

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
COLUMBUS EXPRESSWAY SYSTEM
FRA-40-12.28

CITY OF COLUMBUS, FRANKLIN COUNTY
MOUND ST EXPRESSWAY

ACI-1085(2)
LIMITED ACCESS

LIMITED ACCESS

This improvement is especially designed for thru traffic and has been declared a Limited Access Highway or Freeway by action of the Director of Highways, in accordance with the provisions of Sec. 5511.02 of The Revised Code of Ohio.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	ACI-1085 (2)

48

FRANKLIN COUNTY
FRA-40-12.28

CONVENTIONAL SIGNS

State Line	
County Line	
Township Line	
Section Line	
Center Line	
Corporation Line	
Fence Line	
Guard Rail (existing)	
Guard Rail (proposed)	
Steam Railroad	
Power Poles	
Telephone Poles	
Trees (existing)	
Trees (to be removed)	

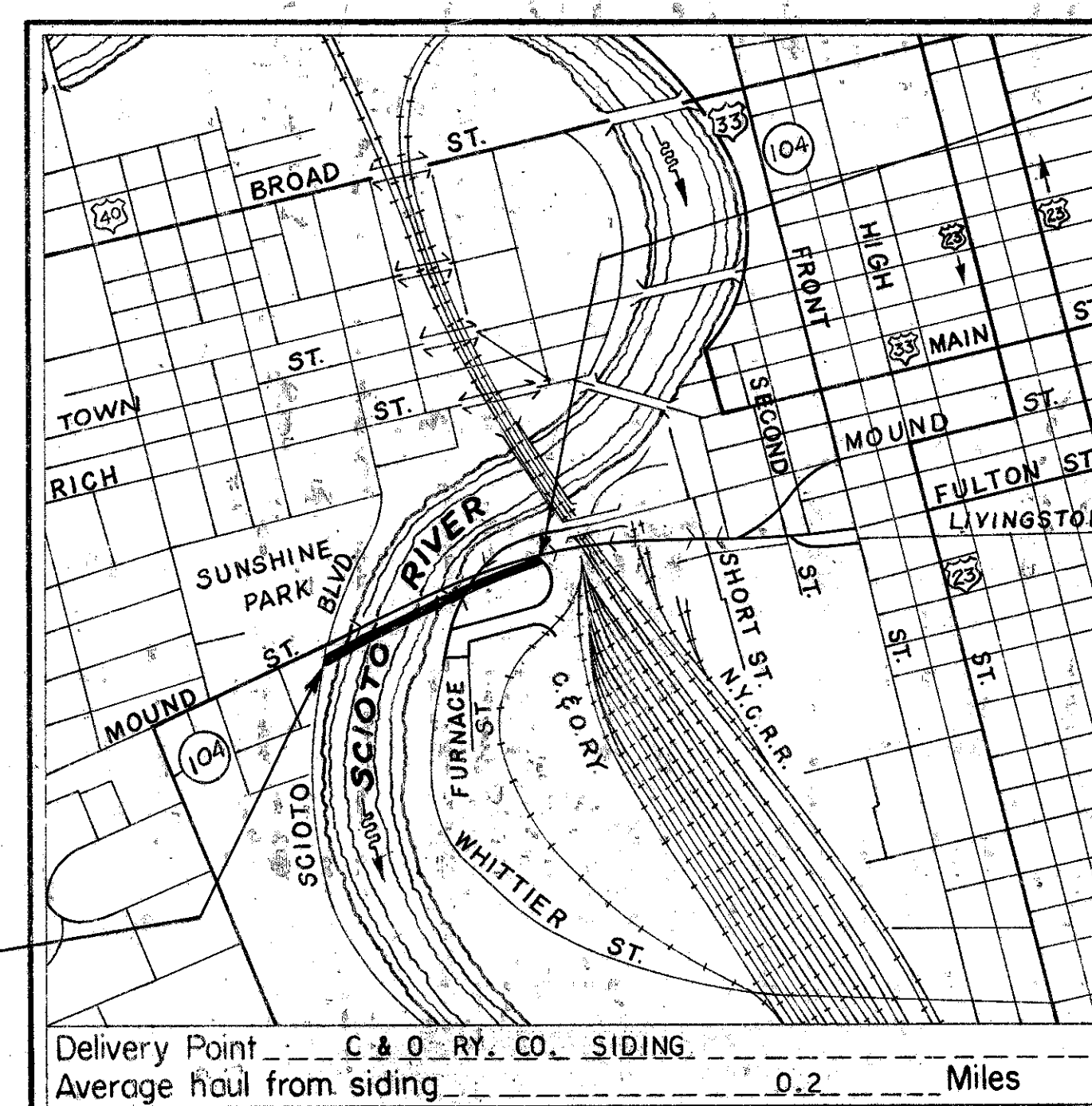
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RIGHT-OF-WAY	48-48-S

LINE DATA

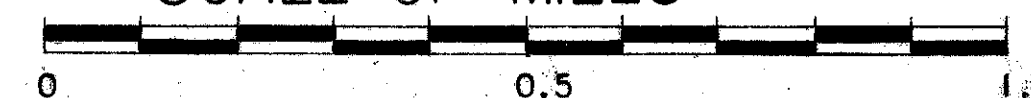
BEGIN PROJECT STATION 22+10.06
END PROJECT STATION 34+25.00
GROSS LENGTH OF PROJECT = 1214.94 LIN. FT.
STATION EQUATION:
STATION 32+04.23 BACK
EQUALS STATION 32+23.69 AHEAD
DEDUCT FOR STATION EQUATION = 19.46 LIN. FT.
LENGTH OF PROJECT = 1195.48 LIN. FT.
OR 0.226 MILE
ADD FOR APPROACH STA. 34+25 TO 36+65.5 = 240.50 LIN. FT.
NET LENGTH OF WORK = 1435.98 LIN. FT.
OR 0.271 MILE

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LOCATION MAP

SCALE OF MILES



Portion to be improved
State Roads
Other Roads

SCALE

Plan 1" = 100'
PROFILE 1" = 10'

END PROJECT
Station 34+25.00

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved *Frank McCallister*
Date 5-27-58 Division Deputy Director

Approved *C. H. Mahewes*
Date 6-2-58 Deputy Director of Planning & Programming

Approved *W. Overman*
Date 5-27-58 Engineer of Bridges

Approved *P. E. Shultz*
Date 5-27-58 Engineer of Location & Design

Approved *P. E. Mascher*
Date 5-27-58 Deputy Director of Design & Construction

Approved
Date First Assistant Director

Approved *George J. Thompson*
Date 6/2/58 ACTING DIRECTOR OF HIGHWAYS

Sheet 48-S added
7-29-58
REC.

Sheet 49 revised 2-17-59
Sheet 19A added 2-17-59

Supplemental Prints of Standard Construction Drawings					
R1-1	1-3-55	S-27-P.C. 4	1-4-54	B-T-50-70-71E No. 1	10-1-47
T-35	1-2-56	1-8 I. NO. 2	12-1-54	L. J. NO. 1	7-1-55
1-15 NO. 1	8-1-55	1-12	7-1-54	T. J.	5-1-56
L-3	4-1-50	1-15 NO. 2-B	6-1-57	S-27 P.C. 3	2-20-45
L-3-A	4-1-50	1-21-23	8-1-56	1-1, 2, 3, 4 & 5	4-24-58
RB-1-55	3-1-55	OS-1	12-17-56	G-7.07	6-1-56
AR-1-57	3-1-58	AS-1-54	12-1-54		

Supplemental Specifications	
E-101	1-1-57
5	6-8-55
5-114	Rev. 8-1-57

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED :

DIVISION ENGINEER DATE

File No.	SECTION FRA-40-12.28 ACI-1085 (2) LIMITED ACCESS
Date of Letting	19
Contract No.	

NOTES

FIELD OFFICE

THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE IN ACCORDANCE WITH SECTION S-0.01(9) HAVING A MINIMUM FLOOR AREA OF 500 FEET. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED DURING THE CONSTRUCTION OF THIS PROJECT.

UTILITY ADJUSTMENT

ANY AND ALL WORK REQUIRED FOR REMOVING, RELOCATING AND CONSTRUCTION OF NEW FACILITIES FOR PRIVATE OR PUBLIC UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THE RESPECTIVE OWNERS UNLESS OTHERWISE NOTED ON THE PLANS. WATER LINES THAT ARE TO BE ABANDONED OR RELOCATED WILL BE DONE BY THE CITY OF COLUMBUS AND ARE NOT INCLUDED IN THIS CONTRACT.

SEEDING AND PROTECTING

QUANTITIES FOR SEEDING, ITEM L-9 ARE CALCULATED FOR THE SOIL AREAS BETWEEN LINES TEN FEET OUTSIDE THE WORK LIMITS, AS SHOWN ON THE CROSS SECTIONS OR TO THE RIGHT-OF-WAY LINE IF SUCH LINE IS LESS THAN TEN (10) FEET FROM THE WORK LIMITS.

DESIGN SPEED

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 50 MILES PER HOUR.

CATCH BASINS INLETS AND PIPES

THE PROPOSED ELEVATIONS AND LOCATIONS OF CATCH BASINS, INLETS AND PIPES AND THE ESTIMATED LENGTHS OF PIPES MAY BE ADJUSTED BY THE ENGINEER DURING CONSTRUCTION.

SEEDING

THE RATE OF SEEDING SHALL BE 3 POUNDS PER 1000 SQ. FT. AND THE SEED MIXTURE SHALL BE AS FOLLOWS:

40%	KENTUCKY BLUEGRASS (POA PRATENSIS)
10%	KENTUCKY 31 FESCUE (FESTUCA ELATIOR)
30%	CREeping RED FESCUE (FESTUCA RUBRA)
15%	RED TOP (AGROSTIS ALBA)
5%	WHITE DUTCH CLOVER (TRIFOLIUM REPENS)

FINISHING CONCRETE PAVEMENT

HAND FINISHING AS PER SEC T-71.2(1) OF THE GENERAL SPECIFICATIONS WILL BE PERMITTED AT APPROACH SLABS, INTERSECTIONS, SECTIONS WHERE MAINTENANCE OF TRAFFIC REQUIRES HAND FINISHING AND SECTIONS OF VARIABLE WIDTH LANES WHICH IN THE OPINION OF THE ENGINEER REQUIRE HAND FINISHING

UPON COMPLETION OF THE B-33 CONSTRUCTION, A SEAL COAT SHALL BE APPLIED TO THE SURFACE OF THE PENETRATION MACADAM IN ACCORDANCE WITH ITEM T-31, CONSISTING OF 0.25 GAL. BITUMINOUS MATERIAL PER SQ. YD. AND 0.009 CU. YD. NO. 6 AGGREGATE PER SQ. YD.

THE VARIETY AND GRADE OF BITUMINOUS MATERIAL USED IN THE SEAL COAT SHALL DEPEND UPON THE TYPE OF BITUMINOUS MATERIAL USED IN THE B-33, BITUMINOUS MACADAM BASE COURSE AS INDICATED IN THE FOLLOWING TABLE:

BITUMINOUS MATERIAL USED IN ITEM B-33 BITUMINOUS MACADAM BASE COURSE	BITUMINOUS MATERIAL TO BE USED FOR ITEM T-31 BITUMINOUS SURFACE TREATMENT
SEC. M-5.7 RT-11 OR RT-12	SEC. M-5.7 RT-8 OR RT-9
SEC. M-5.1 (85-100) OR	SEC. M-5.2 RC-3; SEC. M-5.3
SEC. M-5.5 RS-1	MG-5; SEC. M-5.5 RS-2 OR RS-1; M-5.1 CBAC-3

SHIELDS SHALL BE USED ON THE DISTRIBUTOR TO PREVENT BITUMINOUS MATERIAL BEING SPREAD ONTO THE ADJACENT PAVEMENT. THE COVER AGGREGATE SHALL BE LAID WITH AN APPROVED SPREADER BOX AND CARE SHALL BE TAKEN TO SPREAD THE MATERIAL TO THE NEAT LINES SHOWN ON THE PLANS.

GENERAL SUMMARY

TYPE CODE 6707

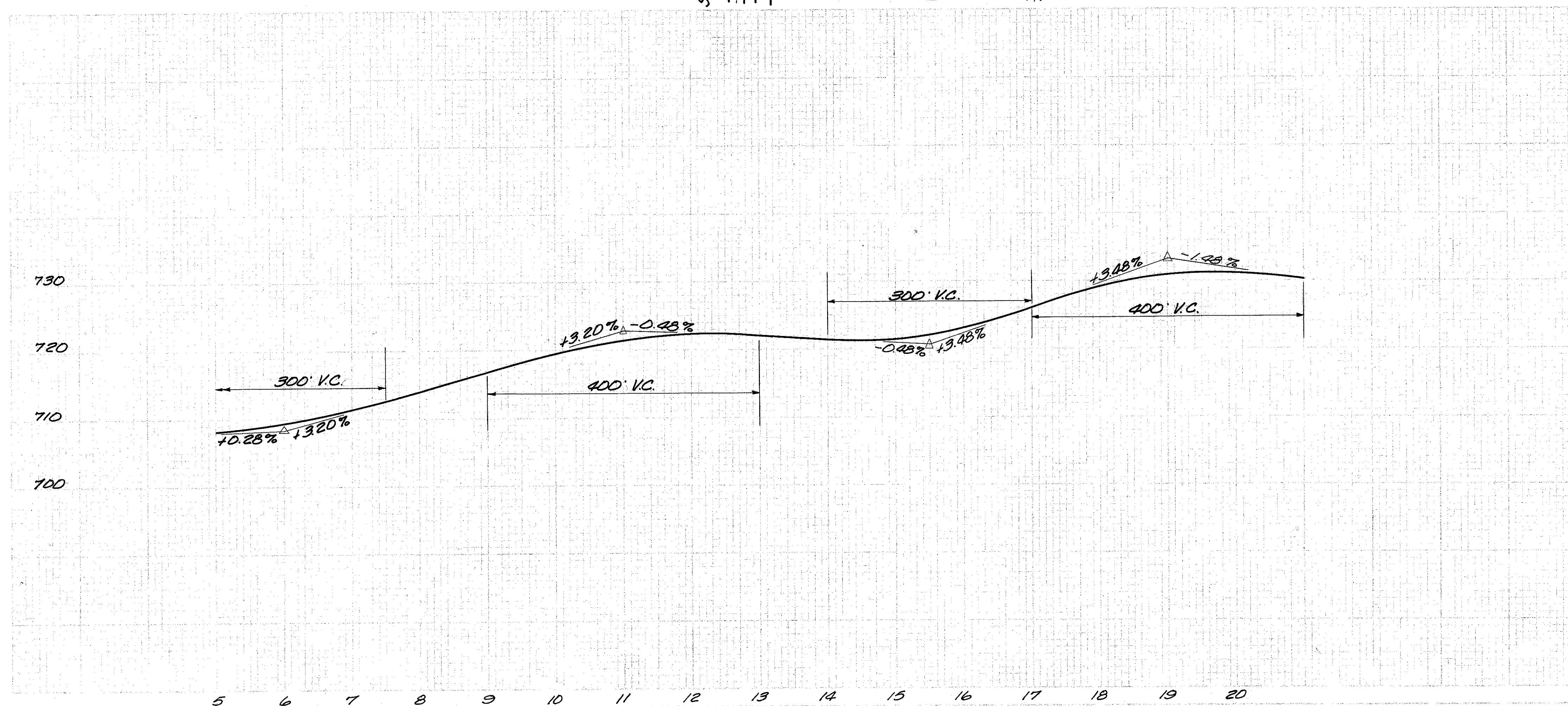
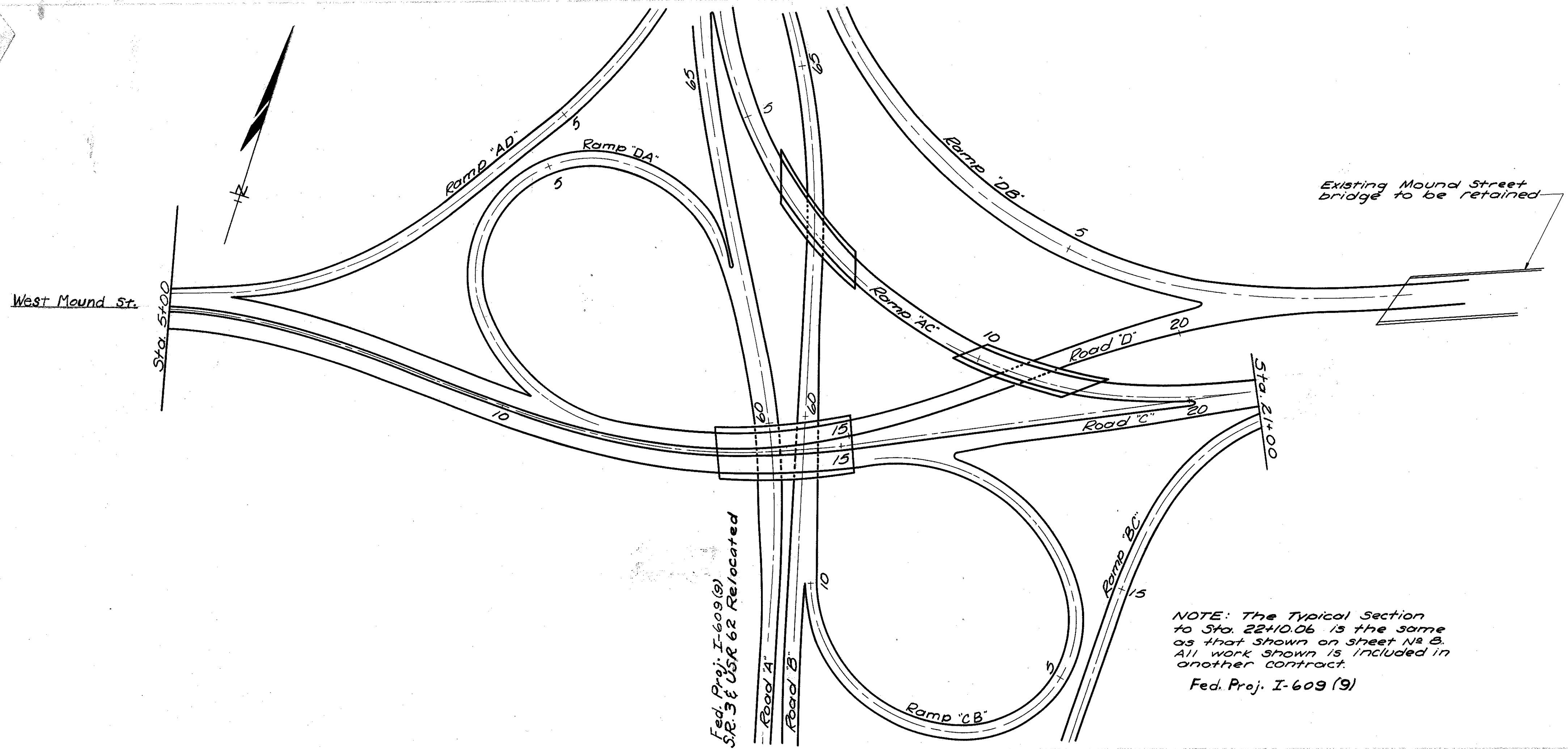
PAVEMENT

ITEM	DESCRIPTION	TOTAL QUANTITY
ITEM B-70	9" PORTLAND CEMENT CONCRETE BASE COURSE	977 SQ. YD.
ITEM T-35	ASPHALTIC CONCRETE SURFACE COURSE TYPE "C" (60-70)	45 CU. YD.
ITEM B-35	ASPHALTIC CONCRETE LEVELING COURSE (60-70)	46 CU. YD.
ITEM B-33	3" BITUMINOUS MACADAM BASE COURSE	357 SQ. YD.
ITEM T-31	BITUMINOUS SURFACE TREATMENT BITUMINOUS MATERIAL AS PER PLAN	180 GAL.
ITEM T-31	BITUMINOUS SURFACE TREATMENT NO. 5 AGGREGATE	3 CU. YD.
ITEM I-18	STABILIZED CRUSHED AGGREGATE SHOULDERS AND APPROACHES	54 CU. YD.
ITEM I-21	4" PORTLAND CEMENT CONCRETE MEDIAN PAV'T, STD. TYPE 1	234 SQ. YD.
ITEM T-31	BITUMINOUS SURFACE TREATMENT No. 46 AGGREGATE	3 CU. YD.
ITEM I-22	SUBBASE	271 CU. YD.
ITEM I-7	REINFORCED CONCRETE APPROACH SLAB AS PER PLAN (T-13)	131 SQ. YD.
ITEM T-30	BITUMINOUS TACK COAT: SECTION M-5.5 RS-2 OR RS-1; OR SECTION M-5.2 RC-3 OR RC-2 AS PER SECTION T-30.02	98 GAL.
ITEM I-12	CONCRETE CURB TYPE 2-B, Standard	214 LIN. FT.
ITEM I-12	CONCRETE CURB TYPE 6, Standard	478 LIN. FT.
ITEM E-8	REMOVAL AND DISPOSAL OF EXISTING WEARING COURSE	214 SQ. YD.
ITEM I-121	PORTLAND CEMENT CONCRETE MEDIAN PAV'T, STD. TYPE 2	214 SQ. YD.

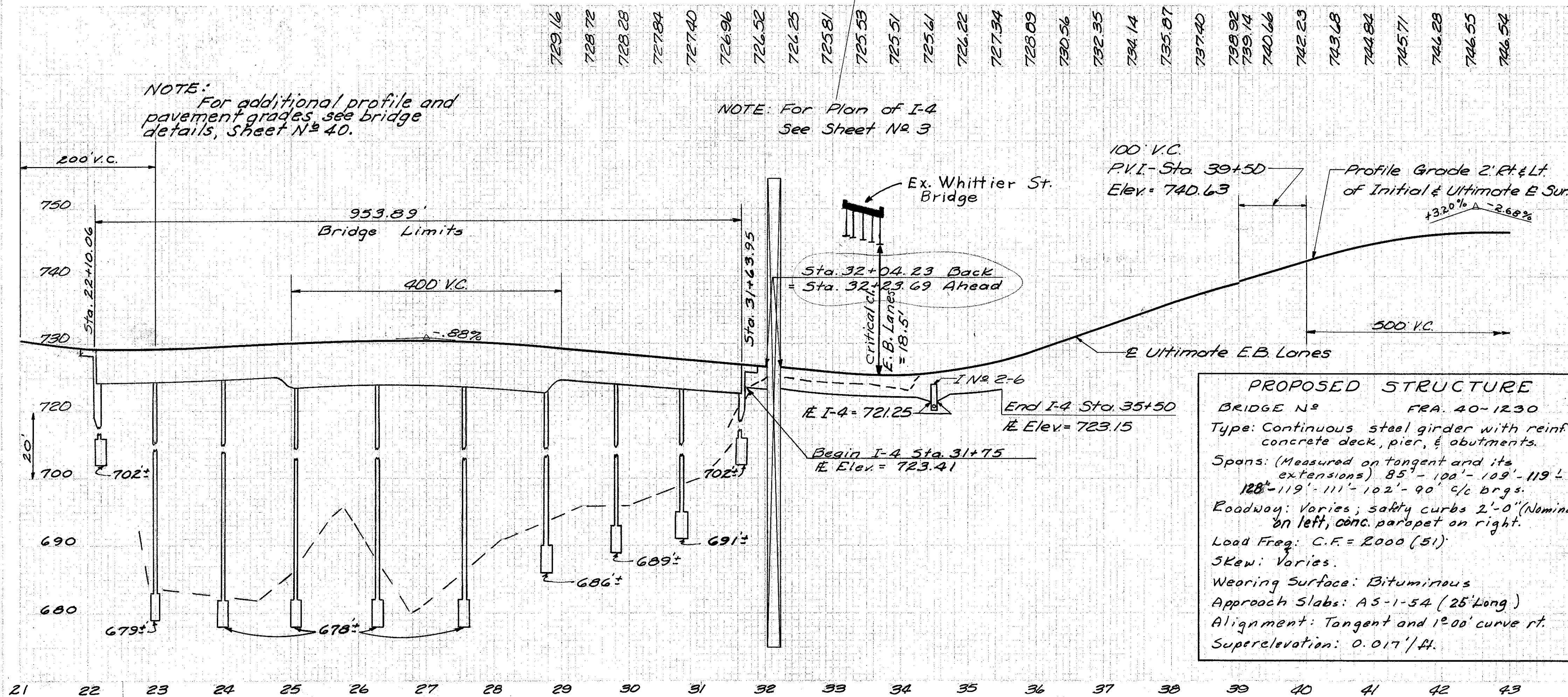
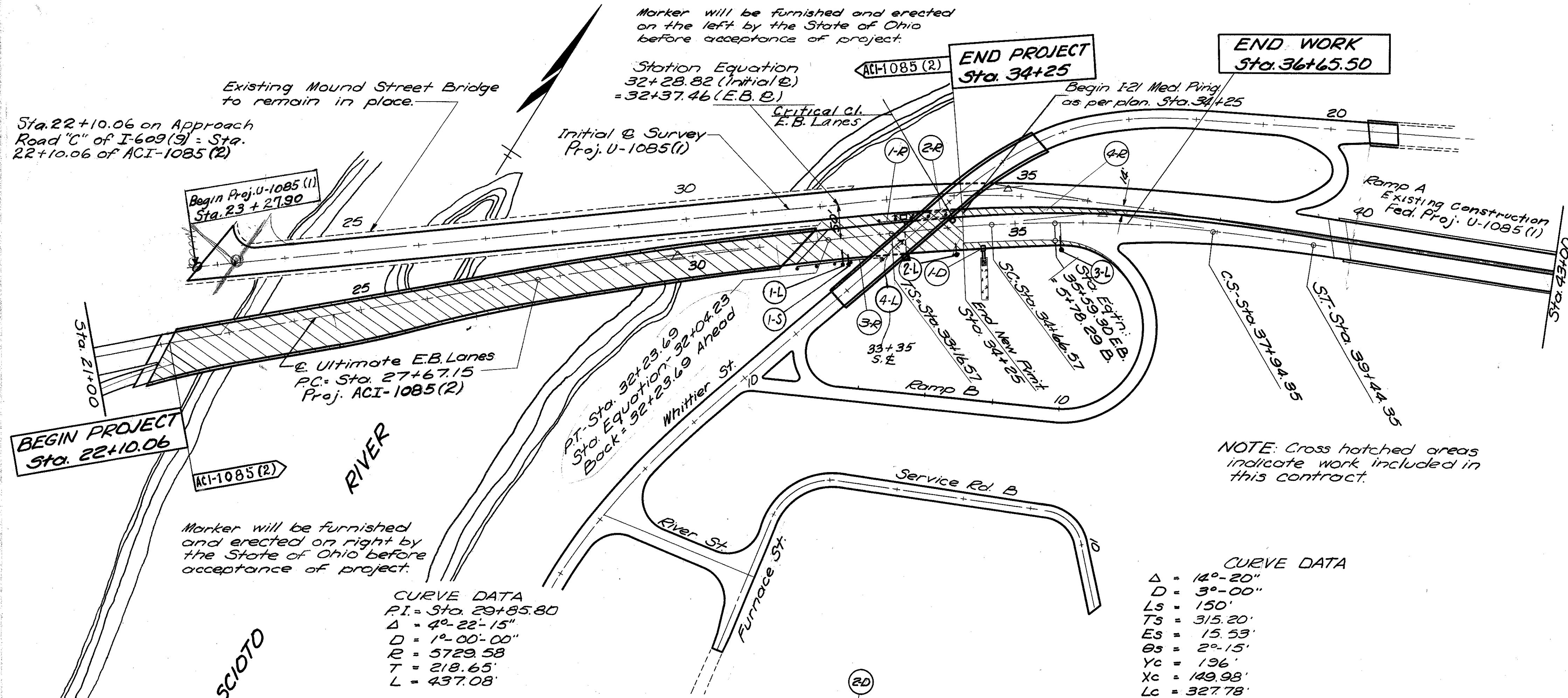
ROADWAY

ITEM L-10	SEEDING	38 SQ. YD.
ITEM I-15	GUARD RAILS STEEL BEAM STANDARD TYPE (DEEP), as per Std. Dwg. 312.5	15 LIN. FT.
ITEM E-101	ROADWAY EXCAVATION	505 CU. YD.
ITEM E-101	COMPACTED SUBGRADE	1334 SQ. YD.
ITEM E-4	BORROW	3300 CU. YD.
ITEM E-11	WATER	49 A.C.G.
ITEM L-9	SEEDING AND PROTECTING AS PER PLAN	1293 SQ. YD.
ITEM L-9	COMMERCIAL GRADE 12 INCH	10.12 TONS
ITEM SPECIAL	SINGLE POLE OVERHEAD SIGN ASSEMBLY, TYPE "B"	1 EACH
ITEM S-25	COMBINED LIGHT STANDARD FOUNDATION AND PULLBOX	3 EACH
ITEM S-25	STEEL LIGHT STANDARD WITH SINGLE 12 FT. BRACKET ARM	3 EACH
ITEM S-25	PULL BOX AS PER PLAN	2 EACH
ITEM S-25	2" I.D. FIBER CONDUIT CONCRETE ENCASED, AS PER PLAN	52 LIN. FT.
ITEM E-2	EXCAVATION FOR STRUCTURES	1 CU. YD.
ITEM E-3	CHANNEL EXCAVATION	6 CU. YD.
ITEM I-2	15" RIGID 18" STORM SEWERS	14 LIN. FT.
ITEM I-4	6" RIGID 18" STORM SEWERS	350 LIN. FT.
ITEM I-8	INLET, STD. NO. 12-6	1 EACH
ITEM I-10	DUMPED ROCK CHANNEL PROTECTION	4 CU. YD.
ITEM S-1	CONCRETE FOR STRUCTURES CLASS "E"	0.3 CU. YD.

STRUCTURE OVER 20 FT. SPAN
STR. NO. FRA-40-1230
FOR ESTIMATED QUANTITIES SEE SHEET NO. 12



EAST BOUND LANES - STA. 5+00 to STA. 21+00



SEE
SHEET NO.

ESTIMATED QUANTITIES

ITEM	QTY	UNIT	PRICE	TOTAL
1-15	1	Guard Rail	100	100
1-8	1	Inlet	125	125
1-2	1	Each	14	14
1-10	1	15' Storm Drain	4	4
1-10	1	Back Siding	38	38
5-25	1	Right of Way	1	1
5-25	1	Final Right of Way	1	1
5-25	1	Box	2	2
5-25	1	Comp.	52	52

Seeding
End Width
Sq. Yds.

FRANKLIN COUNTY
FRA-40-12.28

End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
11	20		
		104	91
45	29		
		200	70
63	9		
		151	3060
0	1262		

STRUCTURE DATA

Sta. 34+50
Skew = 0°
Work Req'd: A Std. No. 2-6 Inlet shall be built to the rt. of Sta. 34+50. 14' of 15" Class B storm sewer shall be used. The Contractor shall connect the pipe underdrains to the basin as indicated on sheets G & B. The end-wall, sod, and dumped rock shall be placed as shown. Excavate a channel to provide proper drainage.

ESTIMATED QUANTITIES

- E-2 Excavation for structures 1 Cu.Yd.
- E-3 Channel Excavation 6 Cu.Yds.
- I-2 15" Storm Sewer Class B 14 Lin.Ft.
- I-8 Std. No. 2-6 Inlet 1 Each
- I-10 Dumped Rock 4 Cu.Yds.
- L-10 Sod 35 Sq.Yds.
- S-1 Conc. for structure Class E 0.3 Cu.Yds.

EARTHWORK & SEEDING SUMMARY

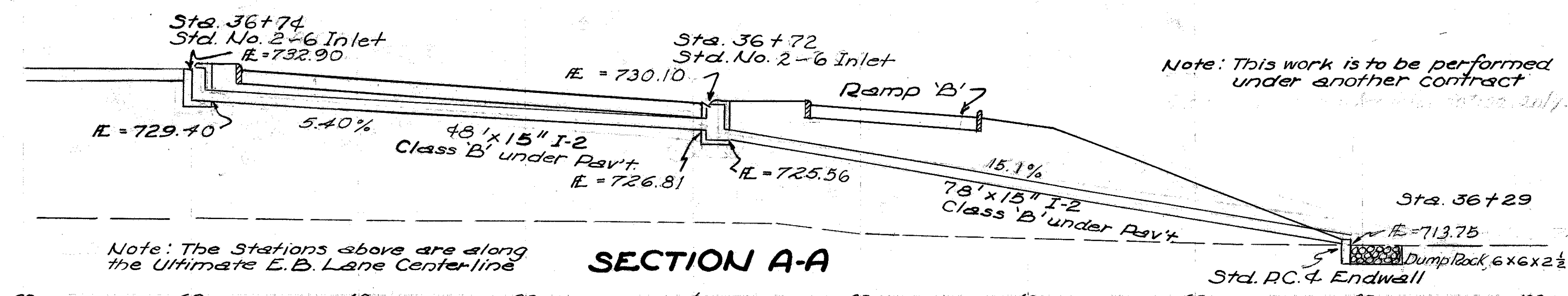
Excavation	505 cu.yds.
Embankment	32.46 cu.yds.
Embankment +20%	38.95 cu.yds.
Borrow	339.0 cu.yds.
Seeding	1293 sq.yds.

NOTE: These cross sections are taken on the initial & survey.

Station 33+00 to Station 35+00

Seeding
End
Width
Sq.
Yds.

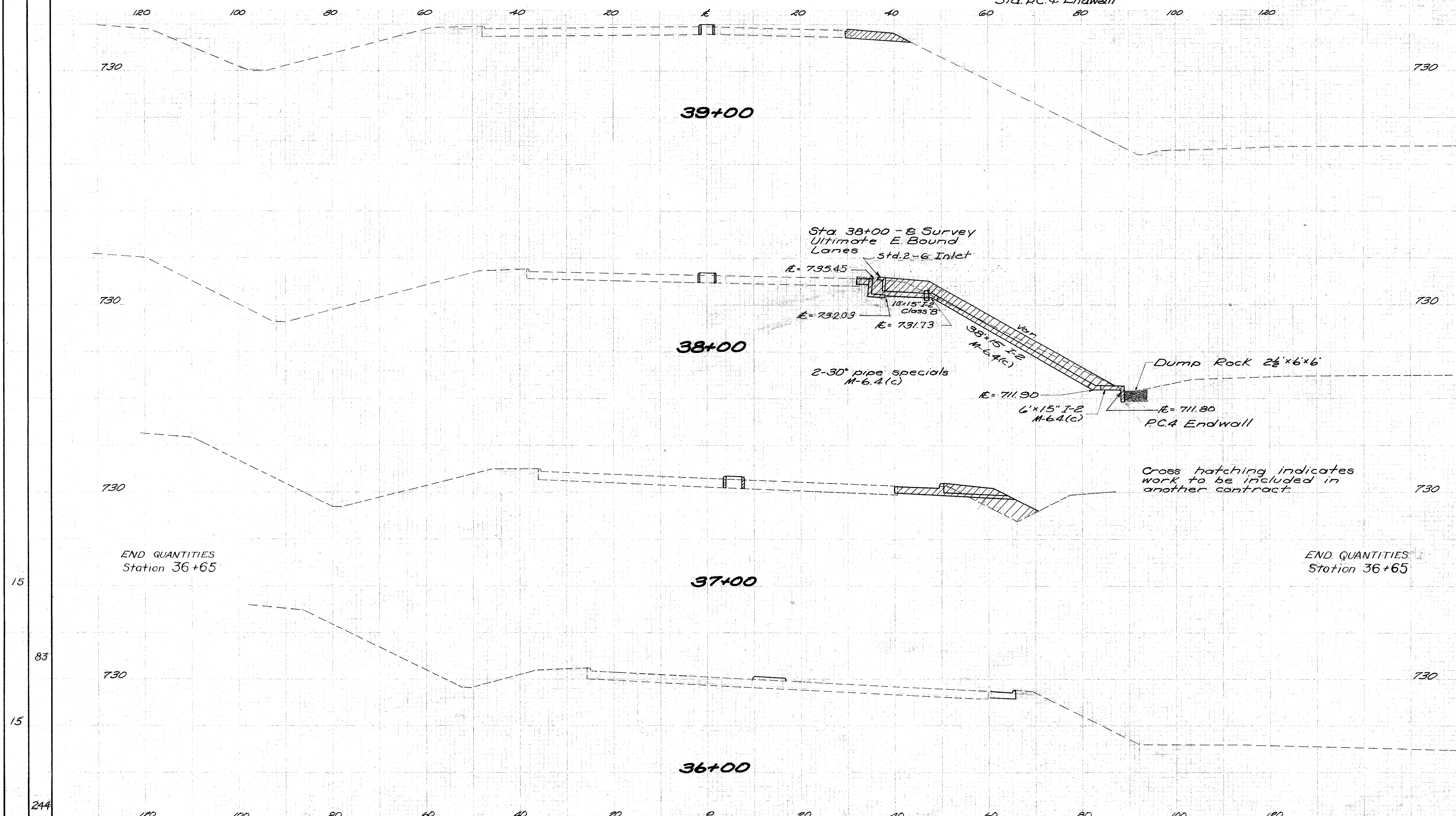
FRANKLIN COUNTY
FRA-40-12.28



Note: The Stations above are along the Ultimate E.B. Lane Center-line

SECTION A-A

End Area	Cu. Yds.
CUT	FILL



End Area	Cu. Yds.
CUT	FILL
8	5
15	9
8	5
35	46

Station 36+00 to Station 39+00

Sheet 1 of 2

BRIDGE LIMITS

Grade, Established on
Pavement Detail Sheets

All piles are 12BP53;
Estimated average pay length

+0.43% Proposed On \$ 2 North Lanes

Normal Pool 696.47

400' V.C.

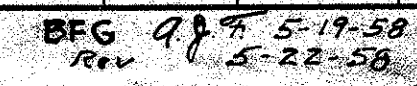
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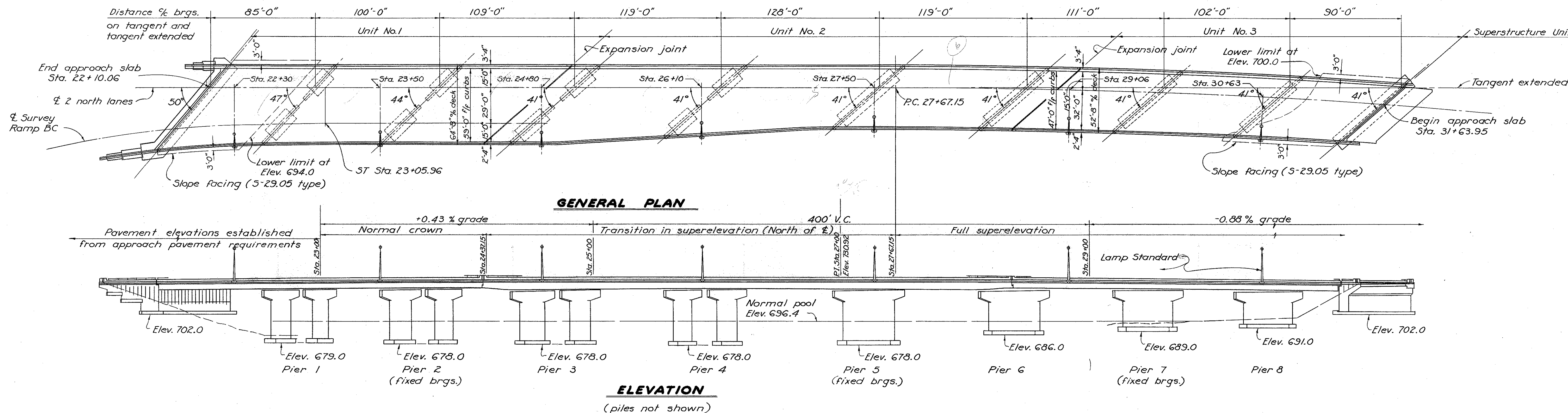
— *El*

El.

