

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

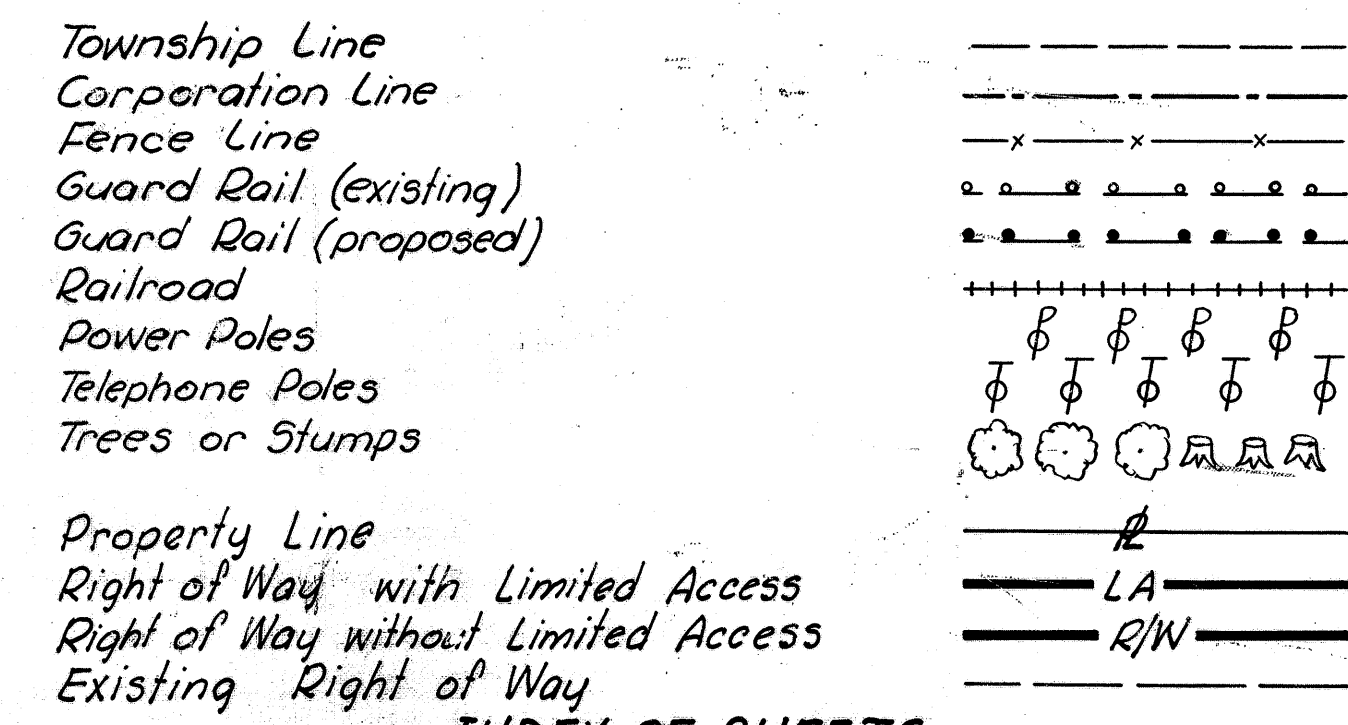
LIMITED ACCESS
This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

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



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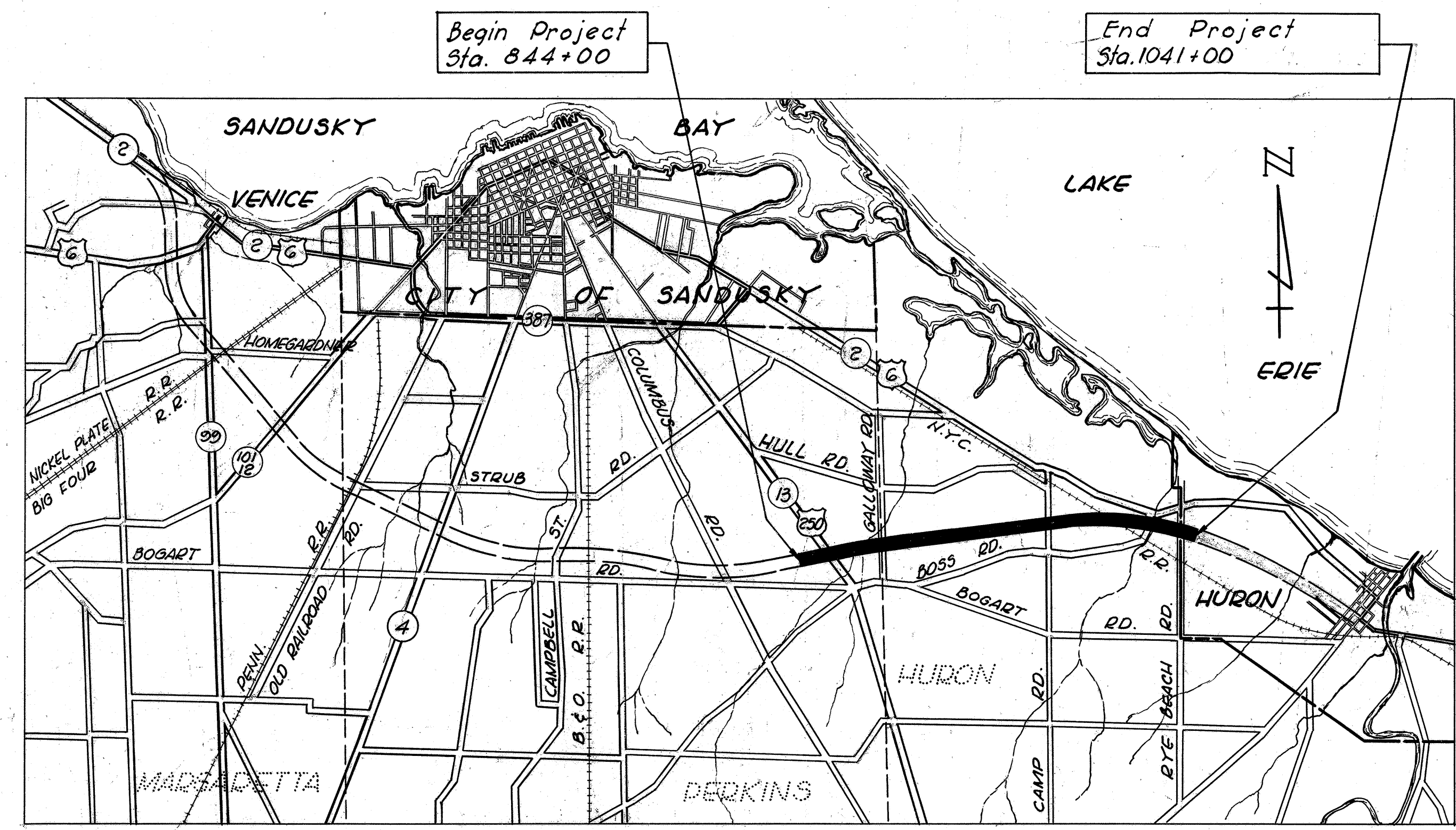
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ERI-2-1406

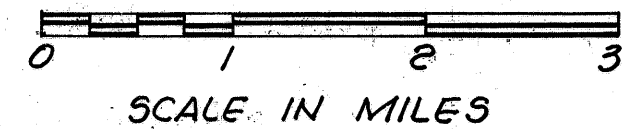
LINE DATA

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 + 3,000.00) =	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.....



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 & 2-4	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 _____

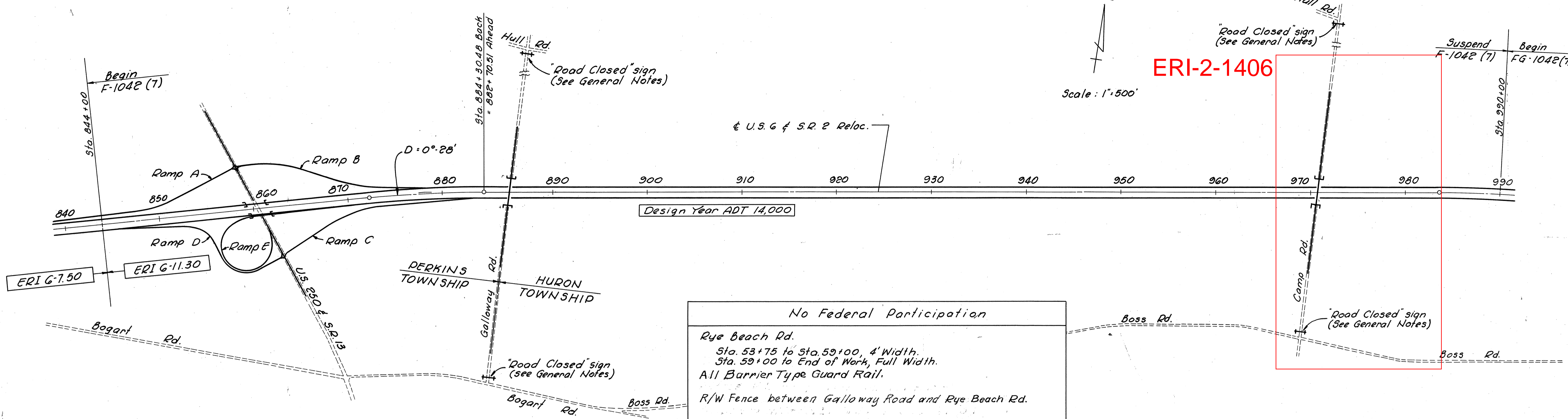
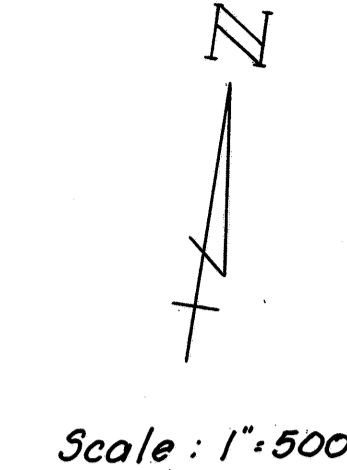
FILE NO.	ERI-G-11.30
Date of Letting	196
Contract No.	

