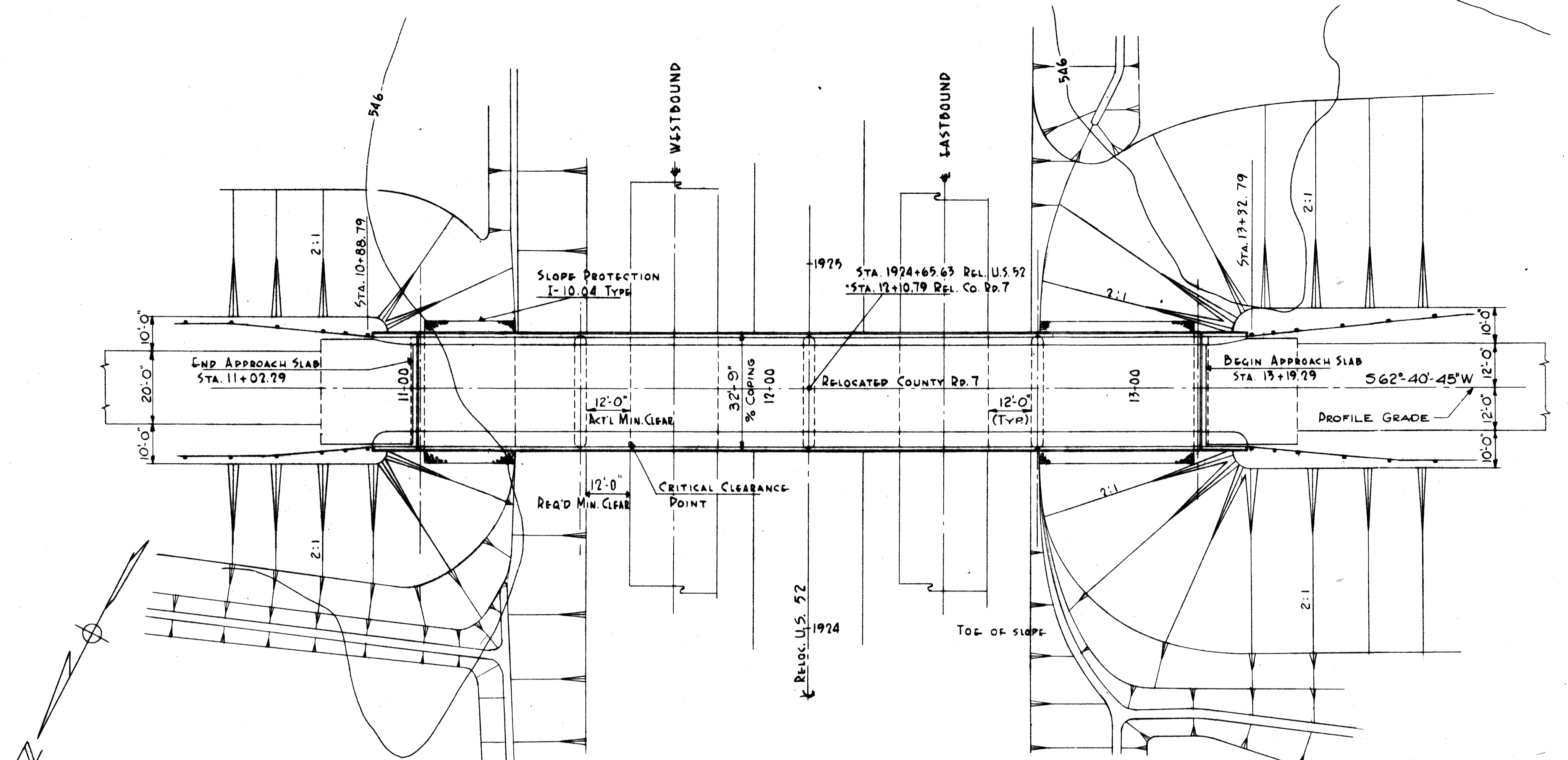
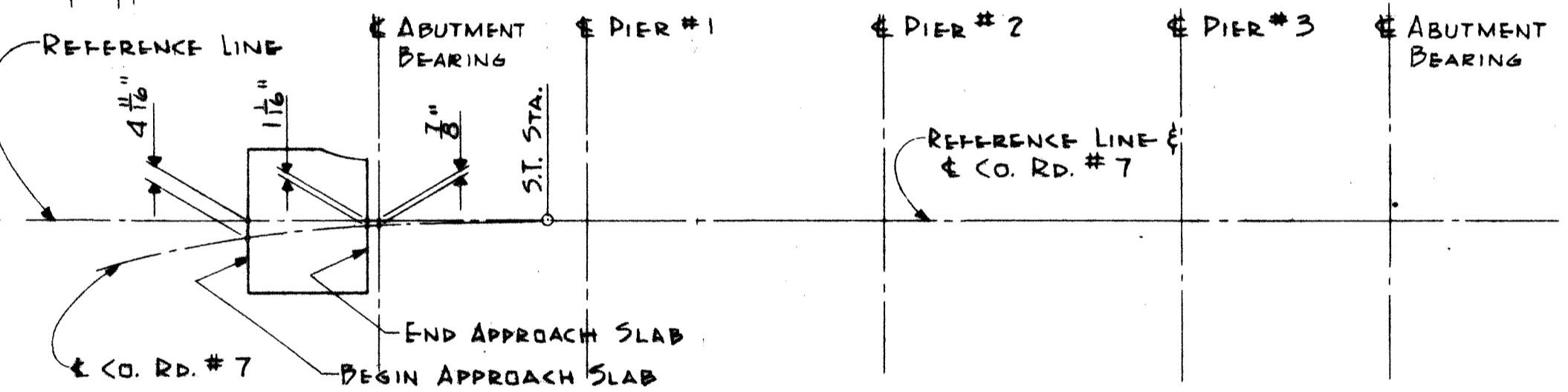


SCIOTO COUNTY
SCI-52-34.56
LAW-52-0.00

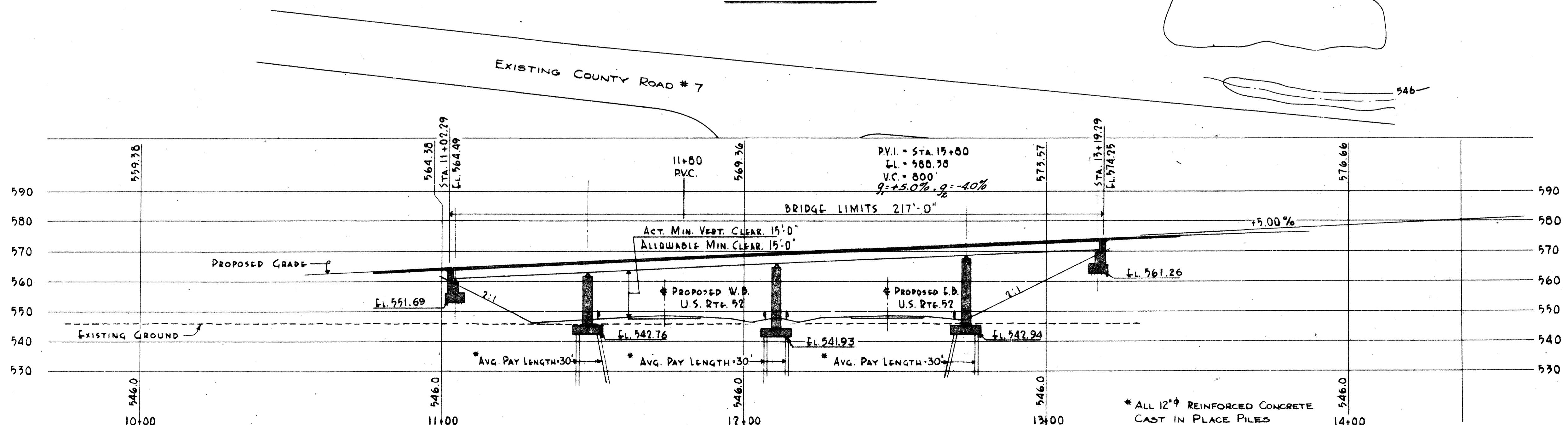


**CURVE DATA
CO. RD. # 7**

PI = STA. 9+01.54	Es = 21.36'
Δ = 26°-47'	Xc = 149.83'
D = 8°-00'	Yc = 5.23'
R = 716.20'	T.S. STA. 6+55.77
Lc = 184.79'	S.C. STA. 8+05.77
Ls = 150'	C.S. STA. 9+30.56
Os = 6°-00'	S.T. STA. 11+40.56
Ts = 245.79'	



SPIRAL OFFSETS



PROPOSED BRIDGE DATA

TYPE: CONTINUOUS STEEL BEAM BRIDGE
w/ CONC. DECK AND SUB-STRUCTURE
SPANS: 43'-9" - 62'-6" - 62'-6" - 43'-9"
ROADWAY: 24'-0" w/ 4'-2" WALK AND 2'-3" CURB
LOAD FREQUENCY: $CF 130 (57)$
SKEW: NONE
WEARING SURFACE: 3/4" MONOLITHIC
APPROACH SLABS: AS-1-54 (25' LONG)
RAILING: CONC. PARAPET w/ ALUM. RAILING AND SUPPORTS
ALIGNMENT: SPIRAL AND TANGENT
SUPERELEVATION: VARIABLE (SPANS 'A' & 'B')

FOUNDATION SOUNDINGS

FOUNDATION DESIGN AND FOUNDATION QUANTITIES ARE BASED ON A STUDY OF ROD SOUNDINGS AND SOIL SAMPLING SOUNDINGS MADE AT THE BRIDGE SITE.

THIS SOUNDING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS, OR IN AN ABRIDGE FORM IN THE DIVISION OFFICE, BUT THE STATE DOES NOT GUARANTEE THE ACCURACY THEREOF.

BENCH MARK

RR. SPIKE IN TELEPHONE POLE NORTH OF ROAD, 250'+RT., STA. 1921+54
ELEV. 548.38

BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

SITE PLAN

BRIDGE NO. SCI-52-3646
US 52 UNDER CO. RD. # 7
SCIOTO COUNTY

Sec. SCI-52-
SCALE: 1"=20'-0"
DESIGNED: DM
DRAWN: KFB
CHECKED: DM
REVIEWED: DM

STA. 1924+65.63
DEC. 1960

* ALL 12" REINFORCED CONCRETE CAST IN PLACE PILES

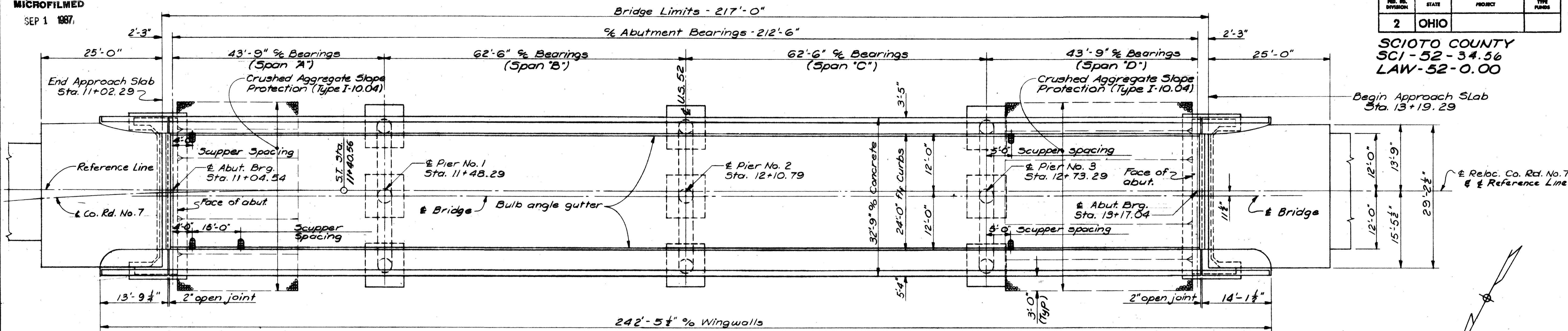
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SEP 1 1987

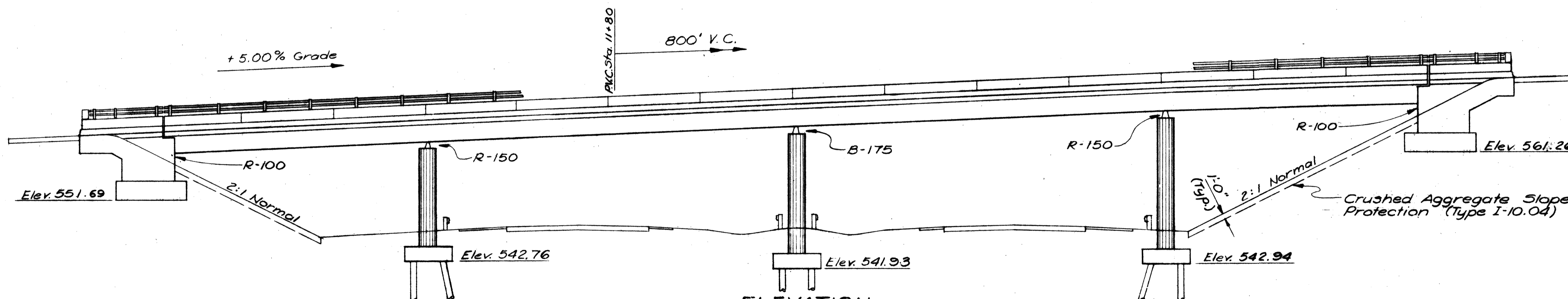
FIG. NO.	STATE	PROJECT	TYPE
2	OHIO		

319
378

SCIOTO COUNTY
SCI-52-34.56
LAW-52-0.00



GENERAL PLAN



ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawings AS-1-54, revised 12-1-54; RB-1-55, revised 2-2-59; and AR-1-57, revised 12-12-60

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.

EXCAVATION QUANTITY includes removal of fill material required for construction of the abutments and is measured as outlined in Section E-2.09 (A)(2).

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

WELDING shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

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 ft. back of the East Abutment and back of the West Abutment until it intersects the east spill-thru slope of the bridge over the N.W. R.R., after which excavation shall be made for the abutments and piers that are set in the filled area. The embankment shall be placed at least 90 days prior to construction of the abutments and Piers #1 and #3.

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 1 1/2 tons per sq. ft.

EXCAVATION QUANTITY for the piers includes the removal of fill material required for the construction of the piers.

THIS STRUCTURE is built along a Reference Line from the beginning of the east approach slab to Sta. 11+40.56.

PILES shall be driven to a minimum bearing capacity of 35 tons for the piers.

MACHINE FINISH: At the option of the Contractor, the top of the bridge deck slab may be machine finished (Sec. 5-1.23).

