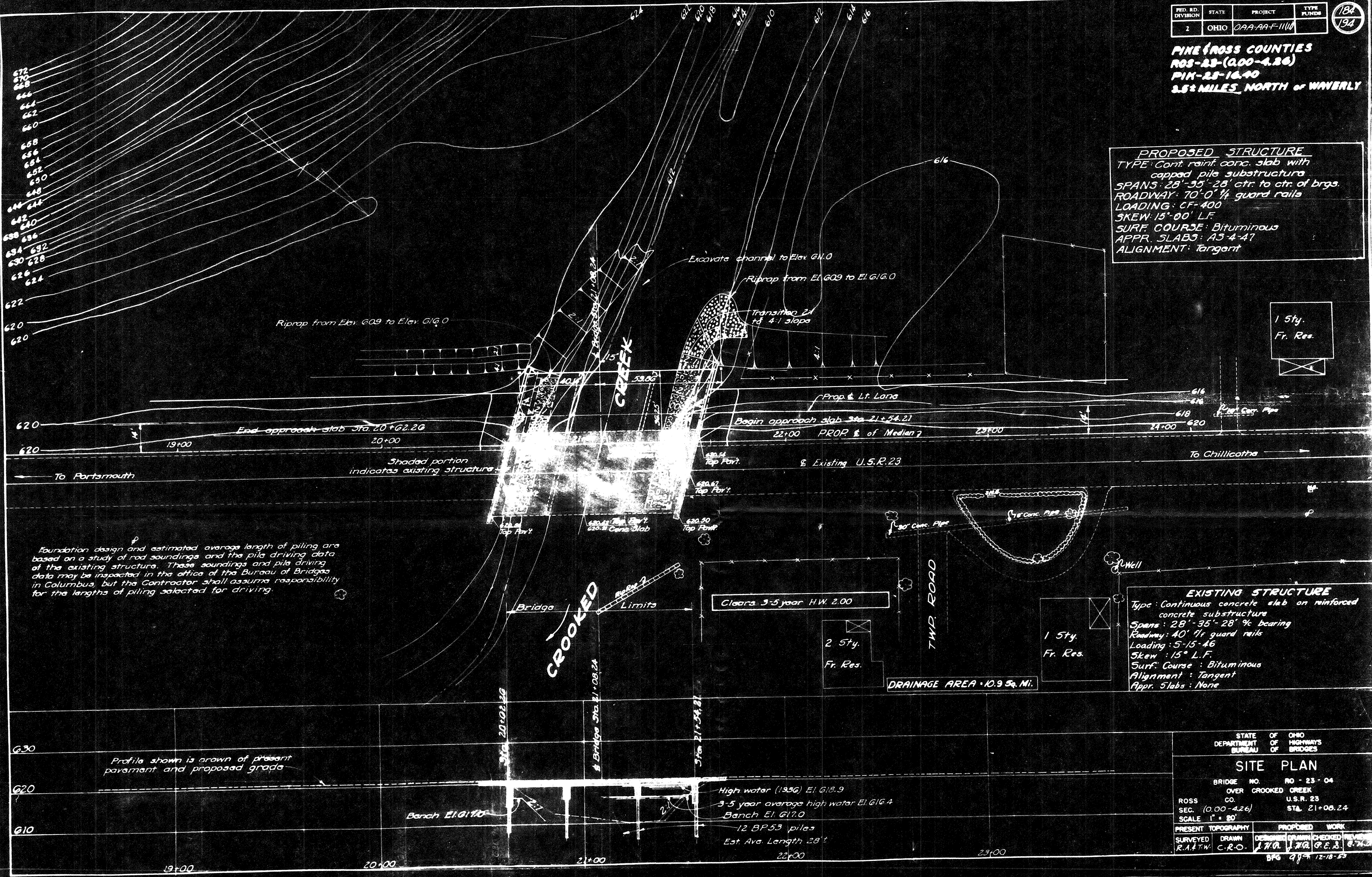


FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDING
2	OHIO	00A-AA-F-11110	184

PINE (ROSS) COUNTIES
ROS-23-(0.00-4.26)
PKN-23-10.40
2.53 MILES NORTH of WAVERLY

PROPOSED STRUCTURE
 TYPE: Cont. reinf. conc. slab with capped pile substructure
 SPANS: 28'-35'-28' ctr. to ctr. of brgs.
 ROADWAY: 70'-0" 1/4 guard rails
 LOADING: CF-400
 SKEW: 15'-00' L.F.
 SURF. COURSE: Bituminous
 APPR. SLABS: A5-A-47
 ALIGNMENT: Tangent

1 Sty.
Fr. Res.



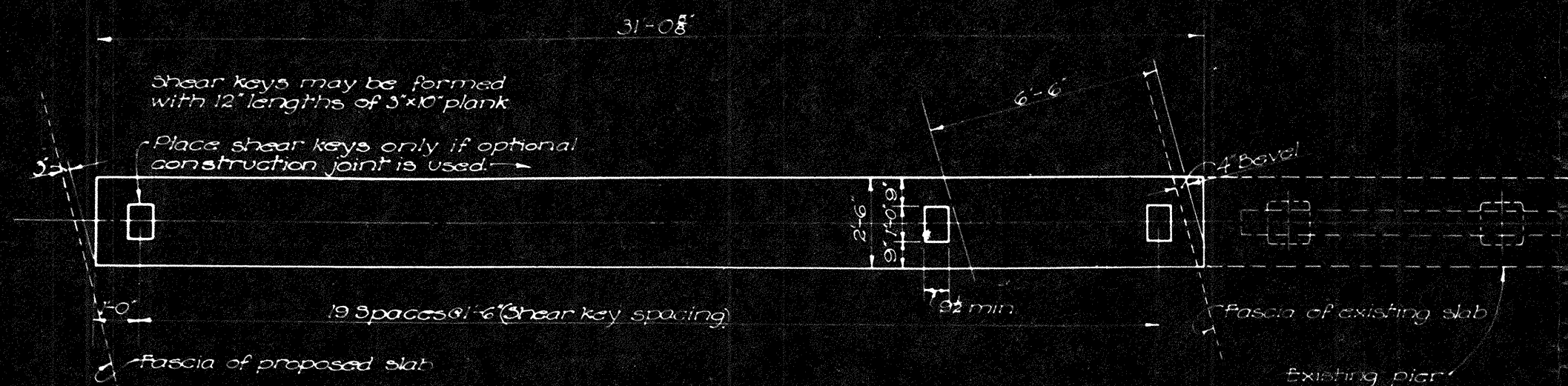
Foundation design and estimated average length of piling are based on a study of rod soundings and the pile driving data of the existing structure. These soundings and pile driving data may be inspected in the office of the Bureau of Bridges in Columbus, but the Contractor shall assume responsibility for the lengths of piling selected for driving.

