

causeway to bridge height comparison

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I grabbed the attached image to document height of the current causeway road deck bottom height to new bridge deck bottom height from water to bottom of road deck.

reason for capturing this is to prove to all that there is no change to spacing between water and bottom of road deck, I'm sure that there will be people stating otherwise as the distance that needs to be traveled to get under the bridge will be considerably longer and will appear "different".

in the image below it shows the existing road deck with the northside or west bound lane missing.

look at:

arrow "A" for the location of the existing bottom of the road deck

arrow "B" for the height of the existing abutment with parting line that the existing road deck sits on.

arrow "C" for the shoulder that will carry the new bottom edge of the new bridge deck

Note:

- Surface B and C are perfectly level with each other- image of this below
- Per conversation with Peter the bottom of the new road deck is "flat". not arched up or dropped down below it bearing points on either end.
- the new deck will sit on a 1" thick bed of cement mortar.

reason for stating the above is that the contractor had to make several DOT approved design changes to be able to complete this project from what we saw in the original DOT designs. One of these included changing the design of the abutments from 3 sections to 2 sections with a grout joint between the 2 sections. Another may have changed the design thickness of the road deck from what I believe was in the original plans to what I was told is now 36". The earlier road deck thickness could have provided a gain of about 6" in clearance. It appears from conversation with site foreman and company owner what will be set this weekend will provide NO gain in clearance.

final setting and clearance will be seen on Monday

for those watching from the lake be sure to take lots of pictures





the white material is Styrofoam. yes you are driving on it, it fills the entire cavity of what was dugout between the old abutment and the hole opened up to set the new abutments- about 8" of fill on top of that and then 1" road plates as the driving surface. when a loaded tractor and trailer drove over this you could see the plate deflect about 3/4"

additional images beyond these will be posted to the web in the next few days