E

BFG 9.8.7 5-19-5
Rev 5-27-5





ESTIMATED QUANTITIES

Item	Total	Unit	Description	Superstr.	Rear Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Fwd. Abut.	General
E-2	Lump	Sum	Cofferdams, cribs & sheeting												Lump
E-2	2650	cu. yd.	Unclassified excavation		740	150	135	200	180	200	190	170	165	520	
S-1	1600	cu. yd.	Class "C" concrete, superstructure	1600											
S-1	1694	cu. yd.	Class "C" concrete, pier walls & caps			196	219	238	200	270	212	188	171		
S-1	870	cu. yd.	Class "E" concrete, footings		184	66	74	80	68	91	76	68	64	99	
S-1	421	cu. yd.	Class "E" concrete, abutment walls & wings		263									158	
S-3	5480	sq. yd.	Type "C" waterproofing	5480											
S-3	78	lin. ft.	Waterproofing, premolded sealing strip		57									21	
S-4	691,327	lb.	Reinforcing steel	505,465	33,911	18,046	19,515	20,589	21,190	21,466	12,226	12,521	10,434	15,964	
S-7	2,010,000	lb.	Structural steel	2,010,000											
S-8	2,010,000	lb.	Field painting of structural steel	2,010,000											
S-9	117	sq. ft.	3/4" preformed expansion joint filler		51									66	
S-14	2014.48	lin. ft.	Railing (aluminum rail & supports, concrete parapet & end posts)	1911.03	81.87									21.58	
S-16	Lump	Sum	First test pile												Lump
S-17	Lump	Sum	First pile test load												Lump
S-17	1	each	Subsequent pile test load												1
S-18	14,170	lin. ft.	Steel piles, 12BP53		2340	1200	1300	1500	1400	1600	1050	1440	1020	1320	
S-22	Lump	Sum	Removal of portions of existing structure												Lump
S-25	Lump	Sum	Electric lighting system (Standards, pull boxes & grounds)												Lump
S-25	17	lin. ft.	2" electric conduit (metal)	17											
S-25	1016	lin. ft.	2" electric conduit (fiber) incl. specials	952	47									17	
S-25	1978	lin. ft.	4" electric conduit (fiber) incl. specials	1901	65									12	
S-29	210	cu. yd.	Porous backfill		135									75	
S-29	1345	lin. ft.	Subdrainage for wearing surface course	1345											
S-29	18	lin. ft.	6" std. pipe downspout and conductor, galvanized steel or wrought iron, including specials	18											
S-29	320	cu. yd.	Slope facing (S-29.05 type)												320
T-35	380	cu. yd.	Asphaltic concrete surface course, Type C (60-70)	380											

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

**GENERAL PLAN & ELEVATION
AND ESTIMATED QUANTITIES**

**BRIDGE NO. FRA-40-1230
OVER SCIOTO RIVER**

FRANKLIN COUNTY STA. 22+10.06
31+63.95

DESIGNED MPB Rog	DRAWN Rog	TRACED JGW	CHECKED WCK	REVIEWED BFG 5-19-58	DATE 5-22-58	REVISED
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GENERAL NOTES (cont'd.)

RADIOGRAPHIC EXAMINATION OF SHOP AND FIELD WELDS (cont'd.)

(4) Incomplete Fusions:

Definition - Failure of the weld metal to fuse completely with the base metal or preceding beads.

Standard - No individual lack of fusion shall exceed $\frac{1}{2}$ inch in length. In any 12 inch length of weld, the summation of lengths of lack of fusion shall not exceed $\frac{3}{4}$ inch and individual defects shall be separated by at least 6 inches of sound metal.

(5) Incomplete Penetration:

Definition - Root penetration which is less than complete or failure of a root pass and a backing pass to fuse with each other.

Standard - No individual lack of penetration shall exceed $\frac{1}{2}$ inch in length. In any 12 inch length of weld, the summation of lengths of lack of penetration shall not exceed $\frac{3}{4}$ inch and individual defects shall be separated by at least 6 inches of sound metal.

Repair of Defective Welds

Defective welds shall be repaired by chipping or melting out such defects from one or both sides of the joint as required, removing only sufficient weld metal to correct the defect. The joint shall then be rewelded and again radiographed.

Additional Radiographs

Wherever an unacceptable weld occurs, a radiograph shall be made of the adjoining 12-inch lengths of weld to determine if the flaws extend beyond the limits of the original radiograph. If unacceptable flaws occur in these adjoining lengths of weld, these defective welds shall be repaired and this entire procedure repeated for the next adjoining 12-inch length of weld.

Custody of Radiographs

As soon as the radiographing of the weldments on the full length of each flange or web plate between field splices has been completed, the Contractor shall send to the State the processed contact film (that film closest to the source of radiation) of all original and retake radiographs. These radiographs shall be accompanied by a certification from the Contractor that the radiographic examination was performed in conformance with these specifications. The radiographs shall become the property of the State. Each radiograph shall be clearly identified to show the location on the structure at which it was taken. Unacceptable defects shall be identified in each radiograph in which they occur and the repair or replacement of each unacceptable weld defect shall be noted and identified.

Report of Cost

After the completion of the radiographic inspection of welds, the Contractor shall furnish the State a complete report of the cost of performing this work, separated into the items mentioned in the following paragraph.

Basis of Payment

Payment for this work, including all labor, equipment, materials and incidentals, shall be included in the unit price bid for Item 3-7, Structural Steel.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

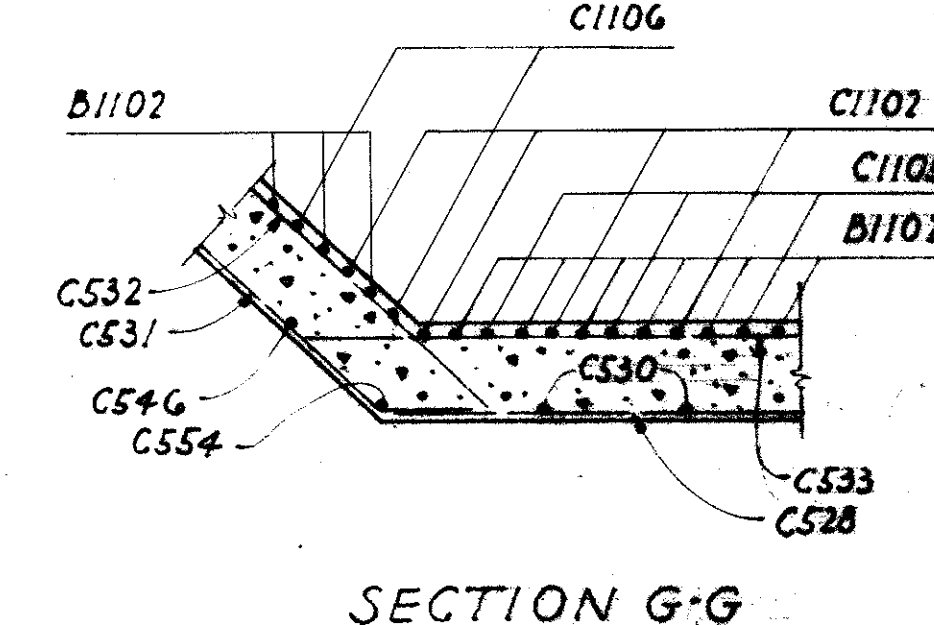
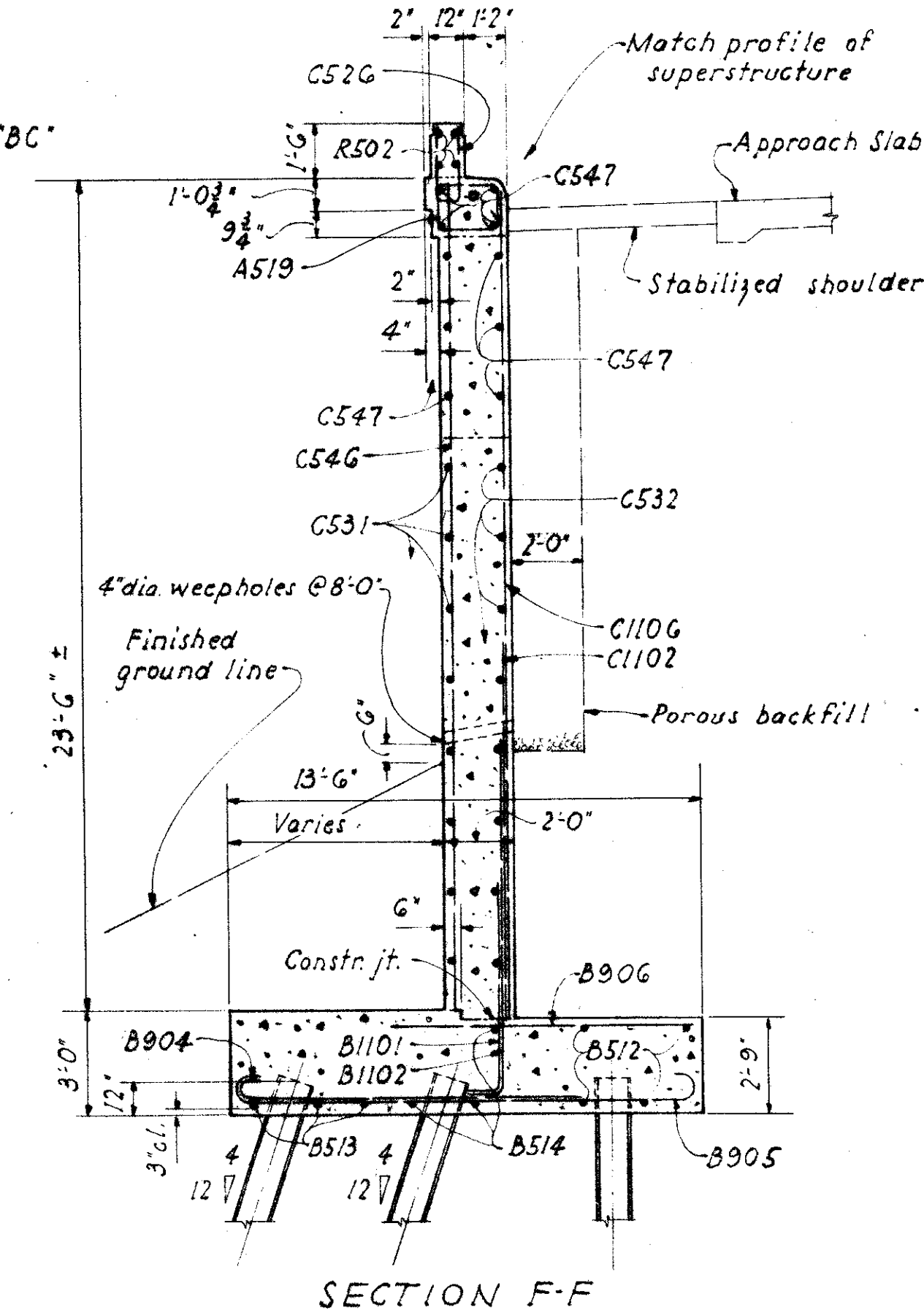
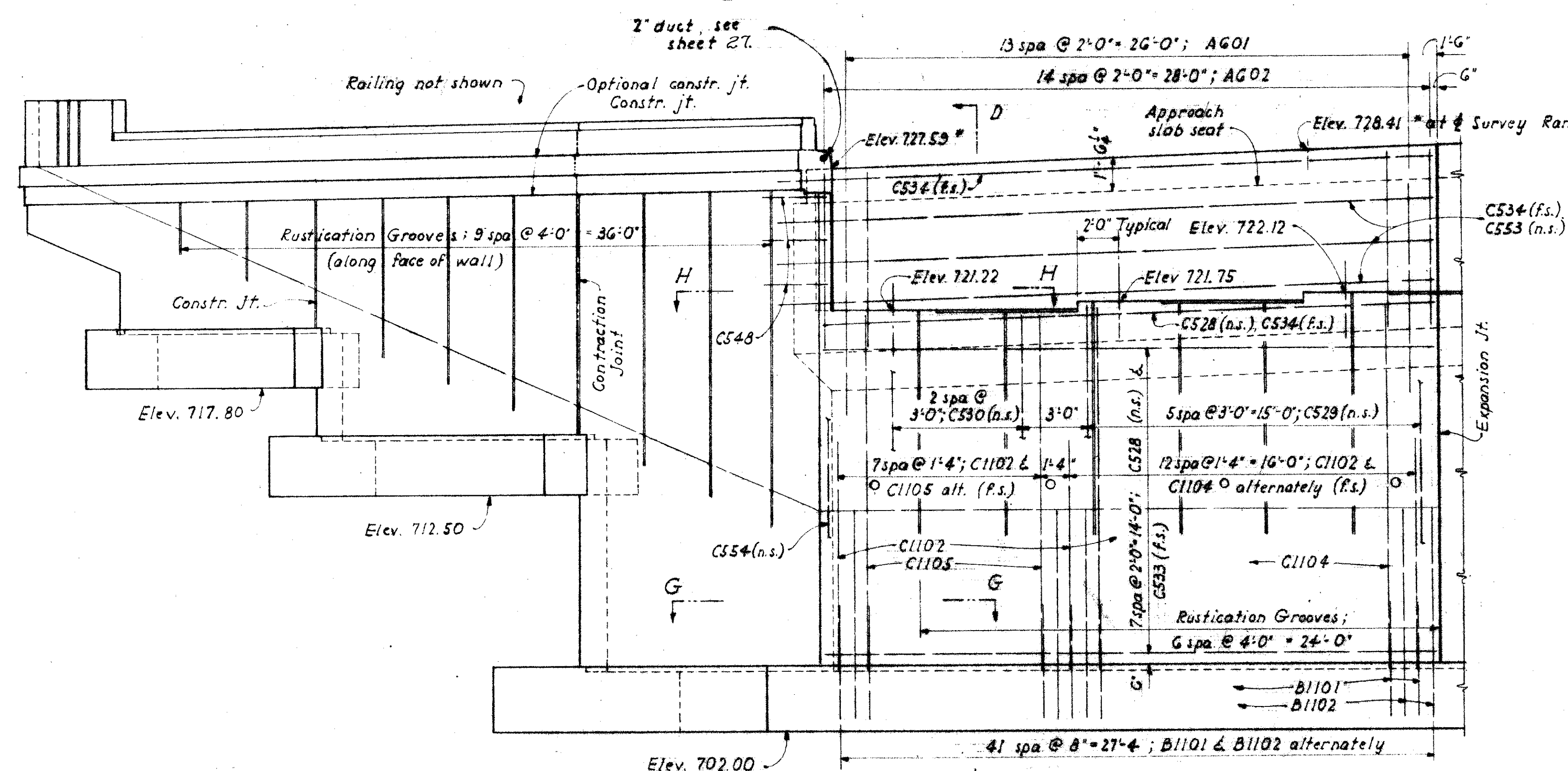
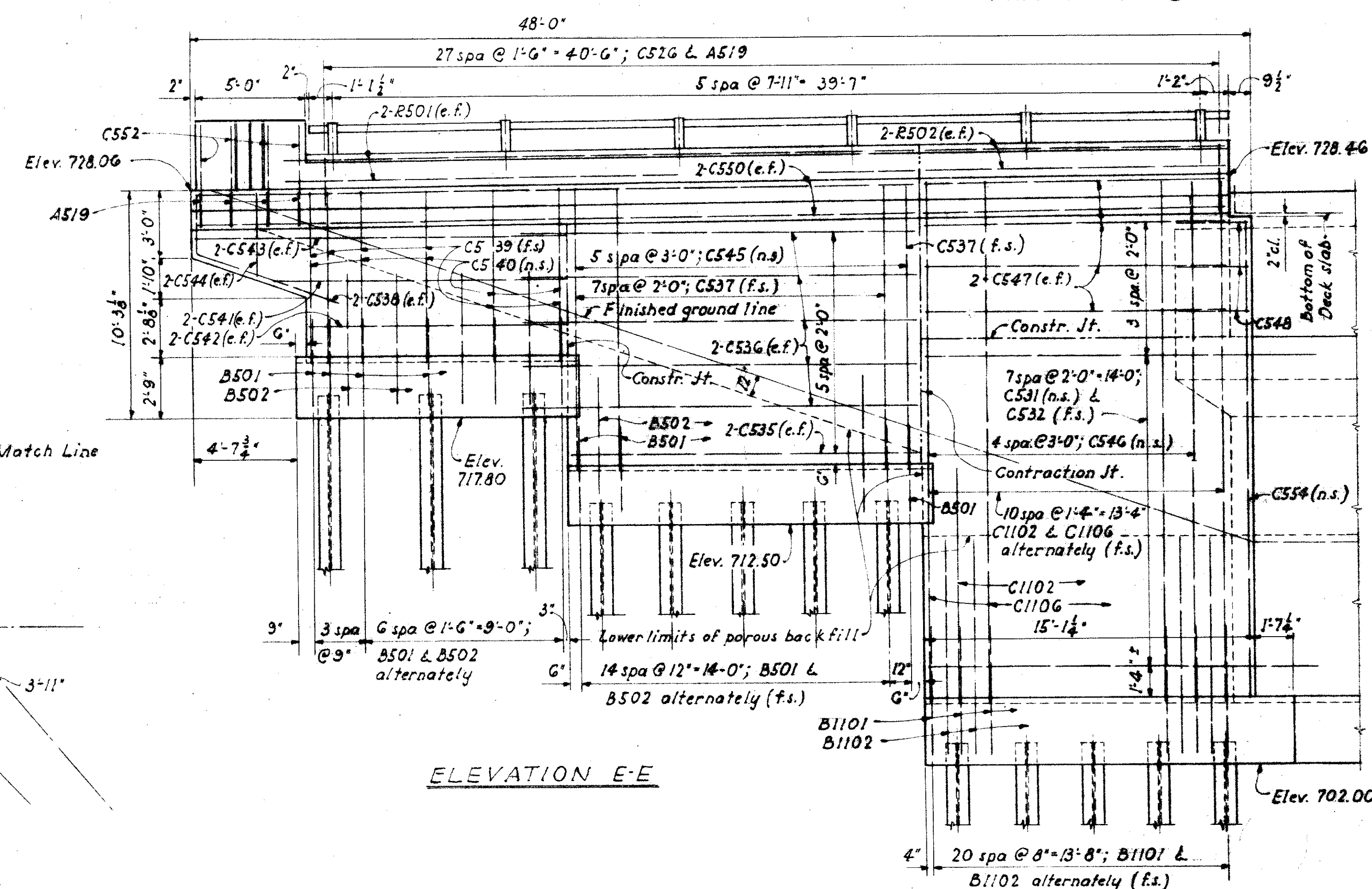
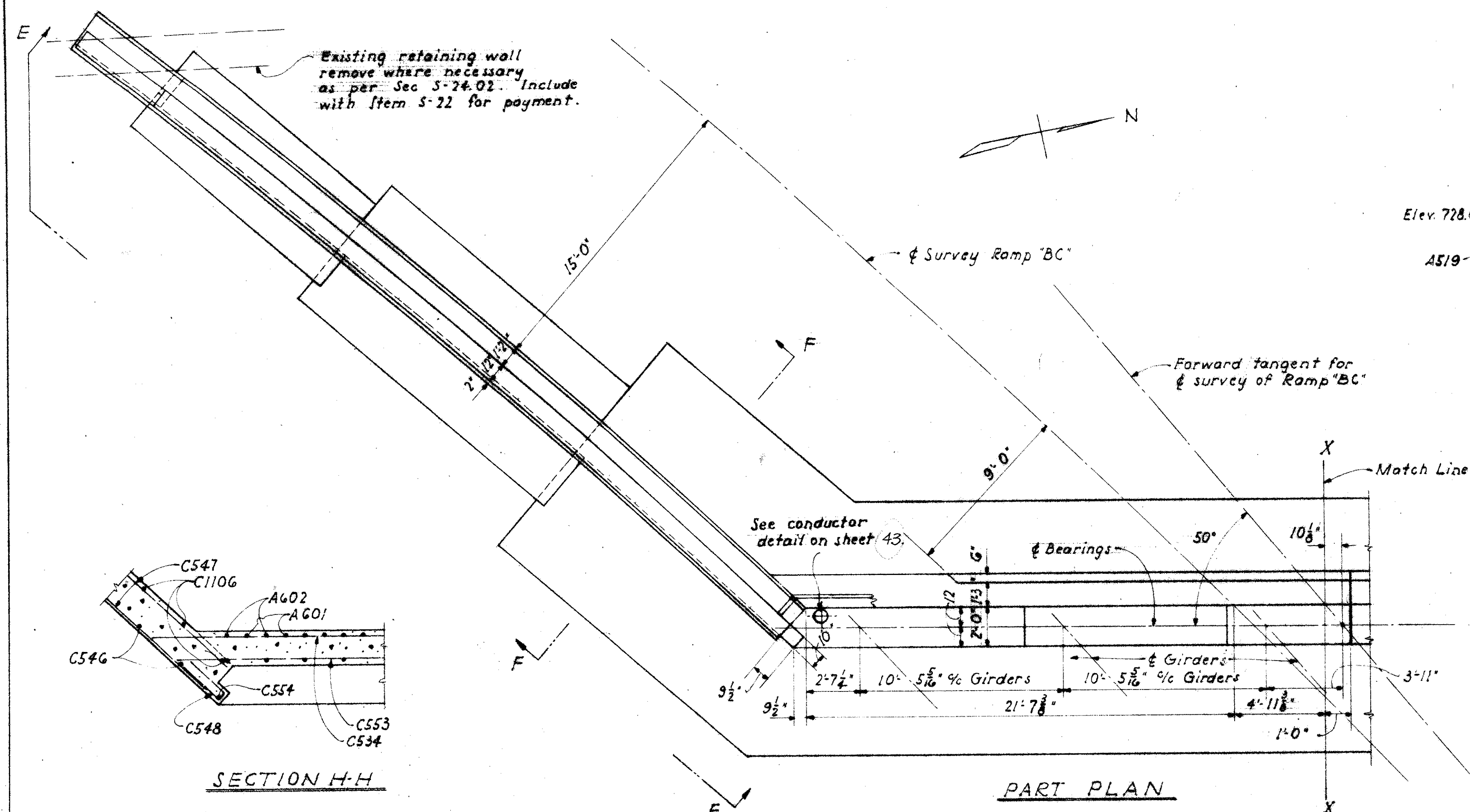
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FRA-40-12.28

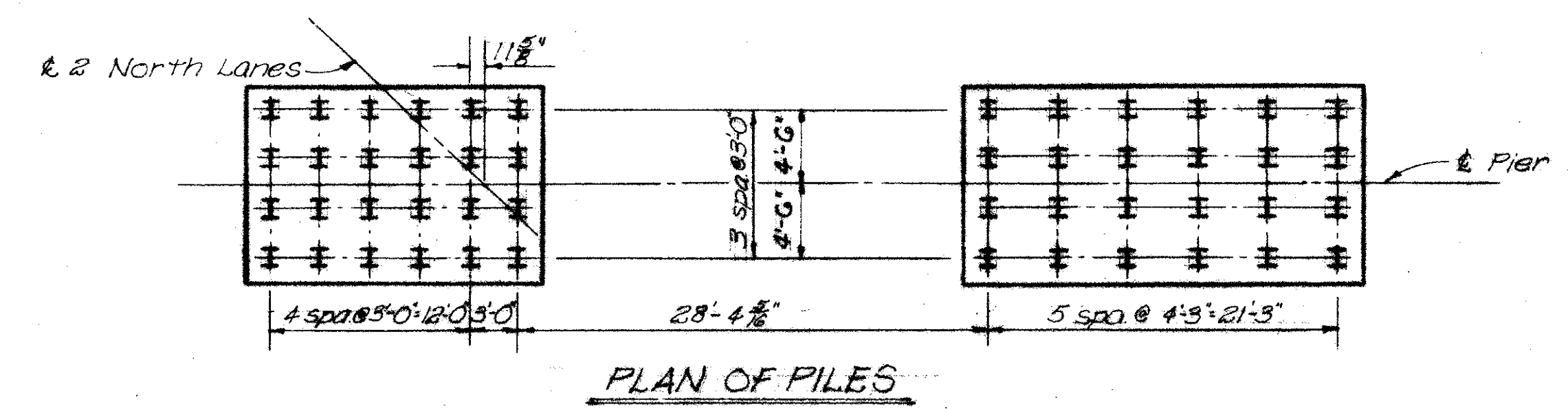
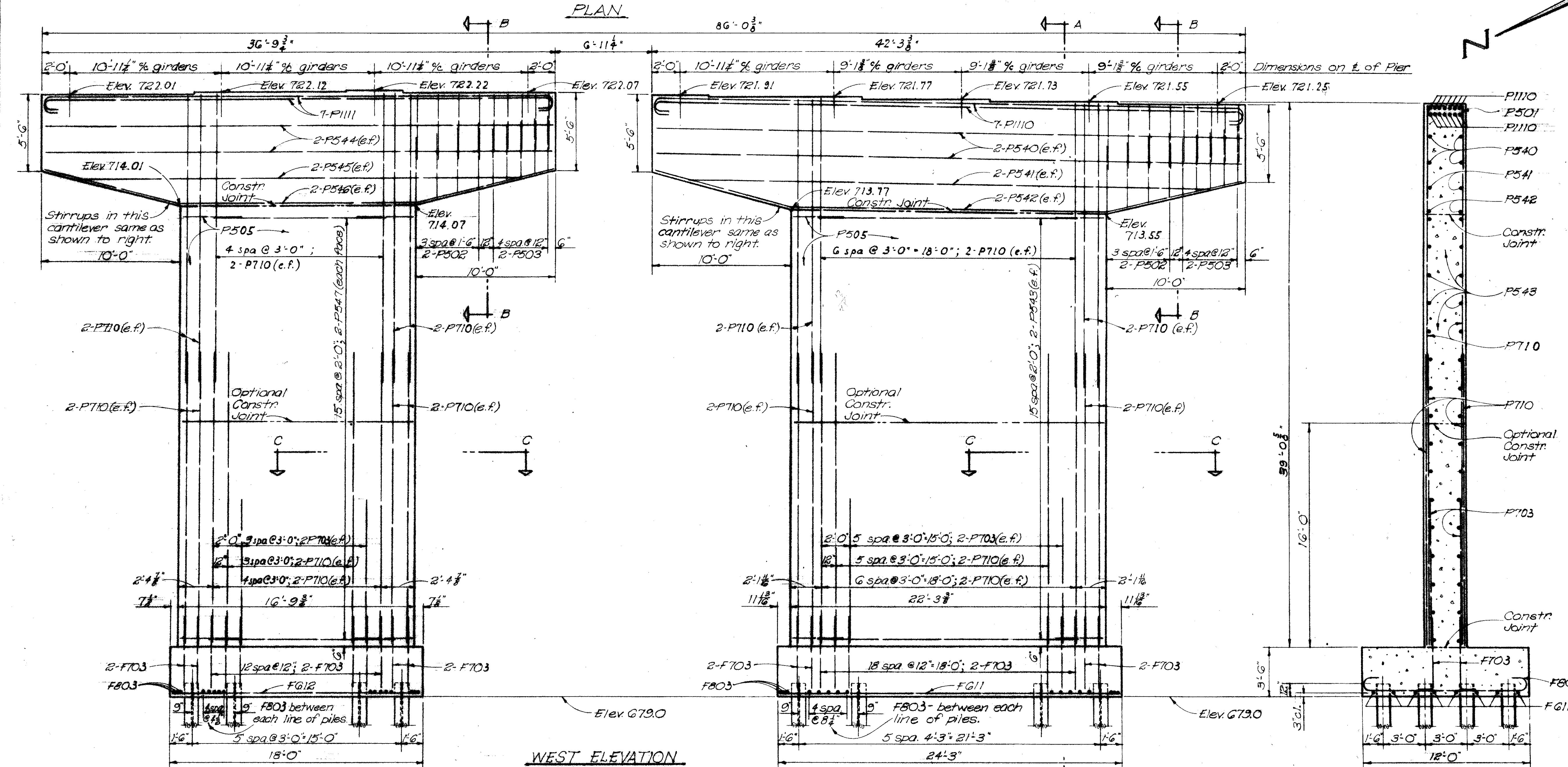
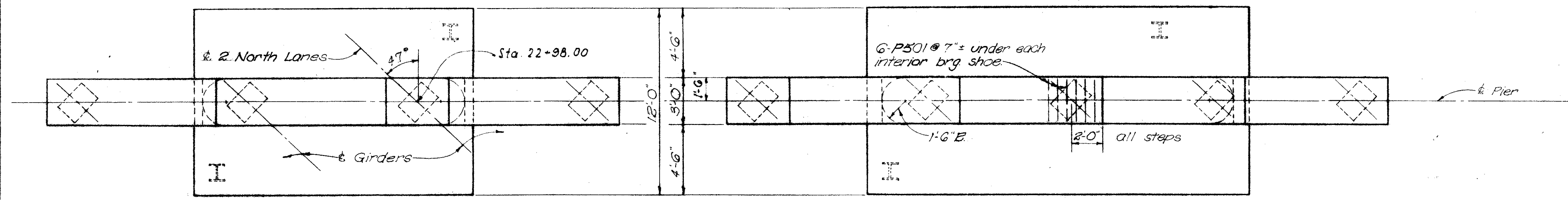
MICROFILMED
JAN 22 1965

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES							
GENERAL NOTES BRIDGE No. FRA-40-1230 OVER SCIOTO RIVER FRANKLIN COUNTY Sta. 22 + 10.06 Sta. 31 + 63.95							
DESIGNED MFB Ray	DRAWN	TRACED RDM	CHECKED WCK	REVIEWED BFG 9.8.54	DATE 5-19-58	REVISED	

FRA-40-12.28



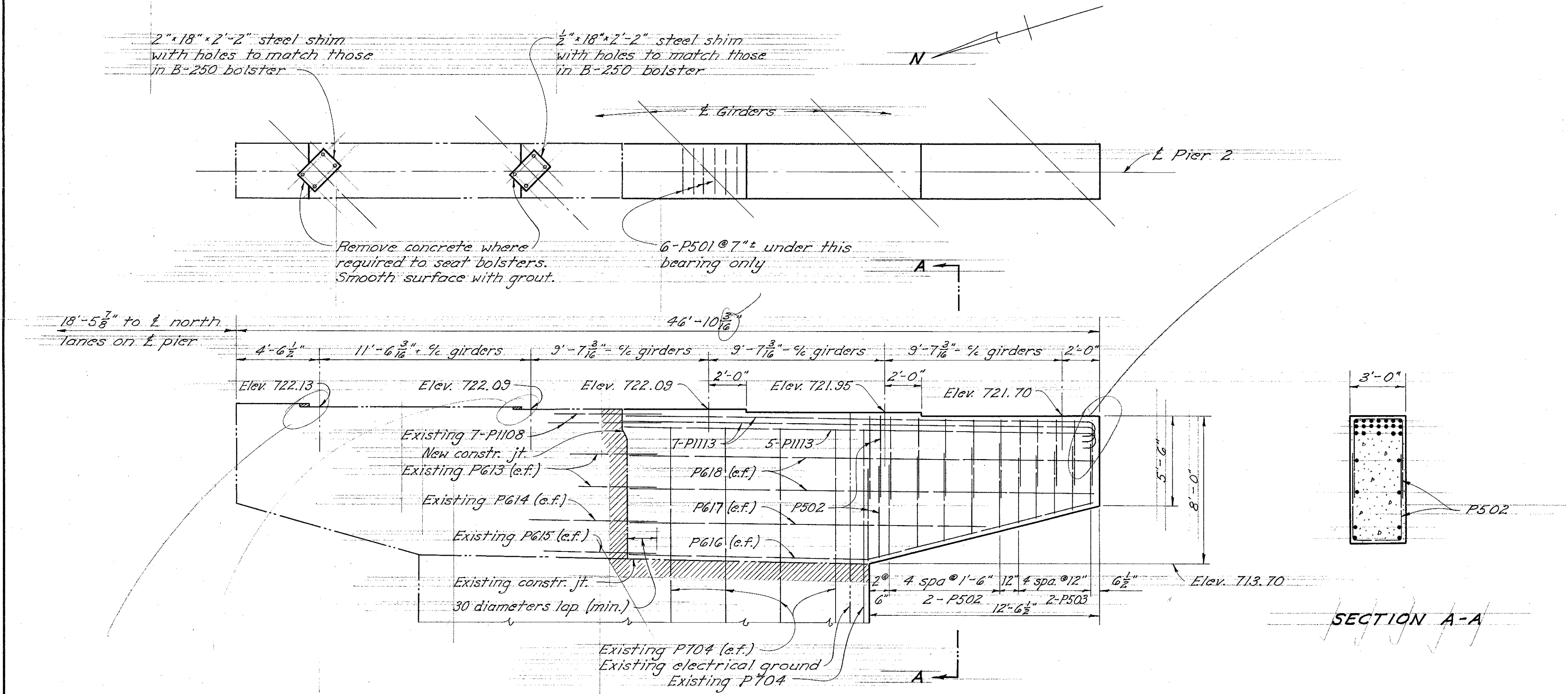
FRA-40-12.28



SECTIONS B-B & C-C are similar to the sections with the same marks on Pier 7. See Sheet 24.

MICROFILMED
JAN 22 1985

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
DETAILS OF PIER 1						
BRIDGE NO. FRA-40-1230						
OVER SCIOTO RIVER						
FRANKLIN COUNTY					STA. 22+10.06	31+63.95
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Ray	B1		INNES	BFG	5-19-58	



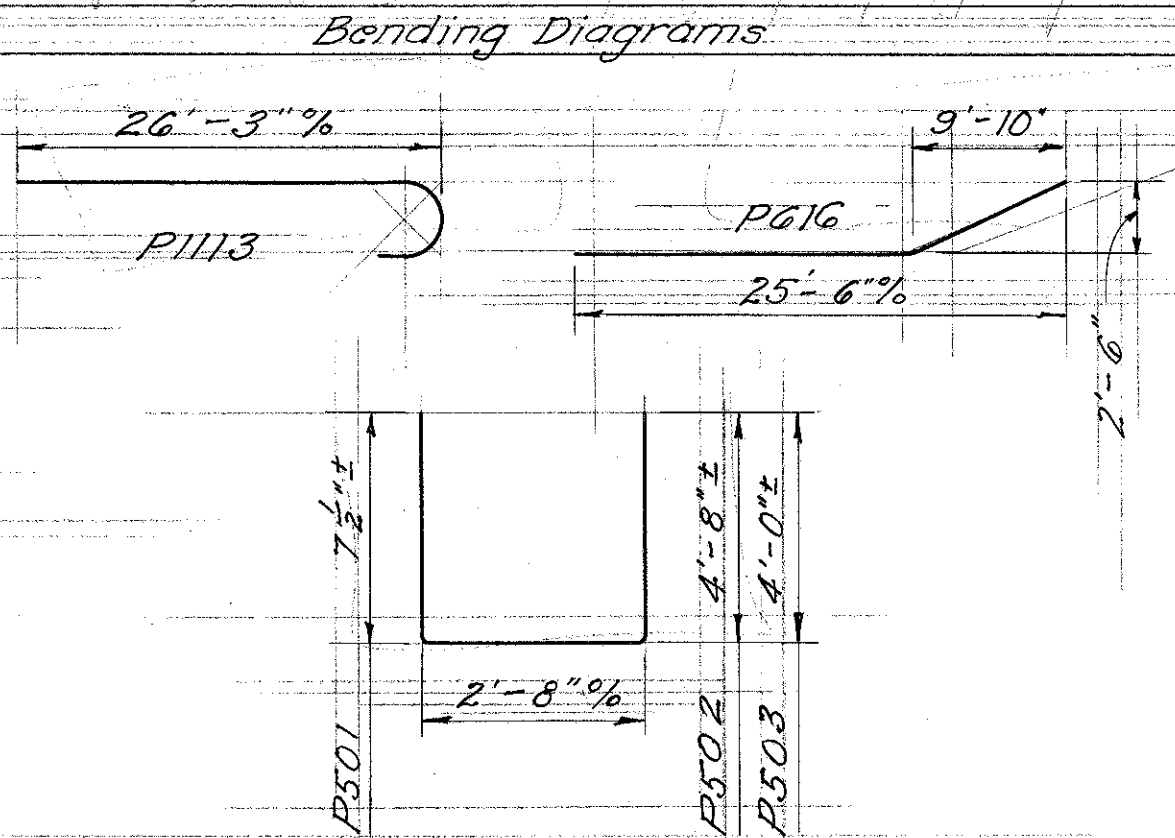
Remove portion of existing cap above and to right of crosshatching; carefully preserve from damage all bars labeled "existing."

EXPLANATION:
The southern section of pier 2 was constructed off of planned alignment. These revisions are necessary to provide proper bridge seat.

ADDITIONAL ESTIMATED QUANTITIES				
Item	Total	Unit	Description	
S-1	22	cu. yd.	Class "C" concrete, pier walls & cap	
S-2	1	sq. ft.	Patching concrete	
S-4	3413	lb.	Reinforcing steel	
S-7	331	lb.	Structural steel	
S-22	Lump	Sum	Removal of portions of existing structure	

Note:
e.f. = each face

SUPPLEMENTAL PIER REINFORCING STEEL				
Mark	No.	Length	Weight	Shp.
P1113	19	27'-10"	2810	B
P616	2	25'-9"	77	B
P617	2	23'-1"	63	S
P618	4	25'-6"	153	S
P501	6	3'-8"	23	B
P502	14	11'-9"	172	B
P503	10	10'-5"	109	B

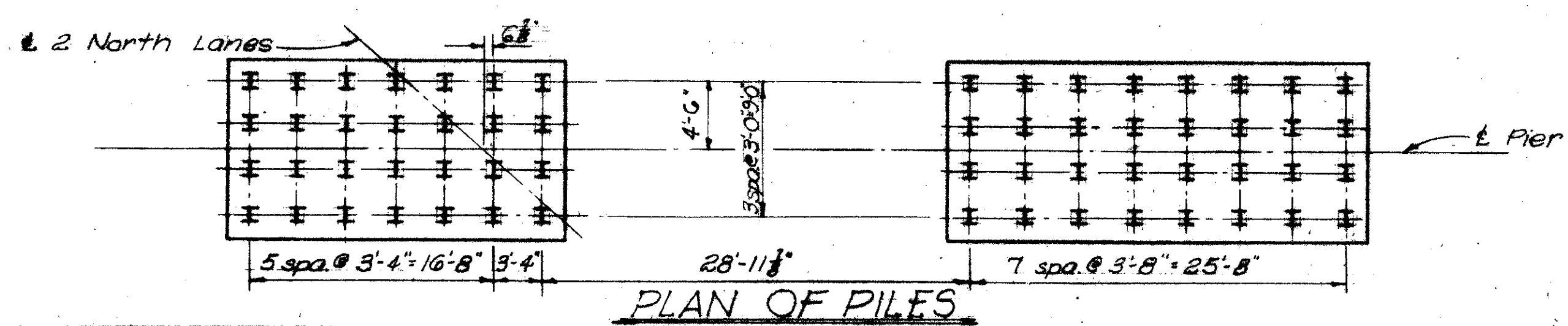
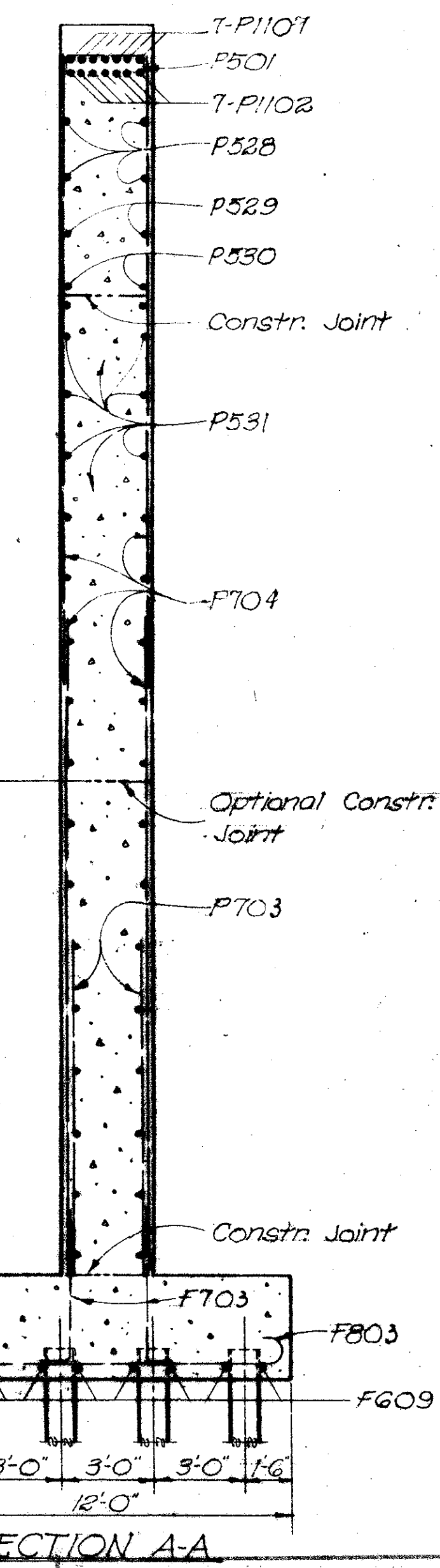
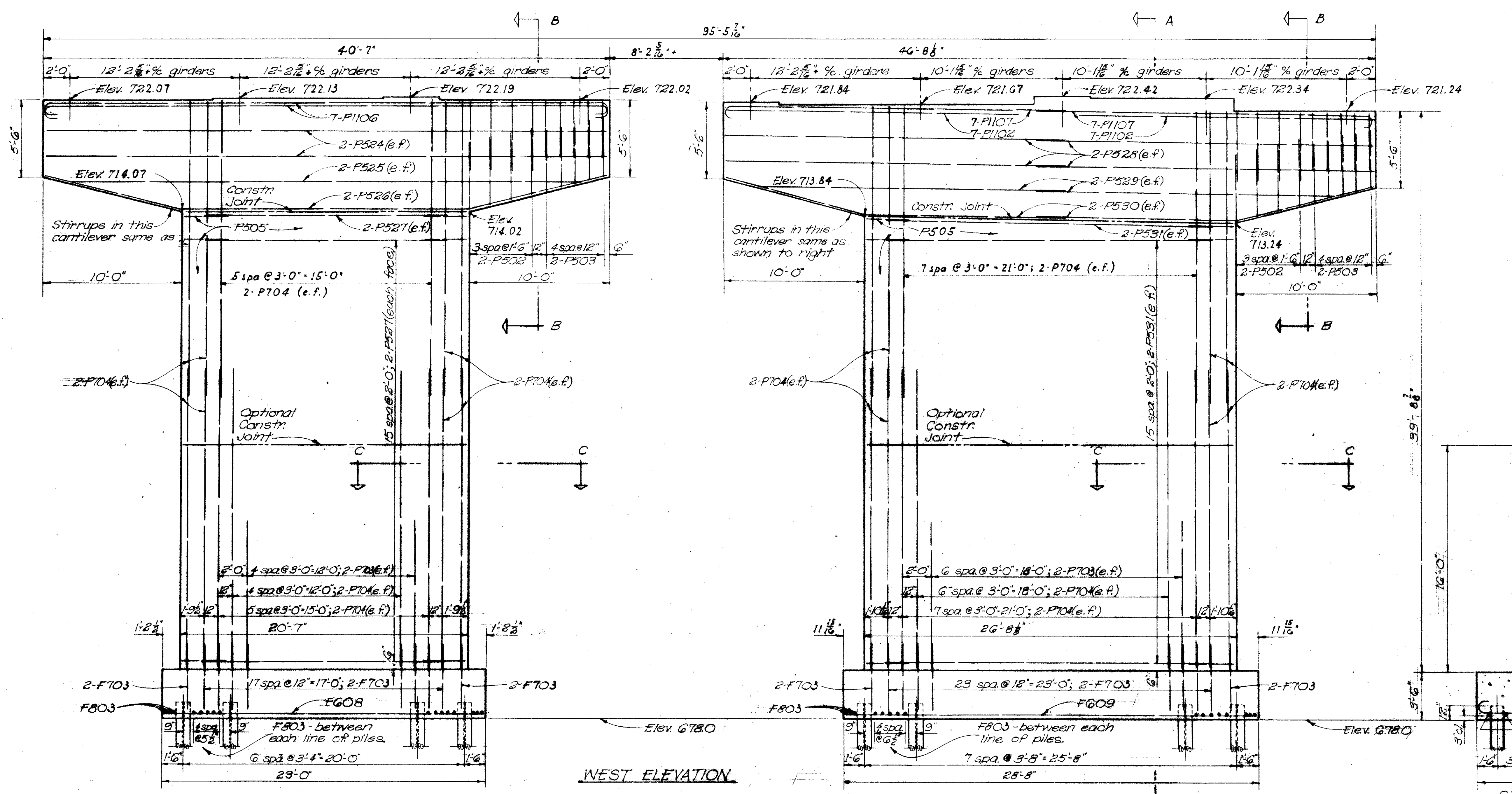
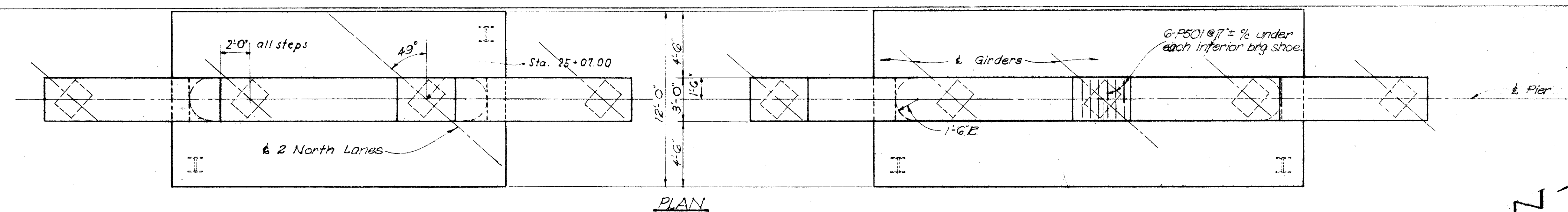


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JAN 22 1985

Supplemental to sheet 19

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES							
CAP DETAILS FOR PIER 2							
BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER							
FRANKLIN COUNTY						STA. 22+10.06 31+63.95	
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED	
Ray	Ray	PROSS	INNES	A.F.	2-17-59		

FRA-40-12.28



MICROFILMED
JAN 22 1985

SECTIONS B-B & C-C are similar to the sections with the same marks on Pier 7. See Sheet 24.

