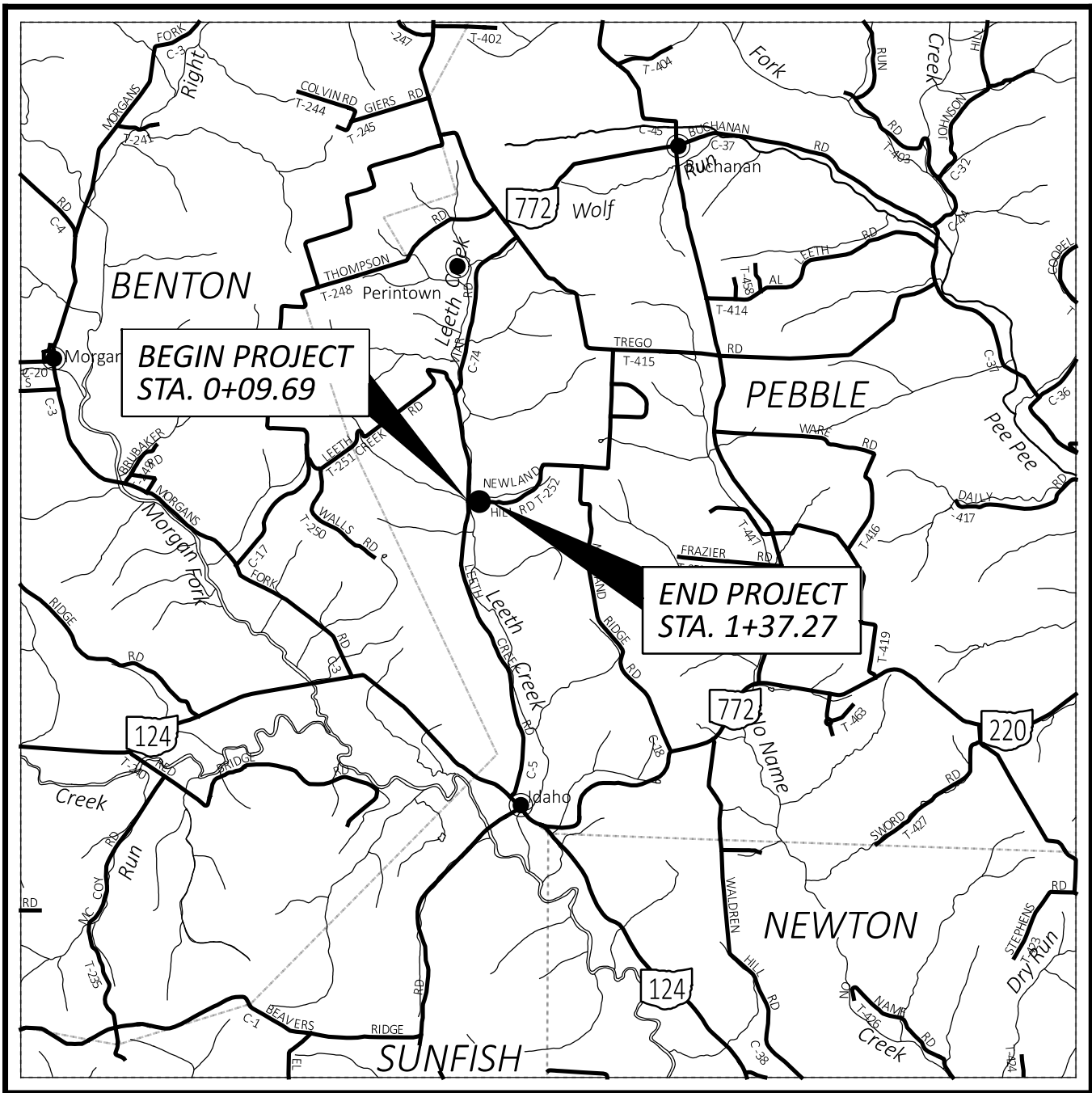




LOCATION MAP

LATITUDE: 39°06'59" LONGITUDE: 83°08'54"



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION

CURRENT ADT (2025)	100
DESIGN YEAR ADT (2045)	110
DESIGN HOURLY VOLUME (2025)	10
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	NONE
DESIGN SPEED	45 MPH
LEGAL SPEED	45 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
LOCAL (RURAL)	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig

OHIO 811.org
Before You Dig

OHIO 811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
Jacobs
2 CROWN POINT COURT, SUITE 100
CINCINNATI, OHIO 45241
TEL: 513.595.7500

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PIK-TR252-0.02

PEBBLE TOWNSHIP

PIKE COUNTY

INDEX OF SHEETS:

TITLE SHEET.....	1
TYPICAL SECTIONS.....	2
GENERAL NOTES.....	3
MAINTENANCE OF TRAFFIC DETOUR PLAN...	4
GENERAL SUMMARY.....	5
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PLAN AND PROFILE.....	7
CROSS SECTIONS.....	8-10
STRUCTURE OVER 20 FOOT SPAN.....	11-23
GEOTECHNICAL PROFILE - BRIDGE.....	24-29
RIGHT OF WAY	

FEDERAL PROJECT NUMBER

E240105

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RECONSTRUCTION OF TOWNSHIP ROAD 252 ALONG EXISTING ALIGNMENT
INCLUDING REPLACEMENT OF THE BRIDGE OVER LEETH CREEK.

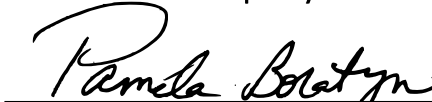
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.2 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.2 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF
THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE
HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON
SHEET 5.


Michael G. Dombrowski
District 09 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	AS-1-15	1/20/23		800-2023 7/18/25	WATERWAY
MGS-2.1	7/18/25	BD-1-11	7/20/18		832 7/18/25	PERMIT
MGS-3.1	7/18/25	PSDB-2-07	7/20/18 (ARCHIVED)			CONDITIONS
MGS-4.2	7/18/25	TST-1-99	1/15/21			DATED 7/31/25
MGS-5.3	7/15/16					
RM-1.1	1/20/23					
HL-50.21	7/15/22					
MT-97-10	7/18/25					
MT-101.60	1/17/25					
MT-101.90	7/17/20					

ENGINEER'S SEAL:



SIGNED: Jason Centers
DATE: 10/31/2025 10:31:43 AM

TITLE SHEET

DESIGN AGENCY

Jacobs

DESIGNER

MM

REVIEWER

CMK 09/30/24

PROJECT ID

119422

SHEET

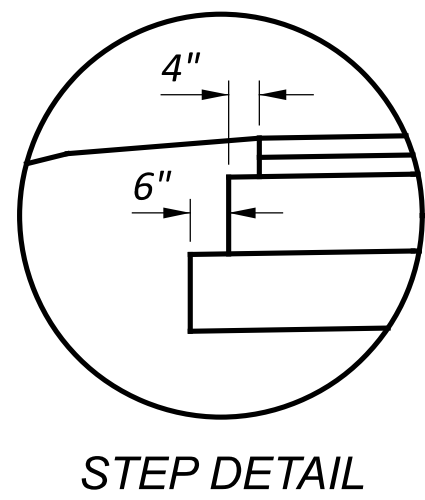
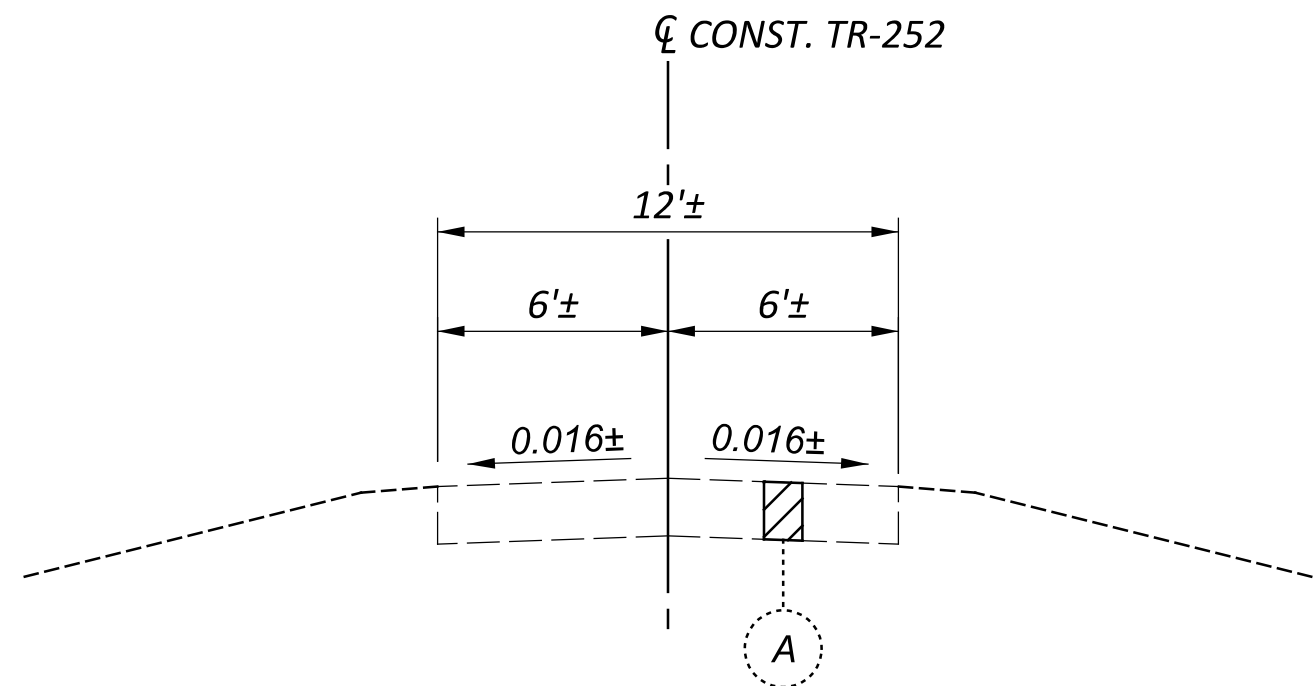
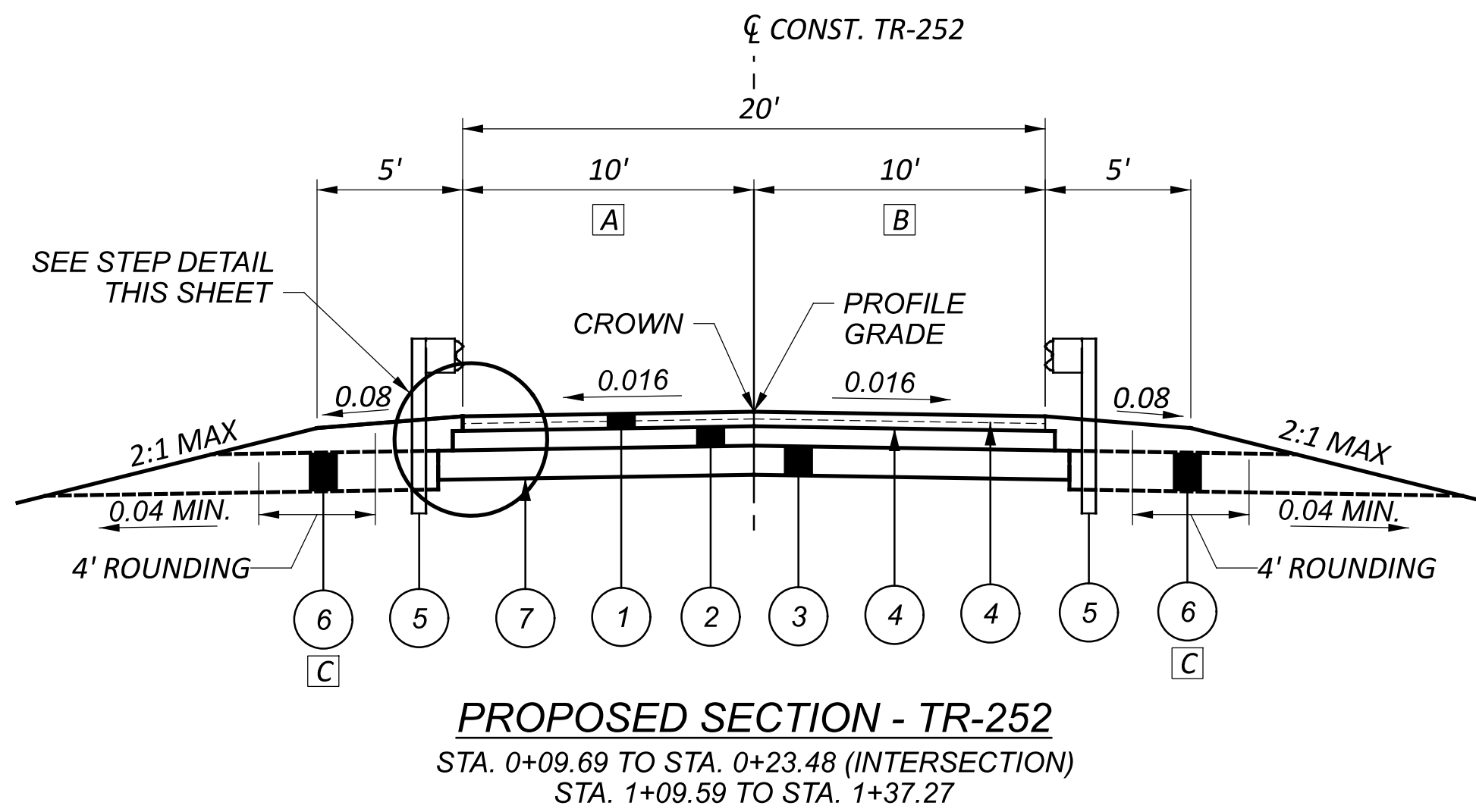
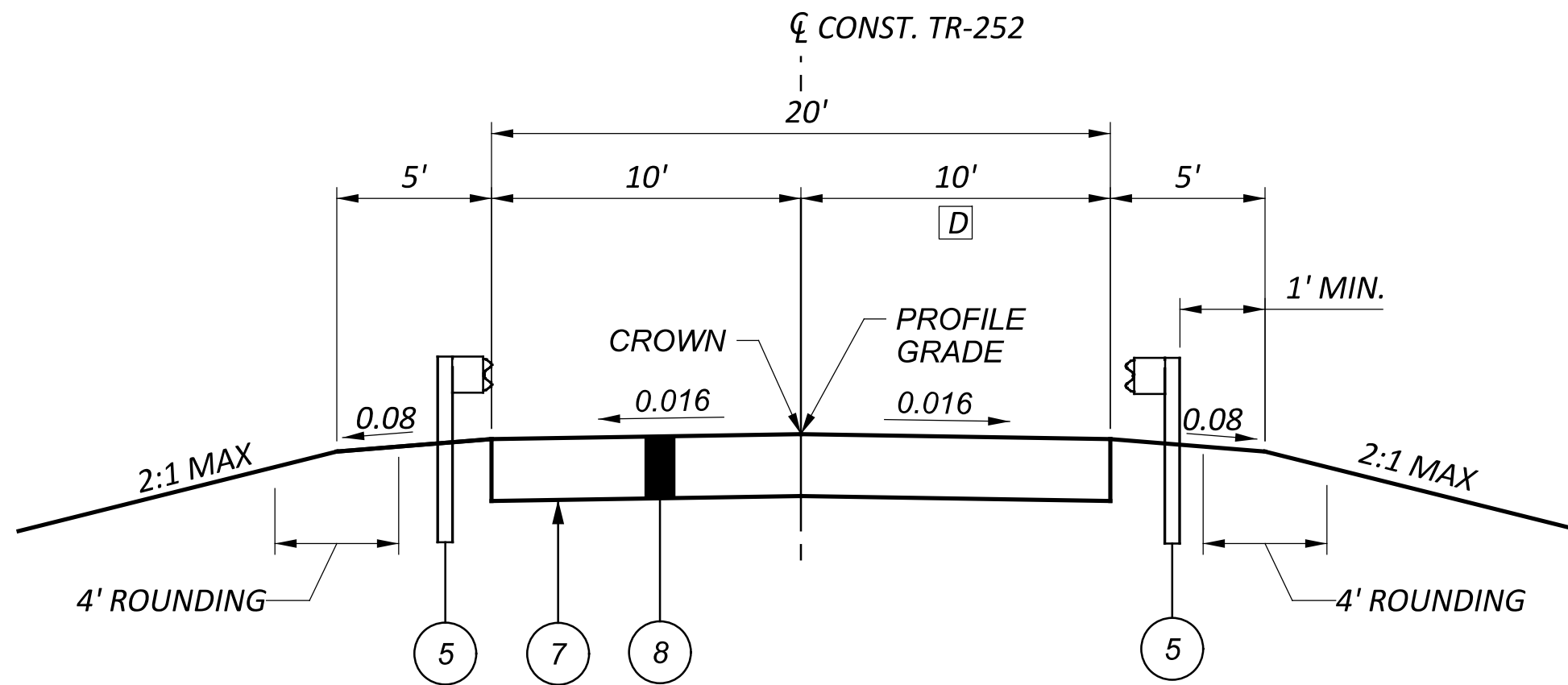
P.01

TOTAL

29

LEGEND

- ① ITEM 441 - 3" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 (2 EQUAL LIFTS)
- ② ITEM 301 - 4" ASPHALT CONCRETE BASE, (449), PG64-22
- ③ ITEM 304 - 6" AGGREGATE BASE
- ④ ITEM 407 - TACK COAT (0.055 GAL./SY)
- ⑤ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑥ ITEM 605 - AGGREGATE DRAINS
- ⑦ ITEM 204 - SUBGRADE COMPACTION
- ⑧ 12" CONCRETE APPROACH SLAB
- Ⓐ 12" ± ASPHALT CONCRETE

**STEP DETAIL****EXISTING SECTION - TR-252****PROPOSED SECTION - TR-252**STA. 0+09.69 TO STA. 0+23.48 (INTERSECTION)
STA. 1+09.59 TO STA. 1+37.27**APPROACH SLAB SECTION - TR-252**STA. 0+23.48 TO STA. 0+38.48
STA. 0+94.59 TO STA. 1+09.59**NOTES:**

- Ⓐ VARIES FROM 23.7' TO 10.0' FROM STA. 0+09.69 TO STA. 0+23.48
VARIES FROM 10.0' TO 6.2' FROM STA. 1+12.27 TO STA. 1+37.27
- Ⓑ VARIES FROM 35.2' TO 10.0' FROM STA. 0+09.69 TO STA. 0+23.48
VARIES FROM 10.0' TO 6.7' FROM STA. 1+06.91 TO STA. 1+37.27
- Ⓒ AGGREGATE DRAIN LOCATIONS:
STA. 0+09 RT. #
STA. 0+10 LT. #
STA. 0+99 LT.
STA. 0+92 RT.
ADJUST TO LOW POINT ALONG RADII AS NECESSARY
- Ⓓ VARIES FROM 13.3' TO 10.0' FROM STA. 0+23.48 TO STA. 0+38.48

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 CONDUIT, MISC.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	12 CU. YD.
659, SEEDING AND MULCHING	105 SQ. YD.
659, COMMERCIAL FERTILIZER	0.05 TON
659, LIME	0.1 ACRES
659, WATER	0.05 M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AMERICAN ELECTRIC POWER (DISTRIBUTION)
38831 STATE ROUTE 7
REEDSVILLE, OHIO 45772
MR. CLARKE SAUNDERS
740-985-3054

FRONTIER COMMUNICATIONS
1315 ALBERT STREET
PORTSMOUTH, OHIO 45662
MS. DENA MARTIN
740-354-0521

PIKE WATER, INC.
P.O. BOX 191
WAVERLY, OHIO 45690
MR. FARON YOUNG
740-947-2524

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS - OHIO COUNTY COORDINATE SYSTEM (OCCS)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 7 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: STATIC GNSS NETWORK WITH DIGITAL LEVELING
MONUMENT TYPE: IRON PIN FOR CONTROL

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAD88
GEOID: 18

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011 ADJ, 2010.0)
ELLIPSOID: GRS 80
COORDINATE SYSTEM: PIKE COUNTY
MAP PROJECTION: TRANSVERSE MERCATOR (TM)
ORIGIN LATITUDE: N 37°42'00"
ORIGIN LONGITUDE: E 277°00'00"00"
FALSE NORTHING: 0.000 FEET
FALSE EASTING: 50000.00 FEET METERS
PROJECTION SCALE FACTOR: 1.00003000

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
16"	1	0	1
18"	1	0	1
20"	1	0	1

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 6PM AND 7AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ENDANGERED BAT HABITAT

ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

WATERWAY PERMIT

ODOT HAS OBTAINED A WATERWAY PERMIT FOR THIS PROJECT. THE CONDITIONS OF THE WATERWAY PERMIT HAVE BEEN INCLUDED IN THE PROPOSAL AS SPECIAL PROVISIONS. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL SPECIAL PROVISIONS OF THE WATERWAY PERMIT THROUGHOUT THE DURATION OF THE CONSTRUCITON CONTRACT.

OEPA NOTIFICATION OF DEMOLITION AND RENOVATION

ASBESTOS SURVEY FOR THE PIK-TR 252-0.02 PID 119422 BRIDGE SCHEDULED FOR DEMOLITION WORK WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS. A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED BY THE ASBESTOS HAZARD EVALUATION SPECIALIST, HAS BEEN INCLUDED AS A SPECIAL PROVISION. THE CONTRACTOR SHALL COMPLETE AND SIGN THE FORMS AND SUBMIT IT TO THE ADDRESS BELOW OR ONLINE AT EBIZ.EPA.OHIO.GOV.

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

THE FORM MUST BE SUBMITTED AT LEAST 10 WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION WORK. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED AND SIGNED FORMS TO THE ENGINEER AS WELL AS THE ASBESTOS HAZARD EVALUATION SPECIALIST.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORMS. PAYMENTS FOR THIS WORK SHALL BE INCIDENTAL TO THE ITEM 202 STRUCTURE REMOVAL ITEM(S) IN THE PLAN.

