

**CONTROL POINT (BENCHMARK) DATA**  
(Based on Datum NAVD88 and on Existing C/R/W Stationing)

CP1-	STA. 216+42.39, EL. 909.67, 17.784' RT, SW WINGWL BRASS PLUG
CP2-	STA. 216+42.55, EL. 909.69, 18.972' LT, NW WINGWL BRASS PLUG
CP3-	STA. 221+91.31, EL. 909.63, 17.890' RT, SE WINGWL BRASS PLUG
CP4-	STA. 221+91.23, EL. 909.55, 19.065' LT, TOP OF NE WINGWALL (Franklin County Survey Control Designation BMZ-57)
CP5-	STA. 210+25.43, EL. 904.16, 32.2' LT, BRASS PLUG IN CONCRETE (Delaware County Survey Control Designation DCE97-045)
CP6-	INTERSECTION OF SUNBURY RD. & SMOTHERS RD., EL. 904.95 (Franklin County Survey Control Designation FCGS-5105)

**TRAFFIC DATA**

<b>CURRENT YEAR TRAFFIC:</b>	
2013 ADT =	9295
2013 ADTT =	195
<b>DESIGN YEAR TRAFFIC:</b>	
2037 ADT =	11400
2037 ADTT =	240
DISTRIBUTION = 60% EB / 40% WB	

- NOTES**
- Bedrock was not encountered in 1986 soil borings (B-1, B-5, B-7, AND B-8).
  - Proposed HP10x42 friction piles (estimated length = 40'-0") are to be driven between existing 12BPx53 piles.
- LEGEND**
- A.S. = Approach Slab
  - F.A. = Forward Abutment
  - f/f = Face-to-face
  - ⊕ = Soil Boring Location
  - ⊗ = Benchmark Location
  - R.A. = Rear Abutment
  - \* = MGS Bridge Terminal Assembly, Type 1-1st guardrail post beyond wingwalls:
    - Rear Left = STA. 101+69.58, 17.829' left
    - Rear Right = STA. 101+82.08, 17.803' right
    - Forward Left = STA. 107+49.09, 17.810' left
    - Forward Right = STA. 107+61.59, 17.788' right

**EXISTING STRUCTURE**

TYPE: CONTINUOUS HAUNCHED STEEL GIRDERS W/ REINF. CONCRETE DECK ON STUB ABUTMENTS ON PILES AND CAP-AND-COLUMN PIERS ON PILES AND SPREAD FOOTINGS

SPAN: 72'-10"±, 99'-8"±, 100'-1"±, 100'-1"±, 99'-8"±, 72'-10"± c/c BRGS.

ROADWAY: 30'-0"± f/f GUARDRAIL

DESIGN LOADING: HS20-44 AND THE ALT. MILITARY LOADING CASE II

APPROACH SLABS: AS-1-72 (25' LONG) ALIGNMENT: TANGENT

CROWN: 3/16" PER FOOT SKEW: NONE

WEARING SURFACE: 2 1/2" THICK ASPHALT CONCRETE OVERLAY

STRUCTURAL FILE NUMBER: 2531453

DISPOSITION: SUPERSTRUCTURE & ABUTMENT CONC. TO BE REPLACED. ABUTMENT PILES AND PIERS TO BE SALVAGED

DATE BUILT: 1953

REHABILITATED: 1980

**PROPOSED STRUCTURE**

TYPE: CONTINUOUS STEEL GIRDER BRIDGE w/ COMPOSITE REINFORCED CONCRETE DECK ON SEMI-INTEGRAL STUB ABUTMENTS ON H-PILES & MODIFIED EXISTING CAP-AND-COLUMN PIERS ON H-PILES AND SPREAD FOOTINGS.

SPAN: 72'-4", 99'-8", 100'-1", 100'-1", 99'-8", 72'-4" c/c BRGS.

ROADWAY: 32'-0" f/f GUARDRAIL

LOADING: HS20, CASE II AND THE ALTERNATE MILITARY LOADING. FWS LOADING: 60 psf (DECK, BEAMS, & ABUTMENTS ONLY)

