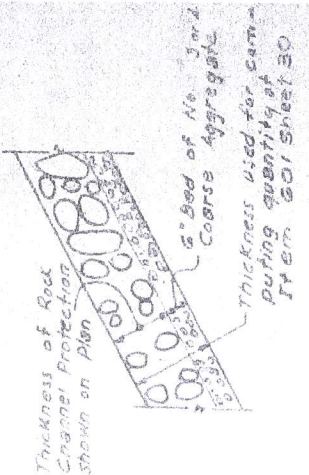
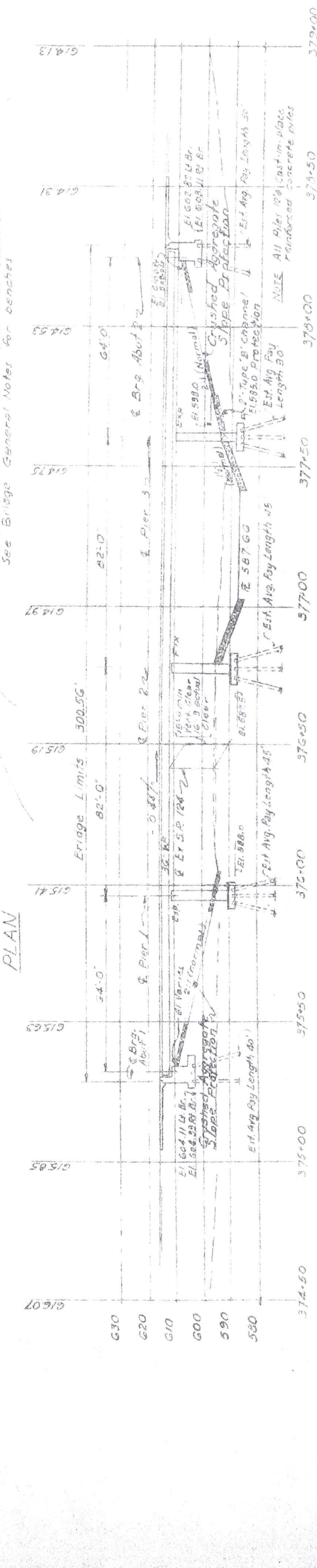
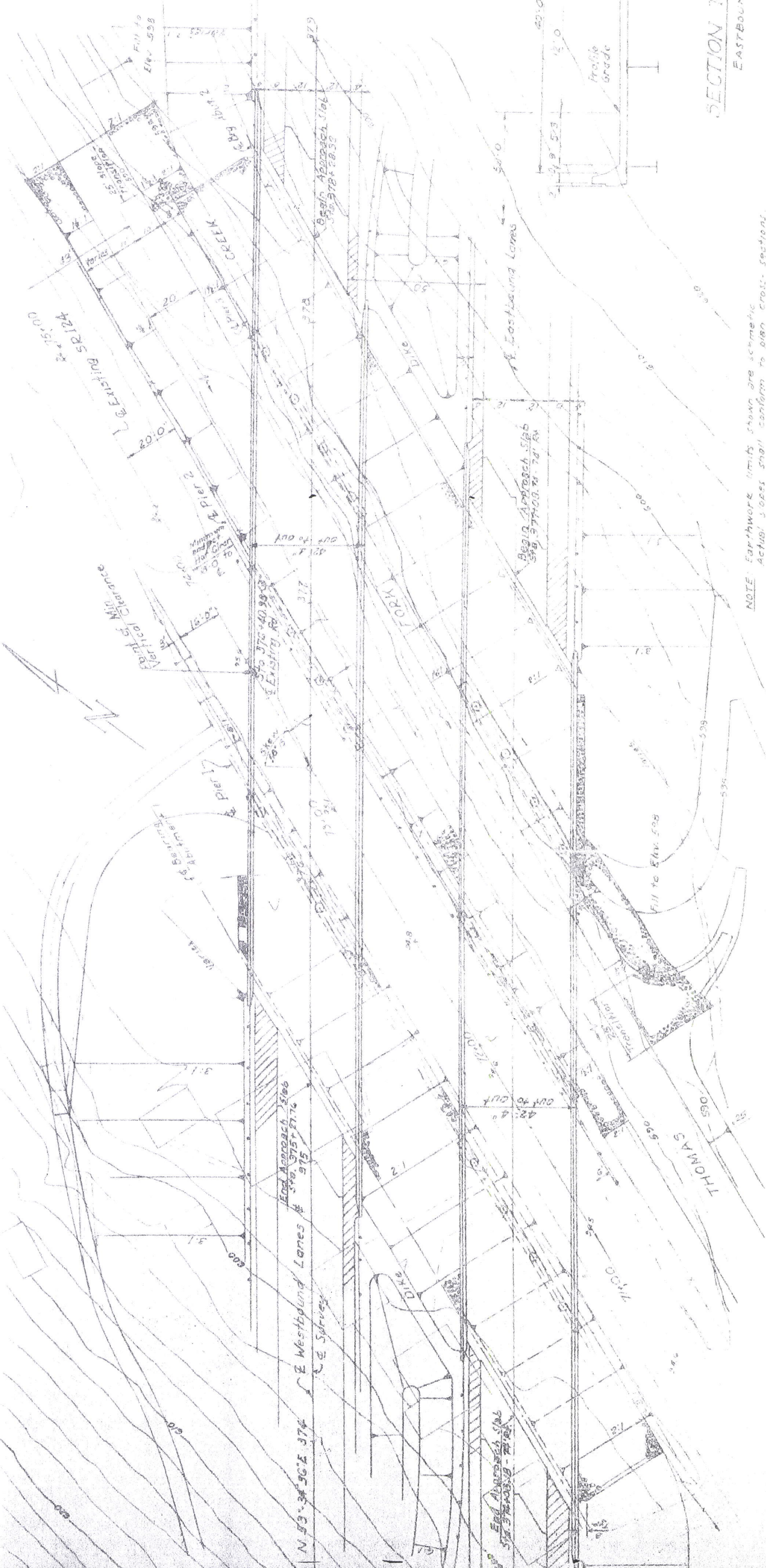


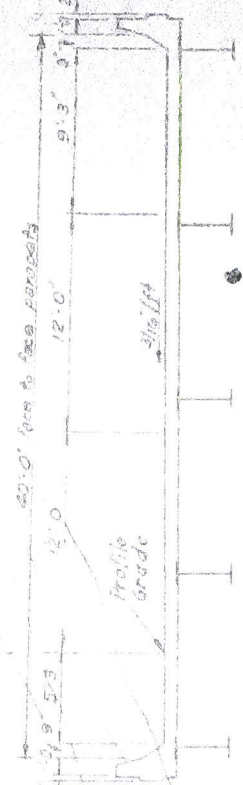
DATE	PROJECT
2 OHIO	MEG 7-6-18



**HYDRAULIC DATA**  
 Drainage Area = 10.19 sq. mi.  
 Csc = 2.75 cfs.  
 50 year high water Elev. 538.6  
 Velocity 3.8 ft. per sec.



**SECTION THRU BRIDGE**  
 EASTBOUND LANES



ADT-1930-5030

**PROPOSED STRUCTURE**  
 TYPE: Continuous Rolled Beam with reinforced concrete deck and substructure  
 SPANS: 63'-0", 82'-0", 82'-0", 64'-0"  
 ROADWAY: 2 with 40'-0" face to face of parapets  
 WEARING SURFACE: 1" Monolithic Concrete  
 LOADING: AASHO HS 20-44  
 APPROACH SLABS: ASI-9 (15'-0" Long)  
 SKEW: 15° Tangent  
 AUBLE - MITCHELL - BURSLEY & ASSOCIATES ENGINEERS & ARCHITECTS L.L.C.

**SITE PLAN**  
 BRIDGE NO. MEG-707131/R  
 S.R. 7 OVER S.R. 124  
 MEIGS COUNTY  
 STA 375+276 TO 378+400

**PROPOSED WORK**  
 DESIGN DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 APPROVED BY: [ ]





STATE	OHIO
PROJECT	

MEG-7-6.15

AUBLE-MITCHELL-BURGESS & ASSOC. [2119]	
ESTIMATED QUANTITIES & GENERAL NOTES	
BRIDGE NO. MEG-7-0713 L/R	
S.R. 7 OVER S.R. 124	
MEIGS COUNTY	STA. 375 + 27.76 TO STA. 375 + 28.33
LEN	10-70

ESTIMATED QUANTITIES (TOTAL FOR TWO BRIDGES)

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	CHECKED BY & DATE
503	1205	Cu. Yd	unclassified Excavation	648	593			LEN 9-70
503	Lump	Lump Sum	Test Pile				Lump	
507	9860	Lin. Ft.	12" Cast-in-place reinforced concrete piles	2630	7200			LEN 9-70
509	393,456	Lb.	Reinforcing Steel	40,261	120,799	831,857		LEN 9-70
511	805	Cu. Yd	Class C Concrete, Superstructure			805		LEN 9-70
511	319	Cu. Yd.	Class C Concrete, Pier caps and columns		319			LEN 9-70
511	333	Cu. Yd.	Class C Concrete, Abutments above footings	333				LEN 9-70
511	418	Cu. Yd.	Class C Concrete, footings	738				LEN 9-70
513	20	Lin. Ft.	Premolded sealing strip	20				LEN 9-70
515	822,000	Lb.	Structural Steel			822,000		LEN 9-70
514	622,000	Lb.	Field painting of structural steel			622,000		LEN 9-70
518	152	Cu. Yd	Porous backfill	152				LEN 9-70
519	274	Lin. Ft.	6" perforated Helical C.M.P. including specials	274				LEN 9-70
519	165	Lin. Ft.	6" non-perforated helical C.M.P. 707.01	165				LEN 9-70
518	18	Each	Scupper, including supports		18			LEN 9-70
521	1725	Sq. Yd.	Standard aggregate slope protection				1795	LEN 9-70
522	805	Units	Chemical admixture for concrete, Type A, S, R, D			805		LEN 9-70
523	Lump	Lump Sum	Coferams, clips, and sheeting					

REFERENCE SHALL BE MADE TO THE FOLLOWING:

- STANDARD DRAWINGS BR-1-67 DATED 7-1-67
- SD-1-59 DATED 6-12-69
- RB-1-55 REVISED 2-2-59
- AS-1-67 REVISED 6-12-69

SUPPLEMENTAL SPECIFICATIONS 808 DATED 1-1-71

836 DATED 1-1-71

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS, 1965, INCLUDING THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA:

DESIGN LOADING - HS 20-44

CONCRETE CLASS C - UNIT STRESS 1200 P.S.I., FOR SUPERSTRUCTURE

- UNIT STRESS 1333 P.S.I., FOR SUBSTRUCTURE

STRUCTURAL STEEL - ASTM A36 - UNIT STRESS 20,000 P.S.I.

REINFORCING STEEL - ASTM A615, A616, OR A617 - UNIT STRESS 20,000 P.S.I., CENTRAL REINFORCEMENT MAY BE PLAIN BARS ASTM A306, A499, A 615, A62

EMBANKMENT CONSTRUCTION: THE EMBANKMENTS SHALL BE CONSTRUCTED TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BACK OF THE ABUTMENTS. EXCAVATION SHALL THEN BE MADE FOR THE ABUTMENTS AND PIERS 1 AND 3. PROVIDE A 30 FT. WIDE BENCH PARALLEL TO THE 100' CONTOUR BETWEEN STA. 372+00 AND STA. 375+00 AT THE NEAR APPROACH FILL, AND A 30 FT. WIDE BENCH PARALLEL TO THE 50' CONTOUR BETWEEN STA. 376+50 AND STA. 379+50 AT THE FORWARD APPROACH FILL.

PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 35 TONS FOR ABUTMENTS AND PIERS.

MAINTENANCE OF TRAFFIC: TWO LANES OF TRAFFIC WITH A MINIMUM HORIZONTAL WIDTH OF 24'-0" AND A MINIMUM VERTICAL CLEARANCE OF 12'-9" SHALL BE MAINTAINED ON S.R. 124 AT ALL TIMES.

WELDS ON NON-STRESS CARRYING MEMBERS ARE SHOWN THUS:



