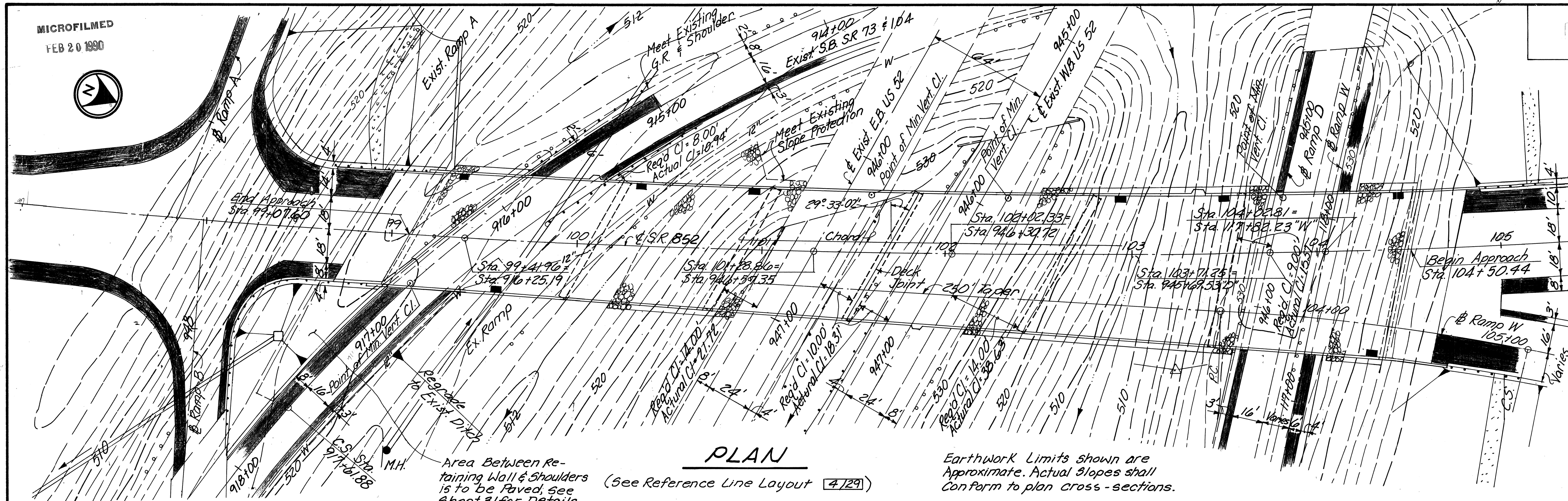


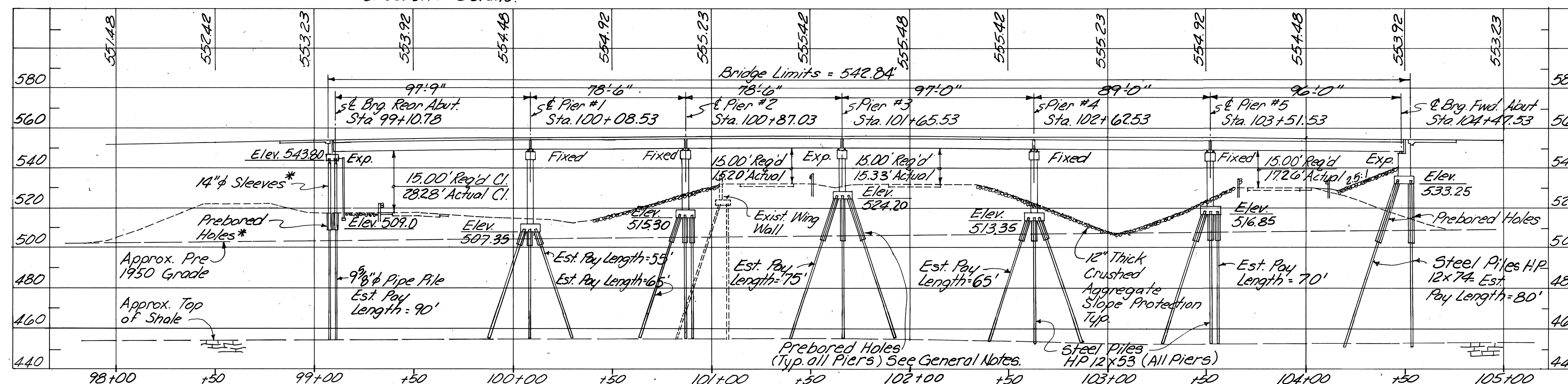


CURVE DATA SR 852

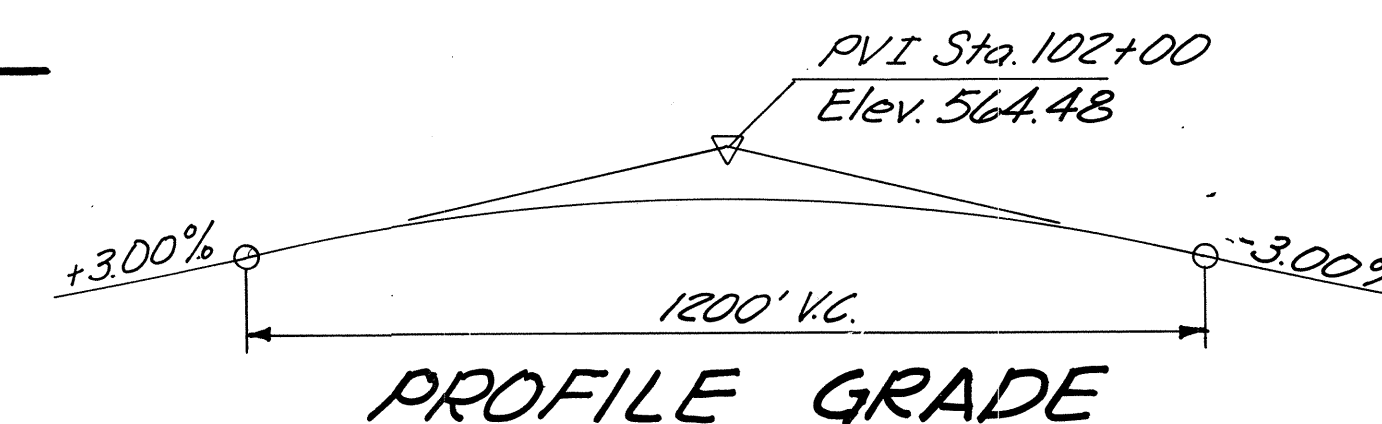
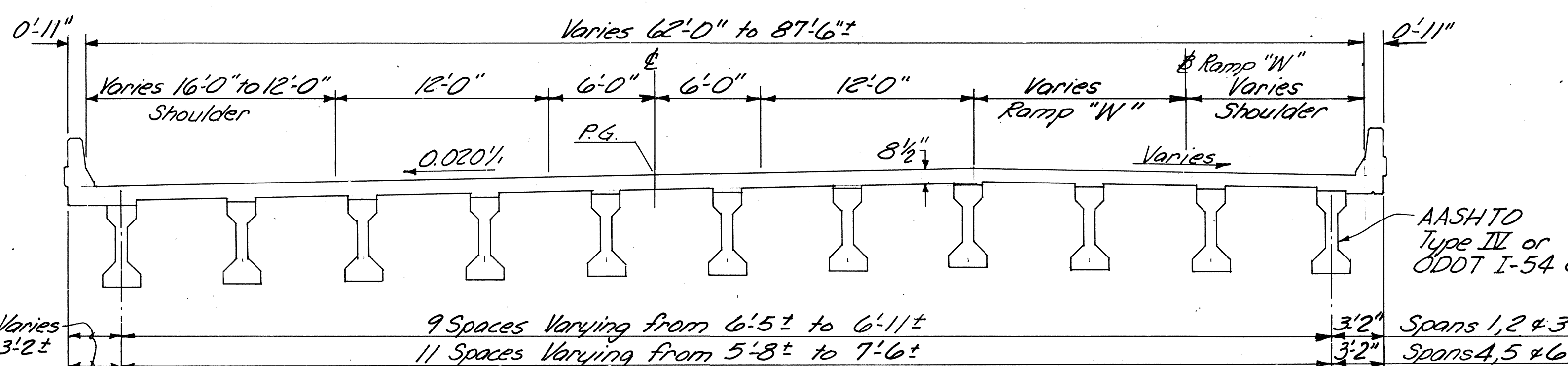
P.I. = 103+30.00
Δ = 16°50'00"
D = 1°0'00"
R = 5729.58'
L = 1683.33'
T = 847.77'
E = 62.38
P.C. = 94+82.23
P.T. = 111+65.56
S/E = 0.021%

CURVE DATA RAMP "W"

P.I. = 104+31.36
Δ = 8°22'37"
D = 5°0'00"
R = 1145.92'
L = 167.54'
T = 83.92'
E = 3.07
P.C. = 103+47.44
C.S. = 105+14.98
S/E = 0.0531%



* These Items Included w/ Retaining Wall for Payment:



TRAFFIC DATA

Average Daily Traffic
Year 2008 = 10,460
5% Trucks

PROPOSED STRUCTURE

TYPE: Concrete Deck on Continuous Prestressed Concrete I Girders (Deck Composite for Live Load)

SPANS: Unit 1, 97'-9", 78'-6", 78'-6"
Unit 2, 97'-0", 89'-0", 96'-0"

ROADWAY: Varies from 62'-0" to 87'-6" f/f Concrete Parapets

LOADING: HS20-44 and Alternate Military Loading.

SKIEW: Varies

ALIGNMENT: 1° Curve Lt. Mainline
5° Curve Rt. Ramp "W"

SUPERELEVATION: 0.020% Mainline
0.053% Ramp "W"

WEARING SURFACE: Monolithic Concrete

APPROACH SLAB: AS-1-81 (25' Long)



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

SITE PLAN

BRIDGE NO. SCI-852-0049
OVER U.S. 52

SCIO COUNTY				PORTSMOUTH, OHIO			
PRESENT WORK				PROPOSED WORK			
SURVEYED	DRAWN	CHECKED	REVIEWED	DATE	REVIS		
PARK	DNS	JW	WBS	GTB 1/23/25			

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER STRUCTURE	GENERAL		
503	Lump	Lump Sum	Cofferdams, Cribbs and Sheeting				L.S.		
503	1,737	Cu. Yds.	Unclassified Excavation	645	1,092				
504	1,175	Sq. Ft.	Steel Sheet Piling left in Place (Min. Sect. Modulus of 10.7 in ³ per ft. of wall)	1,175					
505	Lump	Lump Sum	Pile Driving Equipment Mobilization				L.S.		
507	1,530	Lin. Ft.	9.625 Inch Heavy Gage Pipe Piles, as per plan	1,530					
507	3,520	Lin. Ft.	Steel Piles, HP12x74, as per plan	3,520					
507	14,465	Lin. Ft.	Steel Piles, HP12x53, as per plan		14,465				
507	4,264	Lin. Ft.	Prebored Holes	1,456	2,808				
507	261	Each	Steel Points, as per plan	44	217				
	135,513				139,252				
509	196,248	Lbs.	Reinforcing Steel, Grade 60	36,691	139,957	19,600			
511	1,272	Cu. Yds.	Class B Concrete, Superstructure, See Proposal Note			1,272			
511	207	Cu. Yds.	Class C Concrete, Diaphragms			207			
511	524	Cu. Yds.	Class C Concrete, Pier Above Footings		524				
511	254	Cu. Yds.	Class C Concrete, Abutments Above Footings	254					
511	571	Cu. Yds.	Class C Concrete, Footings	222	349				
515	5,854	Lin. Ft.	Prestressed Concrete Bridge Members, AASHTO Type IV, See Proposal Note			5,854			
516	22	Lin. Ft.	PVC Water Stop, as per plan	22					
516	163	Lin. Ft.	Structural Expansion Joint Including Strip Seal (300 Series)	163					
516	80	Lin. Ft.	Structural Expansion Joint Including Strip Seal (400 Series)	80					
516	132	Each	3/8" x 10" x 24" Laminated Elastomeric Bearings	22	110				
516	110	Sq. Ft.	3" Preformed Expansion Joint Filler (AASHTO M213)		110				
518	156	Cu. Yds.	Porous Backfill	156					
518	124	Lin. Ft.	6" Perforated Helical Corrugated Steel Pipe, 707.01	124					
518	45	Lin. Ft.	6" Non-perforated Helical Corrugated Steel Pipe, Including Specials, 707.01	45					
518	8	Each	Scupper, Including Supports, as per Plan			8			
518	115	Lin. Ft.	4" Pipe Including Specials 707.08 or 711.29	115					
601	2,716	Sq. Yds.	Crushed Aggregate Slope Protection				2,716		
625	—	—	See Sheet 230 for Traffic Control-Signal Plan Summary						
625	—	—	See Sheet 219 for Lighting Summary						
824	304,121	Lbs.	Epoxy Coated Reinforcing Steel, Grade 60	1,670	—	302,451			
Special	1,160	Sq. Yds.	Sealing of Concrete Surfaces, See Proposal Note			1,160			

GENERAL NOTES

REFERENCE: SHALL BE MADE TO STANDARD DRAWINGS:
AS-1-81 DATED 11/27/81 SHEETS 1, 2, & 3
BR-1 DATED 5/25/79
GR-1 & GR-3 DATED 2/5/82
HL-3 DATED 7/27/73
HL-4 DATED 1/21/76
HL-5 DATED 9/6/73
AND TO SUPPLEMENTAL SPECIFICATIONS:
836 DATED 3/12/75
824 DATED 10/8/82

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1977, INCLUDING THE 1978, 1979, 1980, 1981 AND 1982 INTERIM SPECIFICATIONS AND THE OHIO SUPPLEMENT TO THESE SPECIFICATIONS.

DESIGN LOADING: HS20-44 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 PSI.
SPIRAL REINFORCING MAY BE PLAIN BARS, ASTM A82 OR A615.

CONCRETE FOR PRESTRESSED BEAMS: UNIT STRESS 2200 PSF COMPRESSION 444 PSI TENSION.
28 DAY STRENGTH 5500 PSI.

PRESTRESSING STRAND: STABILIZED (LO-LAX) ASTM A416. F'S = 270,000 PSI; INITIAL STRESS = 0.75 F'S.

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

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

PILE DRIVING CONSTRAINTS: PRIOR TO INSTALLING PILES AT THE FORWARD ABUTMENT THE SPILL-THRU SLOPE EMBANKMENT SHALL BE CONSTRUCTED UP TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE FORWARD ABUTMENT AND A WAITING PERIOD SHALL BE REQUIRED.

PRIOR TO INSTALLING PILES AT THE REAR ABUTMENT, THE EARTH RETAINING SYSTEM SHALL BE COMPLETED AND THE ROADWAY EMBANKMENT SHALL BE CONSTRUCTED TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE SELECT GRANULAR EMBANKMENT OF THE EARTH RETAINING SYSTEM AND A WAITING PERIOD SHALL BE REQUIRED.

THE WAITING PERIODS SHALL BE DETERMINED BY THE DIRECTOR WHO WILL EVALUATE RECOMMENDATIONS RECEIVED FROM THE CONTRACTOR'S SOIL CONSULTANT. THE WAITING PERIODS MEASURED FROM THE COMPLETION OF THE REQUIRED EMBANKMENT CONSTRUCTION TO THE TIME WHEN PILES CAN BE INSTALLED ARE ESTIMATED TO BE 150 DAYS FOR THE FORWARD ABUTMENT AND 90 DAYS FOR THE REAR ABUTMENT.

ALL PIER PILES SHOULD BE INSTALLED PRIOR TO THE INSTALLATION OF THE ABUTMENT PILES.

PILES: SHALL BE DRIVEN TO REFUSAL ON 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 THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.

STEEL PILE POINTS: STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF THE PROPOSED H PILES AT THE FORWARD ABUTMENT. THE STEEL POINTS SHALL BE EITHER THE PRUYN POINT OR THE H-BEAM POINT. THE PRUYN POINT IS AVAILABLE FROM ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014. THE H-BEAM POINT IS AVAILABLE FROM INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28105.

ITEM 507 9.625 INCH HEAVY GAGE PIPE PILES: THIS PILE TYPE SHALL CONSIST OF A NEW SEAMLESS NORMALIZED LIMITED SERVICE OIL COUNTRY PIPE HAVING A 9.625 INCH OUTSIDE DIAMETER AND A MINIMUM WALL THICKNESS OF 0.500 INCHES. THE MINIMUM YIELD STRENGTH FOR THIS PILE IS 65,000 POUNDS PER SQUARE INCH. THE PILE CAN BE DRIVEN OPEN ENDED AND THE CENTER VOID SHALL BE FILLED WITH SAND. THIS PILE TYPE IS TO BE USED AT THE REAR ABUTMENT.

SPLICES SHALL BE BUTT WELDED IN ACCORDANCE WITH 513.17. WELDS SHALL BE COMPLETE PENETRATION GROOVE WELDS, 45° SINGLE BEVEL IN HORIZONTAL POSITION (WELDER QUALIFICATION POSITION 26) AND 45° SINGLE VEE IN FLAT POSITION, (WELDER QUALIFICATION POSITION 16) USING A BACKUP BAR OF A36 STEEL. THE SURFACES OF THE PARTS BEING WELDED, WITHIN 3 INCHES, LATERALLY AND IN ADVANCE OF THE WELDING, SHALL BE PREHEATED TO A MINIMUM TEMPERATURE OF 500°F, AND THIS TEMPERATURE MAINTAINED DURING WELDING. WELDING WILL NOT BE PERMITTED WHEN AMBIENT TEMPERATURE IS BELOW 0°F. IN INCLEMENT OR WINDY WEATHER SUITABLE SHIELDING MUST BE PROVIDED.

STRIP SEALS & EXTRUSIONS: FOR EXPANSION JOINT SHALL BE BY WATSON BOWMAN, D.S. BROWN, ACME HIGHWAY PRODUCTS OR APPROVED EQUIVALENT. DRAWINGS OF THE SEALS SHOWING DIMENSIONS, DIMENSIONAL TOLERANCES AND WEIGHT PER FOOT SHALL BE SUBMITTED WITH THE REQUEST FOR DESIGN APPROVAL. SEALS FOR BRIDGE DECK JOINTS SHALL BE FURNISHED IN ONE CONTINUOUS PIECE. SHOP SPLICES SHALL BE MADE BY A VULCANIZED PROCESS.

MAINTENANCE OF TRAFFIC: FOR MAINTENANCE OF TRAFFIC AND SEQUENCE OF CONSTRUCTION SEE ROADWAY GENERAL NOTES. ONE LANE OF TRAFFIC WITH A MINIMUM HORIZONTAL WIDTH OF 20'-0" AND A MINIMUM VERTICAL CLEARANCE OF 15'-0" SHALL BE MAINTAINED ON SOUTHBOUND S.R. 73 AND 104 AND RAMP D PER PROJECT REQUIREMENTS. TWO LANES ON EASTBOUND U.S. 52 AND TWO LANES ON WESTBOUND U.S. 52 SHALL BE MAINTAINED AT ALL TIMES WITH A MINIMUM HORIZONTAL WIDTH OF 30'-0" AND A MINIMUM VERTICAL CLEARANCE OF 15'-0" FOR EACH ROADWAY.

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.

PILE HAMMER: THE PILE HAMMER USED TO INSTALL THE PILES SHALL BE A STATE'S ENERGY RATING OF NOT LESS THAN 16,500 FOOT-POUNDS. THIS REQUIREMENT DOES NOT RELIEVE THE CONTRACTOR FROM 108.04 WHICH STATES THAT THE CONTRACTOR IS TO PROVIDE SUFFICIENT EQUIPMENT FOR PROSECUTING THE REQUIRED WORK. REFER TO "ODOT'S MANUAL OF PROCEDURES FOR STRUCTURE" TO OBTAIN THE STATE'S ENERGY RATING.

PREBORED HOLES: AN ITEM FOR PREBORED HOLES HAS BEEN PROVIDED IN THE ESTIMATED QUANTITIES. HOWEVER, PREBORED HOLES ARE ONLY TO BE USED IF THE ENGINEER DEEMS IT NECESSARY. PREBORED HOLES ARE REQUIRED AT THE REAR ABUTMENT BUT ARE INCLUDED WITH THE RETAINING WALL FOR PAYMENT.

PILE DESIGN LOADS: THE DESIGN LOAD FOR THE REAR ABUTMENT PILES IS 85 TONS PER PILE WHICH INCLUDES AN ESTIMATED DRAGDOWN FORCE OF 27 TONS. THE DESIGN LOAD FOR THE PIER PILES IS 55 TONS PER PILE. THE DESIGN LOAD FOR THE FORWARD ABUTMENT PILES IS 131 TONS PER PILE WHICH INCLUDES AN ESTIMATED DRAGDOWN FORCE OF 76 TONS.

ALTERNATE DESIGN: THIS STRUCTURE WAS DESIGNED USING AASHTO TYPE IV GIRDERS AND STABILIZED (LO-LAX) STRAND. IF STRESS-RELIEVED STRAND AND/OR ODOT 1-54 GIRDERS ARE CHOSEN, THE PRESTRESSED BEAMS MUST BE REDESIGNED AND THE PLANS REVISED AS REQUIRED BY A PREQUALIFIED ENGINEER AT THE CONTRACTOR'S EXPENSE. DESIGN CALCULATIONS SHALL BE SUBMITTED TO THE DIRECTOR FOR REVIEW.

STEEL H PILES: AT THE CONTRACTOR'S OPTION, PIPE PILES, AS SPECIFIED IN ITEM 507, 9.625 INCH HEAVY GAUGE PIPE PILES, MAY BE USED FOR THE PIER PILES.

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

2 / 29

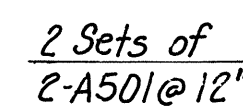
**ESTIMATED QUANTITIES
& GENERAL NOTES**

BRIDGE NO. SCI-852-0049
OVER U.S. 52
PORTSMOUTH, OHIO

SCIO TO COUNTY
DESIGNED BY JEB
CHECKED BY GTW
TRACED BY JEB
REVIEWED DATE 4/24/85
REVISED 86



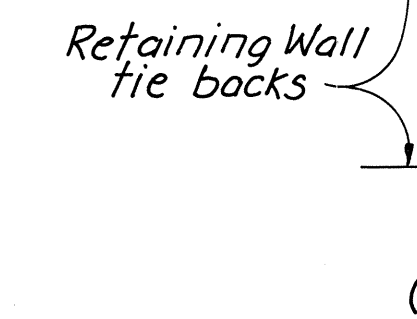
PLAN



ELEVATION



FOOTING PLAN



5) SECTION $\frac{1}{3}$

POINT	ELEVATION
A	547.64
B	547.96
C	547.97
D	547.89
E	547.81
F	547.73
G	547.64
H	547.56
I	547.48
J	547.40
K	553.14
L	553.21
M	553.59
N	553.30
O	552.96
P	552.92

NOTES

1. See Sheet 2/29 for General Notes & Quantities.
2. See Sheet 4/29 for Reference Line Layout.
3. See Sheets 25/29 & 28/29 for Reinforcing Steel Details
4. See Sheet 240/334 for Retaining Wall Details.
5. Special Abutment Anchors See Proposal Notes and Sheets 240/334
6. See Sheet 240/334 for 8" CMP Layout. Payment for Pipe Included with Retaining Wall.
7. See Sheet 5/29 for Contraction Jt. Detail.

LEGEND

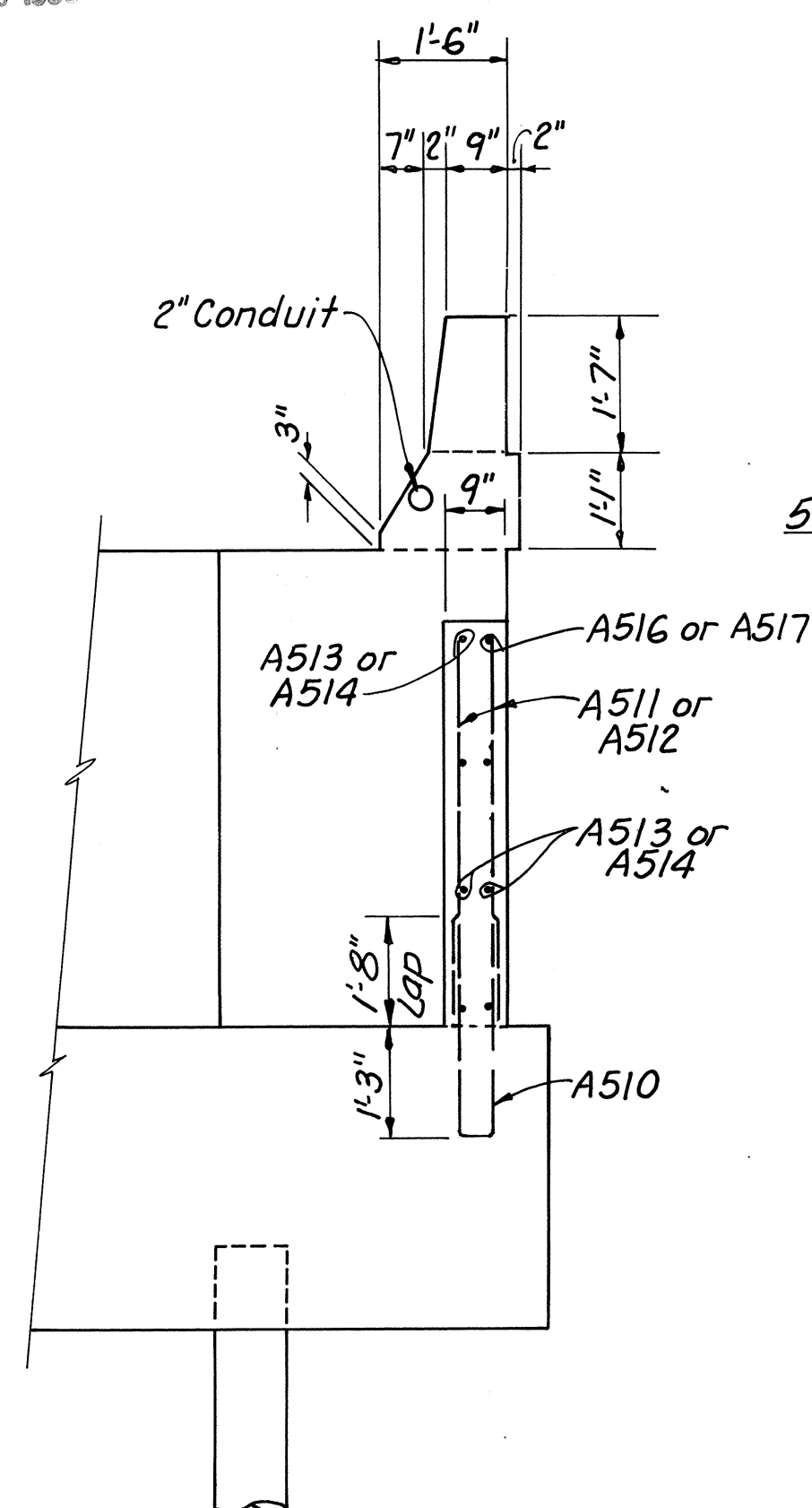
N.F. = Near Face

F.F. = Far Face

E.F. = Each Face

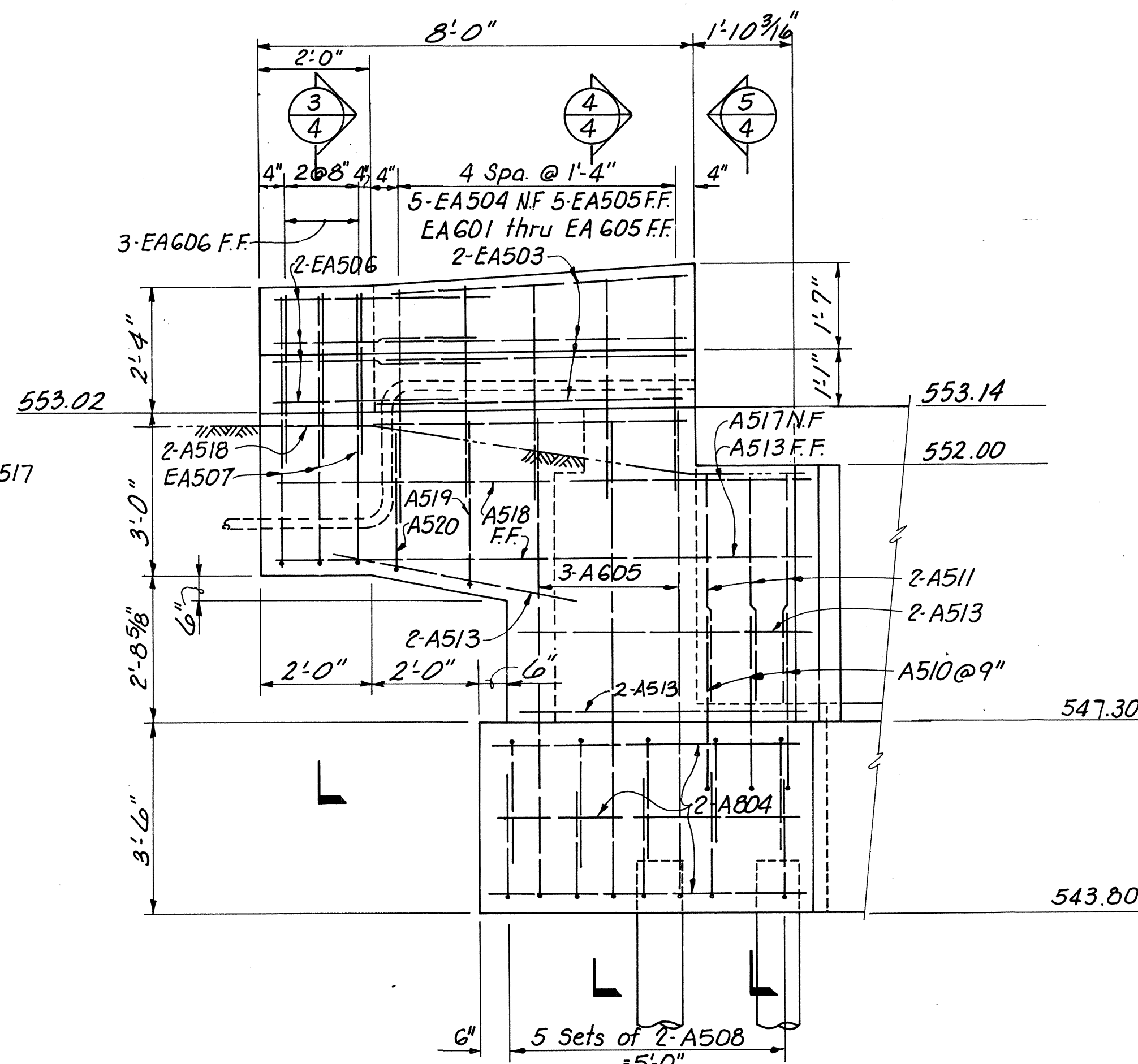
⑨ = Pile Number

 KZF INCORPORATED		3 / 29
ARCHITECTS•ENGINEERS•INTERIOR DESIGNERS•PLANNERS 111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117		
REAR ABUTMENT		
BRIDGE NO. SCI-852-0049 OVER U.S. 52		
SCIOTO COUNTY		PORTSMOUTH, OHIO
DESIGNED <i>WBS</i>	DRAWN <i>JEB</i>	TRACED —
CHECKED <i>JET</i>		REVIEWED <i>WBS 4/24/85</i>
DATE —		REVISION —

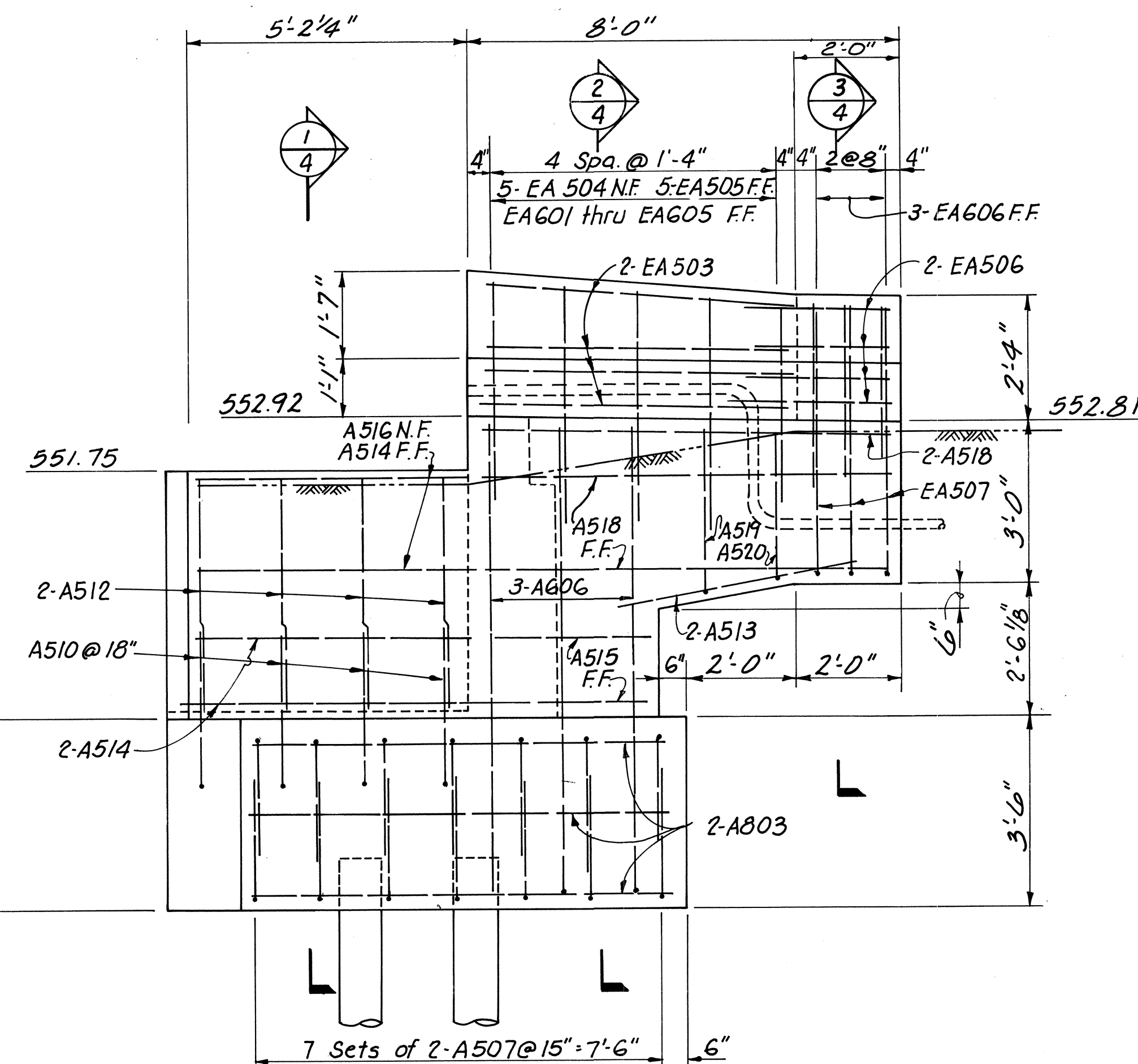


SECTION 1

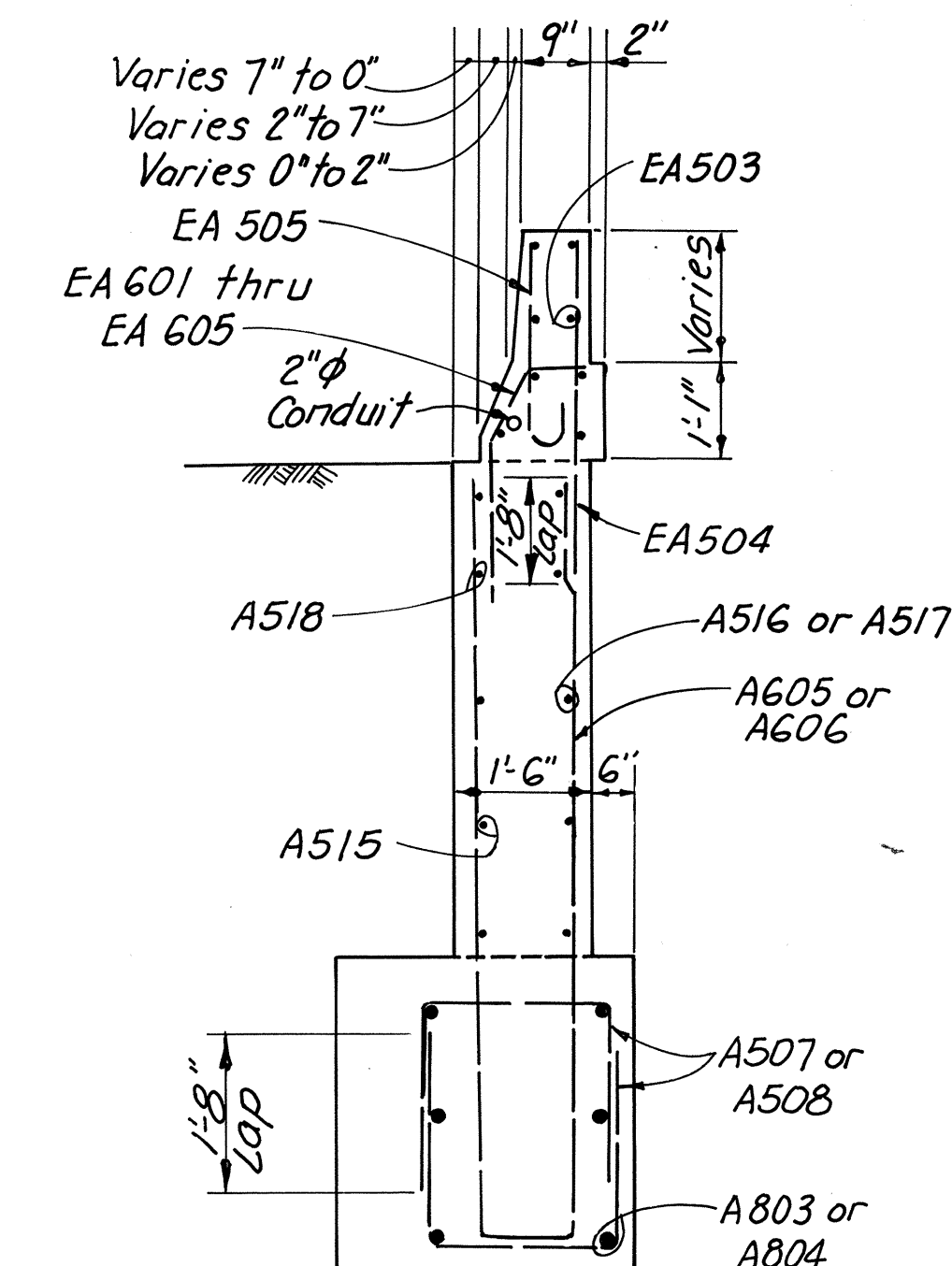
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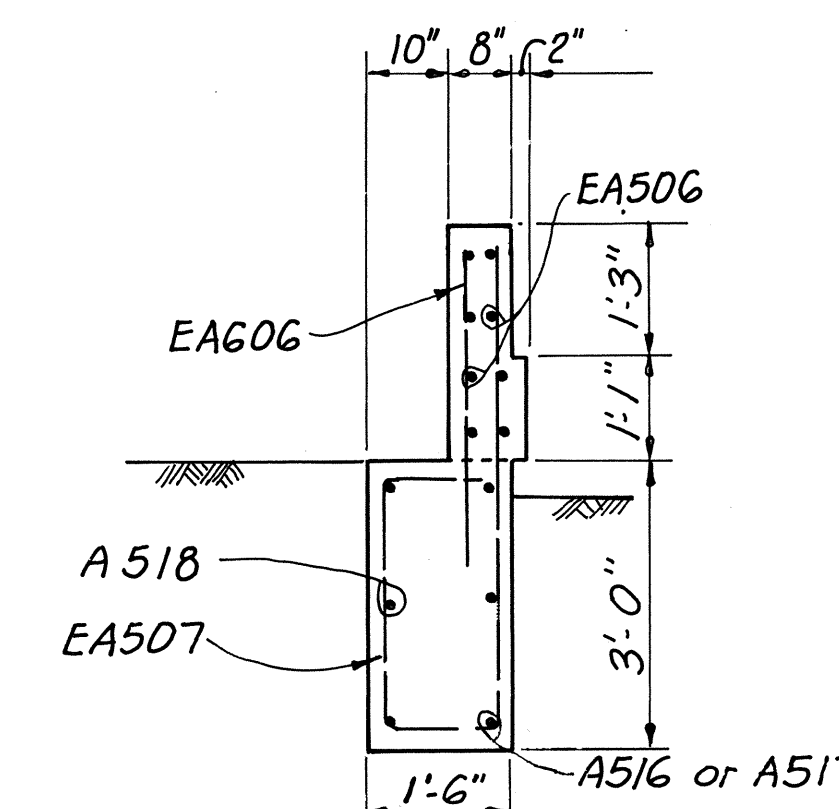
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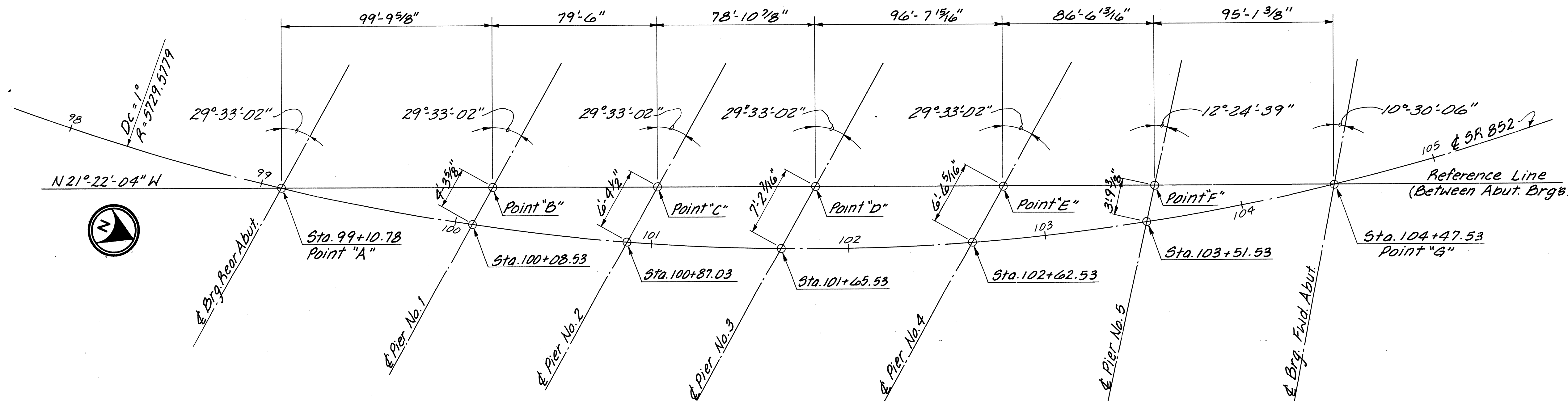
WING WALL NO. 2



