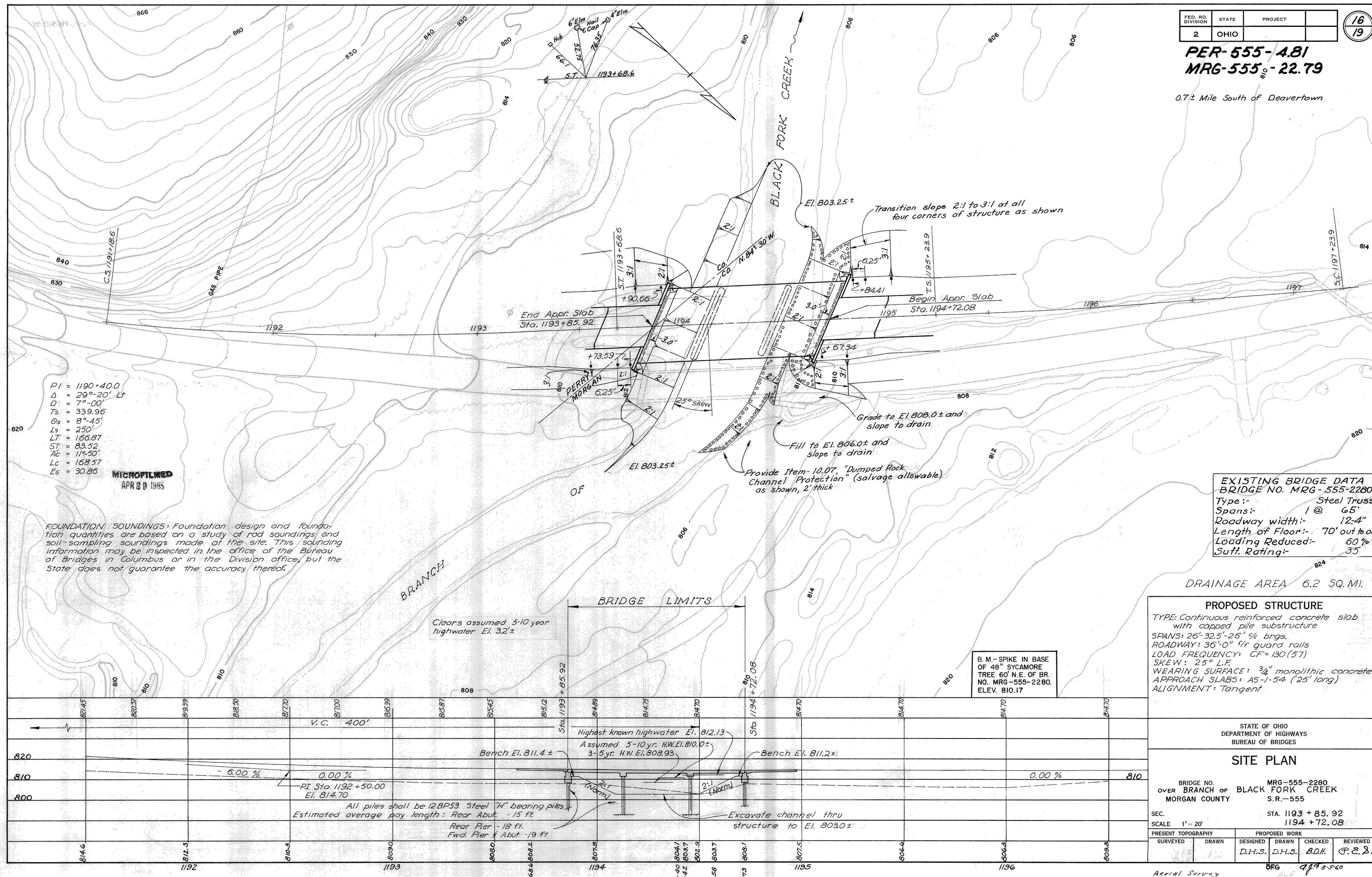


FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

16
19

PER-555-4.81
MRG-555-22.79

0.7± Mile South of Deavertown

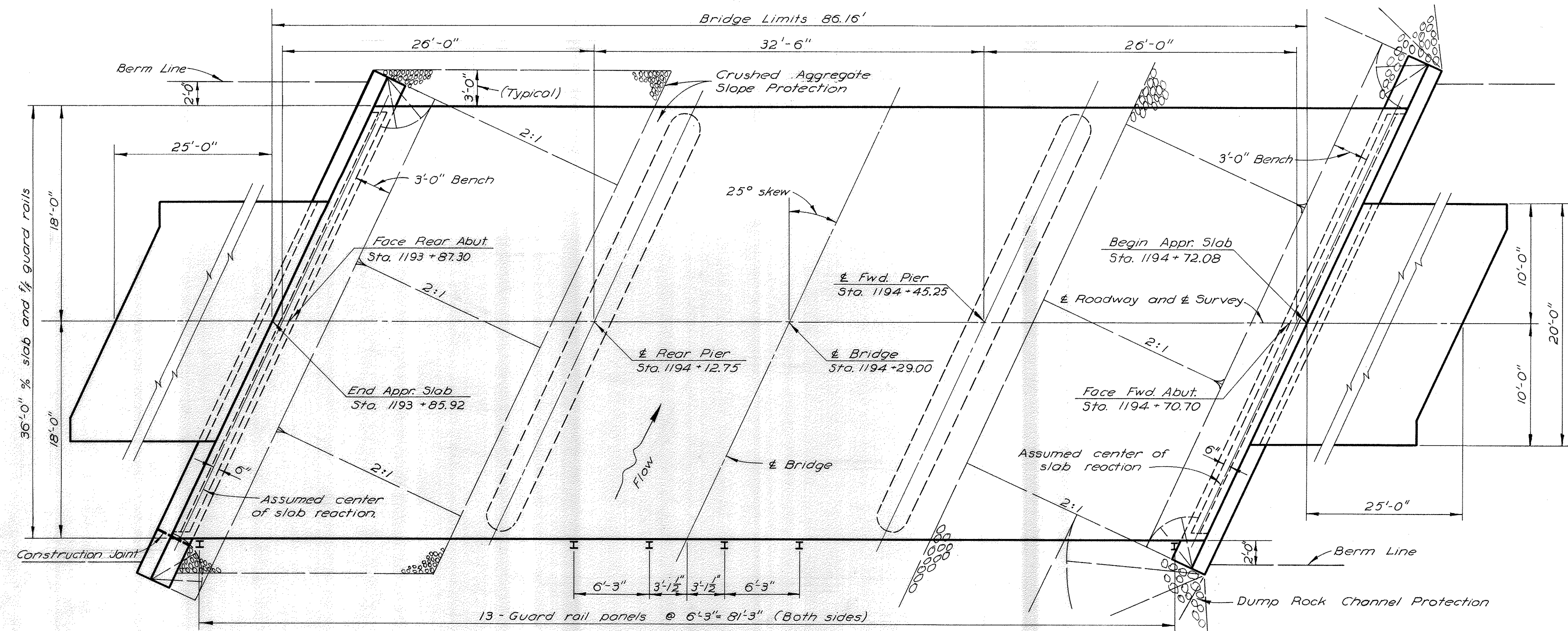


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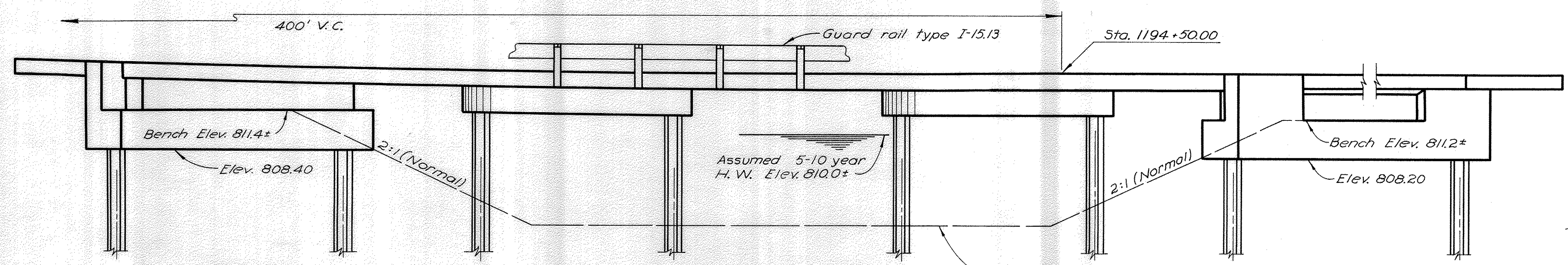
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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19

MGR-555-22.79
PER-555-4.81



~ GENERAL PLAN ~



~ ELEVATION ~

~ GENERAL NOTES ~

REFERENCE shall be made to Standard Drawings CS-1-54, A-1-54 & P-1-54, revised 7-16-56, 12-1-54 & 2-2-59, respectively, and to Supplemental Specification 5-101 dated 12-2-59.