DESIGN AGENCY

Jacobs

DESIGNER

MRP

REVIEWER

CMK 09/30/24

PROJECT ID

119422

SHEET

P.03

TOTAL

29

MODEL: Sheet_SurfF1 PAPERSIZE: 34x22 (in.) DATE: 10/31/2025 TIME: 12:08:36 PM USER: Jason.Centers@jacobs.com
www\\jacobs-us-pw-bentley.com\\jacobs-us-pw-02\\Documents\\C6A121000 - VAR-Statewide GES 2023\\CEAO30 WIP\\119422400-Engineering\\Roadway\\Sheets\\119422_GG001.dgn

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	6	7	8	9	10	12						01/BRF							
																		ROADWAY	
													LS	201	11000	LS		CLEARING AND GRUBBING	
			29	21	8								58	203	10000	58	CY	EXCAVATION	8,9,10
			30	9	1								40	203	20000	40	CY	EMBANKMENT	8,9,10
	215												215	204	10000	215	SY	SUBGRADE COMPACTION	6
	300												300	606	15050	300	FT	GUARDRAIL, TYPE MGS	6
	2												2	606	20050	2	EACH	ROUNDED END SECTION	6
	1												1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E	6
	3												3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T	6
	4												4	606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	6
													6	623	40520	6	EACH	RIGHT-OF-WAY MONUMENT, TYPE B	
																		EROSION CONTROL	
12			38	49	18								12	659	00300	12	CY	TOPSOIL	3
													105	659	00500	105	SY	SEEDING AND MULCHING, CLASS 1	8,9,10
0.05													0.05	659	20000	0.05	TON	COMMERCIAL FERTILIZER	3
0.1													0.1	659	31000	0.1	ACRE	LIME	3
0.05													0.05	659	35000	0.05	MGAL	WATER	3
													1,000	832	30000	1,000	EACH	EROSION CONTROL	
																		DRAINAGE	
	37												37	605	31100	37	FT	AGGREGATE DRAINS	6
																		PAVEMENT	
	13												13	301	56000	13	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	6
	21												21	304	20000	21	CY	AGGREGATE BASE	6
	14												14	407	10000	14	GAL	TACK COAT	6
	8												8	441	70000	8	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	6
																		TRAFFIC CONTROL	
	7												7	626	00112	7	EACH	BARRIER REFLECTOR, TYPE 3, BIDIRECTIONAL	6
						46							46	630	03100	46	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	12
						12							12	630	80100	12	SF	SIGN, FLAT SHEET	12
	0.05												0.05	642	00100	0.05	MILE	EDGE LINE, 4", TYPE 1	6
	0.03												0.03	642	00300	0.03	MILE	CENTER LINE, TYPE 1	6
																		STRUCTURE OVER 20 FOOT SPAN (PIK-TR252-0.02) - SEE SHEET 13/29	
													LS	614	12420	LS		MAINTENANCE OF TRAFFIC	
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LS	624	10000	LS		MOBILIZATION	
															</				

GENERAL SUMMARY

DESIGN AGENCY	
	
DESIGNER	
RB	
REVIEWER	
JTC	06/27/25
PROJECT ID	
119422	
SHEET	TOTAL
P.05	29

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$600 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL COMMENSURATE WITH WORK IN PROGRESS.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMP AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMP, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUISNESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PIKE COUNTY ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER. INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

AT THE APPROVAL OF THE PROJECT ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN, AT NO ADDITIONAL COST TO THE PIKE COUNTY ENGINEER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

AS SHOWN ON THE MAP TO THE RIGHT.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

AS SHOWN ON THE MAP TO THE RIGHT.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

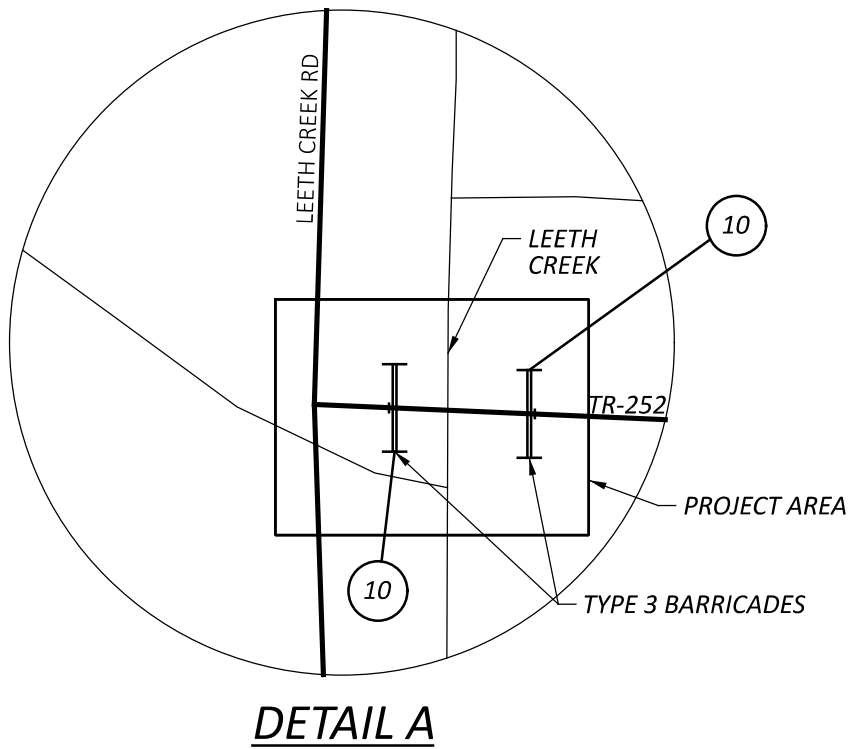
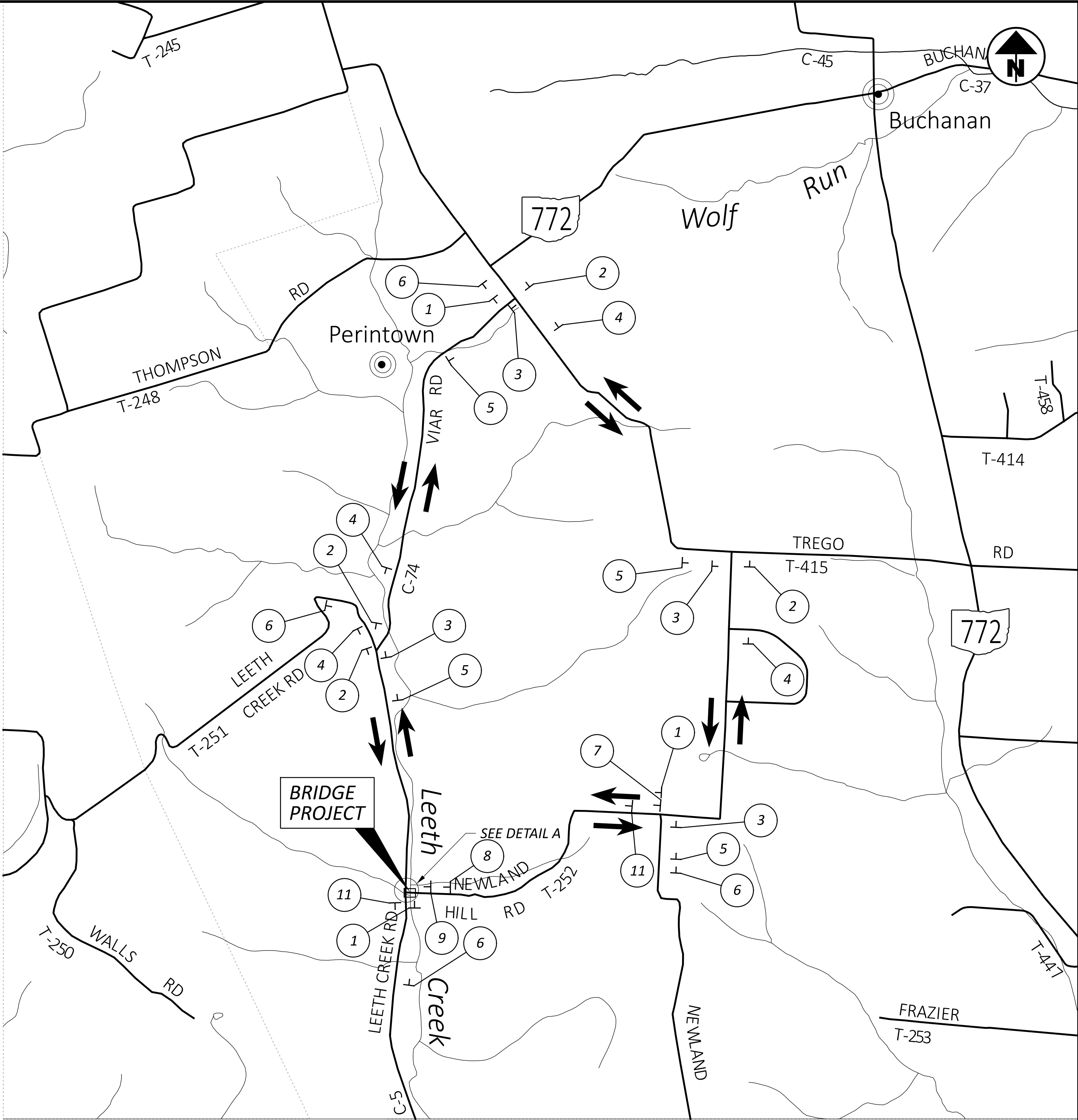
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 CALENDAR DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN IMPLEMENTATION CHANGES	N/A	14 CALENDAR DAYS PRIOR TO CLOSURE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME



1

DETOUR

M4-8-24

TR-252

D3-1-24

↑

M6-3-21

2

DETOUR

M4-8-24

TR-252

D3-1-24

←

M6-1-21

3

DETOUR

M4-8-24

TR-252

D3-1-24

→

M6-3-21

4

DETOUR

M4-8-24

TR-252

D3-1-24

↶

M5-1-21

5

DETOUR

M4-8-24

TR-252

D3-1-24

↷

M5-1-21

6

DETOUR AHEAD

W20-2-36

TR-252

D3-1-24

7

ROAD CLOSED
1 MILE AHEAD
LOCAL TRAFFIC ONLY

R11-3A-60

ROAD CLOSED
TO
THRU TRAFFIC

R11-4-60

8

ROAD CLOSED
1000 FT

W20-3-36

9

ROAD CLOSED
500 FT

W20-3-36

10

ROAD
CLOSED

R11-2-48 MOUNTED ON
GATES & BARICADES AS
SHOWN ON MT-101.60

11

END
DETOUR

M4-8A-24

MAINTENANCE OF TRAFFIC
DETOUR PLAN

DESIGN AGENCY

Jacobs

DESIGNER

MRP

REVIEWER

CMK 09/30/24

PROJECT ID

119422

SHEET

P. 04

TOTAL

29

ITEM 204 - SUBGRADE COMPACTION

STA. 0+09.69 TO STA. 0+23.48 = 13.79 FT
WIDTH VARIES FROM 63.58' TO 27.93'
13.79' X 45.76'/9 = 70.11 SY

STA. 0+23.48 TO STA. 0+38.48 = 15.00 FT
0.5 X 15.00' X 3.27' / 9 = 2.73 SY

STA. 0+23.48 TO STA. 0+38.48 = 15.00 FT
15.00' X 23.00' / 9 = 38.33 SY

STA. 0+94.59 TO STA. 1+09.59 = 15.00 FT
15.00' X 23.00' / 9 = 38.33 SY

STA. 1+09.59 TO STA. 1+37.27 = 27.68 FT
WIDTH VARIES FROM 24.67' TO 17.52'
27.68' X 21.10' / 9 = 64.89 SY

TOTAL = 215 SY CARRIED TO THE GENERAL SUMMARY

ITEM 301 - 4" ASPHALT CONCRETE BASE COURSE, PG64-22

STA. 0+09.69 TO STA. 0+23.48 = 13.79 FT
13.79' x 41.76' x 4"/12/ 27 = 7.10 CY

STA. 1+09.59 TO STA. 1+37.27 = 27.68 FT
27.68' x 17.10' x 4"/12 / 27 = 5.84 CY

TOTAL = 13 CY CARRIED TO THE GENERAL SUMMARY

ITEM 304 - 6" AGGREGATE BASE

STA. 0+09.69 TO STA. 0+23.48 = 13.79 FT
13.79' x 42.76' x 6"/12/ 27 = 10.92 CY

STA. 1+09.59 TO STA. 1+37.27 = 27.68 FT
27.68' x 18.10' x 6"/12 / 27 = 9.28 CY

TOTAL = 21 CY CARRIED TO THE GENERAL SUMMARY

ITEM 407 - TACK COAT (0.055 GAL/SY)

TACK BETWEEN SURFACE COURSE LIFTS & ATOP ITEM 301
ASPHALT CONCRETE BASE COURSE (2 APPLICATIONS)

STA. 0+09.69 TO STA. 0+23.48 = 13.79 FT
13.79' x 41.09' / 9 x 0.055 GAL/SY = 3.46 GAL

STA. 1+09.59 TO STA. 1+37.27 = 27.68 FT
27.68' x 16.43' / 9 x 0.055 GAL/SY = 2.78 GAL

SUBTOTAL = 7 GAL X 2 APPLICATIONS = 14 GAL

TOTAL = 14 GAL CARRIED TO THE GENERAL SUMMARY

ITEM 441 - 3" ASPHALT SURFACE COURSE, TYPE 1, (449), PG64-22 (TWO EQUAL LIFTS)

STA. 0+09.69 TO STA. 0+23.48 = 13.79 FT
13.79' x 20.00' x 3"/12 / 27 = 2.55 CY

STA. 1+09.59 TO STA. 1+37.27 = 27.68 FT
27.68' x 20.00' x 3"/12 / 27 = 5.13 CY

TOTAL = 8 CY CARRIED TO THE GENERAL SUMMARY

ITEM 642 - EDGE LINE, 4", TYPE 1

STA. 0+09.69 TO STA. 1+37.27 = 127.58 FT
127.58' / 5280 = 0.024 MILE/LINE X 2 LINES = 0.05 MILES

ITEM 642 - CENTER LINE, TYPE 1

STA. 0+09.69 TO STA. 1+37.27 = 127.58 FT
127.58' / 5280 = 0.03 MILE

REF. NO.	STATION		SIDE	606	606	606	606	606	626
				GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	ROUNDED END SECTION	BARRIER REFLECTOR, TYPE 3, BIDIRECTIONAL
	FROM	TO		FT	EA	EA	EA	EA	EA
GR-1	11+89.50 (TR-5)	0+40.34 (TR-252)	LT.	37.5	1	1	1		1
GR-2	0+98.26 (TR-252)	1+57.69 (TR-252)	LT.	37.5		1	1	1	1
GR-3	9+35.93 (TR-5)	0+34.81 (TR-252)	RT.	162.5			1		3
GR-4	0+92.72 (TR-252)	1+77.39 (TR-252)	RT.	62.5		1	1	1	2
TOTAL CARRIED TO GENERAL SUMMARY				300.0	1	3	4	2	7

STATION	SIDE	605
		AGGREGATE DRAINS
		FT
0+09	RT.	7
0+10	LT.	10
0+92	RT.	9
0+99	LT.	11
TOTAL CARRIED TO GENERAL SUMMARY		37

SUBSUMMARY & CALCULATIONS

DESIGN AGENCY

Jacobs

DESIGNER

RB

REVIEWER

JTC 06/27/25

PROJECT ID

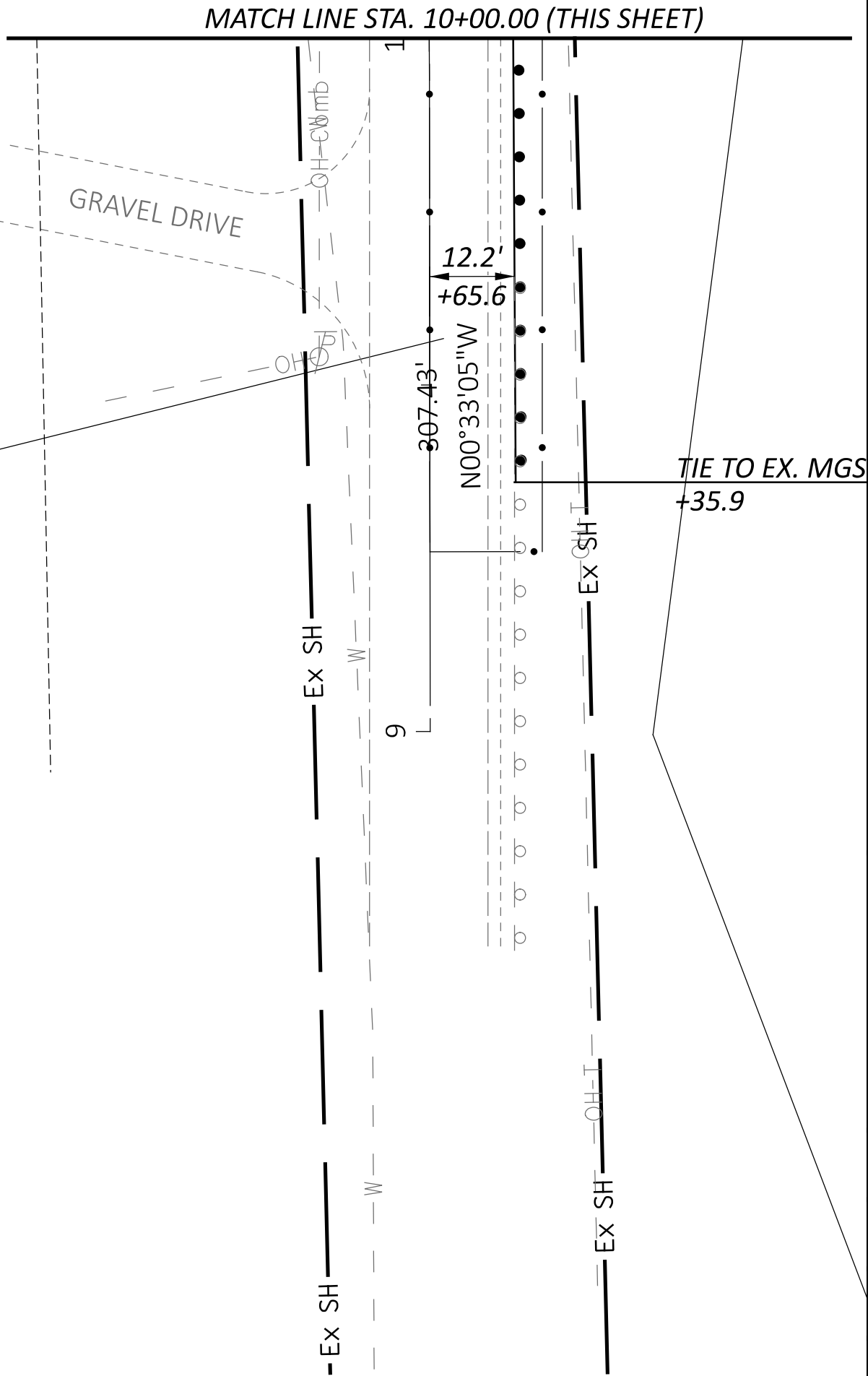
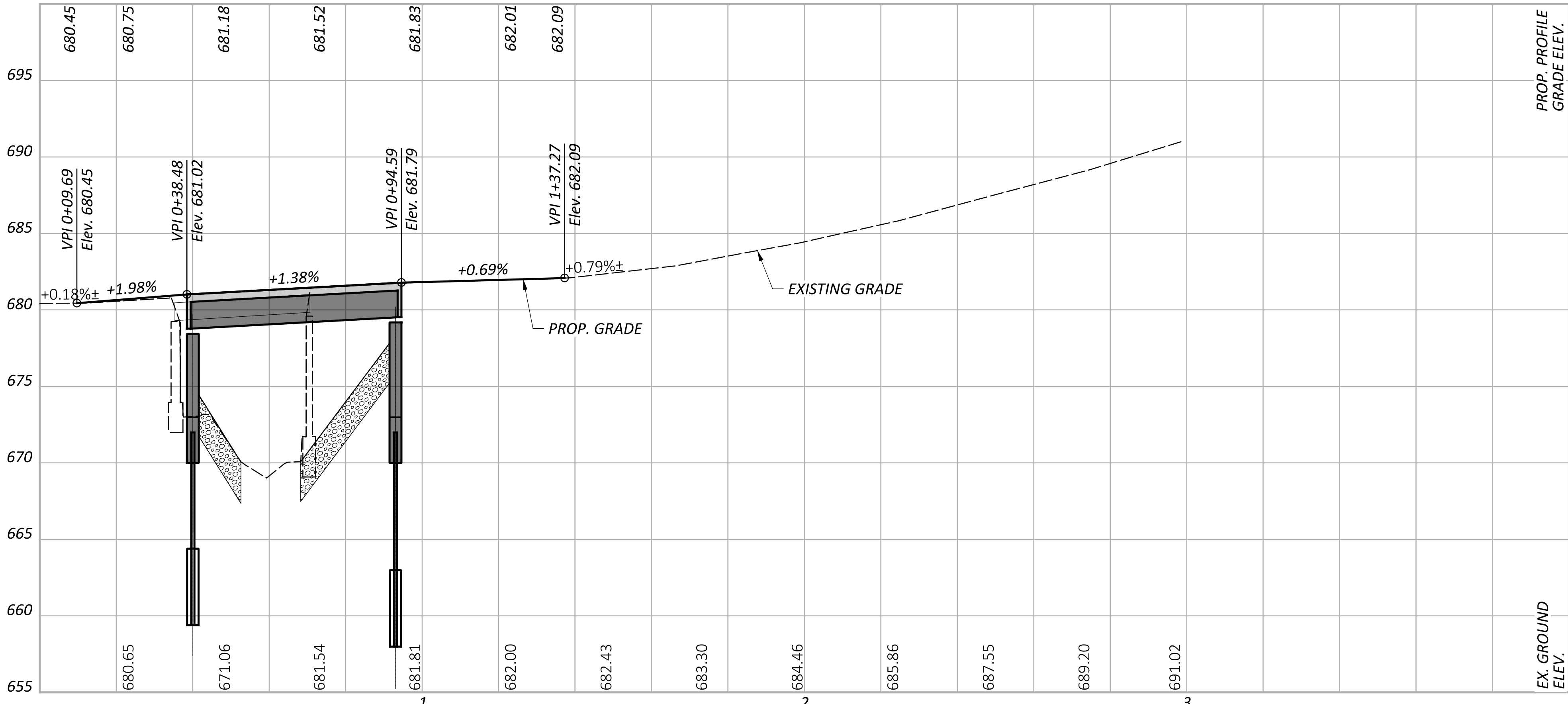
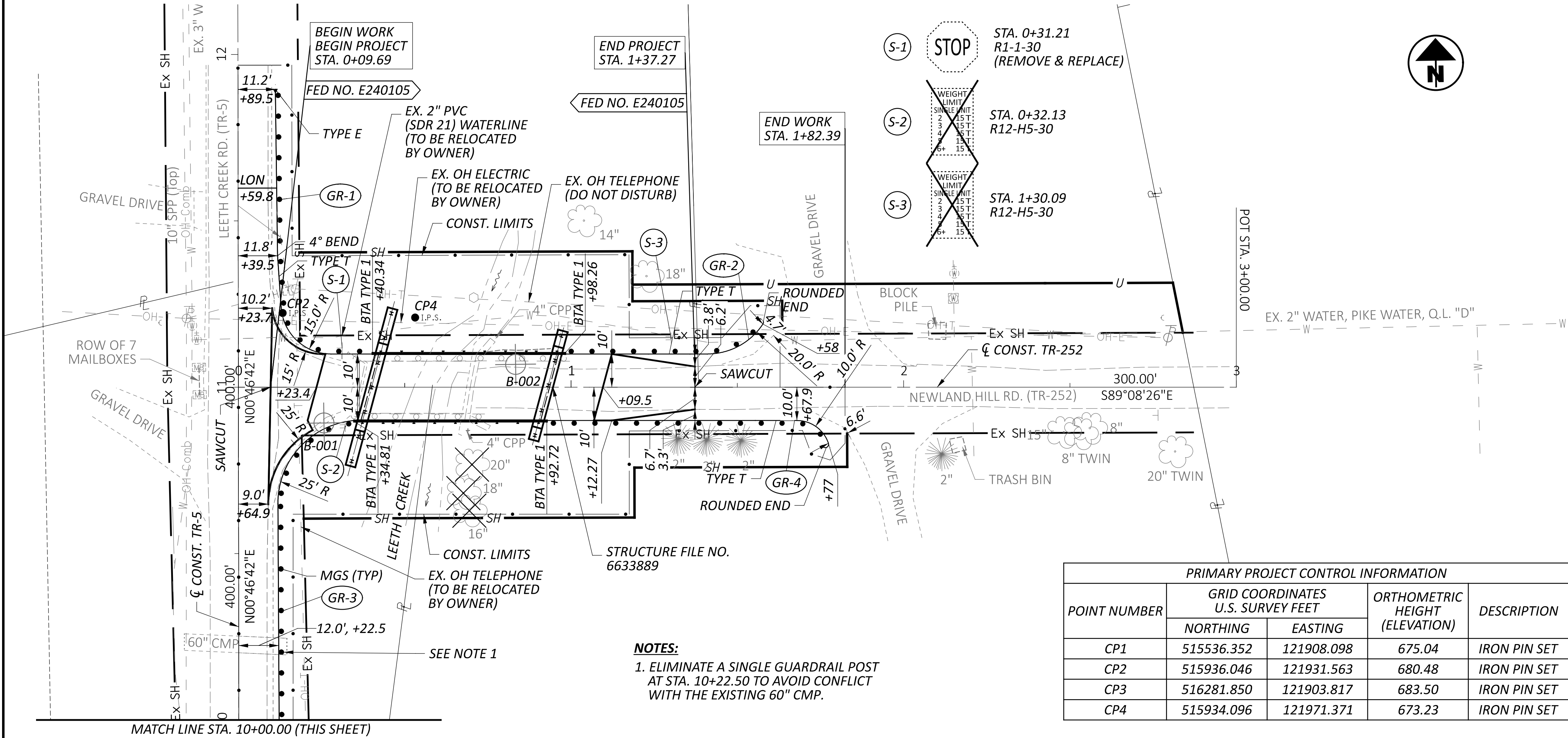
119422

