

**DESIGN SPECIFICATIONS:**

NEW WORK FOR THESE STRUCTURES CONFORMS TO THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, 2002 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

**PROTECTION OF TRAFFIC:**

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT HIS PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR FOR APPROVAL.

THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. EXISTING VERTICAL CLEARANCES SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR.

**REFERENCES:**

REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT 2005 CONSTRUCTION AND MATERIAL SPECIFICATIONS:

- ITEM 448 - ASPHALT CONCRETE
- ITEM 516 - EXPANSION AND CONTRACTION JOINTS, JOINT SEALERS AND BEARING DEVICES
- ITEM 519- PATCHING CONCRETE STRUCTURES
- ITEM 526 - APPROACH SLABS

REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT SUPPLEMENTAL SPECIFICATIONS:

- 843 DATED 04/18/03 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR
- 847 DATED 04/15/05 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING
- 848 DATED 04/15/05 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRODEMOLITION

REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT PROPOSAL NOTE:

PROPOSAL NOTE 522 DATED 05/22/97 - CONCRETE REPAIR BY EPOXY INJECTION

REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT STANDARD DRAWINGS:

- EXJ-4-87 REVISED 07/19/02
- EXJ-2-81 REVISED 07/19/02
- BR-1 REVISED 07/19/02
- BR-2-98 REVISED 07/19/02

**DECK PROTECTION METHOD:**

MICRO-SILICA MODIFIED CONCRETE OVERLAY

**MAINTENANCE OF TRAFFIC:**

TRAFFIC SHALL BE MAINTAINED. REFERENCE SHALL BE MADE TO THE PROJECT OF MAINTENANCE OF TRAFFIC PLANS AND NOTES. ALL WORK TO BE DONE IN STAGES CONSISTANT WITH THE MAINTENANCE OF TRAFFIC REQUIREMENTS.

**EXISTING STRUCTURE VERIFICATION**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

**UTILITY LINES:**

ALL EXPENSE INVOLVED IN RELOCATION OF THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY. THE CONTRACTOR AND UTILITY ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

**DESIGN STRESSES:**

- CLASS S CONCRETE - COMPRESSIVE STRENGTH 4500 PSI (28 DAY) (PARAPETS, CURBS ON BRIDGES AND DECK SLABS)
- CLASS C CONCRETE - COMPRESSIVE STRENGTH 4000 PSI (28 DAY) (SUBSTRUCTURE)
- STRUCTURAL STEEL - ASTM-A36-YIELD STRENGTH 36,000 PSI
- REINFORCING STEEL - ASTM A615, OR A617, EPOXY COATED GRADE 60 - MINIMUM YIELD STRENGTH 60,000 PSI.

**STAGE CONSTRUCTION:**

REFER TO ROADWAY PLANS FOR STAGED CONSTRUCTION NOTES AND DETAILS.

**ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN**

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN: PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

**ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAYS**

THE FOLLOWING STRUCTURES ARE TO RECEIVE MICRO-SILICATE MODIFIED CONCRETE OVERLAYS USING HYDRO-DEMOLITION AS PART OF THIS PROJECT AS NOTED ABOVE:

- BRIDGE # HAM-562-0065L&R
- BRIDGE # HAM-562-0121L&R
- BRIDGE # HAM-562-0147L&R

FOR DESIGN DIMENSIONS AND OTHER WORK ON THESE STRUCTURES, SEE SECTION 15.4, 15.5 & 15.6 RESPECTIVELY. OVERLAY WORK SHALL CONFORM TO SS 848 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION AND WITH THE FOLLOWING CONDITIONS AND REVISIONS:

- A. TWO TEST SLABS WILL BE REQUIRED IN ACCORDANCE WITH SS 848 IF A PERIOD OF 30 DAYS OR MORE HAS ELAPSED SINCE THE POURING OF THE TEST SLABS OR ANY OVERLAY OPERATION AS PART OF THIS PROJECT.
- B. THE MAXIMUM AMOUNT OF OVERLAY MATERIAL TO BE CARRIED BY ANY ONE VEHICLE DURING THE OVERLAY OPERATIONS IS 6 CY.
- C. SEE SECTION 848.18: THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.
- D. SEE SECTION 848.21: THE FINAL SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY. HAND CHIPPING IS FOR THE PURPOSE OF CHIPPING AREAS WHERE THE HYDRO-DEMOLITION MACHINE DOES NOT HAVE ACCESS. IF THE DESIRED DEPTH IS ACHIEVED BY HYDRO-DEMOLITION, NO FURTHER REMOVAL IS NECESSARY.
- E. SEE SECTION 848.23: FULL DEPTH REPAIR WILL NOT BE REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.
- F. SEE SECTION 848.29: THE WET CURE TIME IS REDUCED FROM 72 HOURS TO A MINIMUM OF 24 HOURS. THE WET CURE SHALL EXTEND BEYOND THE 24 HOUR PERIOD UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED. AFTER THE WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL 705.07, TYPE 1 OR ID, AS PER CMS 511.14 METHOD (B) MEMBRANE CURING. THE DECK SURFACE MUST BE DRY PRIOR TO PLACEMENT OF THE CURING MATERIAL. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE MSC WORK, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE MSC, AND SHALL HAVE 24 HOURS FROM REMOVAL OF THE WET CURE TO APPLY THE MEMBRANE CURING COMPOUND.
- G. SEE SECTION 848.29: TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PSI.
- H. SEE SECTION 848.30: THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.
- I. SEE SECTION 848.31: FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF TWO TESTS IS NOT LESS THAN 650 PSI. (TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI).
- J. MECHANICAL MEANS MAY BE USED TO REMOVE THE EXISTING RIGID OVERLAY AND TOP 0.5 INCH OF THE ORIGINAL DECK. THE REMAINING 0.5 INCH OF ORIGINAL DECK SHALL BE REMOVED BY HYDRO-DEMOLITION.

PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER "ITEM - SPECIAL BRIDGE DECK CONCRETE OVERLAYS." AN ESTIMATED QUANTITY FOR EACH BRIDGE IS AS FOLLOWS:

- BRIDGE # HAM-562-0065L&R - 34 CY
- BRIDGE # HAM-562-0121L&R - 39 CY
- BRIDGE # HAM-562-0147L&R - 252 CY

A QUANTITY OF 325 C.Y. SHALL BE PROVIDED. THIS QUANTITY IS AN ESTIMATE OF THE TOTAL AMOUNT NEEDED ON THE PROJECT, REGARDLESS OF QUANTITIES SHOWN ABOVE.

**BRIDGE DECK REPAIR AND OVERLAY USING SCARIFICATION**

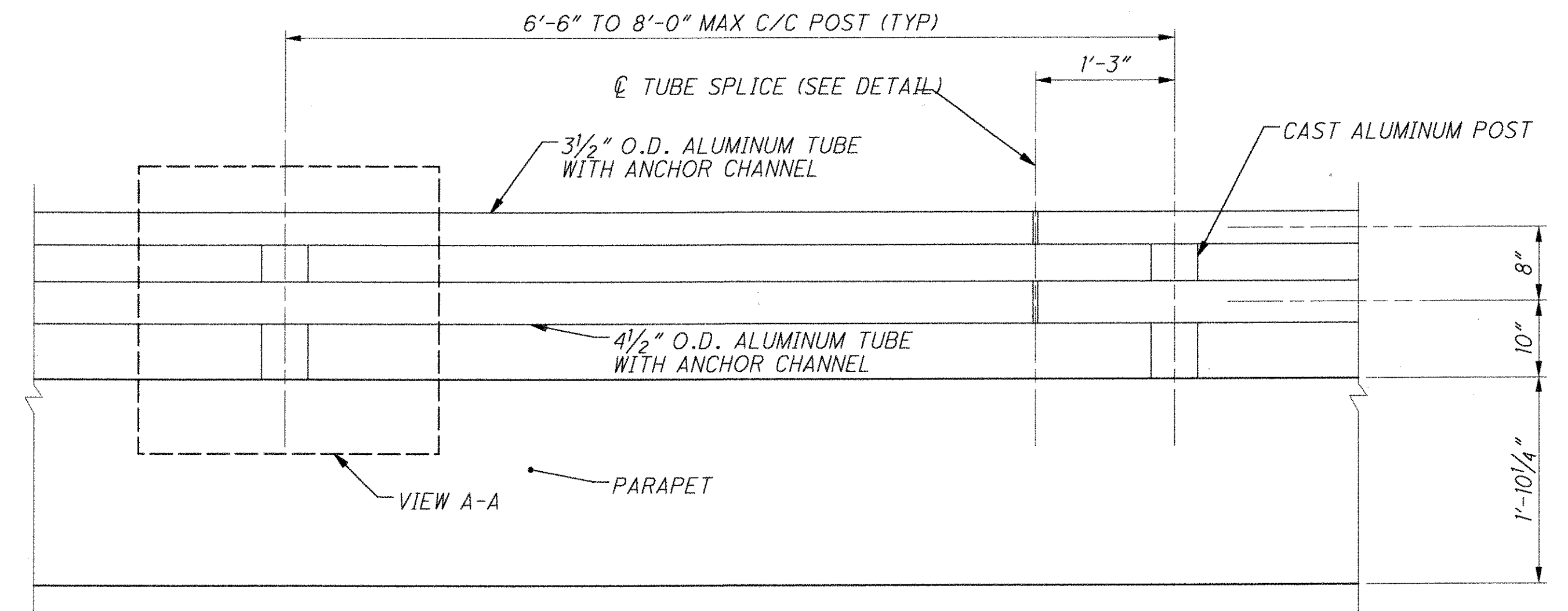
THE FOLLOWING STRUCTURES ARE TO RECEIVE MICRO-SILICATE MODIFIED CONCRETE OVERLAYS USING SCARIFICATION AS PART OF THIS PROJECT AS NOTED ABOVE:

- BRIDGE # HAM-562-0004L, OVER IR-75

REMOVE EXISTING OVERLAY PLUS ONE-HALF INCH OF ORIGINAL CONCRETE ON THE DECK AND APPROACH SLABS BY SCARIFICATION AND REPLACE WITH A MSC. THIS WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SS 847 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING WITH THE FOLLOWING CONDITIONS AND REVISIONS:

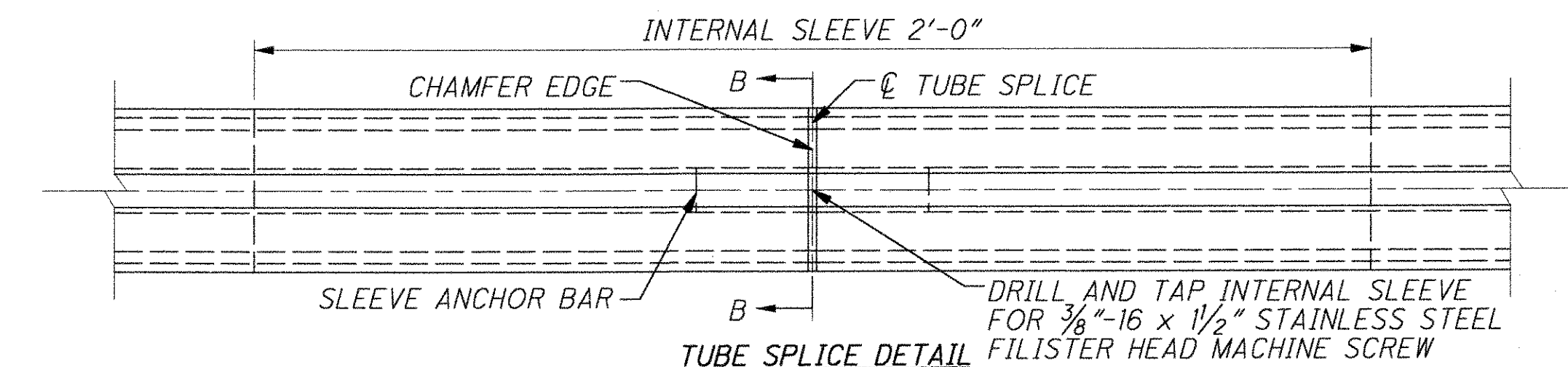
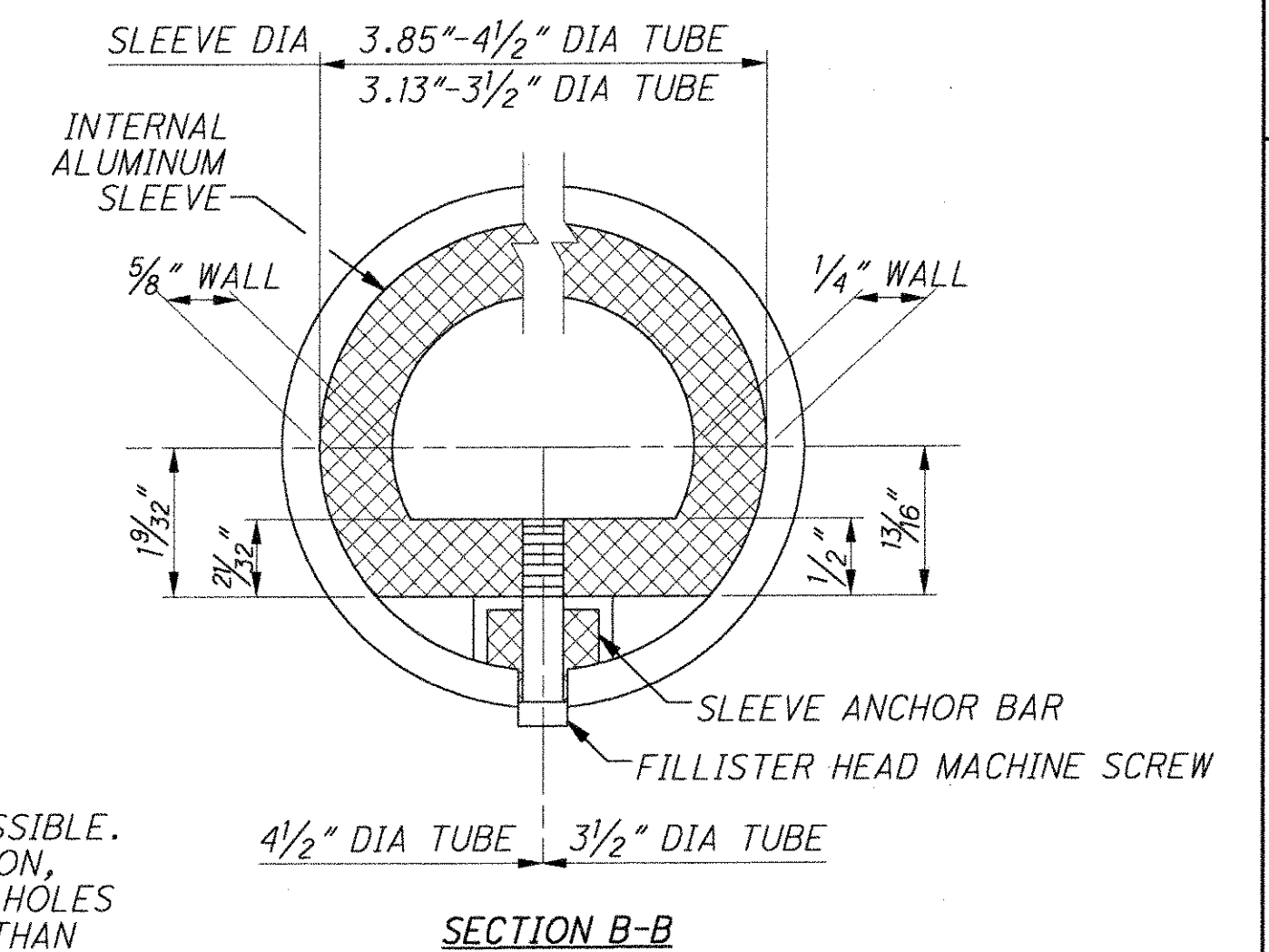
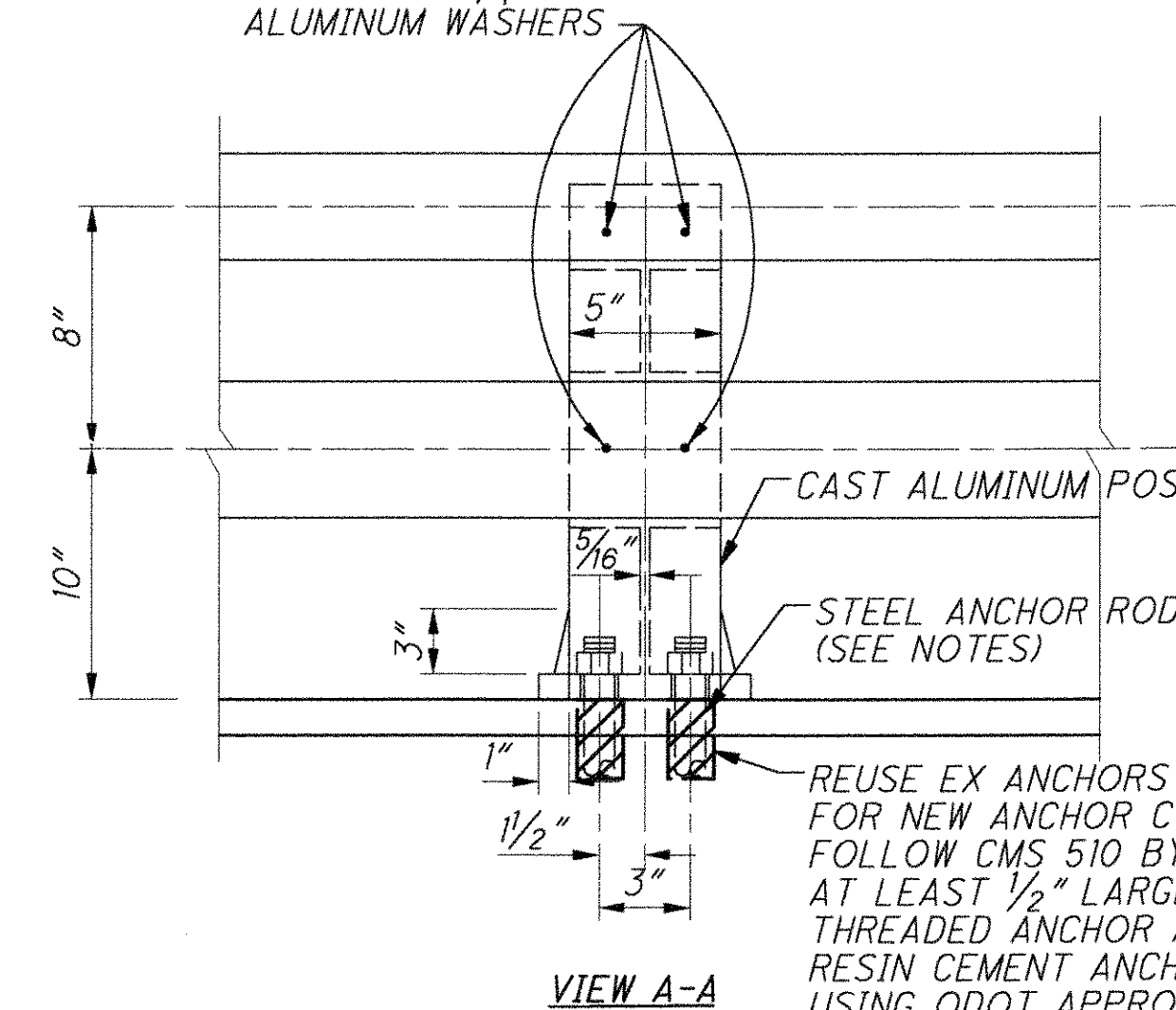
- A. TWO TEST SLABS WILL BE REQUIRED IN ACCORDANCE WITH SS 848 IF A PERIOD OF 30 DAYS OR MORE HAS ELAPSED SINCE THE POURING OF THE TEST SLABS OR ANY OVERLAY OPERATION AS PART OF THIS PROJECT.
- B. THE MAXIMUM AMOUNT OF OVERLAY MATERIAL TO BE CARRIED BY ANY ONE VEHICLE DURING THE OVERLAY OPERATIONS IS 6 CY.
- C. SEE SECTION 847.16: THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.
- D. SEE SECTION 847.17: CHIPPING SHALL NOT BE USED. ONCE THE EXISTING NOMINAL OVERLAY HAS BEEN REMOVED AS DETERMINED BY THE ENGINEER, THE USE OF MECHANICAL EQUIPMENT SHALL CEASE. AREAS OF OBVIOUSLY LOOSE CONCRETE SHALL BE REMOVED BY HAND METHODS SUCH AS HAMMERS, SPUD BARD, ETC. TO THE SATISFACTION OF THE ENGINEER. FURTHER SOUNDING IS NOT REQUIRED.
- E. SEE SECTION 847.19: REMOVAL OF LOOSE CONCRETE SHALL BE KEPT TO LESS THAN HALF THE DECK THICKNESS. FULL DEPTH REPAIR SHALL NOT BE REQUIRED.
- F. SEE SECTION 847.25: THE WET CURE TIME IS REDUCED FROM 72 HOURS TO A MINIMUM OF 24 HOURS. THE WET CURE SHALL EXTEND BEYOND THE 24 HOUR PERIOD UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED. AFTER THE WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL 705.07, TYPE 1 OR ID, AS PER CMS 511.14 METHOD (B) MEMBRANE CURING. THE DECK SURFACE MUST BE DRY PRIOR TO PLACEMENT OF THE CURING MATERIAL. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE MSC WORK, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE MSC, AND SHALL HAVE 24 HOURS FROM REMOVAL OF THE WET CURE TO APPLY THE MEMBRANE CURING COMPOUND.
- G. SEE SECTION 847.25: TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PSI.
- H. SEE SECTION 847.26: THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.
- I. SEE SECTION 847.27: FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF TWO TESTS IS NOT LESS THAN 650 PSI. (TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI).

PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM "SPECIAL - STRUCTURE REHABILITATION."



**INSIDE ELEVATION OF RAILING**

ATTACH ALUMINUM TUBE TO POST USING 3/16"-14 x 1/4" STAINLESS STEEL HEX-HEAD CAP SCREWS WITH 1/4" DIA ALUMINUM WASHERS



**DESIGN DATA:**

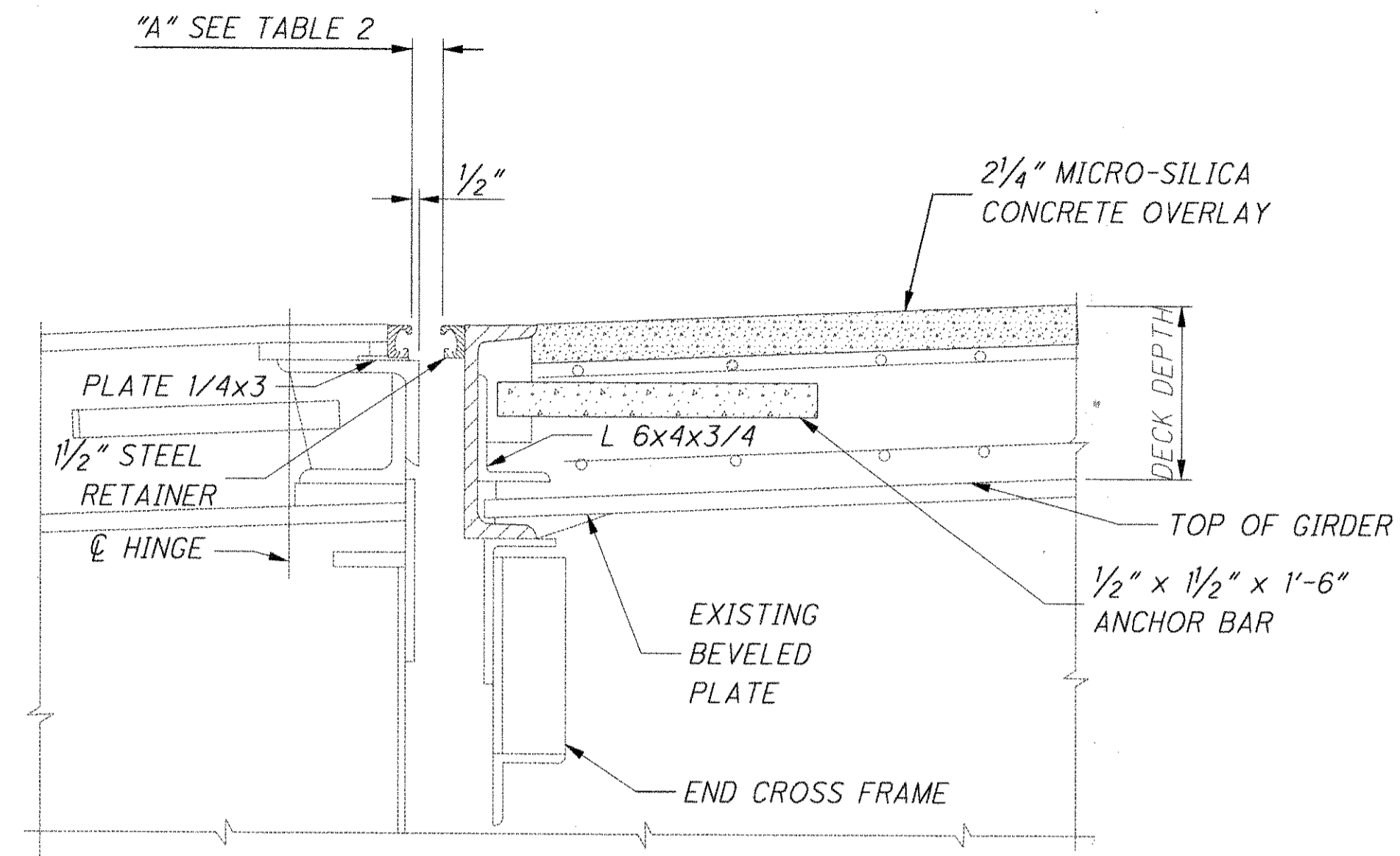
ALUMINUM: UNIT STRESSES: TUBES = 21,000 P.S.I.  
POST = 6,000 P.S.I.  
CONCRETE CLASS S: UNIT STRESS = 1,200 P.S.I.  
REINFORCING STEEL: ASTM A615, A616 OR A617, GRADE 60.  
UNIT STRESS 24,000 P.S.I.

**MATERIAL:**

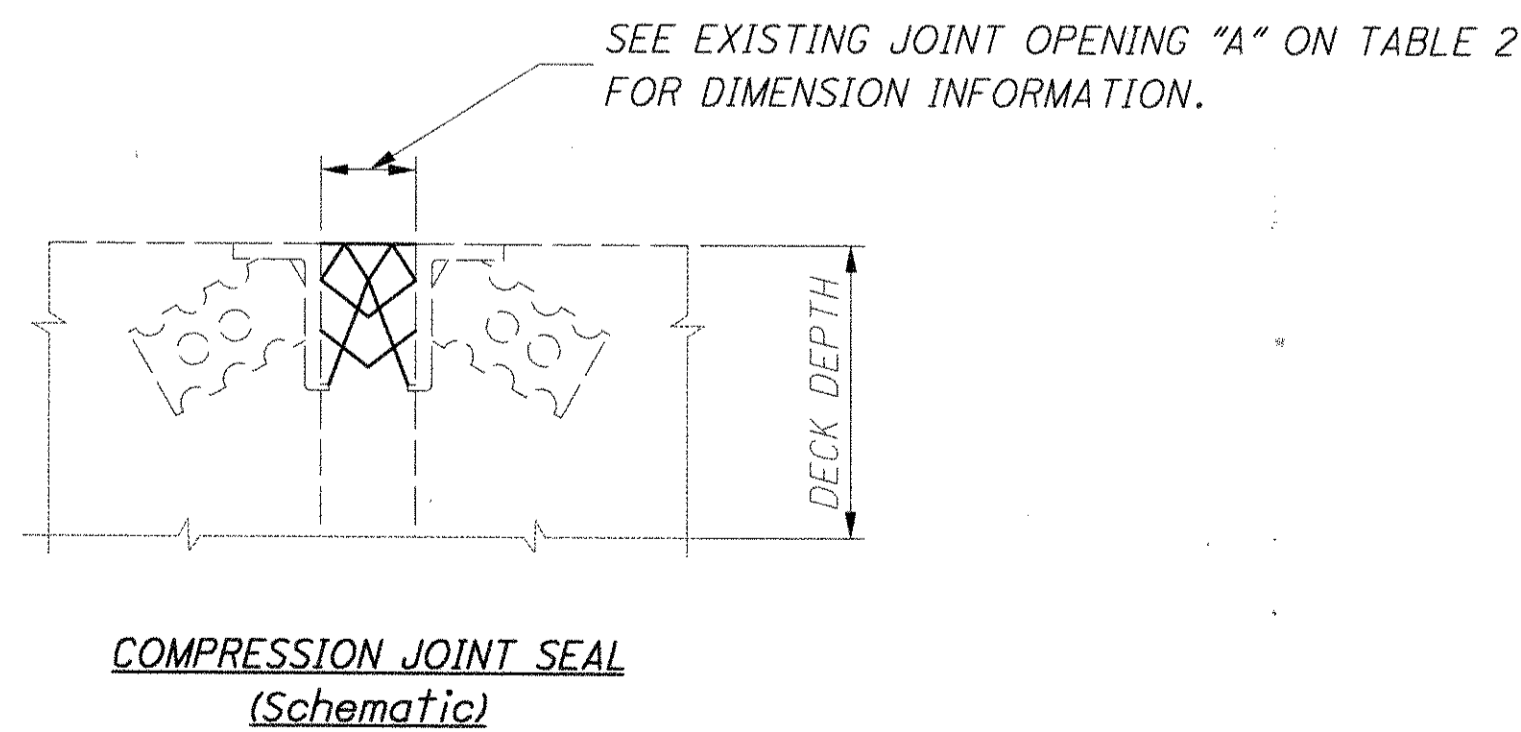
RAILING POSTS SHALL BE PERMANENT MOLD CASTINGS, TUBES, INTERNAL SLEEVES AND ANCHOR BARS SHALL CONFORM TO ASTM B221, 6061-T6 OR 6351-T5.

**ANCHORS:**

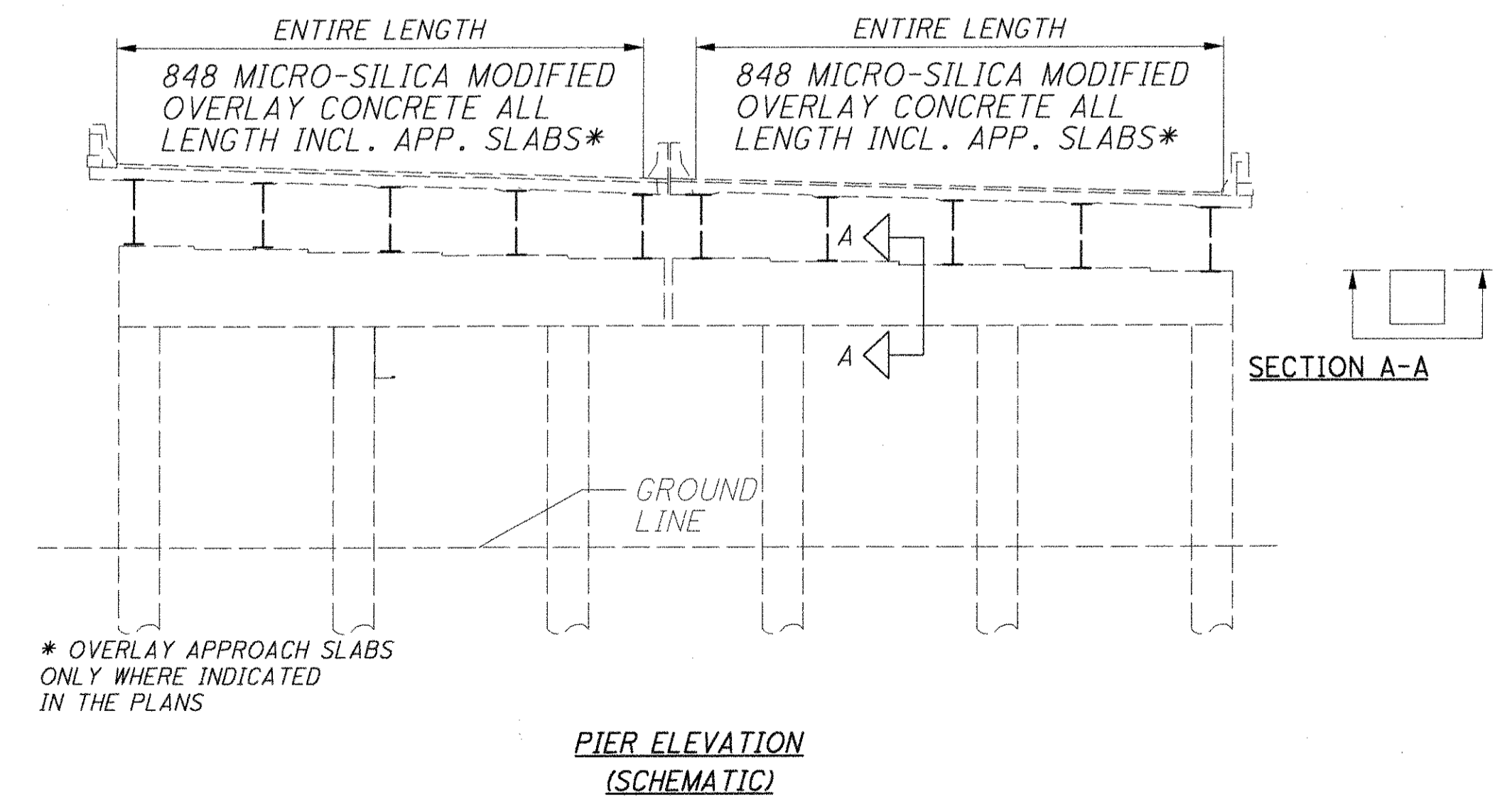
HEXAGONAL NUTS, WASHERS AND A MINIMUM OF 6" OF THE THREADED END OF ANCHOR RODS SHALL BE GALVANIZED. ANCHOR RODS, AS FABRICATED, SHALL HAVE THE FOLLOWING MINIMUM DIMENSIONS AND MECHANICAL PROPERTIES.  
DIAMETER AT ROOT OF THREADS = 0.620"  
STRAIGHT PORTION OF ROD = 1'-0" LONG  
HOOK AT BOTTOM = 2 1/2"-90° BEND  
ANCHOR TENSILE STRENGTH = 21,000 LBS  
HEXAGONAL NUT SHALL DEVELOP THE TENSILE STRENGTH OF THE ANCHOR ROD.  
CAP SCREWS SHALL BE STAINLESS STEEL, ASTM A276, TYPE 410 WITH A MINIMUM YIELD STRENGTH OF 80,000 P.S.I.  
FILLISTER HEAD MACHINE SCREWS SHALL BE STAINLESS STEEL, ASTM A276, TYPE 302 WITH A MINIMUM YIELD STRENGTH OF 45,000 P.S.I.



**STRIP SEAL JOINT**  
(Schematic)



**COMPRESSION JOINT SEAL**  
(Schematic)

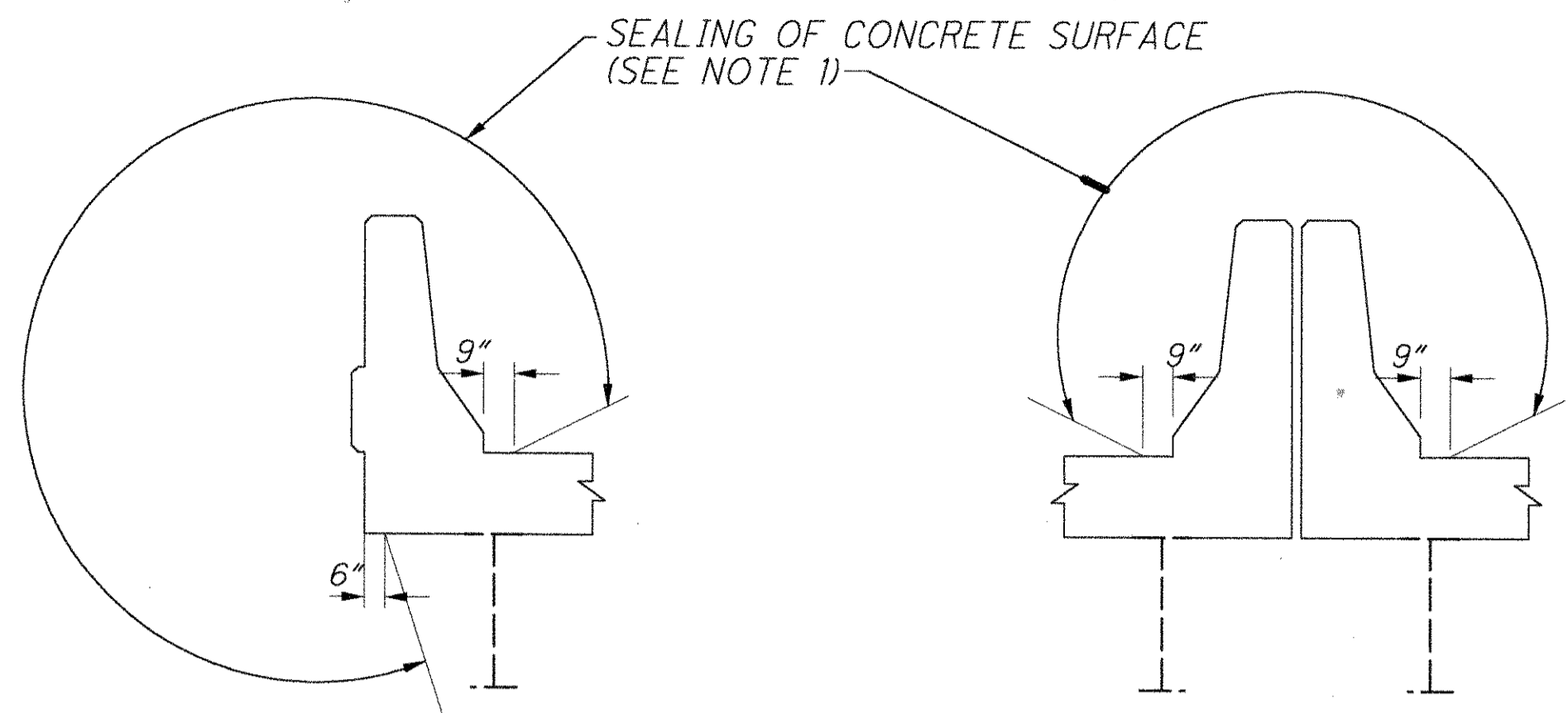


**TABLE 1: MOVEMENT TABLE**

MODEL NUMBER	TOTAL MOVEMENT		JOINT WIDTH "A"				MIN. INSTALL WIDTH	
			MIN		MAX			
	Inches	mm	Inches	mm	Inches	mm	Inches	mm
WA400	1.775	45	1.625	42	3.400	87	2.500	64
WJ450	2.000	51	1.820	47	3.820	97	2.563	66
SE400	4.000	102	0	0	4.000	102	1.500	38
SE500	5.000	127	0	0	5.000	127	2.000	51
WA175	0.800	21	0.687	18	1.487	38	1.000	25