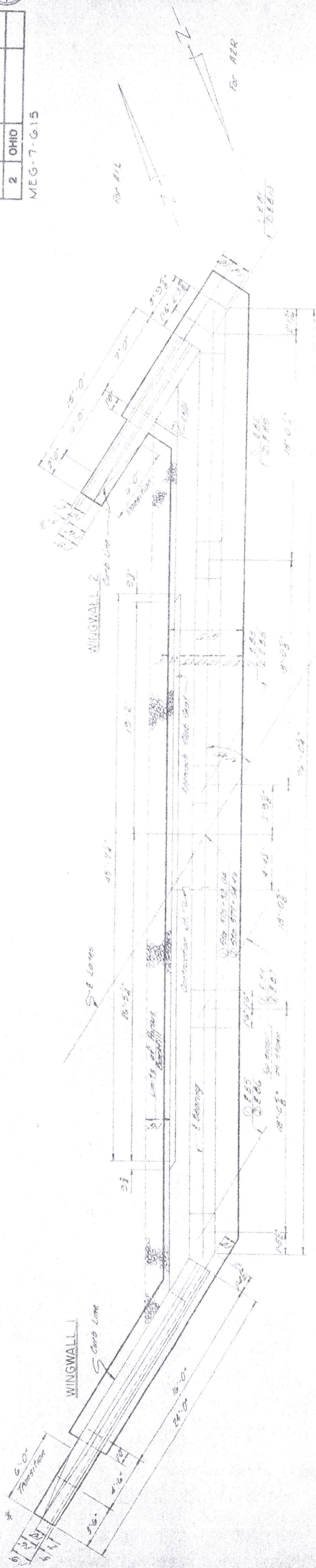
GENERAL NOTES



SEA OR ARTHOID	STATE	FEDIST
2	OHIO	

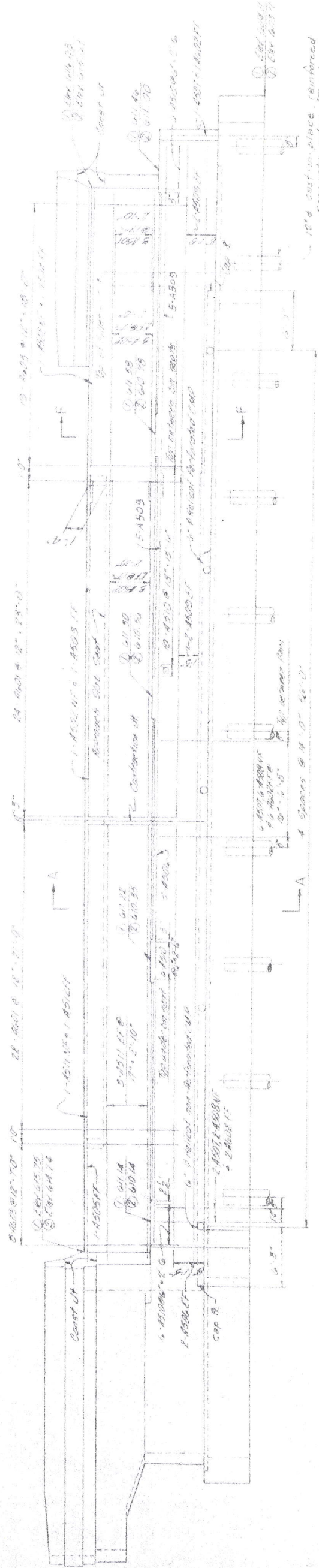
MEG-7-G-15

For parapet transition note see sheet 4.1.2

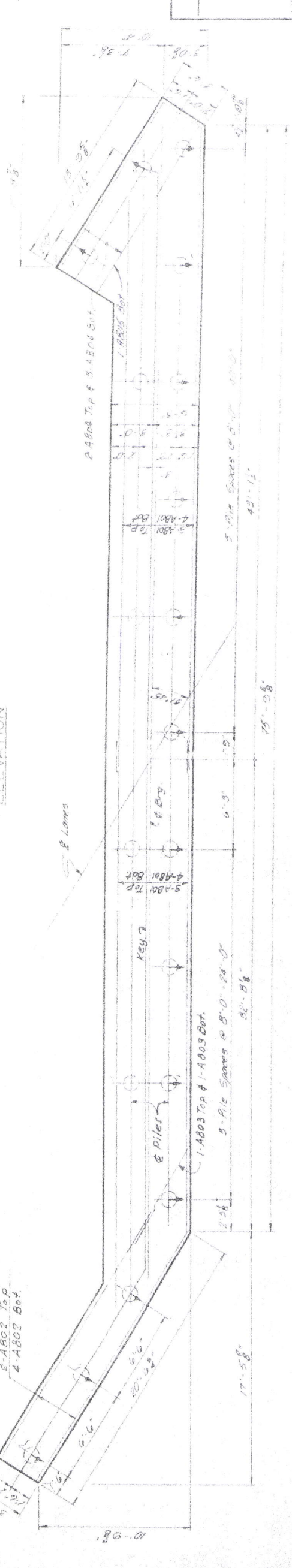


PLAN

**NOTES:**  
 1. Porous backfill 16" thick full length of abutment and wing walls extend up to the subgrade or to the finished ground surface.  
 2. For end dam details see S.F. Div. 50-1-59, Sta. 182 of # 3.  
 3. For wingwalls see S.F. 2.  
 4. For Sections A-A & E-E, and Contraction Joint Detail see S.F. 4.  
 5. For Reinforcing Steel List see S.F. 10.



ELEVATION



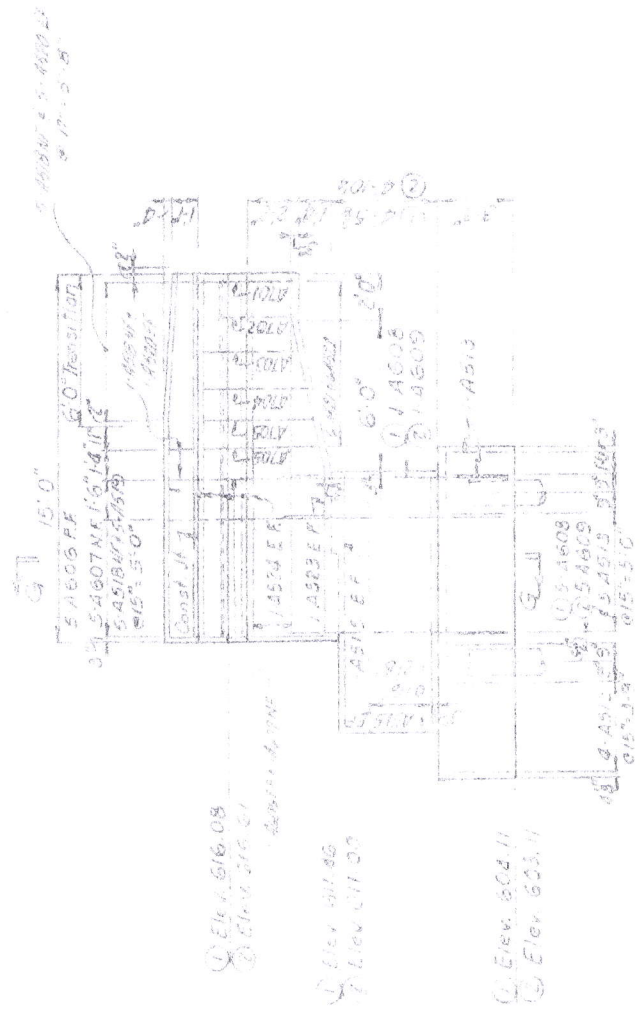
FOOTING PLAN

**LEGEND:**  
 CF - Each Face  
 NF - Near Face  
 FF - Far Face  
 ⊕ - Indicates pile battered 1:4 in direction shown.  
 ⊙ - Abutment A1L  
 ⊙ - Abutment A2R

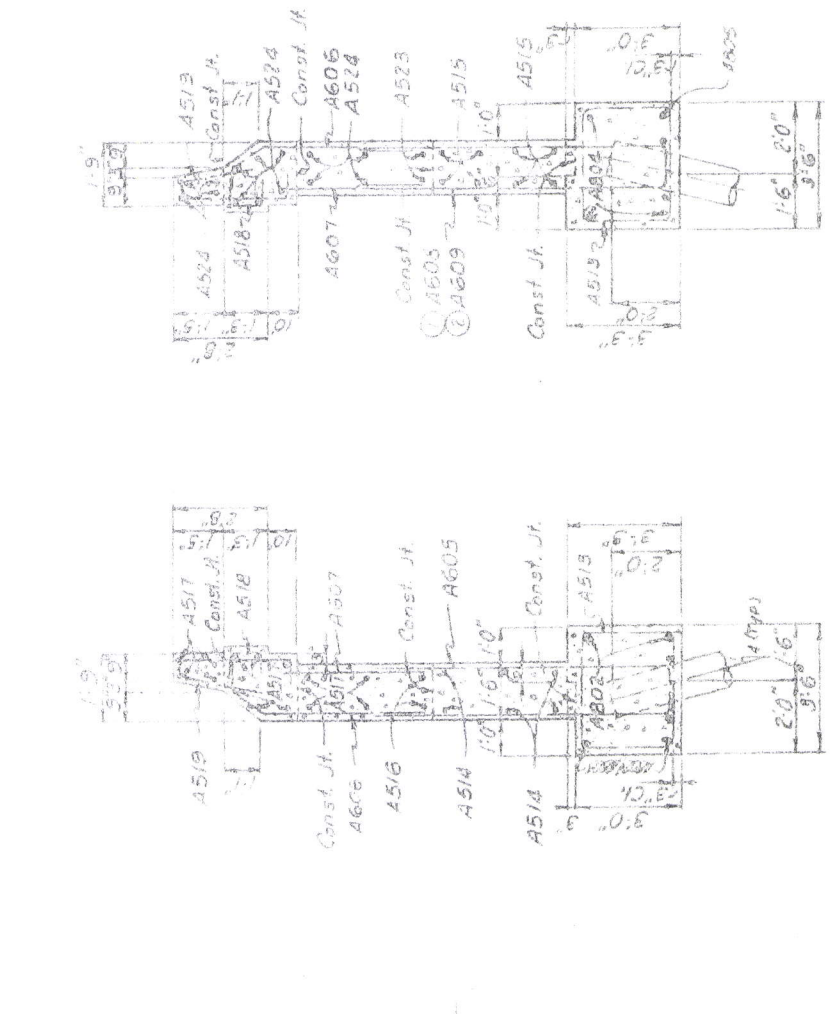
AUBLE MITCHELL BURGESS & ASSOC. ENGINEERS AND ARCHITECTS COLUMBUS, OHIO	
ABUTMENTS	
AIL & A2R	
BRIDGE NO MEG-7-0713-4R	
SR 7 OVER SR 124	
STA 375+27.76 TO	STA 378+28.32
MEIGS COUNTY	
PAR. OAC	LEN 1070



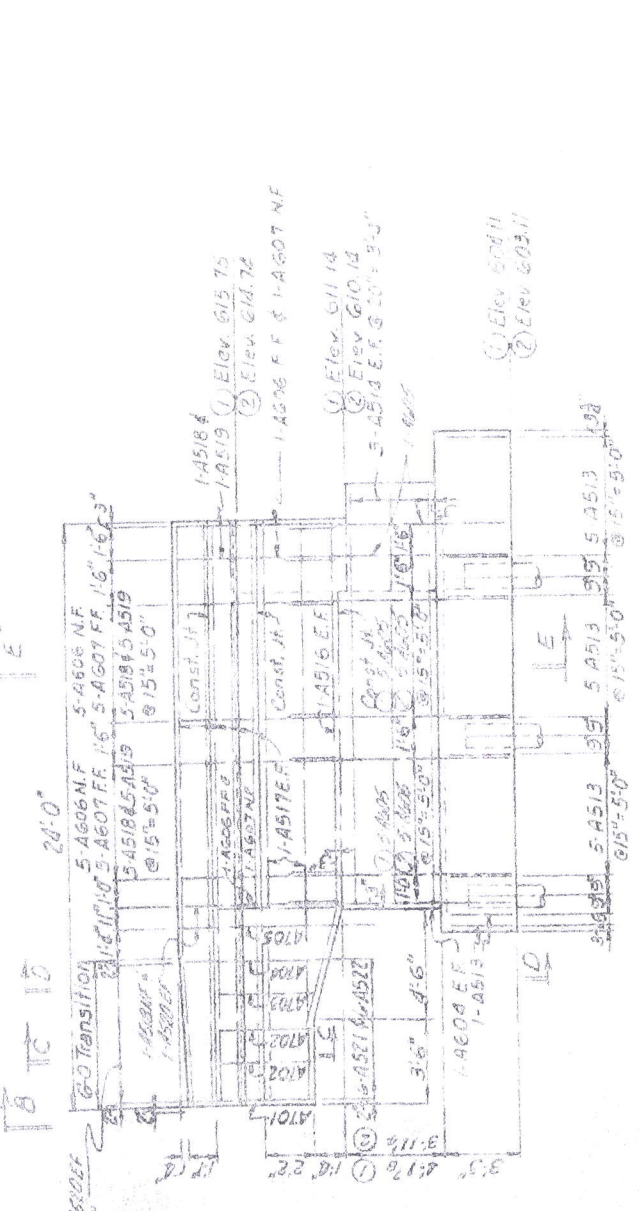
NO. ON SHEET	2	SHEET	OHIO	PROJECT	
MEG-7-G-15					



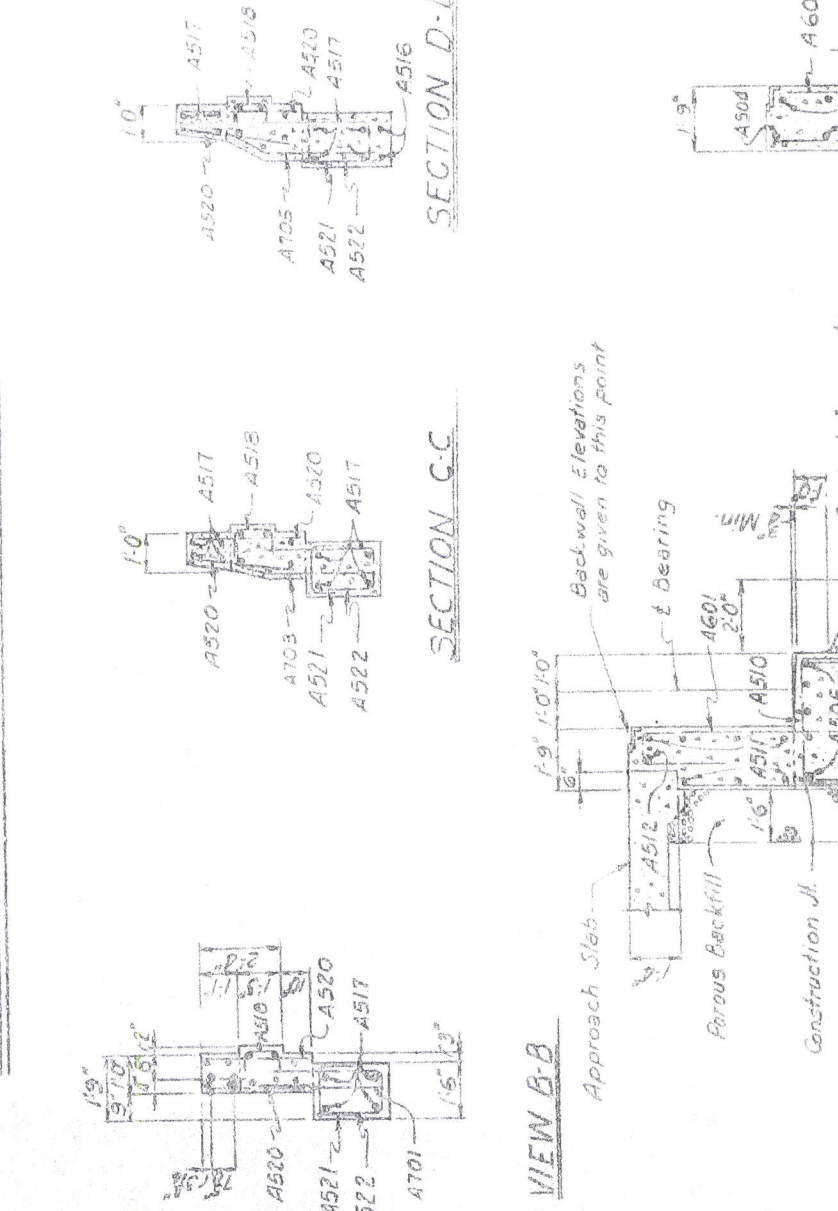
**ELEVATION - WINGWALL 2**



**CONTRACTION JOINT DETAIL**



**ELEVATION - WINGWALL 1**



**SECTION G-G**

**SECTION E-E**

**SECTION D-D**

**SECTION C-C**

**SECTION A-A**

**SECTION F-F**

- NOTES**
- For additional railing details see Std. Draw BR-1-67 Sh. 1 of 3
  - For location of sections A-A, E-F, F-F see Sh. 5
  - For reinforcing steel cut see Sh. 12

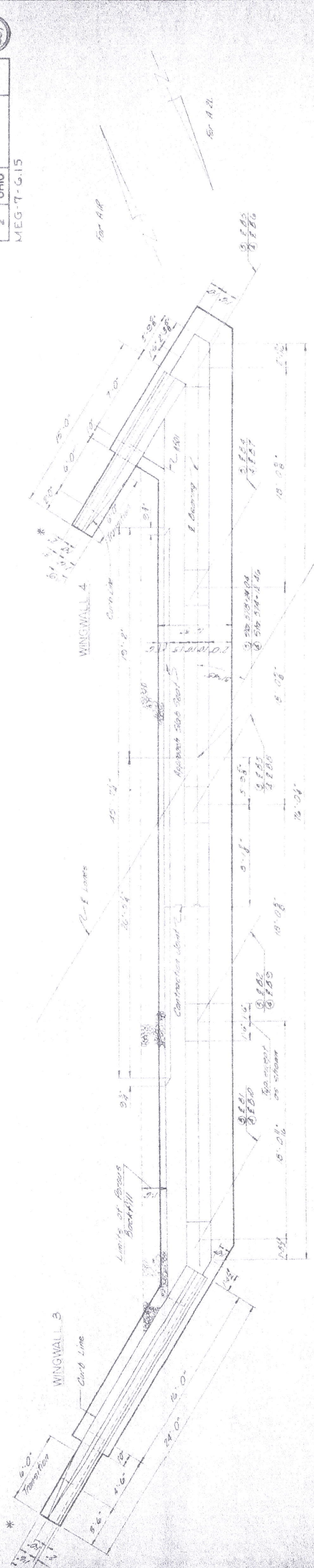
**PARAPET TRANSITION AND WINGWALL ENDS** shall be as shown on Std. Draw BR-1-67 revised 1-1-71. Reinforcing steel shall be field bent or cut to fit the revised slope.

