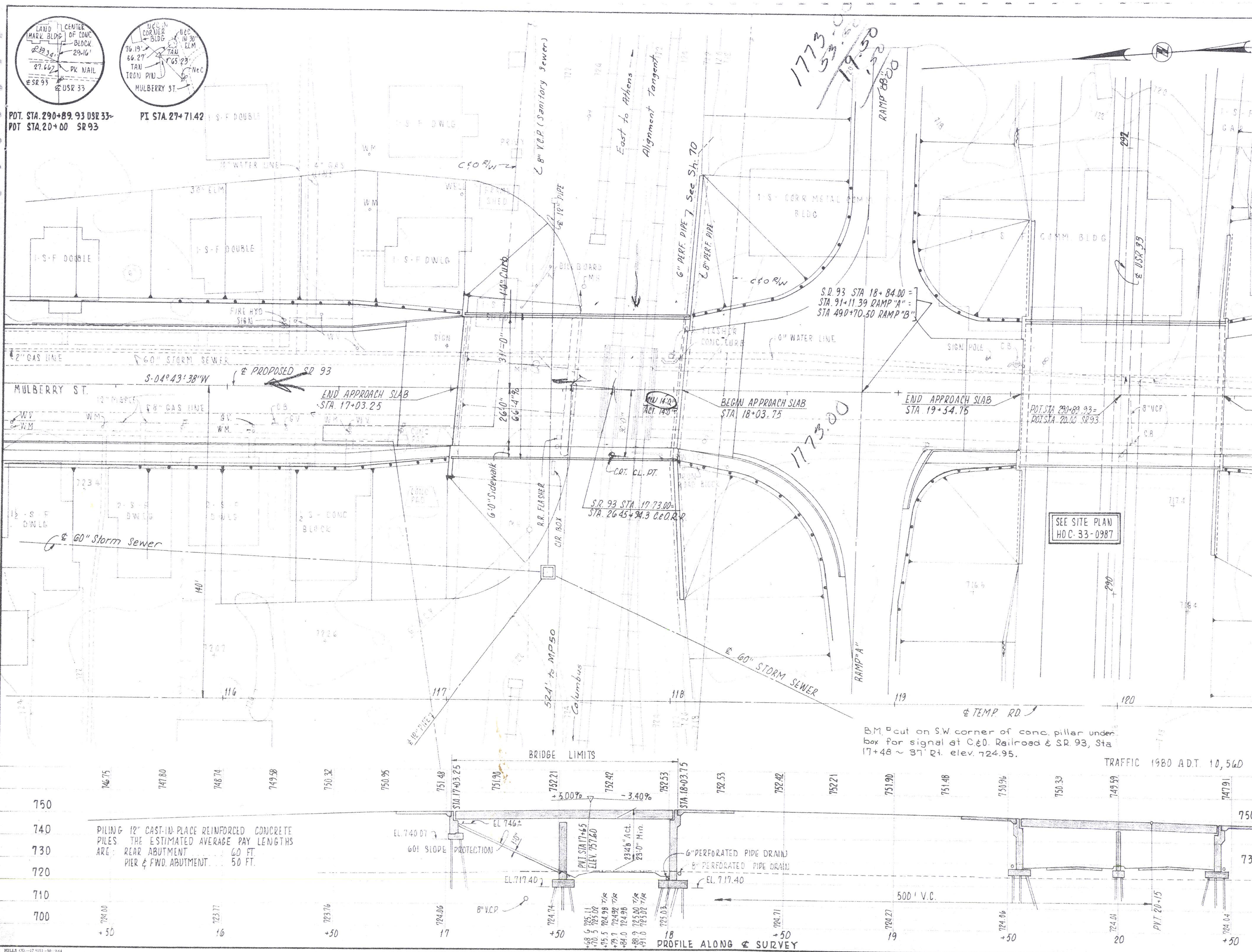
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HOCKING COUNTY
HOC-33- 9.50



PROPOSED STRUCTURE

TYPE: Continuous steel beam with reinforced concrete deck and substructure.
SPAN: 48'-0" ~ 48'-0" c/c brgs.
ROADWAY: 57'-0" f/f 1'-0" curb & 6'-0" sidewalk.
LOAD FREQUENCY: CF 400 (57).
SKEW: 4°12' L.F.
WEARING SURFACE: 1" monolithic concrete.
APPROACH SLABS: AS-1-54 (25 long with curbs)
ALIGNMENT: Tangent.

C&O Ry. Co. Bridge FH501

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CONSULTING ENGINEERS
ORANGE, N. J. — COLUMBUS, OHIO — HARRISBURG, PA

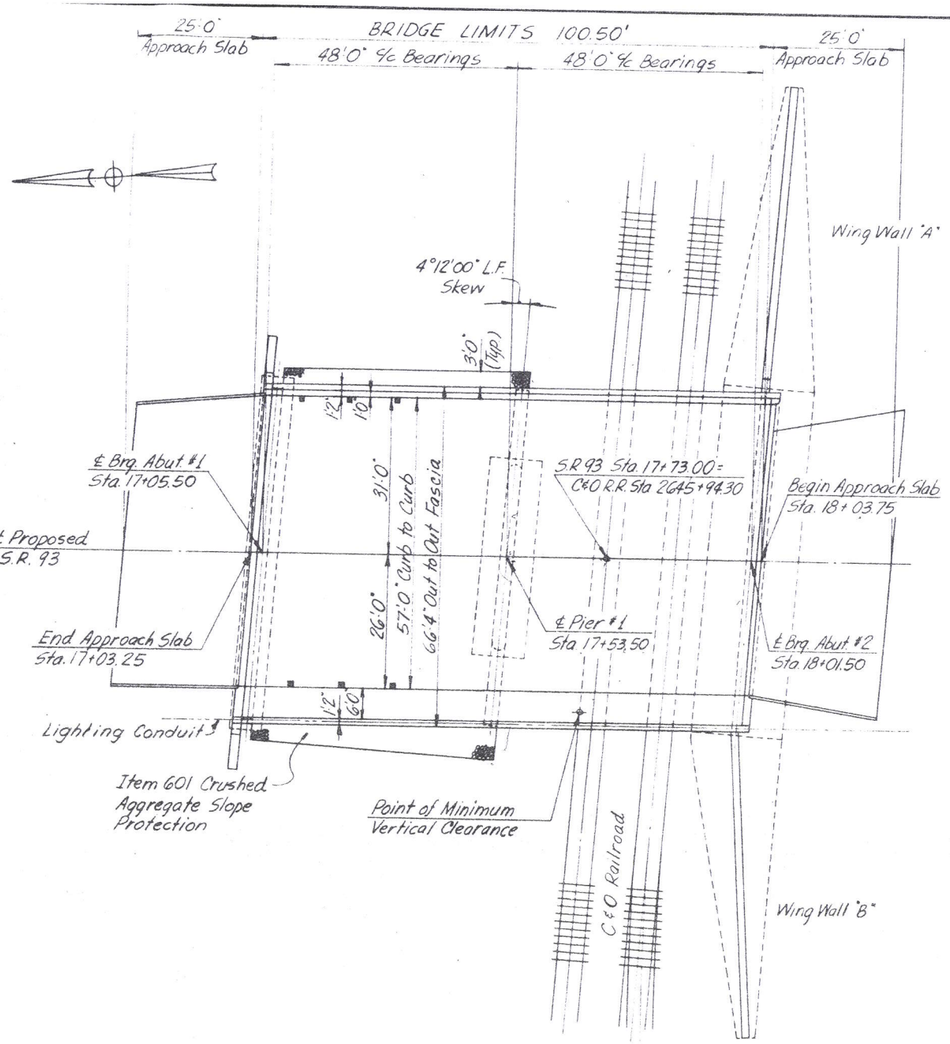
SITE PLAN
BRIDGE Nº HOC-93-1248 over C&O RR.

HOCKING COUNTY
SEC-HOC-33-9.50

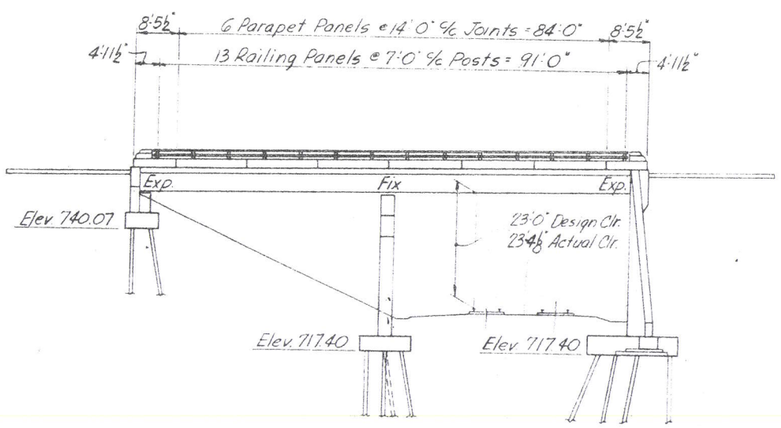
SCALE 1"=20'
Sta. 17+03.25 to Sta. 18+03.75

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
AERO-TECH	R.C.W.	R.W.M.	R.W.M.	H.W.R.	

