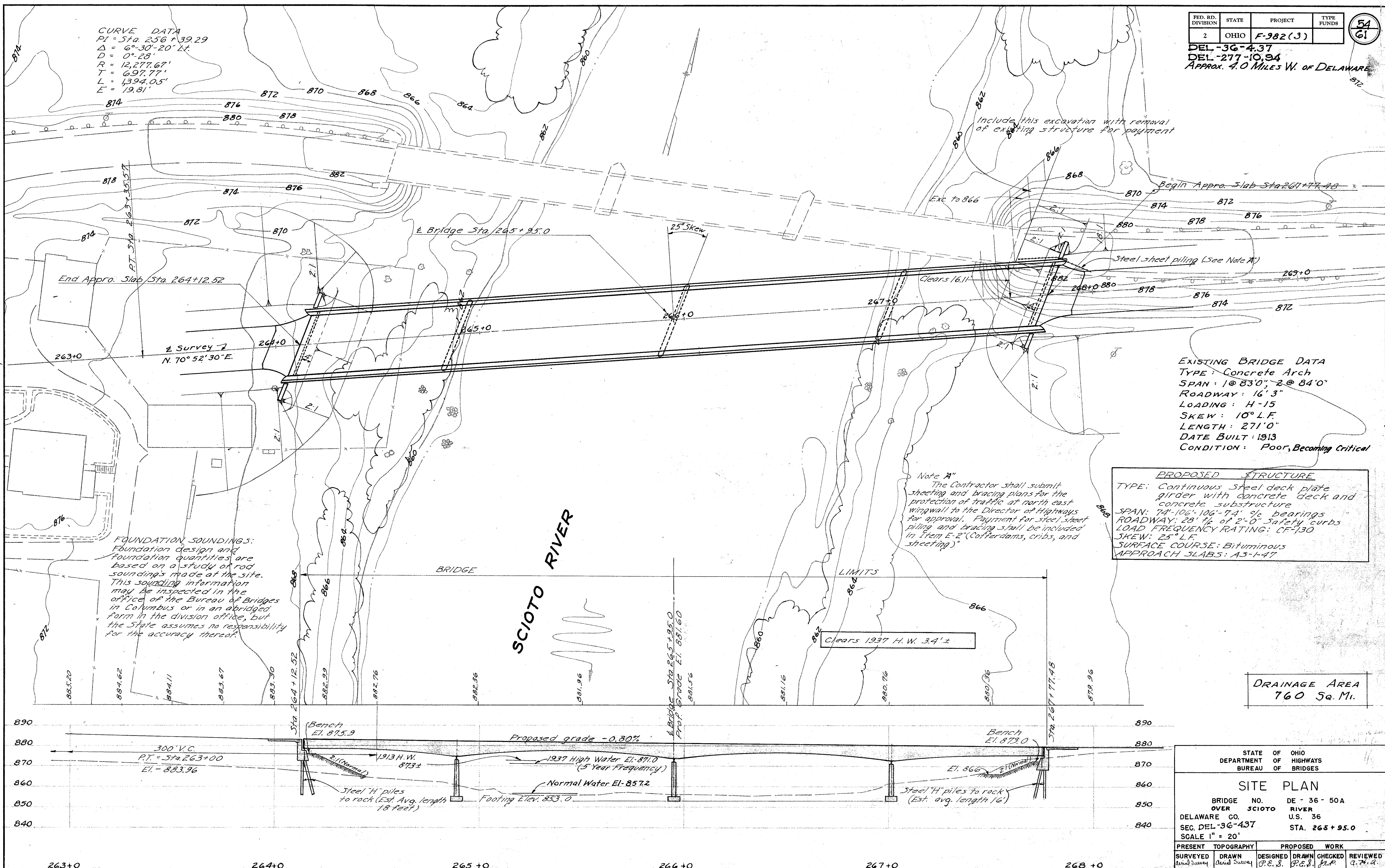
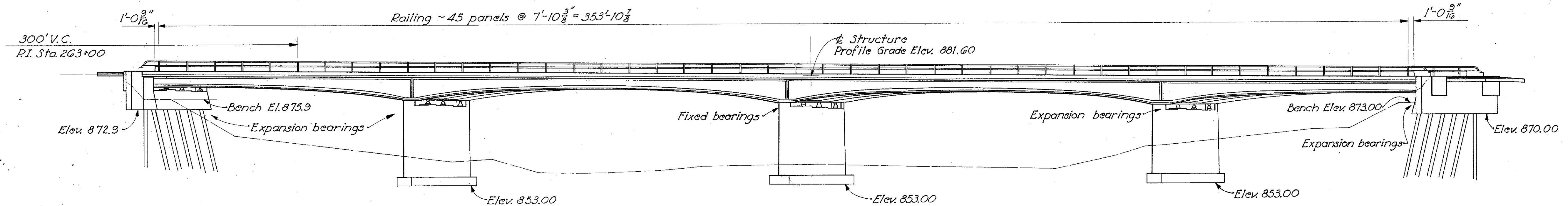
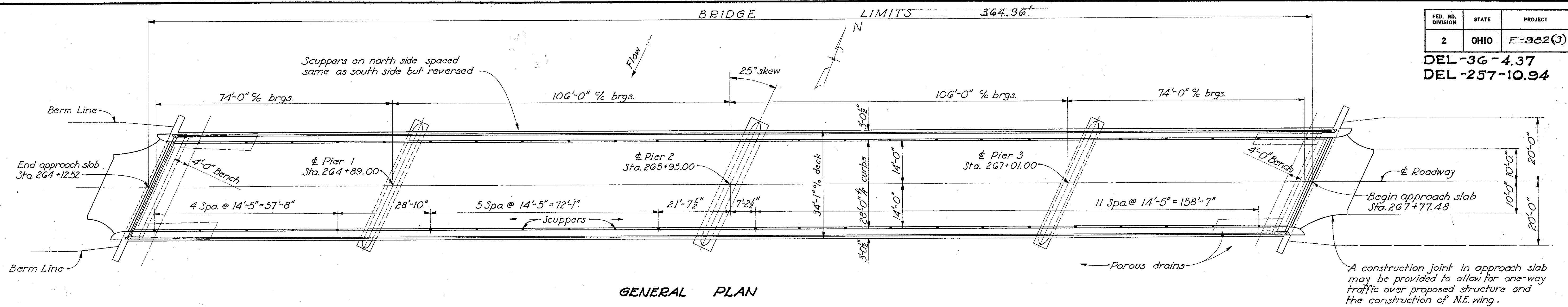


DEL-36-437
 DEL-277-10,94
 APPROX. 4.0 MILES W. OF DELAWARE



STATE OF OHIO		DEPARTMENT OF HIGHWAYS	
BUREAU OF BRIDGES			
SITE PLAN			
BRIDGE NO. DE - 36 - 50A		OVER SCIOTO RIVER	
DELAWARE CO. U.S. 36		SEC. DEL-36-437 STA. 265 + 95.0	
SCALE 1" = 20'			
PRESENT TOPOGRAPHY		PROPOSED WORK	
SURVEYED	DRAWN	DESIGNED	DRAWN
Q. E. S.	Q. E. S.	Q. E. S.	Q. E. S.
CHECKED	REVIEWED		
Q. E. S.	Q. E. S.		