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 current revisions thereof.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed. Suitable waste masonry may be used as Dumped Rock Channel Protection (I-10.07) at the direction of the Engineer.

EXCAVATION QUANTITY includes the removal of fill material between the top of the earth bench and the bottom of the abutment caps.

PILES shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report, the firm contact shall be considered as attained when the indicated formula capacity is 2.5 times the design load. The energy rating of the hammer shall not be less than 11,000 ft. lbs. per blow. The design load is 23 tons per pile for the abutment piles and 25 tons per pile for the pier piles.

PIER PILE ENCASEMENT as shown on Std. Dwg. P-1-54 is not required. The painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, it shall extend to at least one foot below the proposed surface of the ground.

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abut.	Piers	Gen'l
E-2	54	Cu. Yds.	Unclassified excavation		54		
E-3	268	Cu. Yds.	Channel excavation				268
S-1	147	Cu. Yds.	Class "C" concrete, superstructure and pier caps	132		15	
S-1	48	Cu. Yds.	Class "E" concrete, abutments		48		
S-4	41376	Lbs.	Reinforcing steel	32959	5164	3253	
S-14	172.32	Lin. Ft.	Railing (Type I-15.13 with galvanized steel posts and bolts)	172.32			
S-16	Lump	Sum.	First test pile				Lump
S-18	570	Lin. Ft.	Steel piles, 12BP53		240	330	
S-24	Lump	Sum.	Removal of existing structure				Lump
S-29	17	Cu. Yds.	Porous backfill		17		
I-10	110	Sq. Yds.	Crushed aggregate slope protection				110
I-10	108	Cu. Yds.	Dumped rock channel protection				108