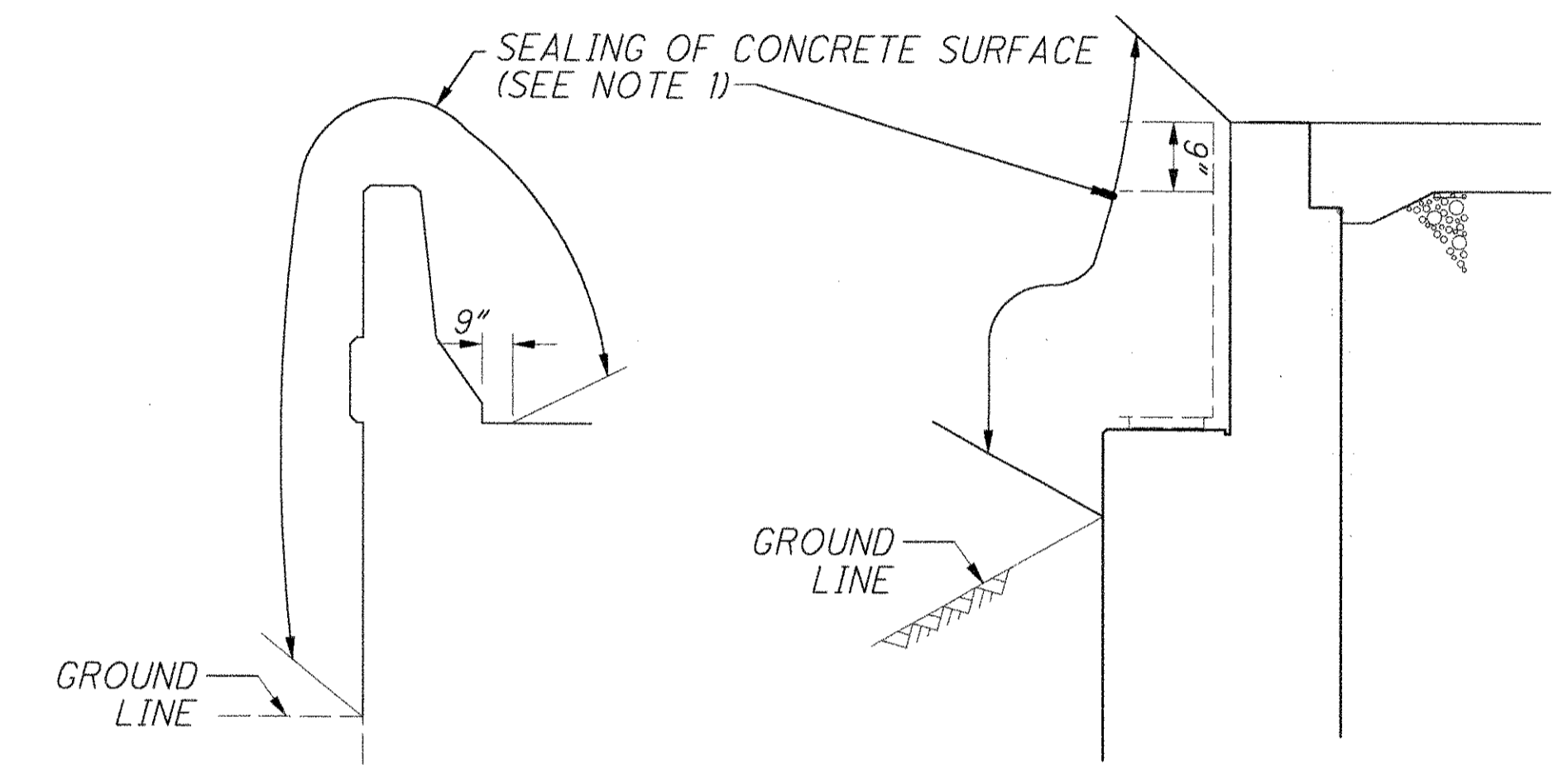
**TABLE 2: PROPOSED MATERIALS**

STRUCTURE #	JOINT LOCATION	PROPOSED SEAL TYPE	PROPOSED SEAL MODEL	ESTIMATED LINEAR FOOT	EXISTING JOINT OPENING "A"
HAM-562-0065 L	REAR ABUTMENT	COMPRESSION	WA400	45.00	3-1/8"
HAM-562-0065 L	FORWARD ABUTMENT	COMPRESSION	WJ450	45.00	3-3/8"
HAM-562-0065 R	REAR ABUTMENT	COMPRESSION	WJ450	45.00	3-1/4"
HAM-562-0065 R	FORWARD ABUTMENT	COMPRESSION	WJ450	45.00	3-1/4"
HAM-562-0147 L	INTERMEDIATE JOINT #1	STRIP	SE400	40.00	3-1/8" TO 3-1/4"
HAM-562-0147 L	INTERMEDIATE JOINT #2	STRIP	SE400	40.00	3" TO 3-1/2"
HAM-562-0147 L	INTERMEDIATE JOINT #3	STRIP	SE500	40.00	4-1/8" TO 4-3/4"
HAM-562-0147 R	INTERMEDIATE JOINT #1	STRIP	SE500	45.00	4"
HAM-562-0147 R	INTERMEDIATE JOINT #2	STRIP	SE400	40.00	2-3/4"
HAM-562-0147 R	INTERMEDIATE JOINT #3	STRIP	SE500	40.00	4" TO 4-1/4"
HAM-562-0179	PIER 2	COMPRESSION	WA175	60.00	1-1/4"



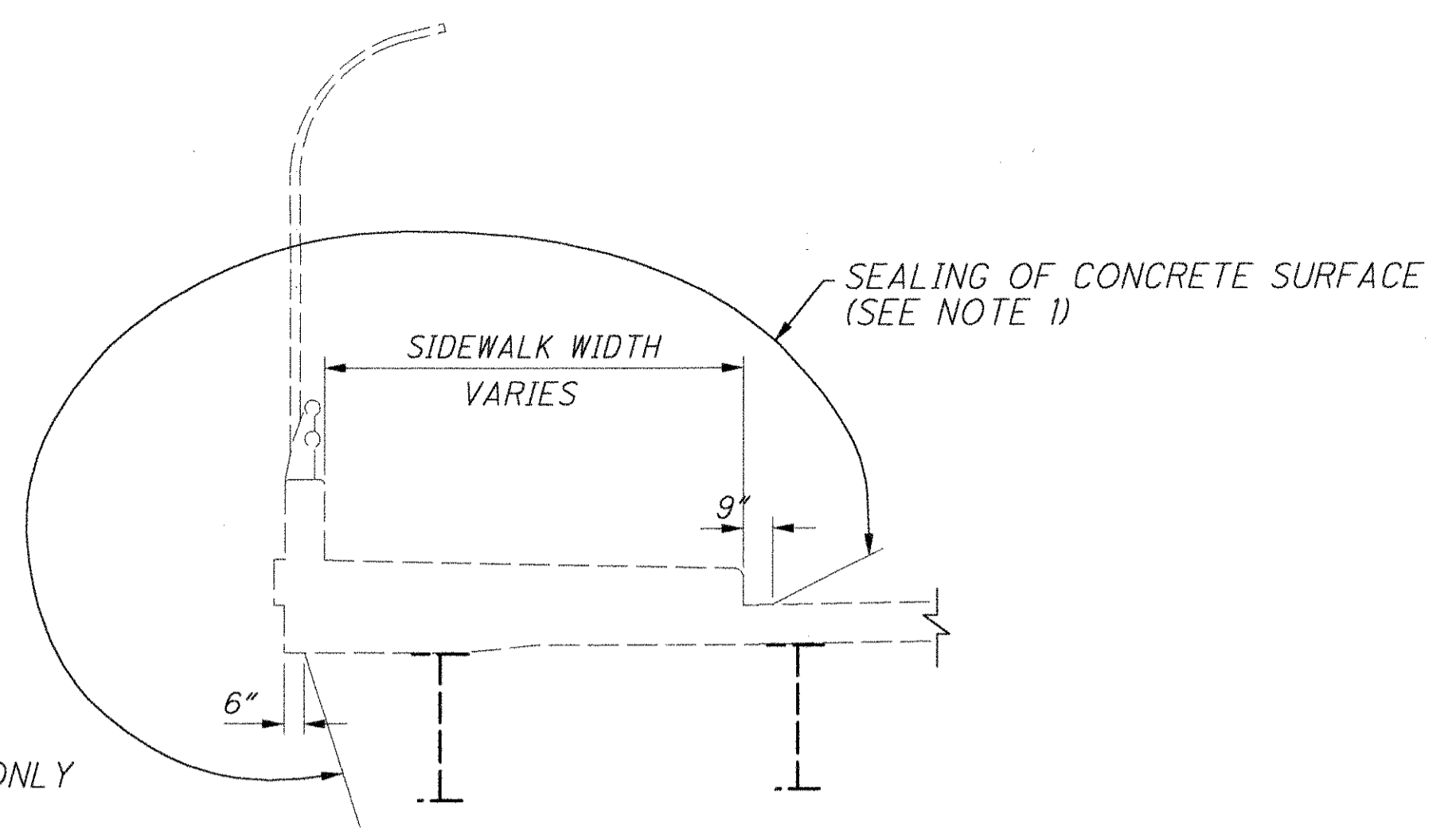
OUTSIDE DECK PARAPET

INSIDE DECK PARAPET



WINGWALLS

STUB ABUTMENT REVEAL  
BY FULL ABUTMENT WIDTH

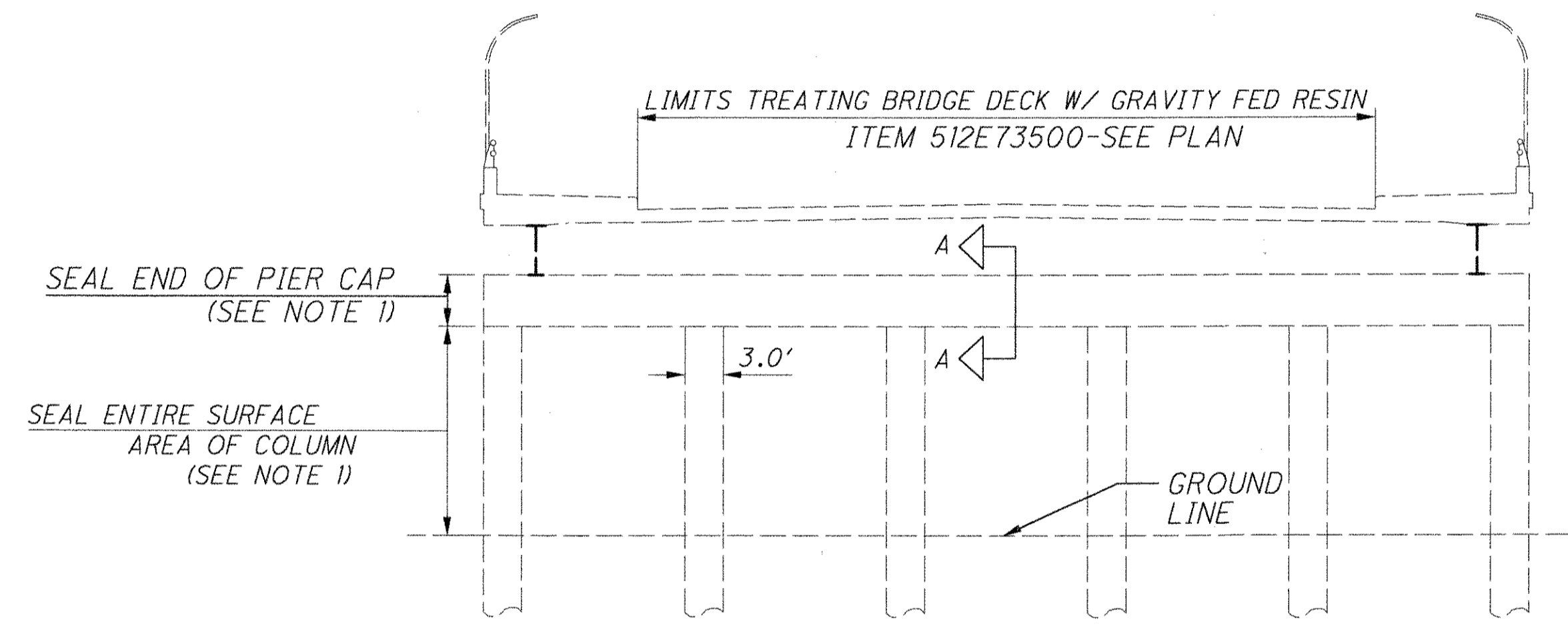


\* SEAL INTERIOR (TRAFFIC SIDE) ONLY

SIDEWALK AND PARAPET SEALING LIMITS ①

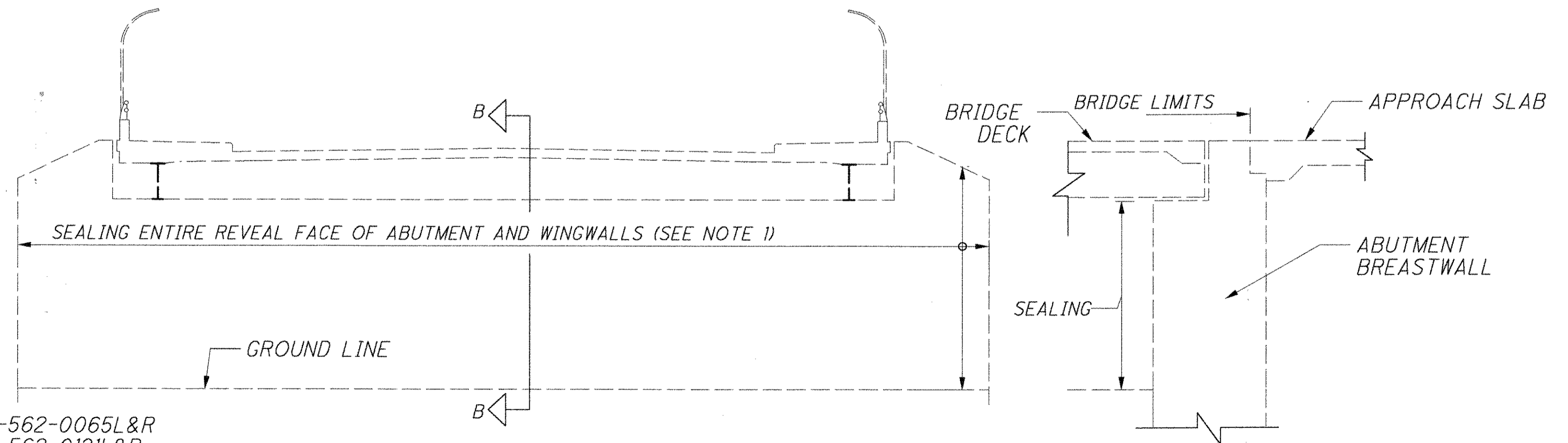
- HAM-562-0004L\*
- HAM-562-0065L&R
- HAM-562-0121L&R
- HAM-562-0147L&R\*
- HAM-562-0179
- HAM-562-0211 (Schematic)
- HAM-562-0227
- HAM-562-0253
- HAM-562-0275

- NOTES:
- SEALING TO BE PER ITEM SPECIAL (512E67510) SEALING OF CONCRETE SURFACES EPOXY-URETHANE.
  - SEE GENERAL NOTES ON SH. 65/80



② PIER ELEVATION SEALING LIMITS  
(Schematic)

- HAM-562-0065L&R
- HAM-562-0179
- HAM-562-0227
- HAM-562-0211
- HAM-562-0275
- HAM-562-0253



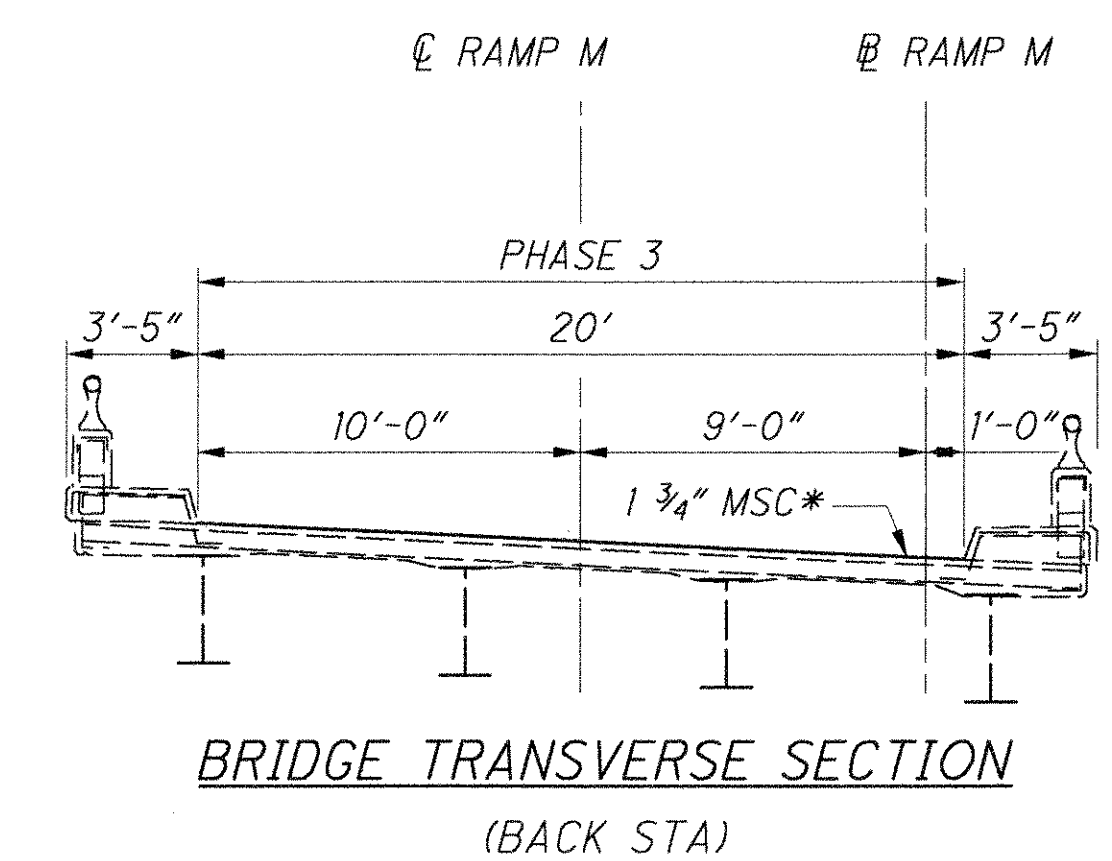
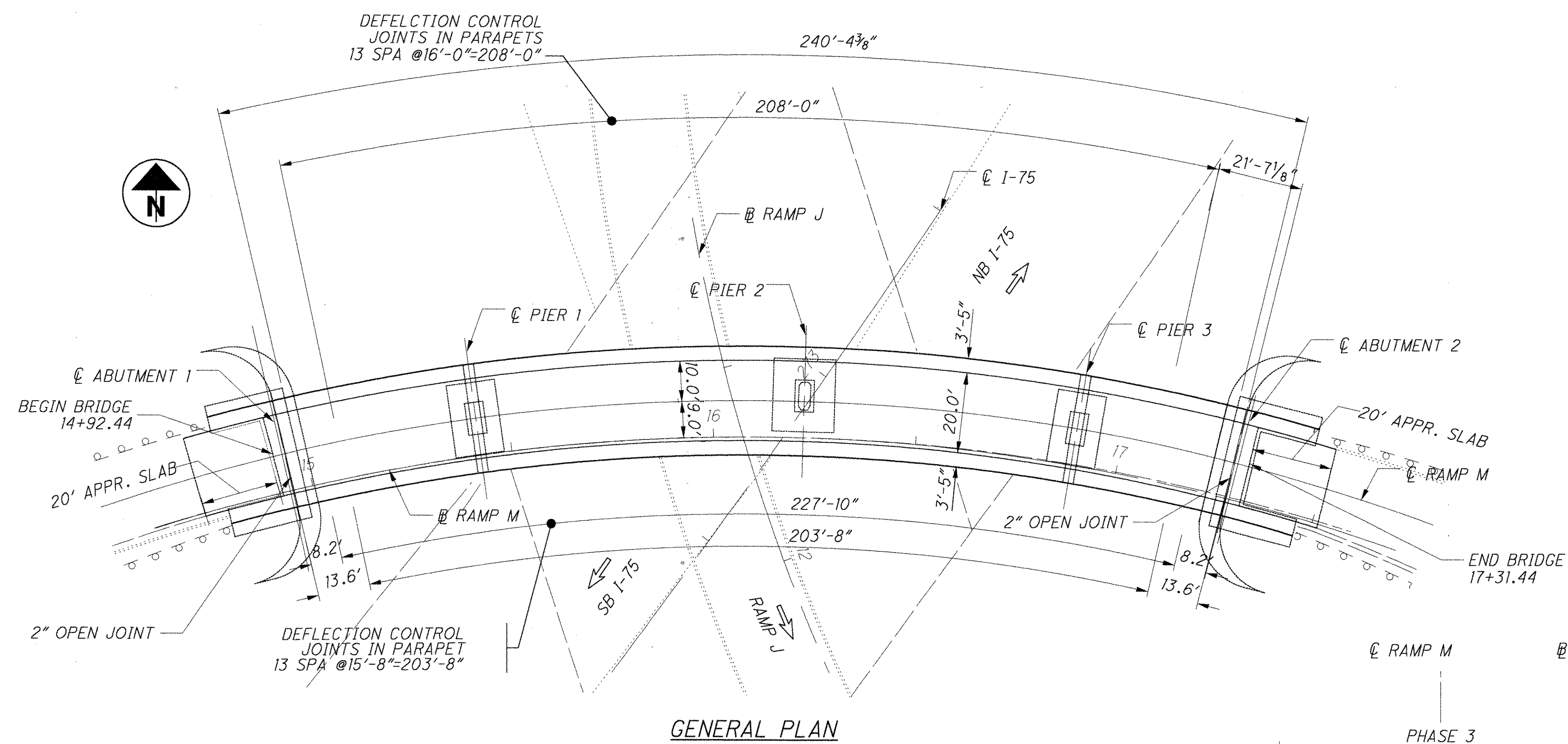
- HAM-562-0065L&R
- HAM-562-0121L&R
- HAM-562-0179
- HAM-562-0227
- HAM-562-0211
- HAM-562-0275
- HAM-562-0253

ABUTMENT TYPICAL ELEVATION SEALING LIMITS  
(Schematic) ③

SECTION B-B  
ABUTMENT CROSS-SECTION  
(Schematic)

PROPOSED WORK

1. REMOVE EXISTING OVERLAY PLUS ONE-HALF INCH OF ORIGINAL CONCRETE ON THE DECK AND APPROACH SLABS BY SCARIFICATION AND REPLACE WITH A MICRO-SILICA CONCRETE (MSC) OVERLAY PER SUPPLEMENTAL SPECIFICATION 847 WITH THE CONDITIONS AND REVISIONS SPECIFIED HEREIN.
2. SEAL INTERIOR (TRAFFIC SIDE) SURFACES OF CONCRETE PARAPETS INCLUDING 9" OF ADJACENT DECK AND TOP (HORIZONTAL) SURFACE WITH AN EPOXY URETHANE SEALER. COLOR SHALL BE FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS.

