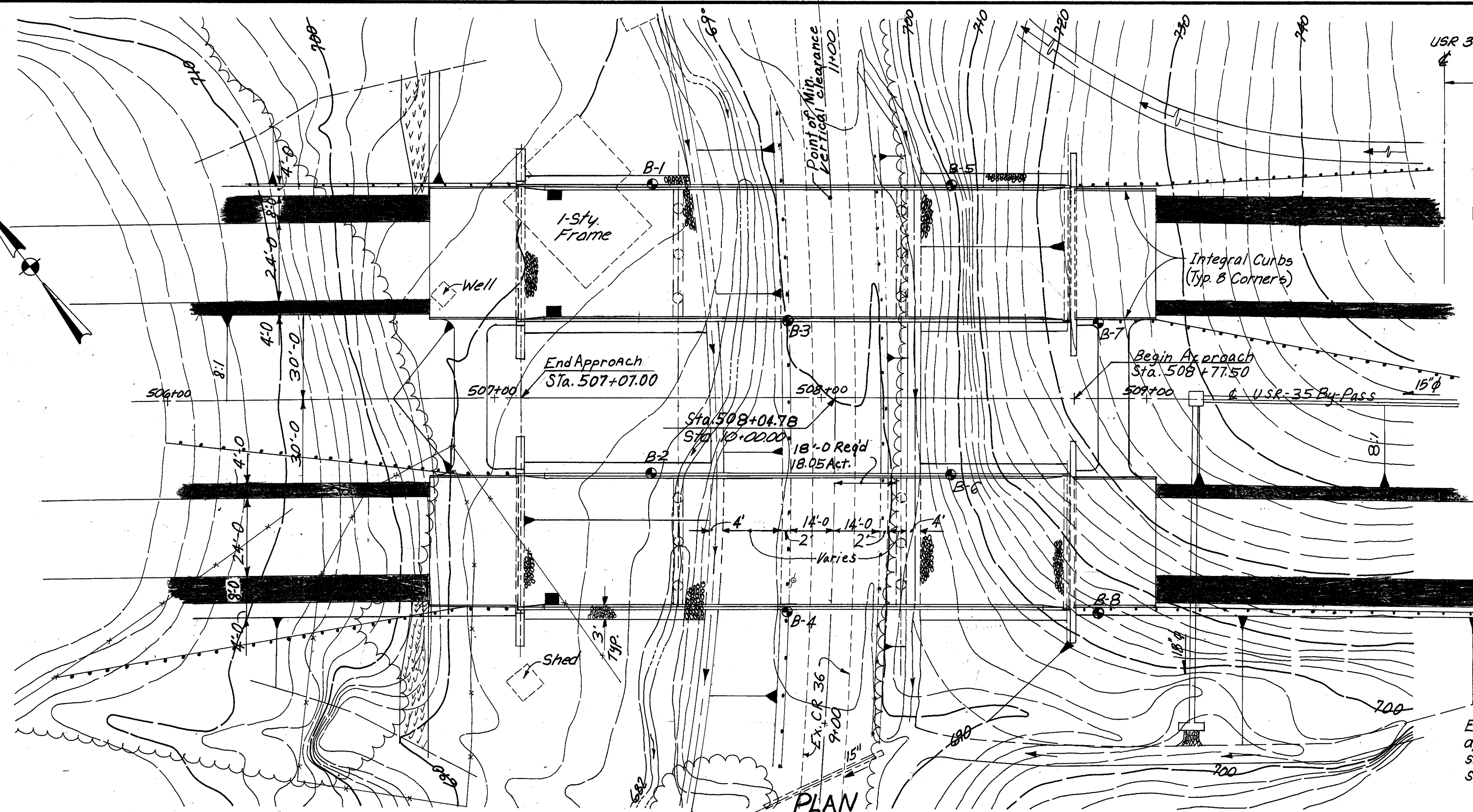
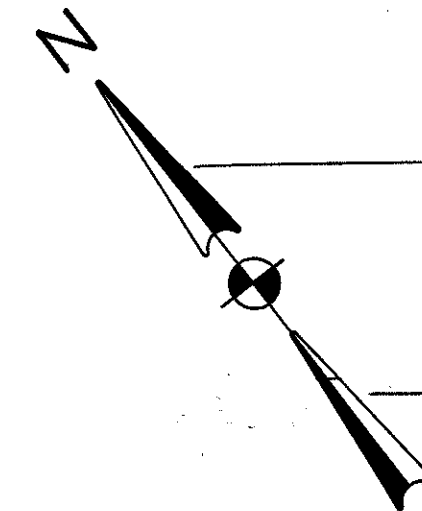


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OCT 16 1990

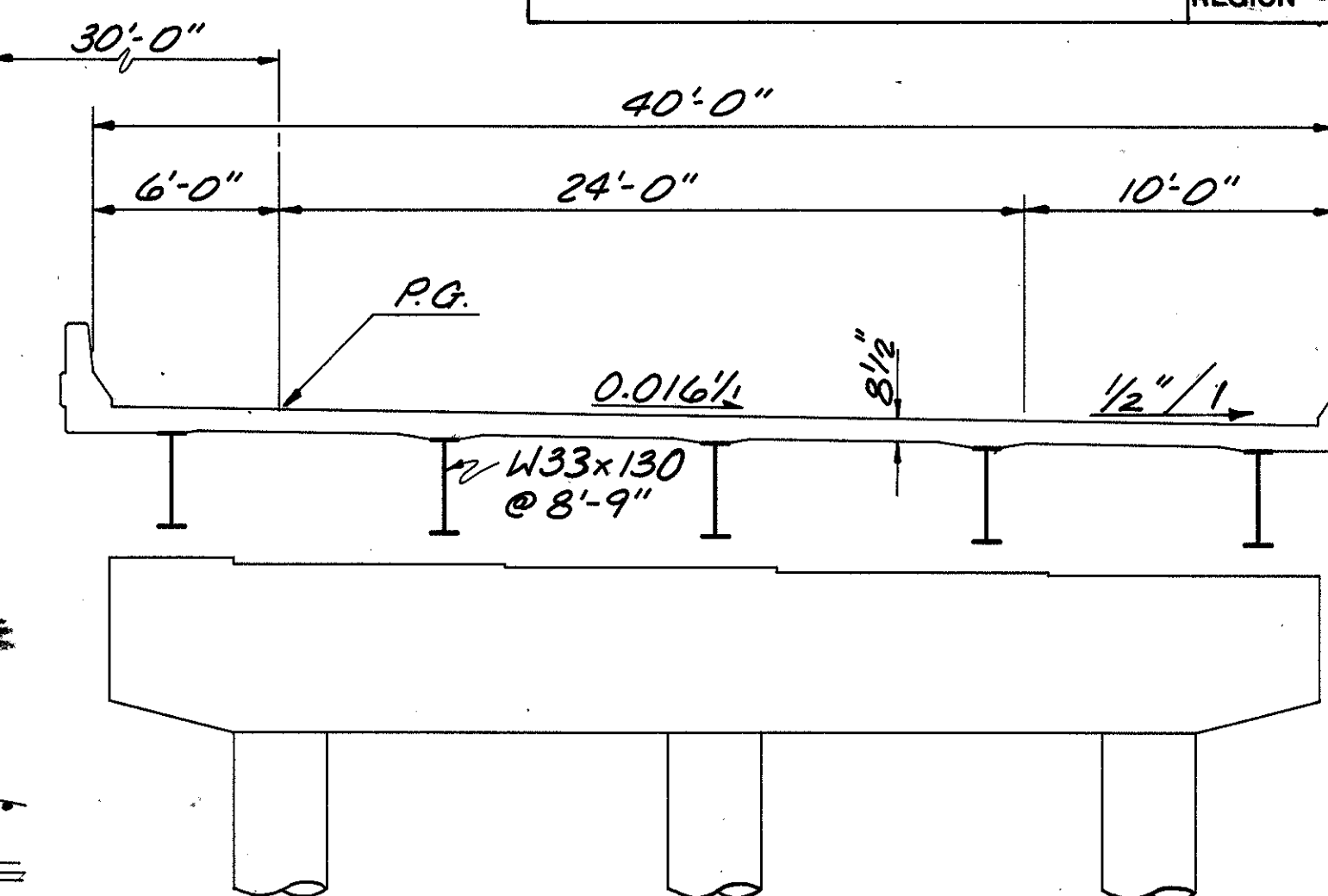
JAC-35-849

OHIO
FHWA
REGION 5

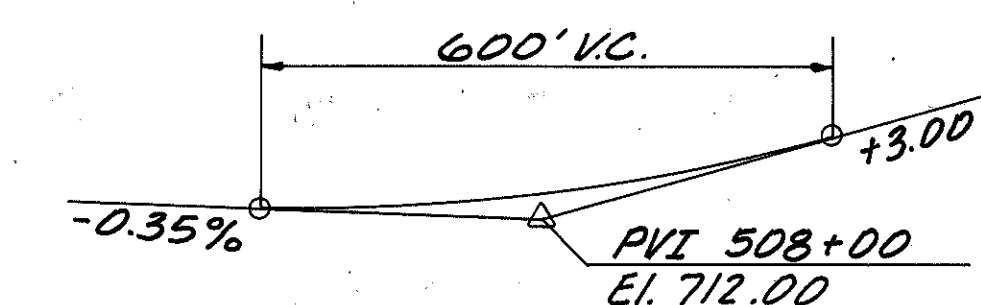
499
575



USR 35 By-Pass



TYPICAL HALF SECTION
(Right Bridge)

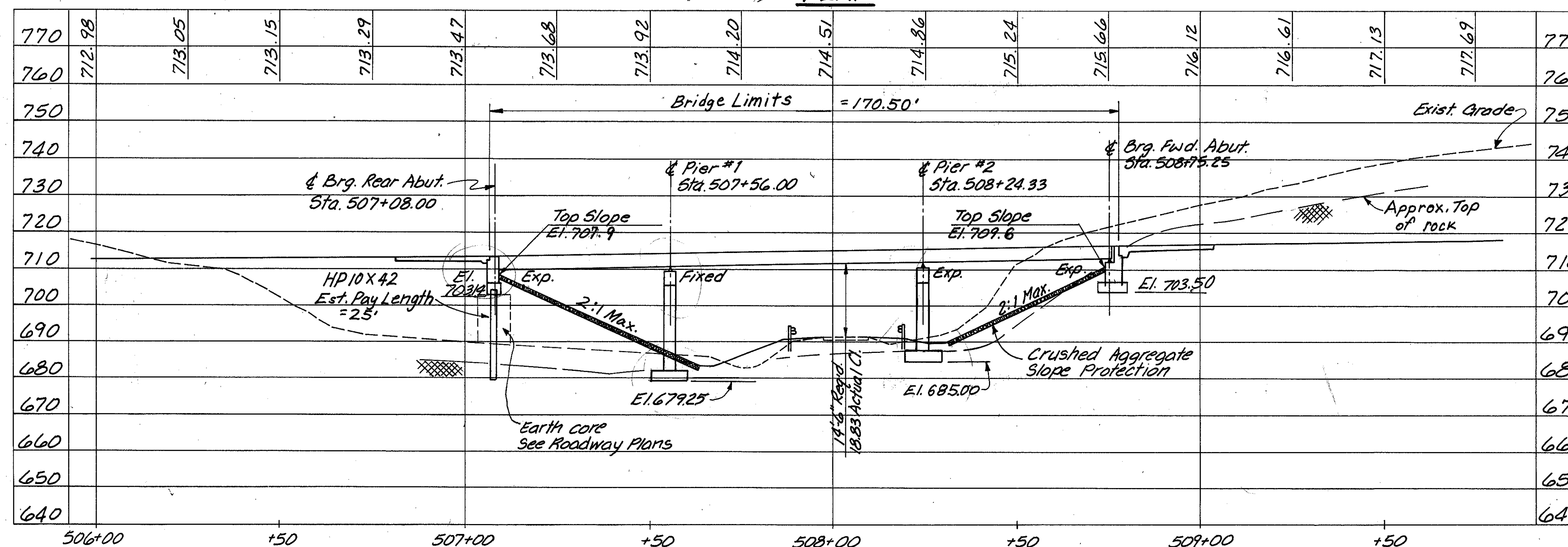


PROFILE GRADE

Earthwork limits shown are approximate. Actual slopes shall conform to plan cross-sections.

TRAFFIC DATA

Average Daily Traffic
Year 2006 = 6,230
28% Trucks = 1,760



SECTION ALONG PROFILE LINE OF LEFT BRIDGE

CURVE DATA

P.I. = 502+31.83
 Δ = 16°-31'-50"
D = 0°-28'-00"
R = 12,277.67
L = 3,542.26
T = 1,783.52
E = 128.87
P.C. = 484+48.31
P.T. = 519+90.57
S.E. = 0.016%

DRAINAGE DATA

Drainage Area = 0.49 Sq. Mi.
Q50 = 452 CFS
Velocity (Avg.) = 9.0 FPS
Depth of Flow = 3.8' Ft.
Q25 = 347 CFS
Q100 = 575 CFS

PROPOSED STRUCTURE

TYPE: Continuous Steel Beam with Composite Concrete Deck.
SPANS: 48'-0", 68'-4" & 50'-11"
ROADWAY: 2 @ 40' F/F Concrete Parapet.
LOADING: HS20-44 (Case II) and Alternate Military Loading.
SKEW: 0°-0'-0" to Chord between Abutments.
ALIGNMENT: 0°-28'-00" Curve Rt.
WEARING SURFACE: Monolithic Concrete.
APPROACH SLAB: A5-1-B1 (25' Long)

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SITE PLAN

BRIDGE NO. JAC-35-0963 4/R
OVER COUNTY RD. 36

DESIGNED: WBS DRAWN: JEB TRACED: JET CHECKED: WBS 4/9/86

ESTIMATED QUANTITIES

GENERAL NOTES:

REFERENCE: SHALL BE MADE TO STANDARD DRAWINGS:
AS-1-81 DATED 11/27/81 SHEETS 1, 2, & 3
BR-1 DATED 5/29/79
SD-1-69 DATED 6/12/69 SHEETS 3 & 4
ICD-1-82 DATED 8/1/84 SHEETS 1, 2, 3, 4, & 5
GR-1 DATED 1/11/85
GR-3 DATED 1/21/85
MC-7 DATED 10/15/76
*AND TO SUPPLEMENTAL SPECIFICATION:
836 DATED 11/12/85
824 DATED 10/8/82
*ALSO STD. DWG. RD-1-55 DATED 2/2/59 & EB-1-82 DATED 5/10/82

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1983, INCLUDING THE 1984, INTERIM SPECIFICATIONS AND THE OHIO SUPPLEMENT TO THESE SPECIFICATIONS.

DESIGN LOADING: HS20-44 CASE II AND THE ALTERNATE MILITARY LOADING.

CONCRETE: CLASS S - COMPRESSIVE STRENGTH 4500 PSI
CLASS C - COMPRESSIVE STRENGTH 4000 PSI

REINFORCING STEEL: ASTM A615, A616 or A617--GRADE 60
MINIMUM YIELD STRENGTH 60,000 P.S.I.
SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615.

STRUCTURAL STEEL: ASTM A588 - YIELD STRENGTH 50,000 P.S.I.

DECK PROTECTION METHOD: EPOXY COATED REINFORCING STEEL, TOP AND BOTTOM MAT.

MONOLITHIC WEARING SURFACE: IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

ABUTMENT PILING: ABUTMENT PILING BENDING STRESS MAY APPROACH, REACH OR EXCEED YIELD STRESS.

PILES: SHALL BE DRIVEN TO REFUSAL ON SANDSTONE BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.

PILE POINTS: STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF THE PROPOSED H. PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATOIN PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559, PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR.



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ESTIMATED QUANTITIES
& GENERAL NOTES

BRIDGE NO. JAC-35-0963 4/K
OVER COUNTY RD. 36

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JET	KJO	-	WBS	MP	4/3/86	

ITEM	TOTAL	UNIT	DESCRIPTION	LEFT BRIDGE						RIGHT BRIDGE					
				ABUT'S	PIERS	SUPER	GENERAL			ABUT'S	PIERS	SUPER	GENERAL		
503	563	Cu.Yds.	Unclassified Excavation	69	115					248	131				
503	305	Cu.Yds.	Rock Excavation	106	70					59	70				
505	L.S.	Lump Sum	Pile Driving Equipment Mobilization	L.S.						L.S.					
507	425	Lin. Ft.	Steel Piles, HP 10x42, as per plan	225						200					
507	17	Each	Steel Points, as per plan	9						8					
509	70,611	Lbs.	Reinforcing Steel, Grade 60	6,191	26,539					11,341	26,540				
511	530	Cu.Yds.	Class S Concrete, Superstructure, See Proposal Note			265						265			
511	140	Cu.Yds.	Class C Concrete, Piers Above Footings		68						72				
511	172	Cu.Yds.	Class C Concrete, Abutments Above Footings	81						91					
511	253	Cu. Yds.	Class C Concrete, Footings	44	70					69	70				
513	253,104	Lbs.	Structural Steel, A-588 (AISC Category I)			126,552						126,552			
513	3990	Each	Welded Stud Shear Connectors			1,995						1,995			
514	L.S.	Lump Sum	Partial Painting of A588 Steel			L.S.						L.S.			
516	133	Lin. Ft.	PVC Waterstop, as per plan	65						68					
516	114	Sq. Ft.	1" Preformed Expansion Joint Filler	57						57					
516	88	Sq. Ft.	1/2" Preformed Expansion Joint Filler	44						44					
518	127	Cu. Yds.	Porous Backfill	57						70					
518	228	Lin. Ft.	6" Perforated, Helical Corrugated Steel Pipe 70701	108						120					
518	103	Lin. Ft.	6" Non-Perforated, Helical Corrugated Steel Pipe, including Specials, 70701	43						60					
518	3	Each	Scuppers, including Supports			2						1			
601	1,049	Sq. Yds.	Crushed Aggregate Slope Protection				523						526		
824	116,545	Lbs.	Epoxy Coated Reinforcing Steel, Grade 60	2,542		55,794				2476		55,733			
Special	1,380	Sq. Yds.	Sealing of Concrete Surfaces (Epoxy), See Proposal Note	89	207	398				65	223	398			

FOUNDATION BEARING PRESSURE: FOOTINGS, AS DESIGNED, PRODUCE THE FOLLOWING MAXIMUM BEARING PRESSURE

LEFT FORWARD ABUTMENT 2.2 TONS PER S.F.
RIGHT FORWARD ABUTMENT 3.0 TONS PER S.F.
PIER NO. 1 3.1 TONS PER S.F.
PIER NO. 2 3.5 TONS PER S.F.

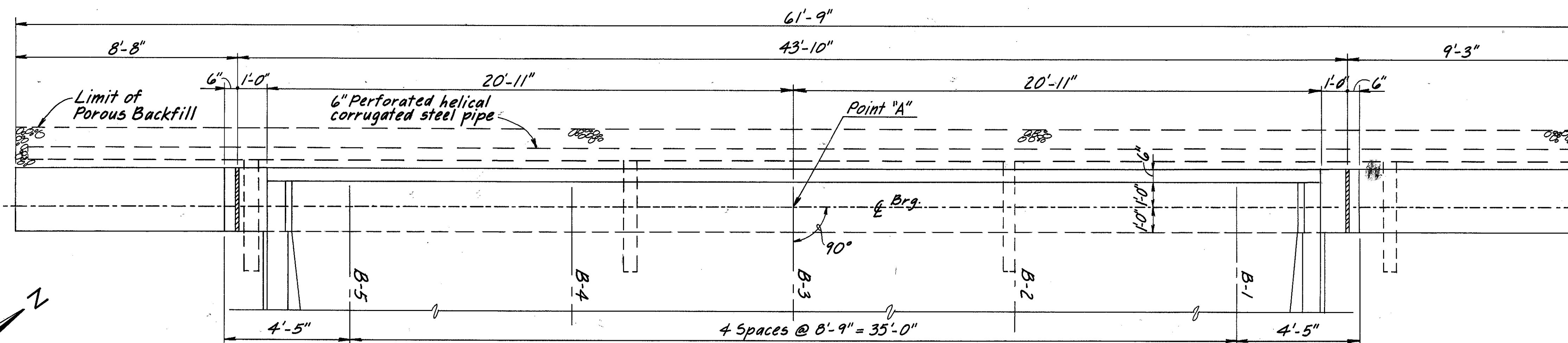
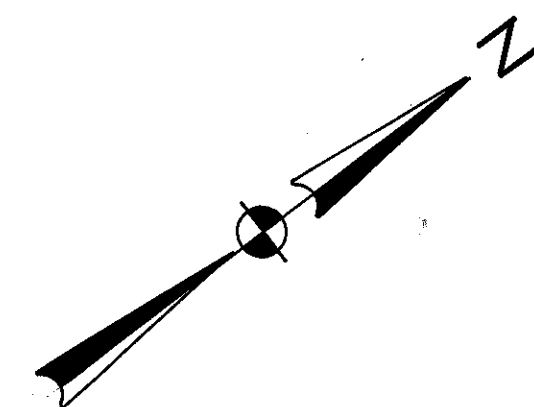
FOOTINGS: SHALL EXTEND A MINIMUM OF 3 INCHES INTO BEDROCK OR TO THE ELEVATION SHOWN, WHICHEVER IS LOWER.

MAINTENANCE OF TRAFFIC: MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 14'-0 ON CR 36 AND A MINIMUM HORIZONTAL CLEARANCE OF 10'-0 FROM CENTER LINE OF EXISTING CR 36 TO PIER NO. 2. SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC NOTES.

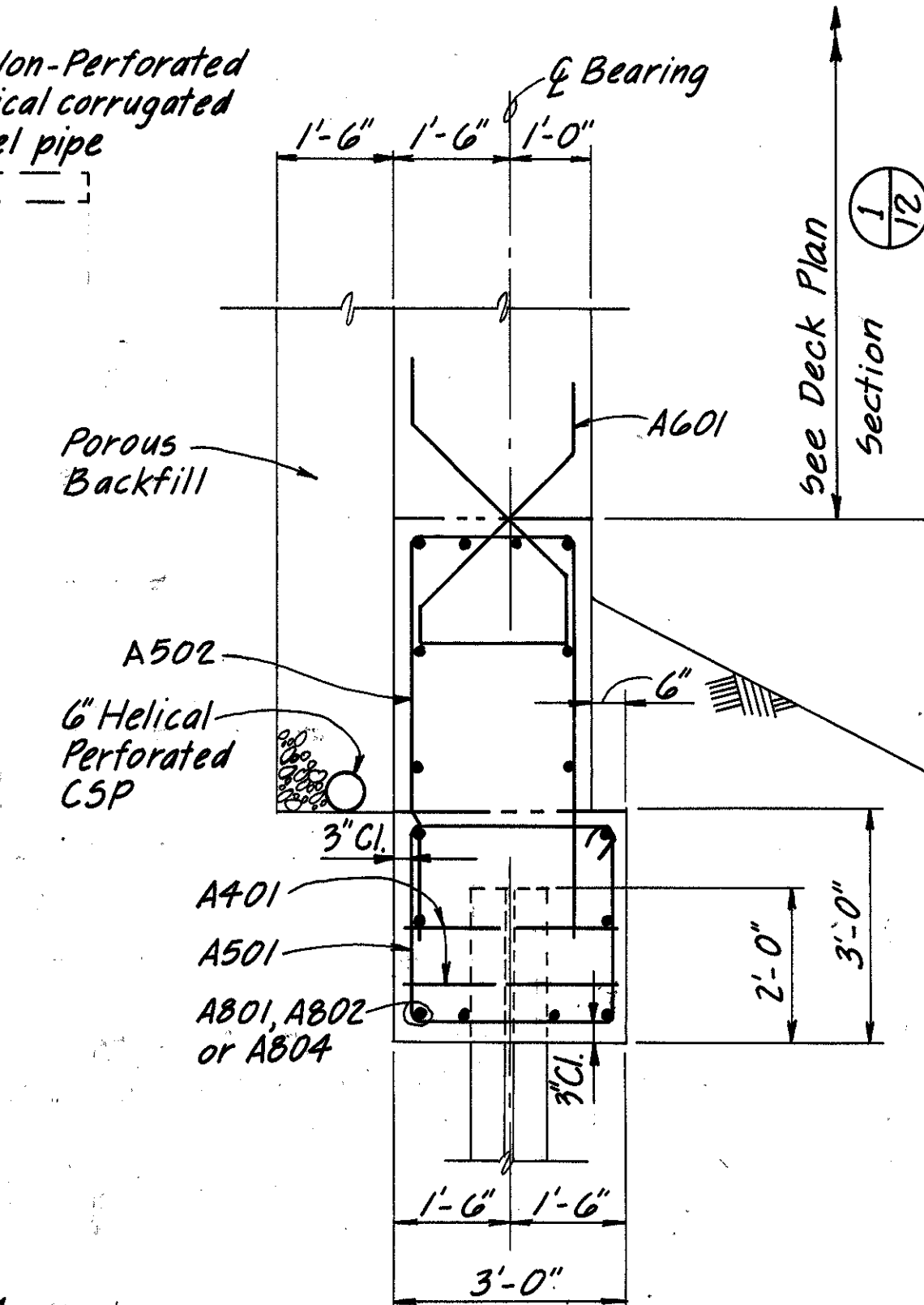
PILE DRIVING CONSTRAINTS: PRIOR TO DRIVING PILES AT EACH ABUTMENT THE SPILL- THRU SLOPE EMBANKMENT SHALL BE CONSTRUCTED TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BACK OF THE ABUTMENT. AFTER THE EMBANKMENT IS COMPLETED WITHIN THE ABOVE REQUIRED LIMITS, THE EXCAVATION FOR THE ABUTMENT FOOTINGS MAY BE MADE AND THE PILES CAN BE DRIVEN.

