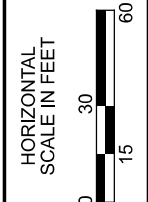


**PARTIAL GENERAL PLAN**

**CURVE DATA:**  
 P.I. = STA. 83+31.93  
 Δ = 28°59'00" LT.  
 Dc = 03°00'00"  
 R = 1,909.86'  
 T = 493.63'  
 L = 966.11'  
 E = 62.76'



GENERAL PLAN (1 OF 2)  
 BRIDGE NO. HAM-00562-01.470  
 OVER ROSS AVENUE

**EXISTING STRUCTURE**

TYPE: CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.

SPANS: VARIES (SEE ABOVE)

ROADWAY: VARIES WESTBOUND AND EASTBOUND T/T BRIDGE RAILING

LOADING: HS20-44

SKIEW: VARIES

WEARING SURFACE: 2 1/4"± MICRO-SILICA CONCRETE (MSC) OVERLAY

APPROACH SLABS: 25'-0"± LONG

ALIGNMENT: CURVE AND TANGENT

SUPERELEVATION: VARIES

STRUCTURE FILE NUMBER: 3113914

DATE BUILT: 1972

DISPOSITION: TO BE REHABILITATED

**NOTES:**

- MINIMUM HORIZONTAL AND VERTICAL CLEARANCES TO IORY TRACKS SHALL BE MAINTAINED AT ALL TIMES. FOR EXISTING CLEARANCES SEE SUPPLEMENTAL SITE PLAN SHEET [39 / 43]
- DIMENSIONS ARE PER EXISTING PLANS AND SURVEY DATA.
- FOR ADDITIONAL PROPOSED ROADWAY WORK REFER TO THE ROADWAY PLANS.
- FOR THE REMAINING PORTION OF THE GENERAL PLAN, SEE SHEET [2 / 43].
- NEW WIRING IN THE 2" CONDUIT SHALL TIE INTO THE EXISTING LIGHTING SYSTEM. REFER TO EXISTING LIGHTING PLANS FOR ADDITIONAL DETAILS.

DESIGN TRAFFIC:  
 2024 ADT = 61,500      2024 ADTT = 6,150  
 2036 ADT = 62,500      2036 ADTT = 6,250  
 DIRECTIONAL DISTRIBUTION = 52%

**LEGEND:**

- (A) = VARIES T/T BRIDGE RAILING
- (B) = VARIES OUT-TO-OUT DECK WIDTH
- (C) = 1'-6" BRIDGE RAILING
- (D) = 1'-6"± MEDIAN BARRIER
- BTA = BRIDGE TERMINAL ASSEMBLY
- [ ] = PROPOSED PULL BOX OR JUNCTION BOX
- [ ] = EXISTING PULL BOX OR JUNCTION BOX
- IRORY = INDIANA AND OHIO RAILWAY

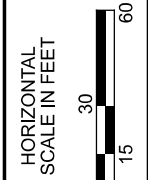
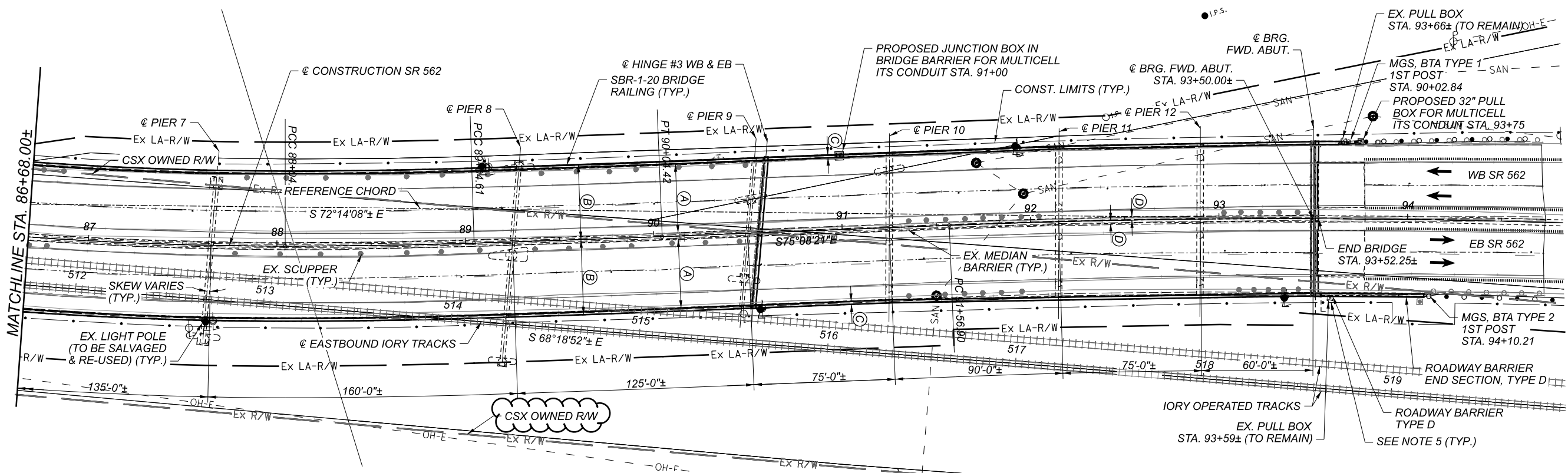
**BENCHMARK DATA**