HILLS CO.—17 5153—50—9-64



GENERAL PLAN



ELEVATION

REFERENCE shall be made to Standard Drawings SD-1-65 dated 11-8-65 Sheets 1 2 & 3, BR-1-65 Sheet 2 revised 11-20-65, and Supplemental Specifications 808 dated 2-7-66, 811 dated 3-29-65, 825 dated 4-22-65 and 828 dated 3-21-66.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways dated 9-1-57, together with the current revisions thereof.

DESIGN LOADING - CF 400 (57).

CONCRETE CLASS "C" basic unit stress 1333 p.s.i.

CONCRETE CLASS "E" basic unit stress 1133 p.s.i.

STRUCTURAL STEEL - ASTM A36 basic unit stress 20,000 p.s.i.

REINFORCING STEEL - ASTM A15, A16, A160 Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i.

EXCAVATION QUANTITY includes the removal of fill material required for construction of Abutment #1 and Pier.

CONSTRUCTION CLEARANCE of 20'0" vertically above the top of the railroad rails and 8'0" horizontally from the center of tracks shall be maintained at all times.

SHEETING AND BRACING: Before construction is started, eight sets of prints showing details of the sheeting and bracing to be used for excavation adjacent to the railroad tracks shall be submitted to the Director for approval by the Department of Highways and by the Railroad Company.

ALIGNING RAILROAD TRACKS: After the Contractor has completed all excavation and backfill adjacent to the railroad tracks in compliance with Sec. 503.04 and 503.09 of the Construction and Material Specifications, subject to the Supervision of the Railroad Company, nothing in Sec. 503.04, 503.09, 108.04 of the Specifications shall be construed to hold the Contractor liable for aligning and resurfacing the railroad tracks.

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTS.	PIER	SUPER	GENERAL
503	987	Cu.Yds.	Unclassified Excavation	867	120		
503	Lump	Sum	Coffer dams, Cribs and Sheeting				Lump Sum
505	Lump	Sum	First Test Pile				Lump Sum
507	7240	Lin.Ft.	12" Cast-in-Place reinforced concrete piles	6040	1200		
509	135,182	Lbs.	Reinforcing Steel	70,121	12,034	53,127	
511	197	Cu.Yds.	Class "C" Concrete, Superstructure			197	
511	108	Cu.Yds.	Class "C" Concrete, Pier Cap and Stem		108		
511	411	Cu.Yds.	Class "E" Concrete, Pier Footings and Abutment Footings	367	44		
511	447	Cu.Yds.	Class "E" Concrete, Abutments above Footings	447			
512	66	Lin.Ft.	Premoulded Sealing Strip	66			
512	21	Sq.Yds.	Type "B" Waterproofing	21			
513	142,348	Lbs.	Structural Steel			142,348	
514	142,348	Lbs.	Field painting of structural steel			142,348	
516	157	Sq.Ft.	1" Preformed Expansion Joint Filler, AASHO M-153	157			
517	202	Lin.Ft.	Bridge Railing, Type 2			202	
518	48	Lin.Ft.	8"ø Perforated CMP as per Plan	48			
518	6	Each	Scuppers, including supports			6	
518	311	Cu.Yds.	Porous Backfill	311			
518	188	Lin.Ft.	8"ø Perforated, Helical CMP 707.06	188			
518	65	Lin.Ft.	6"ø Perforated, Helical CMP including Specials 707.06	65			
518	40	Lin.Ft.	6"ø Non-Perforated Helical CMP 707.06	40			
601	440	Sq.Yds.	Crushed Aggregate Slope Protection				440
808	197	Units	Water-reducing set-retarding admixture			197	
825	807	Sq.Yds.	Concrete Surface Treatment	48		759	
828	114	Lin.Ft.	Joint Sealer (End Dam)			114	
625	See Sht. No. 150 For lighting quantities included in this bridge						

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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HOCKING COUNTY
HOC-33-9.50

PILES shall be driven to a minimum bearing capacity of 35 Tons per pile for Abutment #1 and 40 Tons per pile for Pier and Abutment #2.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

RAILROAD AERIAL LINES will be relocated by the railroad. The Contractor shall use all precautions necessary to see that the lines are not disturbed during the construction stage and shall cooperate with railroad in the relocation of these lines. The cost of the relocation shall be included in the railroad force account work.

For Detail of telephone conduit thru abutment and other telephone conduit details, see Sht. No. 152. Quantities for telephone conduit are included on Sht. 154.

For lighting conduit details see Sht. 150 and Standard Drawing HL-4.

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N.J. COLUMBUS, OHIO HARRISBURG, PA.

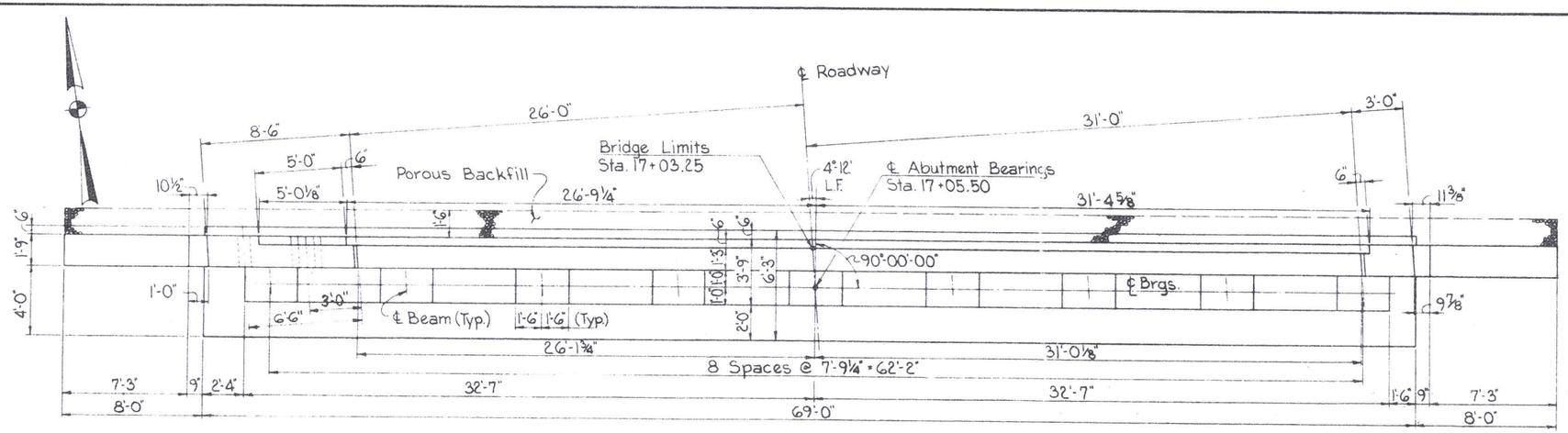
GENERAL PLAN, ELEVATION, NOTES & QUANTITIES
BRIDGE No. HOC-93-1248
OVER C. & O. R.R.
HOCKING COUNTY STA. 17+53.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HN.	JA	JA			3.1866	

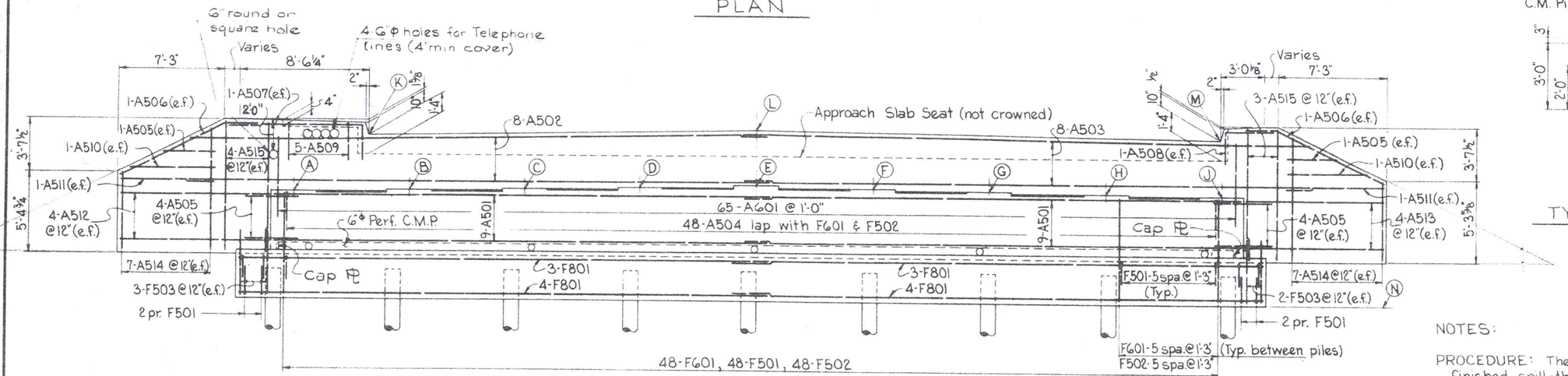
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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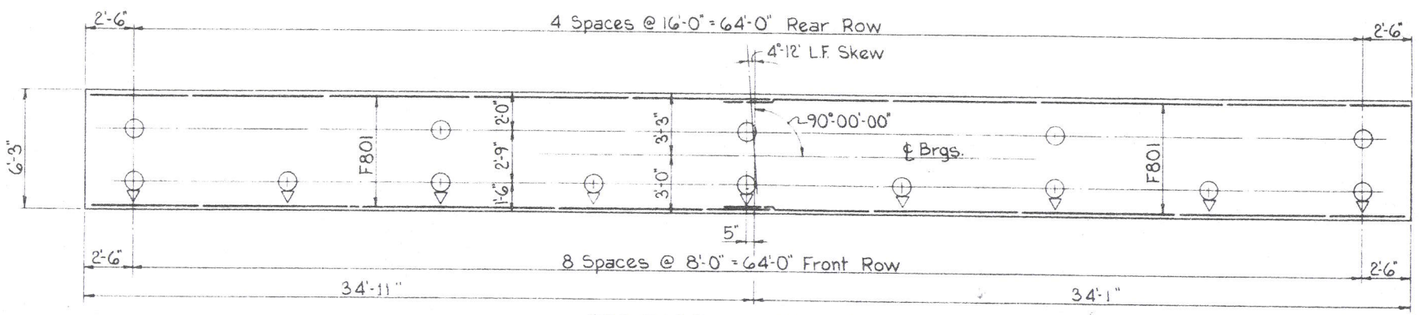
HOCKING COUNTY
HOC - 33 - 9.50