EXISTING STRUCTURE
 Type: Continuous concrete slab on reinforced concrete substructure
 Spans: 28'-35'-28' 1/4 bearing
 Roadway: 40' 1/4 guard rails
 Loading: S-15-46
 Skew: 15° L.F.
 Surf. Course: Bituminous
 Alignment: Tangent
 Appr. Slabs: None

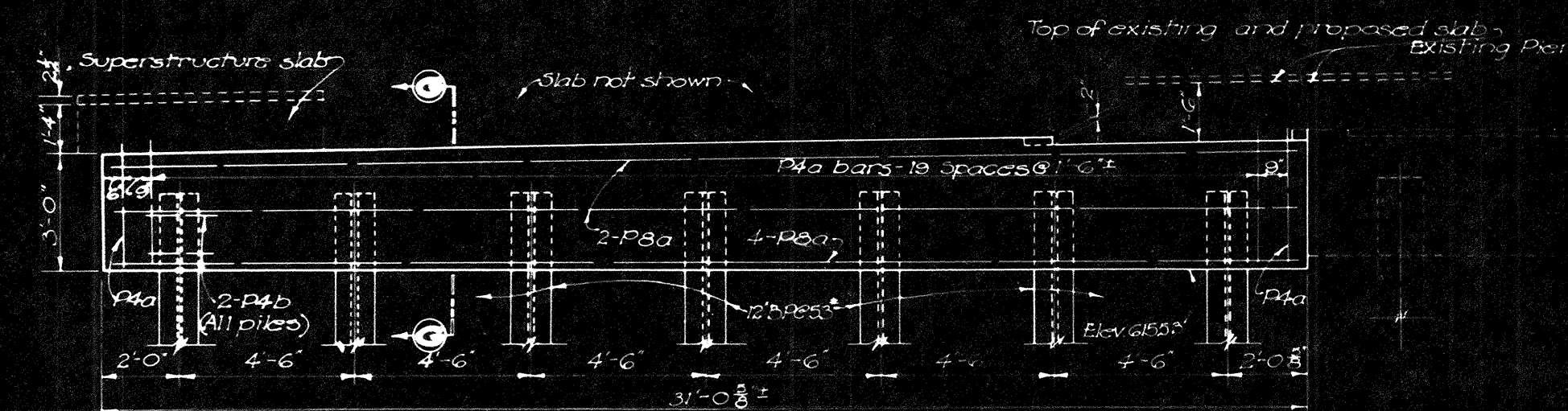
South bound
Left Bridge

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES			
SITE PLAN			
BRIDGE NO.	NO - 23 - 04		
OVER	CROOKED CREEK		
ROSS CO.	U.S.R. 23		
SEC. (0.00-4.26)	STA. 21+00.24		
SCALE	1" = 20'		
PRES. TOPOGRAPHY	PROPOSED WORK		
SURVEYED	DRAWN	DESIGNED	CHECKED
R.A.T.W.	C.R.O.	J.T.O.	J.A.G.E.S.
BPG 487 12-18-59			

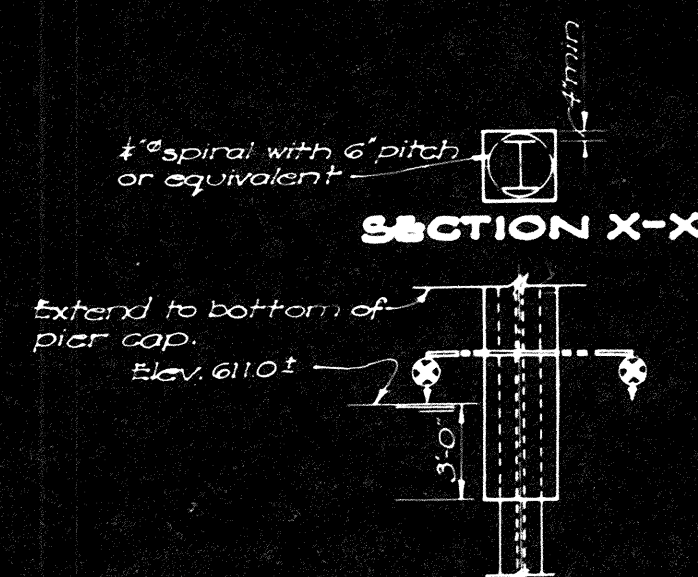
PINE & ROSS COUNTIES
 PIN-23-16.40
 ROS-23-10.00-4.26



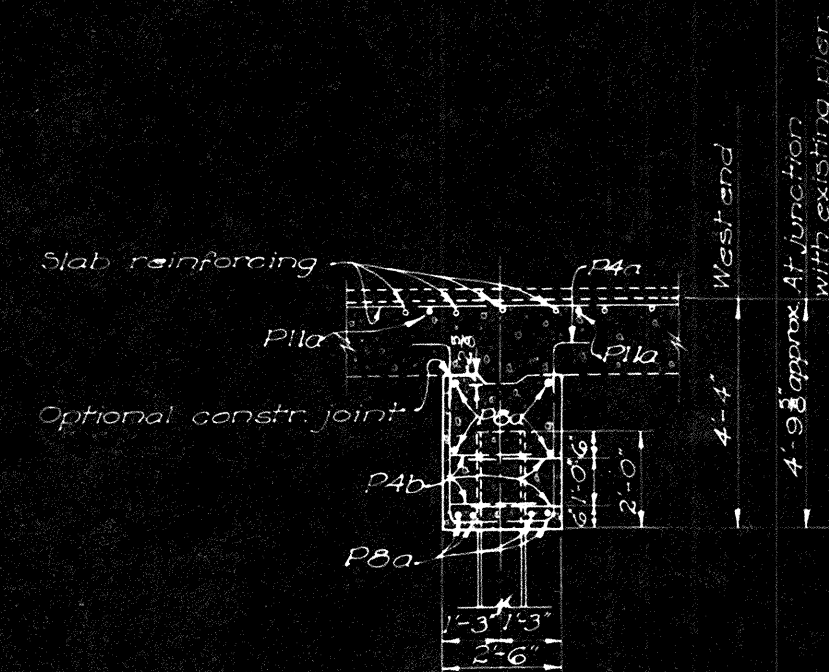
PLAN



ELEVATION
(PILE ENCASEMENT NOT SHOWN)