SECTION 2

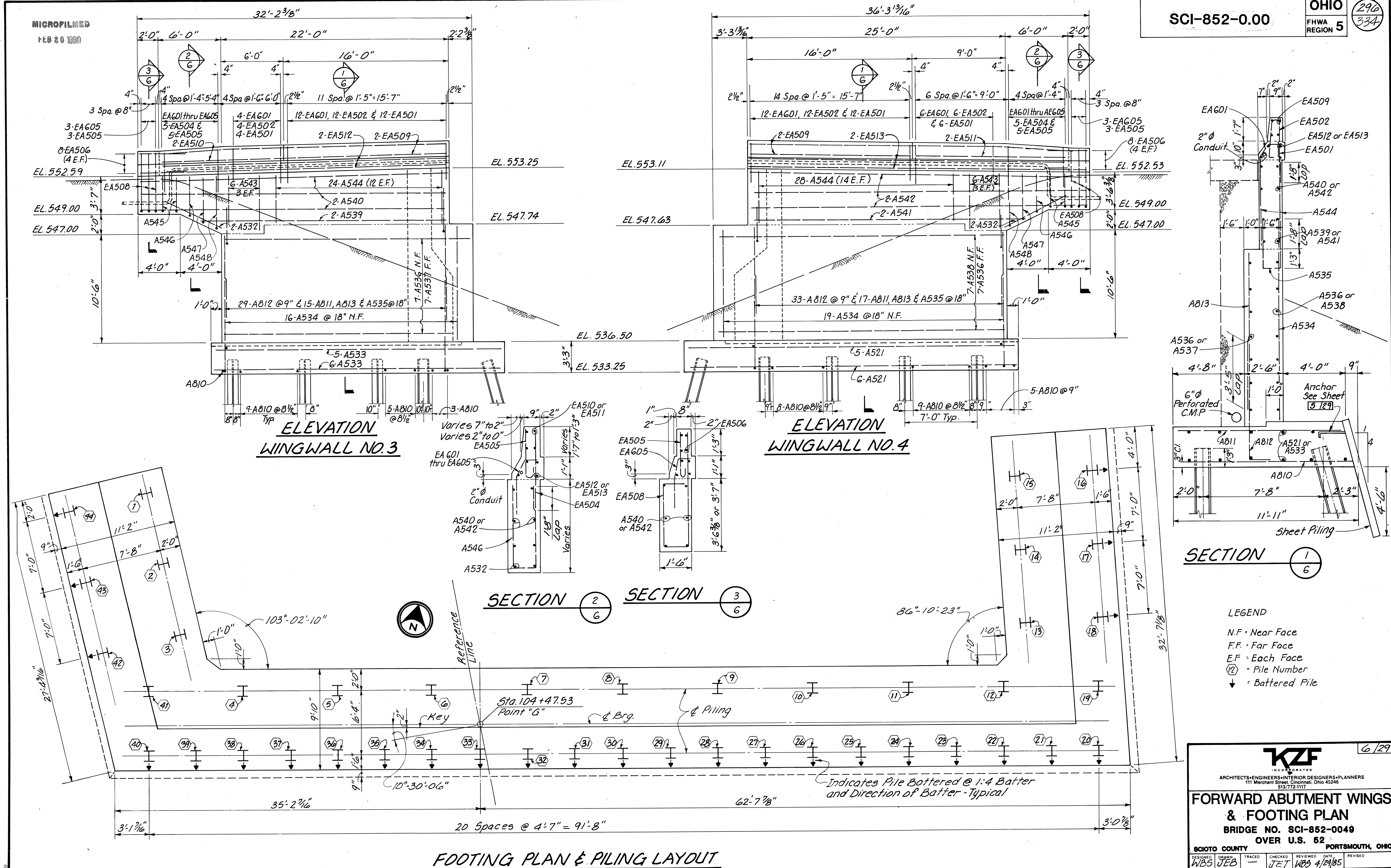


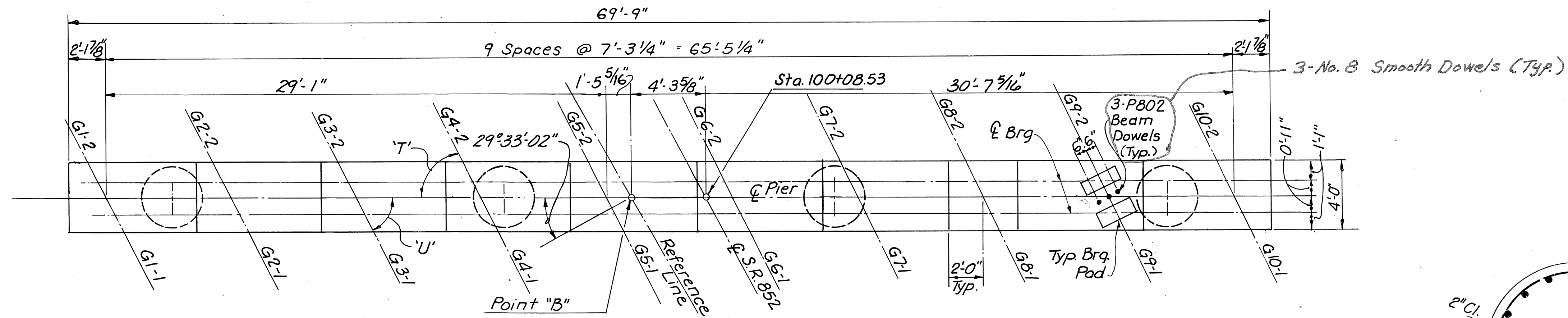
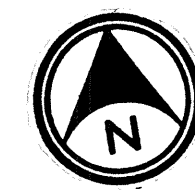
SECTION 3



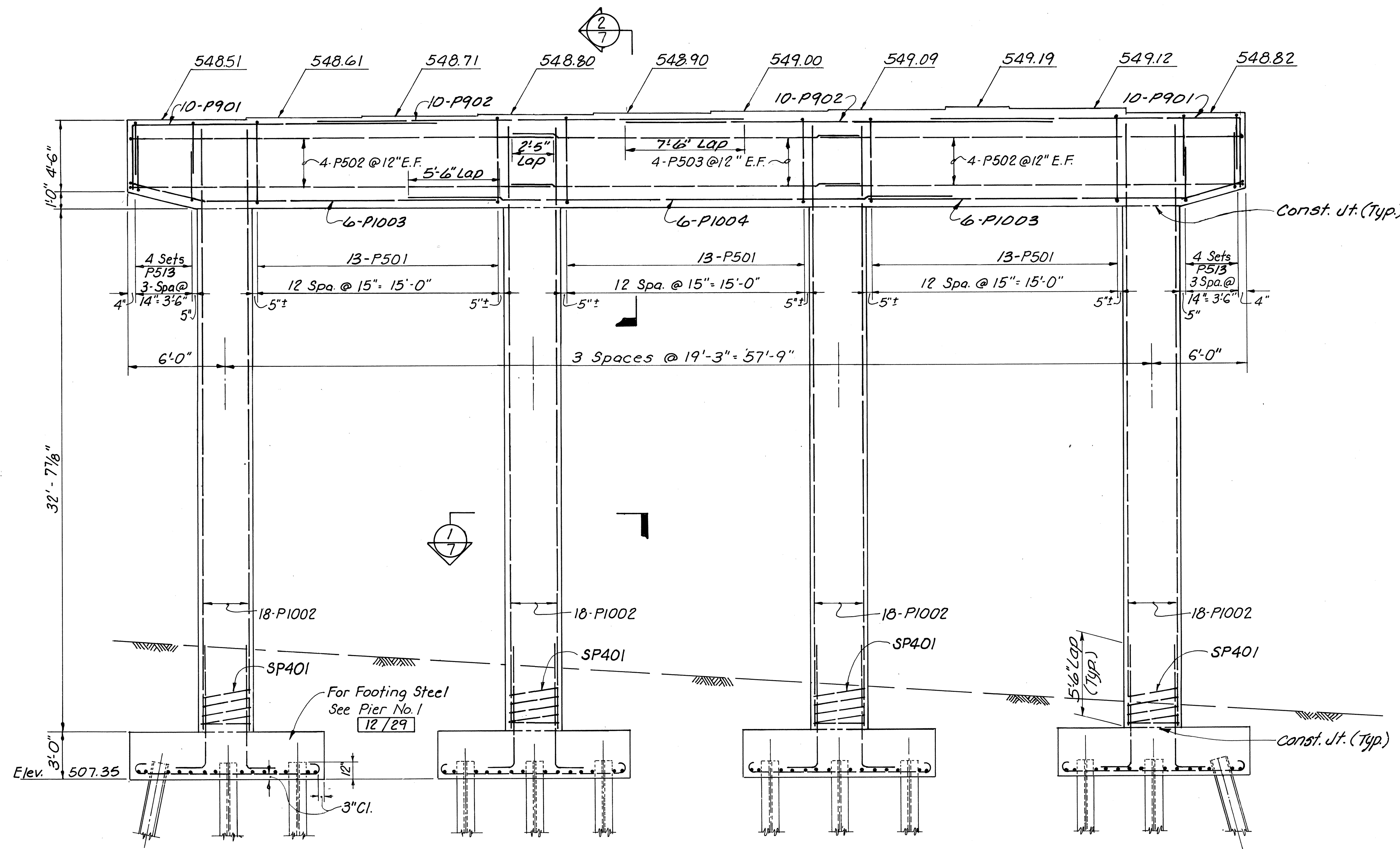
REFERENCE LINE LAYOUT
(Not to Scale)



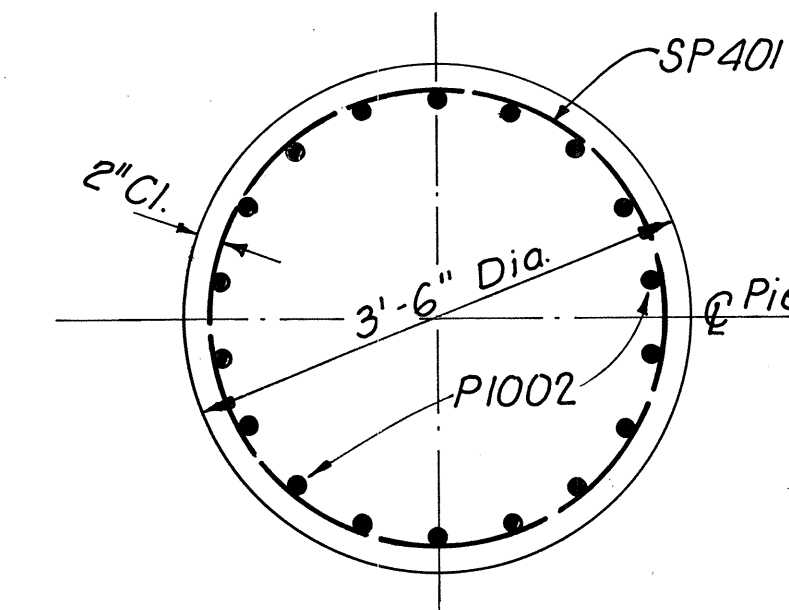




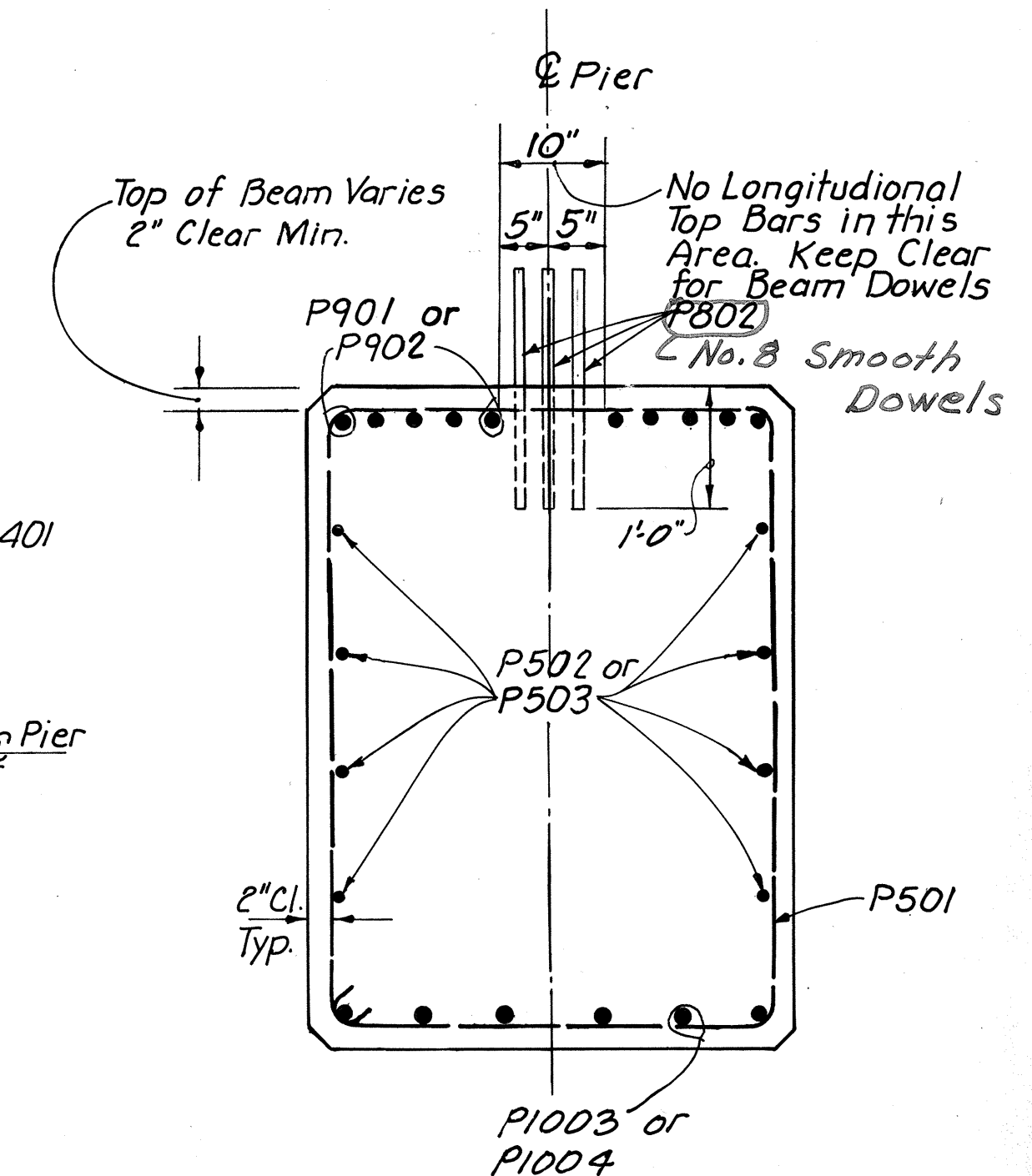
CAP PLAN



ELEVATION



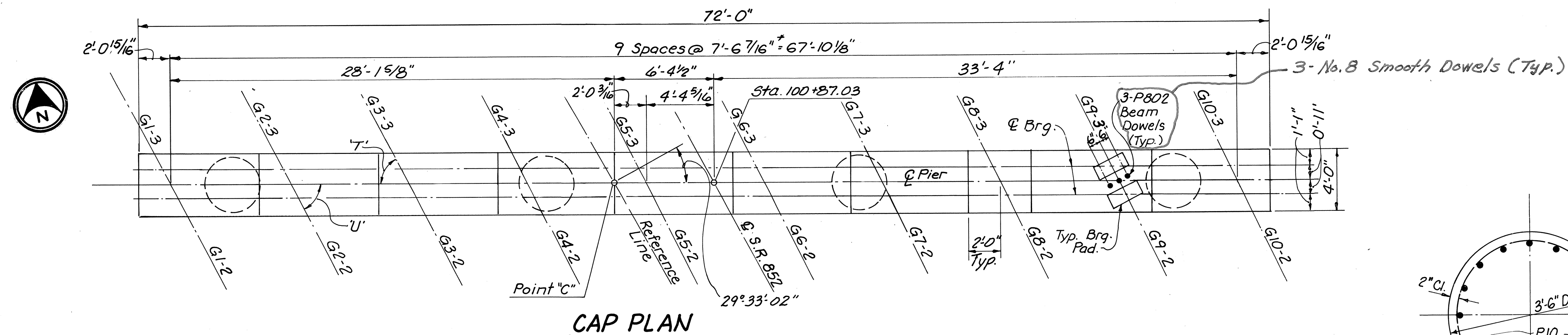
SECTION 1



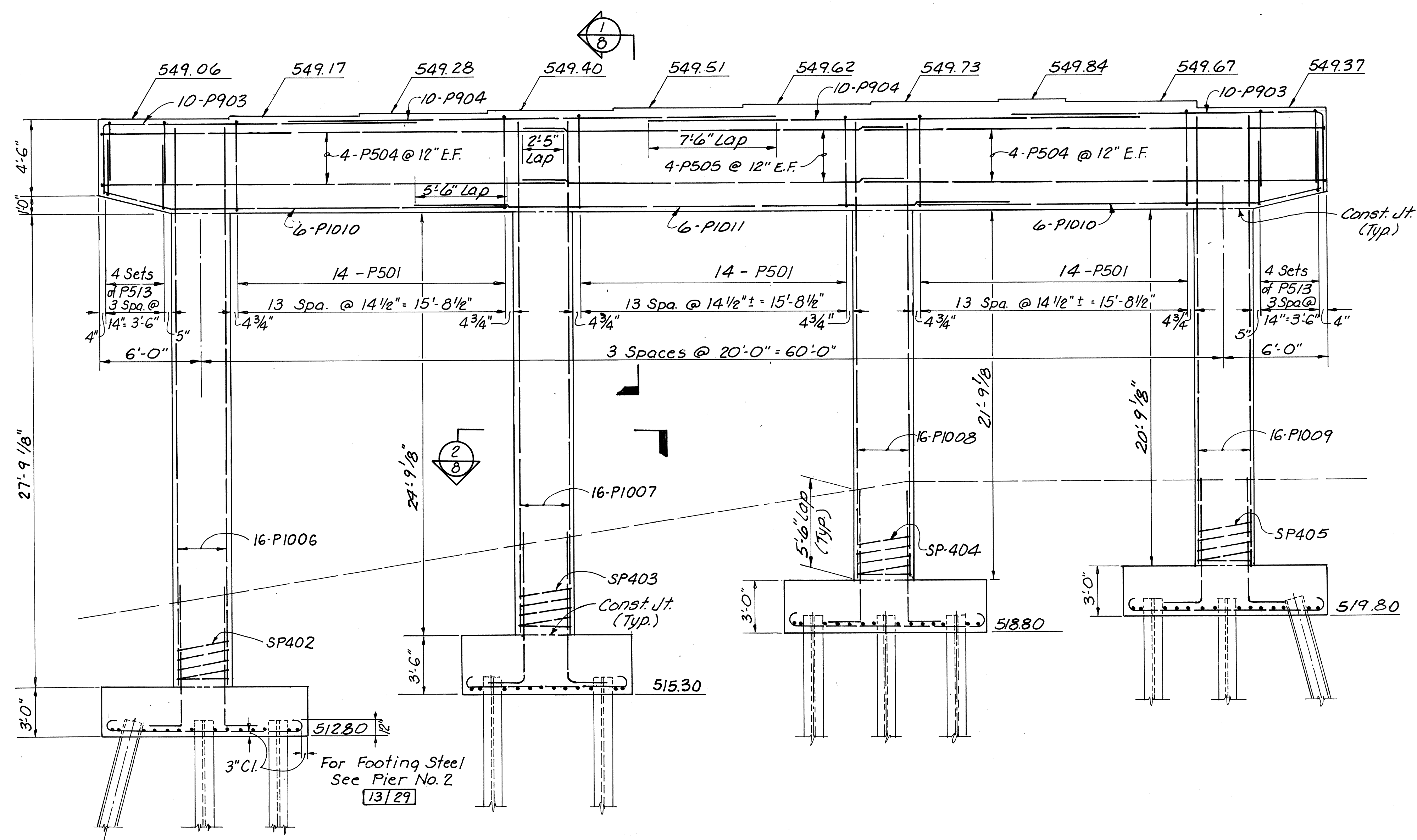
SECTION 2

Note:
A bond breaker shall be applied to the dowel bars above the bridge seat. Provide a 1" preformed exp. jt. filler cap on top of the dowel bars. Typical at Piers 1, 2, 4 & 5. Dowels shall be 2'-0" long.

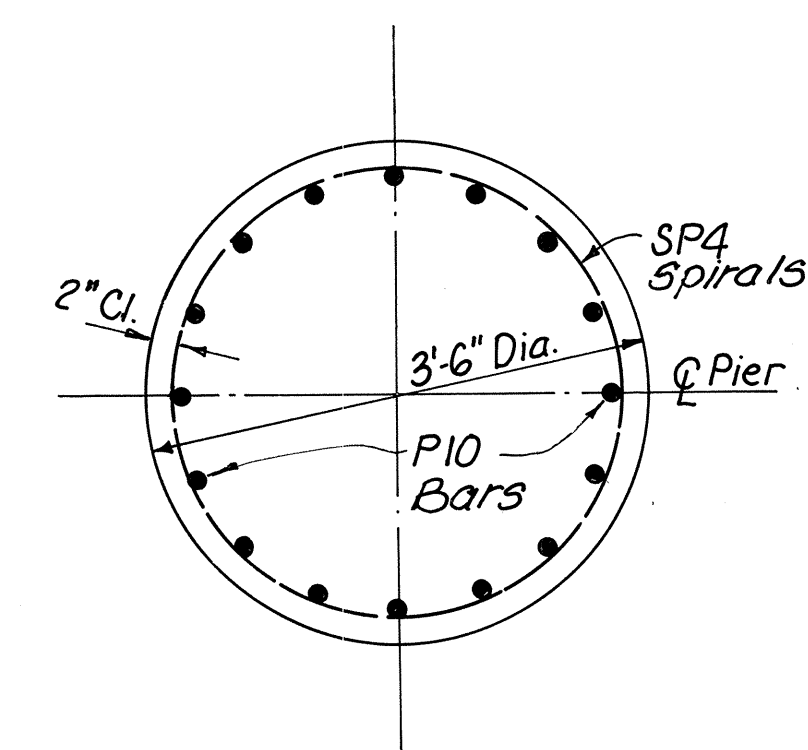
KZF INCORPORATED ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS 111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117						7/29
PIER NO. 1 BRIDGE NO. SCI-852-0049 OVER U.S. 62						
SCIOTO COUNTY PORTSMOUTH, OHIO						
DESIGNED DWH	DRAWN DAR	TRACED —	CHECKED GTW	REVIEWED WBS	DATE 1-7-85	REVISION 1-3-86



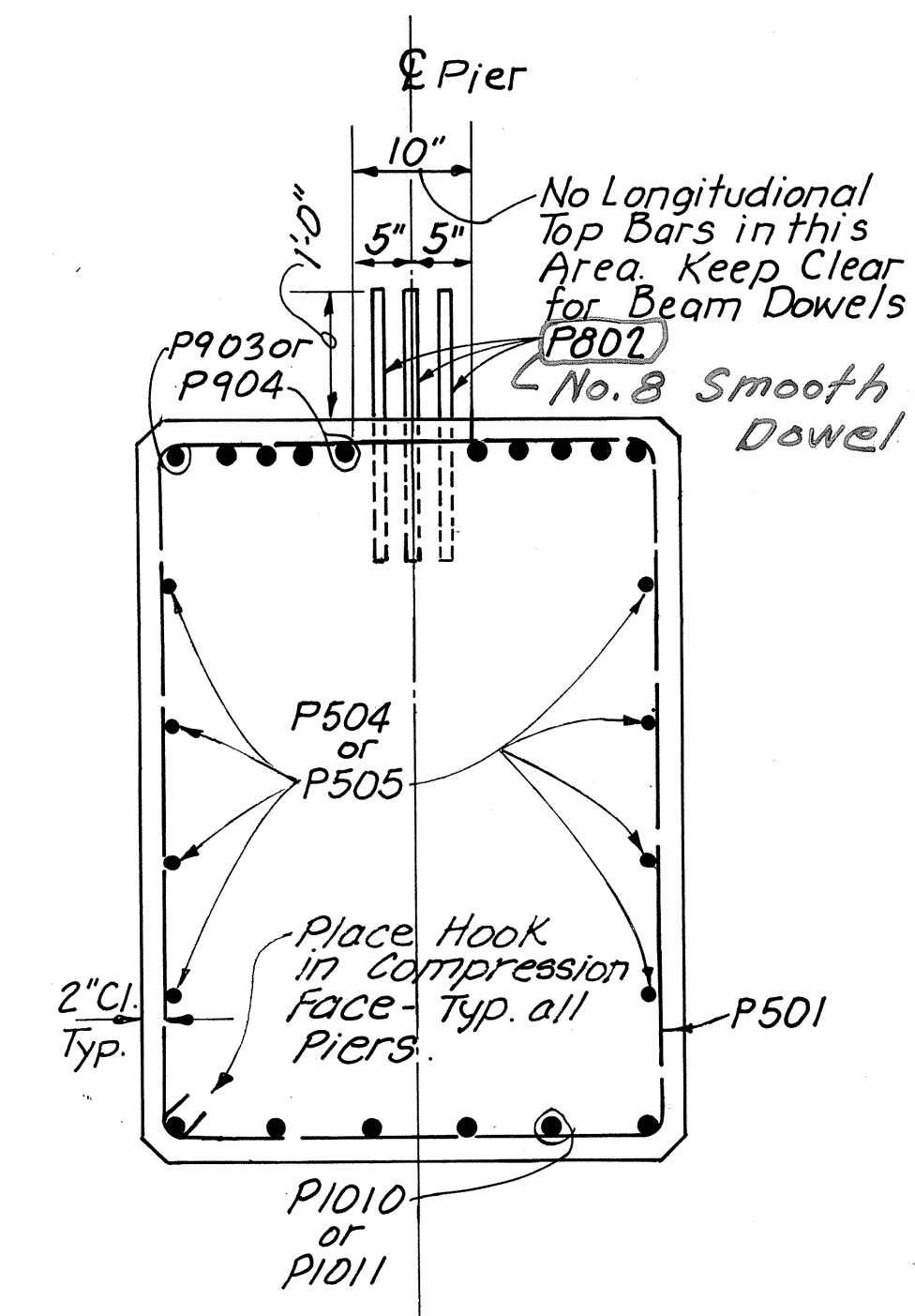
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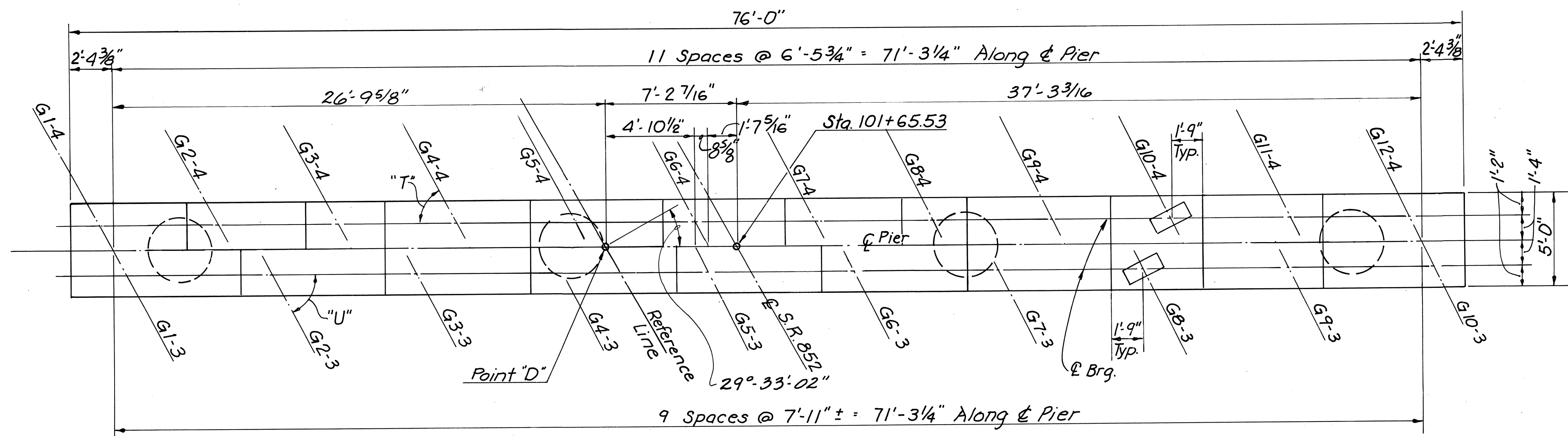
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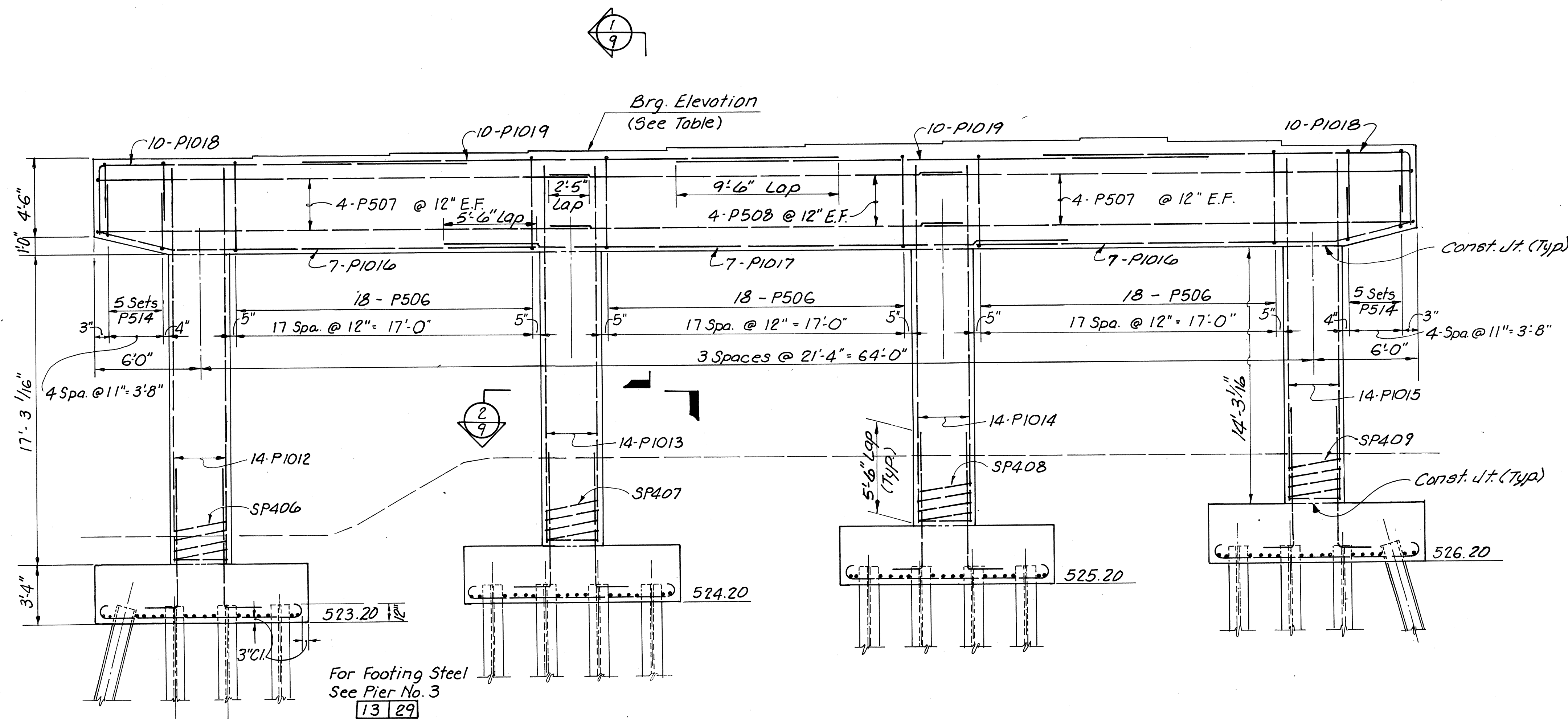
SECTION 2
8



SECTION 1
8

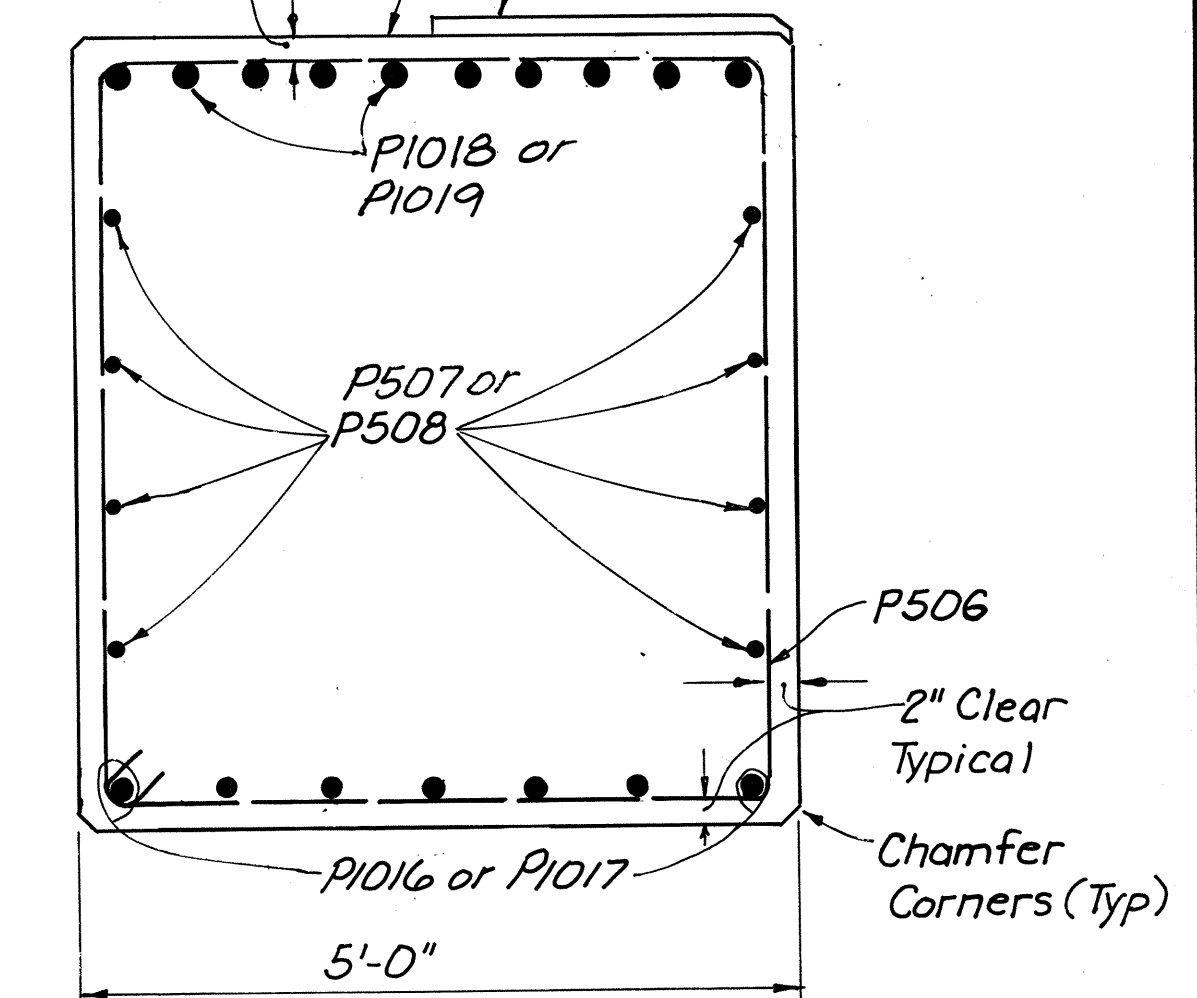


CAP PLAN

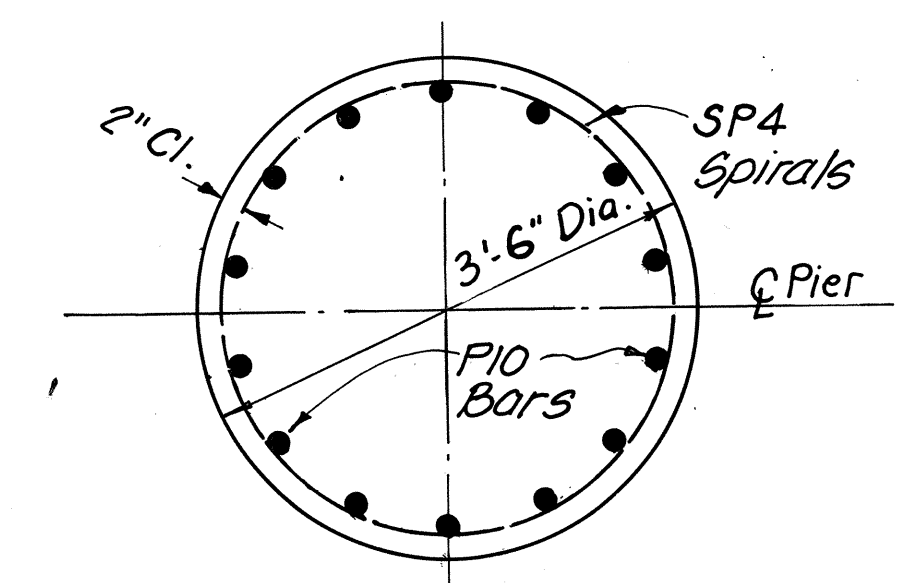


ELEVATION

Varies with Beam Top
Steps 2" Min. Clear



SECTION 1



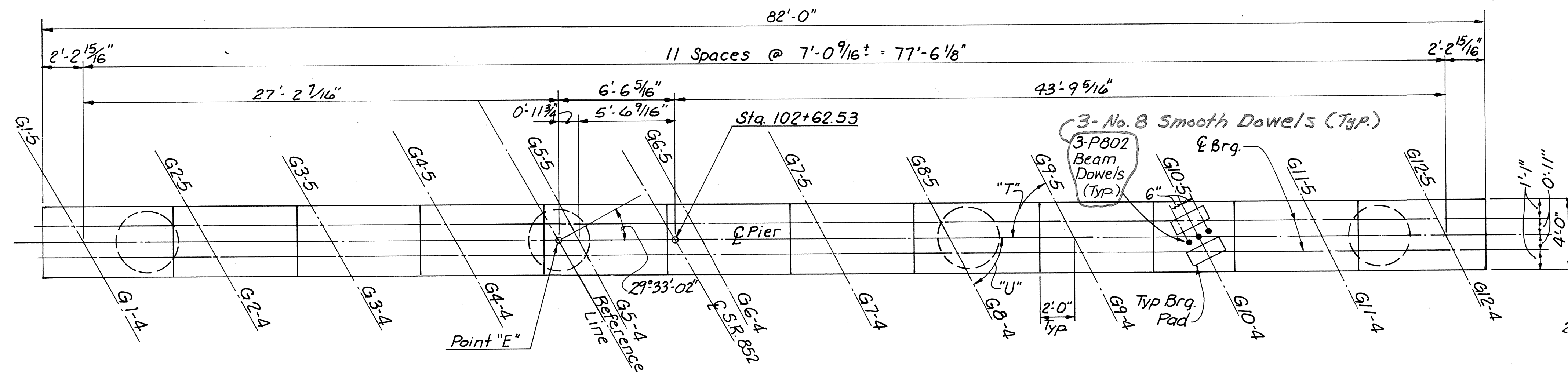
SECTION 2

BEARING ELEVATIONS		
Beam No.	Elev.	
G1-4	549.29	SPAN 4
G2-4	549.40	
G3-4	549.51	
G4-4	549.62	
G5-4	549.73	
G6-4	549.83	
G7-4	549.94	
G8-4	550.05	
G9-4	550.16	
G10-4	550.27	
G11-4	549.98	
G12-4	549.73	
G1-3	549.29	SPAN 3
G2-3	549.42	
G3-3	549.55	
G4-3	549.69	
G5-3	549.82	
G6-3	549.95	
G7-3	550.08	
G8-3	550.21	
G9-3	550.03	
G10-3	549.73	