DEL-36-4.37
DEL-257-10.94



SOUTH ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawing RB-1-47 revised 7-27-49.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed. All 1 1/8" round steel tie-bars between spandrel walls at ends of bridge shall be carefully removed and piled along the right-of-way for disposal by the State's forces. The west and east abutments shall be removed to 6" below existing and proposed ground lines respectively. Piers shall be removed to flow line. All materials except the 1 1/8" round bars shall become the property of the Contractor and be disposed of by him. Suitable waste masonry may be used as bank protection where directed by the Engineer. Channel excavation in front of east abutment shall be included with Item S-24, 'Removal of existing structure,' for payment.

EXCAVATION QUANTITY includes the removal of fill material between top of earth bench and bottom of abutment crossbeam.

PILING shall be driven with a steam hammer of not less than 7000" energy per blow, to firm contact with rock which shall be considered as attained when the capacity according to the formula in Sec. S-18.05 is at least 50 tons per pile if a 7000" hammer is used, or 40 tons if a hammer of 15,000" or greater energy is used and if the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report. If the energy rating of the hammer is between these values, the required formula capacity shall be determined by interpolation. (The design load is 28 tons per pile.)

REINFORCING STEEL shall be 2" clear from surface of concrete unless otherwise noted.

PIER FOOTINGS shall extend a minimum of 3" into solid rock or to the elevation shown, whichever is lower.

WELDING of structural steel shall be Class "A" except as otherwise shown. Class "B" welds are shown thus: B.

PAINTING, both shop and field, shall be according to Item S-8 except that the paint shall be applied by brushing. Spray application will not be permitted.

SURFACE FINISH OF CONCRETE: Railing end posts, curb faces and fascias of deck shall be given a rubbed surface finish. All other exposed surfaces shall be governed by the provisions of Item S-1.

POROUS DRAINS, extending from face of abutments to elevation 865.0 at west abutment and elevation 866.0 at east abutment, shall be placed on and flush with embankment slopes at all four corners of the bridge. The drains shall be 4 ft. wide at the east abutment, and at the west abutment they shall be 5 1/2 ft. wide at the low end tapering to 4 ft. wide at abutment face. They shall be 1 ft. thick, and shall be centered under the scuppers. They shall be composed of No. 1 or No. 12 gravel, stone or slag. Construction procedure shall conform essentially to Item I-9. Trench excavation shall be included for payment with the price per cu. yd. bid for "Porous Drains on Embankment Slopes."

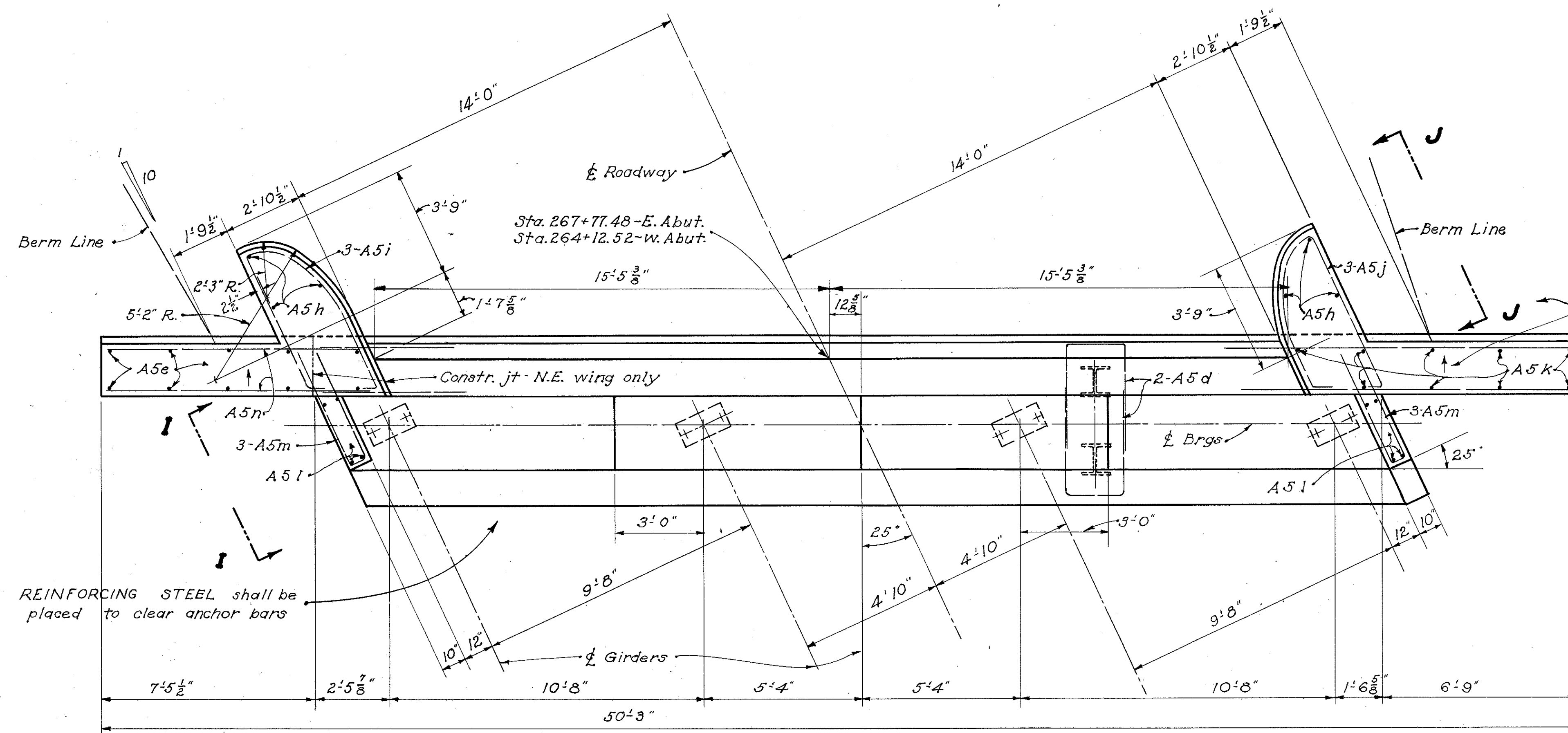
GRAVEL, if used as the coarse aggregate, shall be according to Sec. M-3.93 instead of M-3.91 for Class "C" concrete, superstructure. Gravel meeting the requirements of Sec. M-3.93 may also be used for other concrete in this structure.