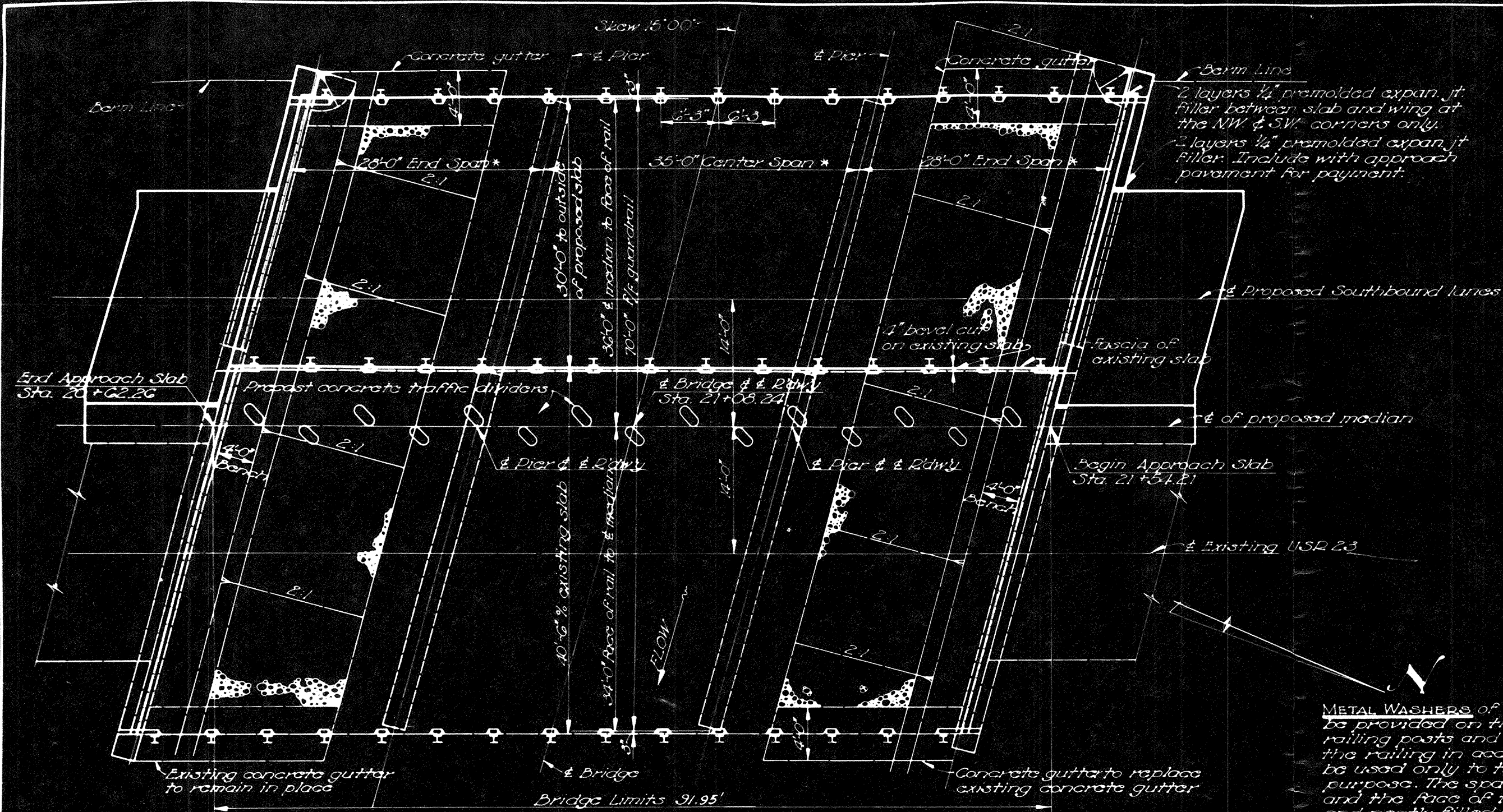


DETAIL OF PILE ENCASEMENT



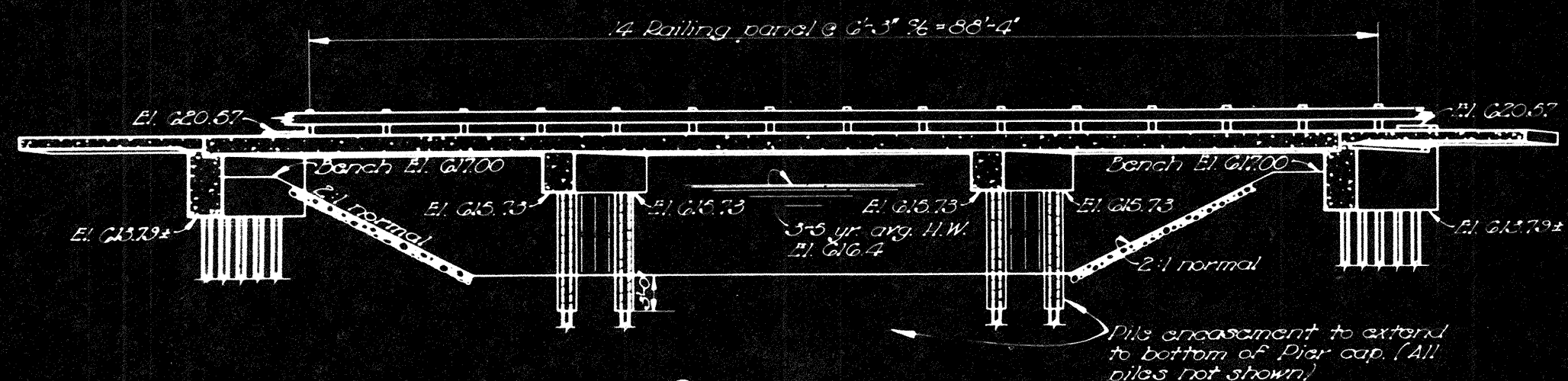
SECTION G-G

REINFORCING STEEL LIST										
MARK	NO.	LENGTH	WEIGHT	SHR	BENDING DIAGRAM		MARK	NO.	LENGTH	
SUPERSTRUCTURE					PIERS					
S10a	56	25'-1"	6044	5T			P1a	4	30'-0"	652
S10b	26	13'-1"	1576	5T			P3a	16	30'-0"	1310
S10c	26	9'-4"	1044	5T			P4a	44	10'-0"	314
S9a	20	32'-7"	9870	5T			P4b	56	5'-3"	196
S9b	30	24'-5"	2491	BT						
S9c	24	21'-7"	2055	BT						
S9d	15	22'-6"	1140	5T						
S9e	14	18'-3"	869	5T						
S9f	30	10'-6"	834	5T						
S9g	15	16'-2"	364	5T						
S9h	60	30'-8"	2764	5T						
S9i	108	26'-0"	4257	5T						
S9j	108	6'-5"	1051	5T						
P5a	91	2'-0"	190	5T						
ABUTMENTS										
A9a	24	31'-4"	2008	5T						
A5a	104	8'-4"	904	BT						
A5b	24	2'-6"	63	5T						
A4a	40	5'-3"	140	BT						
A4b	4	6'-8"	18	BT						
A4c	4	6'-2"	16	BT						
A4d	44	3'-6"	103	5T						
A4e	4	12'-0"	32	5T						



GENERAL PLAN

* Dimensions shall be adjusted in the field so that new extensions of abutments and piers shall line up with the existing abutments and piers.