PLAN

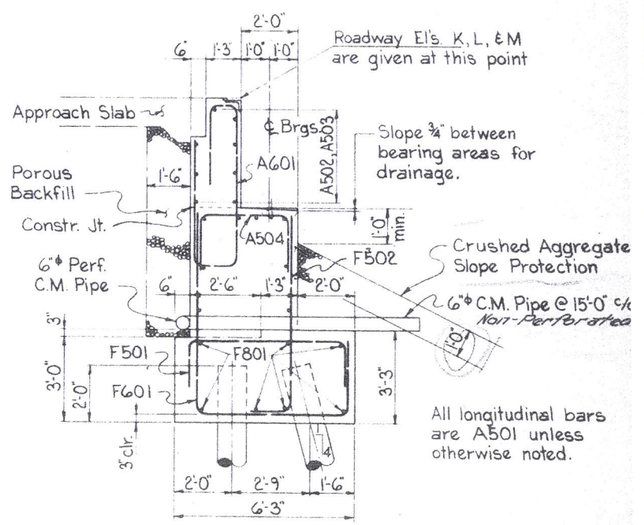


ELEVATION



FOOTING PLAN

ELEVATION TABLE												
A	B	C	D	E	F	G	H	J	K	L	M	N
747.32	747.45	747.59	747.72	747.85	747.74	747.63	747.52	747.40	751.12	751.56	751.12	740.07



TYPICAL ABUTMENT SECTION

NOTES:

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutment, after which excavation shall be made for the abutment and piles driven.
CONCRETE shall be class 'E'.
POROUS BACKFILL, 1'-6" thick shall extend from the top of the footing upward to the underside of the approach slab and to the earth shoulders, and outward to the embankment slopes. Excavation therefore, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.

LEGEND: (e.f.) = each face

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, PA

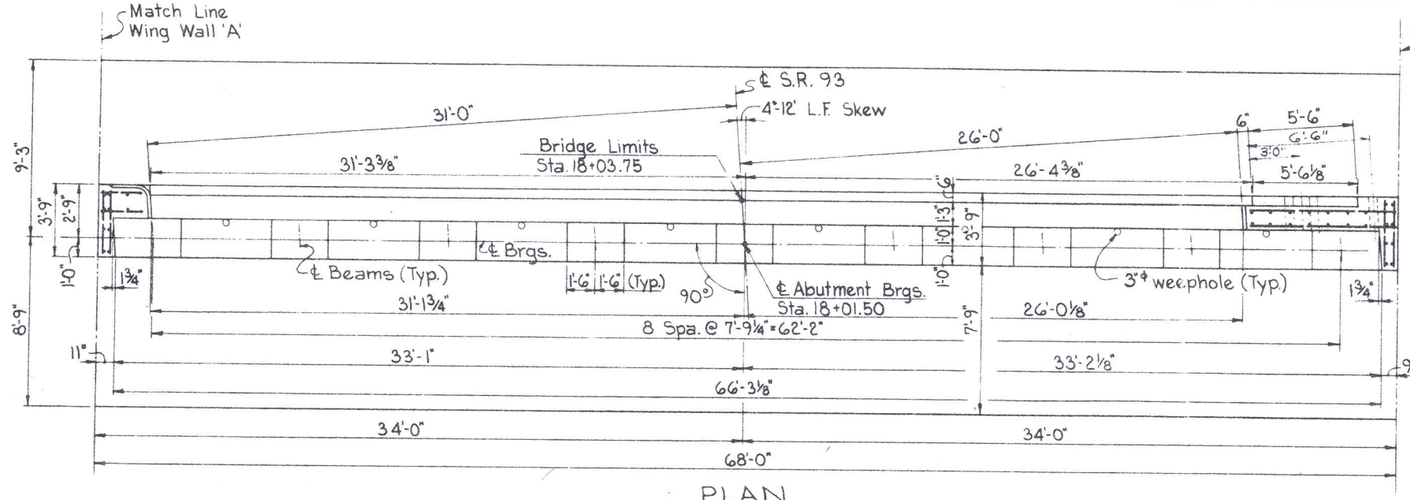
ABUTMENT NO. 1
BRIDGE Nº HOC-93-1248
OVER C. & O. R.R.
HOCKING COUNTY STA. 17+53.50

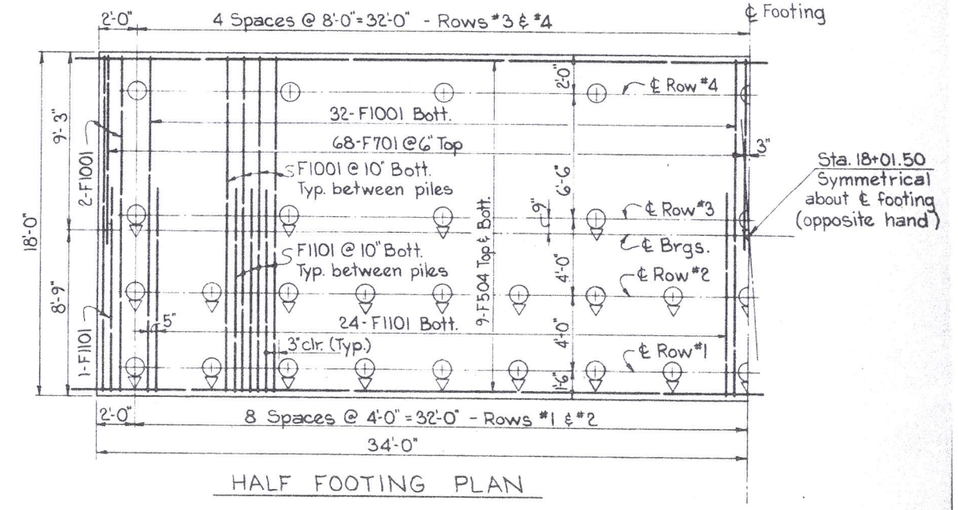
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H.N	M.E.G.	M.E.G.		MCW	5.18.66	

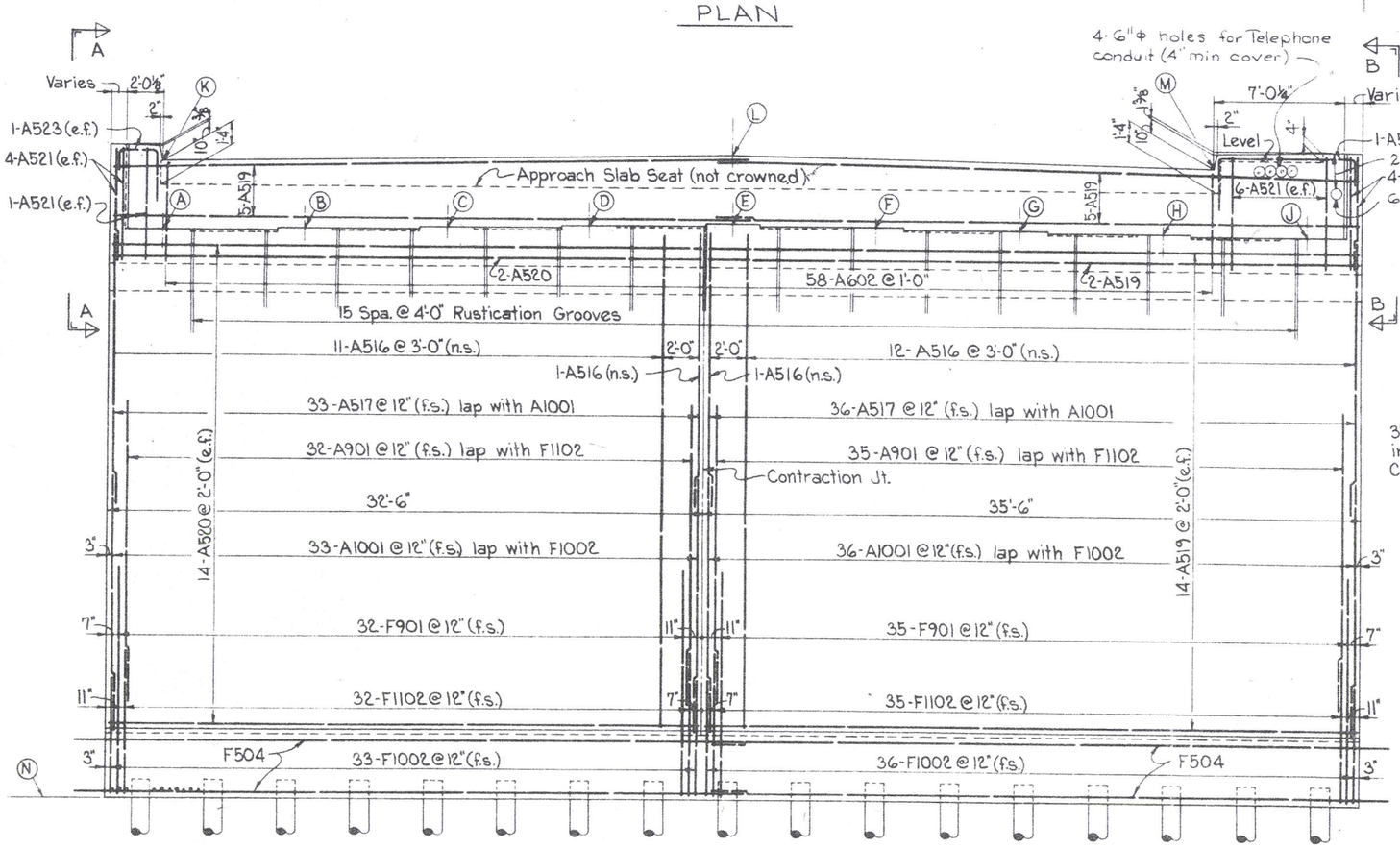
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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HOCKING COUNTY
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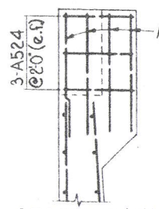
ELEVATION