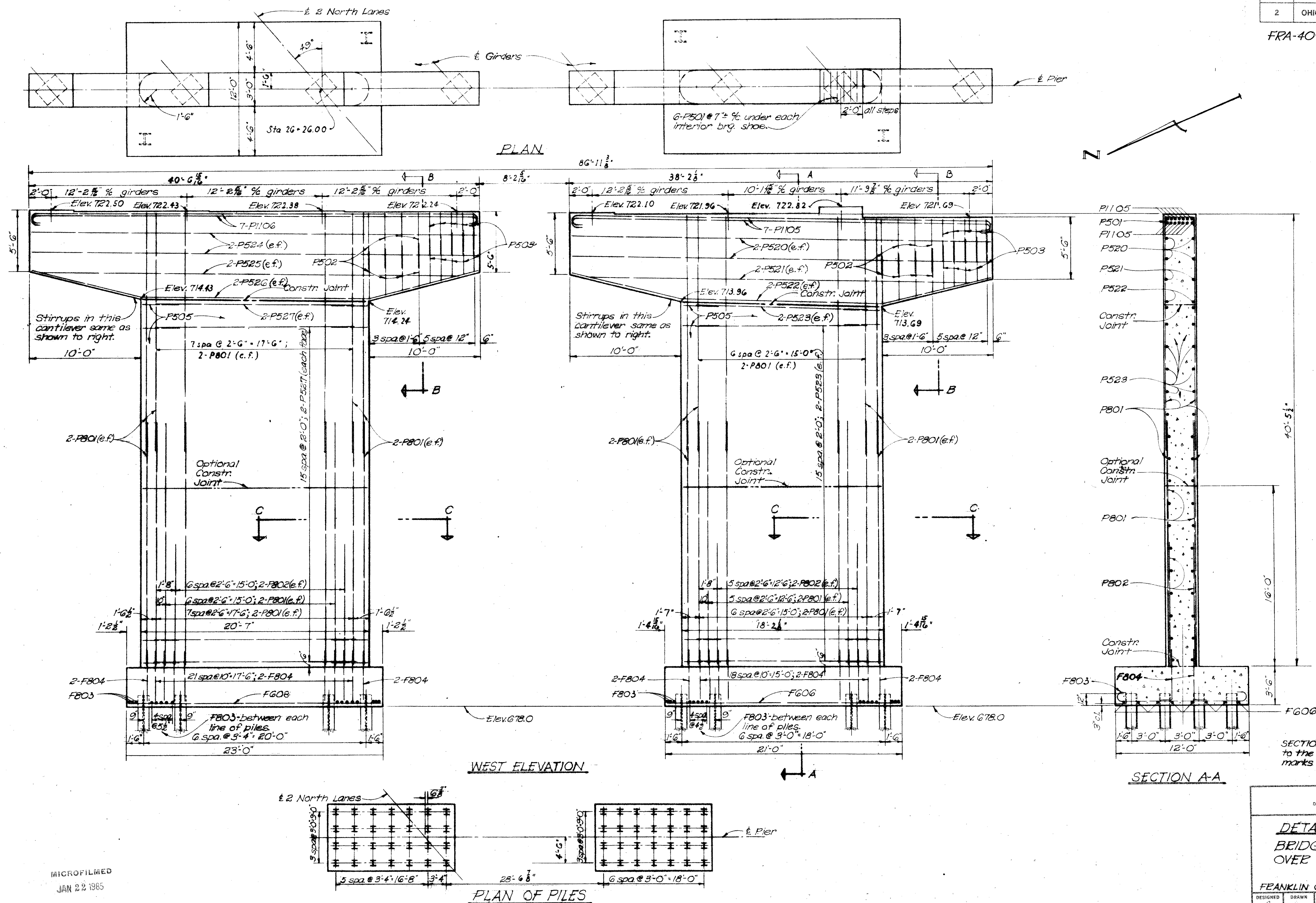
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

DETAILS OF PIER 3
BRIDGE NO. FRA-40-1230
OVER SCIOTO RIVER

STA. 22+10.08
FRANKLIN COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
K. J.	R. B.		INNES	DFG	9/17/58	

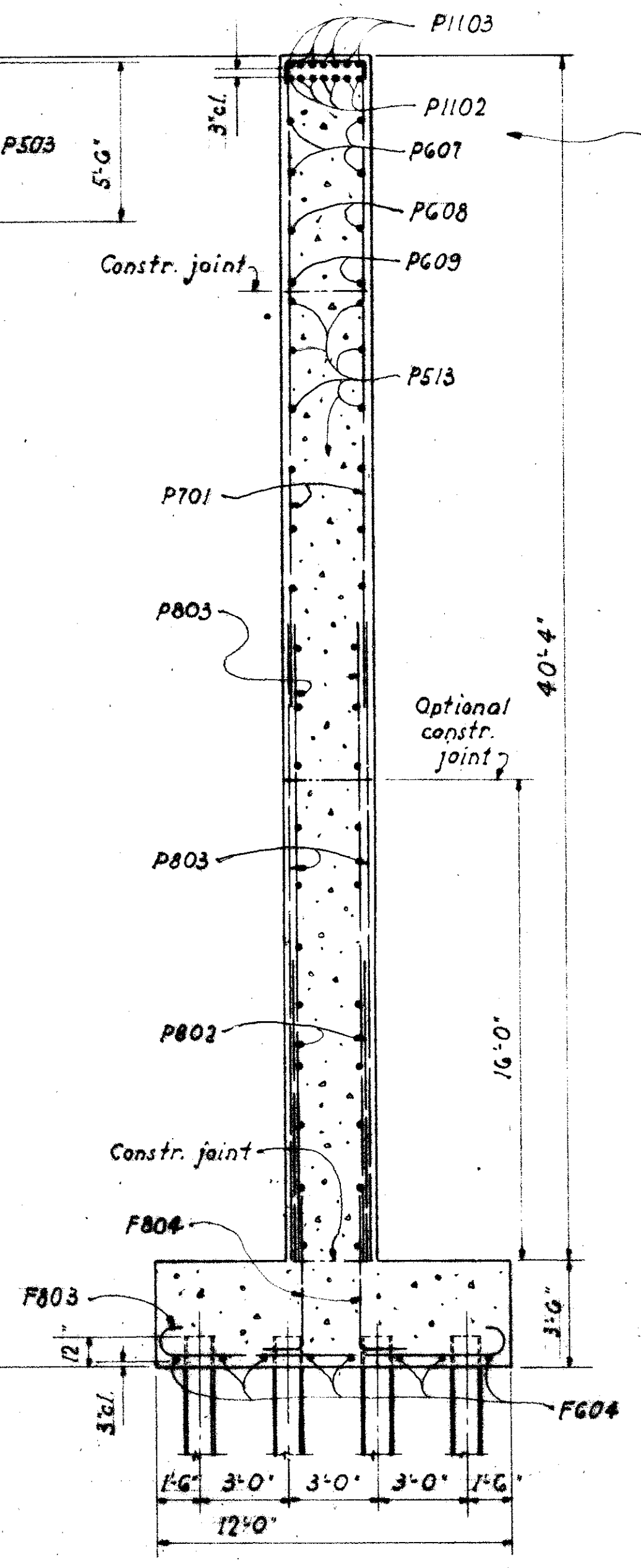
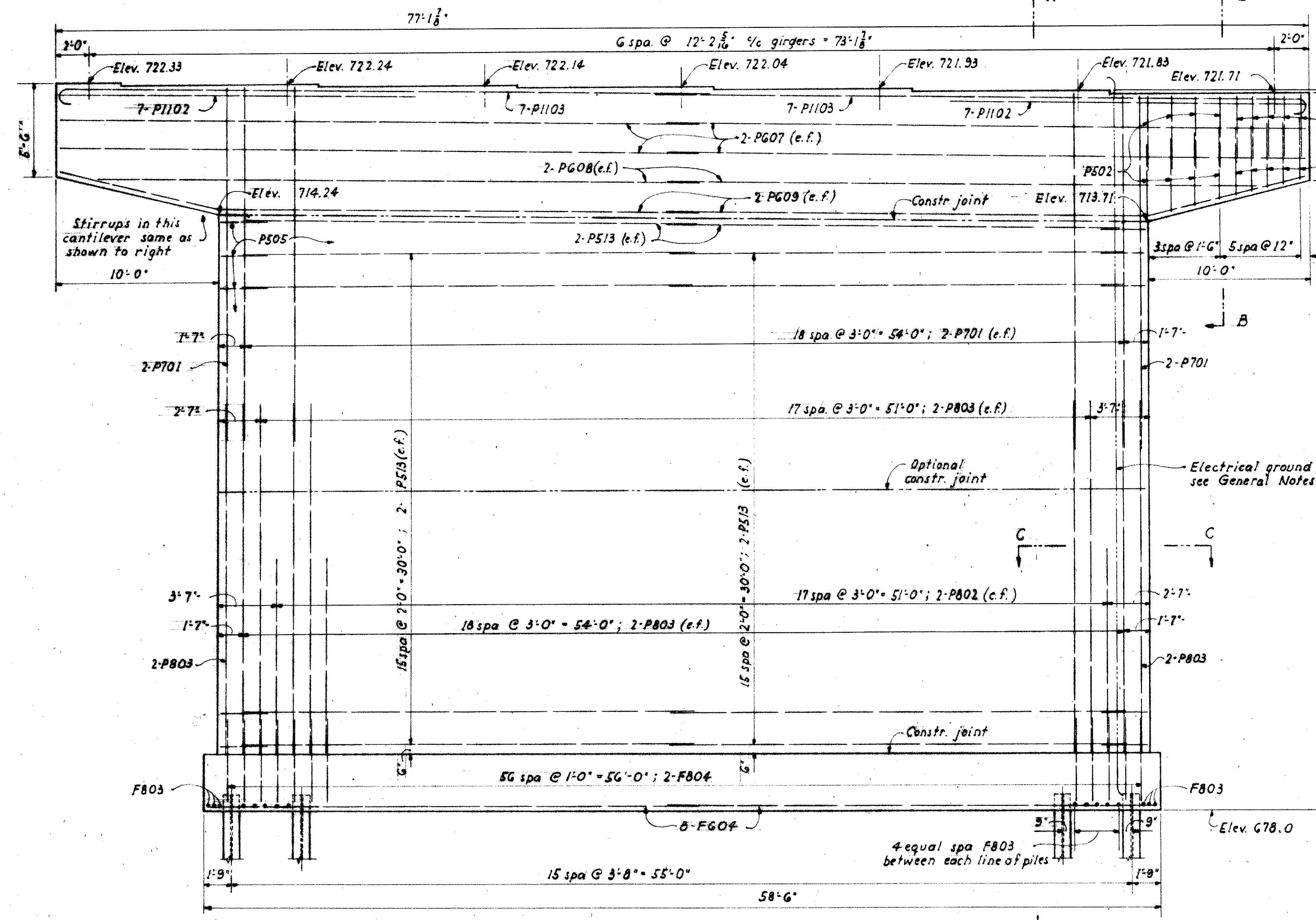
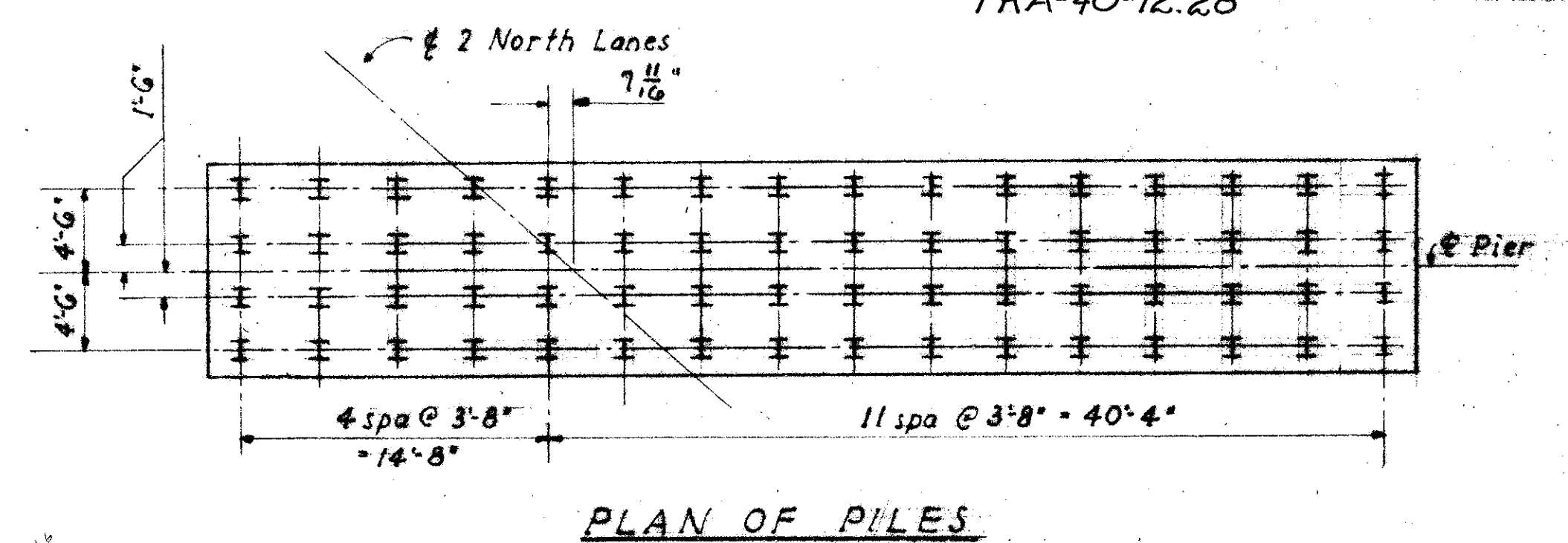
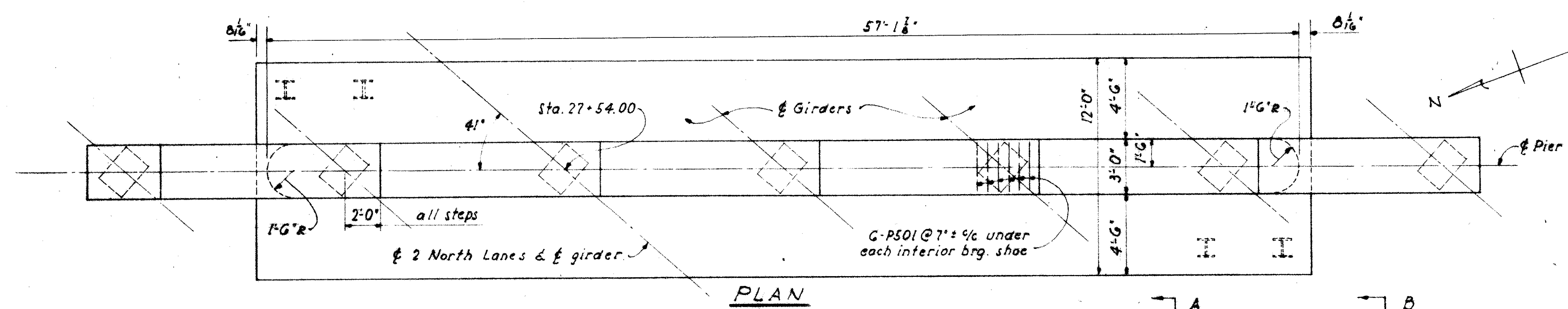
FRA-40-12.28



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JAN 22 1965

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
DETAILS OF PIER 4					
BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER					
FRANKLIN COUNTY				STA. 22+10.06 31+68.95	
DESIGNED R. J.	DRAWN R. J.	TRACED	CHECKED INNES	REVIEWED BFG	DATE 5-19-59

FRA-40-12.28



Reinforcing bars in top of piers shall be placed to clear anchor bolts

SECTIONS BB & C-C are similar to the sections with the same marks on Pier 7. See sheet 24.

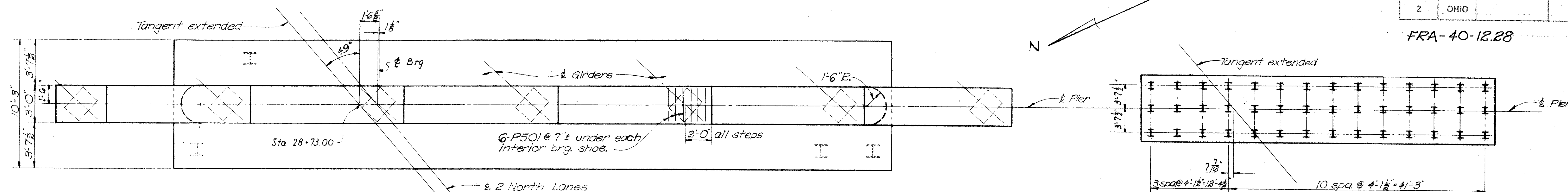
WEST ELEVATION

SECTION A-A

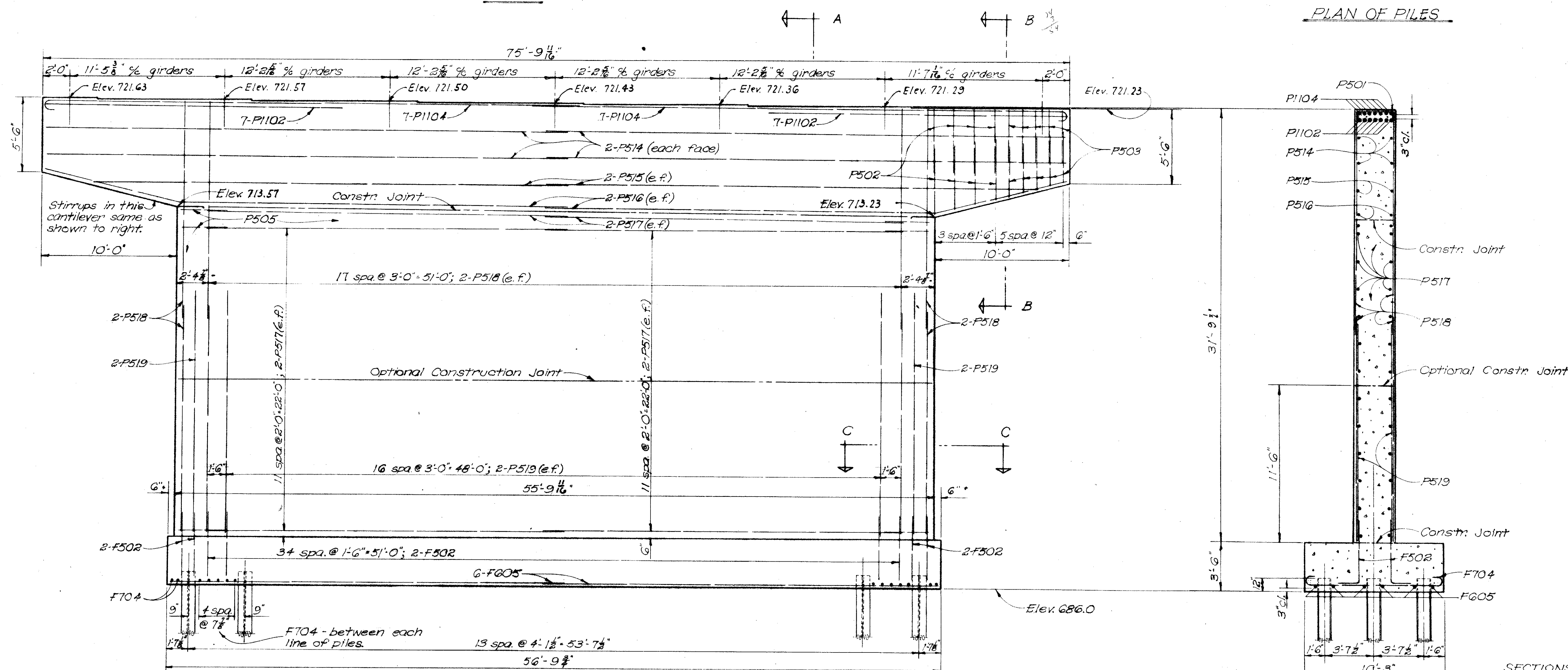
MICROFILMED
JAN 22 1985

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
DETAILS OF PIER 5					
BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER					
FRANKLIN COUNTY				STA. 22+10.00 31+63.95	
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
Roy			INNES	BFG	5-19-58

FRA-40-12.28



PLAN OF PILES

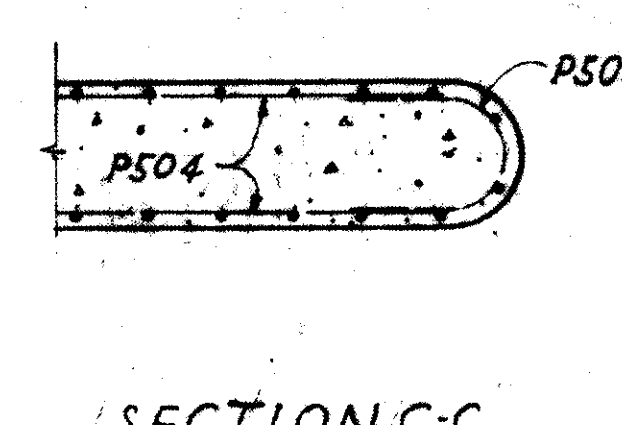
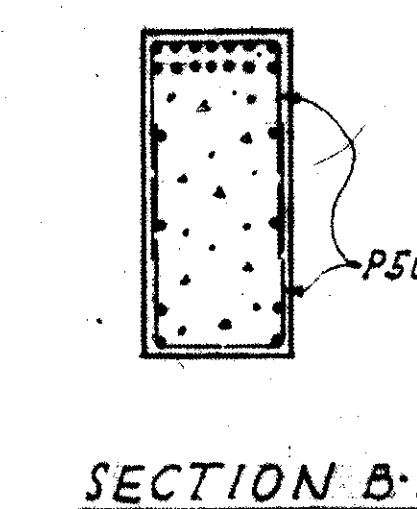
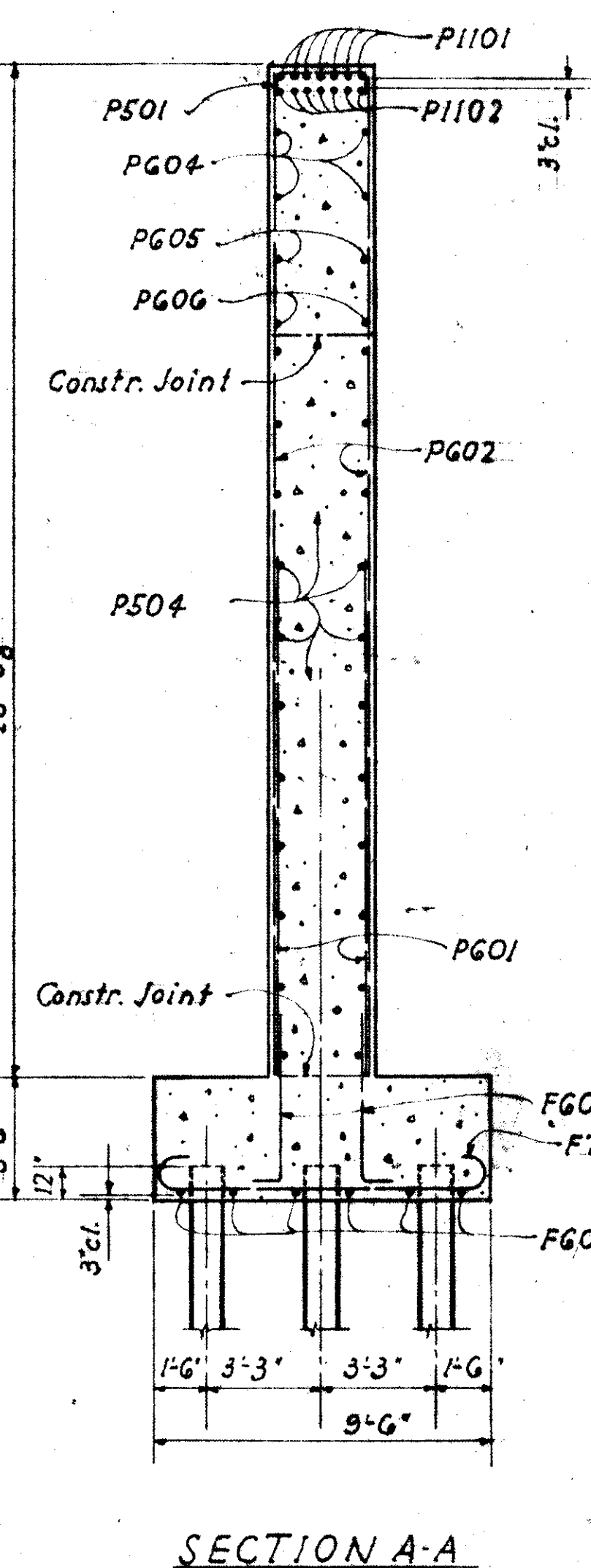
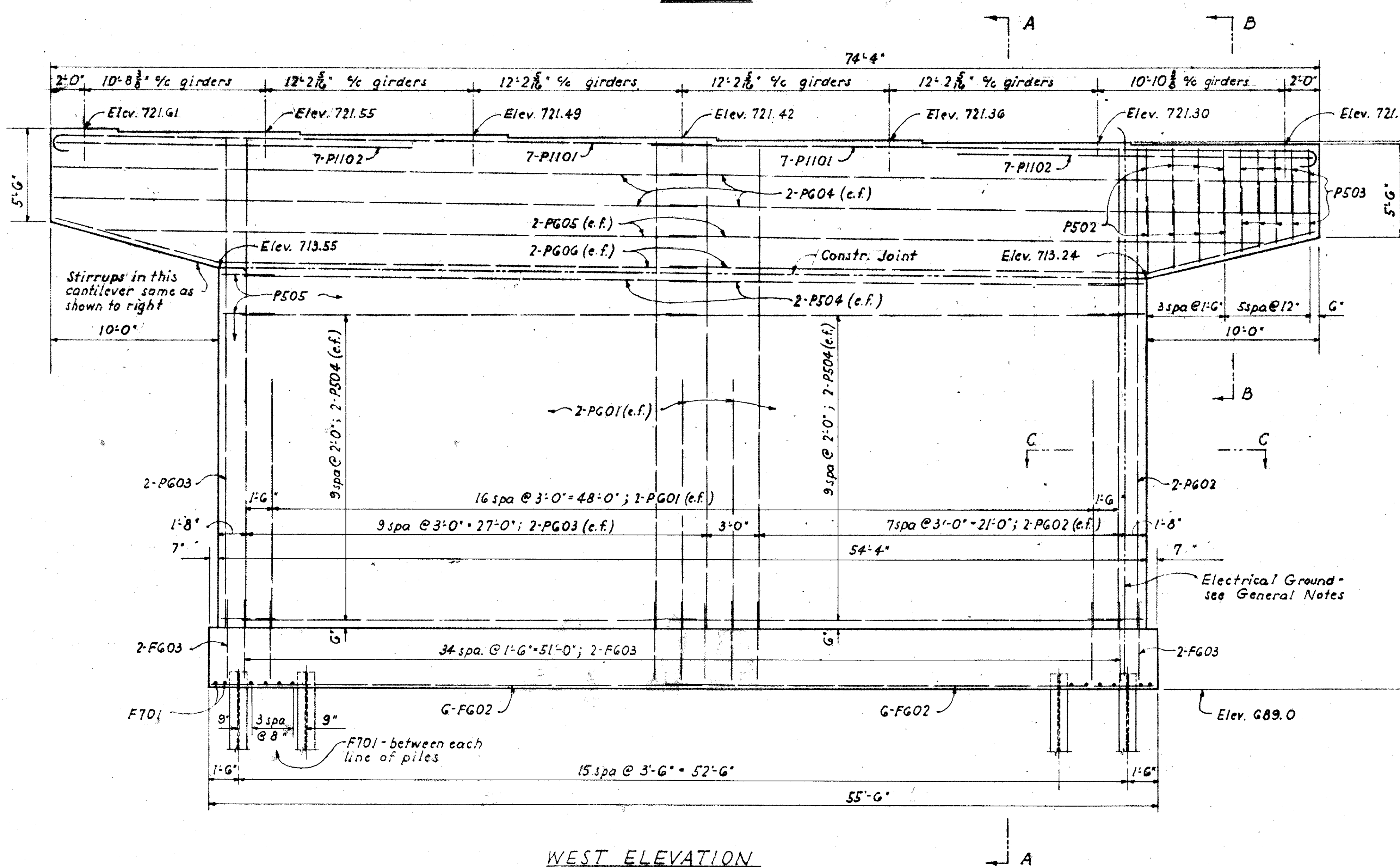
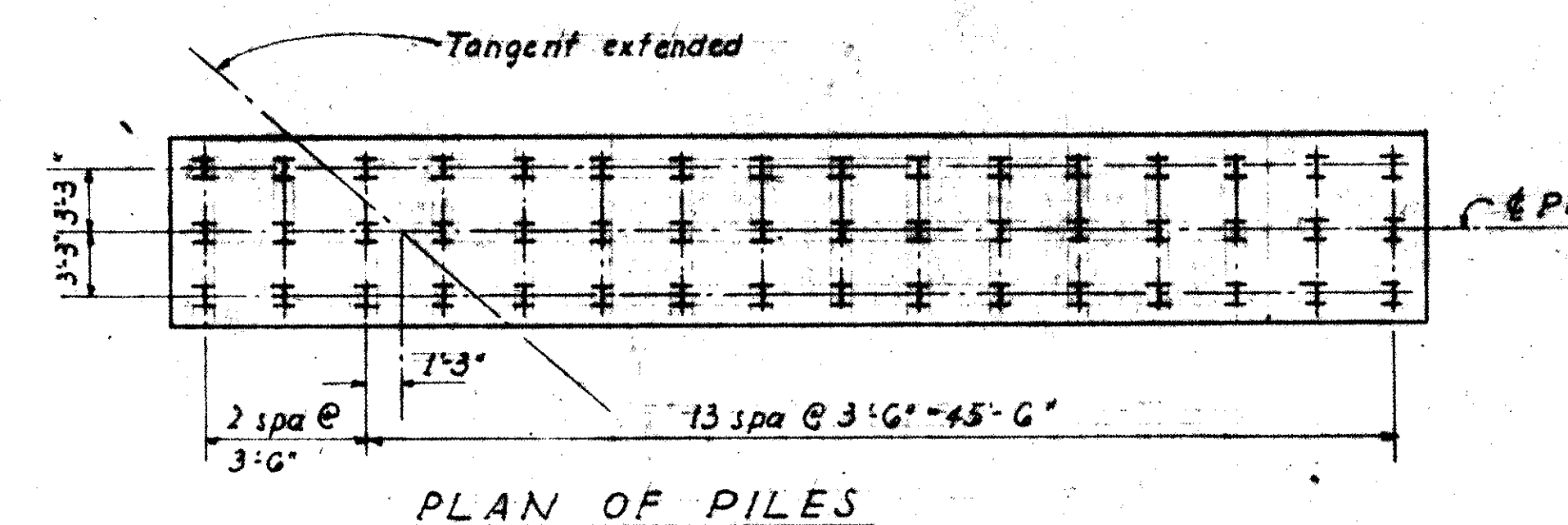
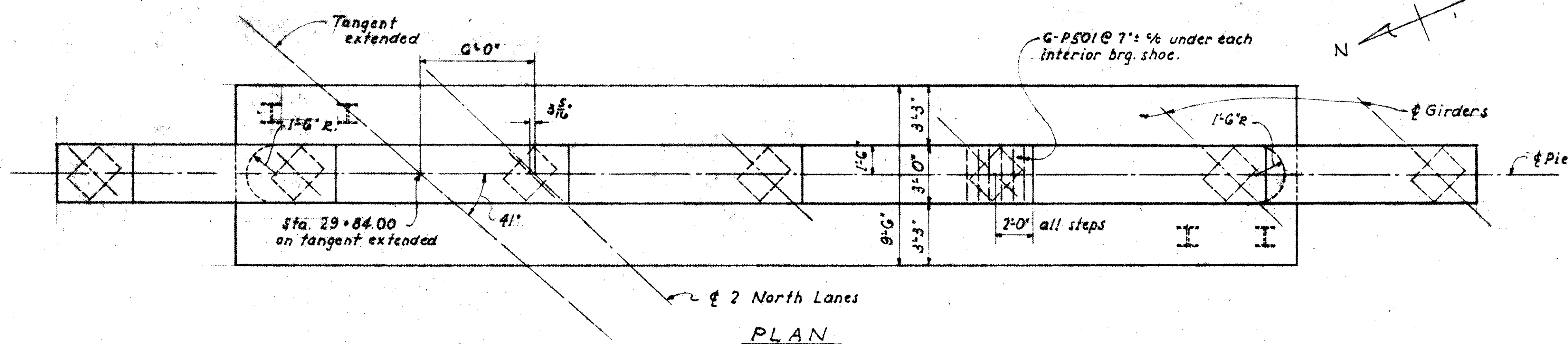


SECTION A-A

SECTIONS B-B & C-C are similar to the sections with the same marks on Pier 7. See sheet 24.