SECTION

On & between proposed Southbound lanes

GENERAL NOTES

REFERENCE shall be made to Std. Dwg. I-21, revised 1-2-61.

PROPOSED WORK:

Remove railing and railing posts from west side of existing structure and store for erection on new structure.

Cut west edge of existing slab and remove a portion of the existing wearing surface along the west edge of the deck, as per plan.

Remove existing abutments to limits shown on plan.

Provide abutment and pier extensions.

Provide new reinforced concrete deck extension.

Provide waterproofing and asphaltic concrete surface course over the new deck and a portion of the existing deck.

Provide traffic dividers.

Paint re-erected railing and railing posts.

MAINTENANCE OF TRAFFIC: Two-way traffic shall be maintained during the existing bridge at all times, but it shall be so diverted by barricades or other means as to come no closer than 10 ft. to the edge of slab of proposed extension. Temporary guardrail shall be erected 10 ft. from edge of slab.

PAINTING: Existing guard rails and posts shall be spot-painted with one prime coat where the paint has been damaged due to construction or weathering. Two field coats of paint shall then be applied. Painting shall be according to Item 5-8 except that the paint shall be applied by brushing. Spray application will not be permitted.

FED. RD. DIVISION	STATE	PROJECT	TIME FUNDS
2	OHIO	AAA-AA-F-11(11)	185 194

PIKE & ROSS COUNTIES
PIK-23-16.40
ROS-23-(0.00-4.26)

ESTIMATED QUANTITIES

Item	Total Unit	Description	Super	Abut	Piers	Can
5-2	43 Cu.Yd.	Unclassified excavation		43		
5-3	171 Cu.Yd.	Channel excavation				171
5-1	180 Cu.Yd.	Class "C" concrete, superstructure and pier caps.				
5-1	32 Cu.Yd.	Class "C" concrete, abutments		32		
5-1	36.3 Sq.Yd.	Type "C" waterproofing	36.3			
5-4	404.9 Lbs.	Reinforcing steel	34.57	32.84	24.72	130
5-9	16 Sq.Ft.	1/2 precast expansion joint filler	16			
5-14	92.66 Lin.Ft.	Railing (Type I-1513 with steel posts) re-erected (except painting)	92.66			
5-16	Lump Sum	First test pile				Lump
5-16	600 Lin.Ft.	Steel piling, 12" DP63	280	400		
5-22	Lump Sum	Removal of portions of existing structure				Lump
5-23	91 each	Dowel holes	91			
5-8	165.12 Lin.Ft.	Painting I-1513 guard rail and posts	165.12			
I-10	355 Sq.Yd.	Type "A" riprap				355
I-14	46 Lin.Ft.	Concrete gutter				46
I-36	25 Cu.Yd.	Asphaltic concrete surface course Type "A" or "C" (70-80)	25			
Special	16 Each	Precast concrete traffic dividers	16			

METAL WASHERS of approximately 3" diameter shall be provided on the anchor bolts between the railing posts and the fascia of the deck to hold the railing in accurate alignment. Washers shall be used only to the extent necessary for this purpose. The space between each railing post and the fascia of the concrete shall be thoroughly and neatly filled with Leadite or approved equivalent.

REMOVAL OF PORTIONS OF EXISTING STRUCTURE: Existing superstructure and substructure to remain in place except where removal is necessary for new construction. Guardrail and posts removed from existing structure shall be re-erected on outer edge of widened structure. Include for payment with Item 5-14, Railing, re-erected. Existing riprap at northwest corner of existing structure and concrete gutter on spill-through slope on northeast corner to be removed. (Include for payment with Item 5-22, Removal of portions of existing structure.) All removed materials except as noted above shall become the property of the contractor.

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

PILING shall be driven with a hammer of not less than 1000* energy per blow, to firm contact with rock which shall be considered as attained when the capacity according to the formula in Sec. 5-13.06 is at least 60 tons per pile for the pier piles and 40 tons for the abutment piles. If a 1000* hammer is used, or 40 tons for the pier piles and 30 tons for the abutment piles if a 15000* hammer is used and if the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report. If the energy rating of the hammer is between these values, the required formula capacity shall be determined by interpolation. (The design load is 30 tons per pile for the pier piles and 20 tons for the abutment piles.)

CHANNEL EXCAVATION shall include removal of drift under existing bridge. Existing spill-through slopes, where washed out, shall be replaced with compacted embankment to bottom of riprap.

alent, to exclude moisture. Payment for washers and filling shall be considered as included in the contract price per linear foot of railing re-erected.

PRECAST CONCRETE TRAFFIC DIVIDERS shall be manufactured and installed as described on Std. Dwg. I-21 and in Proposal Note # 40.

GENERAL NOTES (CONTINUED)

JACKING UNDER EXISTING SLAB: An upward force shall be applied to the mid spans of existing slab, at a distance of 2 ft. from the 4 in. bawl, by means of a hydraulic jack. This force shall not exceed 12 tons or be less than 10 tons from the time that the concrete for the extension is placed until the shoring for the extension is removed. The payment for jacking is included in Item 5-1, Class "C" concrete, superstructure and pier caps.