SHEET

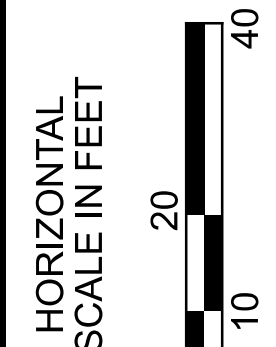
P.06

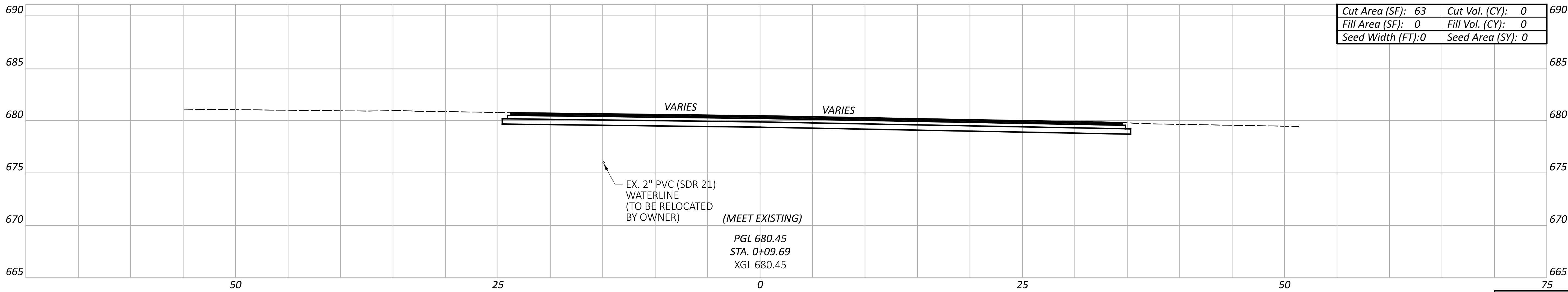
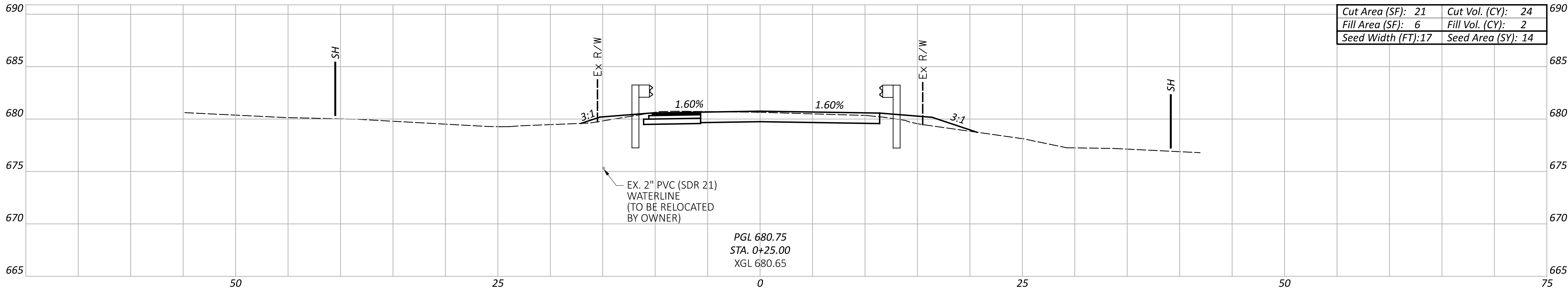
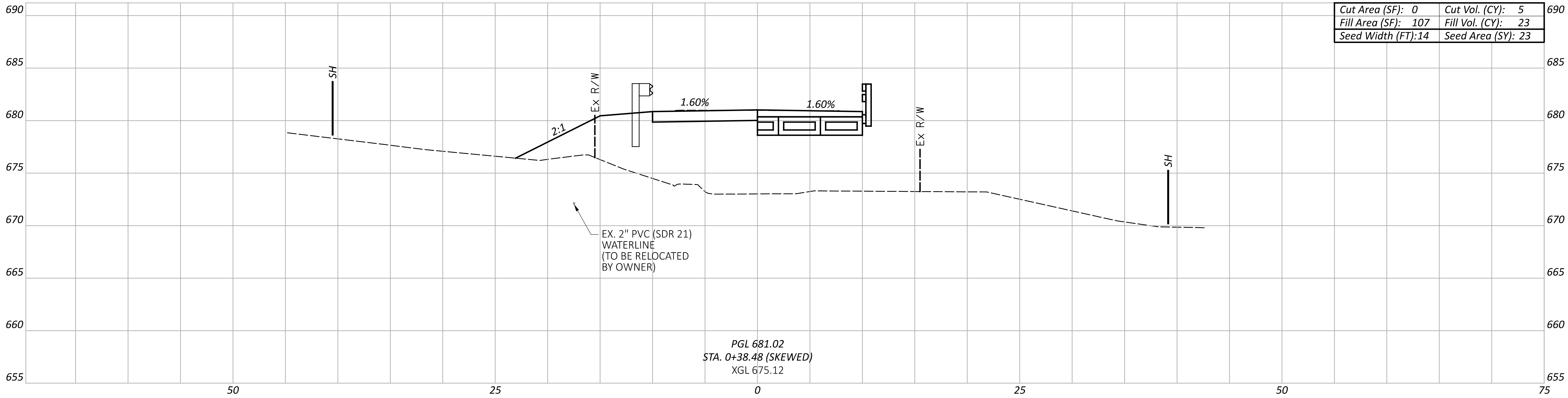
TOTAL

29



PLAN AND PROFILE





CROSS SECTIONS
STA. 0+09.69 TO STA. 0+38.48

DESIGN AGENCY

Jacobs

DESIGNER

MRP

REVIEWER

CMK 09/30/24

PROJECT ID

119422

Sheet Totals

Seeding Cut Fill

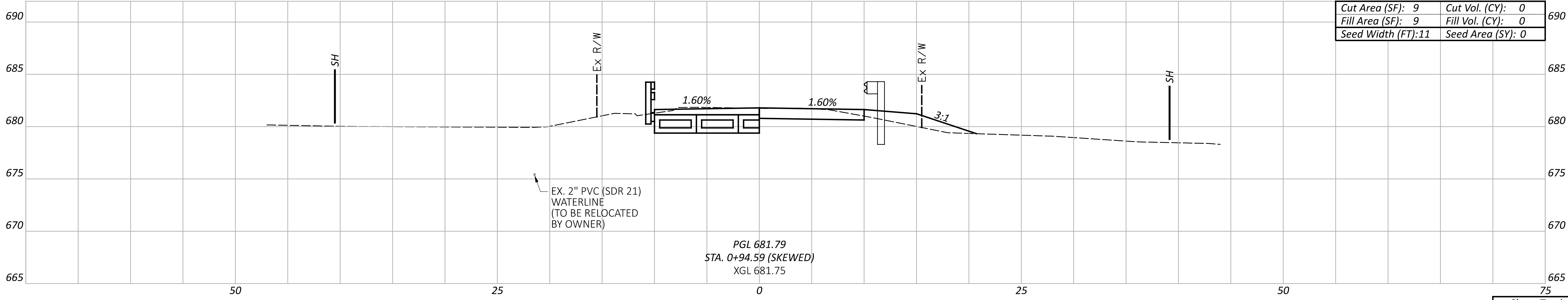
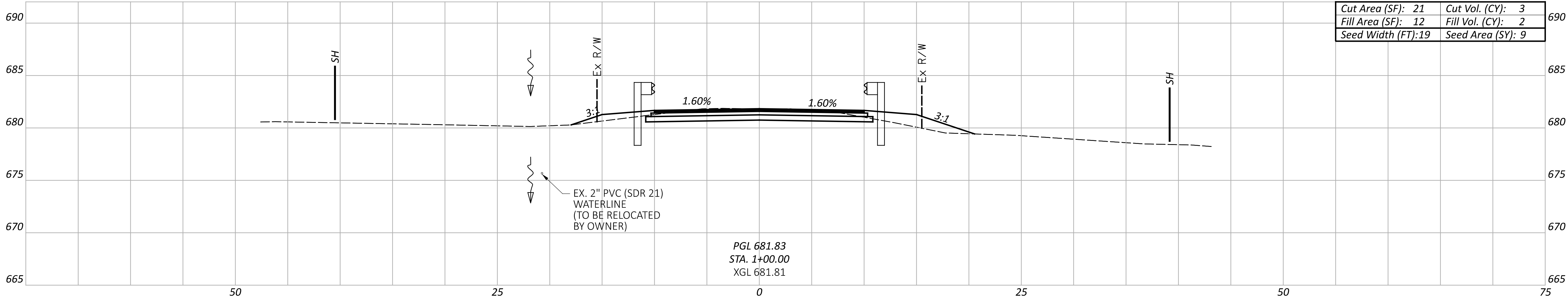
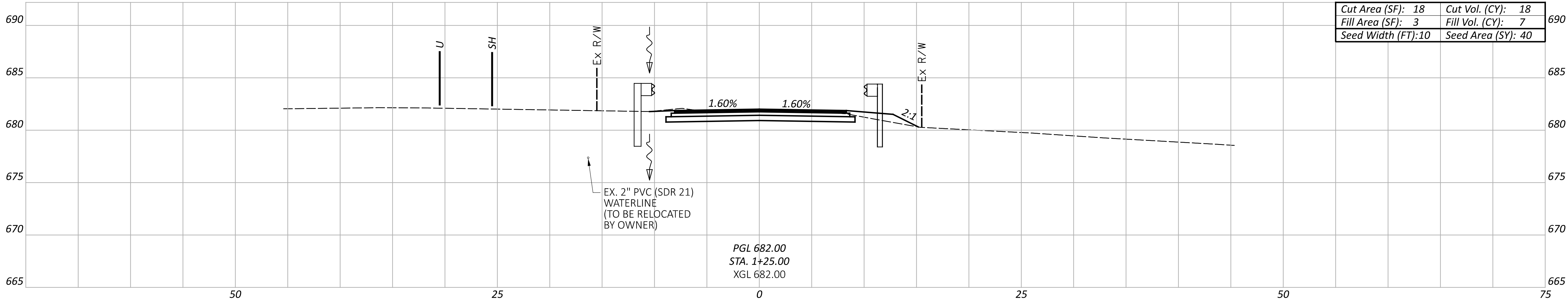
38 29 30

SHEET

P.08

TOTAL

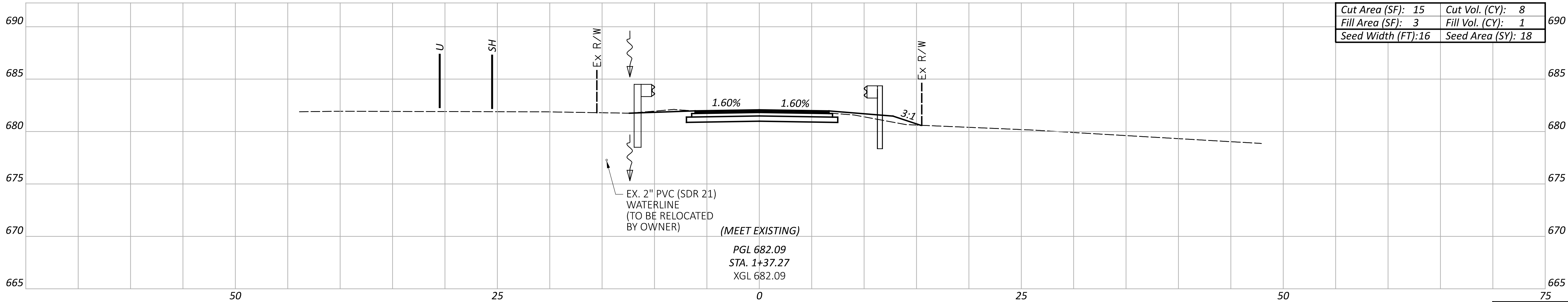
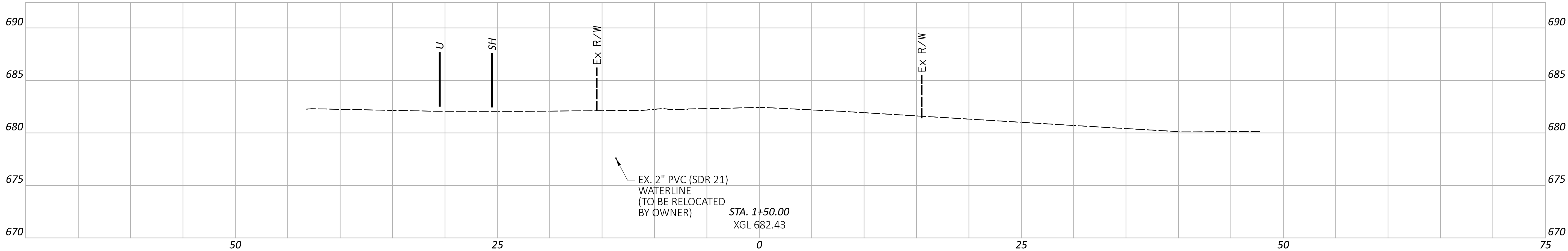
29



Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
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CROSS SECTIONS
STA. 0+94.59 TO STA. 1+25.00

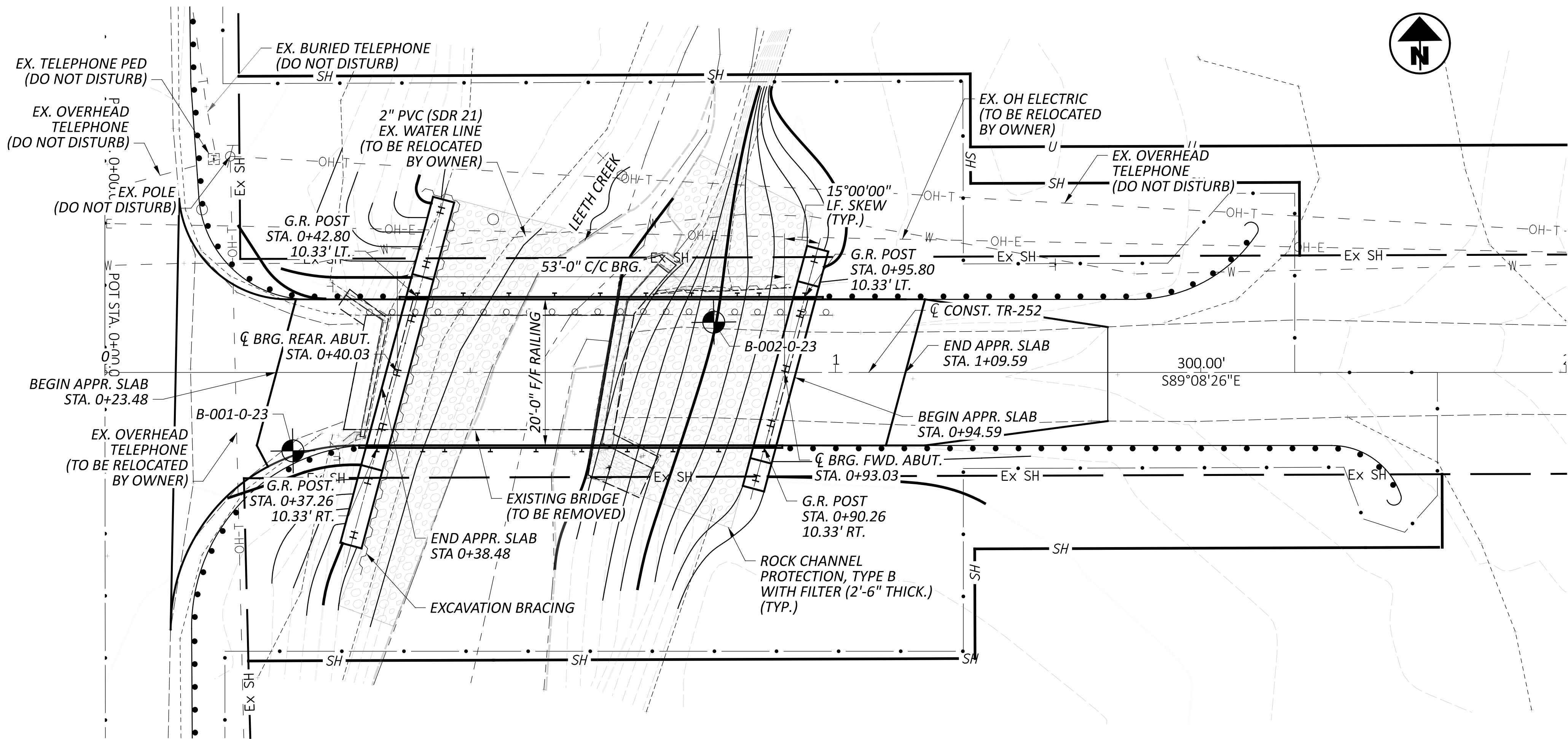
DESIGN AGENCY
Jacobs
DESIGNER
MRP
REVIEWER
CMK 09/30/24
PROJECT ID
119422



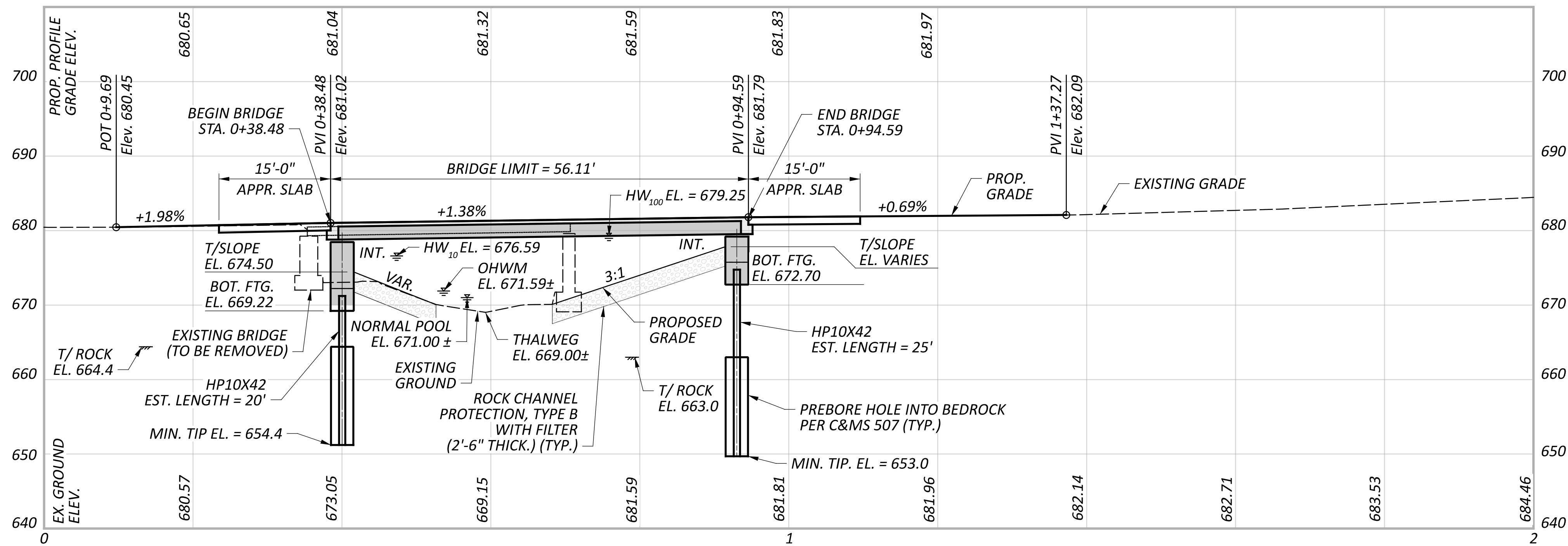
Sheet Totals		
Seeding	Cut	Fill
18	8	1

DESIGN AGENCY	
Jacobs	
DESIGNER	
MRP	
REVIEWER	
CMK 09/30/24	
PROJECT ID	
119422	
SHEET	TOTAL
P.10	29

CROSS SECTIONS
STA. 1+37.27 TO STA. 1+50.00



PLAN

PROFILE ALONG ϕ CONSTR. TR-252

BENCHMARK/PROJECT CONTROL DATA

BM #1, N515767.789, E121900.720, ELEV. = 679.29, MAG SPIKE IN POLE
BM #2, N516294.370, E121903.793, ELEV. = 685.54, MAG SPIKE IN POLE

CP #1, N515536.352, E121908.098, ELEV. = 675.04, IRON PIN SET
CP #2, N515936.046, E121931.563, ELEV. = 680.48, IRON PIN SET
CP #3, N516281.850, E121903.817, ELEV. = 683.50, IRON PIN SET
CP #4, N515934.096, E121971.371, ELEV. = 673.23, IRON PIN SET

NOTES

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

DESIGN TRAFFIC:

2024 ADT = 100 2024 ADTT = 0
2044 ADT = 110 2044 ADTT = 0
DIRECTIONAL DISTRIBUTION = 50%

LEGEND

✦ BORING LOCATION

HYDRAULIC DATA

DRAINAGE AREA = 3.50 SQ. MILES
Q (10) = 970 CFS V (10) = 5.25 FT/S
Q (100) = 2090 CFS V (100) = 8.38 FT/S
STRUCTURE CLEARS THE 10 YEAR DESIGN HW BY 2.22 FEET.

EXISTING STRUCTURE

TYPE: SINGLE SPAN STEEL BEAMS WITH TIMBER DECK WITH ASPHALT OVERLAY SUPPORTED ON CONCRETE ABUTMENTS

SPANS: 36'-0" $\pm$ C/C BRGS.

ROADWAY: 14'-0" $\pm$ F/F RAILING

LOADING: HS20-44 (M18)

SKEW: 11° 00' 00" $\pm$

WEARING SURFACE: 1" $\pm$ MONOLITHIC CONCRETE

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: NONE

STRUCTURE FILE NUMBER: 6633889

DATE BUILT: ORIGINAL 1940, SUPERSTRUCTURE RECONSTRUCTION - 1992

DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: SINGLE SPAN PRESTRESSED CONCRETE BOX BEAM (CB21X48) WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORT ON INTEGRAL REINFORCED CONCRETE ABUTMENTS

SPANS: 53'-0" C/C BRG. MEASURED ALONG ϕ TR252

ROADWAY: 20'-0" F/F RAILING

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: 15°00'00" L.F.

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: MODIFIED 15'-0" LONG (AS-1-15) TYPE A INSTALLATION WITH 12" THICKNESS

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

DECK AREA: 1122 SF

COORDINATES: LATITUDE N 39°06'59.34"
LONGITUDE W 83°08'53.95"

SITE PLAN
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN
6633889
DESIGN AGENCY

Jacobs

DESIGNER
ZSF
CHECKER
JTC
REVIEWER
MJR 06/09/25

PROJECT ID
119422

SUBSET	TOTAL
1	13
SHEET	TOTAL
P.11	29

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED (REVISED)	1/20/2023
BD-1-11	DATED (REVISED)	7/20/2018
DS-1-92	DATED (REVISED)	7/15/2022
PSBD-2-07	DATED (REVISED)	7/20/2018
TST-1-99	DATED (REVISED)	1/15/2021
HL-50.21	DATED (REVISED)	7/15/2022

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 9TH EDITION AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA

CONCRETE CLASS (QC2) (W/ CORROSION INHIBITING ADMIXTURE):
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS (QC1):
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI

WELDED DEFORMED WIRE CONCRETE REINFORCEMENT C&MS 709.12

STEEL H-PILES - ASTM A572 - YIELD STRENGTH 50KSI

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 7.0 KSI
COMPRESSIVE STRENGTH (RELEASE) - 5.0 KSI
PRESTRESSING STRAND:
AREA = 0.167 SQ.IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI
(LOW RELAXATION STRANDS)

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

BEARING PAD SHIMS

PLACE 1/8" THICK PREFORMED BEARING PAD SHIMS, PLAN AREA 7 INCHES BY 7 INCHES, UNDER THE ELASTOMERIC BEARING PADS WHERE REQUIRED FOR PROPER BEARING. FURNISH TWO SHIMS PER BEAM. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE TOTAL NUMBER SUPPLIED. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - 1/8" PREFORMED BEARING PADS. ANY UNUSED SHIMS BECOME THE PROPERTY OF THE STATE.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED 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 C&MS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

ITEM 507 - STEEL PILES HP10X42, FURNISHED, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL PILES INTO PREBORED HOLES. PLACE EACH PILE VERTICALLY WITHIN THE HOLE SO IT IS NOT INCLINED MORE THAN ONE INCH BETWEEN THE TOP AND BOTTOM. SUPPORT THE PILE SO THAT IT DOES NOT MOVE DURING PLACEMENT OF BACKFILL MATERIAL.

