

ERI-G-11.30

STATE OF OHIO

DEPARTMENT OF HIGHWAYS

F-FG-1042(7)

ERI - 6 - 11.30

ERIE COUNTY

VILLAGE OF HURON

PERKINS & HURON TOWNSHIPS

GRADE SEPARATION WITH THE NEW YORK CENTRAL RAILROAD COMPANY

MAR 20 1964
GROUND PHOTOLAB

LIMITED ACCESS
This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

The Standard Specifications of the State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will not require the closing of traffic of the highways and that provisions for the maintenance and safety of traffic will be as set forth on these plans and estimates.

CONVENTIONAL SIGNS

Township Line	-----
Corporation Line	-----
Fence Line	-----
Guard Rail (existing)	-----
Guard Rail (proposed)	-----
Railroad	-----
Power Poles	-----
Telephone Poles	-----
Trees or Stumps	-----
Property Line	-----
Right of Way with Limited Access	----- LA -----
Right of Way without Limited Access	----- R/W -----
Existing Right of Way	-----

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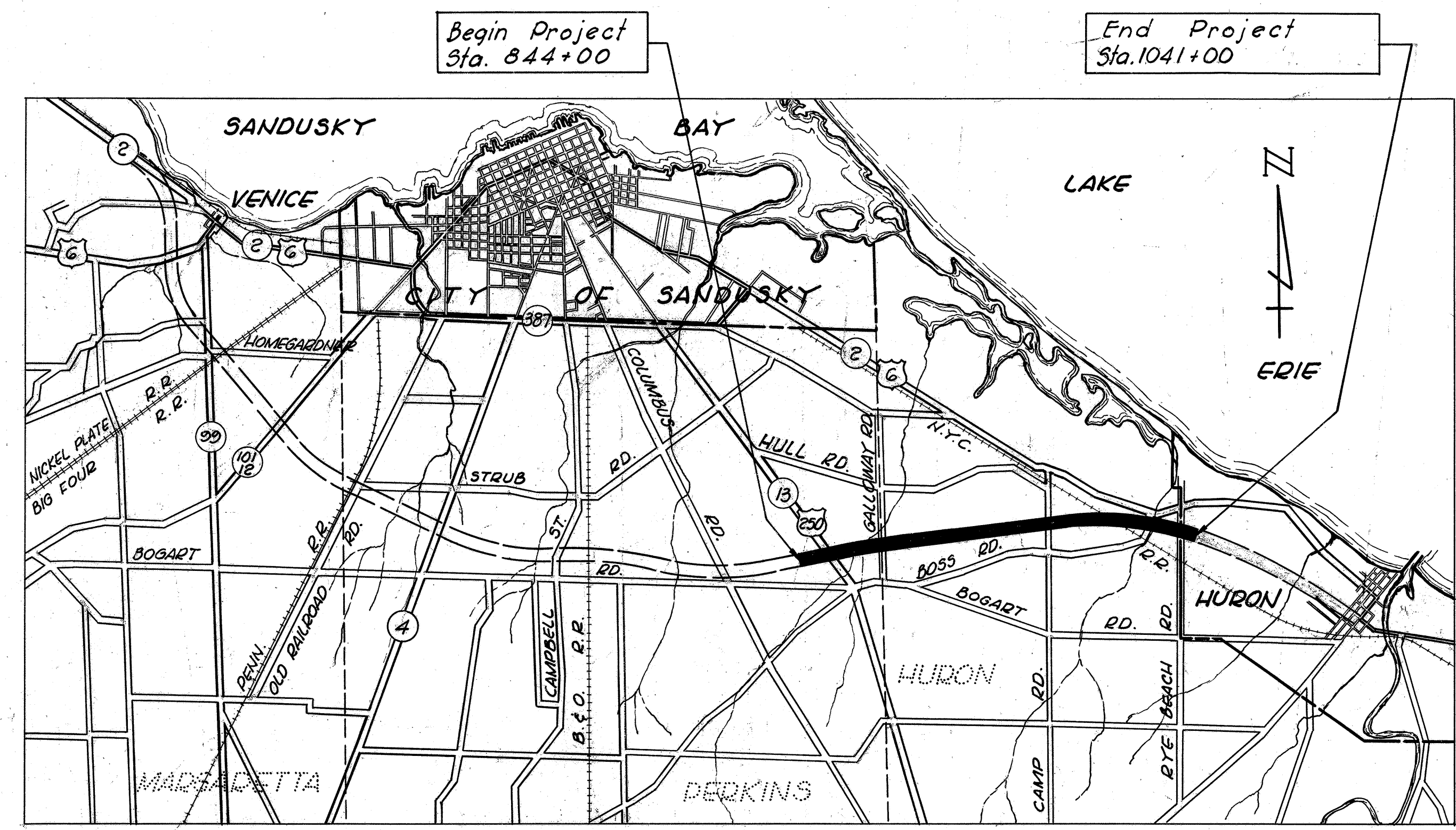
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ERI-2-1245

LINE DATA

F-1042(7): Sta. 844+00 to 990+00 =	14,600.00 Lin.Ft.
Sta. 1020+00 to 1041+00 =	2,100.00 Lin.Ft.
Long Sta. (884+30.48) - (882+70.51) =	159.27 Lin.Ft.
Total Length of Project F-1042(7) =	16,859.97 Lin.Ft. or 3.193 Miles
F-1042(7): Sta. 990+00 to 1020+00 =	3,000.00 Lin.Ft.
Total Length of Project & Work F-1042(7) =	3,000.00 Lin.Ft. or 0.568 Mile
Grand Total Length of Project (F & FG) =	19,859.97 Lin.Ft. or 3.761 Miles
Length of Work F-1042(7):	
Length of Project from above =	16,859.97 Lin.Ft.
Boss Road Relocation Sta. 840+00 to 36+21.78 =	2821.78 Lin.Ft.
U.S. 250 - Sta. 35+25 to 62+00 =	2675.00 Lin.Ft.
Galloway Rd. - Sta. 42+00 to 57+00 =	1500.00 Lin.Ft.
Camp Rd. - Sta. 41+25 to 61+80 =	2055.00 Lin.Ft.
Rye Beach Rd. - Sta. 39+90 to 59+92 =	2002.00 Lin.Ft.
East Approach U.S.R.G. - Sta. 1041+00 to 1041+50 =	50.00 Lin.Ft.
West Approach, U.S.R.G. - Sta. 843+00 to 844+00 =	100.00 Lin.Ft.
Total Length of Work F-1042(7) =	28,063.75 Lin.Ft. or 5.315 Miles
Grand Total Length of Work (F & FG) = (28,063.75 + 3000.00) =	31,063.75 Lin.Ft. or 5.883 Miles



Delivery Point: Huron LOCATION PLAN Average Haul: 4 Miles

Portion to be improved.....
State Roads.....
Other Roads.....

SCALE IN MILES

Plan..... 0 20 40 60 80 100
Profile: Horizontal.....
Profile: Vertical..... 0 4 8 12 16 20
Cross Section.....

SURVEY AND PLANS BY
SANZENBACHER MILLER AND BRIGHAM
TOLEDO, OHIO

11-28-60 REVISED SHEETS No. 2, 14, 15, 16 & 85
6-19-61 REVISED SHEET No. 85

STANDARD CONSTRUCTION DRAWINGS											
AS-1-54	12-1-54	L-3-A	4-1-50	5-27 P.C. 3	2-20-45	I-8 M.H. No.1	1-26-59	I-8 C.B. No.4	7-1-58		
RB-1-55	2-2-59	RI-1	7-15-58	5-27 P.C. 4	1-4-54	HW-C	7-15-57	I-8 M.H. No.1A	1-26-59		
AR-1-57	2-2-59	T-35	1-2-56	SP-53	11-25-58	I-12	7-1-54	DR-1	1-3-55		
CS-1-54 (2 Sheets)	7-16-56	B-T-50-70-71E No.1	10-1-47	I-1,2,3,4 & 5	4-24-58	I-14 G	1-22-58	CSB-2-54 (6 Sheets)	2-2-59		
F-1	9-1-59	B-T-71R	3-2-55	I-8 C.B. 2-A & B	3-2-59	I-15 No.1	5-21-59	I-8 C.B. No.5	7-1-58		
F-3	9-1-59	LJ No.1	7-1-55	I-8 C.B. 2-3 & 4	1-26-59	I-15 No.2-A	8-17-60				
L-1	4-1-50	TJ	5-1-56			I-21-23	8-1-56				
L-3	4-1-50	3-27 P.C.1	5-1-52	I-8 C.B. No.6	1-26-59	G-7.07	6-1-56				

SUPPLEMENTAL SPECIFICATIONS	
3-207	4-28-55
B-219	Rev. 3-12-59
M-206 G(b)	5-25-56
18	Rev. 6-15-59
F-124	1-11-56
3-101	12-2-59

MAR 20 1964
GROUND PHOTOLAB

MICROFILMED
MAR 20 1963

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Approved _____
Division Engineer Date _____

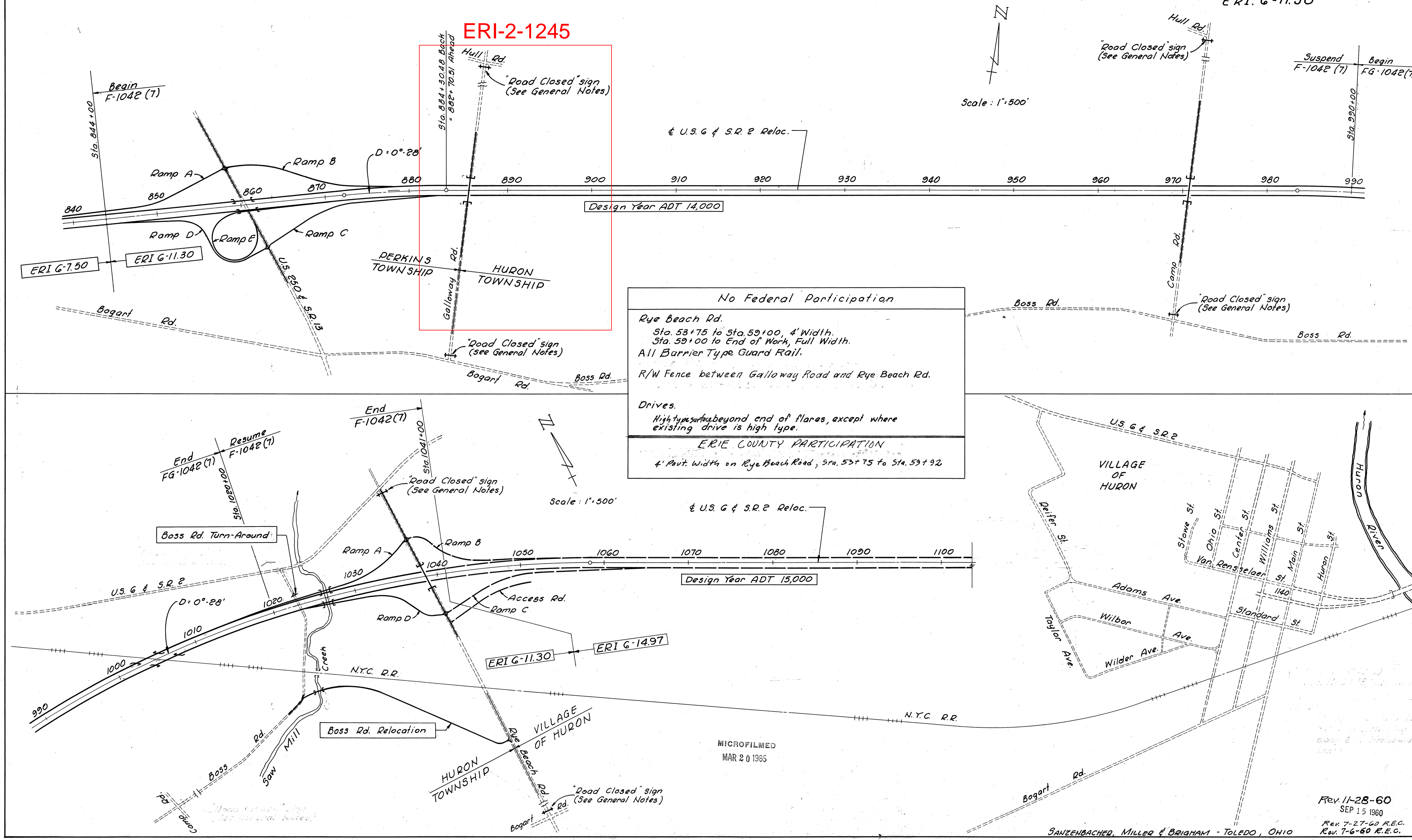
FILE NO.	ERI-G-11.30
Date of Letting	196
Contract No.	