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

**GENERAL PLAN & ELEVATION,
NOTES & ESTIMATED QUANTITIES**

BRIDGE No. MGR-555-2280
OVER BRANCH of BLACK FORK CREEK
MORGAN COUNTY Sta. 1193+85.92
1194+72.08

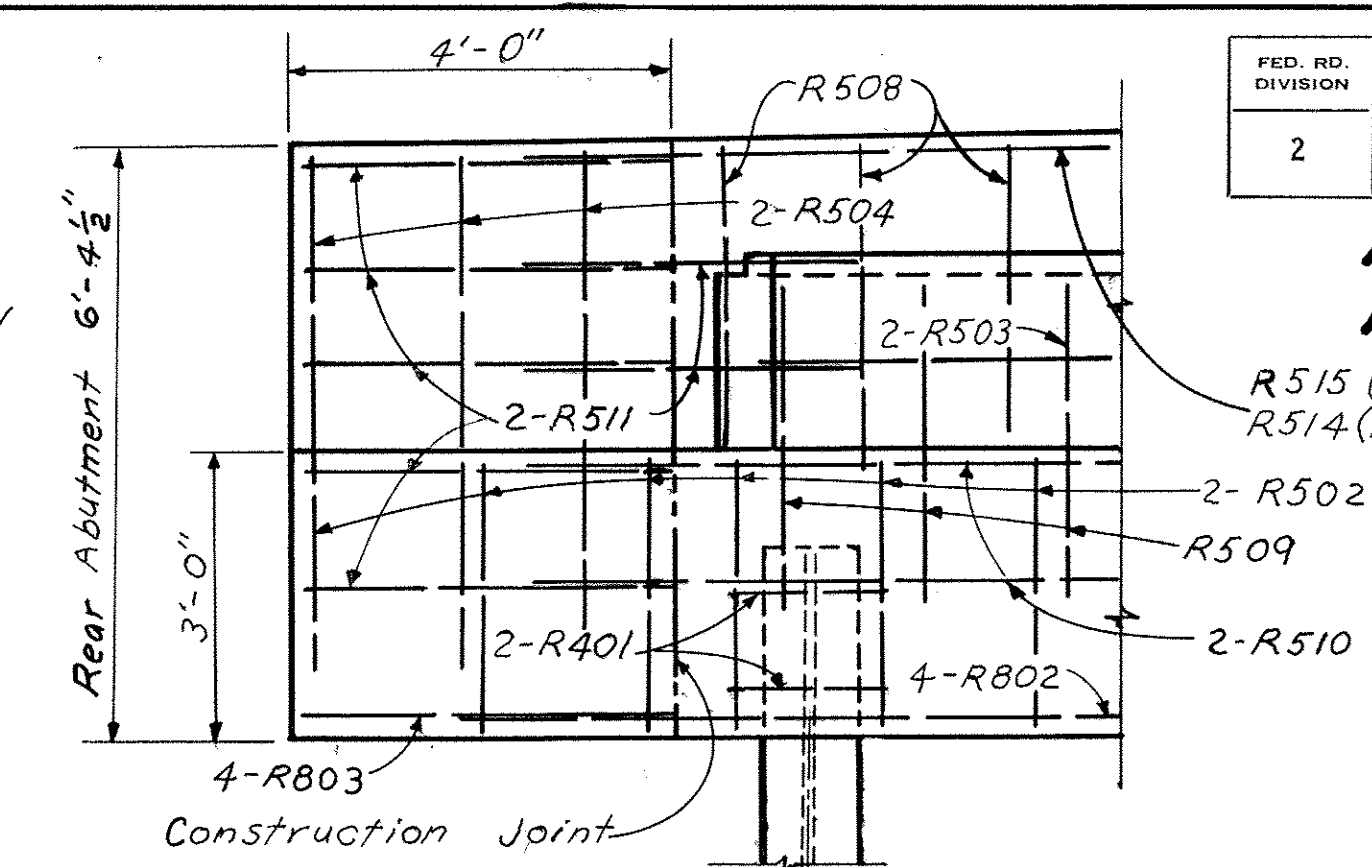
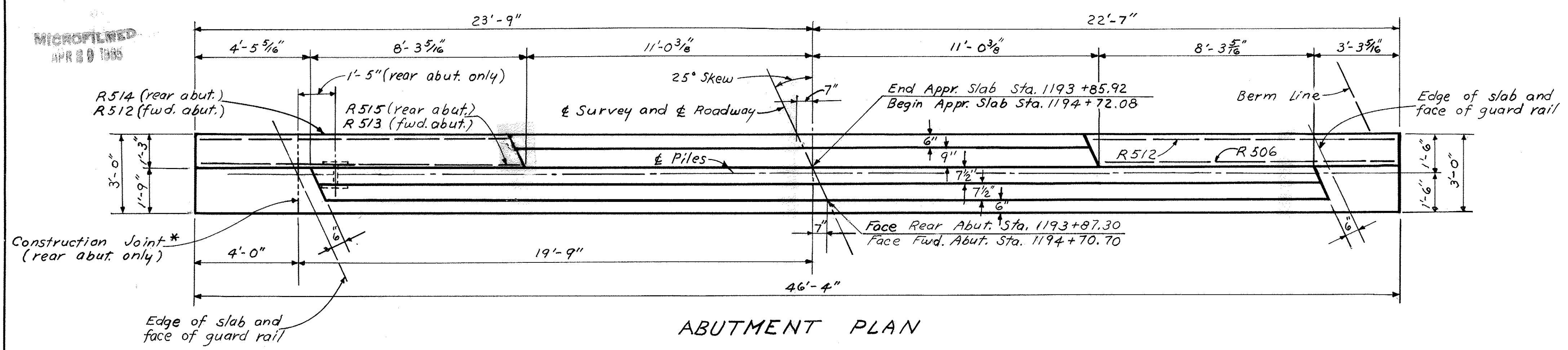
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEF RAK	RAK	G.P.G.	WCK	BFG JEF	8-5-60	