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abut.	Piers	Gen.
E-2	354	Cu. Yd.	Unclassified Excavation		232	122	
Special	229	Each	Water-reducing, set-retarding admixture*	229			
5-1	229	Cu. Yd.	Class "C" Concrete, Superstructure	229			
5-1	71	Cu. Yd.	Class "C" Concrete, Piers above Ftgs.			71	
5-1	51	Cu. Yd.	Class "E" Concrete, Pier Footings			51	
5-1	141	Cu. Yd.	Class "E" Concrete, Abutments		141		
5-4	97,320	Lbs.	Reinforcing Steel	59,248	8524	29,548	
5-7	164,593	Lbs.	Structural Steel	164,593			
5-8	164,593	Lbs.	Field Painting Structural Steel	164,593			
5-14	483.33	Lin. Ft.	Railing (Concrete Parapet and End Posts with Type "C" Aluminum Railing and Supports)	428.46	54.87		
5-16	Lump	Lump	First Test Pile				Lump
5-18	1273	Lin. Ft.	12" Cast-In-Place Reinforced Concrete Piles			1273	
5-29	20	Cu. Yd.	Porous Backfill		20		
5-29	5	Ea.	Scuppers	5			
I-10	325	Sq. Yd.	Crushed Aggregate Slope Protection				325

* See Proposal Note

BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

GENERAL PLAN & ELEVATION
NOTES & ESTIMATED QUANTITIES

BRIDGE NO. SCI-52-3646
U.S. 52 UNDER CO. RD. #7
Scioto County
Sec. SCI-52-34.56 Sta. 1924+63.63

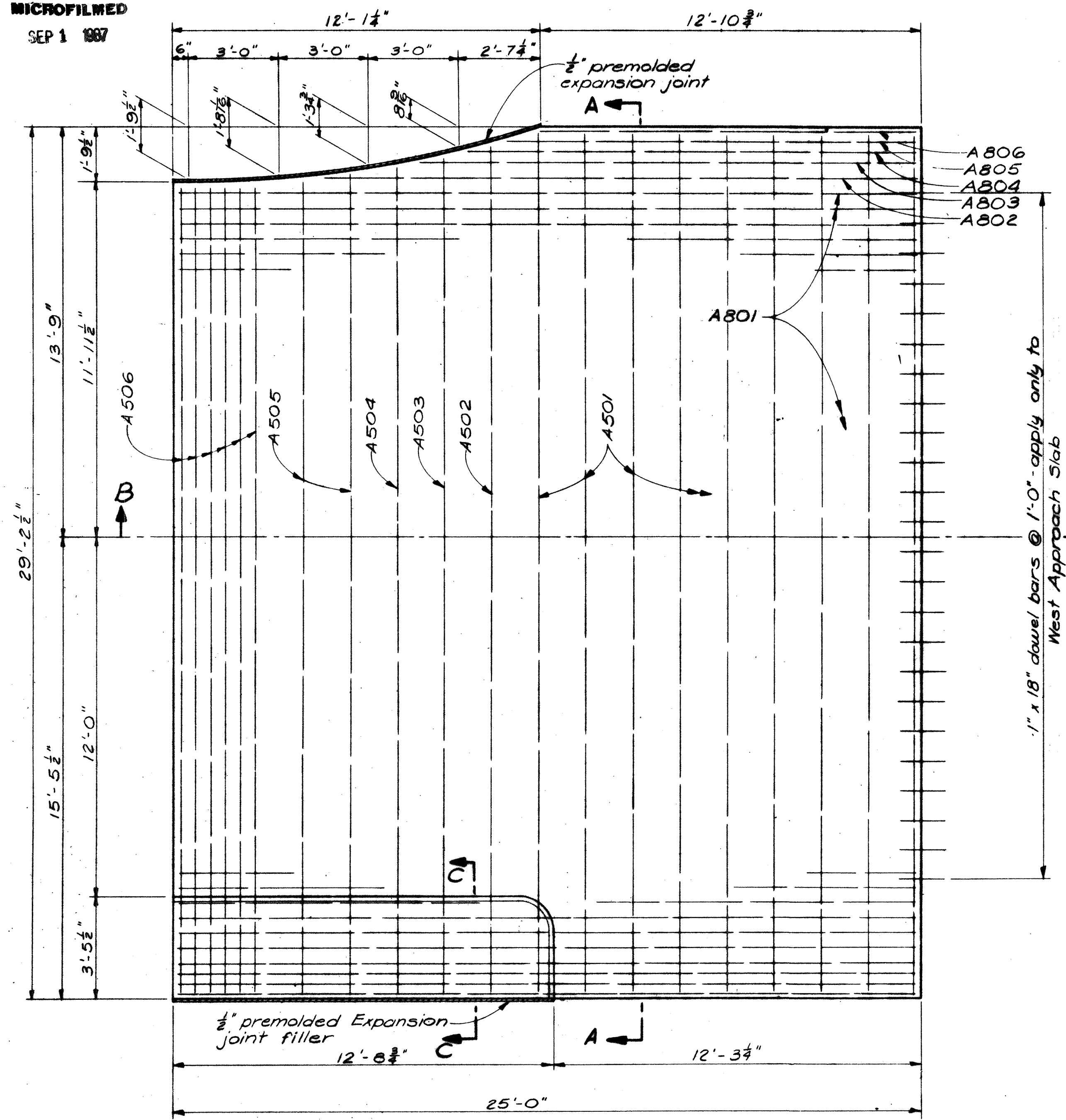
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DM	RWT		DM		

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SEP 1 1987

FED. DIV.	STATE	PROJECT	TYPE FUNDS
2	OHIO		

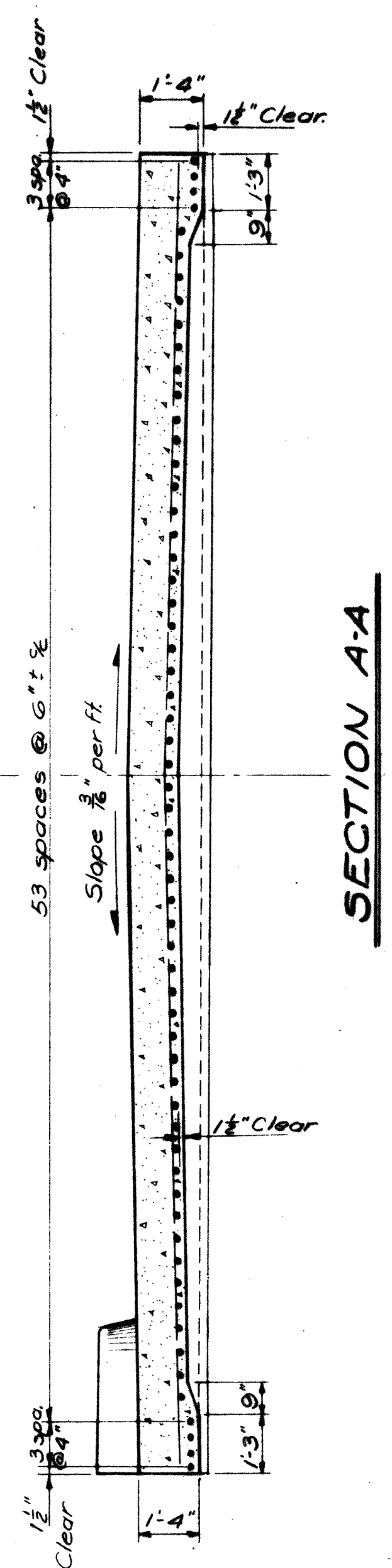
SCIOTO COUNTY
SCI-52-34.56
LAW-52-0.00

320
378



1" x 18" dowel bars @ 1'-0" - apply only to West Approach Slab

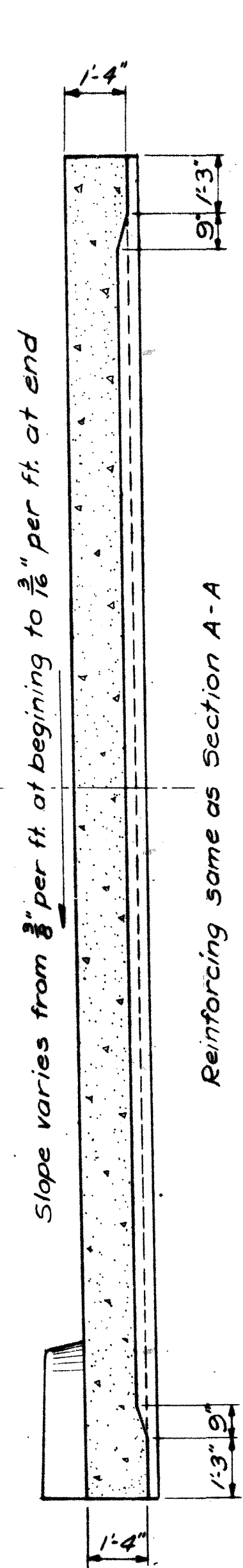
Reference Line



SECTION A-A

Slope varies from 3/8" per ft. at beginning to 1/2" per ft. at end

Reference Line



SECTION A-A'

Reinforcing same as Section A-A
Applies only to East Approach Slab - Co. Rd. 7 over U.S. 52

REINFORCING STEEL LIST
(For One Approach Slab)

Mark	No.	Length	Weight	Shp.	Bending Diagrams
A801	55	25'-7"	3757	B	
A802	1	19'-10"	53	B	
A803	1	18'-2"	49	B	
A804	1	16'-4"	44	B	
A805	1	15'-2"	40	B	
A806	1	14'-2"	38	B	
A601	1	11'-9"	18	S	
A602	3	12'-2"	55	S	
A501	9	28'-9"	270	S	
A502	1	28'-3"	29	S	
A503	1	27'-11"	29	S	
A504	1	27'-7"	29	S	
A505	2	27'-2"	57	S	
A506	6	26'-11"	168	S	
A401	9	3'-10"	23	B	
A402	9	6'-8"	40	B	

NOTES

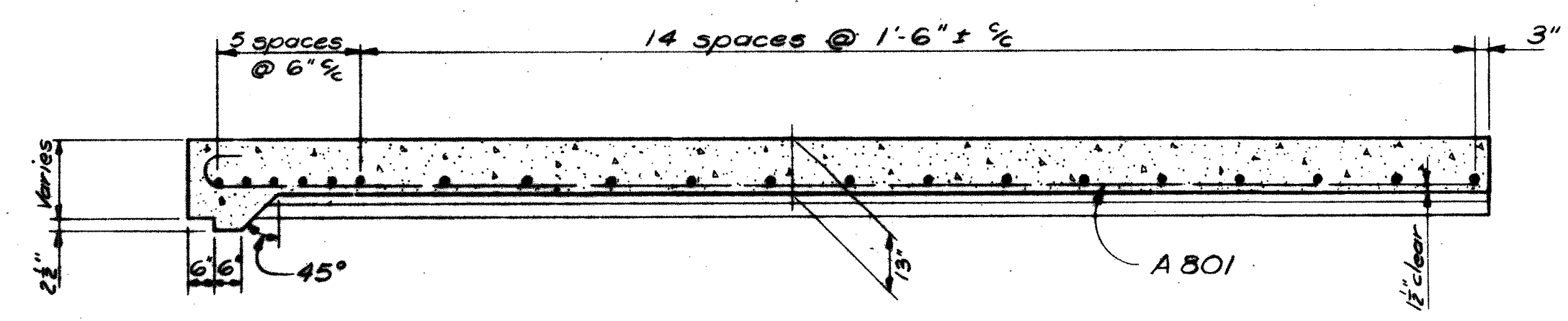
BAR SIZE is indicated in the bar mark. The first digit indicates the bar size number. For example, A801 is a No. 8 size bar.

CONCRETE shall be class "C" or "D".

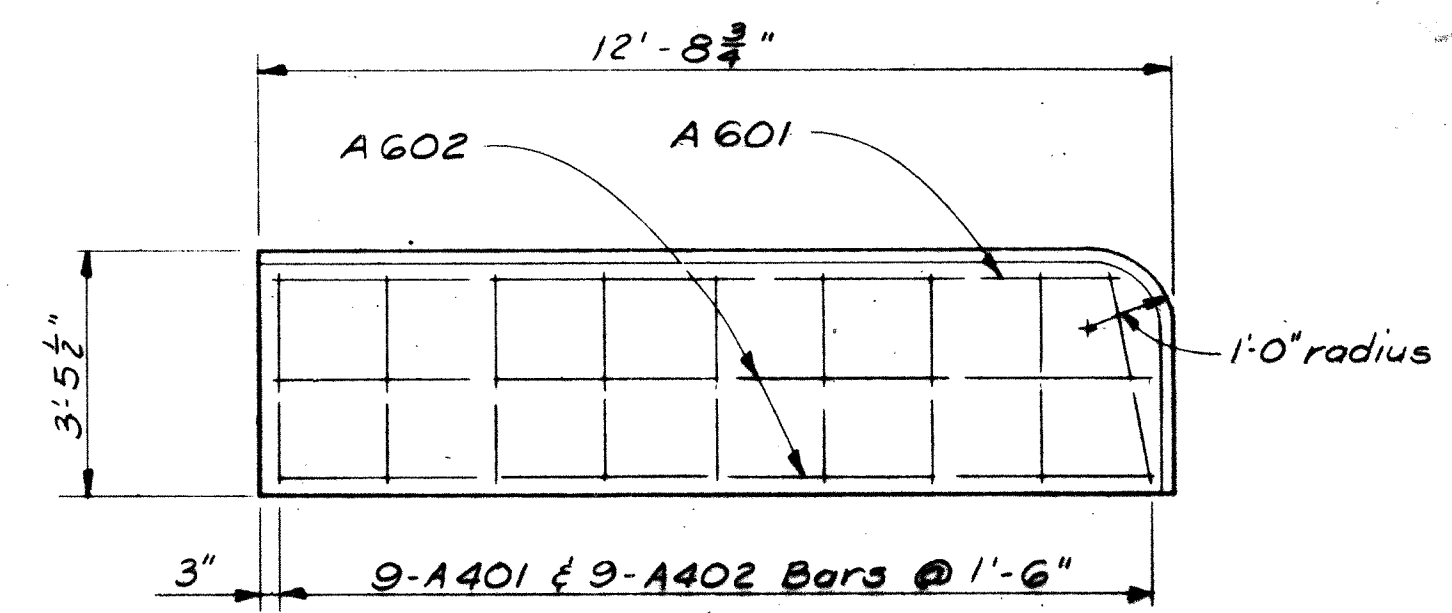
PREMOLDED EXPANSION JOINT FILLER at the edges of the approach slab shall be included with the approach slab for payment.

CONSTRUCTION JOINT details shown hereon (at the approach pavement end of the approach slab) apply only in case of concrete approach pavement or concrete base course. Payment for the construction joints, including dowel bars, is included in the price per sq. yd. bid for the approach pavement.

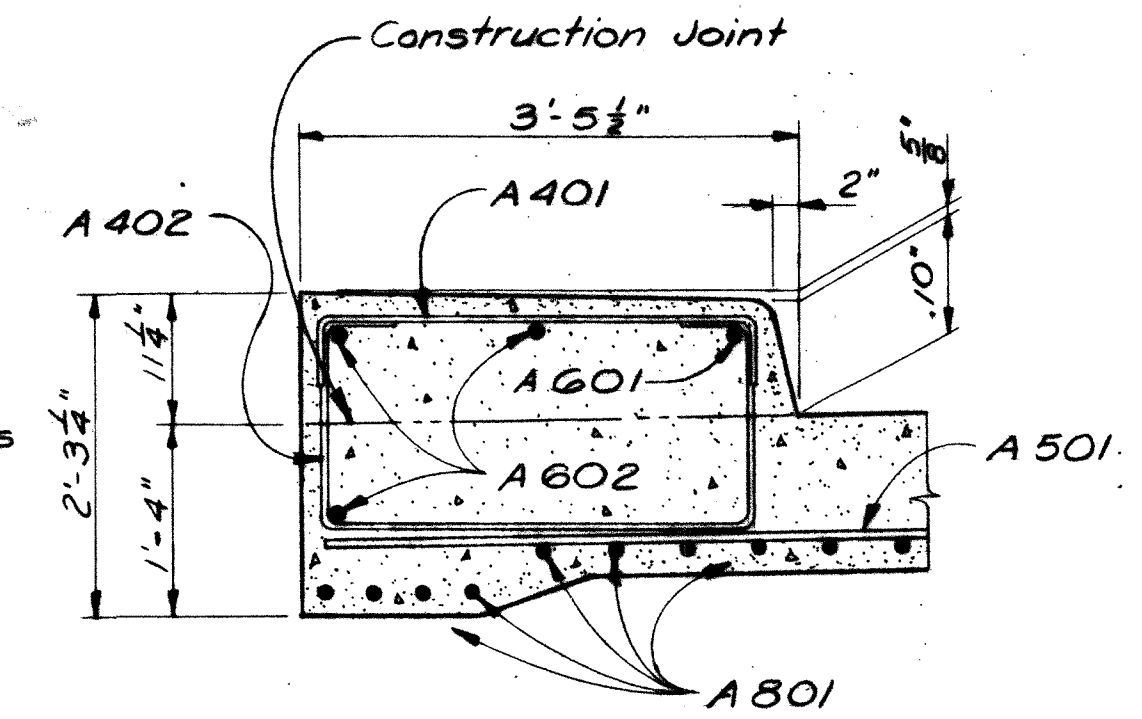
PLAN
Shown - West Approach Slab
Opposite Hand - East Approach Slab



