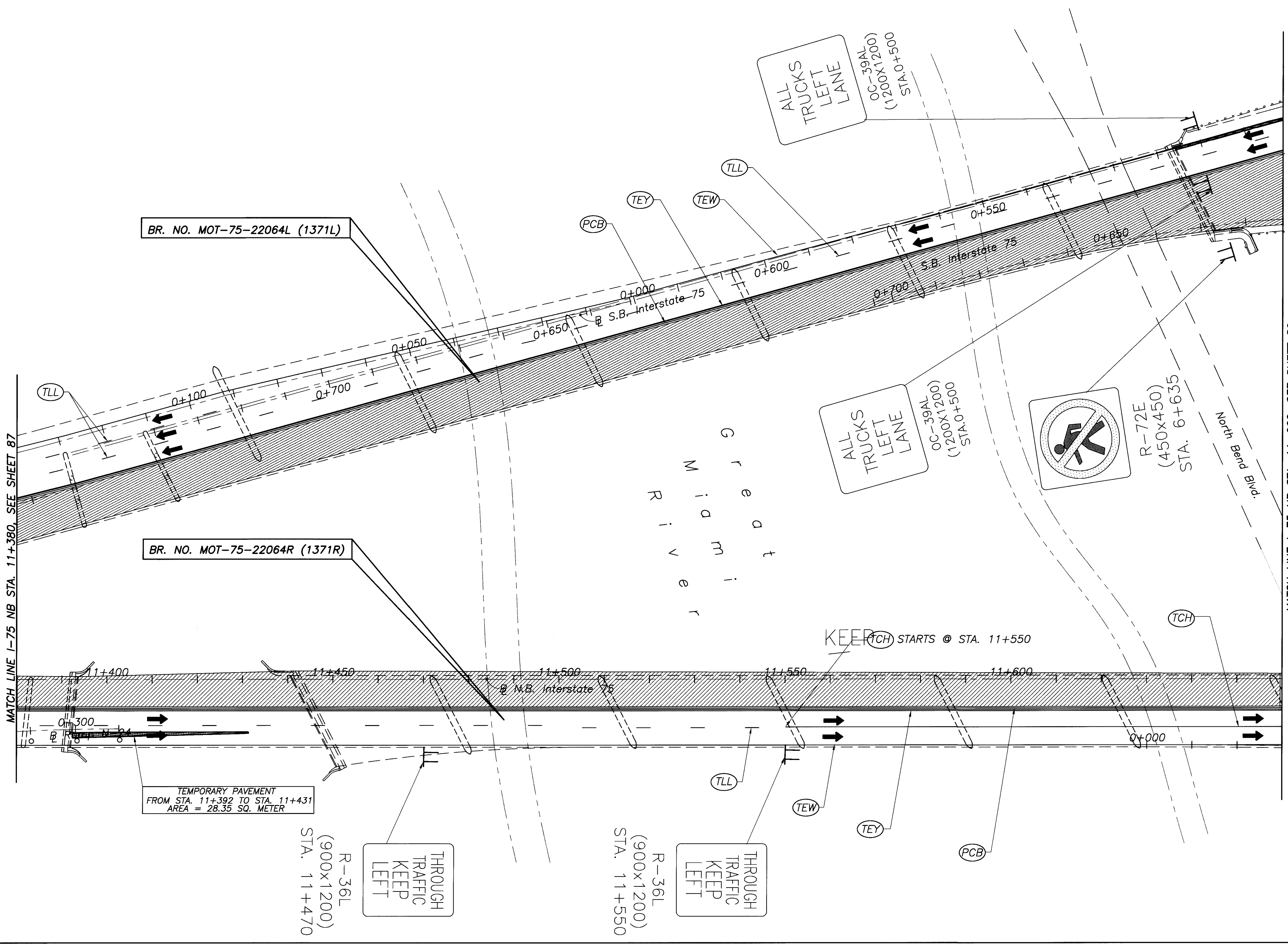
MOT-75-16.794



MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 I-75 NB Sta. 11+100 to I-75 NB Sta. 11+380

MOT-75-16.794

MATCH LINE I-75 NB STA. 11+380. SEE SHEET 87



TEMPORARY PAVEMENT
 FROM STA. 11+392 TO STA. 11+431
 AREA = 28.35 SQ. METER

R-36L
 (900x1200)
 STA. 11+470

THROUGH TRAFFIC
 KEEP LEFT

R-36L
 (900x1200)
 STA. 11+550

THROUGH TRAFFIC
 KEEP LEFT

ALL TRUCKS
 TRUCKS LEFT LANE
 OC-39AL
 (1200x1200)
 STA. 0+500

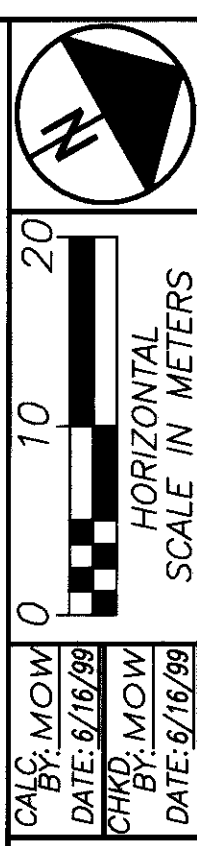
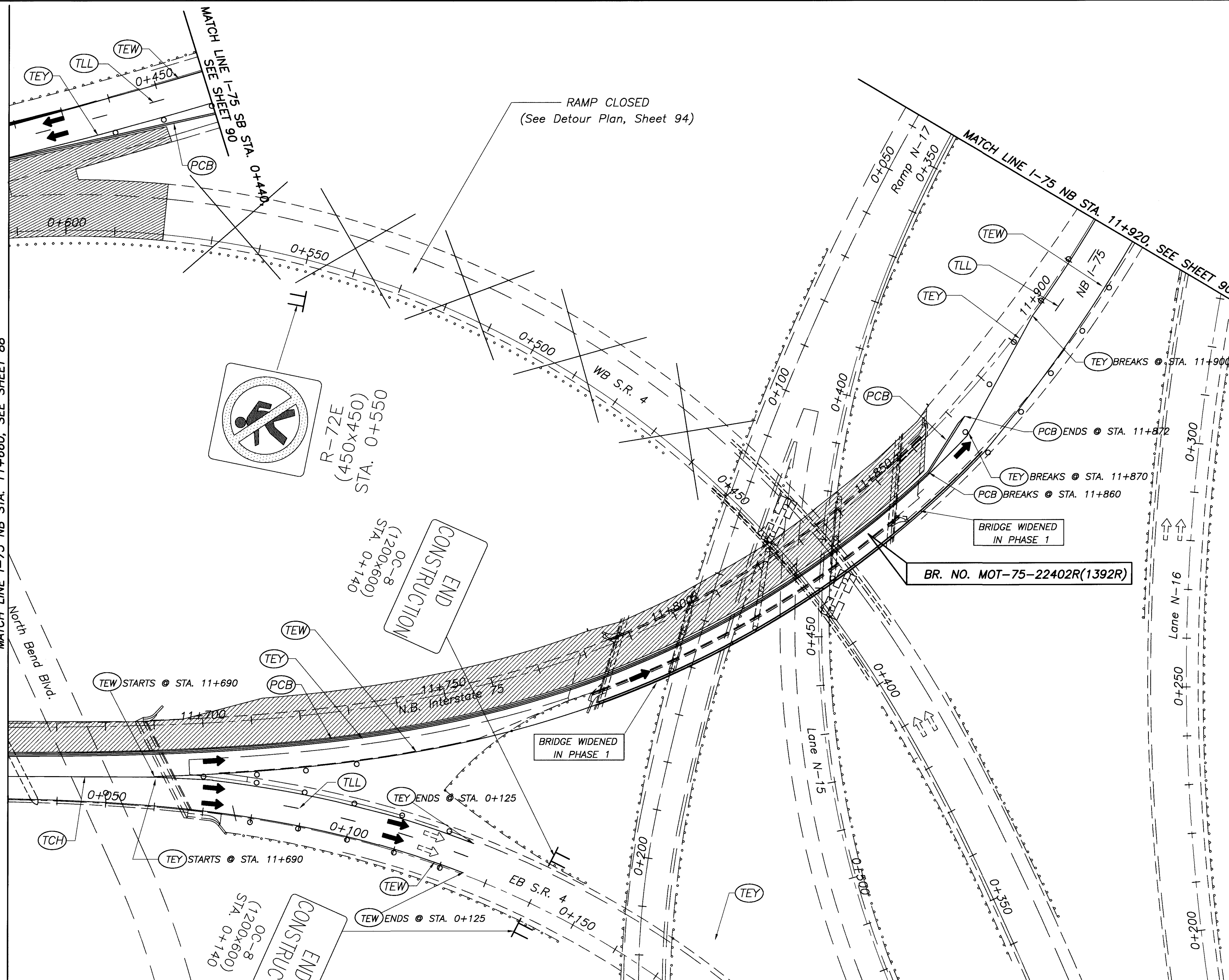
R-72E
 (450x450)
 STA. 6+635

ALL TRUCKS
 TRUCKS LEFT LANE
 OC-39AL
 (1200x1200)
 STA. 0+500

MATCH LINE I-75 NB STA. 11+660, SEE SHEET 89

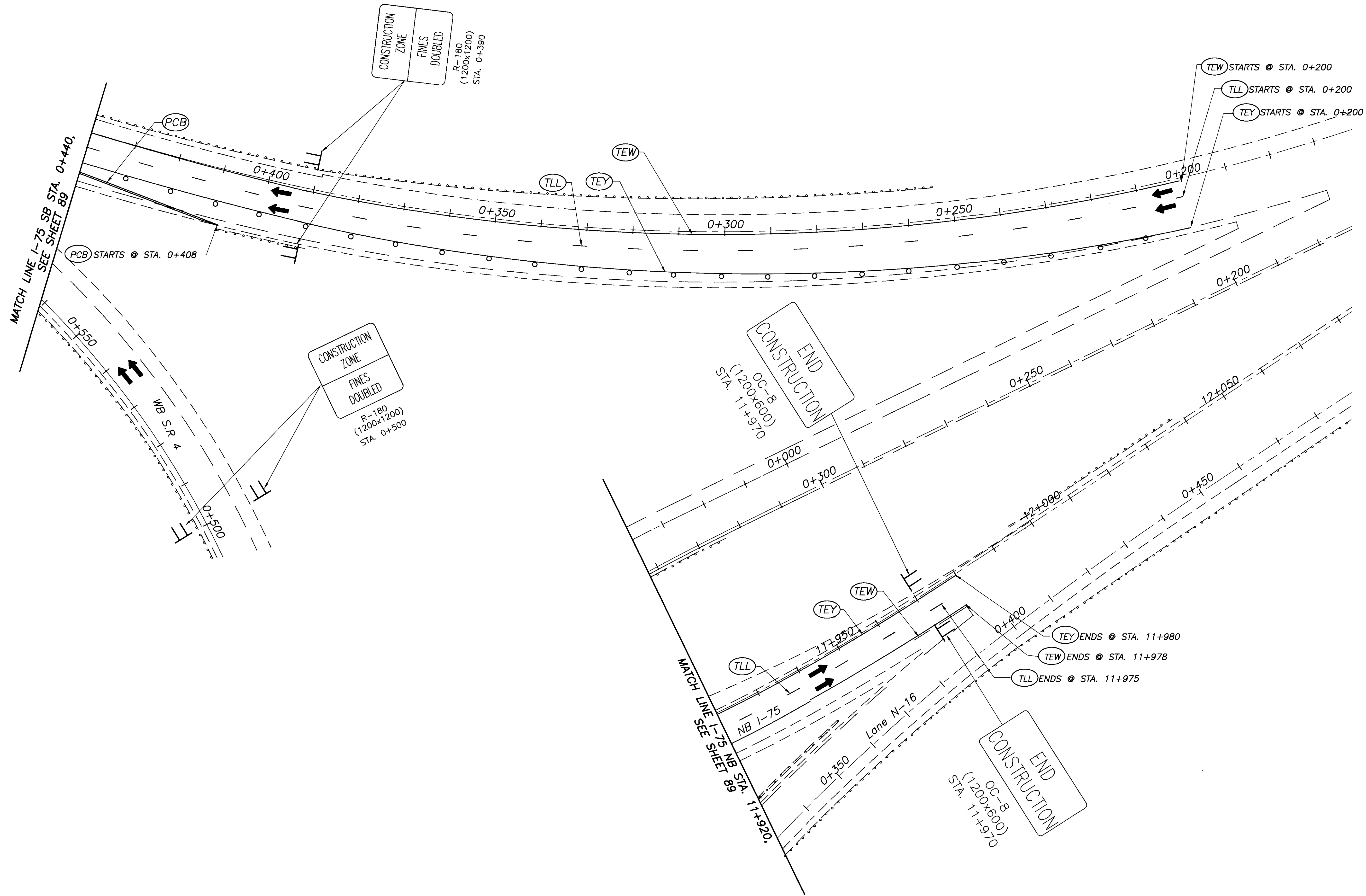
PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 0.5" = 1'(metric)
 CAB# = 10P2-09.DWG.306 JULY-22-1999

MATCH LINE I-75 NB STA. 11+660, SEE SHEET 88



MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 I-75 NB Sta. 11+660 to I-75 NB Sta. 11+920

MOT-75-16.794



CALC. BY: MOM DATE: 6/16/99
 CHKD. BY: MOM DATE: 6/16/99
 HORIZONTAL SCALE IN METERS
 0 10 20

MOT-75-16.794
 MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 I-75 SB Sta. 0+200 to I-75 SB Sta. 0+440

MOT-75-16.794

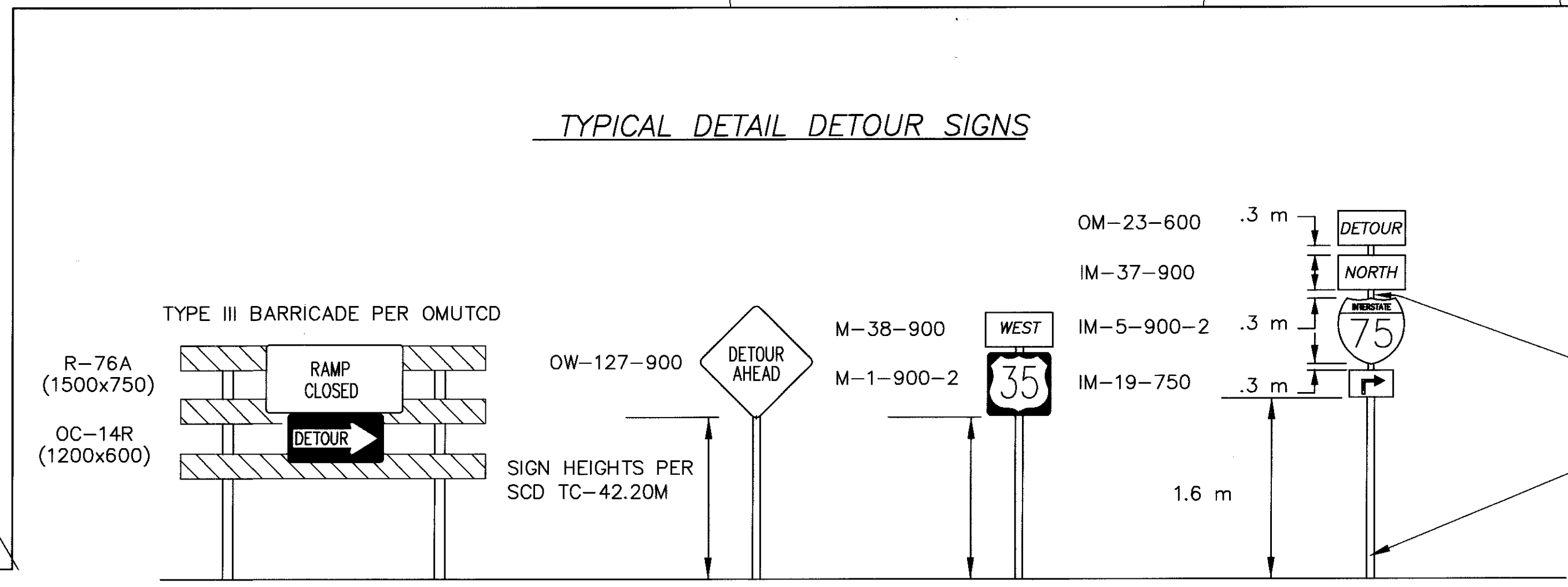
PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 0.5:1 (1"=50')
 CAD1 DETOURS.DWG
 MARCH-15-1999



SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	SECOND ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀ DETOUR
(K)	OC-14R-1200	DETOUR ▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↔ R--L
(R)	M-20,22-750	↔ R--L
(S)	IM-24-750	→ OR ←
(T)	M-24-750	→ OR ←
(U)	IM-26-750	↑
(V)	M-26-750	↑
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

X X X X X = ROAD CLOSED
 → = DETOUR ROUTE

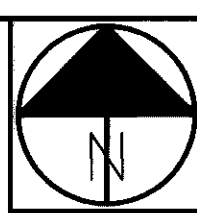
NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE



NO. 3 POST, LENGTH AS REQUIRED

TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

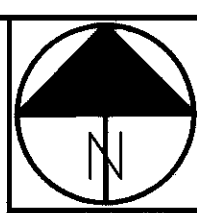


DETOURS

CALC. BY: MOM
 DATE: 03/17/99
 CHKD. BY: MOM
 DATE: 03/17/99

MAINTAINING TRAFFIC - NORTH GROUP/PHASE 2
 Closure of On-Ramp from Second St. to nb I-75

MOT-75-16.794

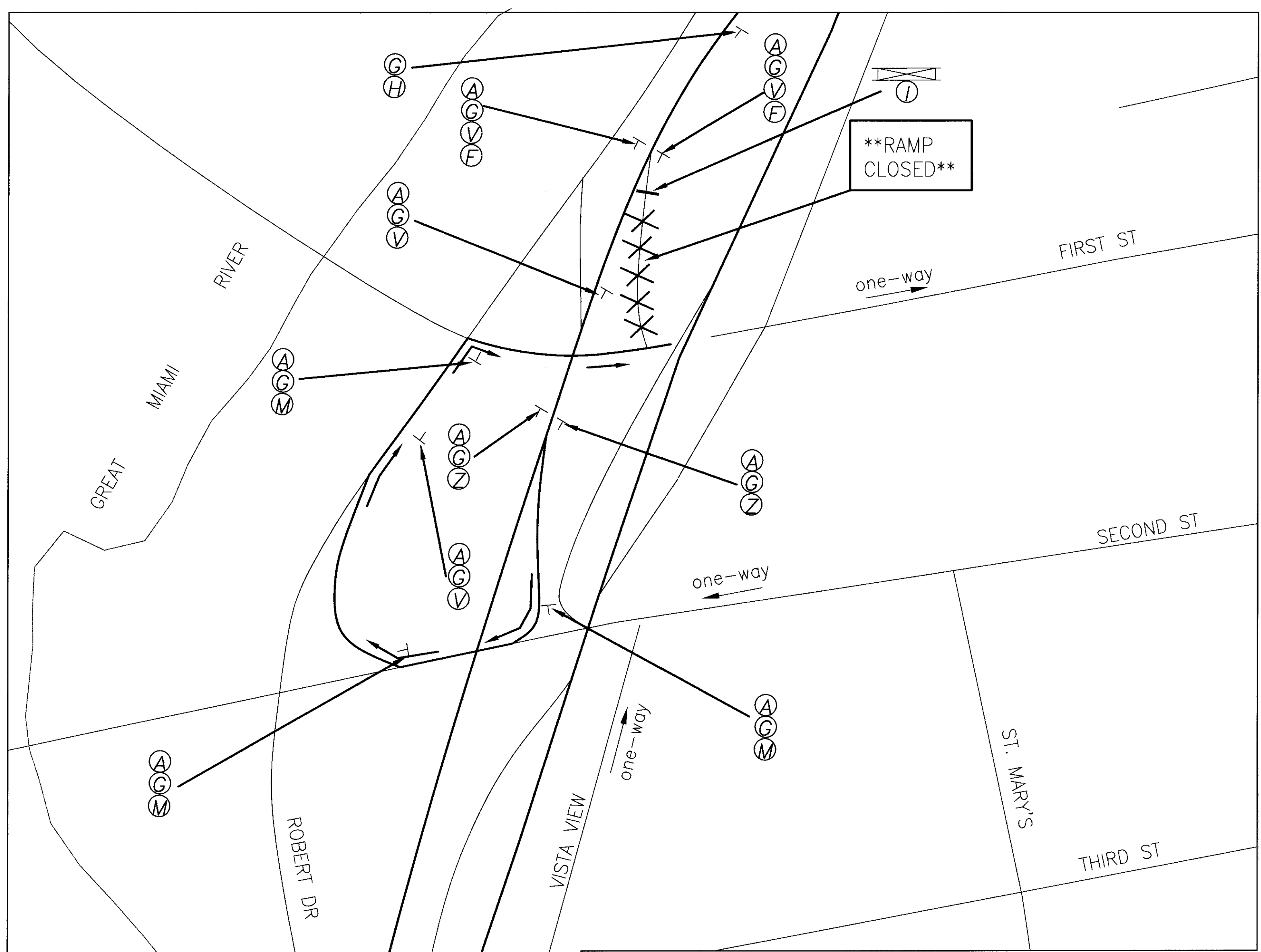


DETOURS

CALC. BY: MOM DATE: 03/17/99
CHKD. BY: MOM DATE: 03/17/99

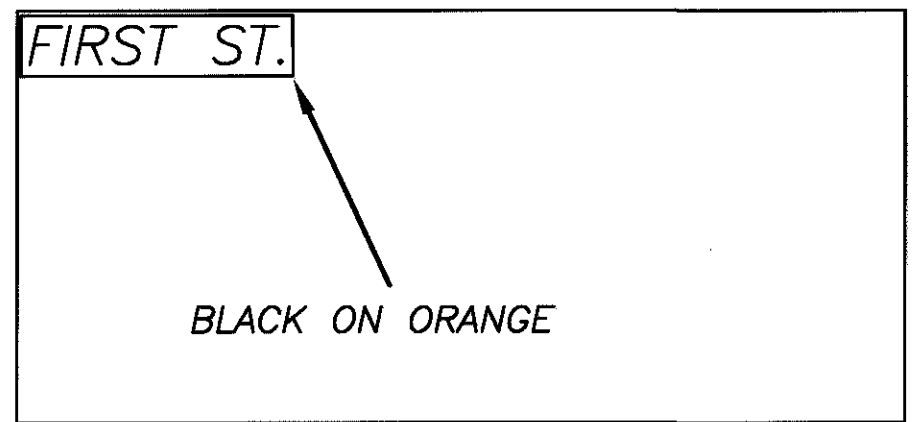
MAINTAINING TRAFFIC - NORTH GROUP / PHASE 2
Closure of Off-Ramp from sb I-75 to First St.

MOT-75-16.794

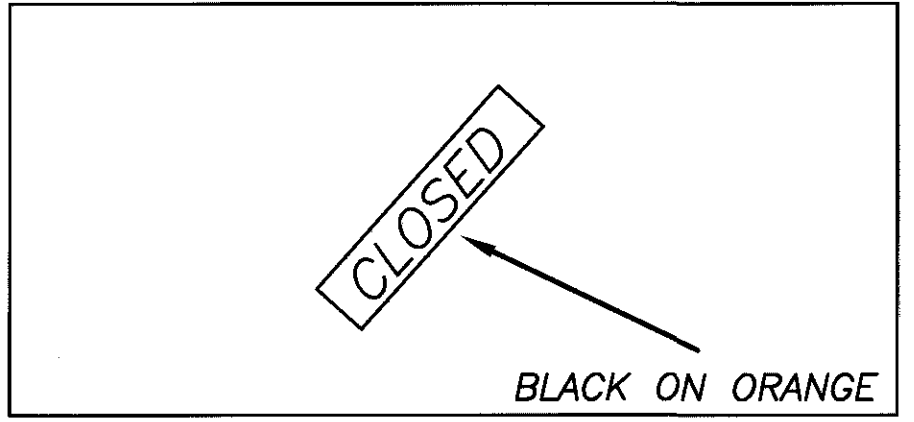


STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

ALL EXIT GUIDE SIGNS FOR THE SECOND ST. EXIT SHALL HAVE THE "FIRST ST." SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



ALL EXIT GUIDE SIGNS FOR THE FIRST ST. EXIT SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



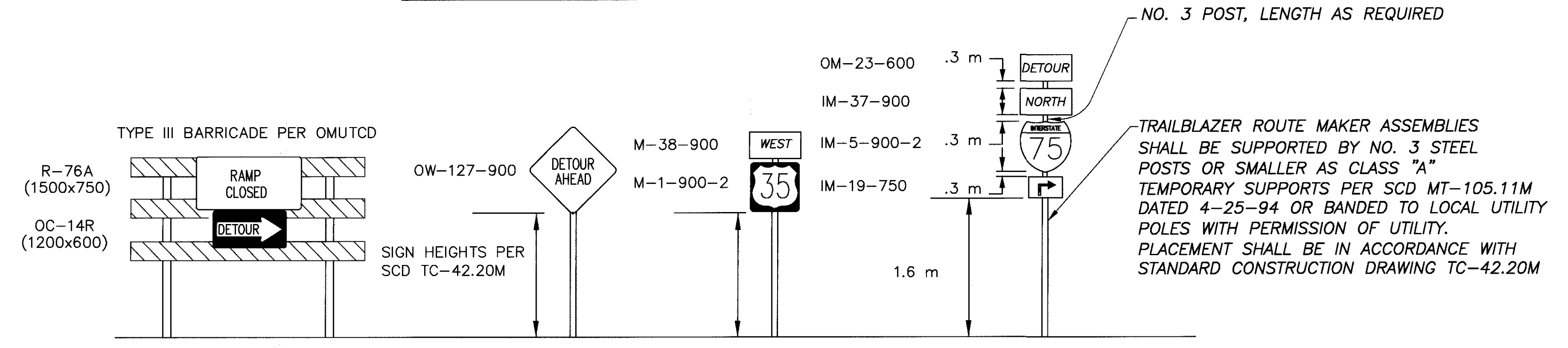
SPECIAL RESTRICTION: CLOSURE OF THE FIRST STREET OFF RAMP FROM I-75 SB SHALL NOT BE PERMITTED FROM APRIL 1 TO OCTOBER 1 DUE TO SCHEDULED MINOR LEAGUE BASEBALL GAMES DURING THIS PERIOD. THE RESTRICTION DATES ARE SUBJECT TO SOME MINOR ADJUSTMENTS BASED UPON ISSUE OF THE FINAL GAME SCHEDULE.

SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
A	OM-23-600	DETOUR
B	M,IM-37-900	NORTH
C	M,IM-38-900	SOUTH
D	M,IM-39-900	EAST
E	M,IM-40-900	WEST
F	OC-39L-900	KEEP LEFT
G	D-14-VARIES	FIRST ST.
H	OW-127-1200	DETOUR AHEAD
I	R-76A-1500MD	RAMP CLOSED
J	OC-14L-1200	DETOUR
K	OC-14R-1200	DETOUR
L	IM-19-750	→
M	M-19-750	→
N	IM-21-750	←
P	M-21-750	←
Q	IM-20,22-750	↔ R--L
R	M-20,22-750	↔ R--L
S	IM-24-750	→ OR ←
T	M-24-750	→ OR ←
U	IM-26-750	↑
V	M-26-750	↑
W	IM-27-750	↗
X	M-27-750	↗
Y	IM-28-750	↘
Z	M-28-750	↘

X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

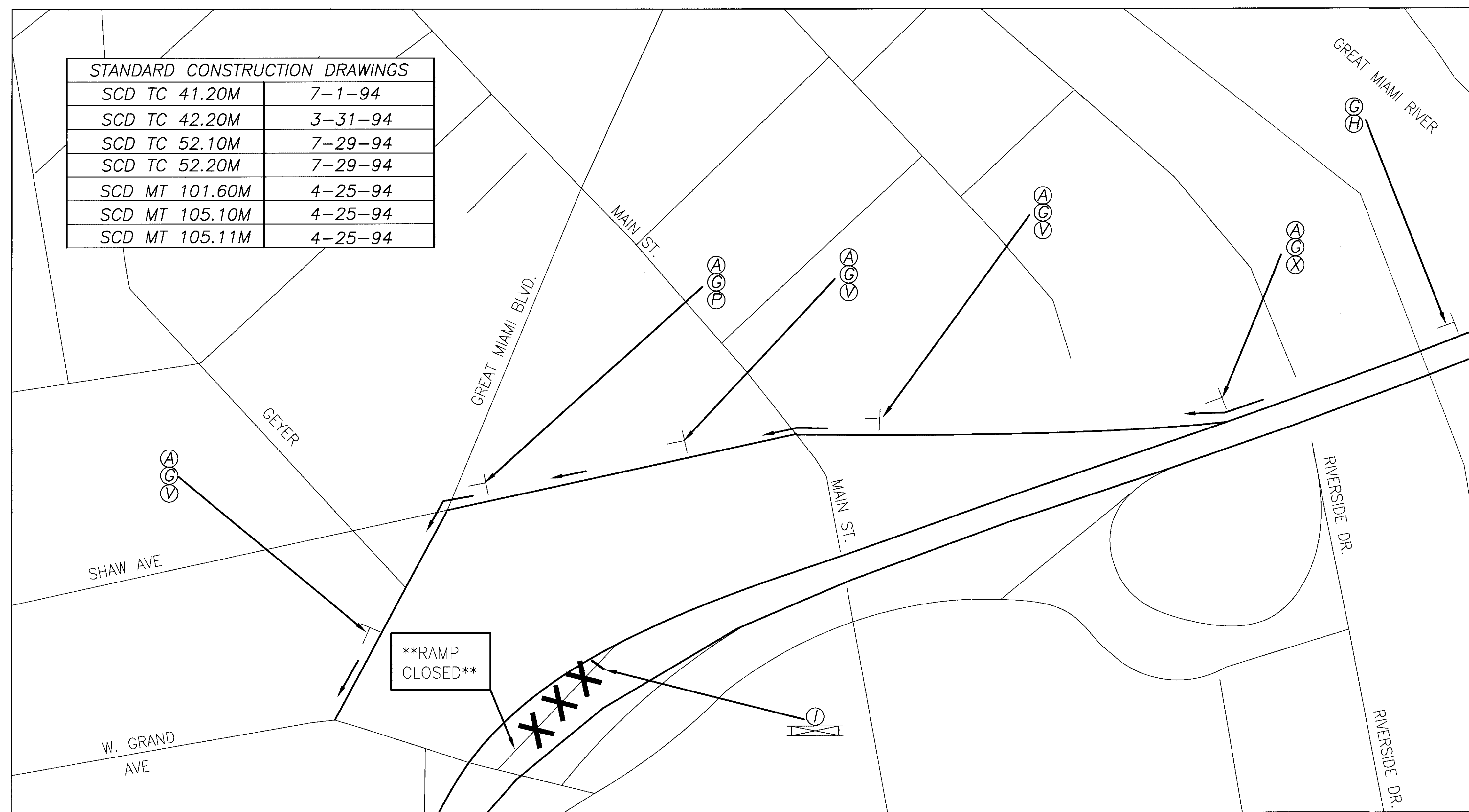
NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETAIL DETOUR SIGNS.
 [Symbol] = TYPE III BARRICADE

TYPICAL DETAIL DETOUR SIGNS



PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 PLOT SCALE = 2.5=(metric)
 CAD: DETOURS.DWG MARCH-15-1999

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94



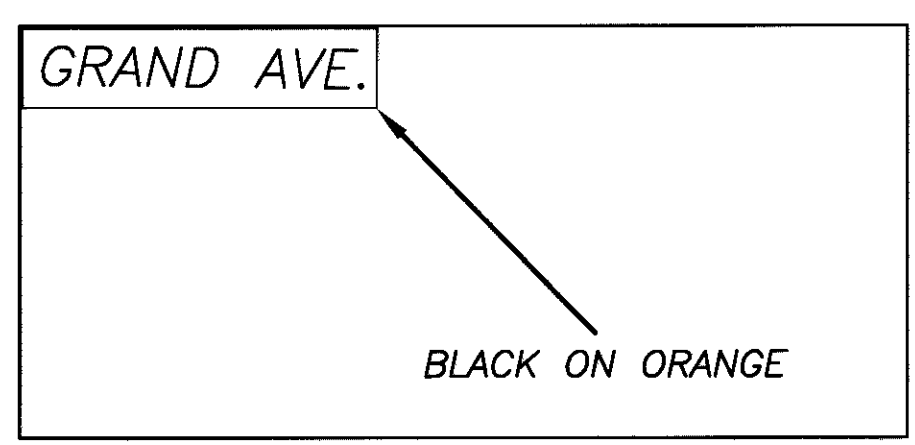
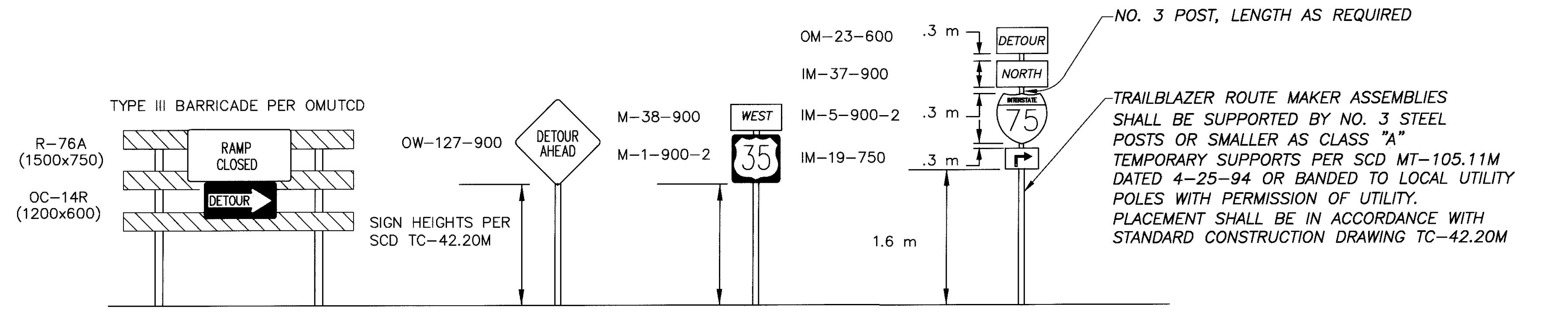
SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	GRAND AVE.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD.	RAMP CLOSED
(J)	OC-14L-1200	◀DETOUR
(K)	OC-14R-1200	DETOUR▶
(L)	IM-19-750	↗
(M)	M-19-750	↘
(N)	IM-21-750	↖
(P)	M-21-750	↙
(Q)	IM-20,22-750	↔ R--L
(R)	M-20,22-750	↔ R--L
(S)	IM-24-750	↔ OR
(T)	M-24-750	↔ OR
(U)	IM-26-750	↑
(V)	M-26-750	↓
(W)	IM-27-750	↗
(X)	M-27-750	↘
(Y)	IM-28-750	↖
(Z)	M-28-750	↙

X X X X X = ROAD CLOSED
 → → = DETOUR ROUTE

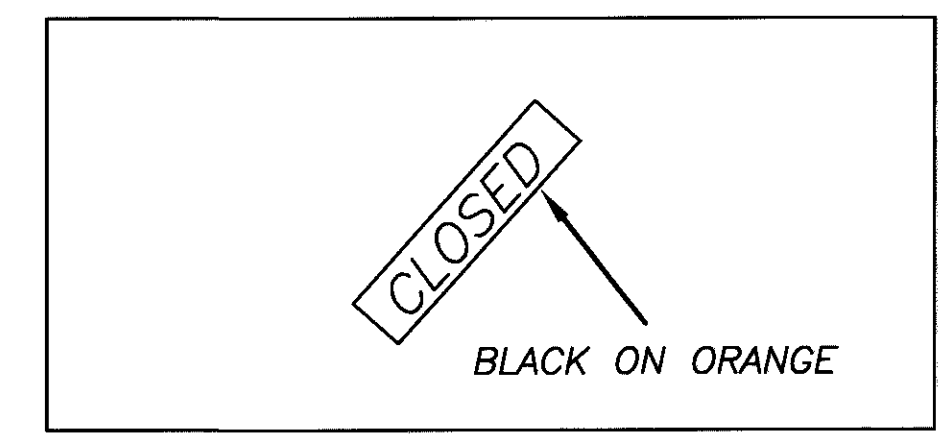
NOTE: SIGN DESIGNATORS H, I, J, & K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.

⊘ = TYPE III BARRICADE

TYPICAL DETAIL DETOUR SIGNS



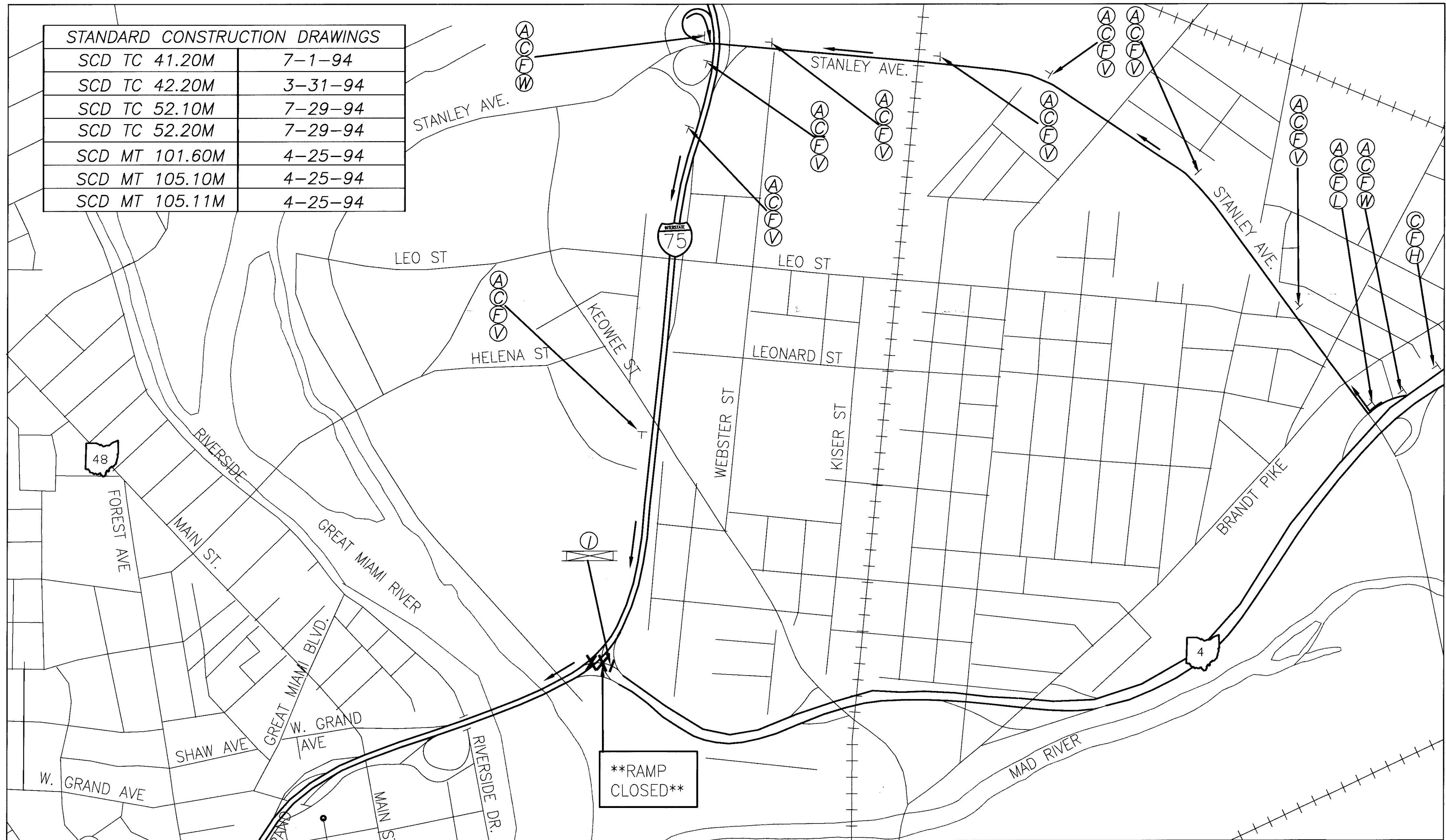
ALL EXIT GUIDE SIGNS FOR THE MAIN ST. EXIT SHALL HAVE THE "GRAND AVE." SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



ALL EXIT GUIDE SIGNS FOR THE GRAND AVE. EXIT SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2.5m (metric)
 CAD: DETOURS.DWG MARCH-15-1999

STANDARD CONSTRUCTION DRAWINGS	
SCD TC 41.20M	7-1-94
SCD TC 42.20M	3-31-94
SCD TC 52.10M	7-29-94
SCD TC 52.20M	7-29-94
SCD MT 101.60M	4-25-94
SCD MT 105.10M	4-25-94
SCD MT 105.11M	4-25-94

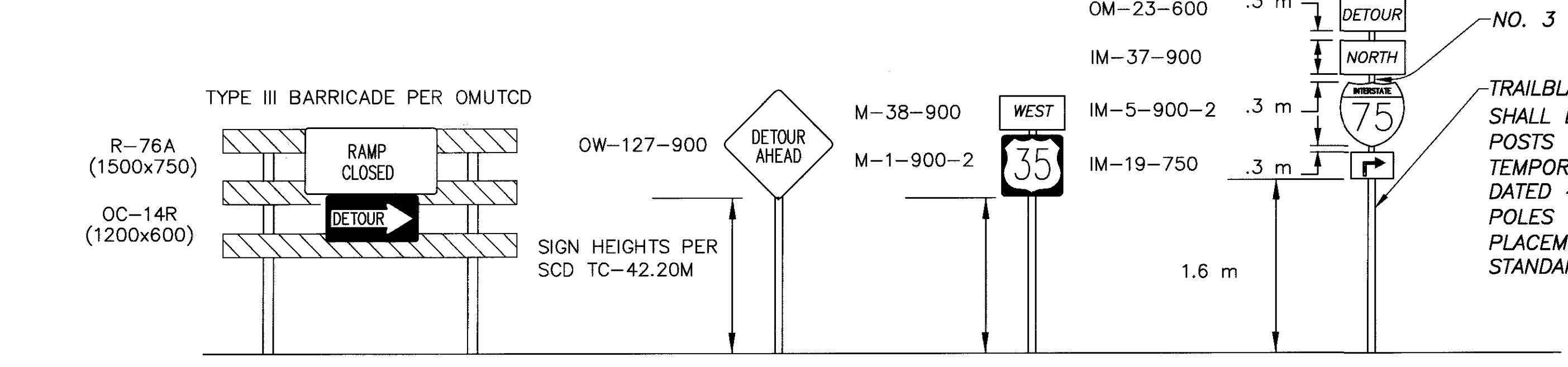


SIGN FLAG	SIGN CODE NUMBER	SIGN LEGEND
(A)	OM-23-600	DETOUR
(B)	M,IM-37-900	NORTH
(C)	M,IM-38-900	SOUTH
(D)	M,IM-39-900	EAST
(E)	M,IM-40-900	WEST
(F)	IM-5-900-2	75
(G)	D-14-VARIES	SECOND ST.
(H)	OW-127-1200	DETOUR AHEAD
(I)	R-76A-1500MD	RAMP CLOSED
(J)	OC-14L-1200	DETOUR
(K)	OC-14R-1200	DETOUR
(L)	IM-19-750	Right Turn Arrow
(M)	M-19-750	Left Turn Arrow
(N)	IM-21-750	Right Turn Arrow
(P)	M-21-750	Left Turn Arrow
(Q)	IM-20,22-750	Right Turn Arrow
(R)	M-20,22-750	Left Turn Arrow
(S)	IM-24-750	OR
(T)	M-24-750	OR
(U)	IM-26-750	Up Arrow
(V)	M-26-750	Up Arrow
(W)	IM-27-750	Down Arrow
(X)	M-27-750	Down Arrow
(Y)	IM-28-750	Down Arrow
(Z)	M-28-750	Down Arrow

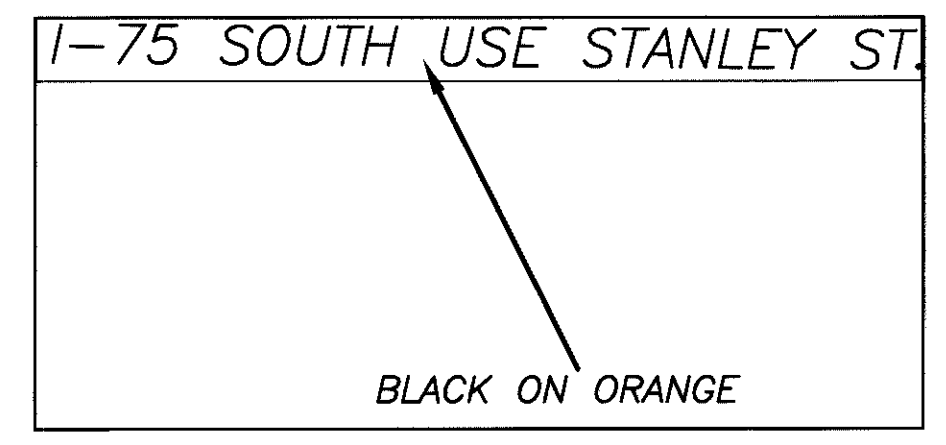
X X X X X = ROAD CLOSED
 ————— = DETOUR ROUTE

NOTE: SIGN DESIGNATORS H,I,J,& K SHALL BE MOUNTED ON TYPE III BARRICADES. ALL OTHER DETOUR SIGNS TO BE MOUNTED ON CLASS "A" TEMPORARY SUPPORTS. SEE TYPICAL DETOUR SIGNS.
 [Symbol] = s TYPE III BARRICADE

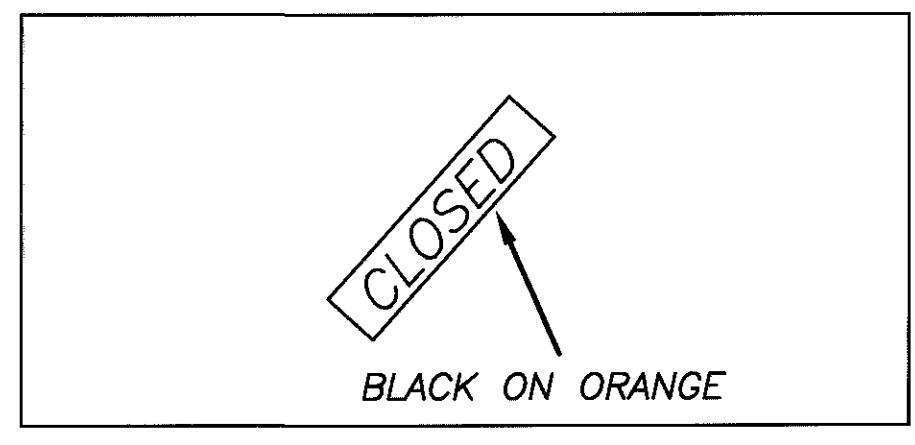
TYPICAL DETOUR SIGNS



TRAILBLAZER ROUTE MAKER ASSEMBLIES SHALL BE SUPPORTED BY NO. 3 STEEL POSTS OR SMALLER AS CLASS "A" TEMPORARY SUPPORTS PER SCD MT-105.11M DATED 4-25-94 OR BANDED TO LOCAL UTILITY POLES WITH PERMISSION OF UTILITY. PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING TC-42.20M



ALL EXIT GUIDE SIGNS FOR THE STANLEY AVE. EXIT FROM SR 4 WB SHALL HAVE THE SIGN BELOW APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE



ALL EXIT GUIDE SIGNS FOR THE I-75 SB EXIT FROM SR 4 WB SHALL HAVE THE "CLOSED" SIGN APPLIED TO THEM AS SHOWN FOR THE LENGTH OF THE RAMP CLOSURE

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 CAD1 DETOURS.DWG.DWG
 MARCH-15-1999

MAINTAINING TRAFFIC
 WORK ZONE SIGNING, MARKINGS AND TEMPORARY RAISED PAVEMENT MARKERS
 PORTABLE CONCRETE BARRIER, BARRIER REFLECTORS AND OBJECT MARKERS
 TEMPORARY IMPACT ATTENUATORS AND TEMPORARY PAVEMENT

CALC: MOW
 DATE: 06/01/99
 CHKD: FIB
 DATE: 06/01/99

ITEM	GENERAL	SOUTH GROUP		NORTH GROUP		TOTAL	ITEM	UNIT	DESCRIPTION
	MAINTAINING TRAFFIC NOTES	PHASE 1	PHASE 2	PHASE 1	PHASE 2				
	SHEETS 11 TO 16	19 TO 35	42 TO 58	67 TO 76	80 TO 90				
614	50	27	19	16	27	139	614	SQ. METER	SIGN, FLAT SHEET
614	60					60	614	EACH	WORK ZONE SPEED LIMIT SIGN
614	60					60	614	EACH	DOUBLE FINES IN WORK ZONE SIGN
614		19.273	18.871	11.860	10.574	60.578	614	KILOMETER	TEMPORARY EDGELINE, CLASS 1
614		6.349	6.617	1.999	4.527	19.492	614	KILOMETER	TEMPORARY LANE LINE, CLASS 1
614		325	100	357	245	1027	614	METER	TEMPORARY CHANNELIZING LINE, CLASS 1
614		615	586	286	398	1968	614	EACH	TEMPORARY RAISED PAVEMENT MARKER
622		1708	2249	557	782	5296	622	METER	PORTABLE CONCRETE BARRIER, 813 mm, AS PER PLAN
622		2928	2822	2238	1426	9414	622	METER	PORTABLE CONCRETE BARRIER, 813 mm, BRIDGE MOUNTED, AS PER PLAN
626		784	832	459	362	2437	626	EACH	BARRIER REFLECTORS, TYPE B
614		784	832	459	362	2437	614	EACH	OBJECT MARKER
614		2	1			3	614	EACH	TEMPORARARY IMPACT ATTENUATOR, AS PER PLAN
622			108			108	622	METER	CONCRETE BARRIER, TYPE A
202			108			108	202	METER	CONCRETE BARRIER REMOVED
606	160					160	606	METER	GUARDRAIL REBUILT, AS PER PLAN
203		237	1042	33	863	2175	203	CUBIC METER	EXCAVATION NOT INCLUDING EMBANKEMENT
304		74	322	10	267	673	304	CUBIC METER	AGGREGATE BASE
301		109	480	15	397	1001	301	CUBIC METER	BITUMINOUS AGGREGATE BASE, PG64-22
448		23	101	4	84	211	448	CUBIC METER	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
448		32	139	5	115	291	448	CUBIC METER	ASPHALT CONCRETE COURSE, TYPE 2, PG64-22
407		162	714	23	591	1490	407	LITER	TACK COAT
SPECIAL	4000					4000	SPECIAL	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR
SPECIAL	100					100	SPECIAL	EACH	WRECKER SERVICE
616	600					600	616	CUBIC METER	WATER
616	25					25	616	METRIC TON	CALCIUM CHLORIDE
614	84					84	614	SIGN-MONTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
614	500					500	614	EACH	REPLACEMENT DRUM
614	500					500	614	SQ. METER	REPLACEMENT SIGN
642	4000					4000	642	METER	REMOVAL OF PAVEMENT MARKING
614						LUMP	614	LUMP SUM	MAINTAINING TRAFFIC

PLOTTED VIEW = none
 XREF #1 = XREF
 XREF #2 = XREF
 XREF #3 = XREF
 XREF #4 = XREF
 XREF #5 = XREF
 XREF #6 = XREF
 XREF #7 = XREF
 XREF #8 = XREF
 XREF #9 = XREF
 XREF #10 = XREF
 XREF #11 = XREF
 XREF #12 = XREF
 XREF #13 = XREF
 XREF #14 = XREF
 XREF #15 = XREF
 XREF #16 = XREF
 XREF #17 = XREF
 XREF #18 = XREF
 XREF #19 = XREF
 XREF #20 = XREF
 XREF #21 = XREF
 XREF #22 = XREF
 XREF #23 = XREF
 XREF #24 = XREF
 XREF #25 = XREF
 XREF #26 = XREF
 XREF #27 = XREF
 XREF #28 = XREF
 XREF #29 = XREF
 XREF #30 = XREF
 XREF #31 = XREF
 XREF #32 = XREF
 XREF #33 = XREF
 XREF #34 = XREF
 XREF #35 = XREF
 XREF #36 = XREF
 XREF #37 = XREF
 XREF #38 = XREF
 XREF #39 = XREF
 XREF #40 = XREF
 XREF #41 = XREF
 XREF #42 = XREF
 XREF #43 = XREF
 XREF #44 = XREF
 XREF #45 = XREF
 XREF #46 = XREF
 XREF #47 = XREF
 XREF #48 = XREF
 XREF #49 = XREF
 XREF #50 = XREF
 XREF #51 = XREF
 XREF #52 = XREF
 XREF #53 = XREF
 XREF #54 = XREF
 XREF #55 = XREF
 XREF #56 = XREF
 XREF #57 = XREF
 XREF #58 = XREF
 XREF #59 = XREF
 XREF #60 = XREF
 XREF #61 = XREF
 XREF #62 = XREF
 XREF #63 = XREF
 XREF #64 = XREF
 XREF #65 = XREF
 XREF #66 = XREF
 XREF #67 = XREF
 XREF #68 = XREF
 XREF #69 = XREF
 XREF #70 = XREF
 XREF #71 = XREF
 XREF #72 = XREF
 XREF #73 = XREF
 XREF #74 = XREF
 XREF #75 = XREF
 XREF #76 = XREF
 XREF #77 = XREF
 XREF #78 = XREF
 XREF #79 = XREF
 XREF #80 = XREF
 XREF #81 = XREF
 XREF #82 = XREF
 XREF #83 = XREF
 XREF #84 = XREF
 XREF #85 = XREF
 XREF #86 = XREF
 XREF #87 = XREF
 XREF #88 = XREF
 XREF #89 = XREF
 XREF #90 = XREF
 XREF #91 = XREF
 XREF #92 = XREF
 XREF #93 = XREF
 XREF #94 = XREF
 XREF #95 = XREF
 XREF #96 = XREF
 XREF #97 = XREF
 XREF #98 = XREF
 XREF #99 = XREF
 XREF #100 = XREF

MAINTAINING TRAFFIC SUB-SUMMARY

MOT-75-16.769

SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
95	103	106	151A													
															LIGHTING	
			4							625	01500	4	EACH	CABLE SPLICING KIT		
			28.3							625	24100	28.3	METER	38 mm DUCT CABLE WITH TWO NO. 4 AWG 5000 VOLT CABLES		
			22.2							625	29002	22.2	METER	TRENCH, 0.6m DEEP		
			1							625	30700	1	EACH	PULL BOX, 713.08, 450mm		
															TRAFFIC CONTROL	
			1169							621	00200	1169	EACH	RAISED PAVEMENT MARKER, INSTALLATION ONLY		
			144							621	00300	144	EACH	PRISMATIC RETROREFLECTOR		
			144							621	00600	144	EACH	RAISED PAVEMENT MARKER CASTING, INSTALLATION ONLY		
		90								626	00100	90	EACH	BARRIER REFLECTOR, TYPE A		
2437	9									626	00200	2446	EACH	BARRIER REFLECTOR, TYPE B		
			1							630	74601	1	EACH	OVERHEAD SIGN SUPPORT, INSTALLATION ONLY, AS PER PLAN	151	
			11.1							630	84510	11.1	CU METER	RIGID OVERHEAD SIGN SUPPORT FOUNDATION		
			3							630	87100	3	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION		
			1							630	89703	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN	151	
			1							631	84000	1	EACH	SIGN SERVICE		
			3							631	84300	3	EACH	SIGN WIRED		
			6							631	97700	6	EACH	SIGN LIGHTING MISC: REMOVAL OF LUMINAIRE AND ARM AND REERECTION		
			1							631	97700	1	EACH	SIGN LIGHTING MISC: REMOVAL OF DISCONNECT SWITCH AND REERECTION		
			39.472							828	10000	39.472	KILOMETER	EDGE LINE		
			26.246							828	10100	26.246	KILOMETER	LANE LINE		
			4046							828	10300	4046	METER	CHANNELIZING LINE		
			742							828	10600	742	METER	TRANSVERSE LINE		
			809							828	20500	809	METER	DOTTED LINE		
															FOR STRUCTURES GENERAL SUMMARY SEE SHEETS 185-190.	

GENERAL SUMMARY

MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 CAD1 = F:\MOT75\ROADWA\15383\SUM.DWG
 JUN-29-1999

CALC: PLE
 DATE: 6/18/99
 CHKD: BT
 DATE:



CALC. BY: SAW
DATE: 5/24/09
CHKD. BY: F
DATE: 6/30/09

						446	446	407	254	
						38 mm Asphalt Concrete Surface Course, Type 1H	45 mm Asphalt Concrete Intermed. Course, Type 2 PG64-28	Tack Coat	Pavement Planing, Bituminous (77 mm Depth)	
	From	To	Side	Length	Width	Area				
	Station	Station		m	m	sq. m.	cu. m.	cu. m.	L	sq. m.
Normal - Ramp "D"	0+342.828	0+430.000		87.172	9.143	797.014	30.287	35.866	239.104	797.014
Normal - Ramp "F"	0+121.259	0+175.186		53.927	7.664	413.297	15.705	18.598	123.989	413.297
Normal - Ramp "F"	0+175.186	0+243.804		68.618	6.706	460.152	17.486	20.707	138.046	460.152
Normal - Ramp "F"	0+243.804	0+274.284		30.48	7.925	241.554	9.179	10.870	72.466	241.554
Normal - Ramp "F"	0+274.284	0+350.000		75.716	9.144	692.347	26.309	31.156	207.704	692.347
Normal - Ramp "H"	0+050.000	0+420.552		370.552	7.956	2948.112	112.028	132.665	884.434	2948.112
Normal - Lane "SE"	0+339.012	0+451.657		112.645	11.595	1306.119	49.633	58.775	391.836	1306.119
Normal - Lane "WS"	0+864.580	0+864.317		3.737	5.791	21.641	0.822	0.974	6.492	21.641
Normal - Lane "WS"	0+864.317	0+985.734		121.417	11.582	1406.252	53.438	63.281	421.876	1406.252
Normal - Lane "WS"	1+084.226	1+175.064		90.838	14.424	1310.247	49.789	58.961	393.074	1310.247
Normal - Lane "WS"	1+175.064	1+228.490		53.426	6.706	358.275	13.614	16.122	107.483	358.275
Normal - Lane "AN"	0+054.547	0+212.394		157.847	6.743	1064.362	40.446	47.896	319.309	1064.362
Normal - Lane "NA"	0+190.066	0+228.122		38.056	9.134	347.604	13.209	15.642	104.281	347.604
Normal - Lane "ES"	0+050.000	0+075.496		25.496	14.6	372.242	14.145	16.751	111.673	372.242
Normal - Lane "ES"	0+075.496	0+099.629		24.133	7.268	175.399	6.665	7.893	52.620	175.399
Normal - Lane "NE"	0+387.779	0+477.450		89.671	6.56	588.242	22.353	26.471	176.473	588.242
Normal - Ramp "M"	0+054.155	0+080.00		25.845	9.392	242.736	9.224	10.923	72.821	242.736
Normal - Ramp "L"	0+303.899	0+306.360		2.461	3.453	8.498	0.323	0.382	2.550	8.498
Normal - Ramp "L"	0+306.360	0+327.283		20.923	8.025	167.907	6.380	7.556	50.372	167.907
Normal - Ramp "L"	0+327.283	0+394.779		67.496	9.144	617.183	23.453	27.773	185.155	617.183
Normal - Ramp "O"	0+040.000	0+177.171		137.171	7.32	1004.092	38.155	45.184	301.228	1004.092
Normal - Ramp "O"	0+177.170	0+181.478	Rt.	4.308	3.202	13.794	0.524	0.621	4.138	13.794
Normal - Ramp "W"	0+148.308	0+151.625	Rt.	3.317	3.808	12.631	0.480	0.568	3.789	12.631
Normal - Ramp "W"	0+151.625	0+240.000		88.375	8.377	740.317	28.132	33.314	222.095	740.317
Normal - Ramp "N-22"	0+205.175	0+243.328		38.153	8.01	305.606	11.613	13.752	91.682	305.606
Normal - Ramp "N-23"	0+000.000	0+080.147		80.147	6.718	538.428	20.460	24.229	161.528	538.428
Normal - Ramp "N-23"	0+080.147	0+108.142		27.995	10.789	302.038	11.477	13.592	90.611	302.038
Normal - Ramp "N-23"	0+108.142	0+135.395		27.253	6.249	170.304	6.472	7.664	51.091	170.304
Normal - Ramp "R"	0+185.149	0+199.540		14.391	11.285	162.402	6.171	7.308	48.721	162.402
Normal - Ramp "R"	0+199.540	0+206.821		7.281	5.647	41.116	1.562	1.850	12.335	41.116
Normal - Ramp "R"	0+294.681	0+300.811	Lt.	6.13	5.439	33.341	1.267	1.500	10.002	33.341
Normal - Ramp "R"	0+300.811	0+325.127		24.316	13.668	332.351	12.629	14.956	99.705	332.351
Normal - Ramp "R"	0+325.127	0+370.000		44.873	16.395	735.693	27.956	33.106	220.708	735.693
Normal - Ramp "T"	0+329.447	0+332.750		3.303	3.833	12.660	0.481	0.570	3.798	12.660
Normal - Ramp "T"	0+332.750	0+405.531		72.781	7.191	523.368	19.888	23.552	157.010	523.368
Normal - Ramp "D-D"	0+043.605	0+076.584		32.979	5.875	193.752	7.363	8.719	58.126	193.752
Left Ramp - Ramp "C"	0+060.000	0+123.679		63.679	6.706	427.031	16.227	19.216	128.109	427.031
Left Ramp - Lane "ES"	0+099.629	0+198.518		98.889	6.811	673.533	25.594	30.309	202.060	673.533
Left Ramp - Lane "ES"	0+345.721	0+387.176		41.455	16.497	683.883	25.988	30.775	205.165	683.883
Left Ramp - Lane "ES"	0+387.176	0+397.238	Rt.	10.062	4.205	42.311	1.608	1.904	12.693	42.311
Left Ramp - Ramp "Q"	0+097.818	0+159.186		61.368	6.706	411.534	15.638	18.519	123.460	411.534
Left Ramp - Ramp "Q"	0+159.186	0+160.530		1.344	3.353	4.506	0.171	0.203	1.352	4.506
Left Ramp - Lane "NE"	0+372.720	0+387.779		15.059	6.56	987.870	37.539	44.454	296.361	987.870
Left Ramp - Ramp "S"	0+018.880	0+166.418		147.538	6.249	921.965	35.035	41.488	276.590	921.965
Left Ramp - Ramp "S"	0+166.418	0+181.320		14.902	3.13	46.643	1.772	2.099	13.993	46.643
Left Ramp - Ramp "S"	0+181.320	0+185.658		4.338	3.812	16.536	0.628	0.744	4.961	16.536
Left Ramp - Ramp "T"	0+405.531	0+460.000		54.469	6.306	343.482	13.052	15.457	103.045	343.482
Left Ramp - Ramp "A-A"	0+048.830	0+183.165		134.335	7.044	946.256	35.958	42.582	283.877	946.256
Left Ramp - Ramp "C-C"	0+222.348	0+358.961		136.613	7.925	1082.658	41.141	48.720	324.797	1082.658
Left Ramp - Ramp "D-D"	0+000.000	0+043.605		43.605	5.789	252.429	9.592	11.359	75.729	252.429
Left Ramp - W.B. S.R. 4	0+461.314	0+465.040		3.726	5.791	21.577	0.820	0.971	6.473	21.577
SUBTOTALS							969.881	1148.547	7656.990	25523.290

PLOTTED VIEW = PLAN
 XREF # = NONE
 JUNE-28-1989
 F:\MOT75\ROADWAY\15353SUB4.DWG

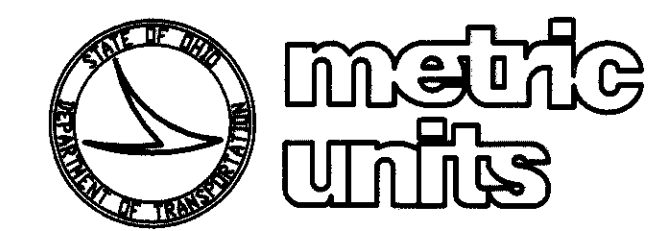
SUBSUMMARY

MOT-75-16.794

						446	446	407	254	446	305	304	203	605	622	
	From	To	Side	Length	Width	Area	38 mm Asphalt Concrete Surface Course, Type 1H	45 mm Asphalt Concrete Intermed. Course, Type 2 PG64-28	Tack Coat	Pavement Planing, Bituminous	80 mm Asphalt Concrete Intermed. Course, Type 2 PG64-28	200 mm Concrete Base	150 mm Aggregate Base	Subgrade Compaction	150 mm Shallow Pipe Underdrain	Concrete Barrier, Type B1
	Station	Station		m	m	sq. m.	cu. m.	cu. m.	L.	sq. m.	cu. m.	sq. m.	cu. m.	sq. m.	m	m
Left Ramp - W.B. S.R. 4	0+465.040	0+596.724		131.684	11.6	1527.534	58.046	68.739	458.260	1527.534						
Right Ramp - Ramp "A"	0+078.515	0+220.471		141.956	6.705	951.815	36.169	42.832	285.545	951.815						
Right Ramp - Ramp "D"	0+251.057	0+309.586		58.529	6.912	404.552	15.373	18.205	121.366	404.552						
Right Ramp - Lane "SE"	0+172.255	0+219.637		47.382	7.62	361.051	13.720	16.247	108.315	361.051						
Right Ramp - Lane "SE"	0+219.637	0+235.838		16.201	13.828	224.027	8.513	10.081	67.208	224.027						
Right Ramp - Lane "SE"	0+567.441	0+756.247		188.806	6.641	1253.861	47.647	56.424	376.158	1253.861						
Right Ramp - Lane "SE"	0+756.247	0+852.661		96.414	12.897	1243.451	47.251	55.955	373.035	1243.451						
Right Ramp - Lane "WS"	0+667.286	0+746.586		79.3	6.706	531.786	20.208	23.930	159.536	531.786						
Right Ramp - Lane "WS"	0+746.586	0+748.435		1.849	3.353	6.200	0.236	0.279	1.860	6.200						
Right Ramp - Lane "NA"	0+070.716	0+190.066		119.35	7.92	945.252	35.920	42.536	283.576	945.252						
Right Ramp - Lane "EN"	0+269.388	0+407.449		138.061	7.926	1094.271	41.582	49.242	328.281	1094.271						
Right Ramp - Lane "EN"	0+407.449	0+411.849	Lt.	4.4	4.035	17.754	0.675	0.799	5.326	17.754						
Right Ramp - Ramp "M"	0+080.000	0+137.749		57.749	9.392	542.379	20.610	24.407	162.714	542.379						
Right Ramp - Ramp "M"	0+137.749	0+141.473		3.724	4.877	18.162	0.690	0.817	5.449	18.162						
Right Ramp - Ramp "Q"	0+020.000	0+097.818		77.818	6.706	521.848	19.830	23.483	156.554	521.848						
Right Ramp - Ramp B-B	0+090.814	0+206.544		115.73	7.156	828.164	31.470	37.267	248.449	828.164						
Right Ramp - Ramp "D-D"	0+076.584	0+179.140		102.556	6.328	648.974	24.661	29.204	194.692	648.974						
Right Ramp - Ramp "N-22"	0+243.328	0+315.856		72.528	6.455	468.168	17.790	21.068	140.450	468.168						
Right Ramp - Ramp "N-24"	0+030.000	0+176.376		146.376	6.728	984.818	37.423	44.317	295.445	984.818						
Right Ramp - E.B. S.R. 4	0+078.062	0+146.000		67.938	11.43	776.531	29.508	34.944	232.959	776.531						
Ramp Section "D"	0+235.838	0+339.012		103.174	12.140	1252.532	47.596		375.760		100.203	1252.532	187.880	1252.532	103.174	
SUBTOTALS							554.918	600.776	4380.938	13350.598	100.203	1252.532	187.880	1252.532	103.174	
TOTALS CARRIED TO GENERAL SUMMARY SHEET							5717.382	6554.802	45137.235	142458.938	381.826	5653.257	893.214	5653.257	596.107	197.114

CALC. BY: SAWI
DATE: 5/24/99
CHKD. BY: P.E.
DATE: 6/30/99

SUBSUMMARY



Impact Attenuators					
Ref. #	Location	Approximate Station	Side	Page	606
					Impact Attenuator, Type 2-98
					Each
IA1	Lane SE	0+520	Lt.	112	1
IA2	Lane NW	0+220	Lt.	113	1
IA3	Lane WS	0+610	Lt.	114	1
IA4	Lane NW	0+110	Lt.	116	1
IA5	Ramp L	0+230	Lt.	118	1
IA6	Ramp R	0+180	Lt.	119	1
IA7	Ramp W	0+090	Lt.	119	1
IA8	Ramp T	0+280	Lt.	120	1
IA9	Ramp N-21	0+210	Lt.	124	1
TOTALS CARRIED TO GENERAL SUMMARY SHEET					9

Concrete Barrier								
Ref. #	Location	Station		Side	202	622	622	626
		From	To		Concrete Barrier, Removed	Concrete Barrier, Type B1	Concrete Barrier, Type D	Barrier Reflector, Type B
					Meter	Meter	Meter	Each
R1	N.B. I-75	11+750	11+780	Rt.	30			
R2	N.B. I-75	11+696	11+787	Lt.	91			
R3	N.B. I-75	11+864	11+890	Lt.	26			
CB1	N.B. I-75	11+759	11+775			16		1
CB2	N.B. I-75	11+696	11+784			88		6
CB3	Ramp C-C	0+420	0+450				30	2
TOTALS CARRIED TO GENERAL SUMMARY SHEET					147	104	30	9

PLOT SCALE = 1"=100'
XREF # = NONE
JUNE-28-1999
F:\MOT75\ROADWAY\15365SUB4.DWG

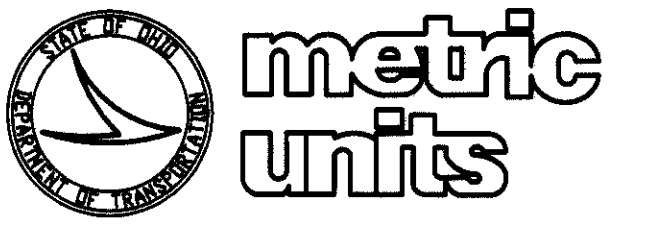
MOT-75-16.794

					611	304	203						611	304	203					
					Reinforced Concrete Approach Slab, As Per Plan (T=380mm)	150 mm Aggregate Base	Subgrade Compaction						Reinforced Concrete Approach Slab, As Per Plan (T=380mm)	150 mm Aggregate Base	Subgrade Compaction					
From	To	Length	Width	Area	From	To	Length	Width	Area	From	To	Length	Width	Area	From	To	Length	Width	Area	
Station	Station	m	m	sq. m.	Station	Station	m	m	sq. m.	Station	Station	m	m	sq. m.	Station	Station	m	m	sq. m.	
Approach Slab "A"	7+171.787	7+179.387	7.6	33.80	256.880	256.880	38.532	256.880	Approach Slab - Ramp "O"	0+177.171	0+184.771	7.6	7.66	58.216	58.216	8.732	58.216			
Approach Slab "A"	7+227.777	7+235.377	7.6	33.70	256.120	256.120	38.418	256.120	Approach Slab - Ramp "R"	0+205.158	0+212.758	7.6	13.19	100.244	100.244	15.037	100.244			
Approach Slab "A"	7+389.789	7+397.389	7.6	35.63	270.788	270.788	40.618	270.788	Approach Slab - Ramp "R"	0+293.190	0+300.790	7.6	13.10	99.530	99.530	14.934	99.530			
Approach Slab "A"	7+457.435	7+465.035	7.6	35.66	271.016	271.016	40.652	271.016	Approach Slab - Ramp "Q"	0+159.217	0+166.817	7.6	7.23	54.910	54.910	8.242	54.910			
Approach Slab "A"	8+057.015	8+064.615	7.6	24.67	187.492	187.492	28.123	187.492	Approach Slab - Ramp "W"	0+141.144	0+148.744	7.6	8.87	67.374	67.374	10.112	67.374			
Approach Slab "A"	8+102.416	8+110.016	7.6	24.64	187.264	187.264	28.090	187.264	Approach Slab - Ramp "S"	0+259.132	0+266.732	7.6	9.19	69.844	69.844	10.477	69.844			
Approach Slab "A"	8+263.328	8+270.928	7.6	35.43	269.268	269.268	40.390	269.268	Approach Slab - Ramp "S"	0+184.424	0+192.024	7.6	9.26	70.353	70.353	10.556	70.353			
Approach Slab "A"	8+995.416	9+003.016	7.6	53.21	404.396	404.396	60.659	404.396	Approach Slab - Ramp "T"	0+322.282	0+329.882	7.6	9.12	69.320	69.320	10.397	69.320			
Approach Slab "A"	9+105.113	9+112.713	7.6	46.14	350.664	350.664	52.600	350.664	SUBTOTALS					589.791	88.487	589.791				
Approach Slab "B"	6+127.134	6+134.734	7.6	38.09	289.484	289.484	43.423	289.484	TOTALS CARRIED TO GENERAL SUMMARY SHEET					10069.651	1510.471	10069.651				
Approach Slab "B"	6+420.554	6+428.154	7.6	44.89	341.164	341.164	51.175	341.164												
Approach Slab "B"	6+673.552	6+681.152	7.6	34.52	262.352	262.352	39.353	262.352												
Approach Slab "B"	6+744.093	6+751.693	7.6	33.21	252.396	252.396	37.859	252.396												
Approach Slab "C"	8+300.506	8+308.106	7.6	30.75	233.700	233.700	35.055	233.700												
Approach Slab "C"	8+455.099	8+462.699	7.6	24.92	189.392	189.392	28.409	189.392												
Approach Slab "C"	8+669.006	8+676.606	7.6	42.13	320.188	320.188	48.028	320.188												
Approach Slab "C"	8+767.744	8+775.344	7.6	45.04	342.304	342.304	51.346	342.304												
Approach Slab "D"	9+467.426	9+475.026	7.6	19.82	150.632	150.632	22.595	150.632												
Approach Slab "D"	10+429.592	10+437.192	7.6	18.43	140.068	140.068	21.010	140.068												
Approach Slab "D"	11+100.648	1+045.747	7.6	23.46	178.296	178.296	26.744	178.296												
Approach Slab "E"	9+516.097	9+523.697	7.6	25.88	196.688	196.688	29.503	196.688												
Approach Slab "E"	9+651.588	9+659.188	7.6	18.34	139.384	139.384	20.908	139.384												
Approach Slab "E"	9+895.634	9+903.234	7.6	29.50	224.200	224.200	33.630	224.200												
Approach Slab "E"	9+986.890	9+994.490	7.6	24.96	189.696	189.696	28.454	189.696												
Approach Slab "E"	10+459.584	10+467.184	7.6	18.47	140.372	140.372	21.056	140.372												
Approach Slab "E"	11+101.221	11+108.821	7.6	20.26	153.976	153.976	23.101	153.976												
Approach Slab "F"	9+944.559	9+952.159	7.6	16.41	124.716	124.716	18.707	124.716												
Approach Slab "G"	9+738.817	9+746.417	7.6	23.82	181.032	181.032	27.155	181.032												
Approach Slab "G"	9+818.777	9+826.377	7.6	19.78	150.328	150.328	22.549	150.328												
Approach Slab "G"	11+778.991	11+786.591	7.6	19.99	151.924	151.924	22.789	151.924												
Approach Slab "G"	11+855.750	11+863.350	7.6	22.87	173.812	173.812	26.072	173.812												
Approach Slab "H"	9+569.435	9+577.035	7.6	20.14	153.064	153.064	22.960	153.064												
Approach Slab "H"	9+646.990	9+654.590	7.6	22.47	170.772	170.772	25.616	170.772												
Approach Slab "H"	9+748.469	9+756.069	7.6	20.03	152.228	152.228	22.834	152.228												
Approach Slab "H"	9+828.687	9+836.287	7.6	28.80	218.880	218.880	32.832	218.880												
Approach Slab "H"	10+740.718	10+748.318	7.6	20.37	154.812	154.812	23.222	154.812												
Approach Slab "H"	10+796.799	10+804.399	7.6	21.24	161.424	161.424	24.214	161.424												
Approach Slab "H"	11+033.765	11+041.365	7.6	25.97	197.372	197.372	29.606	197.372												
Approach Slab "J"	10+770.168	10+777.768	7.6	17.28	131.328	131.328	19.699	131.328												
Approach Slab "J"	10+817.678	10+825.278	7.6	18.00	136.800	136.800	20.520	136.800												
Approach Slab "J"	11+031.838	11+039.438	7.6	21.89	166.364	166.364	24.955	166.364												
Approach Slab - Lane "SW"	0+853.983	0+861.583	7.6	13.13	99.788	99.788	14.968	99.788												
Approach Slab - Lane "SE"	0+451.657	0+459.257	7.6	12.55	95.380	95.380	14.307	95.380												
Approach Slab - Lane "SE"	0+559.841	0+567.441	7.6	8.38	63.688	63.688	9.553	63.688												
Approach Slab - Lane "NE"	0+365.120	0+372.720	7.6	8.18	62.168	62.168	9.325	62.168												
Approach Slab - Lane "ES"	0+198.518	0+206.118	7.6	7.98	60.648	60.648	9.097	60.648												
Approach Slab - Lane "ES"	0+338.121	0+345.721	7.6	8.04	61.104	61.104	9.166	61.104												
Approach Slab - Lane "ES"	0+338.664	0+396.264	7.6	13.13	99.788	99.788	14.968	99.788												
Approach Slab - Lane "SW"	0+748.194	0+755.794	7.6	9.85	74.860	74.860	11.229	74.860												
Approach Slab - Lane "EN"	0+408.760	0+416.360	7.6	10.24	77.824	77.824	11.674	77.824												
Approach Slab - Ramp "L"	0+296.299	0+303.899	7.6	9.50	72.200	72.200	10.830	72.200												
Approach Slab - Ramp "M"	0+140.919	0+148.519	7.6	11.76	89.376	89.376	13.406	89.376												
SUBTOTALS						9,479.860	1,421.984	9,479.860												

CALC. BY: SAW DATE: 5/21/09
 CHECKED BY: E DATE: 6/30/09
SUBSUMMARY
MOT-75-16.794
 104
 319



PLOT SCALE = 1" = 100' (AS SHOWN)
 XREF #1 = NONE
 XREF #2 = NONE
 XREF #3 = NONE
 XREF #4 = NONE
 XREF #5 = NONE
 XREF #6 = NONE
 XREF #7 = NONE
 XREF #8 = NONE
 XREF #9 = NONE
 XREF #10 = NONE
 XREF #11 = NONE
 XREF #12 = NONE
 XREF #13 = NONE
 XREF #14 = NONE
 XREF #15 = NONE
 XREF #16 = NONE
 XREF #17 = NONE
 XREF #18 = NONE
 XREF #19 = NONE
 XREF #20 = NONE
 XREF #21 = NONE
 XREF #22 = NONE
 XREF #23 = NONE
 XREF #24 = NONE
 XREF #25 = NONE
 XREF #26 = NONE
 XREF #27 = NONE
 XREF #28 = NONE
 XREF #29 = NONE
 XREF #30 = NONE
 XREF #31 = NONE
 XREF #32 = NONE
 XREF #33 = NONE
 XREF #34 = NONE
 XREF #35 = NONE
 XREF #36 = NONE
 XREF #37 = NONE
 XREF #38 = NONE
 XREF #39 = NONE
 XREF #40 = NONE
 XREF #41 = NONE
 XREF #42 = NONE
 XREF #43 = NONE
 XREF #44 = NONE
 XREF #45 = NONE
 XREF #46 = NONE
 XREF #47 = NONE
 XREF #48 = NONE
 XREF #49 = NONE
 XREF #50 = NONE
 XREF #51 = NONE
 XREF #52 = NONE
 XREF #53 = NONE
 XREF #54 = NONE
 XREF #55 = NONE
 XREF #56 = NONE
 XREF #57 = NONE
 XREF #58 = NONE
 XREF #59 = NONE
 XREF #60 = NONE
 XREF #61 = NONE
 XREF #62 = NONE
 XREF #63 = NONE
 XREF #64 = NONE
 XREF #65 = NONE
 XREF #66 = NONE
 XREF #67 = NONE
 XREF #68 = NONE
 XREF #69 = NONE
 XREF #70 = NONE
 XREF #71 = NONE
 XREF #72 = NONE
 XREF #73 = NONE
 XREF #74 = NONE
 XREF #75 = NONE
 XREF #76 = NONE
 XREF #77 = NONE
 XREF #78 = NONE
 XREF #79 = NONE
 XREF #80 = NONE
 XREF #81 = NONE
 XREF #82 = NONE
 XREF #83 = NONE
 XREF #84 = NONE
 XREF #85 = NONE
 XREF #86 = NONE
 XREF #87 = NONE
 XREF #88 = NONE
 XREF #89 = NONE
 XREF #90 = NONE
 XREF #91 = NONE
 XREF #92 = NONE
 XREF #93 = NONE
 XREF #94 = NONE
 XREF #95 = NONE
 XREF #96 = NONE
 XREF #97 = NONE
 XREF #98 = NONE
 XREF #99 = NONE
 XREF #100 = NONE
 XREF #101 = NONE
 XREF #102 = NONE
 XREF #103 = NONE
 XREF #104 = NONE
 XREF #105 = NONE
 XREF #106 = NONE
 XREF #107 = NONE
 XREF #108 = NONE
 XREF #109 = NONE
 XREF #110 = NONE
 XREF #111 = NONE
 XREF #112 = NONE
 XREF #113 = NONE
 XREF #114 = NONE
 XREF #115 = NONE
 XREF #116 = NONE
 XREF #117 = NONE
 XREF #118 = NONE
 XREF #119 = NONE
 XREF #120 = NONE
 XREF #121 = NONE
 XREF #122 = NONE
 XREF #123 = NONE
 XREF #124 = NONE
 XREF #125 = NONE
 XREF #126 = NONE
 XREF #127 = NONE
 XREF #128 = NONE
 XREF #129 = NONE
 XREF #130 = NONE
 XREF #131 = NONE
 XREF #132 = NONE
 XREF #133 = NONE
 XREF #134 = NONE
 XREF #135 = NONE
 XREF #136 = NONE
 XREF #137 = NONE
 XREF #138 = NONE
 XREF #139 = NONE
 XREF #140 = NONE
 XREF #141 = NONE
 XREF #142 = NONE
 XREF #143 = NONE
 XREF #144 = NONE
 XREF #145 = NONE
 XREF #146 = NONE
 XREF #147 = NONE
 XREF #148 = NONE
 XREF #149 = NONE
 XREF #150 = NONE
 XREF #151 = NONE
 XREF #152 = NONE
 XREF #153 = NONE
 XREF #154 = NONE
 XREF #155 = NONE
 XREF #156 = NONE
 XREF #157 = NONE
 XREF #158 = NONE
 XREF #159 = NONE
 XREF #160 = NONE
 XREF #161 = NONE
 XREF #162 = NONE
 XREF #163 = NONE
 XREF #164 = NONE
 XREF #165 = NONE
 XREF #166 = NONE
 XREF #167 = NONE
 XREF #168 = NONE
 XREF #169 = NONE
 XREF #170 = NONE
 XREF #171 = NONE
 XREF #172 = NONE
 XREF #173 = NONE
 XREF #174 = NONE
 XREF #175 = NONE
 XREF #176 = NONE
 XREF #177 = NONE
 XREF #178 = NONE
 XREF #179 = NONE
 XREF #180 = NONE
 XREF #181 = NONE
 XREF #182 = NONE
 XREF #183 = NONE
 XREF #184 = NONE
 XREF #185 = NONE
 XREF #186 = NONE
 XREF #187 = NONE
 XREF #188 = NONE
 XREF #189 = NONE
 XREF #190 = NONE
 XREF #191 = NONE
 XREF #192 = NONE
 XREF #193 = NONE
 XREF #194 = NONE
 XREF #195 = NONE
 XREF #196 = NONE
 XREF #197 = NONE
 XREF #198 = NONE
 XREF #199 = NONE
 XREF #200 = NONE
 XREF #201 = NONE
 XREF #202 = NONE
 XREF #203 = NONE
 XREF #204 = NONE
 XREF #205 = NONE
 XREF #206 = NONE
 XREF #207 = NONE
 XREF #208 = NONE
 XREF #209 = NONE
 XREF #210 = NONE
 XREF #211 = NONE
 XREF #212 = NONE
 XREF #213 = NONE
 XREF #214 = NONE
 XREF #215 = NONE
 XREF #216 = NONE
 XREF #217 = NONE
 XREF #218 = NONE
 XREF #219 = NONE
 XREF #220 = NONE
 XREF #221 = NONE
 XREF #222 = NONE
 XREF #223 = NONE
 XREF #224 = NONE
 XREF #225 = NONE
 XREF #226 = NONE
 XREF #227 = NONE
 XREF #228 = NONE
 XREF #229 = NONE
 XREF #230 = NONE
 XREF #231 = NONE
 XREF #232 = NONE
 XREF #233 = NONE
 XREF #234 = NONE
 XREF #235 = NONE
 XREF #236 = NONE
 XREF #237 = NONE
 XREF #238 = NONE
 XREF #239 = NONE
 XREF #240 = NONE
 XREF #241 = NONE
 XREF #242 = NONE
 XREF #243 = NONE
 XREF #244 = NONE
 XREF #245 = NONE
 XREF #246 = NONE
 XREF #247 = NONE
 XREF #248 = NONE
 XREF #249 = NONE
 XREF #250 = NONE
 XREF #251 = NONE
 XREF #252 = NONE
 XREF #253 = NONE



CALC. BY: P. L.
DATE: 6/16/99
CHKD. BY: S.A.W.
DATE: 6/24/99

SUBSUMMARY

MOT-75-16.794

105
319

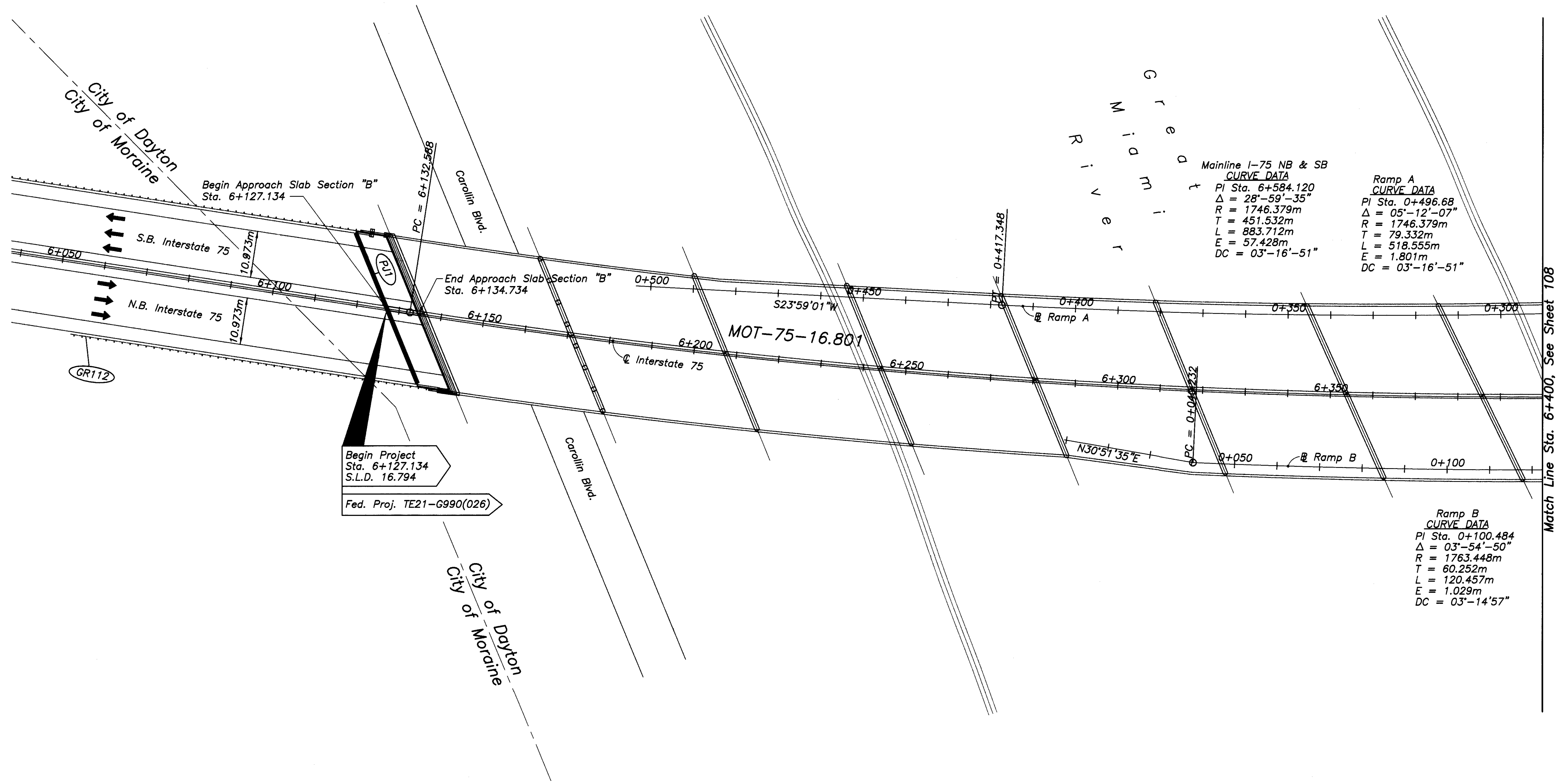
Pavement Relief Joints				
Ref. #	Location	Station	Page	SPECIAL
				Pressure Relief Joint, Type C
				Meter
PJ1	Mainline I-75	6+127.134	107	38.4
PJ2	Mainline I-75	6+428.154	108	44.2
PJ3	Mainline I-75	6+673.552	108	34.7
PJ4	Mainline I-75	6+751.693	109	34.2
PJ5	Mainline I-75	7+171.787	110	35.6
PJ6	Mainline I-75	7+235.377	110	34.7
PJ7	Mainline I-75	7+389.789	110	36.6
PJ8	Mainline I-75	7+465.035	111	36.6
PJ9	Mainline I-75	8+057.015	112	26.1
PJ10	Mainline I-75	8+110.016	112	25.7
PJ11	Lane SE	0+451.657	112	11.6
PJ12	Lane SE	0+567.441	113	6.7
PJ13	Lane WS	0+861.583	112	12.2
PJ14	Lane WS	0+748.194	113	7.0
PJ14a	Lane ES	0+388.664	113	13.6
PJ15	Lane NE	0+372.720	113	6.7
PJ16	Mainline I-75	8+676.606	116	43.3
PJ17	Mainline I-75	8+263.328	113	35.8
PJ18	Mainline I-75	8+308.106	113	33.4
PJ19	Lane ES	0+345.721	113	8.0
PJ20	Lane ES	0+198.518	113	6.7
PJ21	Mainline I-75	8+455.099	113	27.4
PJ22	Lane EN	0+408.760	113	9.2
PJ23	Mainline I-75	8+767.744	116	46.4
PJ24	Mainline I-75	9+003.016	117	55.1
PJ25	Mainline I-75	9+105.113	117	48.0
PJ26	Ramp L	0+303.899	118	7.9
PJ27	Ramp M	0+140.919	118	10.5
PJ28	SB I-75	9+475.026	118	18.3
PJ29	NB I-75	9+523.697	118	24.7
PJ30	Ramp R	0+205.158	119	14.1
PJ31	Ramp R	0+300.790	119	13.7
PJ32	SB I-75	9+569.435	119	19.7
PJ33	SB I-75	9+654.590	119	22.6
PJ34	Ramp O	0+177.171	119	8.2
PJ35	NB I-75	9+651.588	119	19.0
PJ36	NB I-75	9+746.417	119	23.1
PJ37	Ramp Q	0+159.217	119	7.2
PJ38	NB I-75	9+903.234	120	28.8
PJ39	Ramp W	0+148.744	119	8.4
PJ40	SB I-75	9+836.287	119	27.6
PJ41	SB I-75	9+748.469	119	19.5
PJ42	NB I-75	9+818.777	119	19.1
PJ43	Ramp S	0+266.732	119	9.3
PJ44	Ramp S	0+184.424	119	9.3
PJ45	Ramp T	0+329.882	120	8.6
PJ46	SB I-75	9+944.559	120	21.5
PJ47	SB I-75	10+437.192	121	20.3
PJ48	NB I-75	9+986.890	120	25.6
PJ49	NB I-75	10+467.184	121	18.7
PJ50	SB I-75	10+740.718	122	19.5
PJ51	SB I-75	10+804.399	122	21.0
	SUBTOTALS			1164.1

Pavement Relief Joints				
Ref. #	Location	Station	Page	SPECIAL
				Pressure Relief Joint, Type C
				Meter
PJ52	NB I-75	10+770.168	122	16.3
PJ53	NB I-75	10+825.278	122	17.4
PJ54	SB I-75	11+033.765	123	26.1
PJ55	SB I-75	1+046.320	123	22.6
PJ56	NB I-75	11+031.838	123	21.9
PJ57	NB I-75	11+108.821	123	19.9
PJ58	NB I-75	11+337.123	124	18.3
PJ59	NB I-75	11+399.323	124	15.3
PJ60	SB I-75	0+815.201	124	27.3
PJ61	SB I-75	0+499.906	125	23.9
PJ62	NB I-75	11+435.167	124	17.0
PJ63	NB I-75	11+694.572	125	25.7
PJ64	NB I-75	11+778.991	125	19.4
PJ65	NB I-75	11+863.350	125	23.7
	SUBTOTALS			294.8
	TOTALS CARRIED TO GENERAL SUMMARY SHEET			1458.9

Earthwork				
	Page	659	203	203
		Seeding and Mulching	Embankment	Excavation not Including Embankment
		Sq Meter	Cu Meter	Cu Meter
	127	265	1073	0
	128	938	9241	0
	129	2089	16306	0
	131	677	459	114
	132	391	171	120
	133	203	7	147
	TOTALS CARRIED TO GENERAL SUMMARY SHEET	4563	27257	381

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1"=1'
 CAD: F:\MOT75\ROADWAY\15383SUB4.DWG JUNE-28-1999

REF. NO.	APPROXIMATE STATION	SIDE	PAGE	202		606		203		606		606		REF. NO.	APPROXIMATE STATION	SIDE	PAGE	202		606		203		606		606		626	
				Guardrail Removed	Guardrail, Type 5	Linear Grading	Anchor Assembly, Type T	Bridge Terminal Assembly, Type 2	Anchor Assembly, Type E-98	Barrier Reflector, Type A	Guardrail Removed	Guardrail, Type 5	Linear Grading					Anchor Assembly, Type T	Bridge Terminal Assembly, Type 2	Anchor Assembly, Type E-98	Barrier Reflector, Type A								
				Meter	Meter	Meter	Each	Each	Each	Each	Meter	Meter	Meter					Each	Each	Each	Each	Each	Each						
FROM	TO												FROM	TO			Meter	Meter	Meter	Each	Each	Each	Each	Each	Each				
GR1	Ramp A	0+244		Rt.	108	15.24	15.24	15.24					GR77	Ramp Q	0+100		Lt.	119	7.62	7.62	7.62								
GR2	Ramp A	0+225		Rt.	108	7.62	7.62	7.62					GR78	N.B. I-75	9+645		Lt.	119	7.62	7.62	7.62								
GR3	Ramp B	0+171		Rt.	108	7.62	7.62	7.62					GR79	Ramp O	0+310		Lt.	119	7.62	7.62	7.62								
GR4	Ramp B	0+210		Rt.	108	7.62	7.62	7.62					GR80	Ramp O	0+330		Lt.	119	7.62	7.62	7.62					1			
GR5	Mainline I-75	6+620		Lt.	108	15.24	15.24	15.24					GR81	Ramp O	0+340		Lt.	119	7.62	7.62	7.62					1			
GR6	Mainline I-75	6+770		Lt.	109	15.24	15.24	15.24					GR82	Ramp R	0+110		Rt.	119	7.62	7.62	7.62								
GR7	Ramp D	0+305		Rt.	109	7.62	7.62	7.62					GR83	S.B. I-75	9+900		Lt.	120	7.62	7.62	7.62								
GR8	Ramp D	0+105		Rt.	109	7.62	7.62	7.62					GR84	Ramp A-A	0+300		Rt.	121	7.62	7.62	7.62								
GR9	Mainline I-75	6+825		Rt.	109	7.62	7.62	7.62					GR85	Ramp A-A	0+260		Rt.	121	7.62	7.62	7.62					1			
GR10	Mainline I-75	6+860		Rt.	109	7.62	7.62	7.62					GR86	S.B. I-75	10+550		Rt.	121	7.62	7.62	7.62								
GR11	Mainline I-75	6+890		Rt.	109	7.62	7.62	7.62					GR87	S.B. I-75	10+590		Rt.	122	7.62	7.62	7.62								
GR12	Ramp C	0+290		Rt.	109	7.62	7.62	7.62					GR88	S.B. I-75	10+670		Rt.	122	7.62	7.62	7.62								
GR13	Ramp C	0+325		Rt.	109	7.62	7.62	7.62					GR89	N.B. I-75	10+750		Lt.	122	7.62	7.62	7.62								
GR14	Ramp D	0+055		Rt.	110	7.62	7.62	7.62					GR90	N.B. I-75	10+695		Rt.	122	7.62	7.62	7.62								
GR15	Ramp D	0+035		Rt.	110	7.62	7.62	7.62					GR91	Ramp B-B	0+210		Rt.	122	7.62	7.62	7.62								
GR16	Mainline I-75	7+280		Lt.	110	7.62	7.62	7.62					GR92	N.B. I-75	10+850		Rt.	122	7.62	7.62	7.62					1			
GR17	Mainline I-75	7+340		Lt.	110	7.62	7.62	7.62					GR93	N.B. I-75	10+880		Rt.	122	7.62	7.62	7.62					1			
GR18	Mainline I-75	7+280		Rt.	110	7.62	7.62	7.62					GR94	N.B. I-75	10+950		Lt.	122	7.62	7.62	7.62								
GR19	Mainline I-75	7+340		Rt.	110	7.62	7.62	7.62					GR95	Ramp C-C	0+240		Lt.	123	7.62	7.62	7.62								
GR20	Ramp F	0+125		Rt.	111	15.24	15.24	15.24					GR96	Ramp C-C	0+225		Lt.	123	7.62	7.62	7.62					1			
GR21	Mainline I-75	7+510		Rt.	111	7.62	7.62	7.62					GR97	N.B. I-75	10+090		Rt.	123	7.62	7.62	7.62								
GR22	Mainline I-75	7+530		Rt.	111	7.62	7.62	7.62					GR98	Ramp D-D	0+160		Rt.	123	7.62	7.62	7.62								
GR23	Mainline I-75	7+540		Rt.	111	7.62	7.62	7.62					GR99	Ramp D-D	0+180		Rt.	123	7.62	7.62	7.62								
GR24	Mainline I-75	7+560		Rt.	111	7.62	7.62	7.62					GR100	S.B. I-75	0+990		Lt.	123	15.24	15.24	15.24					1			
GR25	Lane WS	1+002	1+055	Rt.	112		50.97	50.97					GR101	N.B. I-75	11+175		Lt.	123	3.81	3.81	3.81								
GR26	Mainline I-75	7+853	7+914	Lt.	112		60.96	60.96					GR102	N.B. I-75	11+250		Lt.	123	7.62	7.62	7.62								
GR28	Ramp H - SE	0+436	0+320	Rt.	112		68.58	68.58					GR103	Ramp D-D	0+420		Rt.	123	7.62	7.62	7.62								
GR29	Lane SE	0+340		Rt.	112	7.62	7.62	7.62					GR104	Ramp D-D	0+450		Rt.	123	7.62	7.62	7.62								
GR30	Lane SE	0+355		Rt.	112	7.62	7.62	7.62					GR105	N.B. I-75	11+280		Rt.	123	7.62	7.62	7.62								
GR31	Mainline I-75	7+970		Rt.	112	7.62	7.62	7.62					GR106	N.B. I-75	11+300		Rt.	123	7.62	7.62	7.62					1			
GR32	Mainline I-75	7+950		Rt.	112	7.62	7.62	7.62					GR107	N.B. I-75	11+310		Rt.	124	7.62	7.62	7.62								
GR33	Lane WS	0+905		Rt.	112	7.62	7.62	7.62					GR108	S.B. I-75	0+480		Rt.	125	15.24	15.24	15.24					1			
GR34	Mainline I-75	8+030		Rt.	112	7.62	7.62	7.62					GR109	W.B. S.R. 4	0+580		Lt.	125	7.62	7.62	7.62								
GR35	Mainline I-75	8+055		Rt.	112	7.62	7.62	7.62					GR110	N.B. I-75	11+868	11+929	Lt.	125		60.96	64.77	1	1			3			
GR36	Ramp NA	0+195		Lt.	112	7.62	7.62	7.62					GR111	N.B. I-75	11+856	11+940	Rt.	125		83.82	87.63	1	1			3			
GR37	Mainline I-75	8+120		Lt.	112	7.62	7.62	7.62					GR112	N.B. & S.B.	6+060	6+075	Rt.	107	15.24						1	1			
GR38	Mainline I-75	8+140		Rt.	112	15.24	15.24	15.24					GR113	N.B. & S.B.	6+580	6+595	Rt.	108	15.24						1	1			
GR39	Ramp AN	0+130		Lt.	112	3.81	3.81	3.81					GR114	Ramp A	0+055	0+070	Rt.	108	15.24						1	1			
GR40	Ramp AN	0+085		Rt.	112	3.81	3.81	3.81					GR115	Ramp C	0+055	0+070	Rt.	109	15.24						1	1			
GR41	Lane SW	0+750		Lt.	113	7.62	7.62	7.62					GR116	N.B. & S.B.	6+870	6+885	Lt.	109	15.24						1	1			
GR42	Ramp NA	0+150		Lt.	113	7.62	7.62	7.62					GR117	Ramp H	0+170	0+185	Rt.	111	15.24						1	1			
GR43	Ramp NA	0+100		Rt.	113	7.62	7.62	7.62					GR118	Lane WS	1+255	1+270	Rt.	111	15.24						1	1			
GR44	Lane SE	0+650		Rt.	113	7.62	7.62	7.62					GR119	Lane SE	0+430	0+445	Lt.	112	15.24						1	1			
GR45	Mainline I-75	0+370		Rt.	113	7.62	7.62	7.62					GR120	Ramp AN	0+065	0+080	Lt.	112	15.24						1	1			
GR46	Mainline I-75	0+410		Rt.	113	7.62	7.62	7.62					GR121	Ramp AN	0+065	0+080	Rt.	112	15.24						1	1			
GR47	Lane SE	0+660		Rt.	115	7.62	7.62	7.62					GR122	Lane EN	0+305	0+320	Lt.	113	15.24						1	1			
GR48	Lane SE	0+670		Rt.	115	7.62	7.62	7.62					GR123	Ramp NA	0+135	0+150	Lt.	113	15.24						1	1			
GR49	Lane SE	0+690		Rt.	115	7.62	7.62	7.62					GR124	N.B. & S.B.	8+200	8+215	Lt.	113	15.24						1	1			
GR50	Lane SE	0+710		Rt.	115	7.62	7.62	7.62					GR125	Lane ES	0+100	0+115	Rt.	115	15.24						1	1			
GR51	Lane SE	0+780		Rt.	115	7.62	7.62	7.62					GR126	Lane ES	0+000	0+015	Lt.	115	15.24						1	1			
GR52	Lane SE	0+805		Rt.	115	7.62	7.62	7.62					GR127	Lane EN	0+200	0+215	Rt.	115	15.24						1	1			
GR53	Lane SE	0+850		Rt.	115	15.24	15.24	15.24					GR128	Ramp M	0+070	0+085	Rt.	118	15.24						1	1			
GR54	Mainline I-75	8+700		Lt.	116	15.24	15.24	15.24					GR129	Ramp O	0+120	0+135	Rt.	119	15.24						1	1			
GR55	Mainline I-75	8+700		Rt.	116	7.62	7.62	7.62					GR130	Ramp Q	0+040	0+055	Lt.	119	15.24						1	1			
GR56	Mainline I-75	8+730		Rt.	116	7.62	7.62	7.62					GR131	Ramp Q	0+125	0+140	Rt.	119	15.24						1	1			
GR57	Mainline I-75	9+000		Lt.	117	7.62	7.62	7.62					GR132	Ramp S	0+140	0+155	Lt.	120	15.24						1	1			
GR58	Mainline I-75	9+010		Lt.	117	7.62	7.62	7.62					GR133	Ramp S	0+130	0+145	Rt.	120	15.24						1	1			
GR59	Mainline I-75	9+030		Lt.	117	7.62	7.62	7.62					GR134	N.B.	10+650	10+665	Rt.	122	15.24						1	1			
GR60	Mainline I-75	9+060		Lt.	117	7.62	7.62	7.62					GR135	Ramp A-A	0+070	0+085	Rt.	122	15.24						1	1			
GR61	Mainline I-75	9+070		Lt.	117	7.62	7.62	7.62					GR136	Ramp D-D	0+080	0+095	Rt.	122	15.24						1	1			
GR62	Mainline I-75	9+030		Rt.	117	7.62	7.62	7.62					GR137	S.B.	10+960	10+975	Rt.	123	15.24						1	1			
GR63	Ramp S	0+530		Rt.	118	7.62	7.62	7.62					GR138	Ramp C-C	0+245	0+250	Rt.	123	15.24						1	1			
GR64	Ramp S	0+520		Rt.	118	7.62	7.62	7.62																					



Mainline I-75 NB & SB
CURVE DATA
PI Sta. 6+584.120
 $\Delta = 28^{\circ}-59'-35''$
R = 1746.379m
T = 451.532m
L = 883.712m
E = 57.428m
DC = $03^{\circ}-16'-51''$

Ramp A
CURVE DATA
PI Sta. 0+496.68
 $\Delta = 05^{\circ}-12'-07''$
R = 1746.379m
T = 79.332m
L = 518.555m
E = 1.801m
DC = $03^{\circ}-16'-51''$

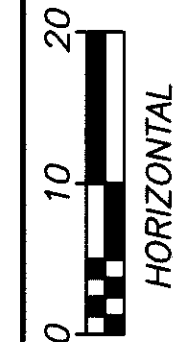
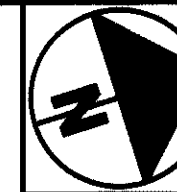
Ramp B
CURVE DATA
PI Sta. 0+100.484
 $\Delta = 03^{\circ}-54'-50''$
R = 1763.448m
T = 60.252m
L = 120.457m
E = 1.029m
DC = $03^{\circ}-14'-57''$

Notes:
For Pavement Quantities, See Sheets 99-104.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
SCALE = 2"=100'
DATE = 1/18/98
DRAWN BY = BJR
CHECKED BY = BLC

PLAN
Sta. 6+050 to Sta. 6+400

MOT-75-16.794

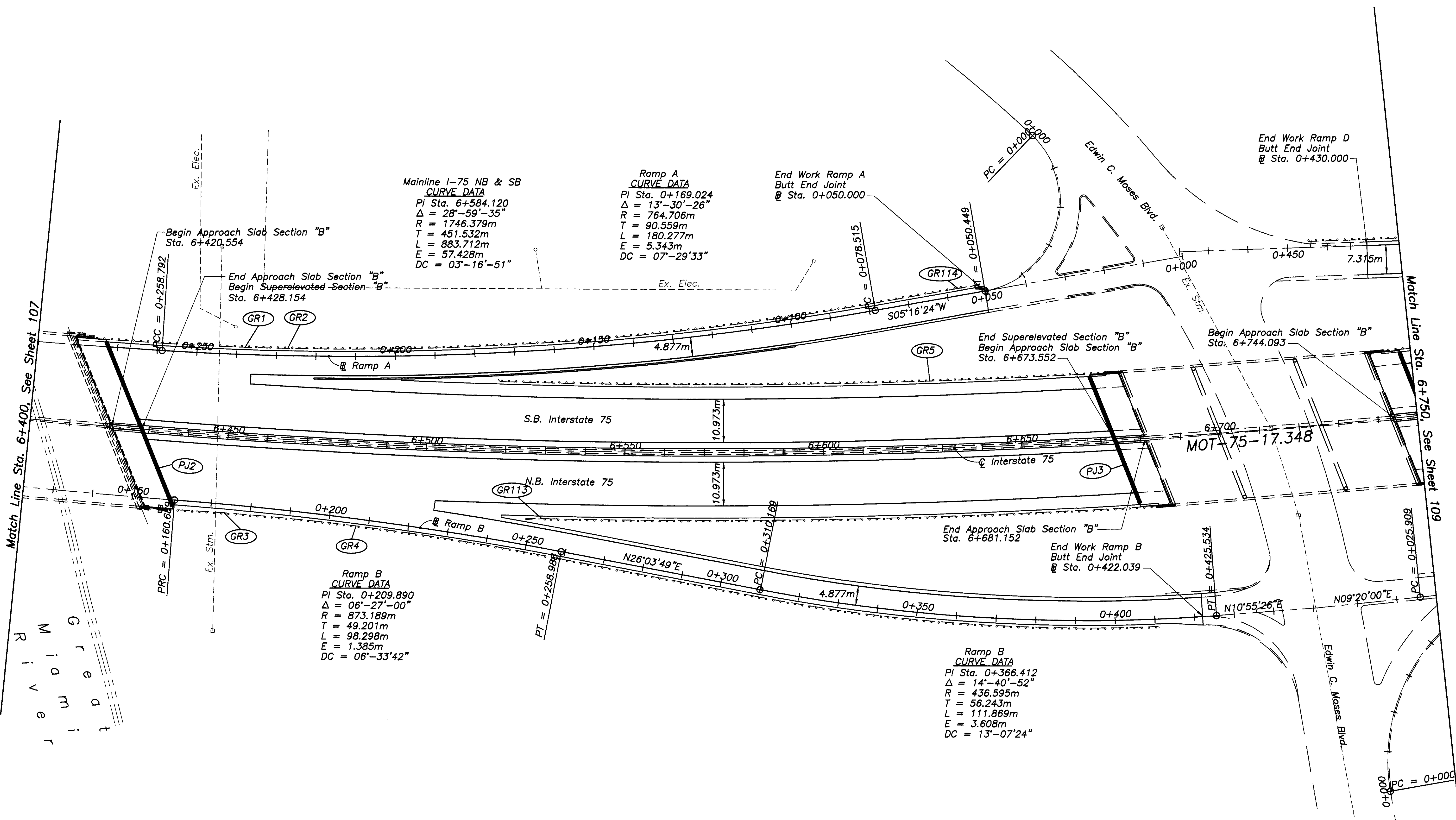


CALC. BY:
 DATE: 1/14/88
 CHKD. BY: BLG
 DATE: 1/15/88

PLAN
 Sta. 6+400 to Sta. 6+750

MOT-75-16.794

108
 319



Mainline I-75 NB & SB
CURVE DATA
 PI Sta. 6+584.120
 $\Delta = 28^\circ-59'-35''$
 R = 1746.379m
 T = 451.532m
 L = 883.712m
 E = 57.428m
 DC = 03'-16'-51"

Ramp A
CURVE DATA
 PI Sta. 0+169.024
 $\Delta = 13^\circ-30'-26''$
 R = 764.706m
 T = 90.559m
 L = 180.277m
 E = 5.343m
 DC = 07'-29'33"

End Work Ramp A
 Butt End Joint
 @ Sta. 0+050.000

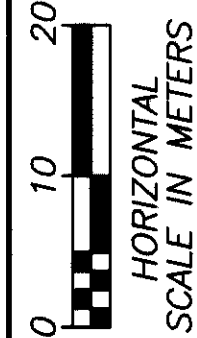
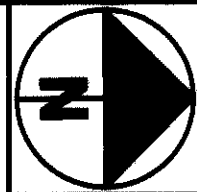
End Work Ramp D
 Butt End Joint
 @ Sta. 0+430.000

Ramp B
CURVE DATA
 PI Sta. 0+209.890
 $\Delta = 06^\circ-27'-00''$
 R = 873.189m
 T = 49.201m
 L = 98.298m
 E = 1.385m
 DC = 06'-33'42"

Ramp B
CURVE DATA
 PI Sta. 0+366.412
 $\Delta = 14^\circ-40'-52''$
 R = 436.595m
 T = 56.243m
 L = 111.869m
 E = 3.608m
 DC = 13'-07'24"

Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 PLOT SCALE = 2"=100'
 CAD: 15383P02.DWG
 JANUARY-12-1988
 REF: PL = NONE



CALC BY: BYR
DATE: 1/14/98
CHKD BY: BLG
DATE: 1/15/98

PLAN
Sta. 6+750 to Sta. 7+100

MOT-75-16.794

109
319

Mainline I-75 NB & SB
CURVE DATA
PI Sta. 6+584.120
 $\Delta = 28^{\circ}-59'-35''$
R = 1746.379m
T = 451.532m
L = 883.712m
E = 57.428m
DC = $03^{\circ}-16'-51''$

Ramp D
CURVE DATA
PI Sta. 0+213.104
 $\Delta = 12^{\circ}-42'-50''$
R = 873.189m
T = 97.280m
L = 193.762m
E = 5.402m
DC = $06^{\circ}-33'-42''$

Ramp C
CURVE DATA
PI Sta. 0+235.249
 $\Delta = 08^{\circ}-21'-25''$
R = 436.595m
T = 31.896m
L = 63.679m
E = 1.164m
DC = $13^{\circ}-07'-24''$

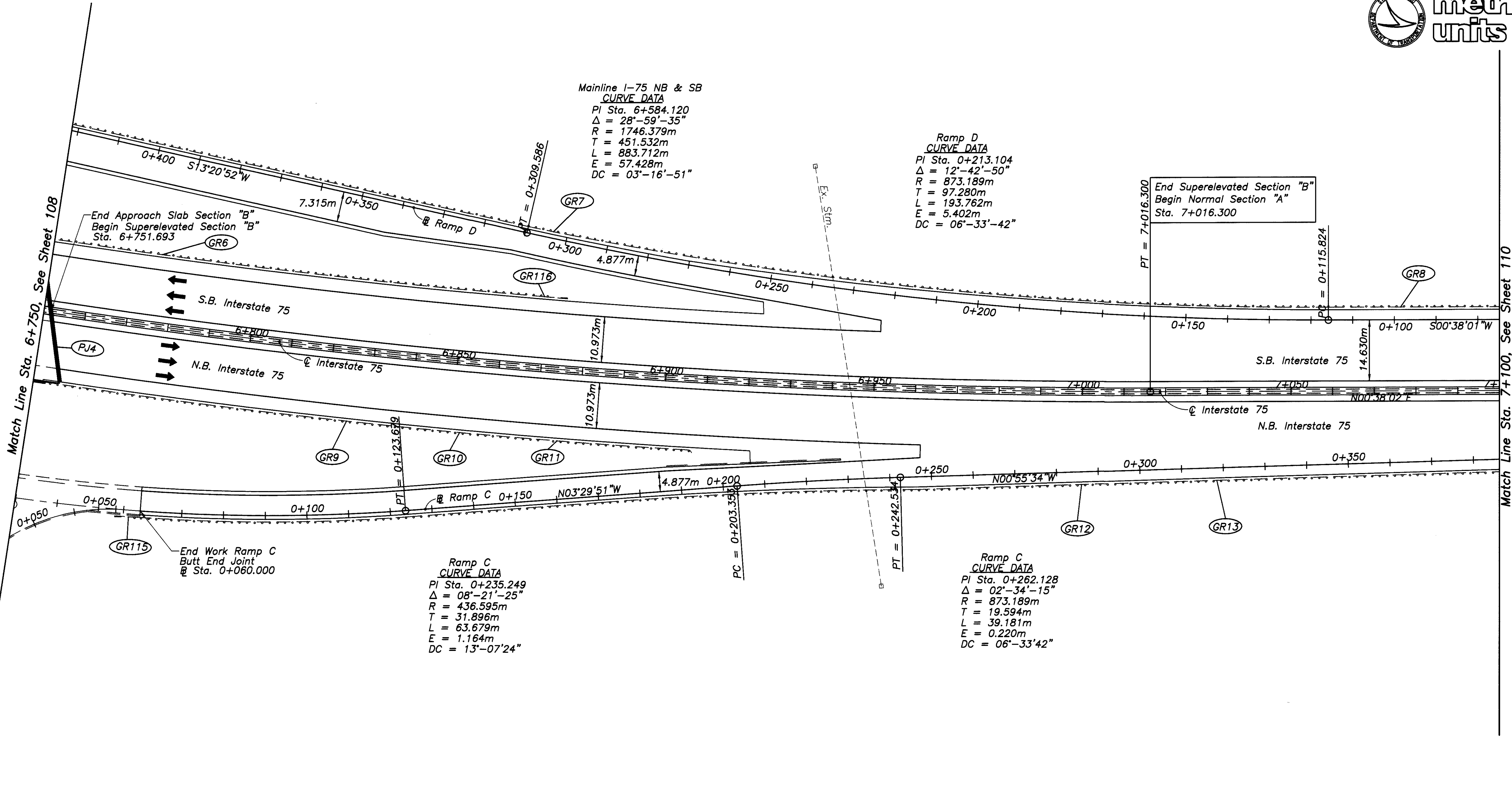
Ramp C
CURVE DATA
PI Sta. 0+262.128
 $\Delta = 02^{\circ}-34'-15''$
R = 873.189m
T = 19.594m
L = 39.181m
E = 0.220m
DC = $06^{\circ}-33'-42''$

End Superelevated Section "B"
Begin Normal Section "A"
Sta. 7+016.300

End Work Ramp C
Butt End Joint
@ Sta. 0+060.000

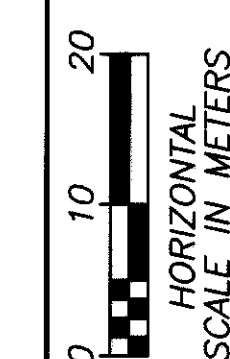
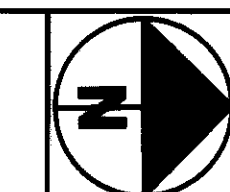
Match Line Sta. 6+750, See Sheet 108

Match Line Sta. 7+100, See Sheet 110

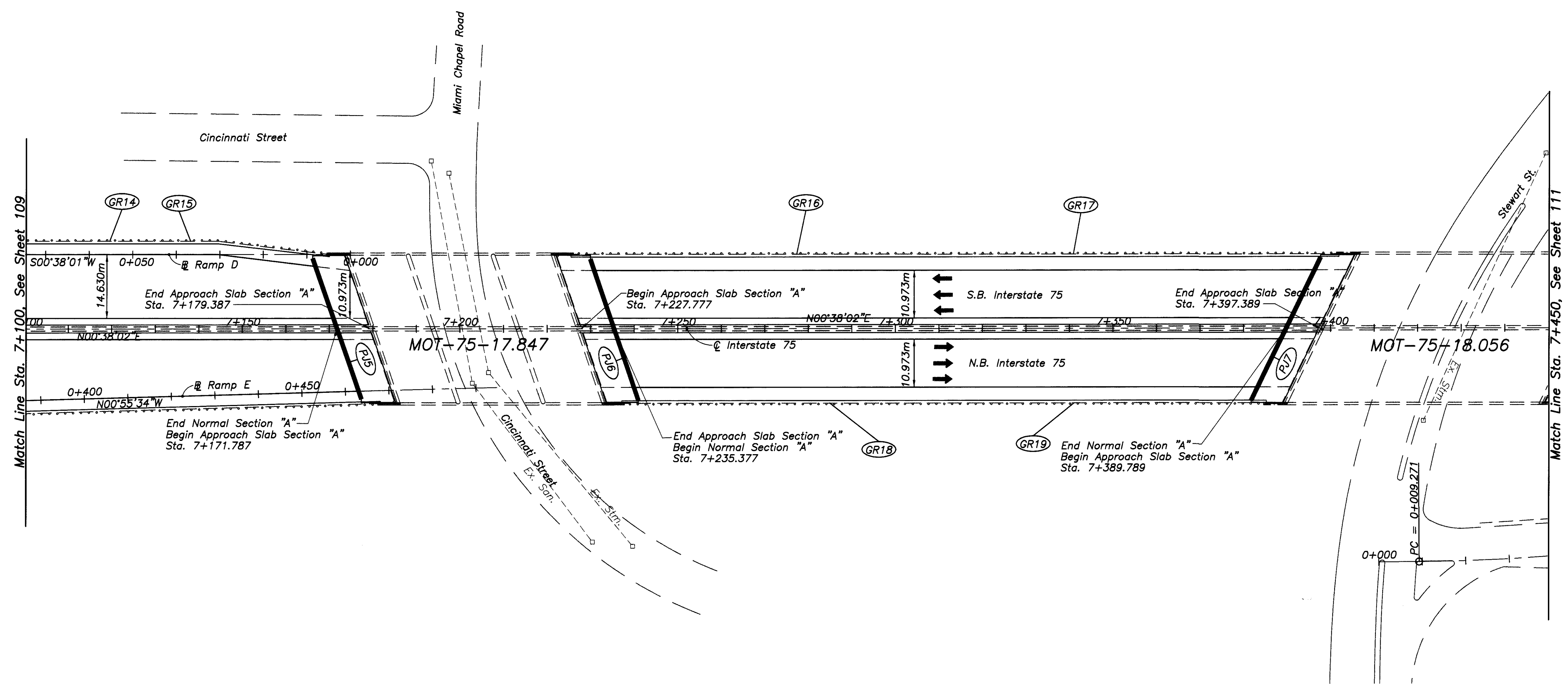


Notes:
For Pavement Quantities, See Sheets 99-104.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
DATE = 1/14/98
SCALE = 1:1000
DRAWN BY = BLD
CHECKED BY = BLD
DATE = 1/15/98



C&G: BYR
 DATE: 1/16/98
 CHK: BLG
 DATE: 1/17/98



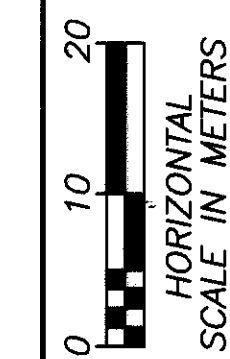
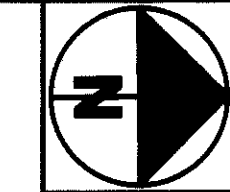
PLAN
 Sta. 7+100 to Sta. 7+450

MOT-75-16.794

110
319

Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF: PL = NONE
 XREF: SH = NONE
 PLOT SCALE = 2'-1" (60cm)
 CAD: 15383P04.DWG
 JANUARY-13-1998



CAD: BYR
DATE: 1/16/88
CHKD: BY: BLC
DATE: 1/17/88

PLAN
Sta. 7+450 to Sta. 7+800

MOT-75-16.794

111
319

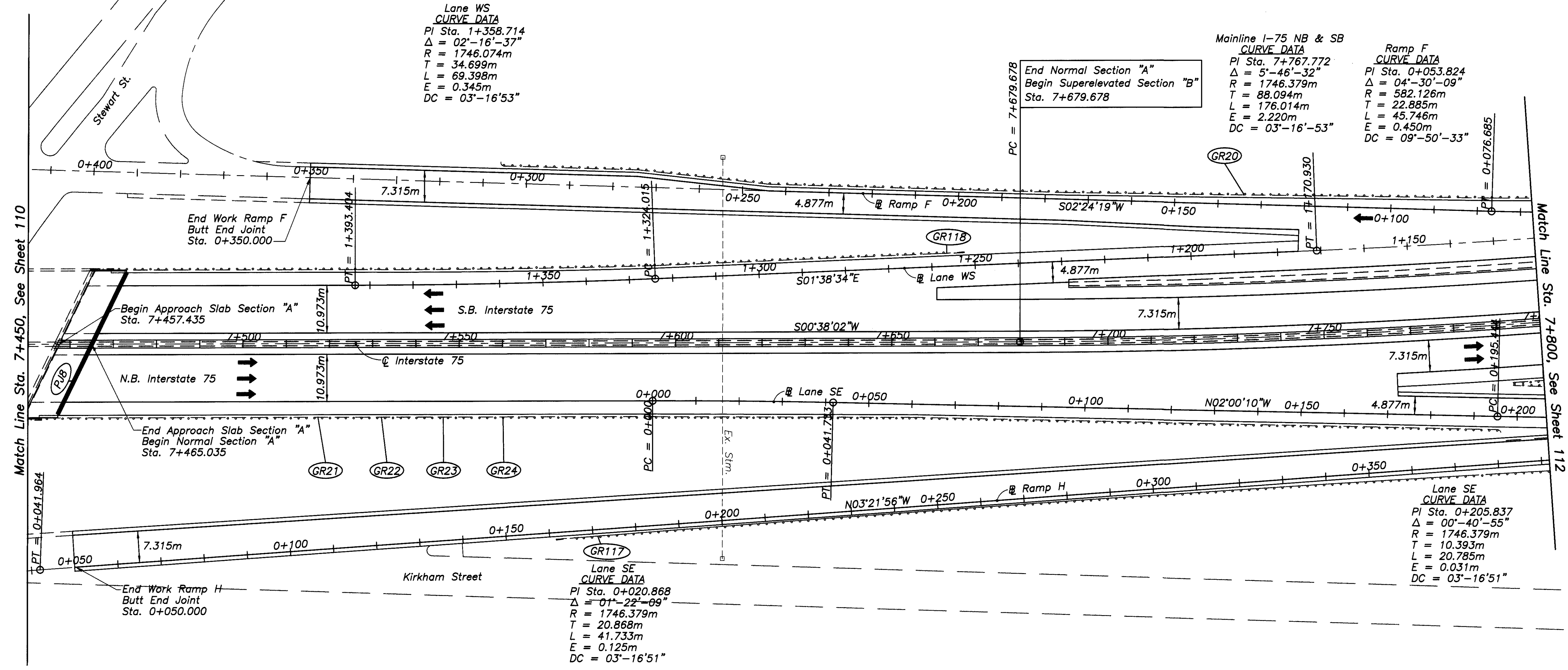
Lane WS
CURVE DATA
PI Sta. 1+358.714
 $\Delta = 02^{\circ}-16'-37''$
R = 1746.074m
T = 34.699m
L = 69.398m
E = 0.345m
DC = $03^{\circ}-16'-53''$

Mainline I-75 NB & SB
CURVE DATA
PI Sta. 7+767.772
 $\Delta = 5^{\circ}-46'-32''$
R = 1746.379m
T = 88.094m
L = 176.014m
E = 2.220m
DC = $03^{\circ}-16'-53''$

Ramp F
CURVE DATA
PI Sta. 0+053.824
 $\Delta = 04^{\circ}-30'-09''$
R = 582.126m
T = 22.885m
L = 45.746m
E = 0.450m
DC = $09^{\circ}-50'-33''$

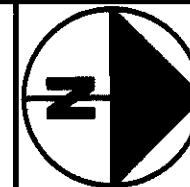
Lane SE
CURVE DATA
PI Sta. 0+020.868
 $\Delta = 01^{\circ}-22'-09''$
R = 1746.379m
T = 20.868m
L = 41.733m
E = 0.125m
DC = $03^{\circ}-16'-51''$

Lane SE
CURVE DATA
PI Sta. 0+205.837
 $\Delta = 00^{\circ}-40'-55''$
R = 1746.379m
T = 10.393m
L = 20.785m
E = 0.031m
DC = $03^{\circ}-16'-51''$



Notes:
For Pavement Quantities, See Sheets 99-104.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF: J = 100mm
 XREF: P = NONE
 PLOT SCALE = 2:1 (metric)
 CAD: 15382905.DWG (BLC)
 JANUARY-12-1988



Ramp NA
CURVE DATA
PI Sta. 0+239.76
 $\Delta = 25^{\circ}-38'-57''$
R = 218.297m
T = 49.694m
L = 97.723m
E = 5.585m
DC = 26'-14'-48"

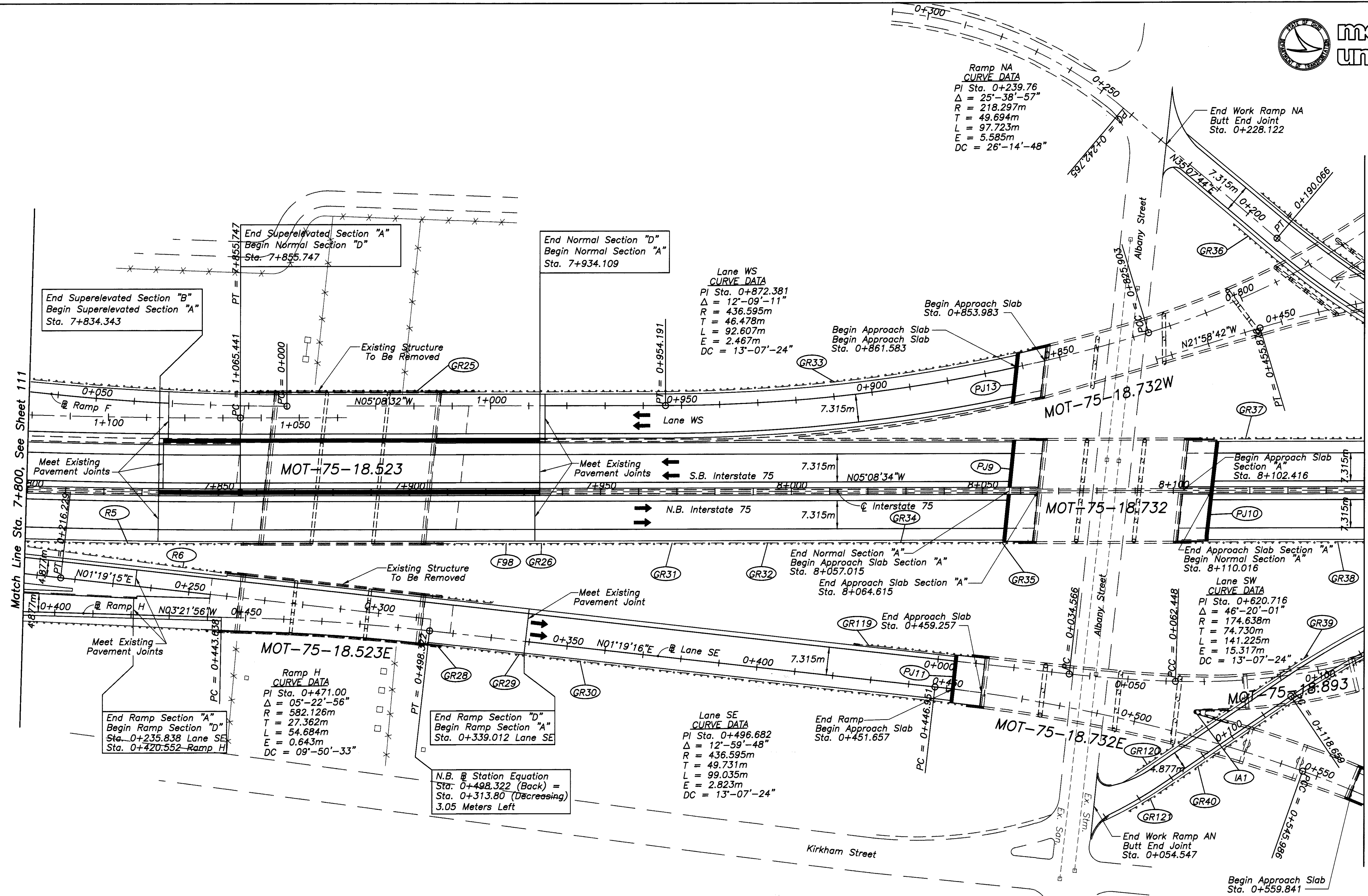
Lane WS
CURVE DATA
PI Sta. 0+872.381
 $\Delta = 12^{\circ}-09'-11''$
R = 436.595m
T = 46.478m
L = 92.607m
E = 2.467m
DC = 13'-07'-24"

Lane SW
CURVE DATA
PI Sta. 0+620.716
 $\Delta = 46^{\circ}-20'-01''$
R = 174.638m
T = 74.730m
L = 141.225m
E = 15.317m
DC = 13'-07'-24"

Lane SE
CURVE DATA
PI Sta. 0+496.682
 $\Delta = 12^{\circ}-59'-48''$
R = 436.595m
T = 49.731m
L = 99.035m
E = 2.823m
DC = 13'-07'-24"

Ramp H
CURVE DATA
PI Sta. 0+471.00
 $\Delta = 05^{\circ}-22'-56''$
R = 582.126m
T = 27.362m
L = 54.684m
E = 0.643m
DC = 09'-50'-33"

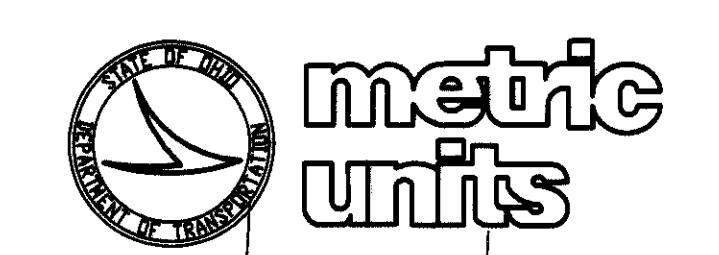
N.B. Station Equation
Sta. 0+498.322 (Back) =
Sta. 0+313.80 (Decreasing)
3.05 Meters Left



Notes:
For Pavement Quantities, See Sheets 99-104.
For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 SCALE = 1" = 100'
 DATE = 1/16/98
 DRAWN BY = BJR
 CHECKED BY = BLG
 JANUARY-13-1998

Vertical Clearances					
	Existing	Proposed		Existing	Proposed
*1	11.31m±	11.30m±	*9	5.16m±	5.15m±
*2	11.22m±	11.21m±	*10	5.40m±	5.39m±
*3	11.04m±	11.03m±	*11	5.49m±	5.48m±
*4	10.73m±	11.72m±	*12	5.70m±	5.69m±
*5	12.81m±	12.80m±	*13	5.25m±	5.24m±
*6	11.95m±	11.94m±	*14	5.55m±	5.54m±
*7	11.98m±	11.97m±	*15	5.55m±	5.54m±
*8	11.86m±	11.85m±	*16	5.40m±	5.39m±



CALC BY: BYR
 DATE: 1/16/88
 CHKD BY: BLC
 DATE: 1/17/88

PLAN
 Sta. 8+150 to Sta. 8+500

MOT-75-16.794

Match Line Sta. 0+732, See Sheet 114

**Lane SW
CURVE DATA**
 PI Sta. 0+701.036
 $\Delta = 29^{\circ}-08'-33''$
 R = 109.149m
 T = 28.373m
 L = 55.517m
 E = 3.627m
 DC = $52^{\circ}-29'-36''$

**Lane SW
CURVE DATA**
 PI Sta. 0+274.795
 $\Delta = 36^{\circ}-05'-31''$
 R = 218.297m
 T = 71.122m
 L = 137.510m
 E = 11.294m
 DC = $26^{\circ}-14'-48''$

**Lane NE
CURVE DATA**
 PI Sta. 0+246.121
 $\Delta = 95^{\circ}-40'-48''$
 R = 109.149m
 T = 120.543m
 L = 182.271m
 E = 53.468m
 DC = $52^{\circ}-29'-36''$

**Lane WN
CURVE DATA**
 PI Sta. 0+294.786
 $\Delta = 45^{\circ}-18'-37''$
 R = 174.638m
 T = 72.892m
 L = 138.106m
 E = 14.602m
 DC = $32^{\circ}-48'-30''$

**Lane NE
CURVE DATA**
 PI Sta. 0+085.172
 $\Delta = 21^{\circ}-27'-55''$
 R = 218.297m
 T = 41.377m
 L = 81.783m
 E = 3.887m
 DC = $26^{\circ}-14'-48''$

**Ramp AN
CURVE DATA**
 PI Sta. 0+180.737
 $\Delta = 31^{\circ}-44'-55''$
 R = 218.297m
 T = 62.078m
 L = 120.963m
 E = 8.655m
 DC = $26^{\circ}-14'-48''$

**Lane NE
CURVE DATA**
 PI Sta. 0+348.267
 $\Delta = 20^{\circ}-58'-45''$
 R = 218.297m
 T = 40.418m
 L = 79.931m
 E = 3.710m
 DC = $26^{\circ}-14'-48''$

**Lane EN
CURVE DATA**
 PI Sta. 0+369.312
 $\Delta = 43^{\circ}-40'-23''$
 R = 109.149m
 T = 43.737m
 L = 83.198m
 E = 8.437m
 DC = $52^{\circ}-29'-36''$

**Mainline I-75 NB & SB
CURVE DATA**
 PI Sta. 8+592.771
 $\Delta = 27^{\circ}-43'-48''$
 R = 1164.253m
 T = 287.370m
 L = 563.477m
 E = 34.941m
 DC = $04^{\circ}-55'-16''$

**Lane SE
CURVE DATA**
 PI Sta. 0+710.547
 $\Delta = 24^{\circ}-53'-50''$
 R = 218.297m
 T = 48.190m
 L = 94.859m
 E = 5.256m
 DC = $26^{\circ}-14'-48''$

**Lane ES
CURVE DATA**
 PI Sta. 0+149.758
 $\Delta = 22^{\circ}-43'-21''$
 R = 249.483m
 T = 50.129m
 L = 98.940m
 E = 4.986m
 DC = $22^{\circ}-57'-57''$

Notes:

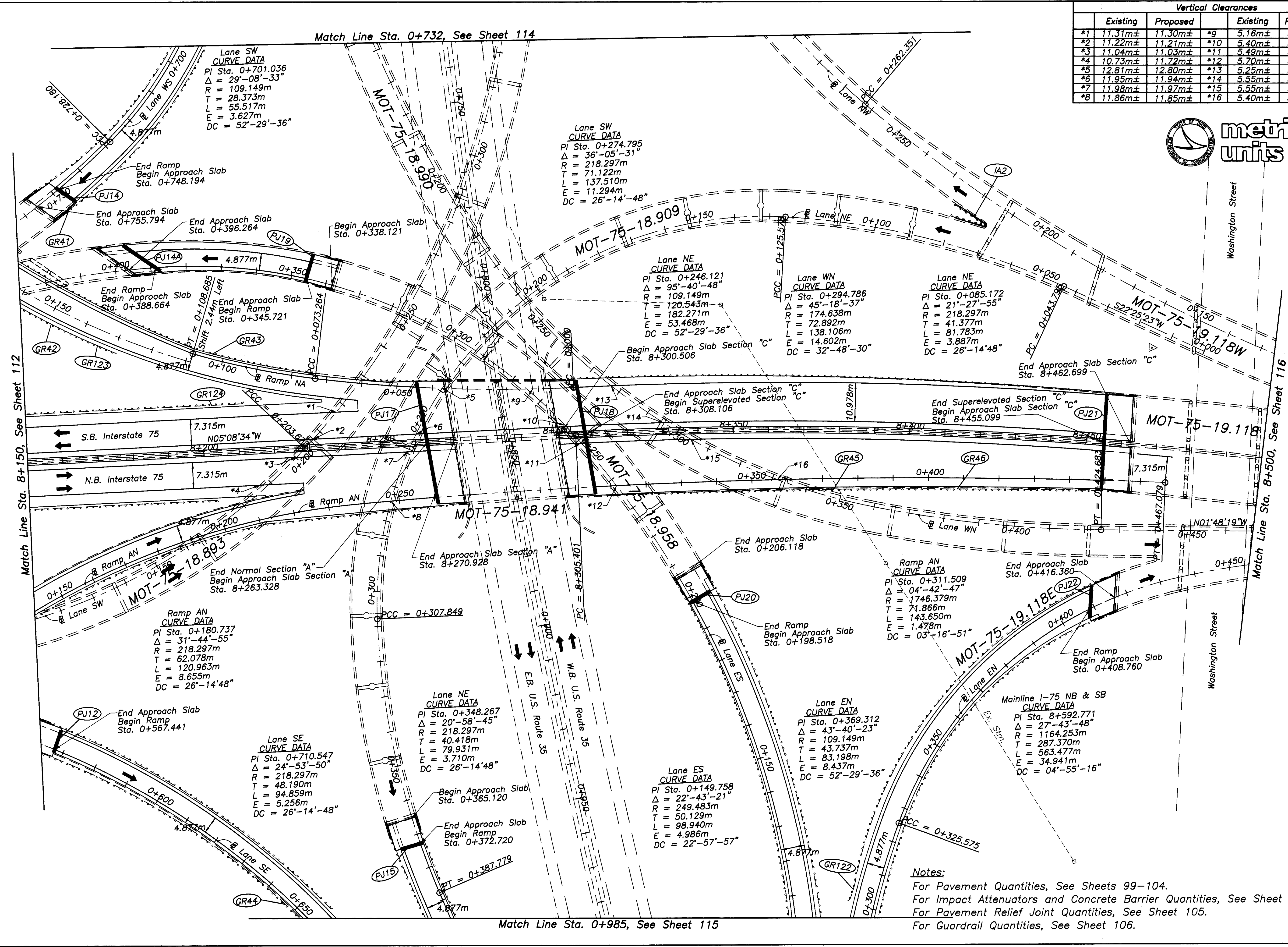
- For Pavement Quantities, See Sheets 99-104.
- For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
- For Pavement Relief Joint Quantities, See Sheet 105.
- For Guardrail Quantities, See Sheet 106.

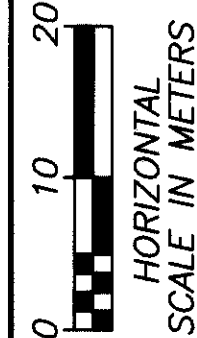
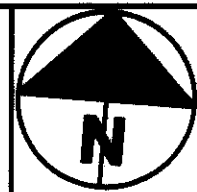
Match Line Sta. 0+985, See Sheet 115

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 2" = 100m
 CAD: 1538907.DWG
 JANUARY-12-1988

Match Line Sta. 8+150, See Sheet 112

Match Line Sta. 8+500, See Sheet 116





CALC BYR
 DATE: 1/7/98
 CHKD BY: BLG
 DATE: 1/19/98

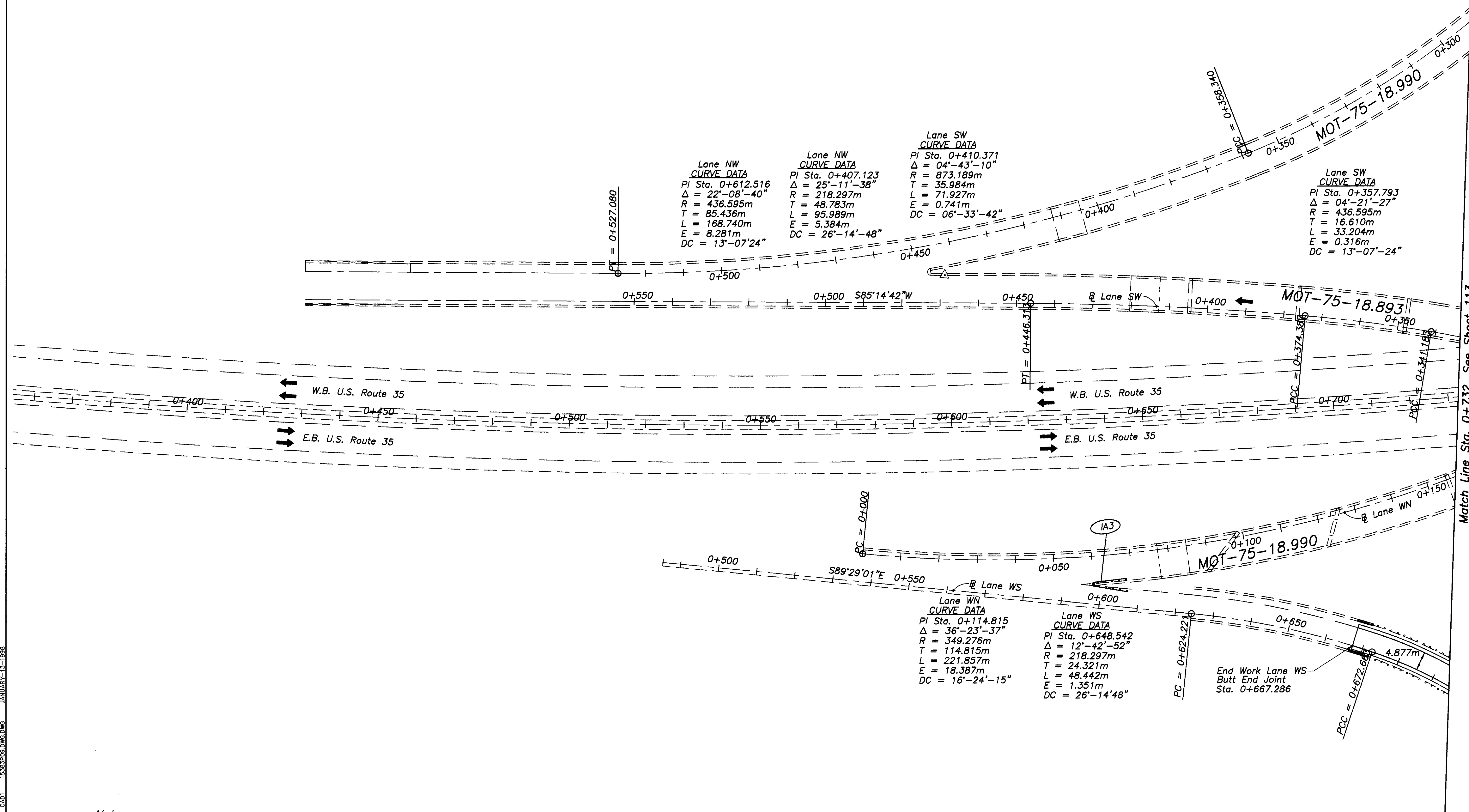
PLAN
 U.S. Route 35 - Sta. 0+350 to Sta. 0+732

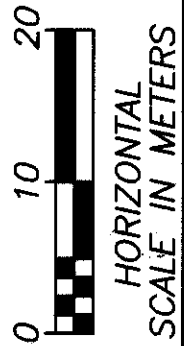
MOT-75-16.794

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 CAD1 15383P09.DWG.DWG
 JANUARY-13-1998

Notes:

- For Pavement Quantities, See Sheets 99-104.
- For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
- For Pavement Relief Joint Quantities, See Sheet 105.
- For Guardrail Quantities, See Sheet 106.



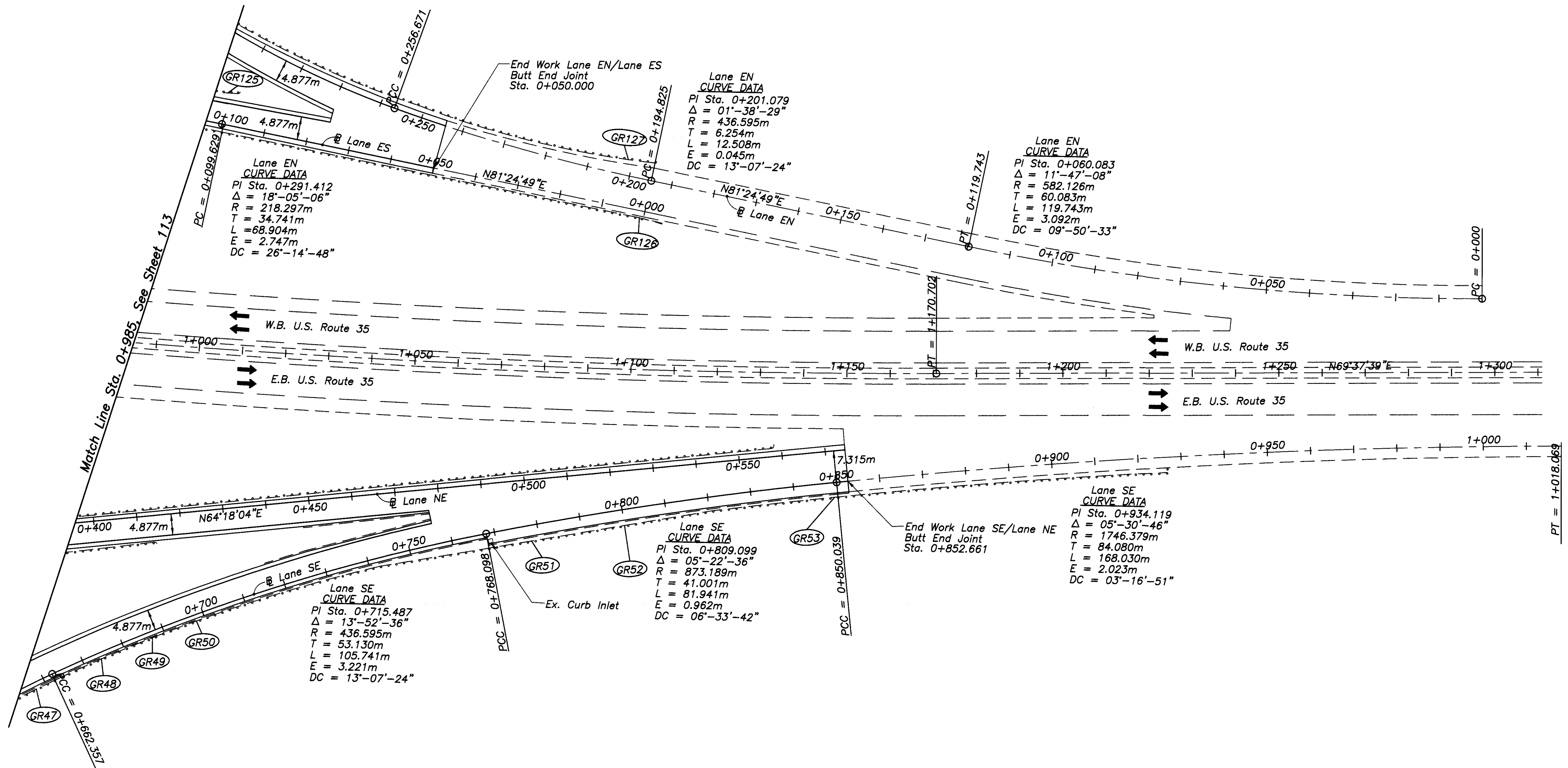


CALC. BY: R
DATE: 1/17/98
CHKD. BY: BLG
DATE: 1/19/98

PLAN
U.S. Route 35 - Sta. 0+985 to Sta. 1+310

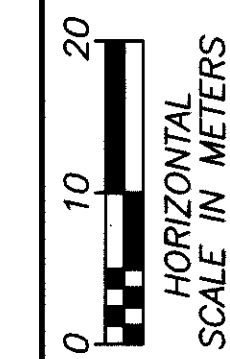
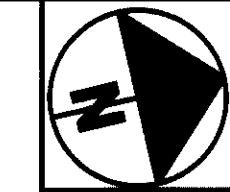
MOT-75-16.794

115
319

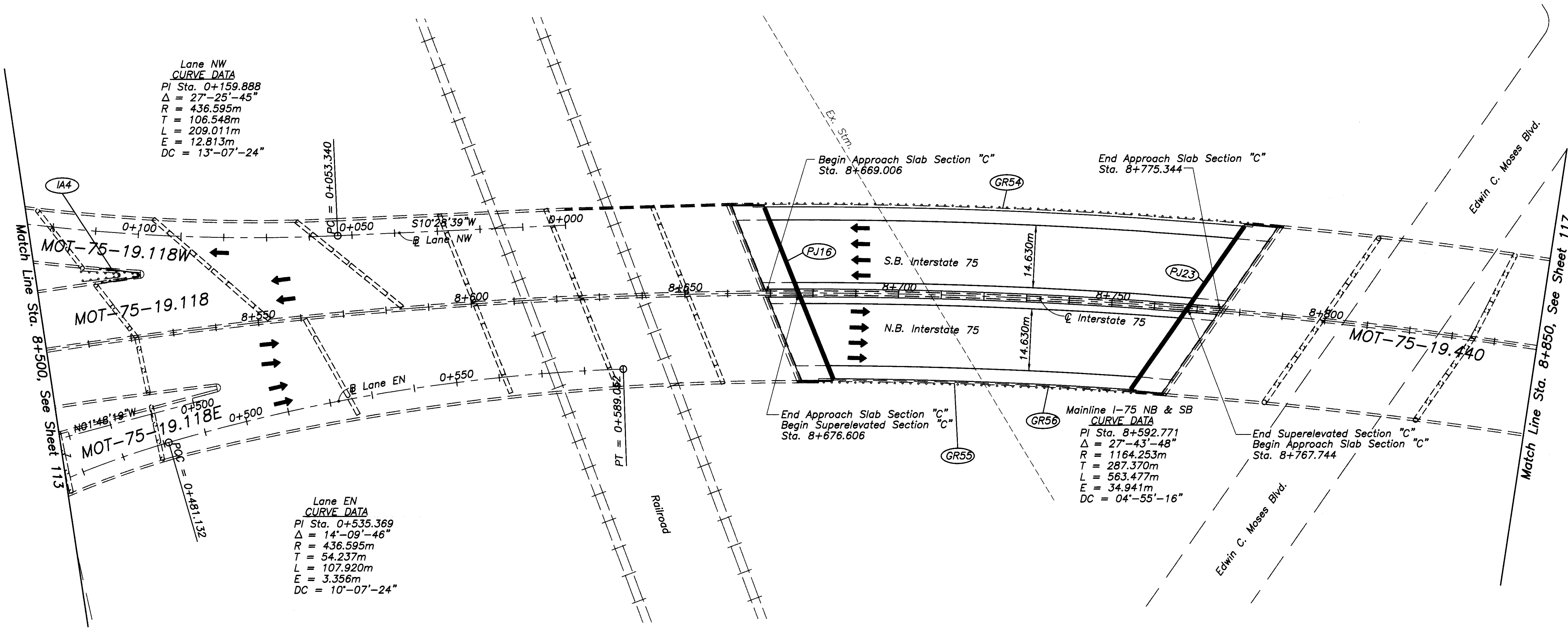


Notes:

- For Pavement Quantities, See Sheets 99-104.
- For Pavement Relief Joint Quantities, See Sheet 105.
- For Guardrail Quantities, See Sheet 106.



CALC BY: BYR
 DATE: 1/17/98
 CHKD BY: BLG
 DATE: 1/18/98



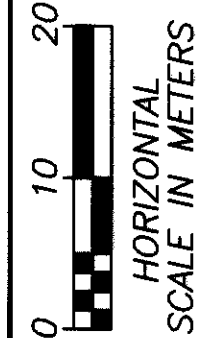
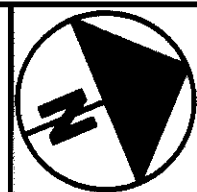
Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Impact Attenuators and Concrete Barrier Quantities, See Sheet 104.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 2"=100'
 CAD FILE = 15383P1.DWG
 JANUARY-13-1998

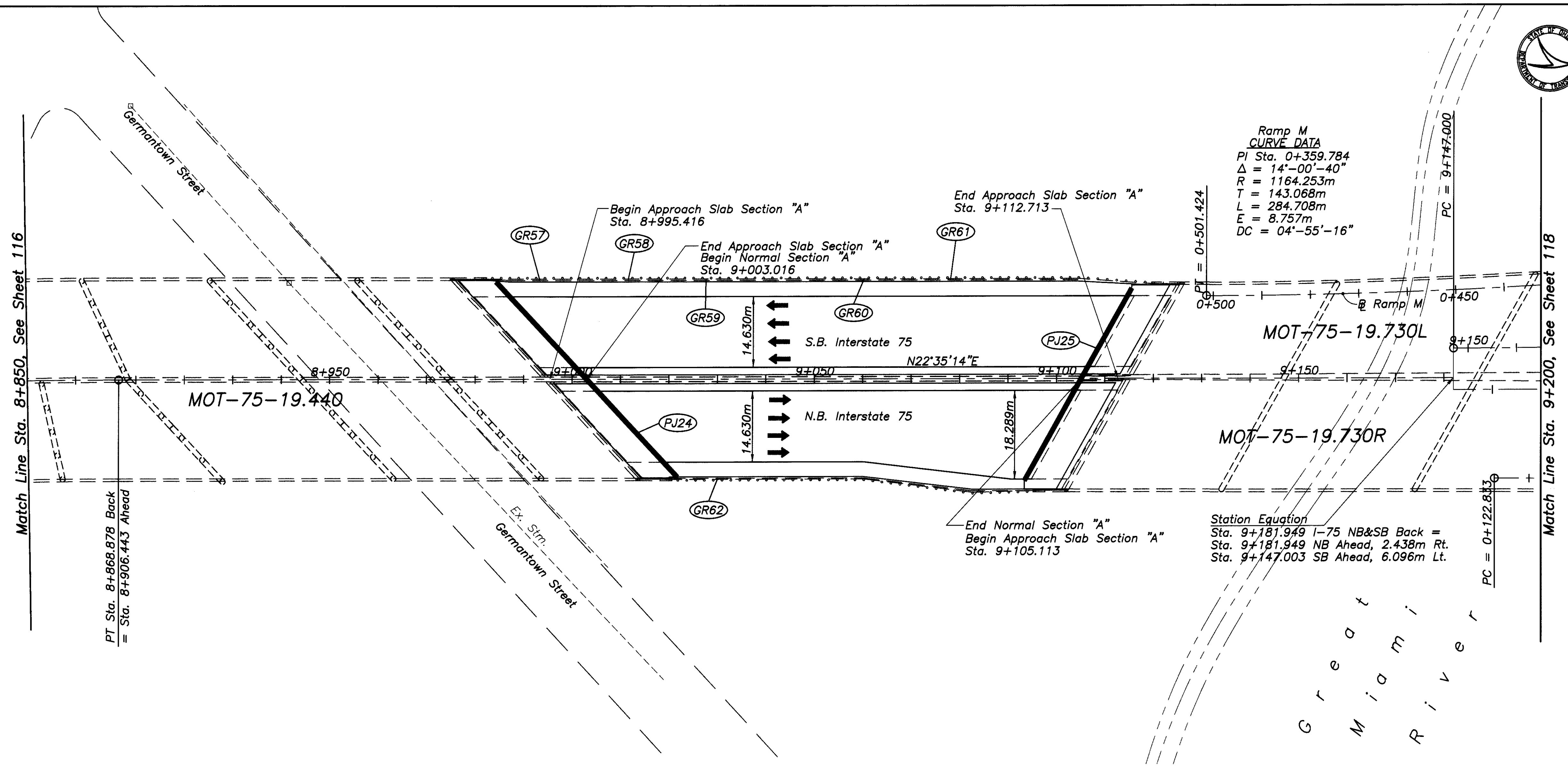
PLAN
 Sta. 8+500 to Sta. 8+850

MOT-75-16.794

116
 319



CALC BY: BYR
 DATE: 1/17/98
 CHKD BY: BLG
 DATE: 1/19/98



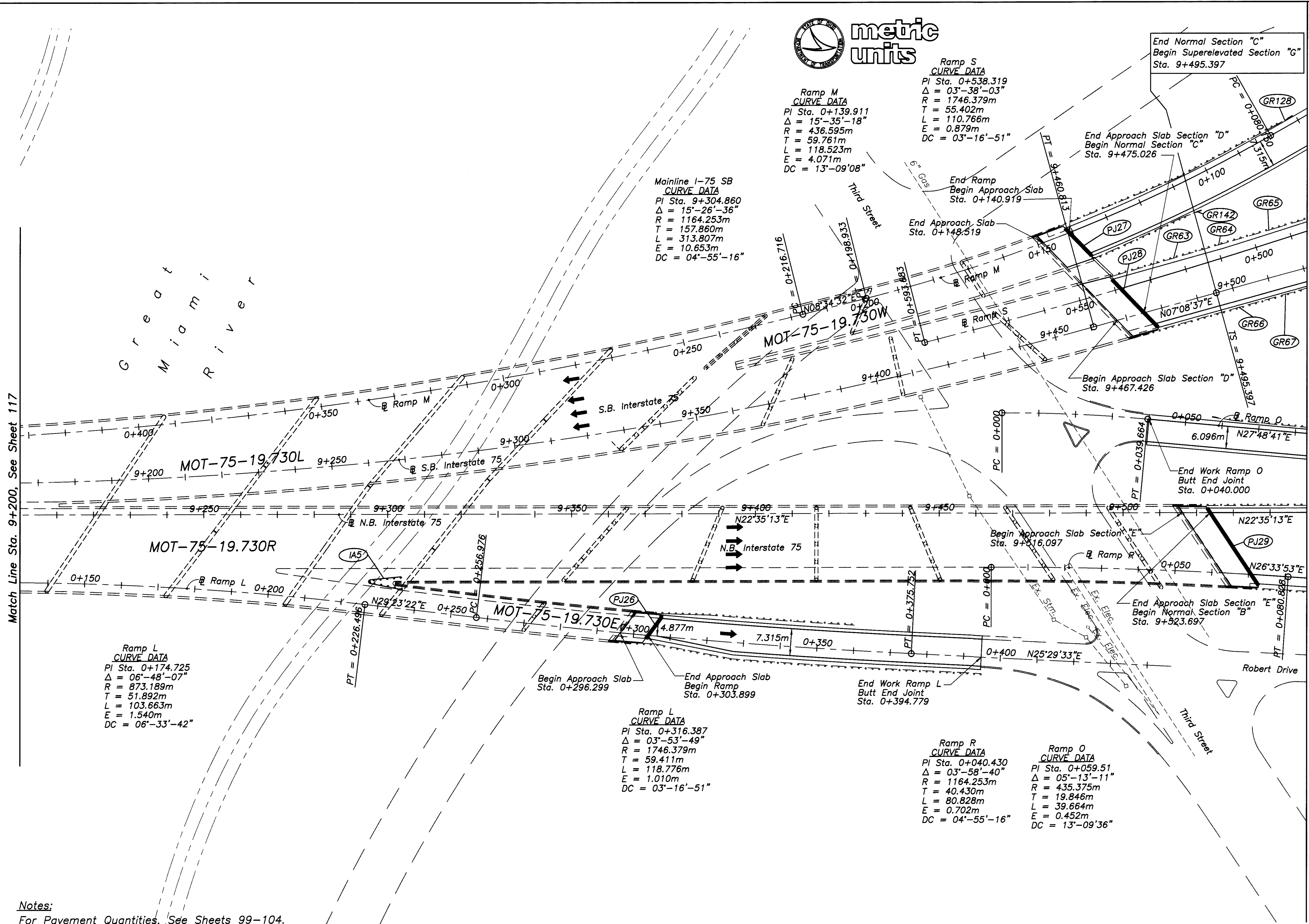
Notes:

For Pavement Quantities, See Sheets 99-104.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLAN
 Sta. 8+850 to Sta. 9+200

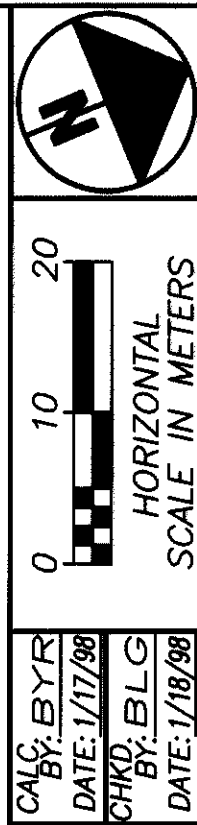
MOT-75-16.794

PLOTTED VIEW = PLAN
 DATE = 1/17/98
 BY: BLG
 CHECKED: BLG
 DATE: 1/19/98
 SCALE: 1" = 100'
 JANUARY-13-1998
 CAD: 15583P1.DWG (DWG)



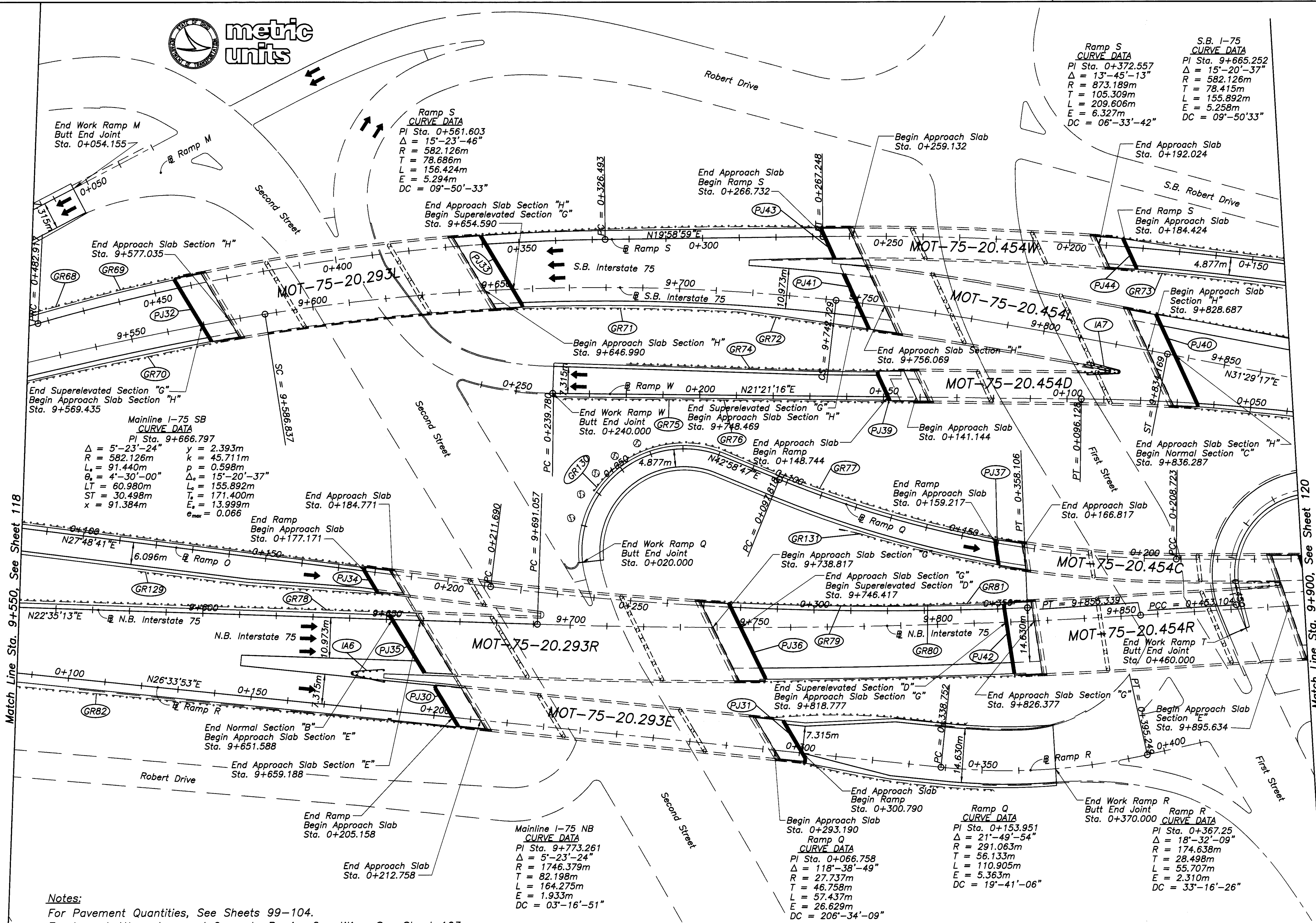
Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

metric units



PLAN
 Sta. 9+200 to Sta. 9+550

MOT-75-16.794



Ramp S CURVE DATA
 PI Sta. 0+372.557
 $\Delta = 13^{\circ}-45'-13''$
 $R = 873.189m$
 $T = 105.309m$
 $L = 209.606m$
 $E = 6.327m$
 $DC = 06^{\circ}-33'-42''$

S.B. I-75 CURVE DATA
 PI Sta. 9+665.252
 $\Delta = 15^{\circ}-20'-37''$
 $R = 582.126m$
 $T = 78.415m$
 $L = 155.892m$
 $E = 5.258m$
 $DC = 09^{\circ}-50'-33''$

Mainline I-75 SB CURVE DATA
 PI Sta. 9+666.797
 $\Delta = 5^{\circ}-23'-24''$
 $R = 582.126m$
 $L_s = 91.440m$
 $L_t = 60.980m$
 $ST = 30.498m$
 $x = 91.384m$
 $y = 2.393m$
 $k = 45.711m$
 $p = 0.598m$
 $\Delta_s = 15^{\circ}-20'-37''$
 $L_s = 155.892m$
 $T_s = 171.400m$
 $E_s = 13.999m$
 $e_{max} = 0.066$

Mainline I-75 NB CURVE DATA
 PI Sta. 9+773.261
 $\Delta = 5^{\circ}-23'-24''$
 $R = 1746.379m$
 $T = 82.198m$
 $L = 164.275m$
 $E = 1.933m$
 $DC = 03^{\circ}-16'-51''$

Ramp Q CURVE DATA
 PI Sta. 0+153.951
 $\Delta = 21^{\circ}-49'-54''$
 $R = 291.063m$
 $T = 56.133m$
 $L = 110.905m$
 $E = 5.363m$
 $DC = 19^{\circ}-41'-06''$

Ramp R CURVE DATA
 PI Sta. 0+367.25
 $\Delta = 18^{\circ}-32'-09''$
 $R = 174.638m$
 $T = 28.498m$
 $L = 55.707m$
 $E = 2.310m$
 $DC = 33^{\circ}-16'-26''$

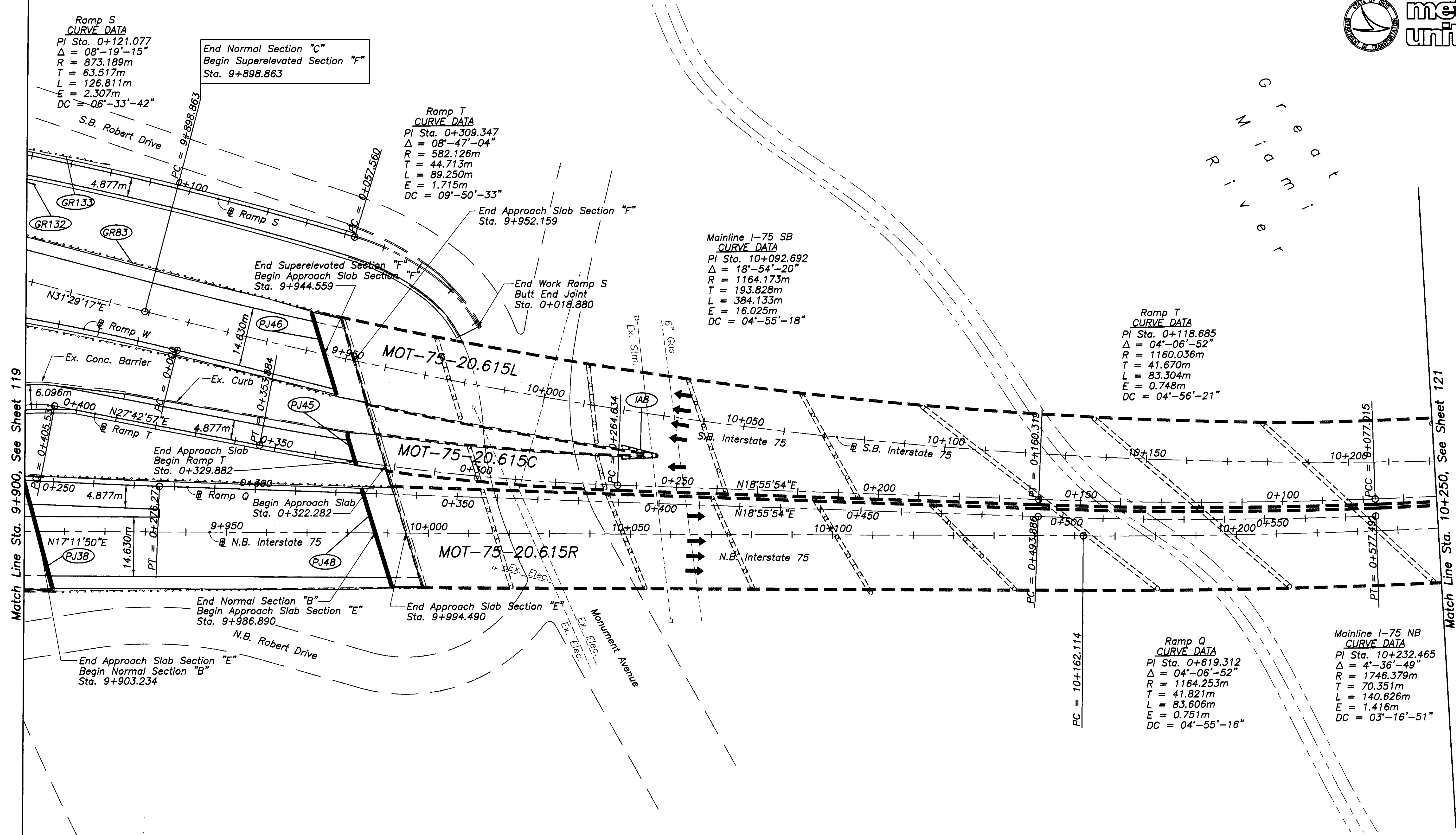
Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

CALC. BY: BJR
 DATE: 1/17/98
 CHECKED BY: BLC
 DATE: 1/18/98

PLAN
 Sta. 9+550 to Sta. 9+900

MOT-75-16.794

PLOTTED VIEW = PLAN
 SCALE = 1" = 20' (metric)
 DATE = JANUARY-13-1998
 DRAWN BY: BJR
 CHECKED BY: BLC



Ramp S
CURVE DATA
PI Sta. 0+121.077
 $\Delta = 08^{\circ}-19'-15''$
R = 873.189m
T = 63.517m
L = 126.811m
E = 2.307m
DC = $06^{\circ}-33'-42''$

End Normal Section "C"
Begin Superelevated Section "F"
Sta. 9+898.863

Ramp T
CURVE DATA
PI Sta. 0+309.347
 $\Delta = 08^{\circ}-47'-04''$
R = 582.126m
T = 44.713m
L = 89.250m
E = 1.715m
DC = $09^{\circ}-50'-33''$

Mainline I-75 SB
CURVE DATA
PI Sta. 10+092.692
 $\Delta = 18^{\circ}-54'-20''$
R = 1164.173m
T = 193.828m
L = 384.133m
E = 16.025m
DC = $04^{\circ}-55'-18''$

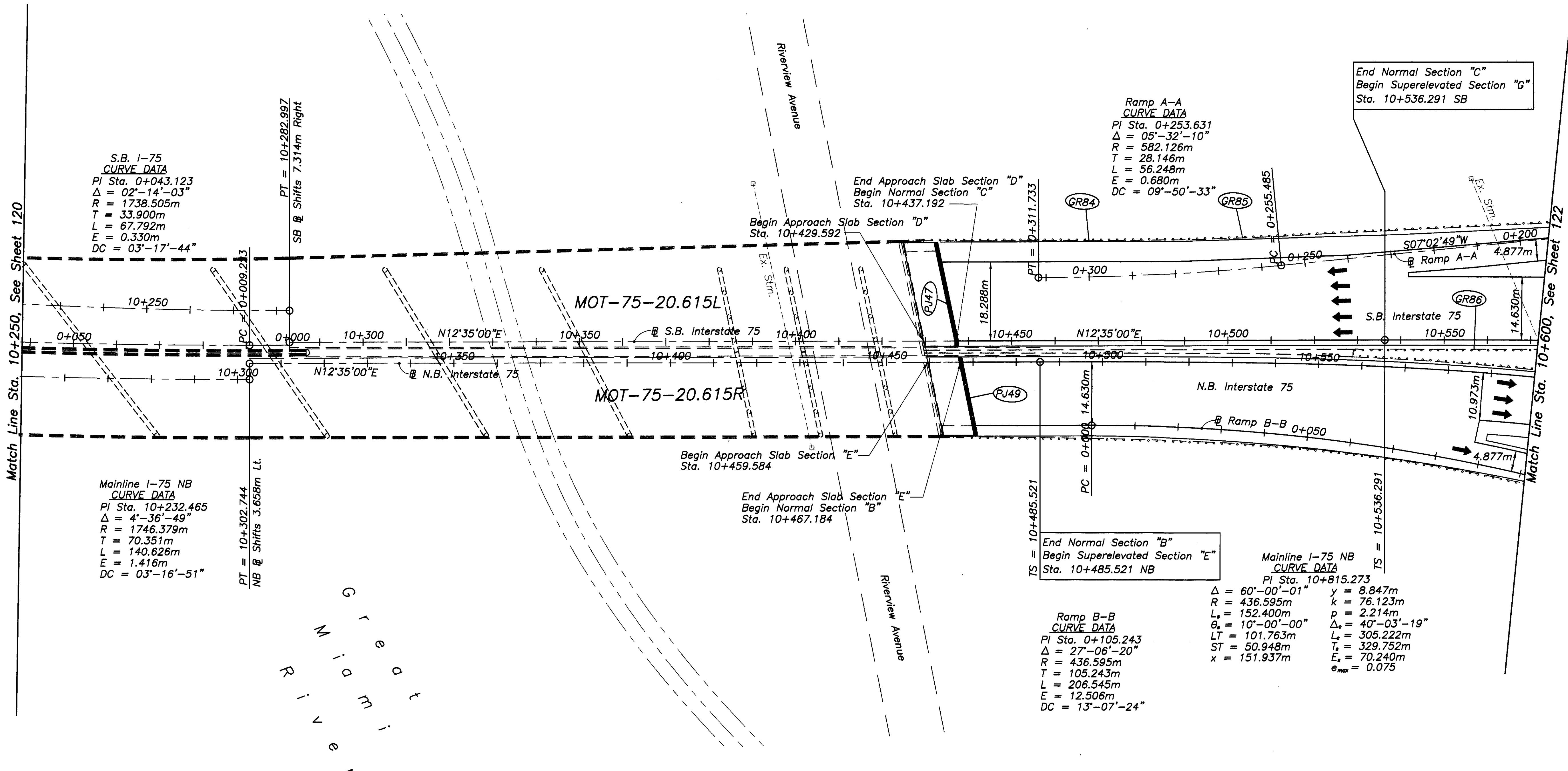
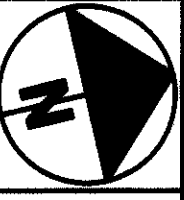
Ramp T
CURVE DATA
PI Sta. 0+118.685
 $\Delta = 04^{\circ}-06'-52''$
R = 1160.036m
T = 41.670m
L = 83.304m
E = 0.748m
DC = $04^{\circ}-56'-21''$

Ramp Q
CURVE DATA
PI Sta. 0+619.312
 $\Delta = 04^{\circ}-06'-52''$
R = 1164.253m
T = 41.821m
L = 83.606m
E = 0.751m
DC = $04^{\circ}-55'-16''$

Mainline I-75 NB
CURVE DATA
PI Sta. 10+232.465
 $\Delta = 4^{\circ}-36'-49''$
R = 1746.379m
T = 70.351m
L = 140.626m
E = 1.416m
DC = $03^{\circ}-16'-51''$

Notes:
For Pavement Quantities, See Sheets 99-104.
For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
XREF #1 = 1006
XREF #2 = 1006
PLOT SCALE = 2"=100'
CAD: 15383P15.DWG
JANUARY-12-1998



S.B. I-75
CURVE DATA
PI Sta. 0+043.123
Δ = 02°-14'-03"
R = 1738.505m
T = 33.900m
L = 67.792m
E = 0.330m
DC = 03°-17'-44"

Mainline I-75 NB
CURVE DATA
PI Sta. 10+232.465
Δ = 4°-36'-49"
R = 1746.379m
T = 70.351m
L = 140.626m
E = 1.416m
DC = 03°-16'-51"

Ramp A-A
CURVE DATA
PI Sta. 0+253.631
Δ = 05°-32'-10"
R = 582.126m
T = 28.146m
L = 56.248m
E = 0.680m
DC = 09°-50'-33"

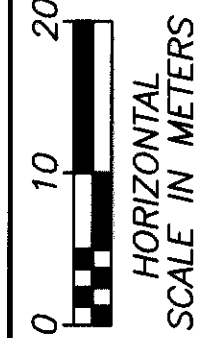
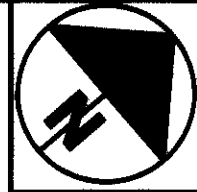
End Normal Section "B"
Begin Superelevated Section "E"
Sta. 10+485.521 NB

Mainline I-75 NB
CURVE DATA
PI Sta. 10+815.273
Δ = 60°-00'-01" y = 8.847m
R = 436.595m k = 76.123m
L_s = 152.400m p = 2.214m
θ_s = 10°-00'-00" Δ_s = 40°-03'-19"
LT = 101.763m L_c = 305.222m
ST = 50.948m T_s = 329.752m
x = 151.937m E_s = 70.240m
e_{max} = 0.075

Ramp B-B
CURVE DATA
PI Sta. 0+105.243
Δ = 27°-06'-20"
R = 436.595m
T = 105.243m
L = 206.545m
E = 12.506m
DC = 13°-07'-24"

Riverview Avenue

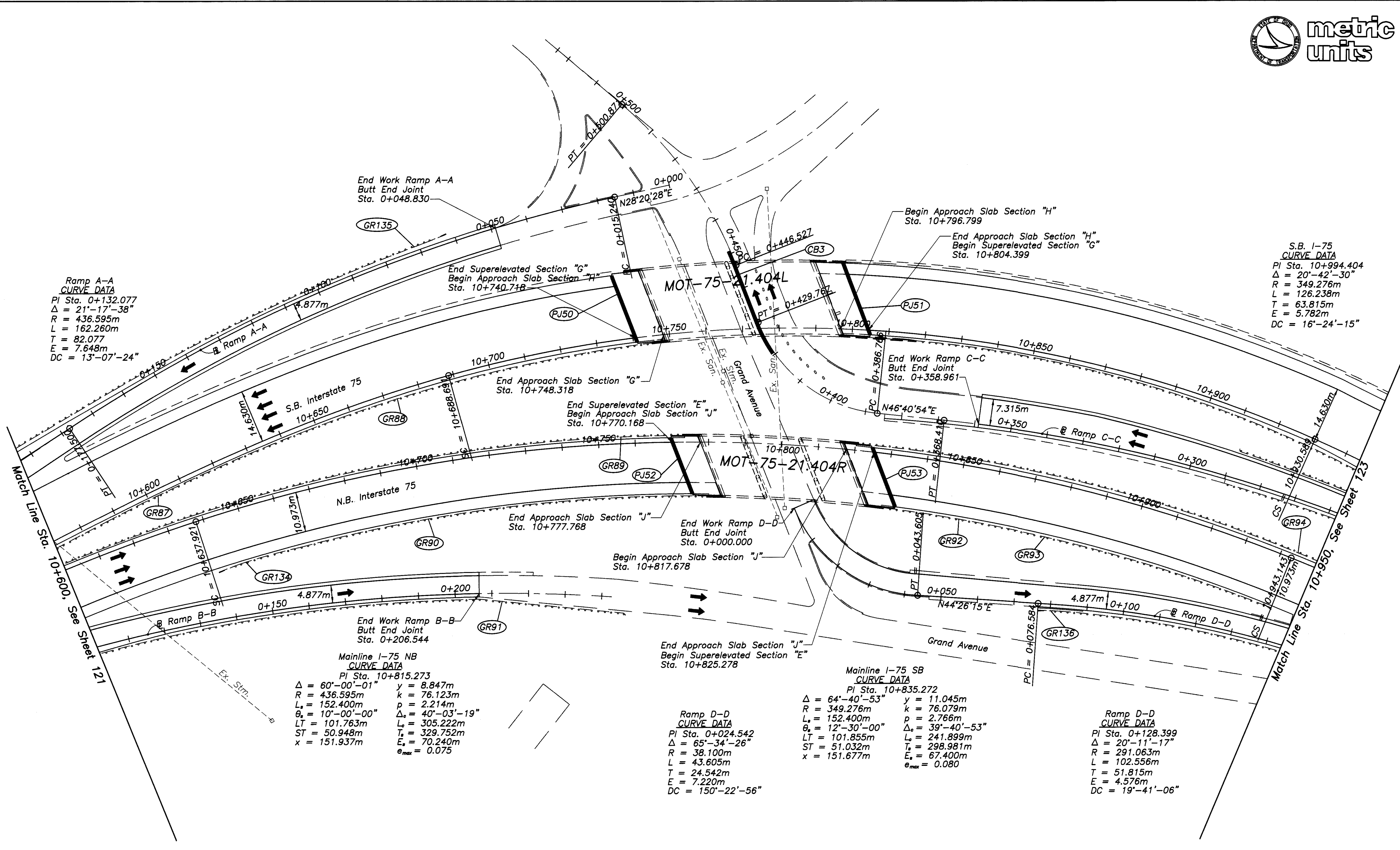
Notes:
For Pavement Quantities, See Sheets 99-104.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.



C.A. BY: BJR
 DATE: 1/18/98
 C.K. BY: BLC
 DATE: 1/19/98

PLAN
 Sta. 10+600 to Sta. 10+950

MOT-75-16.794



Ramp A-A
CURVE DATA
 PI Sta. 0+132.077
 $\Delta = 21^\circ-17'-38''$
 $R = 436.595m$
 $L = 162.260m$
 $T = 82.077$
 $E = 7.648m$
 $DC = 13^\circ-07'-24''$

S.B. I-75
CURVE DATA
 PI Sta. 10+994.404
 $\Delta = 20^\circ-42'-30''$
 $R = 349.276m$
 $L = 126.238m$
 $T = 63.815m$
 $E = 5.782m$
 $DC = 16^\circ-24'-15''$

Mainline I-75 NB
CURVE DATA
 PI Sta. 10+815.273
 $\Delta = 60^\circ-00'-01''$ $y = 8.847m$
 $R = 436.595m$ $k = 76.123m$
 $L_s = 152.400m$ $p = 2.214m$
 $\theta_s = 10^\circ-00'-00''$ $\Delta_s = 40^\circ-03'-19''$
 $LT = 101.763m$ $L_s = 305.222m$
 $ST = 50.948m$ $T_s = 329.752m$
 $x = 151.937m$ $E_s = 70.240m$
 $e_{max} = 0.075$

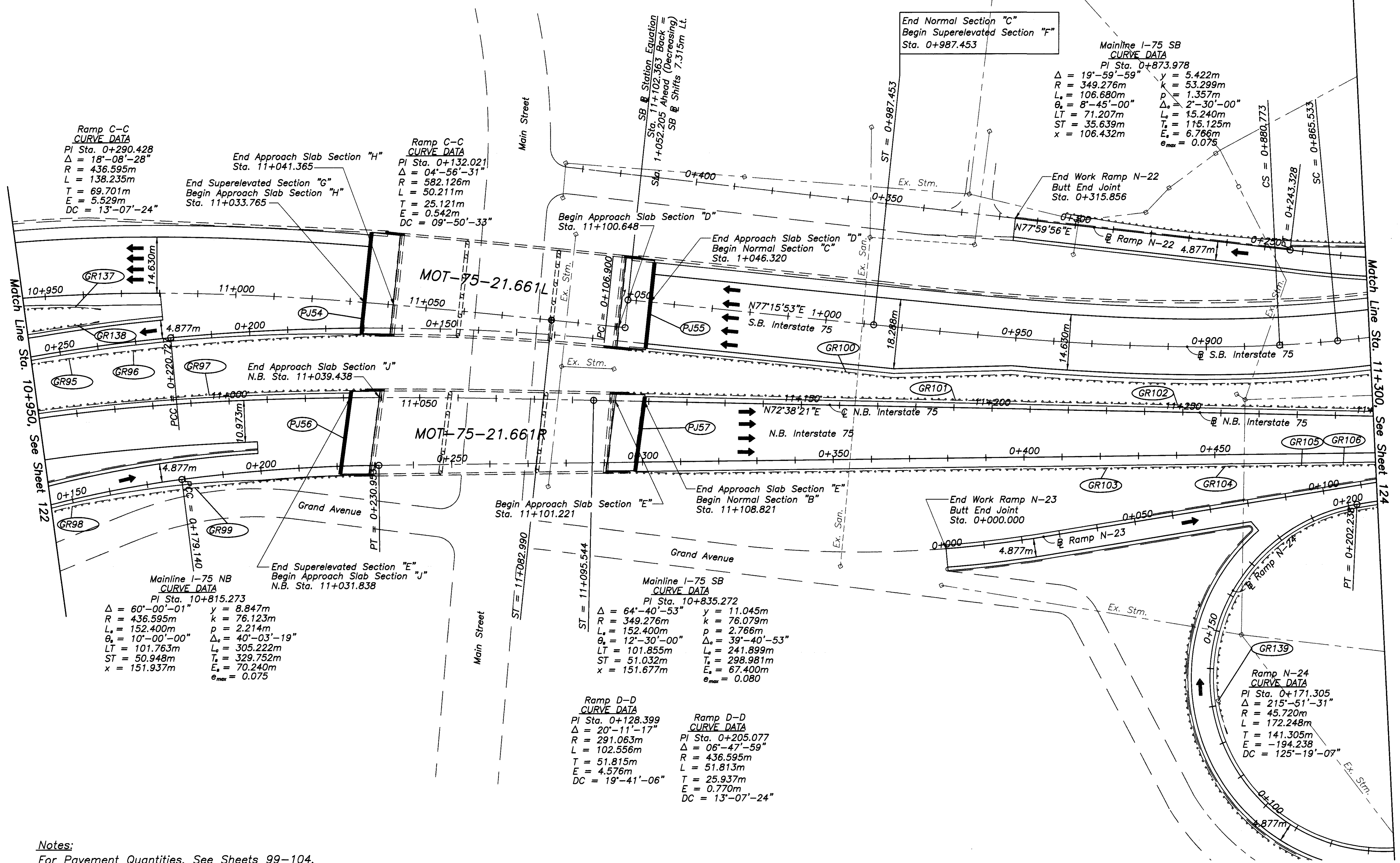
Ramp D-D
CURVE DATA
 PI Sta. 0+024.542
 $\Delta = 65^\circ-34'-26''$
 $R = 38.100m$
 $L = 43.605m$
 $T = 24.542m$
 $E = 7.220m$
 $DC = 150^\circ-22'-56''$

Mainline I-75 SB
CURVE DATA
 PI Sta. 10+835.272
 $\Delta = 64^\circ-40'-53''$ $y = 11.045m$
 $R = 349.276m$ $k = 76.079m$
 $L_s = 152.400m$ $p = 2.766m$
 $\theta_s = 12^\circ-30'-00''$ $\Delta_s = 39^\circ-40'-53''$
 $LT = 101.855m$ $L_s = 241.899m$
 $ST = 51.032m$ $T_s = 298.981m$
 $x = 151.677m$ $E_s = 67.400m$
 $e_{max} = 0.080$

Ramp D-D
CURVE DATA
 PI Sta. 0+128.399
 $\Delta = 20^\circ-11'-17''$
 $R = 291.063m$
 $L = 102.556m$
 $T = 51.815m$
 $E = 4.576m$
 $DC = 19^\circ-41'-06''$

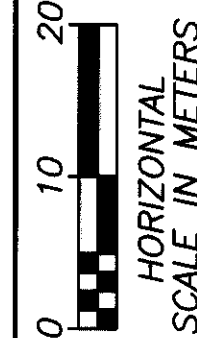
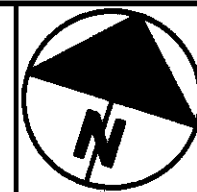
Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF # = NONE
 CAD = 15383P71.DWG(3.0) JANUARY-13-1998



Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 CAD: 15383P16.DWG(DWG)
 JANUARY-12-1998



CHKD BY: BYR
DATE: 1/18/98
CHKD BY: BLG
DATE: 1/19/98

PLAN
Sta. 11+300 to Sta. 11+650

MOT-75-16.794

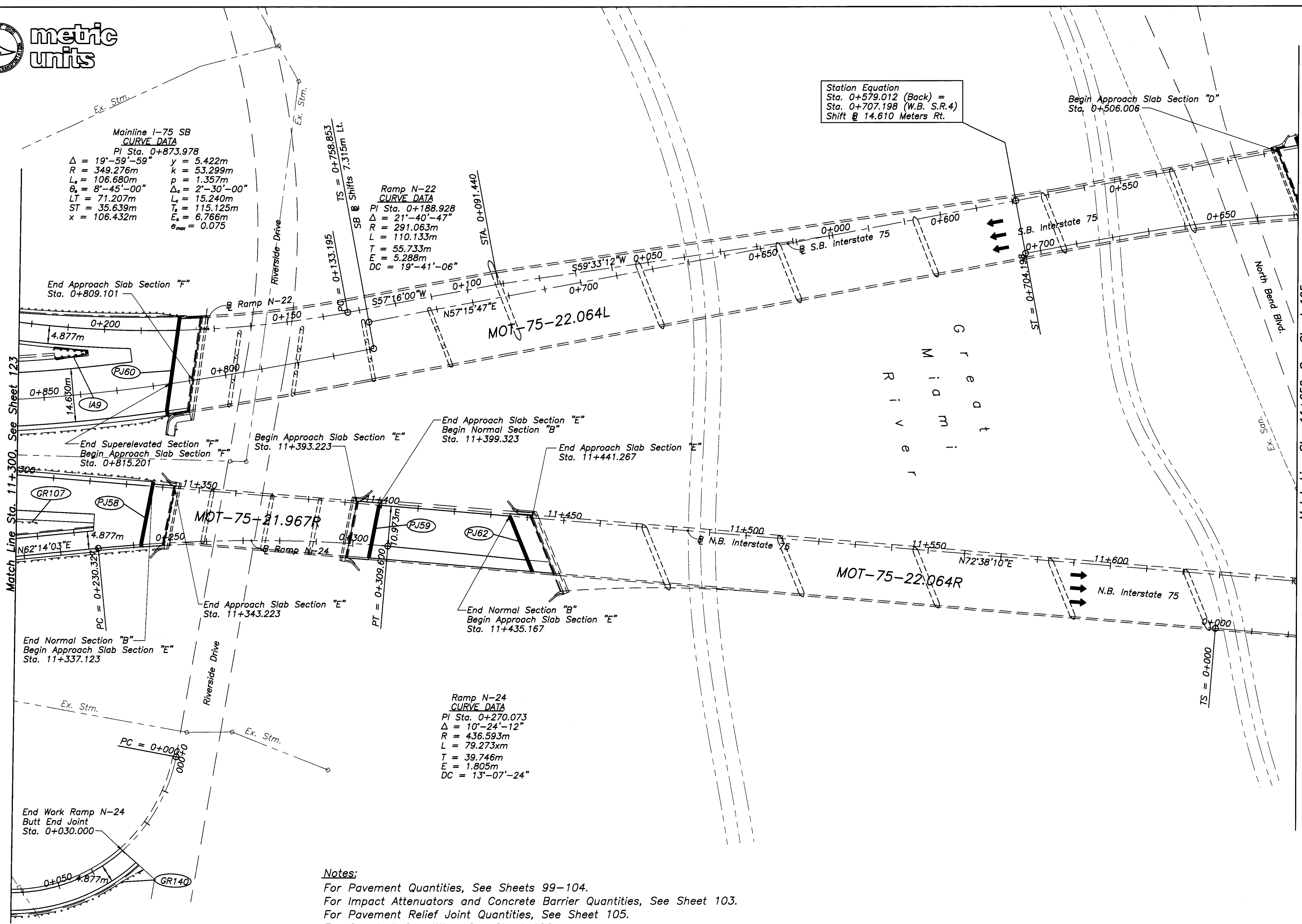
**Mainline I-75 SB
CURVE DATA**
PI Sta. 0+873.978
 $\Delta = 19^\circ-59'-59''$ $y = 5.422m$
 $R = 349.276m$ $k = 53.299m$
 $L_s = 106.680m$ $p = 1.357m$
 $\theta_s = 8^\circ-45'-00''$ $\Delta_s = 2^\circ-30'-00''$
 $LT = 71.207m$ $L_n = 15.240m$
 $ST = 35.639m$ $T_s = 115.125m$
 $x = 106.432m$ $E_s = 6.766m$
 $e_{max} = 0.075$

**Ramp N-22
CURVE DATA**
PI Sta. 0+188.928
 $\Delta = 21^\circ-40'-47''$
 $R = 291.063m$
 $L = 110.133m$
 $T = 55.733m$
 $E = 5.288m$
 $DC = 19^\circ-41'-06''$

**Ramp N-24
CURVE DATA**
PI Sta. 0+270.073
 $\Delta = 10^\circ-24'-12''$
 $R = 436.593m$
 $L = 79.273m$
 $T = 39.746m$
 $E = 1.805m$
 $DC = 13^\circ-07'-24''$

Station Equation
Sta. 0+579.012 (Back) =
Sta. 0+707.198 (W.B. S.R.4)
Shift @ 14.610 Meters Rt.

Begin Approach Slab Section "D"
Sta. 0+506.006

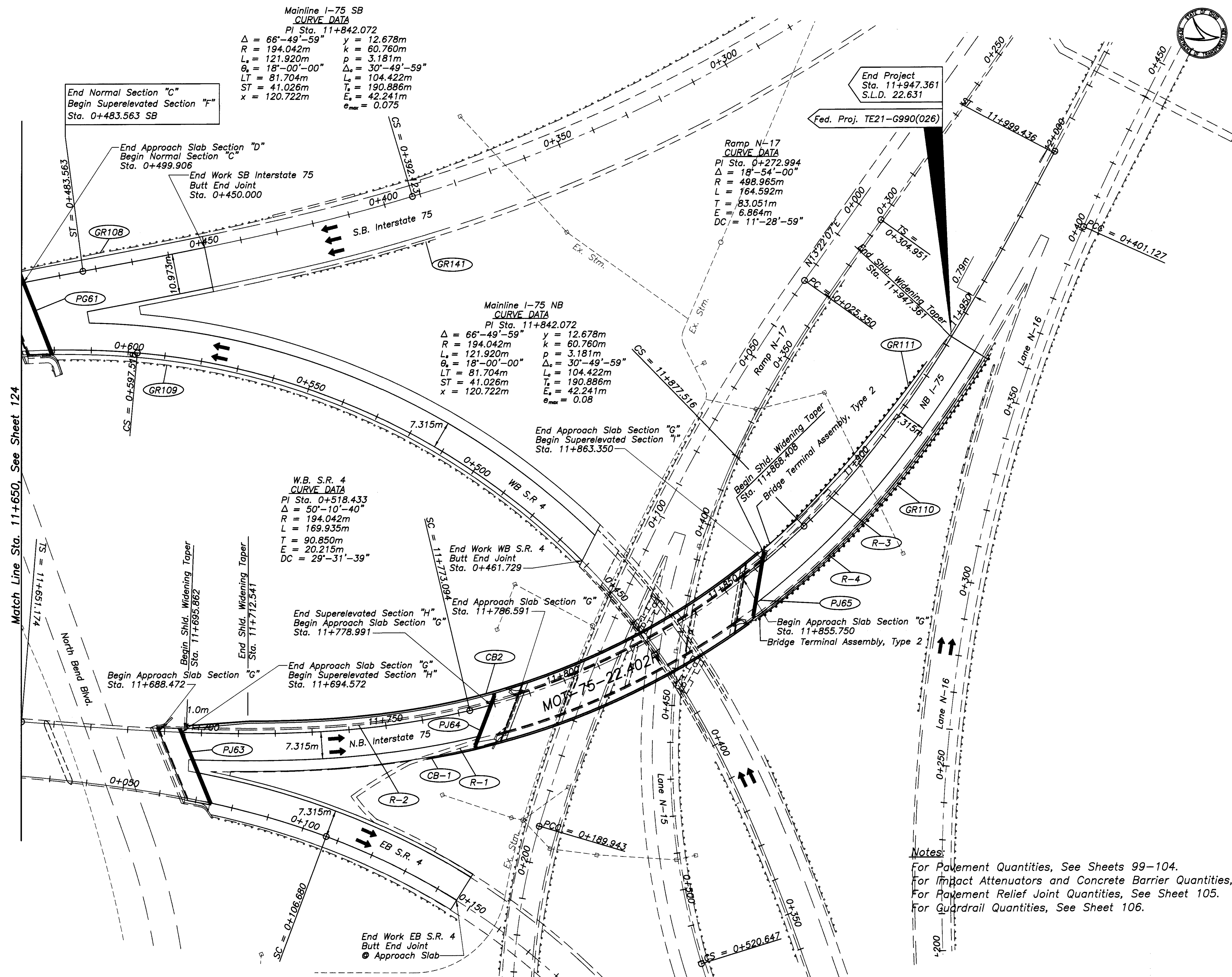


Notes:
For Pavement Quantities, See Sheets 99-104.
For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
For Pavement Relief Joint Quantities, See Sheet 105.
For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
XREF #1 = 75000000
XREF #2 = NONE
CADD 15383P15383.DWG JANUARY-12-1998

Match Line Sta. 11+300, See Sheet 123

Match Line Sta. 11+650, See Sheet 125



Notes:
 For Pavement Quantities, See Sheets 99-104.
 For Impact Attenuators and Concrete Barrier Quantities, See Sheet 103.
 For Pavement Relief Joint Quantities, See Sheet 105.
 For Guardrail Quantities, See Sheet 106.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 2"=100m
 CA01 15:38:30.000 1/19/98

Match Line Sta. 11+650, See Sheet 124

SEEDING
END SQ.
WIDTH METERS

END AREA
CUT FILL
VOLUME
CUT FILL

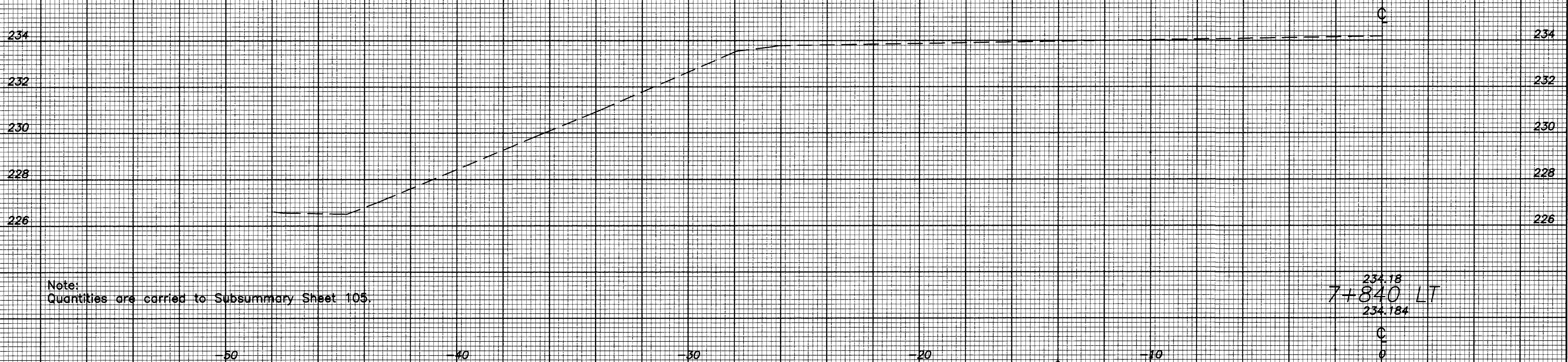
CALC. BY: RJS
DATE: 9/23/99
CHKD. BY: P.E.
DATE: 9/28/99



7+840 RT
234.18
234.184

0 0

CROSS SECTIONS
STA. 7+840 LT. & RT.



7+840 LT
234.18
234.184

Note:
Quantities are carried to Subsummary Sheet 105.

SHEET TOTAL

0 0

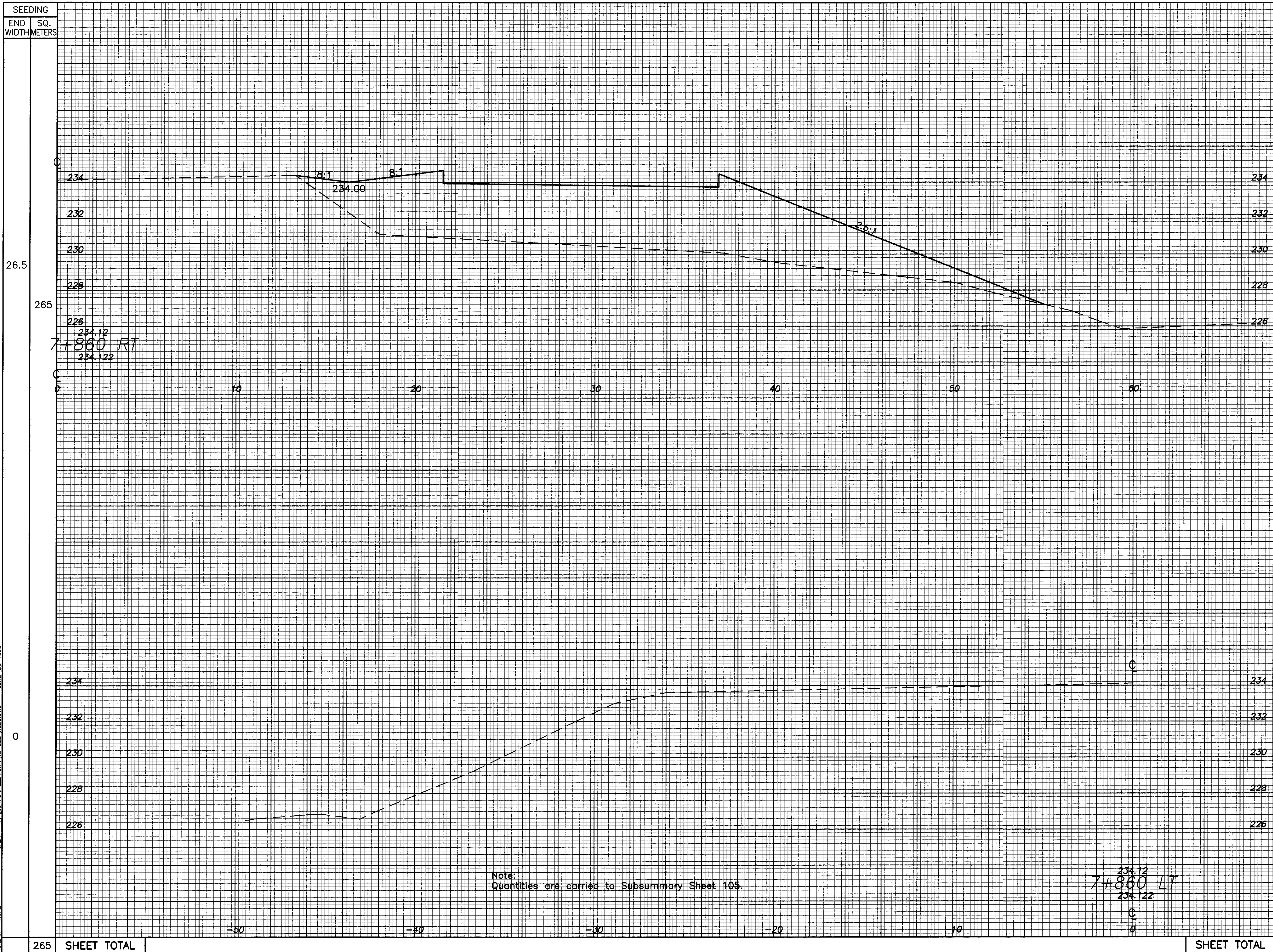
MOT-75-16.794

126
319

PLOTTED VIEW = PLANT
XCREF# = NONE
XCREF# = NONE
PLOT SCALE = 10=1
CAD: F:\MOT75\FIELDWORK\18-523\XSEC.DWG JUNE-23-1999

0 SHEET TOTAL

PLOTTED VIEW = PLANT
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10=1
 CADD F:\MOT75\FIELDWORK\18-523\XSEC.DWG JUNE-23-1999



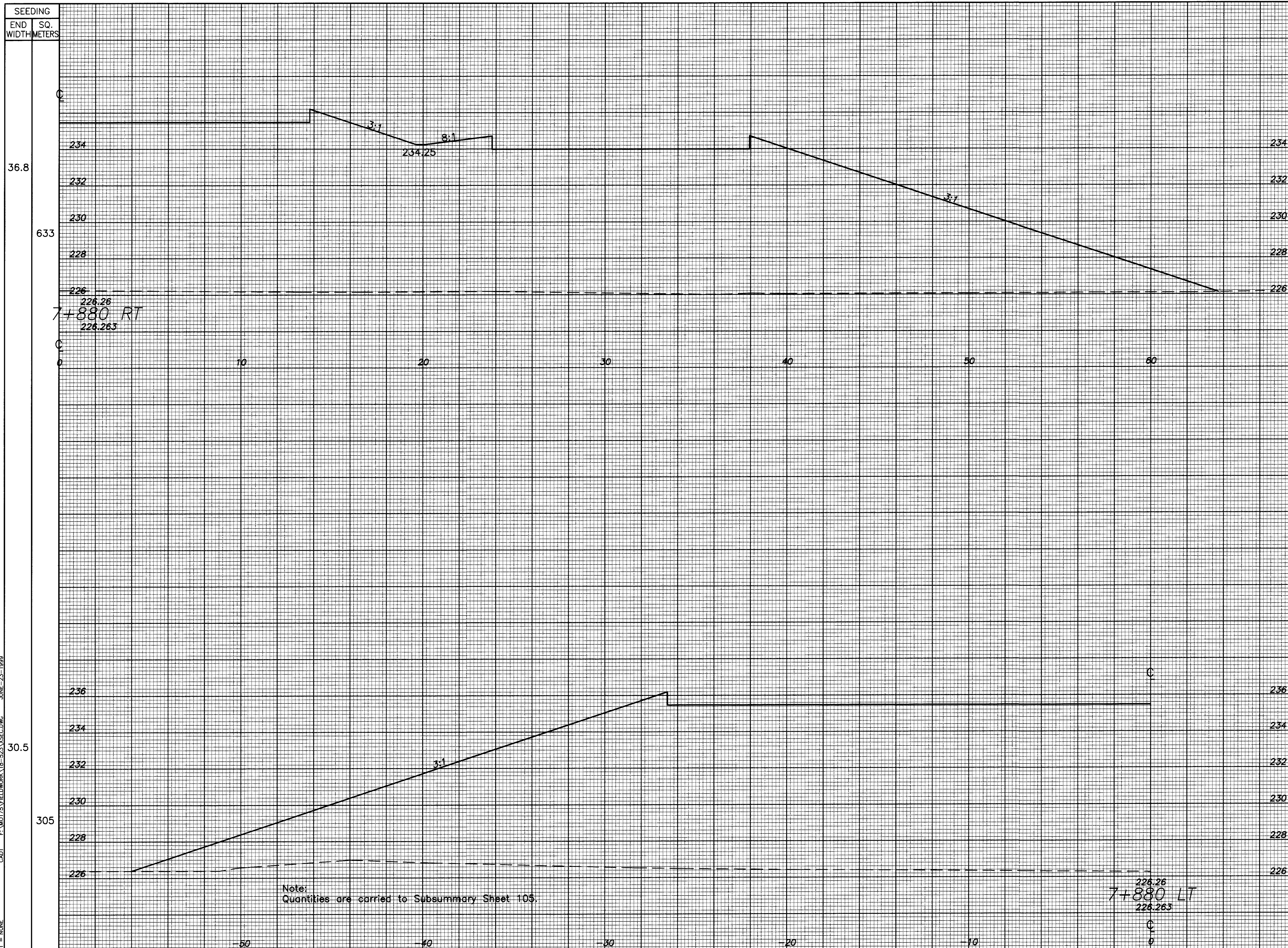
Note: Quantities are carried to Subsummary Sheet 105.

234.12
 7+860 LT
 234.122

SEEDING	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
265	0	107.3	0	1073
SHEET TOTAL				
265	0	0	0	1073
SHEET TOTAL				

CALC. BY: RJS DATE: 6/23/99
 CHECKED BY: JFE DATE: 6/29/99
 CROSS SECTIONS
 STA. 7+860 LT. & RT.
 MOT-75-16.794
 127
 319

PLOTTED VIEW = PLAN
 PLOT SCALE = 10=1
 CAD FILE = W075\FIELDWORK\18-523\XSEC.DWG JUNE-23-1999



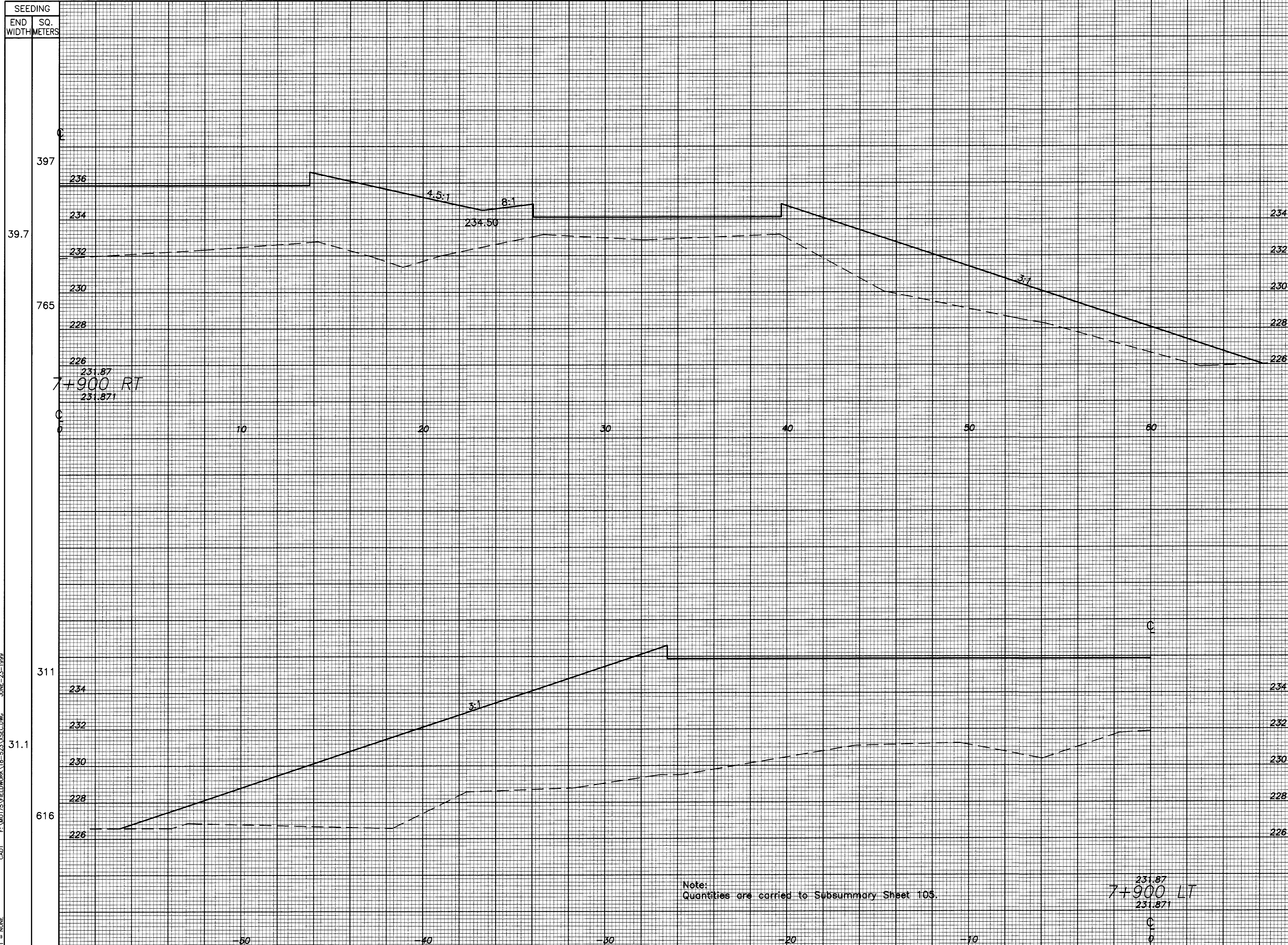
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. METERS	CUT	FILL	CUT	FILL
36.8		0	438.7		
633				0	5460
30.5		0	378.1		
305				0	3781
938	SHEET TOTAL			0	9241

Note: Quantities are carried to Subsummary Sheet 105.

226.26
 7+880 LT
 226.263

CALC. BY: RJS
 DATE: 9/23/99
 CHECKED BY: PFE
 DATE: 9/28/99
 CROSS SECTIONS
 STA. 7+880 LT. & RT.
 MOT-75-16.794
 128
 319

PLOTTED VIEW = PLAN
 PLOT SCALE = 10=1
 CAD: F:\MOT75\FIELDWORK\18-523\XSEC.DWG JUNE-23-1999



SEEDING	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
	0	151.8	0	1518
	0	151.8	0	5905
	0	255.1	0	2551
	0	6332	0	6332
2089	SHEET TOTAL		0	16306

CALC. BY: RJS
 DATE: 6/23/99
 CHKD. BY: FFE
 DATE: 6/28/99

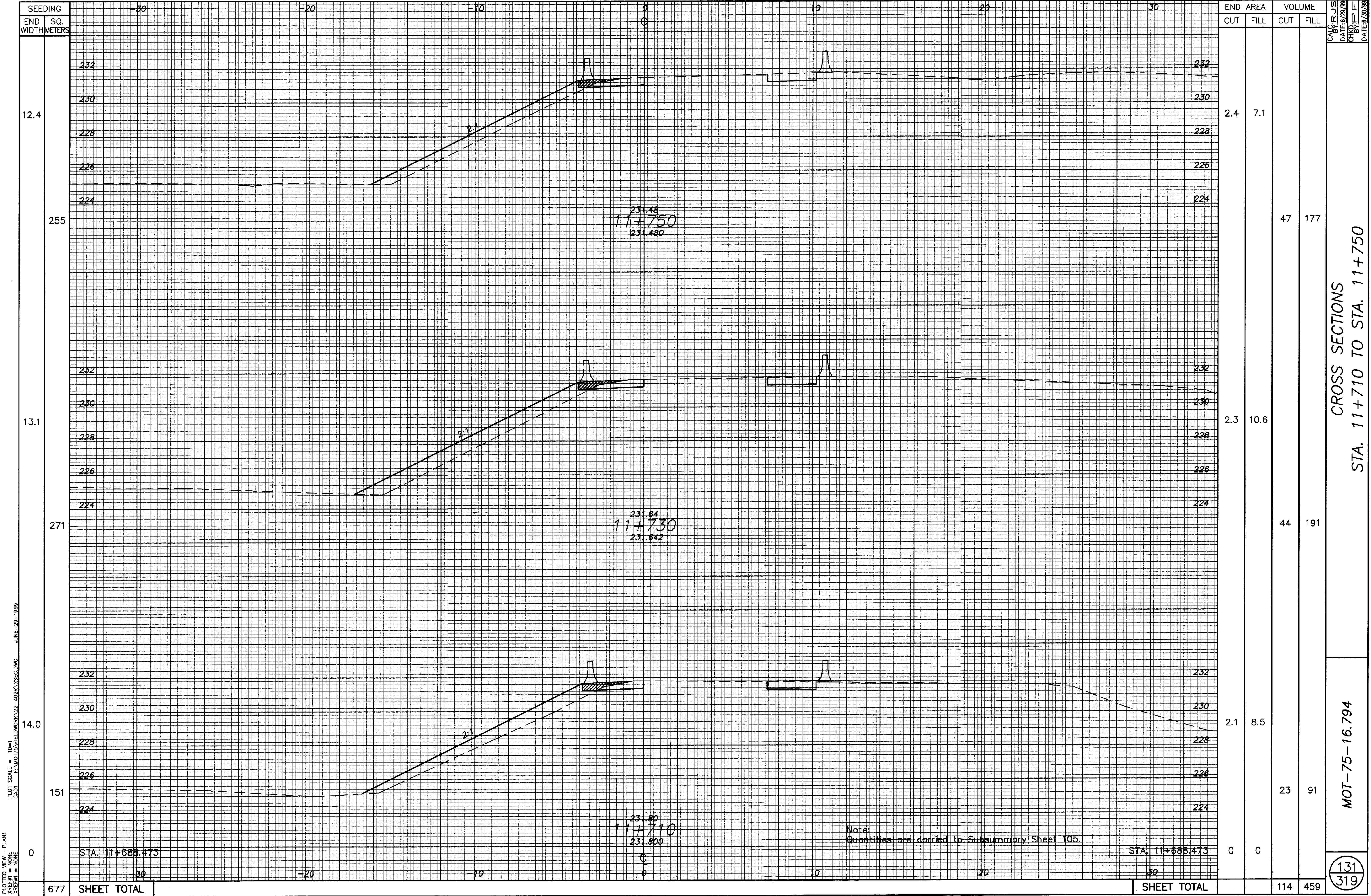
CROSS SECTIONS
 STA. 7+900 LT. & RT.

MOT-75-16.794

129
 319

Note:
 Quantities are carried to Subsummary Sheet 105.