PILE DESIGN LOADS: THE DESIGN LOAD FOR THE ABUTMENT PILES IS 31 TONS PER PILE.

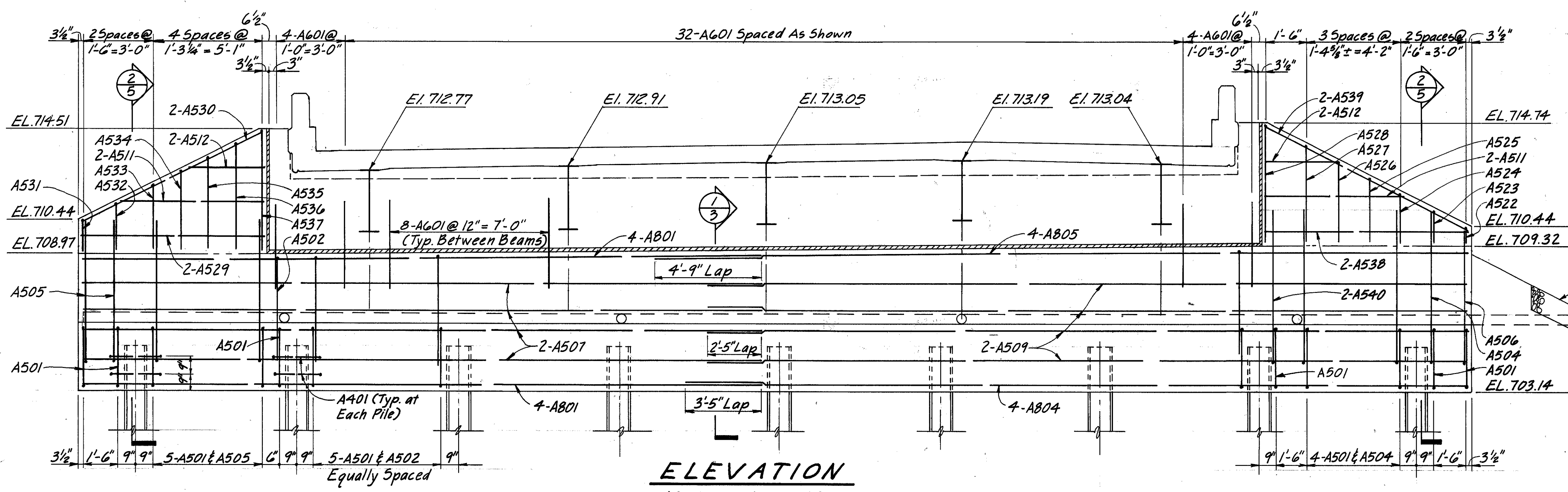
UTILITY LINES: ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNER(S). THE CONTRACTOR AND OWNER(S) ARE REQUESTED TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.



PLAN

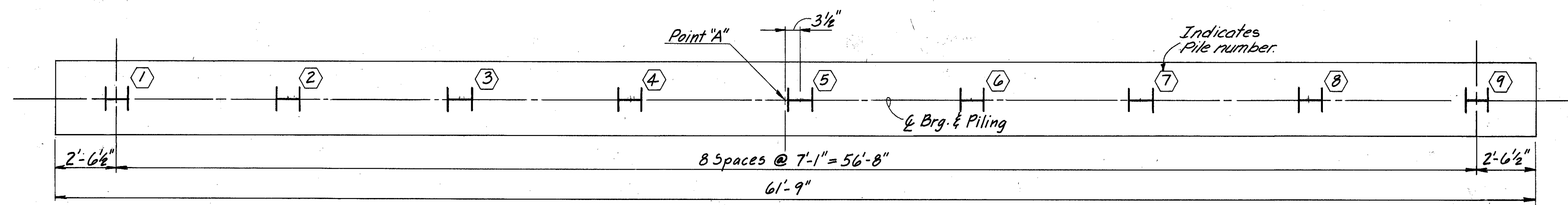


SECTION 1 1
3 5



ELEVATION

AT FACE OF ABUTMENT



PILE PLAN

NOTES:

1. See Sheet 2/17 for General Notes & Quantities.
2. See Sheets 14/17 & 16/17 for Reinforcing Steel Details.
3. See Sheet 11/17 for Layout Diagram.
4. See Std. Drwg. ICD-1-82 for additional details.
5. Porous Backfill shall extend upward to the plane of the subgrade & laterally to the surface of the embankment slopes.

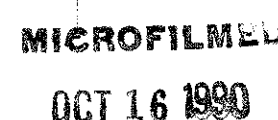


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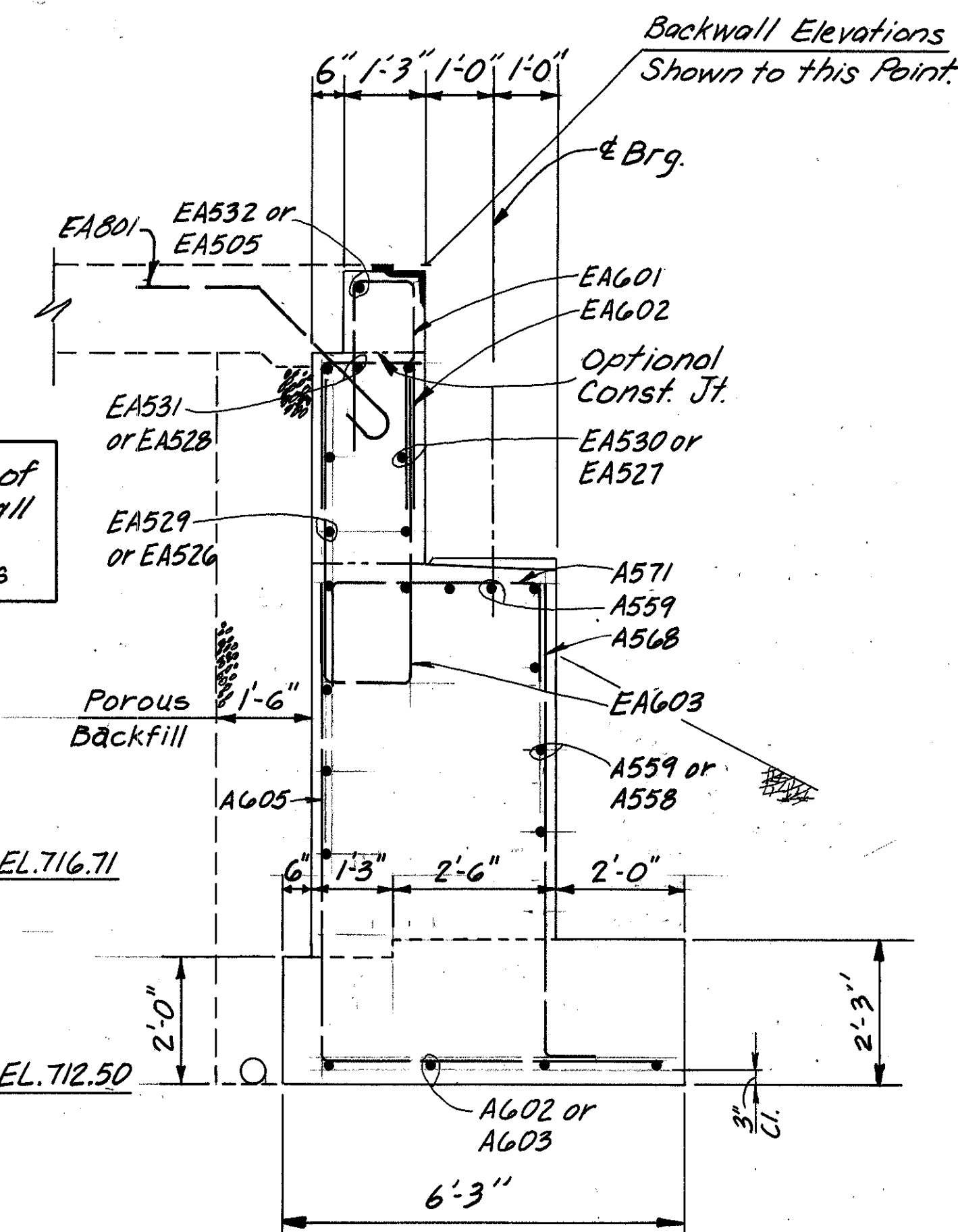
REAR ABUTMENT
LEFT BRIDGE

BRIDGE NO. JAC-35-0963 2/R
OVER COUNTY RD. 36

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WBS	MHW	-	JET	WBS	4/3/86	

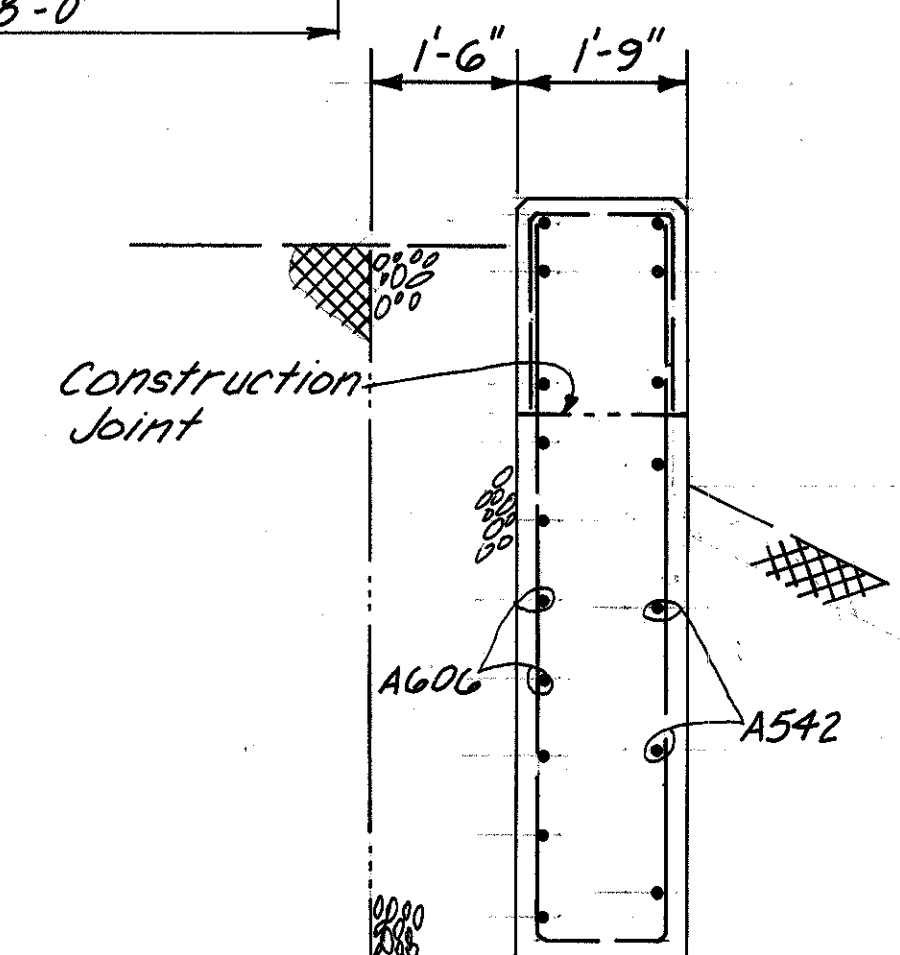


Item Special "Sealing of Concrete Surfaces" shall apply to all exposed surfaces of Abutments

 $\frac{1}{4}$

1. See Sheet [3/17] for Abutment Notes.
2. In addition to the provisions of 51108, backwall concrete above the optional construction joint at the approach slab seat shall not be placed until after the deck concrete in the span adjacent to the abutment has been placed.
3. During installation of the support for the superstructure side of the expansion joint, the seating of beams on bearings shall be carefully observed to assure that positive bearing is maintained. Proper vertical fit of the support on the beams shall be achieved by positioning of the bevel fill plates rather than by clamping force.

NF = Near Face
FF = Far Face

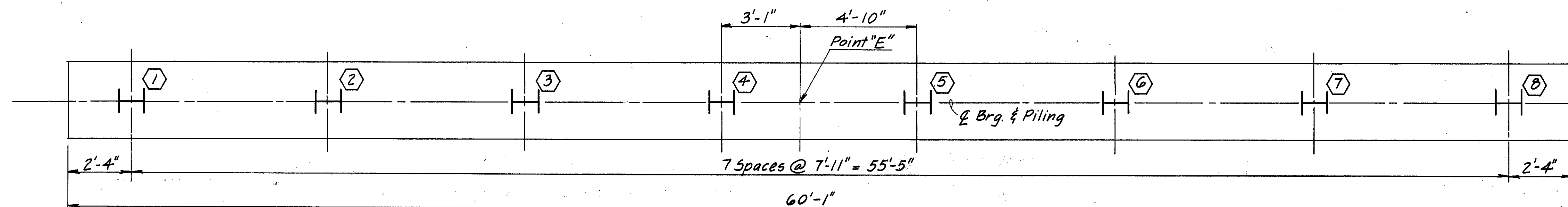
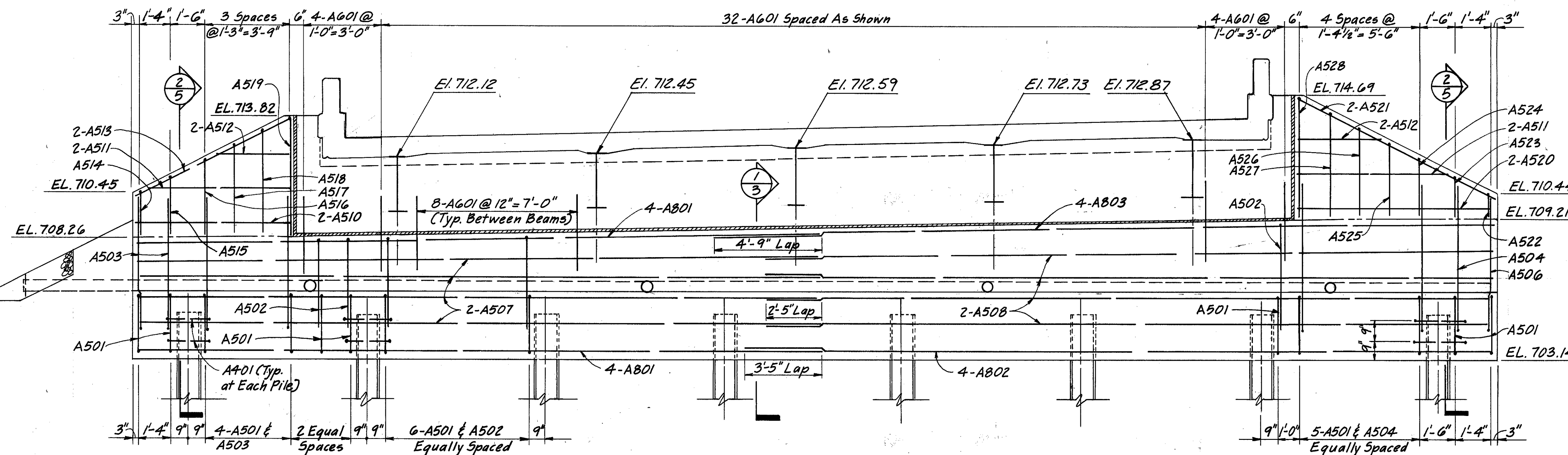
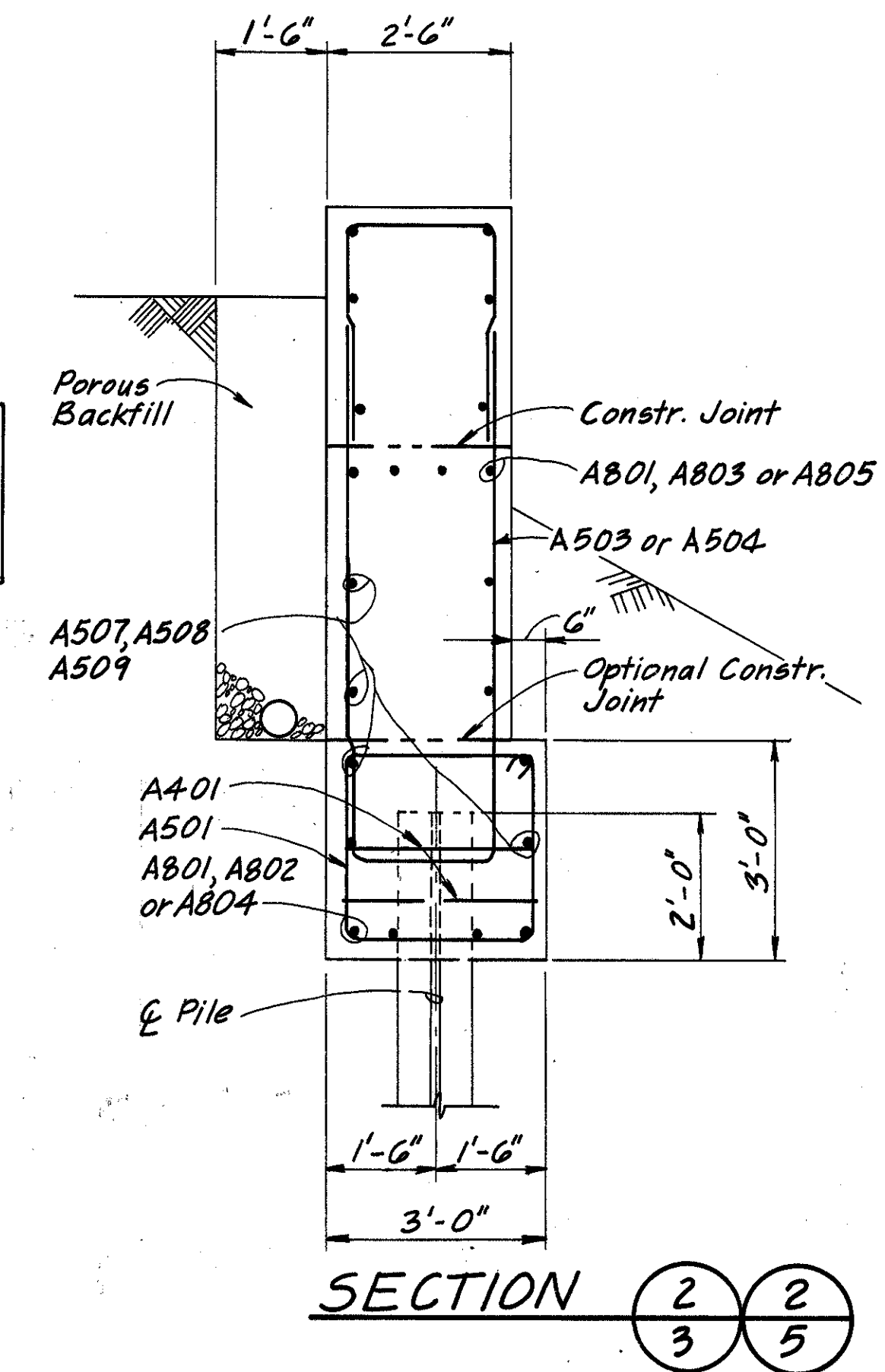
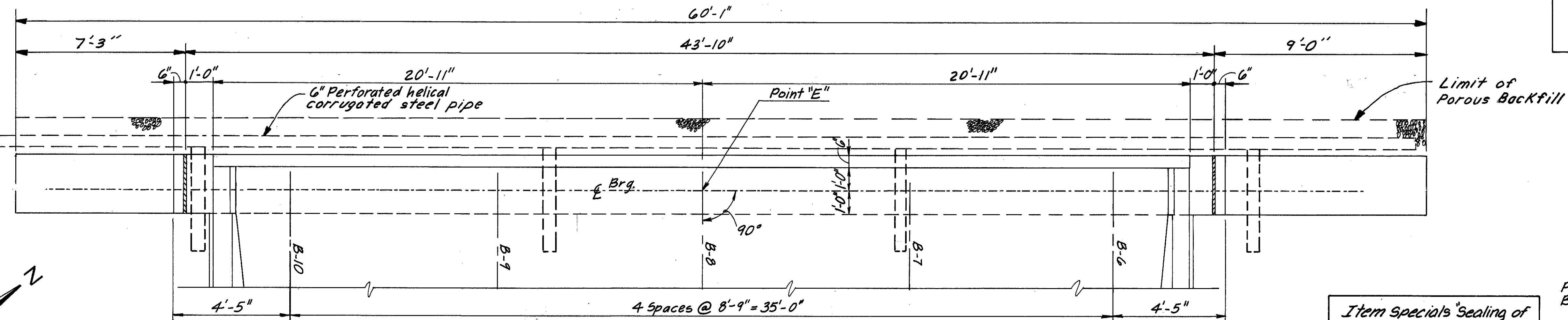

$$\frac{2}{4}$$

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OHIO
FHWA
REGION 5
503
575

6" Non-Perforated
helical corrugated
steel pipe



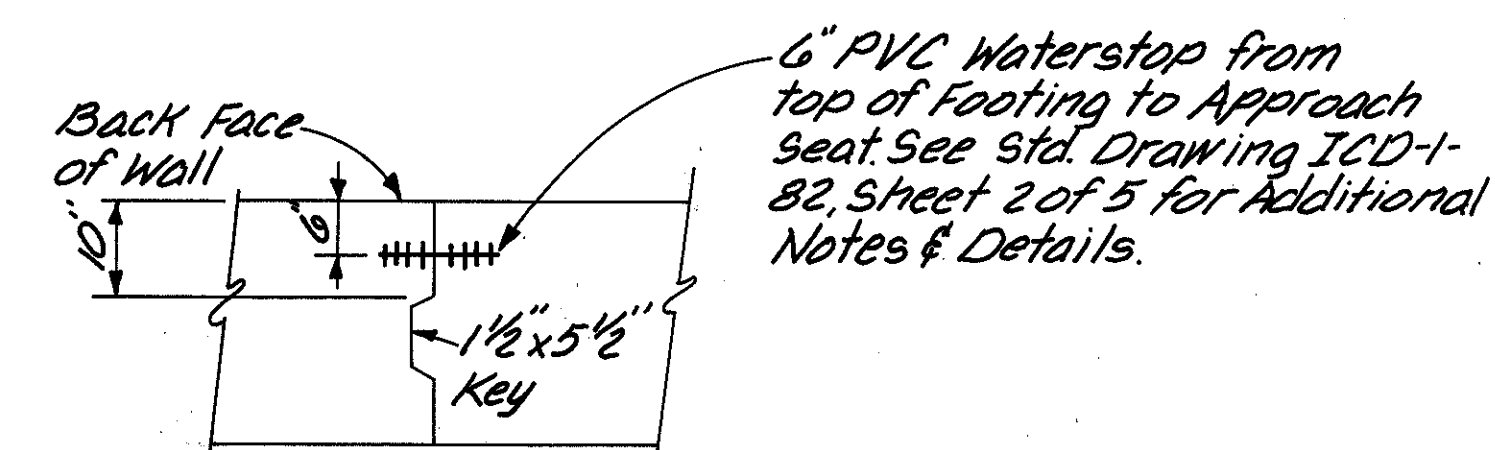
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5 / 17

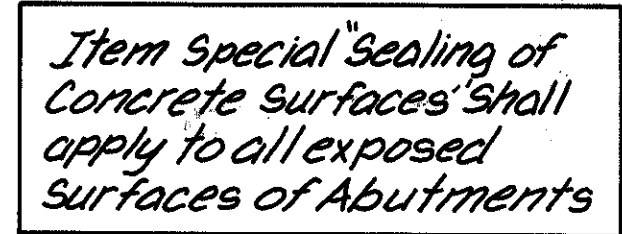
**REAR ABUTMENT
RIGHT BRIDGE**

BRIDGE NO. JAC-35-0963 L/R
OVER COUNTY RD. 36

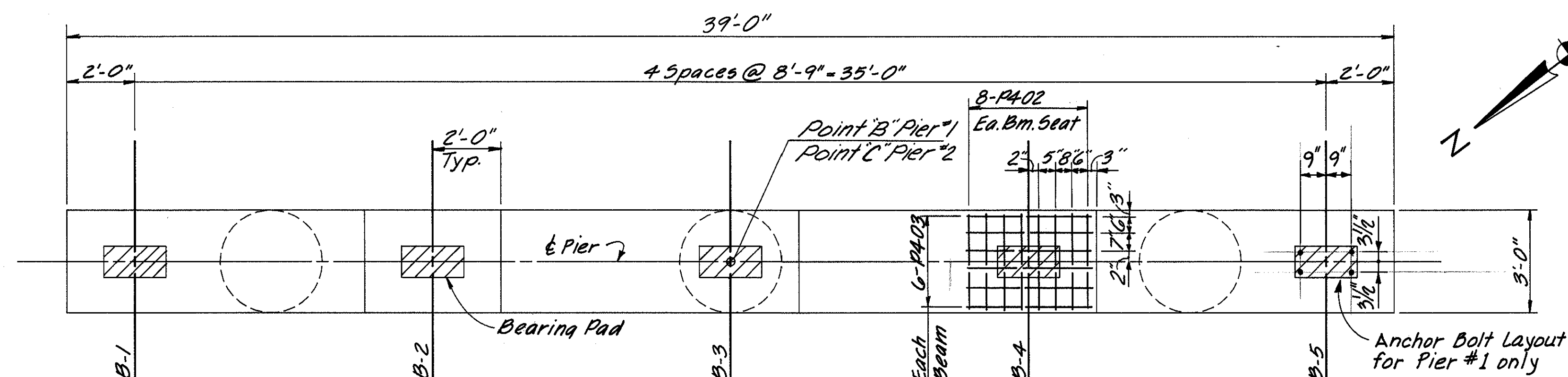
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WBS	MHW	—	JET	WBS	4/5/80	