SCHEMATIC PLAN

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

2
235

ERI. G-11.30

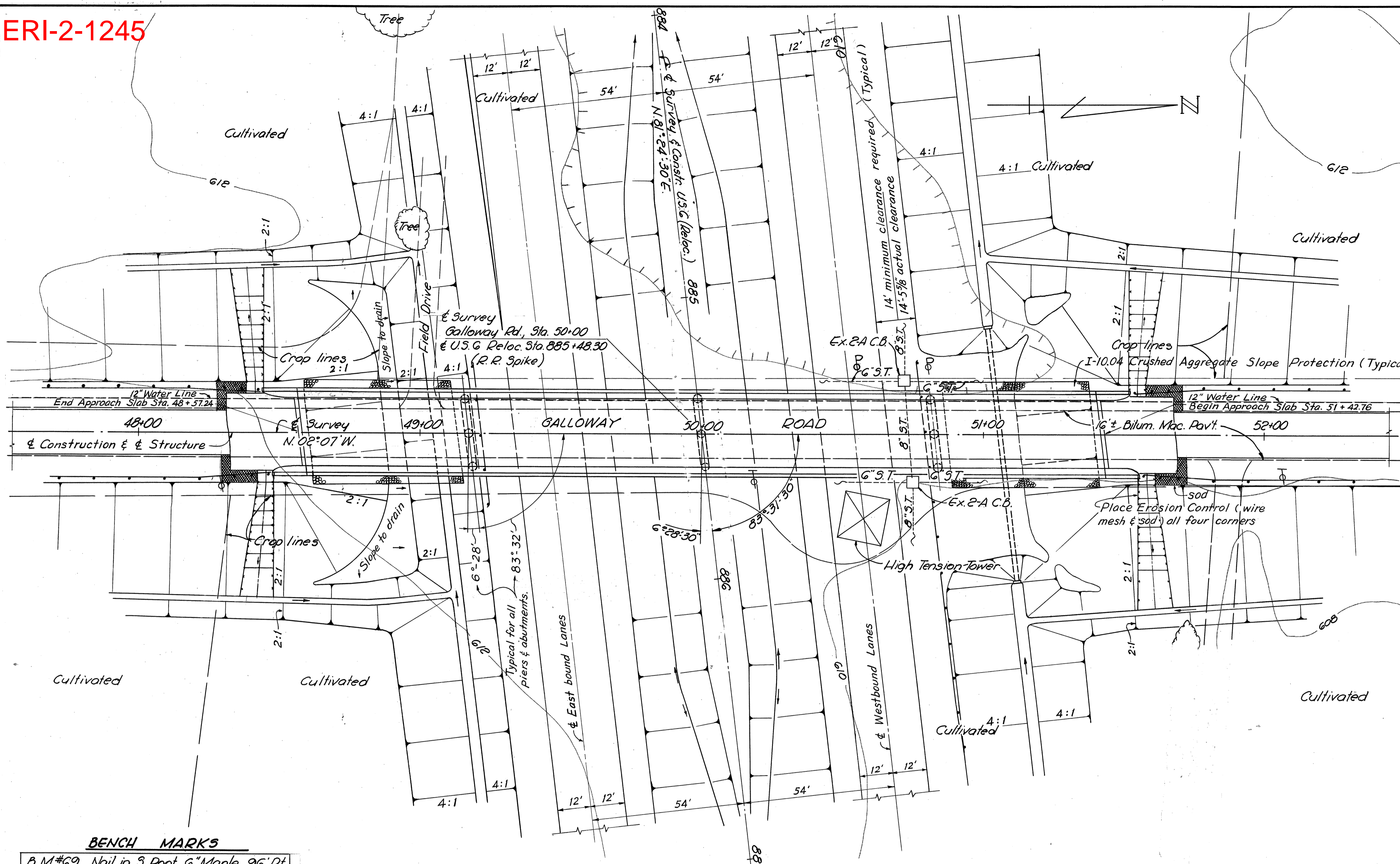


ERI-2-1245

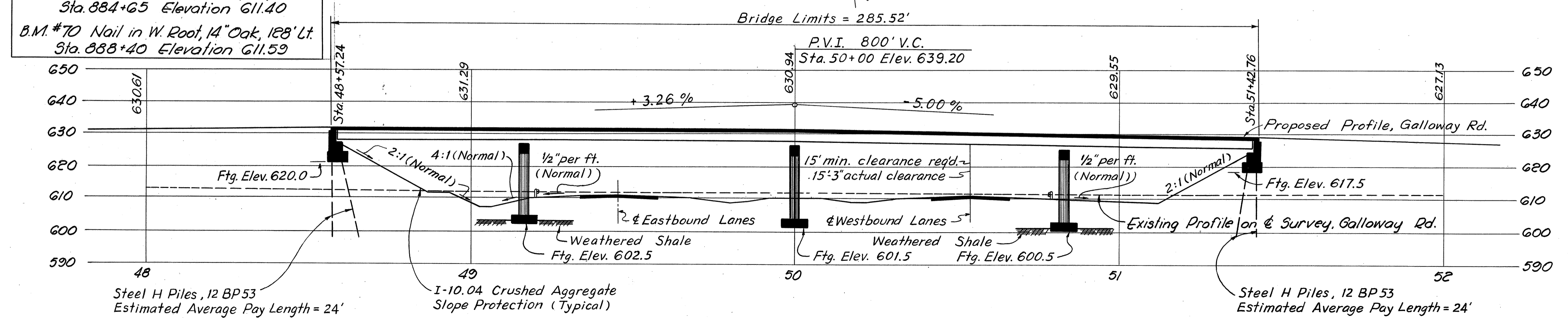
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	F-FG-1042(T)	160 235

ERIE COUNTY
ERI. 6-11.30
2.9 Miles West of Huron

FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.



BENCH MARKS
 B.M. #69 Nail in S. Root, 6" Maple, 96' Rt. Sta. 884+65 Elevation 611.40
 B.M. #70 Nail in W. Root, 14" Oak, 128' Lt. Sta. 888+40 Elevation 611.59



PROPOSED STRUCTURE
 Type: Continuous steel beam with reinf. conc. deck. Reinf. conc. pier bents and stub abutments.
 Spans: 58'-0", 82'-6", 82'-6", 58'-0" % Brgs.
 Roadway: 24'-0" w/ 2'-3" Safety Curbs.
 Load Frequency: C.F. 130 (57)
 Skew: 6°-28' Right Forward.
 Wearing Surface: 3/4" Monolithic Concrete.
 Approach Slabs: AS-1-54 (25' Long)
 Alignment: Tangent

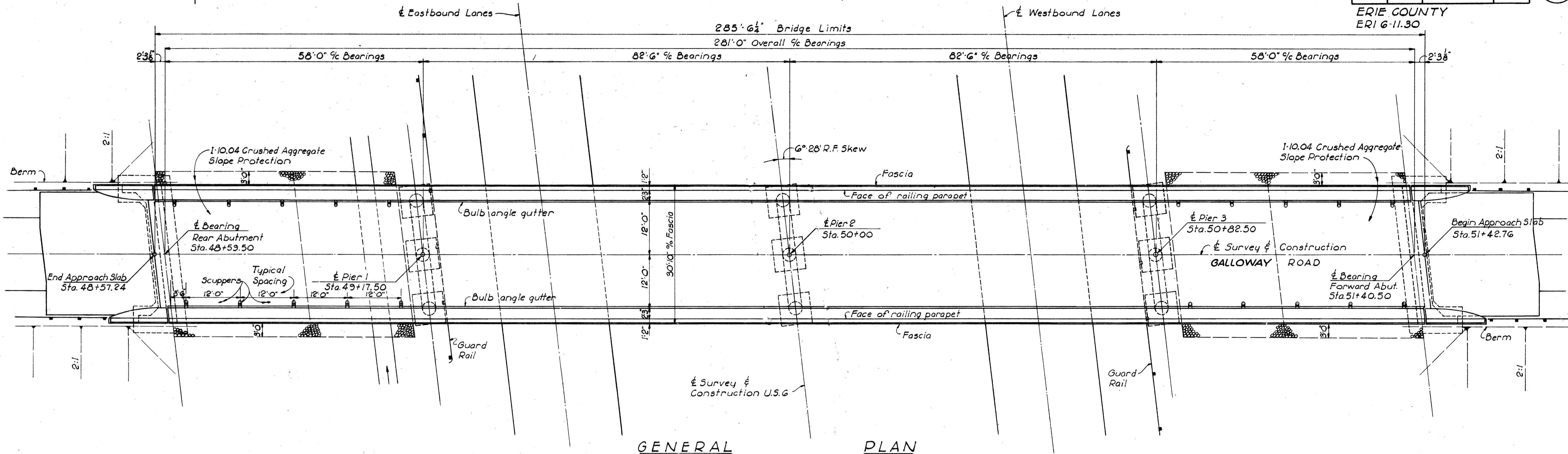
SANZENBACHER, MILLER & BRIGHAM
 CONSULTING ENGINEERS
 TOLEDO, OHIO
SITE PLAN
 BRIDGE No. ERI 6-1199
 UNDER GALLOWAY ROAD

MICROFILMED
MAR 20 1985

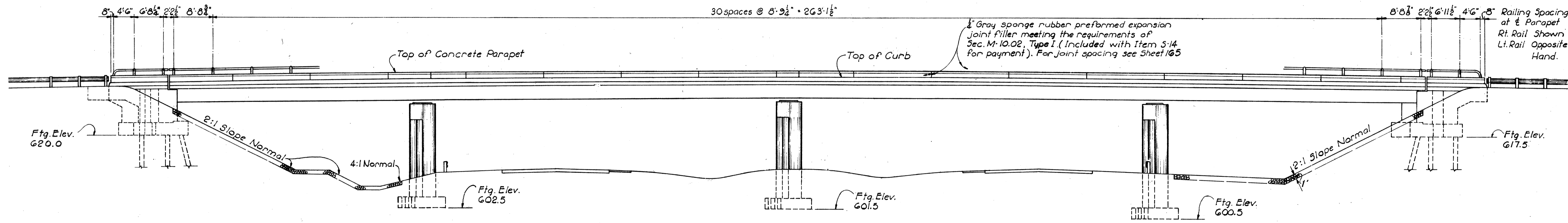
SEP 15 1960
Rev. 7-27-60 R.E.C.

Sta. 48+57.24 To Sta. 51+42.76
 SCALE: 1"=20'

PRESENT TOPOGRAPHY		PROPOSED WORK	
SURVEYED	DRAWN	DESIGNED	DRAWN
S.M.B.	T.F.H.-B.B.	N.D.	ND JHY
		CHECKED	REVIEWED
		B.J.H.	PC# 526



GENERAL PLAN



GENERAL ELEVATION

SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

GENERAL PLAN & ELEVATION
BRIDGE No. ERI 6-1199
UNDER GALLOWAY ROAD

STA. 48+57.24 To
STA. 51+42.76

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
T.W.D.	T.W.D.		B.J.H.	FCM	5-2-60	

SEP 15 1960
Rev. 7-27-60 R.E.C.

MICROFILMED
MAR 20 1985

REINFORCING STEEL LIST					BENDING DIAGRAMS				
MARK	NO.	LENGTH	WEIGHT	SHAPE	MARK	NO.	LENGTH	WEIGHT	SHAPE
ABUTMENTS					SUPERSTRUCTURE				
R701	24	11'-3"	552	S	S601	484	30'-6"	22173	S
R702	2	11'-3"	46	B	S602	477	33'-1"	23703	S
R703	2	11'-6"	47	B	S603	66	34'-0"	3370	S
R704	4	16'-10"	138	B	S501	484	30'-6"	15397	S
R705	4	16'-6"	135	B	S502	104	17'-2"	*	S
R601	48	14'-8"	1057	B	S503	8	13'-9"	*	S
R501	76	6'-2"	489	B	S504	8	9'-4"	*	S
R502	40	6'-2"	257	S	S505	8	7'-7"	*	S
R503	40	7'-3"	302	B	S506	8	4'-8"	*	S
R504	48	6'-3"	313	B	S507	8	12'-2"	*	S
R505	12	34'-7"	433	S	S508	8	5'-0"	*	S
R506	26	30'-0"	814	S	S509	378	4'-6"	1774	B
R508	56	7'-7"	443	B	S510	378	3'-8"	1446	B
R509	8	14'-10"	124	B	S511	756	2'-0"	1577	B
R510	16	6'-8"	111	S					
R511	16	11'-2"	186	S					
R512	8	8'-3"	69	S					
R513	16	2'-6"	42	S					
R514	24	11'-3"	282	S					
R515	8	4'-6"	38	S					
R516	8	3'-9"	31	S					
R517	32	3'-7"	120	S					
R518	4	8'-4"	35	S					
R519	4	9'-10"	41	B					
R520	4	8'-8"	36	S					
R521	4	10'-2"	42	B					
R522	2	9'-4"	19	S					
R523	2	9'-8"	20	S					
R524	4	15'-0"	63	S					
R525	4	14'-10"	62	S					
R526	8	13'-0"	108	S					
R527	4	13'-4"	56	S					
R528	8	12'-10"	107	S					
R529	4	12'-8"	53	S					
R530	8	12'-9"	*	S					
R531	8	12'-6"	*	S					
R532	44	5'-10"	268	B					
R533	24	6'-0"	150	B					
R534	8	5'-4"	44	B					
R535	8	3'-10"	32	B					
R536	12	3'-5"	43	S					
R537	20	6'-10"	143	B					
R538	10	7'-6"	78	B					
R539	10	7'-0"	73	B					
R540	40	2'-3"	94	B					
PIERS					REPLACEMENT BARS				
F1001	90	6'-4"	2453	B	RE1001	1	7'-3"		S
F701	288	9'-4"	5494	B	RE801	1	6'-6"		S
P1001	9	26'-8"	1033	S	RE701	1	6'-3"		S
P1002	6	25'-8"	663	S	RE601	3	5'-11"		S
P1003	6	32'-4"	835	B	RE501	2	5'-7"		S
P1004	6	31'-4"	809	B	RE401	1	5'-3"		S
P1005	9	14'-2"	549	S					
P1006	30	20'-11"	2700	S					
P1007	30	21'-6"	2775	S					
P1008	30	21'-5"	2765	S					
P801	12	8'-9"	280	B					
P501	6	25'-8"	161	S					
P502	72	7'-1"	532	B					

SPIRAL REINFORCING LIST						
MARK	No.	SP. DIA.	LENGTH	PITCH	No. TURNS	WEIGHT
SPA01	3	32"	17'-7 1/2"	4 1/2"	50	971
SPA02	3	32"	18'-2 3/4"	4 1/2"	52	1009
SPA03	3	32"	18'-1 1/8"	4 1/2"	52	992

*Included with Item S-14 for payment

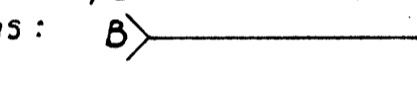
ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS		PIERS			Super	General
				REAR	FORWARD	1	2	3		
E-2	Lump	Sum	Cofferdams, cribs and sheeting.							Lump
E-2	484	Cu.Yds.	Unclassified excavation	103	103	75	98	105		
E-2	17	Cu.Yds.	Shale excavation			5	6	6		
S-1	272	Cu.Yds.	Class "C" concrete, superstructure						272	
S-1	74	Cu.Yds.	Class "C" concrete, pier caps and columns.			24	25	25		
S-1	132	Cu.Yds.	Class "E" concrete, abutments.	66	66					
S-1	54	Cu.Yds.	Class "E" concrete, pier footings			18	18	18		
S-4	101,057	Lbs.	Reinforcing Steel	3,798	3,798	7,940	8,054	8,027	69,440	
S-7	256,000	Lbs.	Structural Steel						256,000	
S-8	256,000	Lbs.	Field painting of structural steel, as per plan.						256,000	
S-14	618	Lin.Ft.	Railing (aluminum rail and supports, concrete parapet)						618	
S-16	Lump	Sum	First test pile							Lump
S-18	670	Lin.Ft.	Steel piles 12 BP53	335	335					
S-29	20	Cu.Yds.	Porous backfill.	10	10					
S-29	20	Each	Scuppers						20	
I-10	480	Sq.Yds.	Crushed aggregate slope protection.							480

GENERAL NOTES

REFERENCE shall be made to Standard Drawings AS-1-54 "Reinforced Concrete Approach Slabs", revised 12-1-54, RB-1-55 "Rockers and Bolsters" revised 2-2-59, AR-1-57, Aluminum Railing with Concrete Parapet, revised 2-2-59, CSB 2-56, "Continuous Steel Beam Bridge", revised 2-2-59 and to Supplemental Specification S-101, dated 12-2-59.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof.

WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the contractor, be made in the shop. Class "B" welds are shown thus: 

EXCAVATION AND BACKFILL: Excavation quantity includes the removal of fill material between the surface of the proposed embankment and the bottom of the footings. Backfill behind the abutments shall be compacted in accordance with the requirements for embankment compaction. Immediately after the pier excavation is completed, the area to be in contact with the footing concrete shall be given an application of bituminous material (1/4 gal. per square yard). This bituminous material to be one of the following emulsions or cut-backs as per Item M-5 of the specifications: MC-4, MC-5, RC-4, RC-5, MS-2 or RS-2.

PIER FOOTINGS shall extend a minimum of 3" into shale or to the elevation shown, whichever is lower.

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 4.0 tons per sq. ft.

PILES shall be driven with a hammer of not less than 11,000 ft.-lbs. per blow to firm contact with shale. If the length of penetration is approximately equal to the depth of firm shale according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. S-18.05 is not less than the following value for a pile hammer of the indicated energy rating:
For the abutment piles:
50 tons per pile using an 11,000 ft.-lb. hammer
45 tons per pile using a 15,000 ft.-lb. or greater hammer
If the energy rating is between the ratings as shown above, the required formula capacity shall be determined by interpolation. The design load is 30 tons per pile for the abutment piles.

STEEL: See Proposal regarding A-373 Steel.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of the concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to the transverse reinforcing steel and are located near the center of any span.

MACHINE FINISH: The concrete bridge deck shall be finished as specified in the proposal note "Machine Finishing of Bridge Deck Slabs".

BAR SIZE is indicated in the bar mark. The first digit where three digits are used and the first two digits where four are used, indicate the bar size number. For example a P501 is a No. 5 size bar, and a P1101 is a No. 11 size.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. S-4.02 need not be furnished and replacement bars will not be required.

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap. The "No. of Turns" shown is the "length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item S-4. 1 1/2 closed coils shall be provided at the ends of each spiral unit.

Four (or three) steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

GENERAL NOTES, REINFORCING STEEL & ESTIMATED QUANTITIES

BRIDGE No. ERI G-1199
UNDER GALLOWAY ROAD

STA. 48+57.24 TO
STA. 51+42.76

ERIE CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TWD	TWD		B.J.H.	FCM	5-2-60	

SEP 15 1960

ERI-2-1245

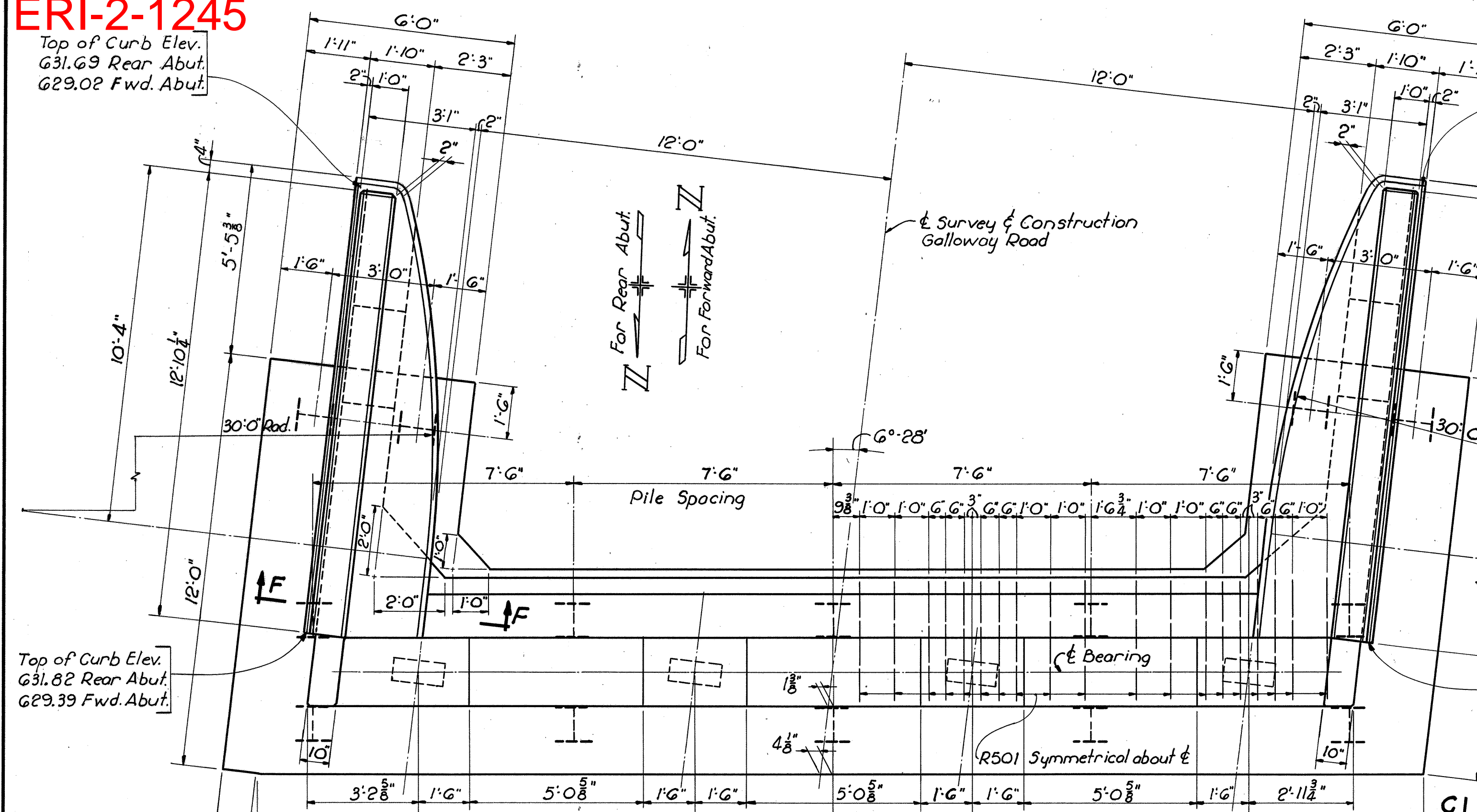
Top of Curb Elev.
G31.69 Rear Abut.
G29.02 Fwd. Abut.

Top of Curb Elev.
G31.66 Rear Abut.
G28.92 Fwd. Abut.

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	F-FG-1042(7)	

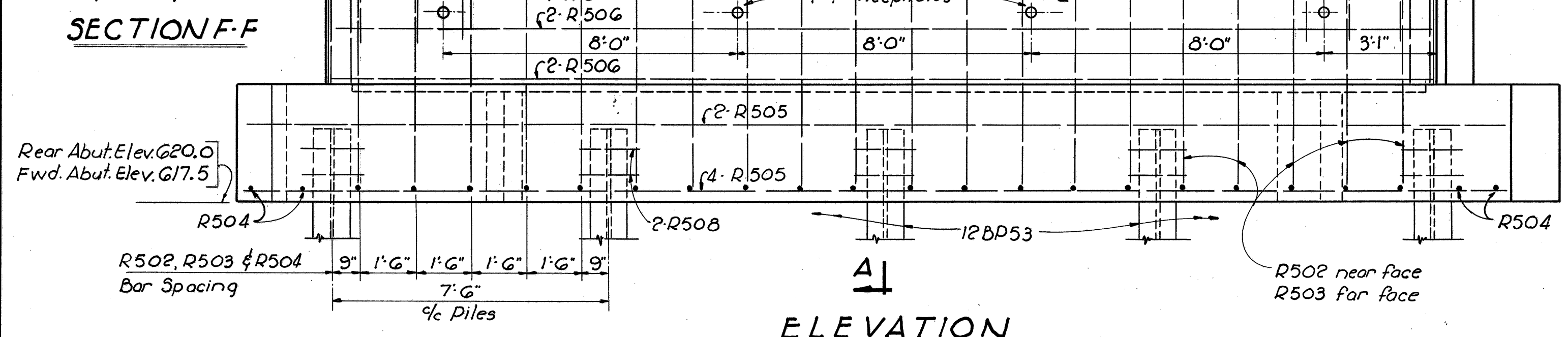
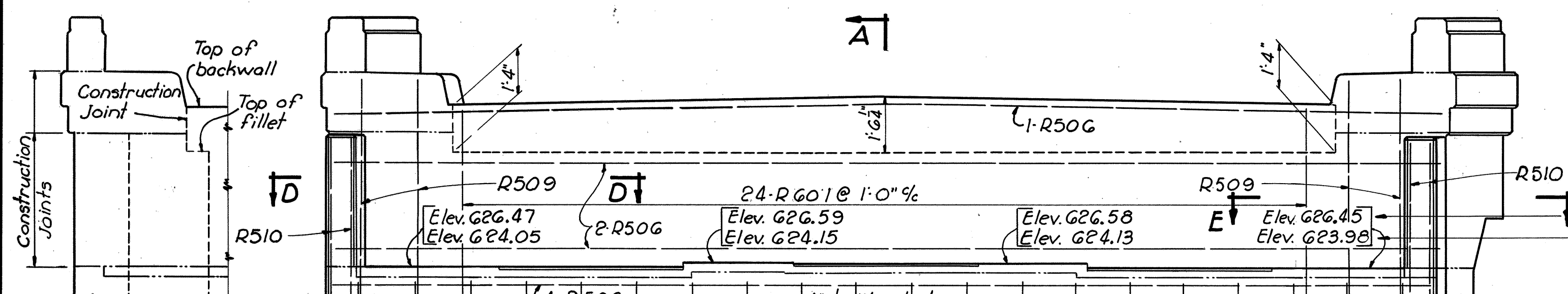
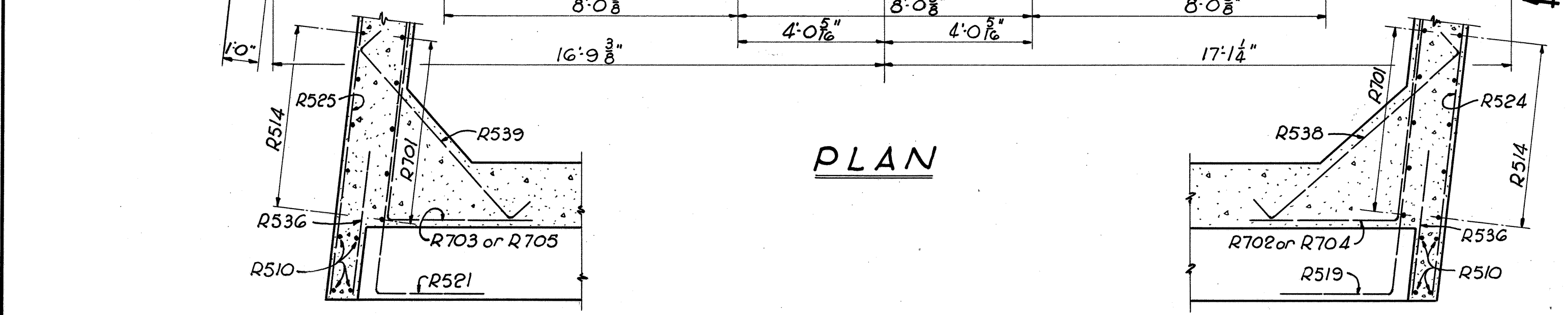
163
235