THE TOTAL FACTORED LOAD IS 118 KIPS PER PILE FOR THE 12 ABUTMENT PILES.

12 ABUTMENT PILES:
REAR ABUTMENT: 7 PILES 20-FT LONG, FURNISHED LENGTH
FORWARD ABUTMENT: 5 PILES 25-FT LONG, FURNISHED LENGTH

ITEM 507 - PREBORED HOLES, AS PER PLAN

PREBORED HOLES SHALL EXTEND AT LEAST 10-FT INTO BEDROCK AT EACH PILE. THE DIAMETER OF THE OF THE PREBORED HOLE SHALL BE A MINIMUM 2-IN LARGER THAN THE DIAGONAL DIMENSION OF THE PILE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AN OPEN HOLE.

THE PREBORED HOLES SHALL BE CLEAN AND FREE OF ALL DELETERIOUS MATERIALS PRIOR TO BACKFILLING OPERATIONS. BACKFILL THE VOID BETWEEN THE PILE AND THE PREBORED HOLE WITH CLASS QC MISC. CONCRETE UP TO THE TOP OF ROCK ELEVATION. ABOVE THE TOP OF ROCK, BACKFILL THE VOID TO THE BOTTOM OF FOOTING ELEVATION WITH GRANULAR MATERIAL CONFORMING TO 703.11, STRUCTURAL BACKFILL TYPE 2, EXCEPT 100 PERCENT OF THE MATERIAL SHALL PASS THROUGH A ¾-IN SIEVE. PAYMENT FOR THE PREBORED HOLES INCLUDES THE BACKFILL MATERIAL.

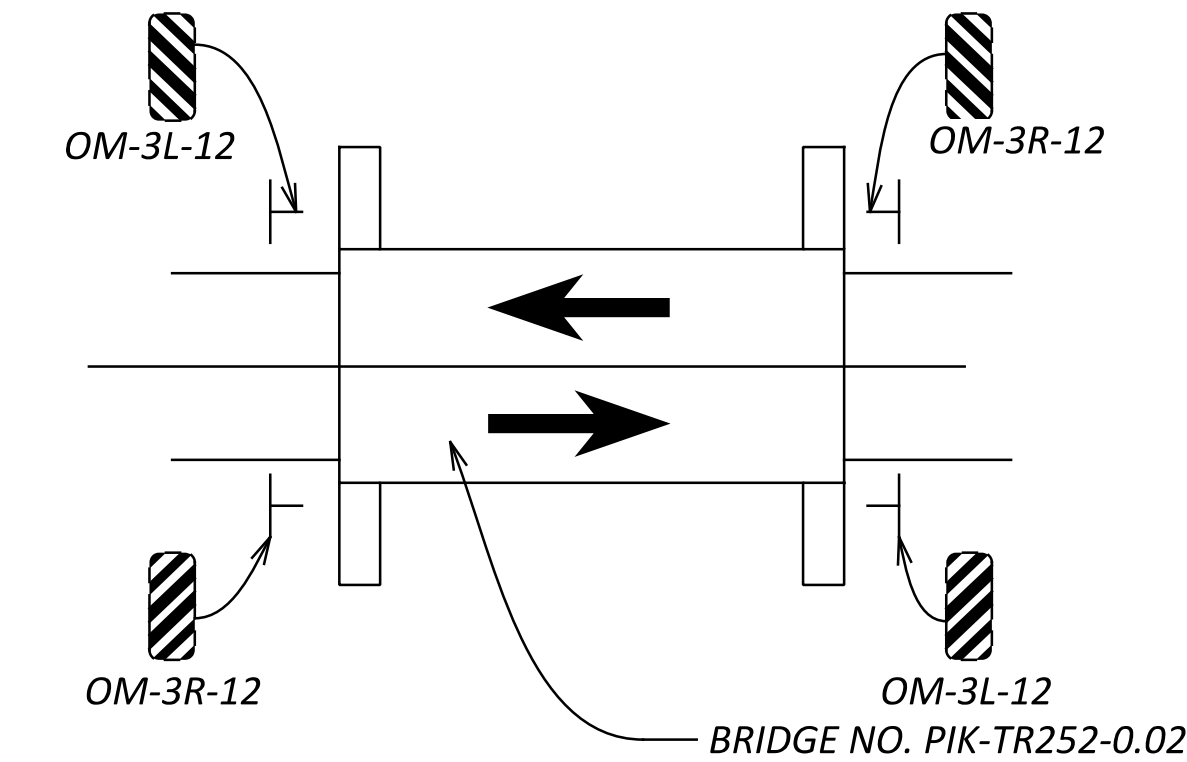
STRUCTURE PIK-TR252-0.02

THE CONTRACTOR SHALL INSTALL OM-3L & OM-3R (36"X12") SIGNS AT ALL FOUR (4) WINGWALLS OF THE BRIDGE. SIGNS SHALL BE INSTALLED 1'-0" BEHIND THE GUARDRAIL POST AND BRIDGE WINGWALL. THE BOTTOM OF GROUND MOUNTED SIGN SHALL BE 5'-0" ABOVE THE PAVEMENT.

THE FOLLOWING ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO INSTALL THE SIGNS.

ITEM 630 GROUND MOUNTED SUPPORT NO. 3 POST46.0 FT

ITEM 630 SIGN, FLAT SHEET 12.0 SF



ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN

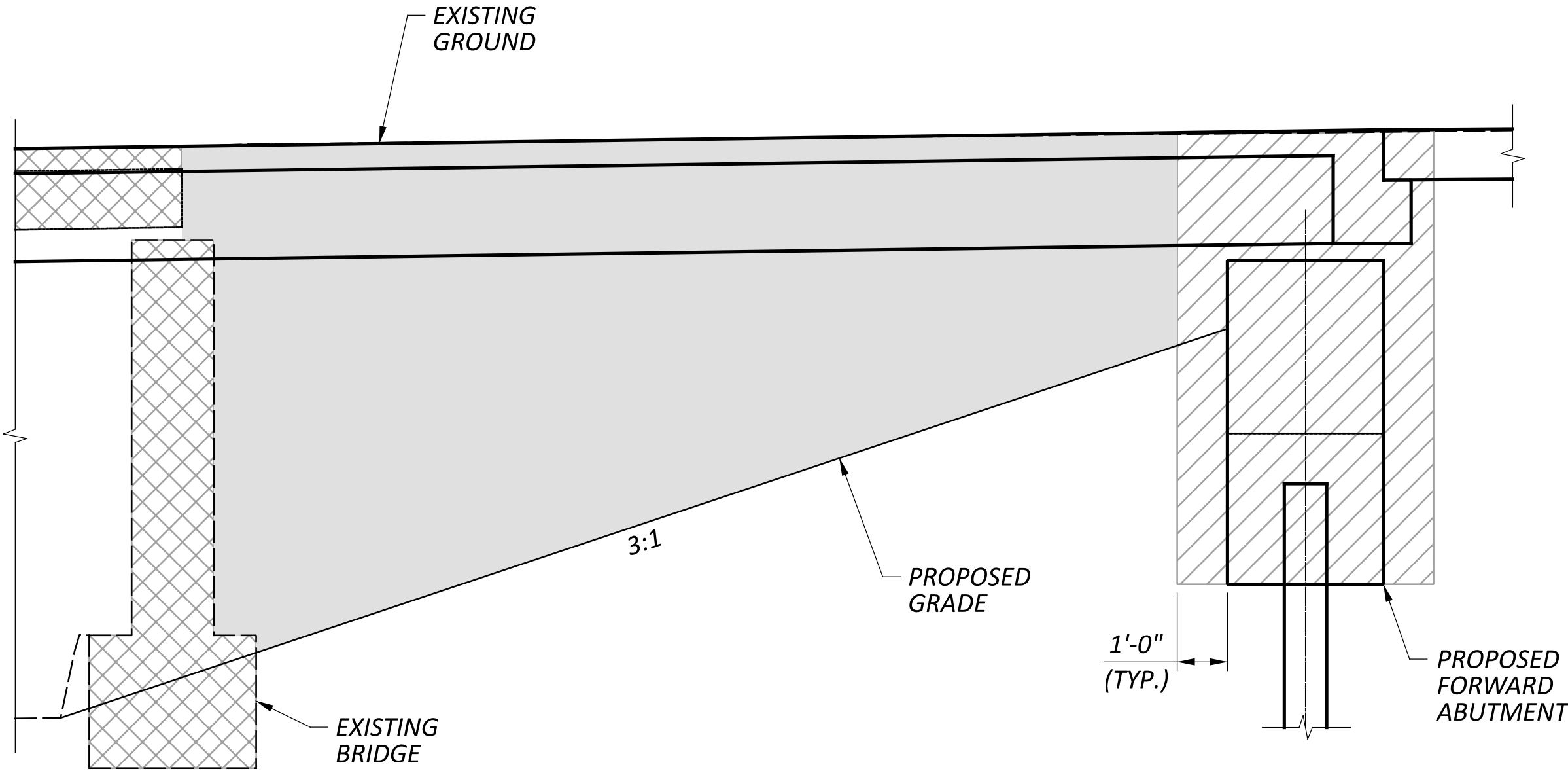
FURNISH MATERIAL MEETING THE REQUIREMENTS OF ASTM C578 TYPE IV. NEATLY CUT MATERIAL AS NECESSARY TO ALLOW FOR PROPER INSTALLATION. JOINTS AT ABUTTING PIECES SHALL BE SEALED WITH DUCT TAPE. ALLOWABLE TOLERANCE FOR THE TOTAL THICKNESS OF MATERIAL SHALL BE -0", +1/2". DO NOT PLACE MORE THAN TWO LAYERS OF POLYSTYRENE TO ARCHIVE TOTAL THICKNESS.

POLYSTYRENE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 511 - CLASS QC2 CONCRETE SUPERSTRUCTURE, AS PER PLAN.

A CEMENT ADMIXTURE (E.G. IPANEX OR APPROVED EQUIVALENT) DESIGNED TO PROVIDE CORROSION CONTROL SHALL BE ADDED TO THE CONCRETE. SEE SHEET 10 1/2 FOR ADDITIONAL INFORMATION. THE COST TO PROVIDE THE ADMIXTURE SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN, CY.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

THIS ITEM SHALL CONSISTS OF THE EXCAVATION BETWEEN THE EXISTING FORWARD ABUTMENT AND THE PROPOSED FORWARD ABUTMENT, AS SHOWN IN THE EXCAVATION PAYMENT LIMITS DETAIL BELOW. THE COST OF EXCAVATION SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN, LS.



EXCAVATION PAYMENT LIMITS

	ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN
	ITEM 503, UNCLASSIFIED EXCAVATION
	ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN

ABBREVIATION LEGEND

ABUT. - ABUTMENT	MAX. - MAXIMUM
ADT - AVERAGE DAILY TRAFFIC	MGS - MIDWEST GUARDRAIL SYSTEM
ADTT - AVERAGE DAILY TRUCK TRAFFIC	MIN. - MINIMUM
A.P.P. - AS PER PLAN	NF - NEAR FACE
(B) - BOTTOM	NP - NORMAL POOL
BM - BENCHMARK	OH - OVERHEAD
BRG. - BEARING	OH EL - OVERHEAD ELECTRIC
C/C - CENTER TO CENTER	OH TELE - OVERHEAD TELEPHONE
CL - CENTERLINE	OHWM - ORDINARY HIGH WATER MARK
CLR. - CLEAR COVER	PEJF - PREFORMED EXPANSION JOINT FILLER
CONST. - CONSTRUCTION	PGL - PROFILE GRADE LINE
C.J. - CONSTRUCTION JOINT	PROP. - PROPOSED
DIA. - DIAMETER	R.A. - REAR ABUTMENT
DND - DO NOT DISTURB	RT. - RIGHT
EF - EACH FACE	SCD - STANDARD CONSTRUCTION DRAWING
EL. - ELEVATION	SER. - SERIES
E.O.P. - EDGE OF PAVEMENT	SHDR - SHOULDER
E.O.S. - EDGE OF SHOULDER	STA. - STATION
EX. - EXISTING	(T) - TOP
F.A. - FORWARD ABUTMENT	T&B - TOP AND BOTTOM
F/F - FACE TO FACE	TBR - TO BE REMOVED
FL - FLOW LINE	TELE. - TELEPHONE
FWD. - FORWARD	TR - TOWNSHIP ROAD
HW - HEADWATER	TYP. - TYPICAL
LT. - LEFT	

STRUCTURE GENERAL NOTES
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN	6633889
DESIGN AGENCY	Jacobs
DESIGNER	CHECKER
ZSF	JTC
REVIEWER	
MJR	06/09/25
PROJECT ID	119422
SUBSET	TOTAL
2	13
SHEET	TOTAL
P.12	29

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES	ABUT.	PIERS	SUPER.	GEN.	SHEET #
				DESCRIPTION					
202	11002	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN					
503	11100	LS		COFFERDAM AND EXCAVATION BRACING					
503	21300	LS		UNCLASSIFIED EXCAVATION					
503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN					2/13
507	00101	265	FT	STEEL PILES HP10X42, FURNISHED, AS PER PLAN	265				2/13
507	92201	265	FT	PREBORED HOLES, AS PER PLAN	265				2/13
509	10000	21712	LB	EPOXY COATED REINFORCING STEEL	10283		4210	7219	
511	31611	32	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN			32		2/13
511	43510	82	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	82				
512	10050	98	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	63		35		
515	12050	5	EA	PRESTRESSED CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, CB21-48 (54'-0 ³ / ₈ "			5		
516	13900	34	SF	2" PREFORMED EXPANSION JOINT FILLER	34				
516	14020	57	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	57				
516	41100	10	EA	½" PREFORMED BEARING PAD, TYPE CDP			10		2/13
516	44000	20	EA	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (7"X7"X1.5855" AND 8"X8"X1.5" BEVELED LOAD PLATE)			20		8/13
517	70000	116	FT	RAILING (TWIN STEEL TUBE)			116		
518	21200	54	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	54				
518	22300	102	FT	SPECIAL - STEEL DRIP STRIP			102		
518	40000	85	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	85				
518	40010	80	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	80				
526	10001	69	SY	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN				69	11/13
601	32100	165	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER				165	
625	33000	1	EA	STRUCTURE GROUNDING SYSTEM				1	

ESTIMATED QUANTITIES
BRIDGE NO. PIK TR252-0.02
TR-252 OVER LEETH CREEK

SFN
6633889

DESIGN AGENCY

Jacobs

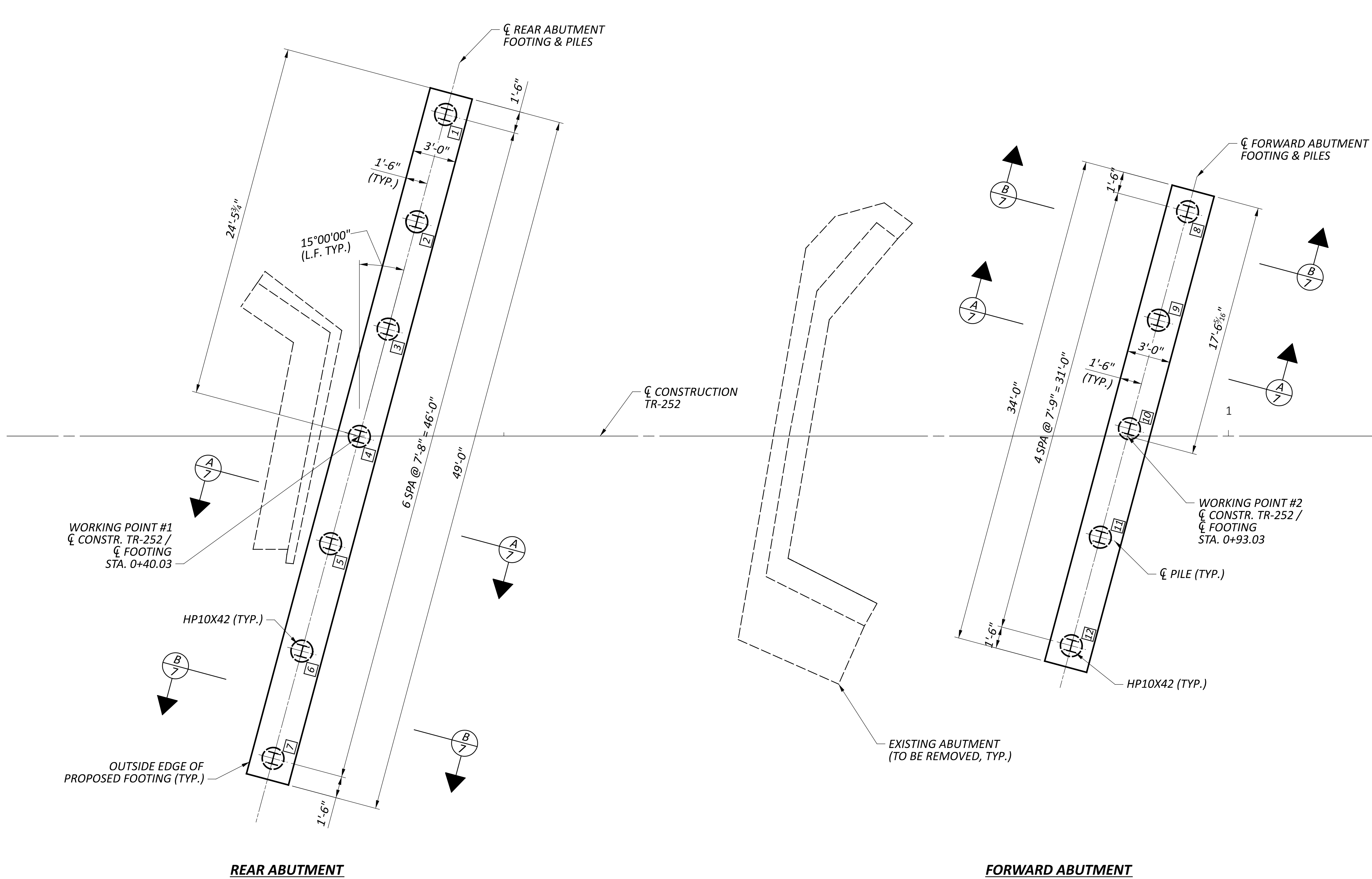
DESIGNERCHECKER
ZSFJTC

REVIEWER
MJR 06/09/25

PROJECT ID
119422

SUBSETTOTAL
313

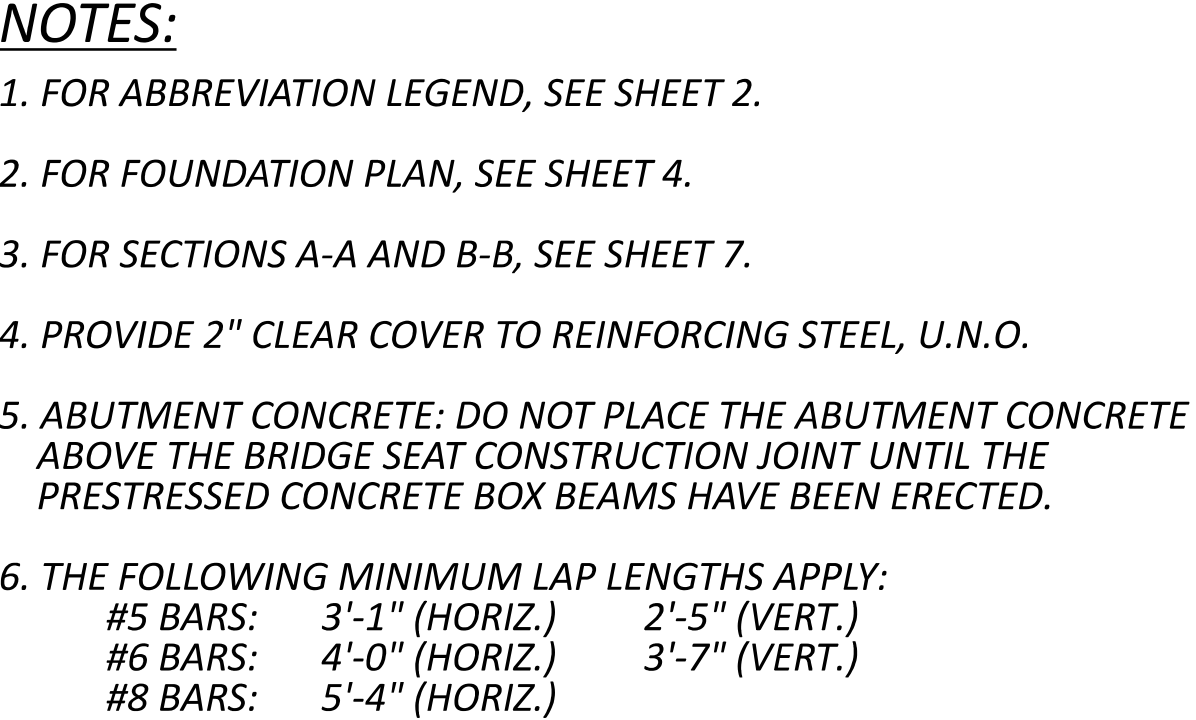
SHEETTOTAL
P.1329



- LEGEND:**
- XX - PILE NUMBER (HP10X42, TYP.)
 - ⊕ - PROPOSED HP10X42 STEEL PILE IN PREBORED HOLE INTO BEDROCK
- NOTES:**
- FOR ABBREVIATION LEGEND SEE SHEET 2.
 - FOR SECTIONS A-A AND B-B, SEE SHEET 7.
 - FOR ABUTMENT PLANS AND DETAILS, SEE SHEETS 5 THRU 7.