BM #5 STA.	68+35.06	ELEV.	567.776	OFFSET	423.585' RT.
BM #6 STA.	71+72.72	ELEV.	578.305	OFFSET	418.404' RT.
BM #7 STA.	93+26.99	ELEV.	614.022	OFFSET	157.282' LT.
BM #8 STA.	96+06.34	ELEV.	615.709	OFFSET	242.235' LT.

**PROPOSED WORK**

- REPLACE EXTERIOR CONCRETE BARRIERS USING STANDARD DRAWING SBR-1-20.
- SALVAGE AND RE-USE EXISTING LIGHT POLES AND REPLACE LIGHT HEADS WITH LED.
- REMOVE AND REPLACE EXISTING 2 1/4"± MICRO-SILICA CONCRETE (MSC) OVERLAY AND 1/2"± OF EXISTING CONCRETE DECK WITH 2 1/4" OF SUPERPLASTICIZED DENSE CONCRETE (SDC) OVERLAY.
- REMOVE AND REPLACE EXISTING END AND INTERMEDIATE STRIP SEAL EXPANSION JOINTS. REMOVE AND REPLACE END CROSS FRAMES AND DIAPHRAGMS. TRIM GIRDER OR BEAM ENDS.
- REMOVE AND REPLACE TOP OF BACKWALL DOWN TO THE APPROACH SLAB SEAT. 2' OF THE EXISTING REINFORCED CONCRETE DECK AT EACH JOINT, AND PORTIONS OF MEDIAN BARRIERS.
- REMOVE AND REPLACE ABUTMENT BARRIERS AND PORTIONS OF ROADWAY BARRIERS. REPAIR ISOLATED AREAS OF EASTBOUND CONCRETE MEDIAN BARRIER.
- REPLACE EXISTING ROCKER BEARINGS AT EACH ABUTMENT WITH ELASTOMERIC BEARING ASSEMBLIES.
- PATCH EXISTING CONCRETE SUBSTRUCTURE UNITS.
- CLEAN AND REPAIR STRUCTURE DRAINAGE SYSTEM.
- SEAL IDENTIFIED AREAS OF THE SUPERSTRUCTURE AND SUBSTRUCTURE WITH EPOXY URETHANE SEALER.
- CLEAR AND GRUB WITHIN 20' OF THE STRUCTURE.
- PERFORM MISCELLANEOUS REPAIRS TO THE SUBSTRUCTURE PIER CAPS.

SFN	3113914
DESIGN AGENCY	fishbeck
DESIGNER	BMV
CHECKER	JPC
REVIEWER	JBD
DATE	10/5/22
PROJECT ID	102886
SUBSET	1
TOTAL	43
SHEET	136
TOTAL	178



CURVE DATA:	CURVE DATA:	CURVE DATA:	CURVE DATA:
P.I. = STA. 83+31.93	P.I. = STA. 88+54.52	P.I. = STA. 89+54.52	P.I. = STA. 94+28.28
$\Delta = 28^\circ 59' 00''$ LT.	$\Delta = 01^\circ 45' 00''$ LT.	$\Delta = 00^\circ 30' 00''$ LT.	$\Delta = 06^\circ 46' 36''$ LT.
$D_c = 03^\circ 00' 00''$	$D_c = 01^\circ 44' 47''$	$D_c = 00^\circ 30' 03''$	$D_c = 01^\circ 15' 00''$
$R = 1,909.86'$	$R = 3,280.61'$	$R = 11,437.46'$	$R = 4,583.66'$
$T = 493.63'$	$T = 50.10'$	$T = 49.91'$	$T = 271.38'$
$L = 966.11'$	$L = 100.20'$	$L = 99.81'$	$L = 542.13'$
$E = 62.76'$	$E = 0.38'$	$E = 0.11'$	$E = 8.03'$