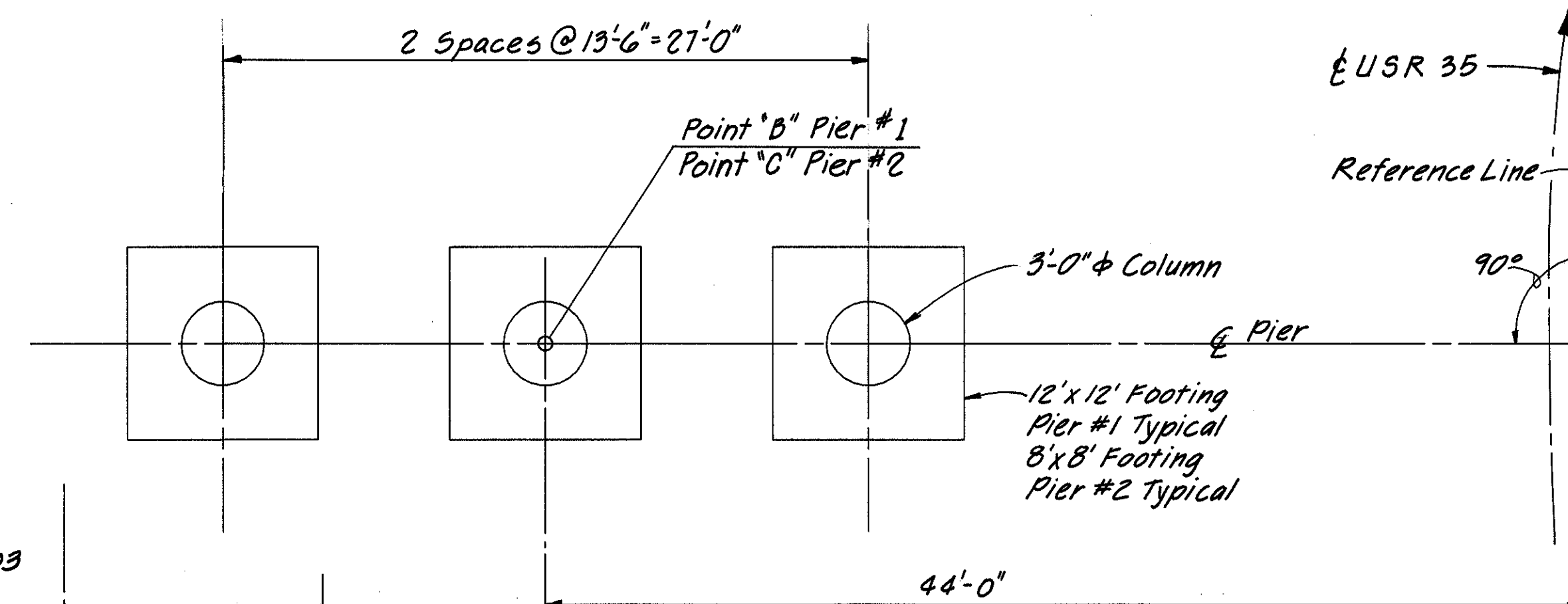
CONTRACTION JT. DETAIL



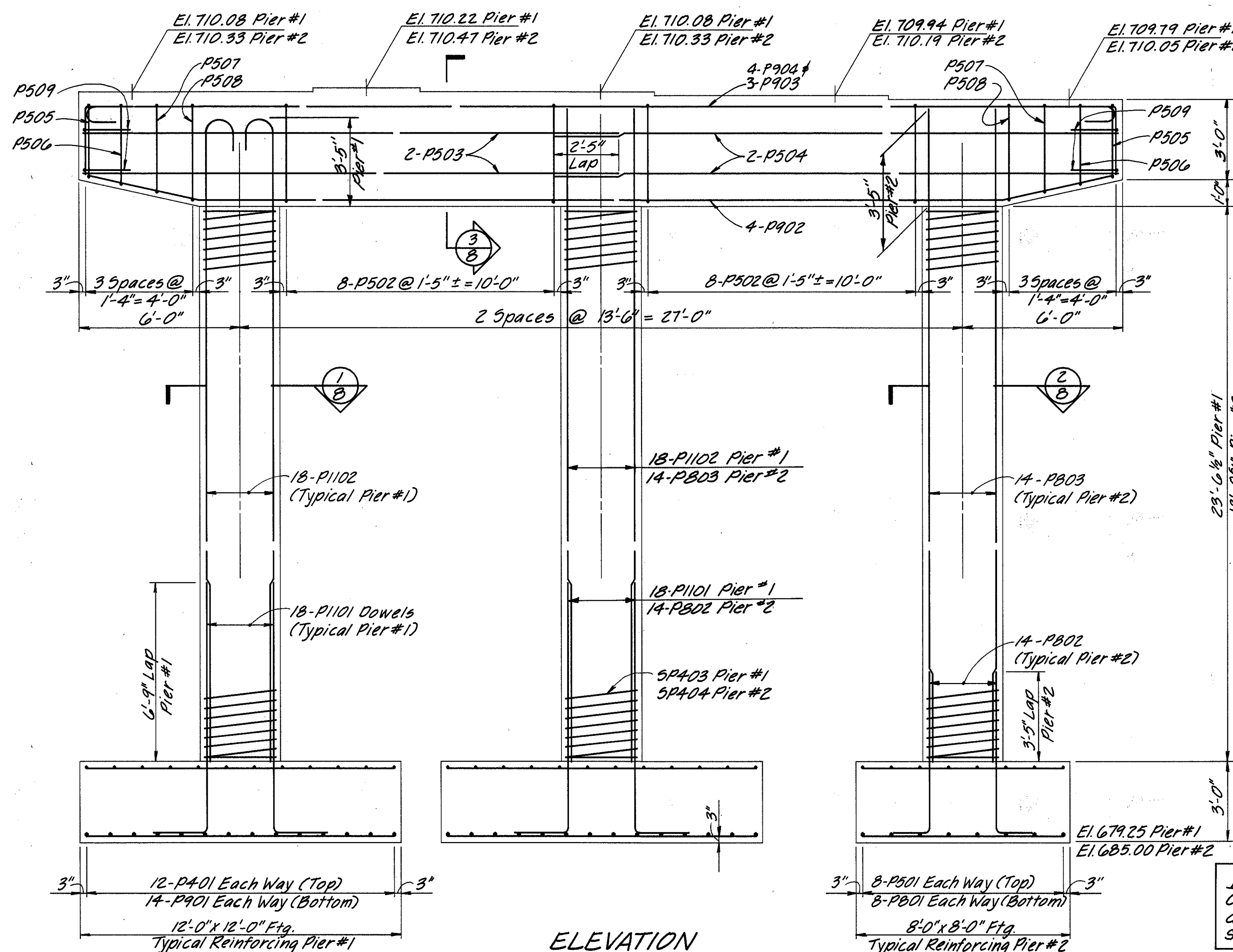
ELEVATION



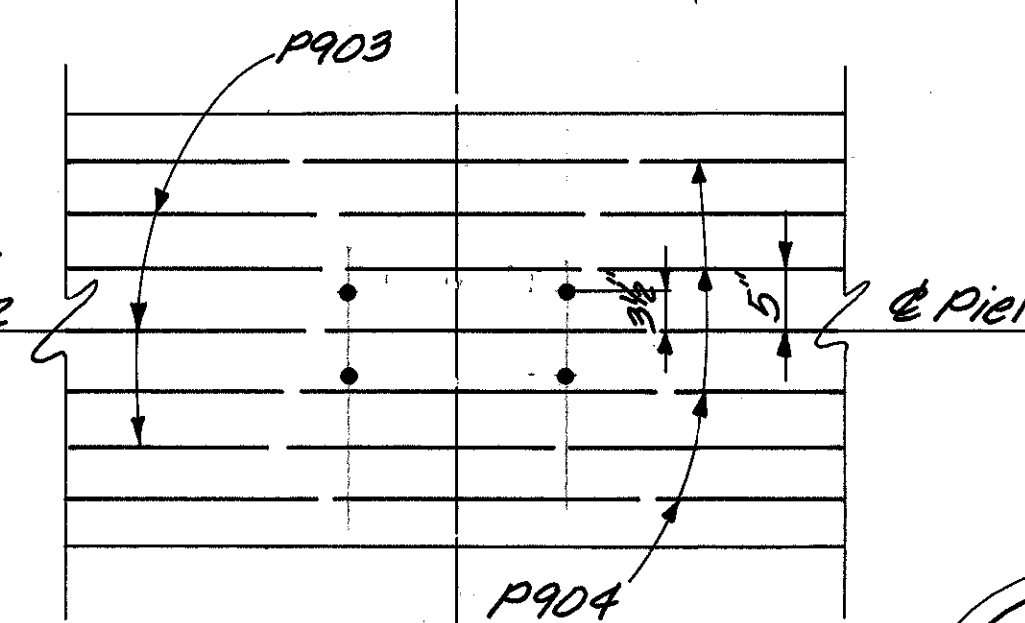
CAP PLAN



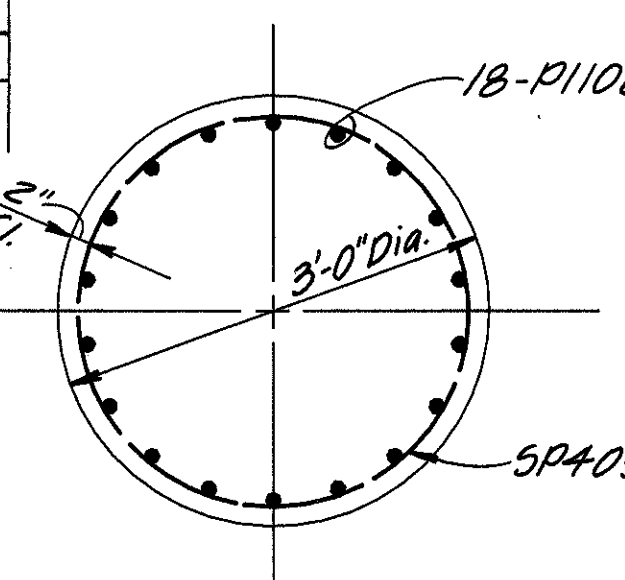
FOOTING LAYOUT PLAN



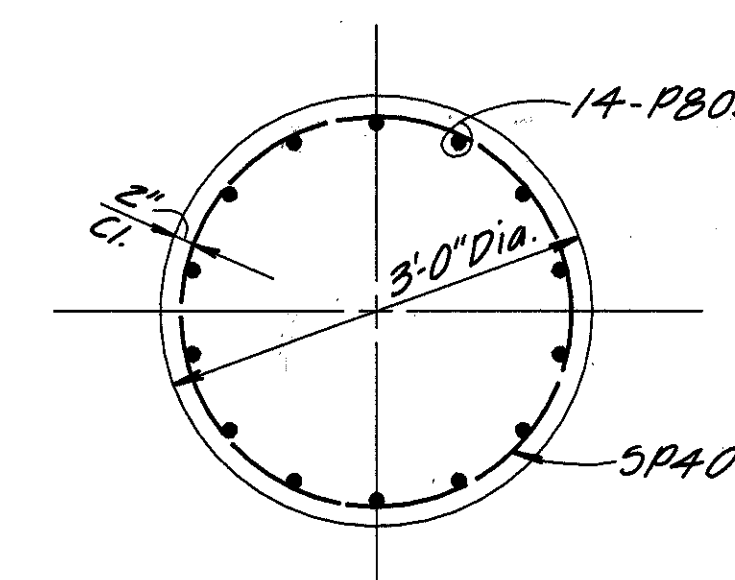
ELEVATION



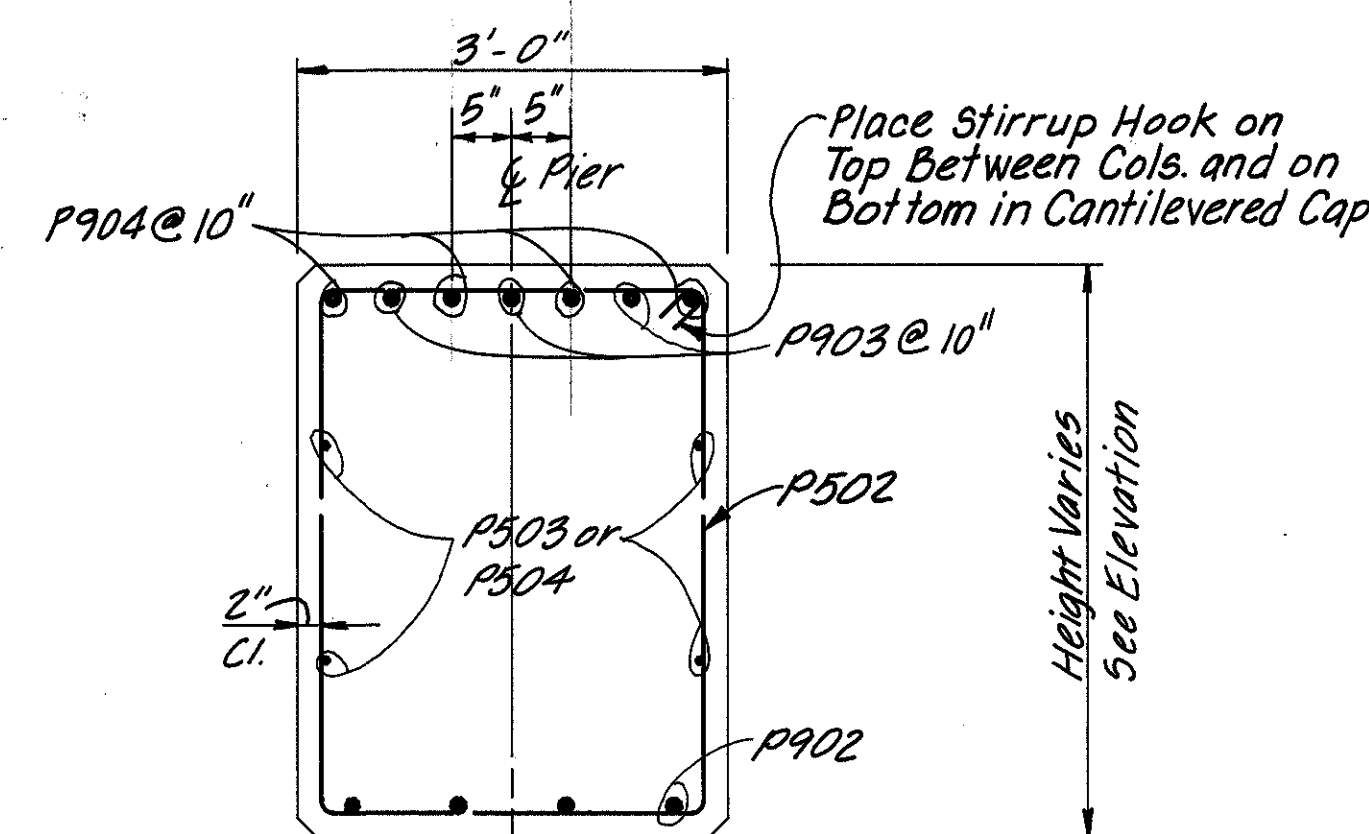
BEARING ANCHOR PLAN



SECTION 1
(Typ. Pier #1)



SECTION 2
(Typ. Pier #2)



SECTION 3
(Typ. Pier #2)

NOTES:

- See Sheet 2/17 for General Notes & Quantities.
- See Sheets 15/17 & 17/17 for Reinforcing Steel Details.
- See Sheet 11/17 for Layout Diagram.
- Reinforcing steel in the vicinity of the bridge seat shall be accurately placed to avoid interference with the drilling of bearing anchor holes or the pre-setting of bearing anchors.
- At the option of the contractor, bearing anchors (or formed holes), located & supported by templates, may be cast in place.

Item Special Sealing of Concrete Surfaces shall apply to all exposed surfaces of Piers

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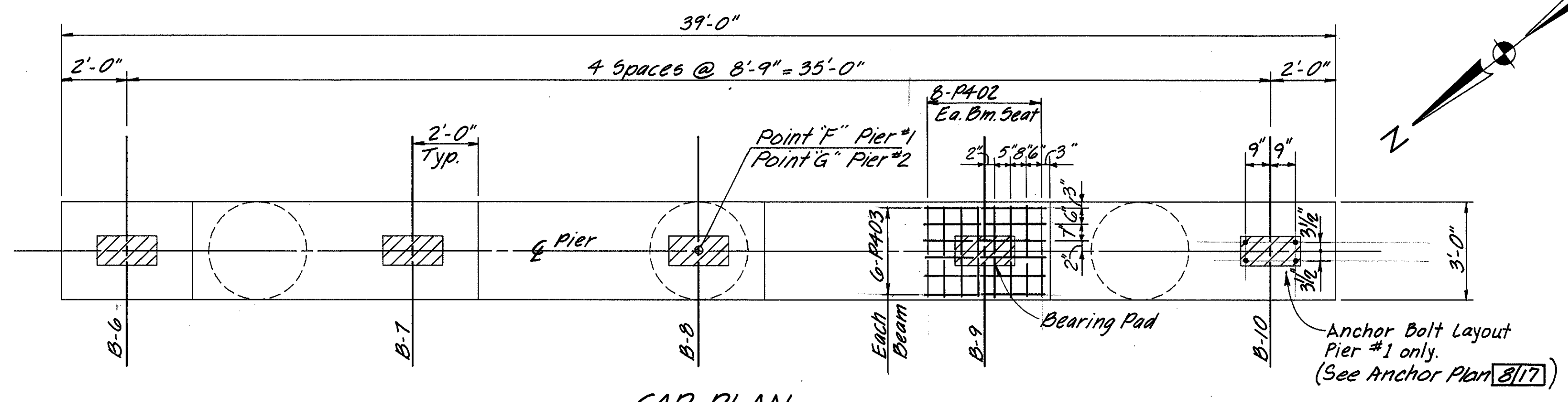
PIERS LEFT BRIDGE
BRIDGE NO. JAC-35-0963 41R
OVER COUNTY RD. 36

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
MP	LEP	-	WBS	GTW	4/9/86	

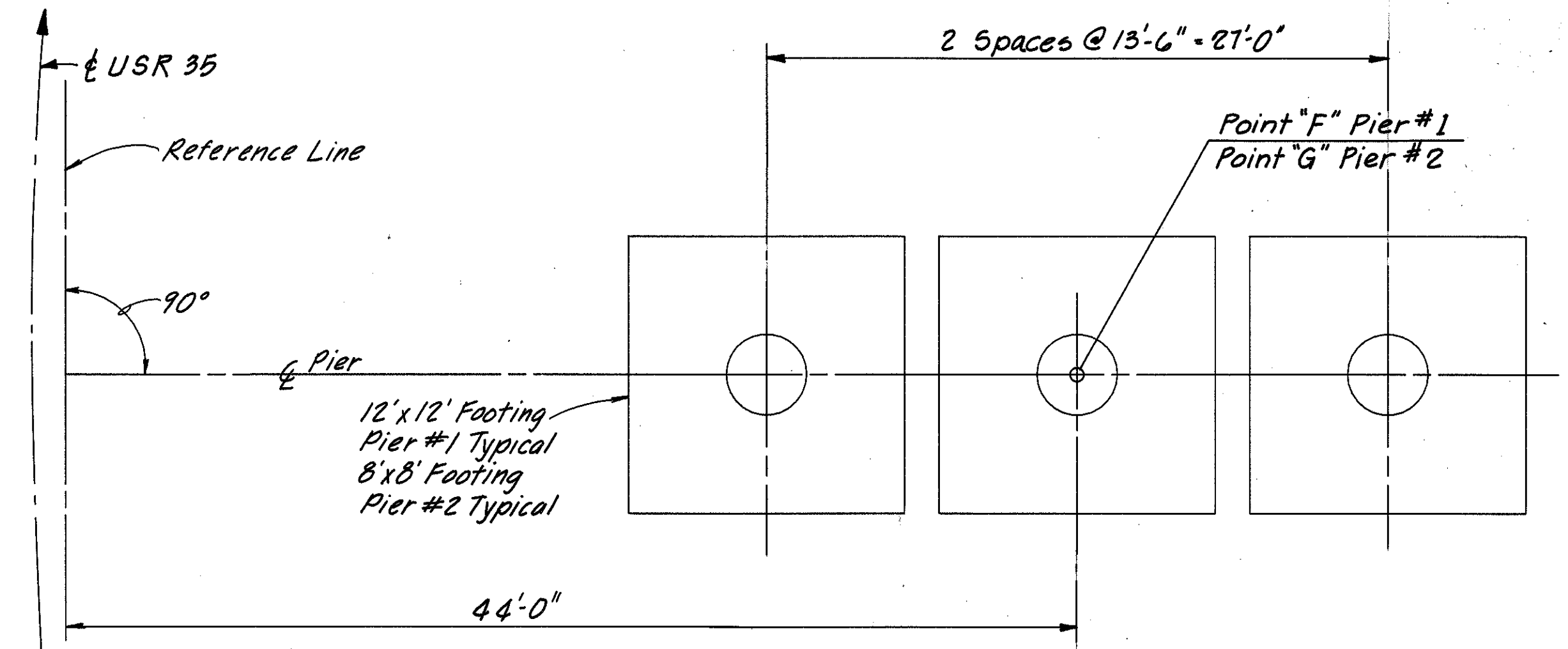
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OCT 16 1990

