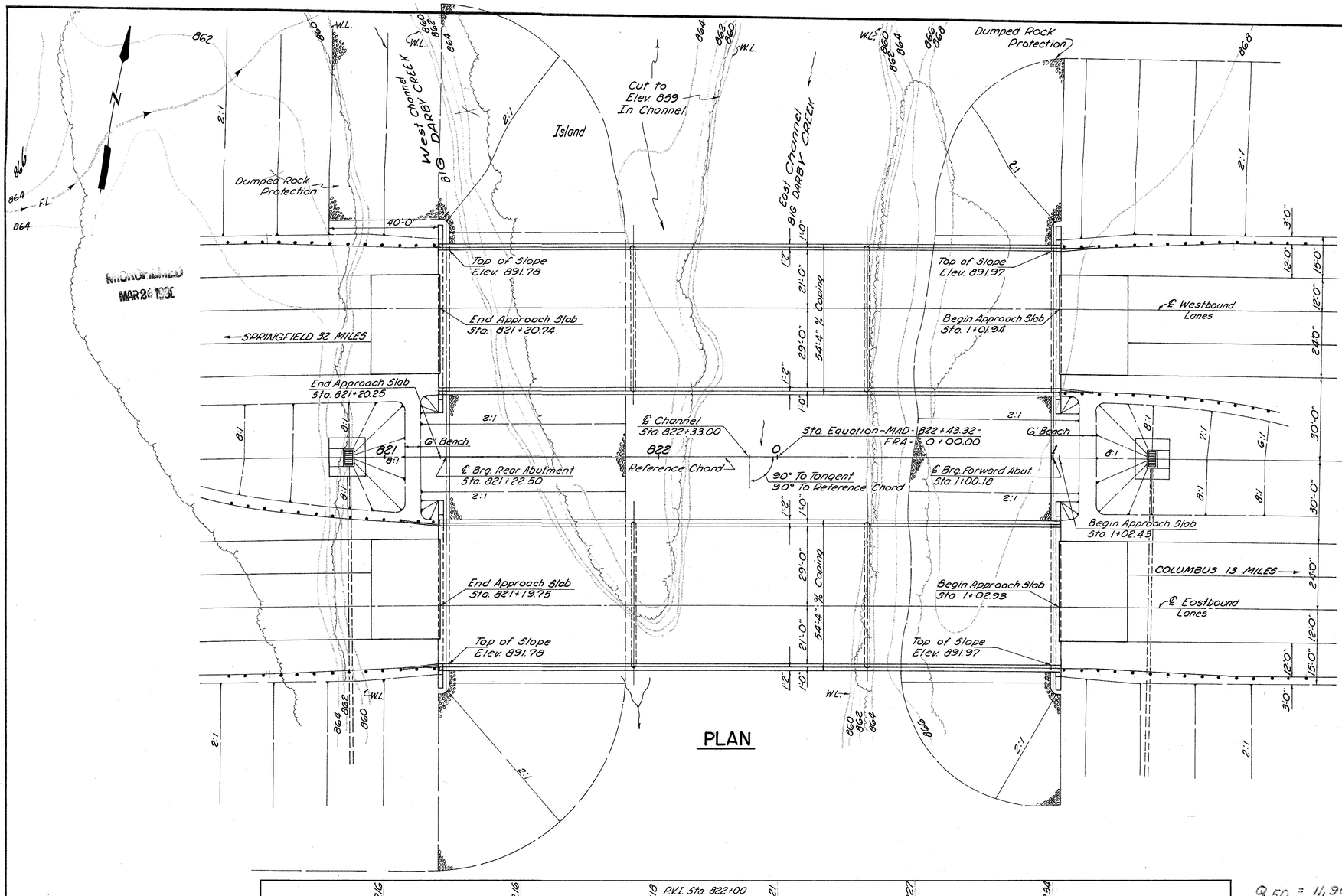
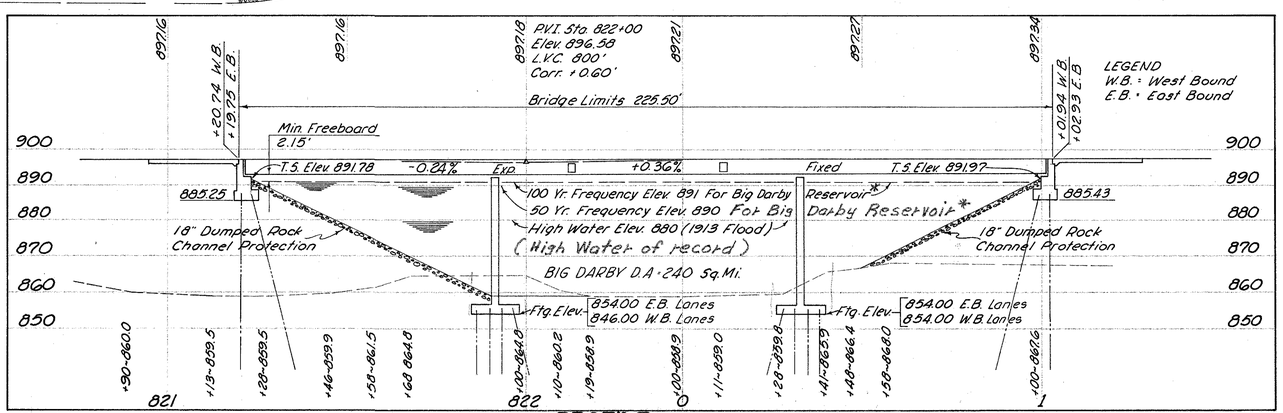
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

127/183

FRA. 70-0.00
MAD. 70-15.55



PLAN



PROFILE

Q 50 = 11,900 c.f.s.

Abutment Piles: 10BP42 Steel H-Piles
Estimated average pile length 49'0"
Pier Piles: 12BP53 Steel H-Piles
Estimated average pile length 18'0"

* Proposed Reservoir

HORIZONTAL CURVE DATA

P.C. Sta. 801+36.92
Δ = 25°05'39" Rt.
D = 0°28'00"
R = 12,277.67'
L = 5,377.32'
T = 2,732.48'
E = 300.39'

PROPOSED STRUCTURE

TYPE: Continuous Steel Beam Bridge with Reinforced Concrete Deck and Substructure
SPANS: 68'0"-85'0"-68'0" c/c Bearing
ROADWAY: 52'0" f/f of Parapets
LOAD FREQUENCY: C.F. = 2000 (57). Adequate for AASHO Alternate Loading
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' Long)
SKEW: None
ALIGNMENT: Dc = 0°28'00"
SUPERELEVATION: None
AVERAGE DAILY TRAFFIC: 43,000 (1988)

FRANKLIN ENGINEERING, LIMITED
Consulting Engineers
COLUMBUS, OHIO

SITE PLAN

BRIDGE No. MAD.-70-1555 L & R
OVER BIG DARBY CREEK
MADISON COUNTY I.R.-70
STA. 821+19.75

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
ROB	ROB	S	Y.A.D.	SH	7/1-65	6-10-68