**PARTIAL GENERAL PLAN**

GENERAL PLAN (2 OF 2)  
 BRIDGE NO. HAM-00562-01.470  
 OVER ROSS AVENUE

EXISTING STRUCTURE	
TYPE:	CONTINUOUS PLATE GIRDER AND CONTINUOUS ROLLED BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE.
SPANS:	VARIABLES (SEE ABOVE)
ROADWAY:	VARIABLES WESTBOUND AND EASTBOUND T/T BRIDGE RAILING
LOADING:	HS20-44
SKIEW:	VARIABLES
WEARING SURFACE:	2 1/4" ± MICRO-SILICA CONCRETE (MSC) OVERLAY
APPROACH SLABS:	25'-0" ± LONG
ALIGNMENT:	CURVE AND TANGENT
SUPERELEVATION:	VARIABLES
STRUCTURE FILE NUMBER:	3113914
DATE BUILT:	1972
DISPOSITION:	TO BE REHABILITATED

- NOTES:**
- MINIMUM HORIZONTAL AND VERTICAL CLEARANCES TO IORY TRACKS SHALL BE MAINTAINED AT ALL TIMES. FOR EXISTING CLEARANCES SEE SUPPLEMENTAL SITE PLAN SHEET [39 / 43].
  - DIMENSIONS ARE PER EXISTING PLANS AND SURVEY DATA.
  - FOR ADDITIONAL PROPOSED ROADWAY WORK REFER TO THE ROADWAY PLANS.
  - FOR THE REMAINING PORTION OF THE GENERAL PLAN, SEE SHEET [2 / 43].
  - NEW WIRING IN THE 2" CONDUIT SHALL TIE INTO THE EXISTING LIGHTING SYSTEM. REFER TO EXISTING LIGHTING PLANS FOR ADDITIONAL DETAILS.
- DESIGN TRAFFIC:  
 2024 ADT = 61,500      2024 ADTT = 6,150  
 2036 ADT = 62,500      2036 ADTT = 6,250  
 DIRECTIONAL DISTRIBUTION = 52%

- LEGEND:**
- (A) = VARIES T/T BRIDGE RAILING
  - (B) = VARIES OUT-TO-OUT DECK WIDTH
  - (C) = 1'-6" BRIDGE RAILING
  - (D) = 1'-6" ± MEDIAN BARRIER
  - BTA = BRIDGE TERMINAL ASSEMBLY
  - [ ] = PROPOSED PULL BOX OR JUNCTION BOX
  - [ ] = EXISTING PULL BOX OR JUNCTION BOX
  - IORY = INDIANA AND OHIO RAILWAY

BENCHMARK DATA			
BM #5 STA.	68+35.06	ELEV.	567.776
BM #6 STA.	71+72.72	ELEV.	578.305
BM #7 STA.	93+26.99	ELEV.	614.022
BM #8 STA.	96+06.34	ELEV.	615.709
		OFFSET	423.585' RT.
		OFFSET	418.404' RT.
		OFFSET	157.282' LT.
		OFFSET	242.235' LT.

- PROPOSED WORK**
- REPLACE EXTERIOR CONCRETE BARRIERS USING STANDARD DRAWING SBR-1-20.
  - SALVAGE AND RE-USE EXISTING LIGHT POLES AND REPLACE LIGHT HEADS WITH LED.
  - REMOVE AND REPLACE EXISTING 2 1/4" ± MICRO-SILICA CONCRETE (MSC) OVERLAY AND 1/2" ± OF EXISTING CONCRETE DECK WITH 2 1/4" OF SUPERPLASTICIZED DENSE CONCRETE (SDC) OVERLAY.
  - REMOVE AND REPLACE EXISTING END AND INTERMEDIATE STRIP SEAL EXPANSION JOINTS. REMOVE AND REPLACE END CROSS FRAMES AND DIAPHRAGMS. TRIM GIRDER OR BEAM ENDS.
  - REMOVE AND REPLACE TOP OF BACKWALL DOWN TO THE APPROACH SLAB SEAT, 2' OF THE EXISTING REINFORCED CONCRETE DECK AT EACH JOINT, AND PORTIONS OF MEDIAN BARRIERS.
  - REMOVE AND REPLACE ABUTMENT BARRIERS AND PORTIONS OF ROADWAY BARRIERS. REPAIR ISOLATED AREAS OF EASTBOUND CONCRETE MEDIAN BARRIER.
  - REPLACE EXISTING ROCKER BEARINGS AT EACH ABUTMENT WITH ELASTOMERIC BEARING ASSEMBLIES.
  - PATCH EXISTING CONCRETE SUBSTRUCTURE UNITS.
  - CLEAN AND REPAIR STRUCTURE DRAINAGE SYSTEM.
  - SEAL IDENTIFIED AREAS OF THE SUPERSTRUCTURE AND SUBSTRUCTURE WITH EPOXY URETHANE SEALER.
  - CLEAR AND GRUB WITHIN 20' OF THE STRUCTURE.
  - PERFORM MISCELLANEOUS REPAIRS TO THE SUBSTRUCTURE PIER CAPS.

