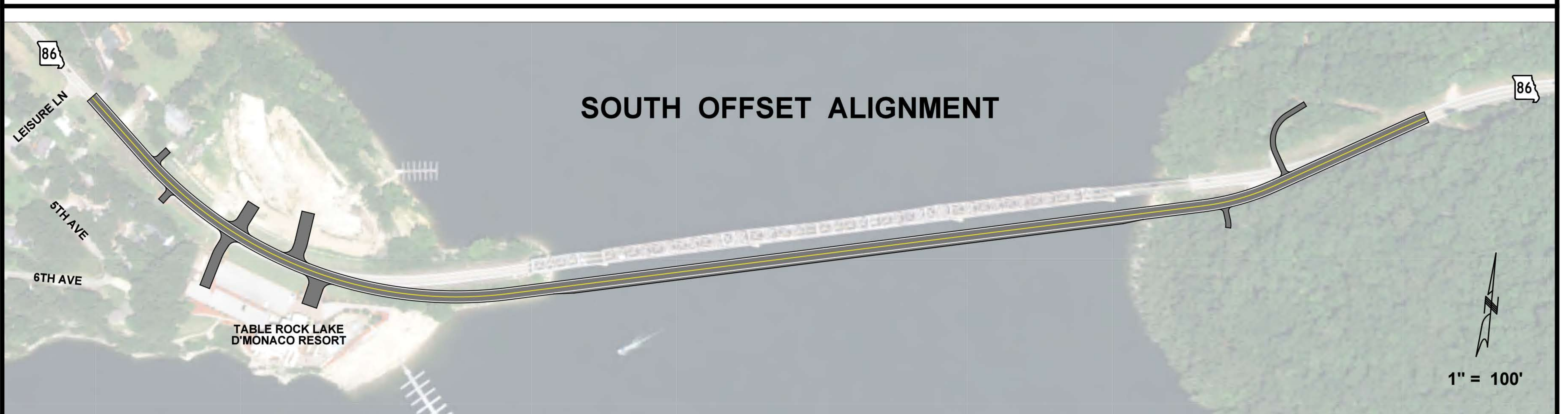
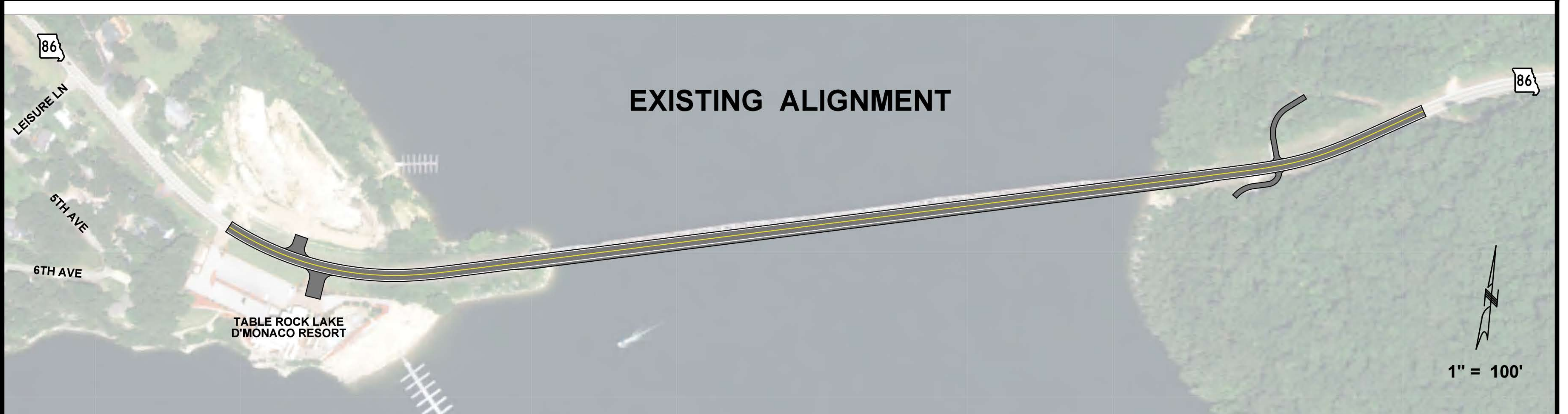
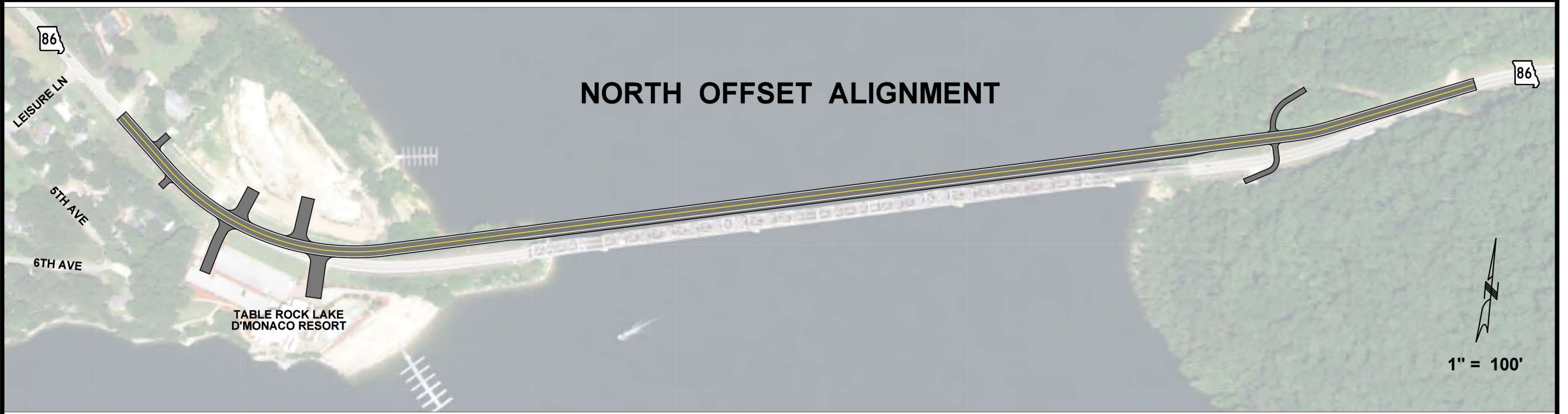




LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE

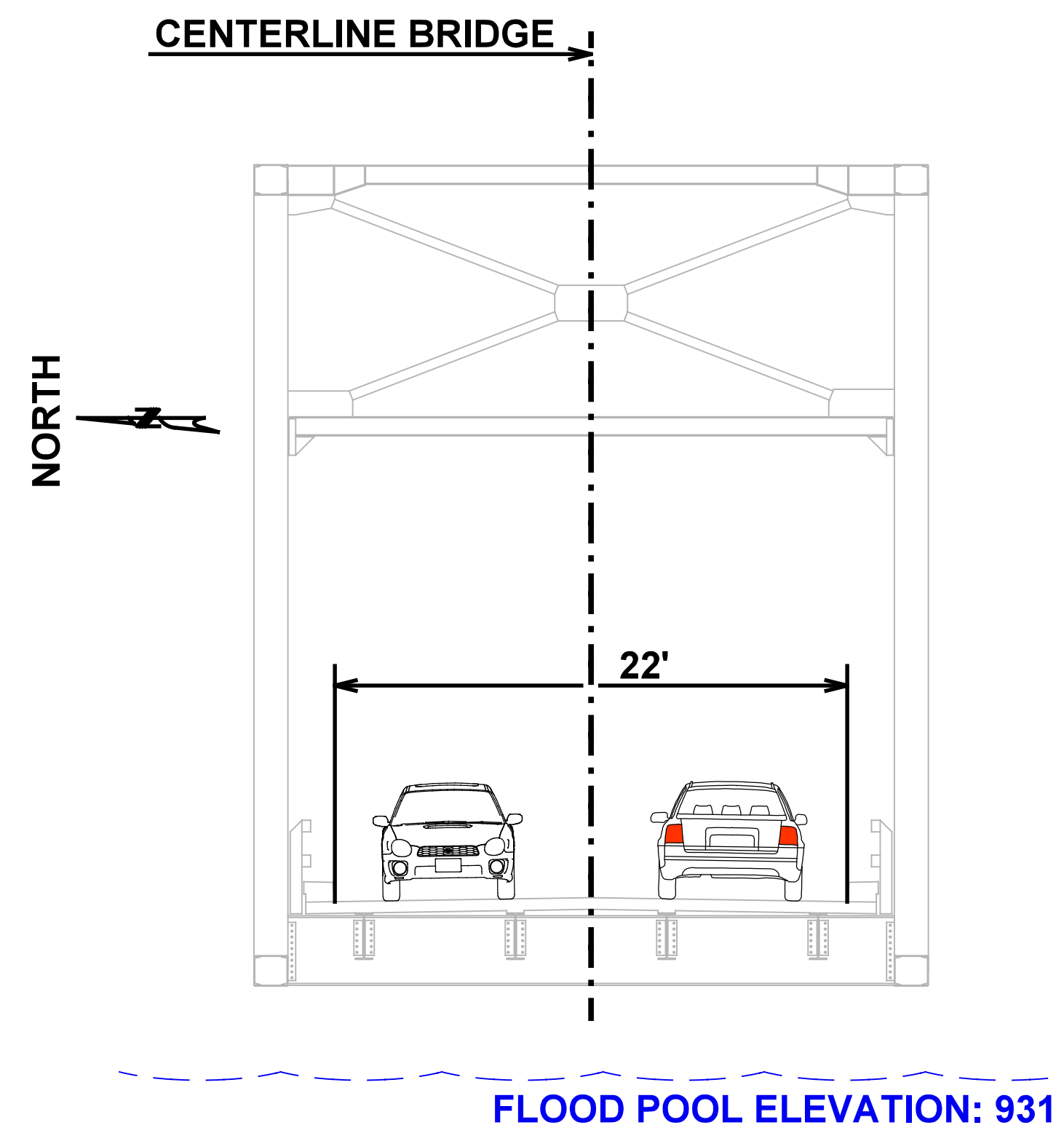