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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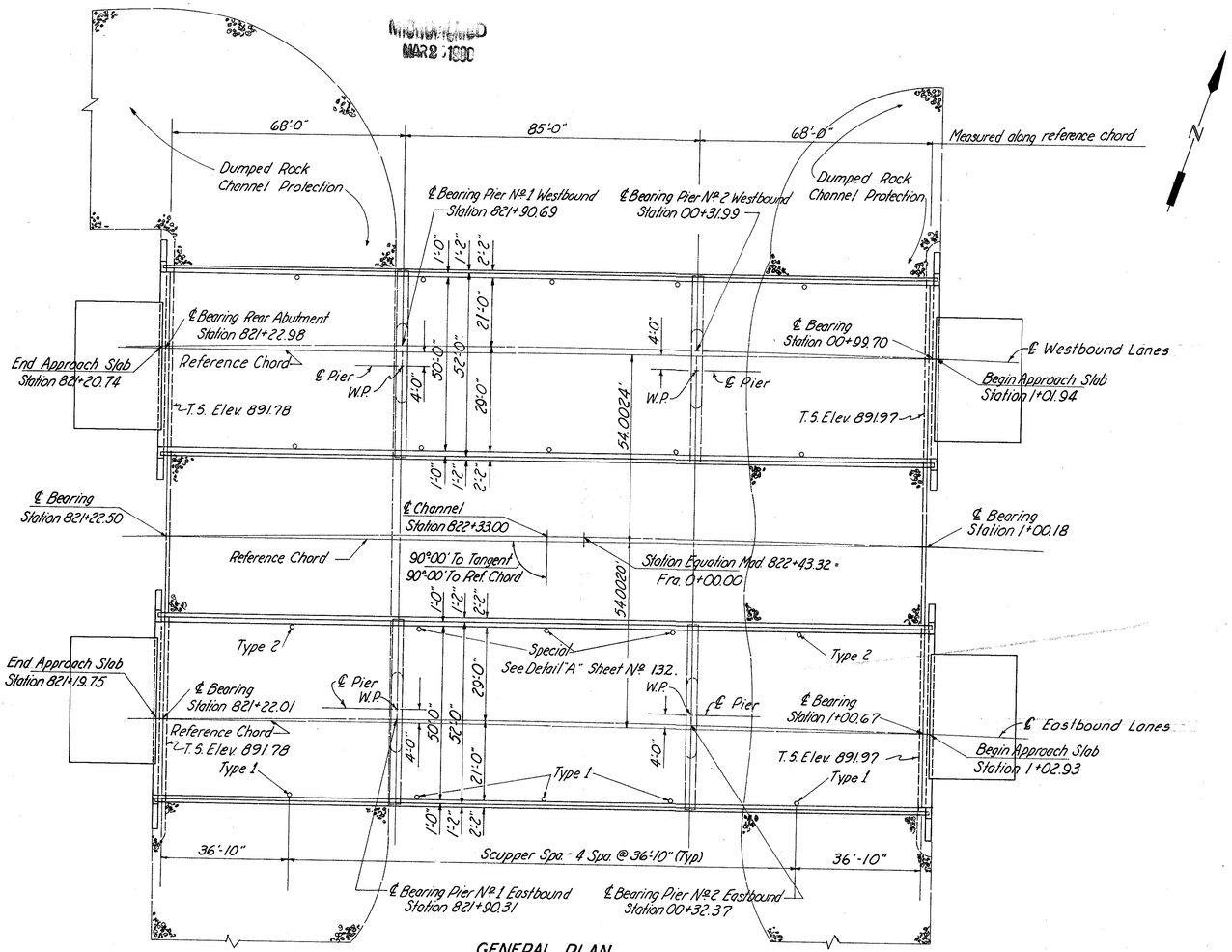
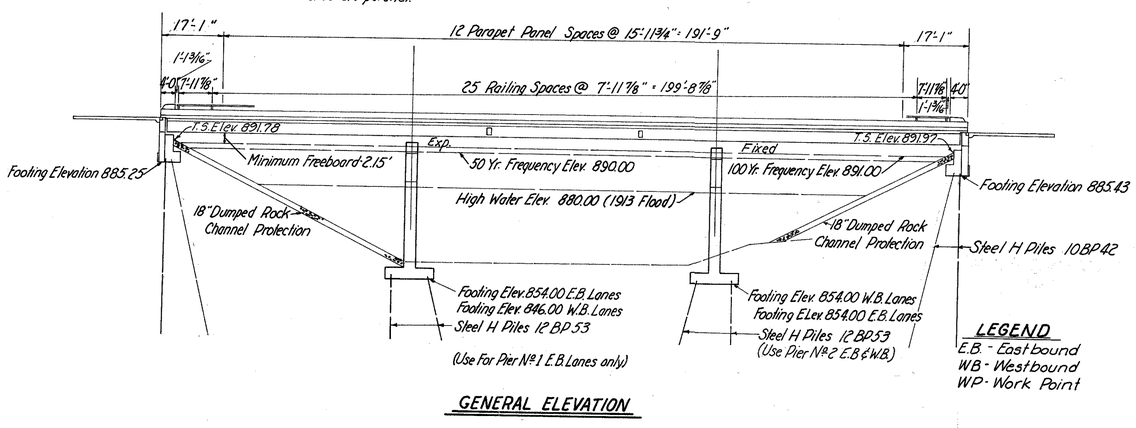
FRA.-70-0.00
MAD.-70-15.55



GENERAL PLAN

NOTE: All reference chords are parallel.



GENERAL ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawings BR-1-67 (rev 1-11-68), BR-1-65 (11-24-65) Sheets 1 of 2, RB-1-55 (rev. 2-2-59) SD-1-65 (11-8-65) Sheets 1, 2 & 3 of 3, and Supplemental Specifications 808 (1-13-67), 825 (12-19-67), and 828 (1-1-67), 811 (1-1-67).

DESIGN SPECIFICATIONS: These structures conform to the requirements of "Design Specifications for Highway Structures," State of Ohio, Dept. of Highways, dated 9-1-57, together with current revisions thereof.

UNIT STRESSES: Design Loading - CF 2000 (57)
Concrete Class "C" - basic unit stress 1,333 p.s.i.
Concrete Class "E" - basic unit stress 1,133 p.s.i.
Structural Steel - ASTM A36 basic unit stress 20,000 p.s.i.
Reinforcing Steel - ASTM A15, A16, A160, deformed, intermediate or hard grade. Basic unit stress 20,000 p.s.i.

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 ft. back of the abutments, after which excavation shall be made for the abutments and piles driven.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments.

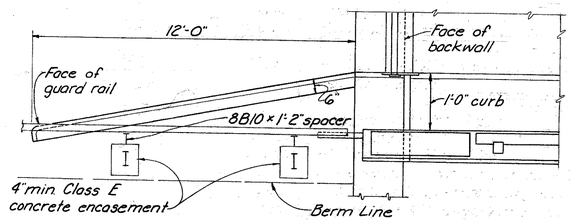
FOUNDATION BEARING PRESSURE: Pier №1 W.B. footing is designed for a maximum bearing pressure of 5 tons p.s.i.

FOOTINGS shall extend a minimum of 3" into undisturbed rock or to the elevation shown, whichever is lower. (Pier No. 1 W.B. only)

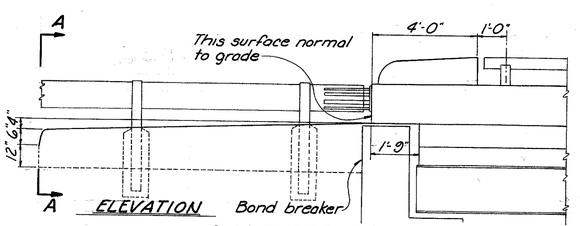
PILES shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in 507.05 is not less than the following value for a pile hammer of the indicated energy rating:
For the abutment piles:
40 tons per pile using a 7000 ft. lb. hammer.
40 tons per pile using a 11000 ft. lb. hammer.
40 tons per pile using a 15000 ft. lb. hammer.
For the pier piles:
45 tons per pile using a 7000 ft. lb. hammer.
45 tons per pile using a 11000 ft. lb. hammer.
45 tons per pile using a 15000 ft. lb. hammer.
The design load is 35 tons per pile for the abutments and 40 tons per pile for the piers.

FIRST TEST PILE: Payment will be made for only one first test pile. It may be driven for either the right or left bridge.

REFERENCE shall be made to Supplemental Specifications 832 & 931 dated 5-25-67.
PAINTING of structural steel shall be according to Supplemental Specification 832.
WELDS on secondary stress carrying members are shown thus: (S)
WELDED ATTACHMENTS: No attachments shall be made by field welding to the top flanges or flange plates of continuous beams or plate girders within a distance of 0.10 of the span length on either side of the interior supports. Welding for attachments to the top flanges at other parts of the spans shall be kept at least 2" from edge of flange.