SFN	3113914
DESIGN AGENCY	fishbeck
DESIGNER	BMV
CHECKER	JPC
REVIEWER	JBD
PROJECT ID	102886
SUBSET	2
TOTAL	43
SHEET	137
TOTAL	178

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

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS, AND EQUIPMENT.

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 STEEL REINFORCEMENT. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM BLASTING.

REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDINGS SURFACE. APPLY MEMBRANE CURING ACCORDING TO 511.14, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES.

AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

**ITEM 625 - REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND RE-ERECTING THE EXISTING LIGHT POLE ON THE BRIDGE.

THE EXISTING LIGHT POLE ON THE BRIDGE SHALL BE CAREFULLY REMOVED AND PLACED IN STORAGE AT A LOCATION SELECTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE LIGHT POLE SHALL BE REMOVED PRIOR TO STRUCTURE DEMOLITION. THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION MADE. THE LIGHT HEAD SHALL BE REPLACED WITH LED ACCORDING TO THE TRAFFIC PLANS, SHEET 102, AND PAID FOR UNDER ITEM 625, REMOVAL OF LUMINAIRE AND REERECTION, AS PER PLAN. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL BE SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

NEW ANCHOR BOLTS SHALL BE FURNISHED AS PART OF THIS ITEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, REMOVE AND RE-ERECT EXISTING LIGHT POLE, AS PER PLAN FOR EACH POLE INSTALLED AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.

**ITEM 625 - LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF DISCONNECTING, REMOVING AND RECONNECTING THE EXISTING LIGHTING CIRCUIT AS A RESULT OF THE PROPOSED BRIDGE WORK.

THE EXISTING LIGHTING CIRCUIT SHALL BE DISCONNECTED AND REMOVED AS PART OF THE CONDUIT REMOVAL SHOWN IN THE PLANS. THE CIRCUIT IS TO BE REPLACED IN KIND UTILIZING THE PROPOSED CONDUIT IN THE BRIDGE RAILING AND THE EXISTING JUNCTION BOXES RESULTING IN A FULLY RESTORED AND FUNCTIONING COMPLETE LIGHTING CIRCUIT.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN. THIS WORK WILL INCLUDE ALL CABLES, CONNECTIONS AND OTHER MATERIALS, HARDWARE AND LABOR TO MATCH THE EXISTING LIGHTING CIRCUIT.

**ITEM 625 - PULL BOX, 725.08, 32", AS PER PLAN**

THE PROPOSED PULL BOX LOCATED AT STATION 79+45 SHALL BE INSTALLED AT GROUND LEVEL OUTSIDE THE BARRIER AND EXISTING RETAINING WALL. INSTALLATION SHALL BE AS SHOWN IN THE STANDARD CONSTRUCTION DRAWING ITS-14.50. ADDITIONAL 4" DIAMETER MULTICELL CONDUIT REQUIRED TO EXTEND THE CONNECTION FROM GROUND LEVEL TO THE BARRIER MOUNTED JUNCTION BOX SHALL BE SECURELY ATTACHED TO THE FACE OF THE RETAINING WALL BY MEANS OF MECHANICAL ANCHORS WITH MAXIMUM SPACING OF 2'-0". PROVIDE ADEQUATE SWEEP OF CONDUIT TO AVOID DAMAGE OF FUTURE FIBER OPTIC CABLE INSTALLATION. PAYMENT FOR ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR INSTALLATION SHALL BE INCLUDED IN UNIT PRICE BID FOR ITEM 625 - PULL BOX, 725.08, 32", AS PER PLAN.

**ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN**

THIS ITEM SHALL CONFORM TO SS 848 WITH THE FOLLOWING CONDITIONS AND REVISIONS.

THE OVERLAY MATERIAL SHALL MEET THE FOLLOWING CRITERIA: MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.25 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO "BALLING" OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY BALLING OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AN ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.25 INCHES IN LENGTH. FIBERS WITH AN ASPECT RATIO GREATER THAN 60 REQUIRE A BLOWER TO INHIBIT BALLING AND MATTING OF FIBERS (ACI 544.3R-08). STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. MACRO-SYNTHETIC FIBERS ARE TO BE USED AS AN ADMIXTURE TO CONTROL CRACKING AND IS NOT TO BE USED TO SUPPLEMENT OR REPLACE REINFORCING STEEL IN THE DESIGN. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER.

UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE ADMIXTURES DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS.