SCHEMATIC PLAN

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

2
235

ERI. G-11.30



No Federal Participation

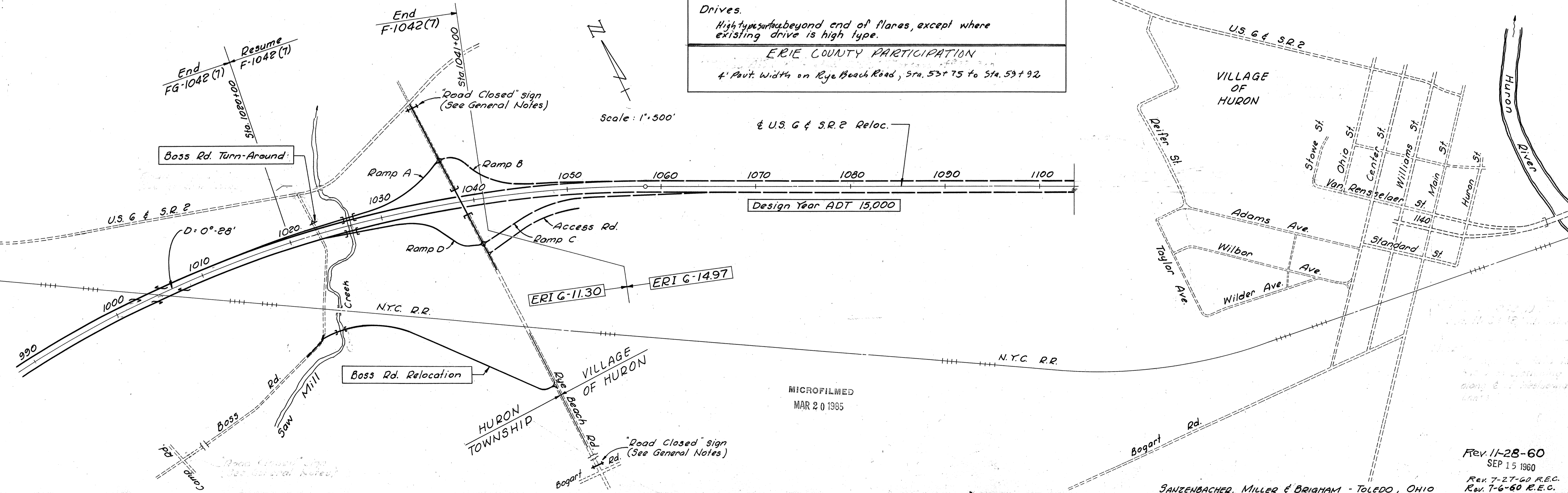
Rye Beach Rd.
Sta. 53+75 to Sta. 59+00, 4' Width.
Sta. 59+00 to End of Work, Full Width.
All Barrier Type Guard Rail.

R/W Fence between Galloway Road and Rye Beach Rd.

Drives.
High type surface beyond end of Planes, except where existing drive is high type.

ERIE COUNTY PARTICIPATION

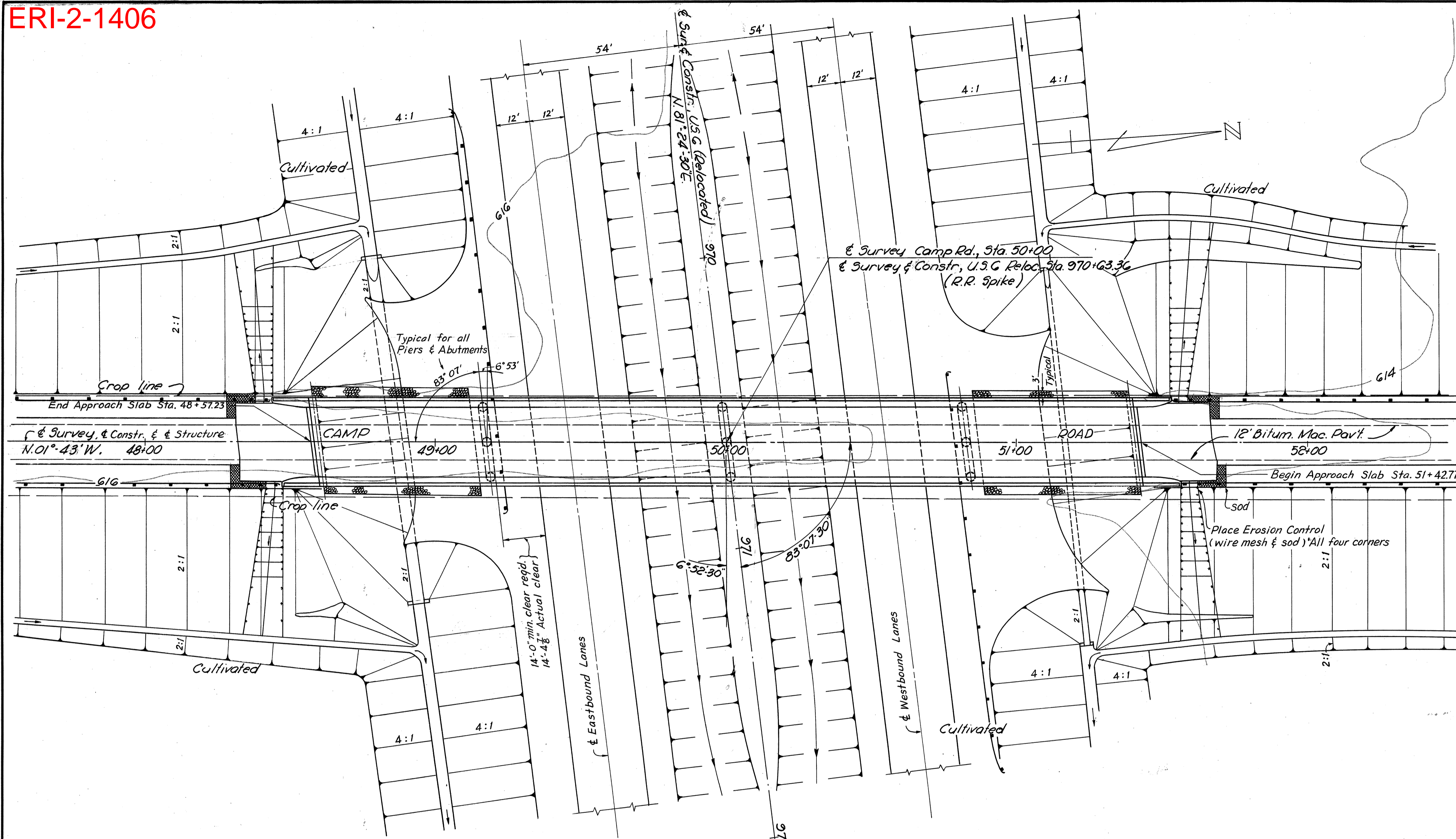
4' Pavt. Width on Rye Beach Road, Sta. 53+75 to Sta. 59+92



MICROFILMED
MAR 20 1985

Rev. 11-28-60
SEP 15 1960
Rev. 7-27-60 R.E.C.
Rev. 7-6-60 R.E.C.
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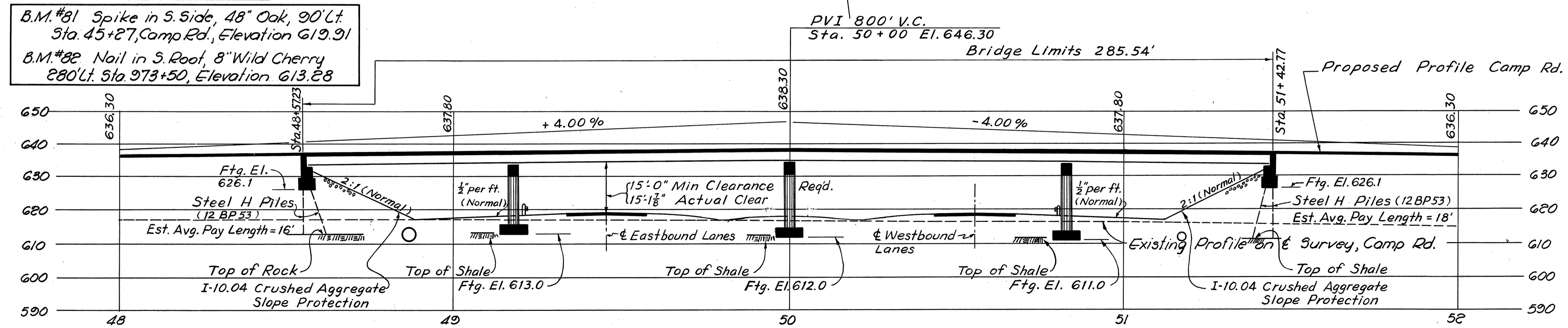
ERIE COUNTY
ERI 6-11.30
1.3 Miles West of Huron



FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rad 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.#81 Spike in S. Side, 48" Oak, 90' Lt.
Sta. 45+27, Camp Rd., Elevation 619.91
B.M.#82 Nail in S. Roof, 8" Wild Cherry
280' Lt. Sta. 973+50, Elevation 613.28



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" f/f 2'-3" Safety Curbs.
Load Frequency: CF 130 (5T)
Skew: 6'-53" Right Forward
Wearing Surface: 3/4" Monolithic Concrete
Approach Slabs: AS-1-54 (25' Long)
Alignment: Tangent

SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

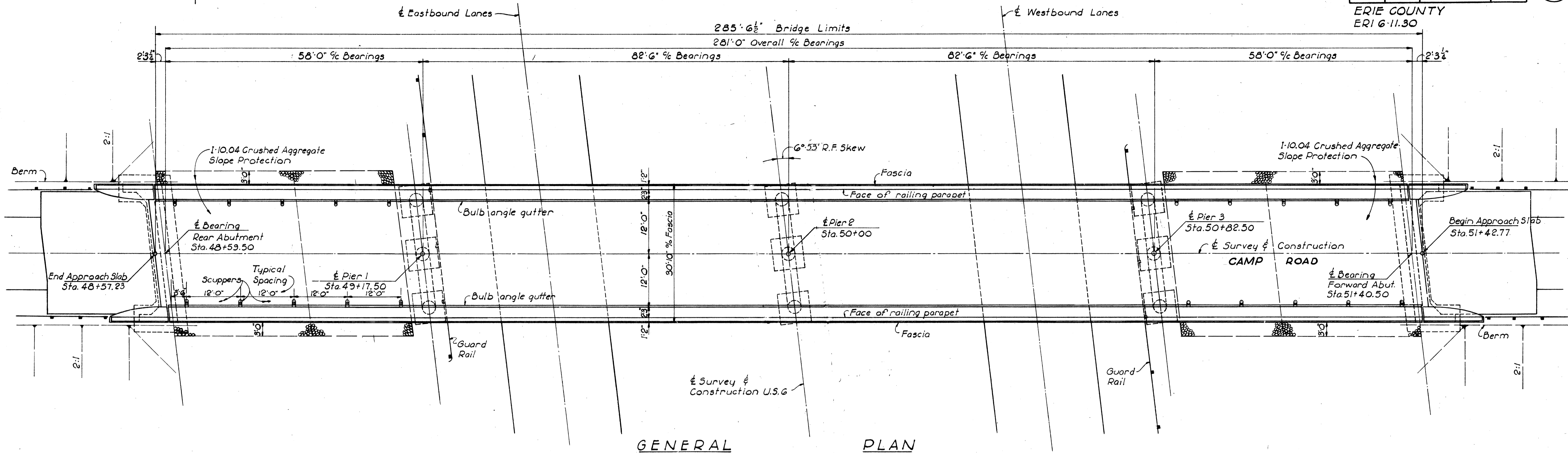
SITE PLAN
BRIDGE No. ERI 6-1361
UNDER CAMP ROAD

MICROFILMED
MAR 20 1965

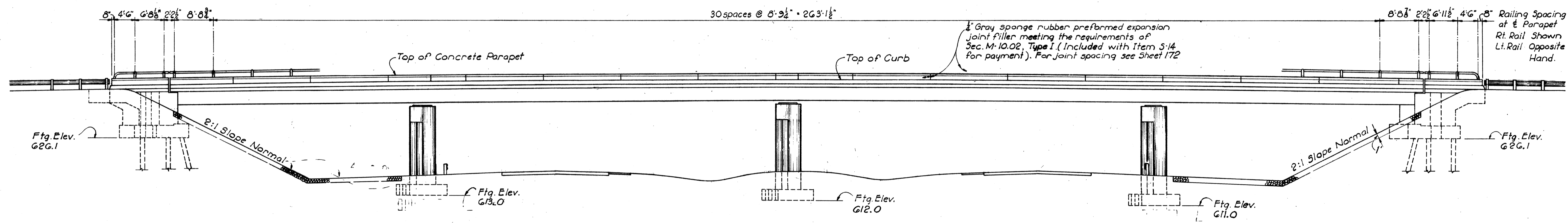
ERIE CO. STA. 48+57.23 To
SCALE: 1"=20' STA. 51+42.77

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

PRESENT TOPOGRAPHY		PROPOSED WORK	
SURVEYED	DRAWN	DESIGNED	DRAWN
S.M.B.	T.F.H.-B.B.	A.J.B., T.W.D., J.B., T.W.D., J.H.	B.J.H.
		CHECKED	REVIEWED
			FCM 9-2-60



GENERAL PLAN



GENERAL ELEVATION

SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

GENERAL PLAN & ELEVATION
BRIDGE No. ERI 6-1361
UNDER CAMP ROAD
STA. 48+57.23 To STA. 51+42.77
ERIE CO.

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

MICROFILMED
MAR 20 1985
SEP 15 1960
Rev. 7-27-60 REC.

REINFORCING STEEL LIST															
MARK	NO.	LENGTH	WEIGHT	SHAPE	BENDING DIAGRAMS					MARK	NO.	LENGTH	WEIGHT	SHAPE	
ABUTMENTS					SUPERSTRUCTURE										
R701	24	11'-6"	564	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'-6"	288	S											
R515	8	4'-5"	37	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'-1"	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															
F1001	90	6'-4"	2453	B											
F701	252	8'-4"	4292	B											
P1001	9	26'-8"	1033	S											
P1002	6	25'-8"	663	S											
P1003	6	32'-4"	835	B											
P1004	6	31'-4"	809	B											
P1005	9	14'-2"	549	S											
P1006	30	17'-1"	2205	S											
P1007	30	18'-5"	2377	S											
P1008	30	19'-1"	2463	S											
P801	12	8'-9"	280	B											
P501	6	25'-8"	161	S											
P502	72	7'-1"	532	B											

ESTIMATED QUANTITIES										
ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS		PIERS			Super	General
				REAR	FORWARD	1	2	3		
E-2	289	Cu.Yds.	Unclassified excavation	103	103	22	25	36		
E-2	23	Cu.Yds.	Shale excavation			4	8	11		
S-1	272	Cu.Yds.	Class "C" concrete, superstructure						272	
S-1	67	Cu.Yds.	Class "C" concrete, pier caps and columns			21	23	23		
S-1	132	Cu.Yds.	Class "E" concrete, abutments	66	66					
S-1	42	Cu.Yds.	Class "E" concrete, pier footings			14	14	14		
S-4	98,156	Lbs.	Reinforcing Steel	3806	3807	6,848	7,080	7,205	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	470	Lin.Ft.	Steel piles 12 BP53	220	250					
S-29	20	Cu.Yds.	Porous backfill	10	10					
S-29	20	Each	Scuppers						20	
I-10	472	Sq.Yds.	Crushed aggregate slope protection							472

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, GB-2-56, "Continuous Steel Beam Bridge", revised 2-2-59 and Supplemental Specification 5-101, 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:

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 P101 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. 5-4.02 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. 1/2" 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.

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. 5-18.05 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."

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-5, MS-2 or RS-2.

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

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 6.0 tons per sq. ft.

*Included with Item S-14 for payment

MICROFILMED
MAR 20 1960

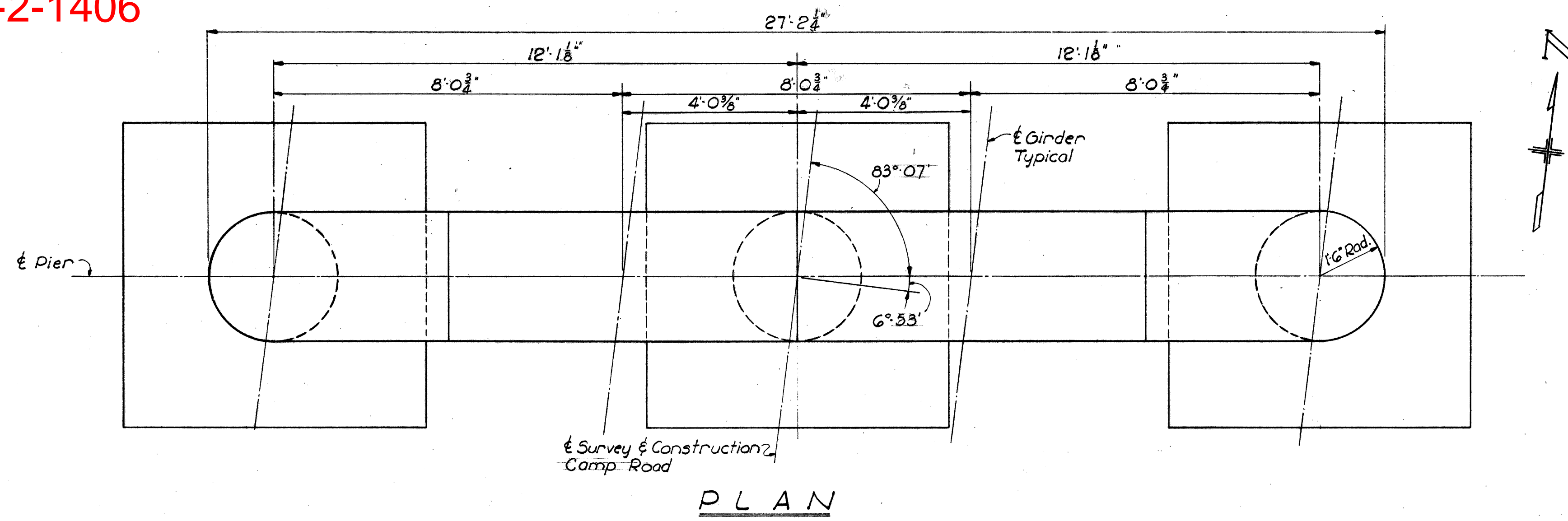
SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO, OHIO

