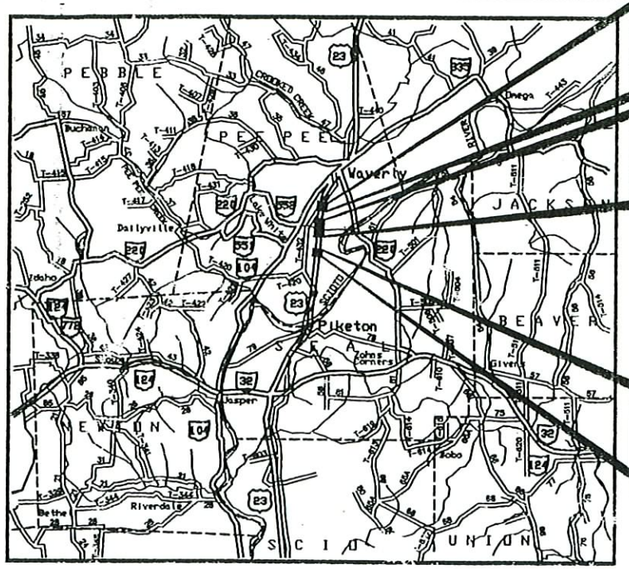


END PROJECT
STA. 4+605.994
RESUME PROJECT
STA. 4+462.732

SUSPEND PROJECT
STA. 3+894.457
RESUME PROJECT
STA. 3+623.545

SUSPEND PROJECT
STA. 2+958.424
BEGIN PROJECT
STA. 2+705.517

LOCATION MAP

LATITUDE: N39°05'25" LONGITUDE: W83°00'05"

SCALE IN KILOMETERS

0 2 4 6 8

N

PORTION TO BE IMPROVED
STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

CURRENT A.D.T.(1995)	14050
DESIGN YEAR ADT(2015)	18260
DESIGN HOURLY VOLUME (2015)	1826
DIRECTIONAL DISTRIBUTION	55%
TRUCKS	5%
DESIGN SPEED	*100 KM/H*
LEGAL SPEED	*55 MPH (89KM\H)*
DESIGN FUNCTIONAL CLASSIFICATION	ARTERIAL (RURAL)

DESIGN EXCEPTIONS

NONE REQUIRED

ENGINEERS SEAL:

DISTRICT 9 PRODUCTION REVISION OF PLANS TO 1997 CMS & REVISION OF BRIDGE PARAPETS FROM 915MM TO 1065 MM & JOINT DETAILS EXPANSION

STATE OF OHIO · LAWRENCE A WILLS · E-39687 · REGISTERED PROFESSIONAL ENGINEER

SIGNED: Lawrence A. Wills
DATE: 1-29-98

UNDERGROUND UTILITIES

TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:

JONES-STUCKEY LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

9.76 10.33 (10.86)

PIK-23-15.707/16.625/17.477

PEE PEE TOWNSHIP
PIKE COUNTY

10.87

INDEX OF SHEETS

metric units

PROJECT DESCRIPTION

IMPROVEMENT OF 667.081 m OF U.S.R. 23 BY REHABILITATION OF *SIX* STRUCTURES, PIK-23-*0977L&R* OVER OVERFLOW, PIK-23-*1034L&R* OVER PEE PEE CREEK AND PIK-23-*1087L&R* OVER OVERFLOW, INCLUDING APPROACH RECONSTRUCTION.

1997 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (1) OF THE REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVEN NOTICE THEREOF ARE ERECTED.

STRUCTURE PLANS REVIEWED BY
OFFICE OF STRUCTURAL ENGINNEERING

APPROVED John F. Hagen TME
DATE 1-29-98 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 2-17-98 DIRECTOR, DEPARTMENT OF TRANSPORTATION

STANDARD CONSTRUCTION DRAWINGS

BP-2.1M (4-8-97)		MT-99.20M (1-30-95)	CS-1-93M (6-30-95)
BP-3.1M (10-28-94)	HW-2.1M (7-12-95)	MT-101.60M (4-25-94)	
BP-5.1M (10-28-94)	HW-2.2M (7-12-95)	MT-105.10M (4-25-94)	EXJ-6-96M (3-18-97)
GR-1.1M (10-21-97)	I-1.1M (9-6-95)	MT-105.11M (4-25-94)	MJ-8-95M (7-6-95)
GR-1.2 (1-3-96)	DM-1.1M (10-21-97)	MT-100.00M (4-25-94)	CPP-2-94M (12-19-94)
GR-2.1M (10-21-97)	DM-2.1M (6-30-95)	TC-41.20M (7-1-94)	CPA-5-94M (10-25-94)
GR-3.1M (10-21-97)	DM-4.1M (6-30-95)	TC-42.20M (3-31-94)	
GR-3.2M (10-21-97)	DM-4.2M (6-30-95)	TC-52.10M (7-29-94)	
GR-6.1M (1-3-96)	DM-4.3M (6-30-95)	TC-52.20M (7-29-94)	
RM-4.1M (10-21-97)	DM-4.4M (6-30-95)	TC-65.10M (11-1-95)	
RM-4.2M (10-21-97)	MT-35.10M (1-30-95)	TC-65.11M (11-1-95)	
RM-4.3M (10-21-97)	MT-35.11M (1-30-95)	TC-65.12M (11-1-95)	
RM-4.5M (10-21-97)	MT-95.30M (4-25-94)	TC-71.10M (9-1-93)	
CB-1.1M (7-12-95)	MT-95.70M (1-30-95)	XS-1-81M (10-25-94)	
CB-3.3M (7-12-95)	MT-95.81M (4-25-94)	BR-1M (12-15-94)	

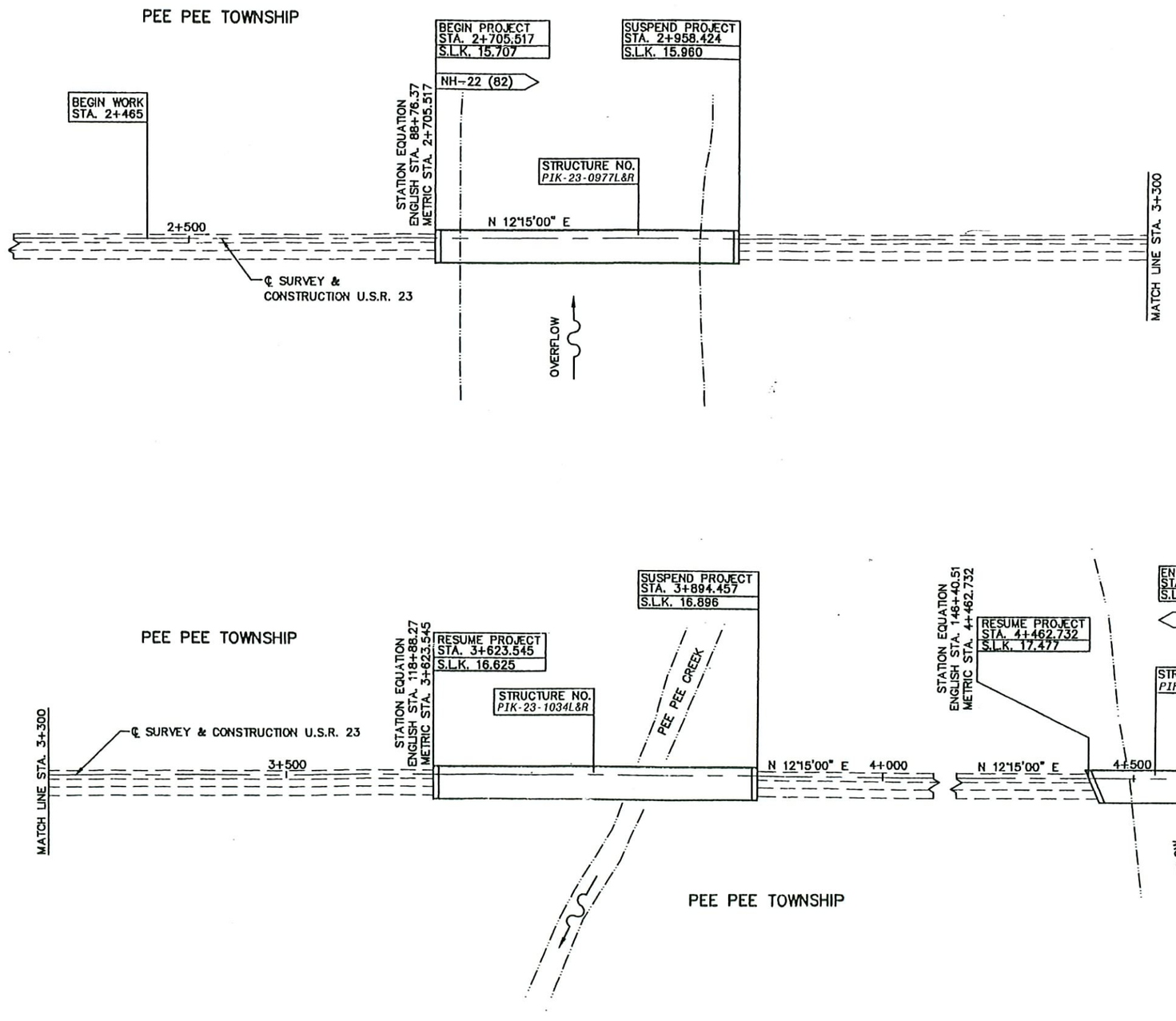
SUPPLEMENTAL SPECIFICATIONS	
806	(9-9-97)
911	(7-10-97)
932	(10-2-96)
844	(9-9-97)
954	(9-9-97)
SPECIAL PROVISIONS	

FEDERAL PROJECT NO. NH-22 (86)
PID NO. 15439
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
PIK-23-15.707/16.625/17.477 (SLM 9.76/10.33/10.86)
1 / 117

PIK-23-15.70
9886284
117PGS
05-13-98
DIST. 09

REV 1-21-98 JRS

metric units



18.38
17.79

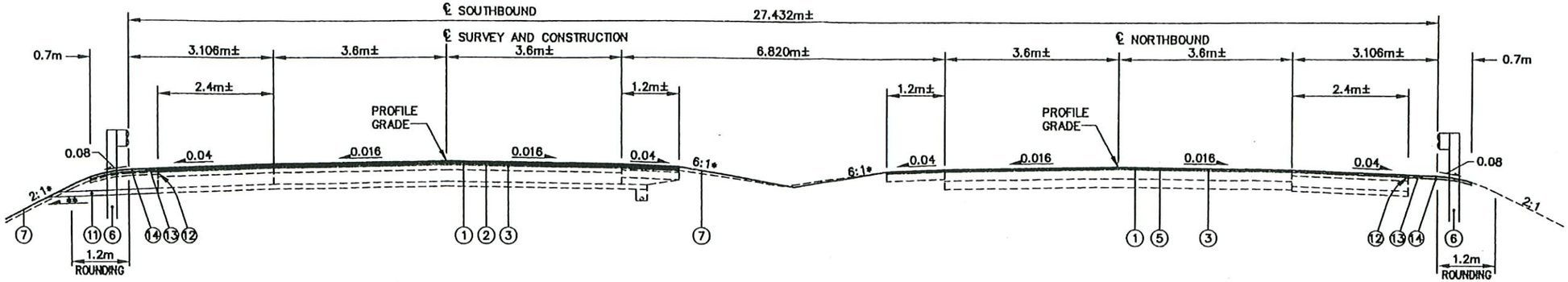
0 20 40 80
HORIZONTAL
SCALE IN METERS

CALCULATED R.S.B.
CHECKED E.D.W.

SCHEMATIC PLAN

PIK-23-15.707/16.625/17.477

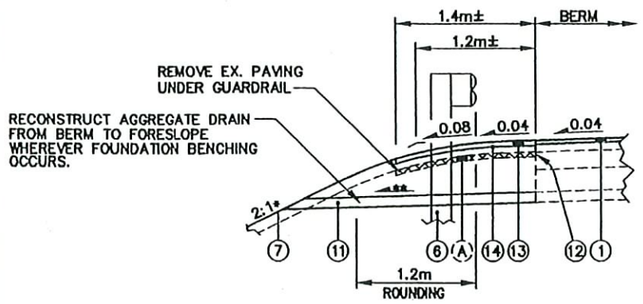
2
117

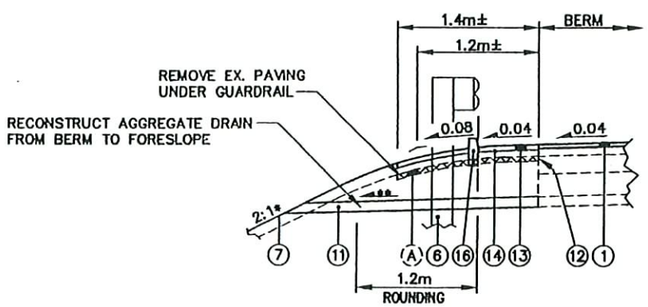


TYPICAL 2

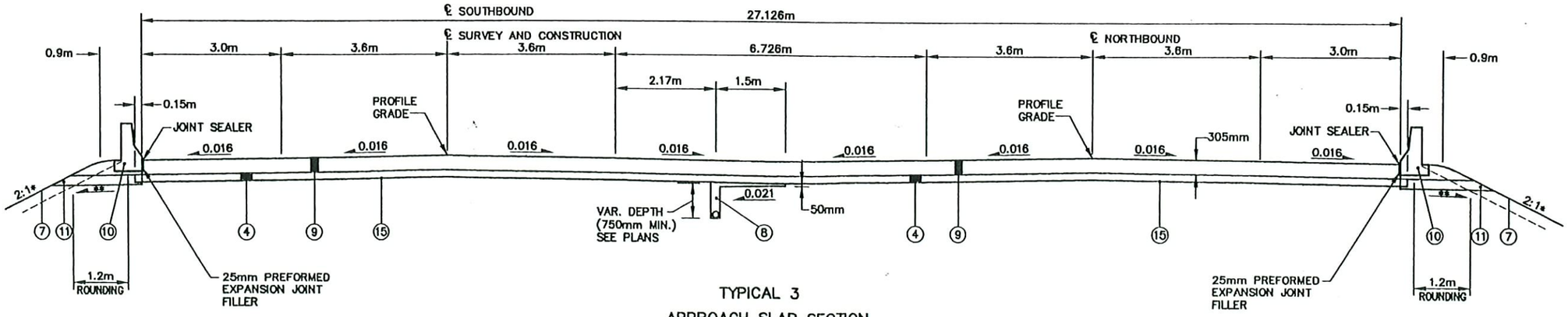
NORMAL SECTION

STA. 2+680.000 TO STA. 2+705.517	=	25.517 m
STA. 2+958.424 TO STA. 3+020.000	=	61.576 m
STA. 3+540.000 TO STA. 3+623.545	=	83.545 m
STA. 3+894.457 TO STA. 3+960.000	=	65.543 m
STA. 4+400.000 TO STA. 4+462.732	=	62.732 m
STA. 4+605.994 TO STA. 4+640.000	=	34.006 m
		332.919 m





BERM WITH CURB



TYPICAL 3

APPROACH SLAB SECTION

STA. 2+705.517 TO STA. 2+710.117	=	4.6 m
STA. 2+953.824 TO STA. 2+958.424	=	4.6 m
STA. 3+623.545 TO STA. 3+628.145	=	4.6 m
STA. 3+889.857 TO STA. 3+894.457	=	4.6 m
STA. 4+462.732 TO STA. 4+467.332	=	4.6 m
STA. 4+601.394 TO STA. 4+605.994	=	4.6 m
		27.6 m

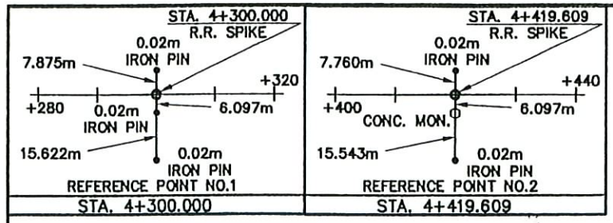
NOTES:

SEE SHEET 3 FOR LEGEND.