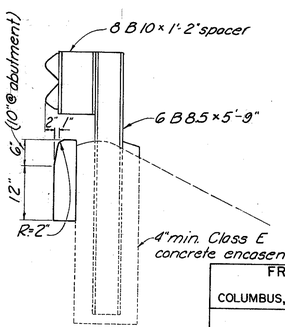
PLAN



ELEVATION

CURB TRANSITION & GUARD RAIL CONNECTION

Note: Concrete for transition curb included with abutment concrete for payment



SECTION A-A

Note: For details of guard rail connection see sheet 2/183

FRANKLIN ENGINEERING, LIMITED
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COLUMBUS, OHIO

GENERAL PLAN

BRIDGE № MAD.-70-1555 L & R
OVER BIG DARBY CREEK

MADISON COUNTY STA. 821+19.75 I.R.70

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JBG	JBG	NCF	V.A.D.	JH	11/22/65	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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FRA.-70-0.00
MAD.-70-15.55

ESTIMATED QUANTITIES

TOTAL 2 Bridges	ITEM	TOTAL LEFT	TOTAL RIGHT	UNIT	DESCRIPTION	SUPERSTRUCTURE LEFT	SUPERSTRUCTURE RIGHT	ABUTMENTS LEFT	ABUTMENTS RIGHT	PIERS LEFT	PIERS RIGHT	GENERAL LEFT	GENERAL RIGHT				
Lump	503	Lump	Lump	Lump Sum	Cofferdams, Crib and Sheeting							Lump	Lump				
1019	503	549	470	Cu. Yds.	Unclassified Excavation including Rock			245	245	304	225						
Lump	505	Lump	Lump	Lump Sum	First test Pile							Lump					
726	511	360	360	Cu. Yds.	Class "C" Concrete, Superstructure	360	360										
465	511	243	222	Cu. Yds.	Class "G" Concrete, Piers above Footing					243	222						
146	511	65	81	Cu. Yds.	Class "E" Concrete, Pier Footing					65	81						
380	511	190	190	Cu. Yds.	Class "E" Concrete, Abutments			190	190								
310,437	509	155,212	155,225	Lbs.	Reinforcing Steel	108,709	108,709	11,580	11,580	34,923	34,936						
841,964	513	420,982	420,982	Lbs.	Structural Steel	420,982	420,982										
841,964	832	420,982	420,982	Lbs.	Field Painting of Structural Steel	420,982	420,982										
20	518	10	10	Each	Scuppers including Supports												
903.68	517	451.84	451.84	Lin. Ft.	Bridge Railing Type 1												
2960	825	1480	1480	Sq. Yds.	Concrete Surface Treatment							1480	1480				
200	828	100	100	Lin. Ft.	Joint Sealer	100	100										
120	518	60	60	Cu. Yds.	Porous Backfill			60	60								
128	518	64	64	Lin. Ft.	6" Helical C.M.P. (707.06) Non-Perforated			64	64								
210	518	105	105	Lin. Ft.	6" Perforated Helical C.M.P. (707.06) Including Spec.			105	105								
720	808	360	360	Units	Water-reducing, Set-retarding Admixture												
1878	601	939	939	Cu. Yds.	Dumped Rock Channel Protection							939	939				
2744	507	1372	1372	Lin. Ft.	Steel H-Piles 10 BP 42			1372	1372								
1512	507	504	1008	Lin. Ft.	Steel H-Piles 12 BP 53					504	1008						

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ESTIMATED QUANTITIES
BRIDGE Nº MAD.-70-1555 L & R
OVER BIG DARBY CREEK

MADISON COUNTY I.R.70
STA. 821+19.75

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JBG	JBG	NCF	ROB V.A.D.	JF	11/12/85	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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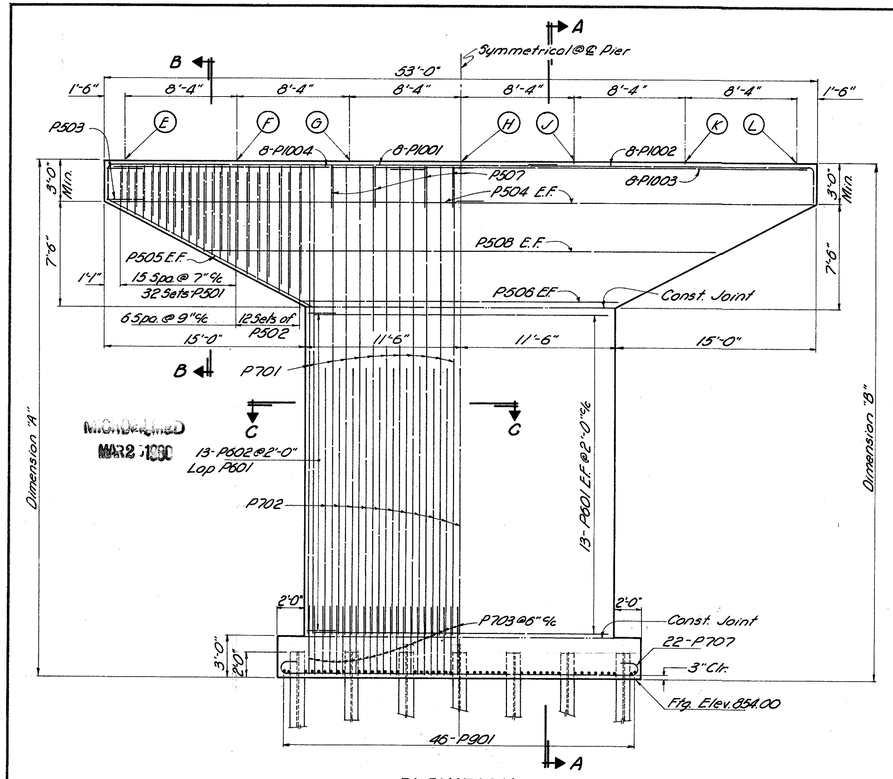
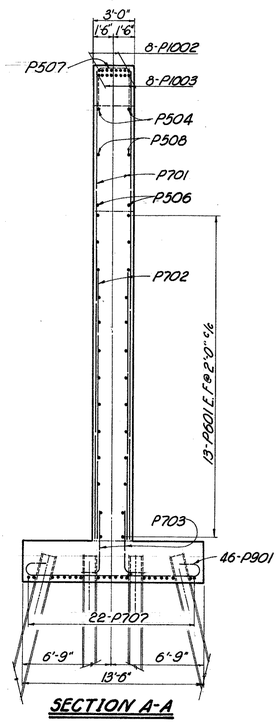
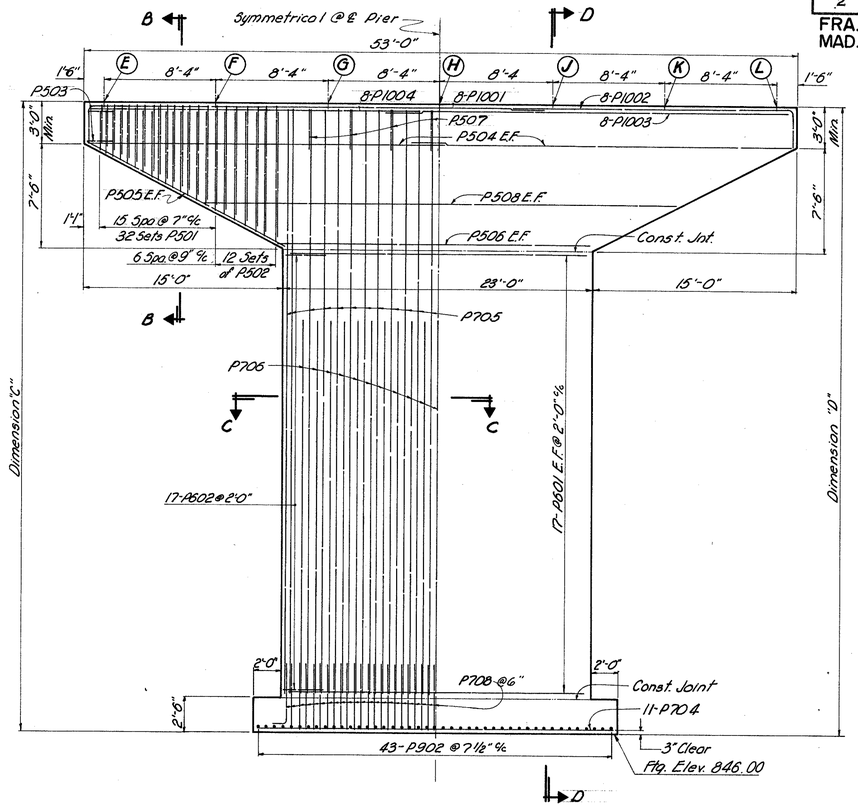
FRA.-70-0.00
MAD.-70-15.55