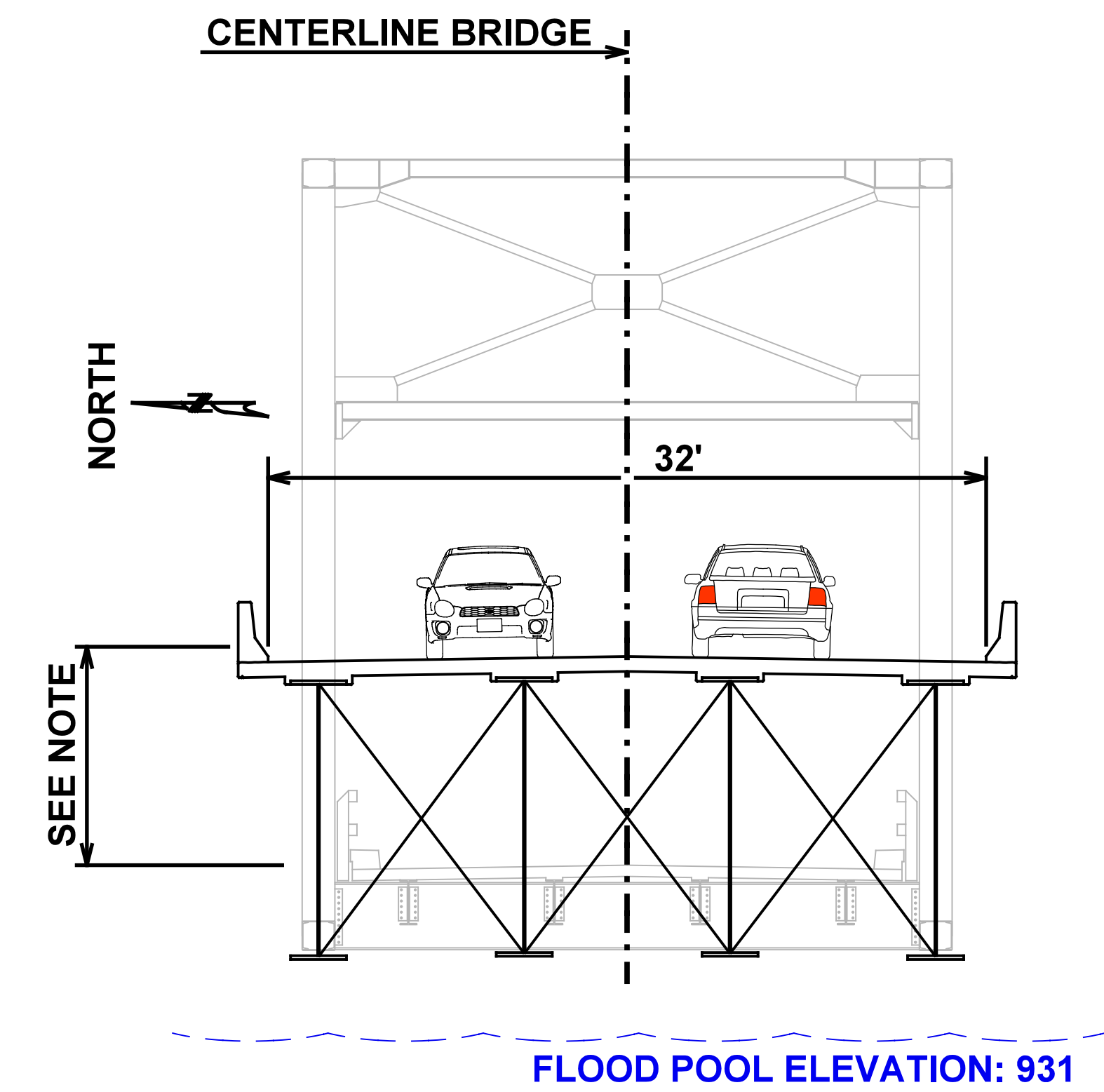
LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE