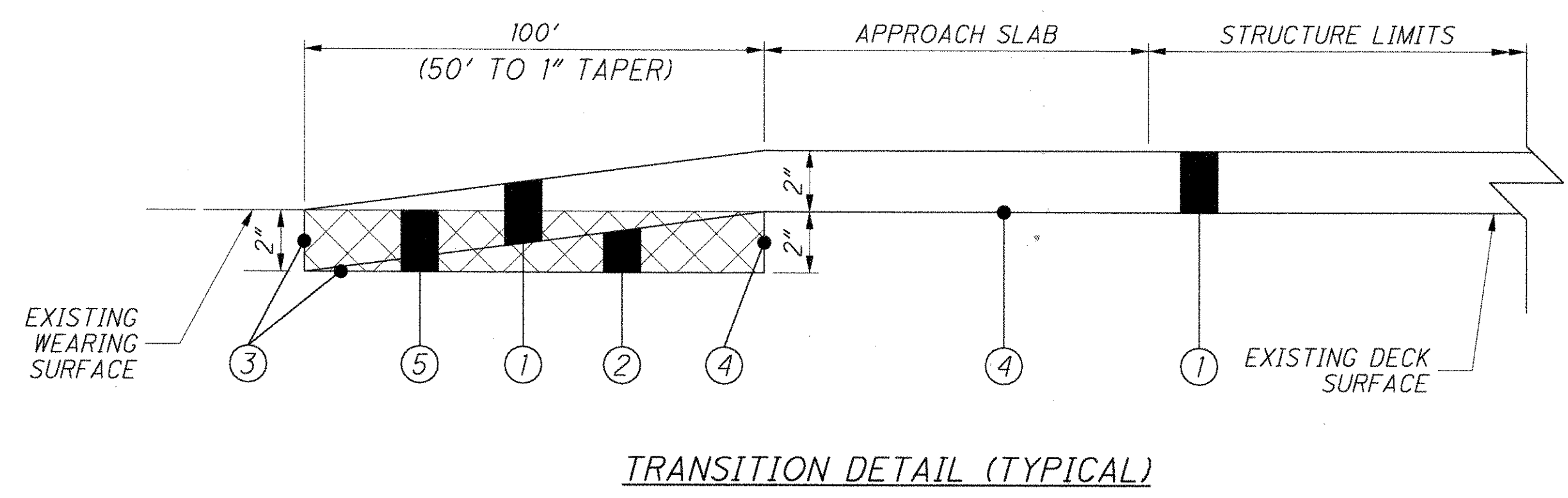


\* MSC DENOTES MICRO-SILICA MODIFIED CONCRETE

MICRO-SILICA MODIFIED CONCRETE (MSC)  
OVERLAY BY SCARIFICATION

- THE REQUIREMENTS OF SS 847 AND 848 SHALL APPLY EXCEPT AS MODIFIED BELOW.
- a. TWO TEST SLABS WILL BE REQUIRED PER SS 848
  - b. MAX OVERLAY MATERIAL CARRIED BY ANY ONE VEHICLE IS 6 CY
  - c. REMOVAL OPERATIONS SHALL NOT BEGIN IF RAIN IS EXPECTED WITHIN 48 HOURS
  - d. CHIPPING SHALL NOT BE USED. LOOSE CONCRETE SHALL BE REMOVED BY HAND METHODS
  - e. REMOVAL OF LOOSE CONCRETE SHALL BE KEPT TO LESS THAN HALF THE DECK THICKNESS
  - f. WET CURE TIME IS REDUCED TO A MIN. OF 24 HOURS AND SHALL EXTEND UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED.
  - g. TRAFFIC WILL BE PERMITTED AFTER THE 24 HOUR WET CURE AND TWO BEAMS HAVE ATTAINED AN AVERAGE OF 600 PSI.
  - h. OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE ONLY IN EFFECT FROM 9:30 AM TO 11:00 PM.
  - i. FOR EACH PHASE, BEAM BREAKS SHALL BE MADE AT 12, 24, 36, AND 48 HOURS. ODOT WILL PERFORM AND RECORD THE TESTS.

NOTE  
WORK THIS SHEET WITH THE MAINTENANCE OF TRAFFIC PLAN.



ITEM LEGEND

- ① ITEM 442 - 2" ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE B (448)
  - ② ITEM 442 - VARIABLE DEPTH ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE B (448)
  - ③ ITEM 407 - TACK COAT
  - ④ ITEM 407 - TACK COAT, 702.13
  - ⑤ ITEM 202 - PAVEMENT REMOVED, ASPHALT
- EXISTING ASPHALT PAVEMENT TO BE REMOVED

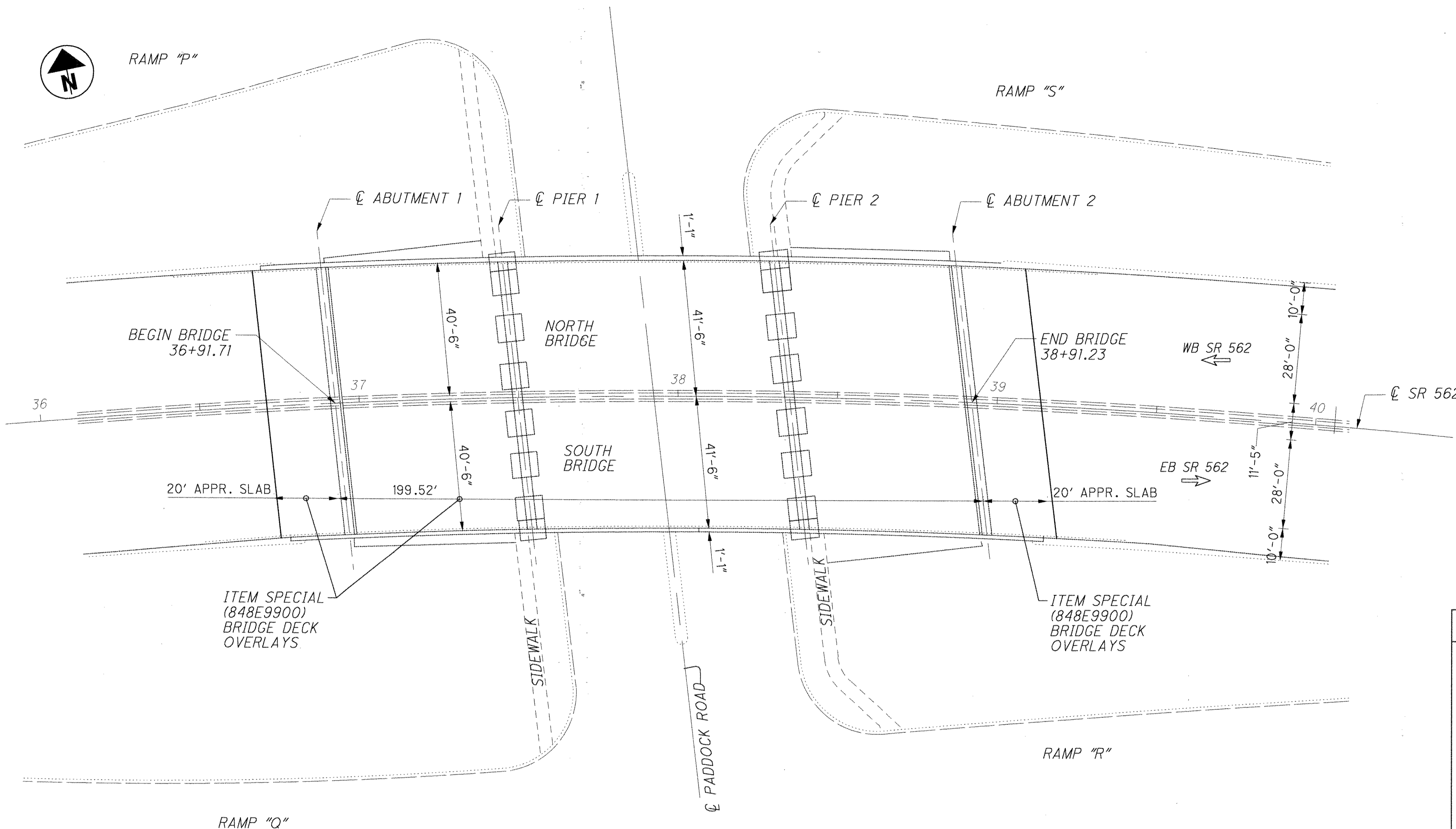
EXISTING STRUCTURE
TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 47'-11 <sup>3</sup> / <sub>4</sub> ", 79'-10 <sup>7</sup> / <sub>8</sub> ", 66'-5 <sup>3</sup> / <sub>8</sub> ", 39'-11 <sup>7</sup> / <sub>8</sub> "
ROADWAY: 20'-0" WITH TWO 2'-1" F/F SAFETY CURB
LOADING: C.F. = 2000 (51)
SKEW: ALL CL BEARINGS ARE ON RADIAL LINES
APPROACH SLABS: 20'-0" LONG
ALIGNMENT: 12° CURVE
CROWN: 0.060 FT/FT SUPERELEVATION
STRUCTURAL FILE NUMBER: 3113799
DATE BUILT: 1962
DISPOSITION:

PROPOSED STRUCTURE
TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 47'-11 <sup>3</sup> / <sub>4</sub> ", 79'-10 <sup>7</sup> / <sub>8</sub> ", 66'-5 <sup>3</sup> / <sub>8</sub> ", 39'-11 <sup>7</sup> / <sub>8</sub> "
ROADWAY: 20'-0" WITH TWO 2'-1" F/F SAFETY CURB
LOADING: HS25 CASE II AND ALTERNATE MILITARY
SKEW: ALL CL BEARINGS ARE ON RADIAL LINES
APPROACH SLABS: 20'-0" LONG (AS-1-81)
ALIGNMENT: 12° CURVE
CROWN: 0.060 FT/FT SUPERELEVATION
COORDINATES: LATITUDE 39° 10' 30"
LONGITUDE 84° 29' 19"



RAMP "P"

RAMP "S"



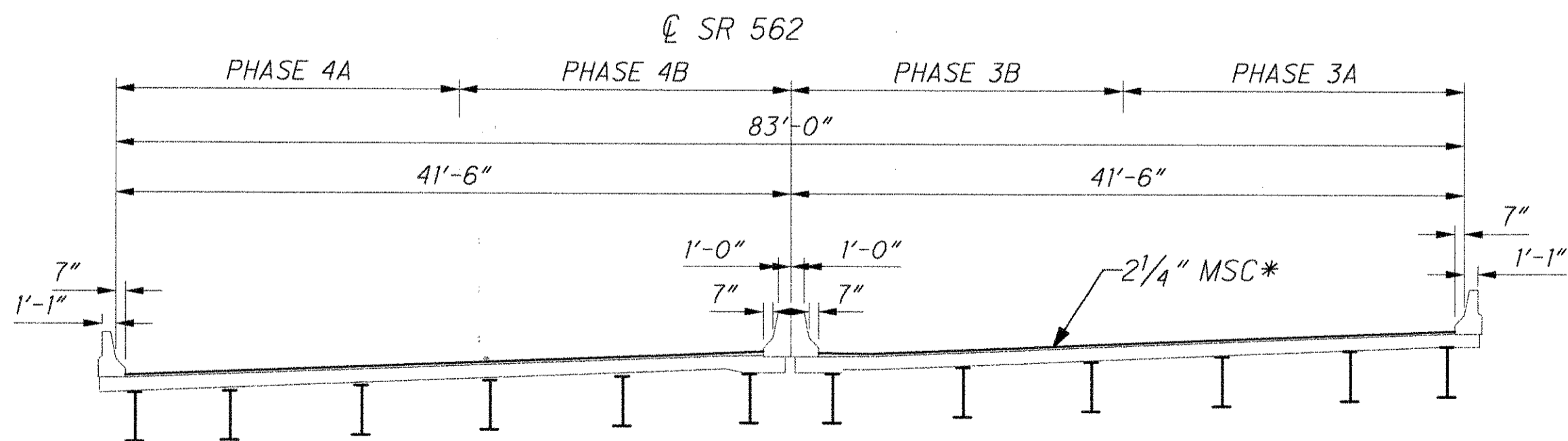
RAMP "Q"

RAMP "R"

**GENERAL PLAN**

**NOTE**

WORK THIS SHEET WITH THE MAINTENANCE OF TRAFFIC PLAN.



**BRIDGE TRANSVERSE SECTION**  
(LOOKING FORWARD)

\* MSC DENOTES MICRO-SILICATE MODIFIED CONCRETE

**PROPOSED WORK**

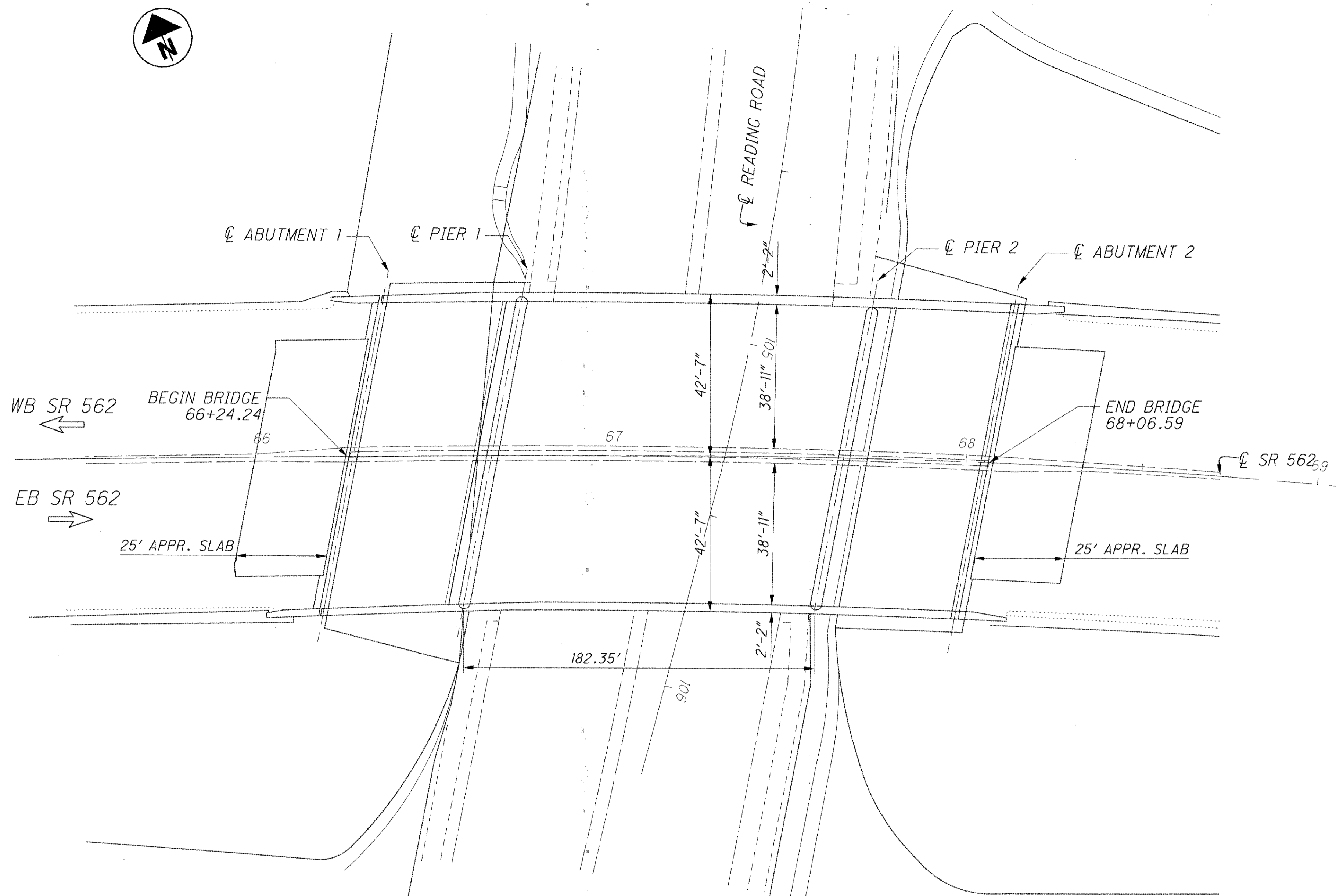
1. REMOVE EXISTING OVERLAY PLUS ONE INCH OF ORIGINAL CONCRETE ON THE DECK AND APPROACH SLABS BY HYDRO-DEMOLITION AND REPLACE WITH A MICRO-SILICA CONCRETE (MSC) OVERLAY PER SUPPLEMENTAL SPECIFICATION 848 WITH THE CONDITIONS AND REVISIONS SPECIFIED HERE IN.
2. REPLACE EXISTING COMPRESSION SEALS (SEALS ONLY) AT EACH ABUTMENT.
3. SEAL CONCRETE SURFACES OF PARAPETS INCLUDING 9" OF ADJACENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. (OMIT BACK OF PARAPET AND UNDERSIDE OF DECK AT MEDIAN PARAPETS). SEAL ABUTMENTS AND WINGWALLS PER DETAIL 3. SEAL PIERS PER DETAIL 2. SEALER SHALL BE EPOXY URETHANE SEALER, FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.  
 SPANS: 55'-0", 85'-0", 55'-0"  
 ROADWAY: 2@ 28'-0" WITH RAISED MEDIAN OF 11'-0" EFFECTIVE WIDTH AND TWO 2'-1" SAFETY CURBS.  
 LOADING: C.F. = 2000 (51)  
 SKEW: VARIES - RIGHT FORWARD  
 APPROACH SLABS: 20'-0" LONG  
 ALIGNMENT: 2° 30' RIGHT FORWARD  
 CROWN: 0.041 FT/FT SUPERELEVATION  
 STRUCTURAL FILE NUMBER: 3113841  
 DATE BUILT: 1959, WIDENED 1987  
 DISPOSITION:

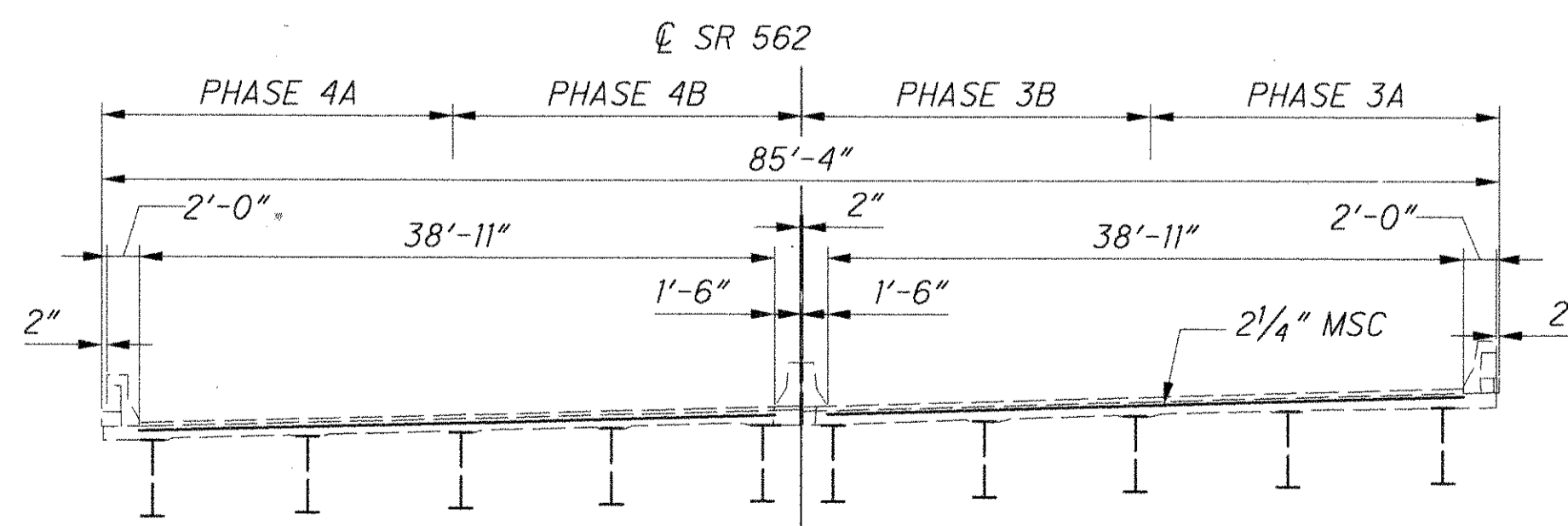
**PROPOSED STRUCTURE**

TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.  
 SPANS: 55'-0", 85'-0", 55'-0"  
 ROADWAY: 2@ 28'-0" WITH RAISED MEDIAN OF 11'-0" EFFECTIVE WIDTH AND TWO 2'-1" SAFETY CURBS.  
 LOADING: HS25 CASE II AND ALTERNATE MILITARY  
 SKEW: VAIRES - RIGHT FORWARD  
 APPROACH SLABS: 20'-0" LONG (AS-1-81)  
 ALIGNMENT: 2° 30' CURVE RIGHT  
 CROWN: 0.041 FT/FT SUPERELEVATION  
 COORDINATES: LATITUDE 39° 10' 24"  
 LONGITUDE 84° 28' 41"



GENERAL PLAN

**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE OF TRAFFIC PLAN.



BRIDGE TRANSVERSE SECTION  
(LOOKING FORWARD)

PROPOSED WORK

1. REMOVE EXISTING OVERLAY PLUS ONE INCH OF ORIGINAL CONCRETE ON DECK AND APPROACH SLABS BY HYDRO-DEMOLITION AND REPLACE WITH MICRO-SILICA CONCRETE OVERLAY PER SUPPLEMENTAL SPEC. 848 WITH THE CONDITIONS AND REVISIONS SPECIFIED HERE IN.
2. SEAL CONCRETE SURFACES OF THE PARAPETS, 9" OF ADJACENT DECK, DECK FASCIA, AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. \*SEAL THE ABUTMENTS AND WINGWALLS PER DETAIL 3. SEAL PIERS PER DETAIL 2. SEALER SHALL BE AN EPOXY URETHANE SEALER, FEDERAL COLOR 17778-LIGHT NEUTRAL. SEE SHEET 68/80 FOR DETAILS.

\*(OMIT BACK OF PARAPET AND UNDERSIDE OF DECK AT MEDIAN PARAPETS.)

EXISTING STRUCTURE

TYPE: SIMPLE SPAN ROLLED STEEL BEAM AND SIMPLE SPAN WELDED PLATE GIRDER WITH PIN AND HANGER CONNECTION.

SPANS: 39'-3", 99'-2 5/16", 39'-3"

ROADWAY: 83'-0" F/F OF PARAPETS INC. 11'-0" RAISED MEDIAN

LOADING: C.F. = 2000 (57)

SKEW: 14° 24' 56" LEFT FORWARD TO CHORD

APPROACH SLABS: 25' LONG

ALIGNMENT: 300' SPIRAL TO 4° CURVE RIGHT

CROWN: SUPERELEVATION VARIES 0.053 FT/FT MAX

STRUCTURAL FILE NUMBER: 3113884

DATE BUILT: 1972

DISPOSITION:

PROPOSED STRUCTURE

TYPE: SIMPLE SPAN ROLLED STEEL BEAM AND SIMPLE SPAN WELDED PLATE GIRDER WITH PIN AND HANGER CONNECTION.

SPANS: 39'-3", 99'-2 5/16", 39'-3"

ROADWAY: 83'-0" F/F OF PARAPETS INC. 11'-0" RAISED MEDIAN

LOADING: HS25 CASE II AND ALTERNATE MILITARY

SKEW: 14° 24' 56" LEFT FORWARD

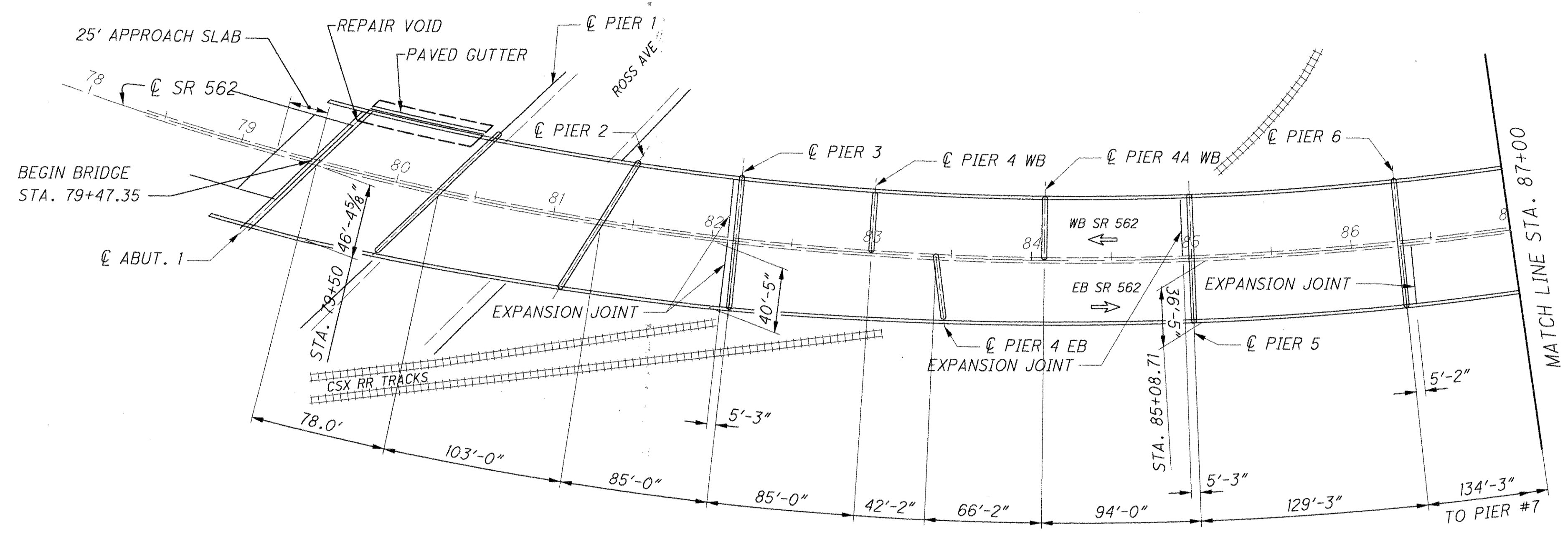
APPROACH SLABS: 25' LONG (AS-1-81)

ALIGNMENT: 300' SPIRAL TO 4° CURVE RIGHT

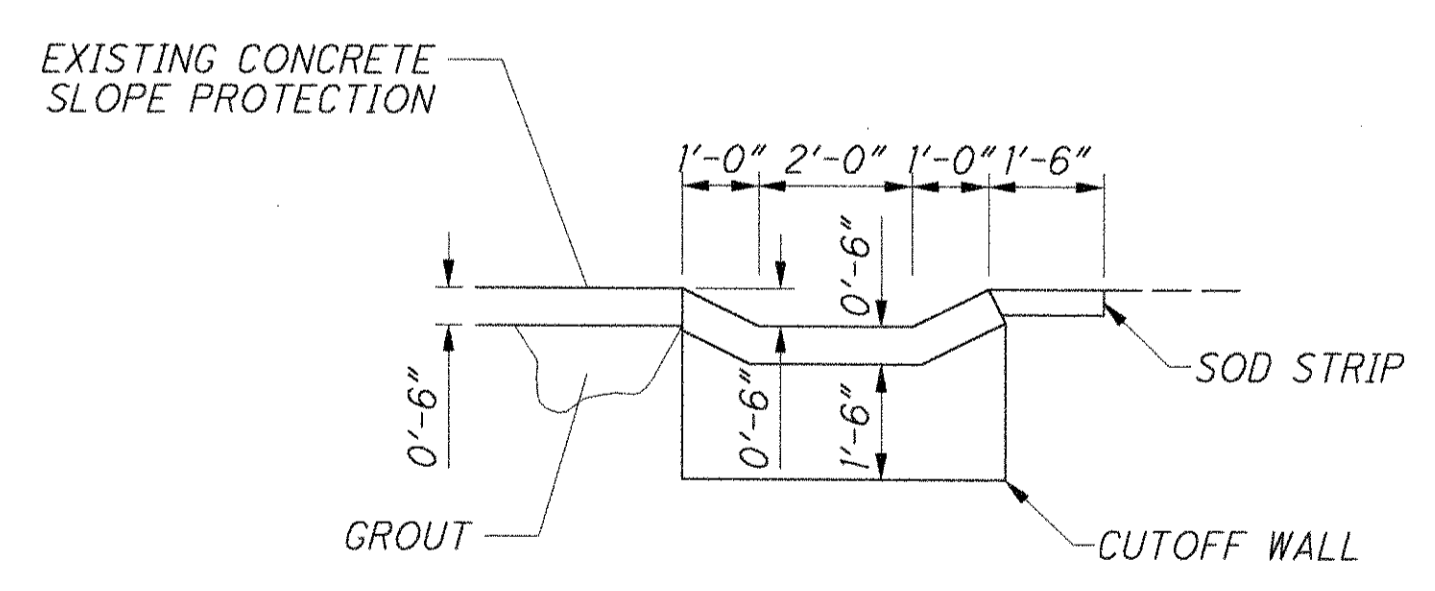
CROWN: SUPERELEVATION VARIES 0.053 FT/FT MAX

COORDINATES: LATITUDE 39° 10' 11"

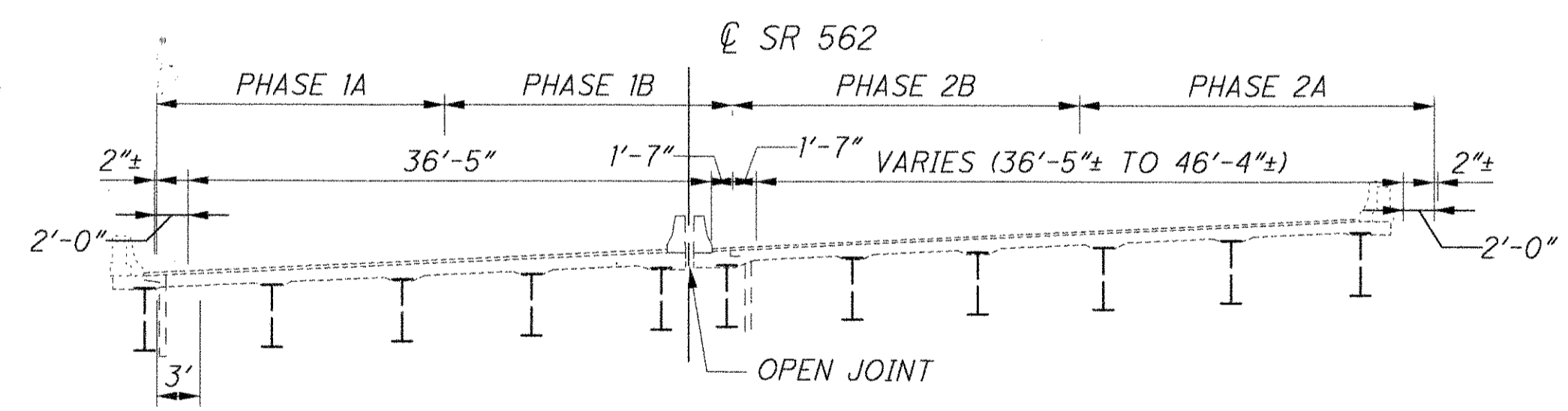
LONGITUDE 84° 28' 08"



**PART GENERAL PLAN**  
(CONTINUES SHEET 73/80)



**PAVED GUTTER**  
REFER TO STANDARD DWG DM-2.1  
TYPE I-2 W=2'-0"



**BRIDGE TRANSVERSE SECTION**  
(LOOKING FORWARD)

**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE  
OF TRAFFIC PLAN.

**PROPOSED WORK**

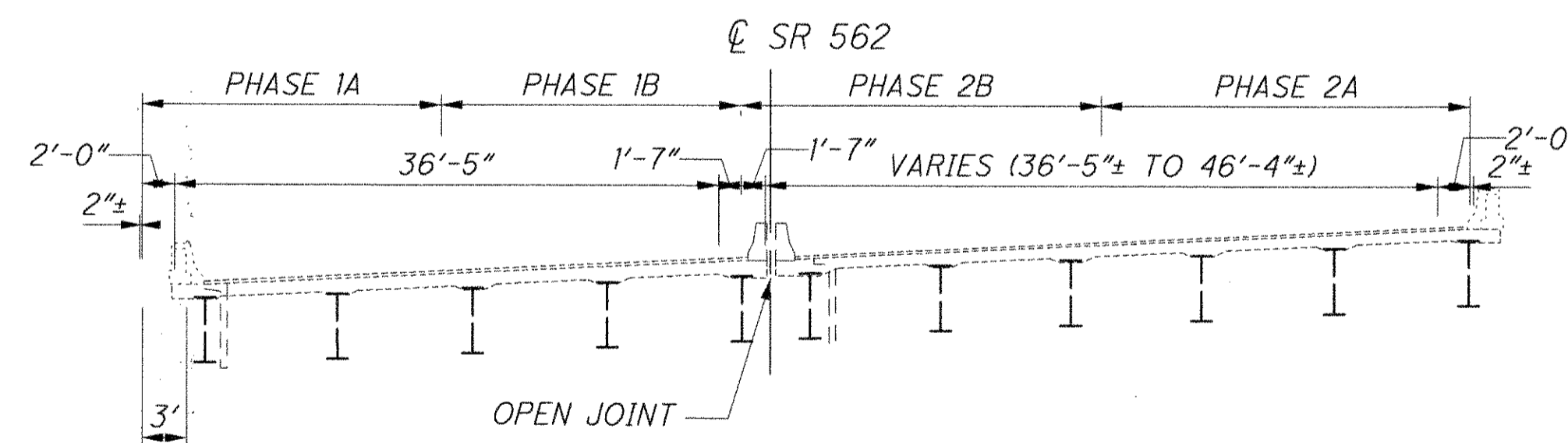
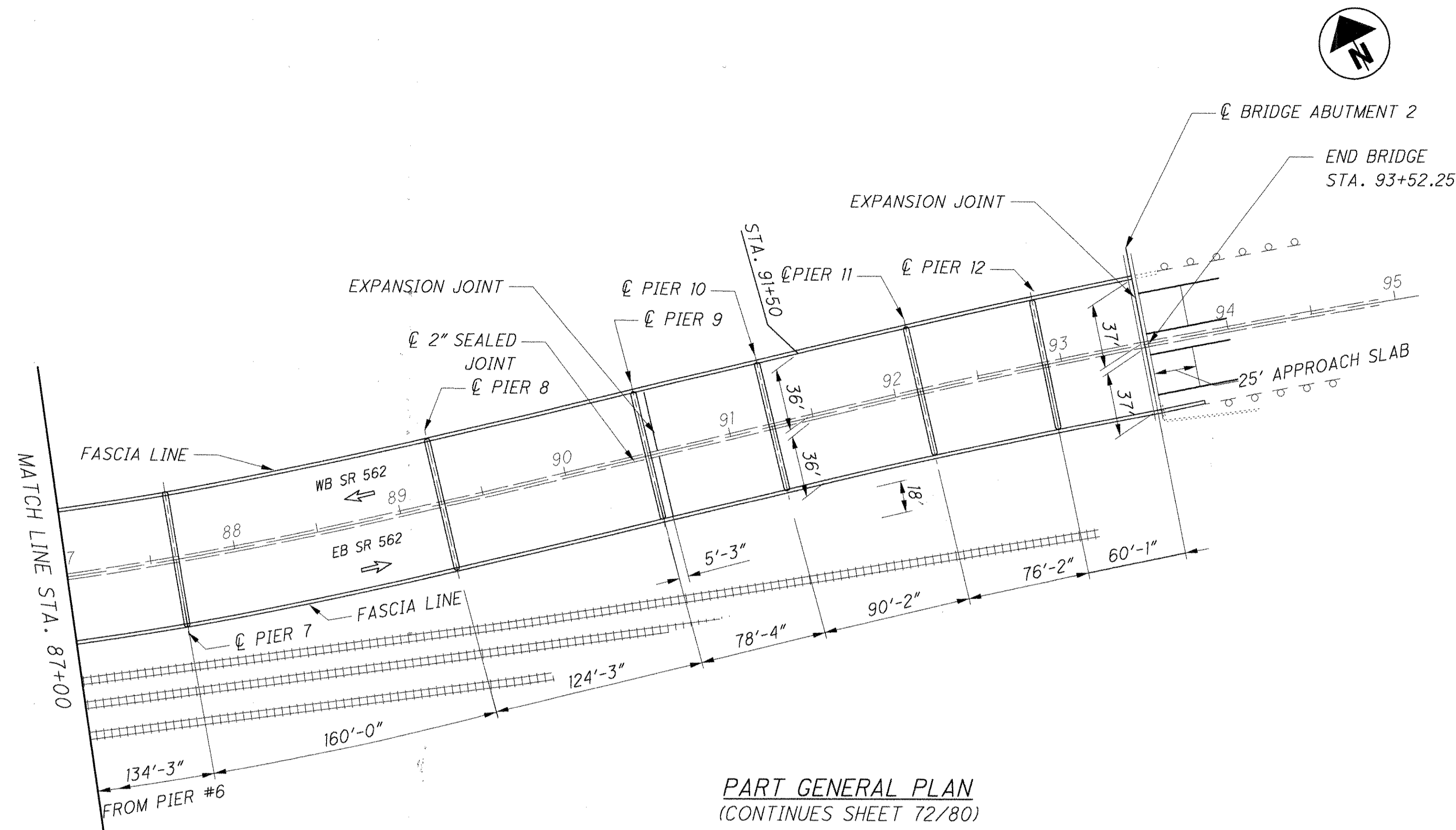
1. REMOVE EXISTING OVERLAY PLUS ONE INCH OF ORIGINAL CONCRETE ON THE DECK AND APPROACH SLABS BY HYDRO-DEMOLITION AND REPLACE WITH A MICRO-SILICA CONCRETE (MSC) OVERLAY PER SUPPLEMENTAL SPECIFICATION 848 WITH THE CONDITIONS AND REVISIONS SPECIFIED HERE IN.
2. REPLACE THE COMPRESSION SEALS (SEALS ONLY) AT EACH INTERMEDIATE JOINT.
3. SEAL THE INTERIOR (TRAFFIC SIDE) SURFACES OF THE CONCRETE THE CONCRETE PARAPETS INCLUDING 9" OF ADJACENT DECK AND TOP (HORIZONTAL) SURFACE WITH AN EPOXY URETHANE SEALER. COLOR SHALL BE FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS.
4. REPAIR VOID AND EROSION UNDER CONCRETE SLOPE PROTECTION AT REAR ABUTMENT, NORTH SIDE WITH GROUT. CAPTURE DRAINAGE AND CARRY TO TOE OF SLOPE USING A PAVED GUTTER TO PREVENT FUTURE EROSION PROBLEMS.