FOUNDATION PLAN
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN	
6633889	
DESIGN AGENCY	
Jacobs	
DESIGNER	CHECKER
ZSF	JTC
REVIEWER	
MJR 06/09/25	
PROJECT ID	
119422	
SUBSET	TOTAL
4	13
SHEET	TOTAL
P.14	29



REAR ABUTMENT DETAILS
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN	6633889
DESIGN AGENCY	

Jacobs

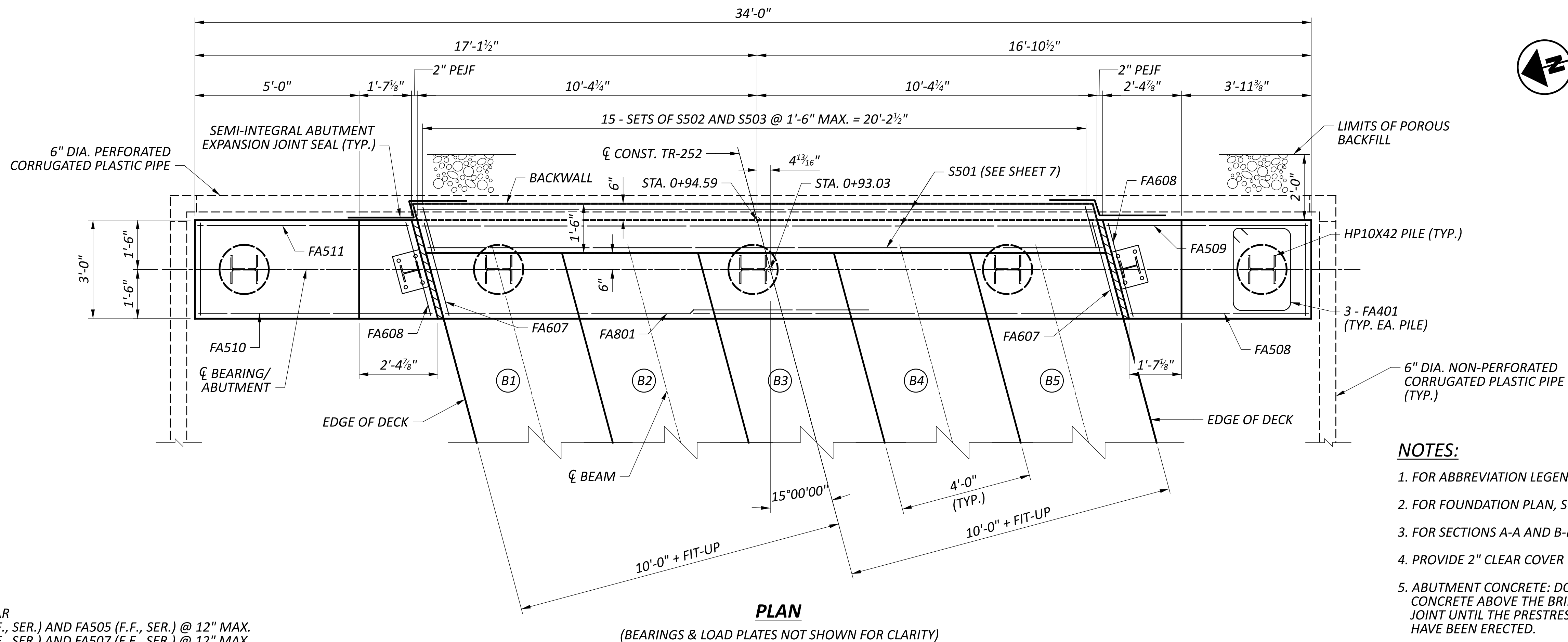
DESIGNER	CHECKER
ZSF	JTC

REVIEWER
MJR 06/09/2017

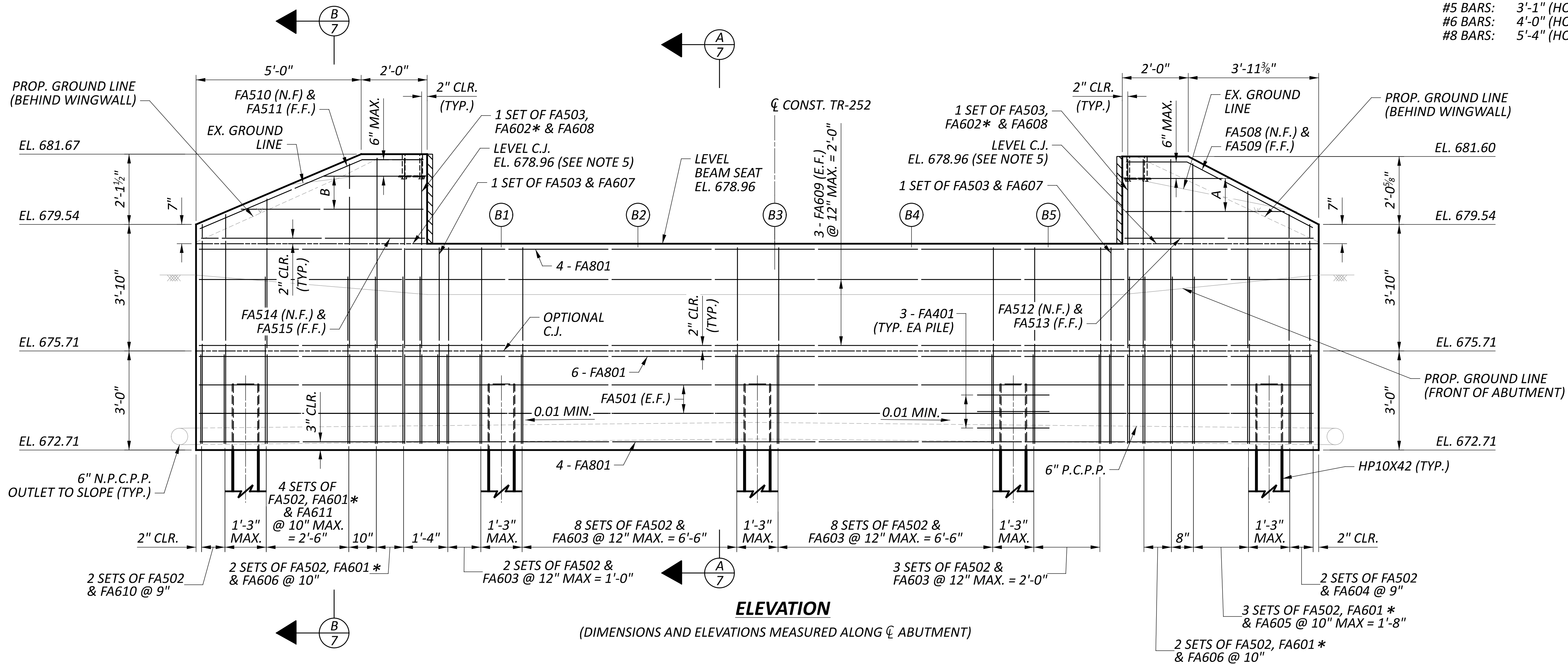
PROJECT ID
119422

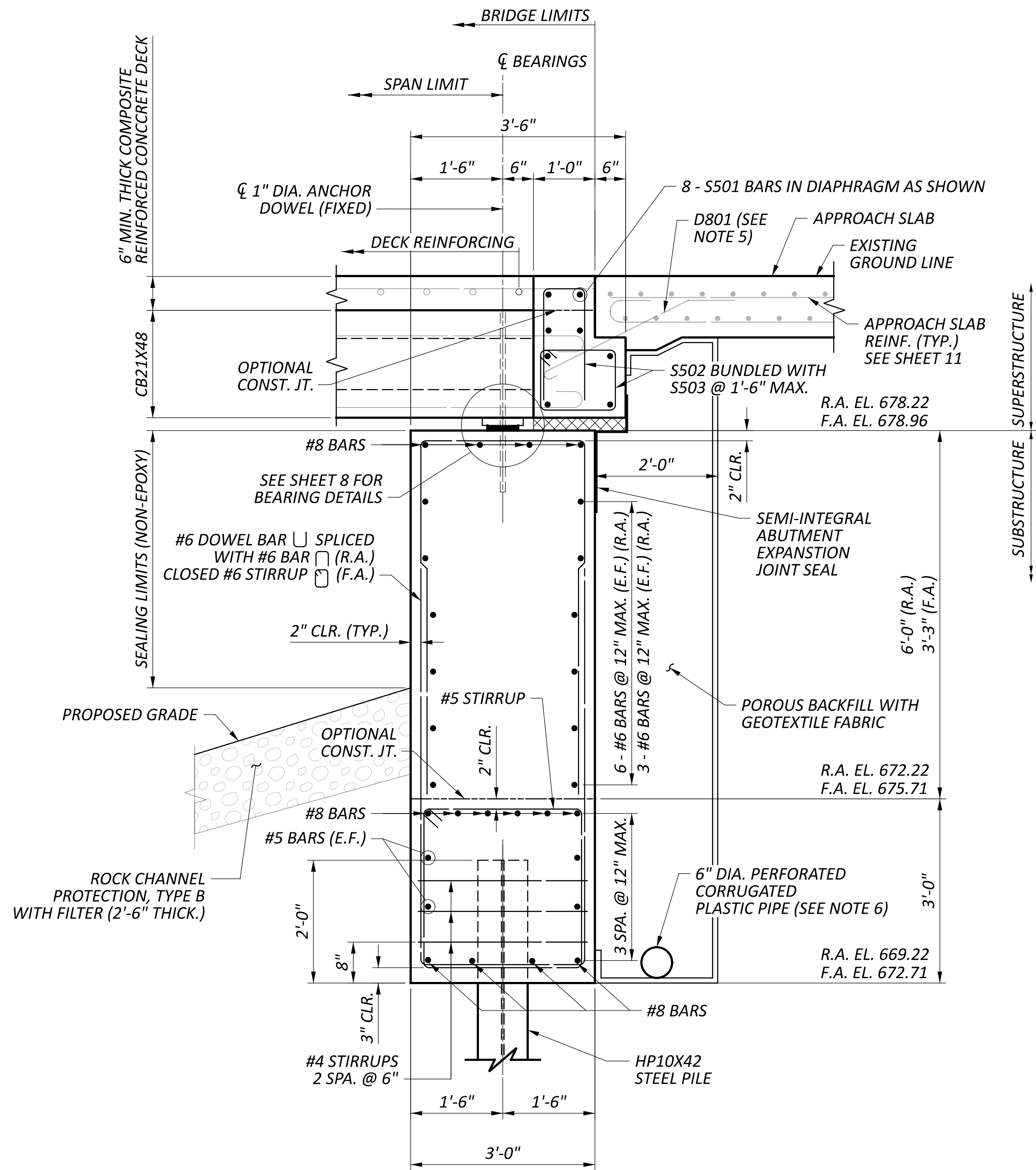
SUBSET	TOTAL
5	13

SHEET	TOTAL
P.15	29

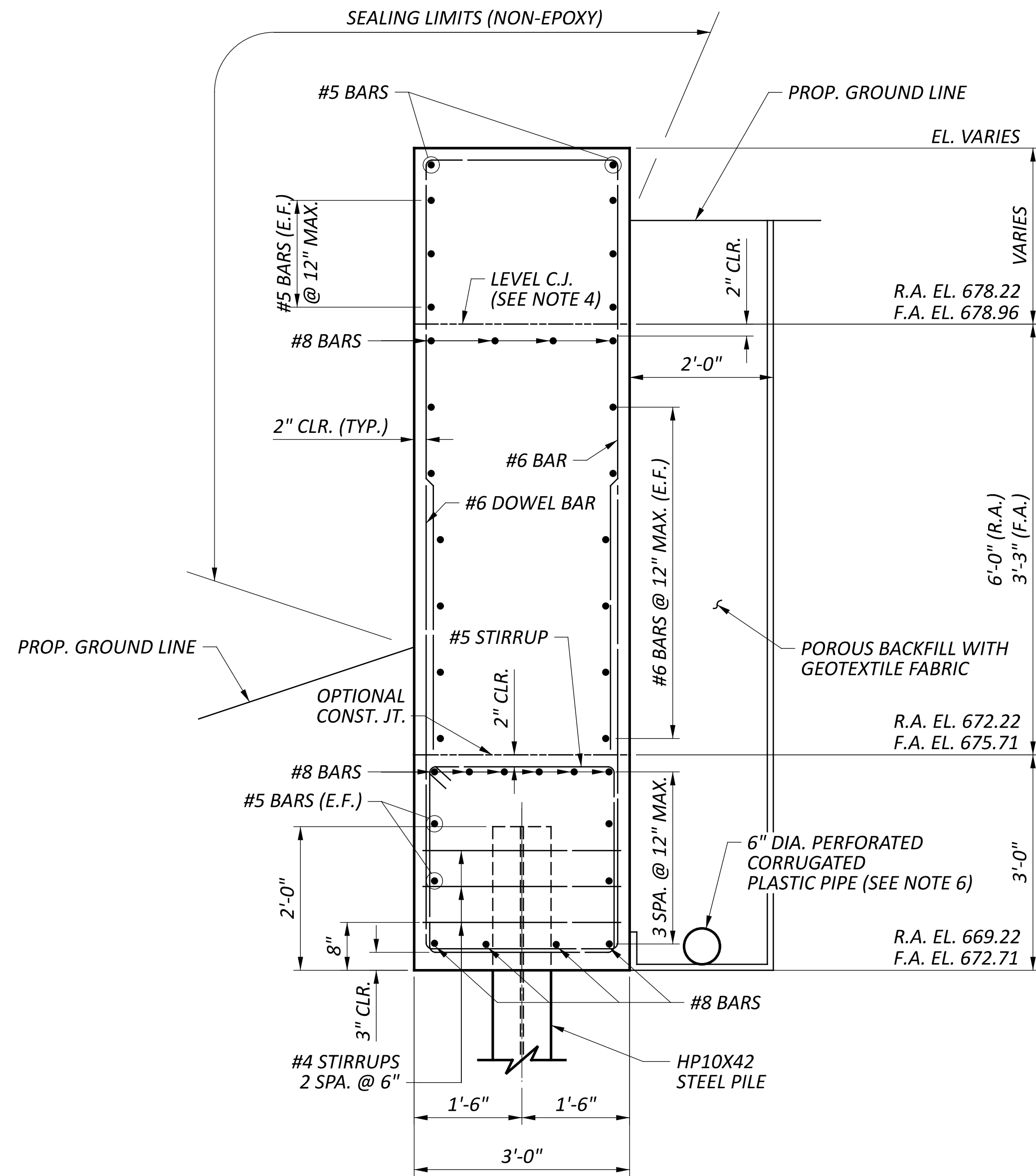
**NOTES:**

- FOR ABBREVIATION LEGEND, SEE SHEET 2.
- FOR FOUNDATION PLAN, SEE SHEET 4.
- FOR SECTIONS A-A AND B-B, SEE SHEET 7.
- PROVIDE 2" CLEAR COVER TO REINFORCING STEEL, U.N.O.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.
- THE FOLLOWING MINIMUM LAP LENGTHS APPLY:
#5 BARS: 3'-1" (HORIZ.) 2'-5" (VERT.)
#6 BARS: 4'-0" (HORIZ.) 3'-7" (VERT.)
#8 BARS: 5'-4" (HORIZ.)





SECTION A-A
(REAR ABUTMENT SHOWN,
FORWARD ABUTMENT SIMILAR)



SECTION B-B
(REAR ABUTMENT SHOWN,
FORWARD ABUTMENT SIMILAR)

NOTES:

- FOR ABBREVIATIONS LEGEND, SEE SHEET 2.
- FOR FOUNDATION PLAN, SEE SHEET 4.
- FOR LOCATION OF SECTIONS A-A AND B-B, SEE SHEETS 4 THRU 6.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BEAM SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.
- FOR LAYOUT OF D801 BARS, SEE SHEET 11.
- FOR THE REAR ABUTMENT, THE 6" PIPE AND LIMITS OF POROUS BACKFILL ARE TO BE PLACED AT THE TOP OF THE FOOTING. SEE ELEVATION VIEW ON SHEET 5/13.

ABUTMENT SECTION
BRIDGE NO. PIK-TR-252-0.02
TR-252 OVER LEETH CREEK

SFN

6633889

DESIGN AGENCY

Jacobs

DESIGNER	CHECKER
ZSF	JTC

REVIEWER

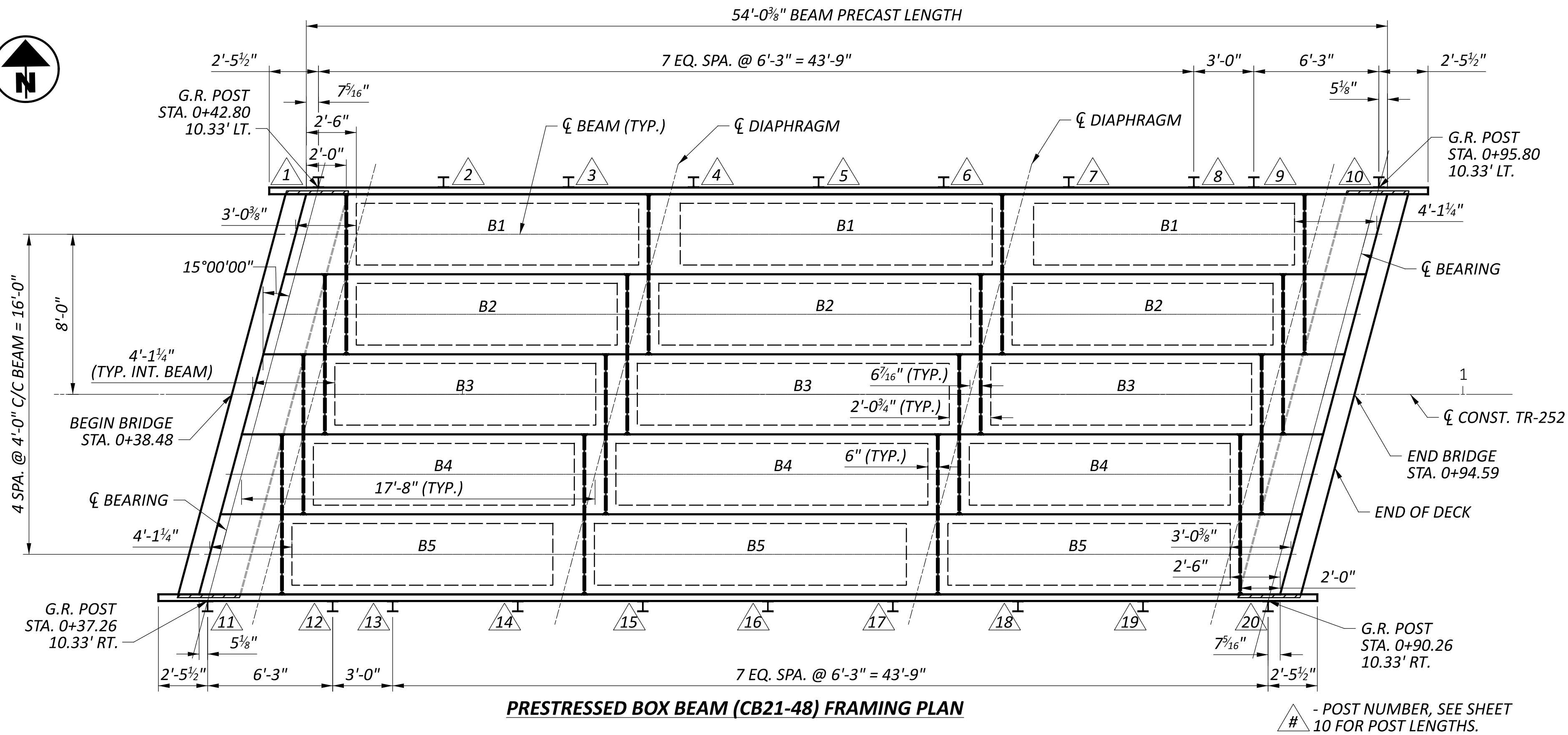
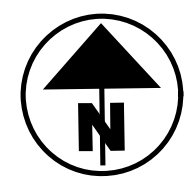
MJR 06/09/25

PROJECT ID

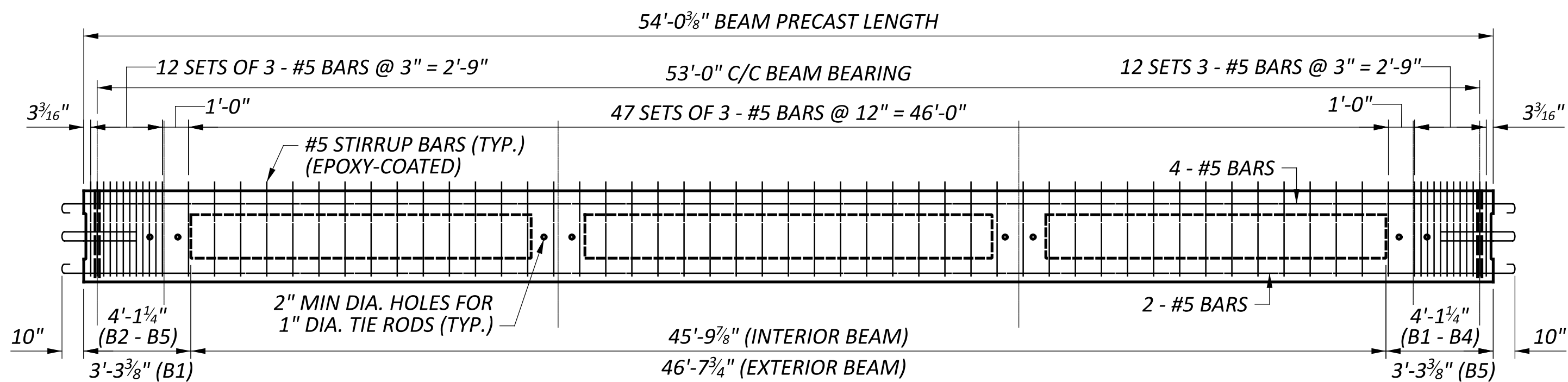
119422

SUBSET	TOTAL
7	13

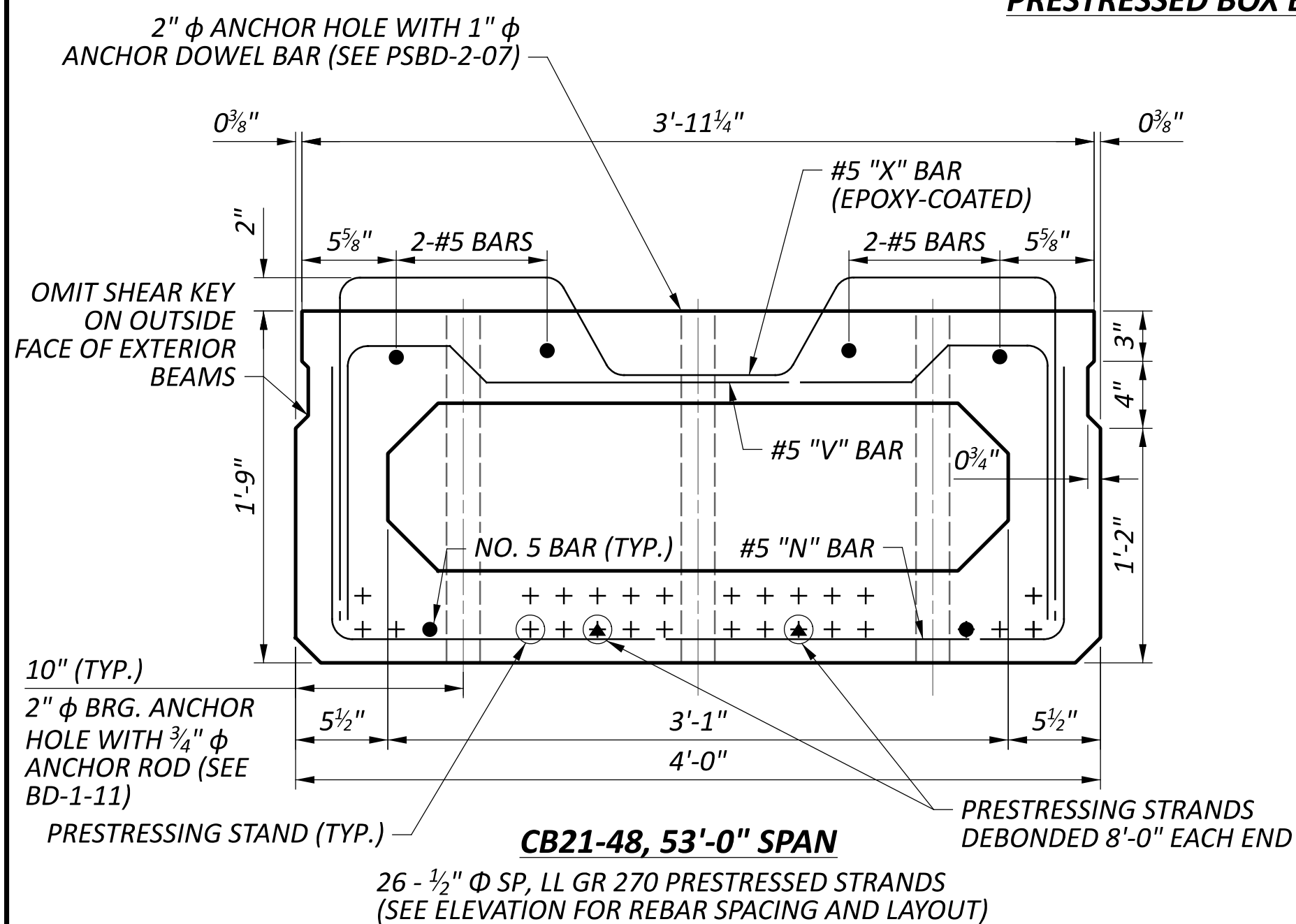
SHEET	TOTAL
P.17	29



PRESTRESSED BOX BEAM (CB21-48) FRAMING PLAN



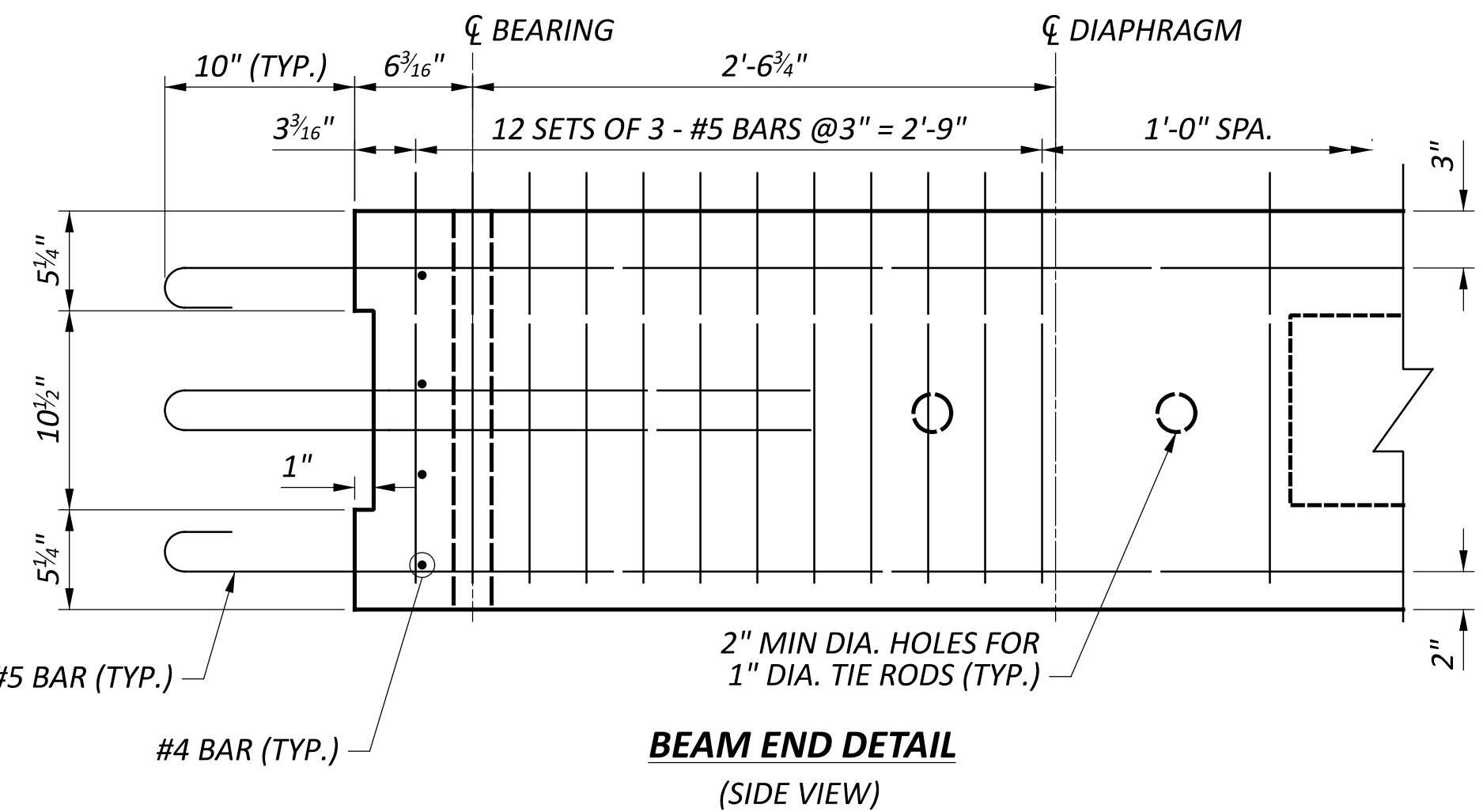
PRESTRESSED BOX BEAM (CB21-48) ELEVATION