AUBLE-HITCHELL-BURGESS & ASSOC. INCORPORATED		WINGWALLS	
18.2		BRIDGE NO. MEG-7-0713 L/R	
		S.R. 7 OVER SR.124	
		STA. 375 + 27.76 TO	
		MEIGS COUNTY STA. 378 + 28.32	
PAR	PAR	LEN	10-70

- LEGEND**
- EF - Each Face
  - NF - Near Face
  - FF - Far Face
  - ① - Abutment A11
  - ② - Abutment A22

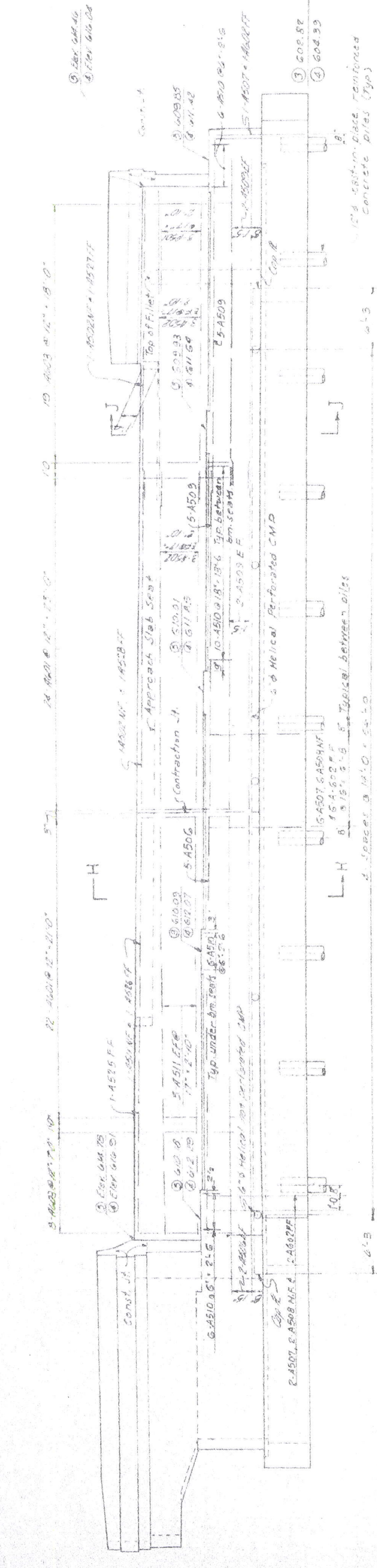


For parapet transition note see sheet [E-12]

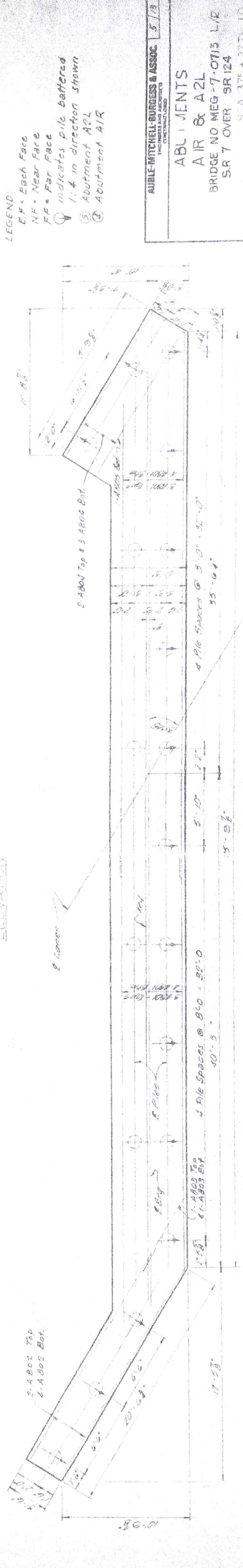


PLAN

NOTES:  
 1 Porous backfill 1'-6" thick full length of abutment shall extend up to the subgrade or to the finished ground surface.  
 2 For end dam details see Std. Dwg. CO-1-69 Sh. 1 & 2 of 4.  
 3 For wingwalls see Sh. 6.  
 4 For sections H-H & J-J see Sh. 6.  
 5 For Contraction Joint Detail see Sh. 4.  
 6 For Reinforcing Steel List see Sh. 12.



ELEVATION



FOOTING PLAN

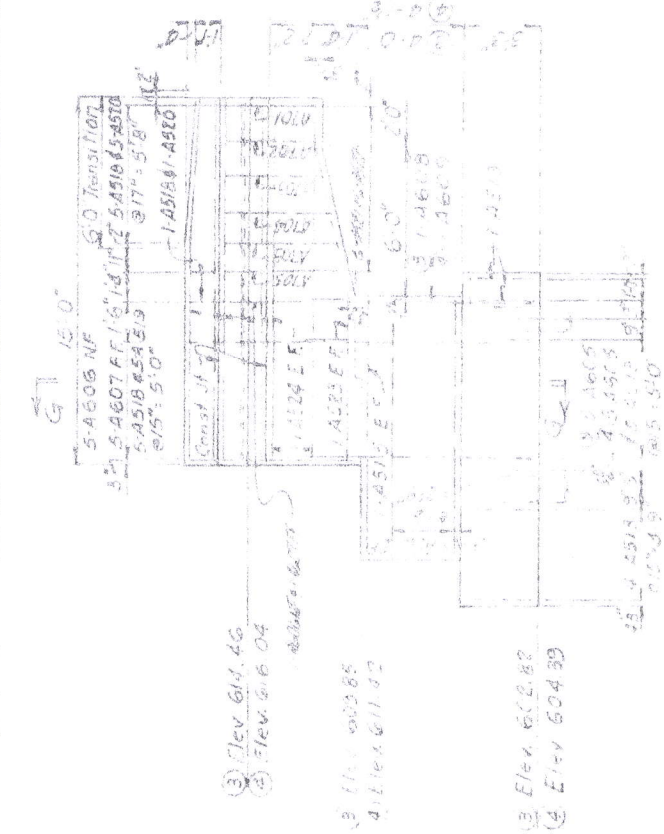
LEGEND:  
 EF: Each Face  
 NF: Near Face  
 FF: Far Face  
 1: Indicates pile battered 1:4 in direction shown  
 2: Abutment A2L  
 3: Abutment A1R

AUBLE MITCHELL BURGESS & ASSOC. INCORPORATED CONSULTING ENGINEERS	
ABL 11111111	
AIR & A2L	
BRIDGE NO MEG-T-0715 L/R	
SR 7 OVER SR 124	
MEIGS COUNTY	
STA 375 + 27.76 TO	STA 376 + 29.77
PAR 04C	LEN 10-70