SEE EXAGGERATED PAVEMENT SECTIONS FOR LOCATIONS AND QUANTITIES OF ⑤ & ②

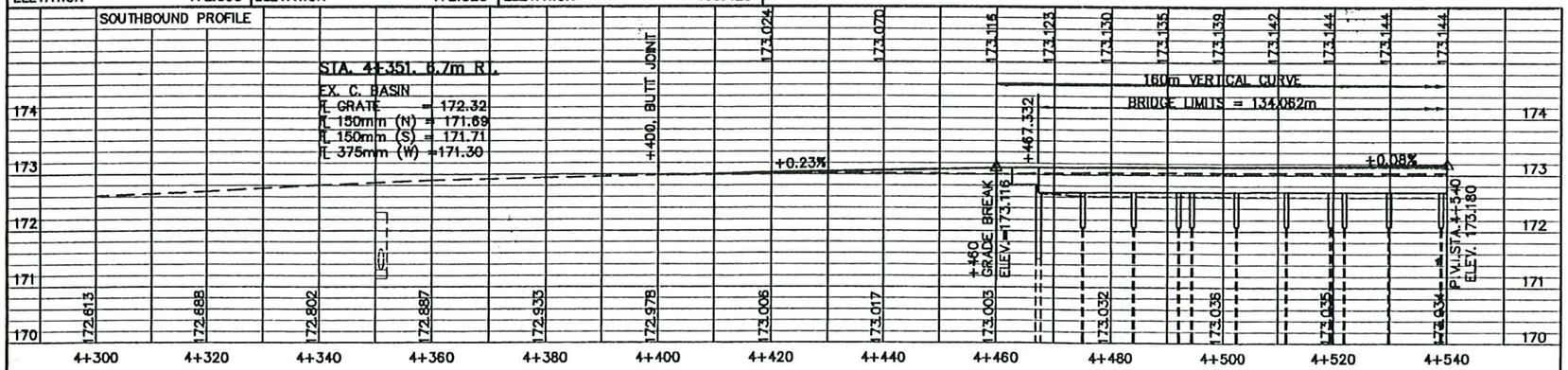
* : UNLESS OTHERWISE SHOWN ON THE CROSS SECTION

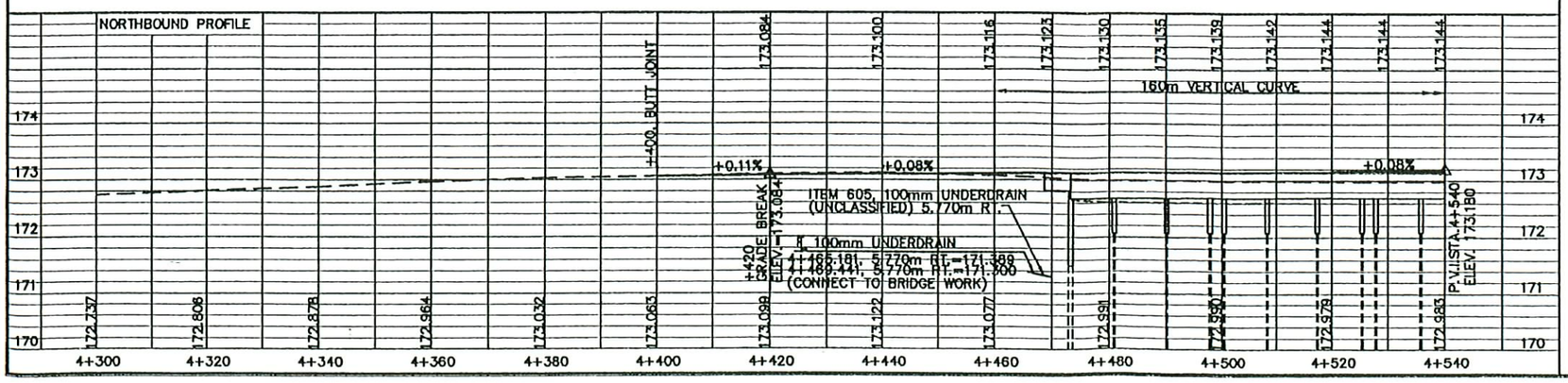
** : 0.04 MIN. 0.08 PREF.



metric units

BENCH MARK NO.13	BENCH MARK NO.14	BENCH MARK NO.19
STEEL ROD IN CONCRETE REFERENCE MONUMENT	STEEL POST DROVE FLUSH E/S GUARDRAIL E/S N. BOUND LANES	STEEL POST DROVE FLUSH S/E SIDE OF BRIDGE
STA. 4+114.81± 6.070m RT.	STA. 4+302.35± 21.758m RT.	STA. 4+459.59 30.929m RT.
ELEVATION 172.098	ELEVATION 172.328	ELEVATION 169.423





REF. NO.	STATION FROM	STATION TO	SIDE	601 ROCK CHANNEL PROTECTION TYPE C WITH FILTER CU. METER	605 100mm UNCLASSIFIED PIPE UNDERDRAIN METER	606 GUARDRAIL REBUILT TYPE 5 METER	606 BRIDGE TERMINAL ASSEMBLY TYPE 1 EACH	606 BRIDGE TERMINAL ASSEMBLY TYPE 2 EACH	609 CURB, TYPE 6 METER	611 REINFORCED CONCRETE APPROACH SLAB (T=305mm) AS PER PLAN SQ. METER	622 CONCRETE BARRIER TYPE D AS PER PLAN METER	660 REINFORCED SODDING SQ.M	670 SLOPE EROSION PROTECTION SQ.M
1-D	4+457.292	4+464.000	LT.										
2-D	4+485.796	4+479.000	RT.										
3-D	4+480.659	4+483.857	LT./RT.										
5-D	4+447.904	4+450.904	LT.	184								22.783	84
8-D	4+456.394	4+459.394	RT.									17.854	35
1-G	4+399.380	4+460.340	LT.			60.980		1					
2-G	4+398.390	4+468.875	RT.			70.485	1						
1-P	4+462.732	4+467.332	LT./RT.							125	7.311		
2-P	4+468.234	4+476.045	RT.								4.800		
3-P	4+459.730	4+464.530	LT.						9.185				
4-P	4+450.568	4+459.753	RT.						9.185				
5-P	4+459.049	4+468.234	RT.										
1-R	4+399.380	4+464.150	LT.			64.770							
2-R	4+398.390	4+474.590	RT.			76.200							
3-R	4+400.000	4+413.320	RT.						13.32				
4-R	4+430.205	4+468.305	RT.			49.530							
5-R	4+400.000	4+471.200	RT.										
6-R	4+446.000	4+466.800	RT.										
7-R	4+400.000	4+460.200	LT.										
8-R	4+445.000	4+464.800	RT.										
9-R	4+462.732	4+467.332	LT./RT.										
1-U	4+465.181	4+469.441	RT.		4.280	131.445	1	1	18.370	125	13	41	119
				184	4	1	1	1					

REF. NO.	STATION FROM	STATION TO	SIDE	202 APPROACH SLAB REMOVED SQ. METER	202 GUARDRAIL REMOVED FOR REUSE METER	202 GUARDRAIL REMOVED, BARRIER DESIGN METER	202 GUTTER REMOVED METER	255 FULL DEPTH PAVEMENT SAWING METER	516 25mm PREFORMED EXPANSION JOINT FILLER SQ. METER	516 51mm DEEP JOINT SEALER METER
1-D	4+457.292	4+464.000	LT.							
2-D	4+485.796	4+479.000	RT.							
3-D	4+480.659	4+483.857	LT./RT.							
5-D	4+447.904	4+450.904	LT.					71.2		
8-D	4+456.394	4+459.394	RT.					20.6		
1-G	4+399.380	4+460.340	LT.					60.2		
2-G	4+398.390	4+468.875	RT.					18.8		
1-P	4+462.732	4+467.332	LT./RT.	50					1	5
2-P	4+468.234	4+476.045	RT.						1	5
3-P	4+459.730	4+464.530	LT.							
4-P	4+450.568	4+459.753	RT.							
5-P	4+459.049	4+468.234	RT.							
1-R	4+399.380	4+464.150	LT.		64.770					
2-R	4+398.390	4+474.590	RT.		76.200					
3-R	4+400.000	4+413.320	RT.				13.32			
4-R	4+430.205	4+468.305	RT.		49.530	13.340				
5-R	4+400.000	4+471.200	RT.							
6-R	4+446.000	4+466.800	RT.							
7-R	4+400.000	4+460.200	LT.							
8-R	4+445.000	4+464.800	RT.							
9-R	4+462.732	4+467.332	LT./RT.	50						
1-U	4+465.181	4+469.441	RT.	50	190.500	13.340	13	177	2	10

TOTALS CARRIED TO GENERAL SUMMARY 28

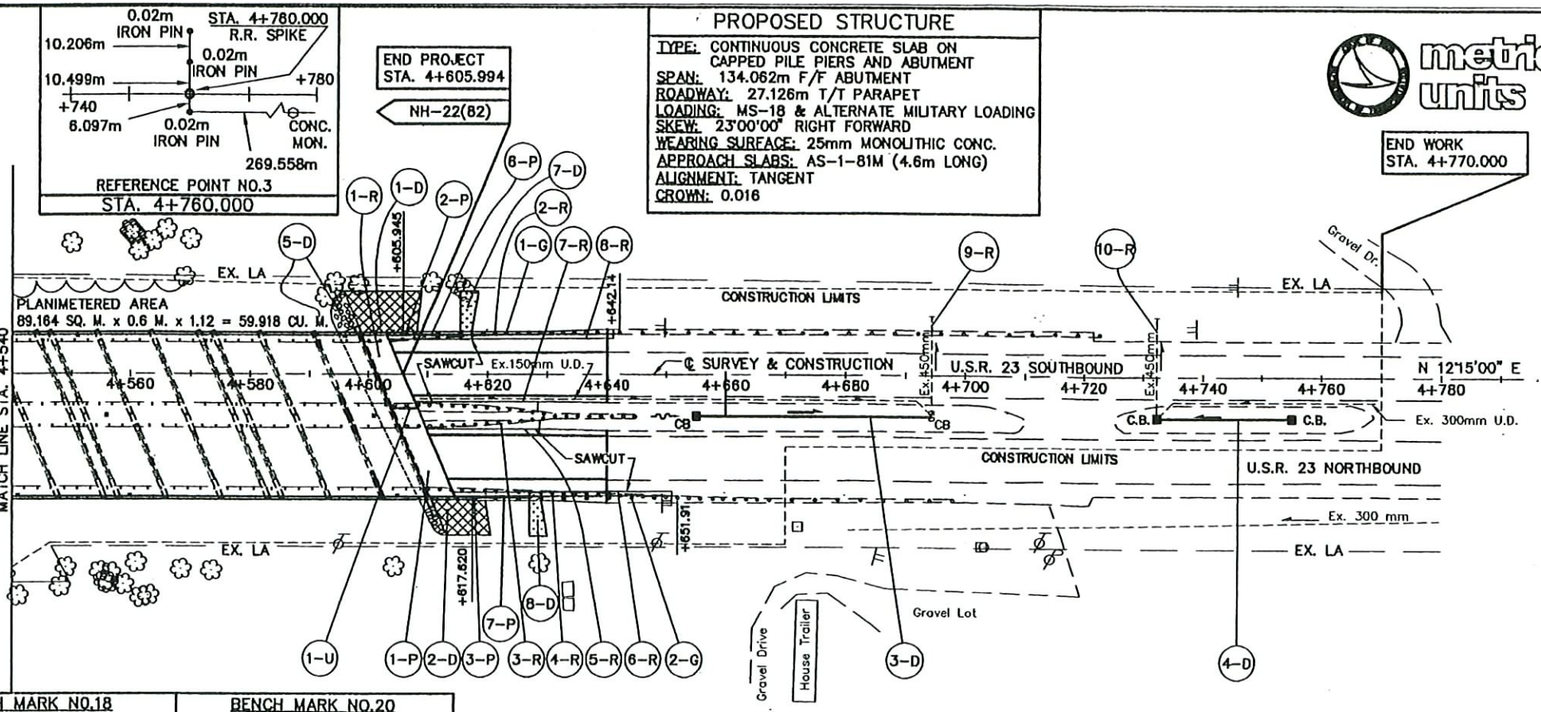
CALCULATED E.P.C.
CHECKED J.E.L.

HORIZONTAL SCALE IN METERS
0 5 10 20

U.S.R. 23 PLAN AND PROFILE
STA. 4+300 TO STA. 4+540

PIK-23-15.707/16.625/17.477

41
117

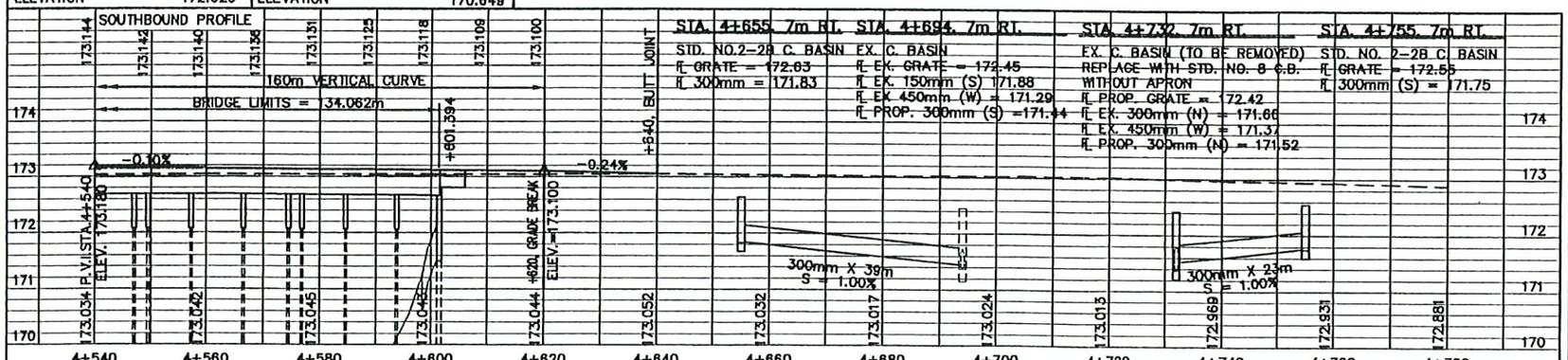


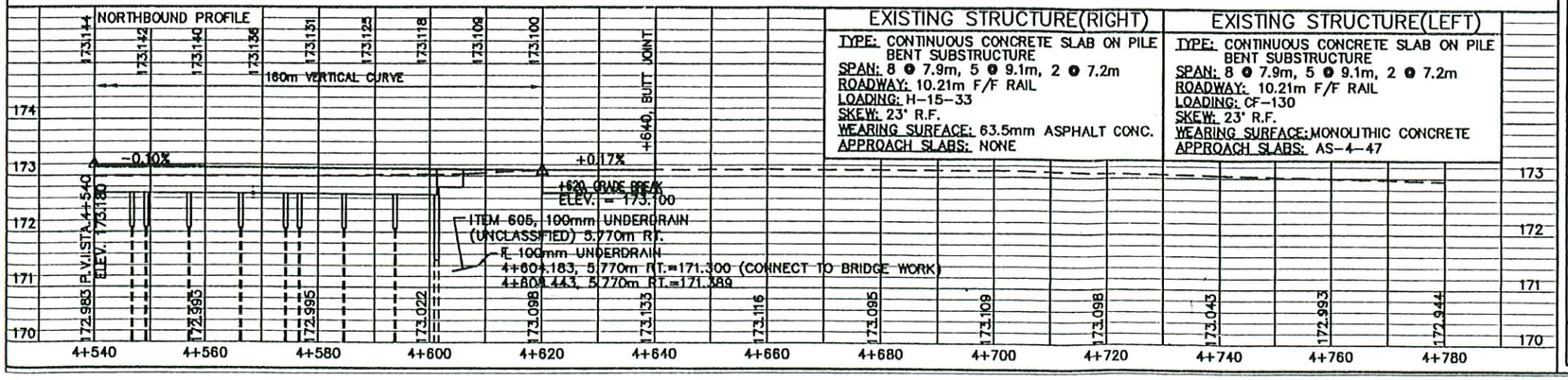
BENCH MARK NO.18
STEEL POST DROVE FLUSH

STA. 4+739.99	11.559m LT.
ELEVATION	172.629

BENCH MARK NO.20
STEEL POST FLUSH, N/E SIDE OF BRIDGE.