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APR 20 1988

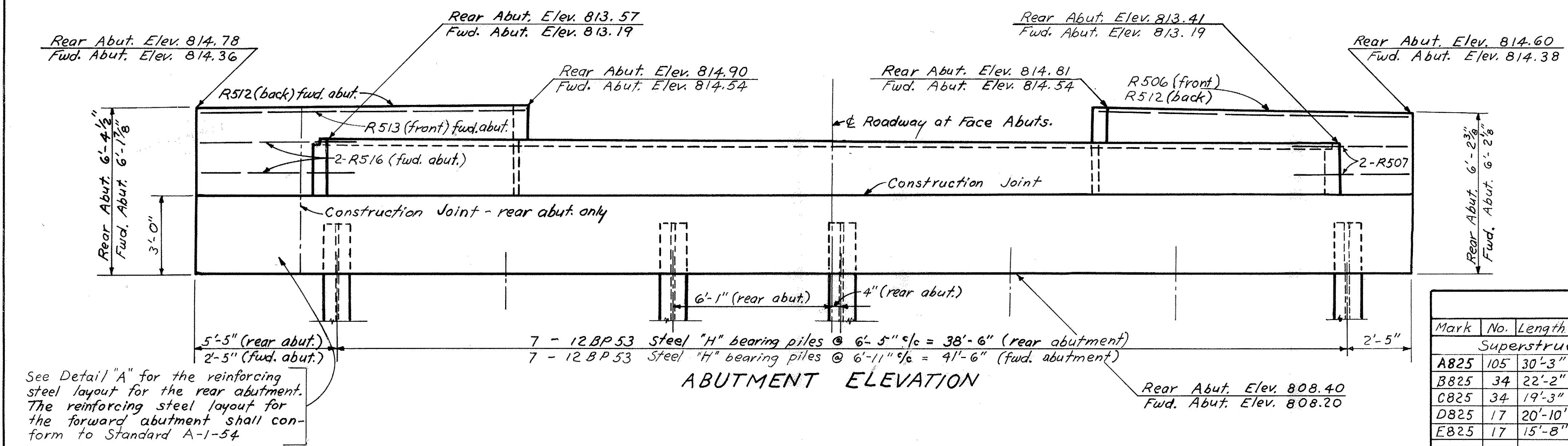
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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MGR-555-22.79
PER-555-4.81

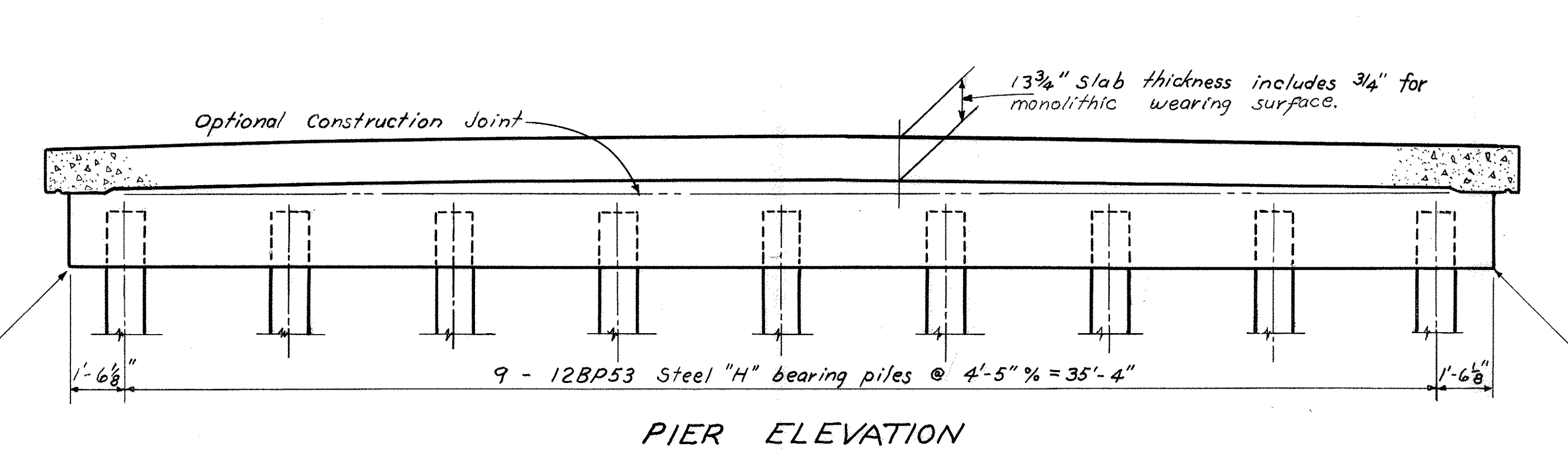
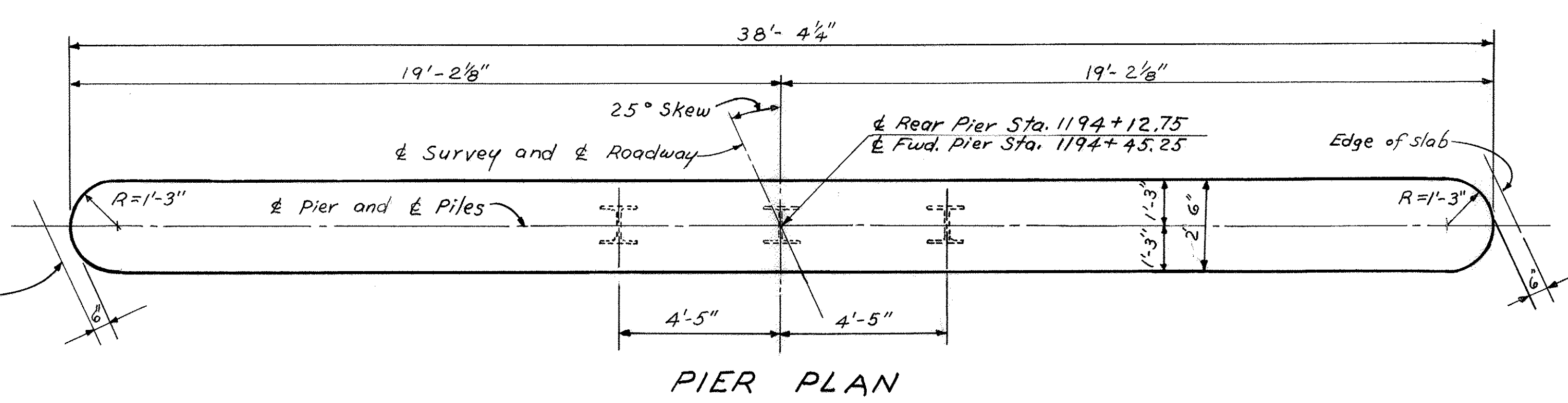


