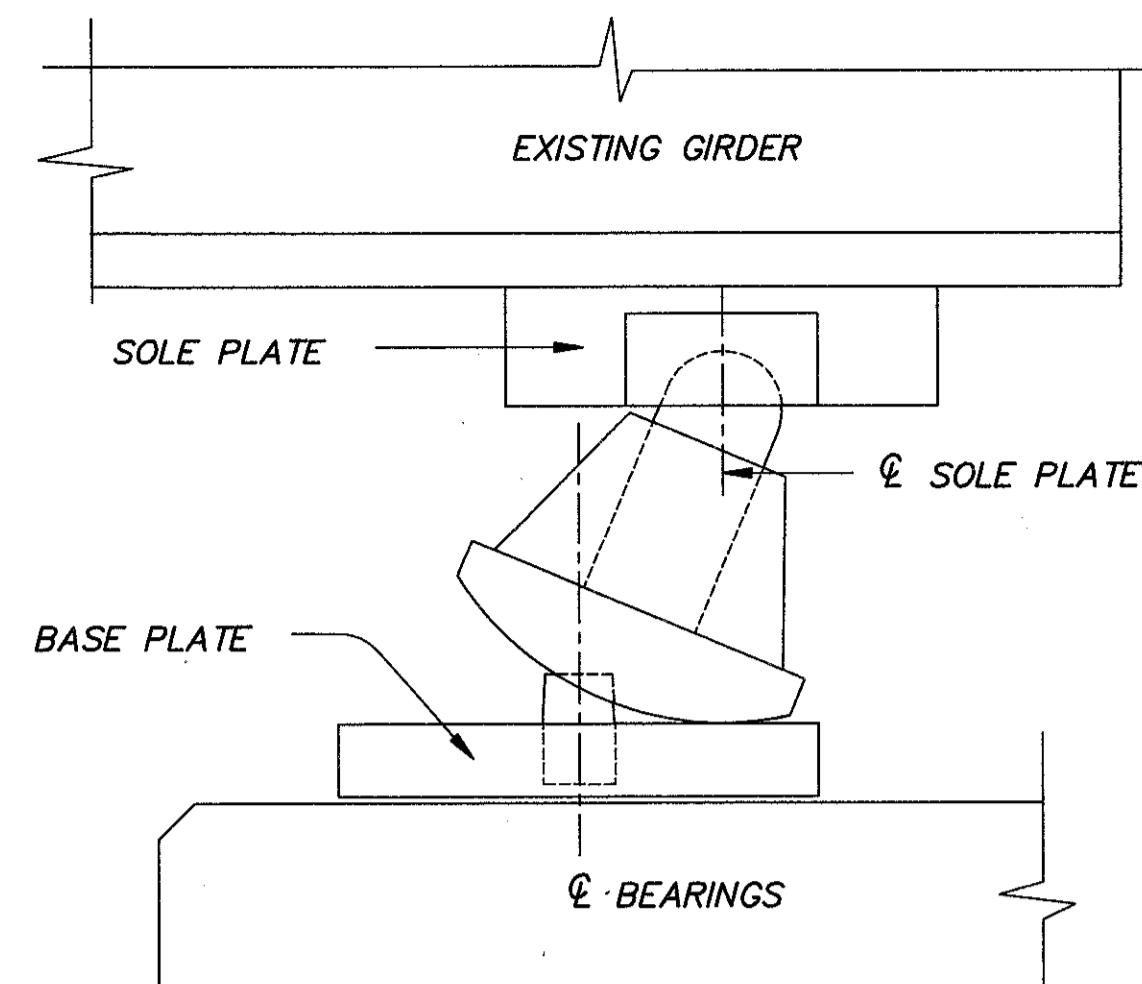