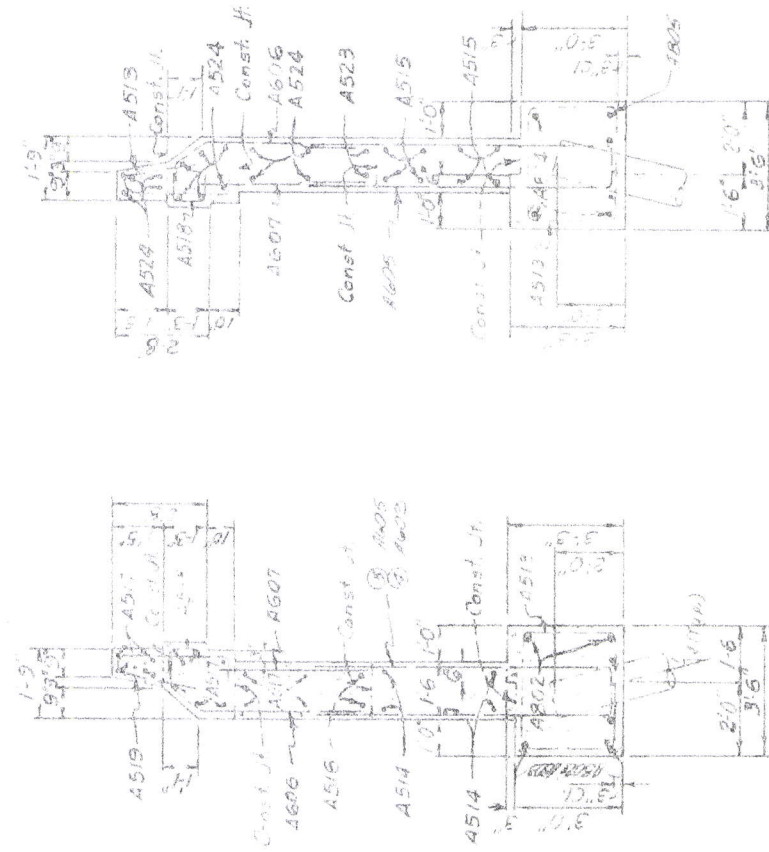


NO.	DATE	REVISION
2	07/80	

MEG-7-G15

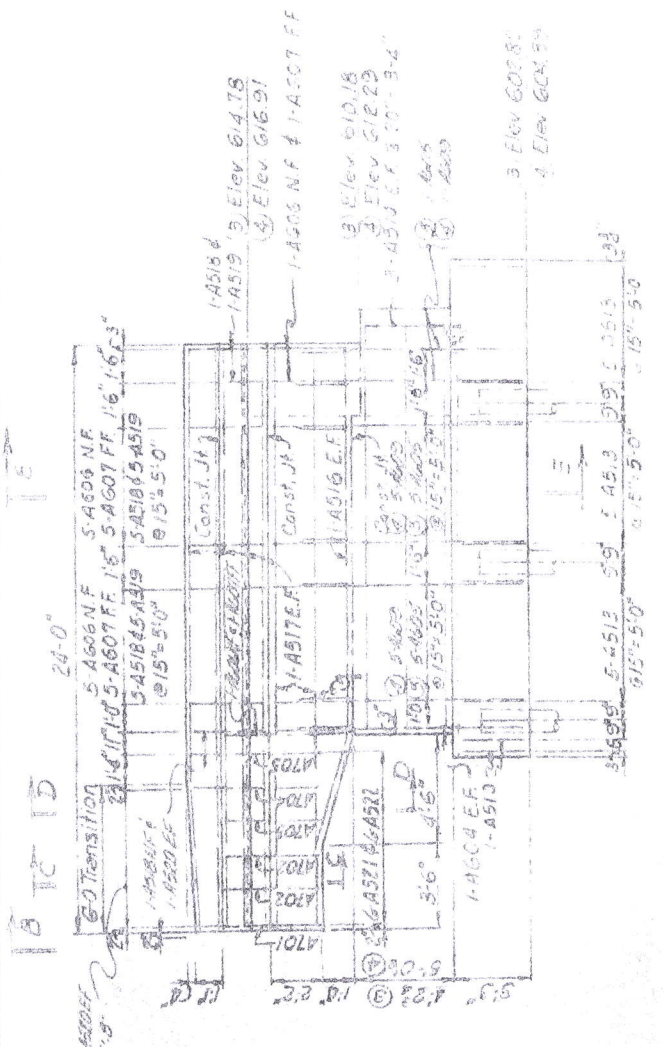


ELEVATION - WINGWALL 4

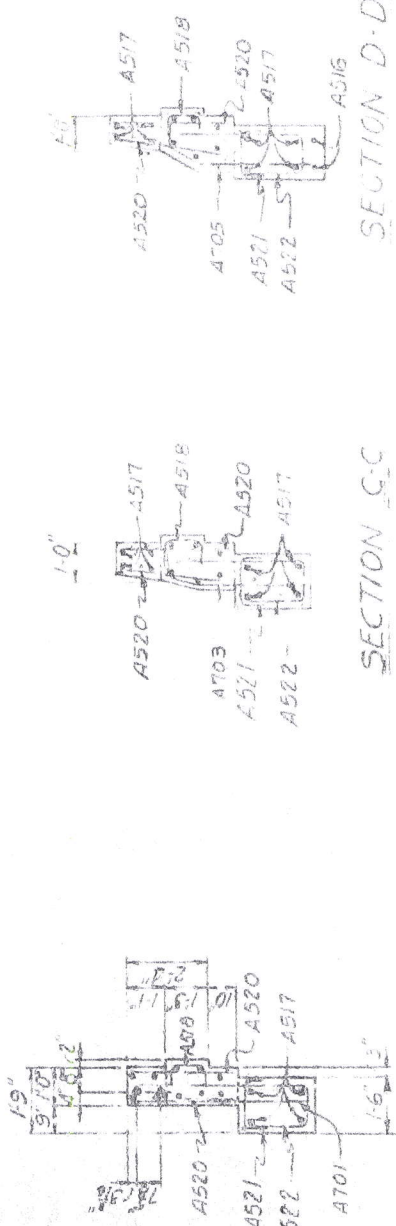


SECTION E-E

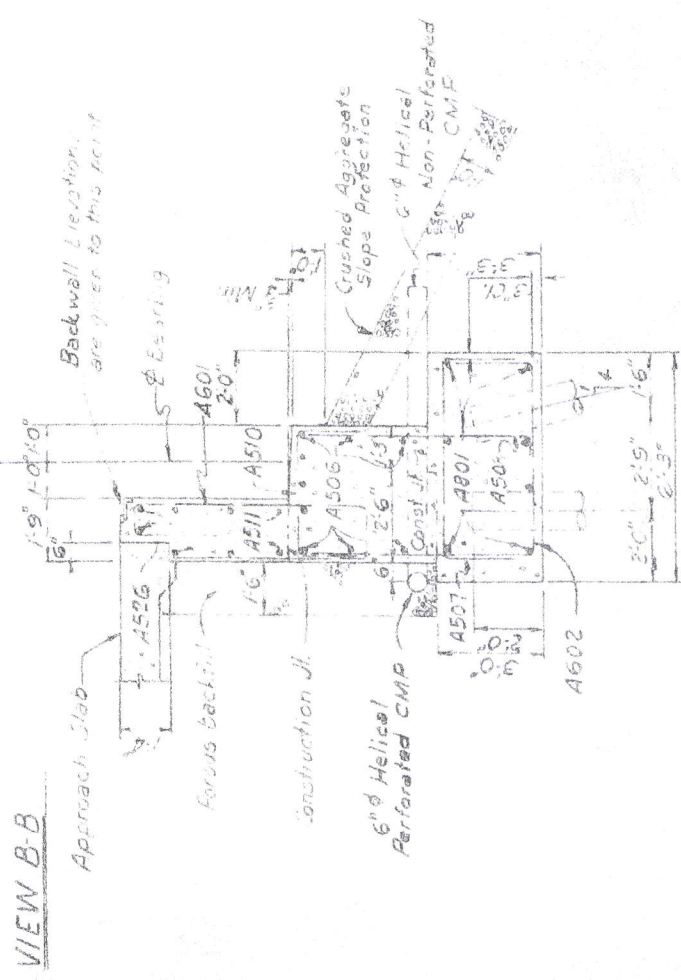
SECTION G-G



ELEVATION - WINGWALL 3



SECTION D-D



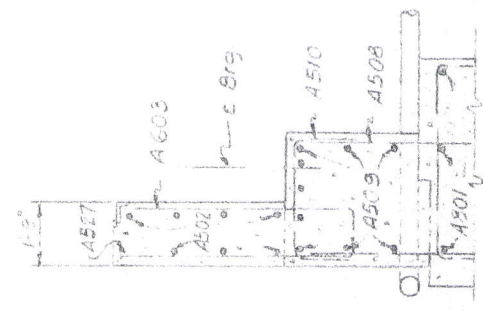
SECTION C-C



VIEW B-B



SECTION H-H



SECTION J-J

Notes:  
 1. For structural railing details see  
 Std. Det. BR-1-57 Sh 1 of 3  
 2. For location of Sections H-H & J-J see Sh. 9  
 3. For reinforcing steel list see Sh. 12  
 4. For parapet transition note see sheet 4/13

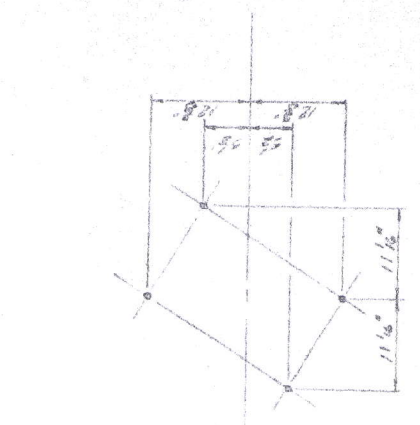
AUBLE MITCHELL BURGESS & ASSOC. INCORPORATED CHICAGO, ILLINOIS		DATE	6/73
WINGWALLS		PROJECT	
38.4		CONTRACT	
BRIDGE NO. MEG-7-0713 L/R		SCALE	
S.R. 7 OVER S.R. 124		DATE	
MEIGS COUNTY		LEN	10-70
STA. 375 + 27.76 TO		LPH	
STA. 378 + 28.32		LEN	
PAR	DAC	LEN	10-70

LEGEND:  
 E.F. - Each Face  
 N.F. - Near Face  
 F.F. - Far Face  
 (1) - Abut. A/C/L  
 (2) - Abut. A/R

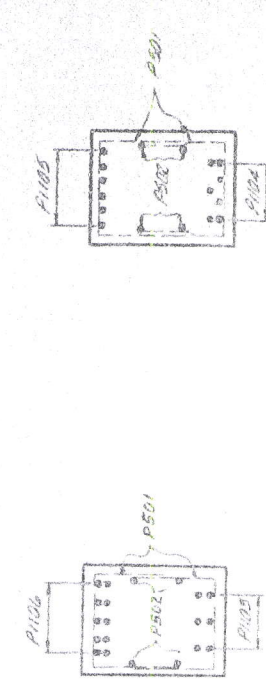


STATE	PROJECT
2	CM10

MEG-7-6.15



TYPICAL ANCHOR BAR LAYOUT PIER 2 ONLY



SECTION C-C

SECTION D-D

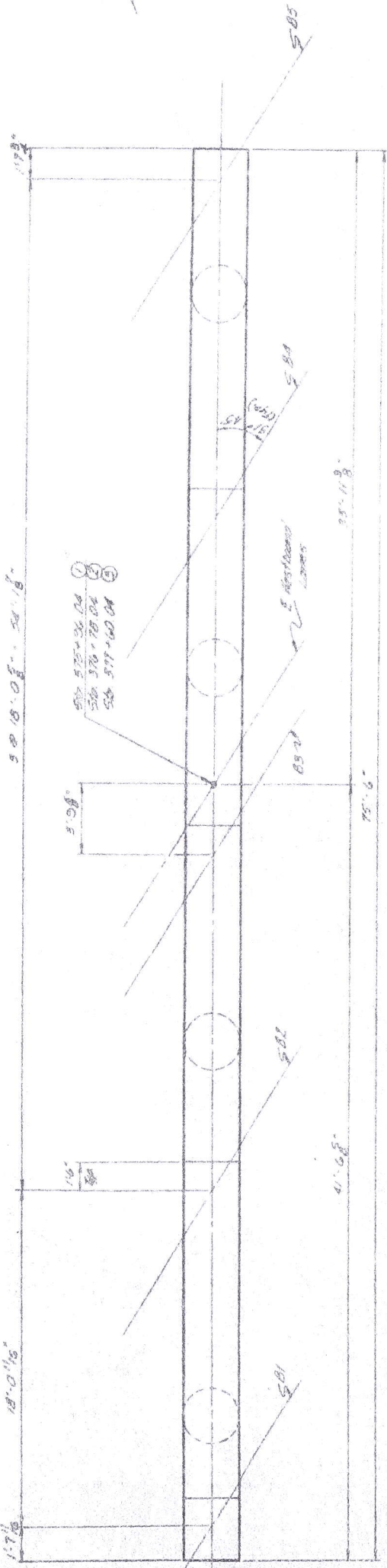


SECTION A-A

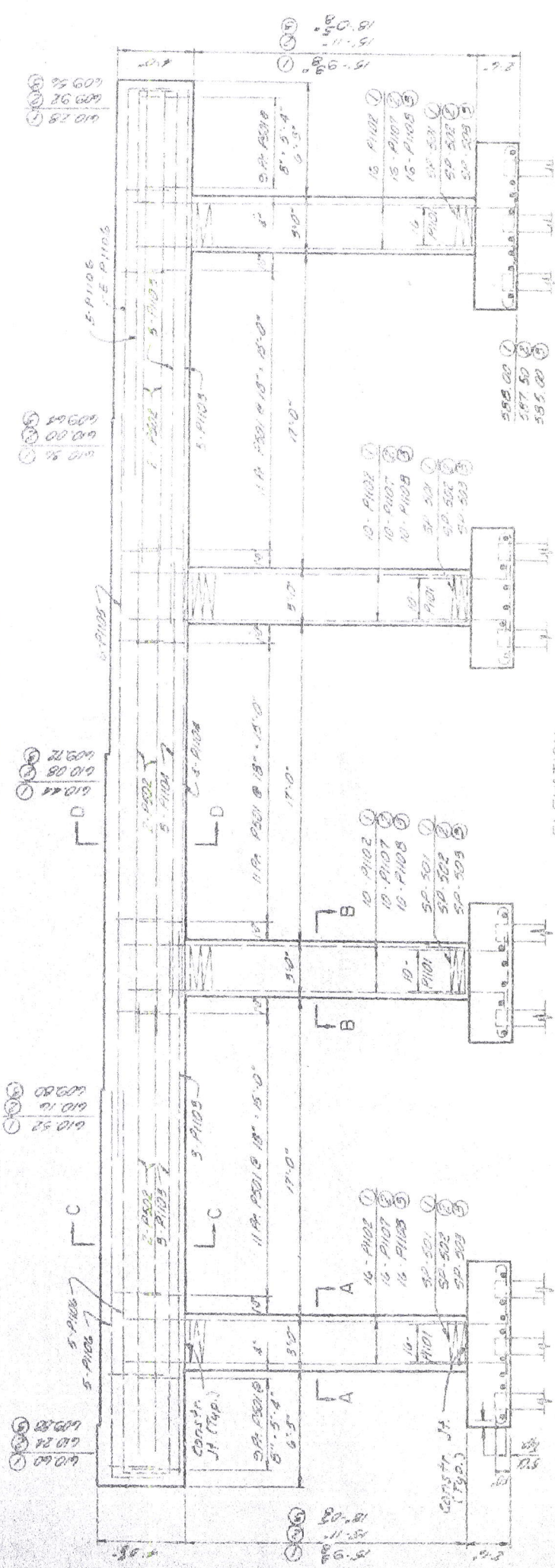
SECTION B-B

NOTES:  
 1. Several core shells are shown in piping reinforcement notes in the vicinity of the bridge pier as they are used in conjunction with the existing of Anchor Bar Rebar for Reinforcing Steel Job, one Street 12.

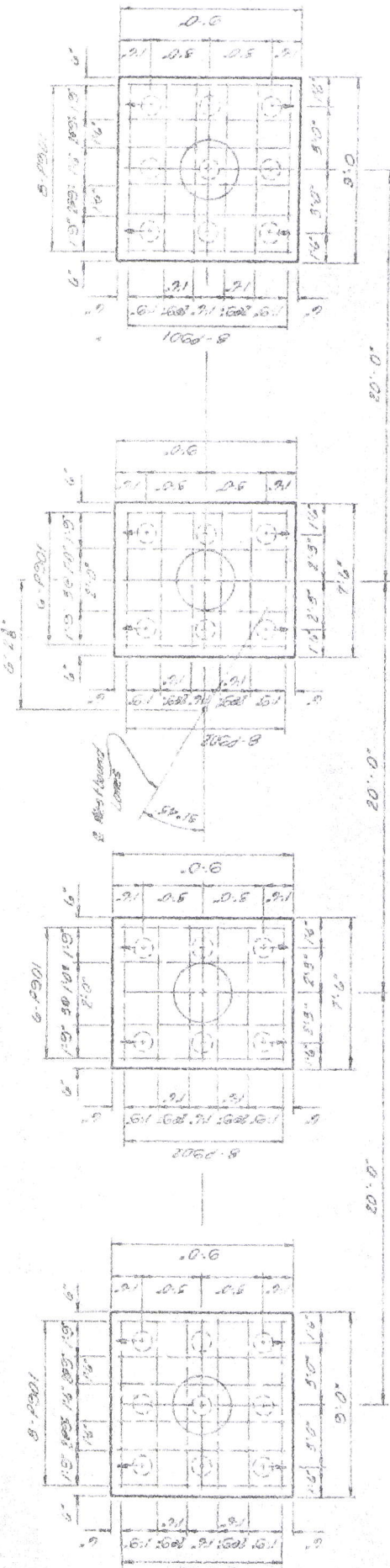
LEGEND:  
 1. Pier 14  
 2. Pier 15  
 3. Pier 16  
 4. Pier 17  
 5. Pier 18  
 Indicates pier centered in direction shown



PLAN PIERS IL, 2L, 3L



ELEVATION



FOOTING PLAN

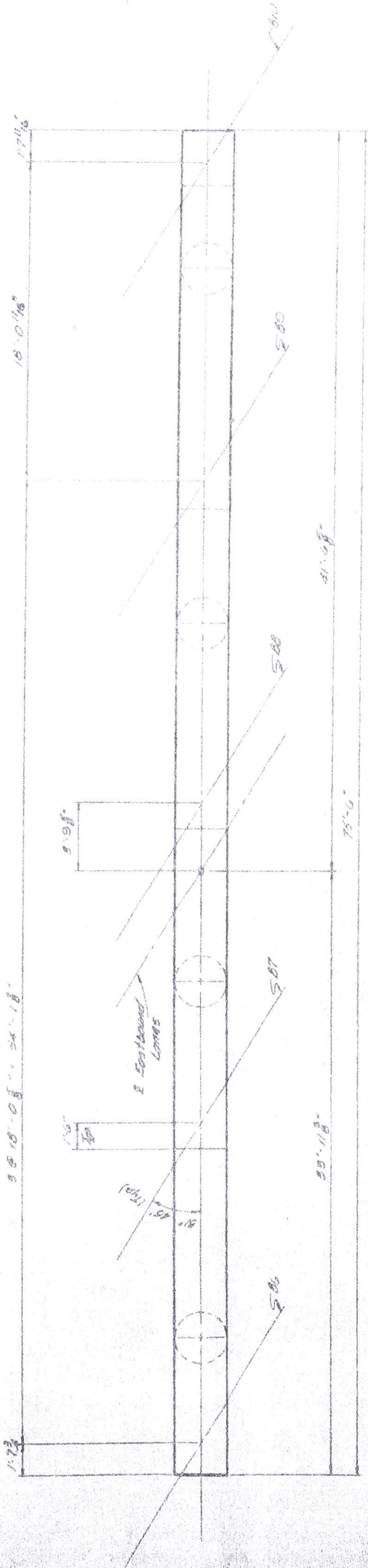
AUBLE-BITCHELL-BURGESS & ASSOC. CONSULTING ENGINEERS		7/73
PIERS IL, 2L, 3L		
BRIDGE NO. MEG-7-0713 4/R		
SR 7 OVER SR 124		
MEIGS COUNTY	STA. 375 + 27.76 TO	
	STA. 378 + 28.32	
Drawn By	Checked By	Scale
ERB	DAC	ERB
Project No.	Sheet No.	Sheet
		LEN 10-70