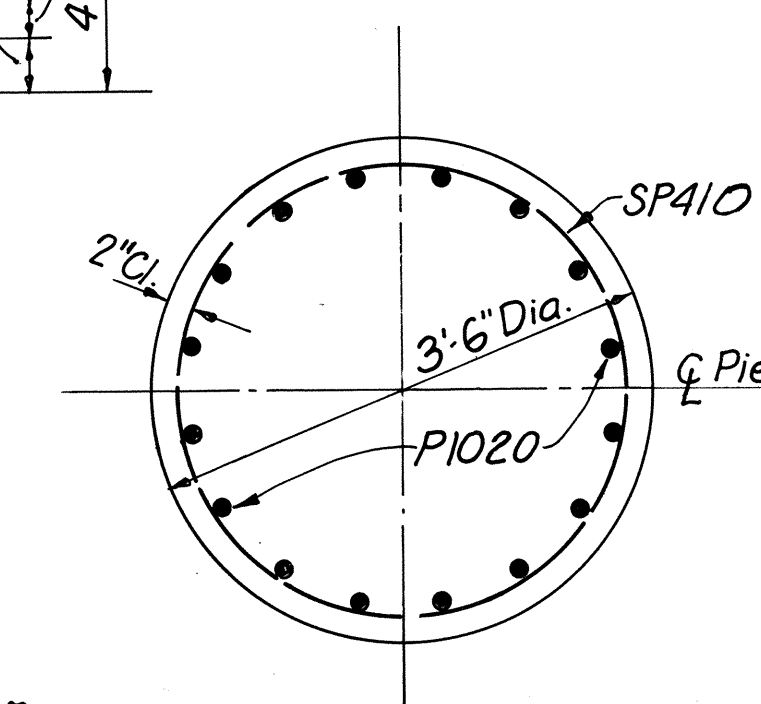
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ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS
111 Merchant Street, Cincinnati, Ohio 45266
513/772-1117

PIER NO. 3
BRIDGE NO. SCI-852-0049
OVER U.S. 52
PORTSMOUTH, OHIO

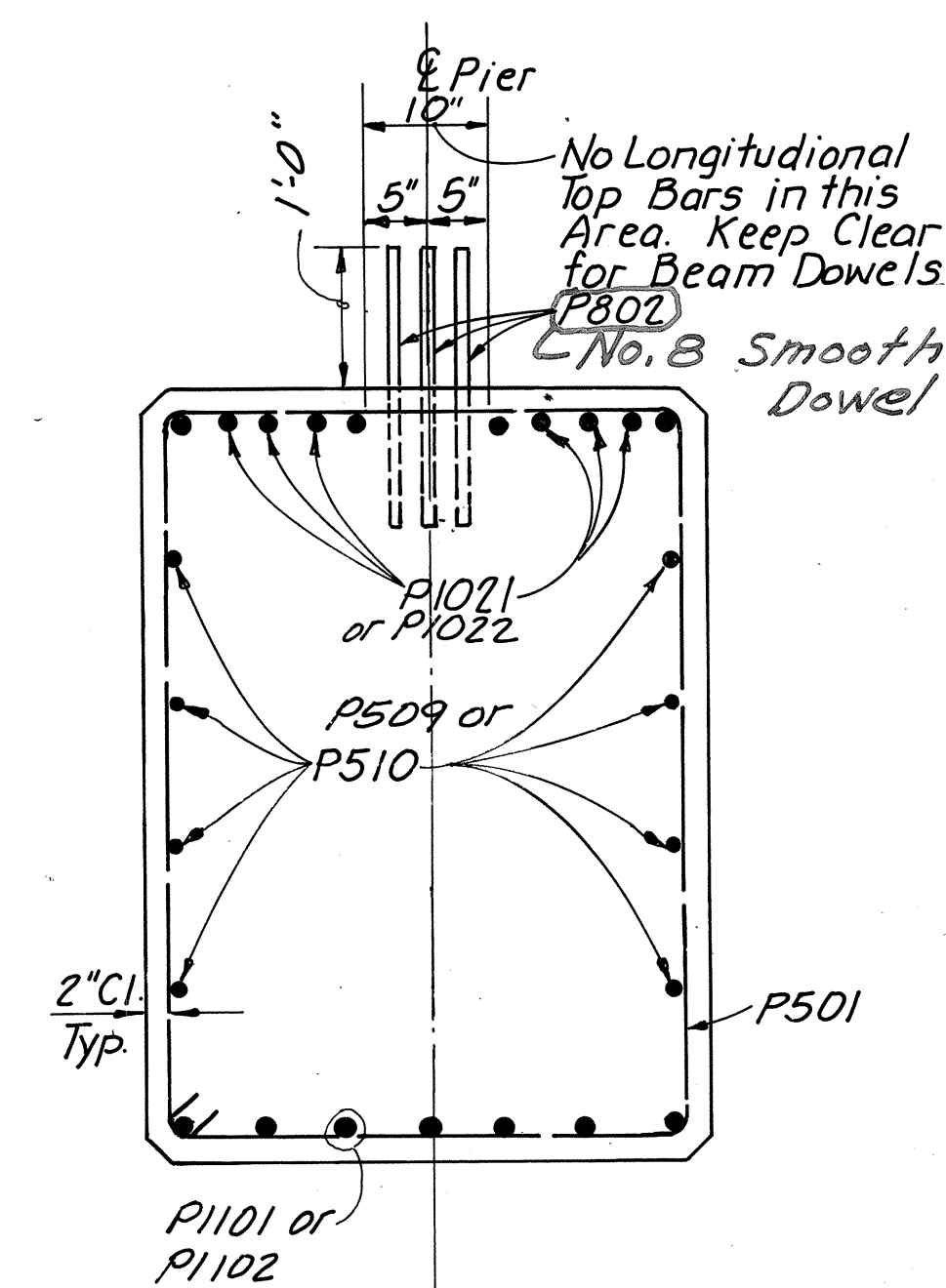
DESIGNED: DWH
DRAWN: DAR
TRACED: —
CHECKED: GTW
REVIEWED: DATE
REVISED: 1-7-85



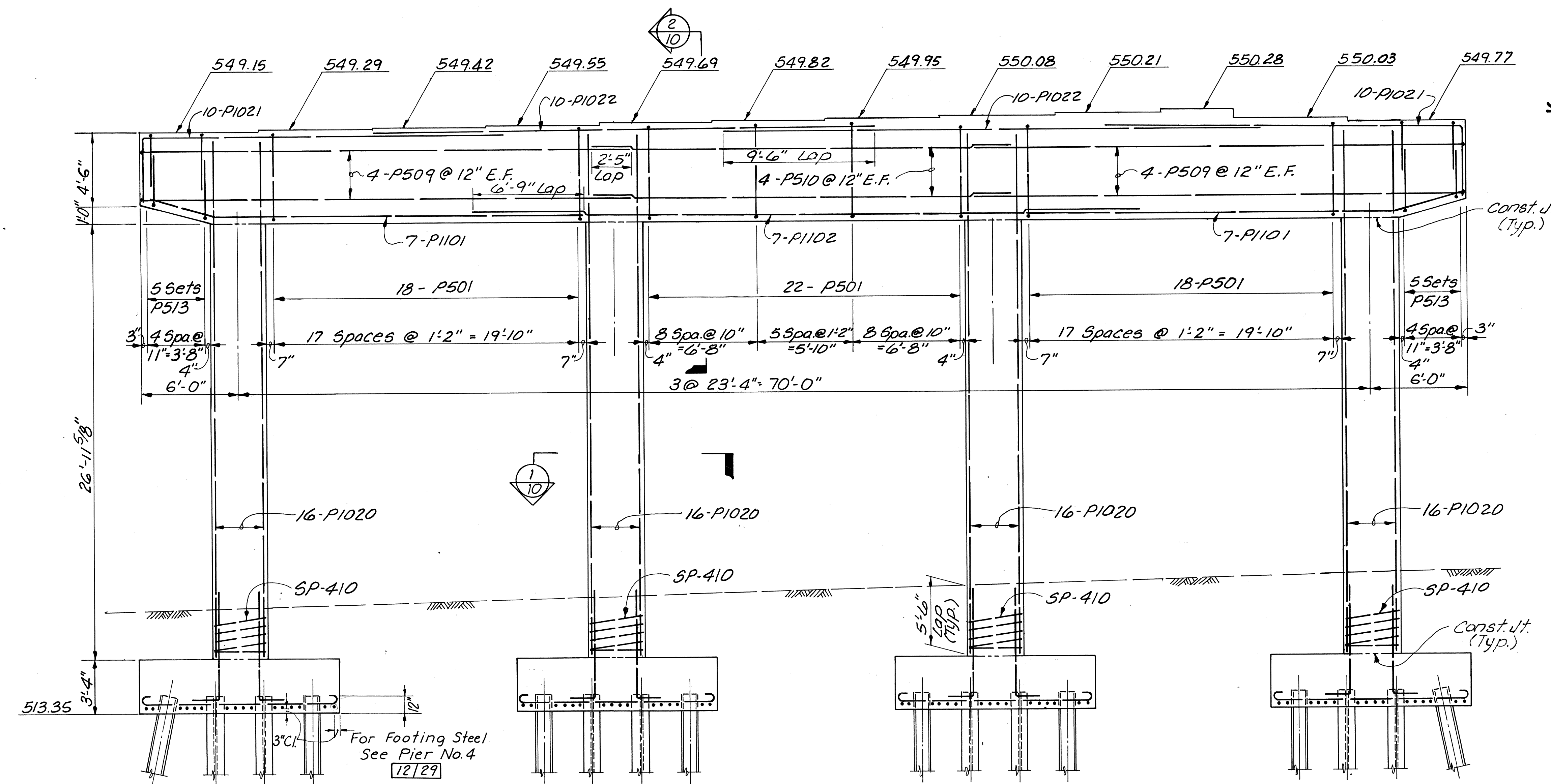
CAP PLAN



SECTION 1



SECTION 2



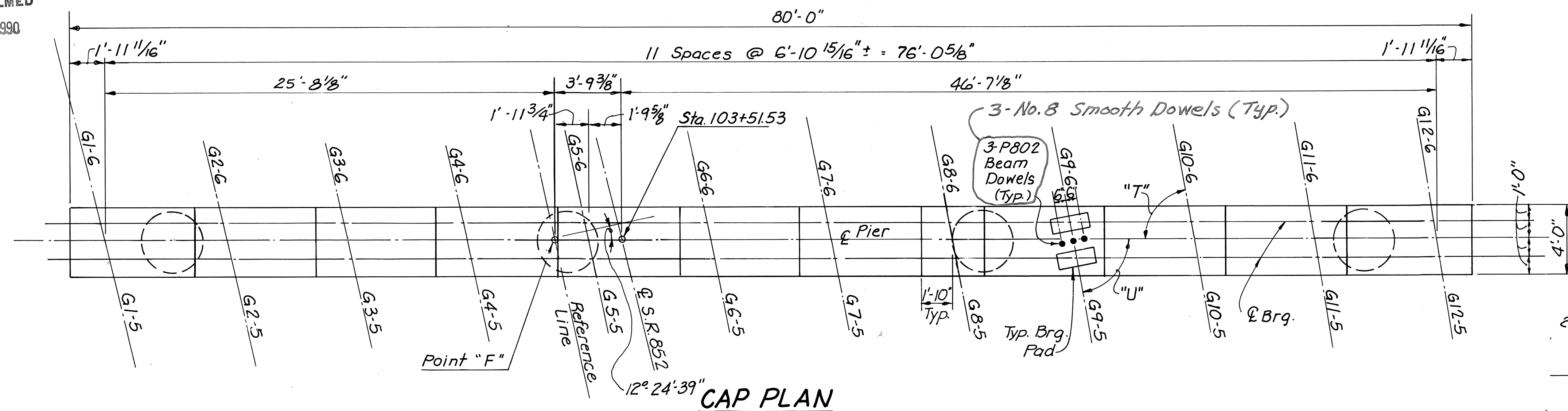
ELEVATION

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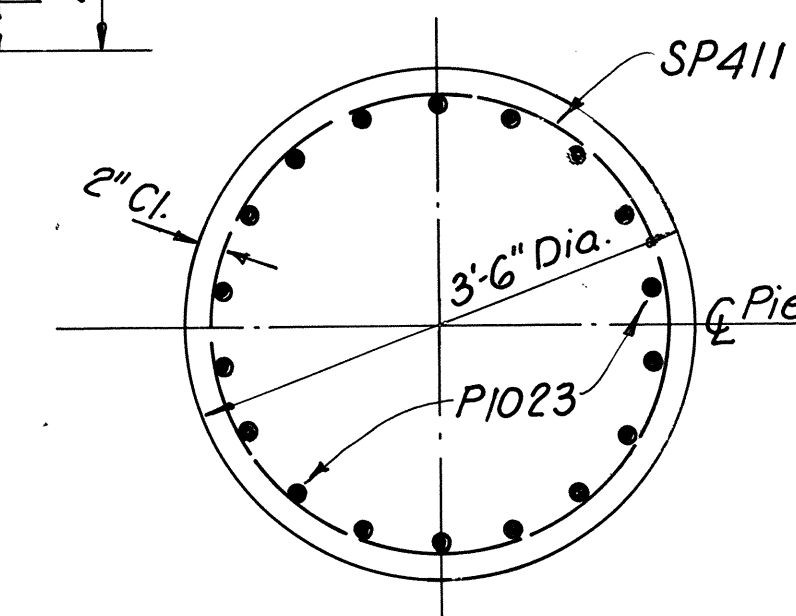
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BRIDGE NO. SCI-852-0049
OVER U.S. 52
SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED: DWH
DRAWN: DAR
TRACED: —
CHECKED: GTW
REVIEWED: WBS
DATE: 1-7-85
REVISED: 1-3-86

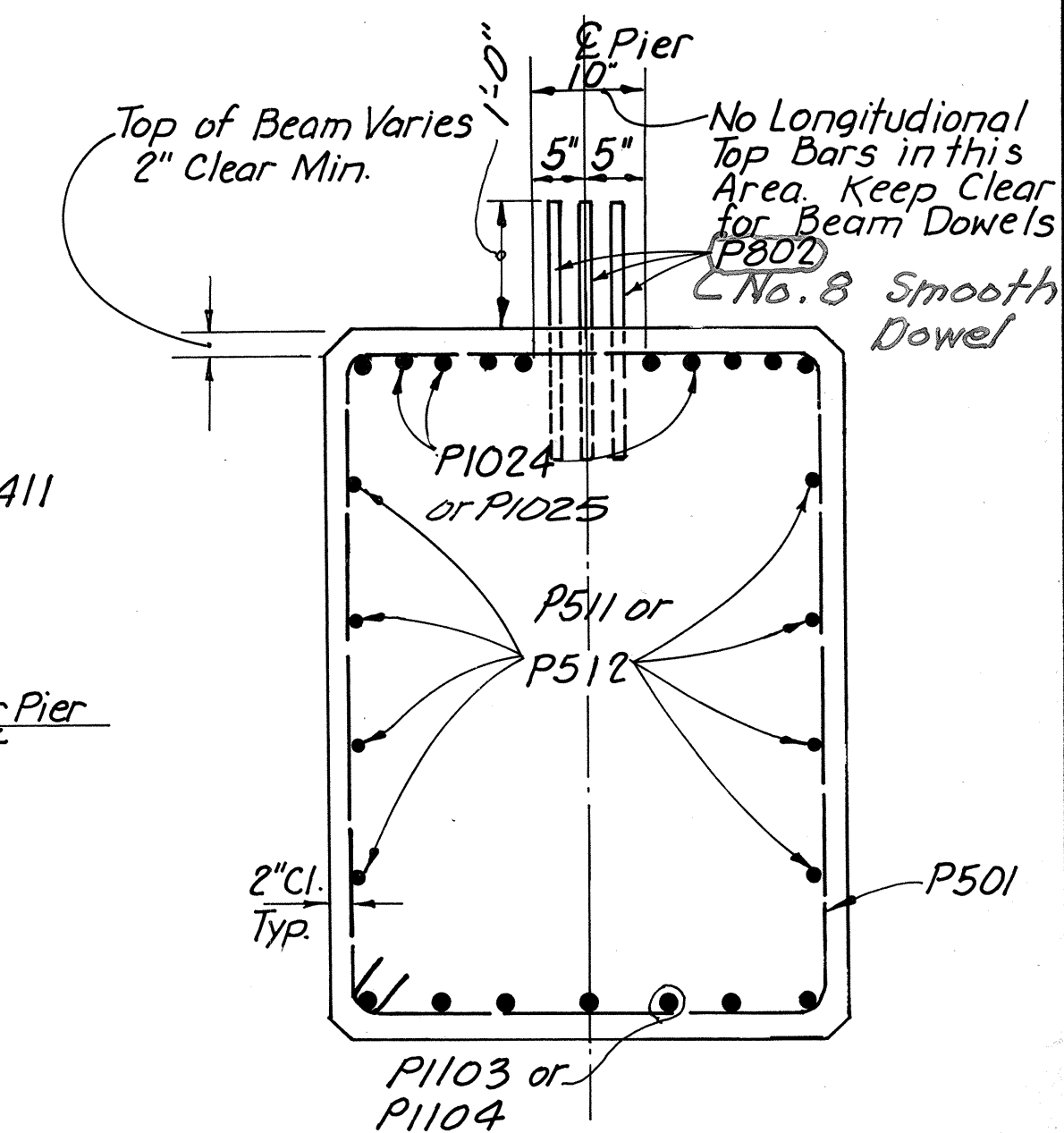
10/29



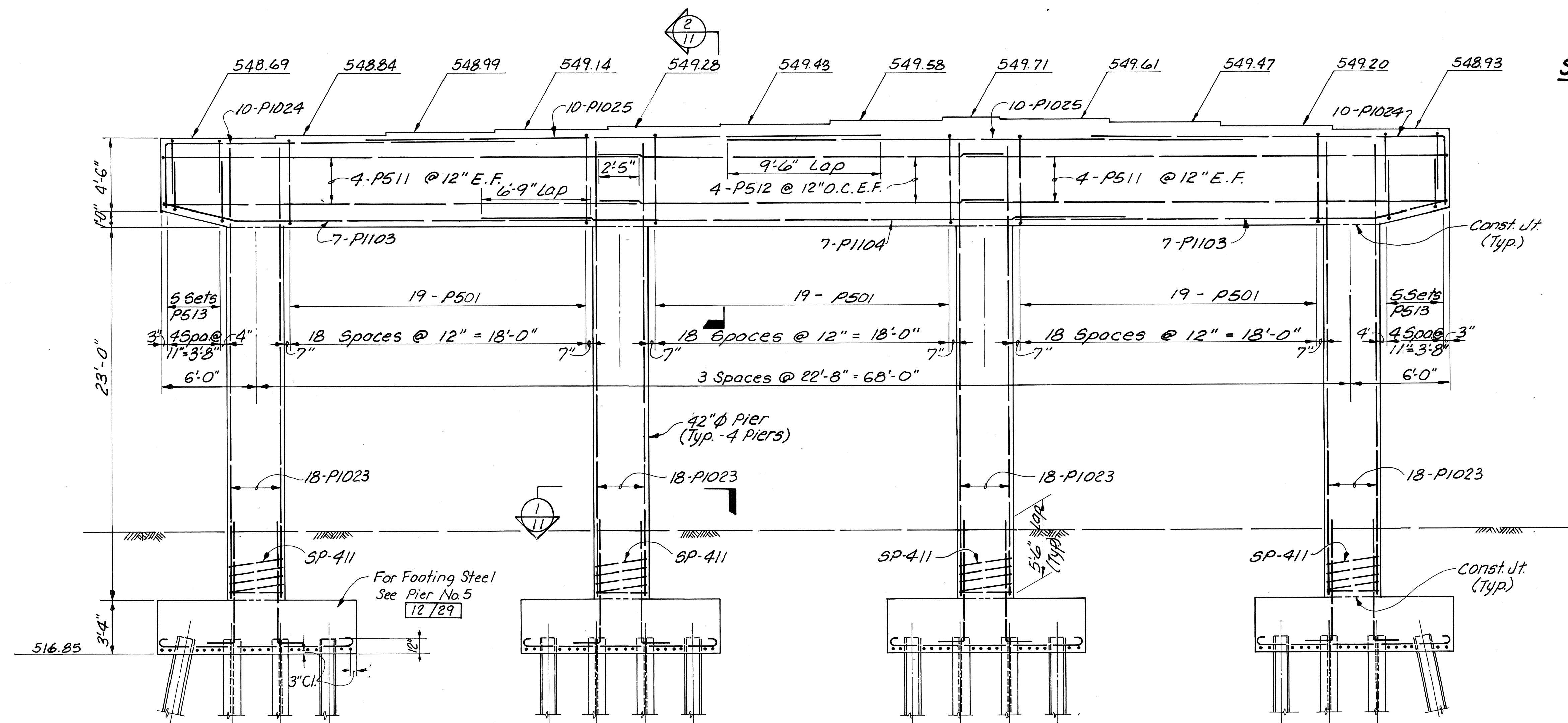
CAP PLAN



SECTION 1



SECTION 2



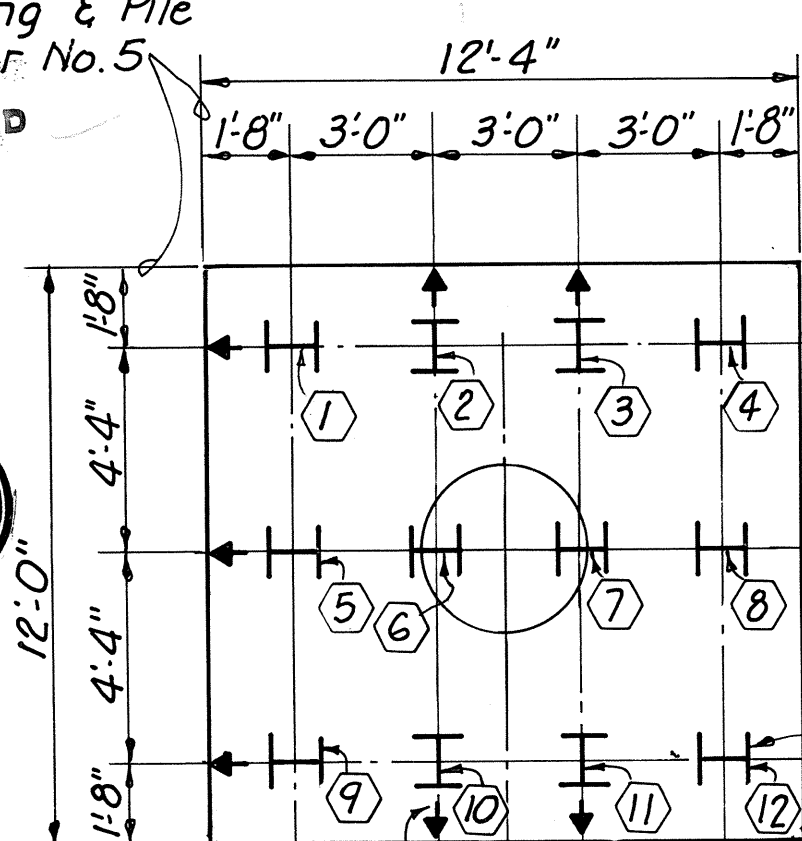
ELEVATION

		11/29	
ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS 111 Merchant Street, Cincinnati, Ohio 45246 513/772-1117			
PIER NO. 5 BRIDGE NO. SCI-852-0049 OVER U.S. 52			
SCIOTO COUNTY PORTSMOUTH, OHIO			
DESIGNED	DRAWN	TRACED	CHECKED
DWH	DAR		GTW
REVIEWED		DATE	
WBS		1-785	
1-3-86			

Typical Footing & Pile Location - Pier No. 5

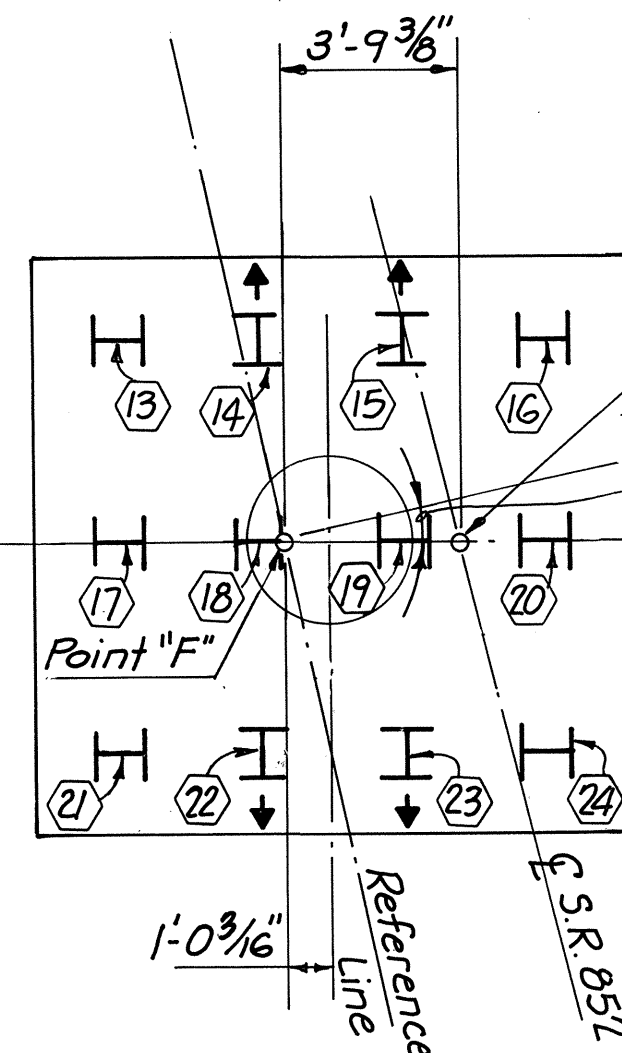
MICROFILMED

FEB 20 1990



Indicates Pile Battered
@ 1:4. Batter and
Direction of Batter Typical

12-HP12x53 Typical

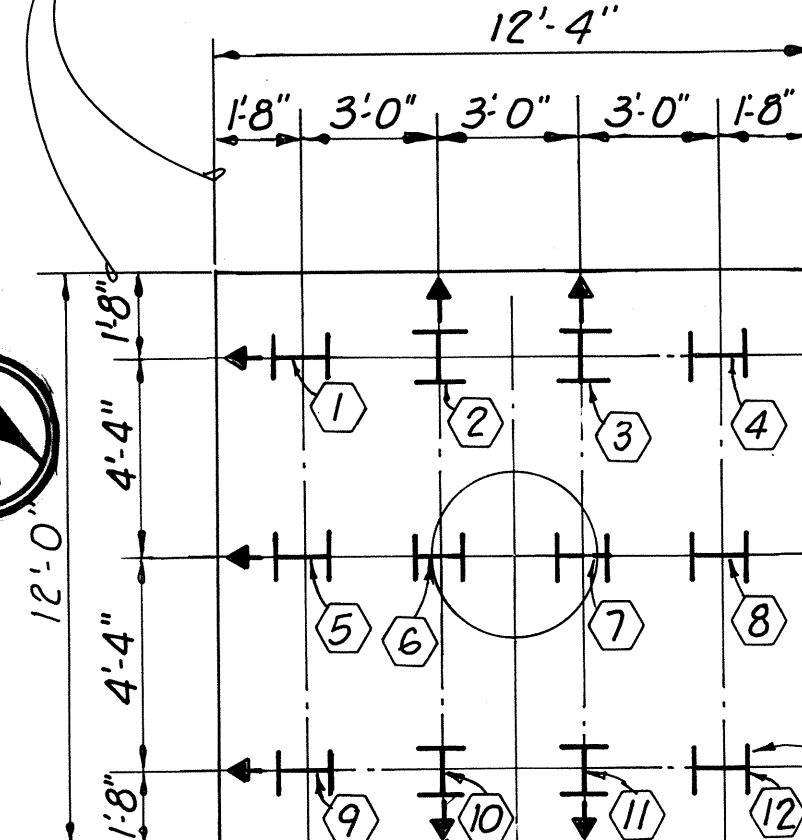


3 Spaces @ 22'-8" = 68'-0"

PIER No. 5

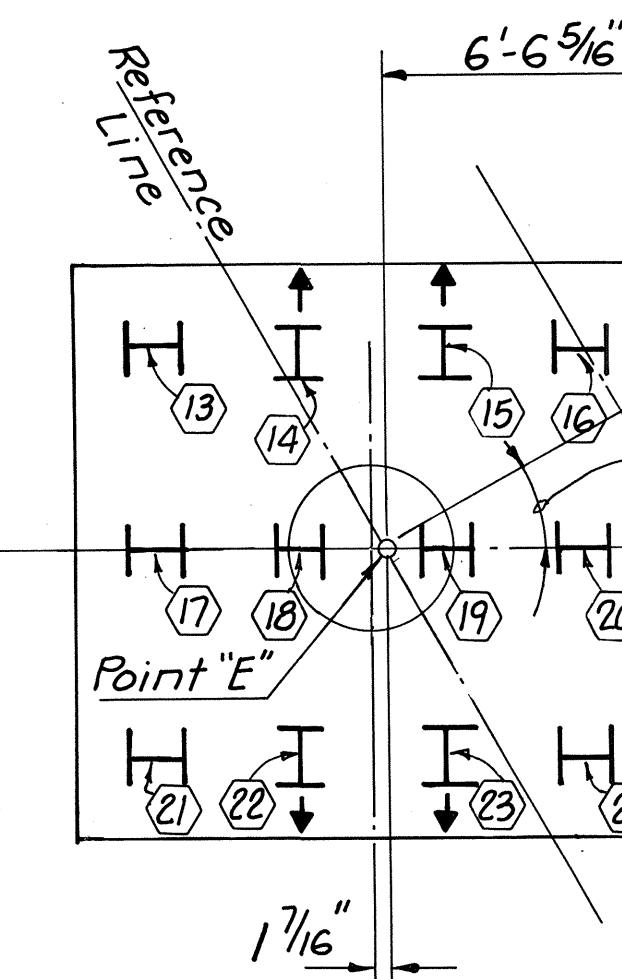
Typical Footing & Pile Location - Pier No. 4

12'-4"



Indicates Pile Battered
@ 1:4. Batter and
Direction of Batter Typical

12-HP12x53 Typical

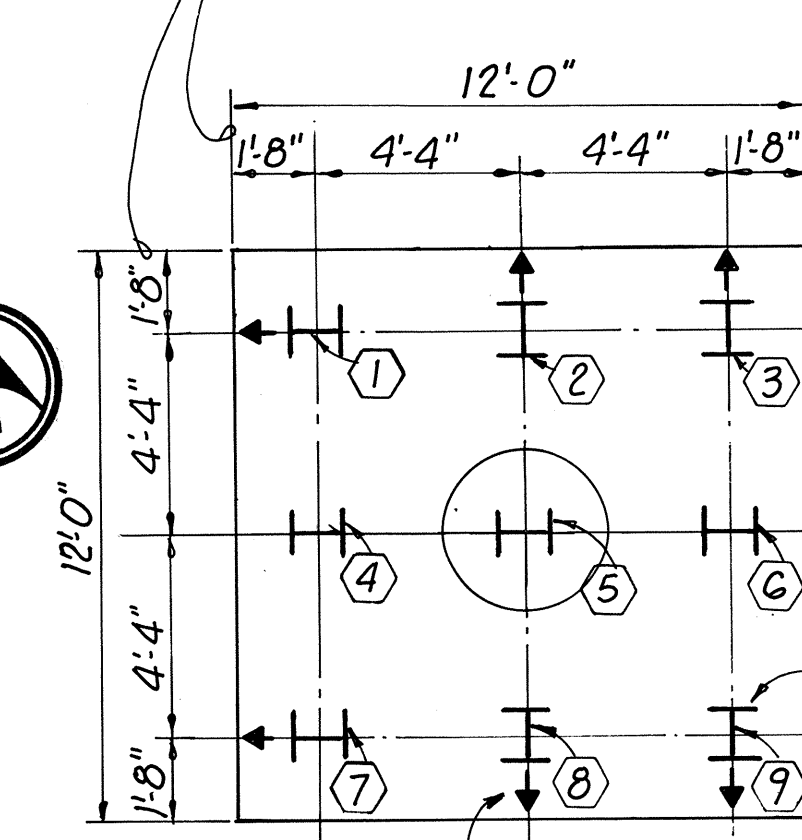
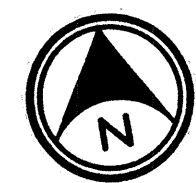


3 Spaces @ 23'-4" = 70'-0"

PIER No. 4

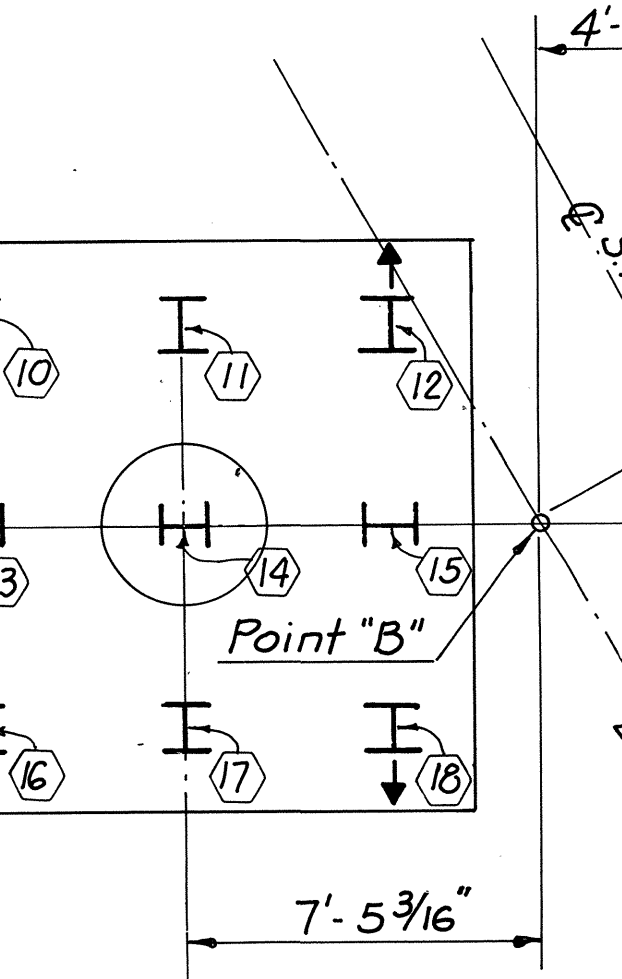
Typical Footing & Pile Location - Pier No. 1

12'-0"