231.87
 7+900 LT
 231.871

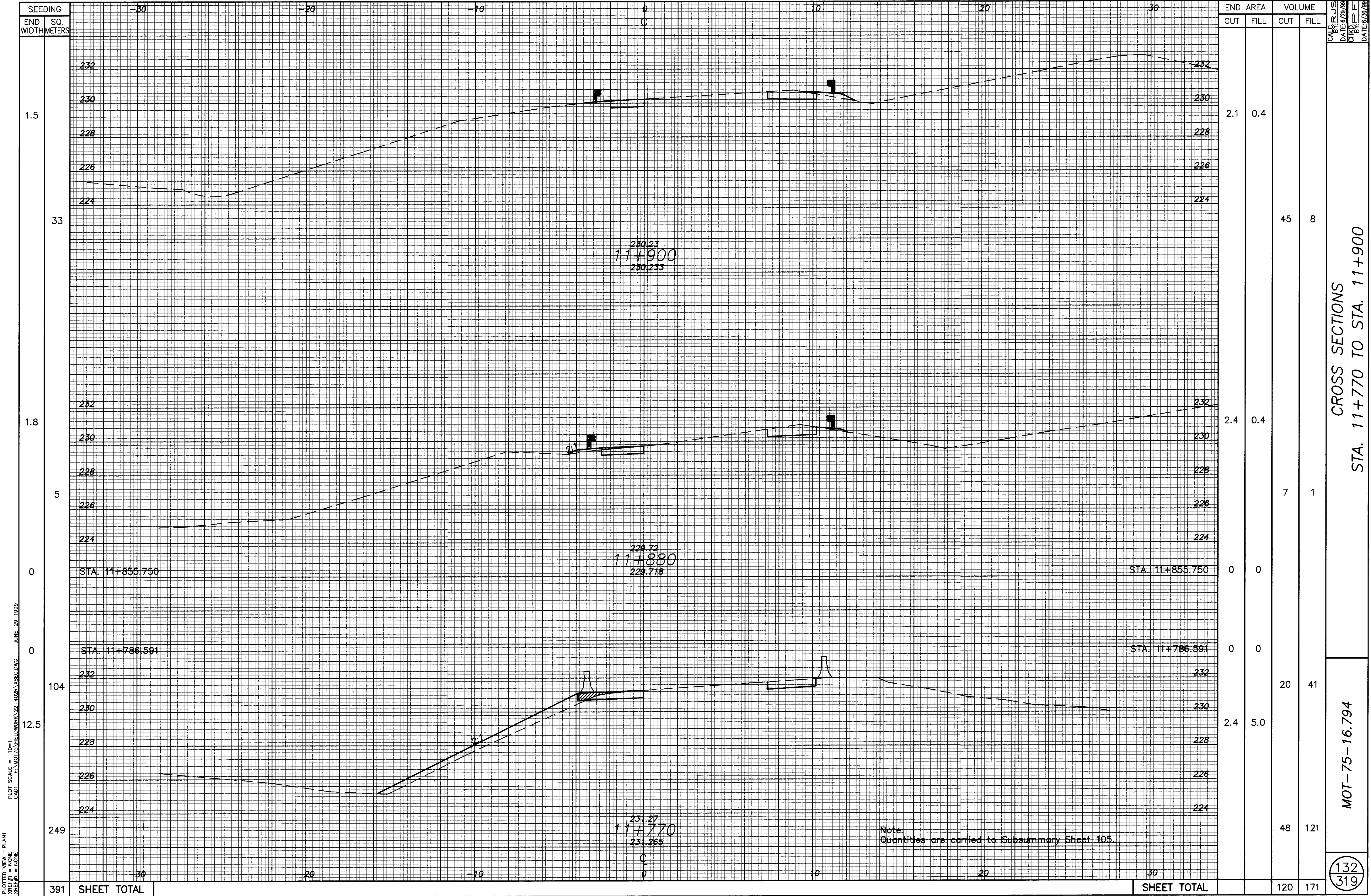


SEEDING	END SQ.	
	WIDTH	METERS
12.4		
255		
13.1		
271		
14.0		
151		
0		
677	SHEET TOTAL	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
2.4	7.1	47	177
2.3	10.6	44	191
2.1	8.5	23	91
0	0	0	0
SHEET TOTAL		114	459

CALC. BY: R.J.S. DATE: 6/29/99
 CHECKED BY: E. DATE: 6/30/99
 CROSS SECTIONS
 STA. 11+710 TO STA. 11+750
 MOT-75-16.794
 131
 319

PLOTTED VIEW = PLAN1
 XREF # = NONE
 PLOT SCALE = 10=1
 CAD: F:\MOT75\FIELD\WORK\22-402R\XSECC.DWG JUNE-29-1999



END AREA	VOLUME	
	CUT	FILL
2.1	0.4	
2.4	0.4	
0	0	
0	0	
2.4	5.0	
48	121	
SHEET TOTAL	120	171

CROSS SECTIONS
 STA. 11+770 TO STA. 11+900

MOT-75-16.794

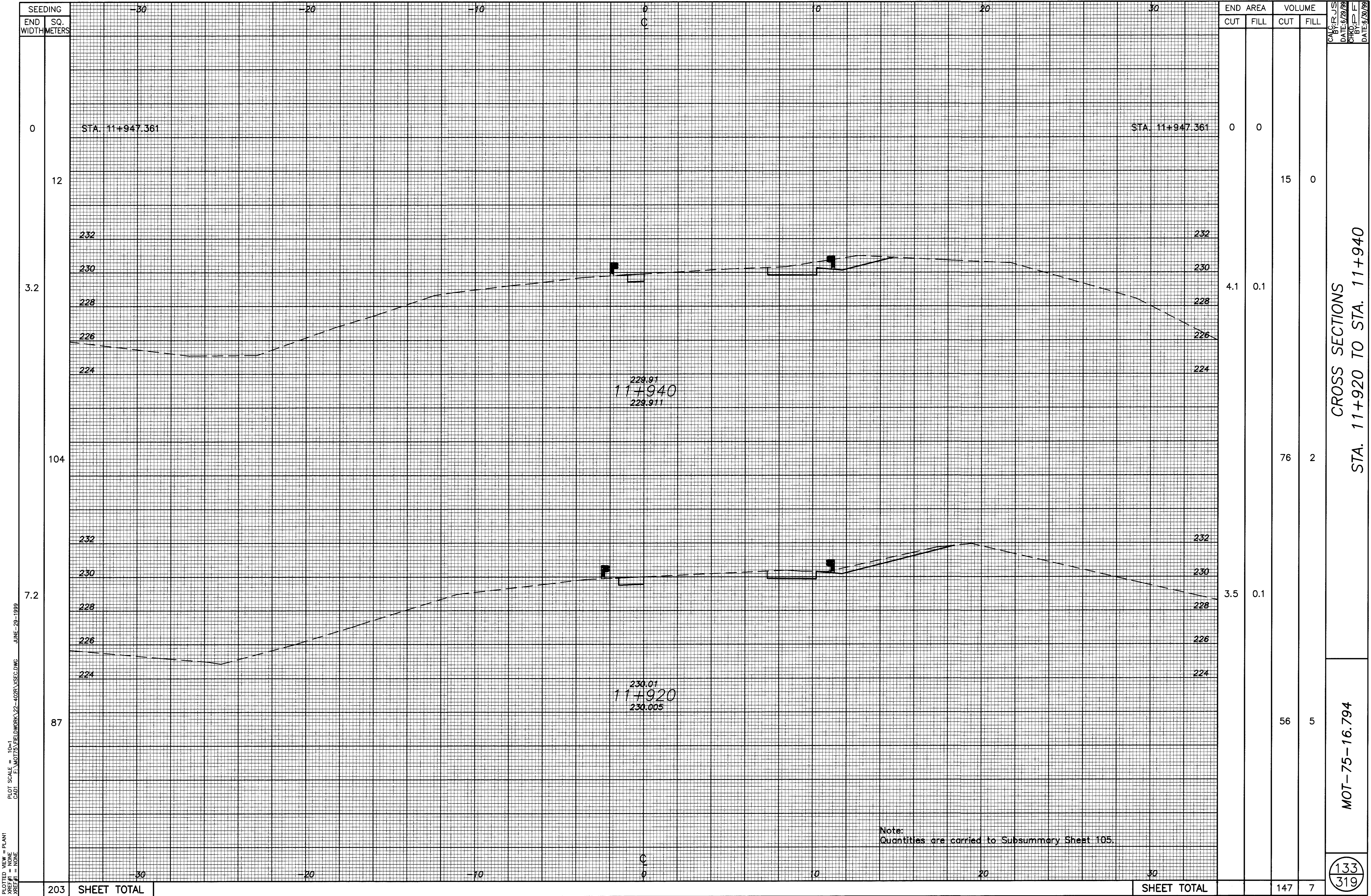
132
 319

PLOTTED VIEW = PLAN1
 XREF #1 = NONE
 PLOT SCALE = 10=1
 CAD: F:\MOT75\FIELDWORK\22-402R\XSEC.DWG JUNE-29-1999

Note: Quantities are carried to Subsummary Sheet 105.

391 SHEET TOTAL

SHEET TOTAL



PLOTTED VIEW = PLAN1
 XREF #1 = NONE
 XREF #2 = NONE
 XREF #3 = NONE
 PLOT SCALE = 10=1
 CA01 F:\MOT75\FIELDWORK\22-402R\XSEC.DWG JUNE 29 1999

229.91
11+940
229.911

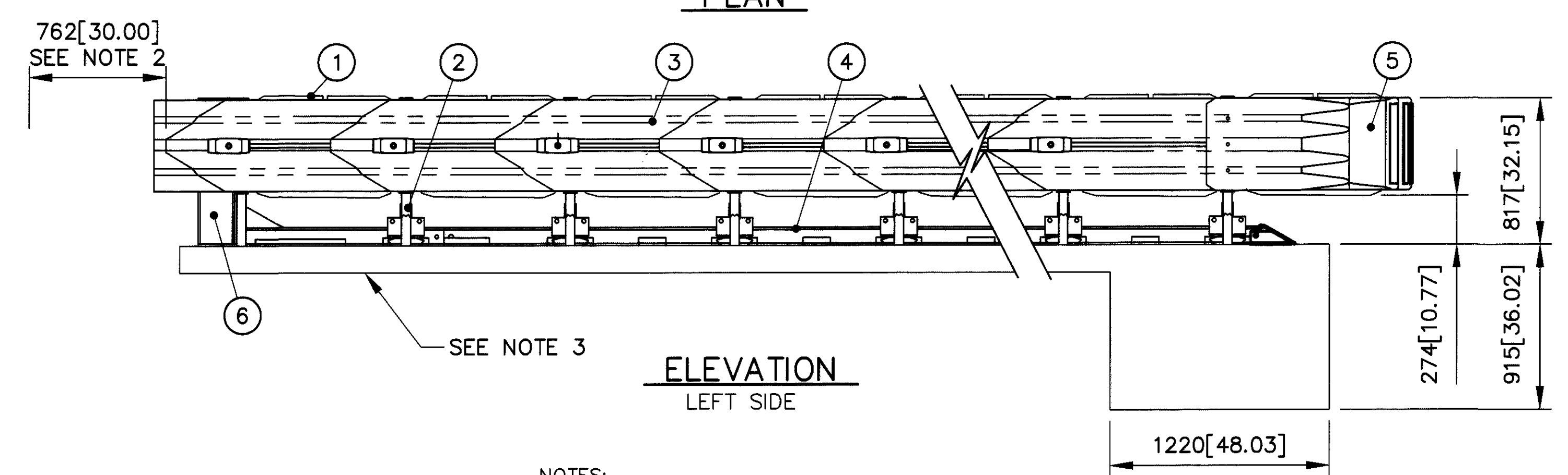
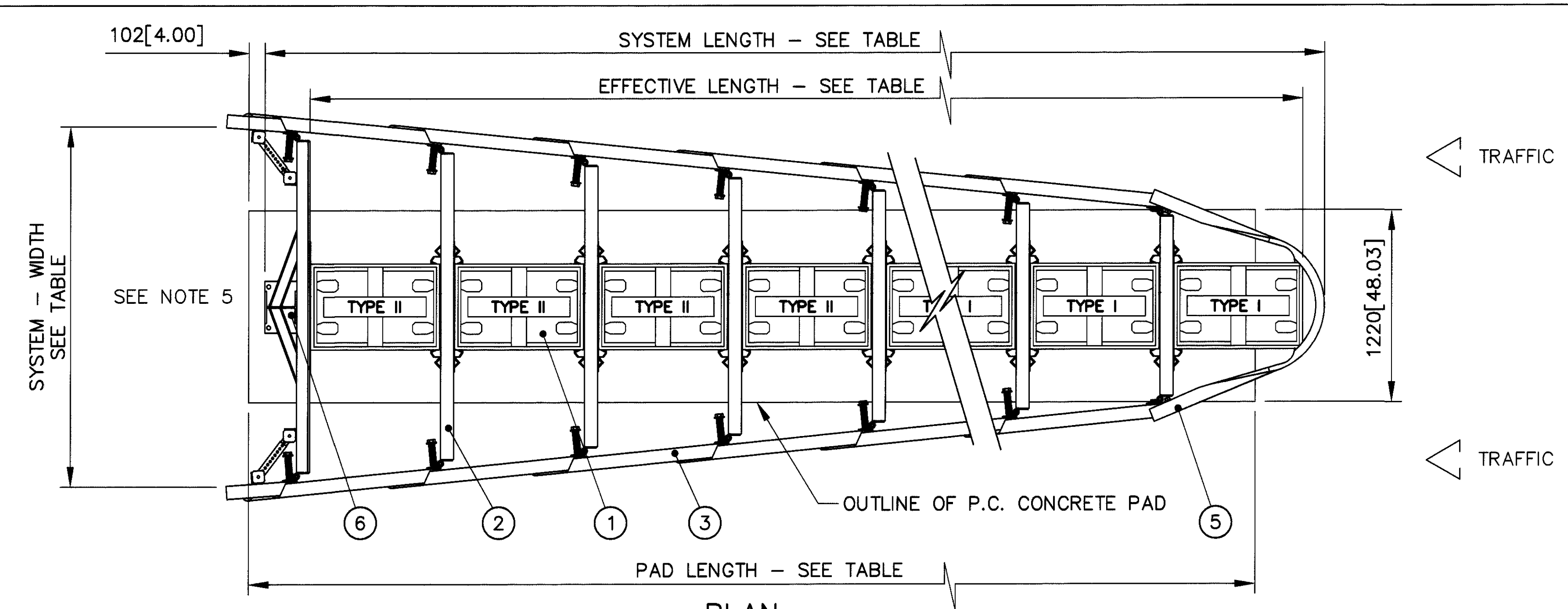
230.01
11+920
230.005

Note:
Quantities are carried to Subsummary Sheet 105.

CROSS SECTIONS
 STA. 11+920 TO STA. 11+940

MOT-75-16.794

133
319



** SEE NOTES 4 & 8 * G = GREY or Y = YELLOW

BAYS	1753 [69"] WIDTH	2286 [90"] WIDTH	SYSTEM LENGTH	EFFECTIVE LENGTH	PAD LENGTH	MAX DESIGN SPEED	# OF CARTRIDGES		
**	MODEL#	MODEL#	m	ft-in	m	ft-in	km/h [MPH]	TYPE I	TYPE II
3	QS6903*	QS9003*	4.00	[13'-1"]	3.56	[11'-8"]	70 [44]	3	1
4	QS6904*	QS9004*	4.91	[16'-1"]	4.47	[14'-8"]	80 [50]	3	2
5	QS6905*	QS9005*	5.83	[19'-1"]	5.38	[17'-8"]	90 [56]	4	2
6	QS6906*	QS9006*	6.74	[22'-1"]	6.30	[20'-8"]	100 [62]	4	3
7	QS6907*	QS9007*	7.65	[25'-1"]	7.21	[23'-8"]	105 [65]	4	4
8	QS6908*	QS9008*	8.57	[28'-1"]	8.13	[26'-8"]	110 [68]	4	5
9	QS6909*	QS9009*	9.49	[31'-1"]	9.04	[29'-8"]	115 [71]	4	6
10	QS6910*	QS9010*	10.40	[34'-1"]	9.96	[32'-8"]	120 [75]	5	6
11	QS6911*	QS9011*	11.32	[37'-1"]	10.87	[35'-8"]	120 [75]	5	7
12	QS6912*	QS9012*	12.23	[40'-1"]	11.79	[38'-8"]	120 [75]	5	8

NOTES:

- IN COMPLIANCE WITH THE AASHTO 1996 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
- PROVISION SHALL BE MADE FOR REAR FENDER PANELS TO SLIDE REARWARD UPON IMPACT 762 [30.00] MIN.
- 150 [6.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 200 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY.
- SEE THE "QUADGUARD SYSTEM DESIGN MANUAL", FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (888) 323-6374.
- WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE QUADGUARD SYSTEM TO THE OBJECT BEING SHIELDED.
- UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES], UNLESS OTHERWISE NOTED.
- BACKUP ASSEMBLY NOT INCLUDED IN MODEL NUMBER.
- THE NUMBER OF BAYS INDICATED IN THE TABLE IS BASED ON CALCULATED VALUES TO ENSURE ADEQUATE SYSTEM CAPACITY TO DISSIPATE THE LONGITUDINAL IMPACT ENERGY OF A 2000 kg VEHICLE TRAVELING AT THE SPEED INDICATED.

REFERENCES

SERIAL#	DIAPHRAGM ASSY.	3540340-0000
SALES ORDER#	NOSE ASSY.	3540131-0000
EH PROJECT#	FENDER PANEL ASSY.	3540370-0000
DESIGN SPEED	BACKUP ASSY.	3540390-0000
NOSE COLOR	RAIL ASSY.	35-40-06
NUMBER OF UNITS	CONCRETE PAD	35-40-11

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	

UNIDIRECTIONAL

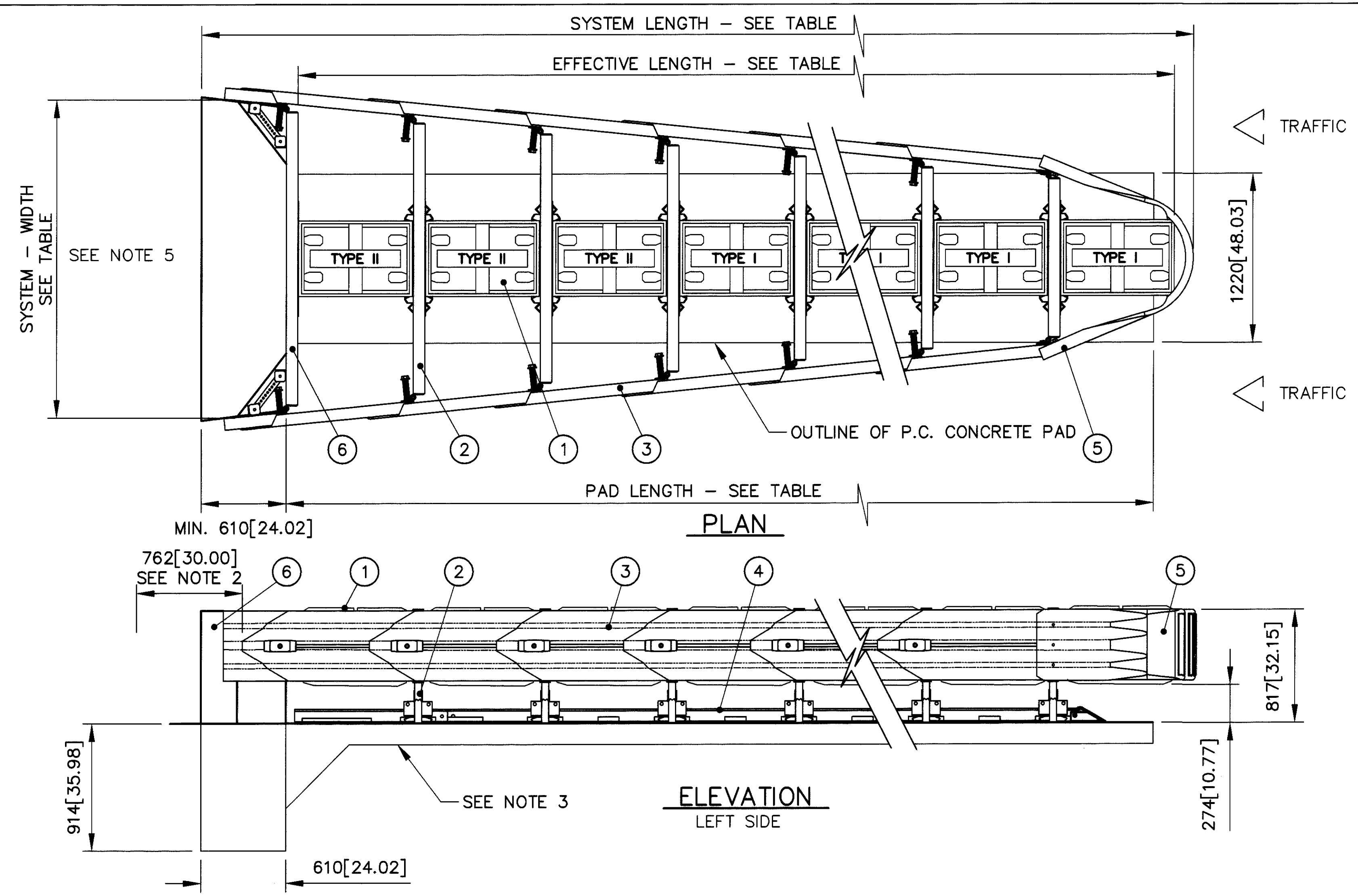
ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD® SYSTEM
 69" OR 90" SYSTEM W/ TENSION STRUT BACKUP

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

KEY	① QUADGUARD CARTRIDGE	④ MONORAIL
	② DIAPHRAGM	⑤ NOSE ASSEMBLY
	③ FENDER PANEL	⑥ BACKUP
Revisions		
Rev'd Title	Date	Rev. By Ckd. App.
CHGD CART. CONFIG. FOR 3 & 5 BAY SYSTEM	8/25/98	E STT KM SPT
REVISED NOTE 8	2/22/99	G LWC BB SPT

PLOT SCALE = 1:1
 CADD: ADEL/DWG
 JUNE-16-1999
 PLOTTED VIEW = PLAN
 XREF #1 = NONE



** SEE NOTES 4 & 8 * G = GREY or Y = YELLOW

BAYS	1753[69"] WIDTH		2286[90"] WIDTH		SYSTEM LENGTH		EFFECTIVE LENGTH		PAD LENGTH		MAX DESIGN SPEED	# OF CARTRIDGES	
	MODEL#	MODEL#	m	ft-in	m	ft-in	m	ft-in	m	ft-in		km/h [MPH]	TYPE I
3	QS6903*	QS9003*	4.42	[14'-6"]	3.56	[11'-8"]	3.51	[11'-6"]	3.51	[11'-6"]	70 [44]	3	1
4	QS6904*	QS9004*	5.33	[17'-6"]	4.47	[14'-8"]	4.42	[14'-6"]	4.42	[14'-6"]	80 [50]	3	2
5	QS6905*	QS9005*	6.25	[20'-6"]	5.38	[17'-8"]	5.33	[17'-6"]	5.33	[17'-6"]	90 [56]	4	2
6	QS6906*	QS9006*	7.16	[23'-6"]	6.30	[20'-8"]	6.25	[20'-6"]	6.25	[20'-6"]	100 [62]	4	3
7	QS6907*	QS9007*	8.08	[26'-6"]	7.21	[23'-8"]	7.16	[23'-6"]	7.16	[23'-6"]	105 [65]	4	4
8	QS6908*	QS9008*	8.99	[29'-6"]	8.13	[26'-8"]	8.08	[26'-6"]	8.08	[26'-6"]	110 [68]	4	5
9	QS6909*	QS9009*	9.91	[32'-6"]	9.04	[29'-8"]	8.99	[29'-6"]	8.99	[29'-6"]	115 [71]	4	6
10	QS6910*	QS9010*	10.82	[35'-6"]	9.96	[32'-8"]	9.91	[32'-6"]	9.91	[32'-6"]	120 [75]	5	6
11	QS6911*	QS9011*	11.73	[38'-6"]	10.87	[35'-8"]	10.82	[35'-6"]	10.82	[35'-6"]	120 [75]	5	7
12	QS6912*	QS9012*	12.65	[41'-6"]	11.79	[38'-8"]	11.74	[38'-6"]	11.74	[38'-6"]	120 [75]	5	8

- NOTES:
- IN COMPLIANCE WITH THE AASHTO 1996 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
 - PROVISION SHALL BE MADE FOR REAR FENDER PANELS TO SLIDE REARWARD UPON IMPACT 762 [30.00] MIN.
 - 150 [6.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 200 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY.
 - SEE THE "QUADGUARD SYSTEM DESIGN MANUAL" CODED ENE 820-796, FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750
 - WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE QUADGUARD SYSTEM TO THE OBJECT BEING SHIELDED.
 - UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES], UNLESS OTHERWISE NOTED.
 - BACKUP ASSEMBLY NOT INCLUDED IN MODEL NUMBER.
 - THE BAY LENGTHS INDICATED IN THE TABLE ARE BASED UPON CALCULATED VALUES TO ENSURE ADEQUATE SYSTEM CAPACITY TO DISSIPATE LONGITUDINAL IMPACT ENERGY OF 2000kg VEHICLES TRAVELING AT SPEEDS INDICATED.

KEY

① QUADGUARD CARTRIDGE	④ MONORAIL
② DIAPHRAGM	⑤ NOSE ASSEMBLY
③ FENDER PANEL	⑥ BACKUP

Revisions	Date	Rev.	By	Ckd.	App.
UPDATED DIAPHRAGM DEPICTION	9/4/97	D	JE	BB	SPT
Rev'd title	8/25/98	E	STT	KM	SPT
CHGD CART. CONFIG. FOR 3 & 5 BAY SYSTEMS	12/17/98	F	DLS	BK	SPT

REFERENCES

SERIAL#	DIAPHRAGM ASSY.	3540340-0000
SALES ORDER#	NOSE ASSY.	3540131-0000
EH PROJECT#	FENDER PANEL ASSY.	3540370-0000
DESIGN SPEED	BACKUP ASSY.	3540400-0000
NOSE COLOR	RAIL ASSY.	35-40-06
NUMBER OF UNITS	CONCRETE PAD	3540411-0000

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	

UNIDIRECTIONAL

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD® SYSTEM
 w/ 69" & 90" CONCRETE BACKUPS

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

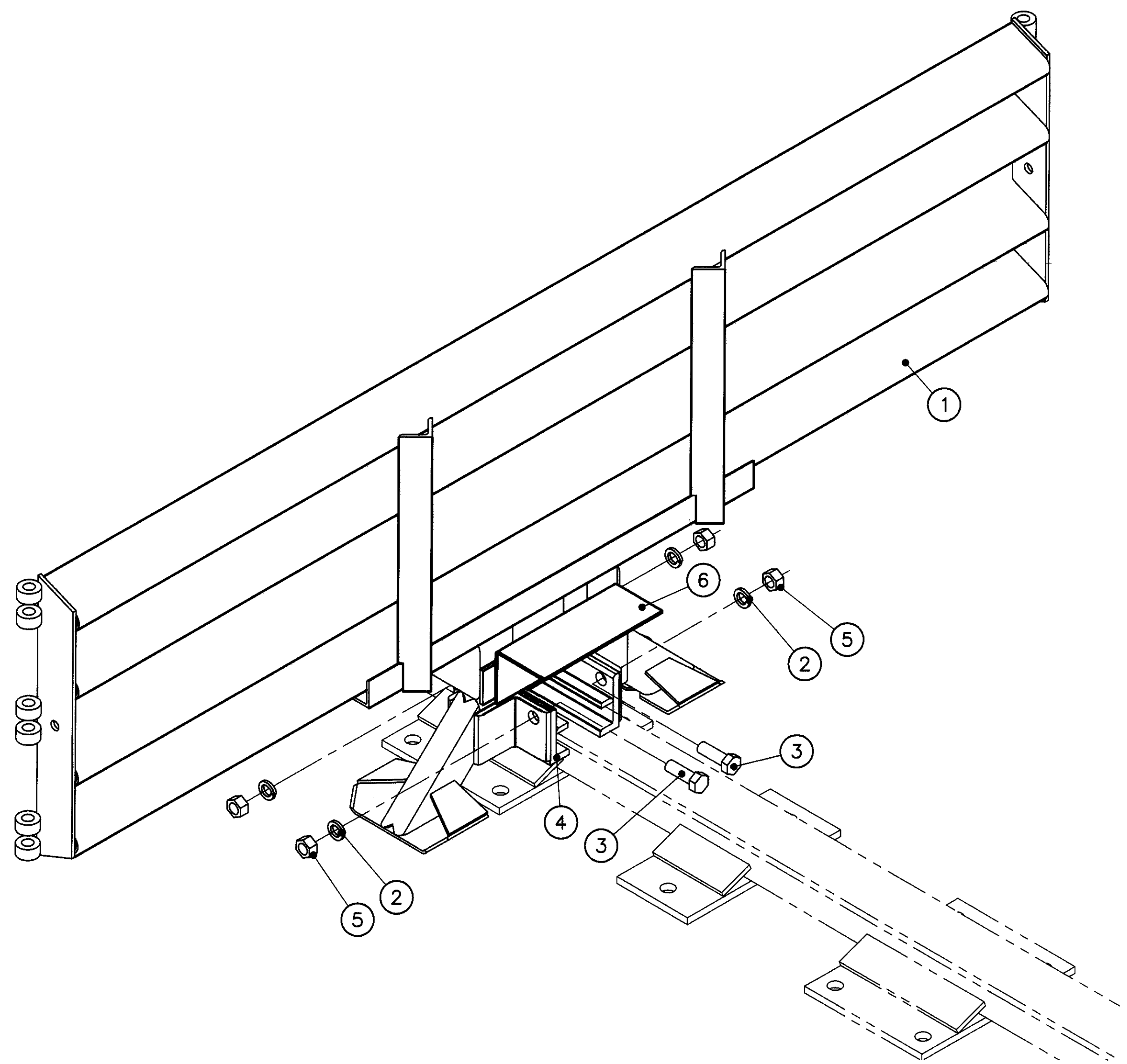
PLOTTED VIEW = PLAN
 PLOT SCALE = 1"=1'
 REF # = NONE
 JUNE-16-1999
 CAD1: DWG

CALC. BY: P.F.
 DATE: 6/15/98
 CHKD. BY: ASB
 DATE: 7/27/98

IMPACT ATTENUATOR DETAILS

MOT-75-16.794

136
319



PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	SEE TABLE A	DIAPHRAGM,QB,QG,G	1.00
2	2708201-0000	WASHER,LOCK,3/4,G	4.00
3	2699121-0000	BOLT,HX,3/4x2,G8,G	4.00
4	2760091-0000	MONORAIL GUIDE,QG,G	2.00
5	2704341-0000	NUT,HX,3/4,G,GR DH	4.00
6	2760292-0000	BRACKET,CARTRIDGE SUPPORT,DIAPHRAGM	2.00

TABLE A		
ASSEMBLY NO.	DESCRIPTION	ITEM 1 PART NO.
3540340-0673	DIAPHRAGM ASSY,QG,0673	2761041-0673
3540340-0753	DIAPHRAGM ASSY,QG,0753	2761041-0753
3540340-0833	DIAPHRAGM ASSY,QG,0833	2761041-0833
3540340-0913	DIAPHRAGM ASSY,QG,0913	2761041-0913
3540340-0993	DIAPHRAGM ASSY,QG,0993	2761041-0993
3540340-1073	DIAPHRAGM ASSY,QG,1073	2761041-1073
3540340-1153	DIAPHRAGM ASSY,QG,1153	2761041-1153
3540340-1233	DIAPHRAGM ASSY,QG,1233	2761041-1233
3540340-1273	DIAPHRAGM ASSY,QG,1273	2761041-1273
3540340-1313	DIAPHRAGM ASSY,QG,1313	2761041-1313
3540340-1393	DIAPHRAGM ASSY,QG,1393	2761041-1393
3540340-1473	DIAPHRAGM ASSY,QG,1473	2761041-1473
3540340-1513	DIAPHRAGM ASSY,QG,1513	2761041-1513
3540340-1553	DIAPHRAGM ASSY,QG,1553	2761041-1553
3540340-1633	DIAPHRAGM ASSY,QG,1633	2761041-1633
3540340-1729	DIAPHRAGM ASSY,QG,1729	2761041-1729
3540340-1793	DIAPHRAGM ASSY,QG,1793	2761041-1793
3540340-1873	DIAPHRAGM ASSY,QG,1873	2761041-1873
3540340-1953	DIAPHRAGM ASSY,QG,1953	2761041-1953
3540340-2033	DIAPHRAGM ASSY,QG,2033	2761041-2033

(SEE TABLE A)
 ASSEMBLY NO. 3540340-_____



ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD SYSTEM
 DIAPHRAGM ASSY,QG,WIDE

SCALE 1:12 DWG. 3540340-0000 SHEET 1 of 2 REV H

REFERENCES

DRAWN: D. Staus	DATE: 5/12/97
DESIGNED: J. Machado	DATE: 5/13/97
CHECKED: KRM	DATE: 7/2/97
APPROVED: J. Machado	DATE: 7/7/97
CAD FILE: 3540340-0000.dwg	
NEXT ASSEMBLY:	

Revisions	Date	Rev.	By	Ckd.	App.
REV MATCH SHEET 2	01/20/98	F	TB	//	//
DELETED ITEMS 2,4,5,6, RE-NUMBERED	04/21/98	G	DDS	STT	KM
SEE SHEET 2	01/22/99	H	TPK	KM	SPT

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1=1
 CADD LABEL2.DWG
 JUNE-16-1999

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	SEE TABLE A	DIAPHRAGM,QB,QG,G	1.00
2	2708201-0000	WASHER,LOCK,3/4,G	4.00
3	2699121-0000	BOLT,HX,3/4x2,G8,G	4.00
4	2760091-0000	MONORAIL GUIDE,QG,G	2.00
5	2704341-0000	NUT,HX,3/4,G,GR DH	4.00
6	2760292-0000	BRACKET,CARTRIDGE SUPPORT,DIAPHRAGM	2.00

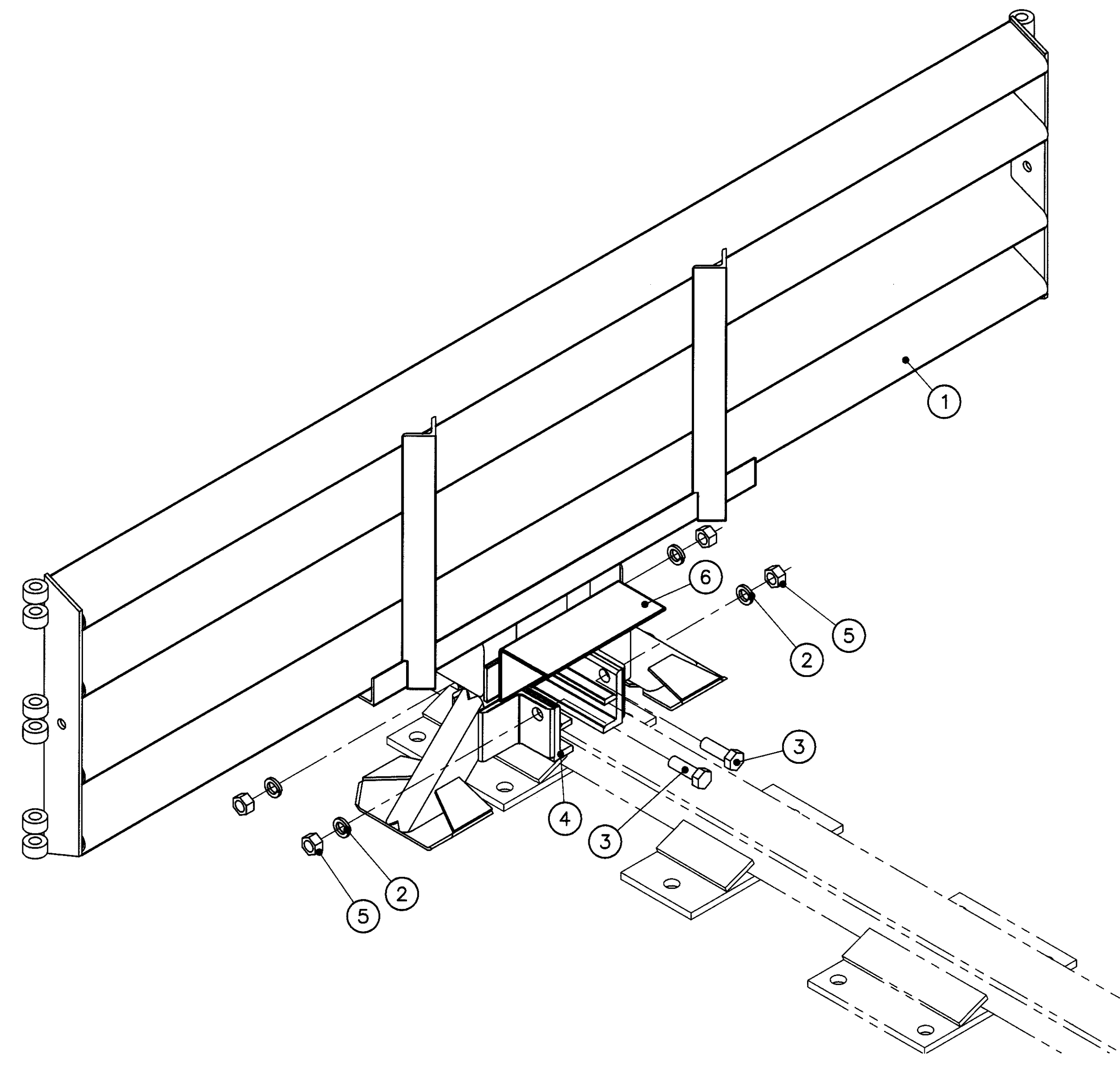
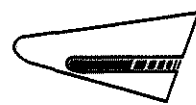


TABLE A		
ASSEMBLY NO.	DESCRIPTION	ITEM 1 PART NO.
3540340-0673	DIAPHRAGM ASSY,QG,0673	2761041-0673
3540340-0753	DIAPHRAGM ASSY,QG,0753	2761041-0753
3540340-0833	DIAPHRAGM ASSY,QG,0833	2761041-0833
3540340-0913	DIAPHRAGM ASSY,QG,0913	2761041-0913
3540340-0993	DIAPHRAGM ASSY,QG,0993	2761041-0993
3540340-1073	DIAPHRAGM ASSY,QG,1073	2761041-1073
3540340-1153	DIAPHRAGM ASSY,QG,1153	2761041-1153
3540340-1233	DIAPHRAGM ASSY,QG,1233	2761041-1233
3540340-1273	DIAPHRAGM ASSY,QG,1273	2761041-1273
3540340-1313	DIAPHRAGM ASSY,QG,1313	2761041-1313
3540340-1393	DIAPHRAGM ASSY,QG,1393	2761041-1393
3540340-1473	DIAPHRAGM ASSY,QG,1473	2761041-1473
3540340-1513	DIAPHRAGM ASSY,QG,1513	2761041-1513
3540340-1553	DIAPHRAGM ASSY,QG,1553	2761041-1553
3540340-1633	DIAPHRAGM ASSY,QG,1633	2761041-1633
3540340-1729	DIAPHRAGM ASSY,QG,1729	2761041-1729
3540340-1793	DIAPHRAGM ASSY,QG,1793	2761041-1793
3540340-1873	DIAPHRAGM ASSY,QG,1873	2761041-1873
3540340-1953	DIAPHRAGM ASSY,QG,1953	2761041-1953
3540340-2033	DIAPHRAGM ASSY,QG,2033	2761041-2033

(SEE TABLE A)
 ASSEMBLY NO. 3540340-

 **ENERGY ABSORPTION SYSTEMS, INC.**
 ENGINEERING AND RESEARCH DEPARTMENT

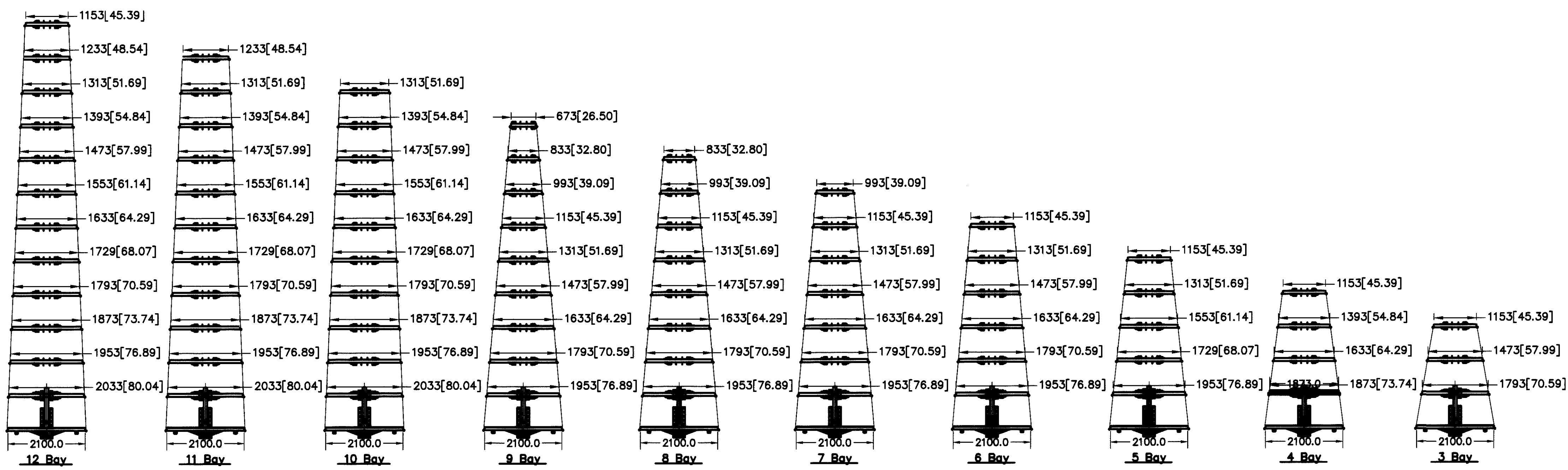
QUADGUARD SYSTEM
 DIAPHRAGM ASSY, QG, WIDE

SCALE: _____ DWG: _____ SHEET: _____ REV: _____

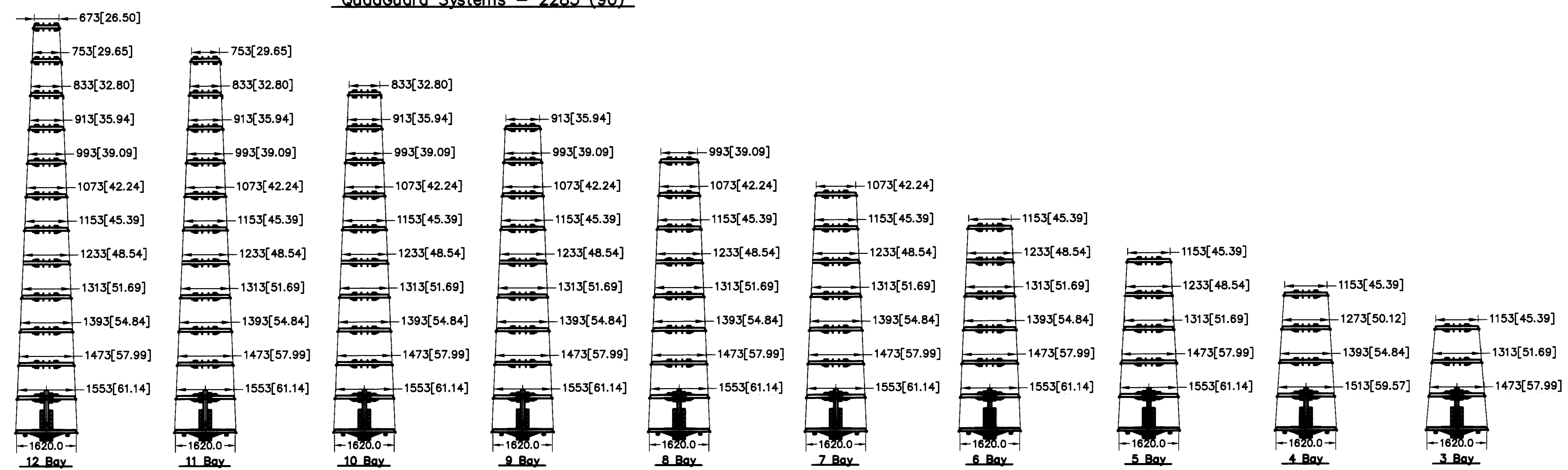
REFERENCES	
DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

Revisions	Date	Rev.	By	Ckd.	App.
REV MATCH SHEET 2	01/20/98	F	TB	//	//
DELETED ITEMS 2,4,5,6, RE-NUMBERED	04/21/98	G	DDS	STT	KM
SEE SHEET 2	01/22/99	H	TPK	KM	SPT

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1"=1'
 CAD = INDIUS.DWG
 JUNE-16-1999



QuadGuard Systems - 2285 (90)



QuadGuard Systems - 1755 (69)

Diaphragms

- #1 673[26.50]
- #2 753[29.65]
- #3 833[32.80]
- #4 913[35.94]
- #5 993[39.09]
- #6 1073[42.24]
- #7 1153[45.39]
- #8 1233[48.54]
- #9 1273[50.12]
- #10 1313[51.69]
- #11 1393[54.84]
- #12 1473[57.99]
- #13 1513[59.57]
- #14 1553[61.14]
- #15 1633[64.29]
- #16 1729[68.07]
- #17 1793[70.59]
- #18 1873[73.74]
- #19 1953[76.89]
- #20 2033[80.04]

(SEE TABLE A)

ASSEMBLY NO. 3540340-

NOTE: 1. DIMENSIONS ARE IN mm [IN.] UNLESS OTHERWISE NOTED.

Revisions	Date	Rev.	By	Ckd.	App.
CORRECTED DIM'S FOR DIAP.'S #S1-3 & 8	01/20/98	F	TB	KM	//
SEE SHEET 1	05/14/98	G	TB	/	/
REV'D DIAPHRAM DIM (WAS 673[28.50])	1/22/99	H	TPK	KM	SPT

REFERENCES

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

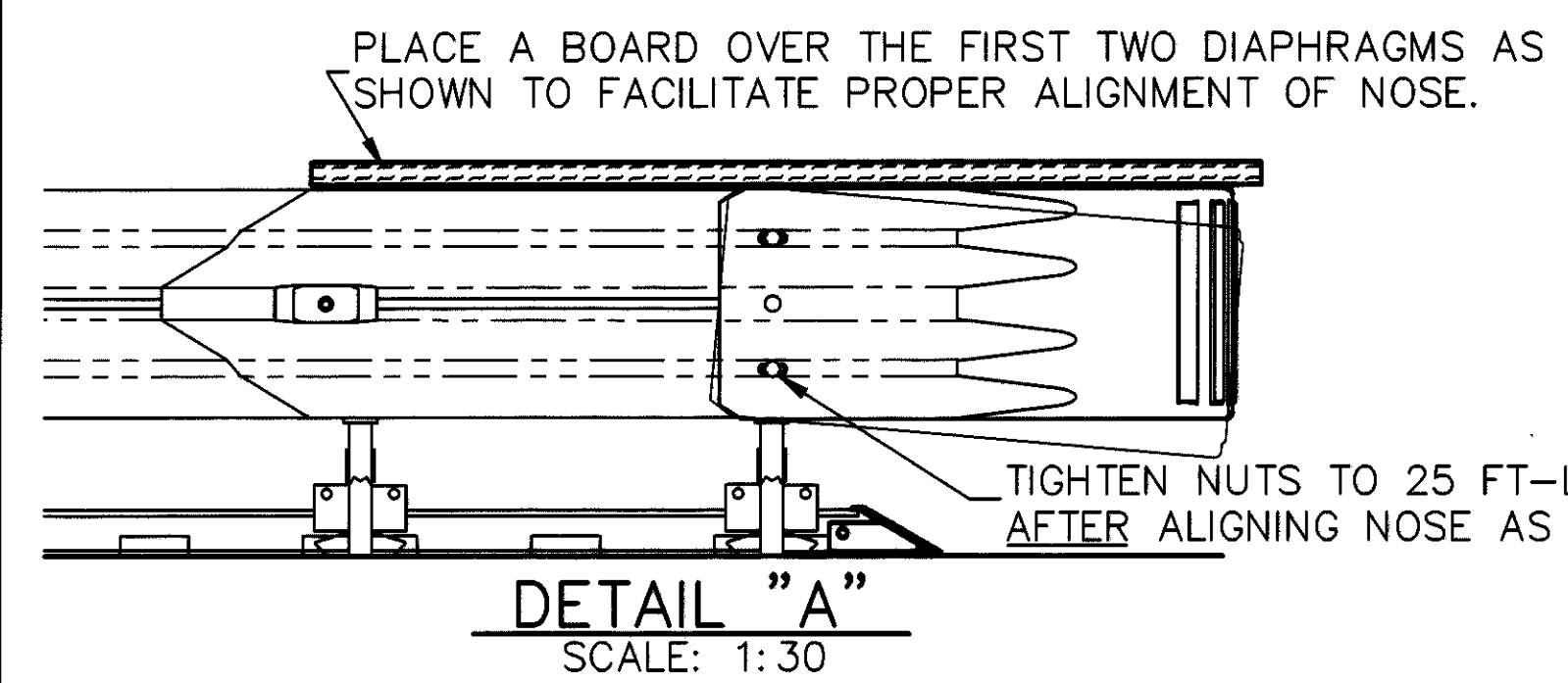
QUADGUARD SYSTEM
 DIAPHRAGM ASSEMBLY, QG, WIDE

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

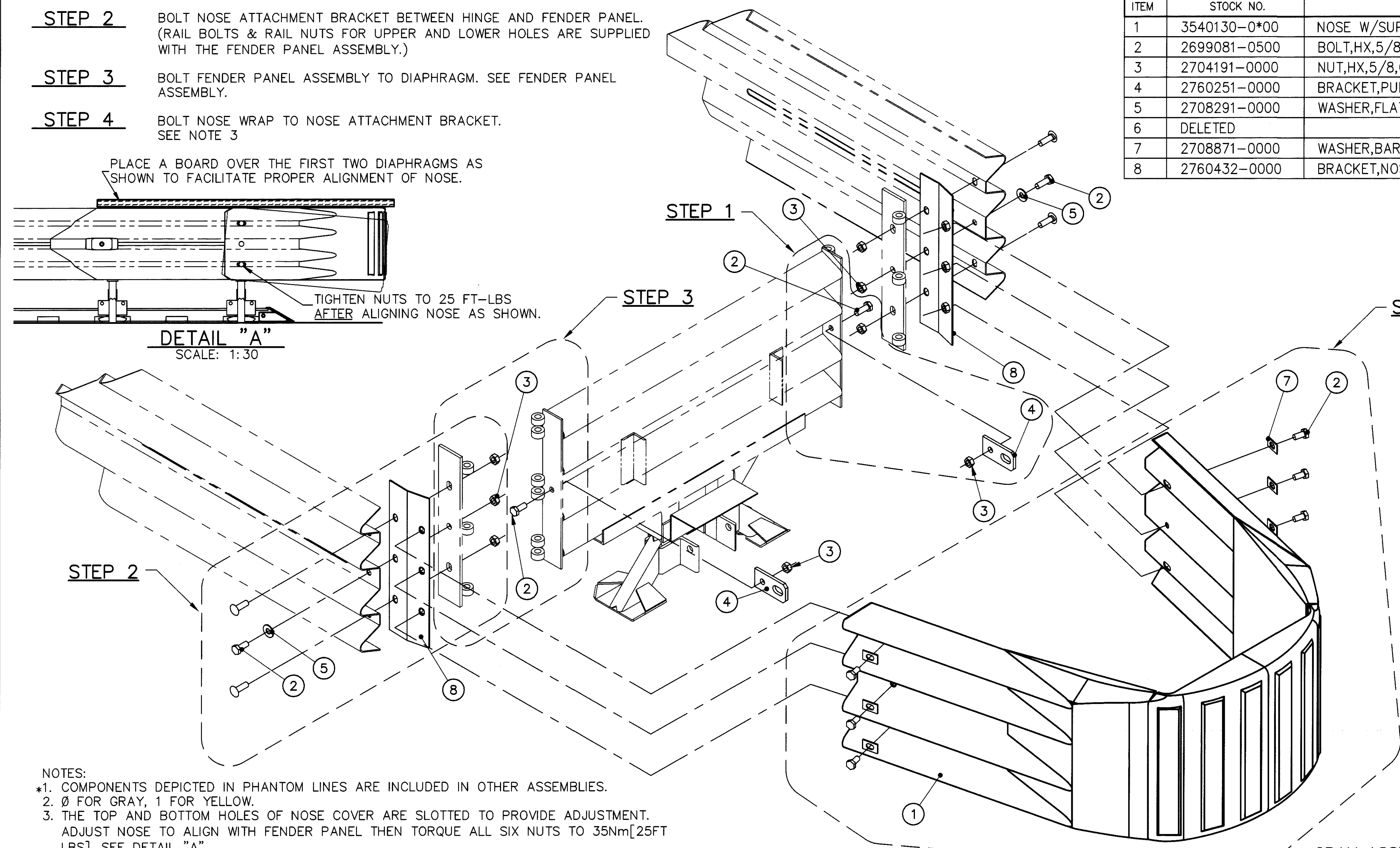
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 XREF #3 = NONE
 XREF #4 = NONE
 XREF #5 = NONE
 XREF #6 = NONE
 XREF #7 = NONE
 XREF #8 = NONE
 XREF #9 = NONE
 XREF #10 = NONE
 XREF #11 = NONE
 XREF #12 = NONE
 XREF #13 = NONE
 XREF #14 = NONE
 XREF #15 = NONE
 XREF #16 = NONE
 XREF #17 = NONE
 XREF #18 = NONE
 XREF #19 = NONE
 XREF #20 = NONE
 PLOT SCALE = 1=1
 CAD: IADETA.DWG
 JUNE-16-1999

- STEP 1** ATTACH PULLOUT BRACKETS TO DIAHPRAGM
- STEP 2** BOLT NOSE ATTACHMENT BRACKET BETWEEN HINGE AND FENDER PANEL. (RAIL BOLTS & RAIL NUTS FOR UPPER AND LOWER HOLES ARE SUPPLIED WITH THE FENDER PANEL ASSEMBLY.)
- STEP 3** BOLT FENDER PANEL ASSEMBLY TO DIAPHRAGM. SEE FENDER PANEL ASSEMBLY.
- STEP 4** BOLT NOSE WRAP TO NOSE ATTACHMENT BRACKET. SEE NOTE 3

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	3540130-0*00	NOSE W/SUPPORT BRACKET,G,QG,(G OR Y)	1.00
2	2699081-0500	BOLT,HX,5/8X1 1/2,G5,G	10.00
3	2704191-0000	NUT,HX,5/8,G,RAIL	4.00
4	2760251-0000	BRACKET,PULLOUT,QG	2.00
5	2708291-0000	WASHER,FLAT,5/8X1 3/4,G	2.00
6	DELETED		
7	2708871-0000	WASHER,BAR,1/8X1 1/4X2,W/HOLES	6.00
8	2760432-0000	BRACKET,NOSE ATTACHMENT,QG,WIDE	2.00



TIGHTEN NUTS TO 25 FT-LBS AFTER ALIGNING NOSE AS SHOWN.



NOTES:
 *1. COMPONENTS DEPICTED IN PHANTOM LINES ARE INCLUDED IN OTHER ASSEMBLIES.
 2. Ø FOR GRAY, 1 FOR YELLOW.
 3. THE TOP AND BOTTOM HOLES OF NOSE COVER ARE SLOTTED TO PROVIDE ADJUSTMENT. ADJUST NOSE TO ALIGN WITH FENDER PANEL THEN TORQUE ALL SIX NUTS TO 35Nm[25FT LBS]. SEE DETAIL "A".

GRAY ASSEMBLY NO. 3540131-0000
 YELLOW ASSEMBLY NO. 3540131-0100

PLOTTED VIEW = PLAN
 XREF # = NONE
 CAD FILE = IMPACT5.DWG
 JUNE-16-1999

Revisions	Date	Rev.	By	Ckd.	App.
ADDED TO STEP 4 & NOTE 3	10/10/97	C	RGC	KRM	JMT
ADDED CARTRIDGE SUPPORTS	11/04/97	D	RGC	KRM	JMT
ADDED DETAIL "A"	03/24/99	E	TB	KM	SPT

REFERENCES	

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

NOSE ASSEMBLY, QG, WIDE

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

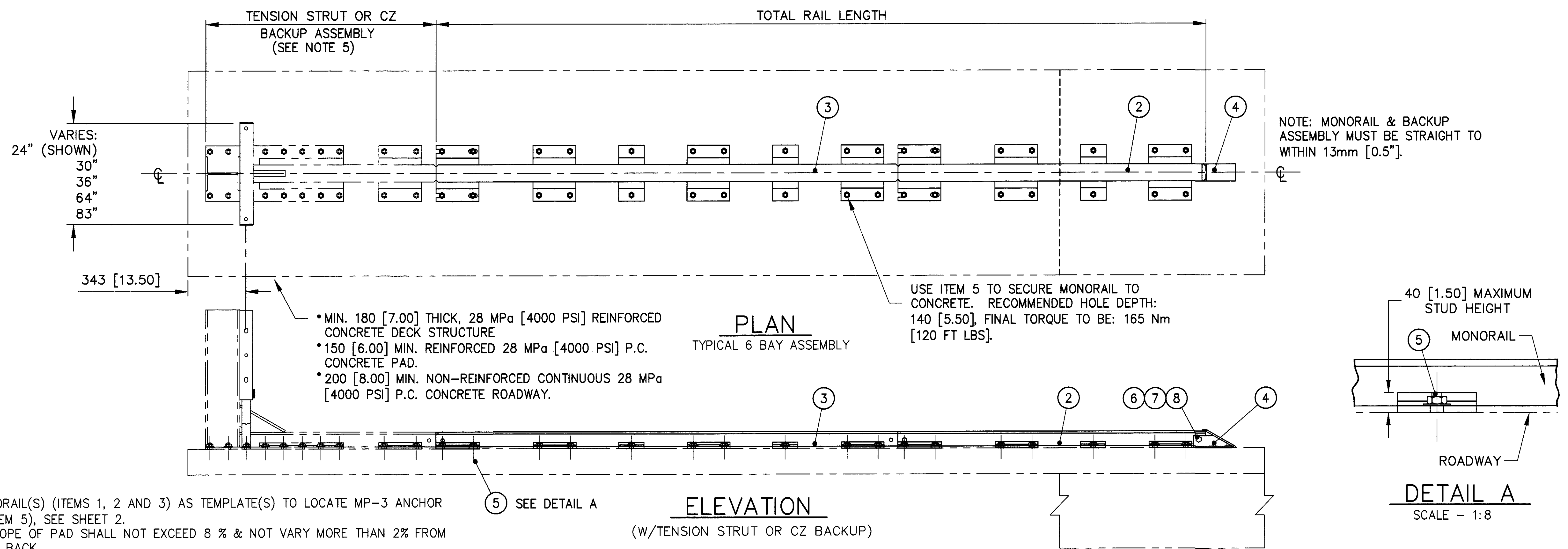
TABLE "L"						
ASSEMBLY NO.	TOTAL RAIL LENGTH	*ITEM 1	*ITEM 2	*ITEM 3	*ITEM 5	NO. OF BAYS
3540060-0100	0	0	0	0	0	1
3540060-0200	915 [36.0]	1	0	0	2	2
3540060-0300	1830 [72.0]	0	1	0	3	3
3540060-0400	2745 [108.1]	0	0	1	4	4
3540060-0500	3660 [144.1]	1	0	1	5	5
3540060-0600	4575 [180.1]	0	1	1	6	6
3540060-0700	5490 [216.1]	0	0	2	7	7
3540060-0800	6405 [252.1]	1	0	2	8	8
3540060-0900	7320 [288.2]	0	1	2	9	9
3540060-1000	8235 [324.2]	0	0	3	10	10
3540060-1100	9150 [360.2]	1	0	3	12	11
3540060-1200	10065 [396.2]	0	1	3	13	12

NOT APPLICABLE FOR 69" & 90" OR CZ QG SYSTEMS

NOT APPLICABLE FOR CZ QG SYSTEMS

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	2760051-0000	MONORAIL, ONE BAY, QG, G	*
2	2760061-0000	MONORAIL, TWO BAYS, QG, G	*
3	2760071-0000	MONORAIL, THREE BAYS, QG, G	*
4	2760041-0000	END CAP, MONORAIL, QG, G	1.00
5	3525300-0000	ANCHOR, MP-3, PT-KIT, 3/4X7, VT	*
6	2699571-0000	BOLT, HX, 5/8X3 1/2, G5, G	1.00
7	2704141-0000	NUT, HX, 5/8, G	1.00
8	2708231-0000	WASHER, LOCK, 5/8, G	1.00

* SEE TABLE



- NOTES:
1. USE MONORAIL(S) (ITEMS 1, 2 AND 3) AS TEMPLATE(S) TO LOCATE MP-3 ANCHOR BOLTS (ITEM 5), SEE SHEET 2.
 2. CROSS SLOPE OF PAD SHALL NOT EXCEED 8 % & NOT VARY MORE THAN 2% FROM FRONT TO BACK.
 3. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
 4. EVERY STUD MUST BE EMBEDDED TO A DEPTH OF 140 [5.5]. IF REBAR IS ENCOUNTERED IN A P.C. CONCRETE PAD, DRILL THROUGH IT. IF REBAR IS ENCOUNTERED ON A DECK STRUCTURE, ASK PROJECT ENGINEER FOR DIRECTION.
 5. FOR CZ SYSTEMS, SEE DRAWING 35-40-24 ALSO.

REFERENCES

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

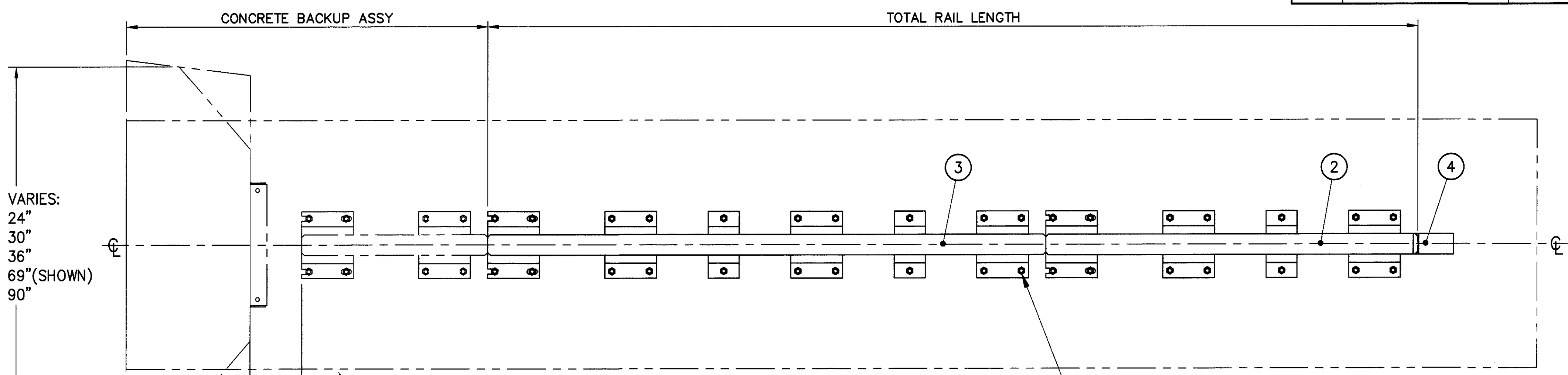
QUADGUARD® SYSTEM
 MONORAIL ASSEMBLY, QG

SCALE: DWG. SHEET REV

Revisions	Date	Rev.	By	Ckd.	App.
ITEM 6 WAS 2701991-0000	03/03/98	K	TB	BB	KM
SEE SHEET 3	10/14/97	J	TB	/	/
"NO. OF BAYS" was at left end of table.	2/24/97	I	STT	KM	SPT

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 1"=1
 CAD: JUNE-16-1999
 ADR16.DWG

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D

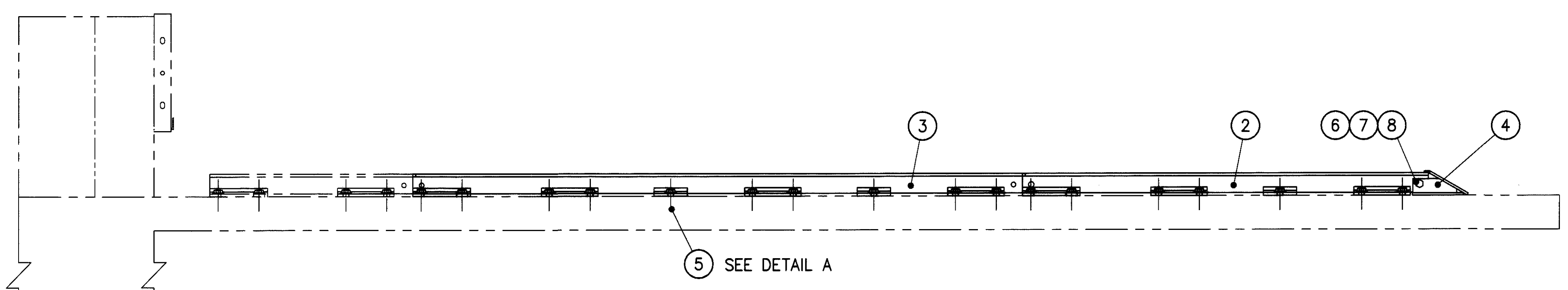
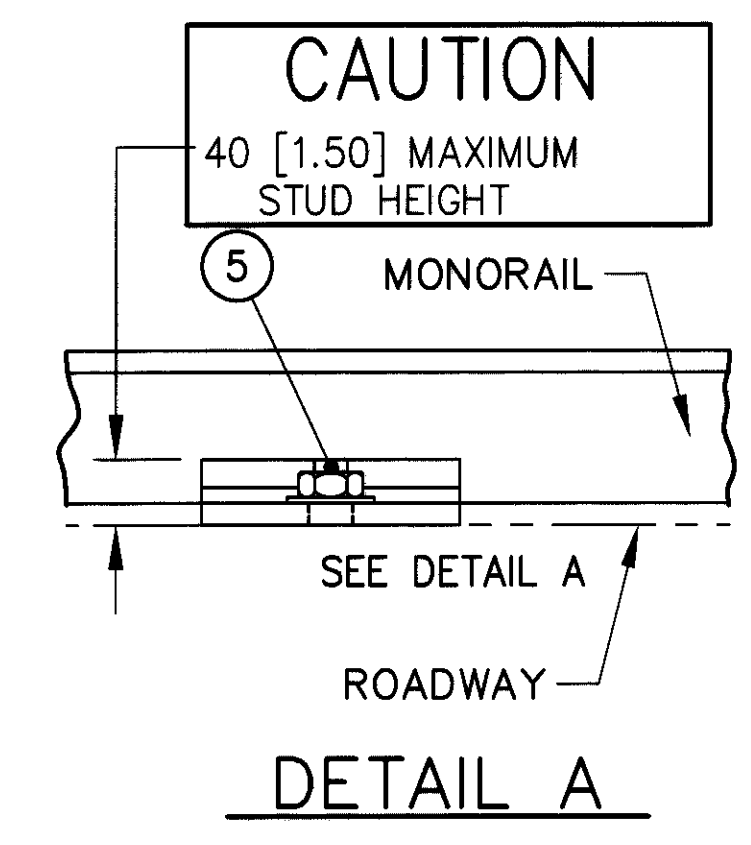


NOTE: MONORAIL & BACKUP ASSEMBLY MUST BE STRAIGHT TO WITHIN 13 [0.50].

- MIN. 180 [7.00] THICK, 28 MPa [4000 PSI] REINFORCED CONCRETE DECK STRUCTURE
- 150 [6.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD.
- 200 [8.00] MIN. NON-REINFORCED CONTINUOUS 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY.

USE ITEM 5 TO SECURE MONORAIL TO CONCRETE. RECOMMENDED HOLE DEPTH: 140 [5.50]. FINAL TORQUE TO BE: 165 Nm [120 ft-lbs]

PLAN
TYPICAL 6 BAY ASSEMBLY



ELEVATION
(W/CONCRETE BACKUP)

ASSEMBLY NO. SEE TABLE L ON SHEET 1 OF 3

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD® SYSTEM
 MONORAIL ASSEMBLY, QG

SCALE	DWG.	SHEET	REV
		Sheet 2 of 3	

REFERENCES

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

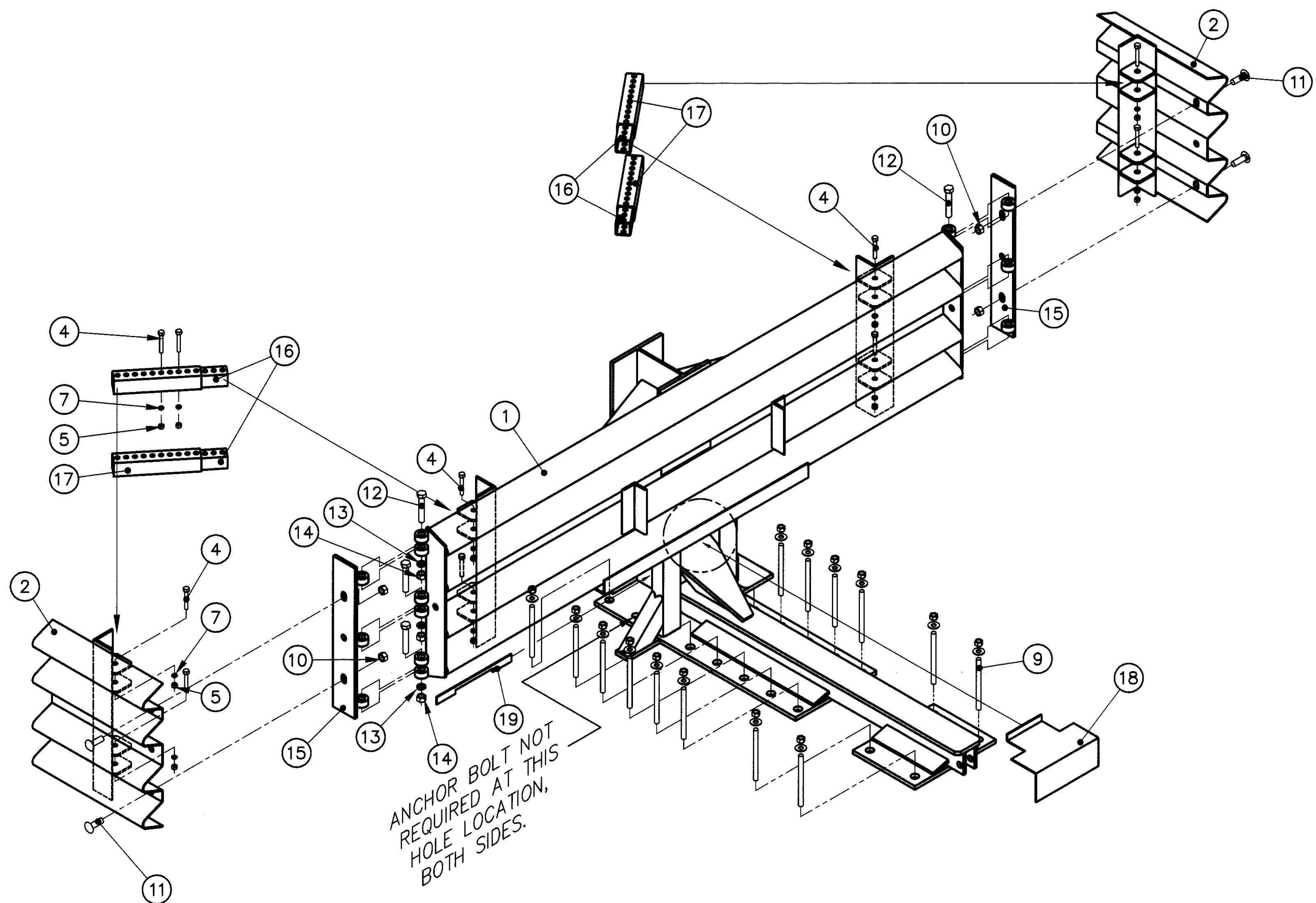
Revisions	Date	Rev.	By	Ckd.	App.
SEE SHEET 1	03/03/98	K	TB	/	/
BACKUP WAS NARROW	10/14/97	J	TB	KM	SPT
UPDATED REV PER SH. 1	3/3/97	I	STT	/	/

PLOTTED NEW = PLAN
 XREF = NONE
 PLOT SCALE = 1"=1'
 CAD FILE: F:\MOT75\ROADWAY\ADET7.DWG JUNE-16-1999

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	SEE TABLE A	BACKUP, TS, __, QG WIDE, G	1.00
2	2760471-0000	PANEL, SIDE, QG WIDE, G	2.00
4	2699601-0000	BOLT, HX, 3/8X3 1/2, G2, G, ALL THREAD	16.0
5	2704031-0000	NUT, HX, 3/8, G	16.0
7	2708041-0000	WASHER, LOCK, 3/8, G	16.0
9	3525300-0000	ANCHOR, MP-3, PT-KIT, 3/4X7, VT	3.00
10	2704191-0000	NUT, HX, 5/8, G, RAIL	4.00
11	2699341-0000	BOLT, RAIL, 5/8X2, G	4.00
12	2699571-0000	BOLT, HX, 5/8X3 1/2, G5, G	6.00
13	2708231-0000	WASHER, LOCK, 5/8, G	6.00
14	2704141-0000	NUT, HX, 5/8, G	6.00
15	2760433-0000	HINGE PLATE, FENDER PANEL, QG, G	2.00
16	2760501-0000	TEL ST 1 3/4X1 3/4X12GA, H4S, G, 10" LG	4.00
17	2760502-0000	TEL ST 2X2X12GA, H2S, G, 10" LONG	4.00
18	2760293-0000	BRACKET, CARTRIDGE SUPPORT, TS B/U	1.00
19	2760294-0000	LOCKING BAR, CART SUPPORT, QG	1.00

ASSY. NO.	STOCK NO.	DESCRIPTION	WIDTH
3540391-0000	2760451-0000	BACKUP, TS, 64, QG WIDE, G	1620 [64"]
3540392-0000	2760452-0000	BACKUP, TS, 83, QG WIDE, G	2100 [83"]

NOTES:
 1. WHEN TRANSITIONING QUADGUARD SYSTEM TO EXISTING BARRIER REFER TO THE TRANSITION ASSEMBLY DRAWINGS FOR PROPER USE OF SIDE PANEL PART NO. 2760141-0000.



ANCHOR BOLT NOT
 REQUIRED AT THIS
 HOLE LOCATION,
 BOTH SIDES.

Revisions	Date	Rev.	By	Ckd.	App.
CHGD QTY #4, 5 & 7 TO 16, 18 & 18 RESPECTIVELY	9/9/97	A	DLS	KM	JVM
DEL ITEMS 3, 6, & 8, QTY CHG ITEMS 5 & 7 WAS 18.00, ADDED ITEMS 18 & 19	11/04/97	B	RGC	KRM	DLJ
REMOVED 1 ANCHOR BOLT & ADDED NOTE	03/19/99	C	LWC	KM	SPT

REFERENCES	
DRAWN:	D. Staus
DESIGNED:	J. Machado
CHECKED:	B. Krage
APPROVED:	J. Machado
CAD FILE:	3540390-0000.dwg
NEXT ASSEMBLY:	

ASSEMBLY NO. SEE TABLE A

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

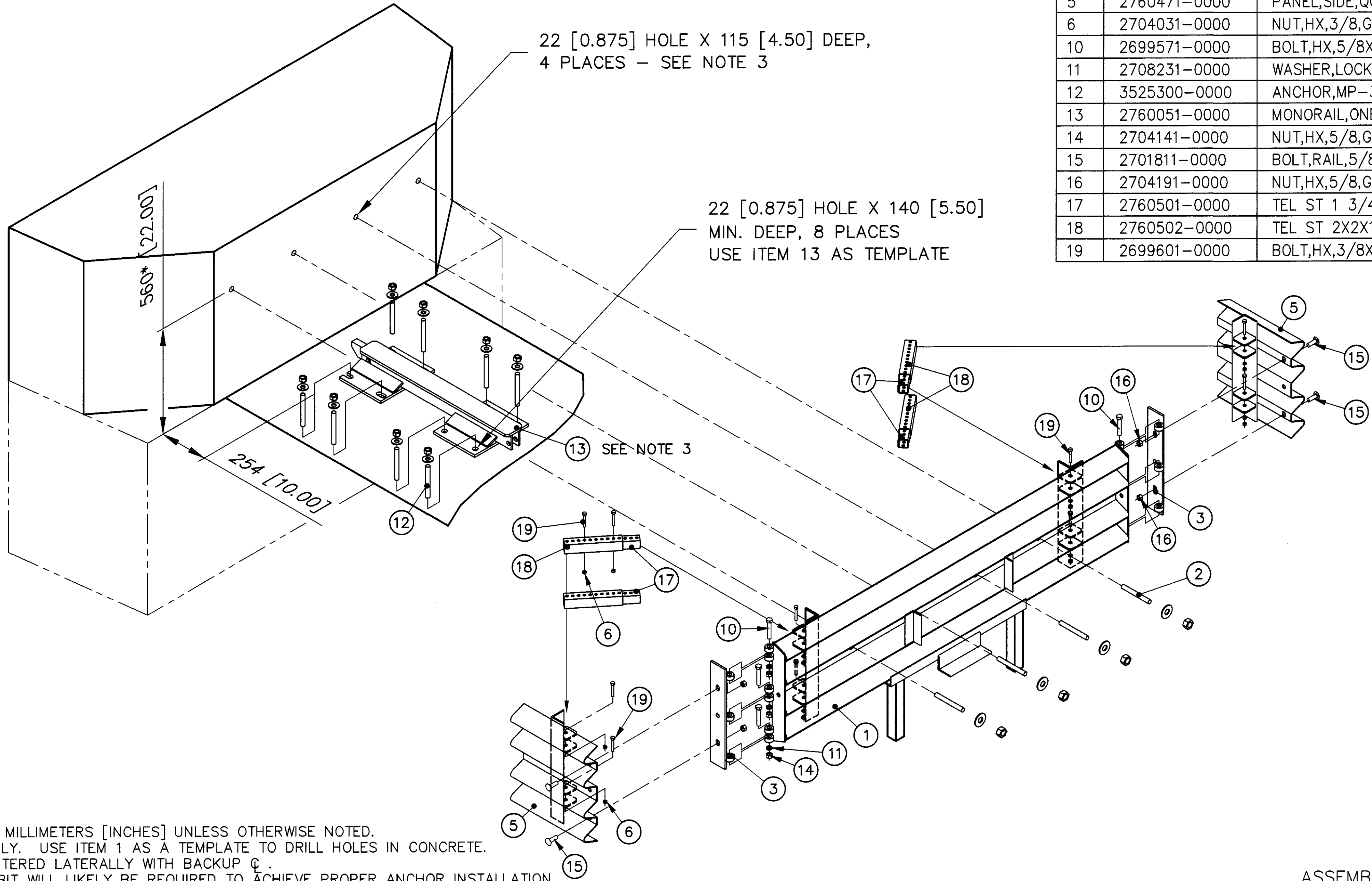
QUADGAURD® SYSTEM
BACKUP ASSY, TS, QG WIDE

SCALE	1:20	DWG.	3540390-0000	SHEET	1 of 1	REV	C
-------	------	------	--------------	-------	--------	-----	---

TABLE

ASSY. NO.	ITEM 1	DESCRIPTION	WIDTH
3540401-0000	2760491-0000	BACKUP FACE,CONC,64,QG WIDE,G	1620 [64"]
3540402-0000	2760481-0000	BACKUP FACE,CONC,83,QG WIDE,G	2100 [83"]

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D
1	SEE TABLE	BACKUP FACE,CONC,___,QG WIDE,G	1.00
2	3525130-0000	ANCHOR,MP-3,PT KIT,3/4X6 1/2 HOR	1.00
3	2760433-0000	HINGE PLATE,FENDER PANEL,QG,G	2.00
5	2760471-0000	PANEL,SIDE,QG WIDE,G	2.00
6	2704031-0000	NUT,HX,3/8,G	16.0
10	2699571-0000	BOLT,HX,5/8X3 1/2,G5,G	6.00
11	2708231-0000	WASHER,LOCK,5/8,G	6.00
12	3525300-0000	ANCHOR,MP-3,PT KIT,3/4X7 VT	2.00
13	2760051-0000	MONORAIL,ONE BAY,QG,G	1.00
14	2704141-0000	NUT,HX,5/8,G	6.00
15	2701811-0000	BOLT,RAIL,5/8X1 1/4,G	4.00
16	2704191-0000	NUT,HX,5/8,G,RAIL	4.00
17	2760501-0000	TEL ST 1 3/4X1 3/4X12GA,H4S,G,10" LG	4.00
18	2760502-0000	TEL ST 2X2X12GA,H2S,G,10" LONG	4.00
19	2699601-0000	BOLT,HX,3/8X3 1/2,G2,G,ALL THREAD	16.0



- NOTES:
1. DIMENSIONS ARE IN MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
 2. FOR REFERENCE ONLY. USE ITEM 1 AS A TEMPLATE TO DRILL HOLES IN CONCRETE.
 3. ITEM 13 TO BE CENTERED LATERALLY WITH BACKUP C.
 4. A REBAR CUTTING BIT WILL LIKELY BE REQUIRED TO ACHIEVE PROPER ANCHOR INSTALLATION.

REFERENCES

CONCRETE BACKUP,QG WIDE 35-40-41

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
FILE	
NEXT ASSEMBLY:	
NEXTASSY2	
NEXTASSY1	

Revisions	Date	Rev.	By	Ckd.	App.
DEL ITEMS 4,7,8,&9,QTY ITEM 6 WAS 18.0, UPDATED CART SUPPORT, UPDATED RAIL END HOLES	10/21/97	A	RGC	KRM	DLJ
ADDED LEGS	2/8/99	B	DLS	KM	SPT

ASSEMBLY NO. (SEE TABLE)

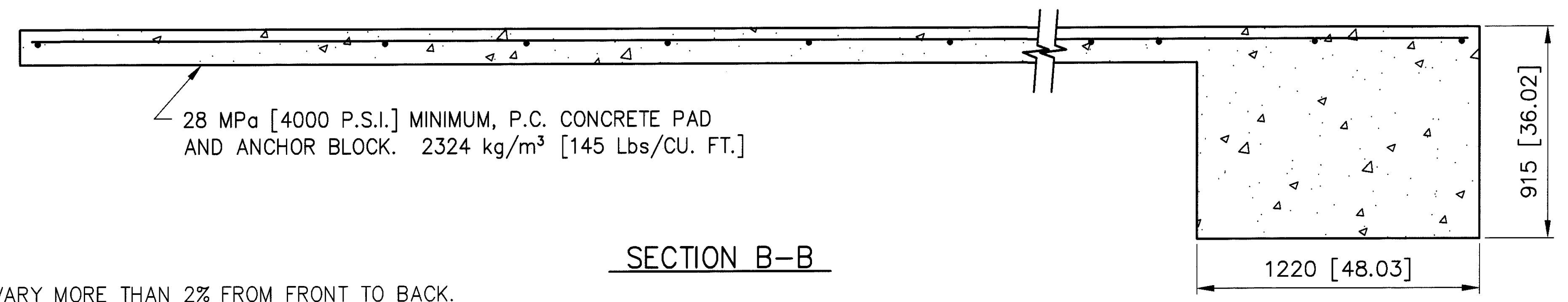
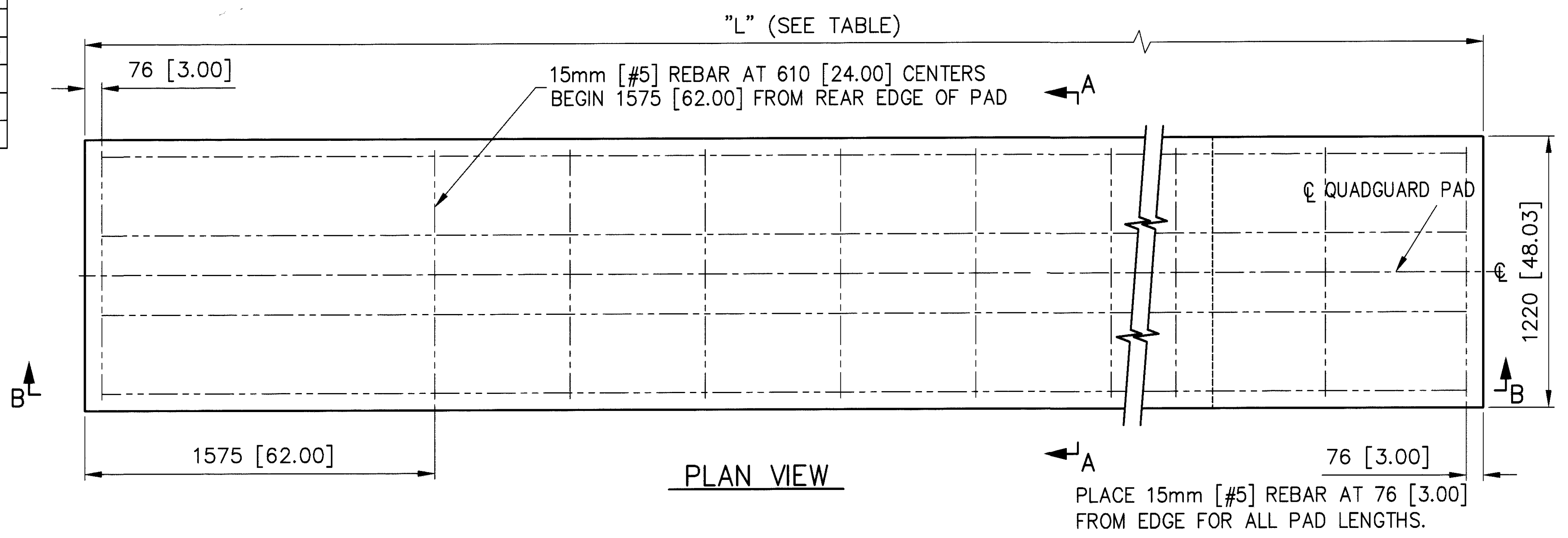
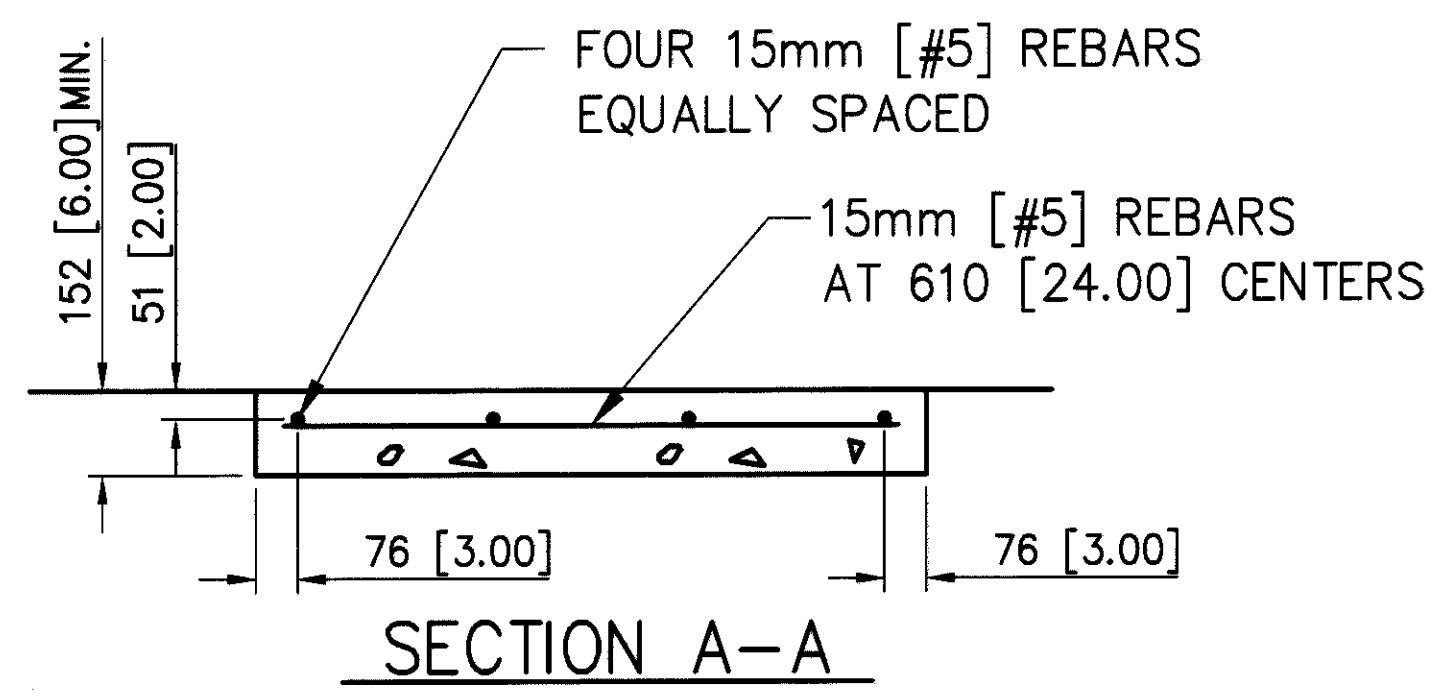
ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

BACKUP ASSEMBLY, CONCRETE, ___, QG WIDE

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

NO. OF BAYS	"L" (PAD LENGTH)		REBAR REQUIRED		YARDS OF CONCRETE IN PAD	
	[m]	[ft-in]	[m]	[ft-in]	m ³	[YARDS ³]
1	2.74	[9'-0"]	14.83	[48'-8"]	1.59	[2.1]
2	2.74	[9'-0"]	14.83	[48'-8"]	1.59	[2.1]
3	3.66	[12'-0"]	20.73	[68'-0"]	1.82	[2.4]
4	4.57	[15'-0"]	25.50	[83'-8"]	1.97	[2.6]
5	5.49	[18'-0"]	31.39	[103'-0"]	2.12	[2.8]
6	6.40	[21'-0"]	36.17	[118'-8"]	2.35	[3.1]
7	7.32	[24'-0"]	42.06	[138'-0"]	2.51	[3.3]
8	8.23	[27'-0"]	46.84	[153'-8"]	2.66	[3.5]
9	9.14	[30'-0"]	52.73	[173'-0"]	2.81	[3.7]
10	10.06	[33'-0"]	57.51	[188'-8"]	3.04	[4.0]
11	10.97	[36'-0"]	63.40	[208'-0"]	3.19	[4.2]
12	11.89	[39'-0"]	68.17	[223'-8"]	3.35	[4.4]

PARTS LIST			
ITEM	STOCK NO.	DESCRIPTION	REQ'D



- NOTES:
- CROSS SLOPE OF PAD SHALL NOT EXCEED 8%, AND NOT VARY MORE THAN 2% FROM FRONT TO BACK.
 - UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.

REFERENCES					
DRAWN:	DATE:				
DESIGNED:	DATE:				
CHECKED:	DATE:				
APPROVED:	DATE:				
CAD FILE:					
NEXT ASSEMBLY:					

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD™ SYSTEM
 CONCRETE PAD, TENSION STRUT, QG

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

Revisions	Date	Rev.	By	Ckd.	App.
ADDED NOTE 2, CHGD TITLE	6/20/96	A	DLS	STT	WGK
MOVED REBAR CALLOUT	5/05/98	B	DDS	KM	BB
REVISED FOOTING DIMENSIONS	9/25/98	C	JE	KM	SPT

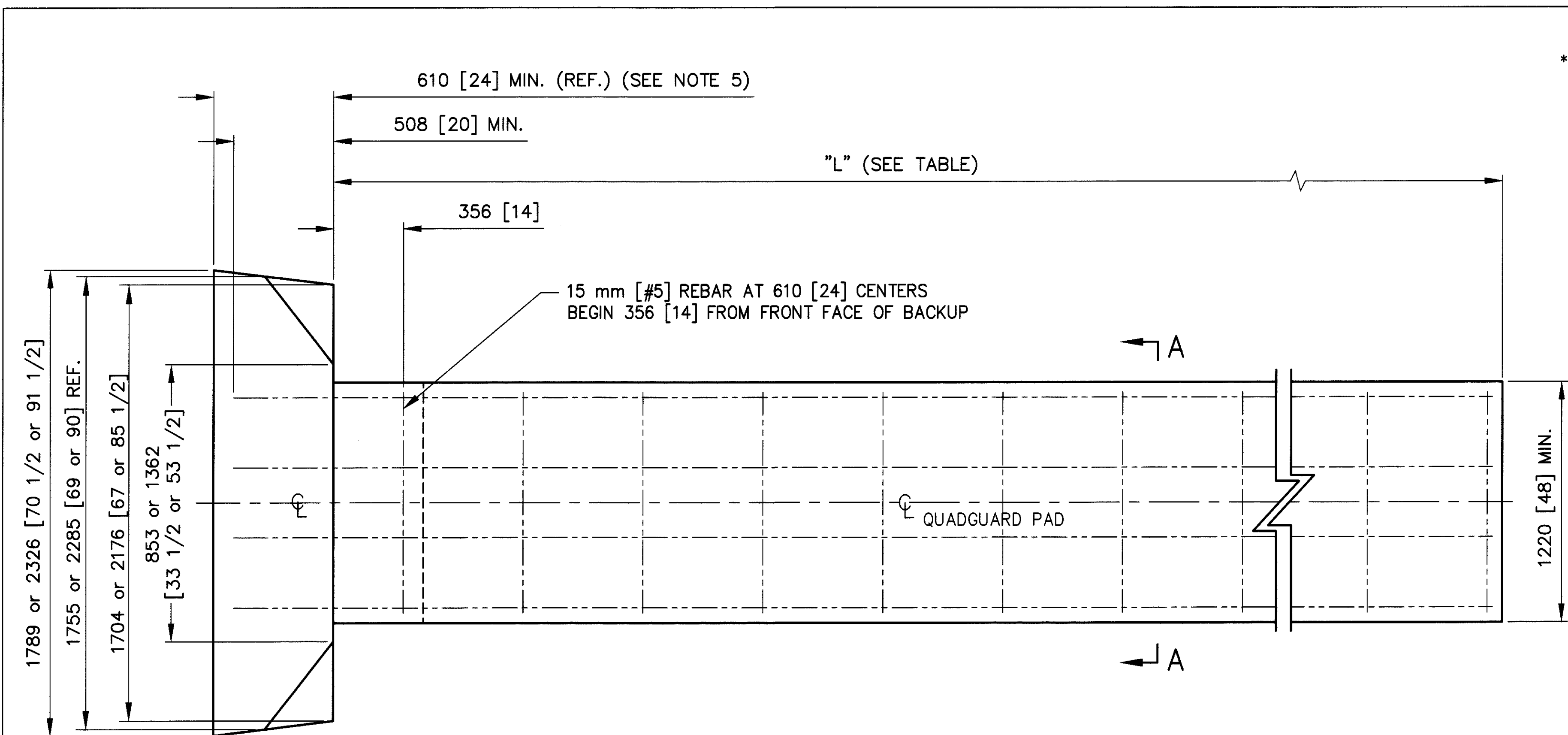
PLOTTED VIEW = PLAN
 XREF = NONE
 CAD = JADRETLIDWG
 JUNE-16-1999

TABLE "L" (SEE NOTE 2)

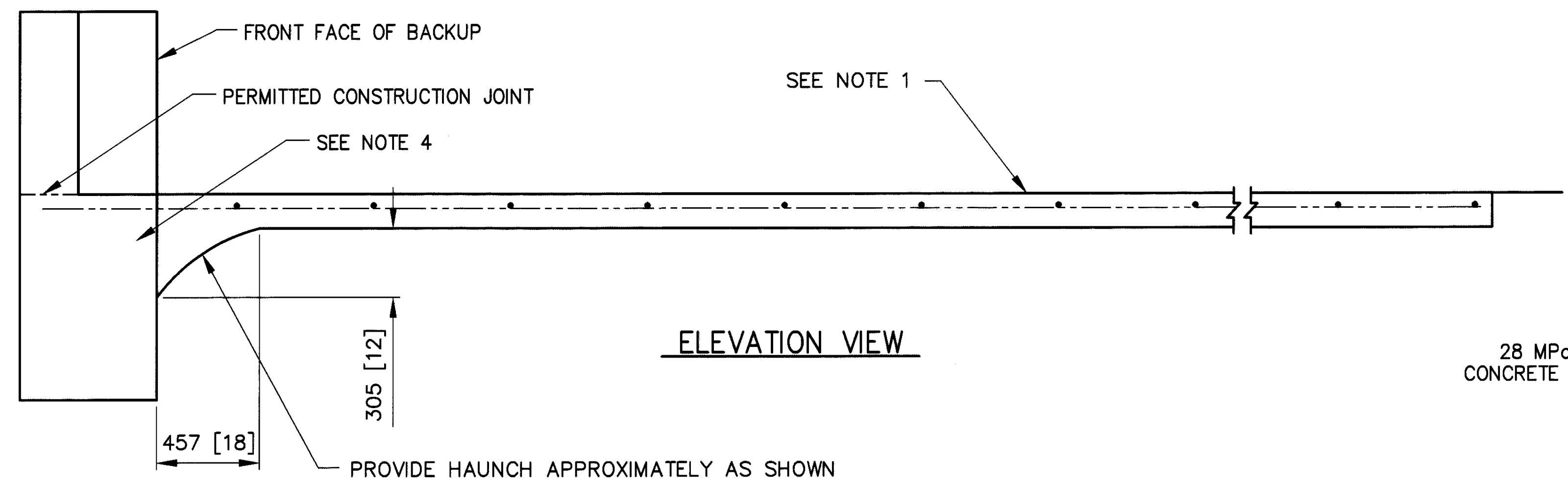
NO. OF BAYS	"L" (PAD LENGTH)		15 mm [#5] REBAR REQUIRED*		CONCRETE REQUIRED*	
	m	[ft]	m	[ft]	m ³	[Yd ³]
3	3.5	11.5	23	74	0.8	1.0
4	4.4	14.5	29	94	1.0	1.3
5	5.3	17.5	34	109	1.1	1.5
6	6.3	20.5	40	129	1.3	1.7
7	7.2	23.5	44	144	1.5	1.9
8	8.1	26.5	50	164	1.7	2.2
9	9.0	29.5	55	179	1.8	2.4
10	9.9	32.5	61	199	2.0	2.6
11	10.8	35.5	66	214	2.2	2.8
12	11.7	38.5	72	234	2.3	3.0

*REQUIRED FOR PAD ONLY
 SEE SHEET 2 OR 3 FOR
 BACKUP DETAILS

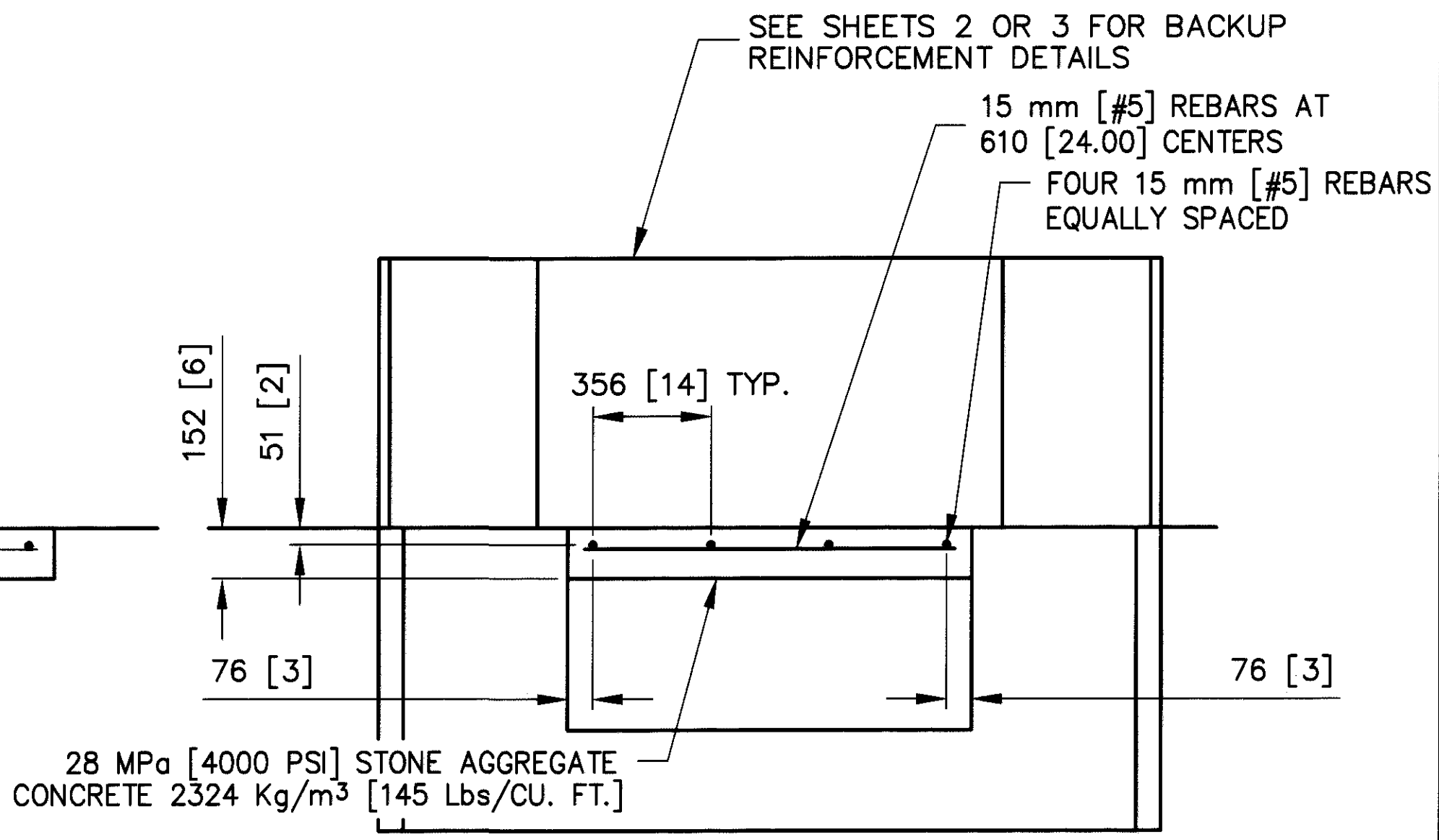
- NOTES:
- CROSS SLOPE OF PAD SHALL NOT EXCEED 8%, AND NOT VARY MORE THAN 2% FROM FRONT TO BACK.
 - ALL CONCRETE TO BE 28MPa [4000 PSI] P.C. CONCRETE.
 - FOR EXISTING APPROVED CONCRETE SURFACES:
 - MIN 180 [7] DECK STRUCTURE,
 - MIN 200 [8] NON-REINFORCED ROADWAY OR
 - MIN 150 [6] REINFORCED ROADWAY.
 - VERTICAL STEEL SHALL BE DOWELLED 140 [5.5] MIN. USING MP-3[®] ANCHORING SYSTEM GROUT OR EQUAL. ADJUST REBAR AND CONCRETE QUANTITIES AS NEEDED.
 - PAD AND BELOW GRADE ANCHOR BLOCK TO BE POURED MONOLITHICALLY.
 - 762 [30] REQUIRED IF AN END SHOE IS TO BE USED. OBTAIN DRAWING 3540441-0000 IF END SHOE IS REQUIRED.
 - DIMENSIONS ARE IN mm [IN] UNLESS OTHERWISE NOTED.



PLAN VIEW



ELEVATION VIEW



SECTION A-A

REFERENCES

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

CONCRETE PAD & BACKUP, QG WIDE

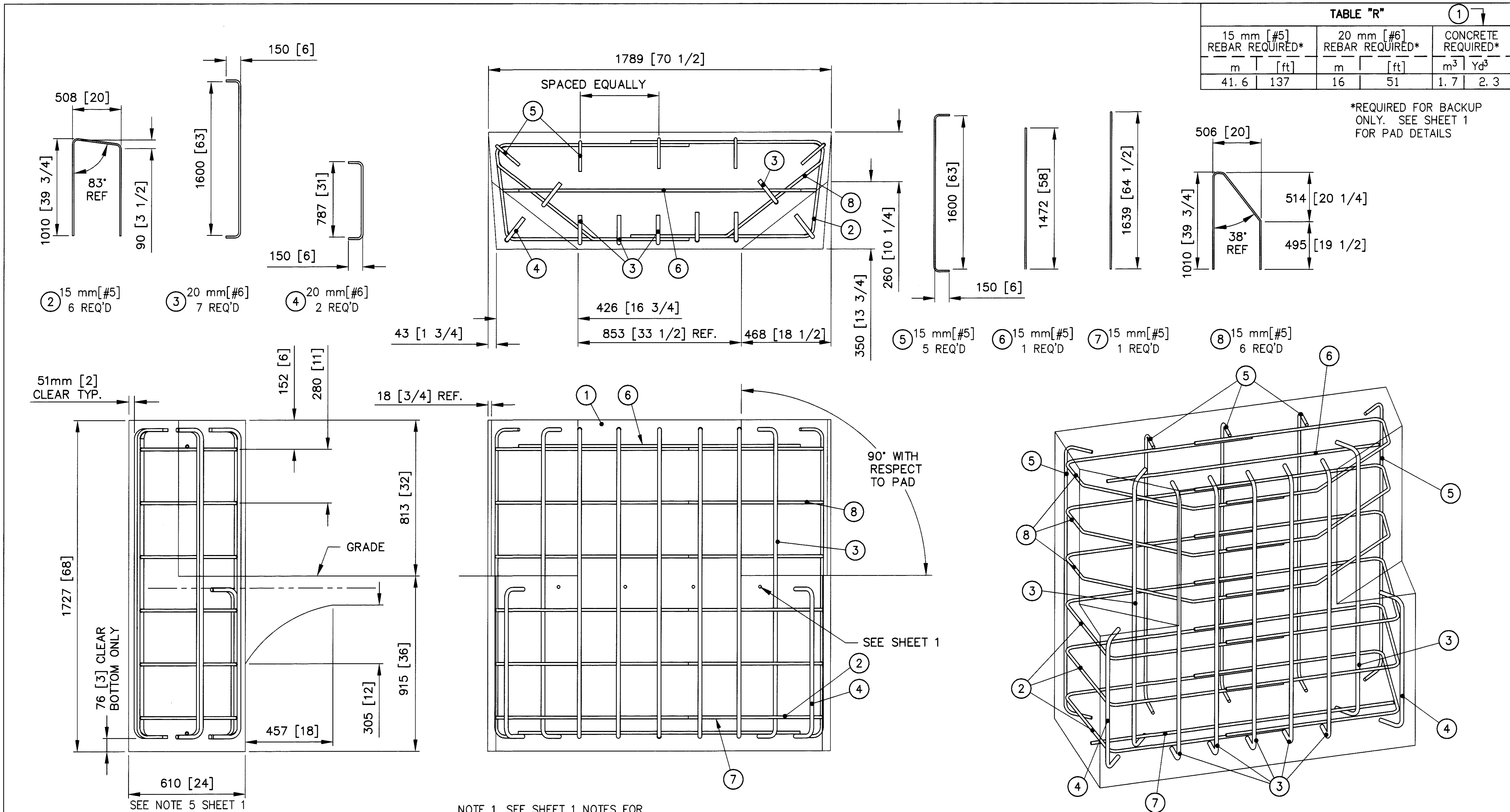
SCALE: _____ DWG. _____ SHEET _____ REV _____

Revisions	Date	Rev.	By	Ckd.	App.
ADDED DIM'S. FOR HAUNCH	8/14/98	D	DDS	KM	SPT
REVISED SHTS 2 & 3	01/19/99	E	SC	BB	SPT
CLEAN UP	7/23/98	C	DLS	BB	JMT

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 1=1
 CAD: IADT12.DWG JUNE-16-1999

15 mm [#5] REBAR REQUIRED*		20 mm [#6] REBAR REQUIRED*		CONCRETE REQUIRED*	
m	[ft]	m	[ft]	m ³	Yd ³
41.6	137	16	51	1.7	2.3

*REQUIRED FOR BACKUP
 ONLY. SEE SHEET 1
 FOR PAD DETAILS



NOTE 1. SEE SHEET 1 NOTES FOR
 EXISTING CONCRETE SURFACES.

REFERENCES

DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD SYSTEM (69")
 CONCRETE PAD & BACKUP,
 QG WIDE ON GRADE

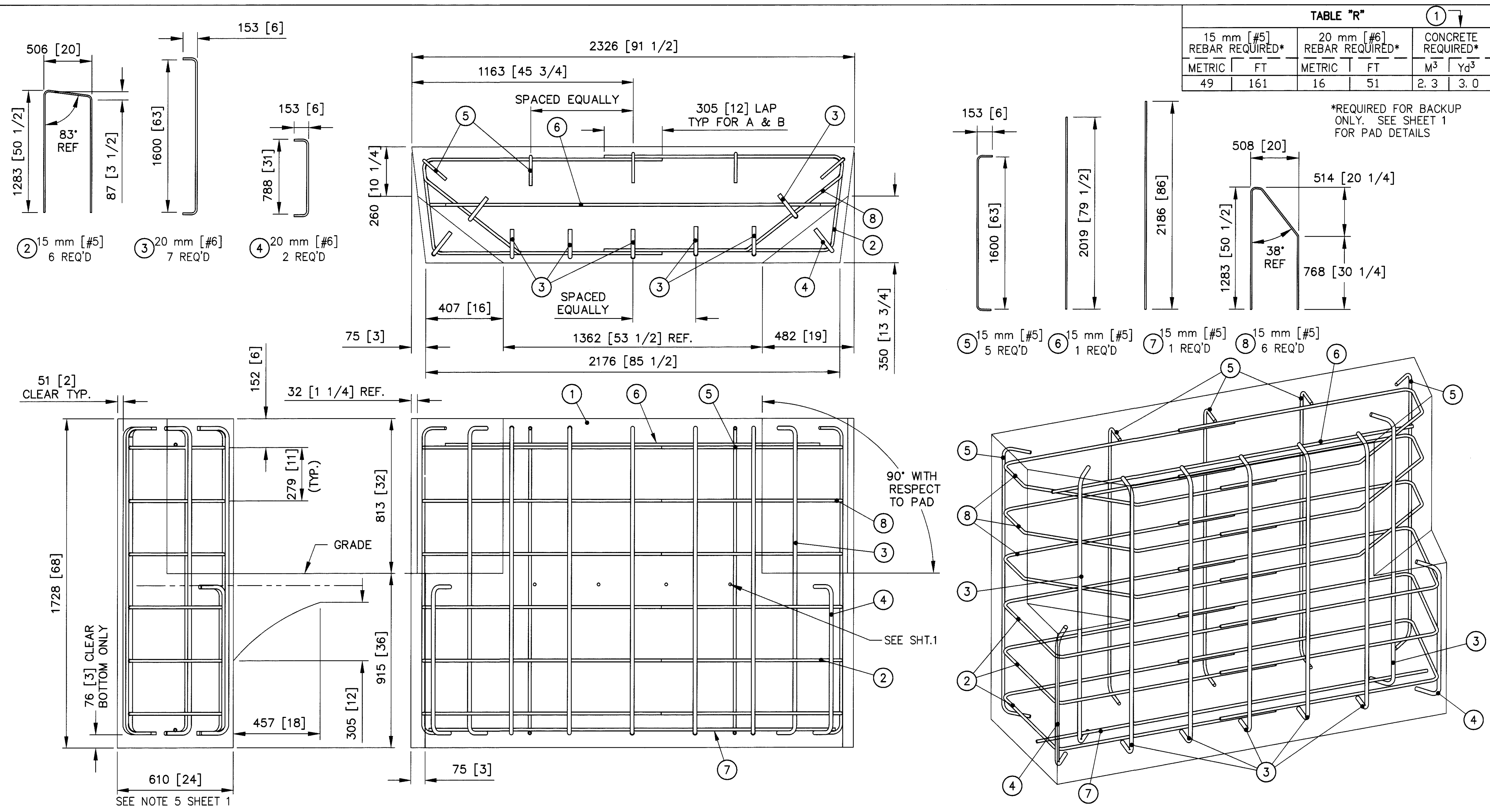
SCALE	DWG.	SHEET	REV
-------	------	-------	-----

Revisions	Date	Rev.	By	Ckd.	App.
ADDED DIM'S. FOR HAUNCH	8/14/98	D	DDS	KM	SPT
REMOVED ONE ITEM 2 & ONE ITEM 8	02/11/99	E	SC	BB	SPT
MULTIPLE REVS	7/23/98	C	DLS	BB	JMT

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1=1
 CAD: JADT13.DWG
 JUNE-16-1999

TABLE "R"					
15 mm [#5] REBAR REQUIRED*		20 mm [#6] REBAR REQUIRED*		CONCRETE REQUIRED*	
METRIC	FT	METRIC	FT	M ³	Yd ³
49	161	16	51	2.3	3.0

*REQUIRED FOR BACKUP
 ONLY. SEE SHEET 1
 FOR PAD DETAILS



Revisions	Date	Rev.	By	Ckd.	App.
ADDED DIM'S. FOR HAUNCH	8/14/98	D	DDS	KM	SPT
REMOVED ONE ITEM 2 & ONE ITEM 8	02/11/99	E	SC	BB	SPT
MULTIPLE REVS	7/23/98	C	DLS	BB	JMT

REFERENCES

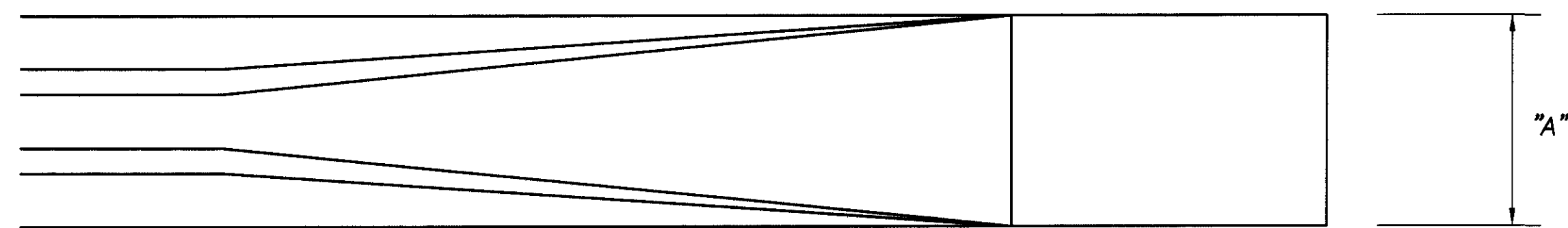
DRAWN:	DATE:
DESIGNED:	DATE:
CHECKED:	DATE:
APPROVED:	DATE:
CAD FILE:	
NEXT ASSEMBLY:	

ENERGY ABSORPTION SYSTEMS, INC.
 ENGINEERING AND RESEARCH DEPARTMENT

QUADGUARD SYSTEM (90°)
 CONCRETE PAD & BACKUP, QG WIDE
 ON GRADE

SCALE	DWG.	SHEET	REV
-------	------	-------	-----

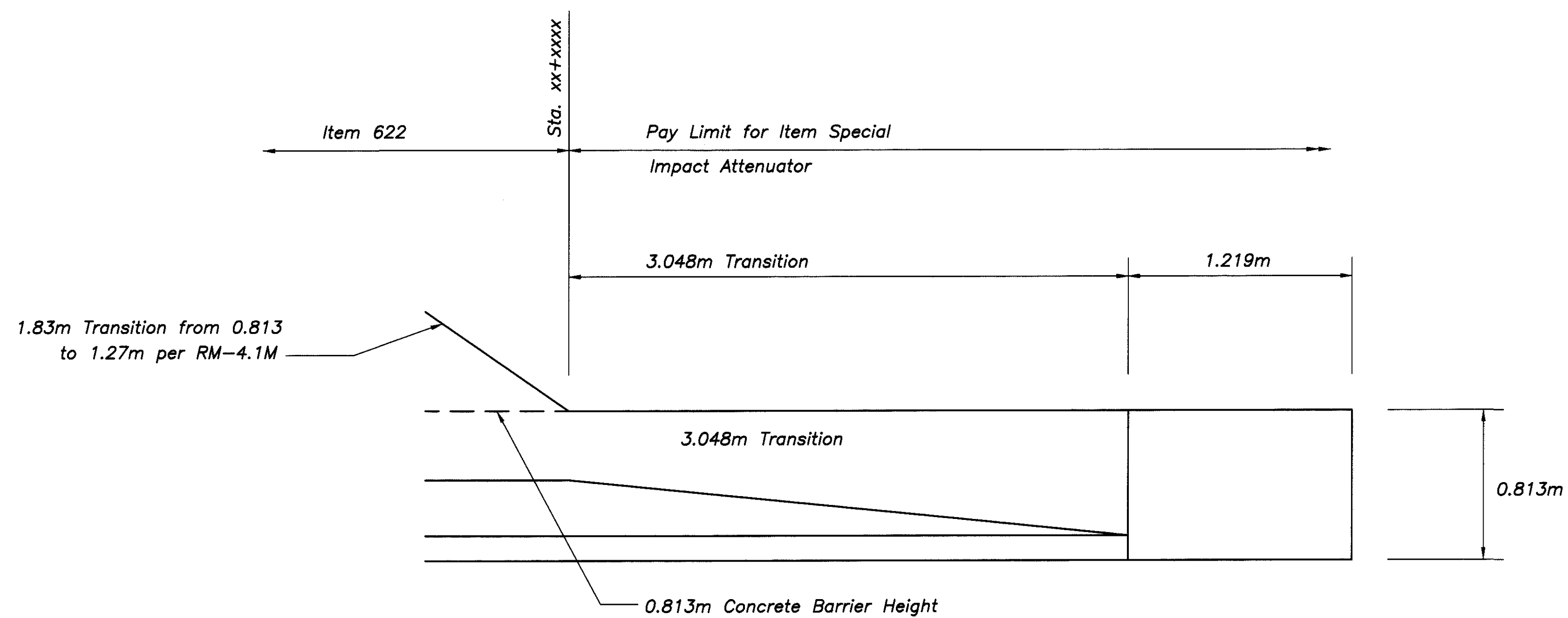
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1"=1'
 CAD: JADET14.DWG JUNE-16-1999



PLAN VIEW

"A"	Concrete Barrier
0.0610m	Type "A"
0.762m	Type "B"
0.914m	Maximum Application *

* FOR A GREAT SYSTEM.
 FOR LARGER THAN 0.914m,
 USE HEX FOAM SYSTEM



ELEVATION VIEW
 Concrete Backup Details

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 20=1
 CAD: F:\MOT75\BARWALK\1538\DET.DWG JUNE-29-1999

DETAILS

MOT-75-16.769

TRAFFIC CONTROL – GENERAL NOTES

DESIGN: MOW
DATE: JUL 99
CHECK: SMF
DATE: JUL 99

PAVEMENT MARKINGS

ITEM 828 LONG LIFE EPOXY PAVEMENT MARKINGS

THE CONTRACTOR SHALL APPLY FINAL SURFACE COURSE LONG LIFE PERMANENT PAVEMENT MARKINGS AS PART OF THIS PROJECT. THE CONTRACTOR SHALL USE EPOXY PAVEMENT MARKING MATERIAL IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 828 DATED JULY 28, 1998.

THE PAVEMENT MARKING PLAN SHEETS INDICATE SCHEMATICALLY THE APPROXIMATE LAYOUT AND POSITIONING OF VARIOUS PAVEMENT MARKING LINE ELEMENTS. THE PRECISE POSITIONING INFORMATION IS PROVIDED IN THE PAVEMENT MARKING SUB-SUMMARIES.

THE CONTRACTOR MAY OBTAIN LANE WIDTH INFORMATION FROM THE RESURFACING PLAN TYPICAL SECTIONS. ENTRANCE AND EXIT RAMP MARKINGS SHALL BE LOCATED IN ACCORDANCE WITH ODOT SCD TC-72.20M DATED SEPTEMBER 1, 1993.

FINAL ACCEPTANCE OF THE APPROVED COMPLETED EPOXY PAVEMENT MARKINGS SHALL BE MAY 1, 2002.

ITEM 614 MAINTAINING TRAFFIC – MARKINGS

THE MAINTAINING TRAFFIC PLAN FOR INSTALLATION OF LONG LINE PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH ODOT SCD MT 99.20M "TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS" DATED JANUARY 30, 1995.

THE MAINTAINING TRAFFIC PLAN FOR INSTALLATION OF AUXILIARY MARKINGS (E.G. CHANNELIZING LINES, TRANSVERSE LINES, ETC.) AT/NEAR ENTRANCE/EXIT GORES SHALL BE IN ACCORDANCE WITH "STATIONARY OPERATIONS ON THE SHOULDER" FIGURE C-12 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (PAGE 7-47).

NORMAL DIRECTIONAL TRAFFIC SHALL BE MAINTAINED ON THE ROADWAY AT ALL TIMES DURING THE INSTALLATION PERIOD IN ACCORDANCE WITH THE ODOT STANDARD CONSTRUCTION DRAWINGS MT-95.30M, MT-98.12M, MT-98.13M, MT-98.14M, MT-98.15M, MT-98.16M, MT-98.17M AND MT-98.18M AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS APPROVED BY THE ENGINEER. THE TRAFFIC CONTROL REQUIRED BY MT-35.10M SHALL INCLUDE A TYPE C FLASHING ARROW PANEL.

RAISED PAVEMENT MARKERS

ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR STORAGE. THE MONTGOMERY COUNTY SUPERINTENDENT SHALL BE CONTACTED FOR INSTRUCTIONS ON WHERE TO DELIVER THE RAISED PAVEMENT MARKERS.

ITEM 202 RAISED PAVEMENT MARKERS 1316 EACH
REMOVED FOR STORAGE

TRAFFIC CONTROL – GENERAL NOTES (1 OF 2)

MOT-75-16.769

150
319

TRAFFIC CONTROL – GENERAL NOTES

DESIGNED BY: MOW
 DATE: JULY 98
 CHECKED BY: SMF
 DATE: JULY 98
 MOT-75-16.769
 151
 319

SIGNING

GENERAL- OVERHEAD SIGN STRUCTURES

THIS WORK SHALL CONSIST OF REMOVING AN EXISTING OVERHEAD SIGN STRUCTURE FROM BRIDGE NO. MOT-75-19.118(1188) ON THE PROJECT, REUSING THREE OF ITS FOUR OVERHEAD GUIDE SIGNS, SIGN LIGHTING FIXTURES, DISCONNECT SWITCH, LUMINARIES AND REMOUNTING THEM ON A NEW OVERHEAD SIGN STRUCTURE AT A NEW LOCATION IN CLOSE PROXIMITY TO THE EXISTING LOCATION AS DESCRIBED HEREIN.

REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN

THE EXISTING SIGN STRUCTURE LOCATED ON BRIDGE NO. MOT-75-19.118(1188) AT STATION 8+593.01 SHALL BE DISMANTLED AS DESCRIBED HEREIN.

THE THREE EXISTING GUIDE SIGNS A, B AND C SHALL BE REMOVED FROM THE EXISTING OVERHEAD BOX TRUSS PRIOR TO STRUCTURE REMOVAL OPERATIONS. THE EXISTING SIGN LIGHTING LUMINARIES, FIXTURES, ELECTRICAL CONNECTORS, JUNCTION BOXES AND ALL ASSOCIATED ELECTRICAL HARDWARE SHALL ALSO BE REMOVED FROM THE STRUCTURE PRIOR TO ITS REMOVAL.

SIGN A, B AND C SHALL BE REMOVED FOR SALVAGE AND REUSE. THE CORRESPONDING SIGN LIGHTING FIXTURES, LUMINARIES AND ASSOCIATED ELECTRICAL HARDWARE FOR SIGNS A, B, AND C SHALL ALSO BE REMOVED FOR SALVAGE AND REUSE. ALL SIGN AND SIGN LIGHTING MATERIALS REMOVED FOR REUSE SHALL BE STORED ON THE PROJECT IN A MANNER SO AS TO PREVENT ANY DAMAGE. SHOULD DAMAGE OCCUR THE CONTRACTOR SHALL BE REQUIRED TO REPAIR/REPLACE THE DAMAGED MATERIALS AT HIS EXPENSE.

ALL ELECTRICAL HARDWARE NECESSARY TO INSTALL SIGN LIGHTING ON THE NEW STRUCTURE SHALL COME FROM THE DISMANTLED STRUCTURE WITH THE EXCEPTION OF WIRE AND CABLE. THE ELECTRICAL DISCONNECT SWITCH AND ALL APPROPRIATE POWER SERVICE ELECTRICAL HARDWARE SHALL BE REUSED.

THE EXISTING SIGN STRUCTURE AT STATION 8+593.01 SHALL THEN BE DISMANTLED ON SITE AND REMOVED FROM THE PROJECT. THE END FRAMES, BOX TRUSS, ALL ASSOCIATED SIGN STRUCTURE HARDWARE, AND ANY UNUSED ELECTRICAL HARDWARE SHALL BE REMOVED FOR DISPOSAL.

THE SIGN STRUCTURE FOUNDATION SUPPORTING THE RIGHT END FRAME SHALL BE REMOVED TO 0.30 METER BELOW THE FINAL GROUND LINE AND THE RESULTING EXCAVATION SHALL BE BACKFILLED AND TAMPED TO PROVIDE ADEQUATE COMPACTION AND SOIL STABILITY AS DIRECTED BY THE ENGINEER.

THE GROUND AREA AROUND FRAMES SHALL BE VOID OF ALL DEBRIS AND RESTORED TO PREEXISTING CONDITIONS WHEN COMPLETED.

ALSO INCLUDED ARE ANY INCIDENTALS REQUIRED TO RESTORE THE SIGN STRUCTURE AND SIGN LIGHTING TO NORMAL OPERATIONS.

OVERHEAD SIGN SUPPORT INSTALLATION ONLY, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORT OF THE NEW SIGN STRUCTURE FROM A ODOT DISTRICT 7 OUTPOST TO THE JOB SITE. THE CONTRACTOR SHALL THEN ERECT THE NEW SIGN STRUCTURE AT STATION 8+675.31 JUST OFF BRIDGE NO. MOT-75-19.118 (1188) AS DESCRIBED BELOW AND DEPICTED IN THESE PLANS.

THE NEW SIGN STRUCTURE WILL BE AVAILABLE FOR PICK-UP BY THE CONTRACTOR AT THE OUTPOST ADDRESS LISTED BELOW DURING NORMAL WORKING HOURS, MONDAY THROUGH FRIDAY, 7:30 AM TO 4:00 PM, EXCEPT ON HOLIDAYS.

ODOT, DISTRICT 7
 COUNTY ROAD 25A
 ANNA, OH 54302
 PHONE: (937) 497-6481
 CONTACT: MR. TERRY MILLER
 HIGHWAY MAINTENANCE SUPERINTENDENT

THE CONTRACTOR SHALL NOTIFY THE CONTACT PERSON AT LEAST THREE (3) WORKING DAYS PRIOR TO THE DATE OF INTENDED PICK-UP. THE CONTRACTOR SHALL IDENTIFY THE MATERIALS HE INTENDS TO PICK-UP AND THE PROJECT NUMBER TO WHERE THEY WILL BE TRANSPORTED.

REASONABLE ADJUSTMENTS IN THE DESIRED PICK-UP TIME OR DATE TO SUIT BOTH PARTIES IS NEGOTIABLE. THE CONTRACTOR AND AN ODOT DISTRICT 7 REPRESENTATIVE SHALL JOINTLY INSPECT THE NEW SIGN STRUCTURE TO DETERMINE AND DOCUMENT ITS CONDITION JUST PRIOR TO TRANSPORT TO THE JOB SITE.

THE CONTRACTOR SHALL EXECUTE AN ITEMIZED MATERIAL-USE TICKET THAT SHALL ALSO DOCUMENT ANY FLAWS PRIOR TO LOADING.

THE ODOT DISTRICT 7 REPRESENTATIVE WILL DISTRIBUTE COPIES OF THE EXECUTED MATERIAL-USE TICKET TO THE PROJECT ENGINEER, THE CONTRACTOR AND OTHER PARTIES HE DETERMINES APPROPRIATE. THE CONTRACTOR SHALL THEN, WITH HIS FORCES AND EQUIPMENT, LOAD THE STRUCTURE COMPONENTS (TRUSS, END FRAMES, HARDWARE, ETC.) AND TRANSPORT THEM TO THE PROJECT. THE CONTRACTOR SHALL EXERCISE CARE IN TRANSPORT OF THE NEW SIGN STRUCTURE.

THE CONTRACTOR SHALL CONSTRUCT AND INSTALL TWO NEW END FRAME FOUNDATIONS AT EXACT LOCATIONS AS DESCRIBED IN THE PLAN TO INSURE THAT THE STRUCTURE CAN BE PROPERLY ERECTED ON THE NEW FOUNDATIONS. THE CENTER-TO-CENTER DISTANCE FROM ONE FOUNDATION TO THE OTHER OR SPAN SHALL BE 23.47 METERS. THE END FRAMES SHALL BE CONSTRUCTED TO BE VERTICALLY PLUMB AND SHALL ALLOW FOR MOUNTING OF THE BOX TRUSS WITH THE 23.47 METER SPAN TO BE ERECTED WITHOUT CAUSING UNDUE STRAIN OR PULL ON THE END FRAMES.

THE CONTRACTOR SHALL ERECT THE NEW END FRAMES ON THE NEW FOUNDATIONS AND HANG THE NEW BOX TRUSS ON THE NEW END FRAMES.

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN THE REMOVAL AND CONSTRUCTION OF THE CONCRETE MEDIAN BARRIER TRANSITION AND FOUNDATION IN THE VICINITY OF THE LEFT END FRAME AT NEW LOCATION SO THAT THE ELECTRICAL RACEWAYS AND CABLE RUNS ARE NOT DISTURBED. ANY DAMAGED CAUSED BY THE CONTRACTOR SHALL BE PAID FOR AT HIS EXPENSE.

THE CONTRACTOR SHALL ERECT THE EXISTING SIGNS A, B, AND C ON THE NEW SIGN STRUCTURE INCLUDING THE SIGN LIGHTING FIXTURES, LUMINARIES AND ALL NECESSARY HARDWARE AS SHOWN IN THE PLANS. THE ELECTRICAL DISCONNECT SWITCH SHALL BE MOUNTED AS DESCRIBED IN THE PLANS AND DETAILS. THE CONTRACTOR SHALL ALSO INSTALL A PULL BOX AT STATION 8+678.36 AS SHOWN IN THE PLANS AND DETAILS AND PROVIDE COMPLETE ELECTRICAL POWER SERVICE FOR THE SIGN LIGHTING CIRCUITRY.

THE CONTRACTOR SHALL BE PAID FOR THE WORK DESCRIBED ABOVE, IN PLACE, COMPLETE AND ACCEPTED AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
630	EACH	OVERHEAD SIGN SUPPORT, INSTALLATION ONLY, AS PER PLAN
630	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION
630	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION
630	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN
631	EACH	SIGN SERVICE
631	EACH	SIGN WIRED
631	EACH	SIGN LIGHTING MISC.: REMOVAL OF LUMINAIRE AND ARM AND REERECTION
631	EACH	SIGN LIGHTING MISC.: REMOVAL OF DISCONNECT SWITCH AND REERECTION
625	EACH	CABLE SPLICING KIT
625	EACH	PULLBOX 713.08 450 MM
625	EACH	GROUND ROD
625	EACH	TRENCH 0.6 M DEEP
625	EACH	38 MM DUCT CABLE WITH TWO NO. 4 AWG 5000 VOLT CABLES
202	EACH	CONCRETE BARRIER REMOVED
622	EACH	CONCRETE BARRIER TYPE B-1270

ITEM 614 MAINTAINING TRAFFIC – SIGNING

NORMAL DIRECTIONAL TRAFFIC SHALL BE MAINTAINED ON THE ROADWAY AT ALL TIMES DURING THE INSTALLATION PERIOD IN ACCORDANCE WITH THE ODOT STANDARD CONSTRUCTION DRAWINGS MT-95.30M, MT-98.12M, MT-98.13M, MT-98.14M, MT-98.15M, MT-98.16M, MT-98.17M AND MT-98.18M AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS APPROVED BY THE ENGINEER. THE TRAFFIC CONTROL REQUIRED BY MT-35.10M SHALL INCLUDE A TYPE C FLASHING ARROW PANEL.

IN ORDER TO LOWER THE EXISTING OVERHEAD BOX TRUSS AS WELL AS ERECT THE NEW OVERHEAD BOX TRUSS, ALL SOUTH BOUND LANES OF I-75 AT THESE LOCATIONS SHALL BE COMPLETELY CLOSED TO TRAFFIC FOR A PERIOD OF TIME NOT TO EXCEED 15 MINUTES. TRAFFIC SHALL BE STOPPED AND THE SPECIFIC MAINTAINING TRAFFIC PLAN FOR THIS WORK SHALL BE IN STRICT ACCORDANCE WITH THE ODOT APPLICATION STANDARD DRAWING ENTITLED "SHORT DURATION CLOSING OF A RURAL DIVIDED HIGHWAY" DATED 5/77. A COMPLETE SHORT DURATION CLOSURE OF I-75 SOUTHBOUND SHALL ONLY BE ALLOWED BETWEEN THE HOURS OF 1:00 AM AND 5:00 AM ON SUNDAY MORNINGS.

PLOTTED BY: MOW
 DATE: JULY 98
 PLOT SCALE = 1"=1'
 BIG-1166
 182020DWC.DWG
 JULY-01-1999
 DATE: MOW
 DATE: JULY 98
 CHECKED BY: SMF
 DATE: JULY 98

PLOTTED VIEW = PLAN
 XREF# = NONE
 CAD: F:\WOTZ\CONTROL\T5001.DWG SEPTEMBER-01-1999

SHEET NUMBER														ITEM	GRAND TOTAL	UNIT	DESCRIPTION
152	153	154	155	156	157	158	180										
									27.4	202	27.4	METER	CONCRETE BARRIER REMOVED				
	199	140	112	273	198	216	178		202	1316	EACH	RAISED PAVEMENT MARKERS REMOVED FOR STORAGE					
	179	143	93	213	221	181	139		621	1169	EACH	RAISED PAVEMENT MARKER, INSTALLATION ONLY					
		38	102	4					621	144	EACH	RAISED PAVEMENT MARKER CASTING, INSTALLATION ONLY					
		38	102	4					621	144	EACH	PRISMATIC RETROREFLECTOR					
									24.4	622	24.4	METER	CONCRETE BARRIER, TYPE B1				
									1	625	1	EACH	GROUND ROD				
									1	625	1	EACH	PULL BOX, 713.08, 0.45 M				
									22.2	625	22.2	METER	TRENCH, 0.6 M DEEP				
									28.3	625	28.3	METER	38 MM DUCT-CABLE WITH TWO NO. 4 AWG, 5000 VOLT CABLES				
									4	625	4	EACH	CABLE SPLICING KIT				
									2	630	2	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION				
									1	630	1	EACH	OVERHEAD SIGN SUPPORT INSTALLATION ONLY, AS PER PLAN				
									3	630	3	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION				
									1	630	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN				
									1	631	1	EACH	SIGN SERVICE				
									3	631	3	EACH	SIGN WIRED				
									6	631	6	EACH	SIGN LIGHTING MISC.: REMOVAL OF LUMINAIRE AND ARM AND REERECTION				
									1	631	1	EACH	SIGN LIGHTING MISC.: REMOVAL OF DISCONNECT SWITCH AND REERECTION				
	6.079	6.526	8.466	4.539	5.155	6.331	2.376		828	39.472	Km	EDGE LINE					
	4.112	2.322	1.952	5.811	4.053	4.791	3.205		828	26.246	Km	LANE LINE					
	471.0	679.0	433.0	819.1	550.5	276.5	816.5		828	4045.6	METER	CHANNELIZING LINE					
	96.3	136.5	84.5	119.5	159.0	27.5	118.8		828	742.1	METER	TRANSVERSE LINE					
	214.5		89.0	102.5	163.0		239.5		828	808.5	METER	DOTTED LINE					

CALC. BY: SMF DATE: JULY-99
 CHRD. BY: MOW DATE: JULY-99
 TRAFFIC CONTROL -- SUB-SUMMARY
 151A
 319

RPM MATERIALS FURNISHED BY THE DEPARTMENT

(INSTALLATION ONLY)

DESCRIPTION	ONE-WAY WHITE		ONE-WAY YELLOW		TWO-WAY WHITE-WHITE		TWO-WAY YELLOW-YELLOW		TWO-WAY WHITE-RED		TWO-WAY YELLOW-RED	
	COLS.	DISTRICT	COLS.	DISTRICT	COLS.	DISTRICT	COLS.	DISTRICT	COLS.	DISTRICT	COLS.	DISTRICT
RAISED PAVEMENT MARKER	705	0	0	0	0	0	0	0	267	0	197	0
PRISMATIC RETRO-REFLECTOR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL BY COLOR	705	0	0	0	0	0	0	0	267	0	197	0

	TOTAL	NUMBER OF CONVENTIONAL HIGH PROFILE	NUMBER OF TAPERED LOW PROFILE	DISTRICT STORED	COLUMBUS STORED
RAISED PAVEMENT MARKER, INSTALLATION ONLY	<u>1169</u>	<u>1169</u>	<u>0</u>	<u>0</u>	<u>1169</u>
RAISED PAVEMENT MARKER, CASTING, INSTALLATION ONLY	<u>144</u>	<u>144</u>	<u>0</u>	<u>0</u>	<u>144</u>
PRISMATIC RETRO-REFLECTORS, INSTALLATION ONLY	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

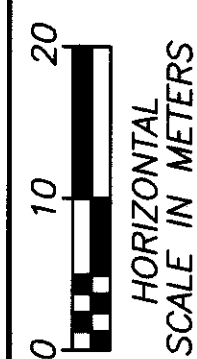
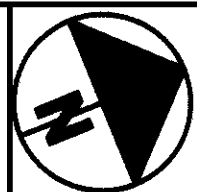
PLOTTED VIEW = PLAN
XREF# = NONE
XREF# = NONE
PLOT SCALE = 1/8"=1'
BLG-F166 10SSDWG.DWG JULY-01-1999

DESIGNED
6-28-99
CHECKED
6-28-99

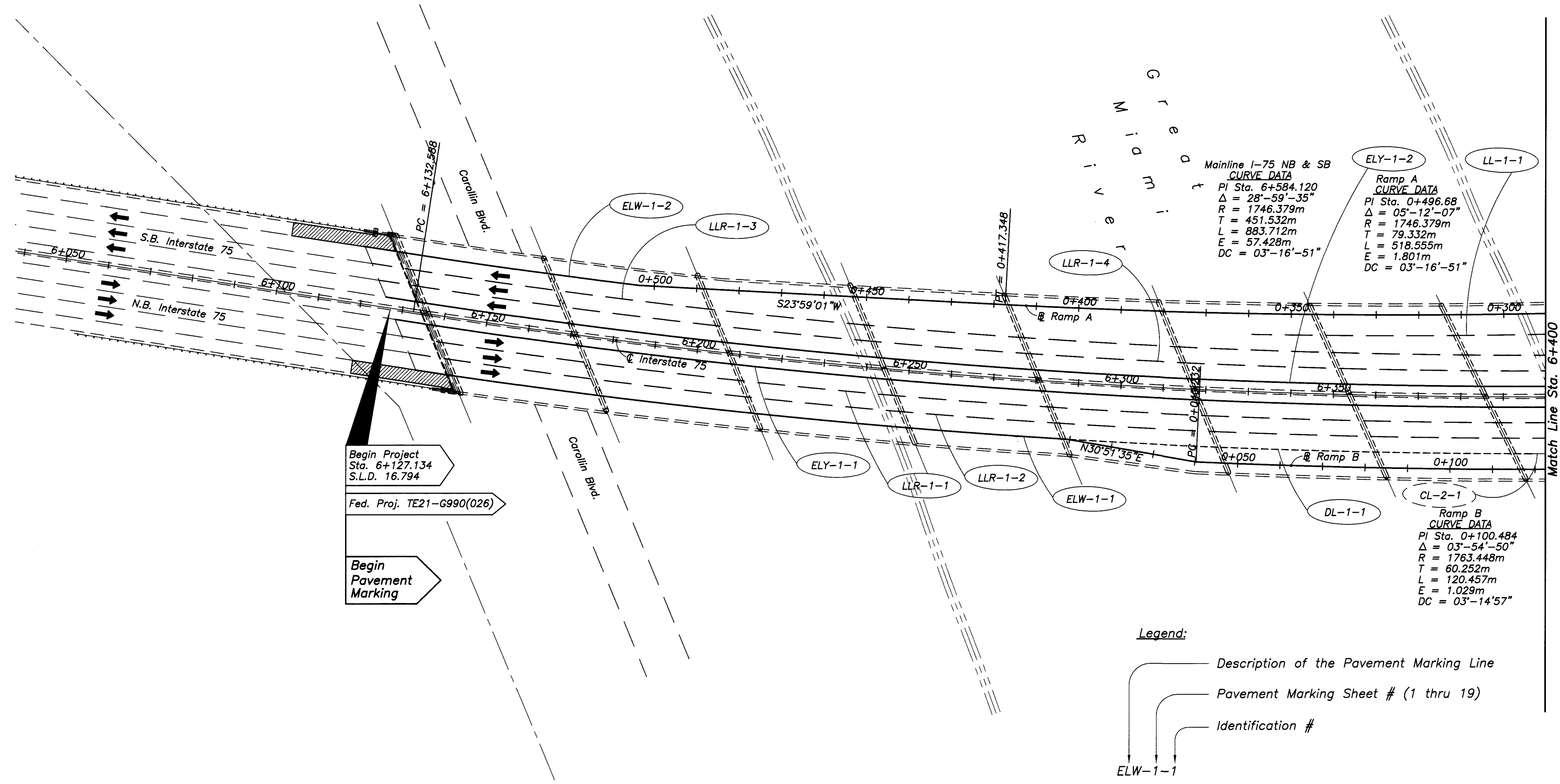
STATE SUPPLIED RAISED PAVEMENT MARKERS (8 OF 8)
SUB-SUMMARY

MOT-75-16.769

159
319



CALC. BY: SMF
DATE: JUNE 99
CHKD. BY: MOW
DATE: JULY 99



Begin Project
Sta. 6+127.134
S.L.D. 16.794

Fed. Proj. TE21-G990(026)

Begin
Pavement
Marking

Mainline I-75 NB & SB
CURVE DATA
PI Sta. 6+584.120
 $\Delta = 28^{\circ}-59'-35''$
R = 1746.379m
T = 451.532m
L = 883.712m
E = 57.428m
DC = $03^{\circ}-16'-51''$

Ramp A
CURVE DATA
PI Sta. 0+496.68
 $\Delta = 05^{\circ}-12'-07''$
R = 1746.379m
T = 79.332m
L = 518.555m
E = 1.801m
DC = $03^{\circ}-16'-51''$

Ramp B
CURVE DATA
PI Sta. 0+100.484
 $\Delta = 03^{\circ}-54'-50''$
R = 1763.448m
T = 60.252m
L = 120.457m
E = 1.029m
DC = $03^{\circ}-14'57''$

Legend:

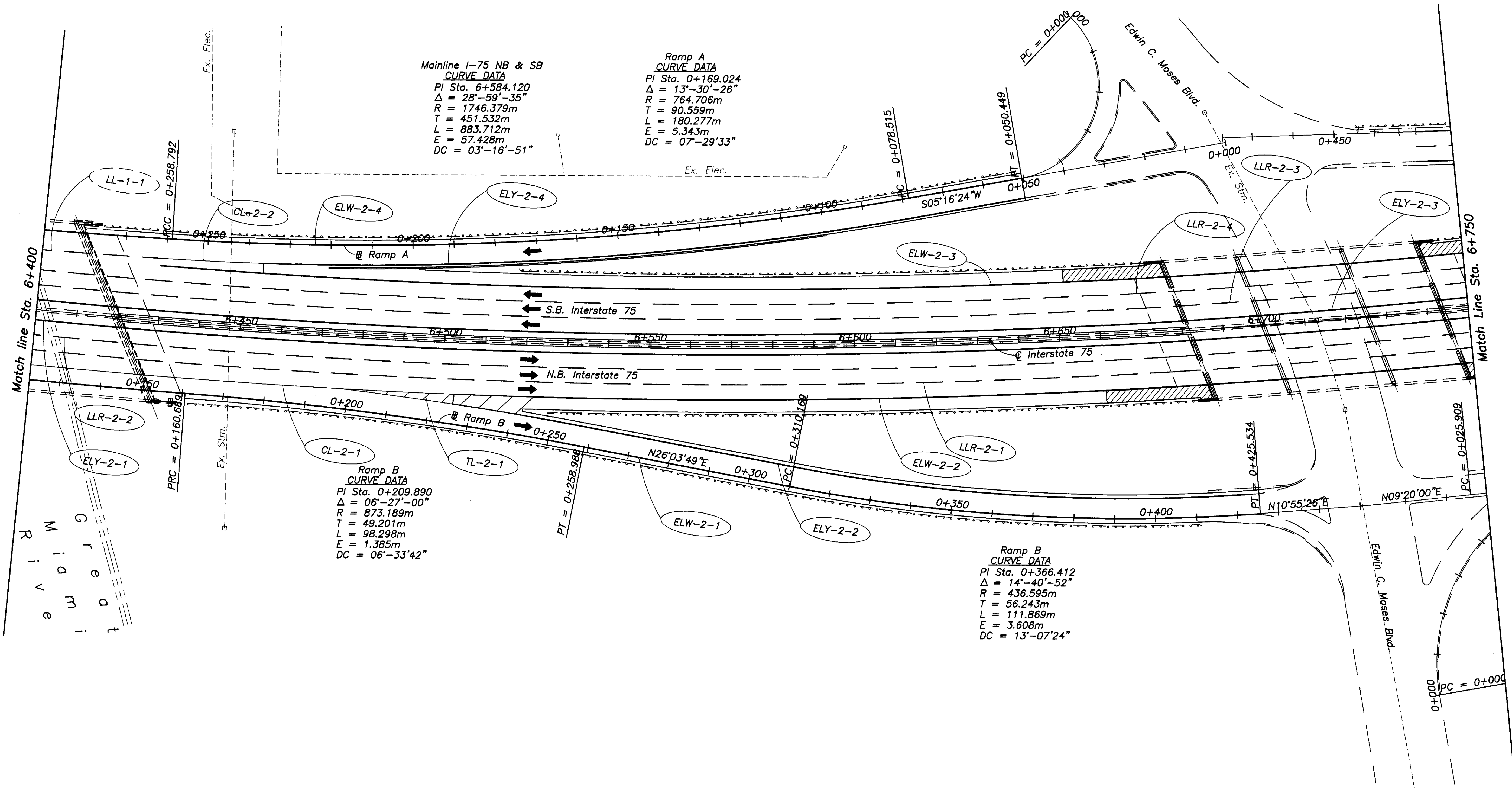
- Description of the Pavement Marking Line
 - Pavement Marking Sheet # (1 thru 19)
 - Identification #
- ELW-1-1
ELW - Edge Line, White
ELY - Edge line, Yellow
LL - Lane Line
LLR - Lane Line with RPM's
CL - Channelizing Line
TL - Transverse Line
DL - Dotted Line

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159

PLOTTED VIEW = PLAN
XREF #1 = 22
XREF #2 = 27
EUC-P169 11P.DWG 0101 JULY-01-1999

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 BLC-P166 125.DWG.DWG
 JULY-01-1999

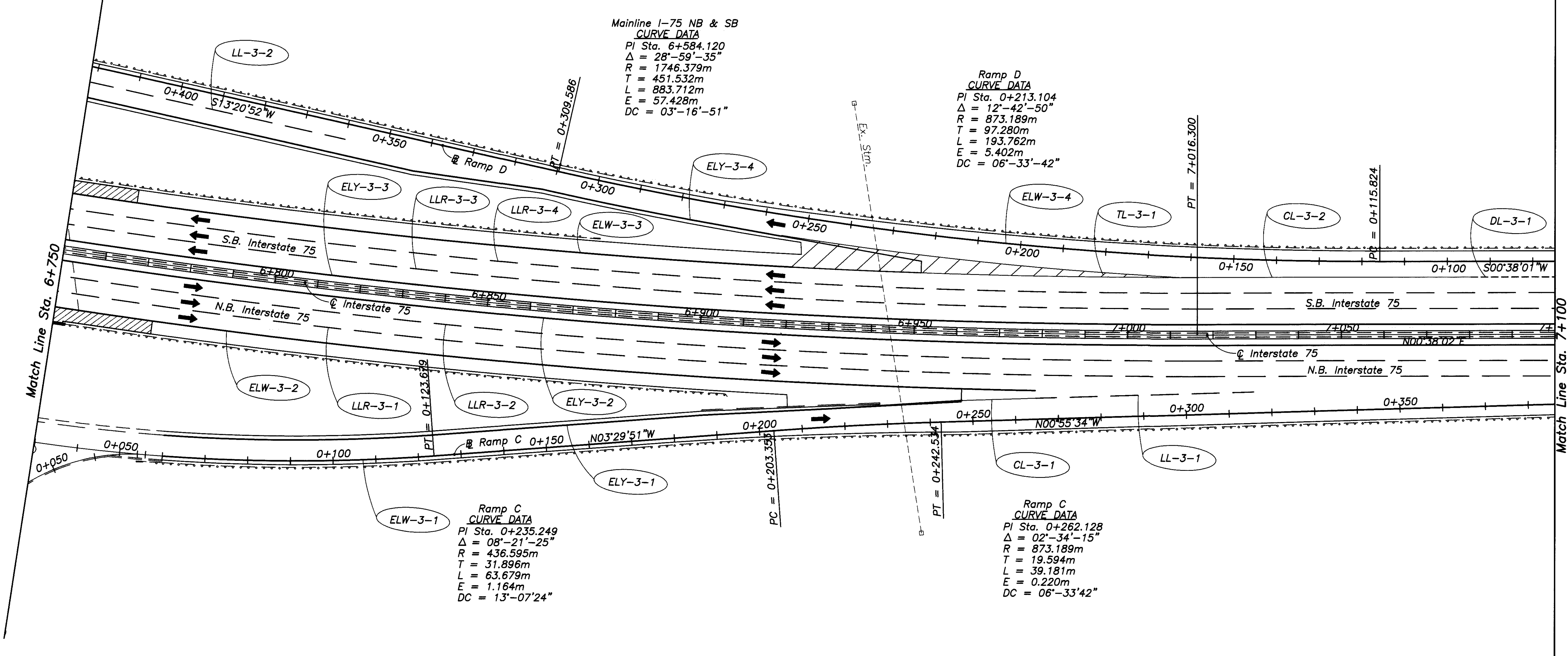


HORIZONTAL SCALE IN METERS
 CALC BY: SMF
 DATE: JUNE 99
 CHKD BY: MOWM
 DATE: JULY 99

PAVEMENT MARKING PLAN 2 OF 19
 Sta. 6+400 to Sta. 6+750

MOT-75-16.769

- Notes:**
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
 - 2) For Pavement Marking General Notes See Sheet 150-151
 - 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
 - 4) For Pavement Marking Legend See Sheet 160



Mainline I-75 NB & SB
 CURVE DATA
 PI Sta. 6+584.120
 $\Delta = 28^{\circ}-59'-35''$
 $R = 1746.379m$
 $T = 451.532m$
 $L = 883.712m$
 $E = 57.428m$
 $DC = 03^{\circ}-16'-51''$

Ramp D
 CURVE DATA
 PI Sta. 0+213.104
 $\Delta = 12^{\circ}-42'-50''$
 $R = 873.189m$
 $T = 97.280m$
 $L = 193.762m$
 $E = 5.402m$
 $DC = 06^{\circ}-33'-42''$

Ramp C
 CURVE DATA
 PI Sta. 0+235.249
 $\Delta = 08^{\circ}-21'-25''$
 $R = 436.595m$
 $T = 31.896m$
 $L = 63.679m$
 $E = 1.164m$
 $DC = 13^{\circ}-07'-24''$

Ramp C
 CURVE DATA
 PI Sta. 0+262.128
 $\Delta = 02^{\circ}-34'-15''$
 $R = 873.189m$
 $T = 19.594m$
 $L = 39.181m$
 $E = 0.220m$
 $DC = 06^{\circ}-33'-42''$

Notes:

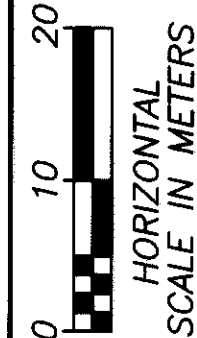
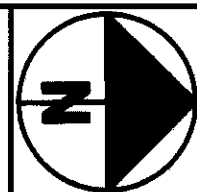
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
 XREF #1 = 7500000
 E:\C-1668_1\16.DWG 2 to 1
 JULY-01-1999

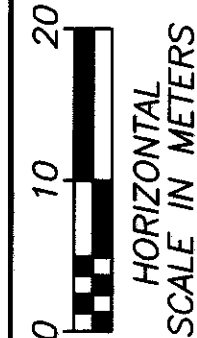
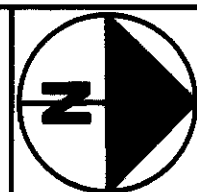


Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160



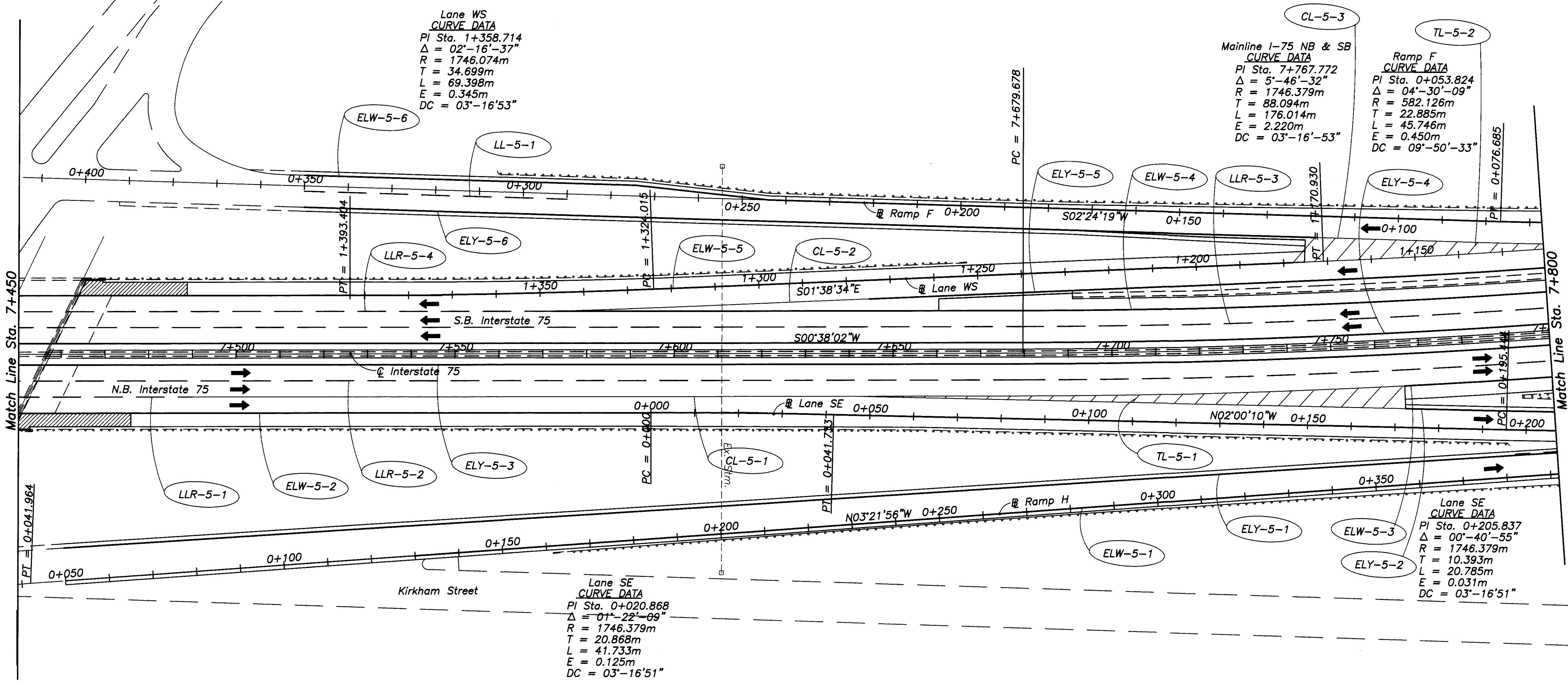
CALC: SIMF
 DATE: JUNE 99
 CHKD: BY: MOW
 DATE: JULY 99



CALC BY: SMF
DATE: JUNE 98
CHKD BY: MOW
DATE: JULY 98

PAVEMENT MARKING PLAN 5 of 19
Sta. 7+450 to Sta. 7+800

MOT-75-16.769



Lane WS
CURVE DATA
PI Sta. 1+358.714
 $\Delta = 02^{\circ}-16'-37''$
R = 1746.074m
T = 34.699m
L = 69.398m
E = 0.345m
DC = $03^{\circ}-16'53''$

Mainline I-75 NB & SB
CURVE DATA
PI Sta. 7+767.772
 $\Delta = 5^{\circ}-46'-32''$
R = 1746.379m
T = 88.094m
L = 176.014m
E = 2.220m
DC = $03^{\circ}-16'-53''$

Ramp F
CURVE DATA
PI Sta. 0+053.824
 $\Delta = 04^{\circ}-30'-09''$
R = 582.126m
T = 22.885m
L = 45.746m
E = 0.450m
DC = $09^{\circ}-50'-33''$

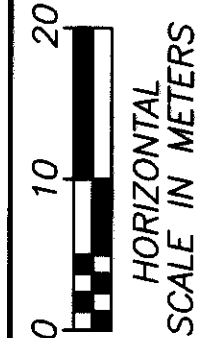
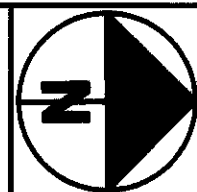
Lane SE
CURVE DATA
PI Sta. 0+020.868
 $\Delta = 01^{\circ}-22'-09''$
R = 1746.379m
T = 20.868m
L = 41.733m
E = 0.125m
DC = $03^{\circ}-16'51''$

Lane SE
CURVE DATA
PI Sta. 0+205.837
 $\Delta = 00^{\circ}-40'-55''$
R = 1746.379m
T = 10.393m
L = 20.785m
E = 0.031m
DC = $03^{\circ}-16'51''$

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
XREF #1 = 1000mm
XREF #2 = 1000mm
E.L.C. - P169
15F.DR.WWG
JULY-01-1999



CALC. BY: SMF
DATE: JUNE 99
CHKD. BY: MOW
DATE: JULY 99

PAVEMENT MARKING PLAN 6 of 19
Sta. 7+800 to Sta. 8+150

MOT-75-16.769

S.B. I-75
CURVE DATA
PI Sta. 7+908.508
 $\Delta = 03^{\circ}-30'-00''$
R = 1726.872m
T = 52.761m
L = 105.489m
E = 0.806m
DC = $03^{\circ}-19'-04''$

Ramp NA
CURVE DATA
PI Sta. 0+239.76
 $\Delta = 25^{\circ}-38'-57''$
R = 218.297m
T = 49.694m
L = 97.723m
E = 5.585m
DC = $26^{\circ}-14'-48''$

Lane WS
CURVE DATA
PI Sta. 0+872.381
 $\Delta = 12^{\circ}-09'-11''$
R = 436.595m
T = 46.478m
L = 92.607m
E = 2.467m
DC = $13^{\circ}-07'-24''$

Lane SW
CURVE DATA
PI Sta. 0+620.716
 $\Delta = 46^{\circ}-20'-01''$
R = 174.638m
T = 74.730m
L = 141.225m
E = 15.317m
DC = $13^{\circ}-07'-24''$

Ramp H
CURVE DATA
PI Sta. 0+471.00
 $\Delta = 05^{\circ}-22'-56''$
R = 582.126m
T = 27.362m
L = 54.684m
E = 0.643m
DC = $09^{\circ}-50'-33''$

Lane SE
CURVE DATA
PI Sta. 0+496.682
 $\Delta = 12^{\circ}-59'-48''$
R = 436.595m
T = 49.731m
L = 99.035m
E = 2.823m
DC = $13^{\circ}-07'-24''$

N.B. @ Station Equation
Sta. 0+498.322 (Back) =
Sta. 0+313.80 (Decreasing)
3.05 Meters Left

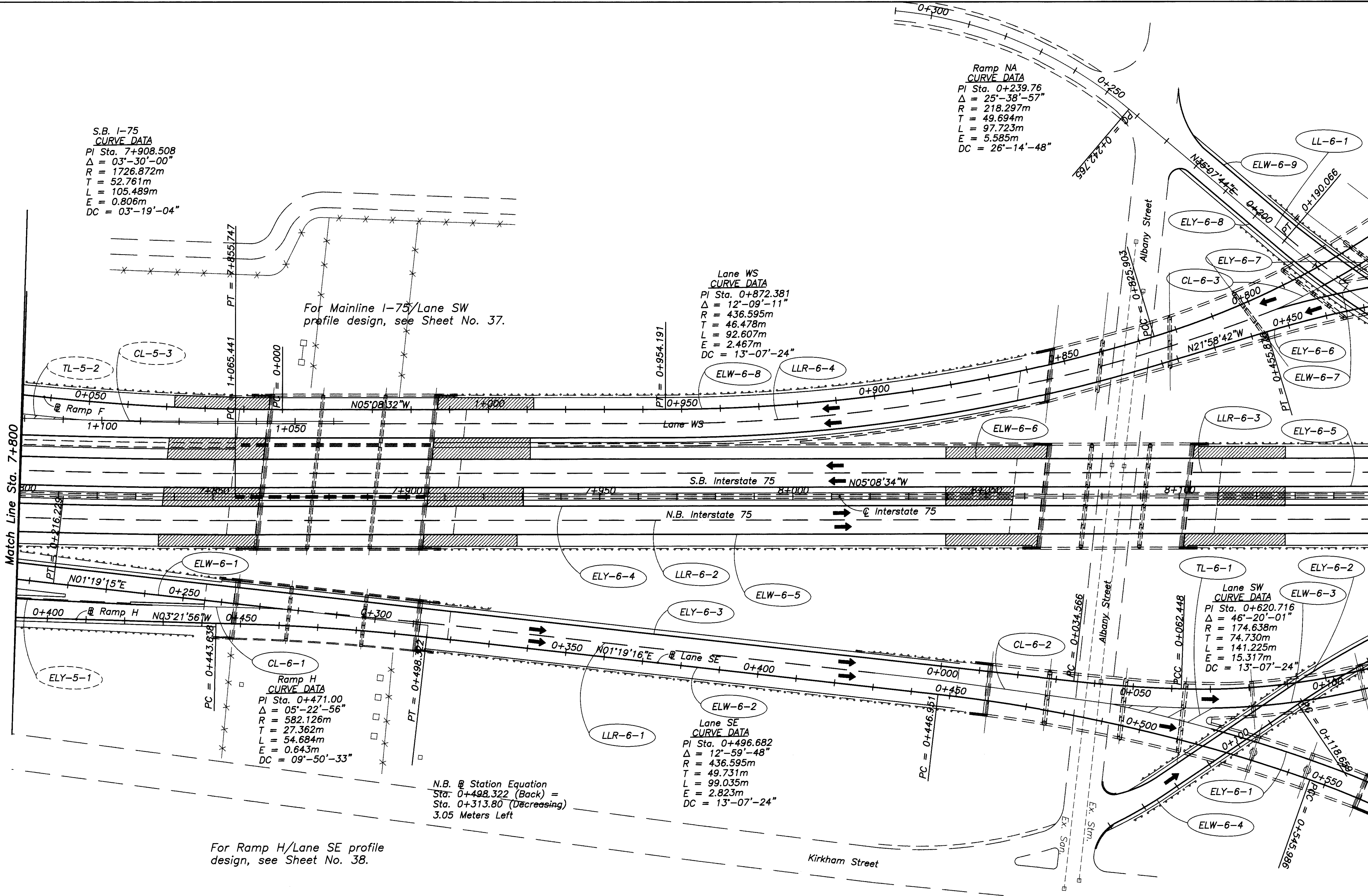
For Ramp H/Lane SE profile design, see Sheet No. 38.

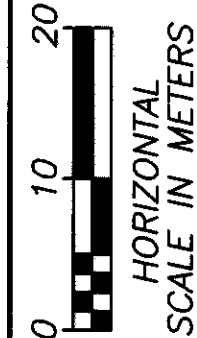
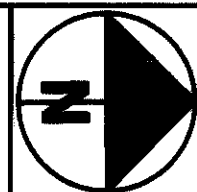
For Mainline I-75/Lane SW profile design, see Sheet No. 37.

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
XREF.#1 = NONE
XREF.#2 = NONE
XREF.#3 = NONE
XREF.#4 = NONE
XREF.#5 = NONE
XREF.#6 = NONE
XREF.#7 = NONE
XREF.#8 = NONE
XREF.#9 = NONE
XREF.#10 = NONE
XREF.#11 = NONE
XREF.#12 = NONE
XREF.#13 = NONE
XREF.#14 = NONE
XREF.#15 = NONE
XREF.#16 = NONE
XREF.#17 = NONE
XREF.#18 = NONE
XREF.#19 = NONE
XREF.#20 = NONE
XREF.#21 = NONE
XREF.#22 = NONE
XREF.#23 = NONE
XREF.#24 = NONE
XREF.#25 = NONE
XREF.#26 = NONE
XREF.#27 = NONE
XREF.#28 = NONE
XREF.#29 = NONE
XREF.#30 = NONE
XREF.#31 = NONE
XREF.#32 = NONE
XREF.#33 = NONE
XREF.#34 = NONE
XREF.#35 = NONE
XREF.#36 = NONE
XREF.#37 = NONE
XREF.#38 = NONE
XREF.#39 = NONE
XREF.#40 = NONE
XREF.#41 = NONE
XREF.#42 = NONE
XREF.#43 = NONE
XREF.#44 = NONE
XREF.#45 = NONE
XREF.#46 = NONE
XREF.#47 = NONE
XREF.#48 = NONE
XREF.#49 = NONE
XREF.#50 = NONE
XREF.#51 = NONE
XREF.#52 = NONE
XREF.#53 = NONE
XREF.#54 = NONE
XREF.#55 = NONE
XREF.#56 = NONE
XREF.#57 = NONE
XREF.#58 = NONE
XREF.#59 = NONE
XREF.#60 = NONE
XREF.#61 = NONE
XREF.#62 = NONE
XREF.#63 = NONE
XREF.#64 = NONE
XREF.#65 = NONE
XREF.#66 = NONE
XREF.#67 = NONE
XREF.#68 = NONE
XREF.#69 = NONE
XREF.#70 = NONE
XREF.#71 = NONE
XREF.#72 = NONE
XREF.#73 = NONE
XREF.#74 = NONE
XREF.#75 = NONE
XREF.#76 = NONE
XREF.#77 = NONE
XREF.#78 = NONE
XREF.#79 = NONE
XREF.#80 = NONE
XREF.#81 = NONE
XREF.#82 = NONE
XREF.#83 = NONE
XREF.#84 = NONE
XREF.#85 = NONE
XREF.#86 = NONE
XREF.#87 = NONE
XREF.#88 = NONE
XREF.#89 = NONE
XREF.#90 = NONE
XREF.#91 = NONE
XREF.#92 = NONE
XREF.#93 = NONE
XREF.#94 = NONE
XREF.#95 = NONE
XREF.#96 = NONE
XREF.#97 = NONE
XREF.#98 = NONE
XREF.#99 = NONE
XREF.#100 = NONE



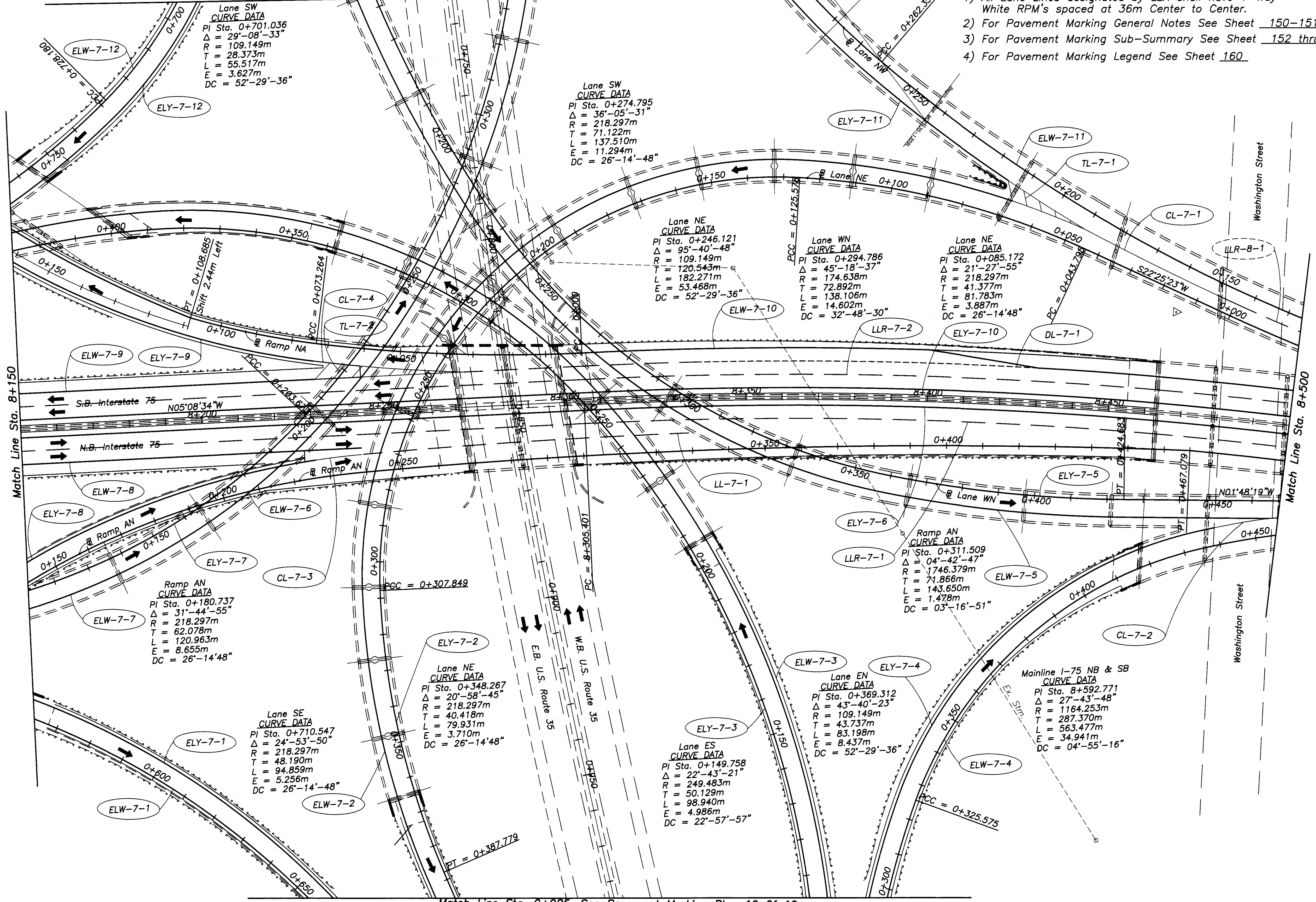


CALC: SMF
 DATE: JUNE 99
 CHKD: MOW
 DATE: JULY 99

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

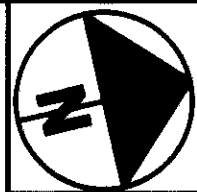
Match Line Sta. 0+732, See Pavement Marking Plan 18 of 19

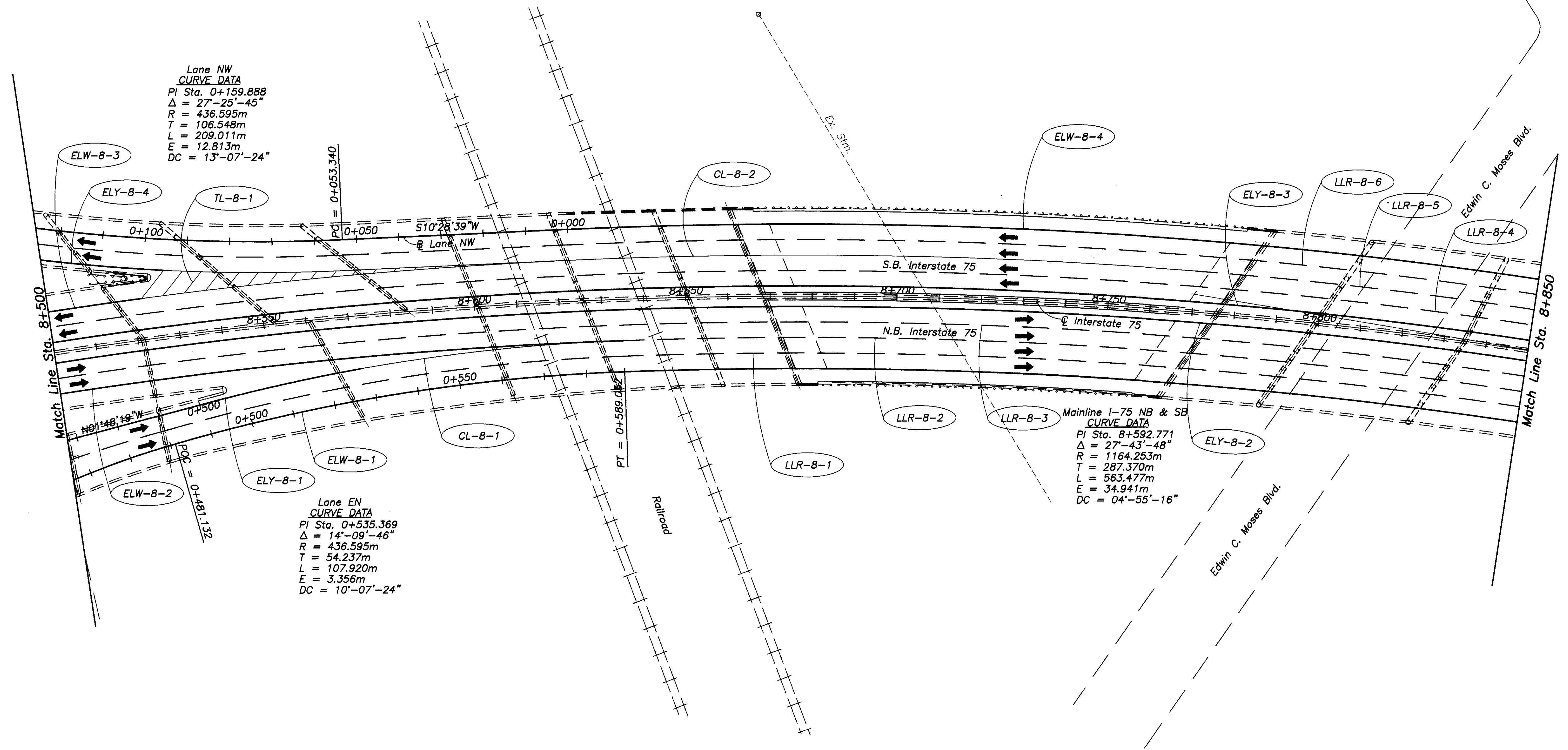


Match Line Sta. 0+985, See Pavement Marking Plan 19 Of 19

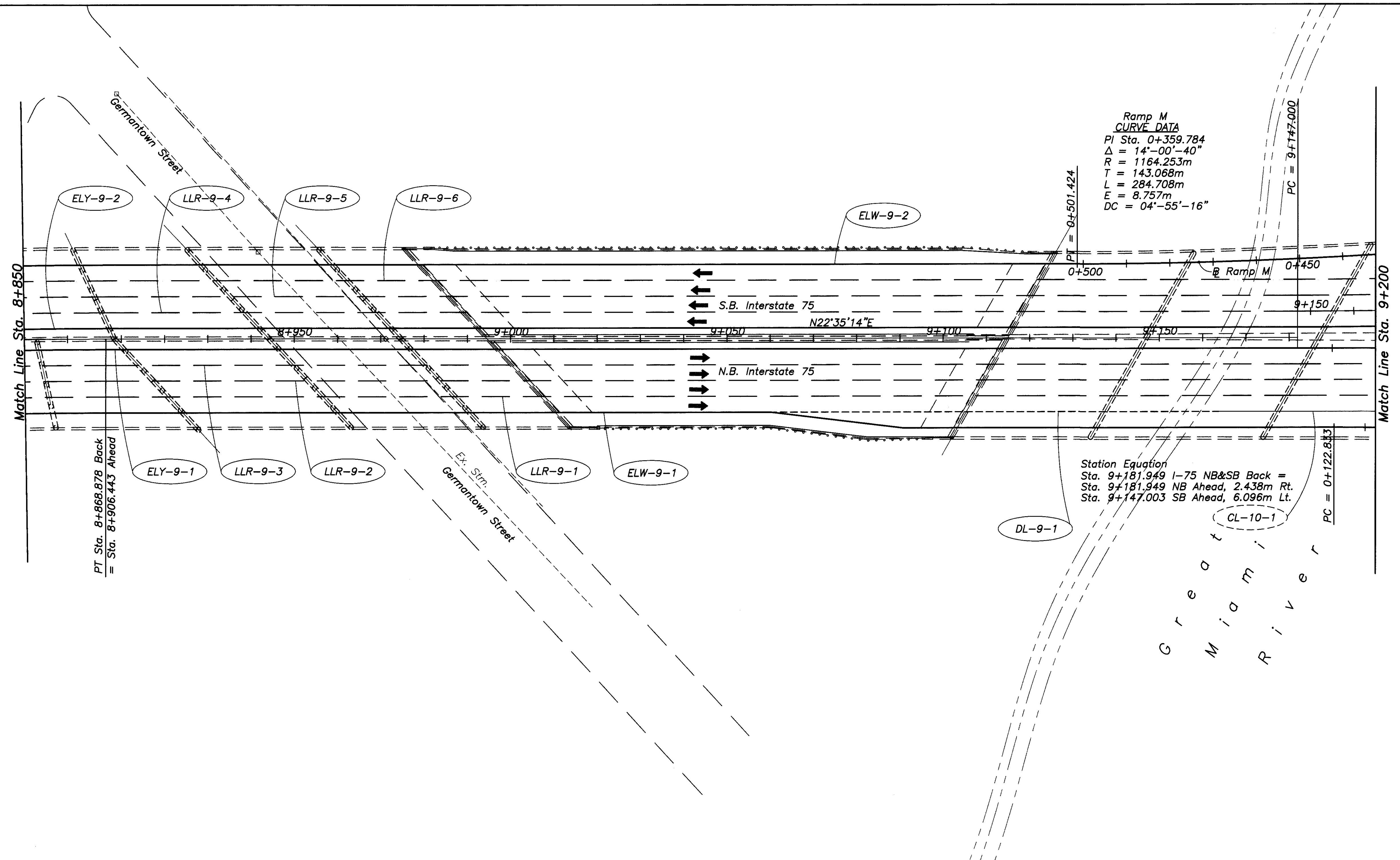
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1:500
 EIG-P169 17E.DWG.DWG
 2 to 1
 JULY-01-1999

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1:500, 0 TO 1
 EIG-P169 18E.DWG
 JULY-01-1999


 0 10 20
 HORIZONTAL
 SCALE IN METERS
 CALC. BY: SMF
 DATE: JUNE 99
 CHKD. BY: MOWM
 DATE: JULY 99



- Notes:**
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
 - 2) For Pavement Marking General Notes See Sheet 150-151
 - 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
 - 4) For Pavement Marking Legend See Sheet 160

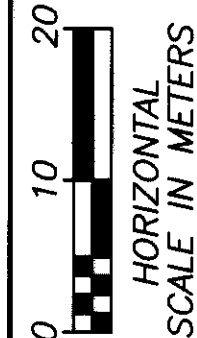
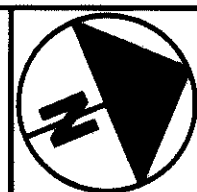


0 10 20
 HORIZONTAL SCALE IN METERS
 CALC BY: SMF
 DATE: JUNE 99
 CHKD BY: MOW
 DATE: JULY 99

PAVEMENT MARKING PLAN 9 of 19
 Sta. 8+850 to Sta. 9+200

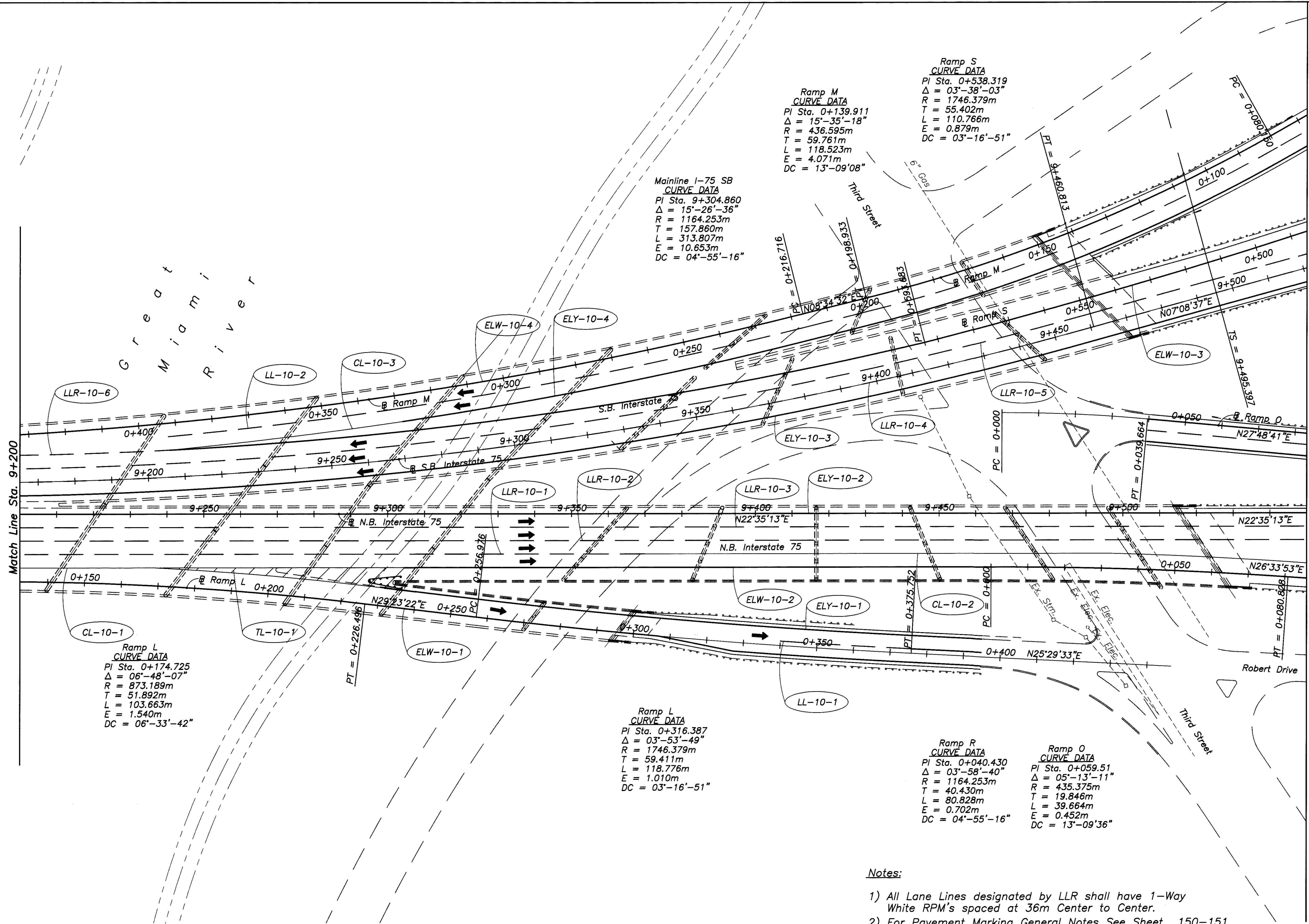
MOT-75-16.769

- Notes:**
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
 - 2) For Pavement Marking General Notes See Sheet 150-151
 - 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
 - 4) For Pavement Marking Legend See Sheet 160



CALC. BY: SMF
DATE: JUNE 98
CHKD. BY: MOW
DATE: JULY 98

PLOTTED VIEW = PLAN
XREF #1 = NONE
XREF #2 = NONE
PLOT SCALE = 1:500, 0 TO 1
BLC-P169_20P.DWG.DWG JULY-01-1999



Ramp L
CURVE DATA
PI Sta. 0+174.725
 $\Delta = 06^{\circ}-48'-07''$
R = 873.189m
T = 51.892m
L = 103.663m
E = 1.540m
DC = $06^{\circ}-33'-42''$

Ramp L
CURVE DATA
PI Sta. 0+316.387
 $\Delta = 03^{\circ}-53'-49''$
R = 1746.379m
T = 59.411m
L = 118.776m
E = 1.010m
DC = $03^{\circ}-16'-51''$

Ramp R
CURVE DATA
PI Sta. 0+040.430
 $\Delta = 03^{\circ}-58'-40''$
R = 1164.253m
T = 40.430m
L = 80.828m
E = 0.702m
DC = $04^{\circ}-55'-16''$

Ramp O
CURVE DATA
PI Sta. 0+059.51
 $\Delta = 05^{\circ}-13'-11''$
R = 435.375m
T = 19.846m
L = 39.664m
E = 0.452m
DC = $13^{\circ}-09'-36''$

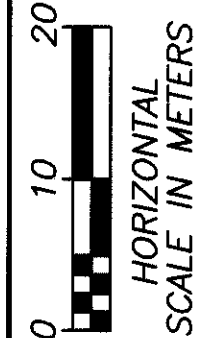
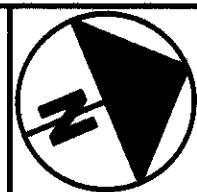
Mainline I-75 SB
CURVE DATA
PI Sta. 9+304.860
 $\Delta = 15^{\circ}-26'-36''$
R = 1164.253m
T = 157.860m
L = 313.807m
E = 10.653m
DC = $04^{\circ}-55'-16''$

Ramp M
CURVE DATA
PI Sta. 0+139.911
 $\Delta = 15^{\circ}-35'-18''$
R = 436.595m
T = 59.761m
L = 118.523m
E = 4.071m
DC = $13^{\circ}-09'-08''$

Ramp S
CURVE DATA
PI Sta. 0+538.319
 $\Delta = 03^{\circ}-38'-03''$
R = 1746.379m
T = 55.402m
L = 110.766m
E = 0.879m
DC = $03^{\circ}-16'-51''$

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160



CALC. BY: SMF
DATE: JUNE 99
CHKD. BY: MOW
DATE: JULY 99

Ramp S CURVE DATA
 PI Sta. 0+372.557
 $\Delta = 13^\circ-45'-13''$
 $R = 873.189m$
 $T = 105.309m$
 $L = 209.606m$
 $E = 6.327m$
 $DC = 06^\circ-33'-42''$

S.B. I-75 CURVE DATA
 PI Sta. 9+665.252
 $\Delta = 15^\circ-20'-37''$
 $R = 582.126m$
 $T = 78.415m$
 $L = 155.892m$
 $E = 5.258m$
 $DC = 09^\circ-50'-33''$

Ramp S CURVE DATA
 PI Sta. 0+561.603
 $\Delta = 15^\circ-23'-46''$
 $R = 582.126m$
 $T = 78.686m$
 $L = 156.424m$
 $E = 5.294m$
 $DC = 09^\circ-50'-33''$

Mainline I-75 SB CURVE DATA
 PI Sta. 9+666.797
 $\Delta = 5^\circ-23'-24''$
 $R = 582.126m$
 $L_s = 91.440m$
 $\theta_s = 4^\circ-30'-00''$
 $LT = 60.980m$
 $ST = 30.498m$
 $x = 91.384m$
 $y = 2.393m$
 $k = 45.711m$
 $p = 0.598m$
 $\Delta_s = 15^\circ-20'-37''$
 $L_s = 155.892m$
 $T_s = 171.400m$
 $E_s = 13.999m$
 $e_{max} = 0.066$

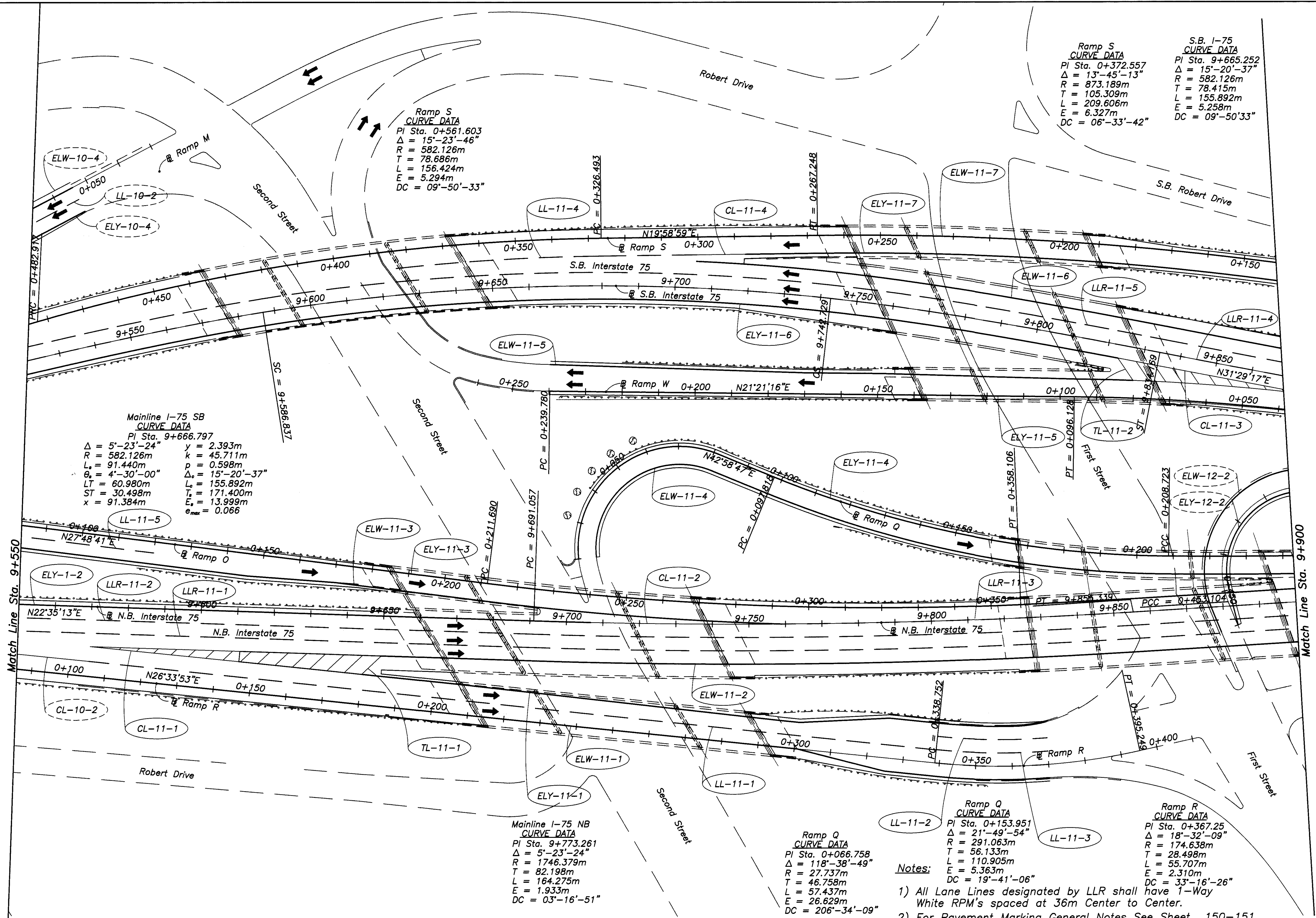
Mainline I-75 NB CURVE DATA
 PI Sta. 9+773.261
 $\Delta = 5^\circ-23'-24''$
 $R = 1746.379m$
 $T = 82.198m$
 $L = 164.275m$
 $E = 1.933m$
 $DC = 03^\circ-16'-51''$

Ramp Q CURVE DATA
 PI Sta. 0+066.758
 $\Delta = 118^\circ-38'-49''$
 $R = 27.737m$
 $T = 46.758m$
 $L = 57.437m$
 $E = 26.629m$
 $DC = 206^\circ-34'-09''$

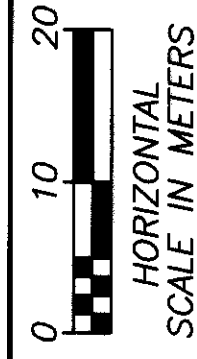
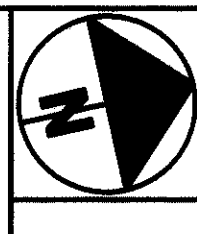
Ramp Q CURVE DATA
 PI Sta. 0+153.951
 $\Delta = 21^\circ-49'-54''$
 $R = 291.063m$
 $T = 56.133m$
 $L = 110.905m$
 $E = 5.363m$
 $DC = 19^\circ-41'-06''$

Ramp R CURVE DATA
 PI Sta. 0+367.25
 $\Delta = 18^\circ-32'-09''$
 $R = 174.638m$
 $T = 28.498m$
 $L = 55.707m$
 $E = 2.310m$
 $DC = 33^\circ-16'-26''$

- Notes:**
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
 - 2) For Pavement Marking General Notes See Sheet 150-151
 - 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
 - 4) For Pavement Marking Legend See Sheet 160



PLOTTED VIEW = PLAN
 SIZE: 11" x 17"
 DATE: JULY 99



CALC. BY: SMF
DATE: JUNE 98
CHKD. BY: MOW
DATE: JULY 98

Ramp S
CURVE DATA
PI Sta. 0+121.077
 $\Delta = 08^{\circ}-19'-15''$
R = 873.189m
T = 63.517m
L = 126.811m
E = 2.307m
DC = $06^{\circ}-33'-42''$

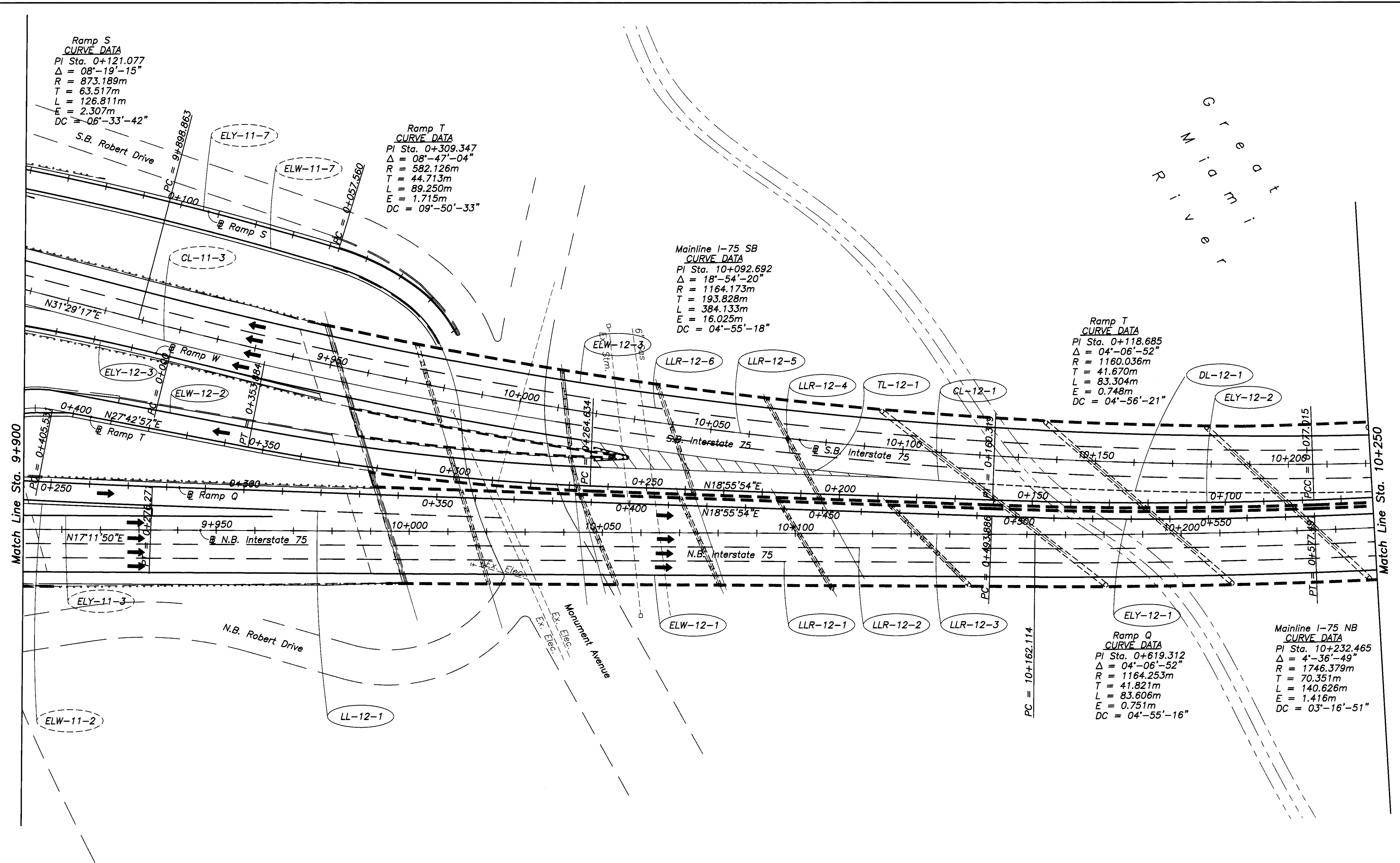
Ramp T
CURVE DATA
PI Sta. 0+309.347
 $\Delta = 08^{\circ}-47'-04''$
R = 582.126m
T = 44.713m
L = 89.250m
E = 1.715m
DC = $09^{\circ}-50'-33''$

Mainline I-75 SB
CURVE DATA
PI Sta. 10+092.692
 $\Delta = 18^{\circ}-54'-20''$
R = 1164.173m
T = 193.828m
L = 384.133m
E = 16.025m
DC = $04^{\circ}-55'-18''$

Ramp T
CURVE DATA
PI Sta. 0+118.685
 $\Delta = 04^{\circ}-06'-52''$
R = 1160.036m
T = 41.670m
L = 83.304m
E = 0.748m
DC = $04^{\circ}-56'-21''$

Ramp Q
CURVE DATA
PI Sta. 0+619.312
 $\Delta = 04^{\circ}-06'-52''$
R = 1164.253m
T = 41.821m
L = 83.606m
E = 0.751m
DC = $04^{\circ}-55'-16''$

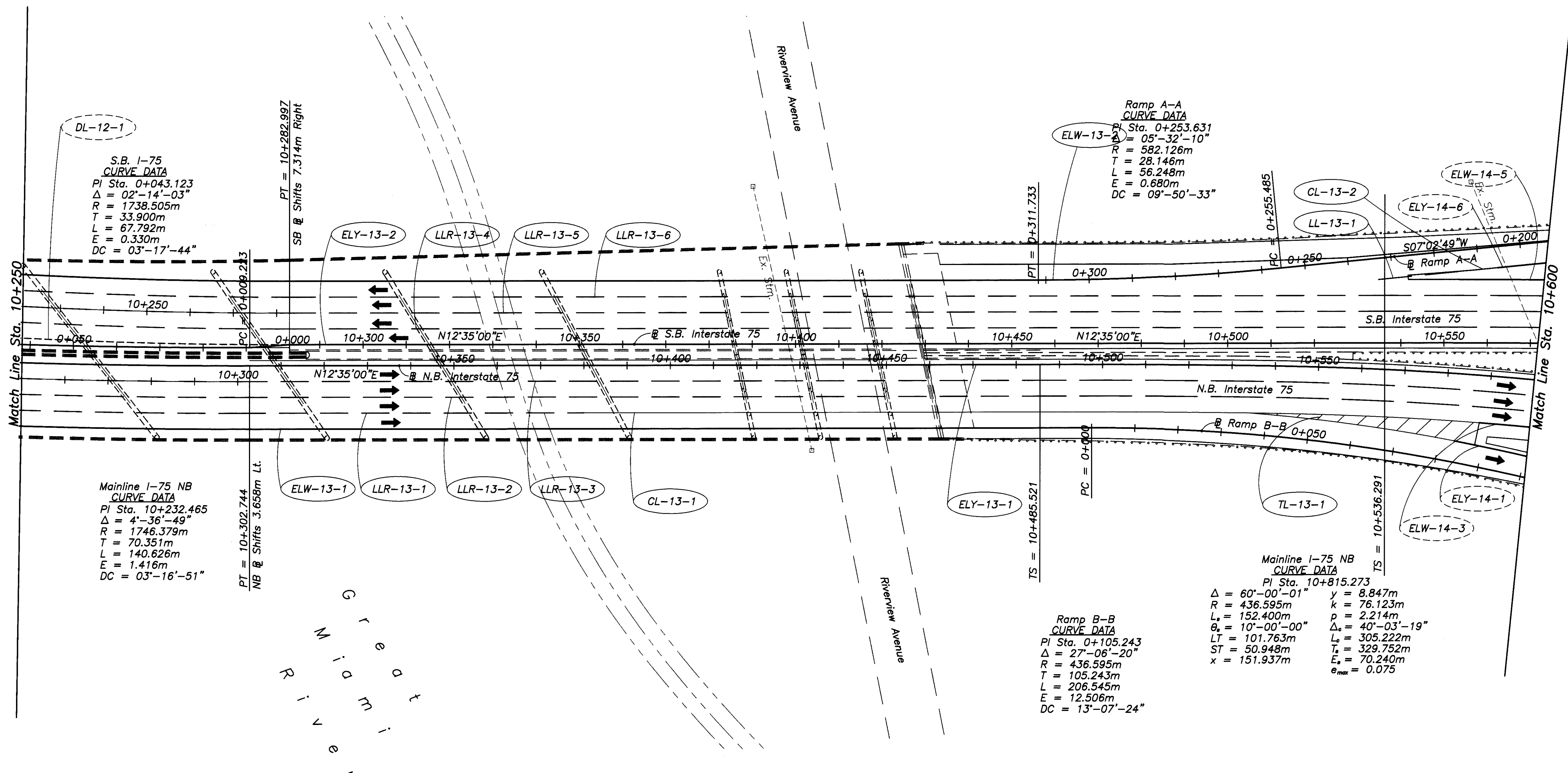
Mainline I-75 NB
CURVE DATA
PI Sta. 10+232.465
 $\Delta = 4^{\circ}-36'-49''$
R = 1746.379m
T = 70.351m
L = 140.626m
E = 1.416m
DC = $03^{\circ}-16'-51''$



Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
SCALE = 1:500
DATE = 07/11/98
BY: MOW



DL-12-1

S.B. I-75
 CURVE DATA
 PI Sta. 0+043.123
 $\Delta = 02^{\circ}-14'-03''$
 $R = 1738.505m$
 $T = 33.900m$
 $L = 67.792m$
 $E = 0.330m$
 $DC = 03^{\circ}-17'-44''$

Ramp A-A
 CURVE DATA
 PI Sta. 0+253.631
 $\Delta = 05^{\circ}-32'-10''$
 $R = 582.126m$
 $T = 28.146m$
 $L = 56.248m$
 $E = 0.680m$
 $DC = 09^{\circ}-50'-33''$

Mainline I-75 NB
 CURVE DATA
 PI Sta. 10+232.465
 $\Delta = 4^{\circ}-36'-49''$
 $R = 1746.379m$
 $T = 70.351m$
 $L = 140.626m$
 $E = 1.416m$
 $DC = 03^{\circ}-16'-51''$

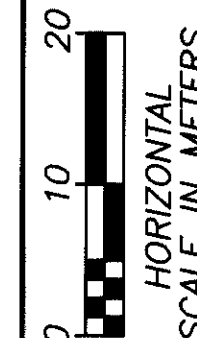
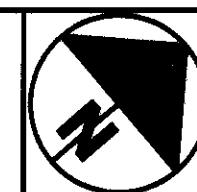
Ramp B-B
 CURVE DATA
 PI Sta. 0+105.243
 $\Delta = 27^{\circ}-06'-20''$
 $R = 436.595m$
 $T = 105.243m$
 $L = 206.545m$
 $E = 12.506m$
 $DC = 13^{\circ}-07'-24''$

Mainline I-75 NB
 CURVE DATA
 PI Sta. 10+815.273
 $\Delta = 60^{\circ}-00'-01''$
 $R = 436.595m$
 $L_s = 152.400m$
 $\theta_s = 10^{\circ}-00'-00''$
 $LT = 101.763m$
 $ST = 50.948m$
 $x = 151.937m$
 $y = 8.847m$
 $k = 76.123m$
 $p = 2.214m$
 $\Delta_s = 40^{\circ}-03'-19''$
 $L_c = 305.222m$
 $T_s = 329.752m$
 $E_s = 70.240m$
 $e_{max} = 0.075$

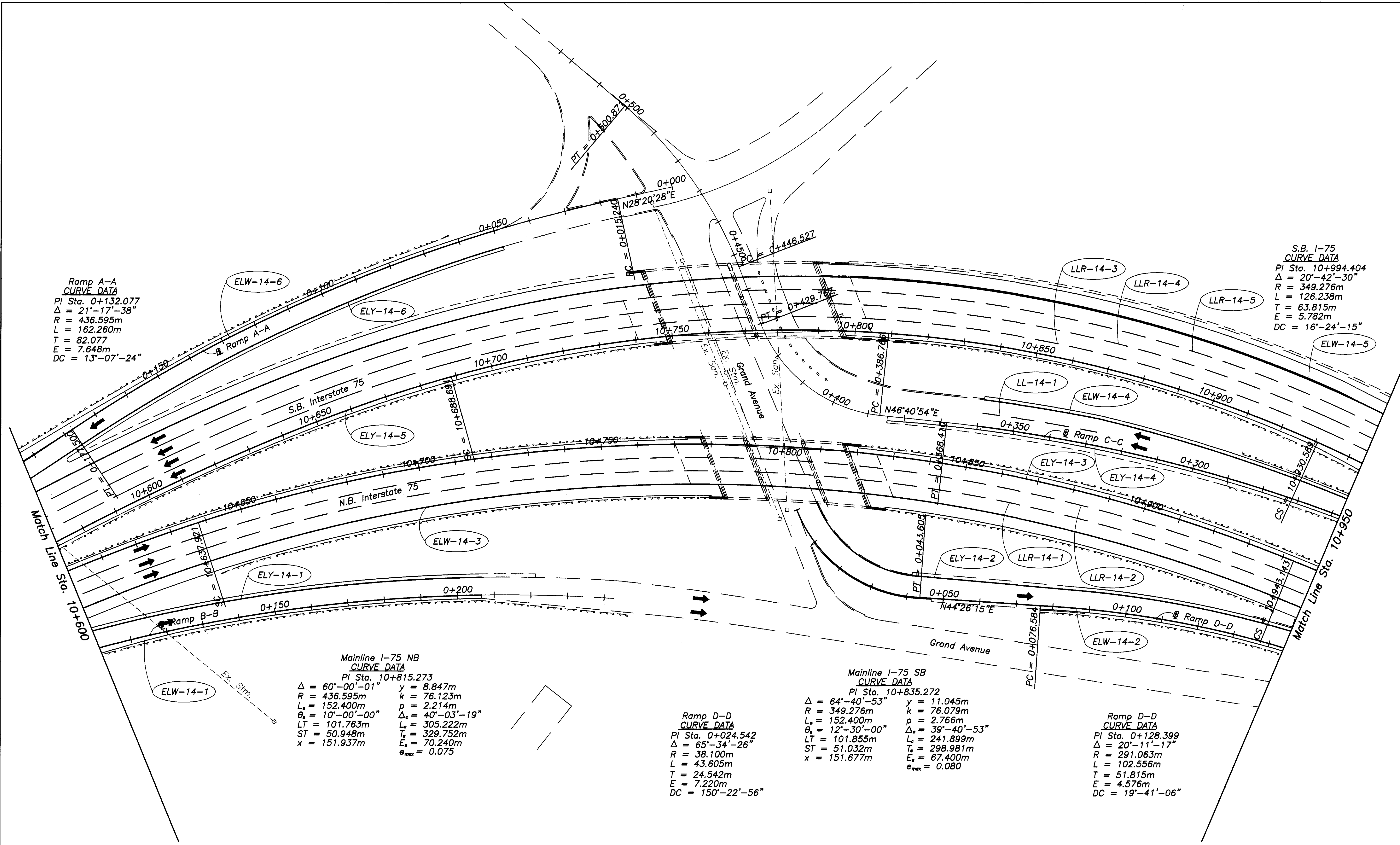
Riverview Avenue
 Grid

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160



CALC: SMF
DATE: JUNE 99
CHK: MOW
DATE: JULY 99



Ramp A-A
CURVE DATA
PI Sta. 0+132.077
 $\Delta = 21^{\circ}-17'-38''$
R = 436.595m
L = 162.260m
T = 82.077
E = 7.648m
DC = 13'-07'-24"

S.B. I-75
CURVE DATA
PI Sta. 10+994.404
 $\Delta = 20^{\circ}-42'-30''$
R = 349.276m
L = 126.238m
T = 63.815m
E = 5.782m
DC = 16'-24'-15"

Mainline I-75 NB
CURVE DATA
PI Sta. 10+815.273
 $\Delta = 60^{\circ}-00'-01''$ y = 8.847m
R = 436.595m k = 76.123m
L_s = 152.400m p = 2.214m
 $\theta_s = 10^{\circ}-00'-00''$ $\Delta_s = 40^{\circ}-03'-19''$
LT = 101.763m L_c = 305.222m
ST = 50.948m T_s = 329.752m
x = 151.937m E_s = 70.240m
e_{max} = 0.075

Ramp D-D
CURVE DATA
PI Sta. 0+024.542
 $\Delta = 65^{\circ}-34'-26''$
R = 38.100m
L = 43.605m
T = 24.542m
E = 7.220m
DC = 150'-22'-56"

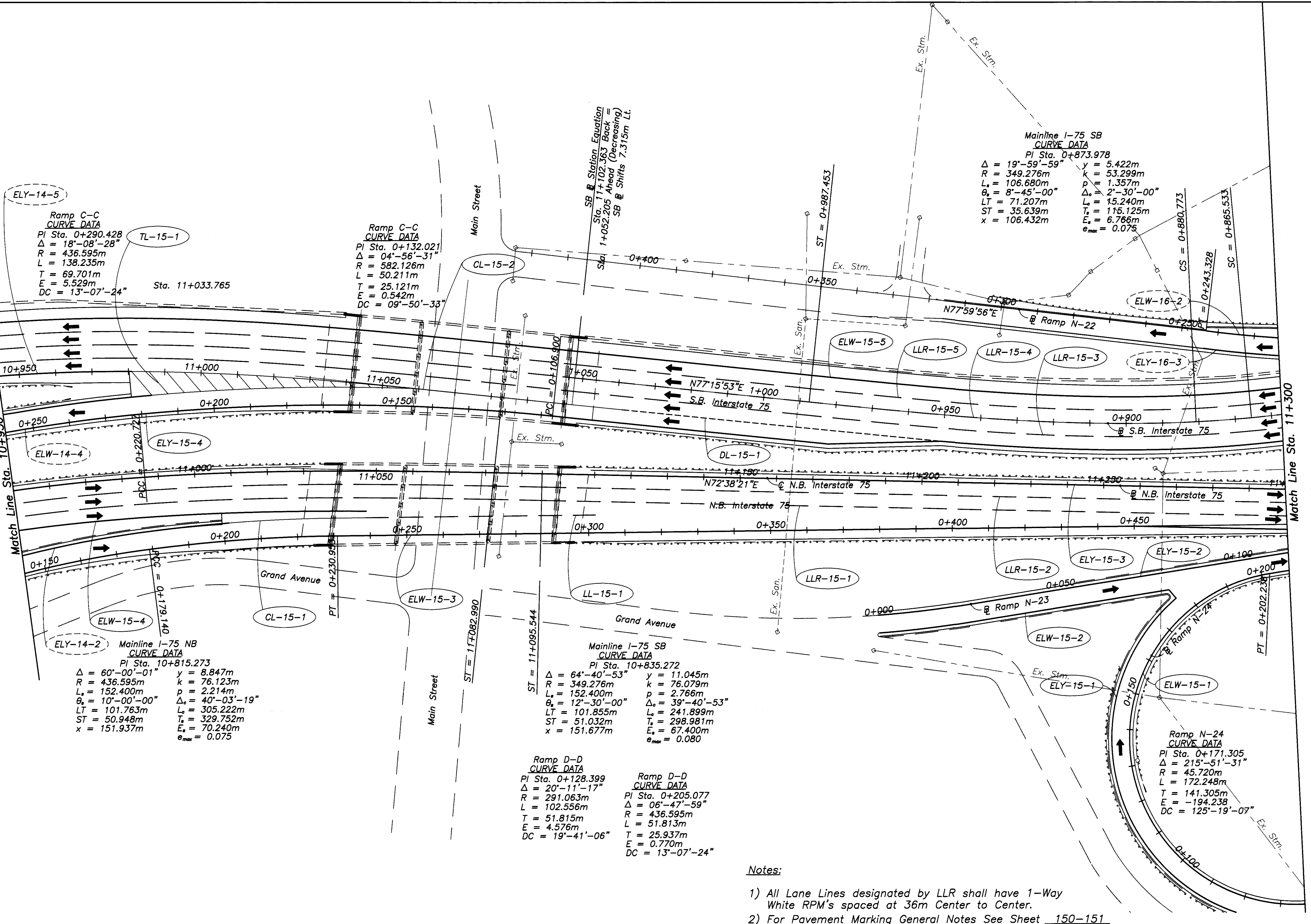
Mainline I-75 SB
CURVE DATA
PI Sta. 10+835.272
 $\Delta = 64^{\circ}-40'-53''$ y = 11.045m
R = 349.276m k = 76.079m
L_s = 152.400m p = 2.766m
 $\theta_s = 12^{\circ}-30'-00''$ $\Delta_s = 39^{\circ}-40'-53''$
LT = 101.855m L_c = 241.899m
ST = 51.032m T_s = 298.981m
x = 151.677m E_s = 67.400m
e_{max} = 0.080

Ramp D-D
CURVE DATA
PI Sta. 0+128.399
 $\Delta = 20^{\circ}-11'-17''$
R = 291.063m
L = 102.556m
T = 51.815m
E = 4.576m
DC = 19'-41'-06"

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
XREF #1 = 750999
XREF #2 = NONE
PLOT SCALE = 1:500, 2 TO 1
BLC-PT66 24P.DWG.DWG JULY-01-1999



Mainline I-75 SB
CURVE DATA
PI Sta. 0+873.978
 $\Delta = 19^{\circ}-59'-59''$ $y = 5.422m$
 $R = 349.276m$ $k = 53.299m$
 $L_s = 106.680m$ $p = 1.357m$
 $\theta_s = 8^{\circ}-45'-00''$ $\Delta_s = 2^{\circ}-30'-00''$
 $LT = 71.207m$ $L_s = 15.240m$
 $ST = 35.639m$ $T_s = 115.125m$
 $x = 106.432m$ $E_s = 6.766m$
 $e_{max} = 0.075$

Ramp C-C
CURVE DATA
PI Sta. 0+290.428
 $\Delta = 18^{\circ}-08'-28''$
 $R = 436.595m$
 $L = 138.235m$
 $T = 69.701m$
 $E = 5.529m$
 $DC = 13^{\circ}-07'-24''$
Sta. 11+033.765

Ramp C-C
CURVE DATA
PI Sta. 0+132.021
 $\Delta = 04^{\circ}-56'-31''$
 $R = 582.126m$
 $L = 50.211m$
 $T = 25.121m$
 $E = 0.542m$
 $DC = 09^{\circ}-50'-33''$

Mainline I-75 NB
CURVE DATA
PI Sta. 10+815.273
 $\Delta = 60^{\circ}-00'-01''$ $y = 8.847m$
 $R = 436.595m$ $k = 76.123m$
 $L_s = 152.400m$ $p = 2.214m$
 $\theta_s = 10^{\circ}-00'-00''$ $\Delta_s = 40^{\circ}-03'-19''$
 $LT = 101.763m$ $L_s = 305.222m$
 $ST = 50.948m$ $T_s = 329.752m$
 $x = 151.937m$ $E_s = 70.240m$
 $e_{max} = 0.075$

Mainline I-75 SB
CURVE DATA
PI Sta. 10+835.272
 $\Delta = 64^{\circ}-40'-53''$ $y = 11.045m$
 $R = 349.276m$ $k = 76.079m$
 $L_s = 152.400m$ $p = 2.766m$
 $\theta_s = 12^{\circ}-30'-00''$ $\Delta_s = 39^{\circ}-40'-53''$
 $LT = 101.855m$ $L_s = 241.899m$
 $ST = 51.032m$ $T_s = 298.981m$
 $x = 151.677m$ $E_s = 67.400m$
 $e_{max} = 0.080$

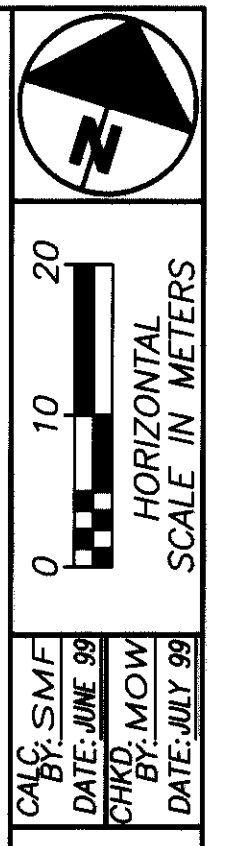
Ramp D-D
CURVE DATA
PI Sta. 0+128.399
 $\Delta = 20^{\circ}-11'-17''$
 $R = 291.063m$
 $L = 102.556m$
 $T = 51.815m$
 $E = 4.576m$
 $DC = 19^{\circ}-41'-06''$

Ramp D-D
CURVE DATA
PI Sta. 0+205.077
 $\Delta = 06^{\circ}-47'-59''$
 $R = 436.595m$
 $L = 51.813m$
 $T = 25.937m$
 $E = 0.770m$
 $DC = 13^{\circ}-07'-24''$

Ramp N-24
CURVE DATA
PI Sta. 0+171.305
 $\Delta = 215^{\circ}-51'-31''$
 $R = 45.720m$
 $L = 172.248m$
 $T = 141.305m$
 $E = -194.238$
 $DC = 125^{\circ}-19'-07''$

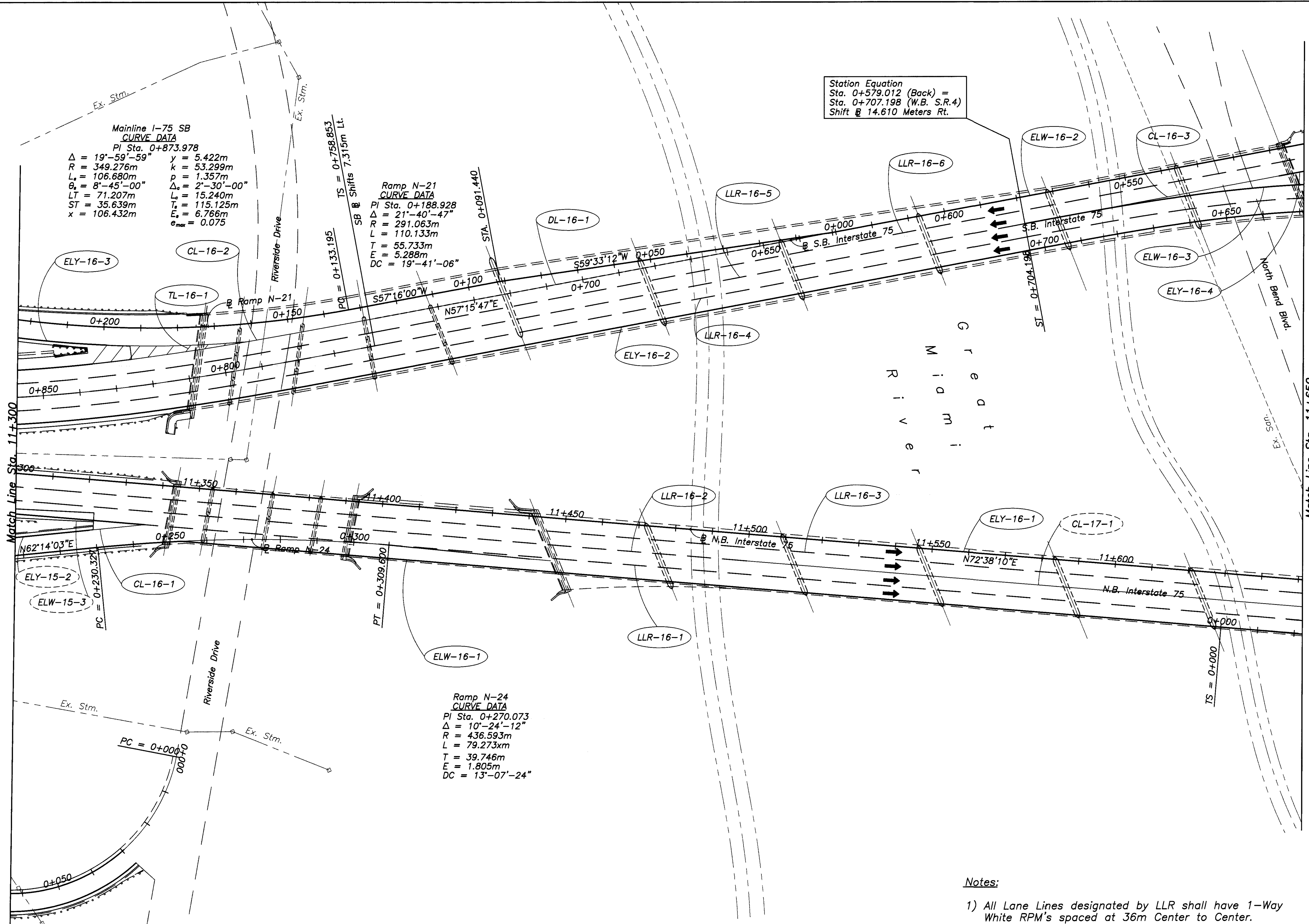
Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160



PAVEMENT MARKING PLAN 15 of 19
Sta. 10+950 to Sta. 11+300

PLOTTED VIEW = PLAN
 XREF = 1 = NODE
 XREF = 2 = NODE
 XREF = 3 = NODE
 XREF = 4 = NODE
 XREF = 5 = NODE
 XREF = 6 = NODE
 XREF = 7 = NODE
 XREF = 8 = NODE
 XREF = 9 = NODE
 XREF = 10 = NODE
 XREF = 11 = NODE
 XREF = 12 = NODE
 XREF = 13 = NODE
 XREF = 14 = NODE
 XREF = 15 = NODE
 XREF = 16 = NODE
 XREF = 17 = NODE
 XREF = 18 = NODE
 XREF = 19 = NODE
 XREF = 20 = NODE
 XREF = 21 = NODE
 XREF = 22 = NODE
 XREF = 23 = NODE
 XREF = 24 = NODE
 XREF = 25 = NODE
 XREF = 26 = NODE
 XREF = 27 = NODE
 XREF = 28 = NODE
 XREF = 29 = NODE
 XREF = 30 = NODE
 XREF = 31 = NODE
 XREF = 32 = NODE
 XREF = 33 = NODE
 XREF = 34 = NODE
 XREF = 35 = NODE
 XREF = 36 = NODE
 XREF = 37 = NODE
 XREF = 38 = NODE
 XREF = 39 = NODE
 XREF = 40 = NODE
 XREF = 41 = NODE
 XREF = 42 = NODE
 XREF = 43 = NODE
 XREF = 44 = NODE
 XREF = 45 = NODE
 XREF = 46 = NODE
 XREF = 47 = NODE
 XREF = 48 = NODE
 XREF = 49 = NODE
 XREF = 50 = NODE
 XREF = 51 = NODE
 XREF = 52 = NODE
 XREF = 53 = NODE
 XREF = 54 = NODE
 XREF = 55 = NODE
 XREF = 56 = NODE
 XREF = 57 = NODE
 XREF = 58 = NODE
 XREF = 59 = NODE
 XREF = 60 = NODE
 XREF = 61 = NODE
 XREF = 62 = NODE
 XREF = 63 = NODE
 XREF = 64 = NODE
 XREF = 65 = NODE
 XREF = 66 = NODE
 XREF = 67 = NODE
 XREF = 68 = NODE
 XREF = 69 = NODE
 XREF = 70 = NODE
 XREF = 71 = NODE
 XREF = 72 = NODE
 XREF = 73 = NODE
 XREF = 74 = NODE
 XREF = 75 = NODE
 XREF = 76 = NODE
 XREF = 77 = NODE
 XREF = 78 = NODE
 XREF = 79 = NODE
 XREF = 80 = NODE
 XREF = 81 = NODE
 XREF = 82 = NODE
 XREF = 83 = NODE
 XREF = 84 = NODE
 XREF = 85 = NODE
 XREF = 86 = NODE
 XREF = 87 = NODE
 XREF = 88 = NODE
 XREF = 89 = NODE
 XREF = 90 = NODE
 XREF = 91 = NODE
 XREF = 92 = NODE
 XREF = 93 = NODE
 XREF = 94 = NODE
 XREF = 95 = NODE
 XREF = 96 = NODE
 XREF = 97 = NODE
 XREF = 98 = NODE
 XREF = 99 = NODE
 XREF = 100 = NODE



Station Equation
 Sta. 0+579.012 (Back) =
 Sta. 0+707.198 (W.B. S.R.4)
 Shift @ 14.610 Meters Rt.

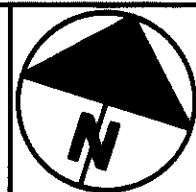
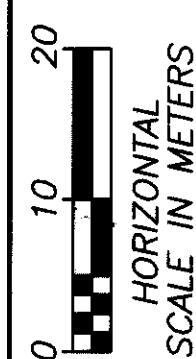
Mainline I-75 SB
 CURVE DATA
 PI Sta. 0+873.978
 $\Delta = 19^\circ-59'-59''$ $y = 5.422m$
 $R = 349.276m$ $k = 53.299m$
 $L_s = 106.680m$ $p = 1.357m$
 $\theta_s = 8^\circ-45'-00''$ $\Delta_s = 2^\circ-30'-00''$
 $LT = 71.207m$ $L_s = 15.240m$
 $ST = 35.639m$ $T_s = 115.125m$
 $x = 106.432m$ $E_s = 6.766m$
 $e_{max} = 0.075$

Ramp N-21
 CURVE DATA
 PI Sta. 0+188.928
 $\Delta = 21^\circ-40'-47''$
 $R = 291.063m$
 $L = 110.133m$
 $T = 55.733m$
 $E = 5.288m$
 $DC = 19^\circ-41'-06''$

Ramp N-24
 CURVE DATA
 PI Sta. 0+270.073
 $\Delta = 10^\circ-24'-12''$
 $R = 436.593m$
 $L = 79.273m$
 $T = 39.746m$
 $E = 1.805m$
 $DC = 13^\circ-07'-24''$

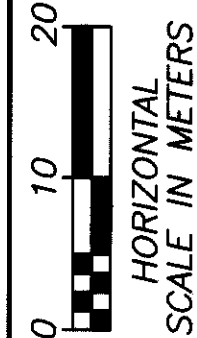
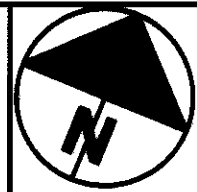
Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151.
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159.
- 4) For Pavement Marking Legend See Sheet 160.