WEARING SURFACE: MONOLITHIC CONCRETE

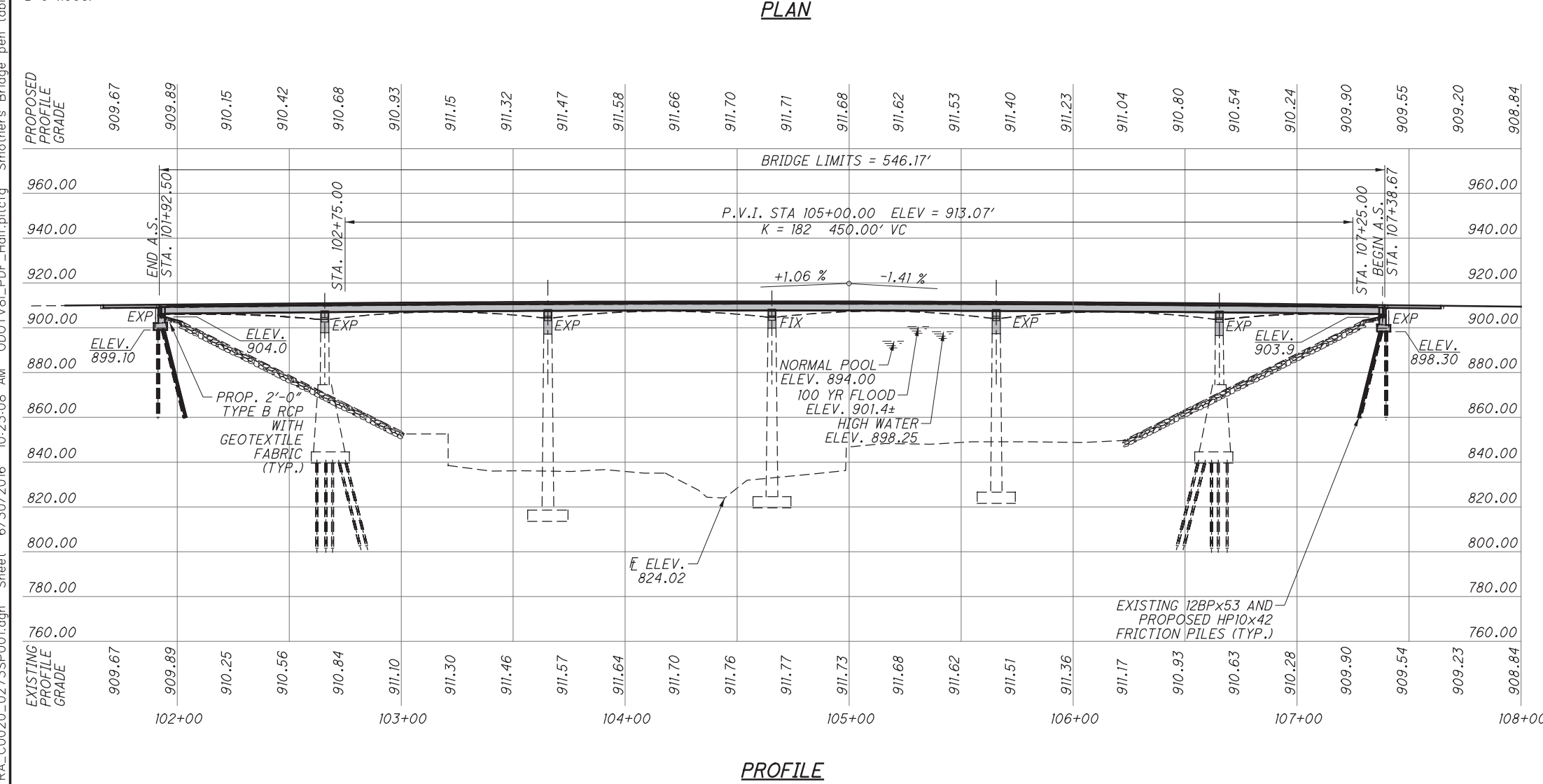
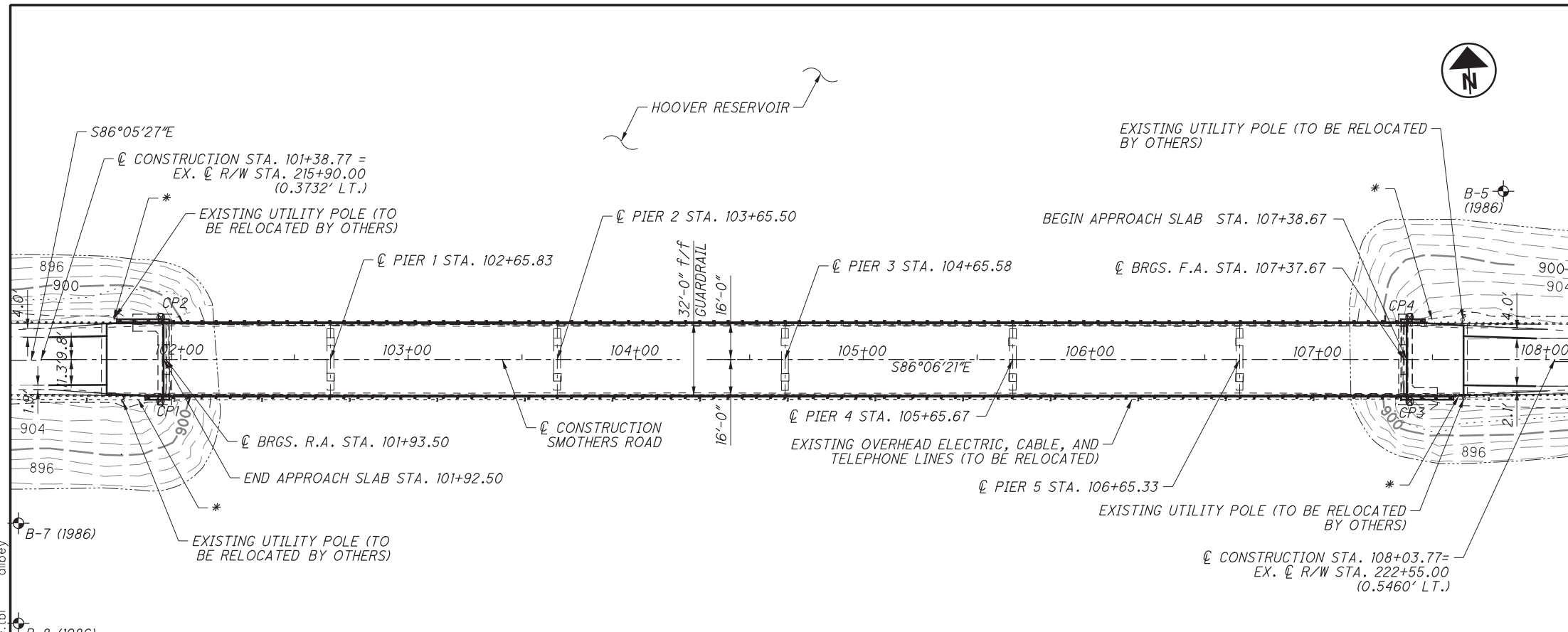
SKEW: NONE

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

ALIGNMENT: TANGENT

CROWN: 3/16" / FOOT

COORDINATES: LATITUDE N40°07'52", LONGITUDE W82°52'51"



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