Indicates Pile Battered
@ 1:4. Batter and
Direction of Batter Typical

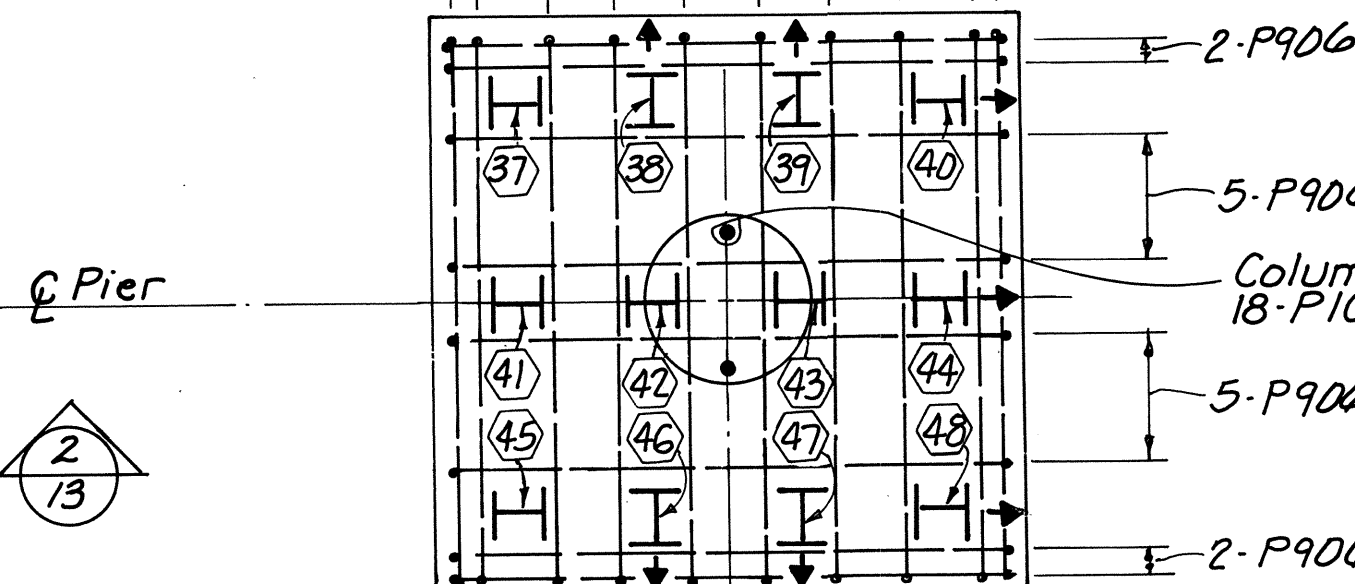
9-HP12x53 Typical



3 Spaces @ 19'-3" = 57'-9"

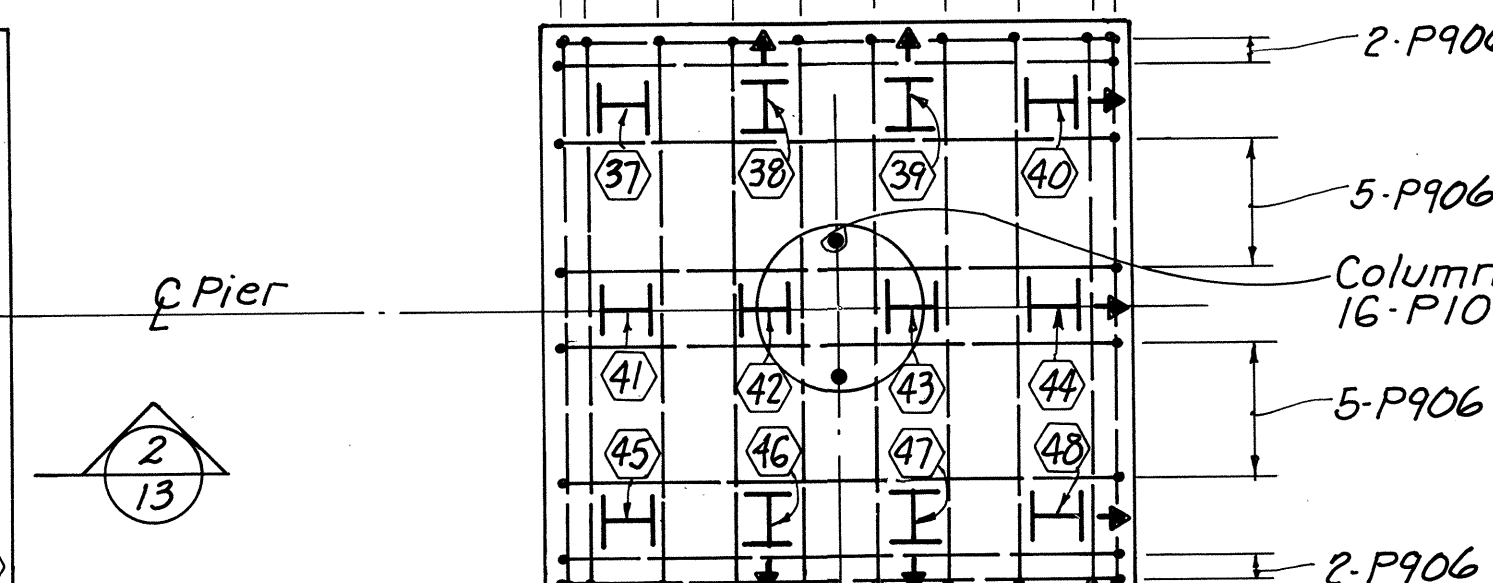
PIER No. 1

2-P905 4-P905 2-P905



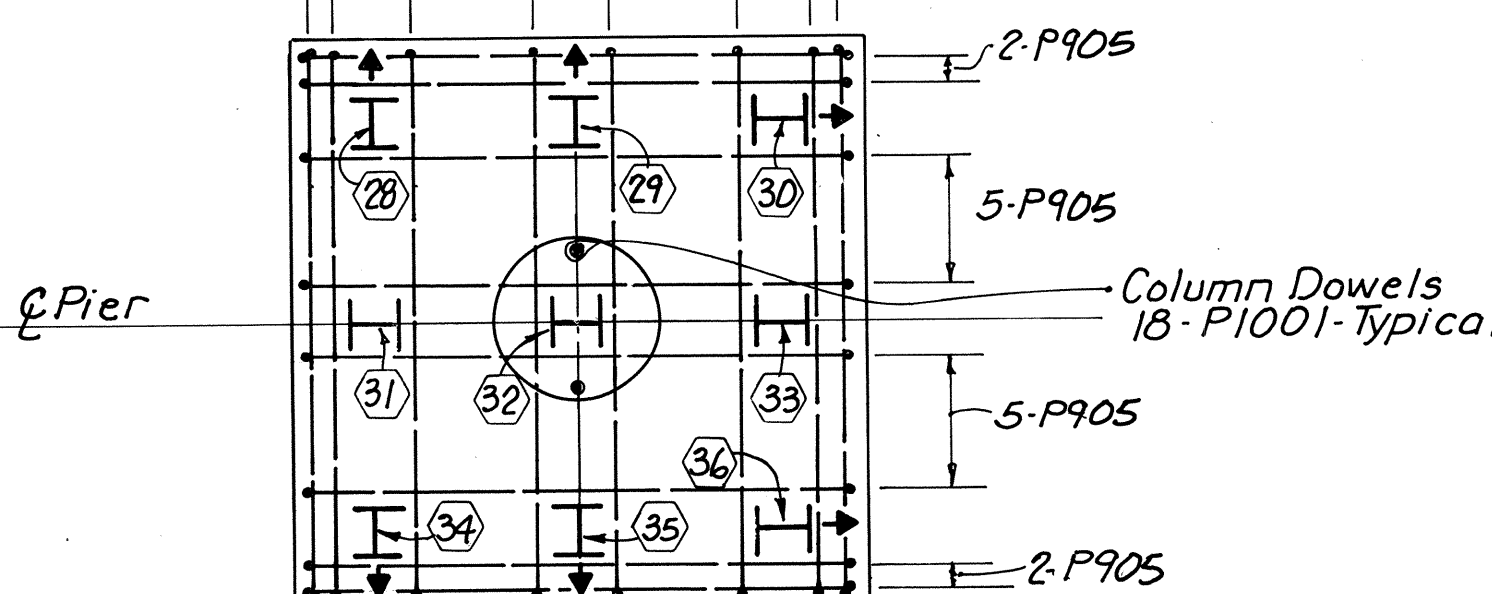
Typical Footing
Reinforcing Pier No. 5

2-P905 4-P905 2-P905



Typical Footing
Reinforcing Pier No. 4

2-P905 5-P905 5-P905 2-P905



Typical Footing
Reinforcing Pier No. 1

KZF

ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS

111 Merchant Street, Cincinnati, Ohio 45246

513/772-1117

PIER FOOTINGS

1, 4, & 5

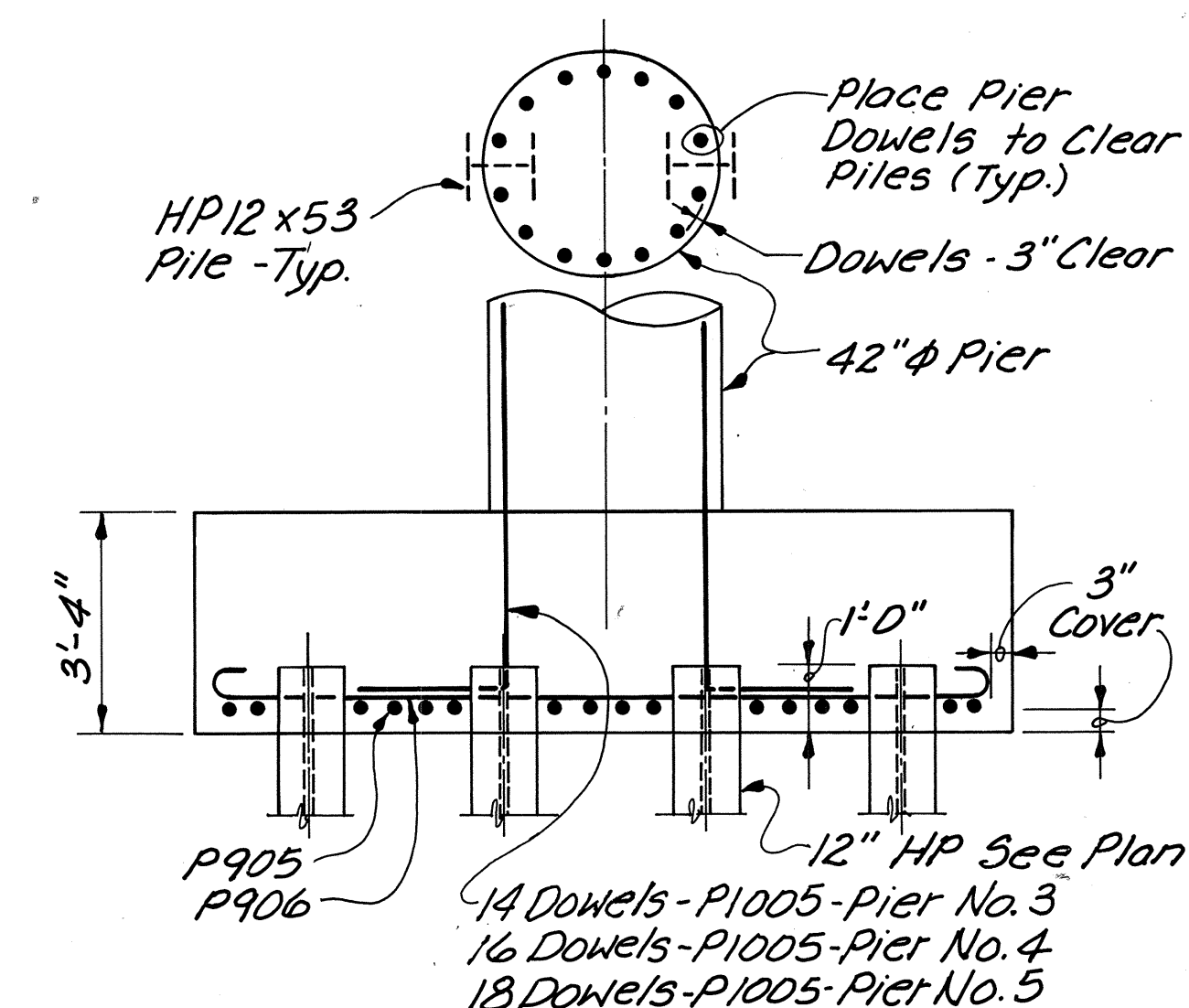
BRIDGE NO. SCI-852-0049

OVER U.S. 52

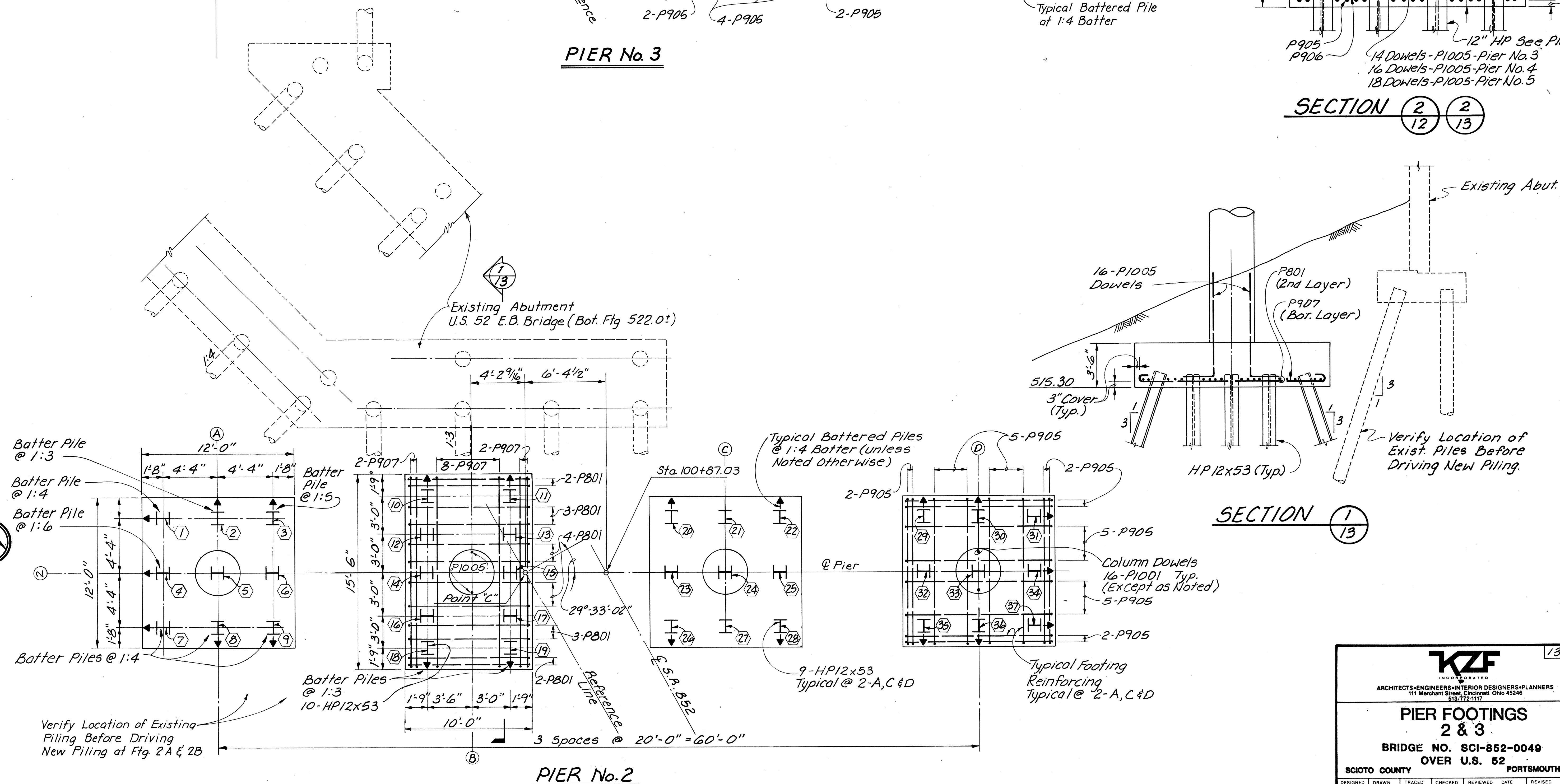
SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED: DWH DRAWN: DAR TRACED: GTW CHECKED: WBS REVIEWED: DATE: 1-7-85

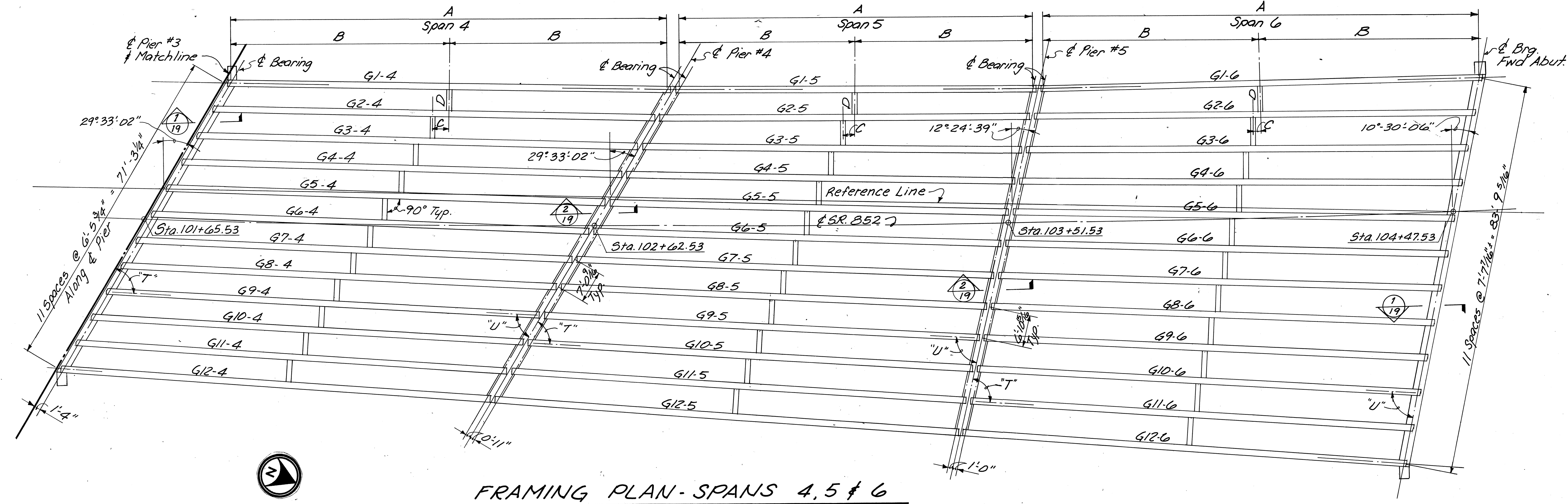
REVIS



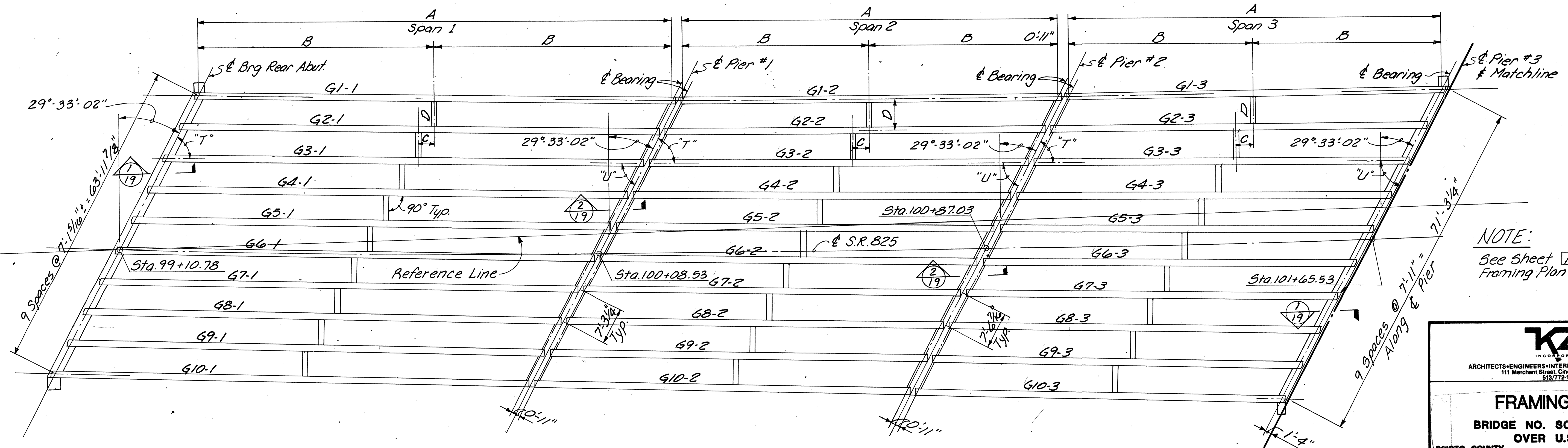
SECTION $\begin{pmatrix} 2 \\ 12 \end{pmatrix} \begin{pmatrix} 2 \\ 13 \end{pmatrix}$



SECTION 1
13



FRAMING PLAN - SPANS 4, 5 & 6



FRAMING PLAN - SPANS 1, 2 & 3

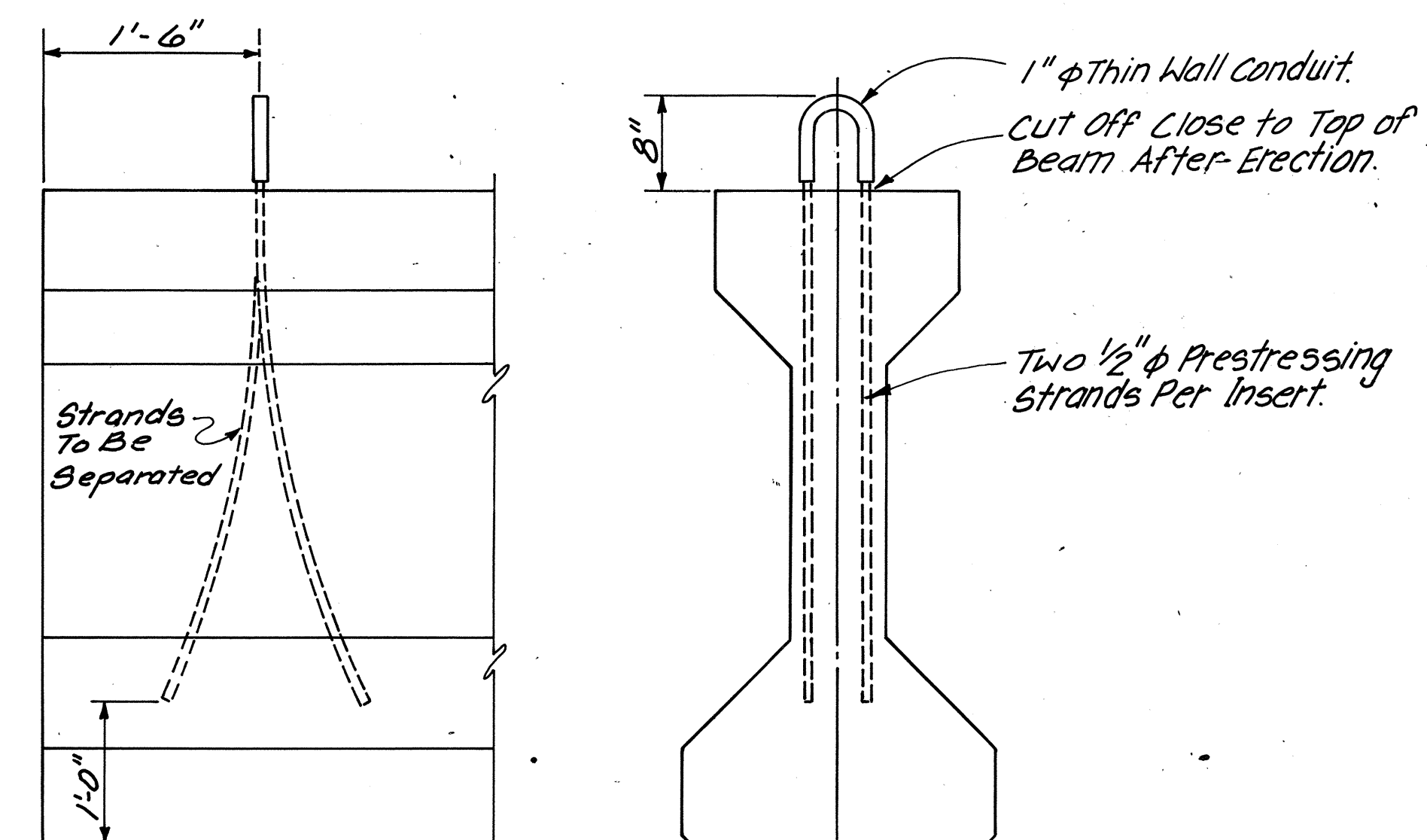
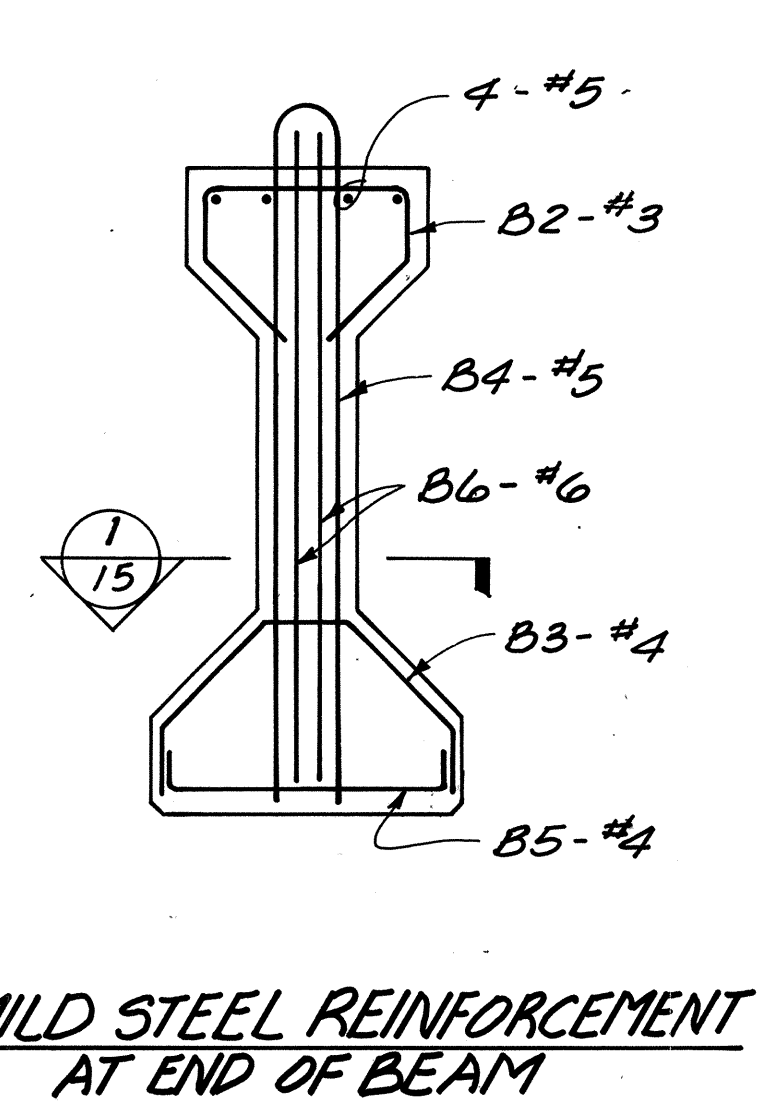
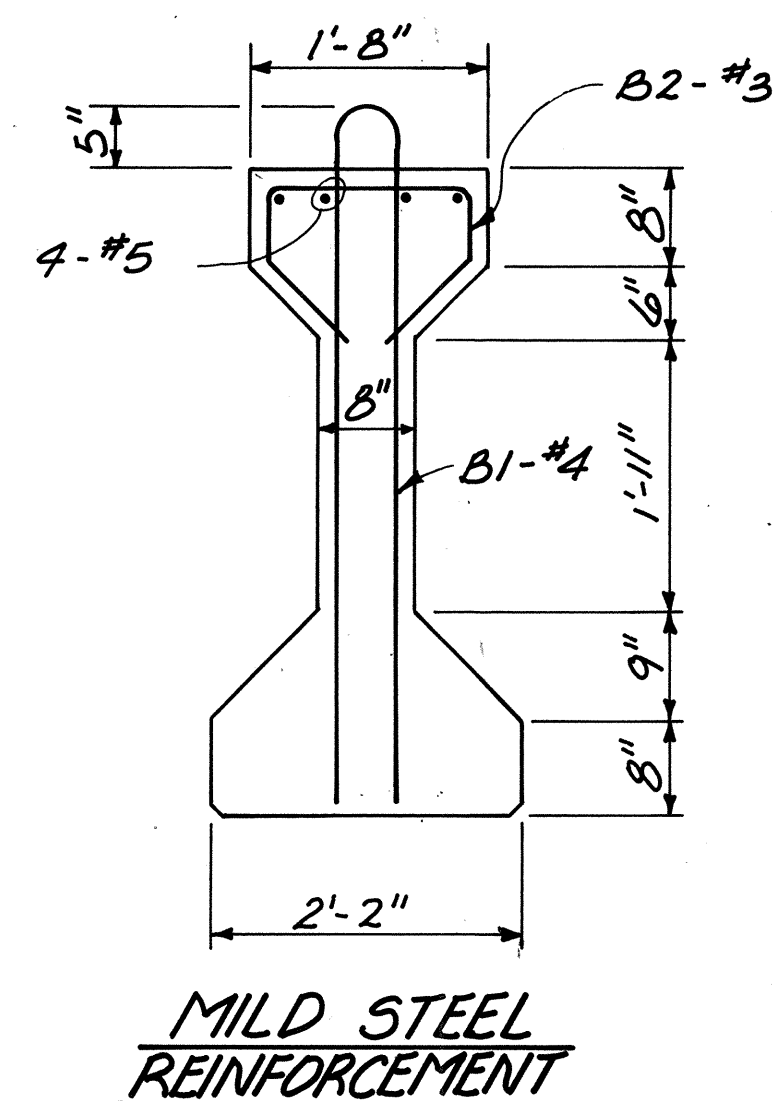
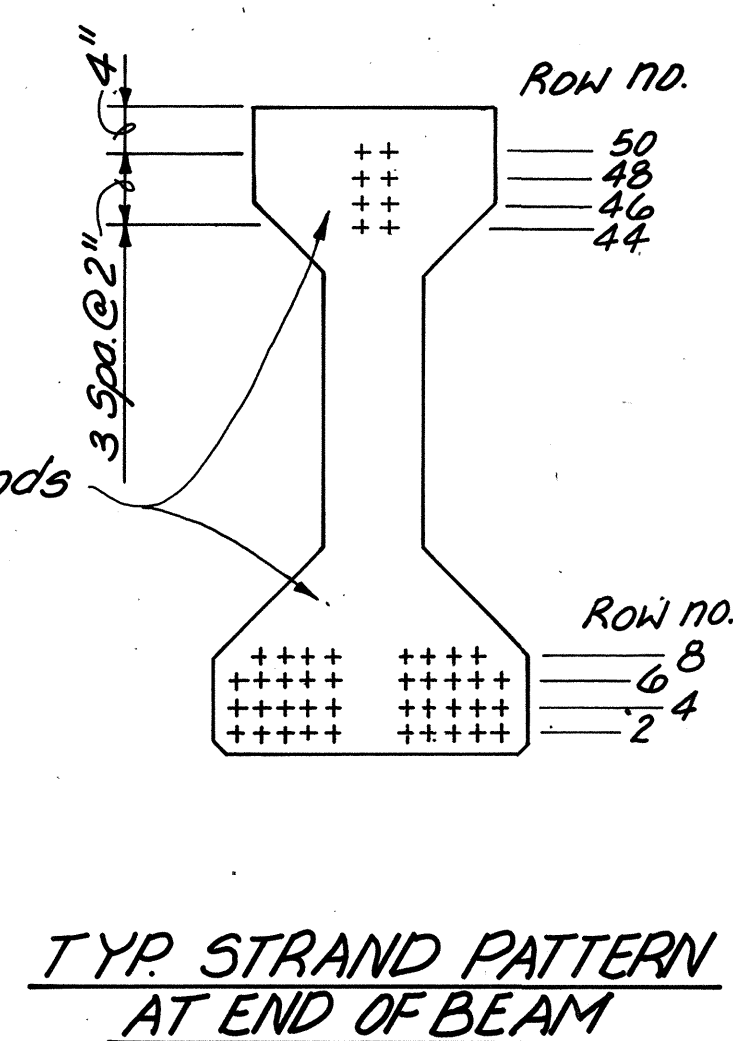
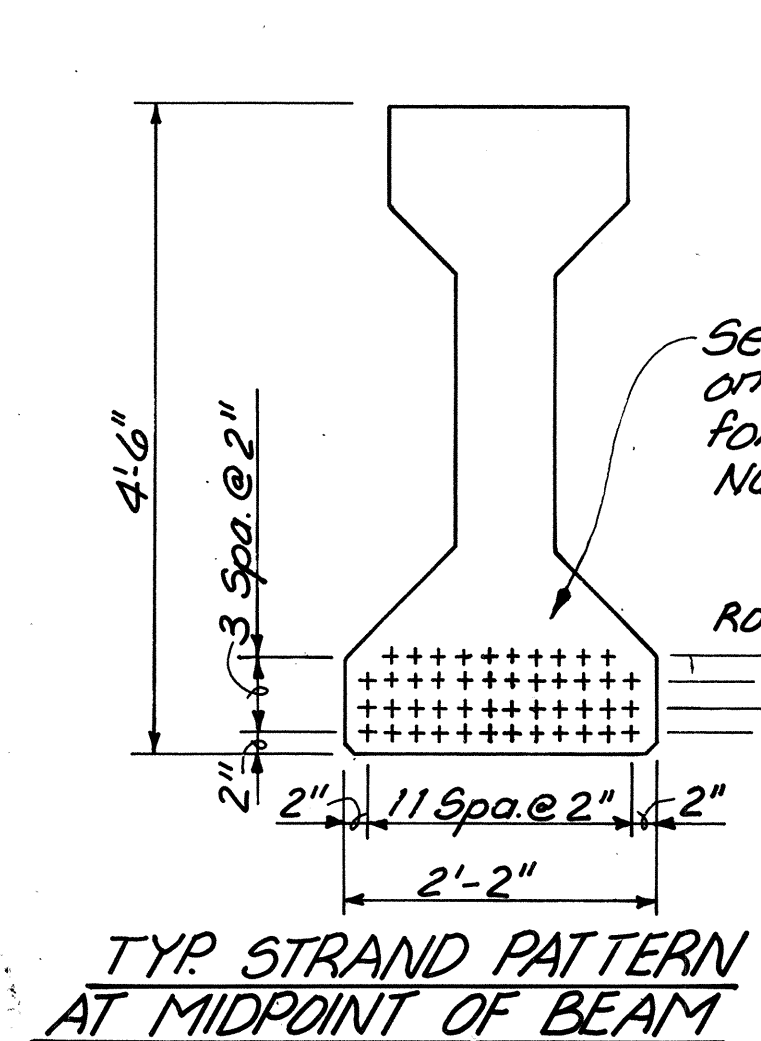
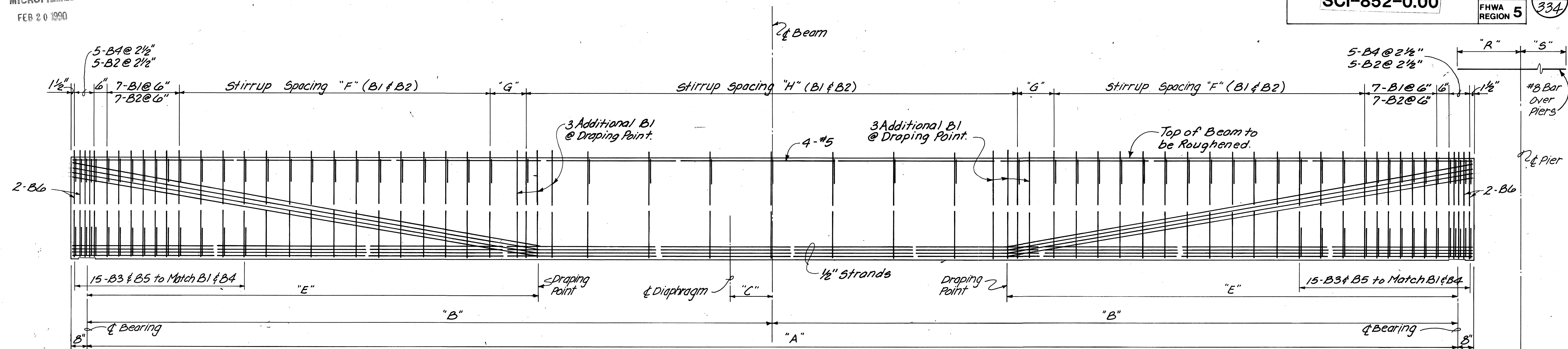
NOTE:
See Sheet 16/29 for
Framing Plan & Beam Notes.

KZF
INCORPORATED
ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS
111 Merchant Street, Cincinnati, Ohio 45246
513/772-1117

FRAMING PLAN
BRIDGE NO. SCI-852-0049
OVER U.S. 52
SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WBS	GTW	—	DWH	WBS	4/16/83	

14/29

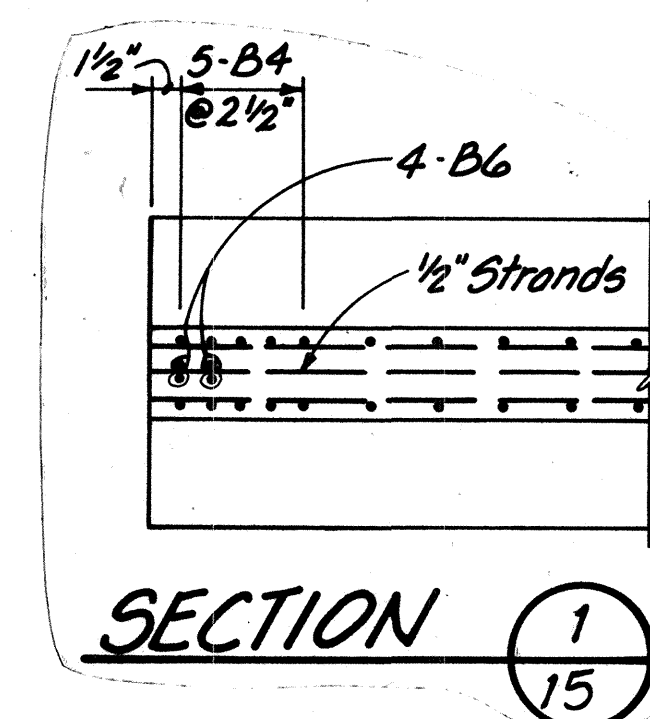
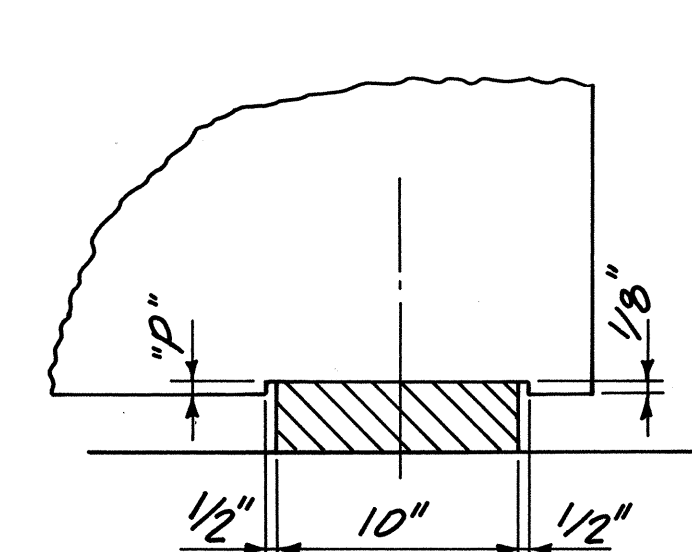
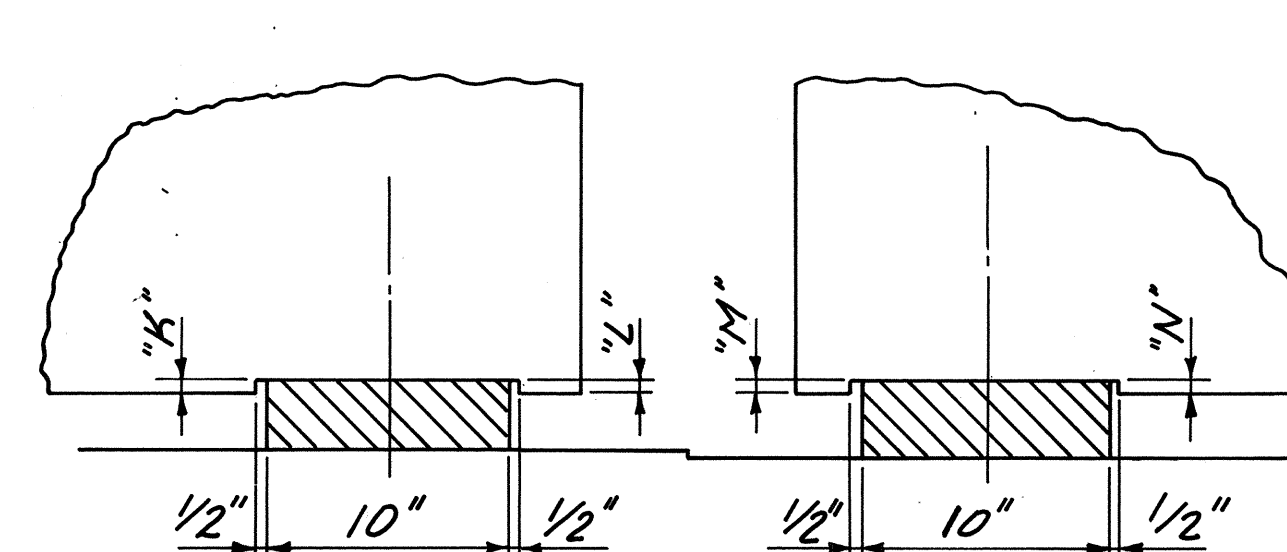
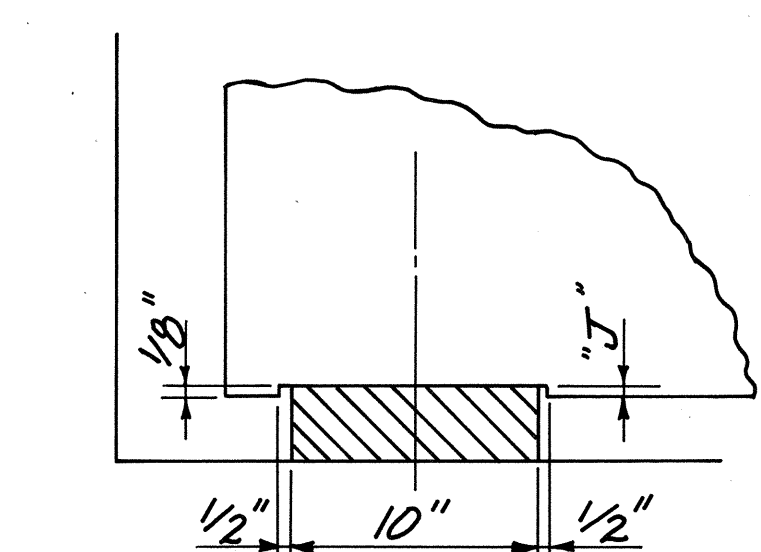


BEAM DETAILS

BEAM LIFTING INSERT

NOTES:

1. Lifting Inserts of the Contractors Design May be Used if Approved by the Director.
2. Position of Lifting Inserts May be Shifted Slightly When Necessary to Clear Reinforcing Steel.
3. See Sheet 16/29 for Beam Data.
4. See Sheet 19/29 for Additional Beam Details.
5. See Sheet 17/29 & 18/29 for Chamfer of Top & Bot. Beam Flanges.
6. See Sheet 17/29 for Bearing Pad Detail.