EXISTING CONDITION (LOOKING EAST)

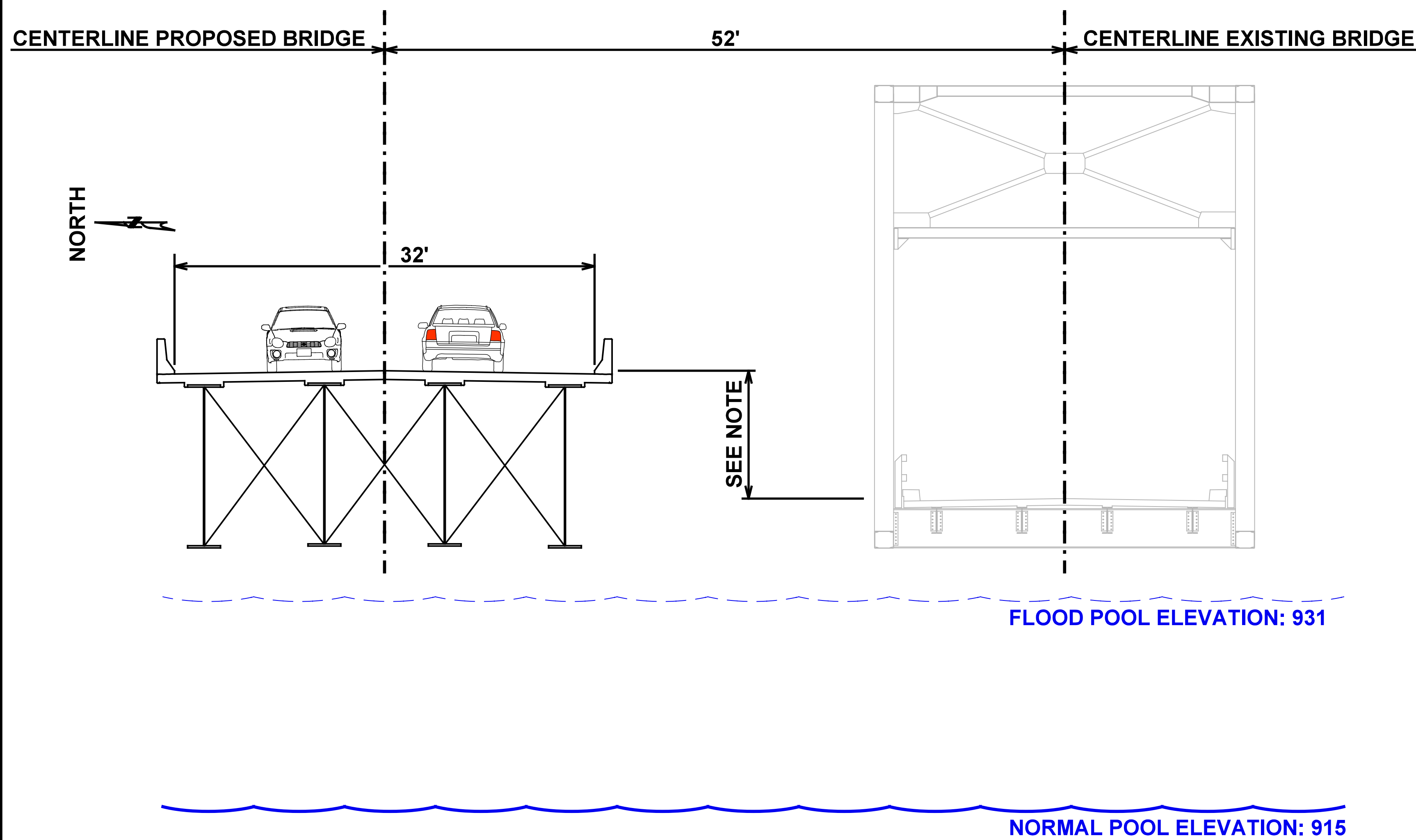


REPLACE BRIDGE ON EXISTING ALIGNMENT (LOOKING EAST)

