FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-29(2)	

19
28

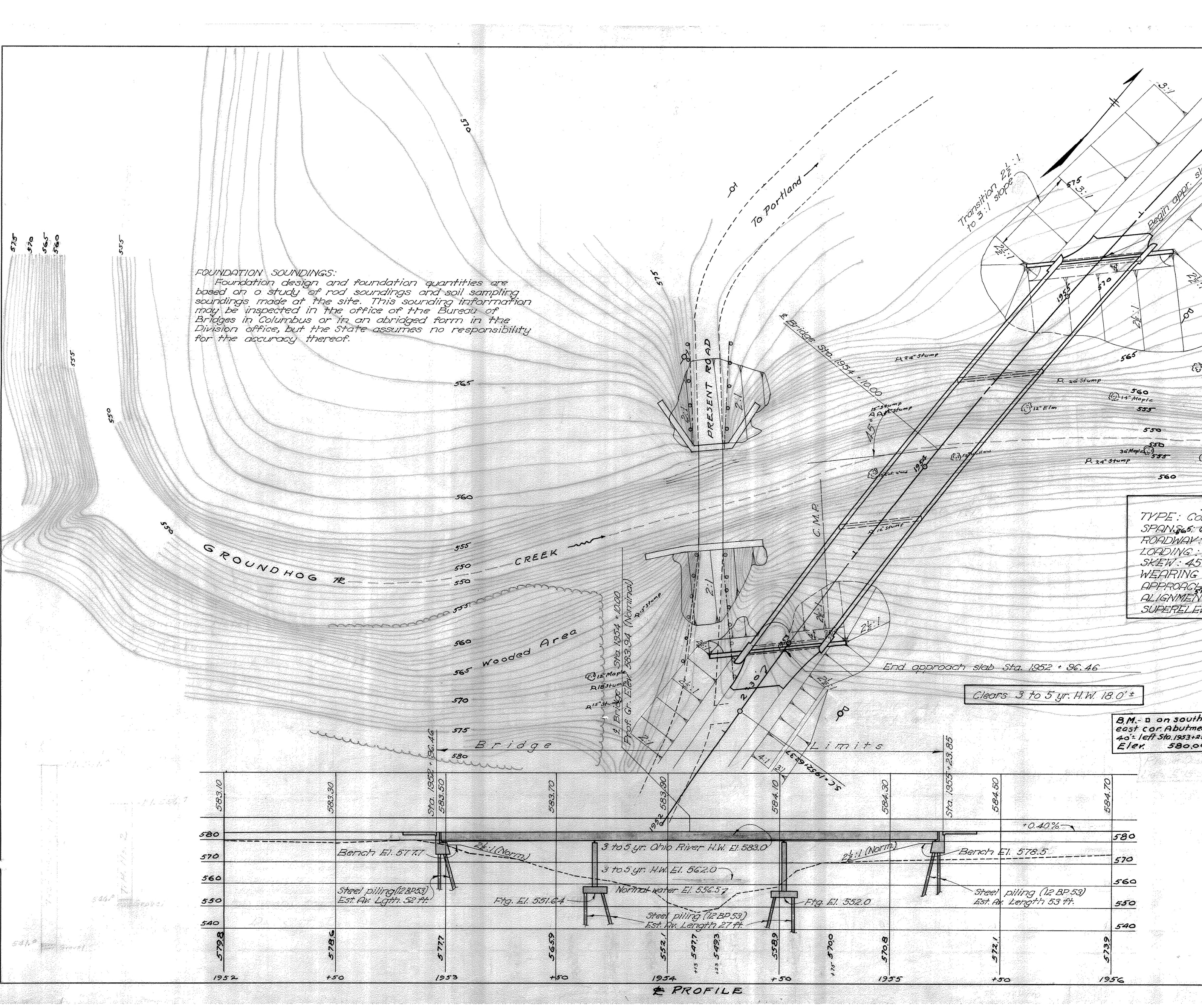
MEG-124-(36.91)(46.56)
3.5± Miles South of Portland

CURVE DATA

P.I. = 1957+30.55
Δ = 26°-40'
Dc = 2°-30'
Ts = 618.28'
Ls = 150'
Max. S.E. = 0.041' per ft.

PART I

FOUNDATION SOUNDINGS:
Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in an abridged form in the Division office, but the State assumes no responsibility for the accuracy thereof.



PROPOSED STRUCTURE

TYPE: Cont. steel beams with reinf. conc. sub's'tr.
SPANS: 68' - 85' - 68' ctr. to ctr. of bearings.
ROADWAY: 24'-0" f/f curbs with 1'-6" safety curbs.
LOADING: S-12-46.
SKEW: 45°-00' R.F.
WEARING SURF.: ½" monolithic concrete.
APPROACH SLABS: As shown.
ALIGNMENT 2°-30' Rt. curve.
SUPERELEV.: 0.041 ft. per ft.

DRAINAGE AREA	**8.6 SQ. MI.**
NORMAL WATER ELEVATION	556.5
3 TO 5 YEAR HIGH WATER ELEV.	562.0
3 TO 5 YEAR OHIO RIVER BACKWATER	583.0

DATA ON PRESENT BRIDGE

BRIDGE No-ME-124-412

Low Truss	
Clear Span	44'-0"
Length out to out bridge floor	50'-6"
Width between bridge railings	11'-5"
Width out to out trusses	14'-0"
Stone Abutments	
Elevation of bridge floor	579.3
Stream bed elevation at bridge	548.0

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE No ME-124-412
OVER
GROUNDHOG CREEK

MEIGS CO.
Sec. MEG-124-3691 Sta. 1954+10.00
Scale 1" = 20'

Present Topography		Proposed Work			
Surveyed	Drawn	Designed	Drawn	Checked	Reviewed
Beegle	C.E.F.	J.H.B.	J.H.B.	P.E.S.	C.H.A.