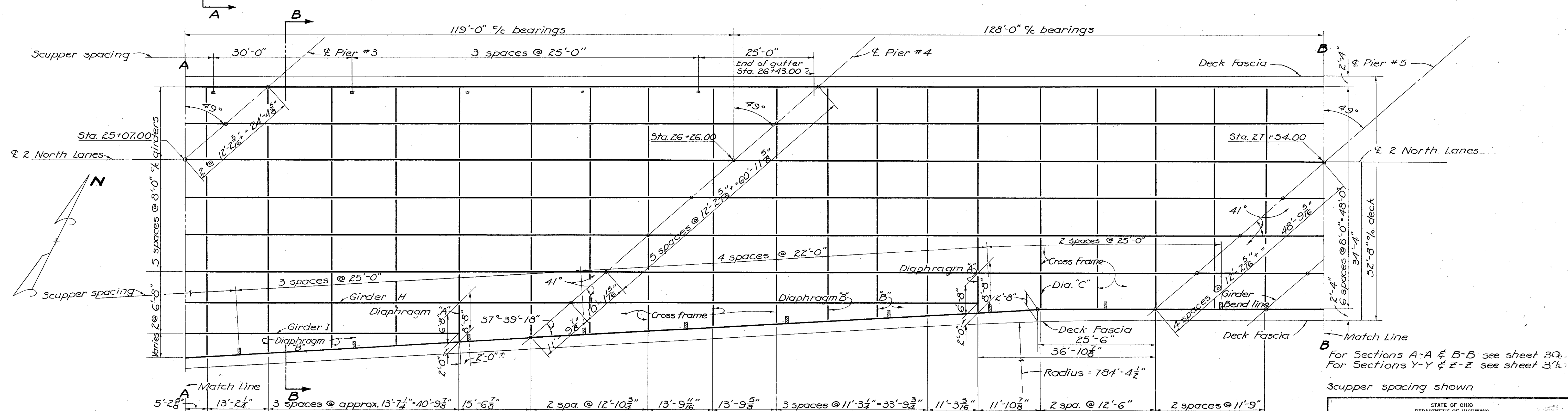
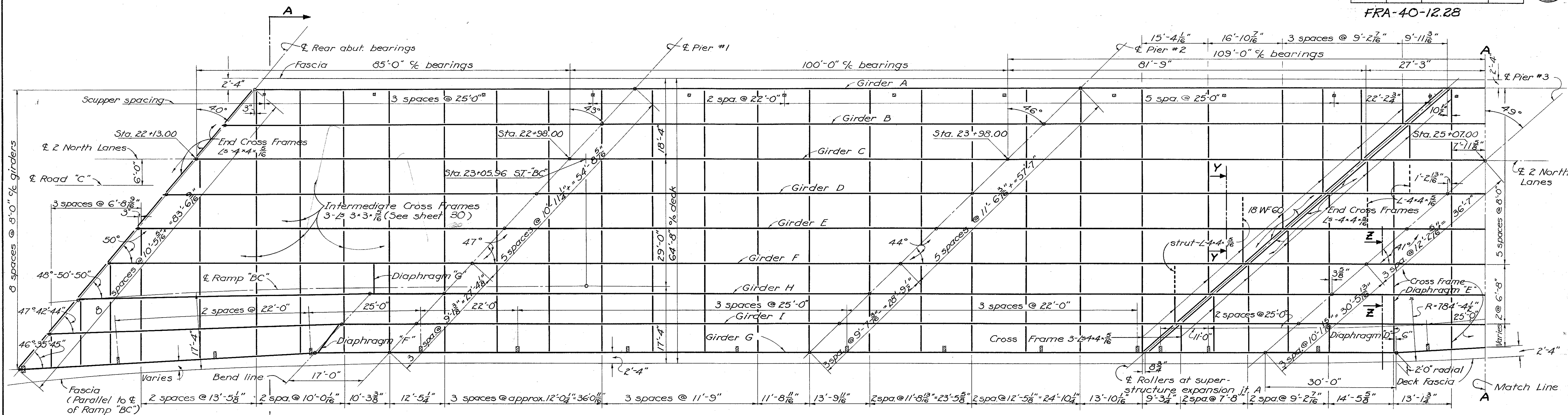
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DETAILS OF PIER 6 BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER					
FRANKLIN COUNTY STA. 22+10.06 31+63.95					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
Ray	RB		INNE	BFG	5-19-58

FRA-40-12.28


MICROFILMED
JAN 22 1965

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
DETAILS OF PIER 7					
BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER					
FRANKLIN COUNTY				STA 22+10.06 31+63.95	
DESIGNED Ray	DRAWN Ray	TRACED INNES	CHECKED BPG	DATE 5-19-58	REVISION

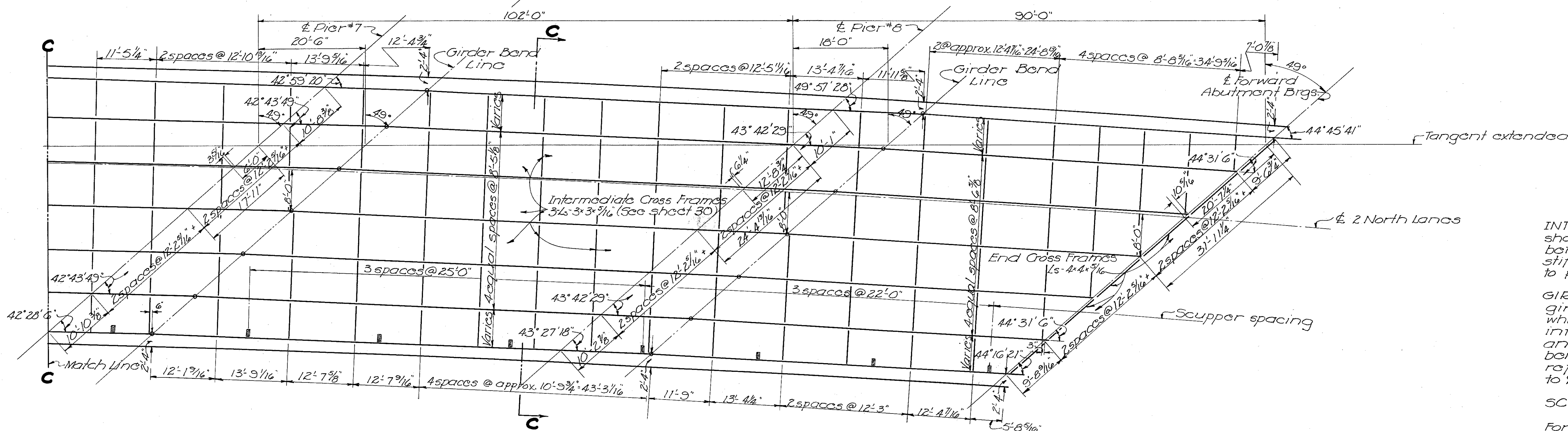
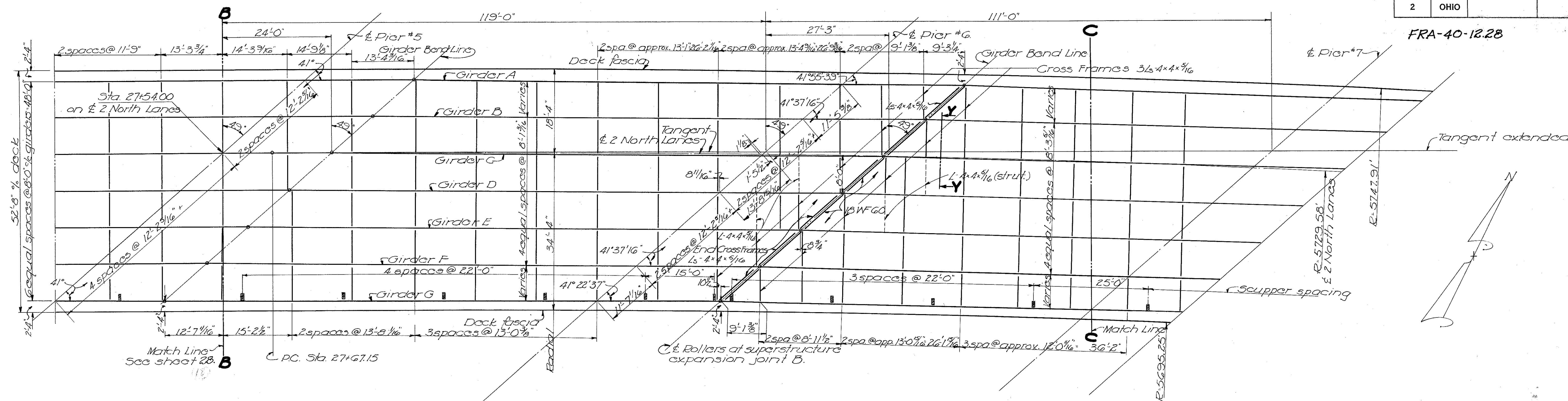
FRA-40-12.28



STEEL FRAMING PLAN
Rear Abutment to Pier No. 5

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
STEEL FRAMING PLAN					
BRIDGE NO. FRA-40-1230					
~ OVER ~					
SCIOTO RIVER					
FRANKLIN COUNTY				Sta. 22+10.06	Sta. 31+63.95
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
MPB	MPB	JGW	W.C.N.	BFG	5-19-50

FRA-40-12.28



INTERMEDIATE CROSSFRAME SPACING is shown parallel to Girders B thru F, between girder bend points. Stew stiffeners of fascia girders "A" and "G" to parallel intermediate crossframes.

GIRDER GEOMETRICS: Intermediate girders are parallel to girder "D" which is set on chords formed by the intersection of the E Deck (R=5721.58') and the girder bend lines. Girder bend lines and E of bearings are referred to the tangent (tangent to E 2 North Lanes at Sta. 27+67.15).

SCUPPER spacing shown.

For Section C-C see sheet 30.

For Section Y-Y see sheet 31.

STEEL FRAMING PLAN

Pier #5 to Forward Abutment

MICROFILMED
JAN 22 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

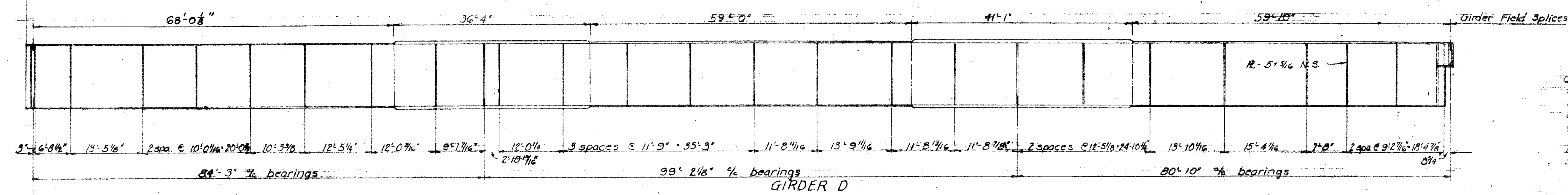
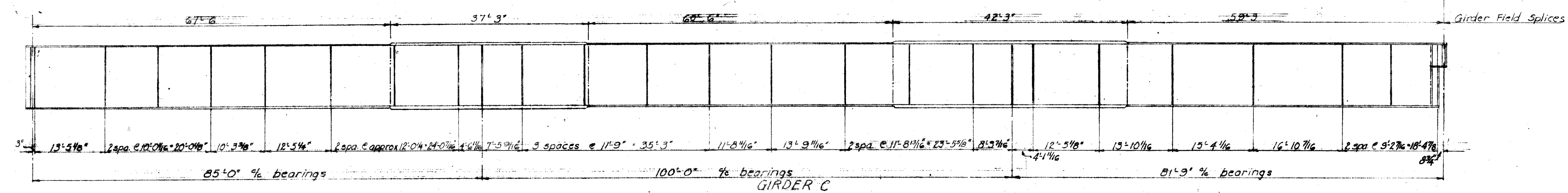
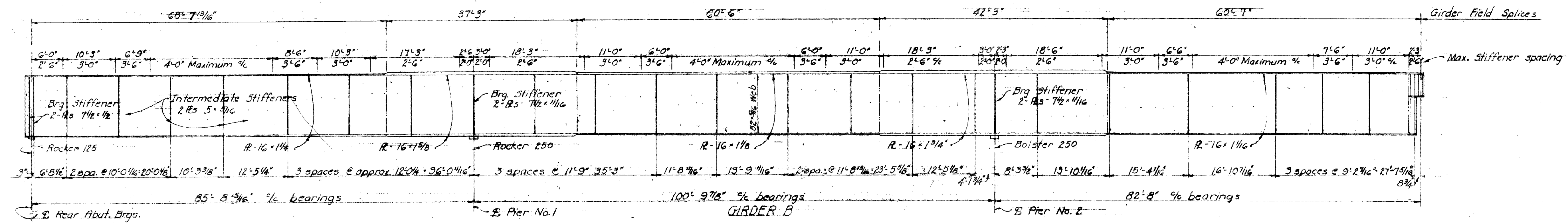
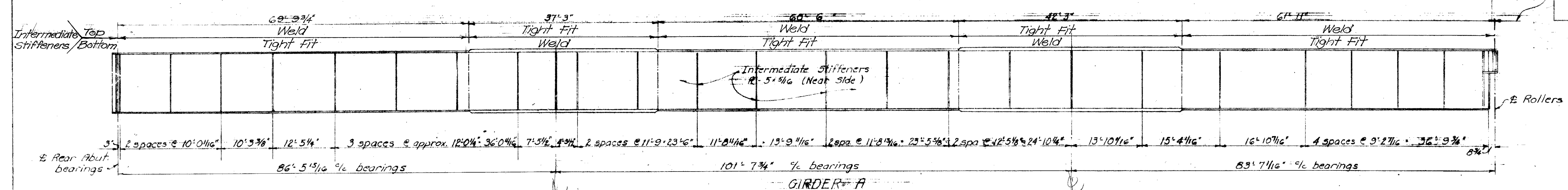
STEEL FRAMING PLAN BRIDGE No. FRA-40-1230

OVER
SCIOTO RIVER

Sta. 22+10.06
FRANKLIN COUNTY Sta. 31+63.95

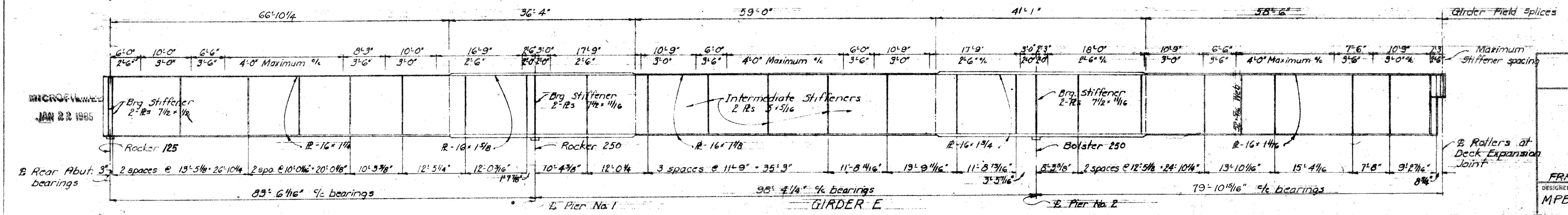
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
MPB	MPB	RCC	WCK	BFG	5-19-58	

FRA-40-12.28



GIRDER DETAILS and dimensions as shown for girders B and E are typical for girders A thru C and D thru F, respectively, except as otherwise noted. See sheet 32 for girder F of Unit No. 1.

INTERMEDIATE STIFFENERS: See note on sheet no. 33.



MICROFILMED
JAN 22 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

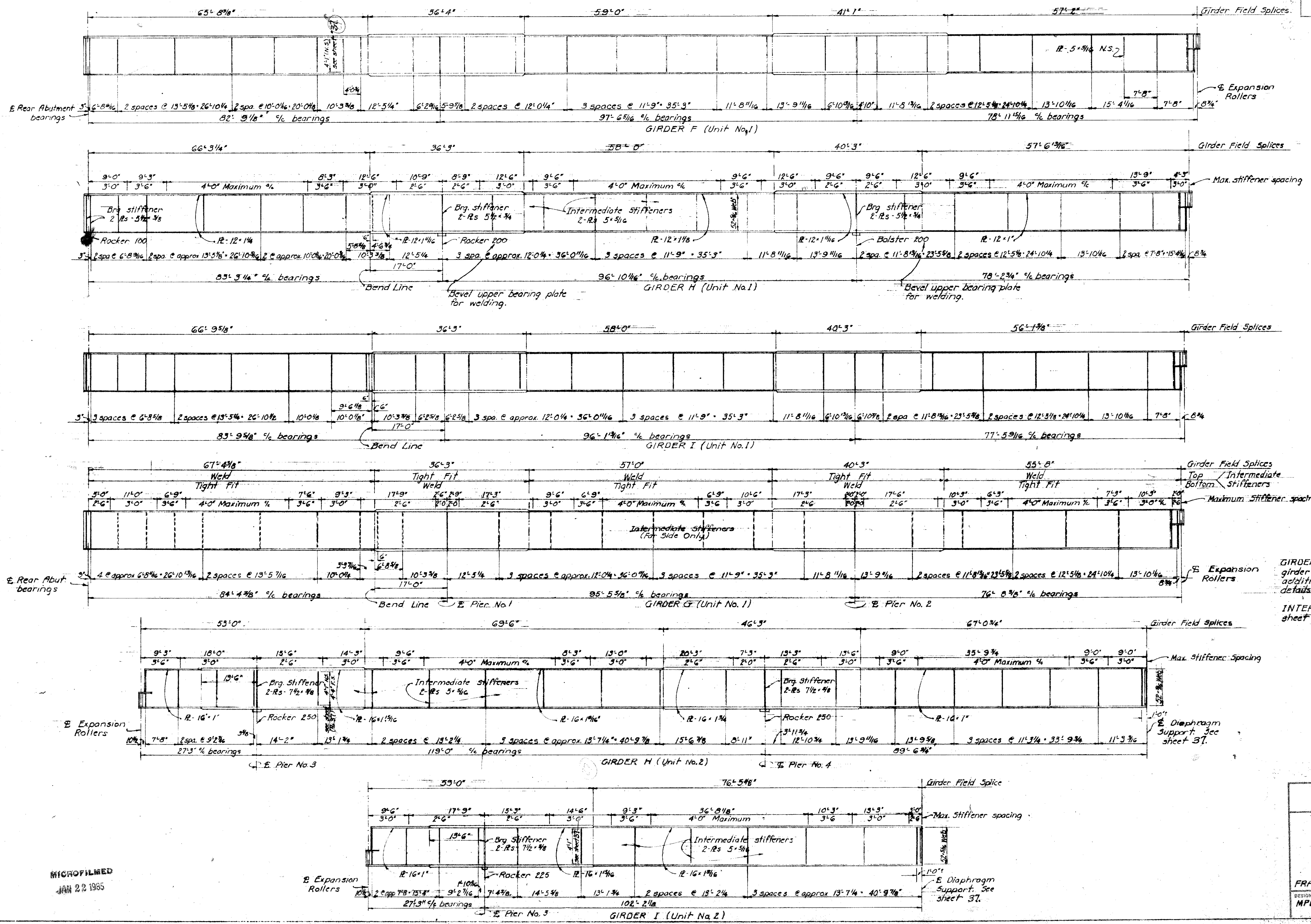
GIRDER DETAILS
UNIT NO. 1
BRIDGE NO. FRA-40-1230
SCIOTO RIVER

Sta. 22+10.06
Sta. 31+23.95

FRANKLIN COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
MPB	MPB		W.C.K.	BFG	5-19-58	

FRA-40-12.28

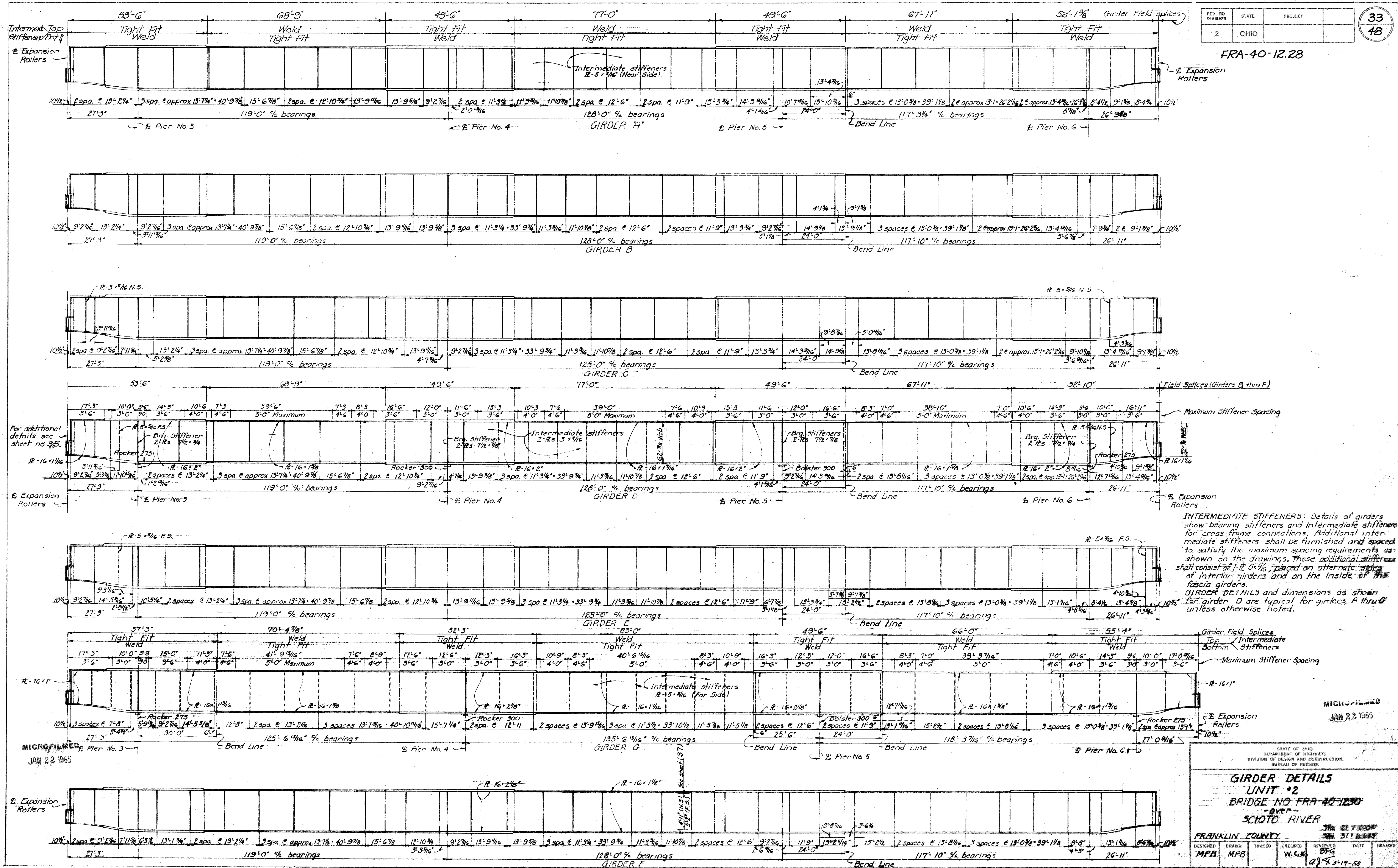


GIRDER DETAILS and dimensions as shown for girder H are typical for girders H and I. For additional details of girders F and G see details of girder F on sheet no. 31.

INTERMEDIATE STIFFENERS: See note on sheet no. 33.

MICROFILMED
JAN 22 1985

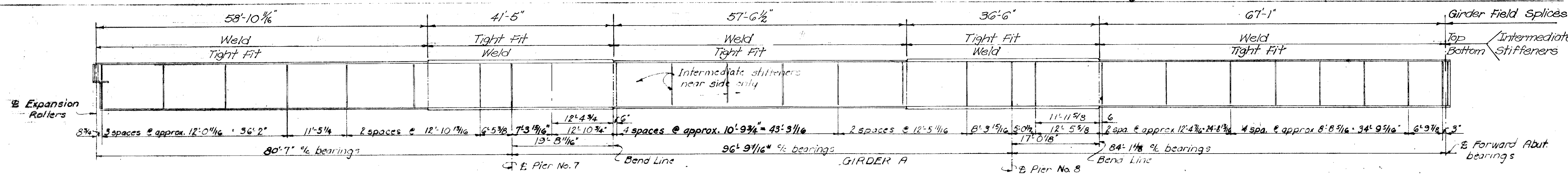
STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
GIRDER DETAILS UNIT NO. 1 and UNIT NO. 2 BRIDGE NO FRA-40-1230 -over- SCIOTO RIVER					
FRANKLIN COUNTY			Sta 22+10.06 Sta 31+63.95		
DESIGNED MPB	DRAWN MPB	TRACED W.C.K.	CHECKED W.C.K.	REVIEWED DATE	REVISED



FRA-40-12.28

MICROFILMED
JAN 22 1985

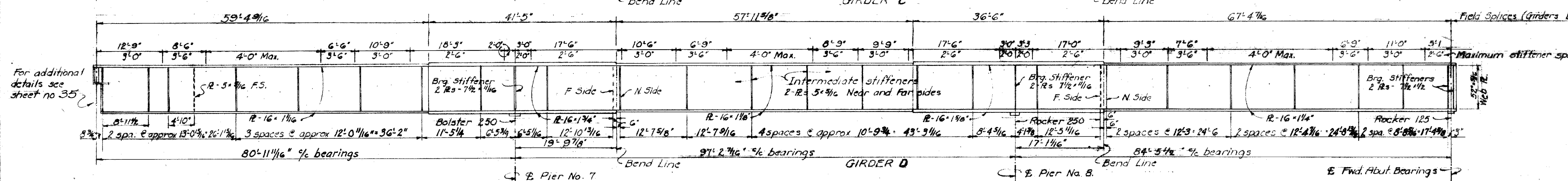
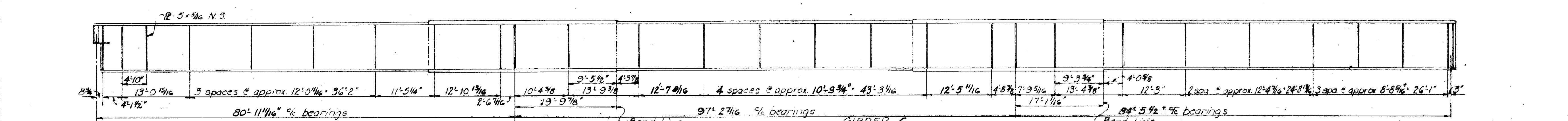
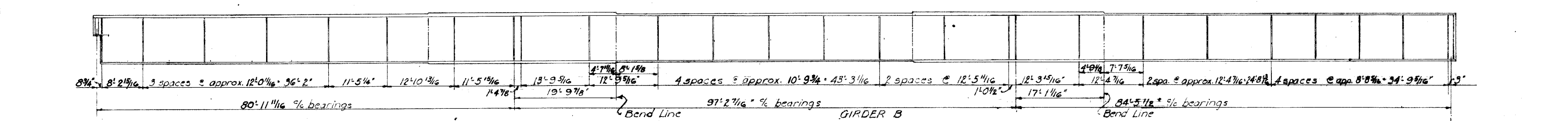
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GIRDER DETAILS UNIT #2			
BRIDGE NO. FRA-40-1230			
SCIOTO RIVER			
FRANKLIN COUNTY			
DESIGNED MPB	DRAWN MPB	CHECKED W.C.K.	REVIEWED BFG
DATE JAN 22 1985		DATE JAN 22 1985	



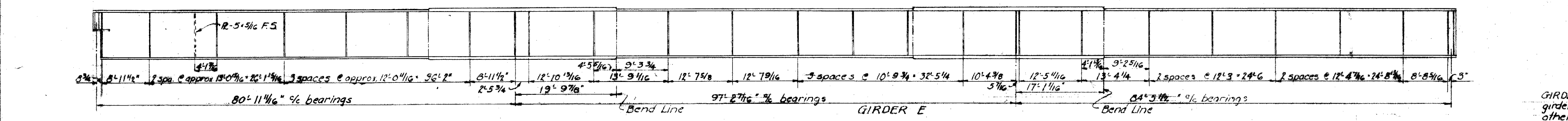
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

FRA-40-12.28

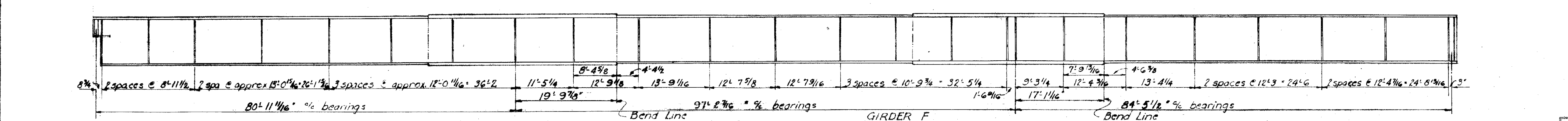
34
48



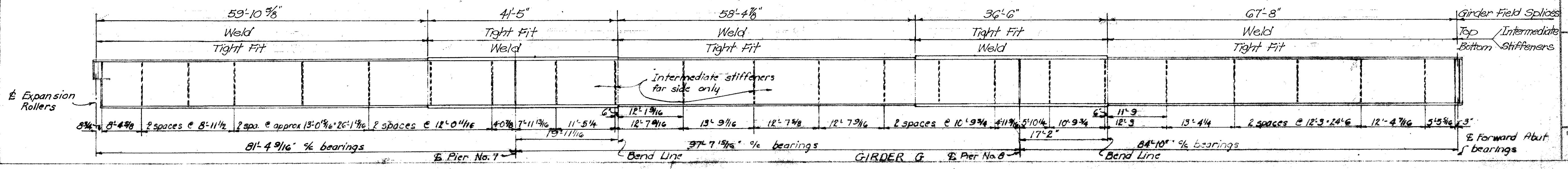
INTERMEDIATE STIFFENERS: See note on sheet 33



GIRDER DETAILS and dimensions as shown for girder D are typical for girders A thru G unless otherwise noted.



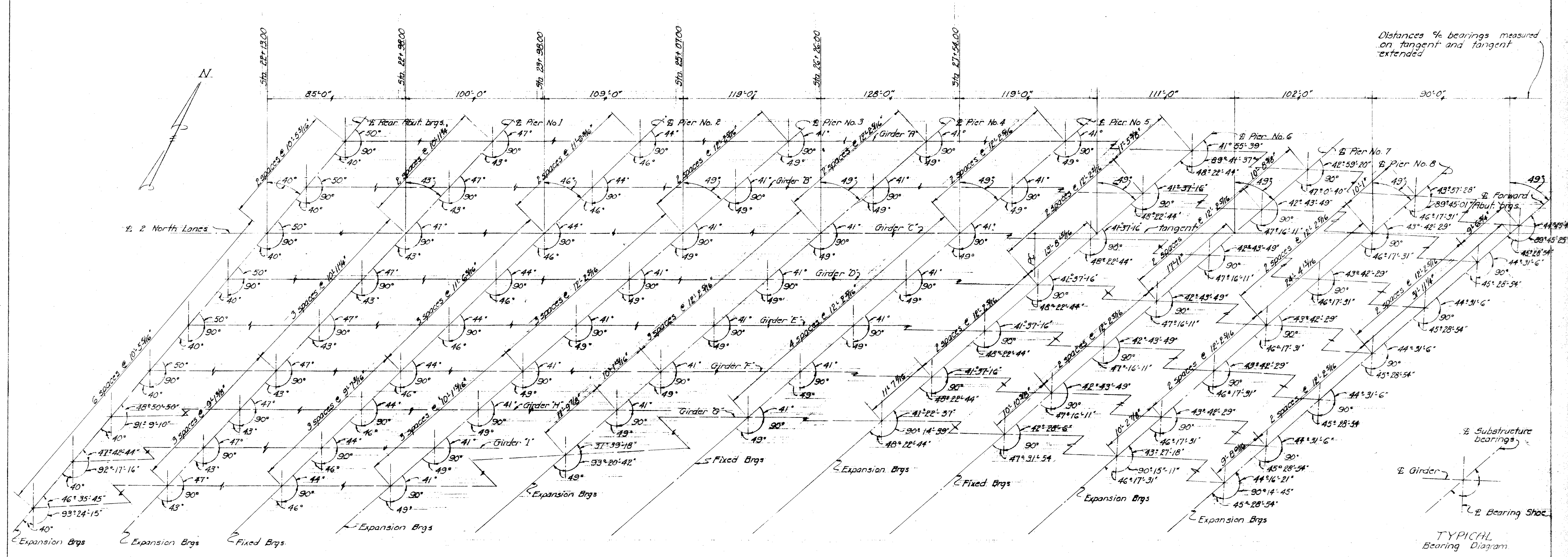
MICROFILMED
JAN 22 1965



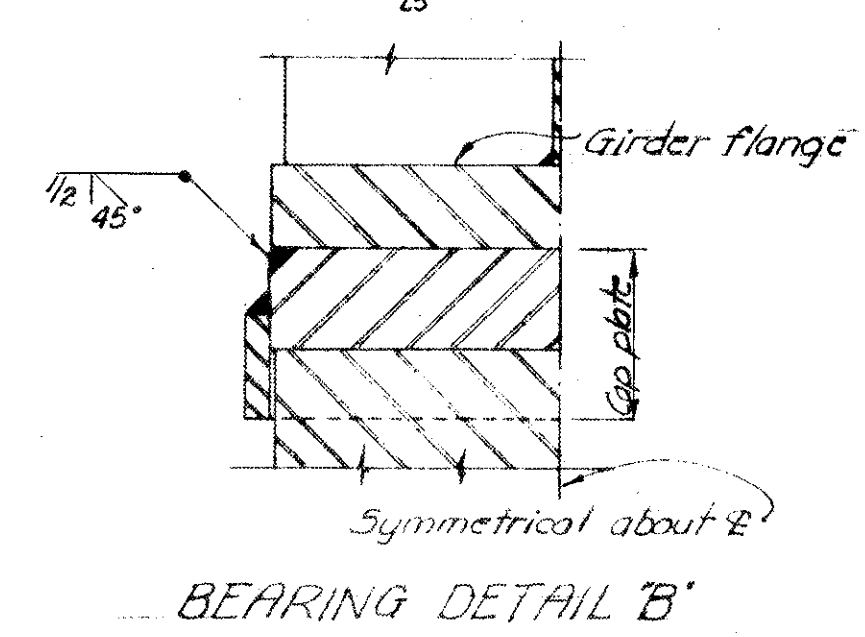
STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES			
GIRDER DETAILS UNIT NO. 5 BRIDGE NO. FRA-40-1230 SCIOTO RIVER			
FRANKLIN COUNTY		3/12 22710.06 3/12 3163.95	
DESIGNED MPB	DRAWN MPB	TRACED W.C.K.	REVIEWED BFG 9/27 5-19-58

FRA-40-12.28

Distances & bearings measured on tangent and tangent extended



GIRDER BEARING PLAN
For roller bearing details at deck expansion joints see sheet 35



GIRDER BEARINGS									
LOCATION	R. Abut.	Pier No. 1	Pier No. 2	Pier No. 3	Pier No. 4	Pier No. 5	Pier No. 6	Pier No. 7	Pier No. 8
Girder A	R-125 *	R-250 *	B-250 *	R-275 *	R-300 *	B-300	R-275	B-250	R-250
Girder B	R-125 *	R-250 *	B-250 *	R-275 *	R-300 *	B-300	R-275	B-250	R-250
Girder C	R-125	R-250	B-250	R-275	R-300	B-300	R-275	B-250	R-250
Girder D	R-125	R-250	B-250	R-275	R-300	B-300	R-275	B-250	R-250
Girder E	R-125	R-250	B-250	R-275	R-300	B-300	R-275	B-250	R-250
Girder F	R-125	R-250	B-250	R-275	R-300	B-300	R-275	B-250	R-250
Girder H	R-100	R-200 *	B-200 *	R-250	R-250	-	-	-	-
Girder I	R-100 *	R-200 *	B-200 *	R-225 *	-	-	-	-	-
Girder G	R-125 *	R-250 *	B-250 *	R-275 *	R-300 *	B-300	R-275	B-250	R-250