SECTION B-B



PLAN



SECTION C-C

SIDEWALK DETAILS

BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

APPROACH SLAB DETAILS
BRIDGE NO. SCI.-52-3646
U.S. 52 UNDER CO. RD. NO. 7
SCIOTO COUNTY

SEC. SCI.-52-34.56 STA. 1924+65.0

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
DM	RWT		DM			

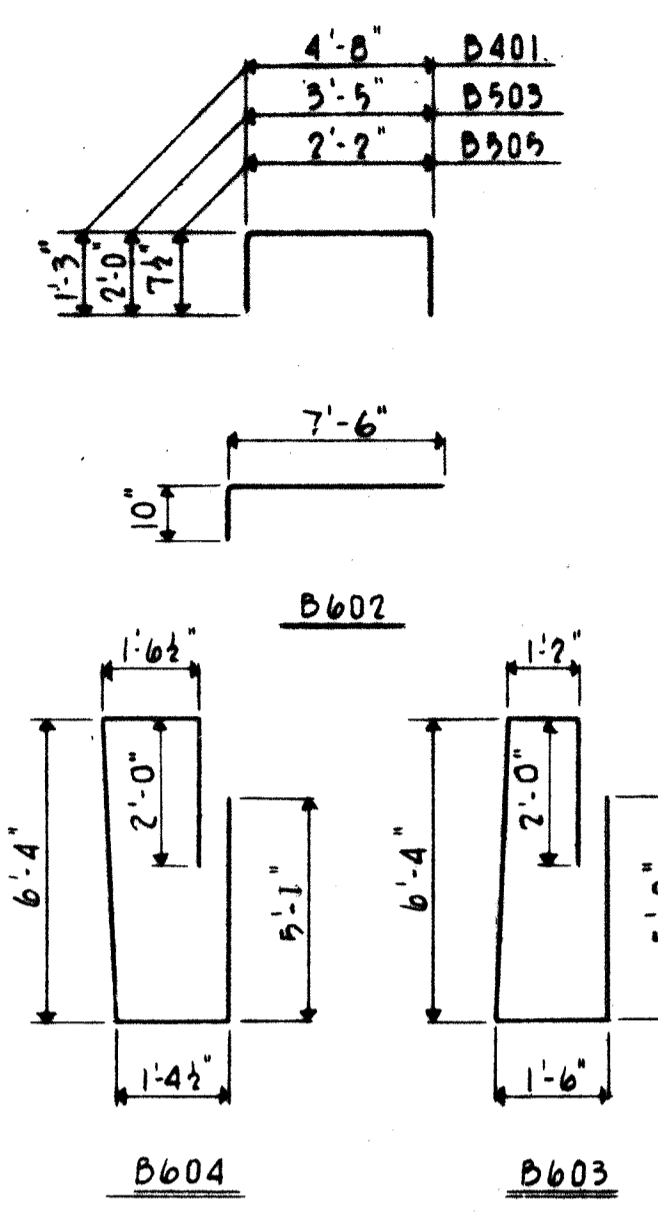
REINFORCING STEEL LIST

PROJ. NO. DIVISION	STATE	PROJECT	TYPE PAGES
2	OHIO		

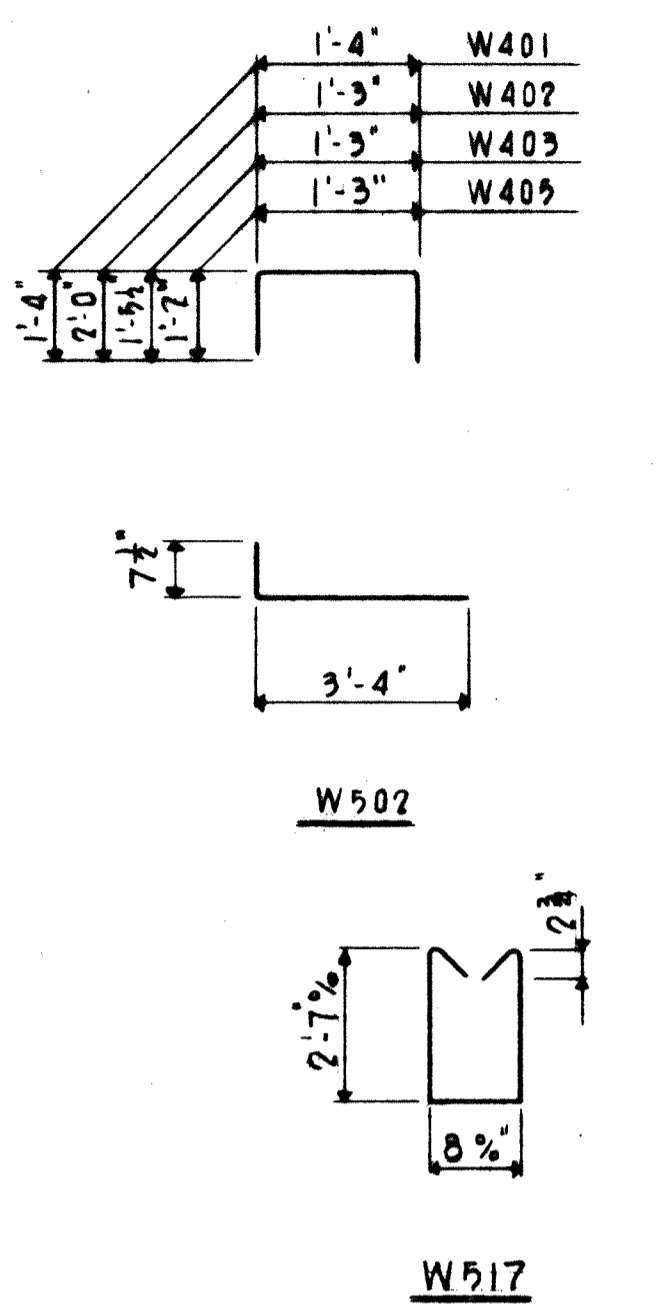
321
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SCIOTO COUNTY
SC1-52-34.56
LAW-52-0.00

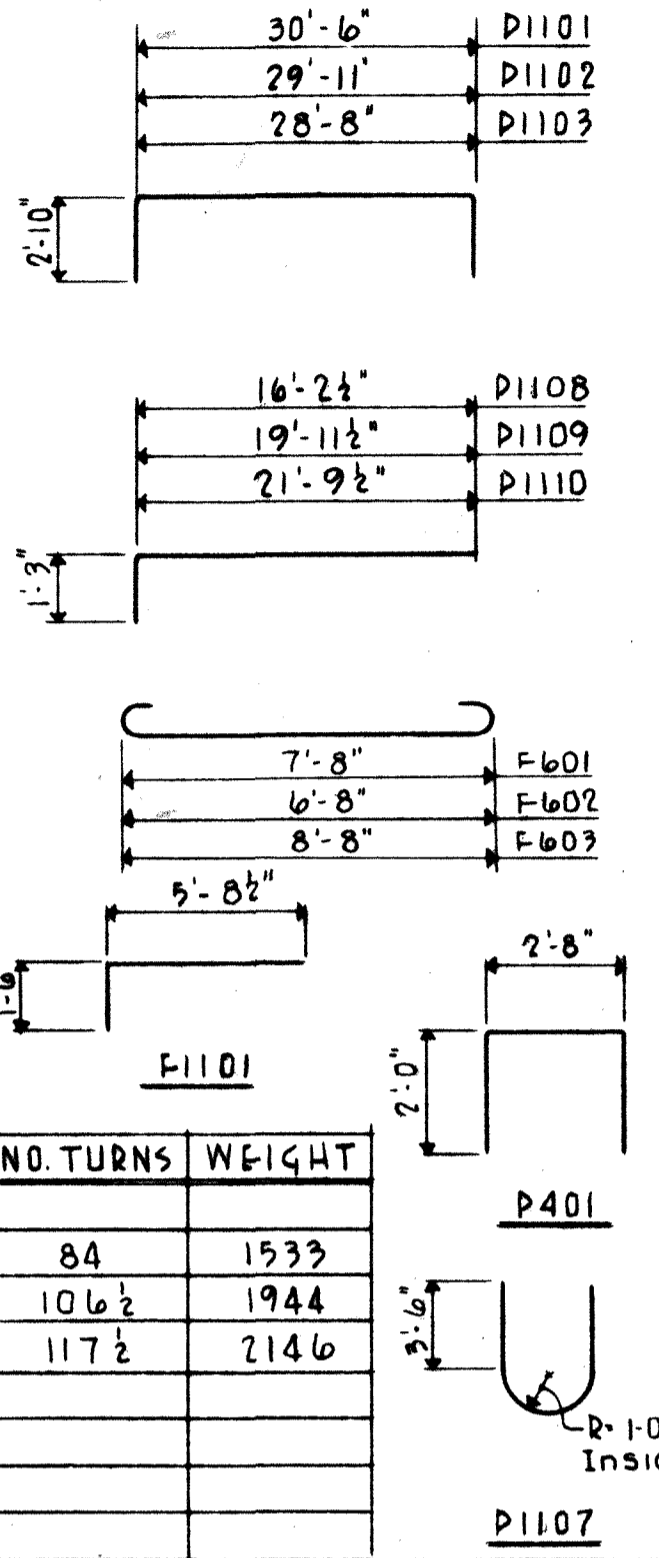
ABUTMENTS				
MARK	NO.	LENGTH	SHAPE	WEIGHT
B601	46	5'-9"	Str.	397
B602	44	8'-2"	Dt.	540
B603	28	15'-4"	"	645
B604	28	15'-8"	"	659
B501	10	33'-7"	Str.	350
B502	44	5'-6"	"	252
B503	44	7'-2"	Dt.	329
B504	40	31'-9"	Str.	1325
B505	48	3'-2"	Dt.	159
B506	36	9'-11"	Dt.	372
B401	4	6'-11"	Dt.	18



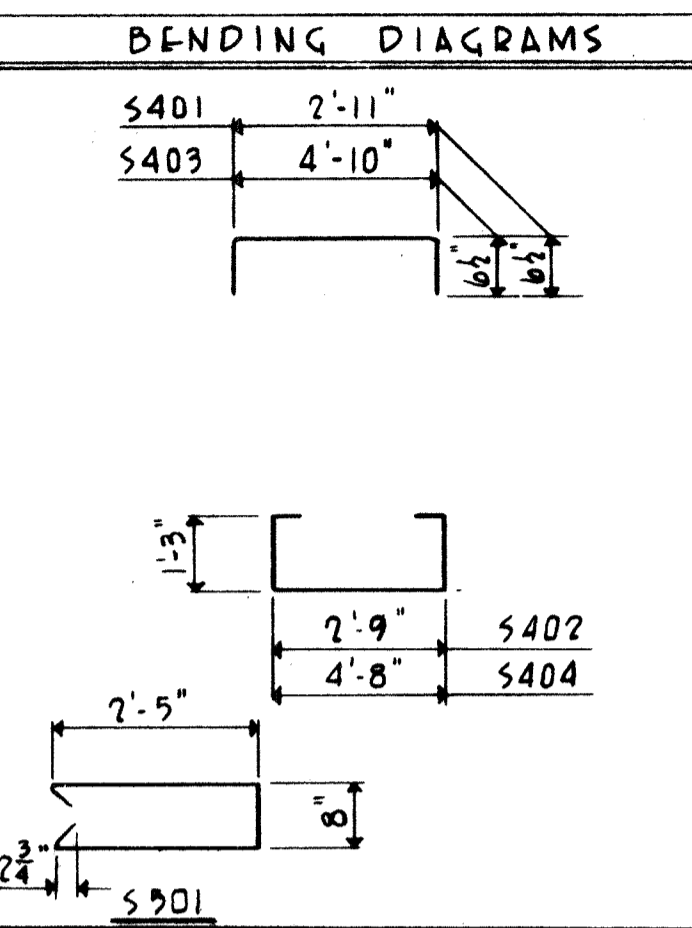
WINGWALLS				
MARK	NO.	LENGTH	SHAPE	WEIGHT
W601	16	3'-0"	Str.	72
W501	16	11'-6"	Str.	192
W502	68	3'-10"	Dt.	272
W503	6	9'-3"	Str.	58
W504	4	9'-10"	"	41
W505	2	9'-7"	"	20
W506	12	9'-6"	"	119
W507	33	11'-0"	"	379
W508	27	10'-9"	"	303
W509	13	11'-4"	"	154
W510	21	4'-4"	"	95
W511	21	3'-9"	"	82
W512	42	4'-9"	"	208
W513	48	8'-8"	"	434
W514	8	15'-8"	"	131
W515	15	13'-8"	Str.	214
W516	7	10'-6"	Str.	77
W517	36	6'-5"	Dt.	241
W401	20	3'-9"	Dt.	50
W402	28	5'-0"	"	94
W403	4	3'-11"	"	10
W404	20	13'-4"	Str.	178
W405	4	3'-4"	Dt.	9
W406	16	4'-3"	Str.	45



PIERS				
MARK	NO.	LENGTH	SHAPE	WEIGHT
P1101	6	35'-7"	Dt.	1134
P1102	6	35'-0"	"	1116
P1103	6	33'-9"	"	1076
P1104	6	30'-6"	Str.	972
P1105	6	30'-0"	"	956
P1106	6	28'-0"	"	893
P1107	12	10'-6"	Dt.	669
P1108	12	17'-2"	"	1094
P1109	12	20'-11"	"	1334
P1110	12	22'-9"	"	1450
P1111	21	16'-0"	Str.	1785
P1112	21	19'-9"	"	2204
P1113	21	21'-7"	"	2408
F1101	99	6'-11"	Dt.	3638
F601	102	9'-0"	Dt.	1379
F602	72	8'-0"	"	865
F603	36	10'-0"	"	541
P401	96	6'-5"	Dt.	411



SUPERSTRUCTURE				
MARK	NO.	LENGTH	SHAPE	WEIGHT
ST01	285	32'-1"	Str.	18690
S601	285	32'-1"	Str.	13734
S602	413	32'-2"	Str.	19954
S603	78	22'-0"	Str.	2577
S501	328	6'-1"	Dt.	2081
S401	144	3'-9"	Dt.	361
S402	144	5'-10"	Dt.	561
S403	144	5'-8"	Dt.	545
S404	144	7'-9"	Dt.	745



RAILING				
MARK	NO.	LENGTH	SHAPE	WEIGHT
R501	96	15'-4"	Str.	
R502	16	12'-9"	Str.	
R503	16	13'-2"	Str.	

REPLACEMENT BARS				
MARK	NO.	LENGTH	SHAPE	WEIGHT
RE1101	1	7'-6"	Str.	
RE701	1	6'-2"	"	
RE601	3	5'-11"	"	
RE501	1	5'-7"	"	
RE401	1	5'-3"	"	

NOTES

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, A700 IS A NO. 7 SIZE BAR AND A1014 IS A NO. 10 SIZE.

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.

SPIRAL REINFORCING BARS: THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM OF THE PIER CAP. THE "NO. OF TURNS" SHOWN IS THE "LENGTH" DIVIDED BY THE PITCH, PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4. 1 1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

FOUR STEEL CHANNEL, TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.68 LB. PER LIN. FT. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.68 LB. PER LIN. FT., WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.

NOTE: REINFORCING ENTIRELY IN PARAPET WALL INCLUDED WITH ITEM S-14 (RAILING) FOR PAYMENT.

BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

REINFORCING STEEL LIST
BRIDGE NO. SC1-52-3646
U.S. 52 UNDER CO. RD. # 7
SCIOTO COUNTY

SEC. SC1-52-34.56 STA. 1924+ 65.63

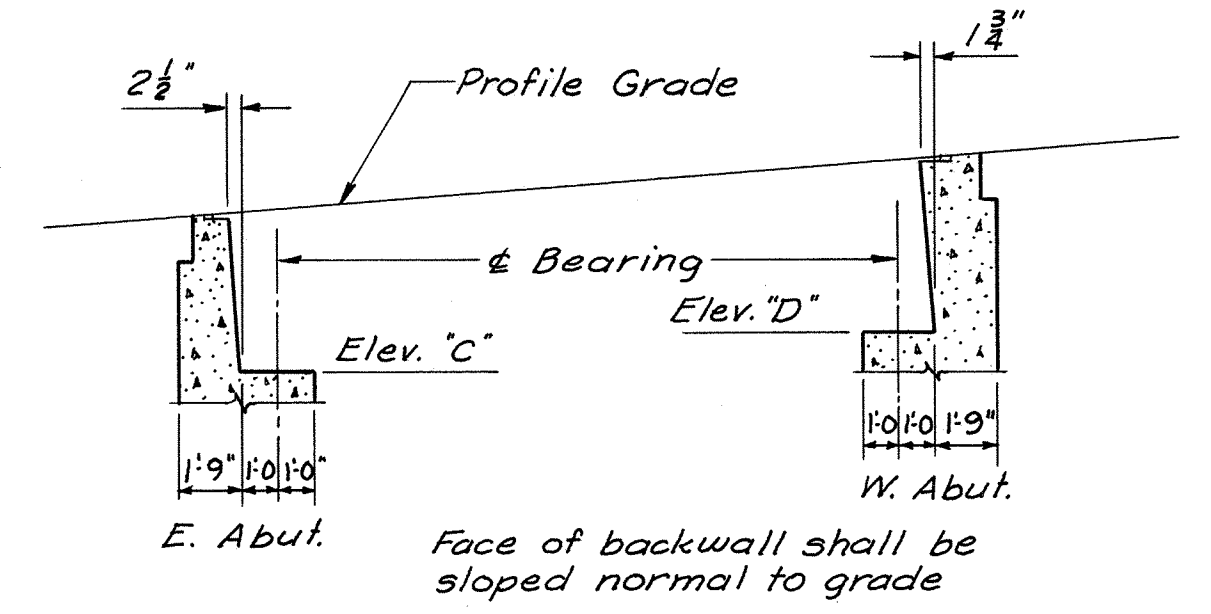
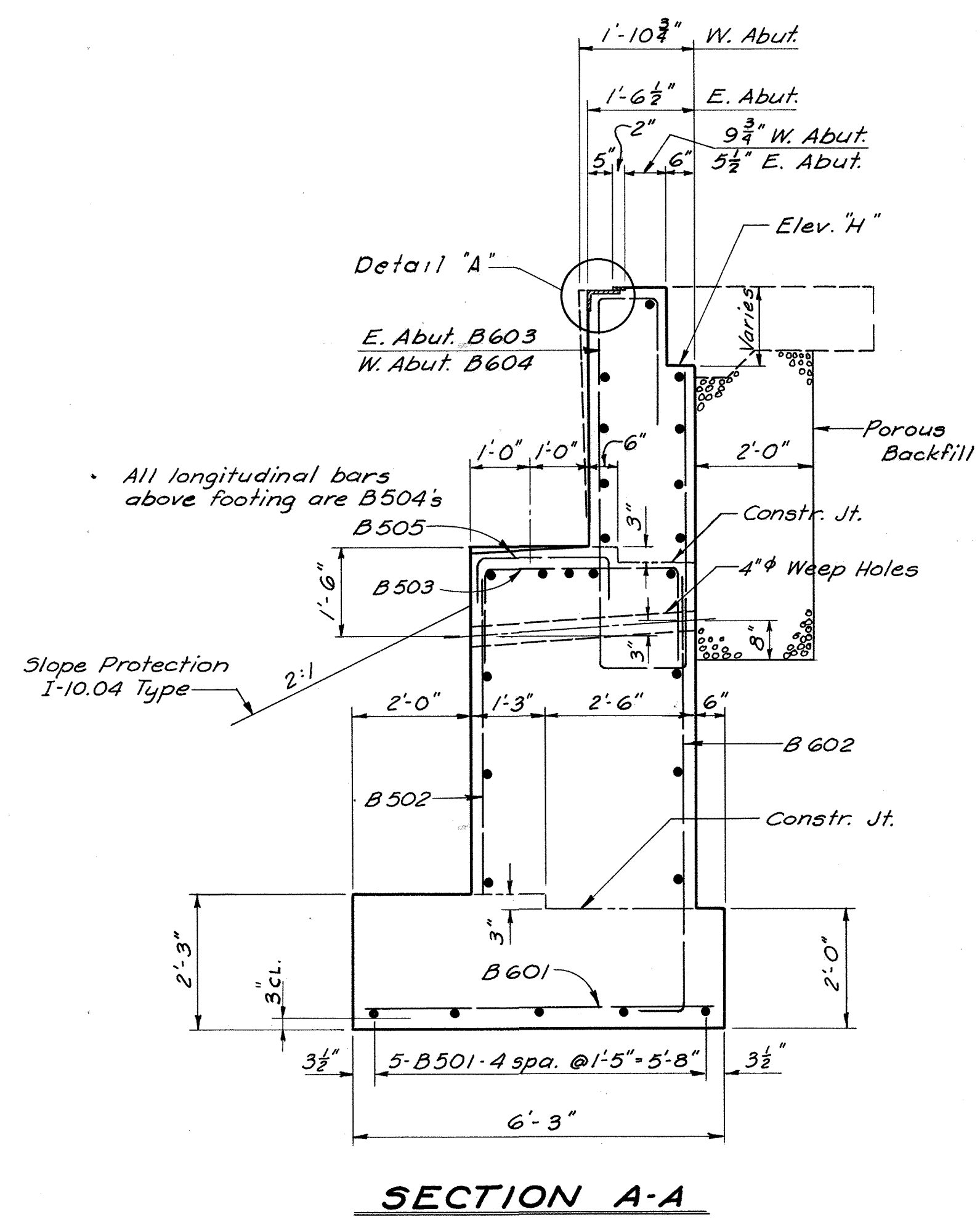
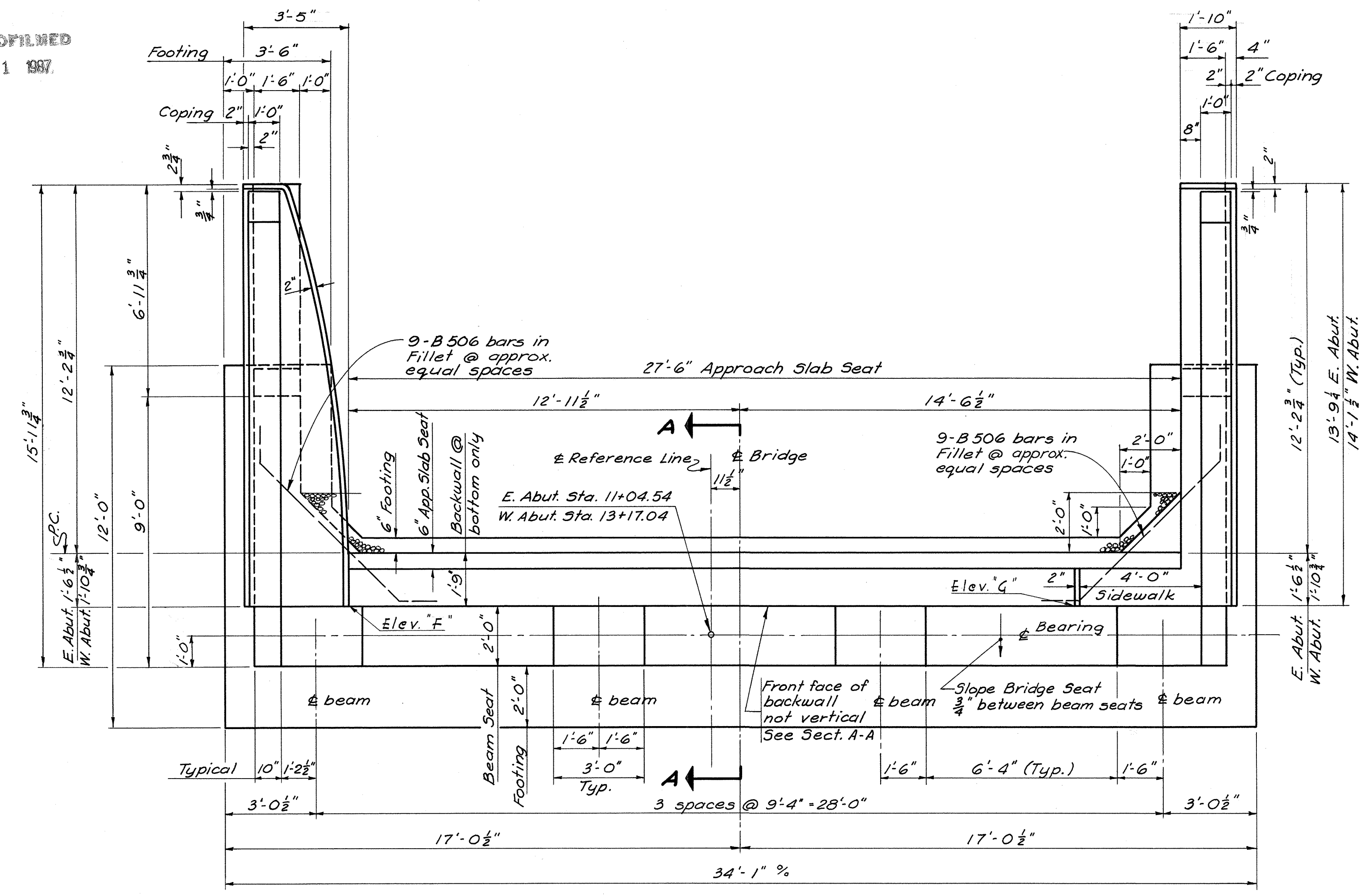
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KFB	KFB		DM			

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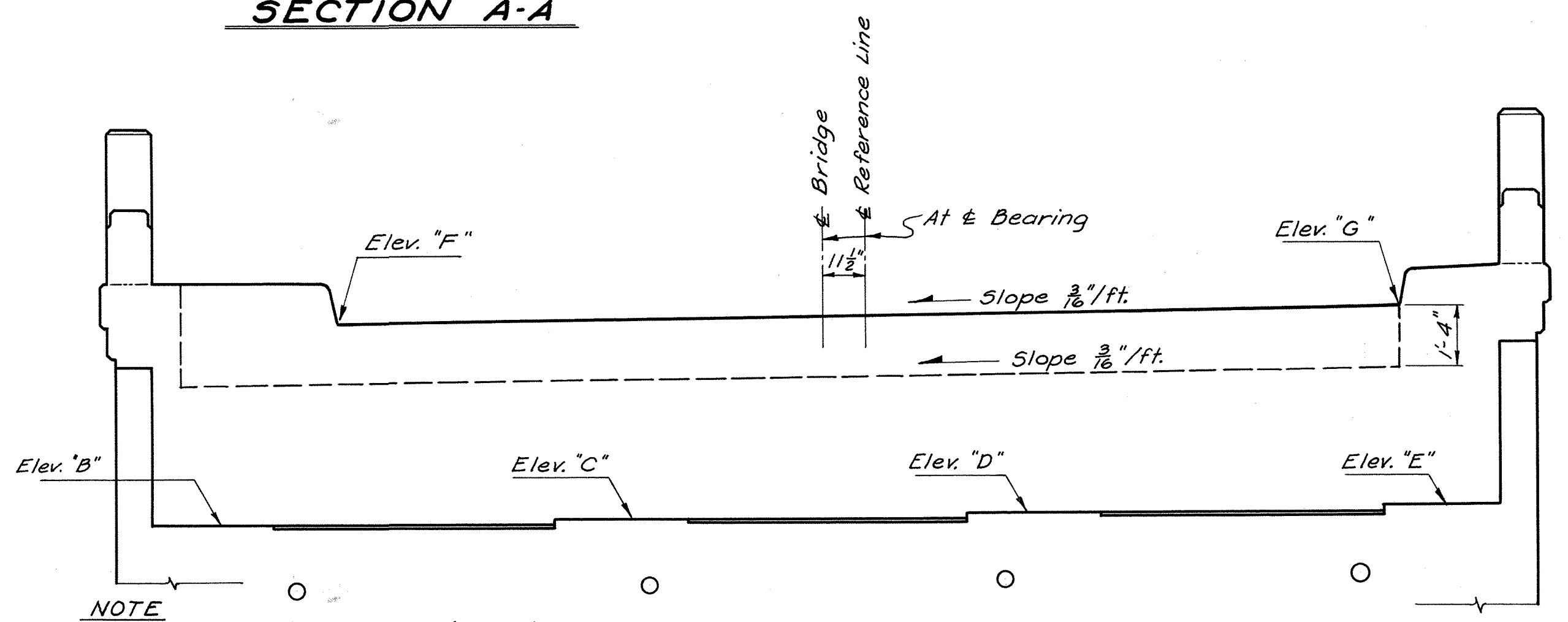
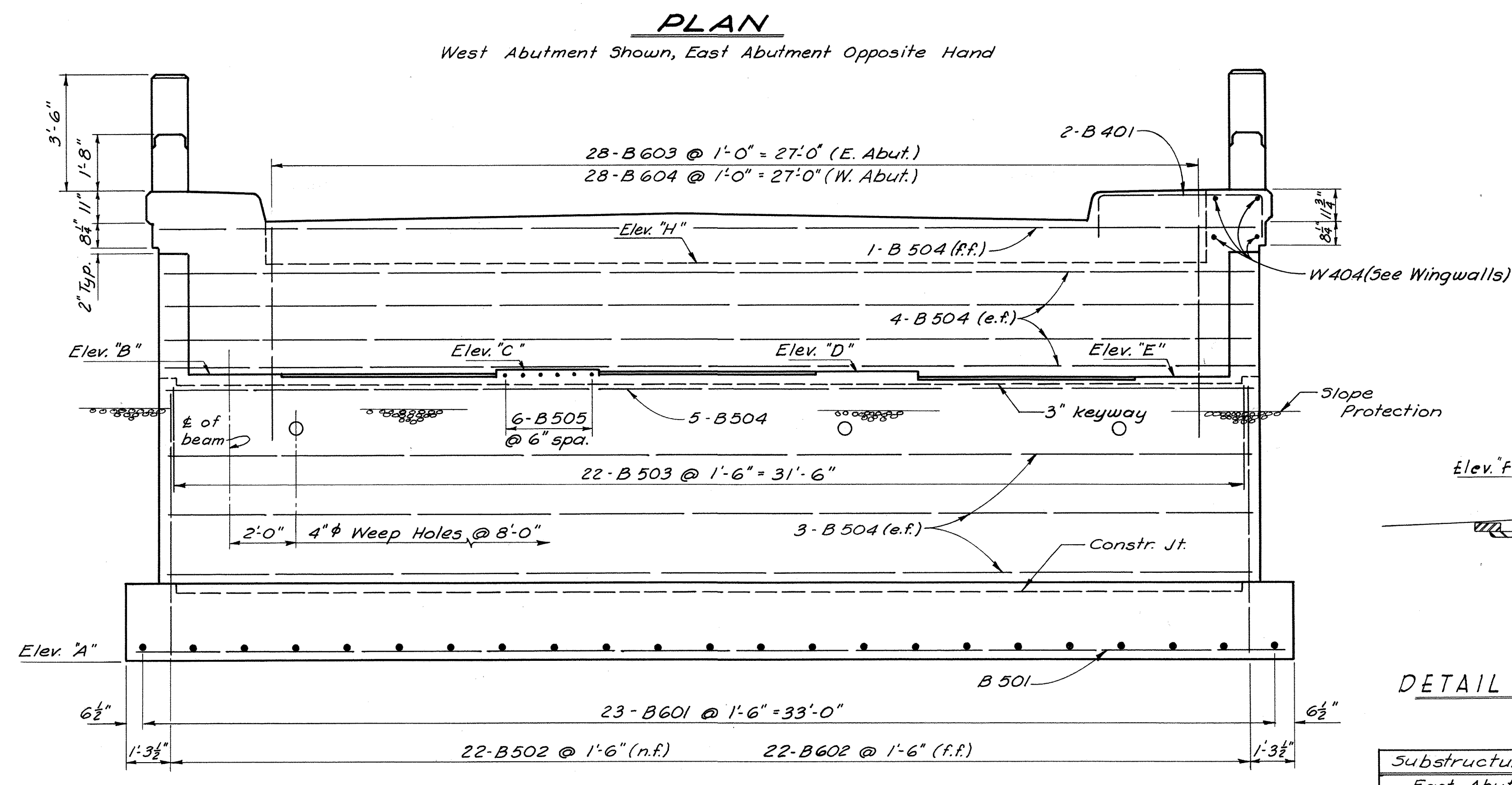
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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378

SCIOTO COUNTY
SCI-52-34.56
LAW-52-0.00



POROUS BACKFILL shall extend upward to the Approach Slab and outward to the wingwalls. Excavation therefor in excess of that required for construction of the abutment shall be paid for in the bid price per cubic yard paid for Porous Backfill.