MAINTENANCE OF TRAFFIC: At least one-way traffic shall be maintained continuously throughout the construction period. Traffic shall be maintained over existing bridge until it can be routed over the proposed structure. The northeast wingwall of the proposed structure shall be constructed after traffic has been routed over the proposed structure. See Note "A" sheet No. 54.

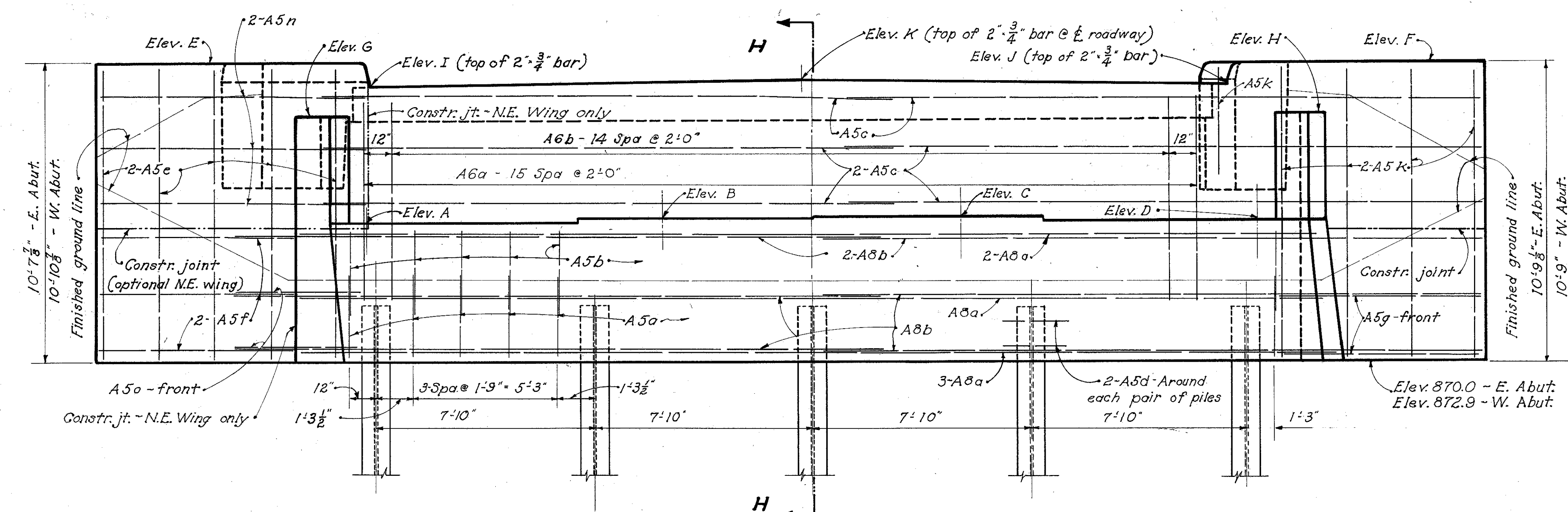
ESTIMATED QUANTITIES									
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	E. ABUT.	W. ABUT.	PIER 1	PIER 2	PIER 3
E-2	Lump	Sum	Cofferdams, cribs and sheeting						
E-2	225	Cu. Yd.	Unclassified excavation		75	40	65	10	35
E-2	80	Cu. Yd.	Rock excavation				19	26	35
S-1	365	Cu. Yd.	Class "C" concrete, superstructure	365					
S-1	125	Cu. Yd.	Class "E" concrete, abutments		63	62			
S-1	62	Cu. Yd.	Class "E" concrete, pier footings				18.5	25	18.5
S-1	221	Cu. Yd.	Class "E" concrete, pier walls				77	74	70
S-3	1110	Sq. Yd.	Type "C" waterproofing	1110					
S-4	105,871	Lbs.	Reinforcing steel	93,709	2980	2980	2098	2073	1943
S-7	489,500	Lbs.	Structural steel	489,500					
S-8	489,500	Lbs.	Field painting of structural steel	489,500					
S-14	731	Lin. Ft.	Railing, steel with concrete end posts	731					
S-16	Lump	Sum	First test pile						
S-18	340	Lin. Ft.	Steel piling, 12 BP 53		160	180			
S-24	Lump	Sum	Removal of existing structure						
S-29	722	Lin. Ft.	Subdrainage for wearing surface course	722					
S-29	16	Cu. Yd.	Porous drains on embankment slopes						16
T-35	76	Cu. Yd.	Asphaltic concrete surface course Type "A" or "C" (10-80)	76					

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS							
GENERAL PLAN & ELEVATION, NOTES & ESTIMATED QUANTITIES							
BRIDGE No. DE-36-50A OVER SCIOTO RIVER							
DELAWARE COUNTY Sec. DEL-36-4.37							
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	BY	REVISION
Ray	Ray	W.C.K.	W.C.K.	W.C.K.	4-19-54	W.C.K.	3-3-55