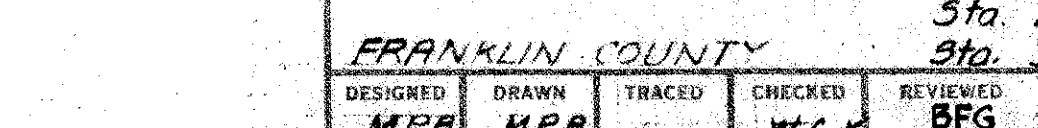
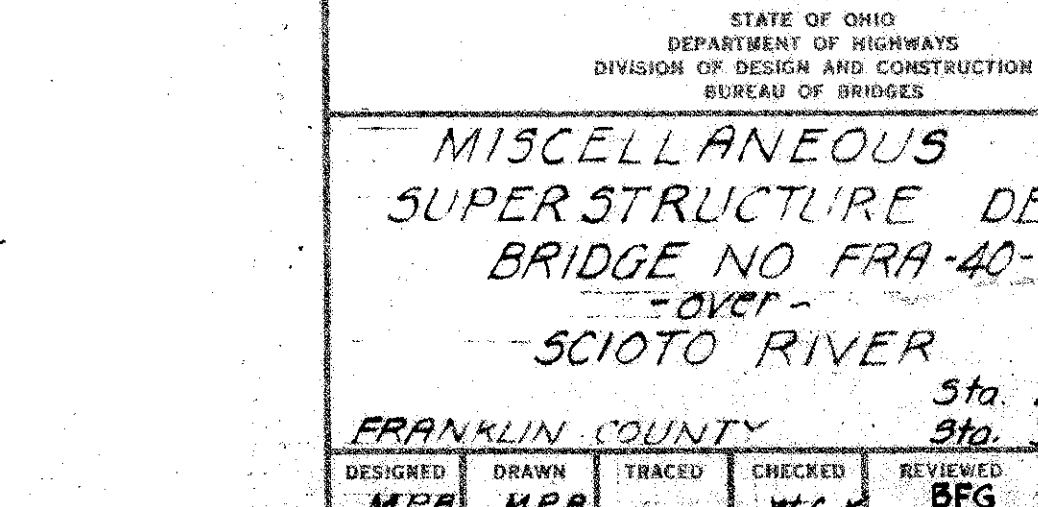
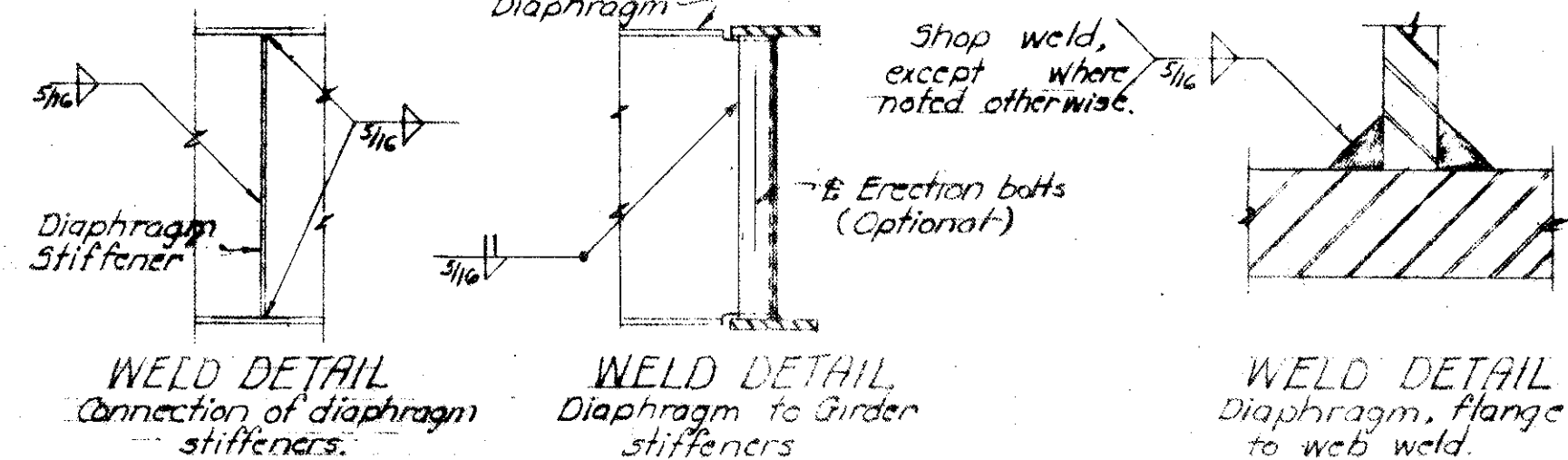
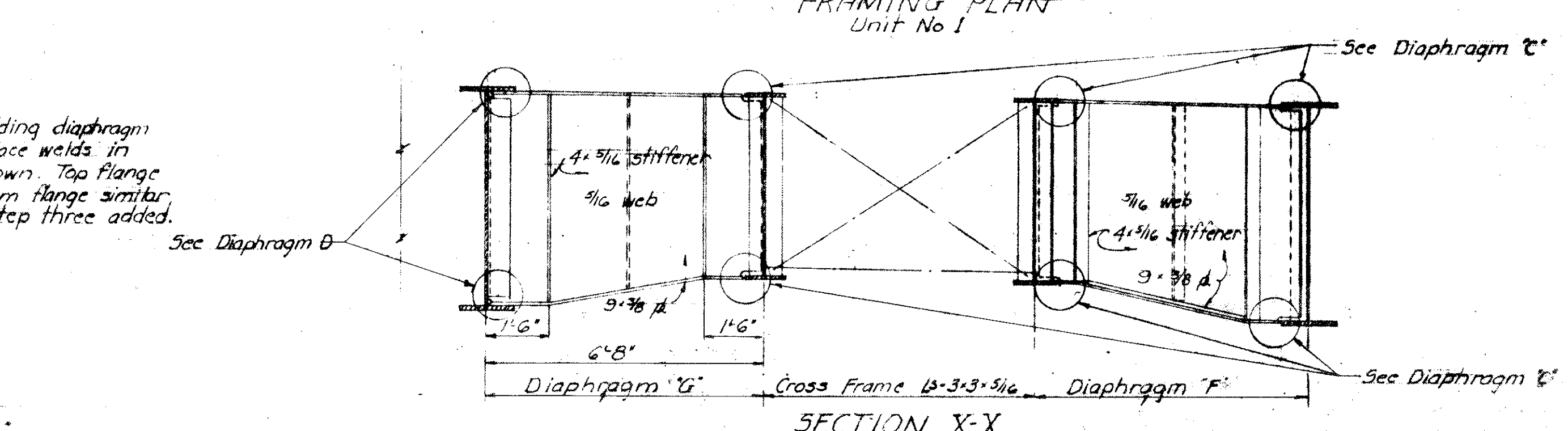
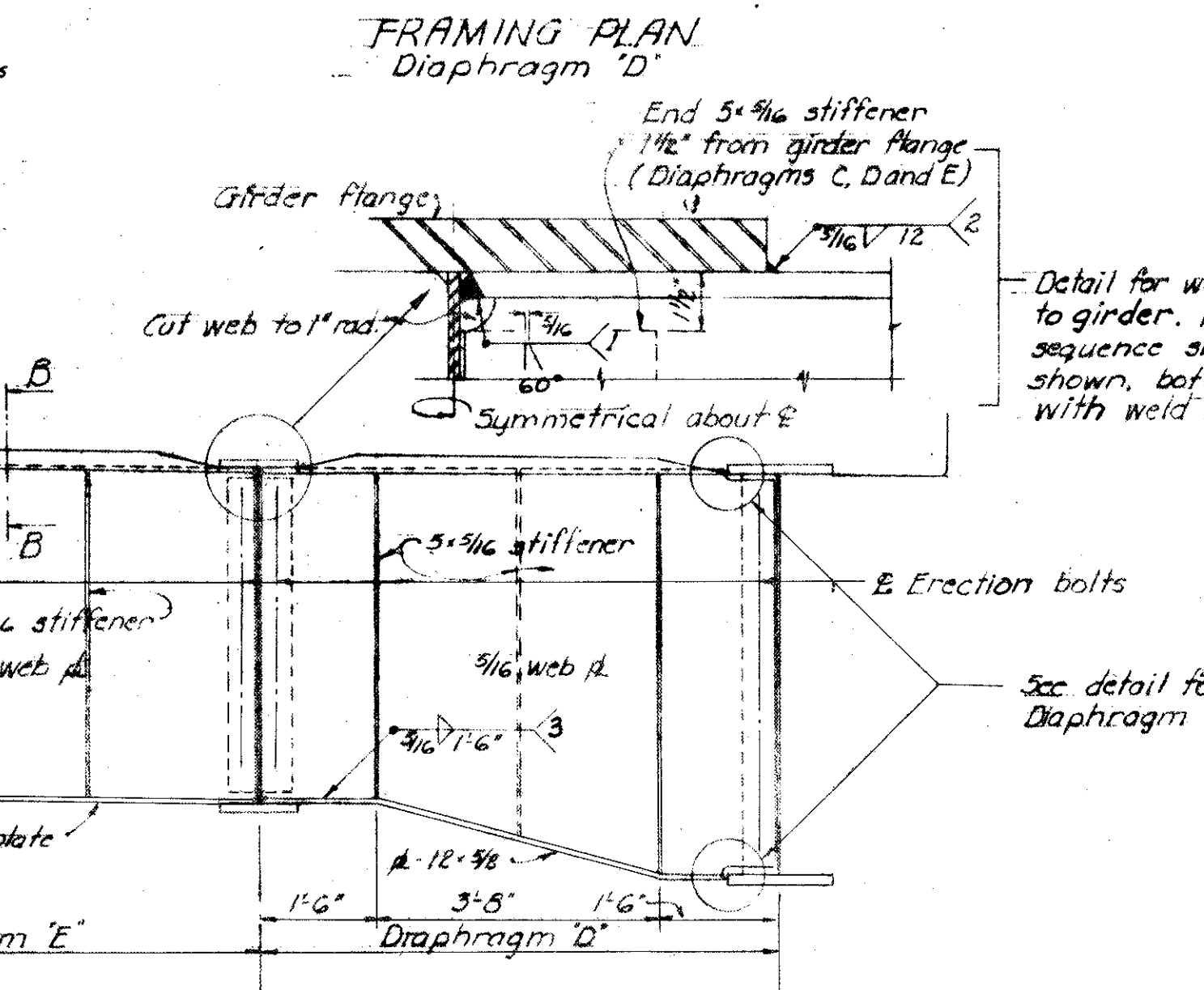
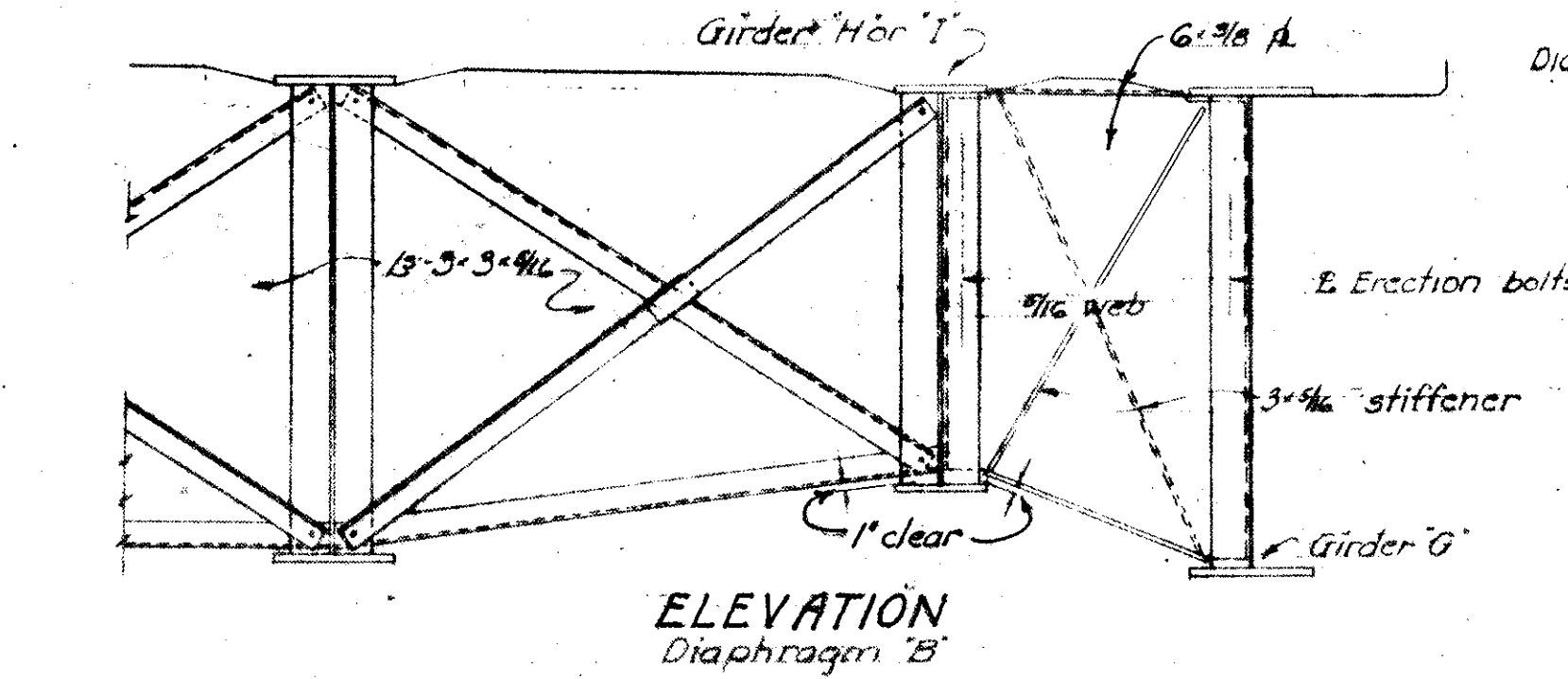
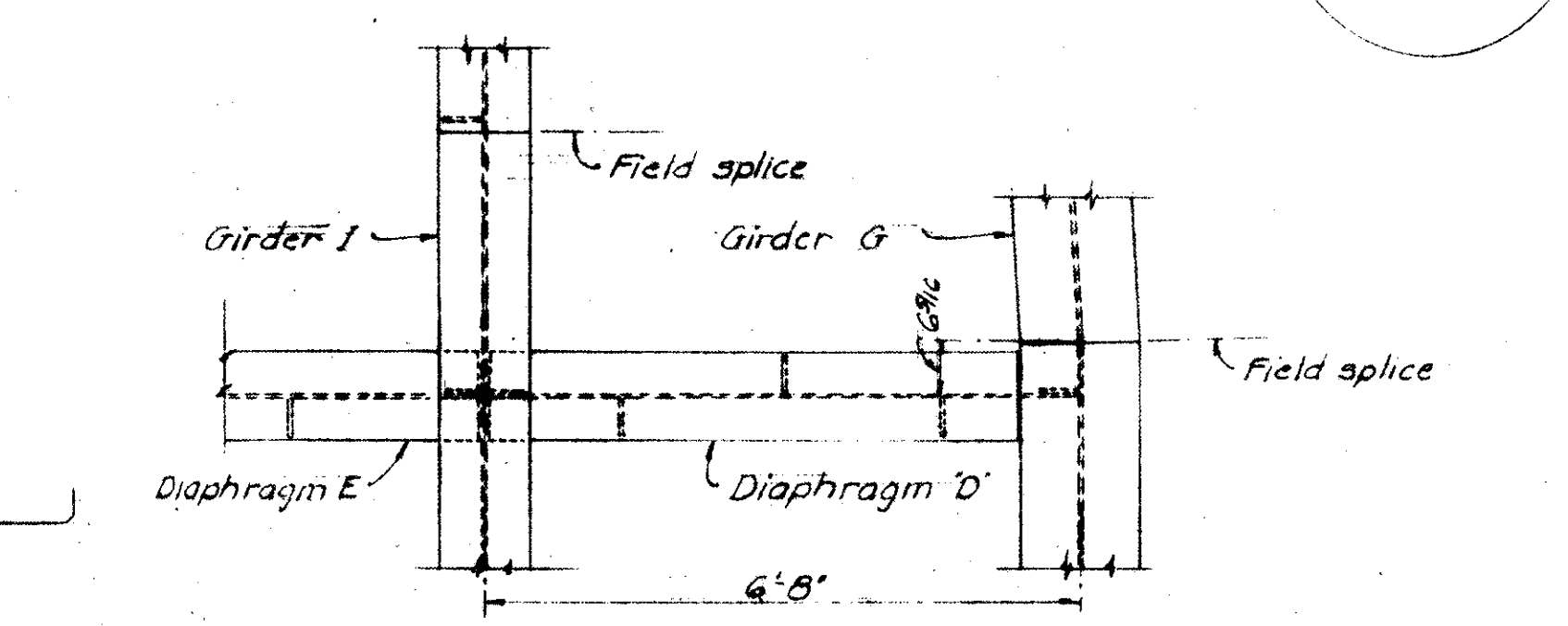
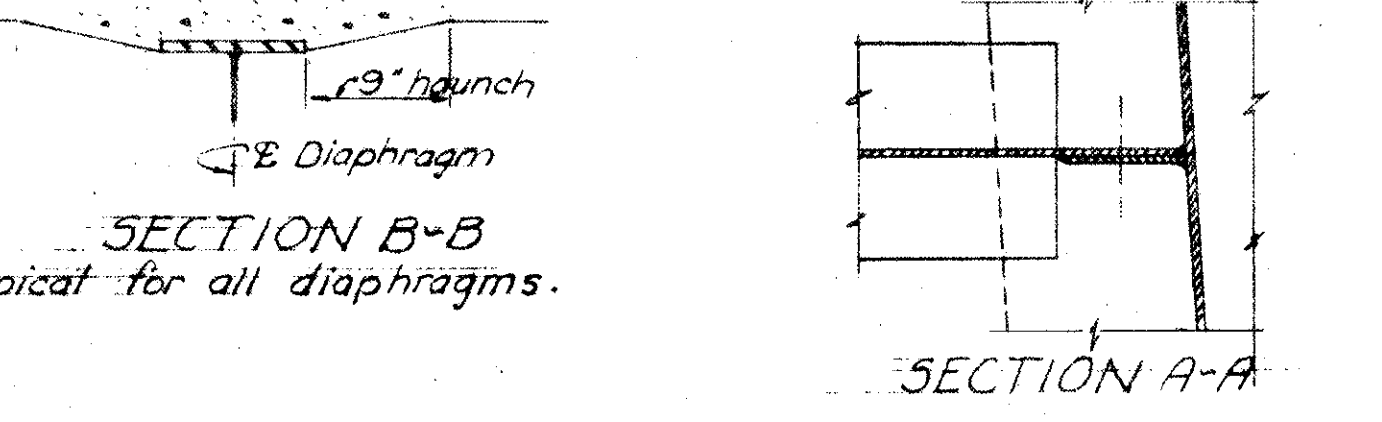
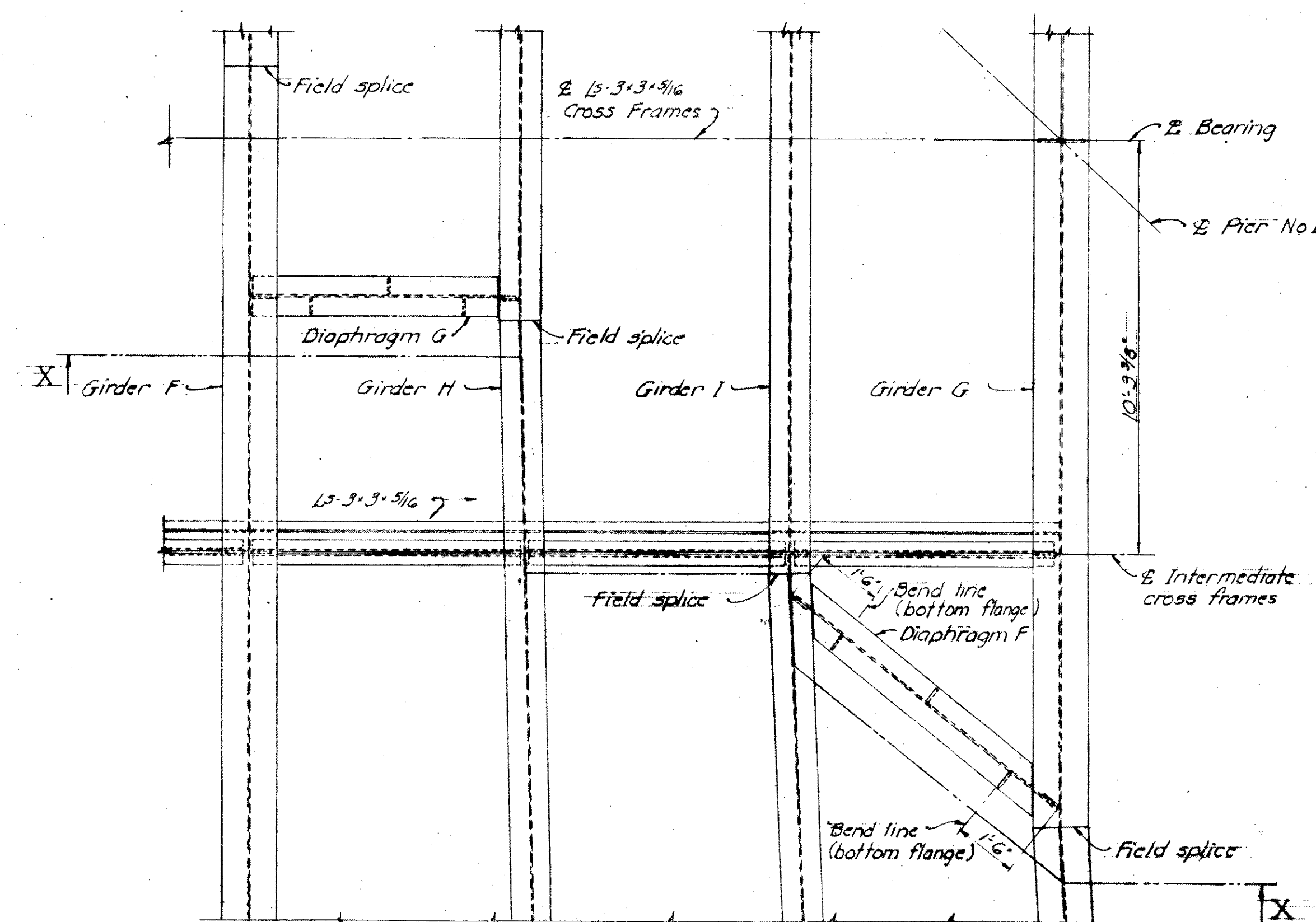
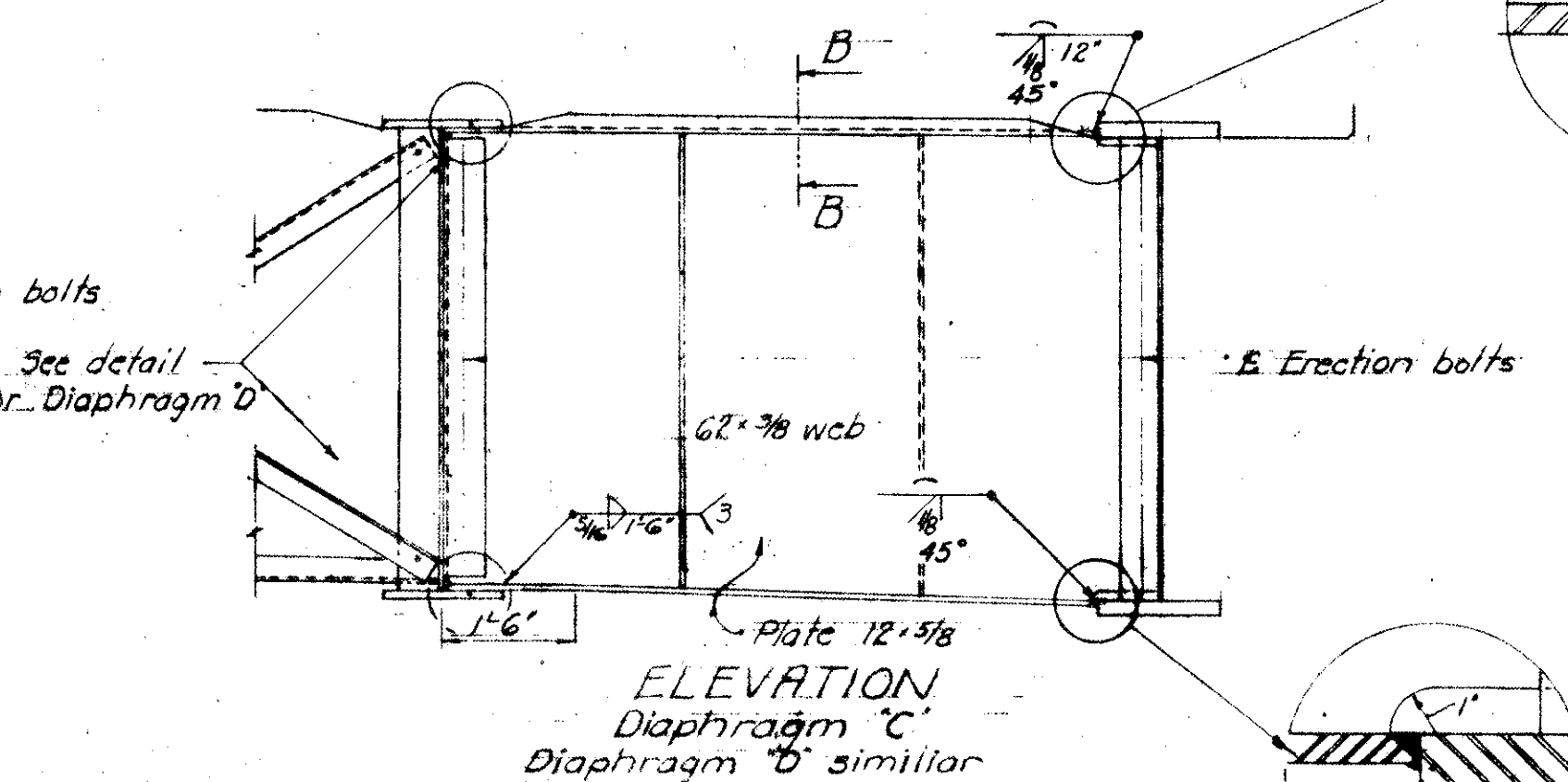
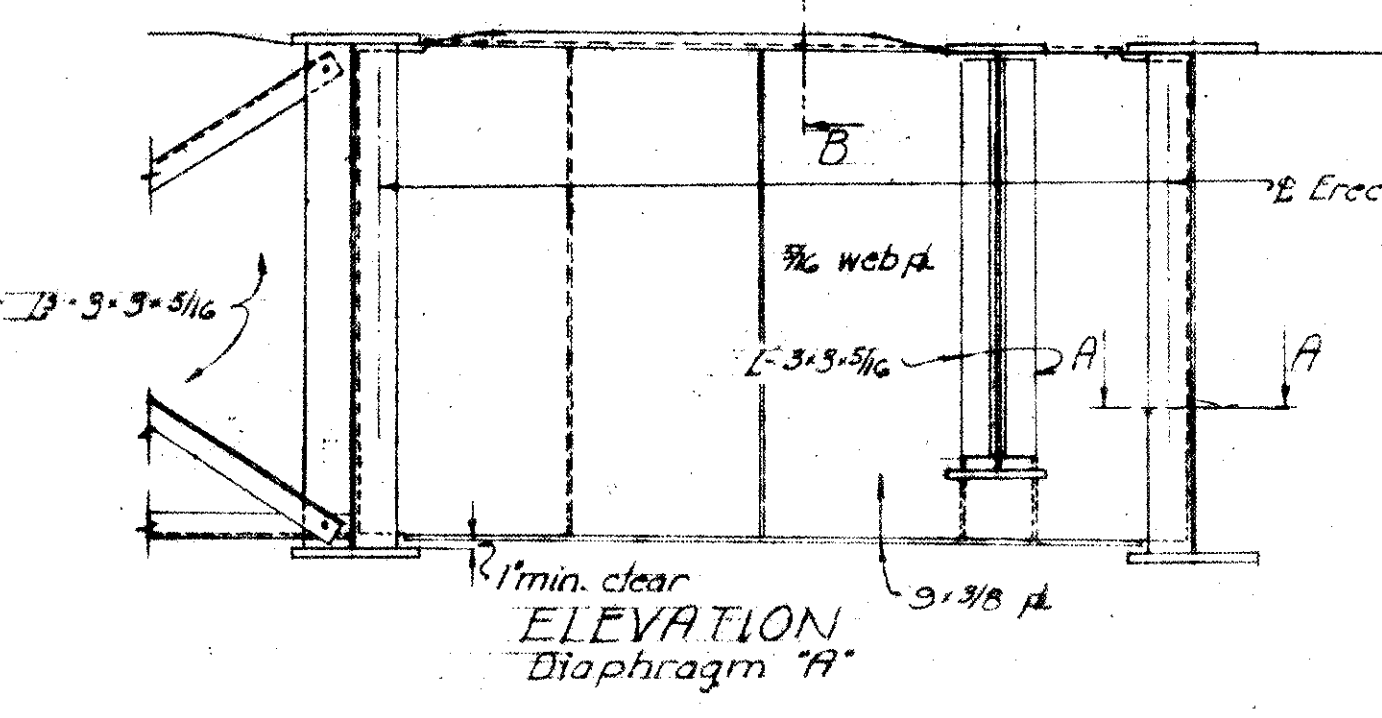
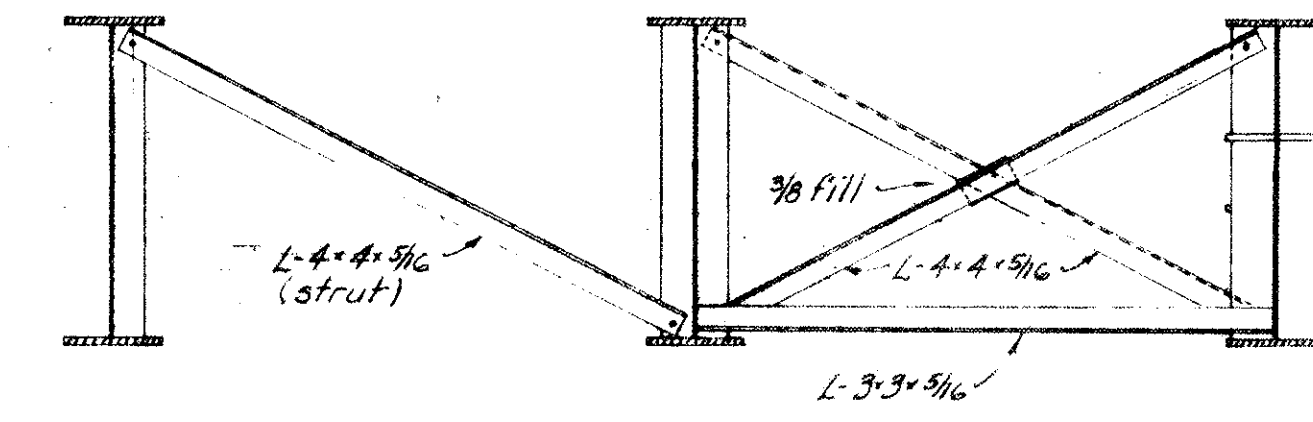
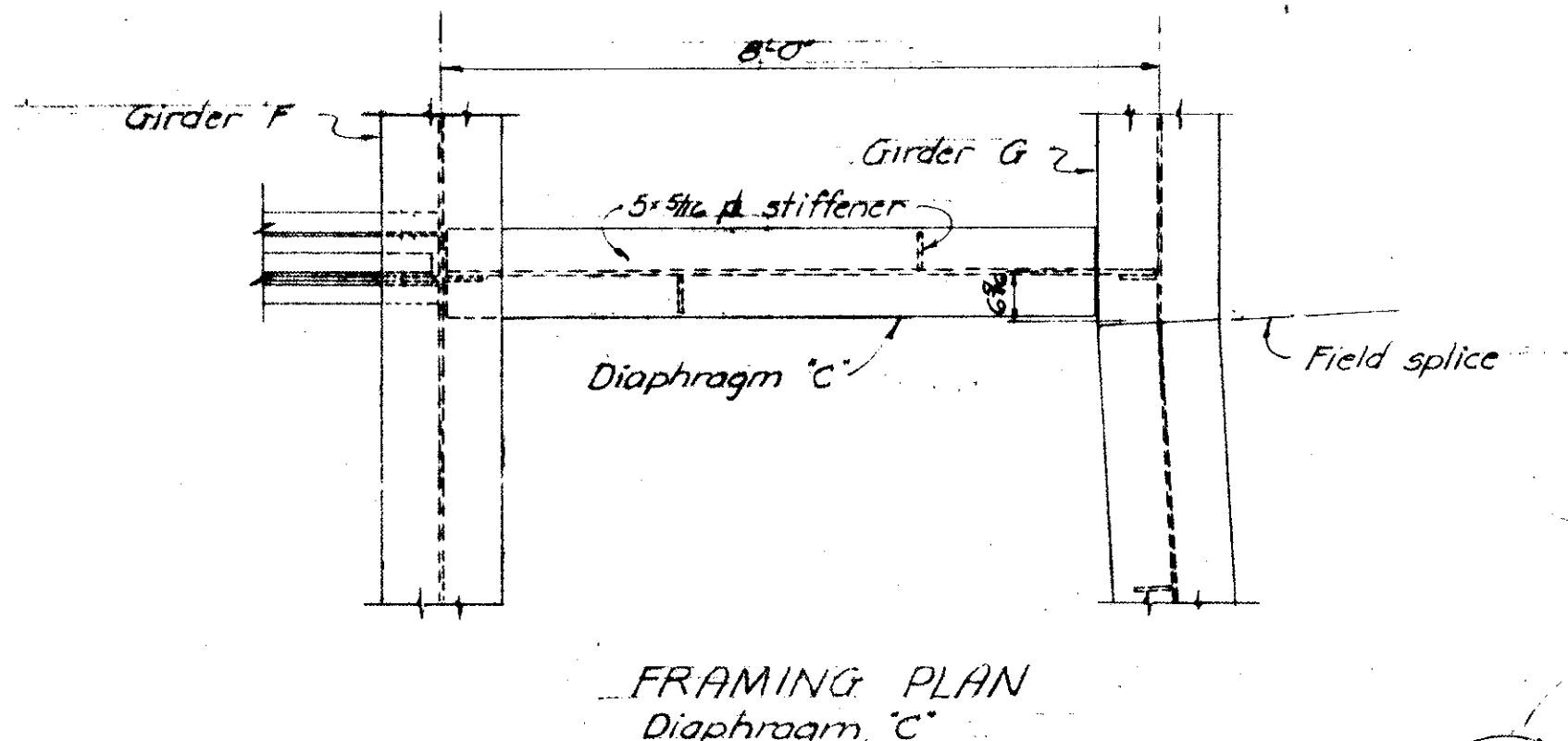
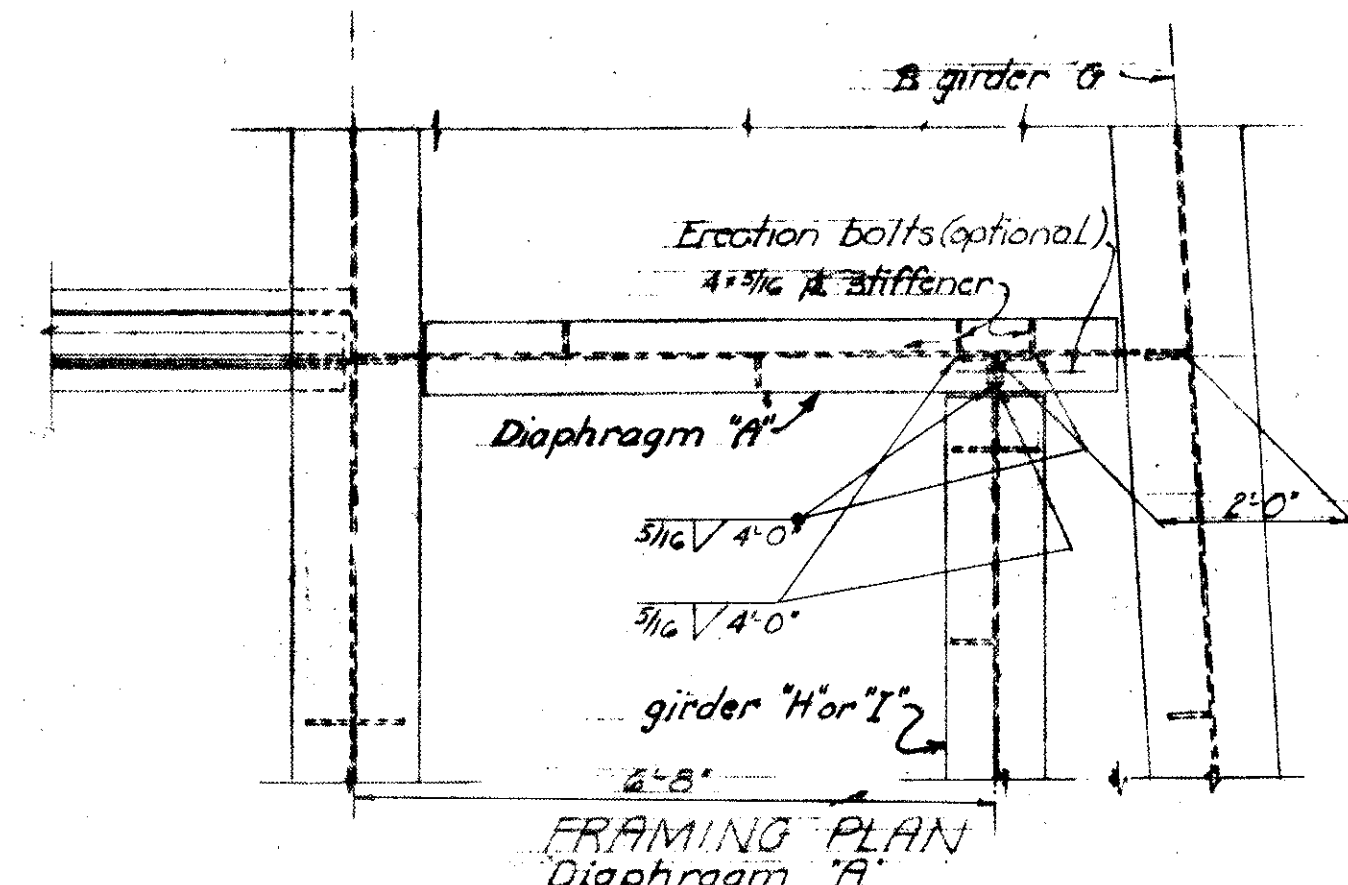
* See note "MODIFICATION OF RB-1-55" in General Notes.
† See BEARING DETAIL 'B'

NOTE: For additional geometrics see STEEL FRAMING PLAN, PIER and ABUTMENT DETAILS.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
GIRDER BEARING DETAILS BRIDGE NO. FRA-40-1230 -over- SCIOTO RIVER					
FRANKLIN COUNTY Sta. 22+10.06 Sta. 31+63.35					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
MPB	MPB		W.C.W.	BFG	5-11-58

MICROFILMED
JAN 22 1985

FRA-40-12.28

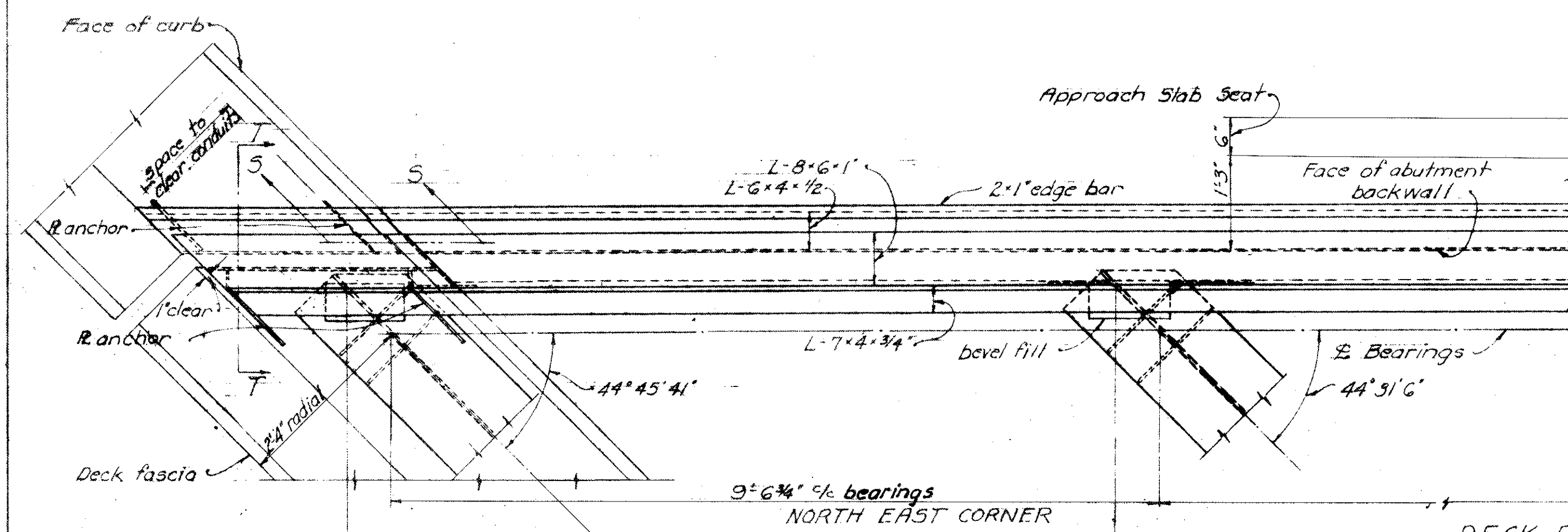


STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
MISCELLANEOUS SUPERSTRUCTURE DETAILS BRIDGE NO. FRA-40-12.30 OVER SCIOTO RIVER					
FRANKLIN COUNTY				Sta. 22+10.00	Sta. 31+63.95
DESIGNED MPB	DRAWN MPB	TRACED W.C.K.	CHECKED BFG	REVIEWED DATE	REVISED DATE
				7/1/58	5-19-58

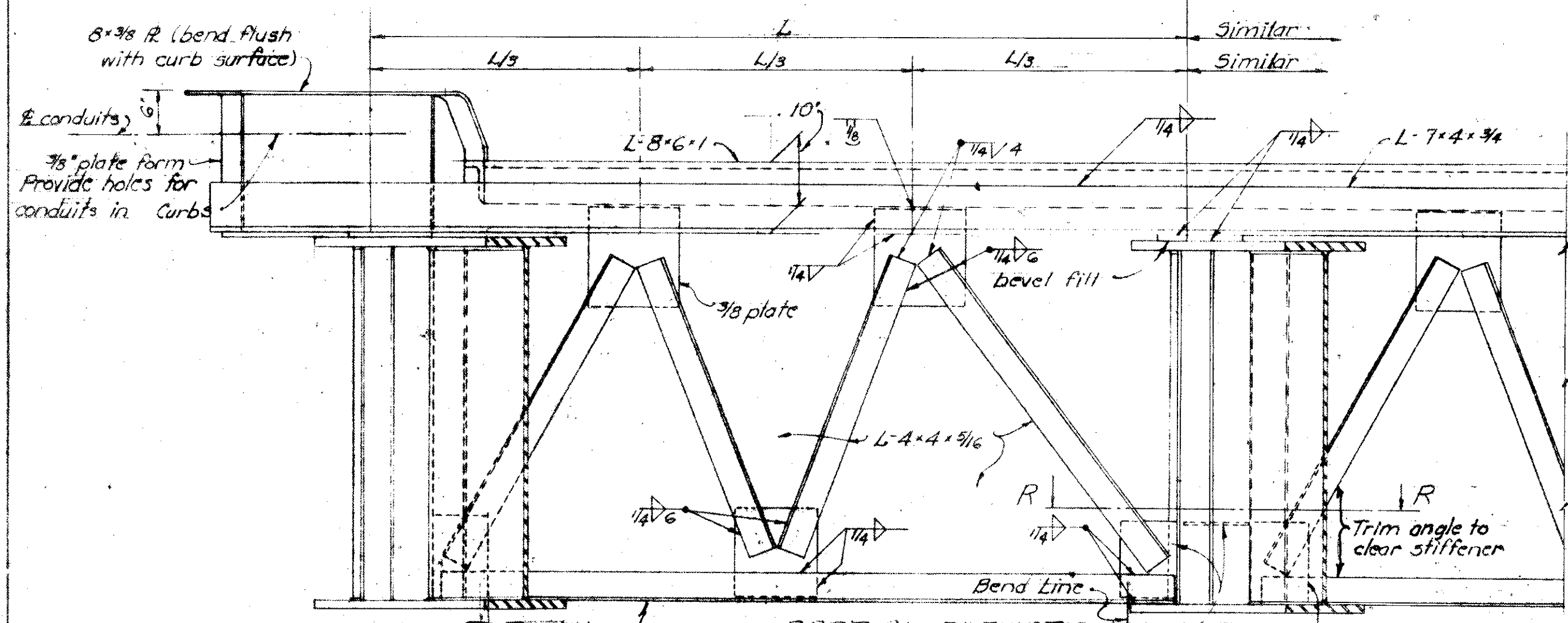
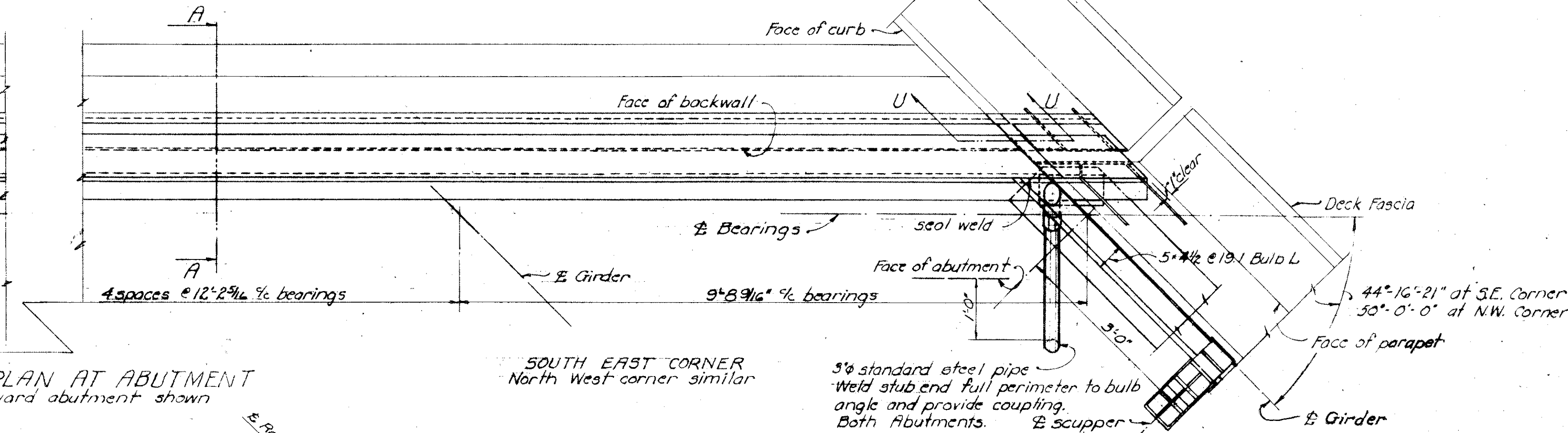
MICROFILMED
JAN 22 1985

SECTION Z-Z
See sheet no. 28.