NOTE
All dimensions and reinforcing identical to West Abutment



TABLE OF ELEVATIONS

Substructure	A	B	C	D	E	F	G	H
East Abutment	551.69	559.84	559.99	560.14	560.28	564.36	564.73	*
West Abutment	561.26	569.44	569.59	569.56	569.41	574.02	574.02	572.74

LEGEND
n.f. = near face
f.f. = far face
e.f. = each face

The Design Soil Pressure = 1 1/2 Tons Per Sq. Ft.

BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

ABUTMENT DETAILS
BRIDGE NO. SCI-52-3646
U.S. 52 UNDER CO. RD. #7

Scioto County
Sec. 52-34.56 Sta. 1924+65.63

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DM	KFB	RWT	DM			

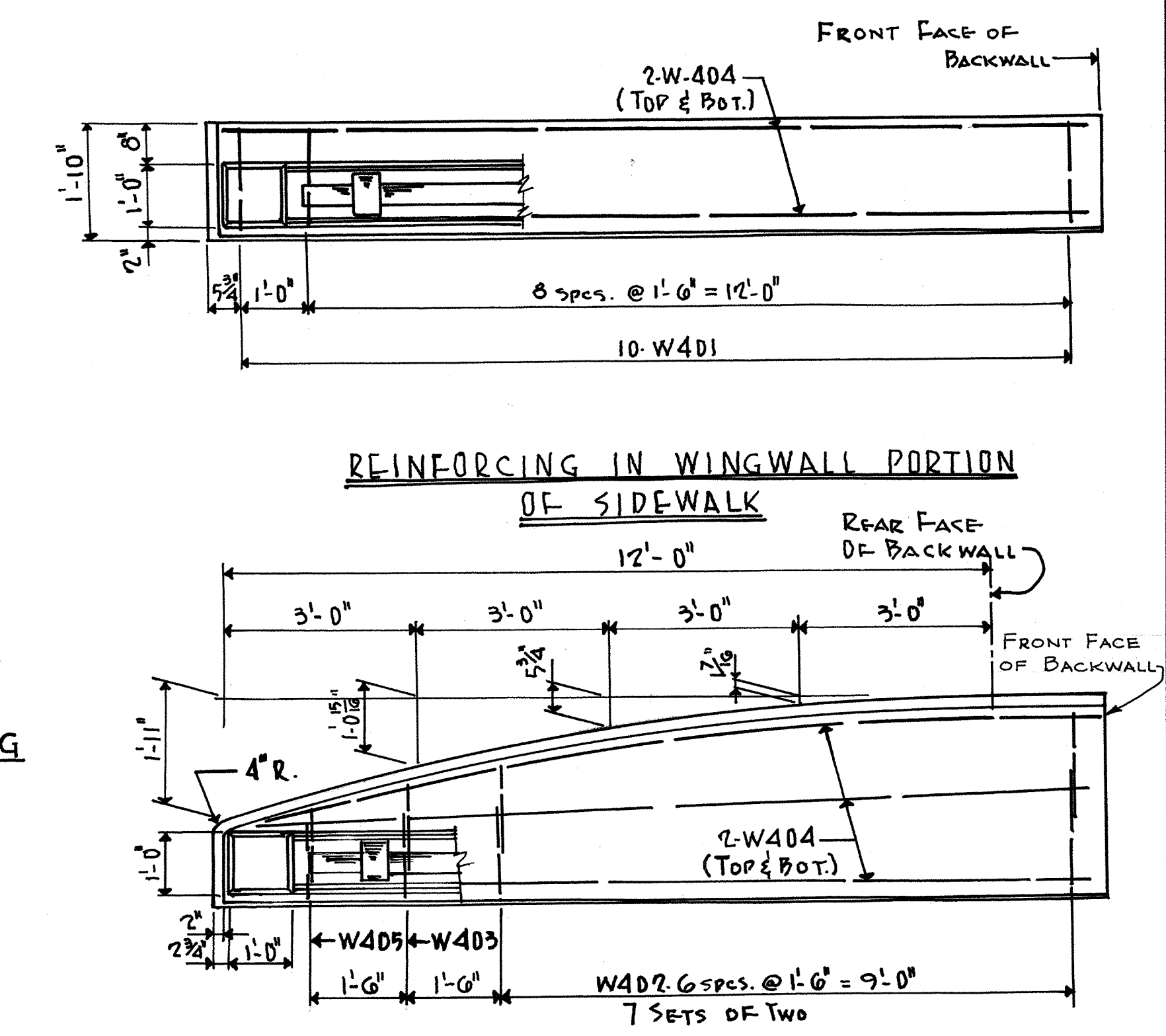
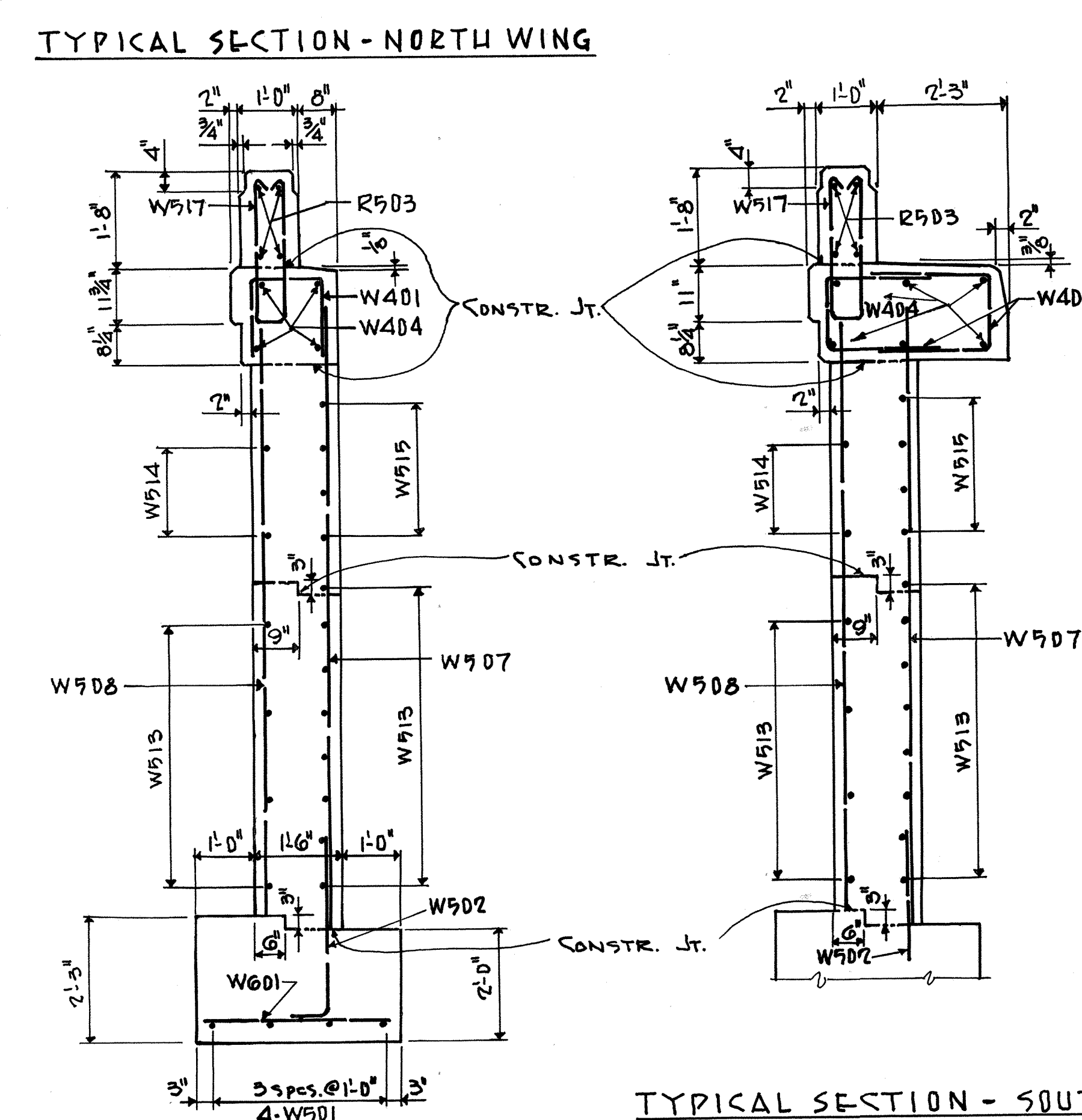
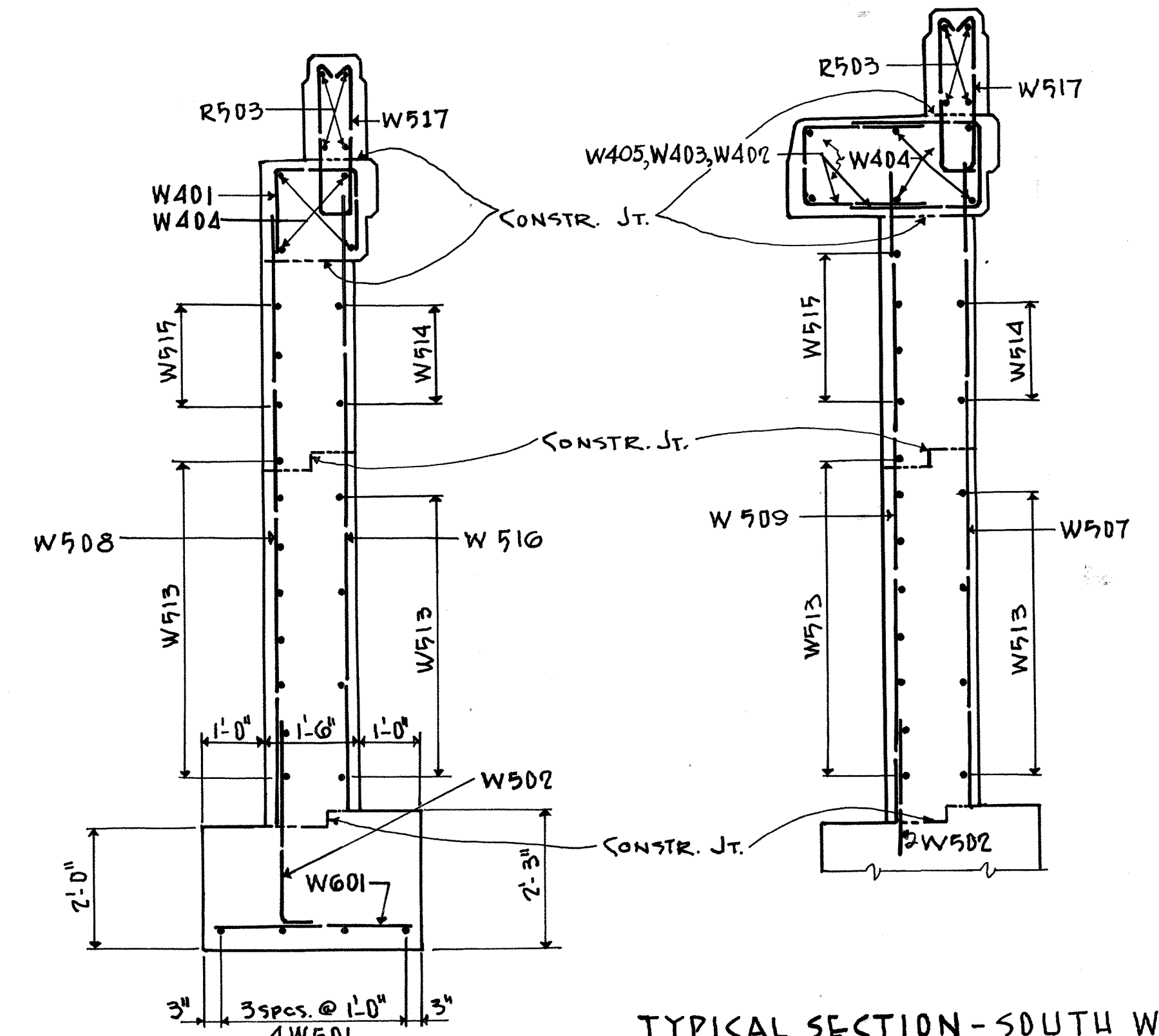
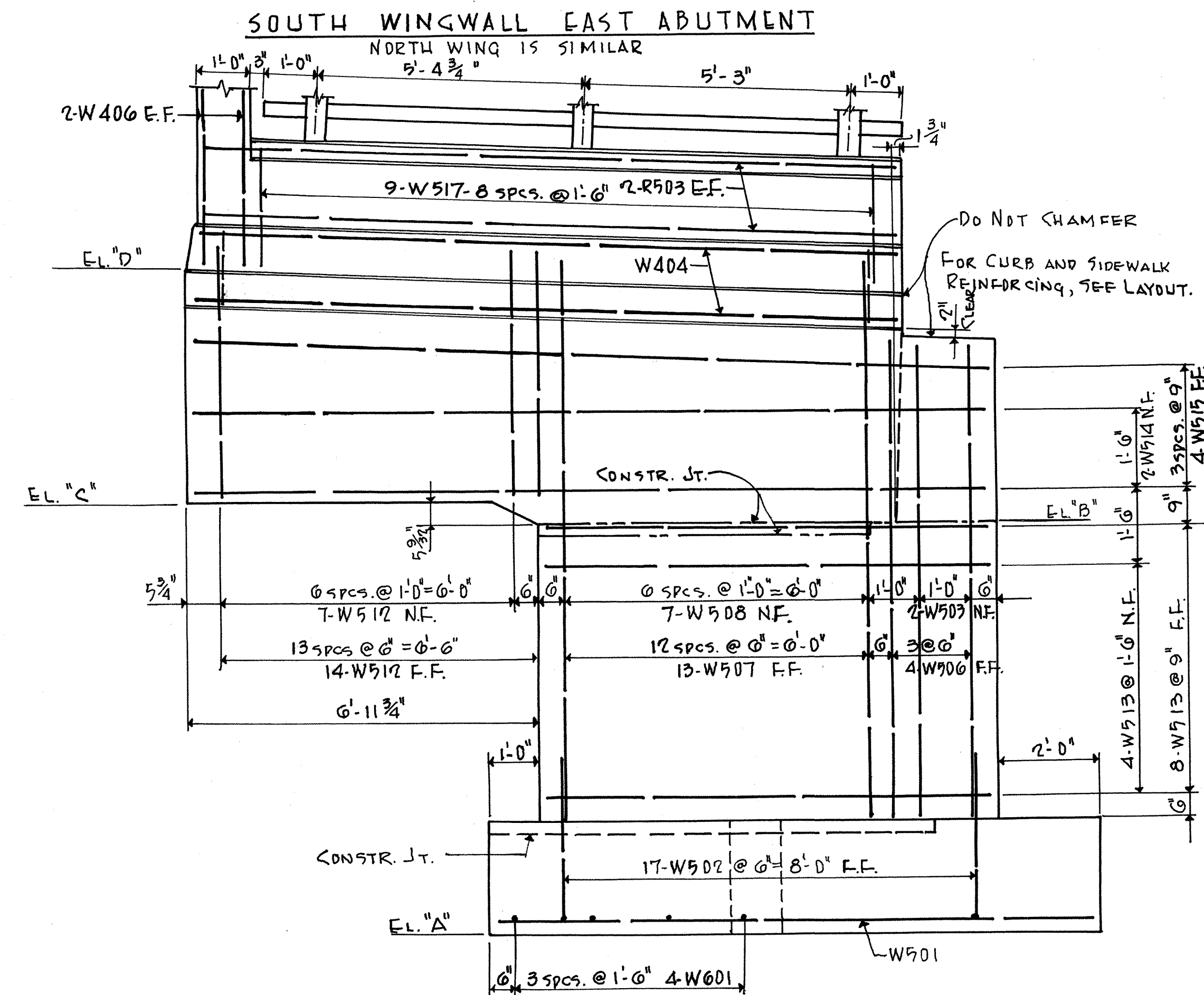
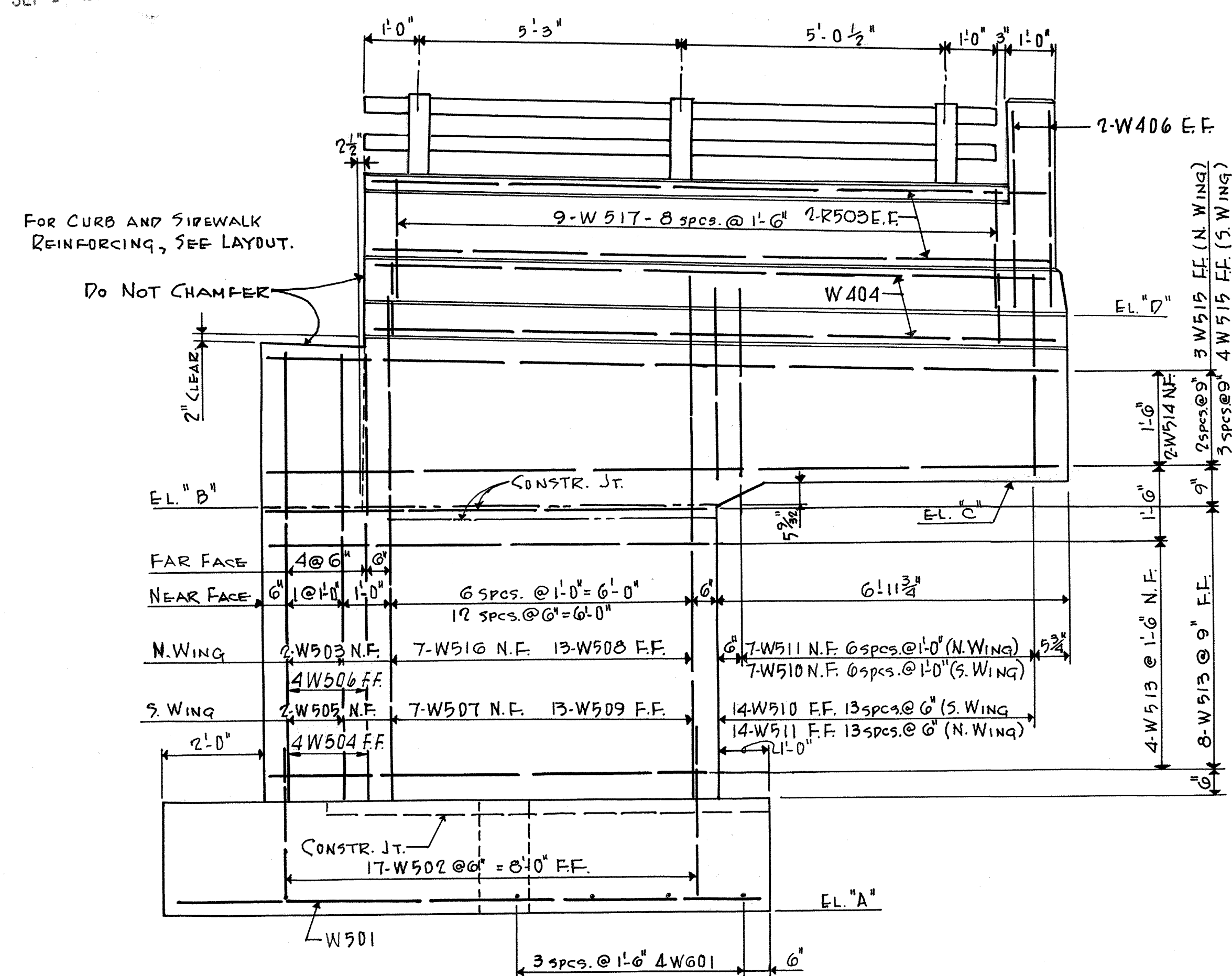
* Varies - see East Abutment Elevation