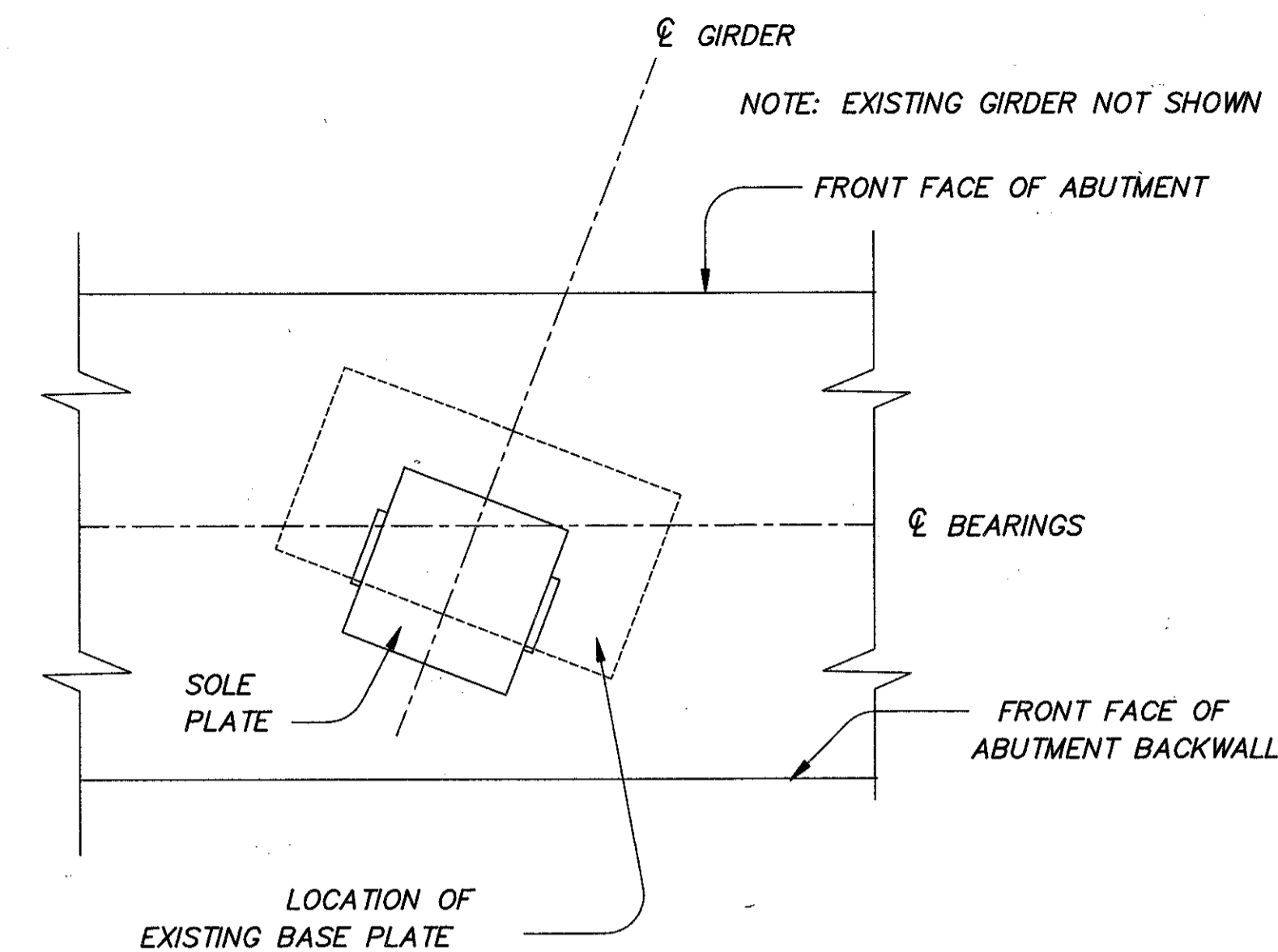