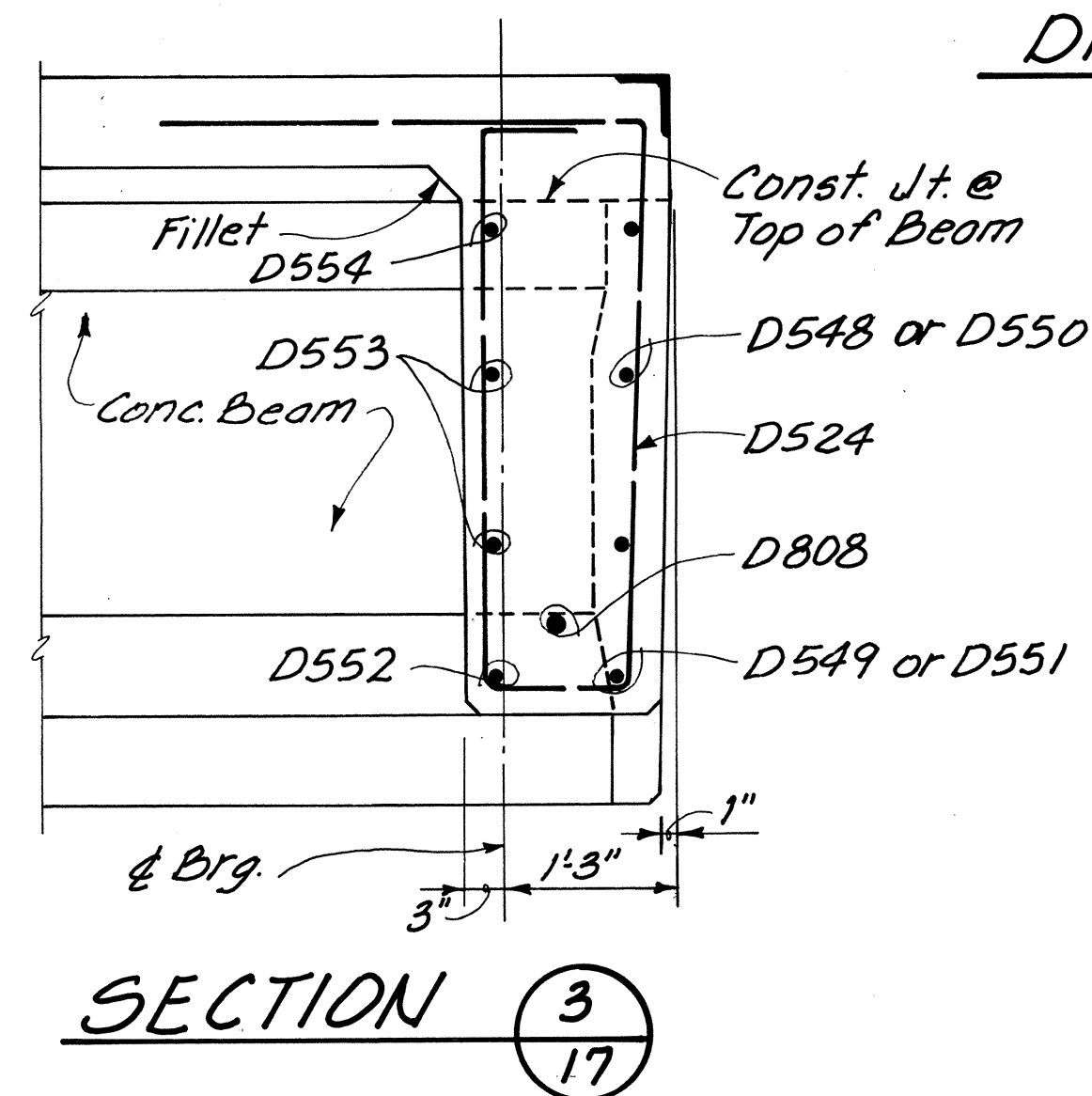
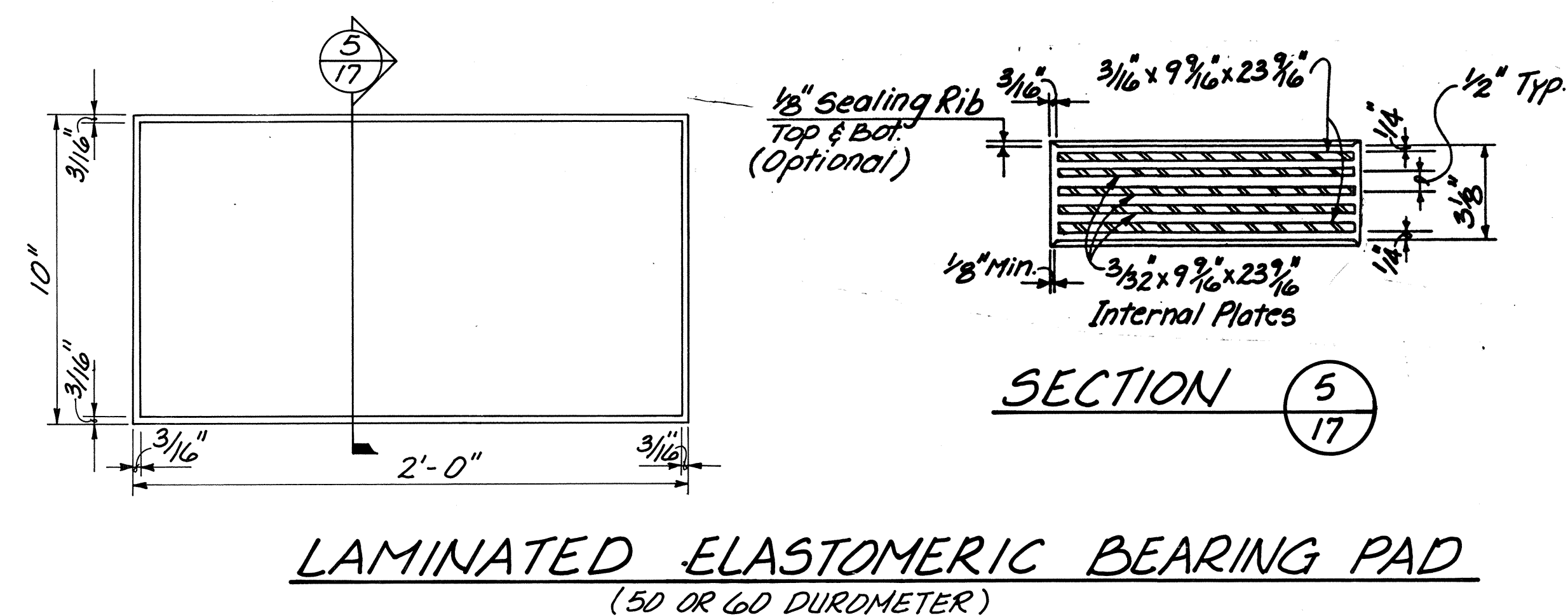
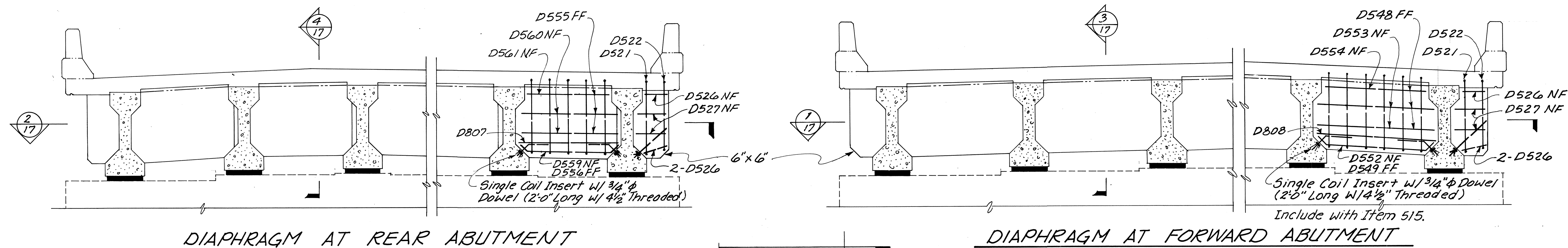
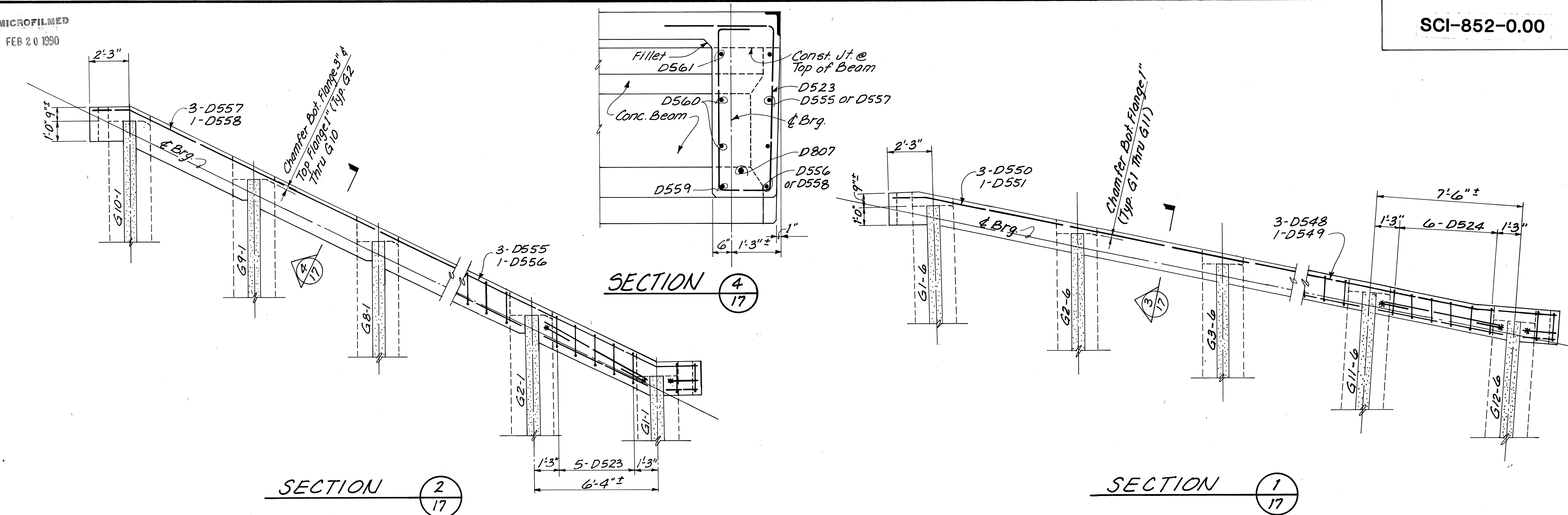
KZF
ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS
111 Merchants Street, Cincinnati, Ohio 45246
613/772-1117

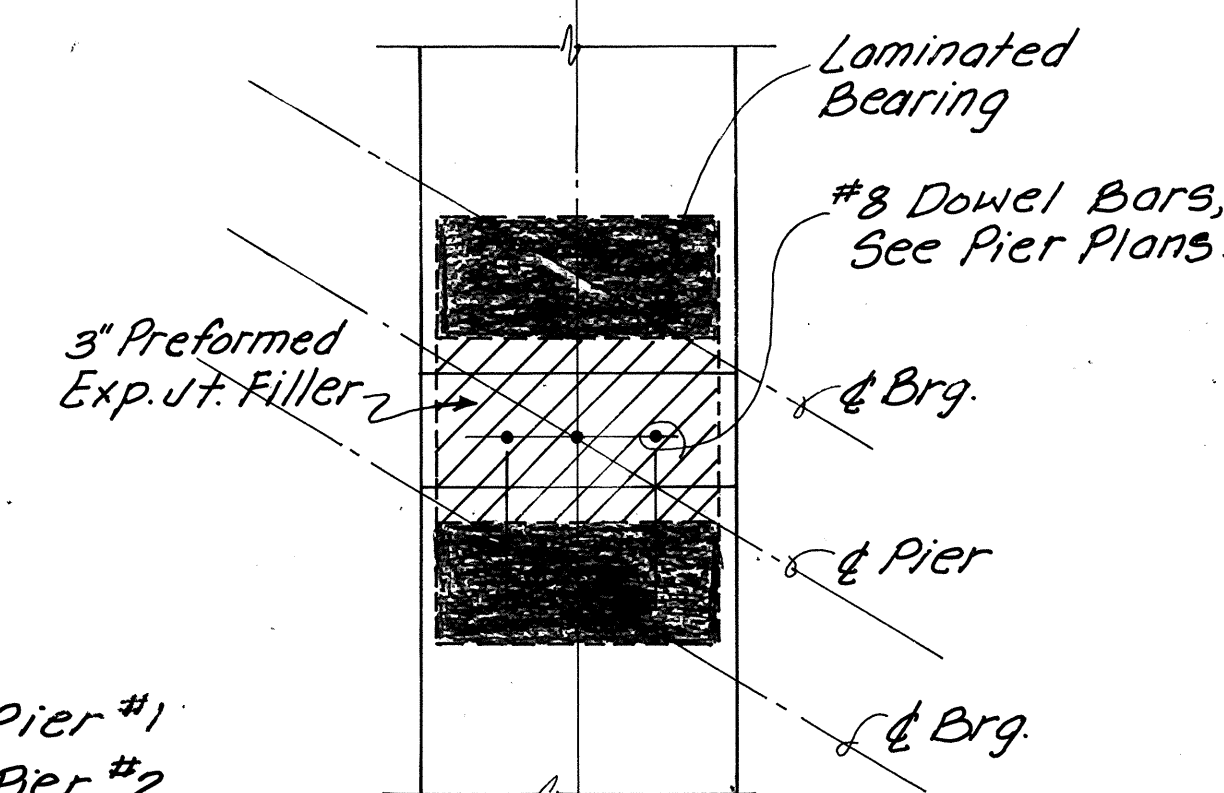
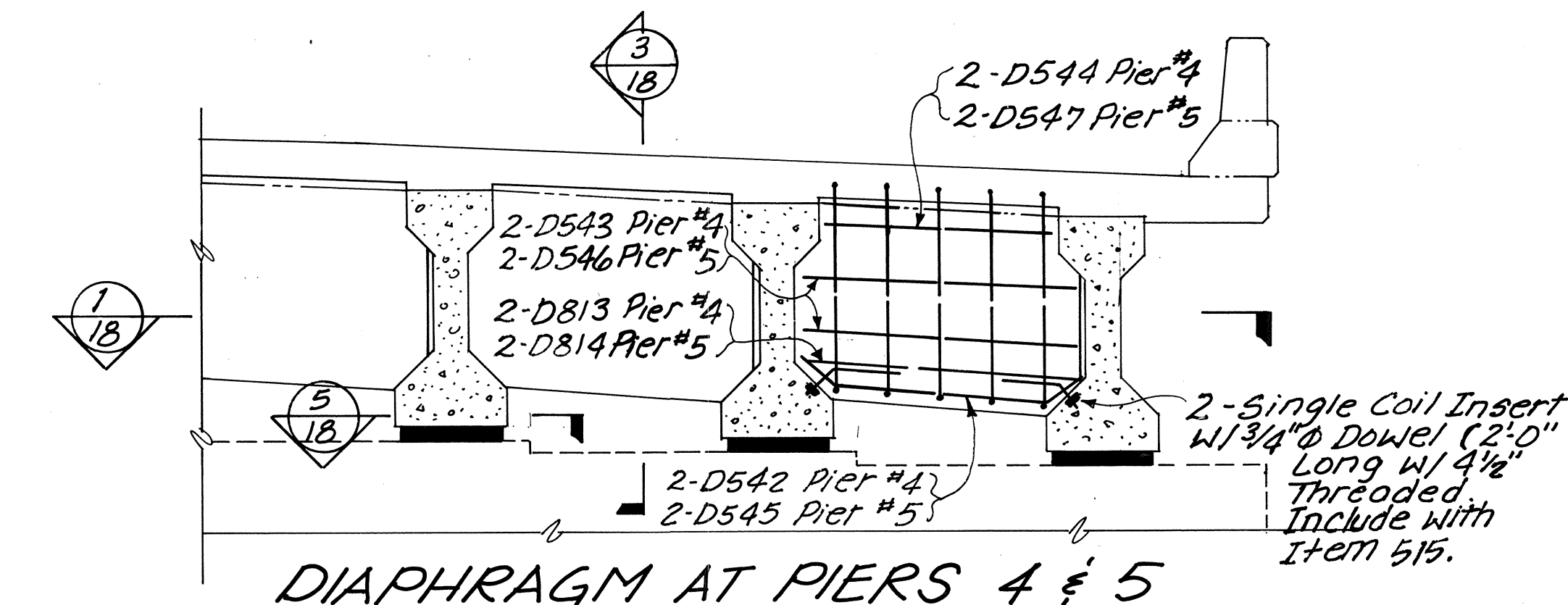
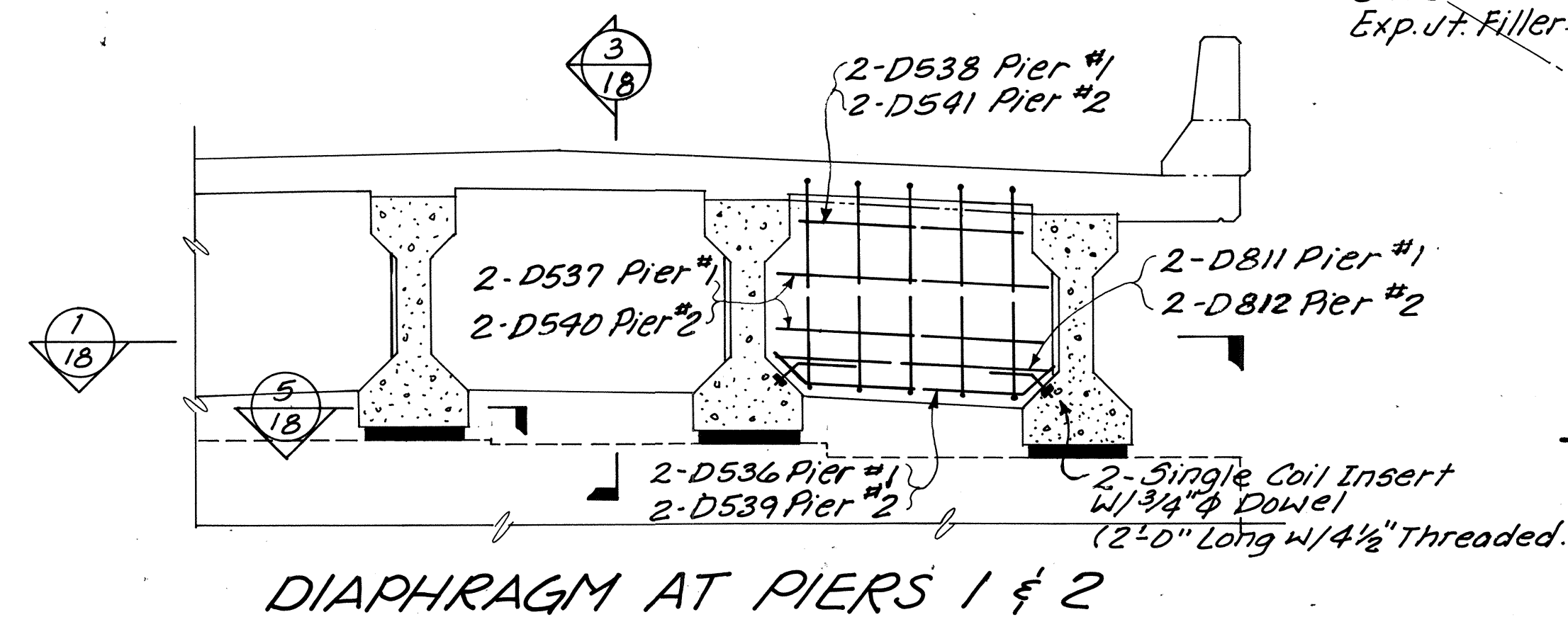
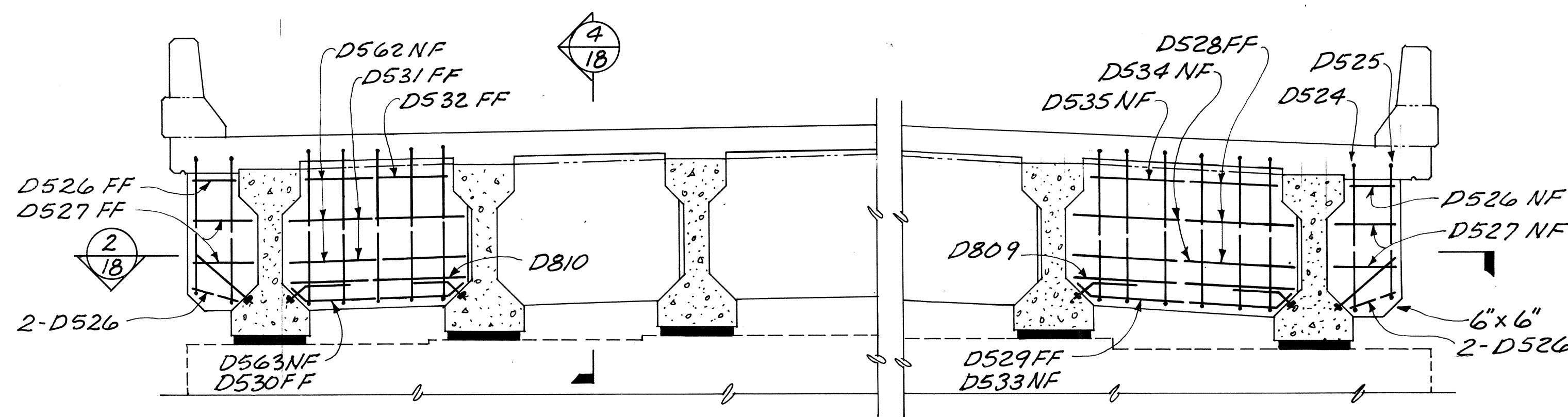
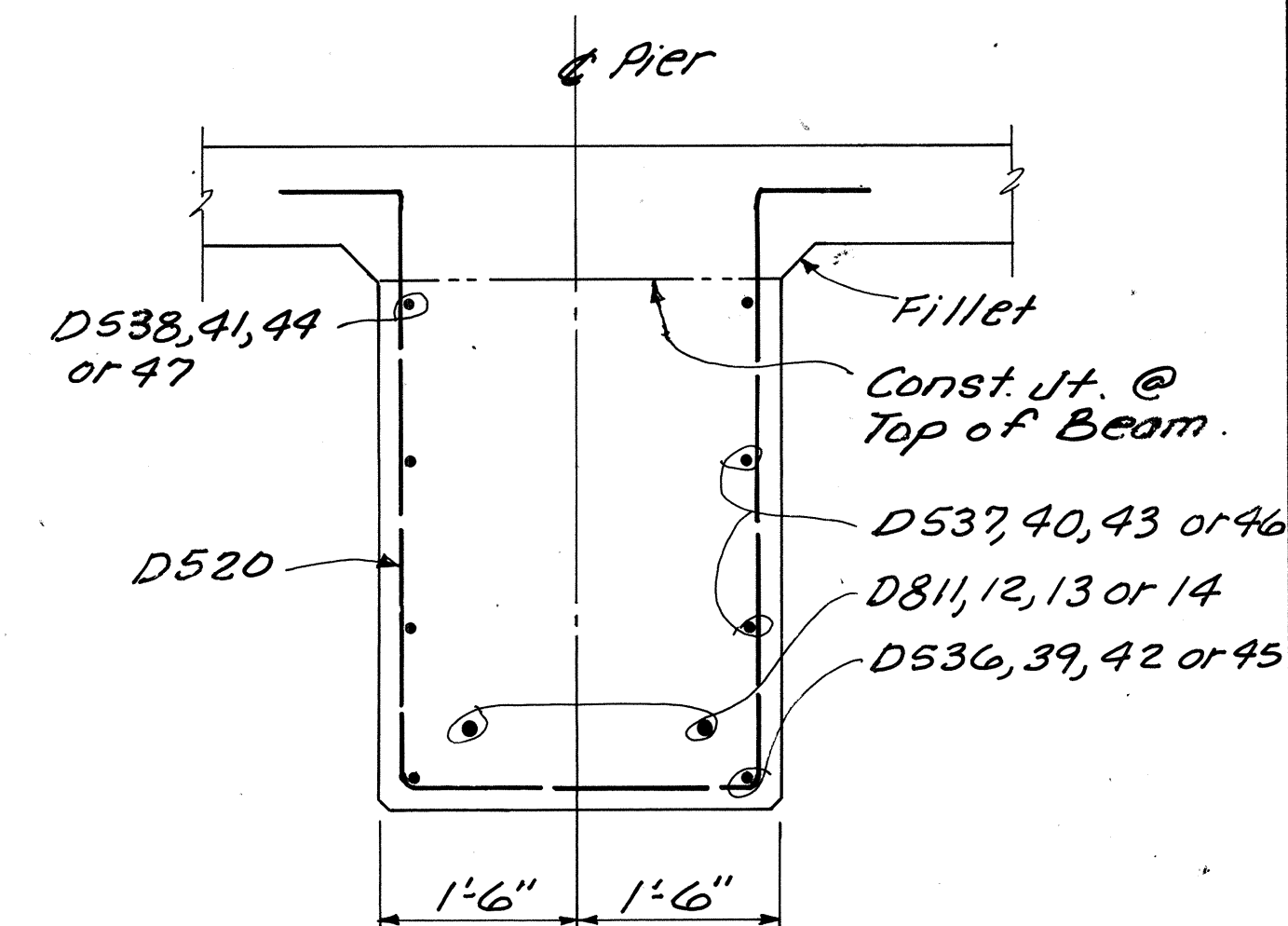
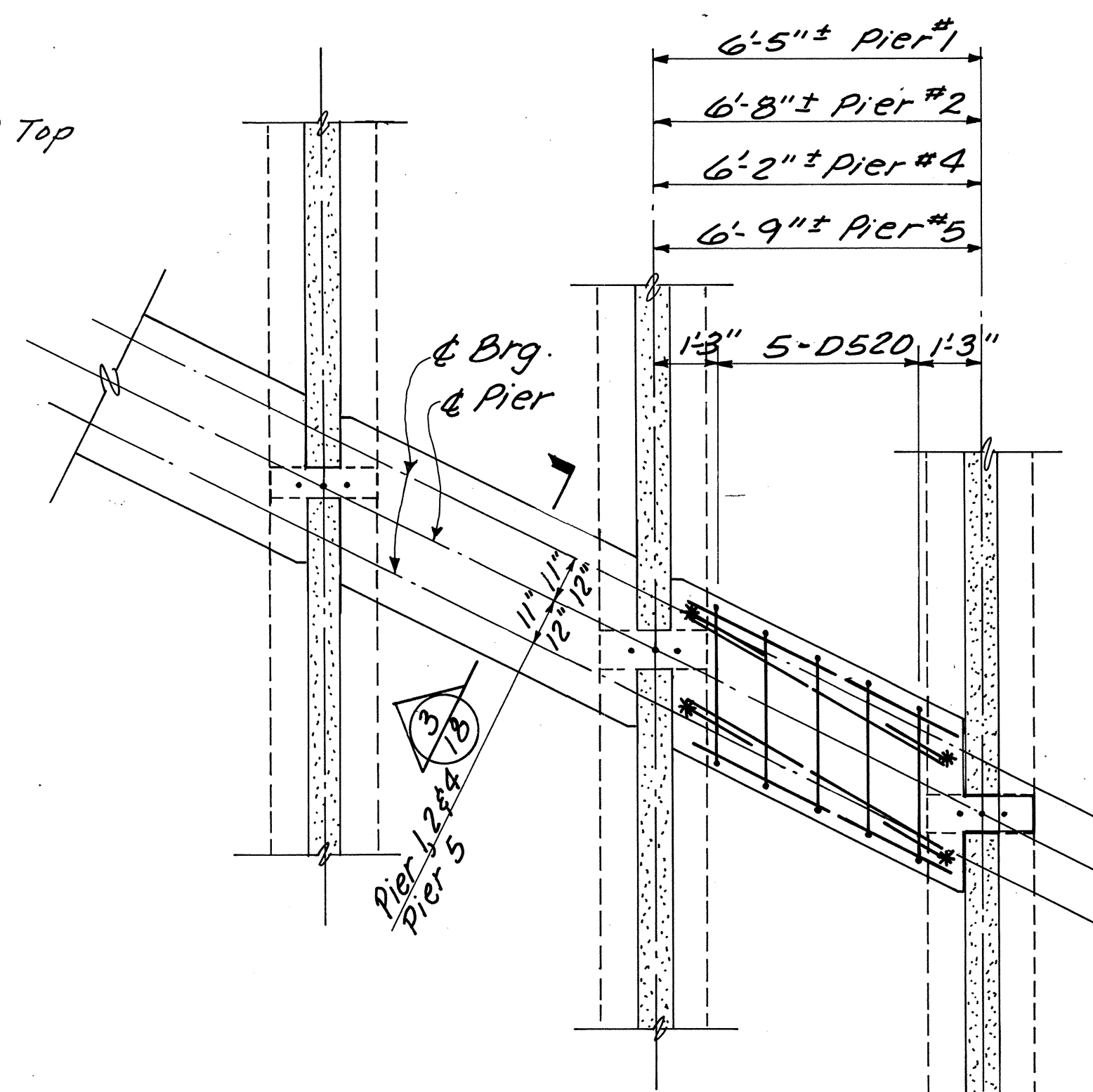
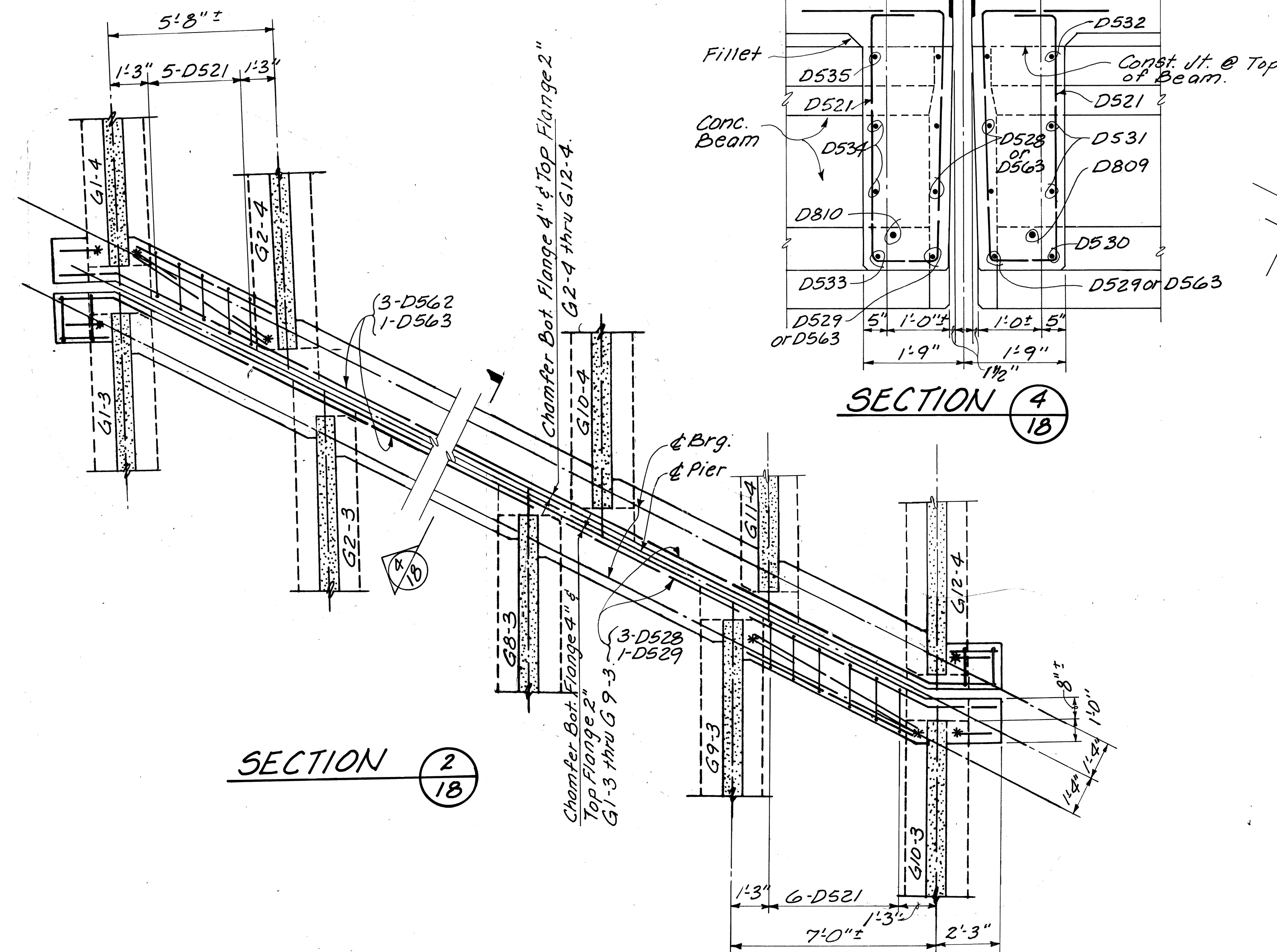
BEAM DETAILS
BRIDGE NO. SCI-852-0049
OVER U.S. 52
PORTSMOUTH, OHIO

DESIGNED: WBS
DRAWN: JEB
CHECKED: DWB
REVIEWED: WBS
DATE: 4/16/85

BEAM TABLE

BEAM TABLE																																		
UNIT NO.	BEAM NO.	LENGTH "A"	1/2 LENGTH "B"	DIA. PHRAGM OFF-SET "C"	DIA. PHRAGM LENGTH "D"	DRAP. ING POINT "E"	STIRRUPS			LOCATION OF STRANDS					BEARING PAD					GEO- METRIC CAMBER	ELASTIC CAMBER	SPAN SLAB THICKNESS "Q"	#8 BARS OVER PIERS *					BEAM ANGLES						
							"F"	"G"	"H"	MIDPOINT					END								NOTCH					MARK	NO.	"R"	"S"	"R"+"S"	"T"	"U"
										2"	4"	6"	8"	44"	46"	48"	50"	"J"	"K"				"L"	"M"	"N"	"O"	"P"							
SPAN 1	G1-1	96'-7 1/8"	48'-3 3/16"			33'-10"	43 sp @ 9 1/2" = 34'-0 1/2"	17 9/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			11/16"	115/16"	9"	E5801	10	12'-8 3/4"	19'-5 7/8"	32'-2 5/8"	62°-47'-17"	62°-47'-17"		
	G2-1	96'-6 1/4"	48'-3 1/8"	3'-3 3/16"	6'-4 1/16"	33'-9"	43 sp @ 9 1/2" = 34'-0 1/2"	17 1/8"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			11/16"	2 1/16"	8 7/8"	E5801	10	12'-8 3/4"	19'-5 3/4"	32'-2 3/16"	62°-52'-18"	62°-52'-18"		
	G3-1	96'-5 3/8"	48'-2 5/8"	3'-3 1/4"	6'-4 1/8"	33'-9"	43 sp @ 9 1/2" = 34'-0 1/2"	16 1/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			11/16"	2 1/16"	8 7/8"	E5801	10	12'-8 3/4"	19'-5 5/16"	32'-2 1/8"	62°-57'-20"	62°-57'-20"		
	G4-1	96'-4 1/2"	48'-2 1/4"	3'-3 1/8"	6'-4 7/8"	33'-9"	43 sp @ 9 1/2" = 34'-0 1/2"	16 1/4"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			5/8"	2"	8 7/8"	E5801	10	12'-8 1/2"	19'-5 1/16"	32'-1 5/16"	63°-2'-28"	63°-2'-28"		
	G5-1	96'-3 5/8"	48'-1 13/16"	3'-3"	6'-4 5/16"	33'-8"	43 sp @ 9 1/2" = 34'-0 1/2"	15 13/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			5/8"	2"	8 7/8"	E5801	10	12'-8 1/16"	19'-5 5/16"	32'-1 3/4"	63°-7'-26"	63°-7'-26"		
	G6-1	96'-2 3/4"	48'-1 3/8"	3'-2 7/8"	6'-5"	33'-8"	43 sp @ 9 1/2" = 34'-0 1/2"	15 3/8"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			5/8"	2"	8 7/8"	E5801	10	12'-8 3/8"	19'-5 3/16"	32'-1 9/16"	63°-12'-29"	63°-12'-29"		
	G7-1	96'-1 15/16"	48'-0 3/16"	3'-2 3/4"	6'-5 1/16"	33'-8"	43 sp @ 9 1/2" = 34'-0 1/2"	14 9/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			5/8"	2 1/16"	8 13/16"	E5801	10	12'-8 9/16"	19'-5 1/16"	32'-1 3/8"	63°-17'-33"	63°-17'-33"		
	G8-1	96'-1 1/16"	48'-0 1/16"	3'-2 1/16"	6'-5 1/16"	33'-8"	43 sp @ 9 1/2" = 34'-0 1/2"	14 1/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			5/8"	2 1/16"	8 3/4"	E5801	10	12'-8 1/4"	19'-4 5/16"	32'-1 3/16"	63°-22'-37"	63°-22'-37"		
	G9-1	96'-0 3/10"	48'-0 1/8"	3'-2 9/16"	6'-5 3/16"	33'-7"	43 sp @ 9 1/2" = 34'-0 1/2"	14 1/8"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			13/16"	2 1/8"	8 15/16"	E5801	10	12'-8 3/16"	19'-4 3/16"	32'-1"	63°-27'-42"	63°-27'-42"		
	G10-1	95'-11 3/8"	47'-11 1/16"	3'-2 7/16"	6'-5 1/4"	33'-7"	43 sp @ 9 1/2" = 34'-0 1/2"	13 1/16"	6 sp @ 18" = 9'-0"	12	12	6	-	-	2	2	2	1/4	1/8	1/4			13/16"	2 1/16"	9"	E5801	10	12'-8 1/8"	19'-4 1/16"	32'-0 3/16"	63°-32'-47"	63°-32'-47"		
SPAN 2	G1-2	76'-3 1/4"	38'-1 5/8"			26'-8"	31 sp @ 10" = 25'-10"	12 1/8"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		1/2"	1 1/16"	9 1/16"	E5802	6	13'-5 5/8"	14'-5 1/16"	27'-1 15/16"	61°-58'-11"	61°-58'-11"		
	G2-2	76'-1 13/16"	38'-0 7/8"	3'-5 1/2"	6'-6 1/16"	26'-8"	31 sp @ 10" = 25'-10"	11 3/8"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		1/2"	1"	9 3/4"	E5802	6	13'-4 1/2"	14'-1 5/8"	27'-6 3/16"	62°-8'-33"	62°-8'-33"		
	G3-2	76'-0 5/16"	38'-0 3/16"	3'-5 1/4"	6'-6 1/16"	26'-7"	31 sp @ 10" = 25'-10"	10 9/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"	E5802	7	13'-3"	13'-9 9/16"	27'-0 1/16"	62°-19'-58"	62°-19'-58"		
	G4-2	75'-10 7/8"	37'-11 7/16"	3'-5 1/16"	6'-6 3/16"	26'-7"	31 sp @ 10" = 25'-10"	9 9/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"	E5802	7	13'-1 1/16"	13'-5 5/8"	26'-7 1/16"	62°-29'-25"	62°-29'-25"		
	G5-2	75'-9 7/16"	37'-10 3/4"	3'-4 13/16"	6'-6 1/16"	26'-6"	31 sp @ 10" = 25'-10"	9 1/4"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	1/4	1/8	1/4		3/8"	1 1/16"	9 9/16"	E5802	7	13'-0 1/8"	13'-1 9/16"	26'-1 1/16"	62°-39'-53"	62°-39'-53"		
	G6-2	75'-8"	37'-10"	3'-4 9/16"	6'-7 1/16"	26'-6"	31 sp @ 10" = 25'-10"	8 1/2"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	1/4	1/8	1/4		3/8"	1"	9 5/8"	E5802	7	12'-10 1/16"	12'-9 1/2"	25'-8 3/16"	62°-50'-24"	62°-50'-24"		
	G7-2	75'-6 3/8"	37'-9 5/16"	3'-4 3/16"	6'-7 3/16"	26'-5"	30 sp @ 10" = 25'-0"	17 3/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	1/4	1/8	1/4		3/8"	1 1/16"	9 1/16"	E5802	7	12'-9 9/16"	12'-5 7/16"	25'-2 1/16"	63°-0'-57"	63°-0'-57"		
	G8-2	75'-5 3/16"	37'-8 9/16"	3'-4 1/16"	6'-7 5/16"	26'-5"	30 sp @ 10" = 25'-0"	17 1/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	1/4	1/8	1/4		3/8"	7/8"	9 3/4"	E5802	7	12'-7 9/16"	12'-1 3/8"	24'-9 3/16"	63°-11'-31"	63°-11'-31"		
	G9-2	75'-3 3/4"	37'-7 7/8"	3'-3 3/16"	6'-7 7/16"	26'-4"	29 sp @ 10 1/2" = 25'-4 1/2"	11 7/8"	5 sp @ 18" = 7'-6"	12	4	-	-	-	2	2		1/8	3/16	1/8	3/16		7/16"	13/16"	9 7/8"	E5802	7	12'-6 3/8"	11'-9 9/16"	24'-3 1/16"	63°-22'-8"	63°-22'-8"		
	G10-2	75'-2 3/8"	37'-7 1/16"	3'-3 9/16"	6'-7 9/16"	26'-4"	29 sp @ 10 1/2" = 25'-4 1/2"	11 3/16"	5 sp @ 18" = 7'-6"	12	4	-	-	-	2	2		1/8	3/16	1/8	3/16		7/16"	13/16"	9 7/8"	E5802	7	12'-4 5/16"	11'-5 1/4"	24'-10 3/16"	63°-32'-47"	63°-32'-47"		
SPAN 3	G1-3	75'-8 1/4"	37'-10 1/8"			26'-6"	31 sp @ 10" = 25'-10"	8 5/8"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		7/16"	1"	9 1/16"	X						61°-18'-8"	61°-18'-8"	
	G2-3	75'-6 3/16"	37'-9 1/16"	3'-8 3/16"	6'-9 1/2"	26'-5"	30 sp @ 10" = 25'-0"	17 9/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		1/2"	1 1/16"	9 1/16"							61°-32'-50"	61°-32'-50"	
	G3-3	75'-4 1/16"	37'-8 1/16"	3'-7 3/16"	6'-9 1/16"	26'-4"	30 sp @ 10" = 25'-0"	16 1/16"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		5/8"	1"	9 7/8"							61°-47'-35"	61°-47'-35"	
	G4-3	75'-2"	37'-7"	3'-7 1/2"	6'-9 7/8"	26'-4"	30 sp @ 10" = 25'-0"	15 1/2"	5 sp @ 18" = 7'-6"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							62°-2'-24"	62°-2'-24"	
	G5-3	74'-11 3/16"	37'-5 5/16"	3'-7 3/8"	6'-10 1/16"	26'-3"	32 sp @ 10" = 26'-9"	12 7/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							62°-17'-18"	62°-17'-18"	
	G6-3	74'-9 7/8"	37'-4 9/16"	3'-6 3/4"	6'-10 1/4"	26'-2"	32 sp @ 10" = 26'-9"	11 7/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							62°-32'-16"	62°-32'-16"	
	G7-3	74'-7 7/8"	37'-3 3/16"	3'-6 3/8"	6'-10 1/16"	26'-2"	32 sp @ 10" = 26'-9"	10 7/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							62°-47'-17"	62°-47'-17"	
	G8-3	74'-5 5/8"	37'-2 5/8"	3'-6 1/16"	6'-10 5/8"	26'-1"	32 sp @ 10" = 26'-9"	9 3/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							63°-2'-23"	63°-2'-23"	
	G9-3	74'-3 3/8"	37'-1 3/16"	3'-5 1/16"	6'-10 3/16"	26'-0"	30 sp @ 10 1/2" = 26'-3"	13 1/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							63°-17'-33"	63°-17'-33"	
	G10-3	74'-1 7/8"	37'-0 5/16"	3'-5 5/16"	6'-11"	25'-11"	30 sp @ 10 1/2" = 26'-3"	12 7/16"	4 sp @ 18" = 6'-0"	12	6	-	-	-	2	2		1/8	3/16	1/8	3/16		3/8"	1"	9 5/8"							63°-32'-47"	63°-32'-47"	
SPAN 4	G1-4	94'-3 3/16"</																																

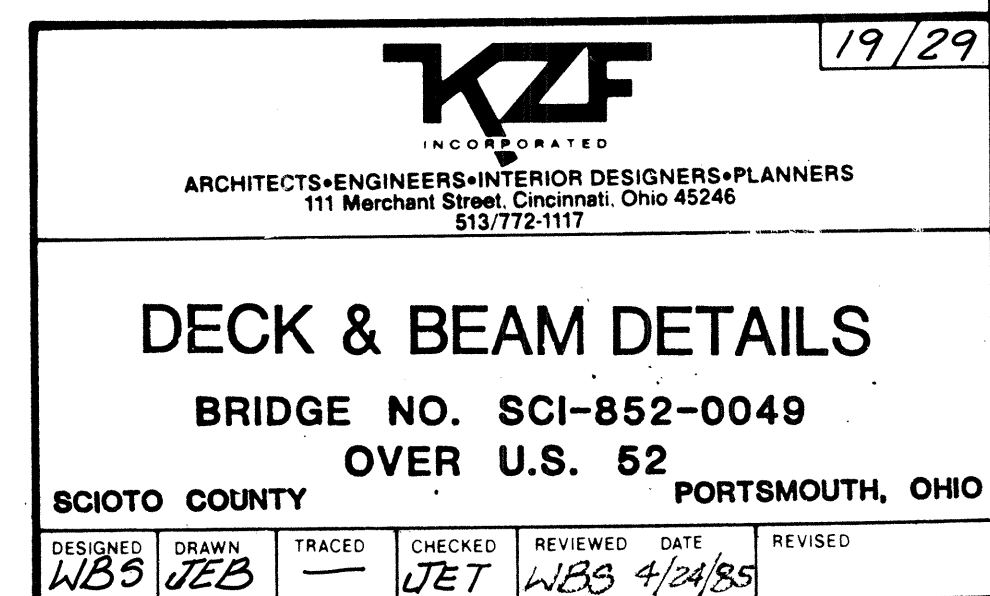


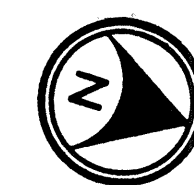


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DIAPHRAGMS AT PIERS
BRIDGE NO. SCI-852-0049
OVER U.S. 52
SCIOTO COUNTY PORTSMOUTH, OHIO

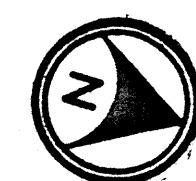
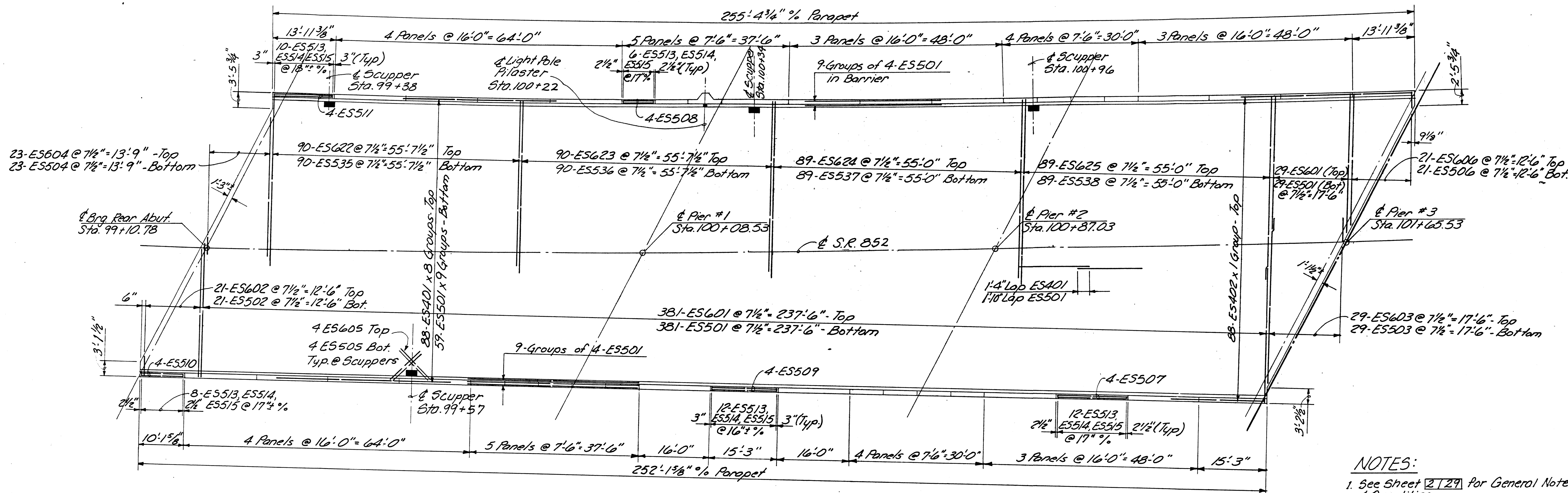
DESIGNED: WBS GTW
DRAWN: JET
TRACED: JET
CHECKED: WBS
REVIEWED: JET
DATE: 1/24/85
REVISED:





SCREED ELEVATION														
		SPAN 1				SPAN 2				SPAN 3				
LOCATION		℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄
Lt. Gutter	Station	99+27.73	99+52.26	99+76.79	100+01.32	100+25.85	100+45.55	100+65.25	100+84.94	101+04.64	101+23.95	101+43.26	101+62.57	101+81.88
	Profile Grade	553.63	553.95	554.23	554.49	554.72	554.88	555.03	555.15	555.25	555.34	555.40	555.45	555.47
	Gutter Elevation	553.620	553.939	554.228	554.487	554.715	554.877	555.020	555.143	555.246	555.329	555.393	555.442	555.466
	Distance to Gutter	33.23'	33.07'	32.91'	32.74'	32.58'	32.45'	32.32'	32.18'	32.05'	31.92'	31.80'	31.67'	31.54'
	Cast-in Place Concrete Deflection	0	0.088	0.123	0.086	0	0.033	0.047	0.033	0	0.034	0.050	0.035	0
	Screed Elevation	553.62	554.03	554.35	554.57	554.72	554.91	555.07	555.18	555.25	555.36	555.44	555.48	555.47
Rt. Gutter	Station	98+96.95	99+21.08	99+45.20	99+69.32	99+93.44	100+12.65	100+31.86	100+51.06	100+70.26	100+89.44	101+07.61	101+26.28	101+44.92
	Profile Grade	553.18	553.54	553.86	554.15	554.41	554.60	554.77	554.93	555.06	555.17	555.27	555.34	555.40
	Gutter Elevation	552.794	553.138	553.449	553.726	553.970	554.140	554.290	554.418	554.525	554.608	554.672	554.712	554.739
	Distance to Gutter	27.45'	27.61'	27.88'	28.25'	28.73'	29.18'	29.69'	30.27'	30.92'	31.61'	32.36'	33.17'	34.04'
	Cast-in Place Concrete Deflection	0	0.085	0.120	0.083	0	0.031	0.044	0.031	0	0.034	0.050	0.036	0
	Screed Elevation	552.79	553.22	553.57	553.81	553.97	554.17	554.33	554.45	554.53	554.64	554.72	554.75	554.74





DECK PLAN- SPANS 1, 2 & 3

NOTES:

1. See Sheet 27/29 for General Notes & Quantities.
2. See Sheets 27/29 & 29/29 for Reinforcing Steel Details.
3. See Sheet 19/29 for Scupper, Light Pole Pilaster & Junction Box Details.
4. See Sheet 22/29 for Deck Sections & Intermediate Diaphragms.
5. See Sheets 17/29 & 18/29 for Diaphragm Details.
6. See Sheet 24/29 for Exp. Jt. Details.
7. See Sheet 24/29 for Traffic Control Signal Plan.