THE FOLLOWING PAY ITEMS HAVE BEEN ASSUMED AND SHALL ALSO INCLUDE THE MACRO-SYNTHETIC FIBERS SPECIFIED WITHIN, WHERE APPLICABLE:

- ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
- ITEM 848 - FULL DEPTH REPAIR
- ITEM 848 - HAND CHIPPING

**RAILROAD COORDINATION**

THE CONTRACTOR SHALL NOTIFY GENESSE & WYOMING PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO THE START OF CONSTRUCTION.

GENESSE & WYOMING FLAGGING SERVICES WILL BE REQUIRED FOR ALL WORK WITHIN GENESSE & WYOMING RIGHT-OF-WAY OR ANY OTHER WORK THAT HAS A "POTENTIAL TO FOUL".

THE CONTRACTOR MUST NOT USE THE RAILROAD RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE RAILROAD'S RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE RAILROAD TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF OPERATING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.

ALL WORK PERFORMED ON, ABOVE, OR ADJACENT TO THE RAILROAD PROPERTY SHALL BE IN ACCORDANCE WITH THE PUBLIC PROJECT MANUAL, CURRENT EDITION. WORK PLANS SHALL BE SUBMITTED FOR REVIEW TO THE RAILROAD FOR TASKS RELATED TO SITE ACCESS, SOIL AND WATER MANAGEMENT, BALLAST PROTECTION, EXCAVATION, HOISTING, DEMOLITION SHIELD, SEALING CONTAINMENT, JACKING, CLEARING AND GRUBBING, DECK OVERLAY REMOVAL, AND ALL OTHER WORK THAT POTENTIALLY AFFECTS RAILROAD PROPERTY OR OPERATIONS. ALL WORK PLANS SHALL BE PREPARED AND SUBMITTED TO THE RAILROAD IN ADHERENCE WITH THE PUBLIC PROJECT MANUAL, SECTION 1.11 CONSTRUCTION SUBMISSION CRITERIA.

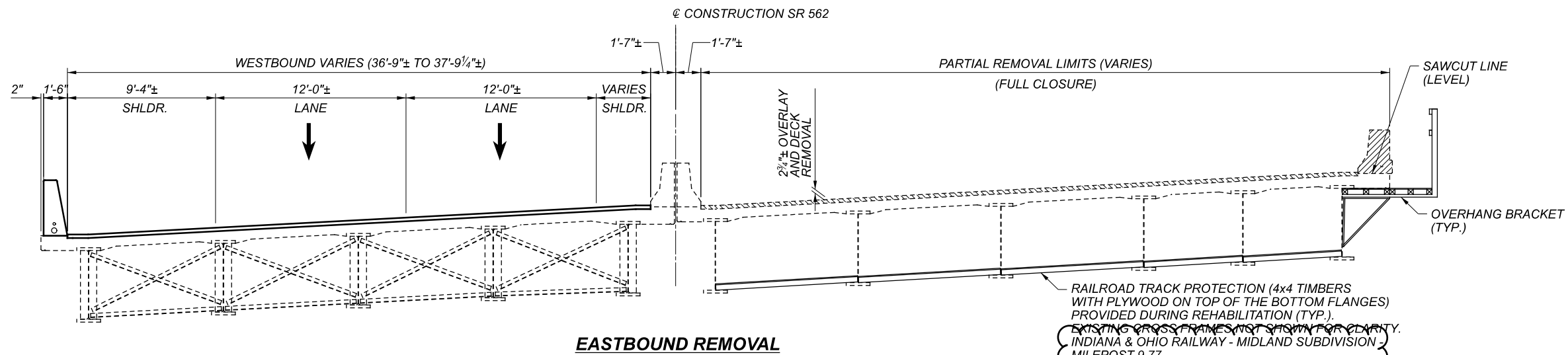
THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO GENESSE & WYOMING REAL ESTATE FOR A RIGHT OF ENTRY APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE GENESSE & WYOMING RIGHT-OF-WAY. THE WEBSITE FOR RIGHT OF ENTRY INFORMATION IS AS FOLLOWS: [HTTPS://WWW.GWRR.COM/REAL-ESTATE/ACCESSING-PROPERTY](https://www.gwrr.com/real-estate/accessing-property).

THE CONTRACTOR AND THE AGENCY MUST PROVIDE INSURANCE TO THE RAILROAD AS THIS WILL BE DETERMINED AT THIS LOCATION BASED ON THE SCOPE OF IMPACT PER SECTION 1.06 OF THE PUBLIC PROJECT MANUAL.