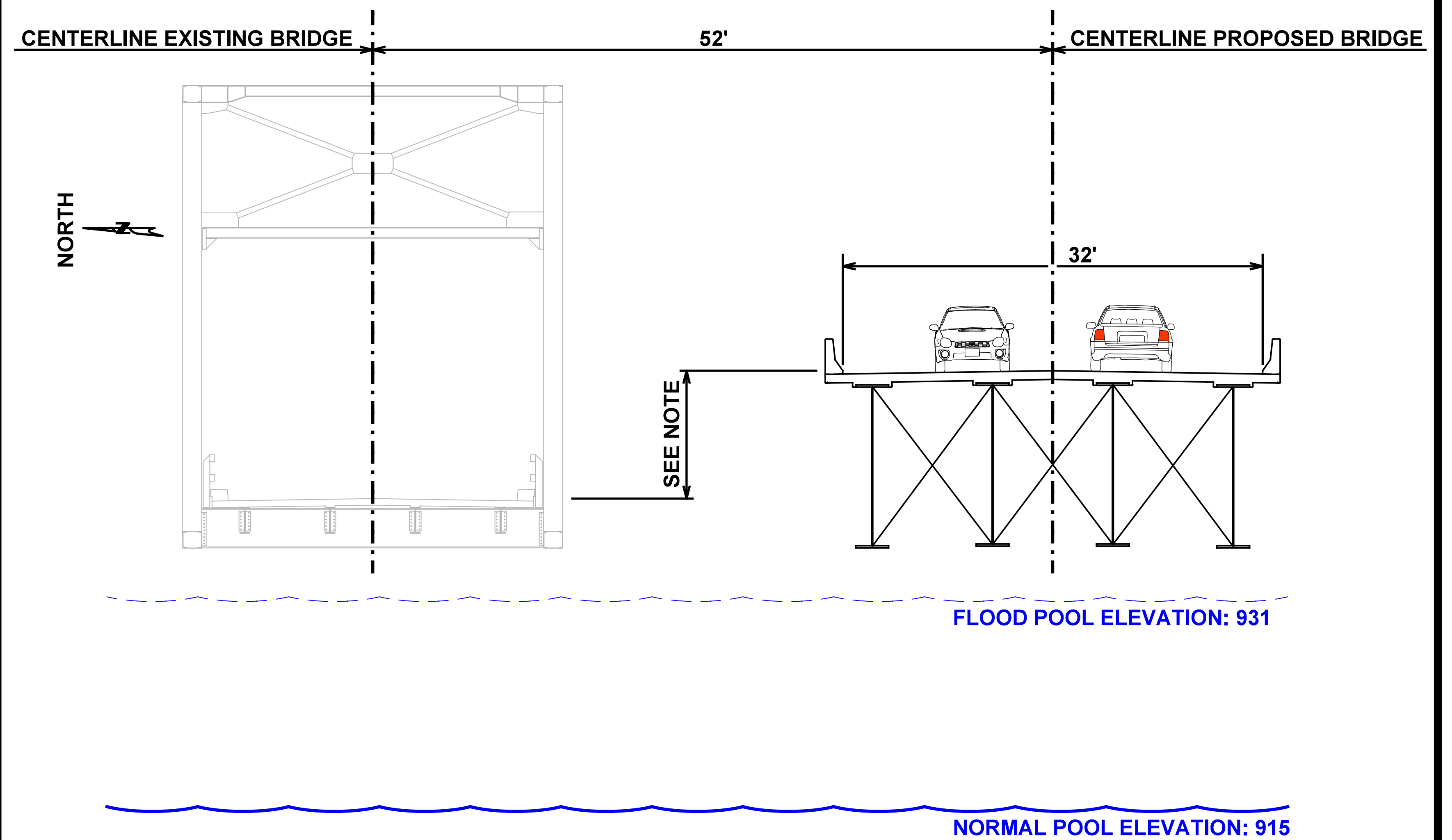


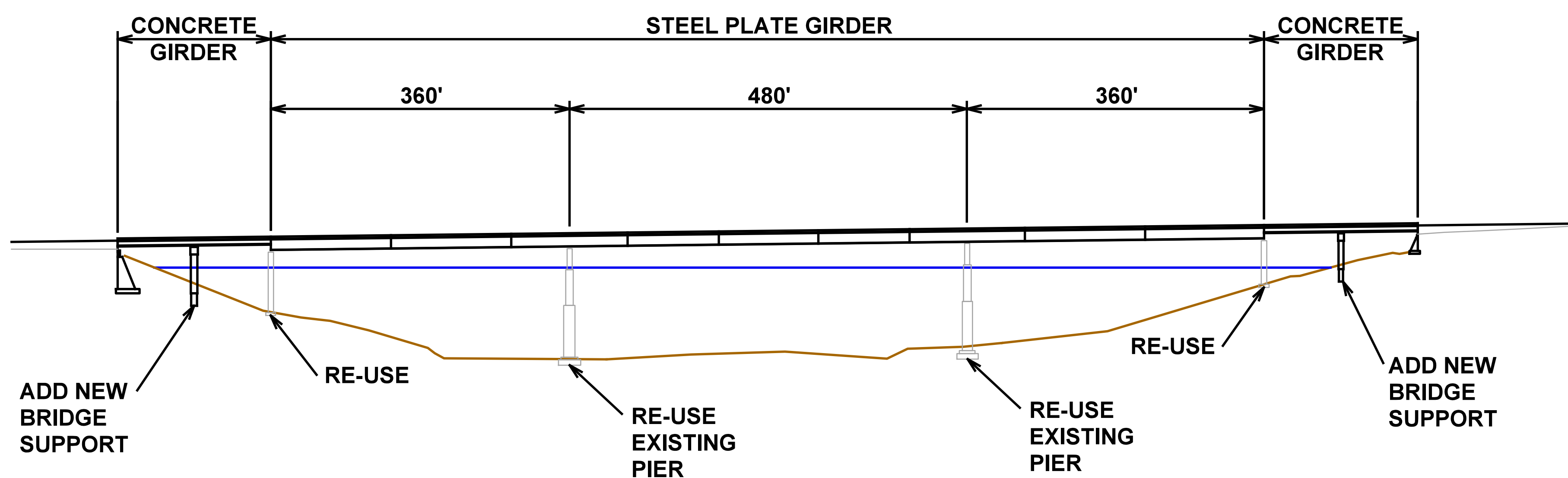
NOTE:
ALL NEW CONSTRUCTION OPTIONS USE A GIRDER BRIDGE, WHICH IS DEEPER THAN THE EXISTING BRIDGE. TO KEEP THE NEW CONSTRUCTION AT THE SAME LEVEL AS THE EXISTING BRIDGE FOUNDATION, THE NEW ROAD WILL NEED TO BE 7 TO 11 FEET HIGHER THAN THE EXISTING ROAD.