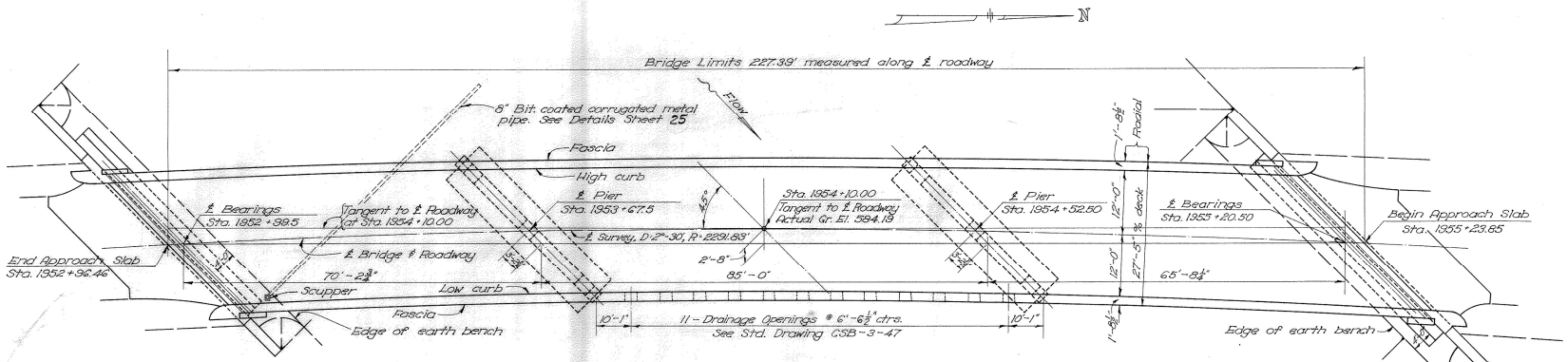
BFG

WHG 6-5-53

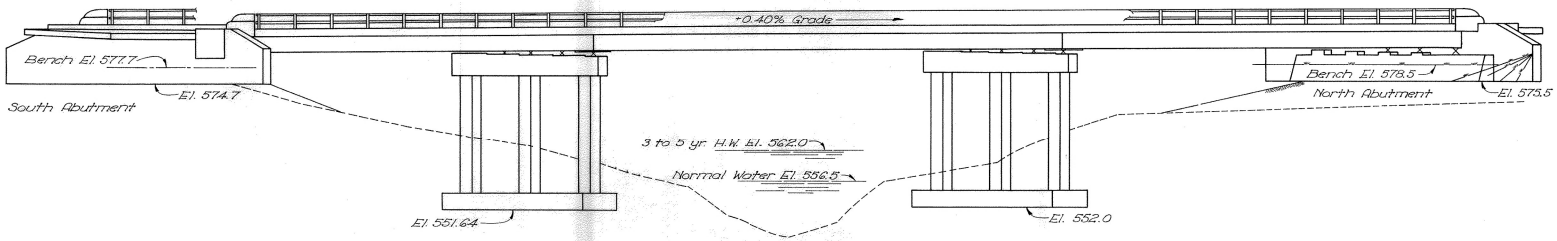
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-29(2)	

20
28

MEG-124-(36.91)(46.56)
PART I



PLAN



ELEVATION
Piling not shown

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CSB-3-47, revised 7-27-49, and RB-1-47, revised 7-27-49, for details not shown.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic, the existing structure shall be removed and become the property of the Contractor. The North abutment shall be removed to 6" below the ground line. The South abutment shall be removed to El. 560.0. Earth back of abutments shall be dressed to 2:1 slope, (dressing at slopes included with removal of existing structure for payment). Suitable waste masonry may be dumped as bank protection at the direction of the Engineer.

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 7,000 # energy per blow, to firm contact with the layers of sandstone and blue clay, which shall be considered as attained when the capacity according to the formula in Sec. S-18.05 is at least 60 tons for the pier piles and 25 tons for abutment piles if a 7,000 # hammer is used, or 45 tons for the pier piles and 17 tons for the abutment piles if a 15,000 # hammer is used, and if the length of penetration is approximately equal to the depth to the sandstone and clay layers as indicated by 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 30 tons for the pier piles and 17 tons for the abutment piles.)

WELDING of structural steel shall be Class "A" except as otherwise shown.

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.

METAL WASHERS of approximately 3" diameter shall be provided on the anchor bolts, between the railing posts and the fascia of the deck, to hold the railing in accurate alignment. Washers shall be used only to the extent necessary for this purpose. The space between each railing post and the face of the concrete shall be thoroughly and neatly filled with 'Leadite' or approved equivalent to exclude moisture. Payment for washers and filling shall be considered as included in the contract price per lin. Ft. of railing.

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

STEEL FOR END FINISH need not be copper-bearing.

ESTIMATED QUANTITIES

Item	Total	Unit	Description	N. Abut	S. Abut	Piers	Superst.	Gen.	As Built	
E-2	Lump	Sum	Cofferdams, cribs and sheeting					Lump		
E-2	462	cu. yd.	Unclassified excavation	30	53	353		4		
S-1	153	cu. yd.	Class "C" concrete, superstructure				153			
S-1	132	cu. yd.	Class "C" concrete, abutments	65	65			2		
S-1	60	cu. yd.	Class "C" concrete, pier caps & columns			60				
S-1	76	cu. yd.	Class "E" concrete, pier footings			76				
S-4	61,820	lbs.	Reinforcing steel	6,085	6,038	18,761	29,653	283		
S-7	~~194,500~~	lbs.	Structural steel				~~194,500~~		[C] +638	195,138
S-8	~~194,500~~	lbs.	Field painting of structural steel				~~194,500~~		[C] +638	195,138
S-14	452.0	lin. ft.	Railing (Steel with concrete end posts)				452.0			
S-16	Lump	Sum	First test pile					Lump		
S-18	~~2,340~~	lin. ft.	Steel piling, 12" BP @ 53 lbs.	690	680	970			[C] +16.5	2358.5
S-24	Lump	Sum	Removal of existing structure					Lump		
S-29	65	lin. ft.	8" Bitum. coated corrugated metal pipe, including specials					65		