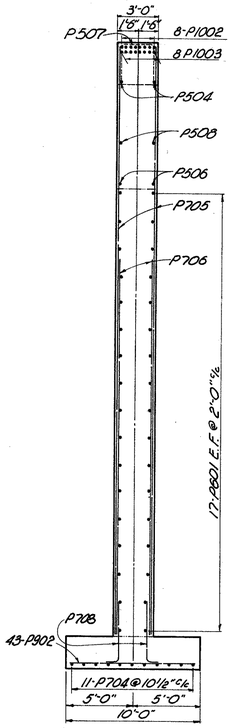
ELEVATION



SECTION A-A

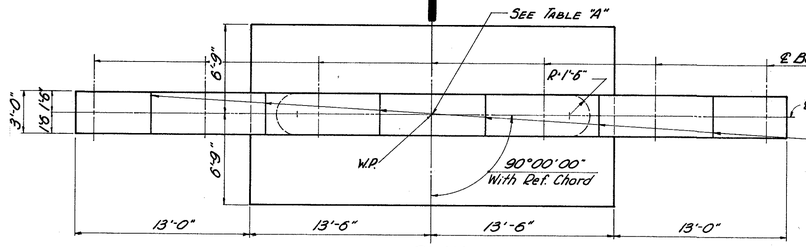


ELEVATION



SECTION D-D

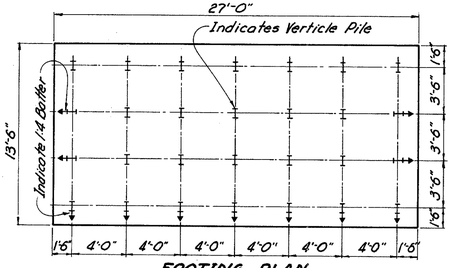
Up Station



PLAN

* Provide pedestals at positions shown in order to maintain proper beam seat elevations. (Typical all Piers.)

Pier Nº 2 (Westbound)
Piers Nº 1 & 2 (Eastbound)

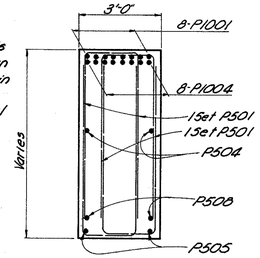


FOOTING PLAN

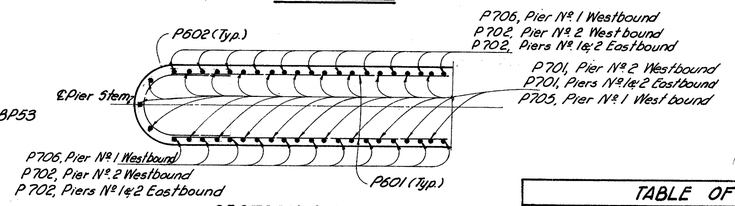
PIER Nº 2 (Westbound Lanes)
PIERS Nº 1 & 2 (Eastbound Lanes)

NOTE: All Piles - 12 BP 53

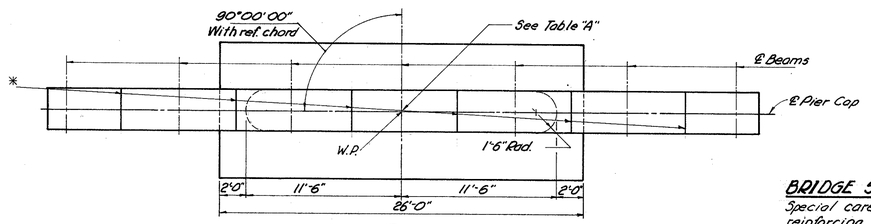
NOTE: Vertical Piles shall be driven on footing side adjacent to the embankment slope.



SECTION B-B



SECTION C-C



PLAN

PIER Nº 1 (Westbound Lanes)

NOTES

BRIDGE SEAT REINFORCING:
Special care shall be taken in placing reinforcing steel in the vicinity of the beam seat so as to avoid interference with drilling of anchor bar holes.

CONCRETE:
Shall be Class "C".

TABLE "A"

PIER	STATION	OFFSET FROM ℄ SURVEY
PIER Nº 1, Eastbound	821+90.31	50'-5 11/16" Right
PIER Nº 2, Eastbound	0+32.37	50'-5 11/16" Right
PIER Nº 1, Westbound	821+90.69	49'-6 7/8" Left
PIER Nº 2, Westbound	0+31.99	49'-6 7/8" Left

TABLE OF DIMENSIONS & BEAM SEAT ELEVATIONS

PIER	DIMENSION				BEAM SEAT ELEVATIONS						
	A	B	C	D	E	F	G	H	J	K	L
PIER Nº 1, Eastbound	37'-7 3/8	37'-9 3/8	——	——	891.65	891.78	891.91	892.04	892.04	891.93	891.78
PIER Nº 2, Eastbound	37'-8 5/8	37'-10 1/8	——	——	891.73	891.86	89.199	892.12	892.11	891.98	891.85
PIER Nº 1, Westbound	——	——	45'-9 3/8	45'-7 3/8	891.78	891.93	892.04	892.04	891.91	891.78	891.65
PIER Nº 2, Westbound	37'-10 1/8	37'-8 3/8	——	——	891.85	891.98	892.11	892.12	891.99	891.86	891.73

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COLUMBUS, OHIO

PIERS

BRIDGE Nº. MAD.-70-1555
OVER BIG DARBY CREEK

MADISON COUNTY I.R.-70

STA. 821+19.75

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JBG	10-65	10-65	ROB		11/12/65	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

FRA-70- 0.00
MAD.-70-15.55

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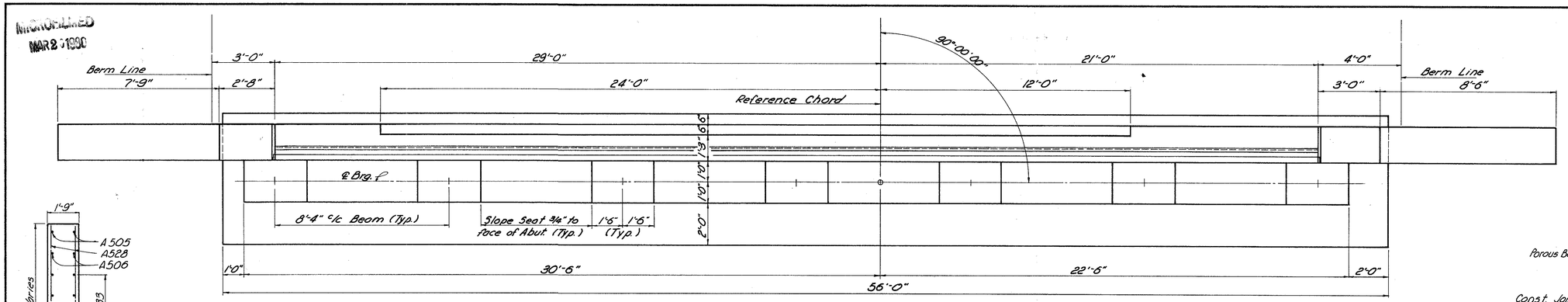
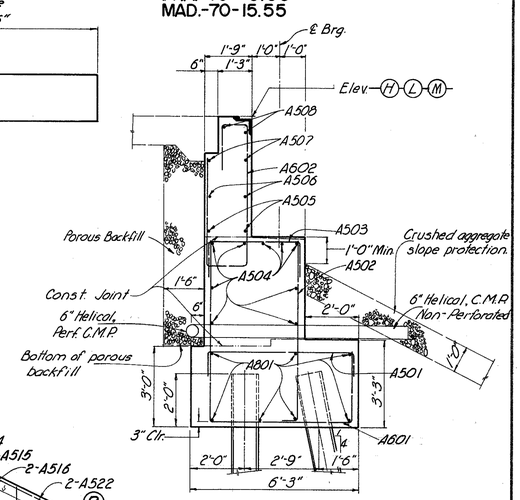
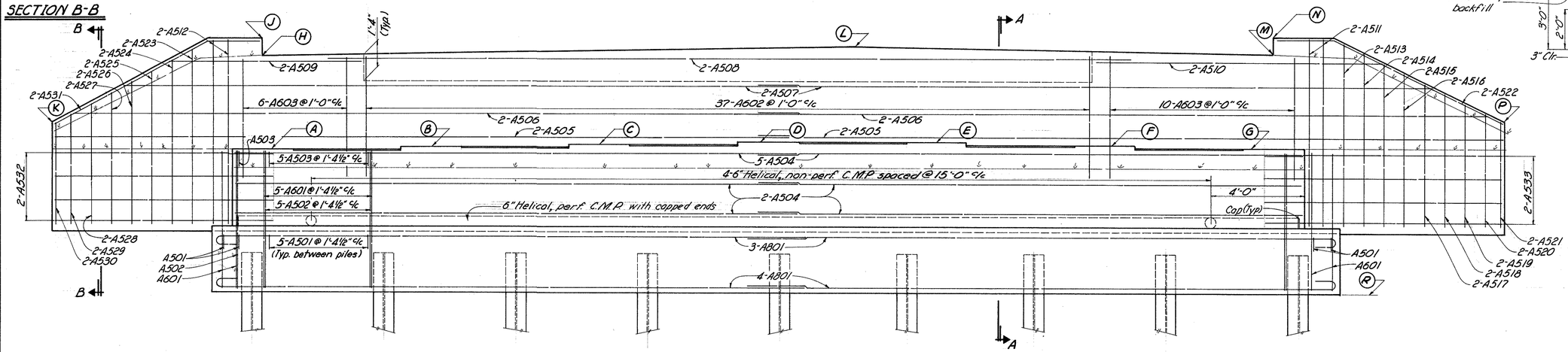