DEL-36-437
DEL-257-10.94

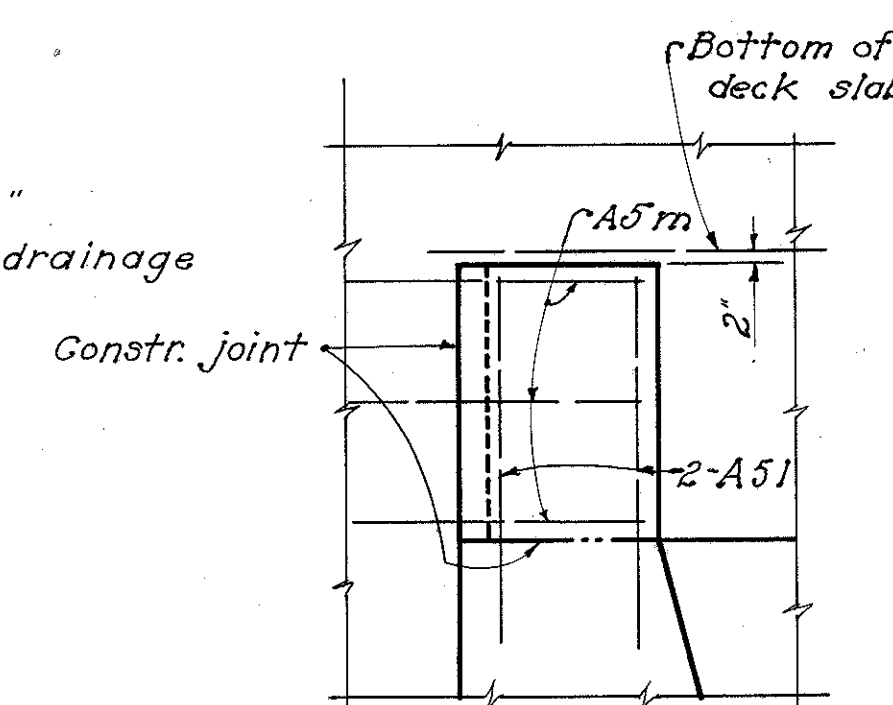


PLAN

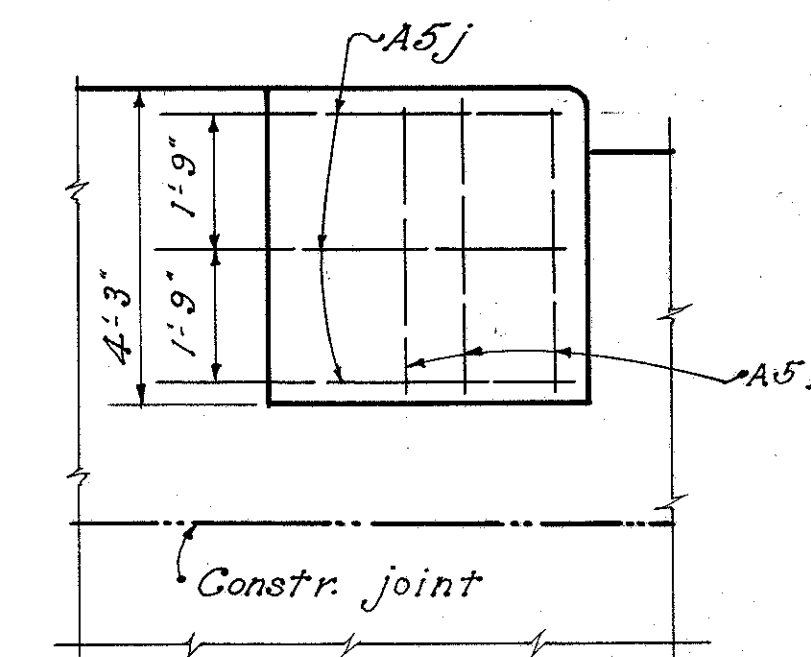


ELEVATION

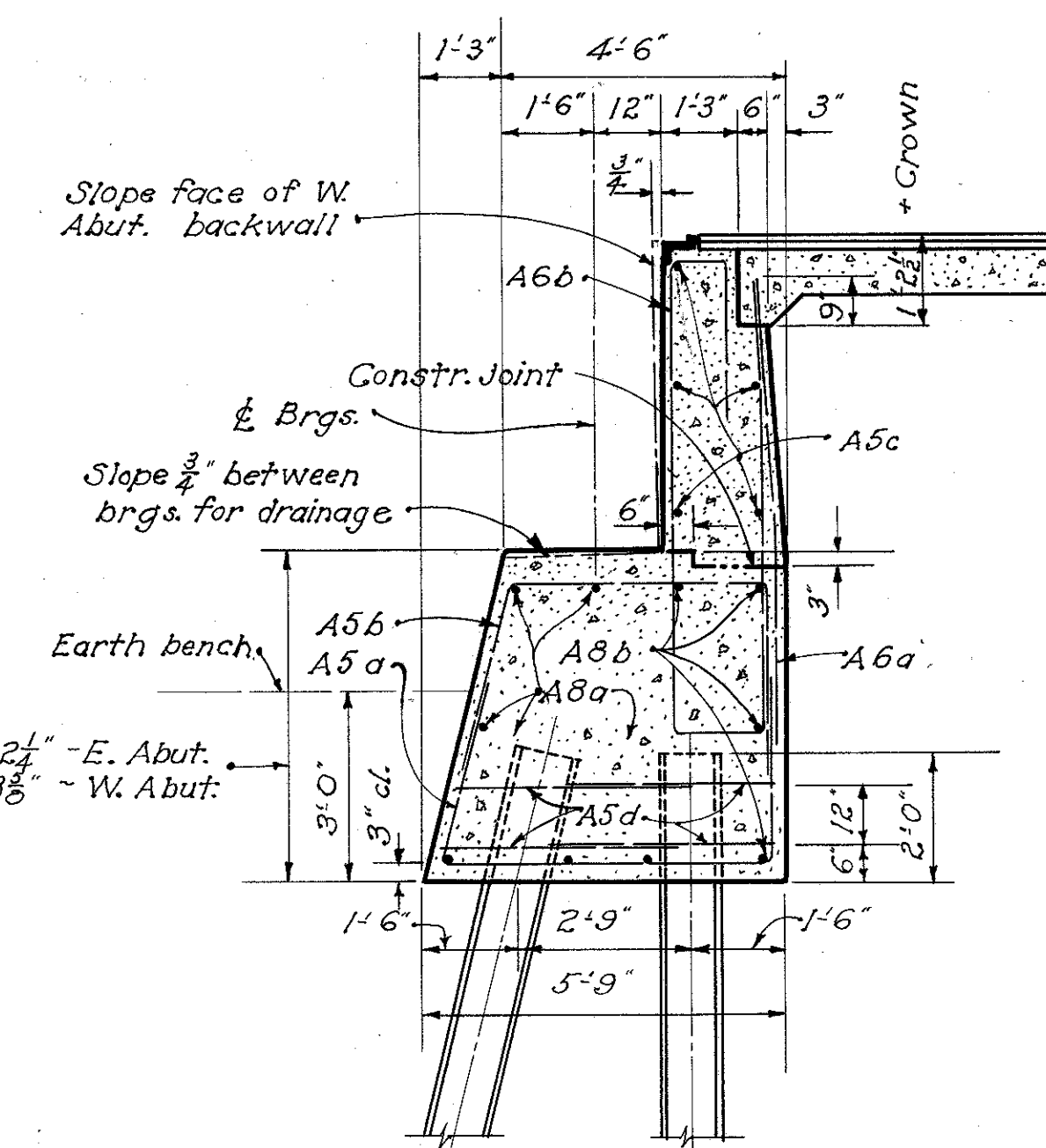
ELEVATIONS		
Letter	E. Abut.	W. Abut.
A	875.00	878.10
B	875.19	878.20
C	875.23	878.14
D	875.11	877.94
E	880.66	883.81
F	880.76	883.65
G	878.83	881.94
H	878.95	881.76
I	879.85	882.98
J	879.96	882.82
K	880.13	883.12