ELEVATION TABLE												
A	B	C	D	E	F	G	H	J	K	L	M	N
748.32	748.44	748.56	748.68	748.80	748.68	748.56	748.44	748.31	752.05	752.53	752.12	717.40

TYPICAL ABUTMENT SECTION

NOTES:

CONCRETE shall be class 'E'.
POROUS BACKFILL, 2 ft. thick, full length of abutment and wings shall extend up to the underside of the approach slab or as shown.
PROCEDURE: Before the backwall is constructed the embankment shall be placed and compacted up to the level of the subgrade, with a 1:1 slope from the bridge seat to the subgrade, for a distance of 100 feet back of the abutment.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.



SECTION 'B'-'B'
(Section 'A'-'A' same, but opposite hand.)

LEGEND:
(e.f.) = each face
(n.s.) = near side
(f.s.) = far side

Note:
Work this sheet with sheet № 123

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, PA.

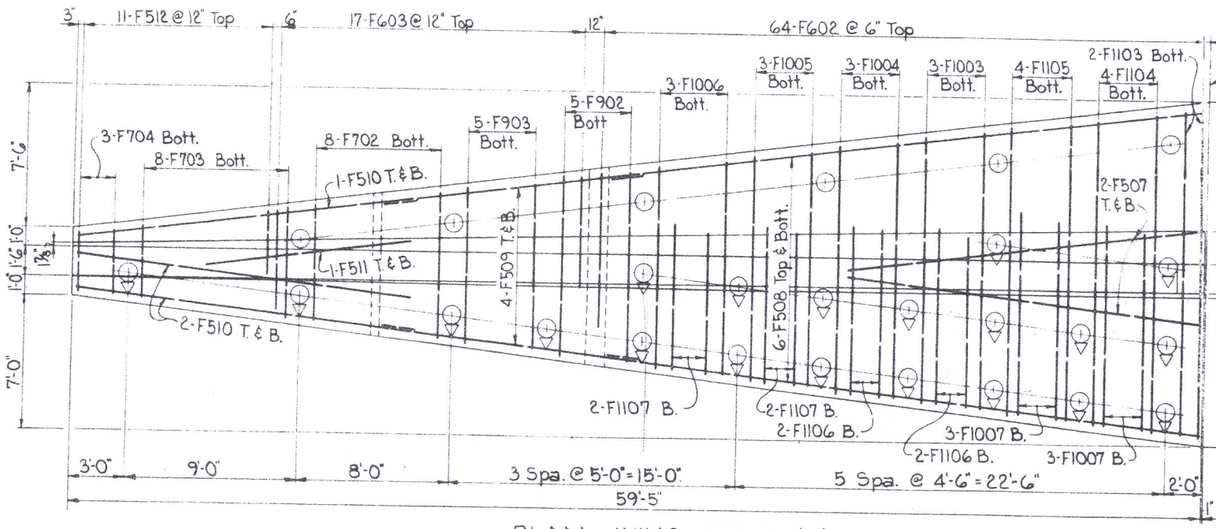
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BRIDGE № HOC-93-1248
OVER C & O. R.R.
HOCKING COUNTY STA. 17+53.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
GLT	M.E.G.	M.E.G.	H.N.	TMcW	3/18/64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

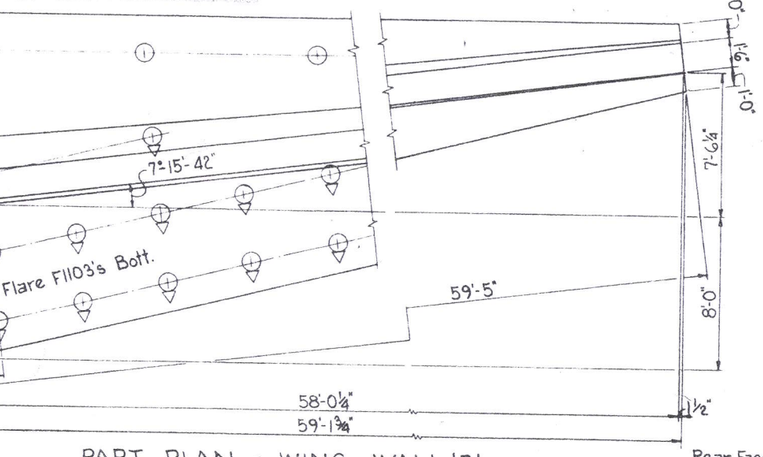
123
173

HOCKING COUNTY
HOC - 33 - 9.50



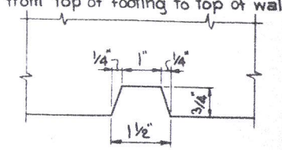
PLAN - WING WALL 'A'

Note:
Pile location & reinforcing steel same as for Wing Wall 'A', but opposite hand, except as indicated with an asterisk.*

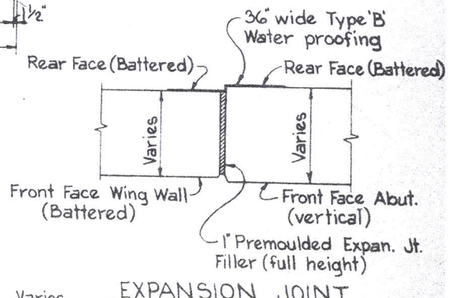


PART PLAN - WING WALL 'B'

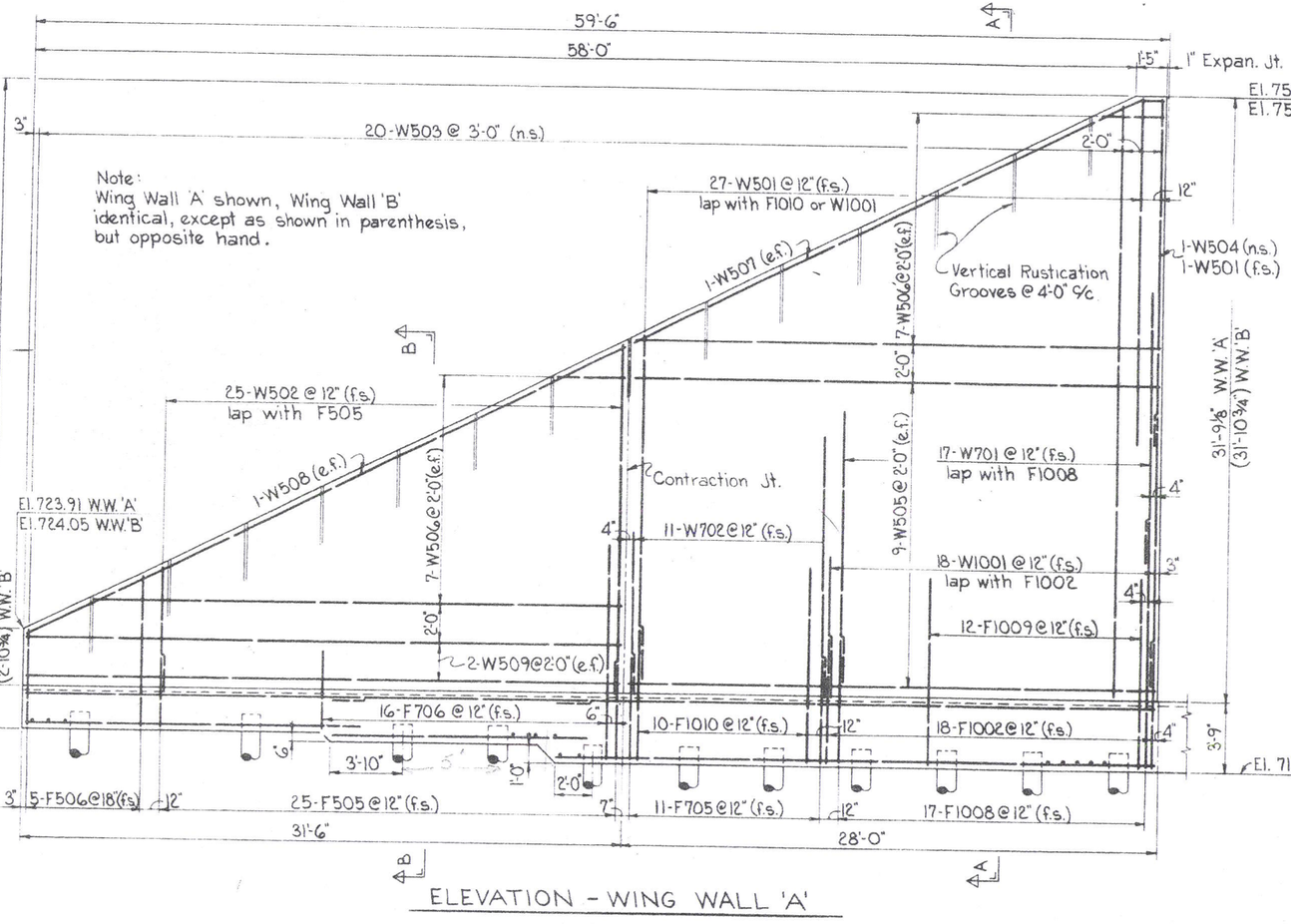
Note: Rustication grooves to run from top of footing to top of wall.