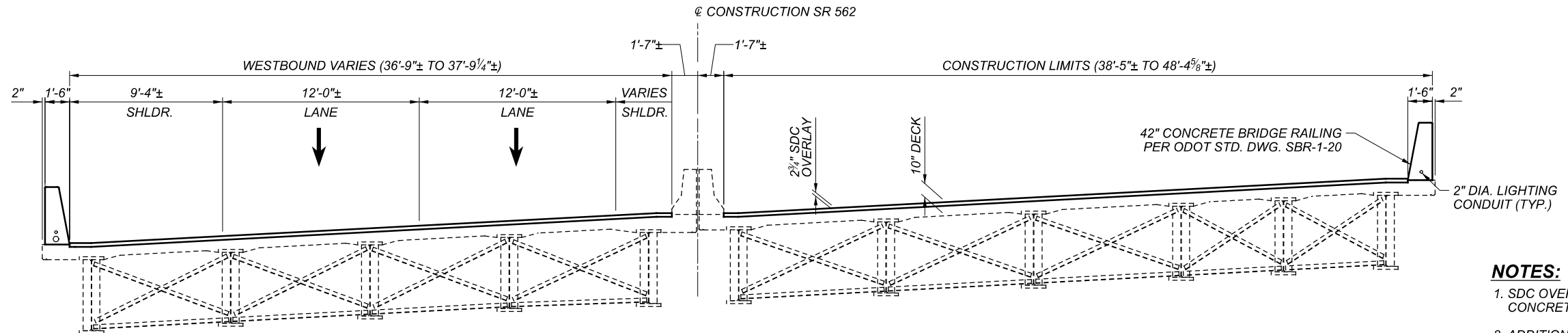
**ABBREVIATIONS**

- ABUT. - ABUTMENT
- ADT - AVERAGE DAILY TRAFFIC
- ADTT - AVERAGE DAILY TRUCK TRAFFIC
- BRG. - BEARING
- BM - BENCHMARK
- BTWN. - BETWEEN
- BTA - BRIDGE TERMINAL ASSEMBLY
- C/C - CENTER TO CENTER
- ℄ - CENTERLINE
- CLR. - CLEAR
- CMS OR C&MS - CONSTRUCTION & MATERIALS SPECIFICATIONS
- CONST. - CONSTRUCTION
- ∅ - DIAMETER
- DWG. - DRAWING
- E.F. - EACH FACE
- EL. OR ELEV. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- F.F. - FAR FACE
- FWD. - FORWARD
- FWS - FUTURE WEARING SURFACE
- JT. - JOINT
- L.T. - LEFT
- MAX. - MAXIMUM
- MGS - MIDWEST GUARDRAIL SYSTEM
- MIN. - MINIMUM
- N.F. - NEAR FACE
- O/O - OUT TO OUT
- PEJF - PREFORMED EXPANSION JOINT FILLER
- RT. - RIGHT
- SER. - SERIES
- SPA. - SPACES
- SQ. - SQUARE
- SF - SQUARE FEET
- STD. - STANDARD
- STA. - STATION
- TT - TOE TO TOE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE
- V - VELOCITY
- VPI - VERTICAL POINT OF INTERSECTION

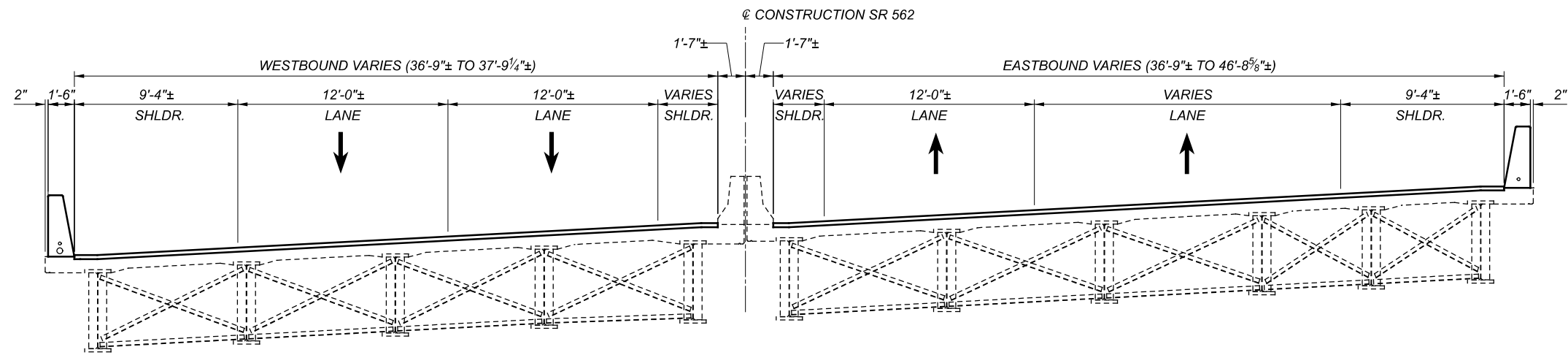
SFN	3113914
DESIGN AGENCY	
DESIGNER	JPC
CHECKER	TLC
REVIEWER	JBD 10/5/22
PROJECT ID	102886
SUBSET	TOTAL
5	43
SHEET	TOTAL
140	178