STA. 4+609.31	30.742m RT.
ELEVATION	170.649





EXISTING STRUCTURE(RIGHT)
TYPE: CONTINUOUS CONCRETE SLAB ON PILE BENT SUBSTRUCTURE
SPAN: 8 @ 7.9m, 5 @ 9.1m, 2 @ 7.2m
ROADWAY: 10.21m F/F RAIL
LOADING: H-15-33
SKEW: 23° R.F.
WEARING SURFACE: 63.5mm ASPHALT CONC.
APPROACH SLABS: NONE

EXISTING STRUCTURE(LEFT)
TYPE: CONTINUOUS CONCRETE SLAB ON PILE BENT SUBSTRUCTURE
SPAN: 8 @ 7.9m, 5 @ 9.1m, 2 @ 7.2m
ROADWAY: 10.21m F/F RAIL
LOADING: CF-130
SKEW: 23° R.F.
WEARING SURFACE: MONOLITHIC CONCRETE
APPROACH SLABS: AS-4-47

metric units

CALCULATED E.P.C.
CHECKED J.E.L.

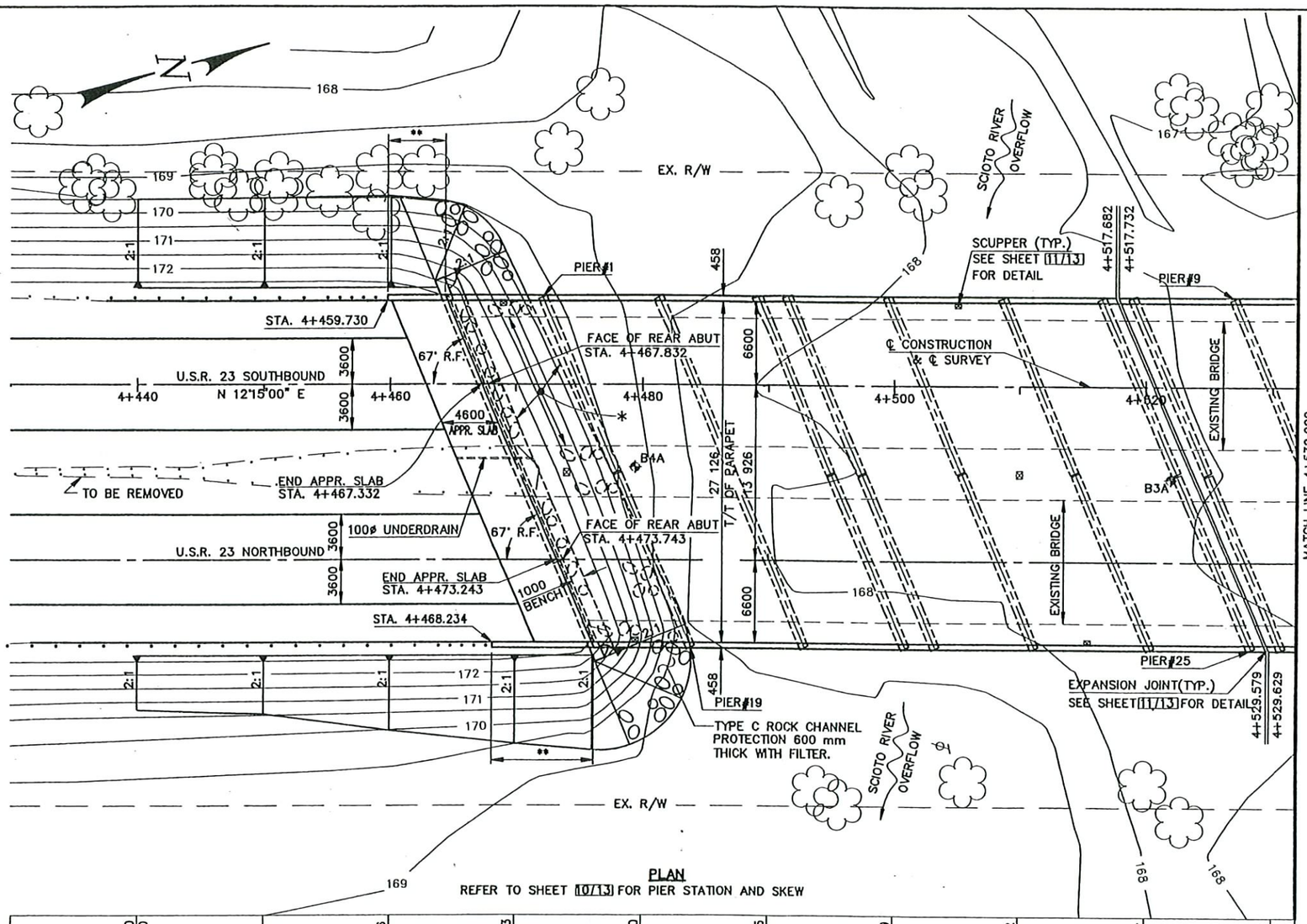
HORIZONTAL SCALE IN METERS 0 5 10 20

U.S.R. 23 PLAN AND PROFILE
STA. 4+540 TO STA. 4+780

PIK-23-15.707/16.625/17.477

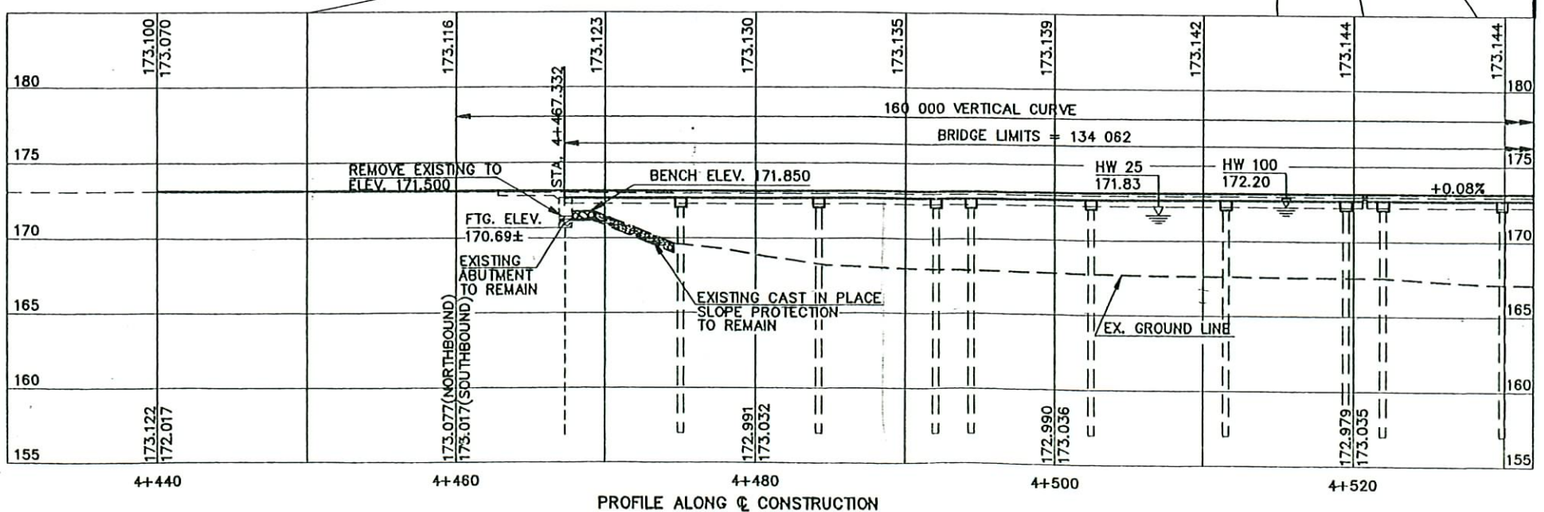
42
117

REF. NO.	STATION FROM	STATION TO	SIDE	202 APPROACH SLAB REMOVED SQ. METER	202 GUARDRAIL REMOVED FOR BARRIER REUSE DESIGN METER	202 GUARDRAIL REMOVED METER	202 CATCH BASIN REMOVED EACH	255 FULL DEPTH PAVEMENT SAWING METER	516 25mm PERFORMED EXPANSION JOINT FILLER SQ.METER	516 51mm DEEP JOINT SEALER METER	801 ROCK CHANNEL PROTECTION TYPE C WITH FILTER CU. METER	603 300mm CONDUIT TYPE B METER	604 CATCH BASINS NO.8 W/OUT APRON EACH	605 100mm UNCLASSIFIED PIPE UNDERDRAIN METER	606 GUARDRAIL REBUILT TYPE 5 METER	606 BRIDGE TERMINAL ASSEMBLY TYPE 1 EACH	606 BRIDGE TERMINAL ASSEMBLY TYPE 2 EACH	611 REINFORCED CONCRETE APPROACH SLAB (T=305mm) AS PER PLAN SQ. METER	609 CURB, TYPE 6 METER	622 CONCRETE BARRIER TYPE D AS PER PLAN METER	660 REINFORED SODDING SQ. M	670 SLOPE EROSION PROTECTION SQ. M	SPEC. PIPE CLEANOUT METER
1-D	4+596	4+608.024	LT.																				
2-D	4+611	4+620.688	RT.																				
3-D	4+655	4+694	RT.									39	1									84	
4-D	4+732	4+755	RT.									23	1									51	
5-D	4+393.817	4+613.224	LT./RT.								60										29.545		
7-D	4+615.410	4+618.410	LT.																		17.828		
8-D	4+627.098	4+630.098	RT.																				
1-G	4+605.945	4+642.140	LT.																				
2-G	4+617.820	4+651.910	RT.																				
1-P	4+601.394	4+605.994	LT./RT.	50																			
2-P	4+598.592	4+606.586	LT.			45.720			1	5													
3-P	4+610.107	4+618.230	RT.			53.340	1		1	5													
8-P	4+606.586	4+615.771	LT.			41.910																	
7-P	4+618.214	4+627.399	RT.					18.8															
1-R	4+601.394	4+605.994	LT./RT.	50				36.7															
2-R	4+598.420	4+642.140	LT.			45.720		20.7															
3-R	4+804.990	4+645.000	RT.			53.340	1	37.8															
4-R	4+610.000	4+651.910	RT.			41.910																	
5-R	4+609.700	4+628.500	RT.																				
6-R	4+614.300	4+651.000	RT.																				
7-R	4+607.800	4+628.500	RT.																				
8-R	4+603.200	4+641.000	LT.																				
9-R		4+694	LT./RT.																				
10-R		4+732	LT./RT.																				
1-U	4+604.183	4+608.443	RT.																				
TOTALS CARRIED TO GEN SUM 28				50	[140.970] [13.340]		1	114	2	10	60	62	1	2	70.485	1	1	125	6.370	16	47	135	34



PLAN

REFER TO SHEET 10/13 FOR PIER STATION AND SKEW



PROFILE ALONG ℄ CONSTRUCTION

* — EXISTING CAST IN PLACE SLOPE PROTECTION TO REMAIN.

** – CONCRETE BARRIER, SEE ROADWAY PLAN FOR PAY QUANTITY.

ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND ELEVATIONS ARE IN METERS.

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS –SECTIONS.

SOIL BORING INFORMATION

BORING NO.	STATION	OFFSET	ELEVATION
B1A	4+597	6.8 m RT.	170.3
B2A	4+560	6.9 m RT.	167.3
B3A	4+522	7.4 m RT.	167.6
B4A	4+479	6.5 m RT.	169.2

⊕ – INDICATES BORING LOCATION

UNIT	PILE TYPE	ESTIMATED PILE LENGTH
REAR ABUT. 18	300mm CIP CONC.	9m 29'-9"
PIERS 16	400mm CIP CONC.	17m 55'-10"
FWD. ABUT. 12	300mm CIP CONC.	9m 29'-7"

PIKETON QUADRANGLE
LAT. = 39°06'27"
LONG.= 82°59'53"

BENCH MARK #13
STEEL ROD OM CONCRETE REFERENCE MONUMENT
STA. 4+114.810± 6.070m RT.
ELEVATION 172.098

BENCH MARK #14
STEEL POST DROVE FLUSH E/S GUARDRAIL E/S N.BOUND LANES
STA. 4+302.350± 21.758m RT.
ELEVATION 172.328

BENCH MARK #19
STEEL POST DROVE FLUSH S/E SIDE OF BRIDGE.
STA. 4+459.590± 30.929m RT.
ELEVATION 169.423

TRAFFIC DATA

A.D.T. (1995) = 14 050
A.D.T. (2015) = 18 260
A.D.T.T. (2015) = 913

EXISTING STRUCTURE (LEFT)

TYPE: CONTINUOUS CONCRETE SLAB ON PILE BENT SUBSTRUCTURE
SPAN: 8 @ 7900, 5 @ 9100, 2 @ 7200
ROADWAY: 10 210 F/F RAIL
LOADING: CF–130
SKEW: 23°00' RT. FWD.
WEARING SURFACE: MONOLITHIC CONCRETE
APPROACH SLABS: AS–4–47

EXISTING STRUCTURE (RIGHT)

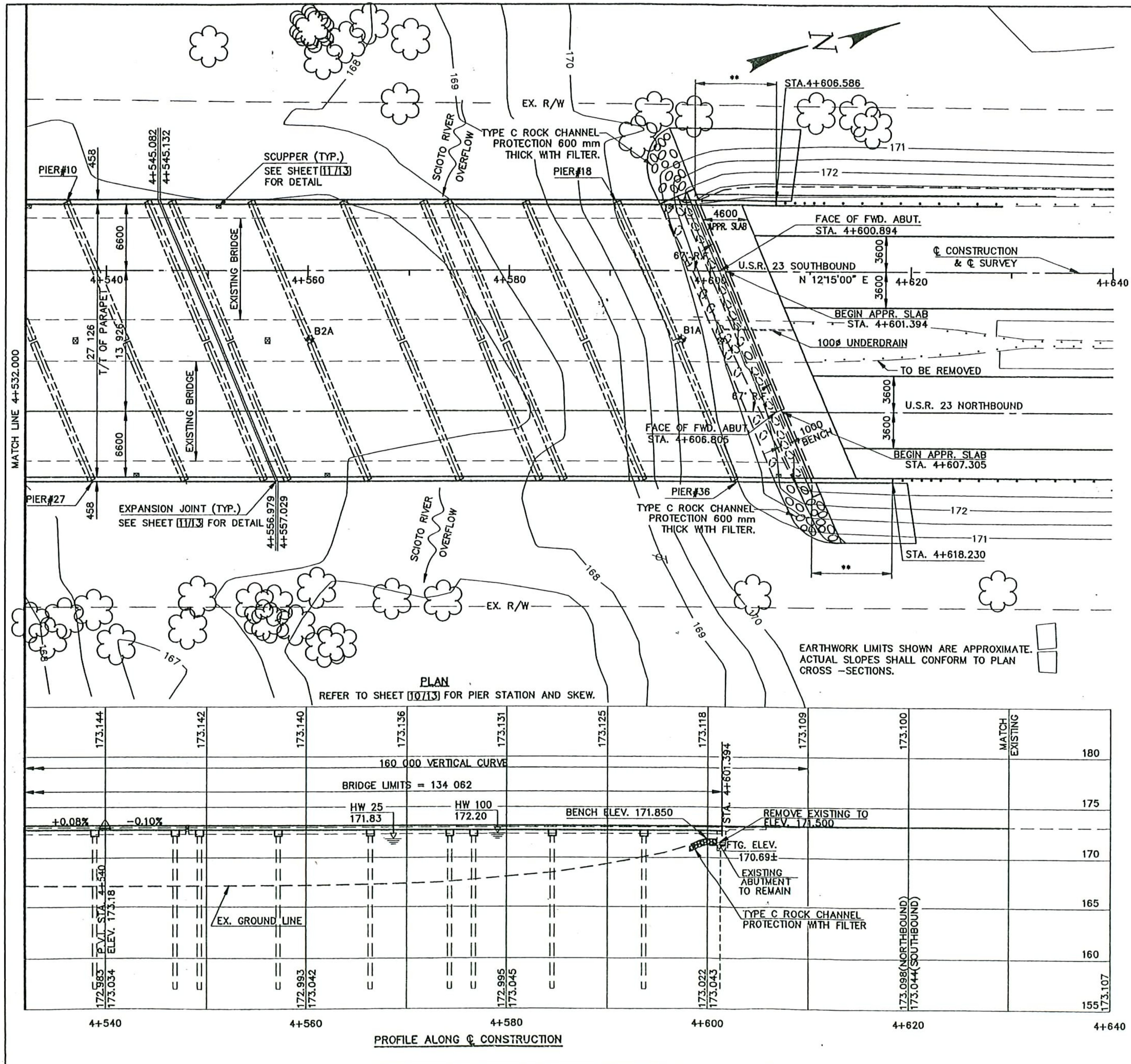
TYPE: CONTINUOUS CONCRETE SLAB ON PILE BENT SUBSTRUCTURE
SPAN: 8 @ 7900, 5 @ 9100, 2 @ 7200
ROADWAY: 10 210 F/F RAIL
LOADING: H–15–33
SKEW: 23°00' RT. FWD.
WEARING SURFACE: 63 mm ASPHALT CONCRETE
APPROACH SLABS: NONE

PROPOSED STRUCTURE

PROPOSED WORK: NEW SUPERSTRUCTURE DECK, NEW PIER CAP AND NEW ABUTMENT BACKWALL
TYPE: CONTINUOUS CONCRETE SLAB ON CAPPED PILE PIERS & ABUTMENTS
SPAN: 134 062 F/F ABUTMENT
ROADWAY: 27 126 T/T PARAPET
LOADING: MS–18 AND ALTERNATE MILITARY LOADING
SKEW: 23°00' RT. FWD.
WEARING SURFACE: 25 MONOLITHIC CONC.
APPROACH SLABS: AS–1–81M (4600 LONG)
ALIGNMENT: TANGENT
CROWN: 0.016

DESIGN AGENCY: JONES–STUCKEY, LTD., INC.
DATE: 9–28–94
REVISED: D.D.S.
DRAWN: J.W.E.
DESIGNED: G.G.N.
PIKE COUNTY
PIK–23–15.707/
SITE PLAN
BRIDGE NO. PIK–23–1097 L&R
1

Apr 20, 1995 - 15:13:59 DWG Name: D:\ACAD\2804\17.48\044SITE1.DWG Updated By: James W. Eudaily



** – CONCRETE BARRIER, SEE ROADWAY PLAN FOR PAY QUANTITY.

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE IN METERS.