NORTH OFFSET ALIGNMENT (LOOKING EAST)



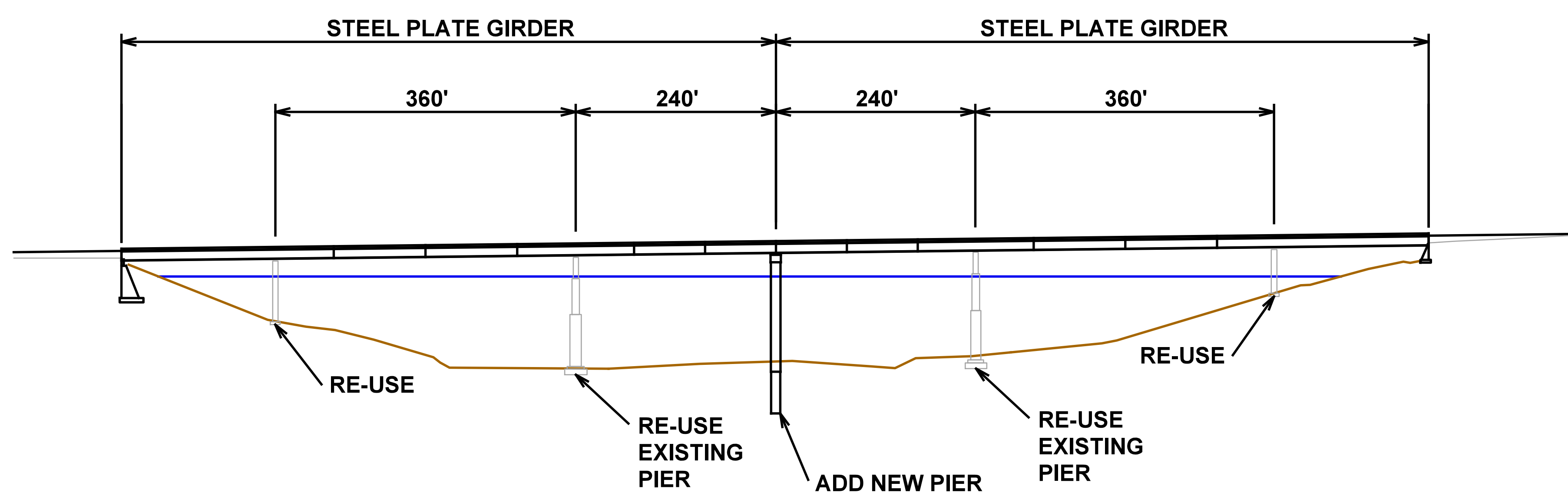
SOUTH OFFSET ALIGNMENT (LOOKING EAST)





- RE-USE OF TWO EXISTING DEEP-WATER LAKE PIERS
- NO ADDED DEEP-WATER LAKE PIERS
- 360-FOOT SPAN ON WEST SIDE MATCHING EXISTING PIER SPACING
- CONSTRUCTION COST - \$28 TO \$30 M
- ROUTE 86 CLOSED FOR 9 TO 11 MONTHS

REPLACE EXISTING BRIDGE



- RE-USE OF TWO EXISTING LAKE PIERS
- ONE ADDED DEEP-WATER PIER IN THE LAKE CONSTRUCTED WHILE ROUTE 86 IS OPEN
- 360-FOOT SPAN ON WEST SIDE MATCHING EXISTING PIER SPACING
- CONSTRUCTION COST - \$27 TO \$29 M
- ROUTE 86 CLOSED FOR 10 TO 12 MONTHS

REPLACE EXISTING BRIDGE ADDED LAKE PIER