EXISTING STRUCTURE	
TYPE: CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: VARIES	
ROADWAY: WESTBOUND 36'-0", EASTBOUND VARIES	
LOADING: C.F. = 2000 (57)	
SKEW: VARIES	
APPROACH SLABS: 25'-0" LONG	
ALIGNMENT: CURVE & TANGENT	
CROWN: VARIES	
STRUCTURAL FILE NUMBER: 3113914	
DATE BUILT: 1972	
DISPOSITION:	

PROPOSED STRUCTURE	
TYPE: CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: VARIES	
ROADWAY: WESTBOUND 36'-0", EASTBOUND VARIES	
LOADING: HS25 CASE II AND ALTERNATE MILITARY	
SKEW: VARIES	
APPROACH SLABS: 25'-0" LONG (AS-1-81)	
ALIGNMENT: CURVE & TANGENT	
CROWN: VARIES FT/FT	
COORDINATES: LATITUDE 39° 10' 11"	
LONGITUDE 84° 28' 08"	

DESIGN AGENCY	<b>Edwards AND Kelcey</b>	
DESIGNED	EMD	CHECKED MSK
DRAWN	VMF	REVISED
REVIEWED		
DATE		STRUCTURE FILE NUMBER 3113914
GENERAL PLAN		
BRIDGE HAM-562-0147		
SR 562 OVER ROSS AVENUE		
STA. 79+47.35	STA. 93+52.25	
HAM-562-0.00		
PID No. 25499		
1/2		
72		
80		





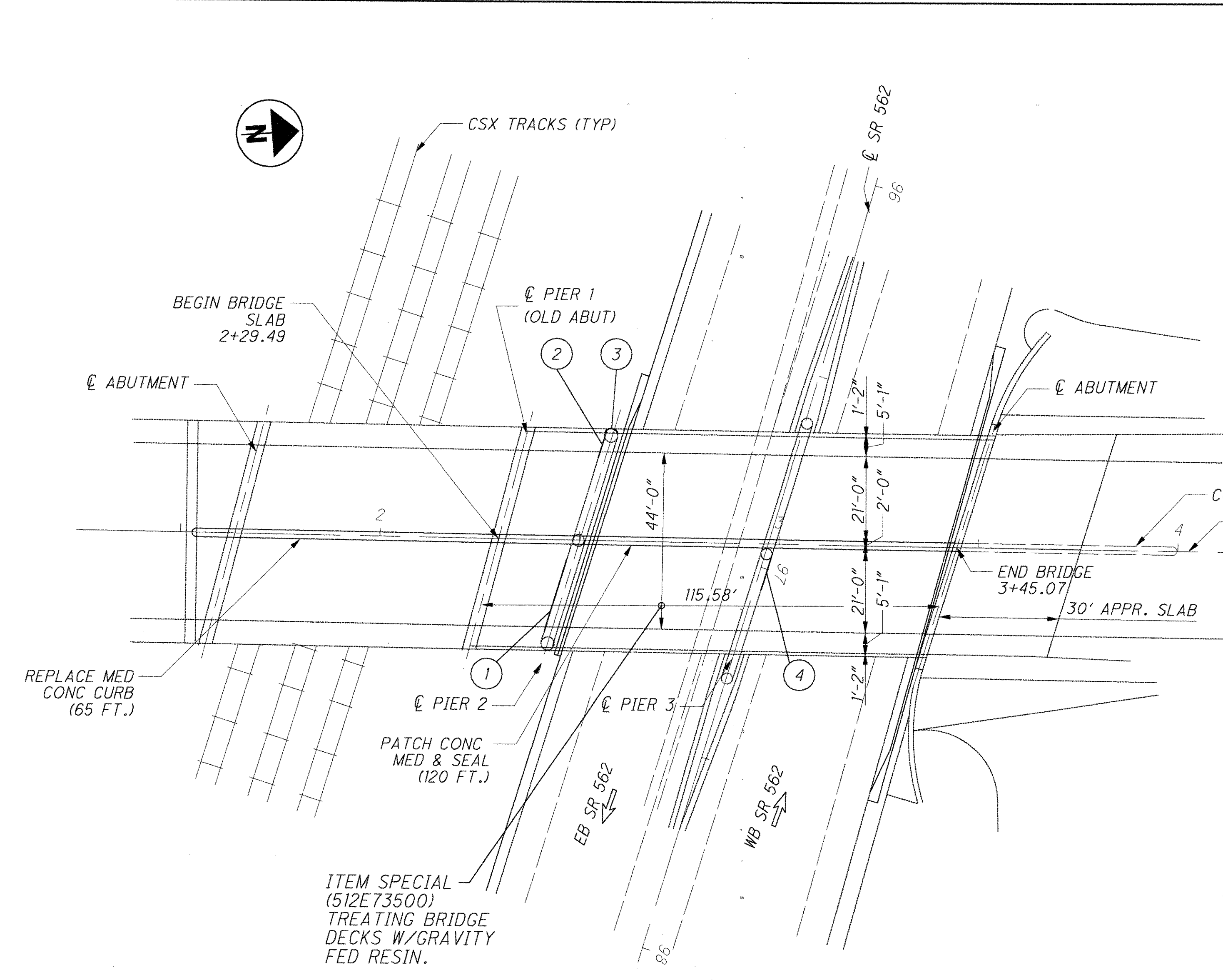
**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE  
OF TRAFFIC PLAN.

**PROPOSED WORK**

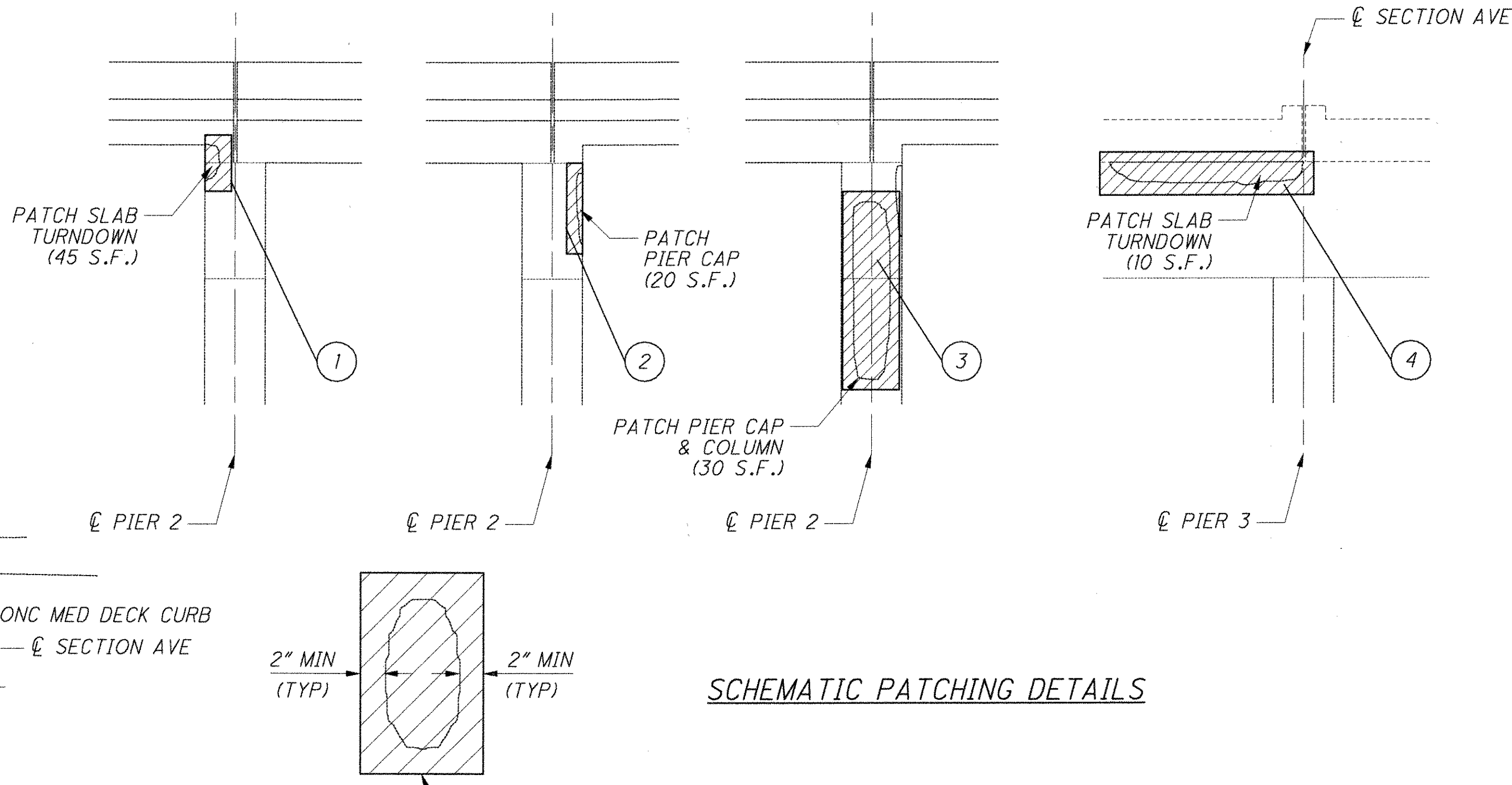
1. REMOVE EXISTING OVERLAY PLUS ONE INCH OF ORIGINAL CONCRETE ON THE DECK AND APPROACH SLABS BY HYDRO-DEMOLITION AND REPLACE WITH A MICRO-SILICA CONCRETE (MSC) OVERLAY PER SUPPLEMENTAL SPECIFICATION 848 WITH THE CONDITIONS AND REVISIONS SPECIFIED HERE IN.
2. REPLACE THE COMPRESSION SEALS (SEALS ONLY) AT EACH INTERMEDIATE JOINT.
3. SEAL THE INTERIOR (TRAFFIC SIDE) SURFACES OF THE CONCRETE THE CONCRETE PARAPETS INCLUDING 9" OF ADJACENT DECK AND TOP (HORIZONTAL) SURFACE WITH AN EPOXY URETHANE SEALER. COLOR SHALL BE FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS.
4. REPAIR VOID AND EROSION UNDER CONCRETE SLOPE PROTECTION AT REAR ABUTMENT, NORTH SIDE WITH GROUT. CAPTURE DRAINAGE AND CARRY TO TOE OF SLOPE USING A PAVED GUTTER TO PREVENT FUTURE EROSION PROBLEMS.

EXISTING STRUCTURE	
TYPE: CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: VARIES	
ROADWAY: WESTBOUND 36'-0", EASTBOUND VARIES	
LOADING: C.F. = 2000 (57)	
SKEW: VARIES	
APPROACH SLABS: 25'-0" LONG	
ALIGNMENT: CURVE & TANGENT	
CROWN: VARIES	
STRUCTURAL FILE NUMBER: 3113914	
DATE BUILT: 1972	
DISPOSITION:	

PROPOSED STRUCTURE	
TYPE: CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: VARIES	
ROADWAY: WESTBOUND 36'-0", EASTBOUND VARIES	
LOADING: HS25 CASE II AND ALTERNATE MILITARY	
SKEW: VARIES	
APPROACH SLABS: 25'-0" LONG (AS-1-81)	
ALIGNMENT: CURVE & TANGENT	
CROWN: VARIES FT/FT	
COORDINATES: LATITUDE 39° 10' 11"	
LONGITUDE 84° 28' 08"	



**GENERAL PLAN**



**SCHEMATIC PATCHING DETAILS**

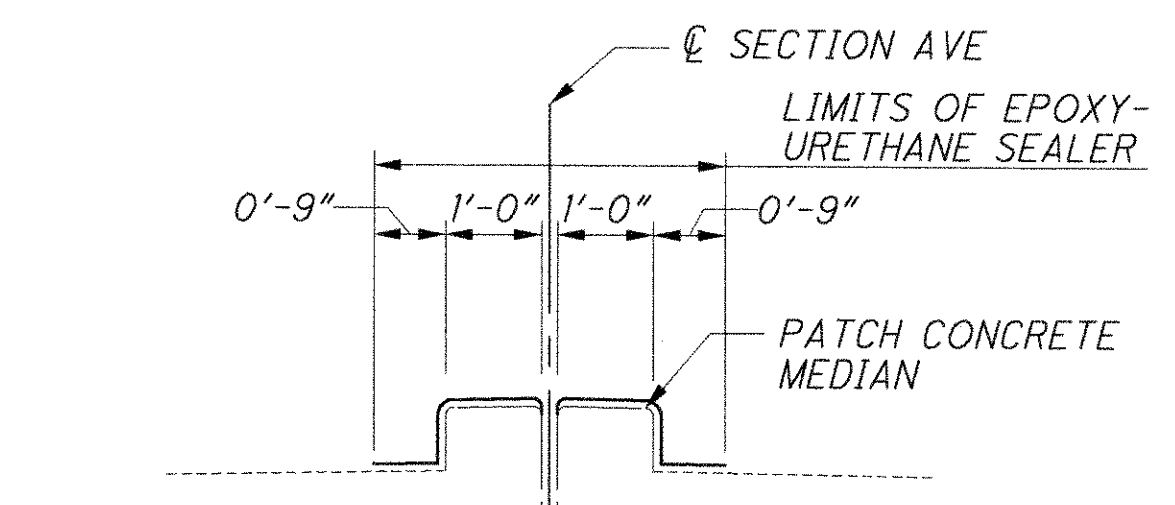
**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE  
OF TRAFFIC PLAN.

**PROPOSED WORK**

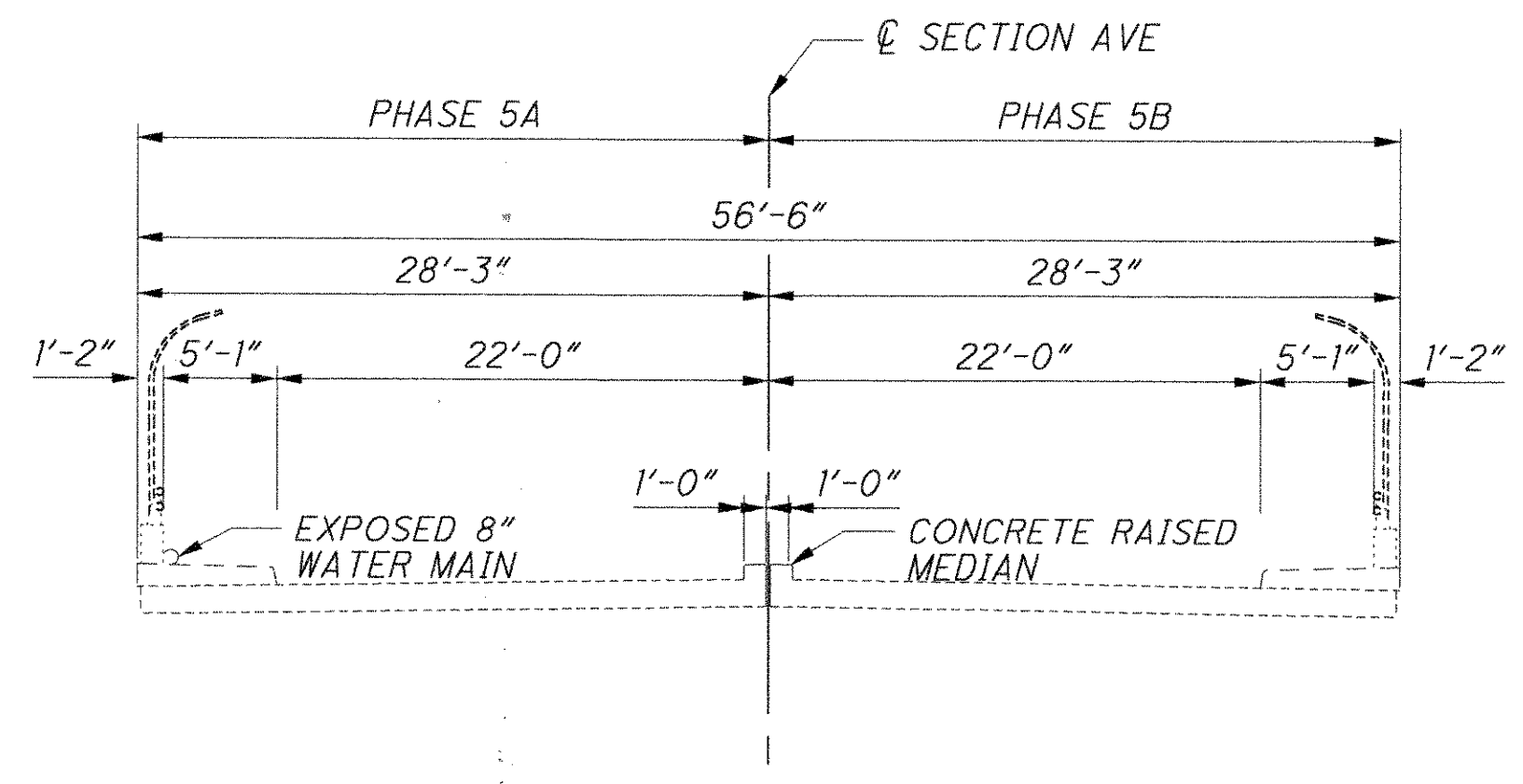
1. SEAL EXISTING BRIDGE DECK WITH GRAVITY FED RESIN.
2. SEAL CONCRETE SURFACES OF PARAPET, SIDEWALK, 9" OF ADJACENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. SEAL NORTH ABUTMENT AND WINGWALLS PER DETAIL 3. SEAL PIERS. SEALER SHALL BE EPOXY URETHANE SEALER. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.
3. PATCH SOUTH SUPERSTRUCTURE SLAB TURNDOWN ABOVE PIER 2 (45 S.F.), THE SOUTH SIDE OF CONCRETE CAP AT PIER 2 IMMEDIATELY BELOW SLAB TURNDOWN (20 S.F.), THE WEST END OF PIER CAP AND COLUMN IMMEDIATELY BELOW PIER 2 (30 S.F.), AND NORTH SIDE OF PIER 3 IMMEDIATELY BELOW CENTER JOINT AT THE SUPERSTRUCTURE TURNDOWN (10 S.F.)
4. REMOVE EXISTING COMPRESSION SEAL OVER PIER 2. INSTALL NEW 1" COMPRESSION SEAL. (SEE SHEET 67/80).
5. SOUND AND PATCH LOOSE CONCRETE DECK MEDIAN CURB. SEAL ENTIRE CURB AND 9" OF ADJACENT BRIDGE DECK WITH EPOXY URETHANE SEALER. THE SEALER SHALL BE FEDERAL COLOR 17778 - LIGHT NEUTRAL.
6. REPLACE MEDIAN CONCRETE CURB AT SOUTH APPROACH. NEW MEDIAN CONCRETE CURB SHALL MATCH EXISTING HEIGHT OF CURB ON BRIDGE. THE LENGTH IS APPROXIMATELY 65 FEET. THE SOUTHERN 15' OF NEW CURB SHALL BE PAINTED YELLOW PER ITEM 642.
  - A. REMOVE EXISTING CONCRETE MEDIAN BY MECHANICAL MEANS TO A DEPTH OF NO LESS THAN 3" BELOW SURFACE AT THE EDGE OF PAVEMENT.
  - B. IN THE CASE THAT THE EXISTING REINFORCING STEEL IS NOT SALVAGABLE, USE #3 BARS AT 36" CENTER TO CENTER LONGITUDINALLY (TYP) AND 6" INTO EXISTING CONCRETE USING EPOXY-RESIN.