HYDRAULIC SUMMARY TABLE
PIK-23-17.477
SCIOTO RIVER OVERFLOW

	UPSTREAM APPROACH SECTION (REPRESENTATIVE SECTION) FULL FLOW			FLOW AT ROADWAY: BYPASS OF STRUCTURE		FLOW AT ROADWAY: FLOW THRU STRUCTURE OPENING			
	Discharge m3/s	Velocity m/s	Backwater Elevation m	thru other Bridges m3/s	over Road Elevation m3/s	Discharge m3/s	Area m2	Velocity m/s	Elevation m
EXISTING BRIDGE	Q-25 4049	0.56	172.00	3475	0	574	487	1.18	171.82
	Q-100 6867	0.62	173.30	3351	2726	790	506	1.56	172.36
PROPOSED BRIDGE	Q-25 4049	0.55	172.03	3459	0	590	488	1.21	171.83
	Q-100 6867	0.61	173.33	3344	2739	784	506	1.55	172.36

JONES-STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE

DESIGNED G.G.N. | DRAWN J.W.E. | REVIEWED D.D.S. | DATE 9-28-94

PIKE COUNTY
STA. 4+467.332

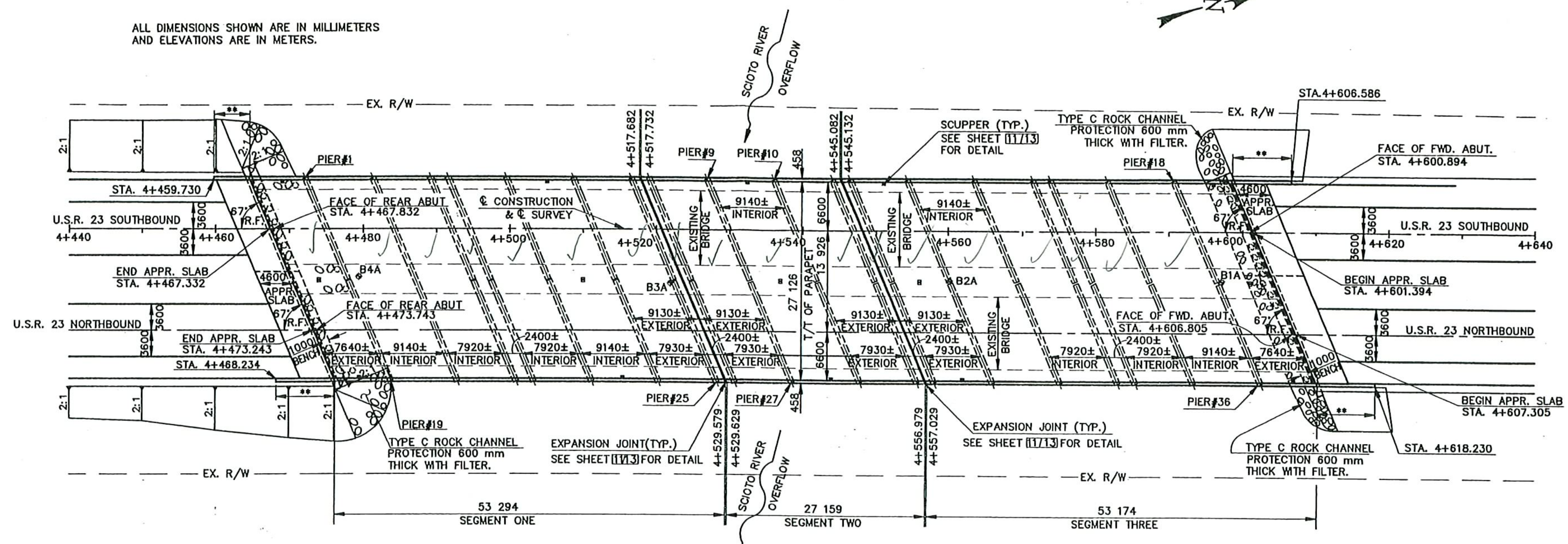
SITE PLAN
BRIDGE NO. PIK-23-1087 L&R

PIK-23-15.707/16.625/17.477

2/1

94/117

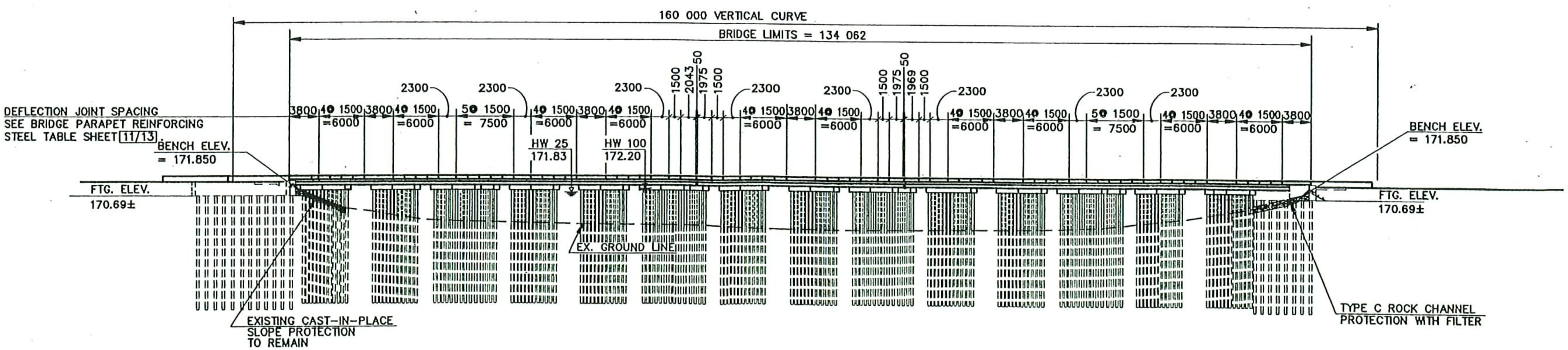
ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND ELEVATIONS ARE IN METERS.



PLAN

REFER TO SHEET 10/13 FOR PIER STATION AND SKEW

** – CONCRETE BARRIER, SEE ROADWAY PLAN FOR PAY QUANTITY.



ELEVATION

JONES–STUCKEY, LTD., INC. 1641 WEST FIFTH AVENUE

DESIGNED G.G.N. | DRAWN J.U. | REVIEWED D.D.S. | DATE 3-22-95

GENERAL PLAN
BRIDGE NO. PIK-23-1087 L&R

PIK-23-15.707 / 16.625 / 17.477

3 / 13

95 / 117

Mar 23, 1995 - 14:25:54 DWG Name: G:\ACAD\2604\1748\0440PN.DWG Updated By: Ronald S. Bonnette

BRIDGE NO: PIK-23-1087 L. STRUCTURE FILE NUMBER: 6600514

ESTIMATE QUANTITIES

CALC BY: DATE: G.G.N. 1-16-95 | CHK'D BY: DATE: R.S.B. 4-26-95

ITEM	ITEM EXT.	QUANTITY	UNIT	DESCRIPTION	ABUT.	SUPER.	PIER	GEN.	SEE SHEET NO.
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 6 METER SPAN, AS PER PLAN				LUMP	5/13
503	21101	36	CU. M.	UNCLASSIFIED EXCAVATION, AS PER PLAN	36				5/13
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00500	36	METER	300MM CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	36				
507	00550	42	METER	300MM CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	42				
507	00700	918	METER	400MM CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN			918		
507	00750	999	METER	400MM CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED			999		
507	50500	29	EACH	STEEL PILE SPLICES	2		27		
SPECIAL	5126751O	712	SQ. M.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (SEE PROPOSAL NOTE)	59	653			
516	11211	31	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN		31			5/13
518	12500	10	EACH	NEW SCUPPER, MISC.: NEENAH R-4005-A2 OR EQUIVALENT.		10			
518	21200	44	CU. M.	POROUS BACKFILL WITH FILTER FABRIC	44				
518	40000	36	METER	150 MM PERFORATED CORRUGATED PLASTIC PIPE	36				
518	40010	5	METER	150 MM NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	5				
519	11101	1	SQ. M.	PATCHING CONCRETE STRUCTURE, AS PER PLAN			1		5/13
603	00101	2	METER	100MM CONDUIT, TYPE B, AS PER PLAN				2	7/13
604	36600	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	2				
844	48000	824	CU. M.	HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (DECK)		824			
844	48020	43	CU. M.	HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET)		43			
844	49500	181	CU. M.	HIGH PERFORMANCE CONCRETE, MISC.: SUBSTRUCTURE *	34		147		

• SEE PROPOSAL NOTE

BRIDGE NO: PIK-23-1087 R. STRUCTURE FILE NUMBER: 6600549

ESTIMATE QUANTITIES

CALC BY: DATE: G.G.N. 1-16-95 | CHK'D BY: DATE: R.S.B. 4-26-95

ITEM	ITEM EXT.	QUANTITY	UNIT	DESCRIPTION	ABUT.	SUPER.	PIER	GEN.	SEE SHEET NO.
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 6 METER SPAN, AS PER PLAN				LUMP	5/13
503	21101	35	CU. M.	UNCLASSIFIED EXCAVATION, AS PER PLAN	35				5/13
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00500	54	METER	300MM CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	54				
507	00550	63	METER	300MM CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	63				
507	00700	1224	METER	400MM CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN			1224		
507	00750	1260	METER	400MM CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED			1260		
507	50500	39	EACH	STEEL PILE SPLICES	3		36		
511	43201	1	CU. M.	CLASS C CONCRETE, PIER, AS PER PLAN			1		5/13
SPECIAL	5126751O	709	SQ. M.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (SEE PROPOSAL NOTE)	56	653			
516	11211	31	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN		31			5/13
518	12500	5	EACH	NEW SCUPPER, MISC.: NEENAH R-4005-A2 OR EQUIVALENT.		5			
518	21200	44	CU. M.	POROUS BACKFILL WITH FILTER FABRIC	44				
518	40000	34	METER	150 MM PERFORATED CORRUGATED PLASTIC PIPE	34				
518	40010	5	METER	150 MM NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	5				
519	11101	1	SQ. M.	PATCHING CONCRETE STRUCTURE, AS PER PLAN			1		5/13
604	36600	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	2				
844	48000	824	CU. M.	HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (DECK)		824			
844	48020	43	CU. M.	HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET)		43			
844	49500	192	CU. M.	HIGH PERFORMANCE CONCRETE, MISC.: SUBSTRUCTURE *	34		158		

• SEE PROPOSAL NOTE

DESIGN AGENCY
JONES-STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

DESIGNED G.G.N. | DRAWN J.M.P. | REVIEWED D.W.J. | DATE 2-6-95
STRUCTURE FILE NUMBER 6600514 (L) 6600549 (R)
CHECKED E.D.W. | REVISED

ESTIMATE QUANTITIES
BRIDGE NO. PIK-23-1087L&R
OVER SCIOTO RIVER OVERFLOW

PIK-23-15.707/
16.625/17.477

4/13

96/117

Apr 19, 1995 - 10:03:50 DIG Name: G:\ACAD\2804\GNOTE.DIG Updated By: Janet Palmer

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

AS-1-81M	DATED	10-25-94
BR-1M	DATED	12-15-94
CPA-5-94M	DATED	10-25-94
CPP-2-94M	DATED	12-19-94
CS-1-93M	REVISED	6-30-95
EXJ-6-95M	REVISED	3-18-97
IRJ-8-95M	DATED	7-6-95

AND TO SUPPLEMENTAL SPECIFICATIONS:

844	DATED	9-09-97
911	DATED	7-10-97
954	DATED	9-09-97

DESIGN SPECIFICATIONS:

THE STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGE" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1996 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

DESIGN LOADING: MS18 AND THE ALTERNATE MILITARY LOADING.

DESIGN STRESSES:

CONCRETE CLASS S - COMPRESSIVE STRENGTH 31.0 MPa (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 27.5 MPa (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615M, A615M, OR A617M GRADE 420 MINIMUM YIELD STRENGTH 420 MPa.
SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82M OR A615M.

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL.

65 mm CONCRETE COVER.

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 25 mm THICK.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 444 kN PER PILE FOR THE 300 mm ABUTMENT PILES.
THE ULTIMATE BEARING VALUE IS 534 kN PER PILE FOR THE 400 mm PIER PILES.

ABUTMENT PILES FOR LEFT BRIDGE:
4 PILES 9 METERS LONG, ESTIMATED LENGTH
4 PILES OF ORDER LENGTH 10.5 METERS LONG
2 SPLICES

PIER PILES FOR LEFT BRIDGE:
54 PILES 17 METERS LONG, ESTIMATED LENGTH
54 PILES OF ORDER LENGTH 18.5 METERS LONG
27 SPLICES

ABUTMENT PILES FOR RIGHT BRIDGE:
6 PILES 9 METERS LONG, ESTIMATED LENGTH
6 PILES OF ORDER LENGTH 10.5 METERS LONG
3 SPLICES

PIER PILES FOR RIGHT BRIDGE:
72 PILES 17 METERS LONG, ESTIMATED LENGTH
72 PILES OF ORDER LENGTH 18.5 METERS LONG
36 SPLICES

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

EXISTING BRIDGE PLANS:

DETAIL DRAWINGS OF THE EXISTING BRIDGES MAY BE INSPECTED IN THE DISTRICT 9 OFFICE IN CHILLICOTHE, OHIO OR IN THE OFFICE OF STRUCTURAL ENGINEERING AT 25 SOUTH FRONT STREET IN COLUMBUS, OHIO.

REPLACEMENT OF EXISTING REINFORCING STEEL:

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT THE CONTRACTOR'S COST.

ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. PAYMENT FOR REINFORCING STEEL SHALL BE INCLUDED IN APPROPRIATE CONCRETE PAY ITEM.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 6 METER SPAN, AS PER PLAN

THIS WORK SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER.

EXISTING BRIDGE RAILING SHALL BE CAREFULLY REMOVED AS INDIVIDUAL RAIL ELEMENTS BY REMOVING ALL BOLTS FROM ALL SPLICES AND POSTS. THE USE OF CUTTING TORCHES SHALL NOT BE PERMITTED. GUARDRAIL PANELS, BRIDGE POSTS, AND TUBULAR BACKUP (WITH SPLICE HARDWARE) ONLY SHALL BE STACKED ON PROJECT FOR SALVAGE BY STATE FORCES. OTHER HARDWARE, AND MATERIAL NOT SALVAGEABLE SHALL BE DISPOSED OF IN ACCORDANCE WITH SECTION 202.02 OF THE CMS.