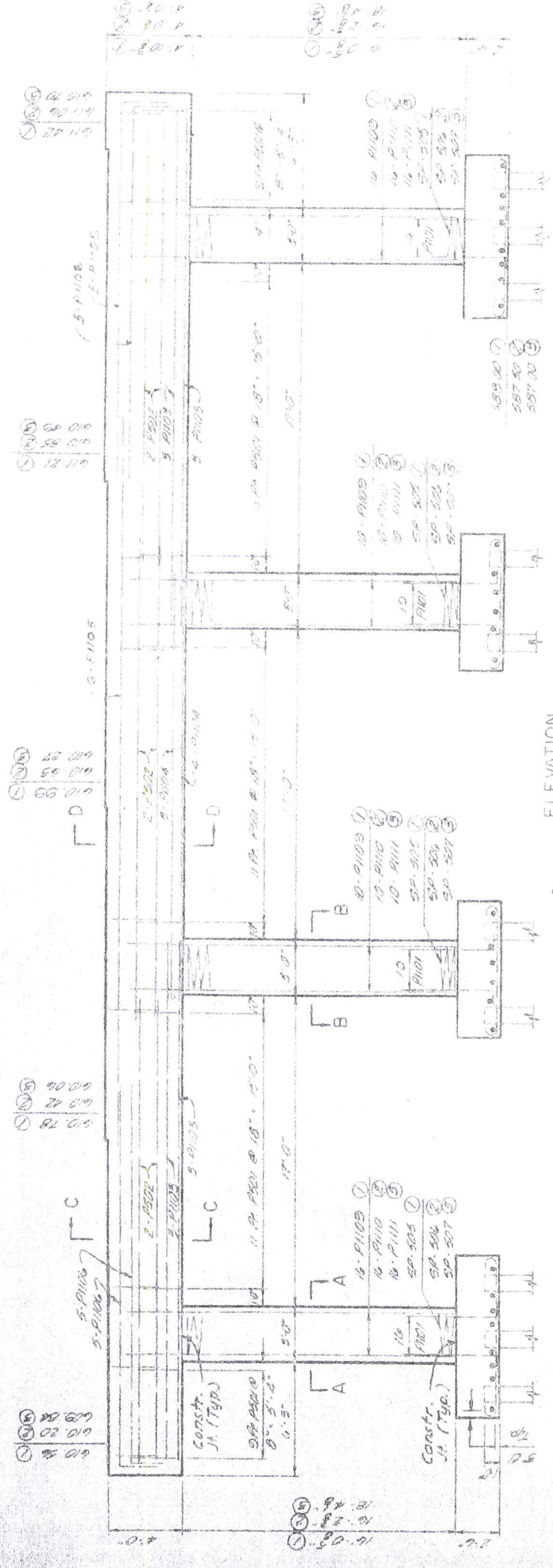


CD. OR. DIVISION	STATE	PROJECT
2	OHIO	

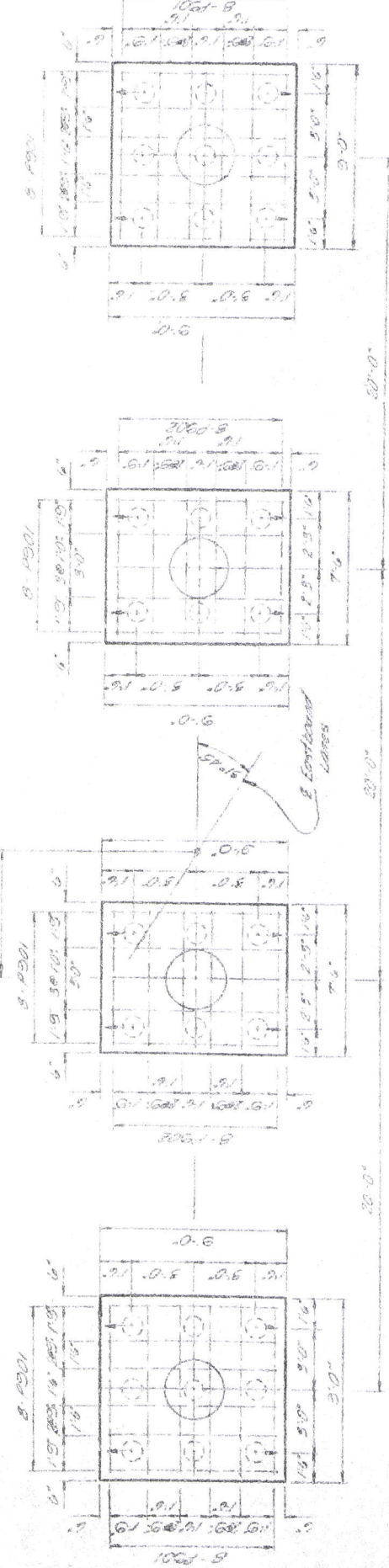
MEG-7-G-15



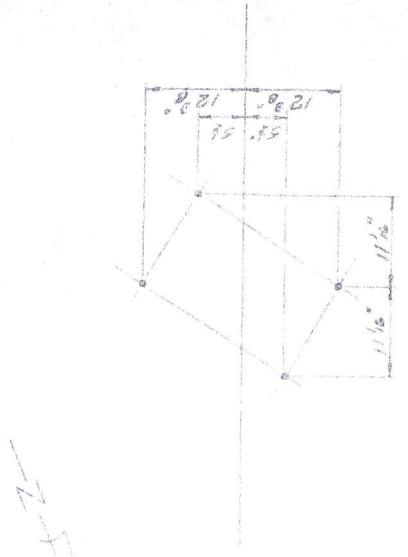
PLAN PIERS 1R, 2R, 3R



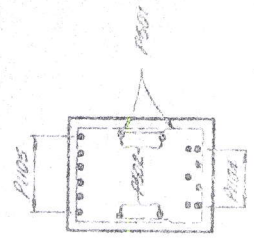
ELEVATION



FOOTING PLAN



TYPICAL ANCHOR BAR LAYOUT PIER 2 ONLY



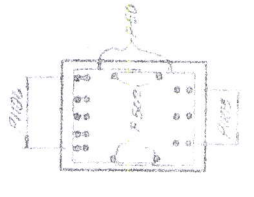
SECTION C-C



SECTION A-A



SECTION B-B



SECTION D-D

LEGEND:  
 1 Pier 1R  
 2 Pier 2R  
 3 Pier 3R  
 4 Indicates 1/4" diameter  
 5 1/4" in directions shown

NOTE:  
 1 Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat as per to avoid interference with the driving of anchor bar holes for reinforcing steel list, see Sheet 19  
 2

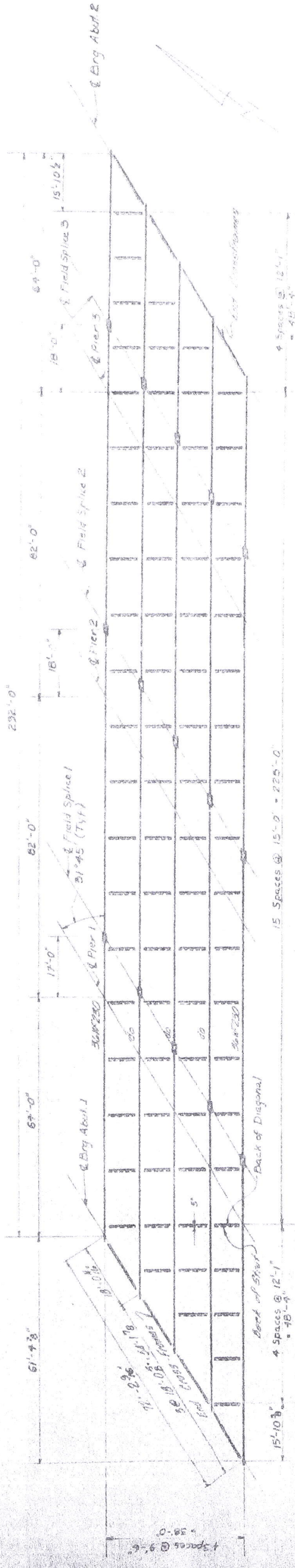
AUBLE MITCHELL BURGESS & ASSOC.  
 CONSULTING ENGINEERS

PIERS 1R, 2R, 3R  
 BRIDGE NO. MEG-7-G-15 b/c  
 S.R. 7 OVER R.R. 4  
 MILKES COUNTY STA. 375+24.76-19  
 STA. 378+25.32

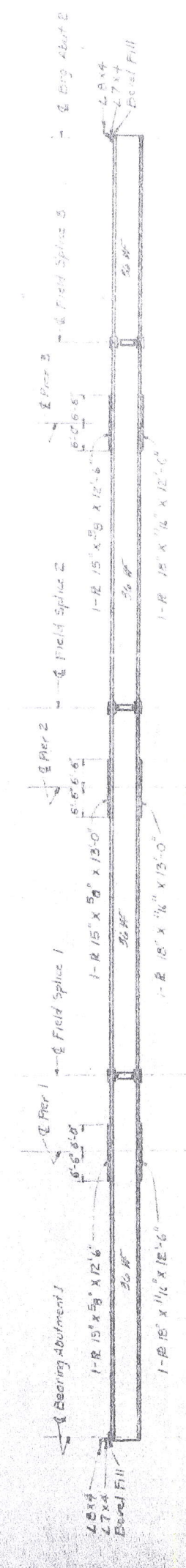
Project	Drawn	Checked	Date
ESB	DAC	ERB	LEN 10-70



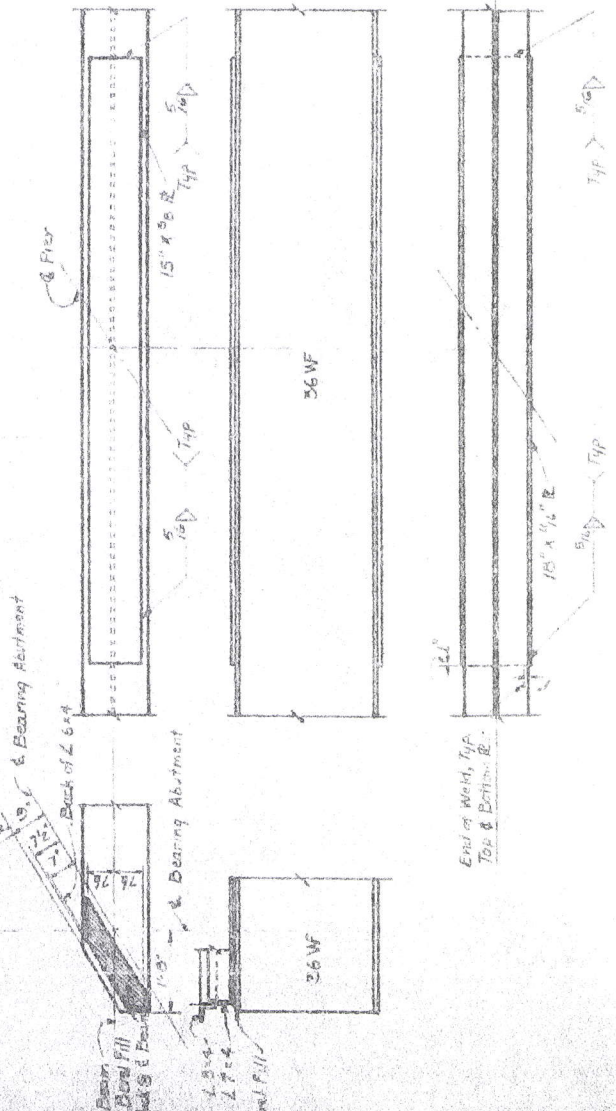
MEG-7-G.15



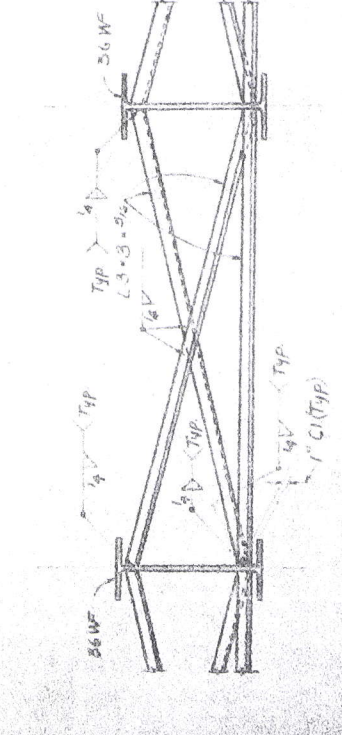
PLAN



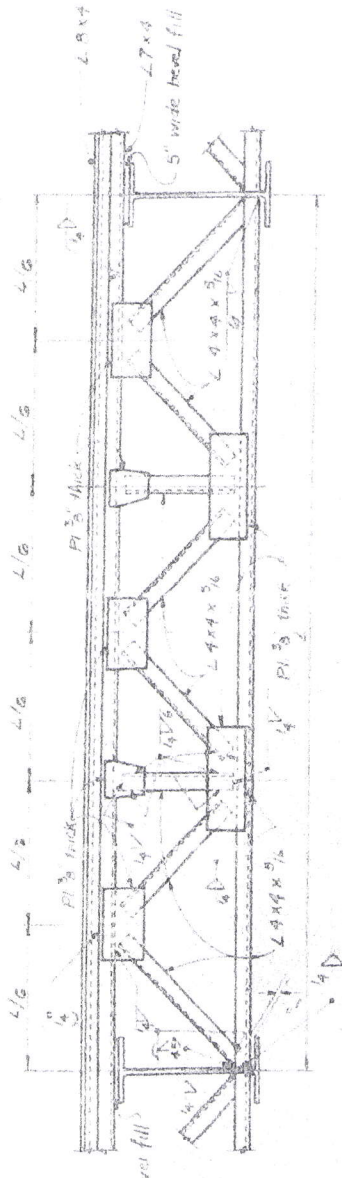
ELEVATION



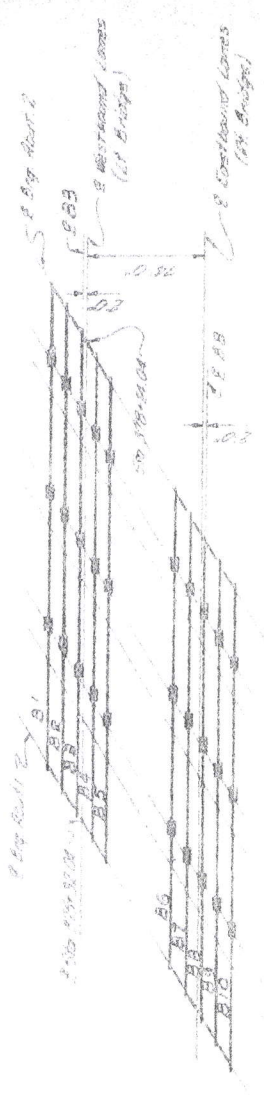
BEAM SPLICE DETAIL



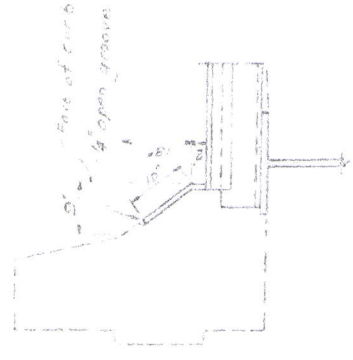
TYPICAL INTERMEDIATE CROSSFRAME



END CROSSFRAME



KEY PLAN



END DAM DETAIL AT CURB

NOTES:

1. See City Commission's End Dam Details, see Sheet MEG-7-G.19, Sheet 1 of 2.
2. See City Public Works' End Dam, see Sheet MEG-7-G.19, Sheet 2 of 2.
3. See Public Works' End Dam, see Sheet MEG-7-G.19.
4. See additional details of End Dam, see Sheet MEG-7-G.19, Sheet 3 of 2.
5. See Street MEG-7-G.19, Sheet 4 of 2.
6. See Street MEG-7-G.19, Sheet 5 of 2.
7. See Street MEG-7-G.19, Sheet 6 of 2.
8. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 7 of 2.
9. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 8 of 2.
10. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 9 of 2.
11. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 10 of 2.
12. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 11 of 2.
13. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 12 of 2.
14. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 13 of 2.
15. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 14 of 2.
16. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 15 of 2.
17. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 16 of 2.
18. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 17 of 2.
19. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 18 of 2.
20. All dimensions bearings, see Sheet MEG-7-G.19, Sheet 19 of 2.