 HORIZONTAL SCALE IN METERS
 CALC. BY: SMF
 DATE: JUNE 99
 CHECKED BY: MOW
 DATE: JULY 99

PAVEMENT MARKING PLAN 16 of 19
 Sta. 11+300 to Sta. 11+650

MOT-75-16.769
 175
 319



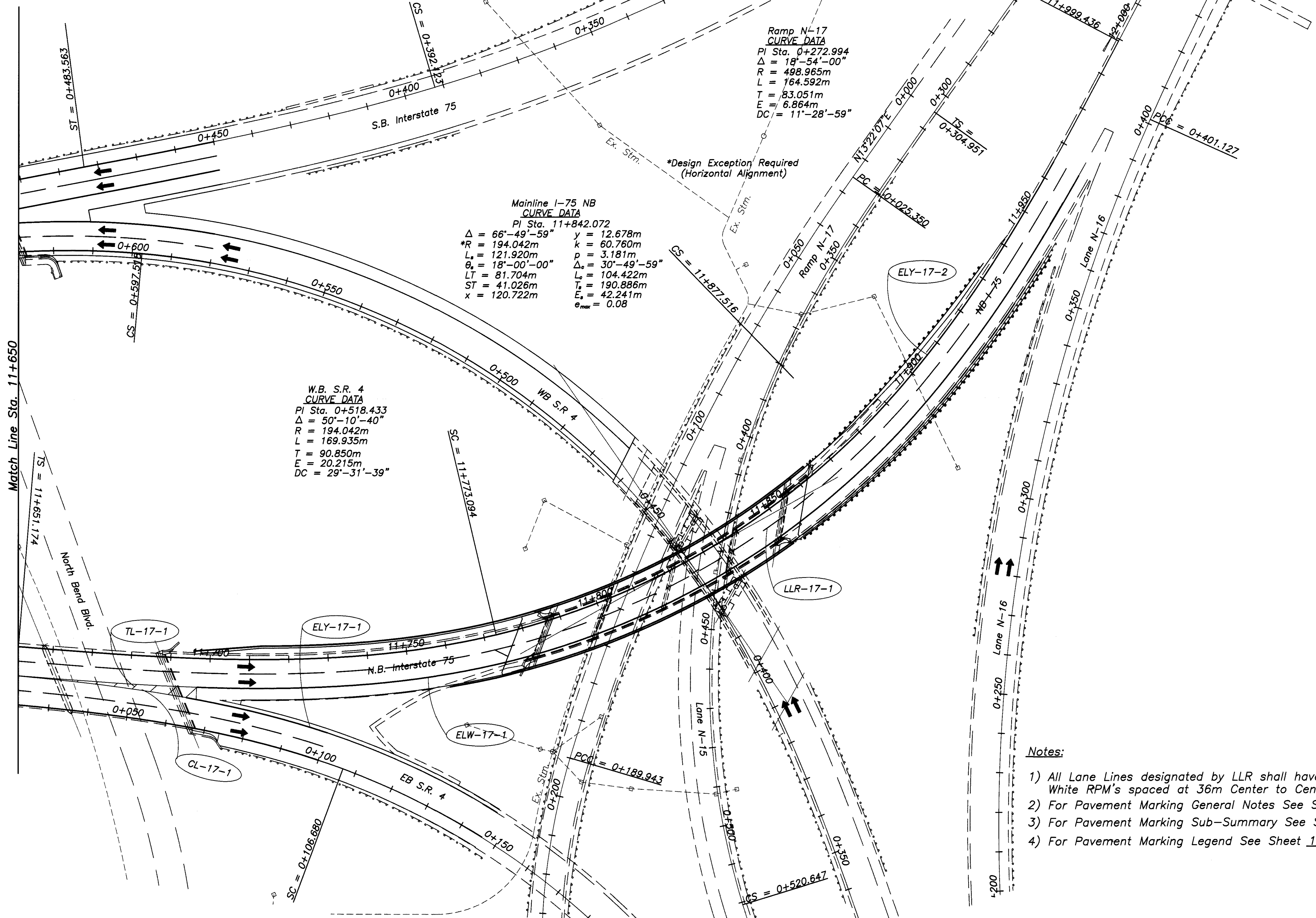
CALC. BY: SMF
DATE: JUNE 99
CHKD. BY: MOW
DATE: JULY 99

Mainline I-75 SB
CURVE DATA
PI Sta. 11+842.072
 $\Delta = 66^\circ-49'-59''$ $y = 12.678m$
 $R = 194.042m$ $k = 60.760m$
 $L_s = 121.920m$ $p = 3.181m$
 $\theta_s = 18^\circ-00'-00''$ $\Delta_s = 30^\circ-49'-59''$
 $LT = 81.704m$ $L_c = 104.422m$
 $ST = 41.026m$ $T_s = 190.886m$
 $x = 120.722m$ $E_s = 42.241m$
 $e_{max} = 0.075$

Ramp N-17
CURVE DATA
PI Sta. 0+272.994
 $\Delta = 18^\circ-54'-00''$
 $R = 498.965m$
 $L = 164.592m$
 $T = 83.051m$
 $E = 6.864m$
 $DC = 11^\circ-28'-59''$

Mainline I-75 NB
CURVE DATA
PI Sta. 11+842.072
 $\Delta = 66^\circ-49'-59''$ $y = 12.678m$
 $*R = 194.042m$ $k = 60.760m$
 $L_s = 121.920m$ $p = 3.181m$
 $\theta_s = 18^\circ-00'-00''$ $\Delta_s = 30^\circ-49'-59''$
 $LT = 81.704m$ $L_c = 104.422m$
 $ST = 41.026m$ $T_s = 190.886m$
 $x = 120.722m$ $E_s = 42.241m$
 $e_{max} = 0.08$

W.B. S.R. 4
CURVE DATA
PI Sta. 0+518.433
 $\Delta = 50^\circ-10'-40''$
 $R = 194.042m$
 $L = 169.935m$
 $T = 90.850m$
 $E = 20.215m$
 $DC = 29^\circ-31'-39''$

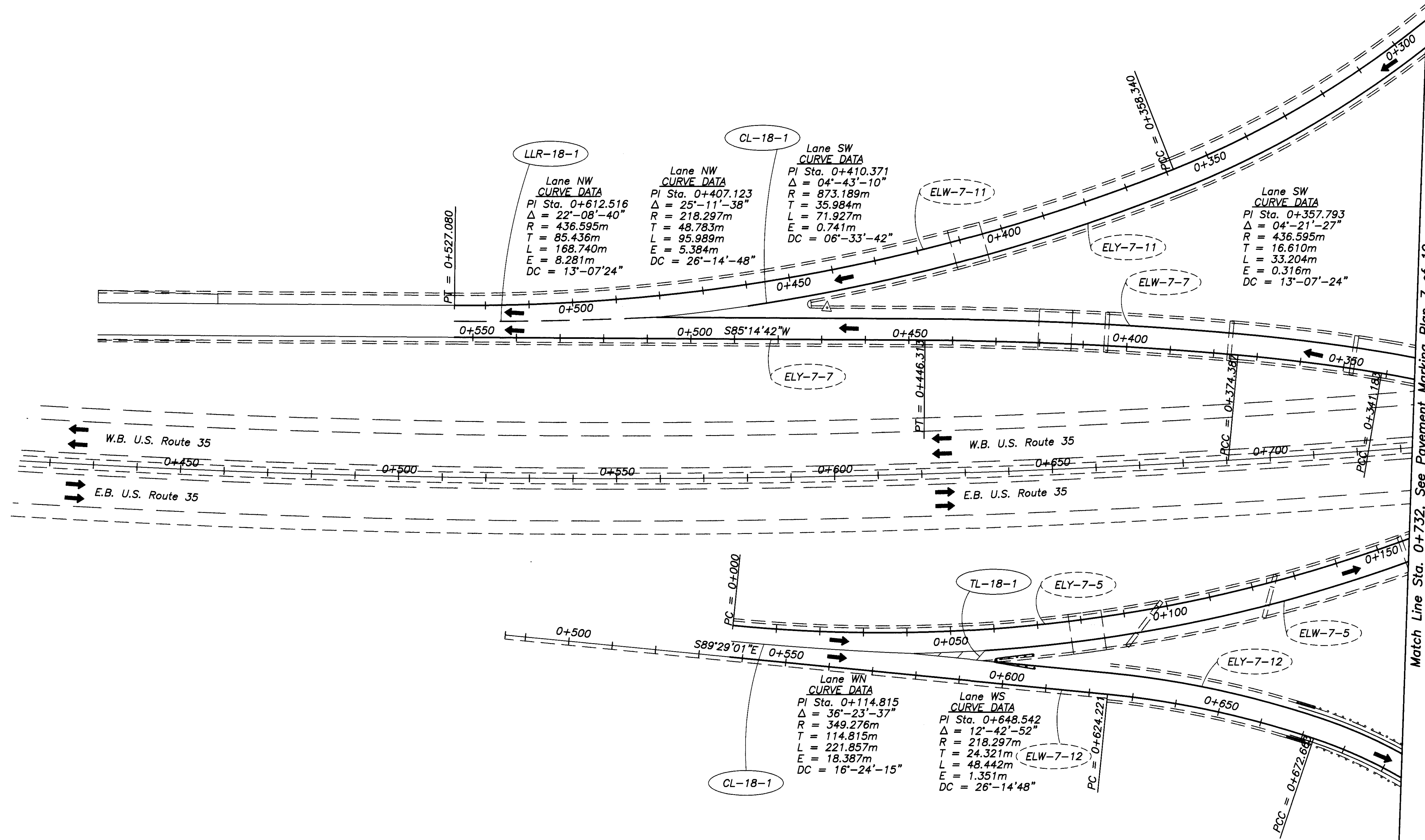


Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
SCALE = 1:500, 2 TO 1
DATE = JUNE 99
BY: MOW

Match Line Sta. 11+650



Notes:

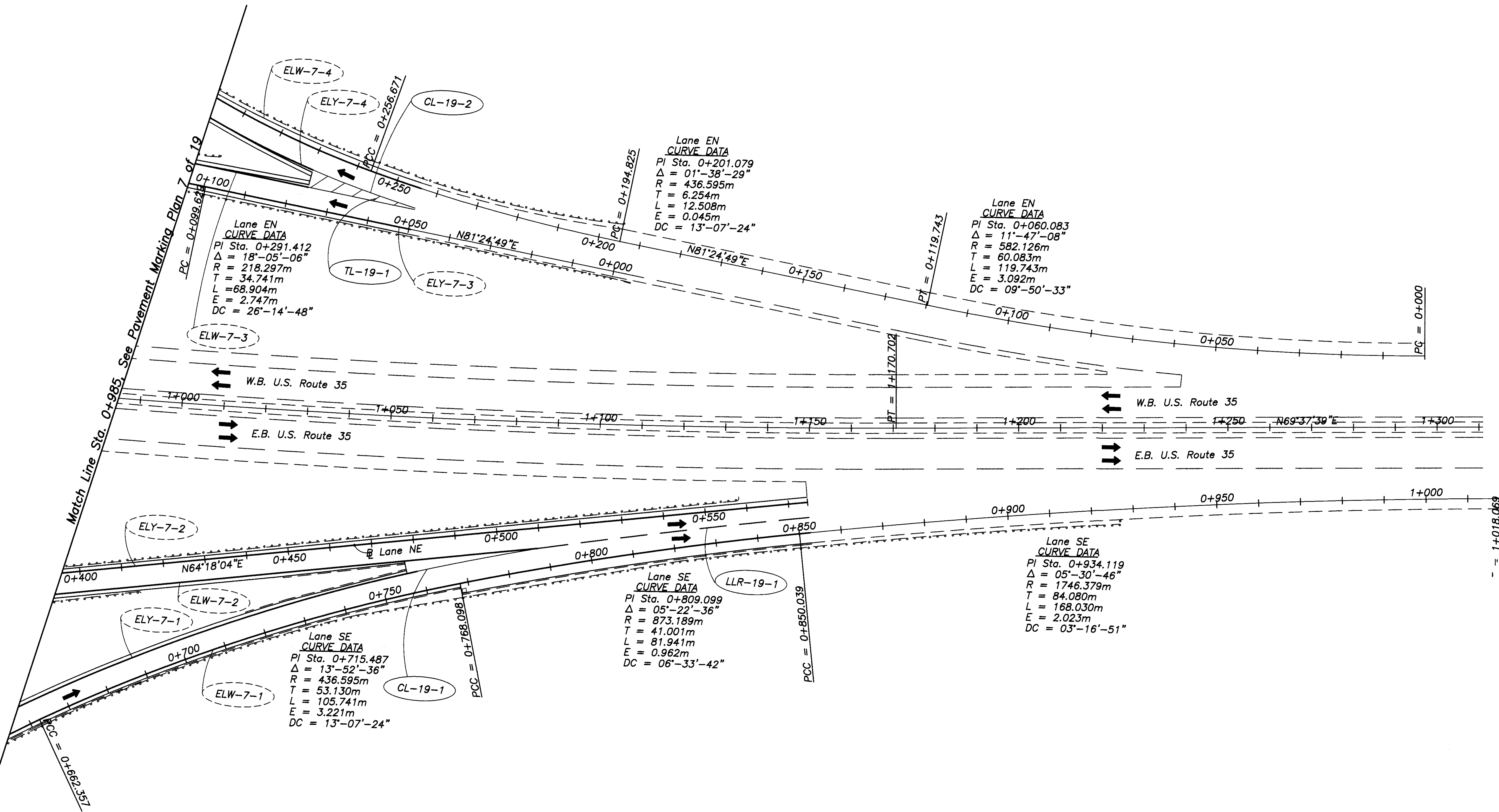
- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

CALC: SMF
 DATE: JUN 1999
 CHECK: MDM
 DATE: JULY 99

HORIZONTAL SCALE IN METERS
 0 10 20

PAVEMENT MARKING PLAN 18 of 19
 U.S. Route 35 - Sta. 0+350 to Sta. 0+732

MOT-75-16.769



Lane EN
 CURVE DATA
 PI Sta. 0+291.412
 $\Delta = 18^{\circ}-05'-06''$
 R = 218.297m
 T = 34.741m
 L = 68.904m
 E = 2.747m
 DC = $26^{\circ}-14'-48''$

Lane EN
 CURVE DATA
 PI Sta. 0+201.079
 $\Delta = 01^{\circ}-38'-29''$
 R = 436.595m
 T = 6.254m
 L = 12.508m
 E = 0.045m
 DC = $13^{\circ}-07'-24''$

Lane EN
 CURVE DATA
 PI Sta. 0+060.083
 $\Delta = 11^{\circ}-47'-08''$
 R = 582.126m
 T = 60.083m
 L = 119.743m
 E = 3.092m
 DC = $09^{\circ}-50'-33''$

Lane SE
 CURVE DATA
 PI Sta. 0+715.487
 $\Delta = 13^{\circ}-52'-36''$
 R = 436.595m
 T = 53.130m
 L = 105.741m
 E = 3.221m
 DC = $13^{\circ}-07'-24''$

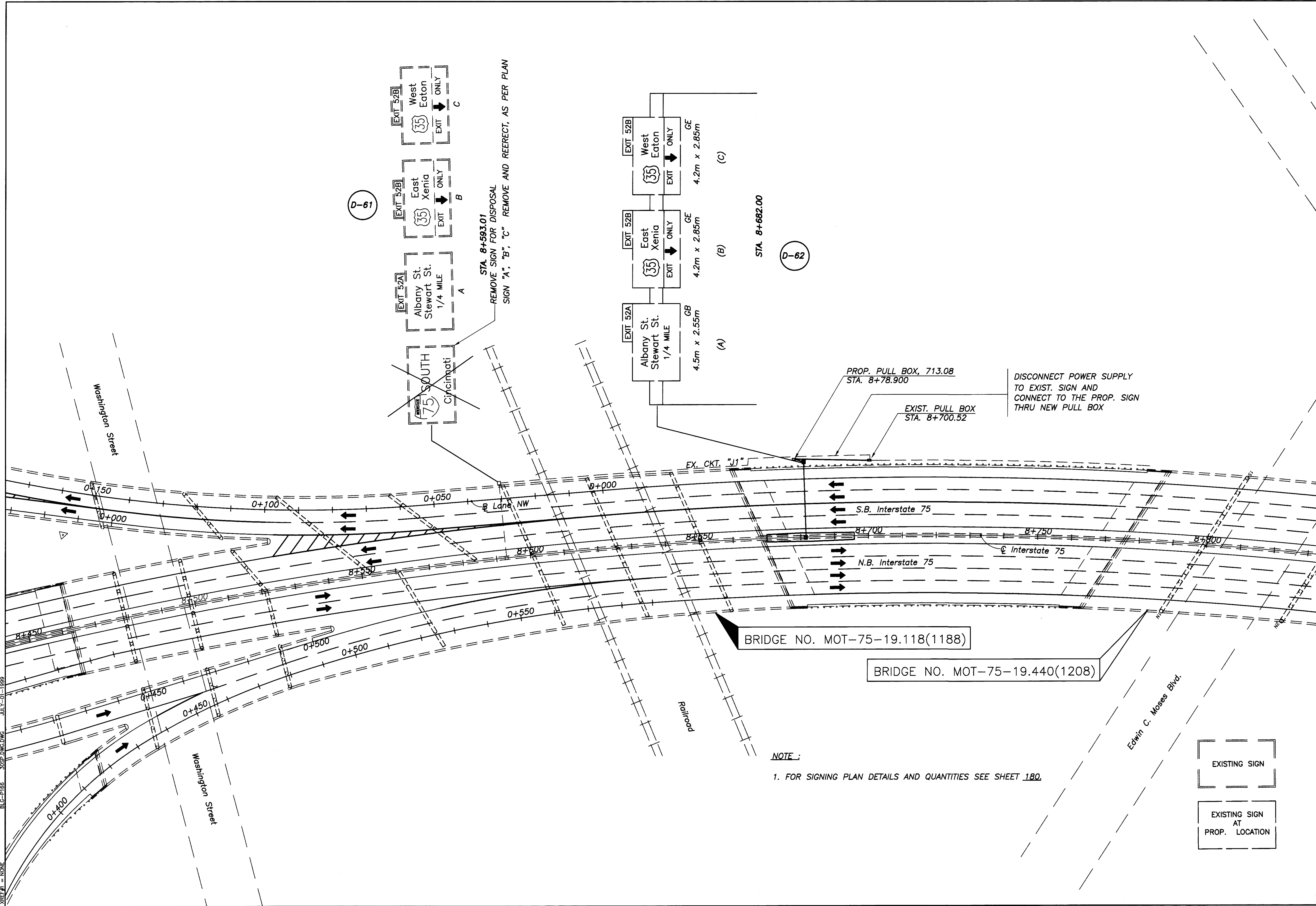
Lane SE
 CURVE DATA
 PI Sta. 0+809.099
 $\Delta = 05^{\circ}-22'-36''$
 R = 873.189m
 T = 41.001m
 L = 81.941m
 E = 0.962m
 DC = $06^{\circ}-33'-42''$

Lane SE
 CURVE DATA
 PI Sta. 0+934.119
 $\Delta = 05^{\circ}-30'-46''$
 R = 1746.379m
 T = 84.080m
 L = 168.030m
 E = 2.023m
 DC = $03^{\circ}-16'-51''$

Notes:

- 1) All Lane Lines designated by LLR shall have 1-Way White RPM's spaced at 36m Center to Center.
- 2) For Pavement Marking General Notes See Sheet 150-151
- 3) For Pavement Marking Sub-Summary See Sheet 152 thru 159
- 4) For Pavement Marking Legend See Sheet 160

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1:500, 2 TO 1
 EUC-P188
 30SEP2003.DWG
 JULY-01-1999



D-61

D-62

STA. 8+593.01
 REMOVE SIGN FOR DISPOSAL
 SIGN "A", "B", "C" REMOVE AND REERECT, AS PER PLAN

PROP. PULL BOX, 713.08
 STA. 8+78.900

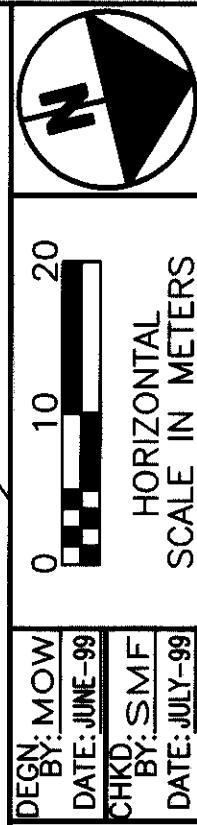
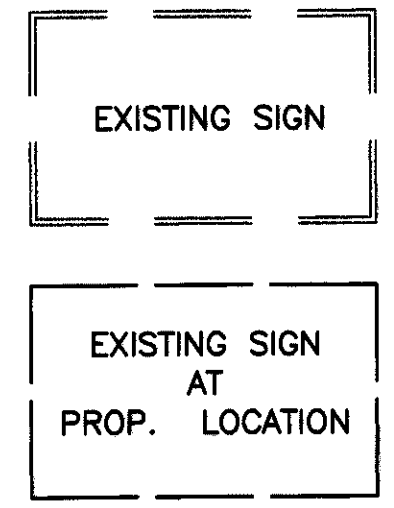
EXIST. PULL BOX
 STA. 8+700.52

DISCONNECT POWER SUPPLY
 TO EXIST. SIGN AND
 CONNECT TO THE PROP. SIGN
 THRU NEW PULL BOX

BRIDGE NO. MOT-75-19.118(1188)

BRIDGE NO. MOT-75-19.440(1208)

NOTE:
 1. FOR SIGNING PLAN DETAILS AND QUANTITIES SEE SHEET 180.



SIGNING PLAN

MOT-75-16.769

179
 282

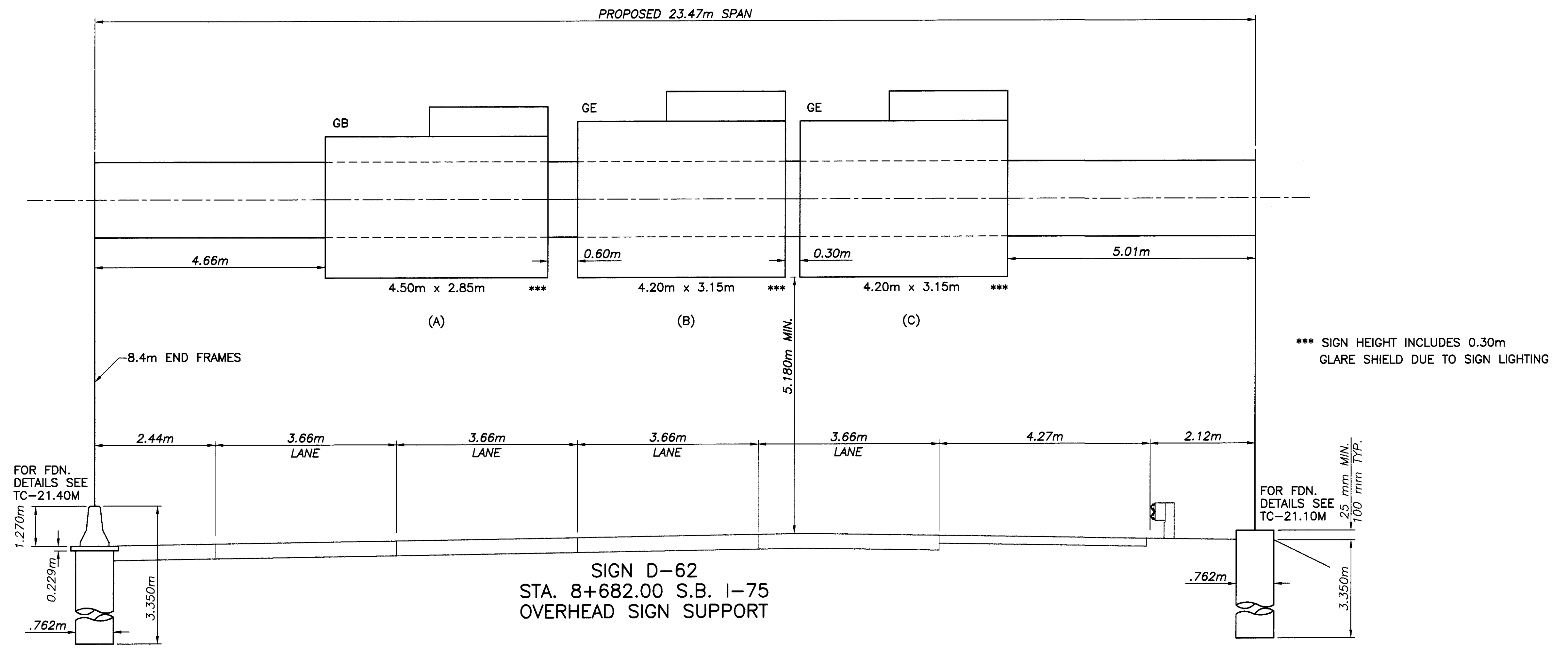
OVERHEAD SIGN SUPPORT AND FOUNDATION														
SIGN NO.	PLAN SHEET NO.	ELEVATION VIEW SHEET NO.	STATION	LOCATION	SIDE	202	630	630	625	625	625	625	625	
						CONCRETE BARRIER REMOVED	OVERHEAD SIGN SUPPORT INSTALLATION ONLY, AS PER PLAN	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	GROUND ROD	PULL BOX 713.08 0.45 METER	TRENCH 0.6 METER DEEP	38 mm DUCT CABLE WITH TWO NO.4. AWG 5000 VOLT CABLES	CABLE SPLICING KIT	CONCRETE BARRIER TYPE B1
						METER	EACH	EACH	EACH	EACH	METER	METER	EACH	METER
D-62	179	THIS SHEET	8+682.00	I-75 S.B.	LT	27.4	1	2	1	1	22.2	28.3	4	24.4
TOTALS CARRIED TO GENERAL SUMMARY						27.4	1	2	1	1	22.2	28.3	4	24.4

630- OVERHEAD SIGNS AND SIGN SUPPORTS										
SIGN NO.	PLAN SHEET NO.	ELEVATION VIEW SHEET NO.	STATION	LOCATION	SIDE	SIGN CODE	ACTUAL SIGN SIZE METERS	630	630	
								REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL AS PER PLAN	
								EACH	EACH	
D-61	179		8+593.01	I-75 S.B.	LT	A, B, C *	*	3 (A,B,C)	1	
D-62	179	THIS SHEET	8+682.00	I-75 S.B.	LT	(A)-GB (B)-GE (C)-GE	* * *			
TOTALS CARRIED TO GENERAL SUMMARY								3	1	

* - EXISTING SIGNS TO BE RELOCATED

- (A) - GB 4.5x2.55 **
- (B) - GE 4.2x2.85 **
- (C) - GE 4.2x2.85 **

631-SIGN LIGHTING AND ELECTRICAL											
SIGN NO.	PLAN SHEET NO.	ELEVATION VIEW SHEET NO.	STATION	LOCATION	SIDE	SIGN CODE	ACTUAL SIGN SIZE (w x h) METER	631	631	631	631
								SIGN LIGHTING MISC.: REMOVAL OF LUMINAIRE AND ARM AND REERECTION	SIGN LIGHTING MISC.: REMOVAL OF DISCONNECT SWITCH AND REERECTION	SIGN WIRED	SIGN SERVICE
								EACH	EACH	EACH	EACH
D-61	179		8+593.01	I-75 S.B.	LT			1			
				A		GB	4.5x2.55	2			
				B		GE	4.2x2.85	2			
				C		GE	4.2x2.85	2			
D-62	179	THIS SHEET	8+682.00	I-75 S.B.	LT				1		
				(A)		GB	4.5x2.55		1		
				(B)		GE	4.2x2.85		1		
				(C)		GE	4.2x2.85		1		
TOTALS CARRIED TO GENERAL SUMMARY								6	1	3	1



PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 1:1
 CAB1: F:\MOT75\CONTROL\T0001.DWG SEPTEMBER-01-1999

SIGNING PLAN DETAILS

MOT-75-16.794

STRUCTURE GENERAL NOTES (CONTINUED)

SEALING WITH HMWM RESIN: Phase Construction Joints in the concrete deck slab and other joints as specified in S.S. 844 shall be sealed with a high molecular weight methacrylate (HMWM) resin and cost shall be included with Item 844, High performance concrete superstructure (deck) for payment.

BRIDGE DECK ELEVATIONS, SLAB THICKNESS AND APPROACH PROFILES: In order to meet roadway grades, to assure the construction of the required thickness of deck slab, and to assure the proper location of the reinforcing steel, in the deck slab, the contractor shall obtain the elevations of the top of the existing steel beams, after the complete removal of the existing deck slab, at the locations shown on the deck plan for the screed elevations. The contractor shall calculate the deck thickness over the beams using the deck screed elevations and the top of the beam elevations. The contractor shall furnish the elevations to the engineer for final checking. If the computed deck thickness is found to be less than the minimum thickness required, the final pavement elevations shall be adjusted as directed by the engineer. Form work shall not proceed until a check of the final elevations has been performed by the engineer. Cost associated with the checking of elevations and dimensions shall be included with Item 844 - High Performance Concrete Superstructure for payment.

INSPECTION OF STRUCTURAL STEEL: The Engineer shall visually inspect all existing butt-welded splices and/or top flange cover plate fillet welds to ensure that they are free of defects and cracks. The deck slab haunch forms immediately adjacent to such welds shall not be erected until after the Engineer has completed this inspection. This inspection shall not take place until after the top flanges are cleaned as specified in 511.08, but it shall be done before the deck slab reinforcement is installed. The cost associated with this inspection shall be included with Item 844, High Performance Concrete Superstructure for payment.

COFFERDAM, CRIBS AND SHEETING: Temporary shoring shall be used to accomplish the proposed construction in stages. The design of the temporary shoring shall be the responsibility of the contractor, be designed by a registered engineer, and conform with 501.05. For approval, five copies of the drawings shall be submitted to the Director and consequently, one copy to the Office of Structural Engineering. Construction of the shoring shall not begin until after written approval has been received from the Director. Portions of the temporary shoring composed of steel or concrete may be left in place at the discretion of the engineer. Portions composed of other materials shall be removed prior to completion of the work.

The subsequent note applies only to the following deck replacement bridges:
 Bridge No. MOT-75-21967R (1365R)
 Bridge No. MOT-75-22402R (1392R)

ITEM 516 SEMI-INTEGRAL ABUTMENTS EXPANSION JOINT SEAL, AS PER PLAN: 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 1 meter wide neoprene sheeting to the concrete with 32 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 nearest to the centerline of roadway. For vertical joints, install 2 additional fasteners at 150 mm center to center across the 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, minimum	D 751	3130 X 3130
Adhesive 25 mm strip, 50 mm minimum, N minimum	D 751	27
Burst strength (mullen) MPa, minimum	D 751	9.65
Heat aging 70 hours T 100° C, 180 bend Without Cracking	D 2136	No Cracking Of Coating
Low temperature brittleness 1 hour at -40° C, bend around 6 mm mandrel	D 2136	No Cracking Of Coating

Ethylene vinyl acetate as that shown on abutment details is manufactured as "Evazote 50" by Epoxy Industries Inc., as "Thermal-chem E.V.A." by Thermal Chem. Inc. or an approved equal. It shall be installed with bonder as recommended by the manufacturer at the location detailed within these plans.

The polystyrene placed between the abutment bridge seat and concrete diaphragm shall be included for payment with this item.

Payment for labor, materials and installation of these items shall be included in item 516 - Semi-Integral Abutment Expansion Joint Seal, As Per Plan.

ITEM 518 STRUCTURE DRAINAGE MISC.: CLEANING BRIDGE DRAINAGE SYSTEM: This item shall be performed after the overlay placement is complete and consists of removing all dirt and debris from curb areas, scuppers, hoppers, drainage troughs, pipe collectors and downspouts including any and all portions behind the abutments including portions of the underground storm sewers to the first manhole or catch basin. After the dirt and debris are removed the entire drainage system shall be flushed with clean water, making certain the water flows smoothly to the adjacent manhole or catch basin.

The contractor shall provide all necessary equipment near the completion of the work for the purpose of examining the existing bridge drainage system. The contractor's superintendent shall accompany the Engineer during this detailed examination of the bridge drainage system. Items removed for the purpose of cleaning, such as caps, shall be replaced.

All costs for labor, materials, and equipment necessary to complete the examination and cleaning of the bridge drainage system shall be included in the lump sum bid price for Item 518 STRUCTURE DRAINAGE MISC.: CLEANING BRIDGE DRAINAGE SYSTEM.

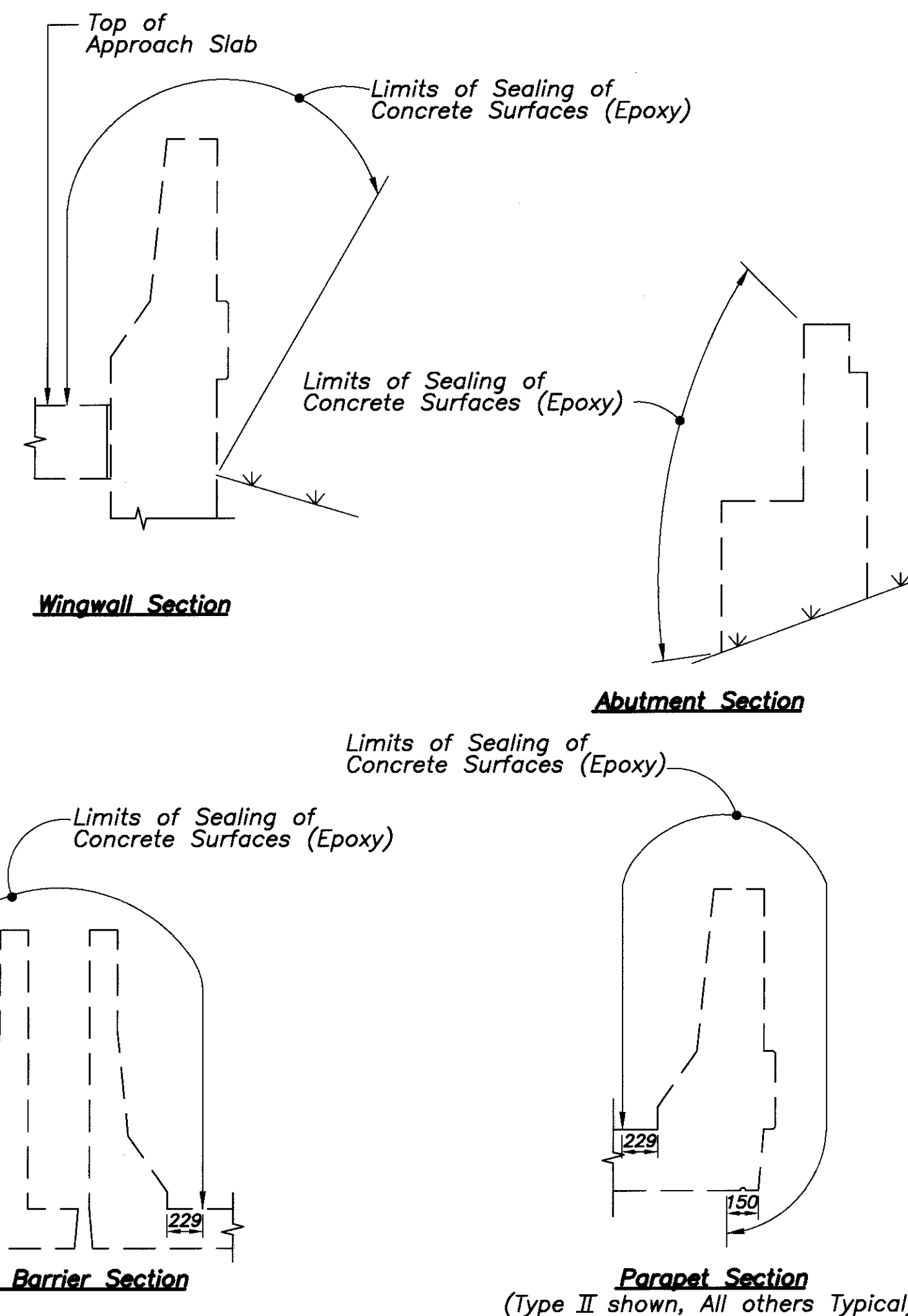
SEALING OF CONCRETE SURFACES

Where specified, the concrete surfaces shall be sealed as follows:

Abutments and Wingwalls:
 Entire lengths.

Piers:
 All exposed surfaces except the top of Pier Cap.

Parapets & Median Barriers:
 Entire Length of the Bridge.



Item 519 - Patching Concrete Structure, Misc.:
 Composite Fiber Wrap System
 Description: This work shall consist of providing a fiber wrap casing system using high strength, hybrid fiber/epoxy composites field applied to the surface. Included is excavation, if necessary, to expose the column, erection of scaffolding, cleaning and patching of the column surface and wrapping the column.
 Materials: All materials and installation directions shall be supplied by: R.U. Watson, Inc.
 P.O. Box 85
 East Amherst, NY 14051

Alternate suppliers must have field experience with a minimum of 10 installations and furnish certified test reports including 3,000 hour durability tests at 60° for water, salt water, alkaline soil, ozone, effervescence, and other factors. (Refer to Table). The fiber supplier is to demonstrate testing on a minimum of 12 large-scale columns with data on stiffness and Energy Dissipation Capacity(EDC). Fiber composite supplier shall also have conducted laboratory research on delaminated columns demonstrating that the repaired column exceeds the original design in axial strength and ductility. Alternate material system suppliers shall be approved prior to the bid date.

The fabric for the composite casing system shall be continuous filament woven fabric. Primary fibers for the fabric shall be electrical(E) glass fibers(SEH-51). Proposed system shall carry approval with California Department of Transportation and ICBO Evaluation Service Research Report.

The epoxy shall be supplied by the manufacturer to meet the composite strength given in 3.04. Polyester resin shall not be allowed as a substitute for epoxy resin.

The composite of the fiber wrapped column casing system shall conform to the following requirements:

PROPERTY	REQUIREMENT SEH-51	ASTM TEST METHOD
Ultimate Tensile Strength, MPa in primary fiber directions	420 MPa	D 3039
Percent Tensile Strength Retained 7 days exposure at 100% humidity	100%	
3,000 hours exposure to ozone	90%	
3,000 hours exposure to alkali	90%	
3,000 hours exposure to salt water	90%	
3,000 hours exposure at 60°C	90%	
Elongation		
Percent, min.	1.7%	
Percent, max.	4.0%	
Tensile Modulus, MPa min. Based on cross sectional area of primary fibers	3 x 10 ⁶	
Ultimate Tensile Strength at 32.5°C to primary fibers, MPa min.	38 MPa min.	
Visual Defects	Acceptance-Level III	D 2563
Coefficient of Thermal Expansion in primary dif.	4.3 x 10 ⁶ ppm/deg. C (+15%)	E 1142

Construction Details

Column Preparation
 The surface shall be free from fins, sharp edges, and protrusions that will cause voids behind the casing or that, in the opinion of the engineer, will damage the fiber.

The surfaces to receive the composite wrap shall be smooth and free of voids or undulations that would prevent full contact between the concrete and the wrap.

The contact surfaces shall be completely dry at the time of application of the composite. Newly repaired or patched surfaces that have set, but not cured for a minimum of 7 days, shall be coated with water-based epoxy paint or other approved sealer.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 XREF #3 = NONE
 JUNE-15-1999
 EUC-1186 MOT7521967.DWG.DWG

DESIGN AGENCY: BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907
 DATE: 6-15-99
 REVIEWED: GEA
 DRAWN: CLH
 DESIGNED: ASB
 CHECKED: KVB
 STRUCTURE FILE NUMBER: 5708435
 STRUCTURE GENERAL NOTES
 MOT-75-16.794
 2/4
 182
 319

STRUCTURE GENERAL NOTES (CONTINUED)

Composite Application

The ambient temperature and the temperature of the epoxy resin components shall be between 13°C and 35°C at the time of mixing. The composite shall be applied when the relative humidity is less than 85% and the surface temperature is more than -15°C above the dew point. Applications shall begin within one hour after the batch has been mixed.

The components of the epoxy resin shall be mixed with a mechanical mixer for a minimum of 5 minutes and applied uniformly to the fiber at a rate that shall insure complete saturation of the fabric.

A primer of epoxy shall be applied to the surface of the concrete.

The fabric/epoxy composite shall be applied to the prepared surface by wrapping using methods that produce a uniform force that is distributed across the entire width of the fabric. The primary fibers of the fabric shall not deviate from a horizontal line more than 1.3 mm per 300 mm, and the transverse fibers shall be perpendicular to the primary. Entrapped air shall be released or rolled over before the epoxy sets.

Successive layers of composite materials shall be placed before polymerization of the previous layer of epoxy is too complete to achieve complete bond between layers. If polymerization does occur between layers the surface must be roughened using a light abrasive that will not damage the fiber.

A final layer of epoxy shall be applied to the final layer, with care taken to insure coating of all edges and seams.

COATING SYSTEM APPLICATION

A final coating is required to protect the fibers from the elements, specifically UV radiation and to give the final aesthetic effect.

(after 96 hours from final application of epoxy)
If the final epoxy coat is completely polymerized the exterior surface of the composite wrap shall be cleaned and roughened by a light abrasive. Care should be taken during the roughening process so that the fibers are not damaged. All cleaned and roughened surfaces shall be dry before painting.

The area to be painted shall be a total dry film thickness of not less than 4 mils.

MEASUREMENT AND PAYMENT

The lump sum bid shall include all labor, materials, and equipment necessary to complete the work. Composite Fiberwrap System will be used for pier columns at structures MOT-75-18893, MOT-75-18909, and MOT-75-19440 as follows:

Pier Areas to be Wrapped:

MOT-75-18893(1174)

Columns of Cantilever Piers 6, 7, 8 from ground line up for 9m height.

Est. Area = 160 Sq. Meters

MOT-75-18909(1175)

Columns of Cantilever Piers 7, 8, 9 & 10 from groundline up for 9m height.

Est. Area = 210 Sq. Meters

MOT-75-19440(1208)

All columns of Cap & Column Pier 2S from groundline up for 6m height.

Est. Area = 90 Sq. Meters

ITEM 863 - STRUCTURAL STEEL

All Structural steel shall be in accordance with ASTM A36M. Payments for rehabilitation work under this item 863 will be made as follows:

Item 863 - Structural Steel Members, Misc. Level Fabrication, as per plan

This item includes the quantities for all new steel for end and intermediate crossframes, intermediate expansion joint rehabilitation steel and other areas of steel replacements as specified in these plans. The unit of payment for this item is 'Kg'.

Item 863 - Structural Steel Misc.: Fatigue Retrofit

This item covers the rehabilitation work as outlined below.

Girder End Diaphragm Repair for MOT-75-16801(1044) Bridge as shown on sht. 19/29.

Intermediate Stiffener Retrofit at Girders for MOT-75-18958(1178) & MOT-75-18990(1180) bridges as shown on sht. 20/29.

Girder Retrofit at Steel Pier Cap for MOT-75-18990(1180) bridge.

Payment for this will be made on a Lump Sum basis, and will be included with the respective bridges.

STRUCTURAL STEEL FABRICATION

All sections of SS 863 apply except as revised herein. The Engineer is responsible for ensuring any fabricated steel supplied under this bid is acceptable. The requirements for submittal of shop drawings to The Office of Structural Engineering is waived. The Contractor shall supply the Engineer with shop drawings stamped by a Professional Engineer is dated, as per 863.08, prior to any incorporation of fabricated steel at the project. The Engineer shall assure the submitted drawings match the fabricated steel delivered before the steel is incorporated into the work. If the Engineer is satisfied the Contractor shall supply a copy set, stamped and dated as per 863.08, to the Office of Structural Engineering for record purposes. SS 863's required test data submittal to the Office of Structural Engineering is waived, but the Contractor's written acceptance of the material test reports shall be furnished both the Engineer and the Office of Structural Engineering prior to installation of any steel.

At or before the pre-fabrication meeting the Engineer may choose to request assistance from the Office of Structural Engineering in whatever capacity is required.

Steel members included in this item are these covered under Item 863 - Structural Steel members, Misc. Level Fabrication and Item 863 - Structural Steel, Misc.: Repair Deteriorated Steel Members.

CLEANING OF EXPOSED REINFORCING STEEL

All exposed reinforcing steel to be preserved in place (Abutments and Superstructure) shall be cleaned by wire brush or an alternate method approved by the District Construction Engineer to remove loose rust and surface corrosion. Prior to placement of the concrete, the Engineer shall inspect and approve the condition of the re-steel. The above work including labor, materials, tools, and incidentals shall be included in the unit bid price for Item 842 or 844 Concrete.

ITEM 516 - REFURBISHING BEARING DEVICES

This item shall include all work necessary to properly align bridge bearings as well as their cleaning and painting. Included shall be the disassembly of the bearings, hand tool cleaning (grinding if necessary), painting of any necessary steel shims of the same size as the bearings to provide a snug fit, realignment of the upper bearing plate by removing existing welds and rewelding so that the bearings are vertically aligned at 16° C, lubricating sliding surfaces, and reassembly of the bearings. The Contractor shall be sure that all bearings are shimmed adequately and that no beams and/or bearing devices are "floating". At the option of the Contractor and at no additional cost to the State, new bearings of the same type as the existing may be installed in place of refurbishing the bearings. All work shall be to the satisfaction of the Engineer. Payment for all the above described labor and materials will be made at the contract price bid for Item 516 - Refurbishing Bearing Devices, As Per Plan.

A quantity for refurbishing abutment bearings is given in the estimated quantities tables, using "each" as unit for payment, on sheets 185 thru 190. The Contractor will be compensated for the actual number of refurbished bearings as approved by the Engineer.

INTERMEDIATE EXPANSION JOINT REHABILITATION

For Bridges:

MOT-75-18056(1122), MOT-75-18732W(1164W), MOT-75-18732E(1164E), MOT-75-19118W(1188W), MOT-75-19730W(1226W), MOT-75-19730L(1226L), MOT-75-19730R(1226R), MOT-75-19730E(1226E), MOT-75-20615L(1281L), MOT-75-20615C(1281C), MOT-75-20615R(1281R), all steel within 1800mm of the joint on each side shall be sandblasted. Clean surfaces shall be closely examined for section loss, cracks, backling or other developments which may have substantially reduced the structural performance of the joint. The inspection findings will be reported to the Engineer. With the approval of the Engineer, deficient structural elements of the joints shall be rehabilitated by using a design similar to that presented on sht. 17/29 for MOT-75-16801(1044), MOT-75-20615L(1281L) Joint 2, and MOT-75-20615R(1281R) Joints 1 & 2 bridges.

Complexity of rehabilitation for additional field determined joint rehabilitation work is assumed to be similar to the joint rehabilitation work for the bridges, MOT-75-20615(1281) and MOT-75-16801(1044).

Roller Bearings at all joints shall be reset. All steel within 1800mm of the joint (on each side) shall be sandblasted. Joint cleaning and painting shall be covered under Item 815. New Joint Seals will be installed to complete the work.

For Int. Exp. Jt. Rehabilitation details for bridges MOT-75-16801(1044), MOT-75-20615L(1281L), Exp. Jt. 2, MOT-75-20615R(1281R), Exp. Jts. 1 & 2 see shts. 16/29 & 17/29. Details for MOT-75-22064L(1371L), Exp. Jts. 1 & 2 are included with its own set, shts. 255-280.

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC SEAL

Exist. Deck Joints at abutments shall be replaced as per the details of shts. 15/29 & the Std. Dwg. EXJ-4-87M. Payment for the abutment deck joints will be covered under Item 516 - Structural Expansion Joint including elastomeric strip seal, as per plan - Abutment Expansion Joint.

New Strip Seal joints shall be installed at Intermediate Expansion joints for the following bridges:

MOT-75-16801(1044) & MOT-75-20615L(1281L), at Int. Exp. Jts. 1 & 2 only, see sht. 16/29 for details, MOT-75-18056(1122), at Int. Exp. Jts. 1 & 2, see sht. 18/29 for details. For deck joints at Int. Ex. Jts. of MOT-75-22064L(1371L) see bridge shts. 255-280. Payment for the intermediate deck joints will be covered under Item 516 - Structural Expansion Joint including elastomeric strip seal, as per plan - Intermediate Expansion Joint.

Currently, all other Int. & Long Jt. Locations, have Strip Seal Joints. For these exist. strip seal deck joints at Intermediate and Longitudinal exp. joint locations, strip seals will be replaced. Payment will be made under Item 516 - Elastomeric Strip Seal without steel extensions. Locations of Int. & Long. Exp. joints are shown on General Plan Steets.

ITEM 530 - STRUCTURE MISC.: PRESSURE WASH CONCRETE SURFACES

Clean water under pressure shall be used to wash the specified concrete surfaces. Dirt & other deposits shall be removed by using wire brushes. A minimum of 2500psi water pressure shall be used. The cleaning shall meet the approval of the Engineer.

PLOT SCALE = 10=1
XREF # = NONE
REF # = NONE

PLOTTED VIEW = PLAN
XREF # = NONE
REF # = NONE

JUNE-15-1999
MOT75NOTES.DWG.DWG

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DATE
6-15-99
REVIEWED
GEA
STRUCTURE FILE NUMBER
5708435

DRAWN
CLH
CHECKED
KVB

STRUCTURE GENERAL NOTES

MOT-75-16.794

3/4
183
319

STRUCTURE GENERAL NOTES (CONTINUED)

REINFORCING BAR LAP LENGTHS

Minimum Lap Lengths for Reinforcing Steel, bars will be as follows unless shown otherwise:

#13M.....	585	#25M.....	1500
#16M.....	735	#30M.....	1880
#19M.....	890	#32M.....	2390
#22M.....	1120		

ITEM 516 - RESET BEARING

The quantities provided under this item are for resetting abutment bearings. The quantities for resetting pier bearings as listed below are also included under this item:

Bridge No.	No. of Pier Brgs. Resettings
1164	5
1180	2
1281L	8
1281R	14

ITEM 815 - PAINTING OF STEEL:

Painting of steel, existing and new, shall be covered under Item 815 - System OZEU. New steel shall not be primed with inorganic zinc when transported to the site. The exception to this will be the new beams, crossframes, and bearing devices for MOT-75-22402R (1392R) bridge. The painting of new steel for MOT-75-22402R(1392R) bridge shall be as per Item 816, to be paid on a lump sum basis. For bridges, as listed below, where the entire steel is being painted under Item 815, the unit of payment will be "Square Meter" of the surface area:

MOT-75-16801(1044), 18941(1177), 18958(1178), 18990(1180), 19730W(1226W), 19730L(1226L), 19730R(1226R) & 19730E(1226E), 20615L(1281L), 20615C(1281C) & 20615R(1281R), 21404L(1330L) & 21404R(1330R), 21661L(1346L) & 21661R(1346R), 21967R(1365R), 22064L(1371L) and 22402R(1392R). The color of the OZEU finish coat shall be _____.

For all other bridges, the payment for painting bearing devices, ends of beams, intermediate exp. jts. & other rehabilitated areas, etc. as described in these plans shall be on a lump sum basis under Item 815. Paint color shall closely match the existing paint color.

ITEM 815 - CAULKING

Surfaces of exterior girders shall be caulked prior to painting to eliminate the possibilities of having cavities below the paint layers. Riveted girders shall be caulked along flange angle - web and flange angle - flange plate lines for the entire length of the bridge. Payment for MOT-75-22064L(1371L) bridge caulking shall be included with Item 815 - Caulking.

For rolled beam and welded girders, some areas of bolted splice connections may require caulking at the direction of the Engineer. Payment will be included with Item 863 - Field Painting of Existing Steel, Prime Coat, System OZEU.

ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN

Deteriorated areas of existing concrete slope protection as specified in the plans shall be repaired at the direction of the Engineer. Payment for the removal of the unsound areas shall be included with Item 202, Portions of Structure Removed, as per Plan. The payment for the reconstruction of the slope protection areas shall be included with Item 601, Concrete Slope Protection, as per Plan.

BRIDGE: MOT-75-22402R (1392R)

PILE DESIGN LOADS (ULTIMATE BEARING VALUE): The ultimate bearing value is 400 kN per pile for the abutment piles. The ultimate bearing value is 470 kN per pile for the pier piles.

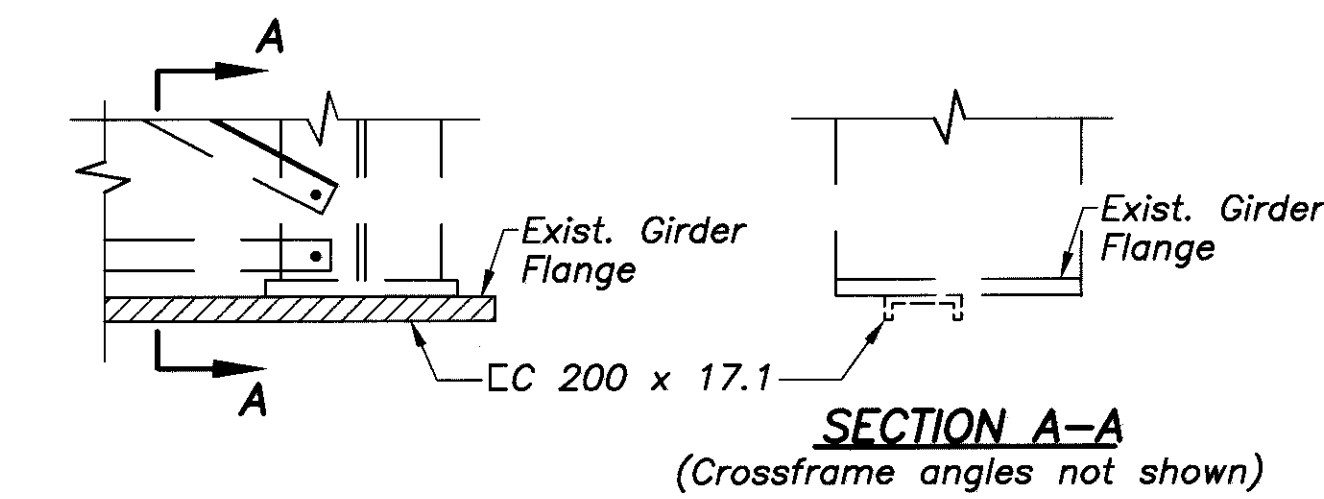
Abutment piles:

- 28 piles 10.0 meters long, estimated length
- 28 piles of order length 11.0 meters long
- 14 splices

Pier piles:

- 16 piles 8.0 meters long, estimated length
- 16 piles of order length 9.0 meters long
- 8 splices

LIGHT SUPPORT CHANNEL REMOVAL DETAIL



LIGHT SUPPORT CHANNEL REMOVAL
Existing Channels will be detached from girders. The rough girder flange surfaces resulted from the channel removal shall be ground smooth as per Item 202. All labor and other incidental costs shall be covered under item 202 - Portions of Structure Removed as per plan.

Bridge No.	Location	No. of Girder Attachments	Bridge No.	Location	No. of Girder Attachments
MOT-75-16801(1044)	Span 1	8	MOT-75-20293R(1261R)	Span 1	10
MOT-75-17348(1078)	Span 1	8	MOT-75-20293E(1261E)	Span 2	22
MOT-75-17847(1109)	Span 2	24	MOT-75-20293L(1261L)	Span 1	5
MOT-75-18056(1122)	Span 2	28	MOT-75-20293R(1261R)	Span 2	10
MOT-75-18732(1164)	Span 2	10	MOT-75-20293L(1261L)	Span 2	18
MOT-75-19118(1188)	Span 6	22	MOT-75-20454R(1271R)	Span 2	20
MOT-75-19118E(1188E)	Span 6E	13	MOT-75-20454L(1271L)	Span 3	17
MOT-75-19118W(1188W)	Span 3W	5	MOT-75-20454C(1271C)	Span 1	8
MOT-75-19730L(1226L)	Span 8	14	MOT-75-20454C(1271C)	Span 2	16
	Span 10	14	MOT-75-20454C(1271C)	Span 2	8
	Span 11	4	MOT-75-20454C(1271C)	Span 3	4
MOT-75-19730E(1226E)	Span 7	8	MOT-75-20454D(1271D)	Span 1	3
	Span 8	8	MOT-75-20454D(1271D)	Span 2	8
MOT-75-19730W(1226W)	Span 8	11	MOT-75-20454W(1271W)	Span 1	8
	Span 9	9	MOT-75-20454W(1271W)	Span 2	8
	Span 10	5	MOT-75-20615C(1281C)	Span 1	12
MOT-75-19730R(1226R)	Span 7	18		Span 2	8
	Span 8	18		Span 3	3
	Span 12	18			
	Span 13	4			

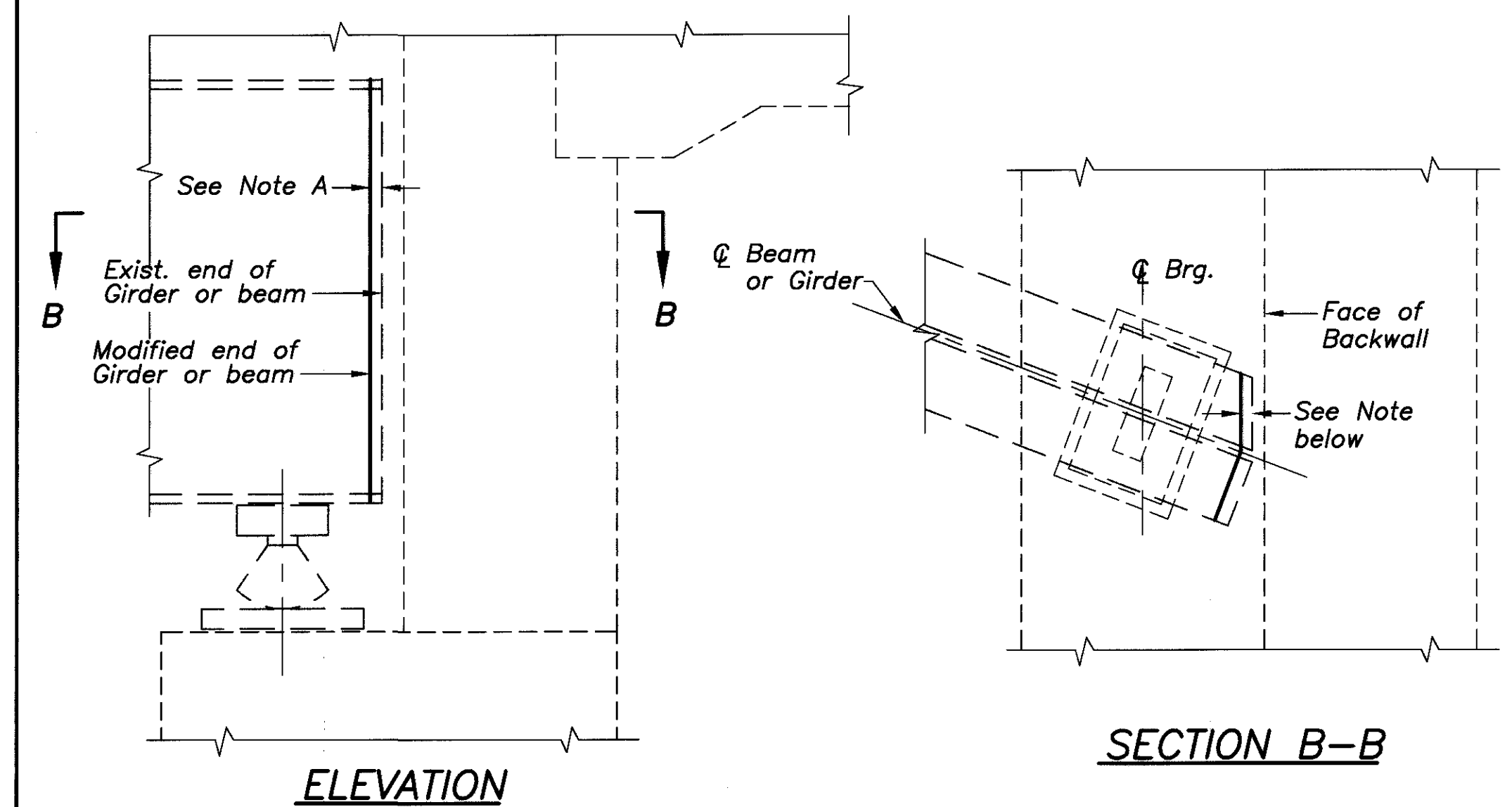
ITEM 503 - COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN

For bridges where full depth abutment backwalls (or diaphragms for semi-integral action) are being constructed in two phases, approach slab may require temporary shoring.

Temporary shoring required for phase removal of MOT-75-18523 (1151) & MOT-75-18523E (1151E) bridges is described under proposed work on sht. 195/319.

All labor, materials and incidental costs for temporary shoring work shall be covered under this item.

ITEM 863 - TRIMMING OF BEAM END



Trimming of beams/girders may be necessary for bridges where the backwall is being replaced to the approach slab seat. Ends of beams/girders shall be trimmed where the clearance between the backwall and the end of the beam/girder is less than 50mm at the following locations;

- MOT-75-16801 (1044), rear and forward
- MOT-75-17348 (1178), rear and forward
- MOT-75-20293L (1261L), rear
- MOT-75-20293R (1261R), forward
- MOT-75-20454W (1271W), rear
- MOT-75-20454L (1271L), rear
- MOT-75-20454D (1271D), rear
- MOT-75-20454C (1271C), rear
- MOT-75-20454R (1271R), rear

At all other locations, trimming shall only be required when the clearance between the backwall and the end of the beam/girder is less than 32mm.

When beams/girders are trimmed, a clearance of 75mm will be achieved.

All equipment and labor required to accomplish this work shall be included with Item 863 - Trimming of Beam End, as per plan. The unit of payment will be "Each". An estimated quantity is provided however, the contractor will be compensated for the actual number of beams/girders trimmed at the approval of the Engineer.

Abbreviations:

Abut(s) - Abutment(s)	NB - Northbound
Appr. - Approach	NBL - Northbound Lanes
Brgs. - Bearings	NPCPP - Non-Perforated Corrugated Plastic Pipe
C/C - Center To Center	NS - Near Side
CL - Centerline	O/O - Out To Out
CIPRC - Cast-In-Place Reinforced Concrete	PCPP - Perforated Corrugated Plastic Pipe
Const. - Construction	PL - Plate
EF - Each Face	PEJF - Preformed Expanded Joint Filler
EL - Elevation	Prop. - Proposed
Exist. - Existing	RB - Right Bridge
FS - Far Side	SB - Southbound
Fwd. - Forward	SBL - Southbound Lanes
Jt. - Joint	Spa. - Spacing(s)
LB - Left Bridge	STA - Station
Max. - Maximum	Temp. - Temporary
Min. - Minimum	Typ. - Typical
LMC - Latex Modified Concrete	UNO - Unless Noted Otherwise
MSMC - Micro-Silica Modified Concrete	

ESTIMATED QUANTITIES

Calculated by: IJP Date: 07/06/99
 Checked by: KVB Date: 07/13/99

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUT- MENTS	SUPER.	GEN.
202	11201	LUMP		PORTIONS OF STRUTURE REMOVED, AS PER PLAN			LUMP
503	11101	LUMP		COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN			LUMP
503	21300	LUMP		UNCLASSIFIED EXCAVATION			LUMP
512	55930	LUMP		TYPE B WATERPROOFING	LUMP		
SPECIAL	51267502	338	SQ METER	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)	25	313	
516	14021	37	METER	SEMI-INTEGRAL EXPANSION JOINT SEAL, AS PER PLAN	37		
516	45304	23	EACH	REFURBISH BEARING DEVICE		23	
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN		LUMP	
516	44100	15	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), (69 mm X 250 mm X 330 mm AND 38 mm X 280 mm X 330 mm LOAD PLATE) (SEE PROPOSAL NOTE)	15		
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC	LUMP		
530	00200	LUMP		STRUCTURE MISC.: PRESSURE WASH CONCRETE SURFACES	LUMP		
815	00050	1299	SQ METER	SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU, AS PER PLAN		1299	
815	00056	1299	SQ METER	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU		1299	
815	00060	1299	SQ METER	FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU		1299	
815	00066	1299	SQ METER	FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU		1299	
815	00504	75	MAN HOUR	GRINDING FINS, TEARS, SLIVERS		75	
842	44100	7	CU METER	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING	7		
844	48000	220	CU METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK)		220	
844	48020	33	CU METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)		33	
844	49000	LUMP		HIGH PERFORMANCE CONCRETE TRIAL MIX		LUMP	
863	20000	3997	EACH	WELDED STUD SHEAR CONNECTOR		3997	

DESIGN AGENCY
BARR ENGINEERING, INC
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO 43215
 (614) 221-1941 FAX: (614) 221-0907

REVIEWED DATE 7/15/99
 DRAWN TJP
 CHECKED KVB
 STRUCTURE FILE NO 5708346

ESTIMATED QUANTITIES & GENERAL NOTES
 BRIDGE NO. MOT-75-21967R(1365R)
 OVER RIVERSIDE DRIVE

MOT-75-16.794

1/1
 187
 319

ESTIMATED QUANTITIES

CALC. BY KVB DATE 5/16/99
CHKD BY ASB DATE 6/5/99

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL
								LUMP
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				
503	11101	LUMP		COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN				
503	21300	LUMP		UNCLASSIFIED EXCAVATION				
SPECIAL	51267502	3588	SQ. METER	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	226		3362	
512	55930	LUMP		TYPE B WATERPROOFING	LUMP			
516	11211	45.3	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN - ABUTMENT EXPANSION JOINT				45.3
516	11211	38.5	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN - INTERMEDIATE EXPANSION JOINT				38.5
516	45304	40	EACH	REFURBISH BEARING DEVICE			40	
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP			
517	76300	274.5	METER	RAILING, MISC.: EXISTING RAILING REMOVED AND REINSTALLED			274.5	
517	76300	20	METER	RAILING, MISC.: EXISTING RAILING REPAIRED/REPLACED			20	
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC	LUMP			
518	12201	21	EACH	SCUPPER INCLUDING SUPPORTS, AS PER PLAN			21	
SPECIAL	51863300	LUMP		STRUCTURE DRAINAGE MISC.: CLEANING BRIDGE DRAINAGE SYSTEM				LUMP
519	11100	6 (*)	SQ. METER	PATCHING CONCRETE STRUCTURES - PIERS & ABUTMENT WALLS	2	4		
530	00200	LUMP		STRUCTURE MISC.: PRESSURE WASH CONCRETE SURFACES				
601	21000	96	SQ. METER	CONCRETE SLOPE PROTECTION	96			
815	00050	14,100	SQ. METER	SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU			14,100	
815	00056	14,100	SQ. METER	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU			14,100	
815	00060	14,100	SQ. METER	FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU			14,100	
815	00066	14,100	SQ. METER	FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU			14,100	
815	00500	1300	METER	CAULKING			1300	
815	00504	250	MAN HOUR	GRINDING FINS, TEARS, SLIVERS			250	
816	00600	LUMP		FIELD PAINTING OF NEW STEEL, INTERMEDIATE AND FINISH COAT, SYSTEM IZEU			LUMP	
842	44100	39	CU. METER	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING	39			
844	48000	1694	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK)			1694	
844	48020	196	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)			196	
844	49000	LUMP		HIGH PERFORMANCE CONCRETE TRIAL MIX				LUMP
863	10201	4891	KILOGRAM	STRUCTURAL STEEL MEMBERS, MISC. LEVEL FABRICATION, AS PER PLAN			4891	

(*) Contingency quantity

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10=1
 CAD99-4 22064LSC.DWG SEPTEMBER-02-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE
 6/15/99

REVIEWED
 GEA

DRAWN
 DJD

DESIGNED
 ASB

CHECKED
 KVB

ESTIMATED QUANTITIES
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

STRUCTURE FILE NUMBER
 5708370

MOT-75-16.794

1/1

188

319

ESTIMATED QUANTITIES

CALC. BY CLH DATE 5/16/99
 CHKD BY KVB DATE 6/5/99

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP
503	11101	LUMP		COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN				
503	21300	LUMP		UNCLASSIFIED EXCAVATION				
SPECIAL	51267502	1853	SQ. METER	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	230		1623	
512	55930	LUMP		TYPE B WATERPROOFING	LUMP			
516	11211	40.0	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN - ABUTMENT EXPANSION JOINT	40.0			
516	45304	54	EACH	REFURBISH BEARING DEVICE			54	
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP	
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC	LUMP			
518	12201	8	EACH	SCUPPER INCLUDING SUPPORTS, AS PER PLAN			8	
SPECIAL	51863300	LUMP		STRUCTURE DRAINAGE MISC.: CLEANING BRIDGE DRAINAGE SYSTEM				LUMP
519	11100	6 (*)	SQ. METER	PATCHING CONCRETE STRUCTURES - PIERS & ABUTMENT WALLS	2	4		
530	00200	LUMP		STRUCTURE MISC.: PRESSURE WASH CONCRETE SURFACES	LUMP			
601	21000	50	SQ. METER	CONCRETE SLOPE PROTECTION				50
815	00100	LUMP		SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU			LUMP	
815	00200	LUMP		FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU			LUMP	
815	00300	LUMP		FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU			LUMP	
815	00400	LUMP		FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU			LUMP	
842	44100	51	CU. METER	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING	51			
844	48000	1083	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK)			1083	
844	48020	160	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)			160	
844	49000	LUMP		HIGH PERFORMANCE CONCRETE TRIAL MIX				LUMP
863	10201	2018	KILOGRAM	STRUCTURAL STEEL MEMBERS, MISC. LEVEL FABRICATION, AS PER PLAN			LUMP	2018

(*) Contingency Quantity

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10=1
 CAD99-4 22064RSS1.DWG SEPTEMBER-02-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED
 CLH
 CHECKED
 KVB
 DRAWN
 DJD
 REVISED
 REVIEWED
 GEA
 DATE
 7/15/99
 STRUCTURE FILE NUMBER
 5708400

ESTIMATED QUANTITIES
 Bridge No. MOT-75-22064R(1371R)
 NB I-75 Over the Great Miami River

MOT-75-16.794

1/1
 189
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 10'-1"
 FILE# = 22402R31.DWG.DWG
 MAX-27-1999

ESTIMATED QUANTITIES								CALC. BY <u>KVB</u> DATE <u>6/16/99</u>
								CHKD BY <u>ASB</u> DATE <u>6/25/99</u>
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER- STRUCTURE	GENERAL
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP
503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING				LUMP
503	21300	LUMP		UNCLASSIFIED EXCAVATION	LUMP	LUMP		
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP
507	00500	408	METER	300 mm CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	280	128		
507	00550	449	METER	300 mm CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	308	141		
507	50500	22	EACH	STEEL PILE SPLICES	14	8		
512	55930	LUMP		TYPE B WATERPROOFING	LUMP			
SPECIAL	51267502	858	SQ. METER	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)	48	320	490	
516	13900	6	SQ. METER	51 mm PREFORMED EXPANSION JOINT FILLER			6	
516	14021	38	METER	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN	38			
516	44100	12	EACH	ELASTOMERTIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (57 x 200 x 300 AND 38 x 230 x 330 LOAD PLATE) (EXPANSION)	12			
516	45304	12	EACH	REFURBISH BEARING DEVICE		12		
516	46000	2	EACH	BEARING DEVICE, BOLSTER		2		
516	46200	4	EACH	BEARING DEVICE, ROCKER		4		
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP	
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC	LUMP			
518	40000	55	METER	150 mm PERFORATED CORRUGATED PLASTIC PIPE	55			
518	40010	12	METER	150 mm NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	12			
530	00200	LUMP		STRUCTURE MISC.: PRESSURE WASH	LUMP			
601	21000	194	SQ. METER	CONCRETE SLOPE PROTECTION				194
815	00050	944	SQ. METER	SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU			944	
815	00056	944	SQ. METER	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU			944	
815	00060	944	SQ. METER	FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU			944	
815	00066	944	SQ. METER	FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU			944	
815	00504	100	MAN HOUR	GRINDING FINS, TEARS, SLIVERS			100	
816	00600	LUMP		FIELD PAINTING OF NEW STEEL, INTERMEDIATE AND FINISH COAT, SYSTEM IZEU			LUMP	
842	41000	35	CU. METER	CLASS C CONCRETE, PIER ABOVE FOOTING		35		
842	44100	48	CU. METER	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING	48			
842	46500	107	CU. METER	CLASS C CONCRETE, FOOTING	45	62		
844	48000	280	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK)			280	
844	48020	50	CU. METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)			50	
844	49000	LUMP		HIGH PERFORMANCE CONCRETE TRIAL MIX			LUMP	
863	10060	LUMP		STRUCTURAL STEEL MEMBERS, LEVEL THREE (3) FABRICATION			LUMP	
863	20000	3012	EACH	WELDED STUD SHEAR CONNECTOR			3012	

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

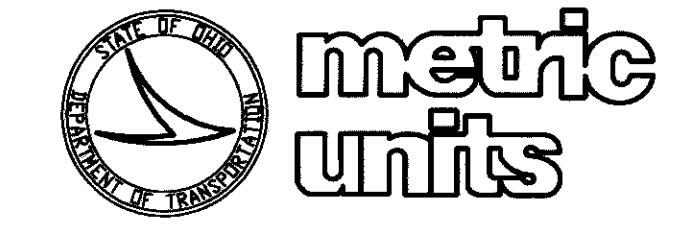
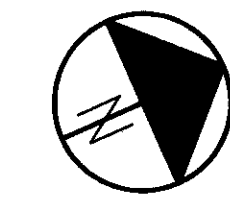
DATE
 6-15-99
 REVIEWED
 GEA
 STRUCTURE FILE NUMBER
 5708435
 DRAWN
 FIB
 REVISED
 DESIGNED
 KVB
 CHECKED
 ASB

ESTIMATED QUANTITIES
 BRIDGE No. MOT-75-22402R (1392)R
 NB I-75 Under WB SR 4 to SB I-75

MOT-75-16.794

1/1
 190
 319

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

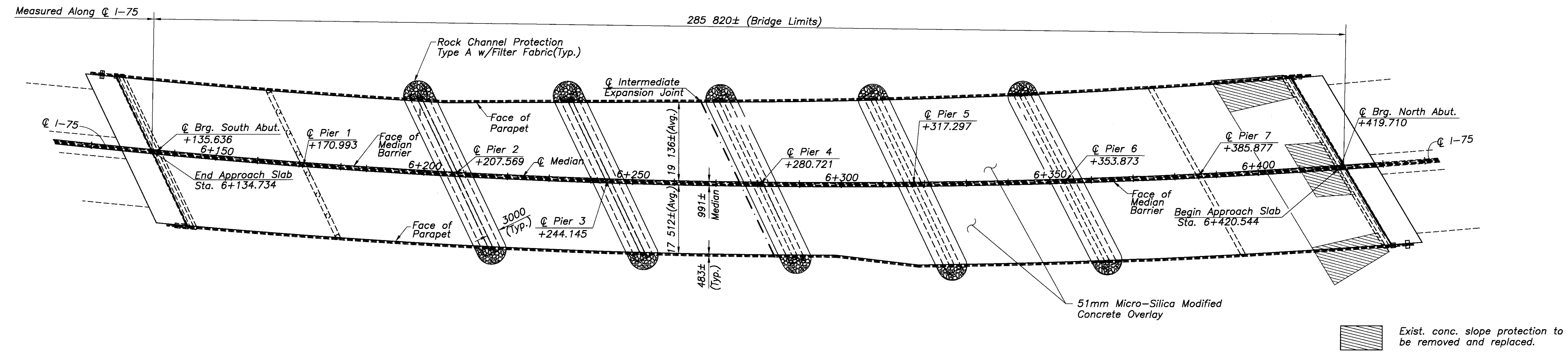
REVIEWED DATE
GEA 6-15-99
STRUCTURE FILE NUMBER
5707056

DRAWN CLH
REVISED
DESIGNED ASB
CHECKED KVB

GENERAL PLAN
Bridge No. MOT-75-16801 (1044)
I-75 over the Great Miami River

MOT-75-16.794

1/24
191
319



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)
- For Intermediate joint details, see Shts. (230) to (232)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Rehabilitate Intermediate expansion joint steel. Install new strip seal joint.
 3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate & reset bearings.
 8. Paint existing structural steel.
 9. High pressure wash abutment seats, abutment concrete slopes and aprons.
 10. Replace deteriorated areas of slope protection at forward abutment.
 11. Install new rock channel protection at piers as shown on this sheet.
 12. Patch & seal concrete surfaces, as per the details of these plans.
 13. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

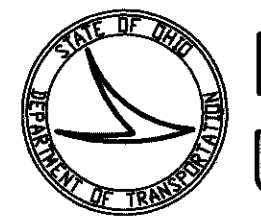
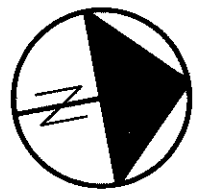
TYPE: Continuous welded plate girder bridge with reinforced concrete deck and substructure.
 SPANS: 35 357±, 5 spans @ 36 576±, 32 004±, 33 833± ctr. to ctr. of bearings measured along CL-75
 ROADWAY: SB Varies, 16 510± to 21 761± f/f parapets.
 NB Varies, 16 307± to 18 717± f/f parapets.
 LOAD FREQUENCY: C.F. 2000
 SKEW: Varies, 25°04'01" to 31°01'37"
 WEARING SURFACE: 32mm Micro-Silica Modified Concrete
 APPROACH SLABS: AS-1-81M 7600mm Long
 ALIGNMENT: 1° Curve and Flared
 SUPERELEVATION: 0.022
 STRUCTURE FILE NUMBER: 5707056

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M (7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

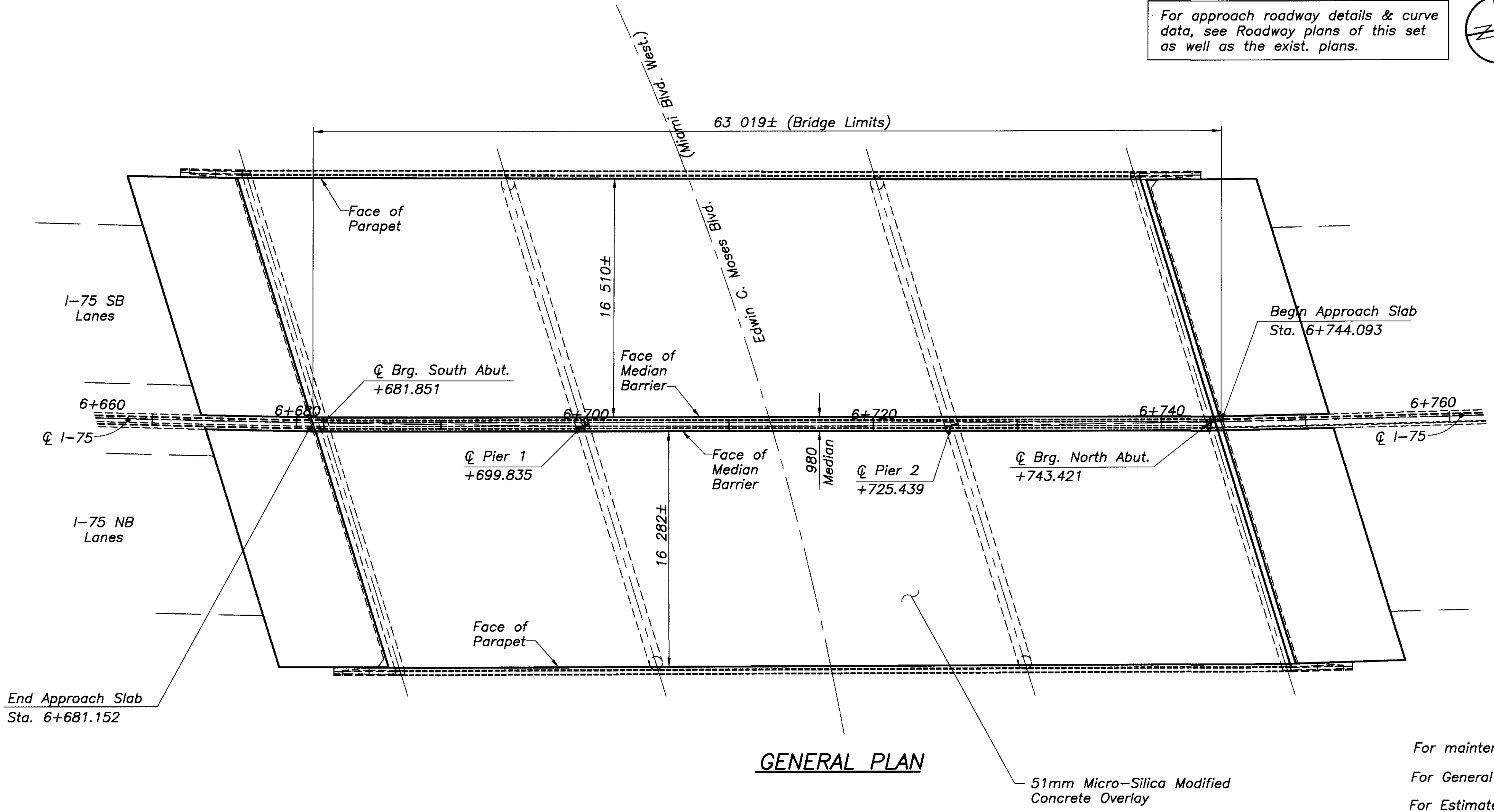
PLOTTED VIEW = PLAN
 XREF# = NONE
 C:\999-4 16801SE.DWG JULY-23-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941, Fax (614)224-0907



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Trim beam ends as per the details of Sht. 184.
3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
4. Remove and replace approach slabs.
5. Modify scuppers. Clean, unclog and flush scuppers.
6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
7. Rehabilitate & reset bearings.
8. High pressure wash abutment seats, abutment concrete slopes and aprons.
9. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
10. Patch & seal concrete surfaces, as per the details of these plans.
11. Finish other items of work which is specified in these plans to complete the rehabilitation.
(It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete deck and substructure.
 SPANS: 17 983, 25 603, 17 983= 61 570 ctr. to ctr. end bearings
 ROADWAY: NB - 16 281 f/f parapets
 SB - 16 510 f/f parapets
 OUT to OUT STRUCTURE: 34 849
 LOAD FREQUENCY: C.F. 2000
 SKEW: 16°12'42"
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: 1° Curve left
 STRUCTURE FILE NUMBER: 5708435

PROPOSED STRUCTURE

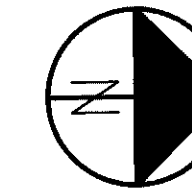
Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
 Bridge No. MOT-75-17348 (1078)
 I-75 over Edwin C. Moses Blvd.

MOT-75-16.794

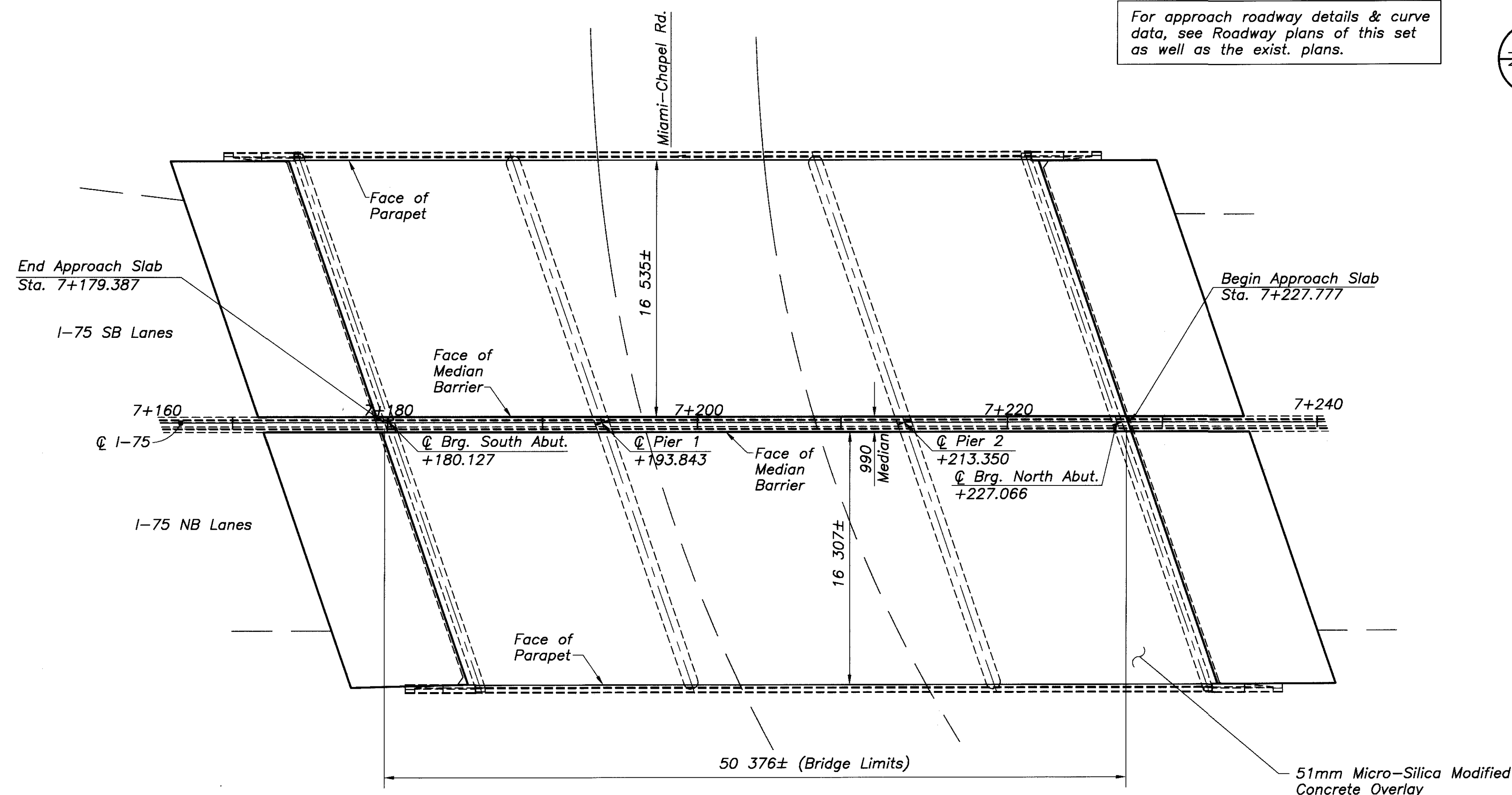
2/24
 192/319

PLOTTED VIEW = PLAN
 XREF# = NONE
 C:\2002-4\17348\B1.DWG
 JULY-23-1999



**metric
units**

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Trim beam ends as per the details of Sht. 184.
 3. Remove and reconstruct abutment backwalls down to approach slab seats, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate & reset bearings.
 8. High pressure wash abutment seats, abutment concrete slopes and aprons.
 9. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 10. Patch & seal concrete surfaces, as per the details of these plans.
 11. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete deck and substructure
 SPANS: 13 716±, 19 507±, 13 716± = 46 939± ctr. to ctr. end bearings
 ROADWAY: NB -16 307± f/f parapets
 SB -16 535± f/f parapets
 LOAD FREQUENCY: C.F. 2000
 SKEW: 19°00'00"±
 WEARING SURFACE: 32 mm Latex modified
 APPROACH SLABS: (AS-1-54) 7620± Long
 ALIGNMENT: Tangent to expressway
 STRUCTURE FILE NUMBER: 5707110

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
 Bridge No. MOT-75-17847 (1109)
 over Cincinnati Street

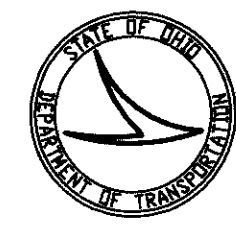
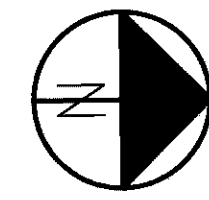
MOT-75-16.794

3/24
 193
 319

DESIGNED ASB
 CHECKED KVB
 DRAWN CLH
 REVISED
 REVIEWED GEA
 STRUCTURE FILE NUMBER 5707110
 DATE 6/15/99

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.

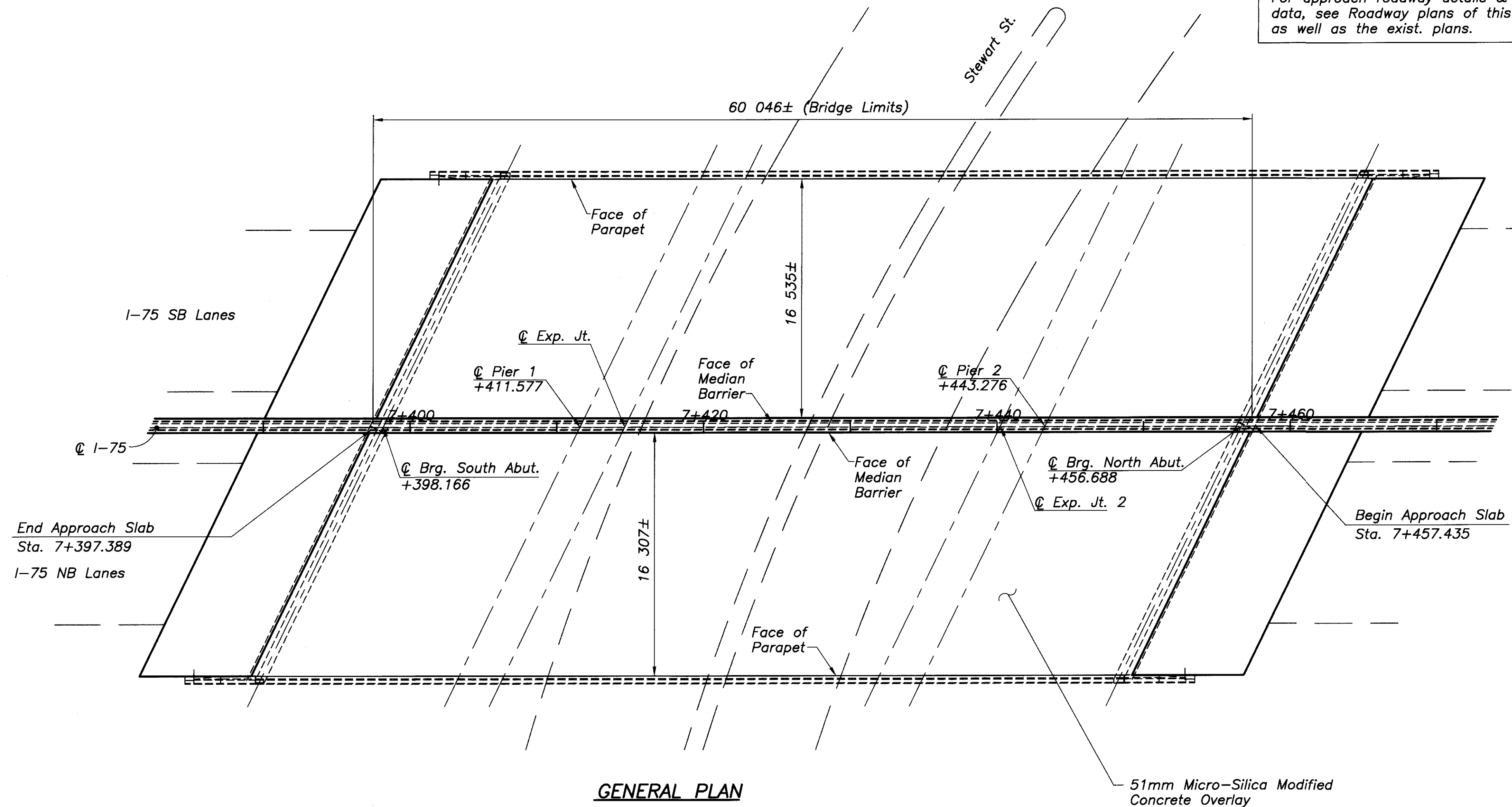


metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

REVIEWED DATE 6/15/99
GEA 5707145
STRUCTURE FILE NUMBER

DRAWN CLH
CHECKED KVB
REVISED



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (239)
- For MSMC Overlay details, see Sht. (216)
- For Intermediate joint details, see Shts. (230) to (232)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Trim beam ends as per the details of Sht. 184.
3. Rehabilitate Intermediate expansion joint steel. Install new strip seal joints on new and crossframe angles.
4. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joint.
5. Remove and replace approach slabs.
6. Modify scuppers. Clean, unclog and flush scuppers.
7. Rehabilitate Misc. Structural Steel items as per plan notes and details.
8. Rehabilitate & reset bearings.
9. High pressure wash abutment seats, abutment concrete slopes and aprons.
10. Paint steel at the abutment and intermediate joints. (excludes the metalized steel joint) and beam ends.
11. Patch & seal concrete surfaces, as per the details of these plans.
12. Finish other items of work which is specified in these plans to complete the rehabilitation.

(It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete deck and substructure
 SPANS: 13 411±, 31 699±, 13 411± = 58 522± ctr. to ctr. end bearings
 ROADWAY: NB - 16 307± f/f parapets
 SB - 16 535± f/f parapets
 OUT to OUT of STRUCTURE: 34 849±
 LOAD FREQUENCY: C.F. 2000
 SKEW: 25°54'23"±
 WEARING SURFACE: 32 mm Latex Modified
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: Tangent
 STRUCTURE FILE NUMBER: 5707145

PROPOSED STRUCTURE

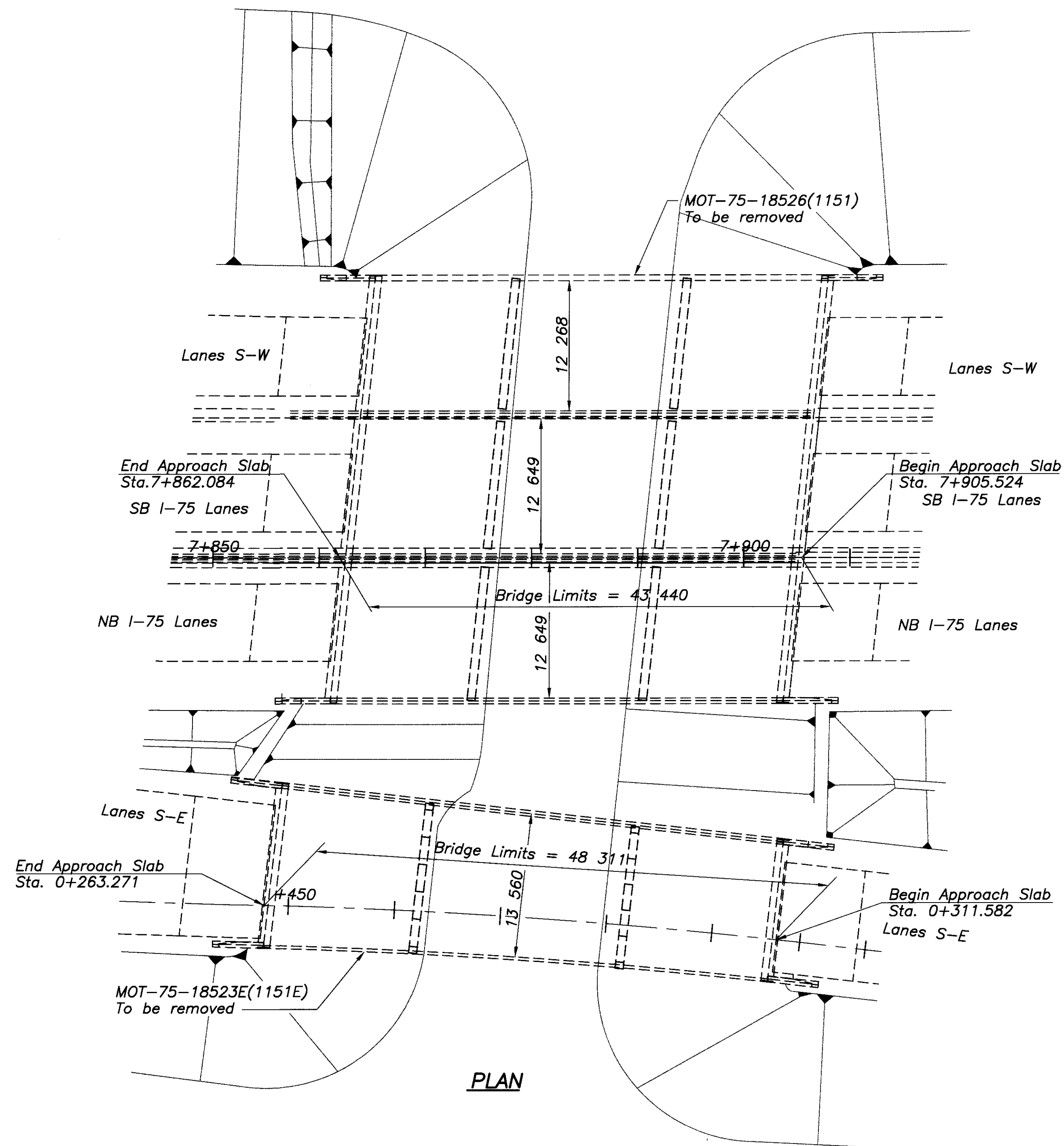
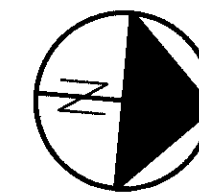
Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
Bridge No. MOT-75-18056 (1122)
over Stewart Street

MOT-75-16.794

4 / 24
194 / 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 5:1 (MAX.)
 CAD99-4 18066SET.DWG JULY-01-1999



PLAN

PROPOSED WORK

Bridge MOT-75-18523 and MOT-75-18523E shall be removed and replaced by a new embankment and pavement constructed as per these plans to carry the traffic on I-75 and Ramp H. The work shall be accomplished as follows:

1. Remove parts of MOT-75-18523 bridge while maintaining one lane of traffic each for northbound and southbound I-75 traffic. Construct new embankment and pavement in the removal areas as per the roadway cross-sections and pavement details. See Sheet [6/24].
2. Move traffic to the newly constructed pavement and remove the remaining parts of the structure.
3. Detour traffic from Ramp H and remove MOT-75 18523E bridge.
4. Construct Ramp H and the remaining parts of the I-75 embankment and pavement to complete the work.

It is the Contractor's responsibility to assure the stability of the partially removed structure while maintaining traffic on it. Sheet piling or another type of temporary shoring needed for phase construction will be the responsibility of the Contractor. Proper design for Sheet piling for fill heights greater than 2500 mm shall be designed by a Professional Engineer licensed in the State of Ohio. An alternate scheme for the removal of the structure may be used with the approval of the Engineer.

NOTES

Item 202- Structure Removed, as per plan
The phase removal of the Structure MOT-75-18523 is shown for maintaining traffic during the construction. Structure, MOT-75-18523E will be removed in a single phase. Piers and abutments are removed to the top of the footing. The payment for removal will be made as a lump sum.

All removal, outlined above, and its disposal shall be as per Item 202. Payment for all labor, materials and incidental costs shall be made as a lump sum item.

MOT-75-18.523 (1151) EXISTING STRUCTURE	MOT-75-18.523E (1151E) EXISTING STRUCTURE
TYPE: Three span continuous rolled beam bridge with reinforced concrete and substructure	TYPE: Three span continuous rolled beam bridge with reinforced concrete and substructure
SPANS: 3 Spans (12 954±, 16 154±, 12 954± = 42 062± ctr. to ctr. end bearings)	SPANS: 3 Spans (13 716±, 19 507±, 13 716± = 46 939± ctr. to ctr. end bearings)
ROADWAY: NB - 12 649± f/f parapets SB - 12 649± f/f parapets Lane WS - 12 268± f/f parapets	ROADWAY: Varies 14 613± to 12 503± f/f of parapets
SKEW: 6°-00'-00"± Expressway	SKEW: 0°-00'-00" @ Lane S-E
WEARING SURFACE: 32 mm Latex Modified	WEARING SURFACE: 32 mm Latex Modified
APPROACH SLABS:(AS-1-54) 7620± Long	APPROACH SLABS:(AS-1-54) 7620± Long
ALIGNMENT: Tangent	ALIGNMENT: Tangent and 3° curve right - Ramp H
STRUCTURE FILE NUMBER: 5707269	STRUCTURE FILE NUMBER: 5707269

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

REVIEWED DATE 6/15/99
GEA
STRUCTURE FILE NUMBER 5707269

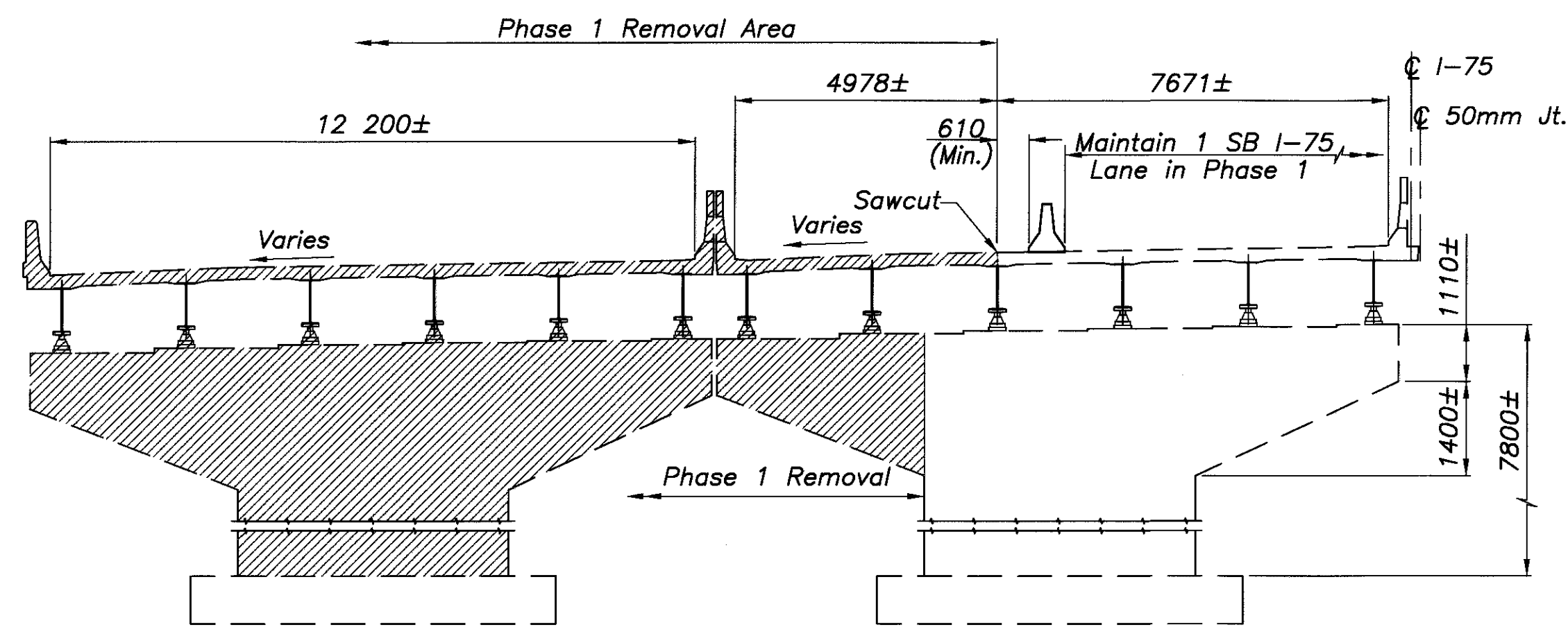
DRAWN CLH
CHECKED KVB

GENERAL PLAN
Bridge No.s MOT-75-18523 (1151) & MOT-75-18523E (1151E)
over Abandoned Railroad

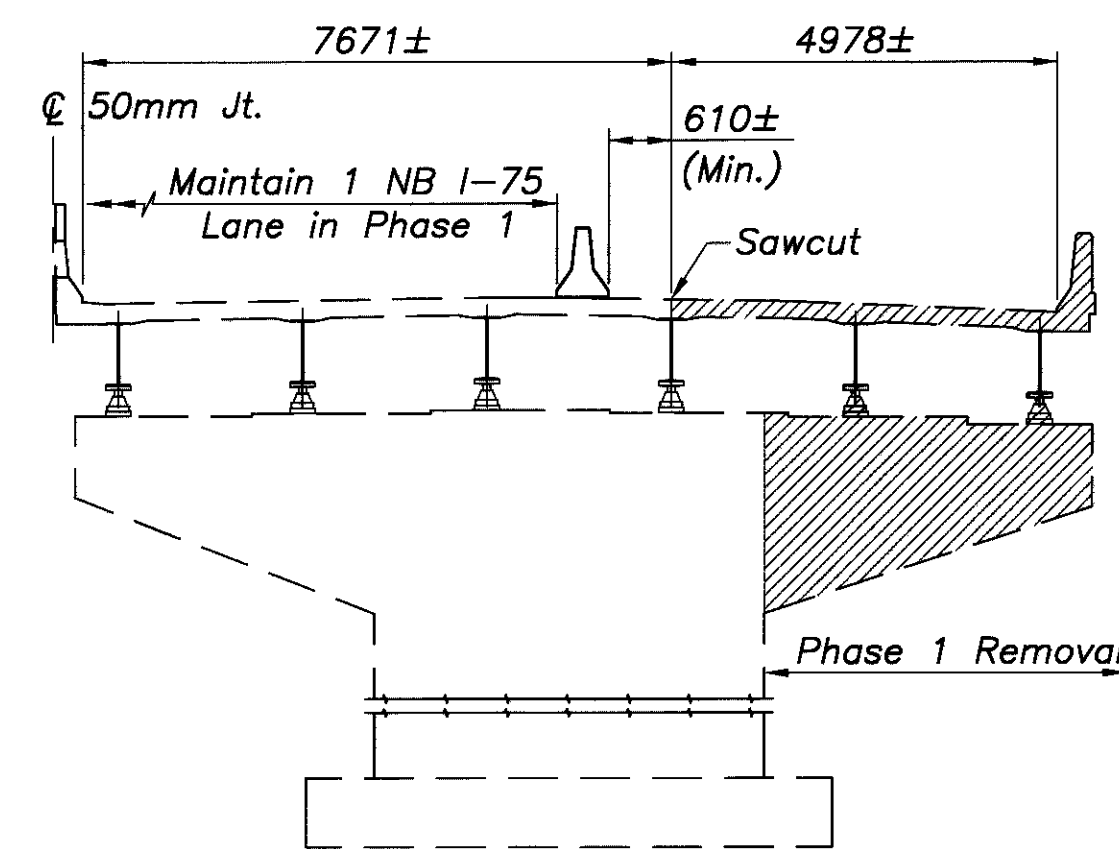
MOT-75-16.794

5/24
195
319

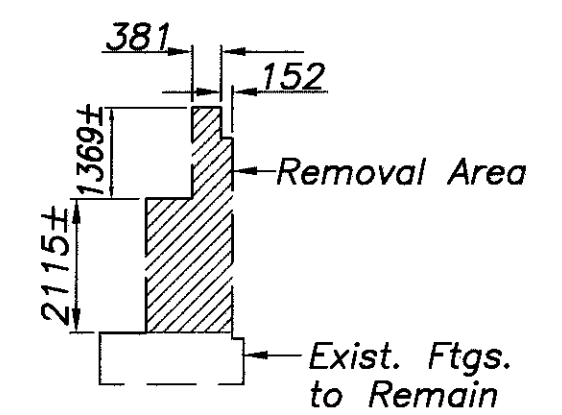
PLOTTED VIEW = PLAN
XREF# = NONE
PLOT SCALE = 3/32" = 1' (Metric)
CADAPP-1 18623SEP1.DWG JUNE-26-1999



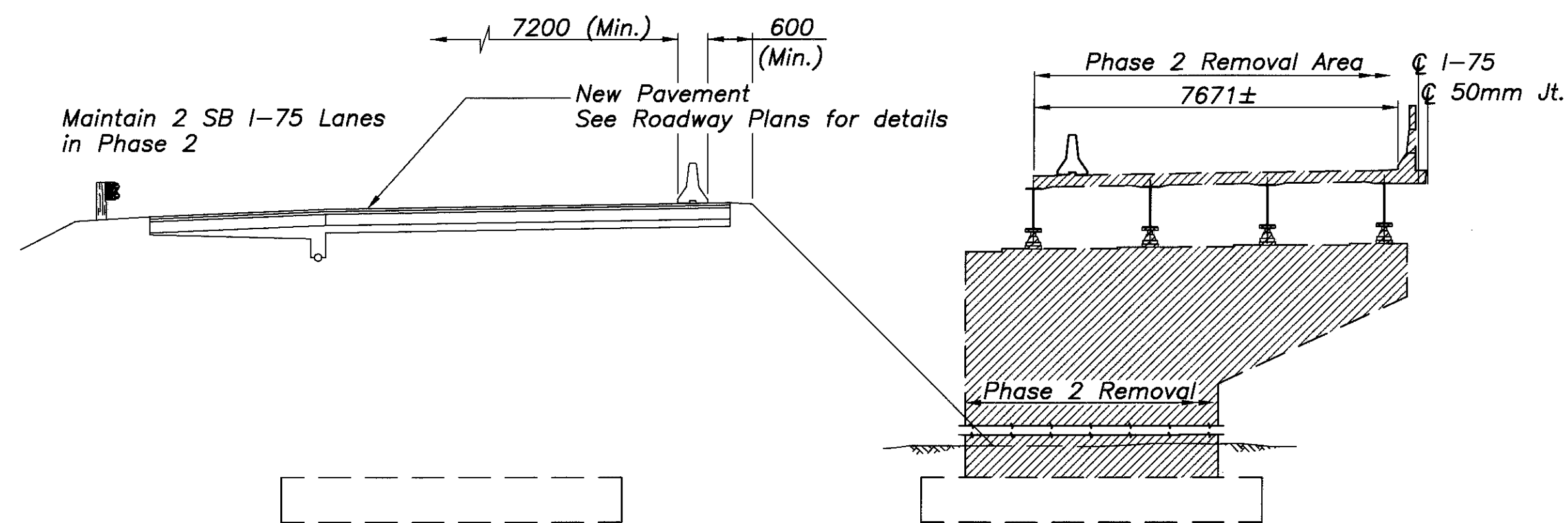
EXISTING TYPICAL SECTION - SB I-75 & RAMP



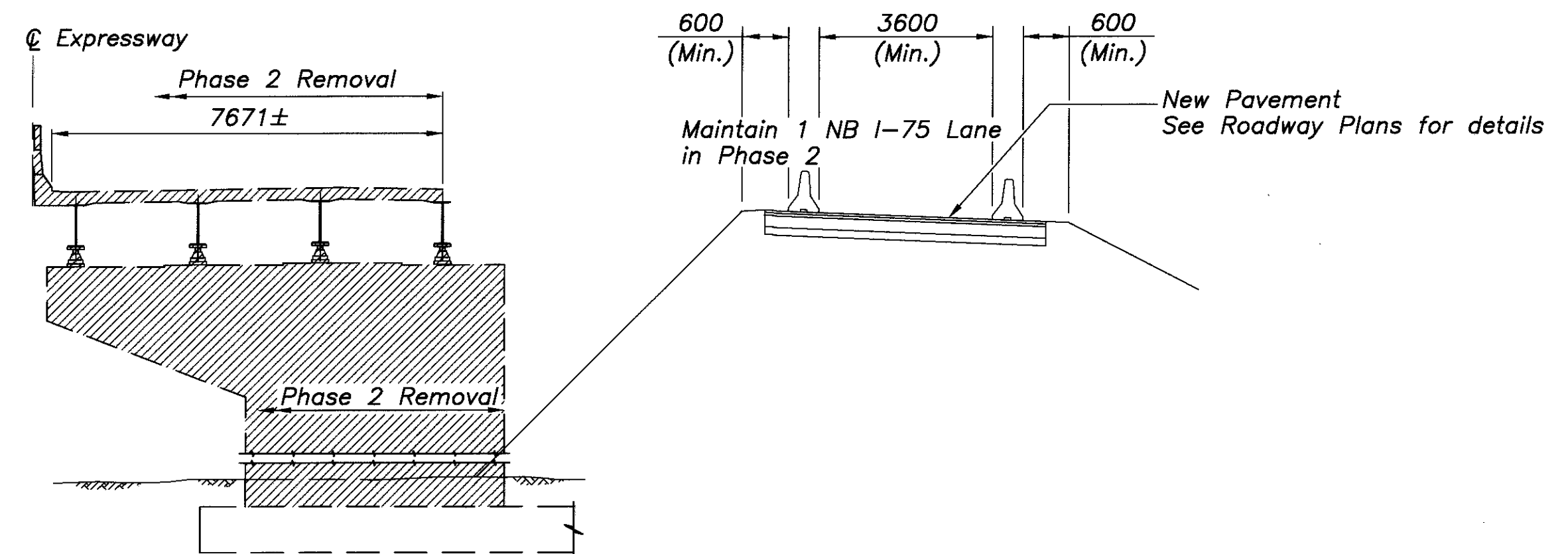
EXISTING TYPICAL SECTION - NB I-75



ABUTMENT REMOVAL DETAIL



EXISTING TYPICAL SECTION - SB I-75 AND RAMP



TYPICAL SECTION - NB I-75

Notes:

MOT-75-18523E (1151E) structures will be completely removed in second phase of construction. This structure will not be used for maintenance of traffic during the demolition.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 CA0398-4 18523E01.DWG JUNE-29-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

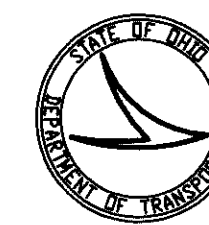
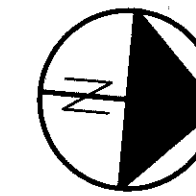
DATE 6/15/99
 REVIEWED GEA
 STRUCTURE FILE NUMBER 5707269
 DRAWN
 REVISIONS
 DESIGNED ASB
 CHECKED ASB

REMOVAL DETAILS
 Bridge No. MOT-75-18523 (1151) & MOT-75-18523E (1151E)
 I-75 over an Abandoned Railroad

MOT-75-16.794

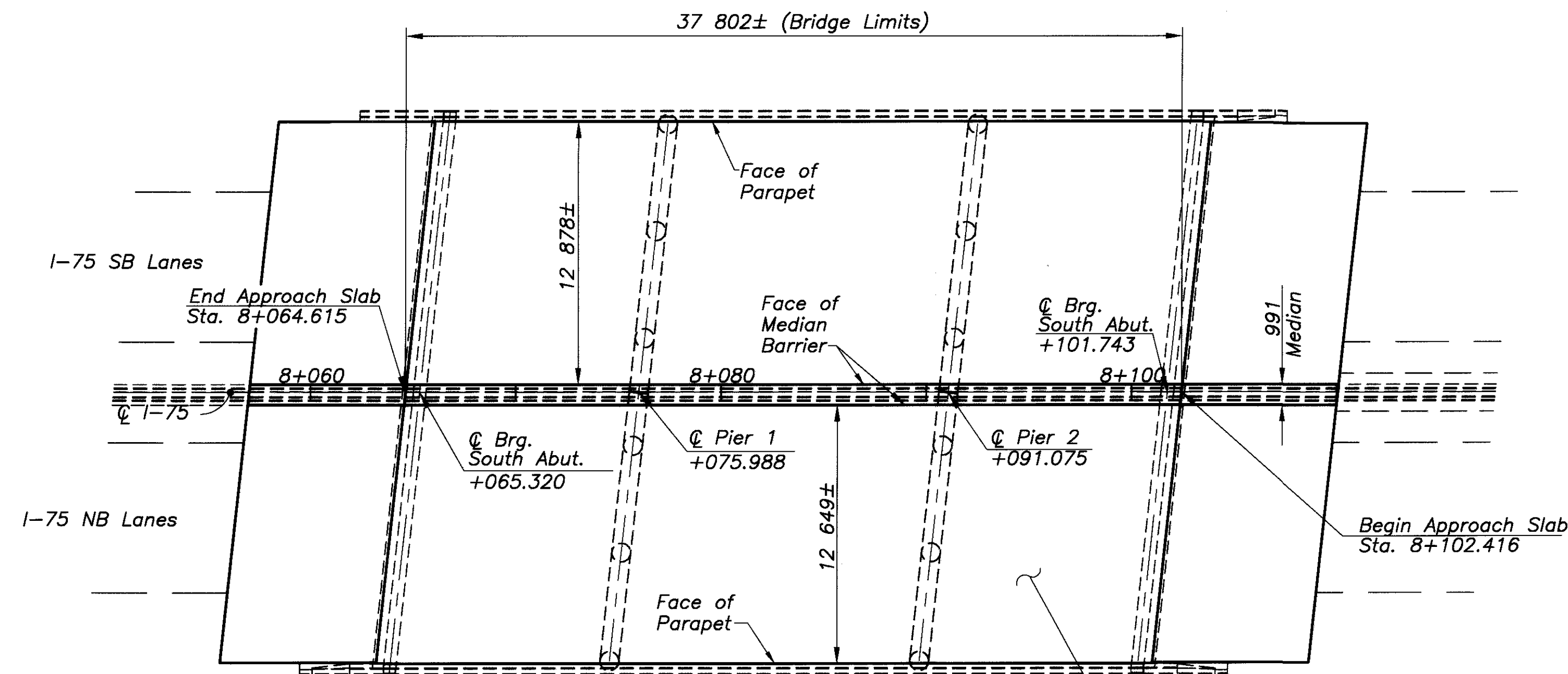
6/24
 196
 319

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907



GENERAL PLAN

51mm Micro-Silica Modified Concrete Overlay

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Trim beam ends as per the details of Sht. 184.
 3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate & reset bearings.
 8. High pressure wash abutment seats, abutment concrete slopes and aprons.
 9. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 10. Patch & seal concrete surfaces, as per the details of these plans.
 11. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete and substructure
 SPANS: 10 668, 15 088, 10 668 = 36 424 Ctr. to Ctr. End Bearings
 ROADWAY: NB - 12 649 f/f parapets
 SB - 12 878 f/f parapets
 OUT TO OUT: 27 533
 LOAD FREQUENCY: C.F. 2000
 SKEW: 6°-06'-43.5"
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: Tangent
 STRUCTURE FILE NUMBER: 5707382

PROPOSED STRUCTURE

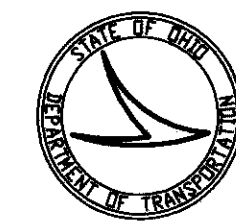
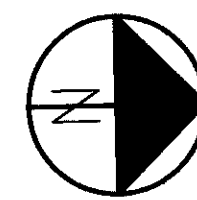
Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
 Bridge No. MOT-75-18732 (1164)
 I-75 over Albany Street

MOT-75-16.794

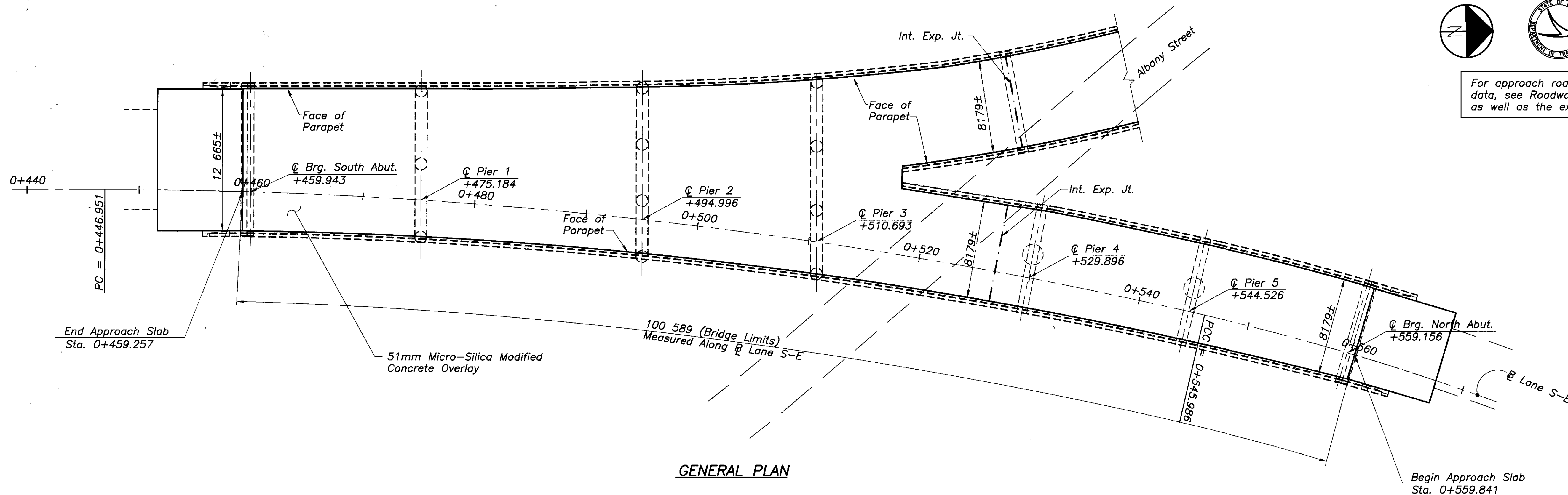
7/24
 197
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 5:1 (Metric)
 CAD99-4 18732SET.DWG JULY-01-1999



metric units

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals joints at the intermediate expansion joints.
 3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate & reset bearings.
 8. High pressure wash abutment seats, abutment concrete slopes and aprons.
 9. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 10. Patch & seal concrete surfaces, as per the details of these plans.
 11. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Six span continuous rolled beam bridge with reinforced concrete and substructure
 SPANS: 15 240, 19 812, 15 697, 19 202, 14 630, 14 630 = 99 212 Ctr. to Ctr. End Bearings
 ROADWAY: Lane SW-Varies 12 665 to 8179 f/f of parapets.
 Lane SE-Varies 8179 min. f/f of parapets.
 OUT TO OUT: Varies 13 732 to 19 050
 LOAD FREQUENCY: C.F. 2000
 SKEW: Varies, 0° to 16°27'11.8"
 WEARING SURFACE: Monolithic Concrete
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: Lane S-E 4' Right, Lane S-W 5' Left
 STRUCTURE FILE NUMBER: 5707404

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6/15/99
 REVIEWED GEA
 STRUCTURE FILE NUMBER 5707404

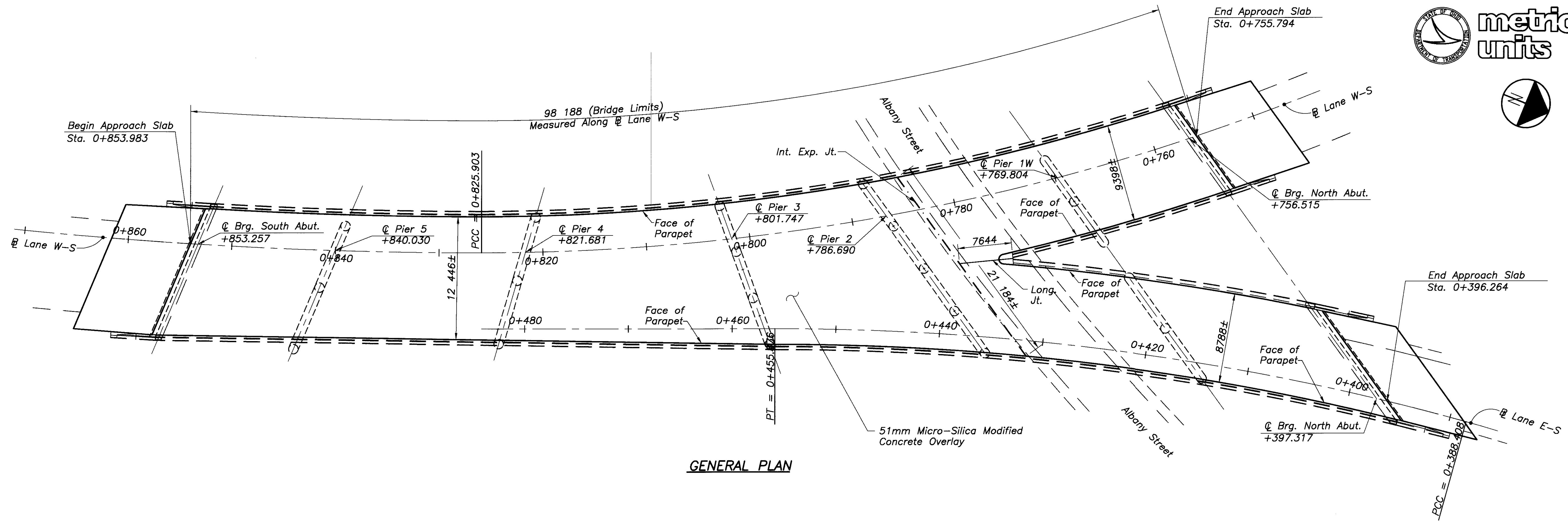
DRAWN CLH
 CHECKED KVB

GENERAL PLAN
 Bridge No. MOT-75-18732E (1164E)
 over Albany Street Ramp

MOT-75-16.794

8/24
 198
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 CAD 09/94 18732E(1164E) JULY-01-1999



GENERAL PLAN

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals joints at the intermediate expansion joints.
 3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unplug and flush scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate & reset bearings.
 8. High pressure wash abutment seats, abutment concrete slopes and aprons.
 9. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 10. Patch & seal concrete surfaces, as per the details of these plans.
 11. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

NOTES

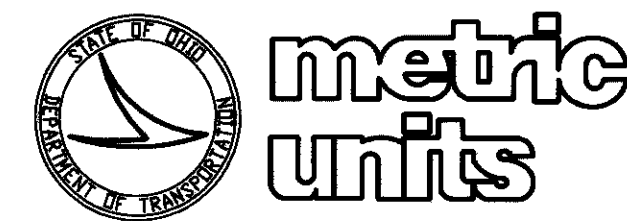
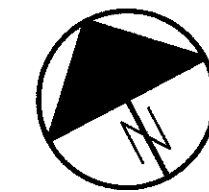
- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

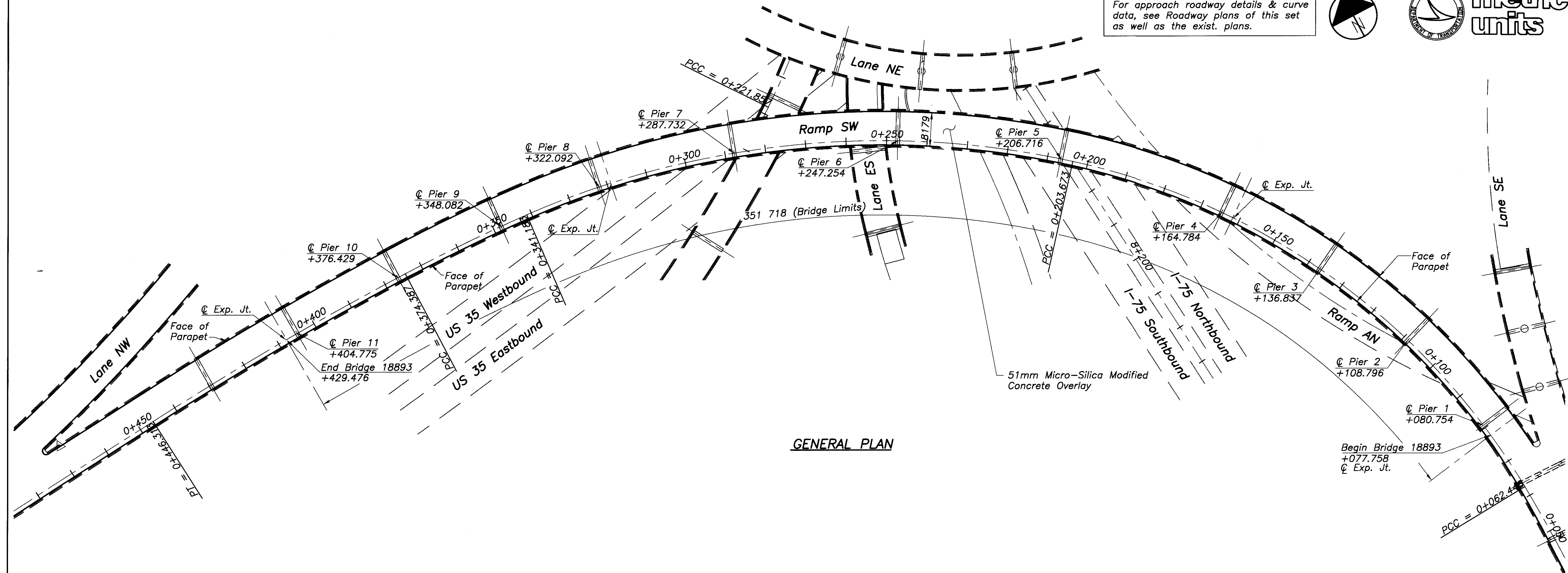
TYPE: Six span continuous rolled beam bridge with reinforced concrete and substructure
 SPANS: 13 291, 16 885, 15 056, 19 933, 18 351, 13 227 = 96 742
 Ctr. to Ctr. End Bearings
 ROADWAY: Varies 12 446 min. f/f of parapets.
 Lane E-S = 8788
 Lane W-S = 9398
 OUT TO OUT: Varies 13 513 to 21 238
 LOAD FREQUENCY: C.F. 2000
 SKEW: Varies, 16°13'42.1" to 35°46'17.9"
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: Lane E-S 7' Left
 Lane W-S 8' Right and 4' Right
 STRUCTURE FILE NUMBER: 5707336

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete



For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals at the intermediate expansions joints.
 3. Modify scuppers. Clean, unclog and flush scuppers.
 4. Patch & seal concrete surfaces, as per the details of these plans.
 5. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE	PROPOSED STRUCTURE
TYPE: Continuous welded girder bridge with reinforced concrete and substructure SPANS: 2996, 28 042, 28 042, 27 946, 41 932, 40 538, 40 478, 34 360, 25 991, 28 346, 28 346, 24.702 = 351 719 Ctr. to Ctr. Expansion Rollers (Pier 1 to Bridge 16), (Pier 13 to Bridge 19) ROADWAY: 8179 f/f of parapets. LOAD FREQUENCY: C.F. 2000 SKEW: Varies WEARING SURFACE: 32mm± LMC ALIGNMENT: 2', 4', 8', 10' curves STRUCTURE FILE NUMBER: 5707447	Same as existing except as follows: APPROACH SLABS: AS-1-81M(7600) Long WEARING SURFACE: 51mm Micro-Silica Modified Concrete

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED	DRAWN	REVIEWED	DATE
ASB	CLH	GEA	6/15/99
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KVB		5707447	

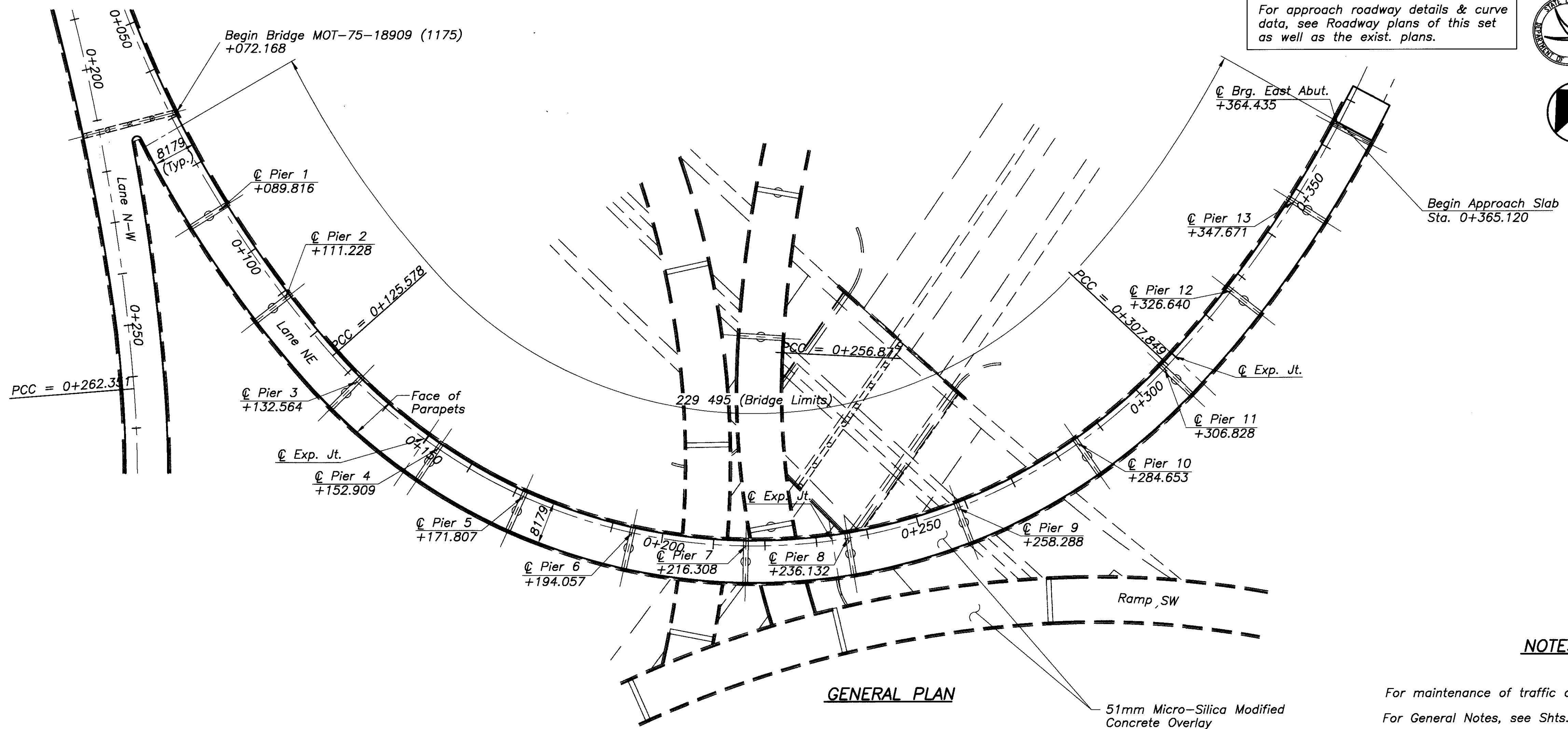
GENERAL PLAN
 Bridge No. MOT-75-18893 (1174)
 WB Ramp to US 35 NB

MOT-75-16.794

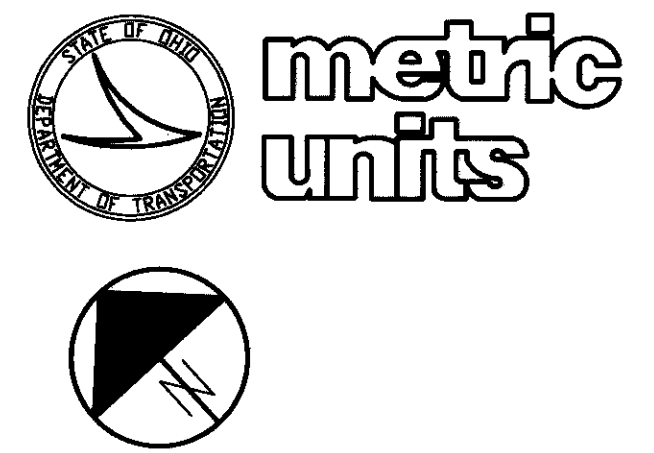
10/24
 200/319

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2"=1'(Metric)
 0.0929-4 18893SET.DWG JULY-01-1999

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 2"=1'(Metric)
 C:\399-4\1809551.DWG JULY-01-1999



For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5707501
DATE	6/15/99		

GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (239)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals at the intermediate expansion joint.
 3. Remove and reconstruct abutment backwall down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unplug and flush scuppers.
 6. Rehabilitate & reset bearings.
 7. High pressure wash forward abutment seat.
 8. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 9. Patch & seal concrete surfaces, as per the details of these plans.
 10. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Continuous rolled beam and welded girder bridge with reinforced concrete deck and substructure
 SPANS: 17 648, 21 412, 21 336, 20 345, 18 898, 22 250, 22 250, 19 825, 22 155, 26 365, 22 174, 19 812, 21 031, 16 764 = 292 267
 ROADWAY: 8179 f/f of parapets
 LOAD FREQUENCY: C.F. 2000
 SKEW: None
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: 8' and 16' Curves
 STRUCTURE FILE NUMBER: 5707501

PROPOSED STRUCTURE

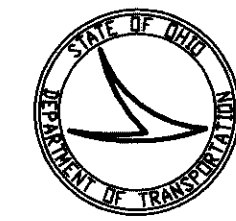
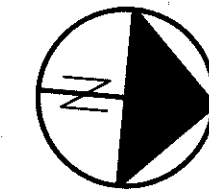
Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
 Bridge No. MOT-75-18909 (1175)
 1-75 SB to EB 35

MOT-75-16.794

11/24
 201
 319

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



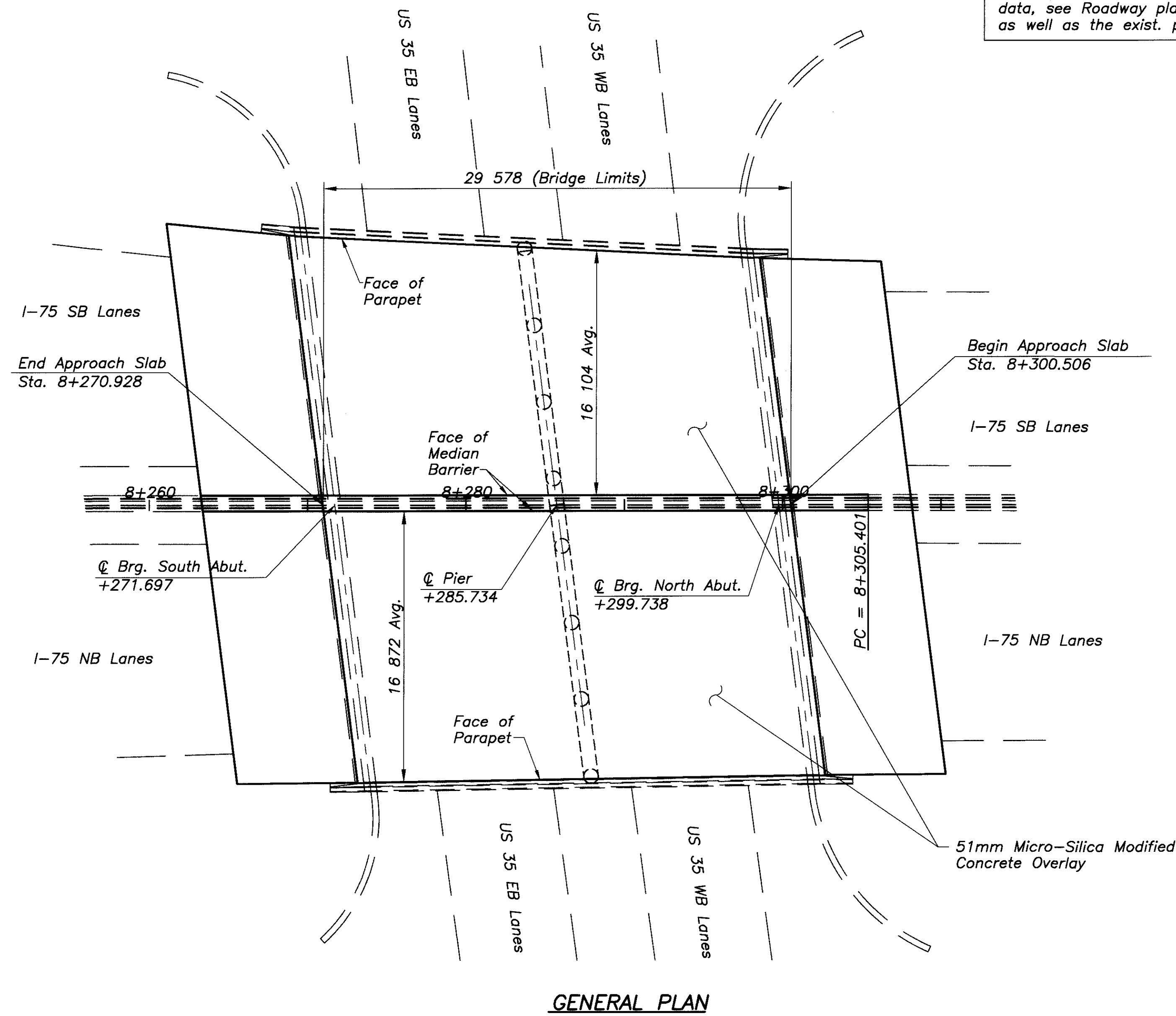
metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

REVIEWED DATE
GEA 6/15/99
STRUCTURE FILE NUMBER
5707536

DRAWN CLH
REVISED
DESIGNED ASB
CHECKED KVB

GENERAL PLAN
Bridge No. MOT-75-18941 (1177)
I-75 over US 35



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (189) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unclog and flush scuppers.
 5. Rehabilitate & reset bearings.
 6. Paint existing structural steel.
 7. High pressure wash abutment seats.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Two span continuous rolled beam bridge with reinforced concrete deck and substructure
 SPANS: 2 @ 14 021 = 28 042
 Ctr. to Ctr. End Bearings
 ROADWAY:
 NB Varies- 17 085 to 16 608 f/f of parapets.
 SB Varies- 16805 to 15 351 f/f of parapets.
 LOAD FREQUENCY: C.F. 2000
 SKEW: 07°-15'-30"
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS:(AS-1-54) 7620 Long
 STRUCTURE FILE NUMBER: 5707536

PROPOSED STRUCTURE

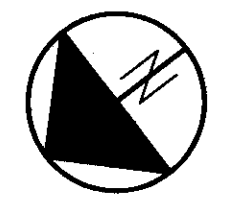
Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

MOT-75-16.794

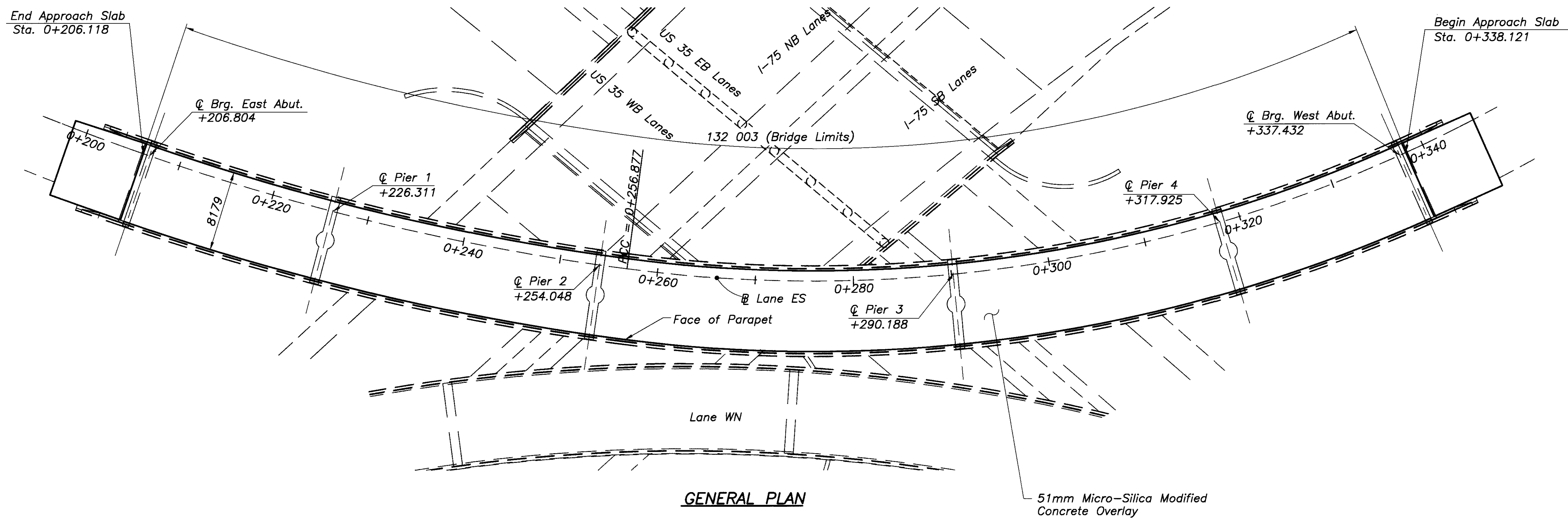
12/24
202
319

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
PLOT SCALE = 5:1 (Metric)
C:\B99-4\18941SCL.DWG JULY-01-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907



GENERAL PLAN

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unplug and flush scuppers
 5. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 6. Rehabilitate & reset bearings.
 7. Paint existing structural steel.
 8. High pressure wash abutment seats.
 9. Patch & seal concrete surfaces, as per the details of these plans.
 10. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

Item-601 - Crushed Aggregate Slope Protection, as per plan. Existing deteriorated South abutment slope shall be regraded. New crushed aggregate (number 2 stone) shall be added where needed to have a minimum of 300mm thickness.

Payment will be on per square meter basis under Item 601.

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (183) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

TYPE: Five span continuous welded girder bridge with reinforced concrete deck and substructure
 SPANS: 19 507, 27 737, 36 139, 27 507, 19 507 = 130 627 Ctr. to Ctr. of End Bearings
 ROADWAY: 8179 f/f of parapets
 LOAD FREQUENCY: C.F. 2000
 SKEW: None
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: 7' and 12' Curves
 STRUCTURE FILE NUMBER: 5707560

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

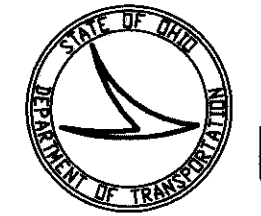
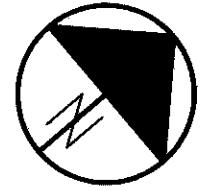
GENERAL PLAN
 Bridge No. MOT-75-18958 (1178)
 US 35 WB to I-75 SB Ramp

MOT-75-16.794

13/24
 203
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 1"=100'(Metric)
 C:\3292-4\18958SET.DWG
 JULY-01-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

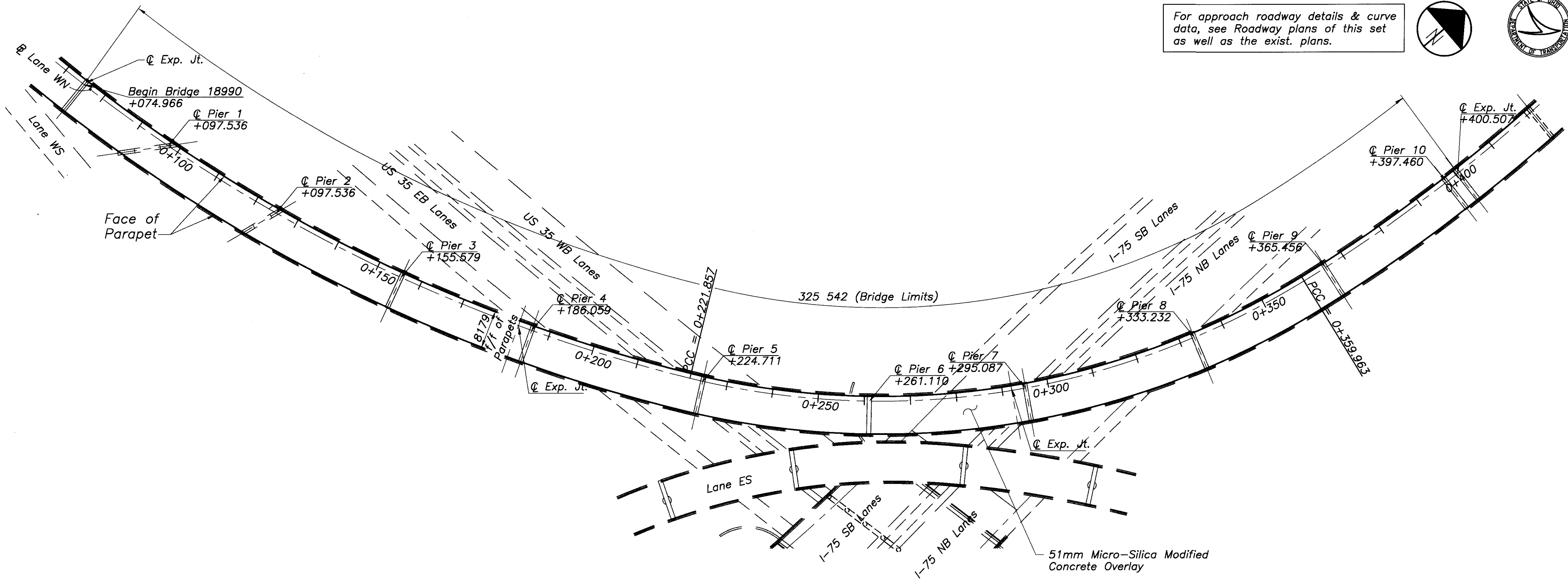
REVIEWED DATE 6/15/99
GSA
STRUCTURE FILE NUMBER 5707595

DRAWN CLH
REVISED
DESIGNED ASB
CHECKED KVB

GENERAL PLAN
Bridge No. MOT-75-18990 (1180)
US 35 EB TO I-75 NB

MOT-75-16.794

14/24
204
319



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (183) & (184)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals at the intermediate expansion joints.
 3. Modify scuppers. Clean, unlog and flush scuppers
 4. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 5. Tighten 2 nuts at the pier cap-girder connection. Include payment with item 863.
 6. Rehabilitate & reset bearings.
 7. Paint existing structural steel.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

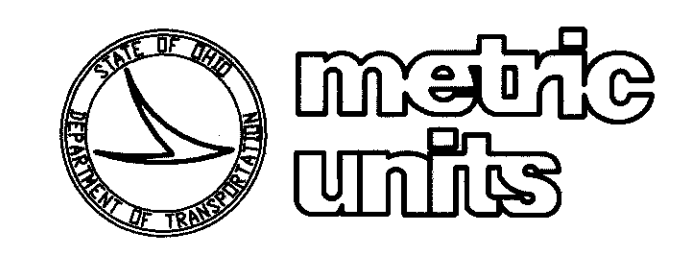
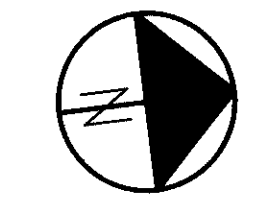
TYPE: Continuous welded girder bridge with reinforced concrete deck and substructure
 SPANS: 22 571, 27 564, 30 480, 30 480, 38 652, 36 398, 33 976, 38 146, 32 223, 32 004, 3 048 = 325 542 Ctr. to Ctr. Expansion Rollers (pier 13 to Bridge 11, (Pier 10 to Bridge 21).
 ROADWAY: 8179 f/f of parapets
 LOAD FREQUENCY: C.F. 2000
 SKEW: Varies
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: 5° and 10° Curves,
 STRUCTURE FILE NUMBER: 5707595

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

PLOTTED VIEW = PLAN
 XREF # = NONE
 XREF # = NONE
 PLOT SCALE = 2=(Metric)
 CADIST-1 18990E.LDWG JULY-01-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



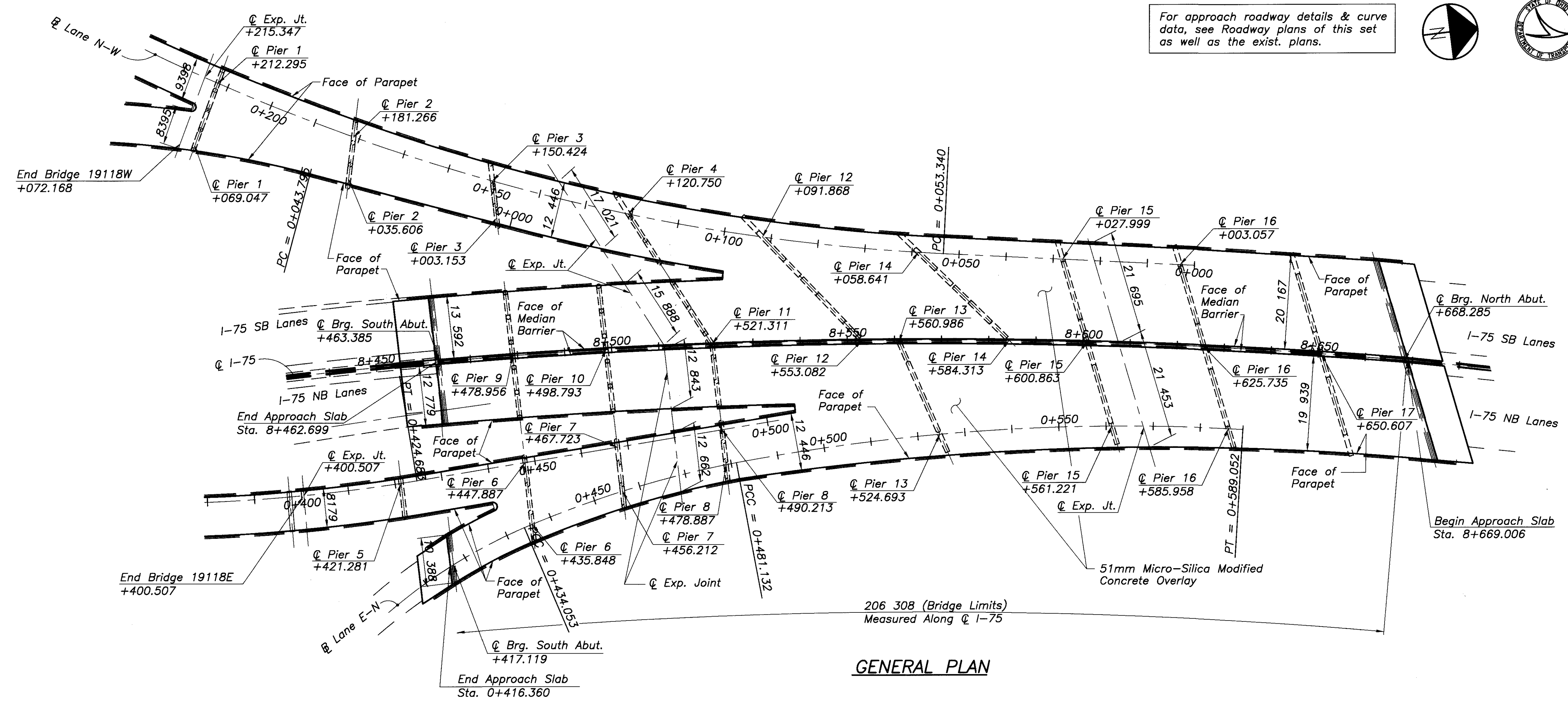
DESIGN AGENCY:
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DATE: 6/15/99
REVIEWED: GEA
DRAWN: CLH
DESIGNED: ASB
CHECKED: KVB

STRUCTURE FILE NUMBER: Varies
GENERAL PLAN
MOT-75-19118 (1188), MOT-75-19118E (1188E) & MOT-75-19118W (1188W) over Washington Street and Railroad

MOT-75-16.794

15/24
205/319



GENERAL PLAN

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals at the intermediate expansion joints.
 3. Remove and reconstruct abutment backwalls down to beam seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate & reset bearings.
 7. High pressure wash abutment seats at 19118 (1188) bridge and abutment seats, abutment concrete slopes and aprons at 19118E (1188E) bridge.
 8. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 9. Patch & seal concrete surfaces.
 10. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For slab details at joints, see Shts. (225) to (228)
- For misc. superstructure details, see Shts. (233) to (235)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

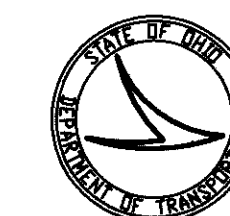
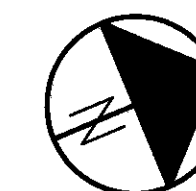
TYPE: Continuous welded steel deck plate girders and rolled beam spans with reinforced concrete deck and substructure.
SPANS: Varies;
15 545 minimum to 46 939 maximum.
Bridge length between bridge limits = 206 308 along \bar{C} Expressway
ROADWAY: Varies
Lane N-W = 12 446 f/f of parapets
NB = 19 939 f/f of parapets
SB = 20 167 f/f of parapets
Lane W-N = 8179 f/f of parapets
Lane E-N = 9754 f/f of parapets

LOAD FREQUENCY: C.F. 2000
SKEW: Varies
Lane N-W = 3' 25" to 51' 37"
Expressway = 01'39" to 46'45"
Lane E-N = 4' 39" to 25' 19"
WEARING SURFACE: 32mm± LMC
APPROACH SLABS: (AS-1-54) 7620 Long
ALIGNMENT: Varies
SAFETY CURBS: 354 Wide
MEDIAN: 1829 Wide
STRUCTURE FILE NUMBERS:
5707625 (Expressway) 5707617 (Lane N-W)
5707641 (Lane W-N)

PROPOSED STRUCTURE

Same as existing except as follows:
APPROACH SLABS: AS-1-81M(7600) Long
WEARING SURFACE: 51mm Micro-Silica Modified Concrete

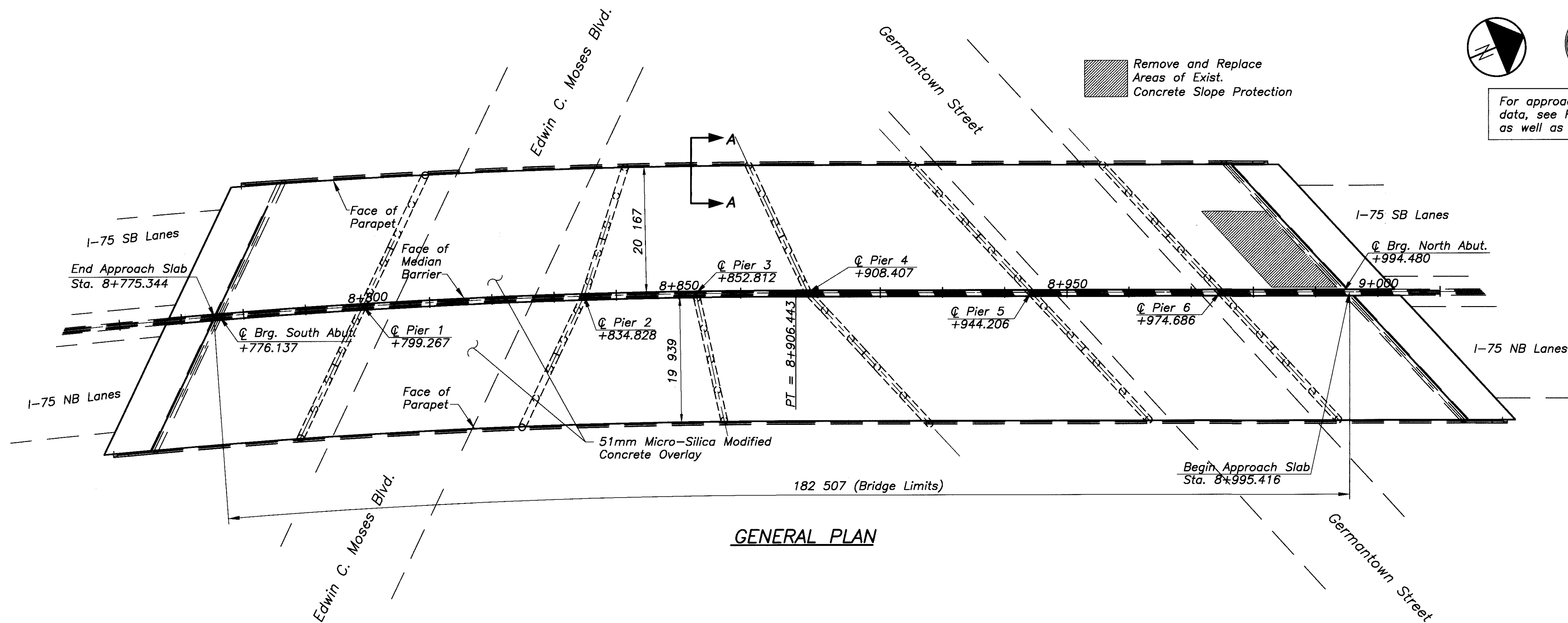
PLOTTED VIEW = PLAN
XREF # = NONE
DATE = 07/15/99
JOB # = 19118E/1188W



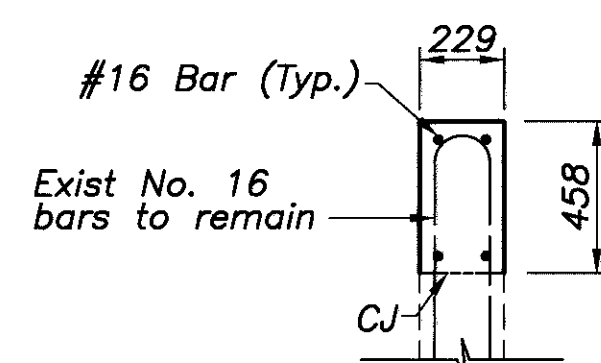
metric units

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.

Remove and Replace Areas of Exist. Concrete Slope Protection



GENERAL PLAN



SECTION A-A

Note: Top 458 mm concrete of some sections of west parapet showing deterioration shall be replaced...

PROPOSED WORK

- 1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Remove and reconstruct abutment backwalls down to beam seat...
3. Remove and replace approach slabs.
4. Modify scuppers. Clean, unplug and flush scuppers.
5. Rehabilitate & reset bearings.
6. High pressure wash abutment seats, abutment concrete slopes and aprons.
7. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
8. Patch & seal concrete surfaces, as per the details of these plans.
9. Finish other items of work which is specified in these plans to complete the rehabilitation.
(It is not intended that the above work will occur in sequential order listed)

NOTES

For maintenance of traffic details, see shts. (11) to (95)
For General Notes, see Shts. (181) to (184)
For Estimated Quantities, see Shts. (185) & (186)
For scupper modification details, see Sht. (235)
For sealing concrete surfaces limits, see Sht. (182)
For abutment joint details, see Sht. (229)
For abutment backwall details, see Shts. (217) to (224)
For slab details at joints, see Shts. (225) to (228)
For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

TYPE: Continuous welded girders with reinforced concrete deck and substructure
SPANS: Northbound: 23 104, 35 570, 17 983, 18 034, 35 763, 30 480, 19 812 = 180 772 ctr. to ctr. end bearings.
Southbound: 23 104, 35 570, 36 027, 35 763, 30 480, 19 812 = 178 998 ctr. to ctr. end bearings.
ROADWAY: NB - 19 939 f/f of parapets SB - 20 167 f/f of parapets
LOAD FREQUENCY: C.F. 2000
SKEW: Northbound Varies, 11' 48' to 42' 52' Southbound Varies, 19' 20' to 42' 52'

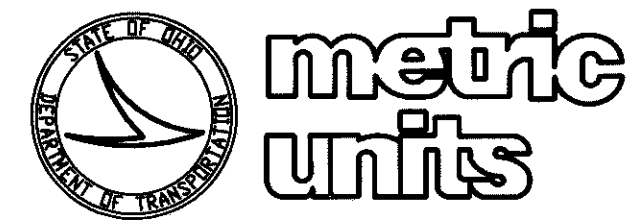
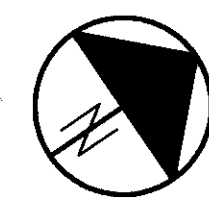
PROPOSED STRUCTURE

Same as existing except as follows:
APPROACH SLABS: AS-1-81M(7600) Long
WEARING SURFACE: 51mm Micro-Silica Modified Concrete

Design agency: BARR ENGINEERING, INC.
Date: 6/15/99
Reviewed: GEA
Drawn: CLH
Checked: KVB
Structure File Number: 5707684
GENERAL PLAN
Bridge No. MOT-75-19440 (1208)
over Edwin C. Moses Blvd.
MOT-75-16.794
16/24
206/319

PLOTTED VIEW = PLAN
SCALE = 1/4" = 1'-0"
DATE = SEPTEMBER-02-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.

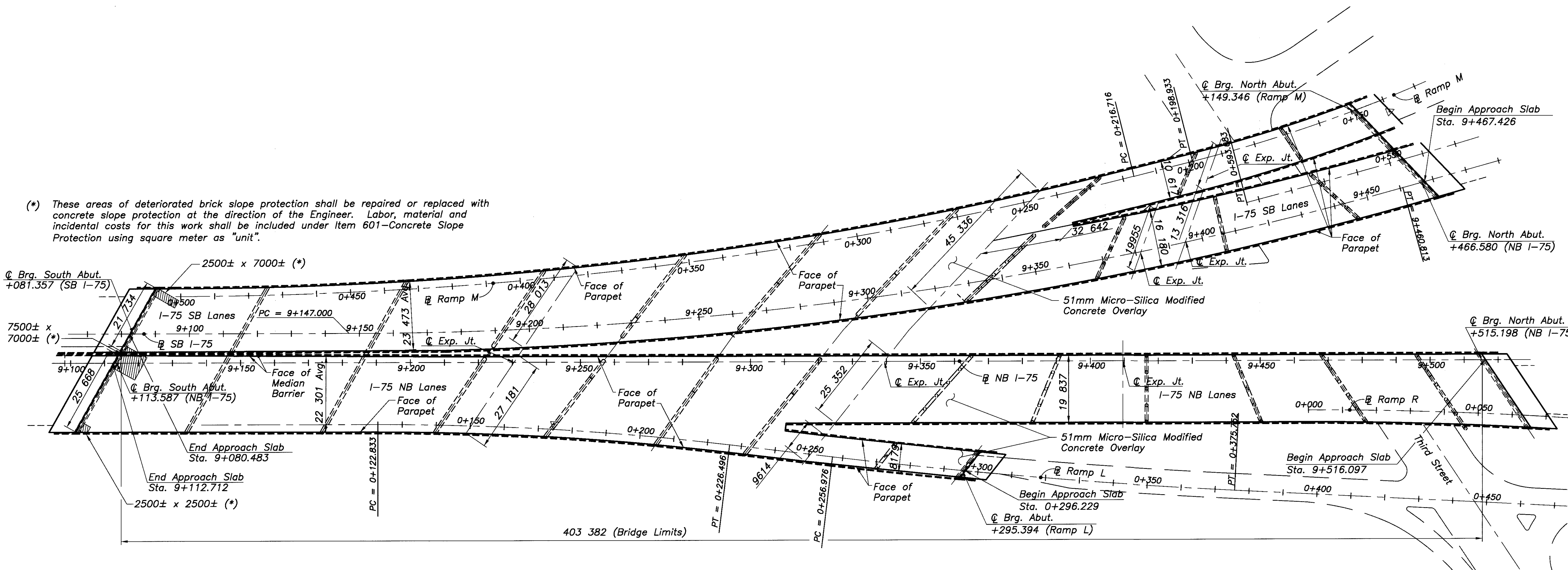


DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DATE 6/15/99
REVIEWED GEA
DRAWN CLH
DESIGNED ASB
CHECKED KVB

STRUCTURE FILE NUMBER
Varies
GENERAL PLAN
19730E(1226E)
19730R(1226L)
19730W(1226W) 1-75 over Third Street & the Great Miami River

MOT-75-16.794
17/24
207
319



(* These areas of deteriorated brick slope protection shall be repaired or replaced with concrete slope protection at the direction of the Engineer. Labor, material and incidental costs for this work shall be included under Item 601-Concrete Slope Protection using square meter as "unit".

GENERAL PLAN

PROPOSED WORK

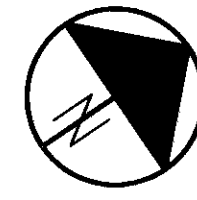
1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Install new strip seals at the intermediate expansion joints.
 3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 4. Remove and replace approach slabs.
 5. Modify scuppers. Clean, unclog and flush scuppers.
 6. Rehabilitate & reset bearings.
 7. Paint existing structural steel.
 8. High pressure wash abutment seats, abutment concrete slopes and aprons.
 9. Replace deteriorated areas of slope protection.
 10. Patch & seal concrete surfaces, as per the details of these plans.
 11. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE
TYPE: Continuous rolled beam bridge with reinforced concrete deck and substructure
SPANS: Multiple Spans, See Plan
ROADWAY: NB=22 301 to 19 456 f/f of parapets SB=16 188 min. f/f of parapets Ramp L=8179 f/f of parapets Ramp M=10 617 f/f of parapets
LOAD FREQUENCY: C.F. 2000
SKEW: Varies, See Plan
WEARING SURFACE: 32mm± LMC
APPROACH SLABS:(As-1-54) 7620 Long
STRUCTURE FILE NUMBERS: 19730E= 5707781 19730R = 5707773 19730L= 5707749 19730W= 5707730
PROPOSED STRUCTURE
Same as existing except as follows: APPROACH SLABS: AS-1-81M(7600) Long WEARING SURFACE: 51mm Micro-Silica Modified Concrete

PLOTTED VIEW = PLAN
XREF #1 = NONE
XREF #2 = NONE
XREF #3 = NONE
CAD99-3 19730E(1226E) SEPTEMBER-02-1999



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

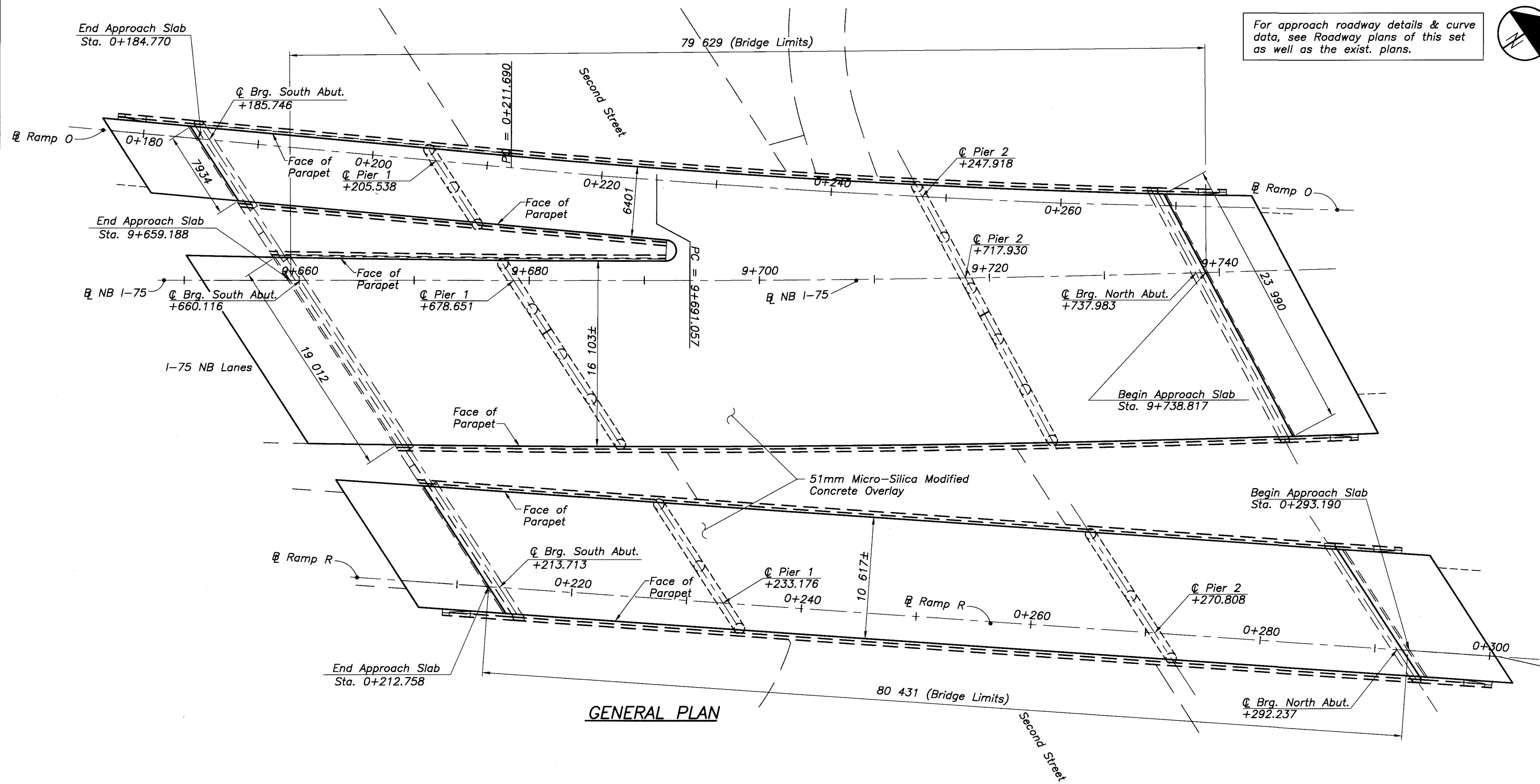
DATE
 6/15/99
 REVIEWED
 GEA
 DRAWN
 CLH
 DESIGNED
 ASB
 CHECKED
 KVB

STRUCTURE FILE NUMBER
 Varies
 GENERAL PLAN
 MOT-75-20293R (1261R) & MOT-75-20293E (1261E)
 I-75 over Second Street, Ramp R

Bridge No. MOT-75-16.794

18/24
 208
 319

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



GENERAL PLAN

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unplug and flush scuppers.
 5. Rehabilitate & reset bearings.
 6. High pressure wash abutment seats, abutment concrete slopes and aprons.
 7. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

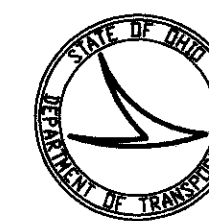
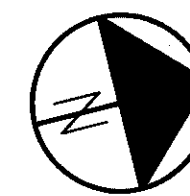
TYPE: Three span continuous welded girder bridge with reinforced concrete deck and substructure
 SPANS: 19 448, 38 365, 20 053 = 77 867 Ctr. to Ctr. End Bearings (NB)
 20 422, 38 593, 19 507 = 78 523 Ctr. to Ctr. End Bearings (Ramp R)
 ROADWAY: NB=Varies 16 103 min. f/f
 Ramp O=6401 f/f of parapets
 Ramp R= 10 617 f/f of parapets
 OUT to OUT of STRUCTURES:
 Varies, 17 170 to 22 454 (NB)
 11 684 Ramp R.
 LOAD FREQUENCY: C.F. 2000
 SKEW: 32°49'46" (NB), 36°46'15" (Ramp R)
 WEARING SURFACE: Monolithic Concrete
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: Tangent and 1' curve left (NB)
 Tangent (Ramp R)
 STRUCTURE FILE NUMBERS:
 20293E= 5707900 20293R= 5707897

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

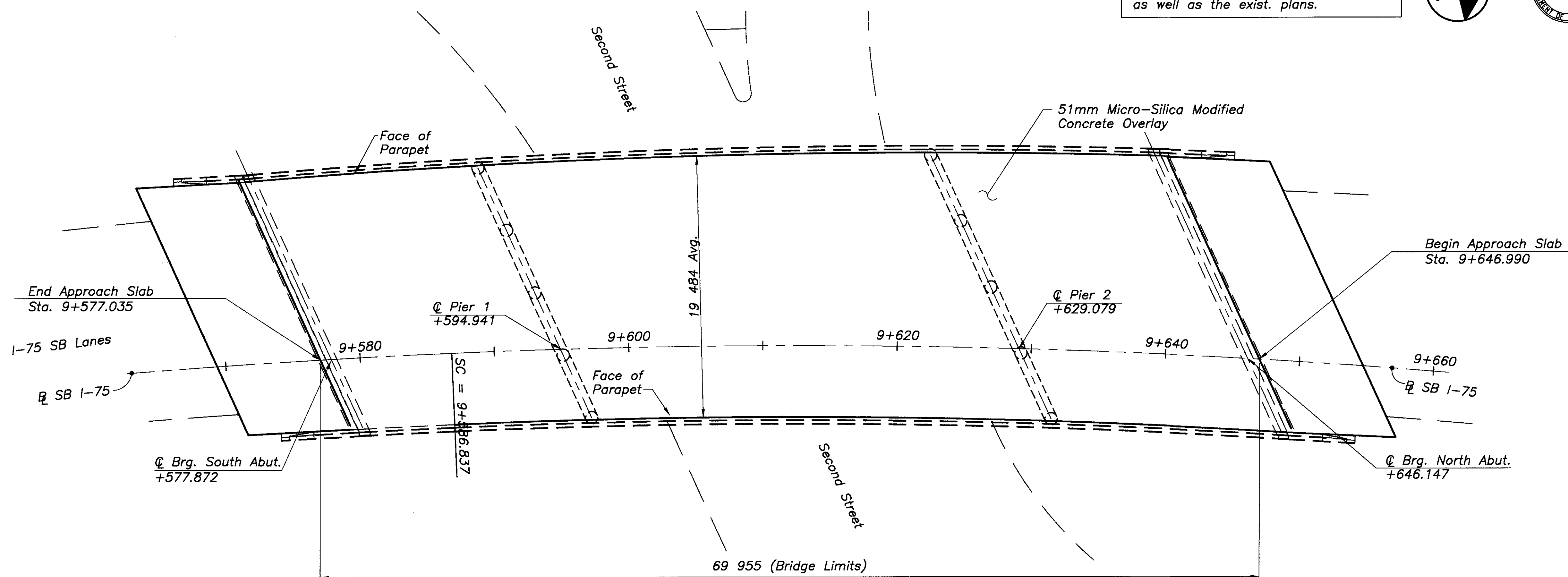
PLotted VIEW = PLAN
 SCALE = NONE
 DATE = JULY-01-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unclog and flush scuppers.
 5. Rehabilitate & reset bearings.
 6. High pressure wash abutment seats, abutment concrete slopes and aprons.
 7. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE

TYPE: Three span continuous welded girder bridge with reinforced concrete deck and substructure
 SPANS: 17 069, 34 138, 17 069 = 68 275 Ctr. to Ctr. End Bearings
 ROADWAY: Varies 19 050 to 19 920 f/f of parapets
 Out to Out of Structure:
 Varies 20 066 to 21 158
 LOAD FREQUENCY: C.F. 2000
 SKEW: 25°04'56" (Southbound Expressway)
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS:(AS-1-54) 7620± Long
 ALIGNMENT: Spiral & 3' Curve right Southbound Expressway
 STRUCTURE FILE NUMBER: 5707862

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

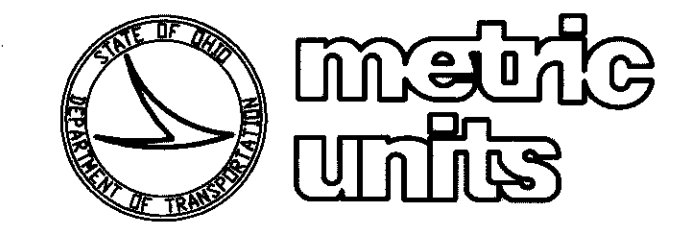
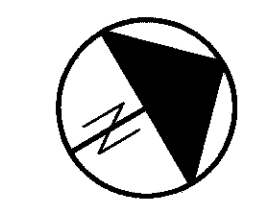
GENERAL PLAN
 Bridge No. MOT-75-20293L (1261L)
 over Second Street

MOT-75-16.794

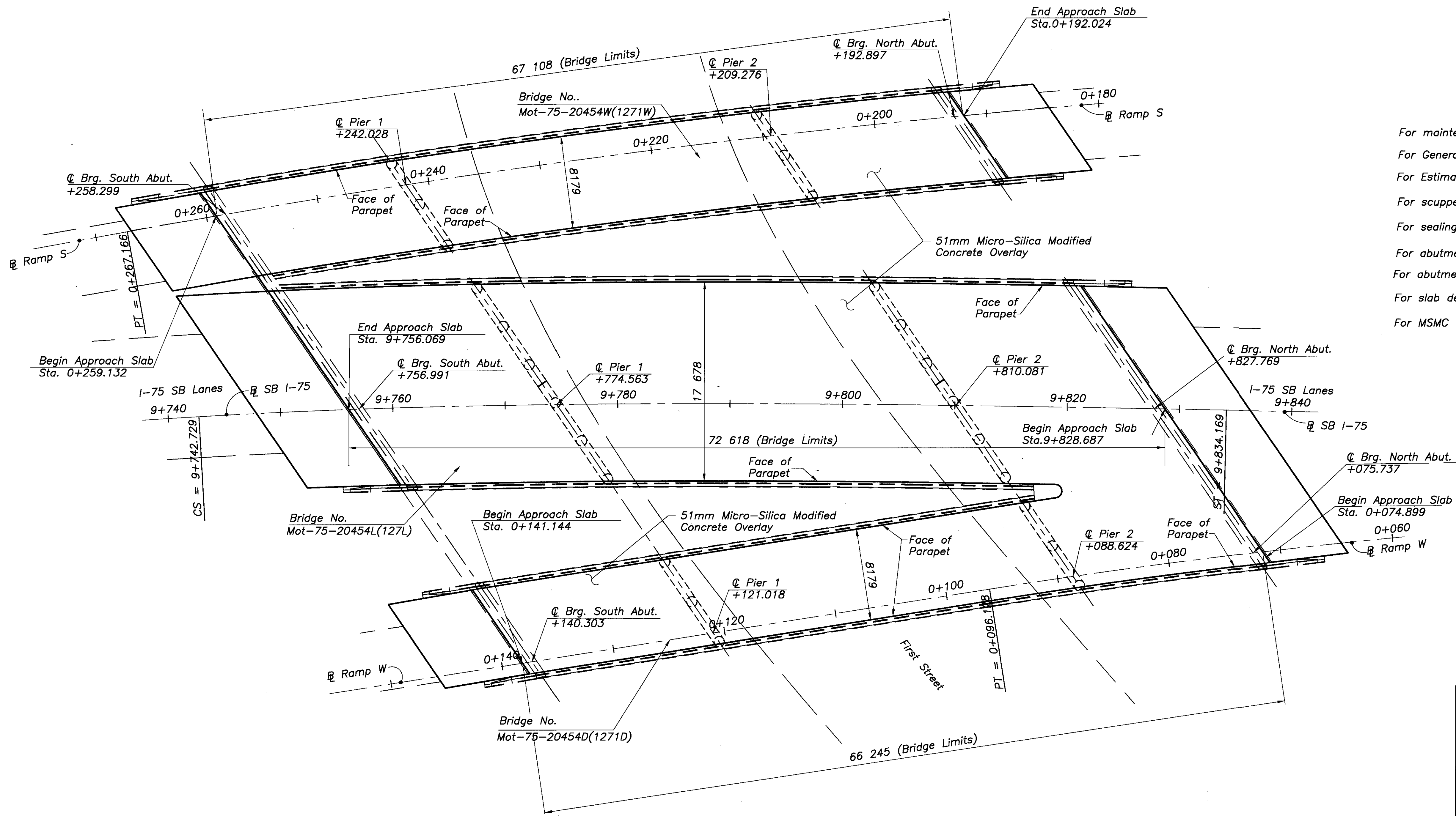
19/24

209
319

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907



NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	Varies
DATE	6/15/99		

GENERAL PLAN
Bridge No. MOT-75-20454L(1271L), 20454W(1271W) & 20454D(1271D)
I-75 SB over First Street, Ramp S & Ramp W

EXISTING STRUCTURE

Three span continuous welded girders with reinforced concrete deck and substructure
 SPANS: 16 264, 32 760, 16 370 = 65 395 ctr. to ctr. Ramp S;
 TYPE: 18 105, 35 966, 17 709 = 71 780 ctr. to ctr. end bearings Southbound Expressway; 16 207, 32 248, 16 110 = 64 565 ctr. to ctr. end bearings Ramp W
 ROADWAY: Ramp S=8179 f/f of parapets SB=17 678 f/f of parapets Ramp W=8179 f/f of parapets
 OUT to OUT of STRUCTURE: 9245 Ramp S, 18 745 Southbound Expressway, 9245 Ramp W.
 LOAD FREQUENCY: C.F. 2000
 SKEW: 13°42'53" Ramp S, 41°01'10" Southbound Expressway, 45°07'20" Ramp W
 WEARING SURFACE: 32mm± LMC
 APPROACH SLABS: (AS-1-54) 7620 Long
 ALIGNMENT: 2' curve left Ramp S, 3' curve right Southbound Expressway, 3' curve left Ramp W
 STRUCTURE FILE NUMBERS:
 20454L=5707927 20454W=5707919
 20454D=5707943

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unclog and flush scuppers.
 5. Rehabilitate & reset bearings.
 6. Replace deteriorated areas of slope protection at forward abutment.
 7. Paint steel at the abutment joints. (excludes the metalized steel joint) and beam ends.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

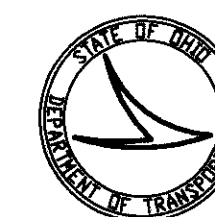
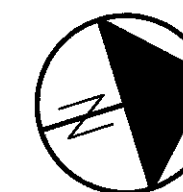
PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

MOT-75-16.794
20/24
(210)
319

PLOTTED VIEW = PLAN
 XREF# = NONE
 FILE# = 20454LSET.DWG
 JULY-18-1999

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY:
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

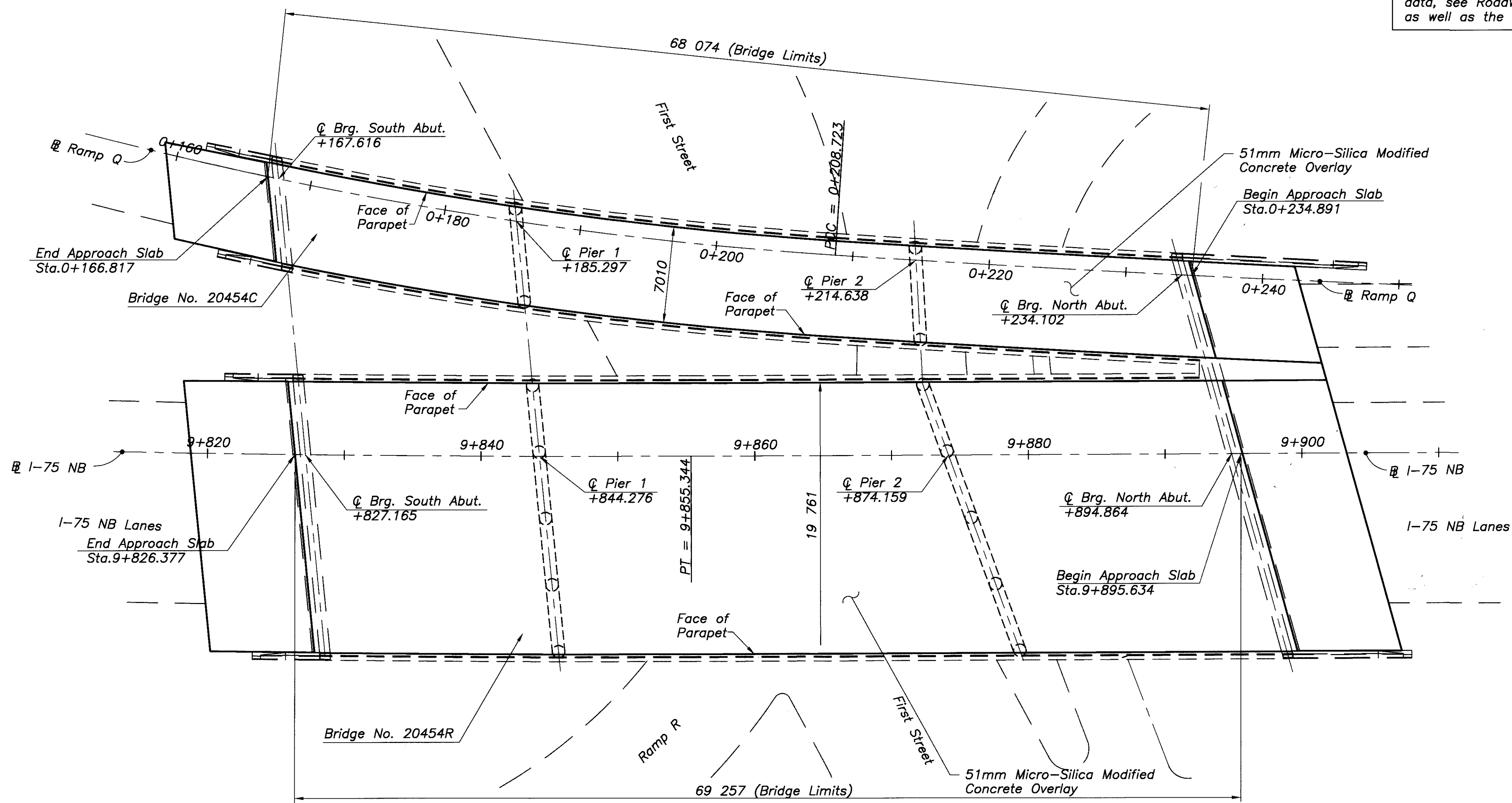
REVIEWED DATE 6/15/99
GEA
STRUCTURE FILE NUMBER
See This Sheet

DRAWN CLH
REVISED
DESIGNED ASB
CHECKED KVB

GENERAL PLAN
Bridge No. MOT-75-20454C (1271C) & MOT-75-20454R (1271R)
I-75 NB over First Street & Ramp Q

MOT-75-16.794

21/24
211
319



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

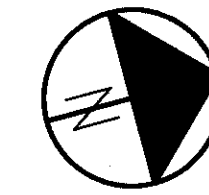
PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
3. Remove and replace approach slabs.
4. Modify scuppers. Clean, unclog and flush scuppers.
5. Rehabilitate & reset bearings.
6. Paint existing structural steel.
7. High pressure wash abutment seats, abutment concrete slopes and aprons.
8. Patch & seal concrete surfaces, as per the details of these plans.
9. Finish other items of work which is specified in these plans to complete the rehabilitation.

(It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE	
TYPE: Three span continuous welded girders with reinforced concrete deck and substructure	
SPANS: 17 112, 29 883, 20 706 = 67 701 Ctr. to Ctr. End Bearings along Northbound Expressway. 17 683, 29 340, 19 463 = 66 486 Ctr. to Ctr. End Bearings along Baseline Ramp Q	
ROADWAY: NB=19 761 f/f of parapets Ramp Q= 7010 f/f of parapets	
OUT to OUT of STRUCTURES: 17 070 N.B. Expressway 7621 Ramp Q	
LOAD FREQUENCY: C.F. 2000	
SKEW: 28°04'31.9" N.B. Expressway 32°51'43.4" Ramp Q	
WEARING SURFACE: 32mm± LMC	
APPROACH SLABS:(As-1-54) 7620 Long	
ALIGNMENT: Tangent & 1' curve left (N.B. Expressway) 1' curve & 6' curve left (Ramp Q)	
STRUCTURE FILE NUMBERS: 20454R= 5707986 20454C=5707951	
PROPOSED STRUCTURE	
Same as existing except as follows: APPROACH SLABS: AS-1-81M(7600) Long WEARING SURFACE: 51mm Micro-Silica Modified Concrete	

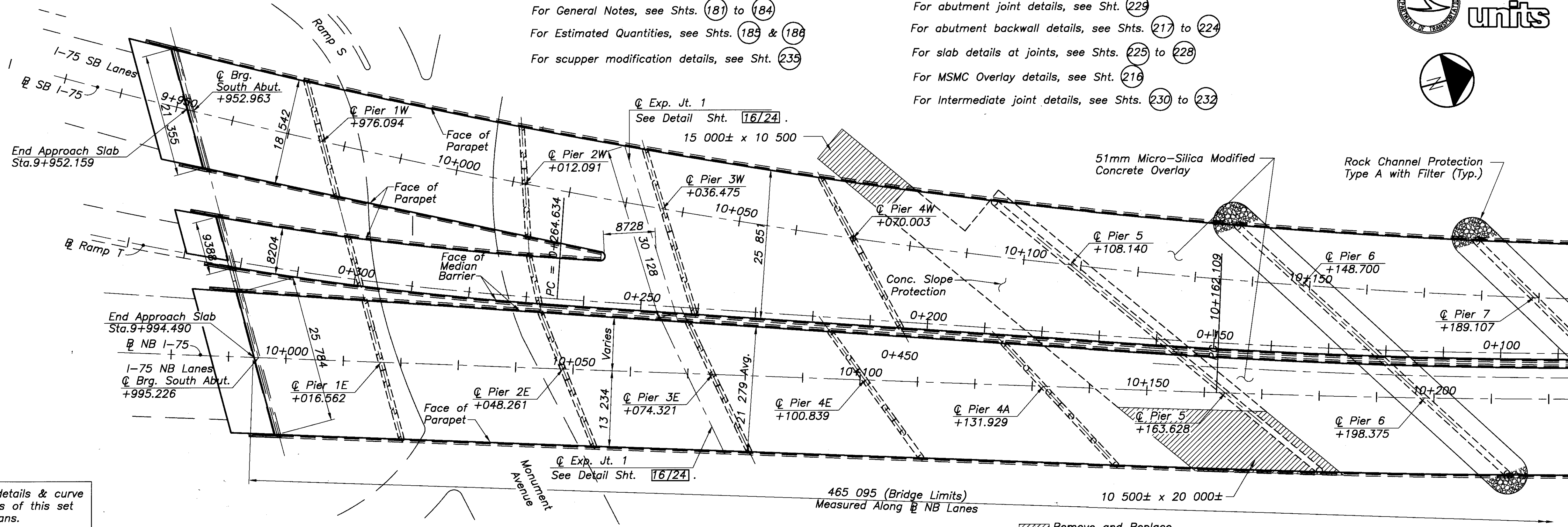
PLOTTED VIEW = PLAN
XREF# = NONE
C:\399-1\20454RSE.DWG JULY-01-1999



NOTES

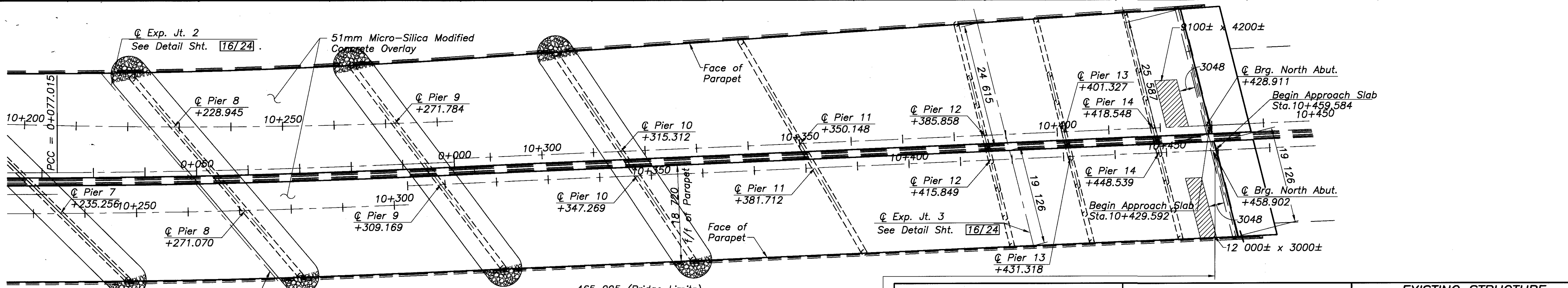
For maintenance of traffic details, see shts. (11) to (95)
For General Notes, see Shts. (181) to (184)
For Estimated Quantities, see Shts. (185) & (186)
For scupper modification details, see Sht. (235)

For sealing concrete surfaces limits, see Sht. (182)
For abutment joint details, see Sht. (229)
For abutment backwall details, see Shts. (217) to (224)
For slab details at joints, see Shts. (225) to (228)
For MSMC Overlay details, see Sht. (216)
For Intermediate joint details, see Shts. (230) to (232)



For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.

Remove and Replace Areas of Existing Concrete Slope Protection



GENERAL PLAN

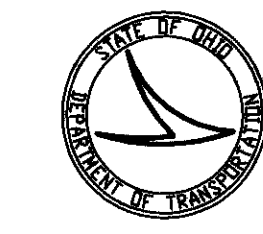
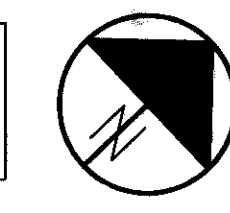
PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Rehabilitate intermediate expansion joint steel. Install new strip seal joints.
3. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
4. Remove and replace approach slabs.
5. Modify scuppers. Clean, unclog and flush scuppers.
6. Rehabilitate & reset bearings.
7. Paint existing structural steel.
8. High pressure wash abutment seats, abutment concrete slopes and aprons.
9. Replace deteriorated areas of slope protection.
10. Install new rock channel protection at piers as shown on this sheet.
11. Patch & seal concrete surfaces, as per the details of these plans.
12. Finish other items of work which is specified in these plans to complete the rehabilitation.
(It is not intended that the above work will occur in sequential order listed)

EXISTING STRUCTURE Southbound	EXISTING STRUCTURE Northbound	EXISTING STRUCTURE Ramp T
<p>TYPE: Continuous rolled beam and welded girder bridge with reinforced concrete deck and substructure</p> <p>SPANS: 23 131, 35 997, 27 432, 30 480, 38 135, 40 560, 40 408, 39 835, 42 840, 43 527, 34 836, 35 712, 15 469, 17 221, 10 363= 475 948 ctr. to ctr. end bearings.</p> <p>ROADWAY: Varies 18 542± to 27 737± f/f of parapets</p> <p>LOAD FREQUENCY: C.F. 2000</p> <p>SKEW: Varies</p> <p>WEARING SURFACE: 32mm± LMC</p> <p>APPROACH SLABS: (AS-1-54) 7620 Long</p> <p>STRUCTURE FILE NUMBER: 5708133</p>	<p>TYPE: Continuous rolled beam and welded girder bridge with reinforced concrete deck and substructure</p> <p>SPANS: 21 336, 31 699, 26 060, 26 518, 31 090, 31 699, 34 747, 36 881, 35 814, 38 100, 38 100, 34 442, 34 138, 15 469, 17 069, 10 363 = 463 677 ctr. to ctr. end bearings.</p> <p>ROADWAY: Varies 24 642 to 18 720 f/f of parapets</p> <p>LOAD FREQUENCY: C.F. 2000</p> <p>SKEW: Varies</p> <p>WEARING SURFACE: 32mm± LMC</p> <p>APPROACH SLABS: (AS-1-54) 7620 Long</p> <p>STRUCTURE FILE NUMBER: 5708168</p>	<p>TYPE: Continuous welded girder bridge with reinforced concrete deck and substructure</p> <p>SPANS: 22 211, 31 310, 29 913 = 83 444 ctr. end brg. to ctr. Pier 3-W</p> <p>ROADWAY: 8204 f/f of parapets</p> <p>LOAD FREQUENCY: C.F. 2000</p> <p>SKEW: Varies</p> <p>WEARING SURFACE: 32mm± LMC</p> <p>APPROACH SLABS: (AS-1-54) 7620 Long</p> <p>STRUCTURE FILE NUMBER: 5708141</p>
PROPOSED STRUCTURE	PROPOSED STRUCTURE	PROPOSED STRUCTURE
<p>Same as existing except as follows:</p> <p>APPROACH SLABS: AS-1-81M(7600) Long</p> <p>WEARING SURFACE: 51mm Micro-Silica Modified Concrete</p>	<p>Same as existing except as follows:</p> <p>APPROACH SLABS: AS-1-81M(7600) Long</p> <p>WEARING SURFACE: 51mm Micro-Silica Modified Concrete</p>	<p>Same as existing except as follows:</p> <p>APPROACH SLABS: AS-1-81M(7600) Long</p> <p>WEARING SURFACE: 51mm Micro-Silica Modified Concrete</p>

PLOTTED VIEW = PLAN
 SCALE = 2.5" = 100'
 DATE = JULY 19, 1999
 SHEET # = NONE
 CASE # = 20615R(1281R)

For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



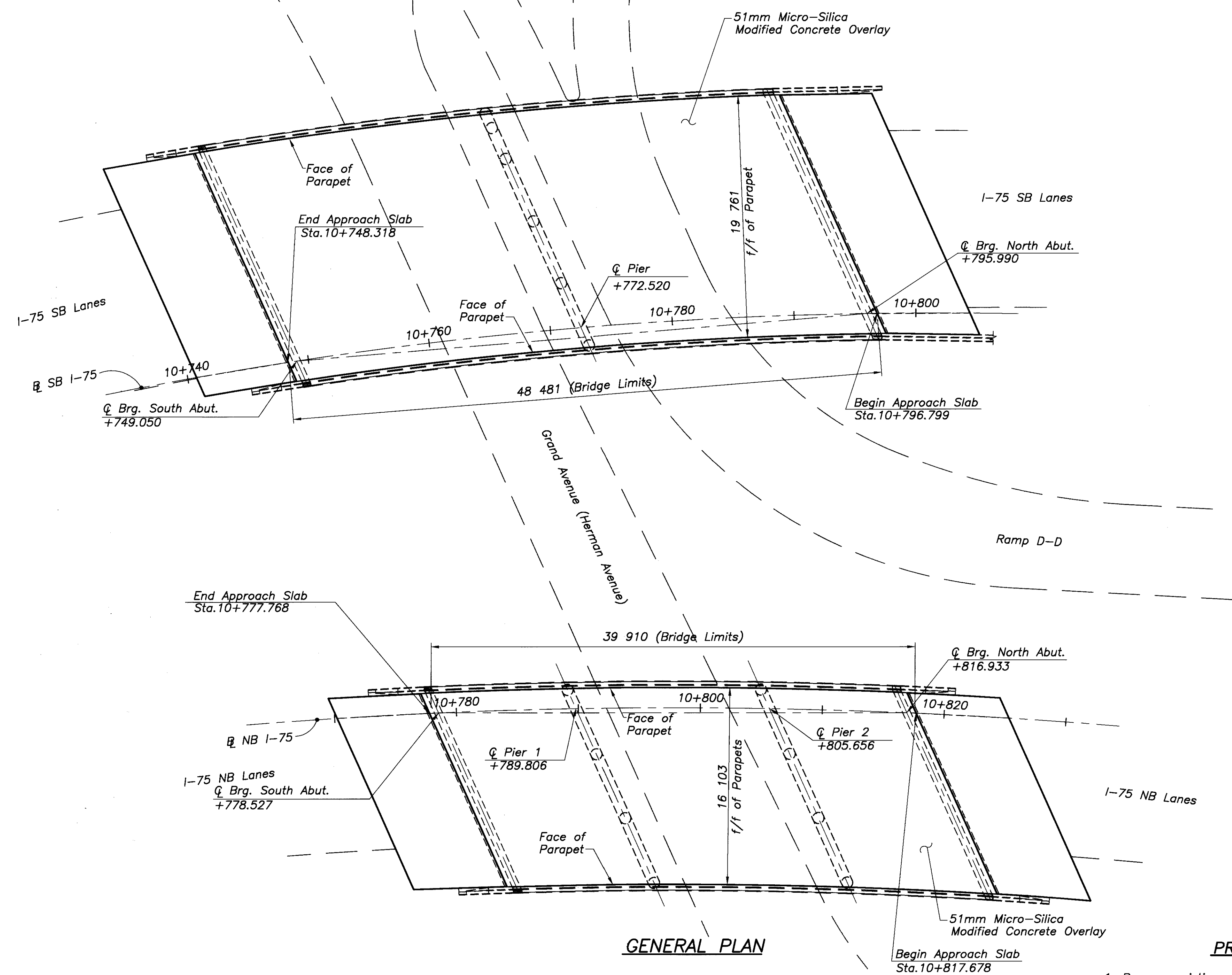
metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED ASB
CHECKED KVB

DRAWN CLH
REVISED

REVIEWED GEA
DATE 6/15/99
STRUCTURE FILE NUMBER See This Sheet



GENERAL PLAN

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete deck and substructure

SPANS: Right - 11 278±, 15 850±, 11 278± = 38 405± ctr. to ctr. end brgs.
Left - 23 470±, 23 470± = 46 939± ctr. to ctr. end brgs.

ROADWAY:
NB=16 103± f/f of parapets
SB=19 761± f/f of parapets

OUT to OUT of STRUCTURE: 17 170

LOAD FREQUENCY: C.F. 2000

SKEW: Left -19°29'37"± with layout chord
Right -24°12'52"± with layout chord

WEARING SURFACE: 32mm± Latex Modified Concrete

APPROACH SLABS: (AS-1-54) 7620± Long

ALIGNMENT:
Right - 4' Curve
Left - 5' Curve

SUPERELEVATION
Right - 0.075 ft. per ft.
Left - 0.080 ft. per ft.

STRUCTURE FILE NUMBERS:
21404L=5708192 21404R=570822

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
 2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
 3. Remove and replace approach slabs.
 4. Modify scuppers. Clean, unclog and flush scuppers.
 5. Rehabilitate & reset bearings.
 6. Paint existing structural steel.
 7. High pressure wash abutment seats, abutment concrete slopes and aprons.
 8. Patch & seal concrete surfaces, as per the details of these plans.
 9. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

PROPOSED STRUCTURE

Same as existing except as follows:
APPROACH SLABS: AS-1-81M(7600) Long
WEARING SURFACE: 51mm Micro-Silica Modified Concrete

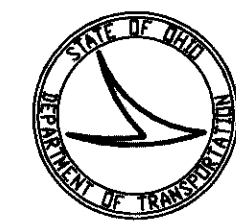
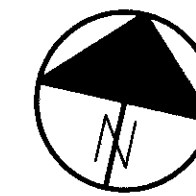
GENERAL PLAN
MOT-75-21404L (1330L) & MOT-75-21404R (1330R)
1-75 over Grand Avenue

MOT-75-16.794

23/24
213/319

PLOTTED VIEW = PLAN
XREF # = NONE
C:\3099-1-21404L\3099-1-21404L.DWG JULY-19-1999

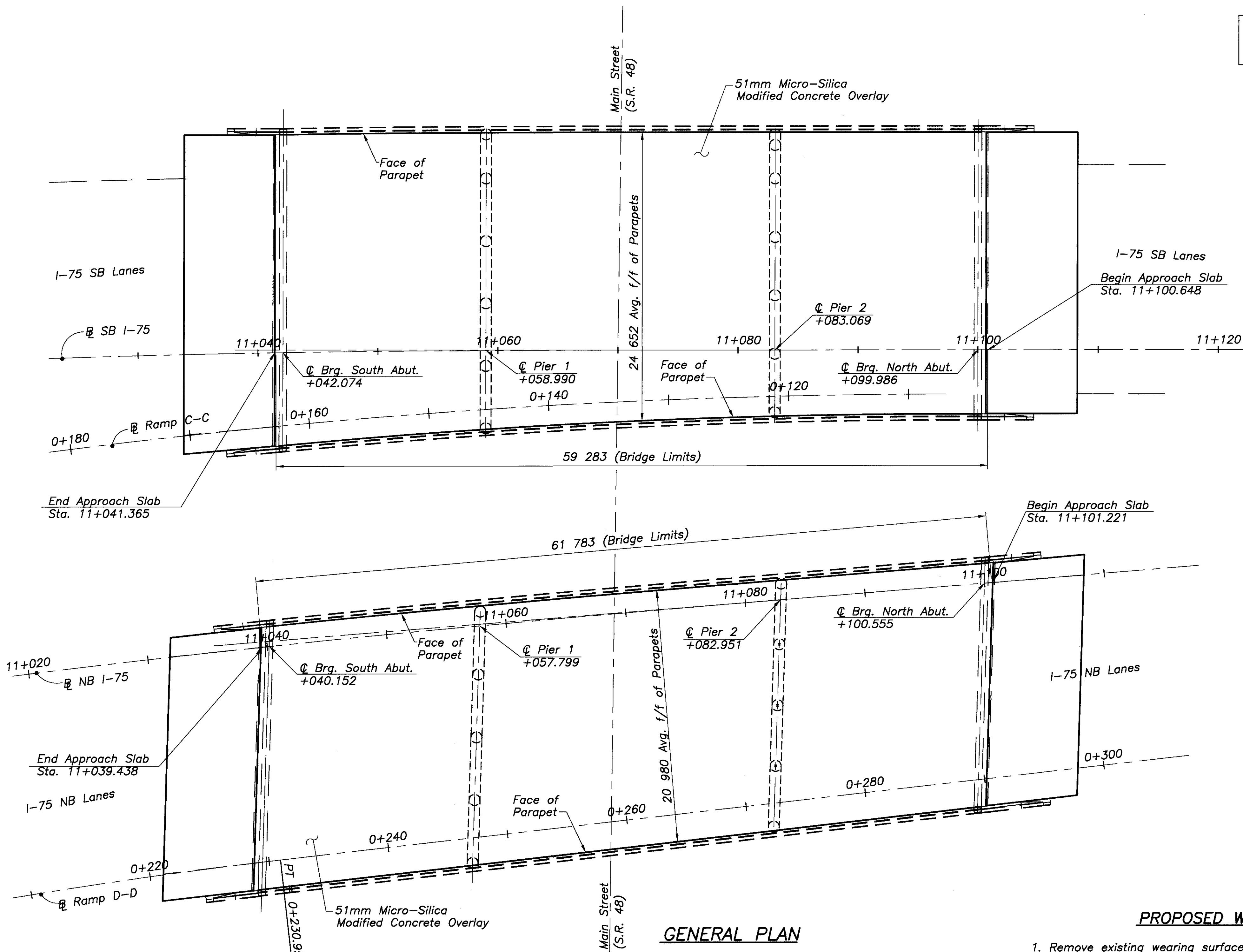
For approach roadway details & curve data, see Roadway plans of this set as well as the exist. plans.



metric units

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941

DESIGNED ASB
CHECKED KVB
DRAWN CLH
REVISED
REVIEWED GEA
DATE 6/15/99
STRUCTURE FILE NUMBER
See This Sheet



GENERAL PLAN

PROPOSED WORK

1. Remove existing wearing surface using hydrodemolition and overlay with micro-silica modified concrete.
2. Remove and reconstruct abutment backwalls down to approach slab seat, and install new strip seal joints on new end crossframe angles.
3. Remove and replace approach slabs.
4. Modify scuppers. Clean, unclog and flush scuppers.
5. Rehabilitate & reset bearings.
6. Paint existing structural steel.
7. High pressure wash abutment seats, abutment concrete slopes and aprons.
8. Patch & seal concrete surfaces, as per the details of these plans.
9. Finish other items of work which is specified in these plans to complete the rehabilitation.

(It is not intended that the above work will occur in sequential order listed)

NOTES

- For maintenance of traffic details, see shts. (11) to (95)
- For General Notes, see Shts. (181) to (184)
- For Estimated Quantities, see Shts. (185) & (186)
- For scupper modification details, see Sht. (235)
- For sealing concrete surfaces limits, see Sht. (182)
- For abutment joint details, see Sht. (229)
- For abutment backwall details, see Shts. (217) to (224)
- For slab details at joints, see Shts. (225) to (228)
- For MSMC Overlay details, see Sht. (216)

EXISTING STRUCTURE

TYPE: Three span continuous rolled beam bridge with reinforced concrete deck and substructure
 SPANS: Right-17 648±, 25 152±, 17 605± = 60 404± ctr. to ctr. end bearings.
 Left- 16 916±, 24 079±, 16 916± = 57 912± ctr. to ctr. end bearings.

ROADWAY:
 NB=21 774± to 20 187± f/f of parapets
 SB=23 419± to 25 860± f/f of parapets
 OUT to OUT of STRUCTURES:
 LOAD FREQUENCY: C.F. 2000
 SKEW: Right- 8°08'47"± with Ramp D-D
 Left- Normal to Southbound
 WEARING SURFACE: 32mm± Latex Modified Concrete
 APPROACH SLABS:(AS-1-54) 7620± Long
 ALIGNMENT: Right- curved & flared
 Left- flared

SUPERELEVATION: Right- Varies
 Left- Varies
 STRUCTURE FILE NUMBERS:
 21661L=5708257 21661R=5708281

PROPOSED STRUCTURE

Same as existing except as follows:
 APPROACH SLABS: AS-1-81M(7600) Long
 WEARING SURFACE: 51mm Micro-Silica Modified Concrete

GENERAL PLAN
 Bridge No. MOT-75-21661L (1346L), MOT-75-21661R (1346R)
 I-75 over SR 48 (Main Street)

MOT-75-16.794

24/24
 214
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 CA0989-1 21661LSP.DWG JULY-01-1999

Note: Bridge Geometry is shown in Tables below. The Slab Plan and the table on the left is for bridges with no Median Barriers and constructed in one phase. The Slab Plan and the table on the right is for bridges with no median barriers and constructed in two phases.

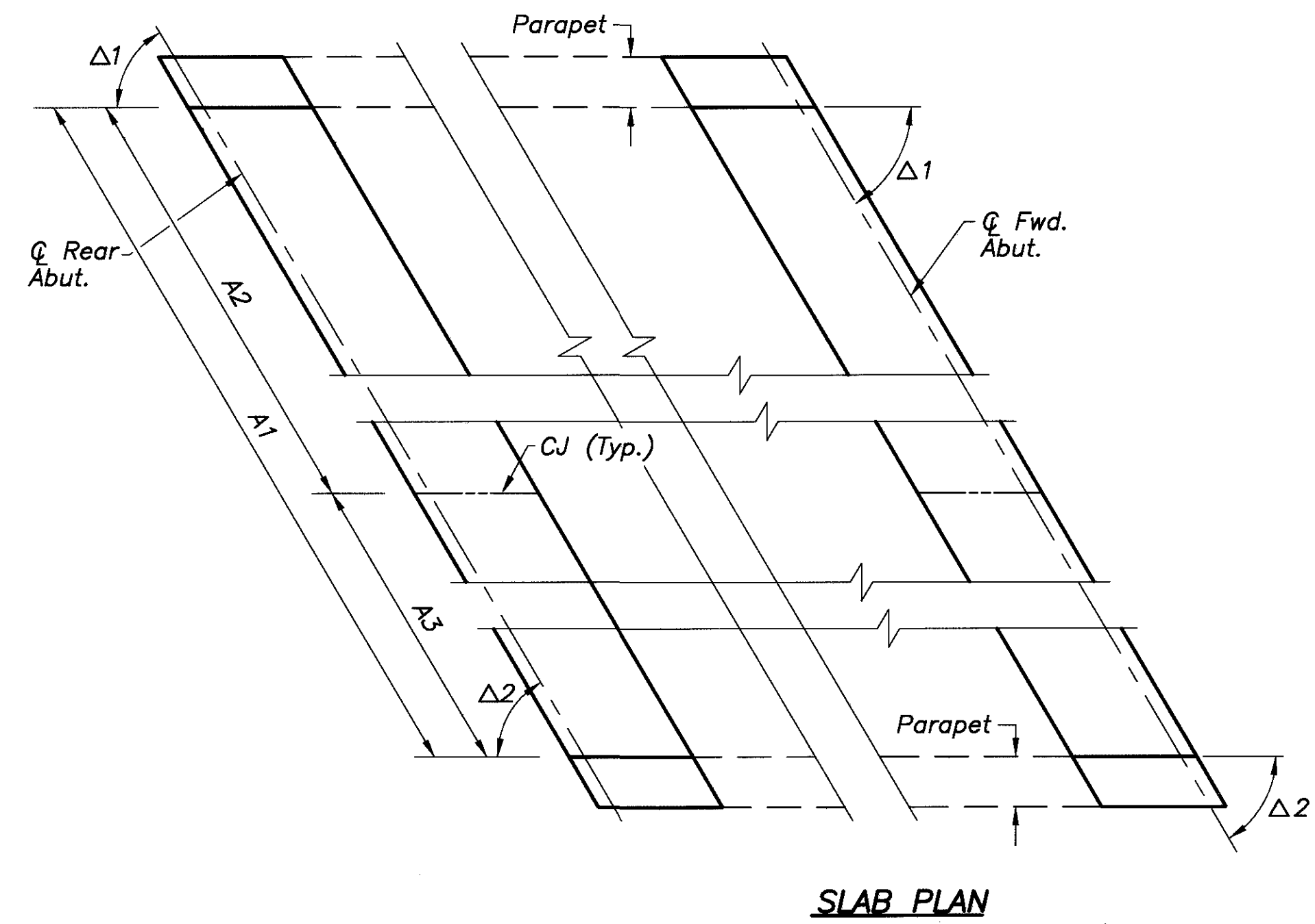
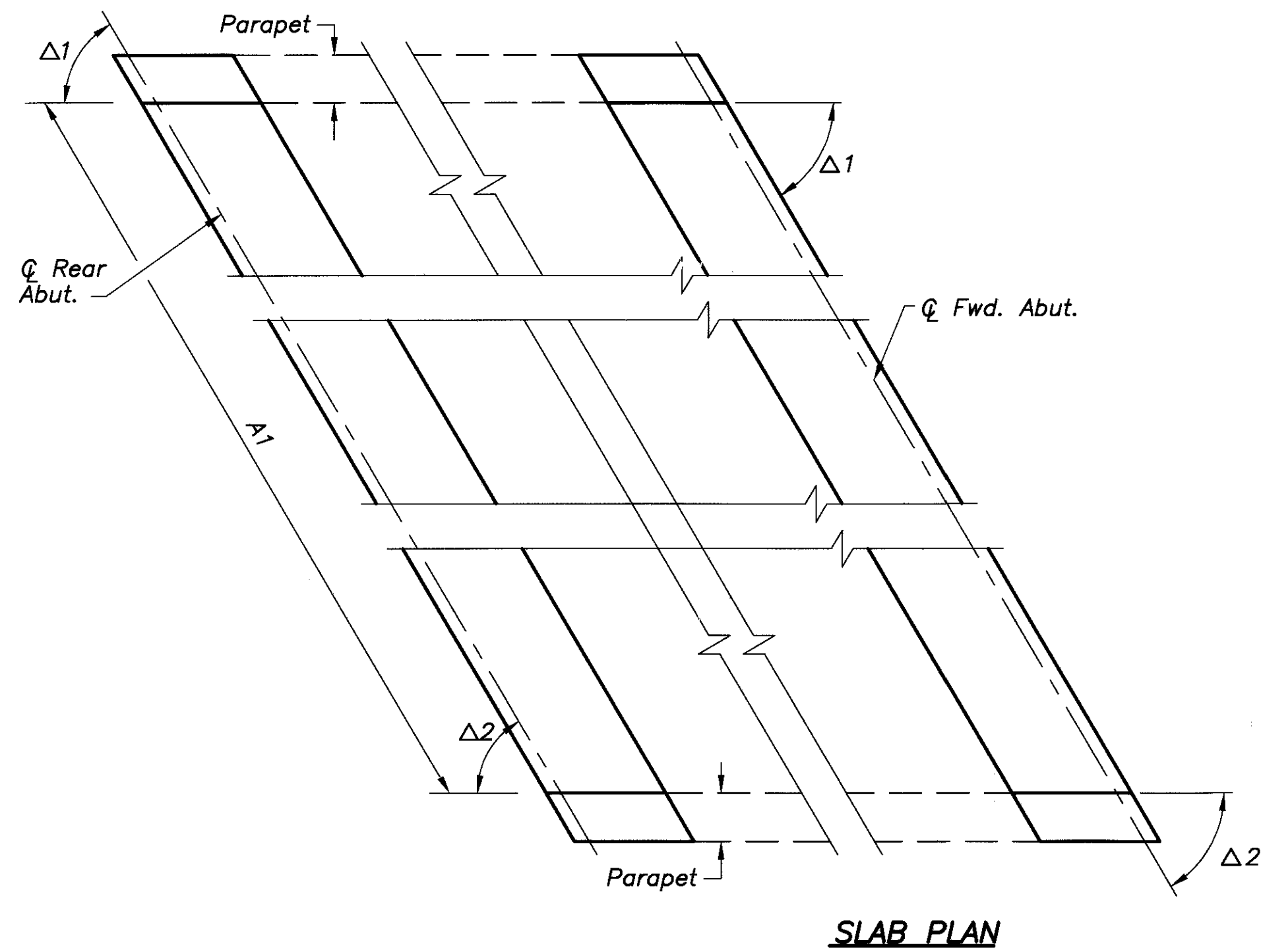


TABLE OF BRIDGE GEOMETRY

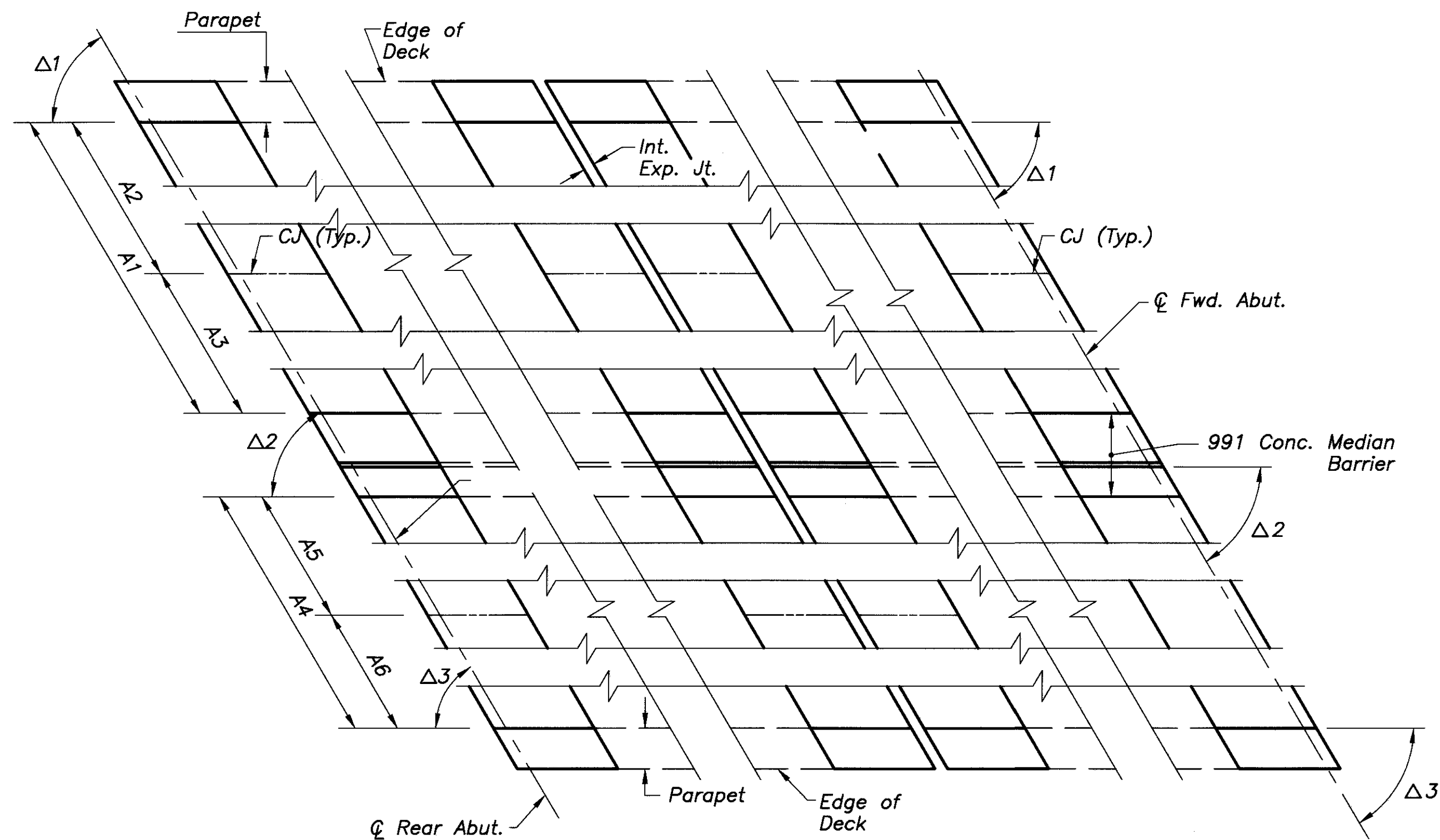
BRIDGE NO.	ABUT.	TYPE OF PARAPET		Δ ₁	Δ ₂	A1	N1	N2
		LT.	RT.					
MOT-75-18732W (1164W)	REAR LT.			40°00'00"	42°00'00"	13 300	51	31
	REAR RT.			72°26'26"	72°26'26"	9852	10	34
	FWD.			109°21'28"	109°21'28"	13 179	18	44
MOT-75-18732E (1164E)	REAR			90°00'00"	90°00'00"	12 665		45
	FWD.			90°00'00"	90°00'00"	8179		30
MOT-75-18909 (1175)	REAR			90°00'00"	90°00'11"	8179		30
	FWD.			90°00'00"	90°00'00"	8179		30
MOT-75-18958 (1178)	REAR			90°00'00"	90°00'00"	8179		30
	FWD.			90°00'00"	90°00'00"	8179		30
MOT-75-19118E (1188E)	REAR			114°03'00"	116°27'00"	10 389	17	34
	FWD.			67°04'00"	65°00'00"	11 719	19	39
MOT-75-19730W (1226W)	REAR			122°53'49"	122°42'40"	9722	24	30
	FWD.			52°54'28"	52°54'28"	13 310	38	38
MOT-75-19730E (1226E)	REAR			52°54'28"	52°54'28"	13 310	38	38
	FWD.			51°39'40"	51°39'40"	7934	22	23
MOT-75-20293E (1261E)	REAR LT.			65°20'26"	65°20'26"	9011	15	30
	REAR RT.			61°00'16"	60°41'26"	9366	19	30
MOT-75-20293R (1261R)	REAR LT.			65°08'17"	65°08'17"	9014	15	30
	REAR RT.			72°20'17"	72°57'25"	7349	7	26
MOT-75-20454W (1271W)	REAR			71°23'03"	71°23'03"	7395	7	26
	FWD.			66°40'00"	66°40'00"	9388	15	31
MOT-75-20454D (1271D)	REAR							
	FWD.							
MOT-75-20454C (1271C)	REAR							
	FWD.							
MOT-75-20615C (1281C)	REAR							
	FWD.							