VERTICAL RUSTICATION GROOVE

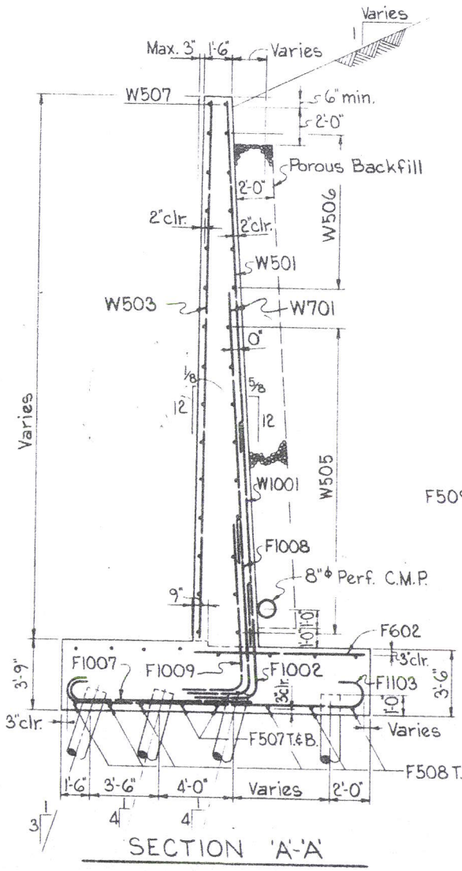


EXPANSION JOINT DETAIL

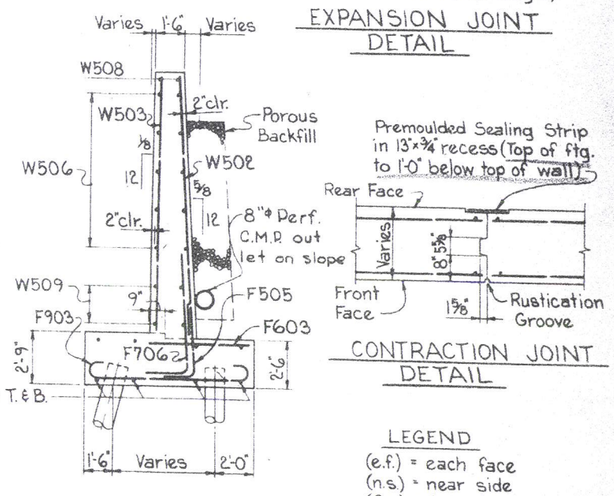


Note:
Wing Wall 'A' shown, Wing Wall 'B' identical, except as shown in parenthesis, but opposite hand.

ELEVATION - WING WALL 'A'



SECTION 'A'-'A'



SECTION 'B'-'B'

Premoulded Sealing Strip in 13"x¾" recess (Top of ftg. to 1'-0" below top of wall)

CONTRACTION JOINT DETAIL

LEGEND
(e.f.) = each face
(n.s.) = near side
(f.s.) = far side

Work this sheet with sheet № 122

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, PA.

WING WALLS
ABUTMENT NO. 2
BRIDGE № HOC-93-1248
OVER C & O. R.R.
HOCKING COUNTY STA. 17+53.50

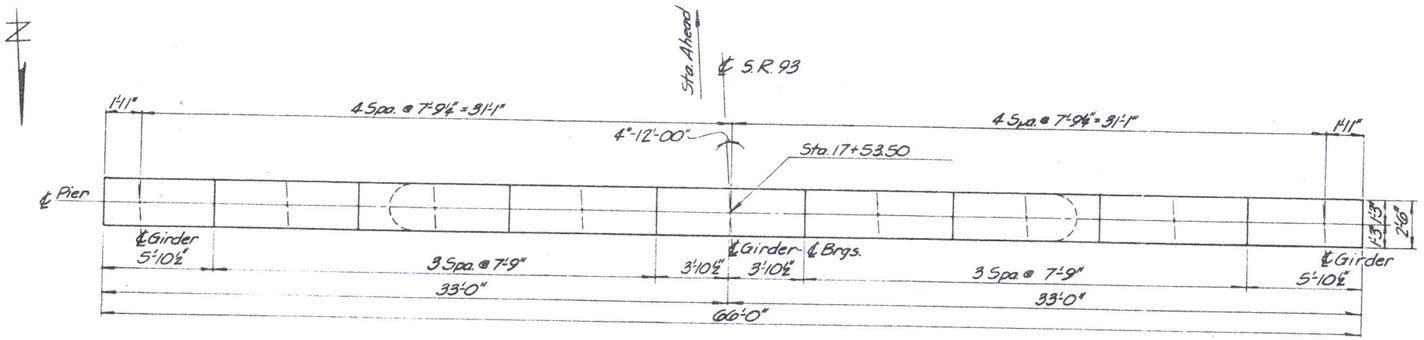
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	M.E.G.	M.E.G.	H.N.	JW	5-18-66	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