AUBLE-MITCHELL ENGINEERS & ARCHT.		9-7-10
BRIDGE NO MEG-7-0713 L/R		
S R. 7 OVER SR. 124		
MEIGS COUNTY	STA. 375+27.76 TO	
	STA. 378+29.32	
DES. JDR	CHK. JDR	APP. LEN 10-76

FRAMING PLAN

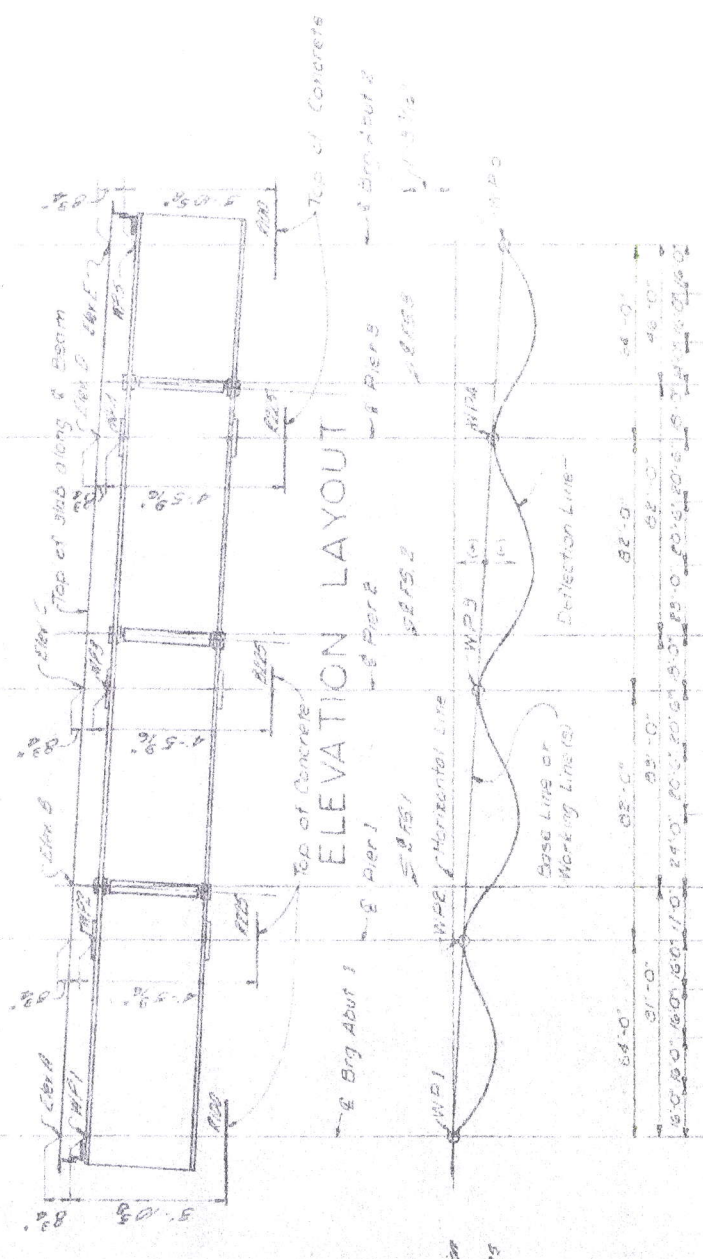


MEG-7-G15

Note:  
For Framing Plan and Additional  
Notes See 3-9

TABLE OF ELEVATIONS

BEAM	KEY #	KEY E	KEY S	KEY O	KEY L
B1	1	115.75	115.75	115.75	115.75
B2	2	115.75	115.75	115.75	115.75
B3	3	115.75	115.75	115.75	115.75
B4	4	115.75	115.75	115.75	115.75
B5	5	115.75	115.75	115.75	115.75



Span	Deflection due to Weight of Steel	Deflection due to remaining dead load	Required Strap	Camber
1	0	-1/8	0	+1/8
2	0	-1/8	0	+1/8
3	0	-1/8	0	+1/8
4	0	-1/8	0	+1/8
5	0	-1/8	0	+1/8

DEFLECTION & CAMBER

NOTES:  
1. Abut. Piers are given at top of base (ACI)  
2. Working Lines are straight lines between indicated West Points  
3. Base Line is a straight line between W.P. 1 & W.P. 5 and is uncorrected with Working Lines  
4. Tabulated values in the Deflection and Camber table shall be measured from the Working Lines



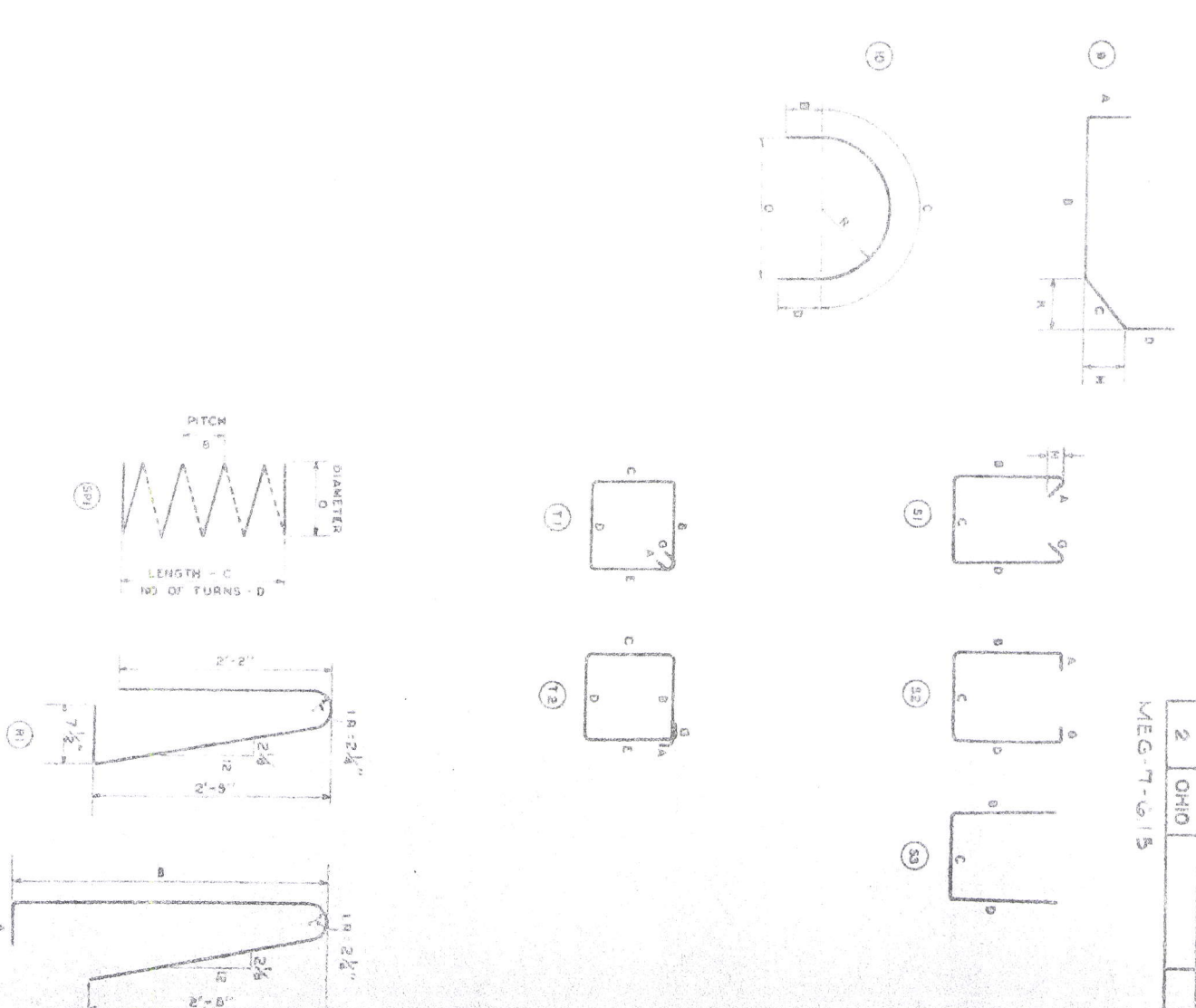
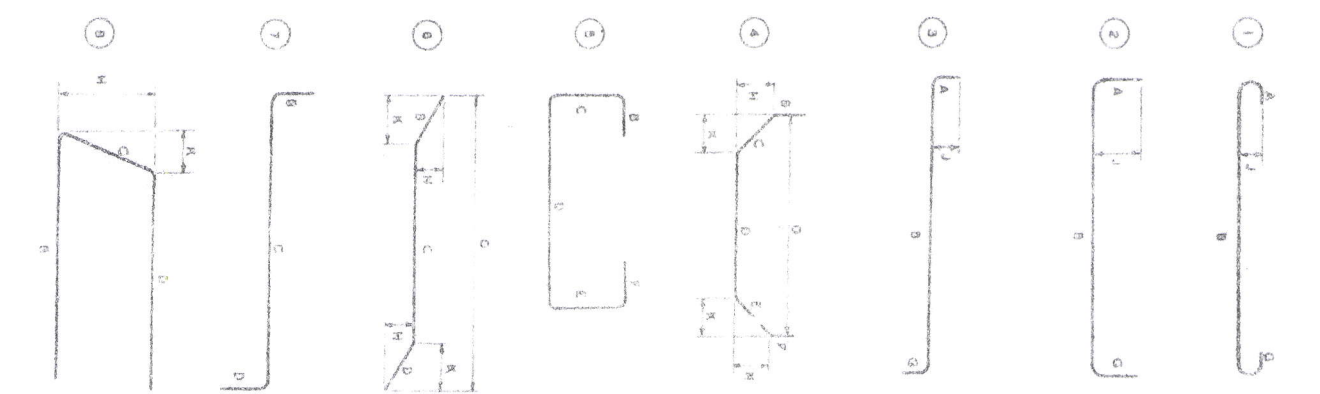