JAC-35-849

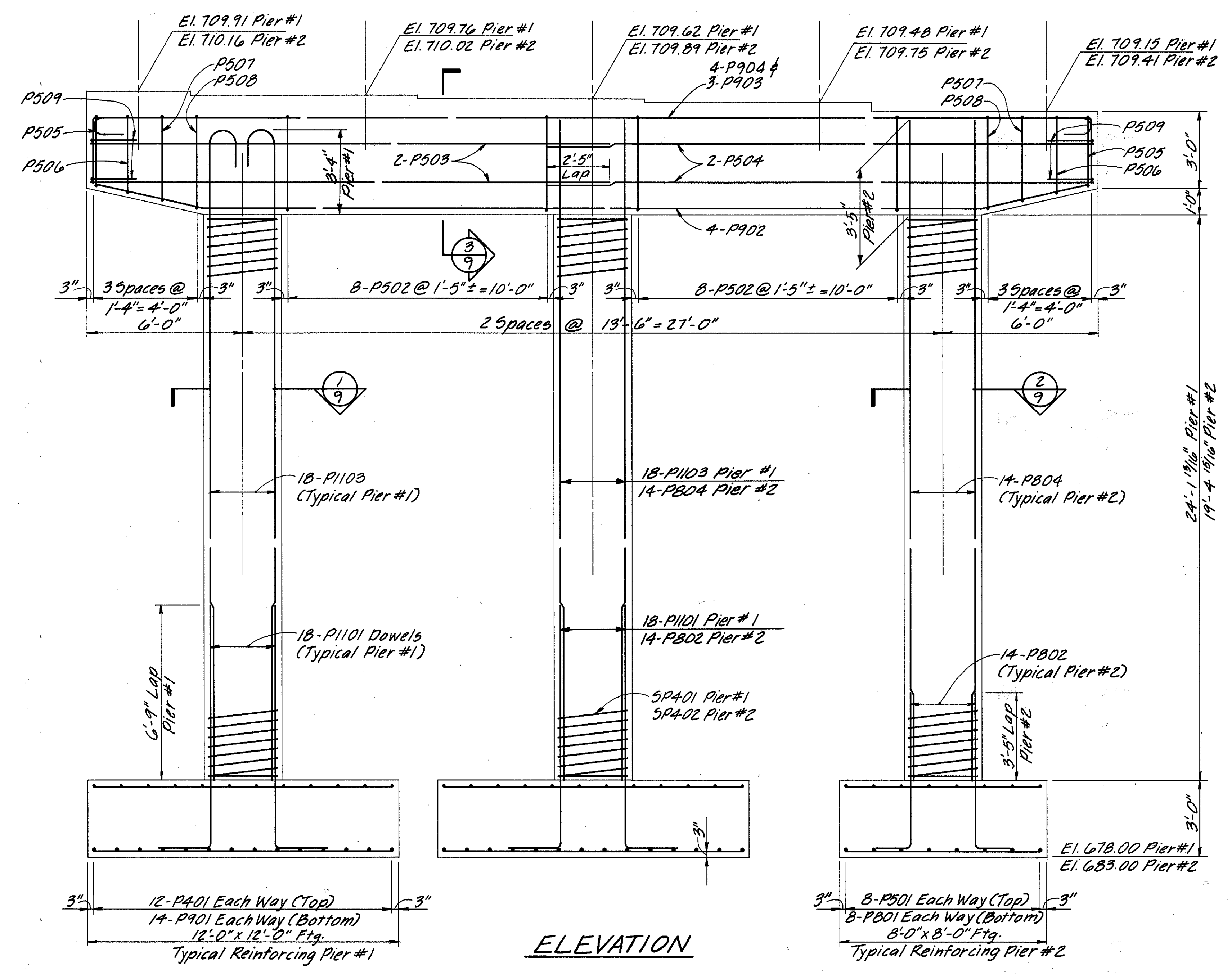
OHIO
FHWA
REGION 5
507
575



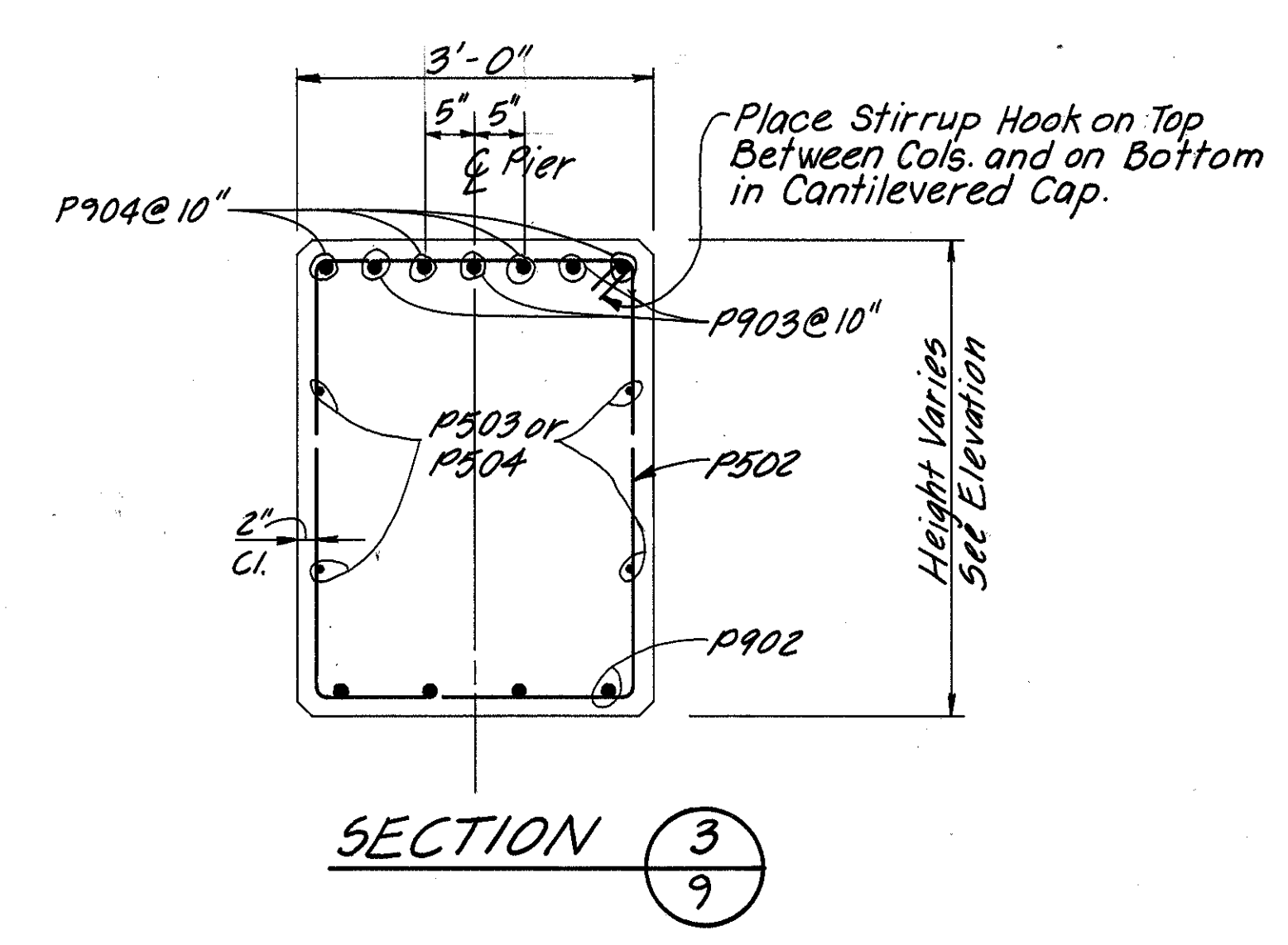
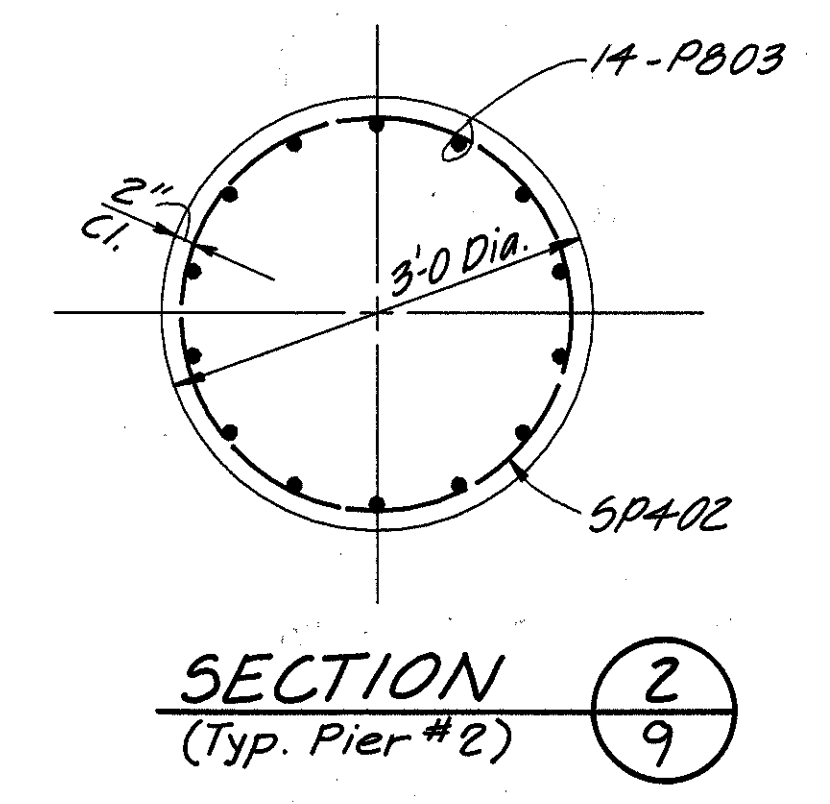
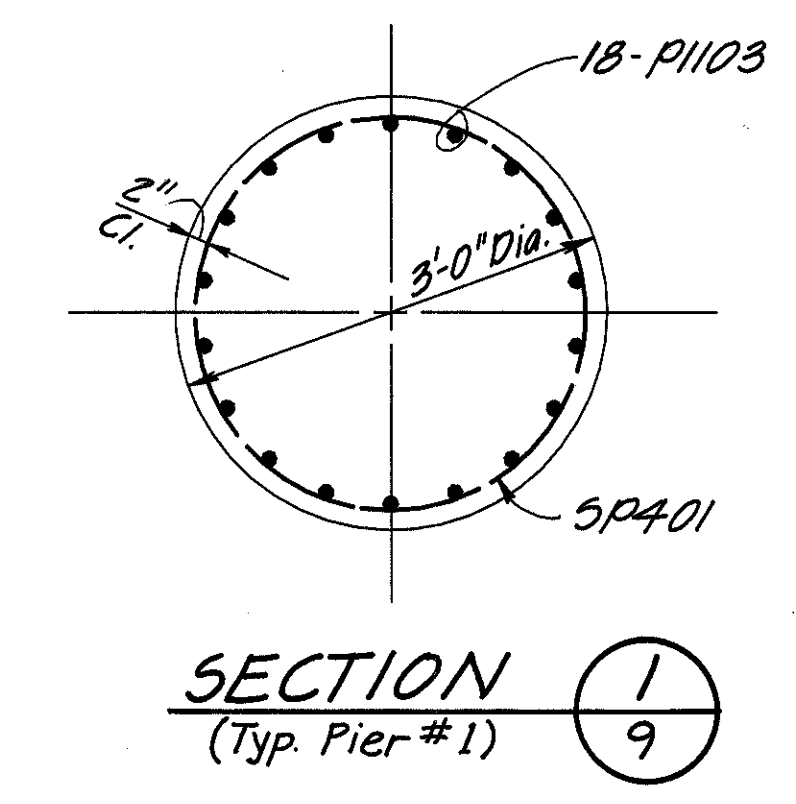
CAP PLAN



FOOTING LAYOUT PLAN



ELEVATION



DESIGNED		DRAWN		TRACED		CHECKED		REVIEWED		DATE		REVISED	
MP		LEP		-		WBS		GTM		4/3/84			

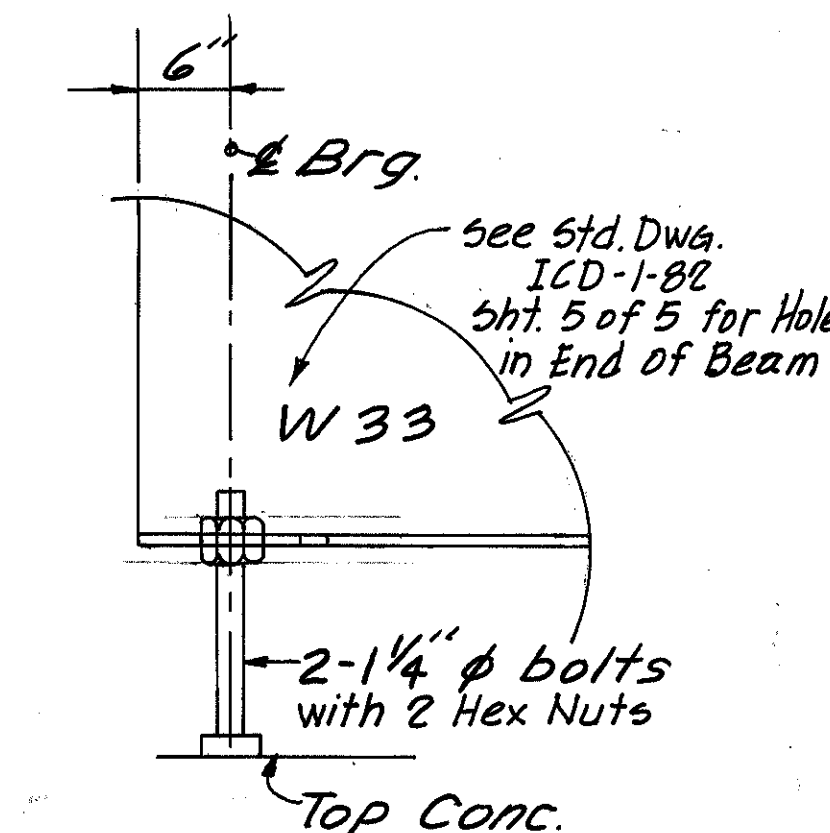
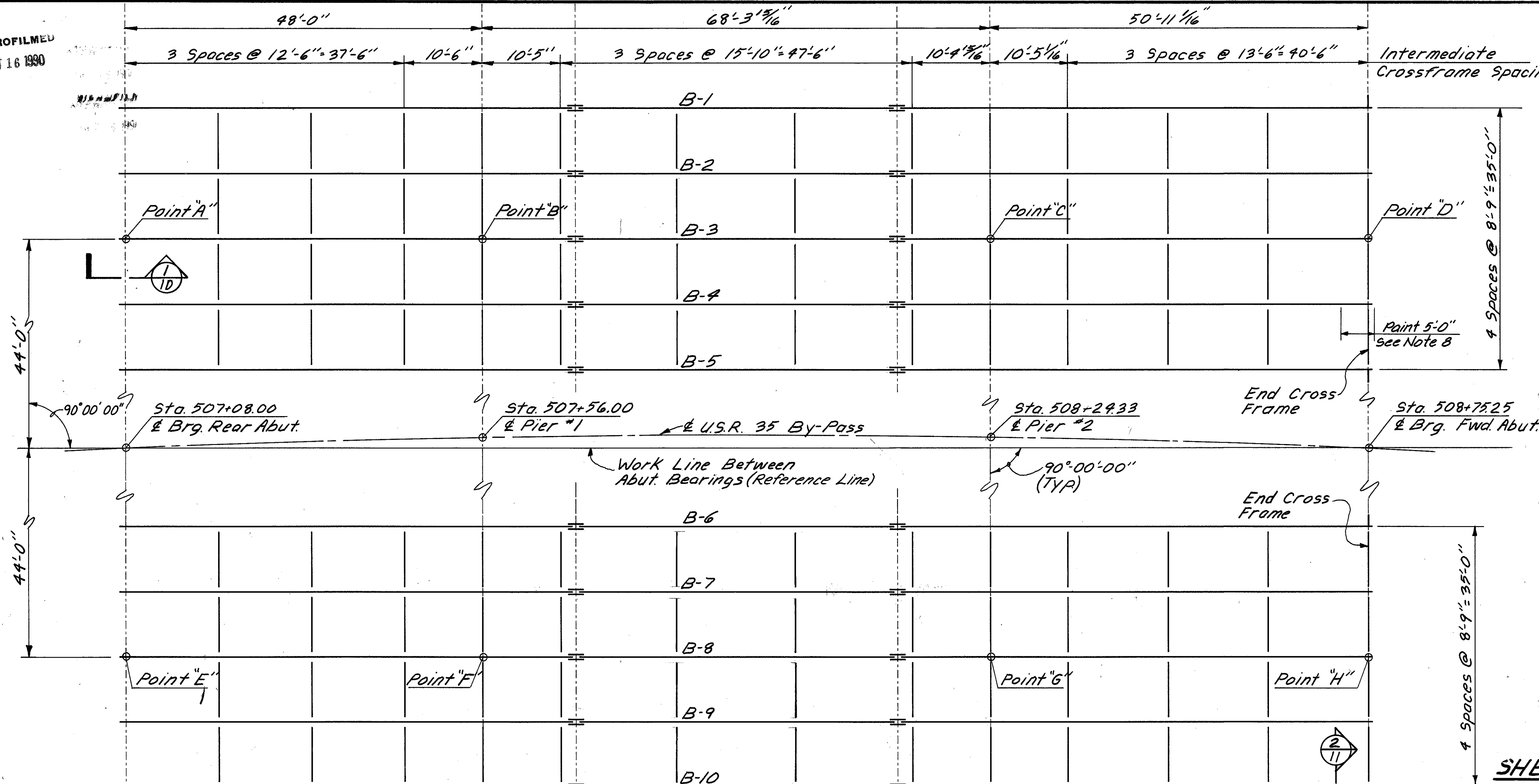
BRIDGE NO. JAC-35-0963 L/R
OVER COUNTY RD. 36

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OCT 16 1990

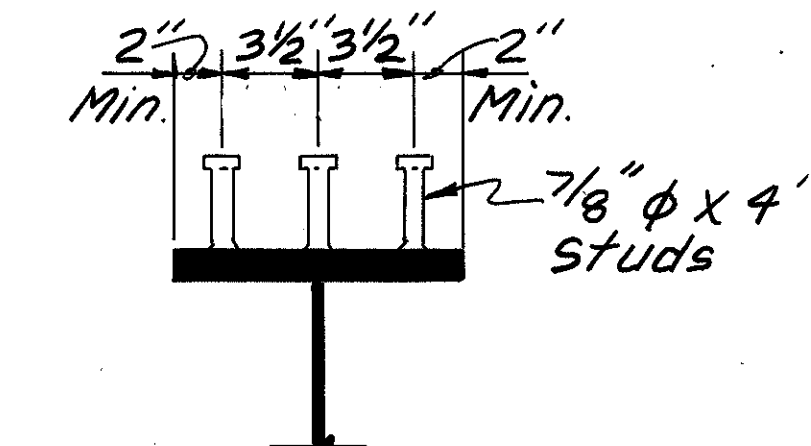
JAC-35-849

OHIO
FHWA
REGION 5

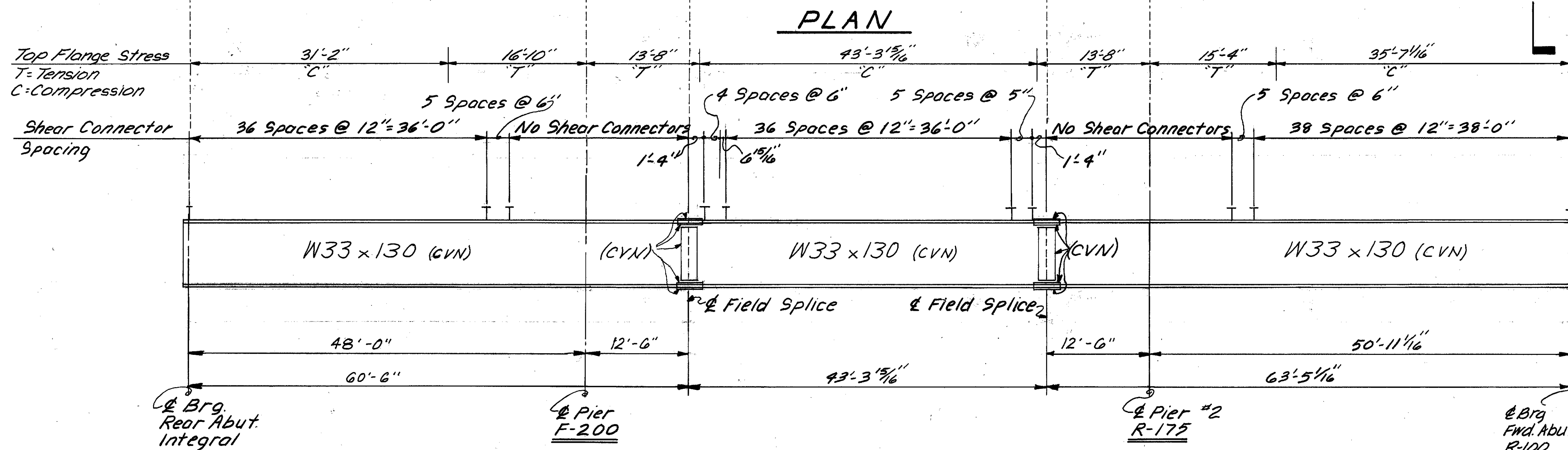
508
575



SECTION 1
10



SHEAR CONNECTOR DETAIL



BEAM ELEVATION

NOTES:

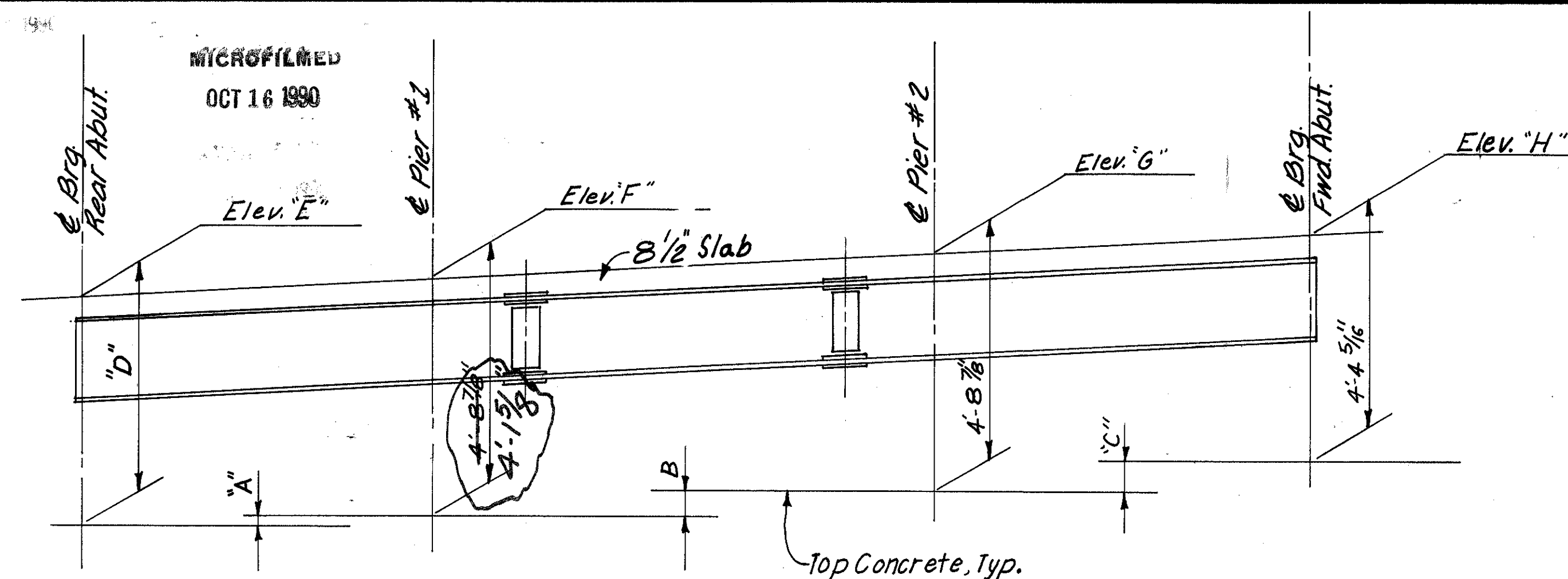
- See Std. Dwg. RB-1-55 for rocker details.
- See Std. Dwg. FB-1-82 for details of fixed bearings.
- See Sheet 12/17 for Intermediate Crossframes.
- See Std. Dwg. SD-1-69 for additional Splice, Scupper, Crossframe, & End Dam Details.
- When a shape or plate is designated (CVN) the material shall meet specified minimum notch toughness requirement as specified in 711.01 of CMS.
- In lieu of A588 steel, A36 steel, galvanized, may be furnished for bearings, except for upper plate element of bearings. This A36 steel shall be included with the A588 steel quantity for payment.
- High Strength Bolts shall be 1" diameter A325, Type 3.
- A588 Steel is to be left unpainted, except as noted. See CMS 513.221 for cleaning Requirement. A 5 foot length of the ends of beams at the fwd. Abut. & the end crossframes & other A588 steel within these limits shall be painted. Paint shall be 514, system A. The prime coat shall be 70817. The top coat shall be 70818, except that the color shall closely approach Federal Std. No. 595a-20045 or 20059.

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FRAMING PLAN
BRIDGE NO. JAC-35-0963 L/R
OVER COUNTY RD. 36

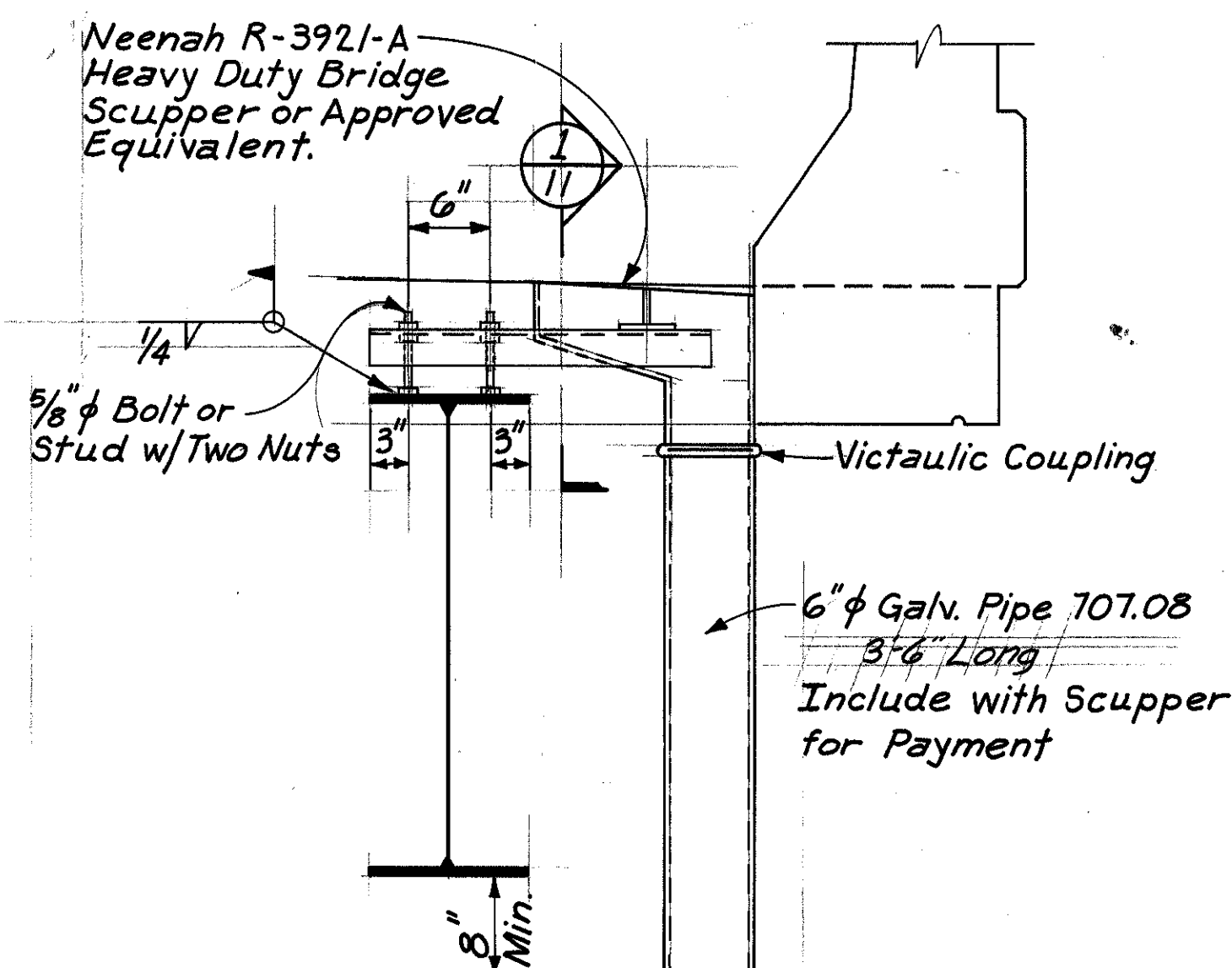
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WBS	KJO	—	JET	WBS	4/3/84	