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SEP 1 1987

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCIOTO COUNTY
5C1-52-34.56
LAW-52-0.00

TABLE OF ELEVATIONS				
LOCATION	A	B	C	D
EAST ABUTMENT - No. WINGWALL	551.69	559.84	560.29	563.48
" " - S.D. WINGWALL	551.69	559.84	560.29	564.10
WEST ABUTMENT - No. WINGWALL	561.26	569.41	569.85	574.41
" " - S.D. WINGWALL	561.26	569.41	569.85	574.44



NOTES
FOR ADDITIONAL RAILING AND PARAPET DETAILS, SEE STANDARD DRWG. AR-1-57.

LEGEND
N.F. = NEAR FACE
F.F. = FAR FACE
E.F. = EACH FACE

BARRETT ASSOCIATED ENGINEERS, LIMITED						
1500 W. FIRST AVE.			COLUMBUS 12, OHIO			
WINGWALL DETAILS						
BRIDGE No. 5C1-52-34.56 U.S. 52 UNDER CO. RD. 7 SCIOTO COUNTY						
SEC. 5C1-52-34.56			STA. 1924+69.63			
DESIGNED	DRAWN	TRACED	CHECK	REVIEWED	DATE	REVISED
DM	KFB	T.T.	DM			

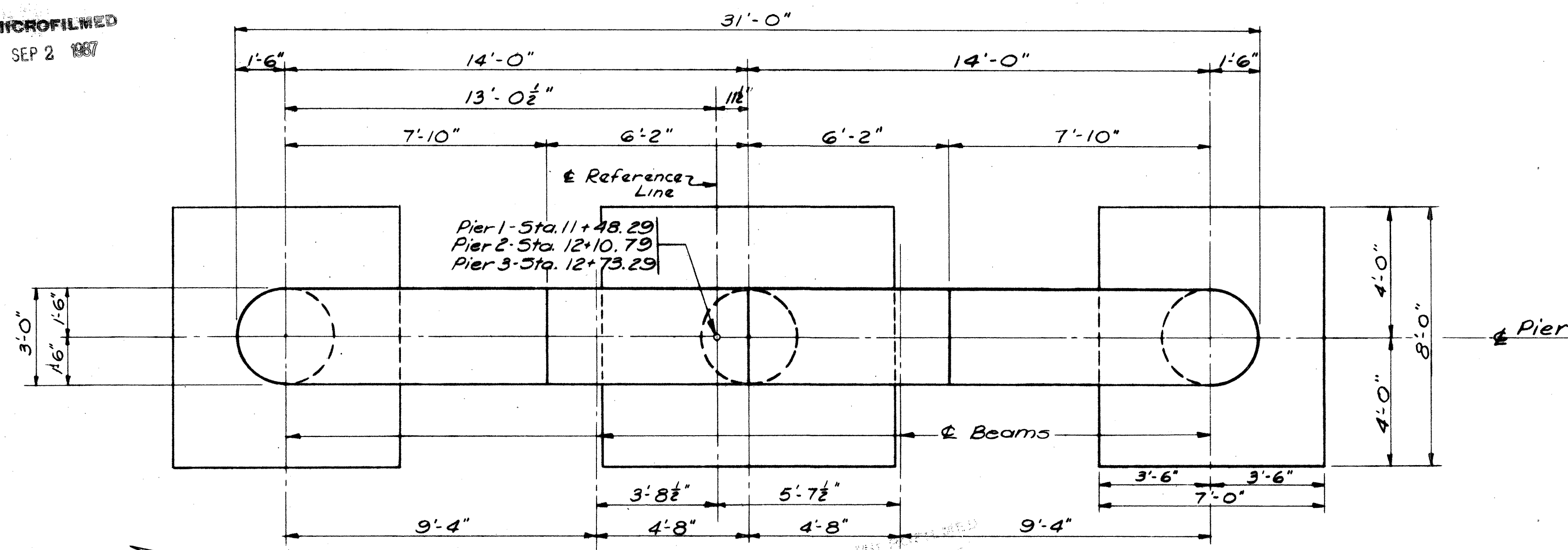
MICROFILMED
SEP 2 1967

FED. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

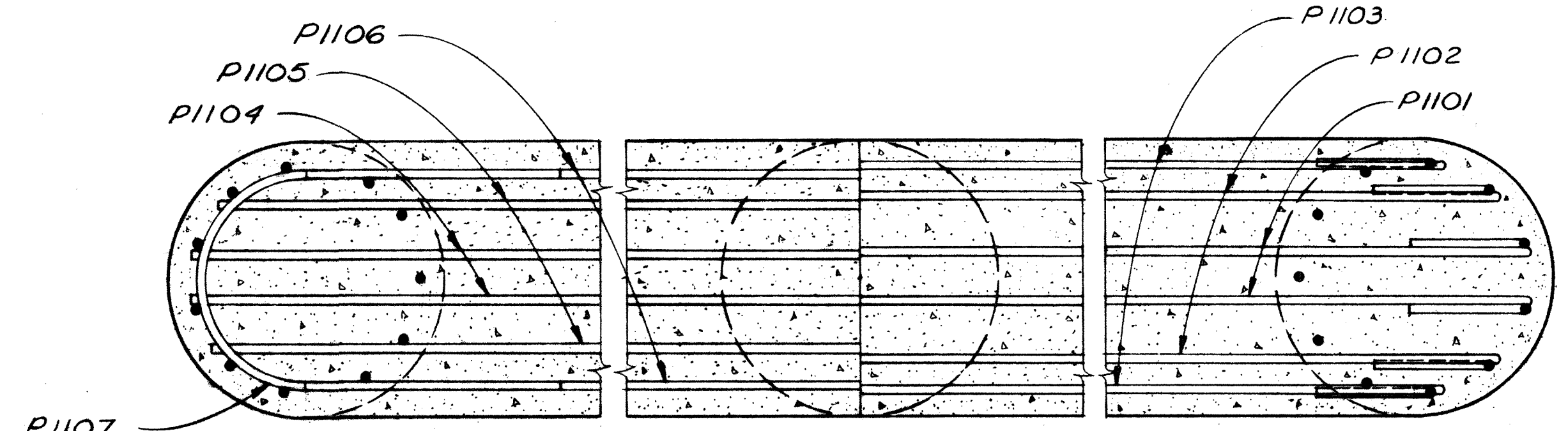
SCIOTO COUNTY
SCI - 52 - 34.56
LAW - 52 - 0.00

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ELEVATIONS						
Pier	El. "A"	El. "B"	El. "C"	El. "D"	El. "E"	Dim. "X"
Pier No. 1	561.99	561.99	561.90	561.76	542.76	13'-6"
Pier No. 2	564.71	564.86	564.83	564.68	541.93	17'-3"
Pier No. 3	567.55	567.69	567.66	567.52	542.94	19'-1"