ERIE COUNTY
ERI G-11.30

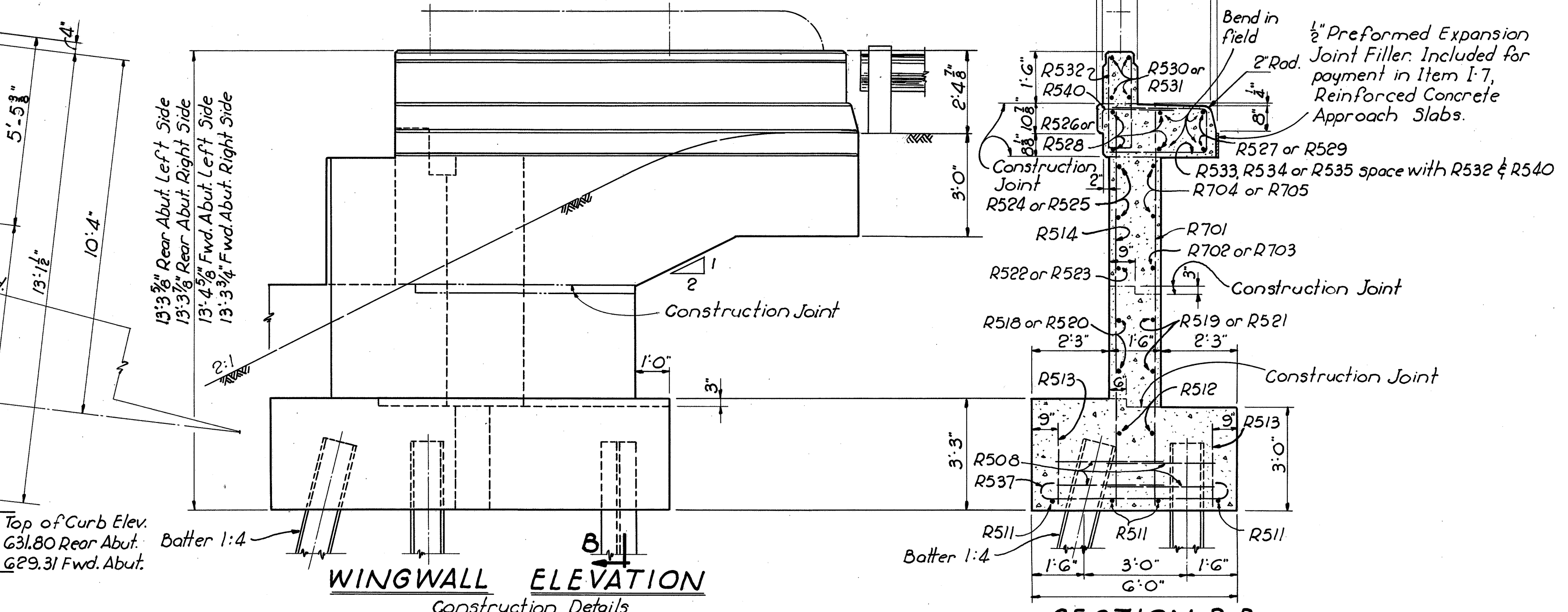


Top of Curb Elev.
G31.82 Rear Abut.
G29.39 Fwd. Abut.

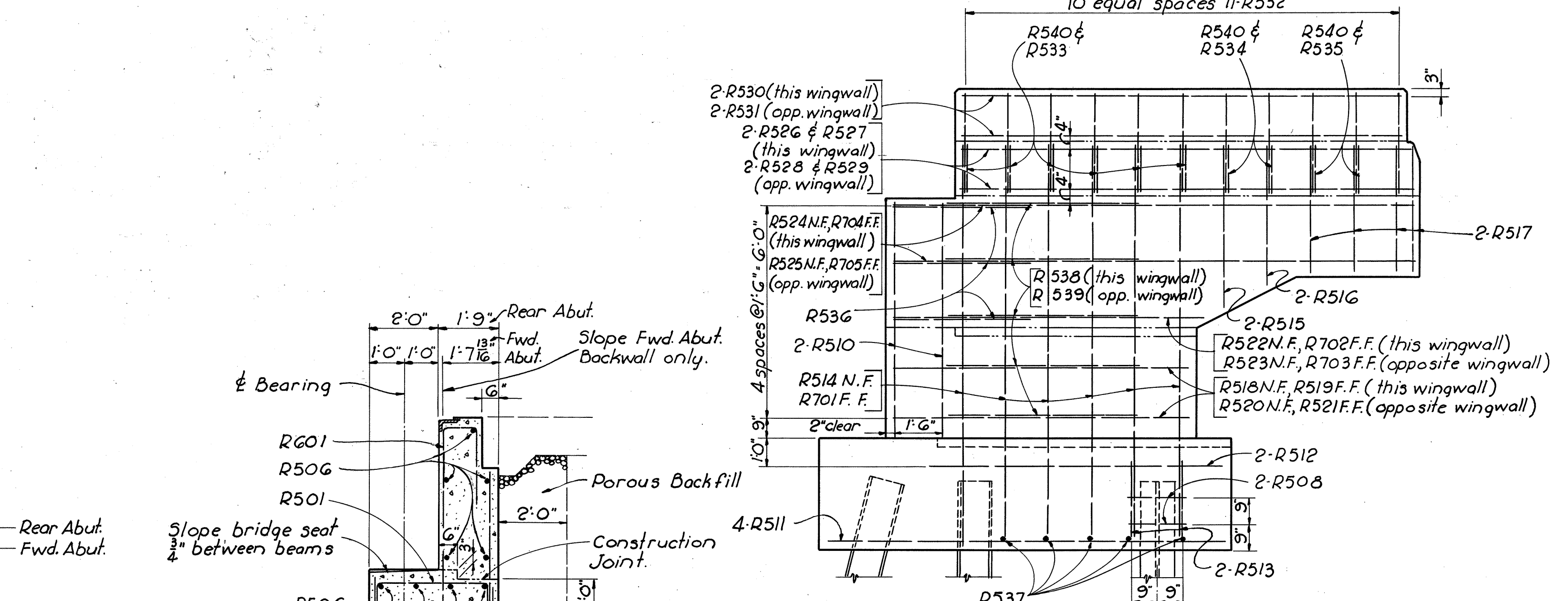
Top of Curb Elev.
G31.80 Rear Abut.
G29.31 Fwd. Abut.



ELEVATION

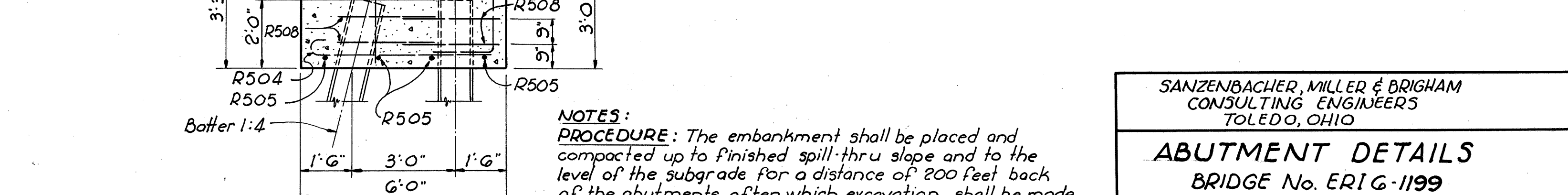


WINGWALL ELEVATION
Construction Details



WINGWALL ELEVATION C-C
Reinforcing Details

Reinforcing in both wingwalls similar except where noted.

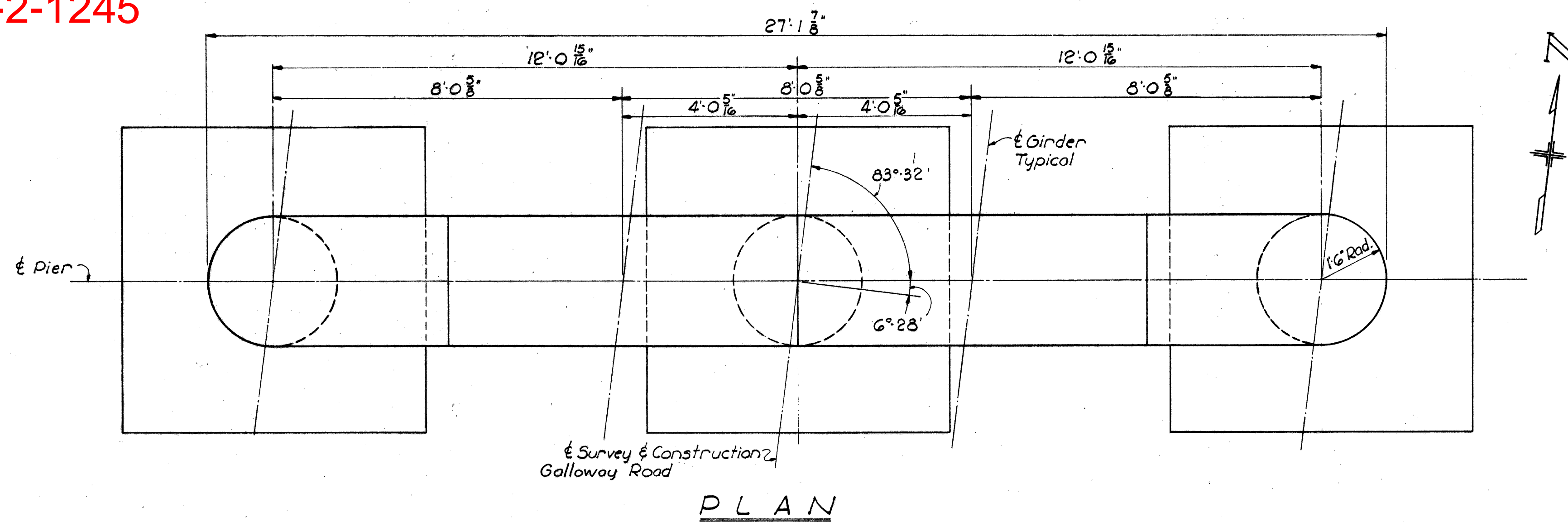


SECTION A-A

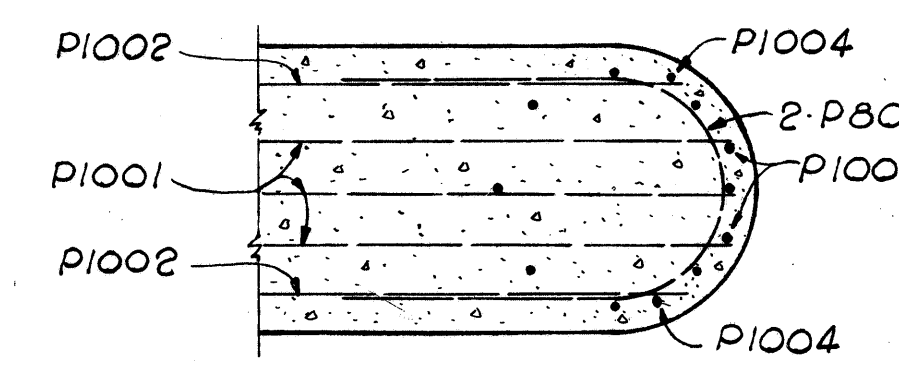
NOTES:
PROCEDURE: The embankment shall be placed and compacted up to finished spill thru slope and to the level of the subgrade for a distance of 200 feet back of the abutments, after which excavation shall be made for the abutment, and the piles driven.
F.F. - Far Face
N.F. - Near Face
Both abutments are identical, except as noted.

SANZENBACHER, MILLER & BRIGHAM CONSULTING ENGINEERS TOLEDO, OHIO				
ABUTMENT DETAILS				
BRIDGE No. ERI G-1199				
UNDER GALLOWAY ROAD				
STA. 48+57.24 To			STA. 51+42.76	
ERIE CO.				
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE
T.W.D.	T.W.D.	T.W.D.	B.J.H.	FCM 5-2-60