TABLE OF BRIDGE GEOMETRY

BRIDGE NO.	ABUT.	TYPE OF PARAPET		CONST. PHASE	Δ ₁	Δ ₂	A1	A2	A3	N1	N2	N3	N4
		LT.	RT.										
MOT-75-20293L (1261L)	REAR			1	70°30'00"	68°30'00"	20 208	10 104	10 104	12	12	33	33
	FWD.			1	62°49'46"	61°45'19"	22 612	11 306	11 306	21	21	35	35
MOT-75-20293R (1261R)	REAR RT.	(*)	(*)	2	56°53'08"	56°53'08"	19 528	9764	9764	22	22	29	29
	FWD.			2	60°17'06"	63°35'26"	23 990	14 394	9596	31	19	43	29
MOT-75-20454L (1271L)	REAR			1	57°12'29"	57°12'29"	21 028	10 514	10 514	24	24	31	31
	FWD.			1	55°18'45"	62°20'00"	30 438	10 000	20 438	24	54	29	57
MOT-75-20454R (1271R)	REAR			2	83°39'04"	83°33'04"	19 886	9943	9943			34	34
	FWD.	(*)		2	74°30'10"	74°30'10"	20 506	10 253	10 253			34	34
MOT-75-20615L (1281L)	REAR			1	60°45'00"	61°26'00"	21 356	10 678	10 678	21	21	32	32
	REAR			2	71°09'05"	72°53'10"	25 784	15 470	10 314	20	10	50	34
MOT-75-21440L (1330L)	REAR			1	75°09'45"	74°36'35"	20 476	13 650	6826	12	3	45	23
	FWD.			1	66°59'12"	64°48'26"	21 292	14 192	7100	23	9	45	23
MOT-75-21440R (1330R)	REAR			2	68°42'34"	67°48'22"	17 372	5792	11 585	6	16	19	37
	FWD.			2	63°06'32"	61°56'14"	18 107	6035	12 072	9	34	19	52
MOT-75-21661L (1346L)	REAR			1	90°00'00"	95°28'00"	25 860	17 240	8620			59	30
	FWD.			1	90°00'00"	95°28'00"	23 419	15 613	7806			53	27
MOT-75-20661R (1346R)	REAR			2	96°38'49"	98°08'47"	21 996	7332	14 664			26	50
	FWD.			2	96°15'47"	98°08'47"	20 393	6798	13595			24	46
MOT-75-19730L (1226L)	REAR			1	60°55'13"	61°44'56"	18 574	9287	9287	18	18	28	28
	FWD.			1									
MOT-75-19730R (1226R)	REAR			2	56°18'41"	52°58'43"	26 016	13008	13008	32	32	37	37
	FWD.			2									
INTERMEDIATE EXPANSION JOINTS													
MOT-75-20615L (1281L) - JT. 2					48°14'00"	50°42'00"	13 295	13 295		37	37	34	34
MOT-75-20615R (1281R) - JT. 1					60°39'00"	62°23'00"	25 108	12 554	12 554	23	23	38	38
MOT-75-20615R (1281R) - JT. 2					50°26'00"	51°15'00"	23 984	11 992	11 992	31	31	32	32

(*) For Parapet end conditions at abutments, see sht. 14/29

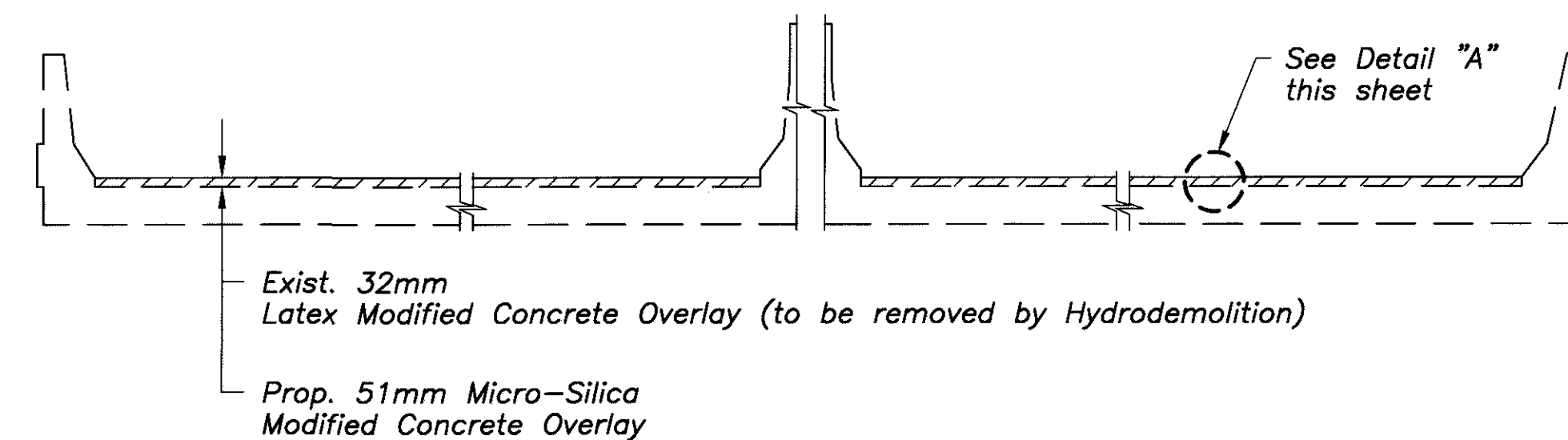
GEOMETRY FOR BRIDGES WITH MEDIAN BARRIERS AND CONSTRUCTED IN TWO PHASES



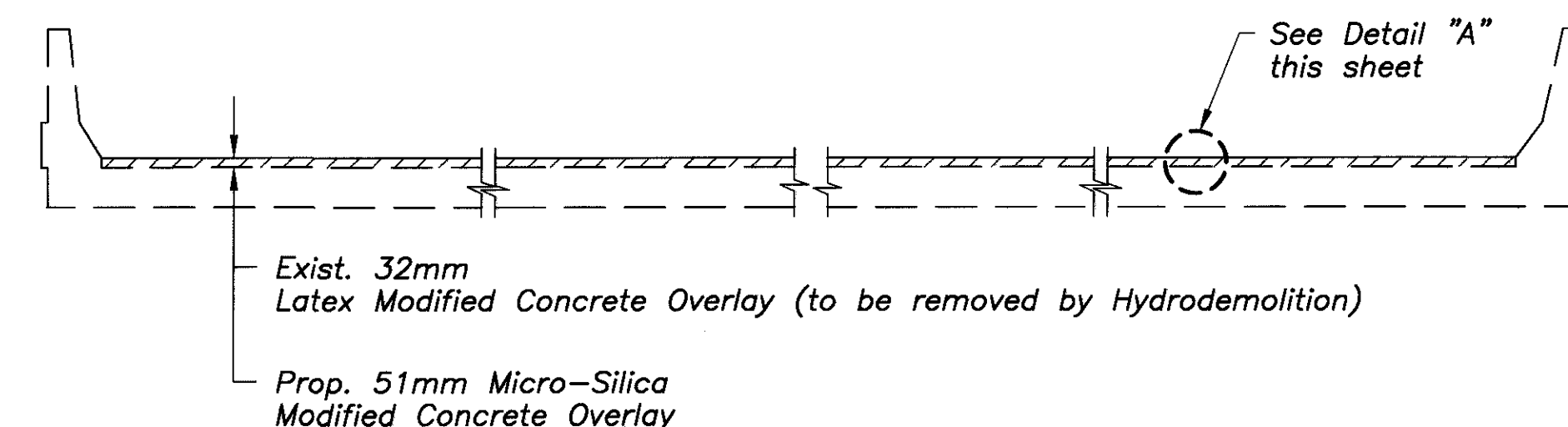
SLAB PLAN

MICRO-SILICA MODIFIED CONCRETE OVERLAY

Existing decks will be overlaid as per the details shown below and in accordance with Item 848. 20% of the deck area is used for purpose of estimating quantities for variable thickness (51 mm average thickness assumed) overlay. 1% of the deck area is used for estimating Hand Chipping and Full Depth Slab Repair quantities.



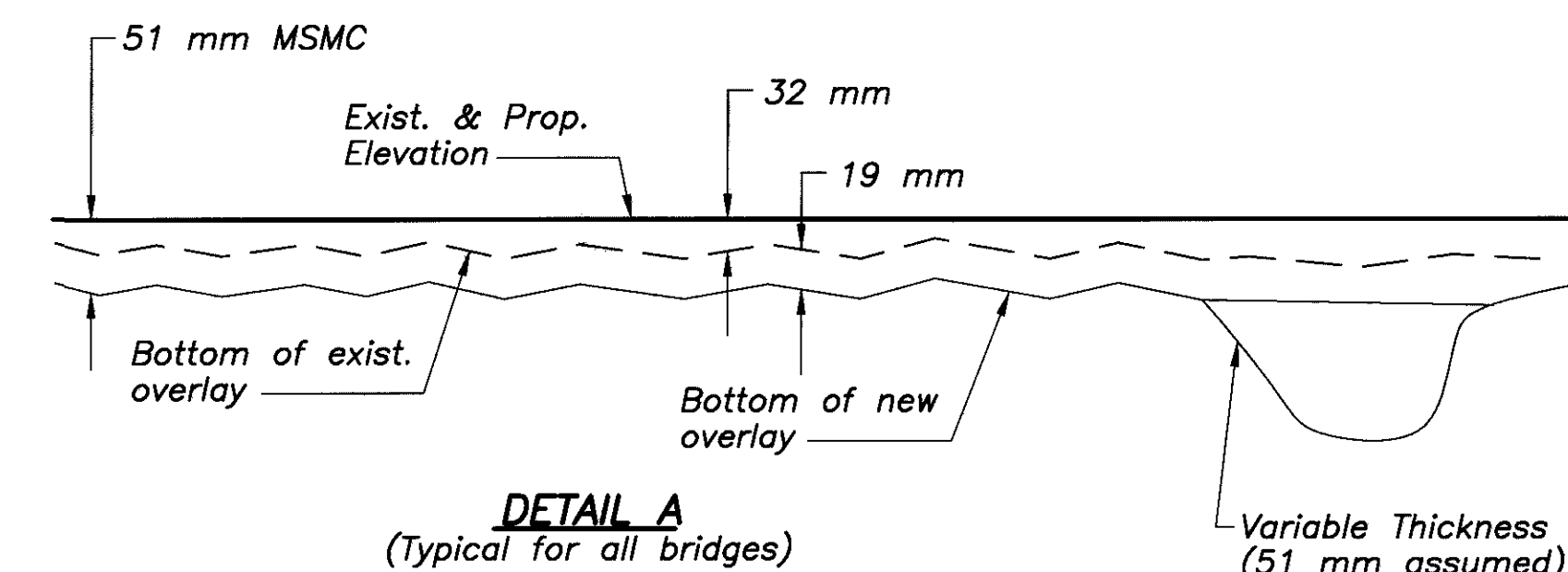
EXISTING & MODIFIED TYPICAL SECTION
(Typical for bridges with median)



EXISTING & MODIFIED TYPICAL SECTION
(Typical for bridges without Median Barrier)

TABLE OF BRIDGE GEOMETRY

BRIDGE NO.	ABUT.	TYPE OF PARAPET		Δ ₁	Δ ₂	Δ ₃	A1	A2	A3	A4	A5	A6	N*	N**	N1	N2	N3	N4	N5	N6	N7	N8
		LT.	RT.																			
MOT-75-16801 (1044)	REAR			58°52'00"	58°58'23"	59°17'00"	19 284	9642	9642	18 968	9484	9484	2	2	20	20	20	20	29	29	28	28
	FWD.			63°31'00"	62°50'14"	63°01'00"	24 316	12 158	12 158	21 006	10503	10 503			22	22	19	19	38	38	32	33
MOT-75-17348 (1078)	REAR			71°30'00"	71°43'47"	72°30'00"	17 396	11 597	5799	17 136	5712	11 424	1	2	13	4	4	13	38	20	19	37
	FWD.			73°30'00"	73°44'59"	74°15'00"	17 202	11 468	5734	16 951	5650	11 301			11	3	3	11	38	20	19	37
MOT-75-17847 (1109)	REAR			71°00'00"	71°00'00"	71°00'00"	17 488	11 659	5829	17 247	5749	11 498	1	2	14	4	4	14	38	20	19	38
	FWD.			71°00'00"	71°00'00"	71°00'00"	17 488	11 659	5829	17 247	5749	11 498			14	4	4	14	38	20	19	38
MOT-75-18056 (1122)	REAR			115°54'23"	115°54'23"	115°54'23"	18 126	12 084	6042	18 383	6128	12 255	1	2	22	8	9	22	38	20	19	38
	FWD.			115°54'23"	115°54'23"	115°54'23"	18 126	12 084	6042	18 383	6128	12 255			22	8	9	22	38	20	19	38
MOT-75-18732 (1164)	REAR			96°06'44"	96°06'44"	96°06'44"	12 950	6475	6475	12 720	6360	6360	1	1					23	23	22	22
	FWD.			96°06'44"	96°06'44"	96°06'44"	12 950	6475	6475	12 720	6360	6360								23	23	22
MOT-75-18941 (1177)	REAR			77°30'00"	82°44'30"	84°30'00"	16 942	11 295	5647	17 221	5740	11 481	1	1					38	20	20	39
	FWD.			81°45'00"	82°44'30"	83°00'00"	15 475	10 317	5158	16 742	5581	11 161								35	19	19
MOT-75-19118 (1188)	REAR			88°23'00"	88°21'00"	88°21'00"	13 211	8807	4404	12 627	4209	8468	1	1					31	16	15	30
	FWD.			68°50'00"	68°27'00"	68°01'00"	21 656	10 828	10 828	21 470	10 735	10 735			14	14	14	14	35	35	34	35
MOT-75-19440 (1208)	REAR			119°25'00"	119°58'33"	120°36'00"	23 220	11 610	11 610	23 092	11 546	11 546	1	1	24	24	24	24	35	35	34	35
	FWD.			47°08'00"	47°07'39"	47°08'00"	27 518	13 759	13 759	27 206	13 603	13 603			43	43	43	43	35	35	34	35
MOT-75-19730 L&R (1226 L&R)	REAR			119°20'00"	119°20'00"	119°20'00"	21 734	10 867	10 867	25 668	12 834	12 834	1	1	22	22	27	27	33	33	38	39
FWD.			79°35'56"	78°10'00"	78°10'00"	25 588	12 794	12 794	19 126	9563	9563	6			6	3	3	43	44	32	33	
INTERMEDIATE EXPANSION JOINT																						
MOT-75-16801 (1044)			63°43'59"	63°43'59"	63°43'59"	21 234	10 617	10 617	18 154	9077	9077	2	2	16	16	12	12	33	33	28	28	



SUPERSTRUCTURE DETAILS

MOT-75-16.794

2/29

216
319

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DATE
6-15-99
REVIEWED
GEA
STRUCTURE FILE NUMBER
NA

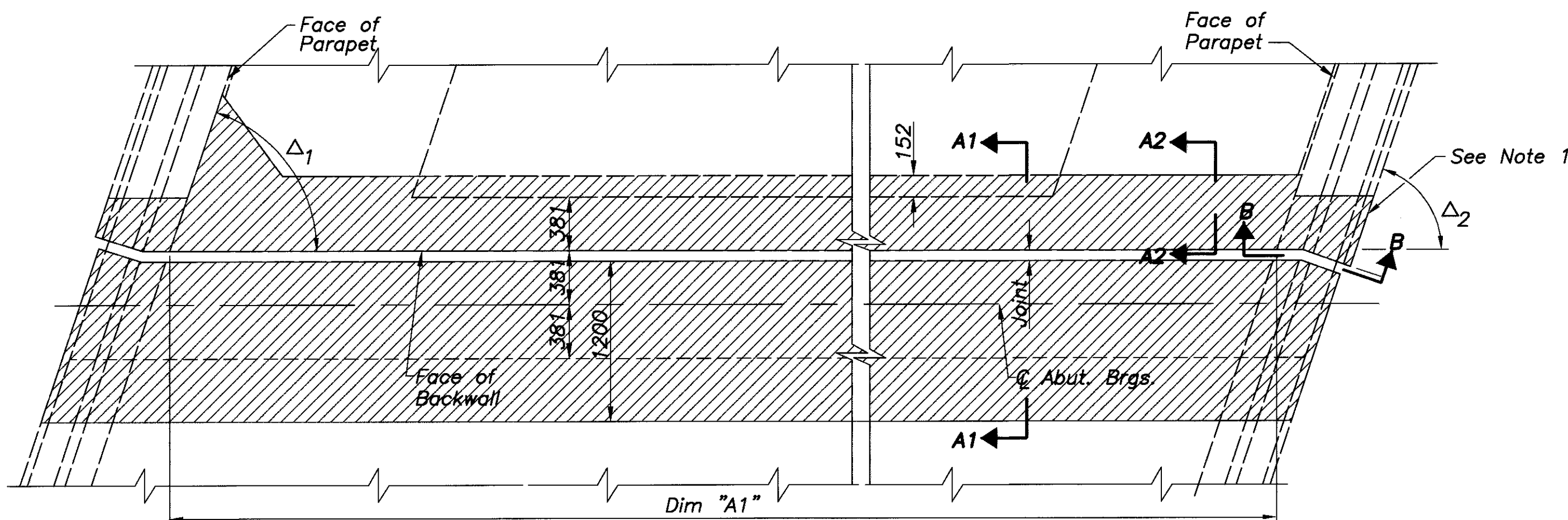
DRAWN
D/D
REVISED

DESIGNED
ASB
CHECKED
KVB

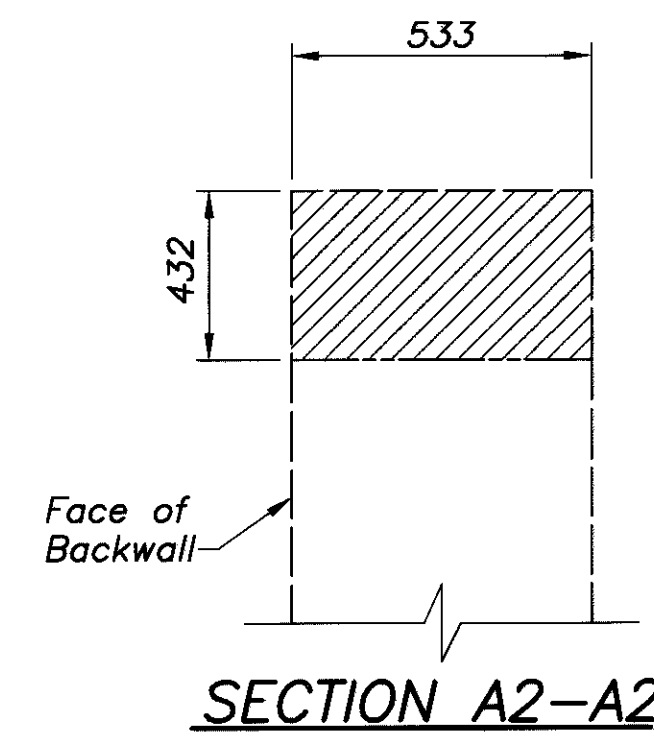
PLOT SCALE = 20x(MPH)
CAD98-4 MOT75SDC.DWG
JULY-01-1999

PLOTTED VIEW = PLAN
XREF# = NONE

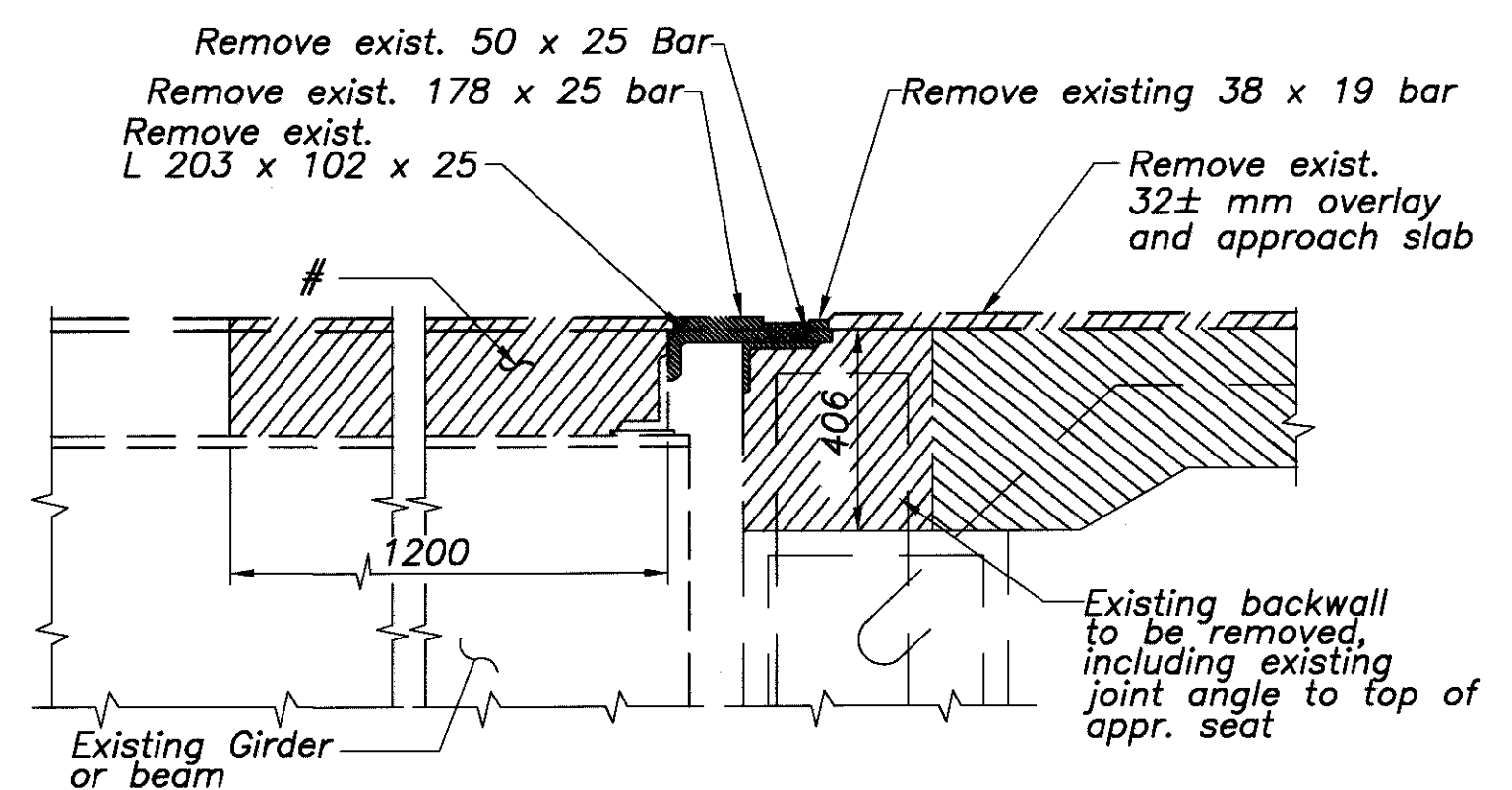
Details of this sheet apply to the following structures;	
MOT-75-20293E (1261E)	RA & FA
MOT-75-20293R (1261R)	REAR LT.
MOT-75-20454C (1271C)	RA & FA
MOT-75-20454D (1271D)	RA
MOT-75-20454W (1271W)	RA & FA
MOT-75-20615C (1281C)	RA



EXISTING ABUTMENT AND DECK SLAB REMOVAL PLAN

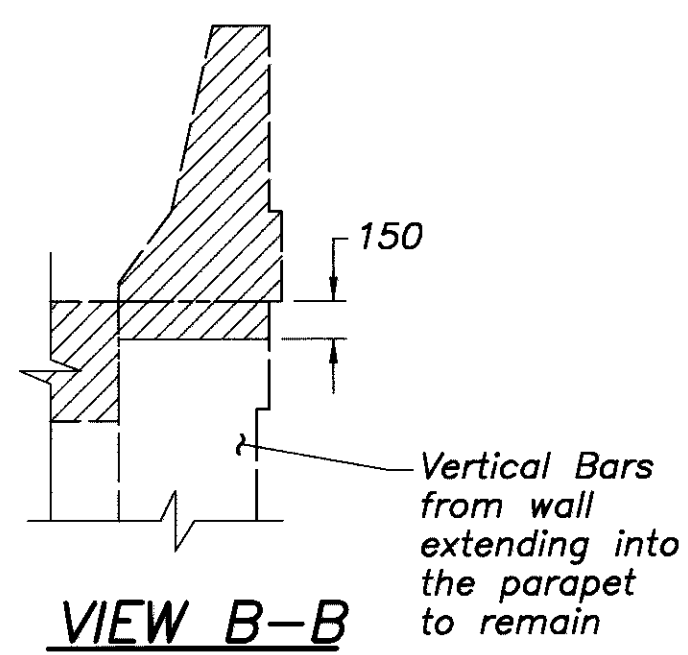


SECTION A2-A2

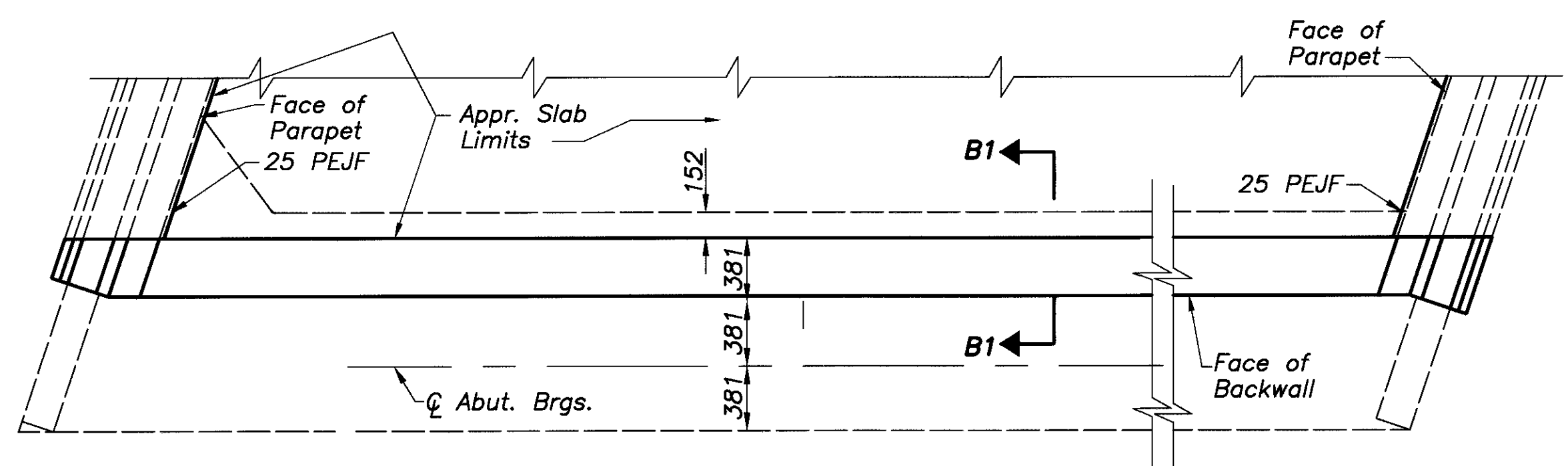


SECTION A1-A1

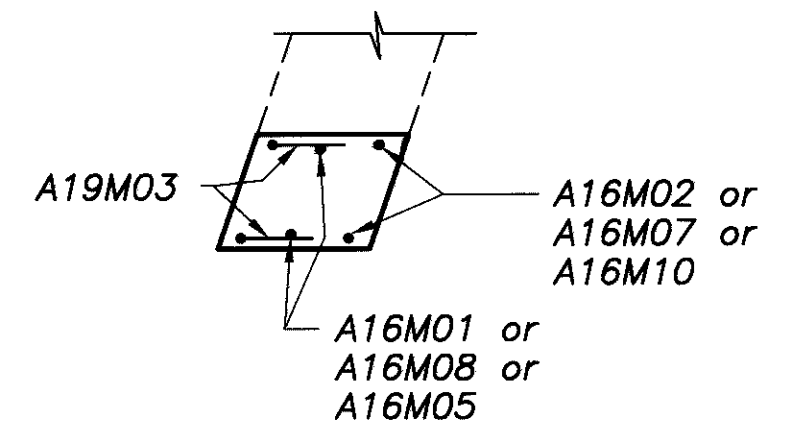
Remove 1200mm of exist. deck and reconstruct as per the details on shts. [11/29] thru [14/29].



VIEW B-B

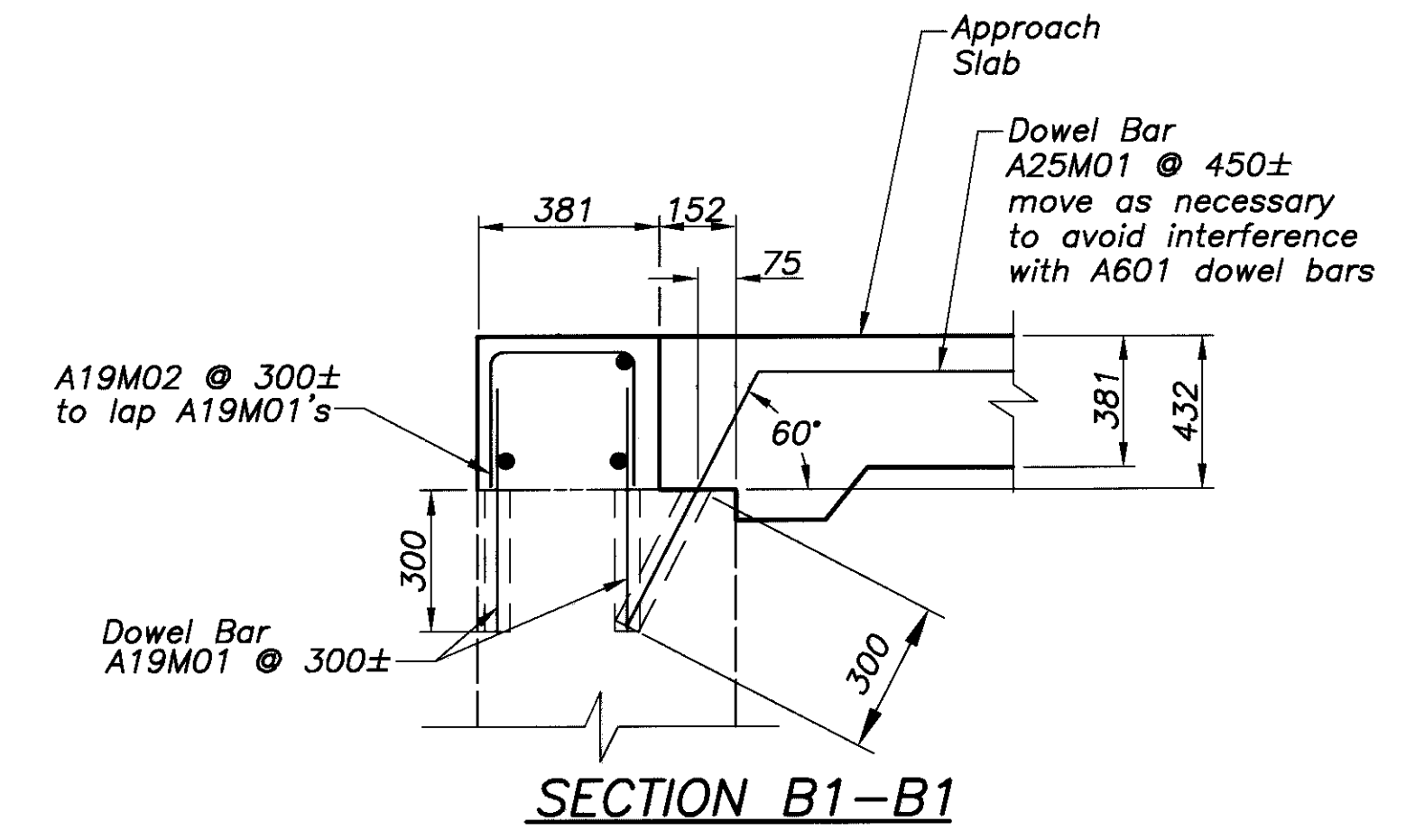


MODIFIED ABUTMENT PLAN



SECTION C-C

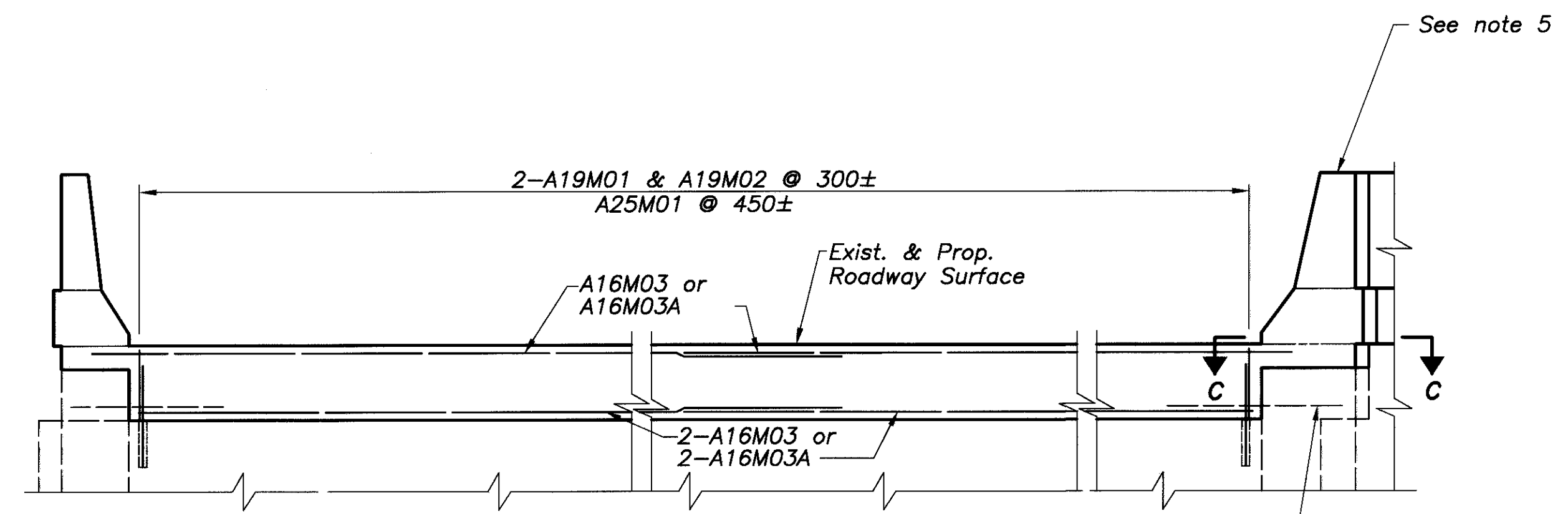
For special parapet end conditions, all existing rebars are preserved during removal. No new bars are specified.



SECTION B1-B1

NOTES:

1. Exist. Long. reinforcing bars in parapet (and 150 mm deep wingwall area below parapet) to remain (Typ.)
2. For Abutment expansion joint details see sht. [15/29].
3. For Dimensions and Angles, see Bridge Geometry tables sht. [1/29] & [2/29].
4. For parapet (on wingwall) details, see sht. [5/29] & [6/29].
5. Reconstruct parapet to existing dimensions. Generic parapets are shown (on wingwalls) on both sides. In actuality, parapet will be either Type I, or II, or III or special parapet end conditions as shown on sht. [14/29]. For parapet Type I, or II, or III, see sht. [5/29] & [6/29].



MODIFIED ABUTMENT ELEVATION

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 33.333 (1/4"=1')
 CA099-1 407735010.DWG SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED	DRAWN	REVIEWED	DATE
ASB	CLH	GCA	6-15-99
CHECKED	REVISED	STRUCTURE FILE NUMBER	SEE THIS SHEET
KVB			

ABUTMENT DETAILS
 Partial Depth Abutment Backwall Replacement without
 Construction Jt. and No Median Barrier

MOT-75-16.794

Details of this sheet apply to the following structures:

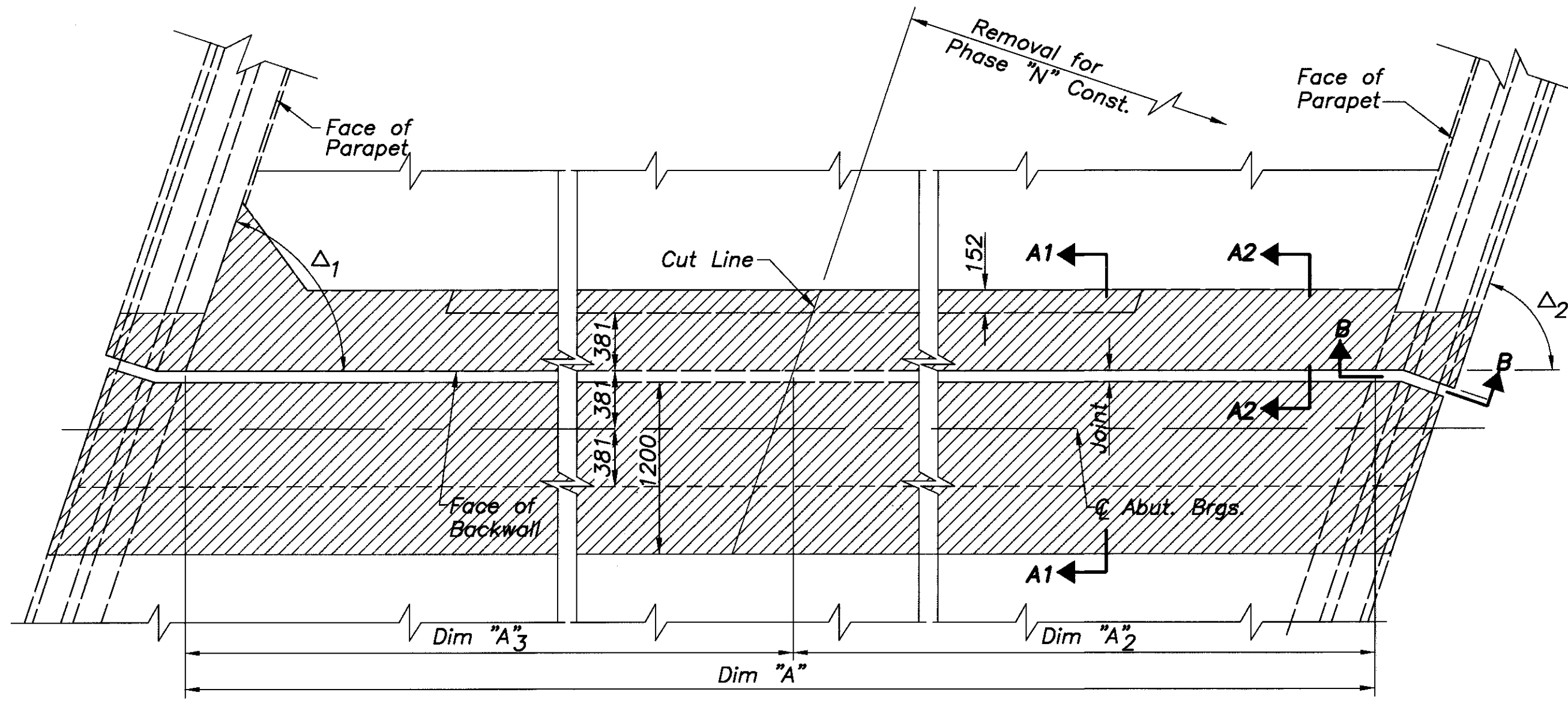
MOT-75-20293L (1261L)	RA & FA
MOT-75-20293R (1261R)	REAR RT & FA
MOT-75-20454L (1271L)	RA & FA
MOT-75-20454R (1271R)	RA & FA
MOT-75-20615L (1281L)	RA
MOT-75-20615R (1281R)	RA
MOT-75-21440L (1330L)	RA & FA
MOT-75-21440R (1330R)	RA & FA

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

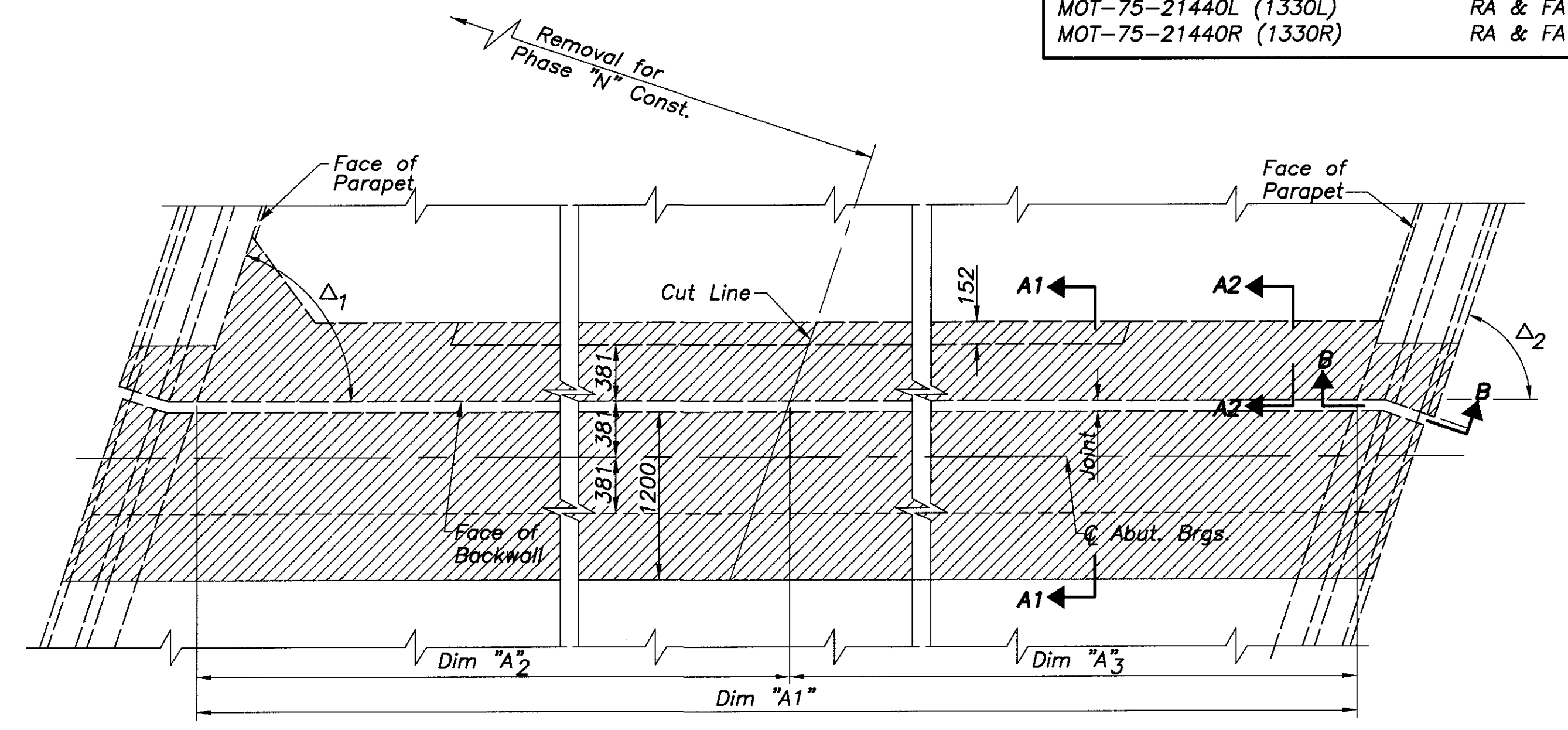
DATE 6-15-99
 REVIEWED GEA
 DRAWN CLH
 DESIGNED ASB
 CHECKED KVB

STRUCTURE FILE NUMBER
 See This Sheet

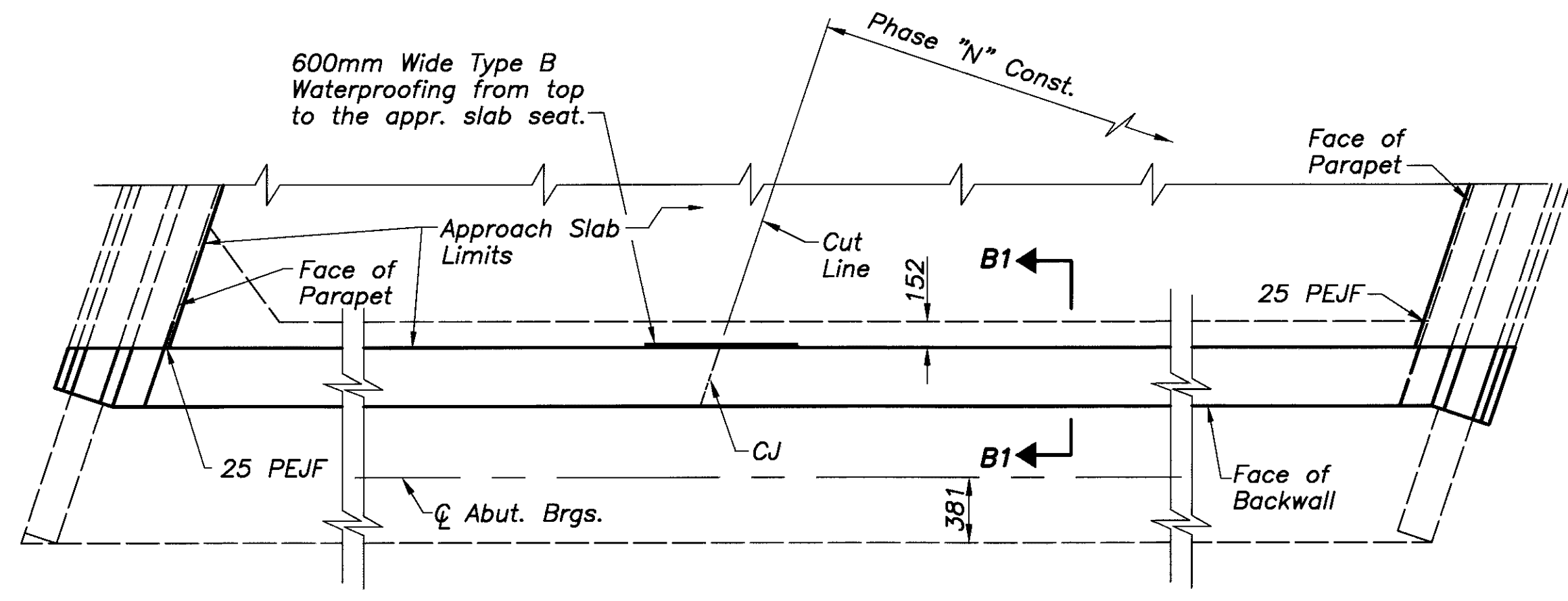
ABUTMENT DETAILS
 Partial Depth Abutment Backwall Replacement
 With a Construction Joint and No Median Barrier



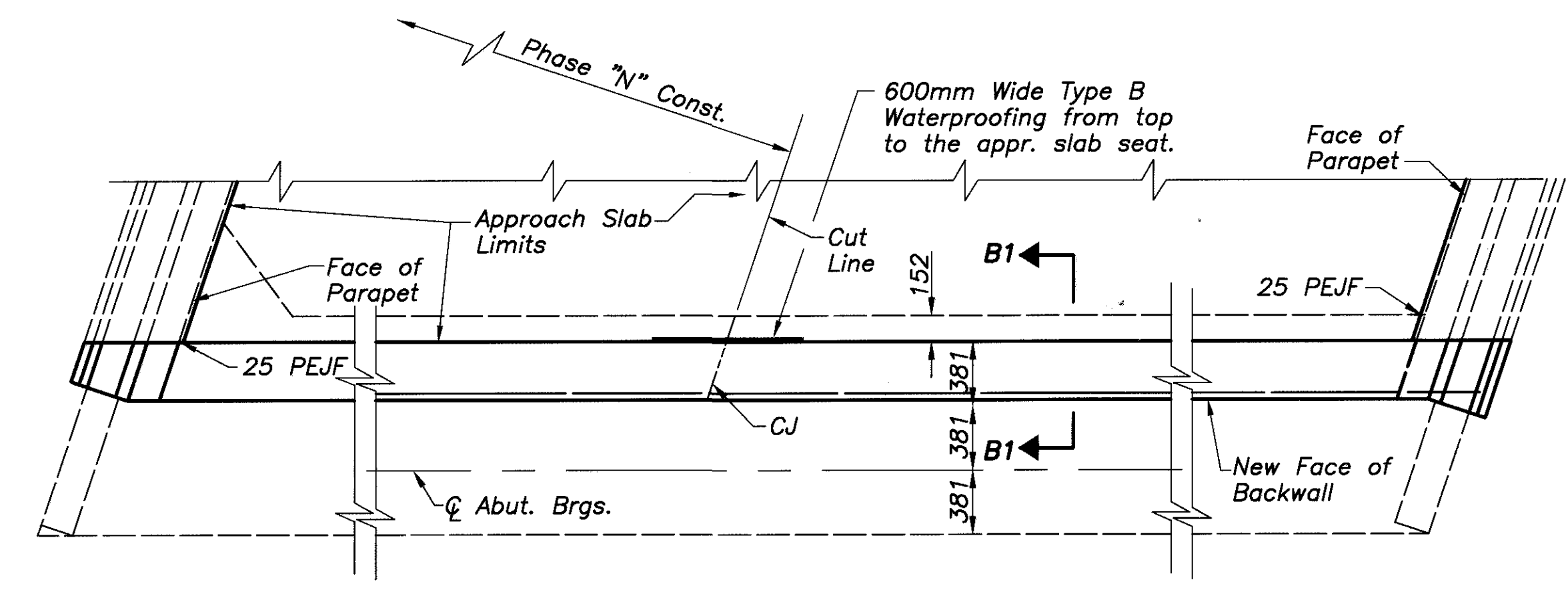
EXISTING REAR ABUTMENT AND DECK SLAB REMOVAL PLAN



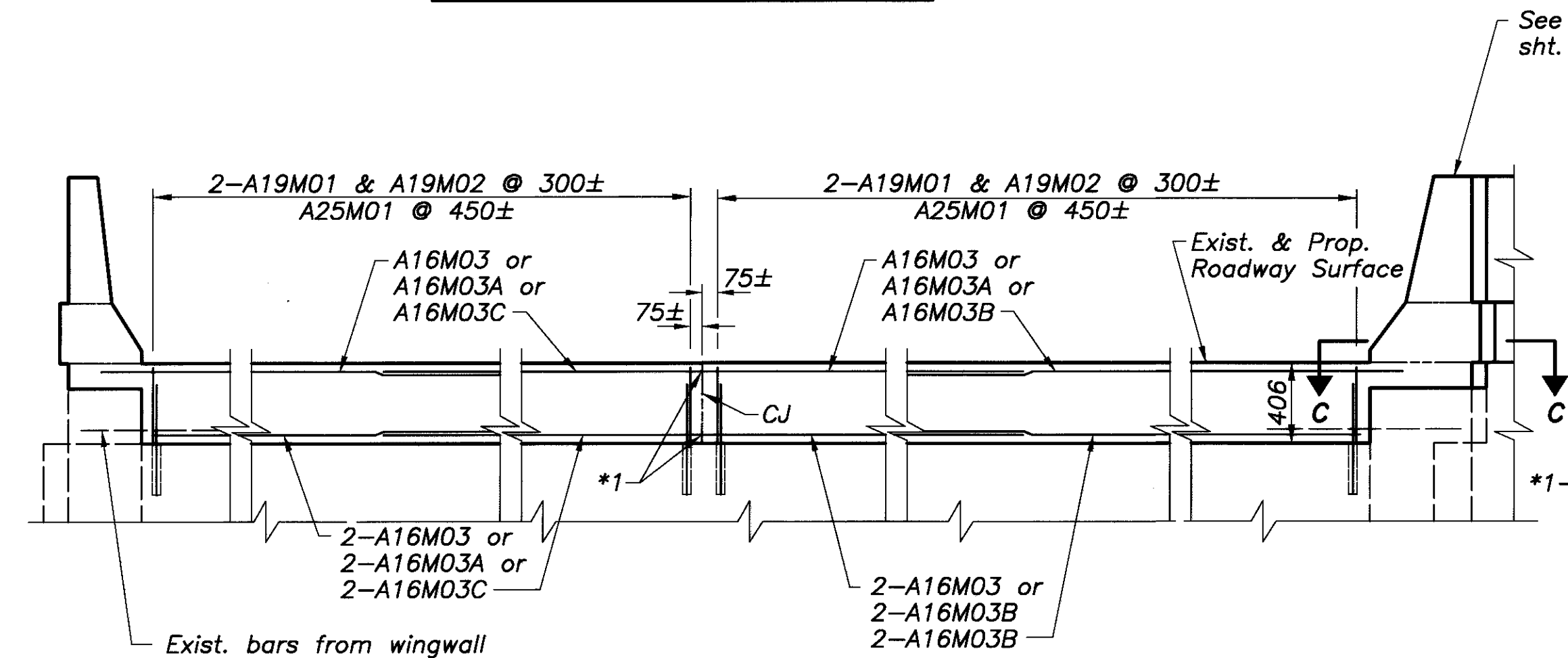
EXISTING FORWARD ABUTMENT AND DECK SLAB REMOVAL PLAN



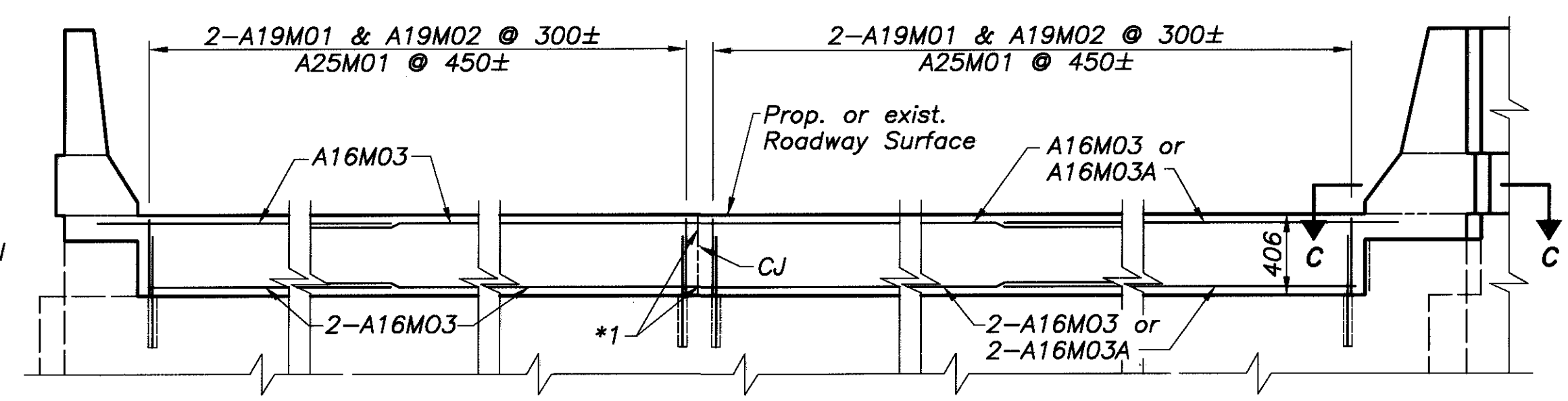
MODIFIED REAR ABUTMENT PLAN



MODIFIED FORWARD ABUTMENT PLAN



MODIFIED REAR ABUTMENT ELEVATION



MODIFIED FORWARD ABUTMENT ELEVATION

See note 5 sht. 3/29.

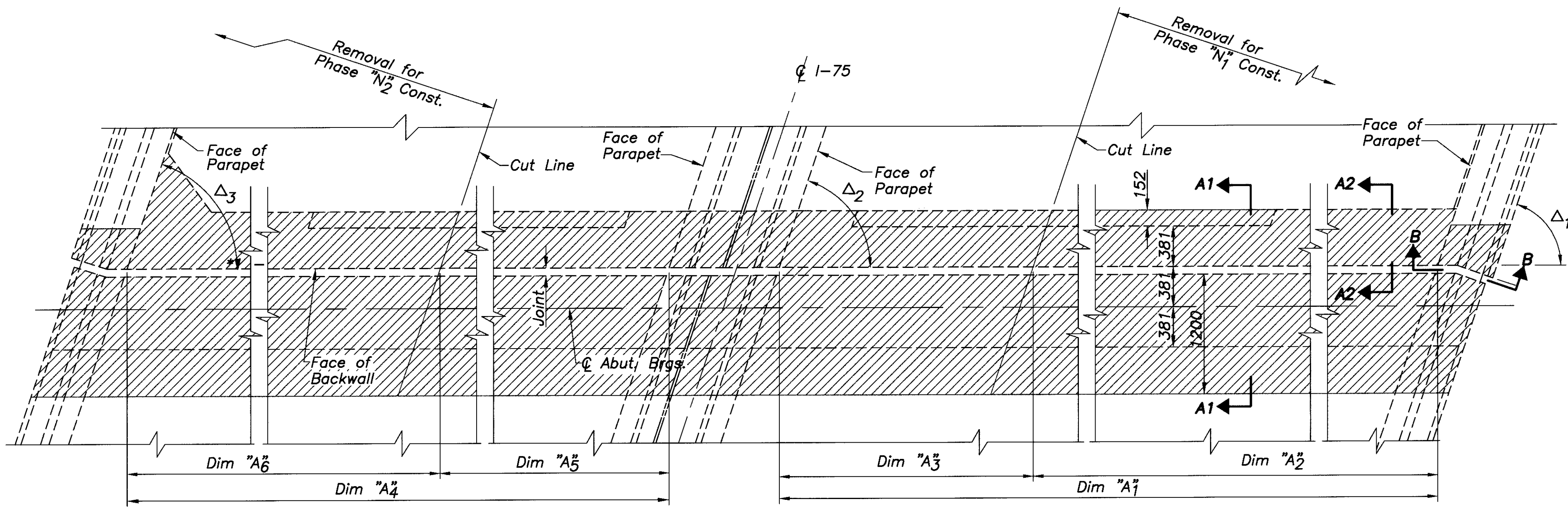
*1- Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars of both phases. Included with Item 842 for payment.

Exist. bars from wingwall to protrude 600mm (min.) into new backwall concrete (Typ.)

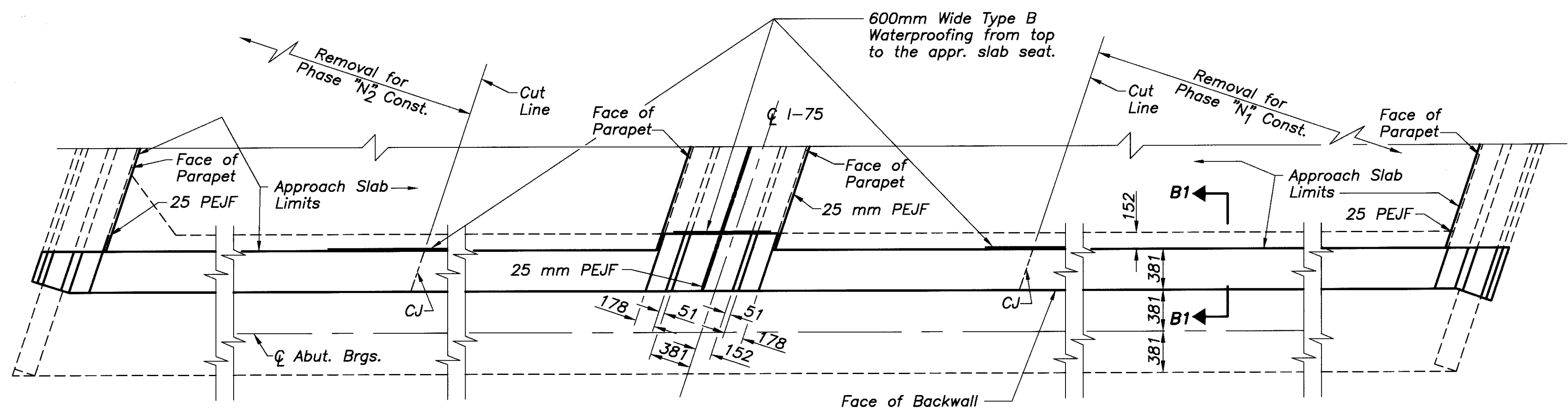
NOTES
 For Sections A1-A1, B1-B1, A2-A2, & C-C, View B-B and notes, refer to sht. 3/29.

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 3/32" = 1'(Metric)
 C:\399-2\MOT752932.DWG SEPTEMBER-01-1999

Details of this sheet apply to the following structure:
 MOT-75-16801 (1044)
 MOT-75-17348 (1078)
 MOT-75-17847 (1109)



EXISTING REAR ABUTMENT AND DECK SLAB REMOVAL PLAN

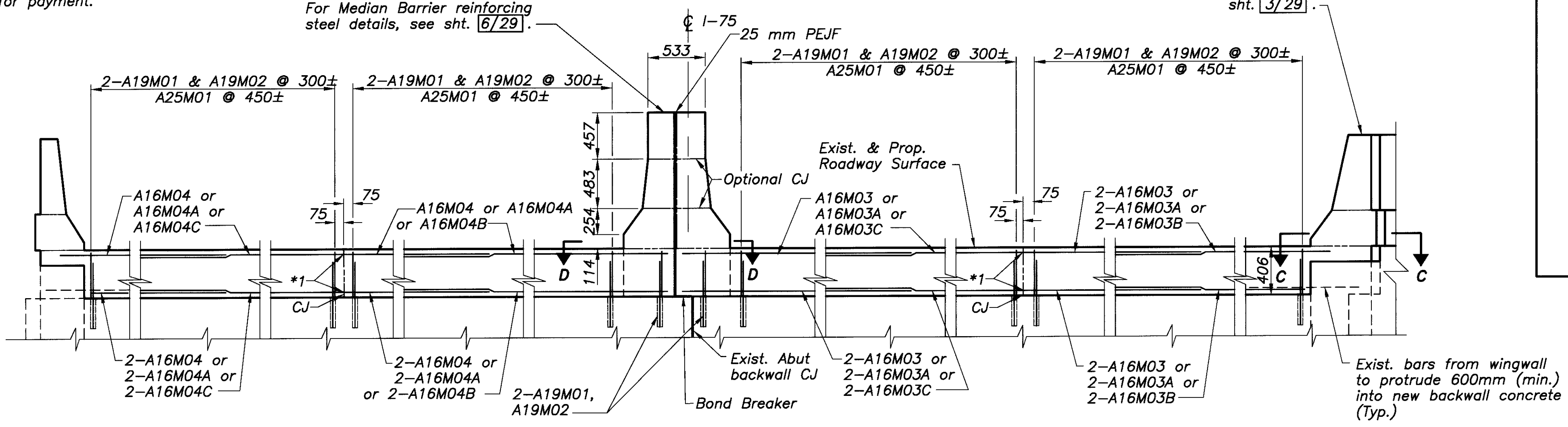


MODIFIED ABUTMENT PLAN

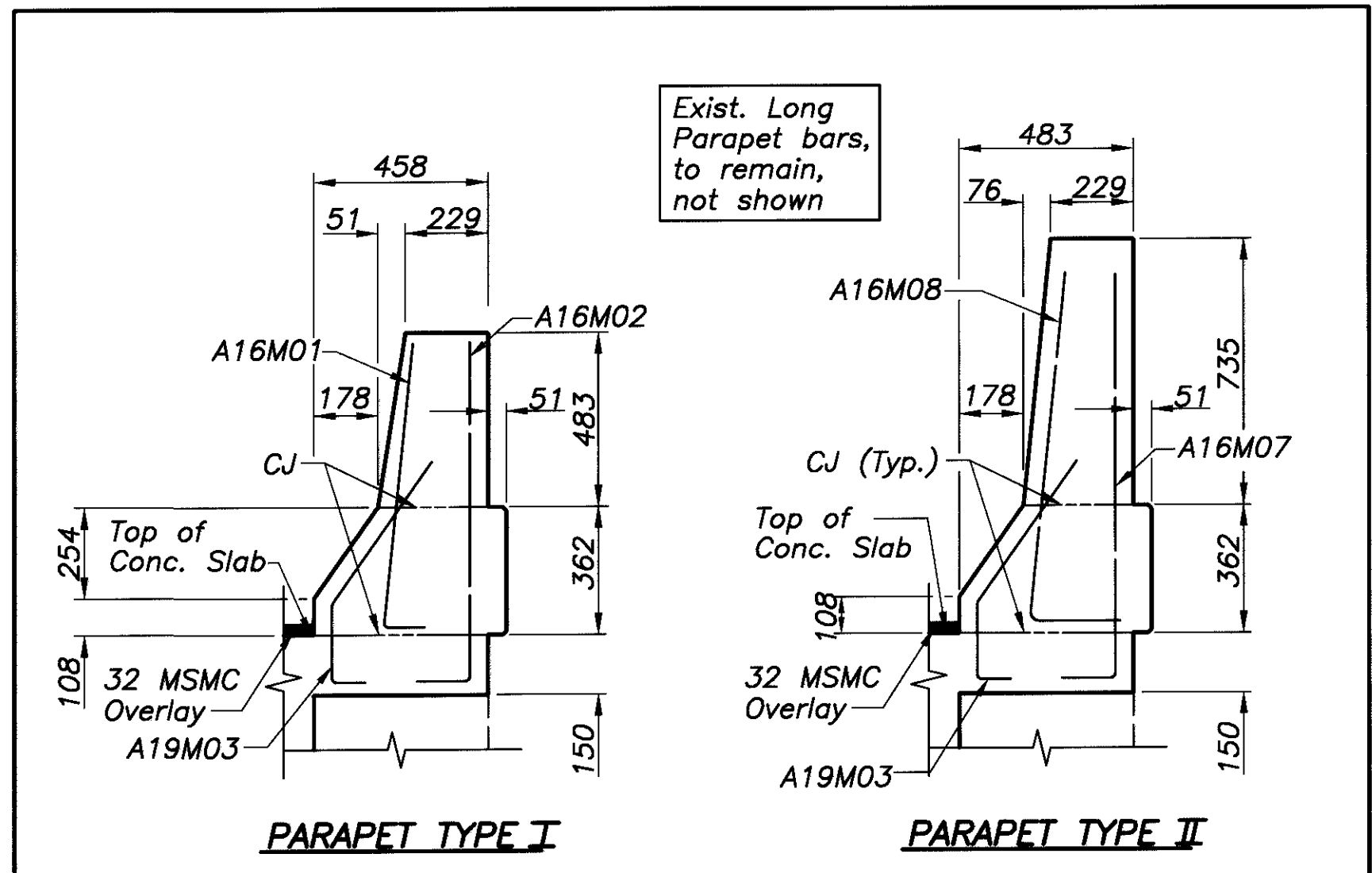
*1-Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars of both phases. Included with item 842 for payment.

Reconstruct Median Barrier to the exist. dimensions. For Median Barrier reinforcing steel details, see sht. [6/29].

See note 5 sht. [3/29].



MODIFIED ABUTMENT ELEVATION



PARAPET TYPE I

PARAPET TYPE II

Bridge No.	RA		FA	
	Lt.	Rt.	Lt.	Rt.
MOT-75-16801(1044)	II	II	II	II
MOT-75-17348(1078)	II	II	II	II
MOT-75-17847(1109)	I	I	I	I
MOT-75-18056(1122)	I	I	I	I
MOT-75-18732(1164)	I	I	I	I
MOT-75-18732E(1164E)	II	II	II	II
MOT-75-18732W(1164W)	II	II	II	II
MOT-75-18909(1175)	NA	NA	II	II
MOT-75-18941(1177)	II	II	II	II
MOT-75-18958(1178)	II	II	II	II
MOT-75-19118(1188)	II	II	II	II
MOT-75-19118E(1188E)	II	II	NA	NA
MOT-75-19440(1208)	II	II	II	II
MOT-75-19730E(1226E)	NA	NA	II	II
MOT-75-19730L(1226L)	II	NA	III(*)	III
MOT-75-19730R(1226R)	NA	II	III	II
MOT-75-19730W(1226W)	NA	NA	II	III(*)
MOT-75-20293E(1261E)	III(*)	II	II	II
MOT-75-20293L(1261L)	II	II	II	II
MOT-75-20293R(1261R) (Rear LT.)	II	II(*)	NA	NA
MOT-75-20293R(1261R) (Rear RT.)	III(*)	II(*)	II	II
MOT-75-20454C(1271C)	II	II	II	III(*)
MOT-75-20454D(1271D)	II	II	NA	NA
MOT-75-20454L(1271L)	II(*)	II	II	II
MOT-75-20454R(1271R)	II	II	III(*)	II
MOT-75-20454W(1271W)	II	II(*)	II	II
MOT-75-20615C(1281C)	III(*)	III(*)	NA	NA
MOT-75-20615R(1281R)	III(*)	II	NA	II
MOT-75-20615L(1281L)	II	II(*)	II	NA
MOT-75-21440L(1330L)	II	II	II	II
MOT-75-21404R(1330R)	II	II	II	II
MOT-75-21661R(1346R)	II	II	II	II
MOT-75-21661L(1346L)	II	II	II	II

Note: Sht. [14/29] shows the termination of superstructure parapet for special end conditions. Those locations are identified by I(*), II(*) & III(*) in the above table. For Parapet Type III and Median Barrier details, see sht. [6/29].

NOTES
 For Sections A1-A1, B1-B1, A2-A2, & C-C, View B-B and other details, For notes, refer to sht. [3/29].
 For Section D-D, see sht. [6/29].

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 33.832 (Metric)
 CAD099-1 MOT75303.DWG SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6-15-99
 REVIEWED GEA
 DRAWN CLH
 DESIGNED ASB
 CHECKED KVB
 STRUCTURE FILE NUMBER
 See This Sheet

REAR ABUTMENT DETAILS
 for Partial Depth Abutment Backwall Replacement
 With Construction Joints & Median Barrier

MOT-75-16.794

5/29
 219
 319

Details of this sheet apply to the following structures:
 MOT-75-16801 (1044)
 MOT-75-17348 (1078)
 MOT-75-17847 (1109)
 MOT-75-20615L&R (1281L&R)

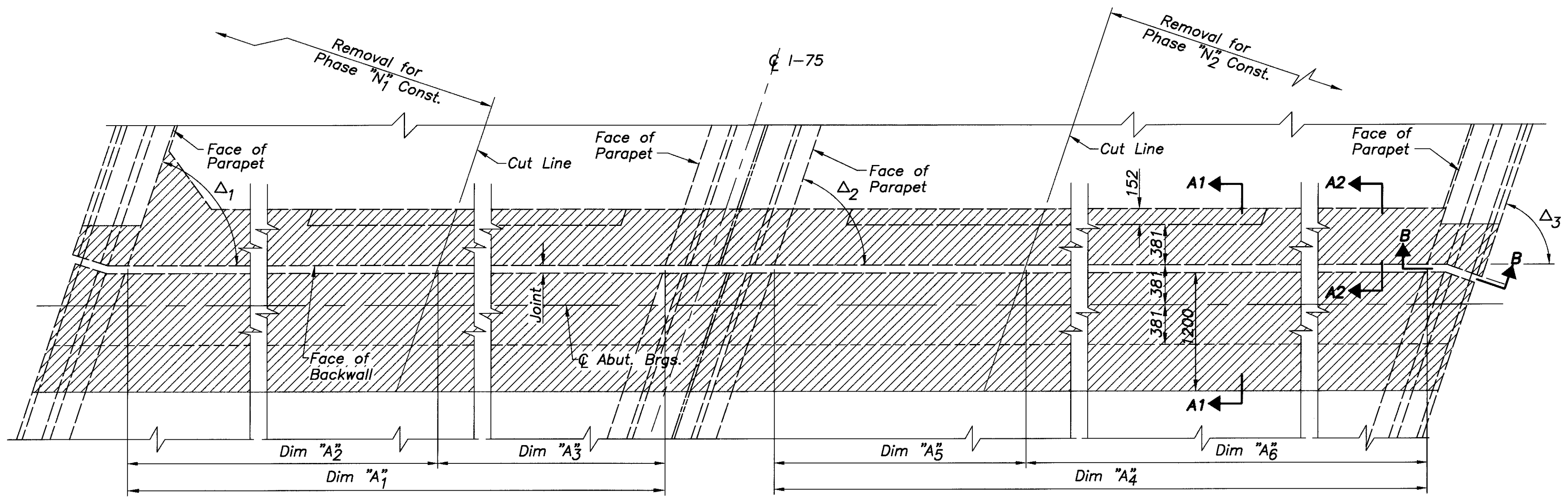
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6-15-99
 REVIEWED GEA
 DRAWN CLH
 DESIGNED ASB
 CHECKED KVB

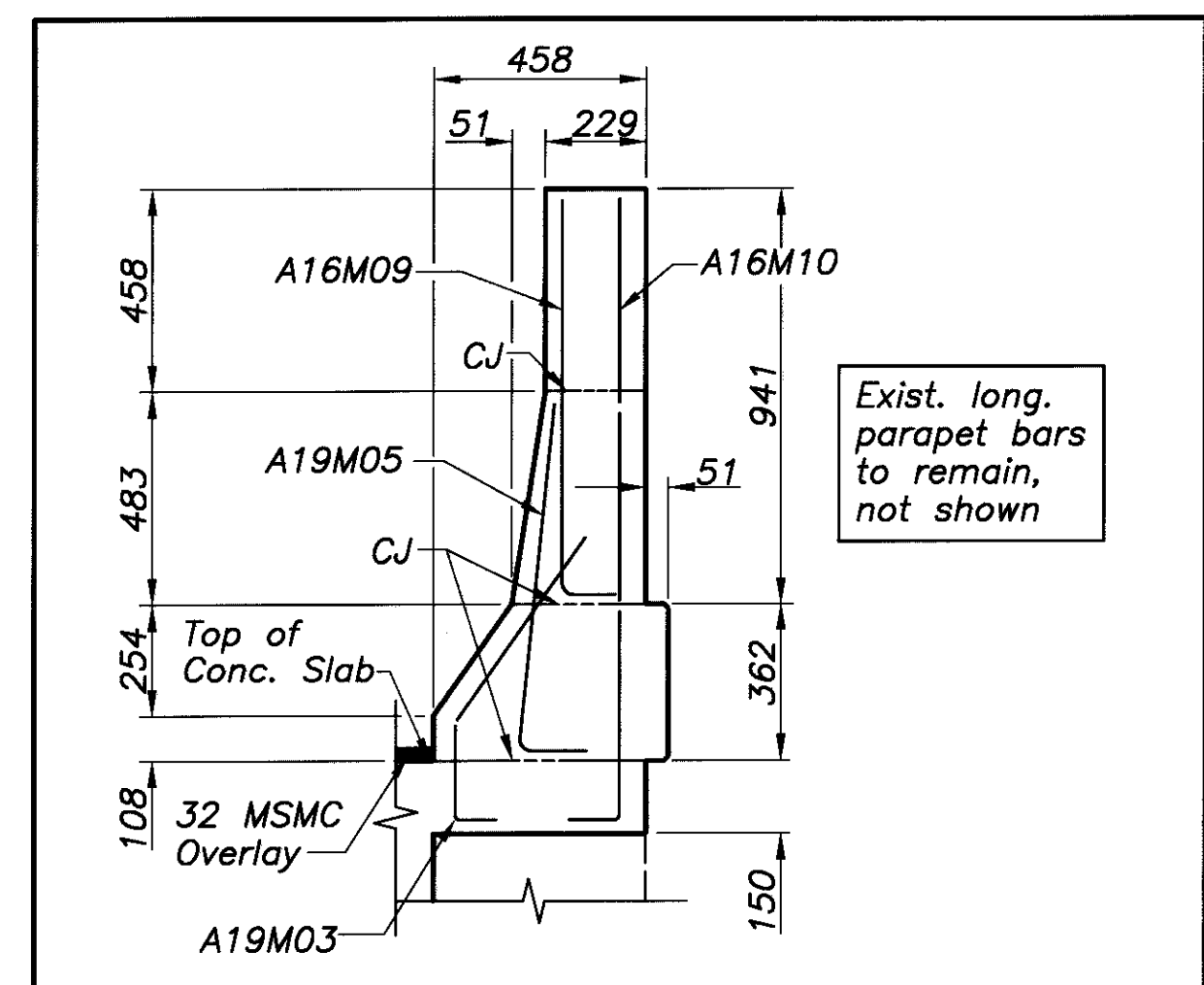
STRUCTURE FILE NUMBER
 See This Sheet

FORWARD ABUTMENT DETAILS
 for Partial Abutment Backwall Replacement
 With Median Barrier

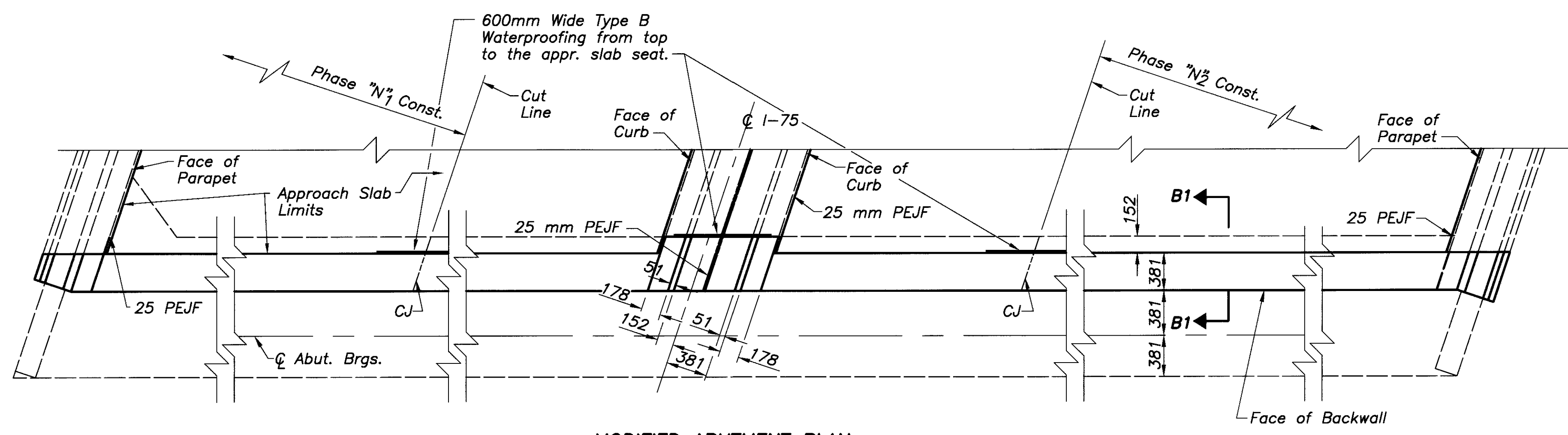
MOT-75-16.794
 6/29
 220
 319



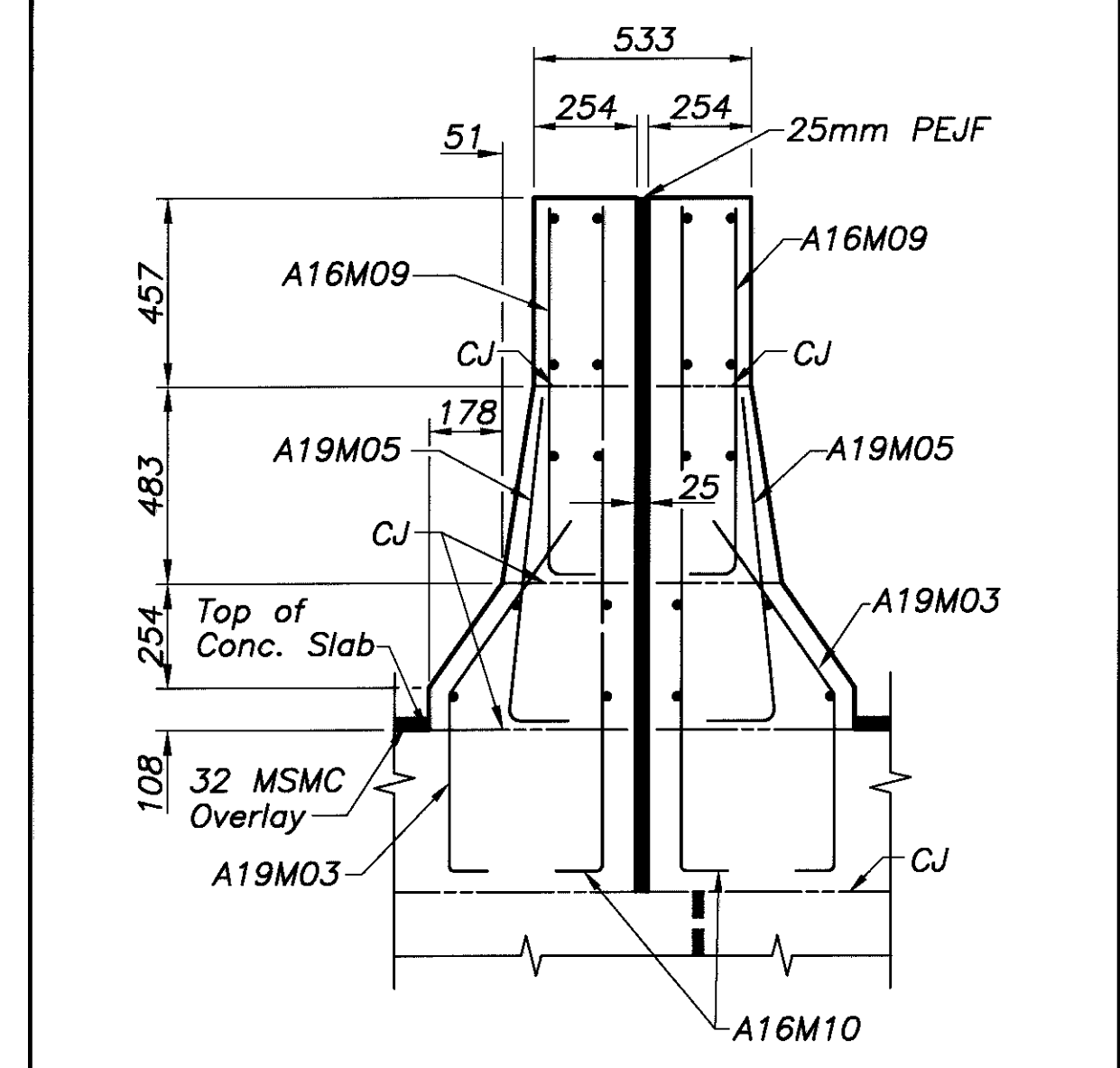
EXISTING FORWARD ABUTMENT AND DECK SLAB REMOVAL PLAN



PARAPET TYPE III

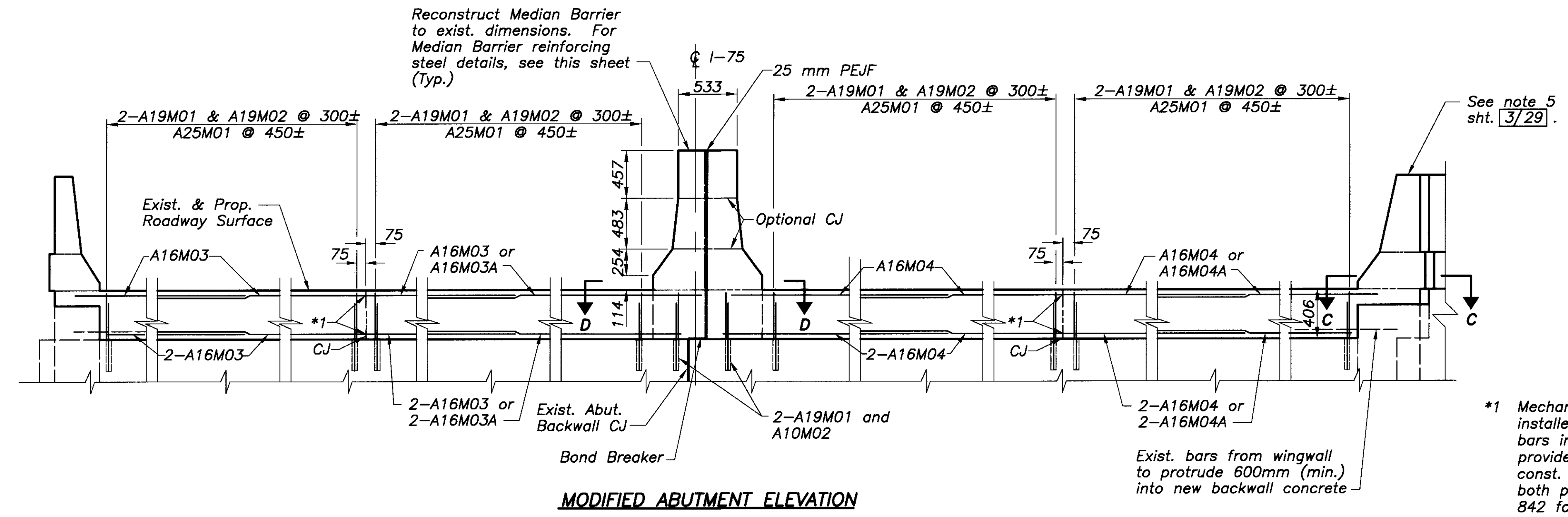


MODIFIED ABUTMENT PLAN

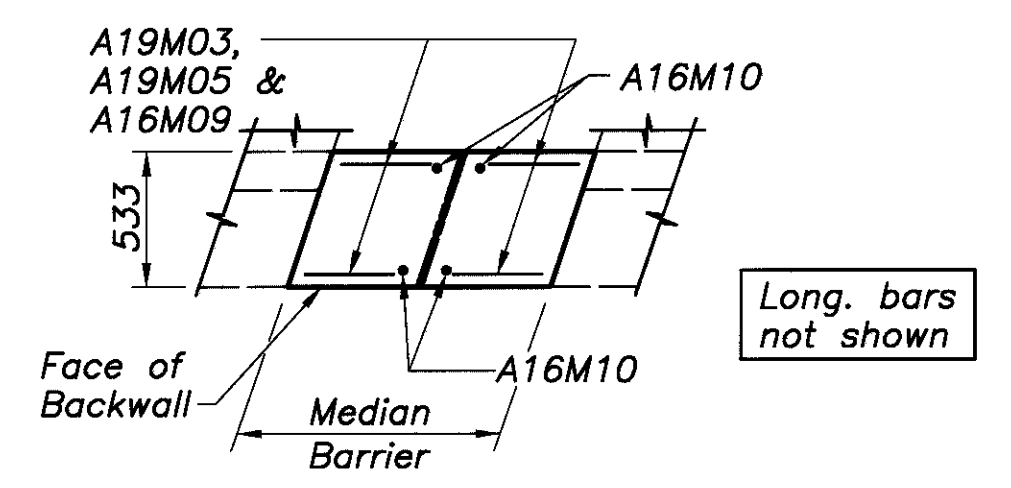


MEDIAN BARRIER

Notes:
 1. All longitudinal bars in median barrier are A16M11.
 2. Abutment backwall reinforcing bars not shown.



MODIFIED ABUTMENT ELEVATION



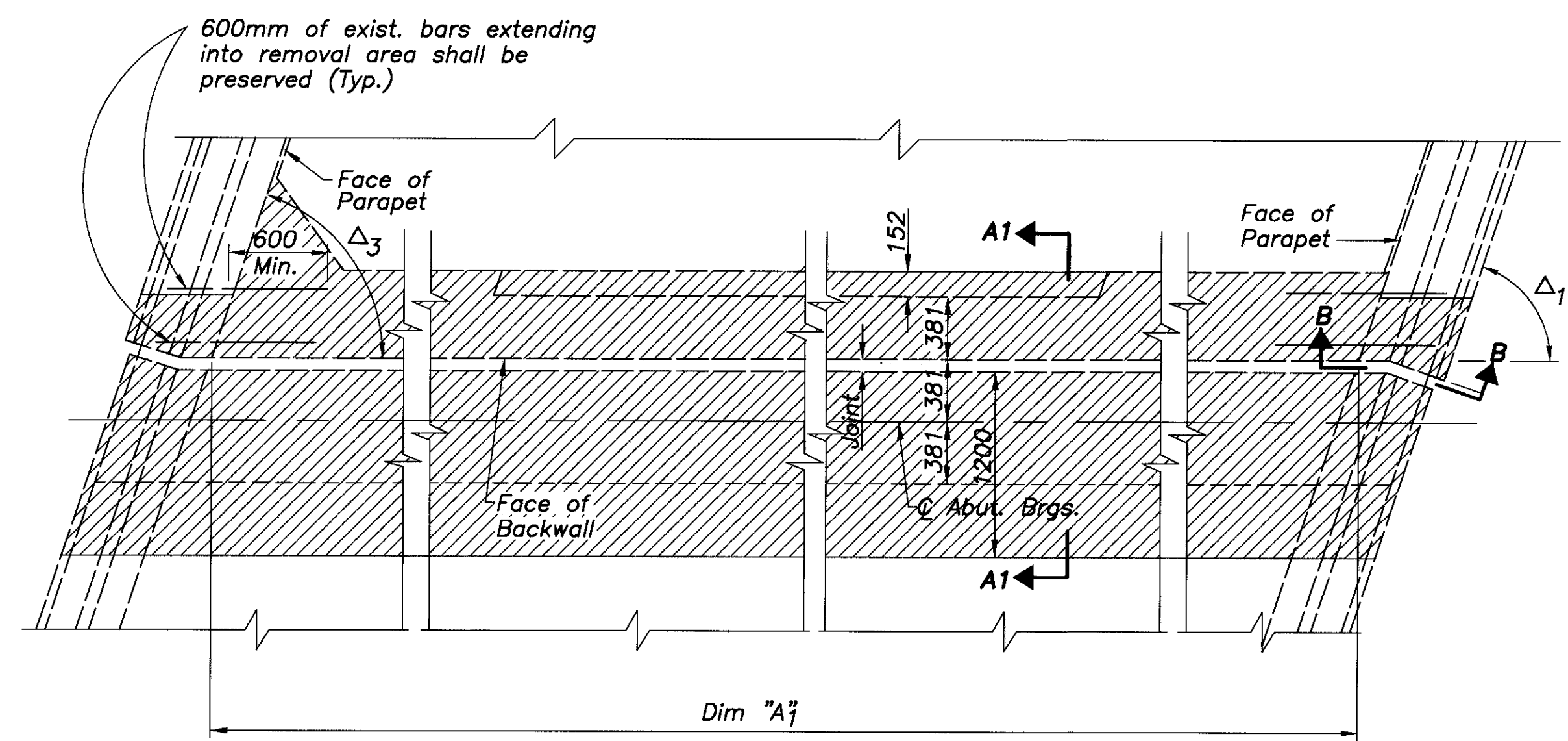
SECTION D-D

*1 Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars of both phases. Included with Item 842 for payment.

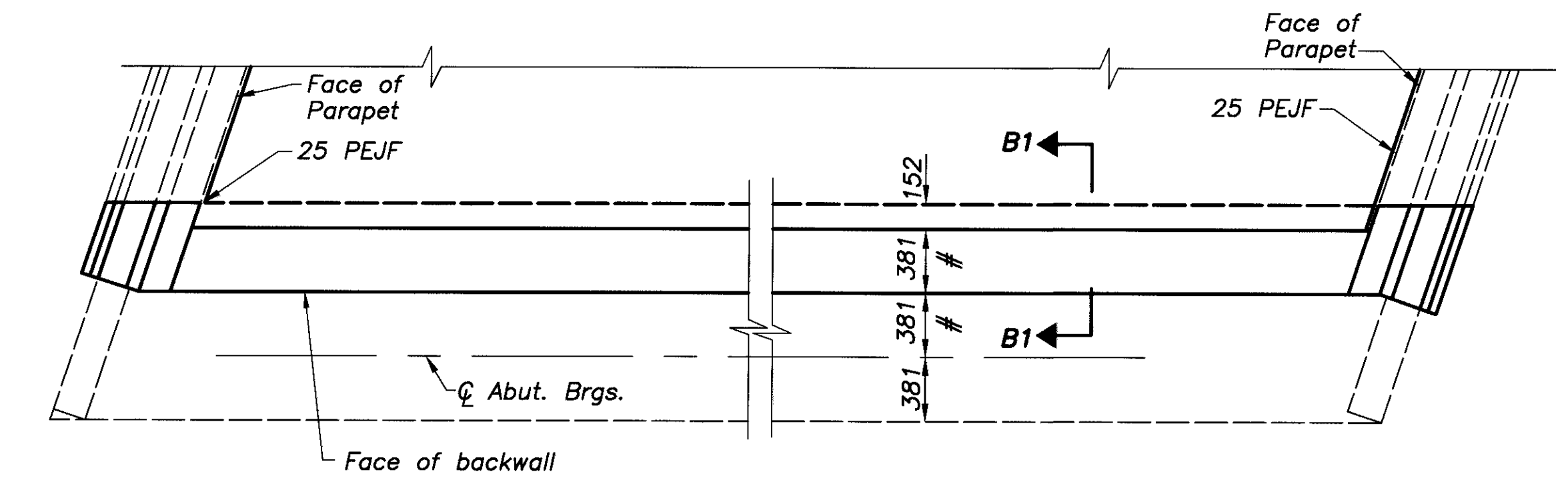
NOTES
 For Sections A1-A1, B1-B1, A2-A2, & C-C, View B-B and other details, For notes, refer to sht. [3/29]. For listing of parapet types and for parapet I & II details, see this sheet & sht. [5/29].

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 33.333 (Metric)
 CA099-1 - MOT75SD3.DWG - SEPTEMBER-01-1999

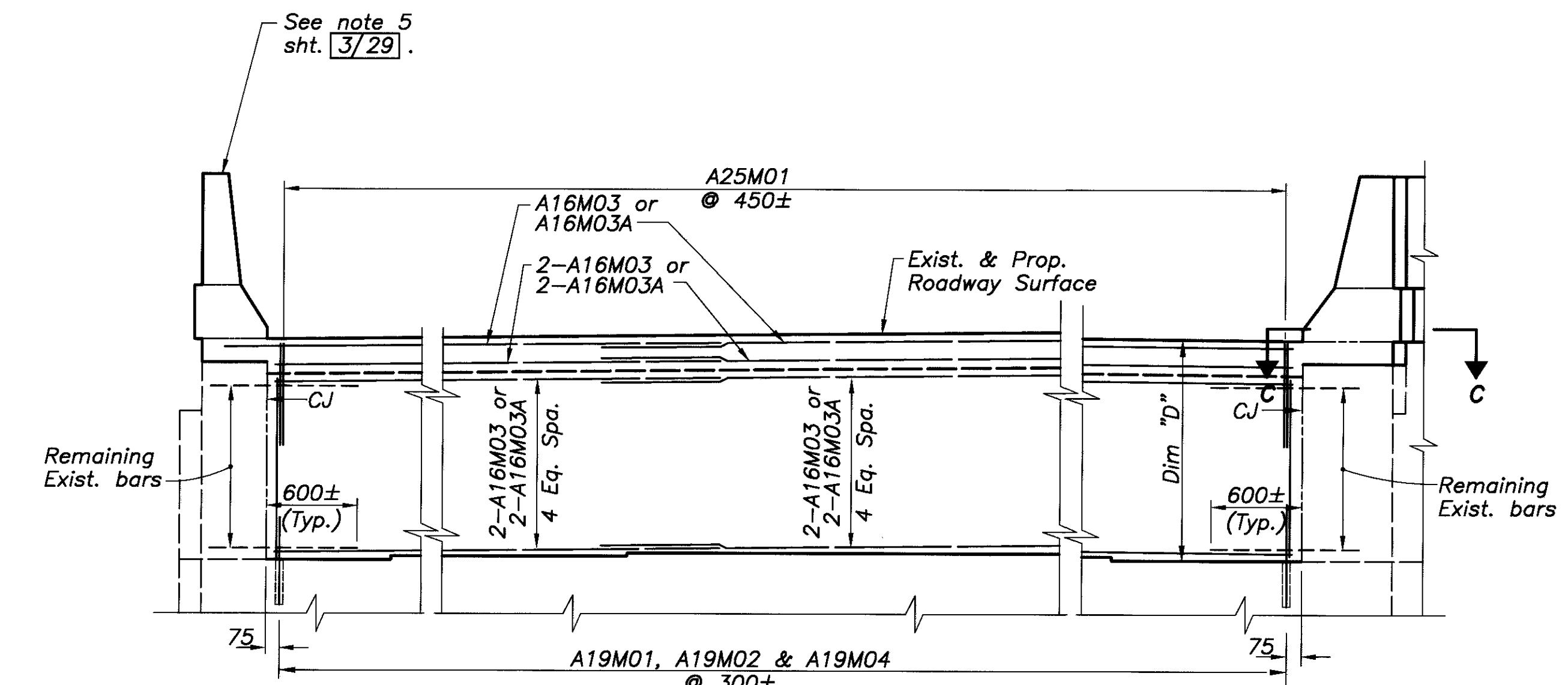
- Details of this sheet apply to the following structures:
- MOT-75-18732W (1164W) (REAR LEFT)
 - MOT-75-18732W (1164W) (REAR RIGHT)
 - MOT-75-18732W (1164W) (FA)
 - MOT-75-18732E (1164E) (RA)
 - MOT-75-18732E (1164E) (FA)
 - MOT-75-18909 (1175) (FA)
 - MOT-75-18958 (1178) (RA)
 - MOT-75-18958 (1178) (FA)
 - MOT-75-19118E (1188E) (RA)
 - MOT-75-19730W (1226W) (FA)
 - MOT-75-19730E (1226E) (FA)



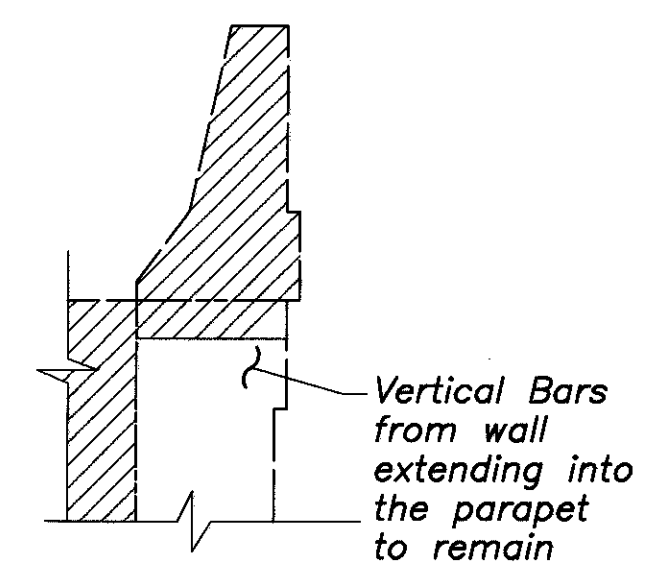
EXISTING ABUTMENT AND DECK SLAB REMOVAL PLAN



MODIFIED ABUTMENT PLAN
See Note 1



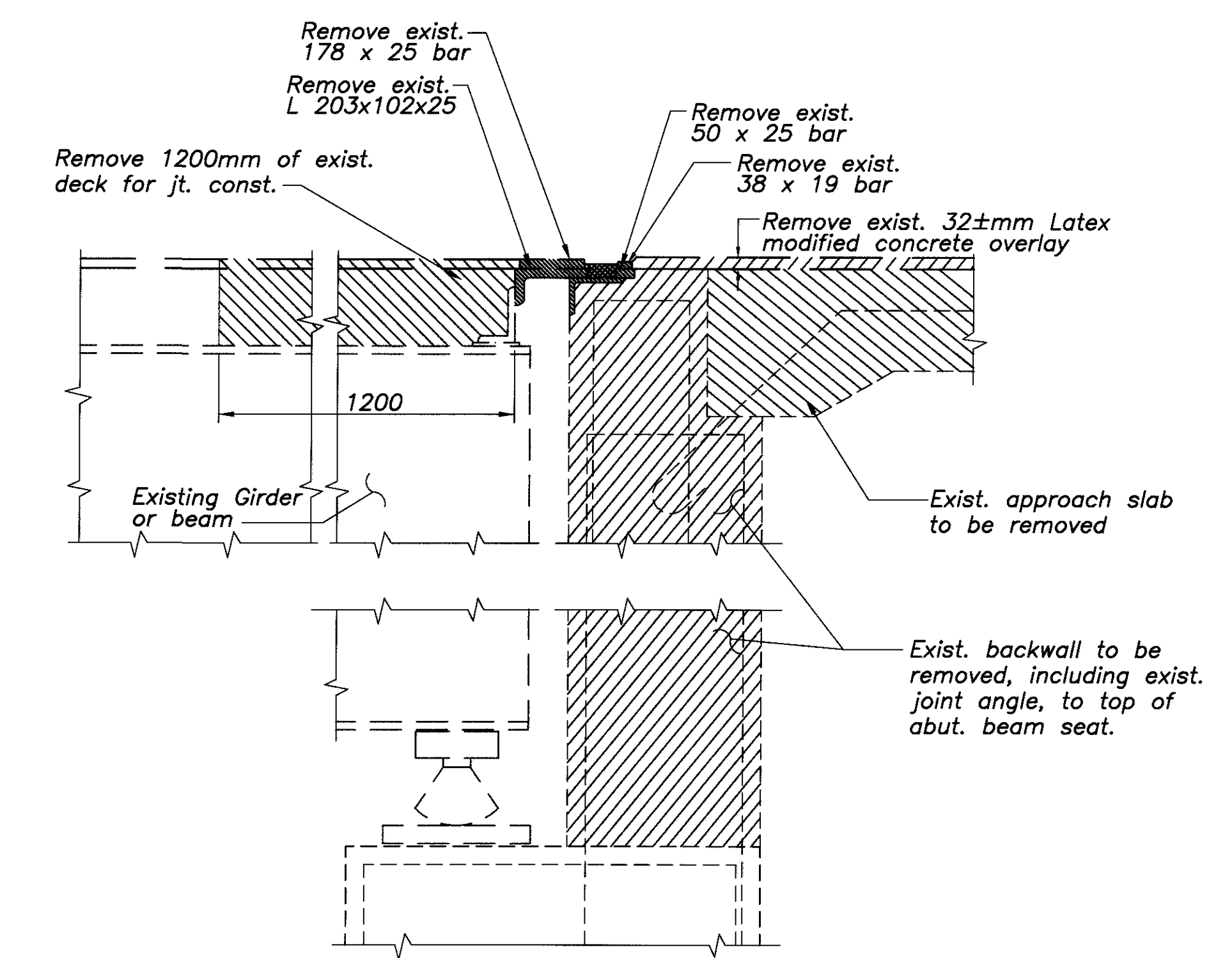
MODIFIED ABUTMENT ELEVATION



VIEW B-B

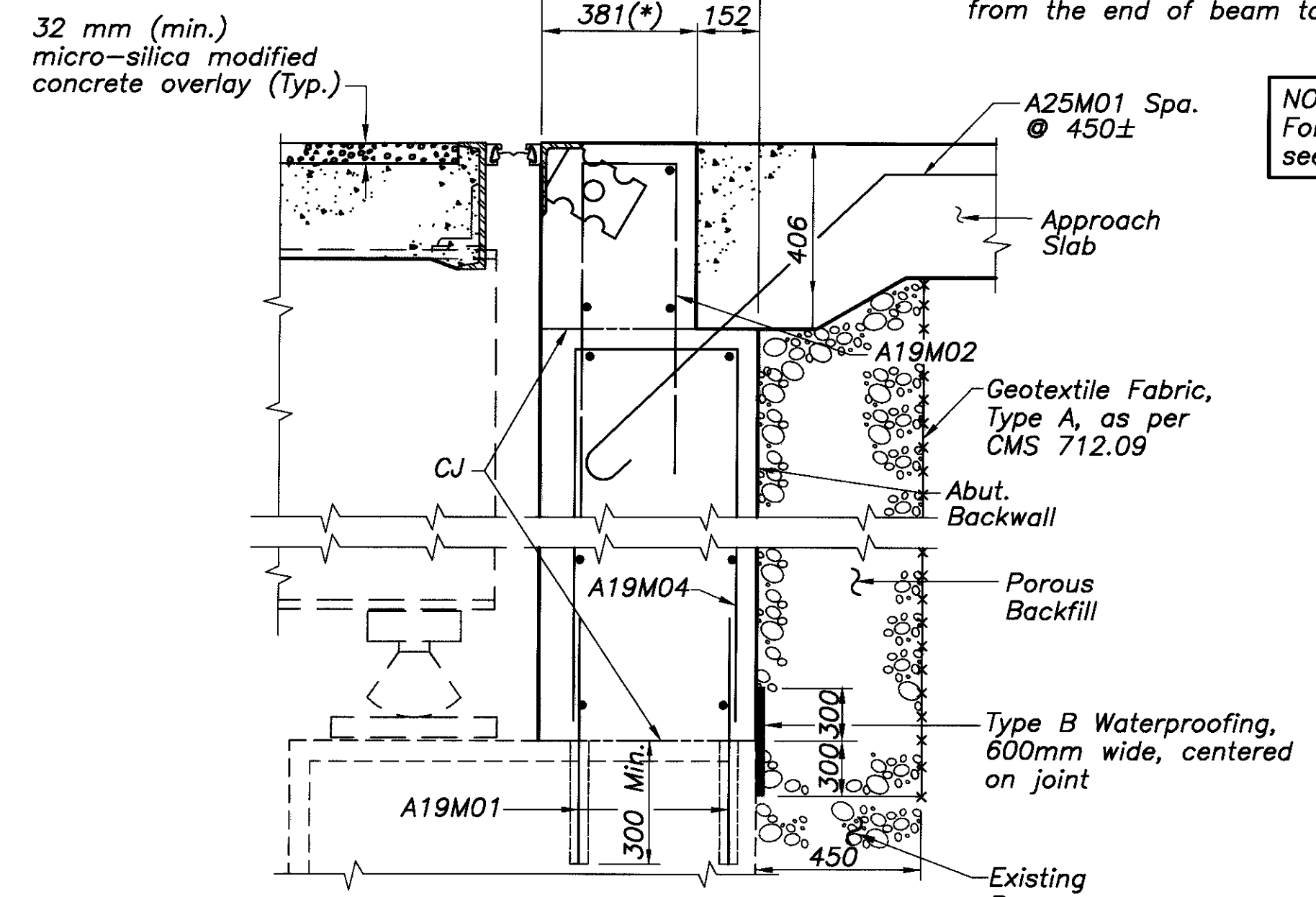
Bridge No.	Dim. "D"
MOT-75-18732W (1164W) (REAR LEFT)	1450
MOT-75-18732W (1164W) (REAR RIGHT)	1490
MOT-75-18732W (1164W) (FA)	1470
MOT-75-18732E (1164E) (RA)	1385
MOT-75-18732E (1164E) (FA)	1415
MOT-75-18909 (1175) (FA)	1430
MOT-75-18958 (1178) (RA)	2320
MOT-75-18958 (1178) (FA)	1920
MOT-75-19118E (1188E) (RA)	1465
MOT-75-19730W (1226W) (FA)	2015
MOT-75-19730E (1226E) (FA)	1715

Notes:
The numbers provided in the table for Dim "D" show a representative height of the abutment backwalls. Actual backwall height will vary.



SECTION A1-A1

(*) These dimensions will be adjusted, if necessary to get 63 mm (min.) clearance from the end of beam to backwall.



SECTION B1-B1

NOTE:
For Long Bar Callouts, see Abutment Elevation

NOTES
For Section C-C and notes, refer to sht. [3/29].

For listing of parapet types and for details of Parapet Types I, II and III see sht. [5/29] & [6/29].

Details of this sheet apply to the following structures:
 MOT-75-19730L (1226L) FA
 MOT-75-19730R (1226R) FA
 MOT-75-21661L (1346L) RA & FA
 MOT-75-21661R (1346R) RA & FA

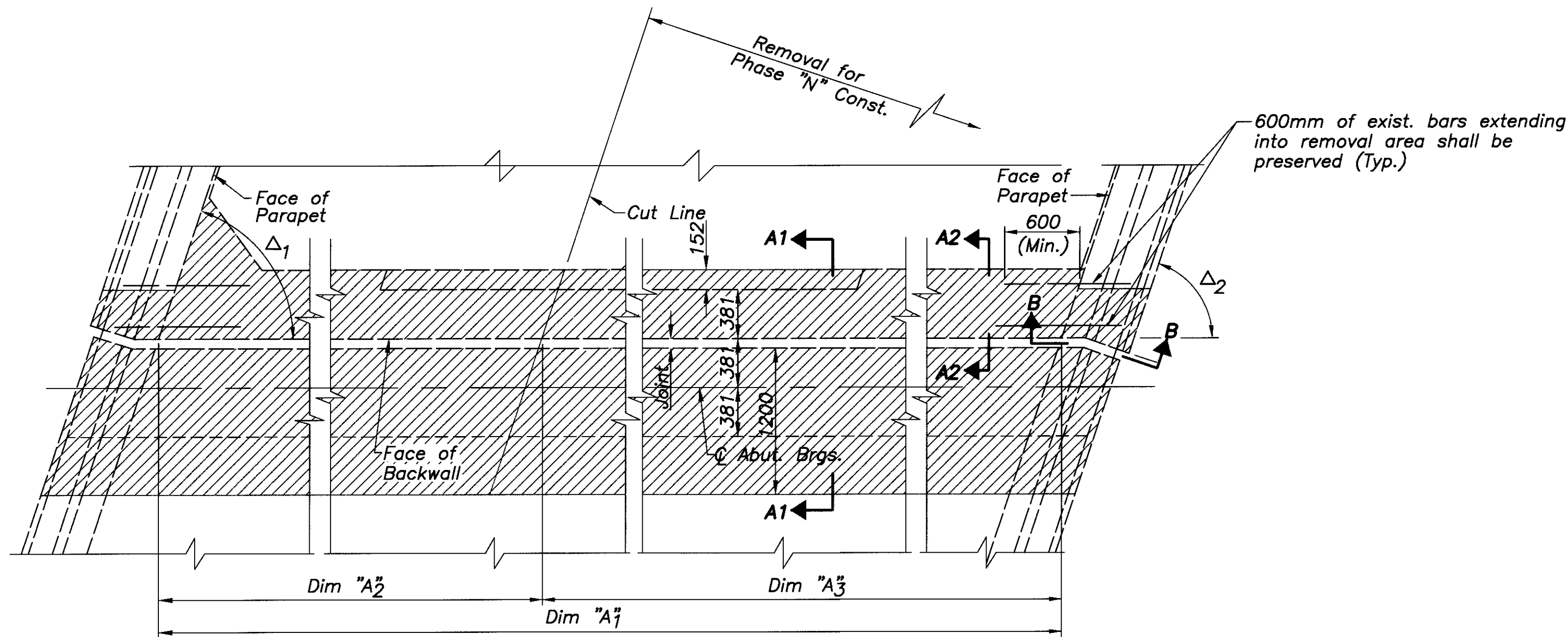
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6-15-99
 REVIEWED GEA
 DRAWN CLH
 CHECKED KVB
 DESIGNED ASB
 STRUCTURE FILE NUMBER
 See This Sheet

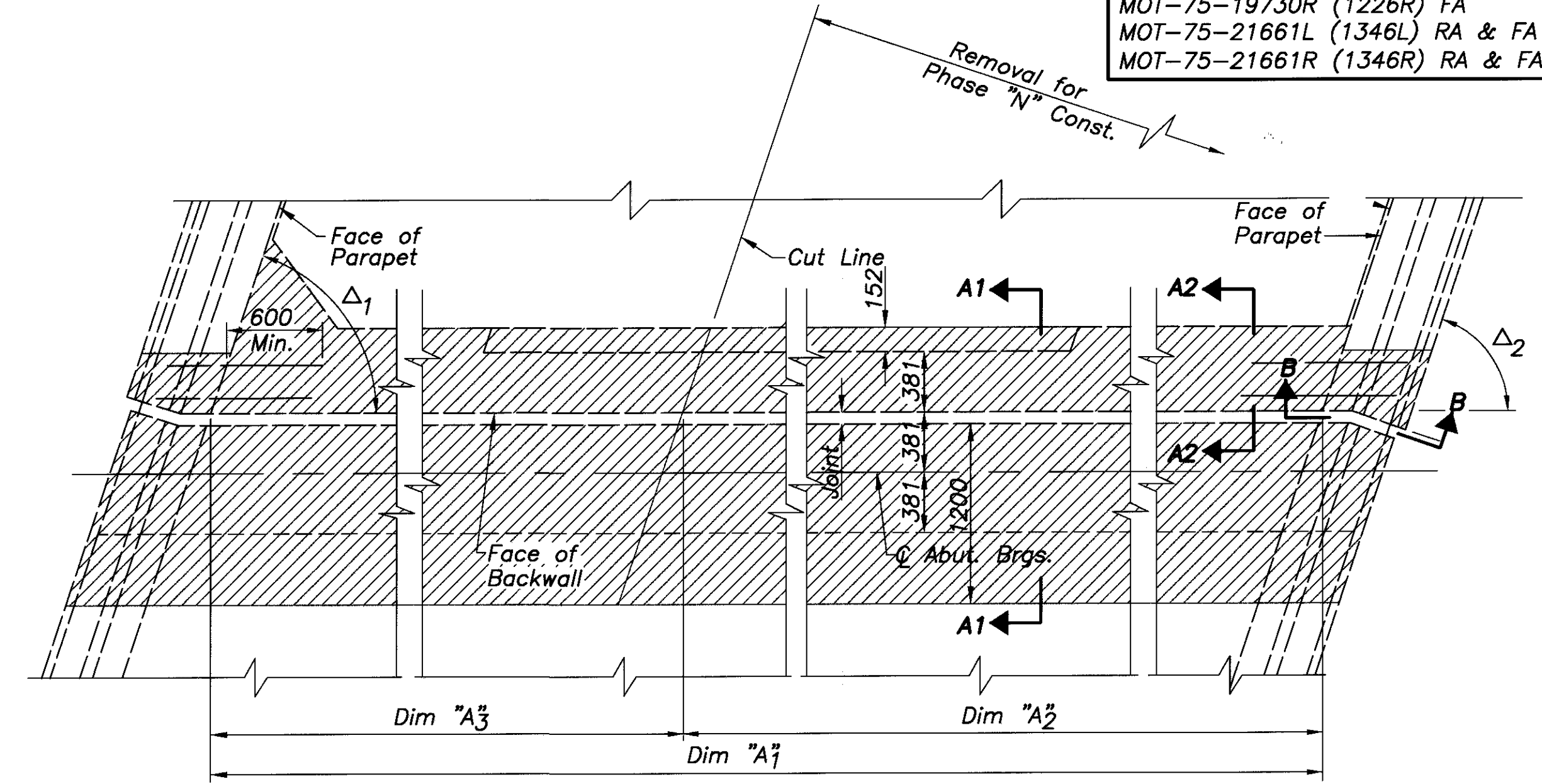
ABUTMENT DETAILS
 for Full Height Backwall Replacement
 with Construction Joint, without Median Barrier

MOT-75-16.794

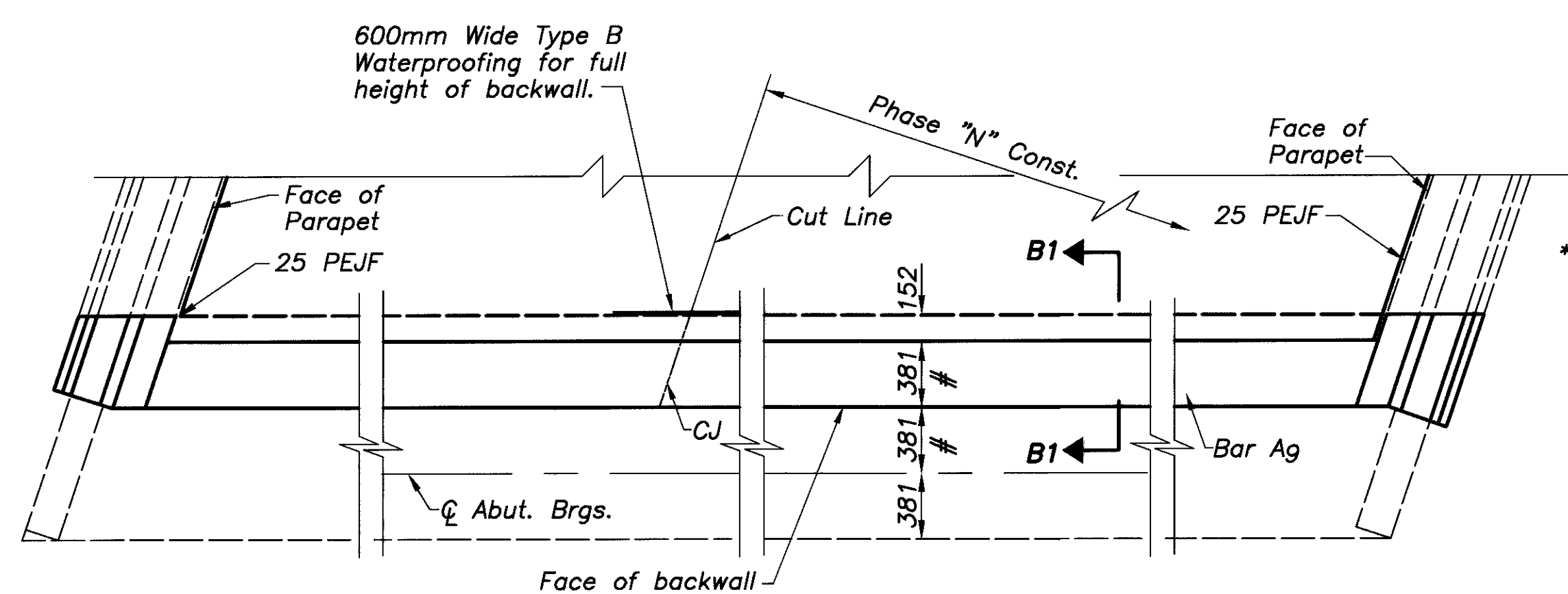
8/29
 222
 319



EXISTING REAR ABUTMENT AND DECK SLAB REMOVAL PLAN

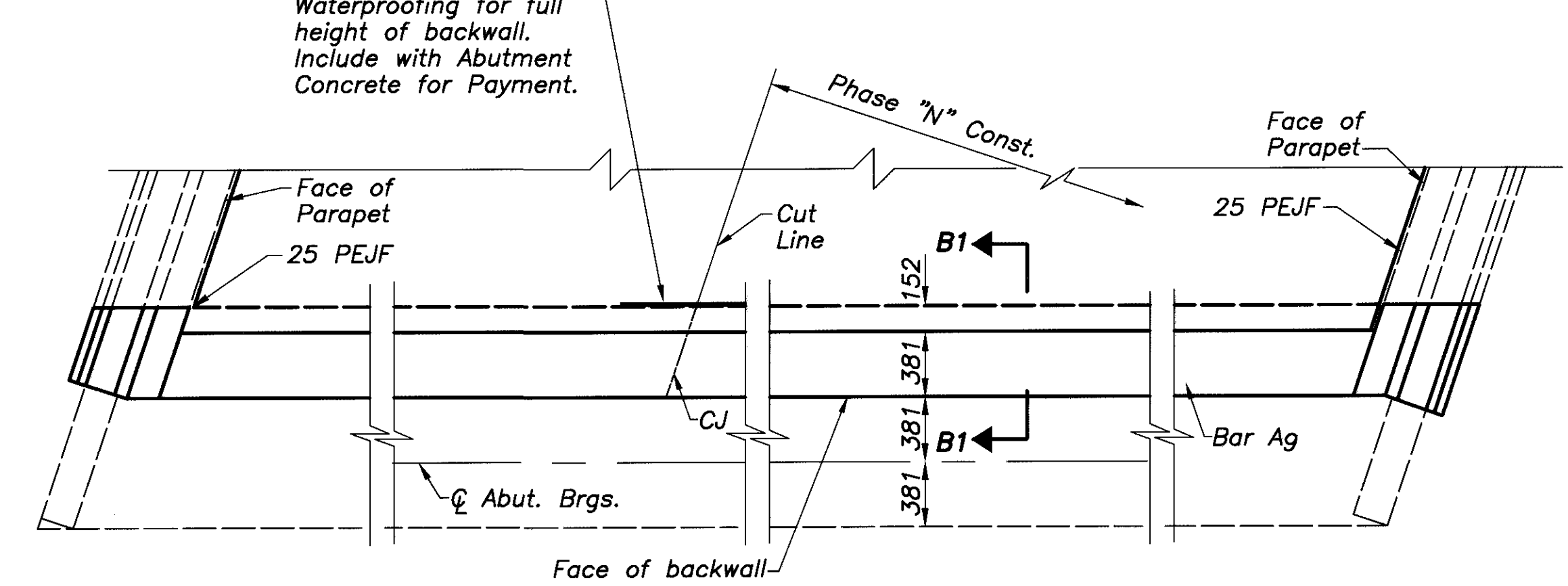


EXISTING FORWARD ABUTMENT AND DECK SLAB REMOVAL PLAN

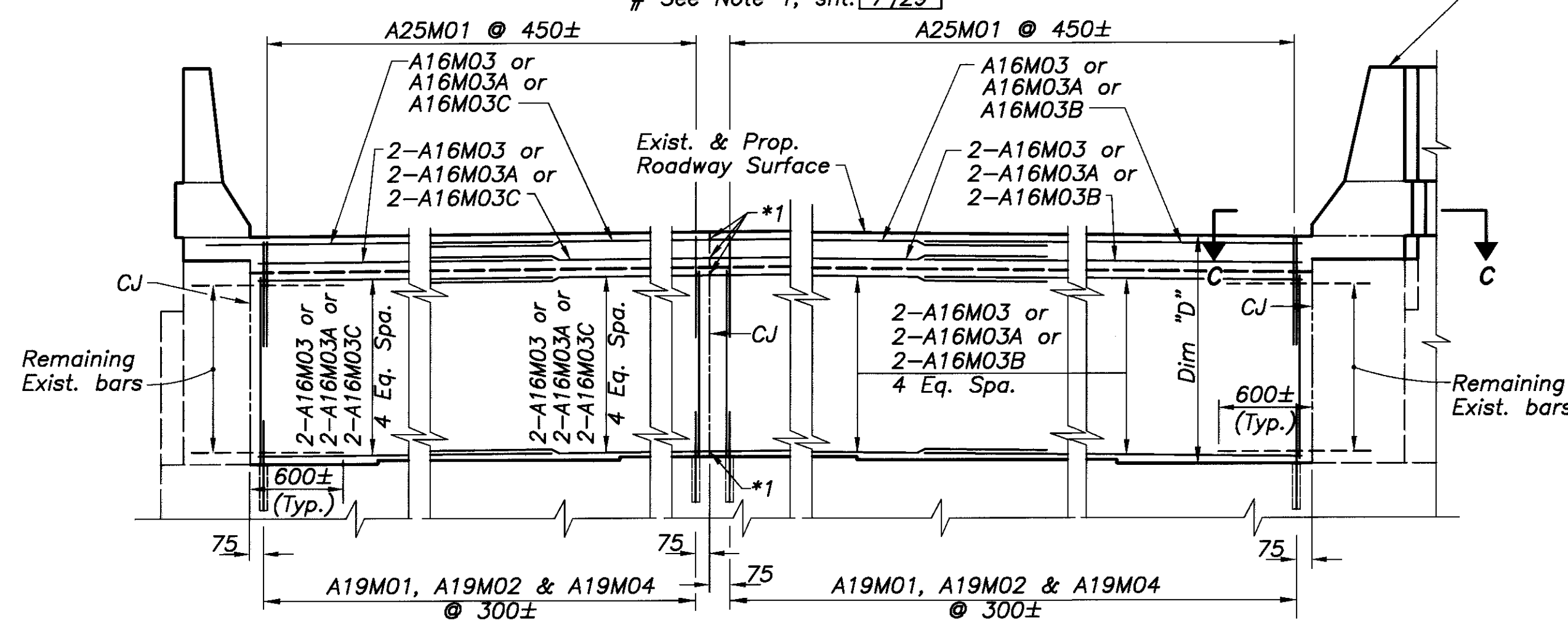


MODIFIED REAR ABUTMENT PLAN

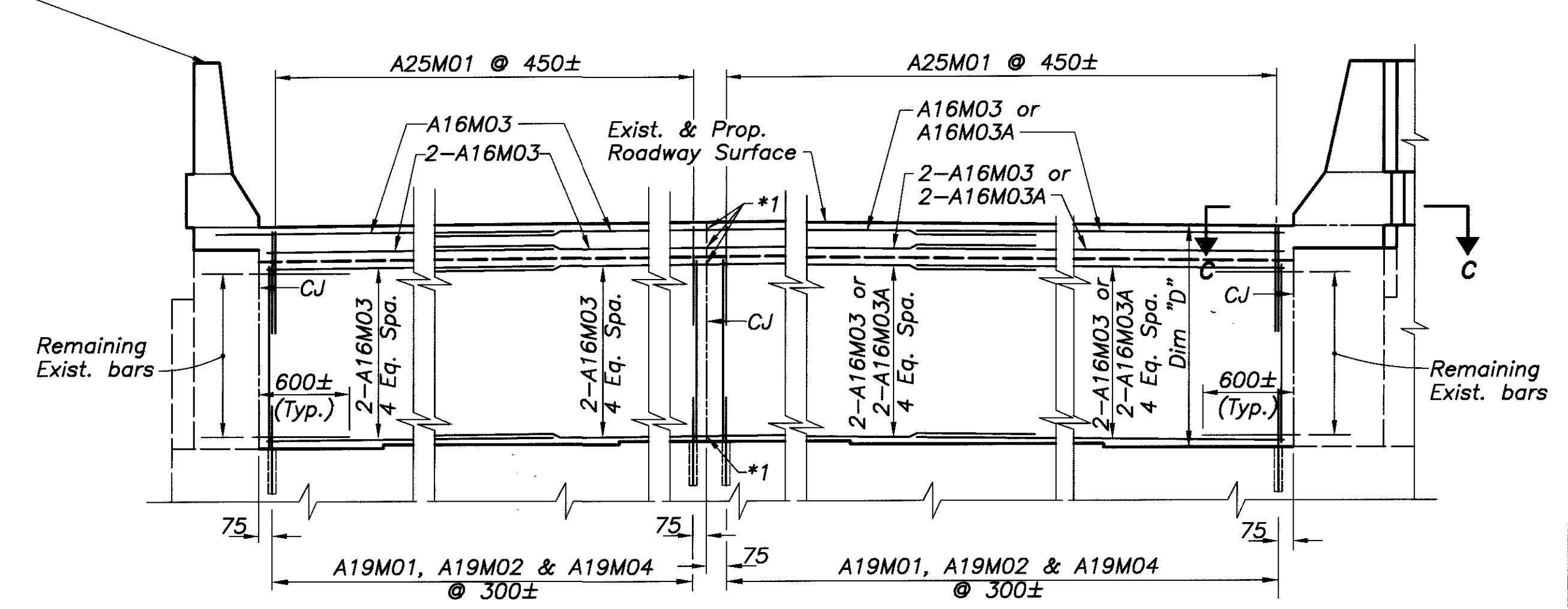
*1-Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars for both phases. Included with Item 842 for payment.



MODIFIED FORWARD ABUTMENT PLAN



MODIFIED REAR ABUTMENT ELEVATION



MODIFIED FORWARD ABUTMENT ELEVATION

NOTES
 For Sections A1-A1, B1-B1 & View B-B refer to sht. [7/29]
 For Sections C-C and notes see sht. [3/29]
 For listing of parapet types and for details of Parapet Types I, II and III see sht. [5/29] & [6/29]

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 33.33% (1/3) (Metric)
 CAD99-1 MOT75015.DWG SEPTEMBER-01-1999

Details of this sheet apply to the following structure:
 MOT-75-18056 (1122)
 MOT-75-18732 (1164)
 MOT-75-18941 (1177)
 MOT-75-19118 (1188)
 MOT-75-19440 (1208)
 MOT-75-19730L&R (1226L&R)

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

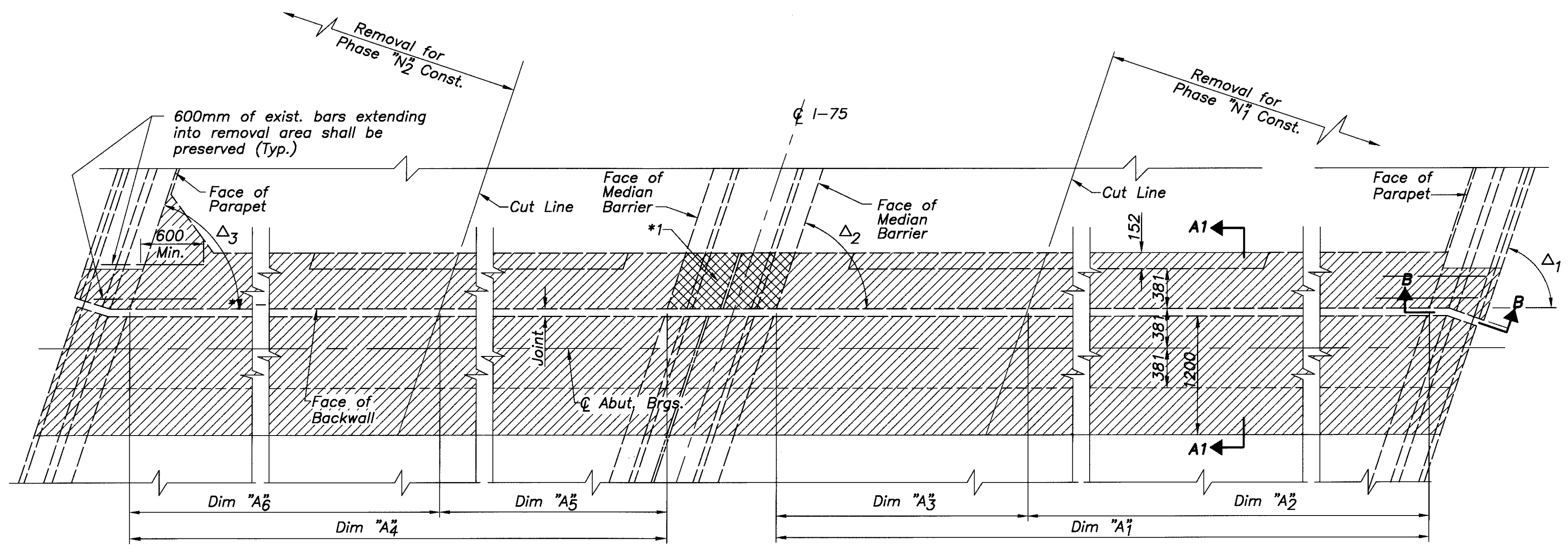
REVIEWED DATE
 GEA 6-15-99
 STRUCTURE FILE NUMBER
 See This Sheet

DRAWN CLH
 REVISED
 DESIGNED ASB
 CHECKED KVB

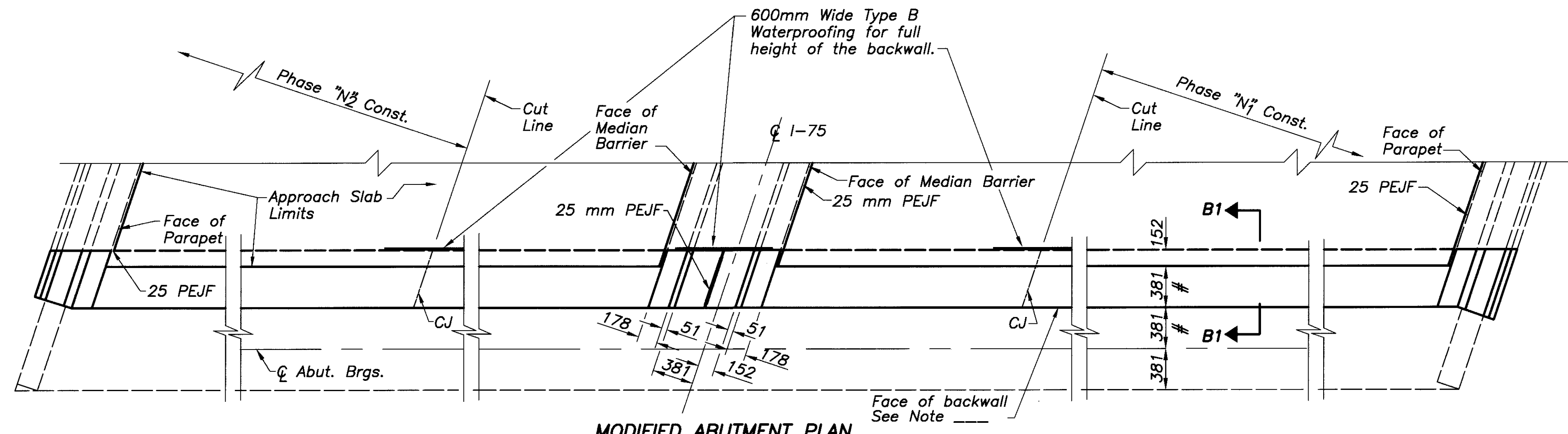
REAR ABUTMENT DETAILS
 for Full height Backwall Replacement
 with Construction Joint & with Median Barrier

MOT-75-16.794

9/29
 223
 319



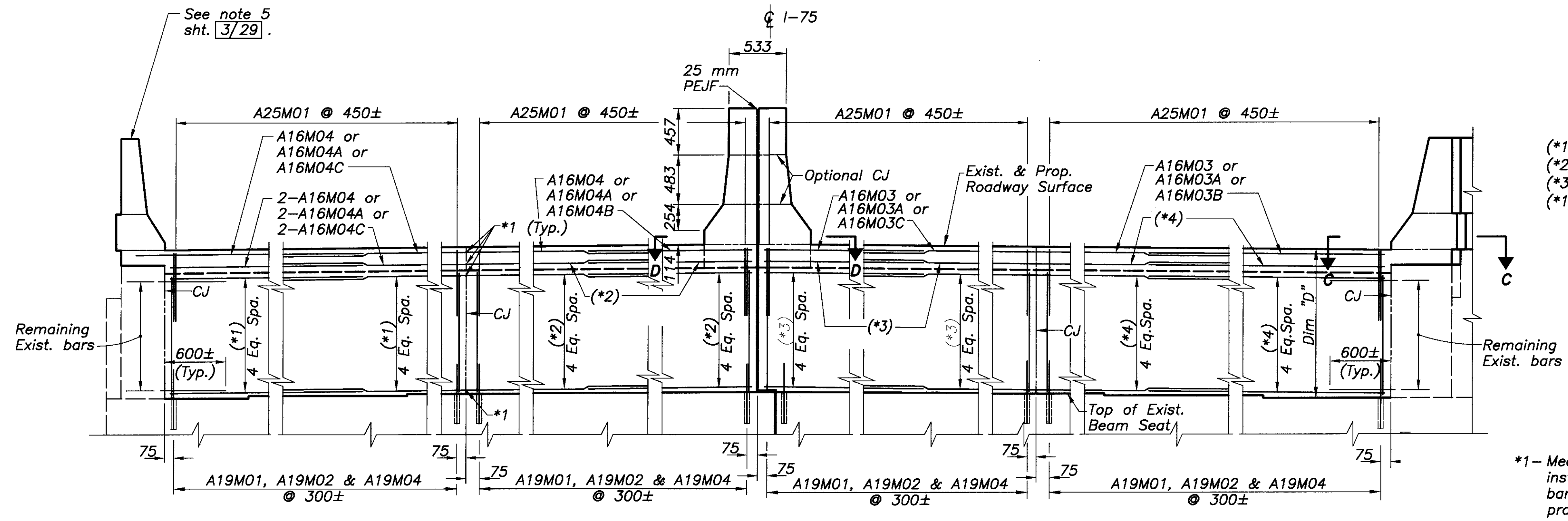
EXISTING REAR ABUTMENT AND DECK SLAB REMOVAL PLAN



MODIFIED ABUTMENT PLAN
 # See Note 1, sht. [7/29]

The numbers provided in the table for Dim "D" show a representative height of the abutment backwalls. Actual backwall height will vary.

Bridge No.	Dim. "D"
MOT-75-18056 (1122)	1720
MOT-75-18732 (1164)	1335
MOT-75-18941 (1177)	1250
MOT-75-19118 (1188)	1440
MOT-75-19440 (1208)	2110
MOT-75-19730L&R (1226L&R)	2375



MODIFIED ABUTMENT ELEVATION

- (*1) 2-A16M04 or 2-A16M04A or 2-A16M04C
- (*2) 2-A16M04 or 2-A16M04A or 2-A16M04B
- (*3) 2-A16M03 or 2-A16M03A or 2-A16M03C
- (*4) 2-A16M03 or 2-A16M03A or 2-A16M03B

*1- Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars for both phases. Included with Item 842 for payment.

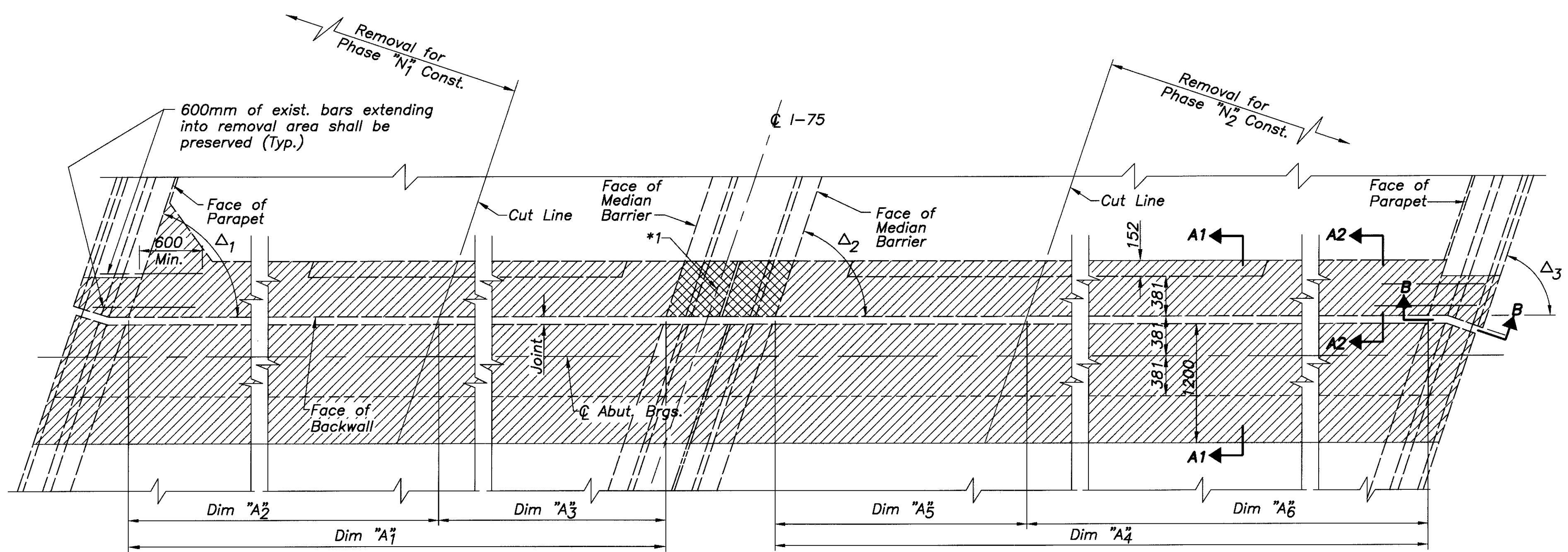
NOTES
 For Sections A1-A1, B1-B1 & View B-B refer to sht. [7/29]
 For Sections C-C and notes see sht. [3/29]
 For listing of parapet types and for details of Parapet Types I, II and III see sht. [5/29] & [6/29]
 For Section D-D, see sht. [6/29]

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 33.3333=(Metric) SEPTEMBER-01-1999
 CAB289-4 MOT755013.DWG

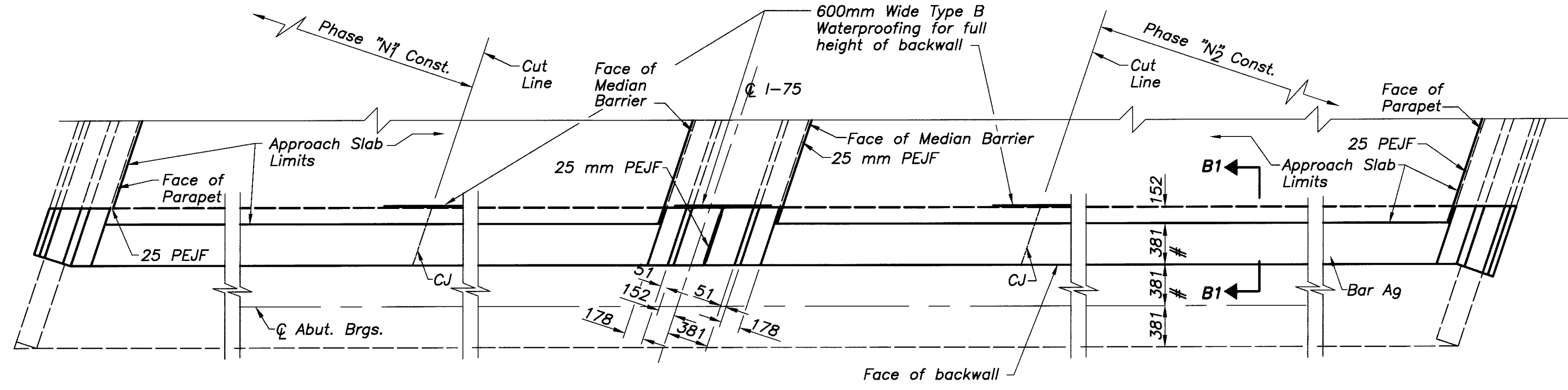
Details of this sheet apply to the following structures:
 MOT-75-18056 (1122)
 MOT-75-18732 (1164)
 MOT-75-18941 (1177)
 MOT-75-19118 (1188)
 MOT-75-19440 (1208)

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED ASB
 CHECKED KVB
 DRAWN CLH
 REVISED
 REVIEWED GEA
 DATE 6/15/99
 STRUCTURE FILE NUMBER
 See This Sheet



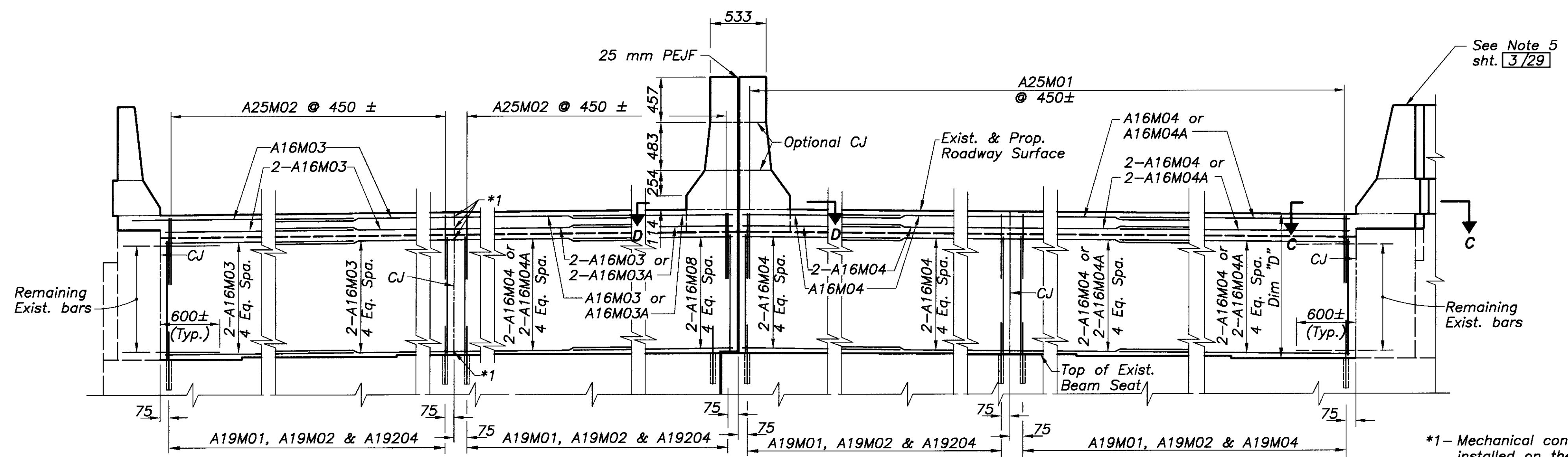
EXISTING FORWARD ABUTMENT AND DECK SLAB REMOVAL PLAN



MODIFIED ABUTMENT PLAN
 # See Note 1, sht. [7/29]

Notes:
 The numbers provided in the table for Dim "D" show a representative height of the abutment backwalls. Actual backwall height will vary.

Bridge No.	Dim. "D"
MOT-75-18056 (1122)	1710
MOT-75-18732 (1164)	1320
MOT-75-18941 (1177)	1270
MOT-75-19118 (1188)	1445
MOT-75-19440 (1208)	2070



MODIFIED ABUTMENT ELEVATION

*1-Mechanical connectors shall be installed on the abut. longitudinal bars in the first const. phase to provide continuity across the const. jt. between the bars for both phases. Included with Item 842 for payment.

NOTES
 For Sections A1-A1, B1-B1 & View B-B refer to sht. [7/29]
 For Sections C-C and notes see sht. [3/29]
 For listing of parapet types and for details of Parapet Types I, II and III see shts. [5/29] & [6/29]
 For Section D-D, see sht. [6/29]

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 33.3333 (Metric) SEPTEMBER-01-1999
 CAD99-4 MOT7524/20MG

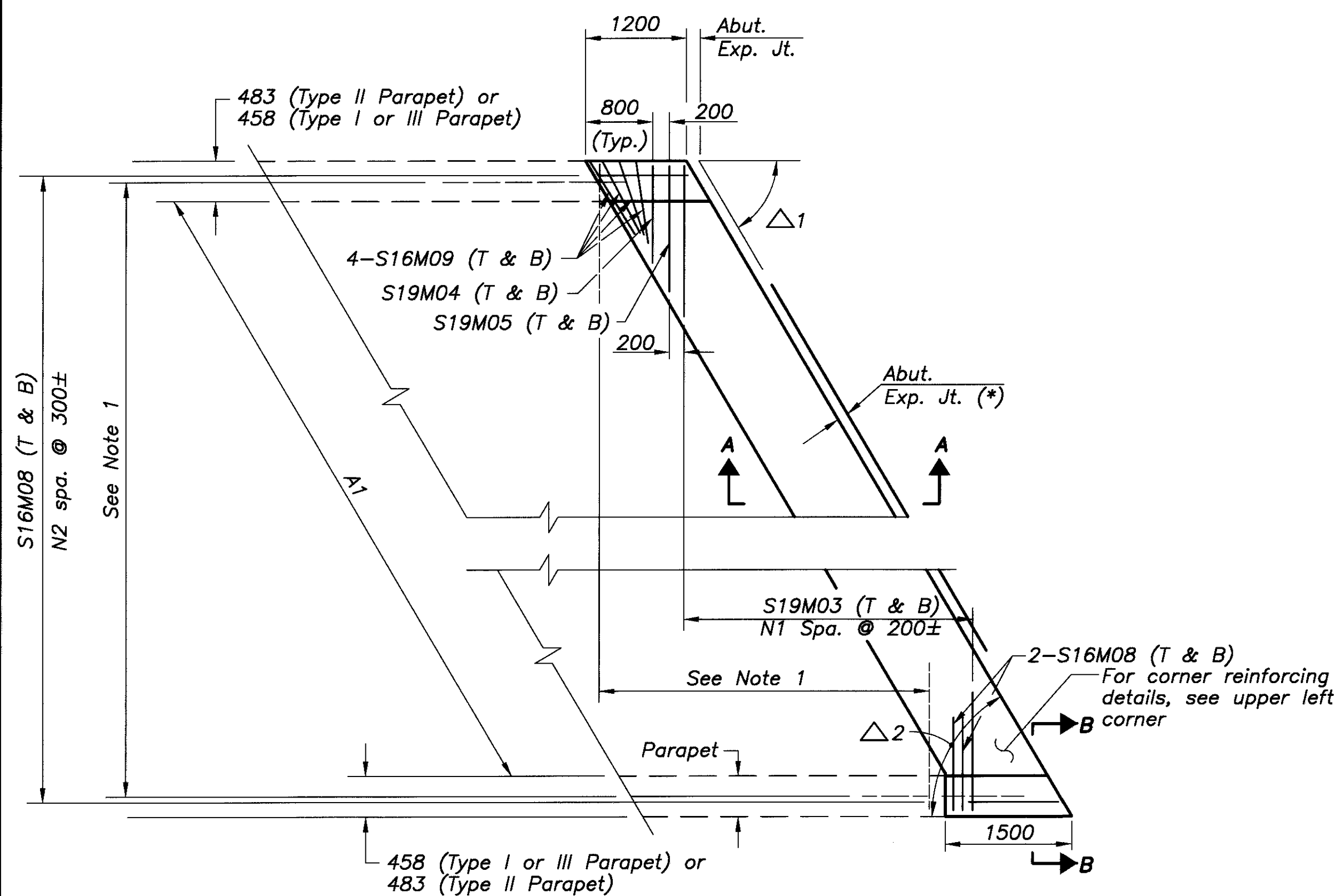
FORWARD ABUTMENT DETAILS
 For Full Height Backwall Replacement
 with Construction Joint & with Median Barrier

MOT-75-16.794

10/29
 224
 319

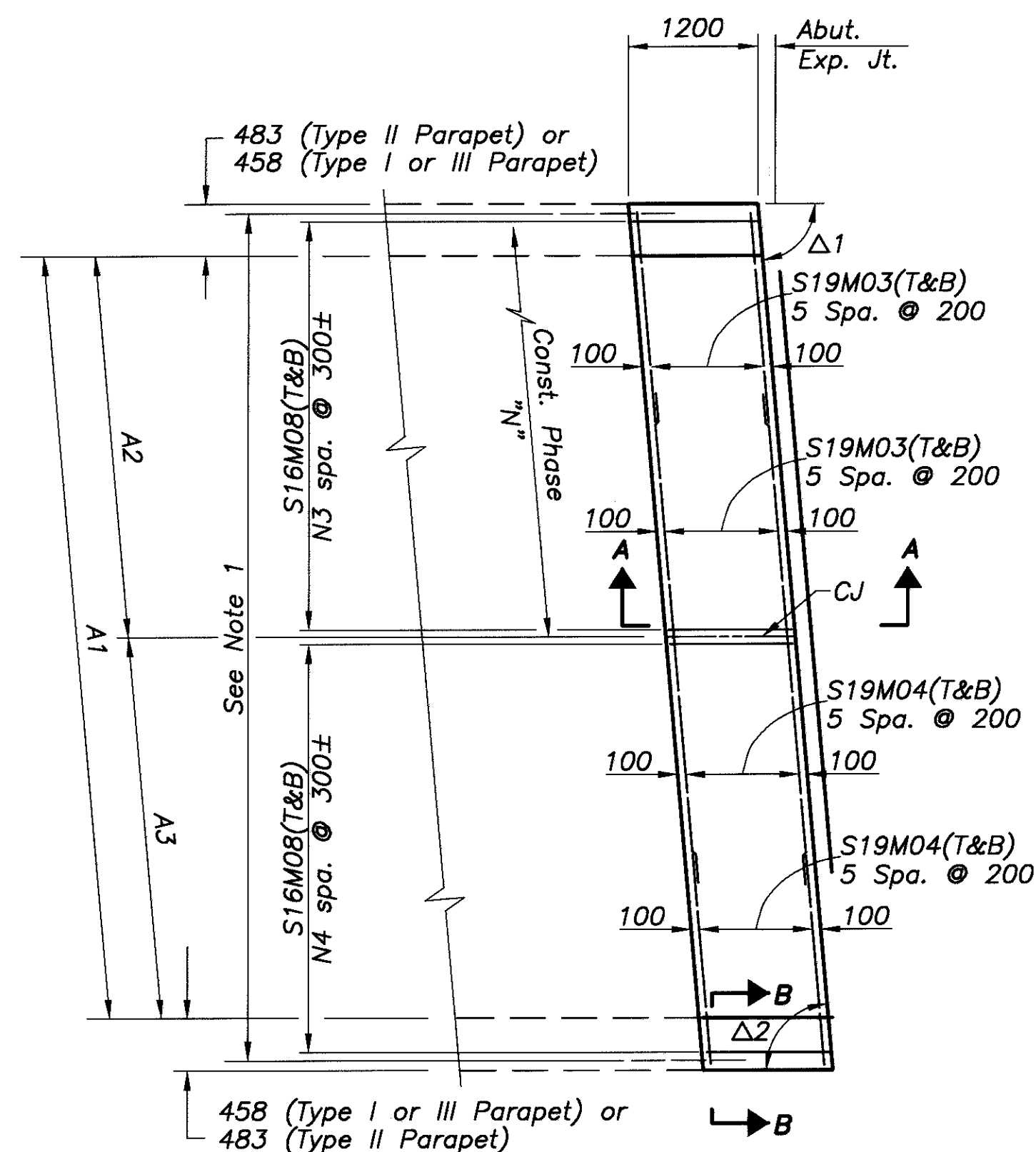
DETAILS FOR SLAB REPLACEMENT AT DECK JOINTS

(Exist. 1200 mm of slab removal at abutment joints is shown on
shts. 13/29 thru 17/29.)



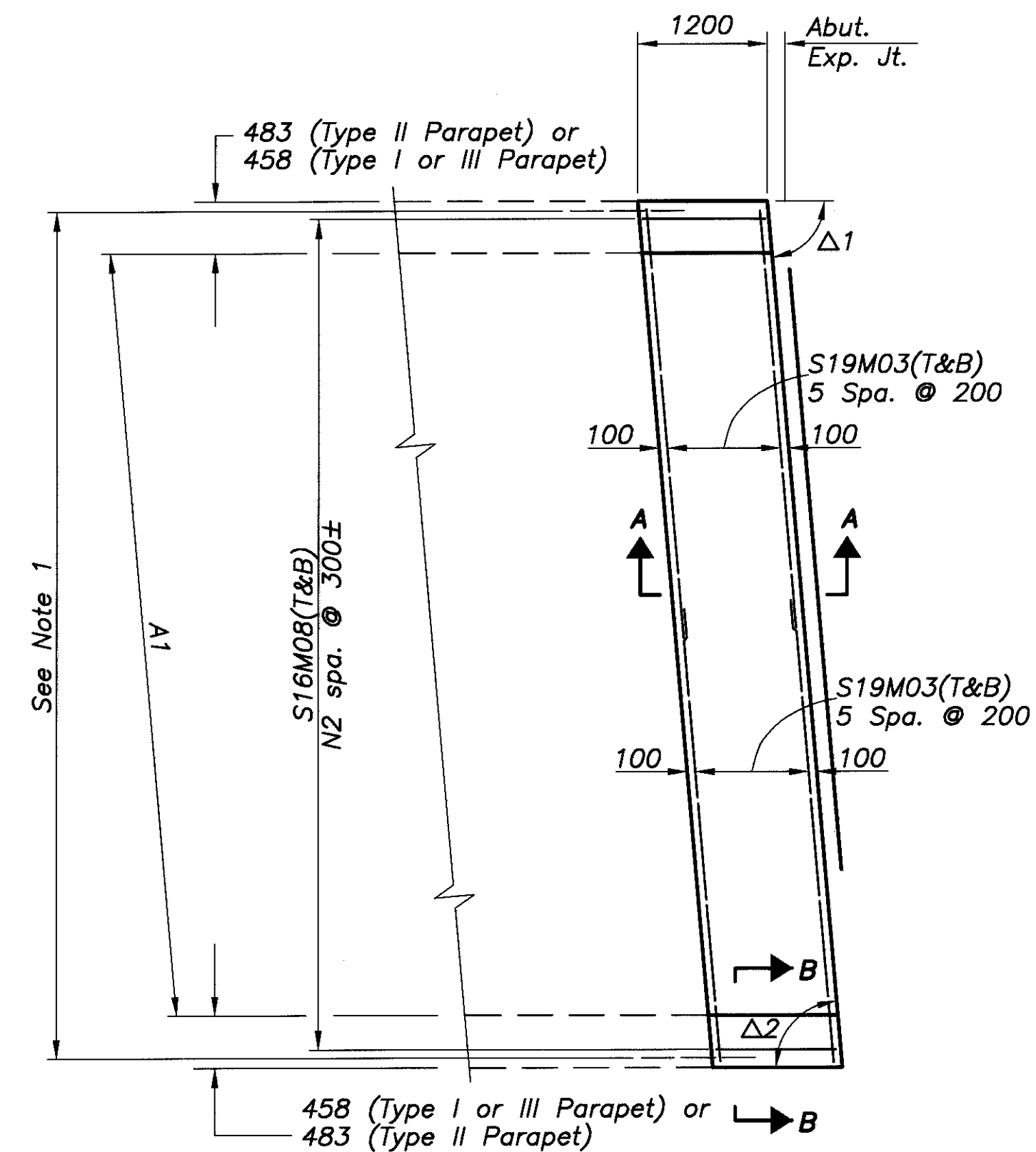
**SLAB REPLACEMENT PLAN
AT EXPANSION JOINTS**

- MOT-75-18732W (1164W) (Rear Left, Rear Right & Fwd.)
- MOT-75-19118E (1188E) (Rear)
- MOT-75-19730W (1226W) (Fwd.)
- MOT-75-19730E (1226E) (Fwd.)
- MOT-75-20293E (1261E) (Rear & Fwd.)
- MOT-75-20293R (1261R) (Rear Left)
- MOT-75-20454W (1271W) (Rear & Fwd.)
- MOT-75-20454D (1271D) (Rear)
- MOT-75-20454C (1271C) (Rear & Fwd.)
- MOT-75-20615C (1281C) (Rear)



**SLAB REPLACEMENT PLAN
AT EXPANSION JOINT**

- MOT-75-21661L (1346L) (Rear & Fwd.)
- MOT-75-20661R (1346R) (Rear & Fwd.)
- MOT-75-20454R (1271R) (Rear & Fwd.)

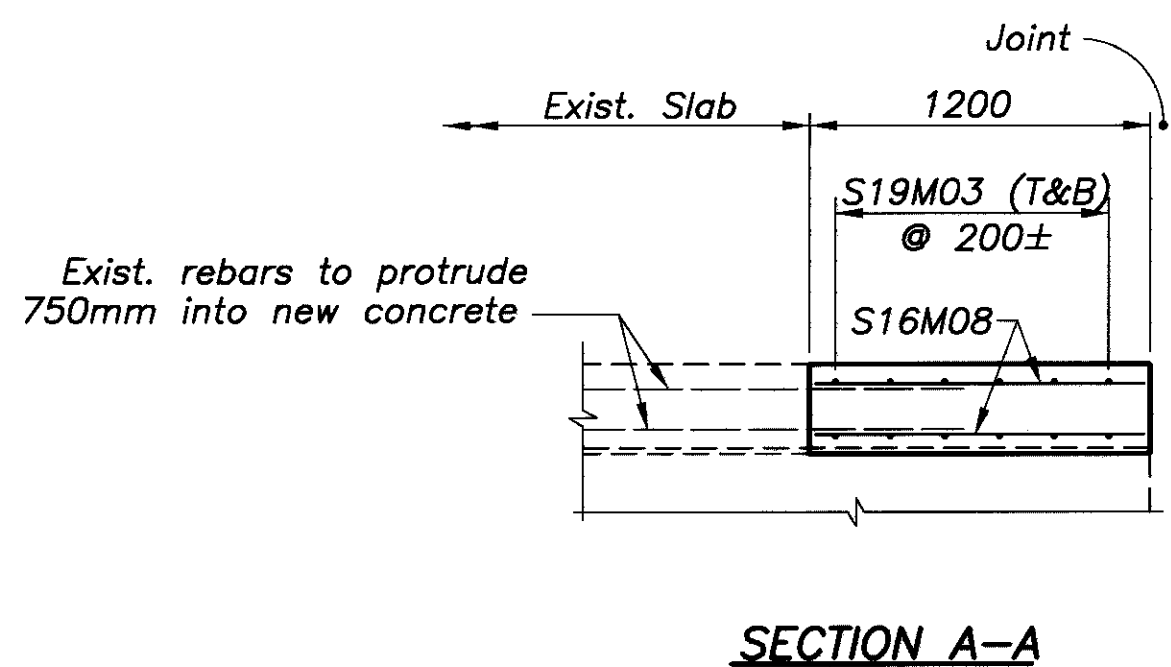


**SLAB REPLACEMENT PLAN
AT EXPANSION JOINT**

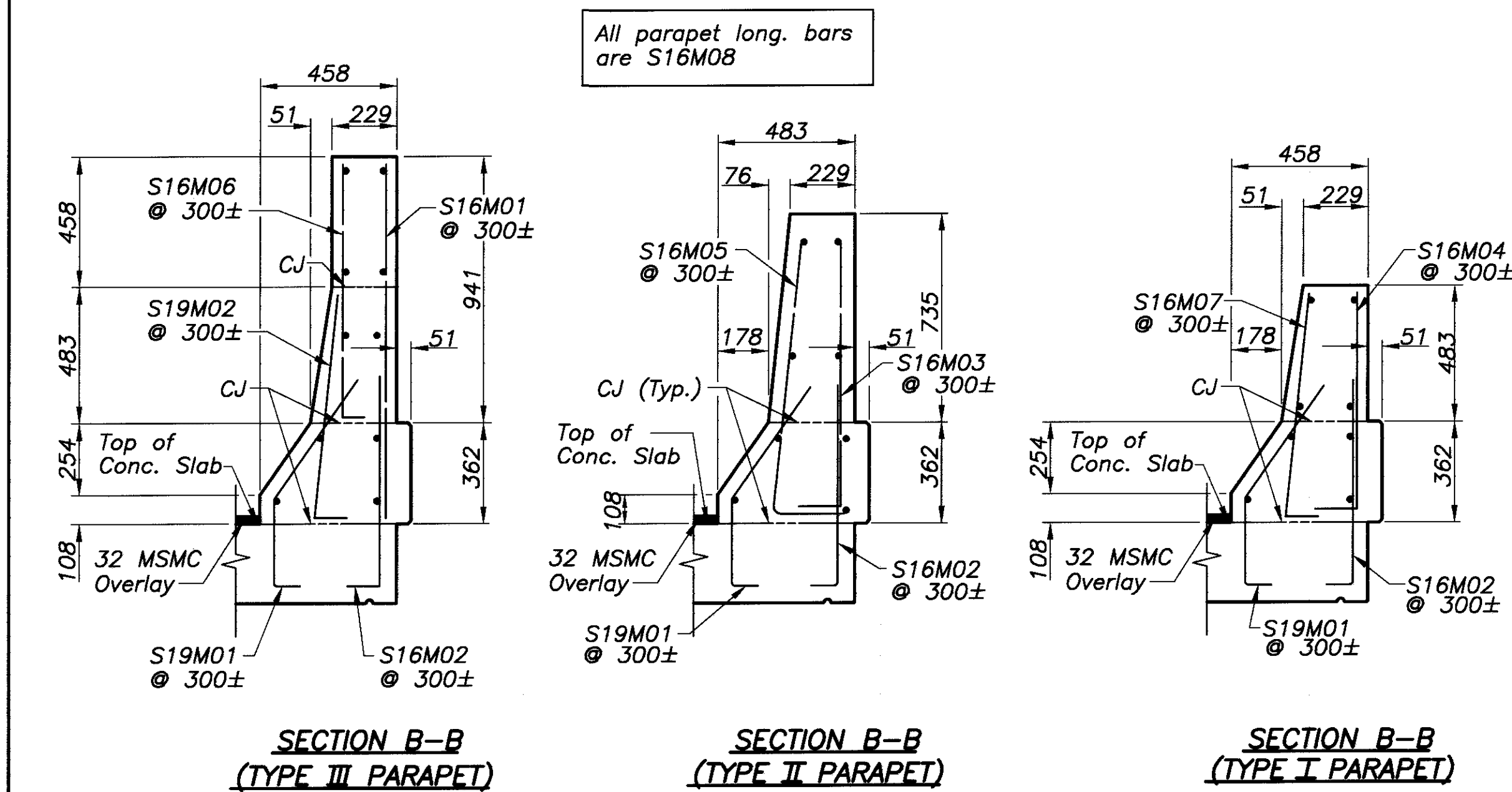
- MOT-75-18732E (1164E) (Rear & Fwd.)
- MOT-75-18909 (1175) (Fwd.)
- MOT-75-18958 (1178) (Rear & Fwd.)

NOTE:

1. Existing longitudinal and transverse bars shall be protected during the slab, parapet and Median Barrier concrete removal. The longitudinal and transverse bars will protrude, at least 750 mm beyond the slab outline, to provide laps for the new bars. Non contact lap is acceptable provided the distance between the lapping bars does not exceed 100 mm.
2. (*) Slab reconstruction at Fwd. Abutment joint shown. Slab reinforcing steel details at Rear Abutment similar. For situations where the required lengths of slab bars at the rear joint are different from those at the forward joint, the bars at the rear joint are given a suffix "A" e.g. for the rear joint, S19M03 bars as shown in the slab replacement plan above will be listed as S19M03A in the reinforcing steel list. For situations at the rear where the bridge splits into two parts, i.e. Rear Left and Rear Right, bars are distinguished by using a suffix "A" for 'Rear Left' and a suffix "B" for 'Rear Right'.
3. For A1, A2, A3, Δ1, Δ2, N, N1, N2, N3 & N4, refer to "Table of Bridge Geometry" on shts. 1/29 & 12/29.
4. For expansion jt. details, see sht. 15/29 thru 17/29



For the type of parapet on a bridge, see Tables of Bridge Geometry on shts. 1/29 & 2/29.
For special parapet end conditions, see sht. 14/29.



PLOTTED VIEW = PLAN
 XREF # = NONE
 CADD # = MOT75SD6A.DWG
 SEPTEMBER-01-1989

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6-15-99
 REVIEWED GEA
 DRAWN DJD
 DESIGNED ASB
 CHECKED KVB
 STRUCTURE FILE NUMBER
 NA

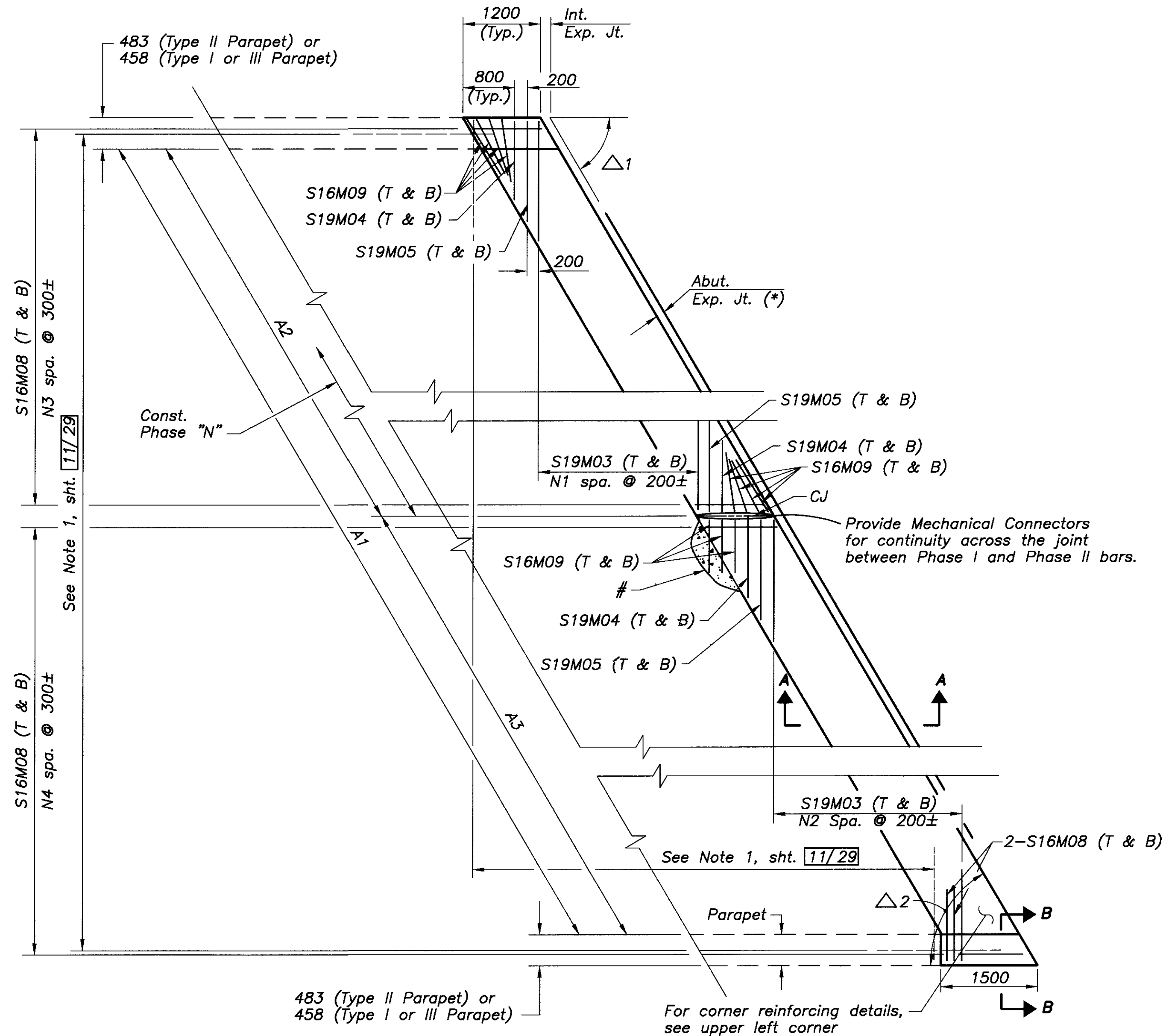
SUPERSTRUCTURE DETAILS

MOT-75-16.794

11/29
 225
 319

DETAILS FOR SLAB REPLACEMENT AT DECK JOINTS (CONTD.)

(Exist. 1200 mm of slab removal at abutment joints is shown on
shts. 13/29 thru 10/29.)



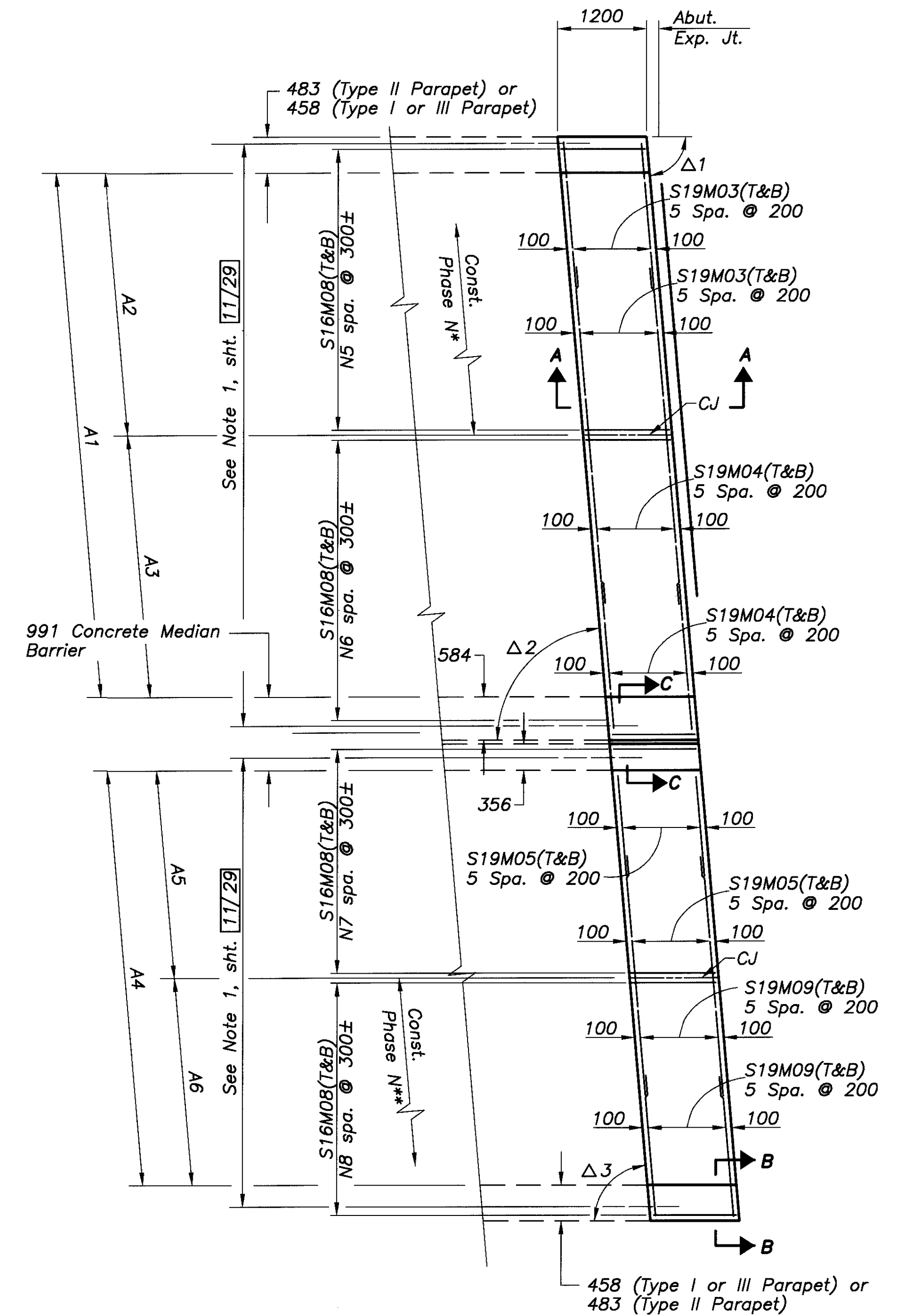
SLAB REPLACEMENT PLAN

- AT EXPANSION JOINTS**
- MOT-75-20293L (1261L) (Rear & Fwd.)
 - MOT-75-20293R (1261R) (Rear Right & Fwd.)
 - MOT-75-20454L (1271L) (Rear & Fwd.)
 - MOT-75-20454R (1271R) (Rear & Fwd.)
 - MOT-75-20615L (1281L) (Rear)
 - MOT-75-20615R (1281R) (Rear)
 - MOT-75-21440L (1330L) (Rear & Fwd.)
 - MOT-75-21440R (1330R) (Rear & Fwd.)
 - MOT-75-19730L (1226L) (Fwd.)
 - MOT-75-19730R (1226R) (Fwd.)
 - MOT-75-20615L (1281L) - Int. Exp. Jt. 2
 - MOT-75-20615R (1281R) - Int. Exp. Jt. 1
 - MOT-75-20615R (1281R) - Int. Exp. Jt. 2

Note:

Intermediate expansion joints at MOT-75-20615 L & R (1281 L & R) is similar to Intermediate expansion joints of MOT-75-16801(1044) bridge. See sht. 13/29 for details.

Remove area of slab only as much as necessary to place S16M09 bars



SLAB REMOVAL & REPLACEMENT PLAN

AT EXPANSION JOINT

- MOT-75-18732 (1164) (Rear & Fwd.)
- MOT-75-18941 (1177) (Rear & Fwd.)
- MOT-75-19118 (1188) (Rear)

NOTES

For A1 thru A5, Δ1 thru Δ3, N*, N**, N1 thru N8, refer to "Table of Bridge Geometry" on shts. 1/29 & 2/29

For additional notes, Section A-A and Section B-B see sht. 11/29

For Section C-C see sht. 13/29

PLOTTED VIEW = PLAN
CA089-4 MOT75S06.DWG
SEPTEMBER-01-1999

PLOTTED VIEW = PLAN
XREF# = NONE

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED	ASB	CHECKED	KVB
DRAWN	JH	REVISED	
REVIEWED	GEA	DATE	6-15-99
STRUCTURE FILE NUMBER	NA		

SUPERSTRUCTURE DETAILS

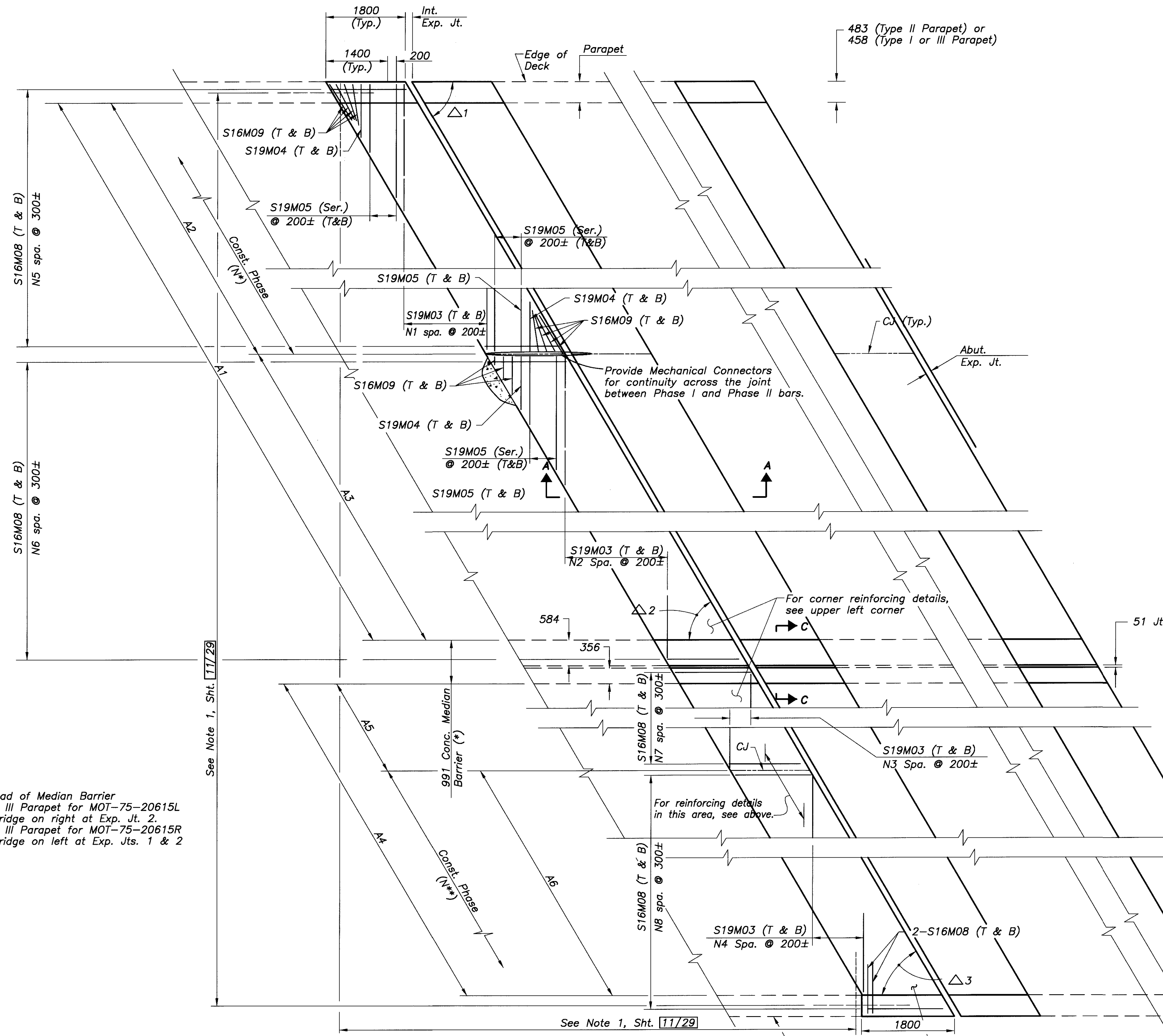
MOT-75-16.794

12/29

226
319

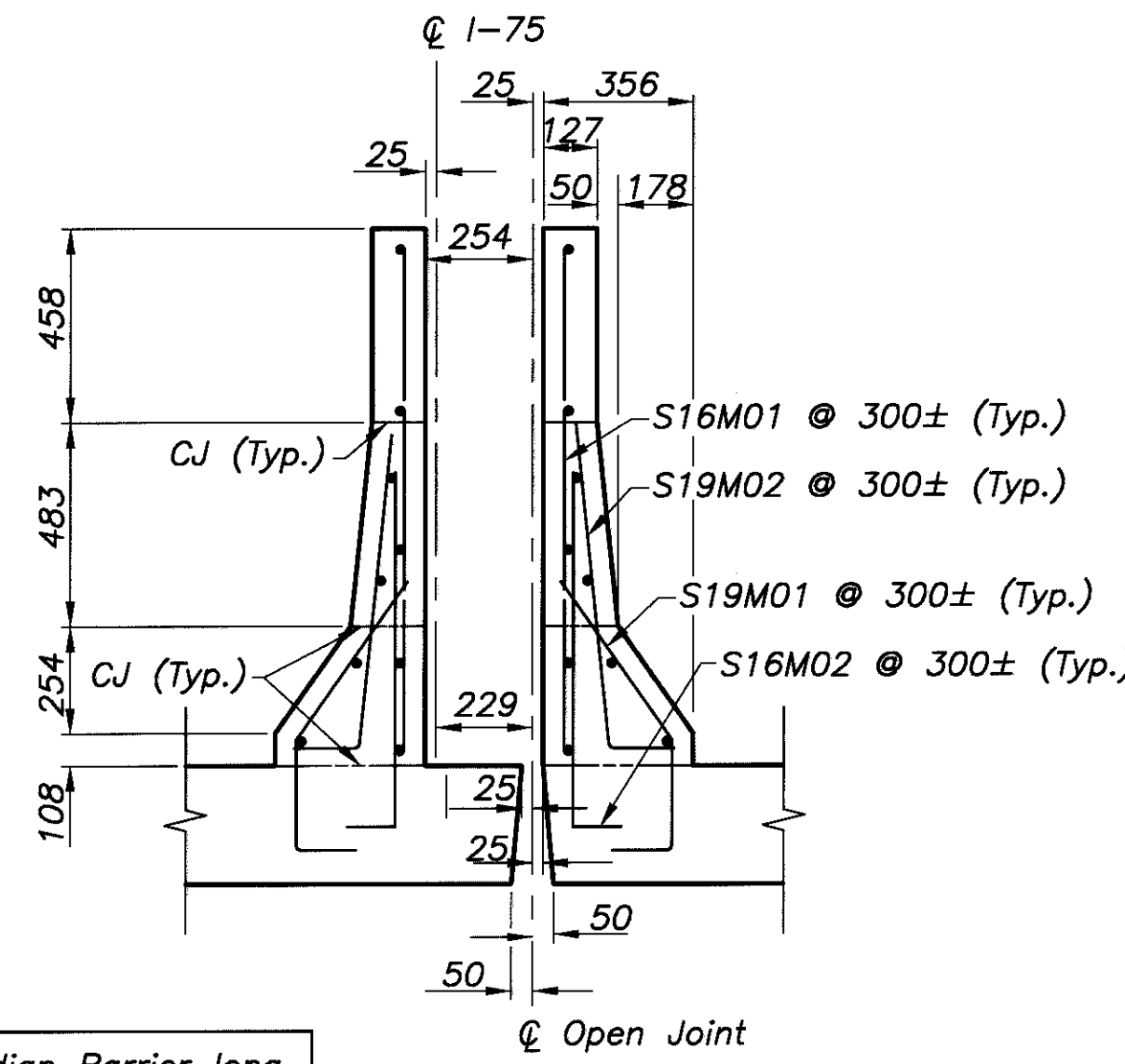
DETAILS FOR SLAB REPLACEMENT AT DECK JOINTS (CONTD.)

(Exist. 1200 mm of slab removal at abutment joints is shown on shts. [3/29] thru [10/29]
Slab removal at Int. exp. joints is shown on Section A3-A3, sht. [16/29].)



BRIDGE LISTING FOR SLAB REPLACEMENT PLAN

- AT EXPANSION JOINTS**
 MOT-75-16801 (1044) (Rear & Fwd., and at Int. Exp. Jt.)
 MOT-75-17348 (1078) (Rear & Fwd.)
 MOT-75-17847 (1109) (Rear & Fwd.)
 MOT-75-18056 (1122) (Rear & Fwd.)
 MOT-75-19118 (1188) (Fwd.)
 MOT-75-19440 (1208) (Rear & Fwd.)
 MOT-75-19730 L&R (1226 L&R) (Rear)
 MOT-75-20615 L&R (1281 L&R) (Fwd.)



All Median Barrier long. bars are S16M08

SECTION C-C

NOTES

For A1 thru A5, $\Delta 1$ thru $\Delta 3$, N*, N**, N1 thru N8, refer to "Table of Bridge Geometry" on shts. [1/29] & [2/29]
 For additional notes, Section A-A & Section B-B, see sht. [11/29]
 Slab reconstruction details at Int. Exp. Jt. apply to MOT-75-16801 (1044) & MOT-75-20615(1281) bridges only.

(*) Instead of Median Barrier
 Type III Parapet for MOT-75-20615L
 at bridge on right at Exp. Jt. 2.
 Type III Parapet for MOT-75-20615R
 at bridge on left at Exp. Jts. 1 & 2

**SLAB REPLACEMENT PLAN
AT EXPANSION JOINTS**

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 AUGUST-31-1999
 CAD99-4 MOT75SD6.DWG

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

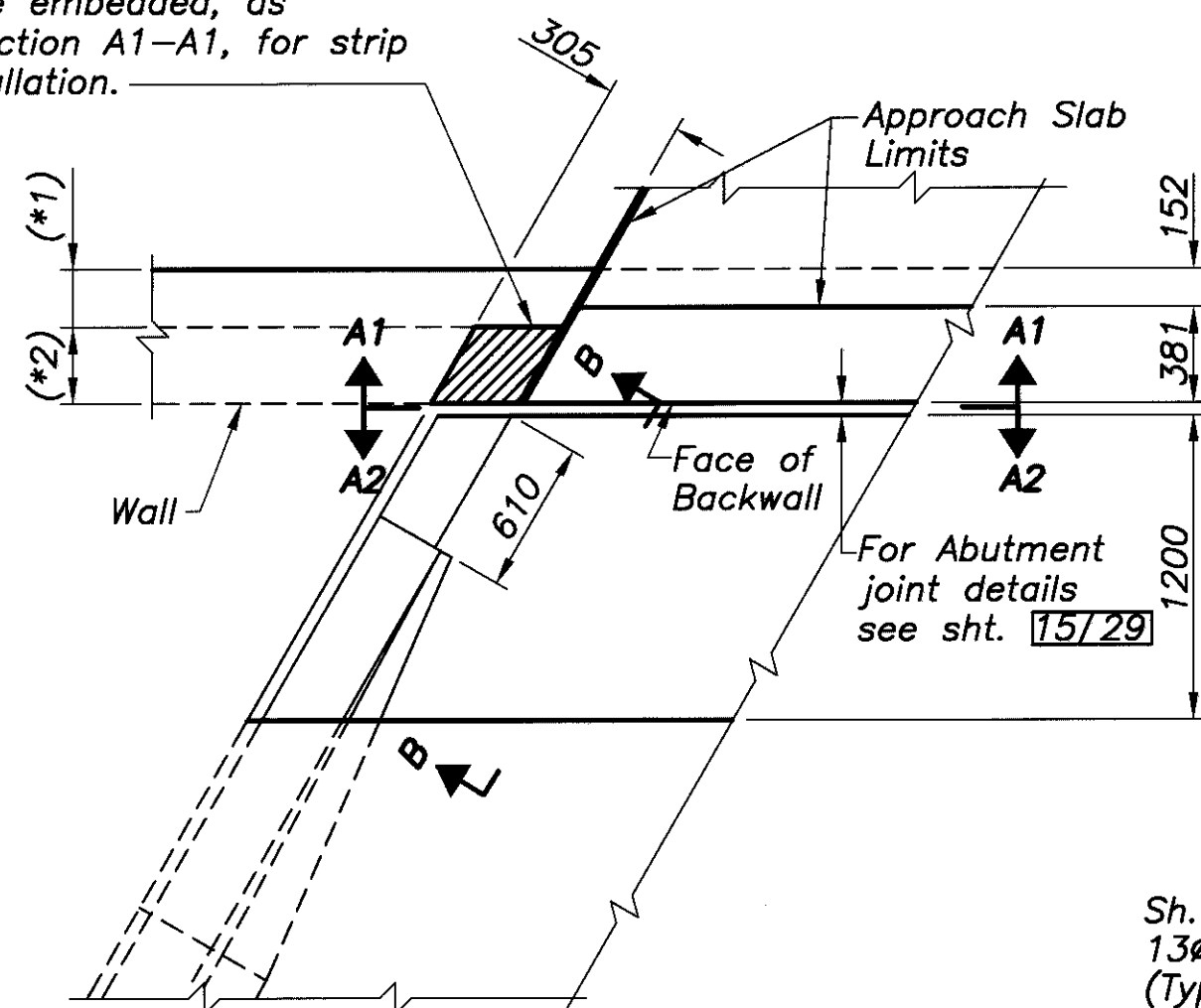
DESIGNED	DATE
ASB	6-15-99
CHECKED	REVIEWED
KVB	GEA
	STRUCTURE FILE NUMBER
	NA

SUPERSTRUCTURE DETAILS

MOT-75-16.794

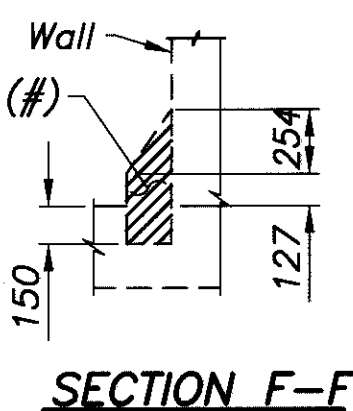
DETAILS FOR PARAPET REPLACEMENT AT ABUTMENT DECK JOINTS

Remove wall concrete to 150 below the roadway level. All reinforcing steel to be preserved for reuse. Reconstruct wall with 10 mm plate embedded, as shown in Section A1-A1, for strip seal jt. installation.

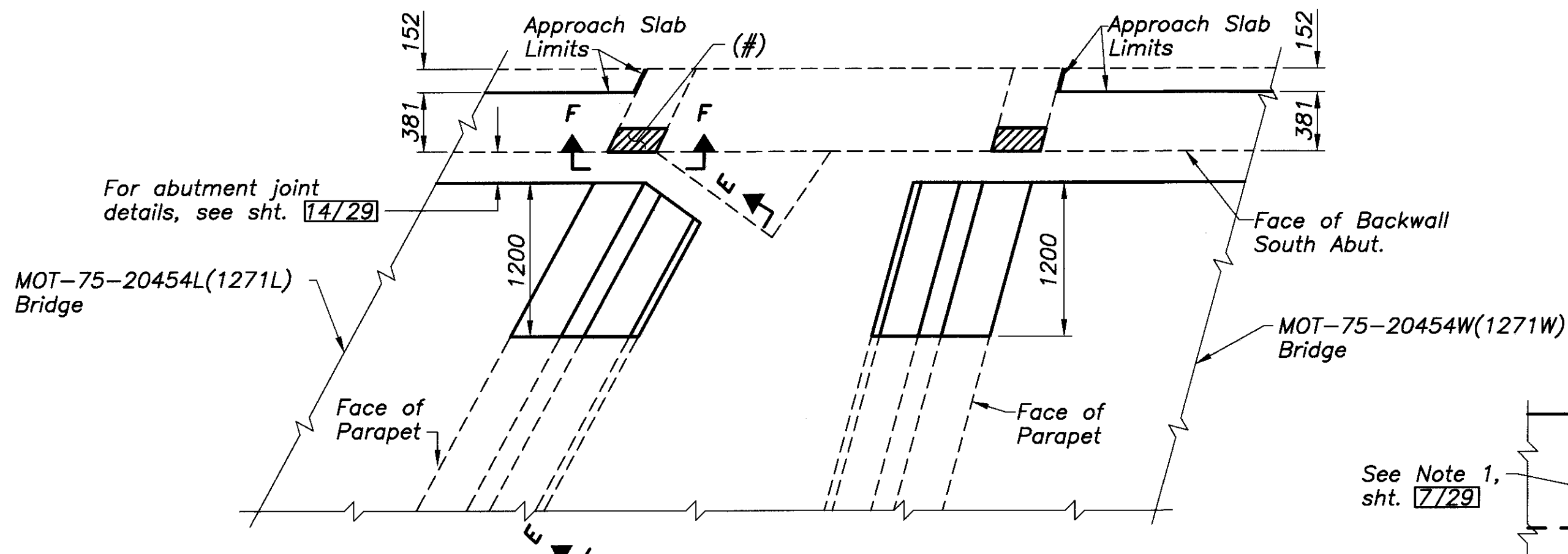


PARAPET END CONDITIONS

(Bridge No. MOT-75-19730L(1226L), Fwd. Lt. Shown)
 (Bridges MOT-75-19730W(1226W), Fwd. Rt.
 MOT-75-20615C(1281C), Rear Lt.
 MOT-75-20615L(1281L), Rear Rt.
 MOT-75-20615R(1281R), Rear Lt.
 MOT-75-20615C(1281C), Rear Rt.
 MOT-75-20293R(1261R), Rear Lt., Lt.
 MOT-75-20293R(1261R), Rear Lt., Rt.
 MOT-75-20293R(1261R), Rear Lt., Rt.
 MOT-75-20293R(1261R), Rear Lt.
 MOT-75-20454R(1271R), Fwd. Lt.
 MOT-75-20454C(1271C), Fwd. Rt. Similar)



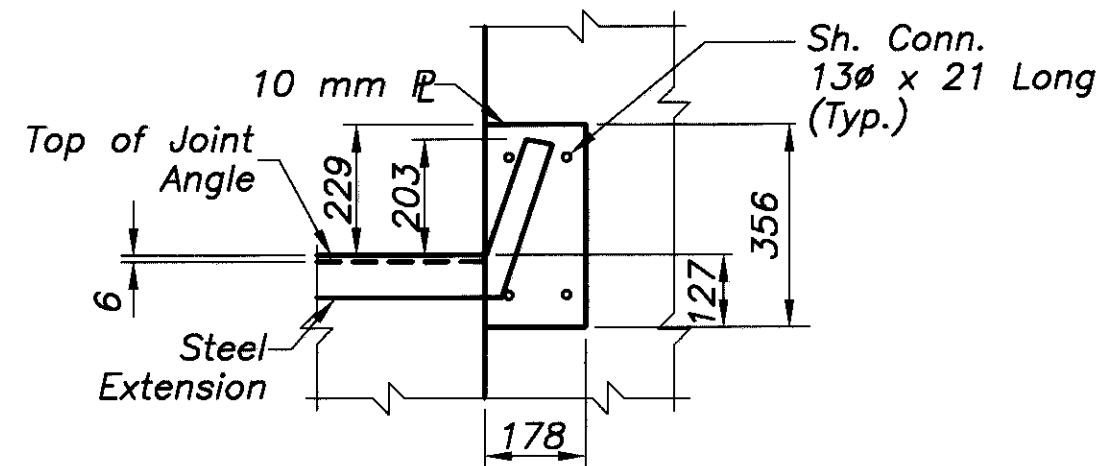
SECTION F-F



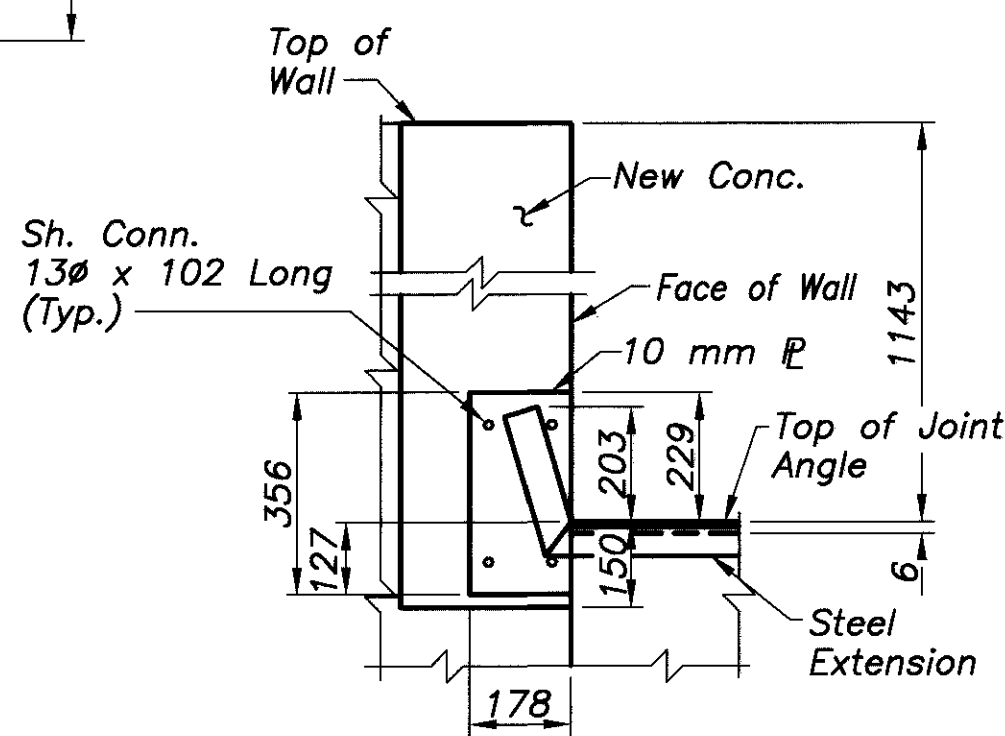
PARAPET END CONDITIONS

(Bridge No. MOT-75-20454L(1271L), Rear Lt.)
 (Bridge No. MOT-75-20454W(1271W), Rear Rt.)

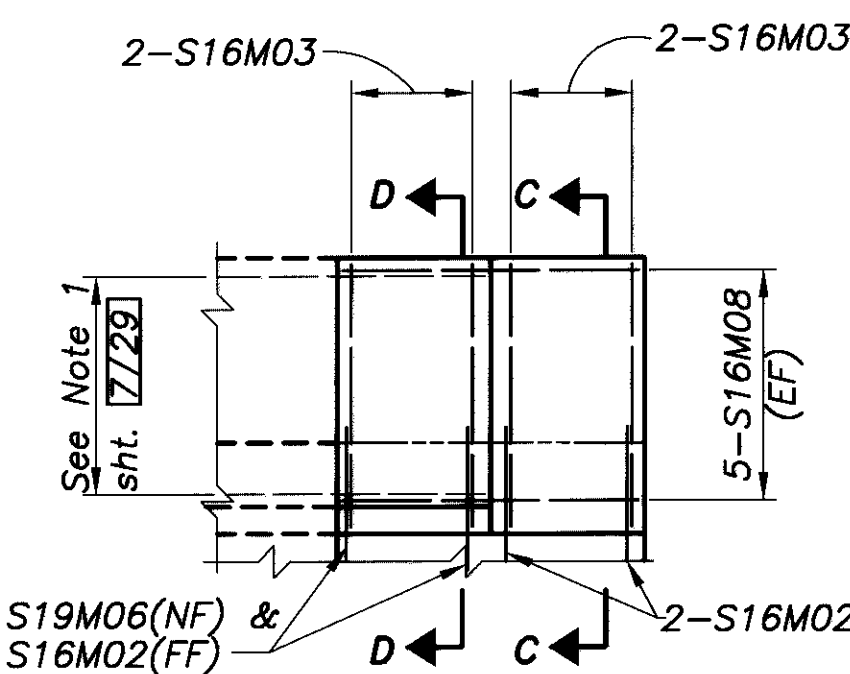
Remove and replace exist. curb plate and conc. from the shaded area. Exist. reinf. steel to be preserved. For additional joint installation details, see sht. 157/29 & Std. Dwg. EXJ-4-27)



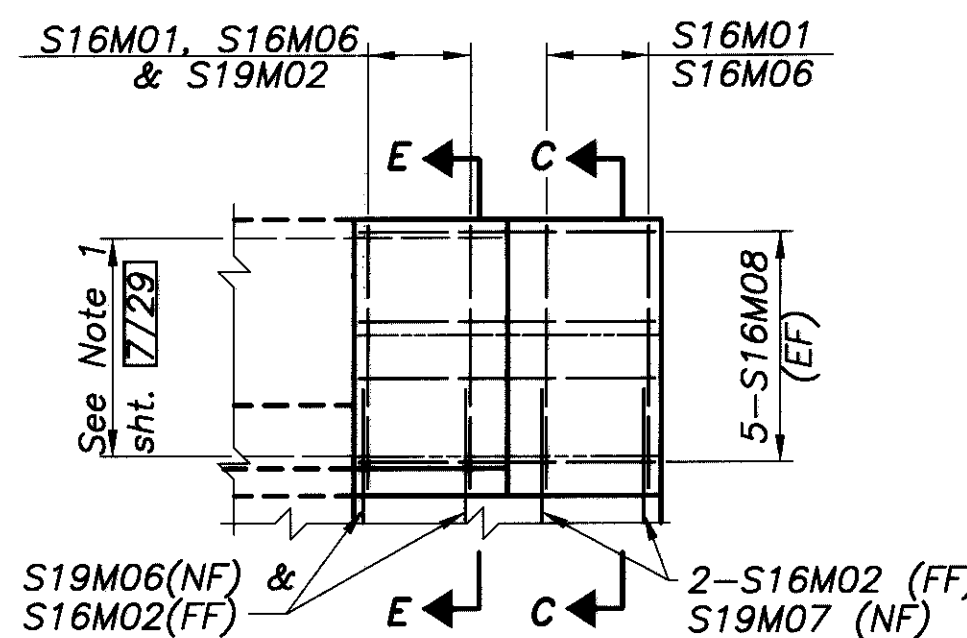
ELEVATION A2-A2



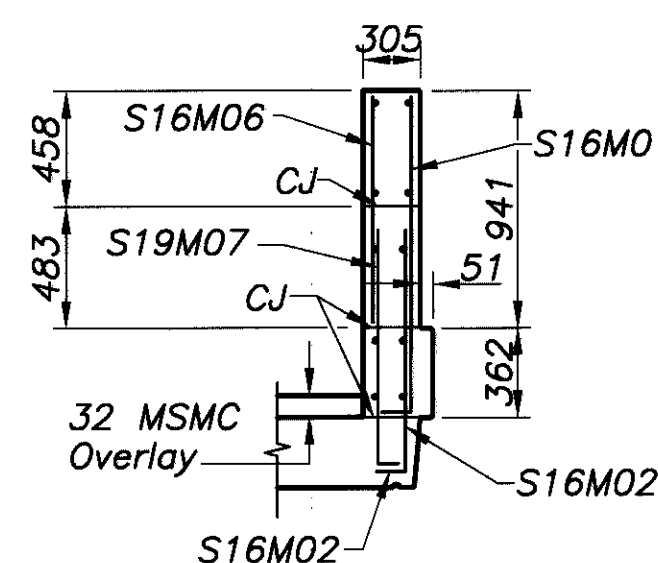
ELEVATION A1-A1



SECTION B-B

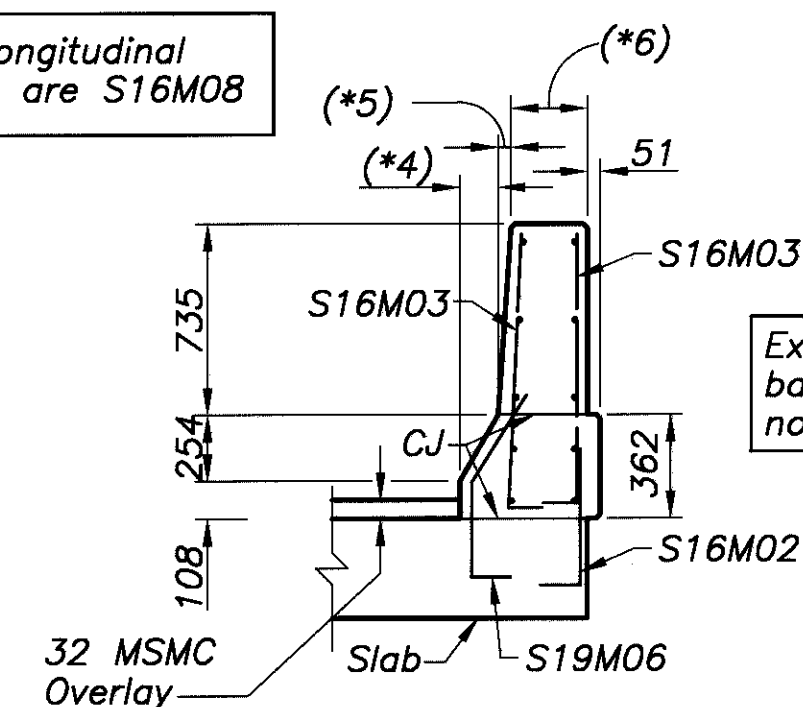


SECTION B-B
 (For Bridges MOT-75-20615R(1281R), Rear Lt. & MOT-75-20615C(1281C), Rear Rt. Only)

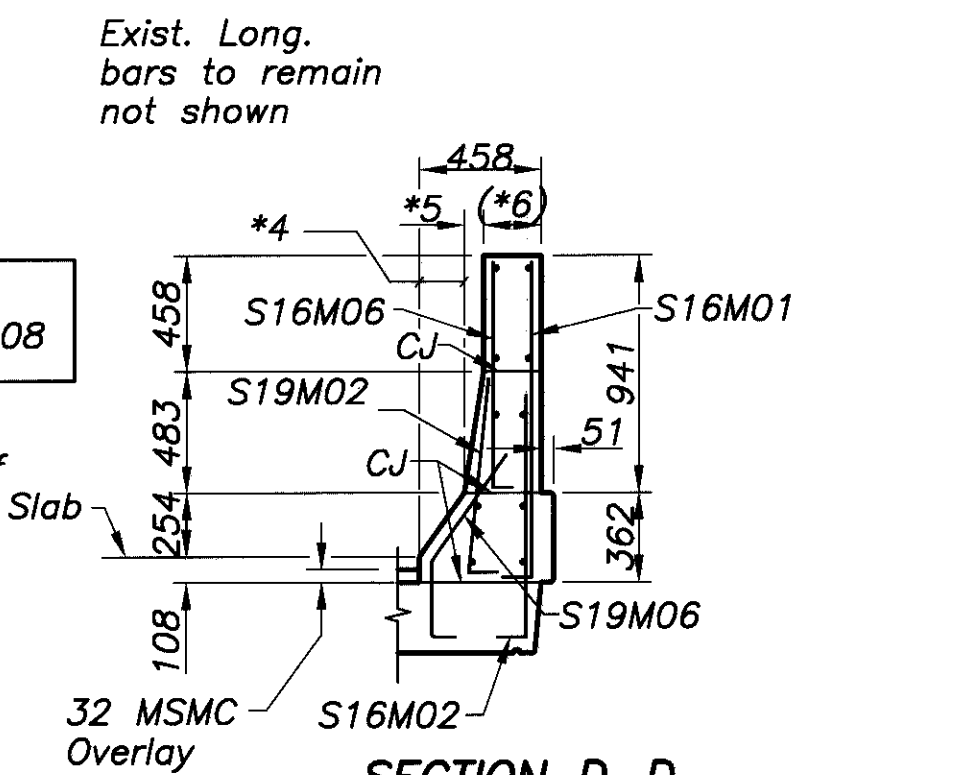


SECTION C-C

For Bridges MOT-75-20615R(1281R), Rear Lt. & MOT-75-20615C(1281C), Rear Rt. Only

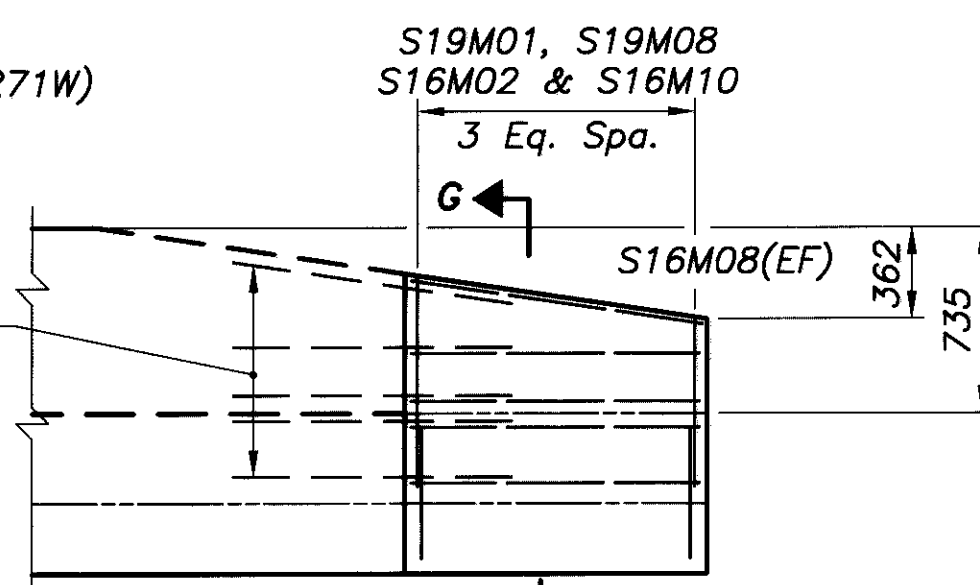


SECTION D-D

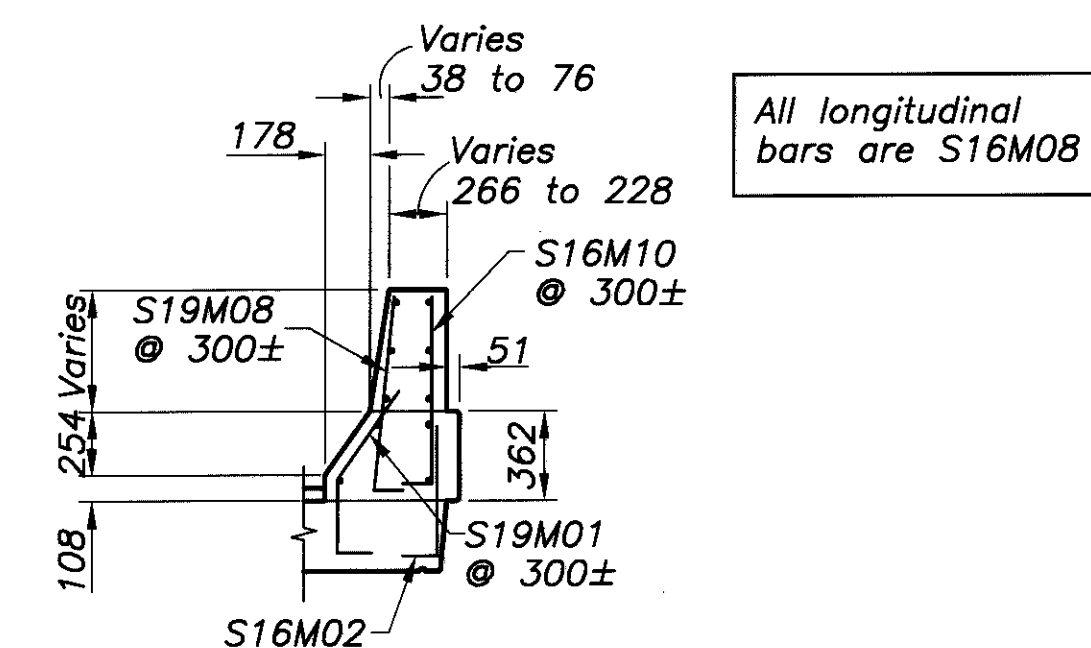


SECTION D-D

For Bridges MOT-75-20615R(1281R), Rear Lt. & MOT-75-20615C(1281C), Rear Rt. Only



SECTION E-E



SECTION G-G

Bridge No.	*1	*2	*3	*4	*5	*6
*	229	305	305	Varies 178 to 51	Varies 76 to 0	Varies 229 to 330
**	152	381	229	Varies 178 to 76	Varies 76 to 0	229
***	229	305	305	Varies 178 to 51	Varies 51 to 0	Varies 229 to 330

MOT-75-19730L(1226L), Fwd. Lt.
 MOT-75-19730W(1226W), Fwd. Rt.
 MOT-75-20615C(1281C), Rear Lt.
 MOT-75-20615L(1281L), Rear Rt.

MOT-75-20293, Rt. Fork(1261), Lt. } **
 MOT-75-20293(1261), Lt. Fork, Rt. } **
 MOT-75-20615R(1281R), Rear Lt. } ***
 MOT-75-20615C(1281C), Rear Rt. } ***

All longitudinal bars are S16M08

All longitudinal bars are S16M08

All longitudinal bars are S16M08

Note:
 For abutment expansion joint detail, see sht. 157/29

PLOTTED VIEW = PLAN
 SCALE = 3/32" = 1'-0"
 DATE = 10/15/99

BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGN AGENCY
 DATE 6-15-99
 REVIEWED GEA
 DRAWN TLJ
 DESIGNED ASB
 CHECKED KVB

STRUCTURE FILE NUMBER

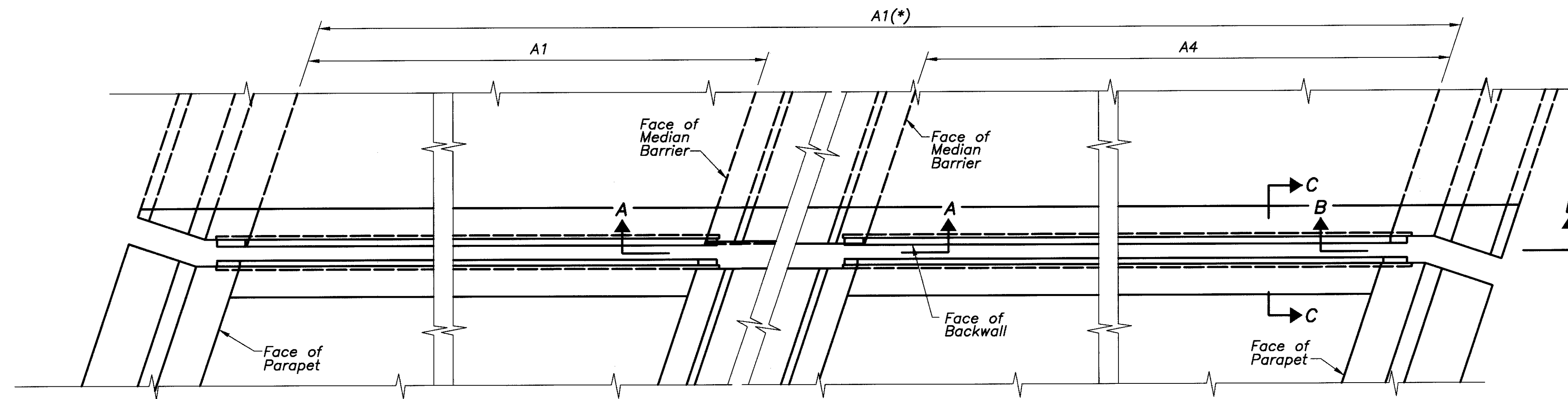
REVISIONS

SUPERSTRUCTURE DETAILS
 Bridge Nos. MOT-75-19730L,W(1226L,W), MOT-75-20293R(1261R),
 MOT-75-20615L,R,C(1281L,C,R), & MOT-75-20454L,W,R,C(1271L,W,R,C)

MOT-75-16.794

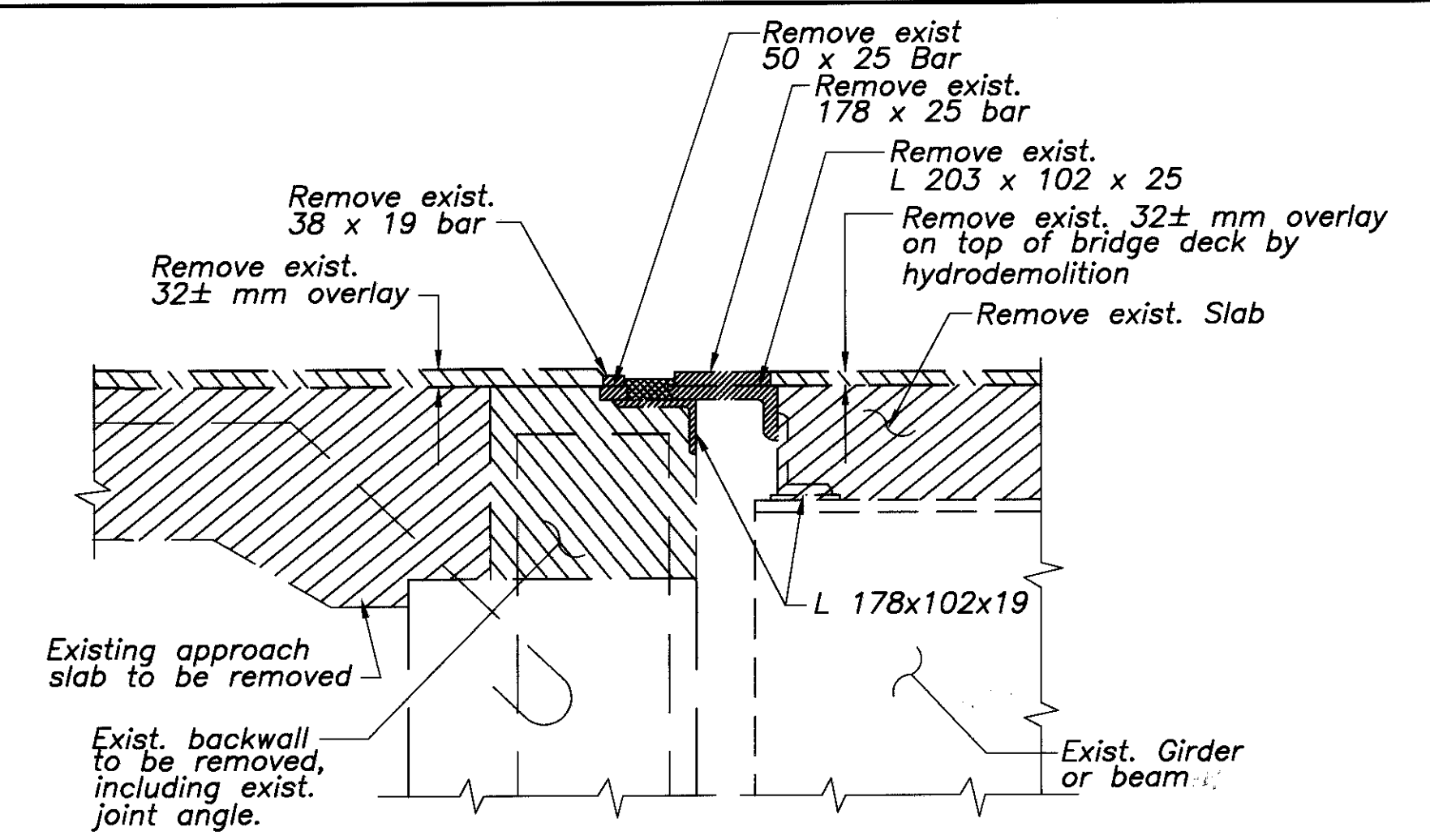
14/29

228
319

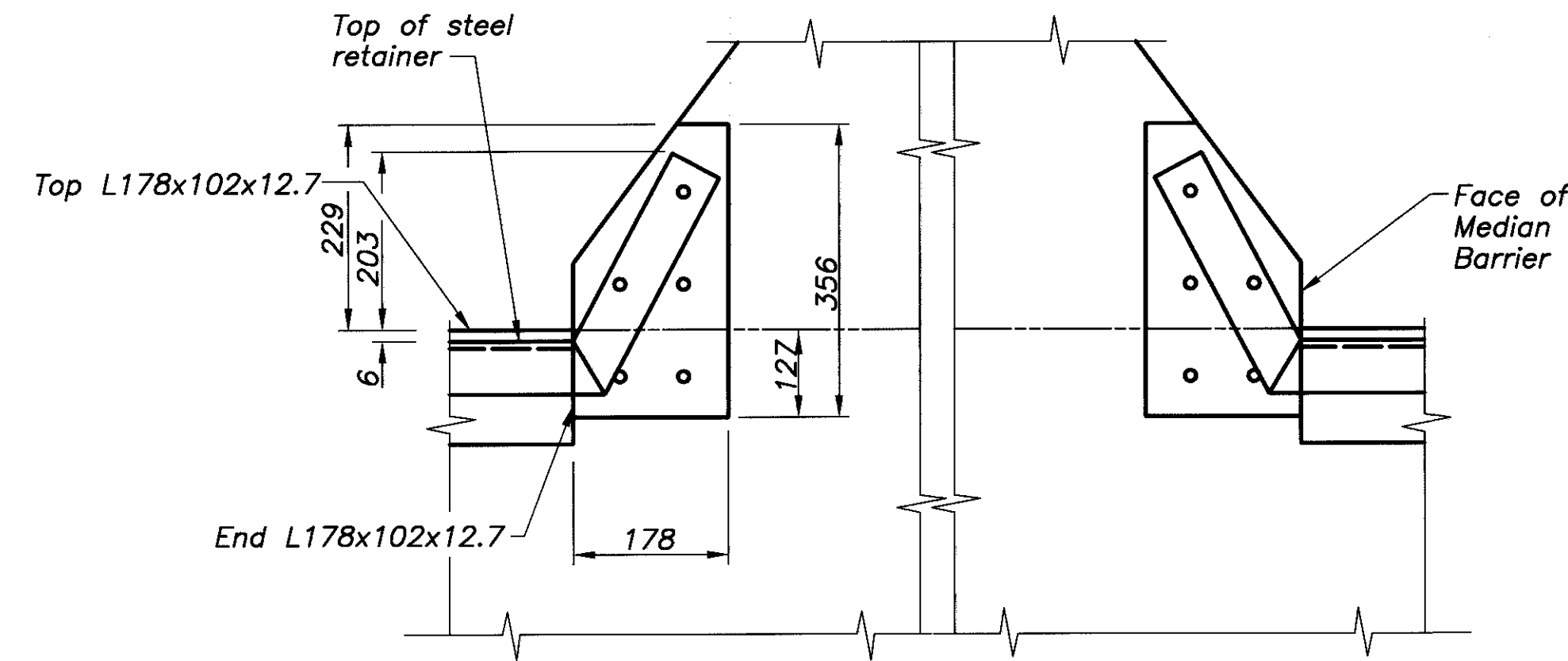


ABUTMENT EXPANSION JOINT

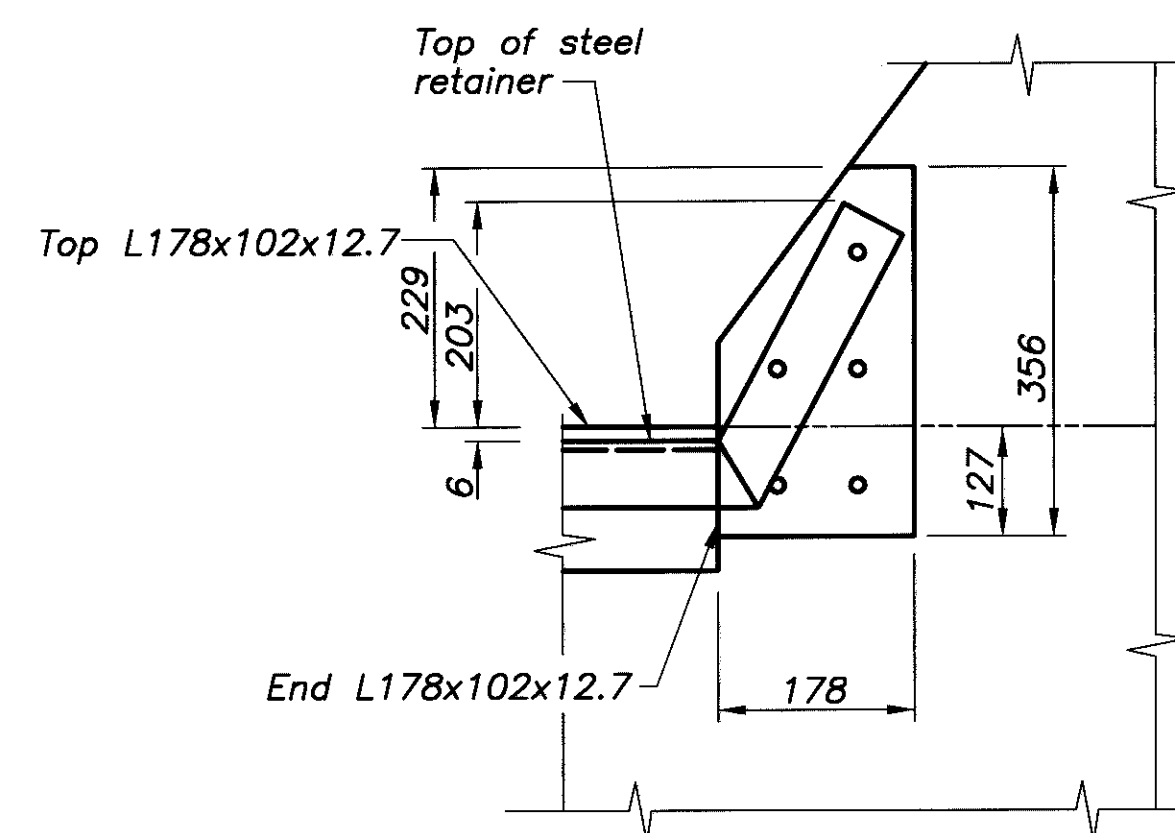
* For bridges with no Median Barrier



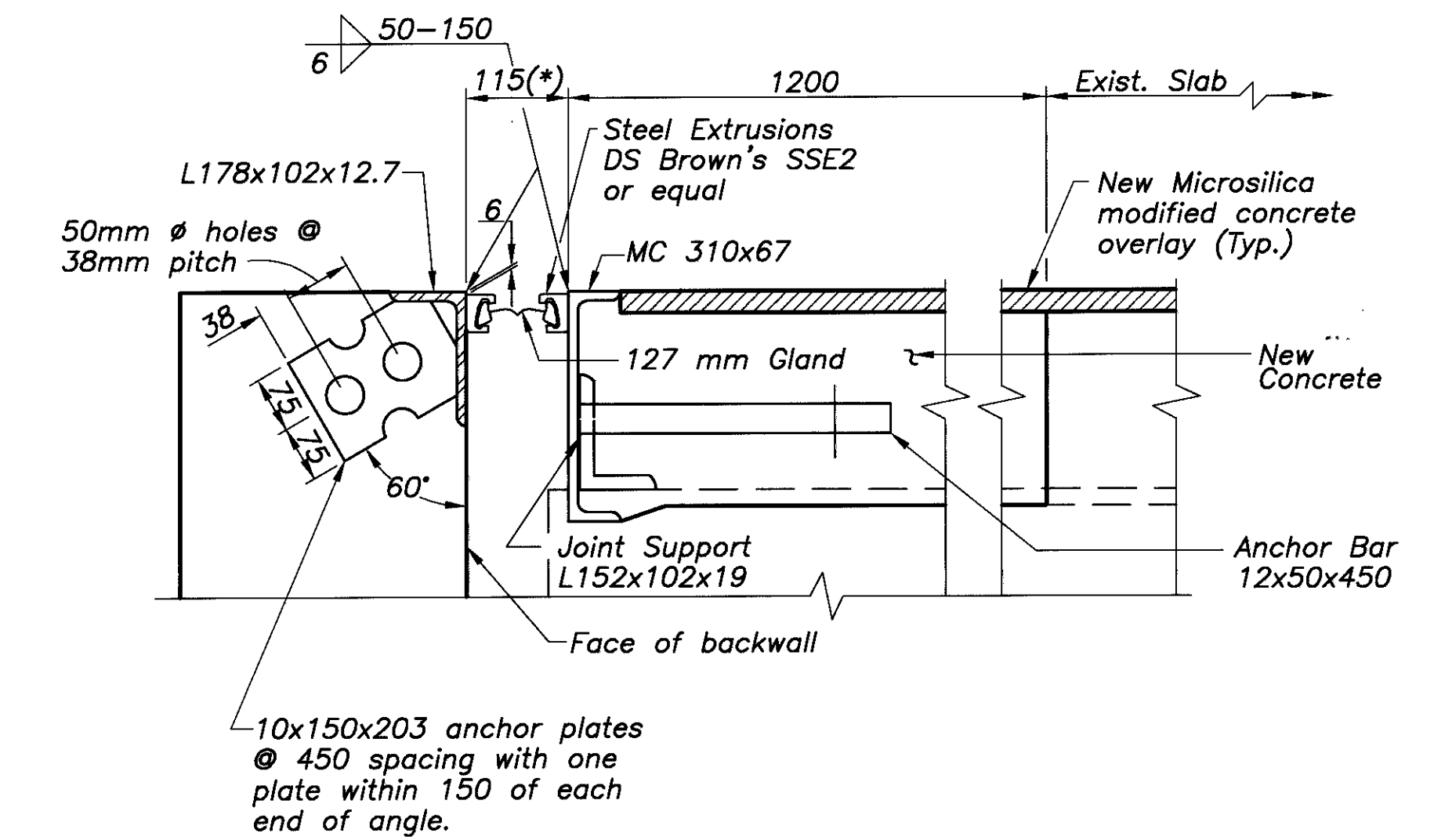
SECTION C-C (Exist.)