(Color of A588 steel) Federal Std. No. 595a-20045 or 20059

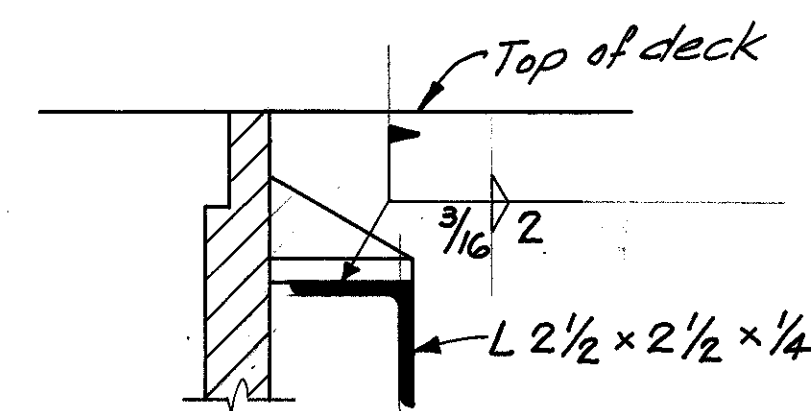
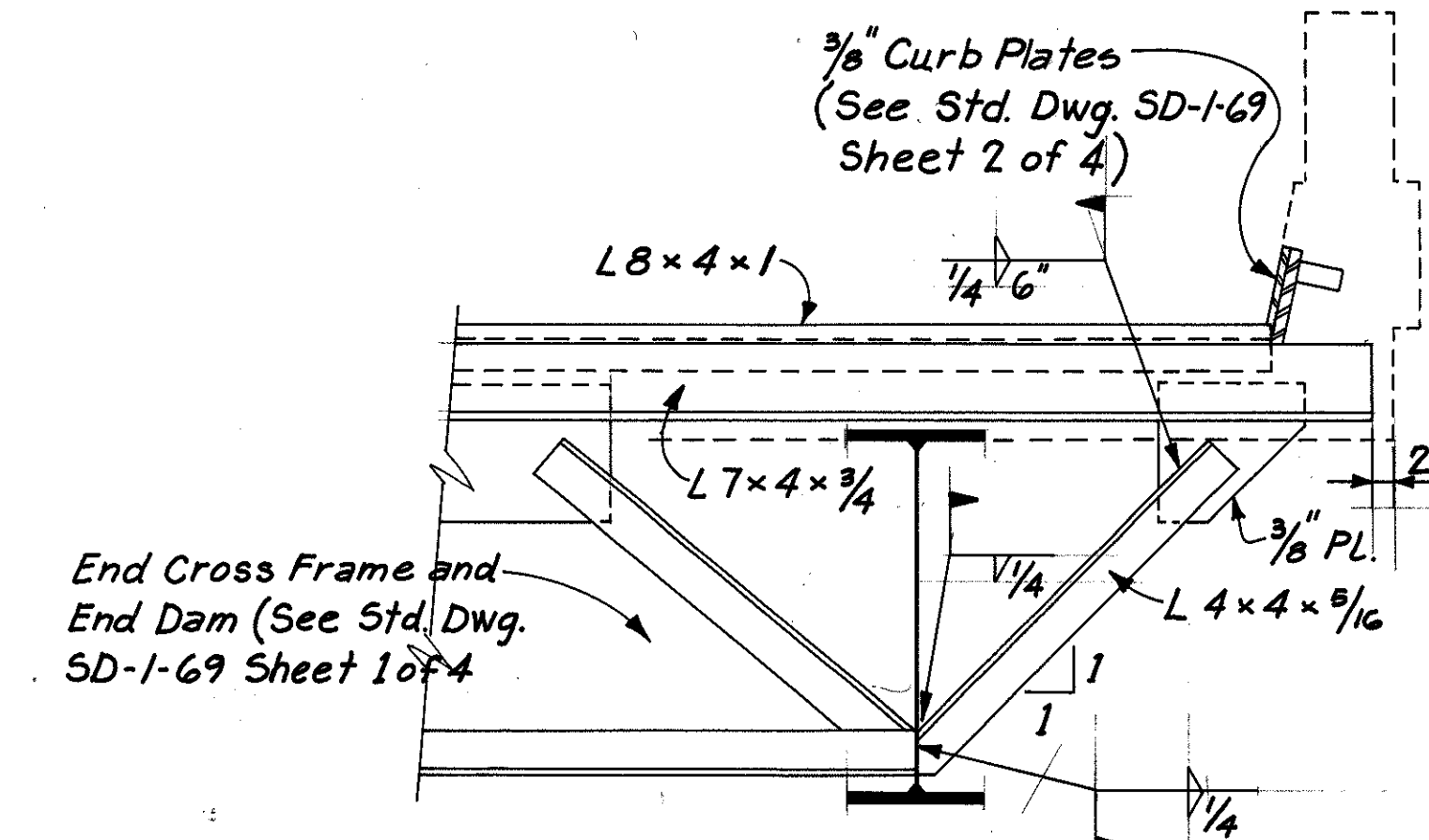
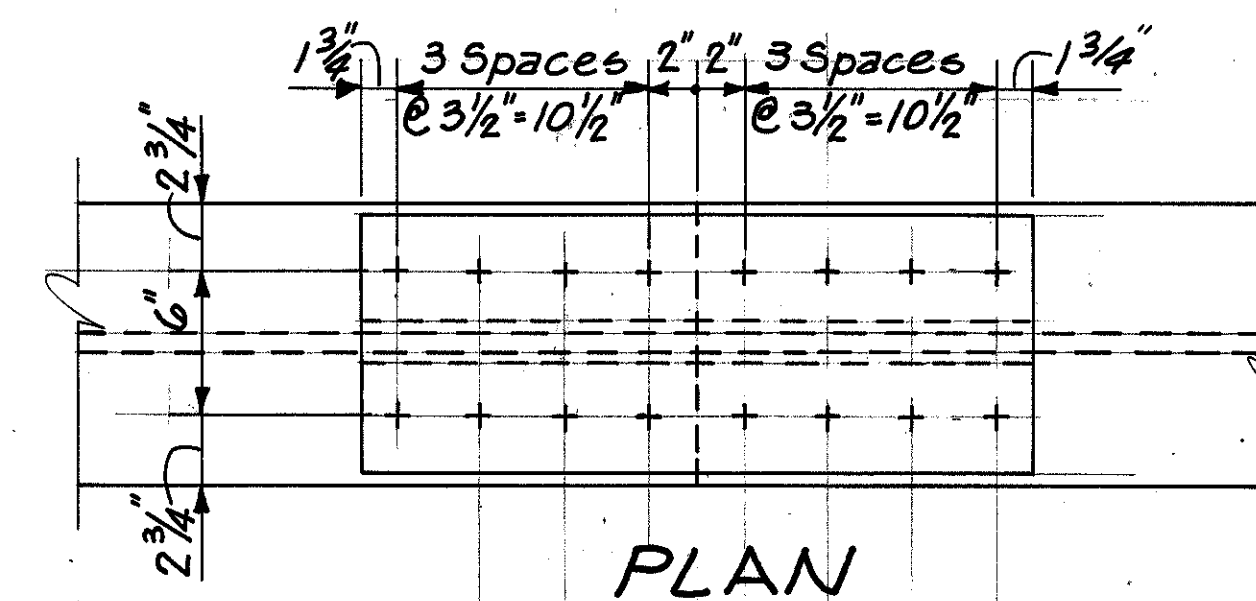


ELEVATION LAYOUT

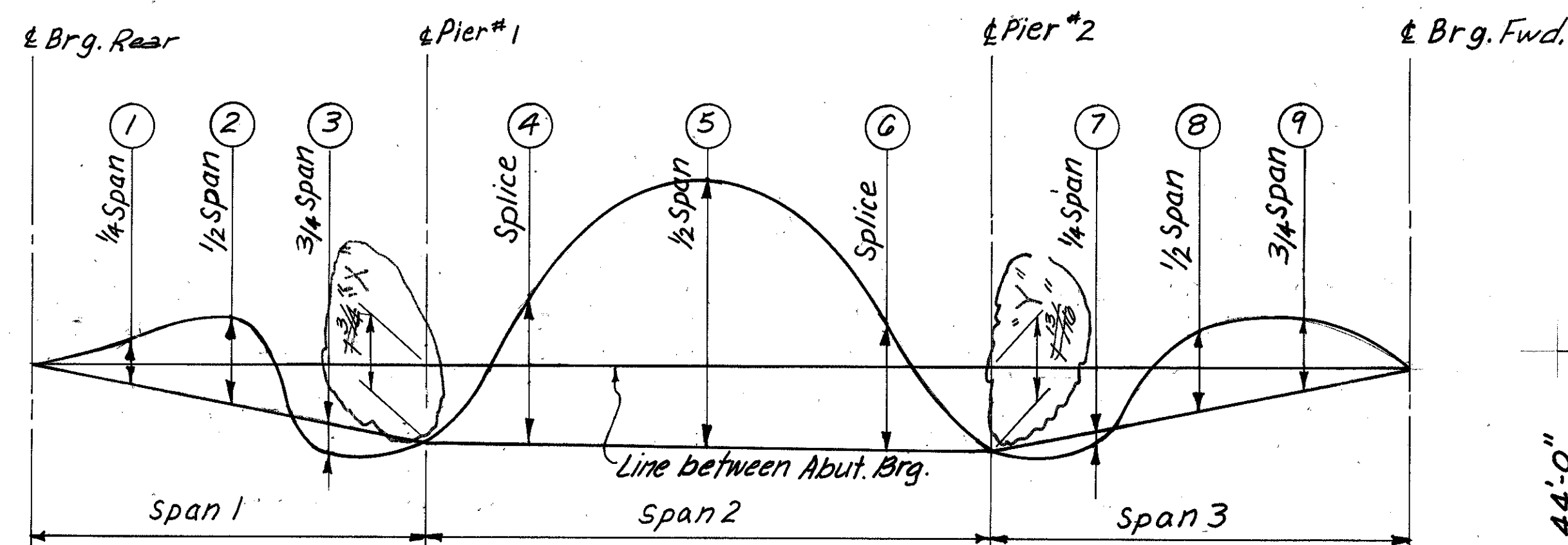
	BEAM	DIM. "A"	DIM. "B"	DIM. "C"	DIM. "D"	EL. "E"	EL. "F"	EL. "G"	EL. "H"	X	Y
Left Bridge	B-1	0'-9 5/8"	0'-3"	1'-2 1/4"	4'-5 5/8"	713.75	714.21	715.07	715.88	1 3/16"	1 5/16"
	B-2	1'-0 1/8"	0'-3"	1'-2 3/8"	4'-8 1/4"	713.90	714.35	715.21	716.03	1 5/16"	2 1/16"
	B-3	0'-11 3/16"	0'-3"	1'-2 3/8"	4'-7 5/8"	713.76	714.21	715.07	715.89	1 5/16"	2 1/16"
	B-4	0'-10 3/8"	0'-3"	1'-2 3/8"	4'-6 1/2"	713.62	714.07	714.93	715.75	1 5/16"	2 1/16"
	B-5	0'-9 3/8"	0'-3 1/8"	1'-2 3/8"	4'-5 5/8"	713.48	713.92	714.79	715.61	2 1/16"	2 1/16"
Right Bridge	B-6	0'-9 3/8"	0'-3"	1'-2 1/2"	4'-5 5/8"	713.58	714.04	714.90	715.73	1 5/16"	2 3/16"
	B-7	0'-10 1/8"	0'-3 1/8"	1'-2 1/2"	4'-6 1/4"	713.44	713.89	714.76	715.59	2 1/16"	2 3/16"
	B-8	0'-10 3/16"	0'-3 1/4"	1'-2 3/8"	4'-6 3/4"	713.30	713.75	714.63	715.45	2 1/16"	2 1/16"
	B-9	0'-11 3/16"	0'-3 1/4"	1'-2 3/8"	4'-7 5/16"	713.16	713.61	714.49	715.31	2 1/16"	2 1/16"
	B-10	0'-9 1/2"	0'-3 1/8"	1'-2 1/2"	4'-5 5/8"	712.83	713.28	714.15	714.98	2 1/16"	2 3/16"



SCUPPER DETAIL

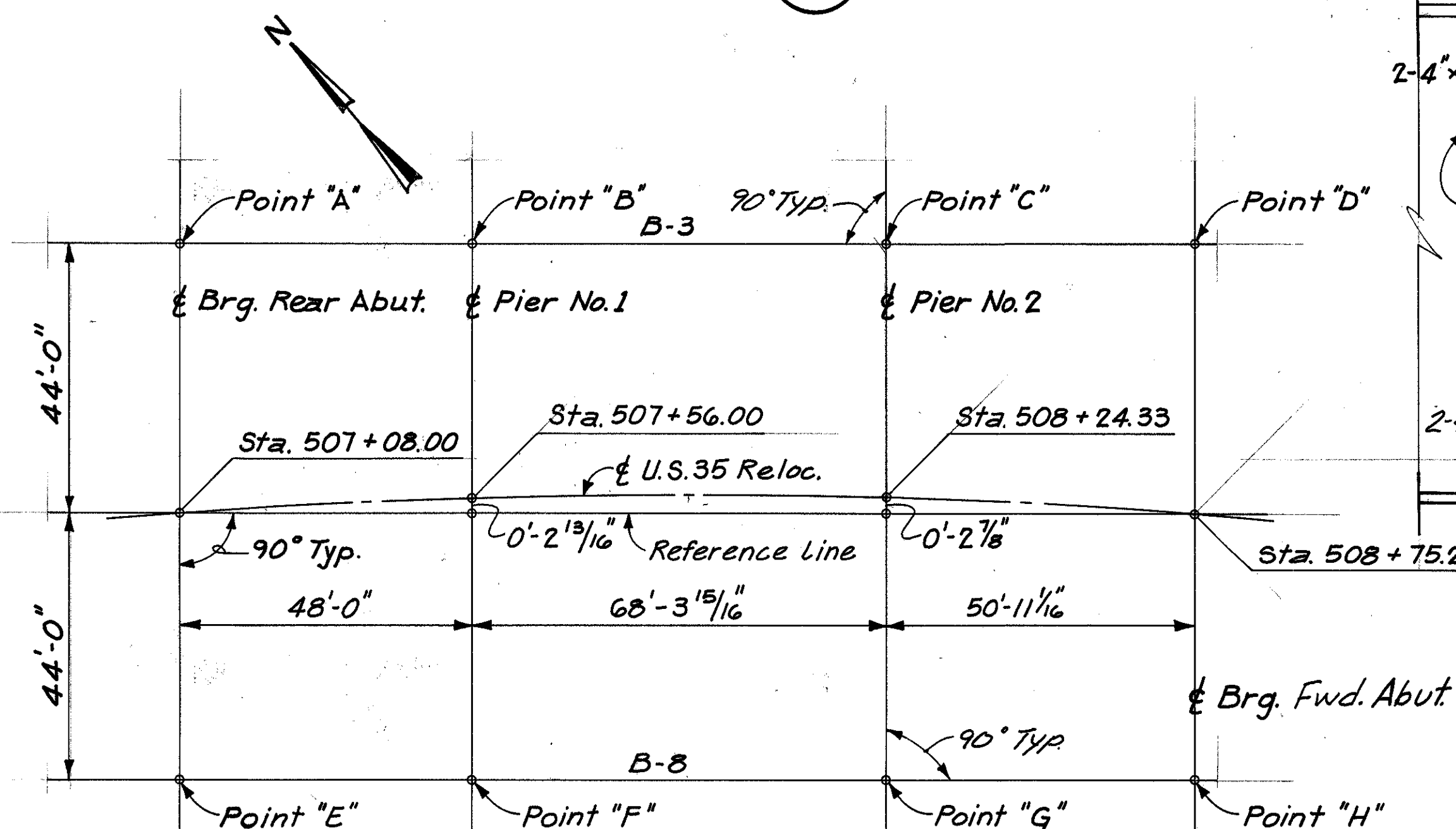
SECTION 1
11SECTION 2
10

PLAN

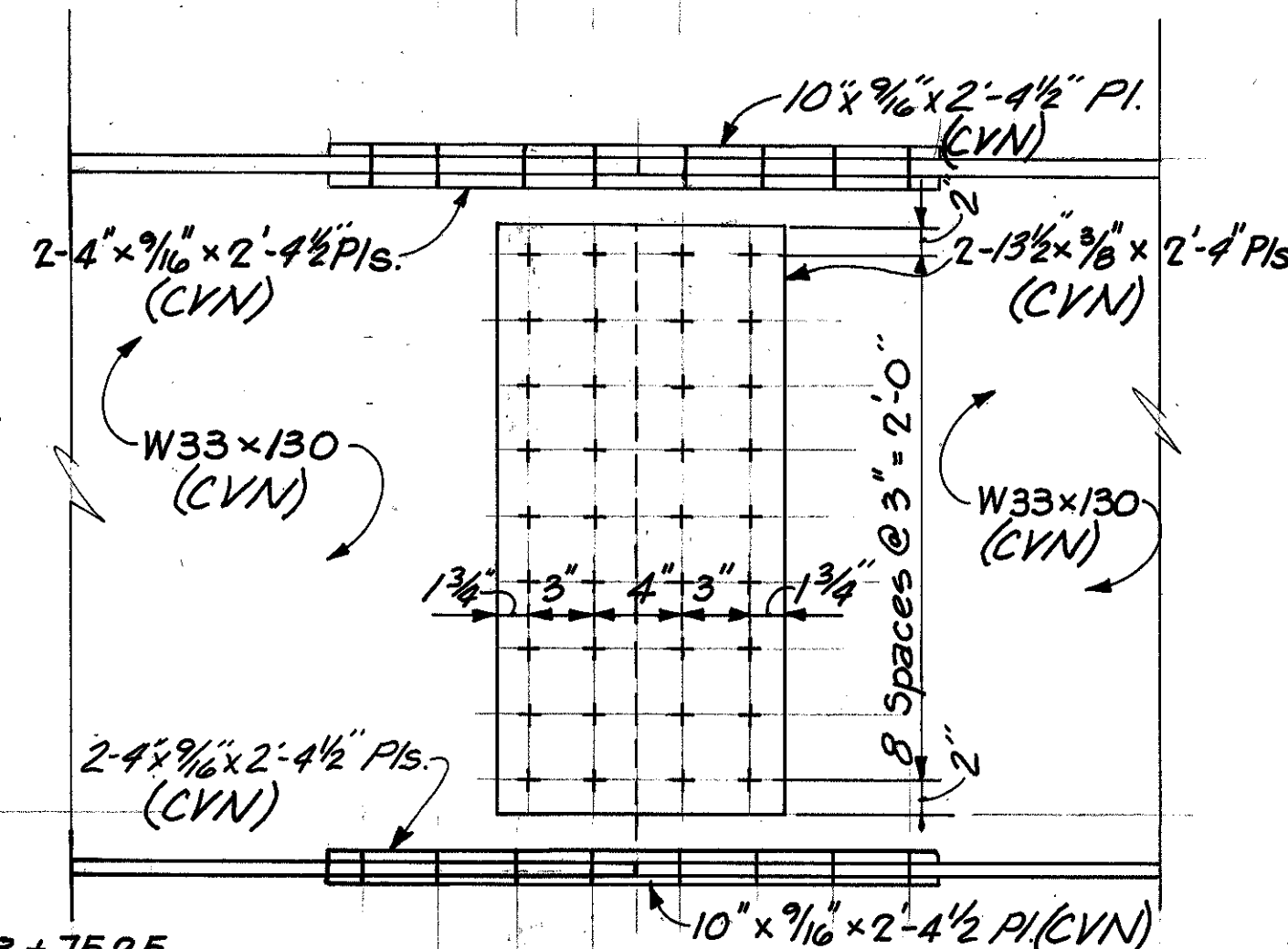


LAYOUT DIAGRAM

DEFLECTION & CAMBER TABLE										
DESCRIPTION	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
D.L. Steel Beam	1/32	1/32	0	1/32	3/32	1/32	0	1/32	1/32	
Remaining D.L.	3/16	3/16	1/16	5/16	13/16	9/32	1/8	9/32	1/4	
Superelevation Correction	0	0	0	0	0	0	0	0	0	
Vertical Curve Correction	-5/32	-3/16	-5/32	-3/16	-13/32	-3/16	-5/32	-3/32	-5/32	
Total Camber	1/16	1/32	-3/32	5/32	1/2	1/8	-1/32	3/32	1/8	



LAYOUT DIAGRAM



ELEVATION

See notes on sht. 10/17

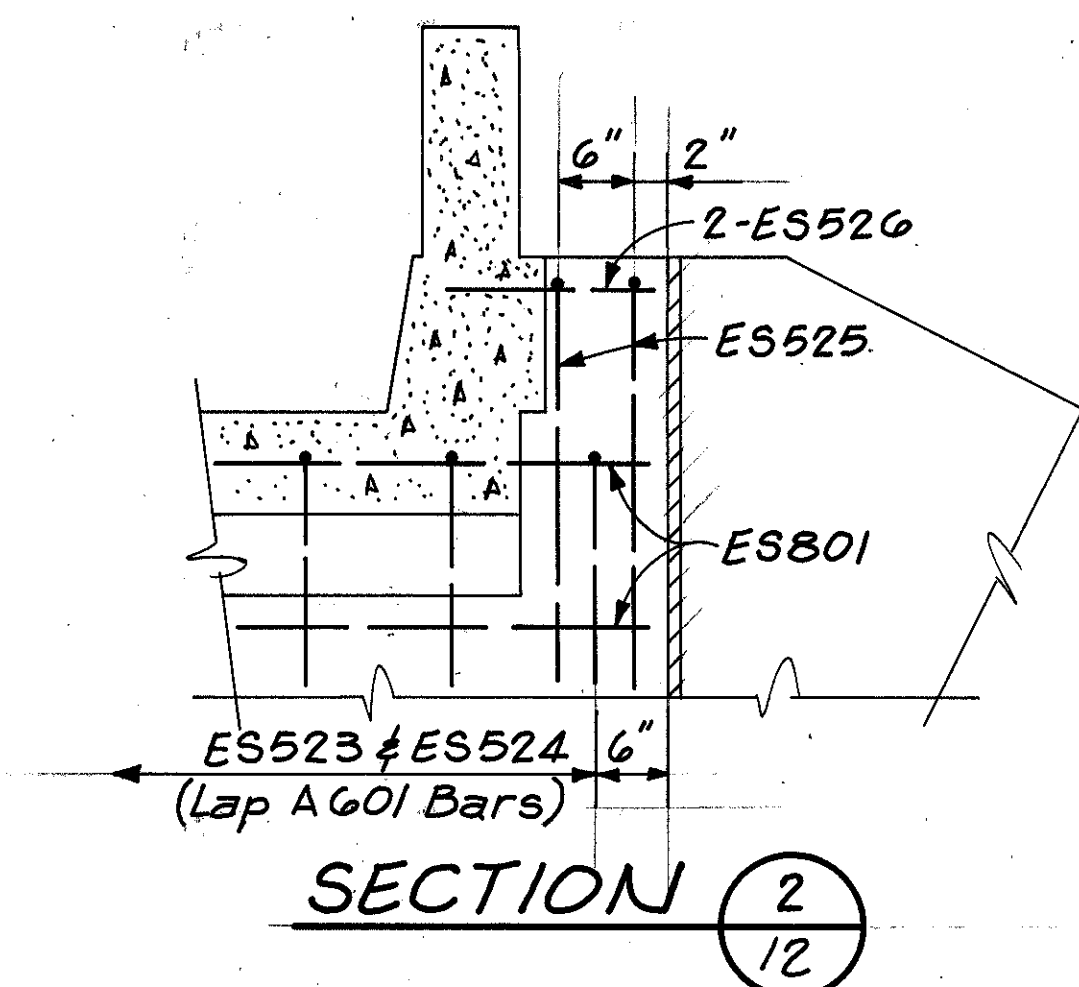
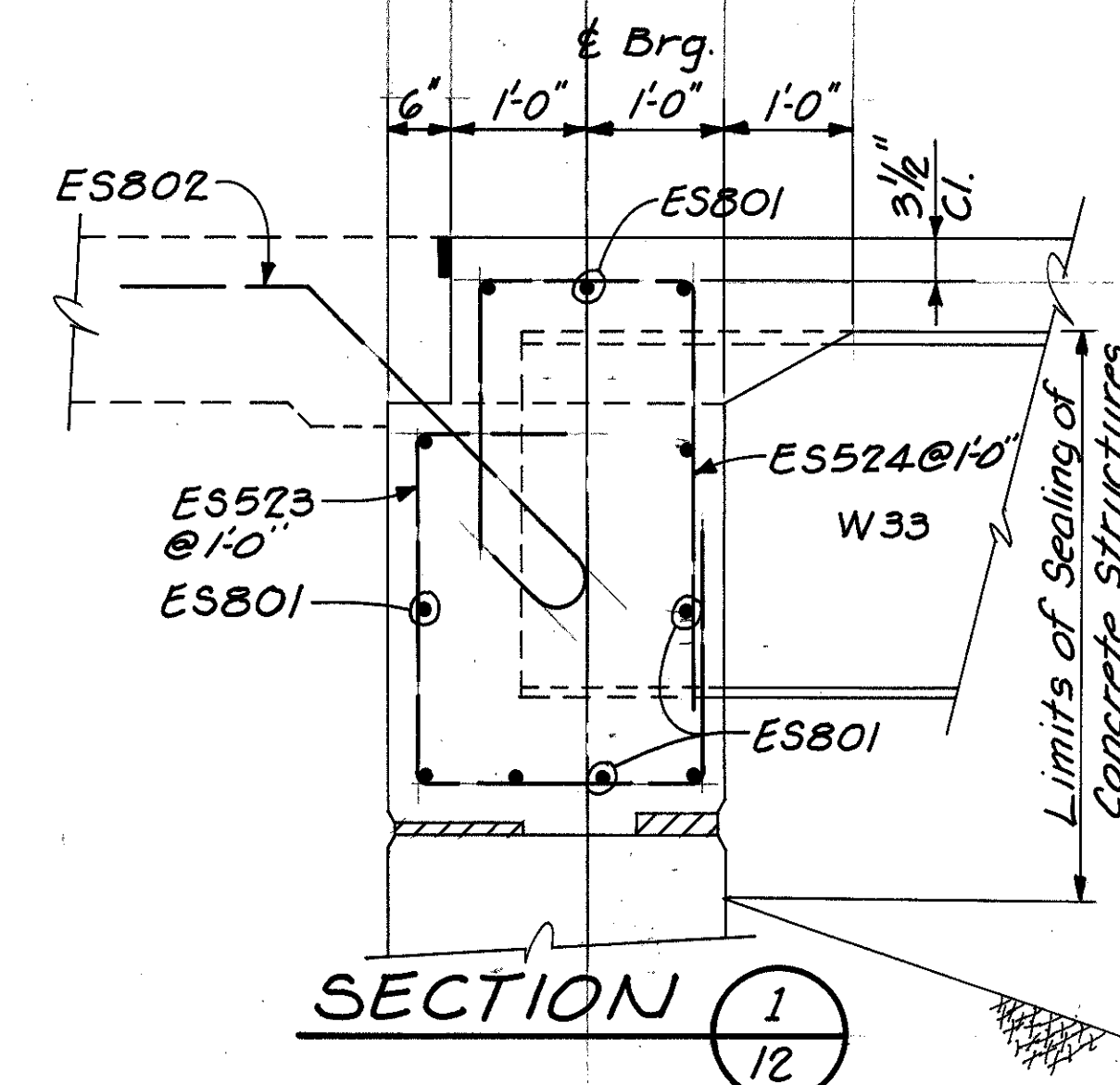
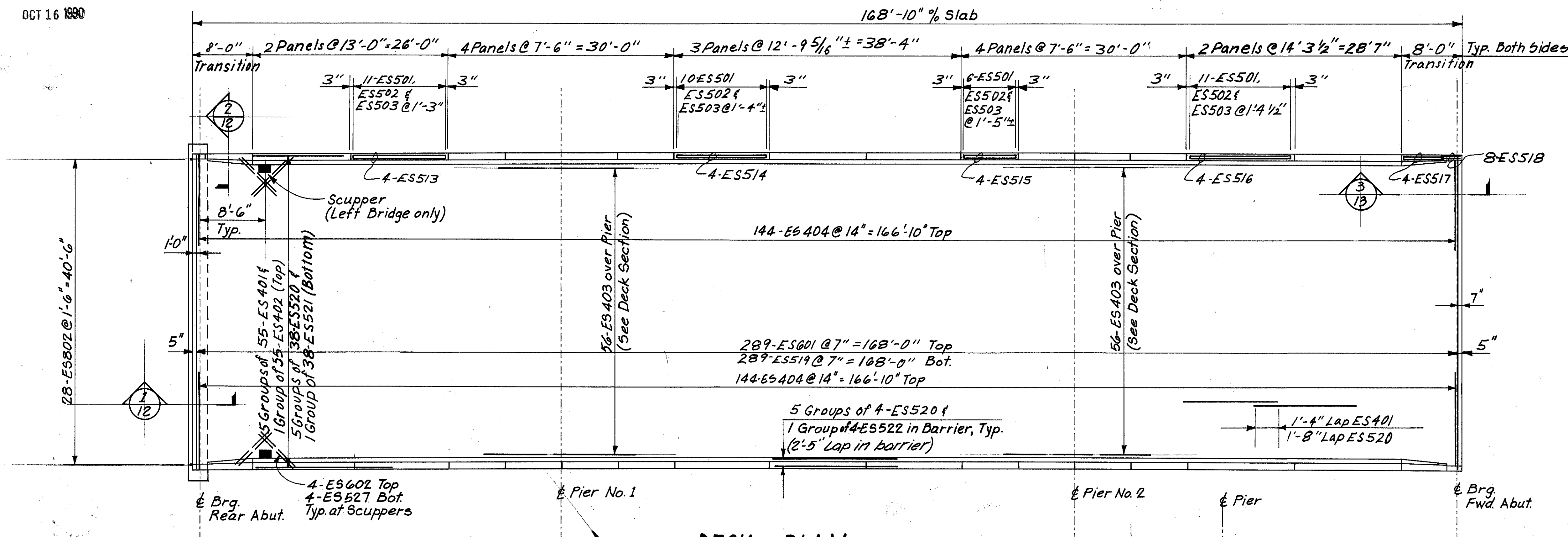
DESIGNED		DRAWN		TRACED		CHECKED		REVIEWED		DATE		REVISED	
GTW		MHW		—		JET		WBS		4/3/86			