CB21-48, 53'-0" SPAN
26 - 1/2" phi SP, LL GR 270 PRESTRESSED STRANDS
(SEE ELEVATION FOR REBAR SPACING AND LAYOUT)

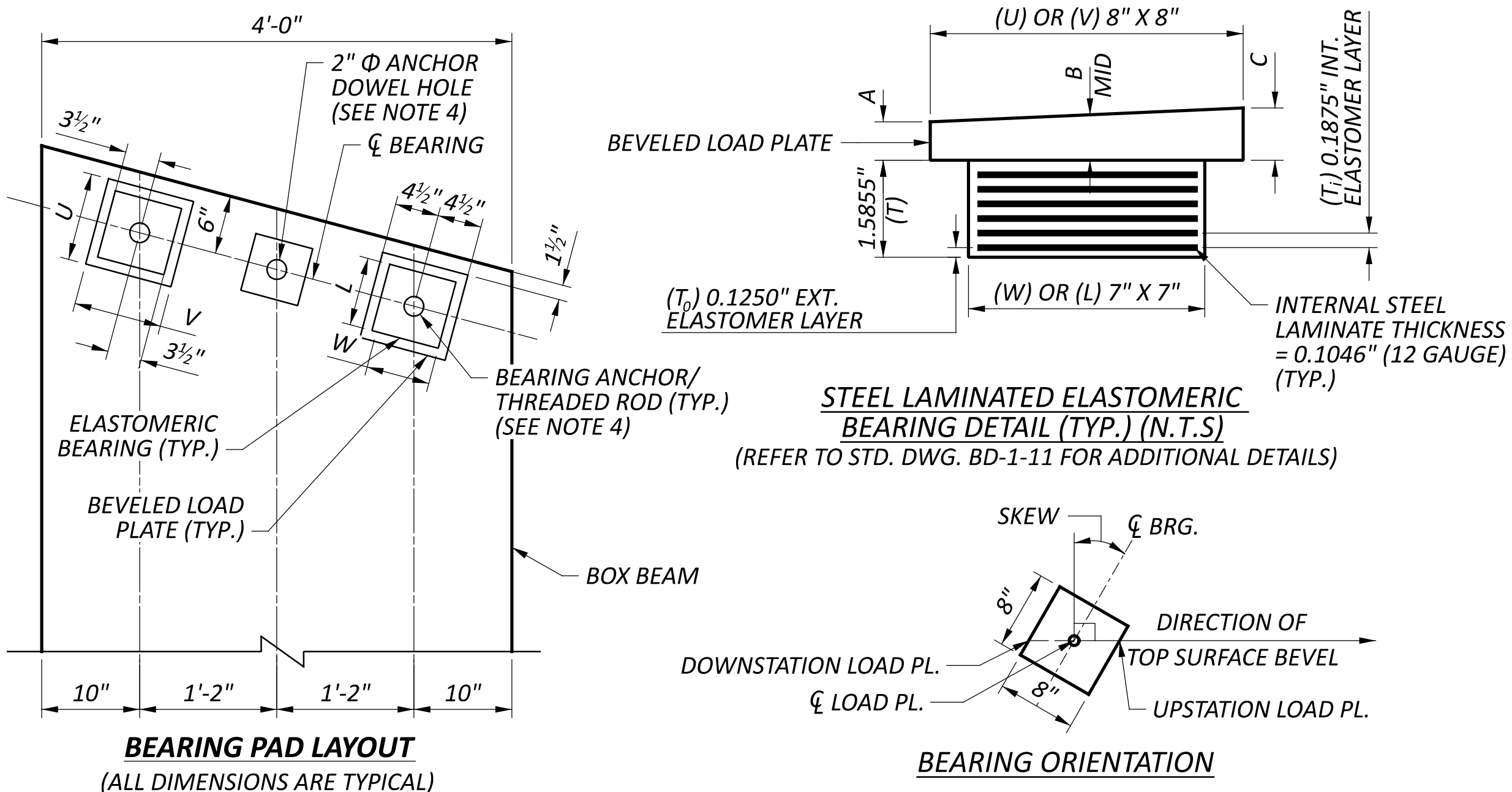
NOTES:

- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH ED. THE LONG TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- LOAD PLATES: ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. THE STEEL LOAD PLATES SHALL BE ASTM A709 GRADE 50 STRUCTURAL STEEL AND SHALL BE METALLIZED.
- THE UNIT BID PRICE FOR BEARINGS SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS INCLUDING LOAD PLATES. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, EACH.
- PLACE A 6"X6" PREFORMED EXPANSION JOINT FILLER IN ACCORDANCE WITH C&MS 705.03 AROUND DOWEL TO PREVENT ESCAPE OF MORTAR OR JOINT SEALER. FURNISHING AND PLACING ANCHOR BARS AND GALVANIZED THREADED RODS AS DETAILED IN BD-1-11 SHALL BE INCLUDED WITH ITEM 516 BEARING ITEM FOR PAYMENT.
- REFER TO ODOT STANDARD DRAWING PSBD-2-07 FOR ADDITIONAL BOX BEAM DETAILS.

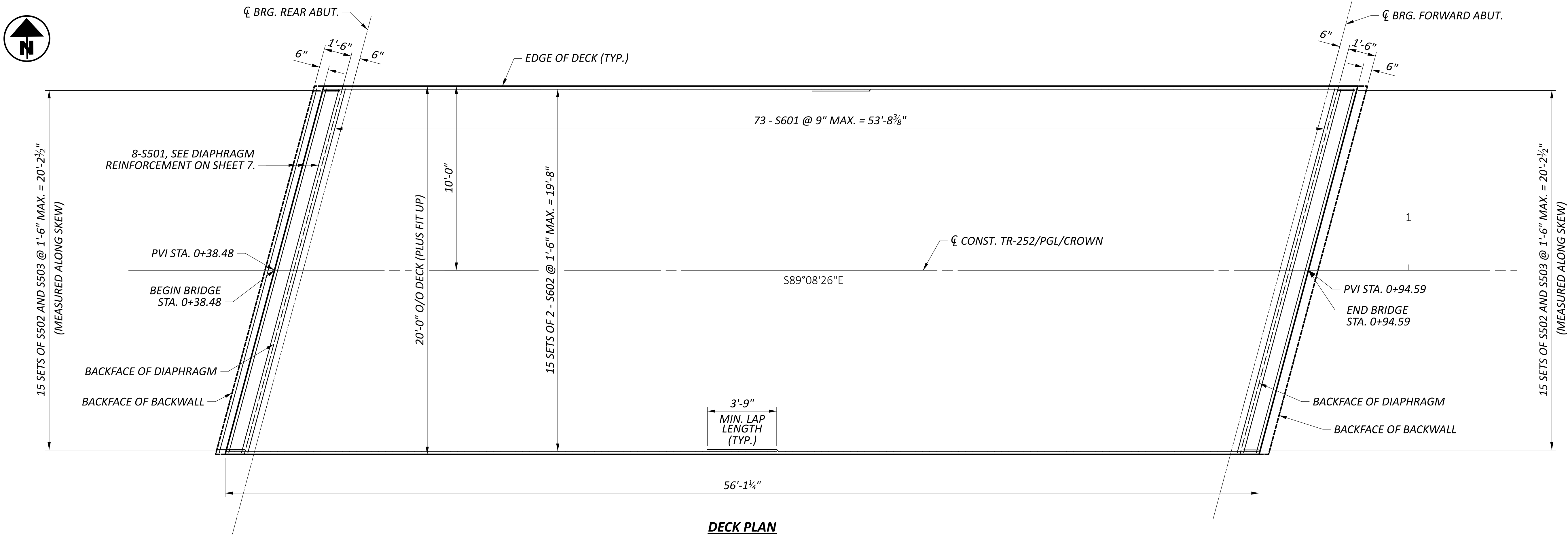
ELASTOMERIC BEARING PAD DATA		
	REAR ABUTMENT	FWD. ABUTMENT
L	7"	7"
W	7"	7"
U	8"	8"
V	8"	8"
T	1.5855"	1.5855"
T0	0.1250"	0.1250"
NO. OF EXT. LAYERS	1	1
Ti	0.1875	0.1875
NO. OF INT. LAYERS	5	5
NO. OF STEEL LAMINATES	5	5
DESIGN LOAD (SERVICE) PER BEARING (KIPS)		
	REAR ABUTMENT	FWD. ABUTMENT
DEAD LOAD	16.43	16.43
LIVE LOAD	18.43	18.43
TOTAL	34.86	34.86

BEAM END DETAIL
(SIDE VIEW)

STEEL LOAD PLATE DATA						
	REAR ABUTMENT			FORWARD ABUTMENT		
	DOWNSTATION THICKNESS (IN.) (A)	EL THICKNESS (IN.) (B)	UPSTATION THICKNESS (IN.) (C)	DOWNSTATION THICKNESS (IN.) (A)	EL THICKNESS (IN.) (B)	UPSTATION THICKNESS (IN.) (C)
BEAM 1	1.50	1.59	1.69	1.50	1.50	1.50
BEAM 2	1.50	1.59	1.69	1.50	1.53	1.56
BEAM 3	1.50	1.59	1.69	1.50	1.53	1.56
BEAM 4	1.50	1.59	1.69	1.50	1.53	1.56
BEAM 5	1.50	1.59	1.69	1.50	1.50	1.50

STEEL LAMINATED ELASTOMERIC
BEARING DETAIL (TYP.) (N.T.S.)
(REFER TO STD. DWG. BD-1-11 FOR ADDITIONAL DETAILS)

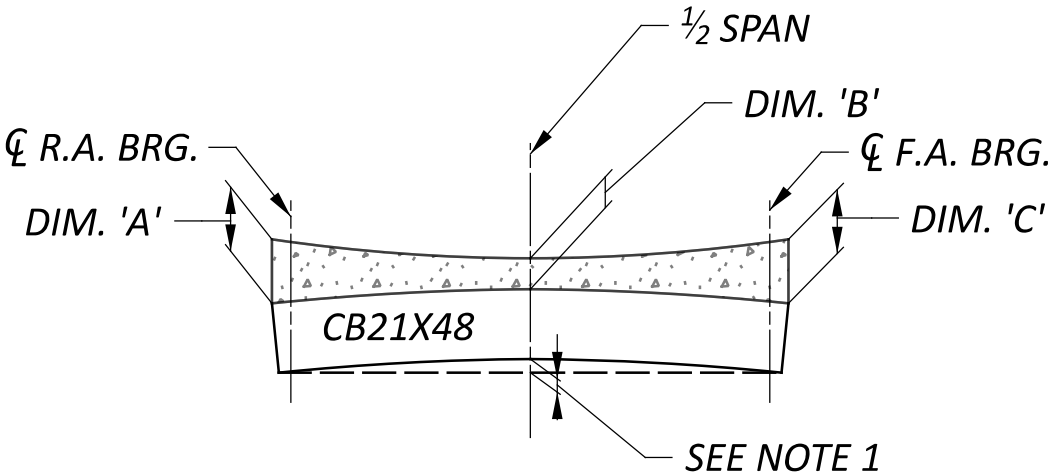
BEARING ORIENTATION



DECK PLAN
(RAILING NOT SHOWN FOR CLARITY)

FINAL DECK SURFACE ELEVATIONS						
	LOCATION	CL BRG. REAR ABUT.	1/4	1/2	3/4	CL BRG. FWD. ABUT.
EDGE OF DECK (LEFT)	STATION	0+42.71	0+55.96	0+69.21	0+82.46	0+95.71
	FINAL DECK SURFACE EL.	680.92	681.10	681.28	681.46	681.64
BEAM 1	STATION	0+42.17	0+55.42	0+68.67	0+81.92	0+95.17
	FINAL DECK SURFACE EL.	680.94	681.12	681.31	681.49	681.67
BEAM 2	STATION	0+41.10	0+54.35	0+67.60	0+80.85	0+94.10
	FINAL DECK SURFACE EL.	680.99	681.17	681.36	681.54	681.72
BEAM 3 CL & PGL/CROWN	STATION	0+40.03	0+53.28	0+66.53	0+79.78	0+93.03
	FINAL DECK SURFACE EL.	681.04	681.22	681.41	681.59	681.77
BEAM 4	STATION	0+38.96	0+52.21	0+65.46	0+78.71	0+91.96
	FINAL DECK SURFACE EL.	680.96	681.14	681.33	681.51	681.69
BEAM 5	STATION	0+37.89	0+51.14	0+64.39	0+77.64	0+90.89
	FINAL DECK SURFACE EL.	680.88	681.06	681.25	681.43	681.61
EDGE OF DECK (RIGHT)	STATION	0+37.35	0+50.60	0+63.85	0+77.10	0+90.35
	FINAL DECK SURFACE EL.	680.84	681.03	681.21	681.39	681.57

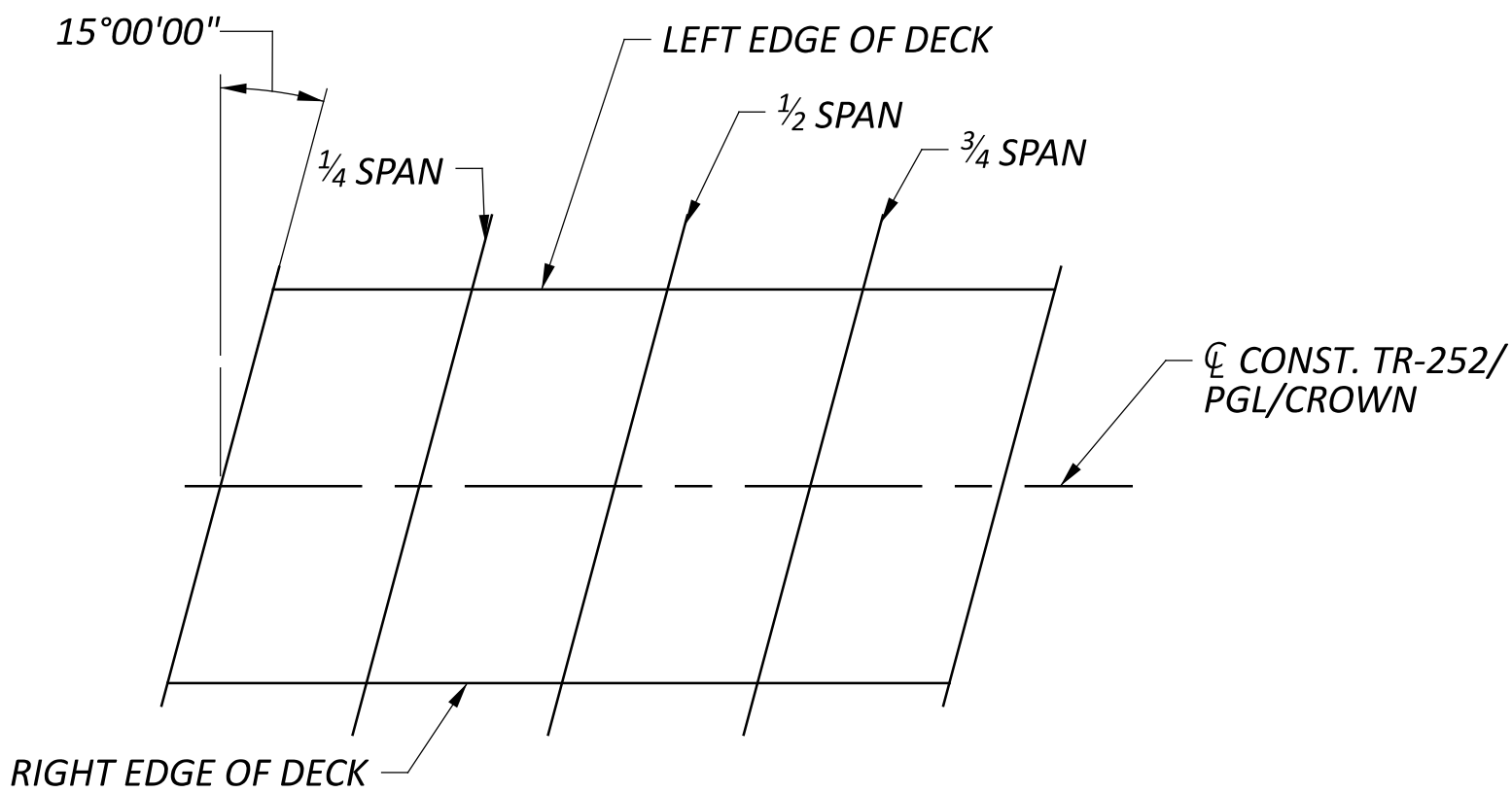
FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



TOTAL TOPPING THICKNESS ALONG CL BEAM			
BEAM NO.	DIM 'A' (IN.)	DIM 'B' (IN.)	DIM 'C' (IN.)
B1	8.47	6.78	8.43
B2	9.06	7.41	9.02
B3	9.65	8.03	9.61
B4	8.71	7.03	8.67
B5	7.74	6.04	7.75

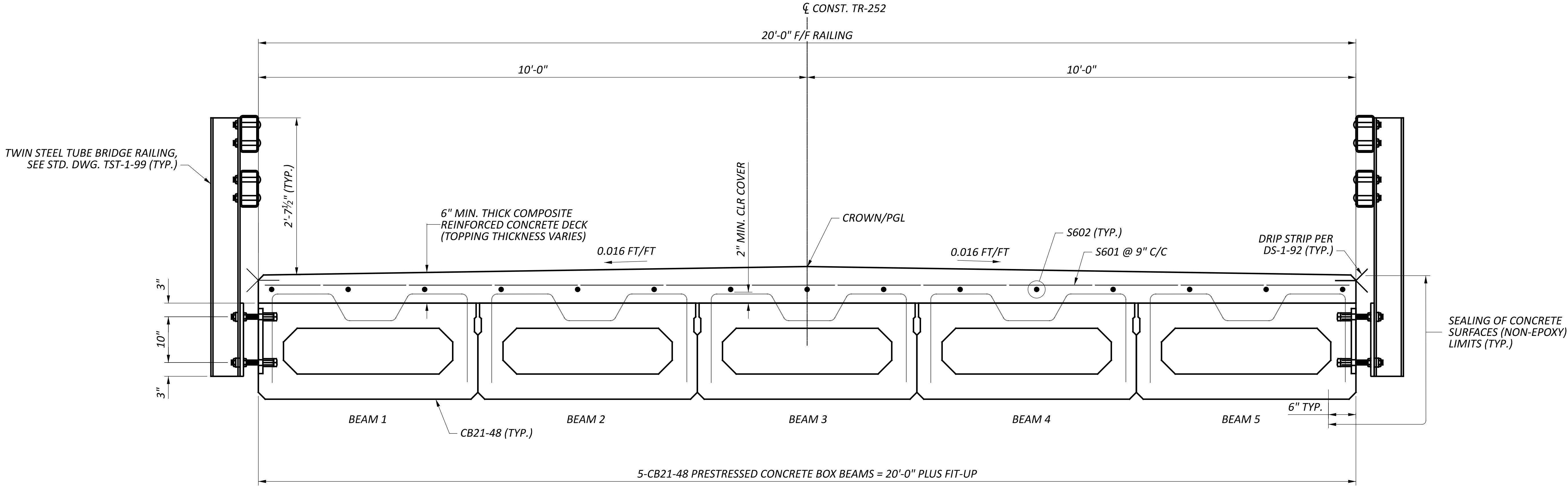
SCREED ELEVATIONS						
	LOCATION	CL BRG. REAR ABUT.	1/4	1/2	3/4	CL BRG. FWD. ABUT.
EDGE OF DECK (LEFT)	STATION	0+42.71	0+55.96	0+69.21	0+82.46	0+95.71
	FINAL DECK SURFACE EL.	680.92	681.10	681.28	681.46	681.64
	DEFLECTION	0.00	0.03	0.04	0.03	0.00
	SCREED EL.	680.92	681.12	681.32	681.49	681.64
PGL/CROWN	STATION	0+40.03	0+53.28	0+66.53	0+79.78	0+93.03
	FINAL DECK SURFACE EL.	681.04	681.22	681.41	681.59	681.77
	DEFLECTION	0.00	0.03	0.04	0.03	0.00
	SCREED EL.	681.04	681.25	681.45	681.62	681.77
EDGE OF DECK (RIGHT)	STATION	0+37.35	0+50.60	0+63.85	0+77.10	0+90.35
	FINAL DECK SURFACE EL.	680.84	681.03	681.21	681.39	681.57
	DEFLECTION	0.00	0.02	0.03	0.02	0.00
	SCREED EL.	680.84	681.05	681.24	681.41	681.57

SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.



SCREED ELEVATION LOCATIONS

- NOTES:
- ESTIMATED CAMBER AT DAY 0 (D_0) IS $1\frac{1}{4}$ INCHES.
 - ESTIMATED CAMBER AT DAY 30 (D_{30}) IS $2\frac{1}{8}$ " INCHES.
 - DEFLECTION DUE TO REMAINING DEAD LOAD (E.G., CONCRETE DECK, DIAPHRAGMS, RAILING, ETC.) IS AN AVERAGE OF $\frac{7}{16}$ " INCHES.
 - THE BEAM SEAT ELEVATIONS ASSUME ESTIMATED CAMBER D_{30} .
 - DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS (6"), THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: VERTICAL GRADE ADJUSTMENT AND BEAM CAMBER. FOR ESTIMATED TOPPING THICKNESS ALONG BEAM CENTERLINES SEE ESTIMATED TOPPING THICKNESS TABLE ON THIS SHEET.
 - REFER TO ODOT STANDARD DRAWING PSBD-2-07 FOR ADDITIONAL DETAILS.