SECTION I-I



SECTION J-J



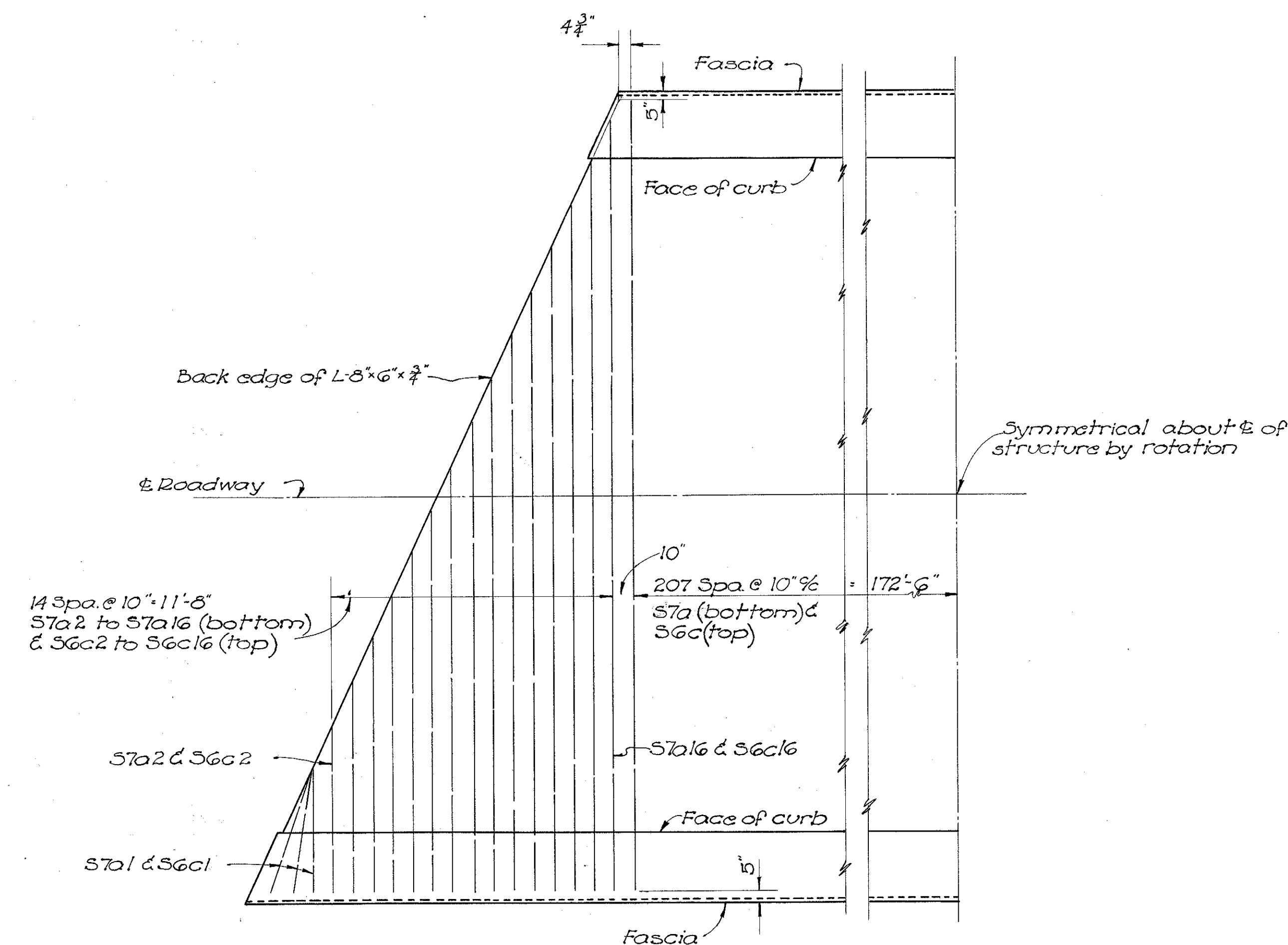
SECTION H-H

CAPPED PILE ABUTMENTS: All earth fill around the abutments shall be made full height of earth bench. Excavation shall then be made for abutment cap, after which the piling shall be driven.

BRIDGE SEAT PROCEDURE: Concrete above bridge seat construction joint shall not be placed until after steel work is erected. Steel end finish shall be used as template for top of backwall.

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS					
ABUTMENT DETAILS					
BRIDGE NO. DE-36-50A OVER SCIOTO RIVER					
DELAWARE COUNTY SEC. DEL-36-437 STA. 265+95.00					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
Ray	Ray	D.G.X.	W.C.K.	98	4-19-54

