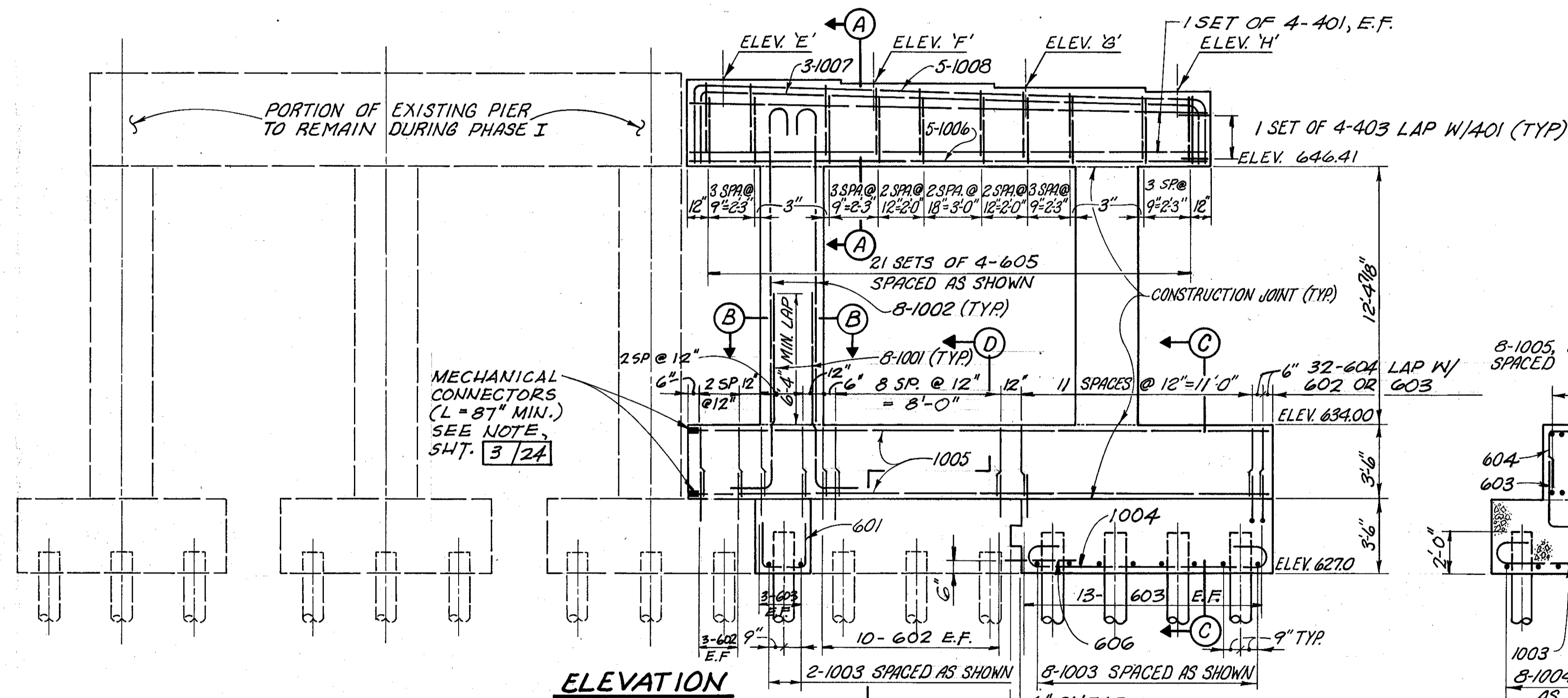
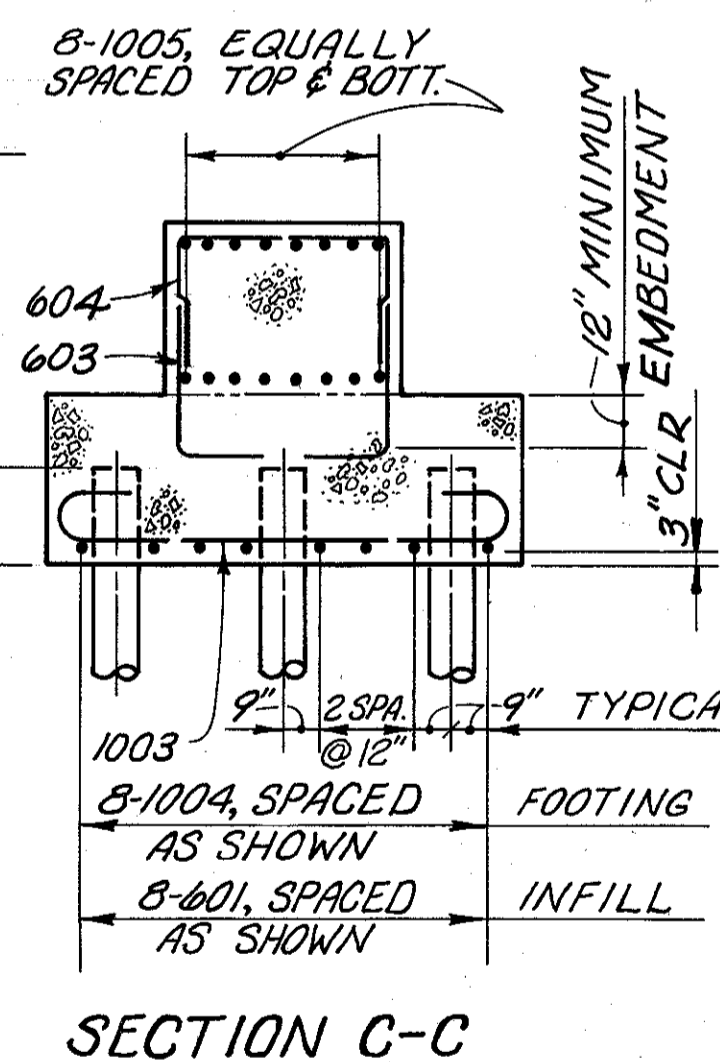