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

GENERAL PLAN & ELEVATION, NOTES & ESTIMATED QUANTITIES

BRIDGE No. ME-124-412 over GROUNDHOG CREEK

Meigs County
Sec. MEG-124-36.91 Sta. 1954+10.00

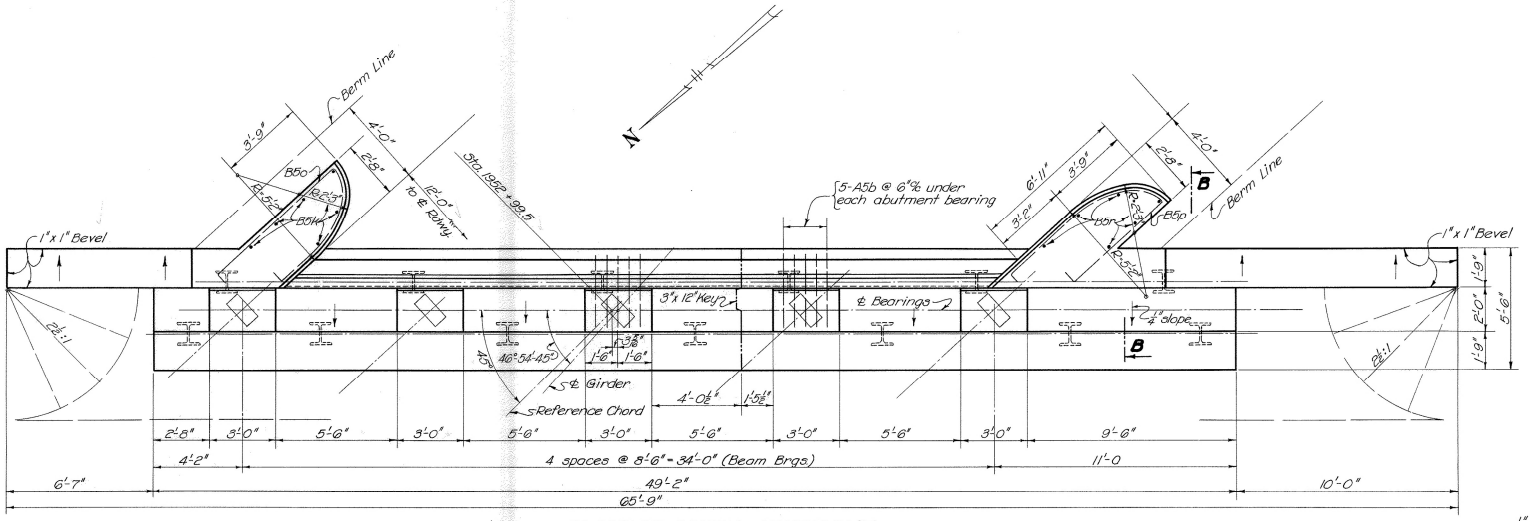
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.	JVP	CWE	BRG WHC	6-5-53	

P.G. 6/29/55

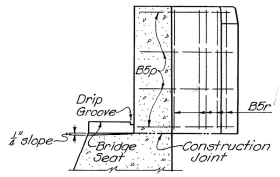
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-229(2)	

21
28

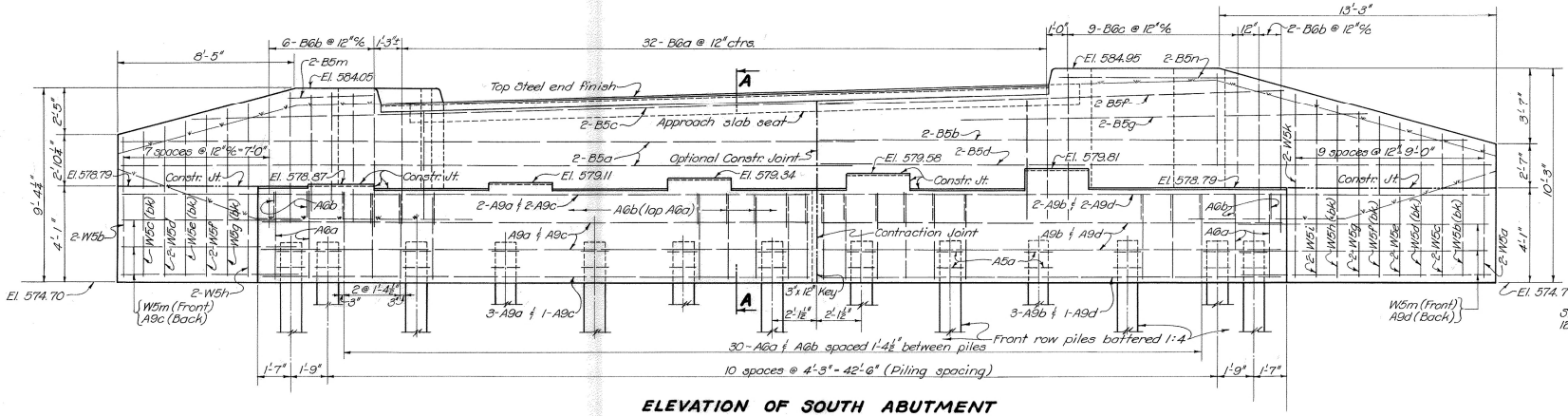
MEG-124-(36.91)(46.56)
PART I



PLAN OF SOUTH ABUTMENT

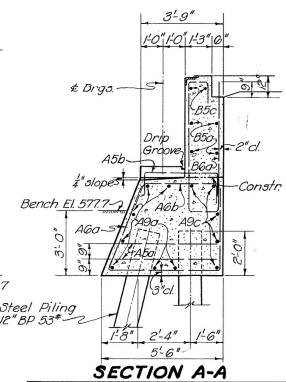


SECTION B-B



ELEVATION OF SOUTH ABUTMENT

For notes See Sheet No. 22



SECTION A-A

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

SOUTH ABUTMENT DETAILS

BRIDGE NO. ME-124-412
OVER GROUNDHOG CREEK

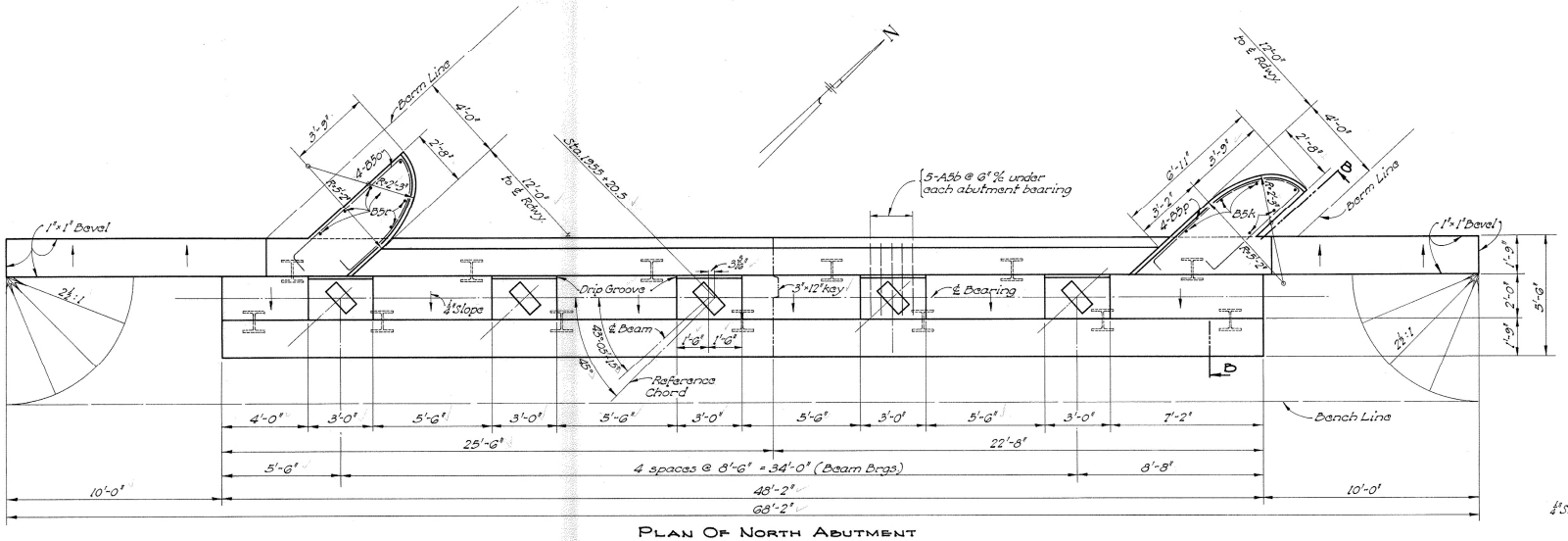
MEIGS COUNTY
SEC. MEG-124-36.91 STA. 1954 + 10.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED BPS	DATE	REVISED
J.V.G.	J.V.G.	N.E.Y.		W.H.C.	6-5-53	