PLAN

SECTION B-B



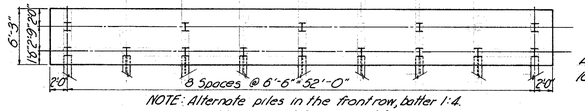
SECTION A-A



ELEVATION

Abutments Nº 2 & 4 shown. Abutments Nº 1 & 3 opposite hand. See "Schematic Plan."

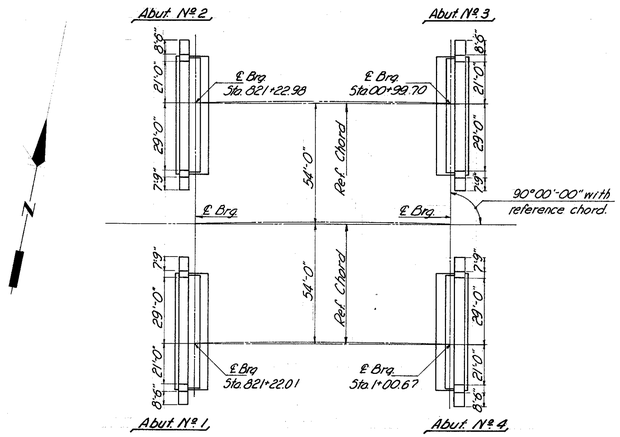
Note: For details of guard rail connection see sheet 128/183



All piles to be: 10BP42 H-piles.

NOTE: Alternate piles in the front row, batter 1:4.

FOOTING PLAN



SCHEMATIC PLAN
SHOWING ABUTMENT LOCATION

TABLE OF ELEVATIONS

LOCATION	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R
ABUTMENT Nº 2	892.28	892.41	892.54	892.67	892.67	892.53	892.40	896.89	897.74	893.65	897.34	897.02	897.87	893.78	885.25
ABUTMENT Nº 4	892.46	892.59	892.72	892.85	892.85	892.72	892.59	897.08	897.93	893.84	897.53	897.20	898.06	893.96	885.43
ABUTMENT Nº 1	892.28	892.41	892.54	892.67	892.67	892.53	892.40	896.89	897.74	893.65	897.34	897.02	897.87	893.78	885.25
ABUTMENT Nº 3	892.46	892.59	892.72	892.85	892.85	892.72	892.59	897.08	897.93	893.84	897.53	897.20	898.06	893.96	885.43

NOTES

CONCRETE: All abutment concrete shall be Class "E" except parapets which shall be Class "C."

BEAM SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the beam seat so as to interference with the drilling of anchor bar holes.

POROUS BACKFILL: Porous backfill 1'-6" thick shall extend from the top of the footing upward to the underside of the approach slab and to the earth shoulders, and outward to the embankment slopes.

GENERAL NOTES: See "GENERAL PLAN" sheet no. 128

FRANKLIN ENGINEERING, LIMITED
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COLUMBUS, OHIO

ABUTMENT

BRIDGE Nº. MAD.-70-1555 L&R OVER BIG DARBY CREEK

MADISON COUNTY STA. 821+19.75 I.R. 70

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
V.A.D.	K.B.K. 11-65	K.A.T. 11-65	JBG	J.F.	11/12/65	

Approved
MAR 2 1990

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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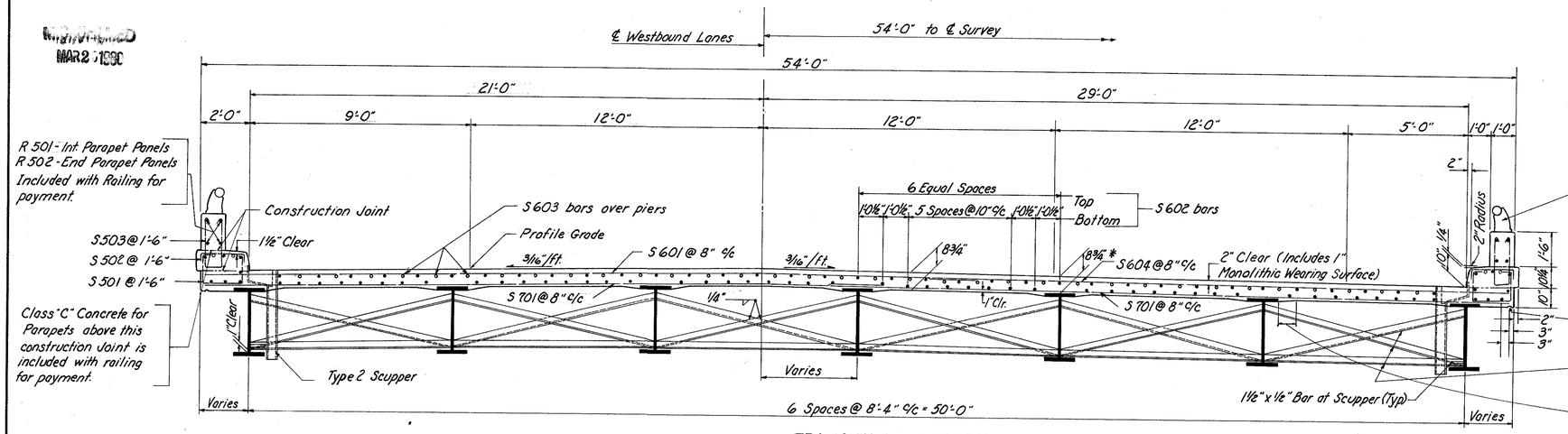
FRA.-70-0.00
MAD.-70-15.55



All longitudinal bars S602 except as otherwise shown.
Lap S 602 bars 1'-11" minimum.

Type 1 Aluminum Railing.

* These are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beams may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per 511.19 of the Construction and Material Specifications.