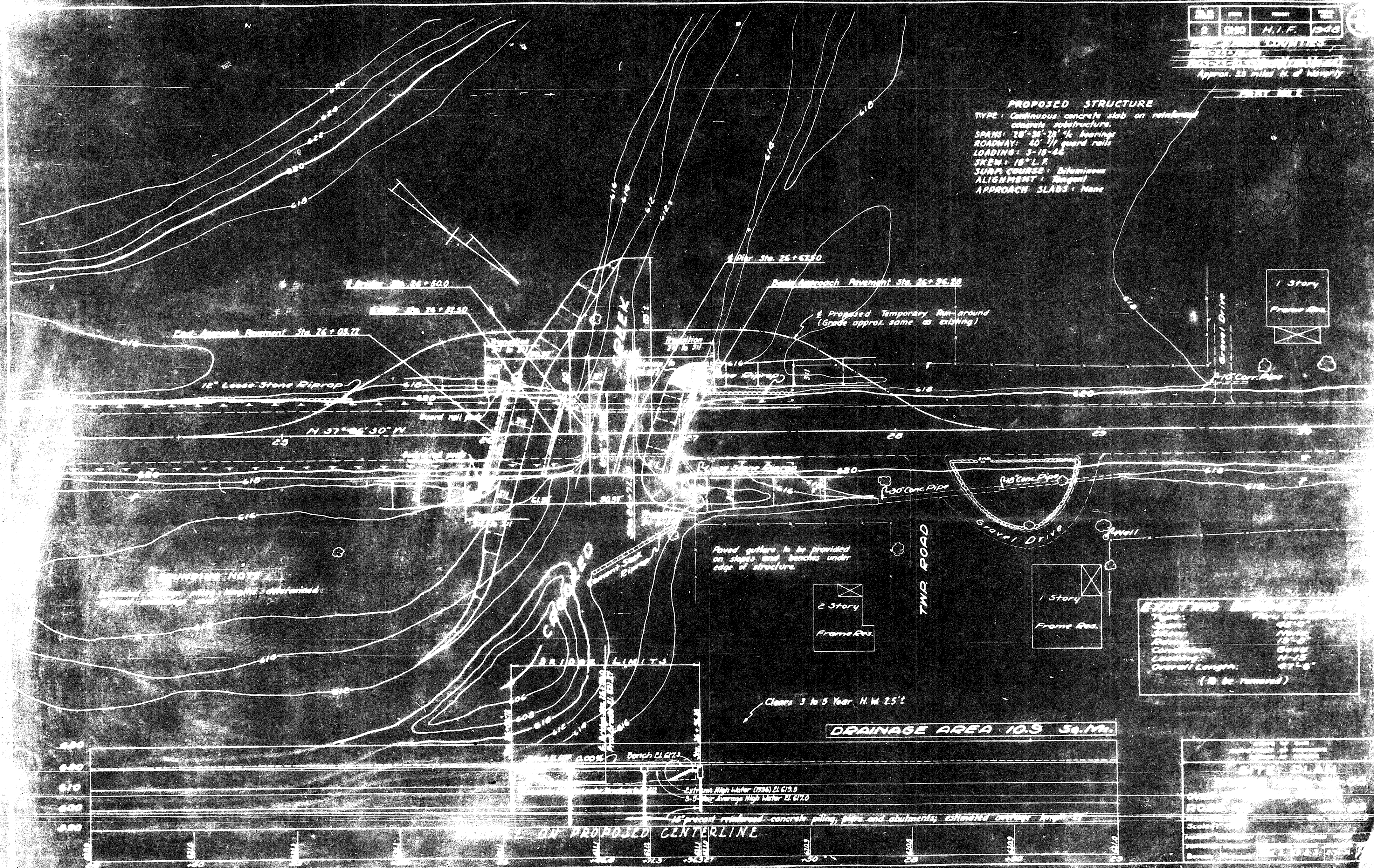
FALSE WORK, SUPPORT: Pier cap shall not be used to support falsework for slab.

GRAVEL, if used as the coarse aggregate, shall be according to Sec. M-3.93 instead of M-3.91 for Class "C" concrete, superstructure and pier caps.

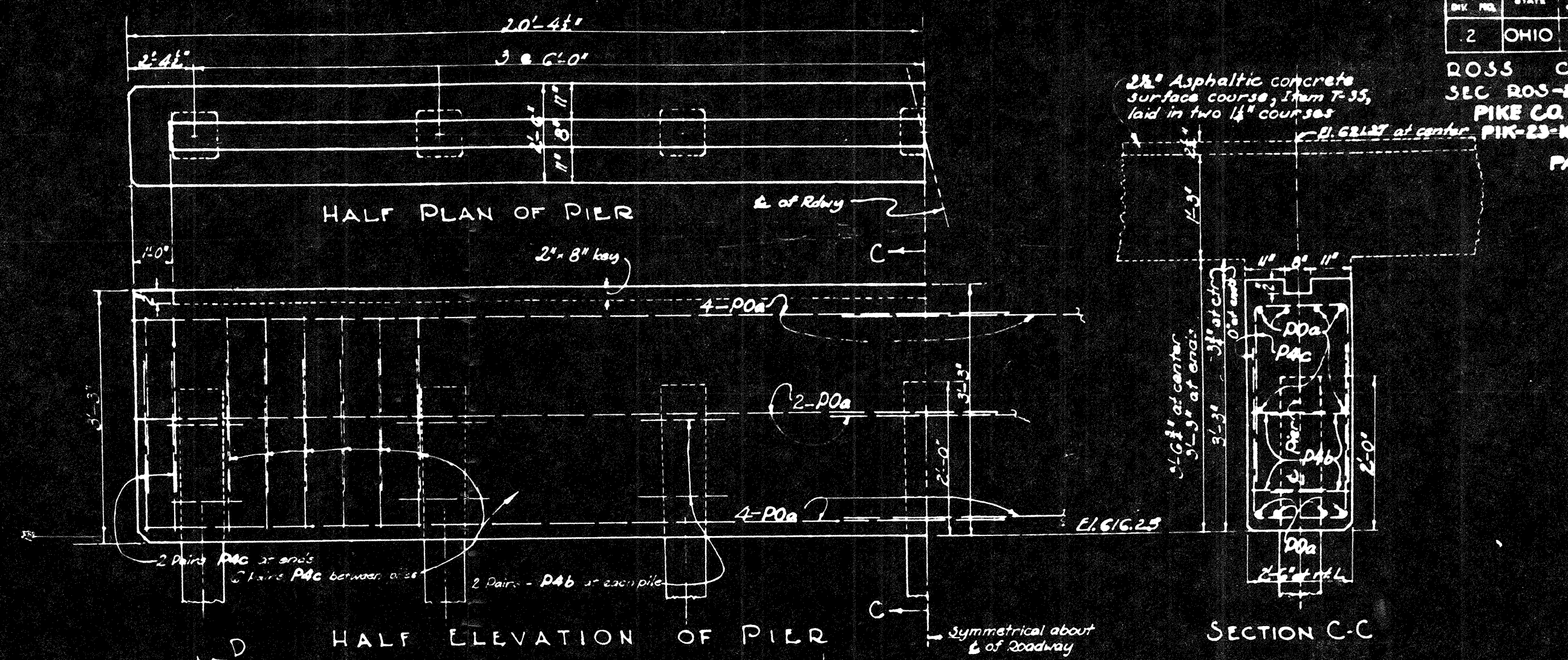
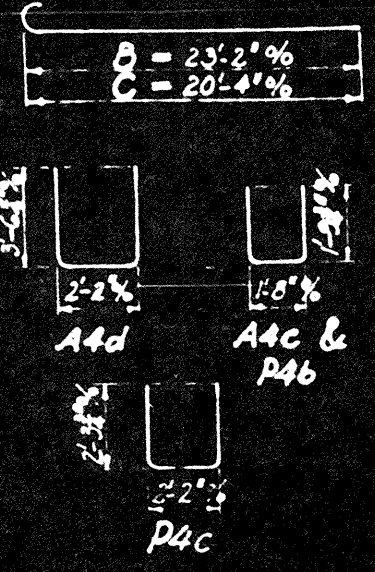
SURFACE FINISH OF CONCRETE: Fascia of new deck slab shall receive a rubbed surface finish. All other exposed surfaces of new concrete shall be governed by the provisions of Item 5-1.