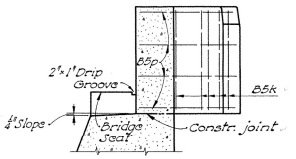
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-2.9 (2)	

22
28

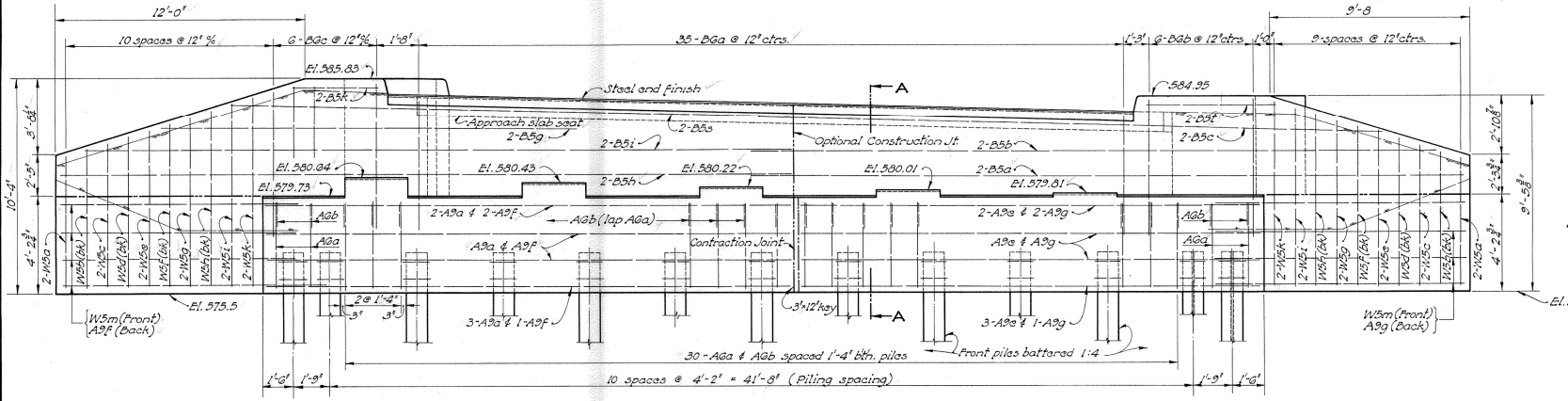
MEG-124-(36.91)(46.56)
PART I



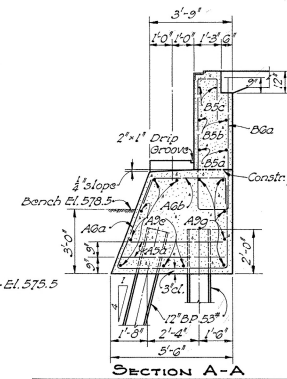
PLAN OF NORTH ABUTMENT



SECTION B-B



ELEVATION OF NORTH ABUTMENT



SECTION A-A

Notes:-

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

Concrete above bridge seat construction joint shall not be placed until after steelwork is erected. Steel end finish shall be used as a template for top of backwall.

Unless otherwise noted, reinforcing bar clearance shall be 2" from face of concrete.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

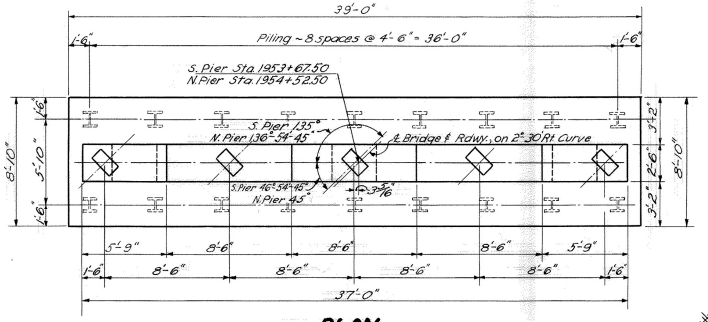
NORTH ABUTMENT DETAILS
BRIDGE NO. ME-124-412
OVER GROUNDHOG CREEK
MEIGS COUNTY STA. 1954+10.00
SEC. MEG-124-36.91

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.W.G.	J.W.G.	AMES		BFG WHC	6-5-53	

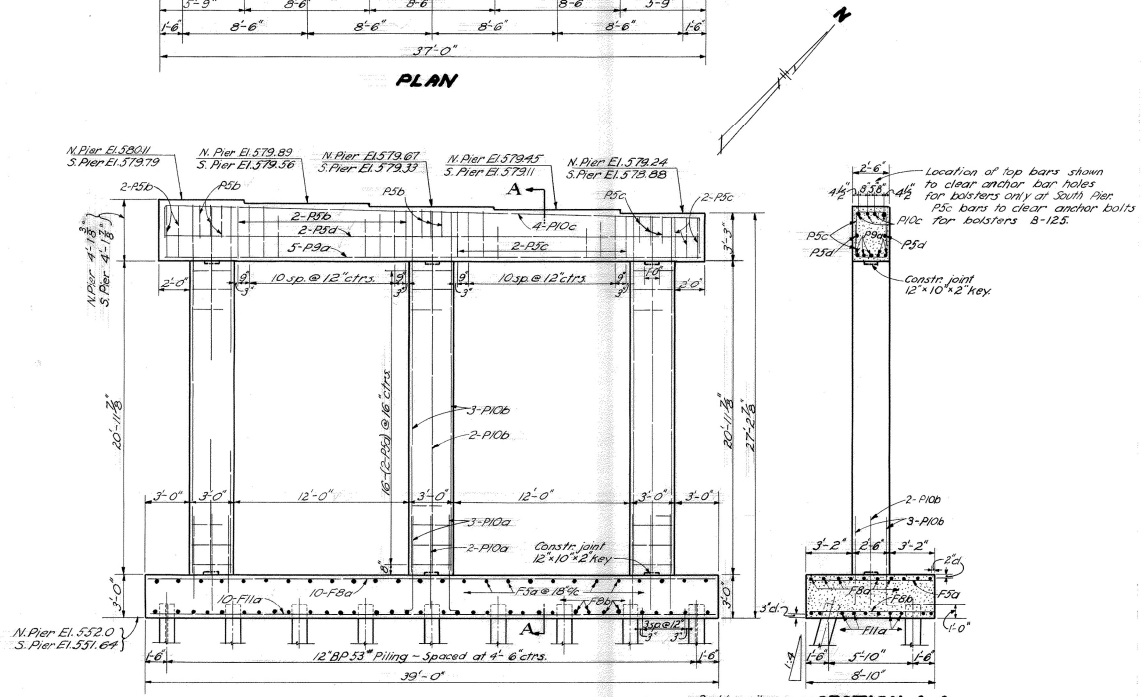
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-29(2)	

23
28

MEG-124-(36.91)(46.56)
PART I



PLAN



TYPICAL PIER ELEVATION

Batter piles on stream side only.