SECTION A-A



SECTION B-B



SECTION C-C

Abutment Exp. Jt. Replacement

Abutment Exp. Jt. Replacements shall be achieved as follows:

1. Remove 1200 mm of slab and parapets (and concrete median barrier where applies) for the preparation to install new deck joint.
2. Remove abutment backwall (completely or partially as per the details of these plans) and the concrete median barrier (where applies).
3. Remove parapet areas at wingwall as needed for new joint installation.
4. Remove exist. concrete (as needed) at end dam joint as shown in Section C-C for the existing conditions.
5. Trim beam ends if necessary.
6. Replace the exist. crossframe angles.
7. Construct abutment backwall with the joint hardware embedded in the concrete.
8. Replace slab, parapets and median barrier (if applies).
9. Paint exist. & new steel at the joint (excluding the galvanized joint steel) including 1500mm beam ends to finish the joint installation work.

Payment for all labor, equipment, materials and incidental costs for removal, insatalling new steel & exp. Joint in completing the joint placement will be covered under various items as listed below:
 Item 202 for all removals
 Item 863 for all new steel except that covered under Item 516 for strip seal joint
 Item 516 for Strip Seal Joint
 Items 815 for painting steel
 Item 842 for Slab and Abutment Concrete

Note:
 Abutment expansion joints shall be constructed as per the details on this sheet. Reference shall be made to Std. Dwg. EXJ-4-87M for additional details. Use DS Brown's SS E2 Extrusion or an equal. Joint with concrete Median Barrier is shown. Disregard the presence of Median Barrier for bridges without Median Barriers. For the joint geometry, refer to the "Tables of Bridge Geometry" on shts. [1729] & [2729].

For details of exist. abutment backwall removal and reconstruction, see shts. [3729] thru [10729]. For slab removal and reconstruction at abutment joint locations, see shts. [11729] thru [14729].

For Abutment Joint Details at MOT-75-22064L(1371L) structure, see MOT-75-22064L(1371L) plan sheets. For all other abutment locations, no adjustment for joint openings is necessary.

(* The given dimension is for joint installation temperature of 60°F.

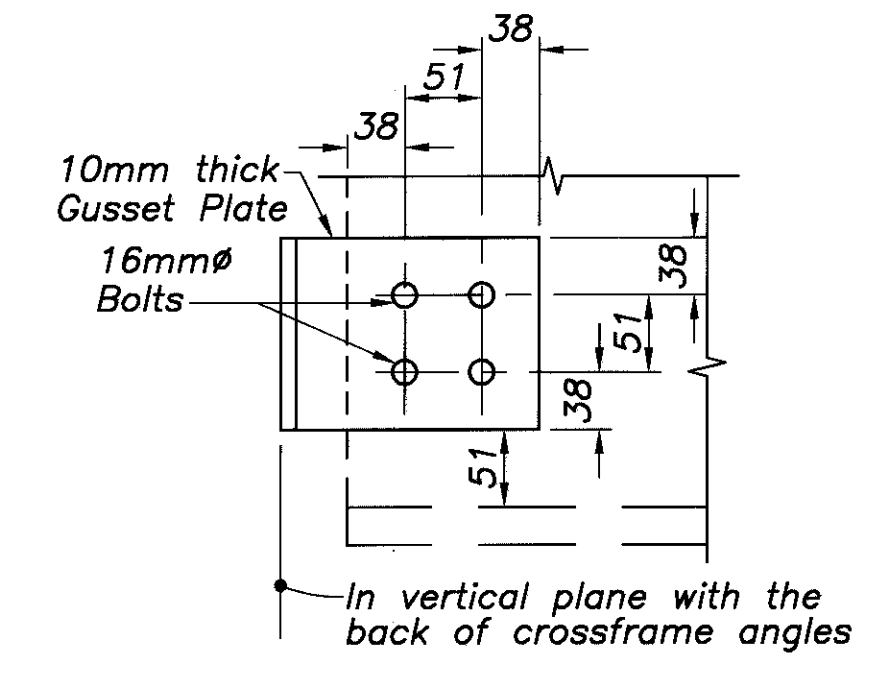
For temperatures (at installation) lower/higher than 60°, this dimension will be increased/decreased. For each 10° variation, the adjustment will be as per the table below:

Bridge No.	RA	FA
MOT-75-16801(1044)	7 mm	7 mm
MOT-75-18958(1178)	---	4 mm
MOT-75-17847(1109)	---	3 mm
MOT-75-18732W(1164W)	---	5 mm
MOT-75-18732E(1164E)	3 mm	---
MOT-75-18958(1178)	4 mm	4 mm
MOT-75-19440(1208)	9 mm	9 mm
MOT-75-19730L(1226L)	7 mm	---
MOT-75-19730R(1226R)	7 mm	4 mm
MOT-75-20293L(1261L)	5 mm	---
MOT-75-20293R(1261R)	---	5 mm
MOT-75-20293E(1261E)	---	5 mm
MOT-75-20454W(1271W)	5 mm	---
MOT-75-20454L(1271L)	5 mm	---
MOT-75-20454D(1271D)	5 mm	---
MOT-75-20454C(1271C)	5 mm	---
MOT-75-20454R(1271R)	5 mm	---
MOT-75-20454L(1246L)	4 mm	4 mm
MOT-75-20454R(1246R)	4 mm	4 mm
MOT-75-22064R(1371R)	10 mm	13 mm

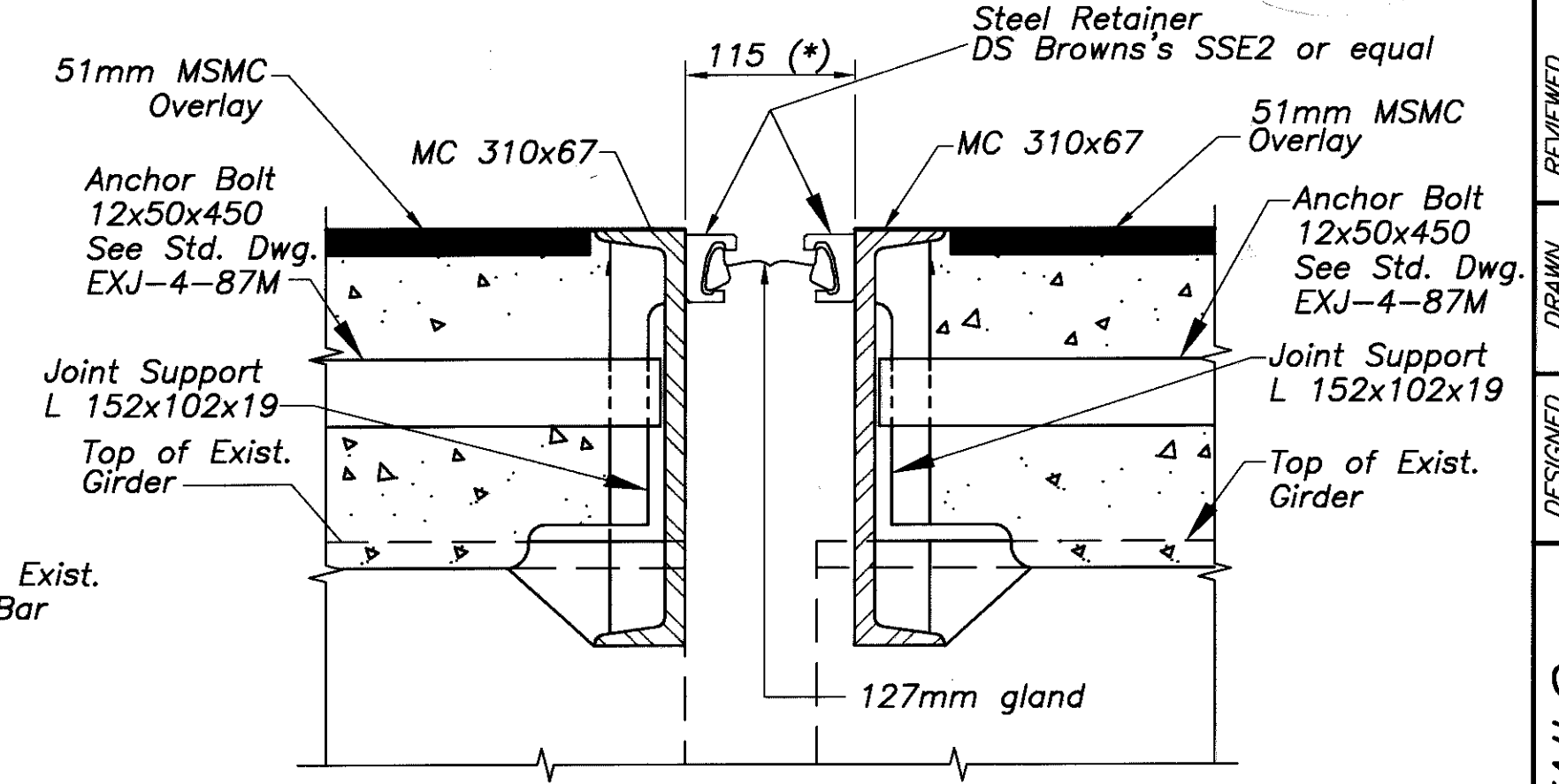
PLOTTED VIEW = PLAN
 XREF: A = NONE
 XREF: B = NONE
 XREF: C = NONE
 PLOT SCALE = 50=(Metric)
 CAD: 99-4
 MO: 752932.DWG
 JUNE-25-1999

DESIGN AGENCY: **BARR ENGINEERING, INC.**
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907
 DATE: 6/15/99
 REVIEWED: GEA
 DRAWN: CLH
 DESIGNED: ASB
 CHECKED: KVB
 STRUCTURE FILE NUMBER
 REVISED
ABUTMENT EXPANSION JOINT DETAILS
MOT-75-16.794
 15/29
 229
 319

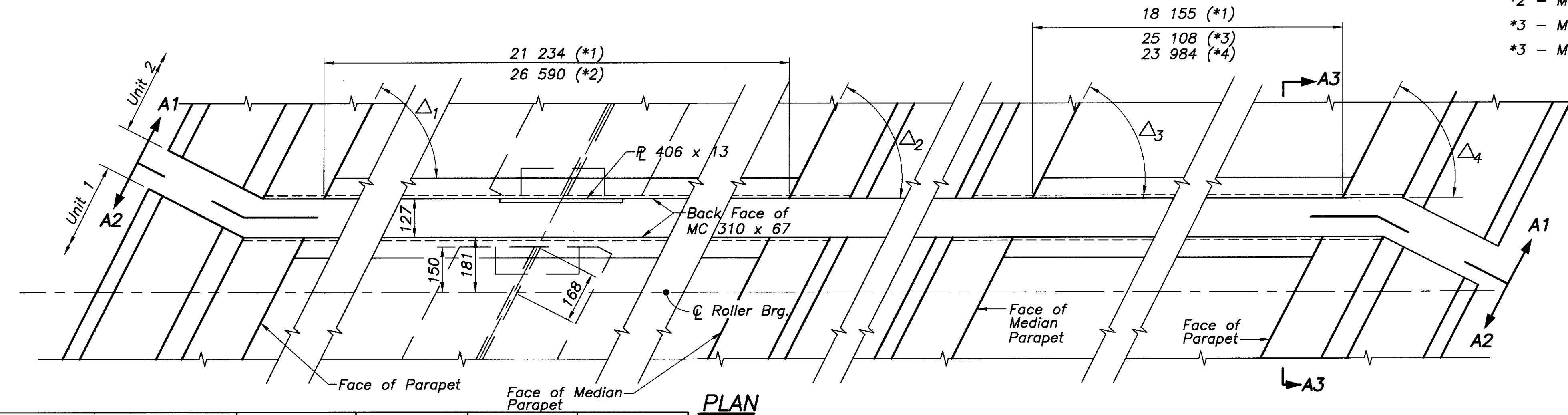
- *1 - MOT-75-16801 (1044)
- *2 - MOT-75-20615L (1281L) - Jt. 2
- *3 - MOT-75-20615R (1281R) - Jt. 1
- *3 - MOT-75-20615R (1281R) - Jt. 2



SECTION A3-A3



SECTION A3-A3



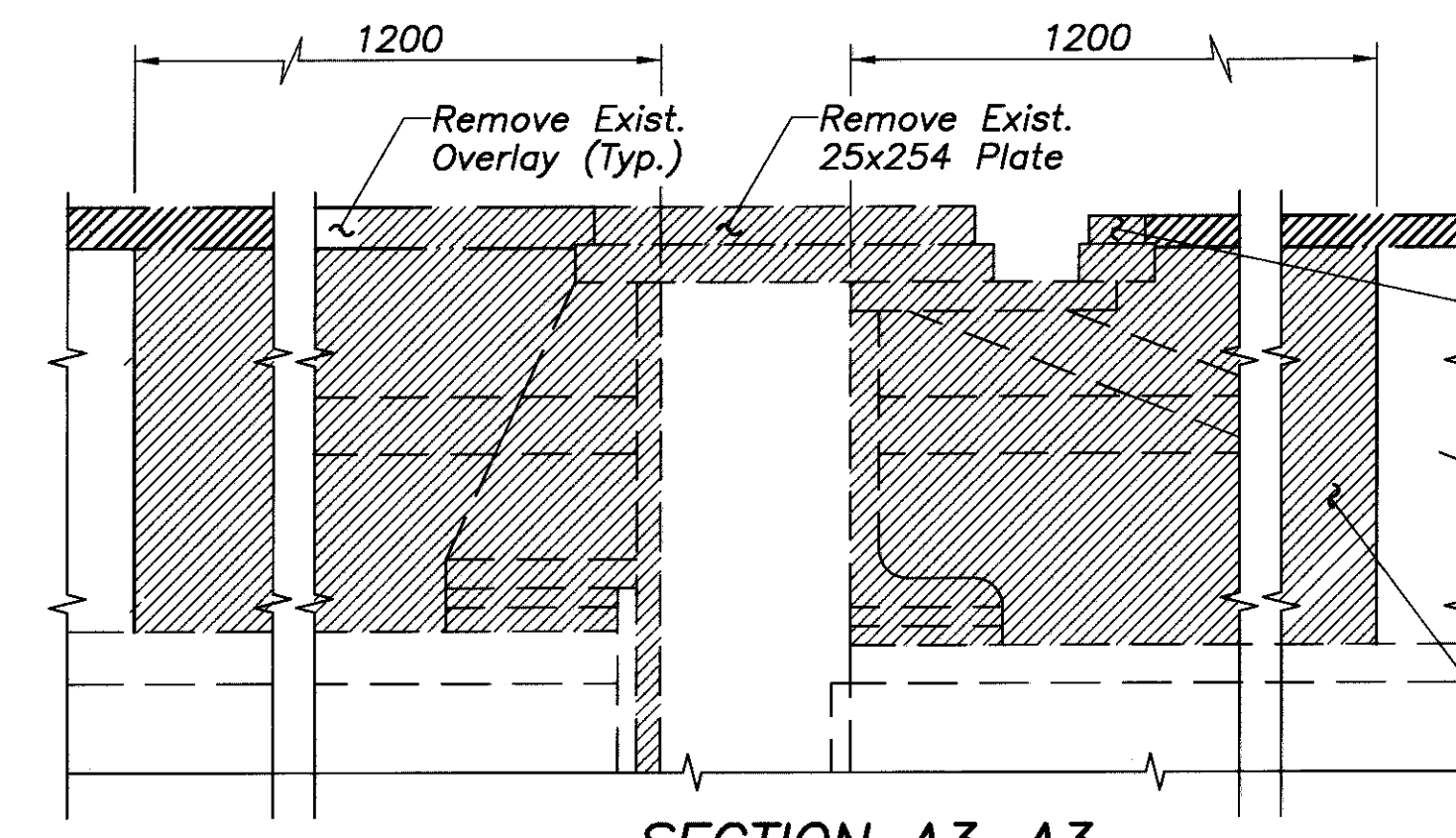
PLAN

Bridge No.	Δ ₁	Δ ₂	Δ ₃	Δ ₄
MOT-75-16801 (1044)	63'-43'-59"	63'-43'-59"	63'-43'-59"	63'-43'-59"
MOT-75-20615L (1281L) - Jt. 2	48'-14'-00"	50'-42'-00"	50'-26'-00"	51'-15'-00"
MOT-75-20615R (1281R) - Jt. 1			60'-39'-00"	62'-23'-00"
MOT-75-20615R (1281R) - Jt. 2			50'-26'-00"	51'-15'-00"

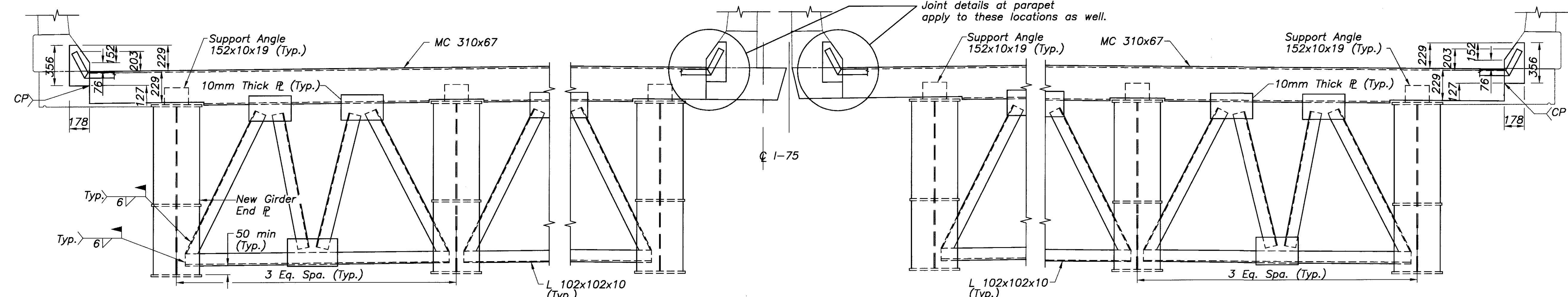
(*) The given dimension of 115mm is for joint installation at 60°F.

Bridge No.	Thickness
MOT-75-16801 (1044)	9.5 mm
MOT-75-20615L (1281L) - Jt. 2	7.5 mm
MOT-75-20615R (1281R) - Jt. 1	11.5 mm
MOT-75-20615R (1281R) - Jt. 2	11.5 mm

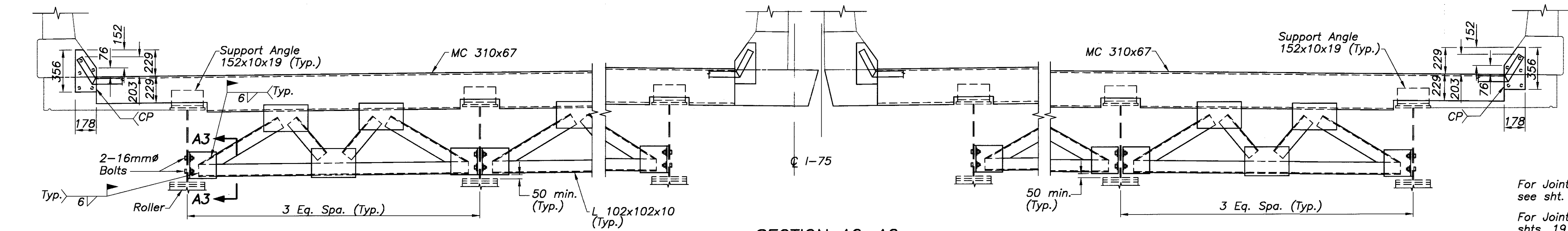
For temperatures (at installation) lower/higher than 60°F, this dimension will be increased/decreased. For each 10°F variation, the adjustment will be as per the table.



SECTION A3-A3 (Exist.)



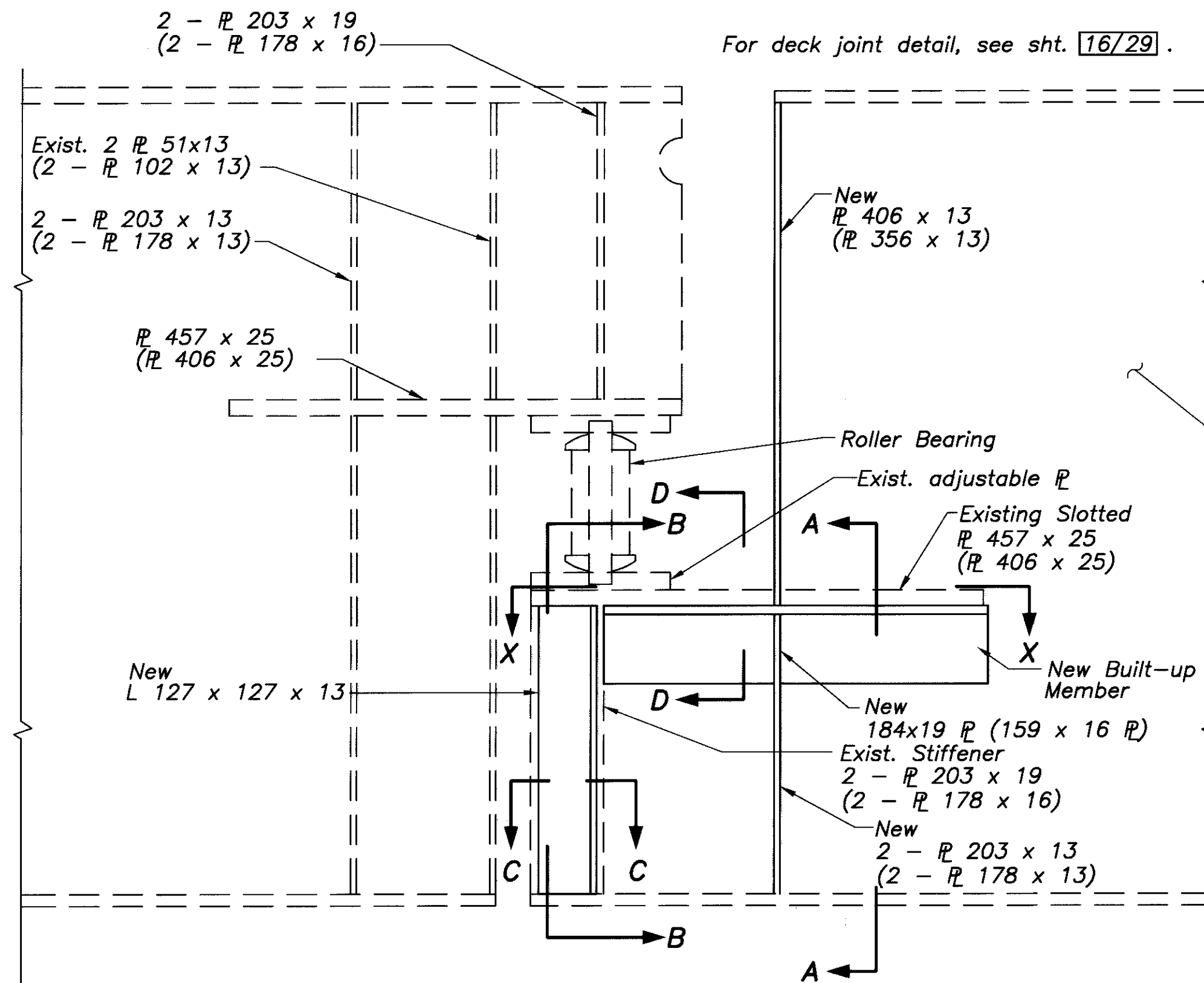
SECTION A1-A1



SECTION A2-A2

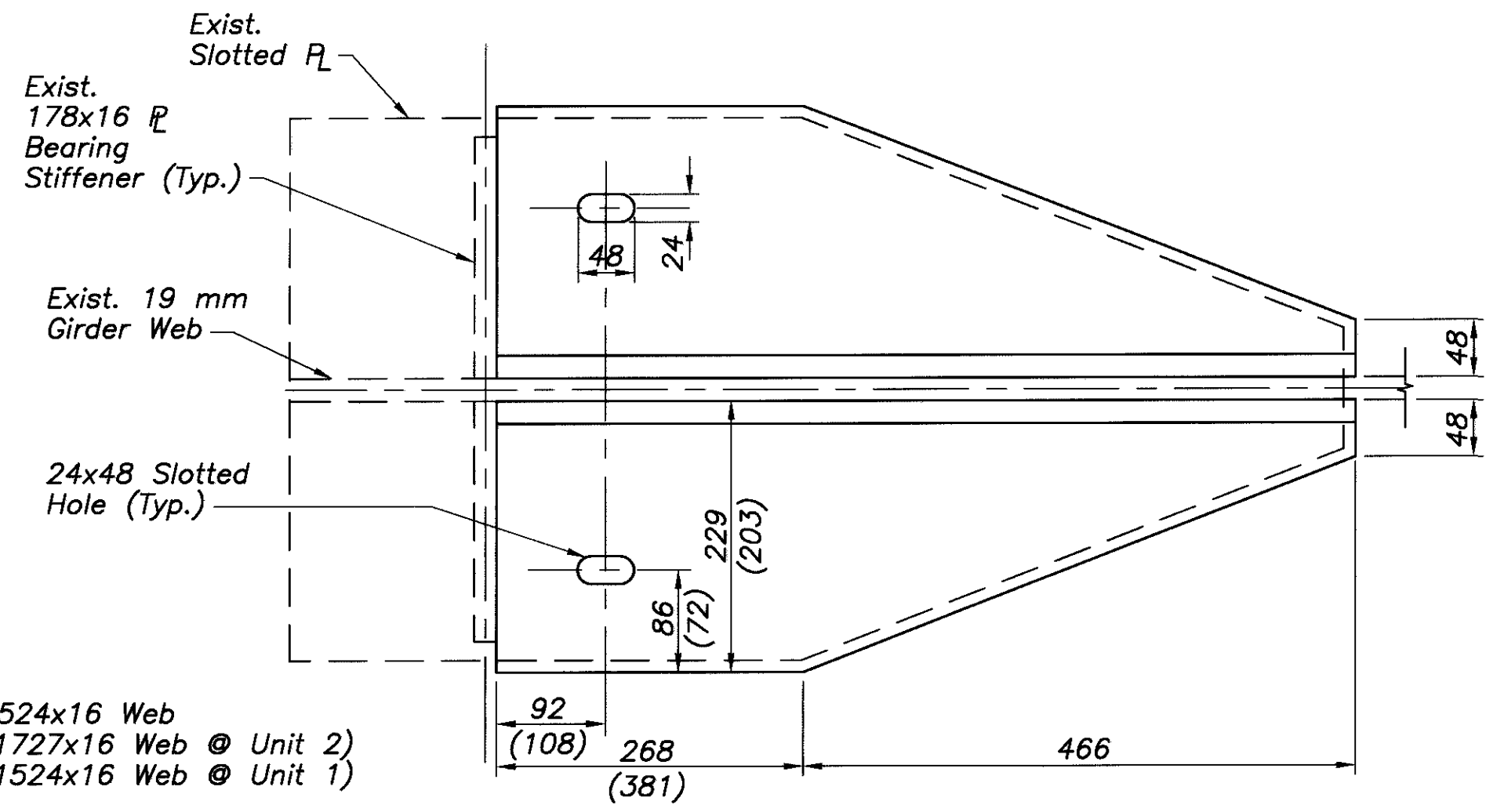
For Joint Rehabilitation notes, see sht. 177/29.
For Joint locations, see General Plans, shts. 191 thru 214

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 CAD99-4 MOT75SD18.DWG JULY-24-1999

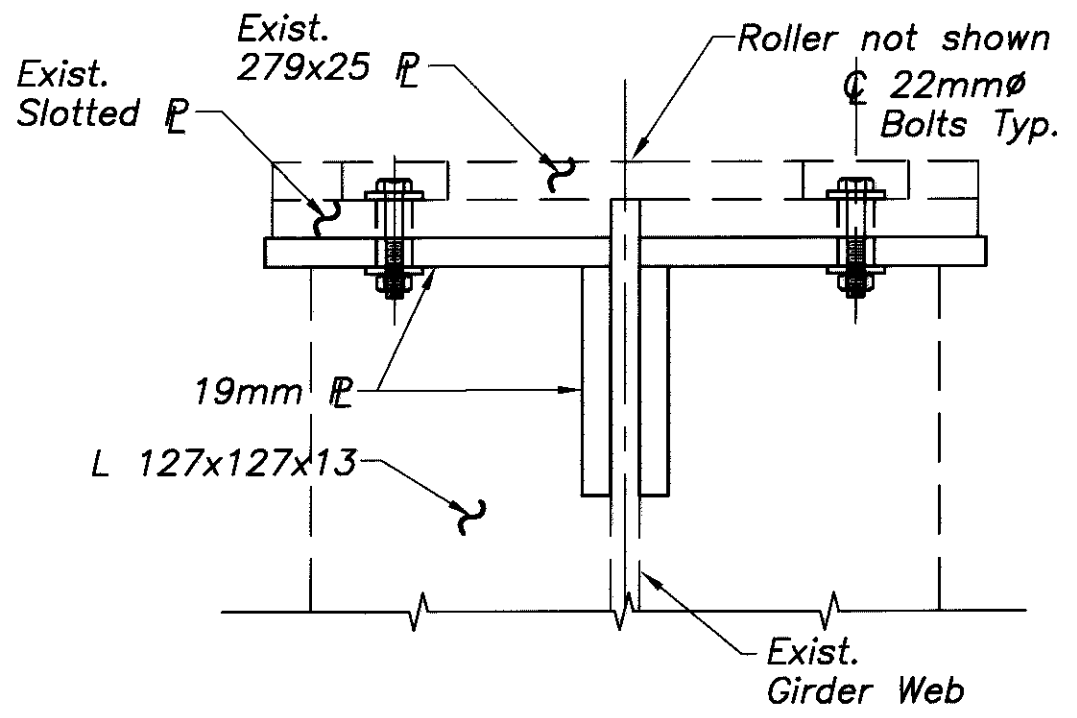


INTERMEDIATE EXPANSION JOINT - REHABILITATION (ELEVATION)

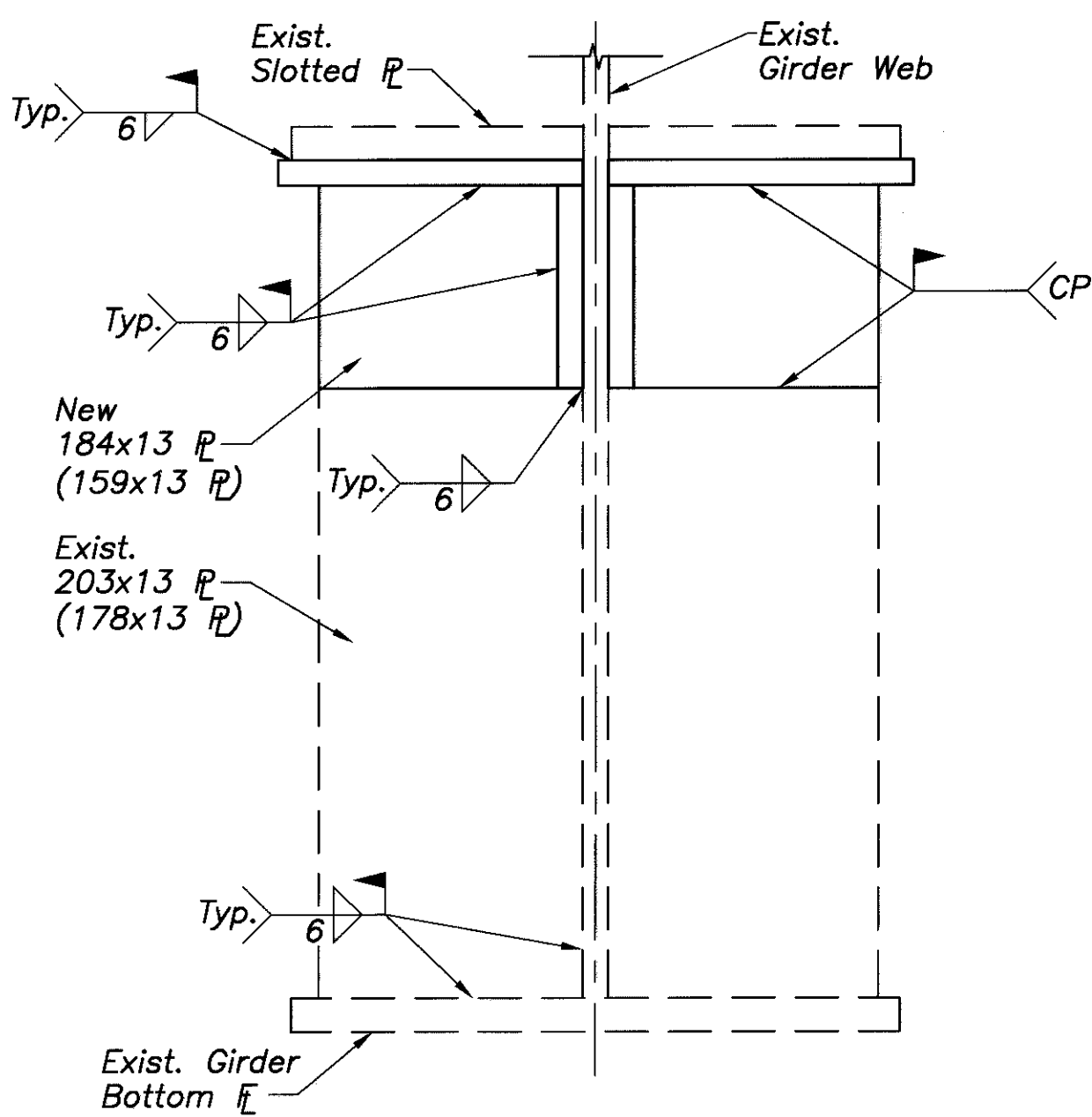
Joint for MOT-75-16801(1044) & Exp. Jt. 2 for MOT-75-20615 L & R (1281L & R) shown. Exp. Jt. 1 for MOT-75-20615R(1281R) similar. Only difference is that Jt. is located in girder depth transition. See exist. plans.



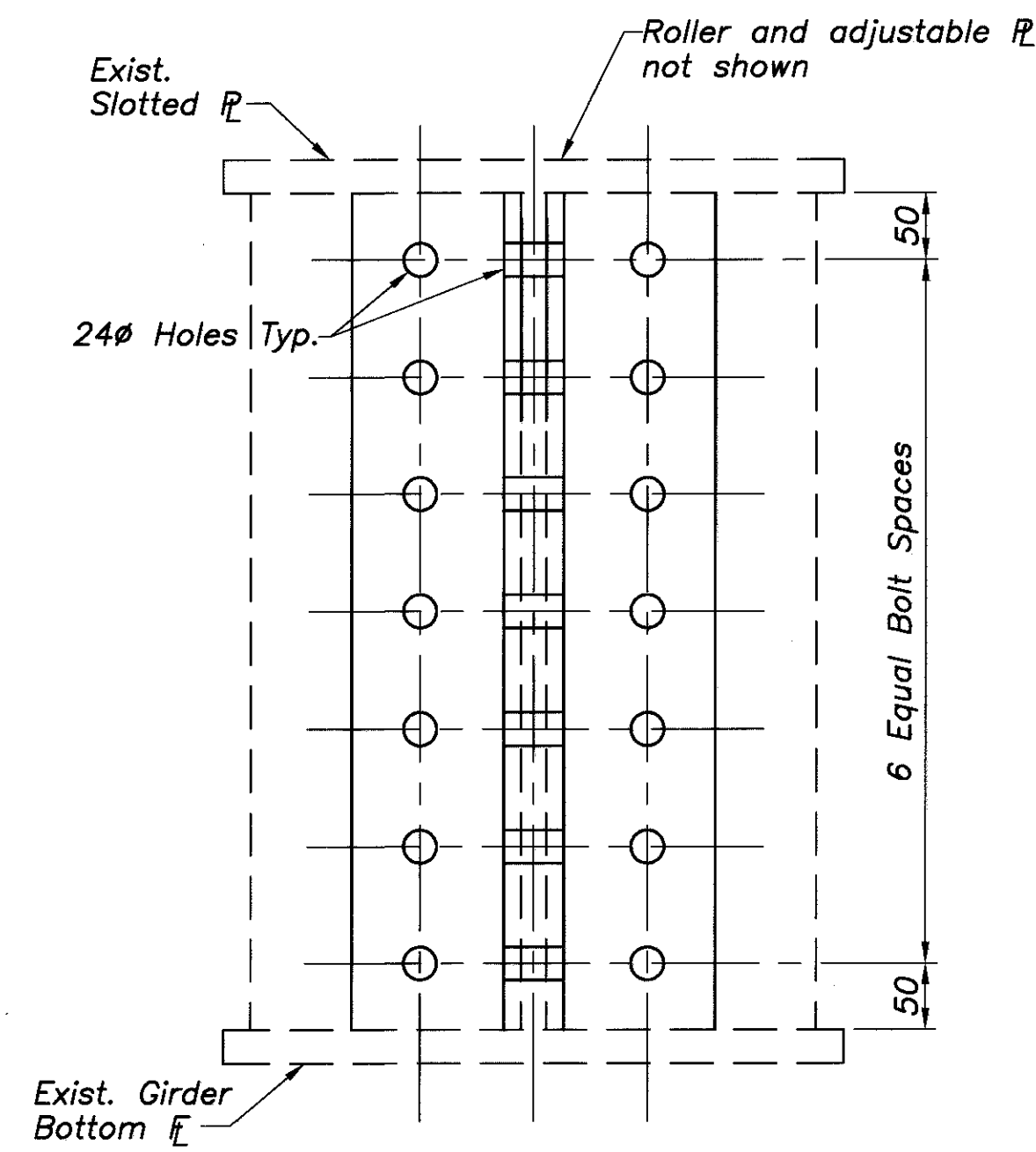
SECTION X-X



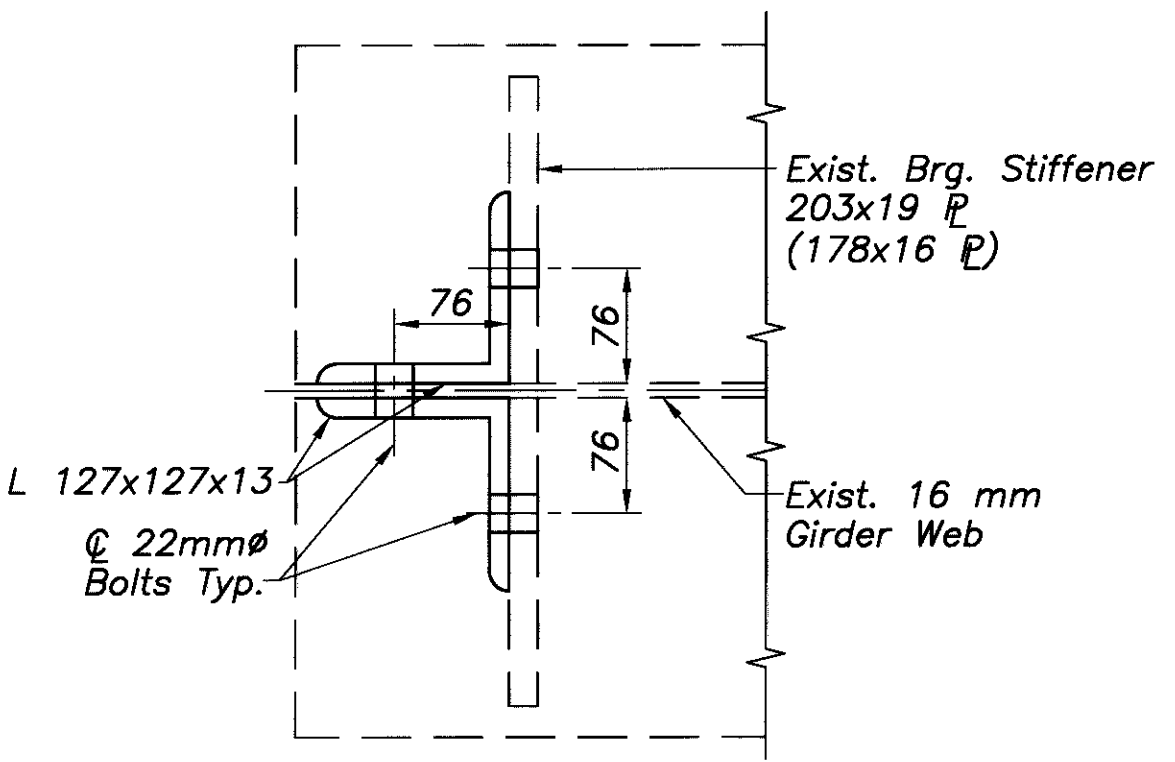
SECTION D-D



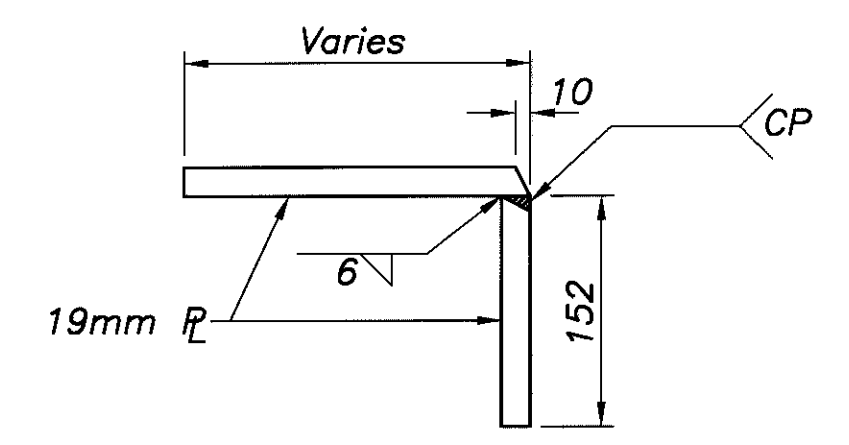
SECTION A-A



SECTION B-B



SECTION C-C



NEW BUILT-UP MEMBER

Intermediate Expansion Joint Rehabilitation

Expansion joint shall be rehabilitated as per the details of this sheet, sht 16/29 and Std. Dwg. EXJ-4-87M. All elements of deck joint will be metalized. All other joint steel shall be painted. An outline of the work for joint rehabilitation is presented below:

1. Remove 1800 mm of slab to provide access (from the top) to the joint, along with the deck joint hardware, on each side of the joint.
2. Clean steel surfaces by sandblasting.
3. Strengthen the existing slotted PL by adding new built up section as shown on Intermediate Expansion Joint detail. Also add new stiffening angles as per the details of this sheet.
4. Replace the existing girder end PLs and stiffeners below. See Joint Plan View and Section A-A.
5. Remove exist. crossframes and install new crossframes as shown in section A1-A1 & A2-A2. For exist. crossframes, see exist. plans.
6. Reset roller bearings.
7. Install deck joint as shown in section A1-A1, A2-A2, & A3-A3. Refer to Std. Dwg. EXJ-4-87M for additional details.
8. Reconstruct the 1800 mm slab which was removed in Step 1.
9. Paint new and existing joint steel to finish the joint rehabilitation work.

After cleaning the steel surfaces, the extent of joint deterioration will be determined by the contractor and verified and approved by the Engineer prior to starting the subsequent tasks of the rehabilitation work. The extent of the rehabilitation could vary at each location. Payment for new steel will be made under Item 863 and will be on per Kg basis for the actual weight of the new steel furnished.

Payment for all labor, equipment, materials and incidental costs for removal, insatalling new steel & exp. Joint in completing the joint placement will be covered under various items as listed below:

- Item 202 for all removals
- Item 863 for all new steel except that covered under Item 516 for strip seal joint
- Item 516 for Strip Seal Joint
- Item 516 for Resetting and/or refurbishing Abutment Bearings
- Item 516 for Jacking and temporary support of Superstructure
- Items 815 for painting steel.
- Item 842 for Slab and Abutment Concrete

Notes:

1. For deck joint detail, see sht. 16/29
2. See exist. plans for additional details.
3. The dimensions shown in parentheses are for MOT-75-20615 structure.

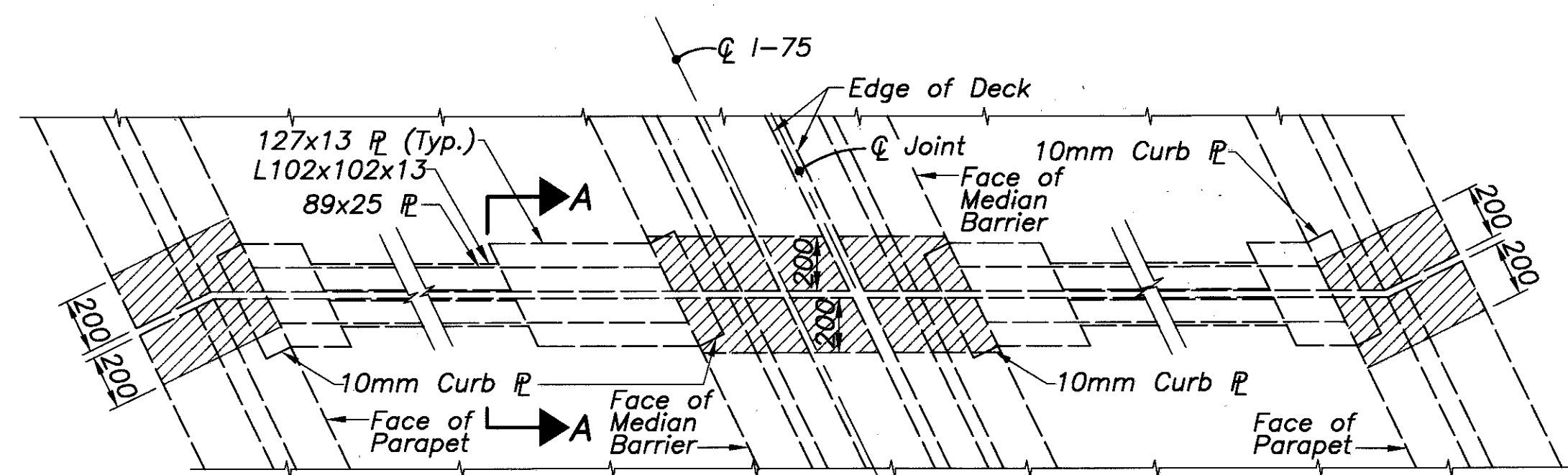
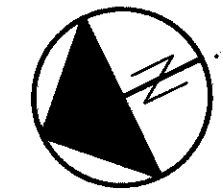
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 CAD99=4
 MOT75SD20.DWG
 JULY-24-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

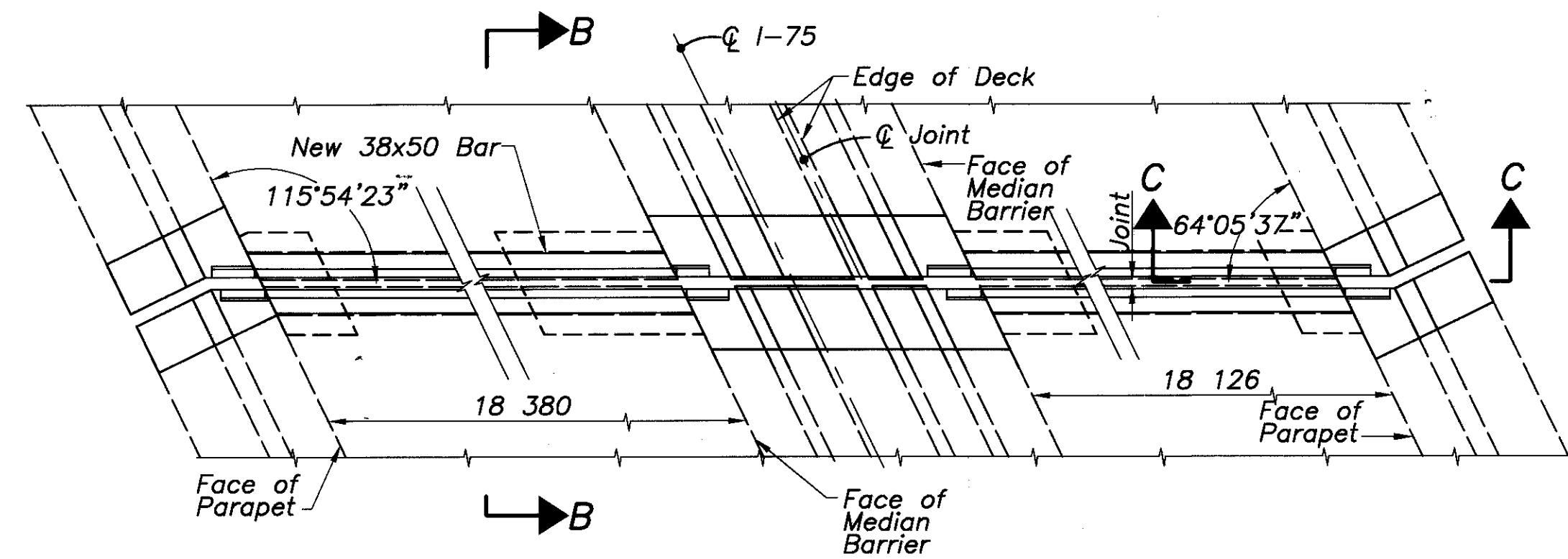
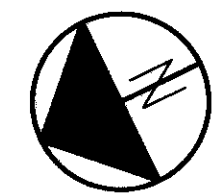
DESIGNED	ASB	CHECKED	KVB
DRAWN	JH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	NA
DATE	6/15/99		

INTERMEDIATE EXPANSION JOINT DETAILS
 Bridge Nos. MOT-75-16801 (1044) & MOT-75-20615L&R (1281L & R)

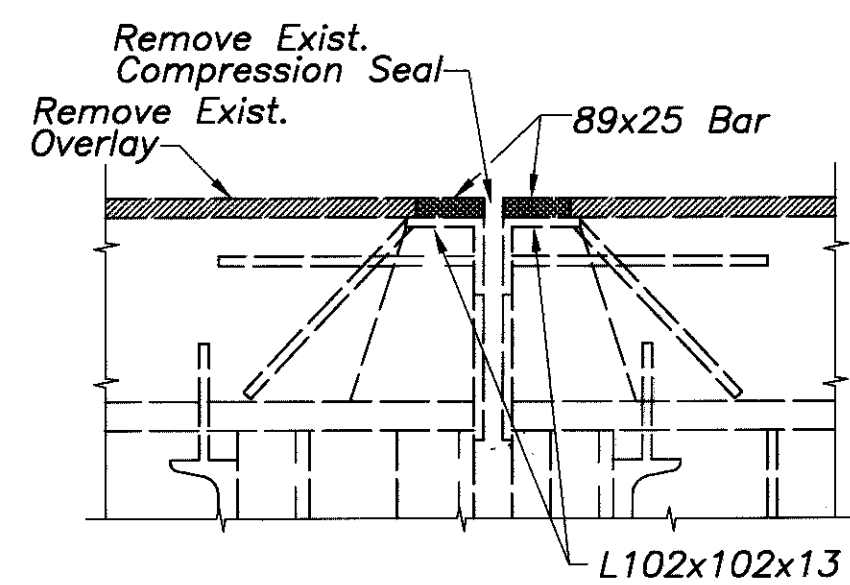
MOT-75-16.794



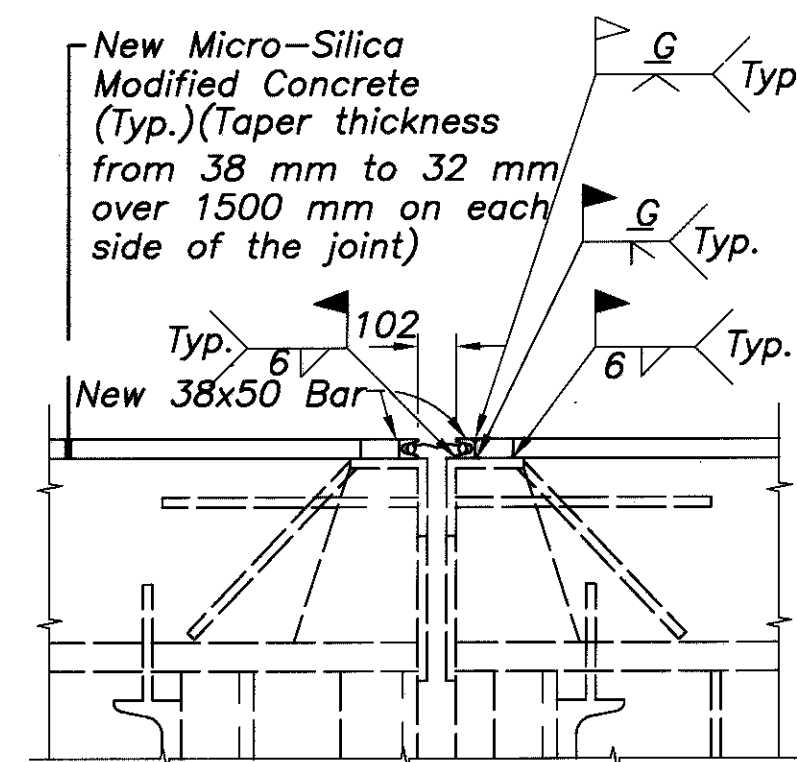
EXIST. EXPANSION JOINTS
(In Span 2)



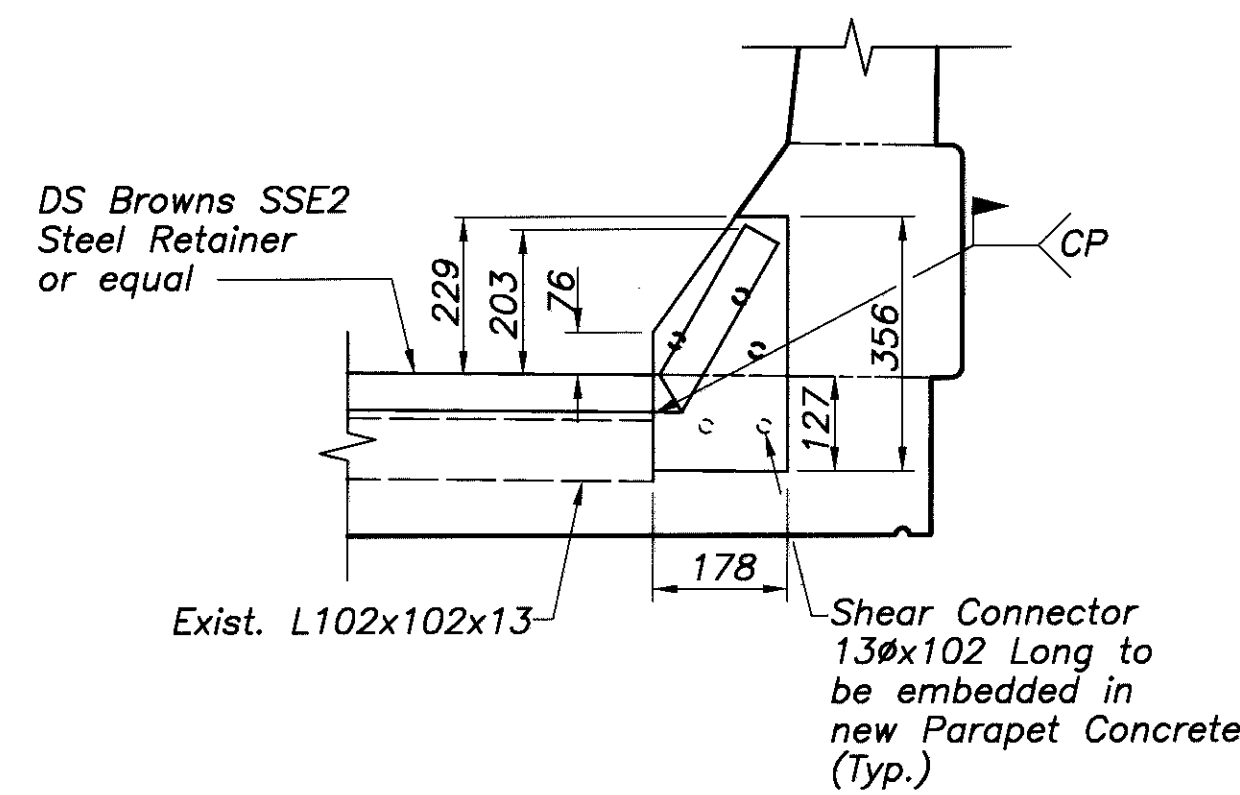
NEW EXPANSION JOINTS
(In Span 2)



SECTION A-A



SECTION B-B



SECTION C-C
(Details @ Median Barrier similar)

Joint Rehabilitation

1. Remove exist. bars and compression seal as shown in Section A-A.
2. Remove exist. parapet and median barrier concrete as shown in hatched areas while preserving all exist. reinforcing steel.
3. Install new parapet, and median barrier plates (see Section C-C) and rebuild parapet and median barrier (from where concrete was removed for installing the new joint as per details of Section C-C) using Class S concrete.
4. Install steel extrusions and 75 mm strip seal gland. All steel to be metalized as per Std. Dwg. EXJ-4-87M.
5. All labor, materials and incidental costs for the new joint as shown on this sheet shall be made on a per meter basis under Item 516 - Structural Expansion Joints, including Elastomeric Strip Seal.

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

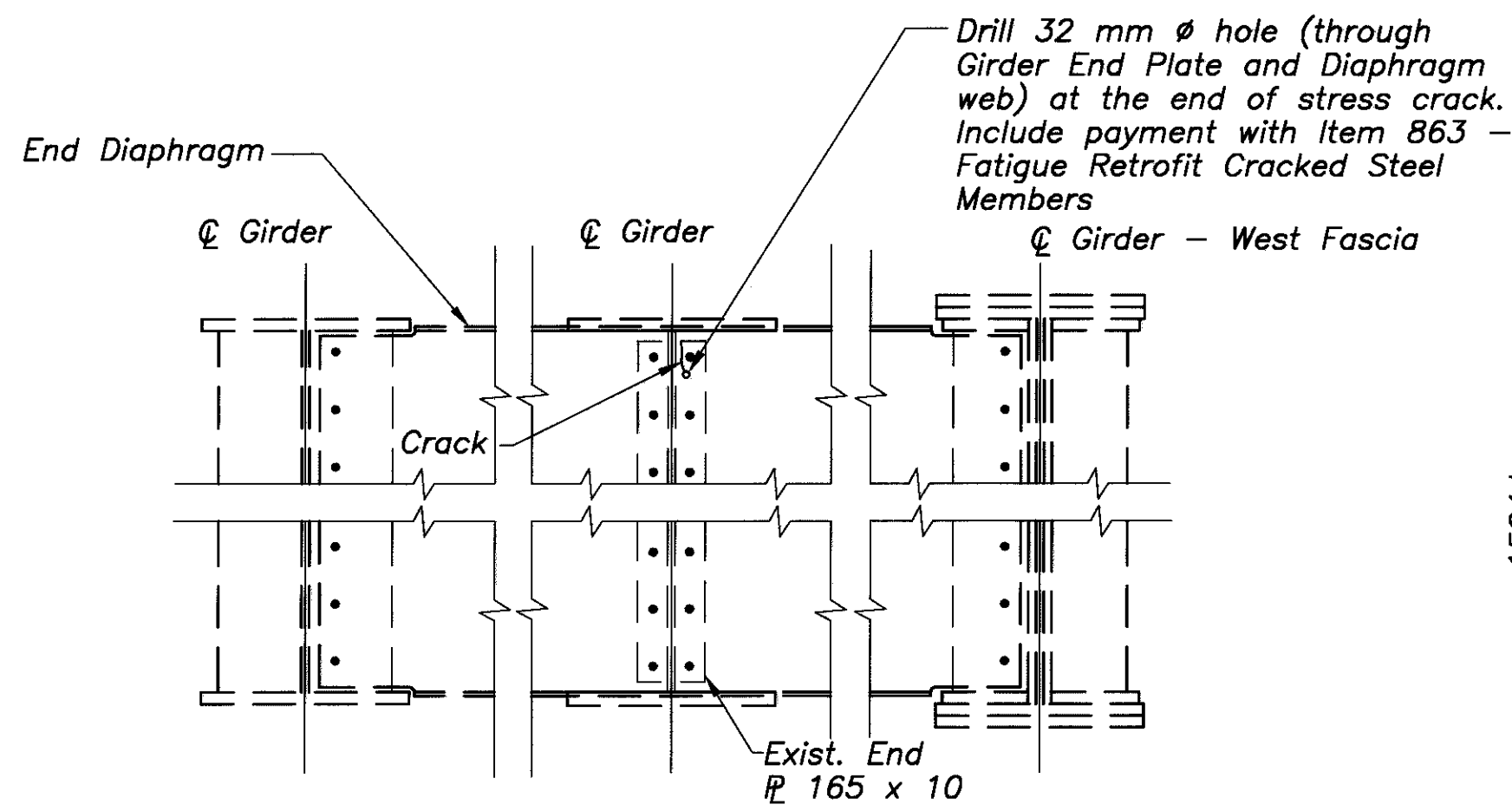
DATE	6/15/99
REVIEWED	GEA
DRAWN	CLH
DESIGNED	ASB
CHECKED	KVB
STRUCTURE FILE NUMBER	

SUPERSTRUCTURE DETAILS
Bridge No. MOT-75-18056 (1122)
over Stewart St.

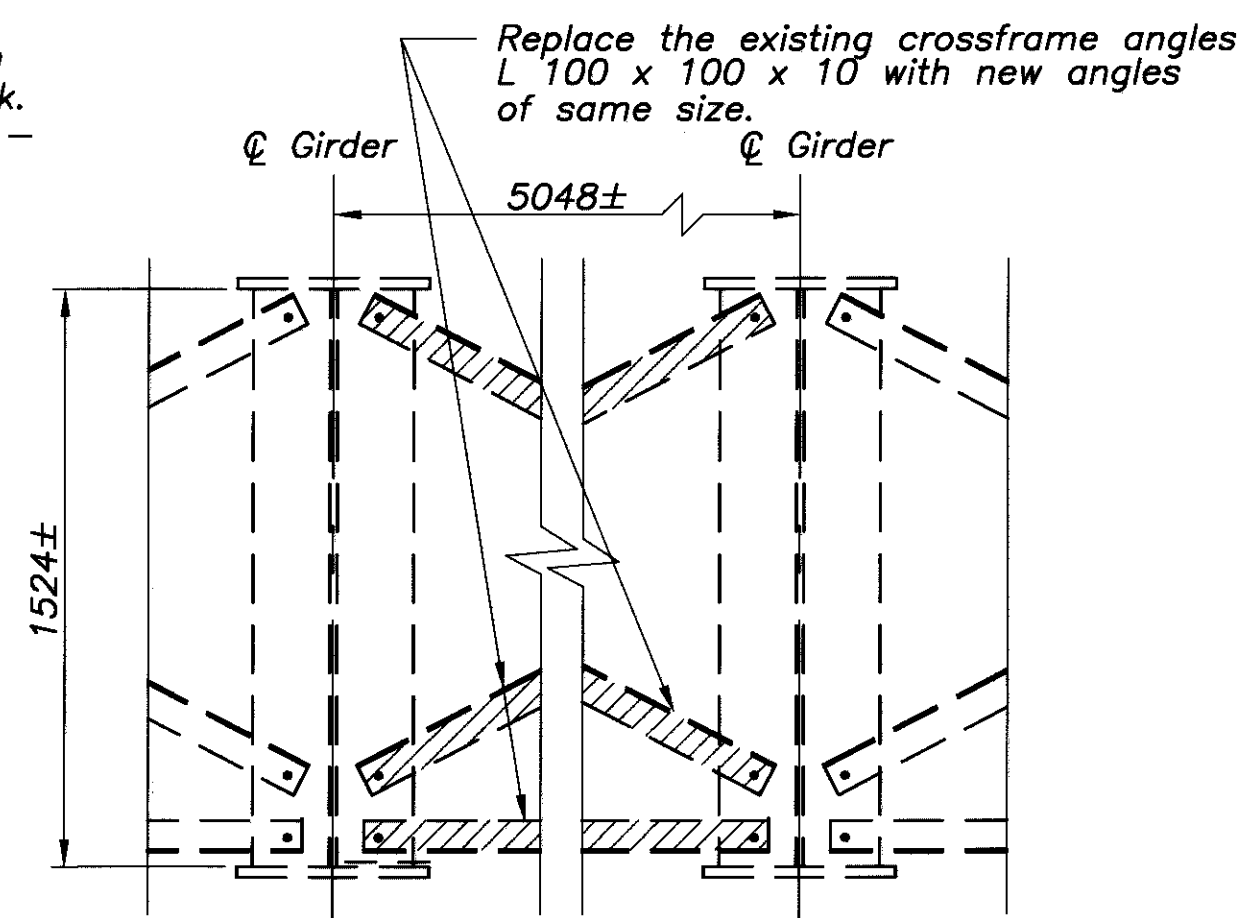
MOT-75-16.794

18/29

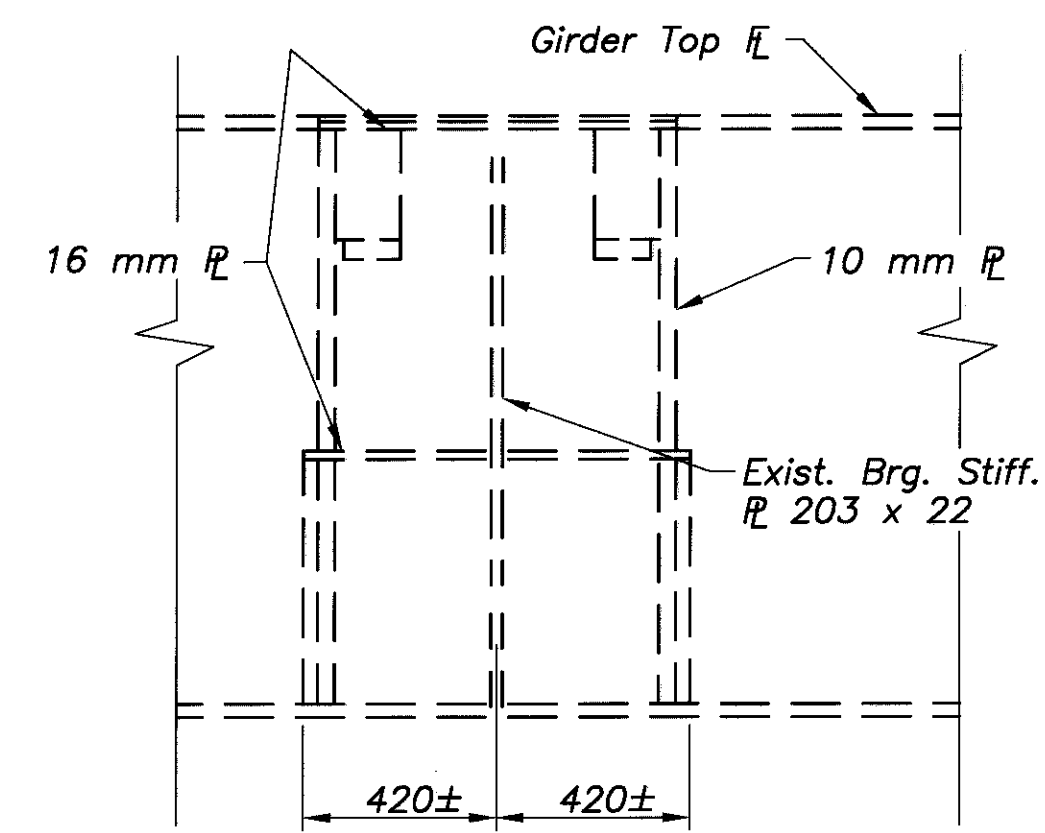
232
319



GIRDER END DIAPHRAGM REPAIR DETAIL
 (Between Pier 5 and Pier 6)
 Bridge No. MOT-75-16801 (1044)



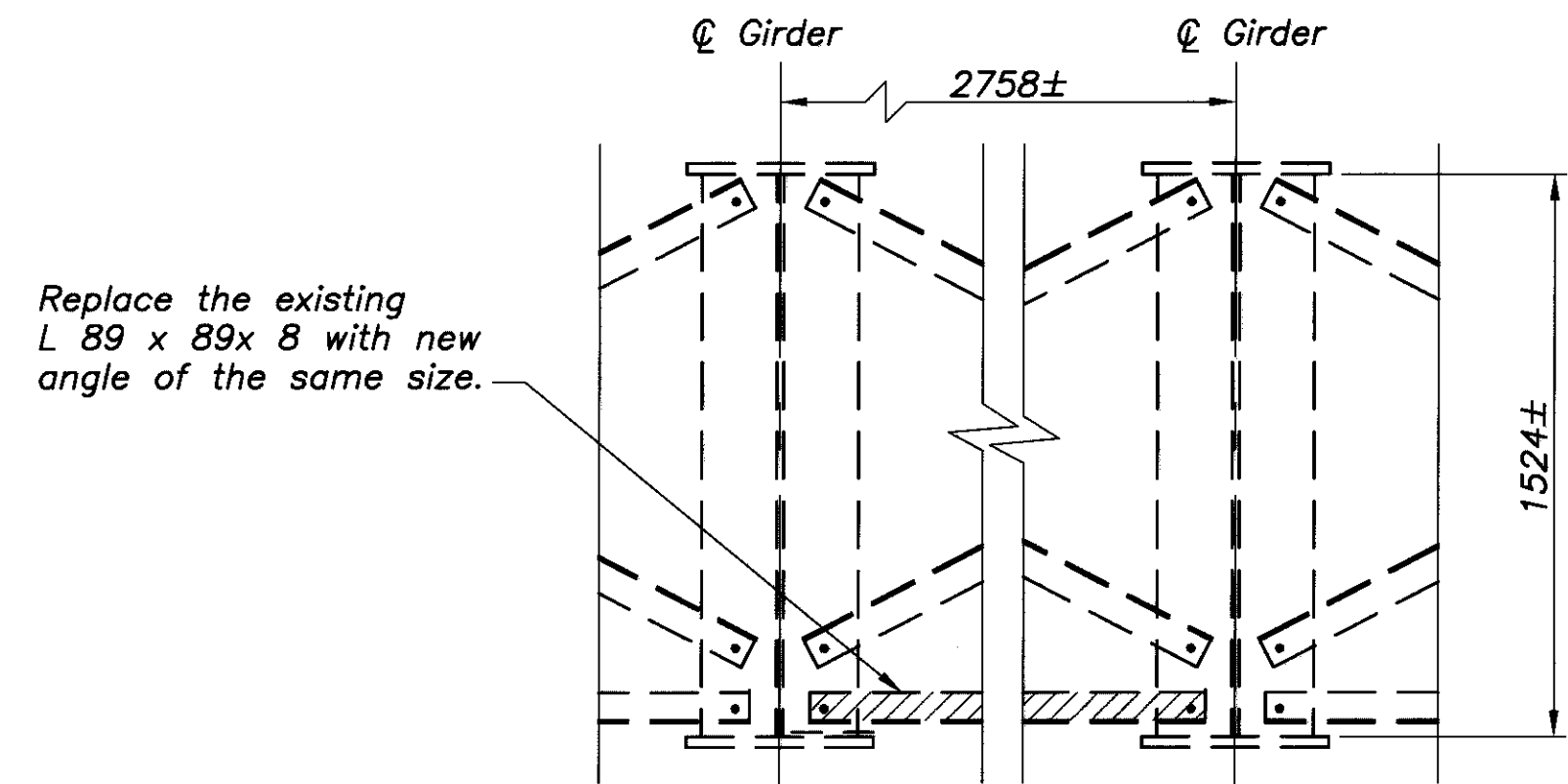
END CROSSFRAME REHABILITATION DETAIL
 MOT-75-16801 (1044)
 4th and 5th bay (from East) at South abutment.
 MOT-75-18732 (1164)
 2nd and 3rd bay (from East) at South abutment
 3rd and 4th bay (from East) at North abutment



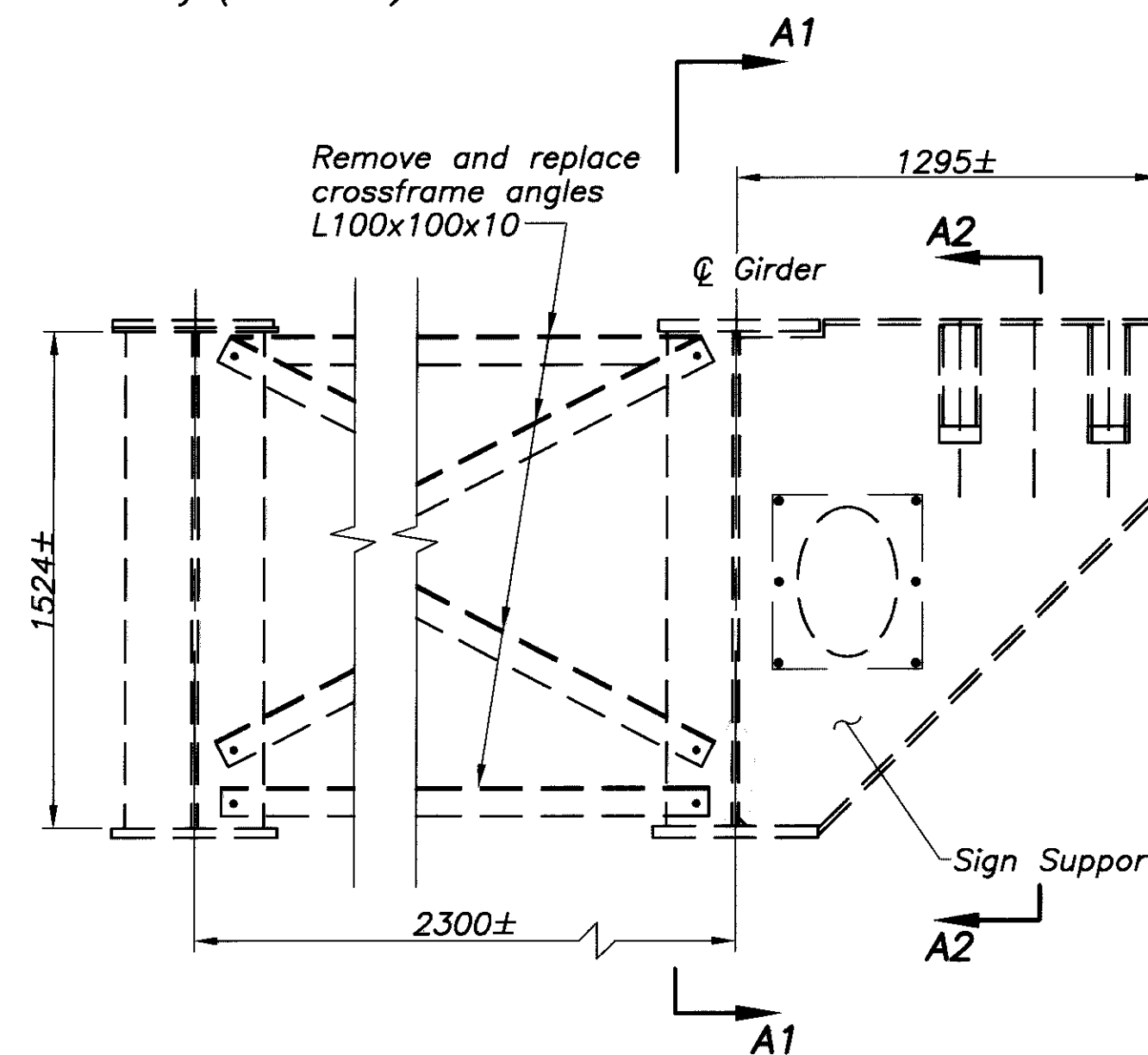
SECTION A2-A2

SIGN SUPPORT REMOVAL & GIRDER REHABILITATION:

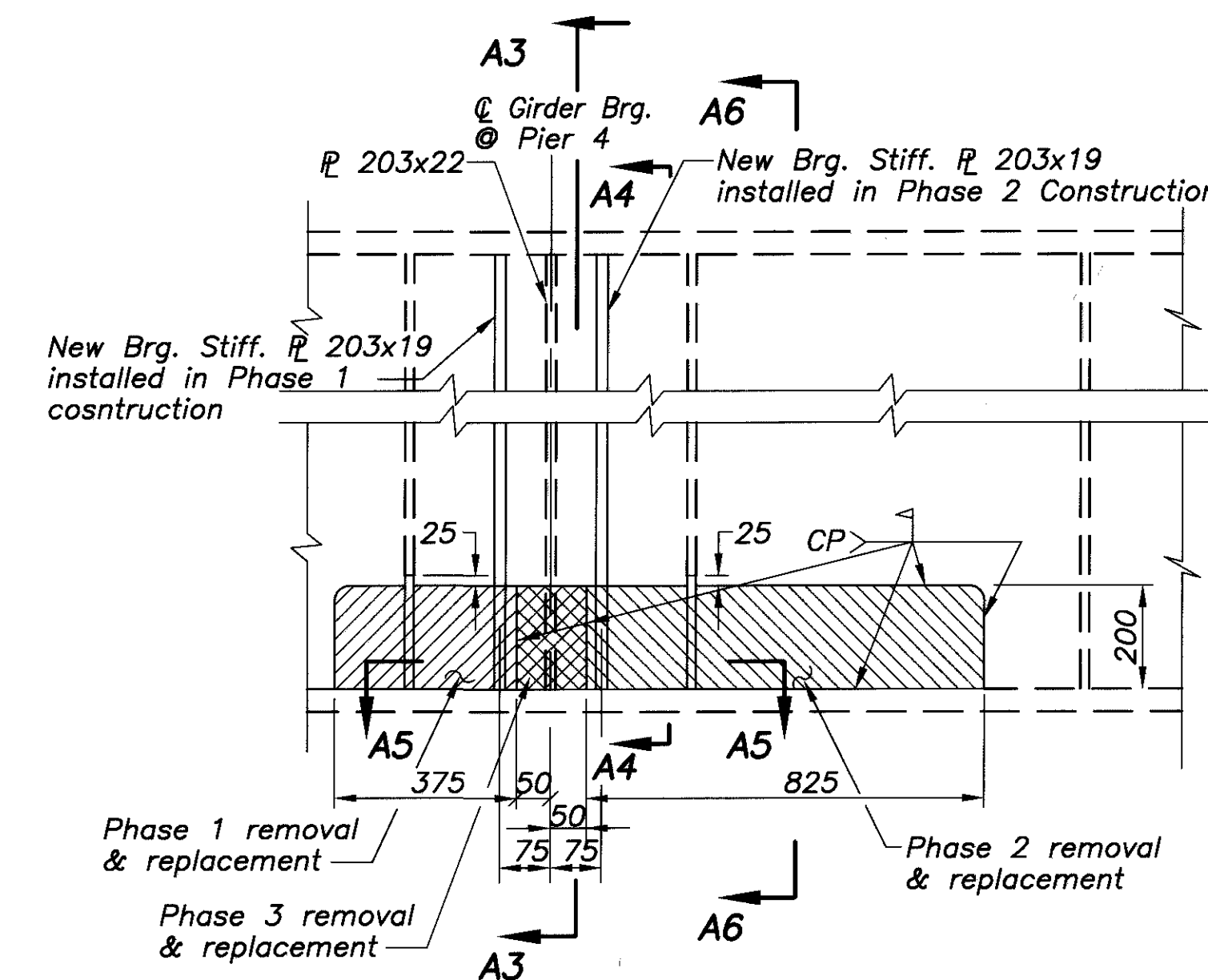
1. Remove girder web, along with the bearing stiffener and crossframe connection plate, from the shaded area marked as: "Phase 1 Removal & Replacement in Section A1-A1".
2. Crossframe Connection Plates to be removed a distance of 25 mm above the Top Web removal line.
3. Grind smooth girder web and flange edges at removal areas with the corners rounded as shown in Section A1-A1.
4. Replace web plate and connection plate in area marked "Phase 1 Removal & Replacement." Allow 6 mm gap between the new and the existing web's vertical faces.
5. Install new bearing stiffeners as shown in Section A1-A1.
6. Remove & Replace area marked "Phase 2 Removal & Replacement."
7. Install the Web section marked as "Phase 3 Removal & Replacement" in Section A1-A1.
8. Replace the crossframes (on each side of the brg. stiffeners) in the east bay to complete the girder rehabilitation as per plan.
9. All removal to be paid under Item 202.
10. All new steel to be paid on a per Kg basis under Item 863 - Structural Steel Members, Misc. Level Fabrication, as per plan.



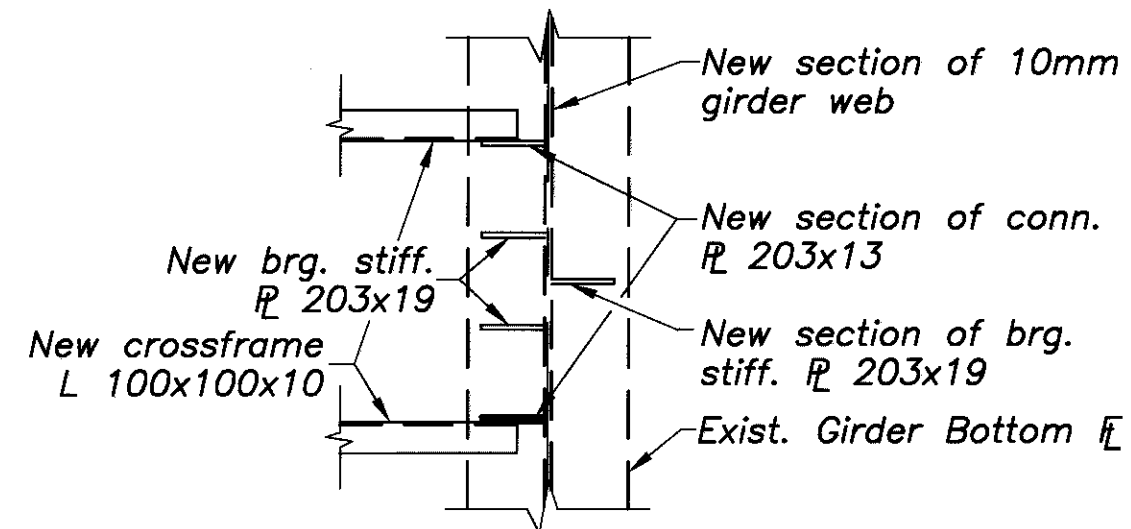
INTERMEDIATE CROSSFRAME REHABILITATION DETAIL
 MOT-75-16801 (1044); Span 1; 2 locations
 MOT-75-18990 (1180); Span 7; 1 location



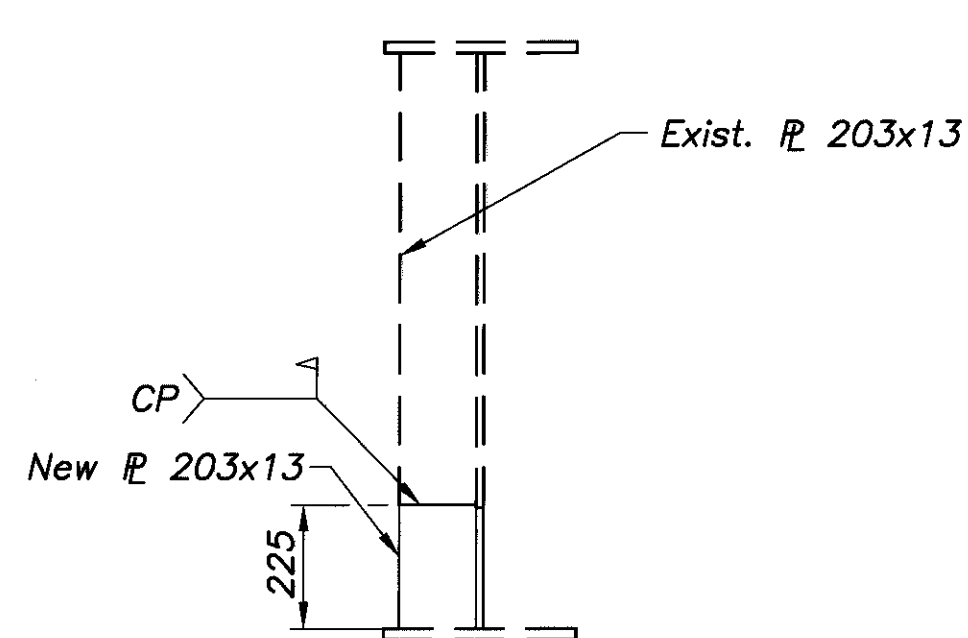
SIGN SUPPORT REMOVAL & STEEL REHABILITATION AT EAST FASCIA GIRDER
 Bridge No. MOT-75-16801 (1044)



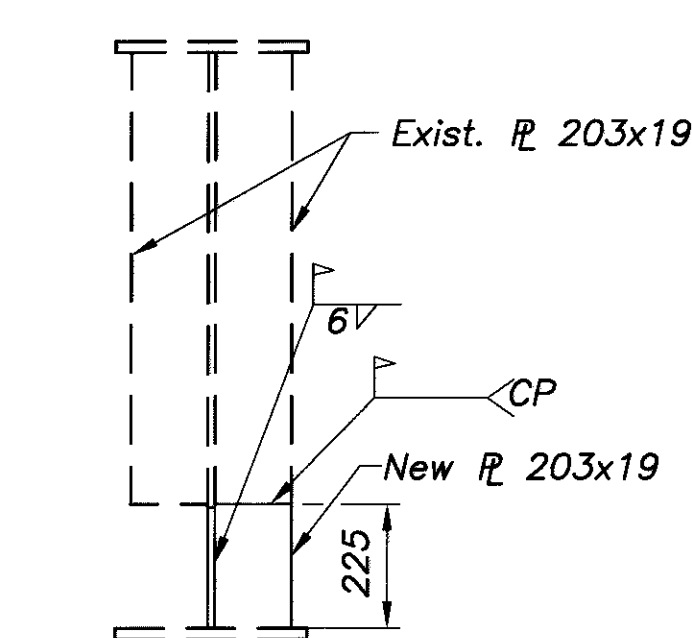
SECTION A1-A1



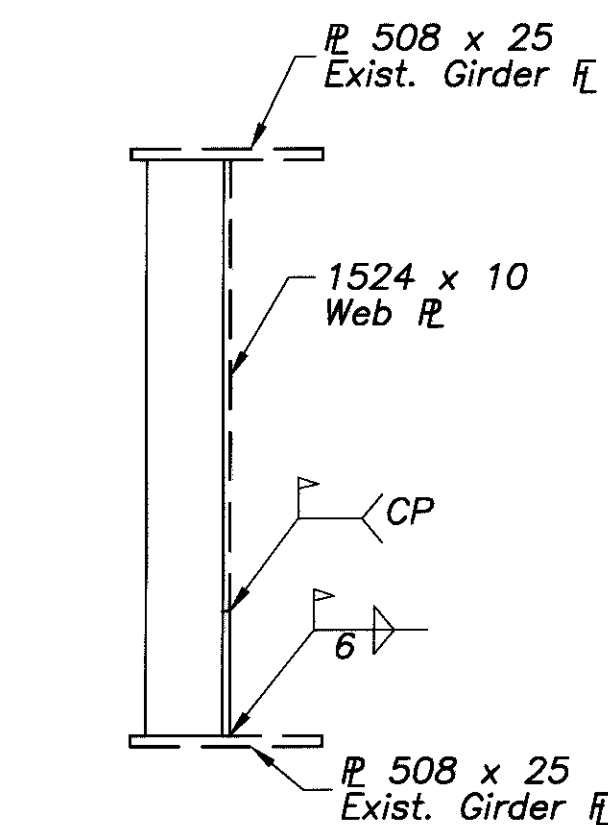
SECTION A5-A5



SECTION A6-A6



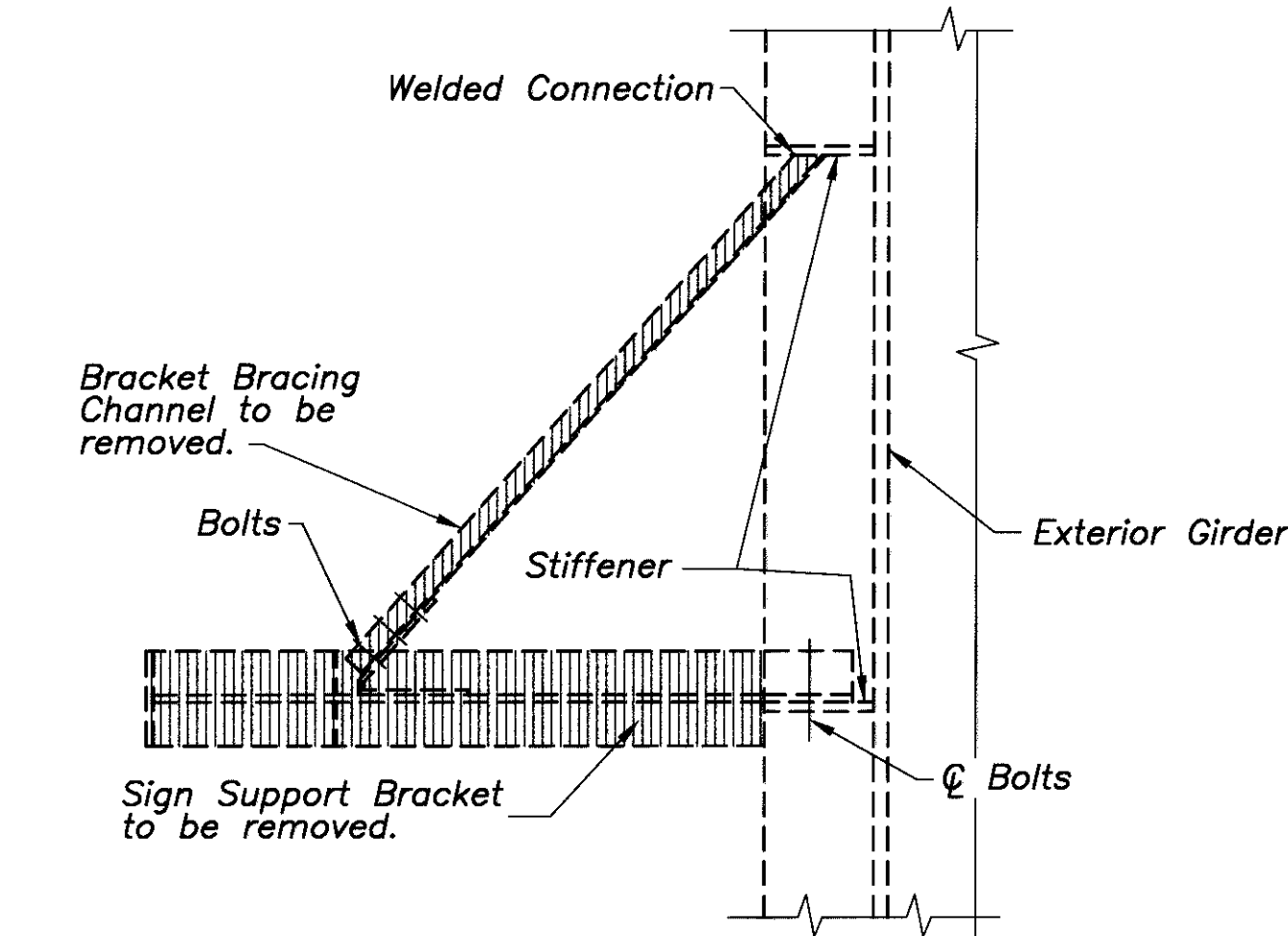
SECTION A3-A3



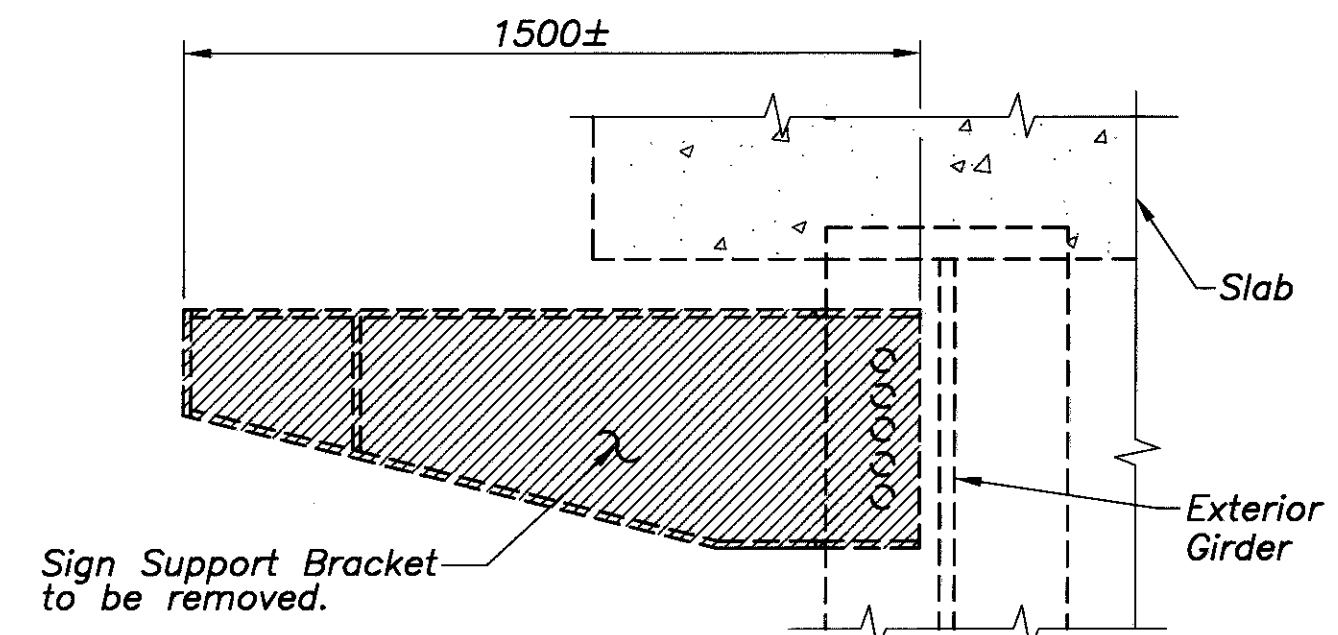
SECTION A4-A4

PLOTTED VIEW = PLAN
 XREF# = NONE
 PLOT SCALE = 10:1
 CAD99-1 - MOT75SD21.DWG JULY-24-1999

DESIGN AGENCY: **BARR ENGINEERING, INC.**
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907
 DESIGNED: ASB
 CHECKED: KVB
 DRAWN: EDW
 REVISED:
 REVIEWED: GEA
 DATE: 6/15/99
 STRUCTURE FILE NUMBER: NA
SUPERSTRUCTURE DETAILS
MOT-75-16.794
 19/29
 233/319



PLAN



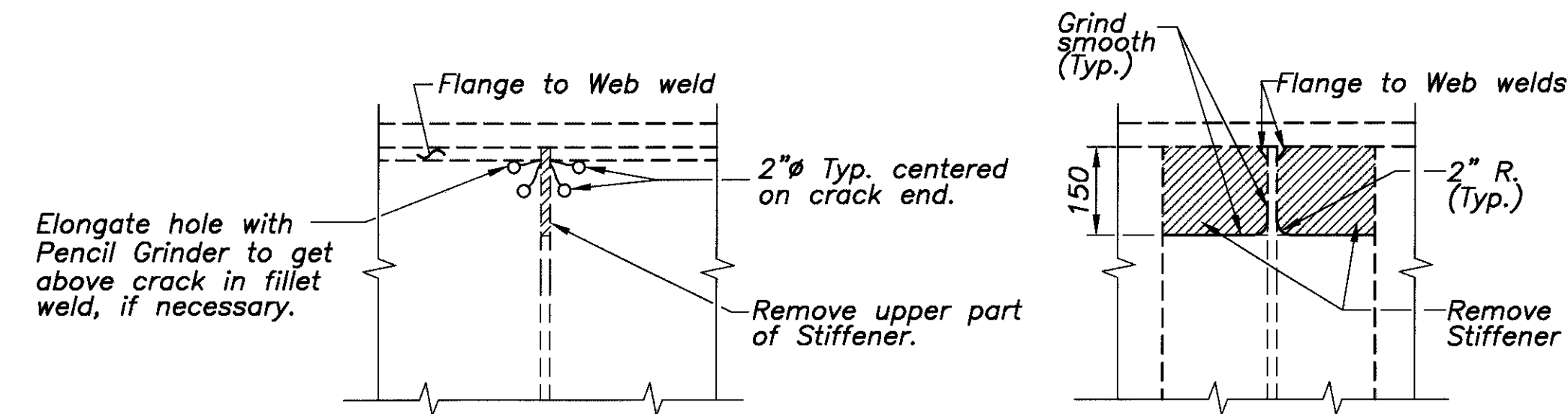
ELEVATION

**SIGN SUPPORT BRACKET
REMOVAL DETAIL**

- Bridge No. MOT-75-19730R(1226R)
(East Exterior Girder, at Pier No. 8)
- Bridge No. MOT-75-20454R(1271R)
(West Exterior Girder at 2nd Intermediate Stiffener from North Abutment)
- Bridge No. MOT-75-20615R(1281R)
(East Exterior Girder, near Pier No. 8)

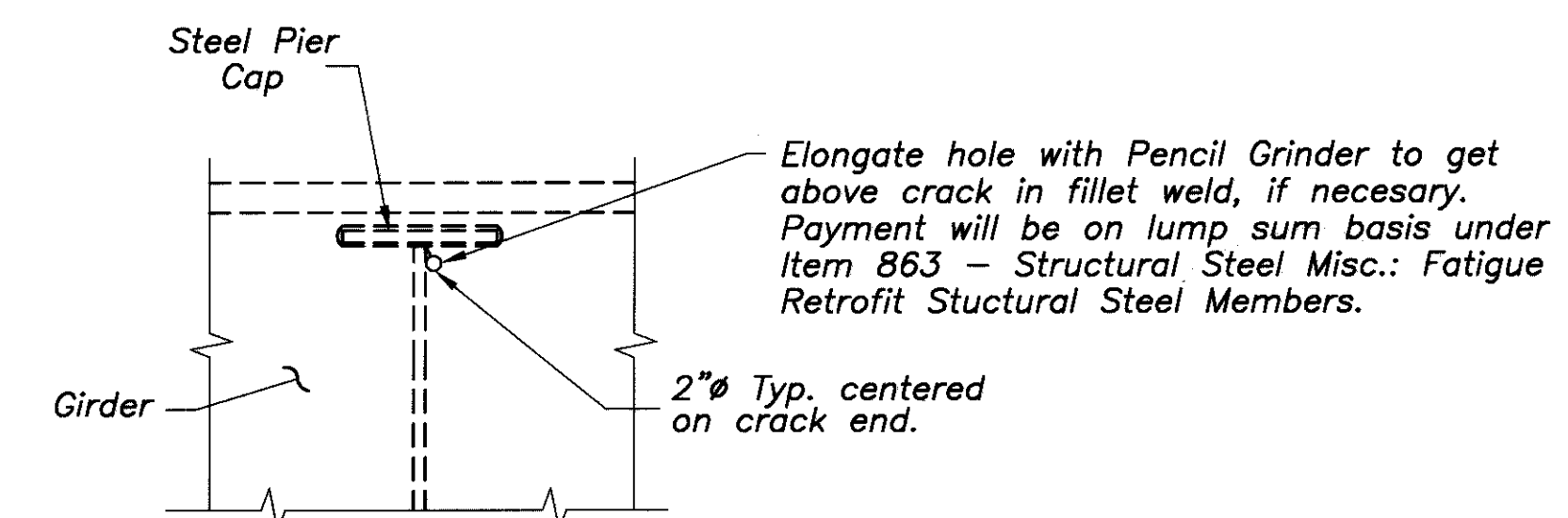
SIGHT SUPPORT REMOVAL

1. Remove sign support bracket and its lateral support channel.
2. Grind smooth rough surfaces resulted from removal.
3. Include payment with Lump Sum Item 202 - Portions of Structure Removed, as per plan.



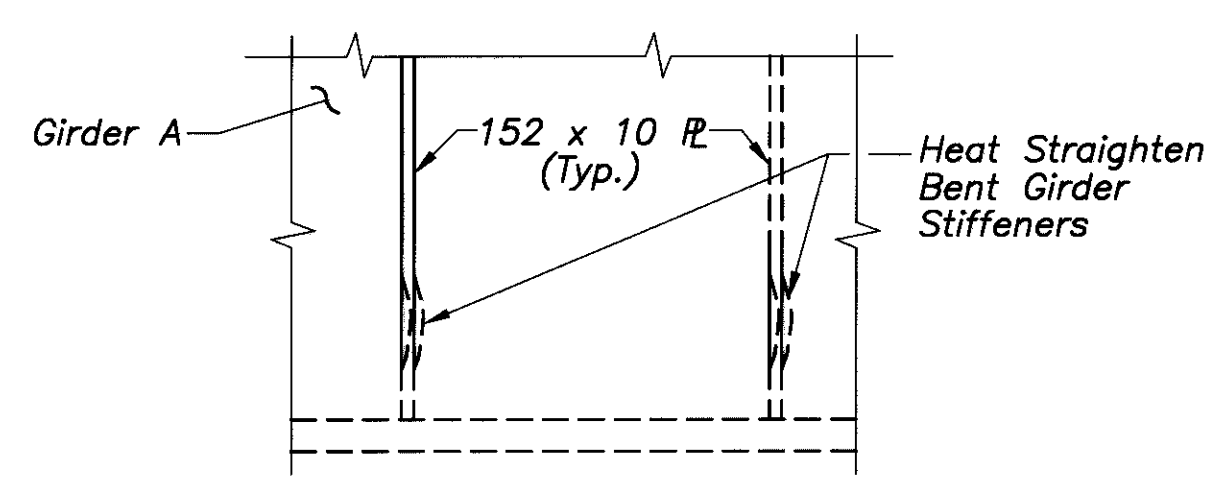
**PLATE GIRDER INTERMEDIATE
STIFFENER RETROFIT**

- Bridge No. MOT-75-18958(1178)
(East and West Exterior Girders, at Pier No. 2)
- Bridge No. MOT-75-18990(1180)
(East Exterior Girder, at Pier No. 8)

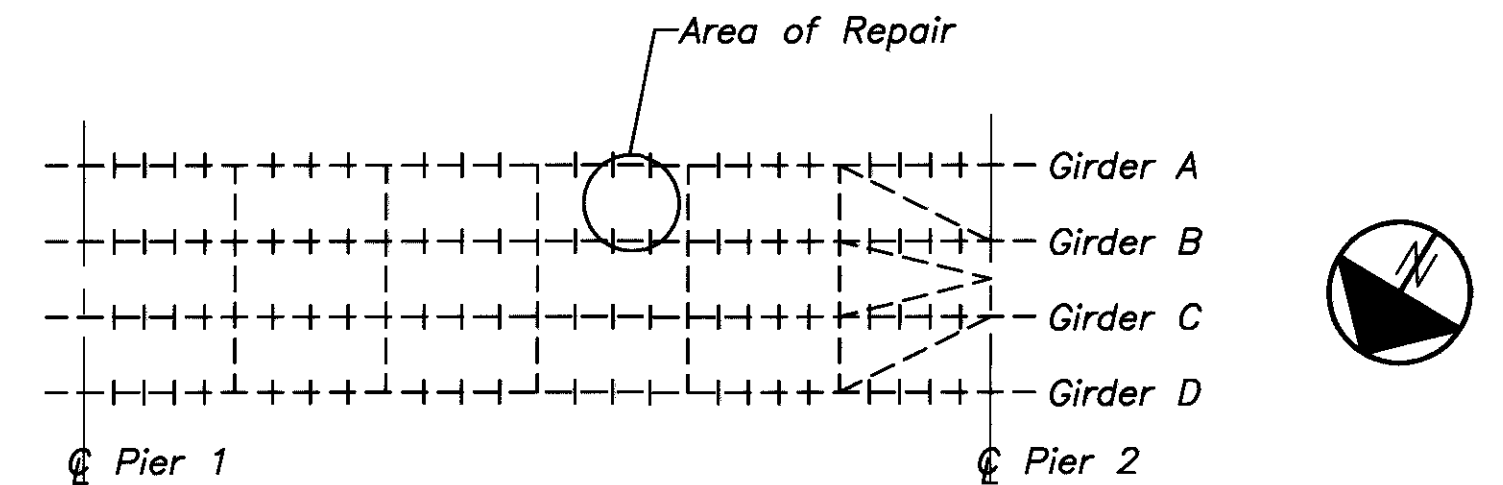


GIRDER RETROFIT AT STEEL PIER CAP

- Bridge No. MOT-75-18990(1180)
(At Pier 8, 2nd Girder from West Side)



ELEVATION
(Girder A shown)
(Girder B opposite hand)



PLAN

GIRDER STIFFENER REPAIR

- Bridge No. MOT-75-18958(1178)
- 4 Stiffeners, 2 on Girder A & 2 on Girder B, as shown above, will be heat straightened as per proposal note 528. Payment will be made under Item 513, on a lump sum basis.

**Plate Girder Intermediate Steel Stiffener
Retrofit at Pier Cap**

1. Remove upper part of stiffeners.
2. After removal, grind all surfaces smooth including top of stiffeners, 2" radius cuts and all remaining weld material (stiffener-to-web).

After removal of upper part of stiffeners as noted above, proceed to:

1. Identify the ends of cracks by using dye penetrant.
2. Center 2" dia hole on crack ends (or as close to center as possible).
3. Drill out crack ends.
4. Holes on horizontal cracks at top flange-to-web weld may have to be elongated up into weld with a pencil grinder in order to fully isolate crack ends.
5. Check all areas (and inside of core holes) again with dye penetrant. Additional holes may have to be cut or existing holes elongated with pencil grinders in order to capture crack ends.
6. Repeat above steps until all crack ends are removed.
7. Clean and paint all disturbed areas.

Payment for all work necessary for stiffener removal and crack arrest will be under Item 863 - Structural Steel Misc.: Fatigue Retrofit Stiffeners on per "Each" basis. The unit "Each" represents one location (one girder, one pair of stiffeners) and includes the drilling of all holes to arrest the cracks.

PLOTTED VIEW = PLAN
 XREF # = NONE
 C:\P089-1\MOT75SD22.DWG JULY-24-1989
 PLOT SCALE = 1/8"=1'
 C:\P089-1\MOT75SD22.DWG

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941

DESIGNED	ASB	CHECKED	KVB
DRAWN	BYR	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	NA
DATE	6-15-99		

SUPERSTRUCTURE DETAILS

MOT-75-16.794

20/29

234
319

Item 519 - Patching Concrete Structure
 This item shall be used to patch areas of deteriorated concrete as listed below. Other deteriorated concrete areas will be patched as necessary with the approval of the Engineer. For overlay bridges, in addition to the areas specified below, a contingency quantity of 2 square meters per bridge is carried to the estimated quantities. All patched areas shall be sealed. Payment for sealing of patched areas shall be included with Item Special - Sealing of Concrete Surfaces.

MISCELLANEOUS CONCRETE PATCHING		
BRIDGE NO.	LOCATION	EST. PATCH AREA
MOT-75-16801 (1044)	SOUTHWEST WINGWALL AT SOUTH ABUTMENT	1 SQ. METER
	600mm WIDTH OF WEST END OF SOUTH ABUTMENT	1 SQ. METER
	300mm HEIGHT FOR FULL LENGTH ON NORTHEAST WINGWALL	2 SQ. METER
MOT-75-18941 (1177)	WEST END OF SOUTH ABUMENT	2 SQ. METER
	SOUTH WEST WINGWALL	2 SQ. METER
	CENTER OF SOUTH ABUTMENT AT GROUND LINE	1 SQ. METER
	EAST PARAPET @ SOUTH ABUTMENT	2 SQ. METER
MOT-75-19440 (1208)	EAST PARAPET @ SOUTH ABUTMENT	1 SQ. METER
	MEDIAN BARRIER WALL 10m± SOUTH OF NORTH END	1 SQ. METER
	EAST PARAPET @ NORTH ABUTMENT	3 SQ. METER
MOT-75-20615 (1281)	NORTHEAST CORNER OF BARRIER RAIL	1 SQ. METER
MOT-75-22064R (1371R)	NORTHWEST BACKWALL/WINGWALL CORNER	1 SQ. METER

PIER PATCHING				
BRIDGE NO.	PIER NO.	PIER TYPE	LOCATION	EST. PATCH AREA
MOT-75-18732E (1164E)	5	CANTILEVER	WEST CANTILEVER, SOUTH FACE	1 SQ. METER
MOT-75-18909 (1175)	1	CANTILEVER	WEST FACE OF COLUMN AT GROUND LINE	3 SQ. METER
	2	CANTILEVER	NORTH FACE OF COLUMN	1 SQ. METER
	4	CANTILEVER	WEST FACE OF COLUMN	4 SQ. METER
	12	CANTILEVER	NORTH FACE OF COLUMN	1 SQ. METER
MOT-75-18941 (1177)	1	CAP & COLUMN	2ND & 3RD COLUMN FROM EAST, NEAR GROUND LINE	6 SQ. METER
MOT-75-18990 (1180)	6	CANTILEVER	COLUMN NEAR GROUND LINE	2 SQ. METER
	8	CANTILEVER	COLUMN TOP 0.5m, 2/3rd THE PERIMETER	2 SQ. METER
MOT-75-19118 (1188)	8	CAP & COLUMN	1ST COLUMN FROM EAST SIDE	1 SQ. METER
	16	CAP & COLUMN	3RD COLUMN FROM WEST SIDE	1 SQ. METER

ITEM 518 - STRUCTURAL DRAINAGE, MISC.: DOWNSPOUT REHABILITATION

All exist. downspouts as listed below shall be cleaned, flushed and painted. Cleaning and flushing of the downspouts is included with Item 518 - Structural Drainage, Misc.: Cleaning Bridge Drainage System. Downspout attachments to pier columns, cleanout caps, and splash pads (under the downspout outlets), if damaged or missing, shall be replaced. Downspouts shall be painted in accordance with Item 815. Color shall be closely matched with the color of the superstructure steel. All labor materials and incidental costs to completing this work, will be included with the Item 518 - Structural Drainage, Misc.: Downspout Rehabilitation.

In lieu of rehabilitating the exist. downspouts, the contractor has an option to replace the exist. downspouts, with a plastic pipe as per 707.45, at no additional cost to the state.

Downspouts @ MOT-75-22064L&R (1371L&R) bridges shall be rehabilitated as per details of shts. 279/319 and 302/319.

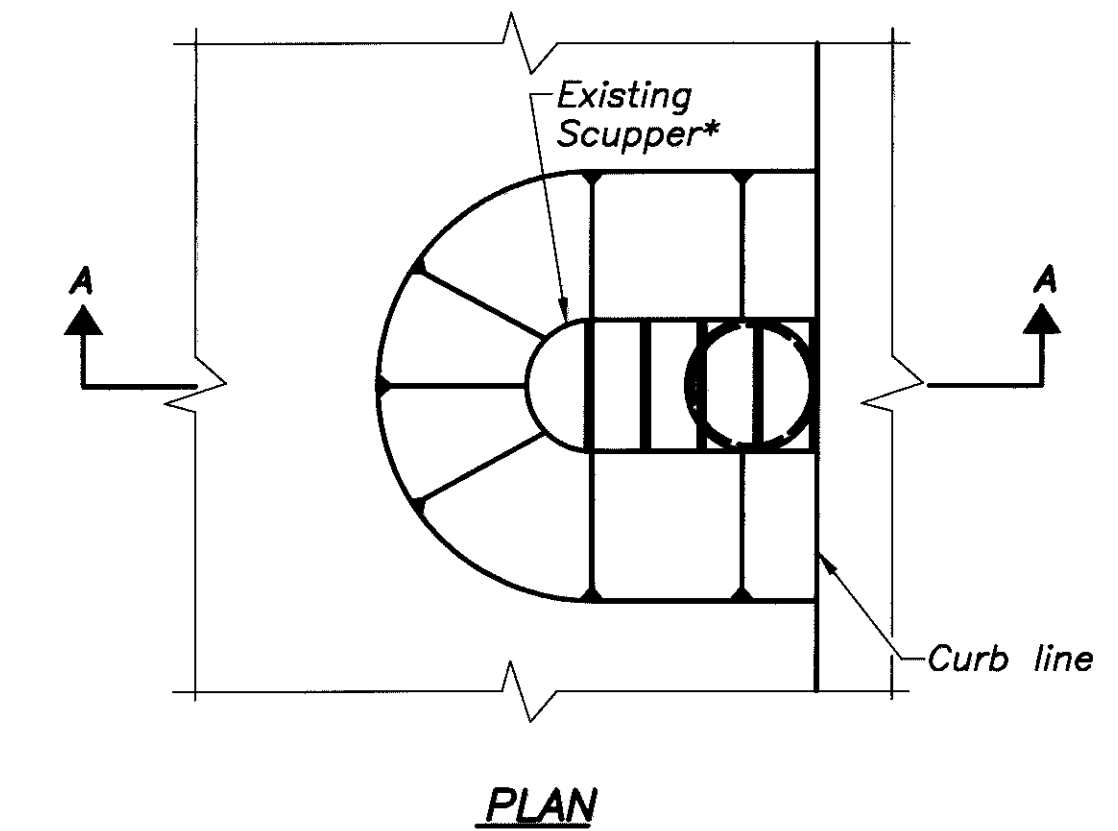
Downspout rehabilitation @ MOT-75-22064L&R (1371L&R) shall be included with Item 518-Scupper Including Supports, as per plan.

DOWNSPOUTS	
BRIDGE NO.	LOCATIONS
MOT-75-18732W(1164W)	2
MOT-75-18893(1174)	5
MOT-75-18909(1175)	1
MOT-75-18958(1178)	1
MOT-75-18990(1180)	3
MOT-75-19118(1188)	8
MOT-75-19118E(1188E)	2
MOT-75-19118W(1188W)	2
MOT-75-20293R(1261R)	3

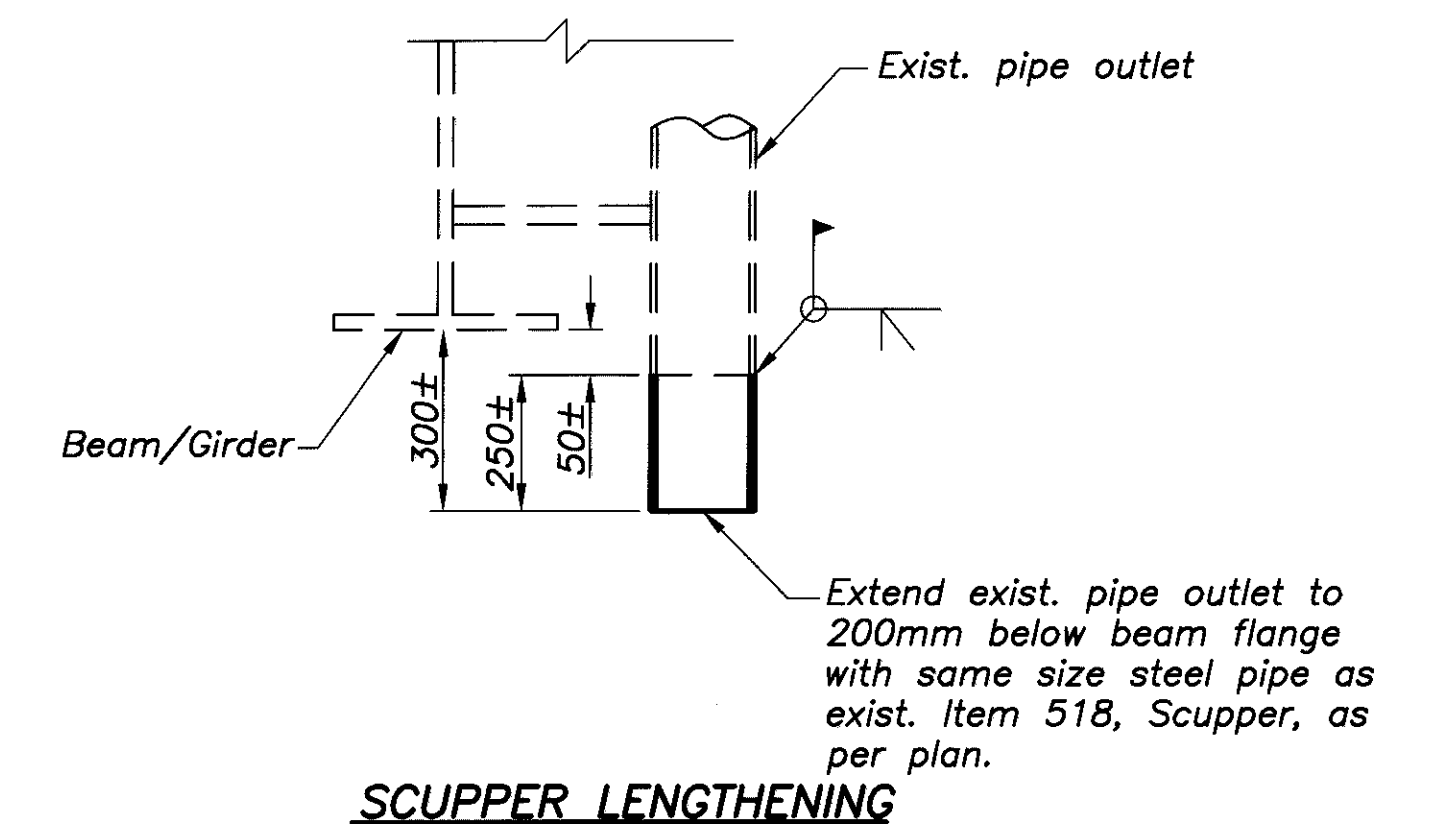
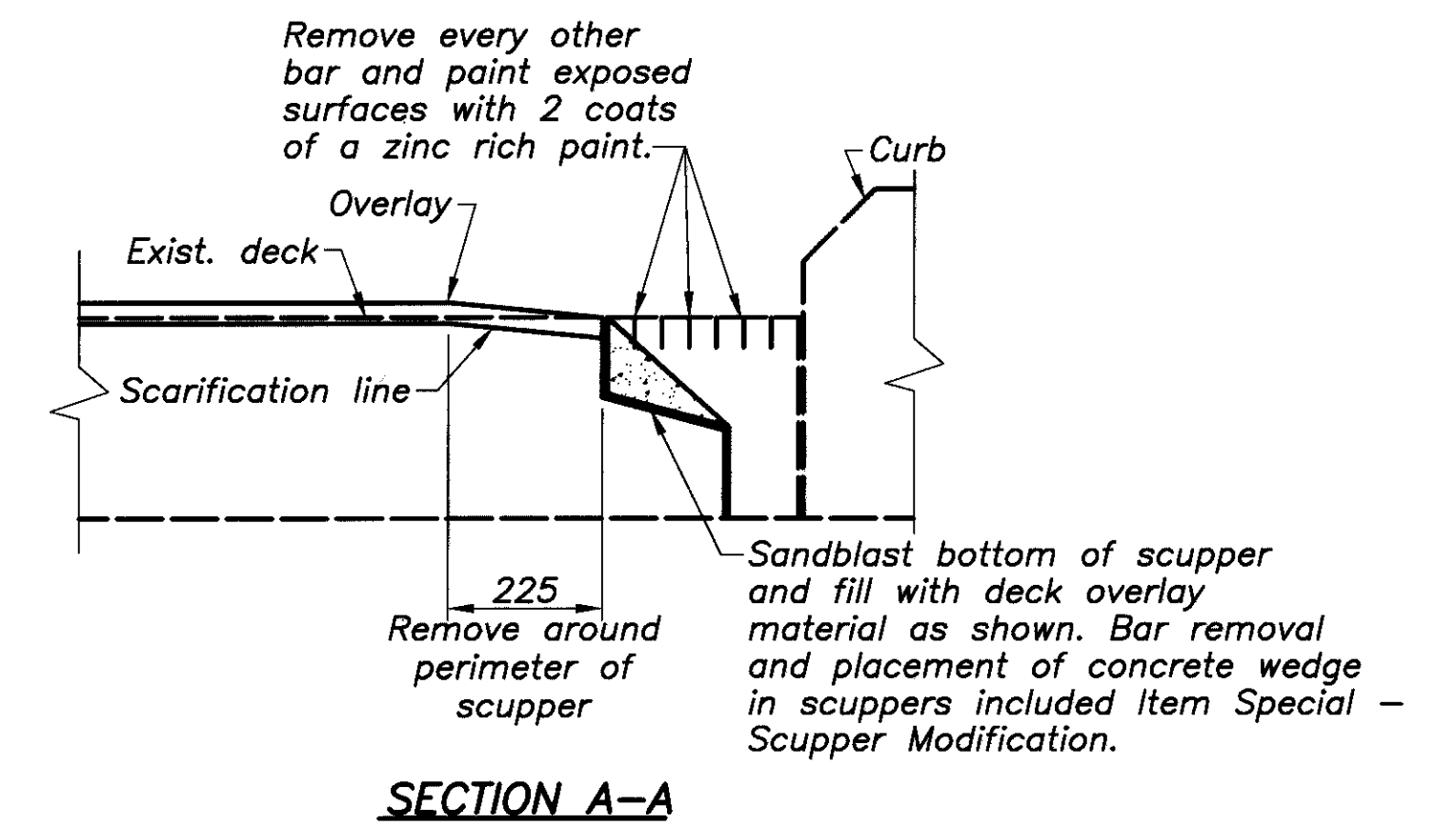
Item 518 - Scupper Modification

NOTES:

- Number of scuppers requiring modification as per the details below is provided in Estimated Quantities table on shts. 185 & 186
- On completing the modifications, all unpainted surfaces to be given two (2) coats of a zinc rich paint as directed by the Project Engineer.
- All labor, materials and incidental costs shall be included under Item Special - Scupper Modification, as per plan.



* Scuppers as found may be reversed 180° or be of another type than that shown.



PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 1/8"=1'
 CAD99-1 MOT75S02.DWG AUGUST-30-1999

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II

REINFORCING STEEL LIST MOT-75-16801 (1044) WITH MEDIAN BARRIER, CJ PARTIAL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		12	12	6650	124	STR.						
A16M03A	12		12	5375	100	STR.						
A16M04	12	12	24	5825	217	STR.						
A16M07	4	4	8	1310	16	2	1150	200				
A16M08	4	4	8	1210	15	14	1050	200	15			
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	264	310	574	600	770	STR.						
A19M02	132	155	280	775	485	1	300	250	300			
A19M03	8	8	16	815	29	12	200	425	7			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	88	103	191	1200	911	13	600	625	540			
					TOTAL =	2713						

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II

REINFORCING STEEL LIST MOT-75-17348 (1078) WITH MEDIAN BARRIER PARTIAL BACKWALL, CJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03	6	6	12	6325	118	STR.						
A16M03A	6	6	12	3450	64	STR.						
A16M04	6	6	12	3425	64	STR.						
A16M04A	6	6	12	6225	116	STR.						
A16M07	4	4	8	1310	16	2	1150	200				
A16M08	4	4	8	1210	15	14	1050	200	15			
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	238	236	474	600	636	STR.						
A19M02	119	118	237	775	411	1	300	250	300			
A19M03	8	8	16	815	29	12	200	425	7			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	79	79	158	1200	753	13	600	625	540			
					TOTAL =	2268						

PARAPETS
RL= TYPE I FL= TYPE I RR= TYPE I

REINFORCING STEEL LIST MOT-75-17847 (1109) WITH MEDIAN BARRIER PARTIAL BACKWALL, CJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M01	4	4	8	925	11	14	775	200	20			
A16M02	4	4	8	1060	13	2	900	200				
A16M03	6	6	12	6350	118	STR.						
A16M03A	6	6	12	3475	65	STR.						
A16M04	6	6	12	3450	64	STR.						
A16M04A	6	6	12	6275	117	STR.						
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	240	240	480	600	644	STR.						
A19M02	120	120	240	775	416	1	300	250	300			
A19M03	8	8	16	815	29	12	200	425	7			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	80	80	160	1200	763	13	600	625	540			
					TOTAL =	2286						

PARAPETS
RL= TYPE I FL= TYPE I RR= TYPE I

REINFORCING STEEL LIST MOT-75-18056 (1122) WITH MEDIAN BARRIER FULL BACKWALL, NJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M01	4	4	8	925	11	14	775	200	20			
A16M02	4	4	8	1060	13	2	900	200				
A16M03	26	26	52	6575	531	STR.						
A16M03A	26	26	52	3575	289	STR.						
A16M04	26	26	52	3625	293	STR.						
A16M04A	26	26	52	6650	537	STR.						
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	252	252	504	1200	1352	STR.						
A19M02	126	126	252	1950	1098	1	900	250	900			
A19M03	8	8	16	815	29	12	200	425	7			
A19M04	126	126	252	3465	1952	1	1595	375	1595			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	84	84	168	1430	954	5	740					
					TOTAL =	7105						

PARAPETS
RL= TYPE I FL= TYPE I RR= TYPE I

REINFORCING STEEL LIST MOT-75-18732 (1164) WITH MEDIAN BARRIER FULL BACKWALL, NJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M01	4	4	8	925	11	14	775	200	20			
A16M02	4	4	8	1060	13	2	900	200				
A16M03	52	52	104	3800	613	STR.						
A16M04	52	52	104	3750	605	STR.						
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	180	180	360	1200	966	STR.						
A19M02	90	90	180	1950	784	1	900	250	900			
A19M03	8	8	16	815	29	12	200	425	7			
A19M04	90	90	180	2695	1084	1	1210	375	1210			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	60	60	120	1430	682	5	740					
					TOTAL =	4833						

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II

REINFORCING STEEL LIST MOT-75-18732E (1164E) NO MEDIAN BARRIER, NJ FULL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		26	26	4750	192	STR.						
A16M03A	26		26	6975	281	STR.						
A16M07	4	4	8	1310	16	2	1150	200				
A16M08	4	4	8	1210	15	14	1050	200	15			
A19M01	84	54	138	1200	370	STR.						
A19M02	42	27	69	1950	301	1	900	250	900			
A19M03	4	4	8	815	15	12	200	425	7			
A19M04	42	27	69	2850	440	1	1300	375	1300			
A25M01	33	19	52	1430	295	5	740					
					TOTAL =	1925						

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 6/15/99
 REVIEWED GEA
 DRAWN AJH
 DESIGNED ASB
 CHECKED KVB
 STRUCTURE FILE NUMBER

REINFORCING STEEL LISTS
 ABUTMENTS
 OVERLAY BRIDGES

MOT-75-16.794

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II
FR= TYPE II

REINFORCING STEEL LIST MOT-75-18732W (1164W) NO MEDIAN BARRIER, NJ FULL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03	26	26	52	7300	589	STR.					
A16M03A	26		26	5575	225	STR.					
A16M07	8	4	12	1310	24	2	1150	200			
A16M08	8	4	12	1210	23	14	1050	200	15		
A19M01	152	86	238	1200	638	STR.					
A19M02	76	43	119	1950	519	1	900	250	900		
A19M03	8	4	12	815	22	12	200	425	7		
A19M04	76	43	119	3005	799	1	1365	375	1365		
A25M01	51	29	80	1430	455	5	740				
			TOTAL =		3294						

PARAPETS
RL= NA FL= TYPE II RR= NA
FR= TYPE II

REINFORCING STEEL LIST MOT-75-18909 (1175) NO MEDIAN BARRIER, NJ FULL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03		26	26	4750	192	STR.					
A16M07		4	4	1310	8	2	1150	200			
A16M08		4	4	1210	8	14	1050	200	15		
A19M01		54	54	1200	145	STR.					
A19M02		27	27	1950	118	1	900	250	900		
A19M03		4	4	840	8	12	225	425			
A19M04		27	27	2885	174	1	1305	375	1305		
A25M01		18	18	1430	102	5	740				
			TOTAL =		755						

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II
FR= TYPE II

REINFORCING STEEL LIST MOT-75-18941 (1177) WITH MEDIAN BARRIER FULL BACKWALL, CJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03	26	26	52	6175	498	STR.					
A16M03A	26	26	52	3375	272	STR.					
A16M04	26	26	52	3425	276	STR.					
A16M04A	26	26	52	6275	506	STR.					
A16M07	4	4	8	1310	16	2	1150	200			
A16M08	4	4	8	1210	15	14	1050	200	15		
A16M09	4	4	8	1035	13	2	875	200			
A16M10	4	4	8	1535	19	2	1375	200			
A19M01	236	222	458	1200	1228	STR.					
A19M02	118	111	229	1950	998	1	900	250	900		
A19M03	8	8	16	815	29	12	200	425	7		
A19M04	118	111	229	2565	1313	1	1145	375	1145		
A19M05	4	4	8	800	14	14	650	200	20		
A25M01	79	74	153	1430	869	5	740				
			TOTAL =		6066						

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II
FR= TYPE II

REINFORCING STEEL LIST MOT-75-18958 (1178) NO MEDIAN BARRIER FULL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03	26	26	52	4750	383	STR.					
A16M07	4	4	8	1310	16	2	1150	200			
A16M08	4	4	8	1210	15	14	1050	200	15		
A19M01	54	54	108	1200	290	STR.					
A19M02	27	27	54	1950	235	1	900	250	900		
A19M03	4	4	8	815	15	12	200	425	7		
A19M04	27	27	54	4650	561	1	2195	375	2195		
A25M01	18	18	36	1430	205	5	740				
			TOTAL =		1720						

PARAPETS
RL= TYPE II FL= TYPE II RR= TYPE II
FR= TYPE II

REINFORCING STEEL LIST MOT-75-19118 (1188) WITH MEDIAN BARRIER FULL BACKWALL, CJ

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03		52	52	5975	482	STR.					
A16M03B	26		26	4925	199	STR.					
A16M03C	26		26	2775	112	STR.					
A16M04		52	52	5925	478	STR.					
A16M04B	26		26	2675	108	STR.					
A16M04C	26		26	4750	192	STR.					
A16M07	4	4	8	1310	16	2	1150	200			
A16M08	4	4	8	1210	15	14	1050	200	15		
A16M09	4	4	8	1035	13	2	875	200			
A16M10	4	4	8	1535	19	2	1375	200			
A19M01	180	296	476	1200	1277	STR.					
A19M02	90	148	238	1950	1037	1	900	250	900		
A19M03	8	8	16	815	29	12	200	425	7		
A19M04	90	148	238	2915	1551	1	1320	375	1320		
A19M05	4	4	8	800	14	14	650	200	20		
A25M01	60	99	159	1430	903	5	740				
			TOTAL =		6445						

PARAPETS
RL= TYPE II FL= NA RR= TYPE II
FR= NA

REINFORCING STEEL LIST MOT-75-19118E (1188E) NO MEDIAN BARRIER, NJ FULL BACKWALL

MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
							A	B	C	D	INC.
A16M03	26		26	5850	236	STR.					
A16M07	4		4	1310	8	2	1150	200			
A16M08	4		4	1210	8	14	1050	200	15		
A19M01	72		72	1200	193	STR.					
A19M02	36		36	1950	157	1	900	250	900		
A19M03	4		4	815	7	12	200	425	7		
A19M04	36		36	2955	238	1	1340	375	1340		
A25M01	24		24	1430	136	5	740				
			TOTAL =		983						

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE

PLOT SCALE = 100-1
CAD99-4 MOT75SM02.DWG AUGUST-30-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

REVIEWED
DATE
6/15/99

DESIGNED
DRAWN
CHECKED
REVISED

REINFORCING STEEL LISTS
ABUTMENTS
OVERLAY BRIDGES

MOT-75-16.794

23/29

237/319

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
XREF#3 = NONE
XREF#4 = NONE
XREF#5 = NONE
XREF#6 = NONE
XREF#7 = NONE
XREF#8 = NONE
XREF#9 = NONE
XREF#10 = NONE
XREF#11 = NONE
XREF#12 = NONE
XREF#13 = NONE
XREF#14 = NONE
XREF#15 = NONE
XREF#16 = NONE
XREF#17 = NONE
XREF#18 = NONE
XREF#19 = NONE
XREF#20 = NONE
XREF#21 = NONE
XREF#22 = NONE
XREF#23 = NONE
XREF#24 = NONE
XREF#25 = NONE
XREF#26 = NONE
XREF#27 = NONE
XREF#28 = NONE
XREF#29 = NONE
XREF#30 = NONE
XREF#31 = NONE
XREF#32 = NONE
XREF#33 = NONE
XREF#34 = NONE
XREF#35 = NONE
XREF#36 = NONE
XREF#37 = NONE
XREF#38 = NONE
XREF#39 = NONE
XREF#40 = NONE
XREF#41 = NONE
XREF#42 = NONE
XREF#43 = NONE
XREF#44 = NONE
XREF#45 = NONE
XREF#46 = NONE
XREF#47 = NONE
XREF#48 = NONE
XREF#49 = NONE
XREF#50 = NONE
XREF#51 = NONE
XREF#52 = NONE
XREF#53 = NONE
XREF#54 = NONE
XREF#55 = NONE
XREF#56 = NONE
XREF#57 = NONE
XREF#58 = NONE
XREF#59 = NONE
XREF#60 = NONE
XREF#61 = NONE
XREF#62 = NONE
XREF#63 = NONE
XREF#64 = NONE
XREF#65 = NONE
XREF#66 = NONE
XREF#67 = NONE
XREF#68 = NONE
XREF#69 = NONE
XREF#70 = NONE
XREF#71 = NONE
XREF#72 = NONE
XREF#73 = NONE
XREF#74 = NONE
XREF#75 = NONE
XREF#76 = NONE
XREF#77 = NONE
XREF#78 = NONE
XREF#79 = NONE
XREF#80 = NONE
XREF#81 = NONE
XREF#82 = NONE
XREF#83 = NONE
XREF#84 = NONE
XREF#85 = NONE
XREF#86 = NONE
XREF#87 = NONE
XREF#88 = NONE
XREF#89 = NONE
XREF#90 = NONE
XREF#91 = NONE
XREF#92 = NONE
XREF#93 = NONE
XREF#94 = NONE
XREF#95 = NONE
XREF#96 = NONE
XREF#97 = NONE
XREF#98 = NONE
XREF#99 = NONE
XREF#100 = NONE

PARAPETS REINFORCING STEEL LIST MOT-75-19440 (1208)											WITH MEDIAN BARRIER FULL BACKWALL, CJ	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		52	52	7450	601	STR.						
A16M03A	52		52	6375	514	STR.						
A16M04		52	52	7375	595	STR.						
A16M04A	52		52	6325	510	STR.						
A16M07	4	4	8	1310	16	2	1150	200				
A16M08	4	4	8	1210	15	14	1050	200	15			
A16M09	4	4	8	1035	13	2	875	200				
A16M10	4	4	8	1535	19	2	1375	200				
A19M01	316	372	688	1200	1845	STR.						
A19M02	158	186	344	1950	1499	1	900	250	900			
A19M03	8	8	16	815	29	12	200	425	7			
A19M04	158	186	344	4245	3264	1	1985	375	1985			
A19M05	4	4	8	800	14	14	650	200	20			
A25M01	106	124	230	1430	1307	5	740					
			TOTAL =	10	241							

PARAPETS REINFORCING STEEL LIST MOT-75-19730E (1226E)											NO MEDIAN BARRIER, NJ FULL BACKWALL	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		26	26	5525	223	STR.						
A16M07		4	4	1310	8	2	1150	200				
A16M08		4	4	1210	8	14	1050	200	15			
A19M01		64	64	1200	172	STR.						
A19M02		32	32	1950	139	1	900	250	900			
A19M03		4	4	815	7	12	200	425	7			
A19M04		32	32	3455	247	1	1590	375	1590			
A25M01		23	23	1430	130	5	740					
			TOTAL =	934								

PARAPETS REINFORCING STEEL LIST MOT-75-19730L (1226L)											NO MEDIAN BARRIER, NJ FULL BACKWALL	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		52	52	5175	418	STR.						
A16M09		2	2	1035	3	2	875	200				
A16M10		2	2	1535	5	2	1375	200				
A19M01		126	126	1200	338	STR.						
A19M02		63	63	1950	275	1	900	250	900			
A19M03		2	2	815	4	12	200	425	7			
A19M04		63	63	4145	584	1	1935	375	1935			
A19M05		2	2	860	7	14	650	200	20			
A25M01		43	43	1430	244	5	740					
			TOTAL =	1878								

PARAPETS REINFORCING STEEL LIST MOT-75-19730R (1226R)											NO MEDIAN BARRIER, NJ FULL BACKWALL	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		52	52	7025	567	STR.						
A16M07		2	2	1310	4	2	1150	200				
A16M08		2	2	1210	4	14	1050	200	15			
A16M09		2	2	1035	3	2	875	200				
A16M10		2	2	1535	5	2	1375	200				
A19M01		176	176	1200	472	STR.						
A19M02		88	88	1950	384	1	900	250	900			
A19M03		4	4	815	7	12	200	425	7			
A19M04		88	88	3805	748	1	1765	375	1765			
A25M01		59	59	1430	333	5	740					
			TOTAL =	2527								

PARAPETS REINFORCING STEEL LIST MOT-75-19730L&R (1226L&R)											WITH MEDIAN BARRIER FULL BACKWALL, CJ	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		52	52	6000	484	STR.						
A16M04		52	52	6975	563	STR.						
A16M07		4	4	1310	8	2	1150	200				
A16M08		4	4	1210	8	14	1050	200	15			
A16M09		4	4	1035	6	2	875	200				
A16M10		4	4	1535	10	2	1375	200				
A19M01		324	324	1200	869	STR.						
A19M02		162	162	1950	706	1	900	250	900			
A19M03		8	8	815	15	12	200	425	7			
A19M04		162	162	4775	1729	1	2250	375	2250			
A19M05		4	4	800	7	14	650	200	20			
A25M01		108	108	1430	614	5	740					
			TOTAL =	5019								

PARAPETS REINFORCING STEEL LIST MOT-75-19730W (1226W)											NO MEDIAN BARRIER, NJ FULL BACKWALL	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		26	26	6525	263	STR.						
A16M07		2	2	1310	4	2	1150	200				
A16M08		2	2	1210	4	14	1050	200	15			
A19M01		78	78	1200	209	STR.						
A19M02		39	39	1950	170	1	900	250	900			
A19M03		2	2	815	4	12	200	425	7			
A19M04		39	39	4055	353	1	1890	375	1890			
A25M01		26	26	1430	148	5	740					
			TOTAL =	1155								

PARAPETS REINFORCING STEEL LIST MOT-75-20293E (1261E)											NO MEDIAN BARRIER, NJ PARTIAL BACKWALL	
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
							A	B	C	D	INC.	
A16M03		6	6	7300	136	STR.						
A16M07		2	2	1310	12	2	1150	200				
A16M08		2	2	1210	11	14	1050	200	15			
A19M01		90	90	180	600	241	STR.					
A19M02		45	45	90	775	156	1	300	250	300		
A19M03		2	2	815	11	12	200	425				
A25M01		30	30	60	1200	286	13	600	625	540		
			TOTAL =	853								

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1841 Fax: (614)224-0807

REVIEWED
DATE: 6/15/99
GEA: _____
STRUCTURE FILE NUMBER: _____

DRAWN
A/JH
REVISED

DESIGNED
ASB
CHECKED
KVB

REINFORCING STEEL LISTS
ABUTMENTS
OVERLAY BRIDGES

MOT-75-16.794

24/29

238
319

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 XREF#3 = NONE
 AUGUST-30-1999
 CAD99-4 MOT75M02.DWG

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20293L (1261L)		NO MEDIAN BARRIER, CJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	12	12	24	6175	230	STR.							
A16M07	4	4	8	1310	16	2	1150	200					
A16M08	4	4	8	1210	15	14	1050	200	15				
A19M01	136	152	288	600	386	STR.							
A19M02	68	76	144	775	249	1	300	250	300				
A19M03	4	4	8	815	15	12	200	425	7				
A25M01	46	52	98	1200	467	13	600	625	540				
					TOTAL =	1378							

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20293R (1261R)		NO MEDIAN BARRIER, CJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03		6	6	7725	72	STR.							
A16M03A	12	6	18	5400	151	STR.							
A16M07		4	4	1310	12	2	1150	200					
A16M08		4	4	1210	11	14	1050	200	15				
A19M01	132	162	294	600	394	STR.							
A19M02	66	81	147	775	255	1	300	250	300				
A19M03		4	4	815	7	12	200	425	7				
A25M01	45	55	100	1200	477	13	600	625	540				
					TOTAL =	1379							

PARAPETS
RL= TYPE II FL= NA FR= NA

REINFORCING STEEL LIST							MOT-75-20293R (1261R)(WEST FORK)		NO MEDIAN BARRIER, NJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03			6	4625	43	STR.							
A16M07			2	1310	4	2	1150	200					
A16M08			2	1210	4	14	1050	200	15				
A19M01			52	600	70	STR.							
A19M02			26	775	45	1	300	250	300				
A19M03			2	815	4	12	200	425					
A25M01			17	1200	81	13	600	625	540				
					TOTAL =	251							

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20454C (1271C)		NO MEDIAN BARRIER, NJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	6	6	12	4325	81	STR.							
A16M07	4	2	6	1310	12	2	1150	200					
A16M08	4	2	6	1210	11	14	1050	200	15				
A19M01	48	48	96	600	129	STR.							
A19M02	24	24	48	775	83	1	300	250	300				
A19M03	4	2	6	815	11	12	200	425					
A25M01	16	16	32	1200	153	13	600	625	540				
					TOTAL =	480							

PARAPETS
RL= TYPE II FL= NA FR= NA

REINFORCING STEEL LIST							MOT-75-20454D (1271D)		NO MEDIAN BARRIER, NJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	6		6	5150	48	STR.							
A16M07	4		4	1310	8	2	1150	200					
A16M08	4		4	1210	8	14	1050	200	15				
A19M01	62		62	600	107	STR.							
A19M02	31		31	775	54	1	300	250	300				
A19M03	4		4	815	7	12	200	425					
A25M01	21		21	1200	100	13	600	625	540				
					TOTAL =	332							

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20454L (1271L)		NO MEDIAN BARRIER, CJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	12	6	18	5775	161	STR.							
A16M03A		6	6	10 750	100	STR.							
A16M07	2	4	6	1310	12	2	1150	200					
A16M08	2	4	6	1210	11	14	1050	200	15				
A19M01	142	204	346	600	464	STR.							
A19M02	71	102	173	775	300	1	300	250	300				
A19M03	2	4	6	815	11	12	200	425	7				
A25M01	48	69	117	1200	558	13	600	625	540				
					TOTAL =	1617							

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20454R (1271R)		NO MEDIAN BARRIER, CJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	12	12	24	5650	210	STR.							
A16M07	4	2	6	1310	12	2	1150	200					
A16M08	4	2	6	1210	11	14	1050	200	15				
A19M01	134	138	272	600	365	STR.							
A19M02	67	69	136	775	236	1	300	250	300				
A19M03	4	2	6	815	11	12	200	425	7				
A25M01	46	47	93	1200	443	13	600	625	540				
					TOTAL =	1288							

PARAPETS
RL= TYPE II FL= TYPE II FR= TYPE II

REINFORCING STEEL LIST							MOT-75-20454W (1271W)		NO MEDIAN BARRIER, NJ PARTIAL BACKWALL				
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
							A	B	C	D	INC.		
A16M03	6	6	12	5325	99	STR.							
A16M07	2	4	6	1310	12	2	1150	200					
A16M08	2	4	6	1210	11	14	1050	200	15				
A19M01	62	64	126	600	169	STR.							
A19M02	31	32	63	775	109	1	300	250	300				
A19M03	2	4	6	815	11	12	200	425					
A25M01	21	21	42	1200	200	13	600	625	540				
					TOTAL =	611							

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE
 6/15/99
 REVIEWED
 GEA
 STRUCTURE FILE NUMBER

DRAWN
 A/JH
 DESIGNED
 ASB
 CHECKED
 KVB

REINFORCING STEEL LISTS
 ABUTMENTS
 OVERLAY BRIDGES

MOT-75-16.794

25/29
 239
 319

REINFORCING STEEL LIST MOT-75-20615C (1281C) NO MEDIAN BARRIER, NJ PARTIAL BACKWALL												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	6		6	5350	50	STR.						
A19M01	64		64	600	86	STR.						
A19M02	32		32	775	55	1	300	250	300			
A25M01	21		21	1200	100	13	600	625	540			
				TOTAL =	291							

REINFORCING STEEL LIST MOT-75-20615L (1281L&R) WITH MEDIAN BARRIER PARTIAL BACKWALL, CJ												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03		12	12	6950	129	STR.						
A16M04		12	12	5350	100	STR.						
A16M07		4	4	1310	8	2	1150	200				
A16M08		4	4	1210	8	14	1050	200	15			
A16M09		4	4	1035	6	2	875	200				
A16M10		4	4	1535	10	2	1375	200				
A19M01		172	172	600	230	STR.						
A19M02		86	88	775	149	1	300	250	300			
A19M03		4	4	815	7	12	200	425	7			
A19M05		4	4	800	7	14	650	200	20			
A25M01		60	60	1200	277	13	600	625	540			
				TOTAL =	931							

REINFORCING STEEL LIST MOT-75-20615L (1281L) NO MEDIAN BARRIER, CJ PARTIAL BACKWALL												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	12		12	5875	109	STR.						
A16M07	2		2	1310	4	2	1150	200				
A16M08	2		2	1210	4	14	1050	200	15			
A19M01	144		144	600	193	STR.						
A19M02	72		72	775	125	1	300	250	300			
A19M03	2		2	815	4	12	200	425	7			
A25M01	49		49	1200	233	13	600	625	540			
				TOTAL =	672							

REINFORCING STEEL LIST MOT-75-20615R (1281R) NO MEDIAN BARRIER, CJ PARTIAL BACKWALL												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	6		6	8400	78	STR.						
A16M07	2		2	1310	4	2	1150	200				
A16M08	2		2	1210	4	14	1050	200	15			
A19M01	174		174	600	233	STR.						
A19M02	87		87	775	151	1	300	250	300			
A19M03	2		2	815	4	12	200	425	7			
A25M01	59		59	1200	281	13	600	625	540			
				TOTAL =	755							

REINFORCING STEEL LIST MOT-75-21440L (1330L) NO MEDIAN BARRIER, CJ PARTIAL BACKWALL												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	6		12	7625	142	STR.						
A16M03A	6		12	4075	76	STR.						
A16M07	4		8	1310	16	2	1150	200				
A16M08	4		8	1210	15	14	1050	200	15			
A19M01	138		282	600	378	STR.						
A19M02	69		141	775	244	1	300	250	300			
A19M03	4		8	815	15	12	200	425	7			
A25M01	47		95	1200	453	13	600	625	540			
				TOTAL =	1339							

REINFORCING STEEL LIST MOT-75-21440R (1330R) NO MEDIAN BARRIER, CJ PARTIAL BACKWALL												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	6		12	3425	64	STR.						
A16M07	4		8	1310	16	2	1150	200				
A16M08	4		8	1210	15	14	1050	200	15			
A19M01	118		240	600	322	STR.						
A19M02	59		120	775	208	1	300	250	300			
A19M03	4		8	815	15	12	200	425	7			
A25M01	40		82	1200	391	13	600	625	540			
				TOTAL =	1031							

REINFORCING STEEL LIST MOT-75-21661L (1346L) NO MEDIAN BARRIER FULL BACKWALL, CJ												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03		26	26	8325	336	STR.						
A16M03A		26	26	4825	389	STR.						
A16M03B		26	26	9150	369	STR.						
A16M07	4		8	1310	16	2	1150	200				
A16M08	4		8	1210	15	14	1050	200	15			
A19M01	174		332	1200	890	STR.						
A19M02	87		166	1950	1750	1	900	250	900			
A19M03	4		8	815	15	12	200	425	7			
A19M04	87		166	2835	1052	1	1280	375	1280			
A25M01	59		112	1430	636	5	740					
				TOTAL =	5482							

REINFORCING STEEL LIST MOT-75-21661R (1346R) NO MEDIAN BARRIER FULL BACKWALL, CJ												
MARK	R.A. NO.	F.A. NO.	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				INC.	
							A	B	C	D		
A16M03	26		52	4200	339	STR.						
A16M03A	26		52	7850	634	STR.						
A16M07	4		8	1310	16	2	1150	200				
A16M08	4		8	1210	15	14	1050	200	15			
A19M01	148		286	1200	767	STR.						
A19M02	74		143	1950	623	1	900	250	900			
A19M03	4		8	815	15	12	200	425	7			
A19M04	74		143	2815	900	1	1270	375	1270			
A25M01	50		97	1430	551	5	740					
				TOTAL =	3860							

			GRAND TOTAL = 85 341									
--	--	--	----------------------	--	--	--	--	--	--	--	--	--

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #1 = NONE
 CAD99-4 MOT75M02.DWG AUGUST-30-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 224-1941 Fax (614) 224-0907

DATE 6/15/99
 REVIEWED GEA
 DRAWN AJH
 DESIGNED ASB
 CHECKED KYB
 STRUCTURE FILE NUMBER

REINFORCING STEEL LISTS
 ABUTMENTS
 OVERLAY BRIDGES

MOT-75-16.794

26/29
 240/319

REINFORCING STEEL LISTS

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 19440 (1208)										
S16M01	10	10	20	1200	37	STR.				
S16M02	20	20	40	960	60	2	800	200		
S16M03	10	10	20	1160	36	2	1000	200		
S16M05	10	10	20	1210	38	14	1050	200	15	
S16M08	320	320	640	1100	1093	STR.				
S16M09	60	60	120	550	51	STR.				
S16M09A	60	60	120	1000	93	STR.				
TOTAL = 3538										
SUPERSTRUCTURE - Bridge No. 19730E (1226E)										
S16M02	10	10	20	960	15	2	800	200		
S16M03	10	10	20	1160	18	2	1000	200		
S16M05	10	10	20	1210	19	14	1050	200	15	
S16M08	62	62	124	1100	106	STR.				
S16M09	16	16	32	825	20	STR.				
S19M01	10	10	20	840	19	12	225	425	7	
S19M03	50	50	100	1750	196	STR.				
S19M04	4	4	8	1125	10	STR.				
S19M05	4	4	8	1425	13	STR.				
TOTAL = 416										
SUPERSTRUCTURE - Bridge No. 19730L (1226L)										
S16M01	5	5	10	1200	9	STR.				
S16M02	11	11	22	960	16	2	800	200		
S16M03	8	8	16	1160	14	2	1000	200		
S16M06	5	5	10	1035	8	2	875	200		
S16M08	120	120	240	1100	205	STR.				
S16M09	30	30	60	975	47	STR.				
S19M01	5	5	10	840	9	12	225	425	7	
S19M02	5	5	10	800	9	14	775	200	20	
S19M03	76	76	152	2025	344	STR.				
S19M04	8	8	16	1350	24	STR.				
S19M05	8	8	16	1675	30	STR.				
S19M06	2	2	4	825	4	12	225	400	3.5	
TOTAL = 740										
SUPERSTRUCTURE - Bridge No. 19730R (1226R)										
S16M01	5	5	10	1200	9	STR.				
S16M02	10	10	20	960	15	2	800	200		
S16M03	10	10	20	1160	16	2	1000	200		
S16M05	10	10	20	1210	19	14	1050	200	15	
S16M06	5	5	10	1035	8	2	875	200		
S16M08	152	152	304	1100	259	STR.				
S16M09	30	30	60	800	37	STR.				
S19M01	10	10	20	840	19	12	225	425	7	
S19M02	5	5	10	800	9	14	775	200	20	
S19M03	132	132	264	1700	502	STR.				
S19M04	8	8	16	1100	20	STR.				
S19M05	8	8	16	1400	25	STR.				
TOTAL = 949										
SUPERSTRUCTURE - Bridge No. 19730L&R (1226L&R)										
S16M01	10	10	20	1200	19	STR.				
S16M02	20	20	40	960	30	2	800	200		
S16M03	10	10	20	1160	18	2	1000	200		
S16M05	10	10	20	1210	19	14	1050	200	15	
S16M08	116	116	232	1100	198	STR.				
S16M09	60	60	120	1000	93	STR.				
S19M01	20	20	40	840	38	12	225	425	7	
S19M02	10	10	20	800	18	14	650	200	20	
S19M03	104	104	208	471	923	STR.				
S19M04	16	16	32	1350	48	STR.				
S19M05	16	16	32	1675	60	STR.				
TOTAL = 1012										

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 19730W (1226W)										
S16M02	11	11	22	960	16	2	800	200		
S16M03	13	13	26	1160	23	2	1000	200		
S16M05	5	5	10	1210	9	14	1050	200	15	
S16M08	84	84	168	1100	167	STR.				
S16M09	16	16	32	1300	32	STR.				
S19M01	5	5	10	840	9	12	225	425	7	
S19M03	40	40	80	2725	244	STR.				
S19M04	4	4	8	1775	16	STR.				
S19M05	4	4	8	2250	20	STR.				
S19M06	2	2	4	825	4	12	225	400	3.5	
TOTAL = 510										
SUPERSTRUCTURE - Bridge No. 20293E (1261E)										
S16M02	11	10	21	960	31	2	800	200		
S16M03	13	10	23	1160	41	2	1000	200		
S16M05	5	10	15	1210	28	14	1050	200	15	
S16M08	82	82	164	1100	280	STR.				
S16M09	16	16	32	690	34	STR.				
S19M01	5	10	15	840	28	12	225	425	7	
S19M03	78	78	156	1475	514	STR.				
S19M04	4	4	8	950	17	STR.				
S19M05	4	4	8	1225	22	STR.				
S19M06	2	2	4	825	4	12	225	400	3.5	
TOTAL = 999										
SUPERSTRUCTURE - Bridge No. 20293L (1261L)										
S16M02	10	10	20	960	30	2	800	200		
S16M03	10	10	20	1160	36	2	1000	200		
S16M05	10	10	20	1210	38	14	1050	200	15	
S16M08	140	148	288	1100	439	STR.				
S16M09	30	30	60	1075	50	STR.				
S16M09A	30	30	60	1600	74	STR.				
S19M01	10	10	20	840	38	12	225	425	7	
S19M03	88	88	176	2225	438	STR.				
S19M03A	52	52	104	3275	380	STR.				
S19M04	8	8	16	1450	26	STR.				
S19M04A	8	8	16	2150	38	STR.				
S19M05	8	8	16	1850	33	STR.				
S19M05A	8	8	16	2725	49	STR.				
TOTAL = 1669										
SUPERSTRUCTURE - Bridge No. 20293R (1261R)										
S16M02	23	10	33	960	49	2	800	200		
S16M03	29	10	39	1160	70	2	1000	200		
S16M05	5	10	15	1210	28	14	1050	200	15	
S16M08	206	164	370	1100	632	STR.				
S16M09	30	30	60	950	44	STR.				
S16M09A	16	16	32	650	16	STR.				
S16M09B	30	30	60	850	40	STR.				
S19M01	5	10	15	840	28	12	225	425	7	
S19M03	104	104	208	2000	465	STR.				
S19M03A	46	46	92	1400	144	STR.				
S19M03B	92	92	184	1725	355	STR.				
S19M04	8	8	16	1300	23	STR.				
S19M04A	4	4	8	900	8	STR.				
S19M04B	4	4	8	1150	21	STR.				
S19M05	8	8	16	1650	30	STR.				
S19M05A	4	4	8	1150	10	STR.				
S19M05B	8	8	16	1450	26	STR.				
S19M06	6	6	12	825	11	2	225	400	3.5	
TOTAL = 1999										

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 20454C (1271C)										
S16M02	10	11	21	960	31	2	800	200		
S16M03	10	13	23	1160	41	2	1000	200		
S16M05	10	5	15	1210	28	14	1050	200	15	
S16M08	58	58	116	1100	198	STR.				
S16M09	16	16	32	1675	42	STR.				
S16M09A	16	16	32	1775	44	STR.				
S19M01	10	5	15	840	28	12	225	425	7	
S19M03	16	16	32	3450	123	STR.				
S19M03A	16	16	32	3675	131	STR.				
S19M04	4	4	8	2300	21	STR.				
S19M04A	4	4	8	2400	21	STR.				
S19M05	4	4	8	2875	26	STR.				
S19M05A	4	4	8	3035	27	STR.				
S19M06	2	2	4	825	4	2	225	400	3.5	
TOTAL = 765										
SUPERSTRUCTURE - Bridge No. 20454D (1271D)										
S16M02	10	10	20	960	15	2	800	200		
S16M03	10	10	20	1160	16	2	1000	200		
S16M05	10	10	20	1210	19	14	1050	200	15	
S16M08	66	66	132	1100	113	STR.				
S16M09	16	16	32	1200	30	STR.				
S19M01	10	10	20	840	19	12	225	425	7	
S19M03	32	32	64	2500	179	STR.				
S19M04	4	4	8	1650	15	STR.				
S19M05	4	4	8	2075	19	STR.				
TOTAL = 426										
SUPERSTRUCTURE - Bridge No. 20454L (1271L)										
S16M02	9	10	19	960	28	2	800	200		
S16M03	5	10	15	1160	27	2	1000	200		
S16M05	5	10	15	1210	28	14	1050	200	15	
S16M08	132	180	312	1100	532	STR.				
S16M09	30	30	60	775	36	STR.				
S16M09A	30	30	60	850	40	STR.				
S16M10	Ser. Of 1	Ser. Of 1	to 4	800	650	2	to 200	125		
S19M01	9	10	19	840	36	12	225	425	7	
S19M03	160	160	320	1625	581	STR.				
S19M03A	100	100	200	1775	380	STR.				
S19M04	8	8	16	1050	19	STR.				
S19M04A	8	8	16	1125	20	STR.				
S19M05	8	8	16	1350	24	STR.				
S19M05A	8	8	16	1450	25	STR.				
S19M08	Ser. Of 1	Ser. Of 1								

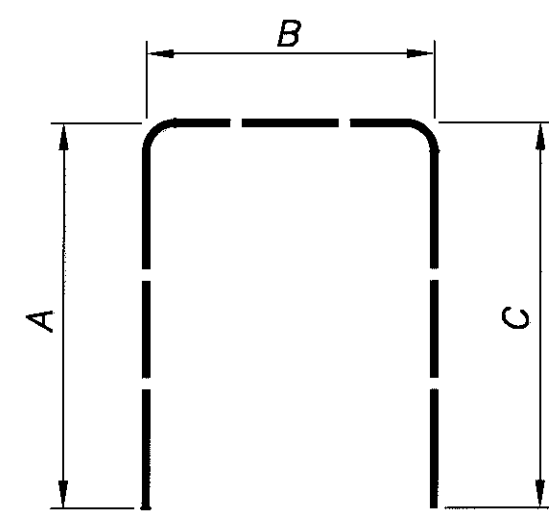
REINFORCING STEEL LISTS

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 20454W (1271W)										
S16M02	9	10	19	960	28	2	800	200		
S16M03	5	10	15	1160	27	2	1000	200		
S16M05	5	10	15	1210	28	14	1050	200	15	
S16M08	66	74	140	1100	188	STR.				
S16M09	16	16	16	1000	25	STR.				
S16M09A	16	16	16	1200	30	STR.				
S19M08	1	1	1	800			650			
S19M08	Ser. Of 4	Ser. Of 4	Ser. Of 4	1175	6	2	to 1025	200		125
S19M01	9	10	19	840	36	12	225	425	7	
S19M03	32	40	40	2025	181	STR.				
S19M03A	32	4	4	2500	179	STR.				
S19M04	4	4	4	1350	12	STR.				
S19M04A	4	4	4	1650	15	STR.				
S19M05	4	4	4	1700	15	STR.				
S19M05A	4	4	4	2075	19	STR.				
S19M06	4	4	4	825	7	12	225	400	3.5	
S19M08	1	1	1	800			650			
S19M08	Ser. Of 4	Ser. Of 4	Ser. Of 4	1175	6	2	to 1025	200		125
				TOTAL =	801					
SUPERSTRUCTURE - Bridge No. 20615C (1281C)										
S16M01	4	4	4	1200	7	STR.				
S16M02	10	10	10	960	15	2	800	200		
S16M03	8	8	8	1160	14	2	1000	200		
S16M06	4	4	4	1035	6	2	875	200		
S16M08	68	68	68	1100	114	STR.				
S16M09	16	16	16	1300	32	STR.				
S19M02	2	2	2	800	4	14	650	200	20	
S19M03	32	32	32	2675	179	STR.				
S19M04	4	4	4	1800	16	STR.				
S19M05	4	4	4	2225	20	STR.				
S19M06	4	4	4	825	7	12	225	400	3.5	
S19M07	2	2	2	950	4	2	800	200		
				TOTAL =	420					
SUPERSTRUCTURE - Bridge No. 20615L&R (1281L&R)										
S16M01	10	10	10	1200	19	STR.				
S16M02	20	20	20	960	30	2	800	200		
S16M03	10	10	10	1160	18	2	1000	200		
S16M05	10	10	10	1210	19	14	1050	200	15	
S16M08	346	346	346	1100	591	STR.				
S16M09	60	60	60	3175	296	STR.				
S19M01	20	20	20	840	38	12	225	425	7	
S19M02	10	10	10	800	18	14	650	200	20	
S19M03	44	44	44	6400	629	STR.				
S19M04	16	16	16	4250	152	STR.				
S19M05	16	16	16	5300	190	STR.				
				TOTAL =	1998					
SUPERSTRUCTURE - Bridge No. 20615R (1281R)										
S16M01	4	4	4	1200	7	STR.				
S16M02	9	9	9	960	13	2	800	200		
S16M03	5	5	5	1160	9	2	1000	200		
S16M05	5	5	5	1210	9	14	1050	200	15	
S16M06	4	4	4	1035	6	2	875	200		
S16M08	176	176	176	1100	300	STR.				
S16M09	30	30	30	1650	77	STR.				
S19M01	5	5	5	840	9	12	225	425	7	
S19M02	2	2	2	800	4	14	650	200	20	
S19M03	64	64	64	3400	486	STR.				
S19M04	8	8	8	2225	40	STR.				
S19M05	8	8	8	2825	51	STR.				
S19M06	2	2	2	825	4	12	225	400	3.5	
S19M07	2	2	2	950	4	2	800	200		
				TOTAL =	1011					

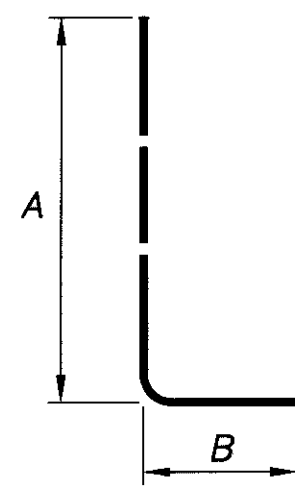
MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 20615R (1281R) INT. EXP. JT. 1										
S16M01	20	20	20	1200	37	STR.				
S16M02	20	20	20	960	30	2	800	200		
S16M06	20	20	20	1035	32	2	875	200		
S16M08	352	352	352	1700	929	STR.				
S16M09	60	60	60	950	88	STR.				
S19M01	20	20	20	840	38	12	225	425	7	
S19M02	20	20	20	925	41	12	775	200	20	
S19M03	192	192	192	3100	1330	STR.				
S19M04	16	16	16	1325	47	STR.				
S19M05	16 ser. of 4	1675 to 2725			315	STR.				350
				TOTAL =	2888					
SUPERSTRUCTURE - Bridge No. 20615R (1281R) INT. EXP. JT. 2										
S16M01	20	20	20	1200	37	STR.				
S16M02	20	20	20	960	30	2	800	200		
S16M06	20	20	20	1035	32	2	875	200		
S16M08	304	304	304	1700	802	STR.				
S16M09	60	60	60	625	58	STR.				
S19M01	20	20	20	840	38	12	225	425	7	
S19M02	20	20	20	925	41	12	775	200	20	
S19M03	256	256	256	2075	1187	STR.				
S19M04	16	16	16	875	31	STR.				
S19M05	16 ser. of 4	1100 to 1820			209	STR.				240
				TOTAL =	2486					
SUPERSTRUCTURE - Bridge No. 20615L (1281L)										
S16M02	11	11	11	960	16	2	800	200		
S16M03	13	13	13	1160	23	2	1000	200		
S16M05	5	5	5	1210	9	14	1050	200	15	
S16M08	136	136	136	1100	232	STR.				
S16M09	30	30	30	975	45	STR.				
S19M01	5	5	5	840	9	12	225	425	7	
S19M03	88	88	88	2050	403	STR.				
S19M04	8	8	8	1350	24	STR.				
S19M05	8	8	8	1675	30	STR.				
S19M06	2	2	2	825	4	12	225	400	3.5	
				TOTAL =	795					
SUPERSTRUCTURE - Bridge No. 20615L (1281L) INT. EXP. JT. 2										
S16M01	20	20	20	1200	37	STR.				
S16M02	20	20	20	960	30	2	800	200		
S16M06	20	20	20	1035	32	2	1050	200	15	
S16M08	320	320	320	1700	844	STR.				
S16M09	60	60	60	575	54	STR.				
S19M01	20	20	20	840	38	12	225	425	7	
S19M02	20	20	20	925	41	12	225	425	7	
S19M03	304	304	304	1925	1308	STR.				
S19M04	16	16	16	800	29	STR.				
S19M05	16 ser. of 4	1000 to 1675			191	STR.				225
				TOTAL =	2604					
SUPERSTRUCTURE - Bridge No. 21440L (1330L)										
S16M02	10	10	10	20	960	30	2	800	200	
S16M03	10	10	10	20	1160	36	2	1000	200	
S16M05	10	10	10	20	1210	38	14	1050	200	15
S16M08	144	144	144	288	1100	492	STR.			
S16M09	30	30	30	30	1300	61	STR.			
S16M09A	30	30	30	2150	100	STR.				
S19M01	10	10	10	20	840	38	12	225	425	7
S19M03	68	68	68	2725	414	STR.				
S19M03A	34	34	34	4425	336	STR.				
S19M04	8	8	8	1775	32	STR.				
S19M04A	8	8	8	2900	52	STR.				
S19M05	8	8	8	2250	40	STR.				
S19M05A	8	8	8	3675	65	STR.				
				TOTAL =	1696					

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
SUPERSTRUCTURE - Bridge No. 21440R (1330R)										
S16M02	10	10	10	20	960	30	2	800	200	
S16M03	10	10	10	20	1160	36	2	1000	200	
S16M05	10	10	10	20	1210	38	14	1050	200	15
S16M08	120	150	270	1100	461	STR.				
S16M09	30	30	30	1075	50	STR.				
S16M09A	30	30	30	1425	66	STR.				
S19M01	10	10	10	20	840	38	12	225	425	7
S19M03	90	90	90	2250	453	STR.				
S19M03A	48	48	48	2975	319	STR.				
S19M04	8	8	8	1475	26	STR.				
S19M04A	8	8	8	1950	35	STR.				
S19M05	8	8	8	1850	33	STR.				
S19M05A	8	8	8	2450	44	STR.				
				TOTAL =	1629					
SUPERSTRUCTURE - Bridge No. 21661L (1346L)										
S16M02	10	10	10	20	960	30	2	800	200	
S16M03	10	10	10	20	1160	36	2	1000	200	
S16M05	10	10	10	20	1210	38	14	1050	200	15
S16M08	182	164	346	1100	591	STR.				
S19M01	10	10	10	20	840	38	12	225	425	7
S19M03	24	24	24	8450	453	STR.				
S19M03A	24	24	24	9275	498	STR.				
S19M04	24	24	24	4550	244	STR.				
S19M04A	24	24	24	4950	266	STR.				
				TOTAL =	2194					
SUPERSTRUCTURE - Bridge No. 21661R (1346R)										
S16M02	10	10	10	20	960	30	2	800	200	
S16M03	10	10	10	20	1160	36	2	1000	200	
S16M05	10	10	10	20	1210	38	14	1050	200	15
S16M08	164	156	320	1100	546	STR.				
S19M01	10	10	10	20	840	38	12	225	425	7
S19M03	24	24	24	4050	217	STR.				
S19M03A	24	24	24	4325	232	STR.				

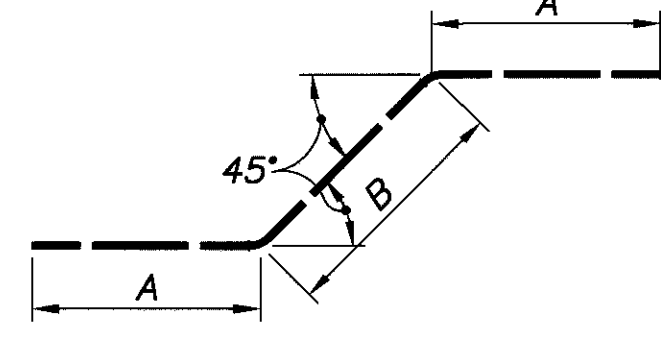
REINFORCING STEEL BENDING DIAGRAMS



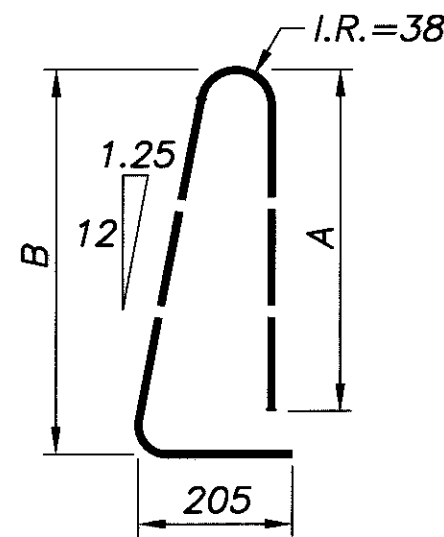
TYPE 1



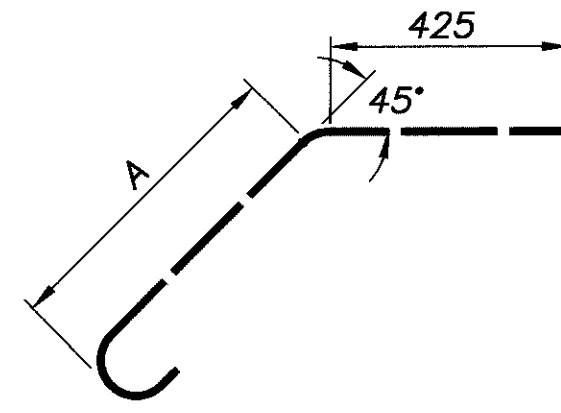
TYPE 2



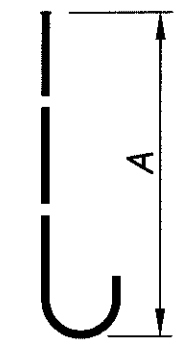
TYPE 3



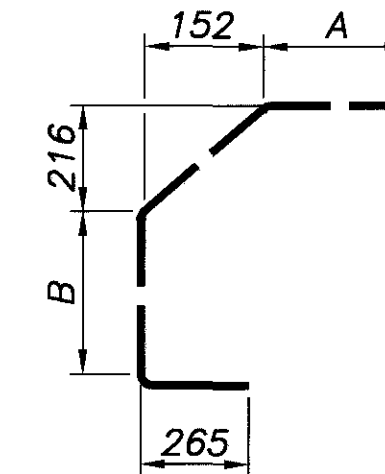
TYPE 4



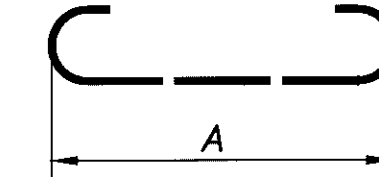
TYPE 5



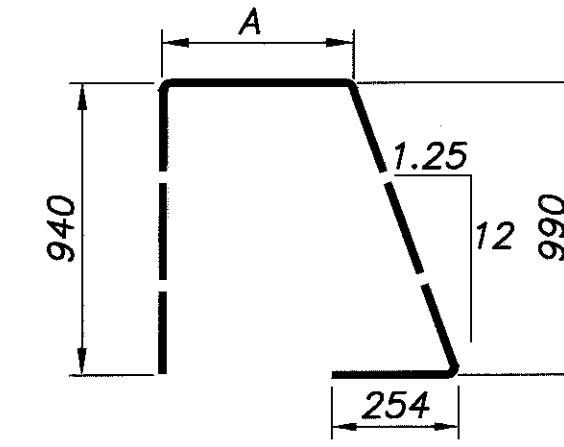
TYPE 6



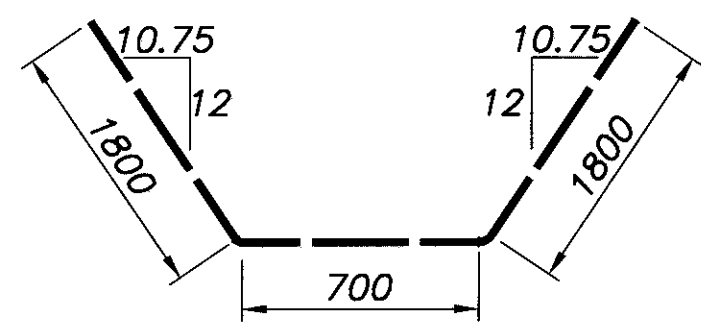
TYPE 7



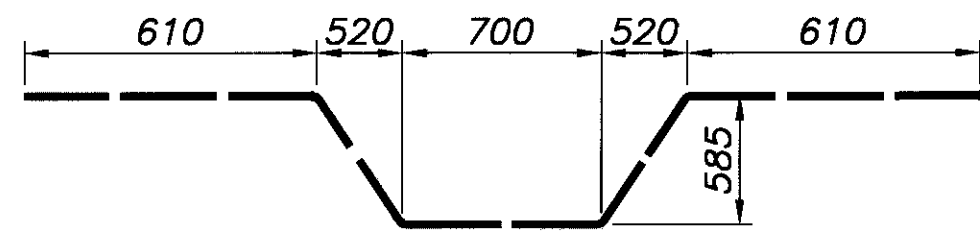
TYPE 8



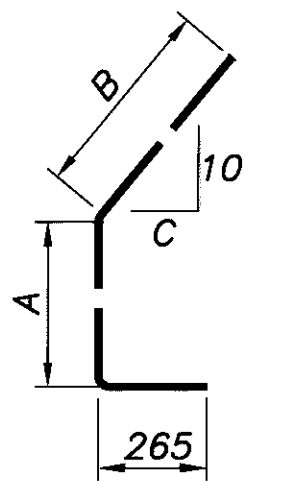
TYPE 9



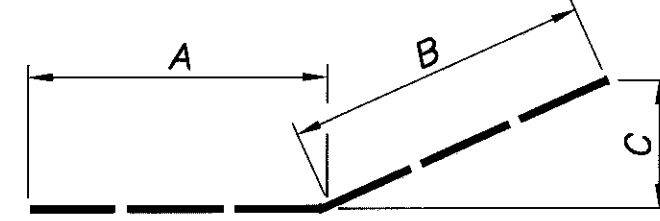
TYPE 10



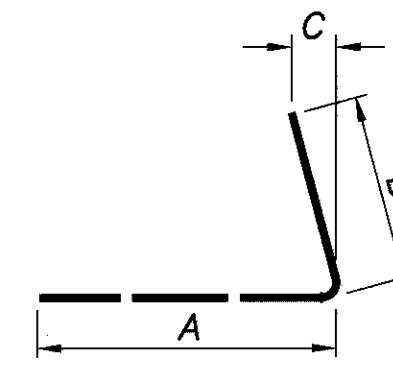
TYPE 11



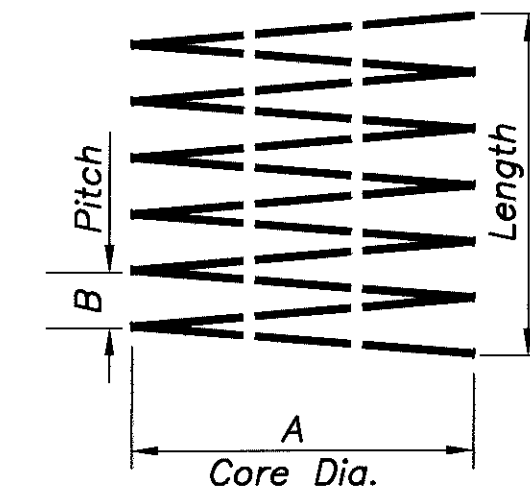
TYPE 12



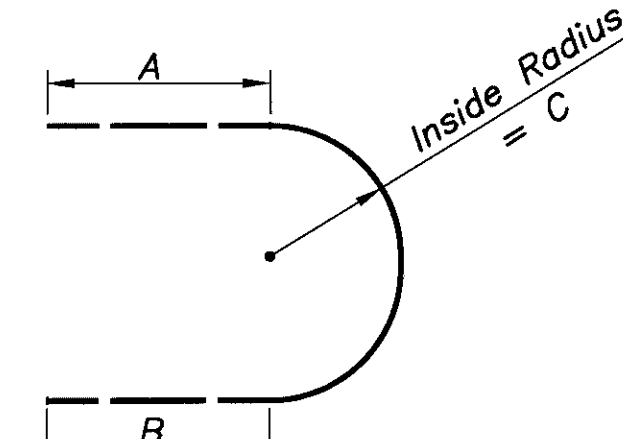
TYPE 13



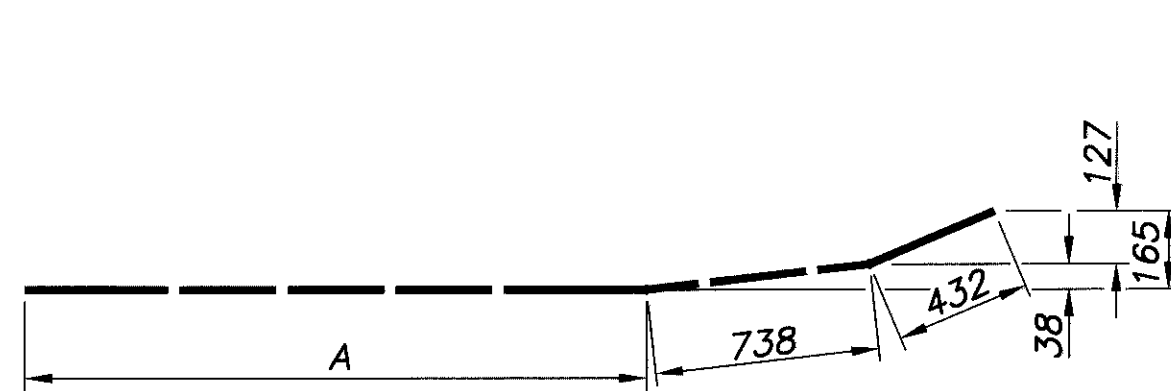
TYPE 14



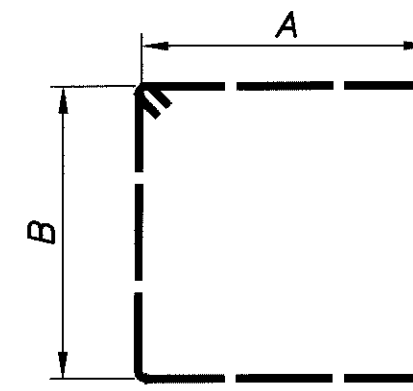
TYPE 15



TYPE 16



TYPE 17



TYPE 18

NOTES

1. All reinforcing steel to be epoxy coated.
2. Spiral Reinforcing Bars: The "length" shown in the steel list for the spiral bars is the length of the spiral along the axis of the spiral. Three steel channel, tee or angle spacers, weighing approximately 1.19 kg per meter of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coils. The number of kilograms of these spacers, based on 3.57 kg per meter will be included in the tabulated quantities of spiral bars.
3. The weight of the reinforcing steel shown is for informational purposes only. The cost of reinforcing steel is included in their appropriate concrete items for payment.
4. The bar size number is specified on the plans in the bar mark column. The first two digits indicates the bar size number. For example, a 16M01 is a #16M bar. Bar dimensions shown are out to out unless otherwise indicated. R indicates inside radius, unless otherwise noted. "STD." written in place of a dimension indicates a standard bend at the end of the bar.

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 XREF#3 = NONE
 COMMON DETAILS/ MOT9REBAR.DWG
 JUNE-24-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE
 7-15-99
 REVIEWED
 GEA
 DRAWN
 KVB
 DESIGNED
 KVB
 CHECKED
 ASB
 STRUCTURE FILE NUMBER
 NA

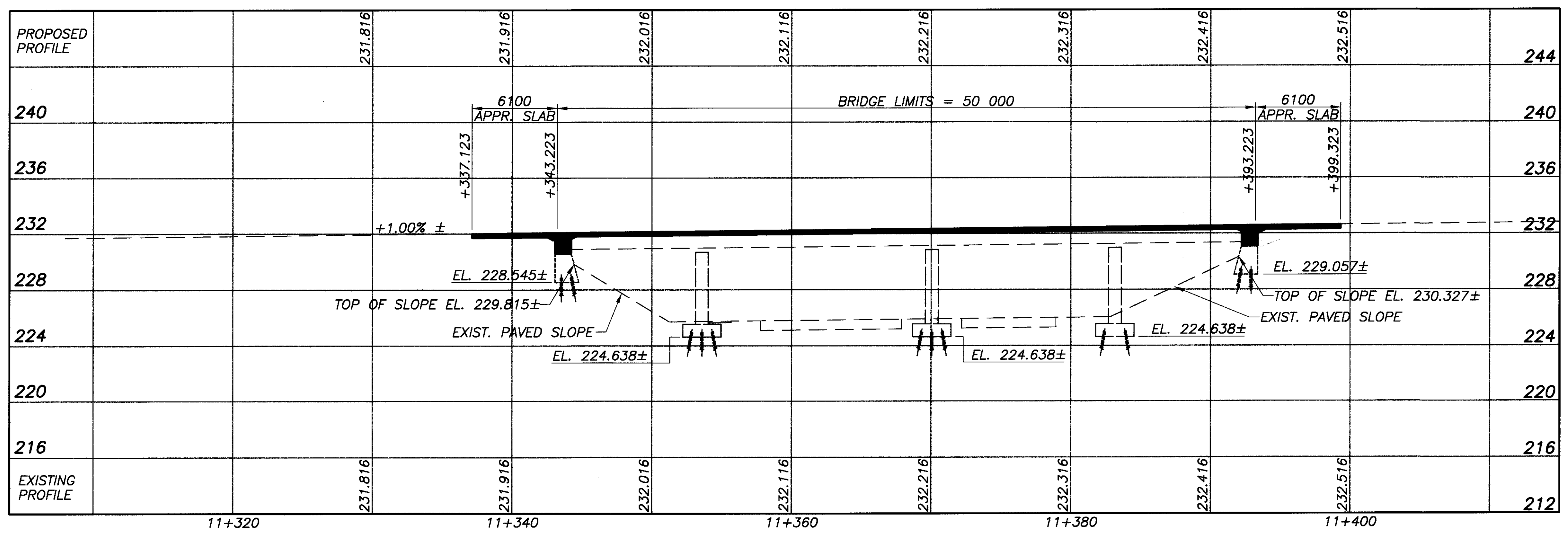
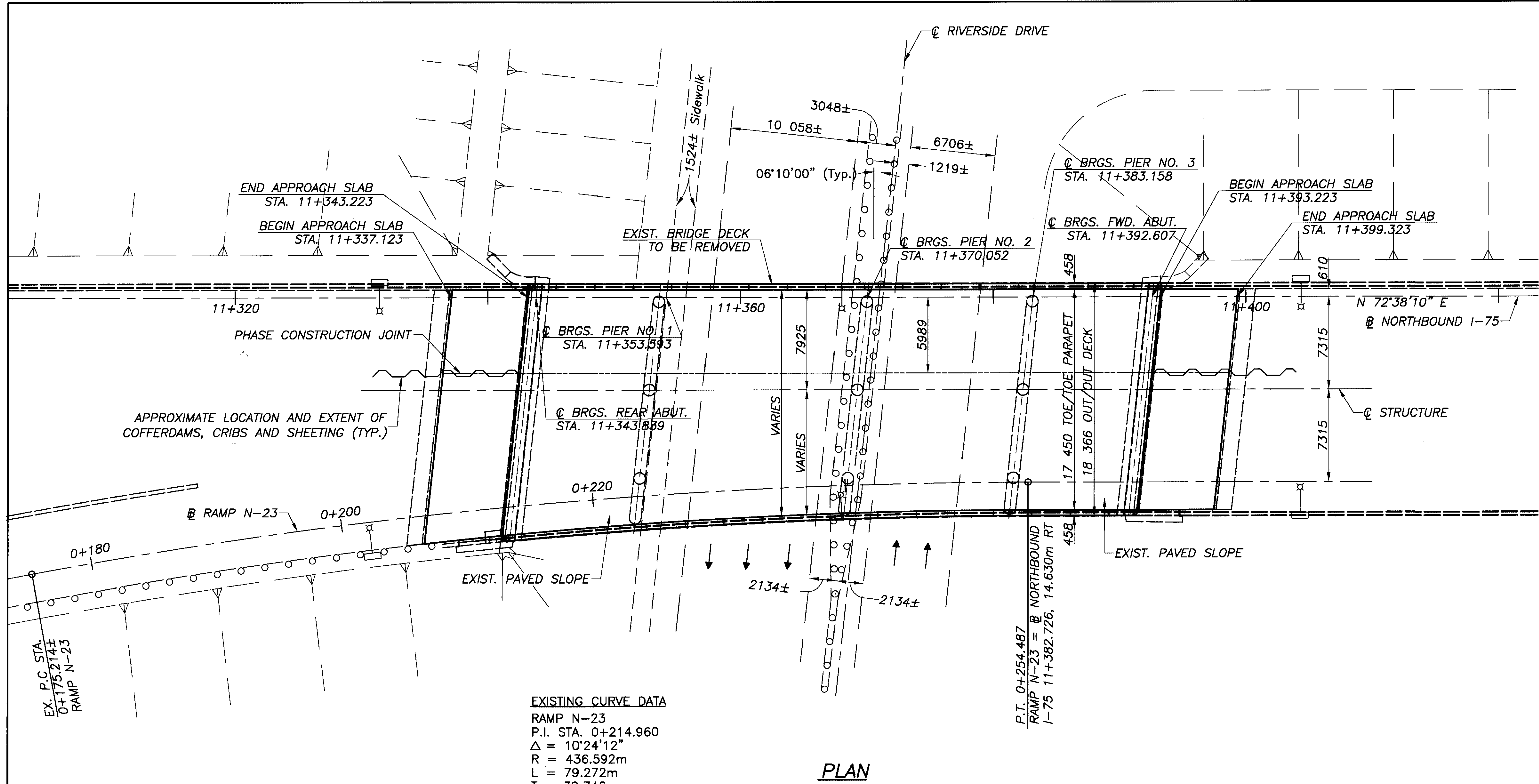
REINFORCING STEEL BENDING DIAGRAM AND NOTES
 Common for all Bridges

MOT-75-16.794

29A / 29

243A
 319

NOTE:
DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. ELEVATIONS AND STATIONS HOWEVER ARE IN METERS.



TRAFFIC DATA

CURRENT YEAR (2000) ADT = 47,130
DESIGN YEAR (2020) ADT = 60,650
DESIGN YEAR (2020) ADTT = 5,460

- PROPOSED WORK:**
1. ELIMINATE EXPANSION JOINT AT ABUTMENTS BY EMPLOYING SEMI-INTEGRAL CONSTRUCTION.
 2. REPLACE EXISTING ABUTMENT ROCKER BEARINGS WITH ELASTOMERIC BEARINGS.
 3. PAINT EXISTING STRUCTURAL STEEL.
 4. PROVIDE A NEW COMPOSITE REINFORCED CONCRETE DECK.
 5. REPLACE EXISTING APPROACH SLABS.

EXISTING STRUCTURE

TYPE: CONTINUOUS SPAN ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUB-STRUCTURE

SPANS: 9754±, 16 459±, 13 106±, 9449±, C/C BRGS.

ROADWAY: VARIES FROM 19 166 TO 17 450 TOE TO TOE PARAPETS

DESIGN LOADING: C.F. 2000

SKREW: 06°10'00± LF

WEARING SURFACE: LATEX MODIFIED CONCRETE OVERLAY

ALIGNMENT: TANGENT

YEAR BUILT: 1959, WIDENED 1970

APPROACH SLABS: AS-1-54 (6096± LONG)

STRUCTURE FILE NUMBER: 5708346

PROPOSED STRUCTURE

TYPE: COMPOSITE CONTINUOUS STEEL BEAM W/ REINFORCED CONCRETE DECK AND SUB-STRUCTURE

SPANS: 9754±, 16 459±, 13 106±, 9449± C/C BRGS ALONG @ NB I-75

ROADWAY: VARIES FROM 17 450± TO 19 400± TOE TO TOE PARAPETS

SKREW: 06°10'00 LF

DESIGN LOADING: MS18 CASE II AND ALTERNATE MILITARY LOADING

APPROACH SLABS: AS-1-81M (6100 LONG)

ALIGNMENT: TANGENT

CROWN: VARIES

WEARING SURFACE: MONOLITHIC CONCRETE

LATITUDE: 39°46'18" N

LONGITUDE: 84°11'24" W

DESIGN AGENCY: **BARR ENGINEERING, INC.**
5 EAST LONG STREET, 8TH FLOOR
COLUMBUS, OHIO, 43215
(440) 526-6455 FAX: (440) 526-6457

REVIEWED DATE: 7/15/99
DRAWN: TJP
CHECKED: KVB

MONTGOMERY CNTY
STA. 11+343.223
STA. 11+393.223

SITE PLAN
BRIDGE NO. MOT-75-21967R(1365R)
OVER RIVERSIDE DRIVE

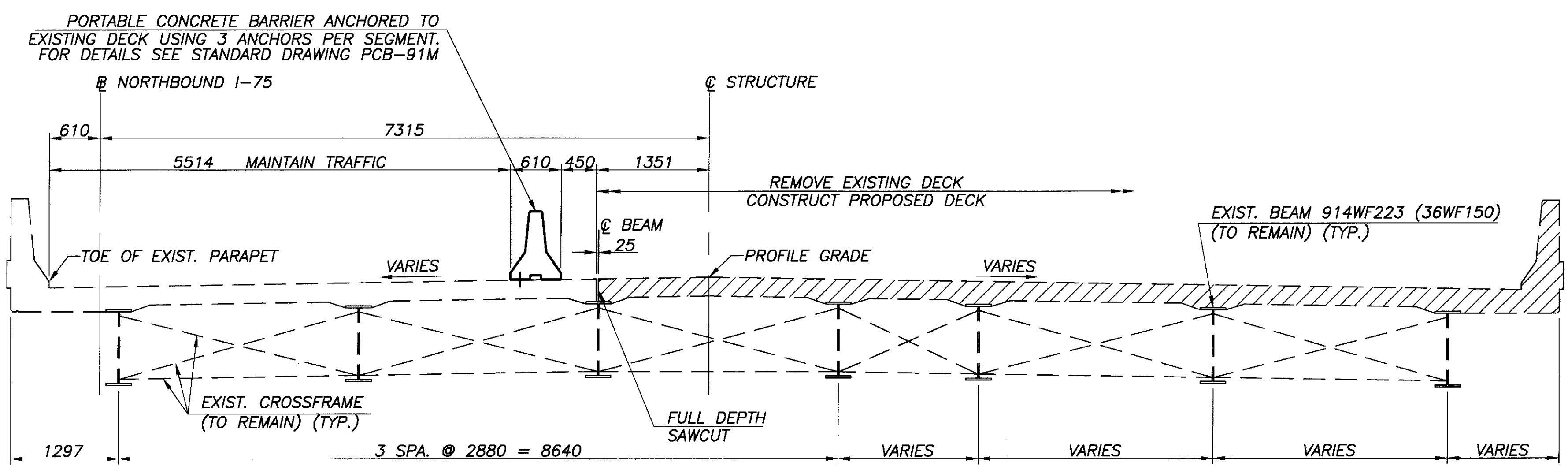
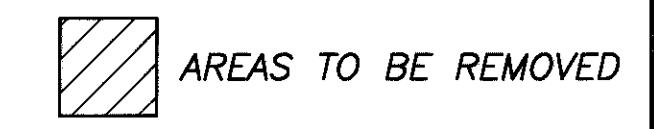
MOT-75-16.794

1/11

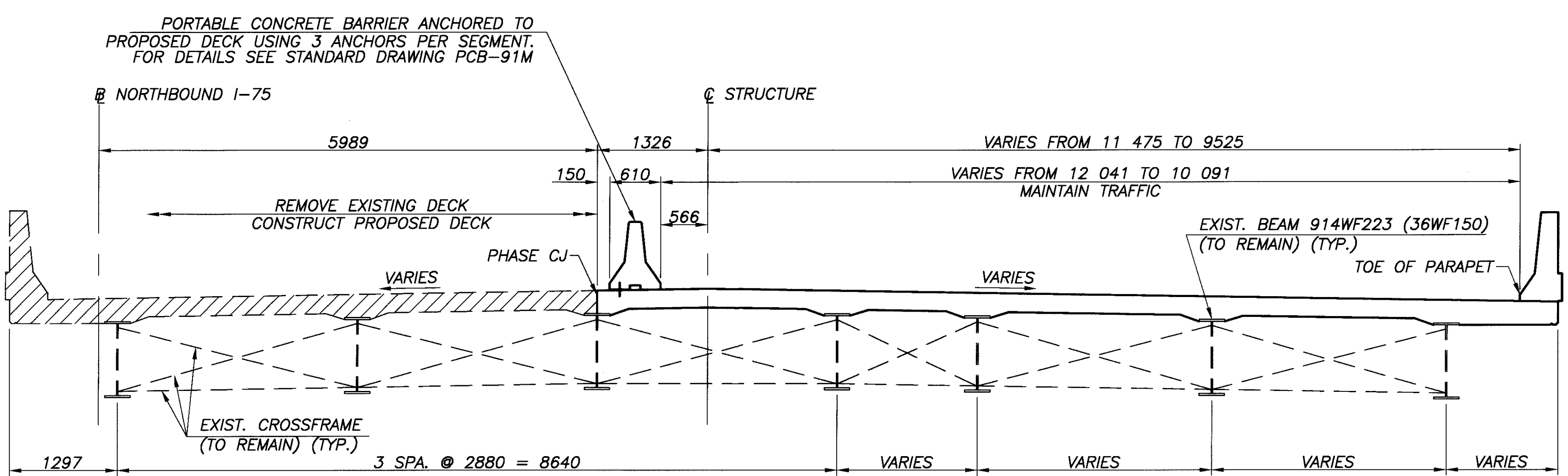
244
319

PLOTTED VIEW = PLANT
 PLOT SCALE = 5=1
 C:\099-1\21967RSP1.DWG JULY-24-1999
 XREF #1 = NONE

LEGEND



TRANSVERSE SECTION - PHASE 1 REMOVAL



TRANSVERSE SECTION - PHASE 1 CONSTRUCTION & PHASE 2 REMOVAL

CONSTRUCTION SEQUENCE

PHASE 1

1. INSTALL PORTABLE CONCRETE BARRIER AND REROUTE TRAFFIC ONTO THE LEFT HALF OF EXISTING DECK SLAB.
2. REMOVE RIGHT HALF PORTION OF EXISTING DECK SLAB, ABUTMENT BACKWALL AND APPROACH SLAB UP TO THE FULL DEPTH SAW CUT.
3. CONSTRUCT THE PHASE 1 PORTION OF THE DECK SLAB, THE CORRESPONDING END DIAPHRAGMS AND APPROACH SLABS.
4. CONSTRUCT THE BRIDGE DEFLECTOR PARAPET ON THE RIGHT SIDE OF THE STRUCTURE.

PHASE 2

1. INSTALL PORTABLE CONCRETE BARRIER AND REROUTE TRAFFIC ONTO THE RIGHT HALF OF THE PROPOSED STRUCTURE COMPLETED IN PHASE 1.
2. REMOVE REMAINING PORTION OF EXISTING DECK SLAB, ABUTMENT BACKWALL AND APPROACH SLAB.
3. CONSTRUCT THE PHASE 2 PORTION OF THE DECK SLAB. CONSTRUCT THE CORRESPONDING END DIAPHRAGMS.
4. CONSTRUCT THE BRIDGE DEFLECTOR PARAPET ON THE LEFT SIDE OF THE STRUCTURE.

NOTES:

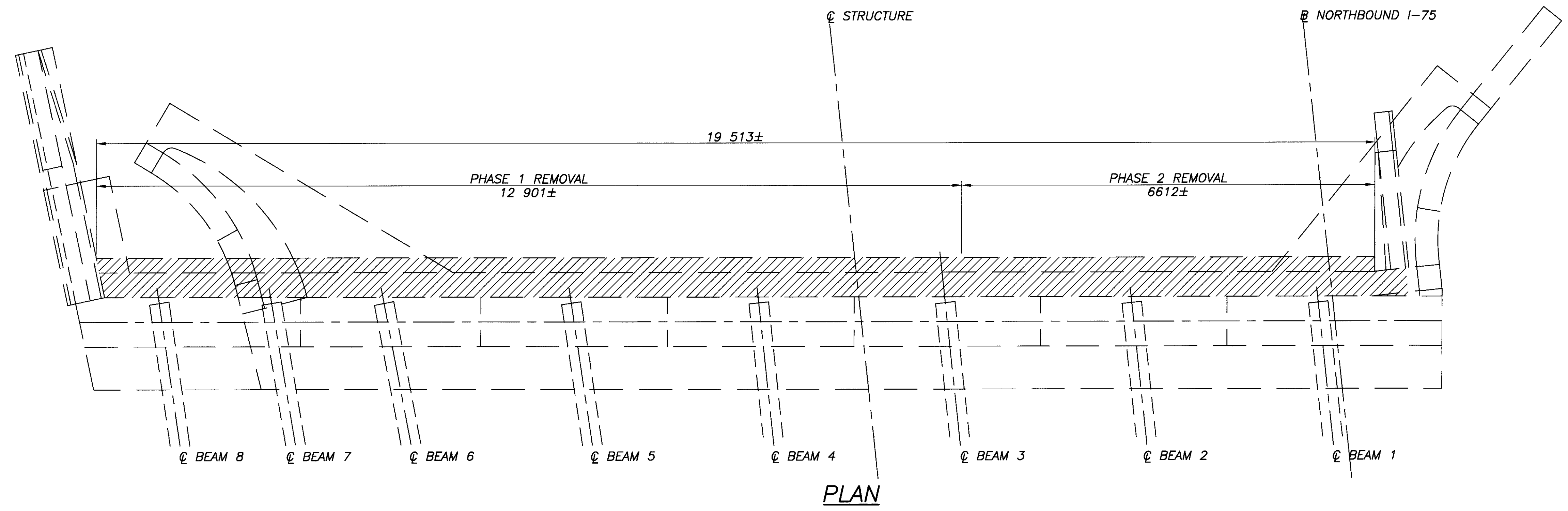
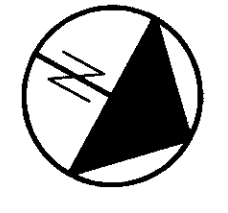
1. PORTABLE CONCRETE BARRIER IS CARRIED IN THE ROADWAY PLANS FOR PAYMENT.
2. FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS, SEE ROADWAY PLANS.
3. FOR ADDITIONAL PORTABLE CONCRETE BARRIER DETAILS, SEE STD. DWG. PCB-91M.
4. FOR ABUTMENT REMOVAL DETAILS, SEE SHEET **319**.

PHASE CONSTRUCTION DETAILS
 BRIDGE NO. MOT-75-21967R(1365R)
 OVER RIVERSIDE DRIVE

MOT-75-16.794

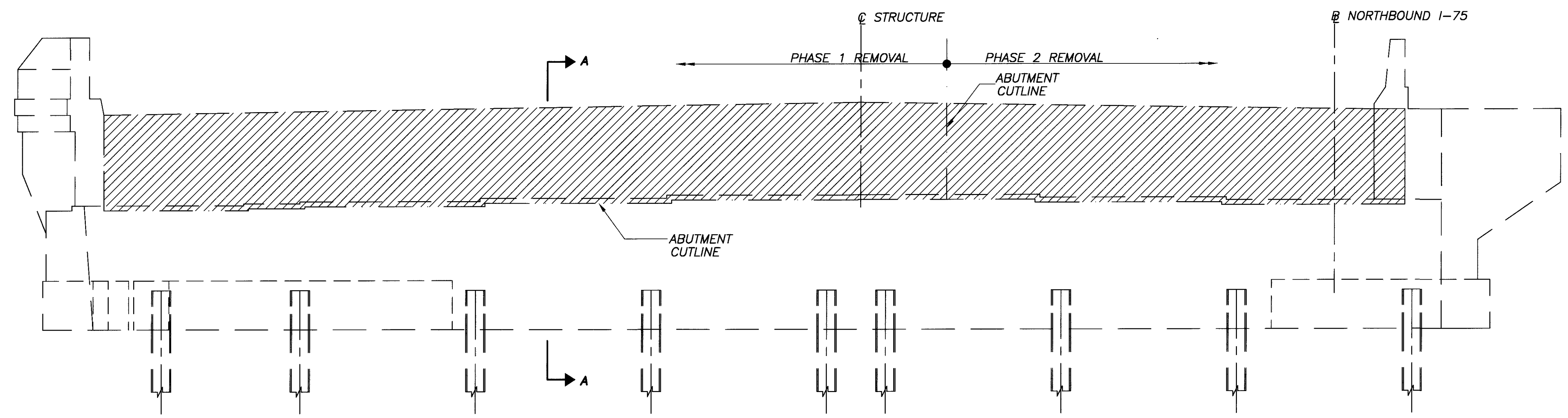
2 / 11

245
 319

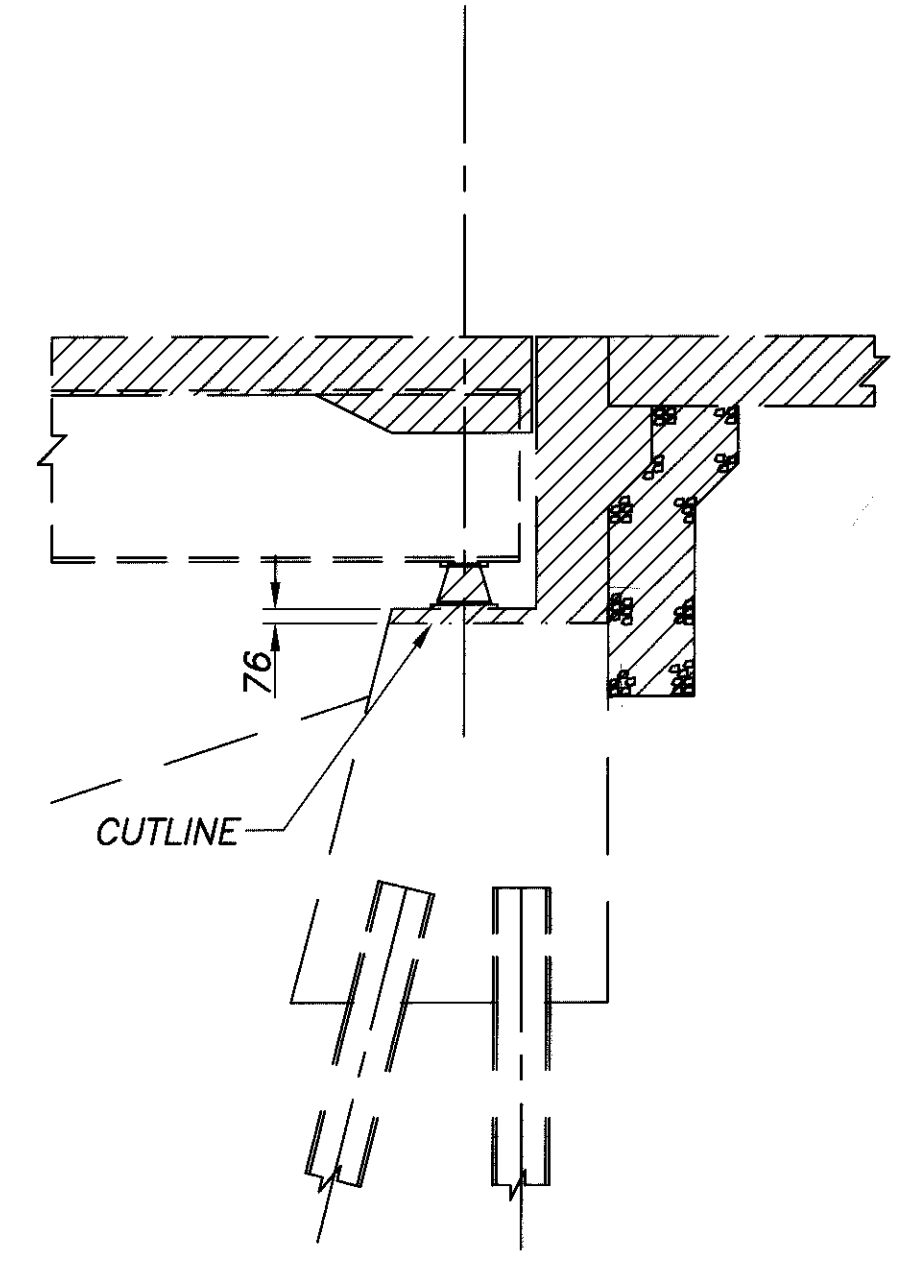


PLAN

NOTES: EXIST. PILES NOT SHOWN.

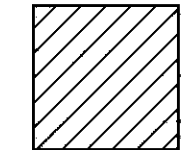


ELEVATION



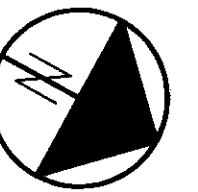
SECTION A-A

NOTES:
 CUT ALL EXISTING VERTICAL REINFORCING BARS AT CUTLINE. LONGITUDINAL BARS IN THE ABUTMENT BRIDGE SEAT SHALL NOT BE DISTURBED.
 REAR ABUT. SHOWN, FWD. ABUT. SIMILAR EXCEPT OPPOSITE HAND.

LEGEND
 AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

PLOTTED VIEW = PLAN
 PLOT SCALE = 25'-1"
 CAD99-4 2186783A1.DWG
 JULY-24-1999

DESIGN AGENCY BARR ENGINEERING, INC 5 EAST LONG STREET, 8TH FLOOR COLUMBUS, OHIO, 43215 (614) 221-1941 FAX: (614) 221-0907	
DRAWN TJP	REVIEWED DATE GEA 7/15/99 STRUCTURE FILE NO 5708346
DESIGNED TJP	CHECKED KVB
ABUTMENT REMOVAL DETAILS BRIDGE NO. MOT-75-21967R(1365R) OVER RIVERSIDE DRIVE	
MOT-75-16.794	
3 / 11	
246 319	



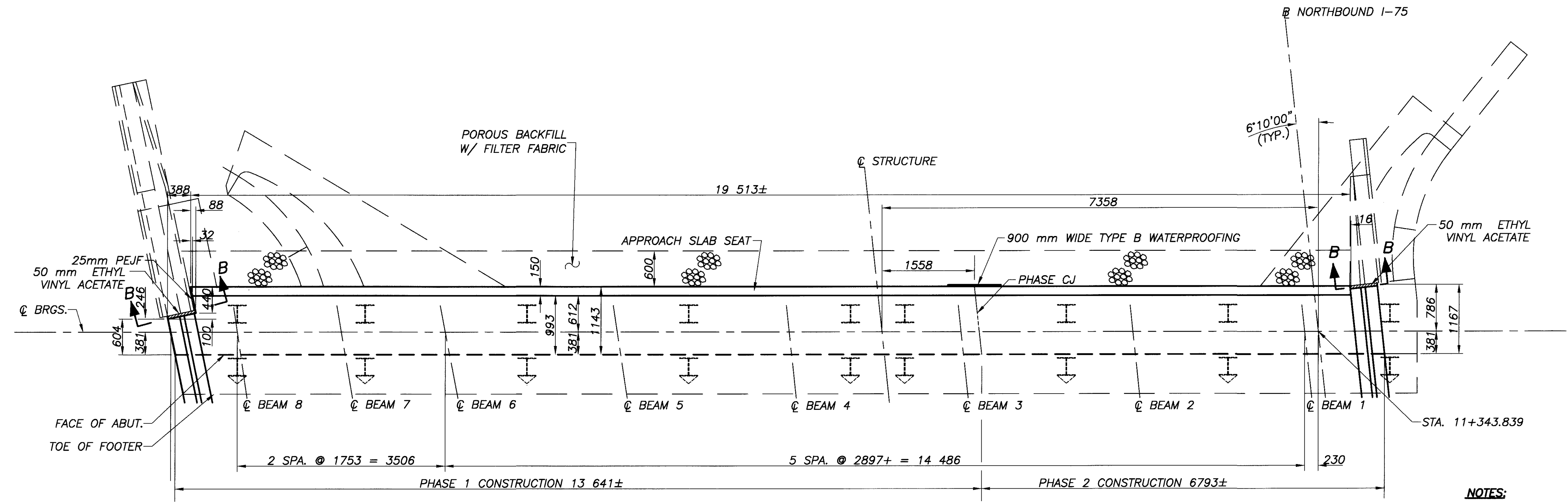
DESIGN AGENCY
BARR ENGINEERING, INC
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO, 43215
 (614) 221-1941 FAX: (614) 221-0907

DESIGNED DRAWN REVIEWED DATE
 TJP TJP GE 7-15-99
 CHECKED REVISED STRUCTURE FILE NO
 KVB 5708346

REAR ABUTMENT DETAILS
 BRIDGE NO. MOT-75-21967R (1365R)
 OVER RIVERSIDE DRIVE

MOT-75-16.794

4/11
 247
 319

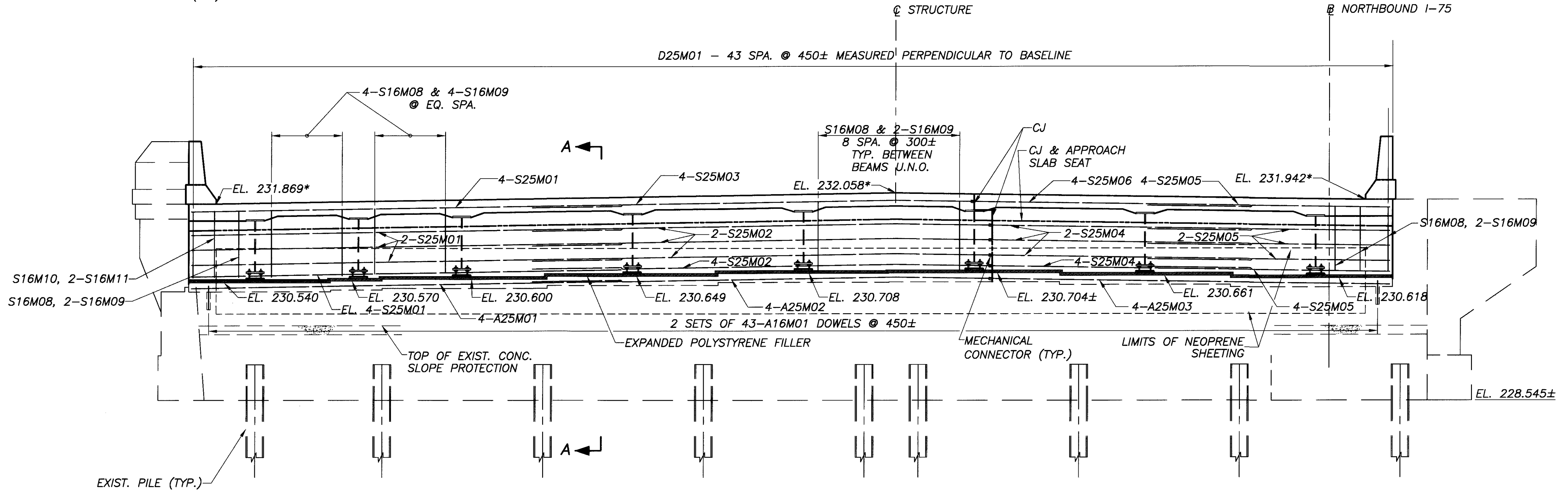


PLAN

NOTES:
 * ELEVATION SHOWN AT CENTERLINE BRGS.
 FOR REINFORCING STEEL SCHEDULE SEE SHEET [T/T].
 SEE SHEET [6/1] FOR SECTIONS A-A & B-B AND OTHER NOTES.

LEGEND

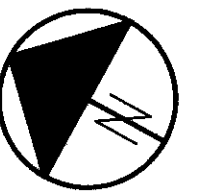
- EXIST. HP310x79 PILE
- EXIST. HP310x79 BATTERED (4:1) PILE



ELEVATION

MINIMUM LAP LENGTHS	
#16M	= 735
#25M	= 1500

PLOTTED VIEW = PLANT
 XREF = NONE
 XREF # = NONE
 PLOT SCALE = 25=1
 CAD: 21967R5A3A.DWG
 JULY-24-1999



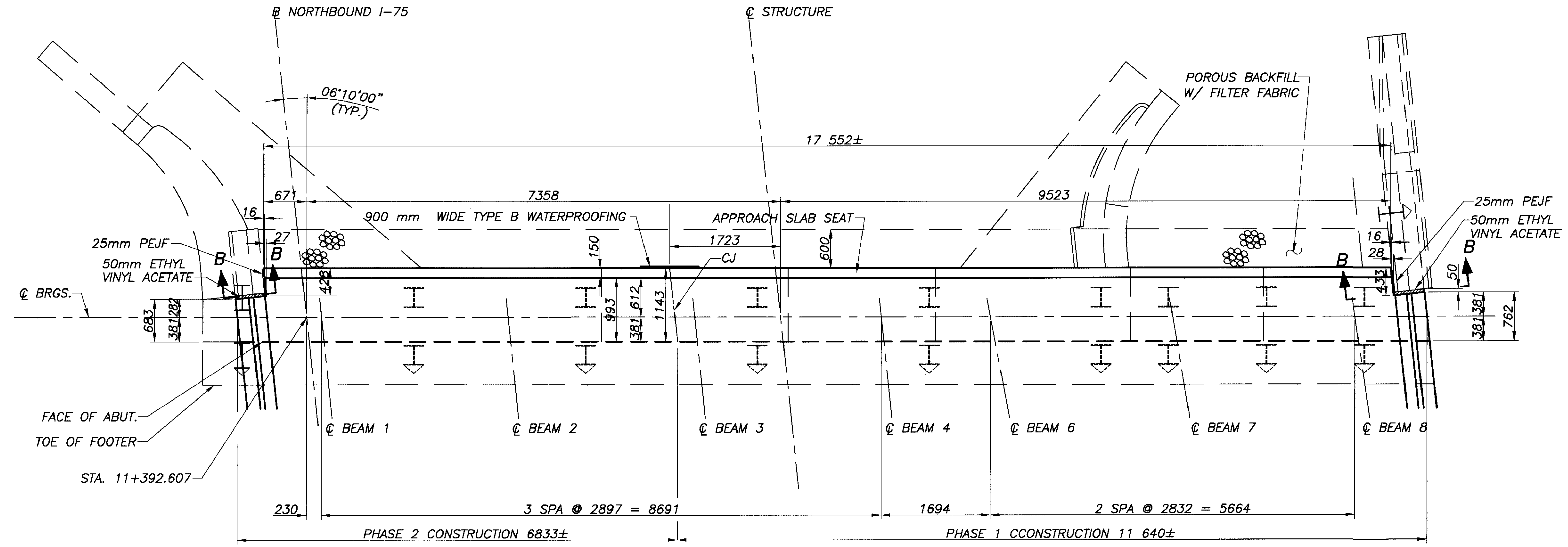
DESIGN AGENCY
BARR ENGINEERING, INC
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO 43215
 (614) 221-1941 FAX: (614) 221-0907

DESIGNED BY TJP
 CHECKED BY KVB
 DRAWN BY TJP
 REVISED BY KVB
 DATE
 REVIEWED BY GE
 DATE
 FILE NO.
 STRUCTURE FILE NO.
 5708346

FORWARD ABUTMENT DETAILS
 BRIDGE NO. MOT-75-21967R (1365R)
 OVER RIVERSIDE DRIVE

MOT-75-16.794

5/11
 248
 319



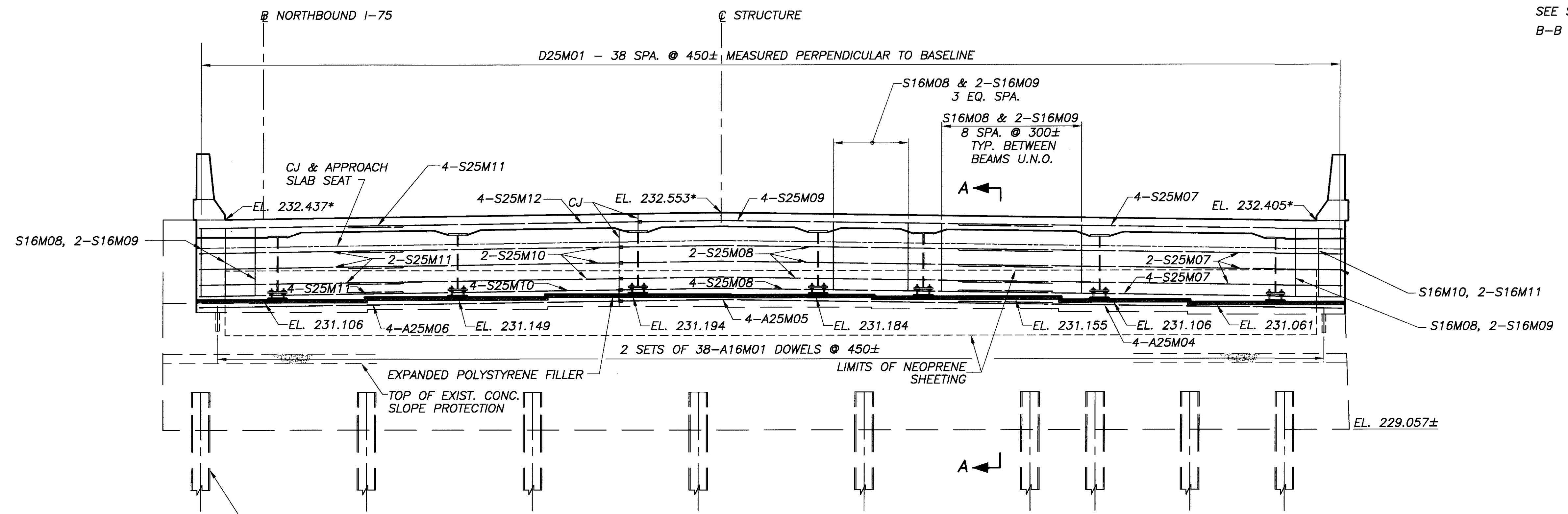
PLAN

LEGEND

- EXIST. HP310x79 PILE
- EXIST. HP310x79 BATTERED (4:1) PILE

NOTES:

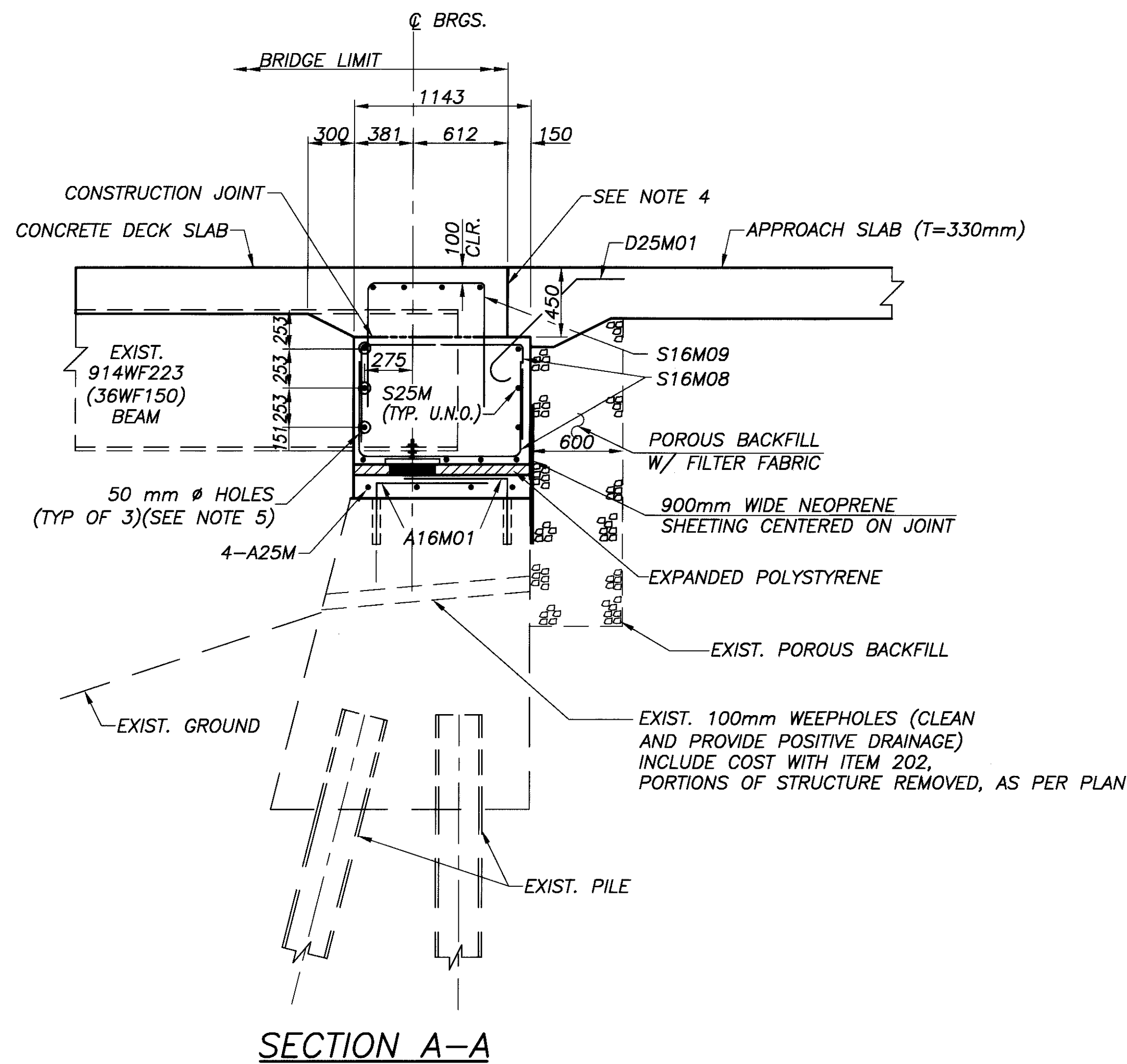
- * ELEVATION SHOWN AT CENTERLINE BRGS.
- FOR REINFORCING STEEL SCHEDULE SEE SHEET [1717].
- SEE SHEET [671] FOR SECTIONS A-A & B-B AND OTHER NOTES.