DEL-36-4.37
DEL-257-10.94



PART PLAN OF TRANSVERSE REINFORCING IN DECK SLAB

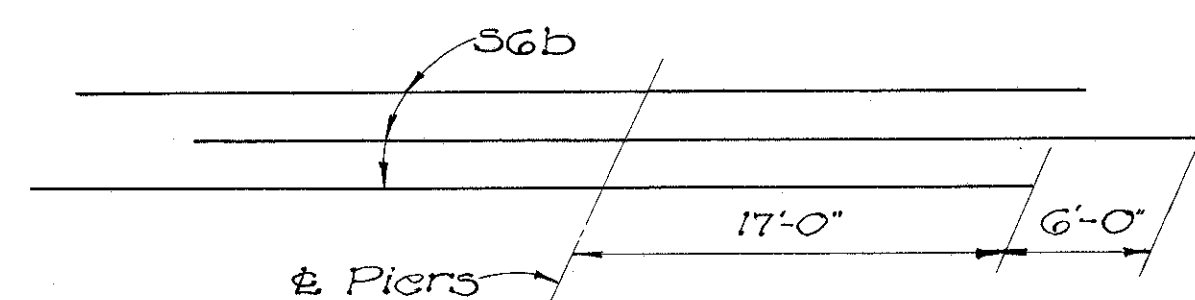
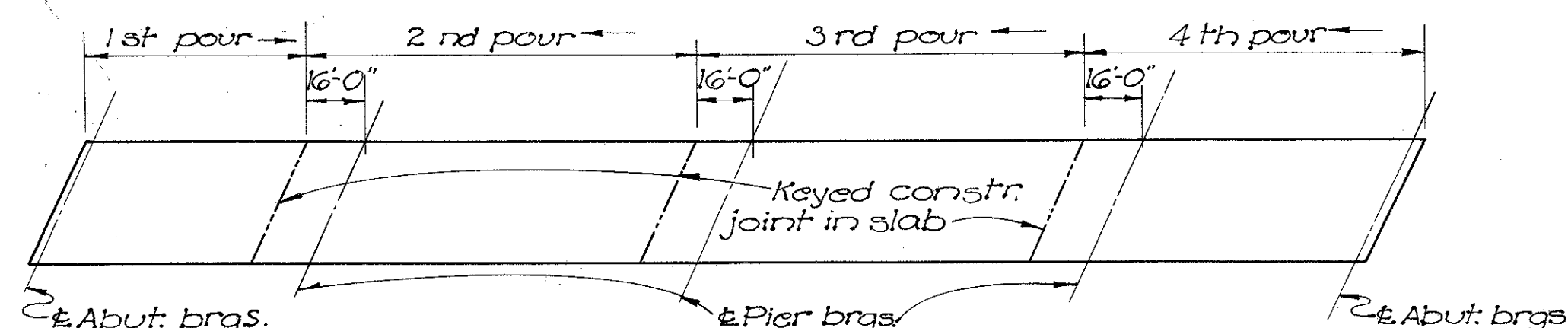


DIAGRAM SHOWING STAGGER OF S6b BARS



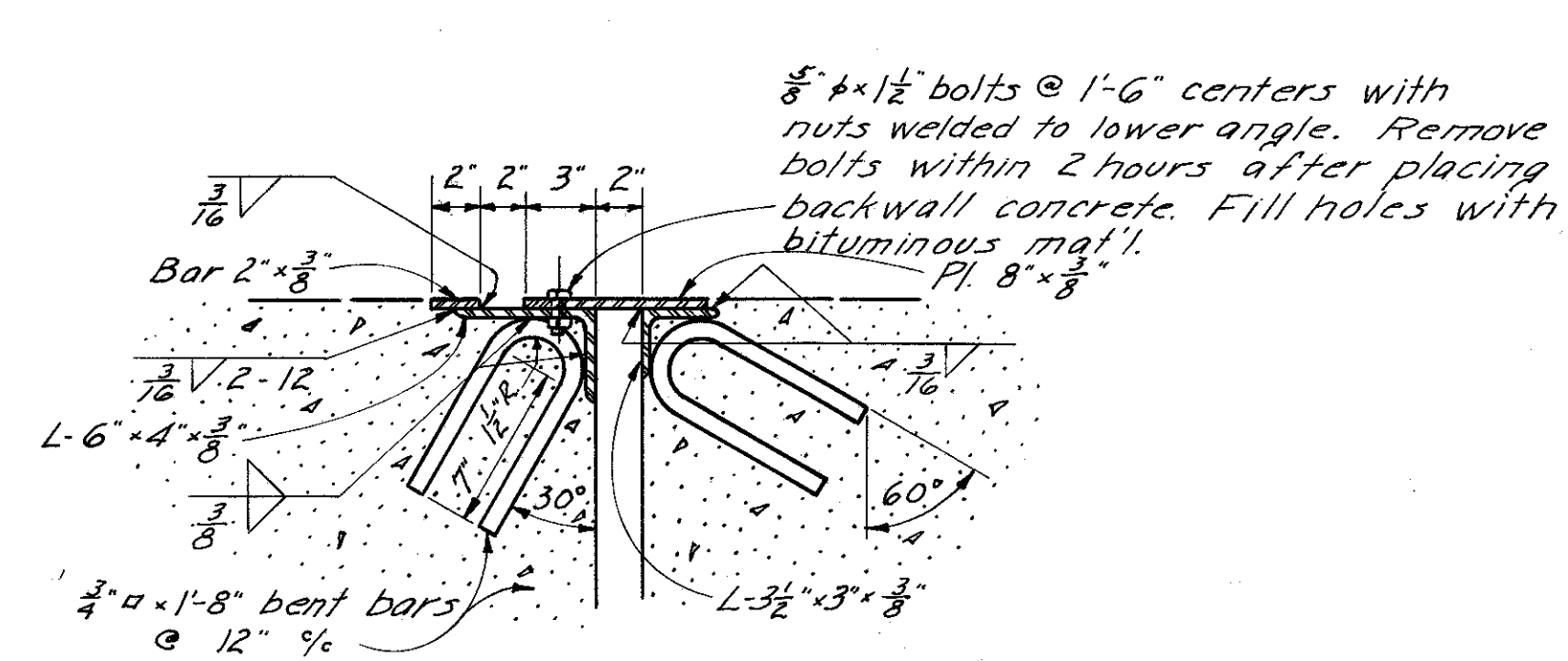
SLAB PLACING SEQUENCE

DECK CONSTRUCTION PROCEDURE: Deck slab shall be placed in sections, between transverse construction joints, in the numerical order and in the direction indicated in order that the major portion of the dead load deflection will occur prior to placing concrete over each pier.