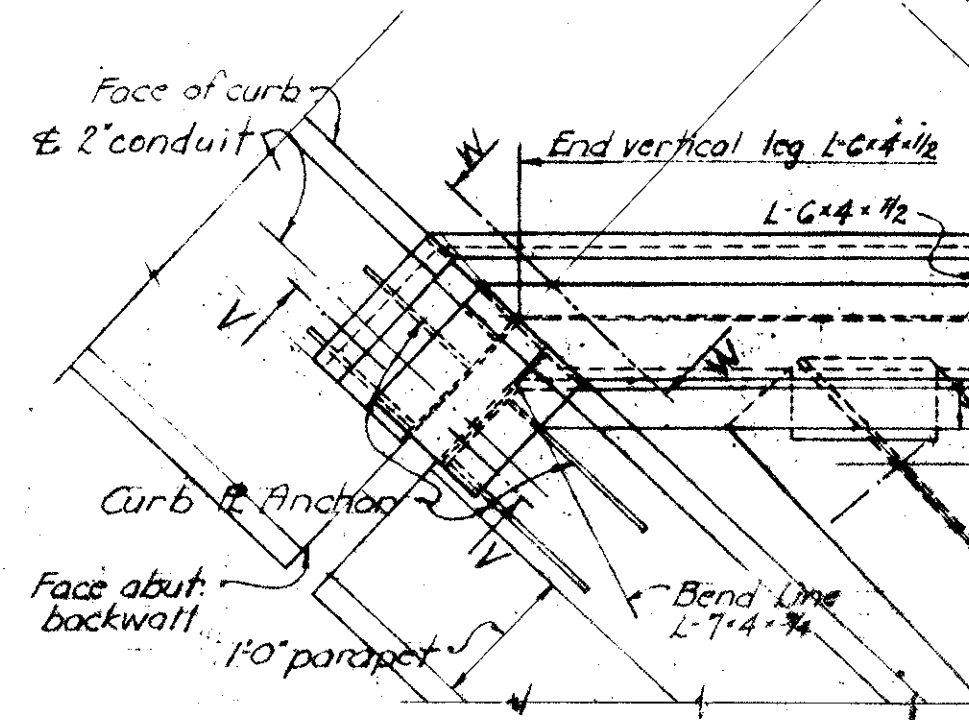
FRA-40-12.28



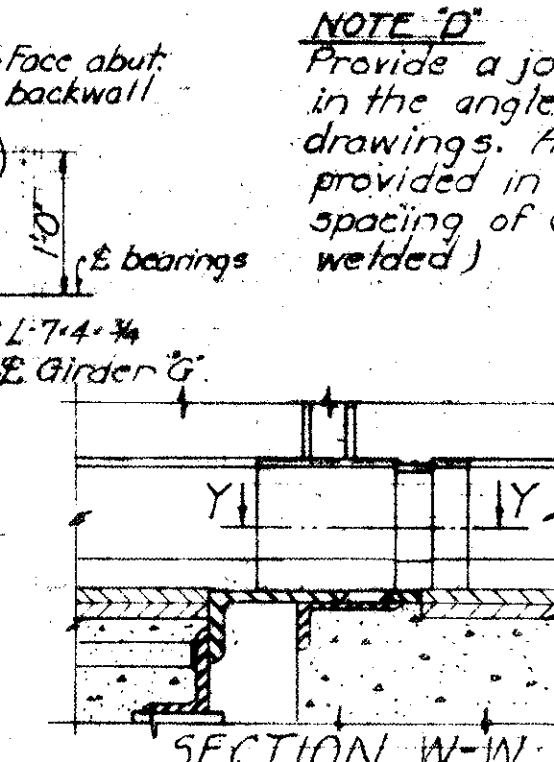
DECK PLAN AT ABUTMENT
Forward abutment shown



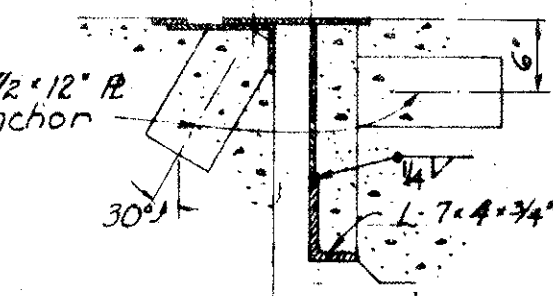
PARTIAL ELEVATION
North East Corner



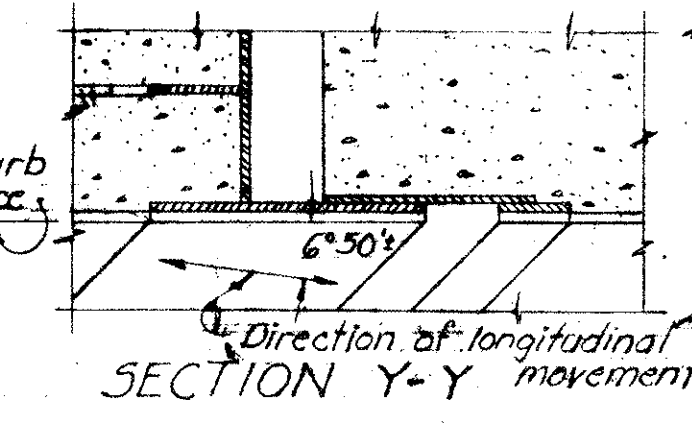
PART DECK PLAN
SOUTH WEST CORNER



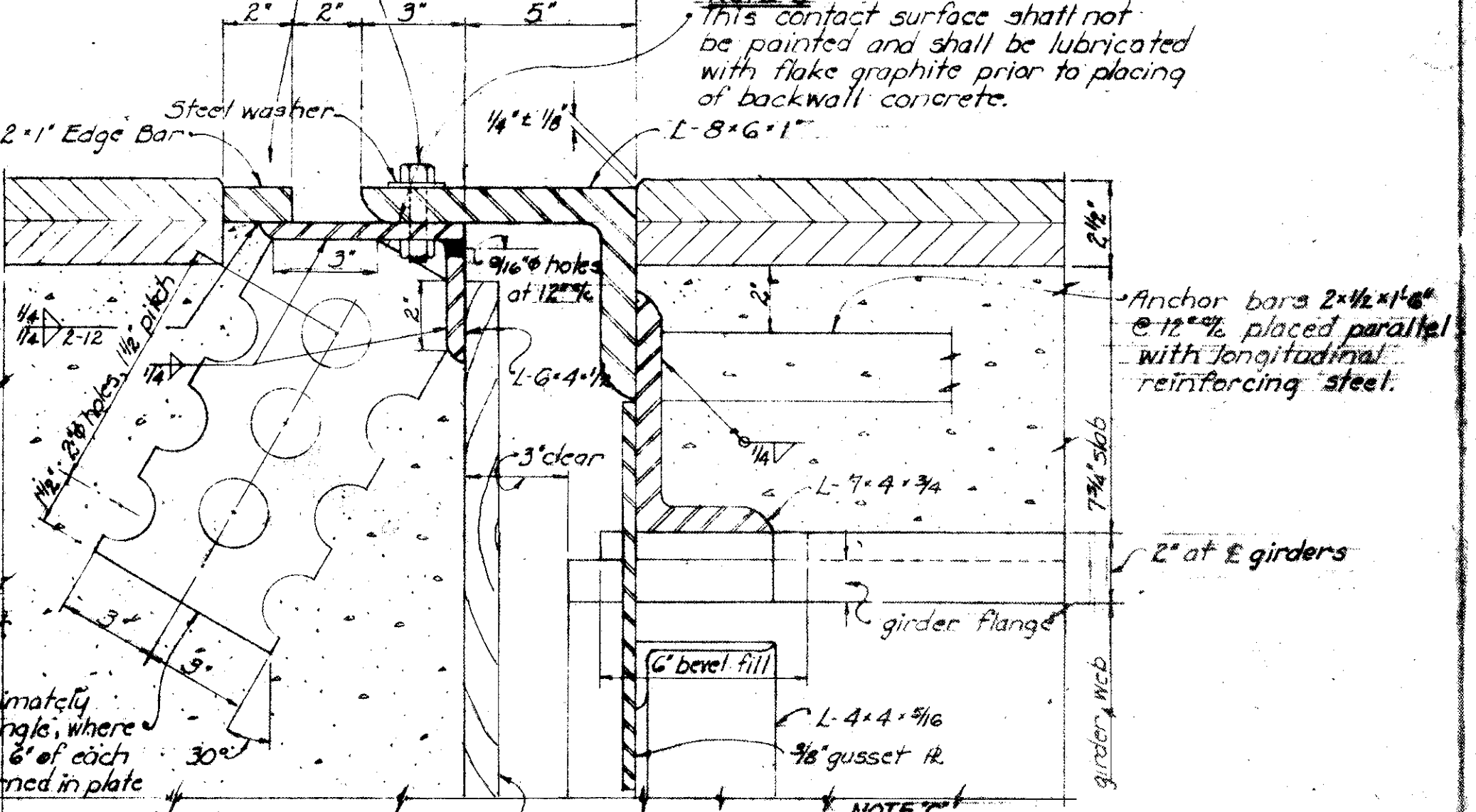
SECTION W-W



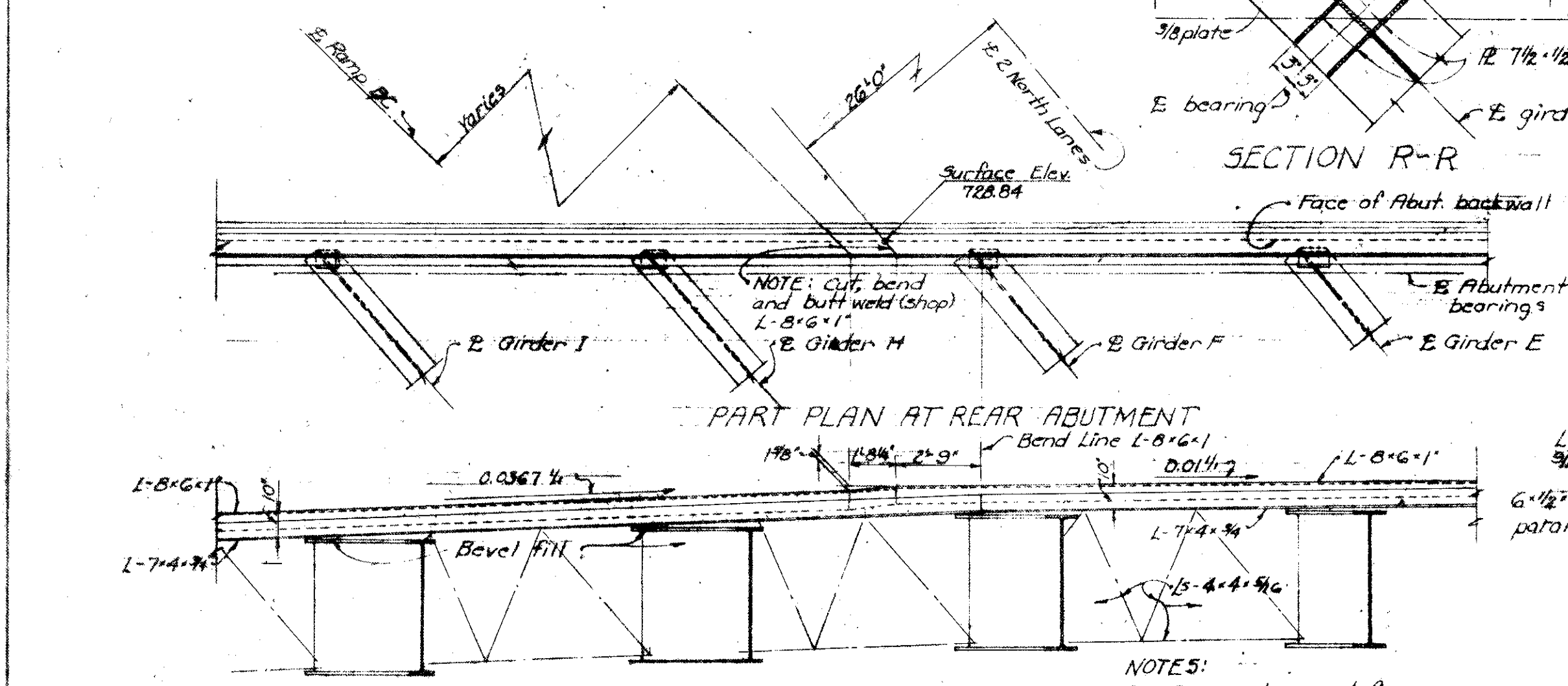
SECTION V-V
Curb material, 3/8\"/>



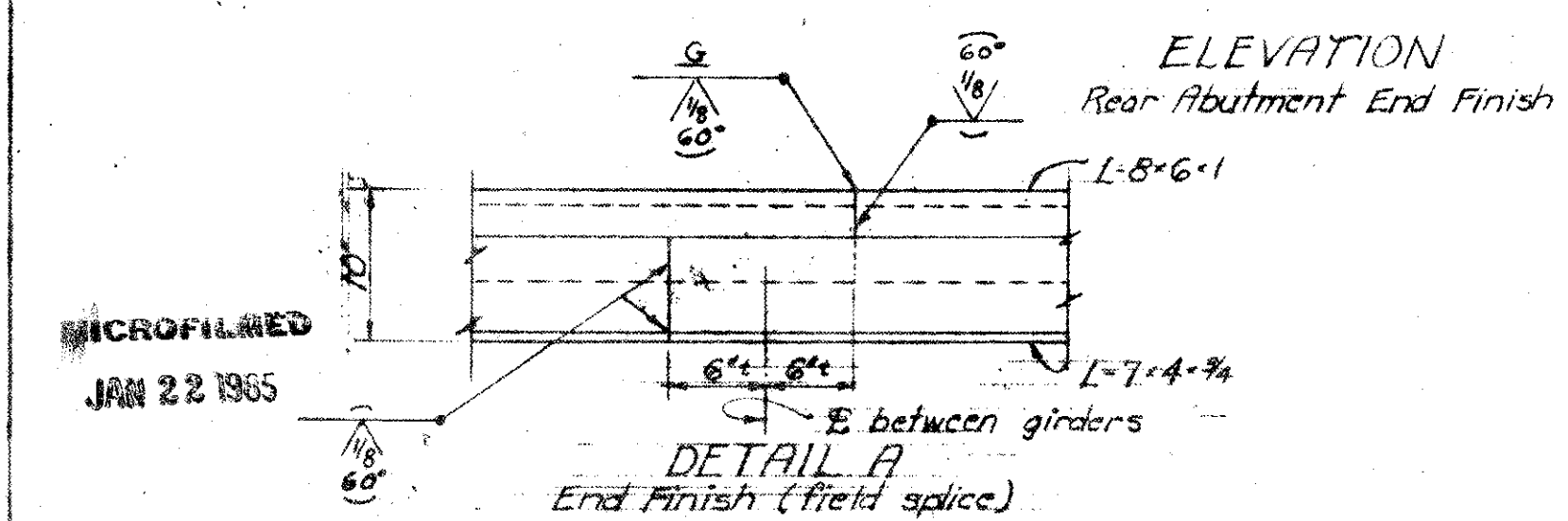
SECTION Y-Y



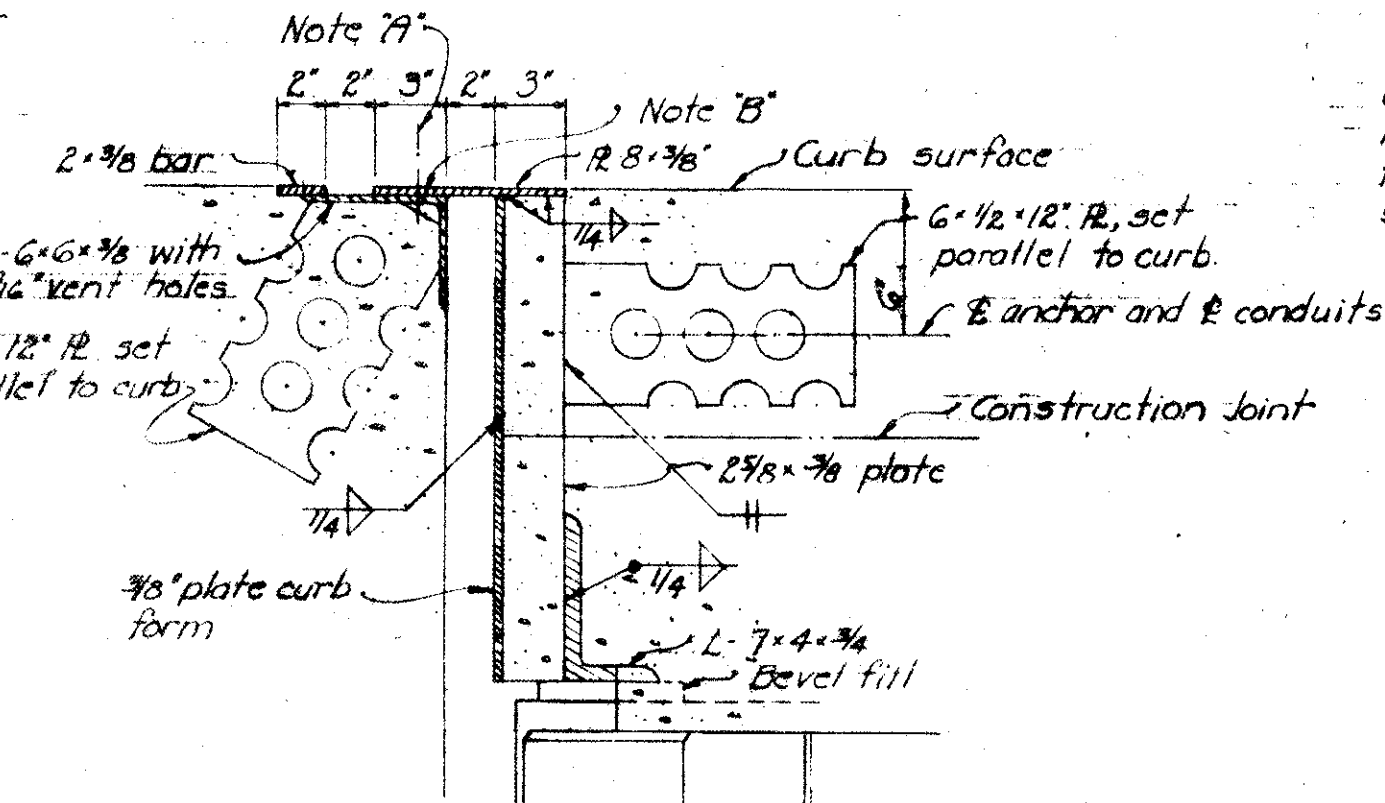
ROADWAY END FINISH
SECTION A-A



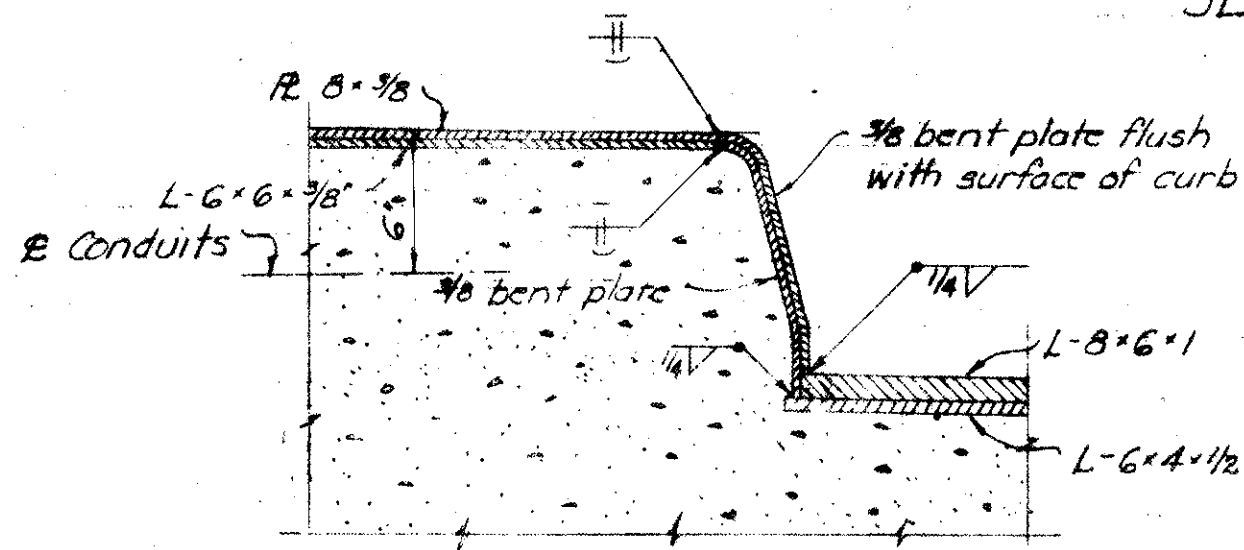
PART PLAN AT REAR ABUTMENT



ELEVATION
Rear Abutment End Finish



SECTION T-T (Curb End Finish)
Conduits not shown. For additional details see Roadway End Finish.



SECTION S-S (as shown)
SECTION U-U (opposite hand)

NOTE 'D'
Provide a joint in the edge bar and in the angle where shown on the drawings. Additional joints may be provided in them at a minimum spacing of 6'-0\"/>

NOTE 'F'
3/8\"/>

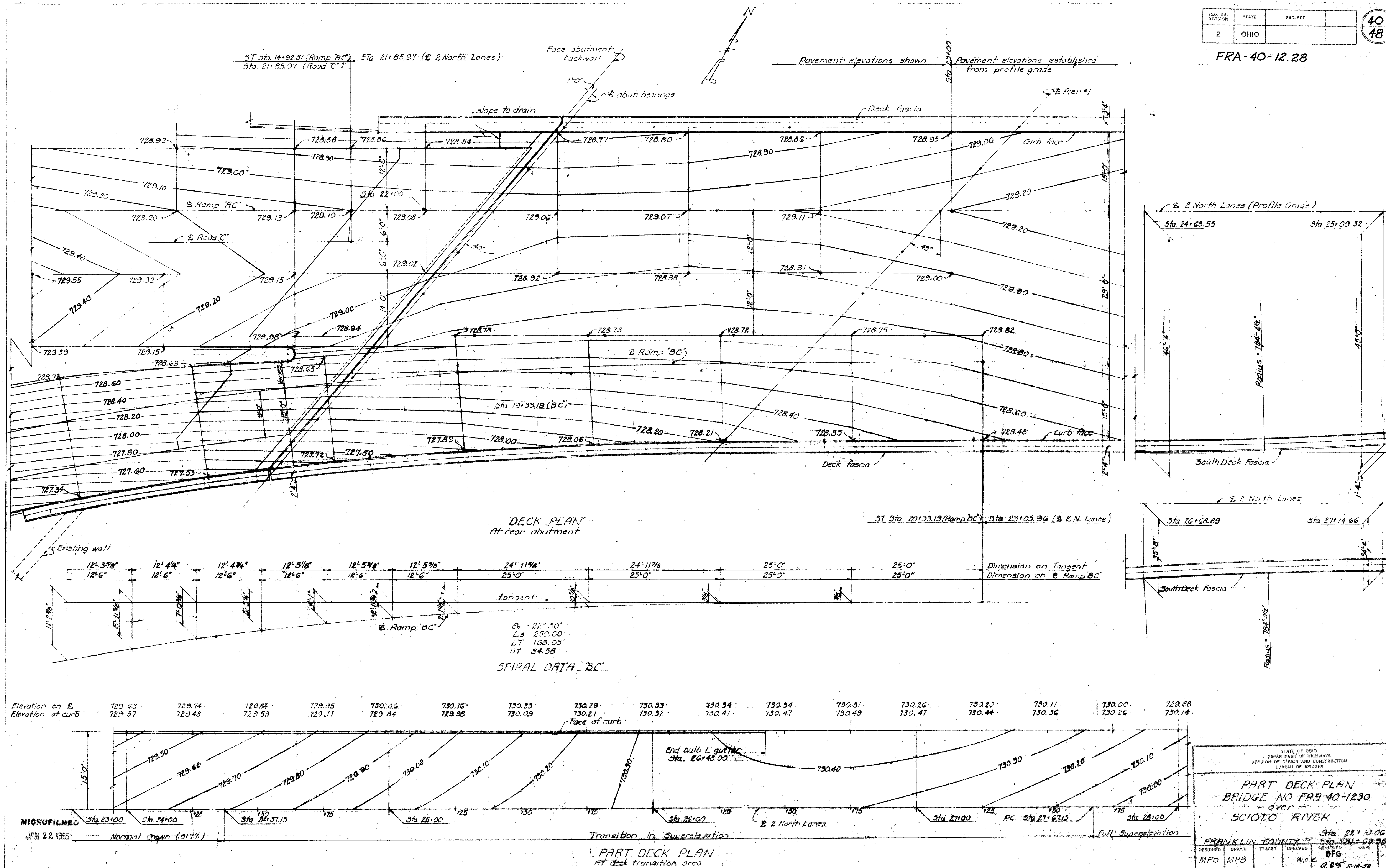
NOTE 'G'
This contact surface shall not be painted and shall be lubricated with flake graphite prior to placing of backwall concrete.

NOTE 'C'
Omit shop coat on all portions of end finish. Portions in contact with steel or with concrete shall not be painted. All other portions shall be cleaned and given the shop coat in the field as well as the two field coats.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES	
SUPERSTRUCTURE END FINISH AT ABUTMENTS BRIDGE NO FRA-40-1230 over SCIOTO RIVER	
DESIGNED MPB	DRAWN MPB
TRACED W.C.V.	CHECKED BFG
DATE 5-19-58	REVIEWED DATE

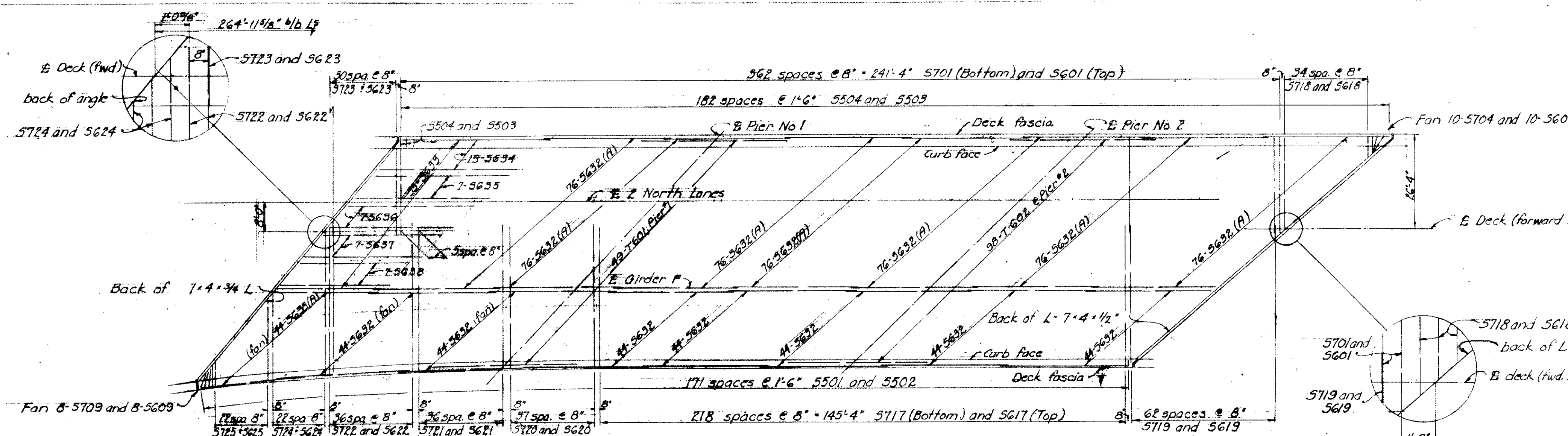
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JAN 22 1965

FRA-40-12.28

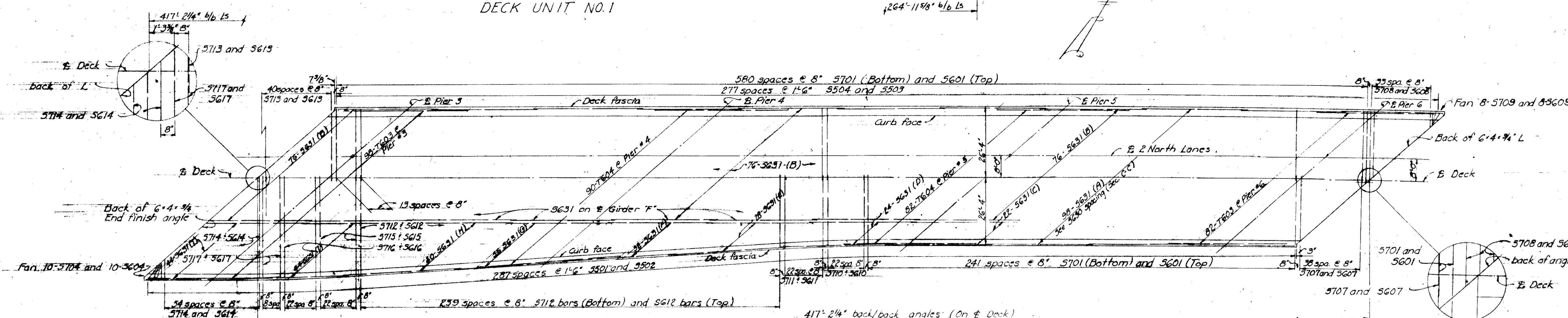


FRA-40-12.28

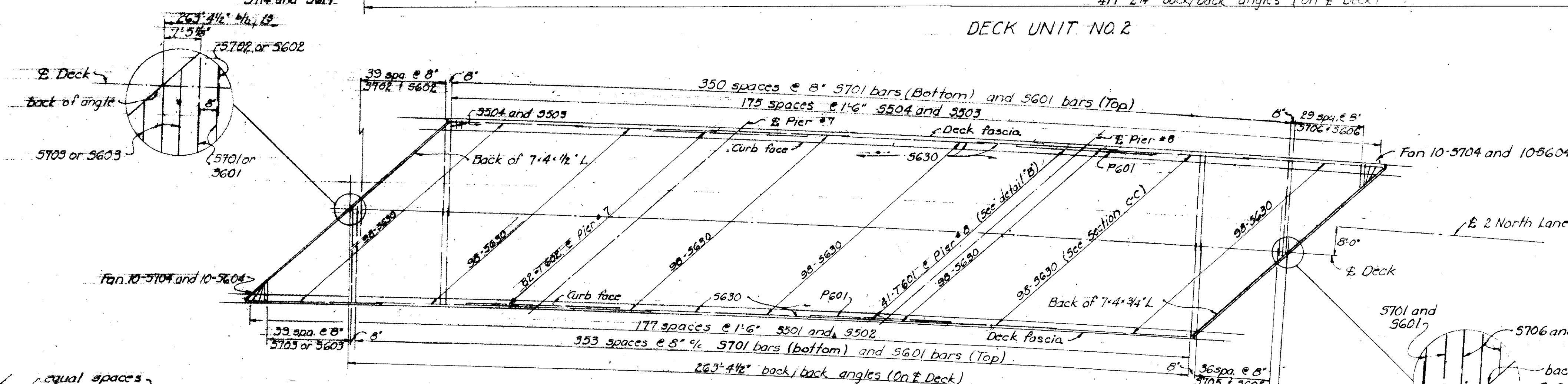
Bar Mark	Slab reinforcing		Curb Reinforcing	Total Number
	Top	Bottom		
5630	41	46	11	98
5631 A	41	46	11	98
5631 B	33	37	6	76
5631 C	8	9	5	22
5631 D	9	10	5	24
5631 E	10	13	5	28
5631 F	12	13	5	32
5631 G	14	17	5	36
5631 H	15	20	5	40
5631 I	17	22	5	44
5632	17	22	5	44
5632 A	33	37	6	76
5633	33	-	-	33
5634	-	9	6	15
5635 A	17	22	5	44



DECK UNIT NO. 1

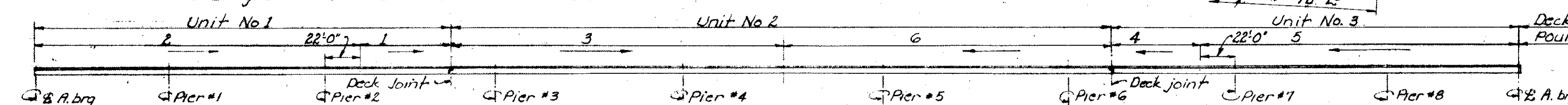


DECK UNIT NO. 2



DECK UNIT NO. 3

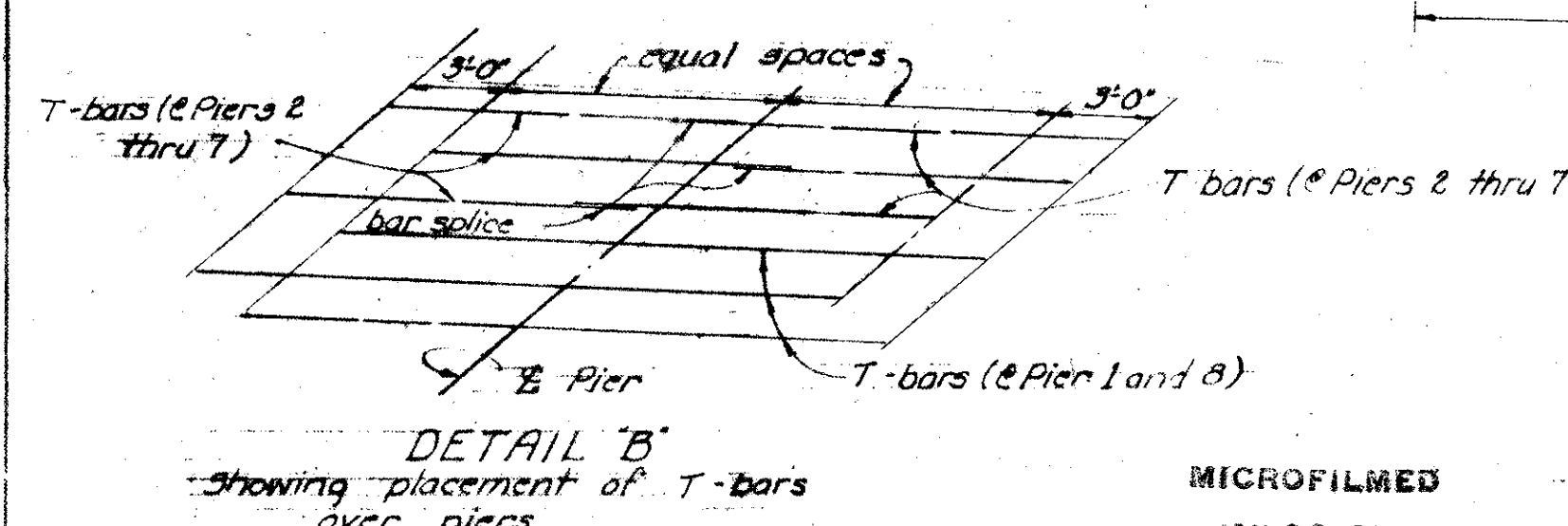
Longitudinal dimensions measured on E Deck.


DECK SLAB POURING SEQUENCE
See note in General Notes

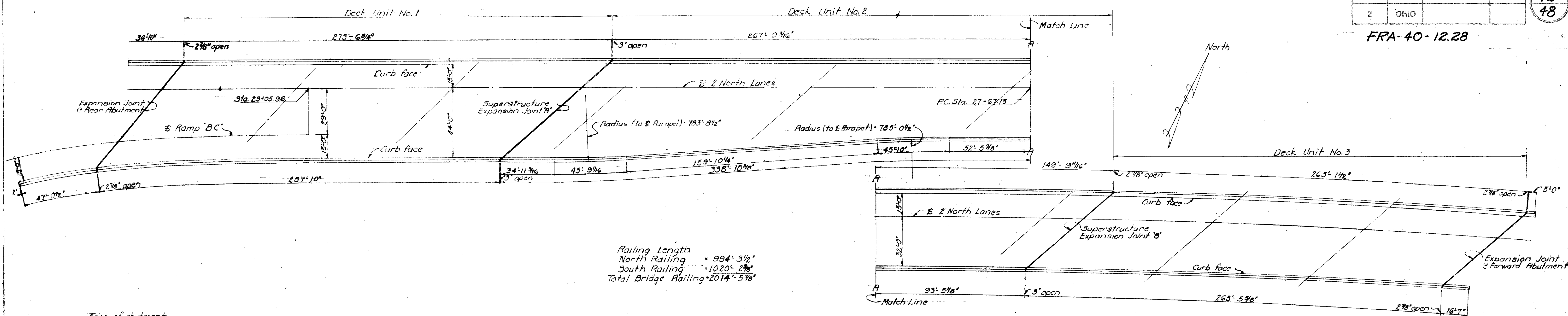
ADDITIONAL STEEL DETAILS are shown on sheets 30 and 42.

Shift 5501, 5502, 5503 and 5504 bars where necessary to clear pull boxes. Longitudinal T-bars in curbs shall be shifted towards the roadway from the position shown in order to clear pull boxes.
Lap all longitudinal bars 1'-11" minimum.

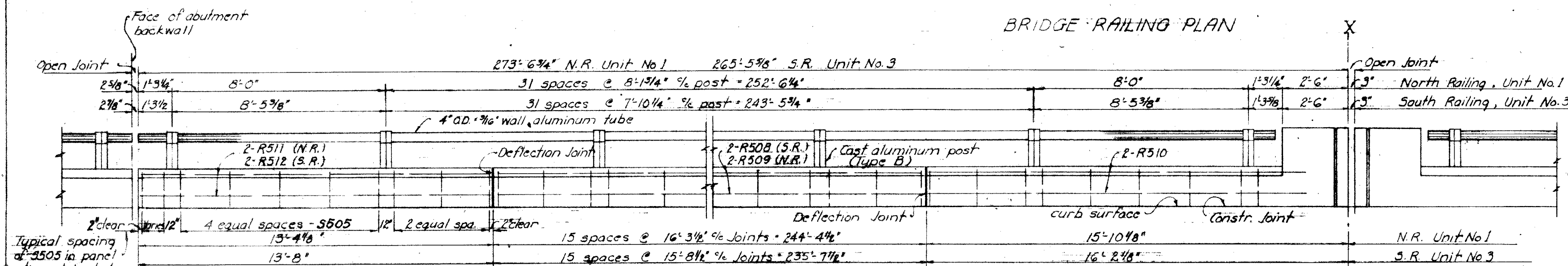
STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES			
DECK SLAB REINFORCING BRIDGE NO. FRA-40-1230 -over- SCIOTO RIVER			
FRANKLIN COUNTY		Sta. 22+10.00 Sta. 31+63.95	
DESIGNED MPB	DRAWN MPB	CHECKED W.C.W.	REVIEWED BFG
		DATE JAN 22 1985	