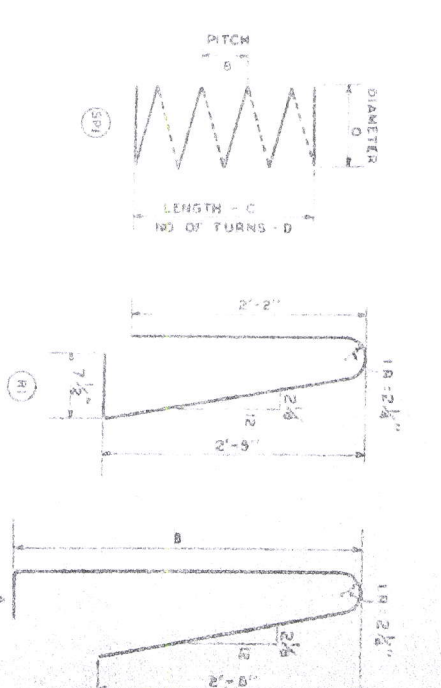


BAR TYPE	DIMENSIONS FOR BENDING									
	A	B	C	D	E	F	G	H	J	K
A507	2	0.6	6.6	5.4	1.7	-	-	-	-	-
A510	2	0.6	6.6	5.4	1.7	-	-	-	-	-
A513	2	0.5	3.0	3.5	1.7	-	-	-	-	-
A514	2	0.6	21.6	21.6	21.6	-	-	-	-	-
A518	2	0.6	1.0	1.0	1.0	-	-	-	-	-
A519	2	0.6	3.2	3.2	3.2	-	-	-	-	-
A521	2	0.6	1.9	1.9	1.9	-	-	-	-	-
A522	5	-	6.10	6.6	-	-	-	-	-	-
A523	5	-	6.10	6.10	-	-	-	-	-	-
A601	3	5.2	1.5	6.9	0.11	2.0	-	-	-	-
A602	3	5.2	1.5	6.7	-	-	-	-	-	-
A603	3	5.2	1.5	6.7	-	-	-	-	-	-
A604	3	5.2	1.5	6.7	-	-	-	-	-	-
A605	3	5.2	1.5	6.7	-	-	-	-	-	-
A606	3	5.2	1.5	6.7	-	-	-	-	-	-
A607	3	5.2	1.5	6.7	-	-	-	-	-	-
A608	3	5.2	1.5	6.7	-	-	-	-	-	-
A609	3	5.2	1.5	6.7	-	-	-	-	-	-
A610	3	5.2	1.5	6.7	-	-	-	-	-	-
A611	3	5.2	1.5	6.7	-	-	-	-	-	-
A612	3	5.2	1.5	6.7	-	-	-	-	-	-
A613	3	5.2	1.5	6.7	-	-	-	-	-	-
A614	3	5.2	1.5	6.7	-	-	-	-	-	-
A615	3	5.2	1.5	6.7	-	-	-	-	-	-
A616	3	5.2	1.5	6.7	-	-	-	-	-	-
A617	3	5.2	1.5	6.7	-	-	-	-	-	-
A618	3	5.2	1.5	6.7	-	-	-	-	-	-
A619	3	5.2	1.5	6.7	-	-	-	-	-	-
A620	3	5.2	1.5	6.7	-	-	-	-	-	-
A621	3	5.2	1.5	6.7	-	-	-	-	-	-
A622	3	5.2	1.5	6.7	-	-	-	-	-	-
A623	3	5.2	1.5	6.7	-	-	-	-	-	-
A624	3	5.2	1.5	6.7	-	-	-	-	-	-
A625	3	5.2	1.5	6.7	-	-	-	-	-	-
A626	3	5.2	1.5	6.7	-	-	-	-	-	-
A627	3	5.2	1.5	6.7	-	-	-	-	-	-
A628	3	5.2	1.5	6.7	-	-	-	-	-	-
A629	3	5.2	1.5	6.7	-	-	-	-	-	-
A630	3	5.2	1.5	6.7	-	-	-	-	-	-
A631	3	5.2	1.5	6.7	-	-	-	-	-	-
A632	3	5.2	1.5	6.7	-	-	-	-	-	-
A633	3	5.2	1.5	6.7	-	-	-	-	-	-
A634	3	5.2	1.5	6.7	-	-	-	-	-	-
A635	3	5.2	1.5	6.7	-	-	-	-	-	-
A636	3	5.2	1.5	6.7	-	-	-	-	-	-
A637	3	5.2	1.5	6.7	-	-	-	-	-	-
A638	3	5.2	1.5	6.7	-	-	-	-	-	-
A639	3	5.2	1.5	6.7	-	-	-	-	-	-
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A642	3	5.2	1.5	6.7	-	-	-	-	-	-
A643	3	5.2	1.5	6.7	-	-	-	-	-	-
A644	3	5.2	1.5	6.7	-	-	-	-	-	-
A645	3	5.2	1.5	6.7	-	-	-	-	-	-
A646	3	5.2	1.5	6.7	-	-	-	-	-	-
A647	3	5.2	1.5	6.7	-	-	-	-	-	-
A648	3	5.2	1.5	6.7	-	-	-	-	-	-
A649	3	5.2	1.5	6.7	-	-	-	-	-	-
A650	3	5.2	1.5	6.7	-	-	-	-	-	-
A651	3	5.2	1.5	6.7	-	-	-	-	-	-
A652	3	5.2	1.5	6.7	-	-	-	-	-	-
A653	3	5.2	1.5	6.7	-	-	-	-	-	-
A654	3	5.2	1.5	6.7	-	-	-	-	-	-
A655	3	5.2	1.5	6.7	-	-	-	-	-	-
A656	3	5.2	1.5	6.7	-	-	-	-	-	-
A657	3	5.2	1.5	6.7	-	-	-	-	-	-
A658	3	5.2	1.5	6.7	-	-	-	-	-	-
A659	3	5.2	1.5	6.7	-	-	-	-	-	-
A660	3	5.2	1.5	6.7	-	-	-	-	-	-
A661	3	5.2	1.5	6.7	-	-	-	-	-	-
A662	3	5.2	1.5	6.7	-	-	-	-	-	-
A663	3	5.2	1.5	6.7	-	-	-	-	-	-
A664	3	5.2	1.5	6.7	-	-	-	-	-	-
A665	3	5.2	1.5	6.7	-	-	-	-	-	-
A666	3	5.2	1.5	6.7	-	-	-	-	-	-
A667	3	5.2	1.5	6.7	-	-	-	-	-	-
A668	3	5.2	1.5	6.7	-	-	-	-	-	-
A669	3	5.2	1.5	6.7	-	-	-	-	-	-
A670	3	5.2	1.5	6.7	-	-	-	-	-	-
A671	3	5.2	1.5	6.7	-	-	-	-	-	-
A672	3	5.2	1.5	6.7	-	-	-	-	-	-
A673	3	5.2	1.5	6.7	-	-	-	-	-	-
A674	3	5.2	1.5	6.7	-	-	-	-	-	-
A675	3	5.2	1.5	6.7	-	-	-	-	-	-
A676	3	5.2	1.5	6.7	-	-	-	-	-	-
A677	3	5.2	1.5	6.7	-	-	-	-	-	-
A678	3	5.2	1.5	6.7	-	-	-	-	-	-
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A681	3	5.2	1.5	6.7	-	-	-	-	-	-
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A683	3	5.2	1.5	6.7	-	-	-	-	-	-
A684	3	5.2	1.5	6.7	-	-	-	-	-	-
A685	3	5.2	1.5	6.7	-	-	-	-	-	-
A686	3	5.2	1.5	6.7	-	-	-	-	-	-
A687	3	5.2	1.5	6.7	-	-	-	-	-	-
A688	3	5.2	1.5	6.7	-	-	-	-	-	-
A689	3	5.2	1.5	6.7	-	-	-	-	-	-
A690	3	5.2	1.5	6.7	-	-	-	-	-	-
A691	3	5.2	1.5	6.7	-	-	-	-	-	-
A692	3	5.2	1.5	6.7	-	-	-	-	-	-
A693	3	5.2	1.5	6.7	-	-	-	-	-	-
A694	3	5.2	1.5	6.7	-	-	-	-	-	-
A695	3	5.2	1.5	6.7	-	-	-	-	-	-
A696	3	5.2	1.5	6.7	-	-	-	-	-	-
A697	3	5.2	1.5	6.7	-	-	-	-	-	-
A698	3	5.2	1.5	6.7	-	-	-	-	-	-
A699	3	5.2	1.5	6.7	-	-	-	-	-	-
A700	3	5.2	1.5	6.7	-	-	-	-	-	-



**NOTES**

1. FIGURES IN PARENTS SHOW BAR TYPE.
2. ALL DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE SPECIFIED.
3. "A" DIMENSION ON HOOKS TO BE SPREAD ONLY WHEN NECESSARY TO RECTIFY HOOK SIZE. OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. "B" DIMENSION ON STRIPS TO BE SPREAD WHERE NECESSARY TO RECTIFY HOOKS.
5. ALL BENDS SHOULD BE BENT AROUND A STANDARD MANDREL, EXCEPT SPREADS AND ADD THESE BENDS TO "C".
6. RADIUS DIMENSION "R" TO BE SPREAD TO BAR.
7. THE LENGTH OF EACH LEG IS TO BE SPREAD ALONG THE DEVELOPMENT.
8. FOR STANDARD HOOK DIMENSIONS, SEE SECTION OF THE SPECIFICATIONS.
9. FOR BAR TYPE 601, THE 90 DEGREE "C" IS THE DEVELOPMENT DIVIDED BY THE PITCH "P". THIS PITCH NUMBER OR DEVELOPMENT FACTOR IS LISTED AS THE SPREAD WHEEL NUMBER. THE CLOSED CIRCLE SHALL BE PROVIDED AT THE ENDS OF EACH SPREAD UNIT.



**BAR BENDING DETAILS**

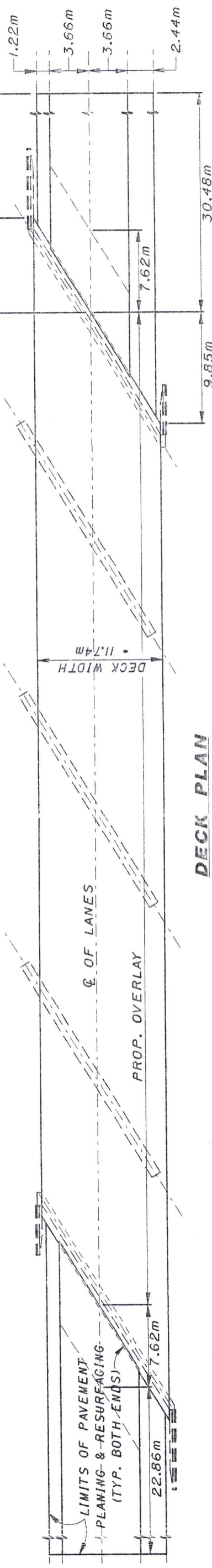
BRIDGE NO. A66-7-0713 L/R  
 S.R. 7 OVER SR 124  
 WELLS COUNTY STA. 375+27.76 TO 378+28.22

REV. NO. 2  
 DATE 10-15  
 MEG-T-615



# BRIDGE DECK REPAIR DETAILS

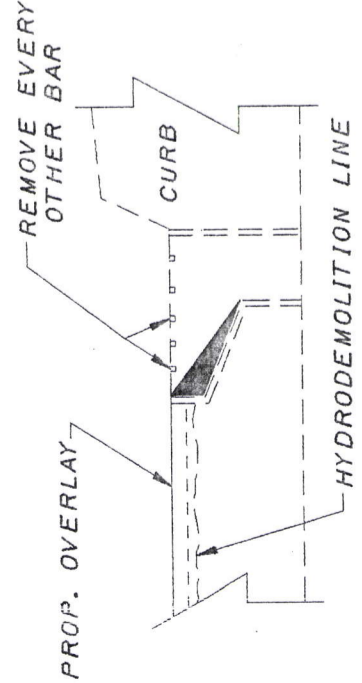
BRIDGE No. MEG-7-11.475 (Lt. & Rt.)



DECK PLAN

## SCOPE OF PROPOSED WORK ON STRUCTURE

THIS PROJECT SHALL CONSIST OF REPAIRING CONCRETE BRIDGE DECK BY HYDRODEMOLITION AND CLEANING THE EXISTING CONCRETE SURFACE TO THE EXTENT THAT IT IS COMPLETELY FREE OF UNSOUND CONCRETE AT THE TIME OF OVERLAYING WITH MICRO-SILICA MODIFIED CONCRETE. THE WORK SHALL ALSO INCLUDE MODIFICATIONS TO THE EXISTING STRUCTURAL EXPANSION JOINTS, SCUPPER MODIFICATION AND ASSOCIATED APPROACH ASPHALT WORK.



SANDBLAST BOTTOM OF SCUPPER AND FILL WITH DECK OVERLAY MATERIAL AS SHOWN. BAR REMOVAL AND PLACEMENT OF CONCRETE WEDGE IN SCUPPERS INCLUDED WITH ITEM 519 - SCUPPER, MODIFICATION, AS PER PLAN.

9 EACH (Per Bridge)

A TOTAL OF 18 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY SHT. 5 OF 9

## SCUPPER, MODIFICATION, AS PER PLAN

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY), A SEALER SHALL BE APPLIED TO THE CONCRETE SURFACES AS SHOWN ON THE TYPICAL SECTION FOR THE FULL LENGTH OF THE BRIDGE. SEE PROPOSAL FOR SURFACE PREPARATION REQUIREMENTS AND APPLICATION PROCEDURES.

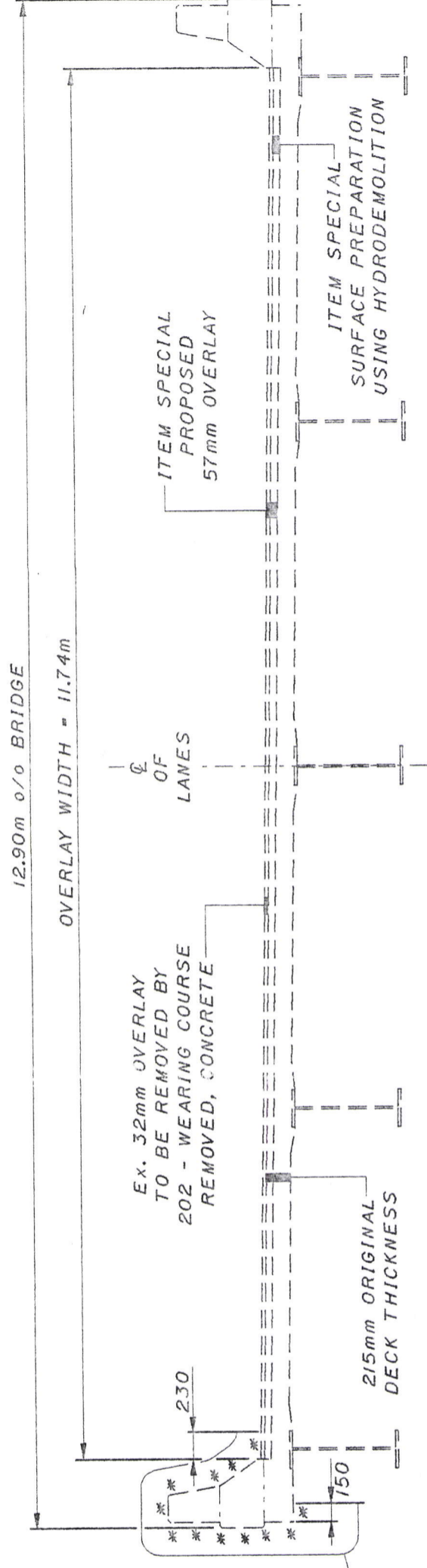
## STRUCTURE INFORMATION

BRIDGE No.	SKEW	ALIGNMENT	BRIDGE LIMITS	WIDTH	SUPER. RATE
MEG-7-11475L	58°15' L.F.S.	TANGENT	91.61m	12.19m f/f PARAPETS	0.016/m
MEG-7-11475R	58°15' L.F.S.	TANGENT	91.61m	12.19m f/f PARAPETS	0.016/m