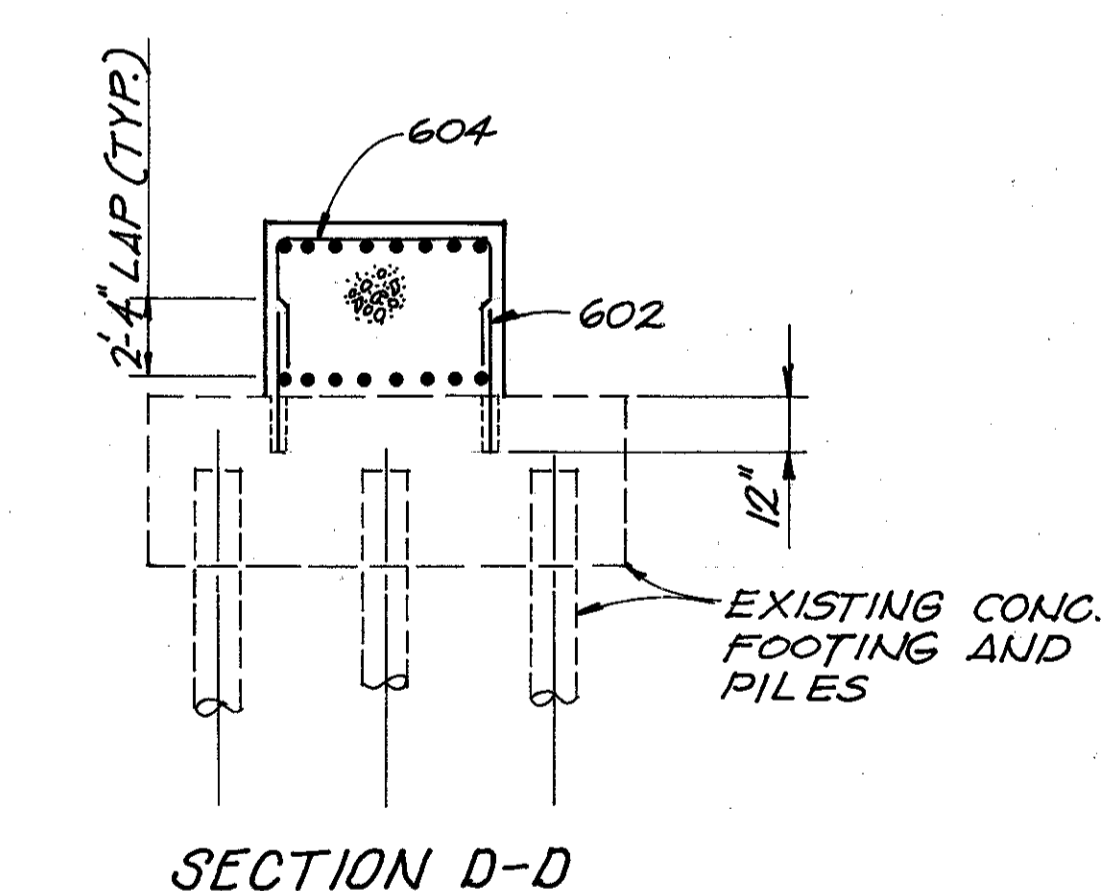
PLAN
 (LEFT PIER SHOWN, RIGHT PIER SIMILAR BUT OPPOSITE HAND)
 W.P.=WORK POINT: LT. PIER, STA. 402+73.69, 42.00' LT.
 RT. PIER, STA. 402+51.18, 42.00' RT.