EXISTING STRUCTURE
TYPE: SIMPLE SPAN AND TWO SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH REINFORCED CONCRETE SUBSTRUCTURE.
SPANS: 20'-0 1/2", 47'-9 1/4", 47'-9 1/4"
ROADWAY: 44'-0" F/F CURB WITH 5'-1" SIDEWALK INC. 2'-0" MEDIAN
LOADING: C.F. = 2000 (57)
SKEW: 16° 17' 05" LEFT FORWARD
APPROACH SLABS: 30'-0" LONG
ALIGNMENT: TANGENT
CROWN: NORMAL
STRUCTURAL FILE NUMBER: 3113949
DATE BUILT: 1972
DISPOSITION:

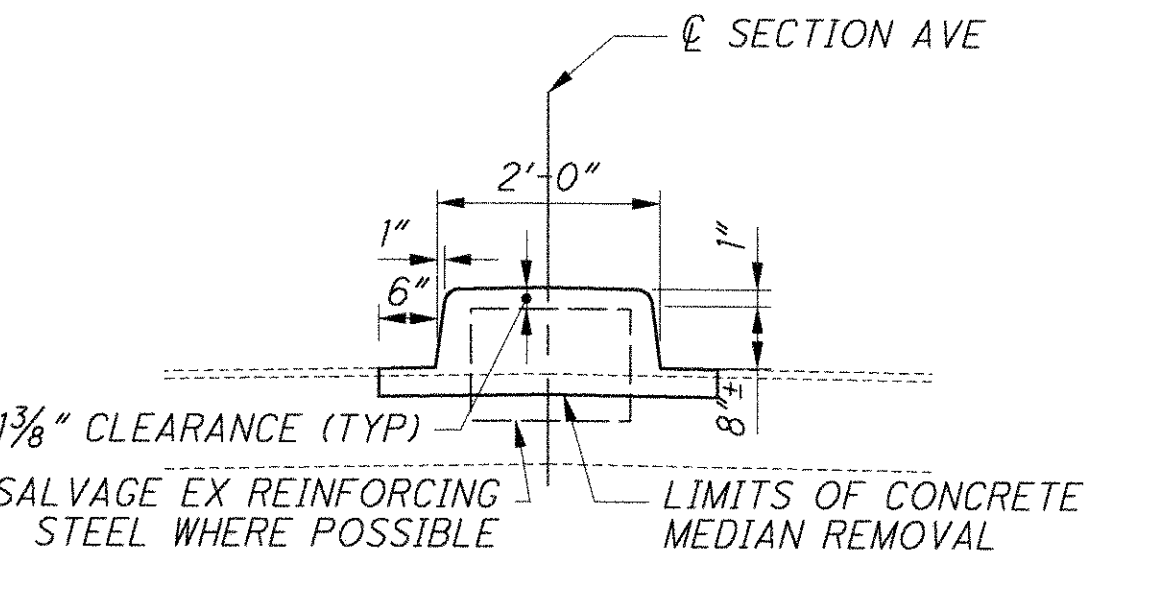
PROPOSED STRUCTURE
TYPE: SIMPLE SPAN AND TWO SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH REINFORCED CONCRETE SUBSTRUCTURE.
SPANS: 20'-0 1/2", 47'-9 1/4", 47'-9 1/4"
ROADWAY: 44'-0" F/F CURB WITH 5'-1" SIDEWALK INC. 2'-0" MEDIAN
LOADING: HS25 CASE II AND ALTERNATE MILITARY
SKEW: 16° 17' 05" LEFT FORWARD
APPROACH SLABS: 30'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: NORMAL
COORDINATES: LATITUDE 39° 09' 57"
LONGITUDE 84° 27' 36"



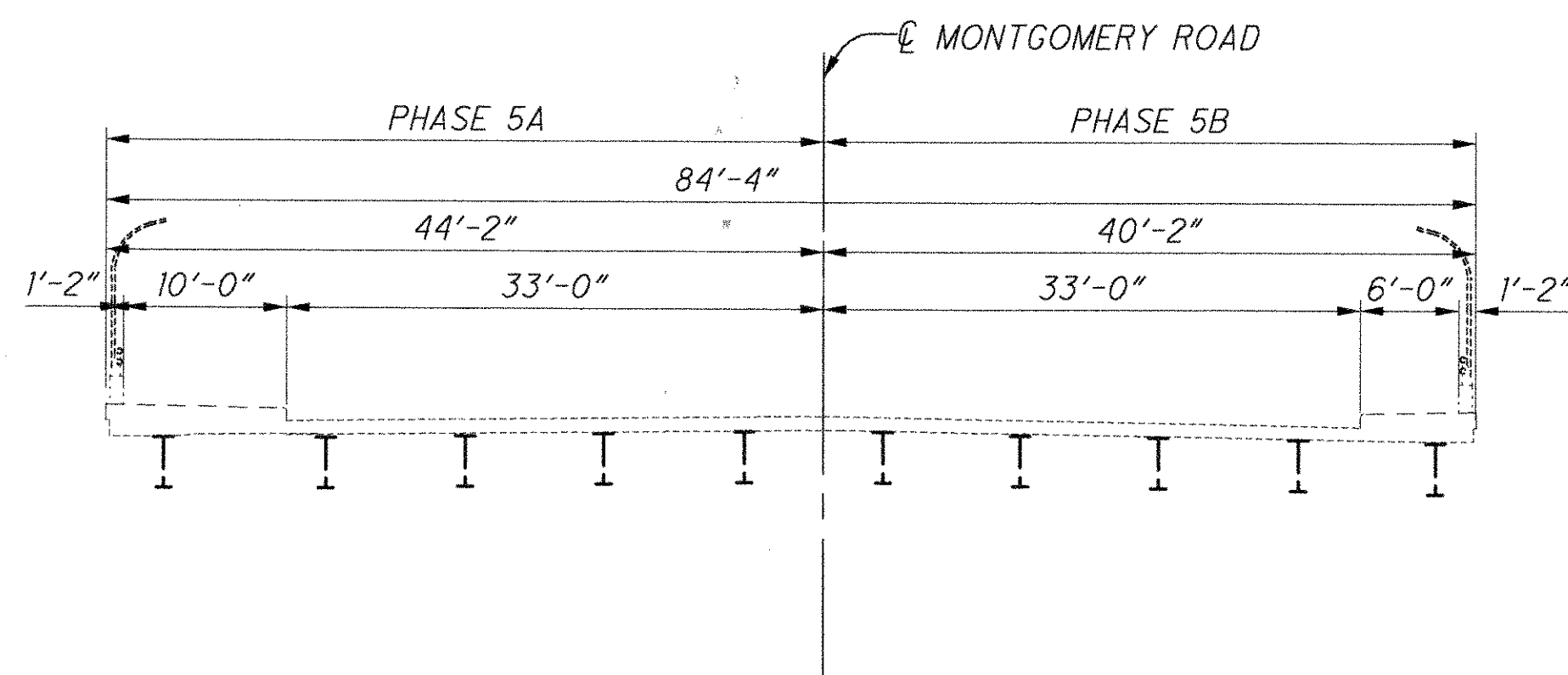
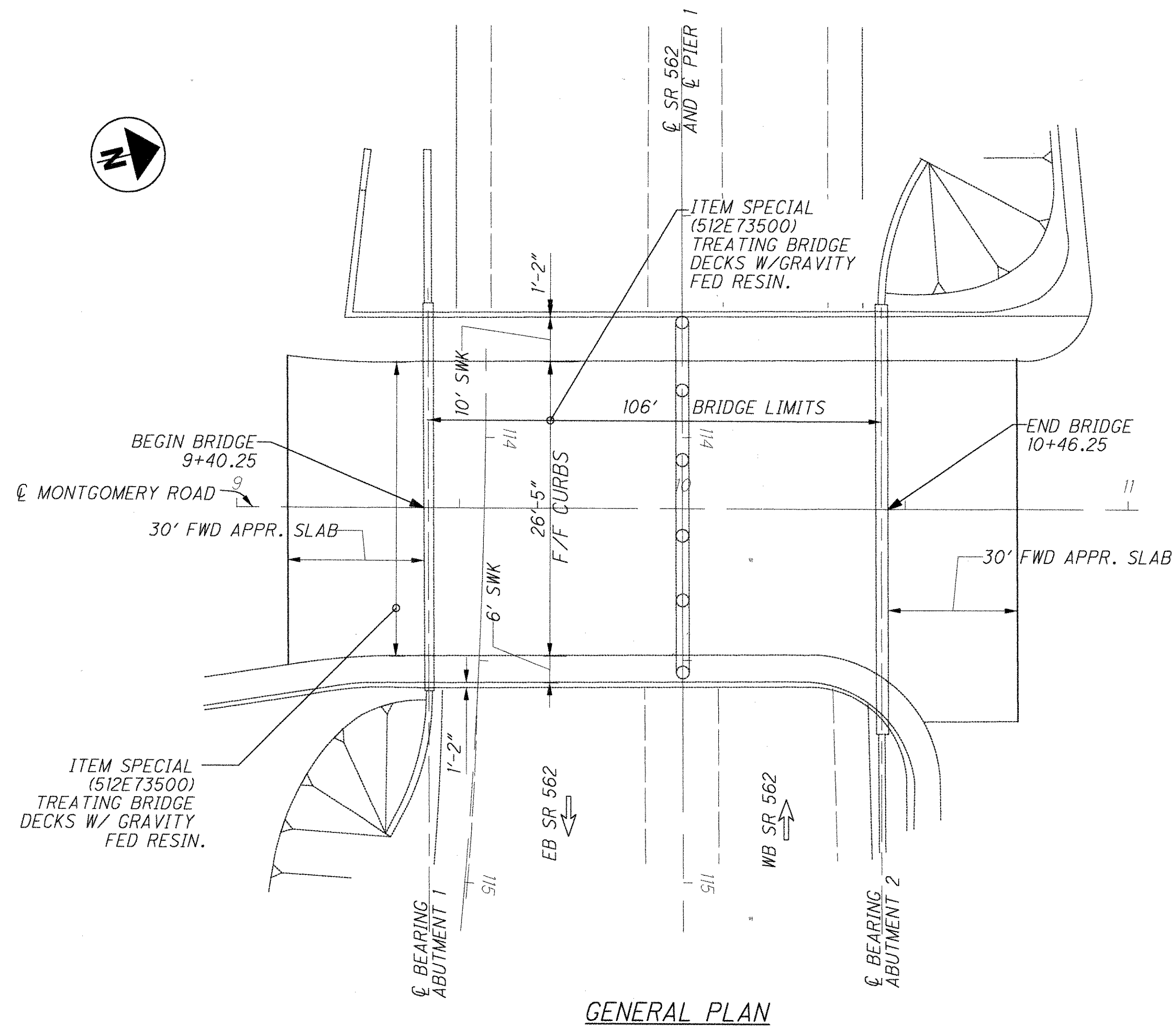
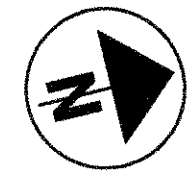
**RAISED MEDIAN SECTION**



**BRIDGE TRANSVERSE SECTION  
(LOOKING FORWARD)**



**REPLACED MEDIAN SECTION**



**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE OF TRAFFIC PLAN.

**PROPOSED WORK**

1. SEAL EXISTING BRIDGE DECK AND REAR APPROACH SLAB WITH GRAVITY FED RESIN.
2. SEAL CONCRETE SURFACES OF PARAPET, SIDEWALK, 9" OF ABUTMENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. SEAL SOUTH ABUTMENT AND WINGWALLS PER DETAIL 3. SEAL PIER SEALER, FEDERAL COLOR 17778-LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.
3. REPLACE ONE DAMAGED ALUMINUM RAIL AND ONE RAIL POST ON EAST SIDEWALK PARAPET (SEE SHEET 66 FOR DETAILS).

**EXISTING STRUCTURE**

TYPE: CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 57'-6", 45'-3"

ROADWAY: 66'-0" F/F CURB WITH 6'-0" SWK. RIGHT AND 10'-0" SWK. LEFT

LOADING: C.F. = 2000 (57)

SKEW: 0° 11' 31" RIGHT FORWARD

APPROACH SLABS: 30'-0" LONG

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURAL FILE NUMBER: 3100855

DATE BUILT: 1970

DISPOSITION:

**PROPOSED STRUCTURE**

TYPE: CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 57'-6", 45'-3"

ROADWAY: 66'-0" F/F CURB WITH 6'-0" SWK. RIGHT AND 10'-0" SWK. LEFT

LOADING: HS25 CASE II AND ALTERNATE MILITARY

SKEW: 0° 11' 31" RIGHT FORWARD

APPROACH SLABS: 30'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

CROWN: NORMAL

COORDINATES: LATITUDE 39° 09' 52"

LONGITUDE 84° 27' 15"

DESIGN AGENCY  
**Edwards  
AND Kelcey**

DATE  
REVIEWED  
STRUCTURE FILE NUMBER  
3100855

DRAWN  
VMF  
REVISOR

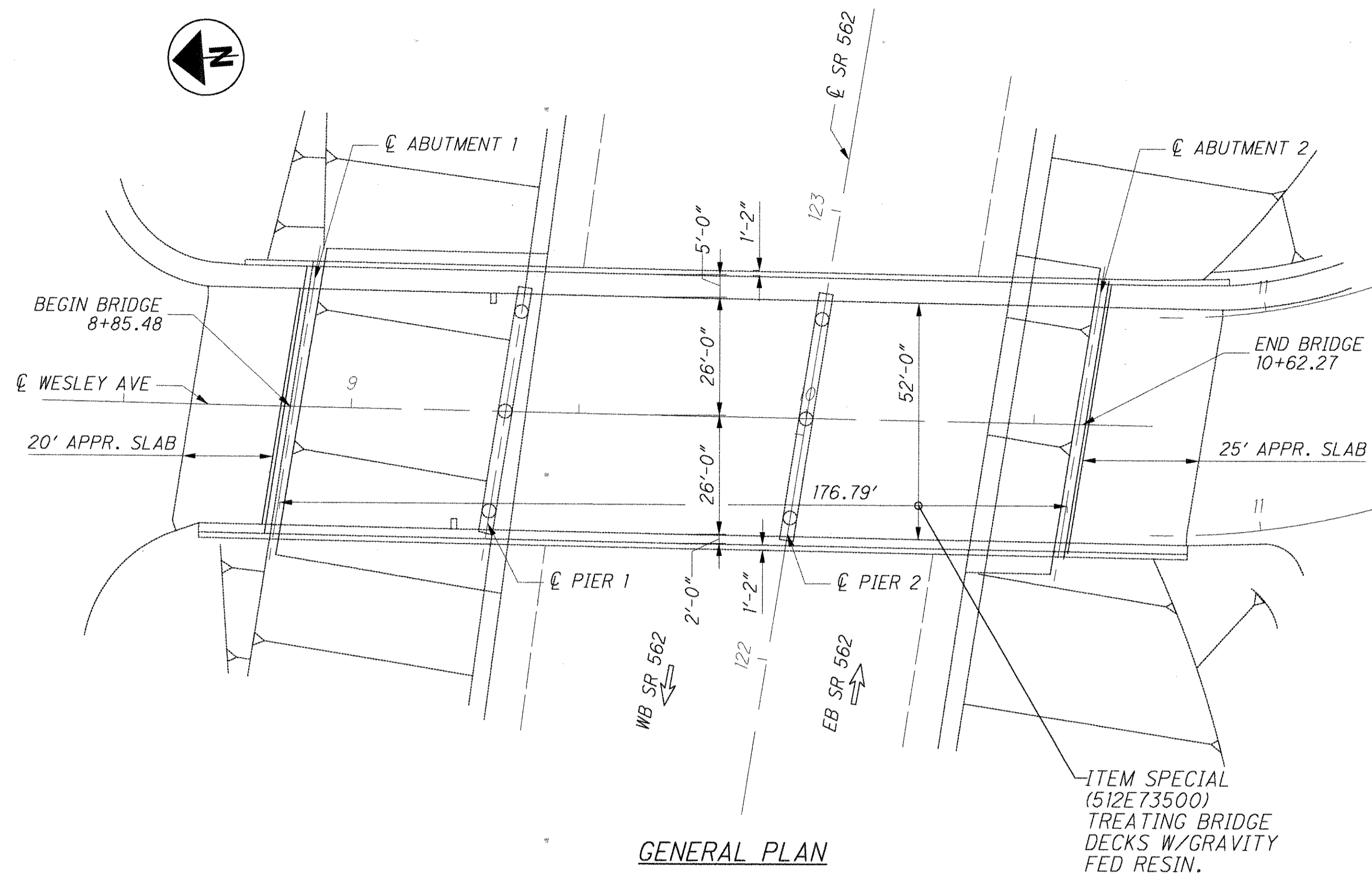
DESIGNED  
EMD  
CHECKED  
MSK

STA. 9+40.25  
STA. 10+46.25

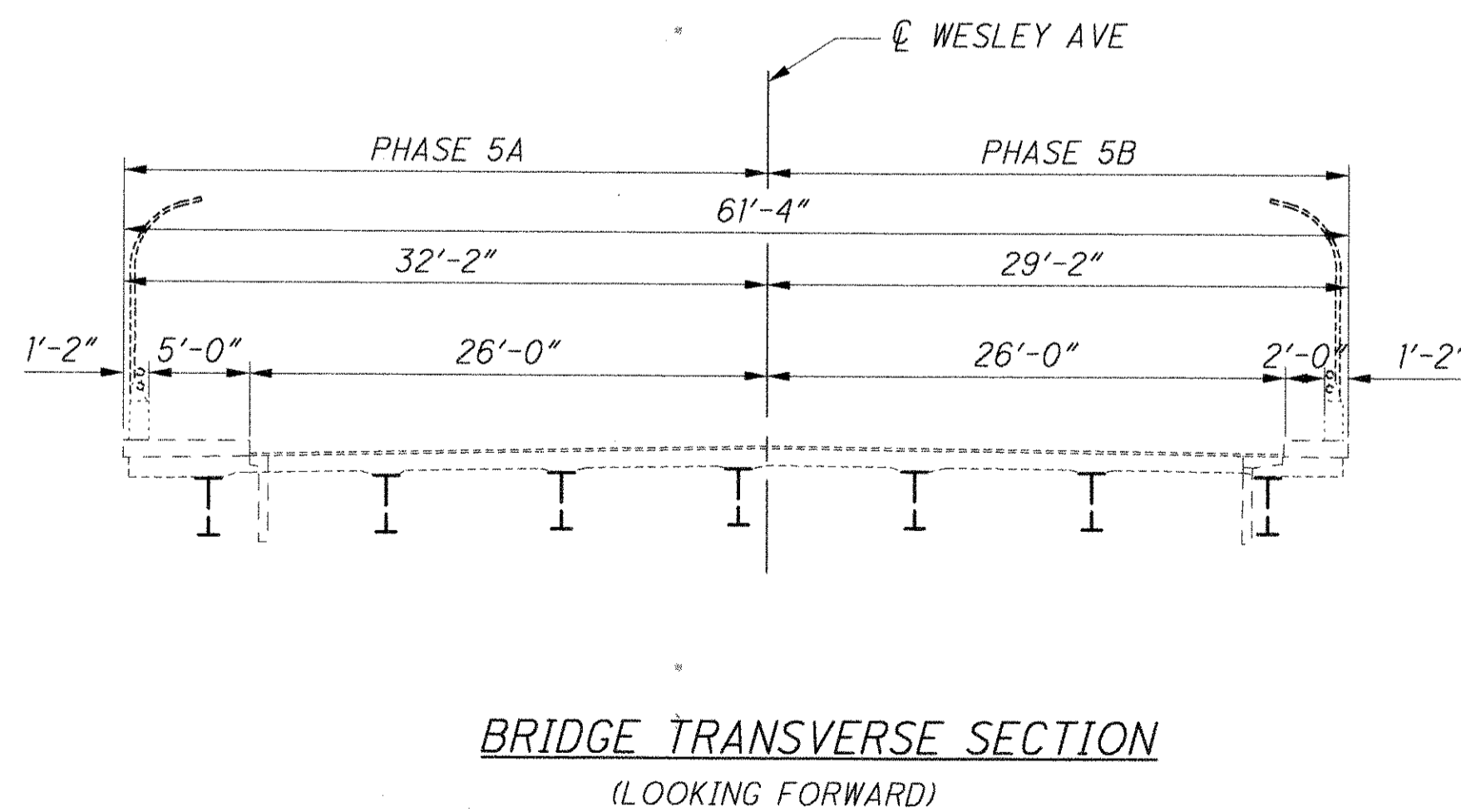
GENERAL PLAN  
BRIDGE HAM-562-0211 (HAM-22-0622), SR 22 AND SR 3  
(MONTGOMERY ROAD) OVER SR 562