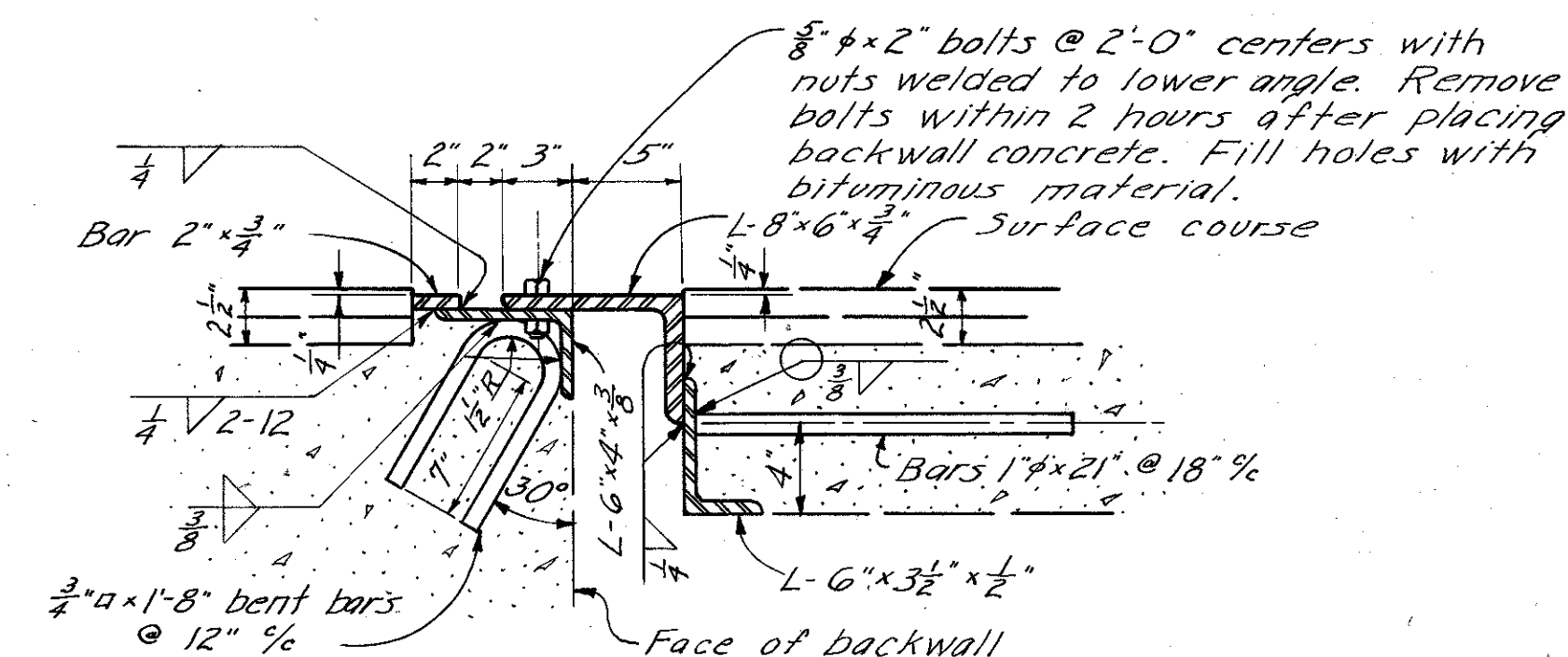
REINFORCING STEEL LIST

MARK	NO.	LENGTH	WEIGHT	SHR	BENDING DIAGRAMS					MARK	NO.	LENGTH	WEIGHT	SHR
SUPERSTRUCTURE										ABUTMENTS				
S7a	415	33'-3"	29,203	S						A5a	12	35'-3"	1,129	S
S7a1	6	6'-2"	76	S						A5b	16	23'-9"	1,015	S
S7a2	2	6'-10"	28	S						A5c	32	7'-0"	336	B
S7a3	2	8'-8"	35	S						A5d	30	16'-4"	826	B
S7a4	2	10'-5"	43	S						A5e	36	11'-3"	422	B
S7a5	2	12'-3"	50	S						A5f	36	10'-1"	379	B
S7a6	2	14'-0"	57	S						A5g	20	22'-1"	461	S
S7a7	2	15'-10"	65	S						A5h	40	8'-1"	337	B
S7a8	2	17'-7"	72	S						A5i	20	10'-3"	214	S
S7a9	2	19'-5"	79	S						A5j	12	7'-3"	91	S
S7a10	2	21'-2"	87	S						A5k	4	8'-2"	34	S
S7a11	2	23'-0"	94	S						A5l	12	3'-10"	48	S
S7a12	2	24'-9"	101	S						A5m	6	12'-9"	80	B
S7a13	2	26'-7"	109	S						A5n	6	12'-3"	77	B
S7a14	2	28'-4"	116	S						A5o	18	10'-4"	194	S
S7a15	2	30'-2"	123	S						A5p	16	5'-2"	86	S
S7a16	2	31'-11"	130	S	A5q	12	8'-3"	103	B					
S6a	620	37'-10"	35,232	S	A5r	12	9'-0"	113	S					
S6b	75	40'-0"	4,506	S	A5s	4	3'-6"	15	S					
S6c	415	33'-3"	20,726	S										
S6c1	6	6'-2"	56	S										
S6c2	2	6'-10"	21	S										
S6c3	2	8'-8"	26	S										
S6c4	2	10'-5"	31	S										
S6c5	2	12'-3"	37	S										
S6c6	2	14'-0"	42	S										
S6c7	2	15'-10"	48	S										
S6c8	2	17'-7"	53	S										
S6c9	2	19'-5"	58	S										
S6c10	2	21'-2"	64	S										
S6c11	2	23'-0"	69	S										
S6c12	2	24'-9"	74	S										
S6c13	2	26'-7"	80	S										
S6c14	2	28'-4"	85	S										
S6c15	2	30'-2"	91	S										
S6c16	2	31'-11"	96	S										
S4a	482	4'-10"	1,556	B										
S4b	482	4'-0"	1,288	B										