SCREED ELEVATION													
LOCATION	SPAN 1				SPAN 2				SPAN 3				
	℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄
Station	99+27.73	99+52.26	99+76.79	100+01.32	100+25.85	100+45.55	100+65.25	100+84.74	101+04.64	101+23.95	101+43.26	101+62.57	101+81.88
Profile Grade	553.63	553.95	554.23	554.49	554.72	554.88	555.03	555.15	555.25	555.34	555.40	555.45	555.47
Gutter Elevation	552.97	553.29	553.57	553.84	554.07	554.23	554.38	554.51	554.61	554.70	554.76	554.82	554.84
Distance to Gutter	33.23'	33.07'	32.91'	32.74'	32.58'	32.45'	32.32'	32.18'	32.05'	31.92'	31.80'	31.67'	31.54'
Cast-in Place Concrete Deflection	0	0.088	0.123	0.086	0	0.033	0.047	0.033	0	0.034	0.050	0.035	0
Screed Elevation	552.97	553.38	553.70	553.92	554.07	554.26	554.43	554.54	554.61	554.74	554.81	554.85	554.84
Station	98+96.95	99+21.08	99+45.20	99+69.32	99+93.44	100+12.65	100+31.86	100+51.06	100+70.26	100+89.74	101+07.61	101+26.28	101+44.95
Profile Grade	553.18	553.54	553.86	554.15	554.41	554.60	554.77	554.93	555.06	555.17	555.27	555.34	555.40
Gutter Elevation	553.15	553.50	553.81	554.08	554.32	554.49	554.64	554.78	554.88	554.96	555.06	555.15	555.23
Distance to Gutter	27.45'	27.61'	27.88'	28.25'	28.73'	29.18'	29.69'	30.27'	30.92'	31.61'	32.36'	33.17'	34.04'
Cast-in Place Concrete Deflection	0	0.085	0.120	0.083	0	0.031	0.044	0.031	0	0.034	0.050	0.036	0
Screed Elevation	553.15	553.58	553.93	554.16	554.32	554.53	554.69	554.81	554.88	555.00	555.11	555.19	555.23

ES801 12'-9"
ES802 13'-6"

ES801 & ES802 BARS
OVER PIERS

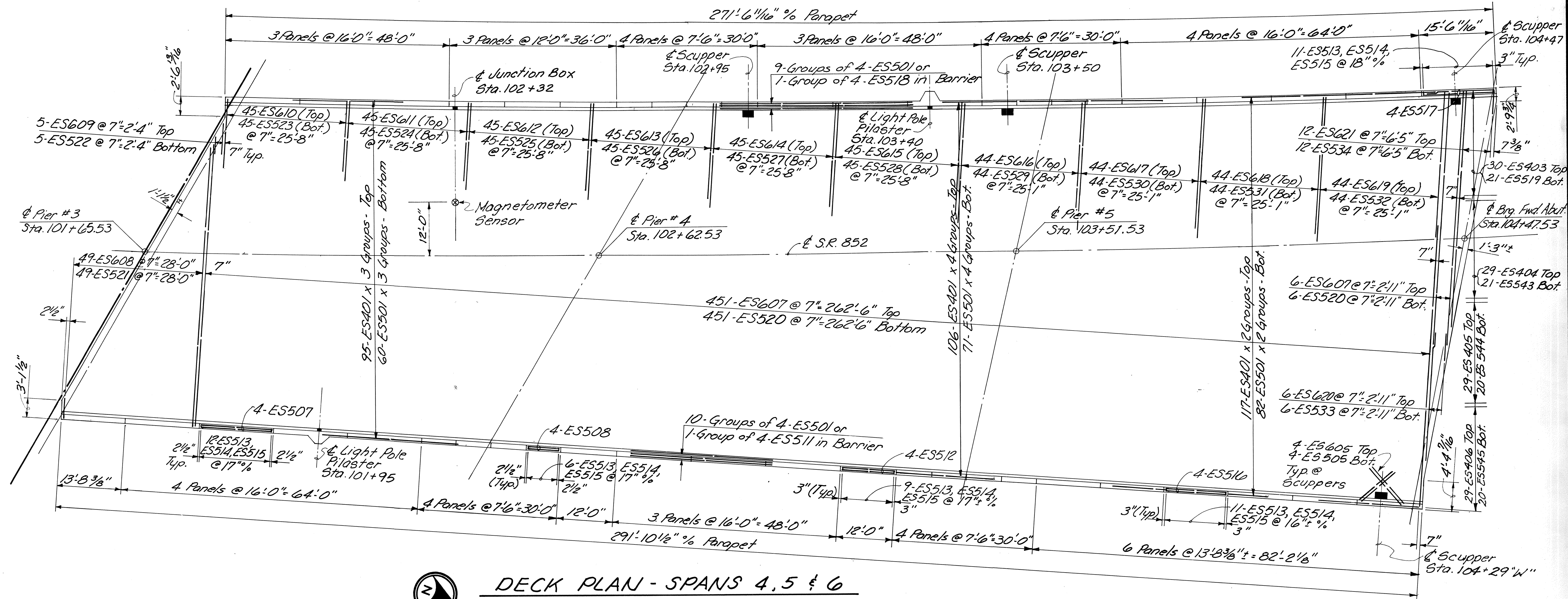
Supersedes sheet 310, 1-3-86

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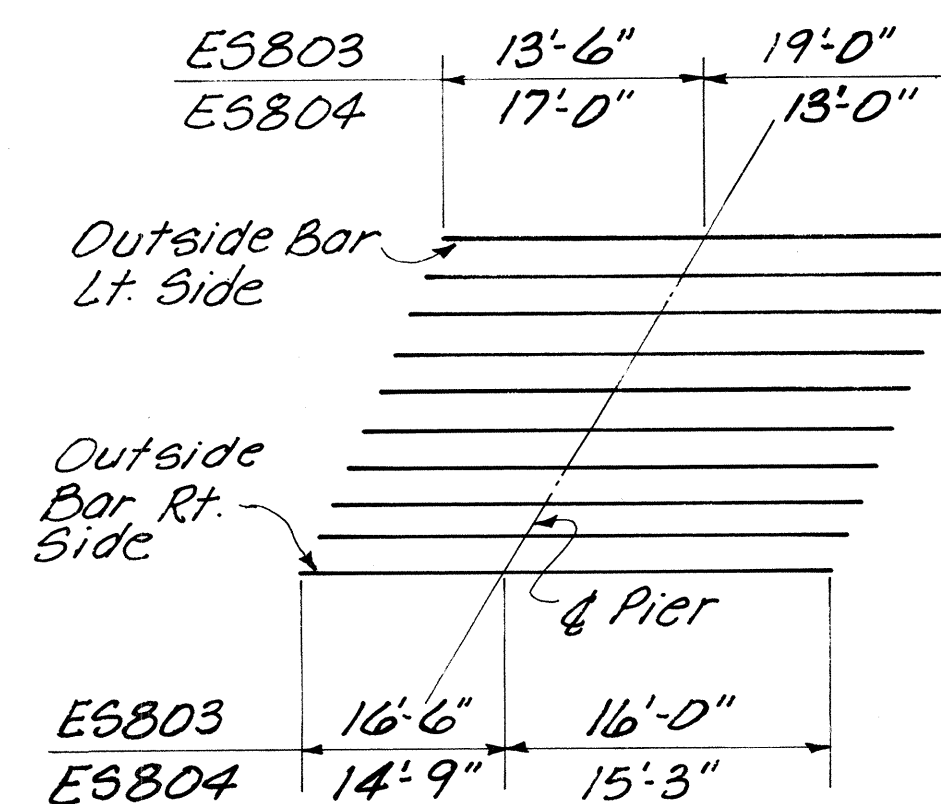
DECK PLAN-UNIT 1
BRIDGE NO. SCI-852-0049
OVER U.S. 52

SCIO TO COUNTY PORTSMOUTH, OHIO
DESIGNED WBS DRAWN GTW TRACED JET CHECKED WBS REVIEWED DATE 4/24/85



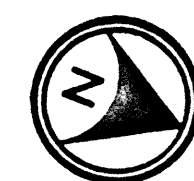
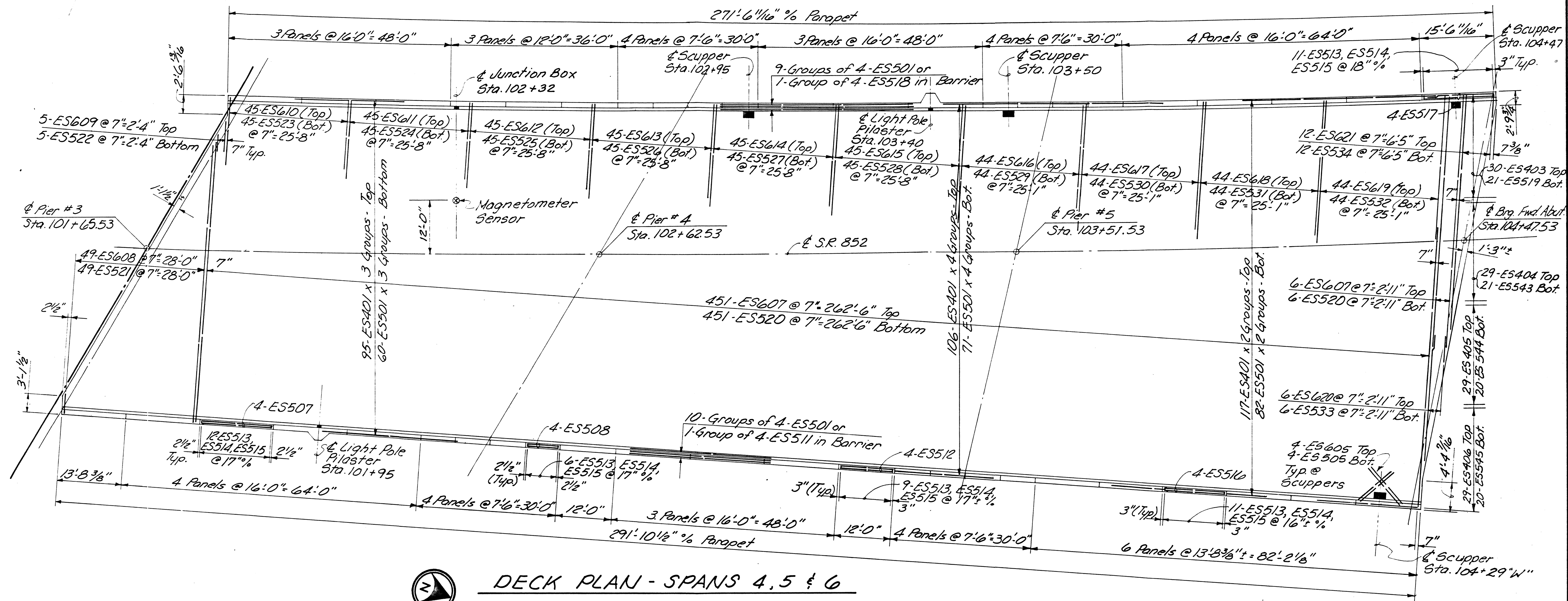
SCREED ELEVATIONS

SCREED ELEVATIONS														
		SPAN 4				SPAN 5				SPAN 6				
LOCATION		℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄	1/4	1/2	3/4	℄
Lt. Gutter	Station	101+84.95	101+89.98	101+95.00	102+00.02	102+05.04	102+13.58	102+18.13	103+20.67	103+50.22	103+183.05	104+06.87	104+30.70	104+54.55
	Profile Grade	555.47	555.48	555.48	555.48	555.48	555.43	555.31	555.12	554.85	554.64	554.41	554.15	553.86
	Gutter Elevation	555.468	555.474	555.473	555.474	555.473	555.426	555.305	555.110	554.840	554.636	554.404	554.143	553.854
	Distance to Gutter	31.52'	31.48'	31.45'	31.42'	31.38'	31.13'	30.87'	30.61'	30.35'	30.20'	30.04'	29.88'	29.72'
	Cast-in Place Concrete Deflection	0	0.080	0.113	0.078	0	0.034	0.049	0.034	0	0.084	0.121	0.086	0
	Screeed Elevation	555.47	555.55	555.59	555.55	555.47	555.46	555.35	555.14	554.84	554.72	554.63	554.23	553.85
Rt. Gutter	Station	101+47.91	101+70.85	101+93.78	102+16.70	102+39.61	102+64.69	102+89.75	103+14.80	103+39.83	103+63.57	103+87.22	104+10.98	104+34.66
	Profile Grade	555.41	555.46	555.48	555.47	555.44	555.38	555.28	555.15	554.99	554.81	554.60	554.37	554.10
	Gutter Elevation	555.247	555.304	555.347	555.346	555.292	555.172	554.987	554.758	554.461	554.110	553.763	553.456	553.191
	Distance to Gutter	34.18'	35.35'	36.61'	37.97'	39.41'	41.10'	42.90'	44.81'	46.83'	48.85'	50.97'	53.19'	55.50'
	Cast-in Place Concrete Deflection	0	0.070	0.099	0.068	0	0.097	0.139	0.097	0	0.087	0.126	0.090	0
	Screeed Elevation	555.25	555.37	555.45	555.41	555.29	555.27	555.13	554.85	554.46	554.20	554.89	553.55	553.19



Superseded by sheet 311 S, 1-3-86

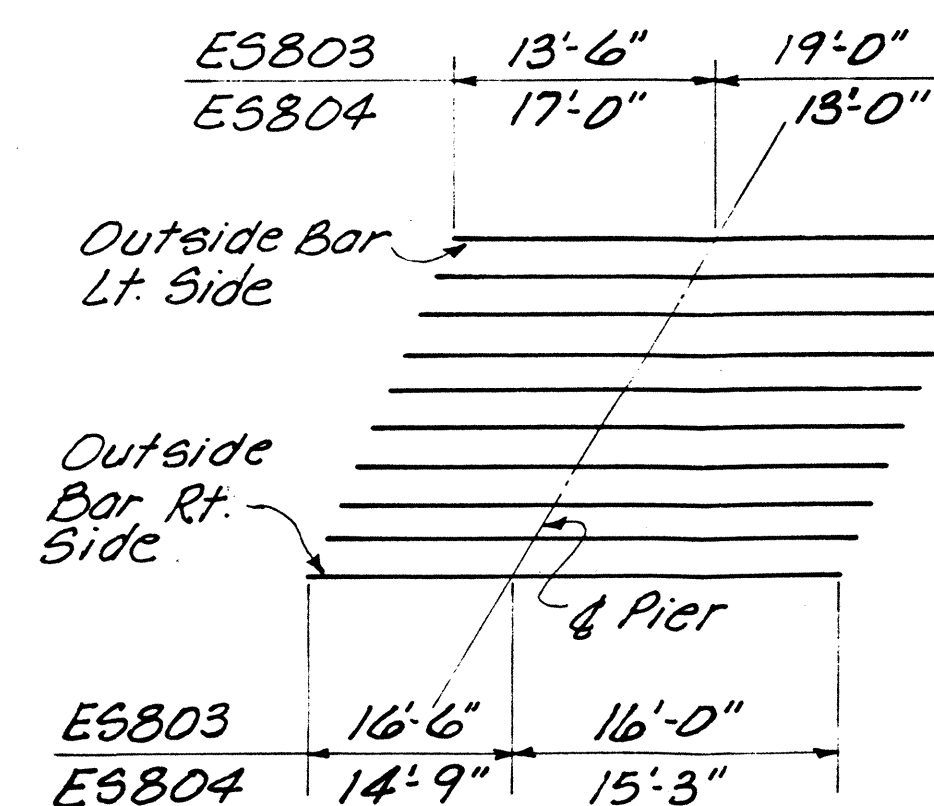
		21/29	
		ARCHITECTS+ENGINEERS+INTERIOR DESIGNERS+PLANNERS 111 Merchant Street, Cincinnati, Ohio 45245 513/772-1117	
DECK PLAN-UNIT 2 BRIDGE NO. SCI-852-0049 OVER U.S. 52			
SCIOTO COUNTY		PORTSMOUTH, OHIO	
DESIGNED	DRAWN	TRACED	CHECKED
WBS	GTW	—	JET
REVIEWED		DATE	
LIBS		4/24/85	



DECK PLAN - SPANS 4, 5 & 6

SCREED ELEVATIONS

	SPAN 4				SPAN 5				SPAN 6			
	Station	1/4	1/2	3/4	Station	1/4	1/2	3/4	Station	1/4	1/2	3/4
Lt. Gutter												
Profile Grade	555.47	555.48	555.45	555.40	555.32	555.23	555.12	554.99	554.85	554.64	554.41	554.15
Gutter Elevation	554.84	554.85	554.83	554.78	554.70	554.61	554.51	554.38	554.24	554.04	553.81	553.55
Distance to Gutter	31.52'	31.36'	31.20'	31.04'	30.88'	30.75'	30.62'	30.49'	30.35'	30.20'	30.04'	29.88'
Cast-in Place Concrete Deflection	0	0.080	0.113	0.078	0	0.034	0.049	0.034	0	0.084	0.121	0.086
Screed Elevation	554.84	554.93	554.94	554.86	554.70	554.64	554.56	554.41	554.24	554.12	553.93	553.64
Rt. Gutter												
Profile Grade	555.41	555.46	555.48	555.47	555.44	555.38	555.28	555.15	554.99	554.81	554.60	554.37
Gutter Elevation	555.247	555.304	555.347	555.346	555.292	555.172	554.987	554.758	554.461	554.110	553.763	553.456
Distance to Gutter	34.18'	35.35'	36.61'	37.97'	39.41'	41.10'	42.90'	44.81'	46.83'	48.85'	50.97'	53.19'
Cast-in Place Concrete Deflection	0	0.070	0.099	0.068	0	0.097	0.139	0.097	0	0.087	0.126	0.090
Screed Elevation	555.25	555.37	555.45	555.41	555.29	555.27	555.13	554.85	554.46	554.20	553.89	553.55



ES803 & ES804 BARS
OVER PIERS

See Sheet 313 for
additional screed elevation

Supersedes sheet 311, 1-3-86

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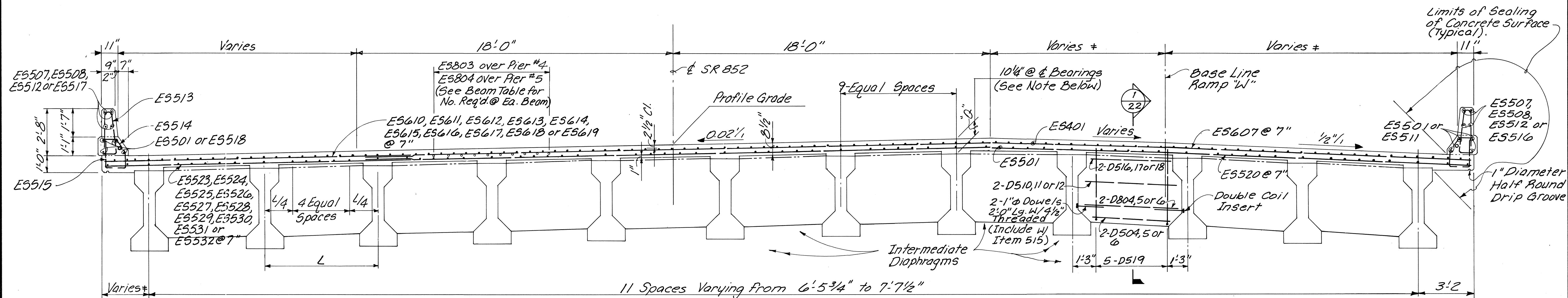
DECK PLAN-UNIT 2

BRIDGE NO. SCI-852-0049

OVER U.S. 52

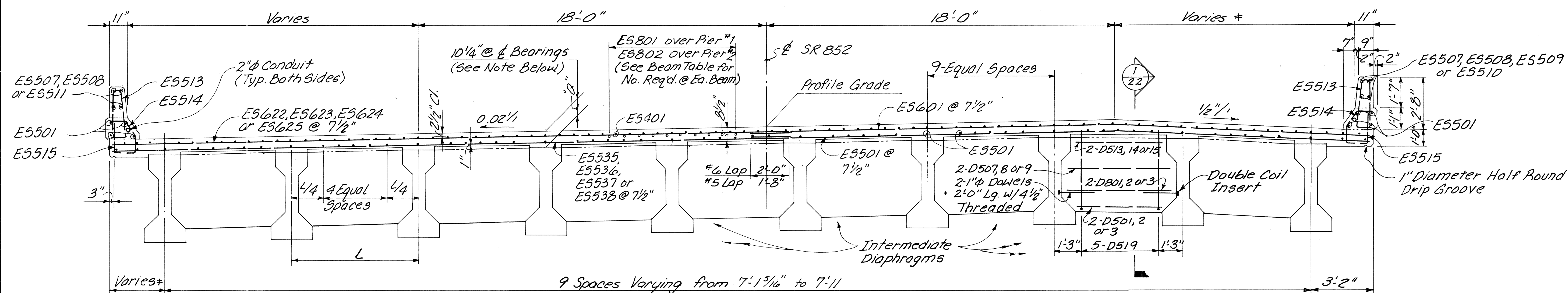
SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED WBS DRAWN GTW TRACED JET CHECKED WBS REVIEWED DATE 4/24/85 REVISED

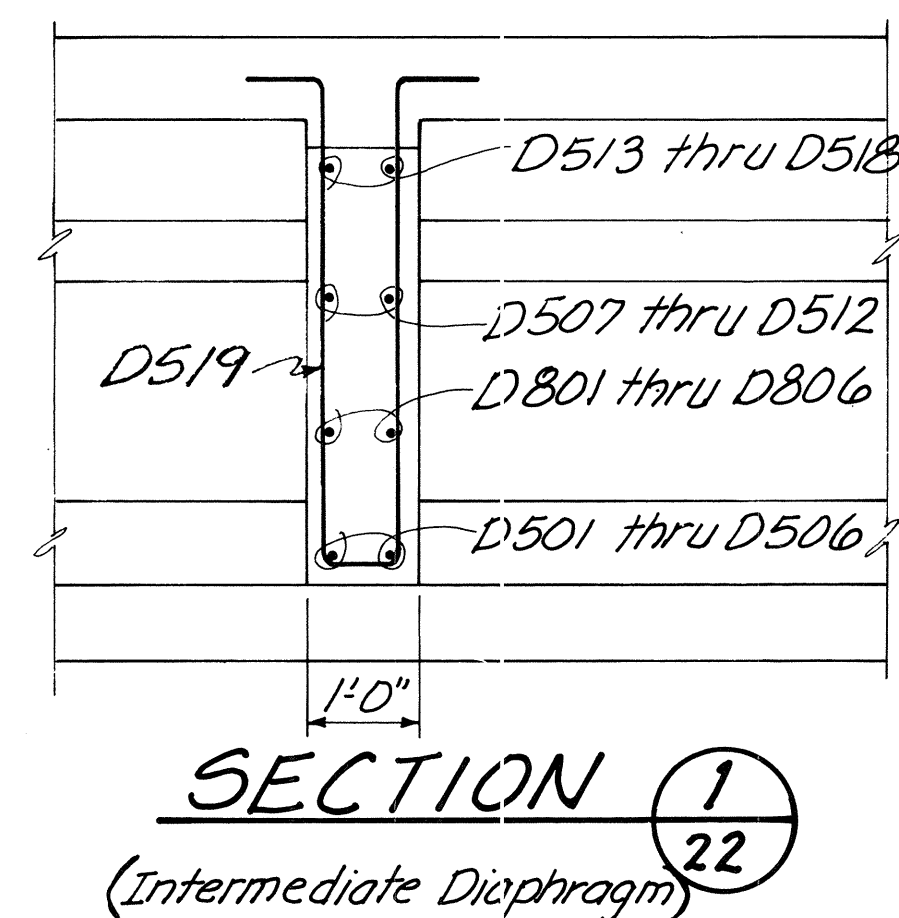


TYPICAL SECTION - SPANS 4, 5 & 6

≠ See Sheet 23/29 for Deck Dimensions & offsets.



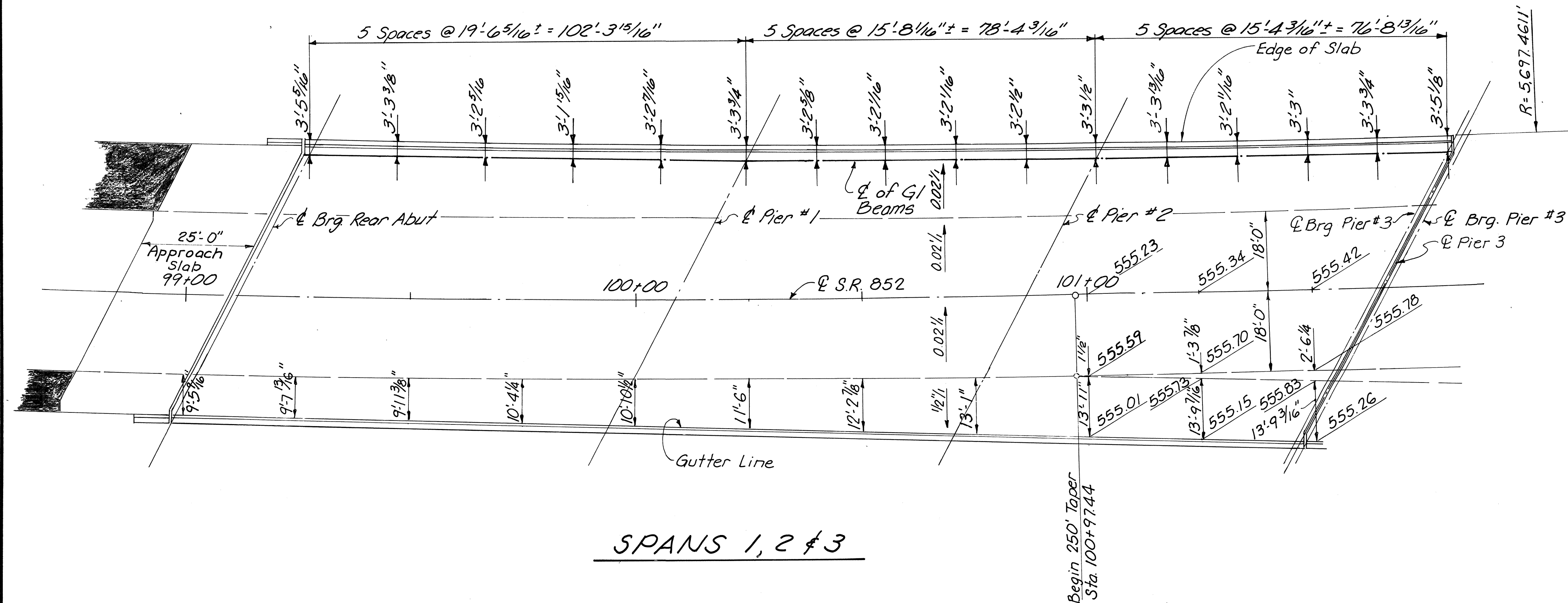
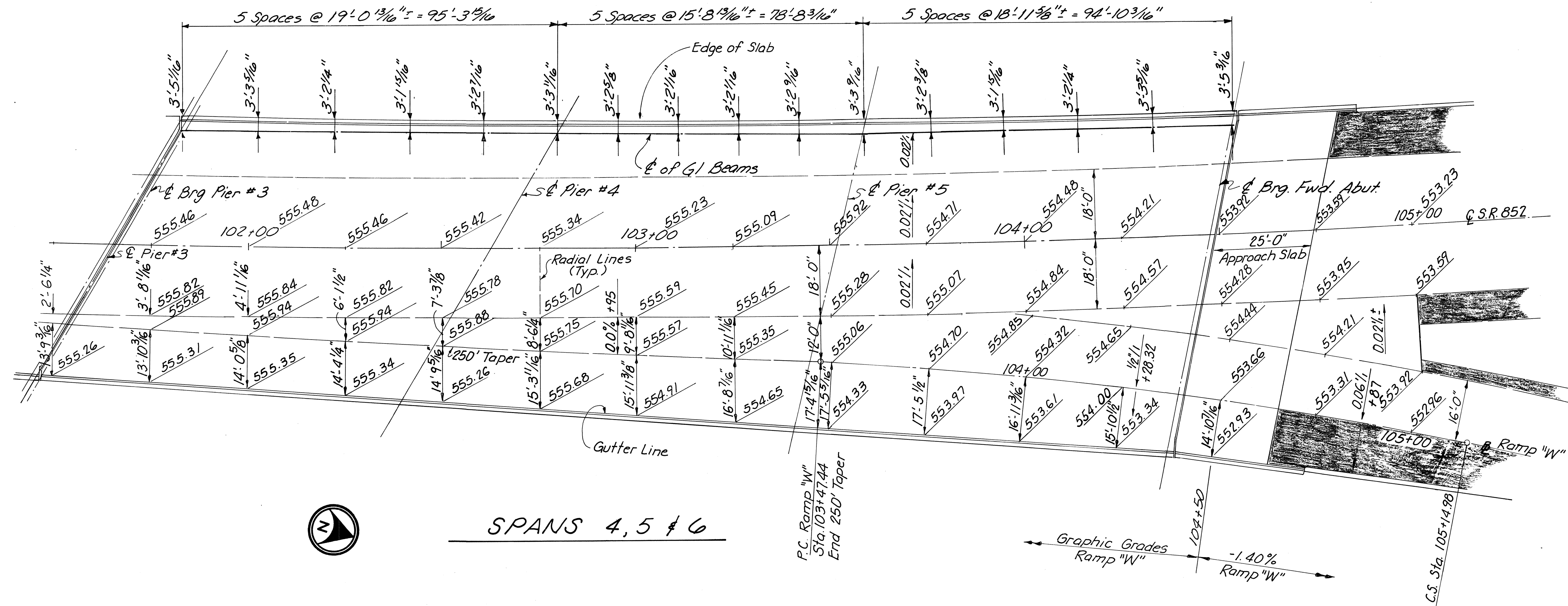
TYPICAL SECTION - SPANS 1, 2 & 3



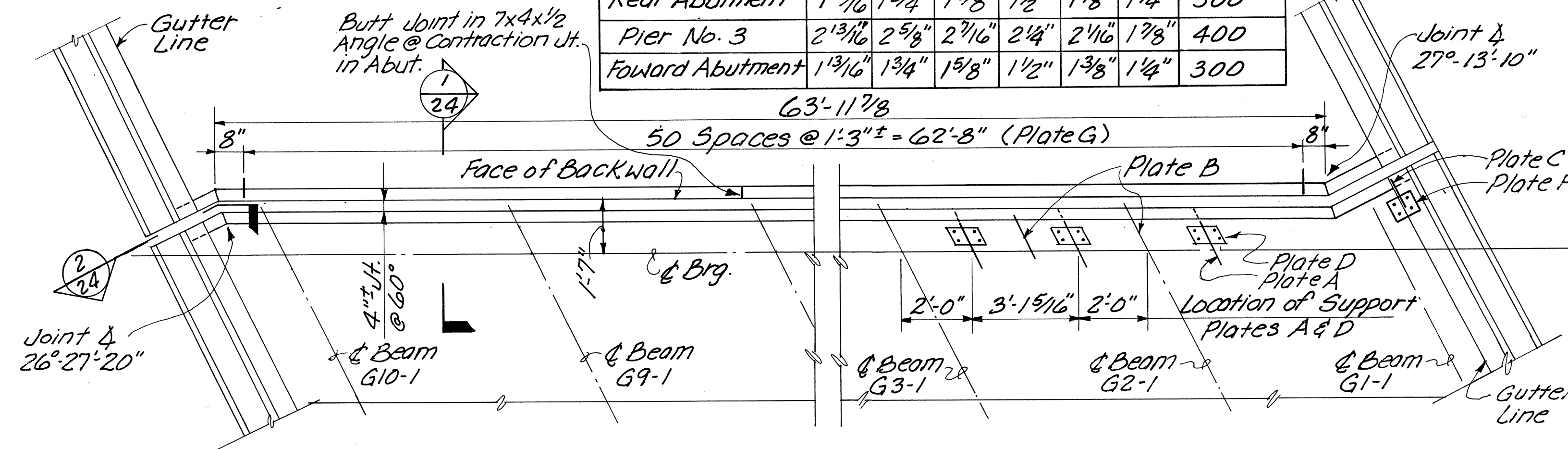
DIAPHRAGM BAR LOCATION						
SPAN#	1	2	3	4	5	6
BAR MARK	D501	D502	D503	D504	D505	D506
	D507	D508	D509	D510	D511	D512
	D513	D514	D515	D516	D517	D518
	D801	D802	D803	D804	D805	D806

DIMENSION "Q"

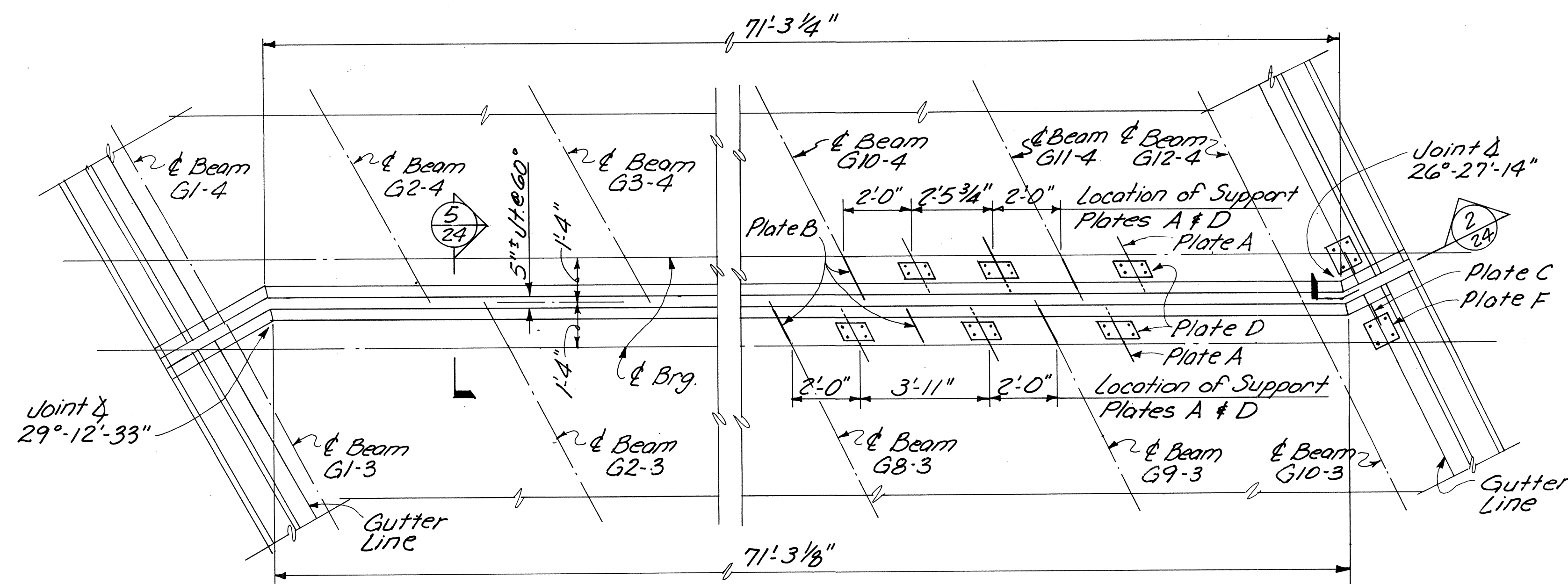
The Slab Thickness Over the Beams at the Bearing Points was Determined by the Maximum Calculated Camber & Dead Load Deflection Plus an Allowance of 3/8" to Insure that the 8 1/2" Slab Thickness is Maintained. See Beam Table on Sheet 16/29 for Thickness of Slab "Q" at Center Line of Span. The Pay Quantity of that Portion of the Deck Concrete Over the Beams Shall be Based on the Average of Thickness of Slab at Midspan of Beam & at the Bearing, Even though Deviation from this Average May Occur Because the Top of the Beam May not have the Camber Anticipated in the Design. The Camber of Beams Shall be Measured in the Field before the Deck is Placed. The Actual Depth at Mid-Span Shall be the Nominal Dimension $\pm$ the Difference Between Actual & Anticipated Camber.



