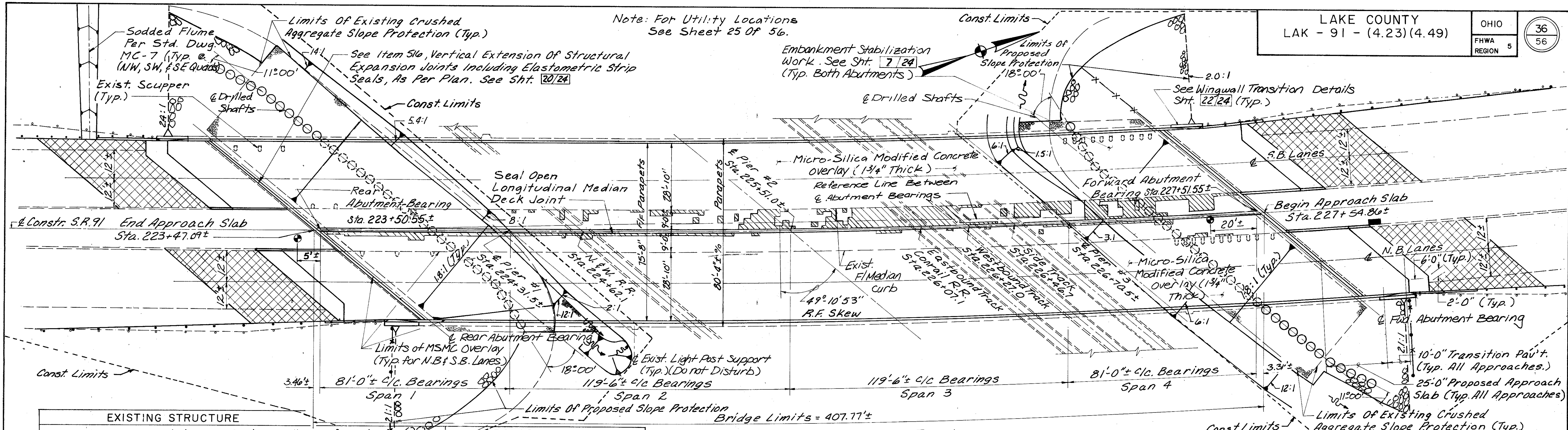


Note: For Utility Locations  
See Sheet 25 Of 56.



**EXISTING STRUCTURE**

TYPE: Continuous Welded Steel Girders with Reinforced Concrete Deck and Substructure

SPANS: 81'-0", 119'-6", 119'-6" And 81'-0" (c/c Bearings)

ROADWAY: 2 @ 28'-0" F/F OF CURB WITH 18'-0" RAISED MEDIAN.

SKIEW: 49°-10'-53" Right Forward

WEARING SURFACE: 1 1/2" Asphalt Concrete

APPROACH SLABS: AS-1-54 (25' Long)

ALIGNMENT: 1°-15'-00" Curve Left

SUPERELEVATION: 1/4" / FT. @ Full Superelevation

LOADING: CF 400(57)

STRUCTURE FILE NO. 4305167

**PROPOSED REHABILITATED STRUCTURE**

TYPE: Continuous Welded Steel Girders with Reinforced Concrete Deck and Substructures

SPANS: 81'-0", 119'-6", 119'-6" And 81'-0" (c/c Bearings)

ROADWAY: 2 @ 28'-10" F/F OF SAFETY SHAPED PARAPETS WITH 18'-0" RAISED MEDIAN.

SKIEW: 49°-10'-53" Right Forward

WEARING SURFACE: Micro-Silica Modified Concrete.