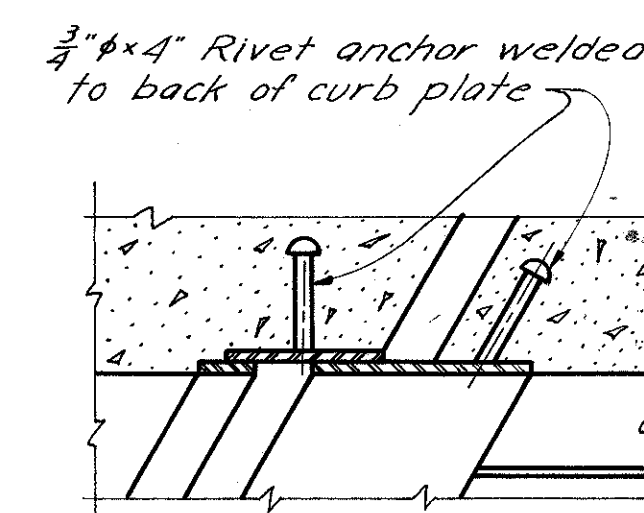
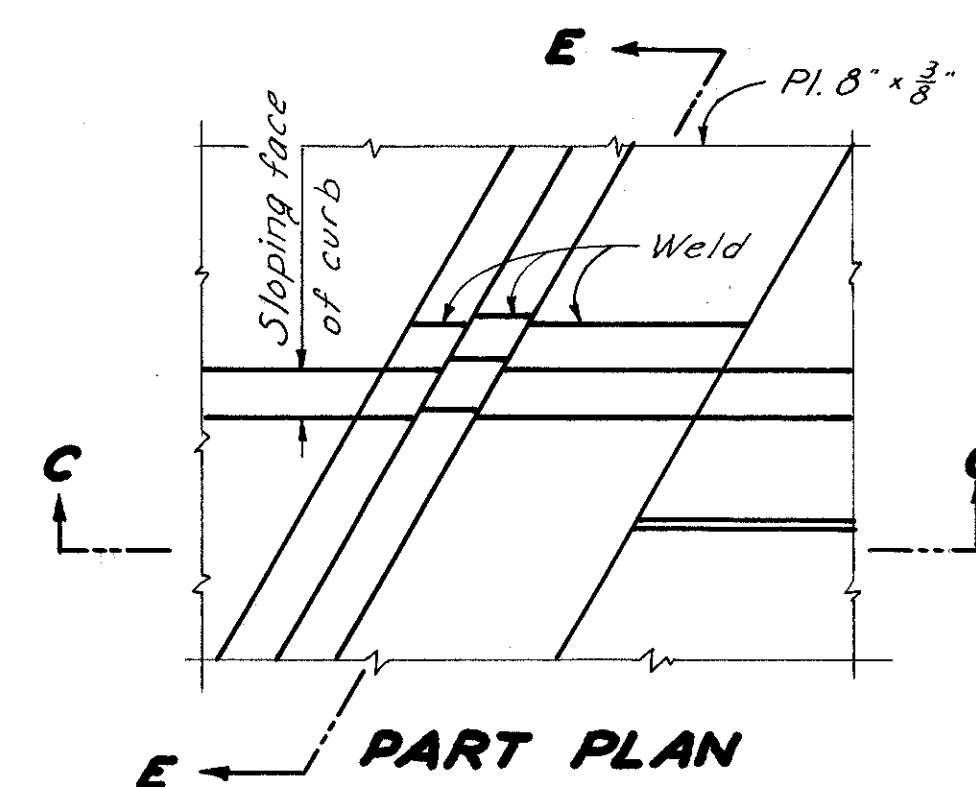
DEL-36-4.37
DEL-257-10.94



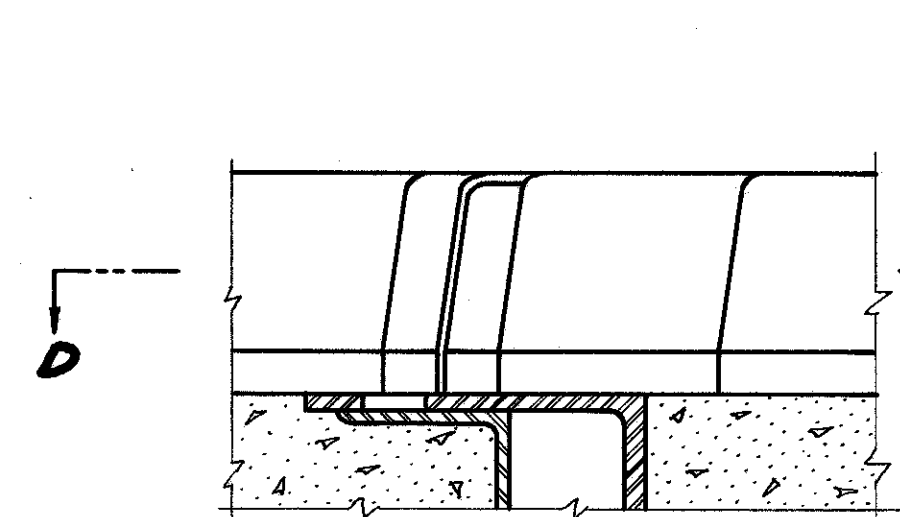
CURB END FINISH



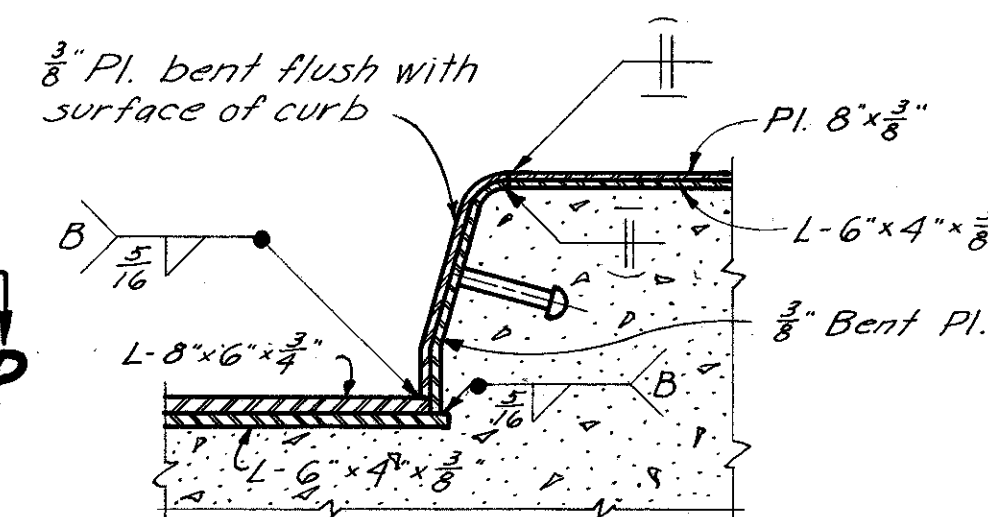
ROADWAY END FINISH



SECTION D-D



SECTION C-C



SECTION E-E

CURB PLATE DETAILS

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS						
END FINISH DETAILS						
BRIDGE NO. DE-36-50A OVER SCIOTO RIVER						
DELAWARE COUNTY						
SEC. DEL-36-4.37				STA. 265+95.00		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Ray	Ray	EA	W.C.K.	BFG	4-19-54	