CONCRETE CURTERS shall be 4 ft. wide and 6 in. thick, and shall be depressed 9 in. at the center. They shall be placed at the southeast, northeast and northwest corners of the bridge. They shall extend from face of abutment down to Elev. 603 and shall be centered under edge of deck. Reinforcing bars No. 4 at 1'-6" centers in both directions are included in price per linear foot.

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS			
GENERAL PLAN ELEVATION NOTES & ESTIMATED QUANTITIES			
BRIDGE No. R0-23-04 OVER CROOKED CREEK			
CLASS COUNTY SBC. 203-2.3(0.00-4.26) Sta. 21+06.24			
DESIGNED L.K.J.	DRAWN L.K.J.	TRACED J.C.V.	CHECKED B.F.G.
DATE 12-18-53		REVIEWED 12-18-53	



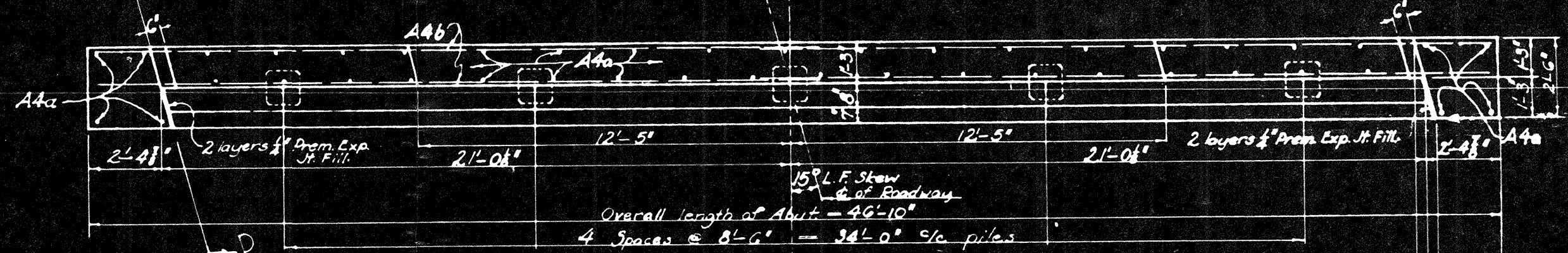
REINFORCING STEEL LIST					
Mark	Size	No.	Length	Weight	Remarks
SUPERSTRUCTURE					
A	1"	32	33'-0"	111.08	S
B	1"	32	28'-9"	96.39	B
C	1"	32	21'-5"	73.30	B
D	1"	16	21'-6"	117.0	S
E	1"	16	18'-3"	99.5	S
F	1"	64	23'-6"	67.2	S
G	1"	40	13'-0"	17.68	S
H	1"	42	9'-9"	13.92	S
J	3/8"	42	10'-3"	12.77	S
K	3/8"	21	19'-6"	6.13	S
L	3/8"	28	41'-5"	58.48	S
M	3/8"	60	41'-5"	373.3	S
ABUTMENTS					
A7c	1/2"	44	23'-0"	29.27	S
A4a	3/8"	88	9'-0"	16.5	S
A4b	3/8"	8	24'-3"	2.00	S
A4c	3/8"	10	5'-0"	2.09	B
A4d	3/8"	176	9'-0"	16.52	B
PIERS					
P0a	1/2"	40	22'-3"	47.23	S
P0b	3/8"	80	5'-0"	2.92	B
P0c	3/8"	160	6'-6"	10.85	B
REPLACEMENT BARS					
RS0	1/2"	1	8'-1"	4.4	S
RS1	1/2"	2	7'-6"	5.1	S
RS2	1/2"	1	7'-6"	2.0	S
RS3	3/8"	1	6'-6"	1.0	S
REA	3/8"	1	6'-1"	6	S



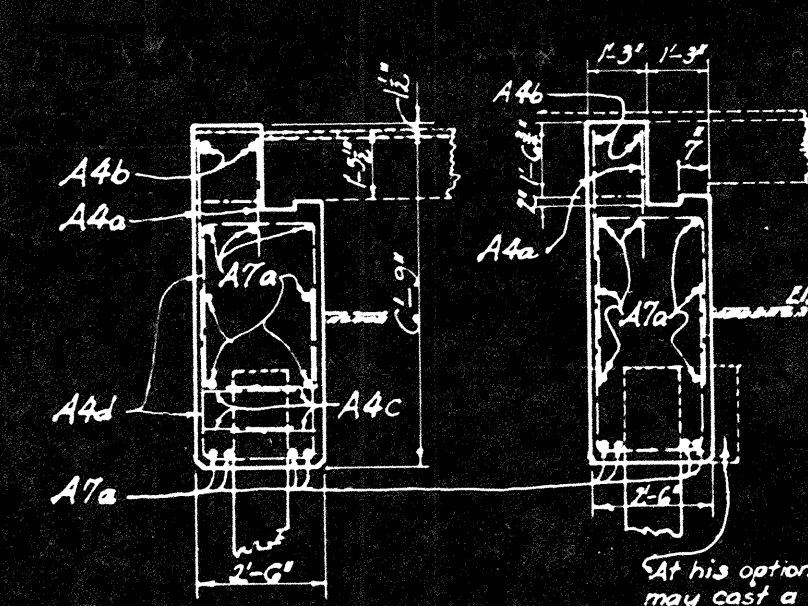
2 1/2" Asphaltic concrete surface course, Item T-35, laid in two 1 1/4" courses