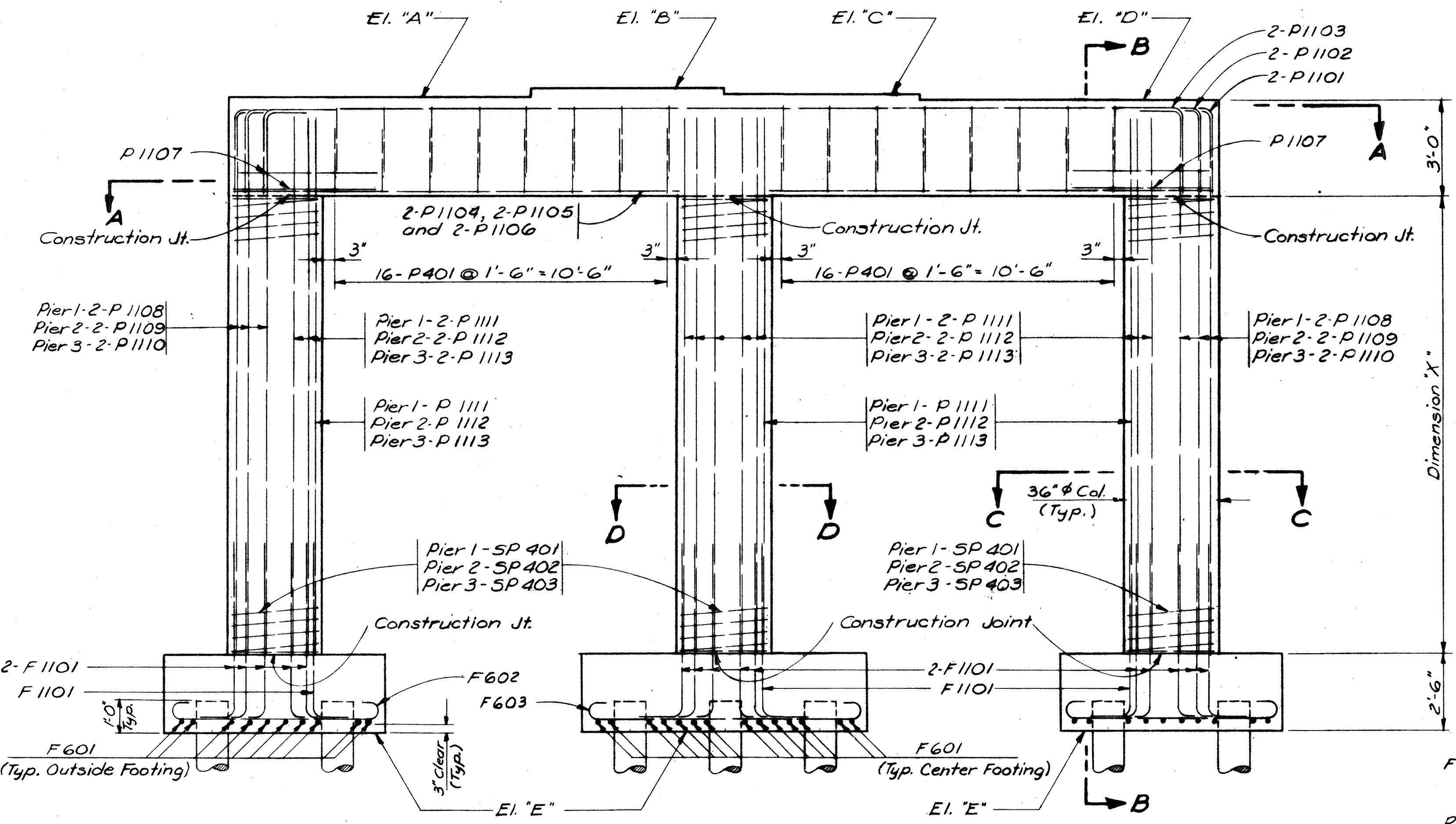


PLAN

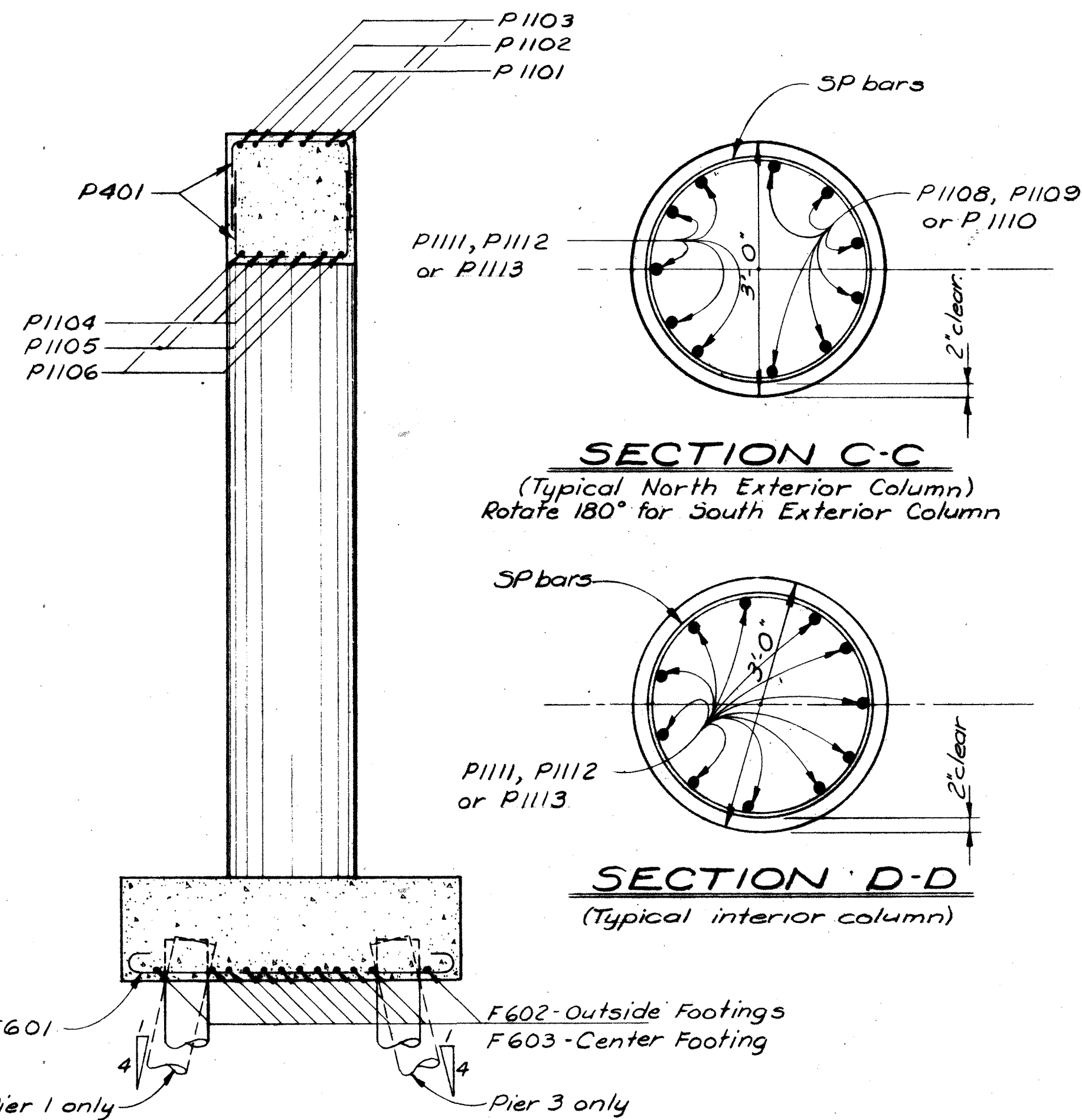


SECTION A-A

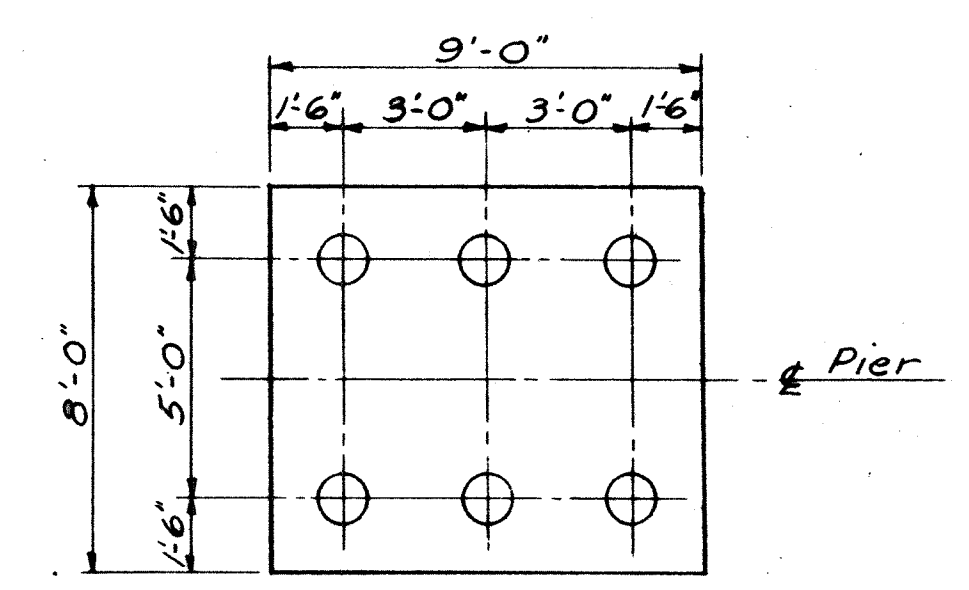
Special care shall be taken in placing reinforcing steel in the pier cap so that it will not interfere with the drilling of anchor bolt holes.



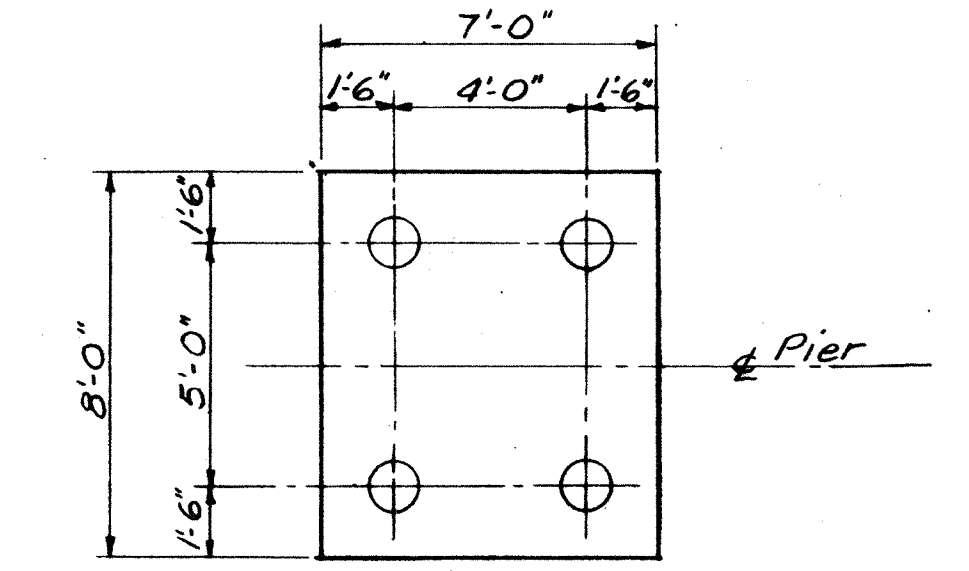
ELEVATION



SECTION B-B



PILE LAYOUT
(For Center Footings Only)



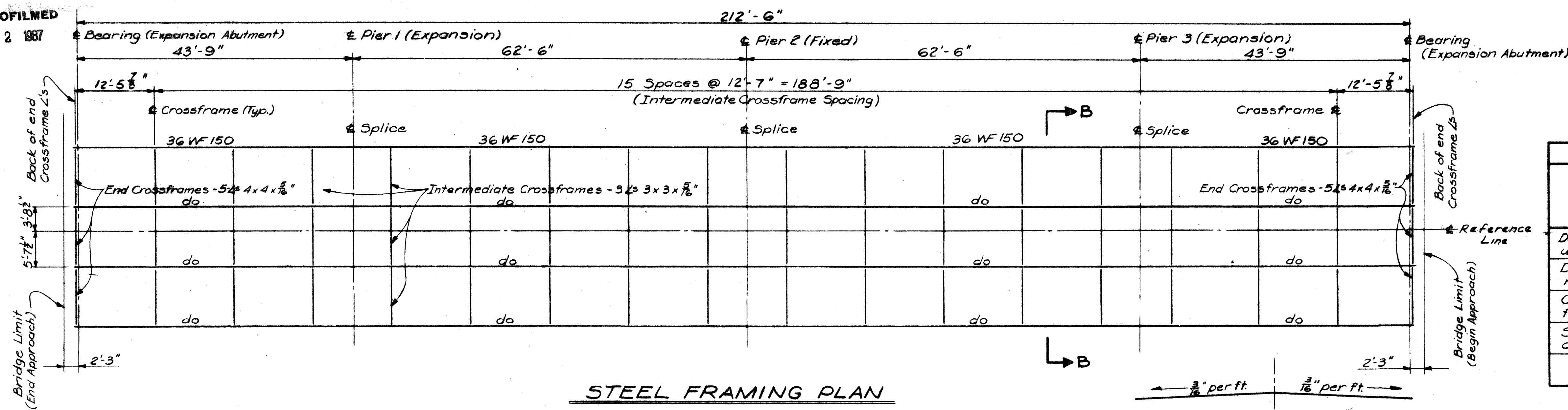
PILE LAYOUT
(For Outside Footings Only)

All piles shall be 12" reinforced concrete, cast-in-place.

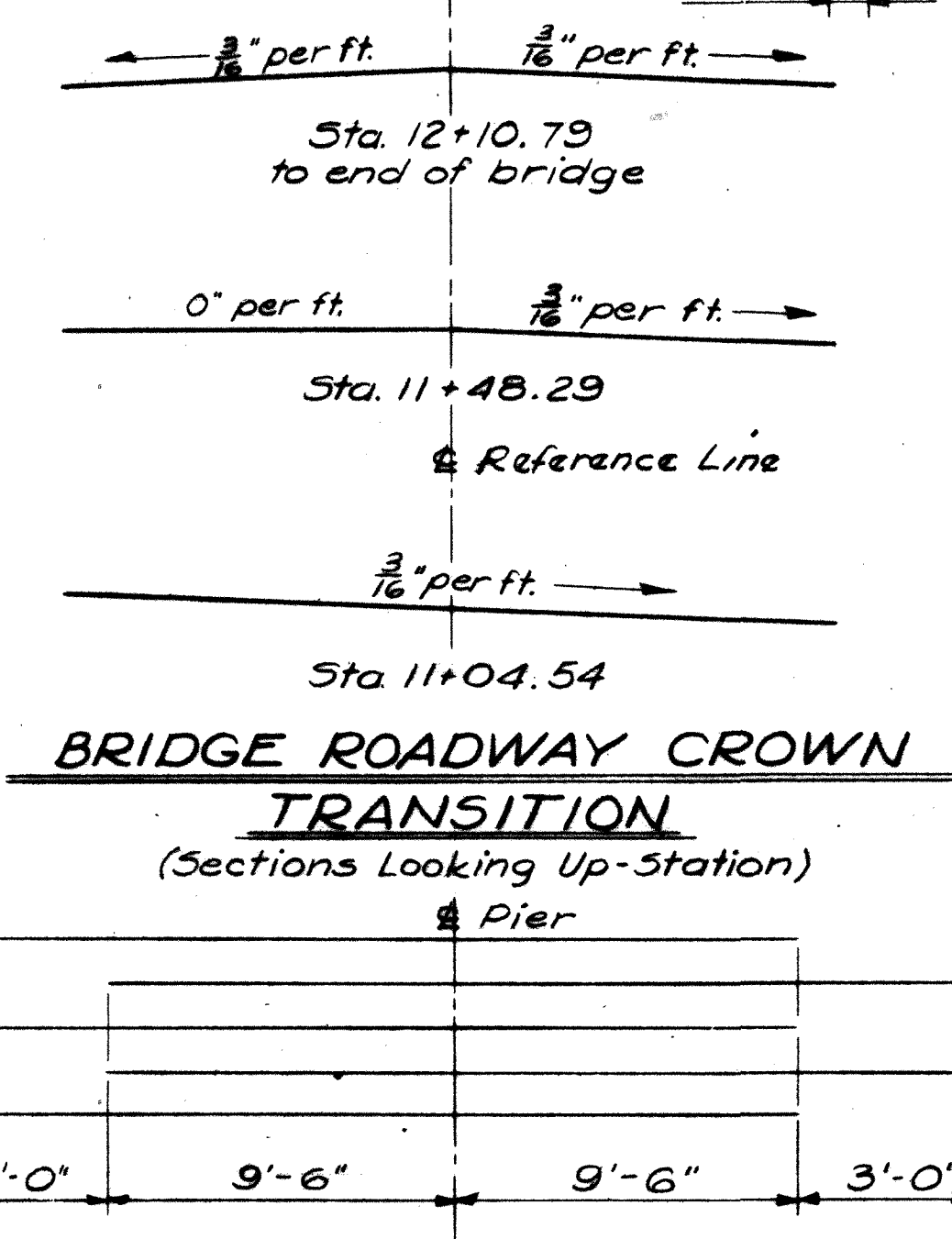
BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

PIER DETAILS
BRIDGE NO. SCI-52-3646
U.S. 52 UNDER CO. RD. # 7
Scioto County
Sec. SCI-52-34.56 Sta. 1924+65.63

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	RVT					



Location	DEFLECTION AND CAMBER											
	Exterior Beam Under Sidewalk				Interior Beams				Exterior Beam Under Curb			
	Span				Span				Span			
	A	B	C	D	A	B	C	D	A	B	C	D
Deflection due to weight of steel	$\frac{1}{64}$ "	$\frac{1}{16}$ "	$\frac{1}{16}$ "	$\frac{1}{64}$ "	$\frac{1}{64}$ "	$\frac{1}{16}$ "	$\frac{1}{16}$ "	$\frac{1}{64}$ "	$\frac{1}{64}$ "	$\frac{1}{16}$ "	$\frac{1}{16}$ "	$\frac{1}{64}$ "
Deflection due to remaining dead load	$\frac{3}{32}$ "	$\frac{9}{32}$ "	$\frac{9}{32}$ "	$\frac{3}{32}$ "	$\frac{3}{32}$ "	$\frac{17}{64}$ "	$\frac{17}{64}$ "	$\frac{3}{32}$ "	$\frac{3}{32}$ "	$\frac{17}{64}$ "	$\frac{17}{64}$ "	$\frac{3}{32}$ "
Convexity required for vertical curve	0	$\frac{5}{16}$ "	$\frac{5}{8}$ "	$\frac{5}{16}$ "	0	$\frac{5}{16}$ "	$\frac{5}{8}$ "	$\frac{5}{16}$ "	0	$\frac{5}{16}$ "	$\frac{5}{8}$ "	$\frac{5}{16}$ "
Sum of deflection and convexity	$\frac{1}{64}$ "	$\frac{21}{32}$ "	$\frac{31}{32}$ "	$\frac{27}{64}$ "	$\frac{1}{64}$ "	$\frac{41}{64}$ "	$\frac{61}{64}$ "	$\frac{27}{64}$ "	$\frac{1}{64}$ "	$\frac{41}{64}$ "	$\frac{61}{64}$ "	$\frac{27}{64}$ "
Required Camber	0	0	1"	0	0	0	1"	0	0	0	1"	0



NOTES

CONCRETE to be Class "C".
* This is a nominal dimension. The quantity of deck concrete paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

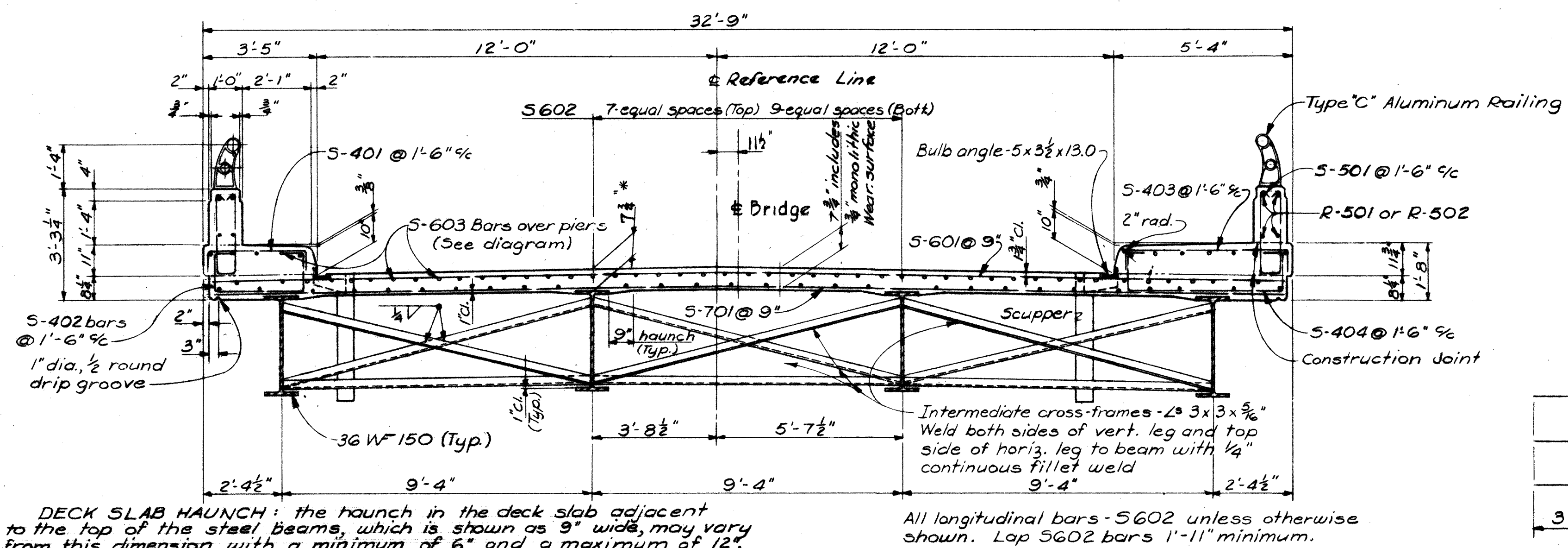
CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

SLAB THICKNESS shown includes $\frac{3}{8}$ inch monolithic wearing surface.