NOTE:
REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. S-4.02 need not be furnished and replacement bars will not be required.



See Detail "A" for the reinforcing steel layout for the rear abutment. The reinforcing steel layout for the forward abutment shall conform to Standard A-1-54.

REINFORCING STEEL LIST									
Superstructure					Abutments				
Mark	No.	Length	Weight	Shp.	Mark	Total Length	Weight	Shp.	Rear Abut.
RE501	1	5'-7"		S	R1001	16	20'-9"	1429	S 8
RE401	1	5'-5"		B	R801	8	24'-3"	518	S 0
Piers					R802	8	23'-7"	504	S 8
A825	105	30'-3"	8481	S	R803	4	3'-10"	41	S 4
B825	34	22'-2"	2013	B	R501	8	23'-10"	199	S 0
C825	34	19'-3"	1748	B	R502	140	6'-7"	961	B 72
D825	17	20'-10"	945	S	R503	8	19'-11"	166	S 4
E825	17	15'-8"	711	S	R504	24	5'-4"	133	S 12
F925	70	26'-8"	6347	S	R505	30	7'-11"	248	B 15
G925	34	14'-8"	1695	S	R506	2	11'-3"	24	S 1
H925	34	11'-10"	1368	S	R507	8	4'-8"	39	S 4
J601	36	16'-6"	892	S	R508	24	6'-8"	167	B 12
K601	18	10'-8"	288	S	R509	22	8'-5"	193	B 11
M601	87	39'-2"	5118	S	R510	8	22'-8"	189	S 8
N601	57	39'-2"	3353	S	R511	14	3'-10"	56	S 14
P1001	8	39'-2"	1348	S	R512	3	11'-9"	37	S 1
P901	8	35'-10"	975	S	R513	1	12'-4"	13	S 0
P501	4	35'-10"	149	S	R514	1	9'-6"	10	S 1
P502	56	8'-0"	467	B	R515	1	10'-0"	10	S 1
P503	8	6'-4"	53	B	R516	4	5'-9"	24	S 0
P401	72	5'-5"	261	B	R401	56	5'-5"	203	B 28
Replacement Bars									
RE1001	1	7'-2"		S					
RE901	1	6'-10"		S					
RE801	1	6'-6"		S					
RE601	1	5'-11"		S					



* The construction joint shown on the left side of the rear abutment shall be formed to prevent interference with the existing structure. The remaining portion of the abutment shall be constructed after removal of the existing structure.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
PIER & ABUTMENT DETAILS & REINFORCING STEEL LIST						
BRIDGE No. MGR-555-2280 OVER BRANCH OF BLACK FORK CREEK MORGAN COUNTY Sta. 1193 + 85.92 1194 + 72.08						
DESIGNED JEF RAK	DRAWN RAK	TRACED NLD	CHECKED WCK	REVIEWED BFG QJF 8-5-60	DATE	REVISED