SECTION A-A

Note: Reinforcing bars shall have 2" clearance from face of concrete unless otherwise noted.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

PIER DETAILS

BRIDGE No. ME-124-412
OVER GROUNDHOG CREEK
MEIGS COUNTY STA. 1954+10.00
SEC. MEG-124-36.91

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.	L.J.E.		BFG	6-5-53	

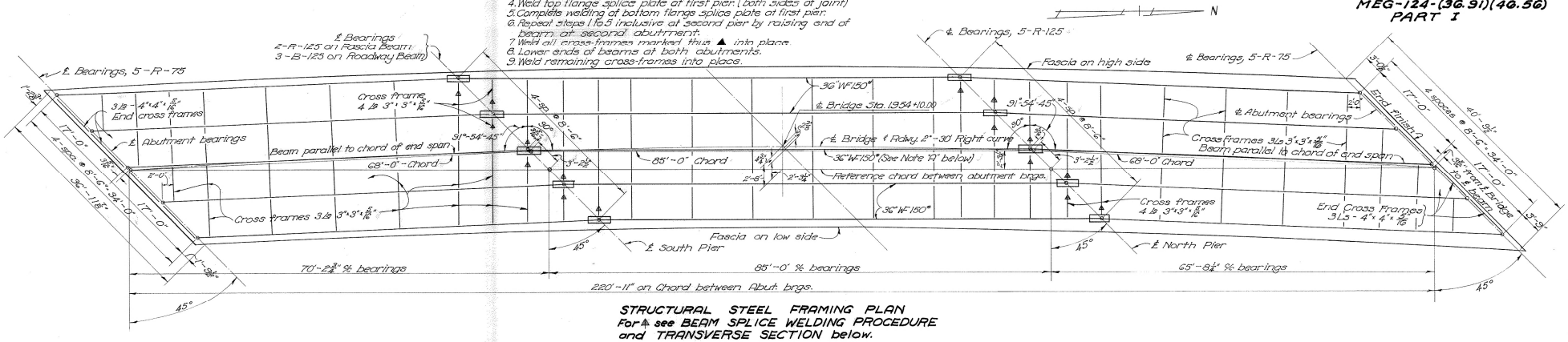
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-229 (2)	

24
28

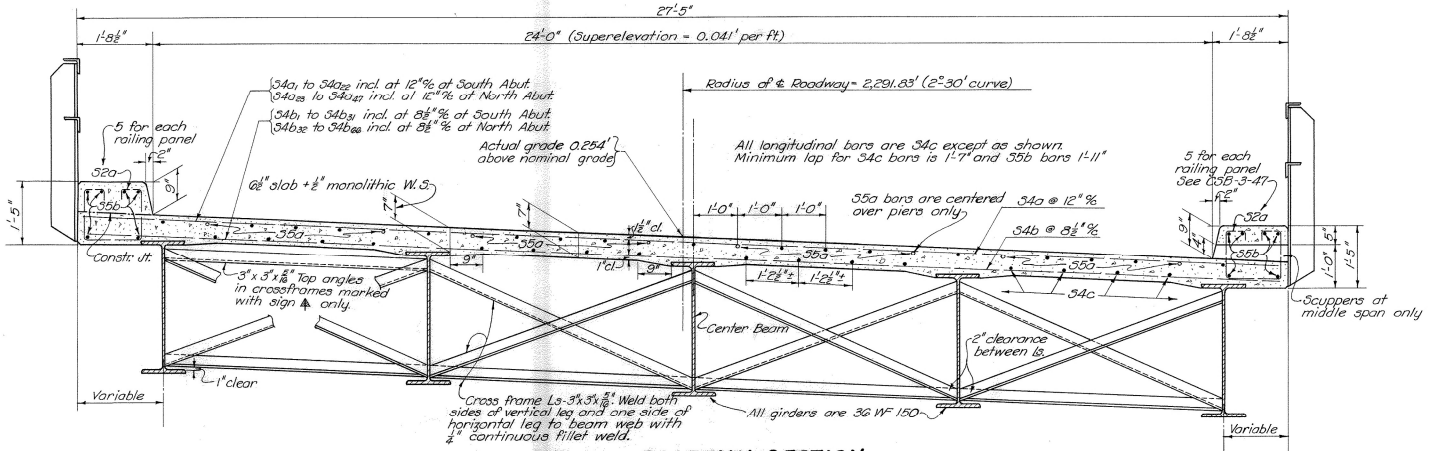
MEG-124-(36.91)(40.56)
PART I

BEAM SPLICE WELDING PROCEDURE

1. At First Pier, weld bottom flange splice plate to beam on middle span side of joint only.
2. Raise end of beam at first abutment 2½ inches.
3. Weld beam flanges and web at first pier.
4. Weld top flange splice plate at first pier. (both sides of joint)
5. Complete welding of bottom flange splice plate at first pier.
6. Repeat steps 1 to 5 inclusive at second pier by raising end of beam at second abutment.
7. Weld all cross-frames marked thus ▲ into place.
8. Lower ends of beams at both abutments.
9. Weld remaining cross-frames into place.



STRUCTURAL STEEL FRAMING PLAN
For ▲ see BEAM SPLICE WELDING PROCEDURE and TRANSVERSE SECTION below.

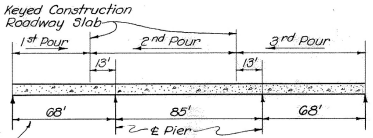


TYPICAL ROADWAY SECTION

DEFLECTION TABLE				
LOCATION	OUTSIDE BEAMS END SPAN	OUTSIDE BEAMS MIDDLE SPAN	INSIDE BEAMS END SPAN	INSIDE BEAMS MIDDLE SPAN
Deflection due to weight of steel	5/8"	25/32"	5/8"	25/32"
Deflection due to remaing D.L.	1"	11/16"	3/4"	1/2"
Total D.L. Deflection	1 5/8"	1 7/16"	1 3/8"	1 1/16"
Required Shop Camber	1 1/4"	1 3/4"	-	1 1/4"

Note: No cambering required of inside beams of end spans, but they shall be so fabricated that any curved beams will be placed with the convex flange up.