SUBSTRUCTURE REMOVALS:

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 25 mm DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. WHERE PRACTICABLE, AT LEAST 450 mm LENGTH OF THE PROTRUDING REINFORCING STEEL SHALL BE LEFT IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACE AND EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THE JOINT SURFACE AND EXPOSED REINFORCEMENT SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. CONCRETE BONDING SURFACES SHALL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED.

SUBSTRUCTURE CONCRETE REMOVAL SHALL BE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 16 KILOGRAM FOR REMOVAL WITHIN 450 mm OF PORTIONS TO BE PRESERVED. OUTSIDE THE 450 mm LIMIT, A HAMMER HEAVIER THAN 16 KILOGRAM, BUT NOT TO EXCEED 41 KILOGRAM, MAY BE USED AT THE APPROVAL OF THE ENGINEER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

PROTECTION OF TRAFFIC:

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT HIS PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR FOR APPROVAL. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR.

PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID, AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, WITH PERTINENT PROVISIONS OF 202, AND TO THE SATISFACTION OF THE ENGINEER.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

A CONCRETE SEALER SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE ABUTMENT AS SHOWN ON SHEET [8/13] AND TO PARAPETS AND CONCRETE BARRIER, TYPE D, AS PER PLAN AS SHOWN ON SHEET [11/13] AND A ONE METER WIDE AREA ON THE BRIDGE AND APPROACH SLABS CENTERED ON THE CENTERLINE OF ROADWAY AND CONSTRUCTION.

SEE PROPOSAL NOTE FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION PROCEDURES AND RATES, AND MATERIAL REQUIREMENTS.

THE COLOR OF THE URETHANE SEALER SHALL BE FEDERAL COLOR STANDARD NO. 17778 (OFF-WHITE).

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN:

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THE BACKFILL MATERIAL FOR ALL EXCAVATION BEHIND ABUTMENTS SHALL BE ITEM 613 LOW STRENGTH MORTAR BACKFILL, TYPE I (LSM BACKFILL) WITHIN THE LIMITS OF THE APPROACH SLABS. THE CONTRACTOR ALSO MAY USE THE LSM BACKFILL TO CONSTRUCT THE SLOPES IN THE SAME AREA AS LONG AS IT IS COVERED WITH ONE FOOT OF SOIL TO MEET THE FINISHED GRADE. THE AREA FOR THE POROUS BACKFILL WITH FILTER FABRIC SHALL BE FORMED UP PRIOR TO THE PLACEMENT OF THE LSM BACKFILL AND THE FILTER FABRIC, AND POROUS BACKFILL SHALL BE PLACED AFTER THE LSM BACKFILL HAS BEEN CURED AND THE FORMS HAVE BEEN REMOVED.

THE COST OF ALL LABOR, EQUIPMENT, AND MATERIAL TO PLACE THE LSM BACKFILL AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN.

CONCRETE PARAPETS:

AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, 25 mm DEEP CONTROL JOINTS SHALL BE SAWED INTO THE PERIMETER OF THE CONCRETE PARAPET. THE SAW CUT SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK. THE SAW CUTS SHALL BE PLACED AT A MINIMUM OF 2000 mm AND A MAXIMUM OF 3000 mm CENTERS. THE USE OF AN EDGE GUIDE, FENCE, OR JIG IS REQUIRED TO INSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 6 mm. THE PERIMETER OF THE DEFLECTION CONTROL JOINT SHALL BE SEALED TO A MINIMUM DEPTH OF 25 mm WITH A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION, TT-S-00227E. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM SPECIAL, HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET).

ITEM 511 - CLASS C CONCRETE, PIER, AS PER PLAN

THIS IS AN ESTIMATED QUANTITY TO REPLACE DETERIORATED PORTIONS OF EXISTING CAST-IN-PLACE PIER PILES AS SHOWN ON SHEETS [10/13] AND AS DIRECTED BY THE ENGINEER.

THE EXISTING CONCRETE AT THE CONSTRUCTION JOINT AND THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING PRIOR TO THE CLEANING SPECIFIED BY 519.04 AND 520.05. CLEANING SHALL PRECEDE PLACEMENT OF CONCRETE BY NOT MORE THAN 24 HOURS.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

THIS IS AN ESTIMATED QUANTITY TO PATCH EXISTING SUBSTRUCTURE AS SHOWN ON SHEETS [10/13] AND AS DIRECTED BY THE ENGINEER.

ALL SURFACES TO BE PATCHED AND THE EXPOSED REINFORCING STEEL WITHIN SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING PRIOR TO THE CLEANING SPECIFIED BY 519.04 AND 520.05. CLEANING SHALL PRECEDE APPLICATION OF THE PATCHING MATERIAL OR ERECTION OF THE FORMS BY NOT MORE THAN 24 HOURS.

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN:

THIS ITEM SHALL BE FOR THE FOUR INTERMEDIATE EXPANSION JOINTS LOCATED ON SHEET [3/13] IN ACCORDANCE WITH STANDARD DRAWING EXJ-6-95M MODIFIED IN ACCORDANCE WITH DETAILS ON SHEET [11A/13] AND AS FOLLOWS:

PLATE "A" AND PLATE "B" SHALL BE USED ON BOTH SIDES OF JOINT TO REPLACE ANCHOR PLATE SHOWN IN STANDARD DRAWING. THE M16 THREADED RODS SHALL BE SUPPLIED WITH SLEEVE NUT, WASHERS, AND MACHINE BOLT AS DETAILED ON SHEET [11A/13] FOR ATTACHMENT TO THE FORMS FOR THE CONCRETE SLAB BRIDGE. FILL RECESSES IN BOTTOM OF SLAB FLUSH WITH BOTTOM OF SLAB WITH NON-SHRINKING MORTAR AFTER MACHINE BOLTS, WASHERS, AND FORMS ARE REMOVED.

SEQUENCE OF CONSTRUCTION

STAGE I CONSTRUCTION

1. DIVERT SOUTHBOUND TRAFFIC INTO NORTHBOUND LANES IN ACCORDANCE WITH THE PHASE I MAINTENANCE OF TRAFFIC PLAN.
2. REMOVE SOUTHBOUND BRIDGE DECK, PORTIONS OF ABUTMENTS (BACKWALLS, WINGWALLS, PORTIONS OF FOOTINGS), AND PORTIONS OF PIERS (PIER CAPS AND PORTIONS OF PILES).
3. WIDEN AND RECONSTRUCT SOUTHBOUND ABUTMENTS AND PIERS.
4. CONSTRUCT SOUTHBOUND PORTION OF REINFORCED CONCRETE SLAB SUPERSTRUCTURE, INTERMEDIATE EXPANSION JOINTS, AND APPROACH SLABS.
5. INSTALL PORTABLE CONCRETE BARRIER, 813 mm, BRIDGE MOUNTED ON BRIDGE AND APPROACHES AS DETAILED ON PHASE CONSTRUCTION DETAILS ON SHEET 62 BEFORE OPENING BRIDGE TO SOUTHBOUND TRAFFIC.

STAGE II CONSTRUCTION

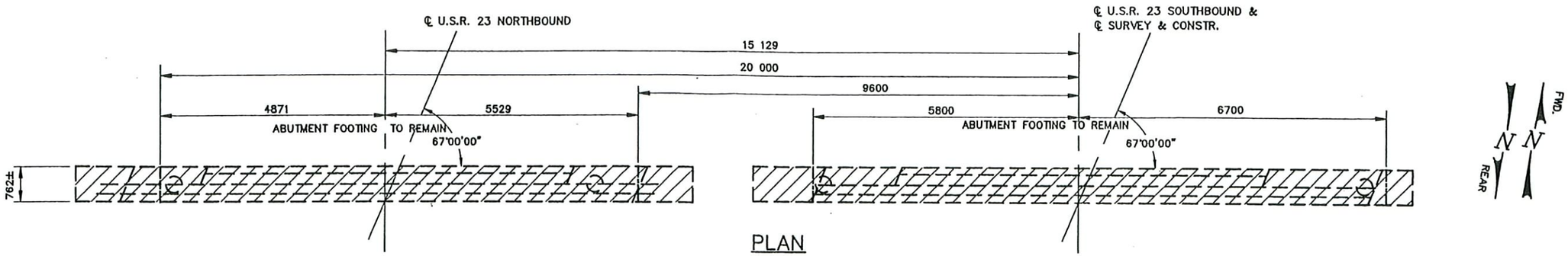
1. DIVERT NORTHBOUND TRAFFIC INTO SOUTHBOUND LANES IN ACCORDANCE WITH THE PHASE II MAINTENANCE OF TRAFFIC PLAN.
2. REMOVE NORTHBOUND BRIDGE DECK, PORTIONS OF ABUTMENTS (BACKWALLS, WINGWALLS, PORTIONS OF FOOTINGS), AND PORTIONS OF PIERS (PIER CAPS AND PORTIONS OF PILES).
3. WIDEN AND RECONSTRUCT NORTHBOUND ABUTMENTS AND PIERS.
4. CONSTRUCT NORTHBOUND PORTION OF REINFORCED CONCRETE SLAB SUPERSTRUCTURE, INTERMEDIATE EXPANSION JOINTS, AND APPROACH SLABS.
5. MOVE NORTHBOUND TRAFFIC ONTO BRIDGE AND RESTORE BOTH THE SOUTHBOUND AND NORTHBOUND LANES TO NORMAL TRAFFIC AND MAINTAINING TRAFFIC IN ACCORDANCE WITH STANDARD DRAWINGS MT-95.31M AND MT-99.20 AS NEEDED DURING WORKING ONLYWHILE COMPLETING ALL REMAINING WORK ITEMS.

DESIGN AGENCY: STATE OF OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 9
DESIGNED: GEC | CHECKED: LAW | DRAWN: GEC | REVISED | REVIEWED: LAW | DATE: 1/14/98
STRUCTURE FILE NUMBER: 6600514 6600549

GENERAL NOTES
BRIDGE NO. PIK-23-1087 L&R
OVER SCIOTO RIVER OVERFLOW

PIK-23-15.707/16.625/17.477

Drawing : I:\project\23pi5707\brnotes.dgn Plotted by: goodhano 22-JAN-1998 16:3



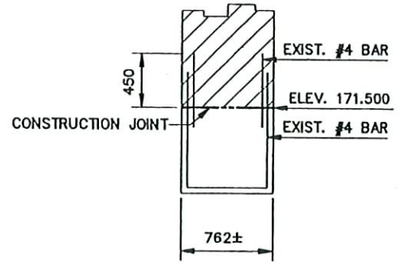
PLAN

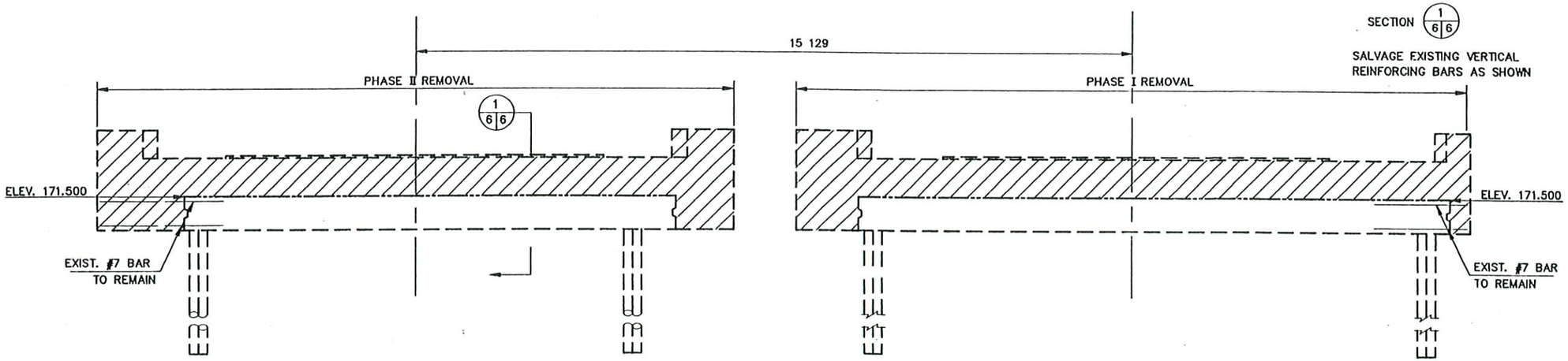
REAR ABUTMENT SHOWN,
FORWARD ABUTMENT OPPOSITE HAND

LEGEND

▨ CONCRETE TO BE REMOVED AS PER ITEM 202 –REMOVAL OF CONCRETE STRUCTURES.

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS, AND ELEVATIONS ARE SHOWN IN METERS.





ELEVATION

DESIGN AGENCY
JONES–STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

DESIGNED G.G.N. | DRAWN J.W.E. | CHECKED D.W.J. 4–14–95 | REVISED | STRUCTURE FILE NUMBER 8600514 (1)

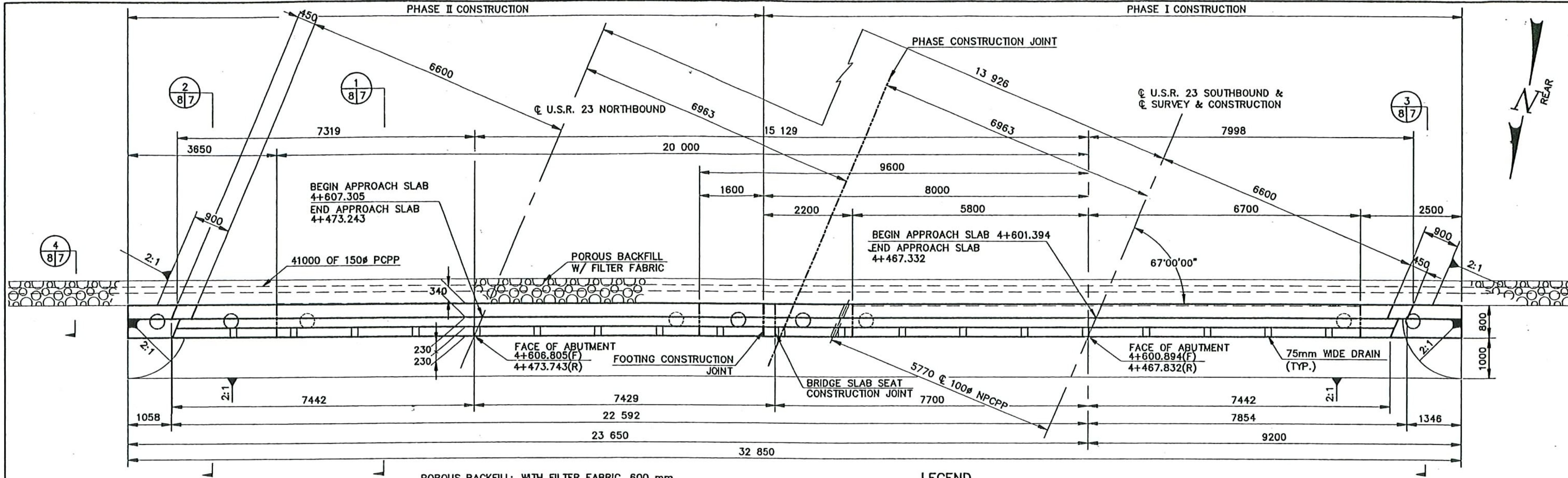
ABUTMENT DEMOLITION DETAILS
BRIDGE NO. PIK-23-1087L&R

PIK-23-15.707/
16.625 / 17.477

6 / 13

98
117

Jul 18, 1995 - 13:07:58 DWG Name: D:\ACAD\2804\17.48\044DEMO.DWG Updated By: James V. Eudaily, Jones-Stucke



PHASE II CONSTRUCTION
PHASE I CONSTRUCTION
PHASE CONSTRUCTION JOINT
℄ U.S.R. 23 NORTHBOUND
℄ U.S.R. 23 SOUTHBOUND &
℄ SURVEY & CONSTRUCTION
BEGIN APPROACH SLAB 4+607.305
END APPROACH SLAB 4+473.243
BEGIN APPROACH SLAB 4+601.394
END APPROACH SLAB 4+467.332
41000 OF 150ø PCPP
POROUS BACKFILL W/ FILTER FABRIC
67°00'00"
FACE OF ABUTMENT 4+606.805(F) 4+473.743(R)
FOOTING CONSTRUCTION JOINT
BRIDGE SLAB SEAT CONSTRUCTION JOINT
5770 ℄ 100ø NPCPP
FACE OF ABUTMENT 4+600.894(F) 4+467.832(R)
75mm WIDE DRAIN (TYP.)
REAR