GENERAL NOTES, REINFORCING STEEL & ESTIMATED QUANTITIES
BRIDGE No. ERI G-1361
UNDER CAMP ROAD

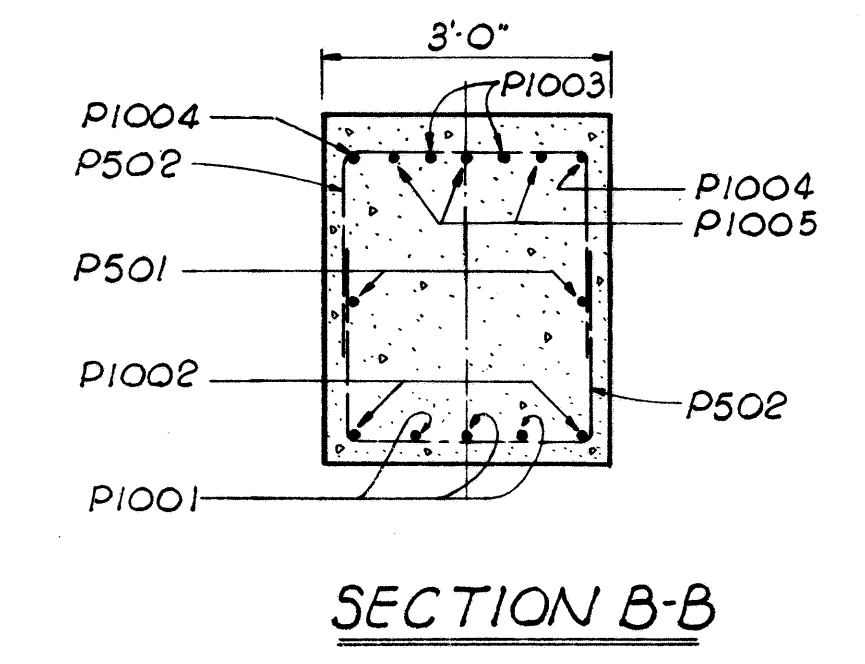
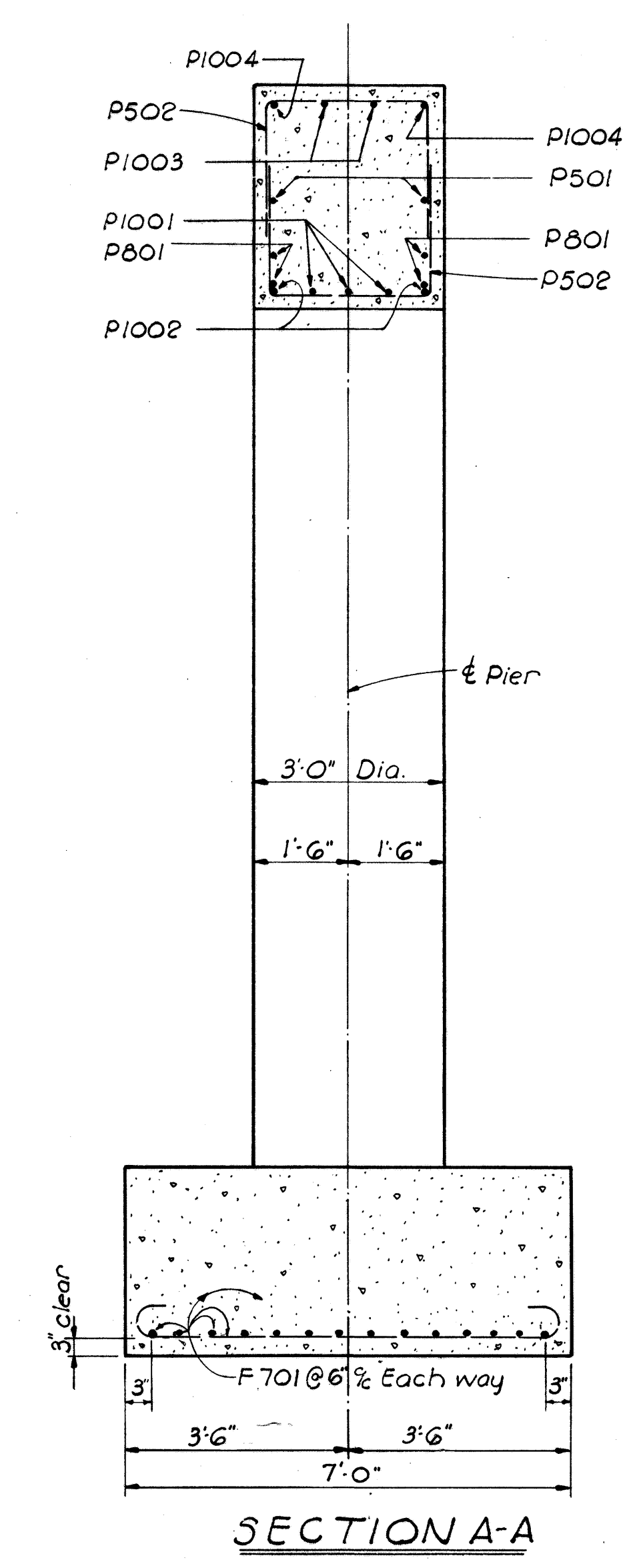
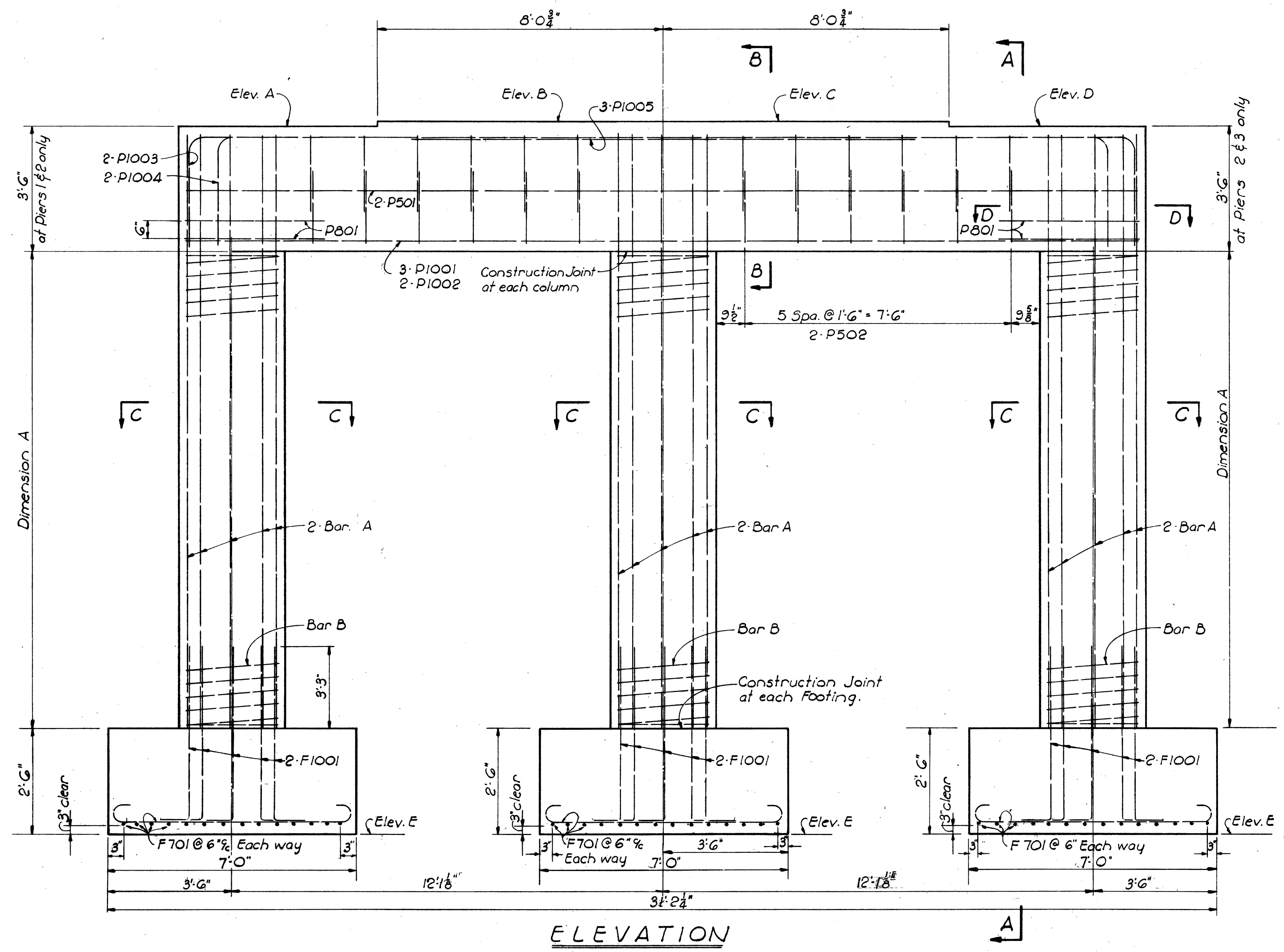
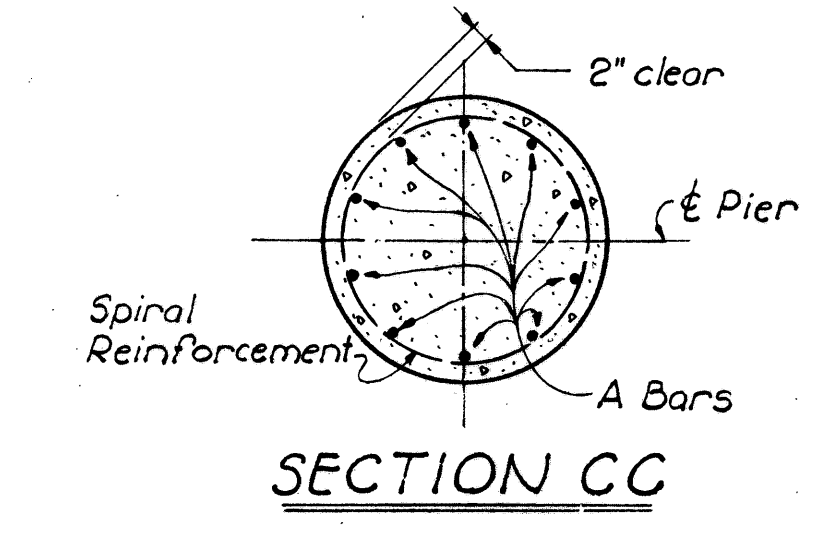
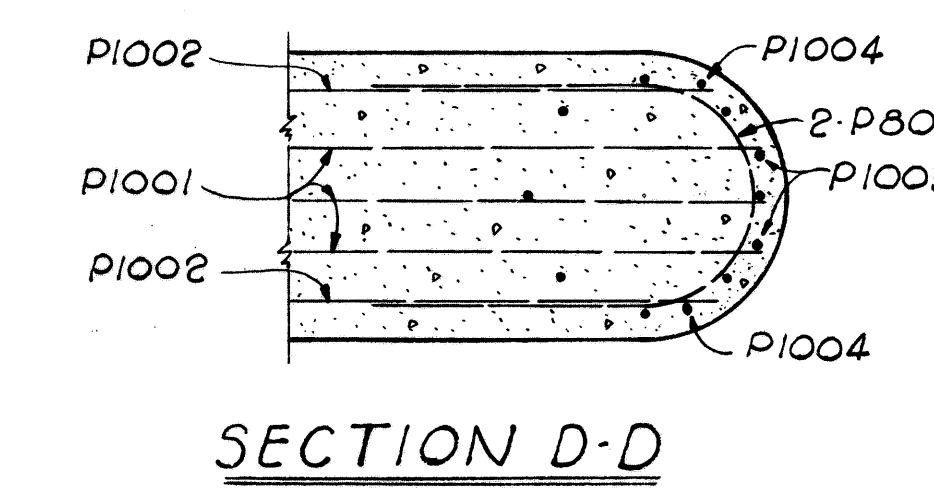
ERIC CO. STA. 48+57.23 TO STA. 51+42.77