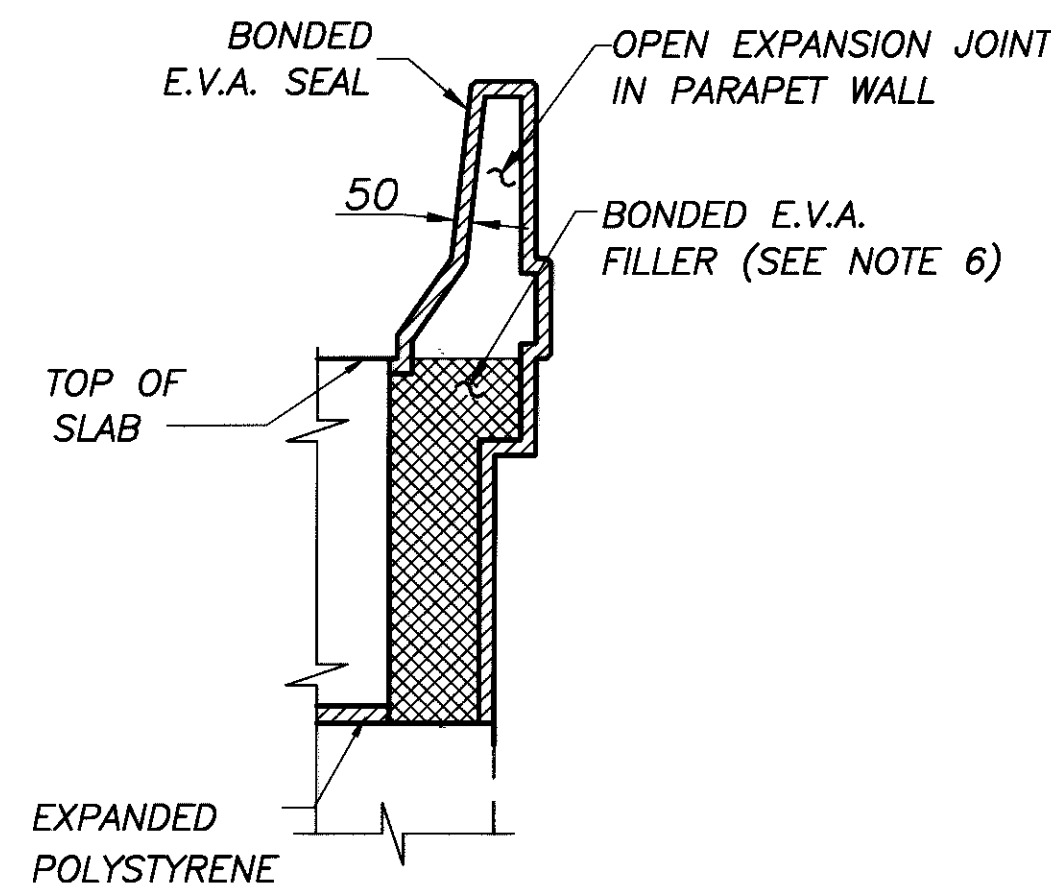
ELEVATION

MINIMUM LAP LENGTHS	
#16M	= 735
#25M	= 1500

PLOTTED VIEW = PLANT
 PLOT SCALE = 25=1
 XREF # = NONE
 XREF # = NONE
 2186728A3.DWG
 09/29/04
 SEPTEMBER-01-1999

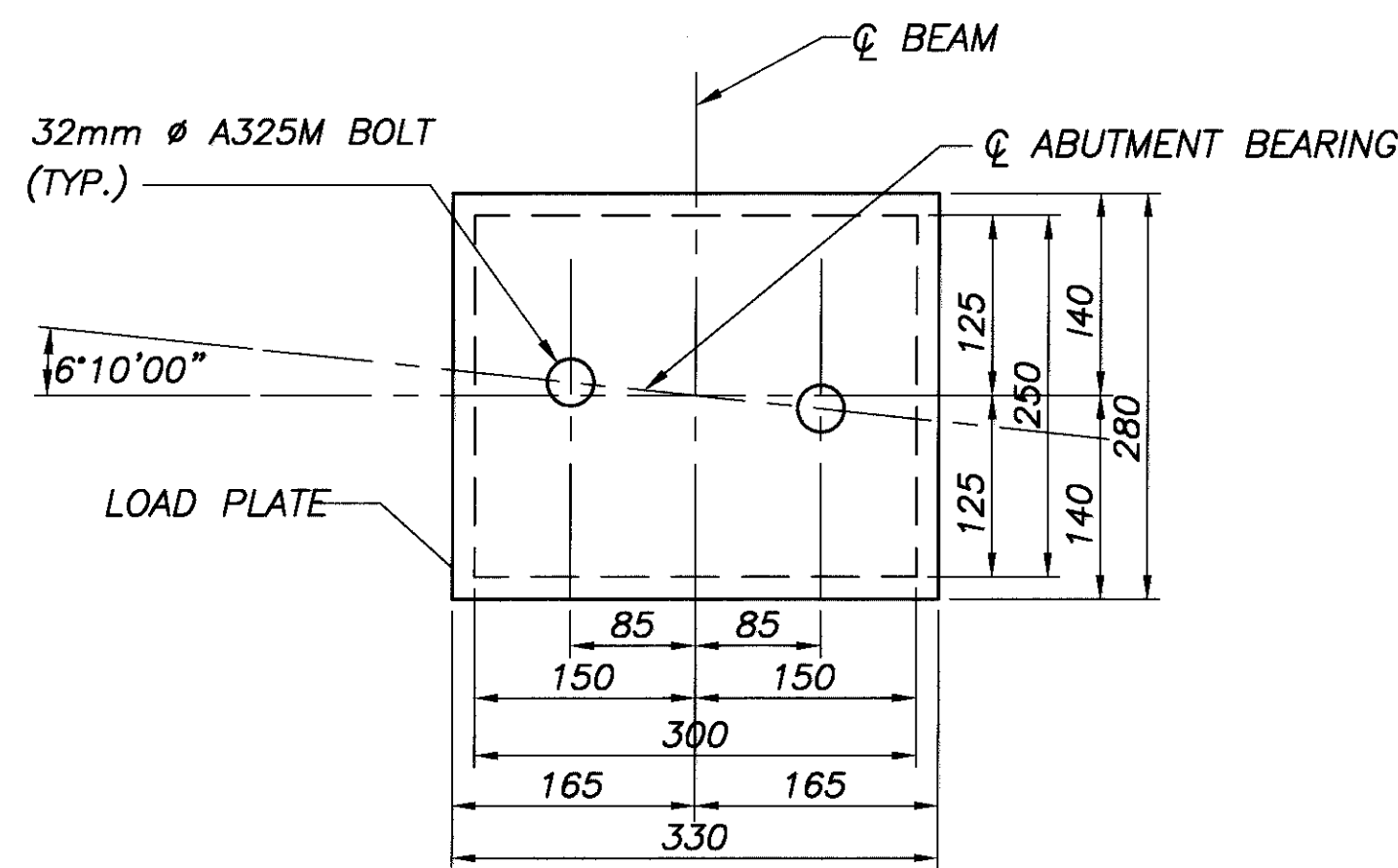


SECTION A-A

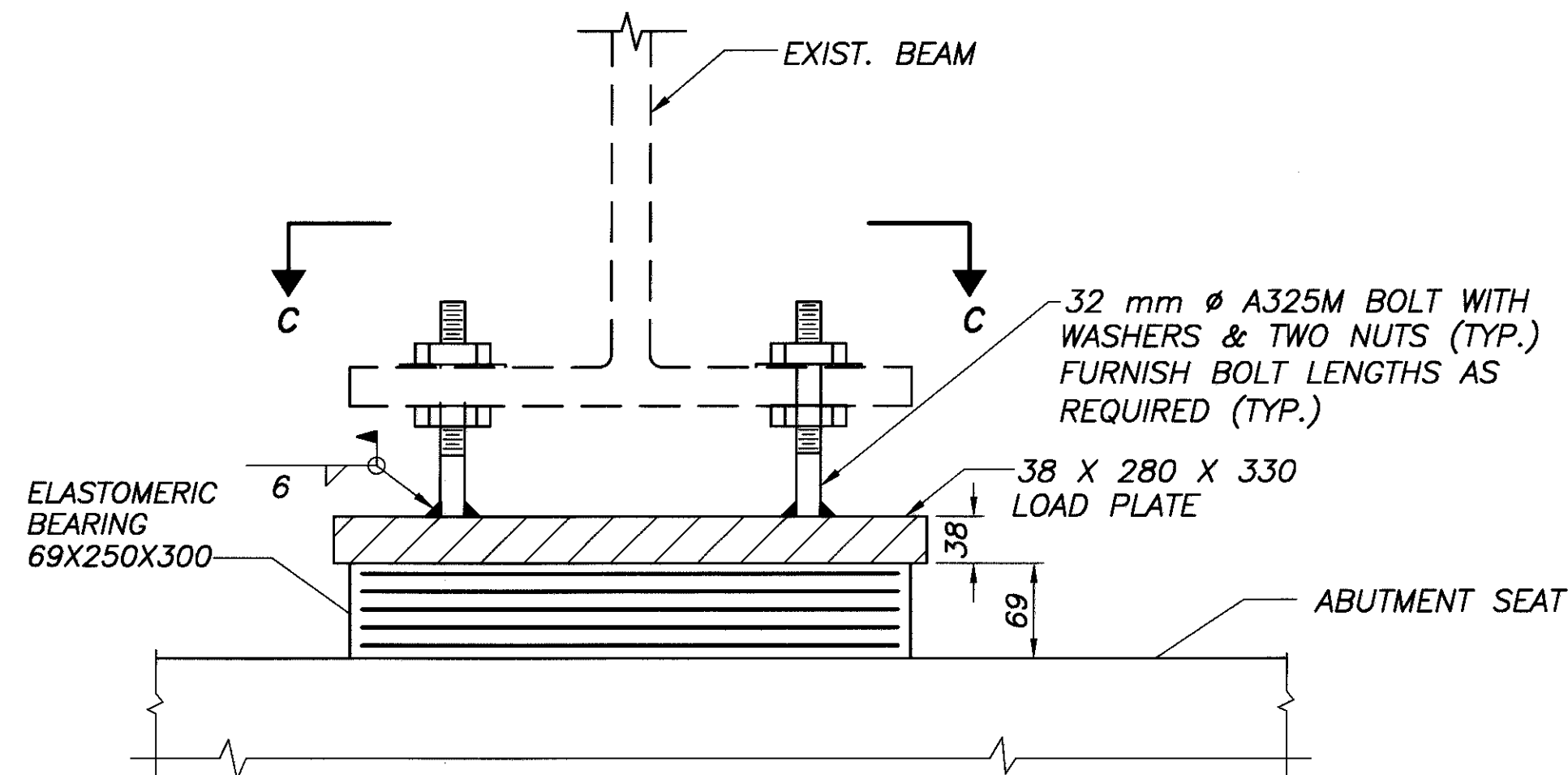


SECTION B-B

E.V.A. LIMITS. - JOINT SEAL TO BE INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.



SECTION C-C



LAMINATED ELASTOMERIC EXPANSION BEARING - ABUTMENTS

LAMINATED ELASTOMERIC BEARING DATA	
DEAD LOAD = 96 KN	
LIVE LOAD = 204 KN	
DESIGN LOAD = 300 KN	
	NUMBER
EXTERIOR ELASTOMERIC LAYER (THICKNESS=6)	2
INTERIOR ELASTOMERIC LAYER (THICKNESS=8)	7
STEEL PLATE LAMINATE (THICKNESS=2)	8

NOTES:

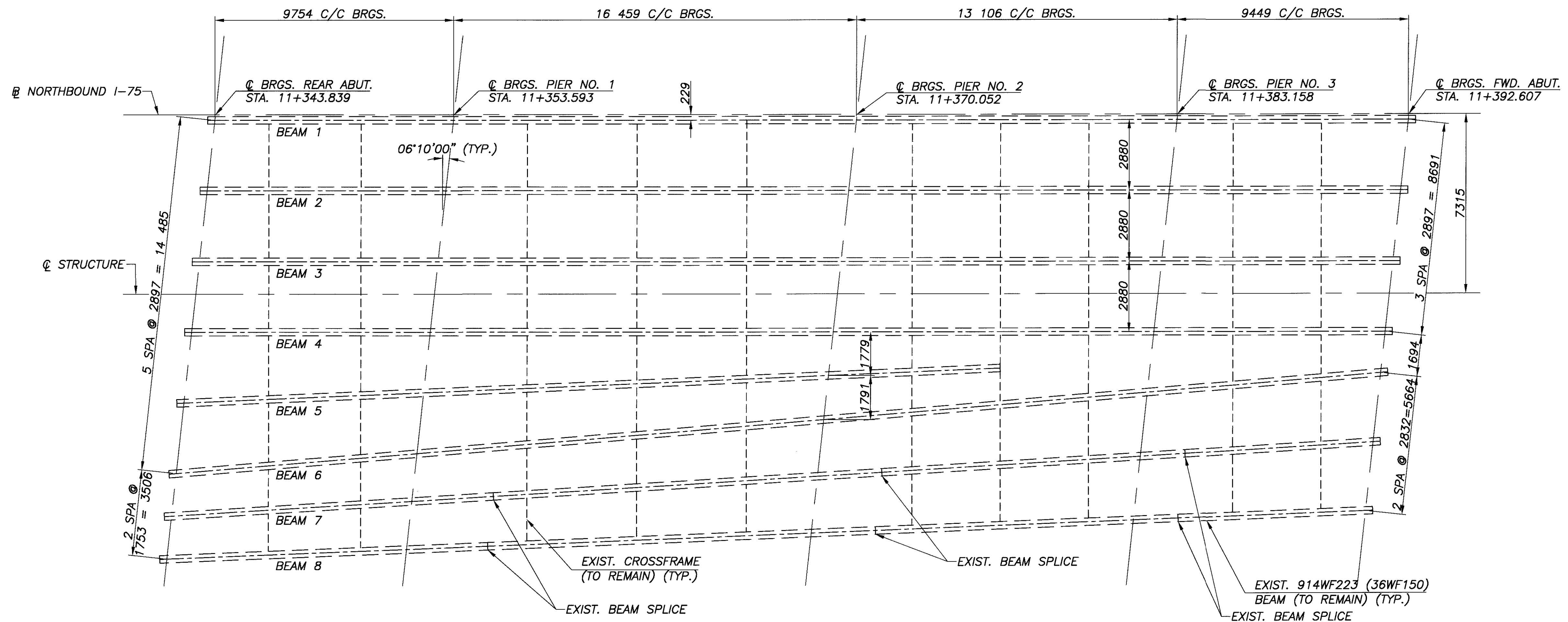
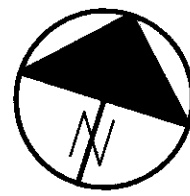
- POROUS BACKFILL WITH FILTER FABRIC, 600 mm THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 300 mm BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
- ABUTMENT DIAPHRAGM, STEEL SUPERSTRUCTURE CONCRETE ENCASING STRUCTURAL STEEL MEMBERS SUPPORTED IN SEMI-INTEGRAL AND INTEGRAL TYPE ABUTMENTS SHALL BE PLACED AT LEAST 48 HOURS BEFORE THE ACTUAL DECK CONCRETE IS PLACED.
- ALL REINFORCING STEEL CLEARANCES SHALL BE 50 mm UNLESS STATED OTHERWISE.
- TYPE A WATERPROOFING PER STD. DWG. AS-1-81M SHALL BE INCLUDED WITH THE APPROACH SLAB FOR PAYMENT.
- 50 mm HOLES SHALL BE CUT IN THE EXISTING BEAMS AT ABUTMENTS. INCLUDE COST WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.
- ETHYLENE VINYL ACETATE SHOWN ON THIS SHEET SHALL BE "EVEAZATE 50" BY EPOXY INDUSTRIES INC., OR "THERMAL-CHEM E.V.A." BY THERMAL CHEM. INC. OR AN APPROVED EQUAL. IT SHALL BE INSTALLED WITH BONDER AS RECOMMENDED BY THE MANUFACTURER AT THE LOCATION DETAILED WITHIN THESE PLANS. INCLUDE COST WITH ITEM 516, SEMI INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN.

ELASTOMERIC BEARING NOTES:

- ELASTOMERIC BEARINGS SHALL COMPLY WITH ITEM 516 AND ARTICLES 18.2.5 THROUGH 18.2.8 OF SECTION 18, BEARING DEVICES, DIVISION II CONSTRUCTION OF THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER, AND SHALL BE SUBJECTED TO THE LOAD TESTING REQUIREMENTS CORRESPONDING TO DESIGN METHOD A. TESTING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARINGS, EACH.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 150° C AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
THE STEEL LOAD PLATE SHALL BE THE SAME MATERIAL AS THE ATTACHED STRUCTURAL STEEL AND BE SIMILARLY CLEANED AND COATED. SURFACE PREPARATION AND PRIMING SHALL BE DONE IN THE SHOP AND BE INCLUDED IN THE PRICE BID FOR THE BEARINGS. FIELD COATS SHALL BE INCLUDED IN THE PRICE BID FOR PAINTING MAIN STRUCTURAL STEEL.
- BEARING REPOSITIONING: IF THE STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 27° C OR LOWER THAN 4° C AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 15° C (+/-) 5° C, THE GIRDERS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDERFORMED SHAPE AT 15° C (+/-) 5° C.
- BASIS OF PAYMENT: THE UNIT PRICE BID SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR THE 516 BEARING ITEMS.

PLOTTED VIEW = PLANT
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 40=1
 CAD99-4 21967RSZ.DWG JULY-94-1989

DESIGN AGENCY: BARR ENGINEERING, INC.
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO 43215
 (614) 221-1941 FAX: (614) 221-0907
 DATE: 7/15/99
 REVIEWED: GEA
 DRAWN: KVB
 CHECKED: TJP
 DESIGNED: KVB
 STRUCTURE FILE NO: 5708346
 ABUTMENT SECTION & BEARING DETAILS
 BRIDGE NO. MOT-75-21967R (1365R)
 OVER RIVERSIDE DRIVE
 MOT-75-16.794
 6/11
 249
 319



STEEL FRAMING PLAN

SCREED ELEVATIONS

	SPAN NO. 1		SPAN NO. 2				SPAN NO. 3				SPAN NO. 4		
	☉ BRGS. REAR ABUT.	1/2 SPAN	☉ BRGS. PIER NO. 1	1/4 SPAN	1/2 SPAN	3/4 SPAN	☉ BRGS. PIER NO. 2	1/4 SPAN	1/2 SPAN	3/4 SPAN	☉ BRGS. PIER NO. 3	1/2 SPAN	☉ BRGS. FWD ABUT.
TOE OF PARAPET; LT	231.942	231.991	232.040	232.086	232.131	232.168	232.204	232.237	232.271	232.303	232.335	232.383	232.430
☉ I-75	231.951	232.000	232.049	232.095	232.140	232.177	232.213	232.246	232.280	232.312	232.344	232.392	232.439
BEAM NO. 1	231.954	232.003	232.052	232.098	232.143	232.180	232.216	232.249	232.283	232.315	232.347	232.395	232.442
BEAM NO. 2	231.996	232.045	232.094	232.139	232.182	232.221	232.258	232.291	232.325	232.357	233.389	232.437	232.484
BEAM NO. 3	232.038	232.087	232.136	232.181	232.224	232.263	232.300	232.333	232.367	232.399	232.431	232.479	232.526
☉ STRUCTURE	232.058	232.107	232.156	232.201	232.244	232.283	232.320	232.353	232.387	232.419	232.451	232.499	232.546
BEAM NO. 4	232.031	232.080	232.129	232.174	232.217	232.256	232.293	232.326	232.360	232.392	232.424	232.472	232.519
BEAM NO. 5	231.982	232.034	232.085	232.133	232.180	232.222	232.262	N/A	N/A	N/A	N/A	N/A	N/A
BEAM NO. 6	231.933	231.990	232.046	232.097	232.145	232.190	232.232	232.269	232.308	232.345	232.381	232.436	232.488
BEAM NO. 7	231.902	231.958	232.012	232.062	232.109	232.152	232.194	232.230	232.268	232.303	232.337	232.392	232.443
BEAM NO. 8	231.869	231.924	231.977	232.027	232.076	232.116	232.155	232.190	232.226	232.261	232.295	232.348	232.398
TOE OF PARAPET; RT	231.869	231.924	231.977	232.027	232.076	232.116	232.155	232.190	232.226	232.261	232.295	232.348	232.398

SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

NOTES:

WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE TO AREAS OF THE FACIA STRINGER FLANGES DESIGNATED "COMPRESSION". ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE NOT CLOSER THAN 25mm FROM EDGE OF FLANGE, BE NOT MORE THAN 50mm LONG, AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY AWS D1.5.

SEE SHEET **8/11** FOR BEAM ELEVATIONS

THE EXISTING SCUPPERS, SCUPPER SUPPORTS AND DOWN SPOUTS (NOT SHOWN ON FRAMING PLAN) SHALL BE REMOVED. THE CONNECTION BETWEEN DOWN SPOUTS AND EXISTING UNDERGROUND SEWER SHALL BE PLUGGED. THE COST OF THIS SHALL BE INCLUDED WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

THE EXISTING END DIAPHRAGMS (NOT SHOWN ON FRAMING PLAN) SHALL BE REMOVED AND PAID FOR UNDER ITEM 202.

SEE ABUTMENT DETAILS, SHEET **6/11**, FOR DETAILS OF THE HOLES TO BE PROVIDED IN THE BEAMS.

PLOTTED VIEW = PLANT
 SCALE = 10'-1
 XREF = NONE
 CAD99-1 21067RSC2.DWG JULY-24-1999

DESIGN AGENCY
BARR ENGINEERING, INC
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO, 43215
 (614) 221-1941 FAX: (614) 221-0907

DATE
 REVIEWED
 DATE
 7/15/99
 GEA

FILE NO
 STRUCTURE
 FILE NO
 5708346

DESIGNED
 TJP
 CHECKED
 KVB

DRAWN
 TJP
 REVISED

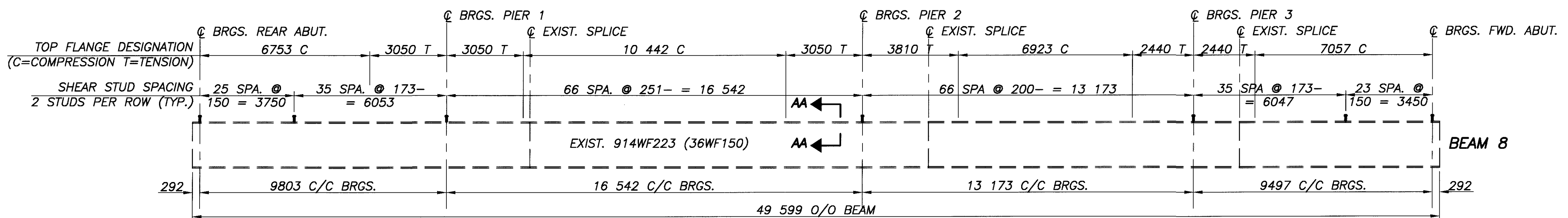
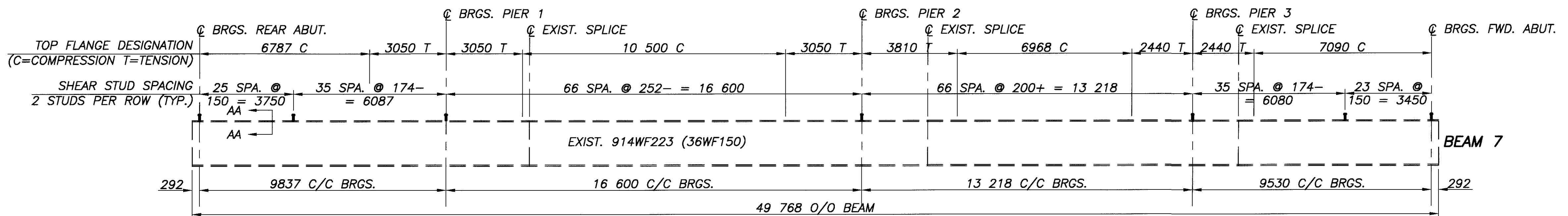
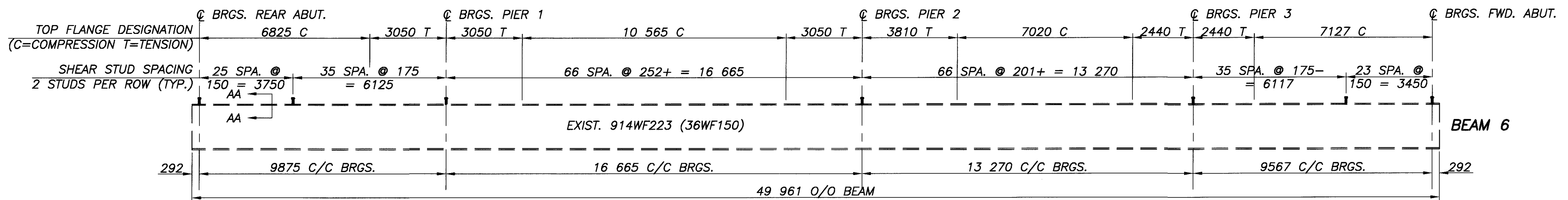
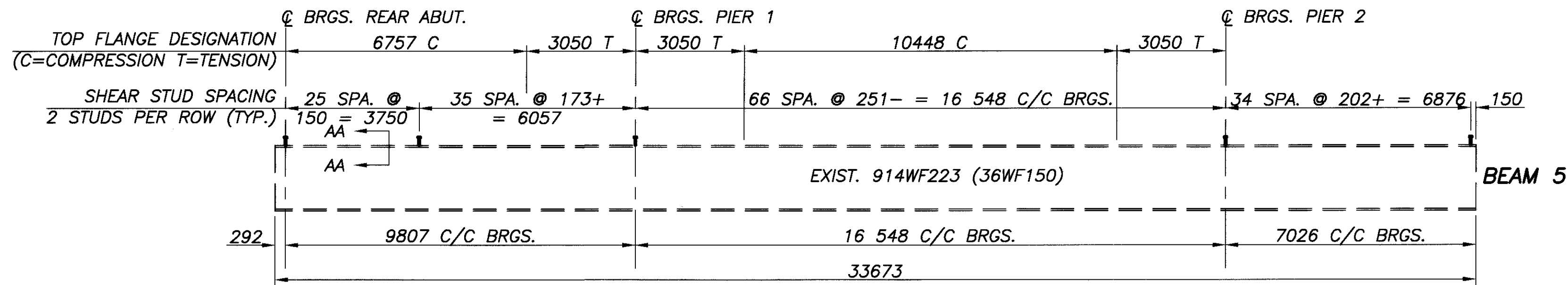
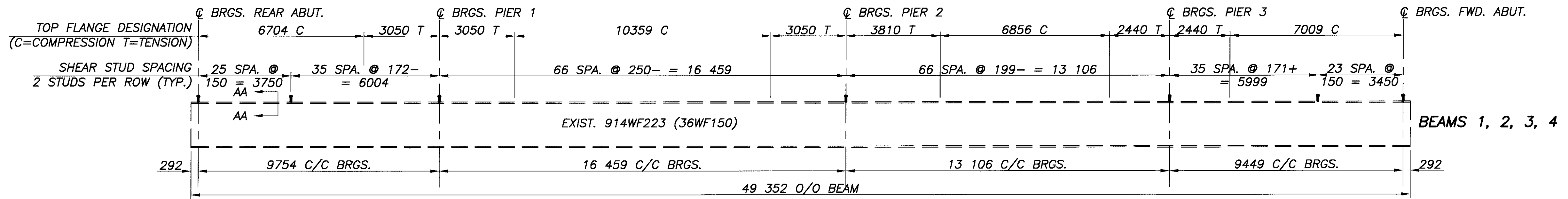
FILE NO
 STRUCTURE
 FILE NO
 5708346

STEEL FRAMING PLAN & SCREED ELEVATIONS
 BRIDGE NO. MOT-75-21967R(1365R)
 OVER RIVERSIDE DRIVE

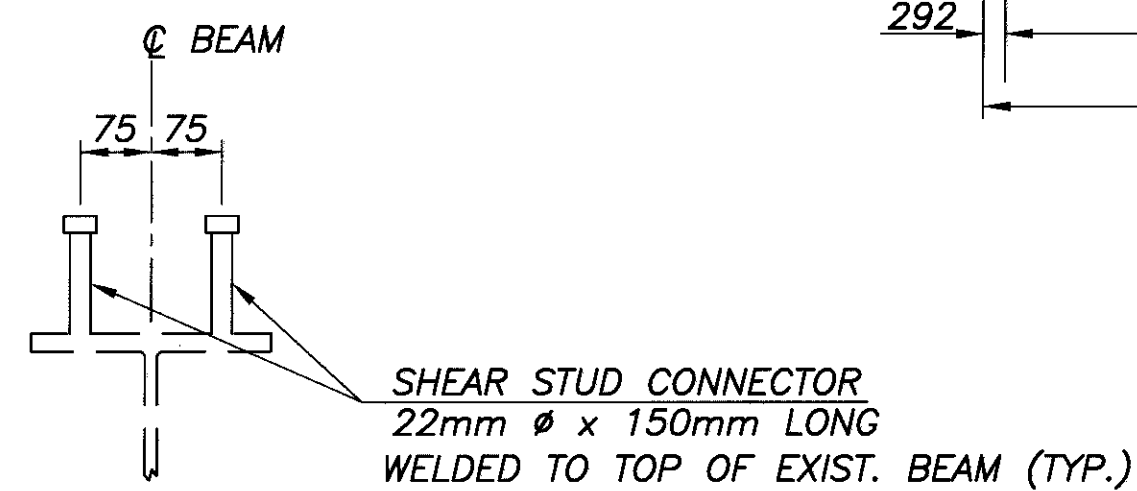
MOT-75-16.794

7/11

250
 319



BEAM ELEVATIONS



NOTES:
SEE SHEET [7/11] FOR STEEL FRAMING PLAN
SEE ABUTMENT DETAILS, SHEET [6/11], FOR DETAILS OF THE HOLES TO BE PROVIDED IN THE BEAMS

PLOTTED VIEW = PLANT
PLOT SCALE = 10=1
XREF # = NONE
CAD99-4
21867RSC2.DWG
JULY-24-1999

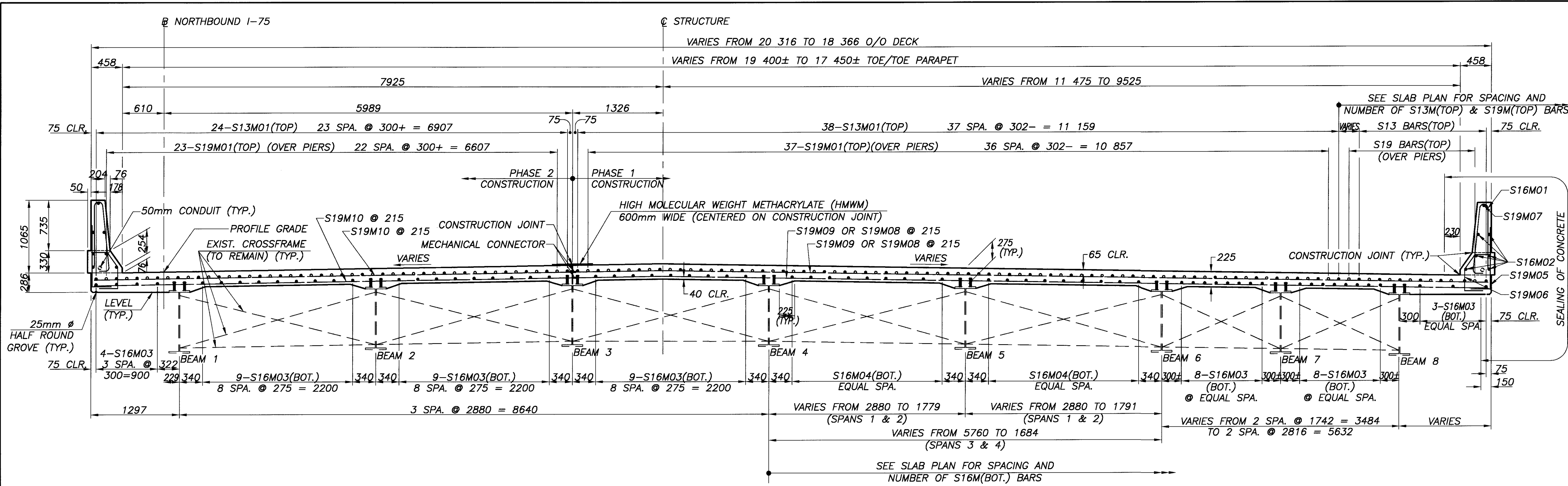
DESIGN AGENCY
BARR ENGINEERING, INC
5 EAST LONG STREET, 8TH FLOOR
COLUMBUS, OHIO, 43215
(614) 221-1941 FAX: (614) 221-0907

DESIGNED TJP
CHECKED KVB
DRAWN TJP
REVISED
REVIEWED GEA
DATE 7/15/99
FILE NO. 5708346

BEAM ELEVATIONS
BRIDGE NO. MOT-75-21967R(1365R)
OVER RIVERSIDE DRIVE

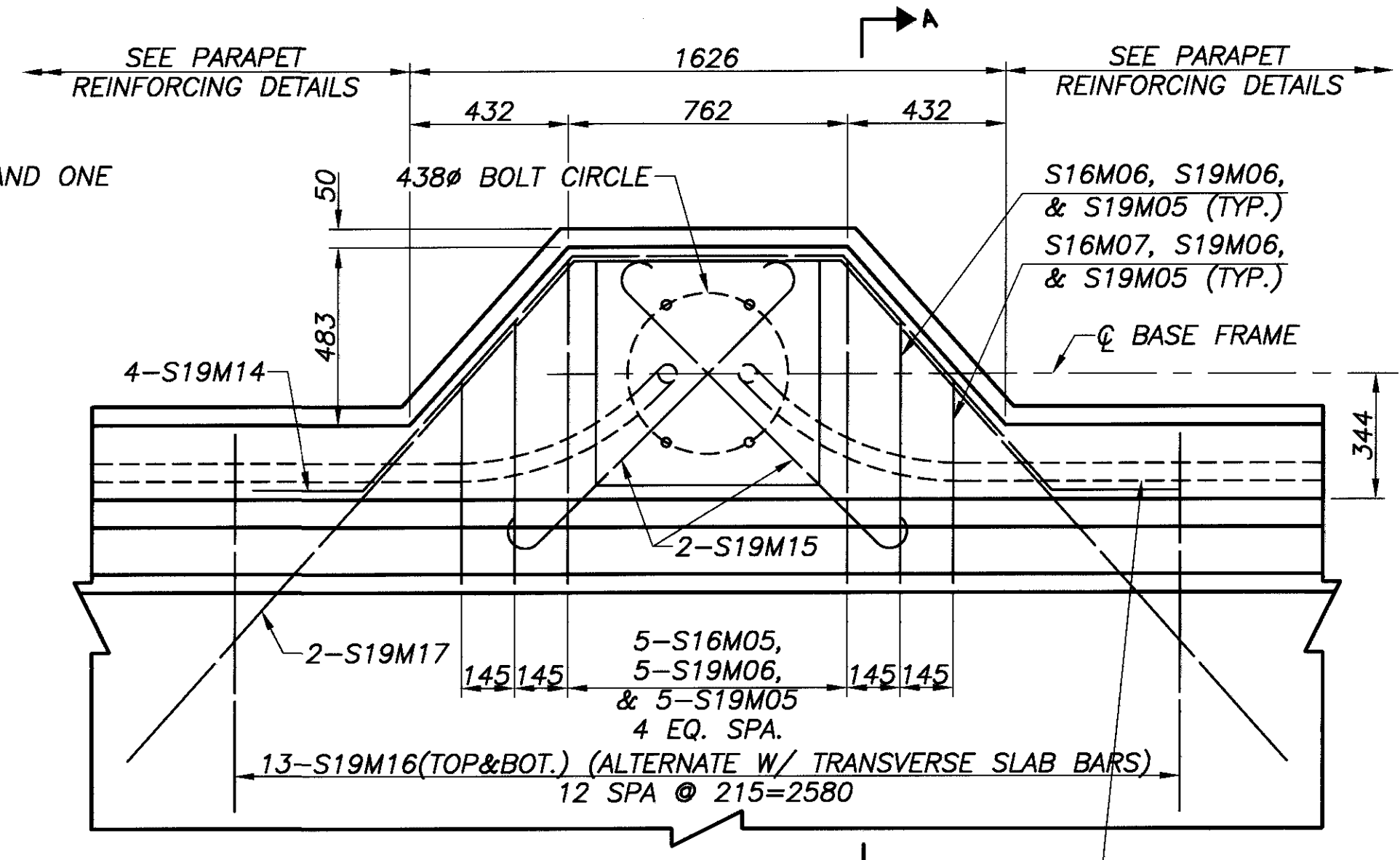
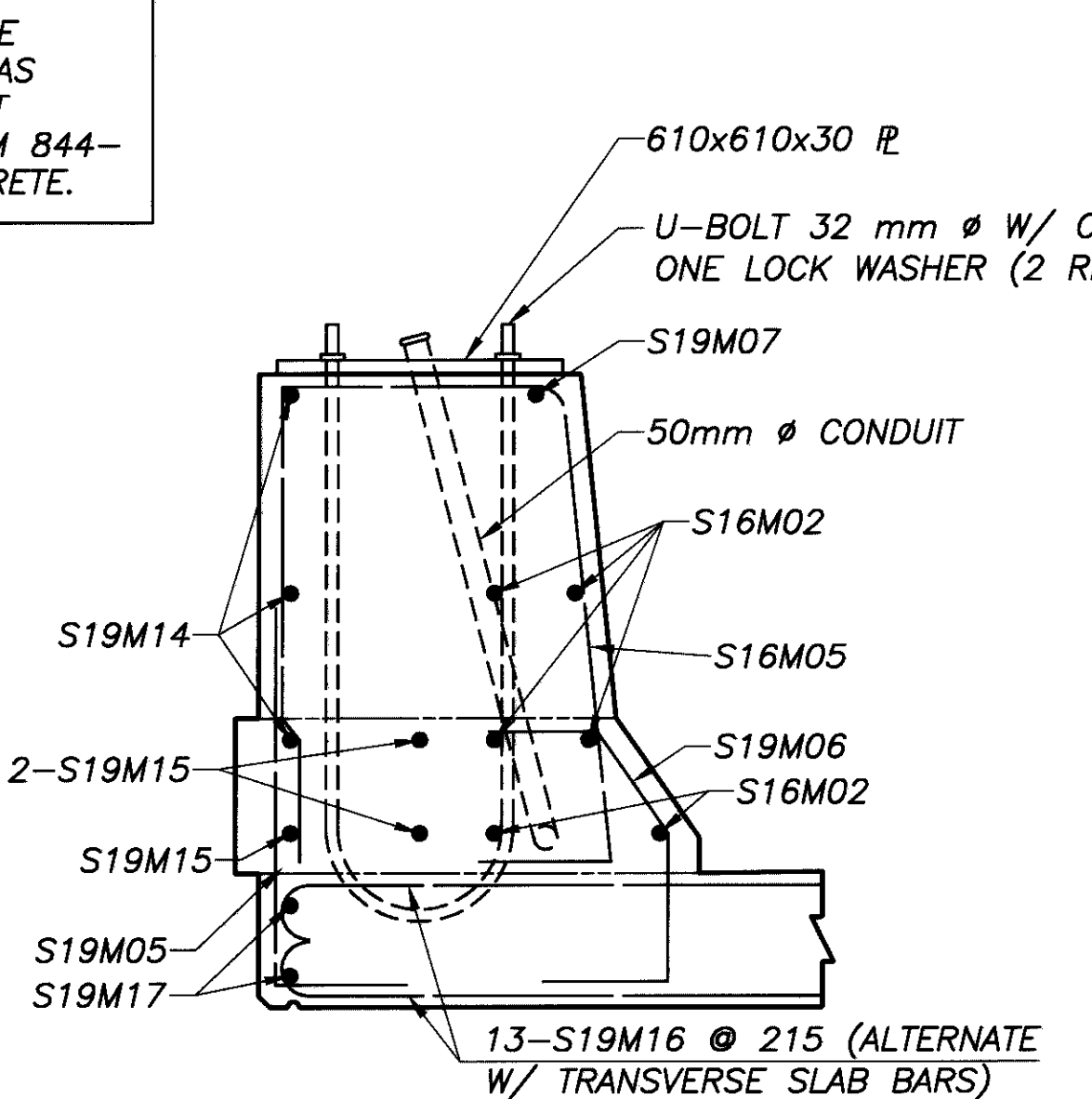
MOT-75-16.794

8/11
251
319



TRANSVERSE SECTION

NOTE
 ALL CONNECTION HARDWARE STEEL TO BE GALVANIZED AS PER CMS 711.02. PAYMENT TO BE INCLUDED WITH ITEM 844-HIGH PERFORMANCE CONCRETE.



LIGHT SUPPORT DETAIL

NOTES:

A HAUNCH WIDTH OF 225 mm SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 150 mm AND 300 mm.

DECK SLAB DEPTH: THE DISTANCE SHOWN FROM TOP OF DECK SLAB TO TOP OF STEEL BEAM IS THE THEORETICAL DESIGN DIMENSION INCLUDING THE DESIGN HAUNCH THICKNESS OF 50 mm. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, MINUS THE DESIGN HAUNCH THICKNESS, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.

FOR SCREED ELEVATIONS SEE SHEET [7/11]

FOR REINFORCING STEEL SCHEDULE SEE SHEET [11/11]

FOR SHEAR STUD DETAILS SEE SHEET [8/11]

FOR LIGHT SUPPORT LOCATIONS SEE SHEET [9/11]

REINFORCING STEEL LAP LENGTHS: MINIMUM LAP LENGTHS FOR REINFORCING BARS SHALL BE AS FOLLOWS UNLESS SHOWN OTHERWISE:

#13M	690mm
#16M	890mm
#19M	1040mm

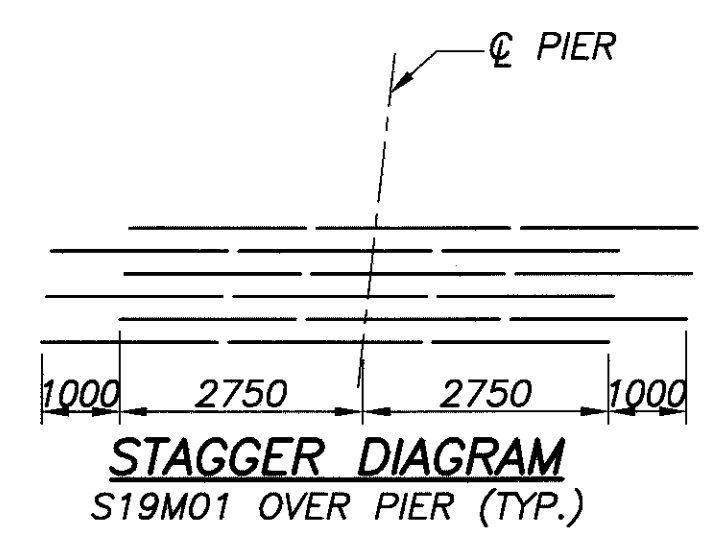
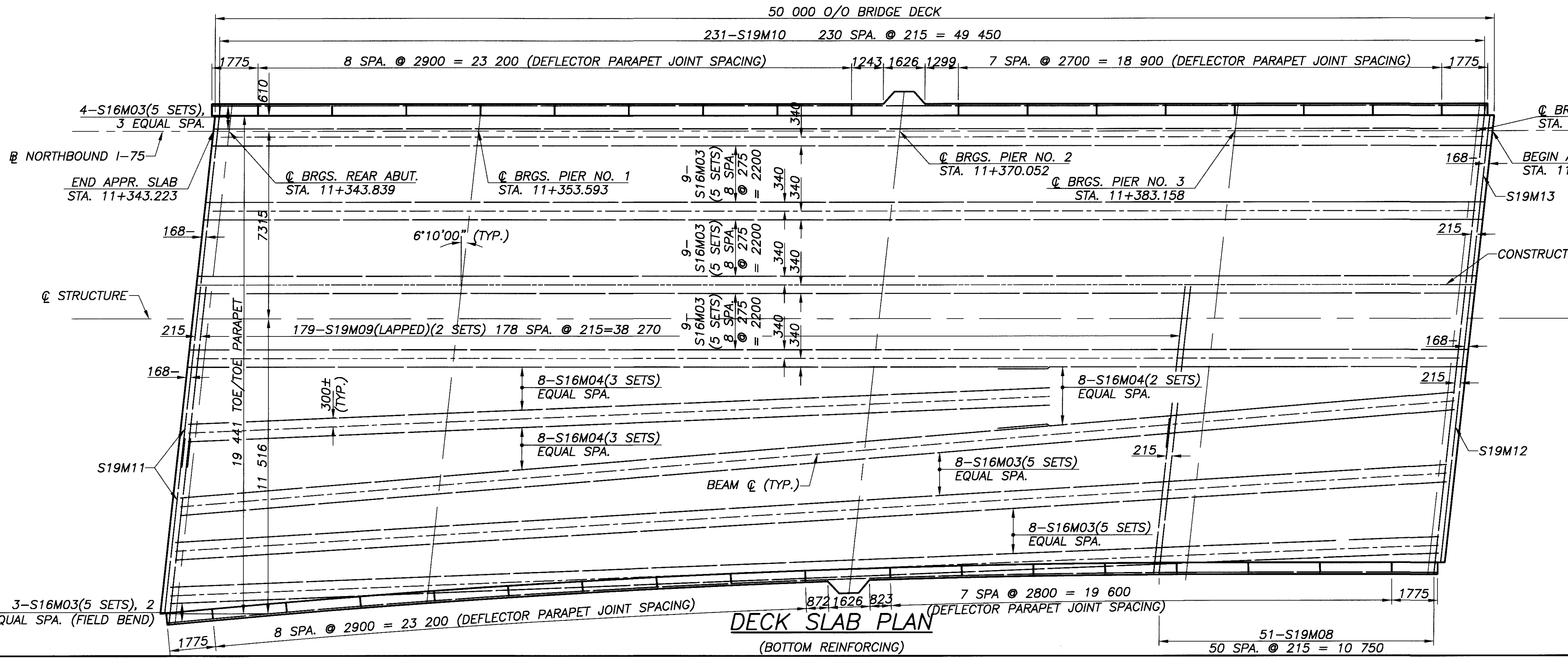
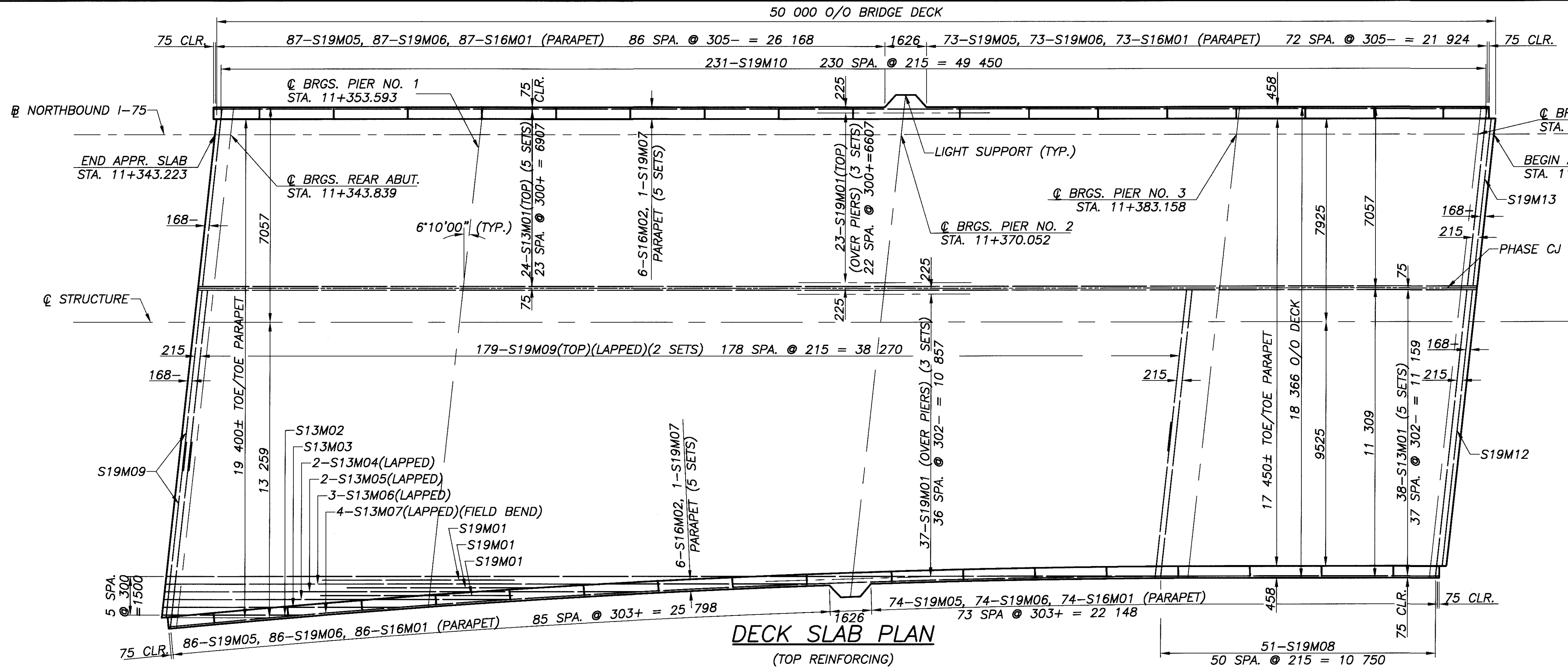
PLOTTED VIEW = PLANT
 PLOT SCALE = 1:1
 CAD99-4 21067RSC1.DWG
 JULY-24-1989

DESIGN AGENCY: BARR ENGINEERING, INC.
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO 43215
 (614) 221-1941 FAX: (614) 221-0907

DESIGNED	TJP
CHECKED	TJP
DRAWN	TJP
REVIEWED	TJP
DATE	
REVISED STRUCTURE FILE NO	5708346

TRANSVERSE SECTION
 BRIDGE NO. MOT-75-21967R (1365R)
 OVER RIVERSIDE DRIVE

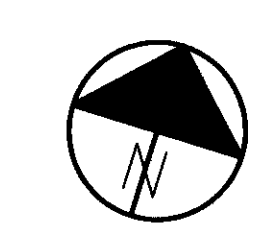
MOT-75-16.794
 9/11
 252
 319



REINFORCING STEEL LAP LENGTHS: MINIMUM LAP LENGTHS FOR REINFORCING BARS WILL BE AS FOLLOWS UNLESS SHOWN OTHERWISE:

#13M	690mm
#16M	890mm
#19M	1040mm

NOTES:
FOR REINFORCING STEEL SCHEDULE SEE SHEET 17/11
FOR LIGHT SUPPORT DETAILS SEE SHEET 9/11



PLOTTED VIEW = PLANT
 XREF#1 = NONE
 XREF#2 = NONE
 CAD99-4 21967RSC2.DWG JULY-24-1999
 PLOT SCALE = 10=1
 10/11

DESIGN AGENCY
BARR ENGINEERING, INC
 5 EAST LONG STREET, 8TH FLOOR
 COLUMBUS, OHIO, 43215
 (614) 221-1941 FAX: (614) 221-0907

DRAWN
 TJP
 TJP
 KVB

REVIEWED
 GE
 5708346

DATE
 7/15/99

STRUCTURE FILE NO
 1365R

BRIDGE NO. MOT-75-21967R(1365R)
 OVER RIVERSIDE DRIVE

MOT-75-16.794

10/11

253
 319

REINFORCING STEEL LIST

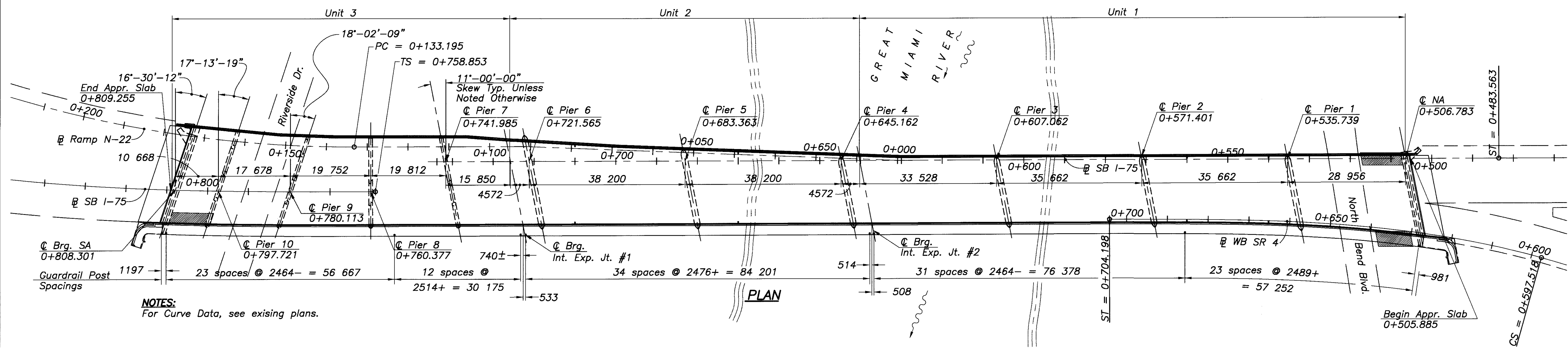
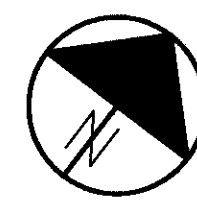
MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
ABUTMENTS										
A16M01	76	62	138	1160	248	2				
A25M01	4		4	7300	116	STR.				
* A25M02	4		4	7800	124	STR.				
A25M03	4		4	6700	106	STR.				
A25M04		4	4	6150	98	STR.				
* A25M05		4	4	6975	111	STR.				
A25M06		4	4	6675	106	STR.				
TOTAL =				910						
SUPERSTRUCTURE										
S13M01			310	10500	3235	STR.				
S13M02			1	5750	6	STR.				
S13M03			1	9550	9	STR.				
S13M04			2	7300	15	STR.				
S13M05			2	9875	20	STR.				
S13M06			3	9200	27	STR.				
S13M07			4	10000	40	STR.				
S16M01			320	2130	1058	4				
S16M02			60	10600	987	STR.				
S16M03			330	10700	5480	STR.				
S16M04			64	10750	1068	STR.				
S16M05			10	2690	42	9	625			
S16M06			4	2525	16	9	460			
S16M07			4	2375	15	9	300			
S16M08			110	2570	439	1	900	850		
S16M09			220	2410	823	1	725	1040		
S16M10			4	2320	14	1	900	600		
S16M11			8	1970	24	1	725	600		
S19M01			183	6500	2659	STR.				
S19M02		NOT	USED							
S19M03		NOT	USED							
S19M04		NOT	USED							
S19M05			338	1130	854	2	280	900		
S19M06			338	900	680	7	230	230		
S19M07			10	10800	241	STR.				
* S19M08			102	11325	2582	STR.				
* S19M09			720	7125	11466	STR.				
S19M10			462	7025	7254	STR.				
S19M11			4	6925	62	STR.				
S19M12			2	10875	49	STR.				
S19M13			2	6575	29	STR.				
S19M14			8	3500	63	11				
S19M15			8	1460	26	8	1050			
S19M16			52	2205	256	6	2000			
S19M17			4	4280	38	10				
S25M01			14	7300	406	STR.				
* S25M02			10	7800	310	STR.				
* S25M03			4	7475	119	STR.				
S25M04			10	4400	175	STR.				
S25M05			16	4100	261	STR.				
S25M06			4	4700	75	STR.				
S25M07			14	6150	342	STR.				
* S25M08			10	6975	277	STR.				
* S25M09			4	6650	106	STR.				
S25M10			10	4350	173	STR.				
S25M11			16	3250	207	STR.				
S25M12			4	4650	74	STR.				
D25M01			81	1520	489	5	820			
TOTAL =				42,587						
GRAND TOTAL =				43,497						

NOTE: FOR NOTES AND BAR BENDING DIAGRAMS SEE SHEET 243A/319

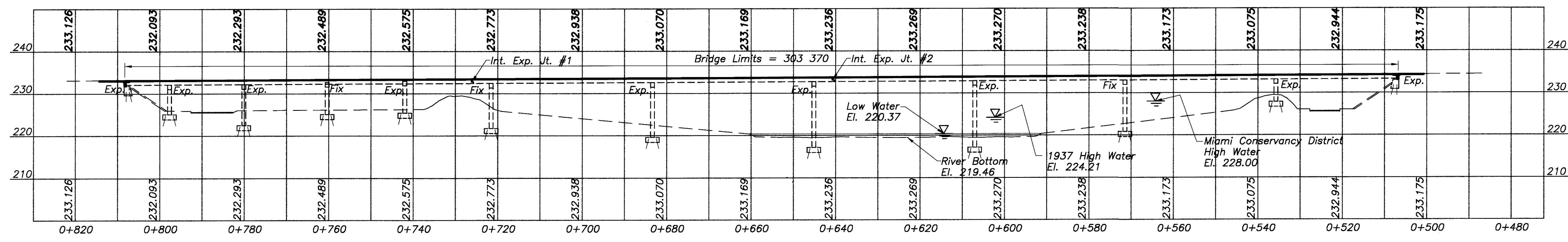
PLOTTED VIEW = PLAN1
 XREF # = NONE
 XREF # = NONE
 PLOT SCALE = 1"=1'
 CAD: 2/19/2019 7:58:10 AM
 JULY-25-1999

DESIGN AGENCY BARR ENGINEERING, INC 5 EAST LONG STREET, 8TH FLOOR COLUMBUS, OH 43215 (614) 221-1941 FAX: (614) 221-0907	DESIGNER TJP CHECKED KVB	DRAWN KVB REVISED KVB	REVIEWED GEA DATE 7/15/99	STEEL REINFORCING LIST BRIDGE NO. MOT-75-21967R (1365R) OVER RIVERSIDE DRIVE
MOT-75-16.794				11/11 254 319

* DENOTES BARS REQUIRING MECHAICAL CONNECTORS. FOR MECHANICAL CONNECTOR NOTE, SEE STRUCTURE GENERAL NOTES.



NOTES:
For Curve Data, see existing plans.



Remove and Replace
Areas of Existing
Concrete Slope Protection

EXISTING STRUCTURE

TYPE: Continuous Steel Girders and rolled beams with reinforced concrete deck and substructure
SPANS: Varies, See Plan
ROADWAY: Varies 15 850± to 23 470± f/t of parapets excluding sidewalks
LOAD FREQUENCY: HS 20-44 and the Alternate Military Loading
SKEW: Varies, 0° to 18°-23'±, See Plan
WEARING SURFACE: 32mm± Latex Modified Concrete
APPROACH SLABS: (As-1-72)6096± Long
STRUCTURE FILE NUMBER: 5708370

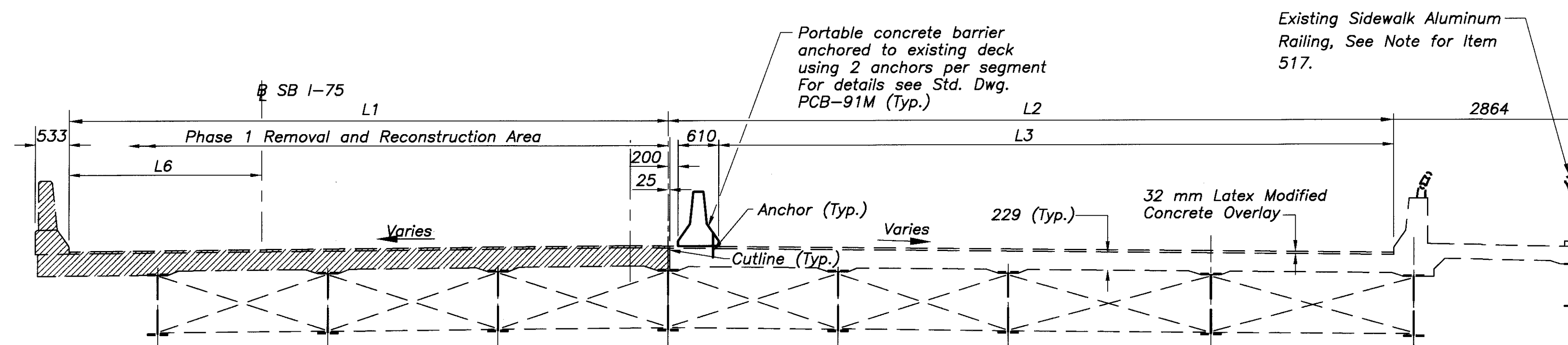
PROPOSED STRUCTURE

TYPE: Continuous Steel Girders and rolled beams with new reinforced non-composite deck supported on exist. piers and rehabilitated stub abutments.
SPANS: Varies, See Plan
ROADWAY: Same As Existing (See Above)
SKEW: Varies
DESIGN LOADING: MS 18 And The Alternate Military Loading
APPROACH SLABS: AS-1-81M (6100)
WEARING SURFACE: Monolithic Concrete
LATITUDE: 39°-46'-18"N
LONGITUDE: 84°-11'-24"W

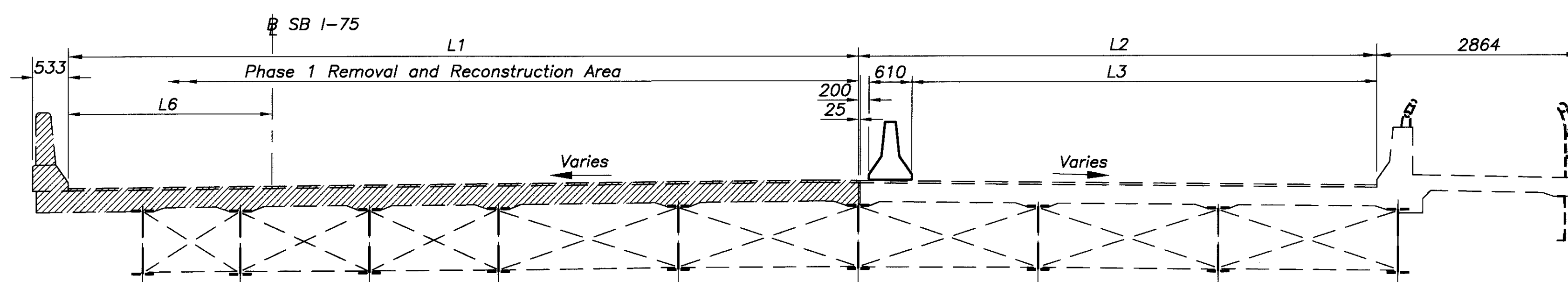
- PROPOSED WORK**
1. Remove existing deck and replace it with new composite reinforced concrete deck.
 2. Rehabilitate Intermediate expansion joint steel. Install new strip seal joint.
 3. Remove abutment backwall down to beam seat, and install new strip seal joint on new end crossframe angles.
 4. Remove and replace approach slab.
 5. Provide new scuppers.
 6. Rehabilitate Misc. Structural Steel items as per plan notes and details.
 7. Rehabilitate and Reset bearings.
 8. Paint existing structural steel.
 9. High pressure wash abutment seats, abutment concrete slopes and aprons.
 10. Replace deteriorated areas of slope protection.
 11. Patch & seal concrete surfaces, as per the details of these plans.
 12. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

TRAFFIC DATA:
Current Year ADT (2000) 45 873
Design Year ADT (2020) = 58 717
Design Year ADTT (2020) = 5284

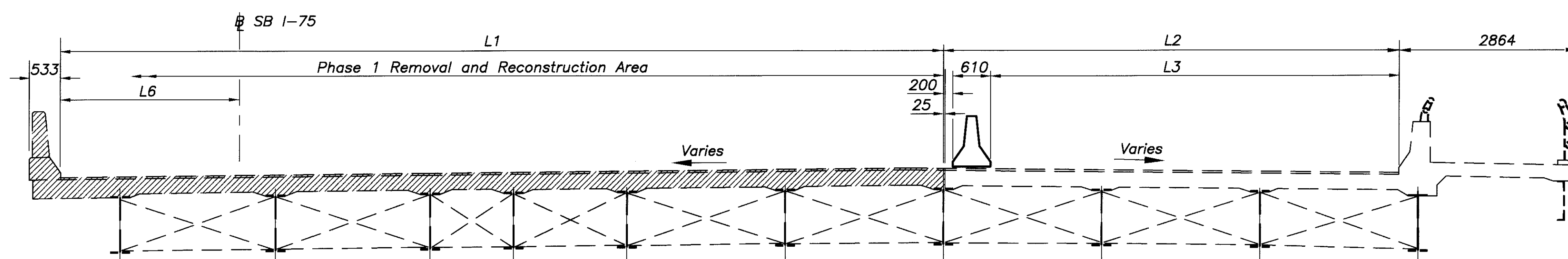
P H A S E I R E M O V A L



TYPICAL SECTION - UNIT 1



TYPICAL SECTION - UNIT 2



TYPICAL SECTION - UNIT 3

Existing Sidewalk Aluminum Railing, See Note for Item 517.

Portable concrete barrier anchored to existing deck using 2 anchors per segment. For details see Std. Dwg. PCB-91M (Typ.)

Anchor (Typ.)
Cutline (Typ.)

32 mm Latex Modified Concrete Overlay

229 (Typ.)

ITEM 517 - RAILING, MISC.: EXISTING RAILING REMOVED AND INSTALLED

Under this item, all existing aluminum railing including the posts shall be carefully removed from the existing sidewalk and posts and match marked to identify their installed locations. Railing removal and installation shall be properly coordinated with the project construction phasing.

The railing shall be cleaned, stored and protected from damage until it is reinstalled. Railing shall be reinstalled in its proper location. Any damage to railing during the removal, handling, transportation and storage phases will be the responsibility of the Contractor.

Payment for this work shall be made at the contract price bid per each for Item 517 - Railing, Misc.: Existing Railing removed and installed, which price shall include all material, equipment and labor necessary to complete this work.

ITEM 517 - RAILING, MISC.: EXISTING RAILING & POSTS REPAIRED/REPLACED

This item of work shall consist of the repair/replacement of the damaged sections of the railing. Replacement, if necessary, shall be in conformance to ASTM B221 M, 6061-T6, & 6351-T5. The following contingency quantity have been carried out to the Structure Quantities Sht [188]. The quantity shall be used as directed by the Engineer.

Item	Description	Quantity	Unit
517	Railing Misc.: Existing Railing and Posts Repaired/Replaced	20	Meter

LEGEND

Portions of Concrete to be Removed

CONSTRUCTION SEQUENCE

1. Install the portable concrete barriers as shown in superstructure cross-section - Phase 1 Removal Details.
2. Remove the portions of the structure on the left half as per plan.
3. Refurbish bearings at abutments and piers for the beams (with the deck removed).
4. Place shear connectors on the beams (with the deck removed).
5. Clean portions of steel to be cast in the concrete for left half of bridge construction.
6. Construct left half of the deck & abutments to complete Phase I construction as per plan.
7. Move the portable concrete barriers to the new deck as shown in the superstructure cross-section Phase II construction details.
8. Construct the right half of the deck and abutments following steps 2 through 6.
9. Complete the remaining contracted items, including patching of abutments, sealing of concrete surfaces, installing rock channel protection and painting steel; remove portable concrete barriers and open to traffic.

It is not required that the proposed work be accomplished in the order listed.

Note:
For Dimensions L1, L2, L3 & L6,
see sht. 15/26.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 C:\0989-1\220641SD2.DWG JUN-29-1999
 PLOT SCALE = 20:1

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941, Fax (614)224-0907

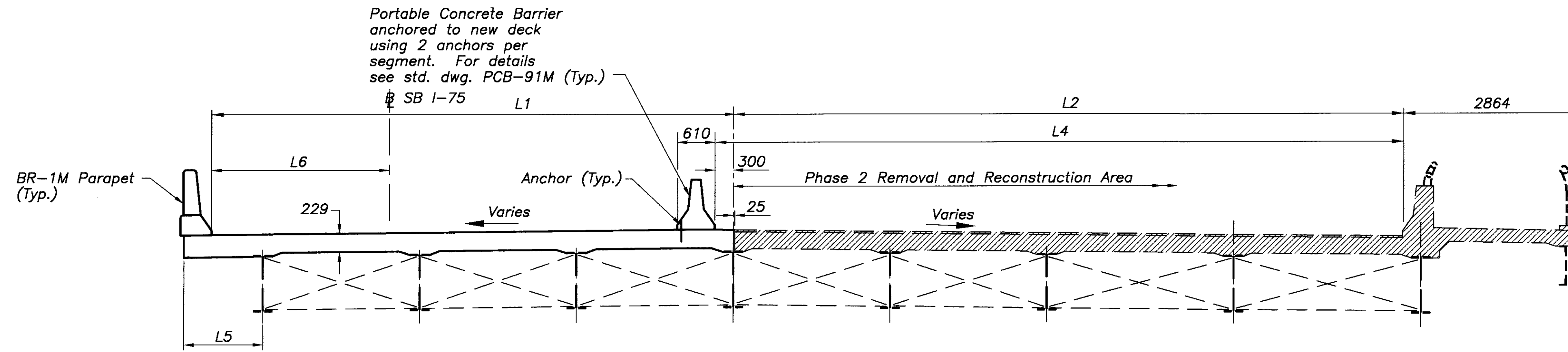
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISION	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5709400
DATE	6/15/99		

PHASE CONSTRUCTION DETAILS
 Bridge No. MOT-75-22064L (1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

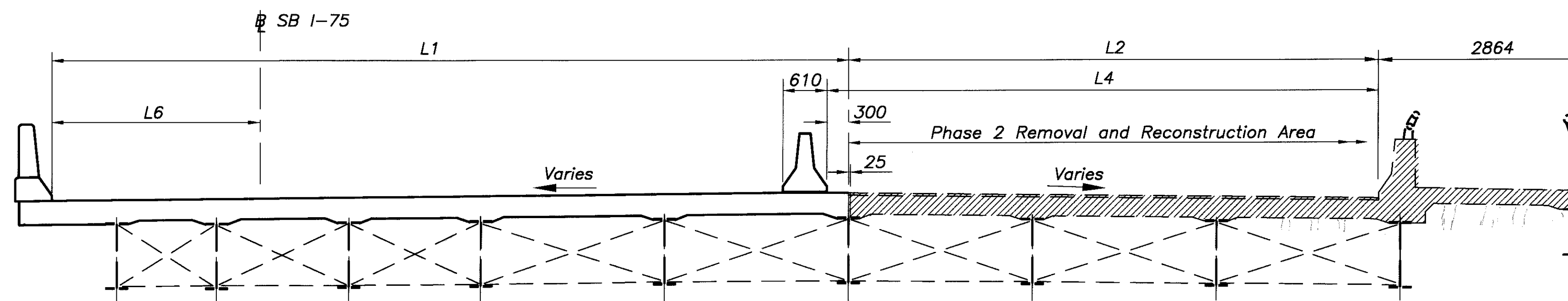
MOT-75-16.794

NOTE:
For dimensions L1, L2, L4, L5 & L6
see sheet 16/26

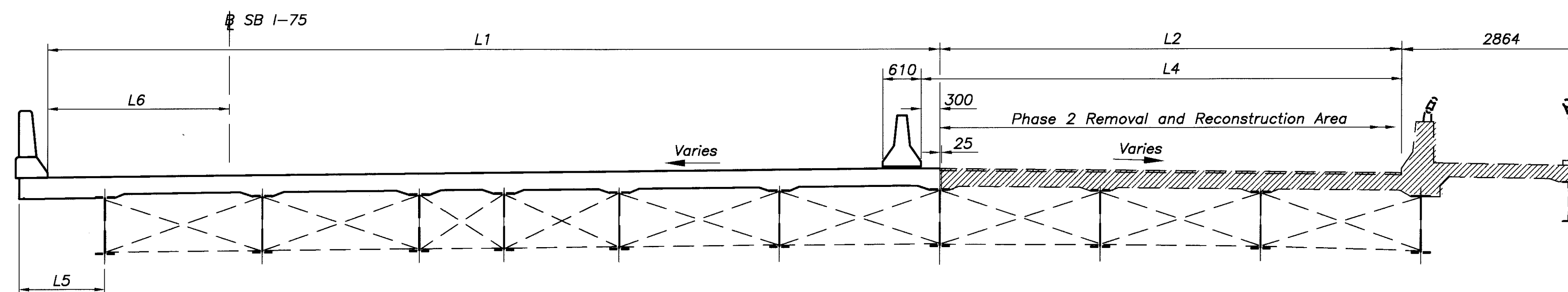
PHASE I CONSTRUCTION AND PHASE II REMOVAL



TYPICAL SECTION - UNIT 1



TYPICAL SECTION - UNIT 2



TYPICAL SECTION - UNIT 3

PLOTTED VIEW = PLAN
 XREF = NONE
 CADD99-1 22064LSD3.DWG JULY-20-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

REVIEWED DATE
 GEA 6-15-99
 STRUCTURE FILE NUMBER
 5700400

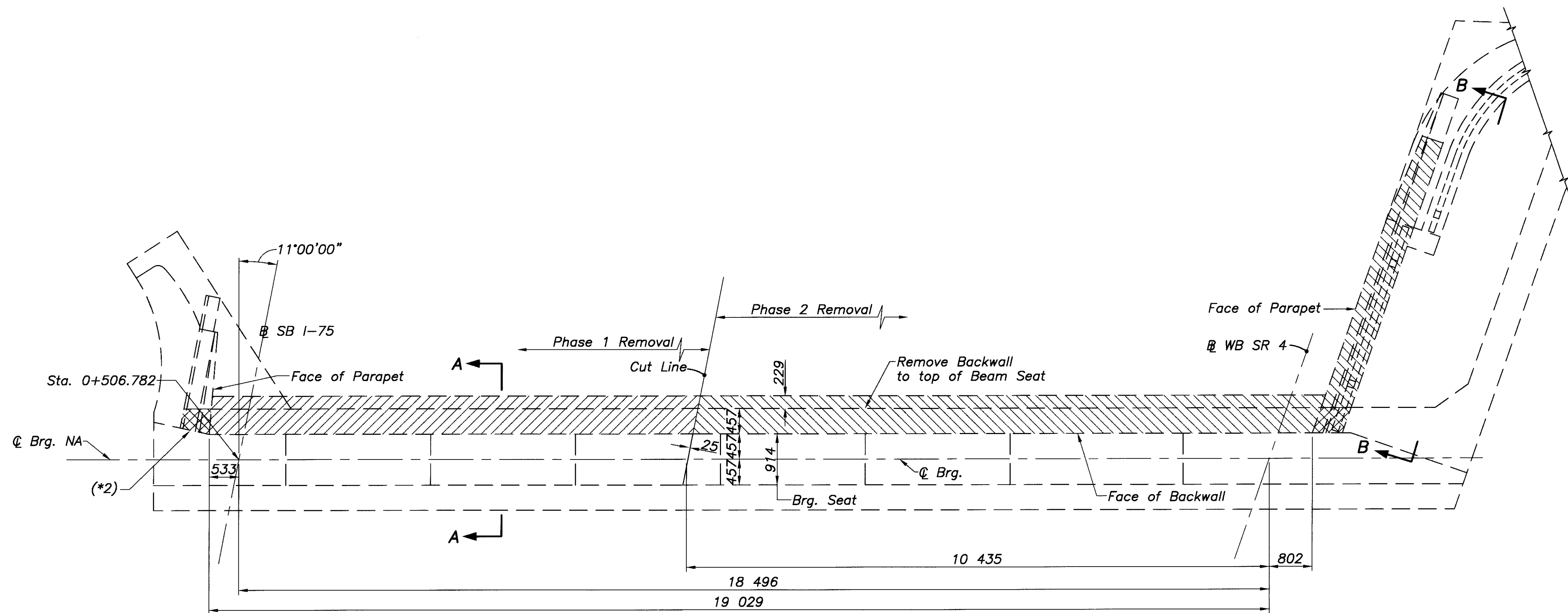
DRAWN CLH
 REVISED
 DESIGNED ASB
 CHECKED KVB

PHASE CONSTRUCTION DETAILS
 Bridge No. MOT-75-22064L (1371L)
 I-75 SB over Riverside Dr. and the Great Miami River

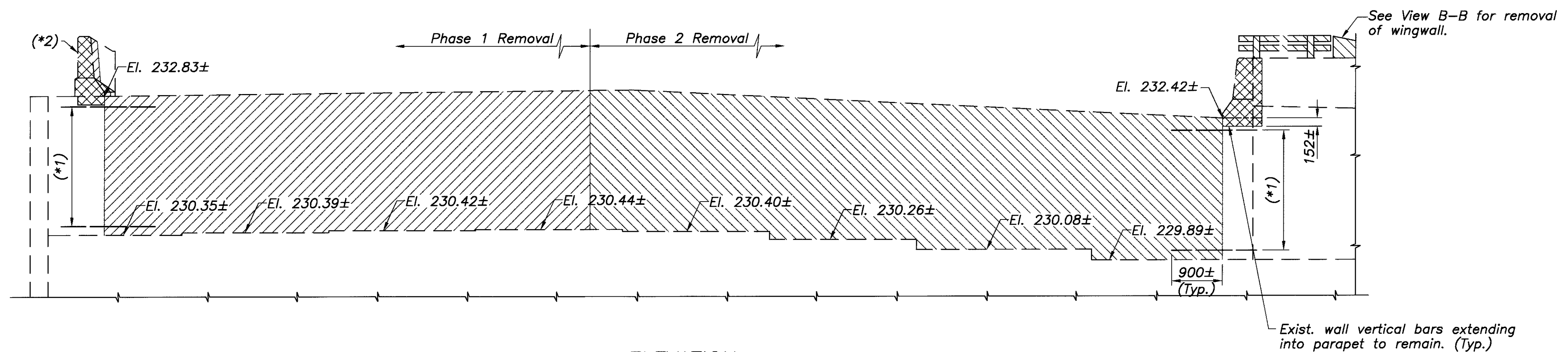
MOT-75-16.794

3/26
 257
 319

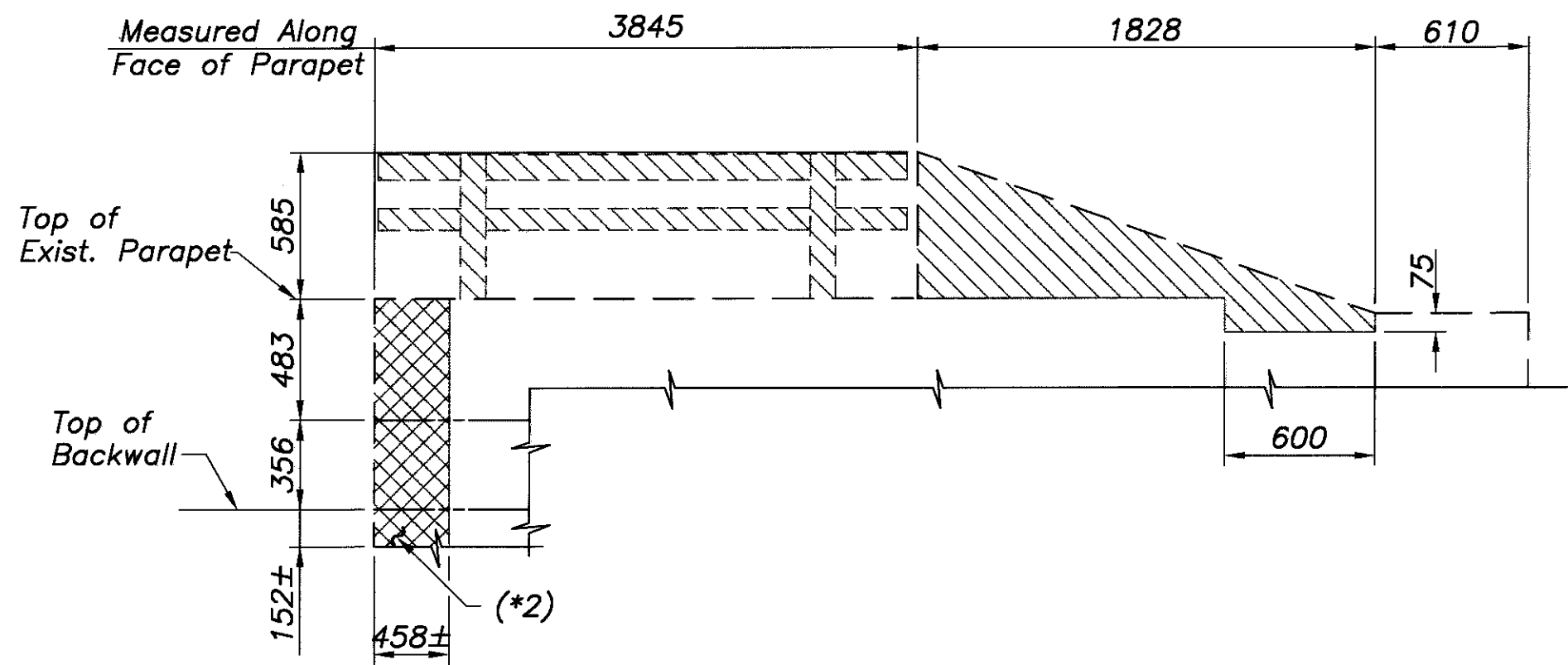
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1/8" = 1'-0"
 CADD99-1 22084LS05.DWG JULY-20-1999



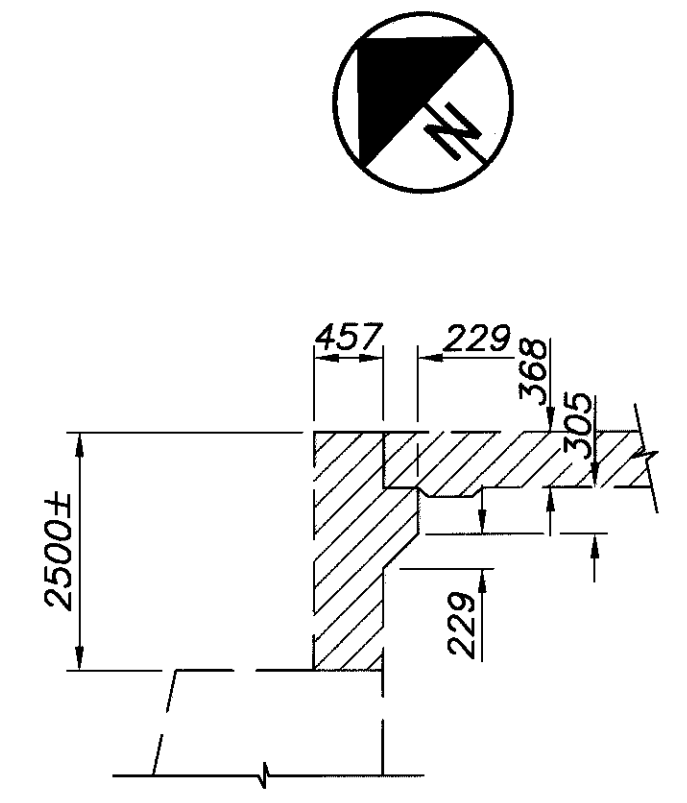
PLAN



ELEVATION



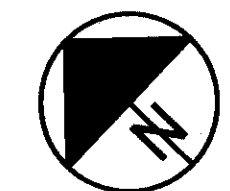
VIEW B-B



SECTION A-A

LEGEND
 Portions of Structure to be Removed

- NOTES:**
- (*1) Care shall be taken in backwall concrete removal to allow existing longitudinal reinforcing bars to protrude out 900±mm to provide lap for bars in the new backwall concrete.
 - (*2) Remove parapet and 152mm± deep wall (below) concrete. Existing longitudinal reinforcing bars to be protected during the concrete removal for use in the proposed design. Damaged reinforcing steel bars shall be replaced with equivalent new steel bars. In reconstructing the parapet as proposed, bars will be field cut if necessary to have a minimum clearance of 50mm. Cost of removal shall be included with Item 202.



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941, Fax (614)224-0907

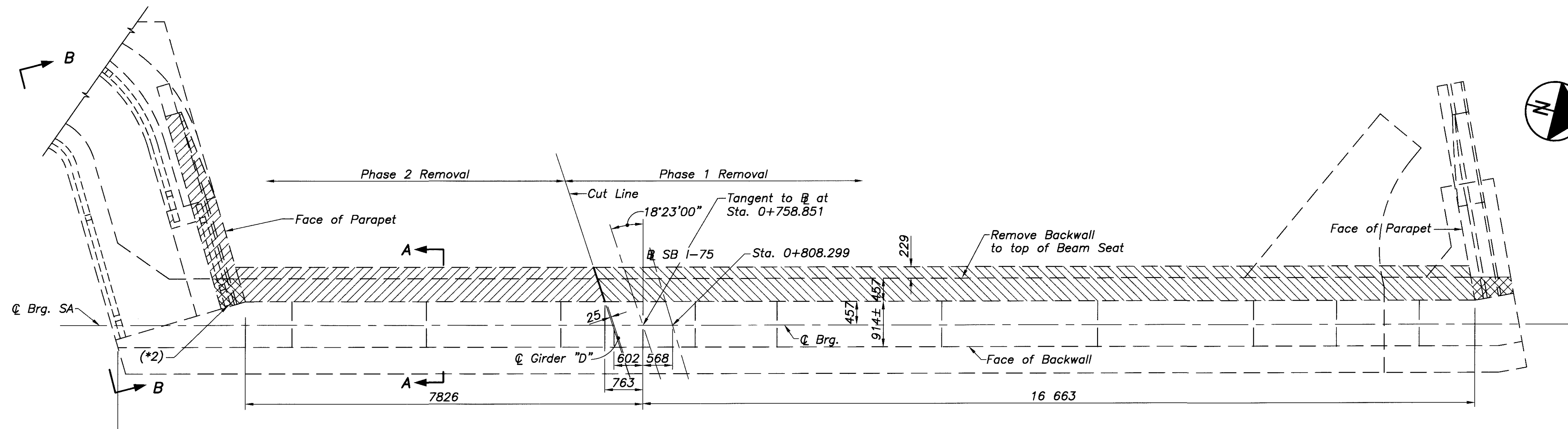
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5708400
DATE	6/15/99		

NORTH ABUTMENT
 Bridge No. MOT-75-22064L (1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

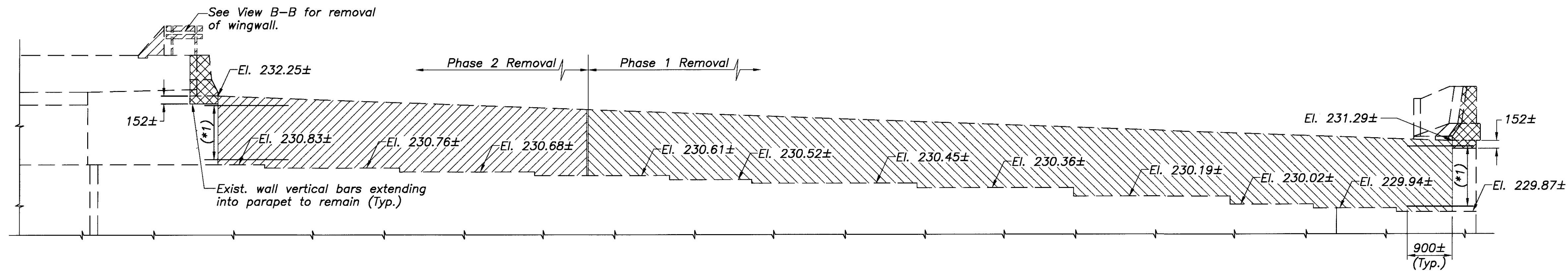
MOT-75-16.794

4/26

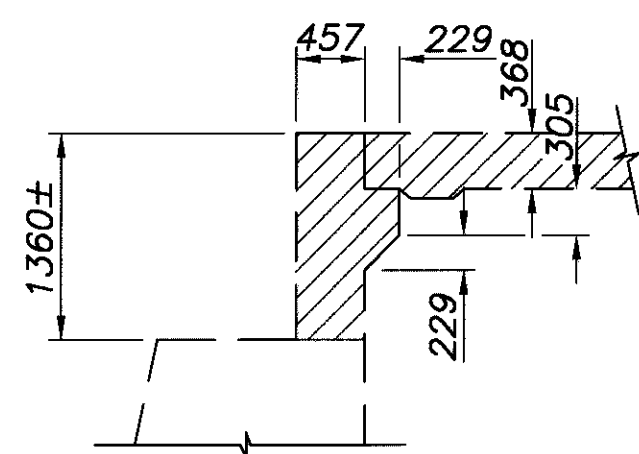
258
 319



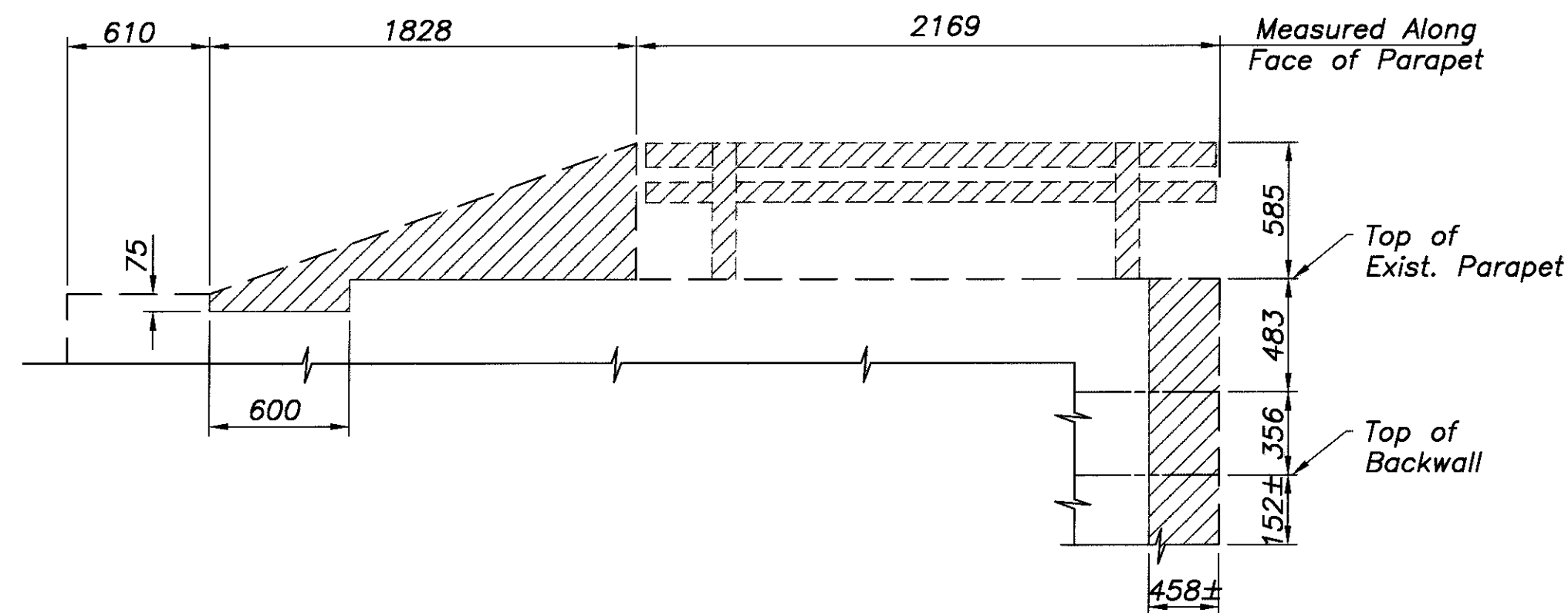
PLAN



ELEVATION



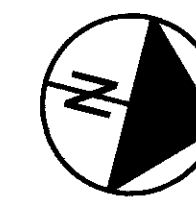
SECTION A-A



VIEW B-B

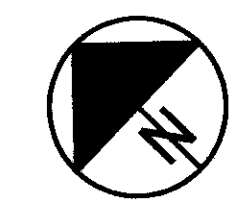
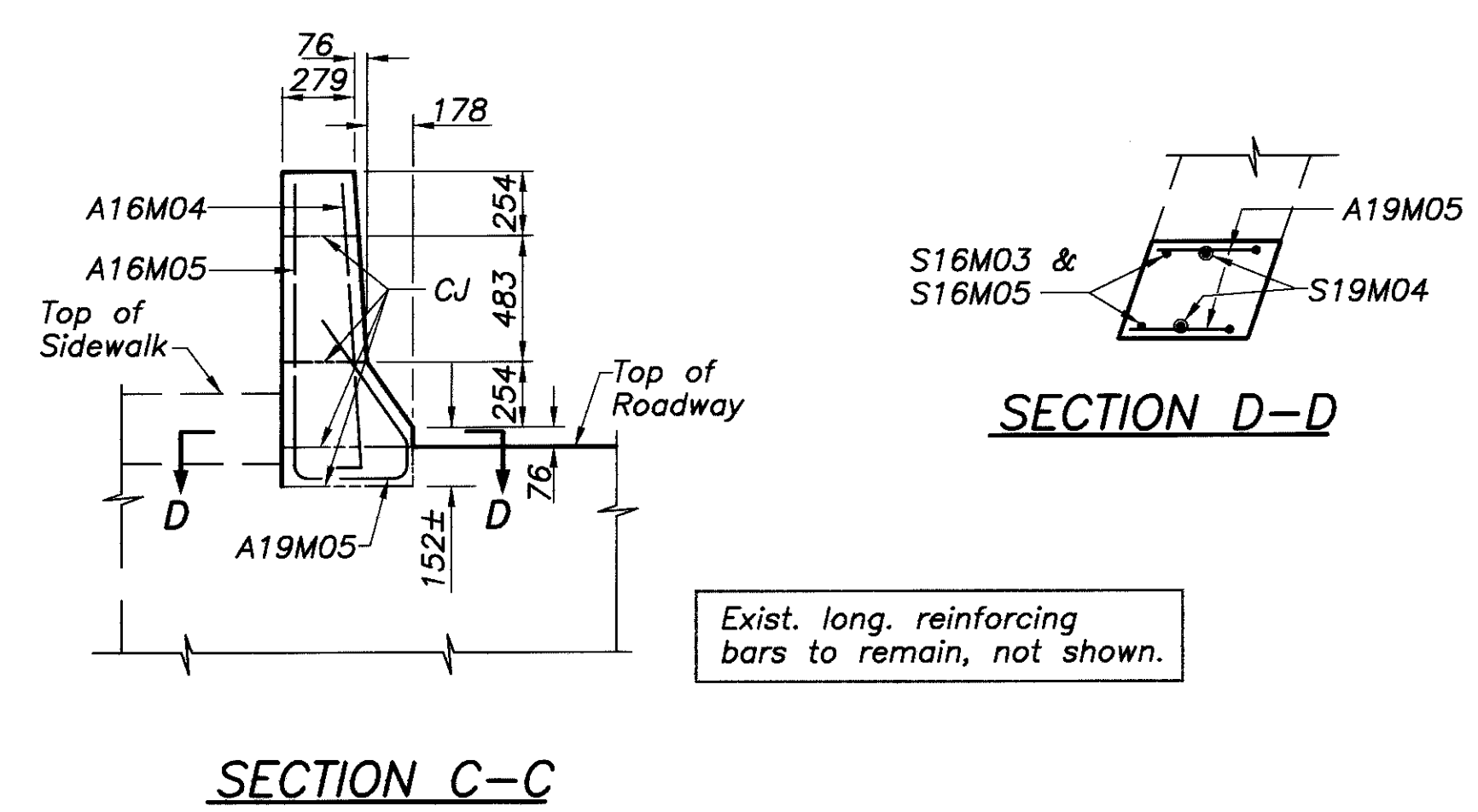
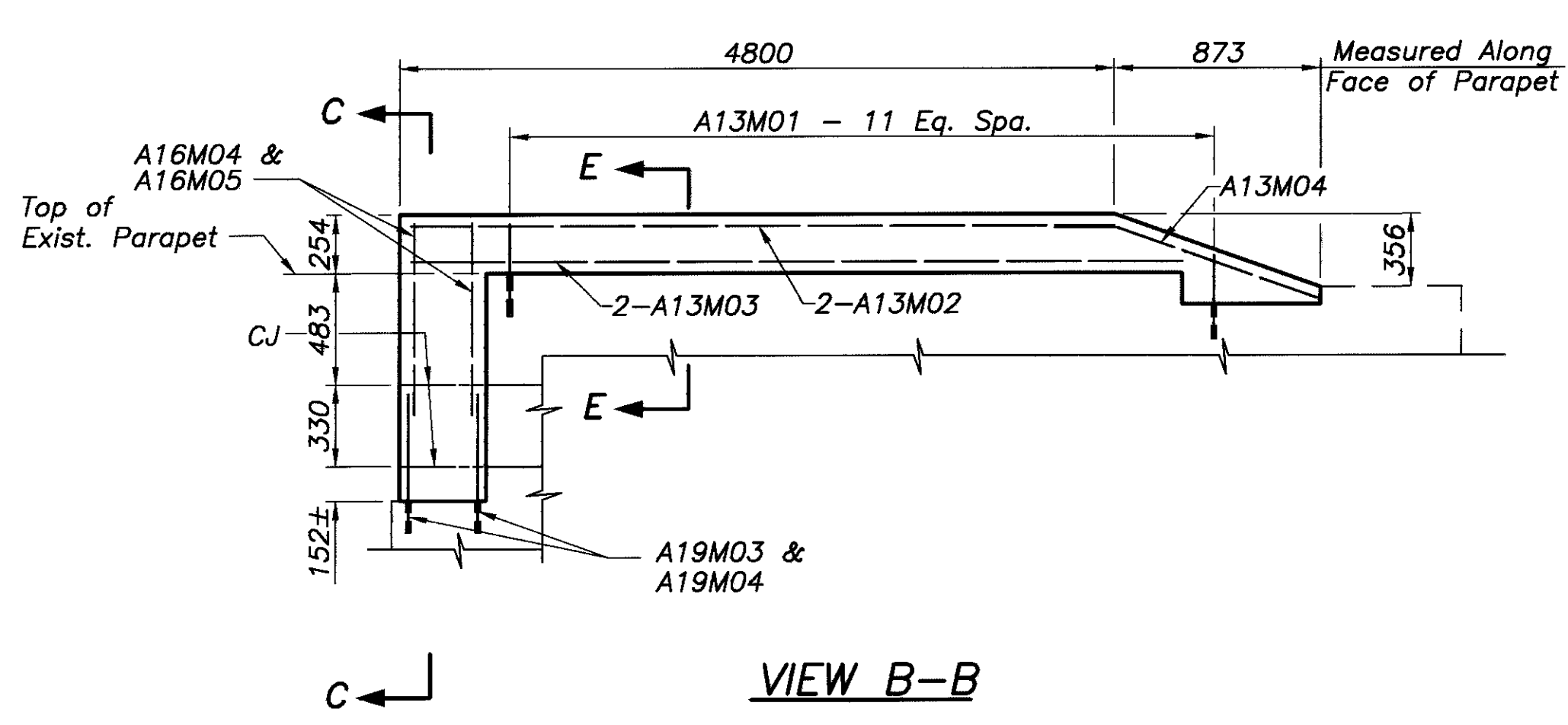
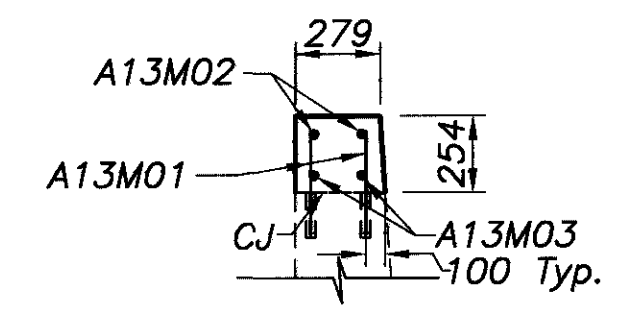
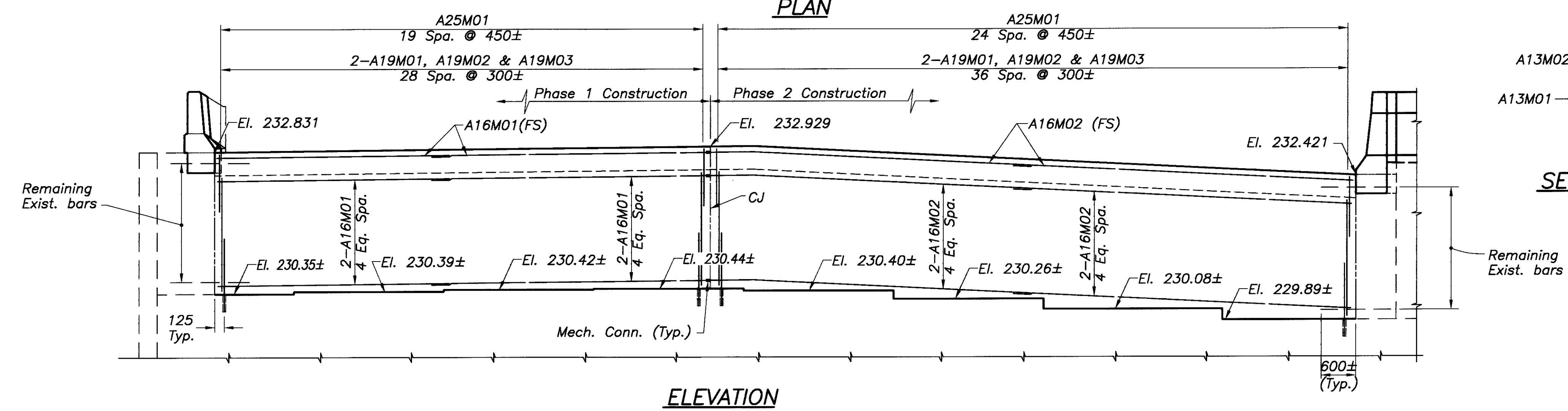
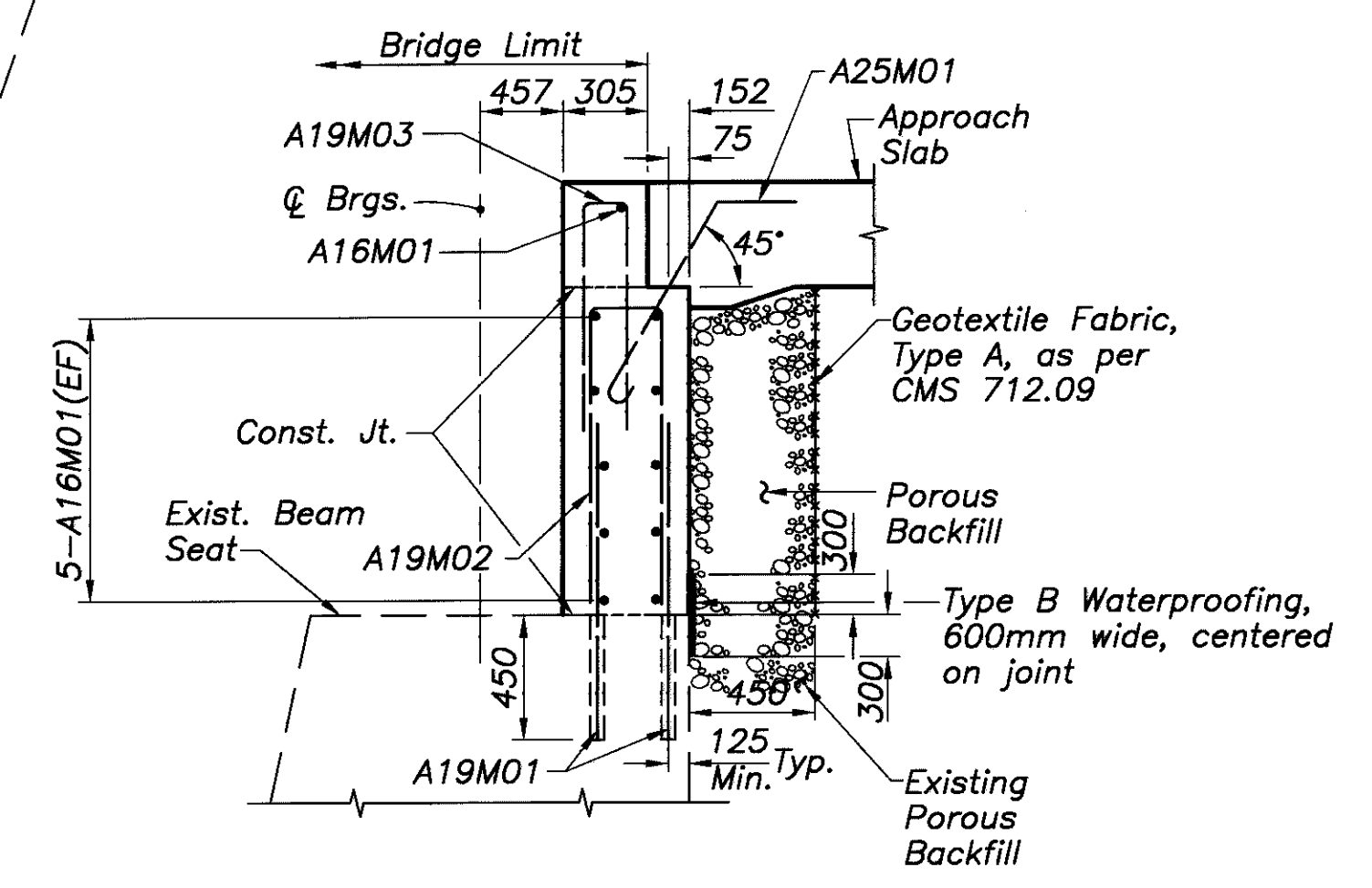
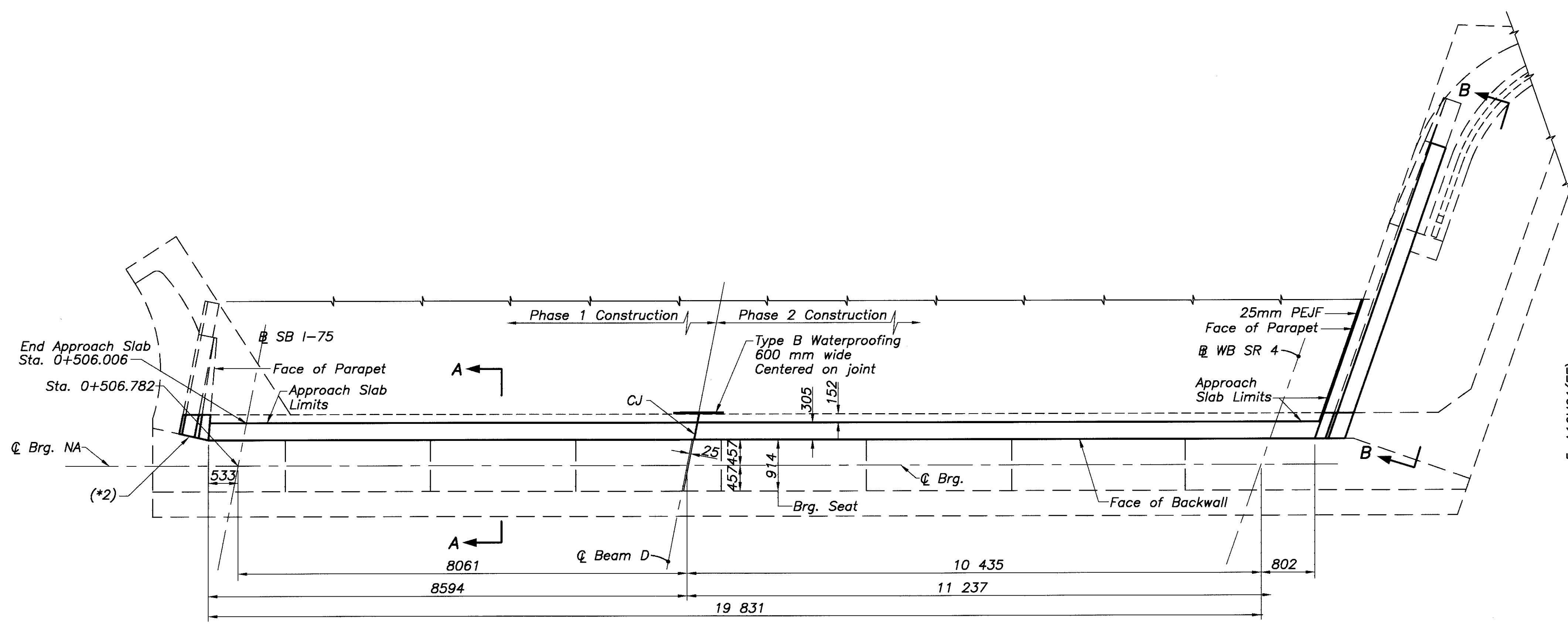
LEGEND
 Portions of Structure to be Removed

NOTES:
 For Notes (*1) & (*2),
 see sheet 4/26.



DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GCA	STRUCTURE FILE NUMBER	5708400
DATE	6/15/99		

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 XREF #3 = NONE
 PLOT SCALE = 20=1
 CAD99-4 22064523.DWG SEPTEMBER-01-1999

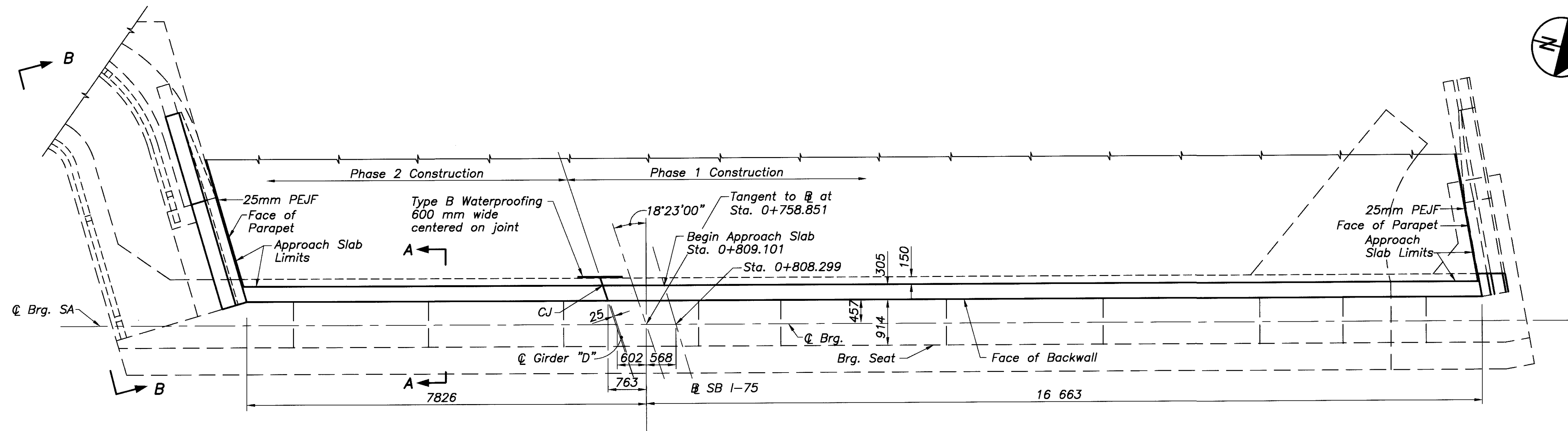
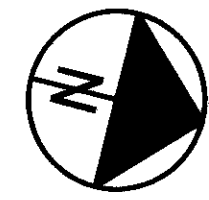


DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 224-1841 Fax (614) 224-0807

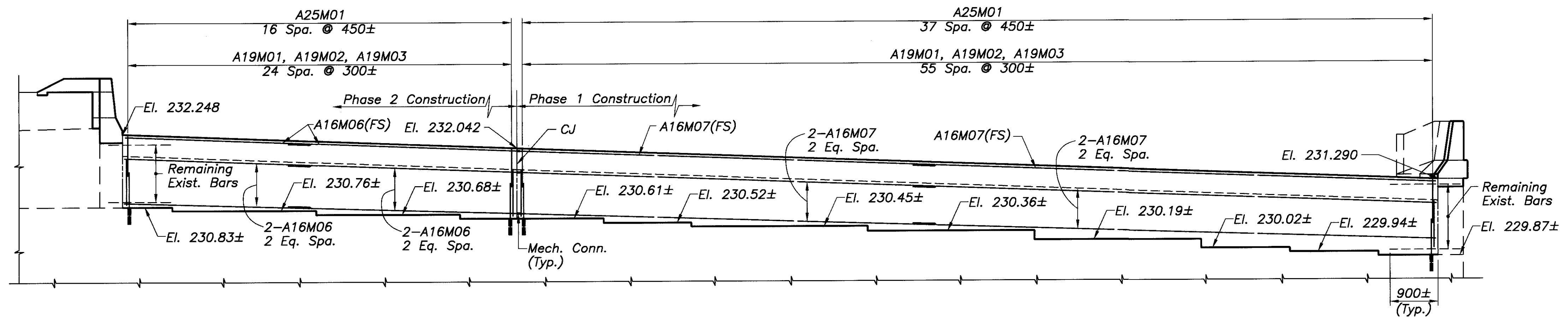
DESIGNED	DATE
ASB	6/15/99
CHECKED	REVIEWED
KVB	GEA
DRAWN	STRUCTURE FILE NUMBER
CLH	5709400

NORTH ABUTMENT
 Bridge No. MOT-75-22064L (1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

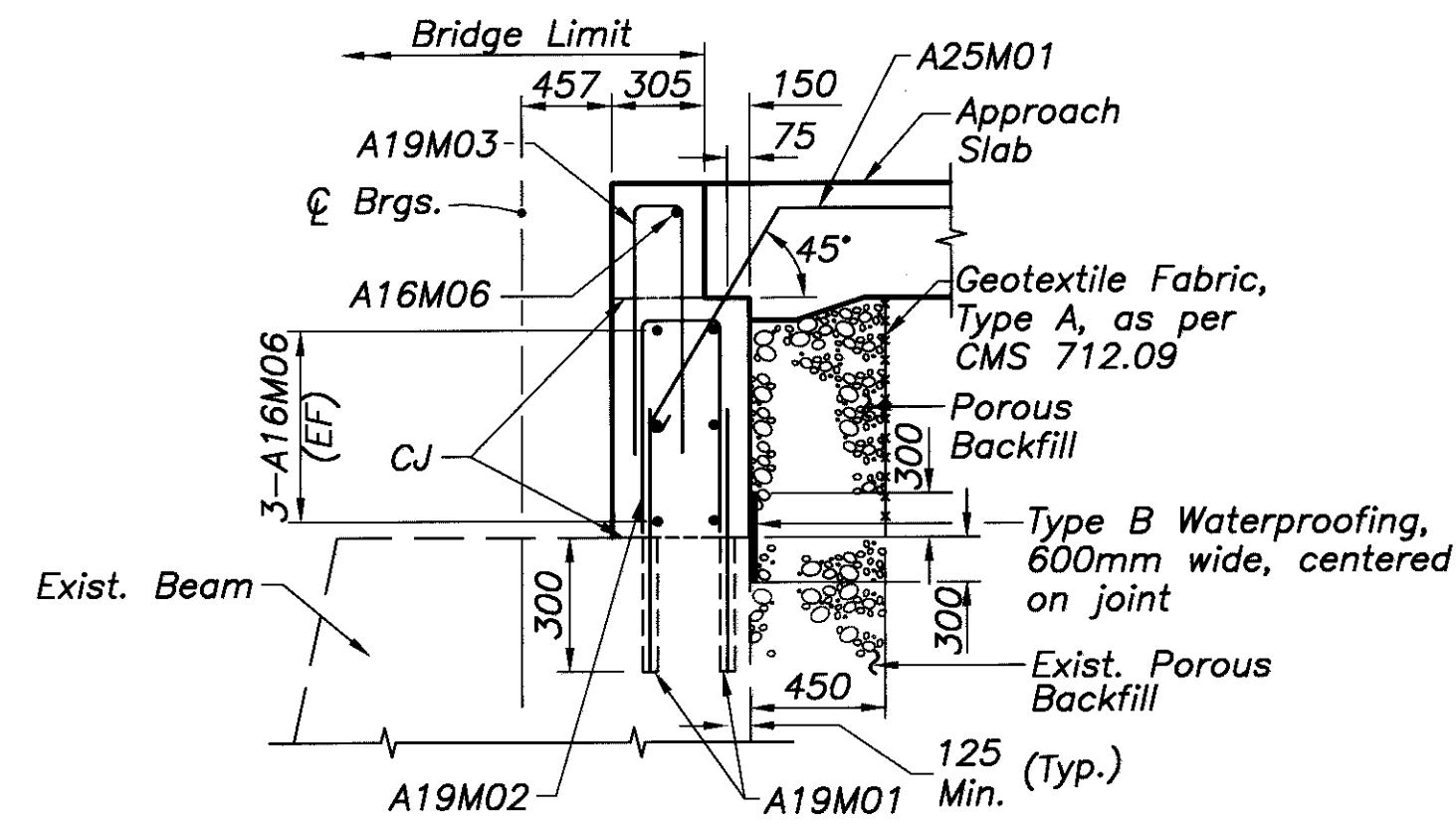
MOT-75-16.794



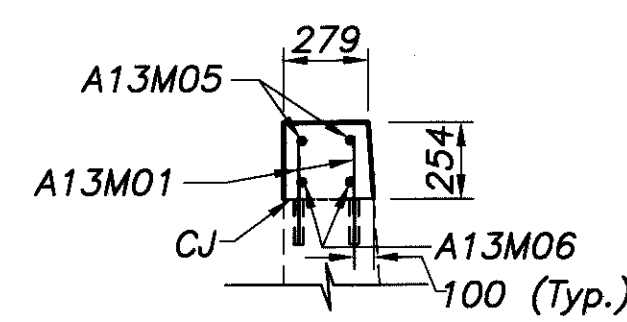
PLAN



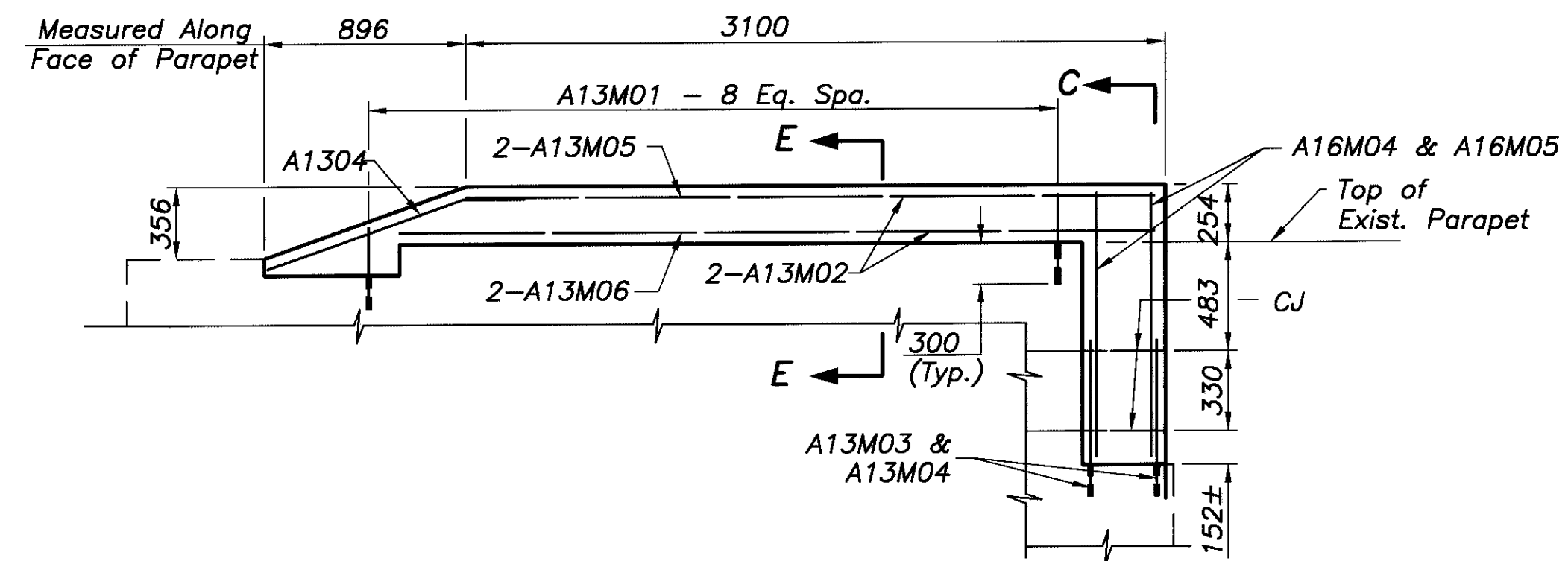
ELEVATION



SECTION A-A



SECTION E-E



VIEW B-B

NOTE:
For Section C-C see sheet 6/26

PLOTTED VIEW = PLAN
XREF # = NONE
CAD99-4 22064LS24.DWG SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DATE 6/15/99
REVIEWED GEA
DRAWN CLH
DESIGNED ASB
CHECKED KYB
STRUCTURE FILE NUMBER 5708400

SOUTH ABUTMENT PLANS
Bridge No. MOT-75-22064L (1371L)
I-75 SB Over Riverside Dr. & the Great Miami River

MOT-75-16.794

7/26

261
319



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

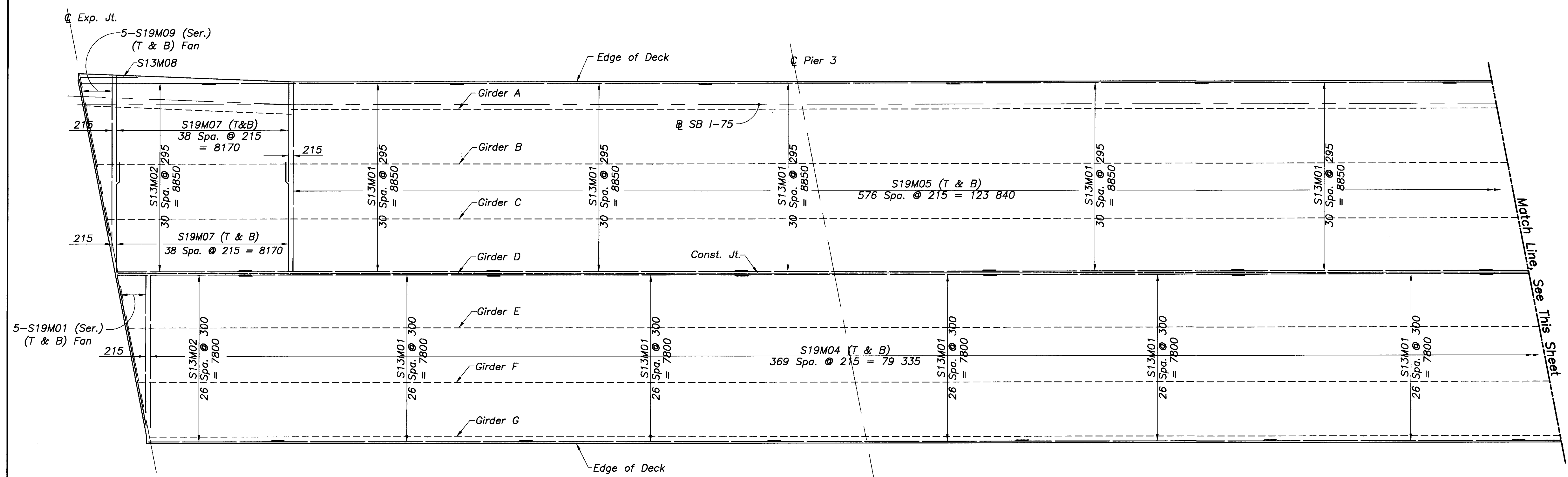
REVIEWED DATE
 GEA 6-15-99
 STRUCTURE FILE NUMBER
 5708400

DRAWN CLH
 REVISED
 DESIGNED ASB
 CHECKED KVB

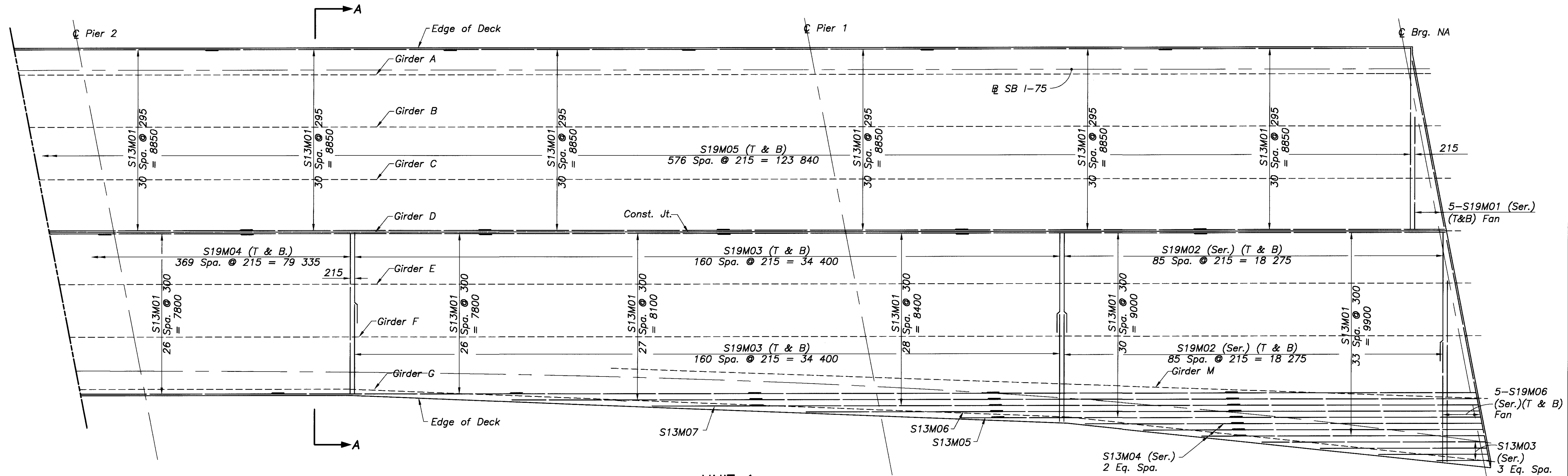
UNIT 1 SLAB PLAN
 Bridge No. MOT-75-22064L (1371L)
 I-75 SB Over Riverside Dr. and the Great Miami River

MOT-75-16.794

8/26
 262
 319

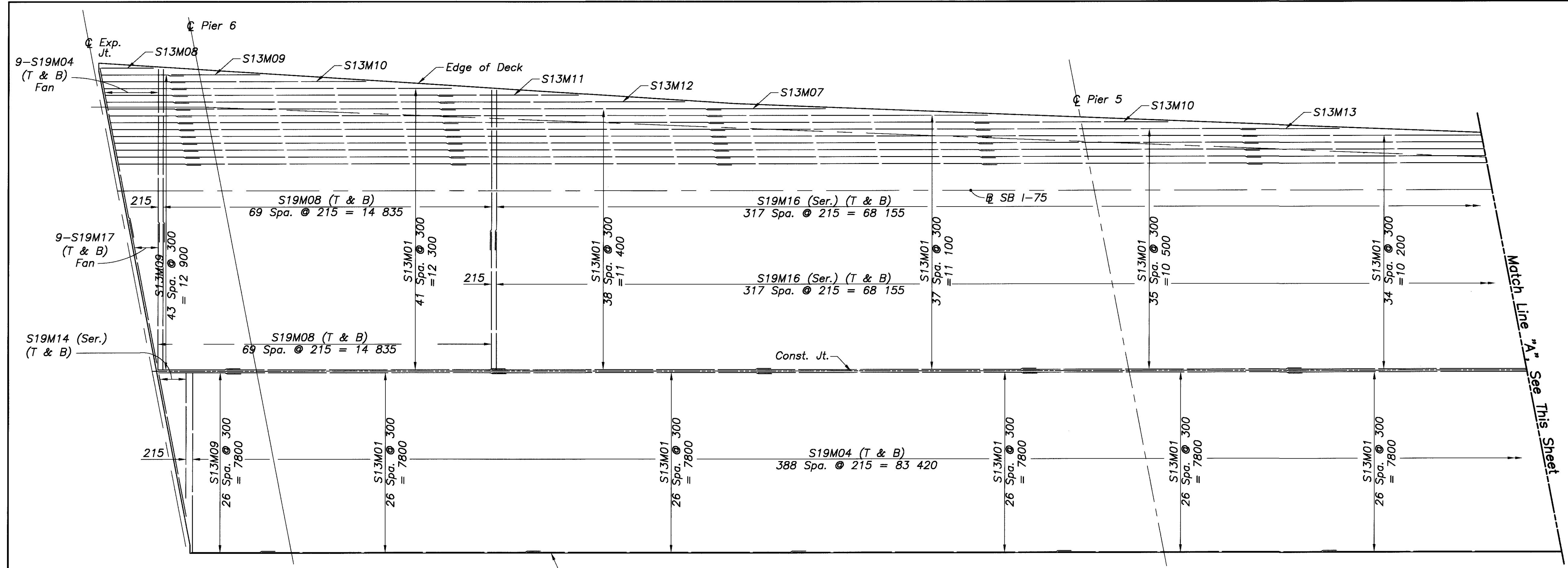
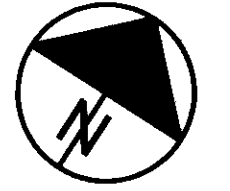


UNIT 1
 (Top Longitudinal Reinforcing Bars Shown;
 Top & Bottom Transverse Bars Shown;
 Parapet & Sidewalk Not Shown;
 for bars extending into parapet & sidewalk, see
 Parapet & Sidewalk details shts. 16/26 & 17/26)



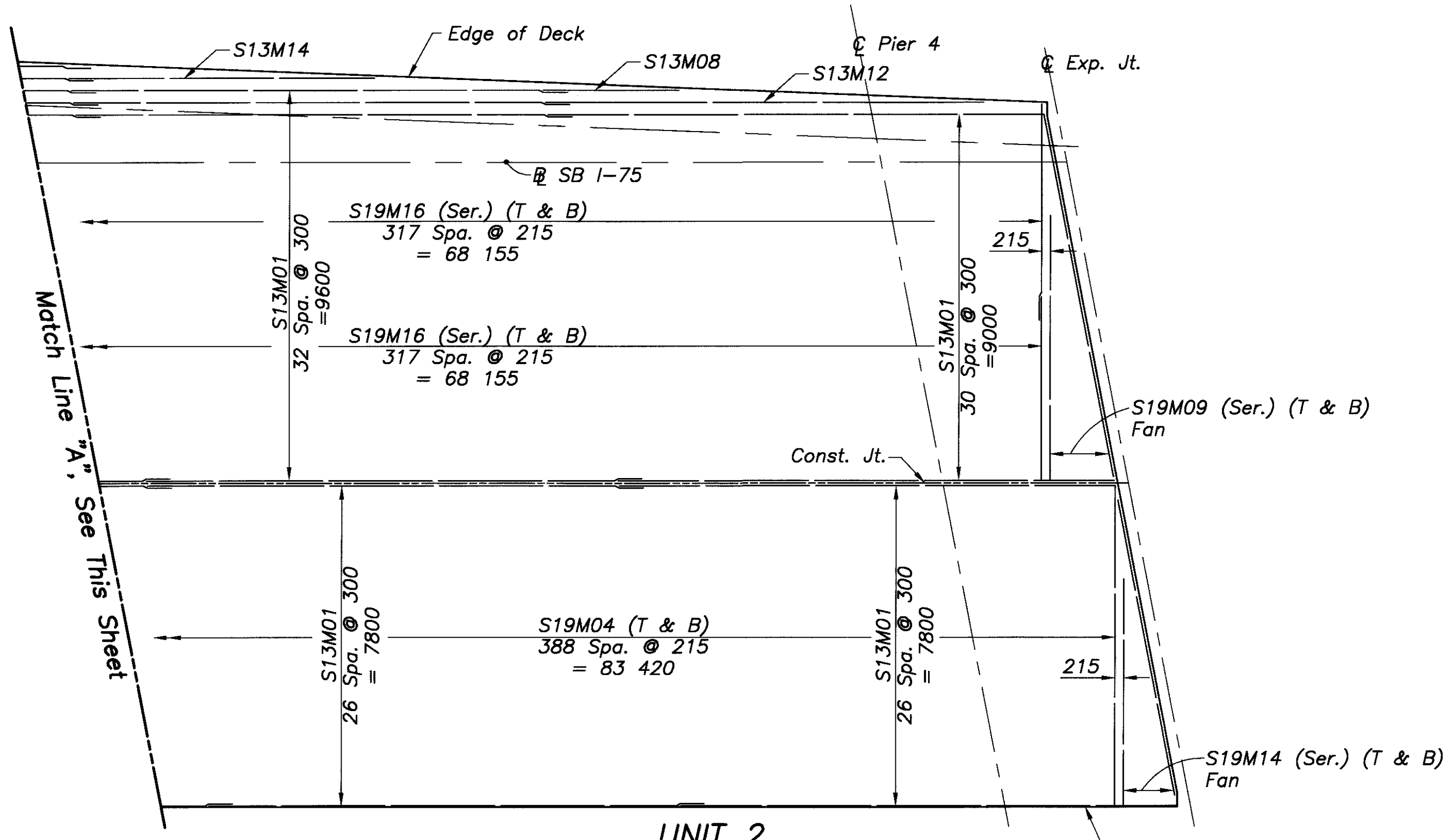
UNIT 1
 (Top Longitudinal Reinforcing Bars Shown;
 Top & Bottom Transverse Bars Shown;
 Parapet & Sidewalk Not Shown;
 for bars extending into parapet & sidewalk, see
 Parapet & Sidewalk details shts. 15/26 & 16/26)

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 PLOT SCALE = 10'-1
 CAD99-4 22084LSD06.DWG JULY-19-1999

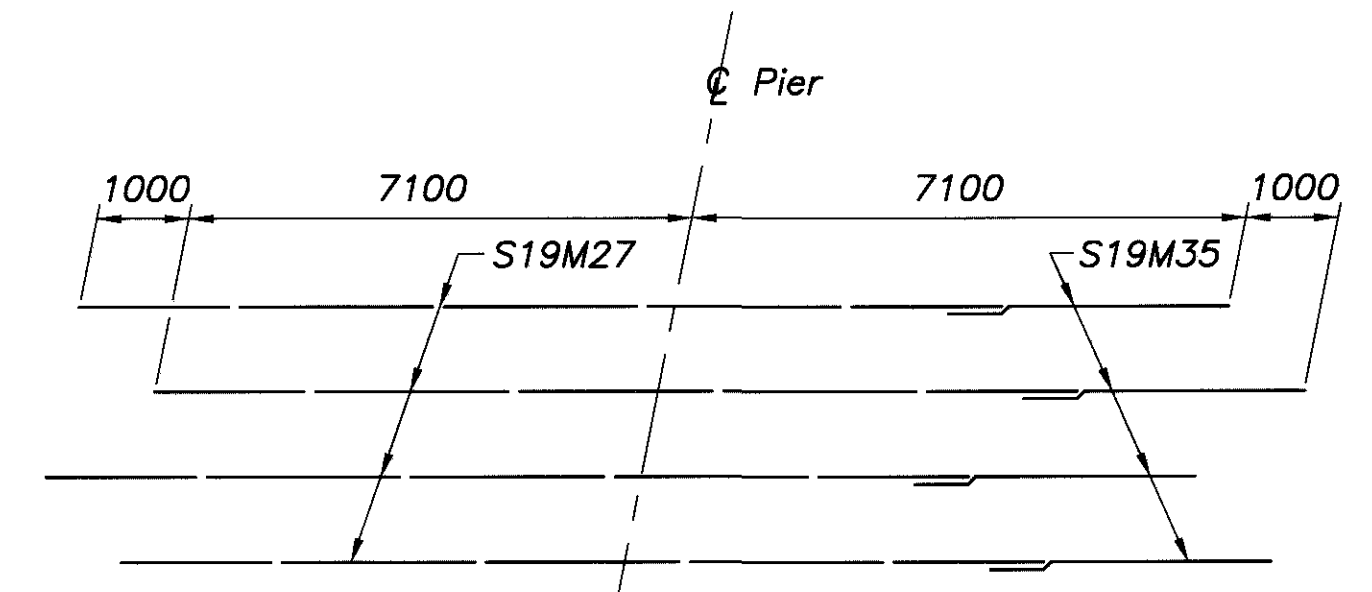


UNIT 2
 (Top Reinforcing Shown;
 Top & Bottom Transverse Bars Shown;
 Parapet & Sidewalk Not Shown;
 for bars extending into parapet & sidewalk, see
 Parapet & Sidewalk details sht. [15/26] & [16/26])

NOTE:
 S19M27 & S19M35 additional
 bars are shown in Section A-A,
 sht. [15/26] .

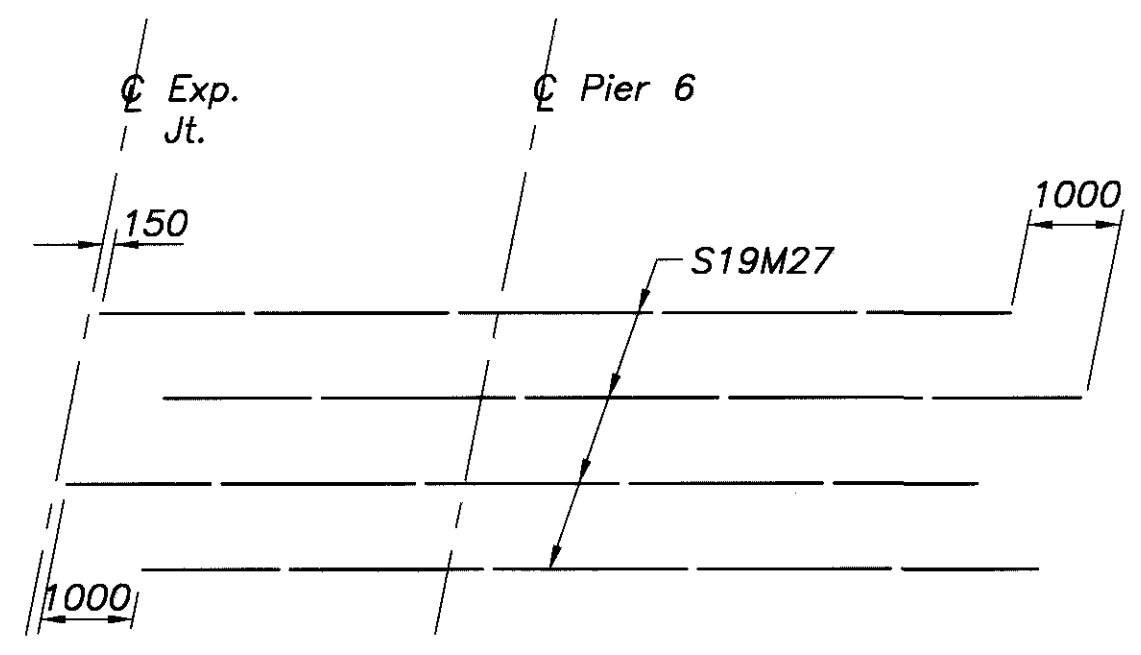


UNIT 2
 (Top Reinforcing Shown;
 Top & Bottom Transverse Bars Shown;
 Parapet & Sidewalk Not Shown;
 for bars extending into parapet & sidewalk, see
 Parapet & Sidewalk details shts. [15/26] & [16/26])

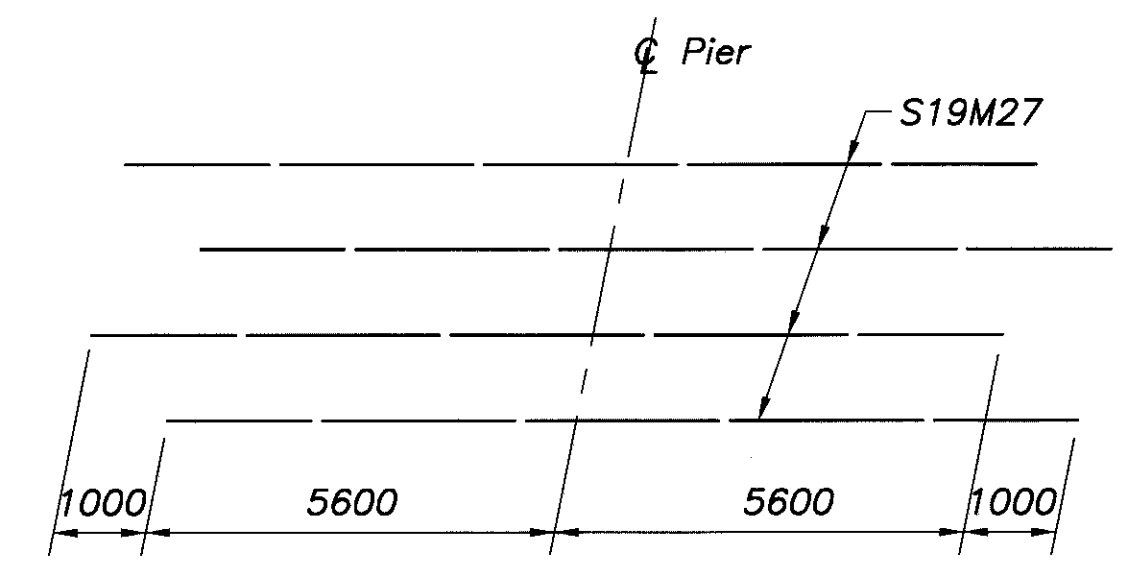


STAGGER DIAGRAM
 For S19M27 & S19M35 Bars at
 Piers 1, 2, 3, & 5

ADDITIONAL PIER BARS		
Pier No.	S19M27	S19M35
1	60	60
2	56	56
3	56	56
4	58	---
5	63	63
6	70	---
7	74	---
8	74	---
9	75	---
10	79	---



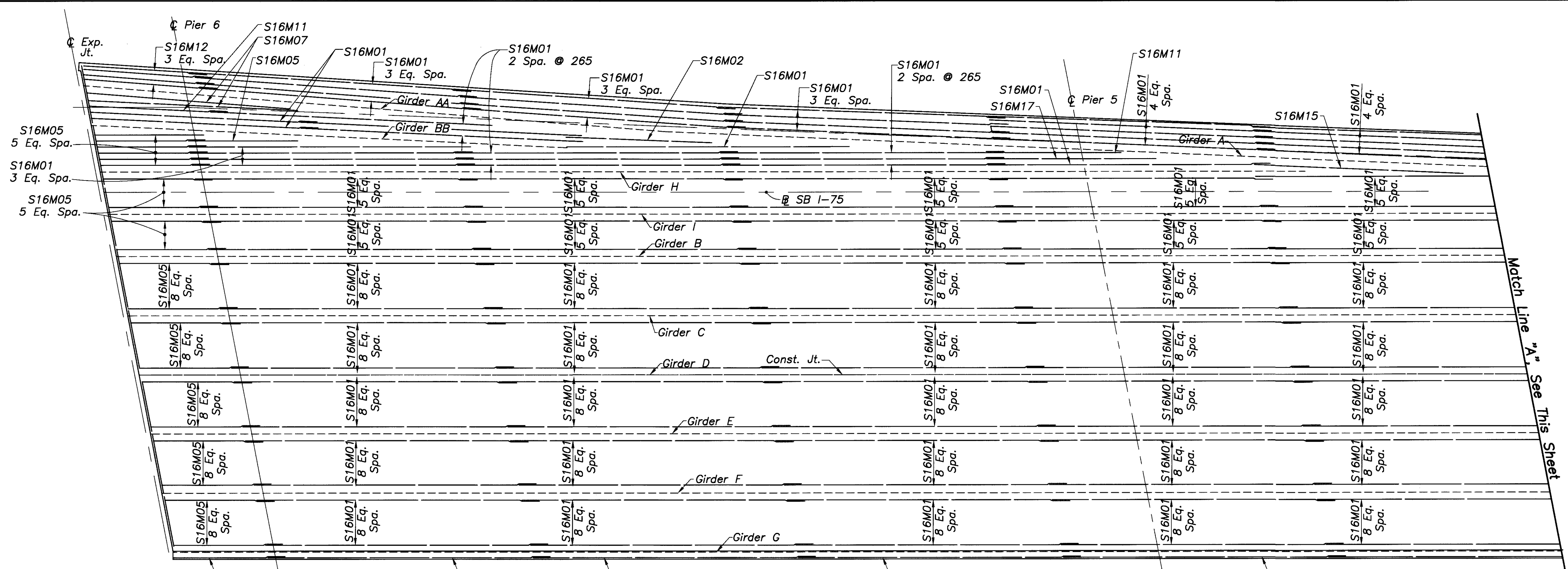
STAGGER DIAGRAM
 For S19M27 Bars at Piers 4 & 6.
 (Pier 6 shown, Pier 4 Similar)



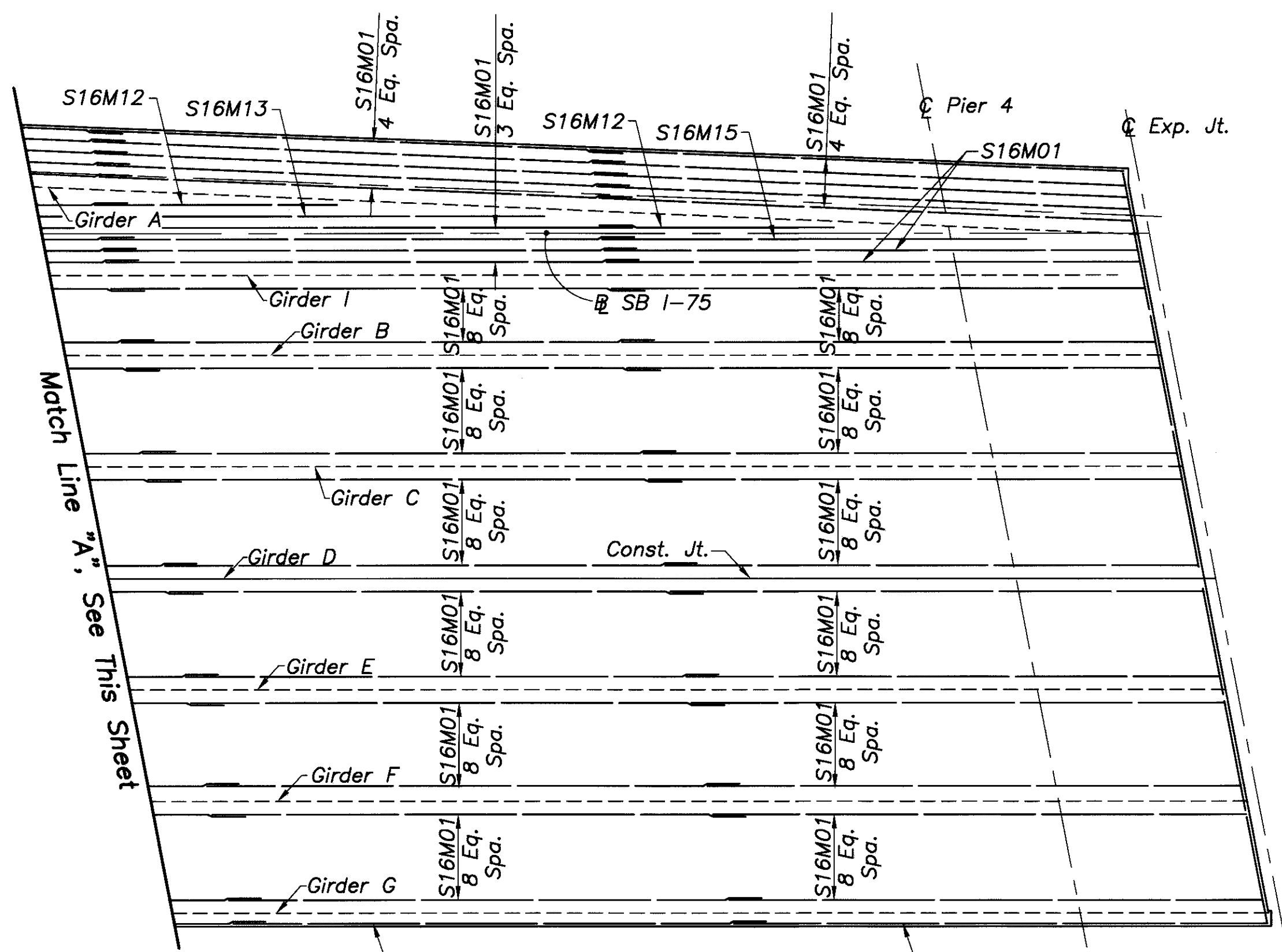
STAGGER DIAGRAM
 For S19M27 Bars at Pier 7, 8, 9 & 10

PLOTTED VIEW = PLAN
 XREF = NONE
 CAD098-1-1 22064LSD7.DWG JUNE-28-1999

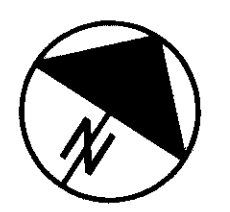
PLOTTED VIEW = PLAN
 XREF # = NONE
 XREF # = NONE
 PLOT SCALE = 10'-1
 CAD99-4 2204LS07.DWG JUNE-28-1999



UNIT 2
 (Bottom Longitudinal Reinforcing Bars Shown)



UNIT 2
 (Bottom Longitudinal Reinforcing Bars Shown)



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

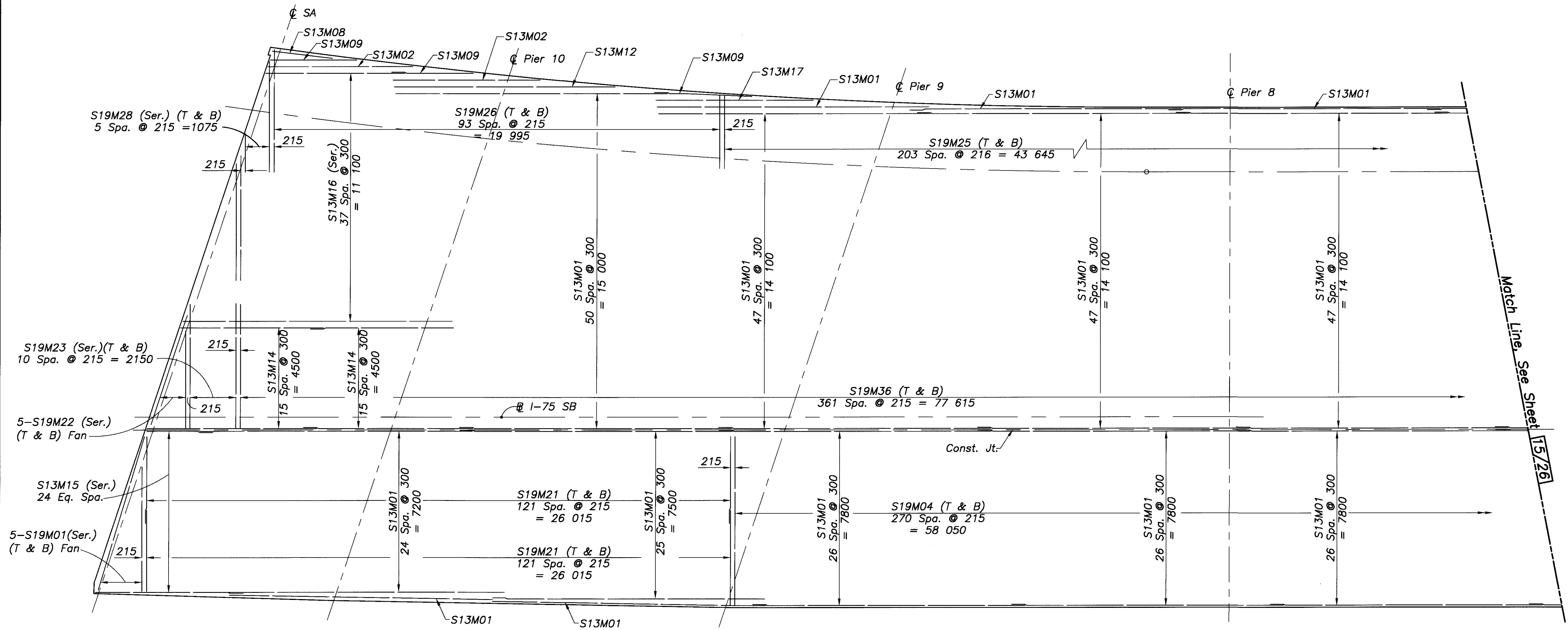
DATE
 6/15/99
 REVIEWED
 GEA
 STRUCTURE FILE NUMBER
 5708400

DRAWN
 CLH
 CHECKED
 KVB
 REVISED

UNIT 2 SLAB PLAN
 Bridge No. MOT-75-22064L(1371L)
 SB 1-75 over Riverside Dr. and the Great Miami River

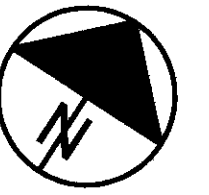
MOT-75-16.794

11/26
 265
 319



UNIT 3

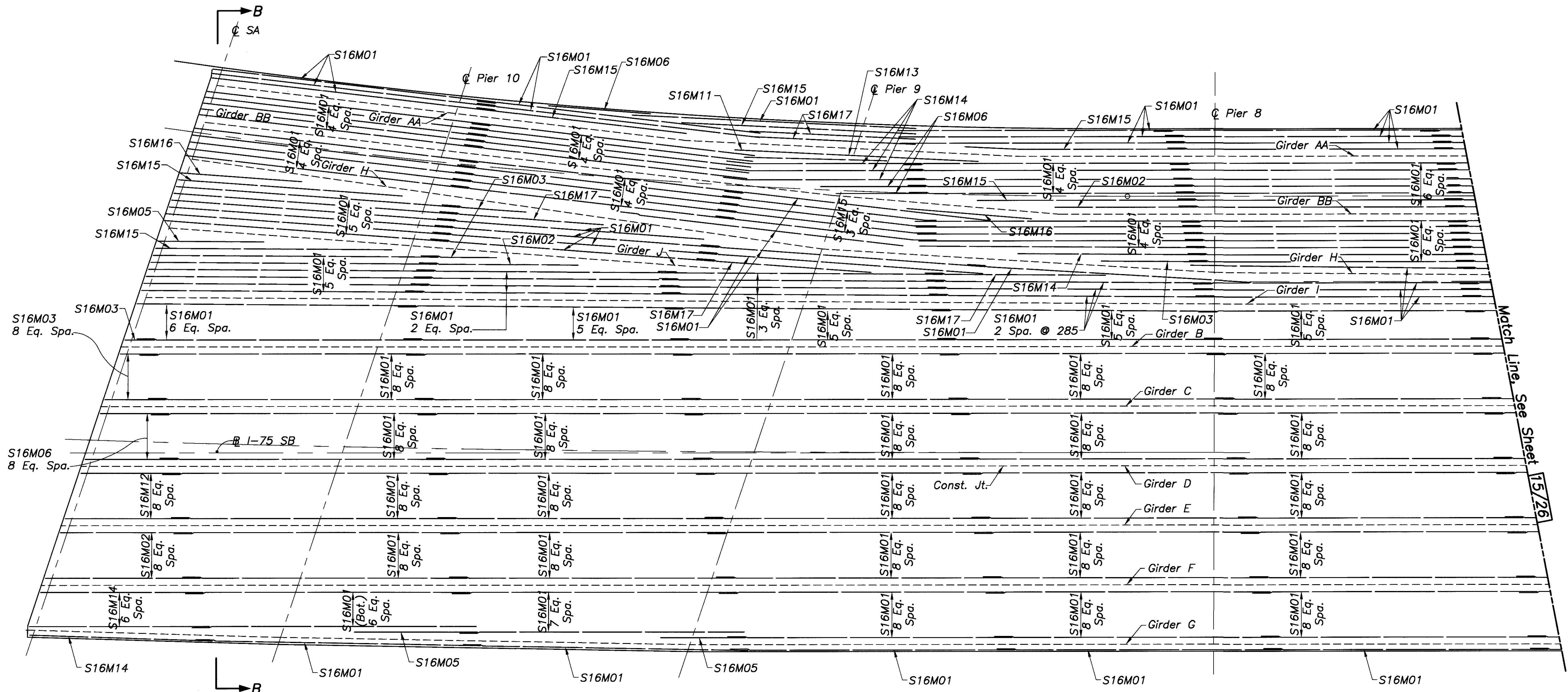
(Top Longitudinal Reinforcing Bars Shown;
 Top & Bottom Transverse Bars Shown;
 Parapet & Sidewalk Not Shown;
 for bars extending into parapet & sidewalk, see
 Parapet & Sidewalk details shts. 15/26 & 16/26)



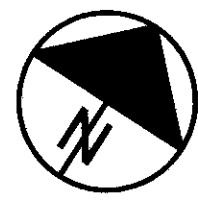
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5708400
DATE	6/15/99		

UNIT 3 SLAB PLAN
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB over Riverside Dr. and the Great Miami River

MOT-75-16.794



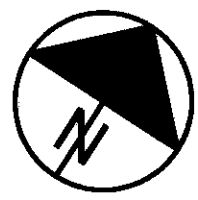
UNIT 3
 (Bottom Longitudinal Reinforcing Bars Shown)



DESIGNED	DRAWN	REVIEWED	DATE
ASB	CLH	GEA	6/15/99
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KVB		5706400	

UNIT 3 SLAB PLAN
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB over Riverside Dr. and the Great Miami River

MOT-75-16.794



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE
 6/15/99
 REVIEWED
 GEA
 STRUCTURE FILE NUMBER
 5708400

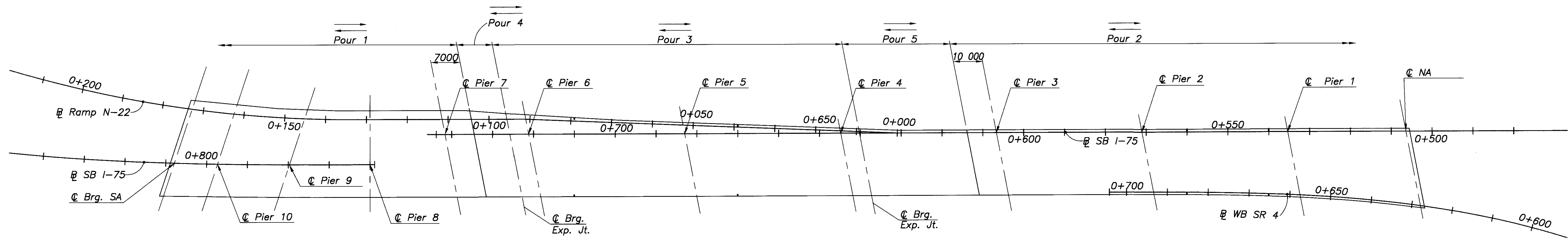
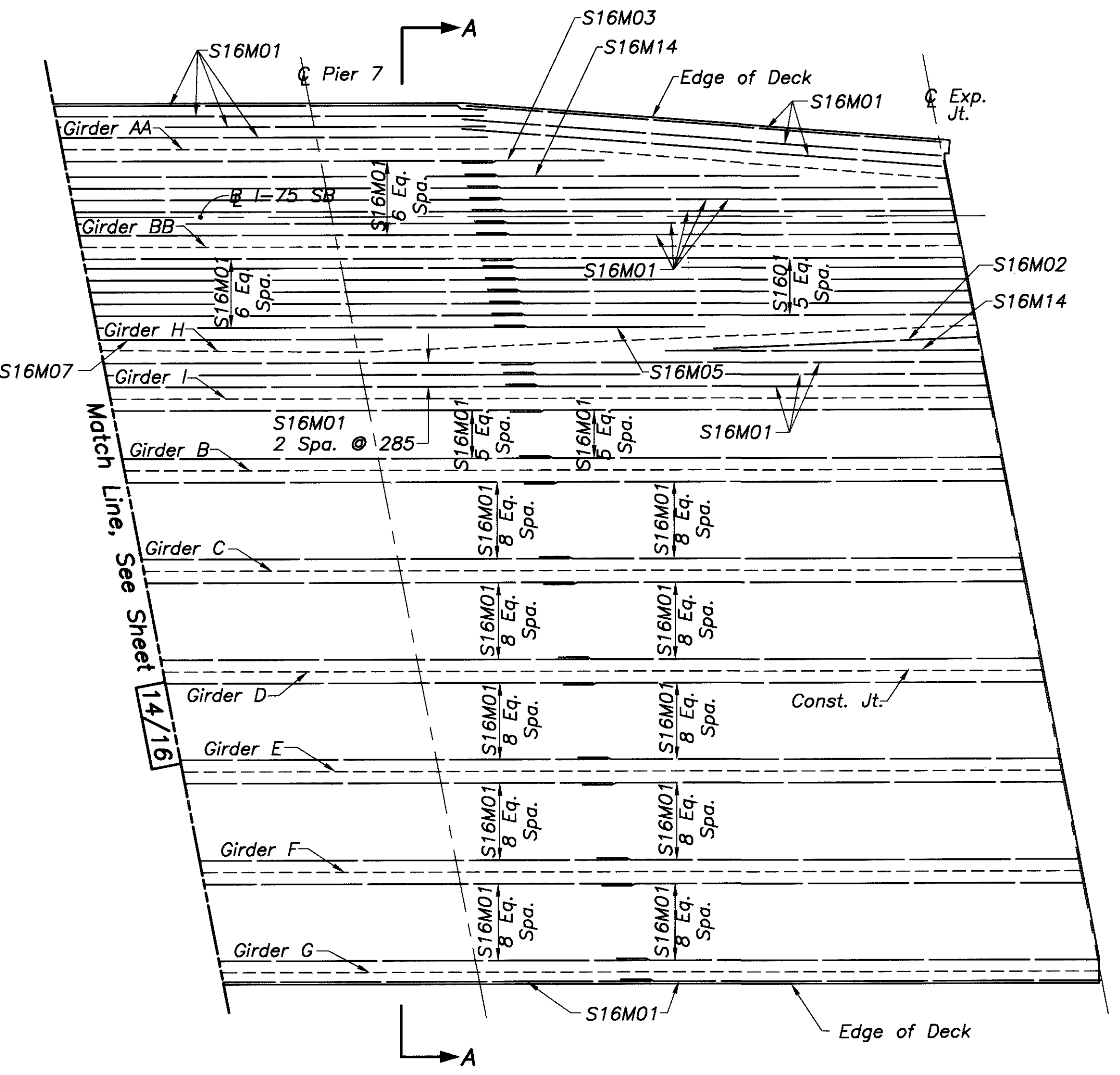
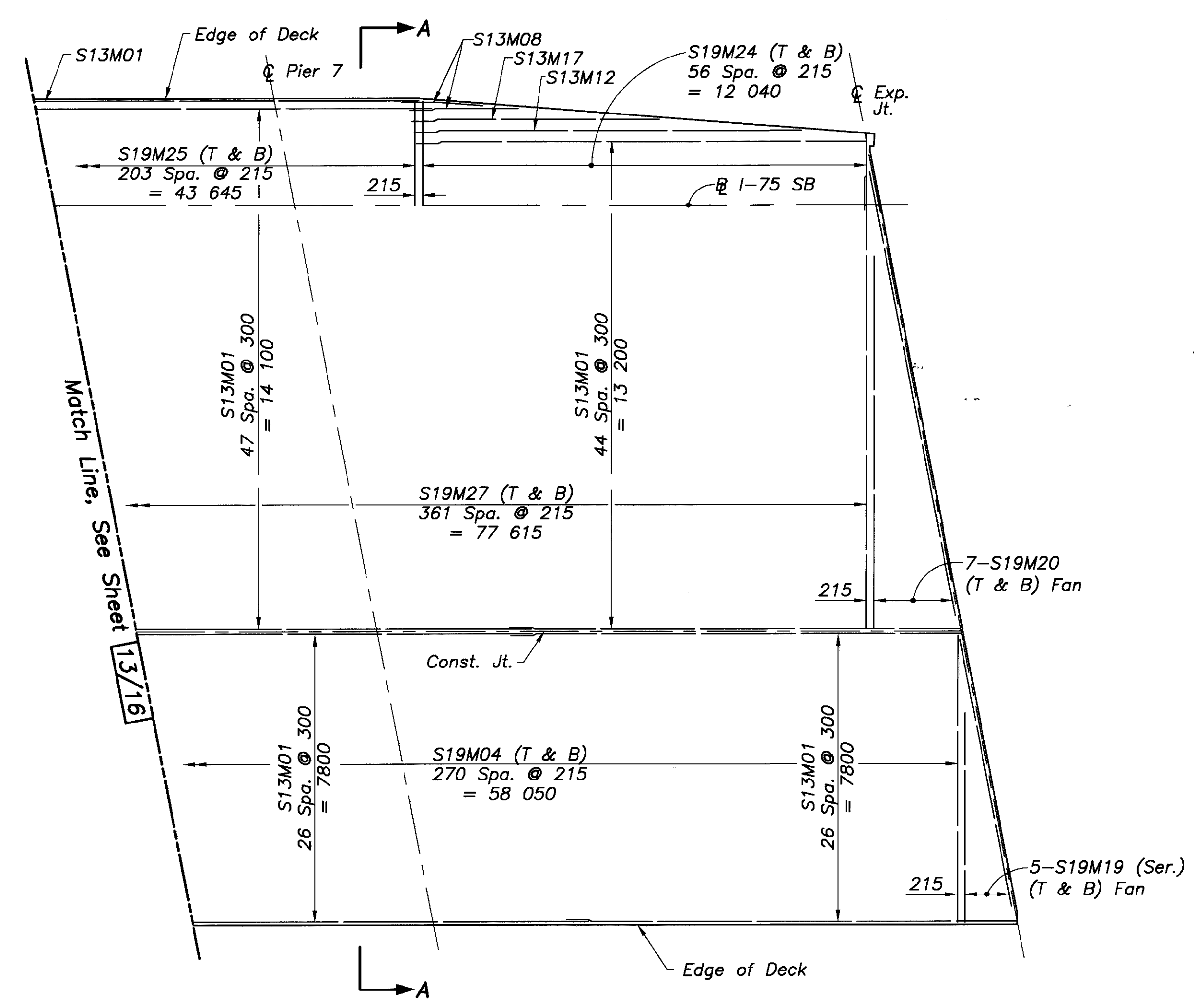
DRAWN
 CLH
 REVISED
 DESIGNED
 ASB
 CHECKED
 KVB

UNIT 3 SLAB PLAN
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB over Riverside Dr. and the Great Miami River

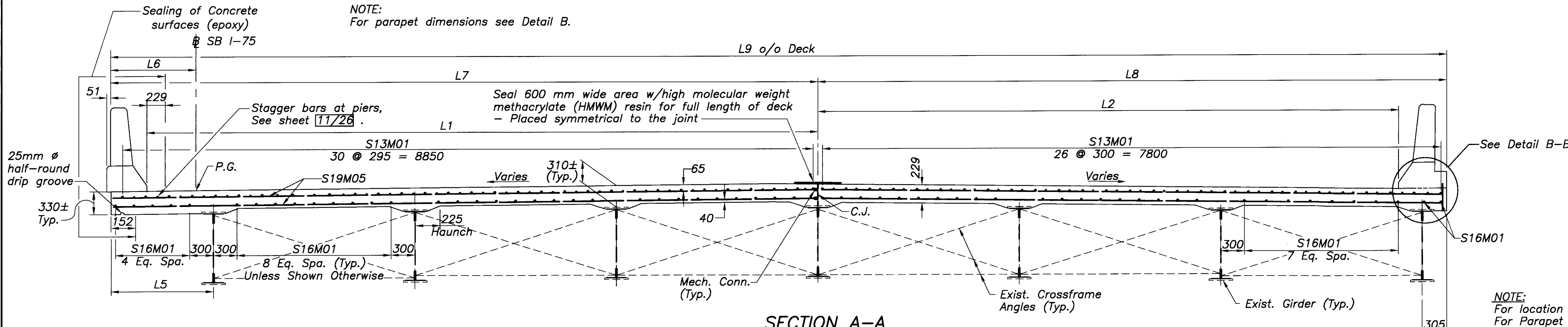
MOT-75-16.794

14/26

268
 319

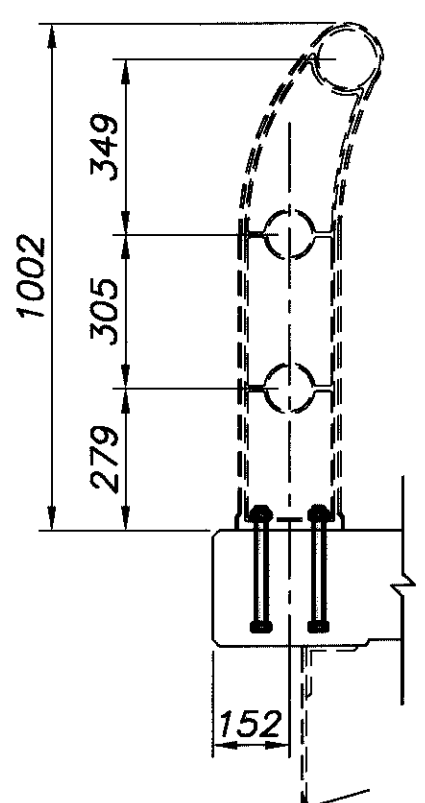
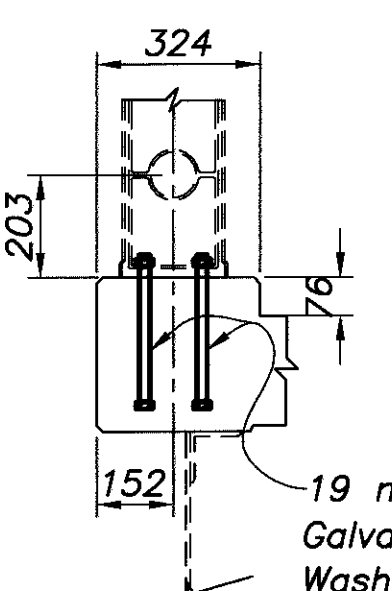


PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10'-1
 C:\99-4\22064L\508.DWG JULY-21-1999



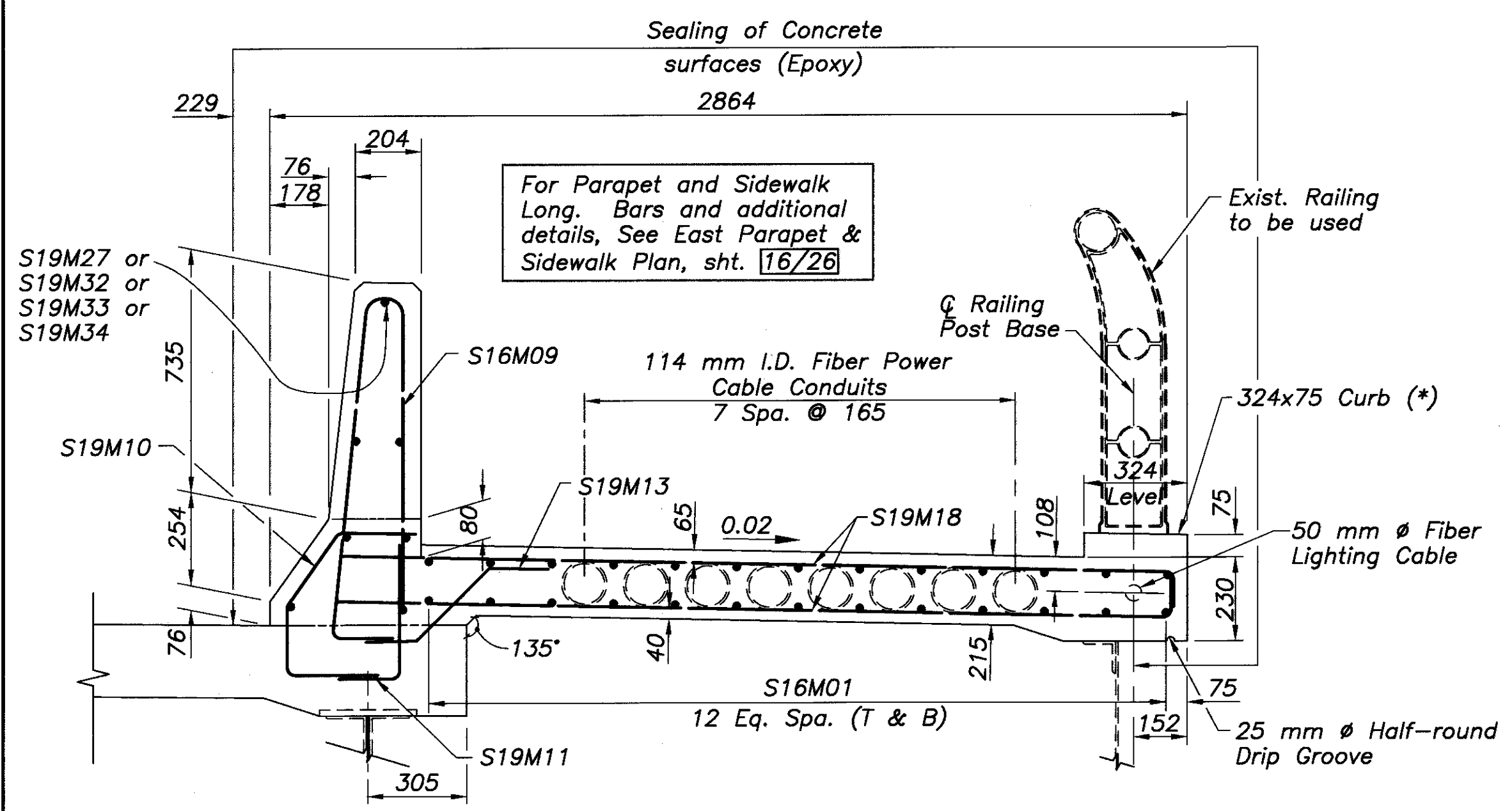
SECTION A-A

NOTE:
For location of Section A-A, see sheet 8/26.
For Parapet details, see Std. Dwg. BR-1M.



WEST PARAPET SECTION

DECK DIMENSIONS										
DESC.	STATION	L1	L2	L3	L4	L5	L6	L7	L8	L9
Q Brq. NA	0+506.783	08 497	10 412	09 577	10 712	01 297	00 610	08 955	11 110	20 065
	0+510.000	08 497	10 019	09 184	10 319	01 297	00 610	08 955	10 771	19 726
	0+520.000	08 497	09 019	08 184	09 319	01 297	00 610	08 955	09 716	18 671
	0+530.000	08 497	08 309	07 474	08 609	01 297	00 610	08 955	09 096	18 051
Q Brq. Pier 1	0+535.739	08 497	08 011	07 176	08 311	01 297	00 610	08 955	08 866	17 821
	0+540.000	08 497	07 837	07 002	08 137	01 297	00 610	08 955	08 696	17 651
	0+550.000	08 497	07 554	06 719	07 854	01 297	00 610	08 955	08 297	17 252
	0+560.000	08 497	07 411	06 576	07 711	01 297	00 610	08 955	07 963	16 918
Q Brq. Pier 2	0+571.401	08 497	07 359	06 524	07 659	01 297	00 610	08 955	07 963	16 918
	0+570.000	08 497	07 362	06 527	07 662	01 297	00 610	08 955	07 963	16 918
	0+580.000	08 497	07 358	06 523	07 658	01 297	00 610	08 955	07 963	16 918
	0+590.000	08 497	07 358	06 523	07 658	01 297	00 610	08 955	07 963	16 918
	0+600.000	08 497	07 357	06 522	07 657	01 297	00 610	08 955	07 963	16 918
Q Brq. Pier 3	0+607.062	08 497	07 356	06 521	07 656	01 297	00 610	08 955	07 963	16 918
	0+610.000	08 497	07 356	06 521	07 656	01 297	00 610	08 955	07 963	16 918
	0+620.000	08 497	07 355	06 520	07 655	01 297	00 610	08 955	07 963	16 918
	0+630.000	08 497	07 354	06 519	07 654	01 297	00 610	08 955	07 963	16 918
Q Brq. Exp. Jt.	0+640.589	08 883	07 353	06 518	07 653	01 297	01 455	09 342	07 963	17 305
Q Brq. Pier 4	0+645.162	09 066	07 353	06 518	07 653	01 297	01 179	09 525	07 963	17 488
	0+650.000	09 260	07 353	06 518	07 653	01 297	01 373	09 718	07 963	17 681
	0+660.000	09 660	07 353	06 518	07 653	01 297	01 773	10 118	07 963	18 081
	0+670.000	10 060	07 353	06 518	07 653	01 297	02 174	10 518	07 963	18 481
	0+680.000	10 460	07 353	06 518	07 653	01 297	02 573	10 918	07 963	18 881
Q Brq. Pier 5	0+683.363	10 594	07 353	06 518	07 653	01 297	02 708	11 053	07 963	19 016
	0+690.000	10 860	07 353	06 518	07 653	01 165	02 974	11 318	07 963	19 281
	0+700.000	11 281	07 353	06 518	07 653	00 977	03 395	11 740	07 963	19 703
	0+710.000	11 925	07 353	06 518	07 653	01 012	04 039	12 384	07 963	20 347
Q Brq. Pier 6	0+721.565	12 671	07 353	06 518	07 653	01 052	04 784	13 130	07 963	21 093
Q Brq. Exp. Jt.	0+726.135	12 965	07 353	06 518	07 653	01 000	05 538	13 424	07 963	21 387
	0+730.000	13 253	07 353	06 518	07 653	00 979	05 366	13 712	07 963	21 675
Q Brq. Pier 7	0+741.985	13 893	07 353	06 518	07 653	01 170	06 096	14 411	07 963	22 374
	0+750.000	13 983	07 354	06 519	07 654	01 170	06 096	14 411	07 963	22 374
Q Brq. Pier 8	0+760.377	13 983	07 355	06 520	07 655	01 170	13 411	14 411	07 963	22 374
	0+770.000	14 042	07 349	06 514	07 649	01 168	13 470	14 500	07 963	22 463
	0+780.000	14 415	07 312	06 477	07 612	01 062	13 800	14 831	07 963	22 794
Q Brq. Pier 9	0+780.113	14 423	07 312	06 477	07 612	01 063	13 809	14 881	07 963	22 844
	0+790.000	15 129	07 219	06 384	07 519	00 840	14 424	15 589	07 830	23 419
Q Brq. Pier 10	0+797.721	15 915	07 091	06 256	07 391	00 735	15 078	16 374	07 691	24 065
	0+800.000	16 181	07 042	06 207	07 342	00 743	15 229	16 642	07 651	24 293
Q Brq. SA	0+808.301	N/A	06 812	05 977	07 112	N/A	N/A	N/A	07 409	N/A



DETAIL B-B

(*) Curb limits Unit 3 and North Abut. to Sta. 0+530.

PLOTTED VIEW = PLAN
XREF # = NONE
SCALE = 1:100
DATE = 09/15/99
DRAWN BY = JLD
CHECKED BY = KVB
DESIGNED BY = ASB
REVIEWED BY = GEA
DATE = 6/15/99
STRUCTURE FILE NUMBER = 5708400

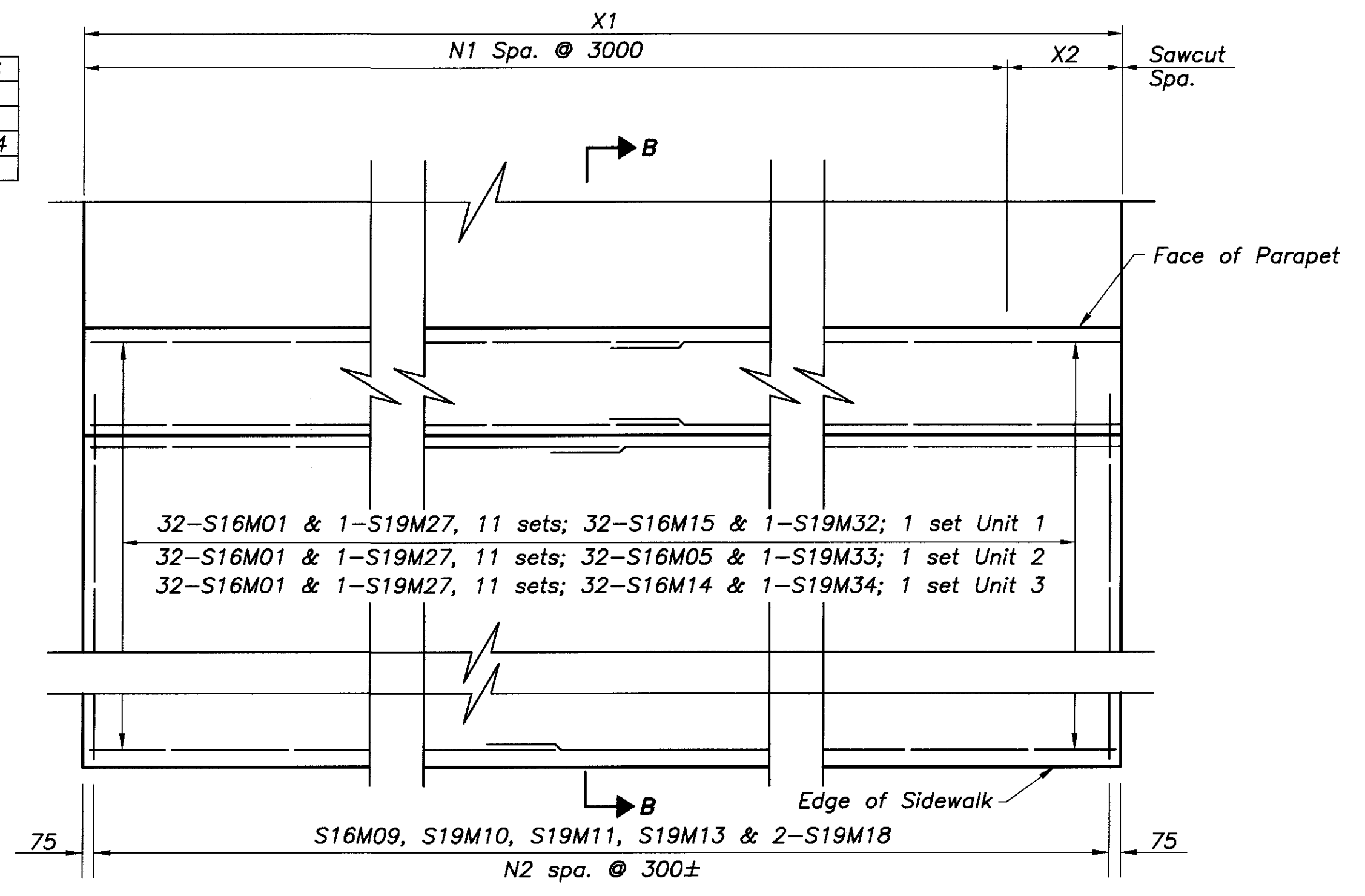
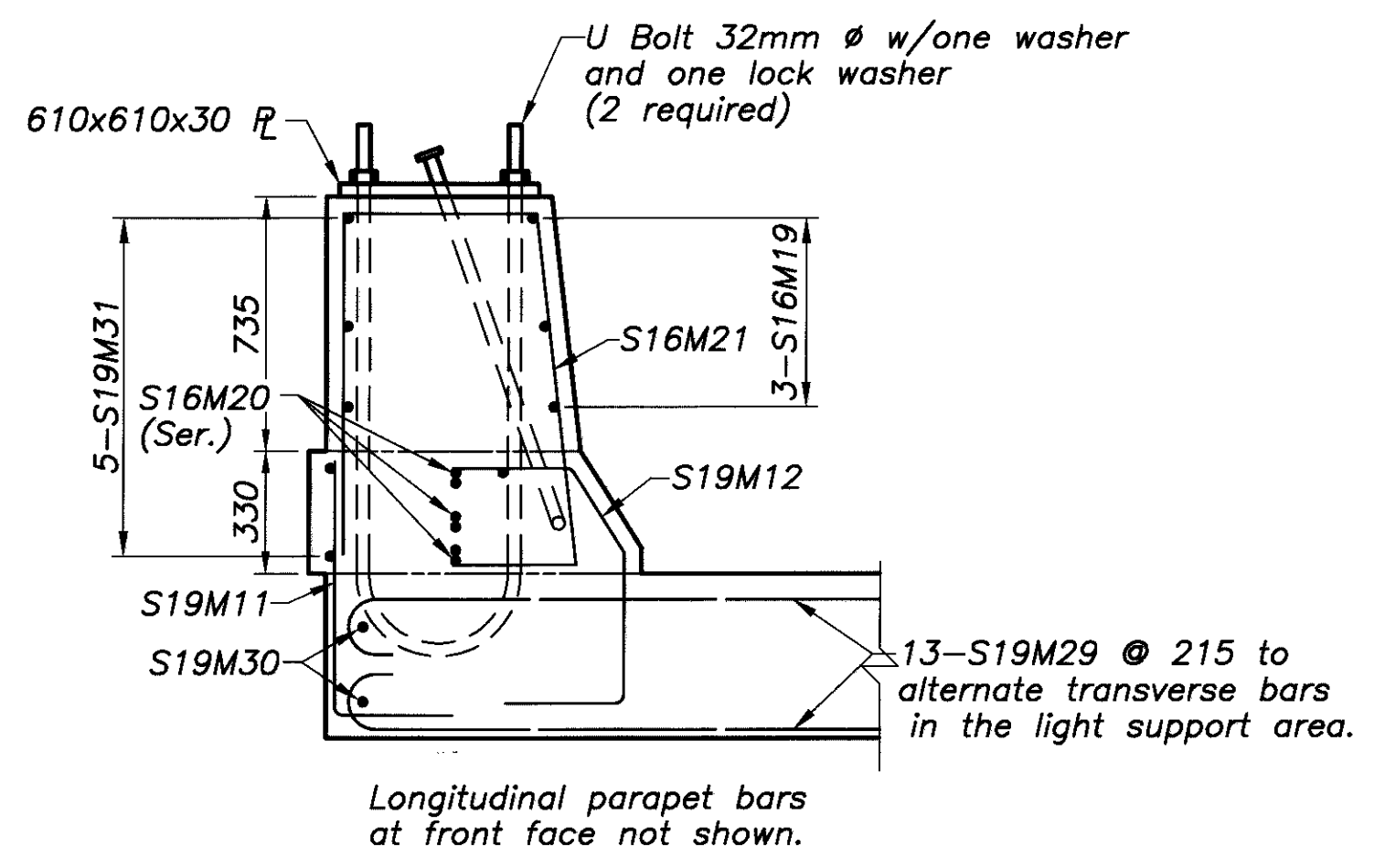
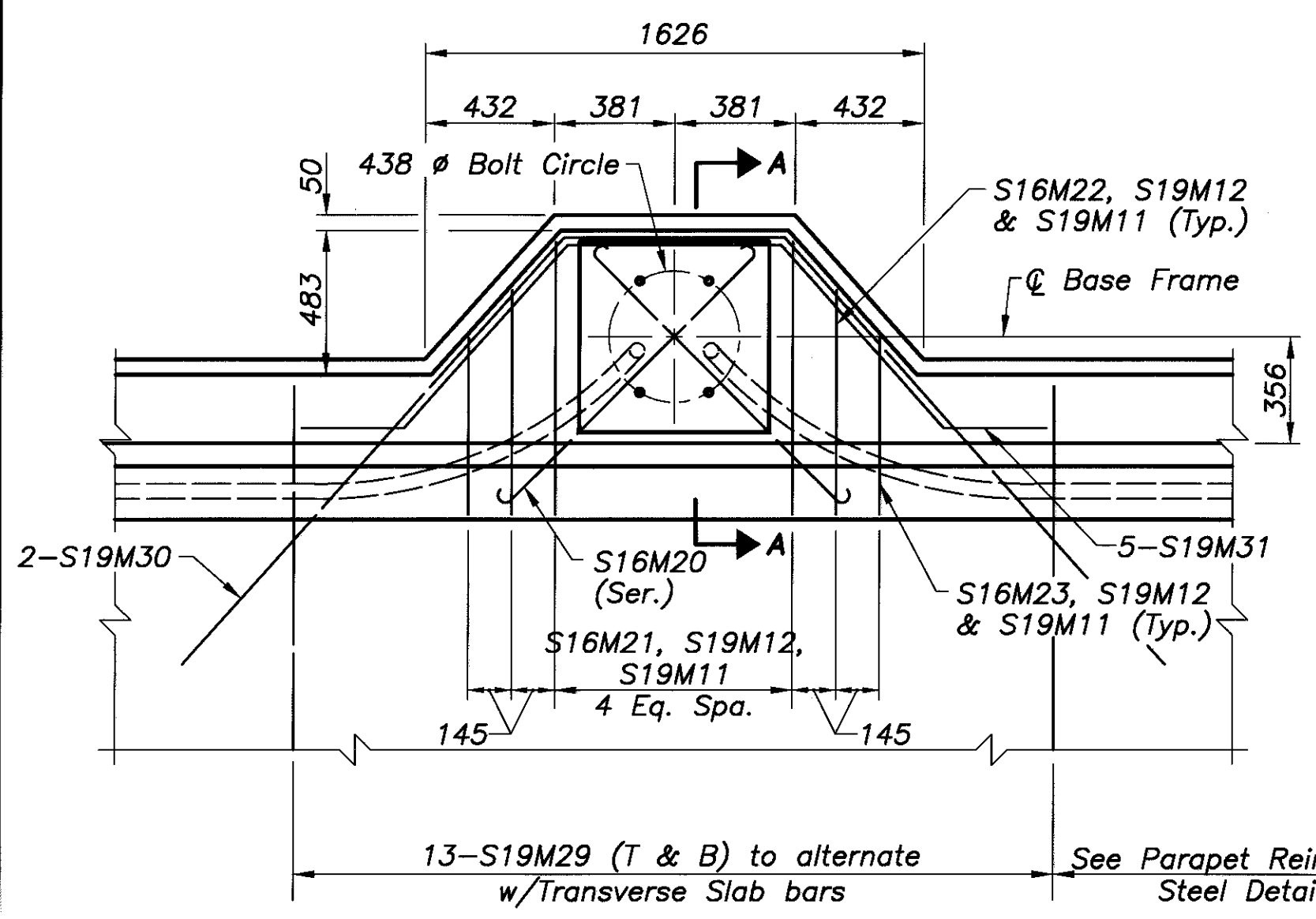
DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED BY = ASB
CHECKED BY = KVB
DRAWN BY = CLH
REVIEWED BY = GEA
DATE = 6/15/99
STRUCTURE FILE NUMBER = 5708400

CROSS SECTIONS
Bridge No. MOT-75-22064L(1371L)
I-75 SB Over Riverside Dr. and the Great Miami River

NOTE
 ALL CONNECTION HARDWARE
 STEEL TO BE GALVANIZED AS
 PER CMS 711.02. PAYMENT
 TO BE INCLUDED WITH ITEM 844-
 HIGH PERFORMANCE CONCRETE.

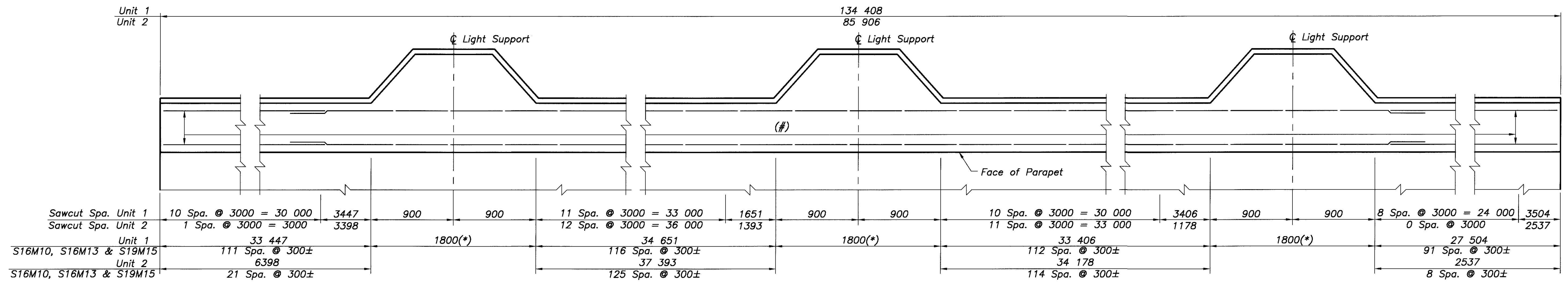
	Unit 1	Unit 2	Unit 3
N1	44	28	29
N2	450	283	293
X1	135 174	85 003	88 194
X2	3174	1003	1194



LIGHT SUPPORT
 (Light pole and Transformer
 not shown)

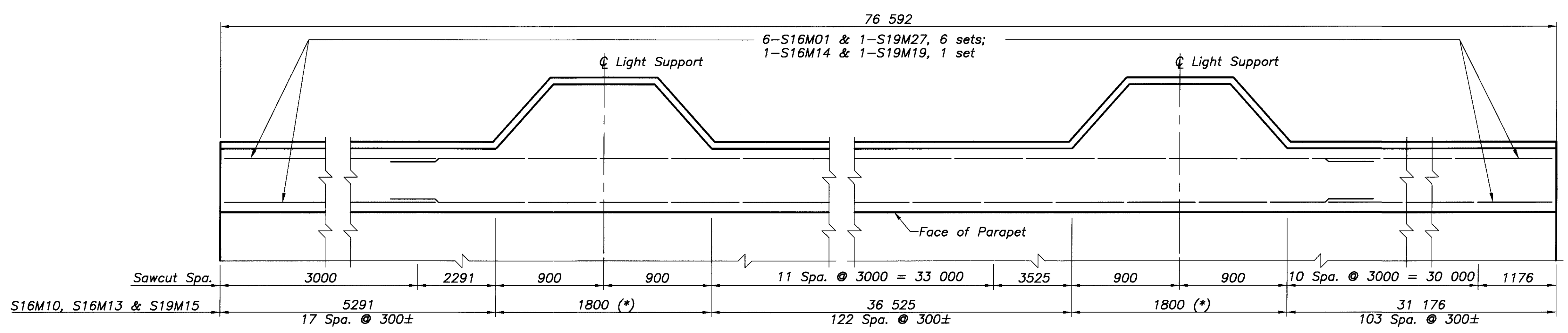
SECTION A-A

EAST PARAPET & SIDEWALK PLAN



WEST PARAPET PLAN - UNIT 1 & UNIT 2

(*) For Reinforcing steel in this area, see Light Support detail, this sheet.



WEST PARAPET PLAN - UNIT 3

(*) For Reinforcing steel in this area, see Light Support detail, this sheet.

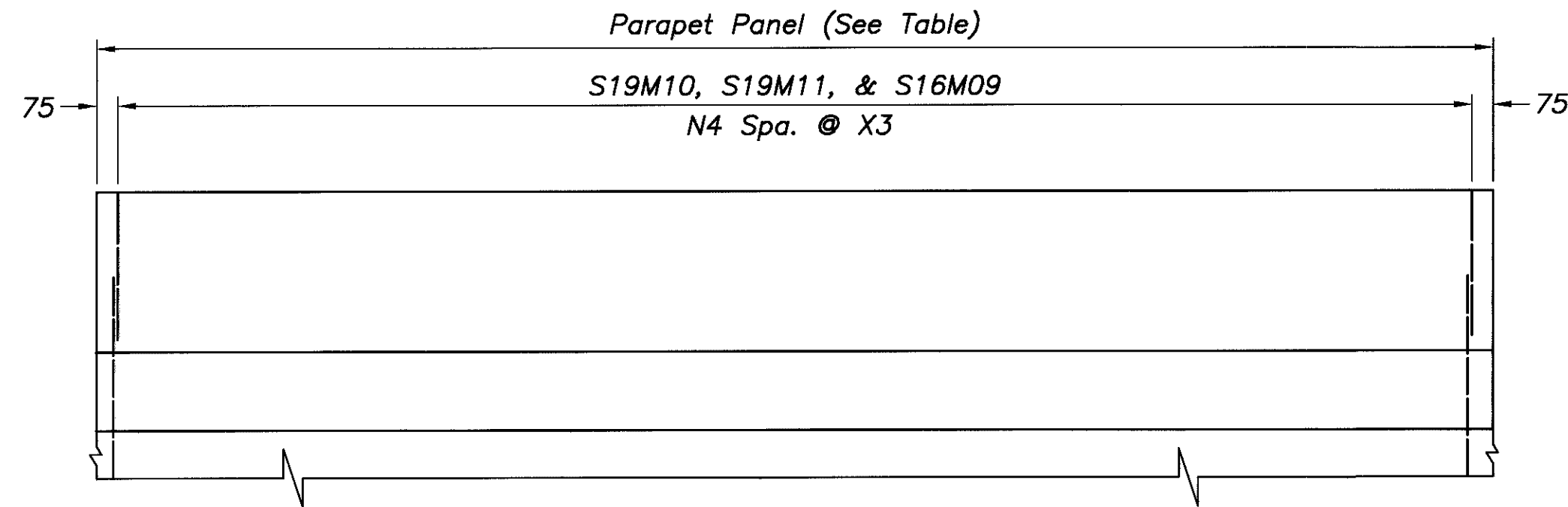
(#)
 6-S16M01 & 1-S19M27, 11 sets;
 6-S16M07 & 1-S19M05, 1 set } Unit 1
 6-S16M01 & 1-S19M27, 7 sets;
 6-S16M16 & 1-S19M08, 1 set } Unit 2

Light Support Stations

- Sta. 0+534.956
- Sta. 0+570.162
- Sta. 0+606.613
- Sta. 0+644.548
- Sta. 0+680.497
- Sta. 0+719.633
- Sta. 0+759.104
- Sta. 0+797.357

NOTES:
 For SECTION B-B, see
 sheet 15/26.

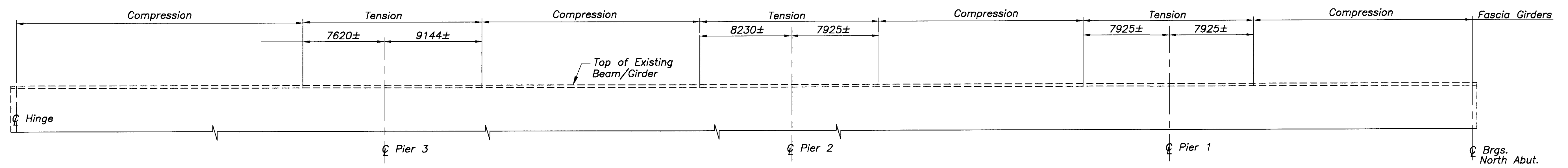
PLOTTED VIEW = PLAN
 PLOT SCALE = 50:1
 XREF # = NONE
 XREF # = NONE
 02099-4 22064L522.DWG JULY-21-1999



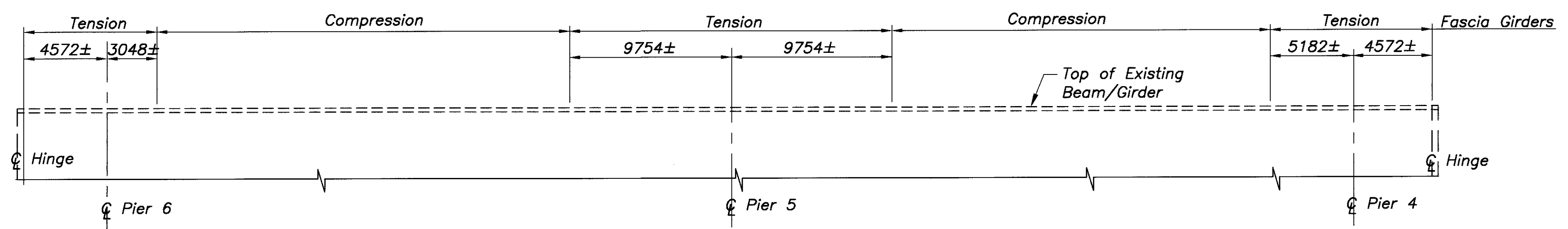
PARAPET TRANSVERSE BAR SPACINGS

PARAPET PANEL LENGTH	N4	X3
3000	10	285
3447	11	300+
3398	11	300+
1651	5	300+
1393	4	300+
3406	11	300+
1178	4	260+
3504	11	300+
2537	8	300+
3174	10	300+
1003	3	285-
1194	4	260(+)

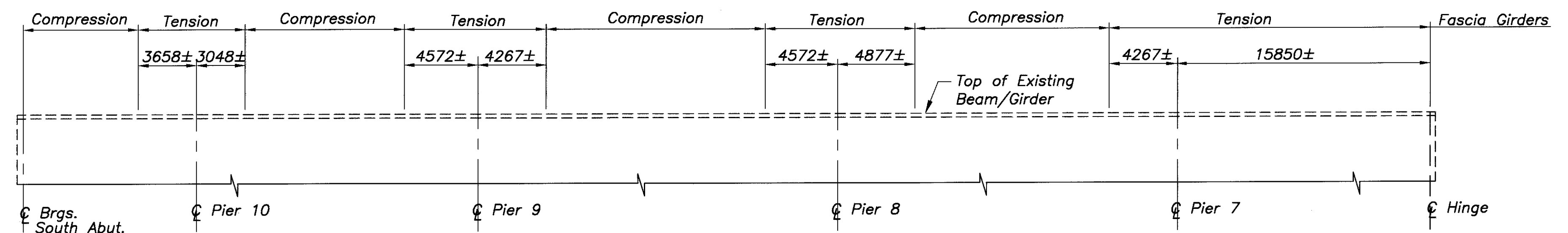
NOTE:
 Welded Attachment of supports for concrete deck finishing machine may be made to areas of the fascia girder flanges designated "Compression". Attachments shall not be made to areas designated "Tension". Fillet welds to compression flanges shall not be closer than 25 mm from edge of flange, be not more than 50 mm long and be not smaller than the minimum size required by AASHTO.



UNIT 1 GIRDER ELEVATION



UNIT 2 GIRDER ELEVATION



UNIT 3 GIRDER ELEVATION

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 10=1
 CAB39-1-22064L.S1.DWG
 SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

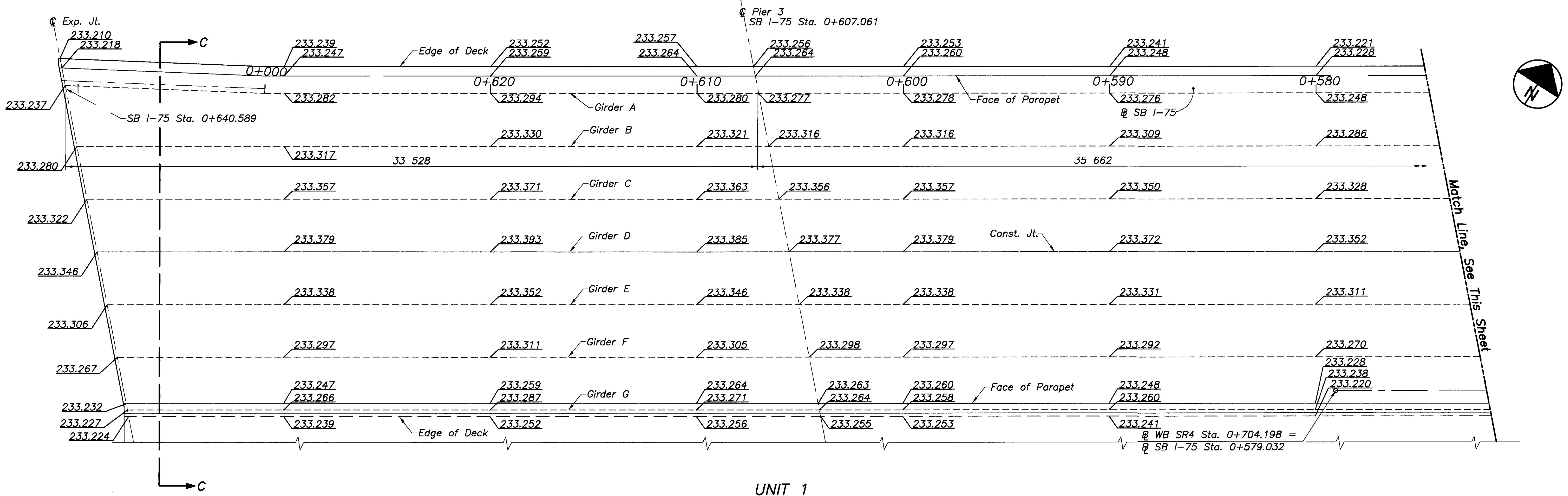
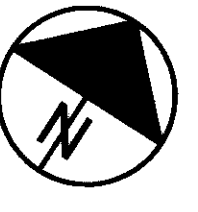
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5709400
DATE	6-15-99		

SUPERSTRUCTURE DETAILS
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

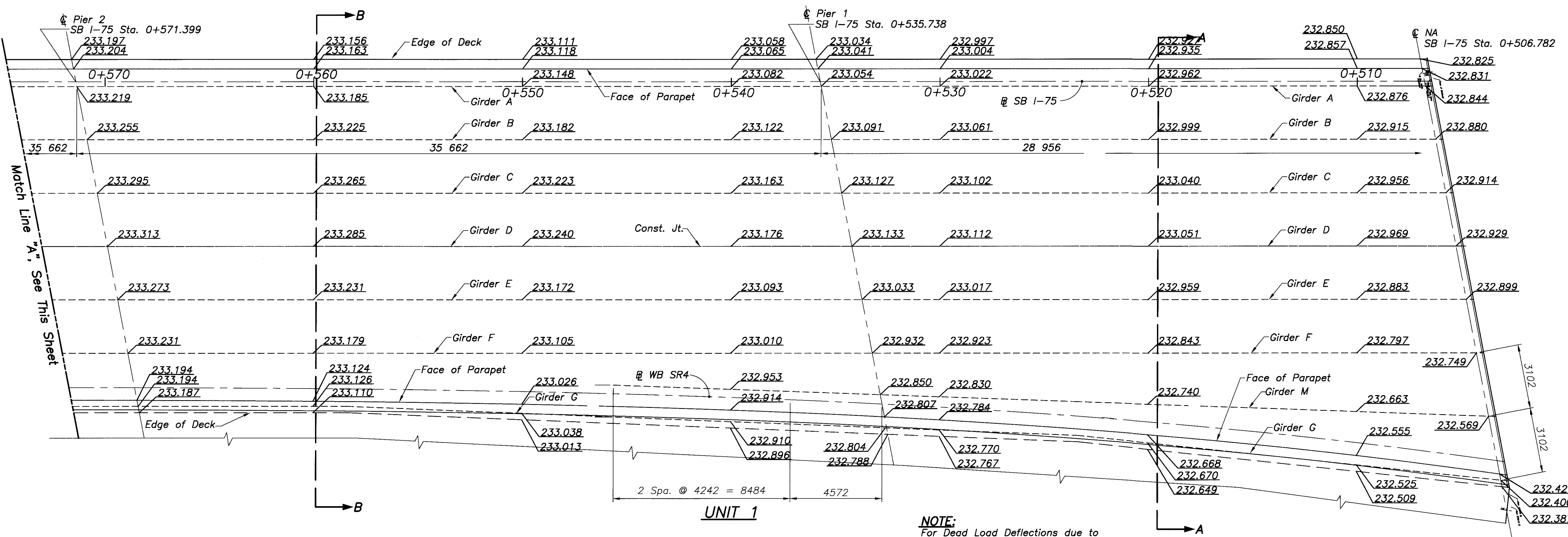
MOT-75-16.794

17/26

271
 319



UNIT 1



UNIT 1

NOTE:
For Dead Load Deflections due to Slab Weight, see sheet [21/26].

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 1/8"=1'
 CAD99-1-22064LS18.DWG JUNE-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

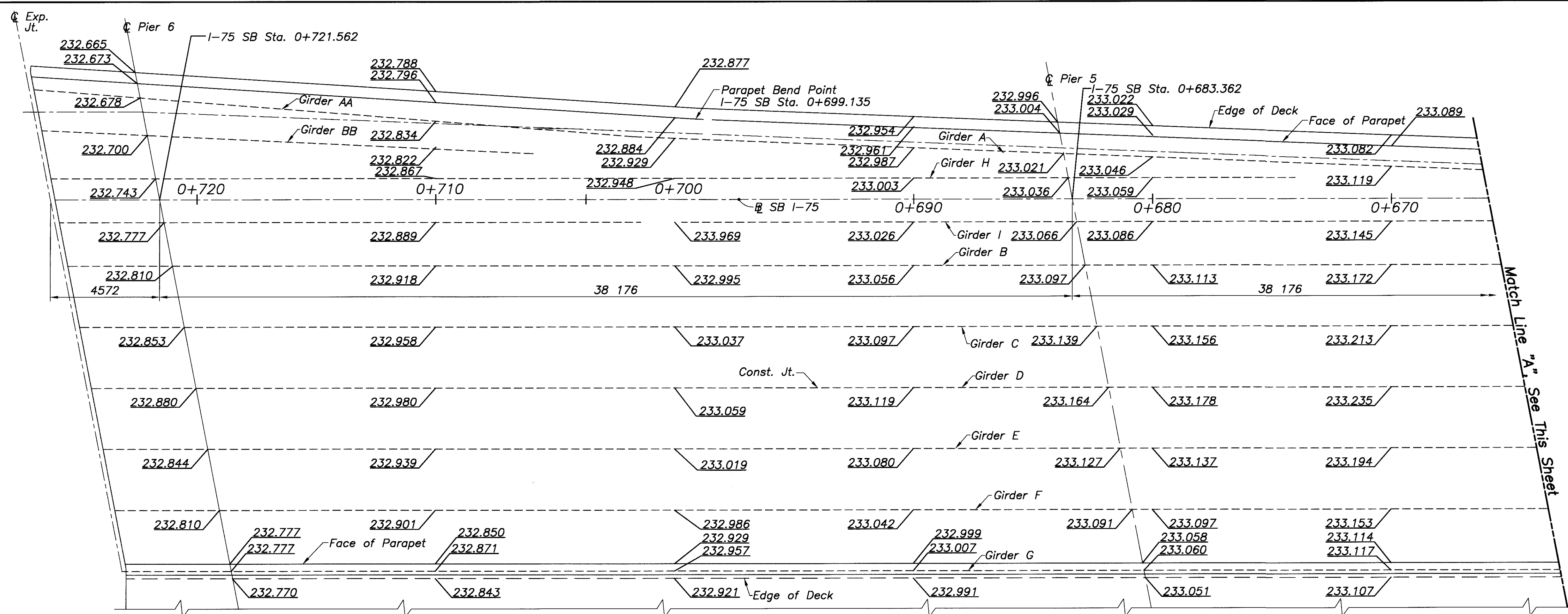
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GCA	DATE	6/15/99
STRUCTURE FILE NUMBER	5706400		

SCREEN ELEVATIONS
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB Over Riverside Dr. & the Great Miami River

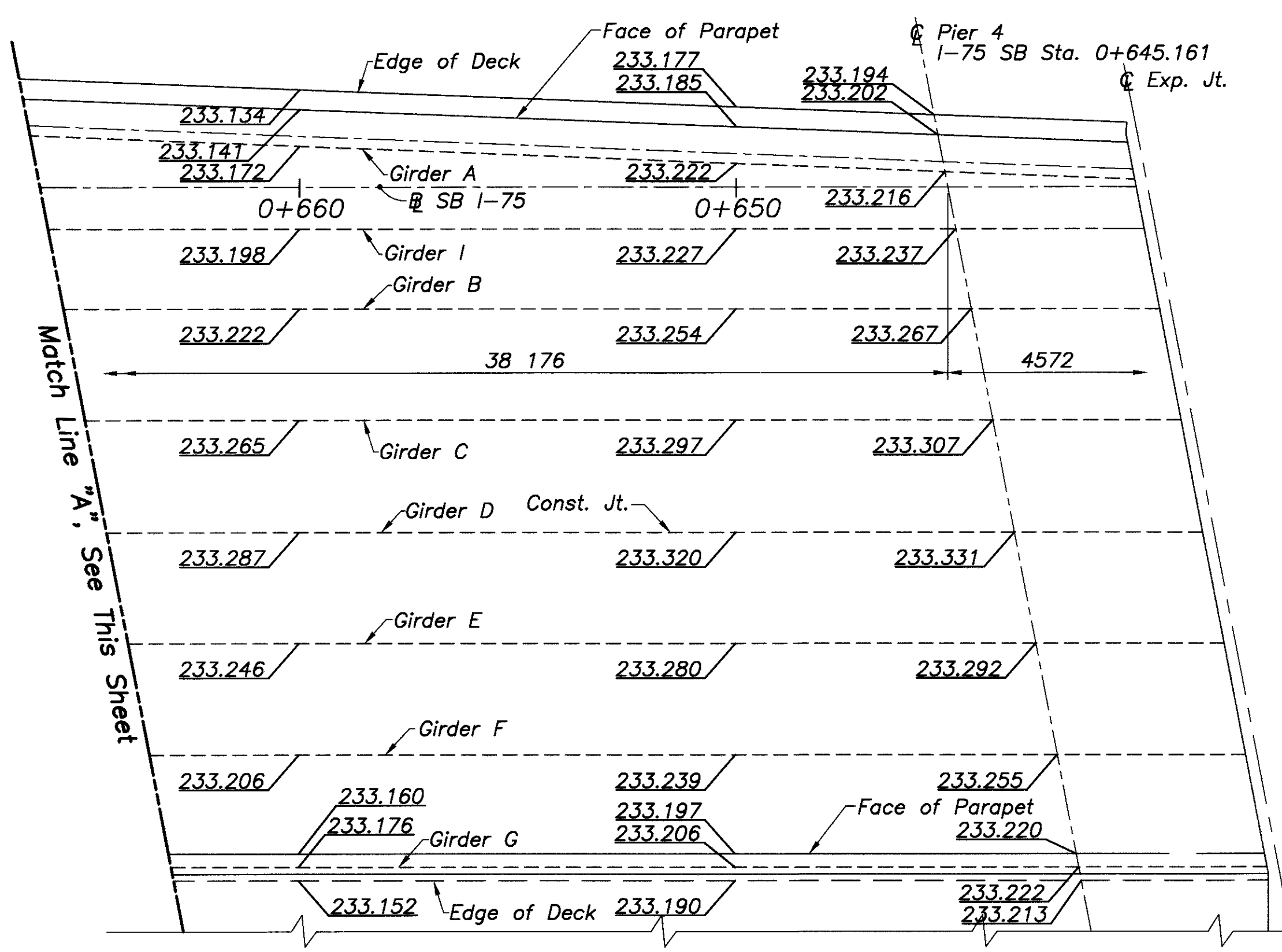
MOT-75-16.794

18/26
 272
 319

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1/8"=1'
 CADD98-11 22064LS19.DWG MAY-26-1999

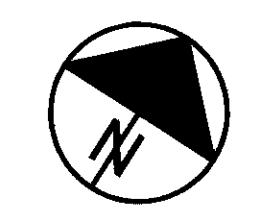


UNIT 2

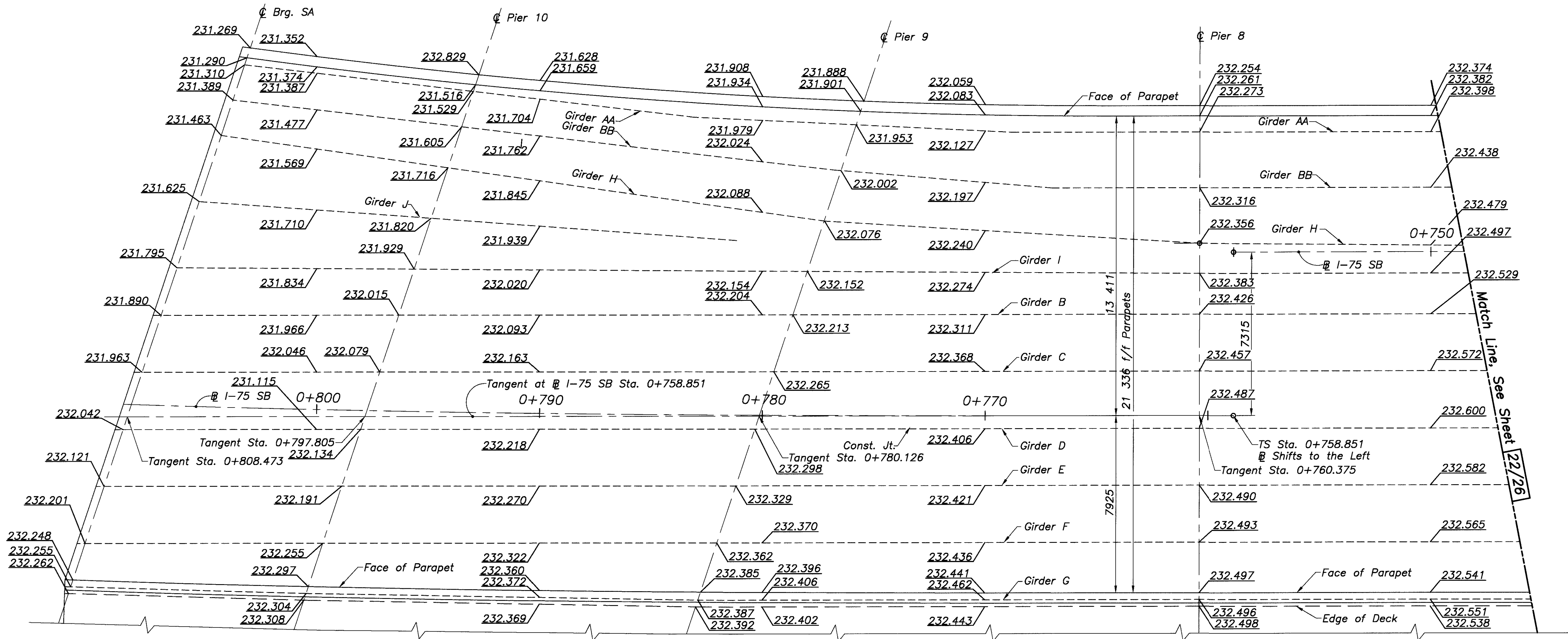


UNIT 2

NOTE:
 For Dead Load Deflections due to Slab Weight, see sheet [21/26].



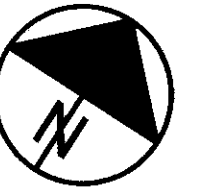
DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907	
DESIGNED ASB CHECKED KVB	DRAWN CLH REVISED
REVIEWED GEA STRUCTURE FILE NUMBER 5709400	DATE 6/15/99
SCREEN ELEVATIONS Bridge No. MO1-75-22064L(1371L) I-75 SB over Riverside Dr. and the Great Miami River	
MOT-75-16.794	
19/26	
(273/319)	

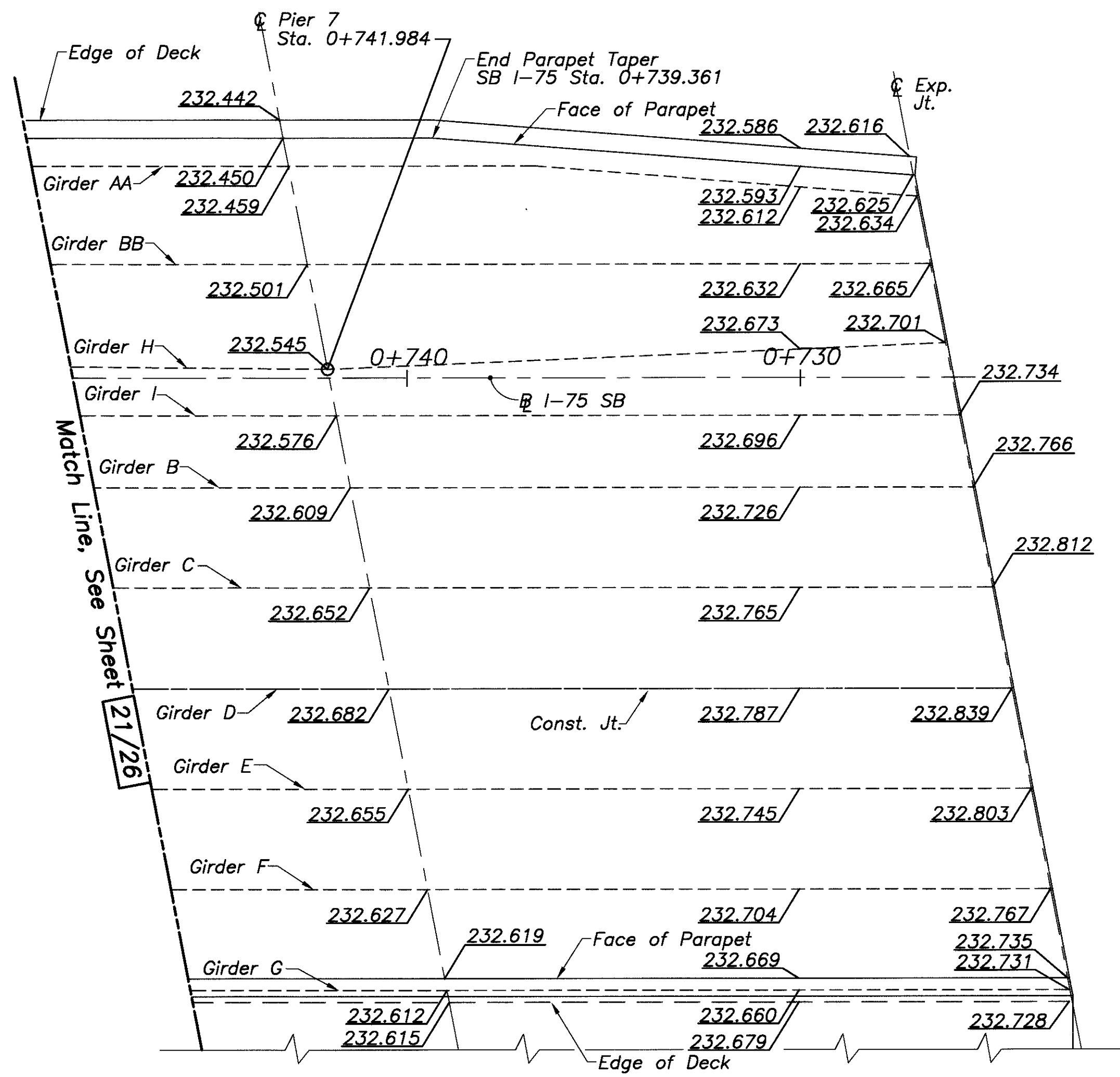
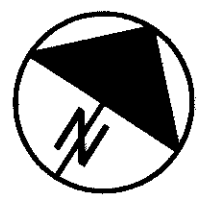


UNIT 3

NOTE:

For Dead Load Deflections due to Slab Weight, see sheet 21/26.





UNIT 3

Notes:
Girder dead load deflections due to slab weight listed below have been considered in calculating the screed elevations.