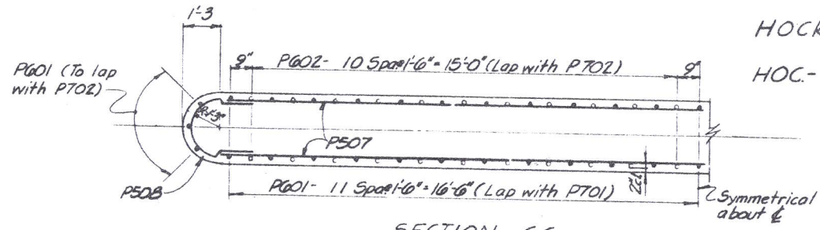
124
173

HOCKING COUNTY

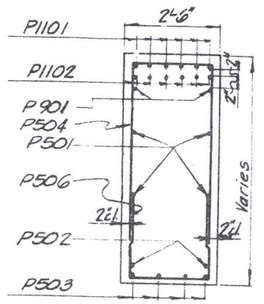
HOC-33-9.50



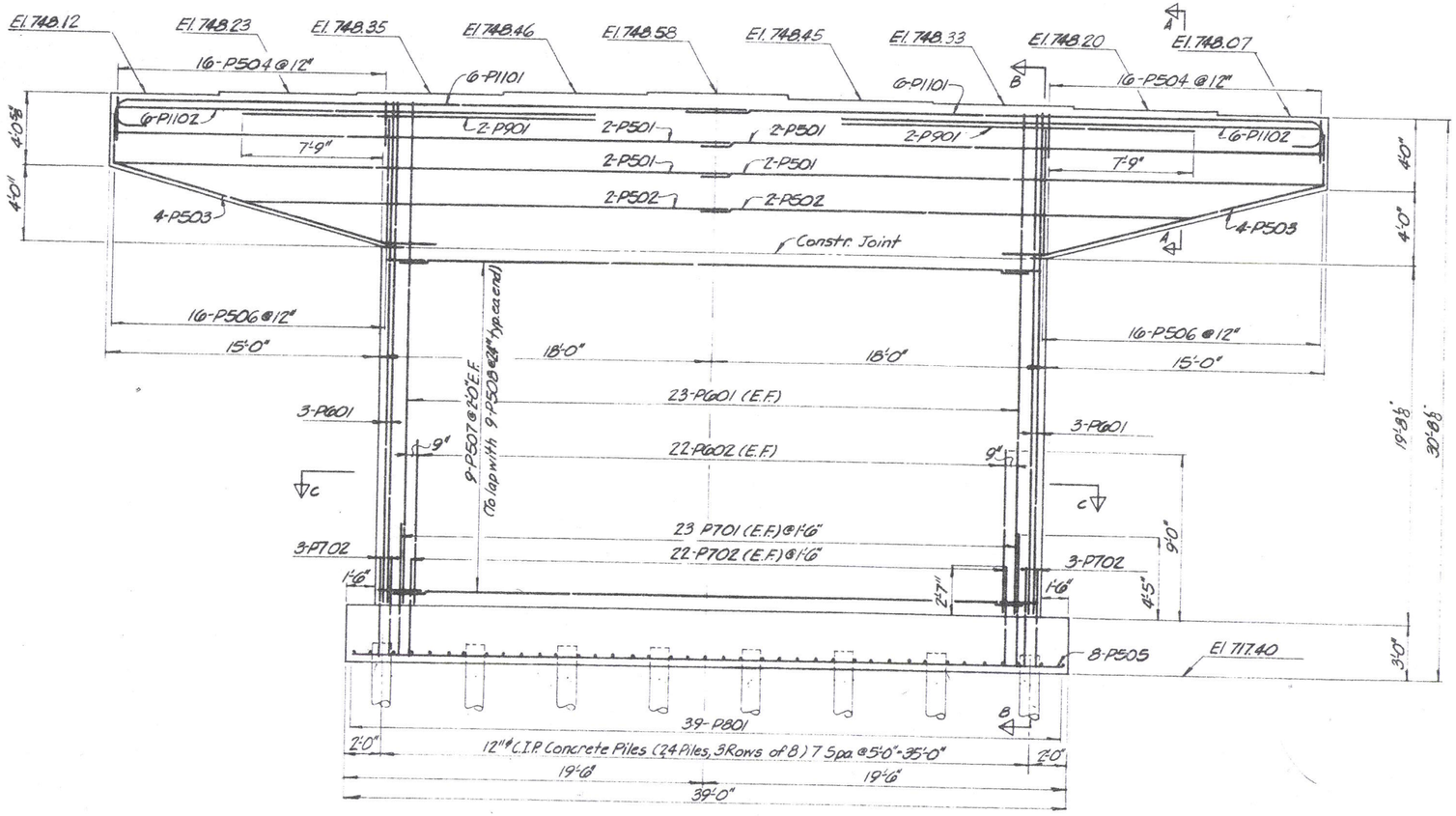
PLAN



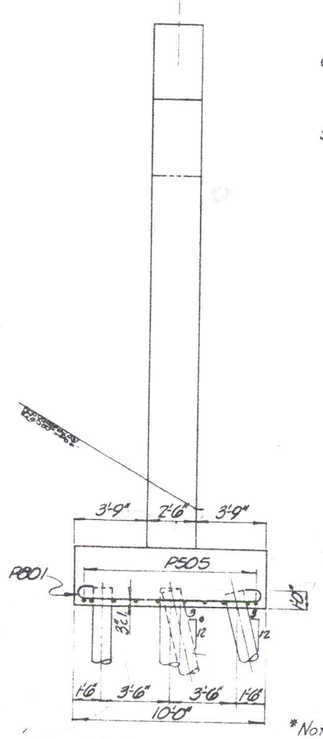
SECTION C-C



SECTION A-A



ELEVATION



SECTION B-B

*Note: Batter alternate Piles in middle row.

CONCRETE shall be Class 'C' for Cap. and Stem and Class 'E' for Footings.

SPECIAL CARE shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bolt holes.

STRUCTURE GROUND WIRE, per 625.20, shall be provided at this pier.

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, P.

PIER DETAILS

BRIDGE Nº HOC-93-1248
OVER C. & O. R.R.

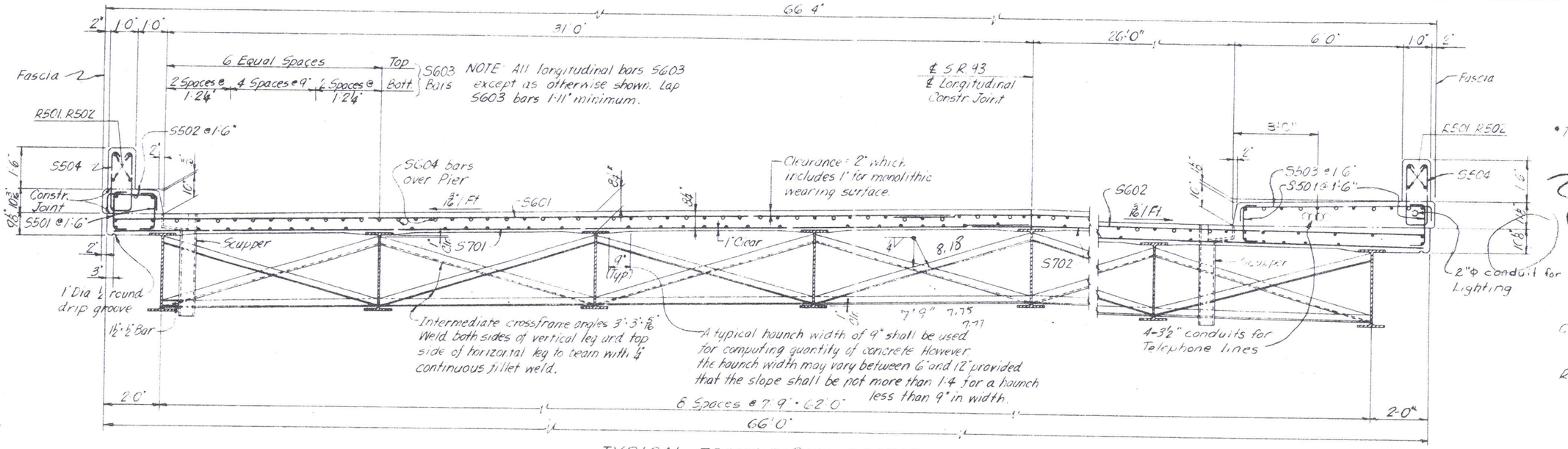
HOCKING COUNTY STA. 17+53.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RYB	WA	WF			3-18-66	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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HOCKING COUNTY
HOC - 33 - 9.50

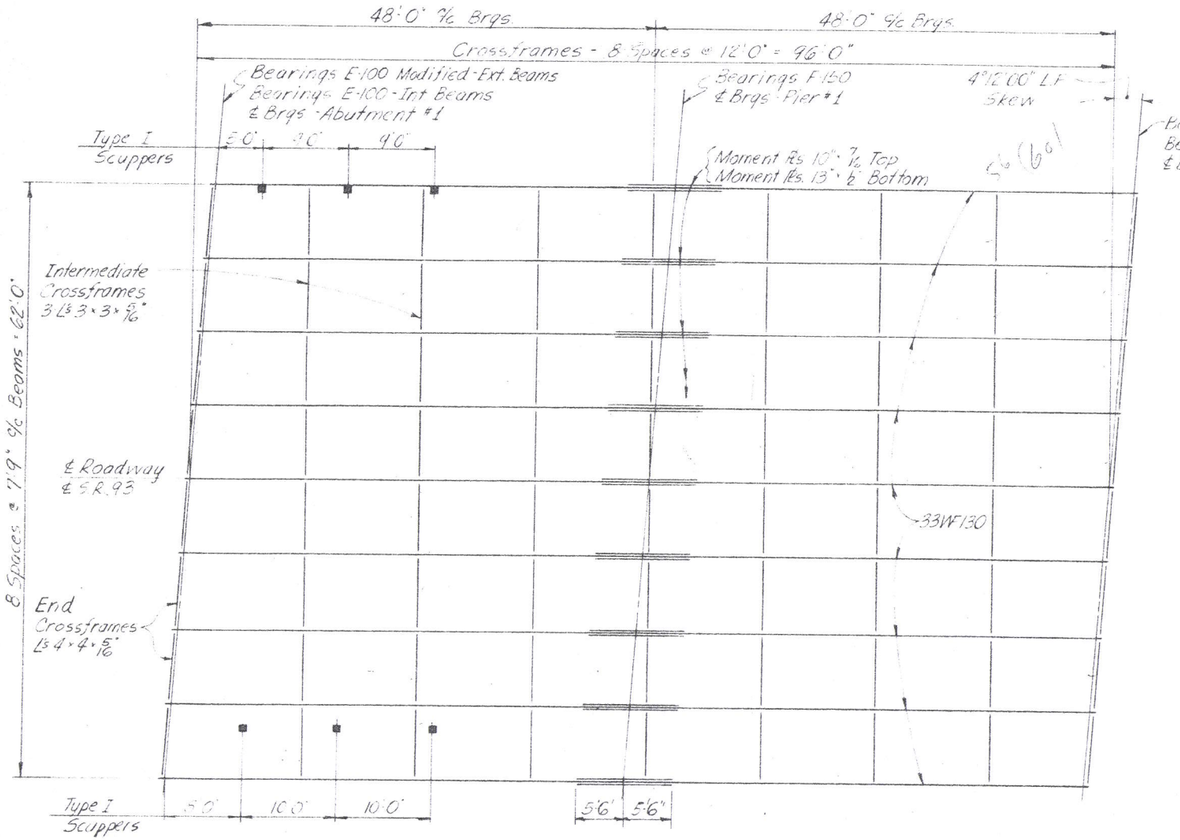


TYPICAL TRANSVERSE SECTION

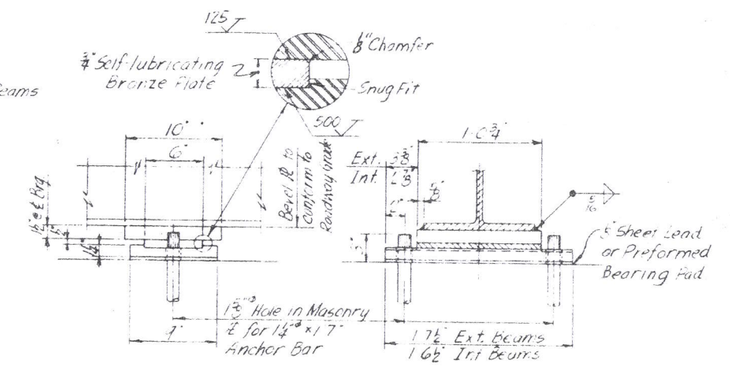
* This is the nominal dimension. The quant of deck concrete to be paid for shall be based upon this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact number or conformation required to place it parallel to the finished grad Deduction shall be made for volume of encased steel plates as per Sec. 511.19 of the Construction and Material Specifications.