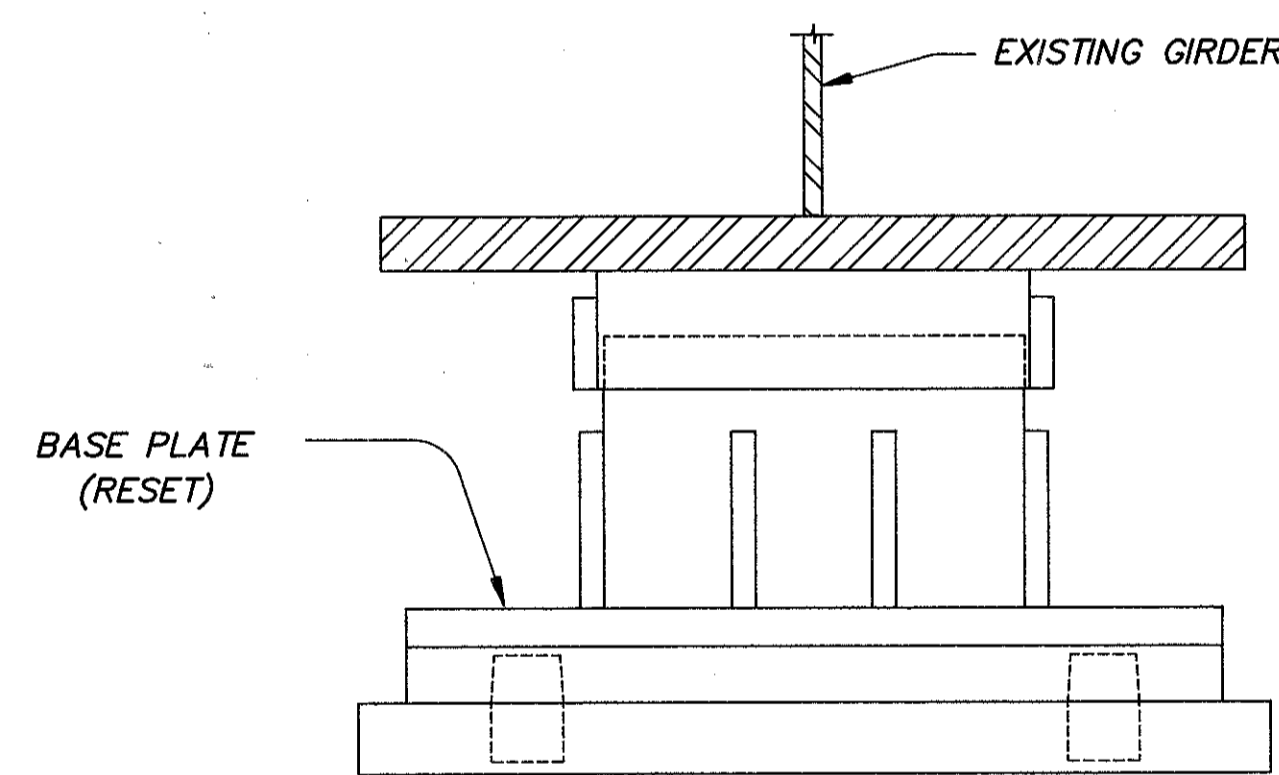
EXISTING FRONT ELEVATION



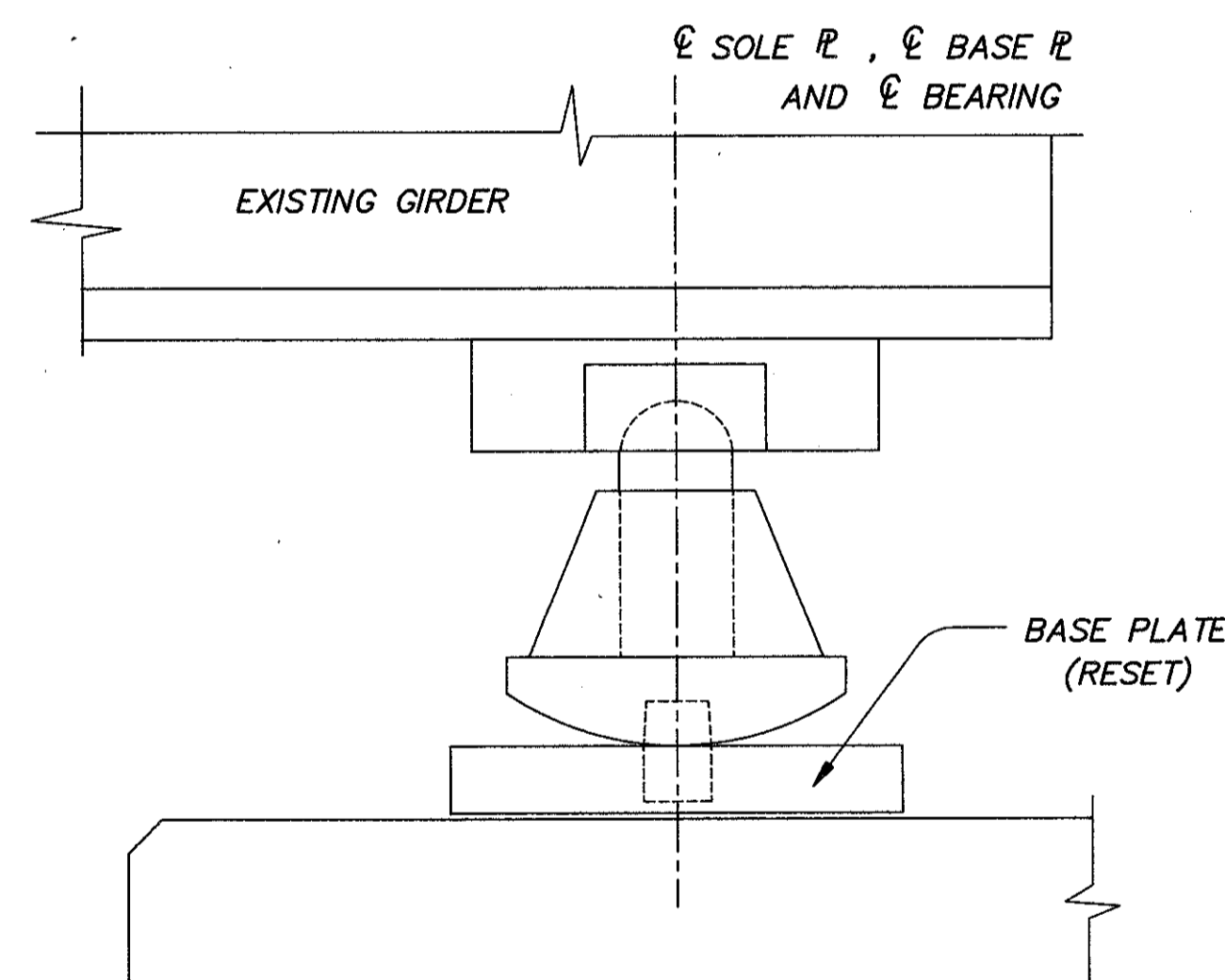
EXISTING SIDE ELEVATION



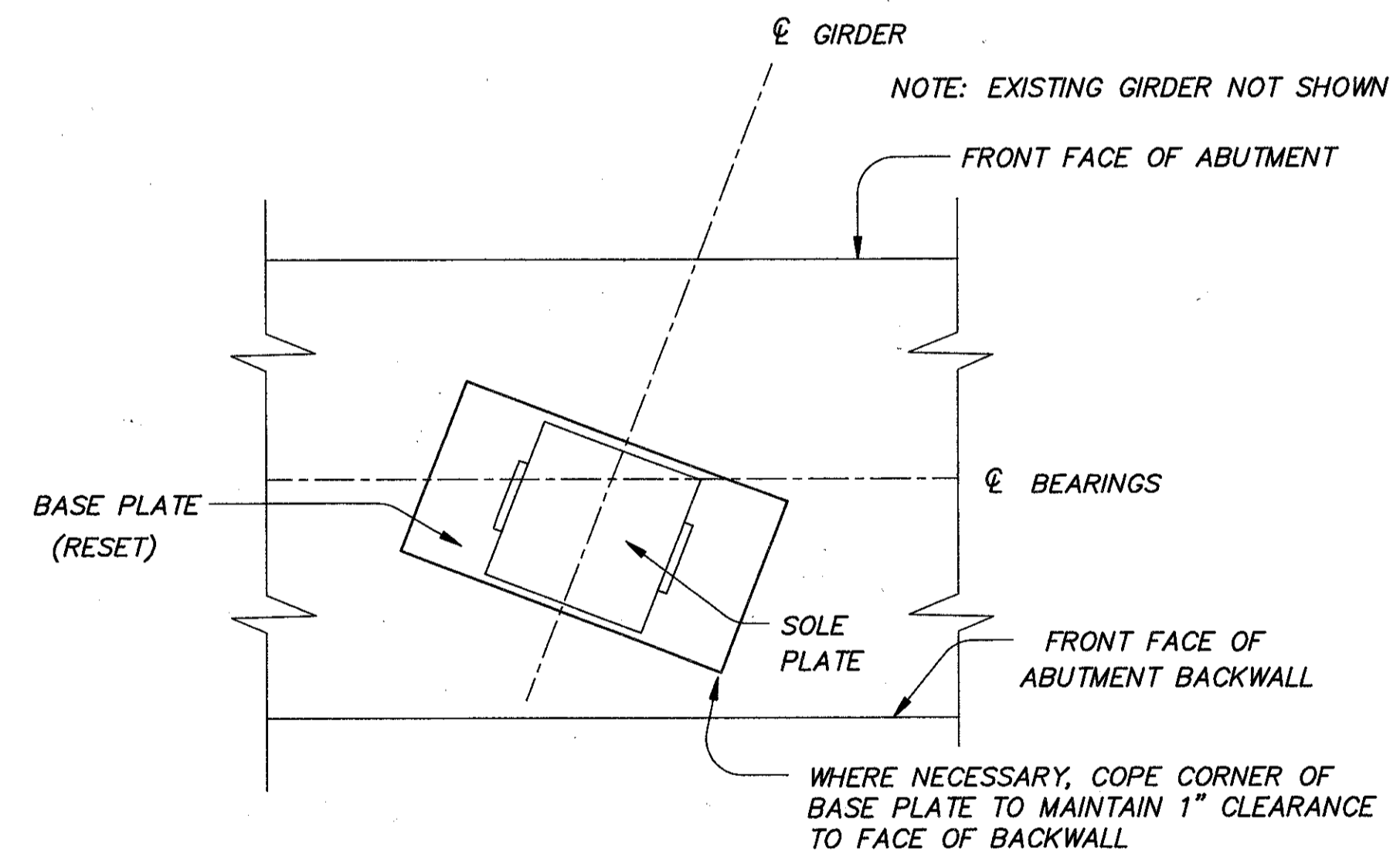
EXISTING PLAN VIEW



MODIFIED FRONT ELEVATION



MODIFIED SIDE ELEVATION



MODIFIED PLAN VIEW

| 5" STRIP SEAL GLAND |        |
|---------------------|--------|
| 3 1/4"              | 30° F. |
| 3"                  | 40° F. |
| 2 3/4"              | 50° F. |
| 2 1/2"              | 60° F. |
| 2 1/4"              | 70° F. |
| 2"                  | 80° F. |
| 1 3/4"              | 90° F. |
| 1 1/2"              |        |
| 1 1/4"              |        |
| 1"                  |        |

243'-3"      304'-3"