**HAM-562-0.00**  
PID No. 25499

1/1  
75  
80



**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE OF TRAFFIC PLAN.

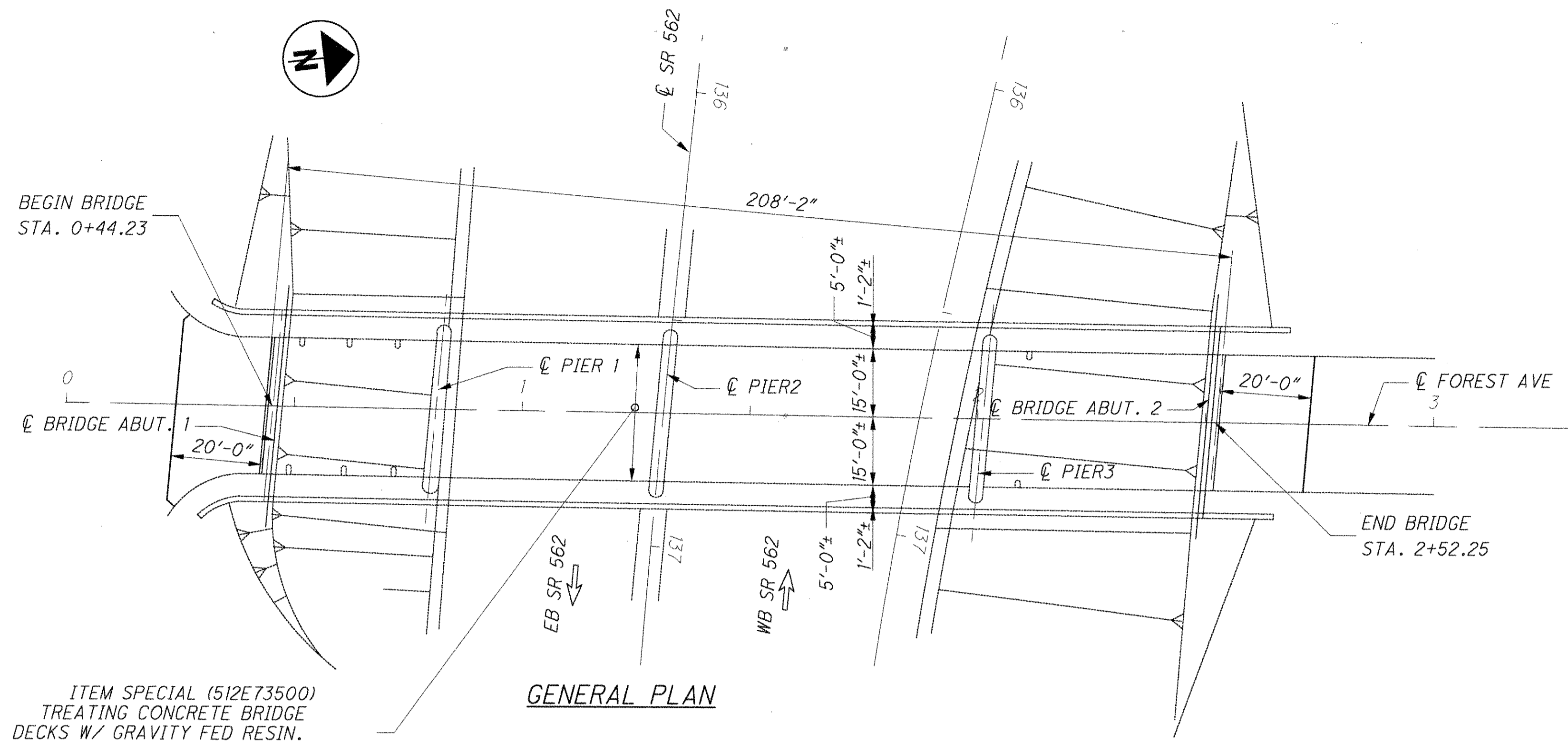


**PROPOSED WORK**

1. SEAL EXISTING BRIDGE DECK WITH GRAVITY FED RESIN.
2. SEAL CONCRETE SURFACES OF PARAPET, SIDEWALK, 9" OF ADJACENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. SEAL BOTH ABUTMENTS AND WINGWALLS PER DETAIL 3. SEAL PIERS PER DETAIL 2. THE SEALER SHALL BE EPOXY URETHANE SEALER, FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.
3. INSTALL MISSING ALUMINUM RAILS AND MISSING RAIL POSTS AT NORTH END OF BRIDGE. THE TOP AND BOTTOM SEGMENTS ARE MISSING AT FOUR PANEL LOCATIONS. FOUR RAIL POSTS ARE MISSING (SEE SHEET 66 FOR DETAILS).

EXISTING STRUCTURE	
TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.	
SPANS: 46'-0", 66'-3", 60'-0"	
ROADWAY: 52'-0" F/F CURB WITH 5'-0" SIDEWALK AND 2'-0" SAFETY CURB	
LOADING: C.F. = 2000 (57)	
SKEW: 8° 05' 50" LEFT FORWARD	
APPROACH SLABS: 20'-0" ABUT. 1, 25'-0" ABUT. 2	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
STRUCTURAL FILE NUMBER: 3113981	
DATE BUILT: 1970	
DISPOSITION:	

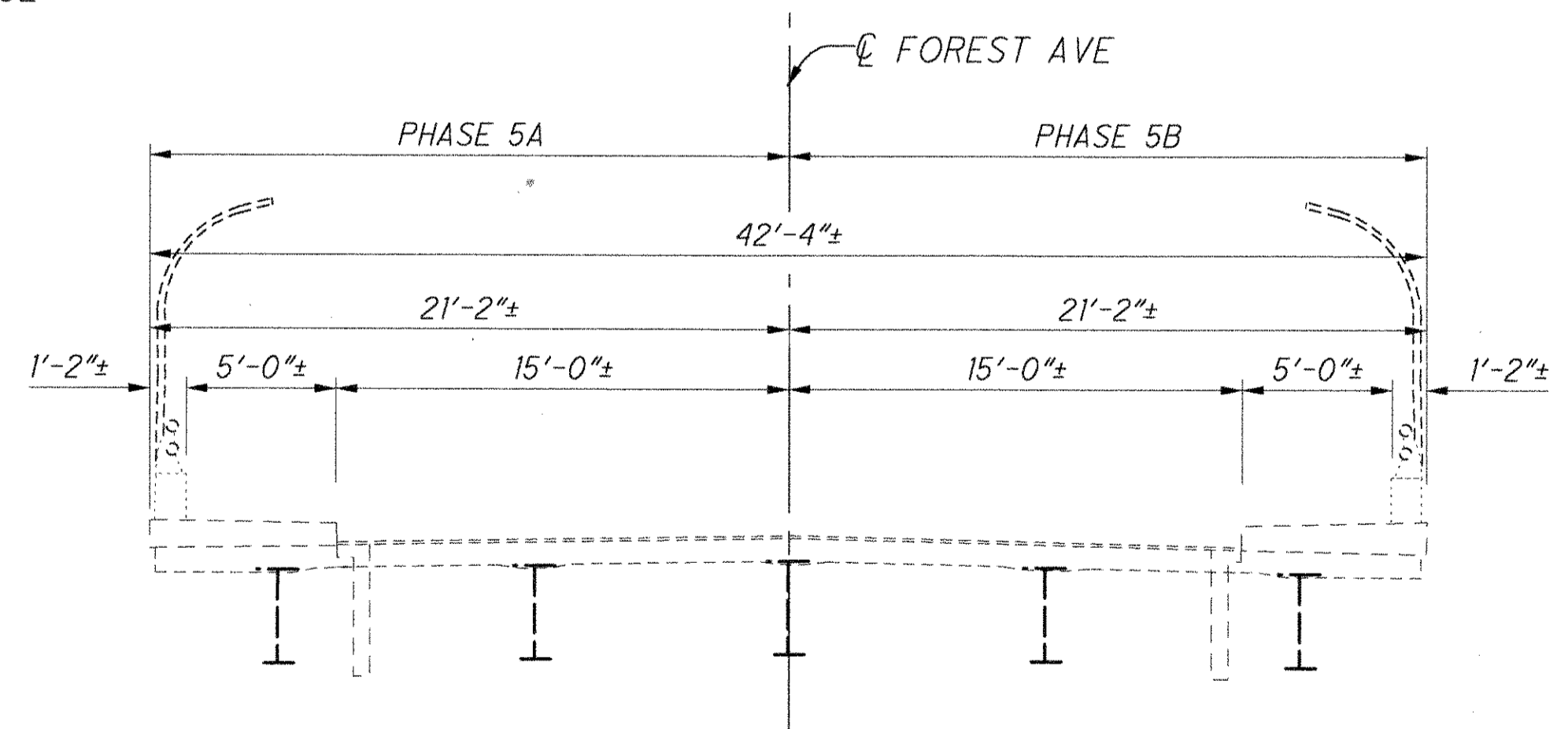
PROPOSED STRUCTURE	
TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.	
SPANS: 46'-0", 66'-3", 60'-0"	
ROADWAY: 52'-0" F/F CURB WITH 5'-0" SIDEWALK AND 2'-0" SAFETY CURB	
LOADING: HS25 CASE II AND ALTERNATE MILITARY	
SKEW: 8° 05' 50" LEFT FORWARD	
APPROACH SLABS: 20'-0" ABUT. 1, 25'-0" ABUT. 2 LONG (AS-1-81)	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
COORDINATES: LATITUDE 39° 09' 50"	
LONGITUDE 87° 27' 04"	



ITEM SPECIAL (512E73500)  
TREATING CONCRETE BRIDGE  
DECKS W/ GRAVITY FED RESIN.

**GENERAL PLAN**

**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE  
OF TRAFFIC PLAN.



**BRIDGE TRANSVERSE SECTION**  
(LOOKING FORWARD)

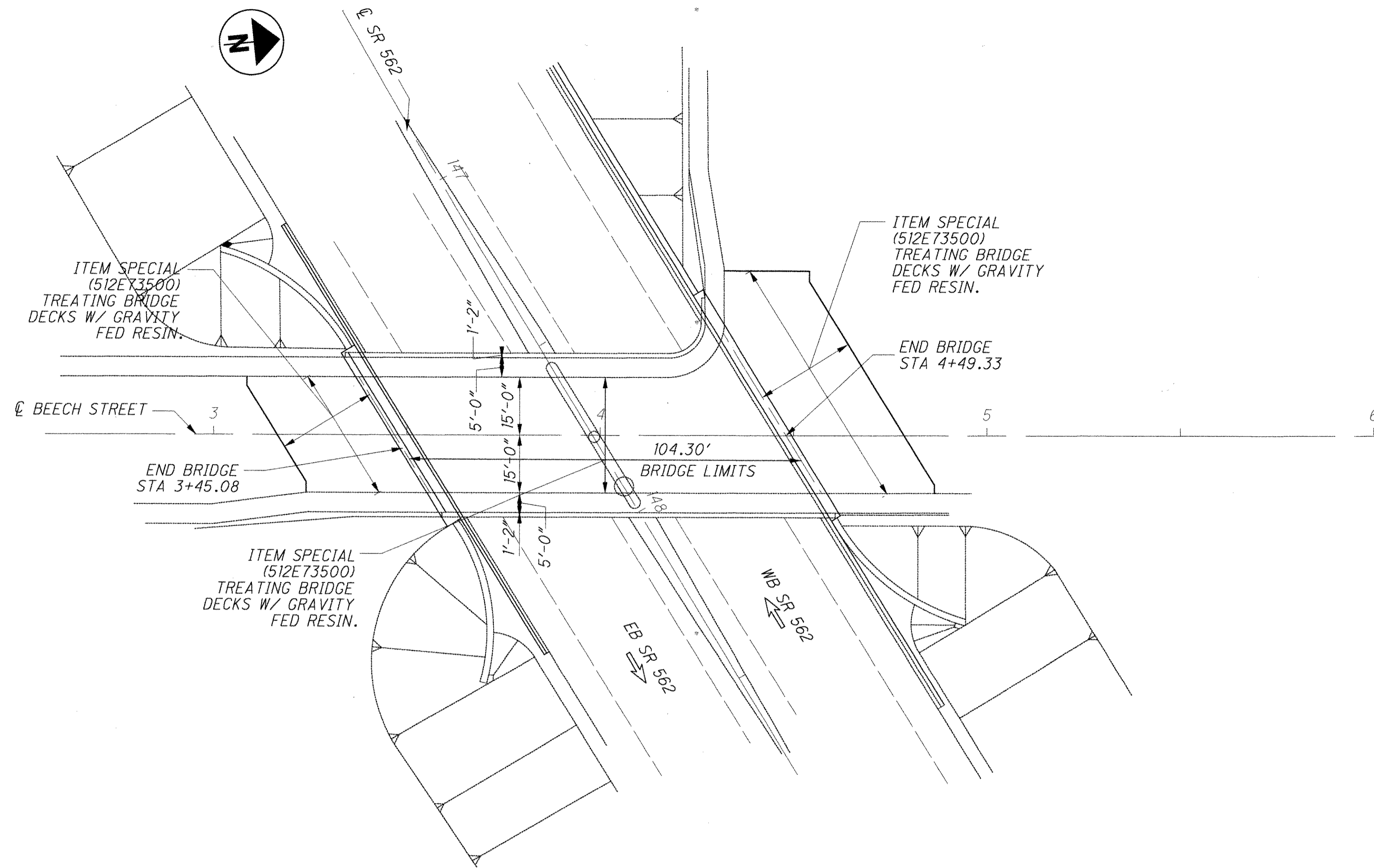
**PROPOSED WORK**

1. SEAL EXISTING BRIDGE DECK WITH GRAVITY FED RESIN.
2. SEAL CONCRETE SURFACES OF PARAPET, SIDEWALK, 9" OF ADJACENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. SEAL BOTH ABUTMENTS AND WINGWALLS PER DETAIL 3. SEAL PIERS PER DETAIL 2. THE SEALER SHALL BE EPOXY URETHANE SEALER, FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.

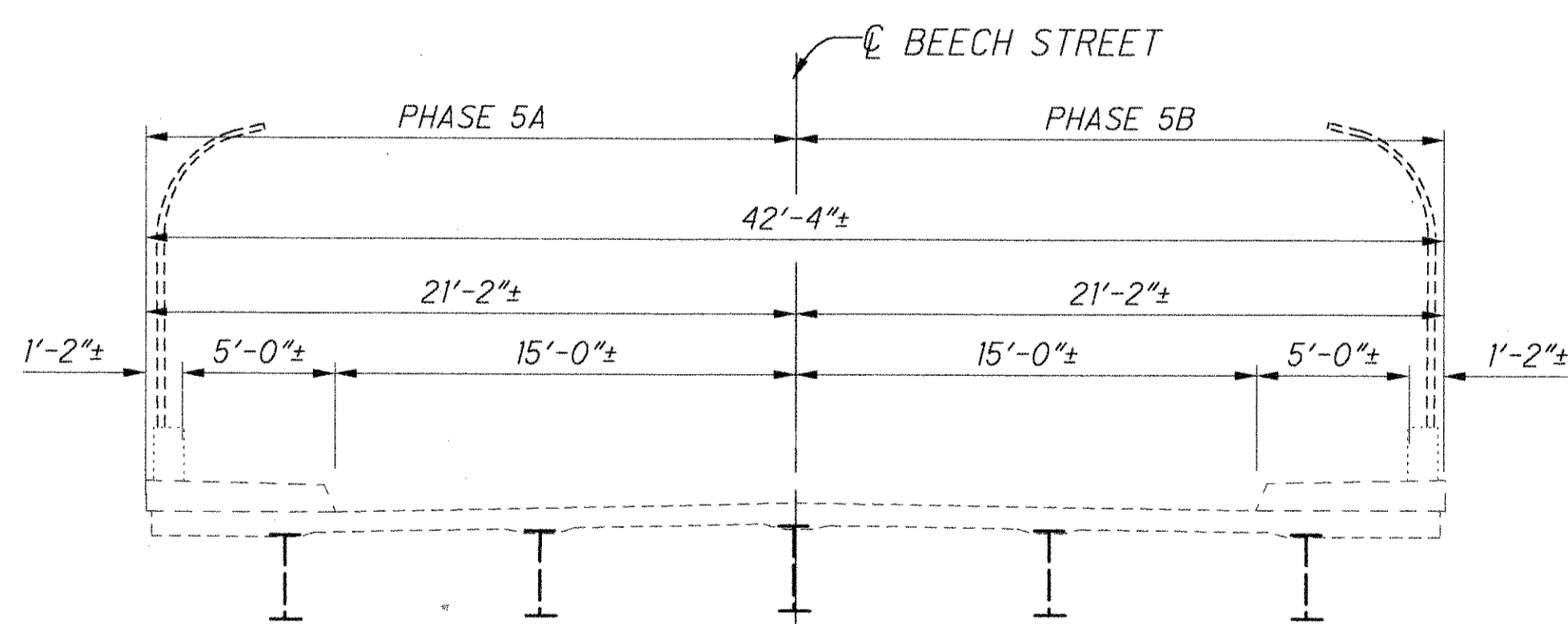
EXISTING STRUCTURE	
TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: 34'-9", 49'-9", 70'-0", 49'-0"	
ROADWAY: 30'-0" F/F CURB WITH 5'-0" SIDEWALKS	
LOADING: C.F. = 400 (57)	
SKEW: 4° 41' 10" LEFT FORWARD	
APPROACH SLABS: 20'-0" LONG	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
STRUCTURAL FILE NUMBER: 3114023	
DATE BUILT: 1970	
DISPOSITION:	

PROPOSED STRUCTURE	
TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE SUBSTRUCTURE.	
SPANS: 34'-9", 49'-9", 70'-0", 49'-0"	
ROADWAY: 30'-0" F/F CURB WITH 5'-0" SIDEWALKS	
LOADING: HS25 CASE II AND ALTERNATE MILITARY	
SKEW: 4° 41' 10" LEFT FORWARD	
APPROACH SLABS: 20'-0" LONG LONG (AS-1-81)	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
COORDINATES: LATITUDE 39° 09' 47"	
LONGITUDE 85° 26' 47"	

DESIGN AGENCY <b>Edwards AND Kelcey</b>	DATE	REVIEWED	DATE	DESIGNED EMD	DRAWN VMF	CHECKED MSK	REVISOR	STRUCTURE FILE NUMBER 3114023
GENERAL PLAN		STA. 0+44.23		STA. 2+52.25				
HAM-562-0.00		PID No. 25499		1/1		77 80		



**GENERAL PLAN**



**BRIDGE TRANSVERSE SECTION**  
(LOOKING FORWARD)

**NOTE**  
WORK THIS SHEET WITH THE MAINTENANCE  
OF TRAFFIC PLAN.

**PROPOSED WORK**

1. SEAL EXISTING BRIDGE DECK AND APPROACH SLABS WITH GRAVITY FED RESIN.
2. SEAL CONCRETE SURFACES OF PARAPET, SIDEWALK, 9" OF ADJACENT DECK, DECK FASCIA AND 6" OF UNDERSIDE OF DECK PER DETAIL 1. SEAL BOTH ABUTMENTS AND WINGWALLS PER DETAIL 3. SEAL PIERS PER DETAIL 2. THE SEALER SHALL BE EPOXY URETHANE SEALER, FEDERAL COLOR 17778 - LIGHT NEUTRAL. SEE SHEET 68/80 FOR SEALING LIMITS AND DETAILS.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 50'-3", 50'-3"  
ROADWAY: 30'-0" F/F CURB WITH 5'-0" SIDEWALKS  
LOADING: C.F. = 400 (57)  
SKEW: 31° 08' 36" RIGHT FORWARD  
APPROACH SLABS: 20'-0" LONG  
ALIGNMENT: TANGENT  
CROWN: NORMAL  
STRUCTURAL FILE NUMBER: 3114082  
DATE BUILT: 1970, DECK REPLACED 1994  
DISPOSITION:

**PROPOSED STRUCTURE**

TYPE: CONTINUOUS ROLLED STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 50'-3", 50'-3"  
ROADWAY: 30'-0" F/F CURB WITH 5'-0" SIDEWALKS  
LOADING: HS25 CASE II AND ALTERNATE MILITARY  
SKEW: 31° 08' 36" RIGHT FORWARD  
APPROACH SLABS: 20'-0" LONG (AS-1-81)  
ALIGNMENT: TANGENT  
CROWN: NORMAL  
COORDINATES: LATITUDE 39° 09' 49"  
LONGITUDE 84° 26' 33"