TRANSVERSE SECTION

TST POST LENGTHS	
POST NO. ^A	LENGTH
1	4'-7 1/2"
2	4'-6 7/8"
3	4'-6 1/4"
4	4'-6 1/8"
5	4'-6"
6	4'-6 1/8"
7	4'-6 1/4"
8	4'-6 3/4"
9	4'-7"
10	4'-7 5/8"
11	4'-6 7/8"
12	4'-6 3/8"
13	4'-6"
14	4'-5 1/2"
15	4'-5 3/8"
16	4'-5 1/4"
17	4'-5 3/8"
18	4'-5 5/8"
19	4'-6 1/4"
20	4'-6 7/8"

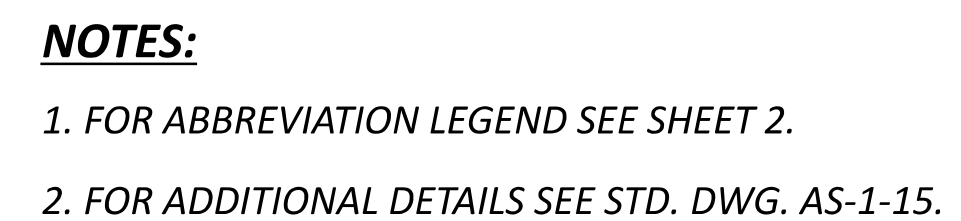
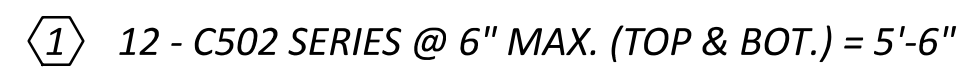
A - SEE SHEET 8 FOR POST NUMBERS AND LOCATIONS.

NOTES:

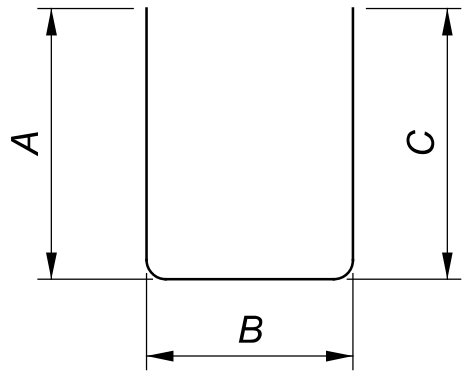
- FOR ABBREVIATION LEGEND SEE SHEET 2.
- FOR ADDITIONAL RAILING DETAILS SEE STD. DWG. TST-1-99.
- THE TOPPING THICKNESS SHALL BE EXPECTED TO VARY ALONG THE TRANSVERSE AND LONGITUDINAL DIRECTIONS. REFER TO SHEET 3/12 FOR TOTAL TOPPING THICKNESSES ALONG THE C OF BEAMS. THE CONTRACTOR SHALL FIRMLY SECURE ALL DECK REINFORCING SHOWN ON THE PLANS. THE CONTRACTOR SHALL UTILIZE A SUPPORT (I.E. CHAIRS, BOLSTERS) THAT ALLOW FOR THE VARIABLE TOPPING THICKNESS.

TRANSVERSE SECTION
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

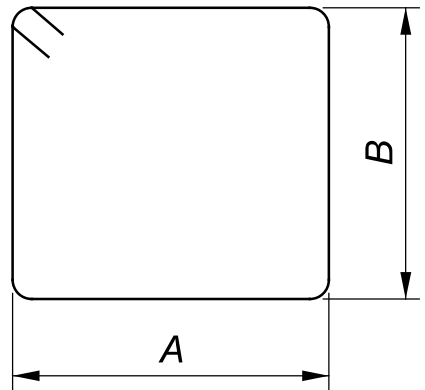
SFN 6633889	
DESIGN AGENCY	
Jacobs	
DESIGNER ZSF	CHECKER JTC
REVIEWER MJR 06/09/25	
PROJECT ID 119422	
SUBSET 10	TOTAL 13
SHEET P.20	TOTAL 29



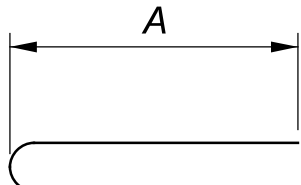
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
REAR ABUTMENT											
RA401	21	10'-1"	141	3	2'-8"	2'-2"					
RA501	8	25'-11"	216	STR							
RA502	50	11'-2"	582	3	2'-8"	2'-7"					
RA503	4	11'-4"	47	3	2'-9"	2'-7"					
	1 SR	4'-10"									
RA504	OF	TO	28	STR							4'-2 ½"
	3	13'-3"									
	1 SR	4'-1"									
RA505	OF	TO	26	STR							4'-3"
	3	12'-7"									
	1 SR	4'-5"									
RA506	OF	TO	27	STR							4'-0 ½"
	3	12'-6"									
	1 SR	5'-2"									
RA507	OF	TO	29	STR							3'-11 ¾"
	3	13'-1"									
RA508	1	14'-4"	15	19	3'-3"	10'-10"	2'-5"				
RA509	1	13'-6"	14	19	2'-5"	10'-10"	2'-5"				
RA510	1	13'-5"	14	19	2'-5"	10'-9"	2'-6"				
RA511	1	14'-3"	15	19	3'-3"	10'-9"	2'-6"				
RA601	50	16'-4"	1227	2	7'-0"	2'-8"	7'-0"				
RA602	4	16'-5"	99	2	7'-0"	2'-9"	7'-0"				
RA603	20	12'-8"	381	2	5'-2"	2'-8"	5'-2"				
RA604	4	13'-2"	79	2	5'-5"	2'-8"	5'-5"				
	2 SR	13'-10"			5'-9"		5'-9"				
RA605	OF	TO	370	2	TO	2'-8"	TO				0'-5 ½"
	8	17'-0"			7'-4"		7'-4"				
RA606	6	18'-2"	164	2	7'-11"	2'-8"	7'-11"				
RA607	2	12'-9"	38	2	5'-2"	2'-9"	5'-2"				
RA608	2	18'-3"	55	2	7'-11"	2'-9"	7'-11"				
RA609	24	26'-4"	949	STR							
	2 SR	17'-8"			7'-8"						
RA610	OF	TO	107	2	TO	2'-8"	7'-8"				0'-2"
	2	17'-10"			7'-10"						
RA801	28	27'-0"	2019	STR							
SUB-TOTAL			6642								



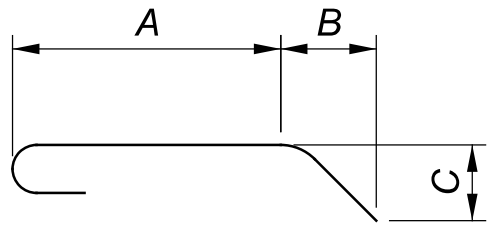
TYPE-2



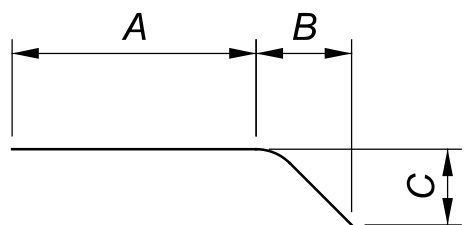
TYPE-3



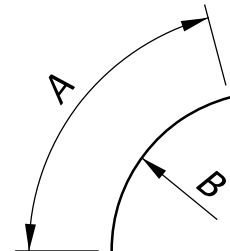
TYPE-16



TYPE-18



TYPE-19



TYPE-38

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
FORWARD ABUTMENT											
FA401	15	10'-1"	101	3	2'-8"	2'-2"					
FA501	4	33'-8"	140	STR							
FA502	36	11'-2"	419	3	2'-8"	2'-7"					
FA503	4	11'-4"	47	3	2'-9"	2'-7"					
	1 SR	2'-6"									
FA504	OF	TO	7	STR							1'-11"
	2	4'-5"									
	1 SR	3'-3"									
FA505	OF	TO	9	STR							1'-11"
	2	5'-2"									
	1 SR	3'-6"									
FA506	OF	TO	10	STR							2'-5"
	2	5'-11"									
	1 SR	2'-10"									
FA507	OF	TO	8	STR							2'-4"
	2	5'-2"									
FA508	1	5'-7"	6	19	1'-5"	3'-9"	1'-10"				
FA509	1	6'-4"	7	19	2'-2"	3'-9"	1'-10"				
FA510	1	7'-4"	8	19	2'-2"	4'-10"	1'-11"				
FA511	1	6'-7"	7	19	1'-5"	4'-10"	1'-11"				
FA512	1	5'-3"	5	STR							
FA513	1	5'-11"	6	STR							
FA514	1	7'-0"	7	STR							
FA515	1	6'-3"	7	STR							
FA601	11	16'-4"	270	2	7'-0"	2'-8"	7'-0"				
FA602	2	16'-5"	49	2	7'-0"	2'-9"	7'-0"				
FA603	21	17'-10"	562	3	2'-8"	5'-10"					
	1 SR	19'-2"				6'-6"					
FA604	OF	TO	59	3	2'-8"	TO					0'-4"
	2	19'-10"				6'-10"					
	1 SR	10'-8"			4'-2"		4'-2"				
FA605	OF	TO	52	2	TO	2'-8"	TO				0'-5 ½"
	3	12'-6"			5'-1"		5'-1"				
FA606	4	12'-8"	76	2	5'-2"	2'-8"	5'-2"				
FA607	2	18'-0"	54	3	2'-9"	5'-10"					
FA608	2	12'-9"	38	2	5'-2"	2'-9"	5'-2"				
FA609	6	33'-8"	303	STR							
	1 SR	19'-0"				6'-5"					
FA610	OF	TO	58	3	2'-8"	TO					0'-4"
	2	19'-8"				6'-9"					
	1 SR	10'-4"			4'-0"		4'-0"				
FA611	OF	TO	68	2	TO	2'-8"	TO				0'-4"
	4	12'-4"			5'-0"		5'-0"				
FA801	14	33'-8"	1258	STR							
SUB-TOTAL			3641								

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AN A501 BAR IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. STRAIGHT BARS ARE INDICATED BY "STR".
3. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
4. ALL REINFORCING STEEL SHALL BE GRADE 60 WITH A MINIMUM YIELD STRENGTH OF 60 KSI.

REINFORCING LIST
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN
6633889

DESIGN AGENCY

Jacobs

DESIGNER
ZSF

CHECKER
JTC

REVIEWER
MJR 06/09/25

PROJECT ID
119422

SUBSET
12

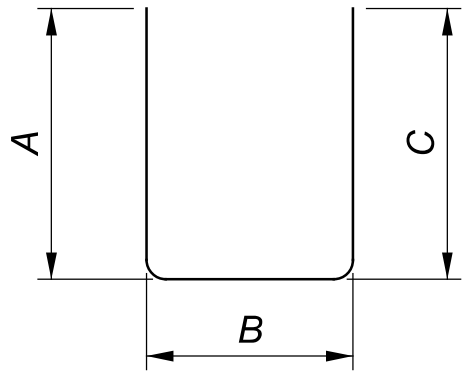
TOTAL
13

SHEET
P.22

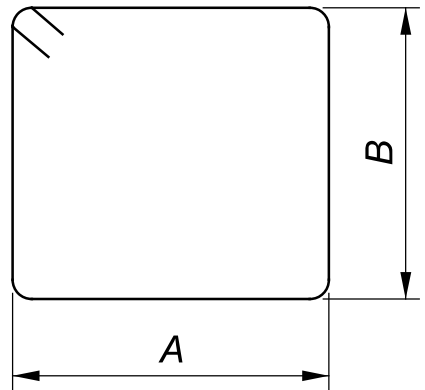
TOTAL
29

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
APPROACH SLABS											
B501	104	20'-2"	2188	STR							
B502	2	7'-10"	16	STR							
B503	2	5'-6"	11	STR							
B504	2	3'-8"	8	STR							
B505	2	2'-2"	5	STR							
B506	2	0'-10"	2	STR							
B507	2	7'-0"	30	38	14'-6"	25'-3"					
C501	80	14'-6"	1210	STR							
	2 SR	0'-7"									
C502	OF	TO	44	STR							0'-2 ½"
	12	2'-11"									
D801	28	4'-6"	336	18	2'-4"	1'-0"	1'-0"				
A1001	50	15'-11"	3424	16	14'-6"						
SUB-TOTAL			7219								

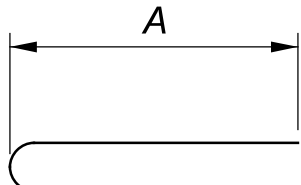
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE											
S501	16	20'-4"	340	STR							
S502	30	4'-5"	138	2	2'-0"	0'-8"	2'-0"				
S503	30	5'-2"	162	3	1'-2"	1'-0 ¾"					
S601	73	20'-4"	2229	STR							
S602	30	29'-9"	1341	STR							
SUB-TOTAL			4210								
GRAND TOTAL			21712								



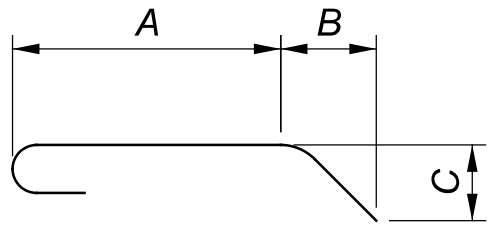
TYPE-2



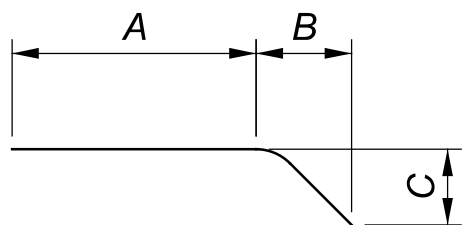
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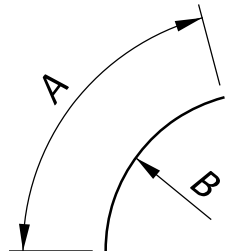
TYPE-16



TYPE-18



TYPE-19



TYPE-38

- NOTES:**
- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AN A501 BAR IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
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 - ALL REINFORCING STEEL SHALL BE EPOXY COATED.
 - ALL REINFORCING STEEL SHALL BE GRADE 60 WITH A MINIMUM YIELD STRENGTH OF 60 KSI.

REINFORCING LIST
BRIDGE NO. PIK-TR252-0.02
TR-252 OVER LEETH CREEK

SFN
6633889
DESIGN AGENCY

Jacobs

DESIGNER
ZSF

CHECKER
JTC

REVIEWER
MJR 06/09/25

PROJECT ID
119422

SUBSET
13

TOTAL
13

SHEET
P.23

TOTAL
29

PROJECT DESCRIPTION

THE PROJECT DESIGNATED AS PIK- TR252-0.02 INVOLVES REPLACEMENT OF AN EXISTING BRIDGE (SFN: 6633889) ALONG TR 252 (NEWLAND HILL ROAD) OVER LEETH CREEK IN PIKE COUNTY, OHIO.

HISTORIC RECORDS

HISTORIC GEOTECHNICAL RECORDS WERE SEARCHED FOR ON THE ODOT TIMS WEBSITE. NO HISTORIC GEOTECHNICAL RECORDS WERE FOUND FOR THIS STRUCTURE.

GEOLOGY

ACCORDING TO THE OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR), PHYSIOGRAPHIC REGIONS OF OHIO MAP, THE PROJECT AREA IS LOCATED WITHIN THE SHAWNEE-MISSISSIPPIAN PLATEAU REGION, WHICH IS IN THE ALLEGHENY PLATEAUS SECTION OF OHIO. ACCORDING TO THE BEDROCK GEOLOGIC MAP OF OHIO (2006), THE UNDERLYING BEDROCK WITHIN THE PROJECT AREA IS MAPPED AS OHIO SHALE OF DEVONIAN AGE. ACCORDING TO ODNR'S KARST INTERACTIVE MAP, NO KARST FEATURES HAVE BEEN IDENTIFIED IN THE IMMEDIATE VICINITY OF THE PROJECT. ACCORDING TO ODNR'S MINES OF OHIO WEBSITE, NO DEEP MINING OR SURFACE MINING ACTIVITIES HAVE BEEN MAPPED IN THE AREA.

RECONNAISSANCE

A MOST RECENT SITE VISIT WAS PERFORMED BY AN ENGINEER FROM CTL ON DECEMBER 15, 2023. THE EXISTING BRIDGE IS A SINGLE SPAN STRUCTURE WITH STEEL BEAMS AND A TIMBER DECK OVERLAYED BY ASPHALT. THE BRIDGE IS SUPPORTED ON CONCRETE ABUTMENTS ON BOTH ENDS. SOME EROSION WAS NOTED ALONG THE CREEK. THE SURROUNDING LAND USE OF THE PROJECT AREA WAS NOTED AS BEING WOODED AND RURAL RESIDENTIAL.

SUBSURFACE EXPLORATION

TWO (2) TEST BORINGS, IDENTIFIED AS B-001-0-23 AND B-002-0-23, WERE DRILLED AT THE SITE ON DECEMBER 19, 2023. THE BORINGS WERE PERFORMED WITH A CME- 55 TRACK MOUNTED DRILL RIG UTILIZING 3.25-INCH INSIDE DIAMETER (I.D) HOLLOW STEM AUGERS (HSA). STANDARD PENETRATION TESTS (SPTS) WERE CONDUCTED USING A 140- POUND AUTOMATIC HAMMER, FALLING 30 INCHES, TO DRIVE 2-INCH OUTSIDE DIAMETER (O.D) SPLIT BARREL SAMPLERS. THE AUTOMATIC HAMMER SYSTEM USED WAS CALIBRATED ON NOVEMBER 4, 2022. THE ENERGY TRANSFER RATIO ASSOCIATED WITH THE AUTOMATIC SPT HAMMER WAS 79.3 PERCENT. BOTH BORINGS WERE ADVANCED INTO BEDROCK AND ROCK CORING WAS PERFORMED USING AN NQ-SIZE CORE BARREL.

EXPLORATION FINDINGS

THE BORINGS EXHIBITED 3 TO 6 INCHES OF GRAVEL AT THE SURFACE. BELOW THE SURFACE COVER, THE BORINGS EXHIBITED LAYERS OF GRAVEL AND/OR STONE FRAGMENTS WITH SAND (A-1-b), SANDY SILT (A-4a), OR SILT (A-4b) EXTENDING DOWN TO THE TOP OF BEDROCK. BENEATH THE SOIL OVERBURDEN, THE BORINGS ENCOUNTERED THE TOP OF BEDROCK AT DEPTHS OF 16.0 AND 18.5 FEET BELOW GROUND SURFACE, CORRESPONDING TO ELEVATIONS 664.4 AND 663.0 FEET, RESPECTIVELY. THE UPPER PORTION OF THE BEDROCK WAS AUGERED AND SAMPLED USING SOIL TECHNIQUES. ROCK CORING WAS PERFORMED BELOW DEPTHS OF 25.0 FEET IN B-001-0-23, AND 26.4 FEET IN B-002-0-23. THE BEDROCK WAS DESCRIBED AS SHALE.

FREE WATER WAS NOTED IN BORINGS B-001-0-23 AND B-002-0-23 AT ELEVATIONS 671.4 AND 665.5 FEET, RESPECTIVELY.

SPECIFICATIONS

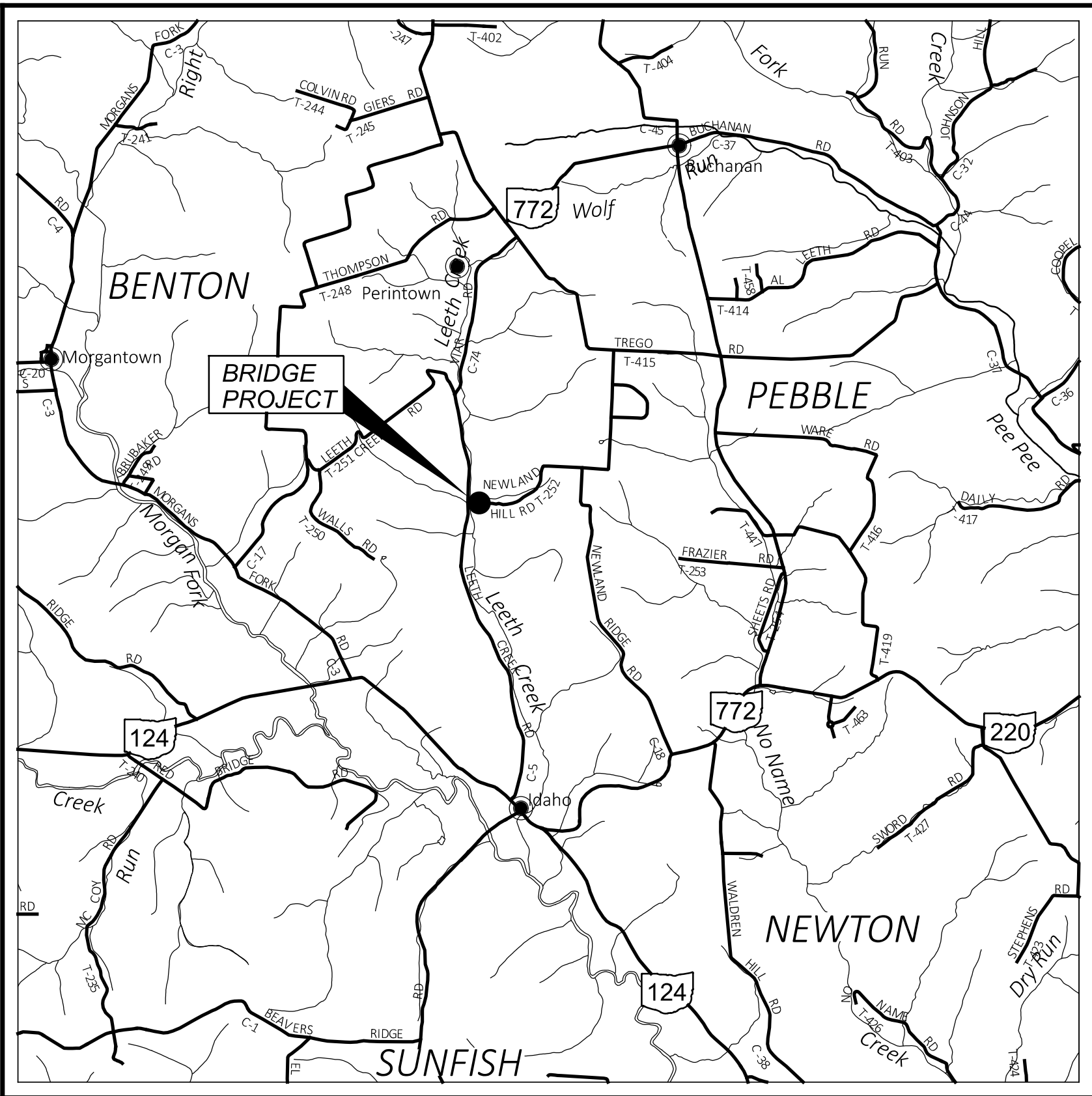
THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JANUARY 2024.