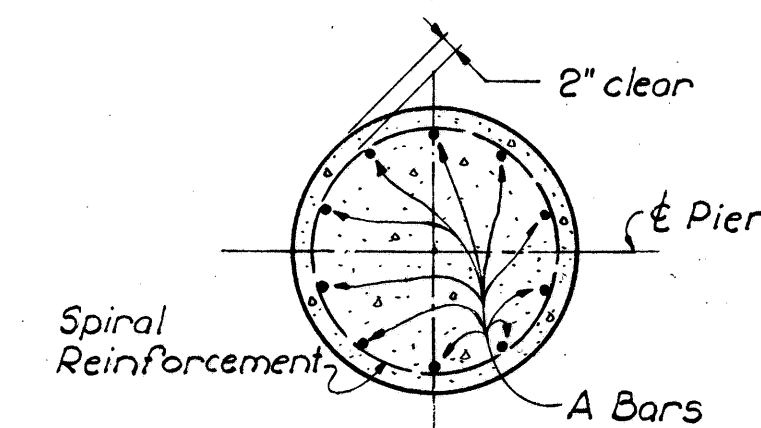
SEP 15 1960



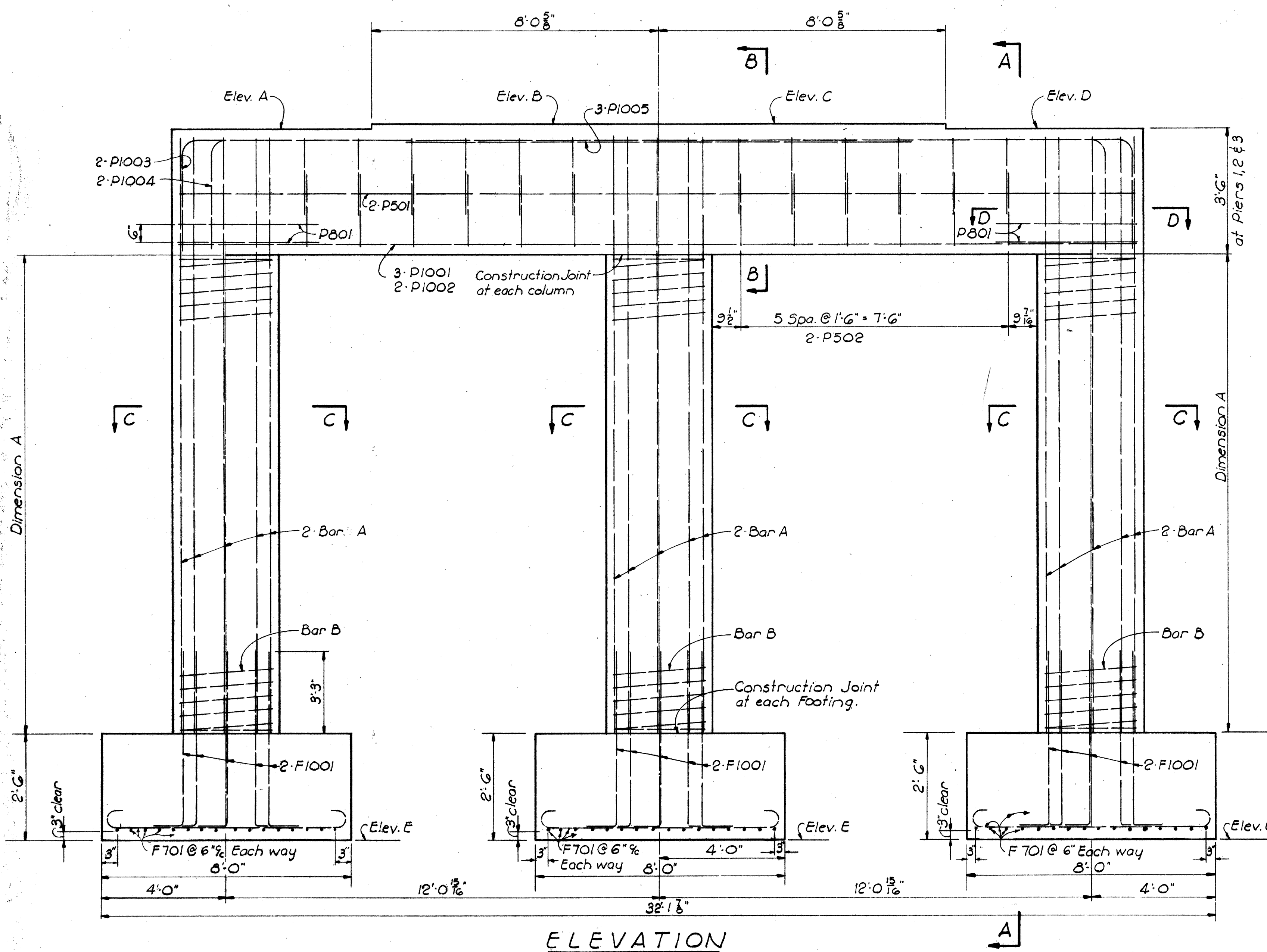
PIER NUMBER	ELEVATIONS					DIMENSION A	BARS	
	A	B	C	D	E		A	B
1	G26.10	G26.22	G26.22	G26.10	G02.5	17'-7 1/4"	P1006	SP401
2	G25.74	G25.86	G25.85	G25.72	G01.5	18'-2 3/8"	P1007	SP402
3	G24.69	G24.80	G24.78	G24.64	G00.5	18'-1 3/8"	P1008	SP403



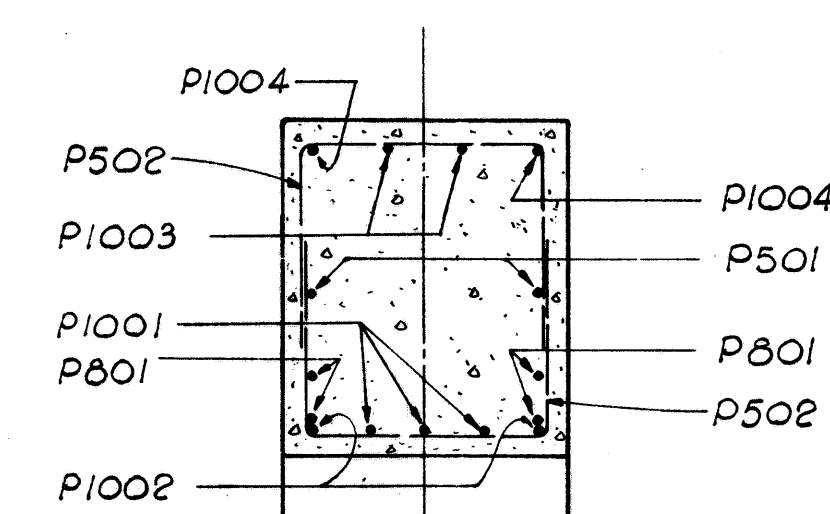
SECTION D-D



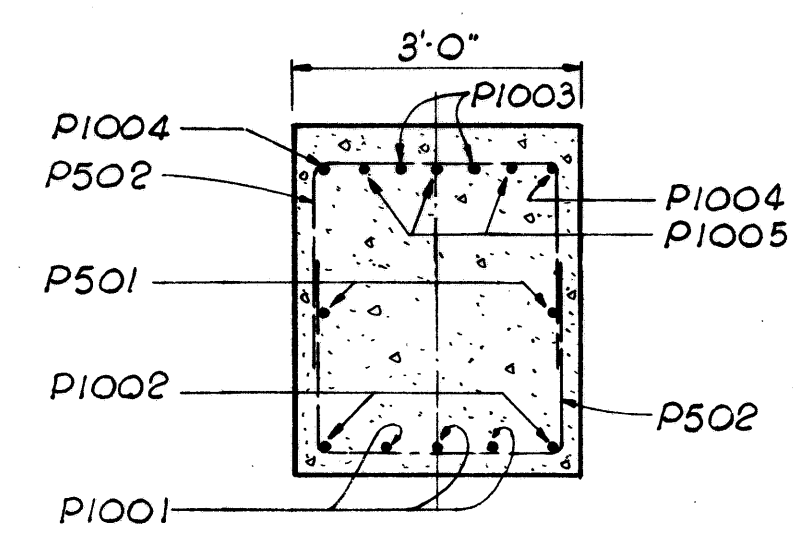
SECTION CC



ELEVATION



SECTION A-A



SECTION B-B

Special care shall be taken in placing reinforcing steel in pier #2 cap so that it will not interfere with the bolster anchor bolts.

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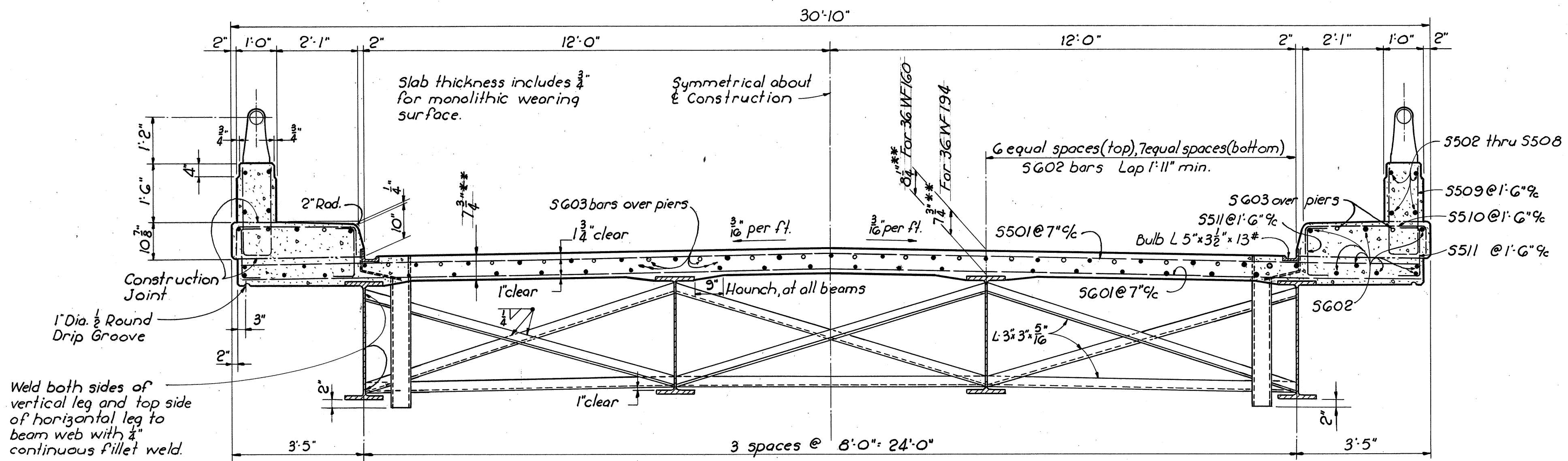
SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO OHIO

PIERS 1, 2 & 3
BRIDGE No. ERI G-1199
UNDER GALLOWAY ROAD
STA. 48+57.24 TO
STA. 51+42.76
ERIE CO.

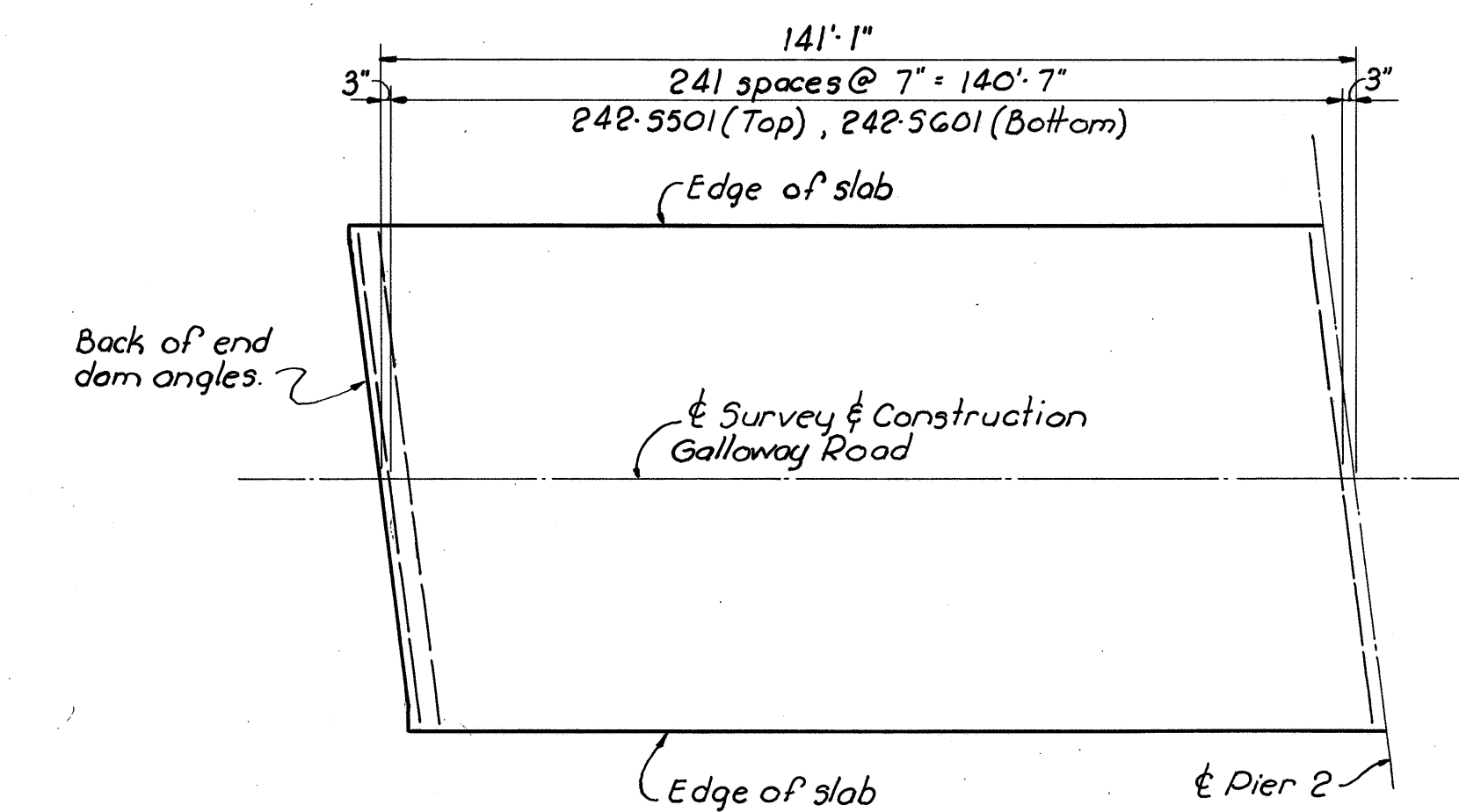
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TWD	TWD		B.J.H.	FCM	5-2-60	