APPROACH SLABS: AS-1-81 (25'-0" Long)

ALIGNMENT: 1°-15'-00" Right Forward

SUPERELEVATION: 1/4" / FT. @ Full Superelevation

- PROPOSED WORK**
1. Installation Of Safety Shaped Parapets And Transitions.
  2. Replace Exist. Asphalt Conc. With MSMC Overlay on Deck
  3. Vertically Extend & Seal Exist. Steel Deck Expansion Joints.
  4. Patching And Sealing Of Concrete Surfaces.
  5. Replace Abutment Drainage System And Plug Deck Scuppers.
  6. Remove And Replace Concrete Approach Slabs.
  7. Stabilize Abutment Foreslopes By Installation Of Retaining Wall System.
  8. Reset Abutment Bearings.
  9. Seal Longitudinal Deck Joint.
  10. Clean And Paint Steel
  11. Repair Slope Protection

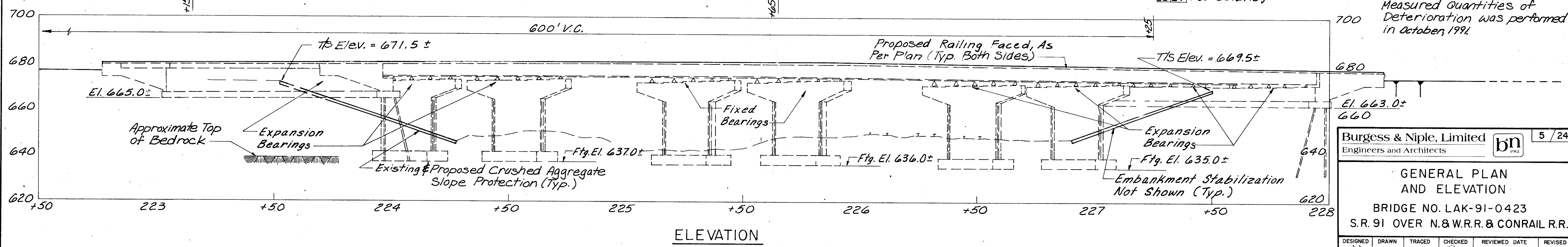
- GENERAL PLAN**
- Limits For Epoxy Sealing Of Concrete Surfaces (Typ. Co. Side Full Length Of Parapet & Median)
- PHASE II CONSTRUCTION
- PHASE I CONSTRUCTION
- Surface Patch (Estimated Concrete Median Patch Areas Shown In Plan Above)
- 80'-4" ±
- 28'-10"
- 9'-0" ±
- 9'-0" ±
- 28'-10"
- 3'-10" SHDR
- 2 Lanes @ 12'-0" = 24'-0"
- Proposed 1 3/4" MSMC Overlay (Typ.)
- P.G.
- 1'-0" Slope Var
- 1/4" / FT.
- 2 Lanes @ 12'-0" = 24'-0"
- 3'-10" SHDR
- Remove Exist. Asphalt Wearing Course
- \* Slope varies: 1/4" / FT. @ Full Super.
- Plug Exist. scupper (Typ.) See details sht. 23/24
- Item 517, Railing Faced, As Per Plan, (See Sht. 22/24 For Details)
- Exist. 2" Light Conduit (Typ.)
- 4 Equal Girder Spaces (Typ.) (See Existing Plans For Location)
- Proposed Joint Seal (See Sht. 23/24 For Details.)
- N.T.S. (Existing X-Frames Not Shown)
- Full Superelevation

**TYP. TRANSVERSE MODIFIED DECK SECTION**

N.T.S. (Existing X-Frames Not Shown)

Full Superelevation

- NOTES**
- Soil Boring
  - P.G. Profile Grade
  - S.B. South Bound
  - N.B. North Bound
  - Exp. Expansion Bearings
  - Fix. Fixed Bearings
  - Denotes Pavement Feather Area For Approach Slab Details Not Shown In N.B. Lanes Forward Abutment Area, See Sheet 15/24 And STD DWG AS-1-81.
  - M.S.M.C. Micro-Silica Modified Concrete
  - Note: For Phase Construction Details See Maintenance Of Traffic Plan, Sht. 13 Of 55 And Sht. 14 Cf 55
  - Indicates approximate area to be patched per Item 519-patching concrete structure, as per plan.
  - Physical Inventory of Measured Quantities of Deterioration was performed in October, 1991.



Burgess & Niple, Limited  
Engineers and Architects

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**GENERAL PLAN AND ELEVATION**

BRIDGE NO. LAK-91-0423

S.R. 91 OVER N.&W.R.R. & CONRAIL R.R.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
RLH	RLH		RLH	WAC 4/10/91	