## ESTIMATED QUANTITIES (Each Deck)

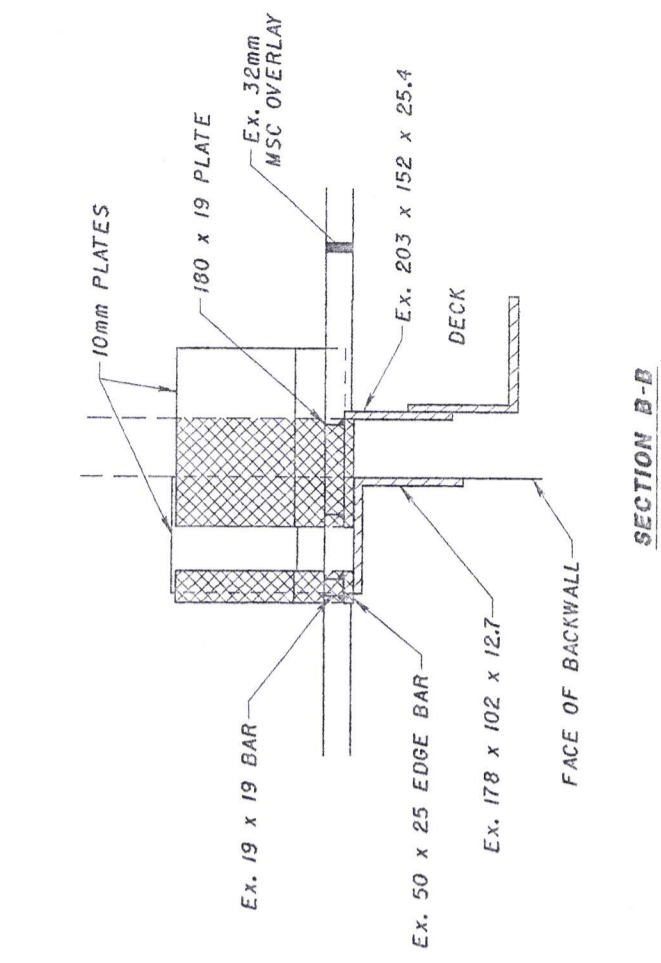
1075 Sq.M.	ITEM 202 - WEARING COURSE REMOVED, CONCRETE
1075 Sq.M.	ITEM SPECIAL - MICRO-SILICA MODIFIED CONCRETE OVERLAY, USING HYDRODEMOLITION (57mm Thick)
11 Cu.M.	ITEM SPECIAL - MICRO-SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS - 100mm), MATERIAL ONLY
165 Sq.M.	ITEM SPECIAL - HAND CHIPPING
12 Cu.M.	ITEM SPECIAL - FULL DEPTH REPAIR (AVG. THICKNESS = 215mm)
1075 Sq.M.	ITEM SPECIAL - SURFACE PREPARATION USING HYDRODEMOLITION

QUANTITIES CARRIED TO THE GENERAL SUMMARY



TRANSVERSE SECTION





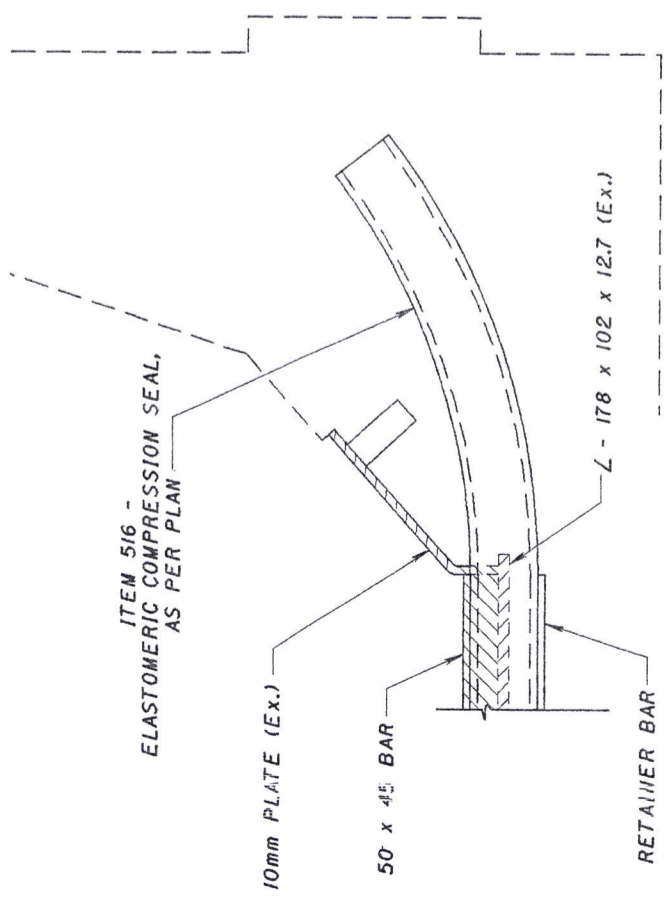
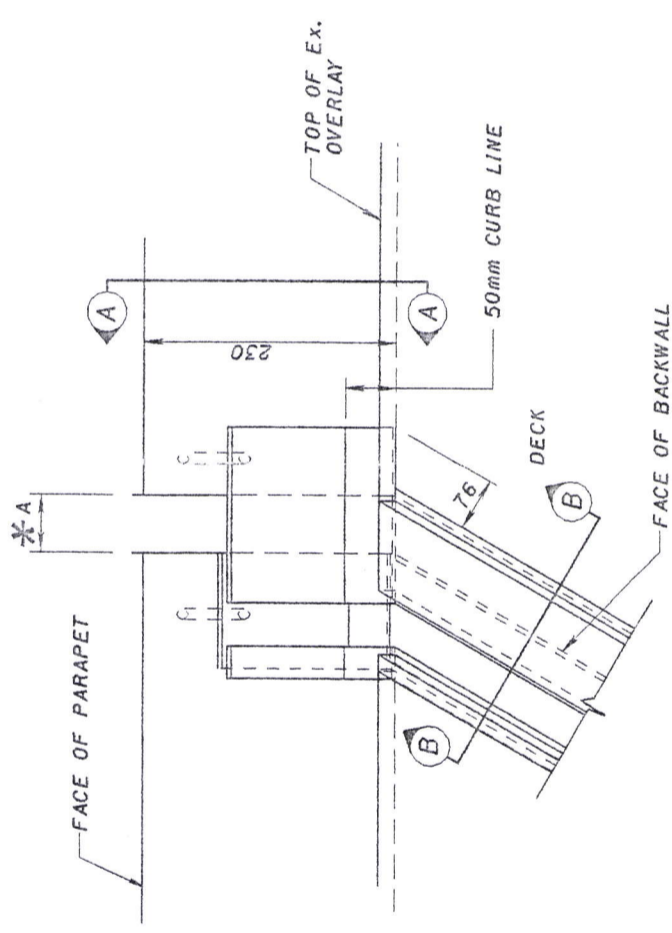
**SECTION B-B**

- PORTION TO BE REMOVED

\* FIELD VERIFY EXISTING JOINT OPENING AT THE TIME OF CONSTRUCTION BEFORE ORDERING COMPRESSION SEAL.

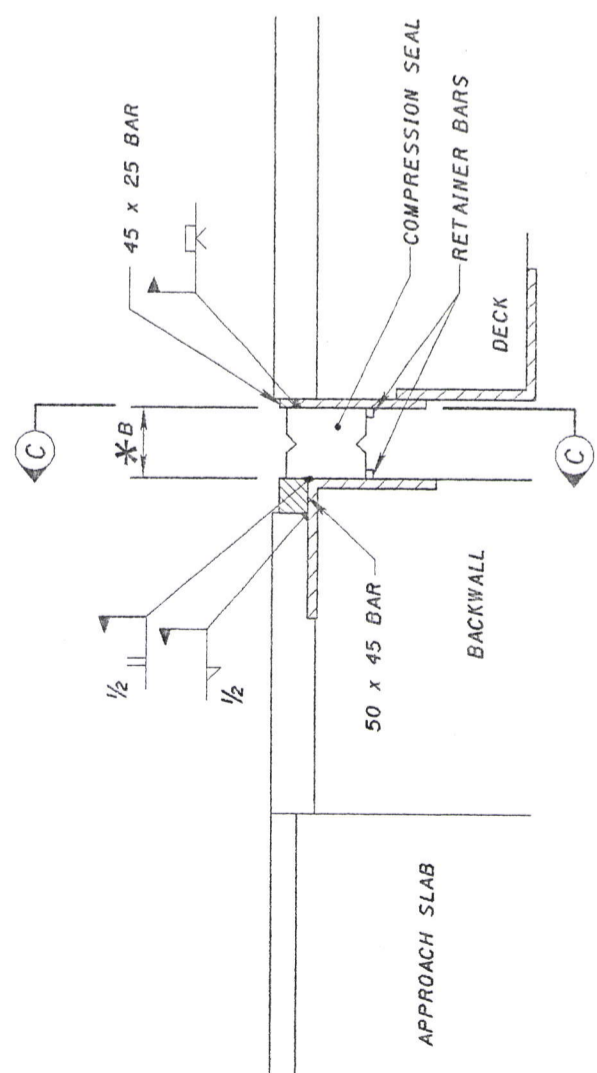
11.394 (RIGHT)		11.394 (LEFT)	
*A	*B	REAR	FWD.
65mm	75mm	50mm	65mm
75mm	65mm	65mm	75mm

**EXISTING PARTIAL DECK PLAN**



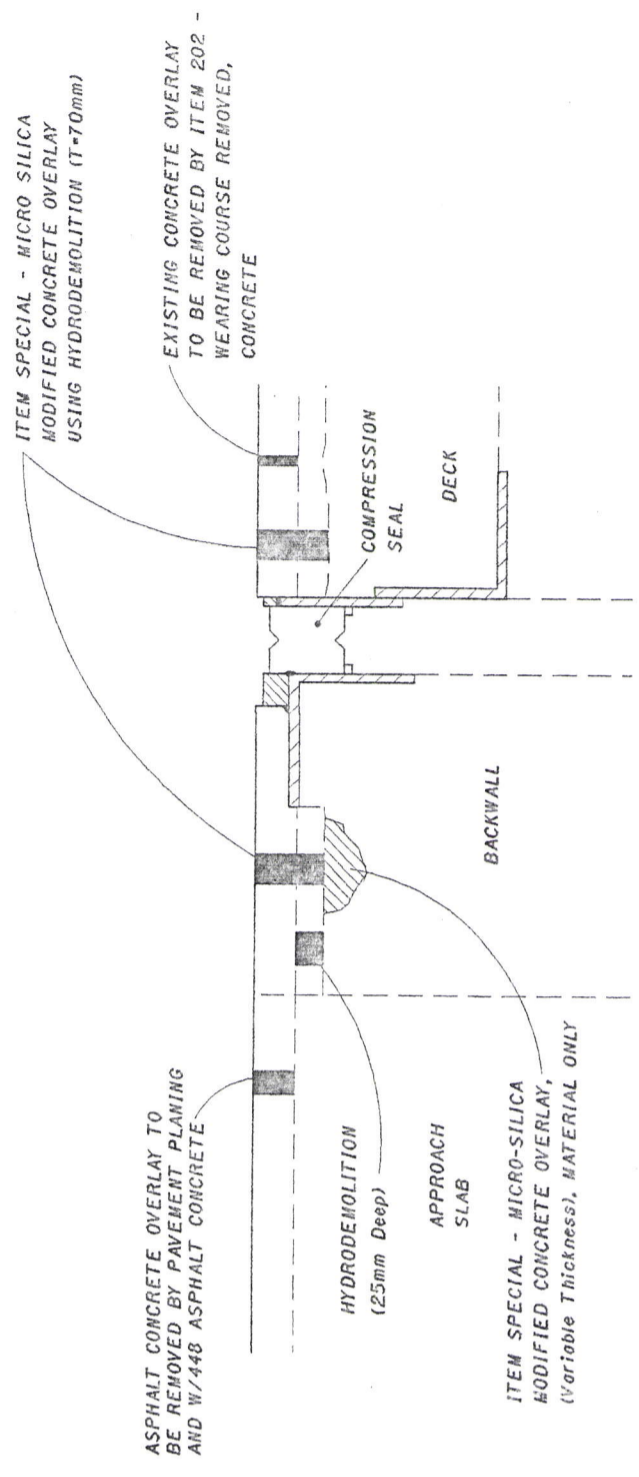
**SECTION C-C**

SEE STD. DWG. EXJ-2-81M FOR ADDITIONAL DETAILS



**PROPOSED EXPANSION JOINT DETAIL**

SEE STD. DWG. EXJ-2-81M FOR ADDITIONAL DETAILS



**BACKWALL REPAIR DETAIL**

SEE STD. DWG. EXJ-2-81M FOR ADDITIONAL DETAILS



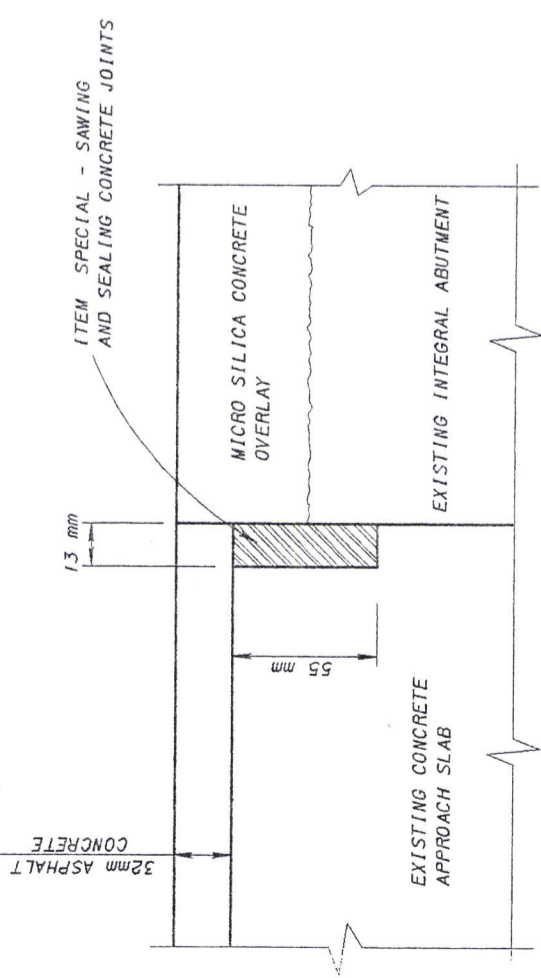
**ITEM SPECIAL - SAWING AND SEALING CONCRETE JOINTS**

1) DESCRIPTION:  
 THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS BETWEEN THE EXISTING INTEGRAL ABUTMENT AND THE EXISTING APPROACH SLAB.

2) MATERIALS:  
 THE JOINT SEALER SHALL MEET THE REQUIREMENTS OF ITEM 705.11, PERFORMED ELASTOMERIC COMPRESSION JOINT SEAL FOR CONCRETE.

**3) CONSTRUCTION DETAILS:**

- A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PLACEMENT OF THE MICRO SILICA OVERLAY.
- B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINT SHALL LIE ENTIRELY IN THE APPROACH SLAB. THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE APPROACH SLAB.
- C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 0.621 MPa SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.



**SEALING OF JOINTS AT ABUTMENTS**  
 FOR ADDITION INFORMATION/DETAILS, SEE SHEET 2 OF 3 ON STANDARD DRAWING AS-1-81M. (DETAIL C)

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALER IS PLACED.

THE SEALER MATERIAL SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 5 DEGREES C OR HIGHER.

**4) METHOD OF MEASUREMENT:**  
 THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR METERS OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

**5) BASIS OF PAYMENT:**  
 THE UNIT PRICE PER LINEAR METER FOR ITEM SPECIAL - "SAWING AND SEALING CONCRETE JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:  
 ITEM SPECIAL - SAWING AND SEALING CONCRETE JOINTS 16 METERS