SEP 15 1960

ERIE COUNTY
ERI G-11.30

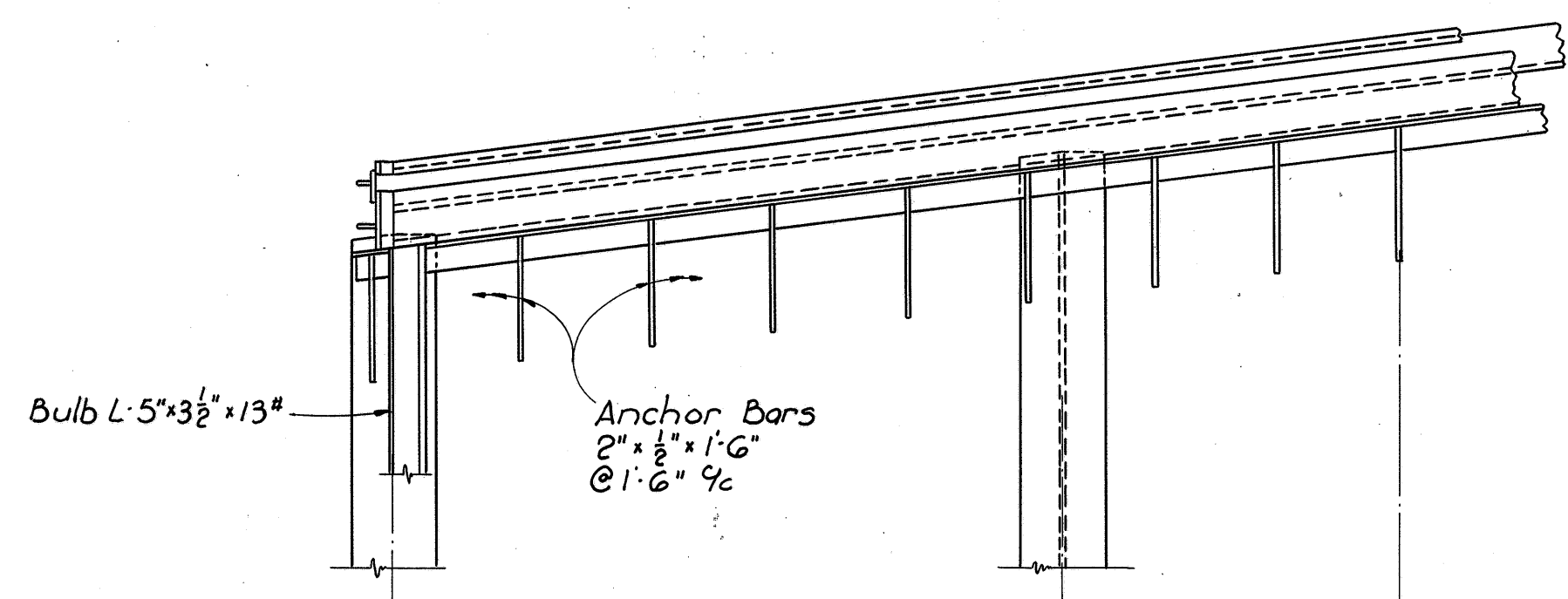


TRANSVERSE SECTION OF DECK

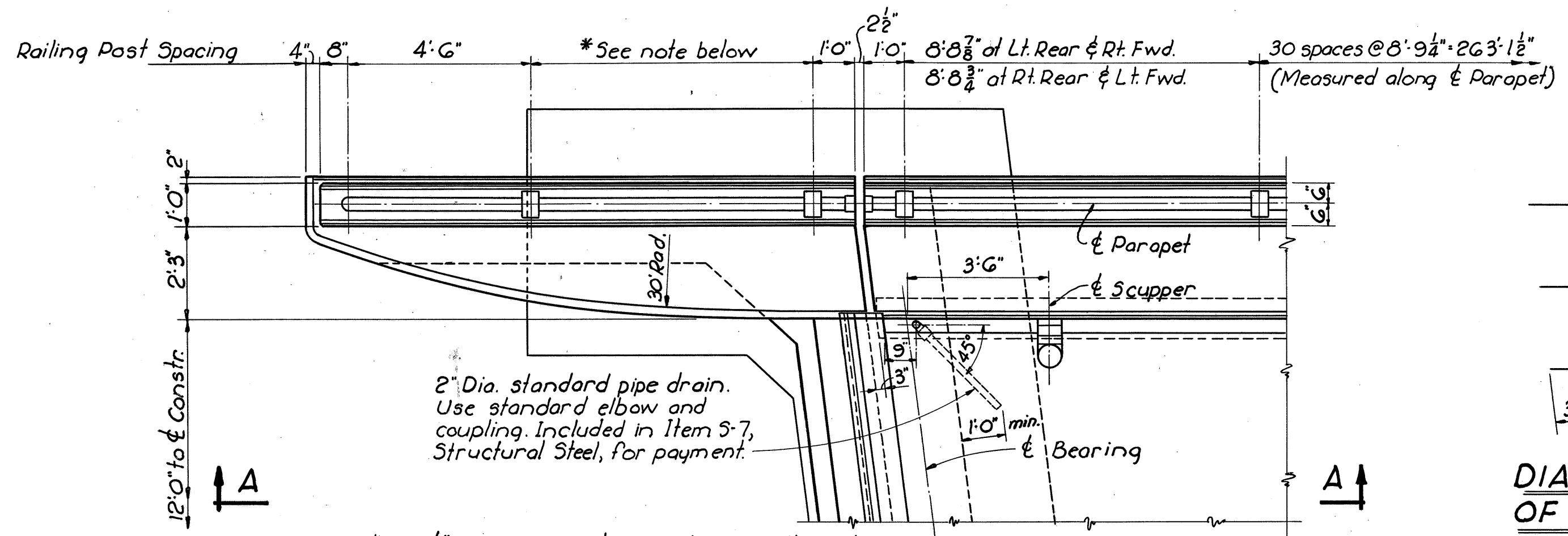


SLAB TRANSVERSE REINFORCING STEEL HALF PLAN

** This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, 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.



HALF END DAM PLAN



PLAN AT ABUTMENT

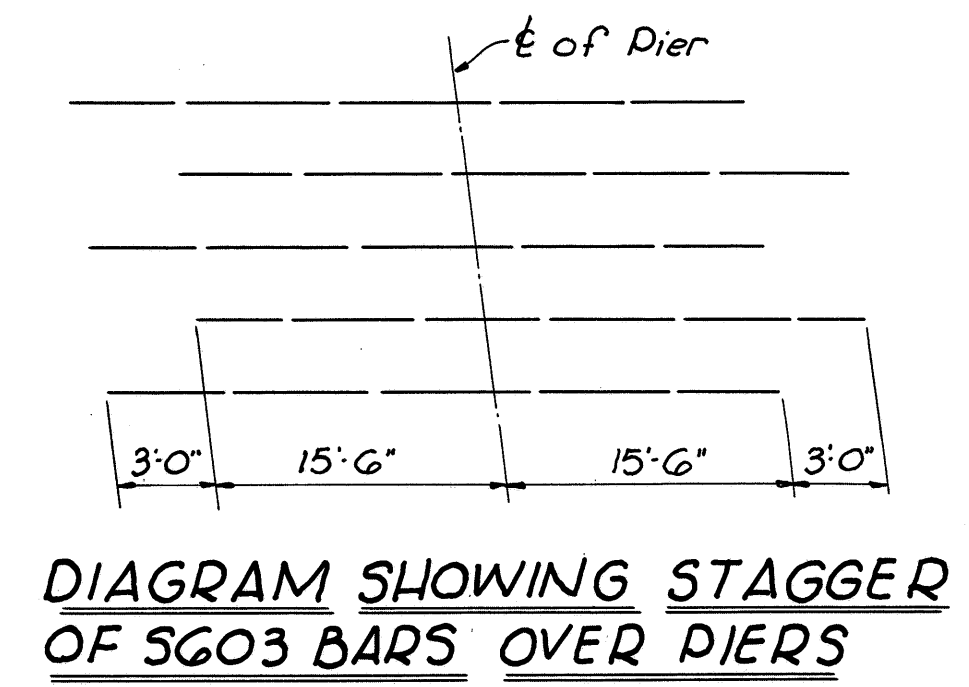
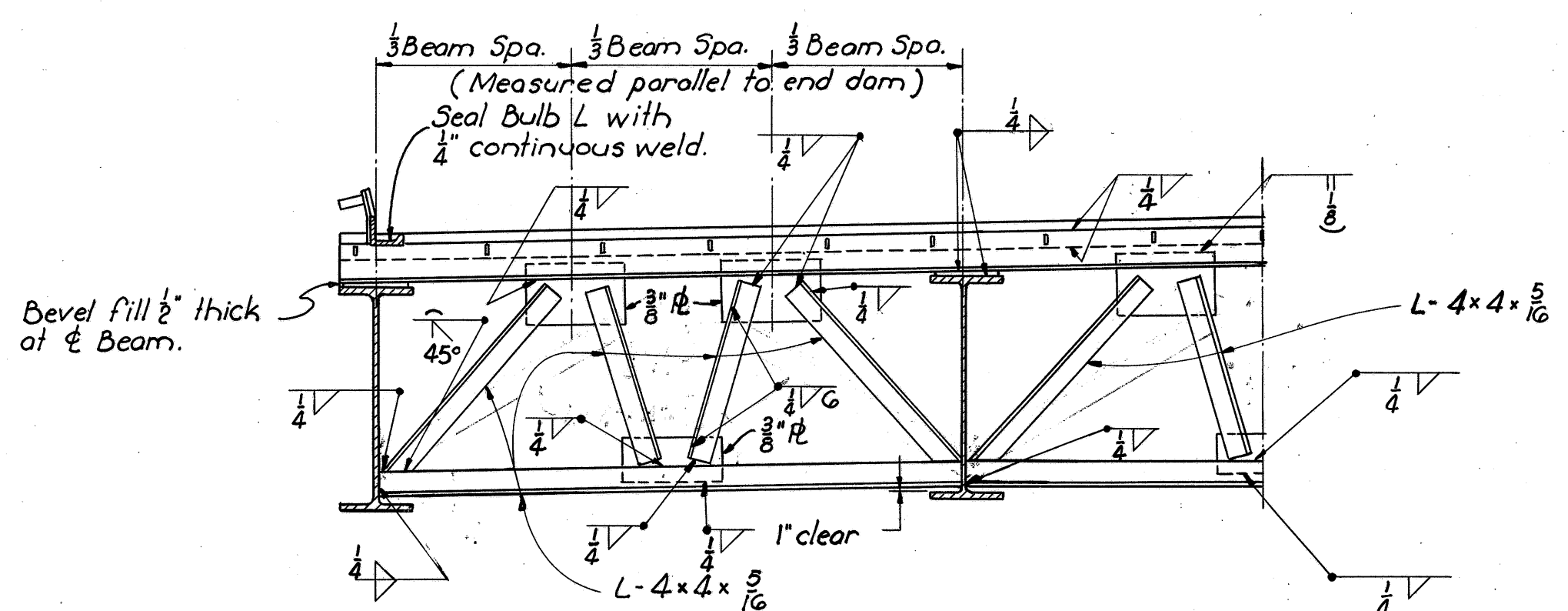
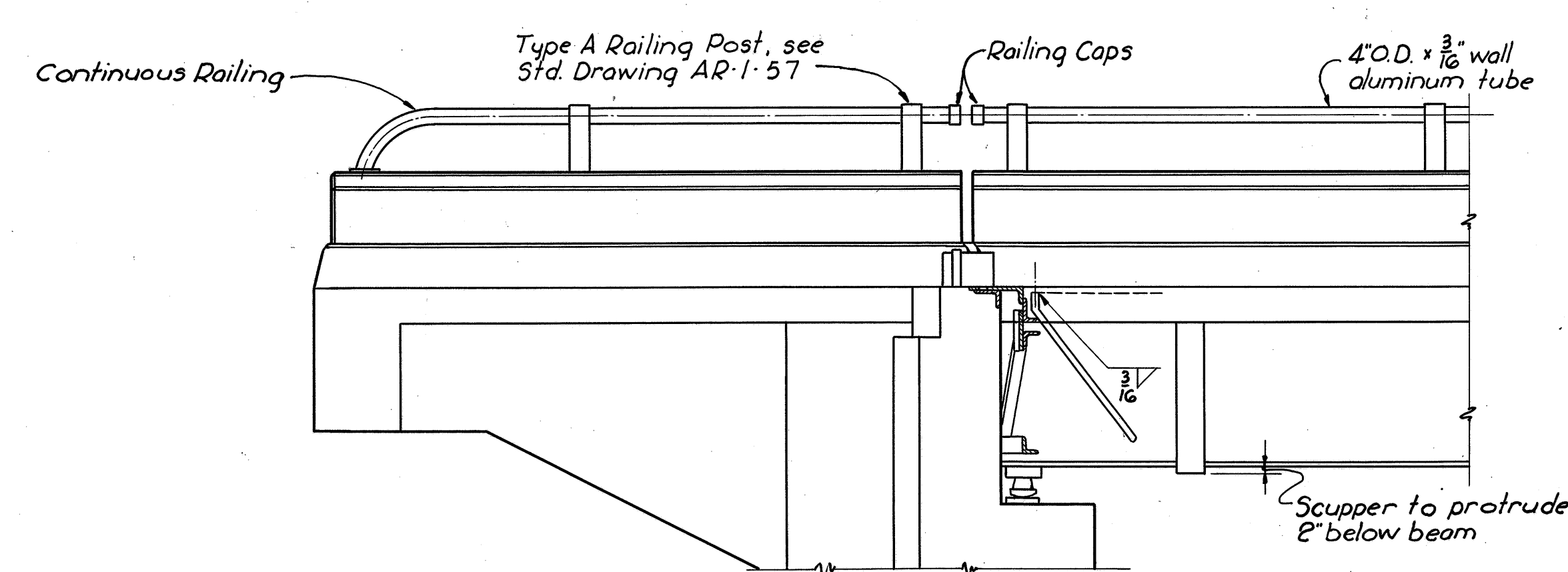


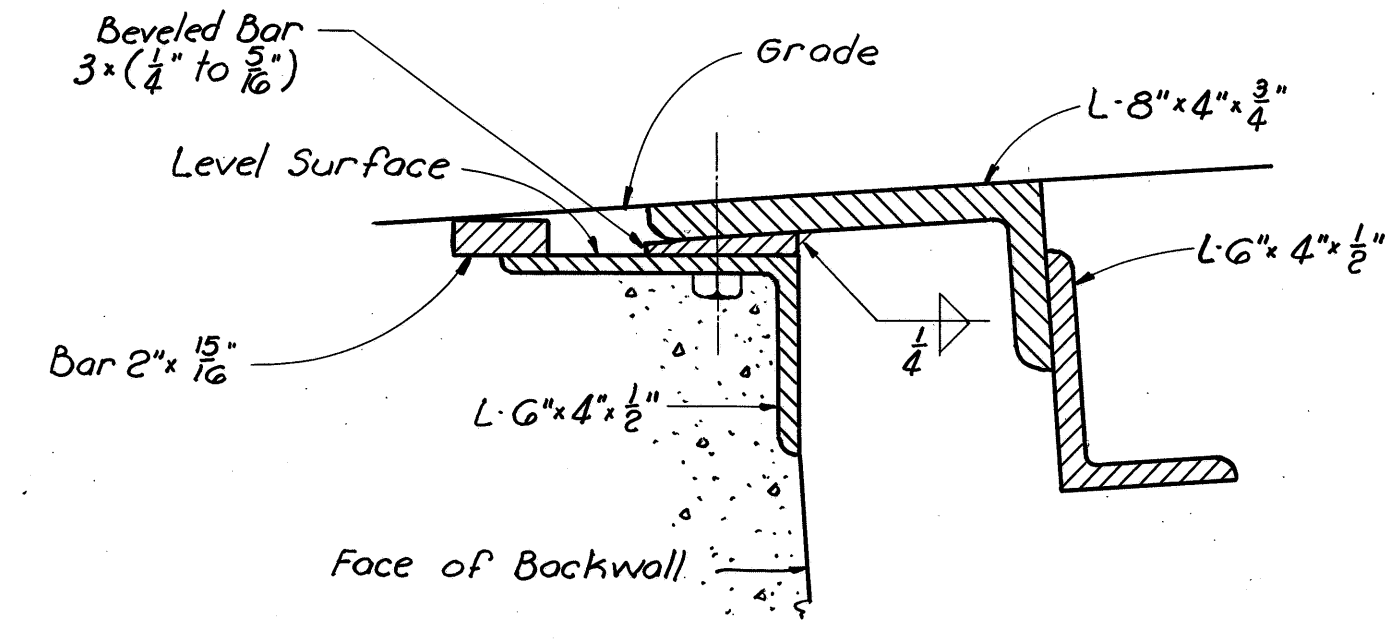
DIAGRAM SHOWING STAGGER OF 5G03 BARS OVER PIERS