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TWD	TWD		BJH	FCM	5-2-60	

SEP 15 1960



PIER NUMBER	ELEVATIONS					DIMENSION A	BARS	
	A	B	C	D	E		A	B
1	632.74	632.87	632.88	632.76	613.0	13'-8 7/8"	P1006	SP401
2	633.09	633.22	633.22	633.09	612.0	15'-1 1/8"	P1007	SP402
3	632.76	632.88	632.87	632.74	611.0	15'-8 7/8"	P1008	SP403



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

MICROFILMED
MAR 20 1963

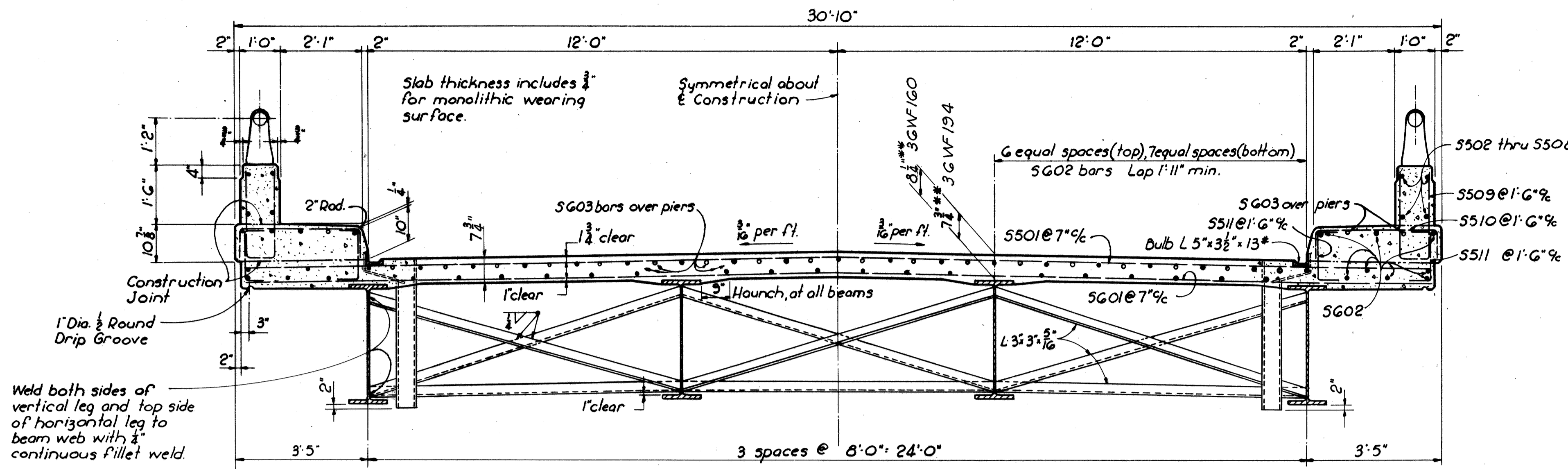
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CONSULTING ENGINEERS
TOLEDO OHIO

PIERS 1, 2 & 3
BRIDGE No. ERI G-1361
UNDER CAMP ROAD
STA. 48+57.23 TO
STA. 51+42.77

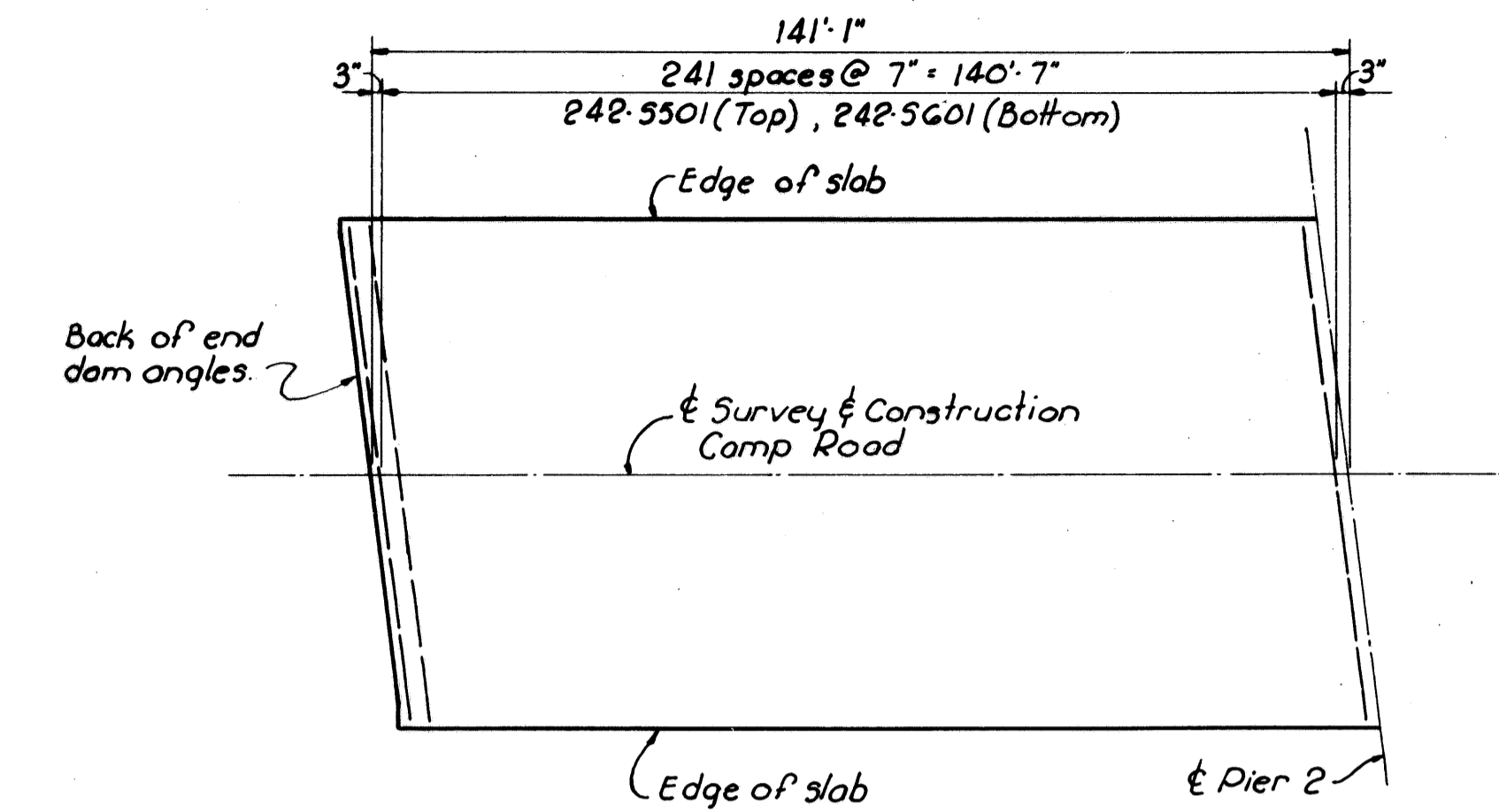
ERIE CO.