**EASTBOUND REMOVAL**



**EASTBOUND CONSTRUCTION**



**PROPOSED TRANSVERSE SECTION**

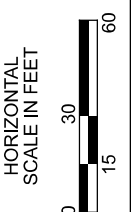
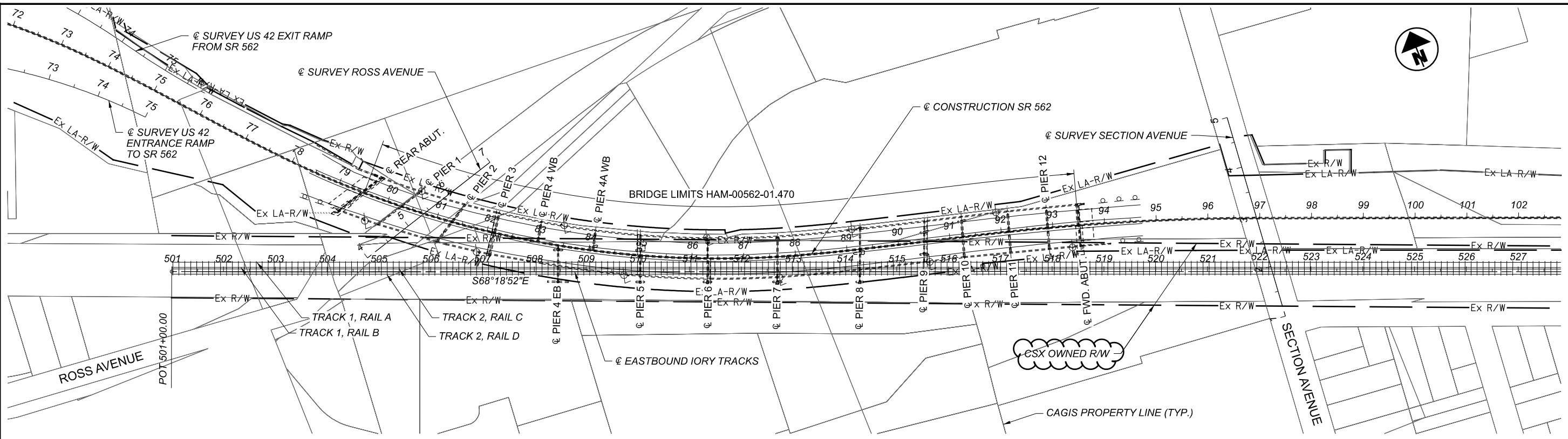
**NOTES:**

- SDC OVERLAY SHALL CONSIST OF SUPERPLASTICIZED DENSE CONCRETE MATERIALS PER ITEM 848.
- ADDITIONAL BRIDGE REHABILITATION WORK NOT SHOWN INCLUDES THE FOLLOWING: REPLACEMENT OF END AND INTERMEDIATE EXPANSION JOINTS, REPLACEMENT OF 2' OF DECK AT JOINTS, PARTIAL ABUTMENT BACKWALL REPLACEMENT, REPLACEMENT OF ABUTMENT BEARINGS, SUBSTRUCTURE PATCHING AND WRAPPING WITH FRP, REPAIR OF MEDIAN BARRIER IN THE EASTBOUND DIRECTION, REPLACEMENT OF WESTBOUND APPROACH CONCRETE RAILING, AND REPAIR OF THE BRIDGE DRAINAGE SYSTEM.
- THE APPROVED MAINTENANCE OF TRAFFIC SCHEME IS A DIRECTIONAL CLOSURE OF SR 562. ALL WORK WITHIN THAT DIRECTION OF TRAFFIC WILL BE COMPLETED WITHIN THE SPECIFIED TIMEFRAME.

**LEGEND:**

- INDICATES EXISTING BRIDGE RAILING TO BE REMOVED AS PER ITEM 202 - BRIDGE RAILING REMOVED, AS PER PLAN.
- INDICATES EXISTING CONCRETE OVERLAY AND DECK REMOVAL AREA AS PER ITEM 848 - CONCRETE REMOVAL BY HYDRODEMOLITION.