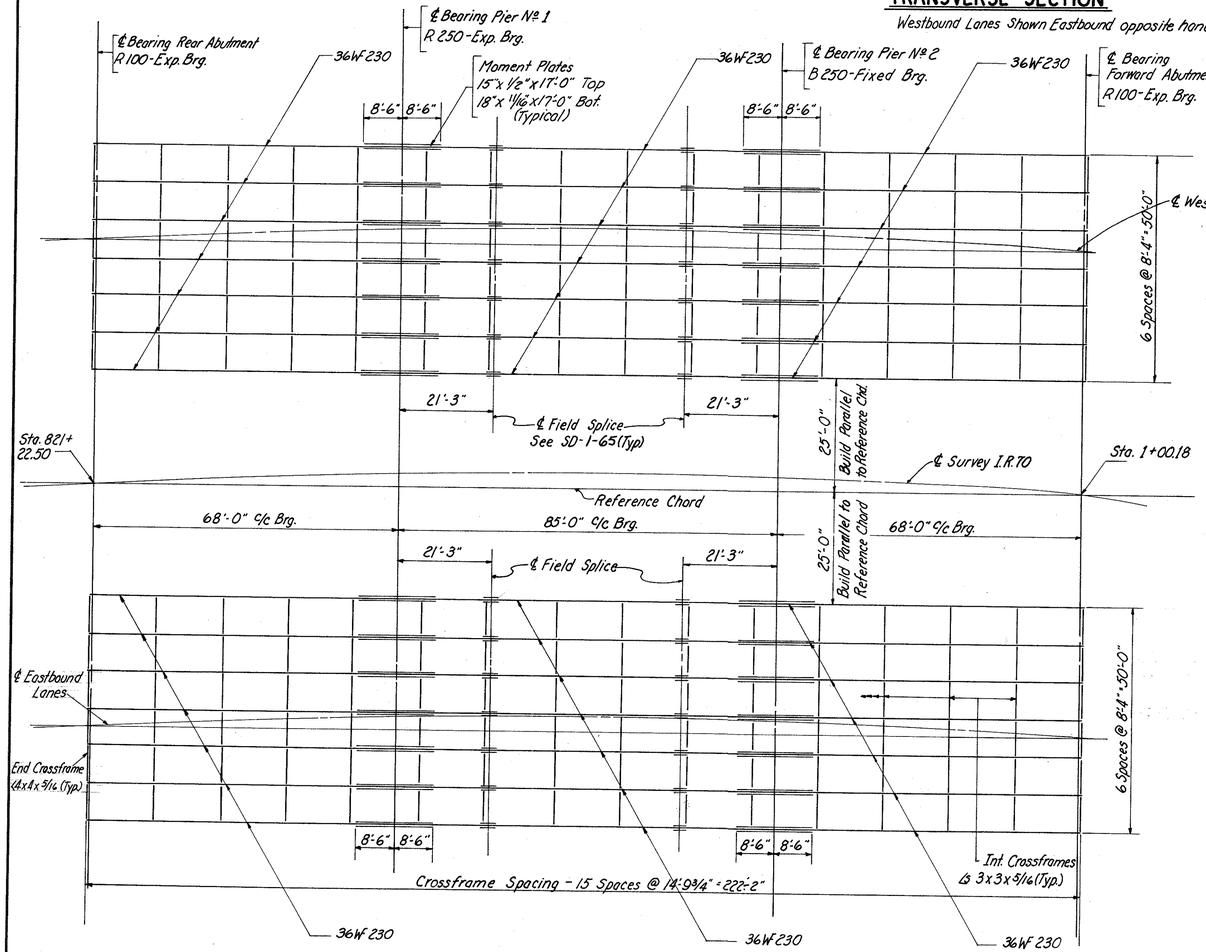
1" diameter half round drip groove.

Intermediate crossframe angles 3 x 3 x 5/16. Weld both sides of vertical leg and top side of horizontal leg to beam with 1/4" continuous fillet weld.

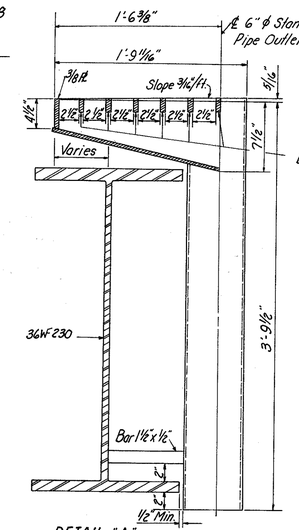
A typical haunch width of 9" shall be used for Computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" width.

TRANSVERSE SECTION

Westbound Lanes Shown Eastbound opposite hand.



FRAMING PLAN



DETAIL "A"

SPECIAL SCUPPER - (See SD-1-65 Sheet 2 of 3 for Additional Details)

NOTES:

CAMBERING of beams is required in accordance with the following table:

DEFLECTION AND CAMBER	INTERIOR BEAMS						EXTERIOR BEAMS					
	END SPAN			MIDDLE SPAN			END SPAN			MIDDLE SPAN		
	1/4 PT.	1/2 PT.	3/4 PT.	SPLICE 1/4 PT.	1/2 PT.	SPLICE 3/4 PT.	1/4 PT.	1/2 PT.	3/4 PT.	SPLICE 1/4 PT.	1/2 PT.	SPLICE 3/4 Pt.
Deflection due to weight of steel	1/16"	1/8"	1/16"	1/16"	1/8"	1/16"	1/16"	1/8"	1/16"	1/16"	1/8"	1/16"
Deflection due to remaining dead load	5/16"	3/16"	3/16"	5/16"	9/16"	5/16"	3/8"	7/16"	3/16"	5/16"	9/16"	5/16"
Convexity required for vertical curve	-1/16"	-1/16"	-1/16"	-1/16"	-1/8"	-1/16"	-1/16"	-1/16"	-1/16"	-1/16"	-1/8"	-1/16"
Sum of deflection and convexity.	5/16"	7/16"	3/16"	5/16"	9/16"	5/16"	3/8"	1/2"	3/16"	5/16"	9/16"	5/16"

END CROSSFRAMES, END DAMS, SCUPPERS, CURB PLATE DETAILS, AND BEAM SPLICE DETAILS: See SD-1-65 Sheets 1, 2 & 3 of 3

BEARINGS: See RB-1-55 (rev 2-2-79) for the following:
R-100 Abutments
R-250 Pier № 1
B-250 Pier № 2

CONCRETE: All superstructure concrete shall be Class "C"

RAILING POST, PARAPET EXPANSION JOINT AND SCUPPER SPACING: See Sheet 128

GENERAL NOTES: See Sheet 128

FRANKLIN ENGINEERING, LIMITED
Consulting Engineers
COLUMBUS, OHIO

SUPERSTRUCTURE-1

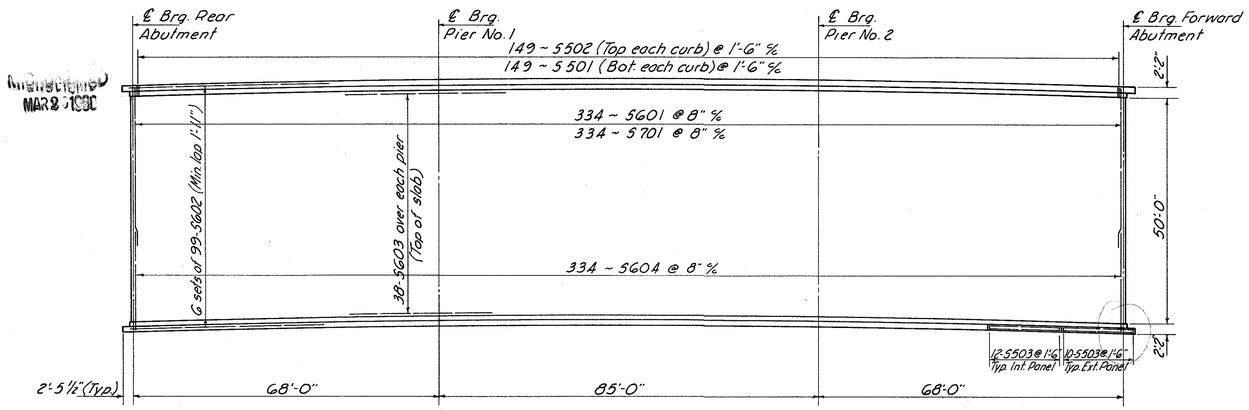
BRIDGE № MAD. 70-1555 L & R

OVER BIG DARBY CREEK

MADISON COUNTY STA. 821+19.75 I.R. 70

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JBG	JBG	NCF	V.A.D.	[illegible]	11/22/89	