CONCRETE for superstructure shall be Class "C".

REFERENCE shall be made to SD-1-65 sheets 1, 2 & 3 for notes and details of Type I scuppers, end crossframes, roadway end dams, end dam details at fascia beam, welded butt joint in superstructure end dam, sidewalk end dam details, curb plate details and moment plates.

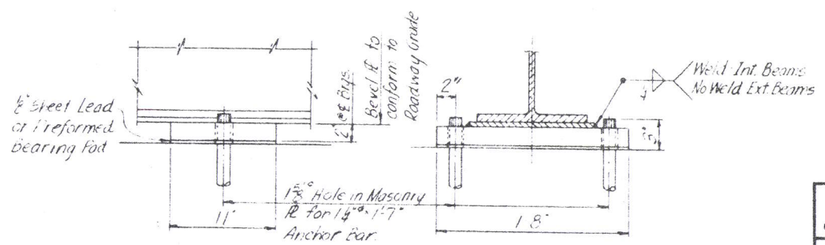


STEEL FRAMING PLAN



EXPANSION BEARING E-100
ABUTMENTS Nº 1 & 2

33" ⅜ web
11½" Flgs.
⅞ thick Flgs.



FIXED BEARING F-150
PIER Nº 1

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, PA

SUPERSTRUCTURE DETAILS

BRIDGE Nº HOC-93-1248
OVER C. & O. R.R.

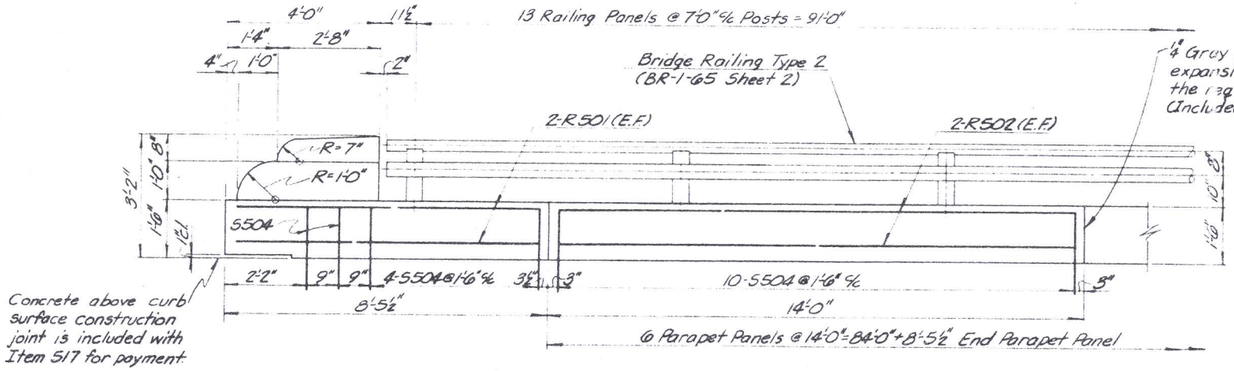
HOCKING COUNTY STA. 17+53.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HN.	JA	JA	RYB	7/Bw	8-18-66	

FED. RD. DIVISION	STATE	PROJECT		126 / 173
2	OHIO			

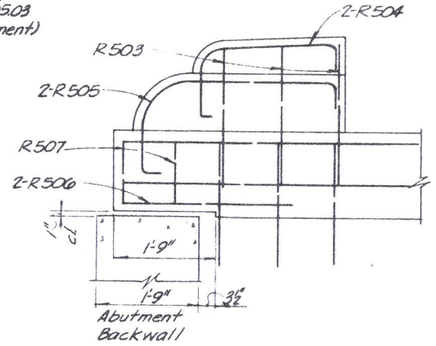
HOCKING COUNTY

HOC.-33-9.50



TYPICAL END PARAPET PANELS TYPICAL INTERIOR PARAPET PANELS

PARAPET AND RAILING DETAILS



CANTILEVER END POST DETAIL

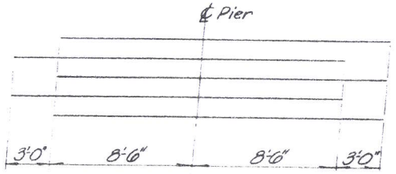
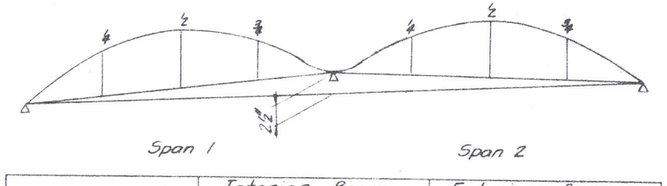
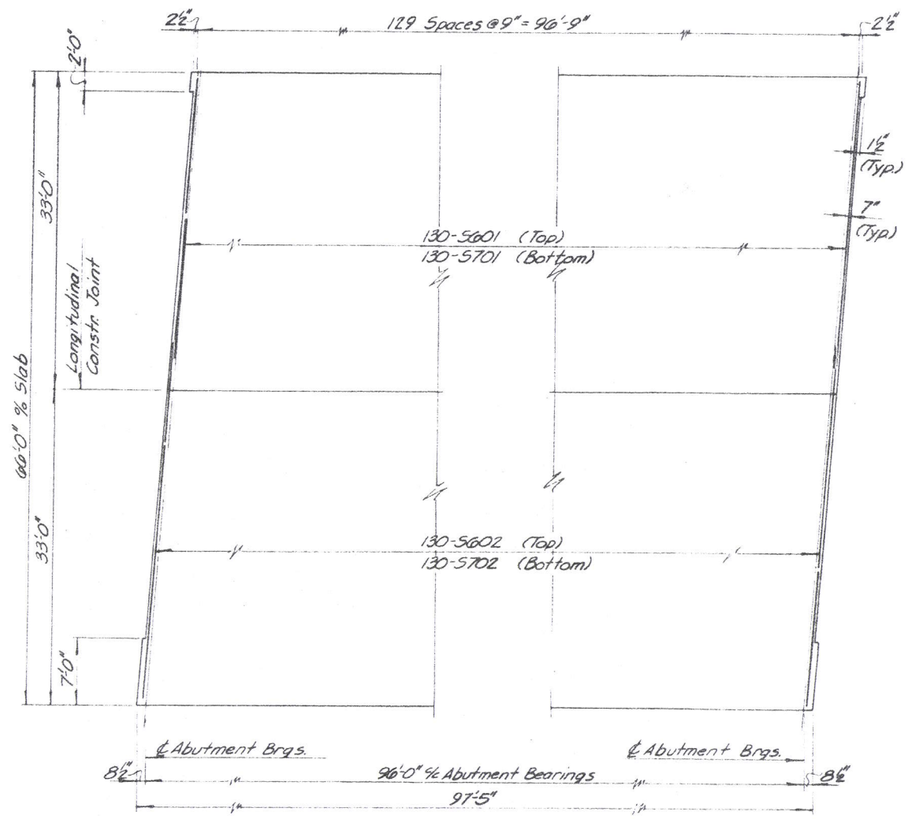


DIAGRAM SHOWING STAGGER OF S504 BARS OVER PIER



	Interior Beam						Exterior Beam					
	Span 1			Span 2			Span 1			Span 2		
	¼	½	¾	¼	½	¾	¼	½	¾	¼	½	¾
△ Steel	—	—	—	—	—	—	—	—	—	—	—	—
△ Remaining D.L.	3/16	3/16	1/16	1/16	3/16	3/16	5/16	1/4	1/8	1/8	1/4	3/16
Adjustment for V.C.	7/16	5/8	7/16	7/16	9/16	5/16	7/16	5/8	7/16	7/16	9/16	5/16
Reqd Shop Camber	3/8	13/16	1/2	1/2	3/4	3/8	3/8	7/8	5/8	5/8	1 1/16	5/8

DEFLECTION AND CAMBER



PLAN OF DECK SLAB

(Showing transverse reinforcing steel)

ELEVATIONS FOR SCREEDING RAIL *

Location	Span 1 Lt. Gutter	Span 1 Rt. Gutter	Span 2 Lt. Gutter	Span 2 Rt. Gutter
0	751.13	751.14	751.79	751.82
¼	751.35	751.36	751.90	751.94
½	751.53	751.55	751.99	752.04
¾	751.67	751.70	752.04	752.10
0	751.79	751.82	752.05	752.12

* Before Superstructure Concrete is placed

C & O Ry. Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG, PA.

SLAB PLAN AND PARAPET DETAILS

BRIDGE Nº HOC-93-1248 OVER C & O. R.R.