REVISED 12/10/86

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111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117

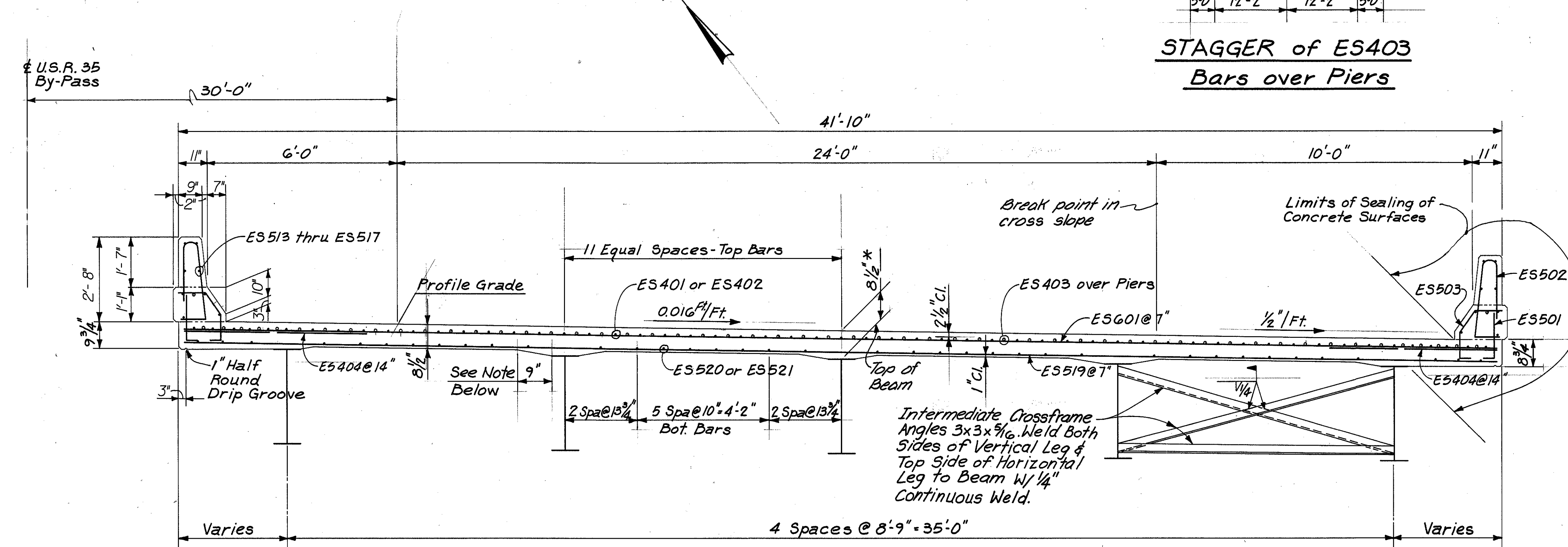
FRAMING DETAILS

BRIDGE NO. JAC-35-0963 LR
OVER COUNTY RD. 36



NOTES:

- See Sheet 2/17 for General Notes & Quantities.
- See Sheets 15/17 & 17/17 for Reinf. Steel Details.
- See Std. Dwg. BR-1 for Additional Bridge Railing Details.
- See Sheet 13/17 for Additional Deck Details.
- See Std. Dwg. ICD-1-82 for Additional Rear Abutment Details.
- Welded Attachment of Supports for Conc. Deck Finishing Machine May be Made to Areas of the Facia Stringer Flanges Designated "Compression." Attachments Shall Not be Made to Areas Designated "Tension." Fillet Welds to Compression Flanges Shall be Not Closer than 1" From Edge of Flange, be Not More than 2" Long, & be Not Smaller than the Min. Size Req'd. by AASHTO.



A Haunch Width of 9" Shall be used for Computing Quantity of Conc. However, the Haunch Width May Vary Between 6" & 12".

TRANSVERSE DECK SECTION
(Right Bridge Shown)
(See next sheet for Left Bridge)

* The Distance Shown from Top of Deck Slab to Top of Steel Beam is the Design Dim. The Quantity of Deck Conc. to be Paid for Shall be Based on this Dim., Even Though Deviation from it May be Necessary Because the Top Flange of the Beam May Not Have the Exact Camber or Conformation Req'd. to Place it Parallel to the Finish Grade.

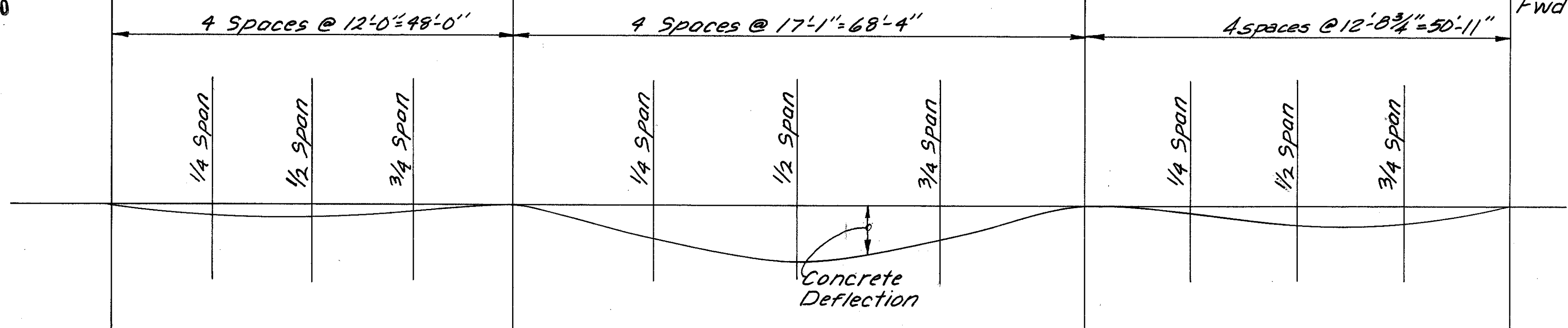
KZF INCORPORATED		12/17	
ARCHITECTS • ENGINEERS • INTERIOR DESIGNERS 111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117			
DECK PLAN BRIDGE NO. JAC-35-0963 L/R OVER COUNTY RD. 36			
DESIGNED GTW	DRAWN MHW	TRACED —	CHECKED JET
REVIEWED WBS 4/3/80		DATE	

Brig.
Rear Abut.

Pier #1

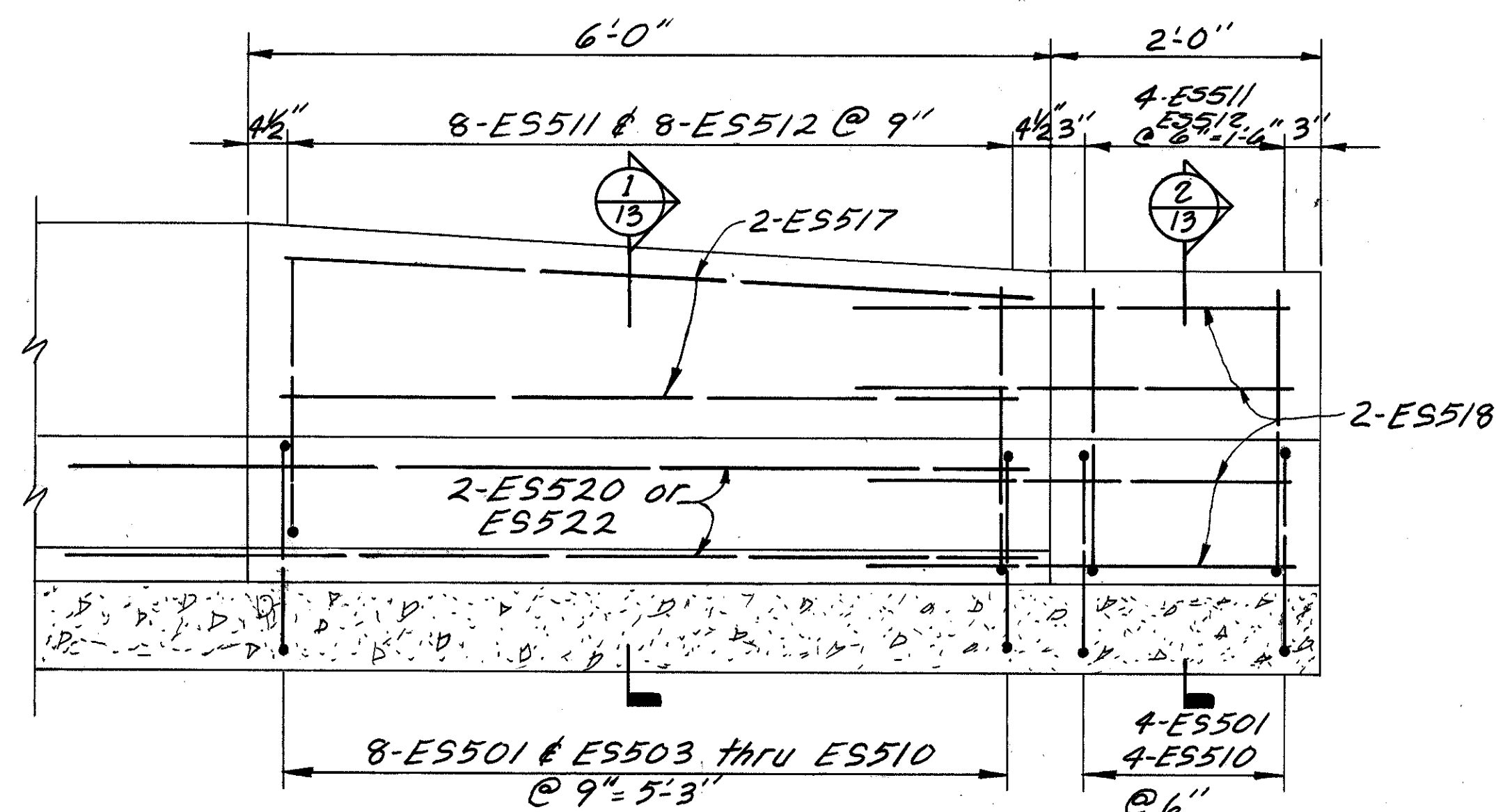
Pier #2

Brig.
Fwd Abut.

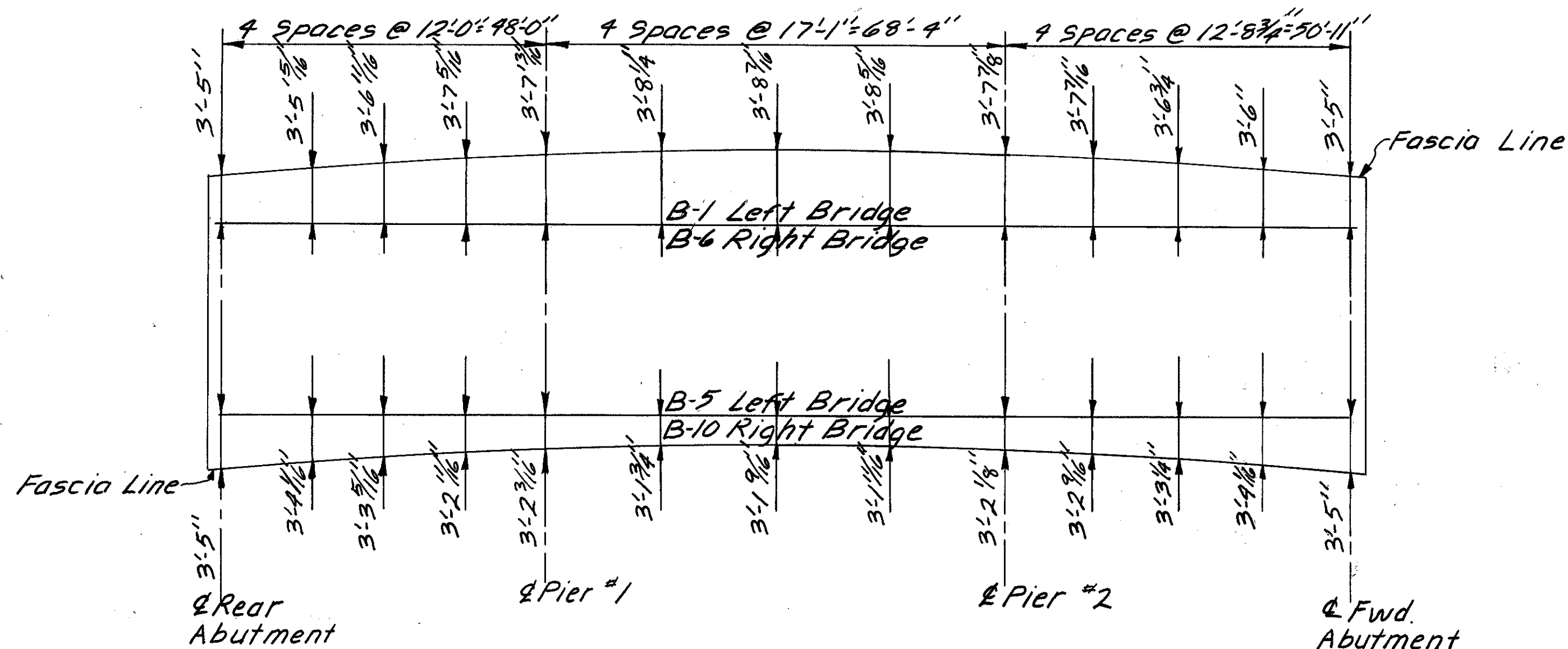
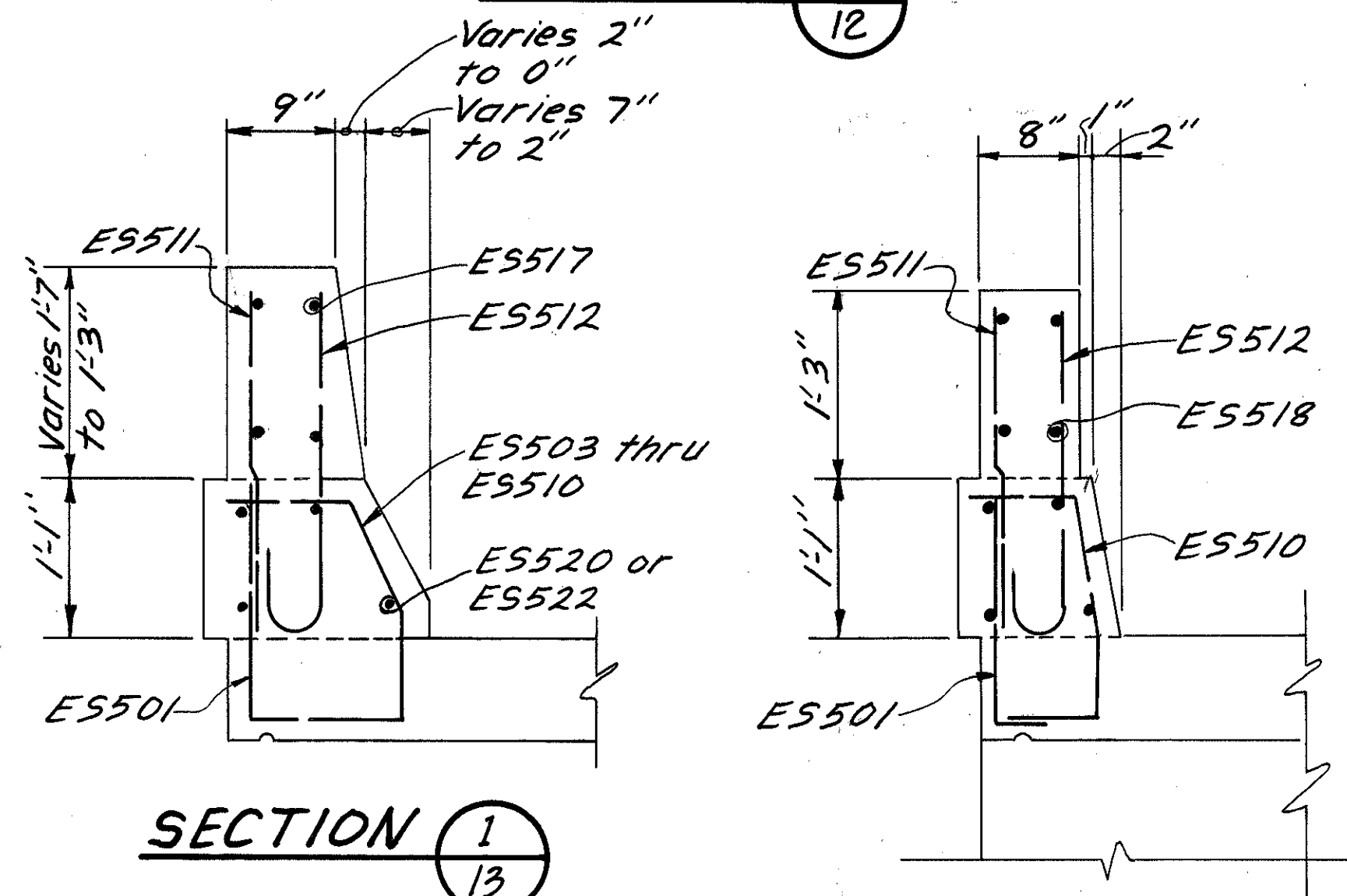


SCREED DIAGRAM AND TABLE

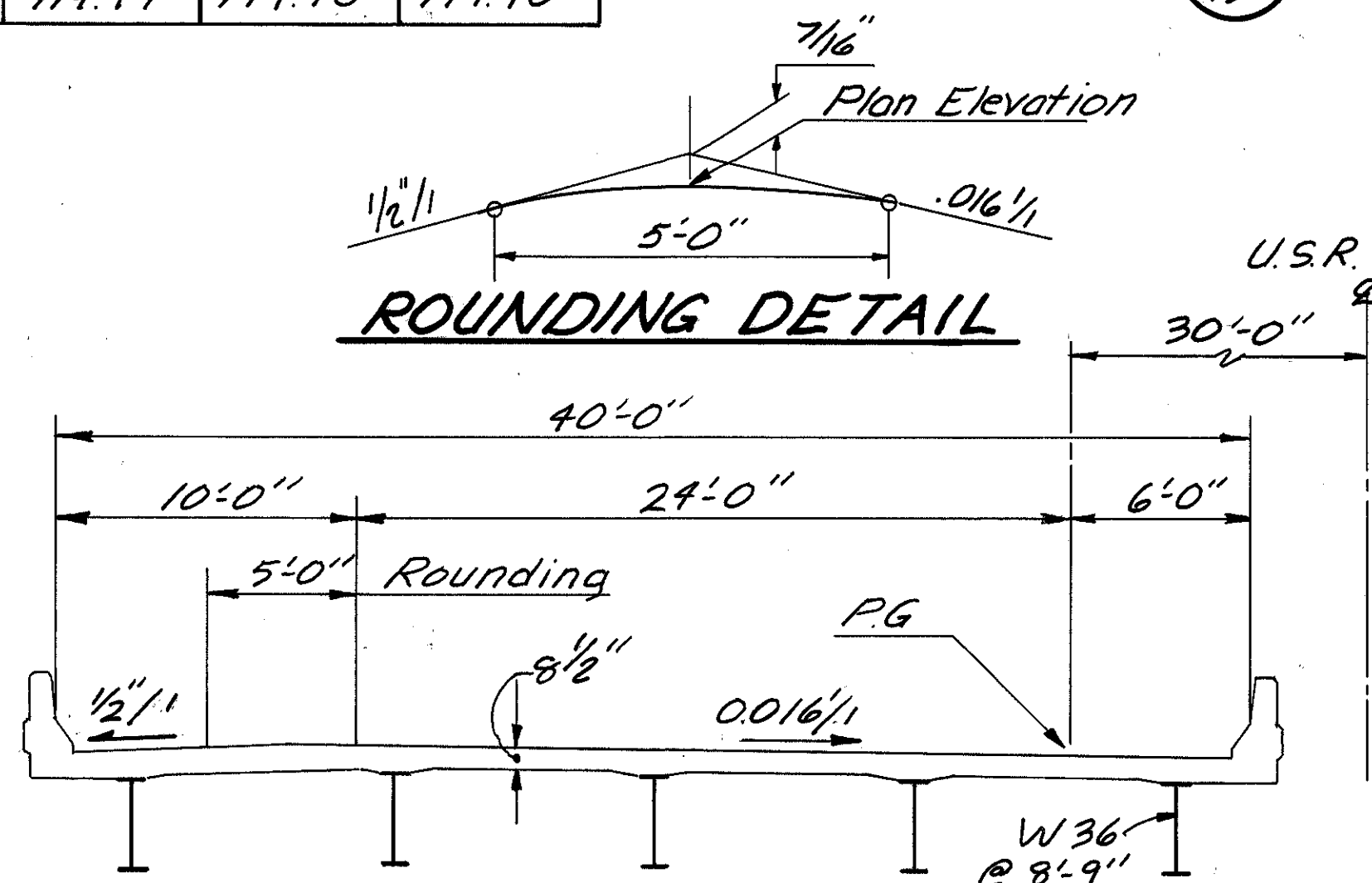
Location		Brig.	1/4	1/2	3/4	Pier	1/4	1/2	3/4	Pier	1/4	1/2	3/4	Brig.
LEFT BRIDGE	Station	507+08.44	507+20.38	507+32.31	507+44.25	507+56.19	507+73.18	507+90.17	508+07.17	508+24.16	508+36.82	508+49.48	508+62.15	508+74.81
	Profile Grade	713.534	713.635	713.744	713.861	713.986	714.177	714.385	714.609	714.849	715.038	715.237	715.444	715.660
	Fascia Elevation (64'-11" Lt)	713.669	713.770	713.879	713.997	714.121	714.313	714.521	714.745	714.985	715.174	715.372	715.580	715.796
	Cast-in-Place Conc. Deflection	0	.015	.016	.005	0	.041	.067	.049	0	.009	.024	.021	0
	Screeed Elevation	713.67	713.79	713.90	714.00	714.12	714.35	714.59	714.79	714.99	715.18	715.40	715.60	715.80
LEFT BRIDGE	Station	507+08.16	507+20.13	507+32.11	507+44.09	507+56.07	507+73.12	507+90.17	508+07.22	508+24.27	508+36.97	508+49.68	508+62.39	508+75.09
	Profile Grade	713.531	713.632	713.742	713.859	713.984	714.177	714.385	714.610	714.851	715.041	715.240	715.448	715.665
	Fascia Elevation (23'-1" Lt)	713.444	713.546	713.655	713.772	713.898	714.090	714.298	714.523	714.764	714.954	715.153	715.361	715.578
	Cast-in-Place Conc. Deflection	0	.015	.016	.005	0	.041	.067	.040	0	.009	.024	.021	0
	Screeed Elevation	713.44	713.56	713.67	713.78	713.90	714.13	714.37	714.56	714.76	714.96	715.18	715.38	715.58
RIGHT BRIDGE	Station	507+07.84	507+19.87	507+31.89	507+43.91	507+55.93	507+73.05	507+90.16	508+07.28	508+24.39	508+37.15	508+49.90	508+62.65	508+75.41
	Profile Grade	713.529	713.630	713.740	713.857	713.983	714.176	714.385	714.610	714.852	715.043	715.243	715.452	715.670
	Fascia Elevation (23'-1" Rt)	713.615	713.717	713.826	713.944	714.070	714.262	714.472	714.697	714.939	715.130	715.330	715.539	715.757
	Cast-in-Place Conc. Deflection	0	.015	.016	.005	0	.041	.067	.040	0	.009	.024	.021	0
	Screeed Elevation	713.62	713.73	713.84	713.95	714.07	714.30	714.54	714.74	714.94	715.14	715.35	715.56	715.76
RIGHT BRIDGE	Station	507+07.56	507+19.62	507+31.68	507+43.75	507+55.81	507+72.98	507+90.16	508+07.33	508+24.50	508+37.30	508+50.10	508+62.90	508+75.69
	Profile Grade	713.526	713.628	713.738	713.856	713.982	714.175	714.385	714.611	714.854	715.046	715.246	715.456	715.675
	Fascia Elevation (64'-11" Rt)	712.750	712.851	712.961	713.079	713.205	713.398	713.608	713.835	714.077	714.269	714.470	714.680	714.900
	Cast-in-Place Conc. Deflection	0	.015	.016	.005	0	.041	.067	.040	0	.009	.024	.021	0
	Screeed Elevation	712.75	712.87	712.98	713.08	713.21	713.44	713.68	713.88	714.08	714.28	714.49	714.70	714.90