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JAN 22 1985

DETAIL B
Showing placement of T-bars over piers

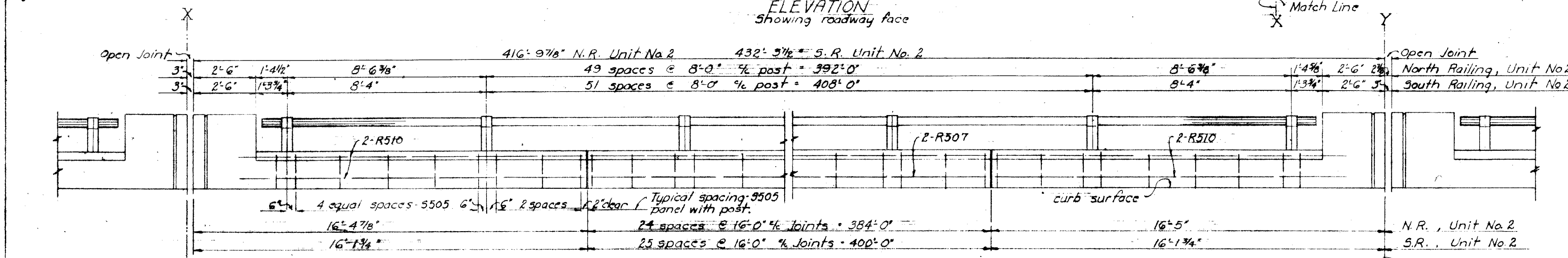
FRA-40-12.28



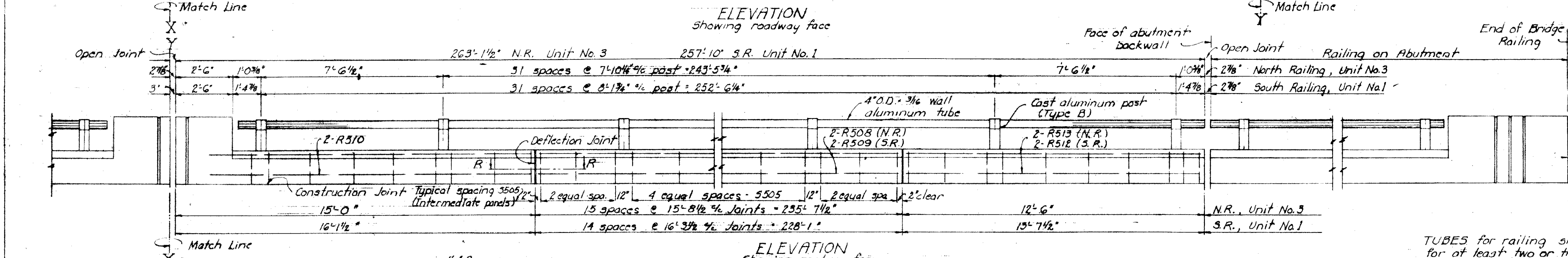
BRIDGE RAILING PLAN



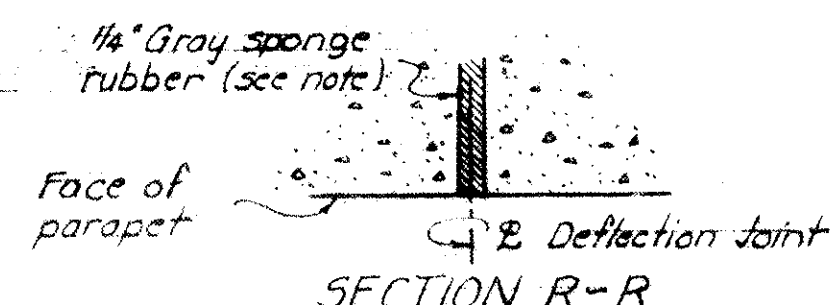
ELEVATION showing roadway face



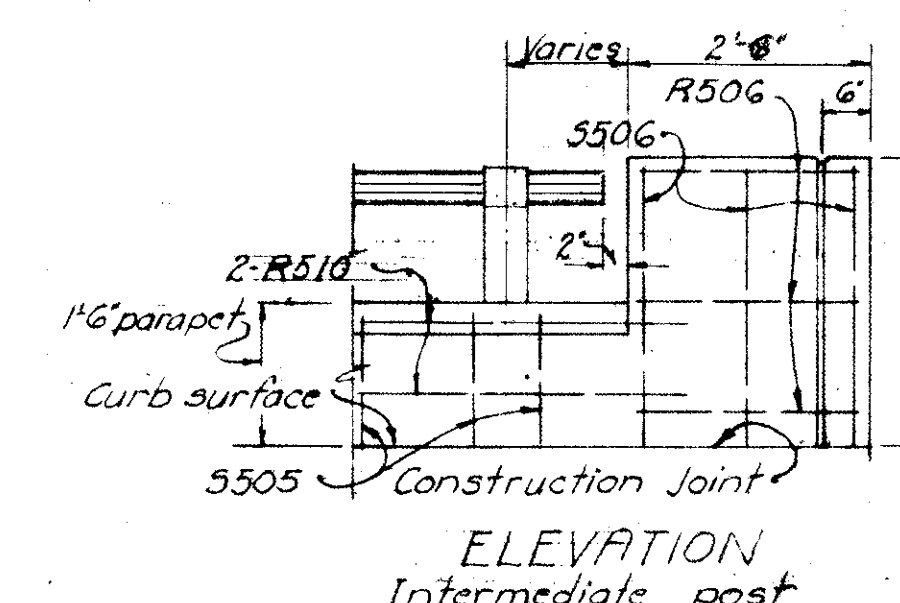
ELEVATION showing roadway face



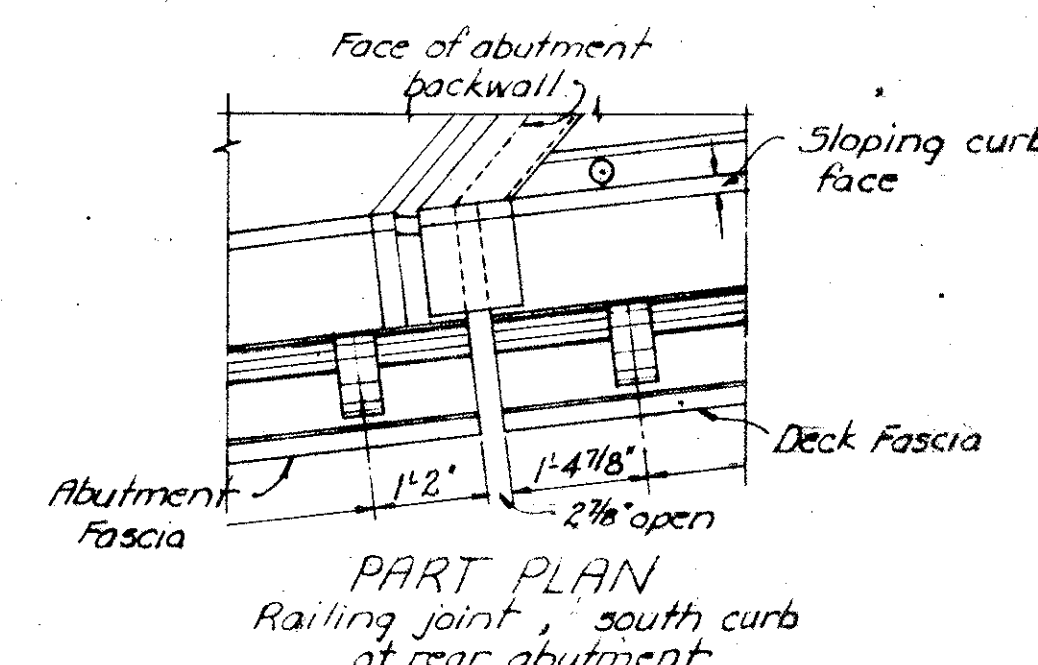
ELEVATION showing roadway face



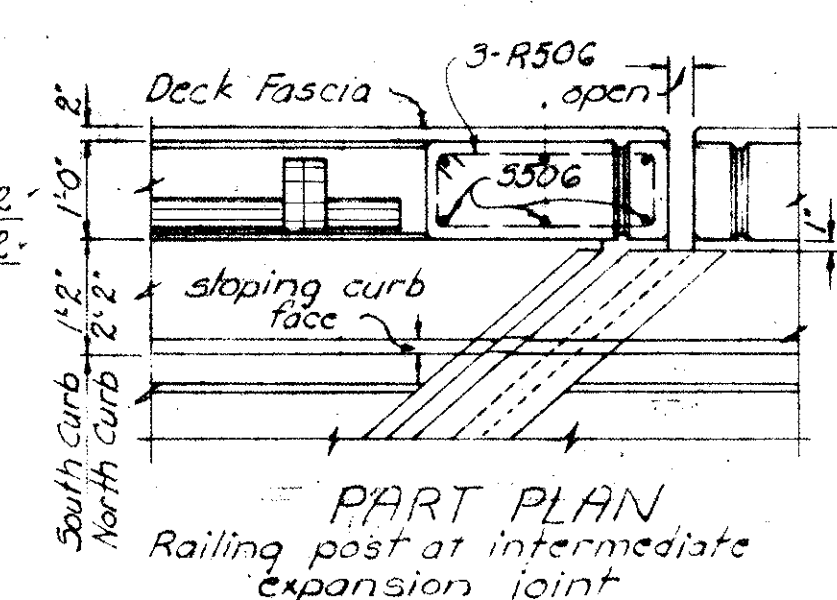
SECTION R-R



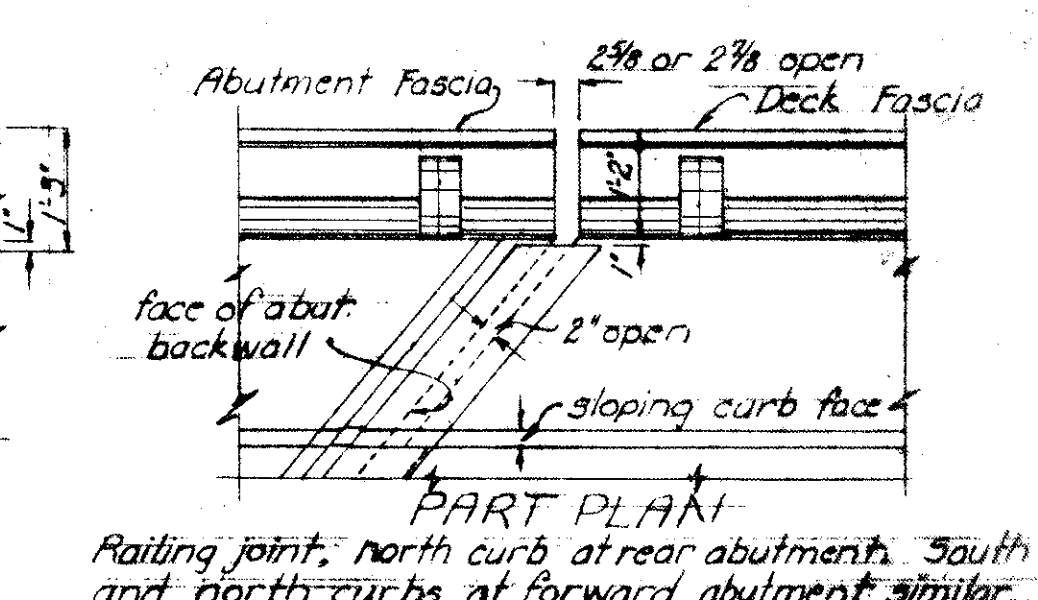
ELEVATION Intermediate post



PART PLAN Railing joint, south curb at rear abutment



PART PLAN Railing post at intermediate expansion joint



PART PLAN Railing joint, north curb at rear abutment, south and north curbs at forward abutment similar

RAILING NOTES
REFERENCE shall be made to Standard Drawing RA-1-57 revised 3-1-58 and to Supplemental Specification No. 3-114, Aluminum for Bridge Railing, revised 8-1-57.
RAILING POST shall be Type B.
DIMENSIONS shown are horizontal and are given on E Parapet. Post shall be set normal to curb surface, tubes and parapet shall parallel curb surface.
ADDITIONAL DETAILS of parapet and curb are shown on Superstructure Detail sheet no. 30. Abutment railing details are shown on sheets 15, 16, and 27.
CONCRETE shall be Class C. Concrete above curb surface construction joint shall be included with railing for payment.
PARAPET DEFLECTION JOINTS shall be formed with 1/4" gray sponge rubber, preformed expansion joint filler meeting the requirements of Section M-1002, Type 1. (Included with railing for payment.)

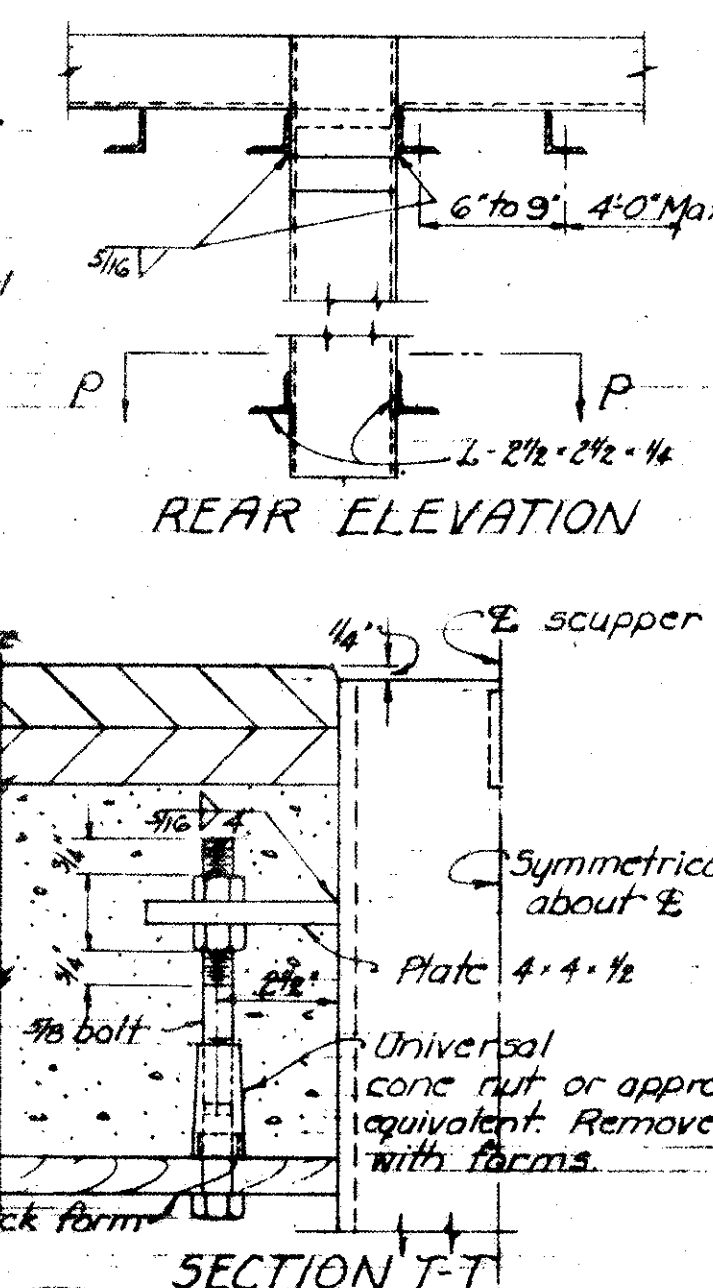
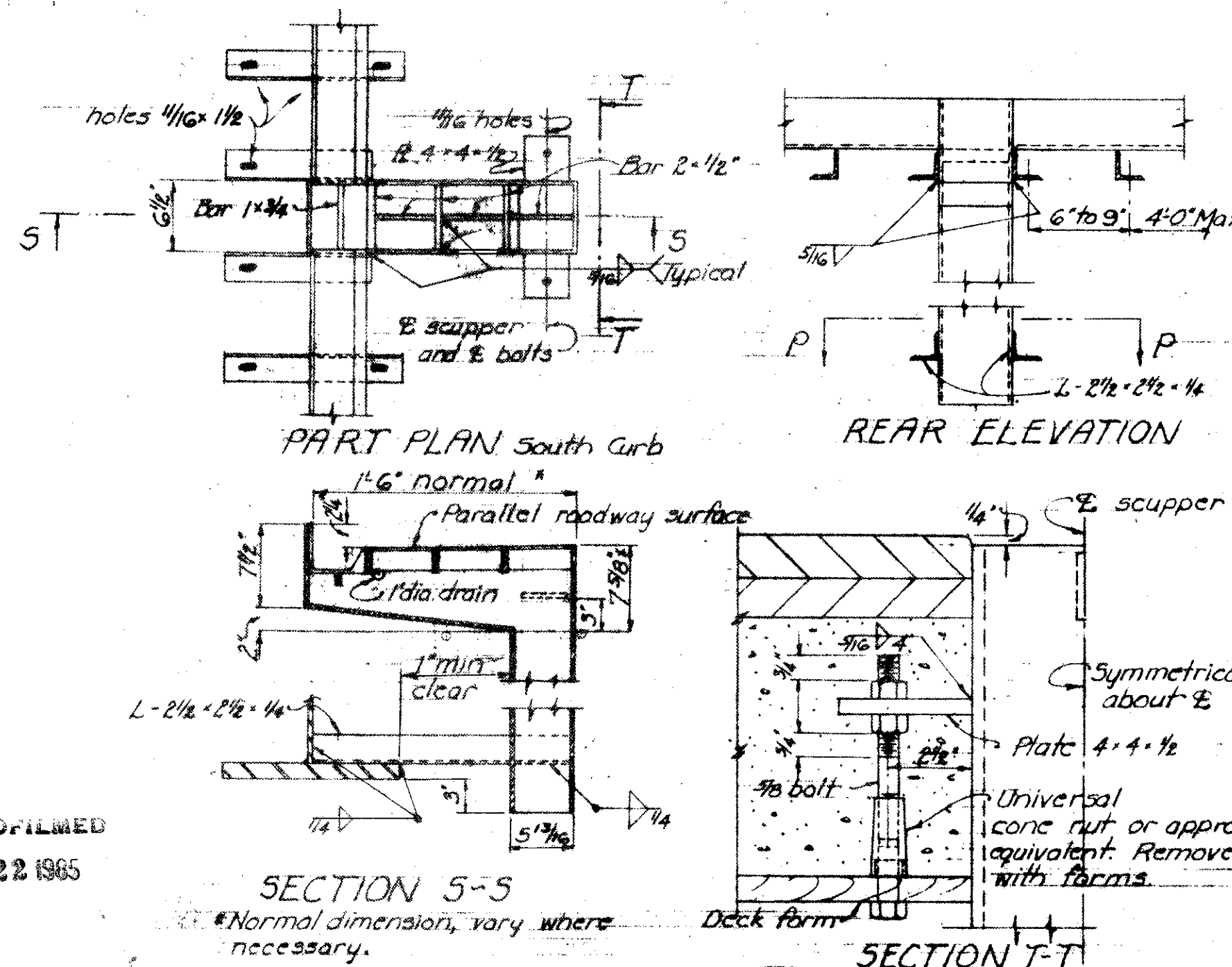
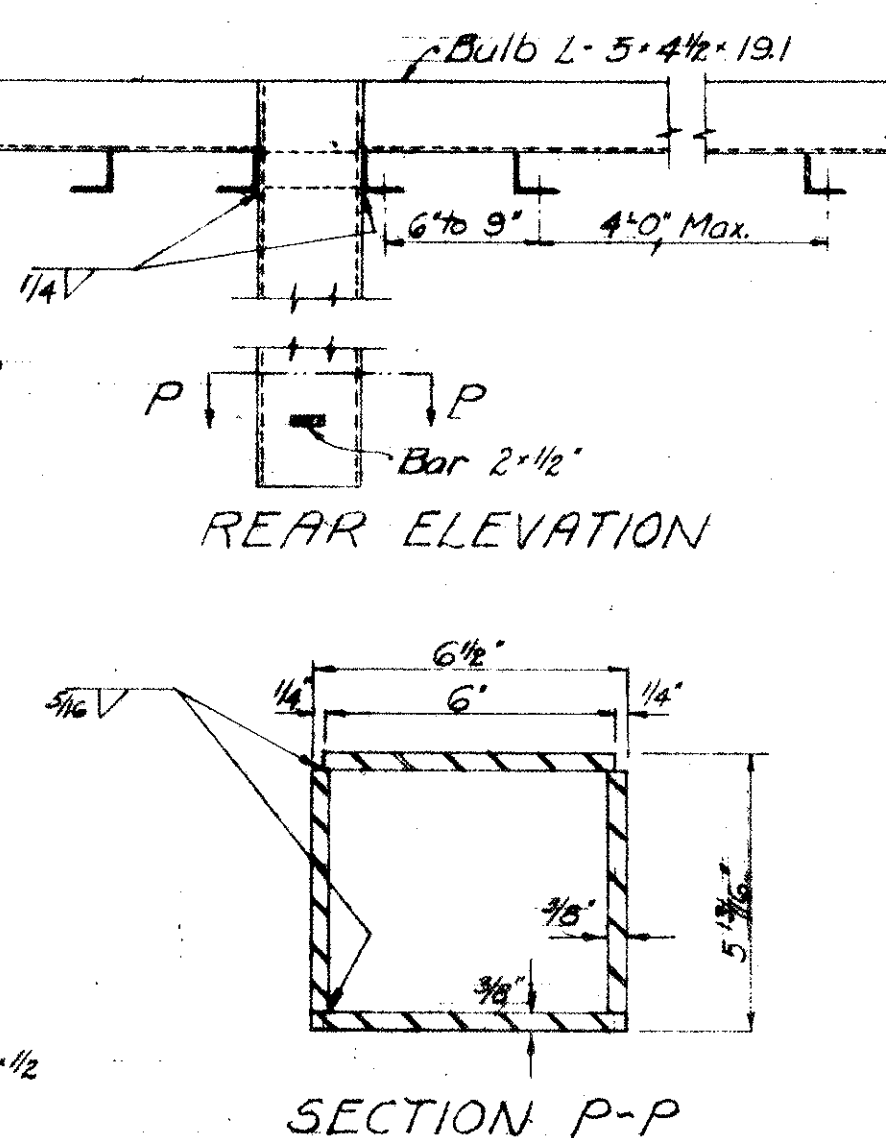
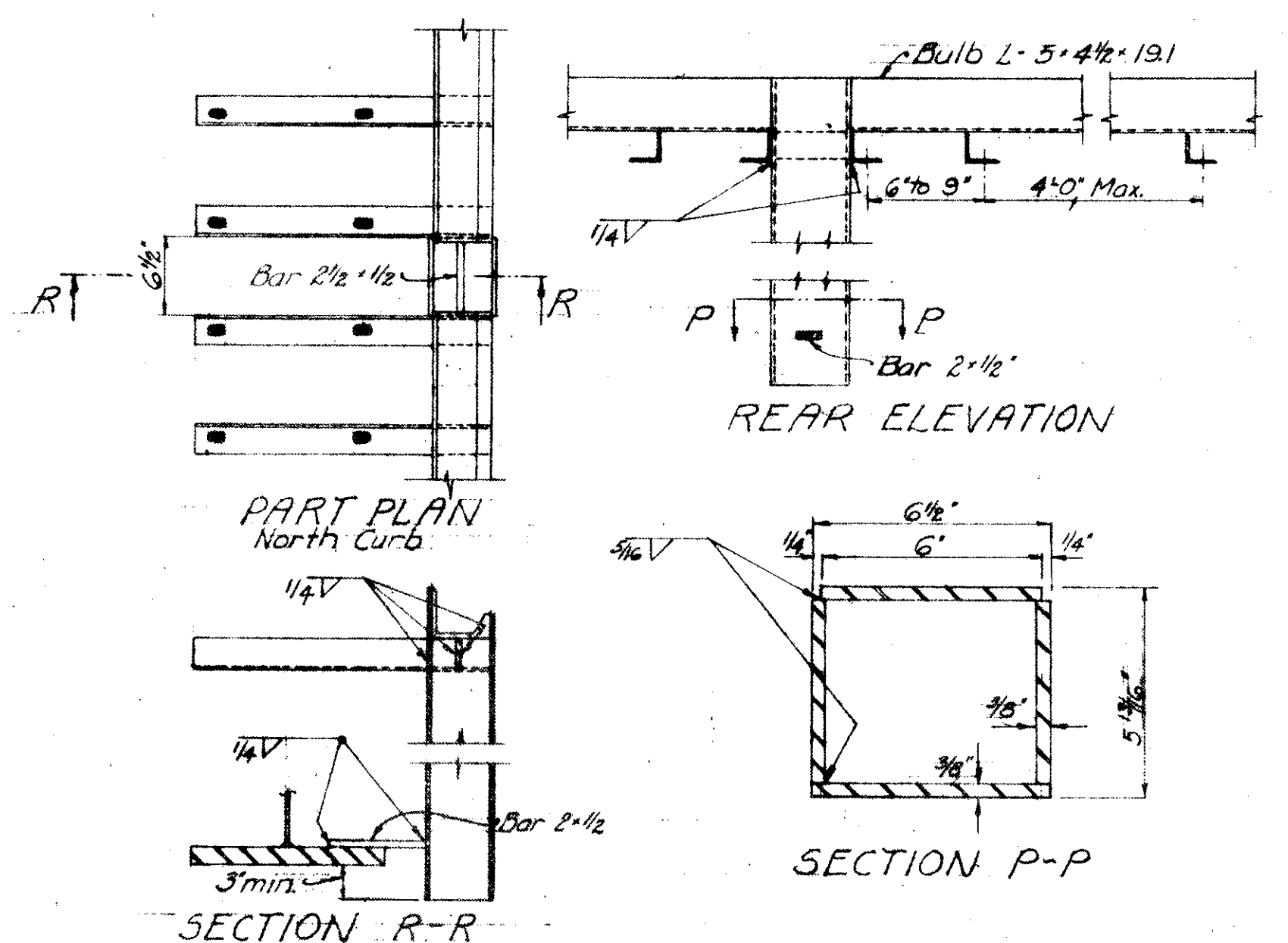
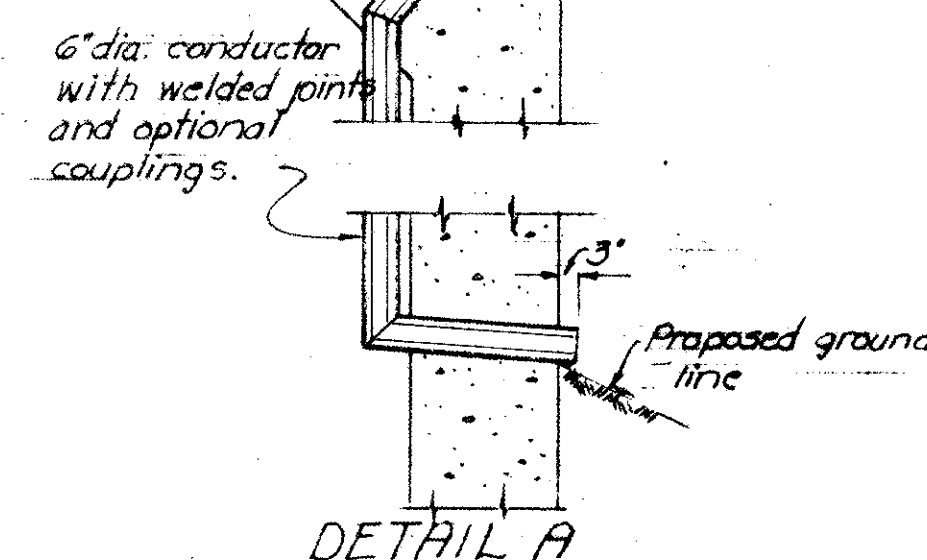
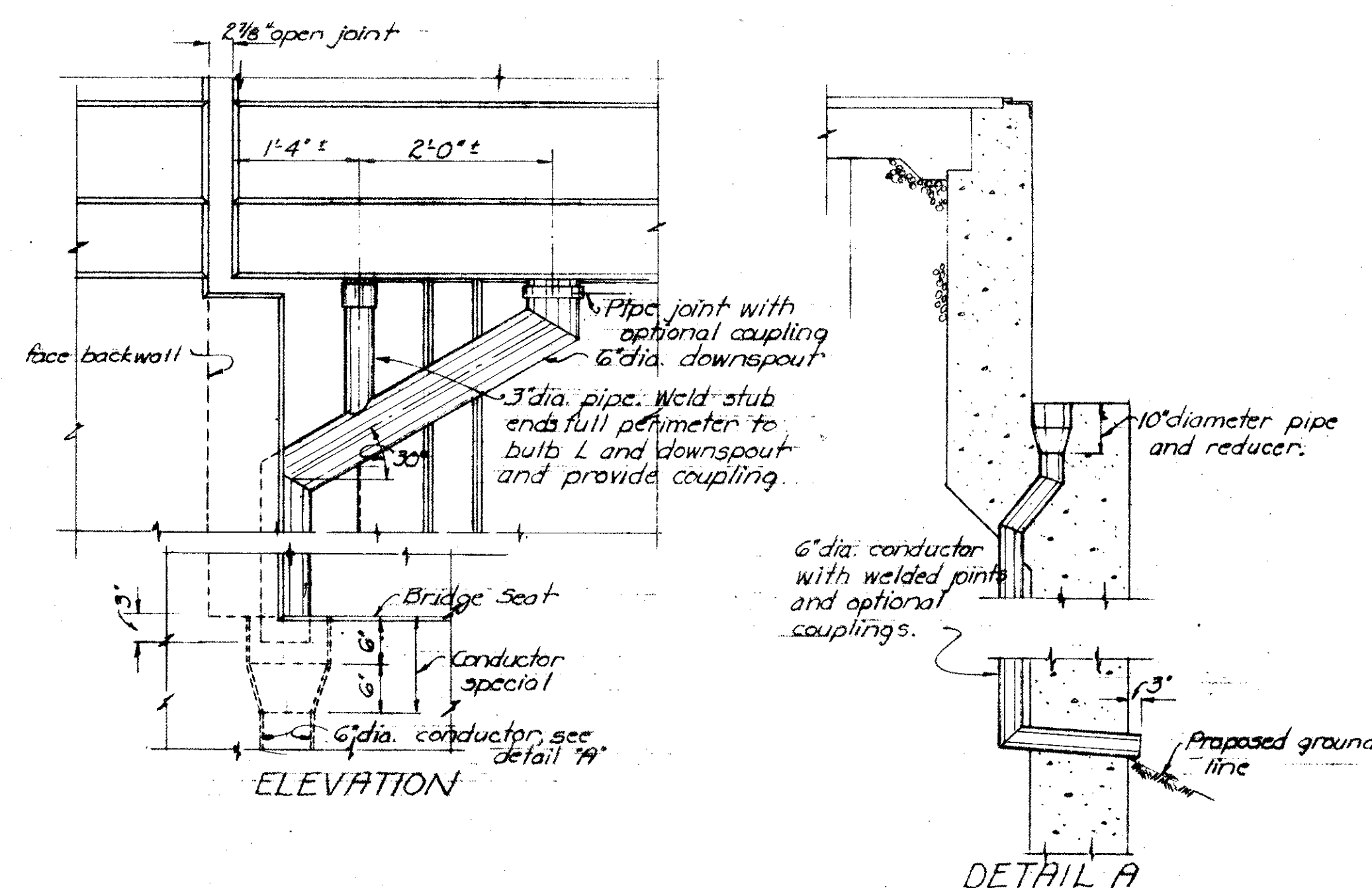
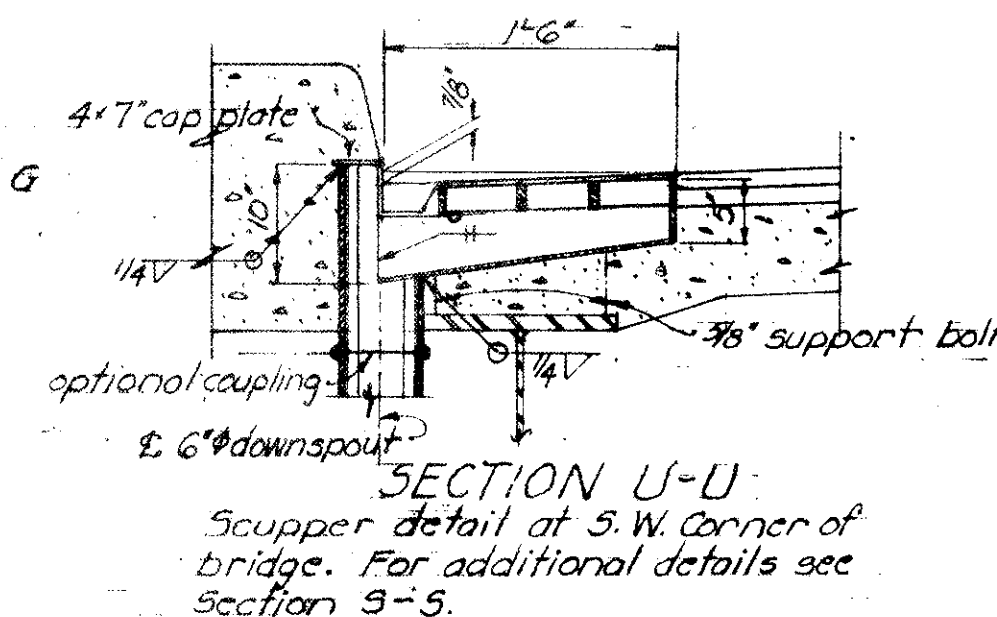
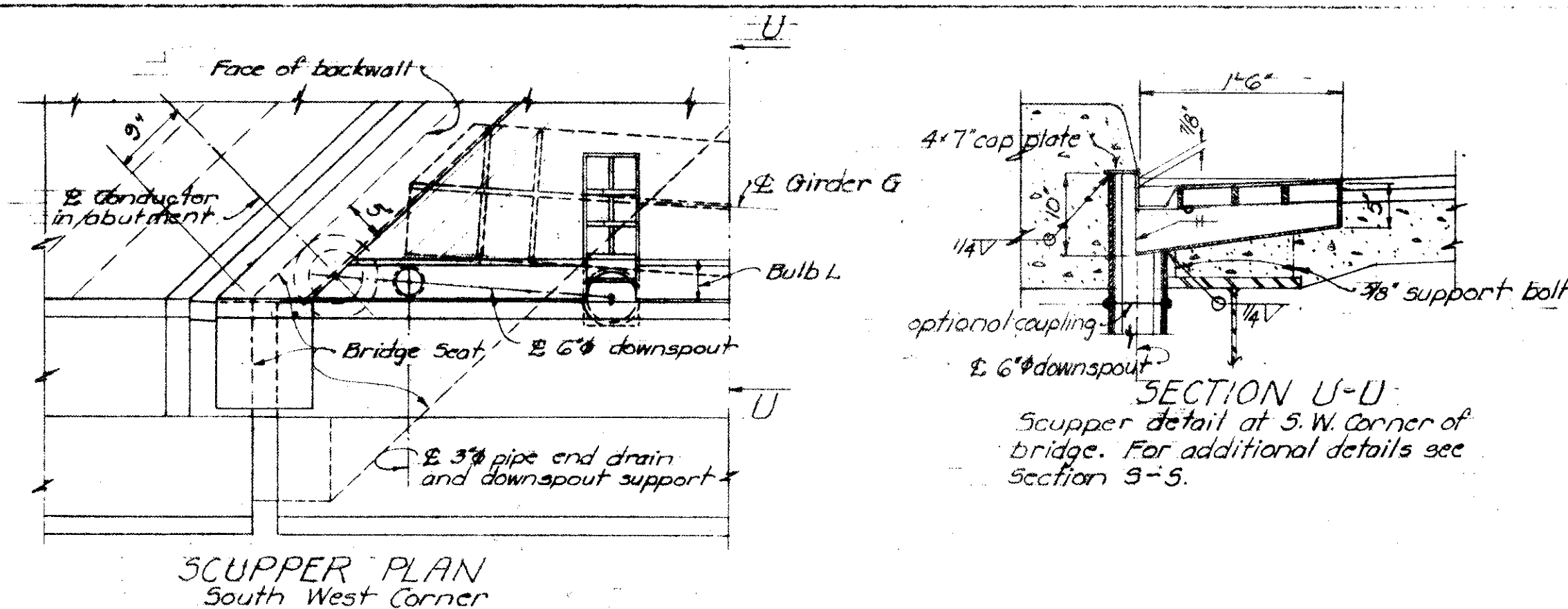
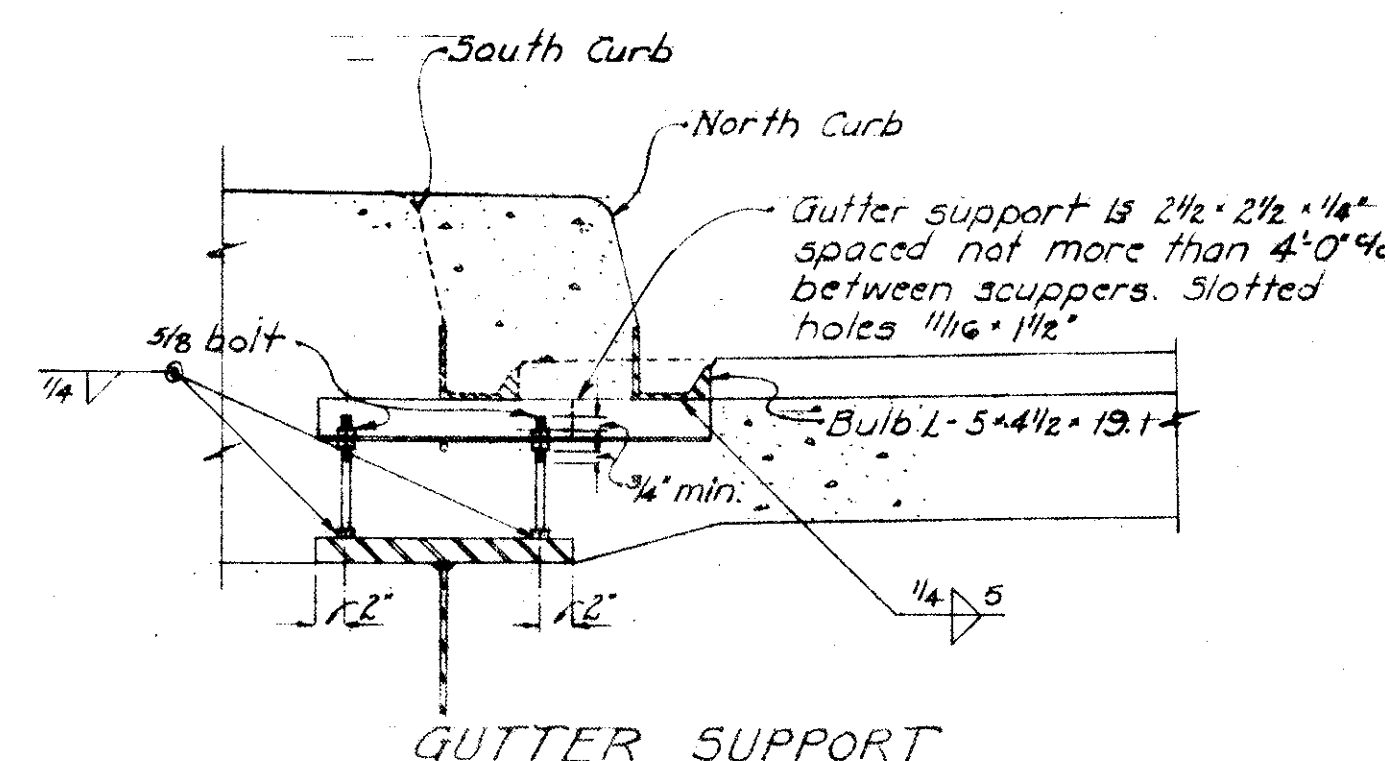
TUBES for railing shall be continuous for at least two or three panel lengths.
EDGES of concrete parapet and end posts shall have 3/4" standard chamfer.
PARAPET REINFORCING: Longitudinal railing reinforcing shall be curved in the field to fit. This bending shall be included with railing for payment.
RUSTICATION detail is shown on sheet 27.

RAILING DETAILS				
BRIDGE NO. FRA-40-1230				
-over-				
SCIOTO RIVER				
FRANKLIN COUNTY		Sta. 22+10.06		
		Sta. 31+63.95		
DESIGNED	DRAWN	TRACED	CHECKED	DATE
MPB	MPB		W.C.K.	9/8/58
REVISED				

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JAN 22 1985

FRA-40-12.28



GUTTER AND SCUPPER NOTES
SPACING of scuppers is shown on sheet (28 & 29) Spacing shown is approximate and scuppers shall be located to clear cross frames.

GUTTERS shall be accurately adjusted for alignment and grade, with allowance for dead load deflection, before concrete is placed.

MILLED JOINTS will be permitted in bulb angles when scupper spacing exceeds 25 ft but individual lengths shall be made as long as practicable.

JOINTS between gutter and end finish angles shall be seal-welded with 1/8" continuous fillet weld.

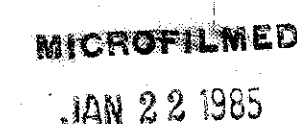
DOWNSPOUT and conductor (including specials) shall be wrought iron or galvanized steel with optional field couplings. All welding shall be accomplished before galvanizing.

DETAILS: For additional details see sheets 28 and 29.

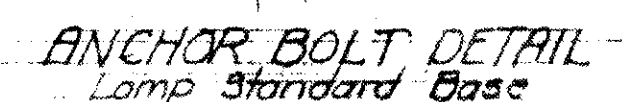
PIPE END DRAINS shall be furnished at locations in the gutters where gutters slope down to intersecting end finish angles. This drain shall discharge on the roadway side of fascia girders and clear of all cross frames.

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STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
GUTTER AND SCUPPER DETAILS					
BRIDGE NO. FRA-40-1230 -over-					
SCIOTO RIVER					
FRANKLIN COUNTY					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
MPB	MEB		W.E.E.	BFG	



DECK PLAN AT LAMP STANDARD



LAMP STANDARDS on the bridge shall be Union Metal Mfg. Company's Round Monotube Steel Anchor Base Type, Design No 430-A, Catalog No 1H-283-EEB, or an approved equal.

LAMP STANDARD PAINT: The finish paint shall be one coat of paint meeting the requirements of Section M-9.23. Cost of painting shall be included with Item 5-25.

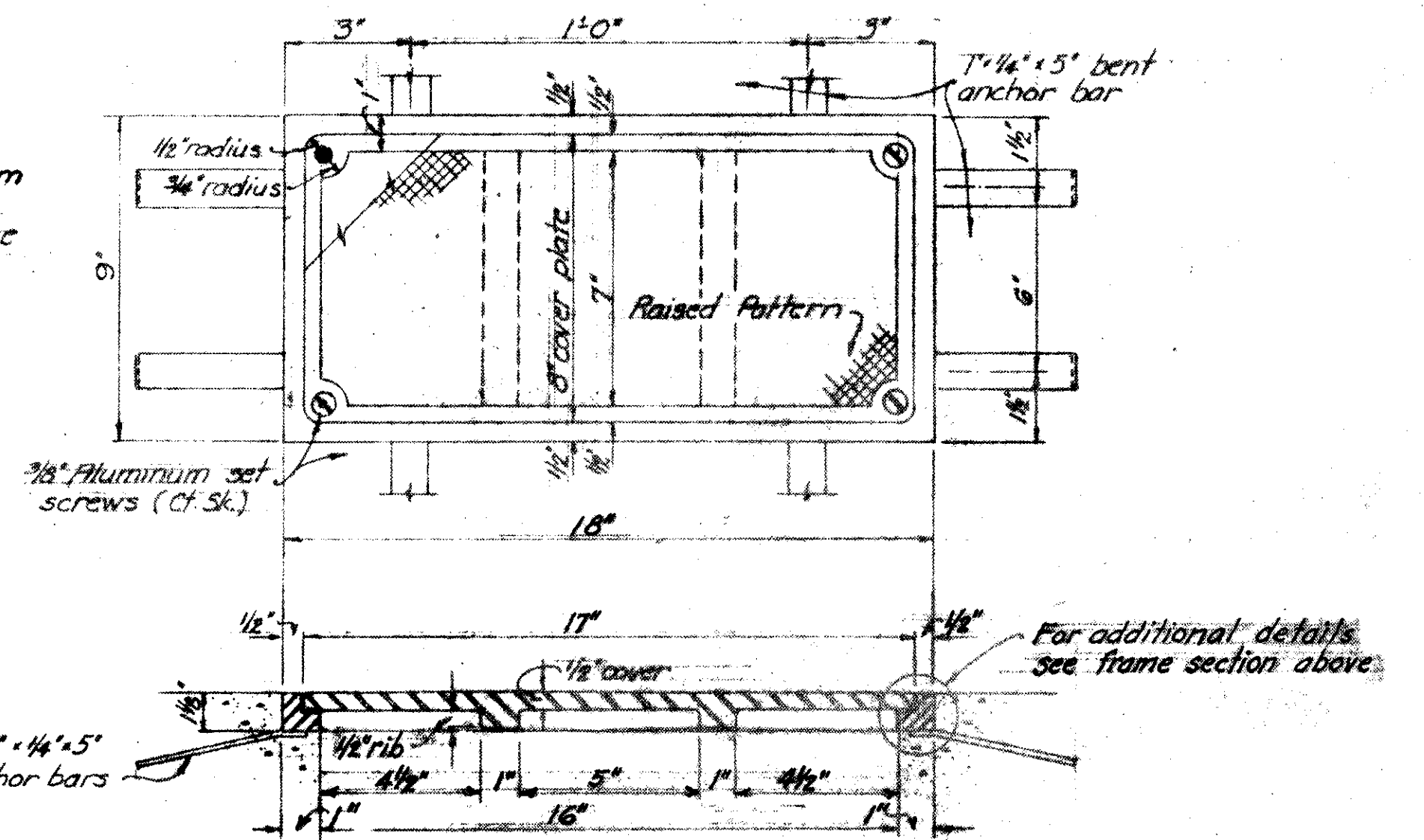
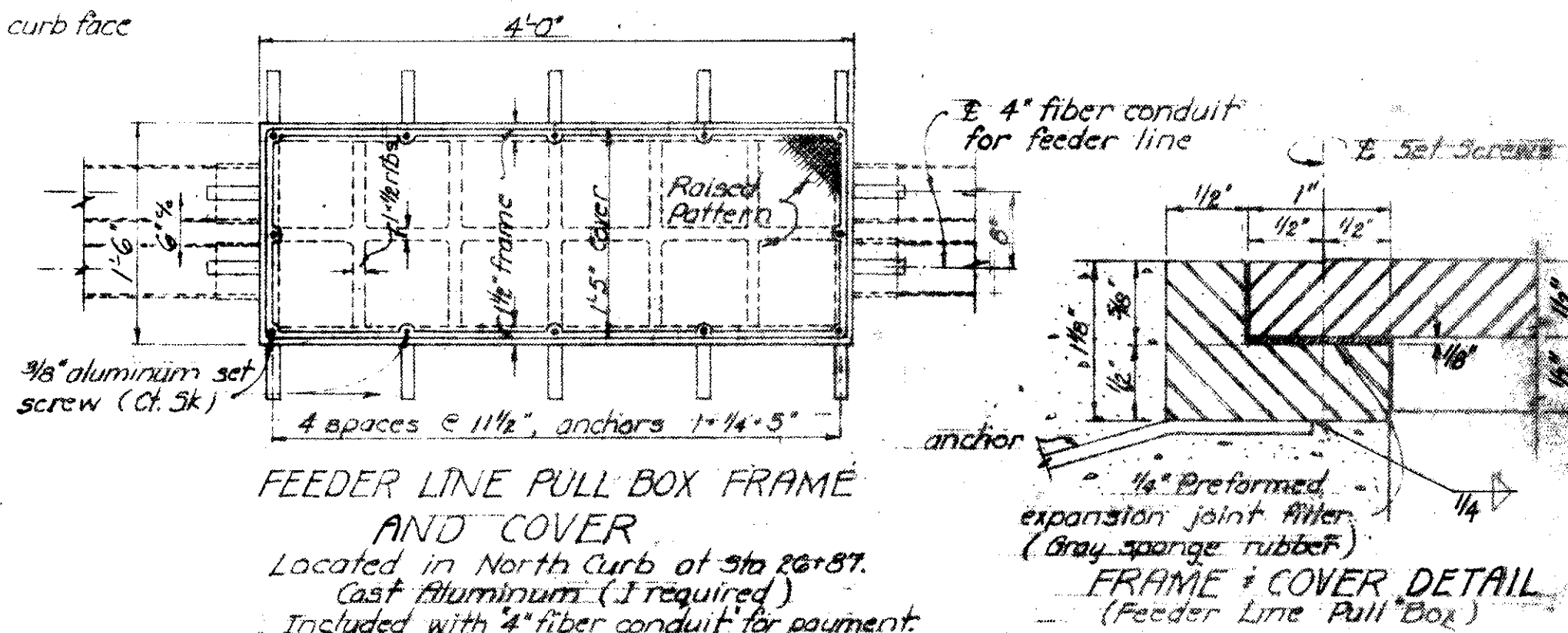
PULL BOX FRAME AND COVER ASSEMBLY shall meet the pertinent sections of Supplemental Specification No 3-114.