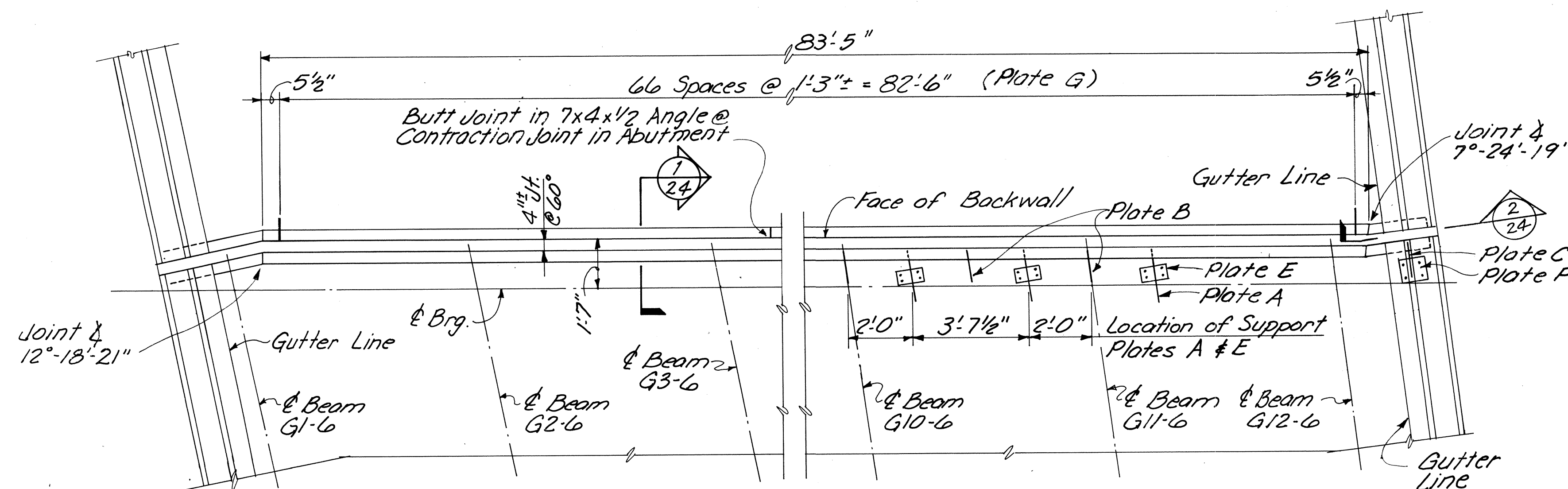
DIMENSION "A"							
Temperature	30°F	40°F	50°F	60°F	70°F	80°F	Ult. Series
Rear Abutment	1 13/16"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	300
Pier No. 3	2 13/16"	2 5/8"	2 1/16"	2 1/4"	2 1/16"	1 7/8"	400
Forward Abutment	1 13/16"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	300



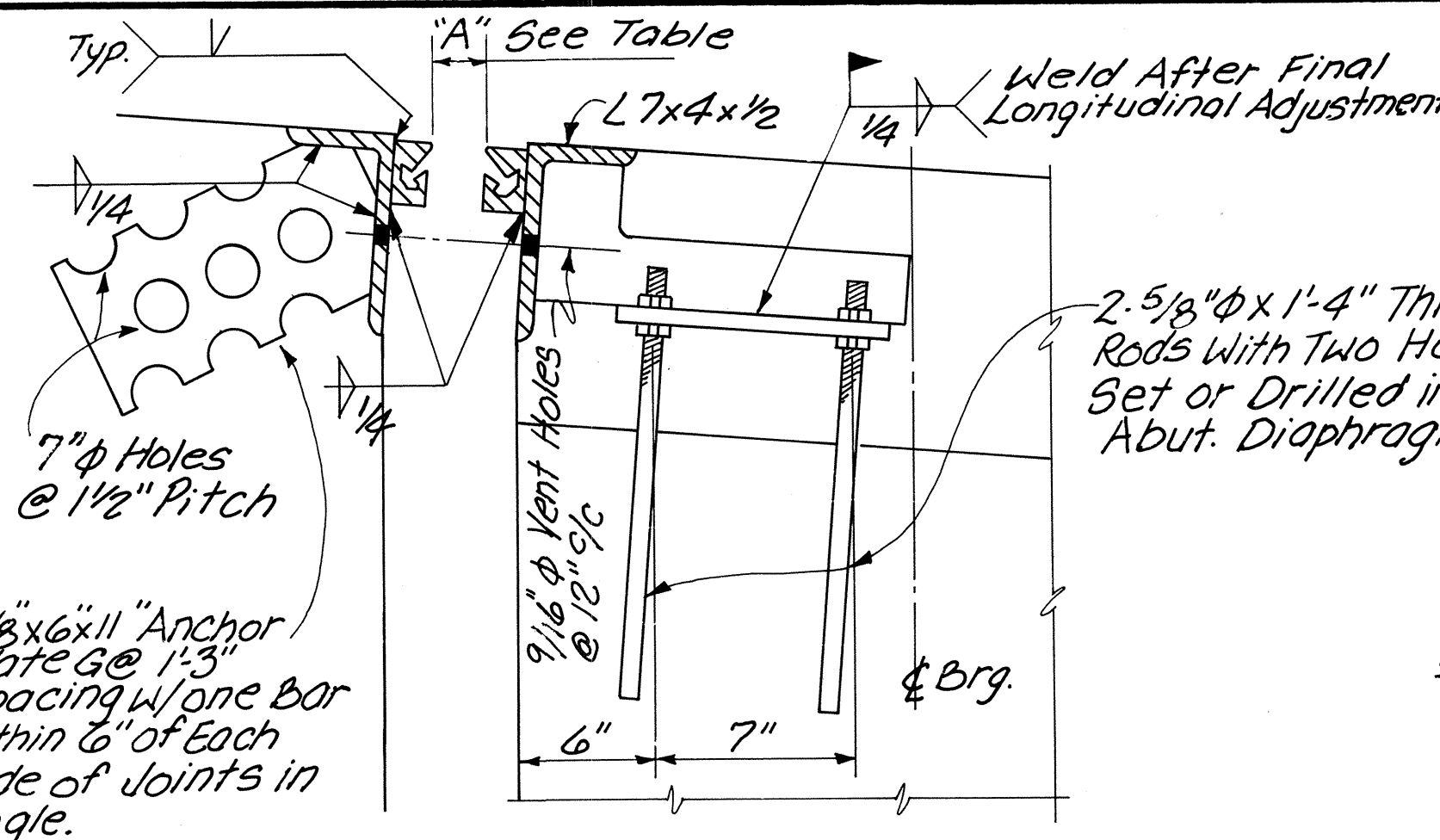
EXP. JOINT PLAN AT REAR ABUTMENT



EXP. JOINT PLAN AT PIER #3

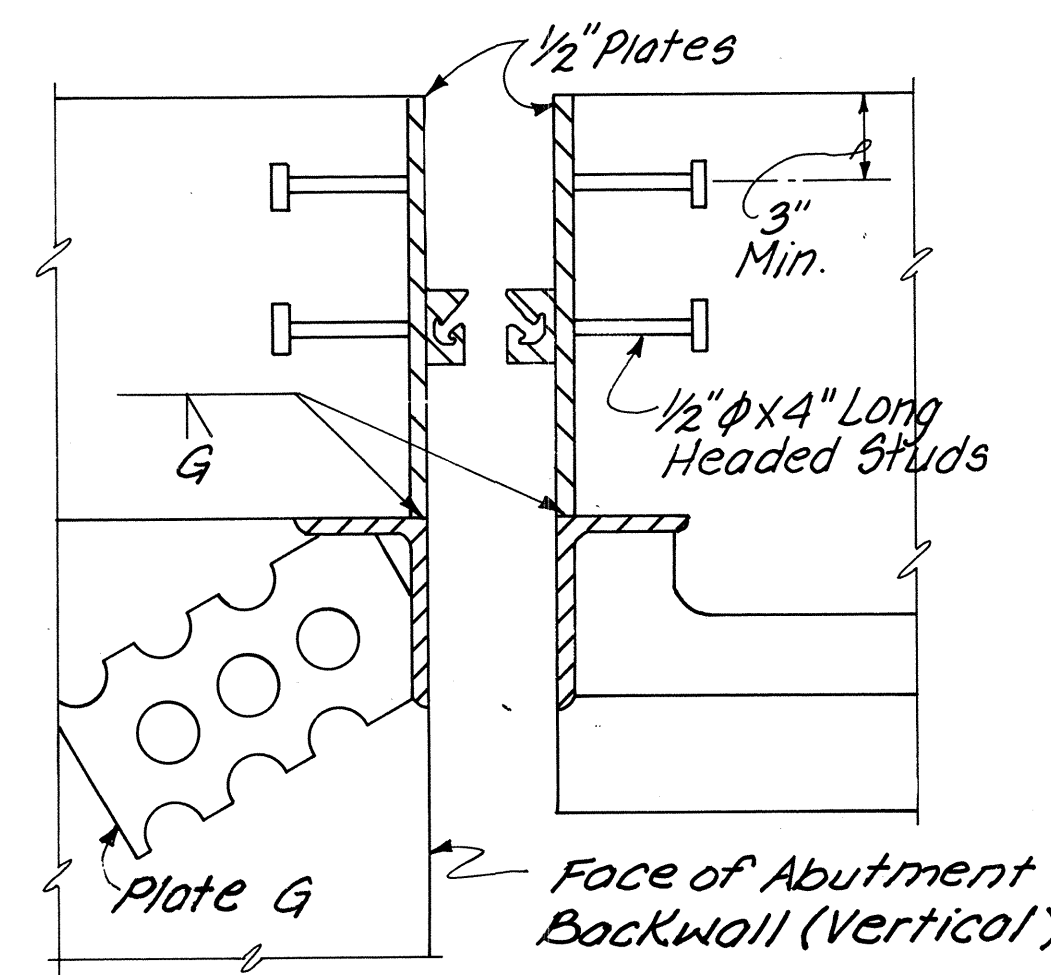


EXP. JOINT PLAN AT FORWARD ABUTMENT

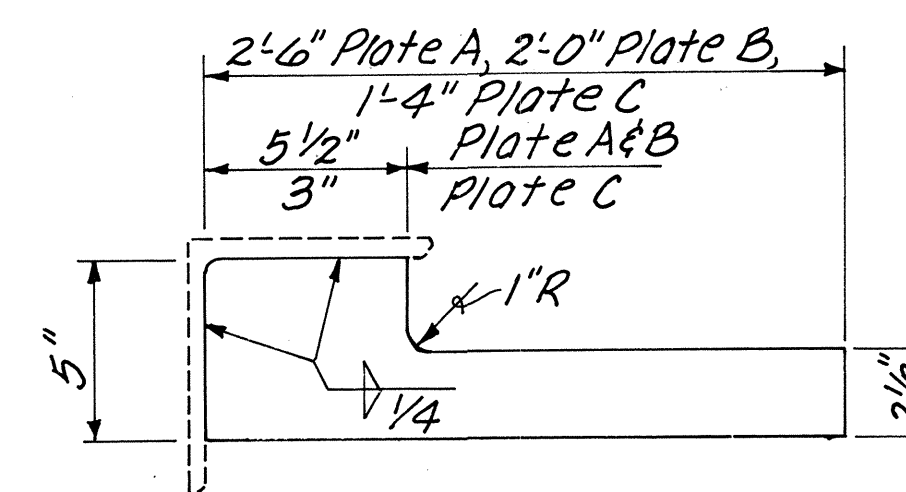


SECTION 1/24

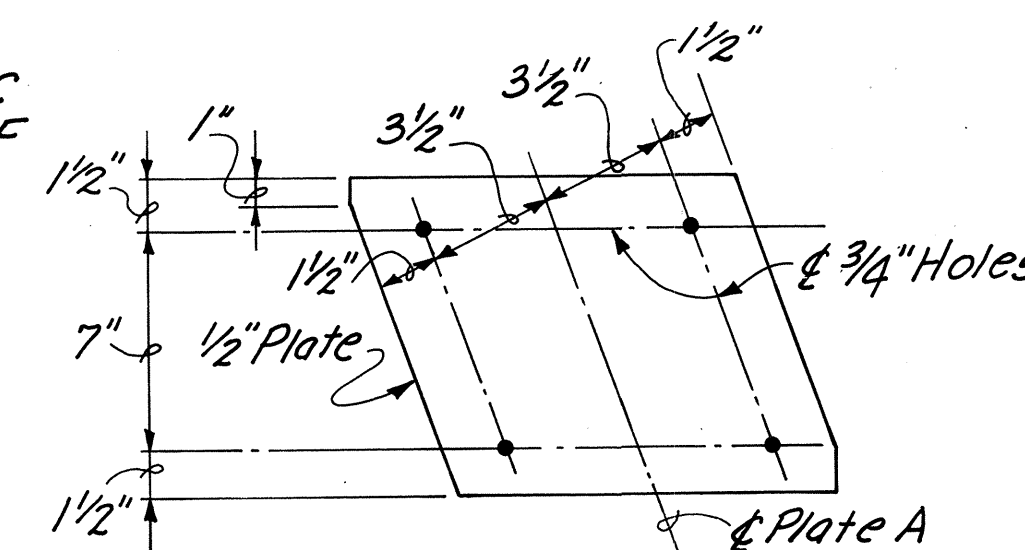
Section 1/24 is Systematical About Right Side of Joint.



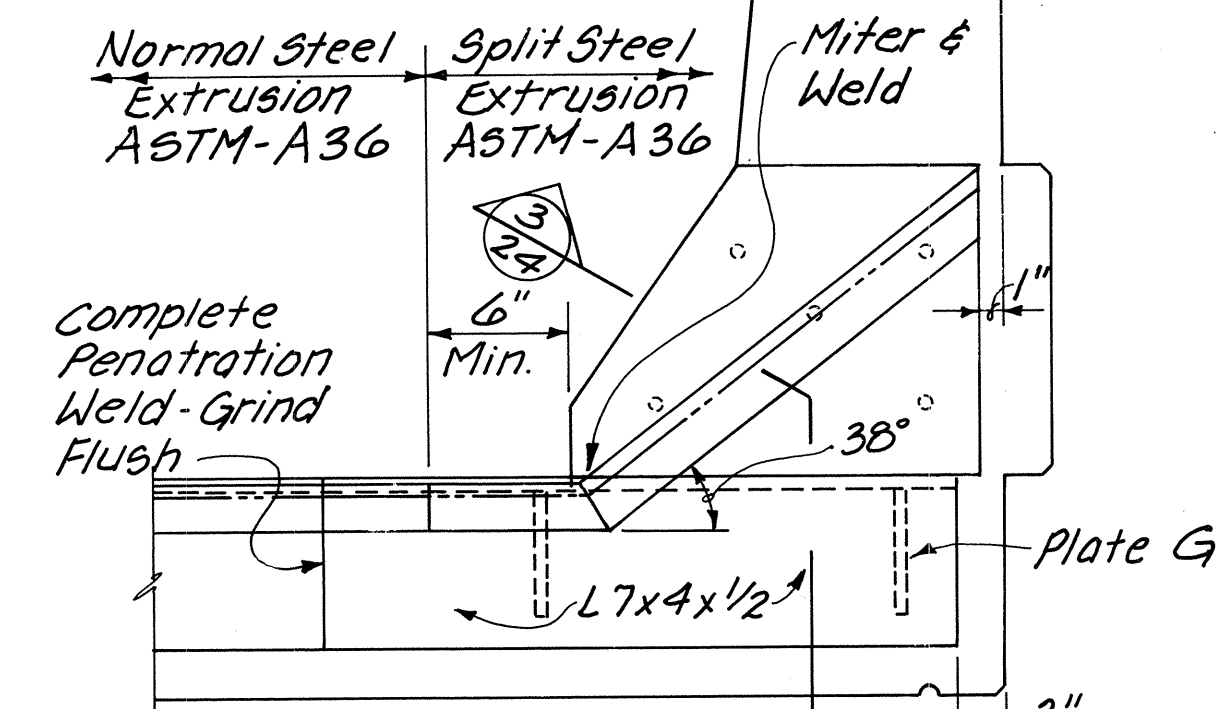
SECTION 3/24



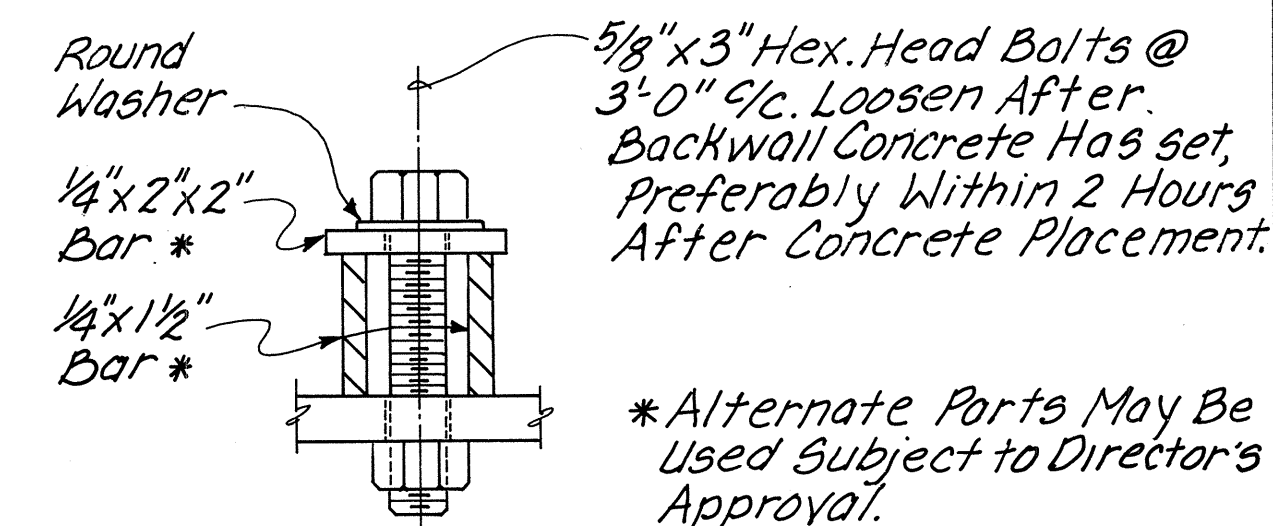
ANCHOR PLATES A, B & C



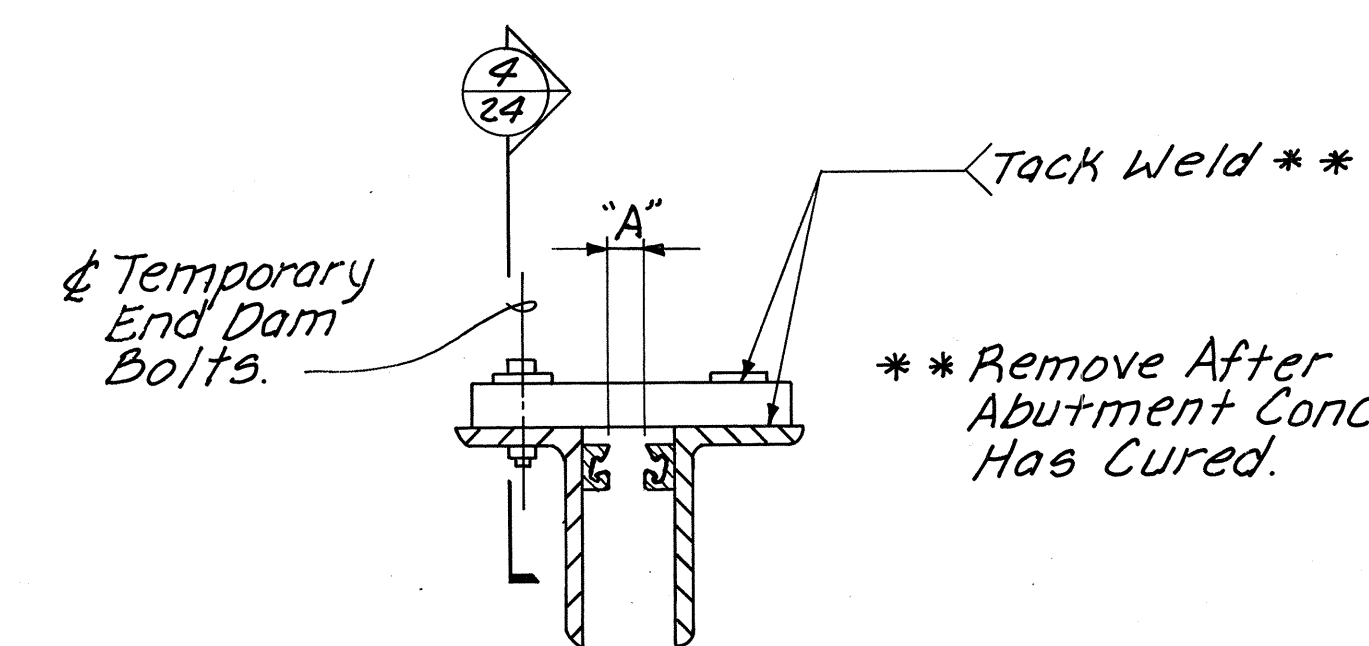
PLATES D, E & F
(Plate F is Not Skewed)



SECTION 2/24



SECTION 4/24



TEMPORARY SUPPORT BARS

NOTES:

- See Abutments & Deck Plans for Additional Dimensions.
- See Sheet 25/29 for Exp. Jt. Notes.

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EXPANSION JOINT DETAILS
BRIDGE NO. SCI-852-0049
OVER U.S. 52
PORTSMOUTH, OHIO

SCIO TO COUNTY
DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED
WBS GTW - GTB WBS 4/24/85

[illegible][illegible][illegible]

EXPANSION JOINT NOTES:

1. ELASTOMERIC STRIP SEAL NOT SHOWN. SEAL TO BE S-400 OR S-300 BY WATSON BOWMAN, AS 400 OR AS 300 BY ACME, D.S. **BROWN OR APPROVED EQUIVALENT.**
2. ALL METAL SURFACES NOT EMBEDDED IN CONCRETE OR NOT IN DIRECT CONTACT WITH THE STRIP SEAL SHALL BE PAINTED PER ITEM 514 SYSTEM B CONSISTING OF TWO FIELD PRIME COATS AND ONE FINISH COAT.
3. ITEM 516 EXPANSION JOINT SHALL INCLUDE STRIP SEAL, JOINT EXTRUSIONS, ANGLES, CONCRETE ANCHORS, FILL PLATES, BOLTS & PAINTING, ALL ACCEPTED AND IN PLACE.
4. BONDING ELASTOMERIC STRIP SEALS TO STEEL ANCHOR GROOVES

MATERIALS: ADHESIVE SHALL BE SIKASTIX 360, FEL-POXY
FP-101 OR AN APPROVED ALTERNATE.

PREPARATIONS FOR INSTALLATION: TO AVOID THE SUBSEQUENT CONTAMINATION OF PREPARED SURFACES, ALL SURFACES OF ELASTOMERIC STRIP SEALS SHALL BE CLEANED WITH METHYL ETHYL KETONE (MEK), TOLUENE (T) OR OTHER APPROVED SOLVENT USING CLEAN DISPOSABLE CLOTHS. THEN NOT MORE THAN 7 DAYS PRIOR TO THE SEAL INSTALLATION, A THIN COATING OF CYCLIZING PASTE* SHALL BE APPLIED TO THE BONDING SURFACES (BULBED EDGES). AFTER 25 TO 40 MINUTES, THE PASTE SHALL BE WASHED FROM THE SURFACES WITH CLEAN WATER.

THE BONDING SURFACES OF THE STEEL EXTRUSION (THE INTERIOR OF THE ANCHOR GROOVES) SHALL BE PREPARED TO GRADE SA 3, ASTM D2200. PREPARATION SHALL BE ACCOMPLISHED NOT MORE THAN 24 HOURS PRIOR TO ADHESIVE BONDING.

INSTALLATION: IMMEDIATELY PRIOR TO ADHESIVE APPLICATION, BONDING SURFACES SHALL BE CLEAN, DRY AND WARMER THAN 45°F AND THEY SHALL BE MAINTAINED AT OR ABOVE THIS TEMPERATURE UNTIL THE ADHESIVE HAS CURED. ADHESIVE SHALL BE APPLIED LIBERALLY TO BOTH THE STEEL AND ELASTOMERIC BONDING SURFACES USING A STIFF BRUSH IF NECESSARY TO ACHIEVE A COMPLETE AND RELATIVELY UNIFORM COATING. ONE END OF EACH PIECE OF THE ELASTOMERIC SEAL SHALL BE INSERTED INTO THE ANCHOR GROOVES. AFTER INSTALLATION, EXCESS ADHESIVE SHALL BE REMOVED FROM THE EXPOSED SEAL SURFACES.

*CYCLING PASTE IS A MIXTURE OF ONE POUND OF PITTSBURGH PLATE GLASS INDUSTRIES HJSL 233 OR APPROVED ALTERNATE AND SIX POUNDS OF CONCENTRATED SULFURIC ACID (18 MOLAR). TO MIX THE PASTE, ADD HJSL TO ACID SLOWLY WHILE STIRRING MIXTURE TO ACHIEVE A SMOOTH VISCIOUS PASTE. NOTE: SINCE CONCENTRATED SULFURIC ACID IS VERY CORROSIVE, HJSL IS AN EXTREMELY TOXIC NON-FLAMMABLE POWDER, RUBBER GLOVES AND GLASSES SHOULD BE USED BY THOSE MIXING THE PASTE.

NOTES:

1. For Bar Bending Details- See Sheet 28/29.
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 w/509.08.
3. EA Bars are Epoxy Coated.

[illegible][illegible]

NOTES:

1. For Bar Bending Details - See Sheet 28/29 & 29/29.
2. Refer to CMS Sections 106.03, 709, 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 w/ 509.08.
3. SP Bars are Spiral Bars. The Weight of these Bars Include 4-1x1x $\frac{1}{8}$ Spacer Angles.

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REINFORCING STEEL LIST

BRIDGE NO. SCI-852-0049

OVER U.S. 52

SCIOTO COUNTY
PORTSMOUTH, OHIO

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
GTW	JEB	—	JET	WDJ	4/24/88	1-3-86

Mark	Number	Length	Weight	Shape	Unit 1	Unit 2
Superstructure						
E5801	100	32'-3"	8,611	Str.	100	
E5802	68	28'-0"	5,084	Str.	68	
E5803	120	32'-6"	10,413	Str.		120
E5804	125	30'-0"	10,013	Str.		125
E5601	410	30'-0"	18,475	Str.	410	
① E5602	Series 1 of 21	Varies 3'-9" to 28'-11"	515	Str.	21	
② E5603	Series 1 of 29	Varies 3'-5" to 38'-3"	907	Str.	29	
② E5604	Series 1 of 23	Varies 4'-1" to 31'-9"	619	Str.	23	
E5605	32	9'-0"	433	Str.	16	16
① E5606	Series 1 of 21	Varies 4'-7" to 29'-6"	538	Str.	21	
E5607	457	60'-0"	41,185	Str.		457
① E5608	Series 1 of 49	Varies 3'-3" to 59'-10"	2,321	Str.		49
③ E5609	Series 1 of 5	Varies 3'-8" to 8'-5"	45	Str.		5
E5610	45	14'-11"	1,008	Str.		45
E5611	45	16'-9"	1,132	Str.		45
E5612	45	18'-7"	1,256	Str.		45
E5613	45	20'-5"	1,380	Str.		45
E5614	45	22'-3"	1,504	Str.		45
E5615	45	24'-1"	1,628	Str.		45
E5616	44	25'-11"	1,713	Str.		44
E5617	44	27'-9"	1,834	Str.		44
E5618	44	29'-7"	1,955	Str.		44
E5619	44	31'-5"	2,076	Str.		44
④ E5620	Series 1 of 6	Varies 4'-3" to 17'-0"	96	Str.		6
⑤ E5621	Series 1 of 12	Varies 7'-3" to 57'-2"	581	Str.		12
E5622	90	37'-8"	5,092	Str.	90	
E5623	90	39'-1"	5,283	Str.	90	
E5624	89	40'-6"	5,414	Str.	89	
E5625	89	41'-11"	5,603	Str.	89	
E5401	1647	30'-0"	33,006	Str.	704	943
E5402	88	25'-8"	1,509	Str.	88	
E5403	30	18'-1"	362	Str.		30
E5404	29	23'-2"	449	Str.		29
E5405	29	29'-3"	567	Str.		29
E5406	29	33'-4"	646	Str.		29
E5501	1,717	30'-0"	53,725	Str.	1013	704
① E5502	Series 1 of 21	Varies 3'-9" to 28'-11"	358	Str.	21	
② E5503	Series 1 of 29	Varies 3'-0" to 37'-10"	618	Str.	29	
② E5504	Series 1 of 23	Varies 3'-8" to 31'-4"	420	Str.	23	
E505	32	9'-0"	300	Str.	16	16

Mark	Number	Length	Weight	Shape	Unit 1	Unit 2
Superstructure						
E5506	Series 1 of 21	Varies 4'-7" to 29'-6"	373	Str.	21	
E5507	144	15'-6"	2,388	Str.	76	68
E5508	136	7'-0"	999	Str.	72	64
E5509	8	14'-9"	123	Str.	8	
E5510	4	9'-8 1/2"	41	Str.	4	
E5511	12	13'-6"	169	Str.	8	4
E5512	20	11'-6"	240	Str.		20
E5513	821	5'-3"	4,496	Bt.	388	433
E5514	821	3'-1"	2,640	Bt.	388	433
E5515	821	2'-3"	1,927	Bt.	388	433
E5516	28	13'-3"	387	Str.		28
E5517	4	15'-1"	63	Str.		4
E5518	4	17'-6"	73	Str.		4
E5519	21	22'-7"	495	Str.		21
E5520	457	60'-0"	28,599	Str.		457
E5521	Series 1 of 49	Varies 3'-3" to 59'-10"	1,612	Str.		49
③ E5522	Series 1 of 5	Varies 3'-3" to 8'-0"	29	Str.		5
E5523	45	14'-6"	681	Str.		45
E5524	45	16'-4"	767	Str.		45
E5525	45	18'-2"	853	Str.		45
E5526	45	20'-0"	939	Str.		45
E5527	45	21'-10"	1,025	Str.		45
E5528	45	23'-8"	1,111	Str.		45
E5529	44	25'-6"	1,170	Str.		44
E5530	44	27'-4"	1,254	Str.		44
E5531	44	29'-2"	1,339	Str.		44
E5532	44	31'-0"	1,423	Str.		44
E5533	Series 1 of 6	Varies 3'-11" to 16'-7"	203	Str.		6
⑤ E5534	Series 1 of 12	Varies 7'-3" to 57'-2"	403	Str.		12
E5535	90	37'-3"	3,497	Str.	90	
E5536	90	38'-8"	3,630	Str.	90	
E5537	89	40'-1"	3,721	Str.	89	
E5538	89	41'-6"	3,852	Str.	89	
E5539	18	7'-3"	136	Bt.	6	12
E5540	12	3'-2"	40	Str.	4	8
E5541	12	8'-6"	106	Bt.	4	8
E5542	12	3'-0"	38	Bt.	4	8
E5543	21	27'-8"	606	Str.		21
E5544	20	34'-0"	709	Str.		20
E5545	20	37'-10"	789	Str.		20
Total Wgt.					303,451	
Superstructure (Diaphragms)						
D801	18	5'-5"	260	Str.	18	
D802	18	5'-7"	268	Str.	18	
D803	18	5'-10"	280	Str.	18	
D804	22	5'-0"	294	Str.		22
D805	22	5'-6"	323	Str.		22
D806	22	6'-2"	262	Str.		22
D807	9	6'-0"	144	Str.	9	
D808	11	6'-6"	191	Str.		11

Mark	Number	Length	Weight	Shape	Unit 1	Unit 2
Superstructure (Diaphragms)						
D809	9	6'-9"	162	Str.	9	
D810	11	5'-4"	157	Str.		11
D811	18	6'-1"	292	Str.	18	
D812	18	6'-5"	308	Str.	18	
D813	22	5'-10"	343	Str.		22
D814	22	6'-6"	382	Str.		22
D501	18	4'-1"	77	Str.	18	
D502	18	4'-3"	80	Str.	18	
D503	18	4'-6"	84	Str.	18	
D504	22	3'-8"	84	Str.		22
D505	22	4'-2"	96	Str.		22
D506	22	4'-10"	111	Str.		22
D507	18	5'-5"	102	Str.	18	
D508	18	5'-7"	105	Str.	18	
D509	18	5'-10"	110	Str.	18	
D510	22	5'-0"	115	Str.		22
D511	22	5'-6"	126	Str.		22
D512	22	6'-2"	142	Str.		22
D513	18	4'-5"	83	Str.	18	
D514	18	4'-7"	86	Str.	18	
D515	18	4'-10"	91	Str.	18	
D516	22	4'-0"	92	Str.		22
D517	22	4'-6"	103	Str.		22
D518	22	5'-2"	119	Str.		22
D519	300	10'-2"	3,181	Bt.	135	165
D520	200	12'-7"	2,625	Bt.	90	110
D521	113	14'-8"	1,789	Bt.	56	57
D522	4	13'-10"	58	Bt.	2	2
D523	45	15'-1"	708	Bt.	45	
D524	70	14'-7"	1,065	Bt.	2	68
D525	4	13'-9"	57	Bt.	2	2
D526	24	0'-11"	23	Str.	12	12
D527	16	1'-5"	24	Str.	8	8
D528	6	40'-2"	251	Bt.	3	3
D529	2	39'-8"	83	Bt.	1	1
D530	11	5'-5"	62	Bt.		11
D531	22	5'-4"	122	Str.		22
D532	11	4'-2"	48	Str.		11
D533	9	6'-10"	64	Bt.	9	
D534	18	6'-9"	127	Str.	18	
D535	9	5'-8"	53	Str.	9	
D536	18	6'-2"	116	Bt.	18	
D537	36	6'-1"	228	Str.	36	
D538	18	5'-0"	94	Str.	18	
D539	18	6'-6"	122	Bt.	18	
D540	36	6'-5"	241	Str.	36	
D541	18	5'-3"	99	Str.	18	
D542	22	5'-11"	136	Bt.		22
D543	44	5'-10"	268	Str.		44
D544	22	4'-9"	109	Str.		22
D545	22	6'-1"	140	Bt.		22
D546	44	6'-6"	298	Str.		44
D547	22	5'-5"	124	Str.		22
D548	3	47'-5"	148	Bt.		3
D549	1	46'-11"	49	Bt.		1
D550	3	45'-11"	144	Bt.		3
D551	1	45'-5"	47	Bt.		1
D552	11	6'-9"	77	Bt.		11
D553	22	6'-7"	149	Str.		22
D554	11	5'-7"	63	Str.		11
D555	3	36'-10"	115	Bt.	3	
D556	1	36'-4"	38	Bt.	1	
D557	3	36'-6"	114	Bt.	3	
D558	1	36'-0"	38	Bt.	1	
D559	9	6'-1"	57	Bt.	9	
D560	18	6'-0"	113	Str.	18	
D561	9	4'-10"	45	Str.	9	
D562	6	39'-6"	247	Bt.	3	3
D563	2	39'-0"	81	Bt.	1	1
Total Wgt.					19,600	

SERIES BAR INCREMENTS

- ① 1'-2"
- ② 1'-2 1/2"
- ③ 0'-11 1/2"
- ④ 2'-1 1/2"
- ⑤ 4'-2"

For Notes See Sheet 25/29.

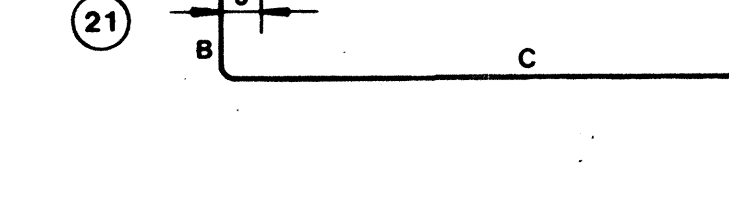
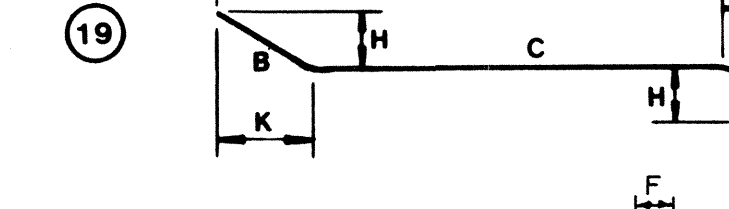
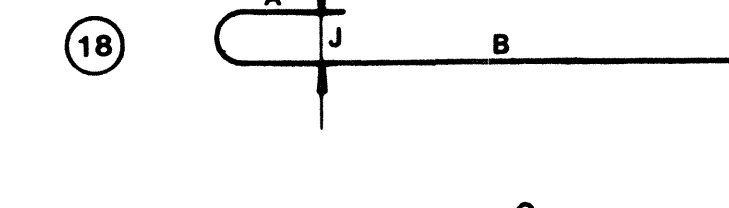
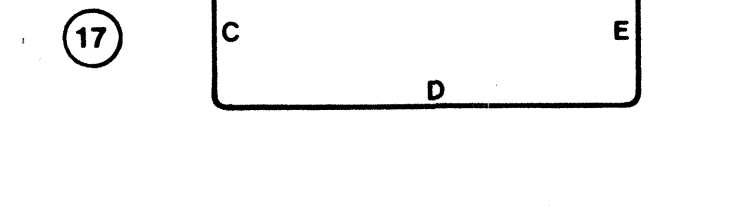
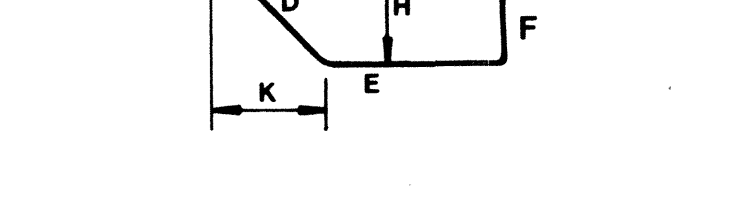
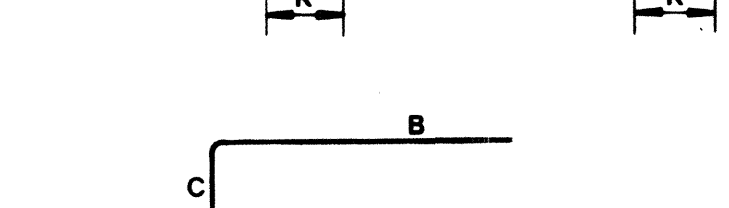
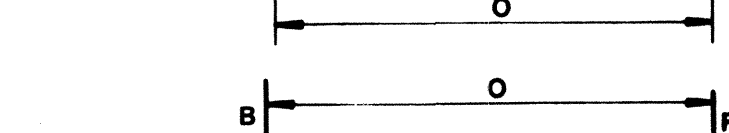
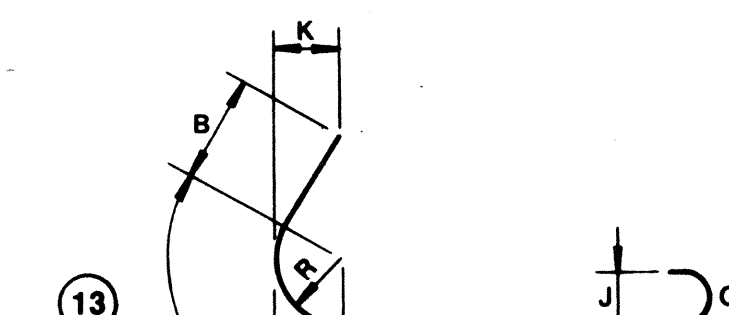
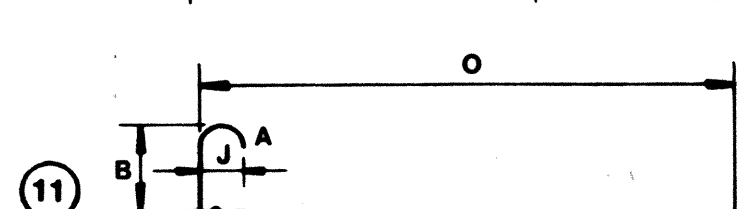
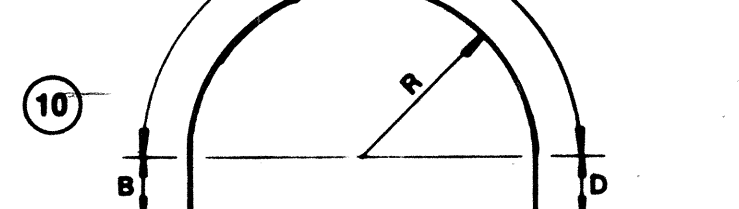
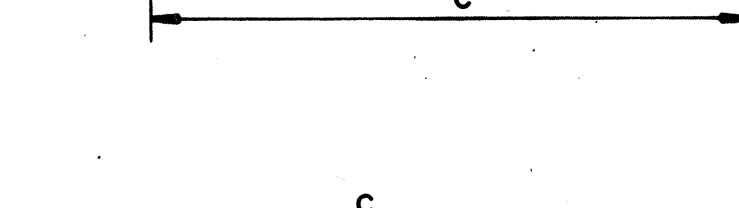
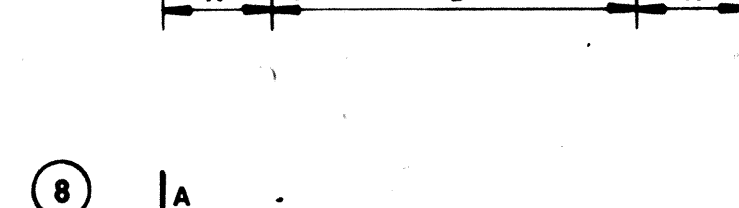
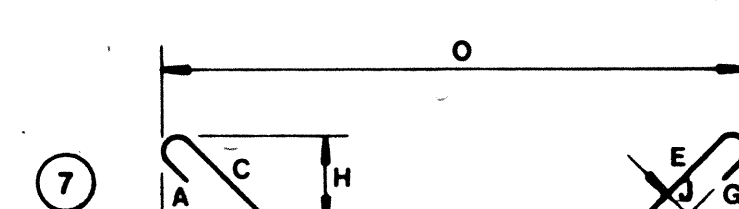
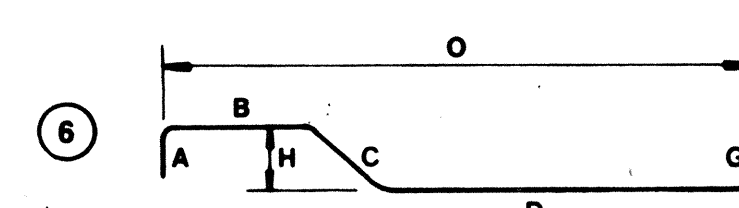
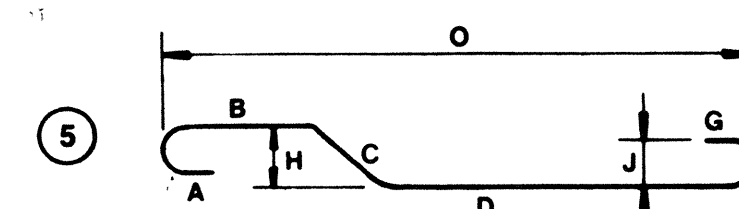
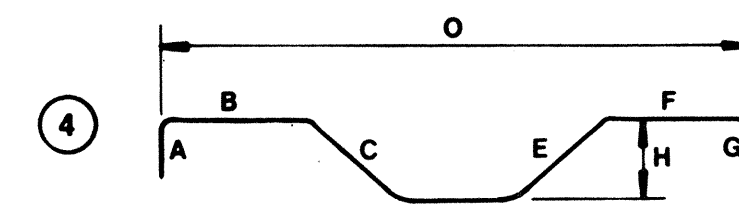
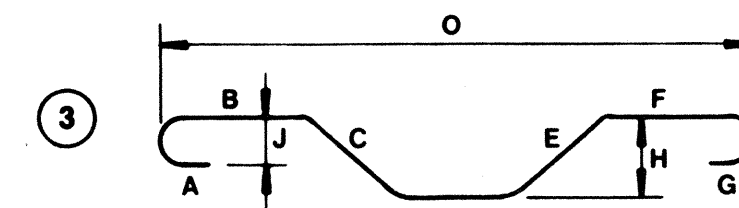
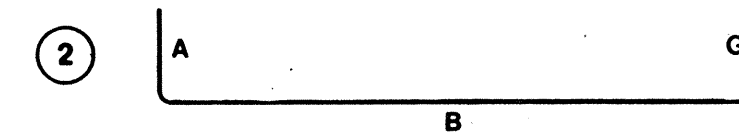
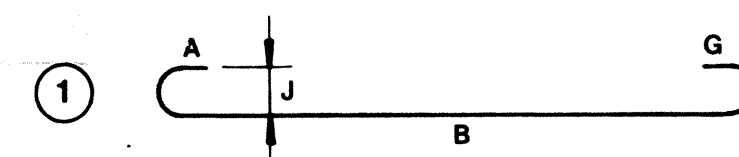
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27/29