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

SEP 15 1960

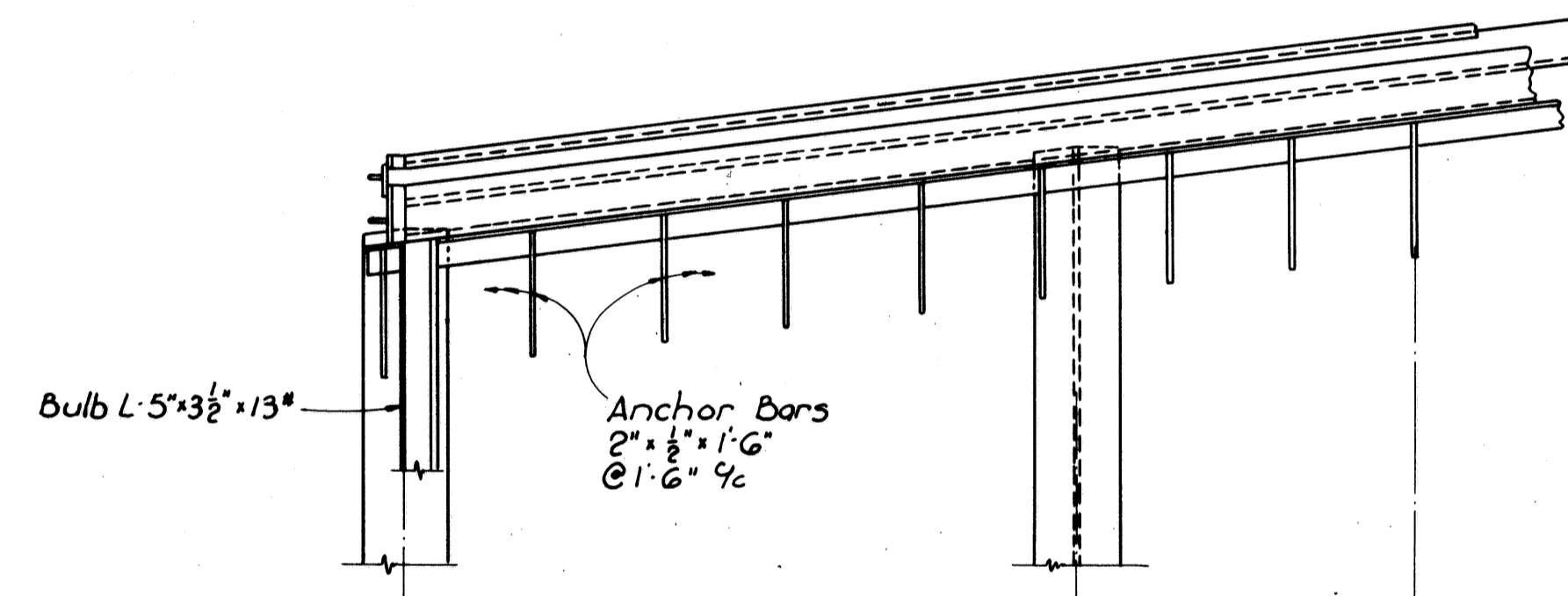


TRANSVERSE SECTION OF DECK

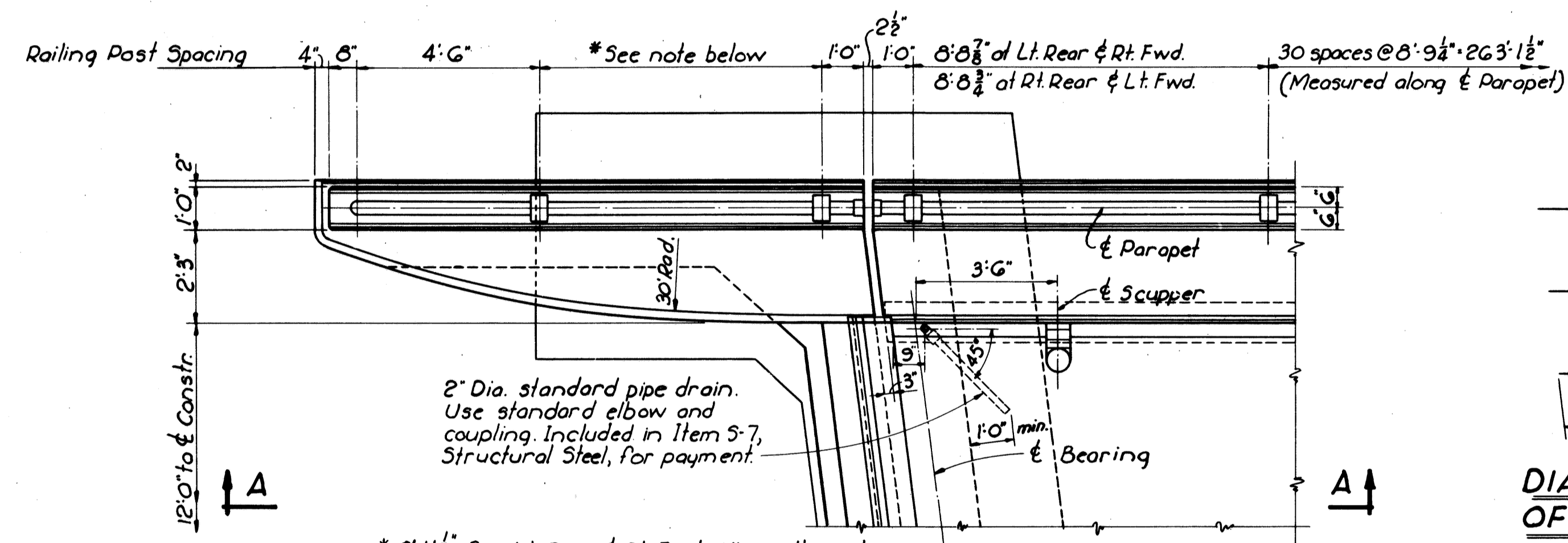


SLAB TRANSVERSE REINFORCING STEEL HALF PLAN

** 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.

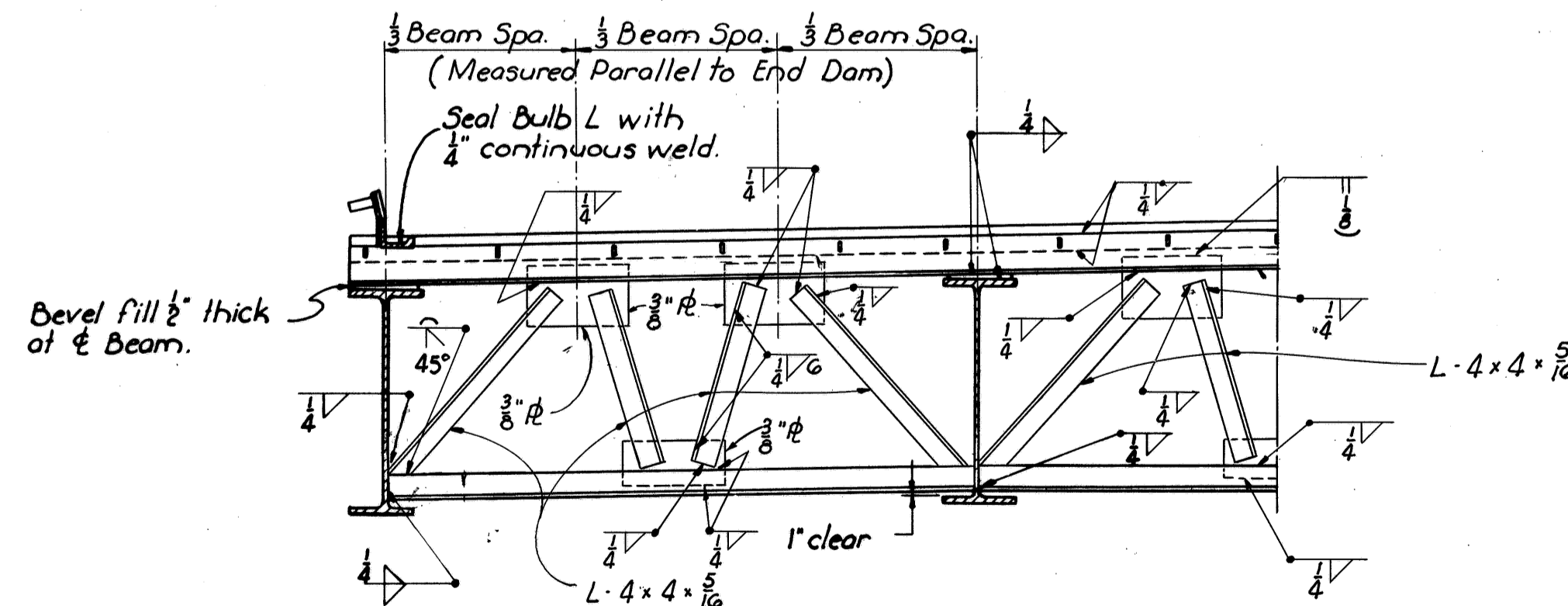


HALF END DAM PLAN

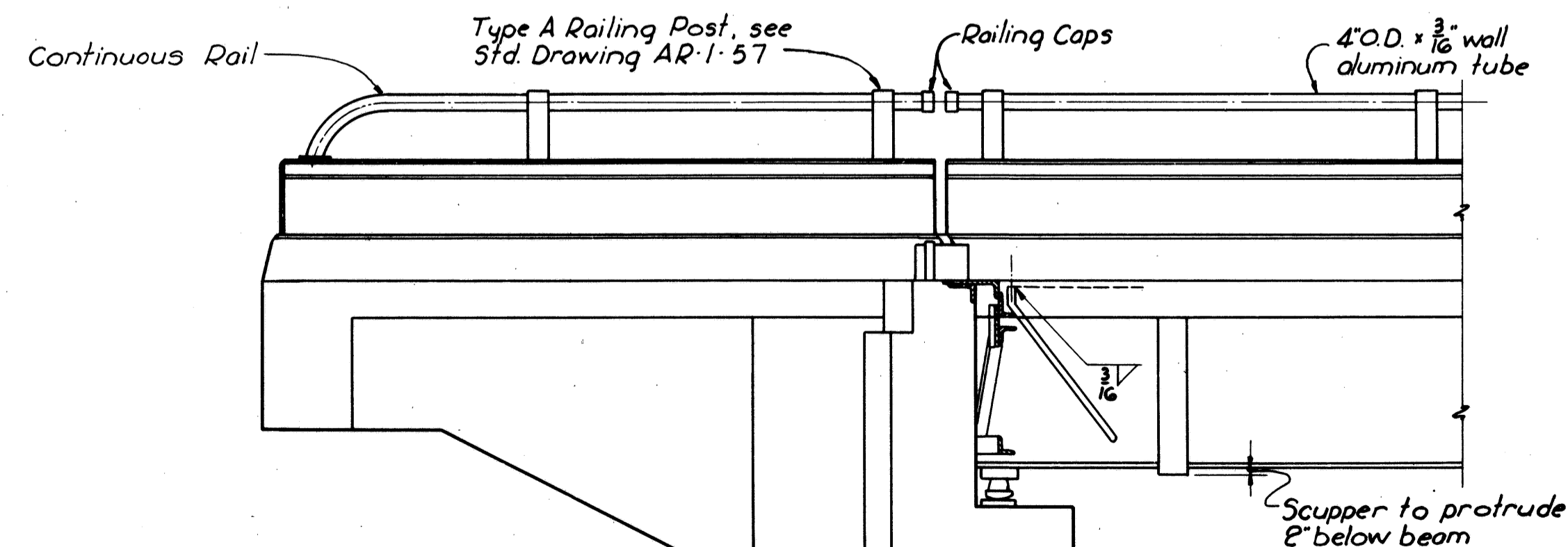


PLAN AT ABUTMENT

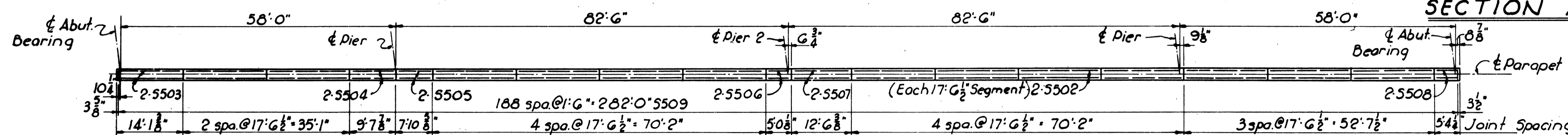
DIAGRAM SHOWING STAGGER OF SG03 BARS OVER PIERS



HALF END DAM ELEVATION



SECTION A-A