150'   200'   250'   300'   350'   400'   450'

DISTANCE "D<sub>M</sub>"

TABLE D

PROCEDURE FOR RESETTING ALL REAR ABUTMENT BEARINGS

1. RAISE THE ENTIRE SUPERSTRUCTURE AT THE REAR ABUTMENT UNTIL THERE IS NO CONTACT BETWEEN THE SOLE PLATE AND THE BEARINGS. THE TOTAL LIFT SHALL NOT EXCEED 1/4". THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL HIS PLAN FOR JACKING, BRACING, SHORING AND RESETTING THE BEARINGS WHILE PORTIONS OF THE BRIDGE REMAIN OPEN TO TRAFFIC. IN ADDITION, THE CONTRACTOR SHALL SUBMIT FOR ENGINEERS APPROVAL A MAINTENANCE OF TRAFFIC PLAN TO BE USED DURING THE JACKING OPERATION.
2. RESET THE ROCKER AND BASE PLATE OR BASE PLATE ONLY IN FINAL POSITION, BY CENTERING THE BASE PLATE UNDER THE SOLE PLATE BOTH IN THE LONGITUDINAL AND TRANSVERSE DIRECTION.
3. LOWER ENTIRE SUPERSTRUCTURE AT THE ABUTMENT.

|  |        |        |         |          |         |         |
|--|--------|--------|---------|----------|---------|---------|
| <b>COLPETZER-THOMAS, INC.</b><br>AN ENGINEERING GROUP<br><small>WILLOUGHBY • MENTOR • NORTH CANTON • STEUBENVILLE • LORAIN</small> |        | 20/21  |         |          |         |         |
| <b>RESET BEARINGS</b><br><b>LAK-615-0402</b><br>LAKE COUNTY  |        |        |         |          |         |         |
| DESIGNED   | DRAWN  | TRACED | CHECKED | REVIEWED | DATE    | REVISED |
| JPR  | R.L.B. | R.L.B. | RJC     | JEA      | 9-22-88 |         |