PLAN

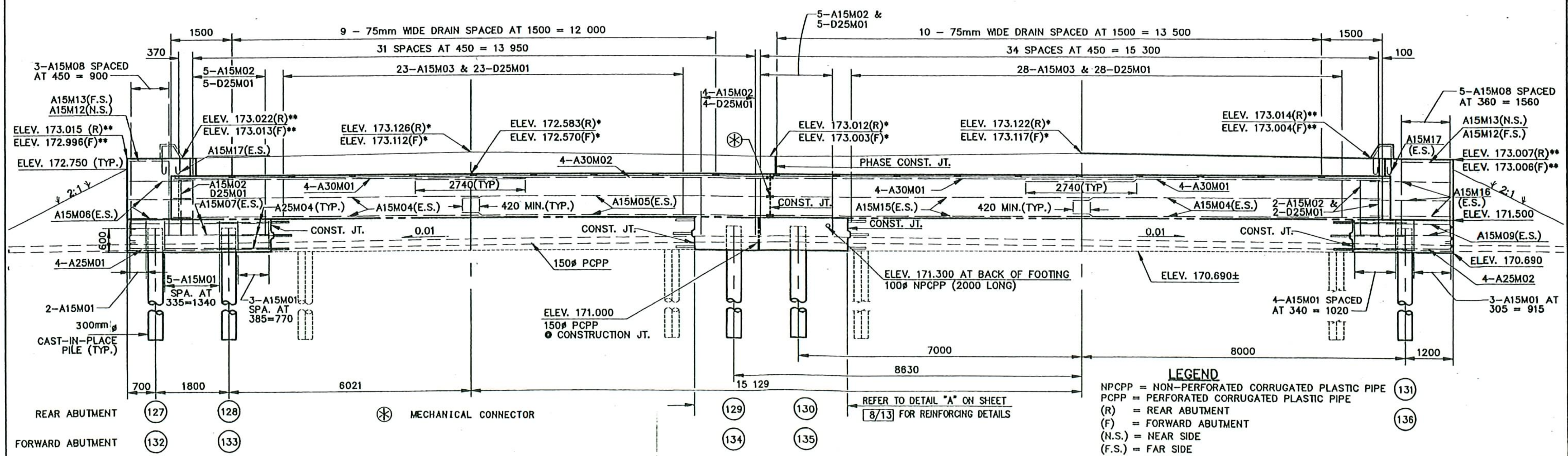
CONSTRUCTION JOINTS: BEFORE PLACEMENT OF CONCRETE, THE ROUGH CONSTRUCTION JOINT SURFACES SHALL BE THOROUGHLY CLEANED OF ALL DUST, DIRT AND OTHER FOREIGN MATTER. IF CONSIDERED NECESSARY BY THE ENGINEER, THE SURFACES SHALL BE WATER BLASTED TO ACHIEVE AN ACCEPTABLE SURFACE. PRIOR TO PLACING CONCRETE, THE BONDING SURFACES SHALL BE FLUSHED WITH CLEAR WATER AND SHALL BE WET, WITHOUT FREE WATER, WHEN CONCRETE IS PLACED.

POROUS BACKFILL: WITH FILTER FABRIC, 600 mm THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 300 mm BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE SURFACE OF EMBANKMENT SLOPES. GEOTEXTILE FABRIC SHALL CONFORM WITH 712.09, TYPE A. GEOTEXTILE FABRIC IS INCLUDED WITH POROUS BACKFILL FOR PAYMENT.

NOTE: REAR ABUTMENT SHOWN FORWARD ABUTMENT IS SIMILAR BUT OPPOSITE HAND (MIRROR IMAGE)

LEGEND

- 1 — SECTION NUMBER
- 3 — SHEET ON WHICH SECTION IS REFERRED TO FIRST
- 2 — SHEET ON WHICH SECTION IS SHOWN



9 - 75mm WIDE DRAIN SPACED AT 1500 = 12 000
10 - 75mm WIDE DRAIN SPACED AT 1500 = 13 500
31 SPACES AT 450 = 13 950
34 SPACES AT 450 = 15 300
23-A15M03 & 23-D25M01
28-A15M03 & 28-D25M01
3-A15M08 SPACED AT 450 = 900
5-A15M08 SPACED AT 360 = 1560
ELEV. 173.126(R)*
ELEV. 173.112(F)*
ELEV. 172.583(R)*
ELEV. 172.570(F)*
ELEV. 173.012(R)*
ELEV. 173.003(F)*
ELEV. 173.122(R)*
ELEV. 173.117(F)*
PHASE CONST. JT.
ELEV. 171.300 AT BACK OF FOOTING
100ø NPCPP (2000 LONG)
ELEV. 171.000
150ø PCPP
CONSTRUCTION JT.
ELEV. 170.690±
2-A15M01
300mmø CAST-IN-PLACE PILE (TYP.)
REAR ABUTMENT 127 128 129 130 131
FORWARD ABUTMENT 132 133 134 135 136
REFER TO DETAIL "A" ON SHEET 8/13 FOR REINFORCING DETAILS

⊛ MECHANICAL CONNECTOR

LEGEND

NPCPP = NON-PERFORATED CORRUGATED PLASTIC PIPE
PCPP = PERFORATED CORRUGATED PLASTIC PIPE
(R) = REAR ABUTMENT
(F) = FORWARD ABUTMENT
(N.S.) = NEAR SIDE
(F.S.) = FAR SIDE
(E.S.) = EACH SIDE
* = ELEVATION AT FACE OF ABUTMENT
** = ELEVATION AT THE FACE OF WINGWALL

ELEVATION

SEE SHEET 8/13 FOR DOWEL HOLES AND KEYWAY PLACEMENT

ALL DIMENSIONS ARE IN MILLIMETERS AND ELEVATIONS ARE IN METERS.

DESIGN AGENCY: JONES-STUCKEY, LTD., INC. 1641 WEST FIFTH AVENUE COLUMBUS, OHIO 43212

DESIGNED G.G.N. DRAWN R.S.B. REVIEWED D.W.J. DATE 3-22-95 STRUCTURE FILE NUMBER 6600514(L)

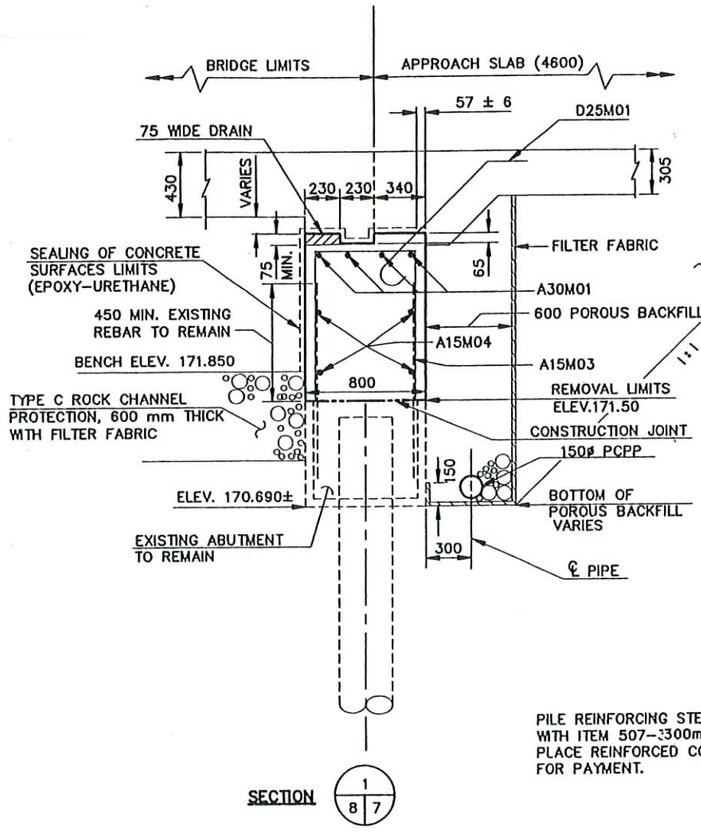
ABUTMENT DETAILS
BRIDGE NO. PIK-23-1087L&R

PIK-23-15.707/16.625/17.477

7/13

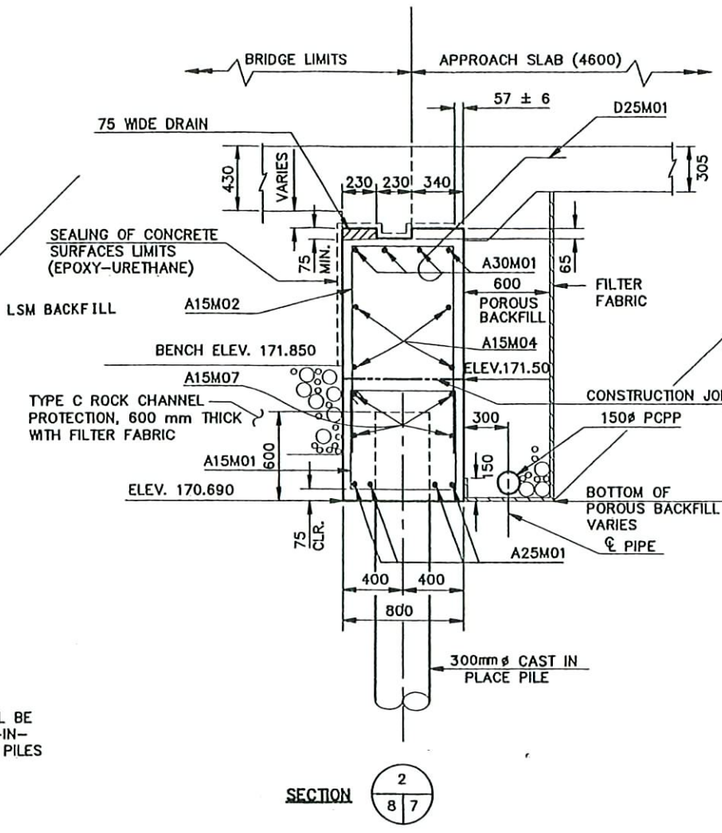
99/117

Jul 18, 1995 - 12:50:14 DWG Name: D:\ACAD\2804\17.48\044ASUT1.DWG Updated By: James W. Eudaily, Jones-Stucke

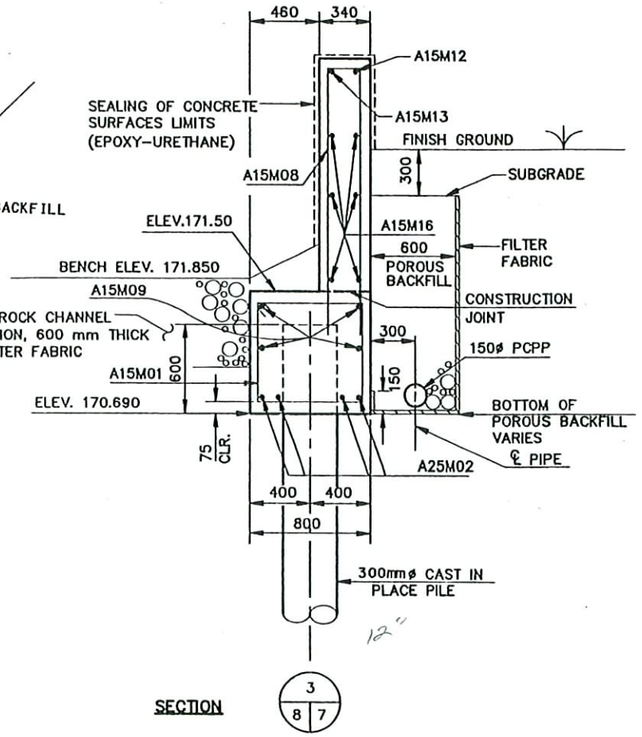


SECTION 1/8|7

PILE REINFORCING STEEL SHALL BE WITH ITEM 507-3300mm CAST-IN-PLACE REINFORCED CONCRETE PILES FOR PAYMENT.

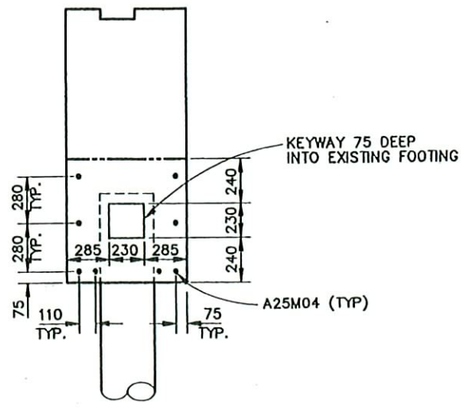


SECTION 2/8|7

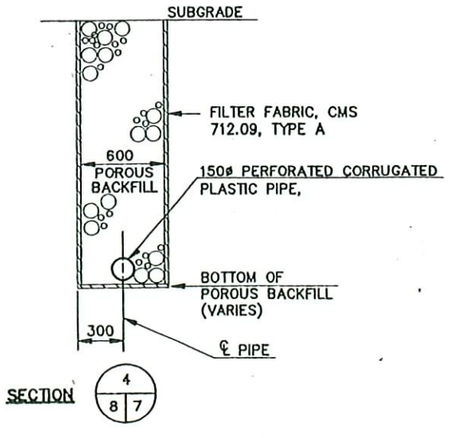


SECTION 3/8|7

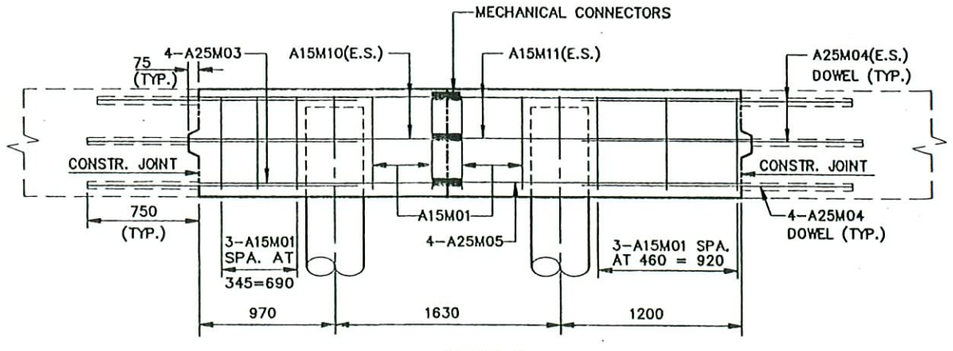
PCPP = PERFORATED CORRUGATED PLASTIC PIPE



KEYWAY AND DOWEL HOLE LOCATION



SECTION 4/8|7



DETAIL A

ALL DIMENSIONS ARE IN MILLIMETERS AND ELEVATIONS ARE IN METERS.

DESIGN AGENCY
JONES-STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

DESIGNED	DRAWN	REVIEWED	DATE
G.G.N.	J.W.E.	D.W.J.	3-22-95
CHECKED	REVISED	STRUCTURE NUMBER 6900214	
E.D.W.			