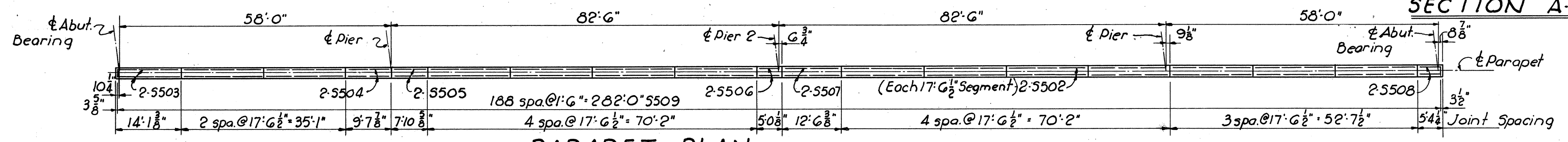
HALF END DAM ELEVATION



SECTION A-A



FORWARD ABUTMENT END DAM



PARAPET PLAN
Right Parapet Shown (Left Parapet similar by 180° Rotation)

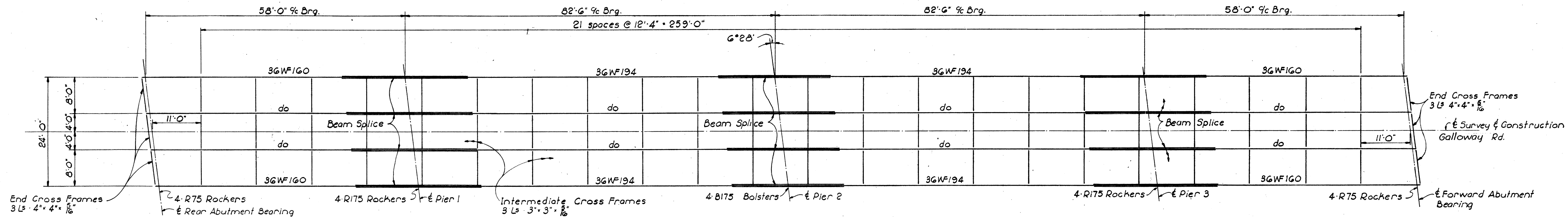
SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

SUPERSTRUCTURE DETAILS
BRIDGE No. ERI G-1199
UNDER GALLOWAY ROAD
ERIE CO. STA. 48+57.24 To STA. 51+42.76

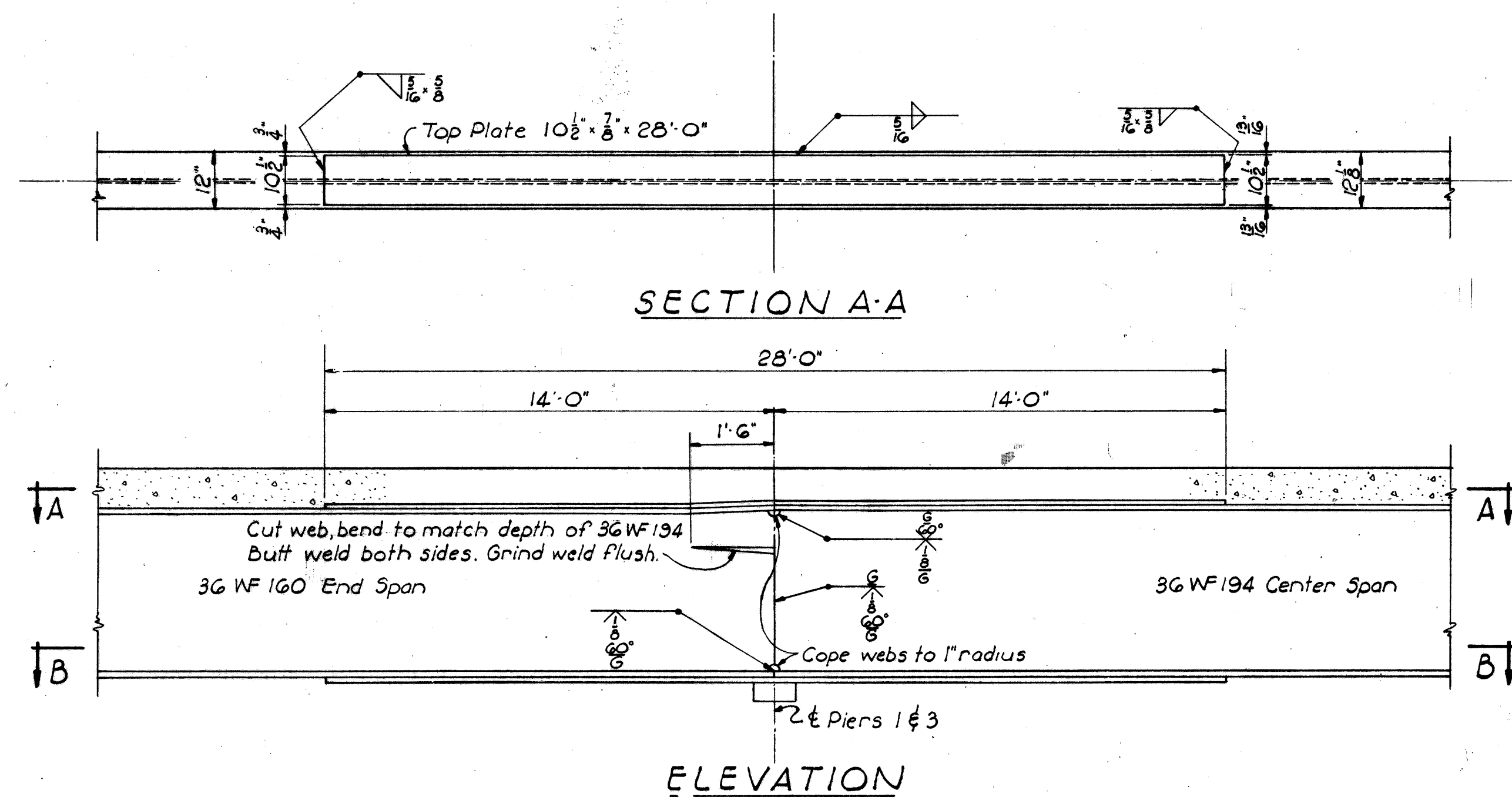
DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED
T.W.D. T.W.D. T.W.D. B.J.H. FCM 5-2-60

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MAR 20 1985

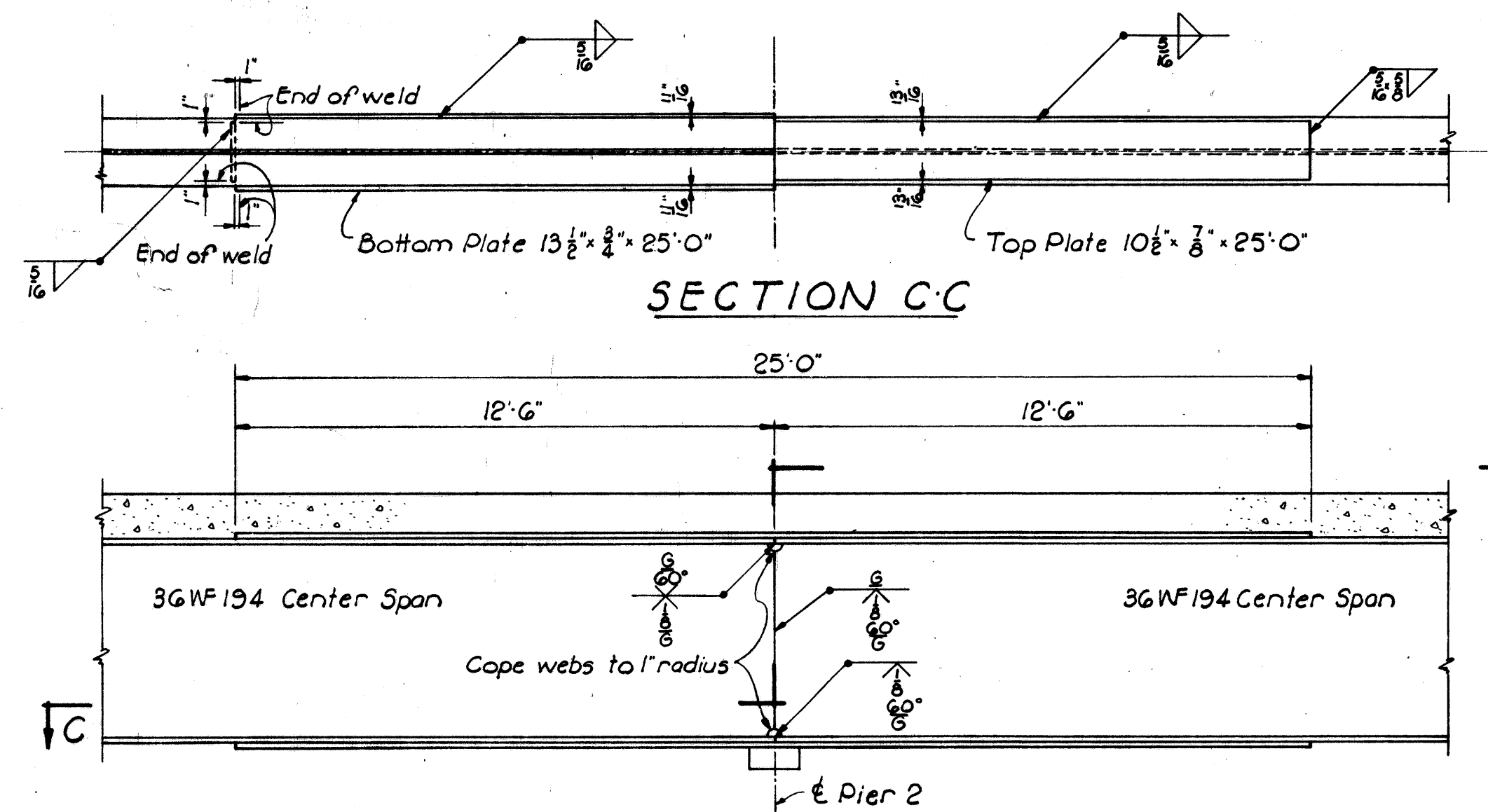
SEP 15 1960



STEEL FRAMING PLAN



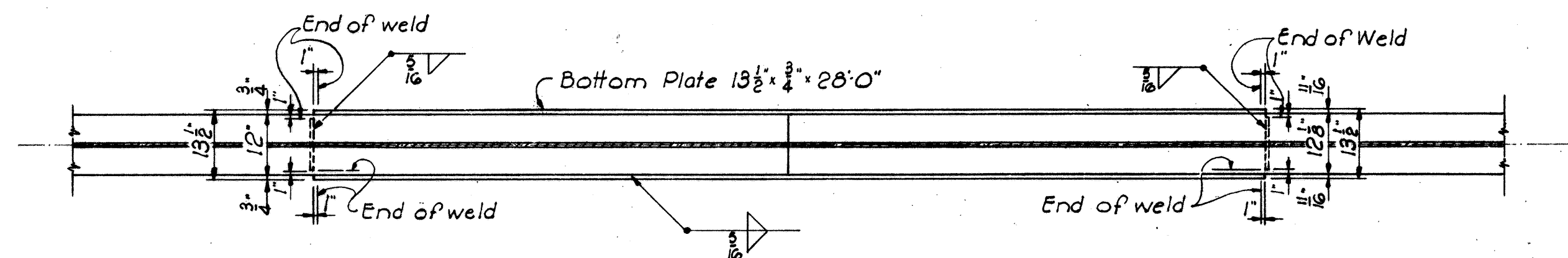
BEAM SPLICE DETAIL (PIERS 1 & 3)



BEAM SPLICE DETAIL (PIER 2)

- BEAM SPLICE WELDING PROCEDURE:**
1. Raise end of beam at Pier 2, 2"
 2. Butt weld beam flanges and web at Pier 1 using the following sequence: Make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
 3. Weld top and bottom flange moment plates at Pier 1.
 4. Lower end of beam at Pier 2.
 5. Make splice at Pier 2 and Pier 3 in the same manner raising the end of the beams 3" at Pier 3 and 2" at the Forward Abutment.

PAINTING:
After erection and after the shop coat has been cleaned and, where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel beams and all sides of the bottom flange.



SECTION B-B

CAMBERING of beams is required in accordance with the following table.