RECEIVED MAR 2 0 1968



SLAB PLAN

Deck to be built on 0°28" curve

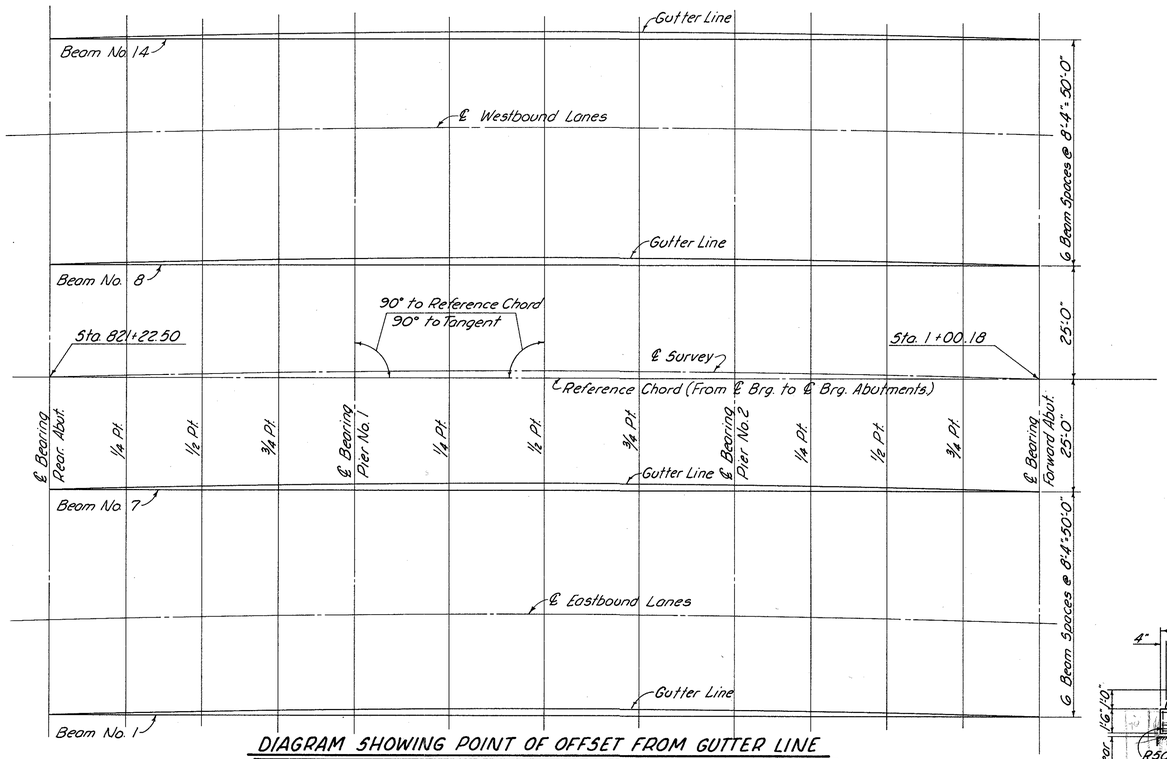
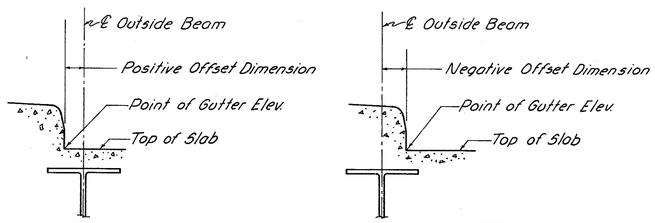


DIAGRAM SHOWING POINT OF OFFSET FROM GUTTER LINE



Offsets are perpendicular from the ¼ points of the outside beams.
Gutter Elevations include concrete dead load deflection.
Offset dimensions are positive when left of beam and negative when right.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

133
183

FRA. 70 - 0.00
MAD. 70 - 15.55

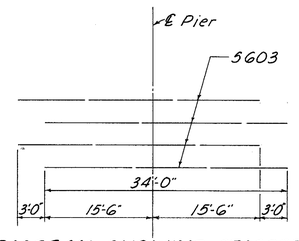
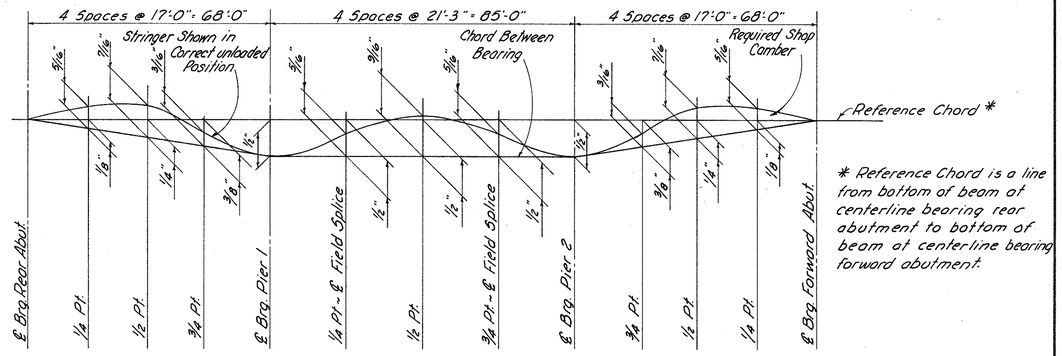


DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS



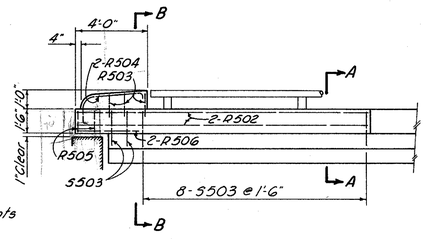
* Reference Chord is a line from bottom of beam at centerline bearing rear abutment to bottom of beam at centerline bearing forward abutment.

LAYOUT DIAGRAM

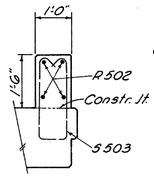
(Webs Horizontal)

TABLE OF OFFSETS AND ELEVATIONS FOR GUTTER LINE

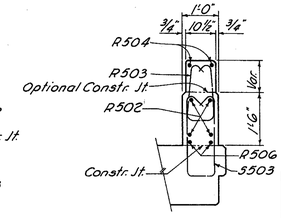
POINT		REAR ABUT.	¼ PT.	½ PT.	¾ PT.	PIER 1	¼ PT.	½ PT.	¾ PT.	PIER 2	¼ PT.	½ PT.	¾ PT.	FOR. ABUT.
BEAM 1	OFFSET	0"	-1 1/16"	-3 1/8"	-4 1/4"	-5 1/8"	-5 3/4"	-6"	-5 3/4"	-5 1/8"	-4 1/4"	-3 1/8"	-1 1/16"	0"
	ELEV.	897.02	897.04	897.05	897.04	897.04	897.07	897.11	897.11	897.11	897.14	897.18	897.20	897.20
BEAM 7	OFFSET	0"	+1 1/16"	+3 1/8"	+4 1/16"	+5 1/8"	+5 3/4"	+6"	+5 3/4"	+5 1/8"	+4 1/4"	+3 1/8"	+1 1/16"	0"
	ELEV.	896.89	896.92	896.93	896.92	896.91	896.95	896.98	896.98	896.98	897.02	897.06	897.08	897.08
BEAM 8	OFFSET	0"	-1 1/16"	-3 1/16"	-4 3/16"	-5 1/16"	-5 11/16"	-5 15/16"	-5 11/16"	-5 1/16"	-4 3/16"	-3 1/16"	-1 1/16"	0"
	ELEV.	896.89	896.92	896.93	896.92	896.91	896.95	896.98	896.98	896.98	897.02	897.06	897.08	897.08
BEAM 14	OFFSET	0"	+1 1/16"	+3 1/16"	+4 3/16"	+5 1/16"	+5 11/16"	+5 15/16"	+5 1/16"	+5 1/16"	+4 3/16"	+3 1/16"	+1 1/16"	0"
	ELEV.	897.02	897.04	897.05	897.04	897.04	897.07	897.11	897.11	897.11	897.14	897.18	897.20	897.20