AVAILABLE INFORMATION

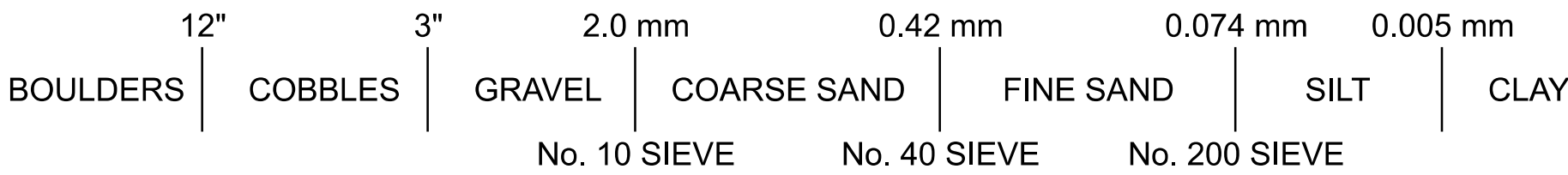
THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE SOIL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH./VISUAL	
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	A-1-b (0)	1	0
SANDY SILT	A-4a (3)	8	6
SILT	A-4b (5)	1	1
	TOTAL	10	7
SHALE	VISUAL		
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
BORING LOCATION - PLAN VIEW			
DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.			
WC	INDICATES WATER CONTENT IN PERCENT.		
N ₆₀	INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.		
X/D"	NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X/D" = NUMBER OF BLOWS (UNCORRECTED) FOR D" PENETRATION AT REFUSAL.		
X/Y/D"	NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X = NUMBER OF BLOWS FOR 6 INCHES (UNCORRECTED). Y/D" = NUMBER OF BLOWS (UNCORRECTED) FOR D" PENETRATION AT REFUSAL.		
W	INDICATES FREE WATER ELEVATION.		
INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25% OR GREATER THAN 19% WITH A WET APPEARANCE.			
SS	INDICATES A SPLIT-SPOON SAMPLE.		
NP	INDICATES A NON-PLASTIC SAMPLE.		
NQ	"N" SERIES ROCK CORE BARREL OF "Q" WIRELINE BIT SIZE.		
Qu	INDICATES UNCONFINED COMPRESSION TEST, ASTM D7012.		
TR	INDICATES TOP OF ROCK ELEVATION.		



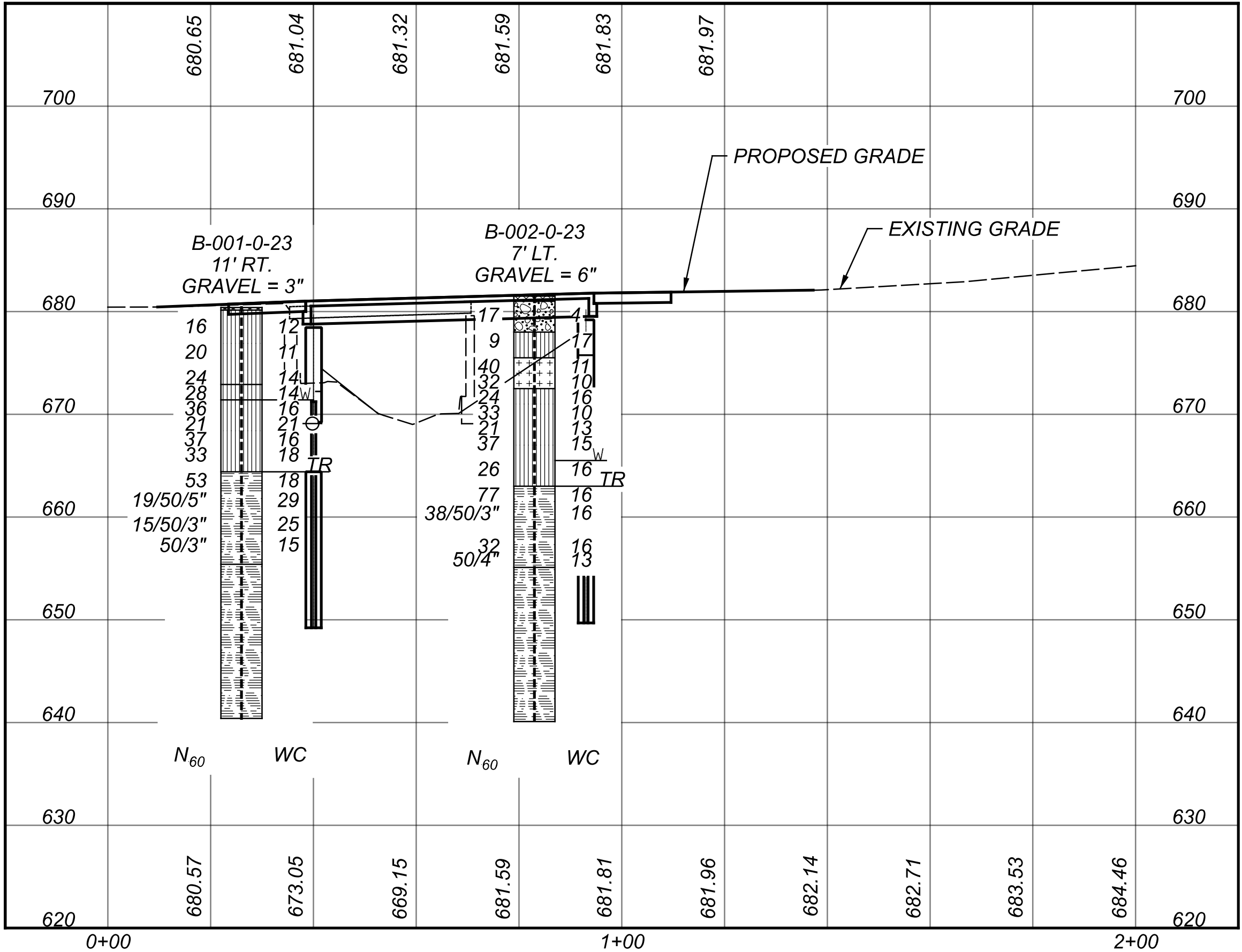
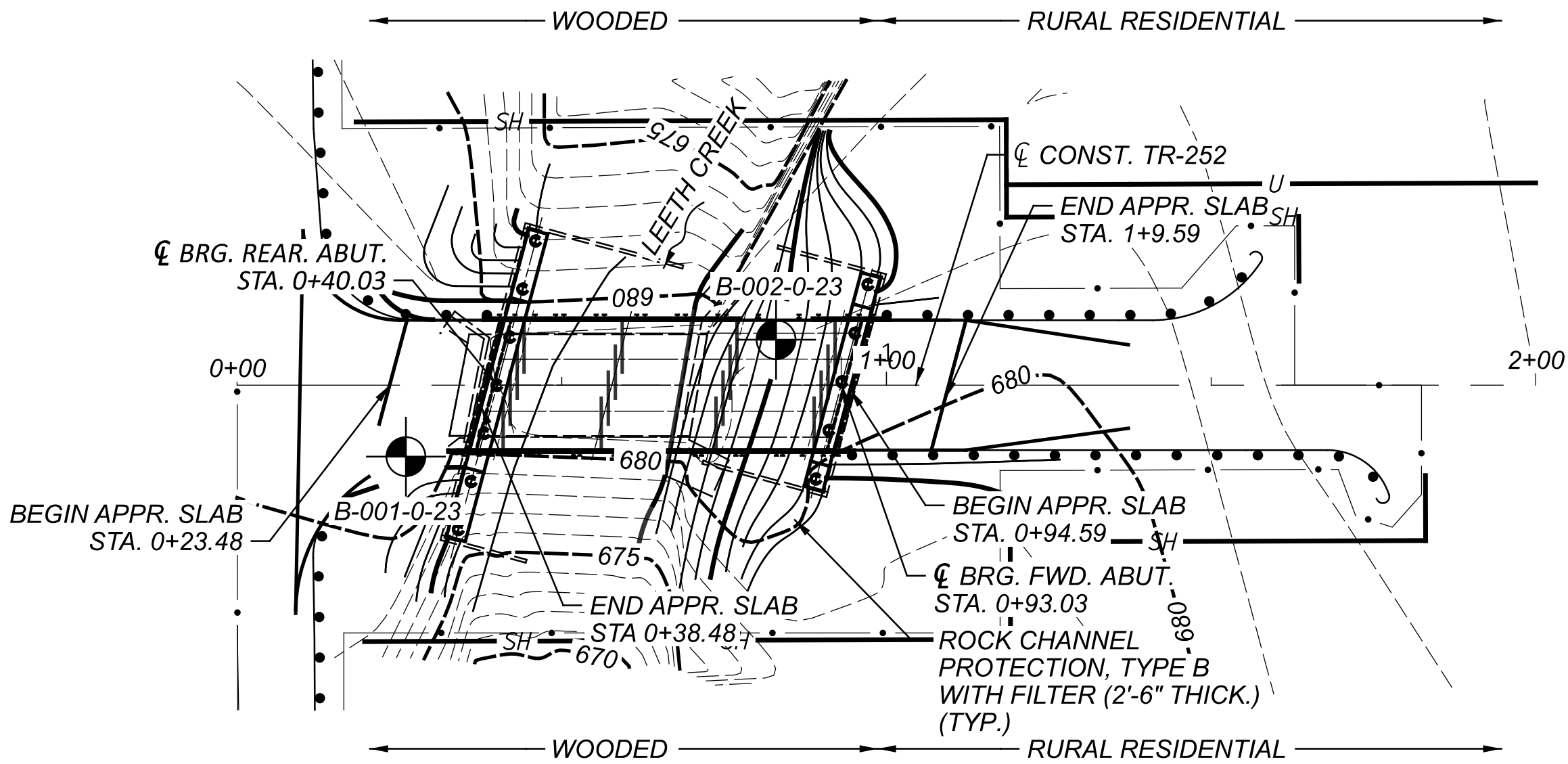
PARTICLE SIZE DEFINITIONS



BEDROCK TEST SUMMARY				
BORING ID	SAMPLE ELEVATION (FEET)	SAMPLE DEPTH (FEET)	QU (PSI)	LITHOLOGY
B-001-0-23	650.0 - 649.5	30.4 - 30.9	3,620	SHALE
B-002-0-23	648.8 - 648.3	32.7 - 33.2	8,730	SHALE

SCOUR SAMPLES						
BORING NO.	SAMPLE ID	ELEVATION (FEET)	D ₅₀ (mm)	T _c (PSF)	D ₅₀ equi. (mm)	EROSION CATEGORY (EC)
B-001-0-23 (REAR ABUTMENT)	SS-3	674.4 - 672.9	0.1047	0.0367	1.7595	2.211
	SS-4	672.9 - 671.4	0.147	0.0723	3.4606	2.361
	SS-5	671.4 - 669.9	0.0596	0.0440	2.1048	2.211
	SS-6	669.9 - 668.4	0.0666	0.0222	1.0644	2.211
B-002-0-23 (FORWARD ABUTMENT)	SS-2	678.0 - 676.5	0.0687	0.0315	1.5102	2.211
	SS-3	675.5 -674.0	0.0594	0.0930	4.4532	2.211
	SS-5	672.5 - 671.0	0.1440	0.1062	5.0868	2.754
	SS-6	671.0 - 669.5	0.2009	0.0042	0.2009	1.364

RECON. - SM 12/15/2023
DRILLING - CTL ENGINEERING, INC. 12/19/2023
DRAWN - N.K.S 06/28/2025
REVIEWED - JG 06/28/2025



GEOTECHNICAL PROFILE - BRIDGE
BRIDGE NO. PIK-TR252-0.02
T.R. 252 OVER LEETH CREEK

DESIGN AGENCY



DESIGNER

N.K.S

REVIEWER

SM 06-28-25

PROJECT ID

119422

SUBSET TOTAL

2 6

SHEET TOTAL

P.25 29

HORIZONTAL
SCALE IN FEET
0 10 20 40

PIK-TR252-0.02

MODEL: Sheet PAPER:SIZE: 34x22 (in.) DATE: 30-06-2025 TIME: 17:22:59 USER: hp
D:\Drop_Box\CTL_2025\June\Dept 05\COL\Shahed\23050098COL_ODOT\Mod_28.06.25\119422ZL001.dgn

PROJECT: PIK-TR252-0.02			DRILLING FIRM / OPERATOR: CTL / T. MILLER			DRILL RIG: CME 55 #393			STATION / OFFSET: 0+26, 11' RT.			EXPLORATION ID								
TYPE: BRIDGE			SAMPLING FIRM / LOGGER: CTL / T. MILLER			HAMMER: CME AUTOMATIC			ALIGNMENT: TR 252			B-001-0-23								
PID: 119422 SFN: 6633889			DRILLING METHOD: 3.25" HSA / NQ			CALIBRATION DATE: 11-4-22			ELEVATION: 680.4 (MSL) EOB: 40.0 ft.			PAGE								
START: 12-19-23 END: 12-19-23			SAMPLING METHOD: SPT			ENERGY RATIO (%): 79.3			LAT / LONG: 39.116453, -83.148364			1 OF 1								
MATERIAL DESCRIPTION AND NOTES						REC SAMPLE ID		HP (tsf)		GRADATION (%)		ATTERBERG		SO4 ppm						
GRAVEL (3")						N ₆₀		ID		GR		CS FS SI CL PL PI		WC						
						SPT/ RQD		DEPTHS		ELEV.		ELEV.		ELEV.		ELEV.				
MEDIUM DENSE, BROWN, SANDY SILT, SOME GRAVEL, TRACE CLAY, DAMP						1	5													
						2	6	16	SS-1	-	21	16	19	38	6	NP	NP	12	A-4a (2)	-
						3														
						4	5	20	SS-2	2.00	-	-	-	-	-	-	-	11	A-4a (V)	-
						5	8													
						6	9	24	SS-3	-	11	30	11	32	16	NP	NP	14	A-4a (3)	-
						7	10													
						8	8	28	SS-4	3.25	12	30	12	25	21	24	19	5	A-4a (2)	-
						9	12	36	SS-5	-	8	19	13	48	12	NP	NP	16	A-4a (5)	-
						10	15													
DENSE BROWN, SANDY SILT, LITTLE CLAY, TRACE GRAVEL, WET						11	2	21	SS-6	-	8	16	20	45	11	NP	NP	21	A-4a (4)	-
						12	12	37	SS-7	4.00	-	-	-	-	-	-	-	16	A-4a (V)	-
						13	14													
						14	12	33	SS-8	4.50	-	-	-	-	-	-	-	18	A-4a (V)	-
						15	14													
						16	9	53	SS-9	3.00	-	-	-	-	-	-	-	18	Rock (V)	-
						17	16													
						18														
						19	19	-	SS-10	-	-	-	-	-	-	-	-	29	Rock (V)	-
						20														
SHALE, BROWN, SEVERELY WEATHERED, VERY WEAK.						21	15	-	SS-11	3.00	-	-	-	-	-	25	Rock (V)	-		
						22	15													
						23														
						24	50/3"	-	SS-12	2.50	-	-	-	-	-	-	-	15	Rock (V)	-
						25														
						26														
						27	77	100	NQ2-1											
						28														
						29														
						30														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						31														
						32	75	100	NQ2-2											
						33														
						34														
						35														
						36														
						37	95	100	NQ2-3											
						38														
						39														
						40														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						41														
						42														
						43														
						44														
						45														
						46														
						47														
						48														
						49														
						50														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						51														
						52														
						53														
						54														
						55														
						56														
						57														
						58														
						59														
						60														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						61														
						62														
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						68														
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SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						71														
						72														
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						79														
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SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						81														
						82														
						83														
						84														
						85														
						86														
						87														
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						90														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						91														
						92														
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SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						101														
						102														
						103														
						104														
						105														
						106														
						107														
						108														
						109														
						110														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						111														
						112														
						113														
						114														
						115														
						116														
						117														
						118														
						119														
						120														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						121														
						122														
						123														
						124														
						125														
						126														
						127														
						128														
						129														
						130														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						131														
						132														
						133														
						134														
						135														
						136														
						137														
						138														
						139														
						140														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						141														
						142														
						143														
						144														
						145														
						146														
						147														
						148														
						149														
						150														
SHALE, GRAY, SLIGHTLY TO MODERATELY WEATHERED, MODERATELY STRONG; RQD 82%, REC 100%.						151														
						152														
						153														
						154														
						155														
						156														
						157														
						158														
						159														



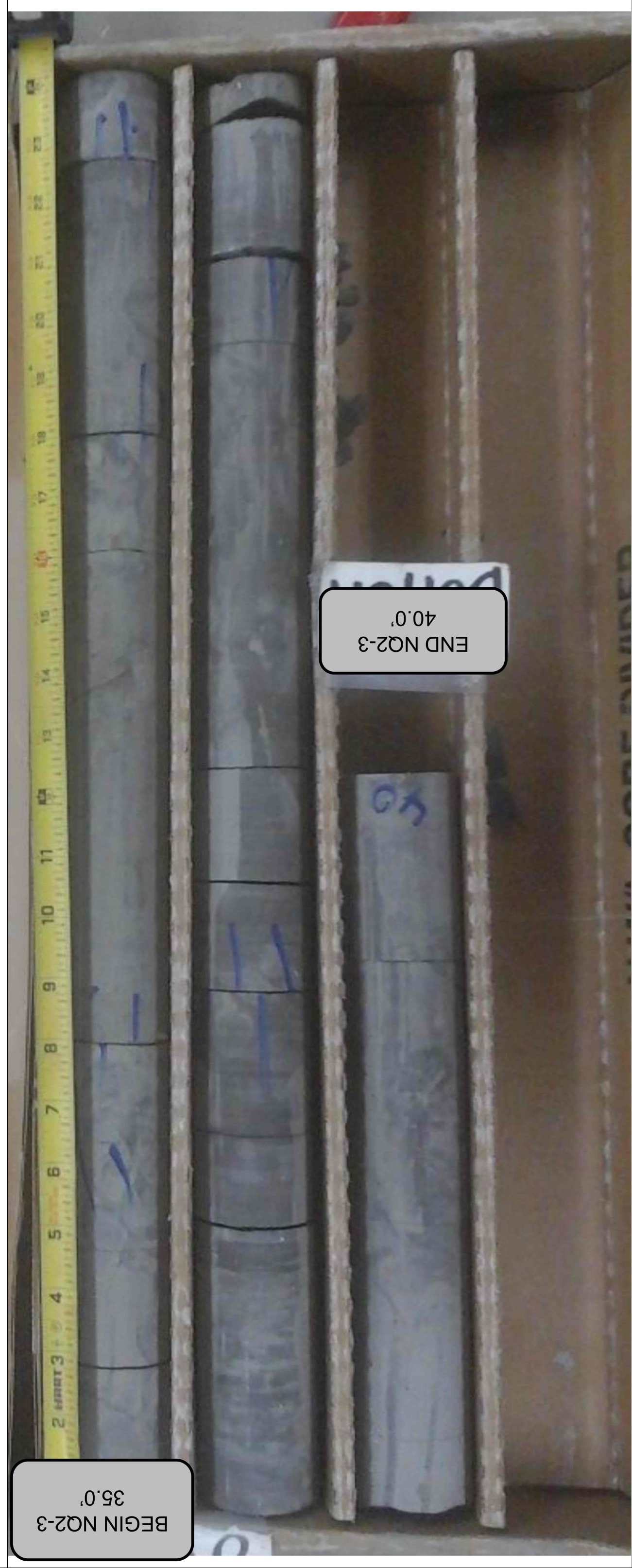
B-001-0-23



Run #:	Depth		Recovery (in)		RQD (in)	
NQ2-1	25.0'	30.0'	60/60	100%	46/60	77%
NQ2-2	30.0'	35.0'	60/60	100%	45/60	75%
PIK-TR252-0.02 BRIDGE REPLACEMENT; PID 119422						



B-001-0-23



Run #:	Depth		Recovery (in)		RQD (in)	
NQ2-3	35.0'	40.0'	60/60	100%	57/60	95%
PIK-TR252-0.02 BRIDGE REPLACEMENT; PID 119422						

PROJECT: PIK-TR252-0.02				DRILLING FIRM / OPERATOR: CTL / T. MILLER				DRILL RIG: CME 55 #393				STATION / OFFSET: 0+83, 7' LT.				EXPLORATION ID													
TYPE: BRIDGE				SAMPLING FIRM / LOGGER: CTL / T. MILLER				HAMMER: CME AUTOMATIC				ALIGNMENT: TR 252				B-002-0-23													
PID: 119422 SFN: 6633889				DRILLING METHOD: 3.25" HSA / NQ				CALIBRATION DATE: 11-4-22				ELEVATION: 681.5 (MSL) EOB: 41.4 ft.				PAGE													
START: 12-19-23 END: 12-19-23				SAMPLING METHOD: SPT				ENERGY RATIO (%): 79.3				LAT / LONG: 39.116500, -83.148161				1 OF 1													
MATERIAL DESCRIPTION AND NOTES				ELEV.		DEPTHS		SPT/ RQD		REC SAMPLE N ₆₀ (%)		HP (tsf)		GRADATION (%)				ATTERBERG				WC		ODOT CLASS (GI)		SO4 ppm		HOLE SEALED	
GRAVEL (6")				681.5																									
MEDIUM DENSE, GRAY, GRAVEL AND/OR STONE FRAGMENTS WITH SAND, LITTLE SILT, TRACE CLAY, DAMP		681.0	1	8	17	78	-	43	27	11	13	6	NP	NP	NP	4	A-1-b (0)	-											
			2	5																									
			3																										
			4	2	3	9	67	5	29	12	41	13	26	22	4	17	A-4a (4)	-											
			5																										
MEDIUM STIFF, BROWN, SANDY SILT, LITTLE CLAY, TRACE GRAVEL, DAMP		678.0	6																										
			7	7	18	40	89	0	20	20	50	10	NP	NP	NP	11	A-4b (5)	-											
			8	8	12	32	56	-	-	-	-	-	-	-	-	10	A-4b (V)	-											
			9																										
			10	8	7	24	100	4.50	2	39	15	24	20	29	21	8	A-4a (2)	-											
DENSE, BROWN, SILT, "AND" SAND, TRACE CLAY, DAMP		675.5	11	10	12	33	100	4.00	7	37	13	23	20	29	21	8	A-4a (2)	-											
			12	6	8	21	100	4.00	-	-	-	-	-	-	-	13	A-4a (V)	-											
			13																										
			14	10	11	37	67	3.00	-	-	-	-	-	-	-	15	A-4a (V)	-											
			15																										
HARD, BROWN, SANDY SILT, LITTLE CLAY, TRACE GRAVEL, DAMP		672.5	16	9	26	56	SS-9	3.00	-	-	-	-	-	-	16	A-4a (V)	-												
			17																										
			18																										
			19	10	28	77	100	SS-10	2.75	-	-	-	-	-	-	16	Rock (V)	-											
			20																										
SHALE, GRAY, SEVERELY WEATHERED, VERY WEAK.		663.0	21	38	50/3"	-	100	SS-11	2.50	-	-	-	-	-	16	Rock (V)	-												
			22																										
			23																										
			24	13	14	32	67	SS-12	3.50	-	-	-	-	-	-	16	Rock (V)	-											
			25																										
SHALE, GRAY, SLIGHTLY WEATHERED, MODERATELY STRONG TO STRONG; RQD 81%, REC 99%.		655.1	26	50/4"	-	100	SS-13	-	-	-	-	-	-	13	Rock (V)	-													
			27																										
			28																										
			29	80			100	NQ2-1									CORE												
			30																										
SHALE, GRAY, SLIGHTLY WEATHERED, MODERATELY STRONG TO STRONG; RQD 81%, REC 99%.		640.1	31																										
			32																										
			33																										
			34	63			97	NQ2-2									CORE												
			35																										
SHALE, GRAY, SLIGHTLY WEATHERED, MODERATELY STRONG TO STRONG; RQD 81%, REC 99%.		640.1	36																										
			37																										
			38																										
			39	100			100	NQ2-3									CORE												
			40																										
SHALE, GRAY, SLIGHTLY WEATHERED, MODERATELY STRONG TO STRONG; RQD 81%, REC 99%.		640.1	41																										
			42																										
			43																										
			44																										
			45																										

STANDARD ODOT LOG W/ SULFATES (11 X 17) - 8-10-24 11:38 - G:\2024\OCTOBER\0812\23050098COL\23050098COL.GPJ

NOTES: CAVED AT 20'
ABANDONMENT METHODS, MATERIALS, QUANTITIES: BACKFILLED WITH BENTONITE GROUT



B-002-0-23



Run #:	Depth	Recovery (in)	RQD (in)
NQ2-1	26.4'	60/60	48/60
NQ2-2	31.4'	58/60	38/60
PIK-TR252-0-02 BRIDGE REPLACEMENT; PID 119422			



B-002-0-23



Run #:	Depth	Recovery (in)	RQD (in)
NQ2-3	36.4'	60/60	60/60
PIK-TR252-0-02 BRIDGE REPLACEMENT; PID 119422			