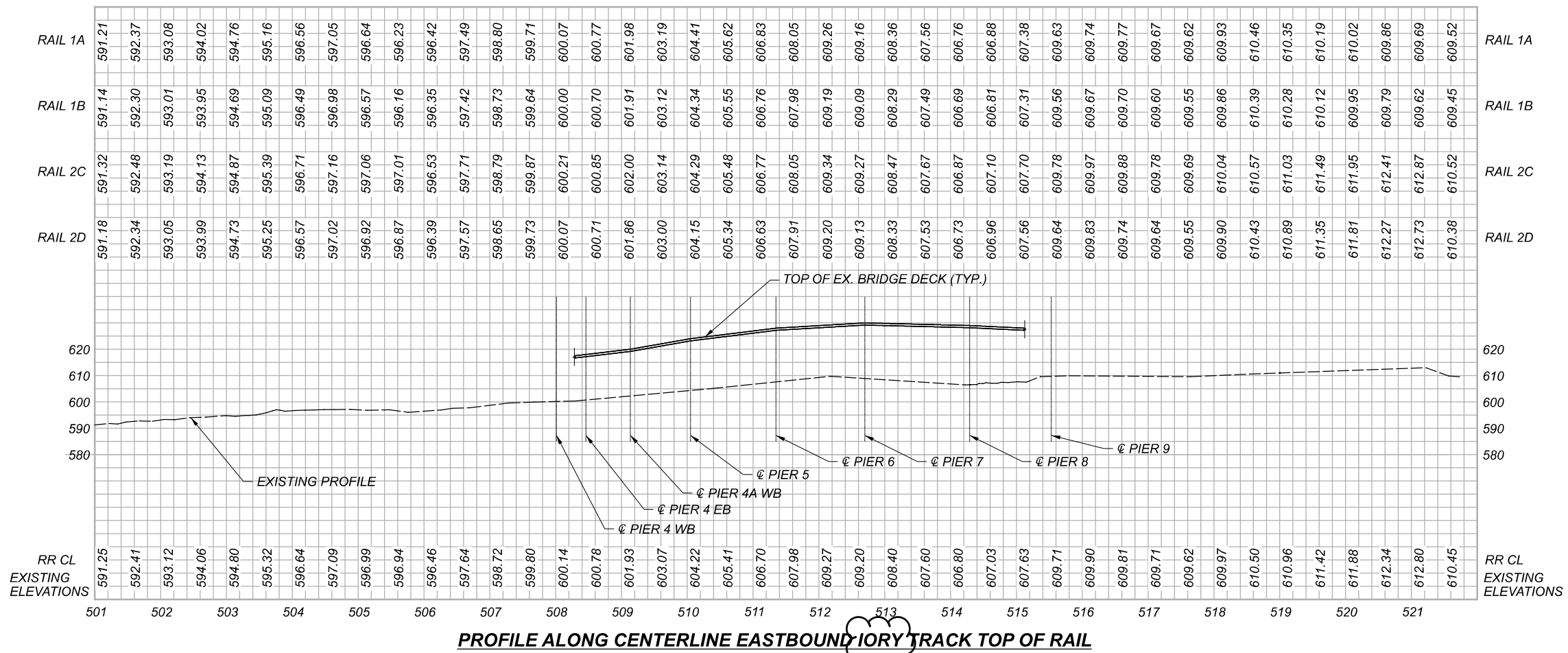
SFN	3113914
DESIGN AGENCY	
DESIGNER	JPC
CHECKER	BMV
REVIEWER	JBD
DATE	10/5/22
PROJECT ID	102886
SUBSET	8
TOTAL	43
SHEET	143
TOTAL	178



**SUPPLEMENTAL SITE PLAN**

**NOTES:**

1. THE CENTERLINE OF CONSTRUCTION FOR SR 562 AND THE CENTERLINE OF EASTBOUND IORY TRACKS DO NOT INTERSECT.
2. PROPERTY LINES SHOWN ARE FROM CINCINNATI AREA GEOGRAPHIC INFORMATION SYSTEM (CAGIS).
3. THE AVAILABLE VERTICAL AND HORIZONTAL CLEARANCES FROM TRACK 1 AND TRACK 2 WILL NOT BE ALTERED BY THE SCOPE OF WORK FOR THIS PROJECT (PID 102886). FOR THE MINIMUM VERTICAL AND HORIZONTAL CLEARANCES AT EACH PIER LOCATION, SEE SHEETS [40 / 43] TO [43 / 43].



**SUPPLEMENTAL SITE PLAN  
 BRIDGE NO. HAM-00562-01.470  
 OVER ROSS AVENUE**

SFN	3113914
DESIGN AGENCY	<b>fishbeck</b>
DESIGNER/CHECKER	JPC / BMV
REVIEWER	JBD 10/5/22
PROJECT ID	102886
SUBSET	39
TOTAL	43
SHEET	174
TOTAL	178