CANTILEVER END POST



SEC. A-A



SEC. B-B

FRANKLIN ENGINEERING, LIMITED
Consulting Engineers
COLUMBUS, OHIO

SUPERSTRUCTURE 2

BRIDGE No. MAD.-70-1555 L & R
OVER BIG DARBY CREEK

MADISON COUNTY I.R. 70

STA. 821+19.75

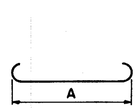
Designed	Drawn	Traced	Checked	Reviewed	Date	Revised
JBG	JBG	§	V.A.D.	FH	11/12/68	

MICROFILMED
MAR 2 5 1980

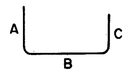
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

134
183

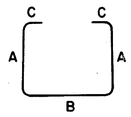
FRA.-70-0.00
MAD.-70-15.55



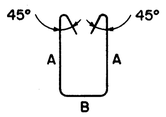
TYPE 1



TYPE 2



TYPE 3



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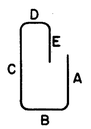

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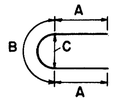
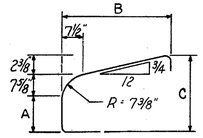
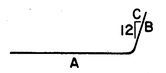


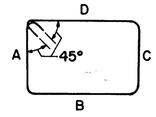
TYPE 6



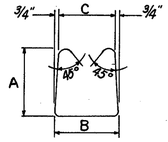
TYPE 7



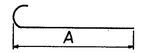
TYPE 8



TYPE 9



TYPE 10



TYPE 11

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
		ABUTMENTS - LEFT BRIDGE							
A 501	88	7'-8"	2	1'-3"	5'-5"	1'-3"			704
A 502	82	7'-1"	8	6'-7"	8"	0"			606
A 503	82	4'-8"	2	9"	3'-5"	9"			399
A 504	36	27'-2"	Str						1020
A 505	8	36'-8"	Str						306
A 506	8	35'-8"	Str						298
A 507	8	33'-0"	Str						275
A 508	4	39'-6"	Str						165
A 509	4	9'-3"	Str						39
A 510	4	14'-2"	Str						59
A 511	8	9'-0"	Str						75
A 512	8	9'-2"	Str						76
A 513	4	9'-1"	Str						38
A 514	4	8'-6"	Str						35
A 515	4	8'-1"	Str						34
A 516	4	7'-8"	Str						32
A 517	4	7'-1"	Str						30
A 518	4	6'-8"	Str						28
A 519	4	6'-3"	Str						26
A 520	4	5'-8"	Str						24
A 521	4	5'-3"	Str						22
A 522	4	11'-10"	8	2'-10"	9'-0"	2'-1"			49
A 523	4	8'-9"	Str						37
A 524	4	8'-3"	Str						34
A 525	4	7'-9"	Str						32
A 526	4	7'-3"	Str						30
A 527	4	6'-7"	Str						27
A 528	4	6'-1"	Str						25
A 529	4	5'-7"	Str						23
A 530	4	5'-2"	Str						22
A 531	4	11'-0"	8	2'-6"	8'-6"	1'-10¾"			46
A 532	16	8'-8"	Str						145
A 533	16	9'-8"	Str						161
A 601	88	14'-3"	2	6'-7"	5'-5"	2'-7"			1884
A 602	74	15'-8"	4	4'-11"	1'-5"	6'-5"	11"	2'-6"	1741
A 603	32	16'-2"	4	4'-11"	1'-5"	6'-5"	1'-5"	2'-6"	777
A 801	28	30'-2"	11	29'-1"					2256
								TOTAL	11,580
		ABUTMENTS - RIGHT BRIDGE							
		(Reinforcing Steel same as left bridge.)							

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
		PIERS - LEFT BRIDGE							
P 501	256	②	2	①	2'-8"	①			3104
P 502	96	④	2	③	2'-8"	③			1865
P 503	8	5'-7"	2	1'-7"	2'-8"	1'-7"			47
P 504	8	27'-2"	Str						227
P 505	8	16'-9"	Str						140
P 506	4	23'-2"	Str						97
P 507	16	8'-5"	2	3'-0"	2'-8"	3'-0"			141
P 508	4	37'-11"	Str						158
P 601	60	20'-0"	Str						1802
P 602	60	8'-0"	6	1'-11"	4'-2"	1'-4"			721
P 701	46	34'-10"	Str						3275
P 702	42	18'-0"	Str						1545
P 703	88	5'-5"	8	4'-11"	8"	0"			974
P 704	11	25'-8"	Str						577
P 705	46	42'-9"	Str						4020
P 706	42	26'-0"	Str						2232
P 707	22	27'-4"	1	25'-8"					1229
P 708	88	4'-11"	8	4'-5"	8"	0"			884
P 901	46	15'-8"	1	13'-2"					2450
P 902	43	9'-8"	Str						1413
P 1001	16	34'-5"	8	32'-2"	2'-7"	0"			2370
P 1002	16	26'-1"	8	23'-10"	2'-7"	0"			1796
P 1003	16	32'-2"	Str						2215
P 1004	16	23'-10"	Str						1641
		PIERS - RIGHT BRIDGE						TOTAL	34,923
P 501	256	②	2	①	2'-8"	①			3104
P 502	96	④	2	③	2'-8"	③			1865
P 503	8	5'-7"	2	1'-7"	2'-8"	1'-7"			47
P 504	8	27'-2"	Str						227
P 505	8	16'-9"	Str						140
P 506	4	23'-2"	Str						97
P 507	16	8'-5"	2	3'-0"	2'-8"	3'-0"			141
P 508	4	37'-11"	Str						158
P 601	52	20'-0"	Str						1562
P 602	52	8'-0"	6	1'-11"	4'-2"	1'-4"			625
P 701	92	34'-10"	Str						6550
P 702	84	18'-0"	Str						3091
P 703	176	5'-5"	8	4'-11"	8"	0"			1949
P 707	44	27'-4"	1	25'-8"					2458
P 901	92	15'-8"	1	13'-2"					4900
P 1001	16	34'-5"	8	32'-2"	2'-7"	0"			2370
P 1002	16	26'-1"	8	23'-10"	2'-7"	0"			1796
P 1003	16	32'-2"	Str						2215
P 1004	16	23'-10"	Str						1641
								TOTAL	34,936
①	Varies from	2'-5"	to	6'-9½"	each by	3½"			
②	Varies from	7'-3"	to	16'-0"	each by	7"			
③	Varies from	7'-2"	to	9'-0½"	each by	4½"			
④	Varies from	16'-9"	to	20'-6"	each by	9"			

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
		SUPERSTRUCTURE - LEFT BRIDGE							
S 501	298	4'11"	3	1'-4"	1'-6"	7"			1528
S 502	298	2'-6"	2	8"	1'-6"	8"			777
S 503	328	5'-7"	4	2'-2"	8"				1910
S 601	334	32'-0"	Str						16,053
S 602	594	38'-8"	Str						34,498
S 603	76	34'-0"	Str						3,881
S 604	334	23'-7"	Str						11,831
S 701	668	28'-0"	Str						38,231
R 501	96	15'-8"	Str						*
R 502	16	16'-8"	Str						*
R 503	12	4'-2"	10	1'-6"	8"	6½"			*
R 504	8	5'-4"	7	9"	3'-4"	1'-7"			*
R 505	8	3'-5"	4	1'-1"	8"				*
R 506	8	3'-0"	Str						*
								TOTAL	108,709
	*	Included with Railing for Payment.							
		SUPERSTRUCTURE - RIGHT BRIDGE							
		(Reinforcing Steel same as left bridge)							
		REPLACEMENT BARS							
RE 501	2	6'-7"	Str						
RE 601	8	6'-11"	Str						
RE 701	6	7'-3"	Str						
RE 801	1	7'-6"	Str						
RE 901	1	7'-10"	Str						
RE1001	2	8'-3"	Str						

NOTES:

BAR SIZE: The 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: A 506 is a No. 5 size bar and P1101 is a No. 11 size bar.

FRANKLIN ENGINEERING, LIMITED
Consulting Engineers
COLUMBUS, OHIO

REINFORCING STEEL

BRIDGE Nº MAD.-70-1555 L & R
OVER BIG DARBY CREEK

MADISON COUNTY I.R. 70
STA. 821+19.75

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JBG	JBG	NCF	ROB Y.A.D.	JA	11/12/65	