		DEFLECTIONS DUE TO SLAB WEIGHT																													
		STATION																													
		0+800	0+790	0+780	0+770	0+760	0+750	0+740	0+730	0+720	0+710	0+700	0+690	0+680	0+670	0+660	0+650	0+640	0+630	0+620	0+610	0+600	0+590	0+580	0+570	0+560	0+550	0+540	0+530	0+520	0+510
GIRDER/BEAM	A/AA	0	2	3	2	0	5	2	4	10	26	31	13	3	16	18	7	0	22	21	3	5	14	7	0	9	16	3	5	14	6
	BB	0	3	3	2	0	5	2	6	-1	-5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	H	0	5	4	4	0	5	3	5	5	21	24	8	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J	0	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	I	0	7	3	3	0	3	1	3	2	14	15	2	0	6	13	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	0	5	1	4	0	5	1	5	2	13	12	3	-2	4	8	3	0	16	16	3	2	7	4	0	8	10	3	3	10	4
	C	0	7	0	8	0	7	1	6	1	12	13	3	0	4	10	5	-2	15	16	4	2	7	5	0	7	10	3	3	10	4
	D	0	6	2	9	0	8	0	6	0	12	13	3	0	3	10	5	-2	15	16	4	1	6	6	0	7	10	3	2	10	5
	E	0	5	2	9	0	8	0	6	-1	12	13	4	0	3	10	6	-2	14	16	5	1	6	6	0	7	11	4	2	10	5
	F	0	3	2	9	0	8	1	6	-1	15	21	7	0	3	10	6	-1	14	16	5	1	8	6	0	8	13	5	2	9	6
	M	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	0	6	6	19	0	12	2	9	-4	25	33	13	0	8	21	14	-2	24	32	12	3	17	15	1	14	24	11	3	18	10	

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1/8"=1'-0"
 C:\039-11_22064L\210.DWG JUNE-08-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

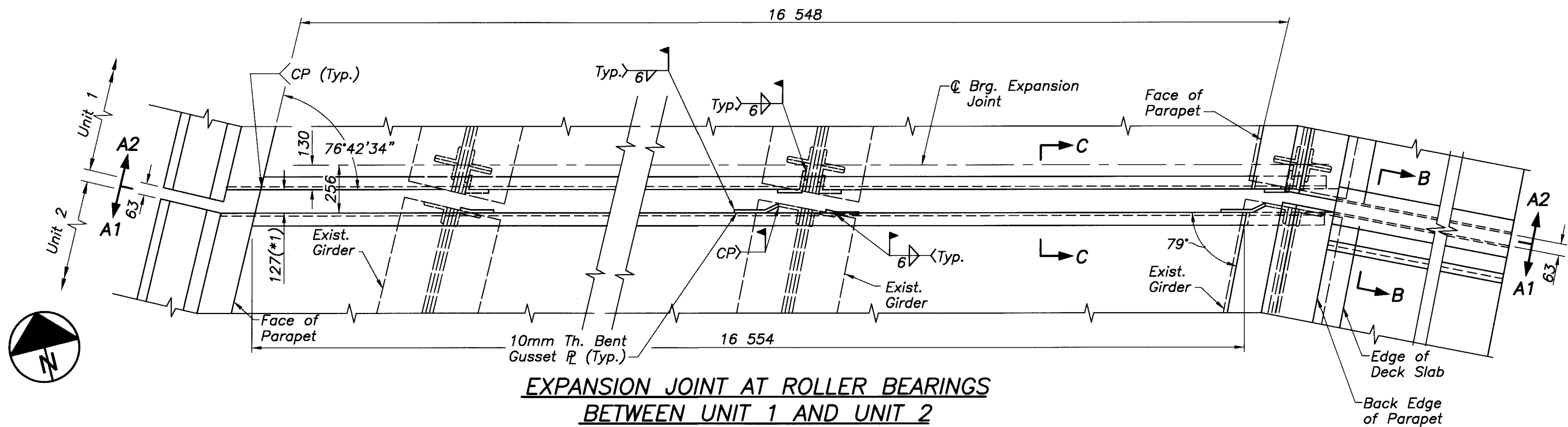
DATE 6/15/99
 REVIEWED GEA
 STRUCTURE FILE NUMBER 5708400

DRAWN CLH
 DESIGNED ASB
 CHECKED KVB

SCREED ELEVATIONS
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB over Riverside Dr. and the Great Miami River

MOT-75-16.794

21/26
 275
 319



**EXPANSION JOINT AT ROLLER BEARINGS
BETWEEN UNIT 1 AND UNIT 2**

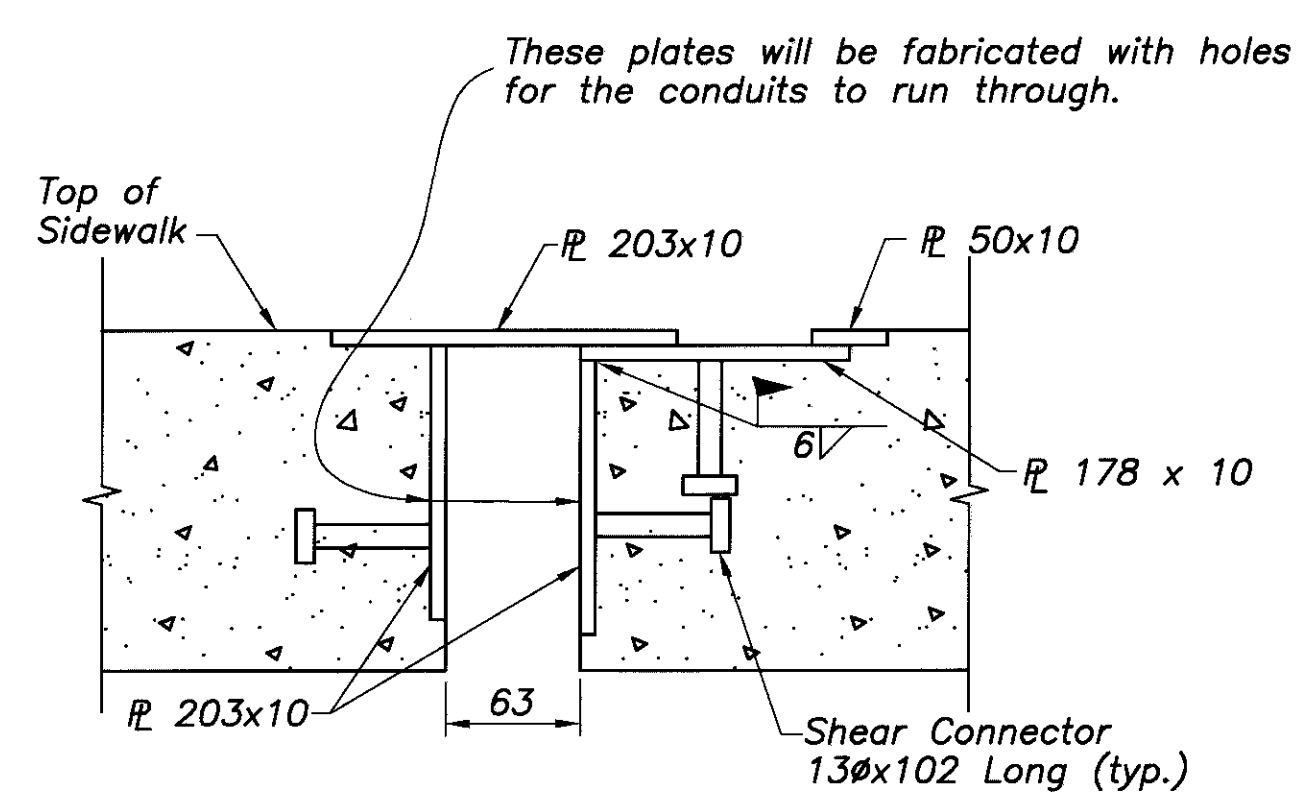
Unit 1 - Unit 2 Expansion Joint
At the direction of the Engineer, all deteriorated existing crossframes angles and diaphragms adjacent to the joint (on both sides) shall be replaced with new members of the same size.

At all girders, exist brg. stiffeners, 4 L127x89x8 and each stiffener on ends of Unit 2 girders, will be replaced by a new member of the same size. For connections, 22mm ϕ A325 bolts will replace the existing rivets.

New joints will be installed as per details of this sheet. For details not shown, see Std. Dwg. EXJ-4-87M. Use DS Brown's SSA2 Extrusion or an equal. The pavement for the deck joint shall be made under Item 516- Structural Expansion Joint including elastomeric strip seal, as per plan.

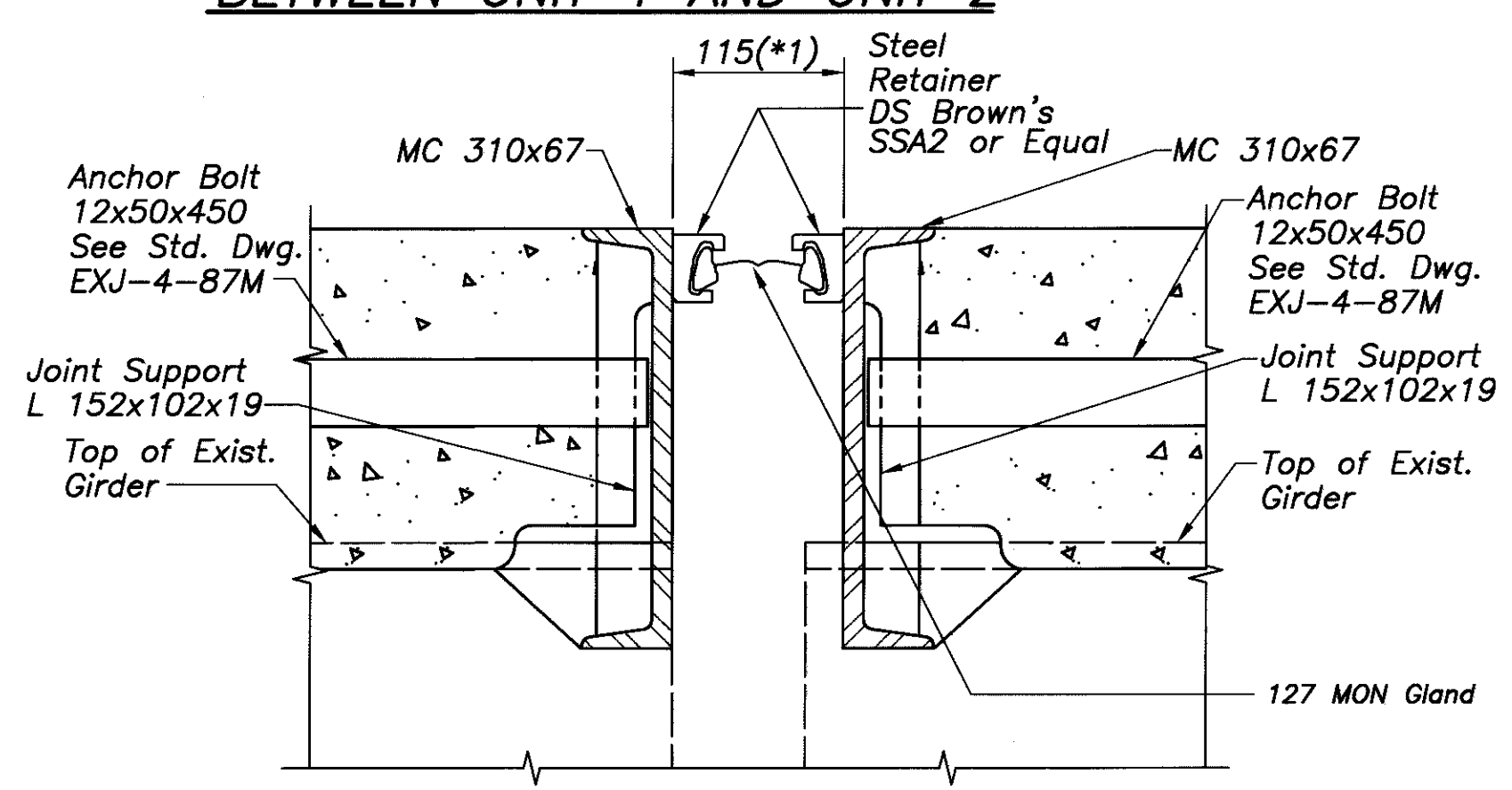
Roller Bearing joints shall be rehabilitated by replacing the existing deteriorated bearing stiffeners as shown below in Section C-C. Other deteriorated steel members including some crossframes, on both sides of the joint, will be replaced. The extent of the joint rehabilitation shall be field determined by the Engineer. The payment for this work, including labor, material and incidental costs, shall be made using 'Kg' as unit under Item 863 - Structural Steel Members Misc. Level Fabrication, as per plan. Also see Intermediate Expansion Joint Rehabilitation note on sheet 183.

Unit 2-Unit 3 Expansion Joint
Exist. end dam angles are replaced with new angles of the same size as shown on the details on sht. 23/26. The new angles will be supported on the same system as the existing. The joint will use DS Brown's SSE2 retainer or equal. Payment shall be made on a linear meter basis. This pay item, 516- Structural Expansion Joint including strip seal, as per plan, shall include all labor, materials and equipment necessary to complete the joint in place, which includes the joint angles, retainers, gland anchoring devices, plate A and plate B.

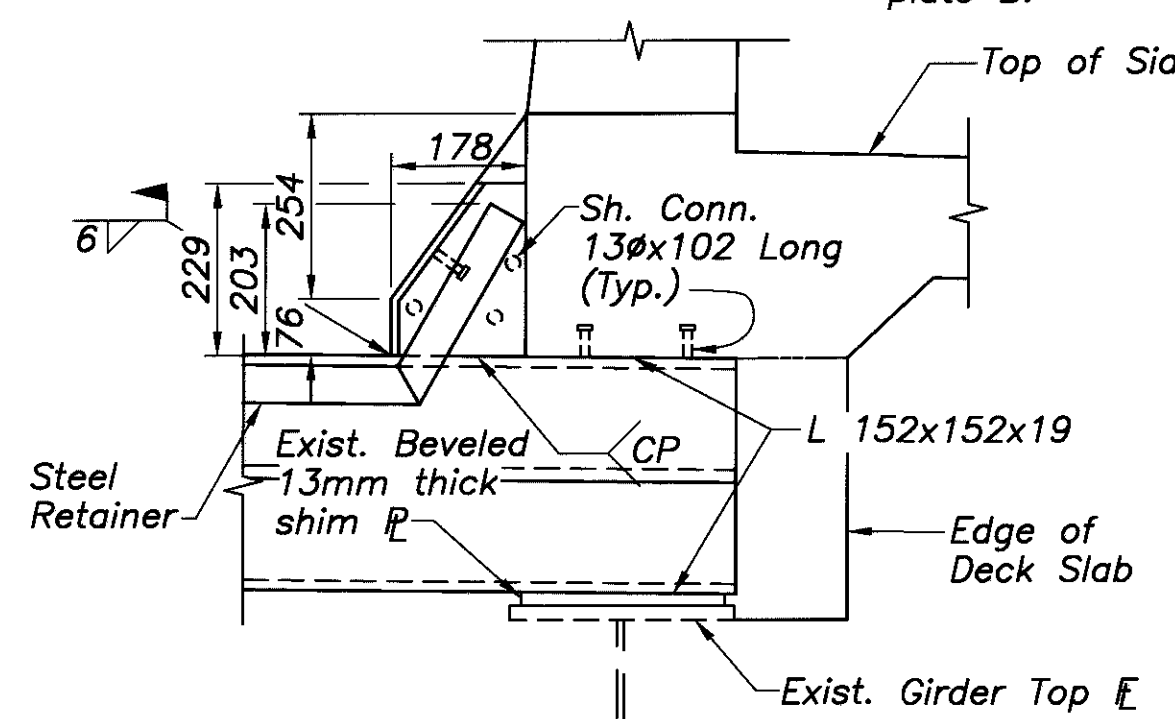


SECTION B-B

Shear Connectors spaced @ 165mm to avoid interference with conduits



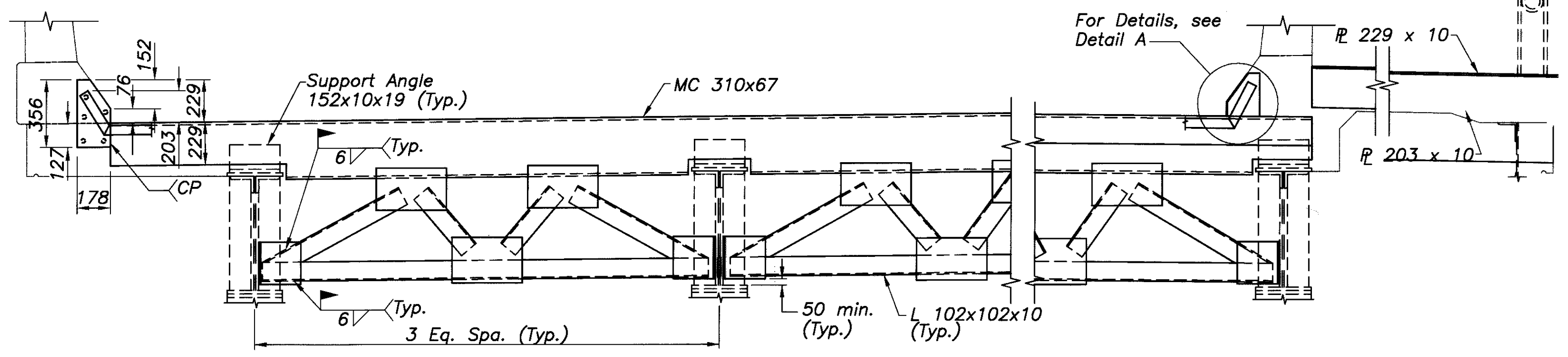
SECTION C-C



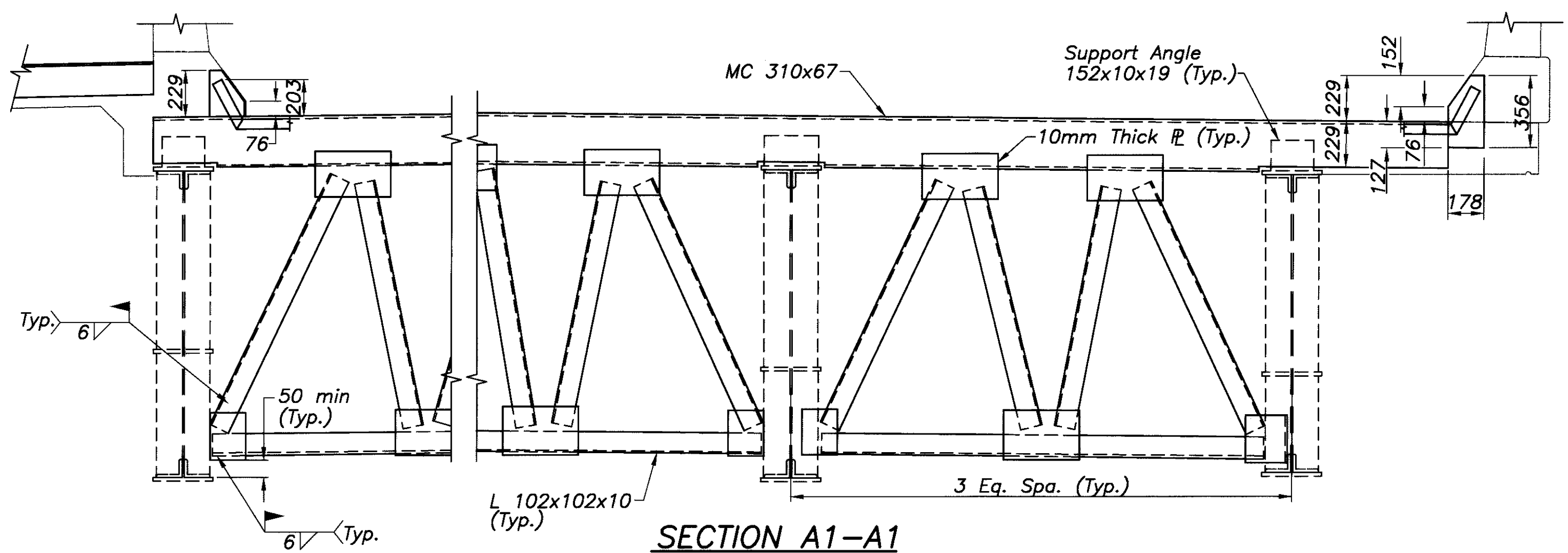
DETAIL A

(*1) The given dimension of 115mm is for joint installation at 60° F. For temperatures (at installation) lower/higher than 60° F, this dimension will be increased/decreased. For each 10° F variation, the adjustment will be as per the table.

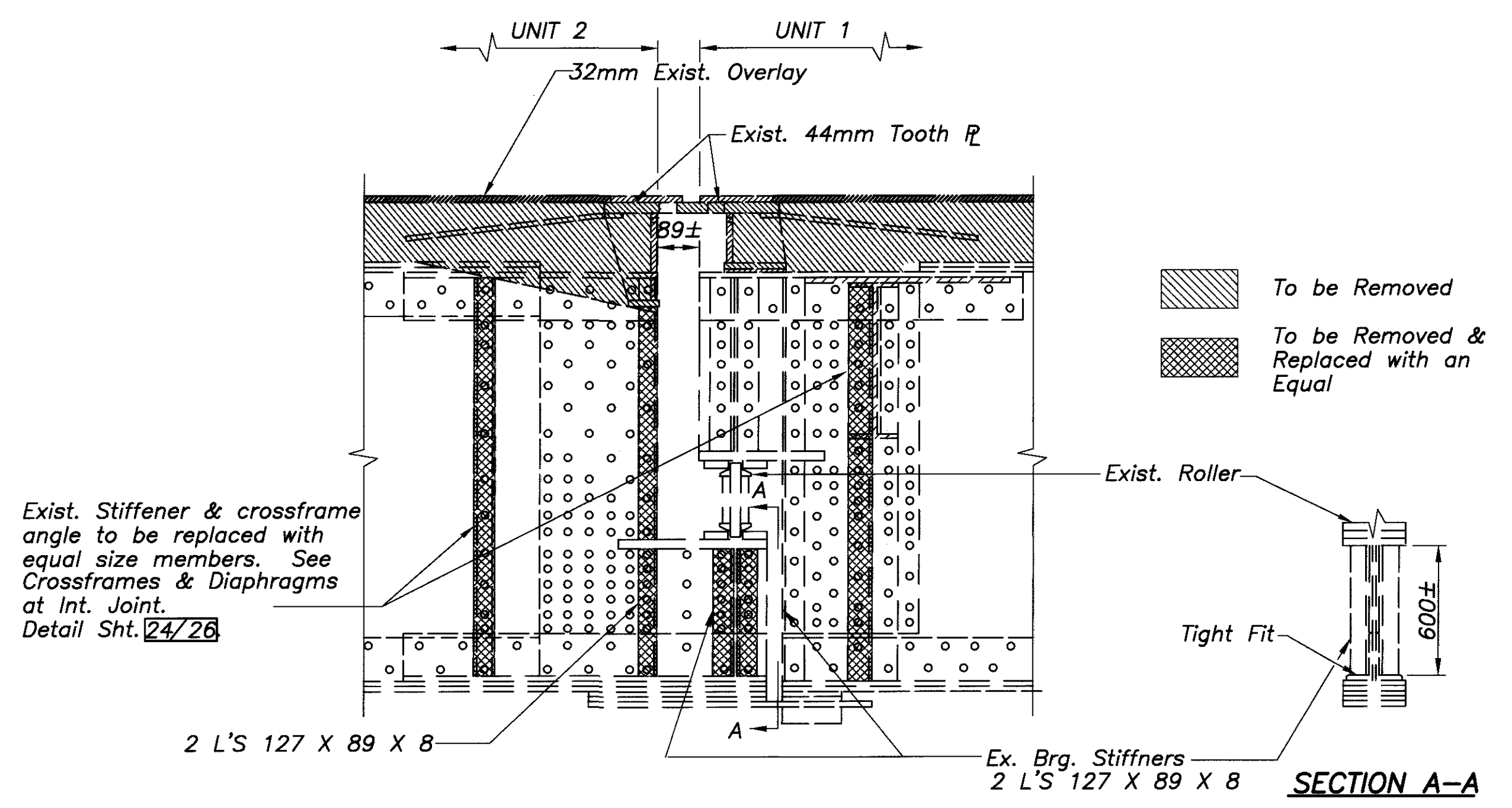
Location	Adjustment
Int. Exp. Joint 1 (Between Unit 2 - Unit 3)	-
Int. Exp. Joint 2 (Between Unit 1 - Unit 2)	9.5 mm
North Abut.	4 mm
South Abut.	-



SECTION A2-A2



SECTION A1-A1



SECTION C-C
(Exist. Intermediate Exp. Jt. Between Unit 1 & Unit 2)
(See Exist. Plans for Additional Details)

PLOTTED VIEW = PLAN
 XREF # = NONE
 XREF # = NONE
 PLOT SCALE = 50:1
 CAD99-1 220645D9.DWG JUNE-30-1999

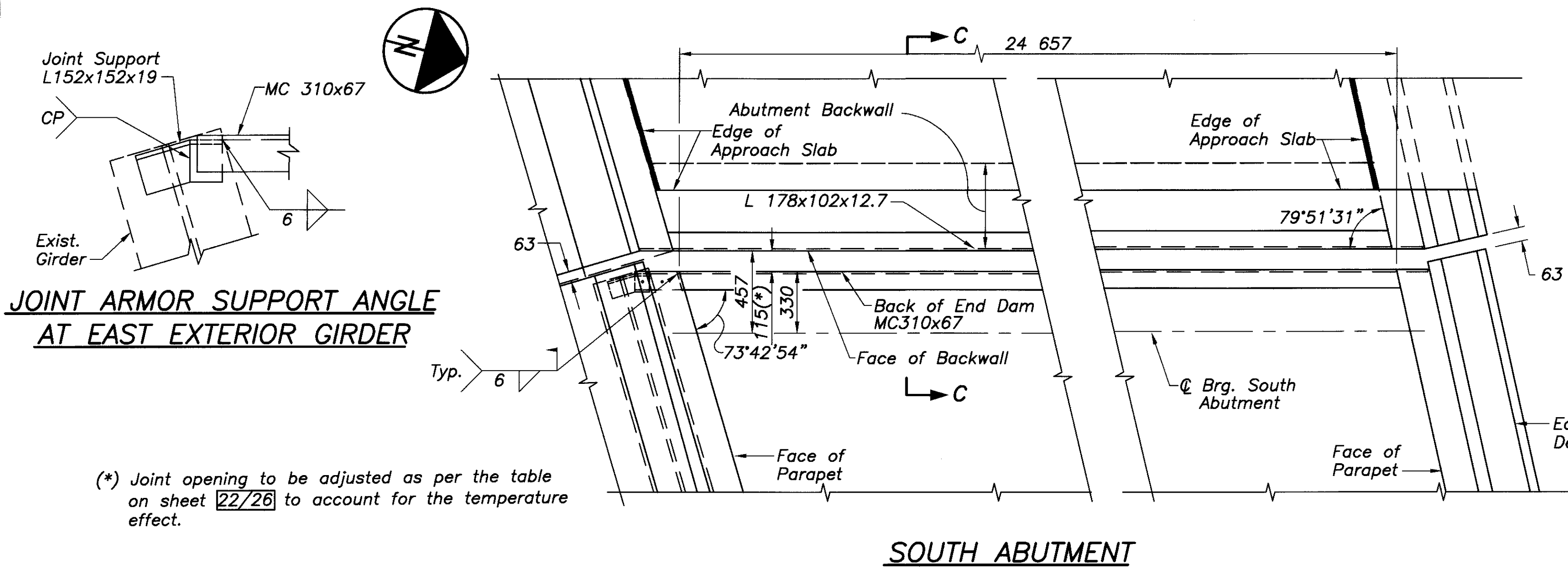
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED ASB
 CHECKED KVB
 DRAWN CLH
 REVISED
 REVIEWED GEA
 DATE 6/15/99
 STRUCTURE FILE NUMBER 5708400

SUPERSTRUCTURE DETAILS
 Bridge No. MOT-75-22.064L(1371L)
 I-75 SB Over Riverside Dr. and the Great Miami River

MOT-75-16.794

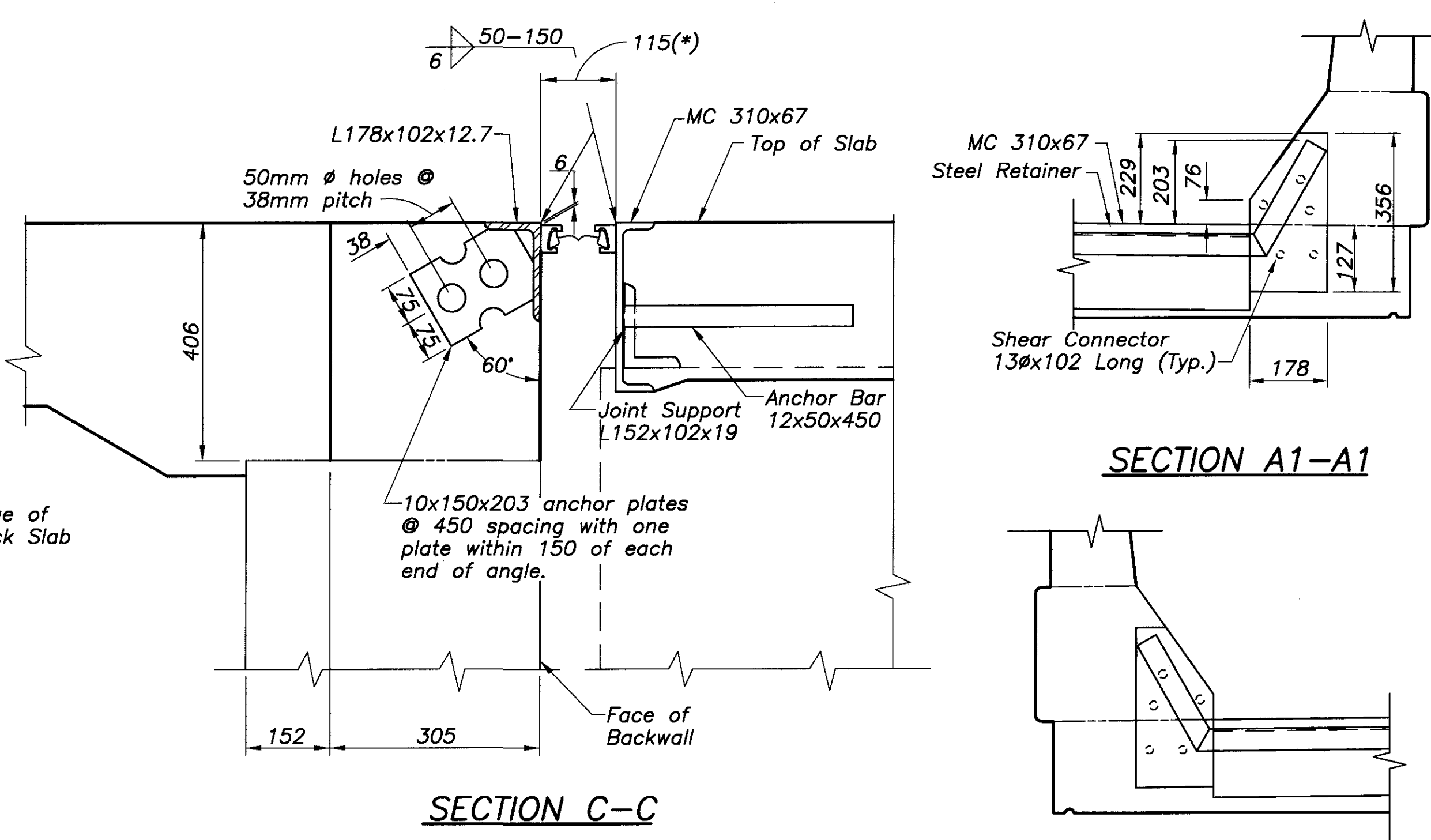
22/26
 276
 319



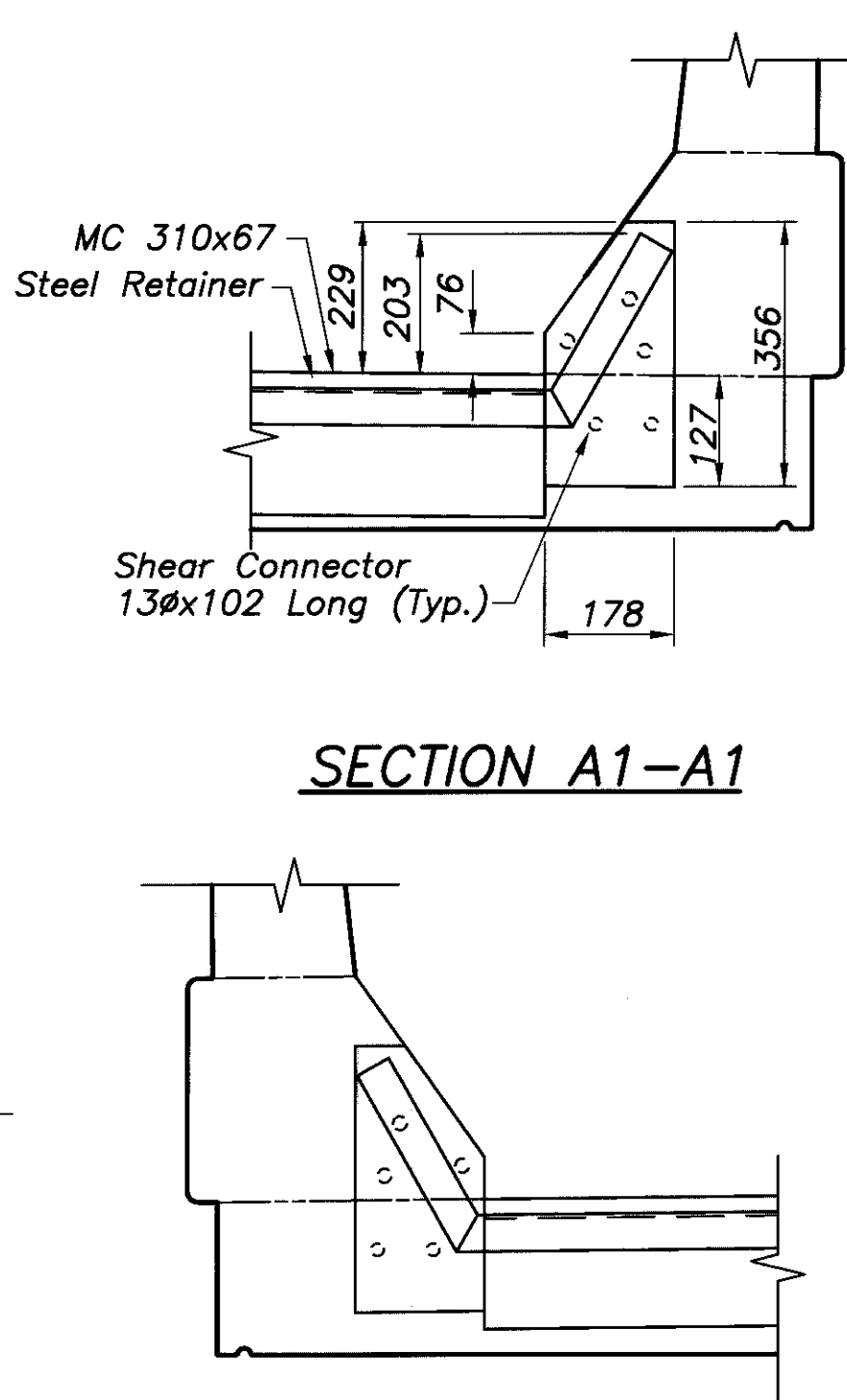
JOINT ARMOR SUPPORT ANGLE AT EAST EXTERIOR GIRDER

(* Joint opening to be adjusted as per the table on sheet 22/26 to account for the temperature effect.

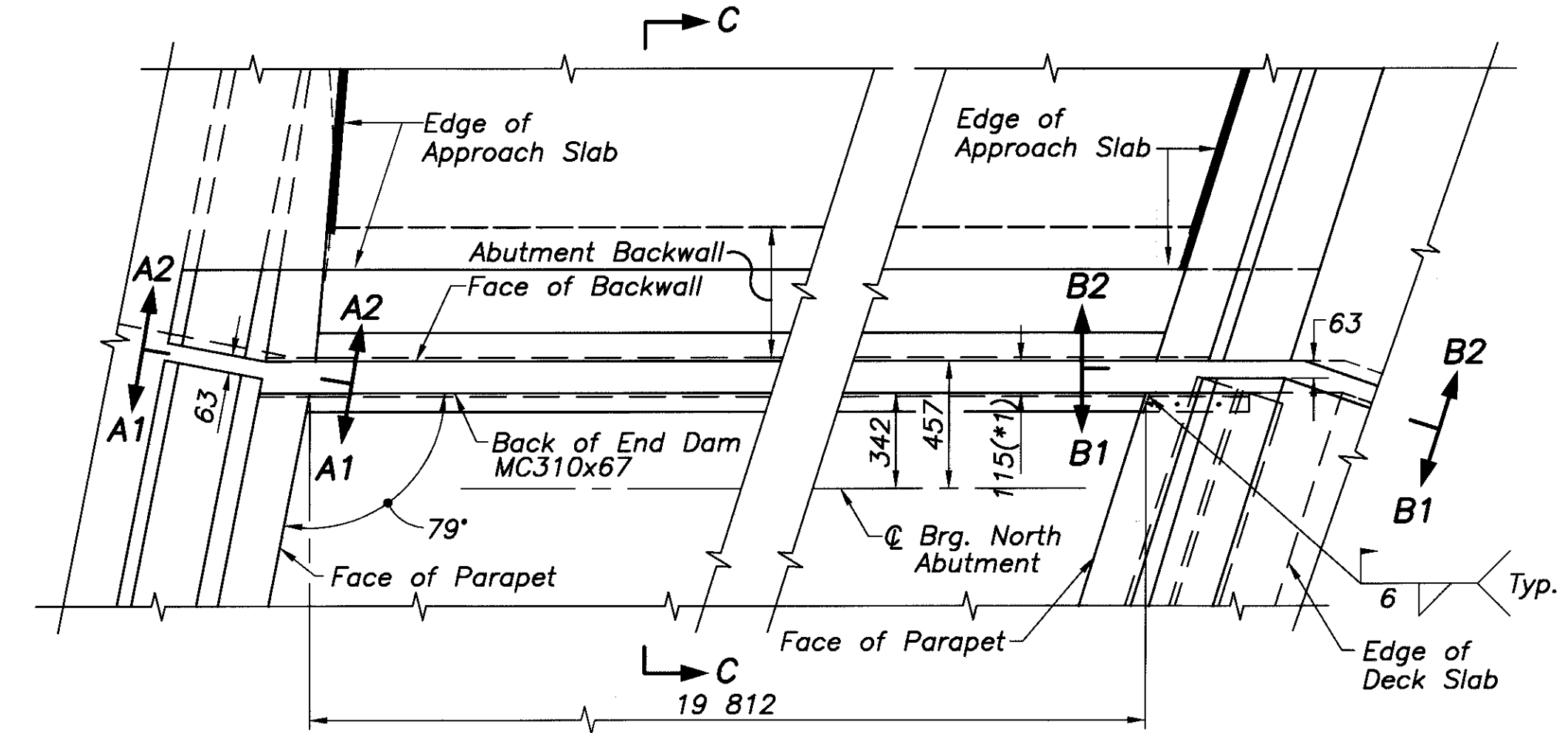
SOUTH ABUTMENT



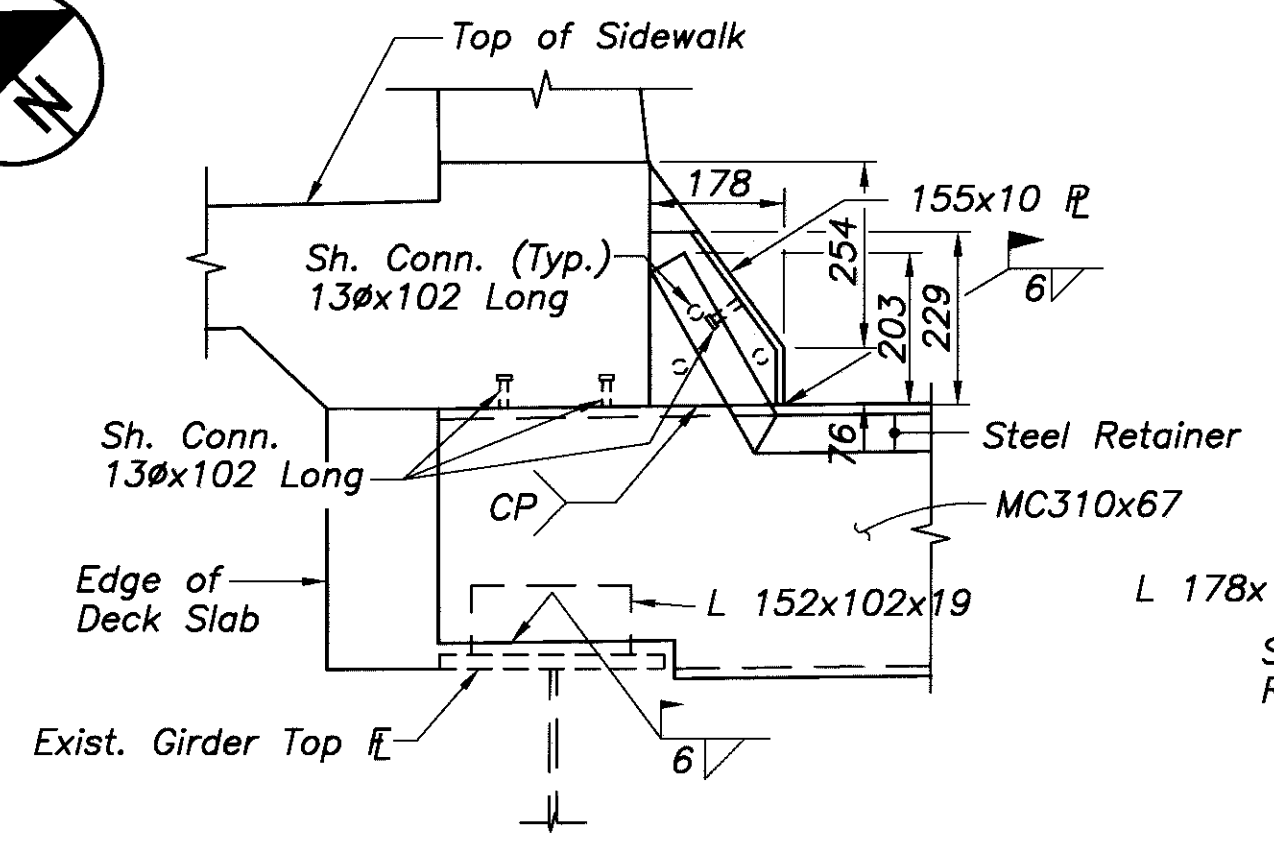
SECTION C-C



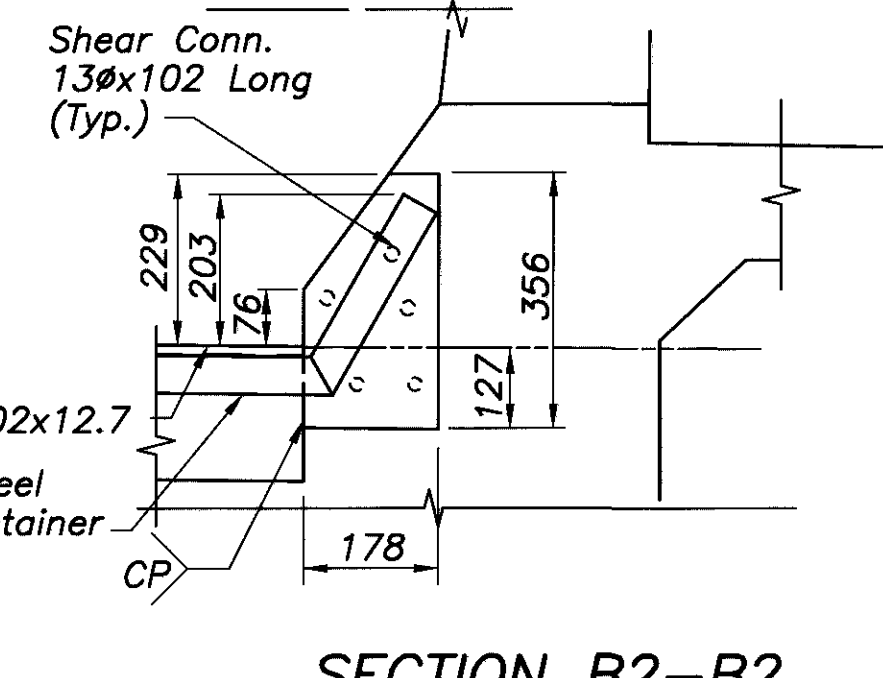
SECTION A1-A1



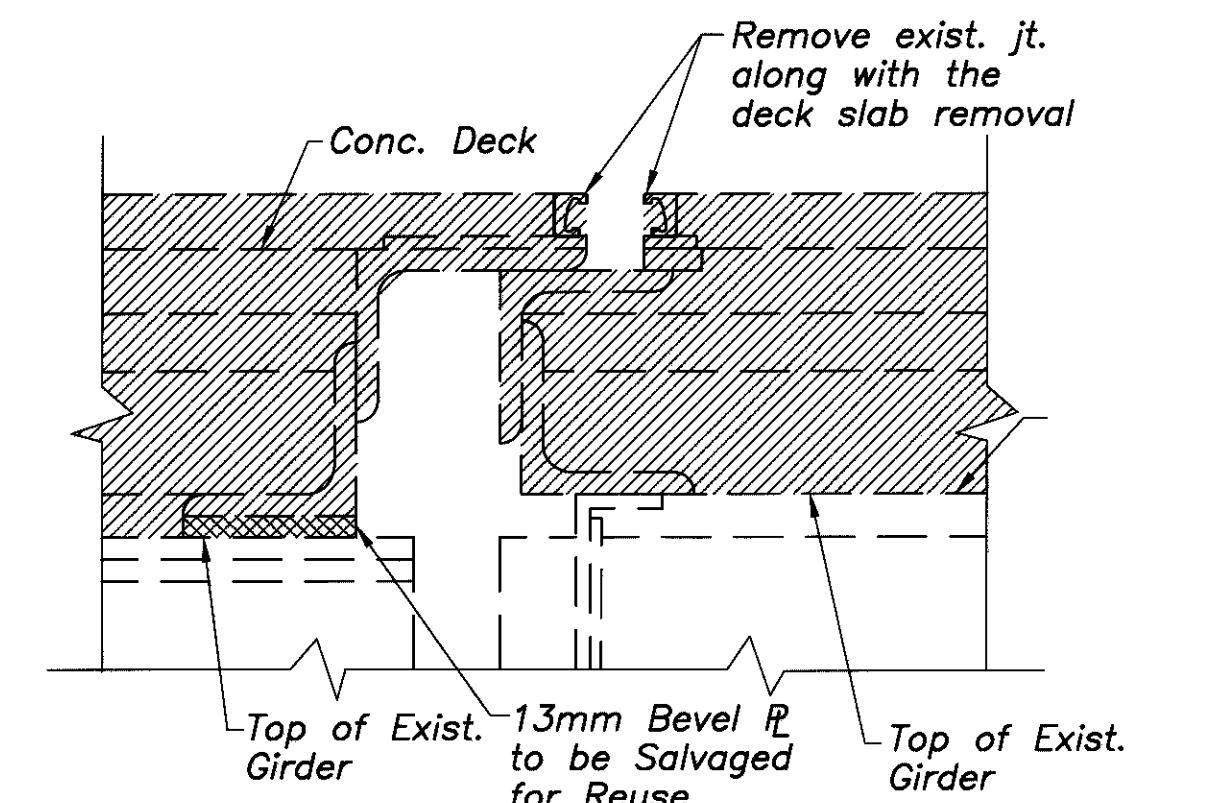
NORTH ABUTMENT



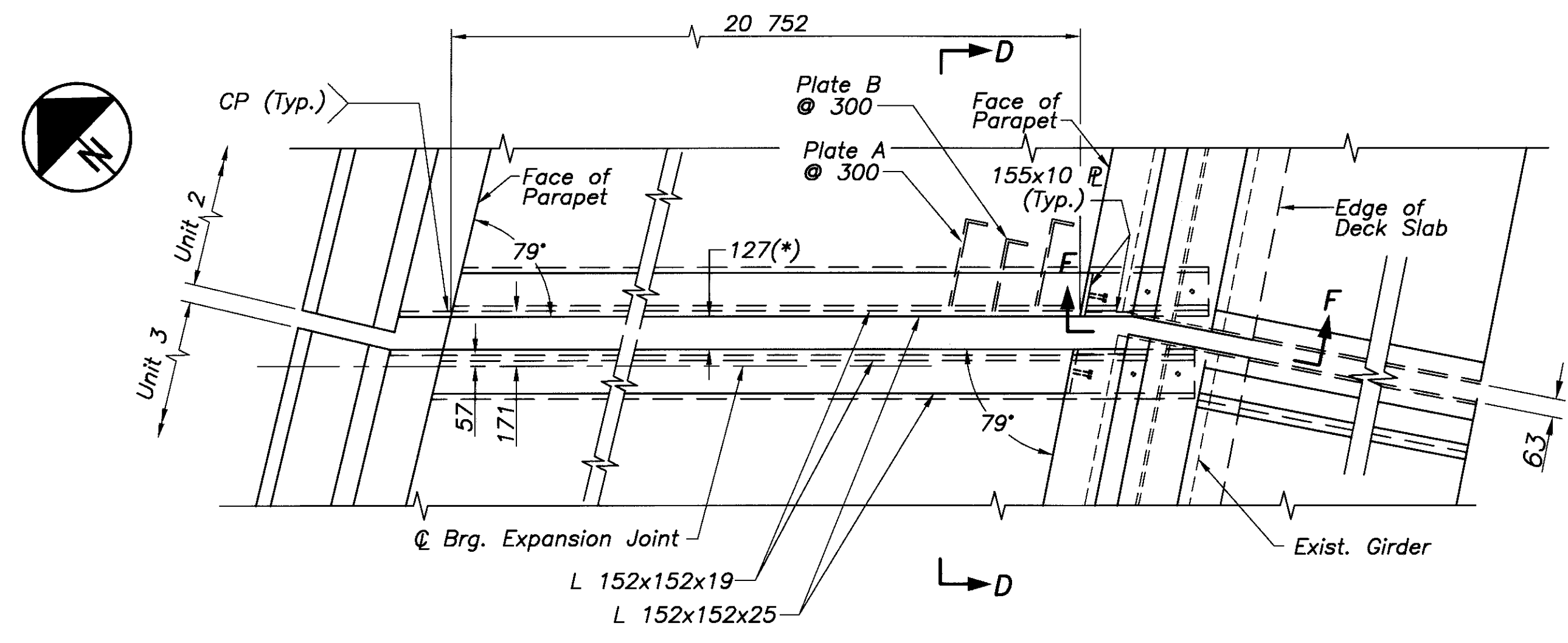
SECTION B1-B1



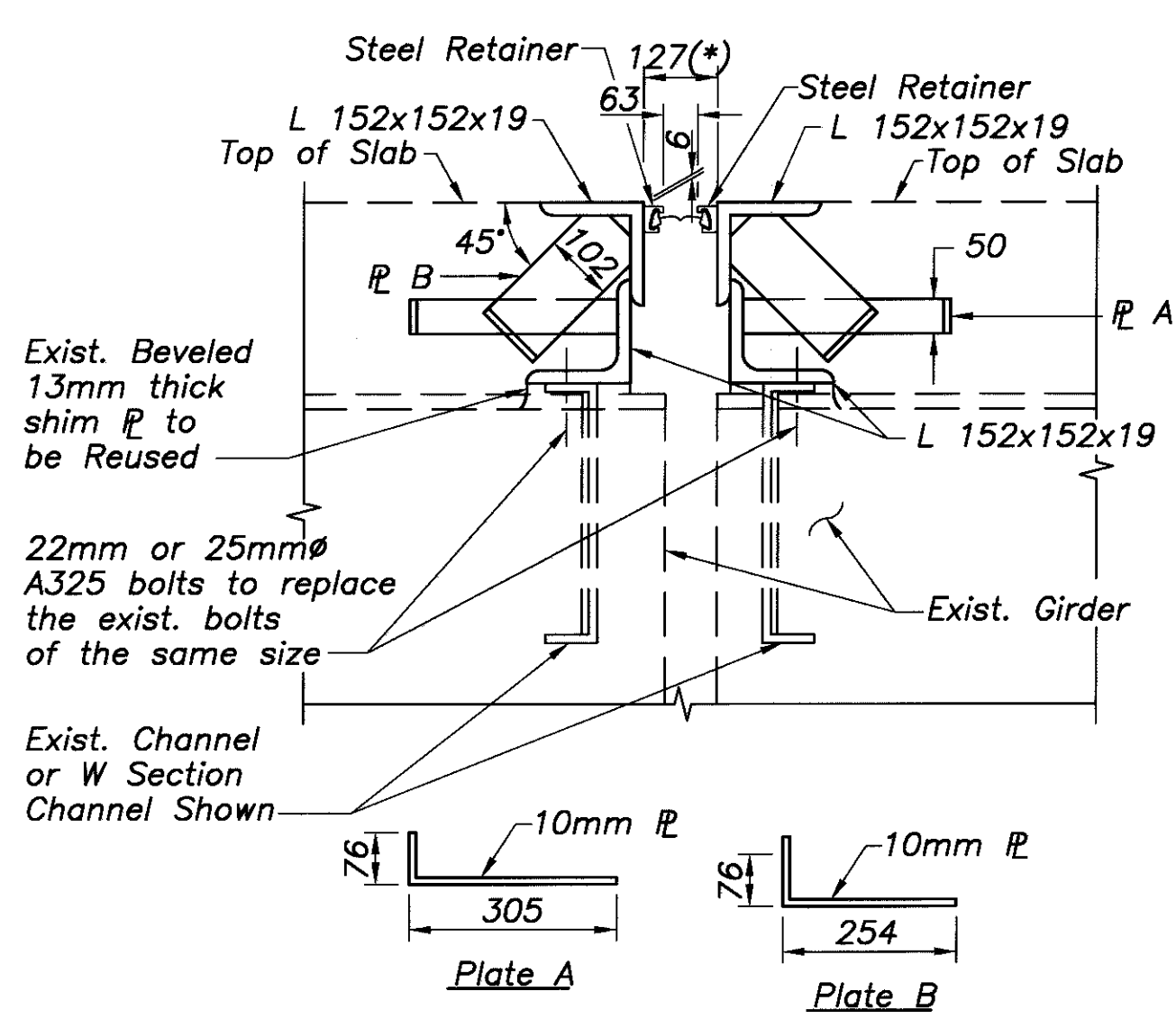
SECTION B2-B2



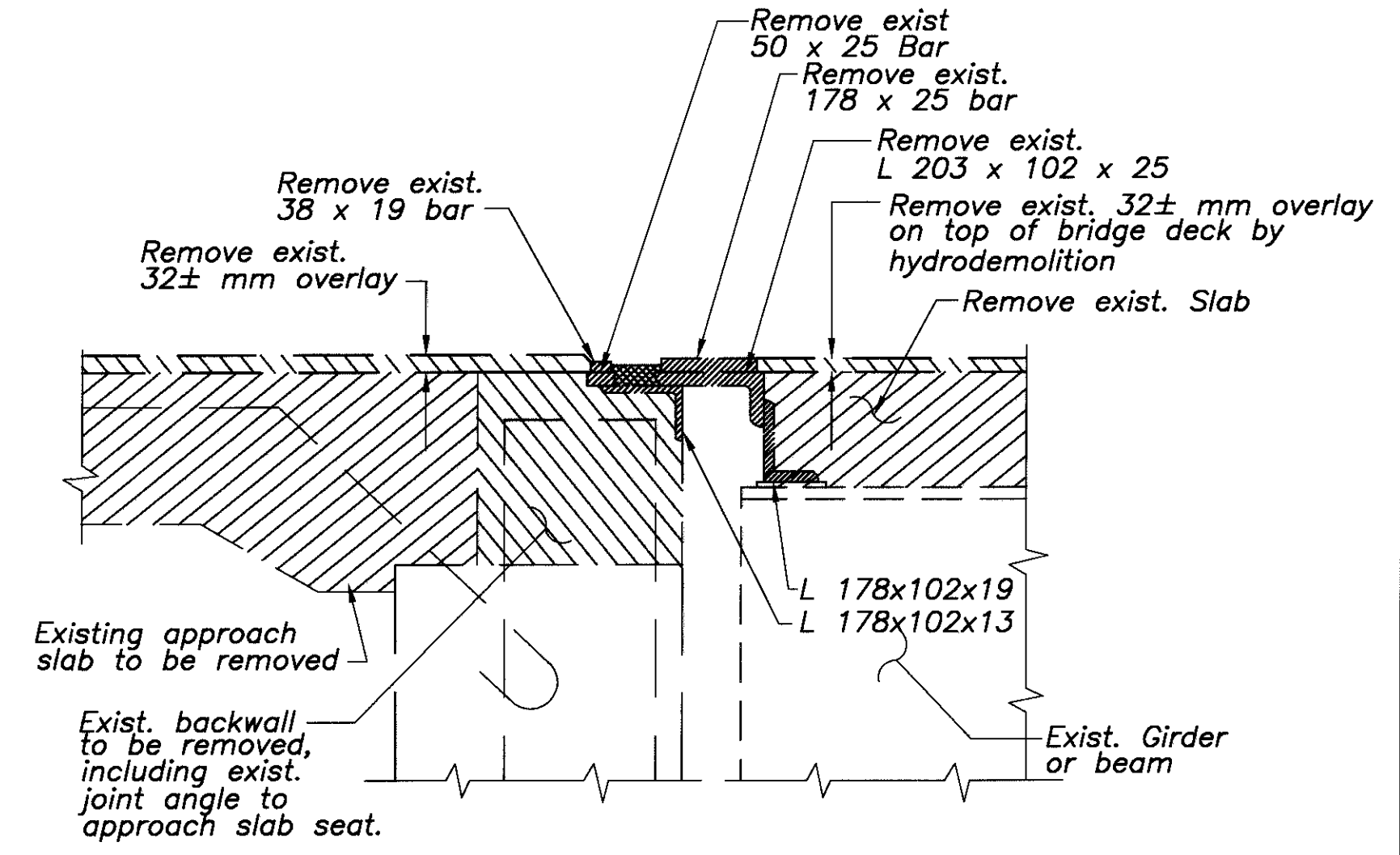
SECTION D-D (Exist.)



EXPANSION JOINT AT ROLLER BEARINGS BETWEEN UNIT 2 AND UNIT 3



SECTION D-D



SECTION C-C (Exist.)

NOTES:
For Notes, See Sht. 22/26

PLOTTED VIEW = PLAN
 XREF = NONE
 CA098-1 22064510.DWG JULY-20-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

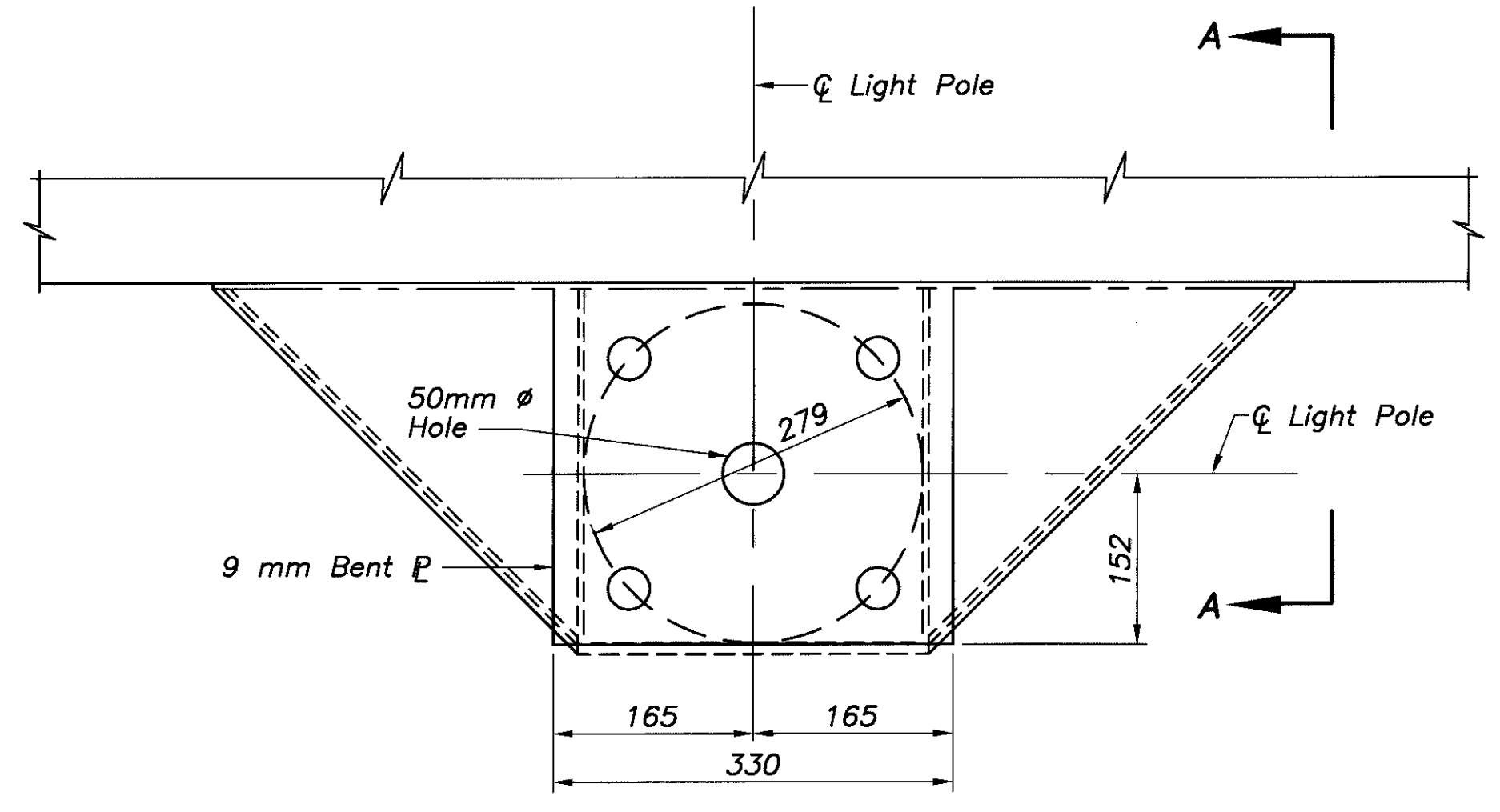
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	DATE	6/15/99
STRUCTURE FILE NUMBER	5709400		

SUPERSTRUCTURE DETAILS
 Bridge No. MOT-75-22064L(1371L)
 I-75 SB Over Riverside Dr. and the Great Miami River

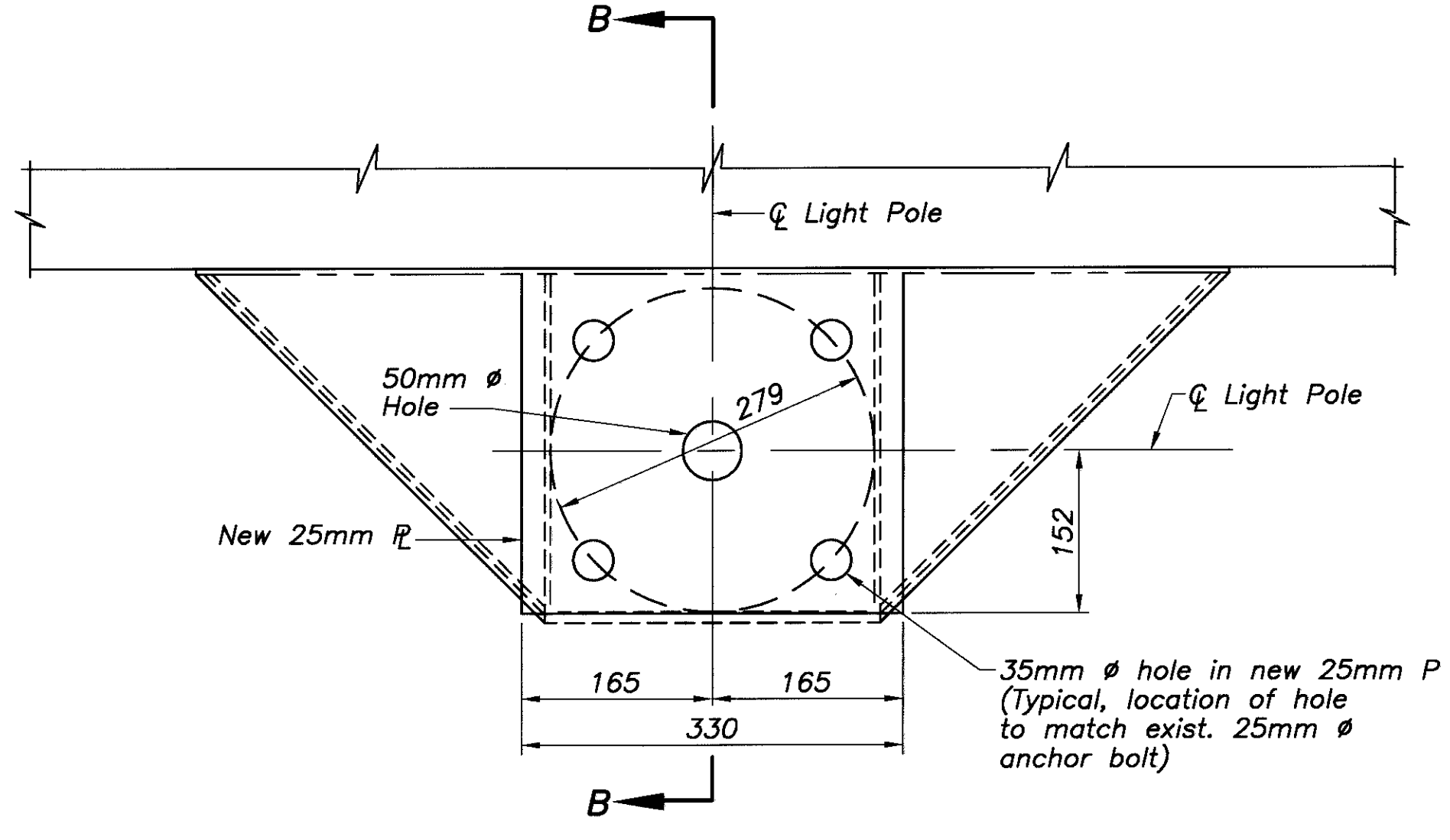
MOT-75-16.794

23/26
 277
 319

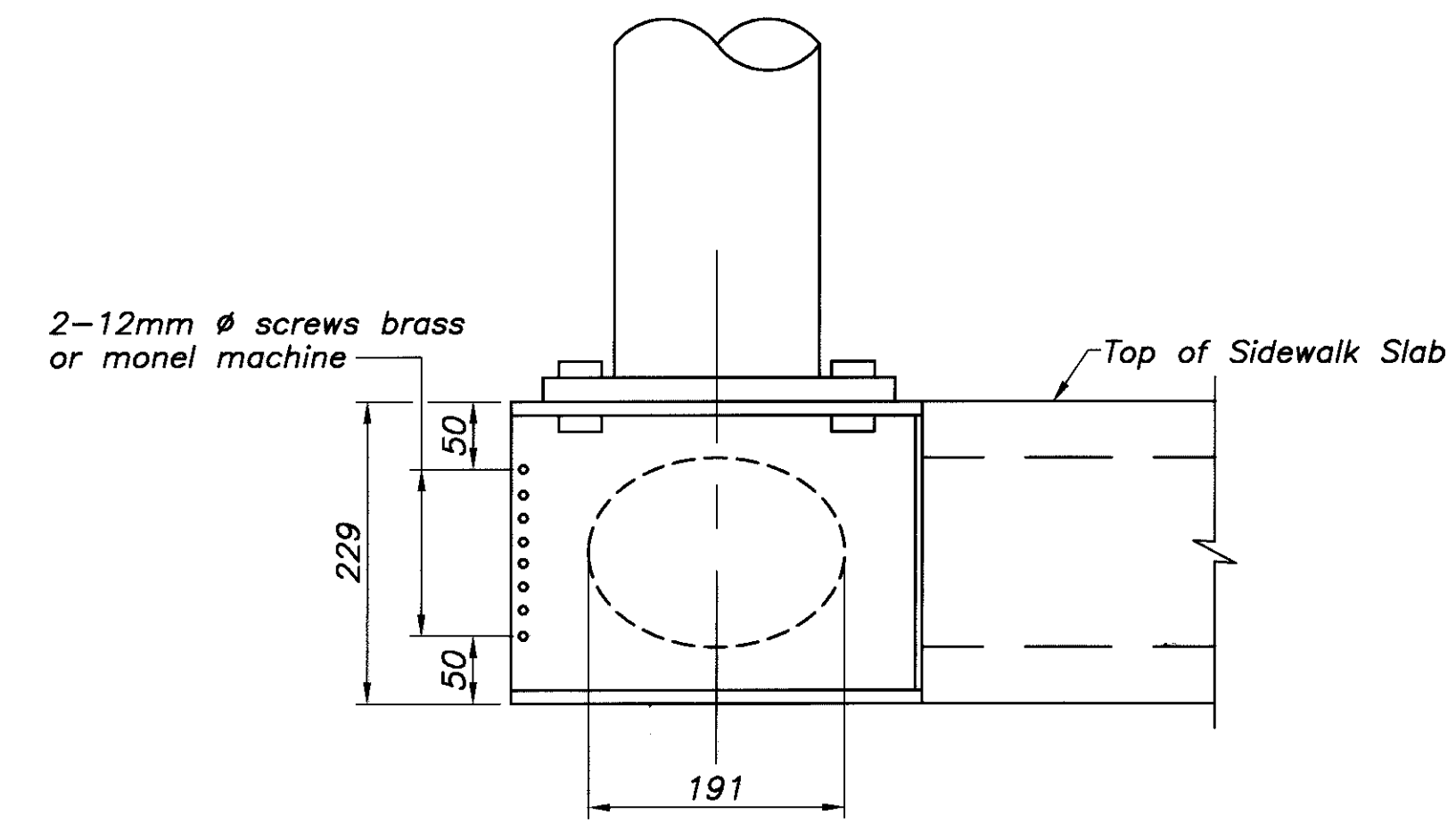
LIGHT SUPPORT AT SIDEWALK FASCIA GIRDER:
 Existing Light supports, attached to sidewalk fascia girder, shall be modified as per the details of this sheet using ASTM A36M steel. There are total of 4 locations, Sta. 0+570.162, Sta. 0+644.548, Sta. 0+719.633 and Sta. 0+797.357. Paymet for Labor, Materials, and incidental cost shall be included with Item 863 - Structural Steel Members, Misc. Level Fabrication, As Per Plan.



PLAN

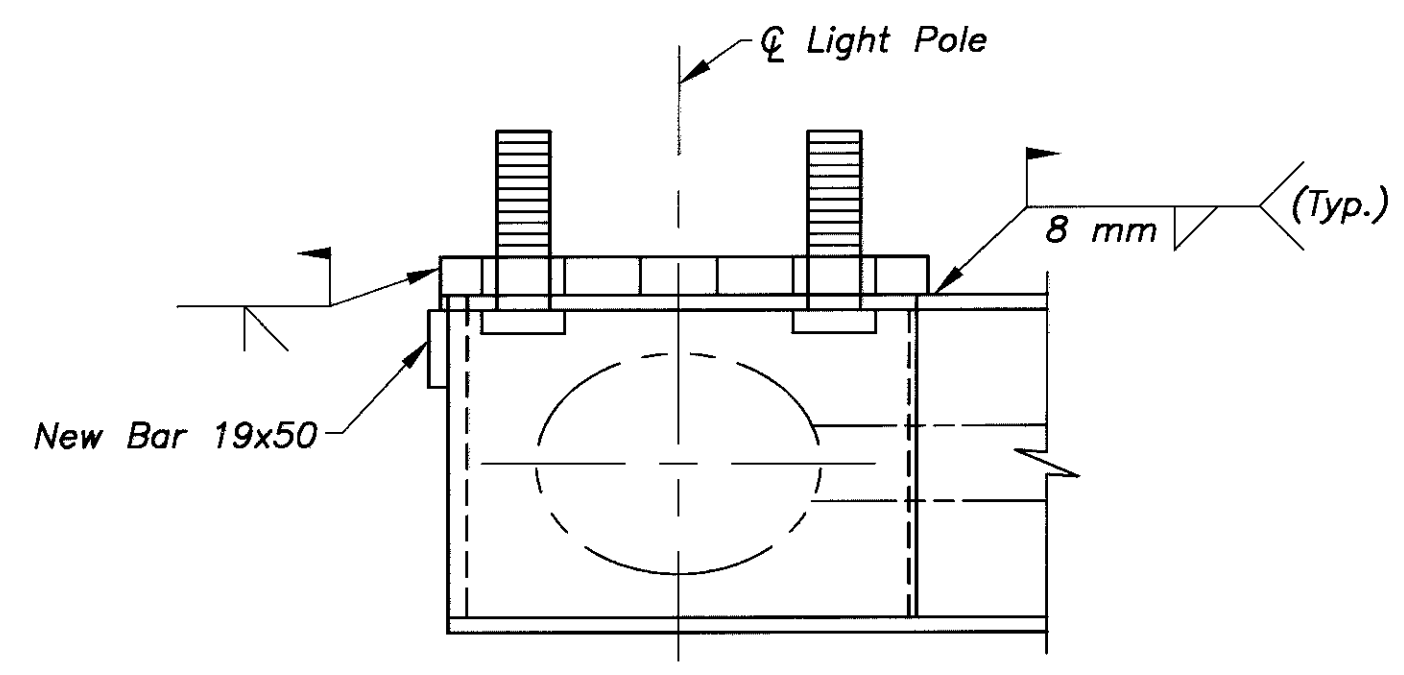


PLAN

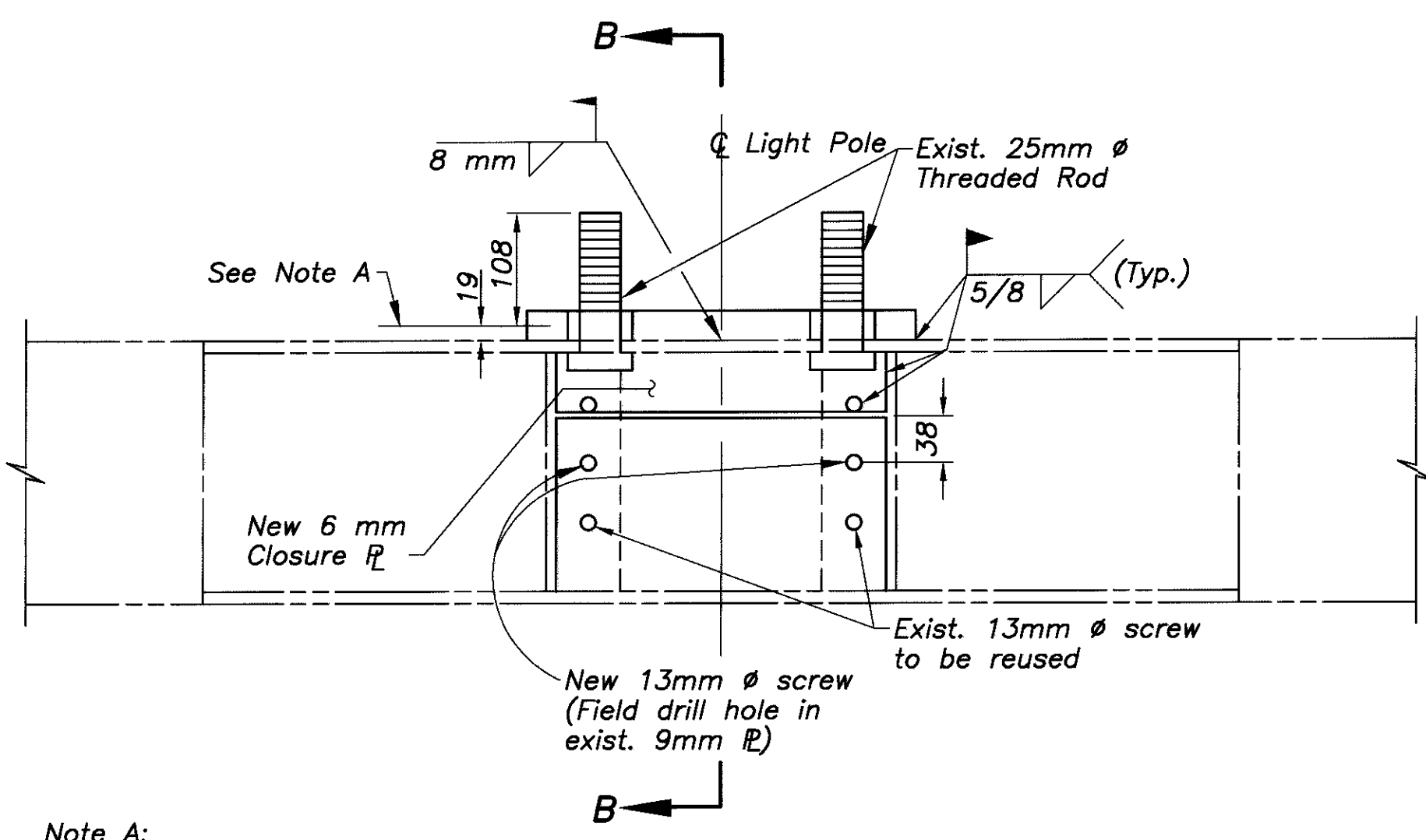


SECTION A-A

EXISTING



SECTION B-B



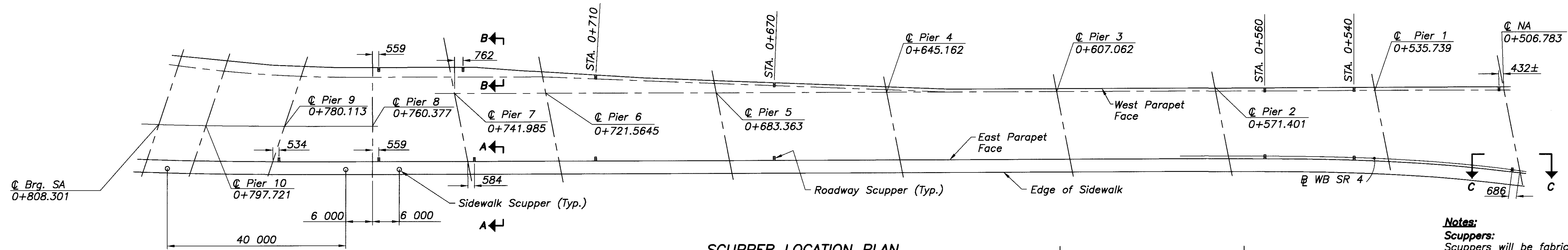
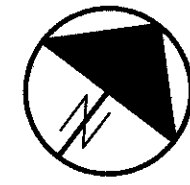
PLAN

MODIFIED

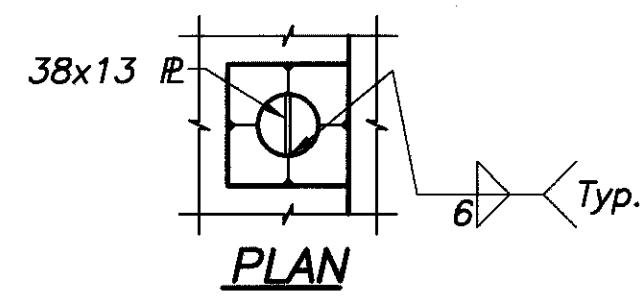
Note A:
 Weld new 25mm diameter threaded rod to existing 25mm diameter anchor bolt at this line to develop full capacity of rod

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 1:1
 C:\P099-11 - M01LIGHT.DWG
 SEPTEMBER-01-1999

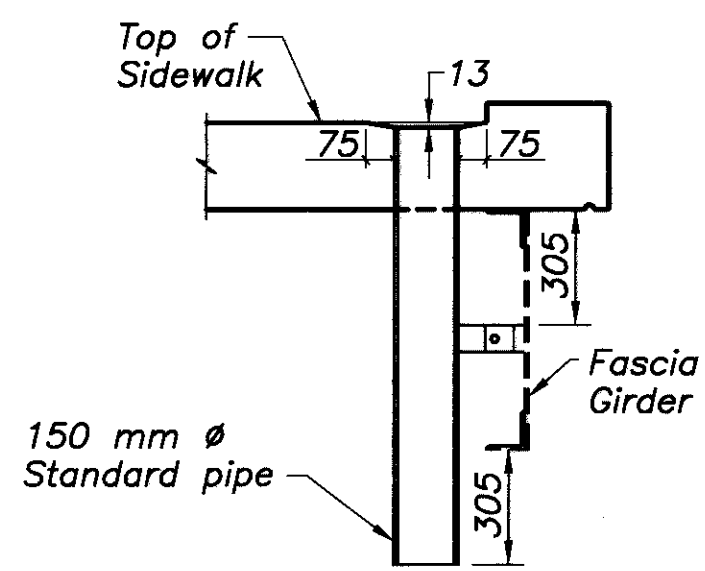
DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907	DATE 6-15-99	REVIEWED GEA	STRUCTURE FILE NUMBER 5708400
DESIGNED ASB	DRAWN DJD	CHECKED KVB	REVISED
SUPERSTRUCTURE DETAILS Bridge No. MOT-75-22064L(1371L) SB 1-75 over Riverside Dr. and the Great Miami River			
MOT-75-16.794			
24/26			
278 319			



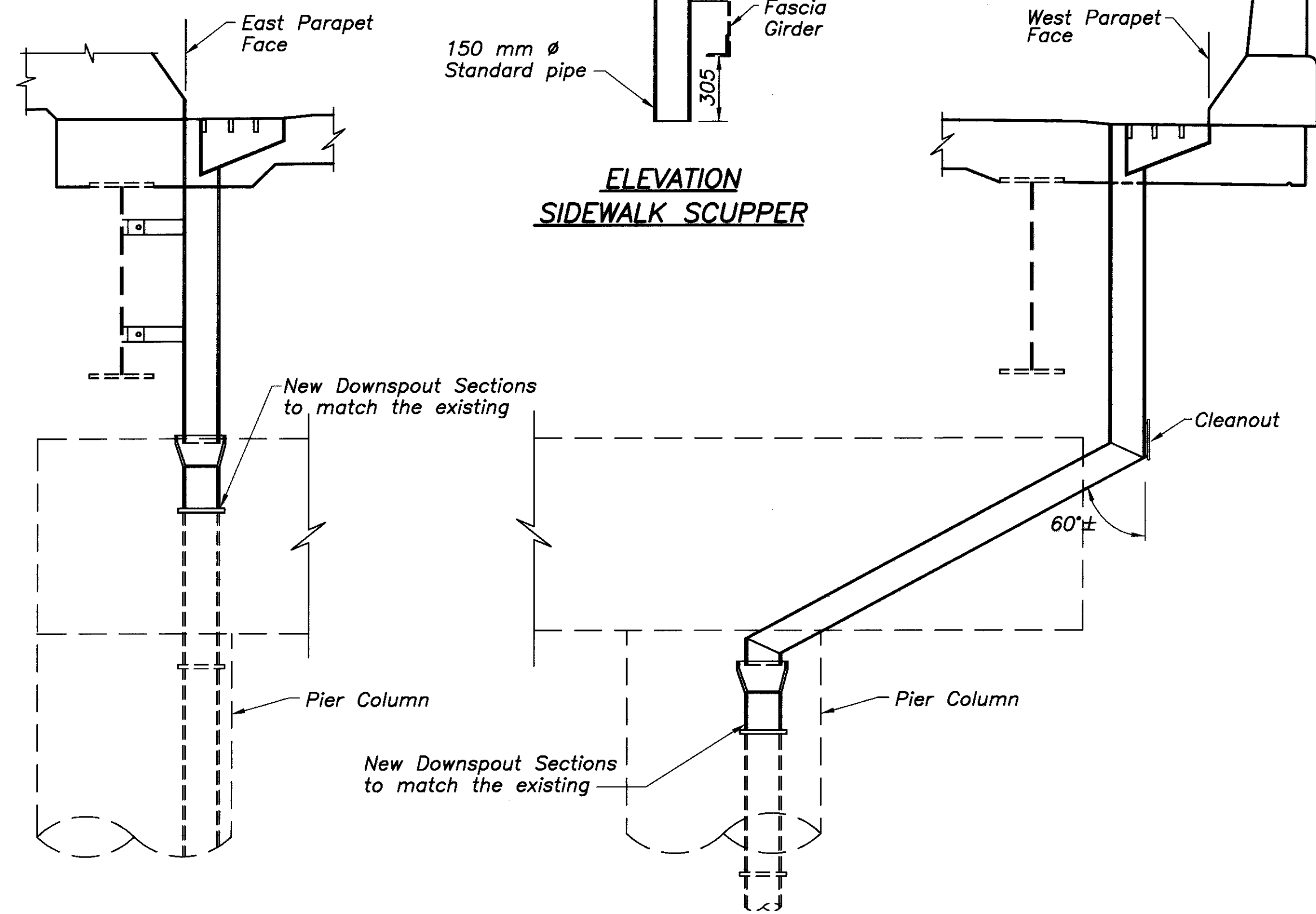
SCUPPER LOCATION PLAN



PLAN

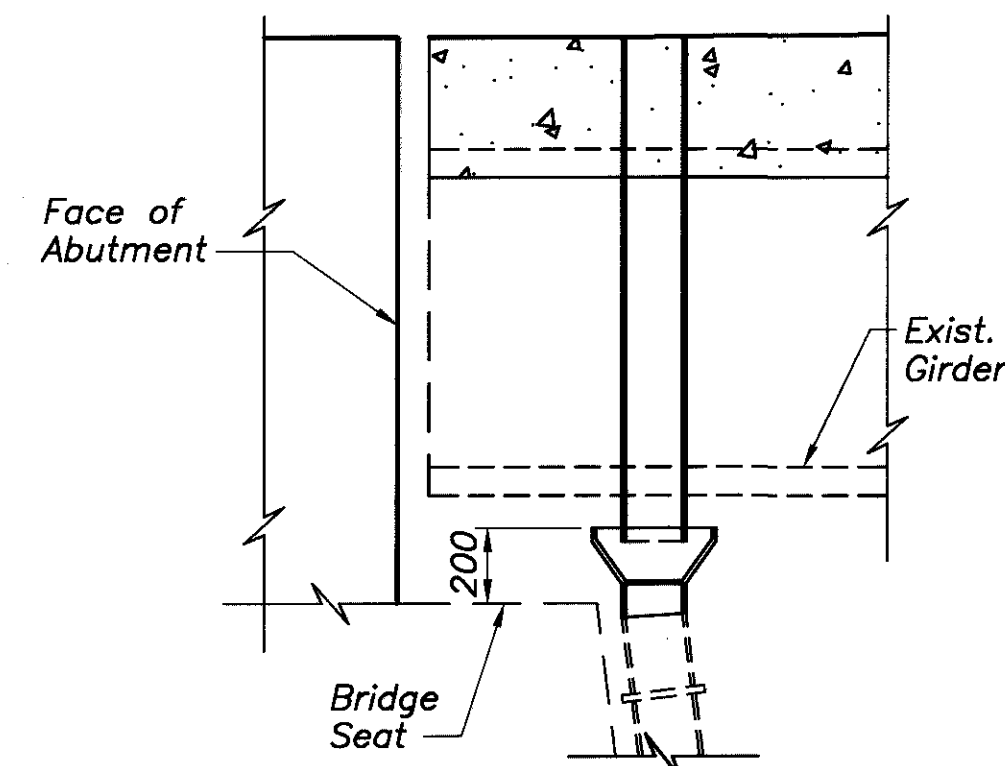


**ELEVATION
SIDEWALK SCUPPER**

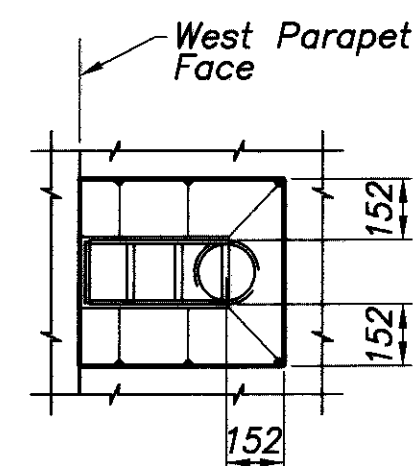


SECTION A-A
(At piers 7, 8 & 9)

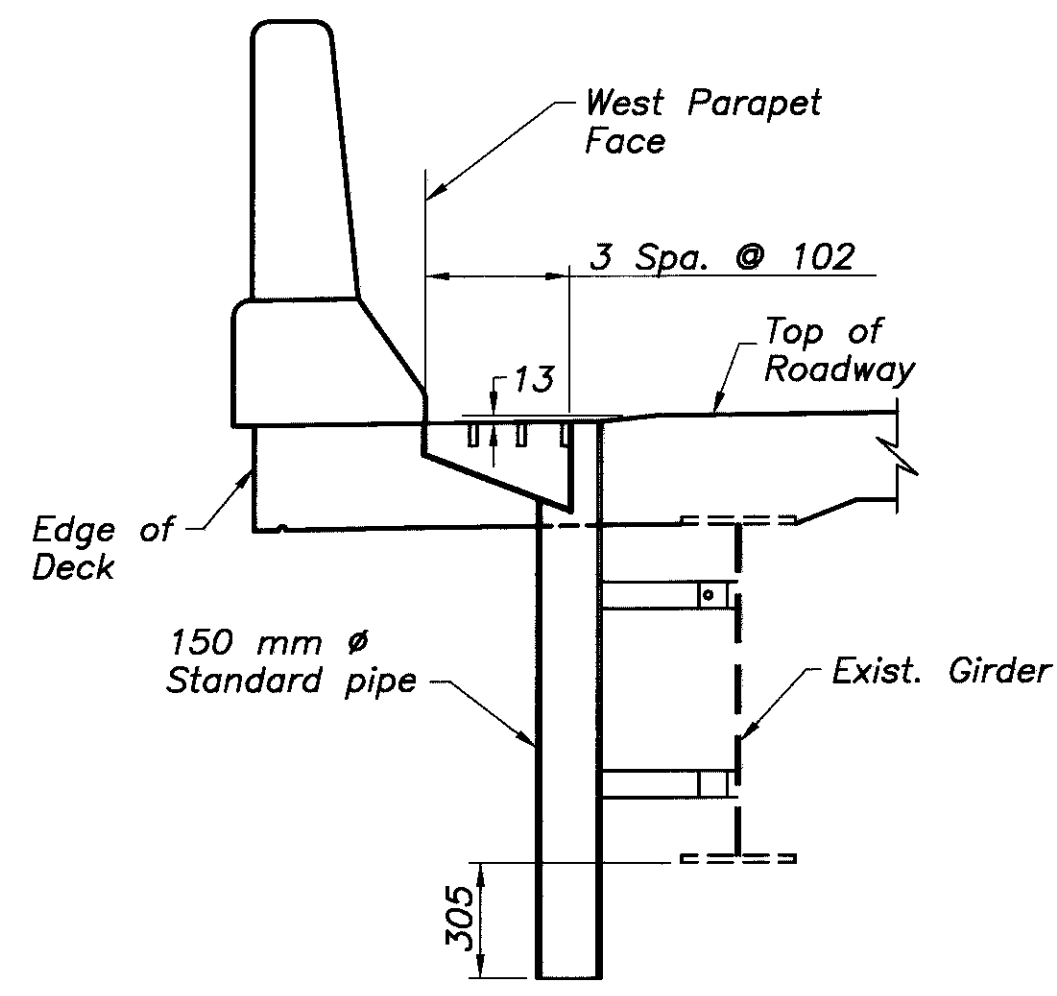
SECTION B-B
(At piers 7 & 8)



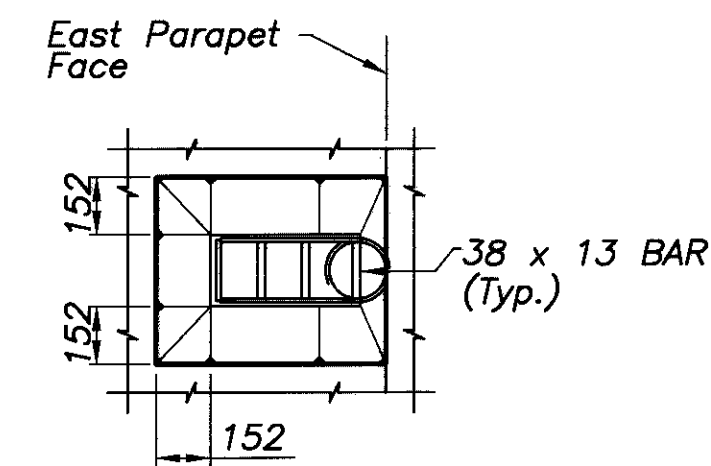
SECTION C-C
(Scupper at West Curb line similar.)



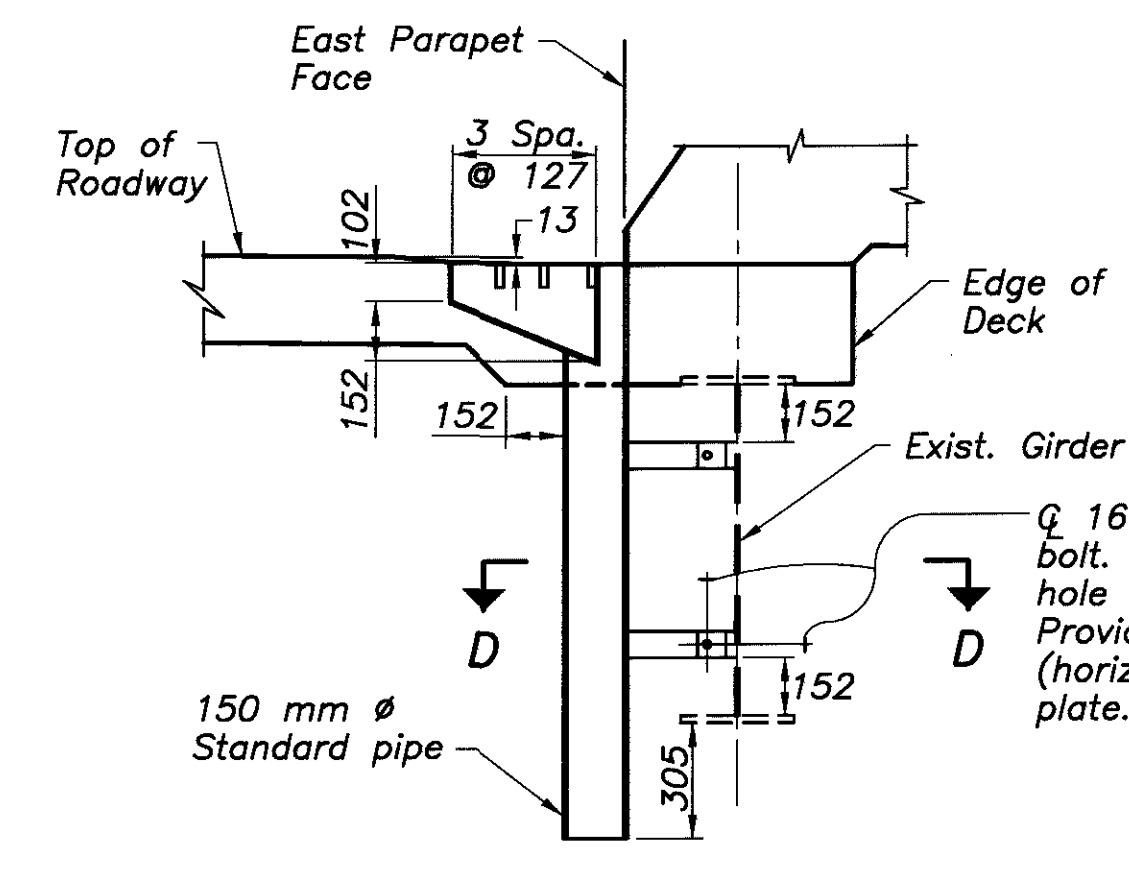
PLAN



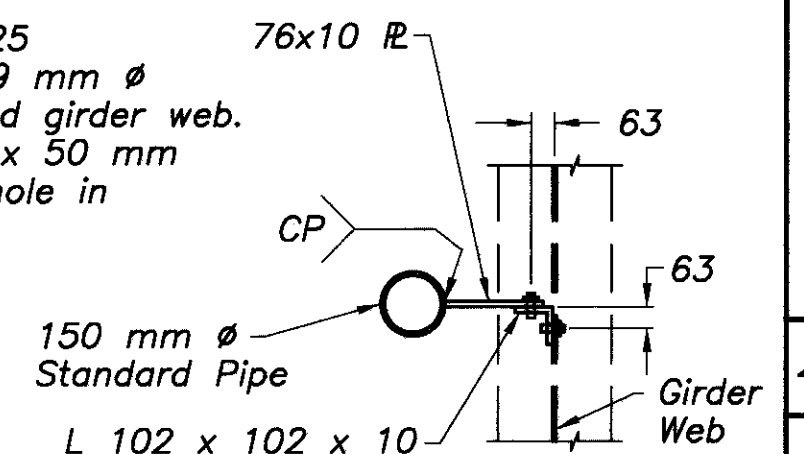
**SCUPPER ELEVATION
AT WEST GUTTER LINE**



PLAN



**SCUPPER ELEVATION
AT EAST GUTTER LINE**



SECTION D-D

Notes:

Scuppers:
Scuppers will be fabricated as per the details of this sheet.
For details not shown, see Std. Dwg. SD-1-69(*). Standard Scupper and its supporting system as shown on the Std. Dwg. to be modified as per the details in these plans.

All steel will be galvanized as per Item 711.02. All labor, materials and incidental cost shall be included with Item 518 - Scupper Including Support, as per plan.

Downspout Removal:
Remove existing downspouts at pier 10. Also remove the downspout at east curb line at pier 9. Plug downspout connection to the closed storm sewer. Remove downspout attachments to the pier. Patch piers as per Item 519. Include cost with Item 202 - Portions of Structure removed, as per plan.

Downspout Rehabilitation:
Downspouts at piers and forward abutment shall be rehabilitated as per the details of this sheet. Downspouts shall be painted as per Item 815. Payment for labor, material and incidental costs shall be included with Item 518 - Scupper Including Support, as per plan.

(* SD-1-69 is a Std. Dwg. in english units. Conversion factors provided in 1997 CMS shall be used to use the Std Dwg. for this project.

PLOTTED VIEW = PLAN
XREF #1 = NONE
XREF #2 = NONE
PLOT SCALE = 90%
CARBON-1 22064LSUPPER.DWG SEPTEMBER-01-1998

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED	ASB	CHECKED	KVB
DRAWN	DJD	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5708400
DATE	6-15-99		

SUPERSTRUCTURE DETAILS
Bridge No. MOT-75-22064L(1371L)
SB 1-75 over Riverside Dr. and the Great Miami River

MOT-75-16.794

REINFORCING STEEL LIST

SUPERSTRUCTURE

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS			
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	INC.
S13M01	652	443	480	1575	12 200	19 100	STR	-	-	-	-
S13M02	58	-	2	60	6500	388	STR	-	-	-	-
S13M03	1 SER. OF 4	-	-	1 SER. OF 4	2400 TO 10 800	26	STR	-	-	-	2800
S13M04	1 SER. OF 3	-	-	1 SER. OF 3	2400 TO 7700	15	STR	-	-	-	2650
S13M05	1	-	-	1	2400	2	STR	-	-	-	-
S13M06	1	-	-	1	9600	10	STR	-	-	-	-
S13M07	1	1	-	2	5500	4	STR	-	-	-	-
S13M08	1	2	3	6	3000	18	STR	-	-	-	-
S13M09	-	72	3	75	3700	276	STR	-	-	-	-
S13M10	-	2	-	2	8500	17	STR	-	-	-	-
S13M11	-	1	-	1	6100	6	STR	-	-	-	-
S13M12	-	2	2	4	10 600	42	STR	-	-	-	-
S13M13	-	1	-	1	4300	4	STR	-	-	-	-
S13M14	-	1	32	33	7500	46	STR	-	-	-	-
S13M15	-	-	1 SER. OF 25	1 SER. OF 25	3800 TO 6920	78	STR	-	-	-	130
S13M16	-	-	1 SER. OF 38	1 SER. OF 38	6650 TO 12 200	2096	STR	-	-	-	150
S13M17	-	-	1	1	7100	7	STR	-	-	-	-
S16M01	1085	709	756	2716	12 200	51 426	STR	-	-	-	-
S16M02	17	1	12	30	6700	312	STR	-	-	-	-
S16M03	2	-	13	15	3000	70	STR	-	-	-	-
S16M04	4	-	-	4	12 400	77	STR	-	-	-	-
S16M05	2	97	4	103	5000	799	STR	-	-	-	-
S16M06	1	-	12	13	4000	81	STR	-	-	-	-
S16M07	1	2	-	3	8700	41	STR	-	-	-	-
S16M08	60	-	-	60	8800	819	STR	-	-	-	-
S16M09	451	284	294	1029	2330	3721	4	1015	1090	-	-
S16M10	434	272	245	951	2130	3144	4	915	990	-	-
S16M11	2	2	1	5	6000	47	STR	-	-	-	-
S16M12	-	6	9	15	5400	126	STR	-	-	-	-
S16M13	434	272	245	951	1075	1587	2	820	280	-	-
S16M14	-	-	48	48	8000	596	STR	-	-	-	-
S16M15	32	2	10	44	9500	649	STR	-	-	-	-
S16M16	-	-	2	2	5500	17	STR	-	-	-	-
S16M17	-	1	5	6	7200	67	STR	-	-	-	-
S16M19	9	9	6	24	3500	130	STR	-	-	-	-
S16M20	6 SER. OF 3	6 SER. OF 3	4 SER. OF 3	16 SER. OF 3	1250 TO 1500	186	8	900 TO 1150	-	-	125
S16M21	15	15	10	40	2690	167	9	610	-	-	-
S16M22	6	6	4	16	2515	62	9	530	-	-	-
S16M23	6	6	4	16	2335	58	9	250	-	-	-
S19M01	4 SER. OF 5	-	1 SER. OF 5	5 SER. OF 5	6250 TO 8200	109	STR	-	-	-	500
S19M02	4 SER. OF 86	-	-	4 SER. OF 86	5115 TO 6050	568	STR	-	-	-	11
S19M03	644	-	-	644	4800	6909	STR	-	-	-	4
S19M04	740	796	542	2078	7800	36 226	STR	-	-	-	-
S19M05	1154	-	-	1154	10 000	25 792	STR	-	-	-	-
S19M06	2 SER. OF 5	-	-	2 SER. OF 5	9200 TO 11 200	45	STR	-	-	-	500
S19M07	156	-	-	156	5000	1743	STR	-	-	-	-
S19M08	-	280	-	280	7000	4381	STR	-	-	-	-
S19M09	2 SER. OF 5	2 SER. OF 5	-	4 SER. OF 5	7000 TO 8800	80	STR	-	-	-	450
S19M10	451	284	294	1029	900	2070	7	230	230	-	-
S19M11	478	311	294	1083	1075	2602	2	820	280	-	-
S19M12	27	27	-	54	1125	136	7	430	230	-	-
S19M13	451	284	294	1029	900	2070	3	-	-	-	-
S19M14	-	4 SER. OF 5	-	4 SER. OF 5	5700 TO 7200	67	STR	-	-	-	375
S19M15	434	272	245	951	717	1524	12	325	450	-	-
S19M16	-	4 SER. OF 318	-	4 SER. OF 318	5100 TO 6675	4478	STR	-	-	-	-
S19M17	-	18	-	18	6500	261	STR	-	-	-	-
S19M18	902	568	588	2058	2500	11 499	2	2400	150	-	-
S19M19	-	-	1 SER. OF 7	1 SER. OF 7	5000 TO 7200	34	STR	-	-	-	-

SUPERSTRUCTURE

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS			
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	INC.
S19M20	-	-	2 SER. OF 7	2 SER. OF 7	9950 TO 12 200	70	STR	-	-	-	375
S19M21	-	-	488	488	4350	4744	STR	-	-	-	-
S19M22	-	-	2 SER. OF 5	2 SER. OF 5	4375 TO 5500	25	STR	-	-	-	375
S19M23	-	-	2 SER. OF 11	2 SER. OF 11	5500 TO 11 850	312	STR	-	-	-	635
S19M24	-	-	114	114	3000	764	STR	-	-	-	-
S19M25	-	-	408	408	3500	3192	STR	-	-	-	-
S19M26	-	-	188	188	5500	2311	STR	-	-	-	-
S19M27	184	194	302	680	12 200	18 542	STR	-	-	-	-
S19M28	-	-	2 SER. OF 6	2 SER. OF 6	1750 TO 4950	86	STR	-	-	-	640
S19M29	78	78	52	208	2700	1255	6	2500	-	-	-
S19M30	6	6	4	16	4280	153	10	-	-	-	-
S19M31	15	15	10	40	3500	313	11	-	-	-	-
S19M32	1	-	-	1	11 000	25	STR	-	-	-	-
S19M33	-	1	-	1	6000	13	STR	-	-	-	-
S19M34	-	-	1	1	9000	20	STR	-	-	-	-
S19M35	172	63	-	235	3000	1576	STR	-	-	-	-
S19M36	-	-	724	724	12 200	19 741	STR	-	-	-	-
SUB-TOTAL (SUPERSTRUCTURE)						240 053 Kg.					

ABUTMENTS

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	NA	SA	TOTAL				A	B	C	INC.
A13M01	12	9	21	500	10	STR	-	-	-	-
A13M02	2	-	2	4700	9	STR	-	-	-	-
A13M03	2	-	2	5000	10	STR	-	-	-	-
A13M04	2	2	4	1350	5 13	825	450	170	-	-
A13M05	-	2	2	3000	6	STR	-	-	-	-
A13M06	-	2	2	3300	7	STR	-	-	-	-
A16M01	22	-	22	4600	157	STR	-	-	-	-
A16M02	22	-	22	5500	188	STR	-	-	-	-
A16M03	4	4	8	900	11	STR	-	-	-	-
A16M04	4	4	8	1525	19 6	1325	-	-	-	-
A16M05	4	4	8	1325	16	STR	-	-	-	-
A16M06	-	14	14	4000	87	STR	-	-	-	-
A16M07	-	14	14	8650	188	STR	-	-	-	-
A19M01	66	81	147	1200	394	STR	-	-	-	-
A19M02	66	81	147	1850	608	2	800	350	800	-
A19M03	66	81	147	1900	624	2	900	200	900	-
A19M04	4	4	8	900	16	STR	-	-	-	-
A19M05	4	4	8	1040	19	7	250	325	-	-
A25M01	45	55	99	1430	562	5	740	-	-	-
SUB-TOTAL (ABUTMENTS)						2936 Kg.				

NOTES:

For notes and bar bending diagrams see sheet 243A/319

* Bars requiring mechanical connectors, see General Notes.

PLOT SCALE = 10:1
XREF# = NONE
C:\0985\1_2064\RESL.DWG JULY-21-1989

DESIGN AGENCY: **BARR ENGINEERING, INC.**
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614) 224-1941 Fax (614) 224-0907

DATE: 6-15-99
REVIEWED: GEA
DRAWN: FIB
DESIGNED: ASB
CHECKED: KVB

STRUCTURE FILE NUMBER: 5700400

REINFORCING STEEL LIST
Bridge No. MOT-75-22.064L(1371L)
I-75 SB Over Riverside Dr. & the Great Miami River

MOT-75-16.794

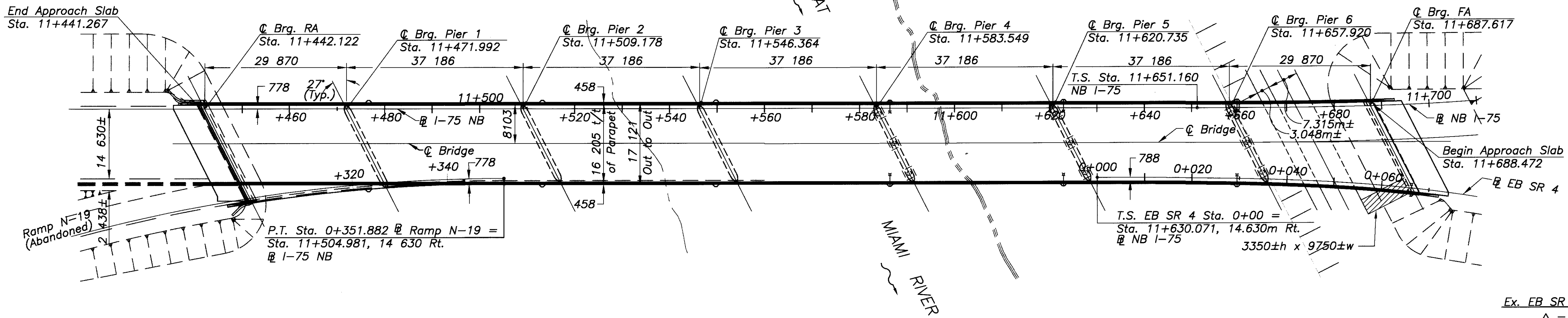
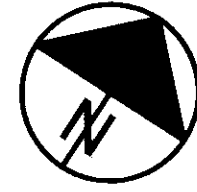
26/26

280
319

Existing Curve Data:
 Ramp N-19
 P.I. Sta. 0+317.135
 $\Delta = 11^{\circ}26'14''$ Rt.
 $R = 349.276$
 $L = 69.720$
 $T = 34.973$
 P.C. Sta. = 0+282.162
 P.T. Sta. = 0+351.882

Note:
 All dimensions are in Millimeters
 unless otherwise noted.

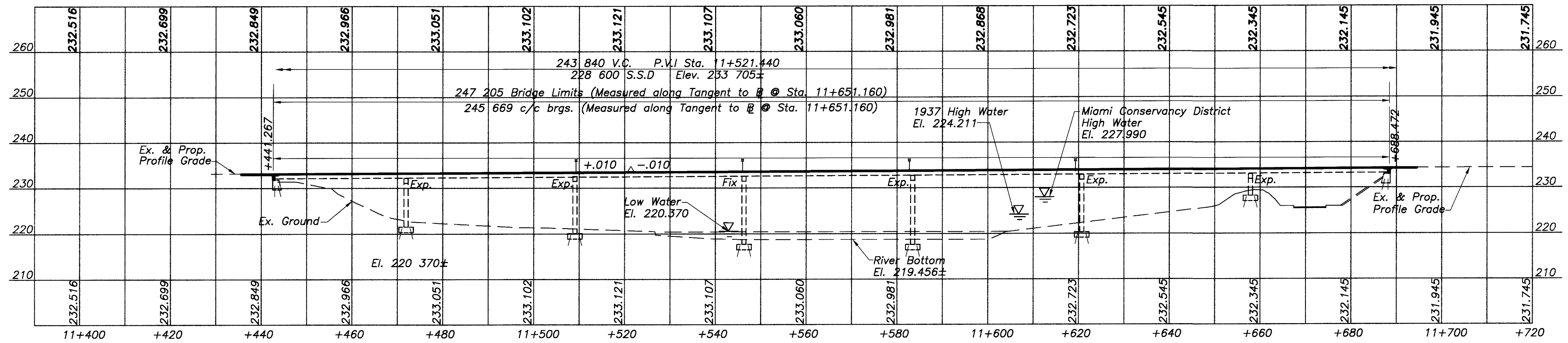
Ex. @ NB I-75 Curve Data:
 $\Delta = 66^{\circ}50'00''$
 $Rc = 194.042$
 $Lc = 104.421$
 $Ls = 121.920$
 $Ts = 190.887$
 $Os = 18^{\circ}00'00''$



PLAN

Ex. EB SR 4 Curve Data:
 $\Delta = 54^{\circ}09'26''$
 $Rc = 194.042$
 $Lc = 76.733$
 $Ls = 106.680$
 $Ts = 153.659$
 $Os = 15^{\circ}45'00''$

Remove and Repair
 Areas of Existing
 Concrete Slope Protection



PROFILE ALONG @ NB I-75

PROPOSED WORK

1. Remove existing deck and replace it with new composite reinforced concrete deck.
 2. Remove abutment backwall down to beam seat, and install new strip seal joint on new end crossframe angles.
 3. Remove and replace approach slab.
 4. Provide new scuppers.
 5. Rehabilitate and Reset bearings.
 6. Paint portions of existing structural steel as per Structure General Notes.
 7. High pressure wash abutment seats, abutment concrete slopes and aprons.
 8. Replace deteriorated areas of slope protection.
 9. Patch & seal concrete surfaces, as per the details of these plans.
 10. Finish other items of work which is specified in these plans to complete the rehabilitation.
- (It is not intended that the above work will occur in sequential order listed)

TRAFFIC DATA:
 Current Year ADT (2000) = 48 047
 Design Year ADT (2020) = 61 500
 Design Year ADTT (2020) = 5535

EXISTING STRUCTURE	PROPOSED STRUCTURE
TYPE: Continuous Steel Girders and rolled beams with reinforced concrete deck and substructure	TYPE: Continuous Steel Girders with new non-composite reinforced concrete deck supported on existing piers and rehabilitated stub abutments.
SPANS: Varies, See Plan	SPANS: Varies, See Plan
ROADWAY: Varies 16 205± to 23 825± f/f of parapets excluding sidewalks	ROADWAY: Same As Existing (See Above)
LOAD FREQUENCY: HS 20-44 and the Alternate Military Loading	SKEW: Varies
SKEW: Varies, 0° to 18°-23°±, See Plan	DESIGN LOADING: MS 18 (Case I) and the Alternate Military Loading
WEARING SURFACE: 32mm± Latex Modified Concrete	APPROACH SLABS: AS-1-81M (6100)
APPROACH SLABS: (As-1-72)6096± Long	WEARING SURFACE: Monolithic Concrete
STRUCTURE FILE NUMBER: 5708400	LATITUDE: 39°-46'-18"N
	LONGITUDE: 84°-11'-24"W

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 CAD98-1-22084R.DWG SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St. Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

REVIEWED DATE 7/15/99
 GEA
STRUCTURE FILE NUMBER 5708400

DRAWN CLH
 GEA
REVISION

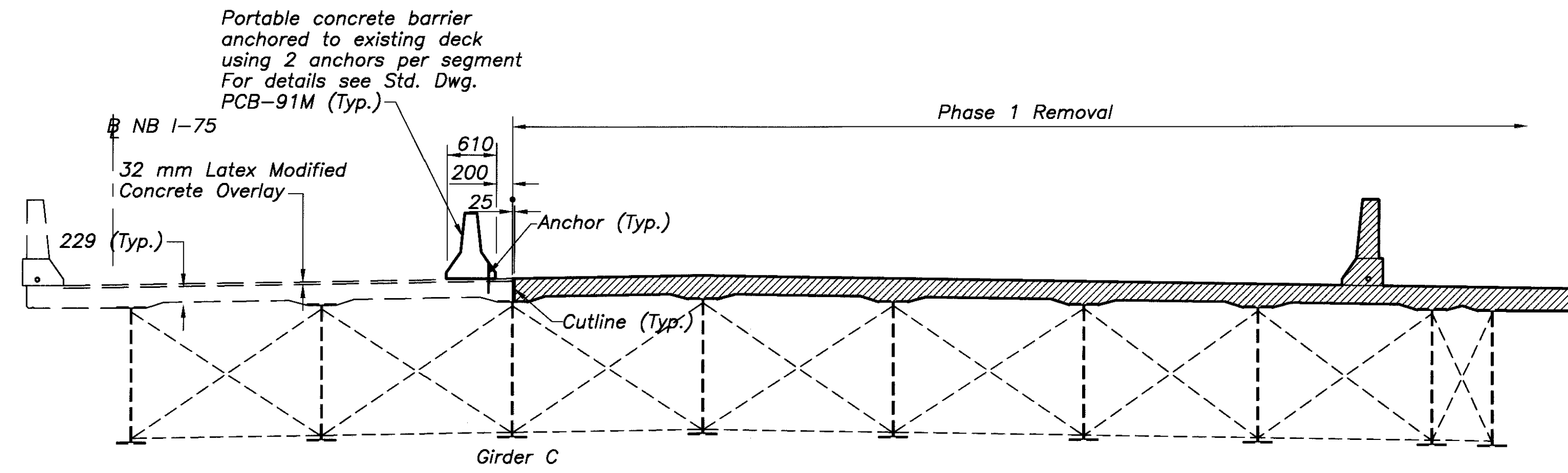
DESIGNED ASB
 KVB
CHECKED

Montgomery County
 Sta. 11+441.267 to
 Sta. 11+688.472

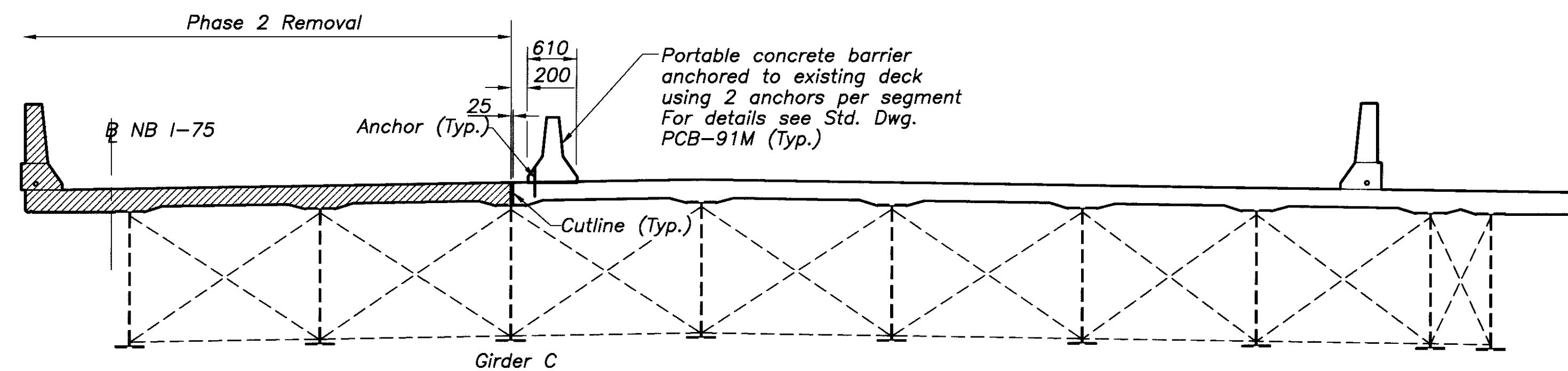
SITE PLAN
 Bridge No. MOT-75-22084R (1371R)
 NB I-75 Over Riverside Dr. & the Great Miami River

MOT-75-16.794

1/23
 281/319



TRANSVERSE SECTION - PHASE 1 REMOVAL



TRANSVERSE SECTION - PHASE 1 CONSTRUCTION/PHASE 2 REMOVAL

LEGEND
 Portions of Concrete to be Removed

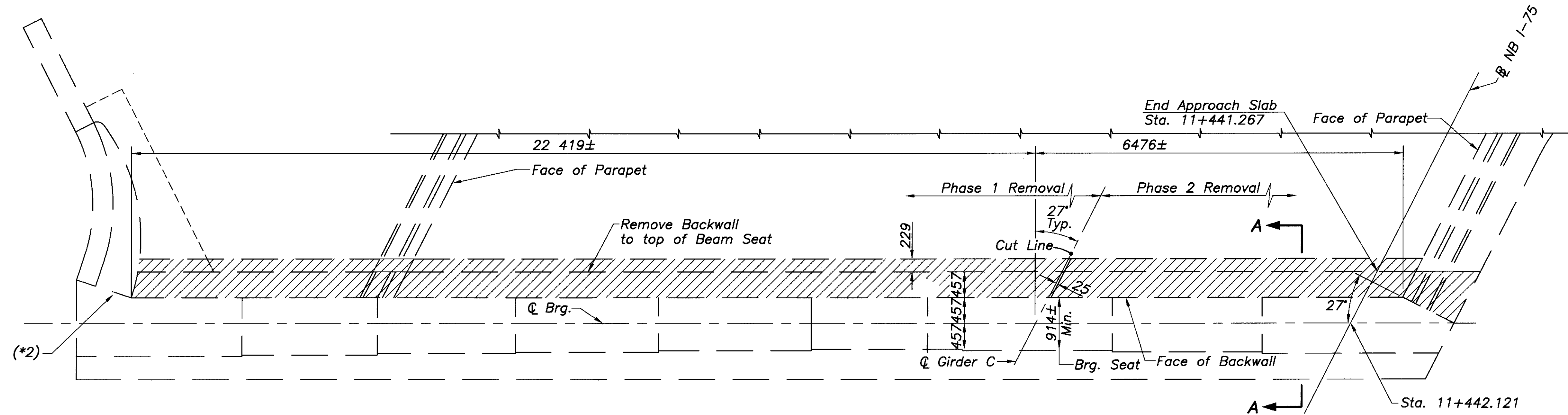
- CONSTRUCTION SEQUENCE**
1. Install the portable concrete barriers as shown in superstructure cross-section - Phase 1 Removal Details.
 2. Remove the portions of the structure on the right half as per plan.
 3. Refurbish bearings at abutments and piers for the beams (with the deck removed).
 4. Clean portions of steel to be cast in the concrete for left half of bridge construction.
 5. Construct right half of the deck & abutments to complete Phase I construction as per plan.
 6. Move the portable concrete barriers to the new deck as shown in the superstructure cross-section Phase II construction details.
 7. Construct the left half of the deck and abutments following steps 2 through 5.
 8. Complete the remaining contracted items, including patching of abutments, sealing of concrete surfaces, installing rock channel protection and painting steel; remove portable concrete barriers and open to traffic.

It is not required that the proposed work be accomplished in the order listed.

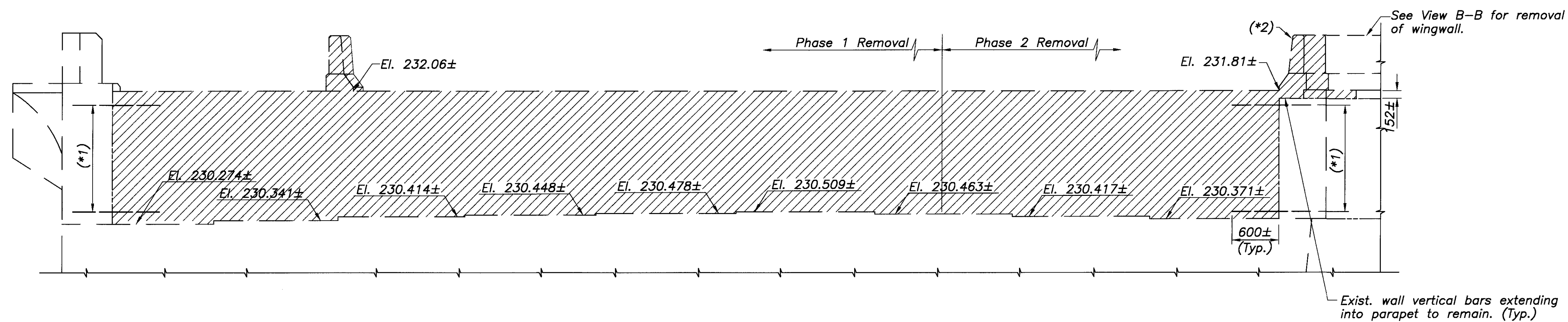
PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 20:1
 CAB99-4_2206RSC4.DWG JULY-22-1999

PHASE CONSTRUCTION DETAILS Bridge No. MOT-75-22064R (1371R) I-75 NB Over Riverside Dr. & the Great Miami River	DESIGNED ASB CHECKED KVB	DRAWN CLH REVISED	REVIEWED GEA STRUCTURE FILE NUMBER 5708400	DATE 7/15/99
MOT-75-16.794	2/23 282 319			

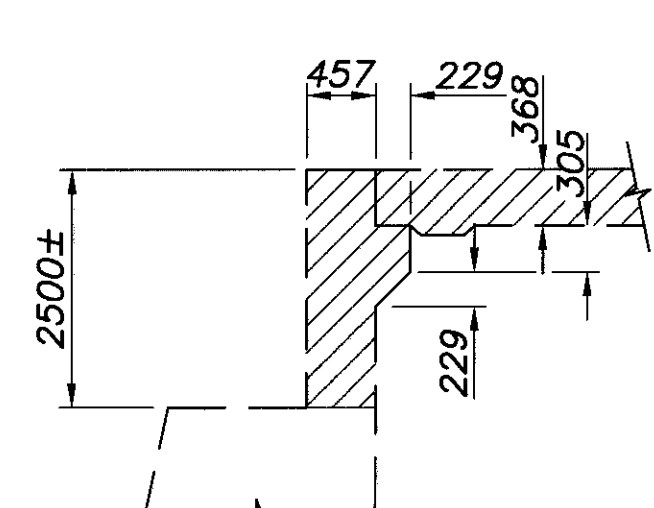
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907



PLAN



ELEVATION

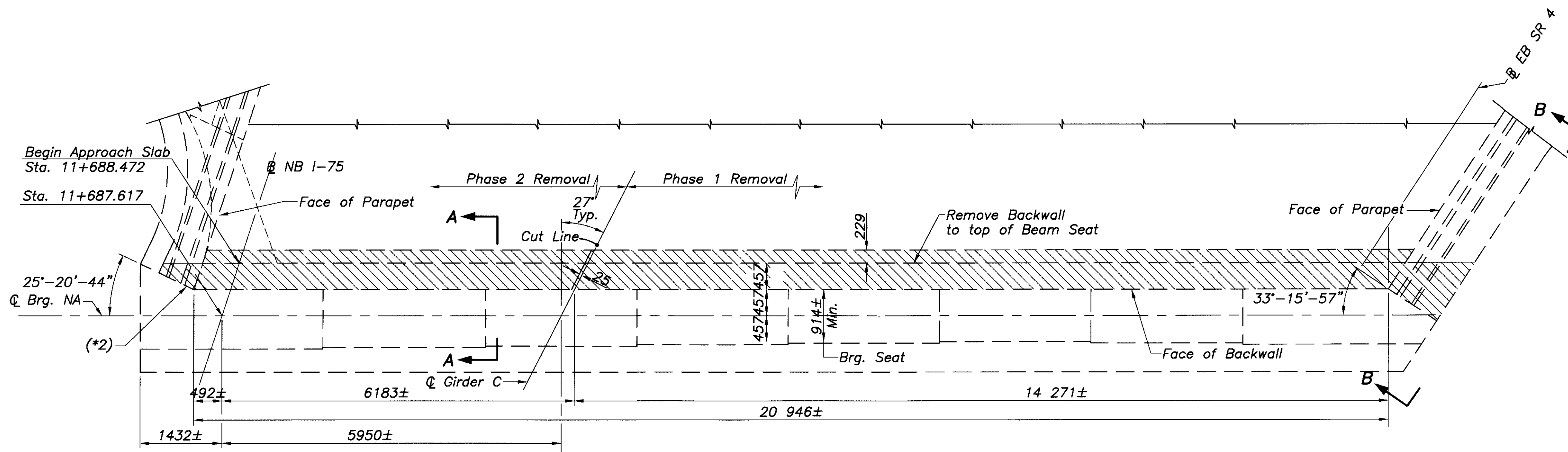


SECTION A-A

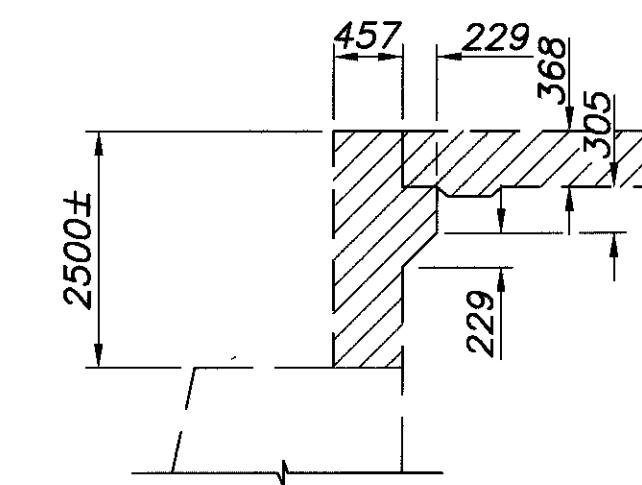
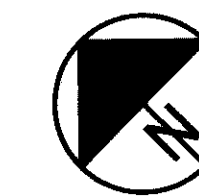
LEGEND
 Portions of Structure to be Removed

- NOTES:
- (*1) Care shall be taken in backwall concrete removal to allow existing longitudinal reinforcing bars from wingwall to protrude out 600±mm to provide lap for bars in the new backwall concrete.
 - (*2) Remove parapet and 152 mm± deep wall (below) concrete. Existing longitudinal reinforcing bars to be protected during the concrete removal for use in the proposed design. Damaged reinforcing steel bars shall be replaced with equivalent new steel bars. In reconstructing the parapet as proposed, bars will be field cut if necessary to have a minimum clearance of 50mm. Cost of removal shall be included with Item 202.

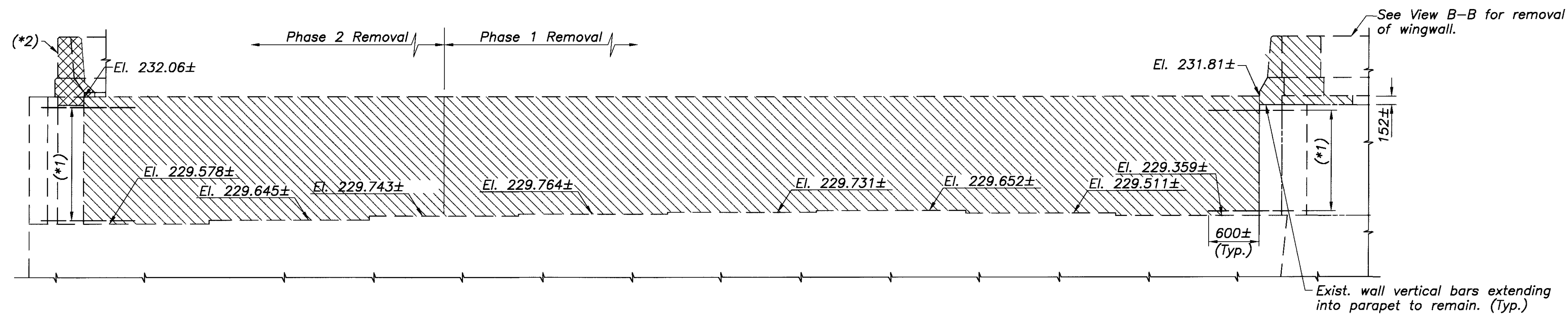
DESIGNED	DATE
ASB	7/15/99
CHECKED	REVIEWED
KVB	GCA
DRAWN	STRUCTURE FILE NUMBER
CLH	5706400
REVISED	



PLAN

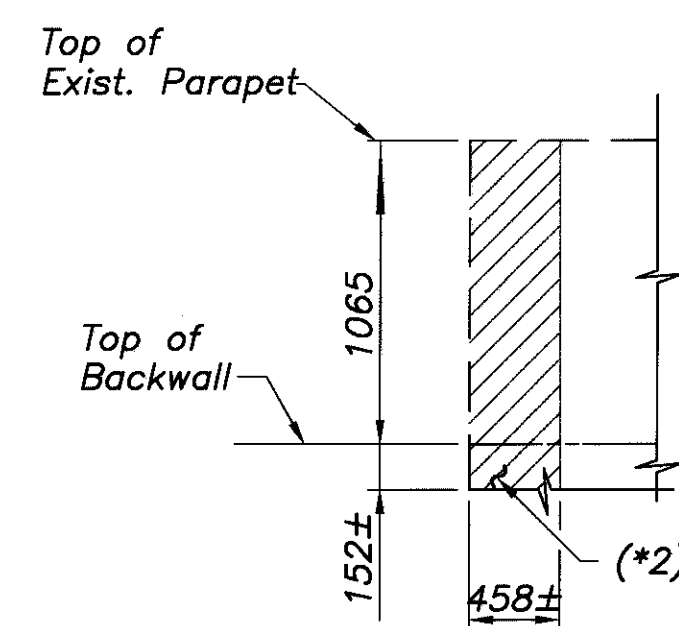


SECTION A-A



ELEVATION

LEGEND
 Portions of Structure to be Removed



VIEW B-B

NOTES:

- (*1) Care shall be taken in backwall concrete removal to allow existing longitudinal reinforcing bars from wingwall to protrude out 600±mm to provide lap for bars in the new backwall concrete.
- (*2) Remove parapet and 152 mm± deep wall (below) concrete. Existing longitudinal reinforcing bars to be protected during the concrete removal for use in the proposed design. Damaged reinforcing steel bars shall be replaced with equivalent new steel bars. In reconstructing the parapet as proposed, bars will be field cut if necessary to have a minimum clearance of 50mm. Cost of removal shall be included with Item 202.

PLOTTED VIEW = PLAN
 XREF # = NONE
 CUB99-1 22064RS42.DWG JULY-20-1999
 PLOT SCALE = 20=1

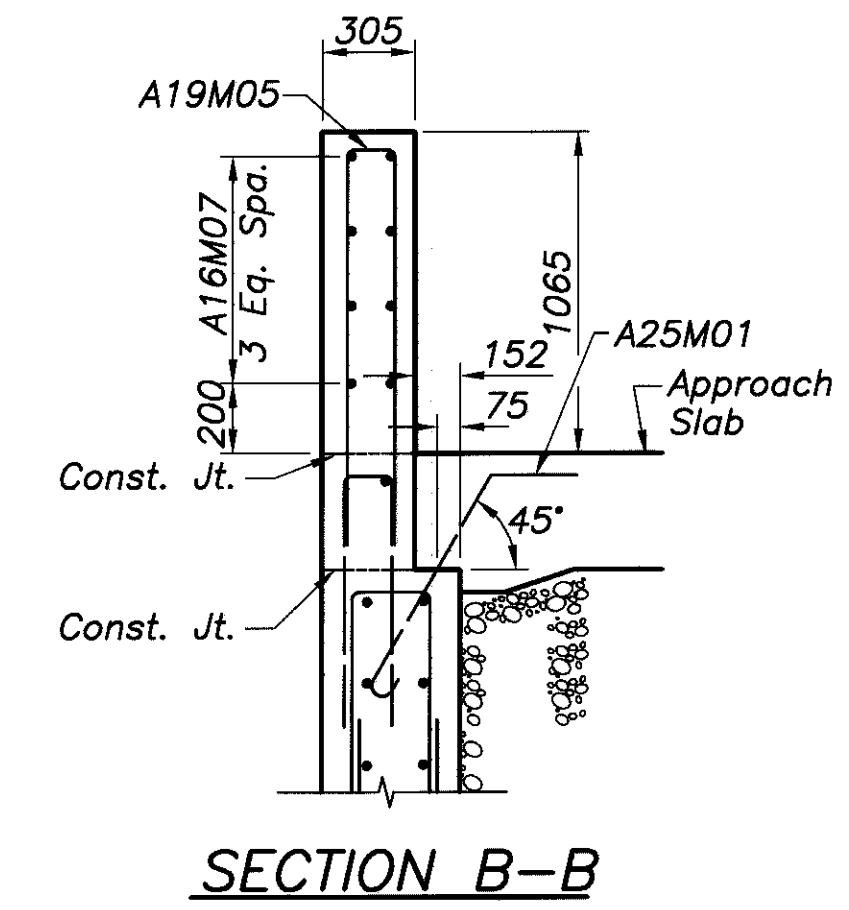
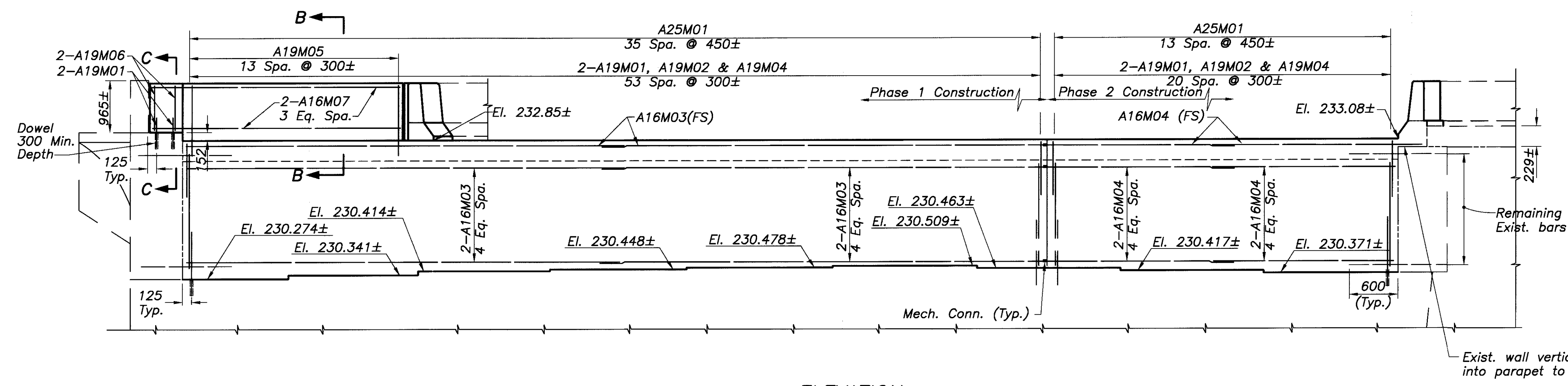
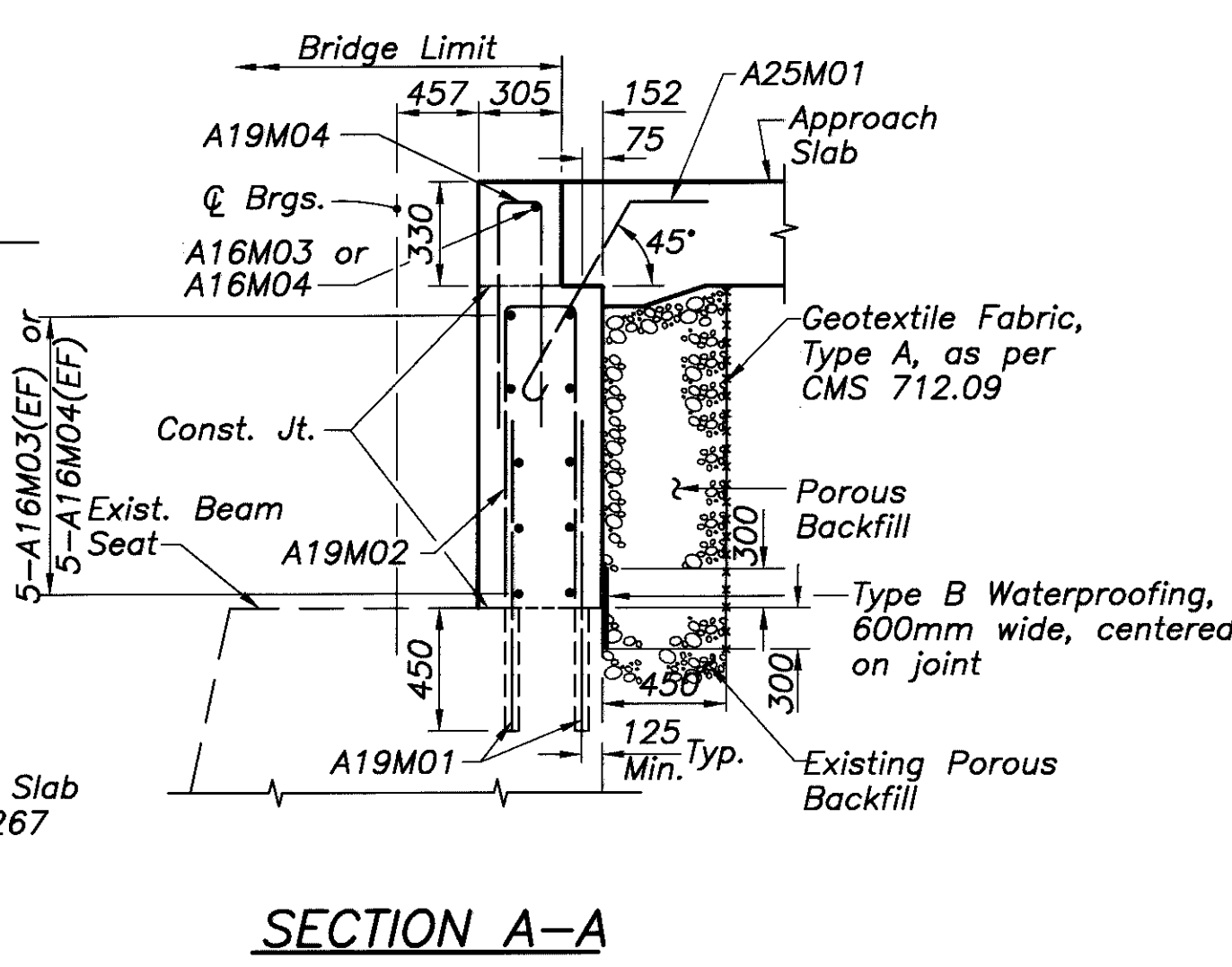
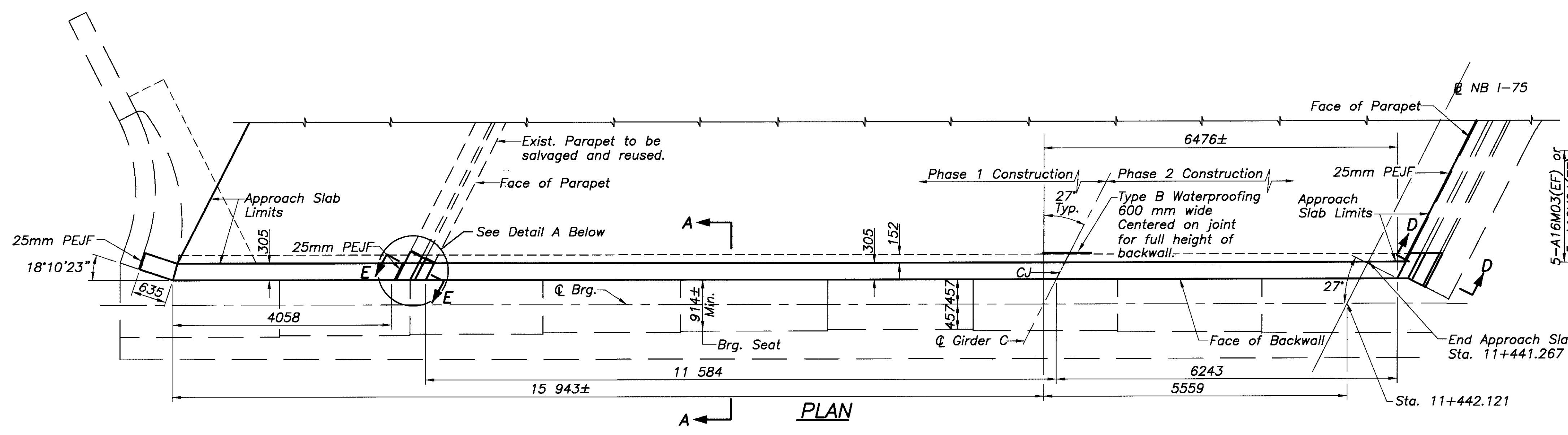
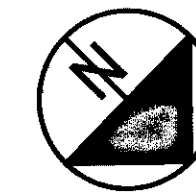
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	DATE	7/15/99
STRUCTURE FILE NUMBER	5708400		

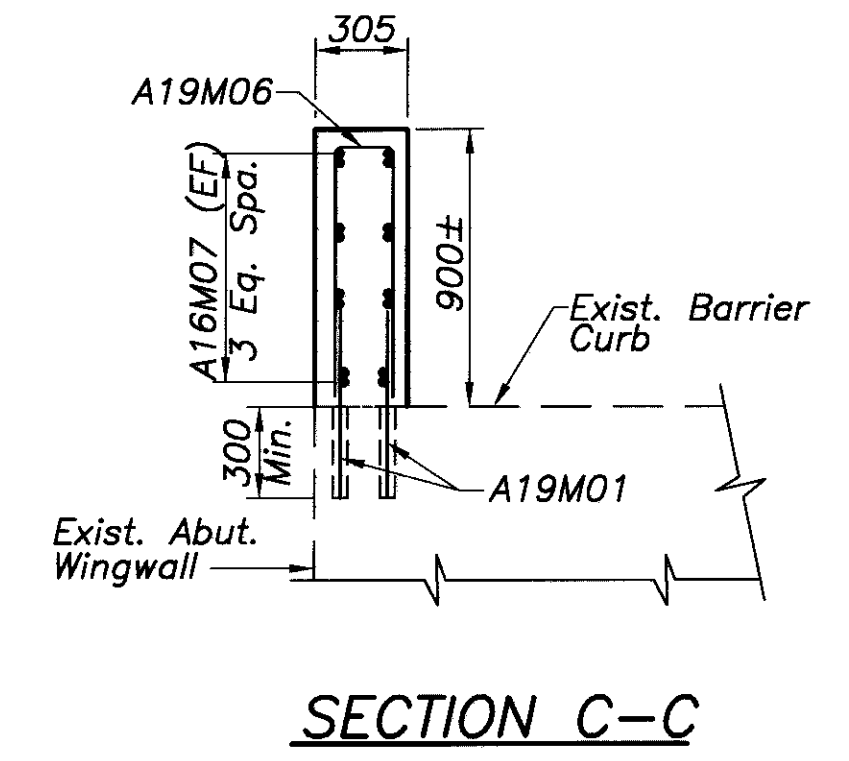
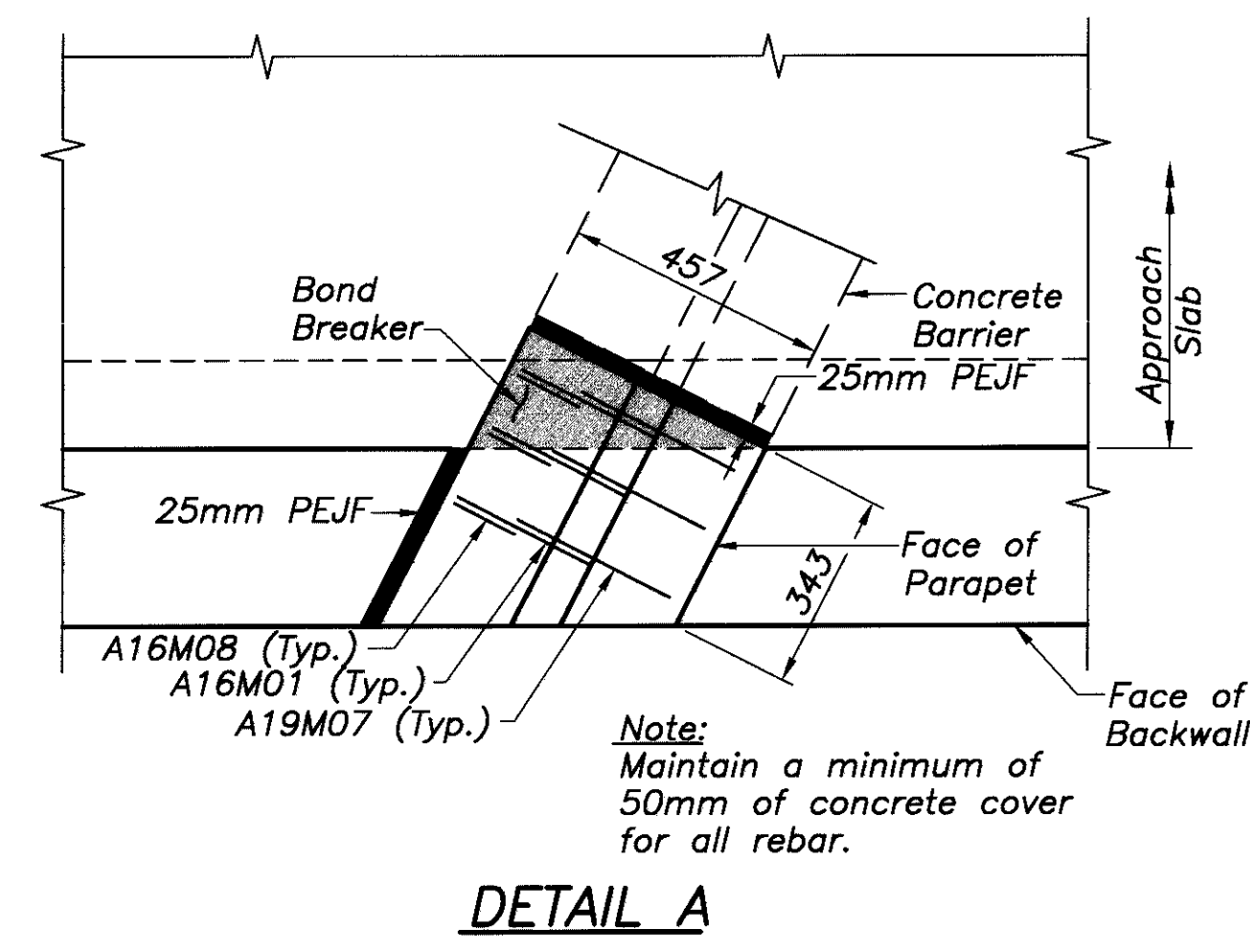
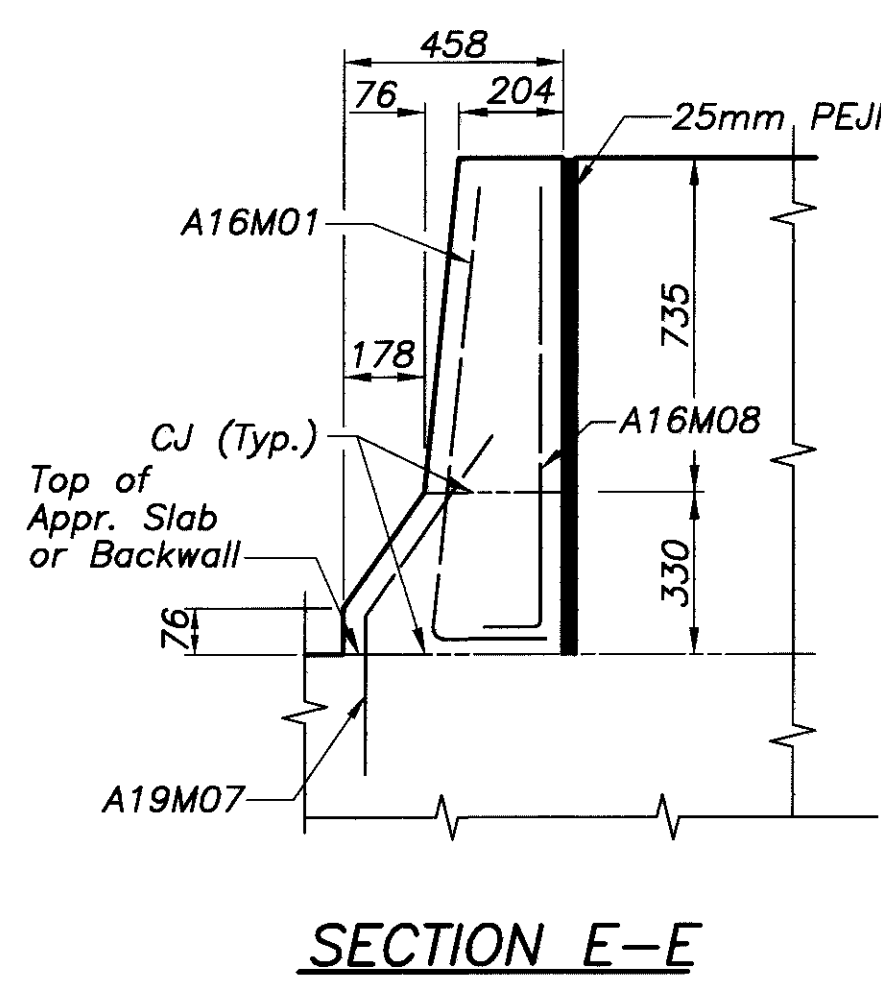
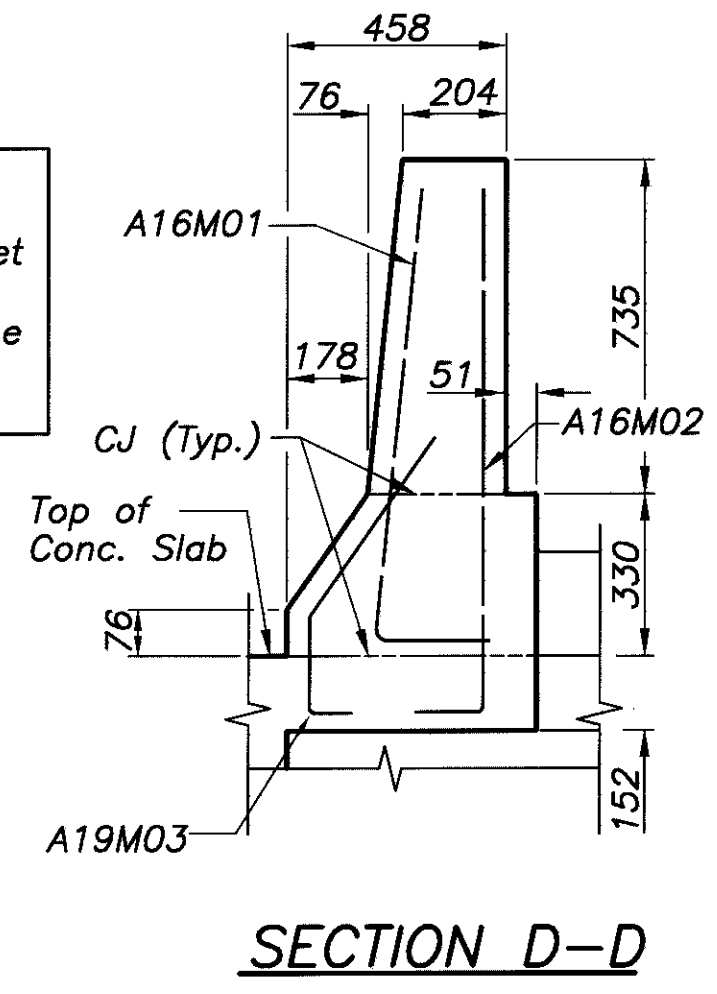
NORTH ABUTMENT
 Bridge No. MOT-75-22064R(1371R)
 I-75 NB over the Great Miami River

MOT-75-16.794

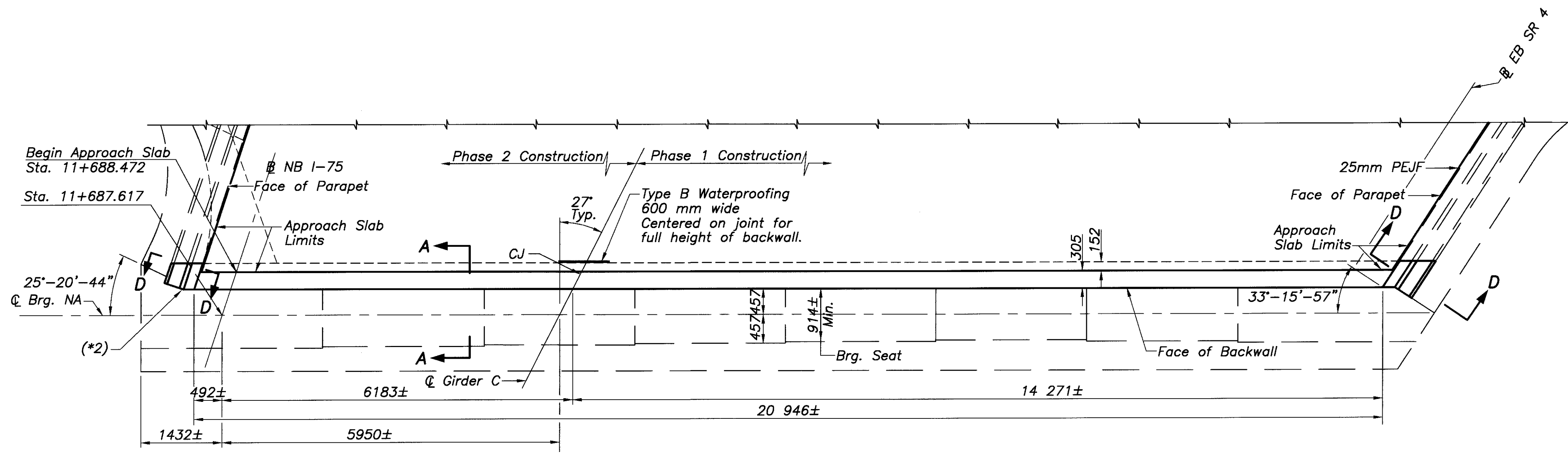
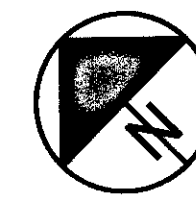
4/23
 284
 319



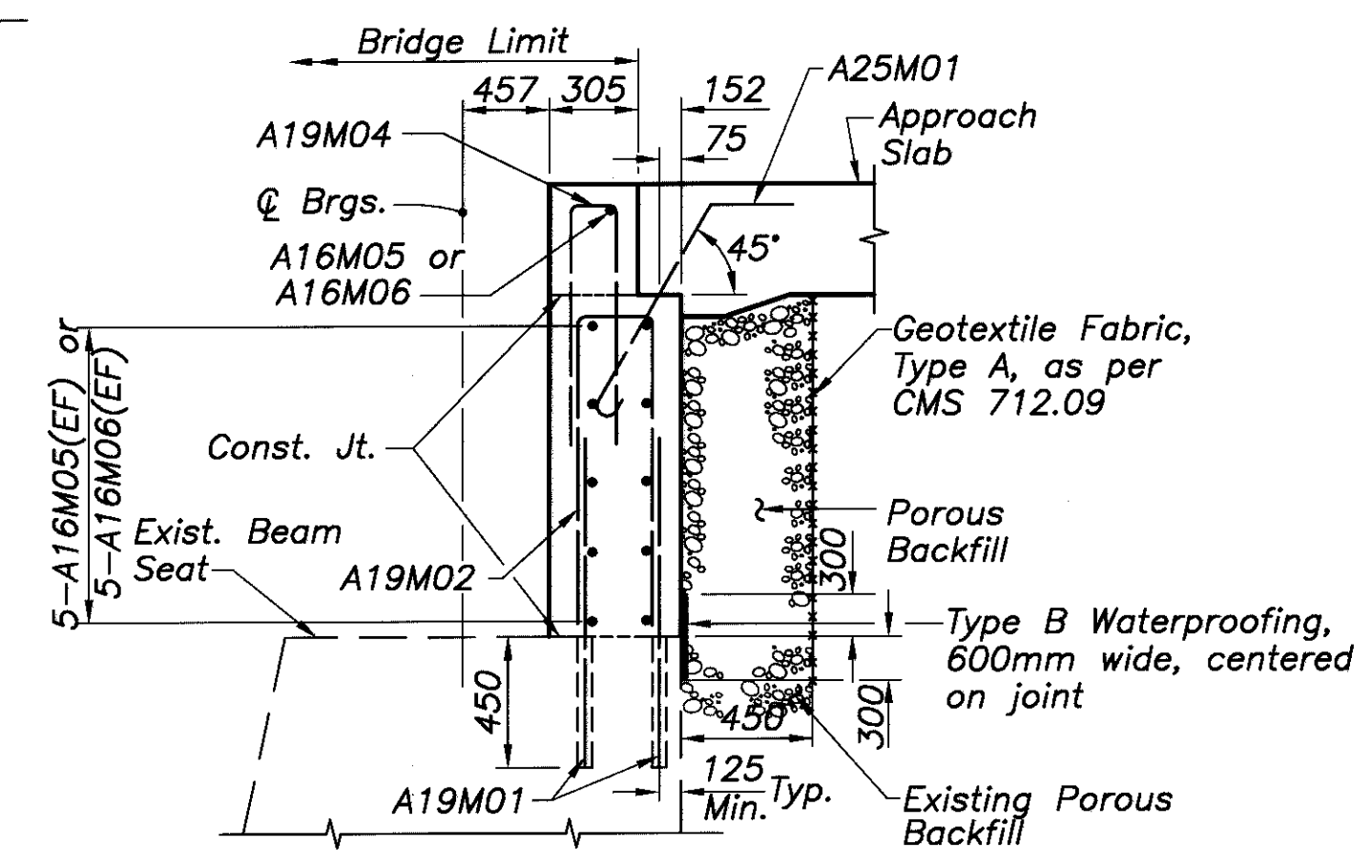
2 Sets of A16M01, A16M02 & A19M03 bars - place one set near the front face and one set near the back face of new concrete.



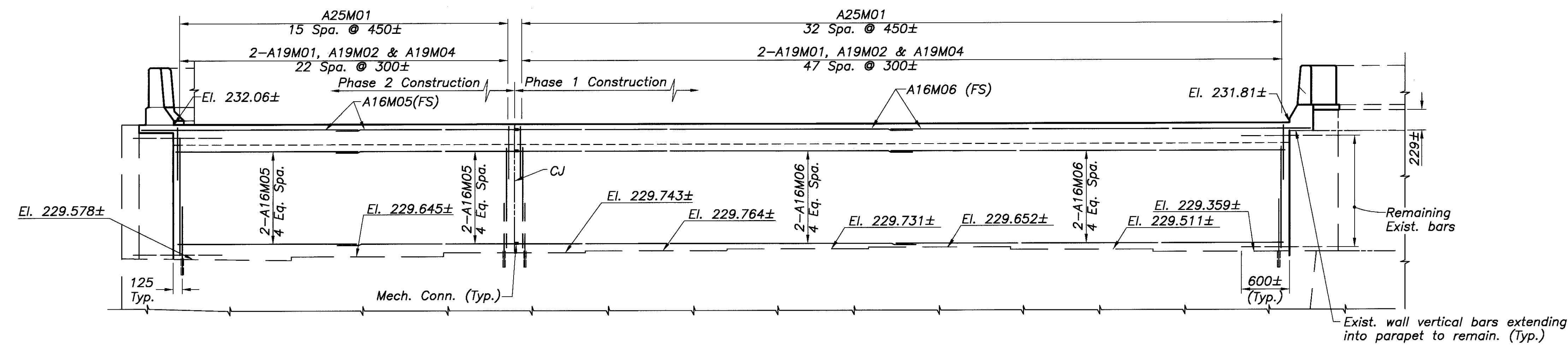
PLOTTED VIEW = PLAN
 XREF # = NONE
 XREF # = NONE
 PLOT SCALE = 1/8" = 1'-0"
 CADD # = 22064R3A3.DWG SEPTEMBER-01-1999



PLAN



SECTION A-A



ELEVATION

PLOTTED VIEW = PLAN
XREF # = NONE
C:\099-4\2206ARSA1.DWG
SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED	DRAWN	REVIEWED	DATE
ASB	CLH	GEA	7/15/99
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KVB		5708400	

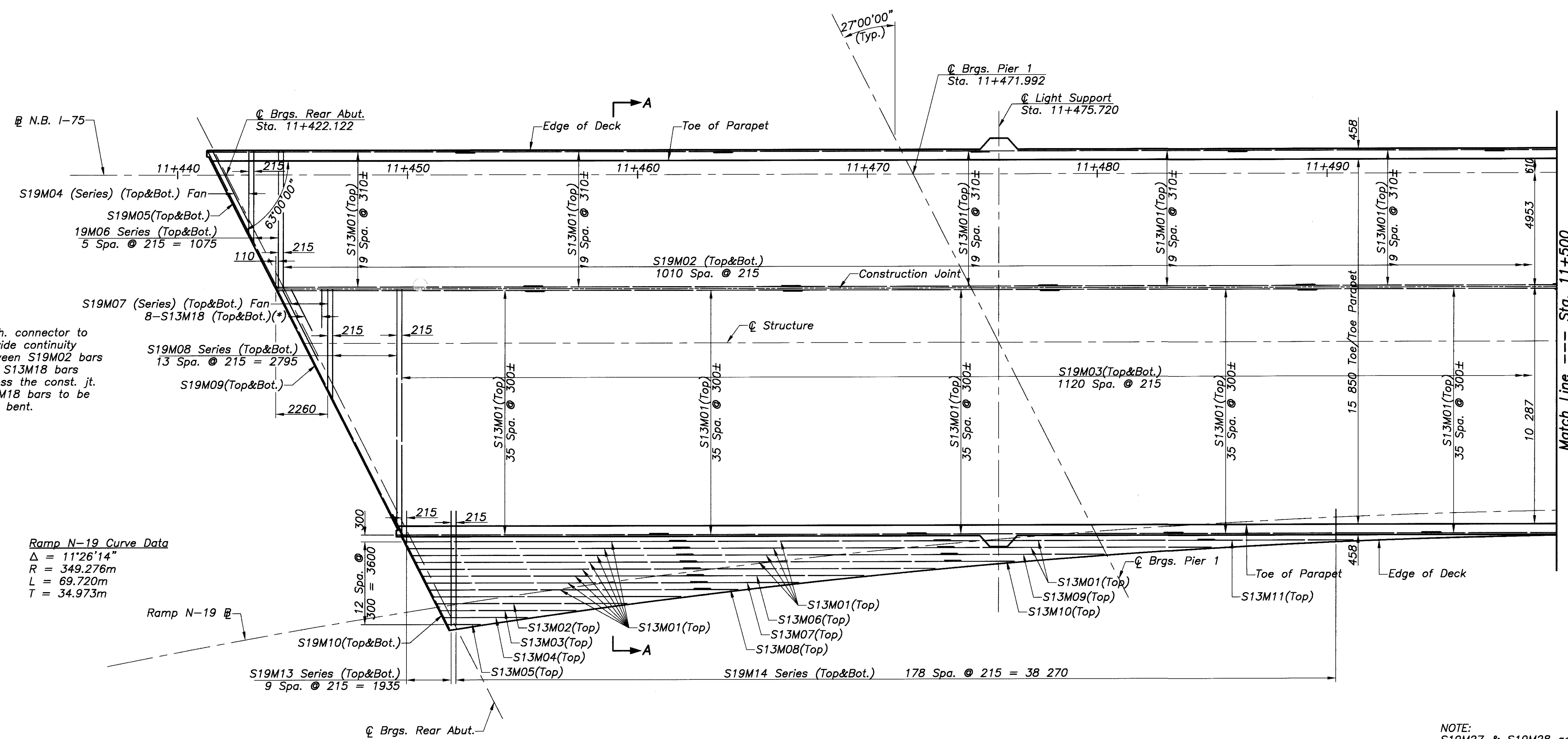
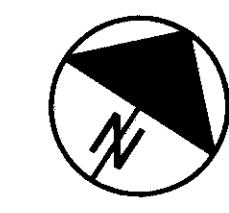
NORTH ABUTMENT
Bridge No. MOT-75-22064R (1.371R)
NB 1-75 over the Great Miami River

MOT-75-16.794

6/23

286
319

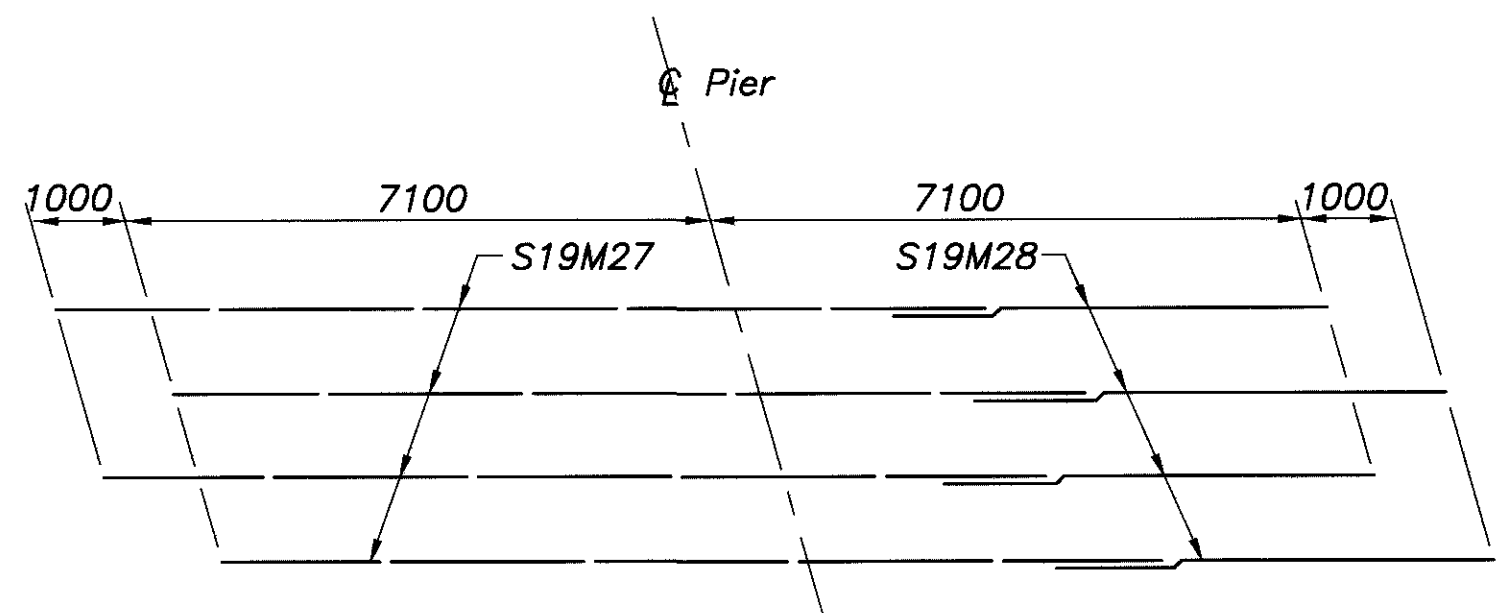
Notes:
For Section D-D. see Sht. 5/23.



Ramp N-19 Curve Data
 $\Delta = 11^{\circ}26'14''$
 $R = 349.276m$
 $L = 69.720m$
 $T = 34.973m$

DECK REINFORCING PLAN
 Top Longitudinal Bars Shown
 Top & Bottom Transverse Bars Shown
 Parapet Bars Not Shown

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23

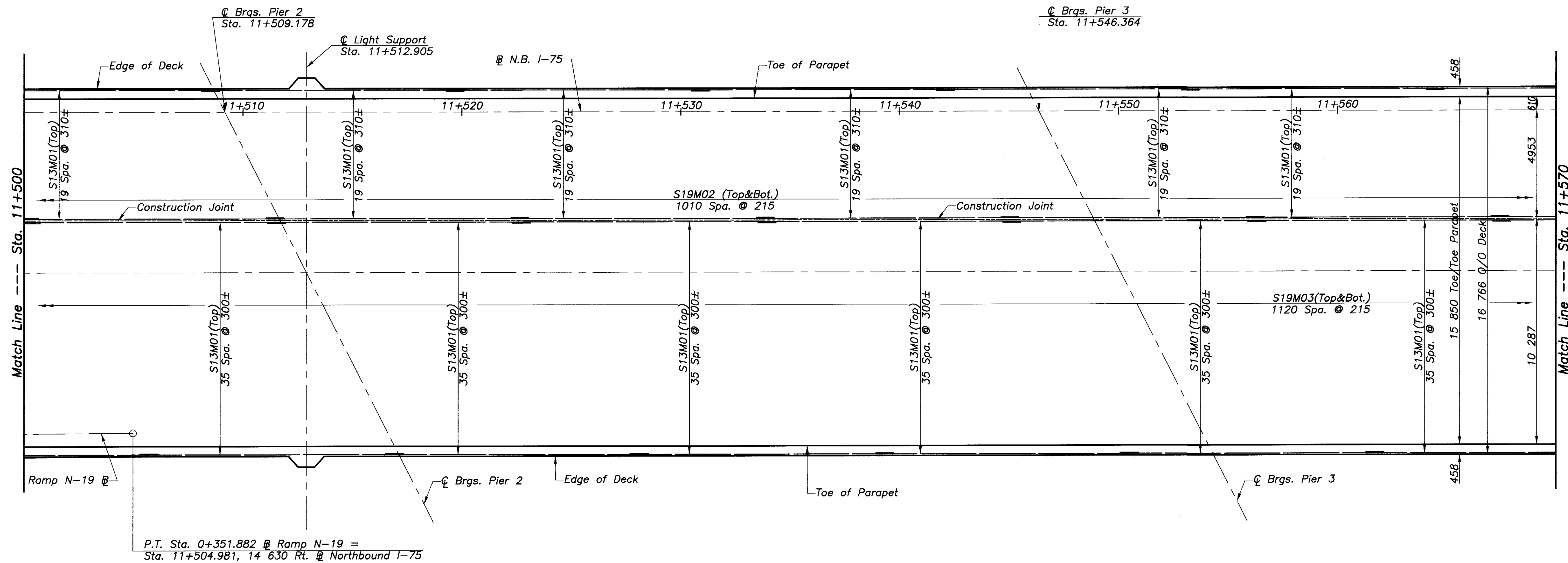


STAGGER DIAGRAM
 S19M27 & S19M28 Bars at Piers

NOTE:
 S19M27 & S19M28 additional bars are shown in Section A-A, sht. 15/23.

ADDITIONAL PIER BARS		
Pier No.	S19M27	S19M28
1	57	57
2	54	54
3	54	54
4	54	54
5	54	54
6	55	55

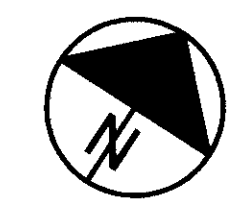
PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 PLOT SCALE = 1/8" = 1'-0"
 C:\P1\MOT75\BRIDGE\22-064R\22064R59.DWG SEPTEMBER-1-1999



P.T. Sta. 0+351.882 @ Ramp N-19 =
 Sta. 11+504.981, 14 630 Rt. @ Northbound I-75

DECK REINFORCING PLAN
 Top Longitudinal Bars Shown
 Top & Bottom Transverse Bars Shown
 Parapet Bars Not Shown

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23

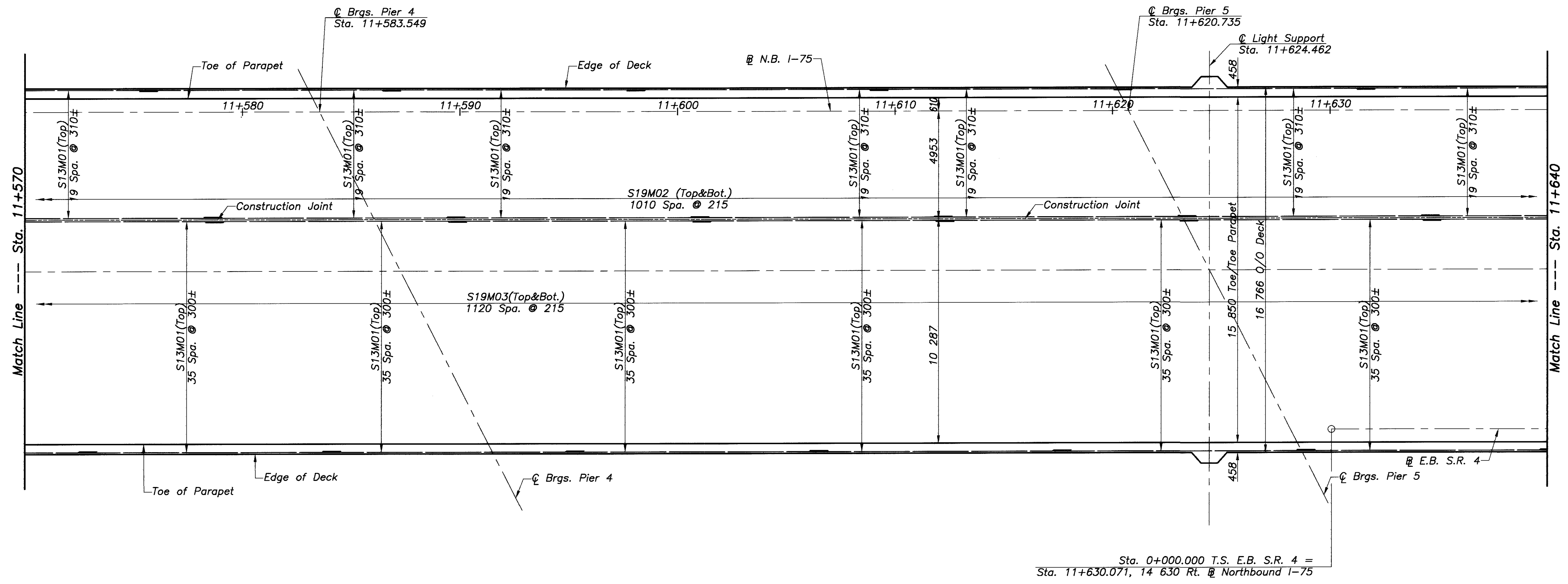


DECK REINFORCING PLAN Bridge No. MOT-22064R (1371R) NB I-75 Over The Great Miami River	DESIGNED ASB	DRAWN CLH	REVIEWED GEA	DATE 7/15/99	DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907
	CHECKED TJP	REVISED	STRUCTURE FILE NUMBER 5708400	STRUCTURE FILE NUMBER	5708400

MOT-75-16.794

8/23
 288
 319

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 10=1
 CAD FILE = F:\MOT75\BRIDGE\22-064R\22064R509.DWG SEPTEMBER-11-1999

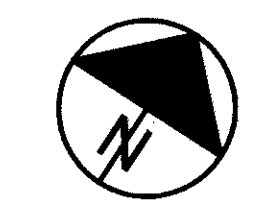


DECK REINFORCING PLAN
 Top Longitudinal Bars Shown
 Top & Bottom Transverse Bars Shown
 Parapet Bars Not Shown

Sta. 0+000.000 T.S. E.B. S.R. 4 =
 Sta. 11+630.071, 14 630 Rt. @ Northbound I-75

Notes:

For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23

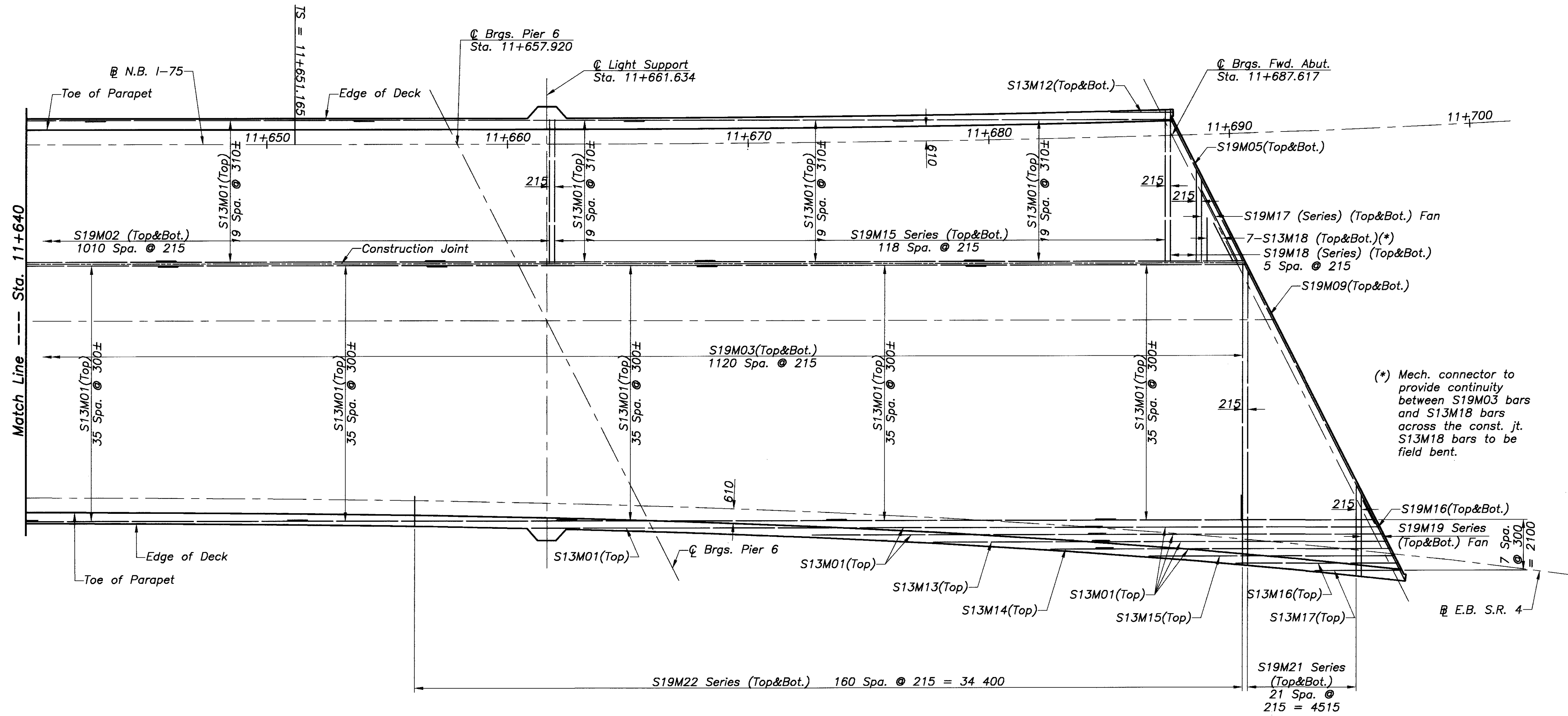


DECK REINFORCING PLAN Bridge No. MOT-22064R (1371R) NB I-75 Over The Great Miami River	DESIGNED ASB	DRAWN CLH	REVIEWED GEA	DATE 7/15/99	DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907
	CHECKED TJP	REVISED	STRUCTURE FILE NUMBER 5709400		

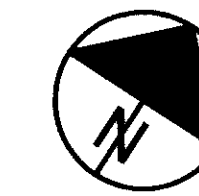
MOT-75-16.794

9/23
 289
 319

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 10:1
 CAD FILE = F:\MOT75\BRIDGE\22-064R\22064R509.DWG
 SEPTEMBER-1-1999



Northbound I-75 Curve Data
 $\Delta = 66^{\circ}50'00''$
 $L_c = 104.421m$
 $T_s = 190.887m$
 $L_s = 121.920m$
 $\theta_s = 18^{\circ}00'00''$
 $R_c = 194.042m$



DECK REINFORCING PLAN

Top Longitudinal Bars Shown
 Top & Bottom Transverse Bars Shown
 Parapet Bars Not Shown

E.B. State Route 4 Curve Data

$\Delta = 54^{\circ}09'26''$
 $L_c = 76.733m$
 $T_s = 153.658m$
 $L_s = 106.680m$
 $\theta_s = 15^{\circ}45'00''$
 $R_c = 194.042m$

Notes:

For screed elevations see sheet **18/23** to **21/23**

For reinforcing steel schedule see sheet **23/23**

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

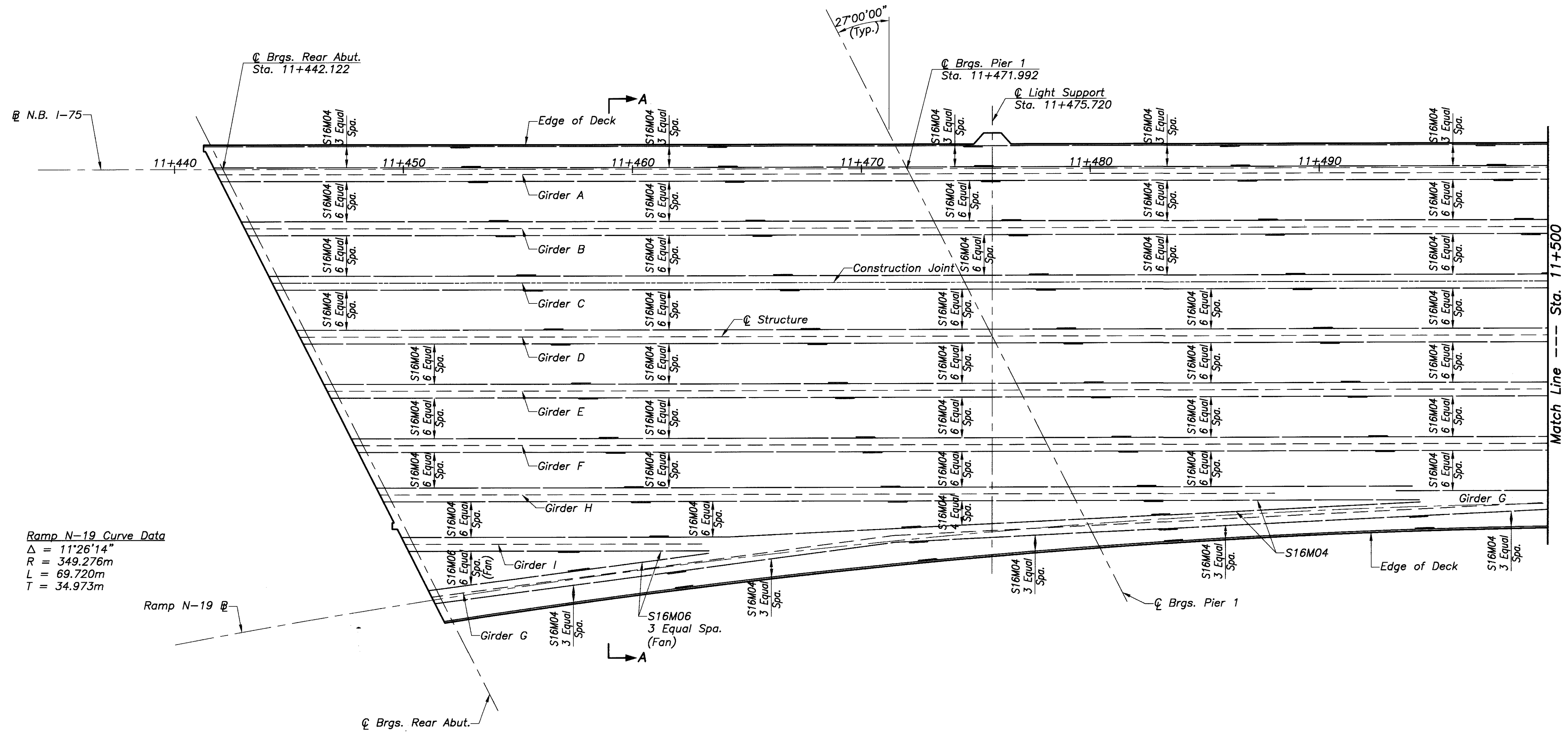
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	DATE	6/15/99
STRUCTURE FILE NUMBER	5709400		

SLAB PLAN
 Bridge No. MOT-22064R (1371R)
 NB I-75 Over The Great Miami River

MOT-75-16.794

10/23
 290
 391

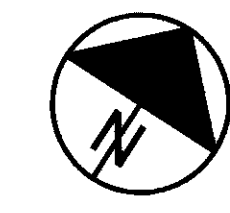
PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 10=1
 CAD: F:\MOT75\BRIDGE\22-064R\22064RSC9.DWG SEPTEMBER-1-1999



Ramp N-19 Curve Data
 $\Delta = 11^{\circ}26'14''$
 $R = 349.276m$
 $L = 69.720m$
 $T = 34.973m$

DECK REINFORCING PLAN
 Bottom Longitudinal Bars Shown

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

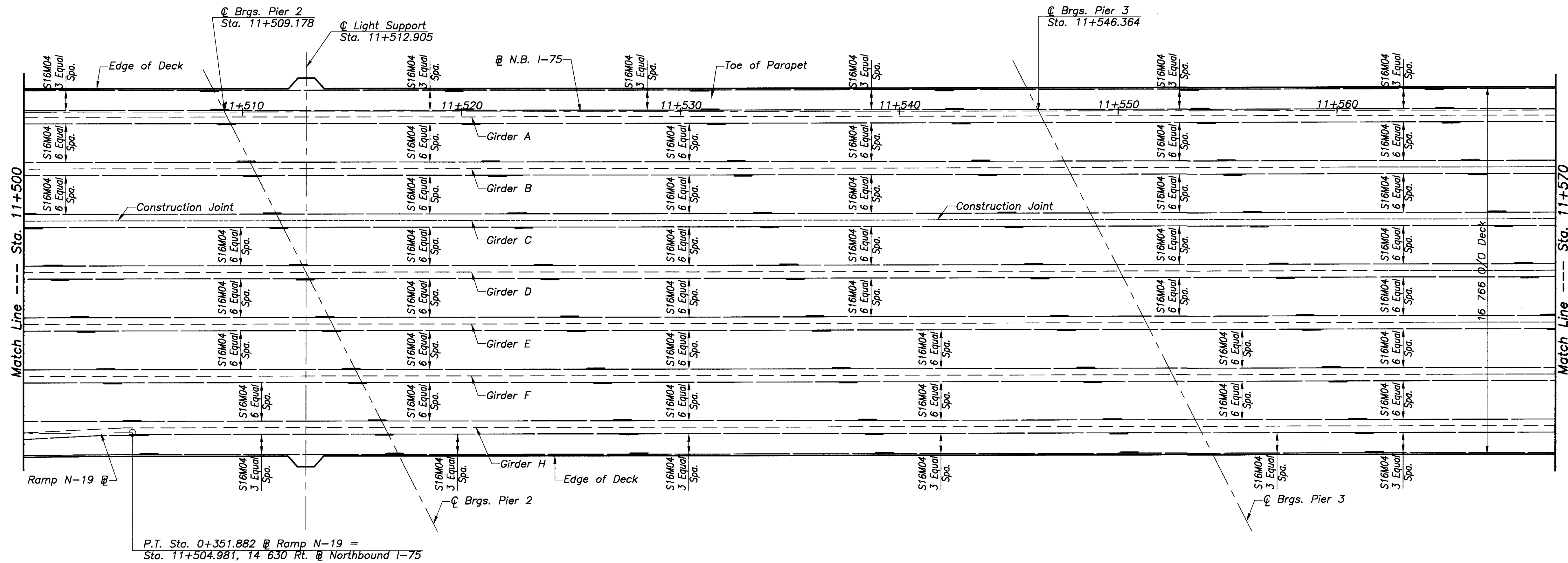
DESIGNED	ASB	CHECKED	TJP
DRAWN	CLH	REVISED	
REVIEWED	GEA	DATE	7/15/99
STRUCTURE FILE NUMBER	5708400		

DECK REINFORCING PLAN
 Bridge No. MOT-22064R (1371R)
 NB I-75 Over The Great Miami River

MOT-75-16.794

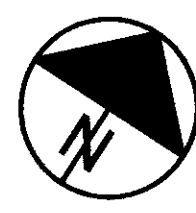
11/23
 291
 319

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 10:1
 CAD FILE = F:\MOT75\BRIDGE\22-064R\22064RSC9.DWG
 SEPTEMBER-1-1999



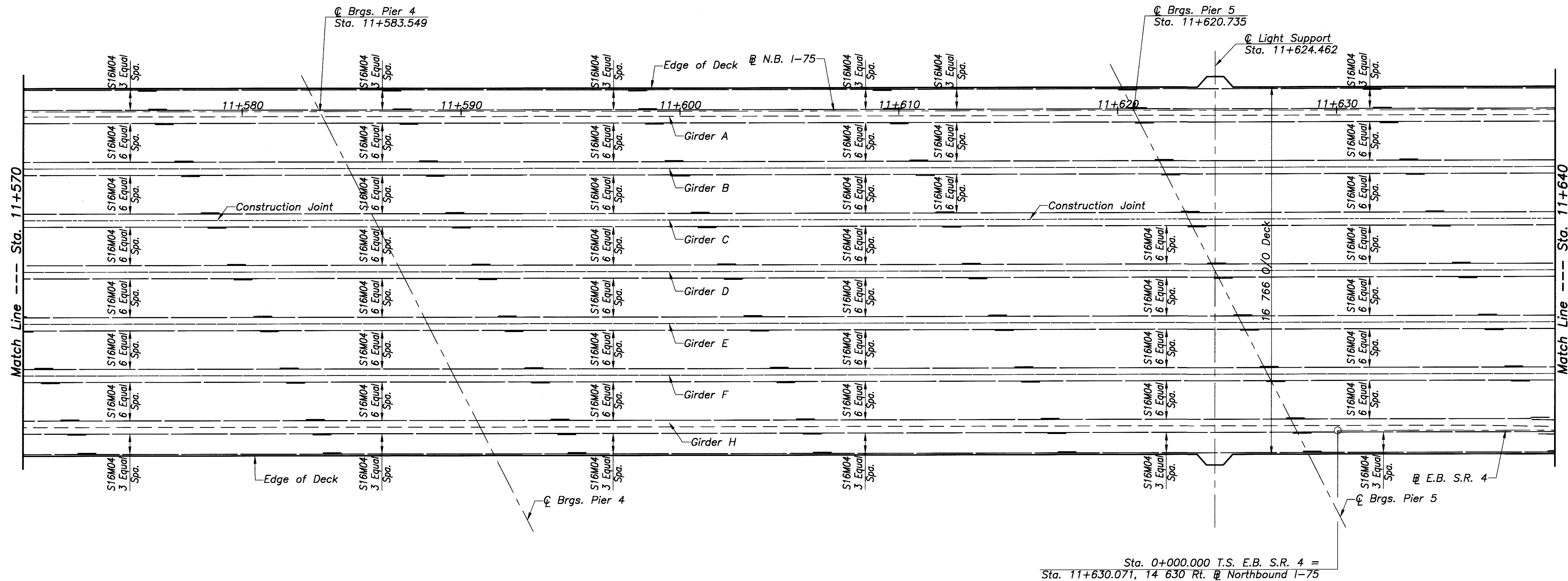
P.T. Sta. 0+351.882 @ Ramp N-19 =
 Sta. 11+504.981, 14 630 Rt. @ Northbound I-75

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23



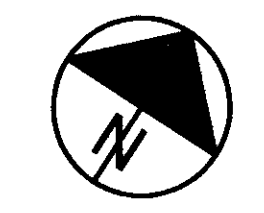
MOT-75-16.794 DECK REINFORCING PLAN Bridge No. MOT-22064R (1371R) NB I-75 Over The Great Miami River	DESIGNED ASB	DRAWN CLH	REVIEWED GEA	DATE 7/15/99	DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907
	CHECKED TJP	REVISED	STRUCTURE FILE NUMBER 5708400	STRUCTURE FILE NUMBER 5708400	

PLOTTED VIEW = PLAN
 XREF # = NONE
 CADD: F:\MOT75\BRIDGE\22-064R\22064R509.DWG SEPTEMBER-1-1999



DECK REINFORCING PLAN
 Bottom Longitudinal Bars Shown

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

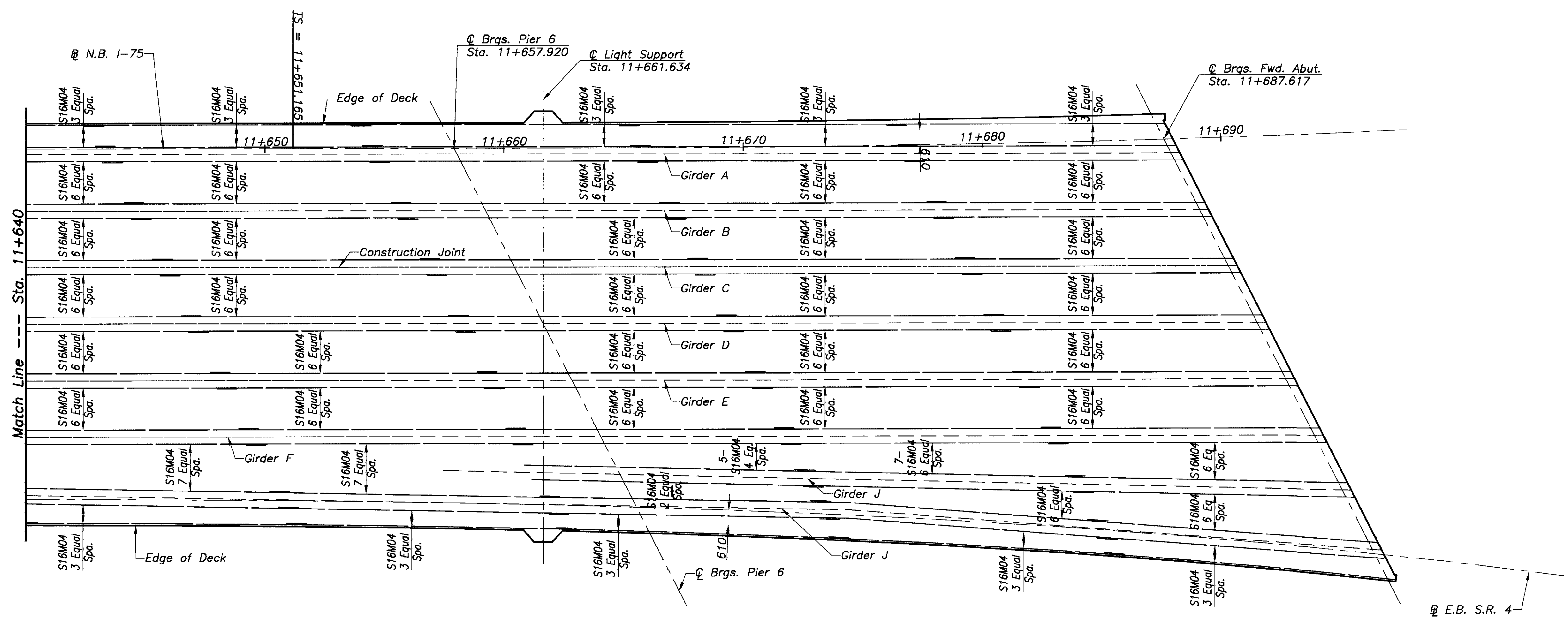
DATE 7/15/99
 REVIEWED GEA
 DRAWN CLH
 CHECKED TJP
 STRUCTURE FILE NUMBER 5708400

DECK REINFORCING PLAN
 Bridge No. MOT-22064R (1371R)
 NB I-75 Over The Great Miami River

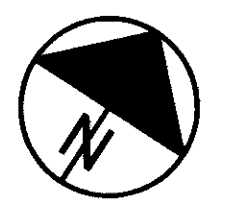
MOT-75-16.794

13/23
 293
 319

PLOTTED VIEW = PLAN
 XREF# = NONE
 C:\01 - E:\MOT75\BRIDGE\22-064R\22064R559.DWG SEPTEMBER-1-1999



Northbound I-75 Curve Data
 $\Delta = 66^\circ 50' 00''$
 $L_c = 104.421m$
 $T_s = 190.887m$
 $L_s = 121.920m$
 $\theta_s = 18^\circ 00' 00''$
 $R_c = 194.042m$

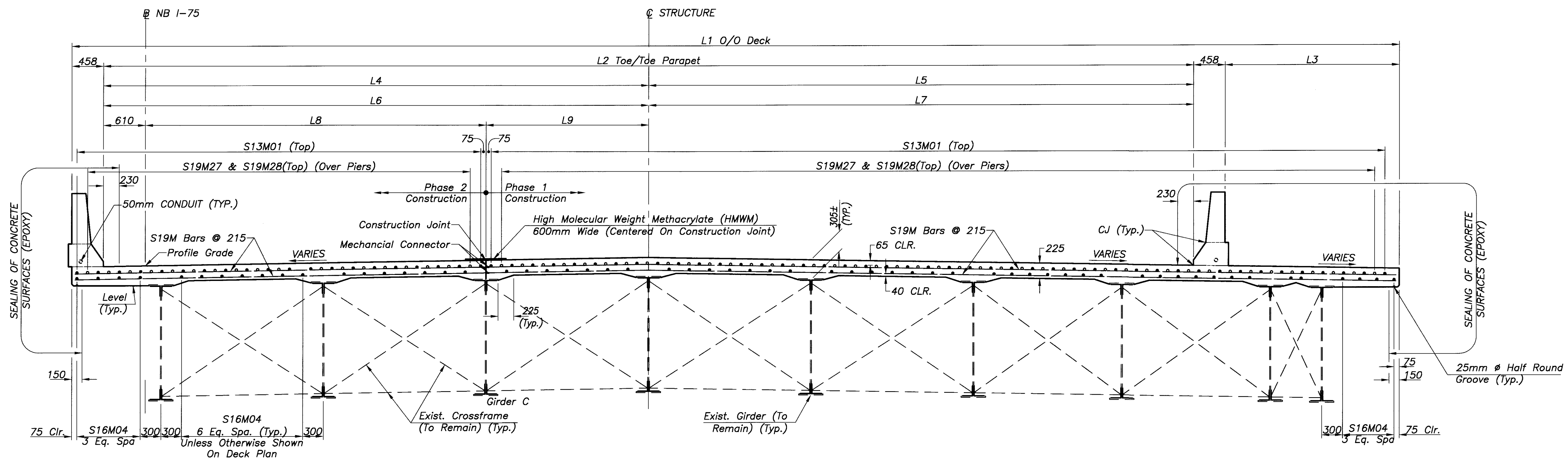


DECK REINFORCING PLAN
 Bottom Longitudinal Bars Shown

E.B. State Route 4 Curve Data
 $\Delta = 54^\circ 09' 26''$
 $L_c = 76.733m$
 $T_s = 153.658m$
 $L_s = 106.680m$
 $\theta_s = 15^\circ 45' 00''$
 $R_c = 194.042m$

Notes:
 For screed elevations see sheet 18/23 to 21/23
 For reinforcing steel schedule see sheet 23/23

DECK REINFORCING PLAN Bridge No. MOT-22064R (1371R) NB I-75 Over The Great Miami River	MOT-75-16.794	14/23 294 319	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">DESIGNED</td> <td style="width: 25%;">ASB</td> <td style="width: 25%;">CHECKED</td> <td style="width: 25%;">TJP</td> </tr> <tr> <td>DRAWN</td> <td>CLH</td> <td>REVISED</td> <td></td> </tr> <tr> <td>REVIEWED</td> <td>GEA</td> <td>DATE</td> <td>7/15/99</td> </tr> <tr> <td colspan="3">STRUCTURE FILE NUMBER</td> <td>5708400</td> </tr> </table>	DESIGNED	ASB	CHECKED	TJP	DRAWN	CLH	REVISED		REVIEWED	GEA	DATE	7/15/99	STRUCTURE FILE NUMBER			5708400	DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941 Fax (614)224-0907
DESIGNED	ASB	CHECKED	TJP																	
DRAWN	CLH	REVISED																		
REVIEWED	GEA	DATE	7/15/99																	
STRUCTURE FILE NUMBER			5708400																	



SECTION A-A

Deck Dimensions								
Description	Station	L1	L2	L3	L4	L5	L8	L9
☉ Brgs. Rear Abut.	11+422.122	---	---	---	---	---	---	---
	11+450.000	---	15 850	---	07 925	07 925	04 953	02 362
	11+460.000	19 683	15 850	02 917	07 925	07 925	04 953	02 362
☉ Brgs. Pier 1	11+470.000	18 527	15 850	01 762	07 925	07 925	04 953	02 362
	11+471.992	18 332	15 850	01 566	07 925	07 925	04 953	02 362
	11+480.000	17 663	15 850	00 897	07 925	07 925	04 953	02 362
☉ Brgs. Pier 2	11+490.000	17 088	15 850	00 322	07 925	07 925	04 953	02 362
	11+500.000	16 801	15 850	00 036	07 925	07 925	04 953	02 362
	11+509.178	16 766	15 850	---	07 925	07 925	04 953	02 362
☉ Brgs. Pier 3	11+510.000	16 801	15 850	---	07 925	07 925	04 953	02 362
	11+520.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+530.000	16 766	15 850	---	07 925	07 925	04 953	02 362
☉ Brgs. Pier 4	11+540.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+546.364	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+550.000	16 766	15 850	---	07 925	07 925	04 953	02 362
☉ Brgs. Pier 5	11+560.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+570.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+580.000	16 766	15 850	---	07 925	07 925	04 953	02 362
☉ Brgs. Pier 6	11+583.549	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+590.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+600.000	16 766	15 850	---	07 925	07 925	04 953	02 362
☉ Brgs. Fwd. Abut.	11+610.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+620.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+620.735	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+630.000	16 766	15 850	---	07 925	07 925	04 953	02 362
	11+640.000	16 774	15 858	---	07 925	07 933	04 953	02 362
	11+650.000	16 832	15 916	---	07 925	07 991	04 953	02 362
	11+657.920	16 947	16 031	---	07 929	08 102	04 957	02 362
	11+660.000	16 993	16 077	---	07 932	08 146	04 960	02 362
	11+670.000	17 339	16 422	---	07 972	08 450	05 000	02 362
	11+680.000	17 968	17 051	---	08 094	08 956	05 122	02 362
	11+687.617	18 696	17 778	---	08 269	09 509	05 296	02 362

Notes:

A haunch width of 225mm shall be used for computing quantity of concrete. However, the haunch width may vary between 150mm and 300mm.

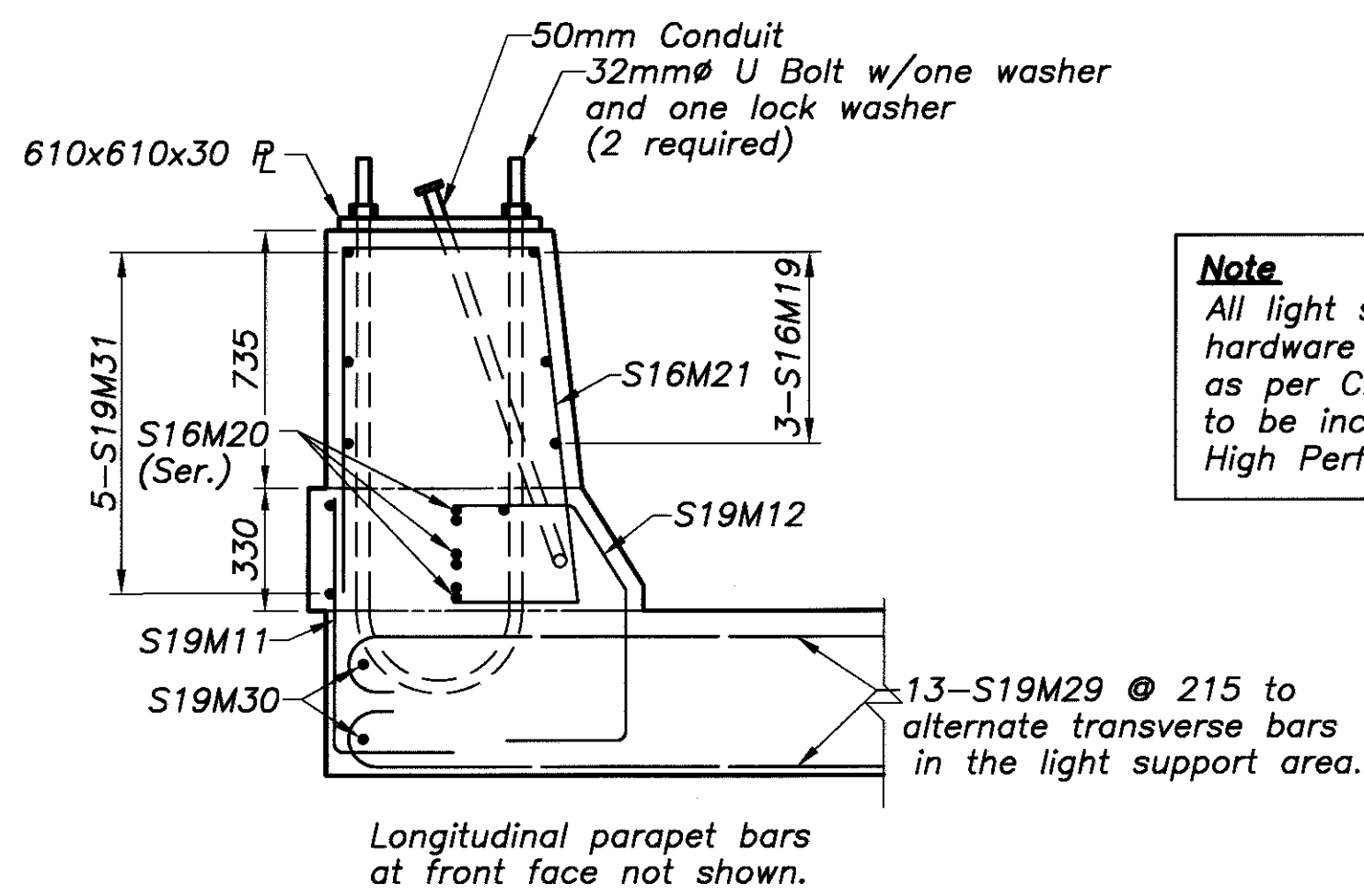
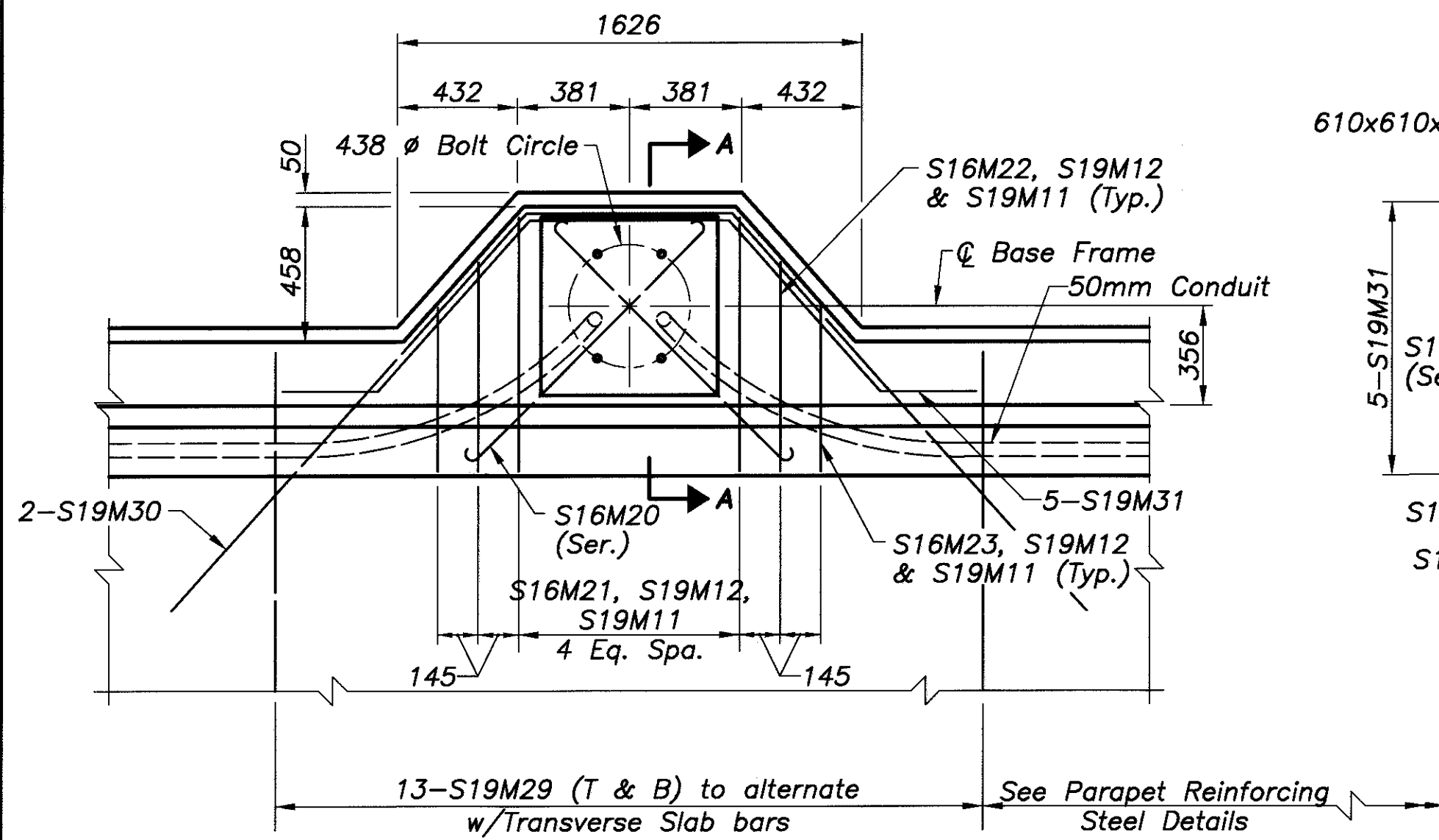
Deck slab depth: the distance shown from top of deck slab to top of steel beam is the theoretical design dimension including the design haunch thickness of 50mm. The quantity of deck concrete to be paid for shall be based on this dimension, minus the design haunch thickness, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

For reinforcing steel schedule see sheet **23/23**

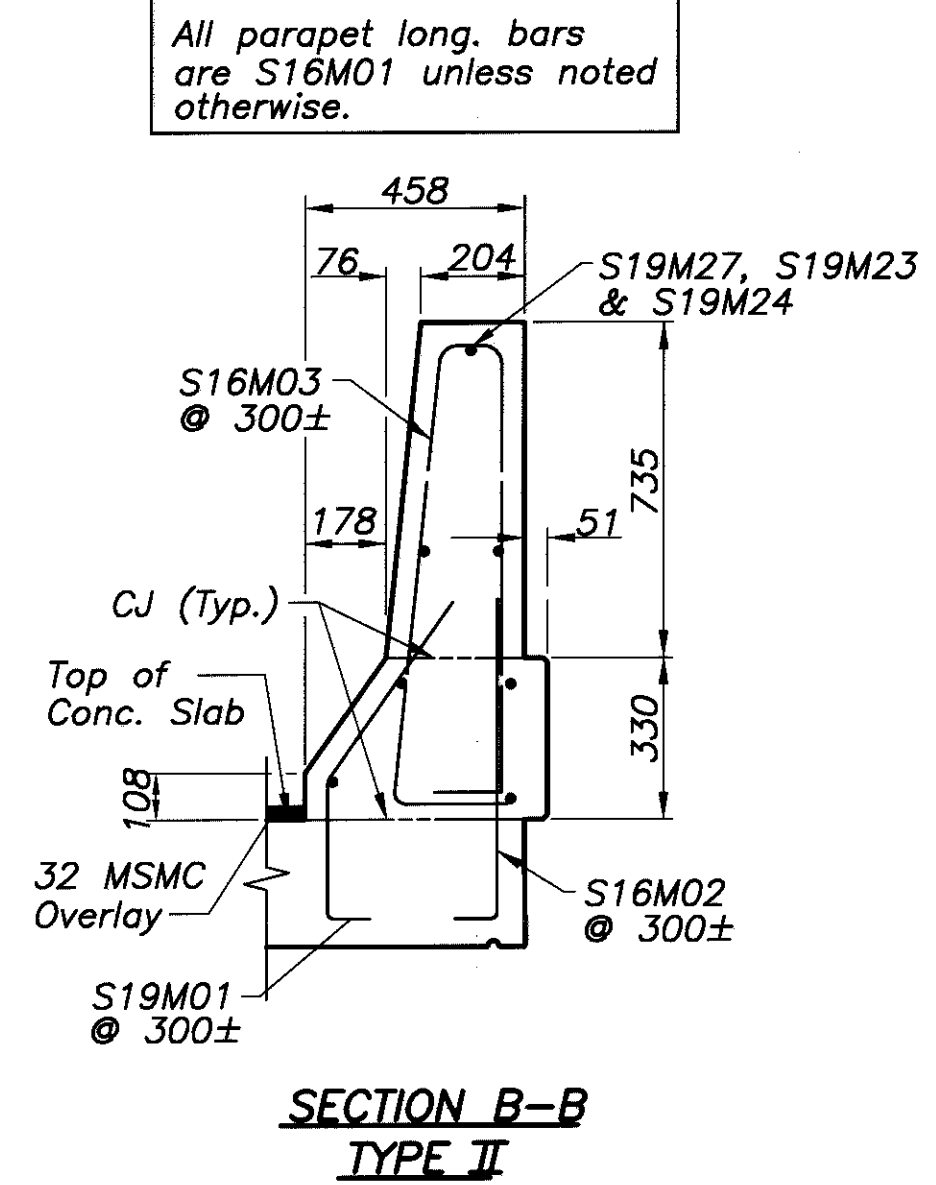
For light support locations see sheet **16/23**

For parapet details see sheet **16/23**

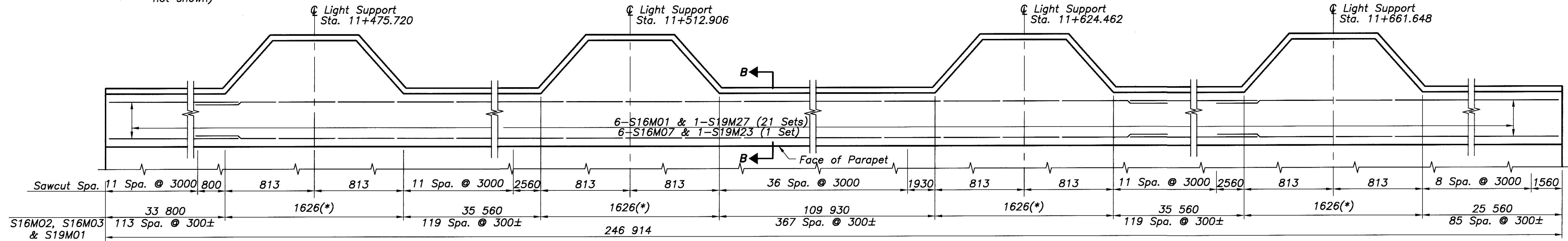
PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 SEPTEMBER-01-1999
 CAD99-4
 2209RSC/CLDING



Note
All light support connection hardware steel to be galvanized as per CMS 711.02. Payment to be included with Item 844-High Performance Concrete.

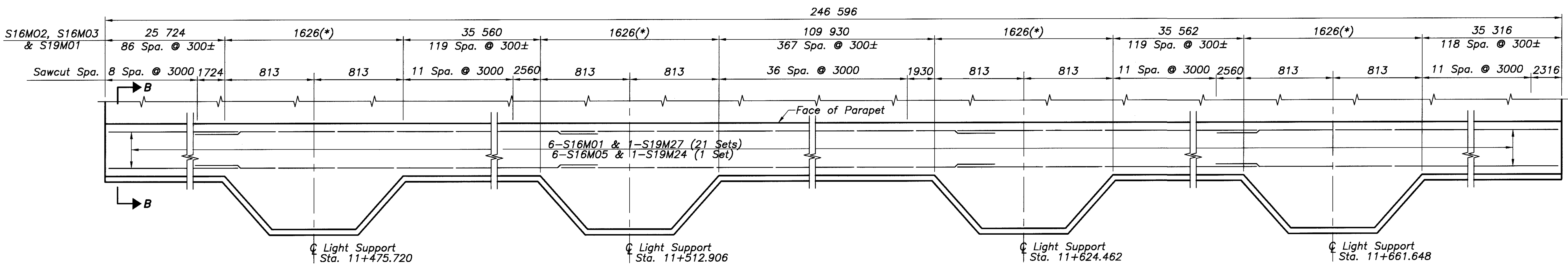


LIGHT SUPPORT
(Light pole and Transformer not shown)



WEST PARAPET PLAN

(* For Reinforcing steel in this area, see Light Support detail, this sheet.



EAST PARAPET PLAN

(* For Reinforcing steel in this area, see Light Support detail, this sheet.