2" G.I. at center. PIK-23-1640

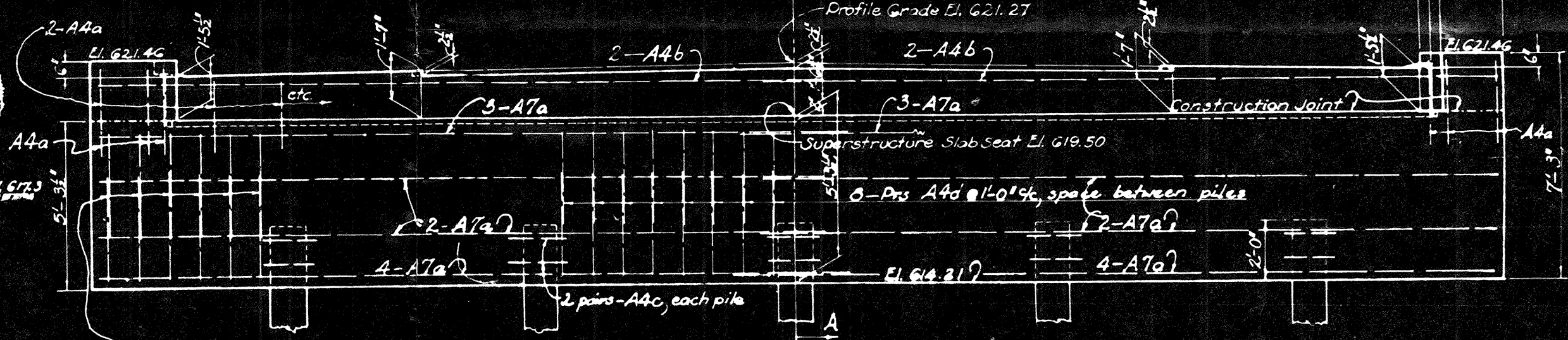
SECTION C-C



PLAN OF ABUTMENT PILE CAP



SECTION D-D



ELEVATION OF ABUTMENT PILE CAP

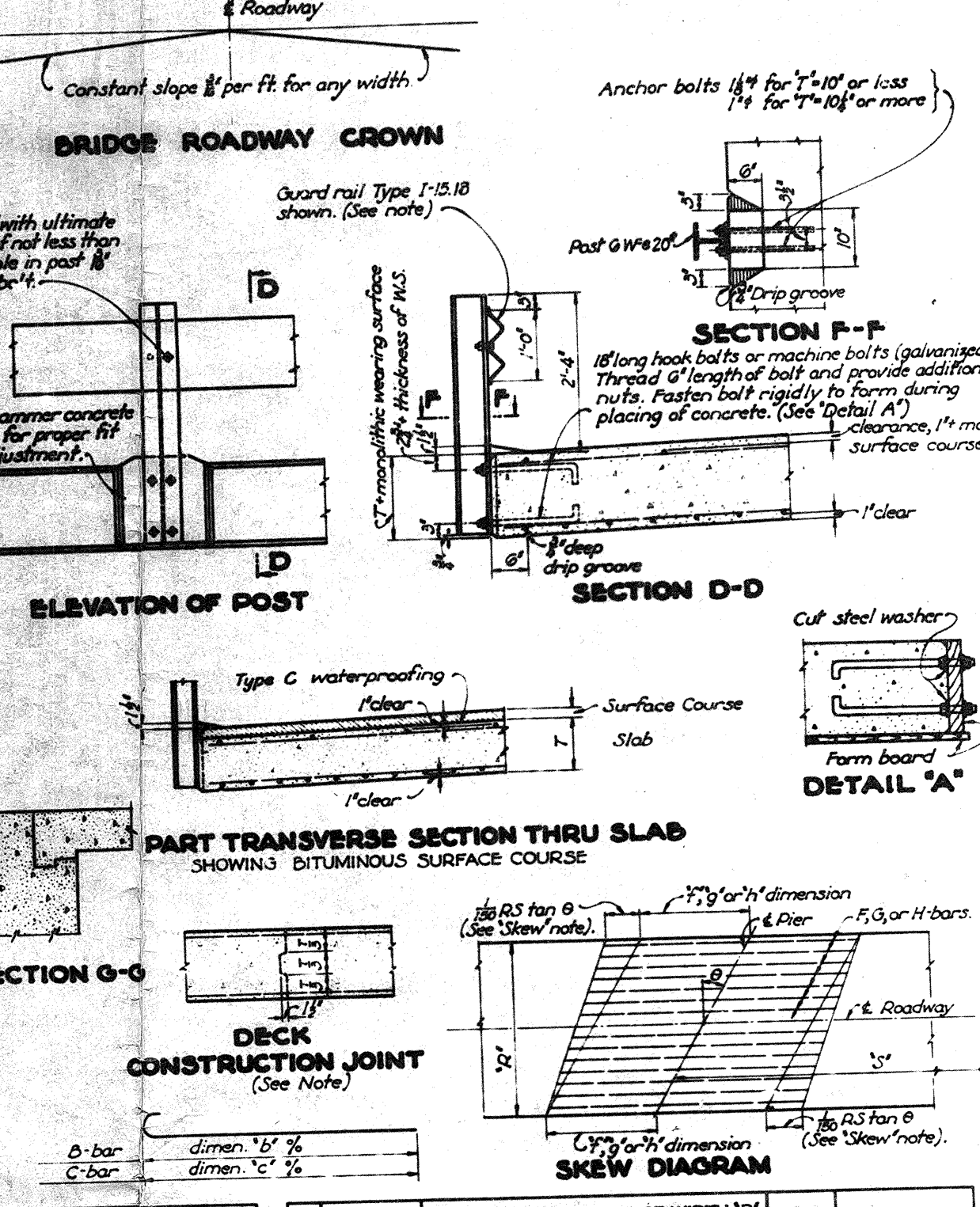
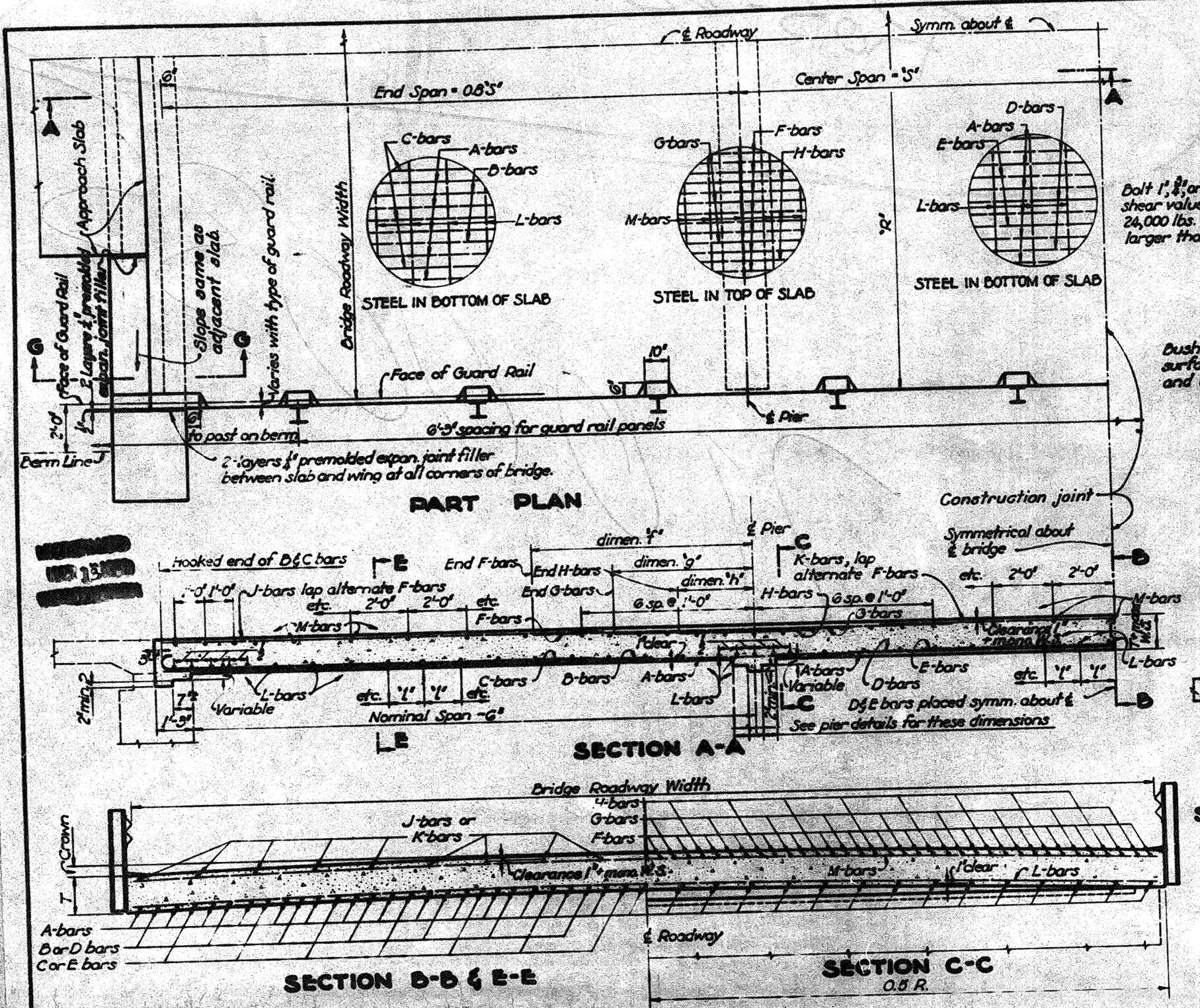
All earth fill around abutments shall be made full height of earth bench. Excavation then shall be made for abutment cap, after which piles shall be driven. Bottom forms for abutment cap, if used, shall be left in place. Clearance of reinforcement steel shall be 2".