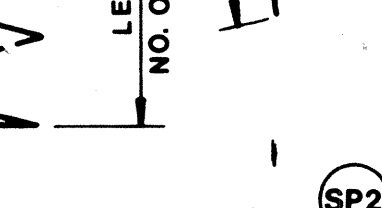
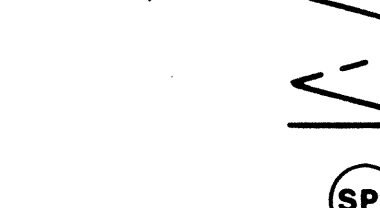
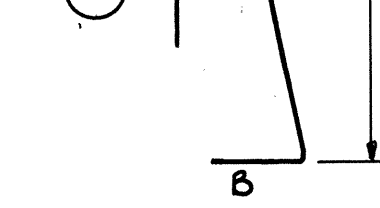
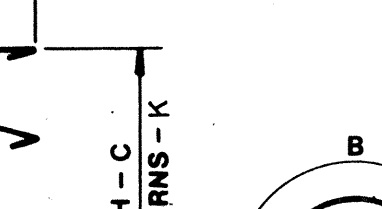
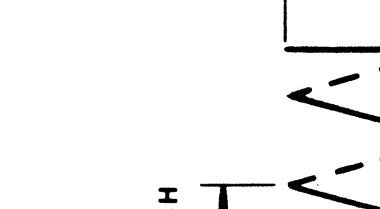
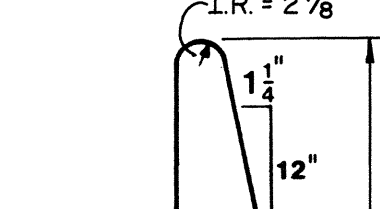
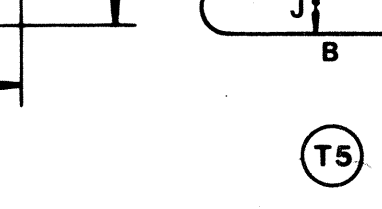
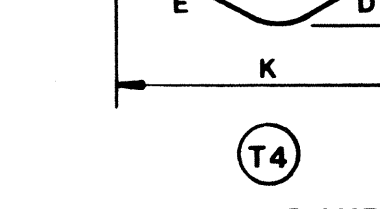
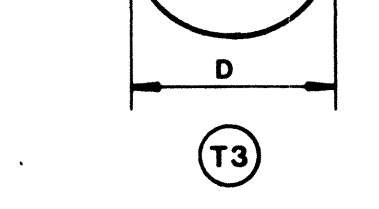
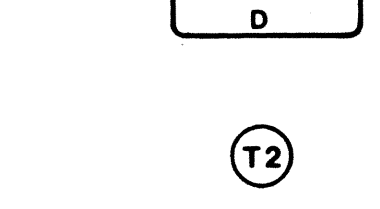
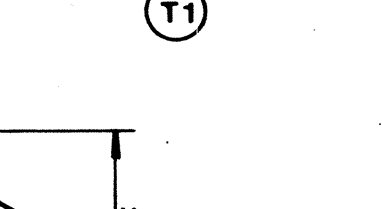
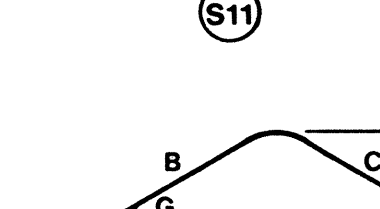
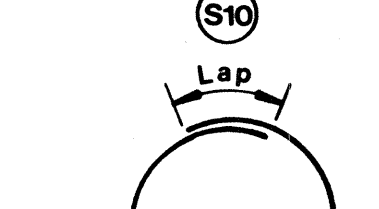
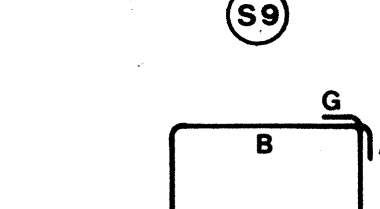
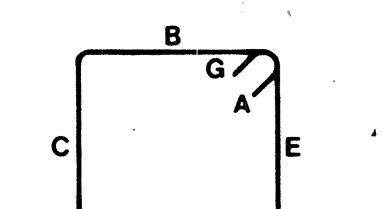
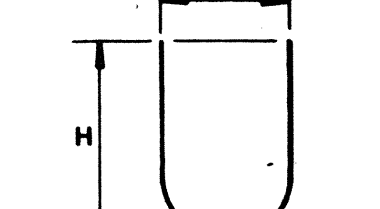
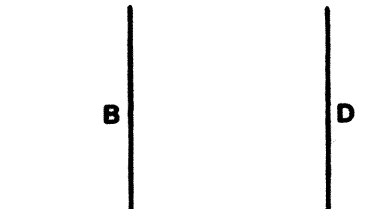
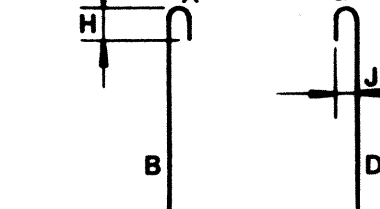
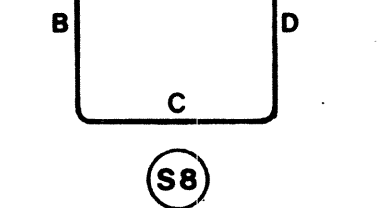
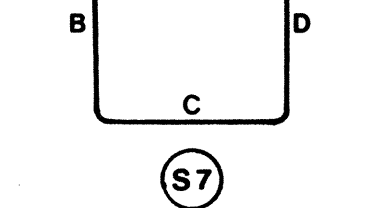
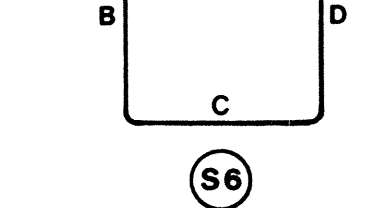
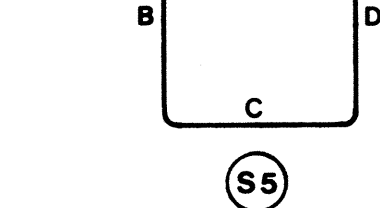
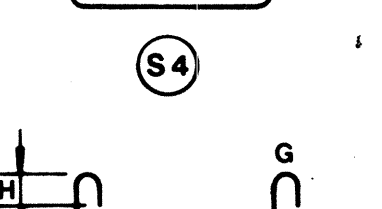
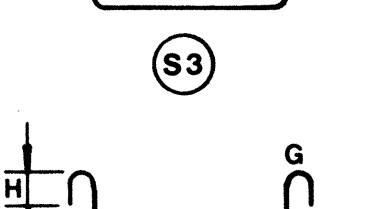
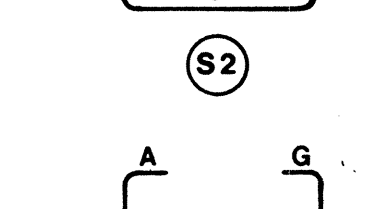
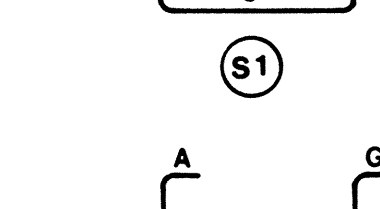
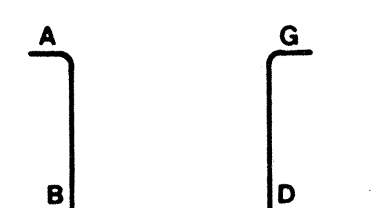
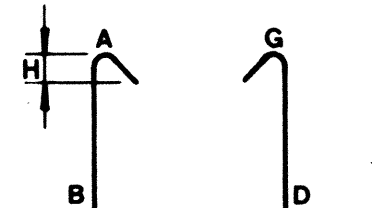
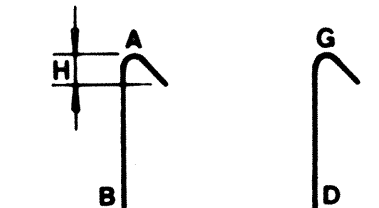
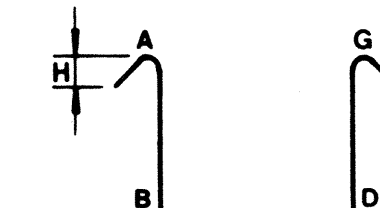
REINFORCING STEEL LIST
BRIDGE NO. SCI-852-0049
OVER U.S. 52
SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED: GTM
DRAWN: JEB
CHECKED: JET
REVIEWED: DATE: 4/24/85
REVISED:

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A805	3	0'-11"	2'-7"	1'-5"	0	0	0	0	1'-0"				
A808	2	1'-4"	9'-6"					0					
A812	2	1'-4"	8'-9"					0					
AG01	2	5'-2"	1'-5"					5'-2"					
AG02	2	3'-1"	1'-5"					3'-1"					
AG03	2	3'-5"	1'-5"					3'-5"					
AG04	2	3'-1"	0'-11"					3'-1"					
AG05	2	8'-10"	1'-2"					8'-10"					
AG06	2	8'-8"	1'-2"					8'-8"					
AG07	2	4'-0"	1'-5"					4'-0"					
AG08	2	3'-10"	1'-5"					3'-10"					
A501	2	2'-3"	5'-0"					2'-3"					
A504	12		0	2'-5"	3'-2"				2'-10"	1'-5 1/2"			
A505	12		0	2'-5"	2'-5"				2'-2"	1'-1"			
A506	12		0	2'-5"	3'-0"				2'-8"	1'-4"			
A507	2	2'-3"	1'-6"					2'-3"					
A508	2	2'-3"	2'-0"					2'-3"					
A509	12		0	5'-7"	2'-5"				1'-4"	2'-8"			
A510	2	2'-11"	0'-5"					2'-11"					
A519	2	3'-1"	1'-2"					3'-1"					
A520	2	2'-10"	1'-2"					2'-10"					
A526	19		1'-0"	5'-10 1/2"	1'-0"				0'-8 1/2"	0'-8 1/2"			7'-3 1/2"
A527	2	0'-10"	4'-2"					0'-10"					
A528	20		2'-5"	2'-5"		2'-5"	0'-2"						
A529	12		0	2'-5"	2'-5"				0'-6 1/2"	2'-4 1/4"			
A530	2	2'-5"	4'-2"					0					
A535	2	2'-11"	1'-2"					2'-11"					
A545	2	3'-3"	1'-2"					3'-3"					
A546	2	3'-9"	1'-2"					3'-9"					
A547	2	4'-5"	1'-2"					4'-5"					
A548	2	5'-1"	1'-2"					5'-1"					
A402	2	1'-6"	2'-0"					1'-6"					
A403	2	2'-2"	2'-0"					2'-2"					
EA601	16		0	0'-9"	0'-10 3/4"	2'-5"	0		0'-6"	0'-8 1/2"			
EA602	16		0	0'-8"	0'-9 1/2"	2'-5"	0		0'-5"	0'-8 1/2"			
EA603	16		0	0'-8"	0'-9"	2'-5"	0		0'-4"	0'-8 1/2"			
EA604	16		0	0'-7"	0'-7 1/2"	2'-5"	0		0'-3"	0'-8 1/2"			
EA605	16		0	0'-7"	0'-7"	2'-5"	0		0'-2"	0'-8 1/2"			
EA502	22	2'-2"	0'-7 1/2"	2'-5"									
EA505	1	0'-7"	2'-1"					0		0'-5"			
EA507	17		0'-10"	2'-8"	1'-2"	5'-0"	0						
EA508	17		0'-10"	3'-3"	1'-2"	5'-7"	0						
PI101	12			23'-4"	4'-3"				4'-0"	1'-0"			
PI103	12			22'-8"	4'-3"				4'-0"	1'-0"			
PI101	2	2'-0"	8'-2"					0					
PI103	12			19'-3"	4'-3"				4'-0"	1'-0"			
PI105	2	2'-0"	8'-8"					0					
PI100	12			20'-0"	4'-3"				4'-0"	1'-0"			
PI106	12			21'-4"	4'-3"				4'-0"	1'-0"			
PI108	2	4'-0"	2'-4"					0					
PI101	2	4'-0"	22'-7"					0					
PI104	2	4'-0"	22'-3"					0					
PA101	2	4'-0"	19'-3"					0					
PA103	2	4'-0"	19'-7"					0					
PA105	1	1'-3"	11'-6"					1'-3"		11 1/4"			
PA106	1	1'-3"	11'-10"					1'-3"		11 1/4"			
PA107	1	1'-3"	15'-0"					1'-3"		11 1/4"			

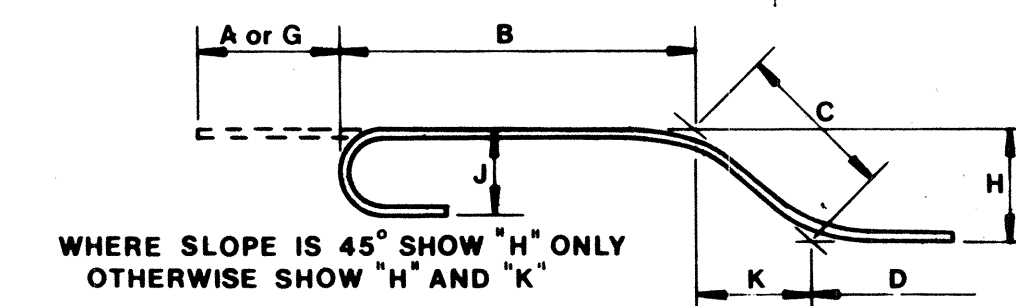


15 NOT USED



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 "K" 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.



ENLARGED VIEW SHOWING
BAR BENDING DETAILS

KZF
INCORPORATED
ARCHITECTS-ENGINEERS-INTERIOR DESIGNERS-PLANNERS
111 Merchant Street, Cincinnati, Ohio 45246
513/772-1117

BAR BENDING DETAILS
BRIDGE NO. SCI-852-0049
OVER U.S. 52
SCIOTO COUNTY PORTSMOUTH, OHIO

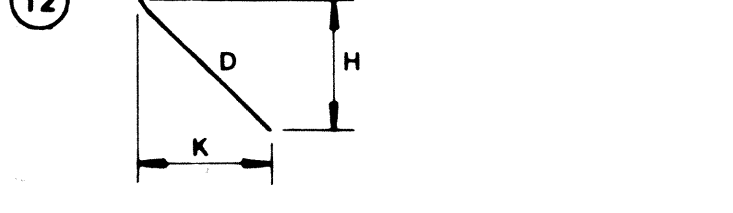
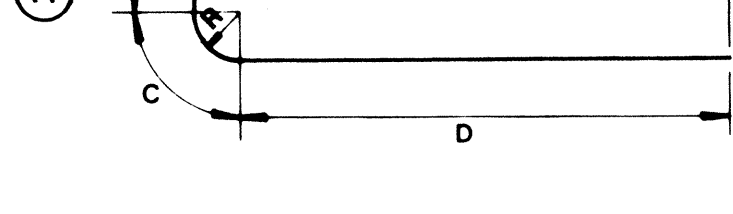
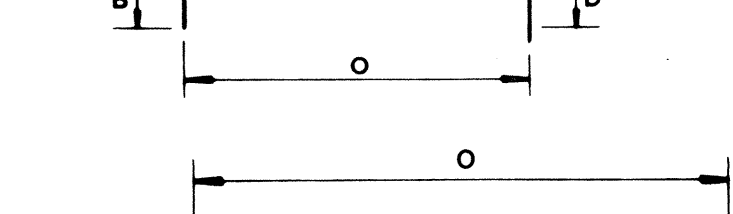
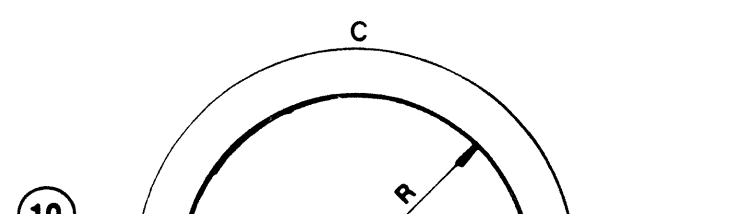
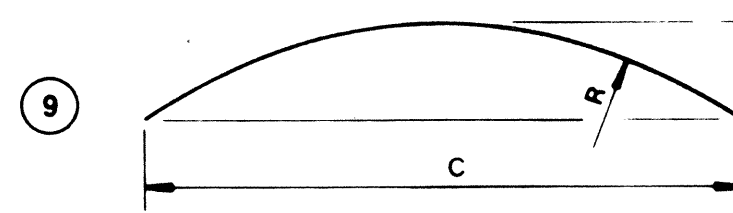
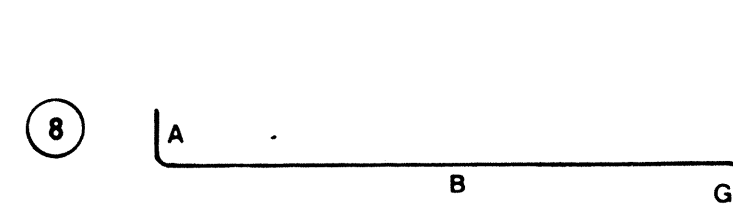
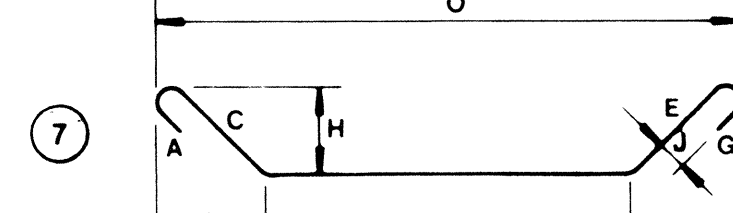
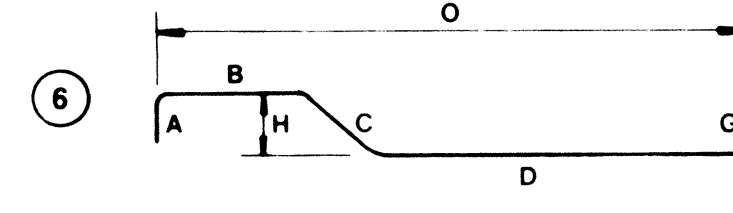
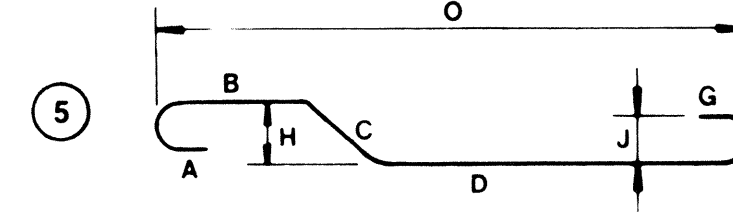
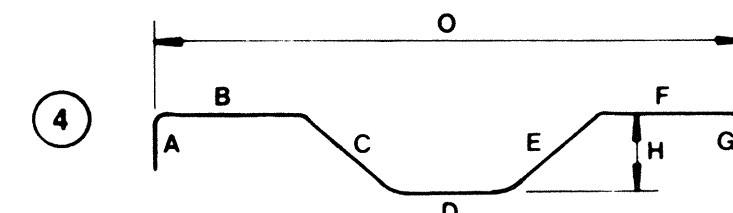
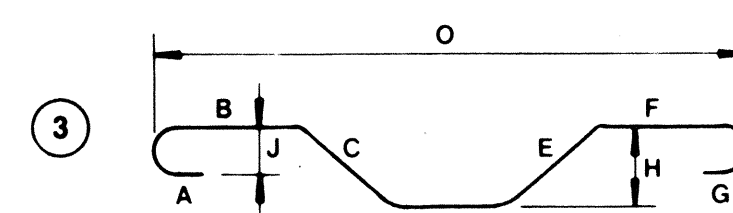
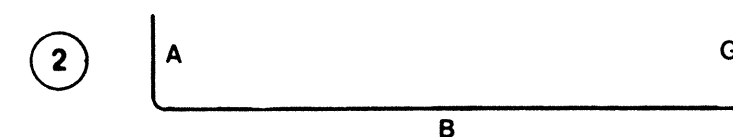
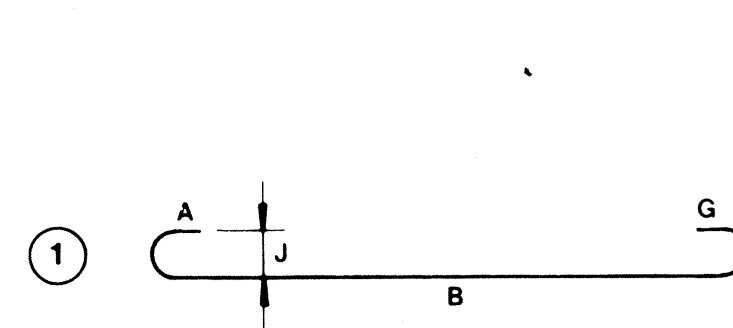
DESIGNED: GTH DRAWN: JEB TRACED: JET CHECKED: WBS 4/24/85 REVISIONS: 28/29

FEB 20 1990

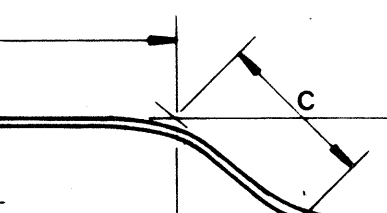
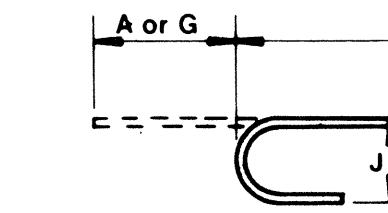
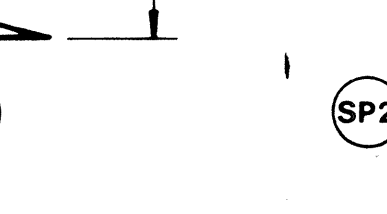
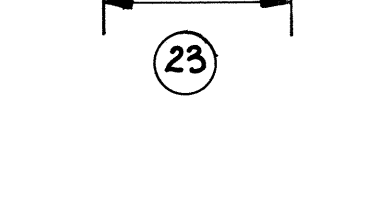
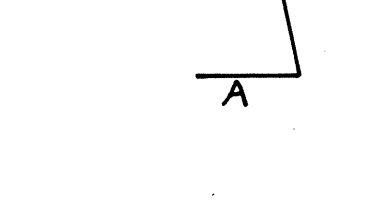
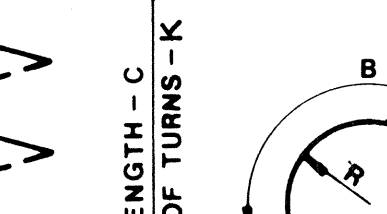
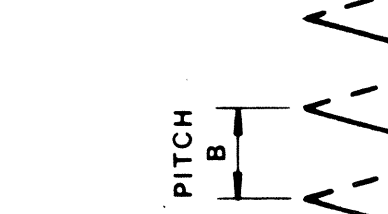
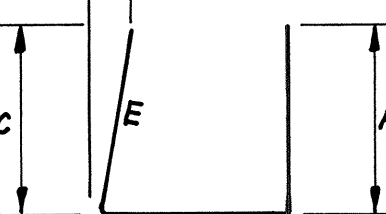
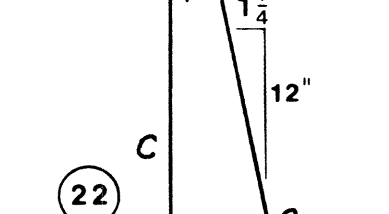
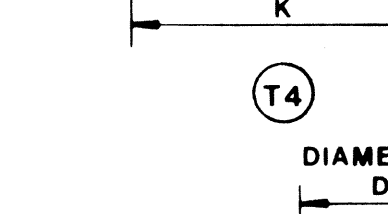
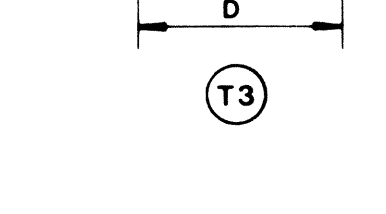
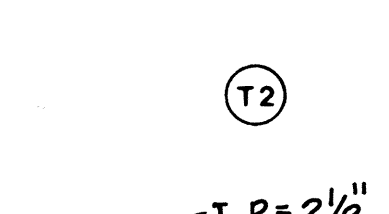
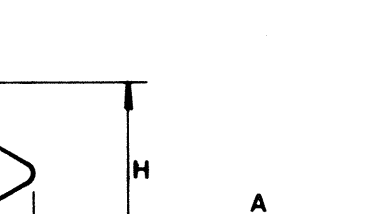
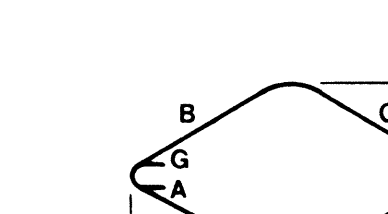
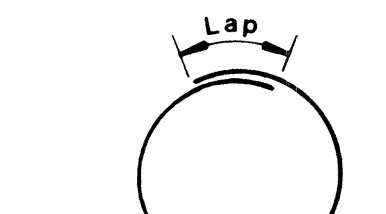
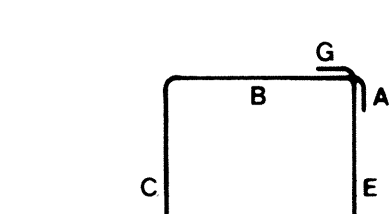
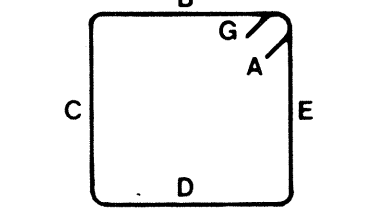
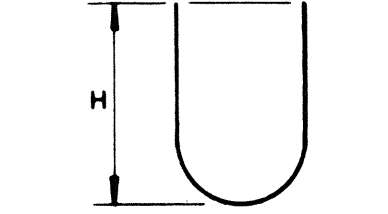
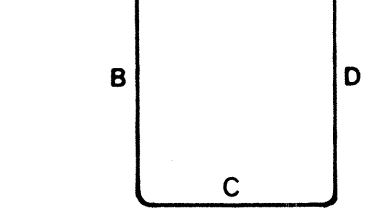
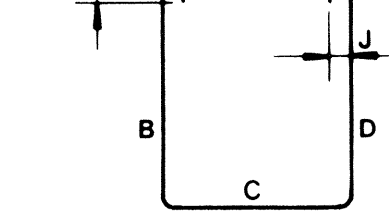
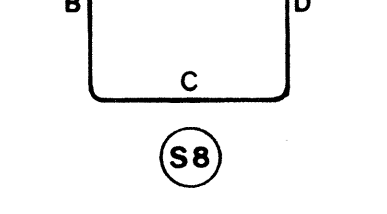
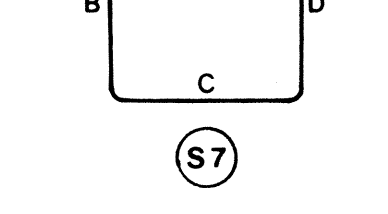
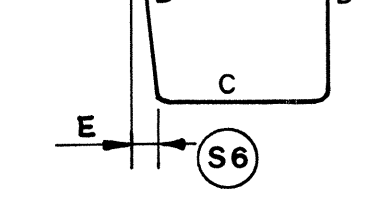
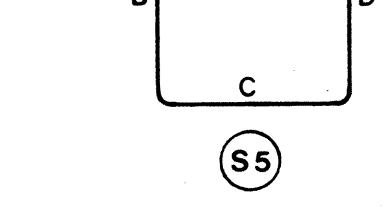
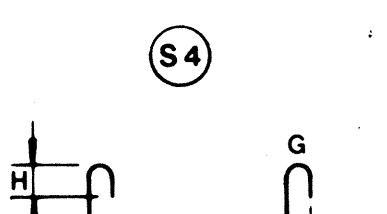
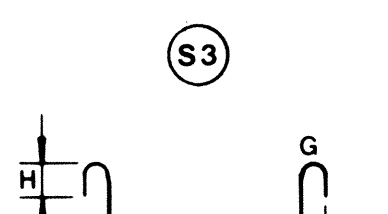
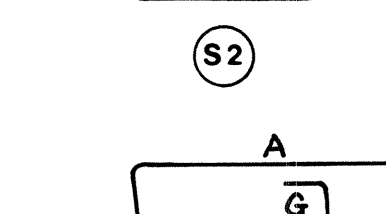
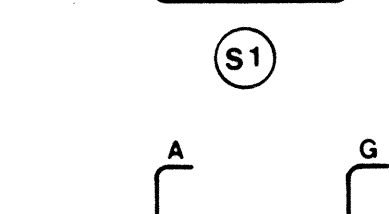
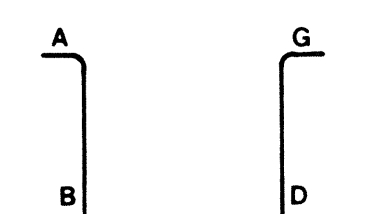
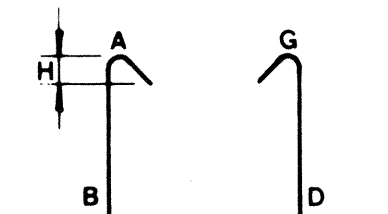
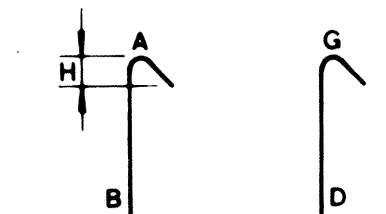
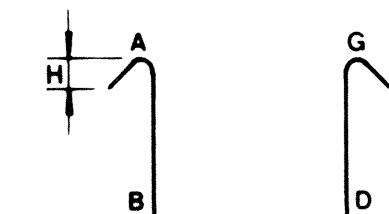
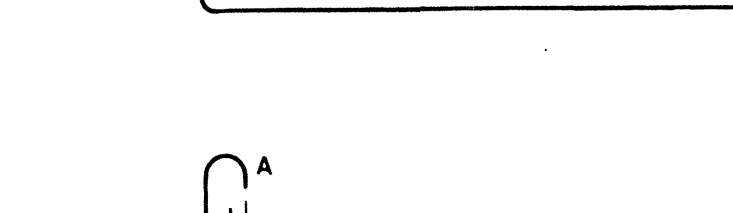
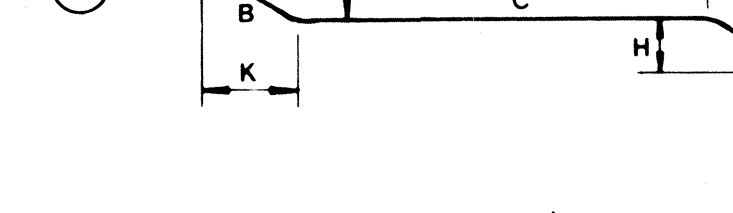
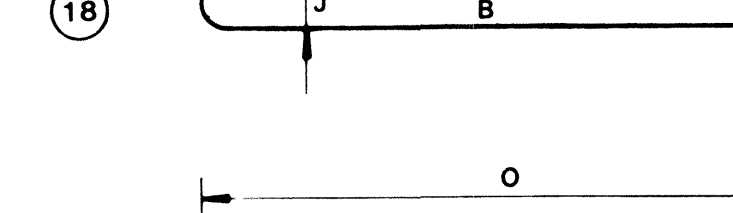
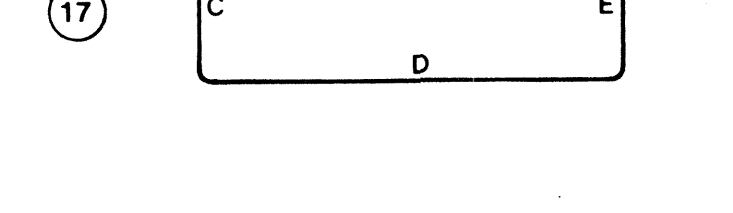
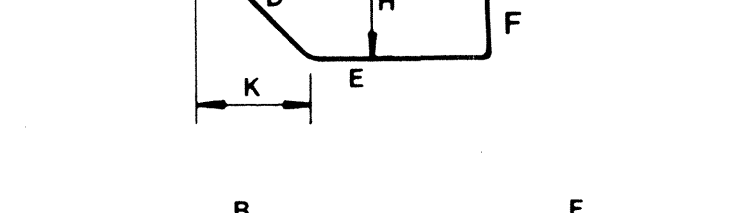
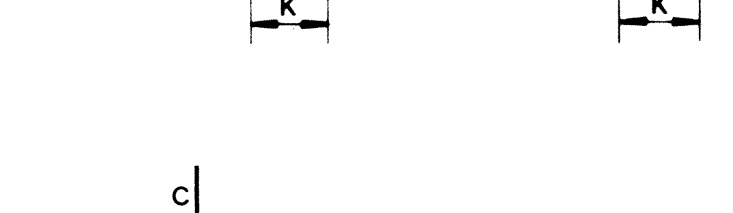
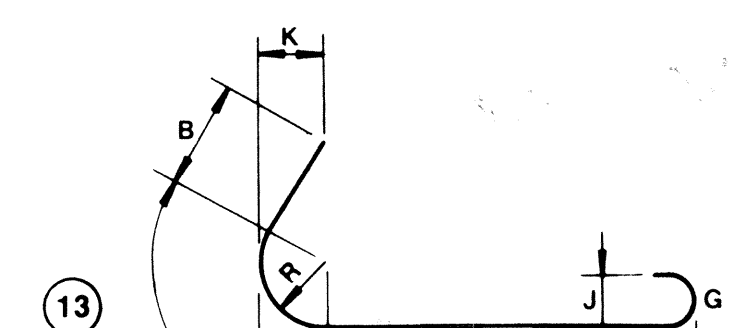
SCI-852-0.00

OHIO
FHWA
REGION 53/9
334

DIMENSIONS FOR BENDING													
MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
PB01	1	0'-11"	9'-0"					0'-11"		0'-8"			
PB01	T1	0'-5 1/2"	3'-8"	5'-2"	3'-8"	5'-2"		0'-5 1/2"					
PB02	2	2'-7"	25'-10"					0					
PB04	2	2'-7"	26'-7"					0					
PB06	T1	0'-5 1/2"	4'-8"	5'-2"	4'-8"	5'-2"		0'-5 1/2"					
PB07	2	3'-0"	27'-10"					0					
PB09	2	2'-7"	29'-11"					0					
PB11	2	2'-7"	28'-9"					0					
PB13	2	3'-9"	3'-8"					3'-9"					
PB14	2	3'-9"	4'-8"					3'-9"					
BP401	6PI		0'-4 1/2"	32'-8"	3'-2"						90		
BP402	6PI		0'-4 1/2"	27'-9"	3'-2"						77		
BP403	6PI		0'-4 1/2"	24'-9"	3'-2"						69		
BP404	6PI		0'-4 1/2"	21'-9"	3'-2"						61		
BP405	6PI		0'-4 1/2"	20'-9"	3'-2"						53		
BP406	6PI		0'-4 1/2"	17'-3"	3'-2"						49		
BP407	6PI		0'-4 1/2"	16'-3"	3'-2"						46		
BP408	6PI		0'-4 1/2"	15'-3"	3'-2"						44		
BP409	6PI		0'-4 1/2"	14'-3"	3'-2"						41		
BP410	6PI		0'-4 1/2"	27'-0"	3'-2"						75		
BP411	6PI		0'-4 1/2"	23'-0"	3'-2"						64		
ES513	22	0'-7 1/2"	2'-5"	2'-2"									
ES514	16	0	0	0'-9"	0'-10 1/2"	0'-10"	0'-10 1/2"		0'-6"		0'-8 1/2"		
ES515	2	0'-10 1/2"	1'-6"					0					
ES539	4	0	0'-6"	2'-7"	1'-4"	2'-7"	0'-6"	0	1'-10"				
ES541	23	3'-2"	2'-5"	3'-2"	0'-4"	3'-2"							
ES542	2	0'-7"	2'-1"					0'-7"					
DS19	54	0'-10"	4'-2"	0'-8"	4'-2"			0'-10"					
DS20	54	0'-10"	4'-2"	3'-1"	4'-2"			0'-10"					
DS21	56	5'-0"	4'-2"	1'-3"	4'-0"	0'-1 1/2"		0'-10"					
DS22	56	5'-0"	3'-8"	1'-4"	3'-6"	0'-1 1/2"		0'-10"					
DS23	56	5'-0"	4'-2"	1'-7"	4'-0"	0'-1"		0'-10"					
DS24	56	5'-0"	4'-2"	1'-1"	4'-0"	0'-1"		0'-10"					
DS25	56	5'-0"	3'-8"	1'-3"	3'-6"	0'-1"		0'-10"					
DS28	12			37'-2"	3'-0"				2'-8"		1'-4"		
DS29	12			37'-2"	2'-6"				2'-3"		1'-1 1/2"		
DS30	14	0	0	0'-10"	3'-11"	0'-10"	0		0'-7"		0'-7"		5'-1"
DS33	14	0	0	0'-10"	5'-4"	0'-10"	0		0'-7"		0'-7"		6'-6"
DS36	14	0	0	0'-10"	4'-8"	0'-10"	0		0'-7"		0'-7"		5'-10"
DS39	14	0	0	0'-10"	5'-0"	0'-10"	0		0'-7"		0'-7"		6'-2"
DS42	14	0	0	0'-10"	4'-5"	0'-10"	0		0'-7"		0'-7"		5'-7"
DS45	14	0	0	0'-10"	4'-7"	0'-10"	0		0'-7"		0'-7"		5'-9"
DS48	12			43'-3"	4'-2"				4'-1 1/2"		0'-6 1/2"		
DS49	12			43'-3"	3'-8"				3'-7 1/2"		0'-5 1/2"		
DS50	12			43'-3"	2'-8"				2'-7 1/2"		0'-7"		
DS51	12			43'-3"	2'-2"				2'-1 1/2"		0'-5 1/2"		
DS52	14	0	0	0'-10"	5'-3"	0'-10"	0		0'-7"		0'-7"		6'-5"
DS55	12			33'-6"	3'-4"				2'-11 1/2"		1'-6 1/2"		
DS56	12			33'-6"	2'-10"				2'-6"		1'-3 1/2"		
DS57	12			33'-6"	3'-0"				2'-8"		1'-4"		
DS58	12			33'-6"	2'-6"				2'-3"		1'-1 1/2"		
DS59	14	0	0	0'-10"	4'-7"	0'-10"	0		0'-7"		0'-7"		5'-9"
DS62	12			37'-2"	2'-4"				2'-0 1/2"		1'-1 1/2"		
DS63	12			37'-2"	1'-10"				1'-7"		0'-11"		

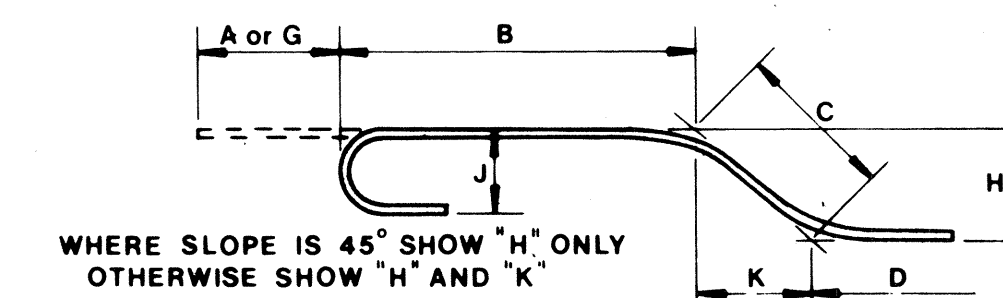


15 NOT USED



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 "K" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1 1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

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BAR BENDING DETAILS

BRIDGE NO. SCI-852-0049
OVER U.S. 52

SCIOTO COUNTY PORTSMOUTH, OHIO

DESIGNED GTW DRAWN JEB TRACED JET CHECKED JET REVIEWED DATE 4/24/85 REVISIONS

29/29