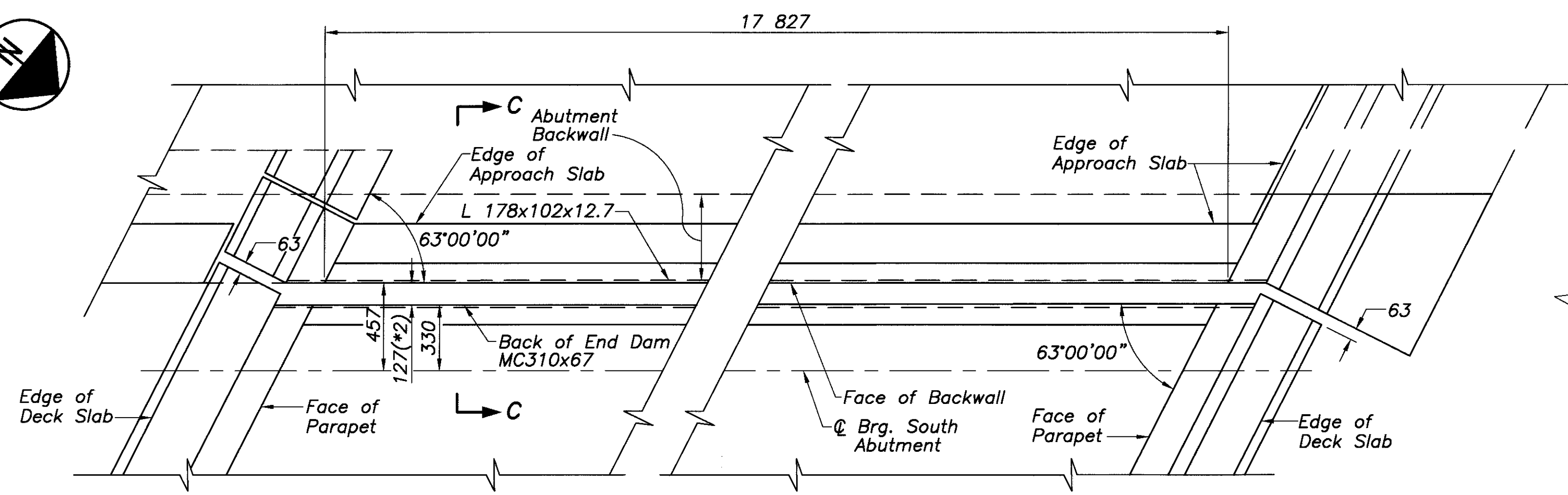
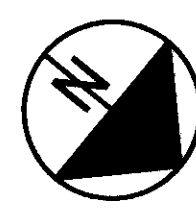
PLOTTED VIEW = PLAN
 XREF# = NONE
 CA088-4
 22084RS03.DWG
 SEPTEMBER-01-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

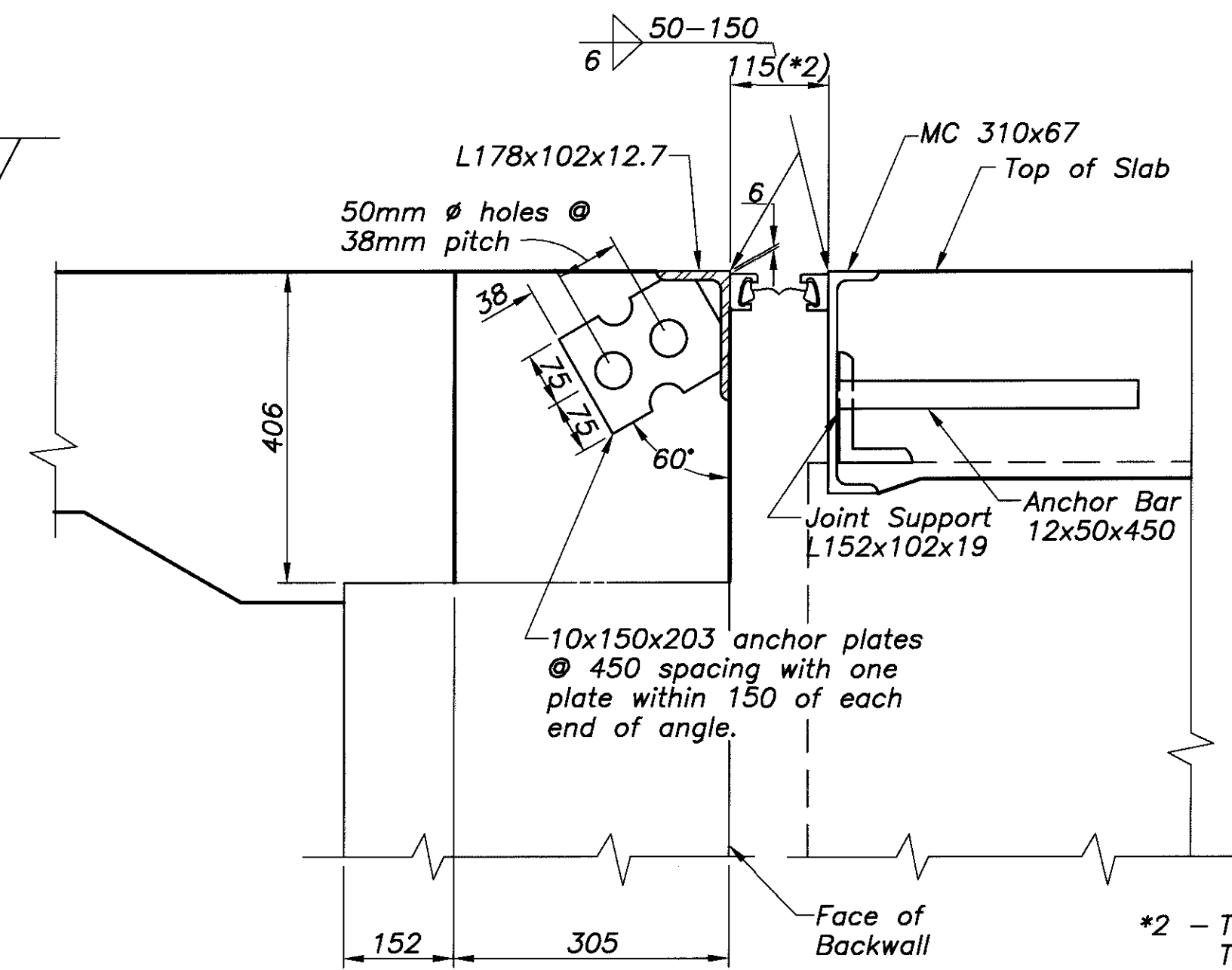
DESIGNED	ASB	CHECKED	KVB
DRAWN	CLH	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5708400
DATE	7/15/99		

SUPERSTRUCTURE DETAILS
 Bridge No. MOT-75-22064R (1371R)
 NB I-75 Over the Great Miami River

MOT-75-16.794



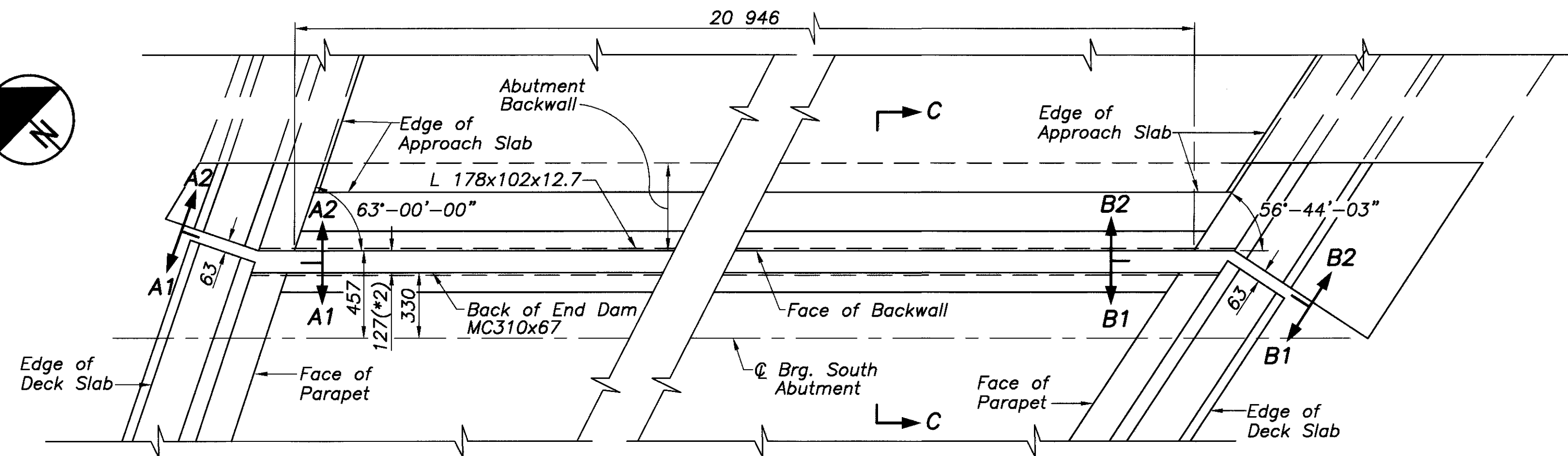
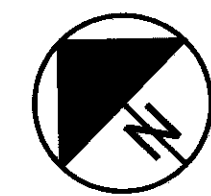
SOUTH ABUTMENT



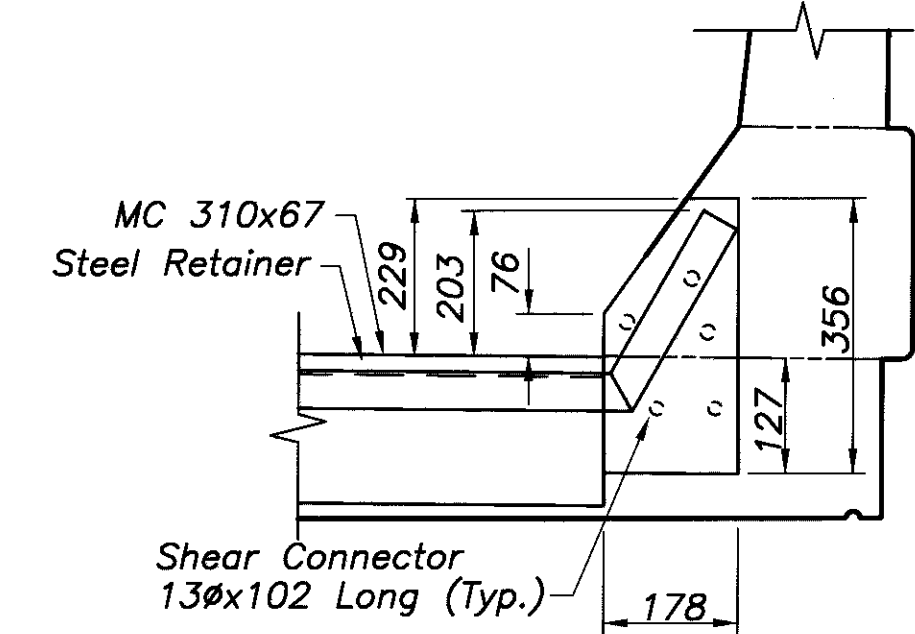
**SECTION C-C
(Proposed)**

*2 - The given dimension is for installation at 60° F. This dimension will be adjusted as shown for each 10° variation in temperature.

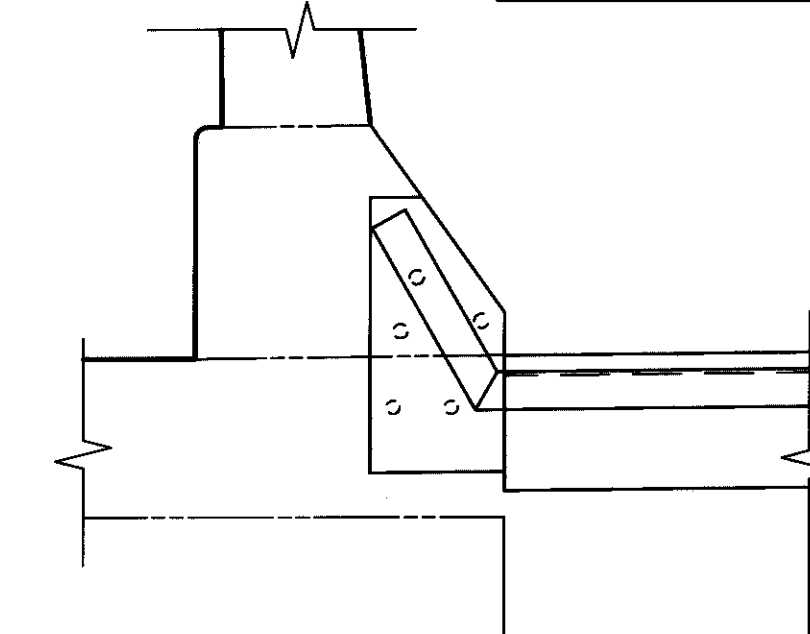
Location	Adjustment
South Abutment	3mm
North Abutment	4mm



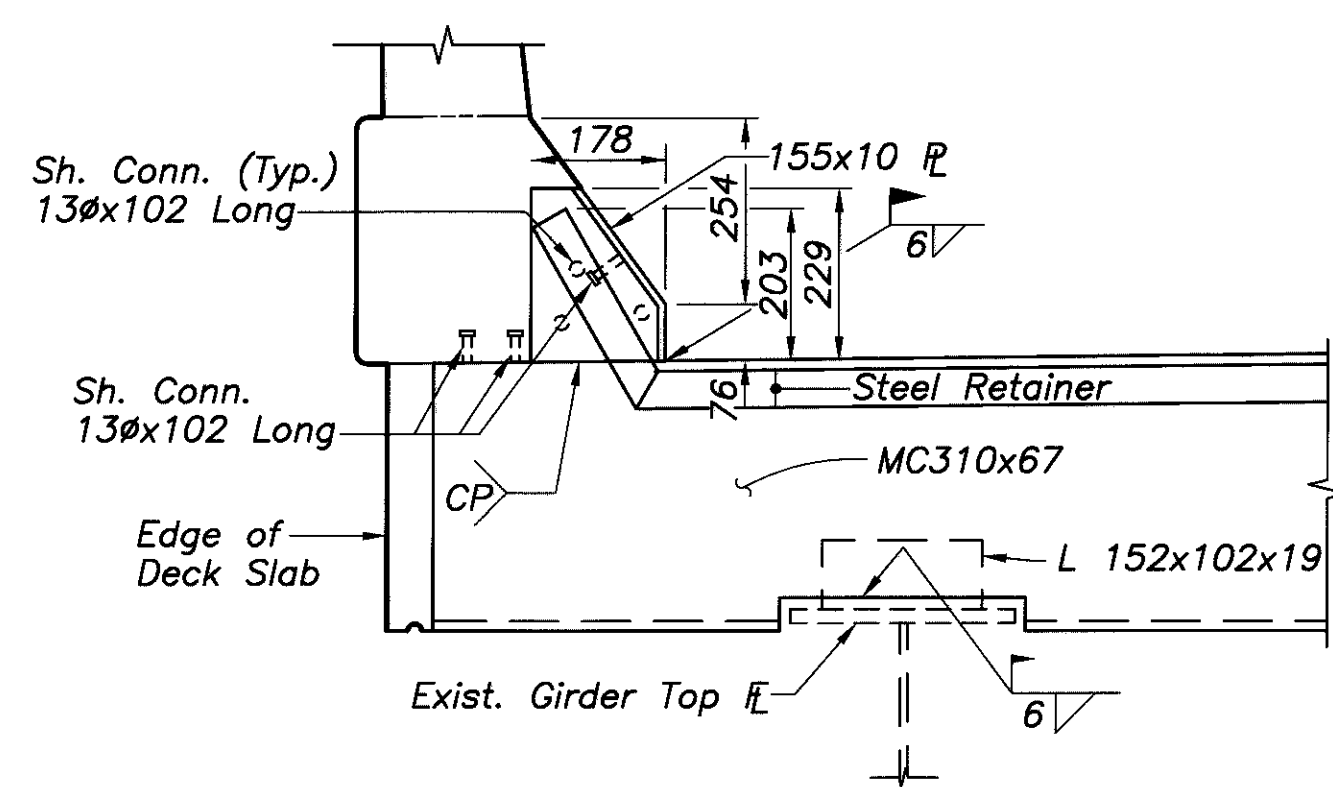
NORTH ABUTMENT



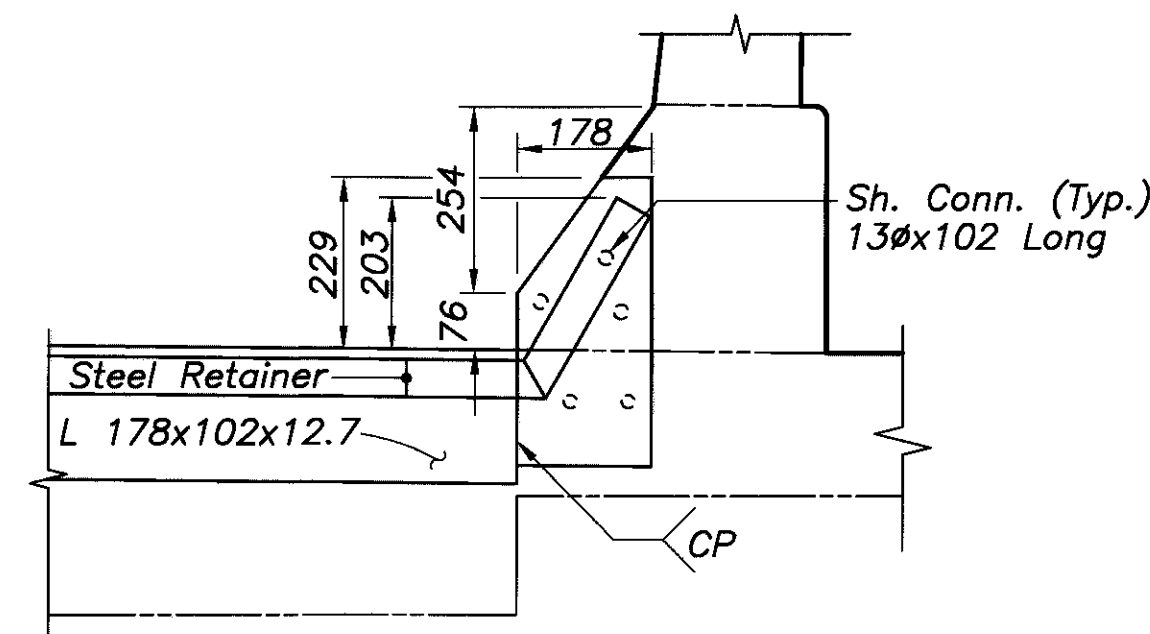
SECTION A1-A1



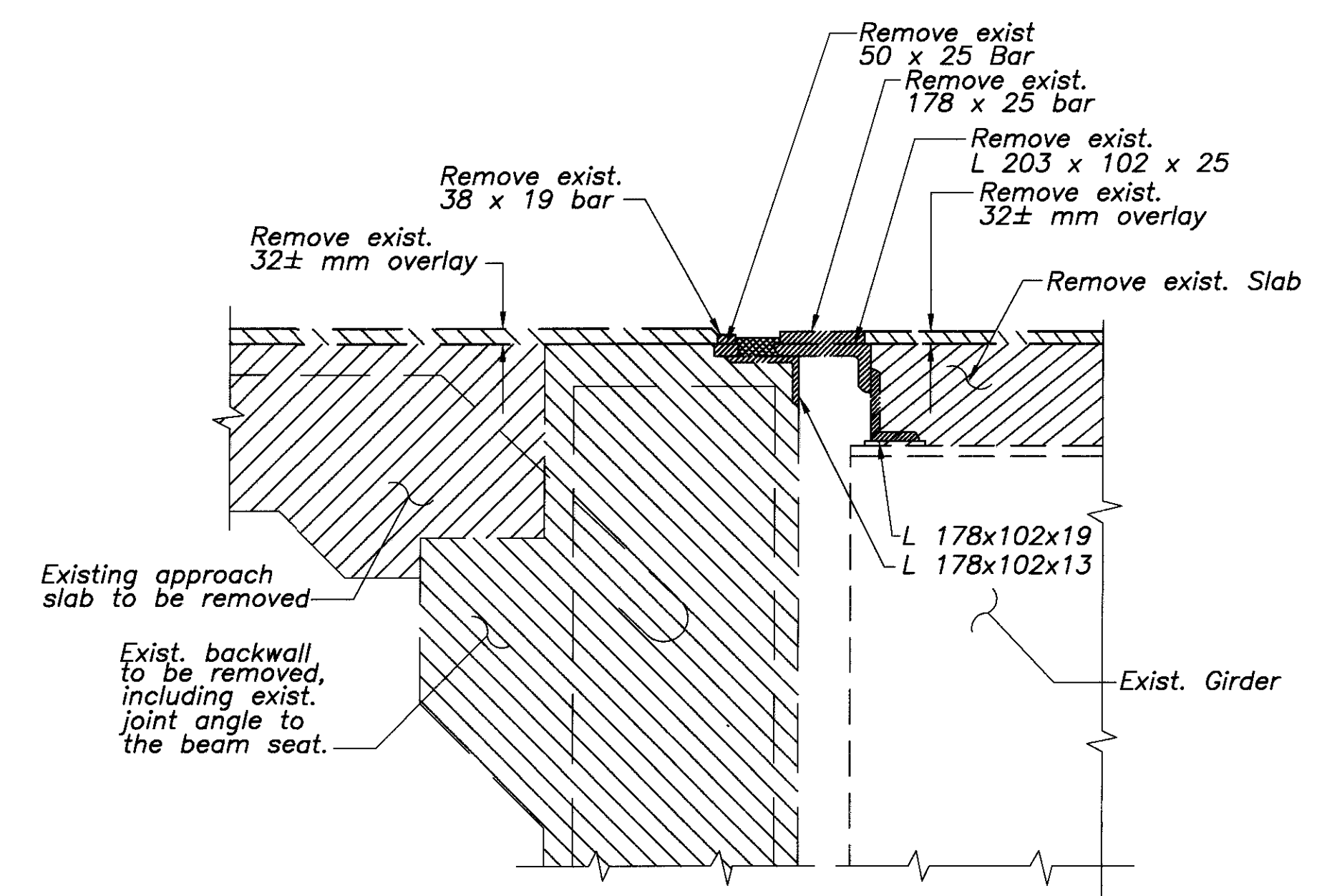
SECTION A2-A2
For Details, see section B2-B2



SECTION B1-B1



SECTION B2-B2



**SECTION C-C
(Exist.)**

PLOTTED VIEW = PLAN
XREF# = NONE
CAD998-1 22064RS02.DWG JULY-20-1999

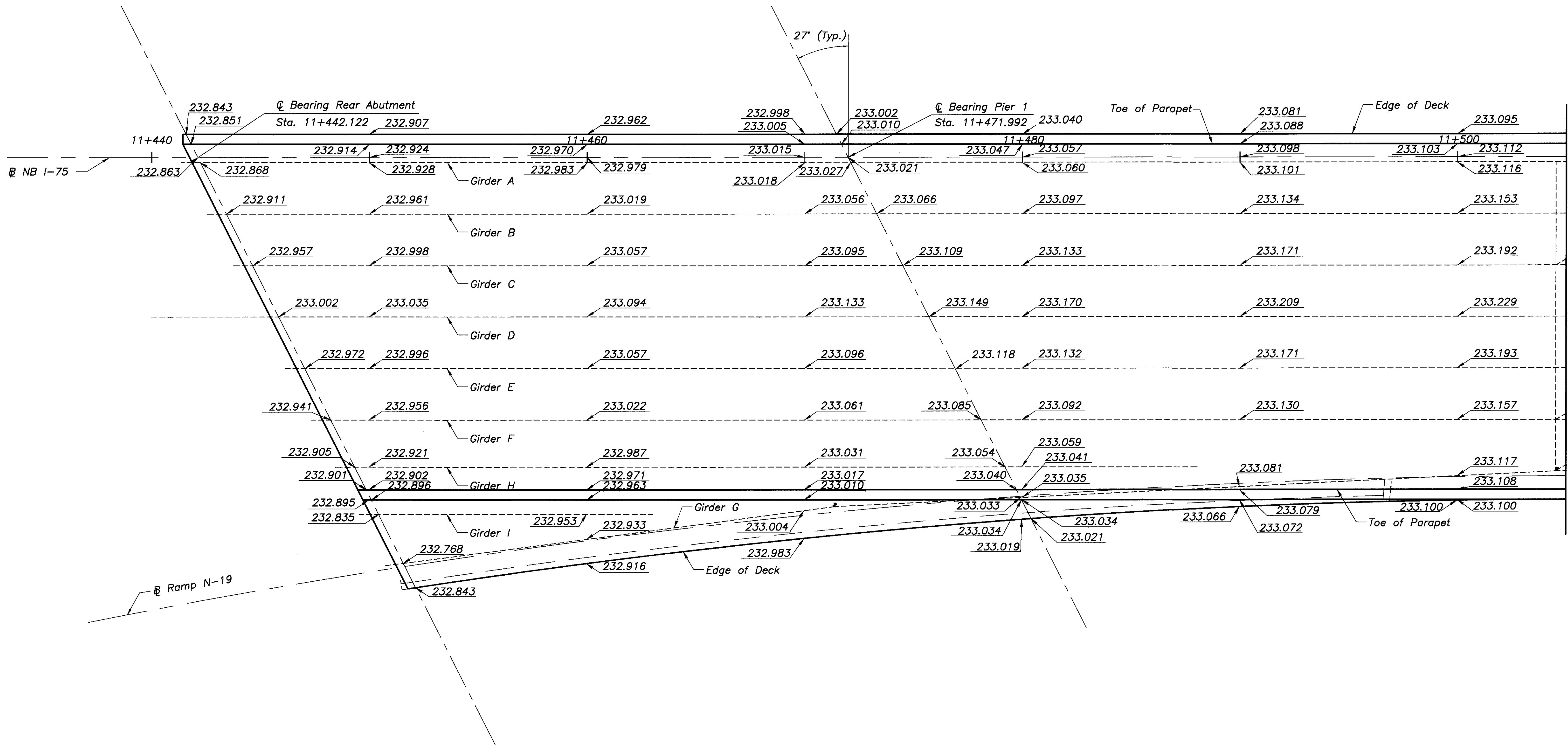
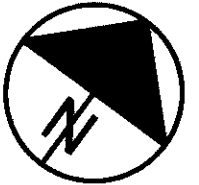
DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

DESIGNED ASB
CHECKED KVB
DRAWN CLH
REVISED
REVIEWED GEA
DATE 7/15/99
STRUCTURE FILE NUMBER 5708400

SUPERSTRUCTURE DETAILS
Bridge No. MOT-75-22064R(1371R)
I-75 NB Over the Great Miami River

MOT-75-16.794

17/23
297
319



Match Line Sta. 11+505

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

REVIEWED DATE
 GEA 7/15/99
 STRUCTURE FILE NUMBER
 5708400

DRAWN CLH
 REVISED
 DESIGNED ASB
 CHECKED TJP

SCREED ELEVATIONS
 Bridge No. MOT-75-22064R (1371R)
 I-75 NB over The Great Miami River

MOT-75-16.794

18/23

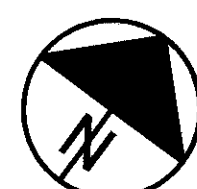
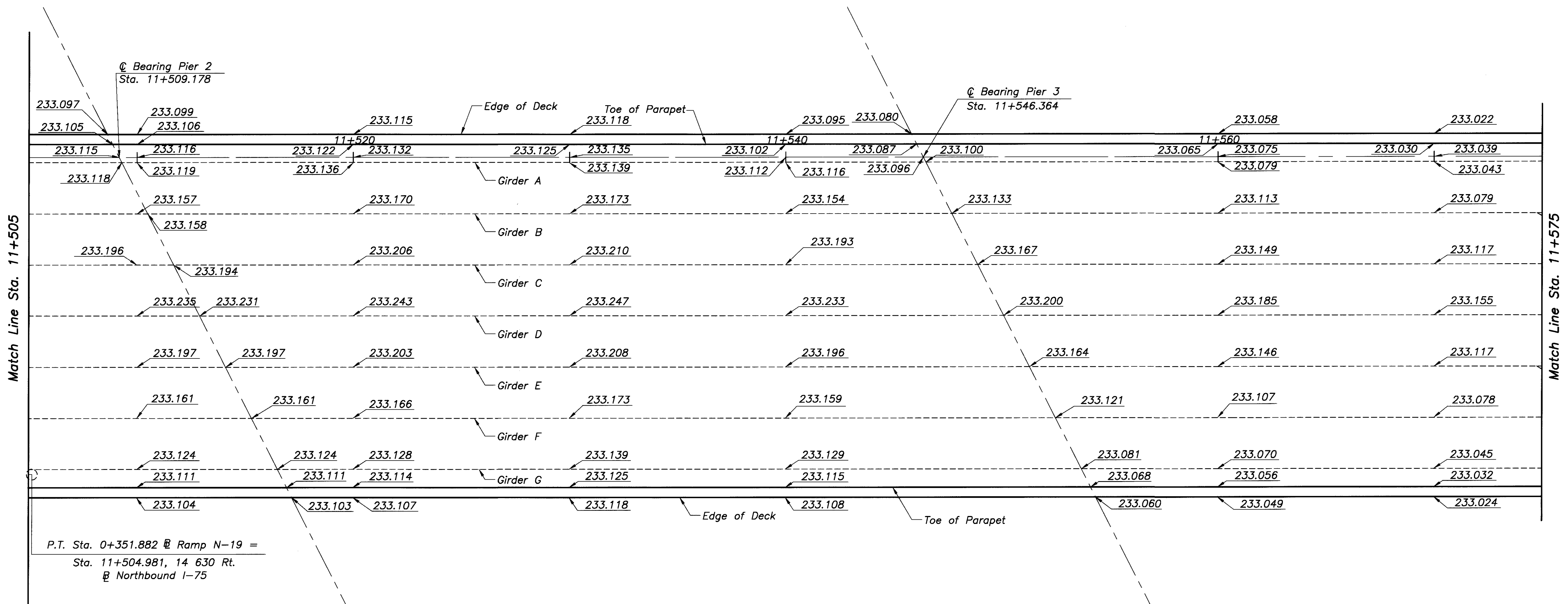
298
319

PLOTTED VIEW = PLAN
 XREF # = NONE
 CAD 09/94 22064RSC2.DWG JULY-22-1999

SCREED ELEVATIONS shown are for the deck slab surface prior to concrete placement.
 Allowance has been made for anticipated calculated dead load deflections.

NOTE:
 For Dead Load Deflections due to
 Slab Weight, see sheet 21/23

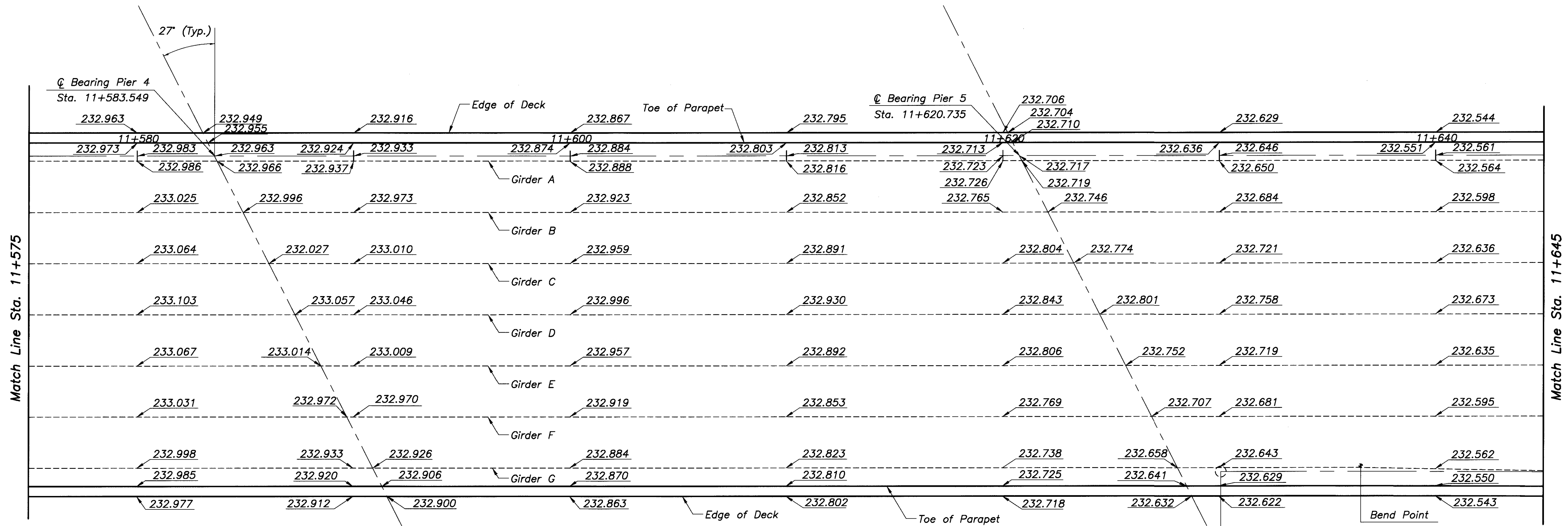
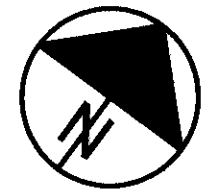
PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 1/8" = 1'-0"
 CAD FILE = 22048562.DWG JULY-22-1989



SCREED ELEVATIONS shown are for the deck slab surface prior to concrete placement.
 Allowance has been made for anticipated calculated dead load deflections.

NOTE:
 For Dead Load Deflections due to
 Slab Weight, see sheet 21 / 23

DESIGN AGENCY BARR ENGINEERING, INC. Five East Long St., Eighth Floor Columbus, Ohio 43215 (614)224-1941, Fax (614)224-0907	
REVIEWED GEA	DATE 7/15/99
DRAWN CLH	STRUCTURE FILE NUMBER 5708400
DESIGNED ASB	CHECKED TJP
SCREED ELEVATIONS Bridge No. MOT-75-22064R (1371R) I-75 NB over The Great Miami River	
MOT-75-16.794	
19 / 23	
299 319	



T.S. E.B. St. Rt. 4 Sta. 0+00 =
 Sta. 11+630.071, 14 630 Rt.
 @ Northbound I-75

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 CAD99-4 2206ARSC2.DWG JULY-22-1999

SCREED ELEVATIONS shown are for the deck slab surface prior to concrete placement.
 Allowance has been made for anticipated calculated dead load deflections.

NOTE:
 For Dead Load Deflections due to
 Slab Weight, see sheet 21/23

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941, Fax (614)224-0907

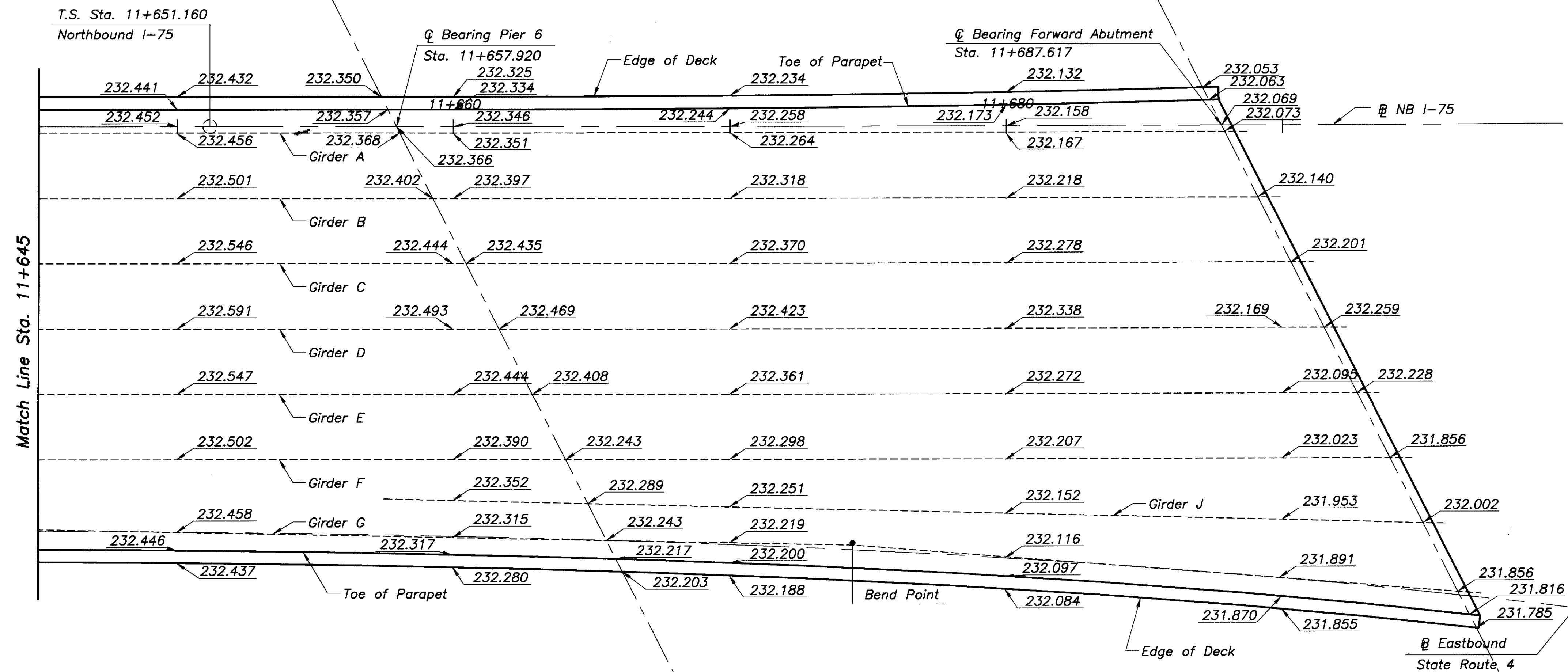
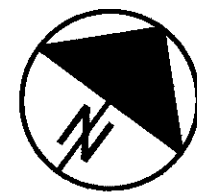
DATE	7/15/99
REVIEWED	GEA
DRAWN	CLH
DESIGNED	ASB
CHECKED	KVB
STRUCTURE FILE NUMBER	5706400

SCREED ELEVATIONS
 Bridge No. MOT-75-22064R (1371R)
 I-75 NB over The Great Miami River

MOT-75-16.794

20/23

300
319



Notes:
Girder dead load deflections due to slab weight listed below have been considered in calculating the screed elevations.

		Deflections Due To Slab Weight																								
		Station																								
		11+450	11+460	11+470	11+480	11+490	11+500	11+510	11+520	11+530	11+540	11+560	11+570	11+580	11+590	11+600	11+610	11+620	11+630	11+640	11+650	11+660	11+670	11+680	11+690	
Girder/Beam	A	12	13	2	6	17	10	0	11	17	5	15	15	2	5	16	13	0	8	16	7	1	13	13		
	B	8	11	2	5	12	9	0	7	13	5	11	13	3	3	13	11	1	5	12	8	0	12	6		
	C	7	11	3	3	11	10	1	6	13	7	10	13	4	2	12	12	2	4	12	9	0	10	8	-	
	D	6	11	3	2	11	10	2	5	12	9	8	13	5	1	11	13	3	3	11	10	1	9	10	1	
	E	5	11	4	2	11	11	2	3	11	10	7	13	7	1	10	13	4	2	11	11	2	8	10	2	
	F	3	14	7	0	8	13	4	3	13	10	5	12	9	0	9	12	5	2	9	11	2	6	11	6	
	G	-	13	16	0	8	15	5	3	17	18	6	17	14	1	12	20	12	1	15	17	4	5	20	14	
	H	2	14	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	11	7

SCREED ELEVATIONS shown are for the deck slab surface prior to concrete placement. Allowance has been made for anticipated calculated dead load deflections.

PLOTTED VIEW = PLAN
 PLOT SCALE = 10'-1"
 CADW-1 22064RSC2.DWG JULY-22-1999
 XREF #1 = NONE

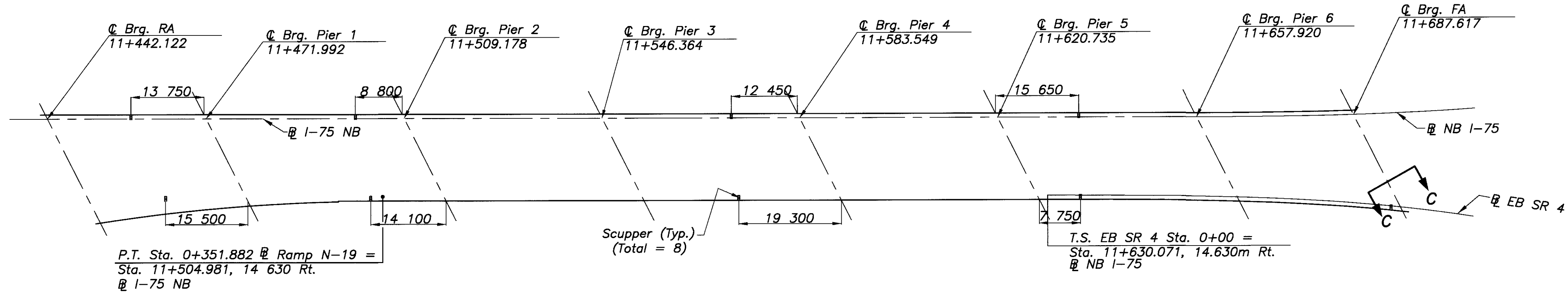
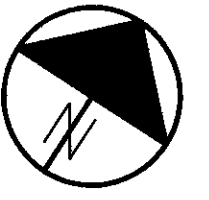
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE 7/15/99
 REVIEWED GEA
 DRAWN CLH
 DESIGNED ASB
 CHECKED TJP

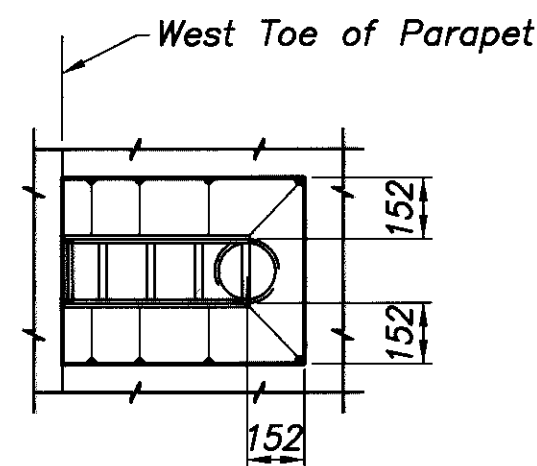
SCREED ELEVATIONS
 Bridge No. MOT-75-22064R (1371R)
 I-75 NB over The Great Miami River

MOT-75-16.794

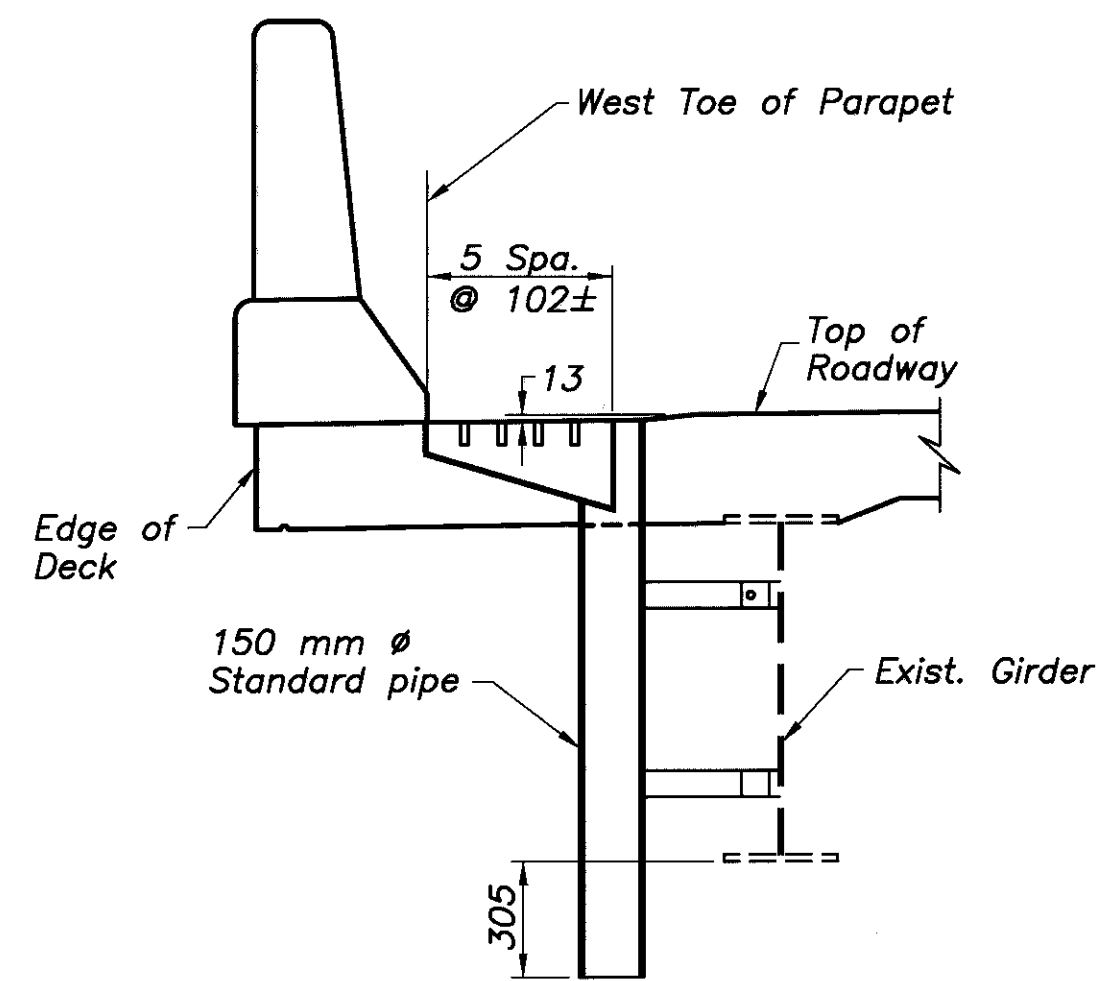
21/23
 301
 319



SCUPPER LOCATION PLAN

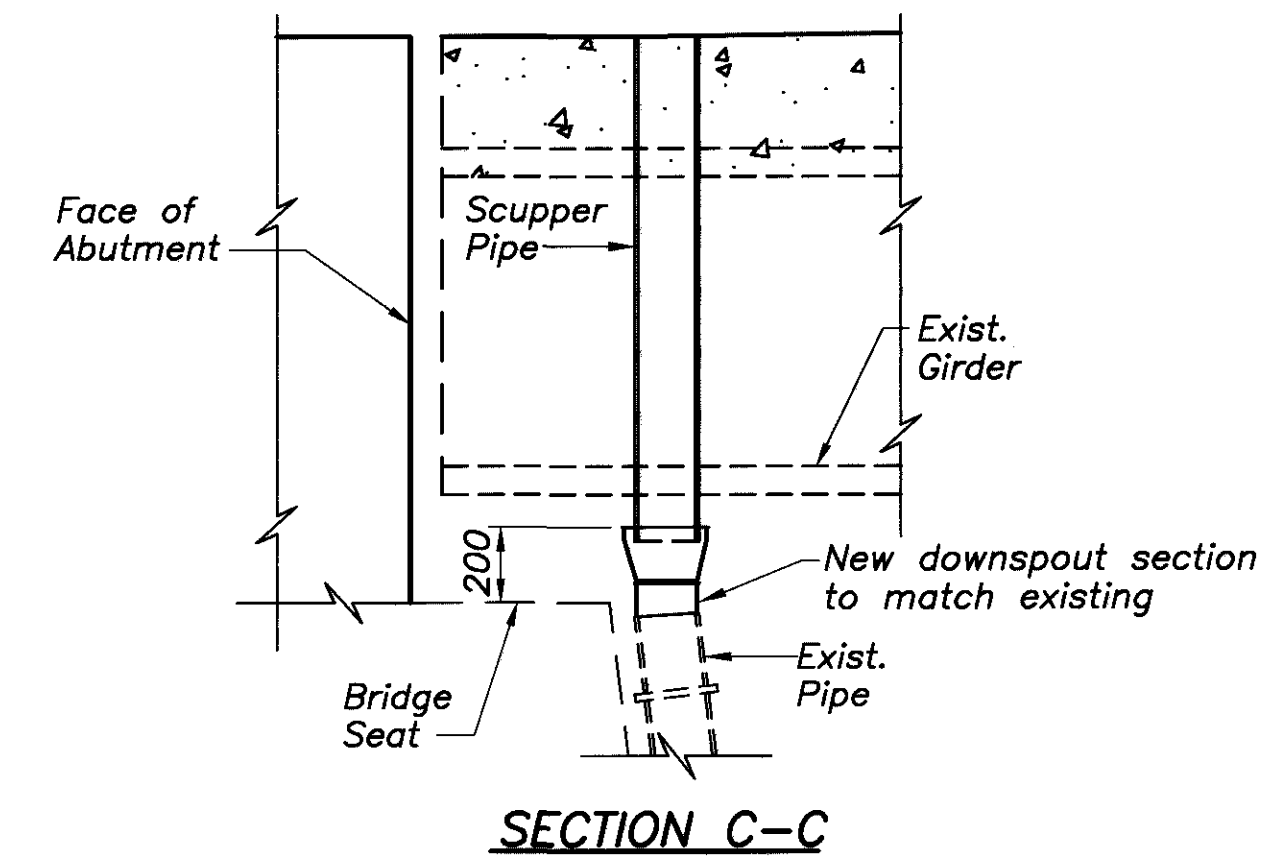


PLAN



SCUPPER ELEVATION AT WEST GUTTER LINE

(Scupper at East Curb line similar.)



SECTION C-C

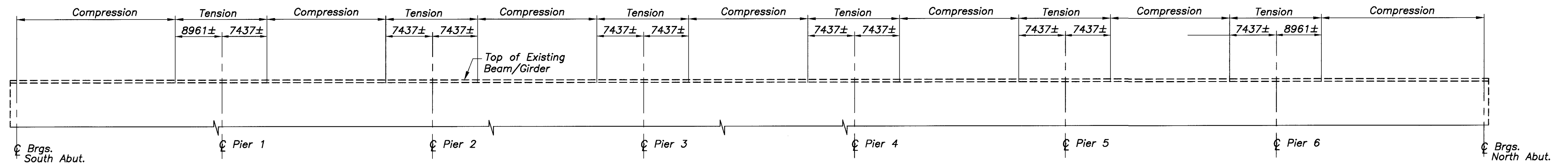
Notes:

Scuppers will be fabricated as per the details of this sheet. For details not shown, see Std. Dwg. SD-1-69. Standard Scupper and its supporting system as shown on the Std. Dwg. to be modified as per the details in these plans.

All steel will be galvanized as per Item 711.02. Scupper on the East curbline at forward abutment shall be connected to the existing closed storm sewer.

Exist. connecting pipe shall be modified as needed and painted as per Item 815.

All labor, materials and incidental cost shall be included with Item 518 - Scupper including Support, as per plan.



GIRDER ELEVATION

NOTE: Welded Attachment of supports for concrete deck finishing machine may be made to areas of the fascia girder flanges designated "Compression". Attachments shall not be made to areas designated "Tension". Fillet welds to compression flanges shall not be closer than 25 mm from edge of flange, be not more than 50 mm long and be not smaller than the minimum size required by AASHTO.

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE	7/15/99
REVIEWED	GEA
STRUCTURE FILE NUMBER	5708400
DRAWN	DJD
REVISION	
DESIGNED	ASB
CHECKED	KVB

SUPERSTRUCTURE DETAILS
 Bridge No. MOT-75-22064R(1371R)
 NB I-75 over the Great Miami River

MOT-75-16.794

22/23
 302
 319

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 CAD99-1 22064RSCUPPER.DWG SEPTEMBER-01-1999

REINFORCING STEEL LIST

SUPERSTRUCTURE

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS			
	West Parapet	East Parapet	Deck	TOTAL				A	B	C	INC.
S13M01		1271		1271	12000	15 160	STR				
S13M02			1	1	8275	9	STR				
S13M03			1	1	5900	6	STR				2800
S13M04			1	1	3625	4	STR				2650
S13M05			1	1	1425	2	STR				
S13M06			1	1	7725	8	STR				
S13M07			1	1	4725	5	STR				
S13M08			1	1	1925	2	STR				
S13M09			1	1	7125	8	STR				
S13M10			1	1	3050	4	STR				
S13M11			1	1	6750	7	STR				
S13M12			2	2	2550	6	STR				
S13M13			1	1	7325	8	STR				
S13M14			1	1	2600	3	STR				
S13M15			1	1	10150	11	STR				130
S13M16			1	1	6700	7	STR				150
S13M17			1	1	3550	4	STR				
S13M18			30	30	900	27	STR				
S16M01	126	126		252	12200	4772	STR				
S16M02	808	814		1622	860	2163	2	700	200		
S16M03	808	814		1622	2175	2918	4	900	1000		
S16M04			1128	1138	12200	21 737	STR				
S16M05		6		6	5950	12	STR	1050	200	15	
S16M06			11	11	7000	120	STR				
S16M07	6			6	6260	59	STR				
S16M19	12	12		24	3500	131	STR				
S16M20	8 Ser. of 3	8 Ser. of 3		16 Ser. of 3	1250 TO 1500	102		900 TO 1150			125
S16M21	20	20		40	2690	167	9	610			
S16M22	8	8		16	2515	63	9	530			
S16M23	8	8		16	2335	58	9	250			
S19M01	808	814		1622	840	3046	12	225	425	7	500
S19M02			2022	2022	5875	26 551	STR				11
S19M03			2242	2242	10675	53 492	STR				4
S19M04			2 Sets of 5	2 Sets of 5	3400 TO 3500	108	STR				25
S19M05			4	4	6600	59	STR				-
S19M06			2 Sets of 6	2 Sets of 6	3875 TO 5875	131	STR				400
S19M07			2 Sets of 8	2 Sets of 8	3200 TO 4250	133	STR				150
S19M08			2 Sets of 14	2 Sets of 14	4675 TO 10200	466	STR				425
S19M09			4	4	12000	108	STR				450
S19M10			2	2	5650	26	7	230	230		-
S19M11	36	36		72	1075	173	2	820	280		-
S19M12	36	36		72	1125	182	7	430	230		-
S19M13			2 Sets of 10	2 Sets of 10	1525 TO 5125	149	STR				400
S19M14			2 Sets of 179	2 Sets of 179	1525 TO 5075	2637	STR				20
S19M15			2 Sets of 119	2 Sets of 119	5895 TO 6250	3157	STR				3
S19M16			2	2	3725	17	STR				-

SUPERSTRUCTURE

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS			
	West Parapet	East Parapet	Deck	TOTAL				A	B	C	INC.
S19M17			2 Series of 7	2 Series of 7	2800 TO 3400	97	STR				100
S19M18			2 Series of 6	2 Series of 6	3825 TO 6250	136	STR				485
S19M19			2 Series of 7	2 Series of 7	3350 TO 2750	123	STR				100
S19M20			-	-			STR				
S19M21			2 Sets of 22	2 Sets of 22	3750 TO 12150	782	STR				400
S19M22			2 Sets of 161	2 Sets of 161	1525 TO 3125	1674	STR				10
S19M23	1			1	6260	14	STR				635
S19M24		1		1	5950	14	STR				
S19M25											
S19M26											
S19M27	21	21	328	370	12 200	10 540	STR				
S19M28			328	370	3000	2298	STR				640
S19M29	104	104		208	2700	1256	6	2500			
S19M30	8	8		16	4280	153	10				
S19M31	20	20		40	3400	304	11				
SUB-TOTAL (SUPERSTRUCTURE)					155 303 Kg.						

ABUTMENTS

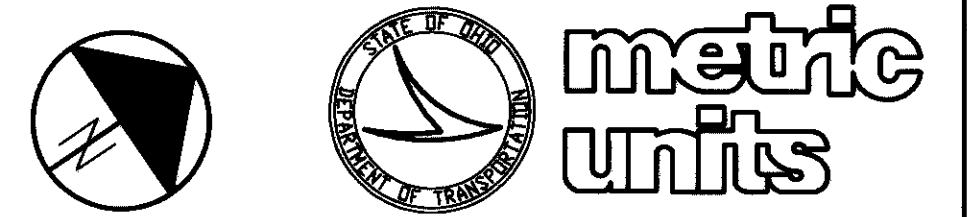
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS				
	SA	NA	TOTAL				A	B	C	INC.	
A16M01	5	4	9	1150	16	14	1000	200	15		
A16M02	2	4	8	1260	16	2	1100	200			
A16M03	22	-	22	8300	283	STR	-	-			
A16M04	22	-	22	3500	120	STR	-	-			
A16M05	-	22	22	3600	123	STR	-	-			
A16M06	-	22	22	7500	256	STR	-	-			
A16M07	8	-	8	4500	56	13	3960	580	200		
A16M08	3	-	3	1175	5	2	1000	200			
A19M01	154	142	296	900	595	STR					
A19M02	75	71	146	4850	1583	1	2300	350	2300		
A19M03	2	4	6	840	11	12	225	425	7		
A19M04	75	71	146	2300	751	1	1100	200	1100		
A19M05	14	-	14	2700	84	1	1300	200	1300		
A19M06	2	-	2	1800	8	1	850	200	850		
A19M07	3	-	3	940	6	12	325	425	7		
A25M01	50	49	99	1300	392	5	550	750			
SUB-TOTAL (ABUTMENTS)					4305 Kg.						

NOTES:

For notes and bar bending diagrams see sheet 243A
319.

* Bars requiring mechanical connectors, for note see Structure General Notes.

NB I-75
 HORIZONTAL CURVE DATA
 $\Delta=66^{\circ}-50'-00''$
 $\Delta c=30'-50'-00''$
 $Dc=9'-00'-00''$
 $R=194.042\text{ m}$
 $Lc=104.422\text{ m}$
 $\theta_s=18^{\circ}-00'-00''$
 $T_s=190.887\text{ m}$
 $L_s=121.920\text{ m}$



DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DATE
 6-15-99

REVIEWED
 GEA

DRAWN
 CLH

DESIGNED
 ASB

CHECKED
 KVB

Montgomery County
 Sta. 11+786.400
 Sta. 11+855.530

SITE PLAN
 Bridge No. MOT-75-22402R (1392R)
 NB I-75 under WB SR 4 to SB I-75

MOT-75-16.794

1/16

304
 319

NOTES:

- (#1) Vertical Clearance - Exist. and Proposed
- (#2) See Abut. Details
- (#3) C/C brgs. measured parallel to tangent to @ at Sta. 11+826.240
- (4) Earthwork limits are approximate actual slopes shall conform to plan cross sections.
- (5) All dimensions are in millimeters unless noted otherwise. All elevations are in meters.
- (#6) Exist. concrete slope protection to remain. Portions of concrete slope protection necessary to be removed for abutment construction shall be reconstructed. Payment for labor, materials and incidental cost shall be included with Item 601.

Indicates areas of existing slope protection to be removed and replaced.

TRAFFIC DATA:

Current Year ADT (2000) = 45 680
 Design Year ADT (2020) = 58 470
 Design Year ADTT (2020) = 5260

PROPOSED WORK:

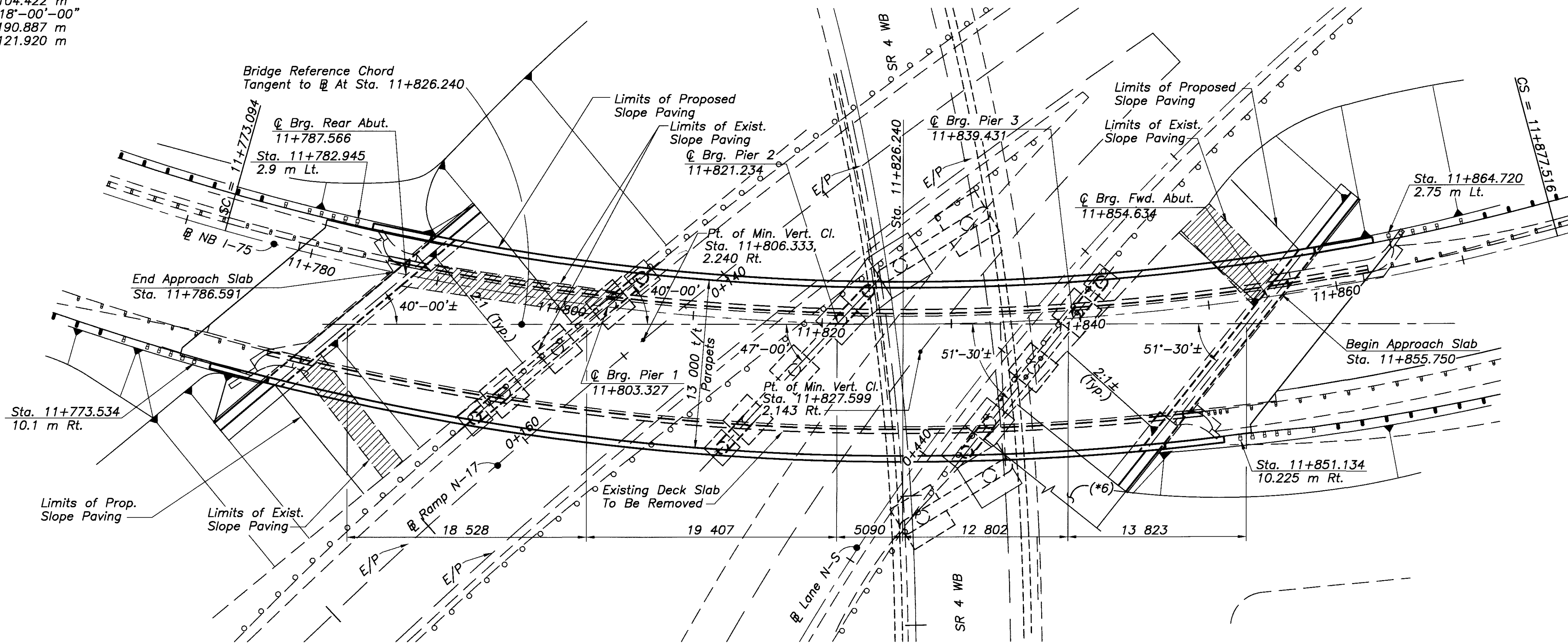
1. Widen the substructure and superstructure.
2. Eliminate expansion joint at abutments by employing semi-integral construction.
3. Replace existing abutment rocker bearings with elastomeric bearings.
4. Paint existing structural steel.
5. Provide a new composite reinforced concrete deck.
6. Replace existing approach slabs.

EXISTING STRUCTURE

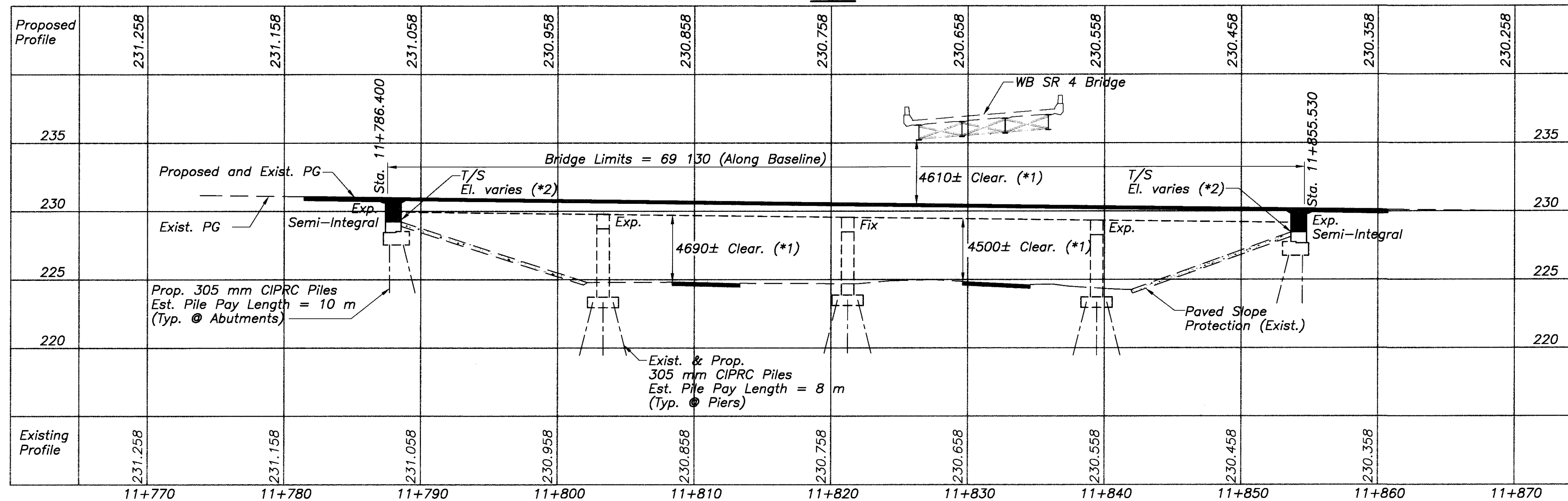
TYPE: Four span continuous rolled beam bridge with reinforced concrete deck and substructure.
 SPANS: 18 528±, 19 407±, 17 892±, 13 823± (*3)
 ROADWAY: 8534± f/f parapets with 610 concrete walks
 LOAD FREQUENCY: C.F. 2000
 SKEW: Varies, 39° to 47±, See Plan
 WEARING SURFACE: Monolithic Concrete
 APPROACH SLABS: 7600± Long
 STRUCTURE FILE NUMBER: 5708435

PROPOSED STRUCTURE

TYPE: Four span continuous rolled beam bridge with reinforced concrete deck and substructure.
 SPANS: 18 528±, 19 407±, 17 892±, 13 823± (*3)
 ROADWAY: 13 000 t/t parapets
 DESIGN LOADING: MS18 (Case I) and Alternate Military Loading
 SKEW: Varies, 39° to 47±, See Plan
 WEARING SURFACE: Monolithic Concrete
 APPROACH SLABS: (AS-1-81M) 7600 Long
 LATITUDE: 39°-46'-18" N
 LONGITUDE: 84°-11'-12" W

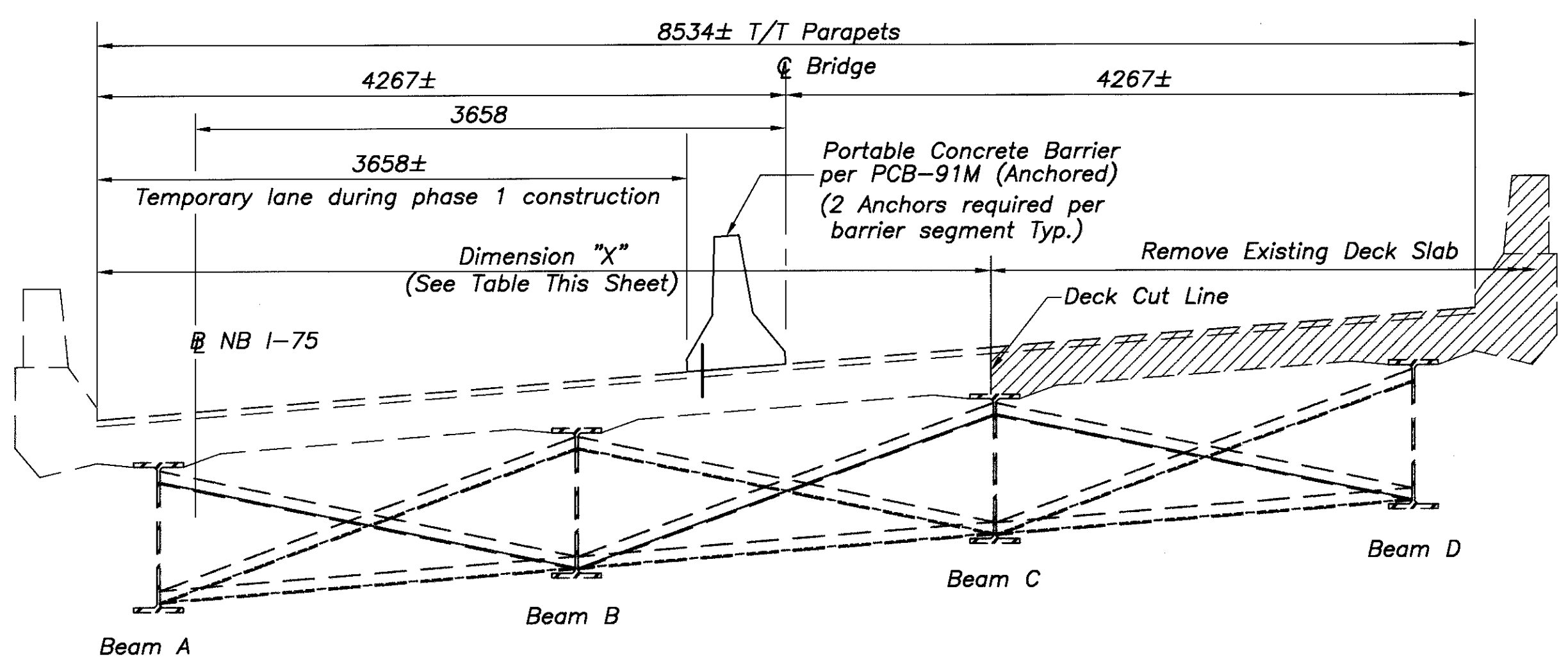


PLAN



PROFILE ALONG NB I-75

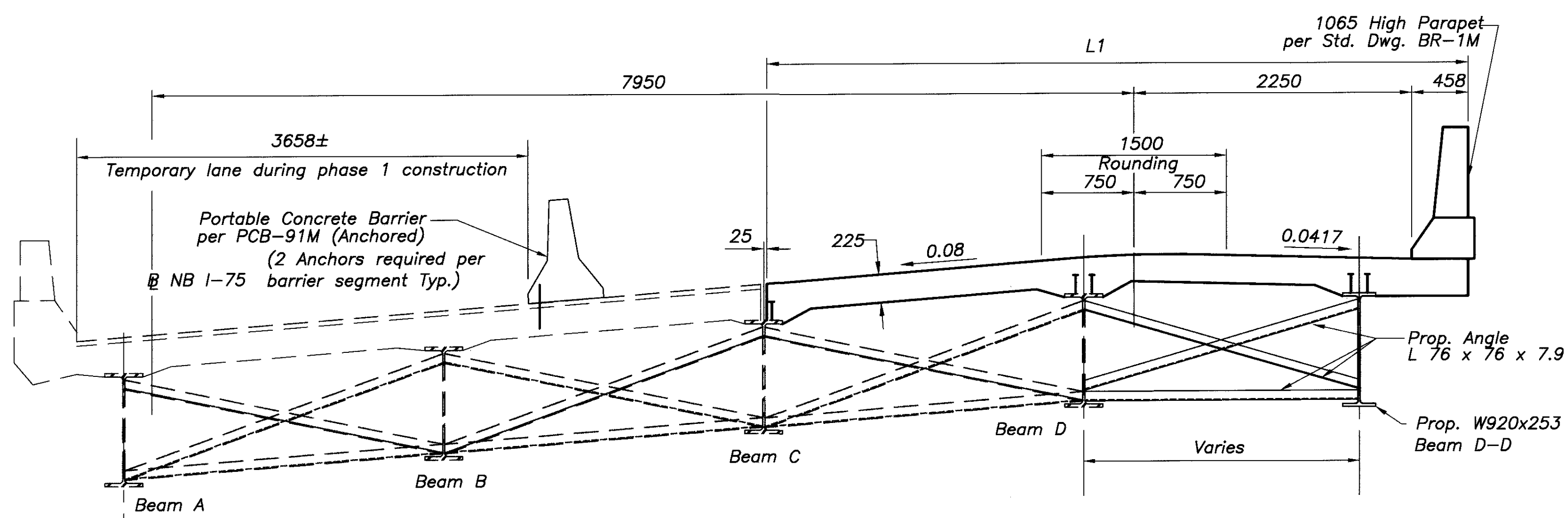
PLOTTED VIEW = PLAN
 XREF # = NONE
 JULY-24-1999
 PLOT SCALE = 5:1 (Metric)
 C:\BARR-2\22402R\1392R



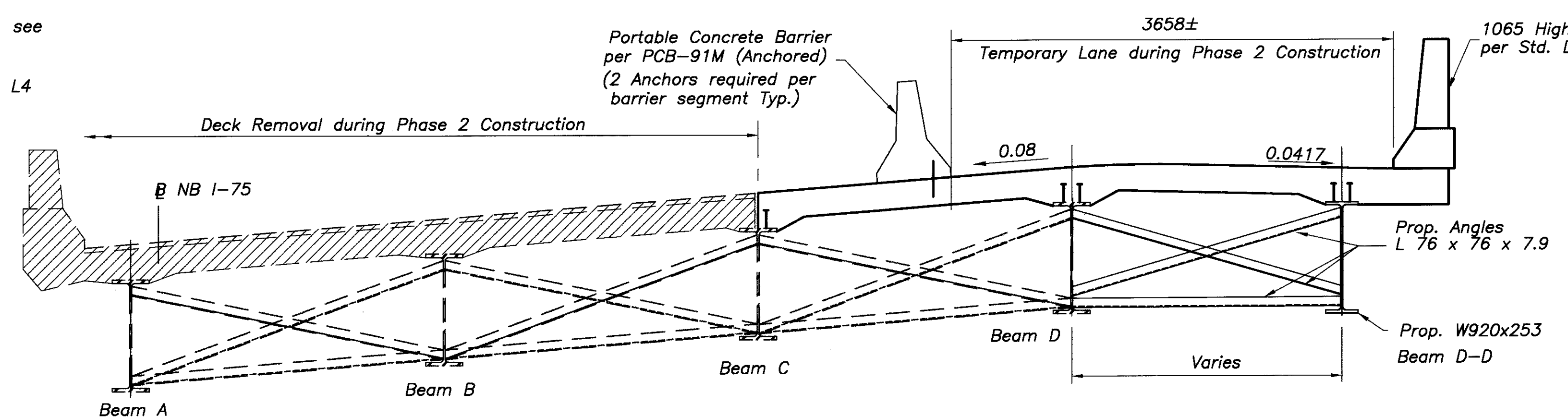
TYPICAL SECTION - PHASE 1 DECK REMOVAL

- NOTES:**
1. Portable concrete barrier is carried in the Roadway Plans for payment.
 2. For additional Maintenance of Traffic details, see Roadway Plans.
 3. For additional Portable Concrete Barrier details, see Std. Dwg. PCB-91M.
 4. For Abutment Removal details, see sheet 3716.
 5. For Dimensions L1, L2, L3, & L4 see table on sheet 12716.

LOCATION	Dimension "X"
Rear Abut.	5509
11+790	5476
11+795	5480
11+800	5515
Pier 1	5397
11+805	5379
11+810	5371
11+815	5492
11+820	5453
Pier 2	5405
11+825	5358
11+830	5392
11+835	5556
Pier 3	5395
11+840	5395
11+845	5360
11+850	5454
Forward Abut.	NA



TYPICAL SECTION - PHASE 1 CONSTRUCTION

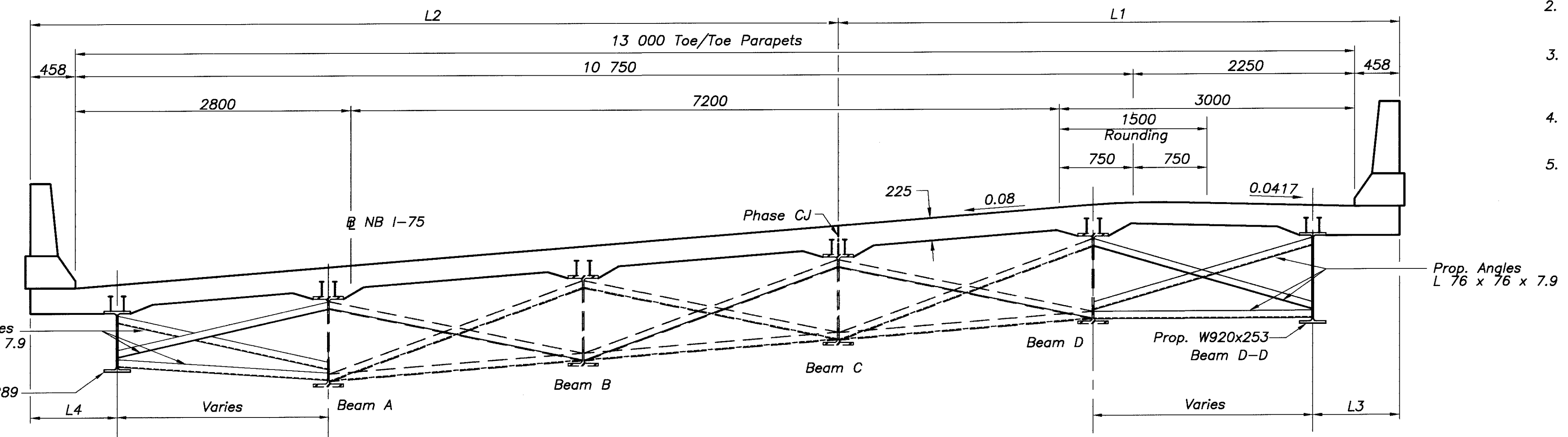


TYPICAL SECTION - PHASE 2 DECK REMOVAL

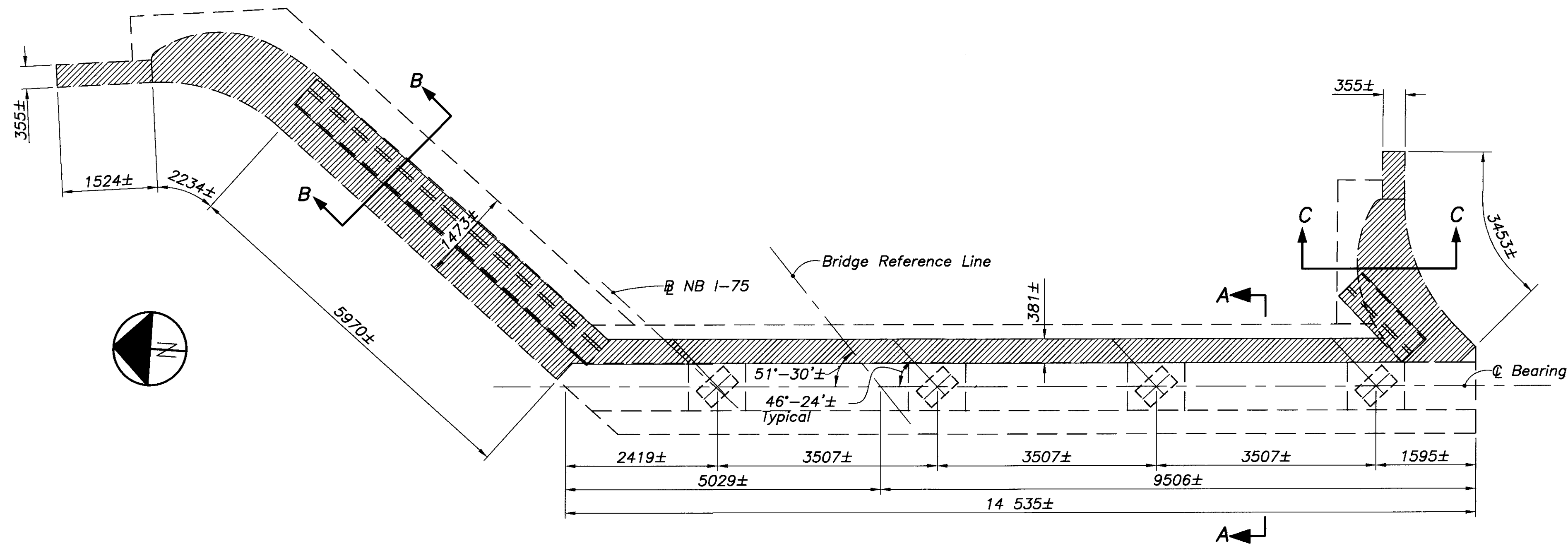
CONSTRUCTION SEQUENCE

- PHASE 1**
1. Install portable concrete barrier and reroute traffic onto the left half of existing deck slab.
 2. Remove right half portion of existing deck slab and approach slab up to the full depth saw cut and abutment backwall up to the cutline.
 3. Construct pier and abutment extensions (up to the bridge seat) and modify existing piers and abutment up to phase construction joint to accommodate proposed widening.
 4. Construct the Phase 1 portion of the deck slab, the corresponding end diaphragms and approach slabs.
 5. Construct the bridge deflector parapet on the right side of the structure.
- PHASE 2**
1. Install portable concrete barrier and reroute traffic onto the right half of the proposed structure completed in Phase 1.
 2. Remove remaining portions of existing deck slab, approach slab and abutment backwall.
 3. Construct pier and abutment extensions (up to bridge seat) and modify existing piers and abutments up to phase construction joint to accommodate proposed widening.
 4. Construct the Phase 2 portion of the deck slab and the corresponding end diaphragms.
 5. Construct the bridge deflector parapet on the left side of the structure.

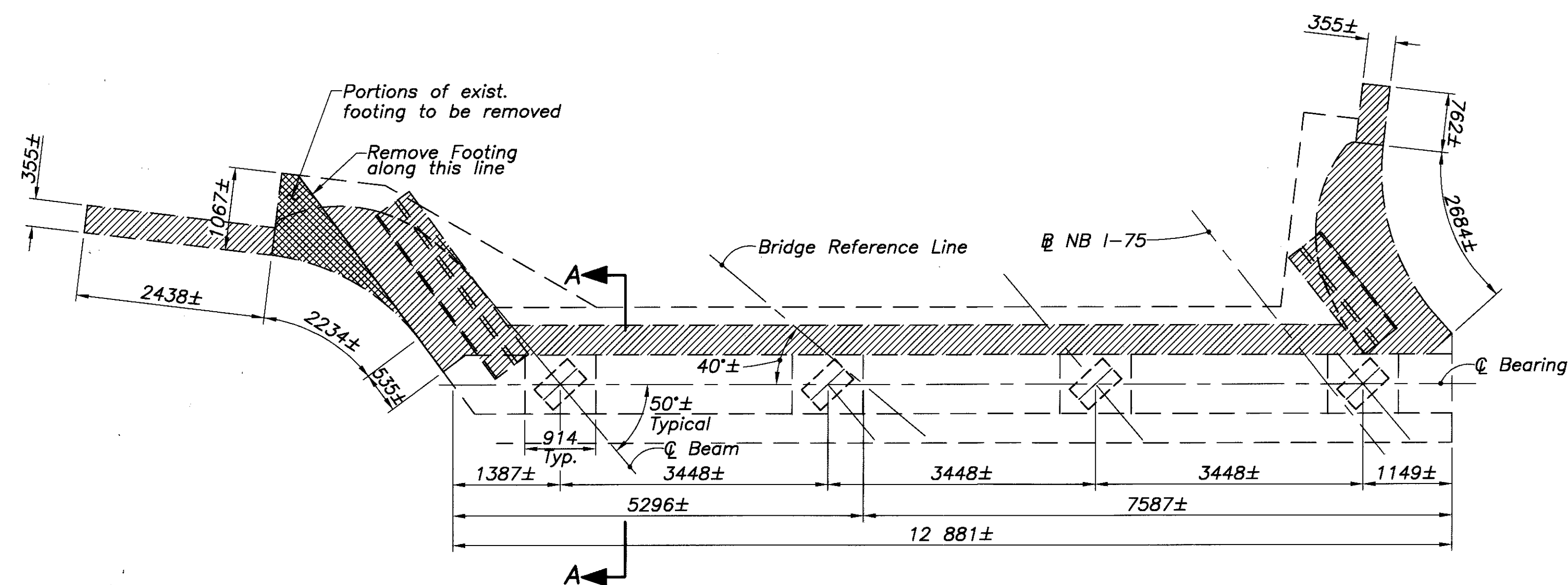
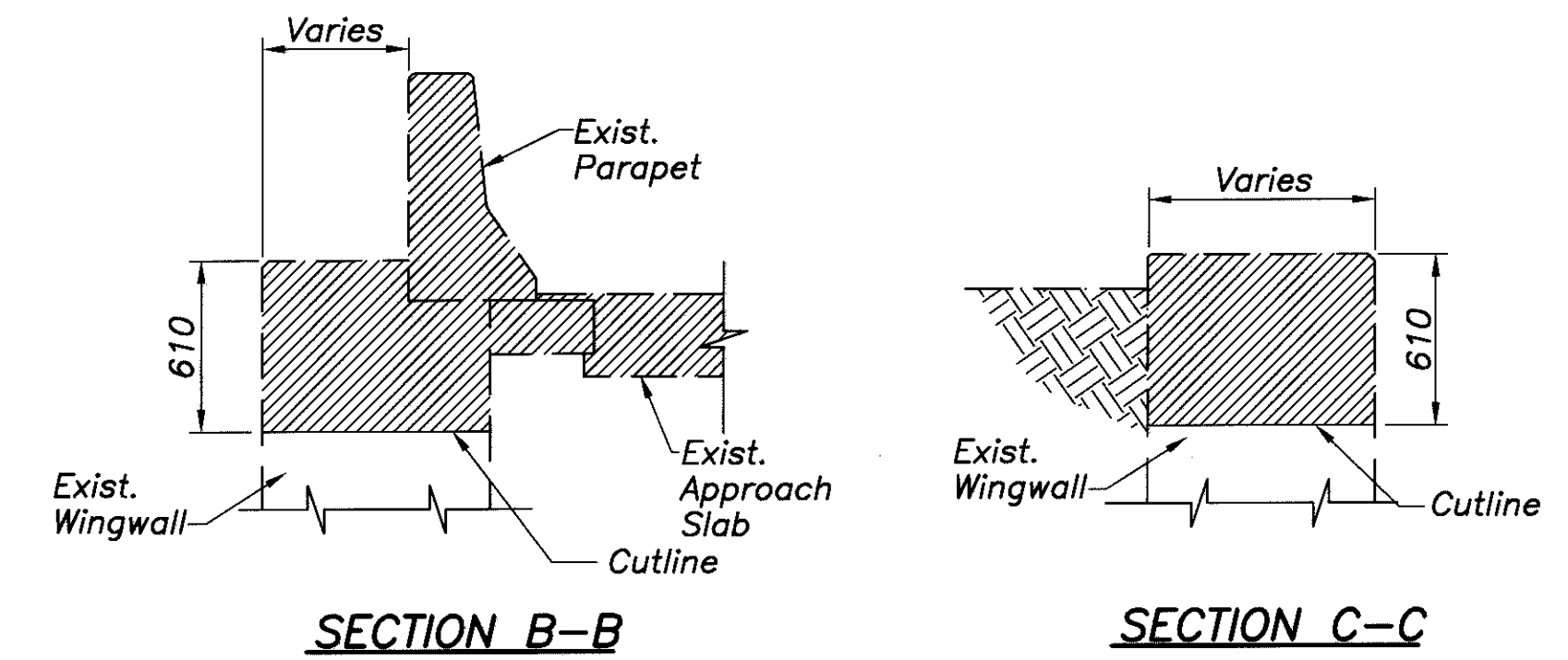
PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 33.333=1
 CAD99-1 22402SD.DWG SEPTEMBER-01-1999



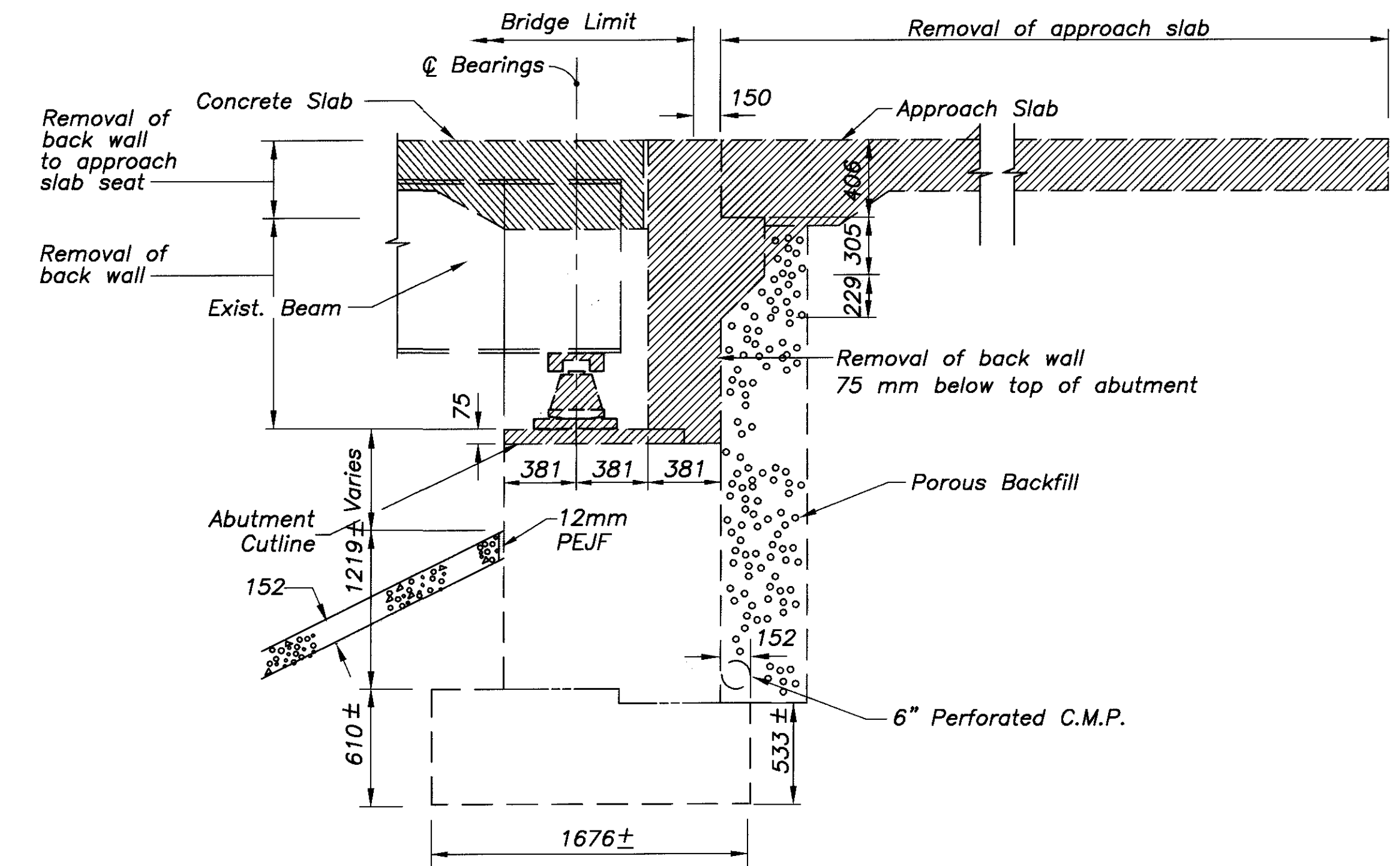
TYPICAL SECTION - PHASE 2 CONSTRUCTION



FORWARD ABUTMENT PLAN



REAR ABUTMENT PLAN



SECTION A-A

Note:
 Cut all existing vertical reinforcing bars at cutline. Longitudinal bars in the abutment bridge seat shall not be disturbed.

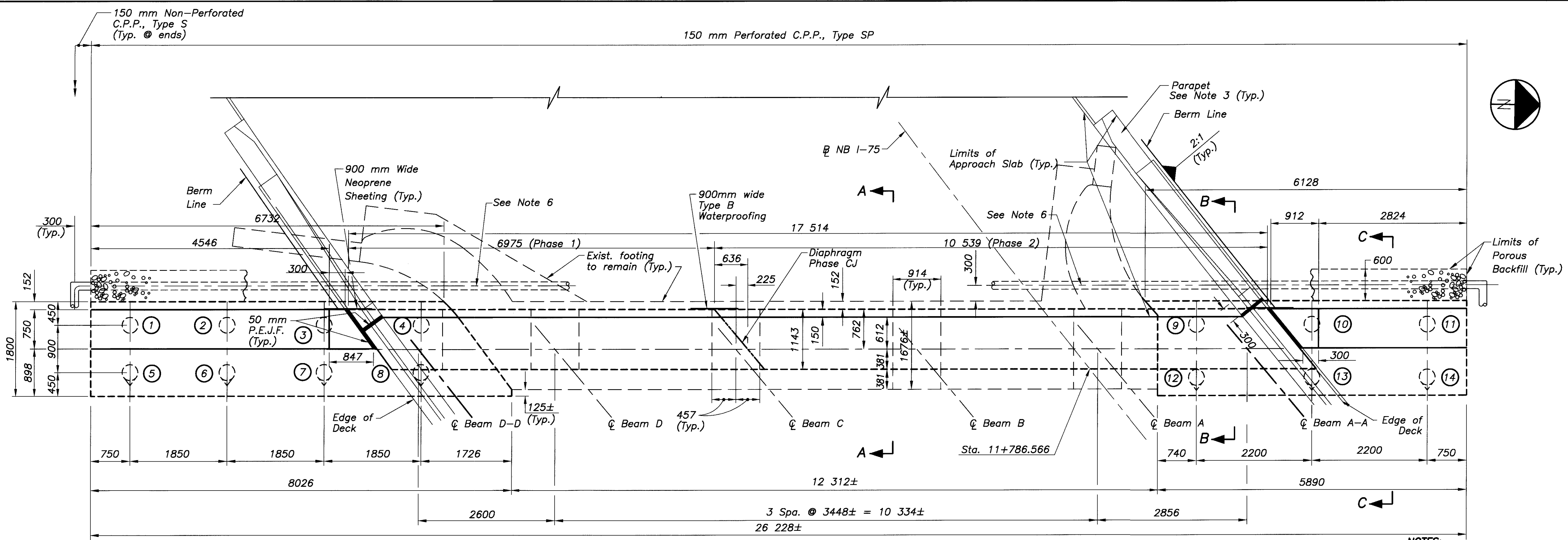
Legend
 Areas to be removed under Item 202 - Portions of Structure Removed, as per plan.

PLOTTED VIEW = PLAN
 XREF #1 = NONE
 XREF #2 = NONE
 PLOT SCALE = 00-1
 CAD098-1 22402512.DWG JULY-24-1999

EXISTING ABUTMENT REMOVAL DETAILS
 Bridge No. MOT-75-22402R (1392R)
 NB 1-75 under WB SR 4 to SB 1-75

MOT-75-16.794

3/16
 306
 319



PLAN

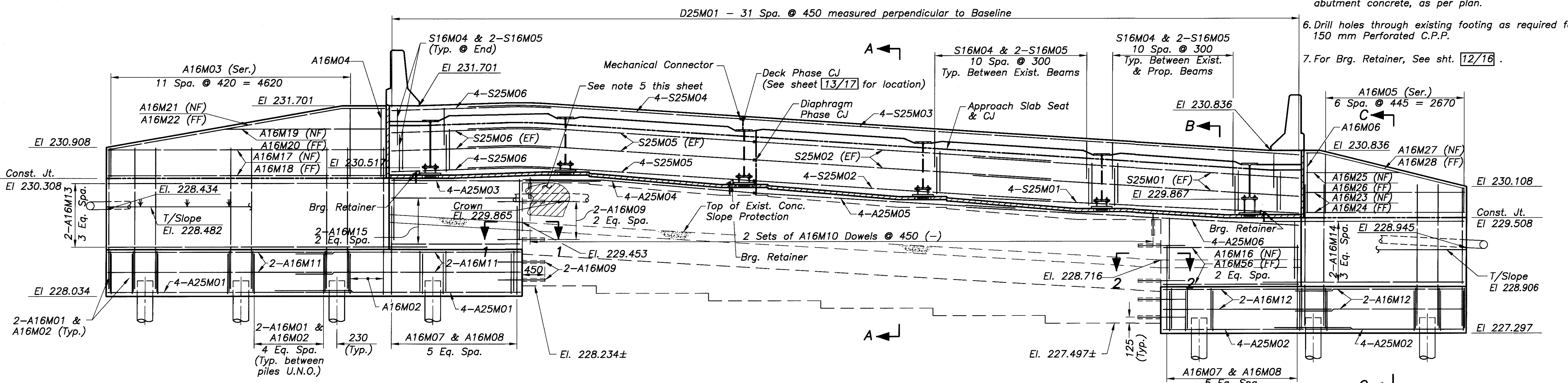
LEGEND

- 305 mm Cast in place reinforced concrete piles
- 305 mm Cast in place reinforced concrete piles battered at 1:4
- ① Pile Number

Minimum Lap Lengths	
#16M	= 735
#25M	= 1500

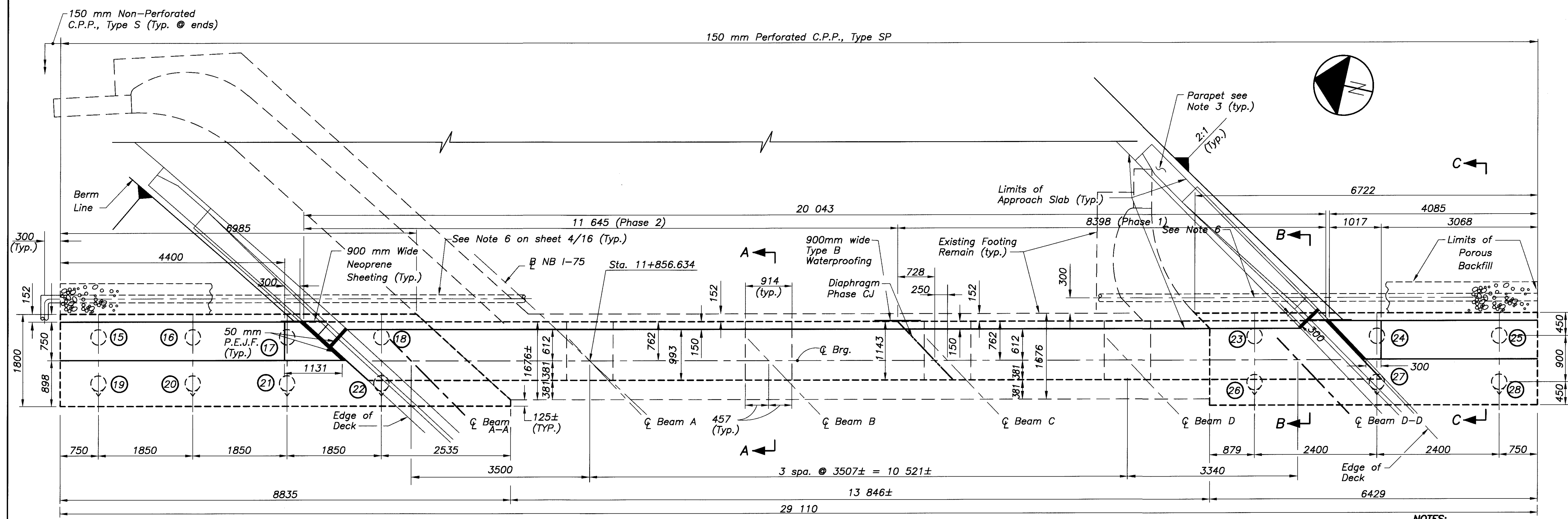
NOTES:

1. For notes and sections see sheet **6/16**.
2. All elevations are given @ ϕ Bearings.
3. For Parapet Transition details see sheet **15/16**.
4. 150 mm ϕ Non-perforated C.P.P. at ends spliced to perforated pipe and outlet as shown in termination of 150 mm ϕ C.P.P. detail on sheet **6/16**.
5. Area of abutment to be patched as per item 519, Patching Concrete Structures. Include cost with abutment concrete, as per plan.
6. Drill holes through existing footing as required for 150 mm Perforated C.P.P.
7. For Brg. Retainer, See sht. **12/16**.



ELEVATION

PLOT SCALE = PLAN
 XREF# = NONE
 CAD98-11 22402R17.DWG JULY-24-1999



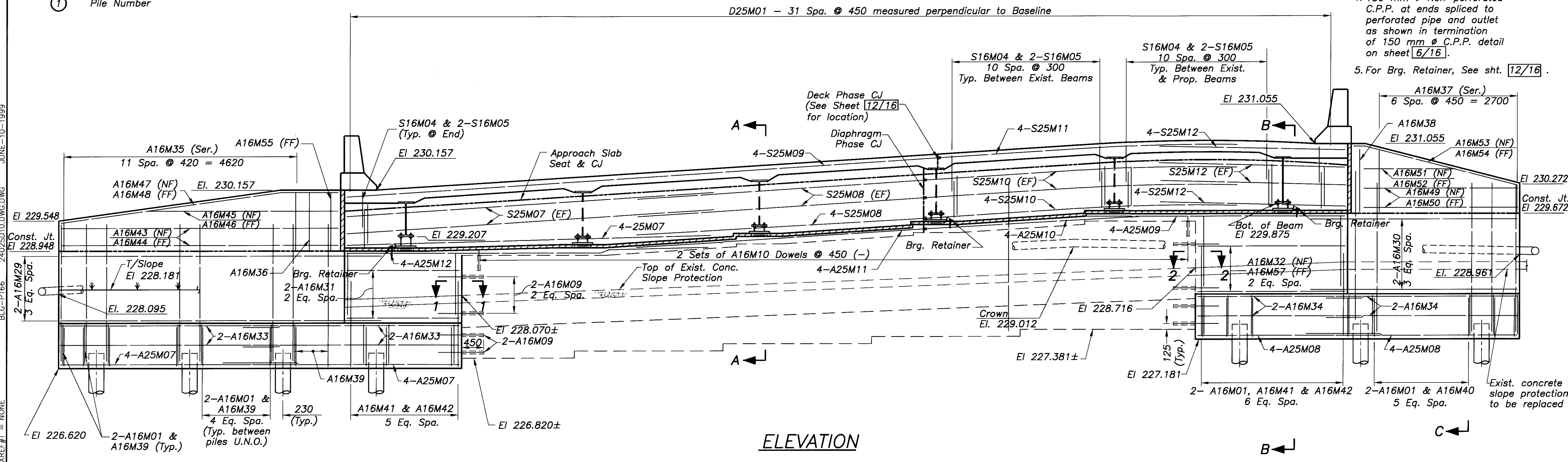
PLAN

LEGEND

- 305 mm Cast in place reinforced concrete piles
- 305 mm Cast in place reinforced concrete piles battered at 1:4
- ① Pile Number

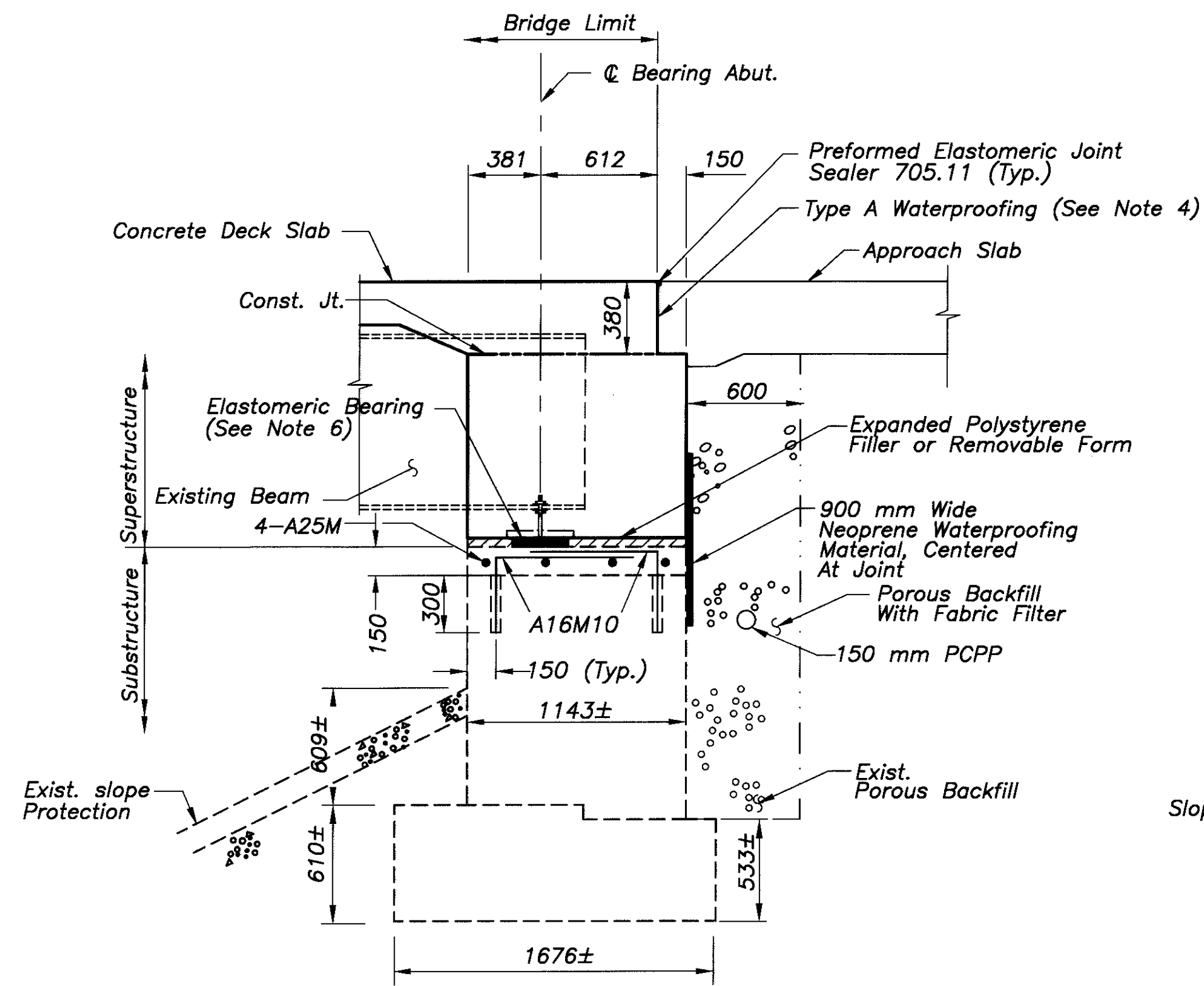
Minimum Lap Lengths	
#16M	= 735
#25M	= 1500

- NOTES:**
- For notes and sections see sheet 6/16.
 - All elevations are given @ ϕ Bearings.
 - For Parapet Transition details see sheet 15/16.
 - 150 mm ϕ Non-perforated C.P.P. at ends spliced to perforated pipe and outlet as shown in termination of 150 mm ϕ C.P.P. detail on sheet 6/16.
 - For Brg. Retainer, See sht. 12/16.



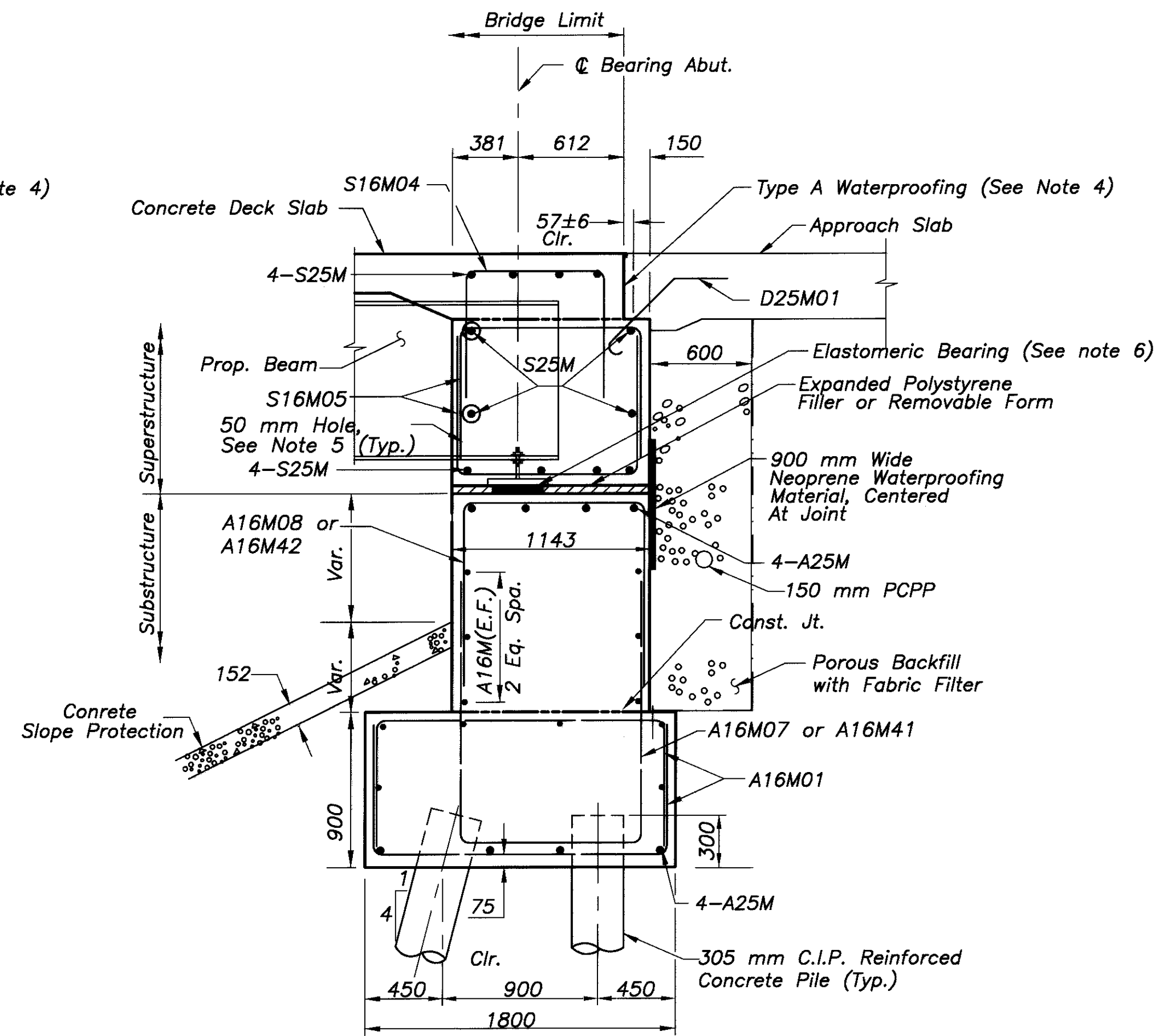
ELEVATION

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 XREF#3 = NONE
 PLOT SCALE = 25=1
 BLG-P166
 2402SD10.DWG.DWG
 JUNE-10-1999



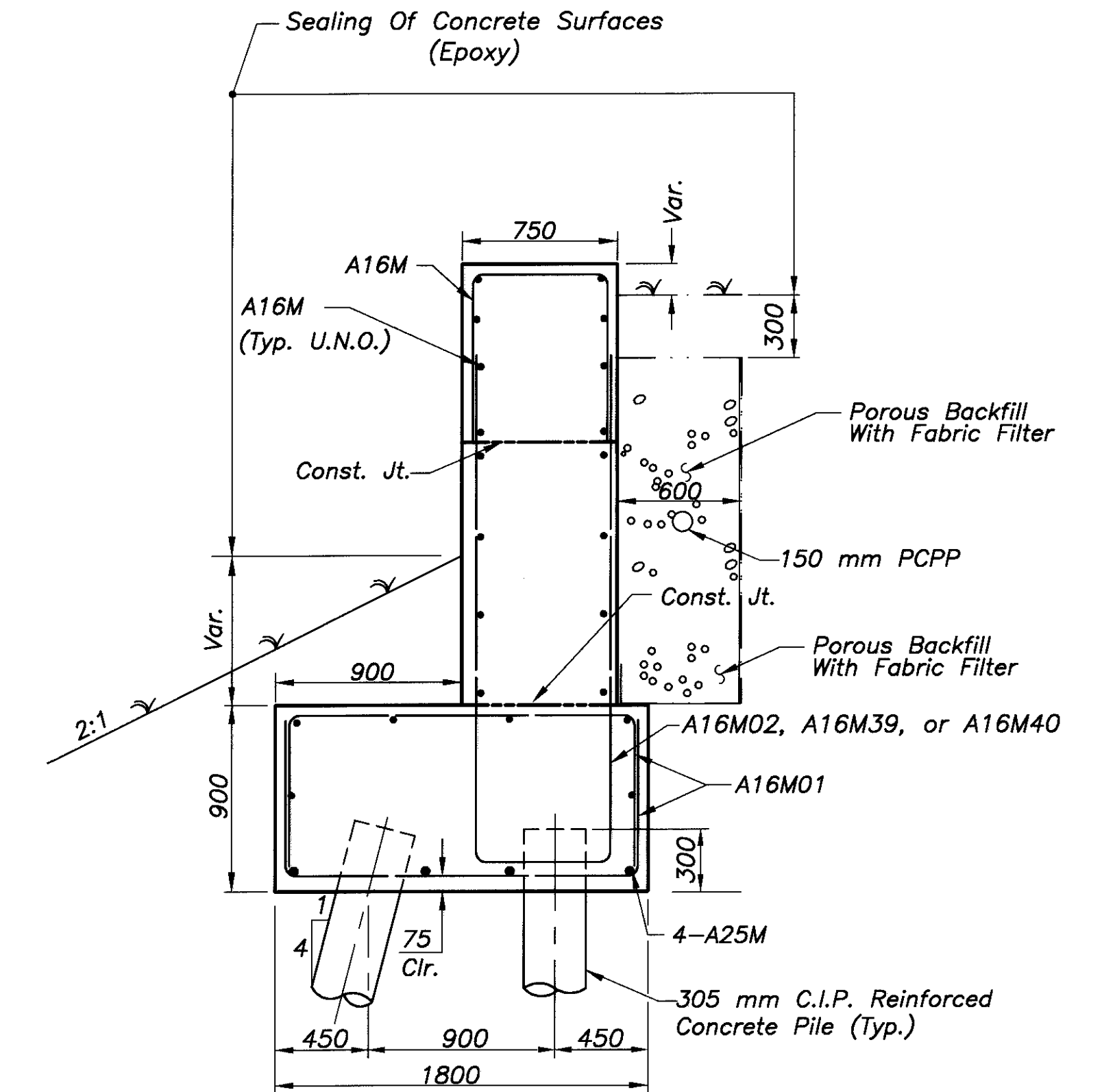
SECTION A-A

Refer To Section B-B on this Sheet
For Diaphragm Reinforcement

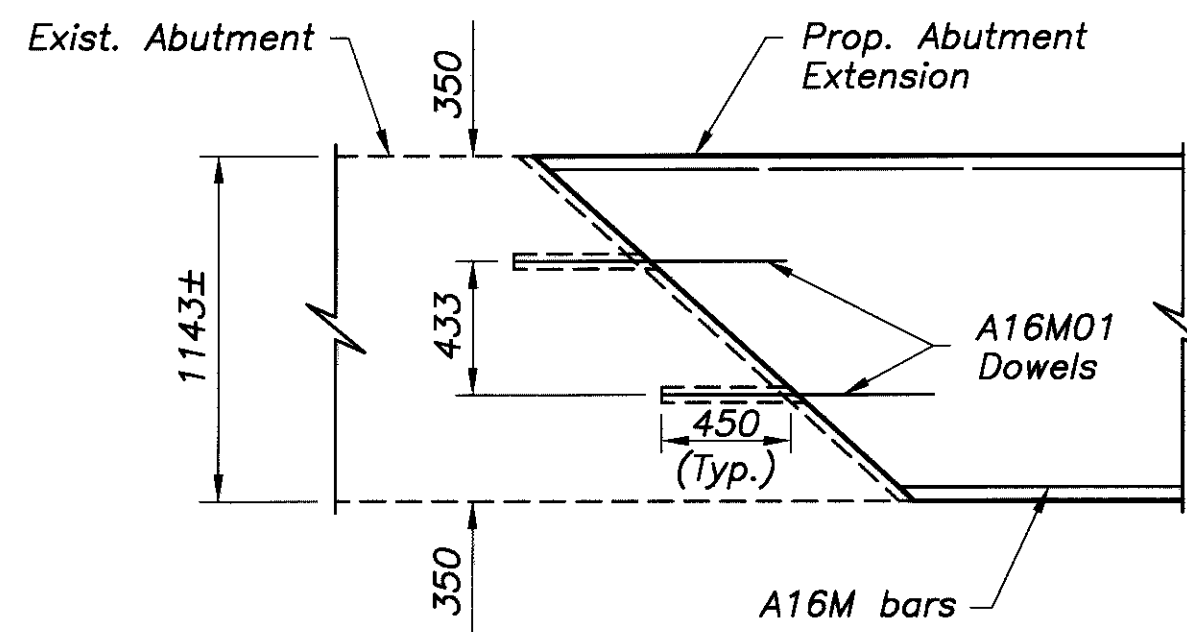


SECTION B-B

Deck Bars not shown for Clarity

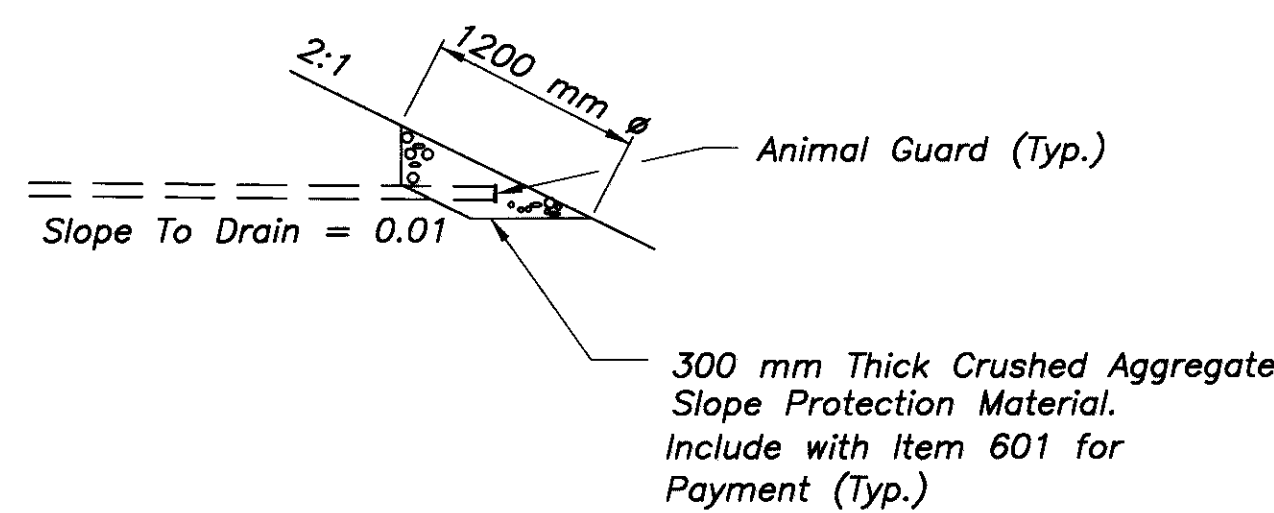


SECTION C-C



VIEW 1-1 (OPPOSITE)

VIEW 2-2 (AS SHOWN)



TERMINATION OF 150 mm PIPE DETAIL

NOTES:

- POROUS BACKFILL WITH FILTER FABRIC, 600 mm thick shall extend up to the plane of the subgrade, to 300 mm below the embankment surface, and laterally to the ends of the wingwalls.
- ABUTMENT DIAPHRAGM, STEEL SUPERSTRUCTURE Concrete encasing structural steel members supported in semi-integral and integral type abutments shall be placed at least 48 hours before the actual deck concrete is placed.
- All reinforcing steel clearances shall be 50 mm unless stated otherwise.
- Type A Waterproofing per Std. Dwg. AS-1-81M shall be included with the approach slab for payment.
- 50 mm holes shall be cut in both existing and proposed beams. See sheet 11/16 for location of holes. Include cast with Item 863.
- For Elastomeric Bearing and Support Bolt details, see sheet 12/16.

PLOTTED VIEW = PLAN
XREF#1 = NONE
XREF#2 = NONE
C:\AD08-11_22402SD27.DWG JULY-24-1999

DESIGN AGENCY
BARR ENGINEERING, INC.
Five East Long St., Eighth Floor
Columbus, Ohio 43215
(614)224-1941 Fax (614)224-0907

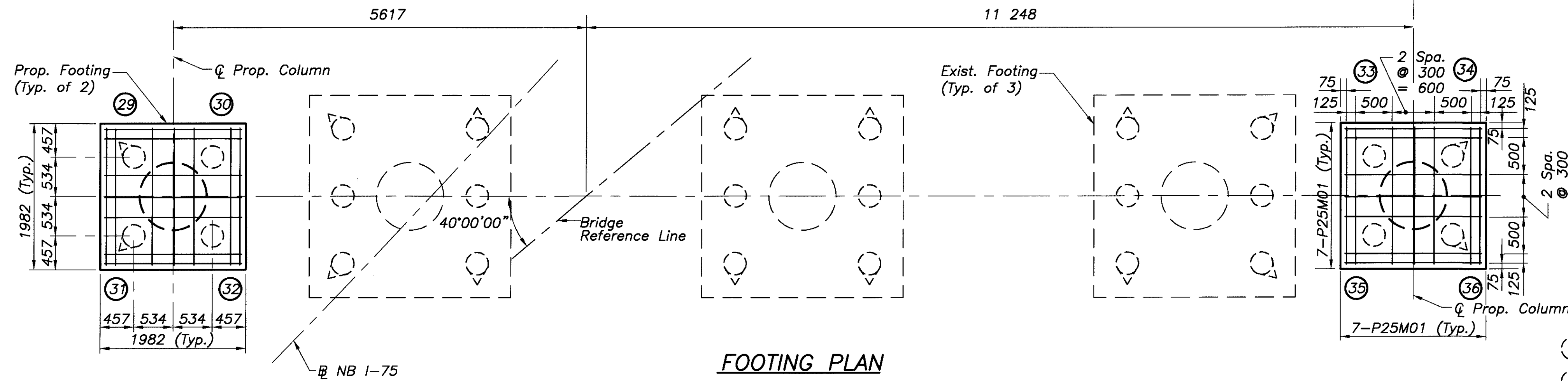
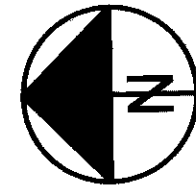
DATE 6-15-99
REVIEWED GEA
DRAWN KWB/AJH
DESIGNED KWB
CHECKED ASB
STRUCTURE FILE NUMBER 5708435

ABUTMENT DETAILS
Bridge No. MOT-75-22402R (1392R)
NB 1-75 UNDER WB SR 4 to SB 1-75

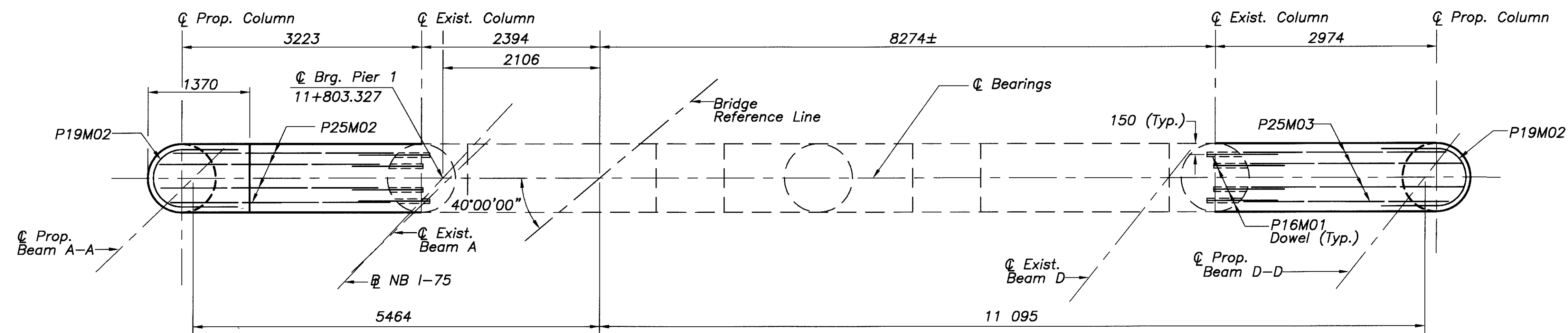
MOT-75-16.794

6/16

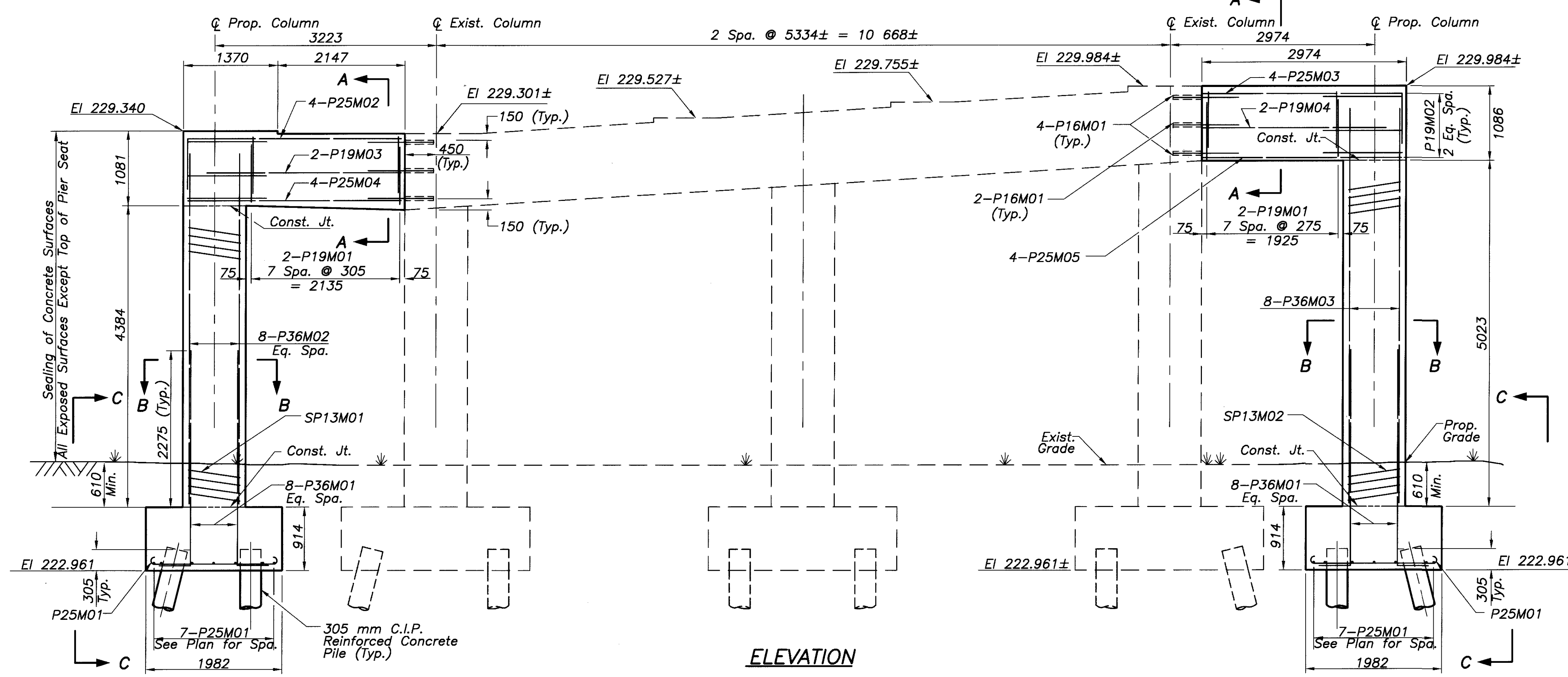
309
319



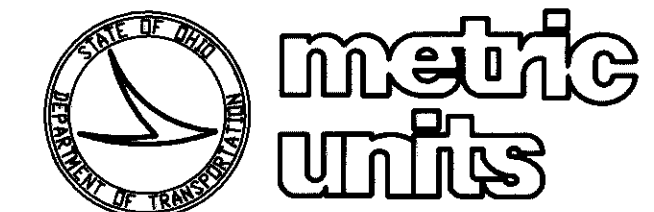
FOOTING PLAN



PIER PLAN



ELEVATION

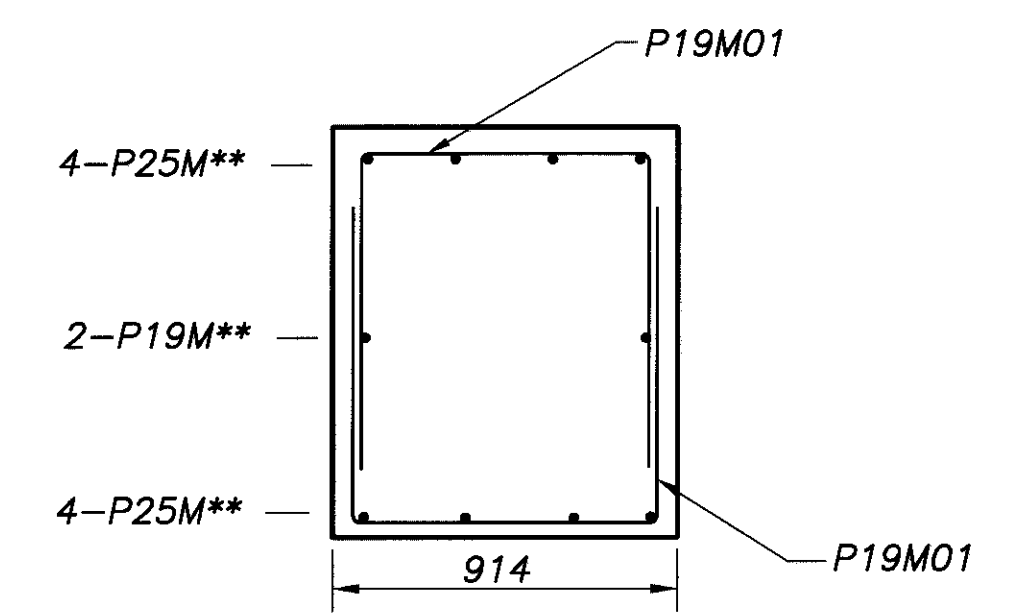


NOTES:

- Limits of Sealing of Concrete Surfaces: All pier surfaces above the proposed ground line except the top of pier seat shall be sealed.
- All reinforcing steel clearances shall be 50 mm unless otherwise shown.

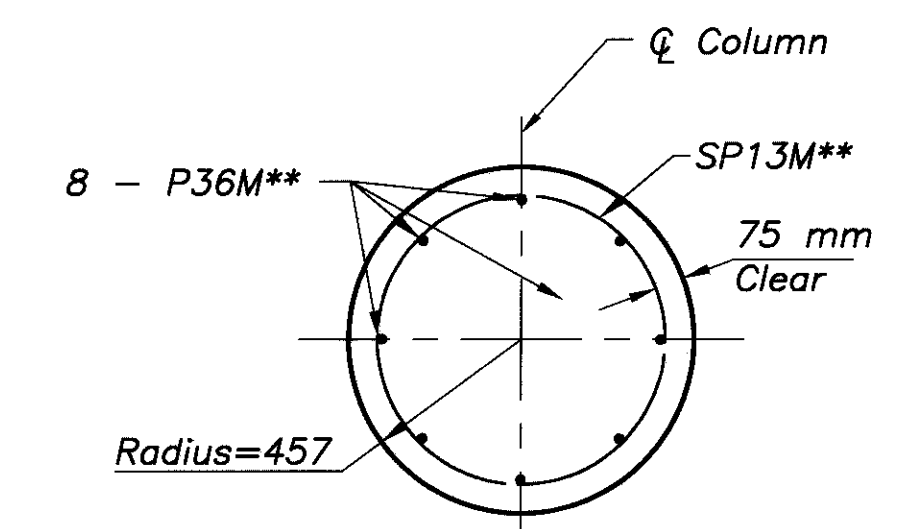
LEGEND

- 305 mm Cast in place reinforced concrete piles
- 305 mm Cast in place reinforced concrete piles battered at 1:4
- Pile Number



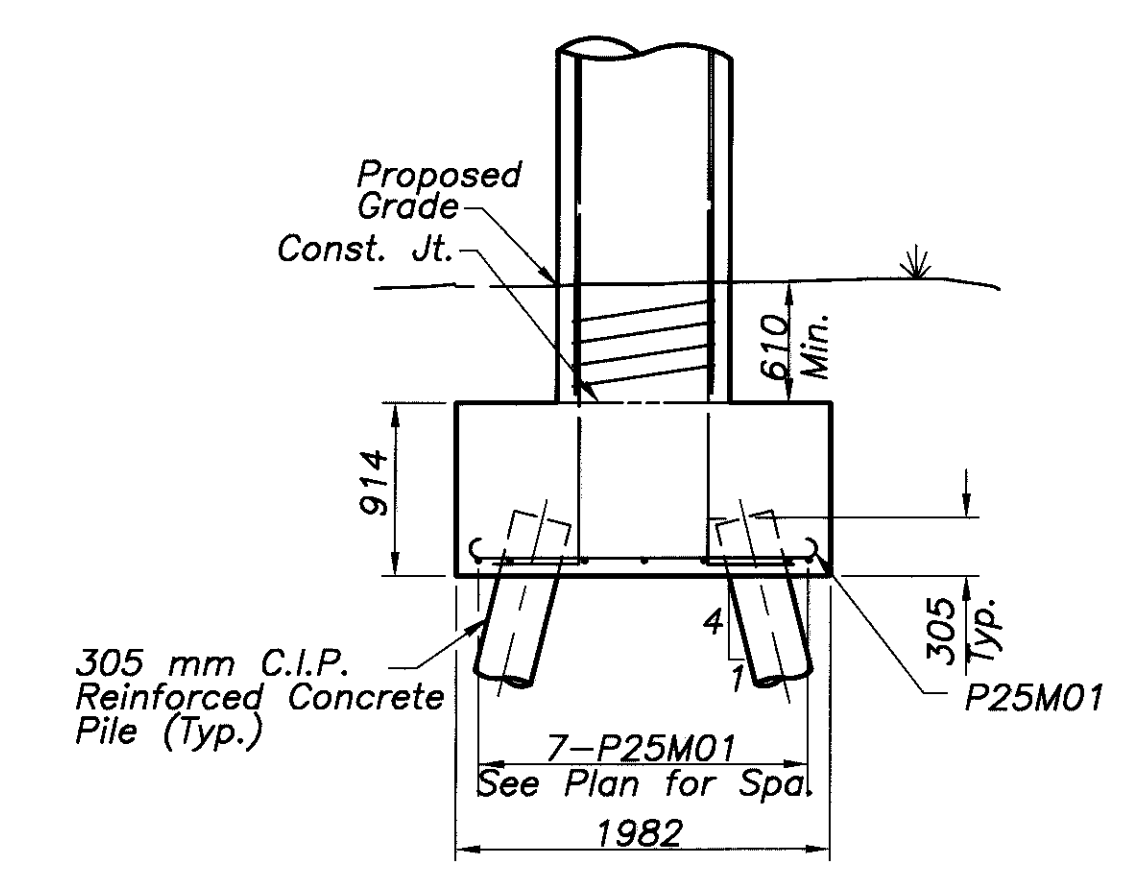
** See Pier Elevation for Bar Marks

SECTION A-A



** See Pier Elevation for Bar Markers

SECTION B-B



SECTION C-C

PLOTTED VIEW = PLAN
 XREF#1 = NONE
 CAD98-1 24025011.DWG JULY-24-1989

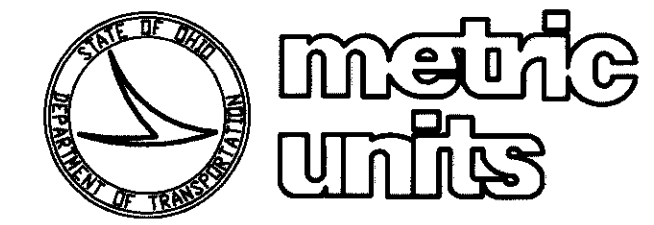
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

DESIGNED	ASB	CHECKED	KWB
DRAWN	CLH/KWB	REVISED	
REVIEWED	GEA	STRUCTURE FILE NUMBER	5708435
DATE	6-15-99		

PIER 1 DETAILS
 Bridge No. MOT-75-22402R (1392R)
 NB 1-75 under WB SR 4 to SB 1-75

MOT-75-16.794

7/16
 310
 319



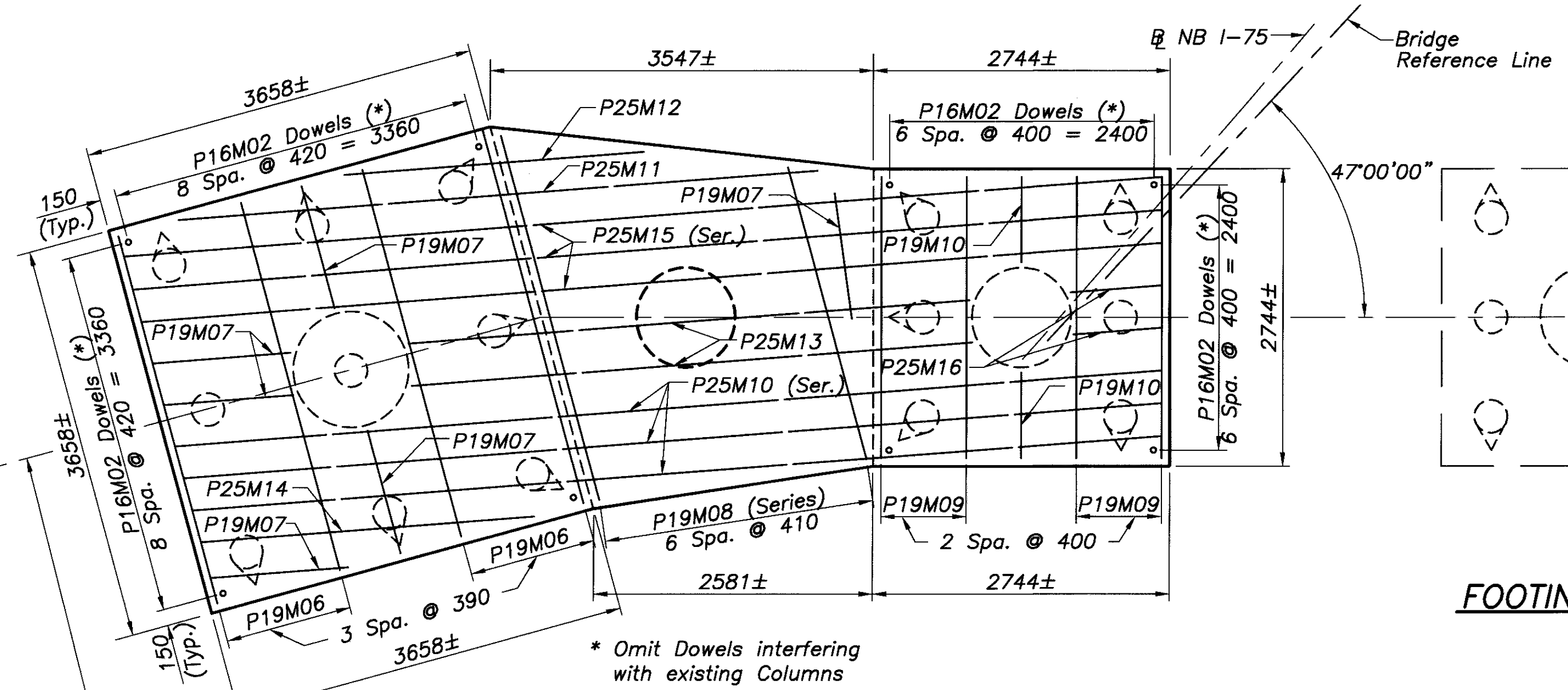
LEGEND

○ 305 mm Cast in place reinforced concrete piles

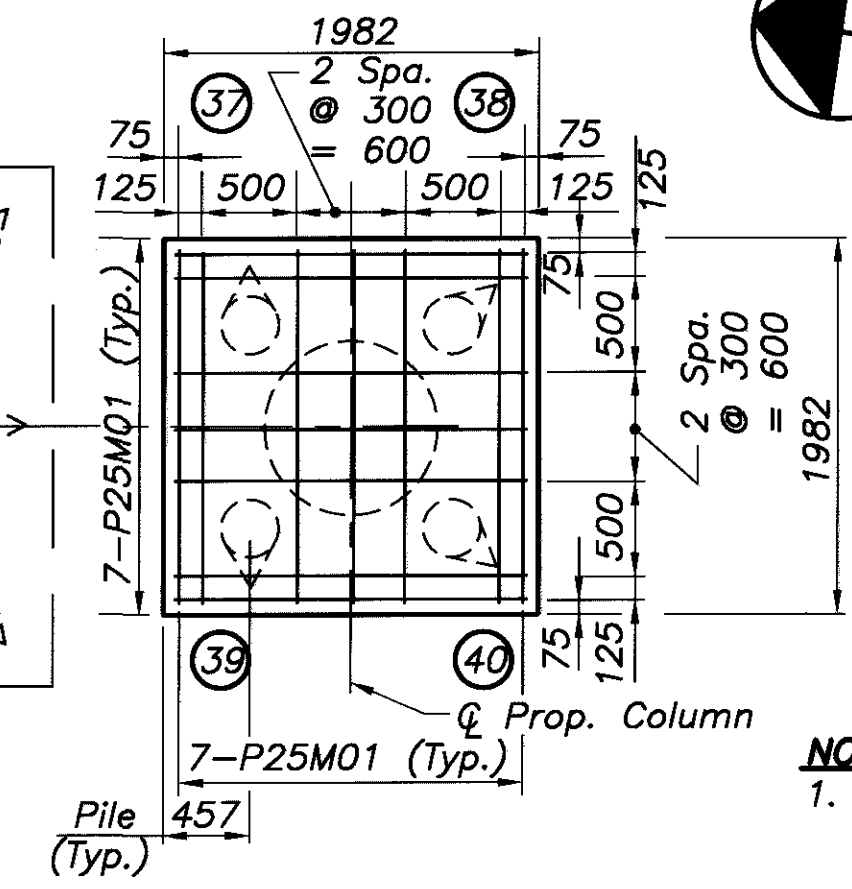
○ 305 mm Cast in place reinforced concrete piles battered at 1:4

① Pile Number

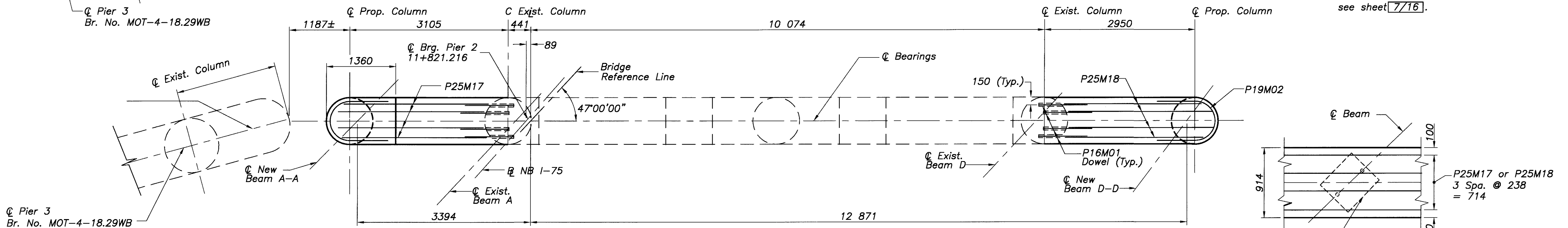
- NOTES:**
1. Bridge seat reinforcing - Reinforcing steel in the vicinity of the bridge seat shall be accurately placed to avoid interference with the drilling of bearing anchor holes or the pre-setting of bearing anchors. For anchor locations, see the ODOT standard drawing RB-1-55M.
 2. For other notes and Sections A-A and B-B see sheet 7/16.



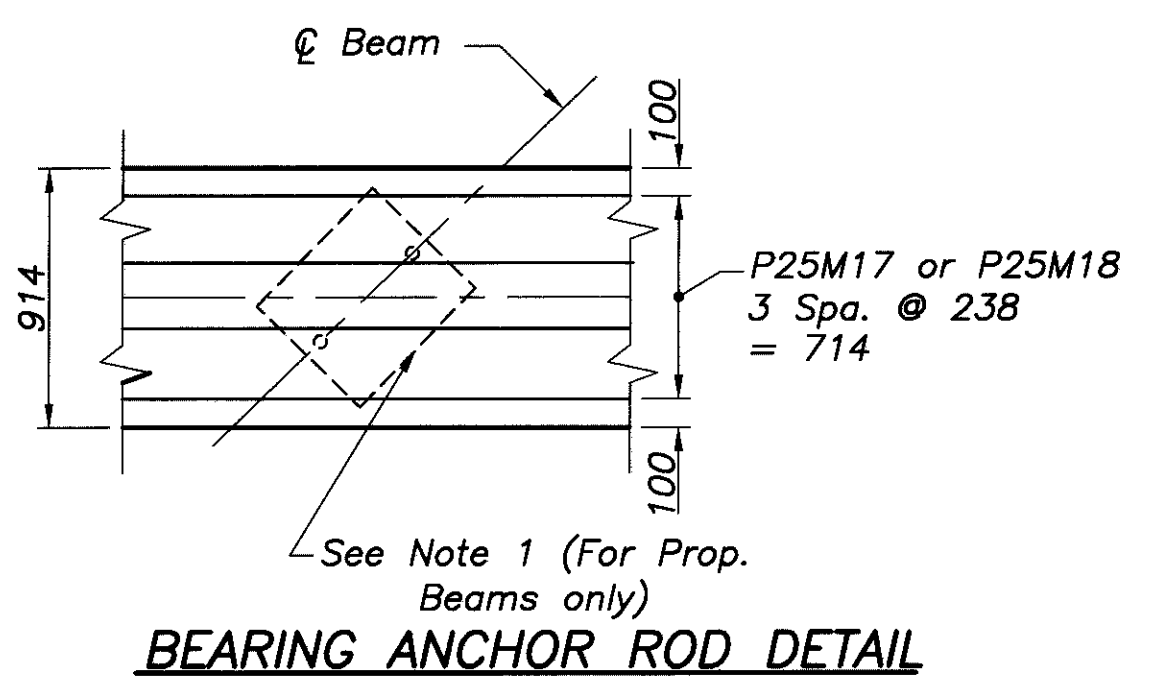
FOOTING PLAN



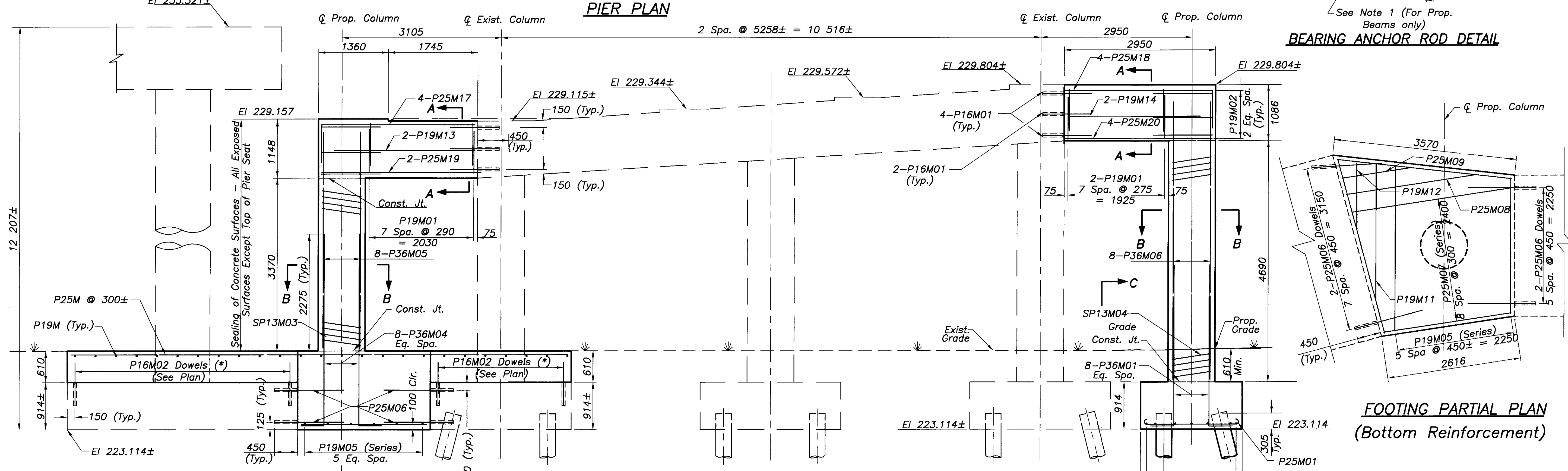
Pile (Typ.)



PIER PLAN



BEARING ANCHOR ROD DETAIL



ELEVATION

FOOTING PARTIAL PLAN (Bottom Reinforcement)

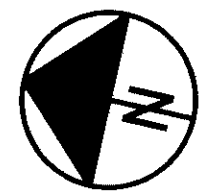
PLotted VIEW = PLAN
 XREF#1 = NONE
 XREF#2 = NONE
 PLOT SCALE = 25:1
 CAD089-1
 24025312.DWG
 JULY-24-1989

DESIGNED BY ASB
 CHECKED BY KWB
 DRAWN BY A/H/KWB
 REVISED BY
 REVIEWED BY GEA
 DATE 6-15-99
 STRUCTURE FILE NUMBER 5708435
 DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614)224-1941 Fax (614)224-0907

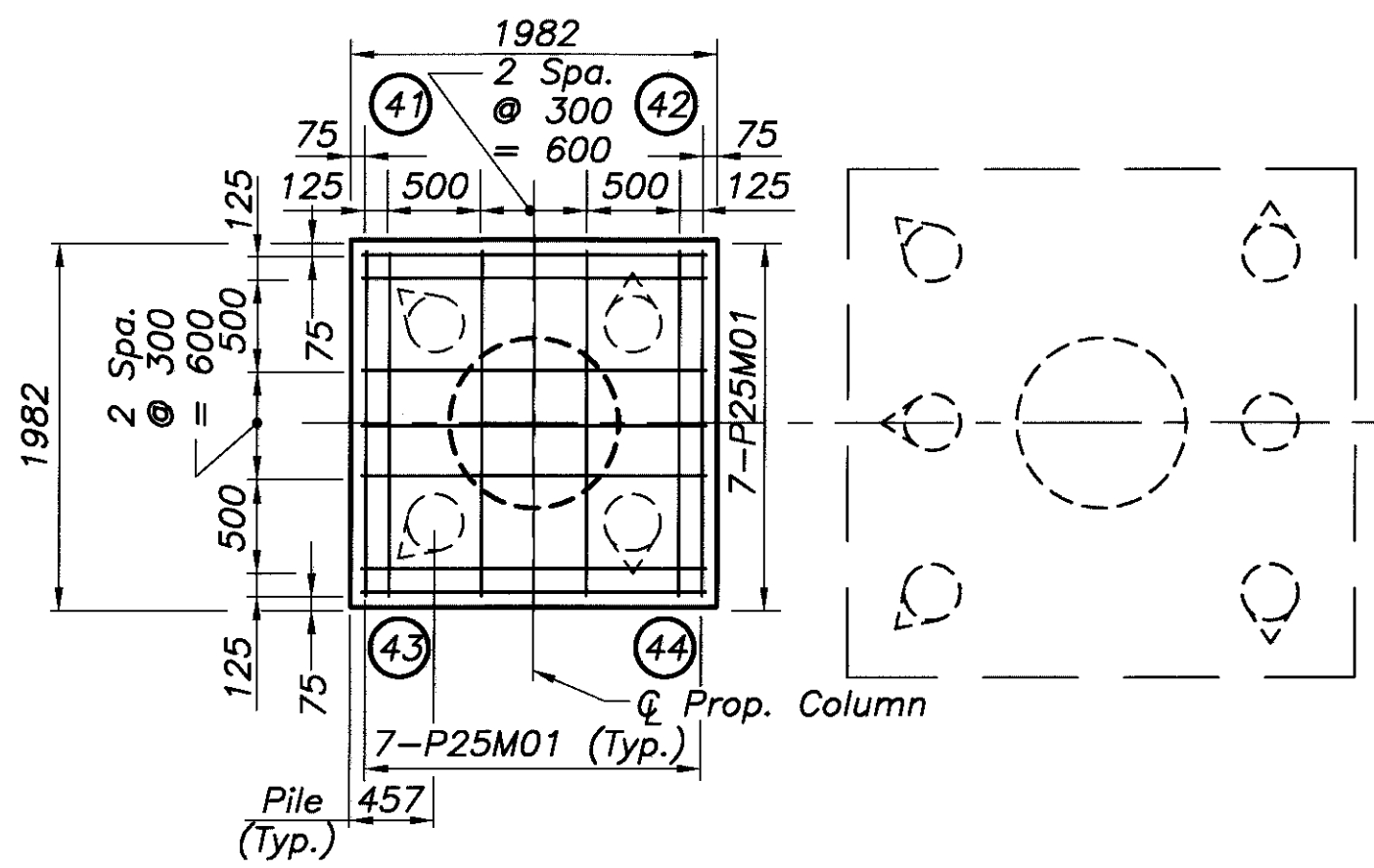
PIER 2 DETAILS
 Bridge No. MOT-75-22402R (1392R)
 NB I-75 under WB SR 4 to SB I-75

MOT-75-16.794

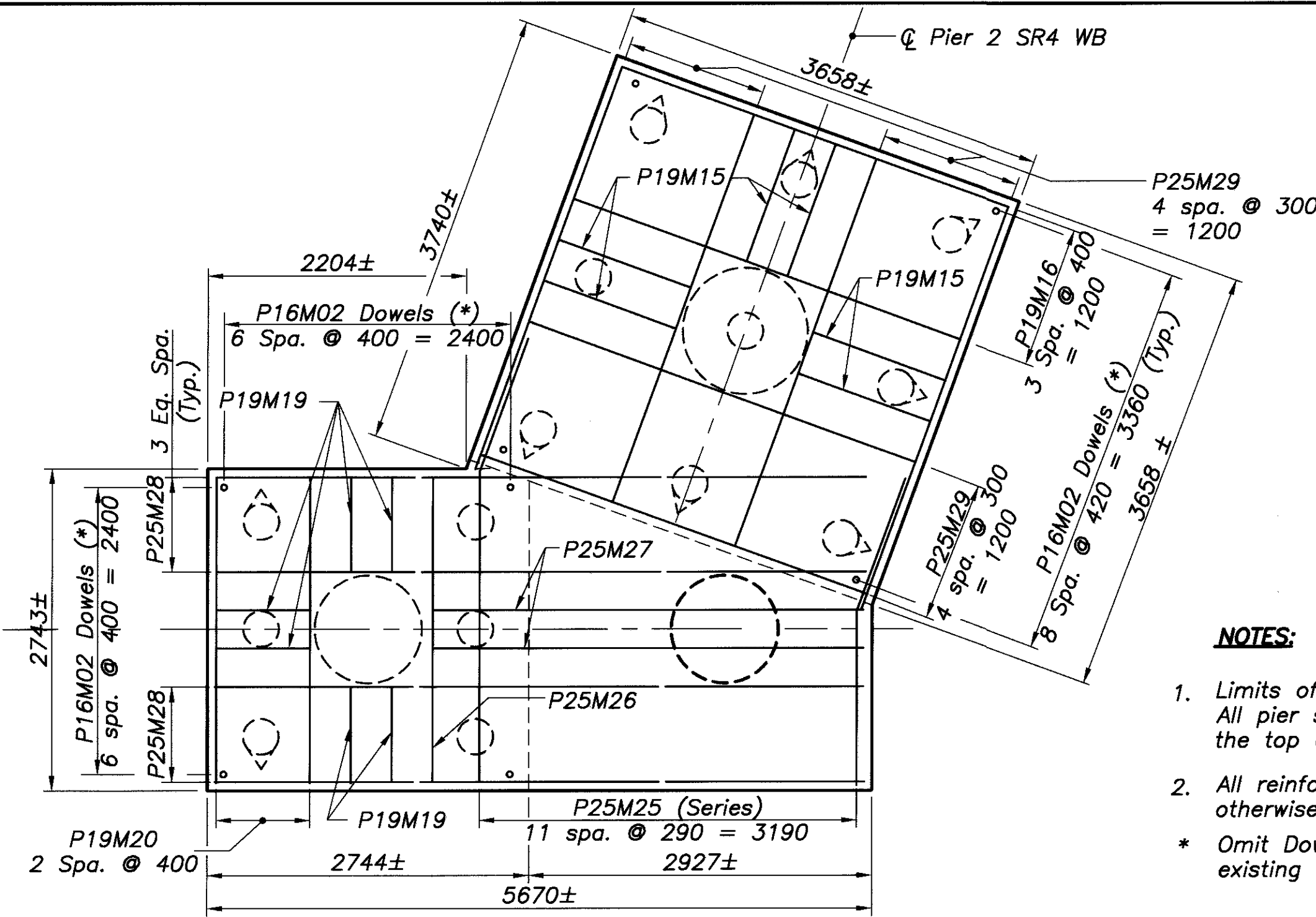
8/16
 317
 319



DESIGNED	ASB	CHECKED	KVB
DRAWN	KVB/AJH	REVISED	
REVIEWED	GEA	DATE	6-15-99
STRUCTURE FILE NUMBER	5708435		



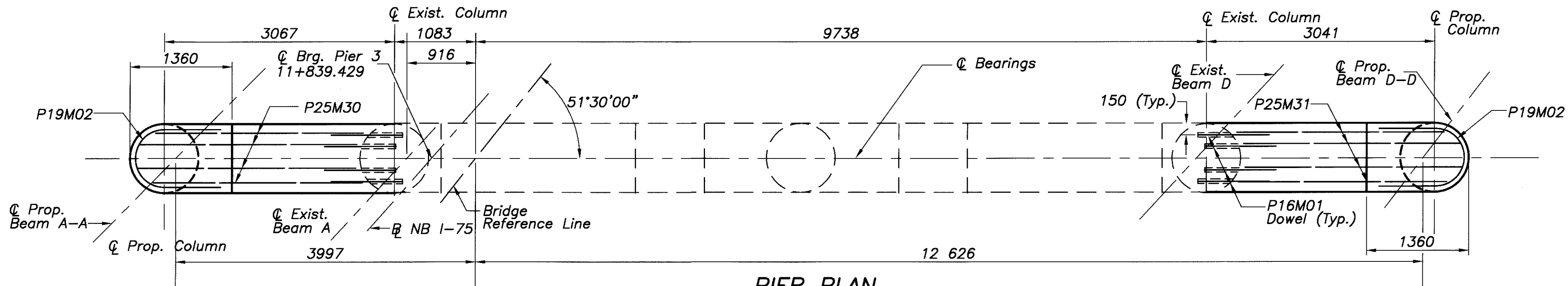
FOOTING PLAN



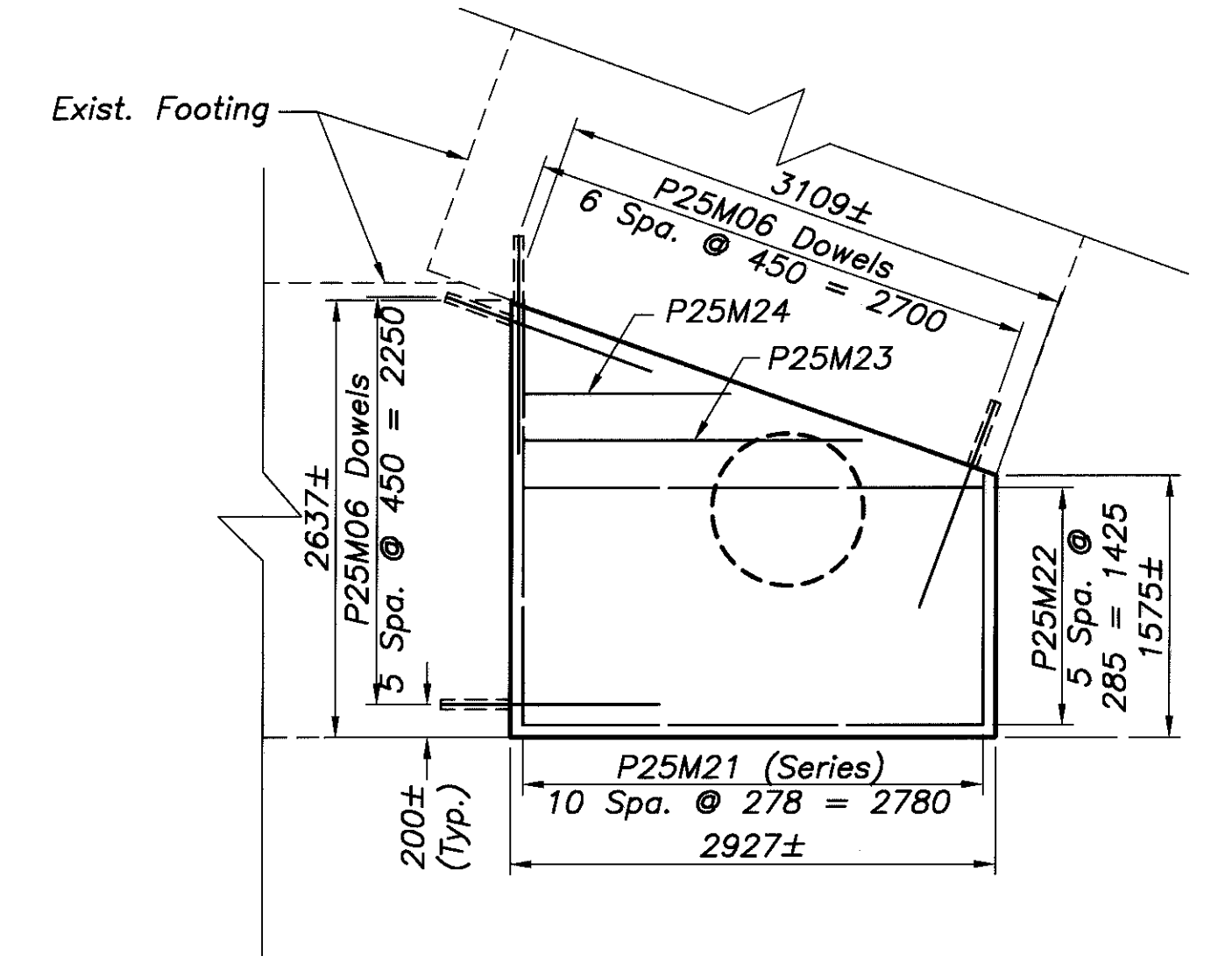
- NOTES:**
- Limits of Sealing of Concrete Surfaces:
All pier surfaces above the proposed ground line except the top of pier seat shall be sealed.
 - All reinforcing steel clearances shall be 50 mm unless otherwise shown.
- * Omit Dowels interfering with existing Columns

LEGEND

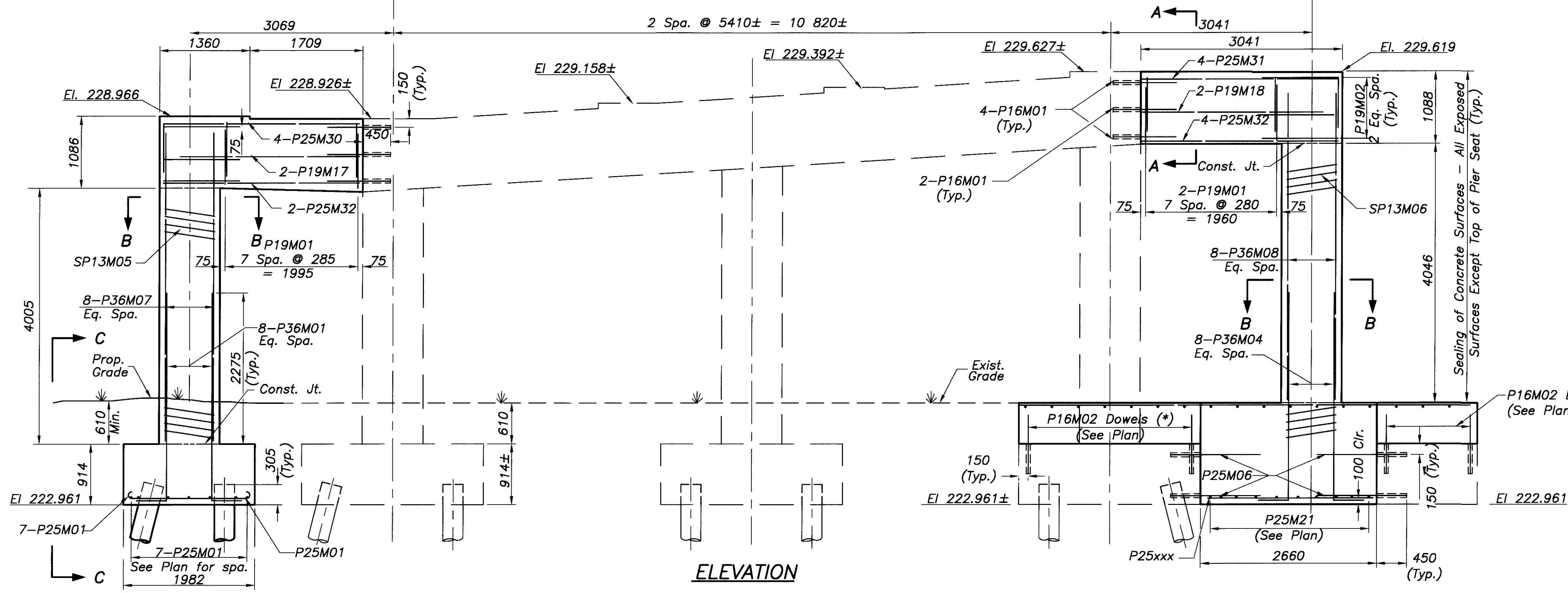
- 305 mm Cast in place reinforced concrete piles
- 305 mm Cast in place reinforced concrete piles battered at 1:4
- Pile Number



PIER PLAN



PARTIAL FOOTING PLAN (Bottom Reinforcement)



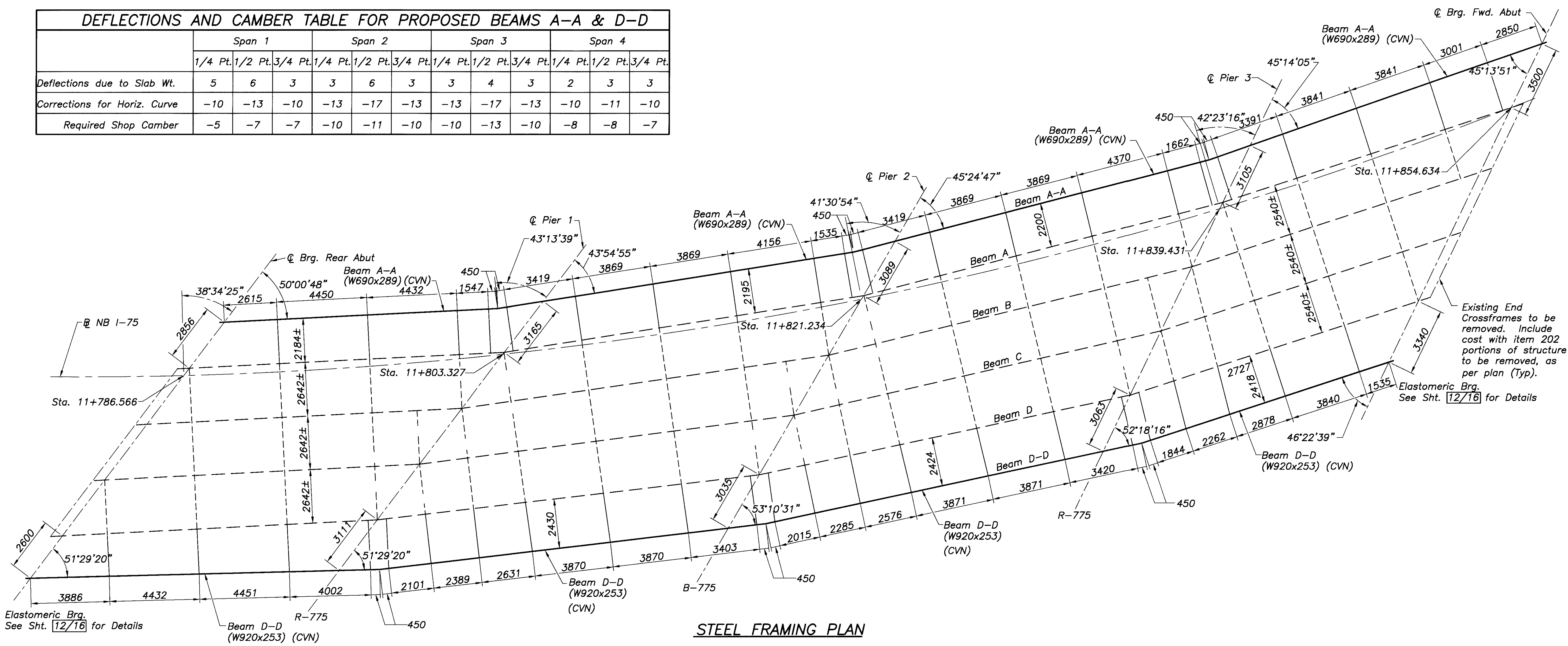
ELEVATION

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 05:1
 CAD098-11_24023013.DWG
 JULY-24-1999

PIER 3 DETAILS
 Bridge No. MOT-75-22402R (1392R)
 NB 1-75 under WB SR 4 to SB 1-75

MOT-75-16.794

	Span 1			Span 2			Span 3			Span 4		
	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.
Deflections due to Slab Wt.	5	6	3	3	6	3	3	4	3	2	3	3
Corrections for Horiz. Curve	-10	-13	-10	-13	-17	-13	-13	-17	-13	-10	-11	-10
Required Shop Camber	-5	-7	-7	-10	-11	-10	-10	-13	-10	-8	-8	-7

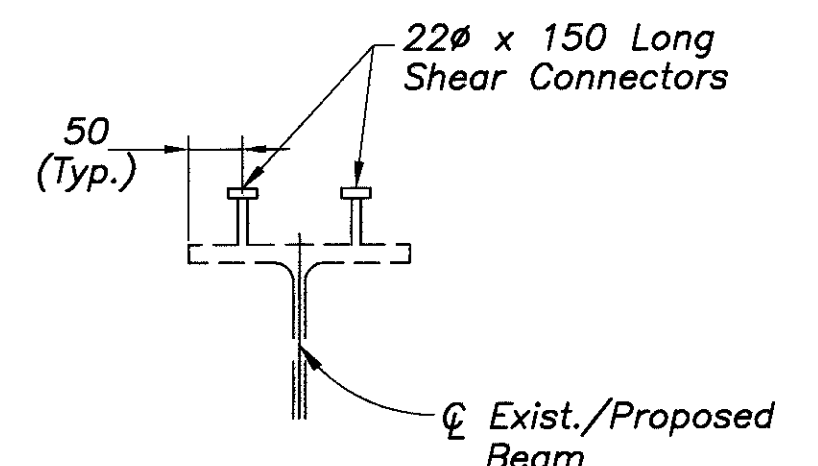
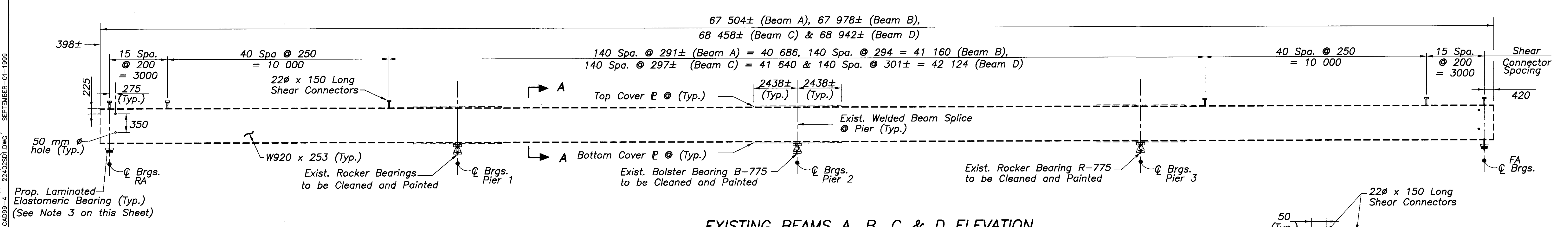
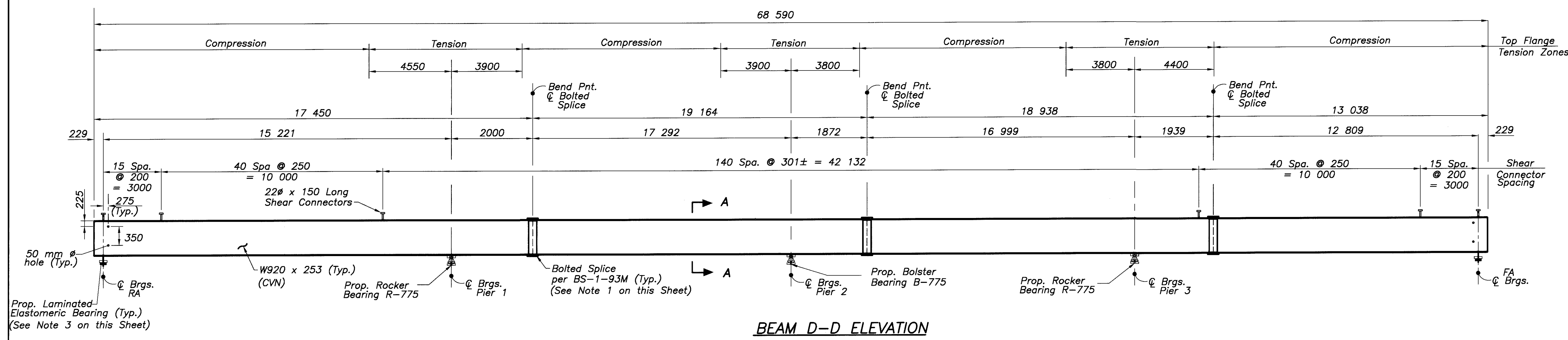
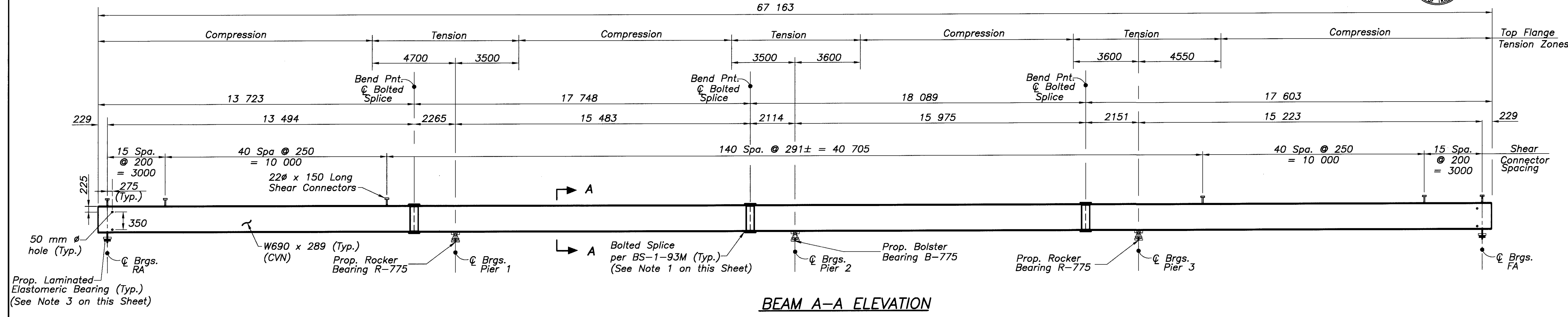


STEEL FRAMING PLAN

NOTES:

1. Move shear connectors when necessary to clear field splice bolts or slab reinforcing bars.
2. Rolled Beams and all field splice plates shall meet Charpy V-notch toughness requirements as specified in 711.01 of the C.M.S.
3. Proposed steel beams, cross-frame members and splice plates shall be A-36M steel.
4. For Holes in bottom flange at abutment see bearing detail Sheet 12/16.
5. **ERECTION BOLTS:** The hole diameter in the cross frames and girder stiffeners shall be 4 mm larger than the diameter of the erection bolts. Unless replaced by permanent high strength bolts, erection bolts shall remain in place. Lock washers shall be furnished for other than fully torqued high strength erection bolts. Bolts shall be furnished as part of Item 863.
 In lieu of erection bolts and at the option of the Contractor, alternative means of temporary bracing may be used subjected to the approval of the Director (501.06).
6. **WELDED ATTACHMENT** of supports for concrete deck finishing machine may be made to areas of the fascia girder flanges designated "Compression". Attachments shall not be made to areas designated "Tension". Fillet welds to compression flanges shall be not closer than 25 mm from edge of flange, be not more than 50 mm long, and be not smaller than the minimum size required by AASHTO.
7. For intermediate cross-frame details, see the ODOT standard drawing GSD-1-96M.
8. **PAINTING OF STEEL:** All structural steel (proposed and existing) including splice plates, cover plates, and cross-frame members shall be painted. See Painting Notes in Structure General Notes.

PLOTTED VIEW = PLAN
 XREF # = NONE
 C:\099-4 22402R.DWG APRIL-28-1999

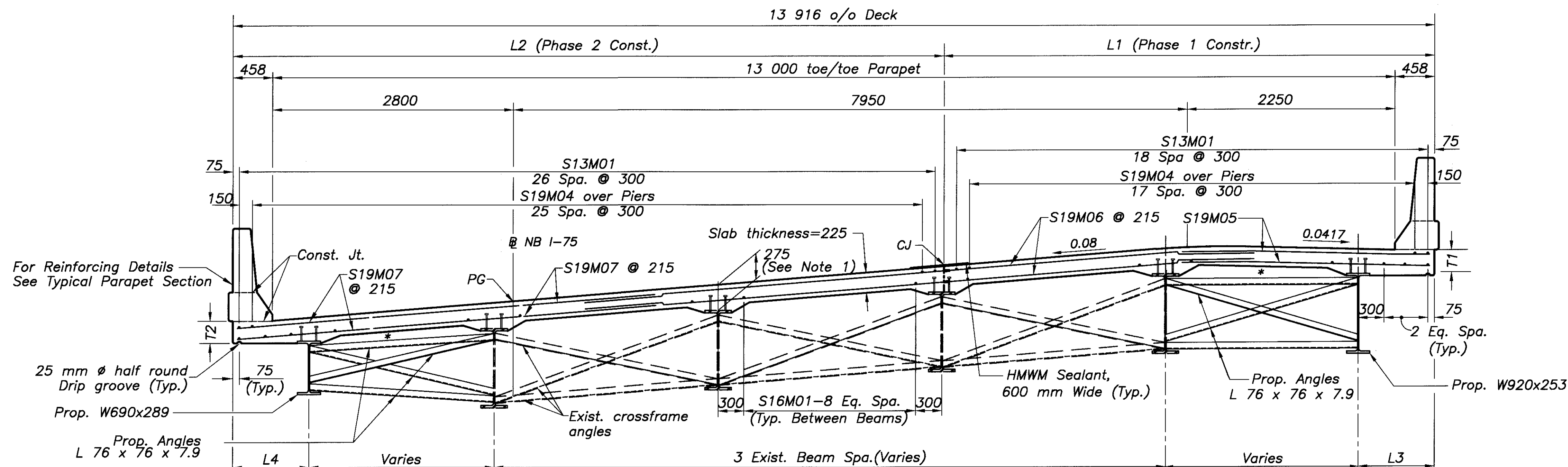


NOTES

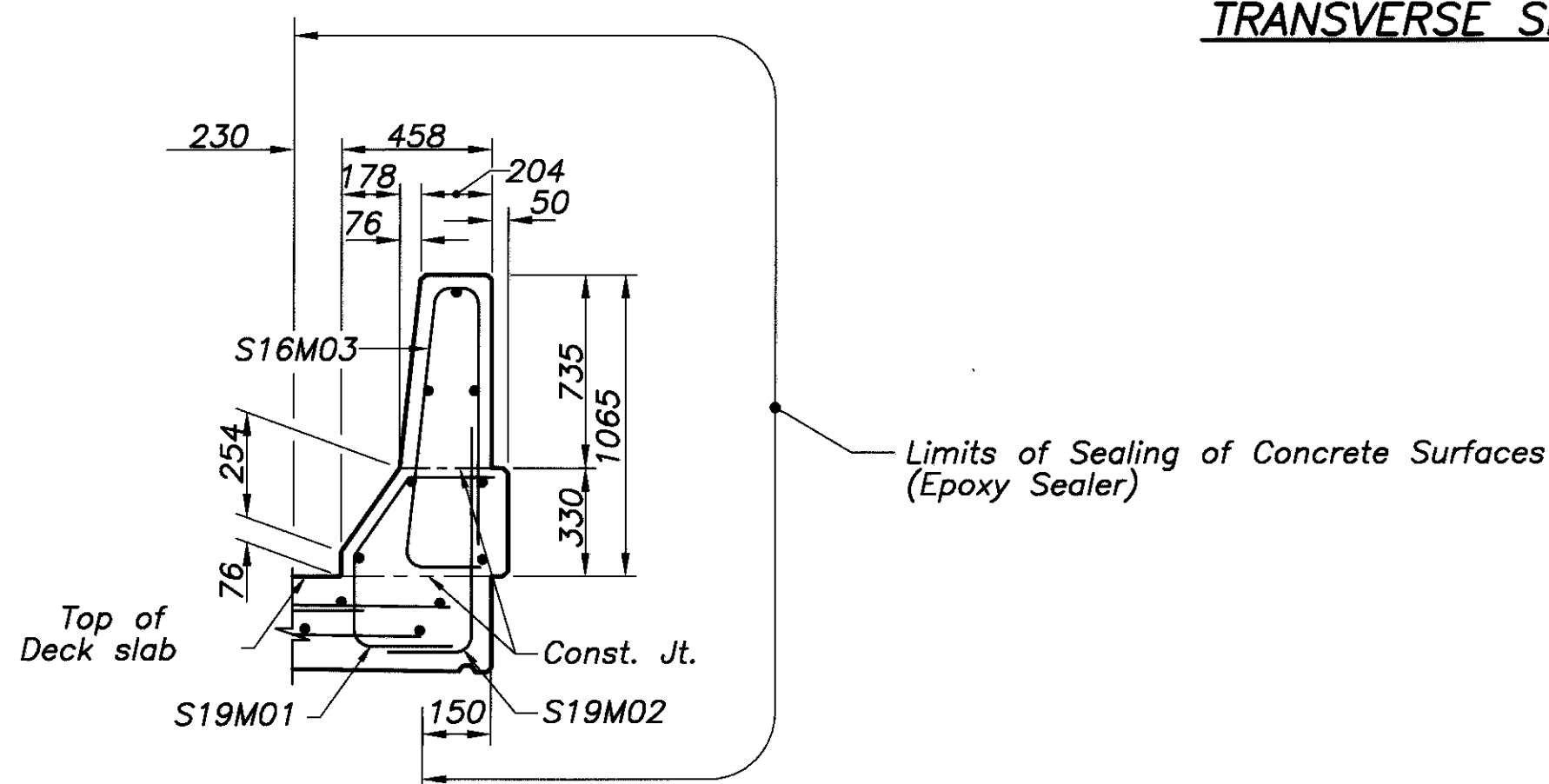
1. Flange plates and web plates shall be shop bent at the bend point per flare angle given in Framing Plan on sheet [10/16]. The spacing of flange splice bolts shall be measured perpendicular to the inside face of the plate.
2. For Elastomeric Bearing Details see sheet [12/16].
3. For other details and notes see sheet [10/16].

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE

PLOT SCALE = 10=1 (Metric)
 CAD99-4 22402SD.DWG SEPTEMBER-01-1999



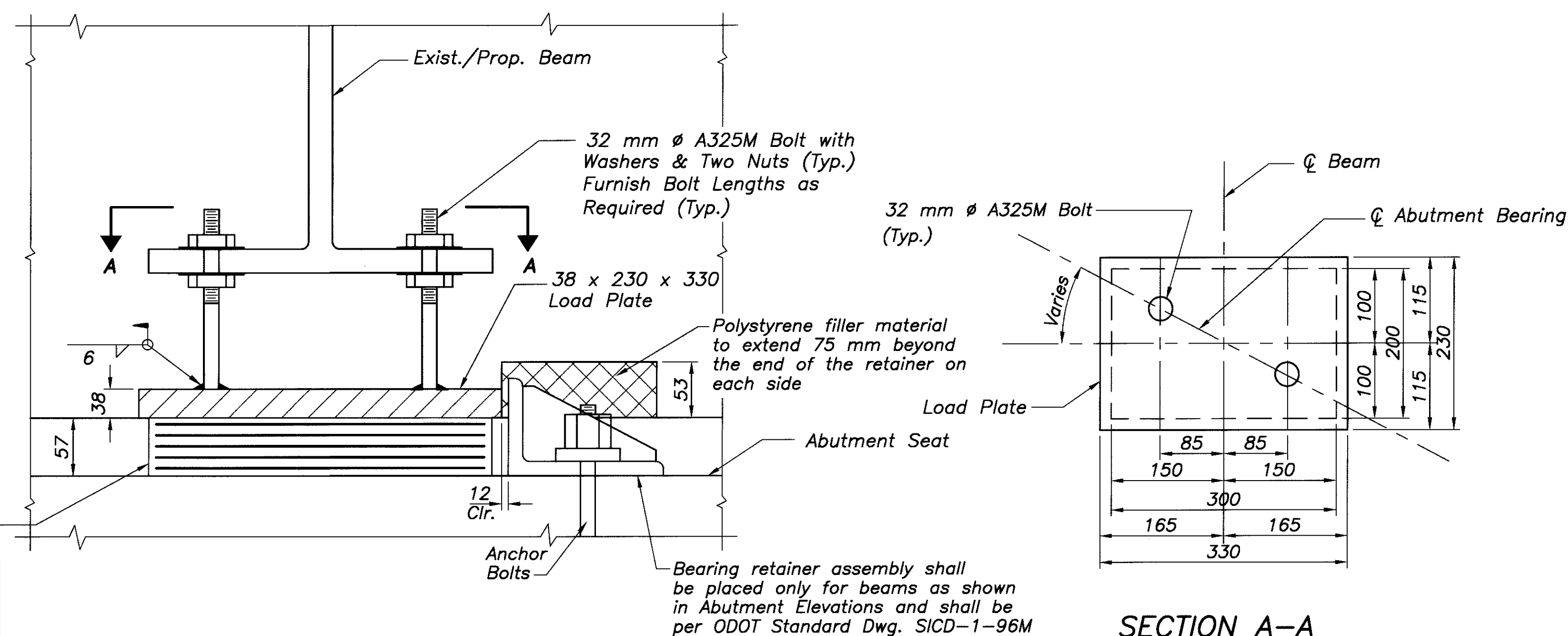
TRANSVERSE SECTION



TYPICAL PARAPET SECTION

Station	Bridge Width and Overhang Dimensions					
	L1	L2	L3	L4	T1	T2
11+790	5842	8074	868	681	286	292
11+795	5838	8078	741	794	291	282
11+800	5807	8109	796	820	290	280
11+805	5940	7976	865	901	286	274
11+810	5947	7969	812	758	288	285
11+815	5829	8087	654	745	295	286
11+820	5867	8049	802	862	289	277
11+825	5960	7956	828	752	287	286
11+830	5927	7989	731	644	292	296
11+835	5765	8151	737	667	291	293
11+840	5924	7992	887	788	285	283
11+845	5958	7958	914	658	284	293

NOTE: Dimensions L1, L2, L3 & L4 in this table are measured radially.



SECTION A-A

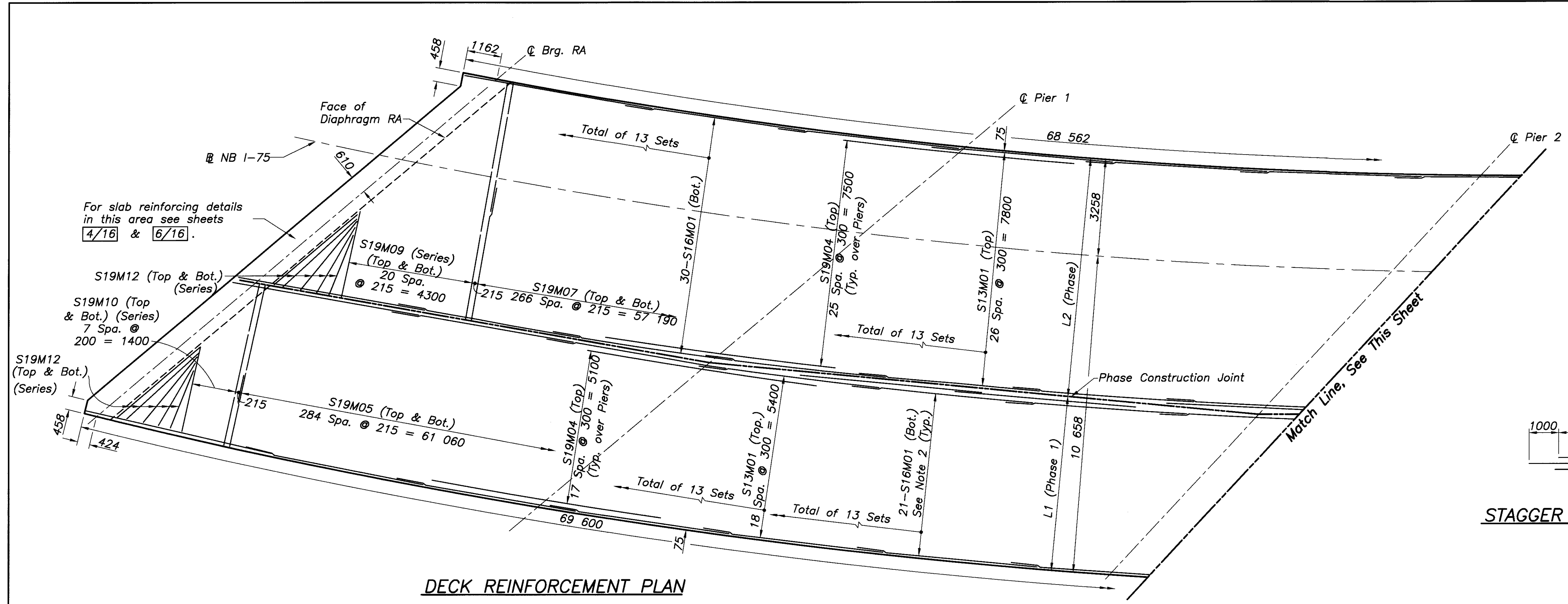
ELASTOMERIC BEARING NOTES:

- ELASTOMERIC BEARINGS shall comply with Item 516 and articles 18.2.5 through 18.2.8 of section 18, Bearing Devices, Division II Construction of the AASHTO Standard Specification for Highway Bridges. Bearings shall be grade 3, 50 durometer elastomer, and shall be subjected to the load testing requirements corresponding to design method A. Testing shall be included in the unit price bid for the bearings, each.
- The steel load plate shall be bonded by vulcanization to the elastomer during the molding process. Welding of the load plate to the superstructure shall be controlled so that the plate temperature at the elastomer bonded surface shall not exceed 150° C as determined by the use of pyrometric sticks or other temperature monitoring devices.
The steel load plate shall be the same material as the attached structural steel and be similarly cleaned and coated. Surface preparation and priming shall be done in the shop and be included in the price bid for the bearings. Field coats shall be included in the price bid for painting main structural steel.
- BEARING REPOSITIONING: If the steel is erected at an ambient temperature higher than 27° C or lower than 4° C and the bearing shear deflection exceeds 1/6 of the bearing height at 15° C (+/-) 5° C, the girders shall be raised to allow the bearings to return to their underformed shape at 15° C (+/-) 5° C.
- BASIS OF PAYMENT: The unit price bid shall include all materials, labor, and incidentals necessary to furnish and install laminated elastomeric bearings, either fixed or expansion. Payment will be made at the contract price for the 516 bearing items.

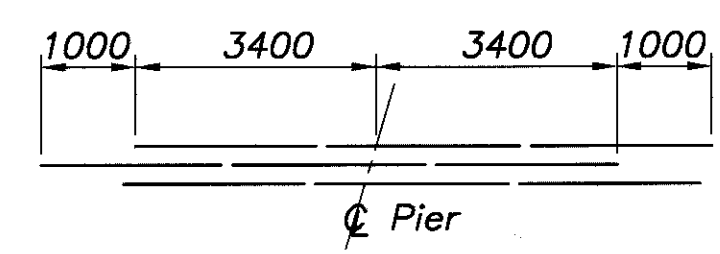
Laminated Elastomeric Bearing Data	
Dead Load = 167 KN	
Live Load = 191 KN	
Design Load = 358 KN	
	Number
Exterior Elastomeric Layer (thickness=5)	2
Interior Elastomeric Layer (thickness=7)	5
Steel Plate Laminate (thickness=2)	6

LAMINATED ELASTOMERIC EXPANSION BEARING - ABUTMENTS

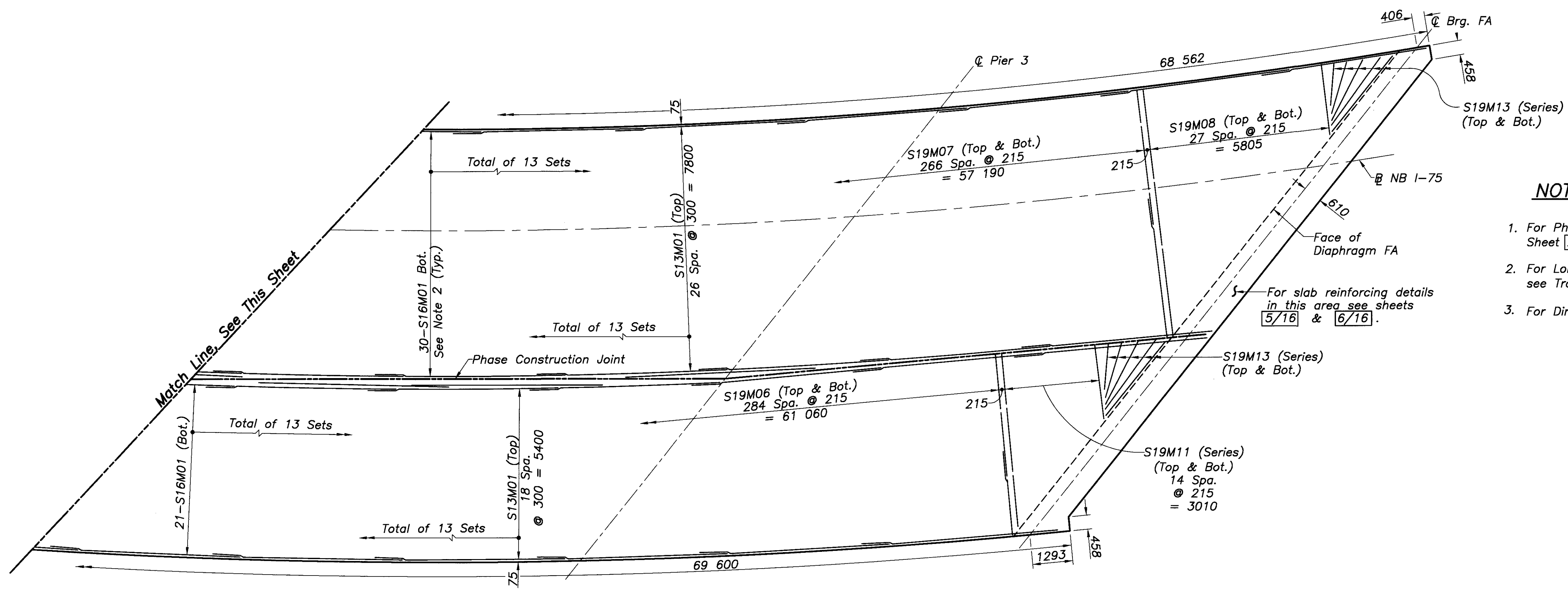
PLOTTED VIEW = PLAN
XREF # = NONE
CADDIST/13/06
JULY-24-1999



DECK REINFORCEMENT PLAN



STAGGER DIAGRAM FOR S19M04 OVER PIERS

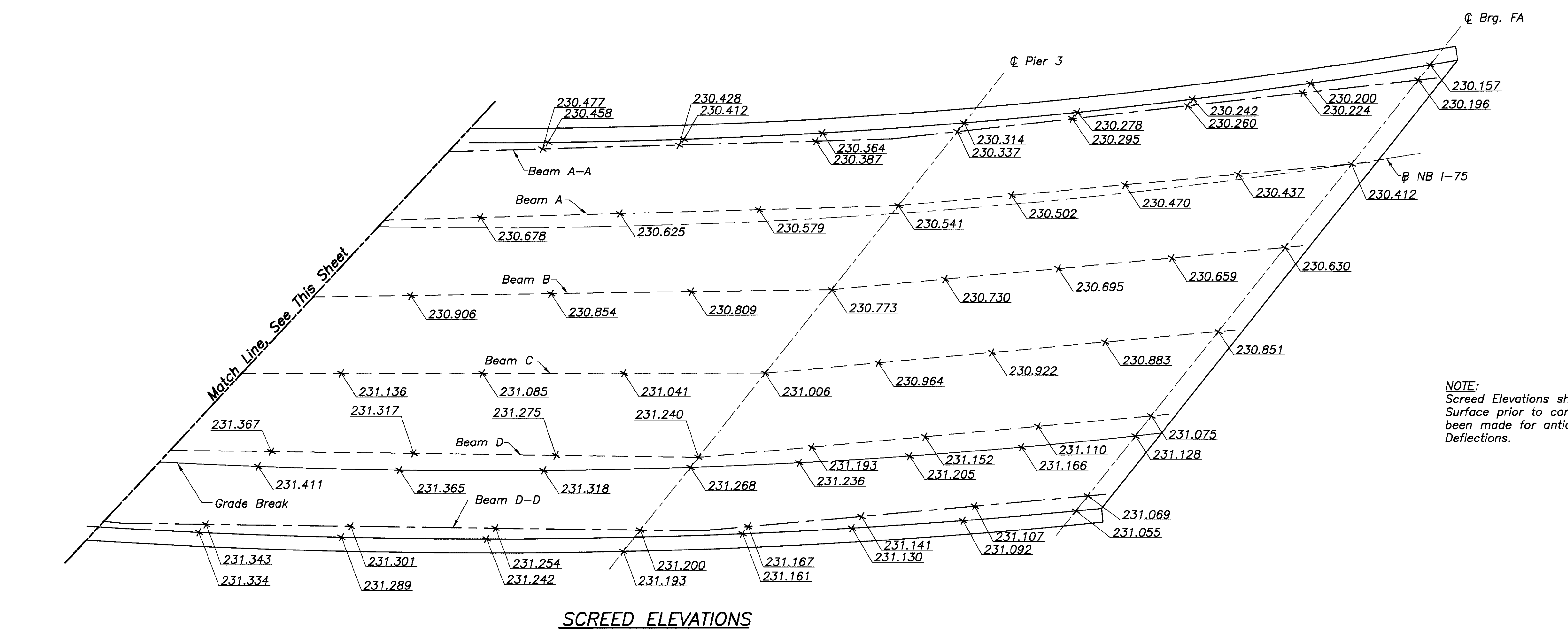
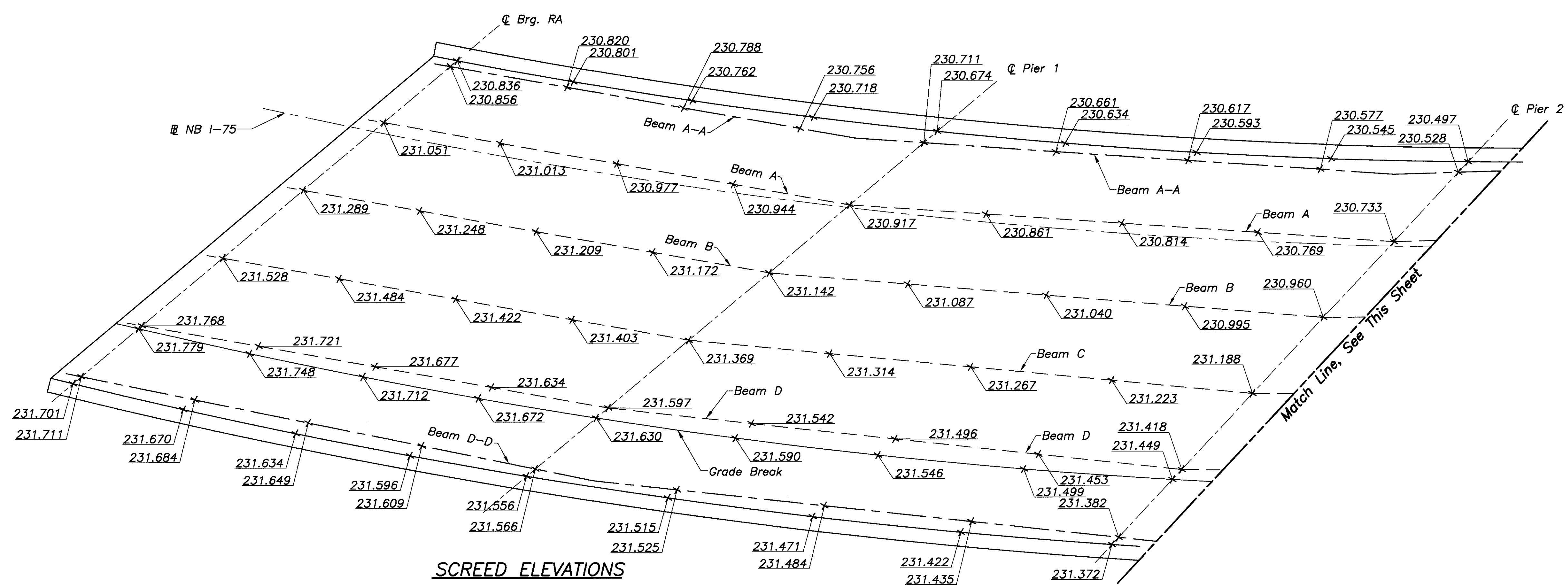


DECK REINFORCEMENT PLAN

NOTES:

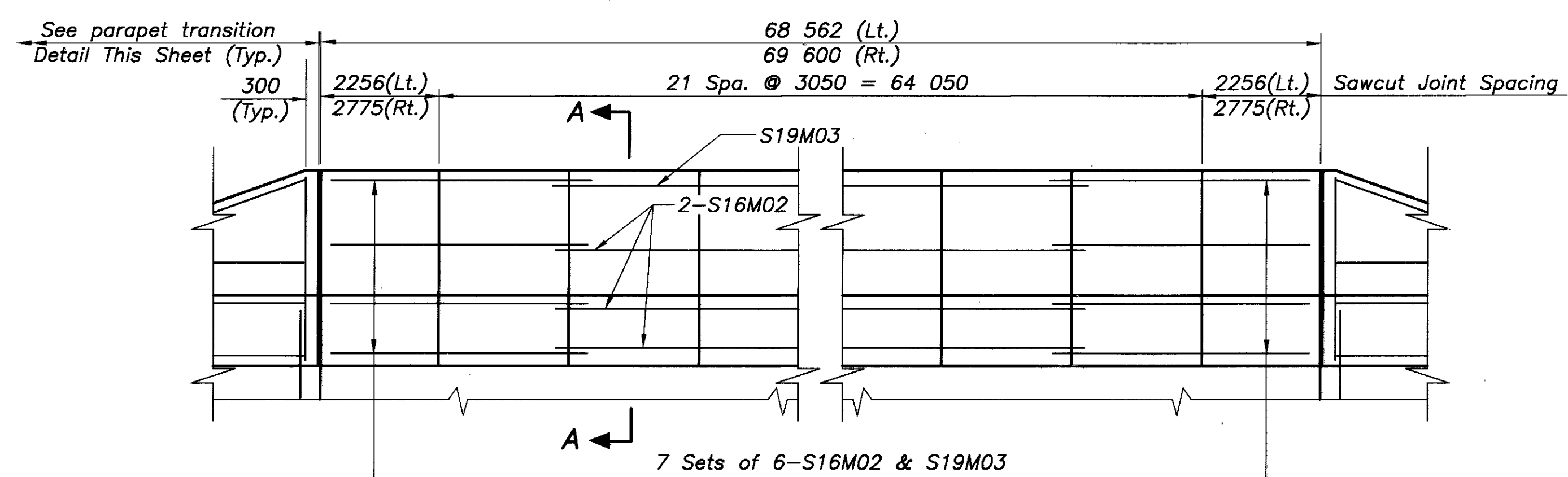
1. For Phase Construction Details see Sheet 2/16.
2. For Longitudinal Bar Spacings and Lap lengths see Transverse Section on sheet 12/16.
3. For Dimensions L1 & L2 see sheet 12/16.

PLOTTED VIEW = PLAN
 XREF# = NONE
 XREF# = NONE
 PLOT SCALE = 1:5 (Metric)
 CAD99-1 22402R.003 JULY-24-1999



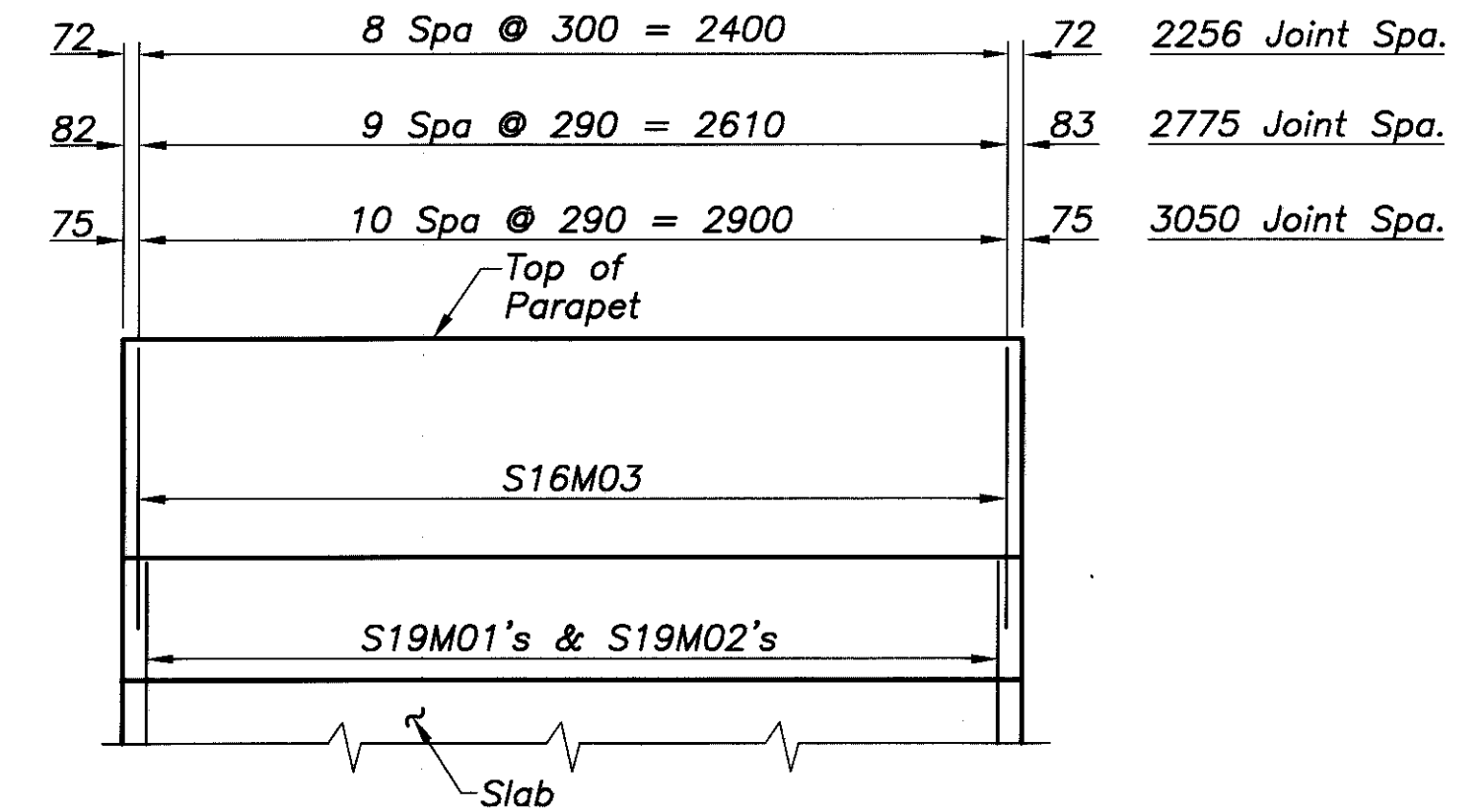
NOTE:
 Screed Elevations shown are for the Deck Slab Surface prior to concrete placement. Allowance has been made for anticipated calculated Dead Load Deflections.

PLOTTED VIEW = PLAN
 XREF # = NONE
 PLOT SCALE = 1/8" = 1'-0" (Metric)
 CAD99-1 24023015.DWG JUNE-23-1999

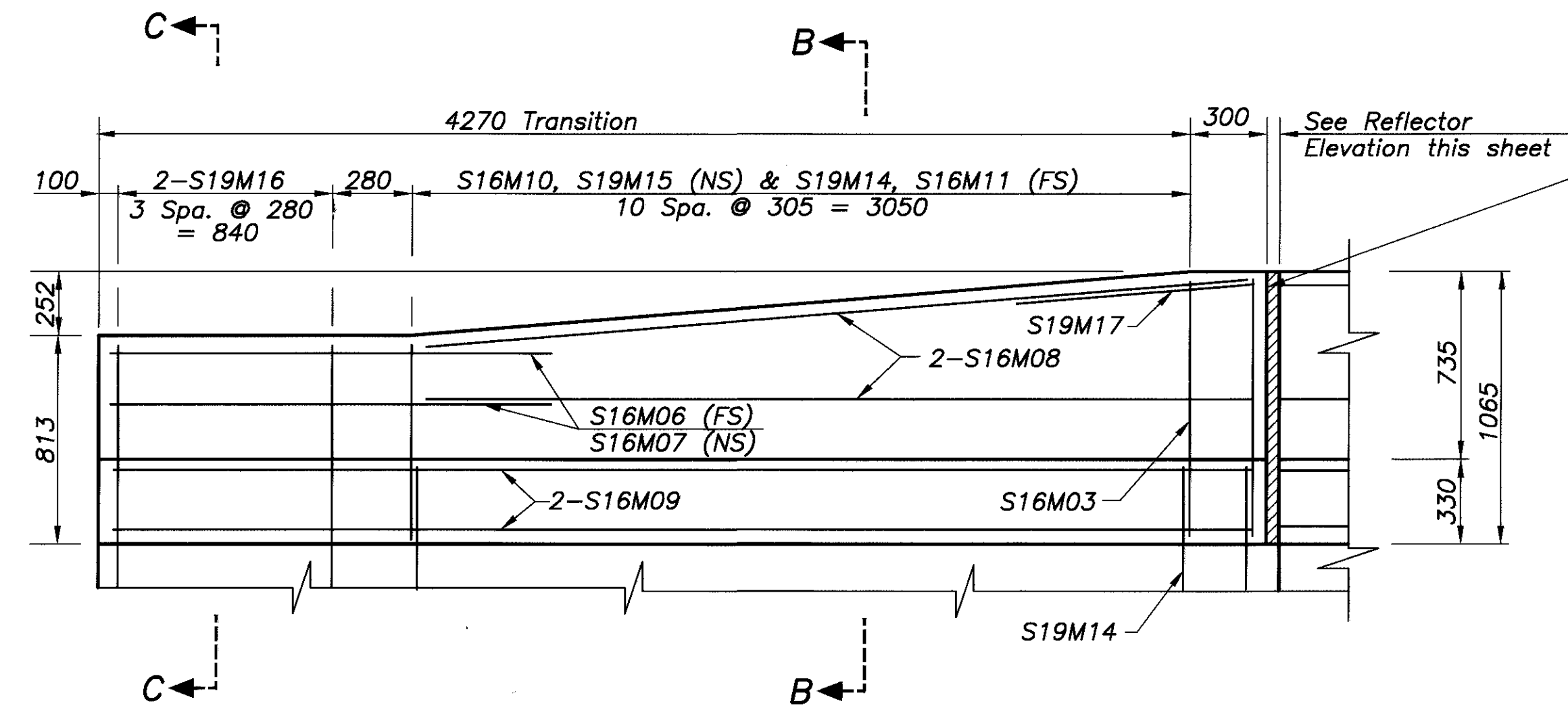


DEFLECTOR PARAPET ELEVATION

(For additional details, see parapet panel vertical reinforcing bar spacing diagram)



PARAPET PANEL VERTICAL REINFORCING DIAGRAM



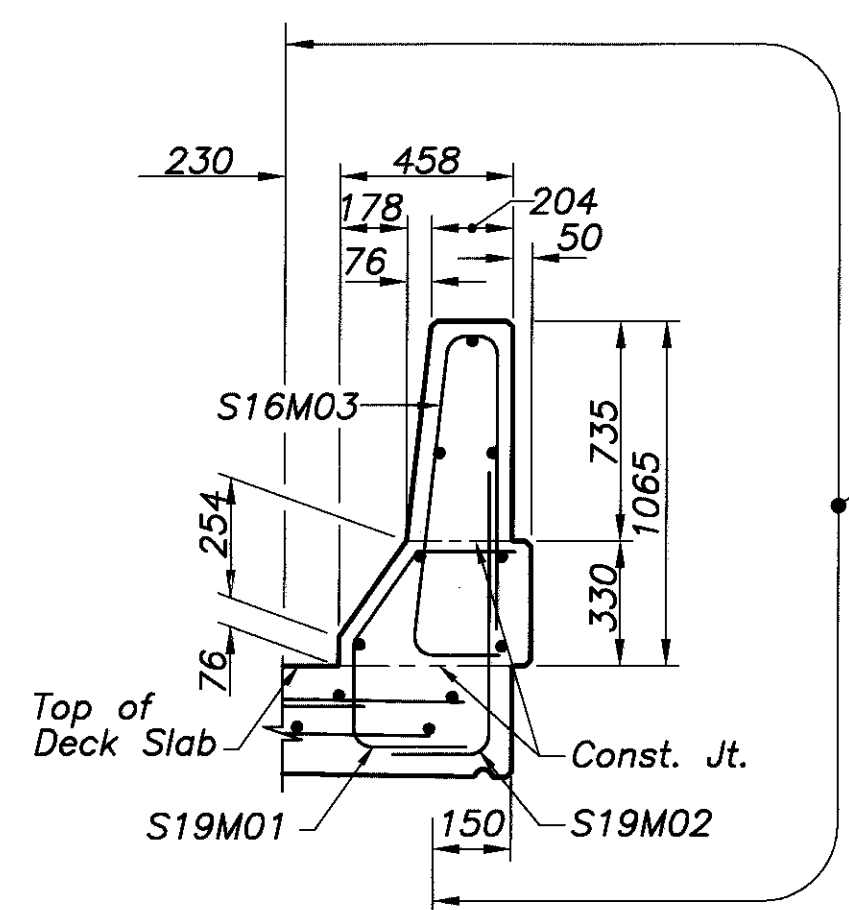
TYPICAL PARAPET TRANSITION DETAIL

NOTES:

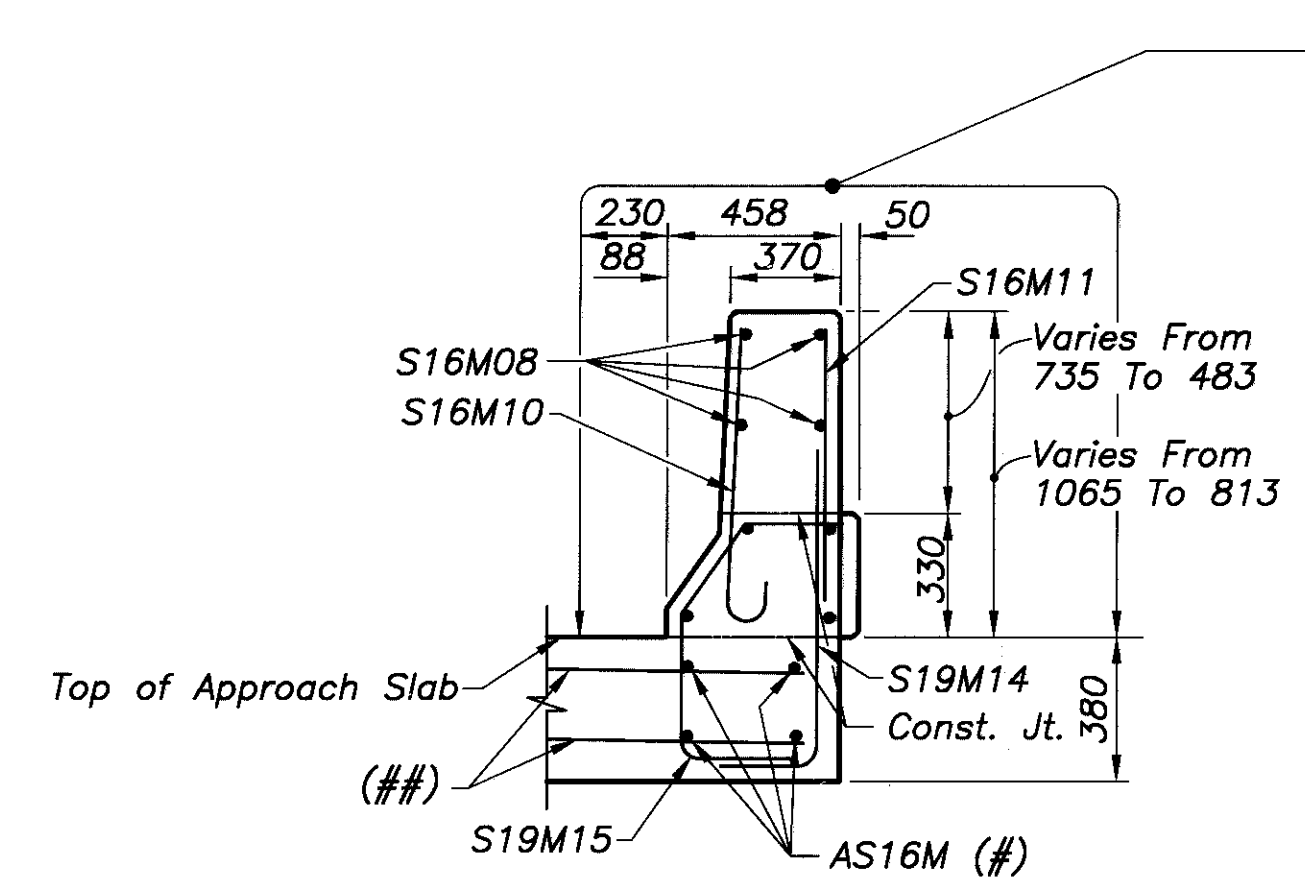
1. For details not shown, refer to Std. Dwg. BR-1M.
 2. All longitudinal bars in "parapet portion of" Sections B-B and C-C are S16M09 unless shown otherwise.
 3. All longitudinal bars in "parapet portion of" Section A-A are S16M02 unless shown otherwise.
 4. See this sheet for sealing of concrete surfaces limits.
 5. All reinforcement clearance shall be 50 mm.
- # AS16M bars in approach slab below parapet shall be 4450 mm long. Include payment with roadway item 611-Reinforced concrete approach slab, as per plan.
- ## Extend approach slab transverse bars as required. Include cost with roadway item 611-Reinforced concrete approach slab, as per plan.

LEGEND:

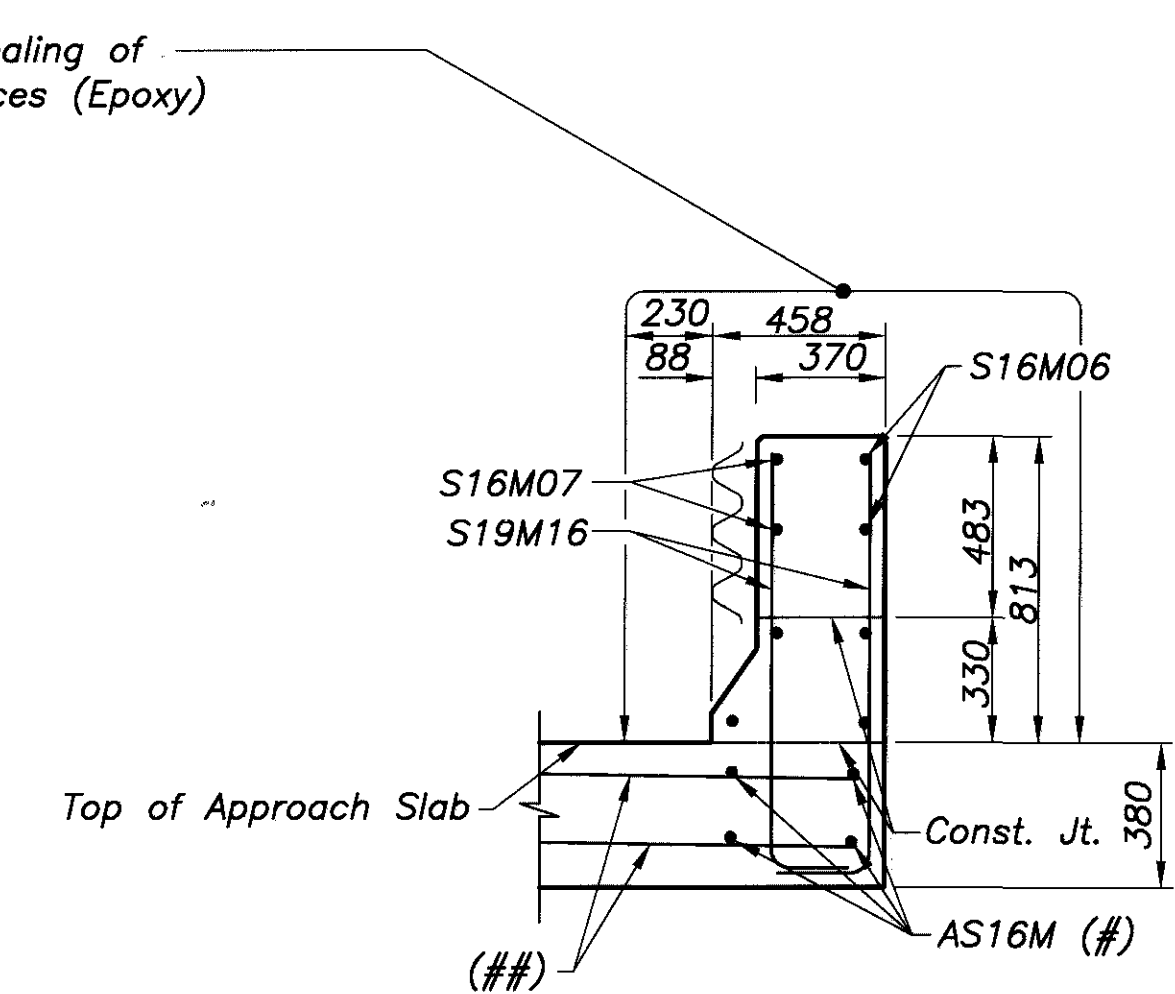
NS = Far side
 FS = Near side



SECTION A-A



SECTION B-B



SECTION C-C

Minimum Lap Lengths	
#13M	= 585
#16M	= 735
#19M	= 890

PLOTTED VIEW = PLAN
 XREF# = NONE
 CAD# = 22402R/PARA/DWG
 JUNE-17-1999

REINFORCING STEEL LIST

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
ABUTMENTS										
A16M01	66	70	136	3120	659	1	750	1700	750	
A16M02	21		21	5970	195	1	2700	650	2700	
	1		1	1670			550		550	
A16M03	Ser. Of		Ser. Of	to	45	1	70	650	70	70
	12		12	3210			1320		1320	
A16M04	1		1	3220	5	1	1325	650	1325	
	1		1	1670			550		550	
A16M05	Ser. Of		Ser. Of	to	26	1	70	650	70	120
	7		7	3110			1270		1270	
A16M06	1		1	3120	5	1	1275	650	1275	
A16M07	12		12	3960	74	1	1500	1040	1500	
A16M08	12		12	3510	65	1	1275	1040	1275	
A16M09	20	20	40	900	56	STR.				
A16M10	54	62	116	1160	209	2	400	800		
A16M11	8		8	4300	53	STR.				
A16M12	8		8	3350	42	STR.				
A16M13	8		8	6100	76	STR.				
A16M14	8		8	4500	56	STR.				
A16M15	6		6	1850	17	STR.				
A16M16	3		3	2800	13	STR.				
A16M17	2		2	5200	16	STR.				
A16M18	2		2	4750	15	STR.				
A16M19	1		1	3100	5	STR.				
A16M20	1		1	2650	4	STR.				
A16M21	1		1	5290	8	13	800	4500	700	
A16M22	1		1	4740	7	13	250	4500	700	
A16M23	2		2	3050	9	STR.				
A16M24	2		2	3550	11	STR.				
A16M25	1		1	1700	3	STR.				
A16M26	1		1	2200	3	STR.				
A16M27	1		1	3040	5	13	250	2800	700	
A16M28	1		1	3540	5	13	750	2800	700	
A16M29		8	8	6200	77	STR.				
A16M30		8	8	4800	60	STR.				
A16M31		6	6	2250	21	STR.				
A16M32		3	3	3150	15	STR.				
A16M33		8	8	4700	58	STR.				
A16M34		8	8	3650	45	STR.				
		1	1	1670			550		550	
A16M35	Ser. Of	Ser. Of	TO	42	1	1	70	650	70	55
	12	12	2880				1155		1155	
A16M36	1		1	2870	4	1	1150	650	1150	
	1		1	1670			550		550	
A16M37	Ser. Of	Ser. Of	TO	27	1	1	70	650	70	130
	7	7	3230				1330		1330	
A16M38	1		1	3220	5	1	1325	650	1325	
A16M39		14	14	6170	134	1	2800	650	2800	
A16M40		8	8	6470	80	1	2950	650	2950	
A16M41	13		13	4160	84	1	1600	1040	1600	
A16M42	13		13	3710	75	1	1375	1040	1375	
A16M43	2		2	5325	17	STR.				
A16M44	2		2	4625	14	STR.				
A16M45	1		1	3225	5	STR.				
A16M46	1		1	2525	4	STR.				
A16M47	1		1	5240	8	13	950	4300	600	
A16M48	1		1	4540	7	13	250	4300	600	
A16M49	2		2	3275	10	STR.				
A16M50	2		2	3875	12	STR.				
A16M51	1		1	2000	3	STR.				
A16M52	1		1	2600	4	STR.				
A16M53	1		1	3340	5	13	250	3100	775	
A16M54	1		1	3940	6	13	850	3100	775	
A16M55	1		1	1150	2	1	750	1700	750	
A16M56	3		3	2025	9	STR.				
A16M57		3	3	2275	11	STR.				
A25M01	8		8	4675	149	STR.				
A25M02	8		8	3725	118	STR.				
A25M03	4		4	4000	64	STR.				
A25M04	4		4	4500	72	STR.				
A25M05	4		4	5500	87	STR.				

MARK	NUMBER			LENGTH (mm)	WEIGHT (Kg)	TYPE	DIMENSIONS (mm)			
	Rear	Fwd.	Total				A	B	C	INC.
ABUTMENTS (Cont'd)										
A25M06	4		4	6400	102	STR.				
A25M07		8	8	5075	161	STR.				
A25M08		8	8	4025	128	STR.				
A25M09	4		4	5100	81	STR.				
A25M10	4		4	4275	68	STR.				
A25M11	4		4	5650	90	STR.				
A16M12	4		4	7000	111	STR.				
TOTAL = 3762										
PIERS										
SP13M01			1	4425	118	15	765	115		
SP13M02			1	5075	135	15	765	115		
SP13M03			1	3425	93	15	765	115		
SP13M04			1	4750	127	15	765	115		
SP13M05			1	4050	109	15	765	115		
SP13M06			1	4100	110	15	765	115		
P16M01			60	1050	98	STR.				
P16M02			224	900	313	STR.				
P19M01			96	2364	507	1	825	814	825	
P19M02			18	2128	86	16	450	450	375	
P19M03			2	2950	13	STR.				
P19M04			2	2725	12	STR.				
			1	2625						
P19M05		Ser. of	to	39	STR.				115	
		6	3200							
P19M06		8	3500	63	STR.					
P19M07		6	1150	15	STR.					
		1	2785							
P19M08		Ser. of	to	49	STR.				115	
		7	3475							
P19M09		6	2600	35	STR.					
P19M10		2	800	4	STR.					
P19M11		1	2650	6	STR.					
P19M12		1	1325	3	STR.					
P19M13		2	2825	13	STR.					
P19M14		2	2675	12	STR.					
P19M15		6	1200	16	STR.					
P19M16		4	3500	31	STR.					
P19M17		2	2775	12	STR.					
P19M18		2	2750	12	STR.					
P19M19		6	825	11	STR.					
P19M20		3	2600	17	STR.					
P25M01			56	2435	542	8	1875			
P25M02			4	3610	57	2	2950	725		
P25M03			4	3385	54	2	2725	725		
P25M04			4	2950	47	STR.				
P25M05			4	2725	43	STR.				
P25M06			54	1350	290	STR.				
			1	2500						
P25M07		Ser. of	to	89	STR.				125	
		8	3125							
P25M08		1	2550	10	STR.					
P25M09		1	1350	5	STR.					
		1	9000							
P25M10		Ser. of	to	108	STR.				75	
		3	9150							
P25M11		1	5925	24	STR.					
P25M12		1	2775	11	STR.					
P25M13		2	5200	41	STR.					
P25M14		1	3075	12	STR.					
		1	9475							
P25M15		Ser. of	to	114	STR.				75	
		3	9625							
P25M16		2	850	7	STR.					
P25M17		4	3485	55	2	2825	725			
P25M18		4	3335	53	2	2675	725			
P25M19		4	2825	45	STR.					
P25M20		4	2675	43	STR.					
		1	1500							
P25M21		Ser. of	to	88	STR.				105	
		11	2550							
P25M22		6	2800	67	STR.					
P25M23		1	2050	8	STR.					
P25M24		1	1250	5	STR.					