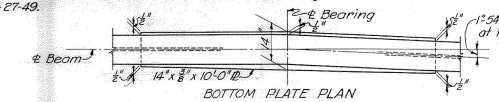
Skewed, Keyed Construction Joint in Roadway Slab

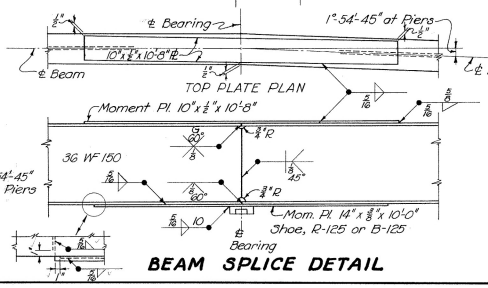


DECK CONSTRUCTION PROCEDURE: Deck slab shall be placed in sections, between skewed transverse construction joints, in the numerical order and in the direction indicated on the diagram above in order that the major portion of the dead load deflection may occur prior to placing concrete over each pier.

NOTE "A" The Center Beam of the middle span is to bisect the middle ordinate of the 2°-30' curve (℄ Roadway) and parallel to its chord, extending from center to center of bearings of the span.
The Center Beams of the End Spans shall extend from the bearings of middle span beam, parallel to the respective chords of end spans.
The other beams in each span shall be parallel to center beam of the same span. Bridge deck shall be built on curve.

For details not shown see Standard Drawing CSB-3-47, revised 7-27-49.





STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

SUPERSTRUCTURE FRAMING PLAN AND TRANSVERSE SECTION

BRIDGE NO. ME-124-412 OVER GROUNDHOG CREEK

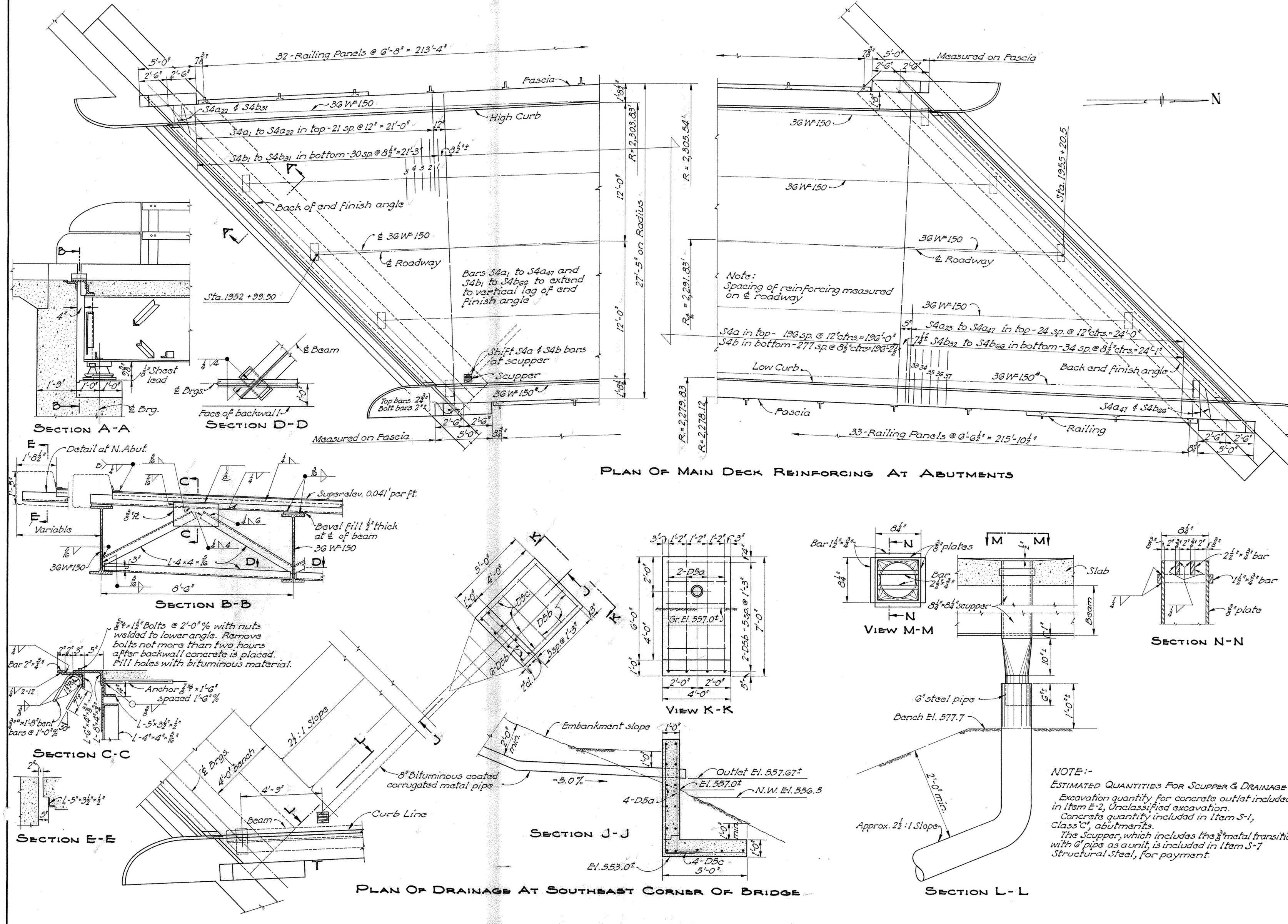
MEIGS COUNTY
SEC. MEG-124-36.91 STA. 1954+10.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED BTC	DATE	REVISED
J.V.G.	J.V.G.	JDJ JVE NEY		WHR	6-5-53	

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-29(2)	

25/28

MEG-124-(36.91)(46.56)
PART I



NOTE:-

ESTIMATED QUANTITIES FOR SCUPPER & DRAINAGE

Excavation quantity for concrete outlet included in Item E-2, Unclassified excavation.

Concrete quantity included in Item S-1, Class "C", abutments.