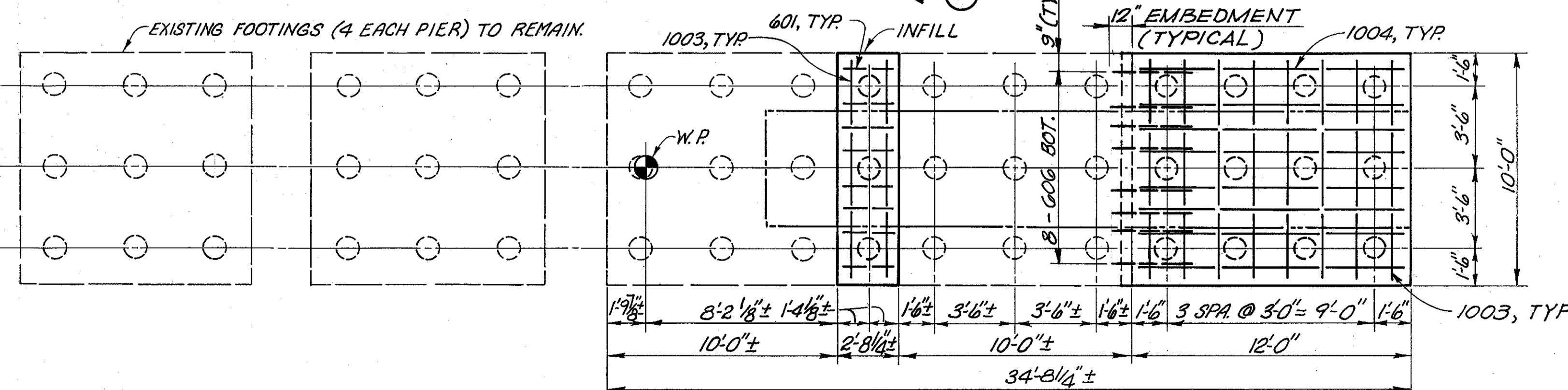
ELEVATION



SECTION C-C



SECTION D-D



PIER FOOTING & PILING PLAN

LOCATION	ELEVATION			
	'E'	'F'	'G'	'H'
LEFT PIER	650.23	650.12	650.02	649.91
RIGHT PIER	650.27	650.16	650.05	649.93

NOTES

- REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF ANCHOR BAR HOLES.
- AT THE OPTION OF THE CONTRACTOR, BEARING ANCHORS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
- A NON-EPOXY SEALER SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE PIERS.
- FOR PIER DEMOLITION PLAN AND CONSTRUCTION PHASING, SEE SHEET 6/24.
- FOR PILING PLAN, SEE SHEET 9/24.
- REFER TO SHEET 14/24 FOR SECTIONS A-A, B-B AND ADDITIONAL PIER DETAILS.
- LOCATION OF DOWEL HOLES FOR P602 BARS SHALL BE FIELD ADJUSTED TO PROVIDE A MINIMUM DISTANCE OF 6" FROM THE EDGE OF EXISTING CONCRETE TO THE CENTERLINE OF DOWEL.
- BAR MARKS FOR ALL PIER REINFORCING SHALL BE PREFIXED WITH THE DESIGNATION 'P'.
- THE SHEAR KEY IN THE FOOTING SHALL BE CUT FULL WIDTH, 1-2" DEEP CENTERED IN EXISTING FOOTING.

adache — ciuni — lynn
 associates
 CONSULTING ENGINEERS
 DATE 4/94
 REVIEWED AJM
 STRUCTURE FILE NUMBER
 DRAWN BMA
 CHECKED
 DESIGNED LEX
 CHECKED AP/MJL
PHASE I PIER CONSTRUCTION DETAILS
 BRIDGE NUMBER LAK-2-0955 L/R
 OVER STATE ROUTE 615
 LAK-2-9.46
 13/24
 60
 71