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

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CONSULTING ENGINEERS
TOLEDO, OHIO

SUPERSTRUCTURE DETAILS

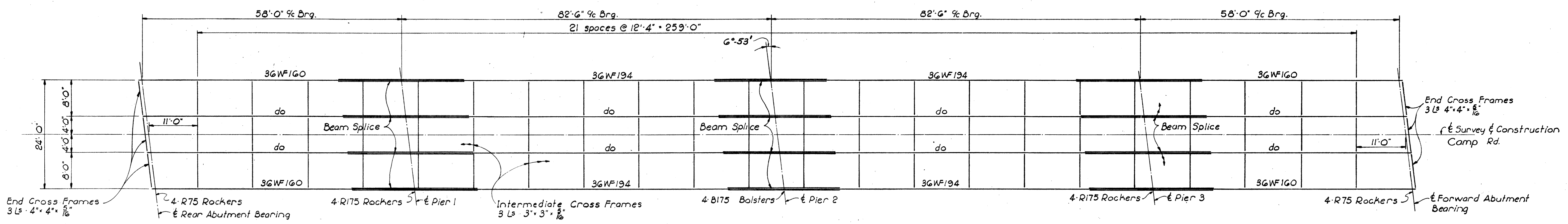
BRIDGE No. ERI 6-1361
UNDER CAMP ROAD

ERIE CO. STA. 48 + 57.23 To STA. 51 + 42.77

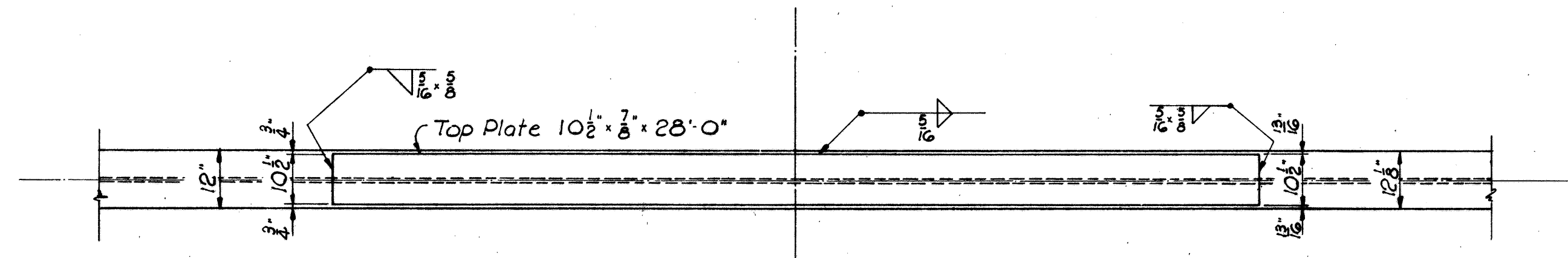
MICROFILMED
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SEP 15 1960

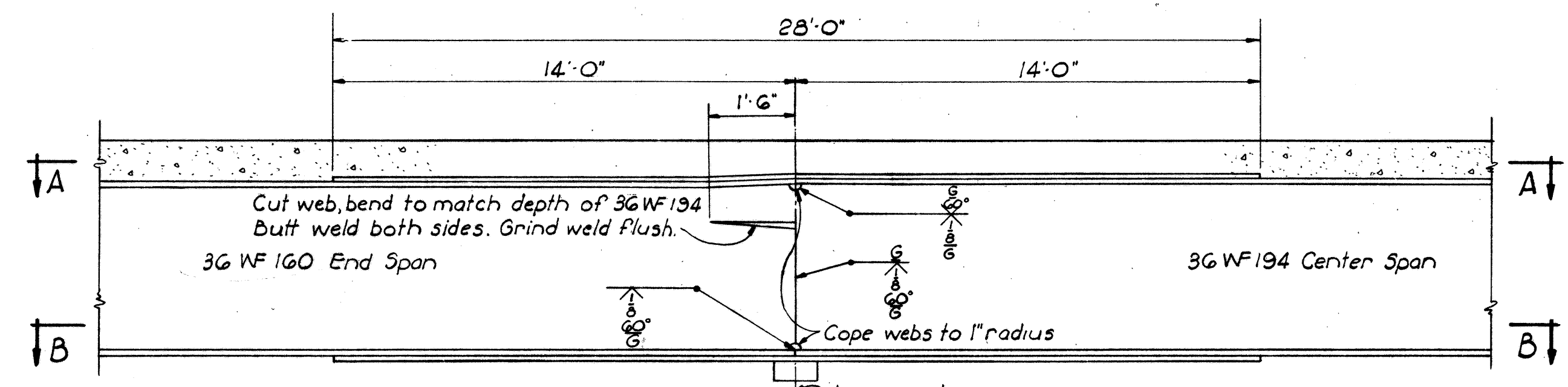
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
T.W.D.	T.W.D.	T.W.D.	B.J.H.	FCM	5-2-60	