ELECTRICAL GROUNDS: See note in General Notes on sheet no. 13.

LOCATION OF LAMP STANDARDS is shown on sheet no 12.

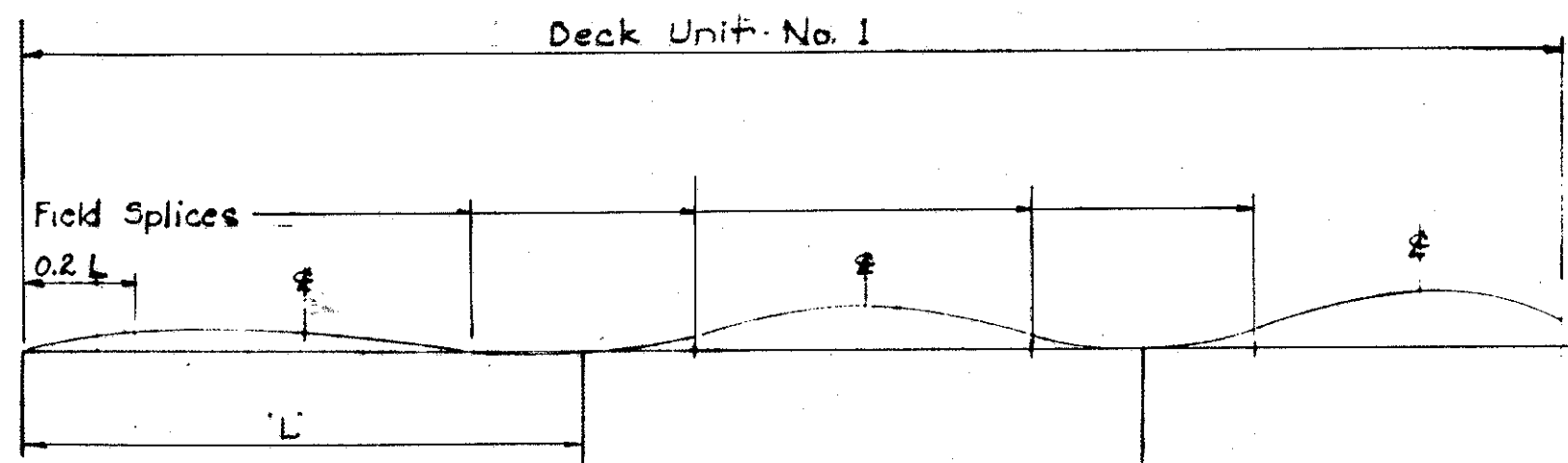
ITEM 3-25, Electric Lighting System, includes furnishing and installing of lamp standards, pull boxes, and electrical grounds.

WORKMANSHIP: The Contractor shall exercise extreme care in making conduit joints. Joints in conduit shall be tight and painted according to the Specifications in order to exclude water and ground. Open ends of conduits shall be temporarily sealed to prevent the entrance of water during construction. The continuity and the full size of the opening through the interior of each conduit shall be proven after its installation by pulling through each conduit a mandrel whose diameter is not less than 1 1/4" for 2" I.D. conduit and not less than 3/4" for 4" I.D. conduit.



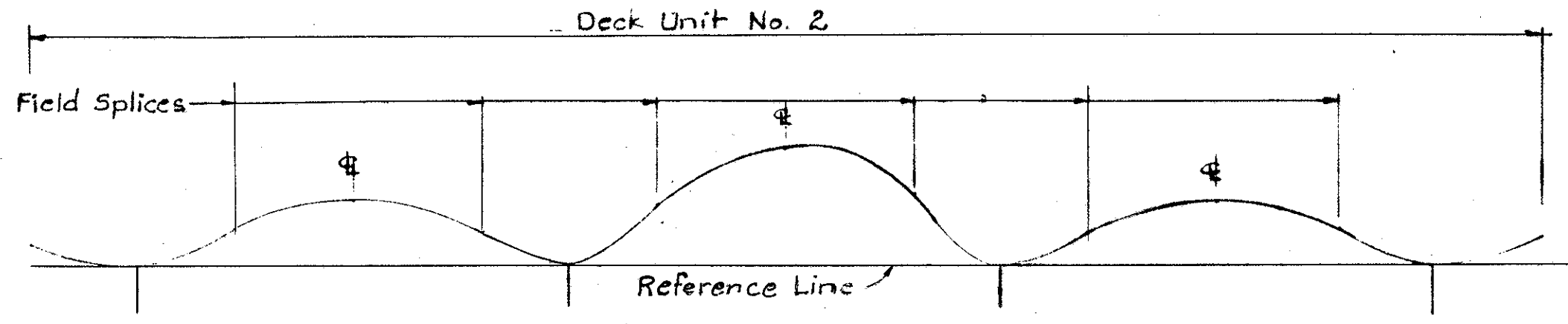
PULL BOX FRAME AND COVER
for Bridge Lighting conduits
Cast Aluminum (7 required)
Included with Electric Lighting System for payment

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
BRIDGE LIGHTING DETAILS BRIDGE NO FRA-40-1230 -over- SCIOTO RIVER					
FRANKLIN COUNTY					
STA. 22+10.06 STA. 31+63.95					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
MPB	MPB		W.C.K.	BFG 9.8.4	5-19-58



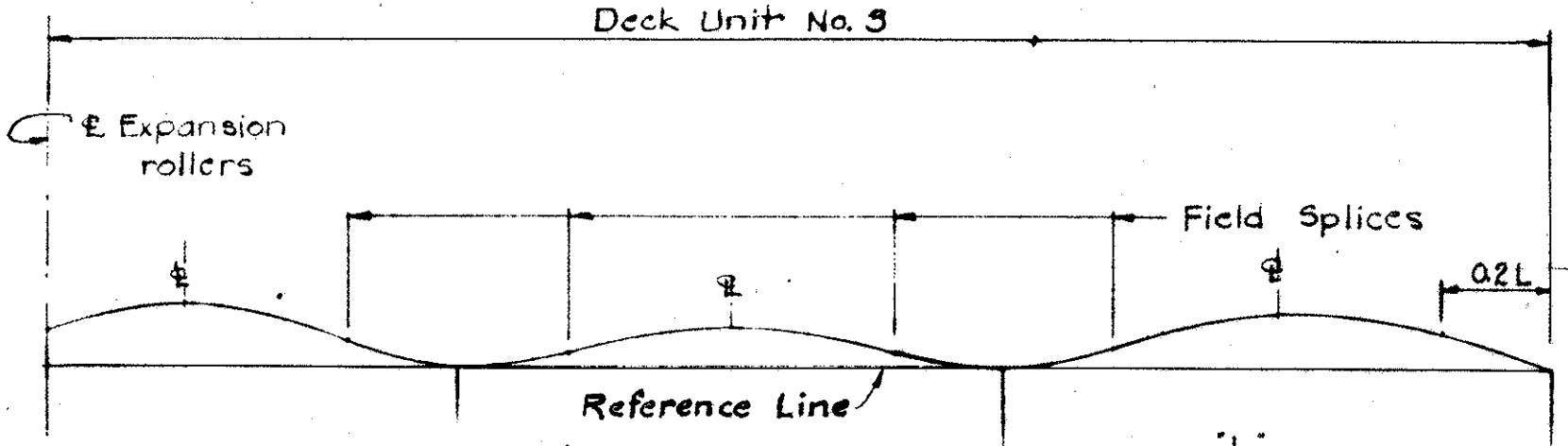
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$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	$-\frac{1}{16}$	$-\frac{1}{4}$	$-\frac{1}{2}$	2
$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	$-\frac{1}{16}$	$-\frac{1}{4}$	$-\frac{1}{2}$	3
$+\frac{1}{4}$	$+\frac{1}{4}$	0	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{1}{4}$	$+\frac{3}{4}$	$+\frac{3}{8}$	4

GIRDERS A, B AND C



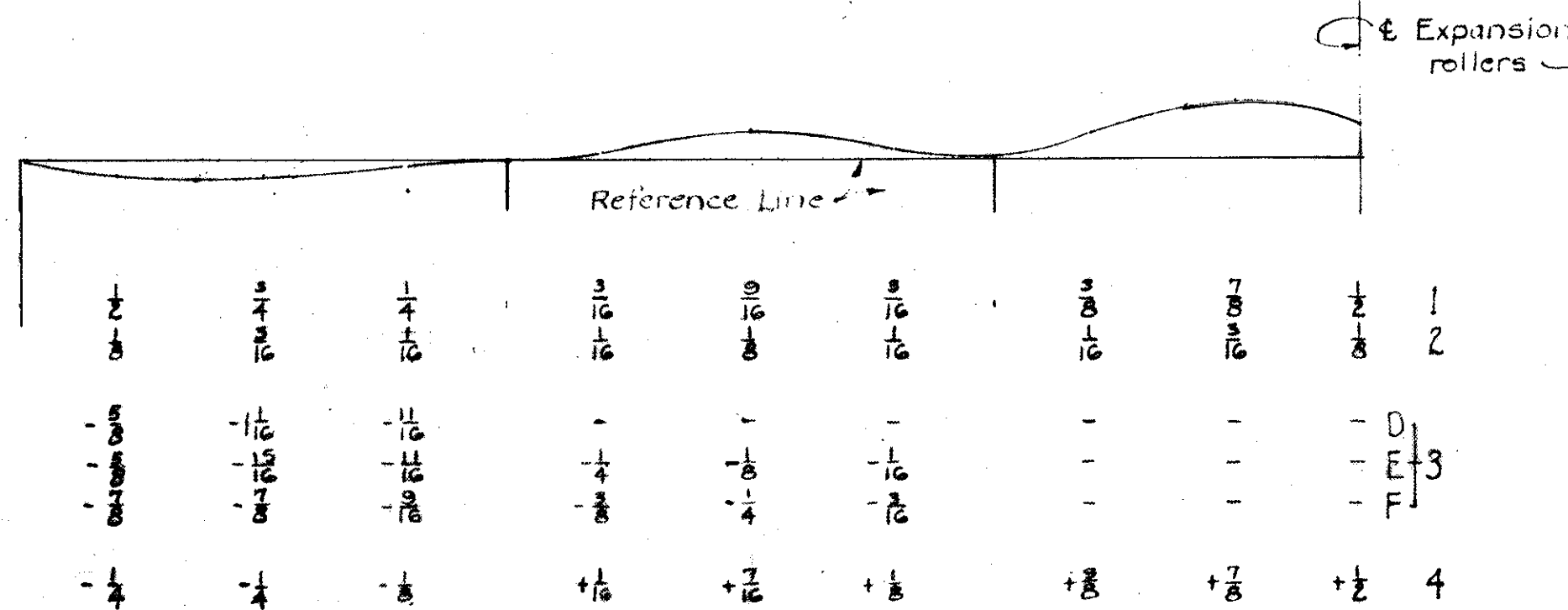
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$-\frac{1}{16}$	$+\frac{3}{8}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{3}{4}$	$+\frac{1}{16}$	$+\frac{3}{4}$	$+\frac{7}{16}$	$+\frac{1}{16}$	2
$-\frac{1}{16}$	$+\frac{3}{8}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{3}{4}$	$+\frac{1}{16}$	$+\frac{3}{4}$	$+\frac{7}{16}$	$+\frac{1}{16}$	3
$+\frac{3}{8}$	$+\frac{5}{16}$	$+\frac{1}{16}$	$+\frac{5}{8}$	$+\frac{1}{8}$	$+\frac{2}{8}$	$+\frac{1}{8}$	$+\frac{5}{8}$	$+\frac{1}{2}$	4

GIRDERS A AND B



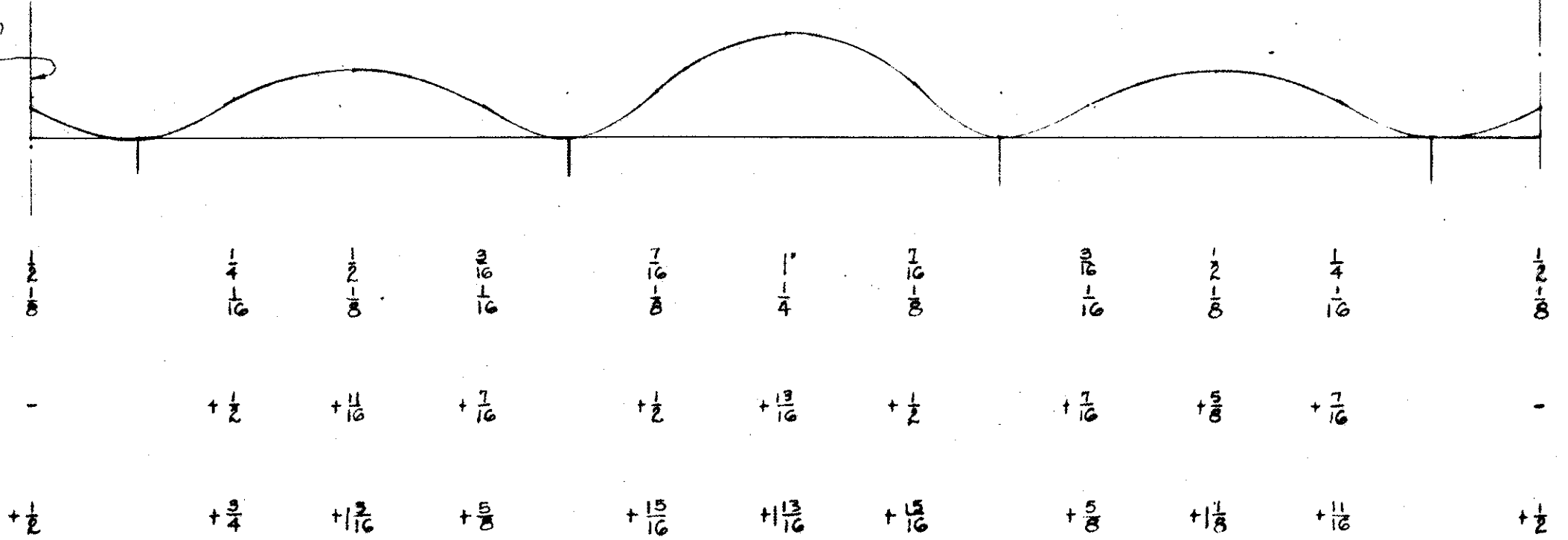
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-	-	-	-	-	-	-	-	-	2
-	-	-	-	-	-	-	-	-	3
$+\frac{1}{2}$	$+\frac{3}{8}$	$+\frac{3}{8}$	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{1}{4}$	$+\frac{3}{4}$	$+\frac{1}{2}$	4

GIRDERS A THRU G



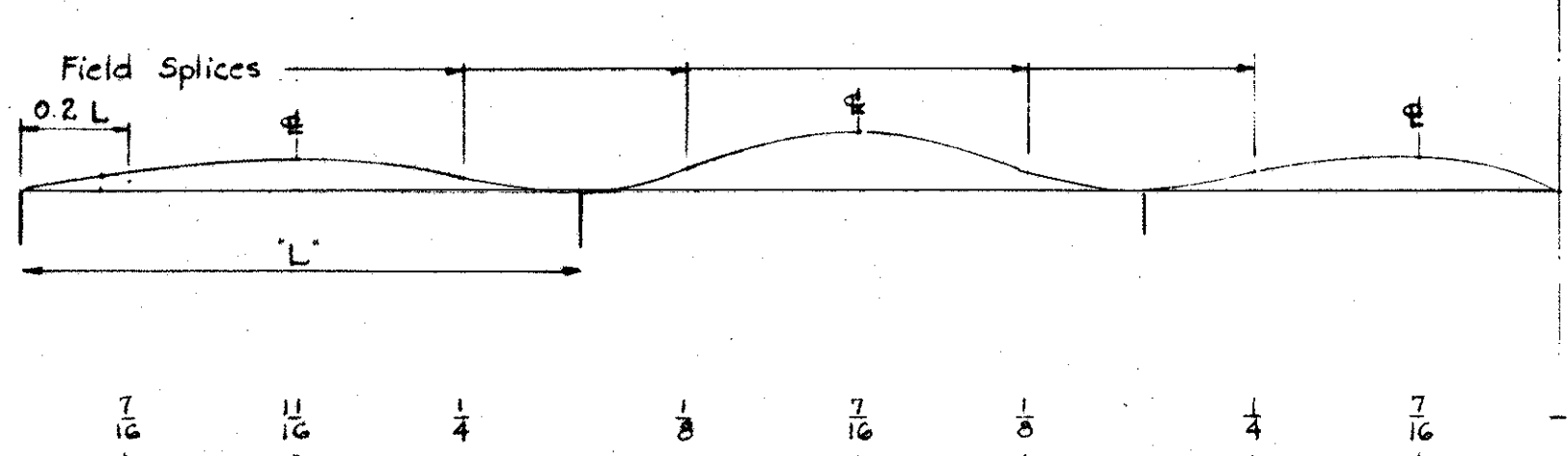
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$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	-	-	-	2
$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	-	-	-	3
$+\frac{1}{4}$	$+\frac{1}{4}$	0	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{1}{4}$	$+\frac{3}{4}$	$+\frac{3}{8}$	4

GIRDERS D, E AND F



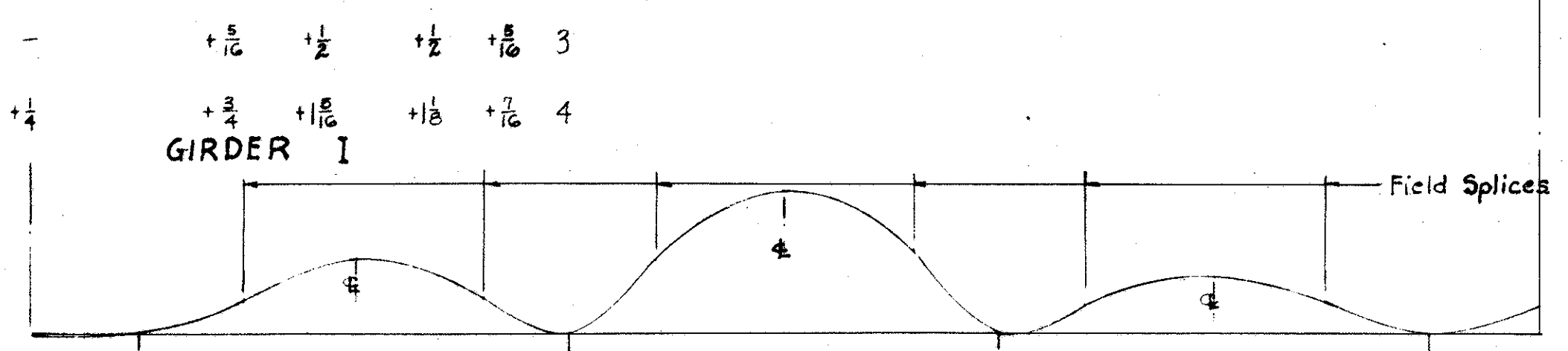
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-	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{1}{2}$	$+\frac{7}{16}$	$+\frac{1}{16}$	2
-	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{1}{2}$	$+\frac{7}{16}$	$+\frac{1}{16}$	3
$+\frac{1}{2}$	$+\frac{3}{4}$	$+\frac{1}{16}$	$+\frac{5}{8}$	$+\frac{1}{16}$	$+\frac{1}{16}$	$+\frac{1}{16}$	$+\frac{5}{8}$	$+\frac{1}{16}$	4

GIRDERS C, D, E AND F



$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{4}$	$\frac{3}{16}$	$\frac{9}{16}$	$\frac{3}{16}$	$\frac{3}{8}$	$\frac{7}{8}$	$\frac{1}{2}$	1
$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	-	-	-	2
$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	-	-	-	-	-	-	3
$+\frac{1}{4}$	$+\frac{1}{4}$	0	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{3}{16}$	$+\frac{1}{4}$	$+\frac{3}{4}$	$+\frac{3}{8}$	4

GIRDERS H AND I



$\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{16}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{3}{16}$	$\frac{1}{2}$	1
-	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{1}{2}$	$+\frac{7}{16}$	$+\frac{1}{16}$	2
-	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{7}{16}$	$+\frac{1}{2}$	$+\frac{1}{16}$	$+\frac{1}{2}$	$+\frac{7}{16}$	$+\frac{1}{16}$	3
$+\frac{1}{2}$	$+\frac{3}{4}$	$+\frac{1}{16}$	$+\frac{5}{8}$	$+\frac{1}{16}$	$+\frac{1}{16}$	$+\frac{1}{16}$	$+\frac{5}{8}$	$+\frac{1}{16}$	4

GIRDER I

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JAN 22 1985

GIRDER G

DEFLECTIONS AND CAMBER
Row 1 - Deflection due to full dead load.
Row 2 - Deflection due to steel weight.
Row 3 - Camber required due to variations in roadway surface.
Row 4 - Total tabulated camber. (See camber diagrams)

REQUIRED CAMBER: Girder segments with a differential camber of less than $\frac{1}{4}$ " need not be shop cambered but the shop welding procedure shall be such that any residual camber due to welding shall be in the direction shown on the camber diagrams. Girders with camber in a direction reverse of that shown will not be accepted.

CAMBER TOLERANCE = Tabulated camber $+\frac{1}{4}$ " and $-\frac{1}{8}$ ".

REFERENCE LINE: Deflections and camber are shown with respect to a reference line between E bearings. This line is generally discontinuous at the bearings. The effect of this discontinuity shall be taken into account when the girder segments are positioned for splicing.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES			
DEFLECTIONS AND CAMBER BRIDGE NO. FRA-40-1230 - over - SCIOTO RIVER			
FRANKLIN COUNTY		Sta 22+10.06 Sta 31+63.85	
DESIGNED MPB	DRAWN MPB	CHECKED W.C.K.	REVIEWED BFG 9/15/58

REINFORCING STEEL LIST

Mark	No.	Length	Weight	Shp.	Unit No.	Vary by	Mark	No.	Length	Weight	Shp.	Unit No.	Vary by	Mark	No.	Length	Weight	Shp.	Unit No.	Vary by	Mark	No.	Length	Weight	Shp.	Unit No.	Vary by	Mark	No.	Length	Weight	Shp.	Unit No.	Vary by	Mark	No.	Length	Weight	Shp.	Unit No.	Vary by																																					
Superstructure					#1	#2	#3	increments of	Superstructure (cont'd)			#1	#2	#3	increments of	Superstructure (cont'd)			#1	#2	#3	increments of	Superstructure (cont'd)			#1	#2	#3	increments of	Superstructure (cont'd)			#1	#2	#3	increments of	Superstructure (cont'd)			#1	#2	#3	increments of																																			
5701	1891	27'-1"	104,632	St.	363	823	705		5603	34	26'-8"	894	St.	34	6 5/8"	5501	90	40'-0"	5,407	St.	49	41		5502	180	22'-6"	6,083	St.	98	82		5503	180	24'-6"	6,624	St.	180		5504	172	26'-6"	6,846	St.	172																																		
5702	one series of 40 bars	26'-8"	1,210	St.			40	7 1/4"	5604	40	6'-3"	375	St.	10	10	20	5505	638	4'-5"	2,939	St.	172	288	178	5506	638	3'-7"	2,384	St.	172	288	178	5507	637	5'-5"	3,599	St.	183	278	176	5508	637	4'-7"	3,045	St.	183	278	176																														
5703	one series of 34 bars	26'-8"	1,219	St.			34	6 5/8"	5605	one series of 37 bars	26'-9"	827	St.			37	6"	5509	1300	5'-0"	6,780	St.	357	575	368	5510	24	8'-0"	200	St.	6	12	6	5511	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.
5704	40	6'-3"	511	St.	10	10	20		5606	one series of 30 bars	26'-7"	762	St.			30	8"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5705	one series of 37 bars	26'-9"	1,125	St.			37	8"	5607	one series of 39 bars	25'-7"	830	St.			39	7 1/4"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5706	one series of 30 bars	26'-7"	1,037	St.			30	8"	5608	one series of 34 bars	26'-4"	836	St.			34	7 1/4"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5707	one series of 39 bars	25'-7"	1,129	St.			39	7 1/4"	5609	16	6'-0"	144	St.	8	8			5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5708	one series of 34 bars	26'-4"	1,138	St.			34	7 1/4"	5610	23	27'-9"	959	St.	23				5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5709	16	6'-0"	196	St.	8	8			5611	23	28'-5"	982	St.	23				5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5710	23	27'-9"	1,305	St.			23		5612	one series of 240 bars	37'-9"	11,925	St.			240	1/2"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5711	23	28'-5"	1,336	St.			23		5613	one series of 41 bars	26'-0"	882	St.			41	7"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5712	one series of 240 bars	37'-9"	16,229	St.			240	1/2"	5614	one series of 55 bars	38'-6"	1,880	St.			55	7"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5713	one series of 41 bars	26'-0"	1,201	St.			41	7"	5615	23	38'-2"	1,318	St.			23		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5714	one series of 55 bars	38'-6"	2,558	St.			55	7"	5616	23	38'-7"	1,333	St.			23		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5715	23	38'-2"	1,794	St.			23		5617	228	39'-1"	13,384	St.			219	9	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5716	23	38'-7"	1,814	St.			23		5618	one series of 35 bars	26'-6"	867	St.			35	7"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5717	228	39'-1"	18,214	St.			9		5619	one series of 63 bars	38'-8"	1960	St.			63	7"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5718	one series of 35 bars	26'-6"	1,180	St.			35	7"	5620	38	39'-4"	2,245	St.			38		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5719	one series of 63 bars	38'-8"	2,667	St.			63	7"	5621	37	40'-0"	2,223	St.			37		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5720	38	39'-4"	3,055	St.			38		5622	37	41'-2"	2,287	St.			37		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5721	37	40'-0"	3,025	St.			37		5623	one series of 31 bars	27'-0"	702	St.			31	9 1/2"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5722	37	41'-2"	3,113	St.			37		5624	one series of 23 bars	40'-6"	1,123	St.			23	8 3/4"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5723	one series of 31 bars	27'-0"	956	St.			32	9 1/2"	5625	one series of 23 bars	23'-10"	550	St.			23	8 5/8"	5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5724	one series of 23 bars	40'-6"	1,528	St.			23	8 3/4"	5630	686	39'-6"	40,700	St.			686		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5725	one series of 23 bars	23'-10"	748	St.			23	8 5/8"	5631	1172	39'-9"	69,974	St.			1172		5516	21	2'-11"	64	St.	5502	18	1'-11"	36	St.	5503	32	2'-3"	75	St.	5510	32	1'-10"	61	St.	5511	14	3'-2"	46	St.	5512	14	3'-8"	54	St.	5513	4	2'-8"	11	St.	5514	4	8'-0"	33	St.	5515	70	3'-0"	219	St.																
5601	1891	27'-1"	76,920	St.	363	823																																																																								

FRA-40-12.28

REINFORCING STEEL LIST

MARK	NO	LENGTH	WEIGHT	SHR	MARK	NO	LENGTH	WEIGHT	SHR	MARK	NO	LENGTH	WEIGHT	SHR	MARK	NO	LENGTH	WEIGHT	SHR	MARK	NO	LENGTH	WEIGHT	SHR
Pier 7					Rear Abutment Footing (cont.)					Rear Abutment (cont.)					Fwd Abut Footing (cont.)					Forward Abutment				
P1101	14	40'-4"	3000	B	B906	6	8'-8"	177	S	C517	3	7'-5"	23	B	E501	18	39'-6"	742	S	A901	25	8'-3"	701	S
P1102	14	22'-0"	1636	S	B907	4	8'-4"	113	S	C518	9	6'-9"	63	B						A902	14	15'-2"	722	S
P601	34	15'-0"	766	S	B908	2	17'-0"	116	B	C519	2	9'-4"	19	S						A903	13	15'-4"	678	S
P602	18	28'-7"	773	S	B401	20	8'-6"	255	B	C520	4	11'-1"	46	S						A904	2	20'-8"	141	S
P603	22	28'-9"	950	S	B402	10	6'-0"	90	B	C521	2	7'-2"	15	S						A905	1	14'-11"	51	S
P604	8	38'-0"	457	S	B501	23	4'-4"	104	B	C522	2	9'-4"	20	S						A601	34	11'-0"	542	B
P605	4	35'-0"	210	S	B502	18	6'-9"	127	B	C523	2	12'-6"	26	S						A602	33	18'-4"	909	B
P606	4	38'-4"	230	B	B503	18	4'-4"	81	S	C524	2	34'-8"	72	S						A603	4	15'-4"	92	S
P501	30	3'-8"	115	B	B504	6	9'-2"	57	S	C525	2	33'-2"	69	S						A604	2	12'-6"	38	S
P502	16	11'-9"	196	B	B505	20	31'-6"	657	S	C526	48	4'-8"	234	B						A605	2	10'-0"	30	S
P503	20	10'-5"	217	B	B506	3	7'-8"	24	S	C527	24	8'-10"	221	B						A606	4	22'-6"	135	S
P504	44	26'-6"	1216	S	B507	3	11'-11"	37	S	C528	9	28'-0"	243	S						A607	4	7'-0"	42	B
P505	22	7'-6"	176	B	B508	6	15'-8"	98	S	C529	6	16'-7"	104	S						A608	6	13'-6"	122	B
Pier 7 Footing					B509	4	28'-6"	119	S	C530	3	16'-0"	50	S						A501	35	4'-5"	141	B
F701	64	10'-10"	1417	B	B510	3	31'-0"	97	S	C531	8	16'-2"	135	B						A502	13	14'-11"	202	S
F602	12	28'-6"	514	S	B511	3	32'-8"	102	S	C532	8	16'-4"	136	S						A503	16	36'-0"	601	S
F603	74	5'-10"	648	B	B512	4	13'-6"	56	S	C533	8	29'-7"	247	S						A504	16	39'-9"	663	S
Pier 8					B513	3	16'-6"	52	S	C534	5	31'-3"	163	S						A505	7	38'-0"	277	S
P1102	14	22'-0"	1636	S	B514	3	15'-0"	47	S	C535	2	15'-8"	33	S						A506	4	9'-3"	39	B
P1112	14	39'-8"	2950	B	B515	6	9'-0"	56	S	C536	10	17'-7"	183	S						A507	2	8'-4"	17	S
P501	30	3'-8"	115	B	B516	2	6'-0"	13	S	C537	9	13'-0"	122	S						A508	2	6'-8"	14	S
P502	16	11'-9"	196	B	B517	10	4'-0"	42	B	C538	2	10'-0"	21	B						A509	2	5'-0"	10	S
P503	20	10'-5"	217	B	Rear Abutment					C545	6	12'-9"	80	S						A510	2	3'-3"	7	S
P505	18	7'-8"	144	B	C1101	21	17'-2"	1915	S	C546	5	23'-1"	120	S						A511	13	15'-1"	205	S
P507	8	37'-1"	309	S	C1102	39	10'-6"	2176	S	C547	10	13'-8"	143	S						A512	2	13'-0"	27	S
P508	4	34'-0"	142	S	C1103	4	24'-3"	515	S	C548	3	4'-9"	15	B						A513	8	4'-10"	40	B
P509	4	37'-5"	156	B	C1104	6	16'-10"	537	S	C549	6	14'-0"	88	S						A514	4	15'-4"	64	S
P510	32	15'-0"	501	S	C1105	4	16'-3"	345	S	C550	4	32'-8"	136	S						A515	8	7'-10"	65	B
P511	74	25'-9"	1987	S	C1106	6	23'-4"	744	S	C551	2	4'-0"	8	S						A516	7	36'-3"	245	S
Pier 8 Footing					A601	42	11'-0"	694	B	C552	8	9'-3"	77	B						A517	3	13'-8"	43	B
F702	56	10'-4"	1183	B	A602	42	18'-4"	1156	B	C553	3	30'-6"	95	S						A518	3	3'-2"	10	S
F601	12	28'-3"	509	S	A501	45	4'-5"	207	B	C554	1	21'-5"	22	S						A519	12	6'-9"	84	B
F502	70	5'-4"	389	B	A519	32	6'-9"	225	B	R501	4	29'-0"	*	S						A520	14	7'-0"	102	S
Rear Abutment Footing					C501	25	31'-8"	826	S	R502	4	13'-8"	*	S						A521	5	8'-3"	43	B
B1101	80	7'-2"	3046	B	C502	21	16'-11"	371	S	R503	4	31'-3"	*	S						R504	4	13'-0"	*	S
B1102	77	11'-2"	4568	B	C503	7	26'-8"	195	S	R505	6	11'-3"	*	B						R505	6	11'-3"	*	B
B901	58	8'-4"	1443	S	C504	18	27'-8"	519	S	Fwd Abut Footing					RE1100	3	7'-6"	-	S	Replacement Bars				
B902	137	11'-0"	5124	B	C505	5	12'-7"	66	S	E901	55	6'-4"	1184	B	RE900	1	6'-10"	-	S					
B903	27	15'-2"	1392	B	C506	3	7'-9"	24	S	E902	51	9'-6"	1447	B	RE800	2	6'-6"	-	S					
B904	19	11'-6"	743	B	C507	2	10'-2"	21	B	E801	24	13'-10"	886	B	RE700	10	6'-2"	-	S					
B905	8	15'-8"	426	B	C508	5	24'-6"	128	S	E802	120	9'-10"	3151	B	RE600	17	5'-11"	-	S					
					C509	1	22'-7"	24	S	E803	58	7'-6"	1161	S	RE500	3	5'-7"	-	S					
					C510	4	12'-4"	51	S	E601	4	5'-1"	31	B										
					C511	4	7'-6"	31	S															
					C512	10	14'-0"	146	S															
					C513	8	16'-0"	134	S															
					C514	6	11'-6"	72	S															
					C515	3	5'-11"	19	B															
					C516	9	8'-2"	77	B															

BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A700 is a No.7 size bar and A1014 is a No.10 size.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec.5-402 need not be furnished and replacement bars will not be required.

*Include with railing for payment

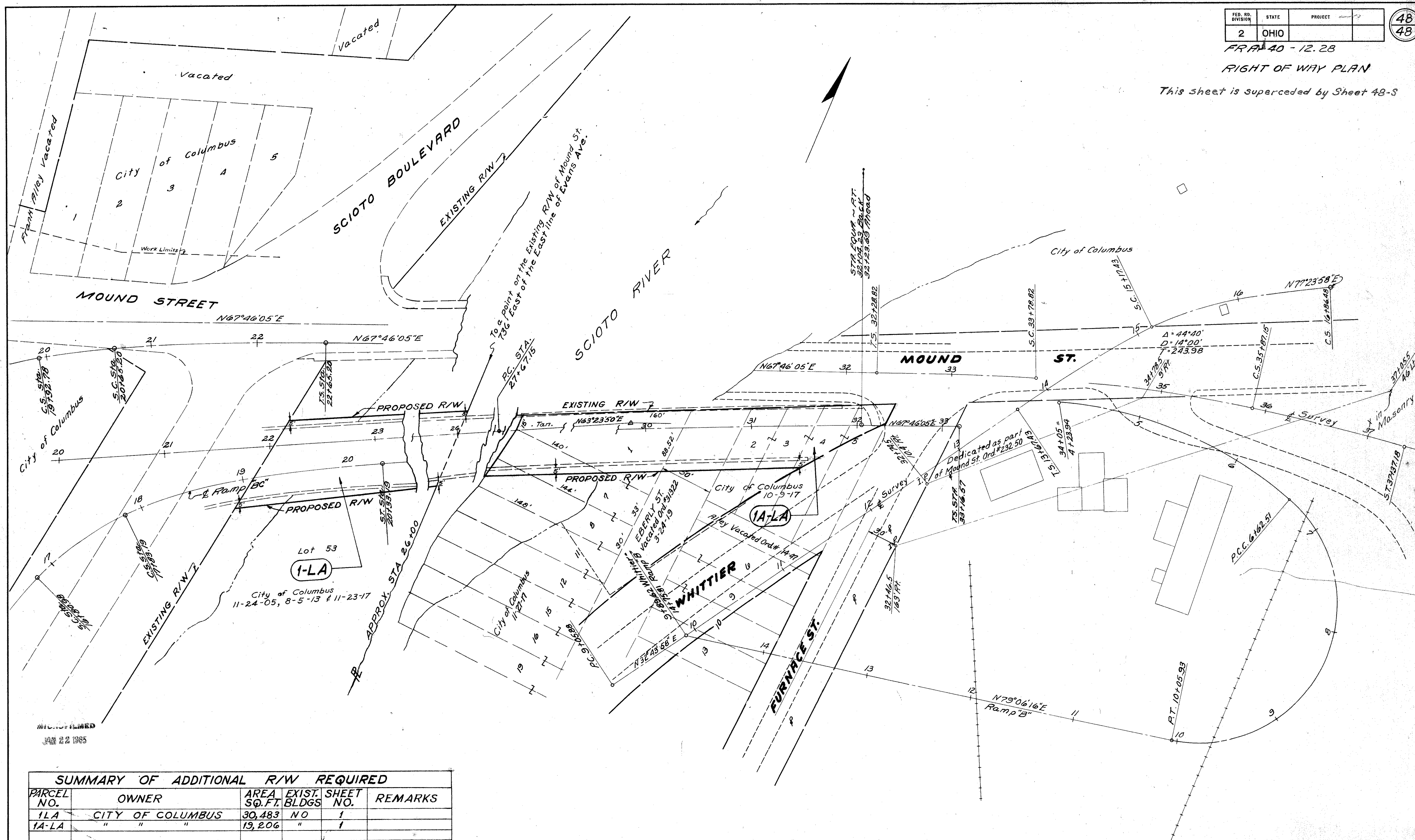
MICROFILMED
JAN 22 1985

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
REINFORCING STEEL LIST BRIDGE NO. FRA-40-1230 OVER SCIOTO RIVER					
FRANKLIN COUNTY			STA. 22+10.06 STA. 31+63.95		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
Key	JEP	INNES	QFA	5-19-58	

FR 40 - 12.28

RIGHT OF WAY PLAN

This sheet is superseded by Sheet 48-S



RECORDED
JAN 22 1965

SUMMARY OF ADDITIONAL R/W REQUIRED					
PARCEL NO.	OWNER	AREA SQ. FT.	EXIST. BLDGS	SHEET NO.	REMARKS
1LA	CITY OF COLUMBUS	30,483	NO	1	
1A-LA	"	19,206	"	1	