PROJ. NO.	STATE	CONTRACT	FISCAL YEAR
2	OHIO	H.F.	1948

ROSS CO.
SEC. ROSS-23 (as amended)
PIKE CO.
PIK-23-1640
PART NO. 2

PILE BENTS & REINF. STEEL LIST
BRIDGE NO. 20-23-04
OVER CROOKED CREEK
ROSS CO.
ROSS-23-033
374.26 + 5000

DESIGNED	CHECKED	DATE
4/8	4/8	11-27-48



NOTES

GENERAL: This drawing provides design and general construction details. The Project Plans for each structure will show spans, roadway width, skew, elevations, wearing surface, substructure details, estimated quantities, reinforcing steel list and other necessary special notes and details.

ADDITIONAL INTERMEDIATE SPANS: not to exceed two, may be incorporated into the structure without change in slab thickness or area of reinforcing steel. In case of added spans, Project Plans will show revised details and estimated quantities.

SKEW: For bridges with skew, place longitudinal bars parallel to centerline of roadway and transverse bars parallel to piers and abutments. For skews, 10° or less, reinforcement as shown for square bridges may be used. For skews from 10° to 30°, 1/2" and 1/4" bars shall be lengthened an amount equal to 1/2 RS tan θ and be placed as shown in Skew Diagram. (2" width of slab in feet, 35" length of center span in feet). For skew greater than 30° another type of bridge should be used.

BRIDGE ROADWAY CROWN: shall be used as shown. For bridges on curves the deck shall be super-elevated at the same rate as approach pavement for full width of deck.

APPROACH SLAB: Width of approach slab shall be uniform and be same as width of approach pavement. Details of approach slab will be shown on Project Plans.

GUARD RAIL: shall be of the same type as used on approaches or as specified on Project Plans, using posts as shown hereon. Transition between rail height on bridge and on approaches shall be made in a distance of 100 ft. at each end of bridge. Field paint for rails and posts shall be same color as railing on approaches. Tabulated railing quantity includes posts and rails, and is for bridge length, face to face of abutments plus 2'-6".

MONOLITHIC WEARING SURFACE: shall be 1/4" for S-12-46 loading and 3/4" for S-15-46 and S-20-46 loadings; concrete quantities have been computed on this basis.

CONCRETE: shall be Class 'C'.

CONSTRUCTION JOINT: one transverse construction joint in bridge slab shall be placed on center of middle span or 1'-0" off center if necessary to miss railing posts. One longitudinal joint will be permitted in center line of roadway.

LONG	SPAN	T	SLAB DATA																								M-bars No. %	L-bars No. %	J-bars No. %	K-bars No. %	Total No. %	Length (ft.)	Area (sq. ft.)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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S-12-46	20'-25'-20"	10	12	12	24	20	17	15	20	18	15	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	20	18	15	

LOADING		QUANTITIES PER FOOT OF WIDTH 'R'												Guard Rail No. of Full Panels Lin. Ft.
		Concrete cu. yd.	2 1/2" Dgt. Surf. Course Cu. Yd.	Type C Surf. proofing Sq. Yd.	Reinf. Steel Lbs.	1/2" Prem. Joint Filler Sq. Ft.	1/2" Exp. Joint Filler Sq. Ft.	1/2" No. of Full Panels	1/2" Lin. Ft.	1/2" No. of Full Panels	1/2" Lin. Ft.	1/2" No. of Full Panels	1/2" Lin. Ft.	
S-12-46	20'-25'-20"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-15-46	20'-25'-20"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-20-46	20'-25'-20"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-12-46	25'-30'-25"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-15-46	25'-30'-25"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-20-46	25'-30'-25"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-12-46	30'-35'-30"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-15-46	30'-35'-30"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-20-46	30'-35'-30"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-12-46	35'-40'-35"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-15-46	35'-40'-35"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
S-20-46	35'-40'-35"	2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526
		2.32	2.28	0.52	7.4	526	9.8	10	135.0	2.32	2.28	0.52	7.4	526

REVISIONS
1-20-46

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

STANDARD

CONTINUOUS SLAB BRIDGE
WITHOUT CURBS, WITH HIGHWAY GUARD RAIL
MIDDLE SPAN 25 FT TO 40 FT
LOADINGS S-12-46, S-15-46 and S-20-46

APPROVED: [Signature]
DATE: 1-20-46
DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: [Signature]
REVIEWED: [Signature]

DRAWING NUMBER
CS-1-47

28-35