LOCATION	INTERIOR BEAMS				EXTERIOR BEAMS			
	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 1	SPAN 2	SPAN 3	SPAN 4
Deflection due to Dead Load	1/4"	1/2"	1/2"	1/4"	1/4"	3/8"	3/8"	1/2"
Camber for Vertical Curve	1/2"	1"	1"	1/2"	1/2"	1"	1"	1/2"
Total Camber	3/4"	1 1/2"	1 1/2"	3/4"	3/4"	1 3/8"	1 3/8"	3/4"
Required Shop Camber	1"	1 1/2"	1 1/2"	1"	1"	1 3/8"	1 3/8"	1"

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CONSULTING ENGINEERS
TOLEDO OHIO

SUPERSTRUCTURE DETAILS

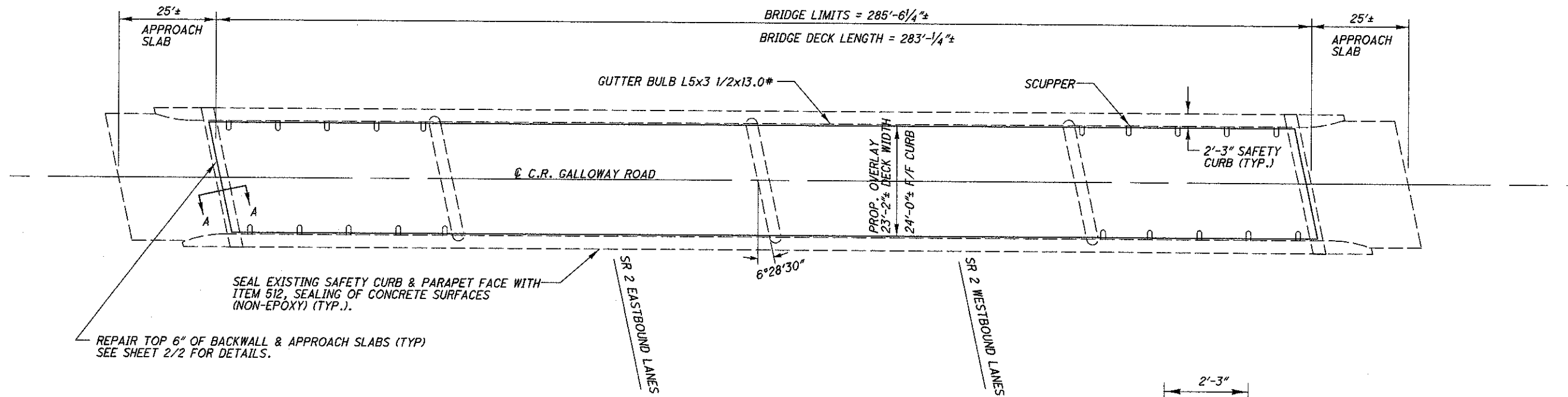
BRIDGE NO. ERI G-1199
UNDER GALLOWAY ROAD

STA. 48+57.24 TO
STA. 51+42.76

ERIE CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TWD	TWD		B.J.H.	FCM	5-2-60	

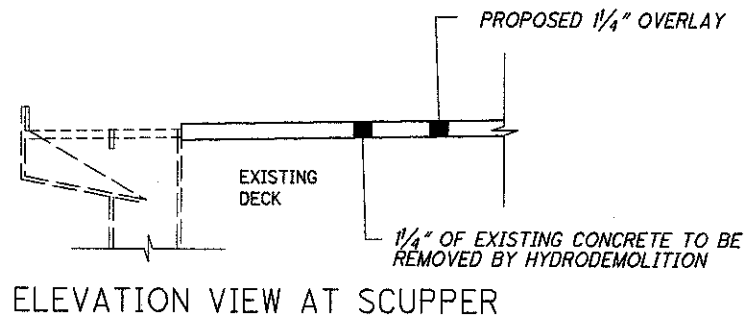
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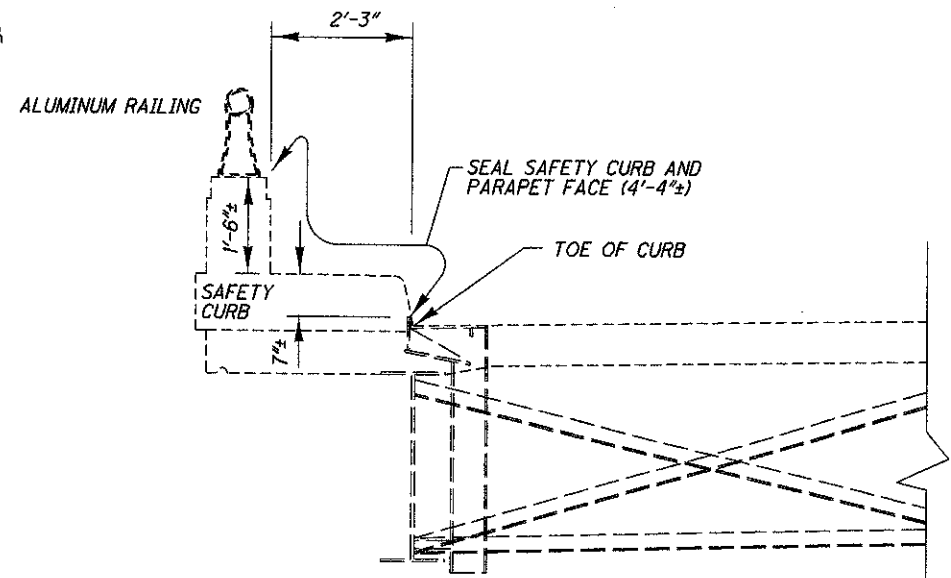
SEAL EXISTING SAFETY CURB & PARAPET FACE WITH ITEM 512, SEALING OF CONCRETE SURFACES (NON-EPOXY) (TYP.).

REPAIR TOP 6" OF BACKWALL & APPROACH SLABS (TYP) SEE SHEET 2/2 FOR DETAILS.

PLAN VIEW



ELEVATION VIEW AT SCUPPER



SEALING OF CONCRETE SURFACES

SEALING SAFETY CURB AND PARAPET FACE ON BRIDGE DECK & WINGWALLS (AVG. LENGTH= 309'±).

ITEM	QUANTITY	UNIT	DESCRIPTION
512	297	SQ YD	SEALING CONCRETE SURFACES (NON-EPOXY)
646	0.13	MILE	EDGE LINE, AS PER PLAN
646	0.06	MILE	CENTER LINE, AS PER PLAN
848	729	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (1/4" THICK)
848	729	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	10	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	22	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR

QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES:

- 1) THE EXISTING APPROACH GUARDRAIL AND BRIDGE RAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY PROFILE ELEVATIONS SHALL MATCH THE EXISTING BRIDGE DECK PROFILE ELEVATIONS.
- 3) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS; HOWEVER, THE EXISTING SCUPPERS SHALL NOT BE DISTURBED.
- 4) FOR BACKWALL & APPROACH SLAB REPAIR DETAILS, SEE SHEET 2/2.

DESIGN FILE: \$\$\$\$.DGNFILESPECIFICATIONS\$\$\$
 WORKSTATION: \$TERMINAL\$ DATE: \$\$\$DATE\$\$\$

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 3/08
 REVISION
 RDN
 STRUCTURE FILE NUMBER
 2200996

DESIGNED
 CAL
 CHECKED
 HYH
 DRAWN
 CAL
 REVISED

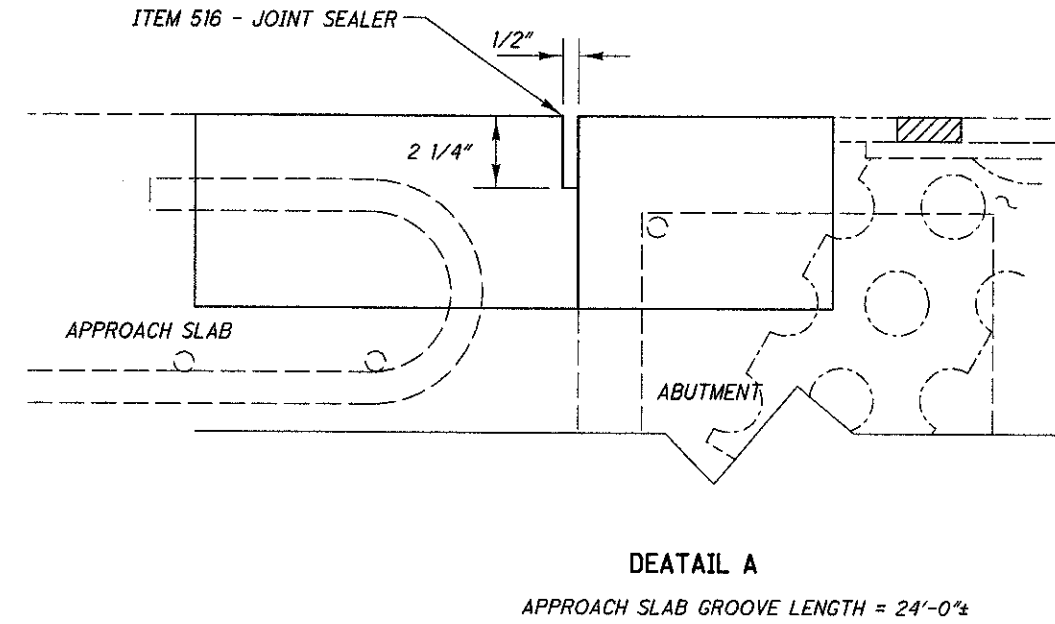
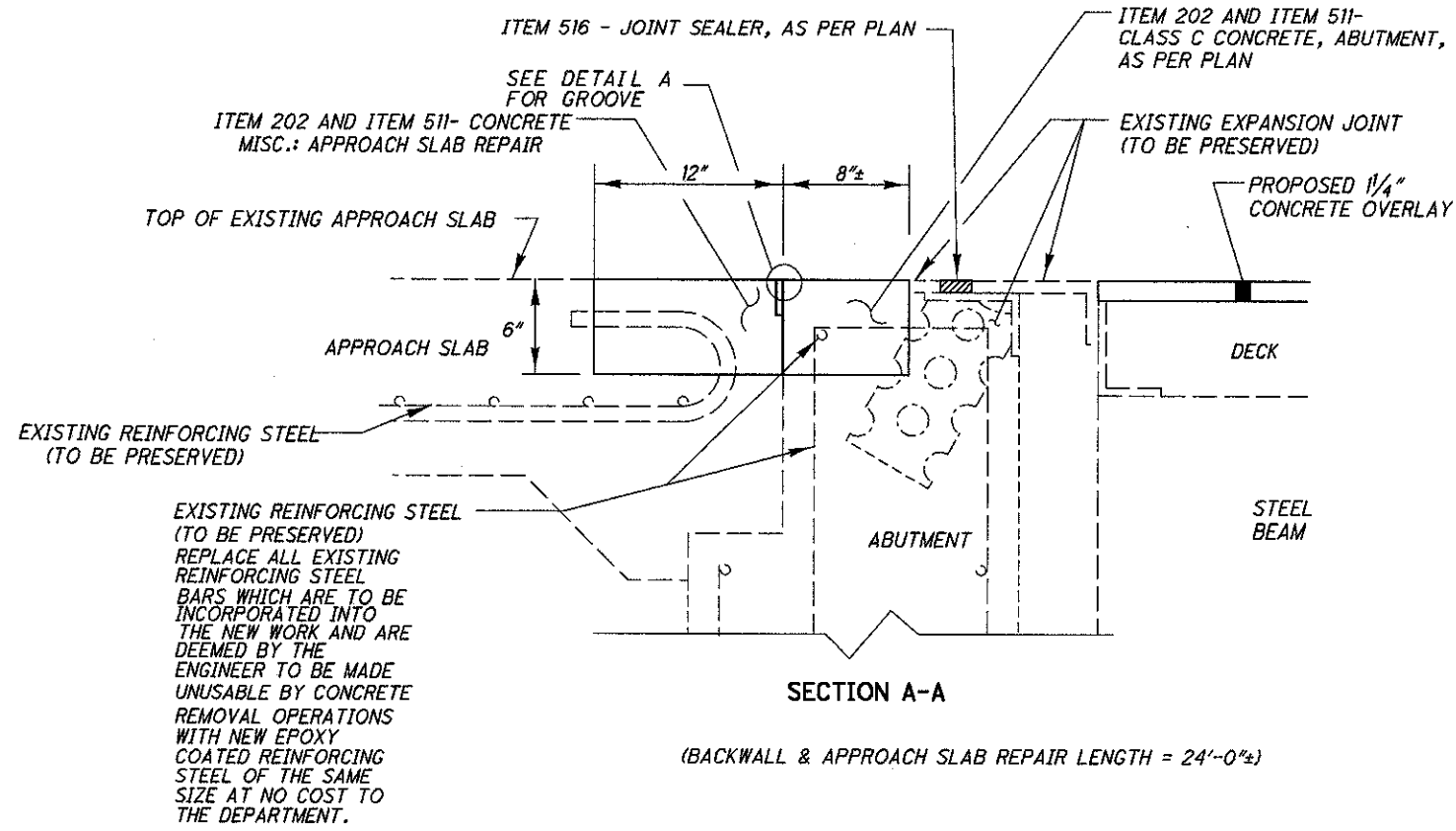
PLAN VIEW
 ERI-2-1251
 UNDER GALLOWAY ROAD (T.R. 118)

D03-BH-FY2009(A)

1 / 2

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ERI-2-1245



ITEM	QUANTITY	UNIT	DESCRIPTION
202	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
511	1	CU YD	CONCRETE, MISC: APPROACH SLAB REPAIR
516	48	FT	JOINT SEALER
516	48	FT	JOINT SEALER, AS PER PLAN

QUANTITIES CARRIED TO GENERAL SUMMARY

DESIGN FILE: \$\$\$\$.DGNFILESPECIFICATIONS\$\$\$
 WORKSTATION: \$TERMINALS\$ DATE: \$\$\$DATE\$\$\$

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 3/08

REVISED
 RDN 3/08
 STRUCTURE FILE NUMBER
 2200896

DRAWN
 CAL
 REVISION

DESIGNED
 CAL
 CHECKED
 HYH

PLAN VIEW
 ERI-2-1251
 UNDER GALLOWAY ROAD (T.R. 118)

D03-BH-FY2009(A)

2 / 2

16
 21