SECTION 3



FASCIA OFFSETS



TYPICAL HALF SECTION (Left Bridge)

NOTES:

- See Std. Dwg. GR-3 for Concrete Insert Anchor Assembly Required to Attach Guardrail to Ends of Bridge Railing.
- Holes for Bolts Attaching Guardrail to the Terminal Connector at Ends of Parapets shall be Slotted 29/32" x 3" and all Bolts shall be Tightened as Specified for Expansion Joints as per CMS 606.05 to Allow for Bridge Movement.

		13 / 17	
		ARCHITECTS	ENGINEERS
111 Merchant Street, Cincinnati, Ohio 45246		513/772-1117	
DECK DETAILS			
BRIDGE NO. JAC-35-0963 L/R OVER COUNTY RD. 36			
DESIGNED	DRAWN	TRACED	CHECKED
WBS	KJO	-	JET
REVIEWED	DATE	REVISED	
WBS	4/3/86		

Mark	Number	Length	Weight	Shape	Left Bridge		Right Bridge	
Abutments					Rear	Forward	Rear	Forward
EA801	56	5'-1"	760	Bt.		28		28
EA601	84	7'-1"	893	Bt.		42		42
EA602	84	6'-11"	873	Bt.		42		42
EA603	46	10'-1"	696	Bt.		23		23
EA604	38	9'-3"	528	Bt.		19		19
EA501	2	32'-3"	67	Str.				2
EA502	2	31'-0"	65	Str.				2
EA503	3	28'-0"	88	Str.				3
EA504	1	25'-0"	26	Str.				1
EA505	5	26'-6"	138	Str.		1		4
EA506	3	24'-2"	76	Str.				3
EA507	1	21'-10"	23	Str.				1
EA508	4	3'-8"	15	Str.		2		2
EA509	2	10'-11"	23	Bt.				2
EA510	2	4'-10"	10	Bt.				2
EA511	2	6'-2"	13	Bt.				2
EA512	2	7'-6"	16	Bt.				2
EA513	2	8'-10"	18	Bt.				2
EA514	1	10'-4"	11	Bt.				1
EA515	2	11'-10"	25	Bt.				2
EA516	1	13'-4"	14	Bt.				1
EA517	1	9'-10"	10	Bt.				1
EA518	1	10'-10"	11	Bt.				1
EA519	2	9'-0"	19	Bt.				2
EA520	2	Varies				2		
EA520	Series of 6	3'-8" to 11'-1"	93	Bt.		Series of 6		
EA521	1	10'-4"	11	Bt.		1		
EA522	2	11'-5"	24	Bt.		2		
EA523	1	11'-0"	11	Bt.		1		
EA524	1	12'-2"	13	Bt.		1		
EA525	2	11'-11"	25	Bt.		2		
EA526	2	33'-4"	70	Str.		2		
EA527	2	32'-0"	67	Str.		2		
EA528	3	29'-6"	92	Str.		3		
EA529	2	28'-11"	60	Str.		2		
EA530	2	27'-9"	58	Str.		2		
EA531	3	25'-3"	79	Str.		3		
EA532	1	22'-3"	23	Str.		1		
EA533	4	2'-10"	12	Str.		2		2
AB01	16	30'-0"	1282	Str.	8		8	
AB02	4	33'-0"	352	Str.			4	
AB03	4	34'-6"	368	Str.			4	
AB04	4	34'-8"	370	Str.	4			
AB05	4	36'-2"	386	Str.	4			
A701	39	7'-6"	598	Str.				39
A702	36	9'-9"	717	Str.				36
A703	17	6'-6"	226	Str.				17
A704	51	5'-10"	608	Bt.				51
A705	10	8'-9"	179	Str.				10
A706	23	6'-2"	290	Str.				23
A707	18	8'-10"	325	Str.				18
A708	28	11'-2"	639	Bt.				28
A709	9	6'-4"	116	Str.				9
A710	6	8'-5"	103	Str.				6
AG01	80	10'-5"	1252	Bt.	40		40	
AG02	4	30'-0"	180	Str.		4		
AG03	4	18'-5"	111	Str.		4		
AG04	5	14'-4"	108	Bt.		5		

Mark	Number	Length	Weight	Shape	Left Bridge		Right Bridge	
Abutments					Rear	Forward	Rear	Forward
AG05	27	12'-4"	500	Bt.		27		
AG06	14	15'-0"	315	Str.		14		
A501	91	10'-10"	1028	Bt.	45		46	
A502	64	11'-0"	734	Bt.	31		33	
A503	6	12'-10"	80	Bt.			6	
A504	11	14'-10"	170	Bt.	5		6	
A505	7	14'-2"	103	Bt.	7			
A506	2	13'-8"	29	Bt.	1		1	
A507	16	30'-0"	501	Str.	8		8	
A508	10	32'-2"	336	Str.			8	2
A509	8	33'-10"	282	Str.	8			
A510	2	6'-11"	14	Str.			2	
A511	8	6'-4"	53	Str.	4		4	
A512	8	3'-4"	28	Str.	4		4	
A513	5	7'-6"	39	Str.			2	3
A514	1	6'-1"	6	Bt.			1	
A515	1	7'-5"	8	Bt.			1	
A516	1	8'-11"	9	Bt.			1	
A517	1	10'-2"	11	Bt.			1	
A518	1	11'-5"	12	Bt.			1	
A519	1	12'-8"	13	Bt.			1	
A520	2	8'-8"	18	Str.			2	
A521	2	9'-6"	20	Str.			2	
A522	2	4'-0"	8	Bt.	1		1	
A523	2	5'-6"	11	Bt.	1		1	
A524	2	7'-0"	15	Bt.	1		1	
A525	2	8'-5"	18	Bt.	1		1	
A526	2	9'-9"	20	Bt.	1		1	
A527	2	11'-2"	23	Bt.	1		1	
A528	2	12'-4"	26	Bt.	1		1	
A529	2	8'-4"	17	Str.	2			
A530	2	9'-3"	19	Str.	2			
A531	1	4'-8"	5	Bt.	1			
A532	1	6'-2"	6	Bt.	1			
A533	1	7'-8"	8	Bt.	1			
A534	1	9'-0"	9	Bt.	1			
A535	1	10'-4"	11	Bt.	1			
A536	1	11'-8"	12	Bt.	1			
A537	1	12'-6"	13	Bt.	1			
A538	2	8'-11"	19	Str.	2			
A539	2	9'-10"	21	Str.	2			
A540	2	7'-3"	15	Bt.	2			
A541	9	24'-0"	225	Str.				9
A542	17	14'-3"	253	Str.		8		9
A543	10	15'-3"	159	Str.				10
A544	10	7'-5"	77	Bt.				10
A545	27	5'-6"	155	Str.				27
A546	39	5'-2"	210	Bt.				39
A547	3	16'-3"	51	Bt.				3
A548	5	7'-7"	40	Str.				5
A549	15	5'-11"	93	Str.				15
A550	22	7'-6"	172	Bt.				22
A551	9	8'-7"	81	Str.				9
A552	12	11'-5"	143	Str.				12
A553	6	8'-9"	55	Bt.				6
A554	6	2'-8"	17	Str.				6
A555	3	14'-10"	46	Bt.				3
A556	128	6'-6"	868	Bt.		40		68
A557	34	3'-8"	130	Str.		15		19
A558	18	16'-8"	313	Str.		11		7
A559	15	21'-2"	332	Str.		11		4

Mark	Number	Length	Weight	Shape	Left Bridge		Right Bridge	
Abutments					Rear	Forward	Rear	Forward
A560	2	14'-9"	31	Str.				2
A561	10	13'-0"	136	Str.				10
A562	2	13'-8"	29	Str.				2
A563	2	4'-4"	9	Str.				2
A564	4	13'-2"	55	Str.				4
A565	1	22'-6"	23	Str.				1
A566	2	26'-6"	55	Str.				2
A567	5	9'-11"	52	Bt.		5		
A568	27	7'-11"	223	Bt.		27		
A569	2	14'-8"	31	Bt.		2		
A570	10	15'-6"	162	Bt.		10		
A571	27	7'-2"	202	Bt.		27		
A572	12	8'-5"	105	Str.				12
A401	34	9'-0"	204	Bt.	18		16	

NOTES:

1. For Bar Bending Details-See Sheet 15/17
2. Refer to CMS Sections 106.03, 700, 709.01 through 709.05 & 709.08. Sufficient Additional Reinforcing Steel Shall be Provided for Sampling. Random Samples Shall be Replaced in the Structures by the Additional Steel, Spliced in Accordance with 509.08
3. EA Bars are Epoxy Coated

KZF
INCORPORATED

ARCHITECTS ENGINEERS PLANNERS
111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117

REINFORCING STEEL LIST

BRIDGE NO. JAC-35-0963 4/R
OVER COUNTY RD. 36

DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISION
- MHW - JET WBS 4/3/86

14/17

[illegible][illegible][illegible]

1. ES Bars are Epoxy Coated.
2. SP Bars are Spiral Bars. The Weight of these Bars include 4-1x1x1/8 Spacer Angles.



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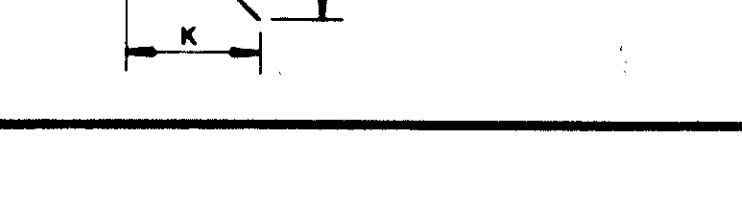
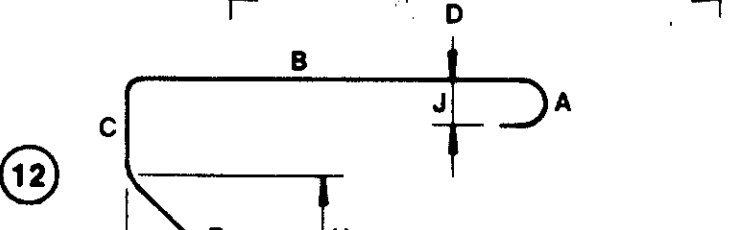
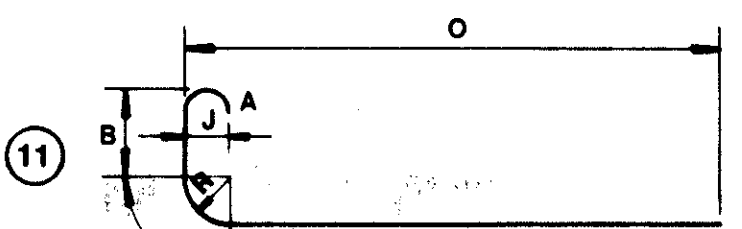
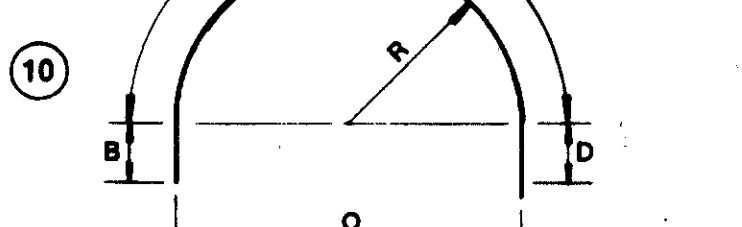
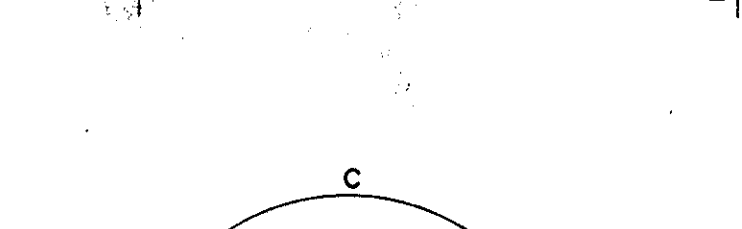
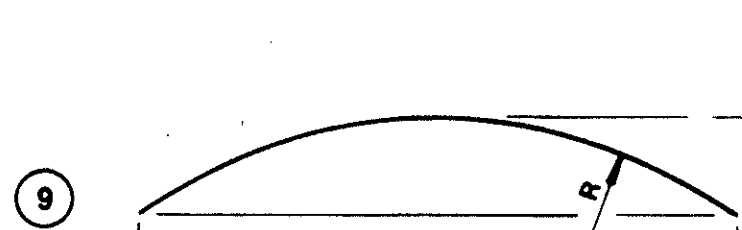
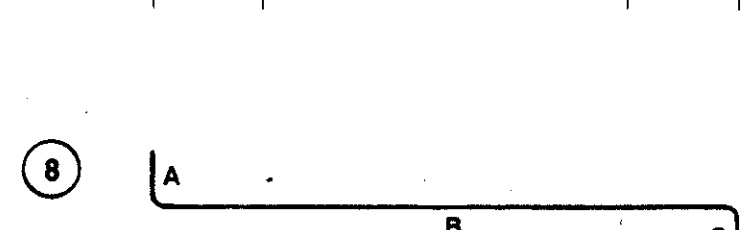
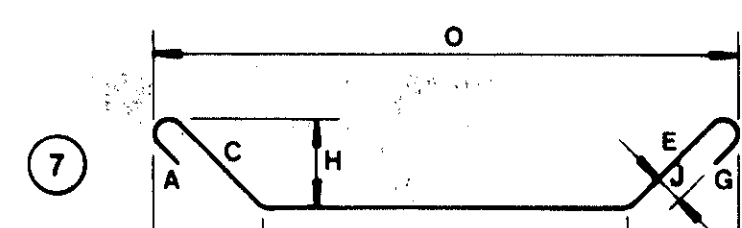
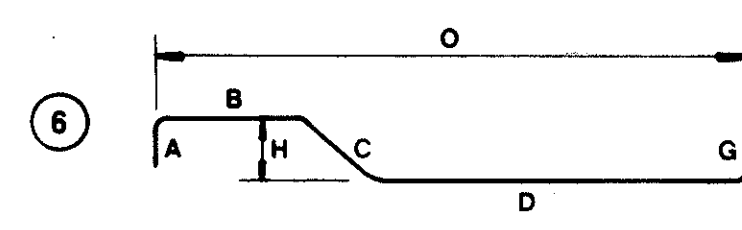
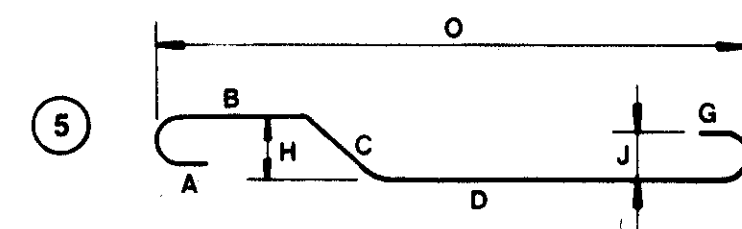
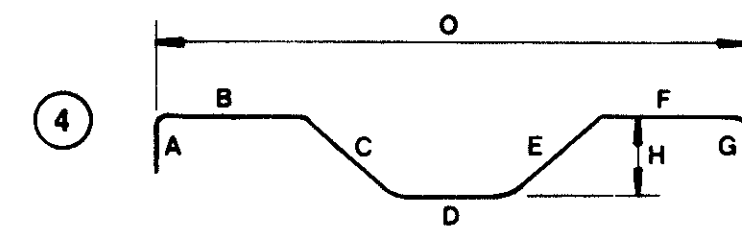
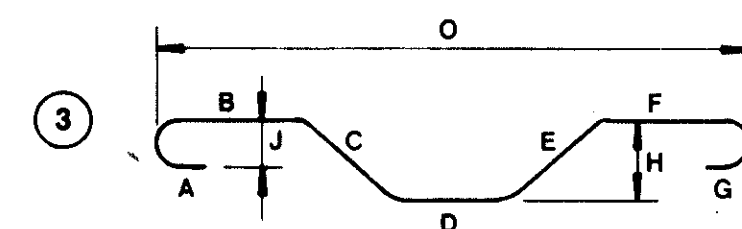
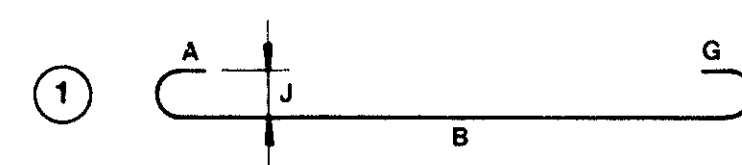
REINFORCING STEEL LIST

BRIDGE NO. JAC-35-0963 4/R
OVER COUNTY RD. 36

DESIGNED —	DRAWN MHW	TRACED —	CHECKED JET	REVIEWED DATE WBS 4/3/86	REVISED
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Dimensions For Bending