STEEL FRAMING PLAN

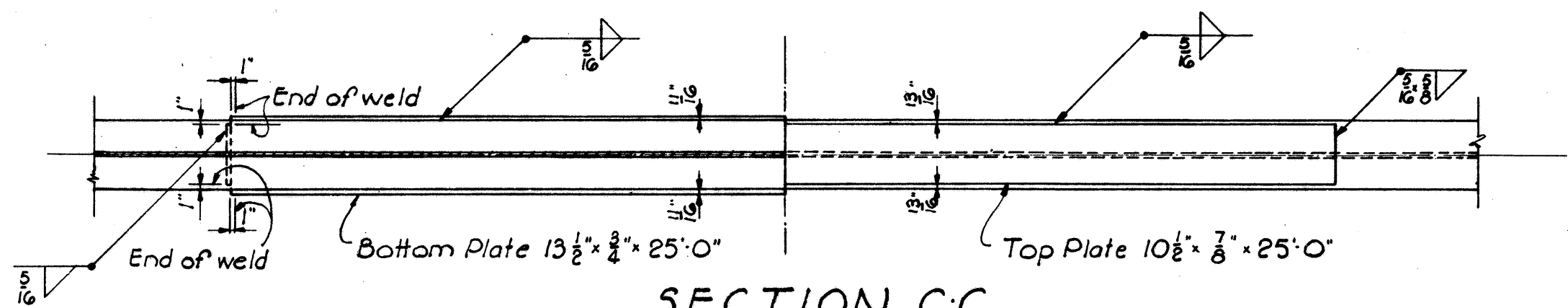


SECTION A-A

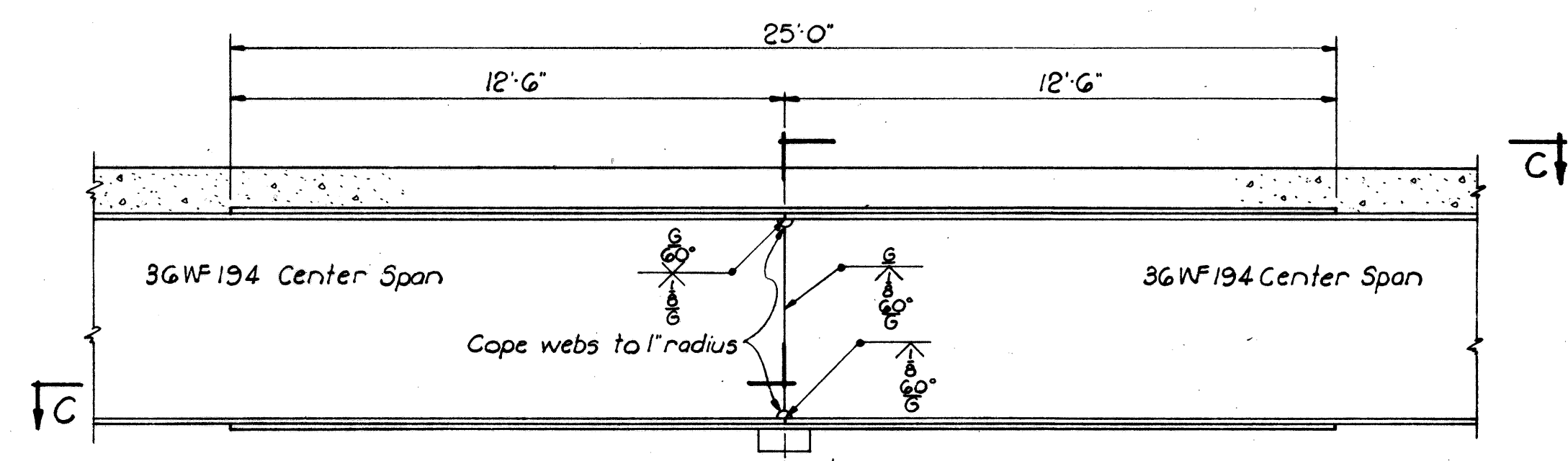


ELEVATION

BEAM SPLICE DETAIL (PIERS 1 & 3)



SECTION C-C



ELEVATION

BEAM SPLICE DETAIL (PIER 2)

BEAM SPLICE WELDING PROCEDURE:

1. Raise end of beam at Pier 2, 2 1/2"
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 3/4" 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.

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"	5/8"	5/8"	1/4"
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 1/8"	1 1/8"	3/4"
Required Shop Camber	1"	1 1/2"	1 1/2"	1"	1"	1 3/8"	1 3/8"	1"

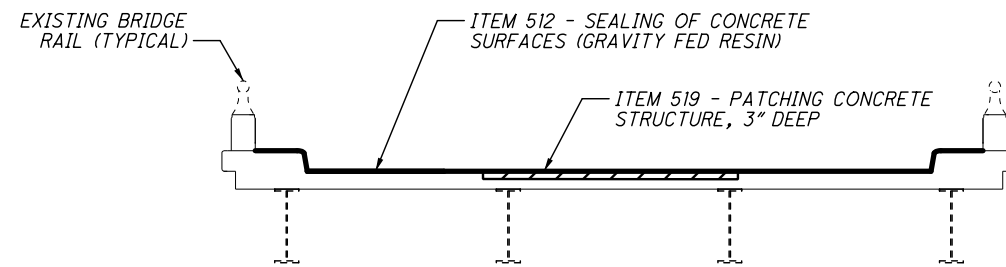
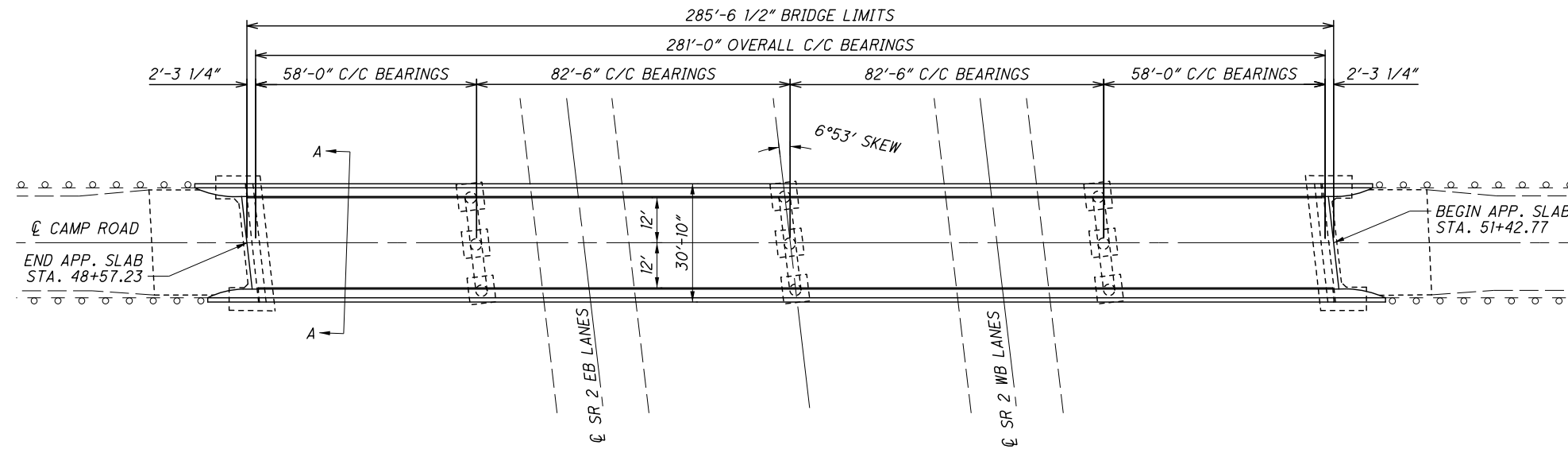
SANZENBACHER, MILLER & BRIGHAM
CONSULTING ENGINEERS
TOLEDO OHIO

SUPERSTRUCTURE DETAILS
(BRIDGE NO. ERI G-13GI
UNDER CAMP ROAD

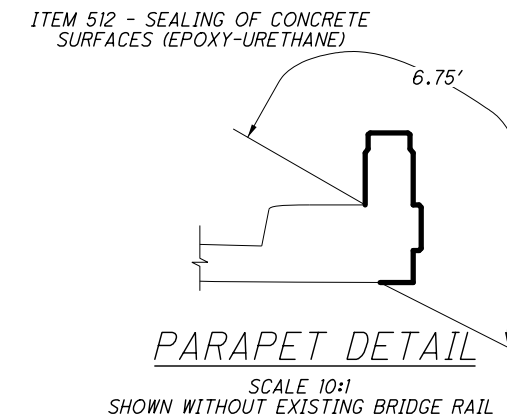
ERIE CO. STA. 48+57.23 TO
STA. 51+42.77

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

ERI-2-1406



SECTION A-A
SCALE 5:1



ESTIMATED QUANTITIES ERI-2-14.06			
ITEM	QUANTITY	UNIT	DESCRIPTION
512	1002	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	465	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
519	500	SF	PATCHING CONCRETE STRUCTURE

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

NOTES:

- 1) REPAIR BRIDGE DECK AT LOCATIONS DIRECTED BY THE ENGINEER.
- 2) SEAL ENTIRE DECK INCLUDING SAFETY CURBS (HORIZONTAL SURFACES AND FACE OF CURBS) WITH GRAVITY FED RESIN.
- 3) SEAL ENTIRE PARAPET WITH EPOXY-URETHANE FROM INSIDE FACE TO 1' UNDER BRIDGE DECK AS SHOWN IN DETAIL VIEW.



CALCULATED
MAE
CHECKED
CAD

STRUCTURE DETAILS
TR 121 OVER ERI-2-14.06

ERI-DECK-OVERLAY