ABUTMENT SECTION DETAILS

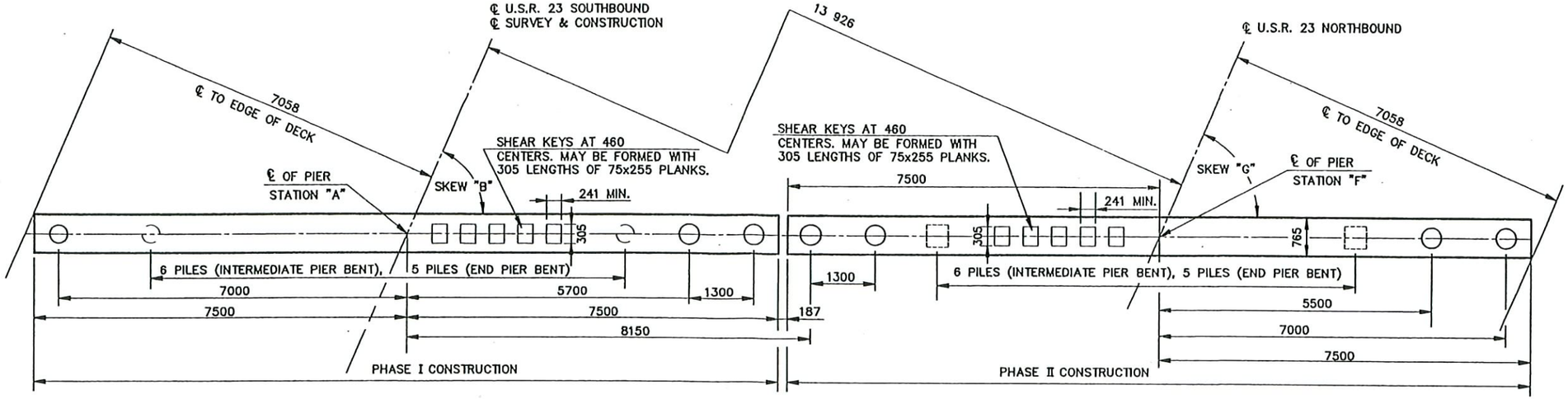
BRIDGE NO. PIK-23-1087L&R
OVER SCIOTO RIVER OVERFLOW

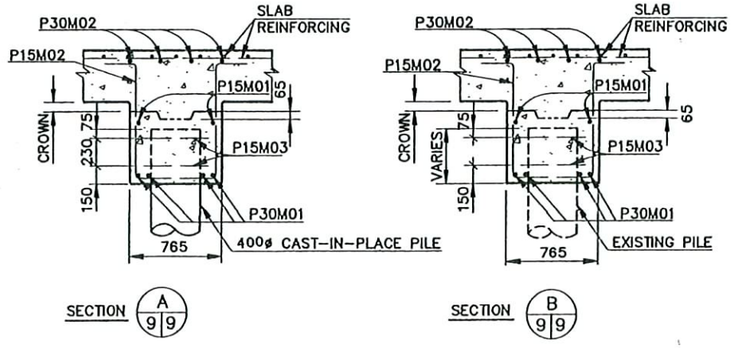
PIK-23-15.707/
16.625 / 17.477

8 / 13

100 / 117

Apr 20, 1995 - 16:34:26 DWG Name: D:\ACAD\2804\17.48\044ABUT2.DWG Updated By: James V. Eudaily

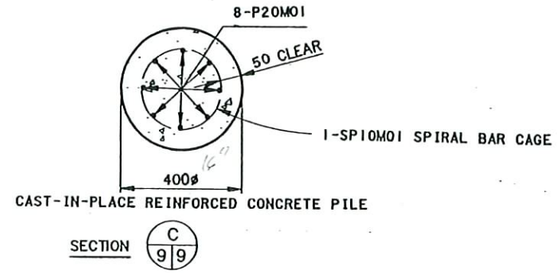




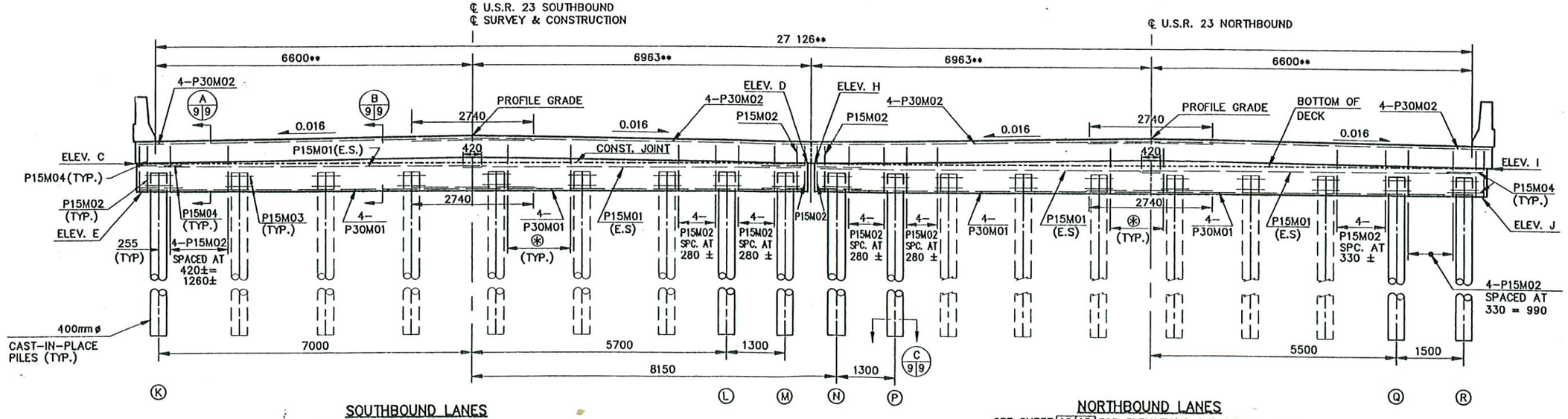
PLAN VIEW

(INTERMEDIATE PIER BENT SHOWN, END PIER BENT SIMILAR)

SEE SHEET 10/13 FOR PIER STATIONING AND SKEWS



PILE REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 507– 400mm CAST–IN–PLACE REINFORCED CONCRETE PILES FOR PAYMENT.



SOUTHBOUND LANES

SEE SHEET 10/13 FOR ELEVATIONS AND PILE NUMBERS.
REINFORCING STEEL IN PILES NOT SHOWN

SEE SECTION C 9|9 FOR REINFORCING STEEL IN PILES

ELEVATION

NORTHBOUND LANES

SEE SHEET 10/13 FOR ELEVATIONS AND PILE NUMBERS.
REINFORCING STEEL IN PILES NOT SHOWN

SEE SECTION C 9|9 FOR REINFORCING STEEL IN PILES

⊛ 5–P15M02 SPC. AT 355 ± SOUTHBOUND, 5–P15M02 SPC. AT 300 ± NORTHBOUND BETWEEN EXISTING PILE (INTERMEDIATE PIER BENT)
⊛ 6–P15M02 SPC. AT 380 ± SOUTHBOUND, 5–P15M02 SPC. AT 325 ± NORTHBOUND BETWEEN EXISTING PILE (END PIER BENT)
** MEASURED NORMAL TO THE ℄ SURVEY AND CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS

DESIGN AGENCY: JONES–STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

DESIGNED G.G.N. | DRAWN J.W.E. | CHECKED | REVISED | REVISED D.D.S. 2–28–95 | DATE

STRUCTURE NO. 6600051 (L)

PIER DETAILS

BRIDGE NO. PIK–23–1087L&R
STRUCTURE NO. 6600051 (L)

PIK–23–15.707 / 16.625 / 17.477

9 / 13

101 / 117

Apr 28, 1995 – 08:30:36 DWG Name: G:\ACAD\2804\044PIER1.DWG Updated By: Janet Palmer

PIER DATA						PILE DATA		
PIER NUMBER	STATION A	SKEW B	ELEVATION C	ELEVATION D	ELEVATION E	PILE NUMBER K	PILE NUMBER L	PILE NUMBER M
1	4+474.992	67°01'41"	172.584	172.588	171.860	1	2	3
2	4+484.163	66°58'08"	172.590	172.593	171.860	4	5	6
3	4+492.060	67°05'17"	172.594	172.597	171.870	7	8	9
4	4+494.482	67°05'31"	172.595	172.598	171.860	10	11	12
5	4+502.363	67°13'26"	172.598	172.600	171.860	13	14	15
6	4+511.519	67°14'06"	172.601	172.602	171.860	16	17	18
7	4+519.472	66°55'16"	172.603	172.604	171.860	19	20	21
8	4+521.910	67°02'17"	172.603	172.604	171.860	22	23	24
9	4+529.833	67°02'17"	172.604	172.604	171.880	25	26	27
10	4+538.961	67°03'00"	172.604	172.603	171.880	28	29	30
11	4+546.873	67°12'54"	172.603	172.602	171.880	31	32	33
12	4+549.283	67°02'35"	172.603	172.601	171.890	34	35	36
13	4+557.211	66°51'36"	172.601	172.599	171.880	37	38	39
14	4+566.344	67°02'49"	172.598	172.596	171.880	40	41	42
15	4+574.264	66°54'25"	172.595	172.592	171.890	43	44	45
16	4+576.657	67°04'34"	172.594	172.591	171.890	46	47	48
17	4+584.467	66°40'12"	172.590	172.586	171.880	49	50	51
18	4+593.616	66°29'24"	172.584	172.580	171.880	52	53	54

SOUTHBOUND

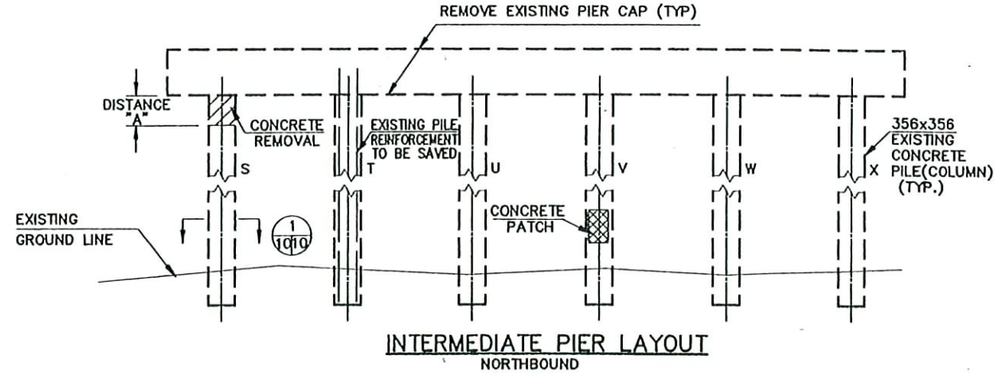
SEE SHEET 9/13 FOR LAYOUT

PIER DATA						PILE DATA			
PIER NUMBER	STATION F	SKEW G	ELEVATION H	ELEVATION I	ELEVATION J	PILE NUMBER N	PILE NUMBER P	PILE NUMBER Q	PILE NUMBER R
19	4+480.890	67°09'50"	172.588	172.591	171.810	55	56	57	58
20	4+490.016	67°19'16"	172.593	172.596	171.810	59	60	61	62
21	4+497.958	67°06'58"	172.597	172.599	171.810	63	64	65	66
22	4+500.350	67°15'25"	172.597	172.599	171.820	67	68	69	70
23	4+508.292	67°01'30"	172.600	172.602	171.810	71	72	77	78
24	4+517.416	67°05'24"	172.602	172.603	171.820	75	76	77	78
25	4+525.341	66°54'07"	172.604	172.604	171.825	79	80	81	82
26	4+527.798	66°59'35"	172.604	172.604	171.820	83	84	85	86
27	4+535.702	67°17'31"	172.604	172.603	171.825	87	88	89	90
28	4+544.841	67°09'54"	172.603	172.602	171.825	91	92	93	94
29	4+552.761	67°03'22"	172.602	172.601	171.820	95	96	97	98
30	4+555.164	67°02'49"	172.601	172.600	171.820	99	100	101	102
31	4+563.121	67°15'18"	172.599	172.597	171.820	103	104	105	106
32	4+572.254	67°20'20"	172.595	172.593	171.815	107	108	109	110
33	4+580.155	67°06'47"	172.592	172.589	171.820	111	112	113	114
34	4+582.545	66°59'28"	172.591	172.587	171.825	115	116	117	118
35	4+590.461	67°05'53"	172.586	172.582	171.830	119	120	121	122
36	4+599.613	67°03'36"	172.580	172.575	171.830	123	124	125	126

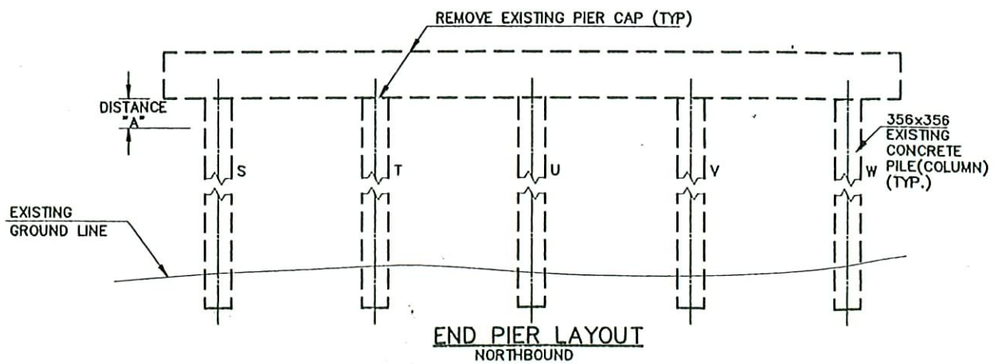
NORTHBOUND

SEE SHEET 9/13 FOR LAYOUT

NORTHBOUND PIER PILE REPAIR				
PIER NUMBER	EXISTING PILE	PATCHING (SQ. m)	DISTANCE "A" (mm)	CONCRETE REPLACEMENT (CU. m)
22	S	0.065		
32	T	0.065		
32	X	0.426		
34	S		915	0.116
34	T	0.130		
34	U	0.065		
35	U	0.065		
35	V	0.195		
TOTALS:		1.011 SQ. m		0.116 CU. m



INTERMEDIATE PIER LAYOUT
NORTHBOUND



END PIER LAYOUT
NORTHBOUND

LEGEND

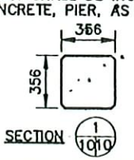
— CONCRETE REMOVAL

— CONCRETE PATCH

CONCRETE PATCHES: ONLY STRUCTURAL PATCHES (EXPOSING PRIMARY REINFORCING STEEL AFTER REMOVAL OF UNSOUND CONCRETE) SHALL BE MADE AS DIRECTED BY THE ENGINEER. SURFACE PREPARATION SHALL INCLUDED ABRASIVE CLEANING ALL REINFORCING STEEL AND CONCRETE TO BE PATCHED (STEEL CLEANED TO SA-1 QUALITY). PAYMENT SHALL INCLUDE ALL WORK, INCLUDING ABRASIVE CLEANING, NECESSARY TO COMPLY WITH ITEM 519. PAYMENT SHALL BE INCLUDED WITH ITEM 519 PATCHING CONCRETE STRUCTURE, AS PER PLAN.

DISTANCE "A" IS THE REMOVAL LENGTH BELOW THE BOTTOM OF EXISTING PIER CAP OF EXISTING CONCRETE PILE. PAYMENT SHALL BE INCLUDED IN ITEM 202 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN. SEE GENERAL NOTES SHEET 5/13.

CONCRETE REPLACEMENT IS FROM THE REMOVAL LIMIT TO THE BOTTOM OF THE PROPOSED PIER CAP. PAYMENT SHALL BE INCLUDED IN ITEM 511 CLASS C CONCRETE, PIER, AS PER PLAN.



EXISTING CONCRETE PILE
NORTHBOUND

ALL DIMENSIONS ARE IN MILLIMETERS AND ELEVATIONS ARE IN METERS.

DESIGN AGENCY
JONES-STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE

DESIGNED G.G.N. DRAWN J.M.P. REVIEWED D.W.J. DATE 3-22-95 DIRECTOR, FILE/PROJECT ENGINEER REVISED DATE CHECKED

PIER DETAILS

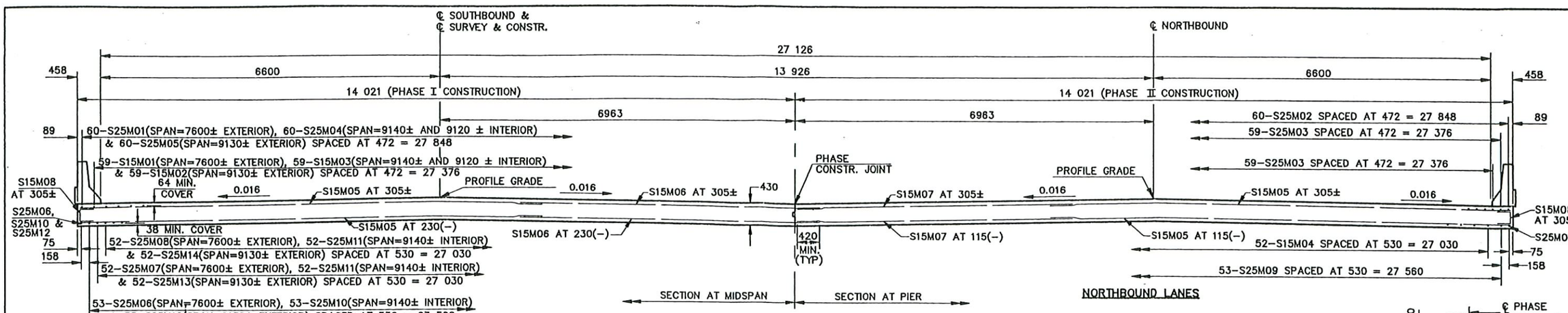
BRIDGE NO. PIK-23-1087L&R

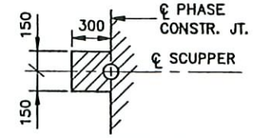
PIK-23-15.707/
16.625 / 17.477

10/1.