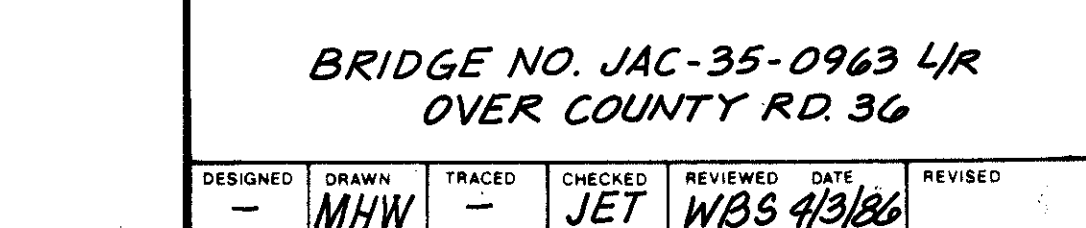
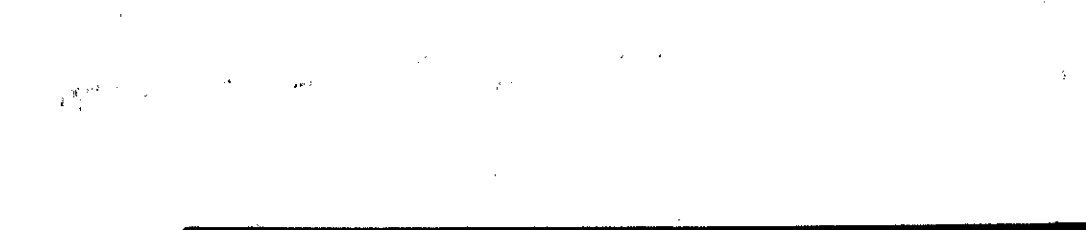
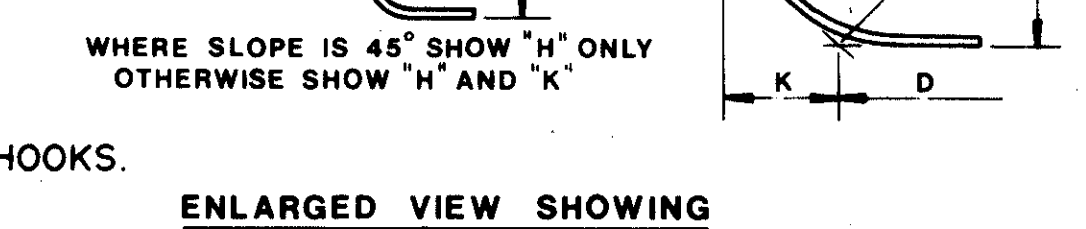
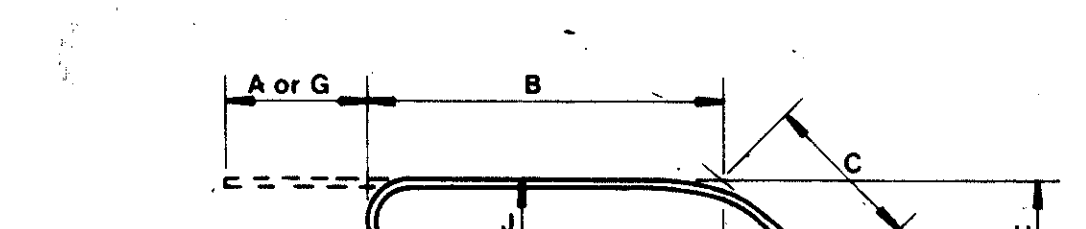
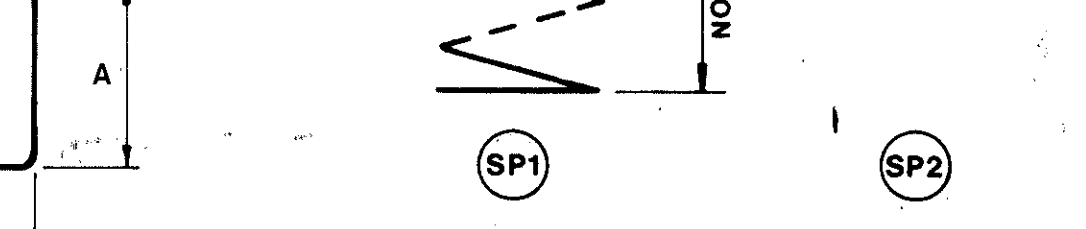
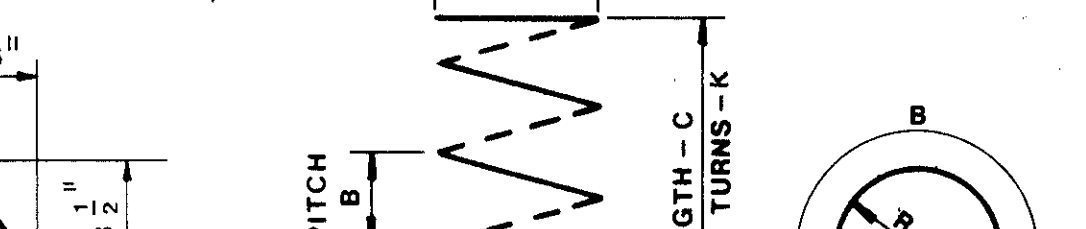
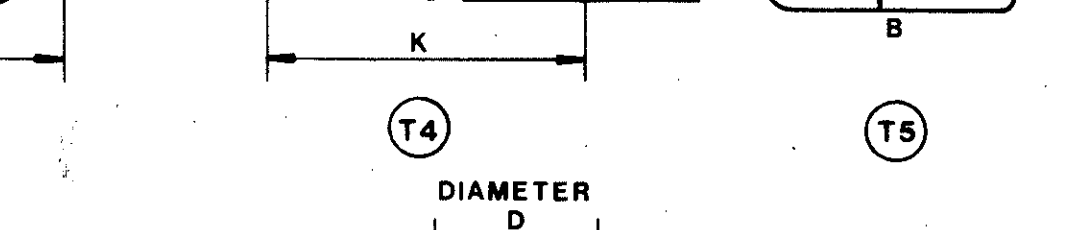
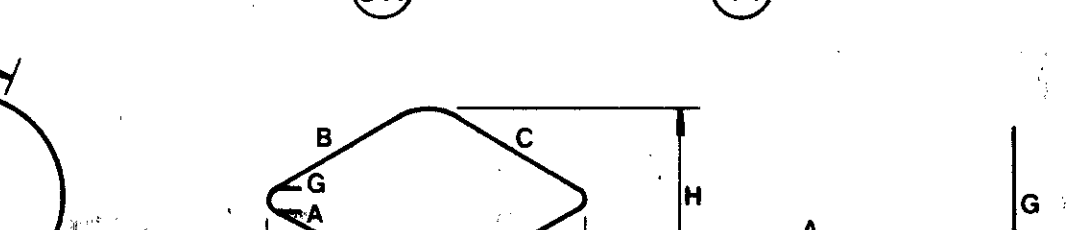
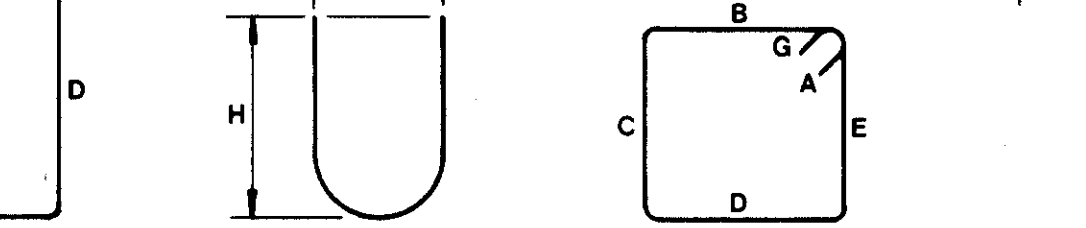
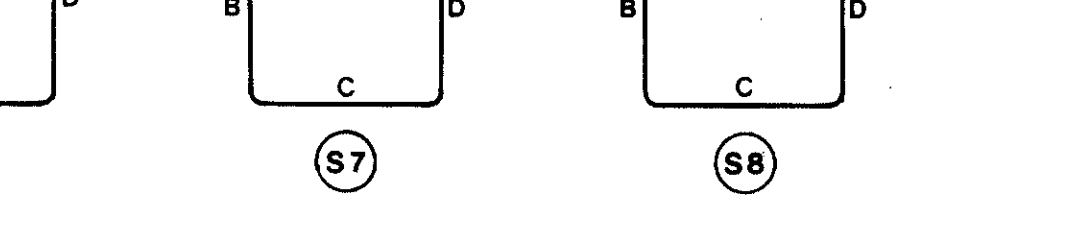
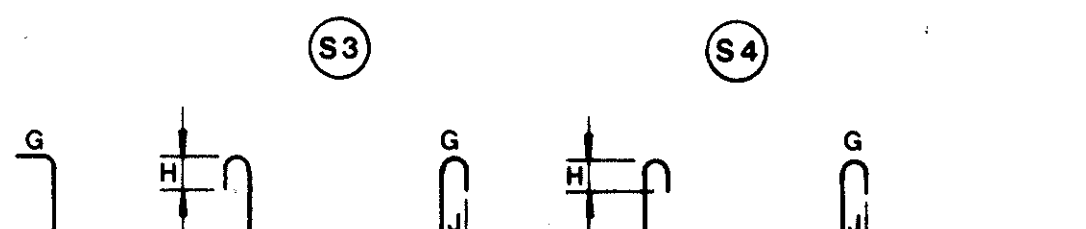
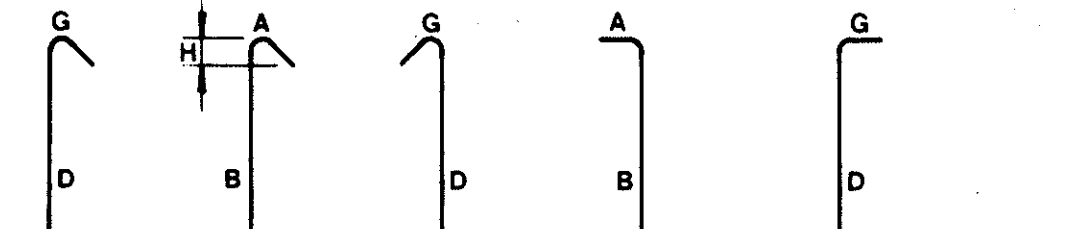
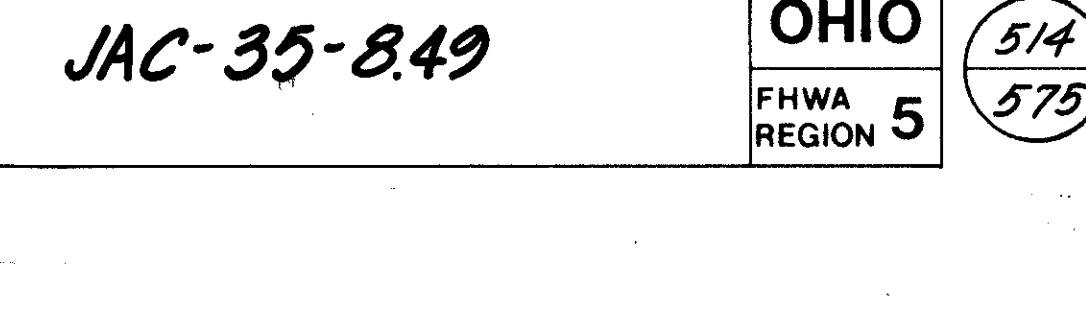
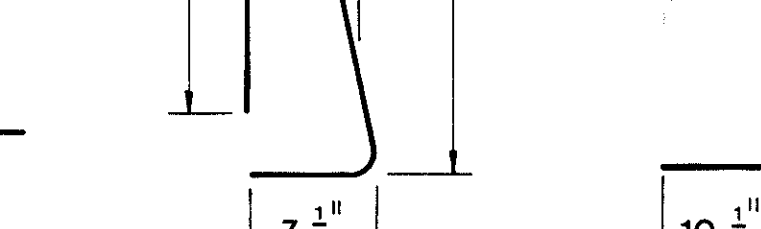
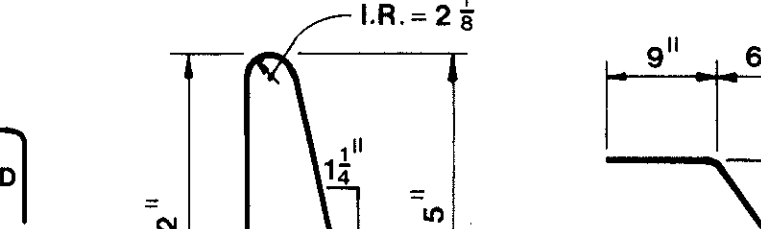
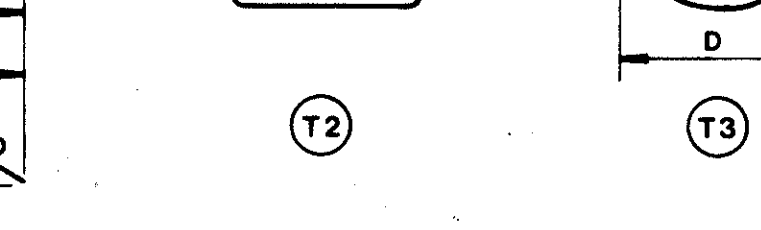
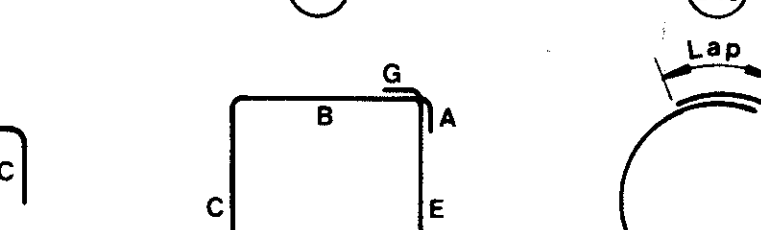
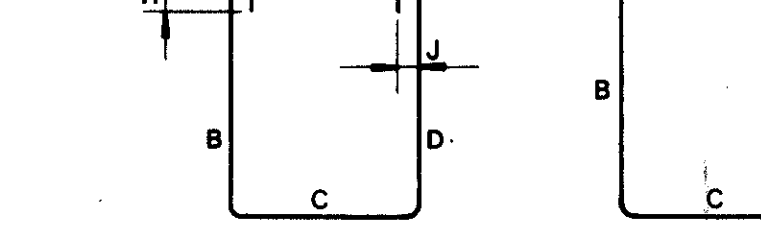
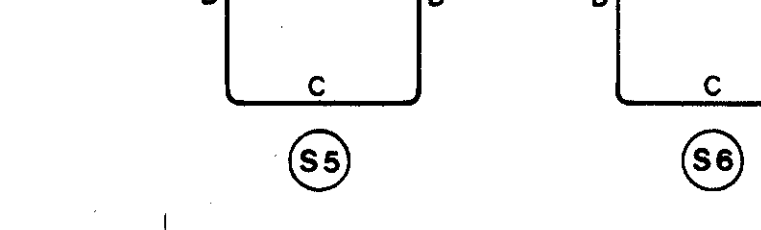
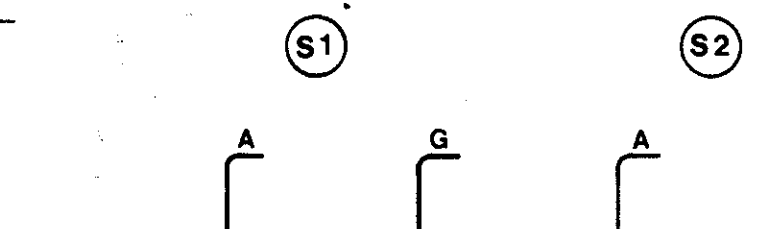
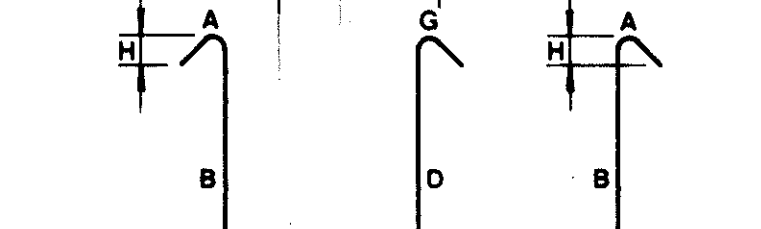
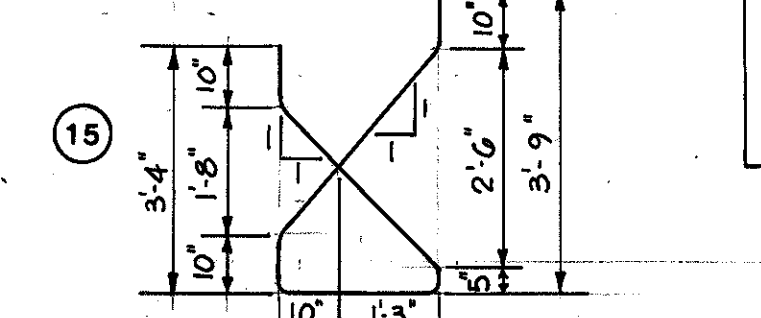
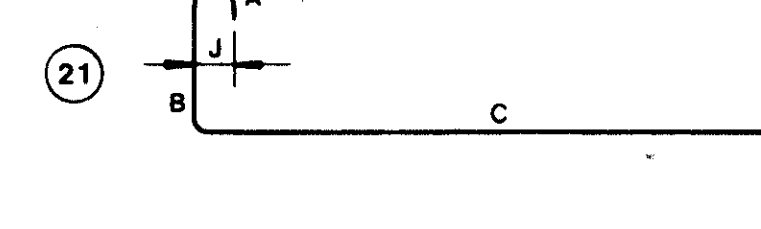
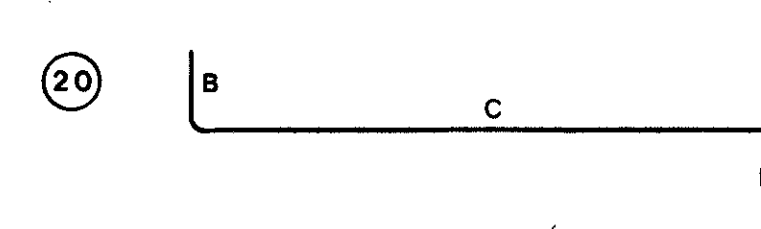
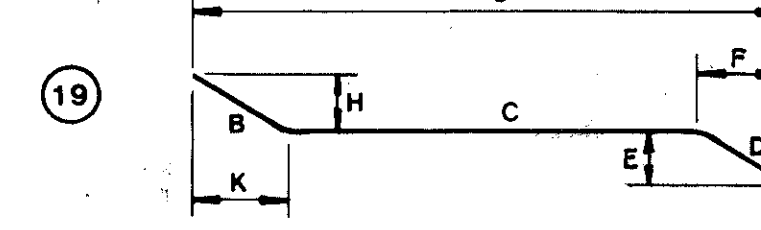
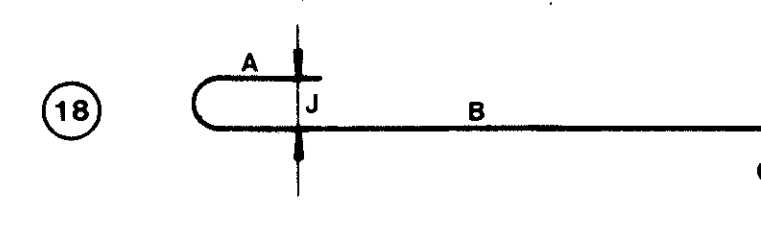
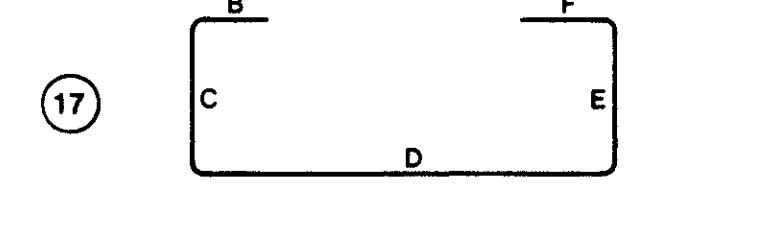
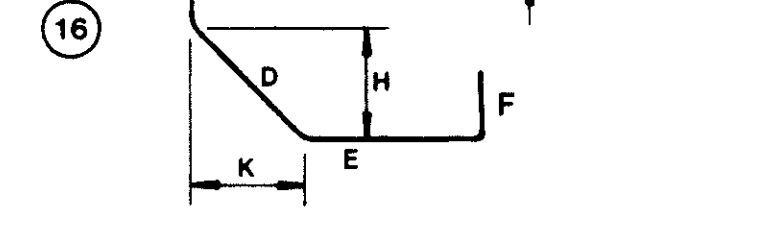
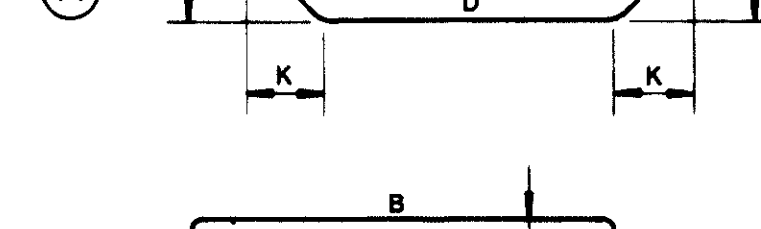
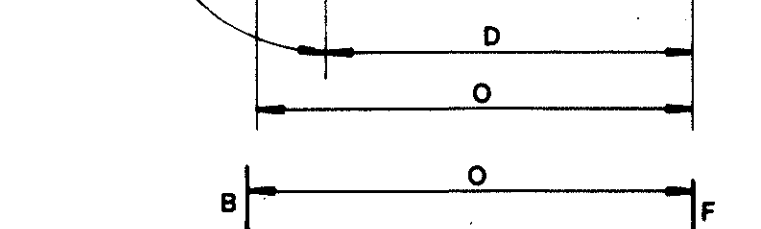
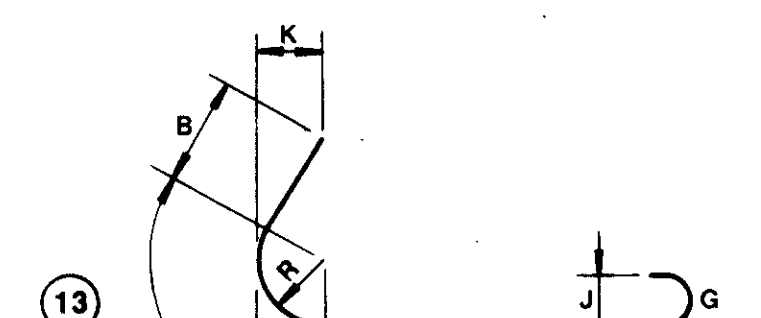
Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
EA801	3	1'-1"	2'-0"	2'-0"	0"				1'-5"	0'-8"			3'-5"
EA601	S/O		3'-3"	11"	3'-3"								
EA602	S/O		2'-11"	1'-5"	2'-11"								
EA603	S/O		4'-6"	1'-5"	4'-6"								
EA604	S/O		4'-7"	1'-5"	4'-7"								
EA509	19		1'-2"	9'-10"	0"	0"	0"		6'-4"		1'-0 1/2"		11'-0"
EA510	S/O		1'-10"	1'-5"	1'-10"								
EA511	S/O		2'-6"	1'-5"	2'-6"								
EA512	S/O		3'-2"	1'-5"	3'-2"								
EA513	S/O		3'-10"	1'-5"	3'-10"								
EA514	S/O		4'-7"	1'-5"	4'-7"								
EA515	S/O		5'-4"	1'-5"	5'-4"								
EA516	S/O		6'-1"	1'-5"	6'-1"								
EA517	S/O		4'-4"	1'-5"	4'-4"								
EA518	S/O		4'-10"	1'-5"	4'-10"								
EA519	19		1'-2"	7'-11"	0"	0"	0"		6'-4"		1'-0 1/2"		9'-1"
EA520	S/O		(1)	1'-5"	(1)								
EA521	S/O		4'-7"	1'-5"	4'-7"								
EA522	19		1'-2"	10'-5"	0"	0"	0"		6'-4"		1'-0 1/2"		11'-7"
EA523	S/O		4'-11"	1'-5"	4'-11"								
EA524	S/O		5'-6"	1'-5"	5'-6"								
EA525	19		1'-2"	10'-10"	0"	0"	0"		6'-4"		1'-0 1/2"		12'-0"
A704	2	1'-2"	4'-10"					0"					
A708	2	1'-2"	10'-2"					0"					
A601	15												
A604	2	5'-4"	9'-2"					0"					
A605	2	5'-4"	7'-2"					0"					
A501	71	0'-5 1/2"	2'-7"	2'-7"	2'-7"	2'-7"		0'-5 1/2"					
A502	S/O		4'-7"	2'-1"	4'-7"								
A503	S/O		5'-6"	2'-1"	5'-6"								
A504	S/O		6'-6"	2'-1"	6'-6"								
A505	S/O		6'-2"	2'-1"	6'-2"								
A506	S/O		5'-11"	2'-1"	5'-11"								
A514	S/O		2'-1 1/2"	2'-1"	2'-1 1/2"								
A515	S/O		2'-9 1/2"	2'-1"	2'-9 1/2"								
A516	S/O		3'-6 1/2"	2'-1"	3'-6 1/2"								
A517	S/O		4'-2"	2'-1"	4'-2"								
A518	S/O		4'-9 1/2"	2'-1"	4'-9 1/2"								
A519	S/O		5'-5"	2'-1"	5'-5"								
A522	S/O		1'-1"	2'-1"	1'-1"								
A523	S/O		1'-10"	2'-1"	1'-10"								
A524	S/O		2'-7"	2'-1"	2'-7"								
A525	S/O		3'-3 1/2"	2'-1"	3'-3 1/2"								
A526	S/O		3'-11 1/2"	2'-1"	3'-11 1/2"								
A527	S/O		4'-8"	2'-1"	4'-8"								
A528	S/O		5'-3"	2'-1"	5'-3"								
A531	S/O		1'-5"	2'-1"	1'-5"								
A532	S/O		2'-2"	2'-1"	2'-2"								



NOTES:

- FIGURES IN CIRCLES SHOW BAR TYPES.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT A & G ON STD. 180° & 135° HOOKS.
- "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
- WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H". WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
- ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUP S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
- RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
- THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
- HOOKS AND BENDS SHALL BE IN ACCORDANCE WITH THE LATEST ACI SPECIFICATIONS.
- FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

JAC-35-849

OHIO
FHWA
REGION 5514
575

BAR BENDING DETAILS

BRIDGE NO. JAC-35-0963 4/R
OVER COUNTY RD. 36

DESIGNED: MHW TRACED: JET CHECKED: WBS 4/3/86 REVIEWED: DATE: REVISED:

Dimensions For Bending

Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
A533	S/O		2'-11"	2'-7"	2'-11"								
A534	S/O		3'-7"	2'-7"	3'-7"								
A535	S/O		4'-3"	2'-7"	4'-3"								
A536	S/O		4'-11"	2'-7"	4'-11"								
A537	S/O		5'-4"	2'-7"	5'-4"								
A540	2	0'-10"	6'-6"					0"					
A544	4	0"	1'-8"	4'-3"	1'-8"								
A546	2	0'-10"	4'-5"					0"					
A547	S/O		7'-6 1/2"	1'-5"	7'-6 1/2"								
A550	19		2'-0"	4'-8"	0'-10"	0'-8"	0'-8"		1'-5"		1'-5"		6'-9"
A553	S/O		0'-10"	3'-5"	4'-9"								
A555	S/O		6'-10"	1'-5"	6'-10"								
A556	2		1'-8"	3'-5"	1'-8"								
A567	2	10"	9'-2"					0"					
A568	2	10"	7'-2"					0"					
A569	S/O		6'-9"	1'-5"	6'-9"								
A570	S/O		7'-2"	1'-5"	7'-2"								
A571	S/O		2'-0"	3'-5"	2'-0"								
A401	T1	6 1/2"	2'-6 3/4"	1'-9"	2'-6 3/4"	1'-9"		0'-6 1/2"					
P1101	2	2'-0"	9'-4"					0"					
P902	14		0"	4'-5"	30'-0"	4'-5"	0"		1'-0"		4'-4"		38'-8"
P903	2	2'-6"	38'-8"					2'-6"					
P904	1	1'-3"	38'-6"					1'-3"			0'-11 1/4"		
P802	2	1'-4"	6'-0"					0"					
P1102	1	1'-7"	26'-10"					0"			1'-2 1/4"		
P1103	1	1'-7"	27'-5"					0"			1'-2 1/4"		
P502	T1	0'-5 1/2"	2'-8"	3'-8"	2'-8"	3'-8"		0'-5 1/2"					
P505	T1	0'-5 1/2"	2'-8"	2'-8 1/2"	2'-8"	2'-8 1/2"		0'-5 1/2"					
P506	T1	0'-5 1/2"	2'-8"	3'-0"	2'-8"	3'-0"		0'-5 1/2"					
P507	T1	0'-5 1/2"	2'-8"	3'-3 1/2"	2'-8"	3'-3 1/2"		0'-5 1/2"					
P508	T1	0'-5 1/2"	2'-8"	3'-7"	2'-8"	3'-7"		0'-5 1/2"					
P509	S/O		1'-8"	2'-6"	1'-8"								
SP401	SP1		0'-4 1/2"	23'-10"	2'-8"						67		
SP402	SP1		0'-4 1/2"	19'-1"	2'-8"						54		
SP403	SP1		0'-4 1/2"	23'-3"	2'-8"						65		
SP404	SP1		0'-4 1/2"	17'-9"	2'-8"						50		
ES501	2	0'-10 1/2"	1'-8"					0"					
ES502	22												
ES503	23	0'-9"	0'-9"	0'-6"									
ES504	23	0'-9"	0'-9"	0'-5 1/2"									
ES505	23	0'-9"	0'-8 1/2"	0'-5"									
ES506	23	0'-9"	0'-8"	0'-4 1/2"									
ES507	23	0'-9"	0'-8"	0'-4"									
ES508	23	0'-9"	0'-7 1/2"	0'-3 1/2"									
ES509	23	0'-9"	0'-7 1/2"	0'-3"									
ES510	23	0'-9"	0'-7"	0'-2"									
ES512	1	0'-7"	2'-0"					0"		0'-5"			
ES523	56	1'-0"	2'-6"	2'-2"	2'-0"			0"					
ES524	S/O		3'-0"	1'-8"	2'-0"								
ES525	S/O		5'-3"	2'-1"	5'-3"								
ES502	5	1'-1"	2'-0"	2'-0"	0"			0"	1'-5"	0'-8"			3'-5"
(1)	Height Varies from 1'-3" to 5'-0" at 9" Increments												

15 NOT USED

16 NOT USED

18 NOT USED

20 NOT USED

22 NOT USED

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ENLARGED VIEW SHOWING BAR BENDING DETAILS

DESIGNED: MHW
DRAWN: MHW
TRACED: JET
CHECKED: JET
REVIEWED: JET
DATE: 11/17/17