The Scupper, which includes the ⅜" metal transition with 6" pipe as a unit, is included in Item S-7 Structural Steel, for payment.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

Deck Reinforcing Plan
Drainage Details
Bridge No. ME-124-412
Over Groundhog Creek

Meigs County Sta. 1954 + 10.00
Sec MEG-124-36.91

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.	GPH CEJ	[illegible]	8F6 WHC	6-5-53	

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	S-29(2)	

26
28

MEG-124-(36.91)(46.56)
PART I

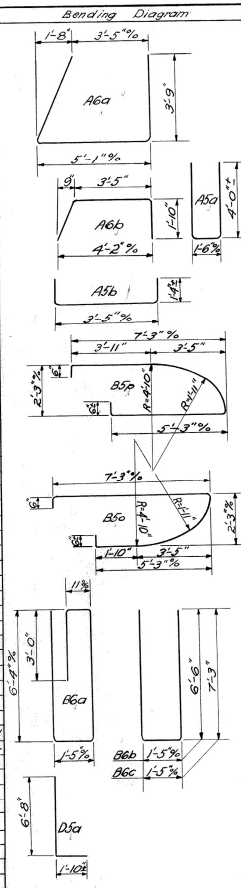
REINFORCING STEEL LIST

Mark	No.	Length	Weight	Ship
		South Abutment		
A9a	7	26'-3"	625	S
A9b	7	22'-0"	529	S
A9c	5	32'-10"	558	S
A9d	5	32'-0"	544	S
A6a	34	12'-7"	643	B
A6b	34	6'-11"	353	B
A5a	52	9'-3"	502	B
A5b	25	5'-10"	152	B
B5b	2	31'-0"	65	S
B3a	4	33'-4"	147	S
B3c	2	30'-0"	63	S
B5d	2	32'-0"	67	S
B5f	2	22'-0"	46	S
B5g	2	20'-0"	42	S
B5k	6	4'-8"	29	S
B5m	2	4'-0"	8	S
B5n	2	8'-6"	18	S
B5o	4	14'-1"	59	B
B5p	4	14'-1"	59	B
B5r	6	5'-8"	35	S
B6a	32	17'-9"	833	B
B6b	8	14'-1"	169	B
B6c	9	15'-7"	211	B
W5a	2	6'-3"	13	S
W5b	3	6'-6"	20	S
W5c	3	6'-9"	21	S
W5d	3	7'-0"	22	S
W5e	3	7'-4"	23	S
W5f	3	7'-8"	24	S
W5g	3	8'-0"	25	S
W5h	3	8'-4"	26	S
W5i	2	8'-8"	18	S
W5k	2	9'-0"	19	S
W5m	6	12'-0"	75	S
		Drainage Concrete		
D5a	8	8'-3"	69	B
D5b	15	3'-8"	58	S
D5c	4	7'-8"	20	S
		North Abutment		
A9a	7	25'-2"	599	S
A9e	7	22'-3"	530	S
A9f	5	35'-2"	598	S
A9g	5	32'-3"	548	S
A6a	34	12'-7"	643	B
A6b	34	6'-11"	353	B
A5a	52	9'-3"	502	B
A5b	25	5'-10"	152	B
B6a	35	17'-4"	911	B
B6b	6	14'-1"	127	B
B6c	6	15'-7"	140	B

Mark	No	Length	Weight	Ship
		North Abutment (cont)		
B5a	2	34'-4"	72	S
B5b	2	33'-4"	70	S
B5c	2	30'-0"	63	S
B5g	2	20'-0"	42	S
B5h	2	35'-0"	73	S
B5i	2	33'-9"	70	S
B5k	8	4'-8"	39	S
B5o	4	14'-1"	59	B
B5p	4	14'-1"	59	B
B5r	6	5'-8"	35	S
W5a	4	6'-3"	26	S
W5b	2	6'-6"	14	S
W5c	4	6'-9"	28	S
W5d	2	7'-0"	15	S
W5e	4	7'-4"	31	S
W5f	2	7'-8"	16	S
W5g	4	8'-0"	34	S
W5h	2	8'-4"	17	S
W5i	4	8'-8"	36	S
W5k	4	9'-0"	38	S
W5m	6	12'-0"	75	S
		Piers		
F1a	20	38'-8"	4109	S
F8a	20	38'-8"	2065	S
F8b	60	8'-6"	1513	S
F5a	52	8'-6"	461	S
P10a	98	8'-0"	1652	B
P10b	48	24'-0"	4957	S
P10c	8	40'-0"	1377	B
P9a	10	36'-8"	1247	S
P5a	192	5'-11"	1185	B
P3b	72	1'-3"	344	B
P5c	70	6'-5"	468	B
P5d	4	36'-8"	153	S

Note: In the reinforcing steel bar marks shown for abutments and piers, the numeral following the first letter is the Bar Number which indicates the size of the bar.

Bending Diagram



Mark	Size	No	Length	Weight	Ship
		Superstructure			
S5a	3/4" ø	16	34'-0"	817	S
S5b	3/4" ø	90	30'-0"	4328	S
S4a	5/8" ø	197	27'-0"	5548	S
S4a1	3/8" ø	1	25'-11"	27	S
S4a2	3/8" ø	1	24'-10"	26	S
S4a3	3/8" ø	1	23'-8"	25	S
S4a4	3/8" ø	1	22'-7"	24	S
S4a5	3/8" ø	1	21'-6"	23	S
S4a6	3/8" ø	1	20'-5"	21	S
S4a7	3/8" ø	1	19'-4"	20	S
S4a8	3/8" ø	1	18'-2"	19	S
S4a9	3/8" ø	1	17'-1"	18	S
S4a10	3/8" ø	1	16'-0"	17	S
S4a11	3/8" ø	1	14'-10"	16	S
S4a12	3/8" ø	1	13'-9"	14	S
S4a13	3/8" ø	1	12'-8"	13	S
S4a14	3/8" ø	1	11'-7"	12	S
S4a15	3/8" ø	1	10'-5"	11	S
S4a16	3/8" ø	1	9'-4"	10	S
S4a17	3/8" ø	1	8'-3"	9	S
S4a18	3/8" ø	1	7'-2"	8	S
S4a19	3/8" ø	1	6'-1"	6	S
S4a20	3/8" ø	1	5'-0"	5	S
S4a21	3/8" ø	1	3'-11"	4	S
S4a22	3/8" ø	4	2'-9"	12	S
S4a22	3/8" ø	1	26'-1"	27	S
S4a24	3/8" ø	1	25'-2"	26	S
S4a25	3/8" ø	1	24'-3"	25	S
S4a26	3/8" ø	1	23'-4"	24	S
S4a27	3/8" ø	1	22'-6"	23	S
S4a28	3/8" ø	1	21'-7"	23	S
S4a29	3/8" ø	1	20'-8"	22	S
S4a30	3/8" ø	1	19'-9"	21	S
S4a31	3/8" ø	1	18'-10"	20	S
S4a32	3/8" ø	1	17'-11"	19	S
S4a33	3/8" ø	1	17'-0"	18	S
S4a34	3/8" ø	1	16'-1"	17	S
S4a35	3/8" ø	1	15'-2"	16	S
S4a36	3/8" ø	1	14'-3"	15	S
S4a37	3/8" ø	1	13'-4"	14	S
S4a38	3/8" ø	1	12'-5"	13	S
S4a39	3/8" ø	1	11'-6"	12	S
S4a40	3/8" ø	1	10'-8"	11	S
S4a41	3/8" ø	1	9'-9"	10	S
S4a42	3/8" ø	1	8'-10"	9	S
S4a43	3/8" ø	1	7'-11"	8	S
S4a44	3/8" ø	1	7'-0"	7	S
S4a45	3/8" ø	1	6'-1"	6	S
S4a46	3/8" ø	1	5'-2"	5	S
S4a47	3/8" ø	5	4'-3"	22	S
S4b	7/8" ø	278	27'-0"	7829	S
S4b1	7/8" ø	1	26'-2"	27	S
S4b2	7/8" ø	1	25'-5"	27	S
S4b3	7/8" ø	1	24'-8"	26	S