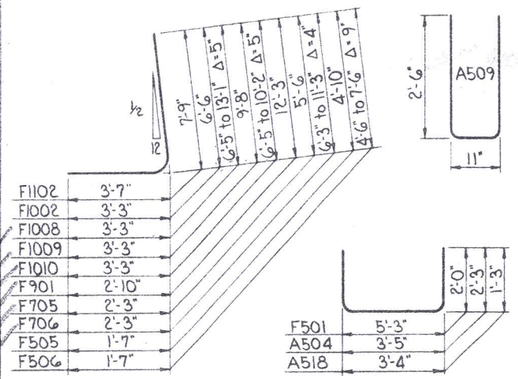
HOCKING COUNTY STA 17+53.50

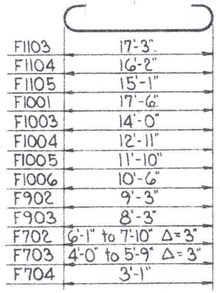
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.N.	J.A	WF	RYB	RJW	3.18.66	

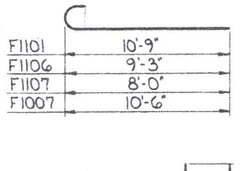
REINFORCING STEEL LIST

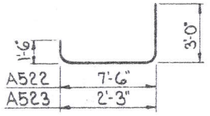
MARK	Nº	LENGTH	WEIGHT	SHP.
ABUTMENTS				
F1101	50	12'-6"	4321	B
F1102	67	10'-11"	3886	B
F1103	4	20'-10"	443	B
F1104	8	19'-9"	839	B
F1105	8	18'-8"	793	B
F1106	8	11'-0"	468	B
F1107	8	9'-9"	414	B
F1001	68	20'-9"	6072	B
F1002	105	9'-4"	4217	B
F1003	6	17'-3"	445	B
F1004	6	16'-2"	417	B
F1005	6	15'-1"	389	B
F1006	6	13'-9"	355	B
F1007	12	12'-1"	624	B
F1008	2 series of 17	9'-4" to 16'-0"	1853	B Δ=5"
F1009	24	12'-7"	1300	B
F1010	2 series of 10	9'-4" to 13'-1"	965	B Δ=5"
F901	67	14'-11"	3400	B
F902	10	11'-9"	405	B
F903	10	10'-9"	366	B
F801	14	35'-6"	1327	S
F701	136	10'-0"	2780	S
F702	2 series of 8	7'-9" to 9'-6"	282	B Δ=3"
F703	2 series of 8	5'-8" to 7'-5"	199	B Δ=3"
F704	6	4'-9"	58	B
F705	22	7'-7"	341	B
F706	2 series of 16	8'-4" to 13'-4"	709	B Δ=4"
F601	48	14'-2"	1021	B
F602	128	9'-9"	1874	S
F603	34	5'-9"	294	S
F501	56	9'-0"	526	B
F502	48	7'-7"	380	B
F503	10	4'-6"	47	S
F504	36	36'-6"	1371	S
F505	50	6'-4"	330	B
F506	2 series of 5	6'-0" to 9'-0"	78	B Δ=9"
F507	8	18'-6"	154	S
F508	24	31'-3"	782	S
F509	16	13'-6"	225	S
F510	12	17'-9"	222	S
F511	4	11'-0"	46	S
F512	22	3'-0"	69	S

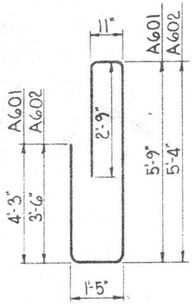
BENDING DIAGRAMS - ABUTMENTS

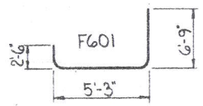


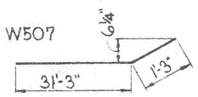


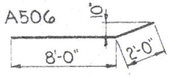


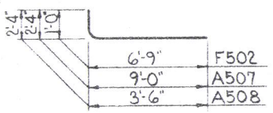








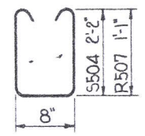


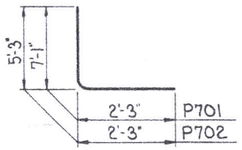


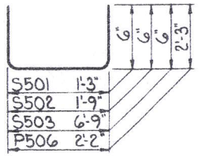
MARK	Nº	LENGTH	WEIGHT	SHP.
ABUTMENTS				
A1001	69	14'-3"	4231	S
A901	67	16'-6"	3759	S
A501	65	14'-5"	1408	B
A502	58	13'-5"	1169	B
A503	18	33'-3"	624	S
A504	8	38'-6"	321	S
A505	8	37'-6"	313	S
A506	48	7'-8"	384	B
A507	20	3'-6"	73	S
A508	4	10'-0"	42	B
A509	2	11'-3"	23	B
A510	2	5'-9"	12	B
A511	5	5'-8"	30	B
A512	4	5'-6"	23	S
A513	4	6'-3"	26	S
A514	8	10'-0"	83	S
A515	8	9'-3"	77	S
A516	4 series of 7	5'-3" to 8'-3"	197	S Δ=6"
A517	14	8'-9"	128	S
A518	25	27'-0"	704	S
A519	69	15'-0"	1080	S
A520	54	5'-7"	314	B
A521	40	35'-2"	1467	S
A522	30	32'-2"	1007	S
A523	30	6'-0"	188	S
A524	2	11'-9"	25	B
A525	2	6'-6"	14	B
A526	12	3'-4"	42	S
W1001	2 series of 18	7'-6" to 16'-0"	1820	S Δ=6"
W701	34	14'-3"	990	S
W702	2 series of 11	8'-9" to 13'-9"	506	S Δ=6"
W501	56	18'-0"	1051	S
W502	2 series of 25	6'-6" to 18'-6"	652	S Δ=6"
W503	2 series of 20	2'-8" to 31'-2"	706	S Δ=1'-6"
W504	2	31'-6"	66	S
W505	36	27'-8"	1039	S
W506	8 series of 7	3'-6" to 27'-6"	905	S Δ=4'-0"
W507	4	30'-10"	129	B
W508	4	34'-9"	145	S
W509	8	31'-3"	261	S

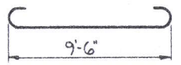
MARK	Nº	LENGTH	WEIGHT	SHP.
PIER				
P1101	12	36'-4"	2317	B
P1102	12	26'-0"	1658	S
P901	4	18'-6"	252	S
P801	39	11'-8"	1215	B
P701	46	9'-2"	862	B
P702	50	7'-4"	749	B
P601	52	27'-8"	2161	S
P602	44	9'-0"	595	S
P501	8	33'-6"	280	S
P502	4	26'-6"	111	S
P503	8	17'-1"	143	B
P504	2 series of 16	8'-5" to 15'-11"	406	B Δ=6"
P505	8	38'-6"	321	S
P506	32	6'-5"	214	B
P507	18	33'-4"	626	S
P508	18	6'-7"	124	B
SUPERSTRUCTURE				
S701	130	32'-10"	8724	S
S702	130	35'-1"	9322	S
S601	130	30'-1"	5874	S
S602	130	37'-10"	7387	S
S603	360	33'-6"	18,114	S
S604	50	20'-0"	1502	S
S301	288	2'-0	601	B
S302	72	2'-6"	188	B
S303	72	7'-6"	563	B
S304	144	5'-8"	852	B
R501	16	8'-0"	Included with Railing, Item 517 for Payment	S
R502	48	13'-6"		S
R503	12	6'-1"		B
R504	8	4'-2"		B
R505	8	5'-5"		B
R506	8	3'-0"		S
R507	8	3'-5"		B
REPLACEMENT BARS				
RE1101	1	7'-7"		S
RE1001	2	7'-9"		S
RE901	1	6'-10"		S
RE801	1	6'-6"		S
RE701	2	6'-3"		S
RE601	3	5'-11"		S
RE501	2	5'-7"		S

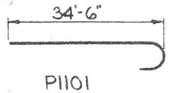
BENDING DIAGRAMS - PIER & SUPERSTRUCTURE

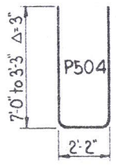


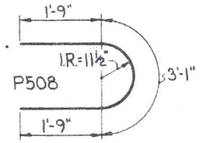


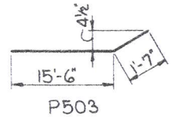


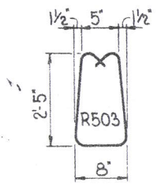


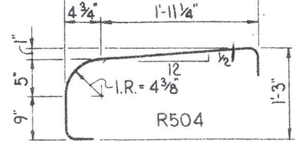


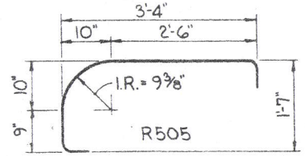












BAR SIZE is indicated in the bar mark. The first digit where three digits are used and the first two digits where four are used indicate the bar size number. For example: S501 is a Nº 5 size bar and F1101 is a Nº 11 size bar.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

127
173

HOCKING COUNTY
HOC - 33 - 9.50

C & O Ry Co. Bridge FH501

LOUIS BERGER AND ASSOCIATES
CONSULTING ENGINEERS
ORANGE, N. J. COLUMBUS, OHIO HARRISBURG,

REINFORCING STEEL LIST

BRIDGE Nº HOC-93-1248
OVER C & O. RR.

HOCKING COUNTY STA. 17+53.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	M.E.G.	M.E.G.	H.N.		8-18-66	