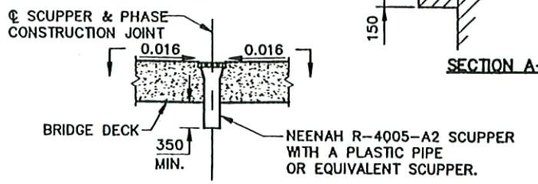
102/117

Apr 20, 1995 - 09:34:15 DVG Name: C:\ACAD\2804\044PIER2.DVG Updated By: Janet Palmer

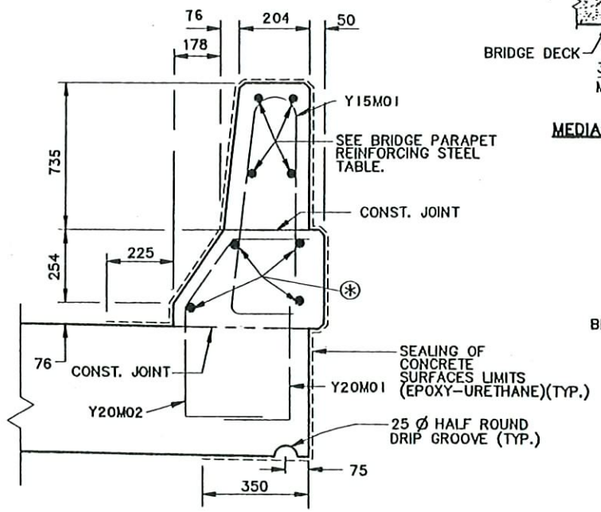




SECTION A–A

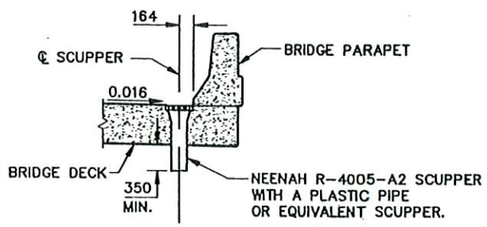


MEDIAN SCUPPER DETAIL



PARAPET REINFORCING DETAIL

⊛ X15M01 LAP WITH X15M02 (SEGMENT 1)
X15M01 LAP WITH X15M03 (SEGMENT 2)
X15M01 LAP WITH X15M11 (SEGMENT 3)
LAP LENGTH FOR Y15M BARS = 420



PARAPET SCUPPER DETAIL

FINISHED DECK ELEVATION TABLE (METERS)			
LOCATION	TOE OF PARAPET (6600 LT.)	SOUTHBOUND PROFILE GRADE	PHASE CONSTR. JOINT(6963 RT.)
4+464.530	173.014	173.120	173.008
4+470.000	173.018	173.123	173.012
4+478.000	173.023	173.129	173.017
4+486.000	173.027	173.133	173.022
4+497.000	173.032	173.138	173.026
4+504.000	173.035	173.140	173.029
4+514.000	173.037	173.143	173.031
4+524.000	173.039	173.144	173.033
4+532.000	173.039	173.144	173.033
4+541.000	173.038	173.144	173.032
4+550.000	173.037	173.142	173.031
4+560.000	173.034	173.140	173.028
4+568.000	173.031	173.137	173.025
4+577.500	173.027	173.132	173.021
4+587.000	173.021	173.127	173.015
4+595.000	173.016	173.121	173.010
4+598.592	173.013	173.119	173.007

FINISHED DECK ELEVATION TABLE (METERS)			
LOCATION	PHASE CONSTR. JOINT(6600 RT.)	NORHBOUND PROFILE GRADE	TOE OF PARAPET (6963 LT.)
4+476.045	173.022	173.127	173.016
4+481.000	173.025	173.130	173.019
4+488.000	173.028	173.134	173.023
4+497.000	173.032	173.138	173.026
4+507.000	173.036	173.141	173.030
4+514.000	173.037	173.143	173.031
4+524.000	173.039	173.144	173.033
4+534.000	173.039	173.144	173.033
4+543.000	173.038	173.144	173.032
4+552.000	173.036	173.142	173.031
4+561.000	173.034	173.139	173.028
4+570.000	173.030	173.136	173.025
4+579.000	173.026	173.132	173.020
4+589.000	173.020	173.126	173.014
4+598.000	173.014	173.119	173.008
4+606.000	173.007	173.113	173.001
4+610.107	173.004	173.109	172.998

TRANSVERSE REINFORCEMENT (TOP)	
SEGMENT NUMBER	NUMBER OF ROWS FOR S15M05, S15M06 & S15M07
ONE	175
TWO	90
THREE	175

EXPANSION JOINT AT ℄ SURVEY & CONST. (SOUTHBOUND)	
LOCATION	STATION AT ℄ OF JOINT
JOINT 1	4+520.700
JOINT 2	4+548.100

BRIDGE PARAPET REINFORCING STEEL TABLE			
DEFLEC. JT. SPACING	BAR MARK	NO. OF Y20M01, Y20M02 & Y15M01	SPACING FOR Y20M01 Y20M02 AND Y15M01
3800	X15M04	10	410
2300	X15M05	6	440
2043	X15M06	6	385
1975	X15M07	6	375
1969	X15M08	6	370
1500	X15M09	5	350

LOCATION OF SCUPPERS PIK–23–17494			
LOCATION	STATION (METER)	SIDE	OFFSET
PARAPET	4+469	LT.	6436
MEDIAN	4+474	RT.	6693
PARAPET	4+480	RT.	20 362
PARAPET	4+505	LT.	6436
MEDIAN	4+510	RT.	6693
PARAPET	4+516	RT.	20 362
PARAPET	4+532	LT.	6436
MEDIAN	4+537	RT.	6693
PARAPET	4+543	RT.	20 362
PARAPET	4+551	LT.	6436
MEDIAN	4+556	RT.	6693
PARAPET	4+562	RT.	20 362
PARAPET	4+596	LT.	6436
MEDIAN	4+601	RT.	6693
PARAPET	4+606	RT.	20 362

ALL DIMENSIONS ARE SHOWN IN MILLIMETER AND ELEVATIONS ARE IN METERS.

DESIGN AGENCY: JONES–STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
DESIGNED G.G.N. | DRAWN J.W.E. | CHECKED | REVIEWED D.W.J. | DATE 3–22–95

SUPERSTRUCTURE DETAILS

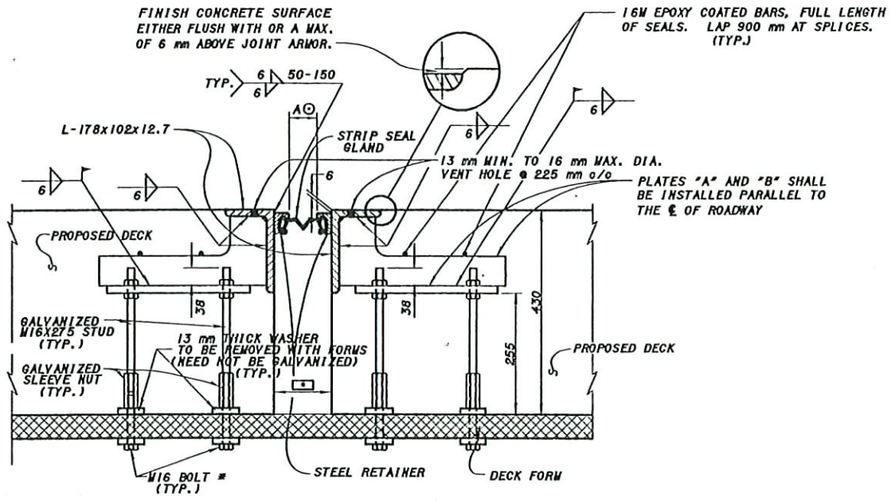
BRIDGE NO., PIK–23–1087L&R

PIK–23–15.707/
16.625 / 17.477

11 / 13

103 / 117

Jul 17, 1995 – 16:30:07 DWG Name: D:\ACAD\2804\17.48\044SUPS1.DWG Updated By: James W. Eudaily, Jones–Stucke



INTERMEDIATE EXPANSION JOINT DETAIL

NOTE: THE JOINT ASSEMBLY SHALL BE PLACED SO THAT THE 178x102x12.7 ANGLES REMAIN PARALLEL TO EACH OTHER AND PERPENDICULAR TO THE ROADWAY GRADIENT.

⊙ - DIMENSION "A" SHALL BE DETERMINED FROM TABLE 1-1.

▭ - THIS DIM. IS THE SUM OF (2 X RETAINER WIDTH + DIM. "A")

\# - LENGTH TO BE DETERMINED BY THE CONTRACTOR

SEE STD. DWG. EXJ-6-95M FOR NOTES AND DETAILS NOT SHOWN

TABLE 1-1	
TEMPERATURE (°C)	REQUIRED JOINT OPENING (mm)
0	49
5	45
10	42
15	39
20	36
25	33
30	30
35	27

DESIGN AGENCY
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT 9

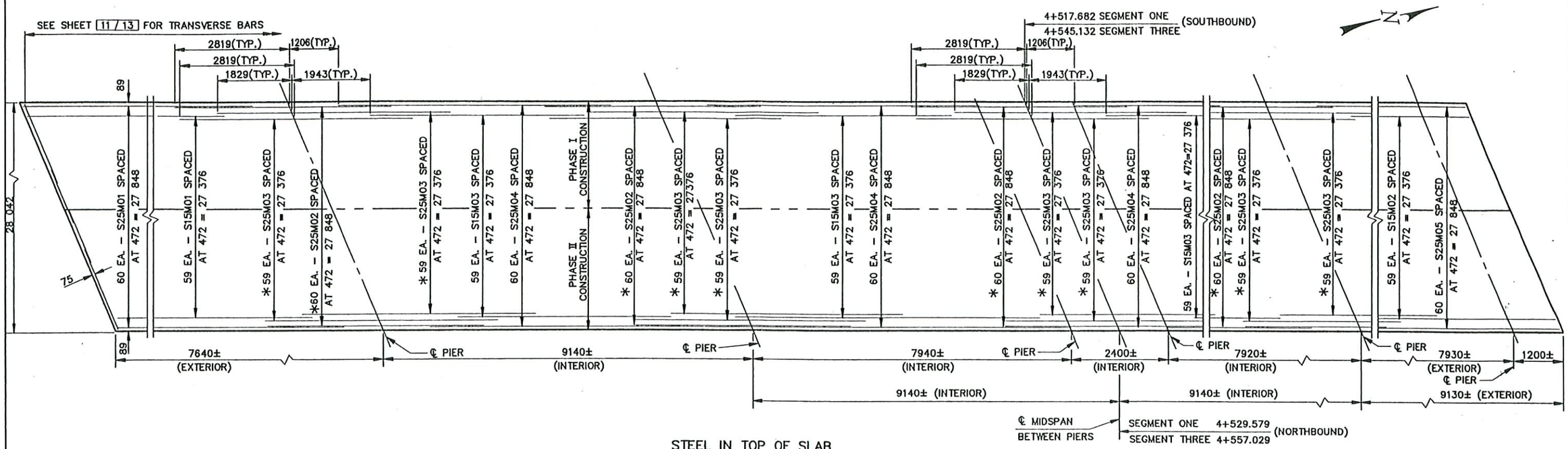
DESIGNED	DRAWN	REVIEWED	DATE
GEC	GEC	LAW	1/14/98
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LAW		6600574 (L) 6600549 (R)	

INTERMEDIATE EXPANSION JOINT DETAILS
BRIDGE NO. PIK-23-1087 L&R
OVER SCIOTO RIVER OVERFLOW

PIK-23-15.707/
16.625/17.477

11A/13

103A/117

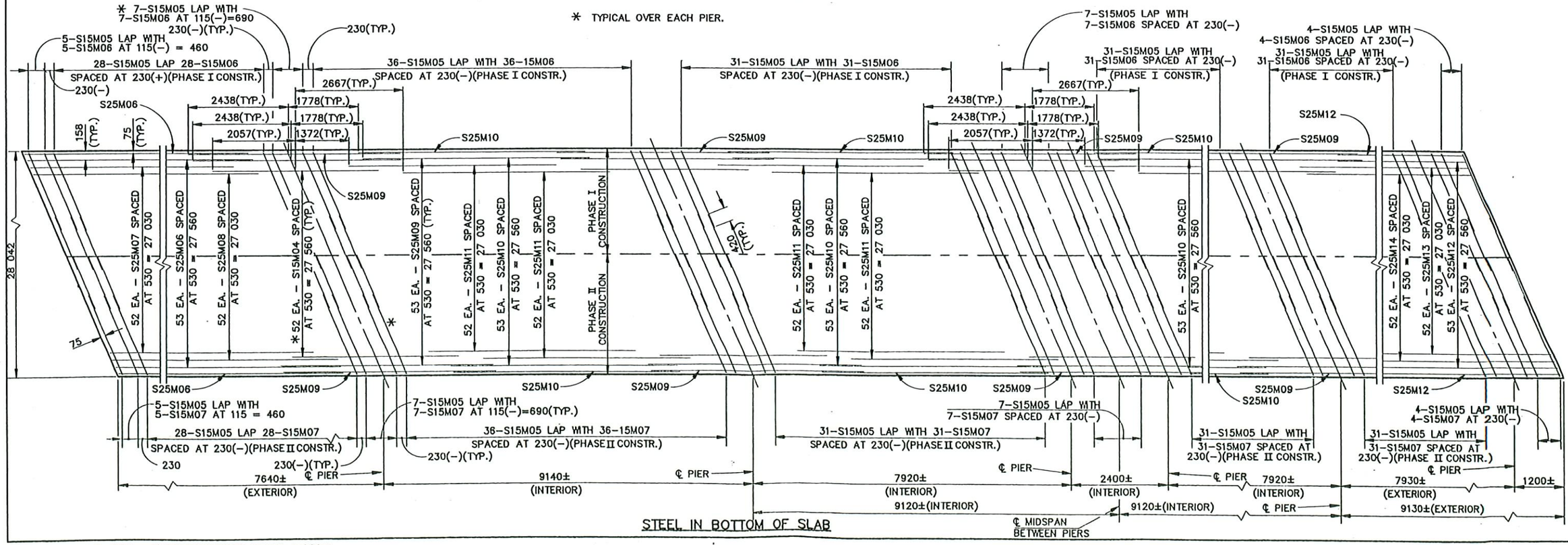


STEEL IN TOP OF SLAB

SEE SHEET 11/13 FOR TRANSVERSE REINFORCEMENT (TOP) SPACING

REINFORCING STEEL SHOWN REPRESENTS RELATED EXTERIOR AND INTERIOR SPANS FOR EACH SEGMENT. SEE GENERAL PLAN FOR MORE DETAILS.

* TYPICAL OVER EACH PIER.



STEEL IN BOTTOM OF SLAB

Apr 26, 1995 – 09:18:23 DWG Name: C:\ACAD\2804\044SUPS2.DWG Updated By: Janet Palmer

DESIGN AGENCY
JONES–STUCKEY, LTD., INC.
1641 WEST FIFTH AVENUE
COLUMBUS, OHIO 43212

DESIGNED	DRAWN	REVIEWED	DATE
G.G.N.	J.W.E.	D.W.J.	2–7–95
CHECKED	REVISED	STRUCTURE FILE NUMBER	
E.D.W.		6600514(L)	

SUPERSTRUCTURE DETAIL

BRIDGE NO. PIK–23–1087L&R
OVER SCIOTO RIVER OVERFLOW

PIK–23–15.707 / 16.625 / 17.477

12 / 13

104 / 117