Mark	Size	No	Length	Weight	Ship
		Superstructure (cont'd)			
S4b4	7/8" ø	1	23'-11"	25	S
S4b5	7/8" ø	1	23'-1"	24	S
S4b6	7/8" ø	1	22'-4"	23	S
S4b7	7/8" ø	1	21'-6"	22	S
S4b8	7/8" ø	1	20'-9"	22	S
S4b9	7/8" ø	1	20'-0"	21	S
S4b10	7/8" ø	1	19'-2"	20	S
S4b11	7/8" ø	1	18'-5"	19	S
S4b12	7/8" ø	1	17'-7"	18	S
S4b13	7/8" ø	1	16'-10"	18	S
S4b14	7/8" ø	1	16'-1"	17	S
S4b15	7/8" ø	1	15'-3"	16	S
S4b16	7/8" ø	1	14'-6"	15	S
S4b17	7/8" ø	1	13'-9"	14	S
S4b18	7/8" ø	1	12'-11"	13	S
S4b19	7/8" ø	1	12'-2"	13	S
S4b20	7/8" ø	1	11'-4"	12	S
S4b21	7/8" ø	1	10'-7"	11	S
S4b22	7/8" ø	1	9'-10"	10	S
S4b23	7/8" ø	1	9'-0"	9	S
S4b24	7/8" ø	1	8'-3"	9	S
S4b25	7/8" ø	1	7'-6"	8	S
S4b26	7/8" ø	1	6'-8"	7	S
S4b27	7/8" ø	1	5'-11"	6	S
S4b28	7/8" ø	1	5'-1"	5	S
S4b29	7/8" ø	1	4'-4"	4	S
S4b30	7/8" ø	1	3'-6"	4	S
S4b31	7/8" ø	5	2'-9"	14	S
S4b32	7/8" ø	1	26'-4"	28	S
S4b33	7/8" ø	1	25'-9"	27	S
S4b34	7/8" ø	1	25'-1"	26	S
S4b35	7/8" ø	1	24'-5"	25	S
S4b36	7/8" ø	1	23'-9"	25	S
S4b37	7/8" ø	1	23'-2"	24	S
S4b38	7/8" ø	1	22'-6"	23	S
S4b39	7/8" ø	1	21'-10"	23	S
S4b40	7/8" ø	1	21'-3"	22	S
S4b41	7/8" ø	1	20'-7"	21	S
S4b42	7/8" ø	1	19'-11"	21	S
S4b43	7/8" ø	1	19'-3"	20	S
S4b44	7/8" ø	1	18'-8"	19	S
S4b45	7/8" ø	1	18'-0"	19	S
S4b46	7/8" ø	1	17'-4"	18	S
S4b47	7/8" ø	1	16'-8"	17	S
S4b48	7/8" ø	1	16'-1"	17	S
S4b49	7/8" ø	1	15'-5"	16	S
S4b50	7/8" ø	1	14'-9"	15	S
S4b51	7/8" ø	1	14'-2"	15	S
S4b52	7/8" ø	1	13'-6"	14	S
S4b53	7/8" ø	1	12'-10"	13	S
S4b54	7/8" ø	1	12'-3"	13	S
S4b55	7/8" ø	1	11'-7"	12	S
S4b56	7/8" ø	1	10'-11"	11	S
S4b57	7/8" ø	1	10'-3"	11	S
S4b58	7/8" ø	1	9'-8"	10	S
S4b59	7/8" ø	1	9'-0"	9	S
S4b60	7/8" ø	1	8'-4"	9	S

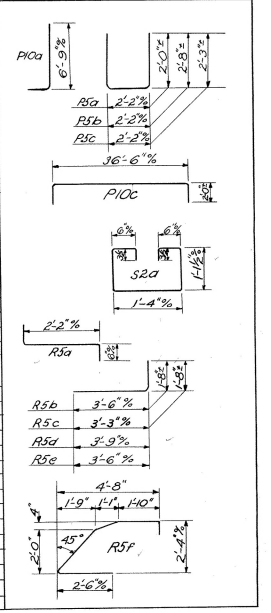
Mark	Size	No	Length	Weight	Ship
S4b61	5/8" ø	1	7'-8"	8	S
S4b62	5/8" ø	1	7'-1"	7	S
S4b63	5/8" ø	1	6'-5"	7	S
S4b64	5/8" ø	1	5'-9"	6	S
S4b65	5/8" ø	1	5'-2"	5	S
S4b66	5/8" ø	7	4'-6"	33	S
S4c	5/8" ø	268	30'-0"	8261	S
S2a	1/2" ø	343	4'-7"	1050	B
		Railing Reinforcing			
R5a	3/4" ø	16	3'-9"		B
R5b	3/4" ø	12	5'-0"		B
R5c	3/4" ø	4	4'-9"		B
R5d	3/4" ø	12	4'-7"		B
R5e	3/4" ø	4	4'-4"		B
R5f	3/4" ø	8	8'-10"		B

Note: Railing reinforcing included with railing for payment.

Note: The bar size designations shown in the superstructure do not correspond with the size designations given in the January 1, 1953 edition of the Construction and Materials specifications.

Replacement Bars				
RE11	1	7'-6"	40	S
RE10	1	7'-2"	31	S
RE9	1	6'-9"	23	S
RE8	1	6'-6"	17	S
RE6	1	5'-11"	9"	S
RE5	2	5'-7"	12	S
RE4	1	5'-3"	4	S

Bending Diagram



STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

REINFORCING STEEL LIST
BRIDGE NO. ME-124-412
OVER GROUNDHOG CREEK
MEIGS COUNTY
SEC. MEG-124-36.91 Sta

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.W.G.	J.W.G.	L.J.E.	C.J.M.	W.H.C.	6-5-53	