WELDING shall be Class "A". Any welds shown as field welds may, at the option of the Contractor, be made in the shop.

FOR DETAILS and notes pertaining to Type "C" aluminum railing see Std. Drawing AR-1-57.

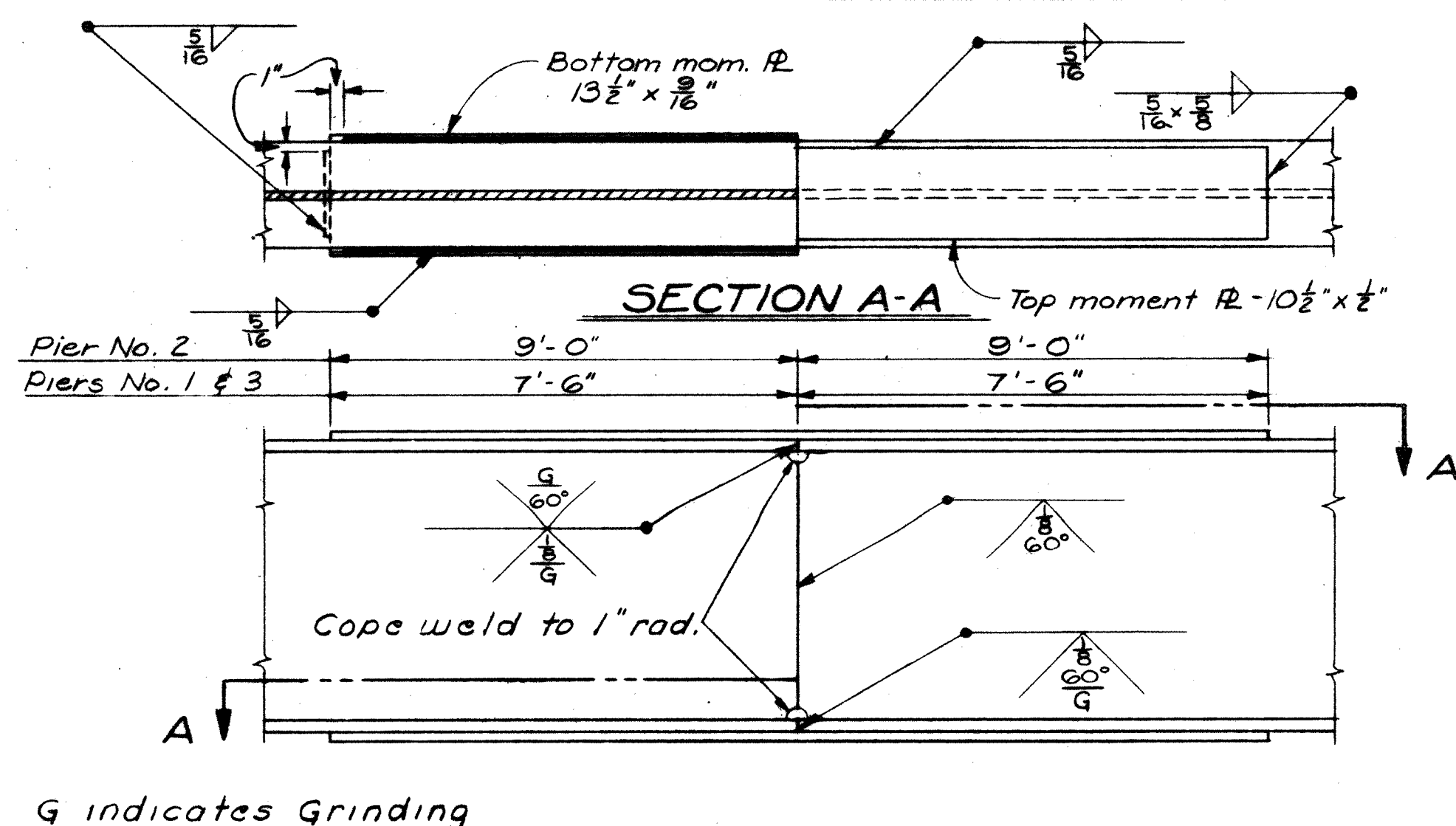
$\frac{1}{8}$ " PREFORMED bearing pad, Sec. M-10.11, typical at each railing post, included with railing for payment.



DECK SLAB HAUNCH: the haunch in the deck slab adjacent to the top of the steel beams, which is shown as 9" wide, may vary from this dimension with a minimum of 6" and a maximum of 12". Maximum slope of haunch shall be one vertical to four horizontal. Payment for deck slab concrete shall be based on the 9" width.

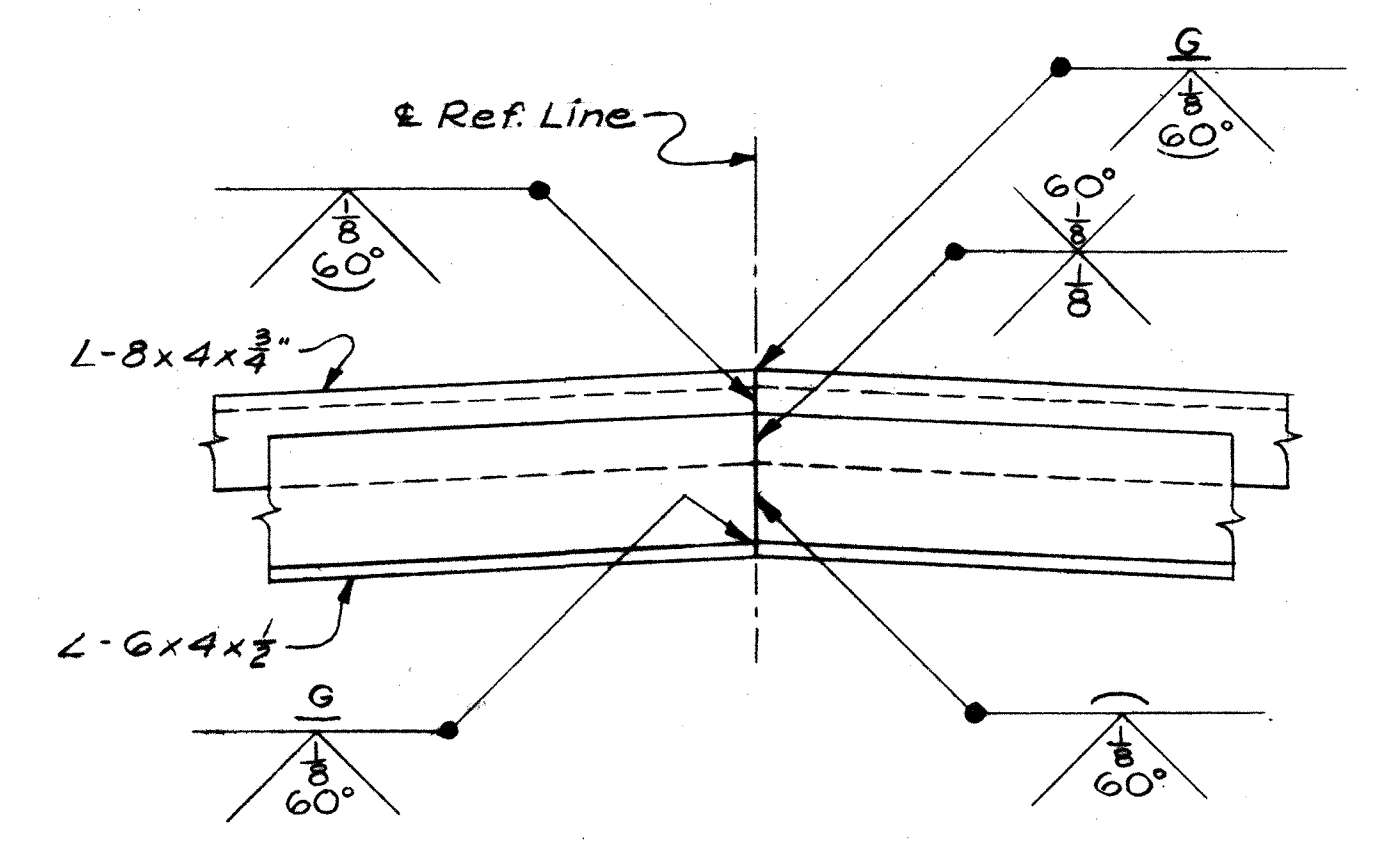
All longitudinal bars - 5-602 unless otherwise shown. Lap 5-602 bars 1'-11" minimum.

DIAGRAM SHOWING S-603 BARS STAGGERED OVER PIERS



BEAM SPLICE WELDING PROCEDURE

1. Raise end of beam at Pier No. 2 - $\frac{15}{16}$ ".
2. Butt-weld beam flanges and web at Pier No. 1 using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location until welds are completed.
3. Weld top and bottom flange moment plates at Pier No. 1.
4. Lower end of beam at Pier No. 2.
5. Make splice at Pier No. 2 and Pier No. 3 in the same manner, raising the end of the beam $\frac{1}{16}$ " at the pier and $\frac{1}{16}$ " at the abutment.



NOTE: East End of bridge shall have straight angles in the end dam without welded butt joint.

BEAM SPLICE DETAILS

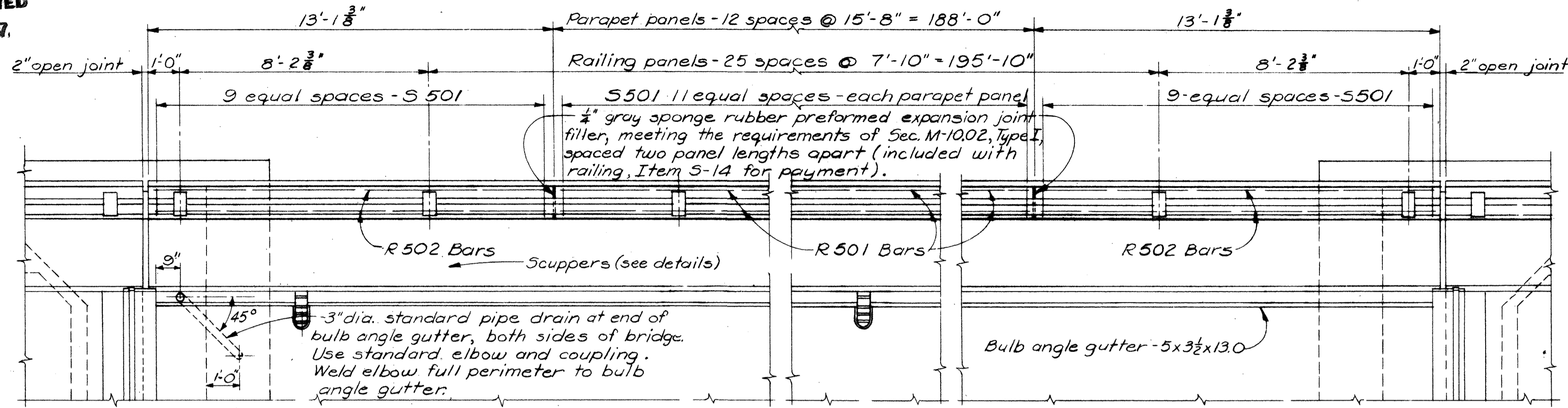
BARRETT ASSOCIATED ENGINEERS, LIMITED
1500 W. FIRST AVE. COLUMBUS 12, OHIO

SUPERSTRUCTURE DETAILS
BRIDGE NO. SCI-52-3646
US 52 UNDER CO. RD. #7

Scioto County
Sec. 52-34.56 Sta. 1924+65.63

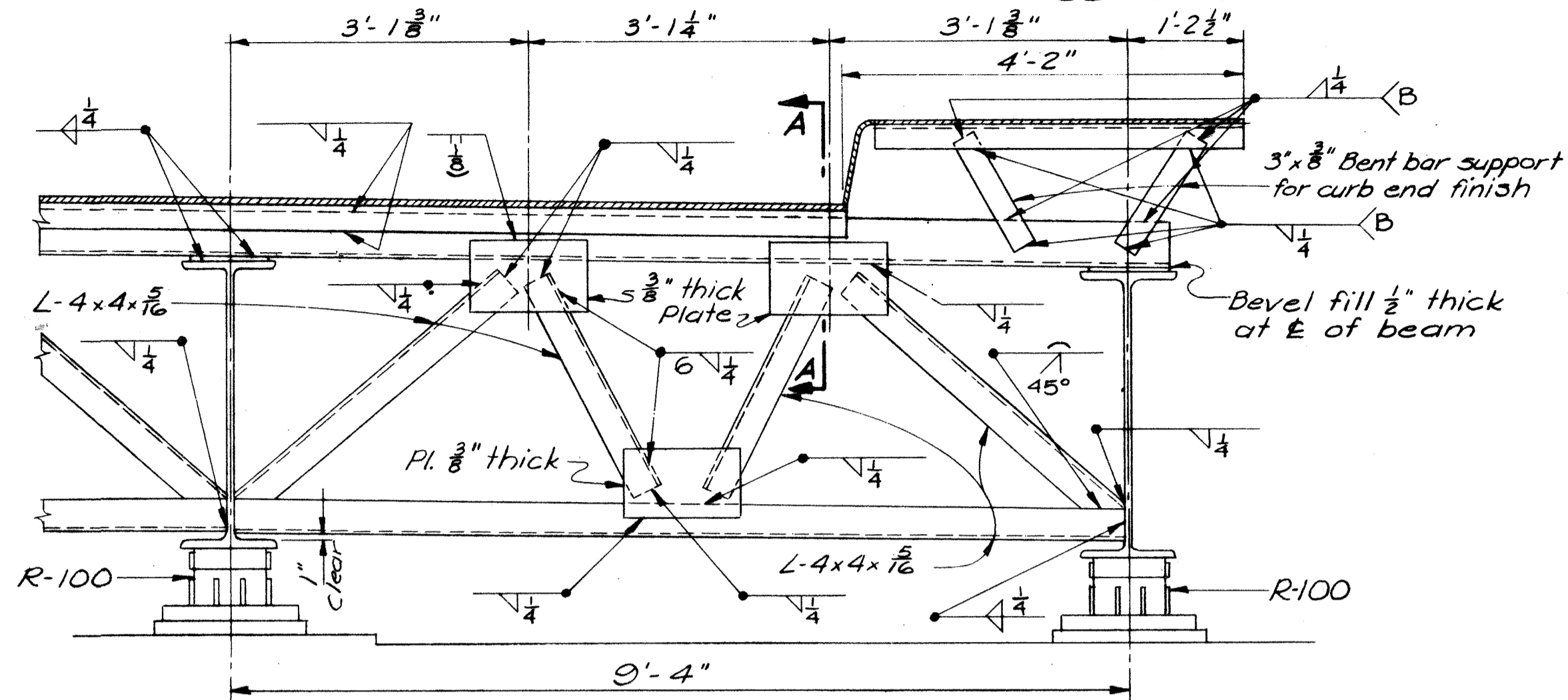
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DM	RVT		DM			

SCIOTO COUNTY
 SCI-52-34.56
 LAW-52-0.00
 3'-1 3/8" 1'-2 1/2"



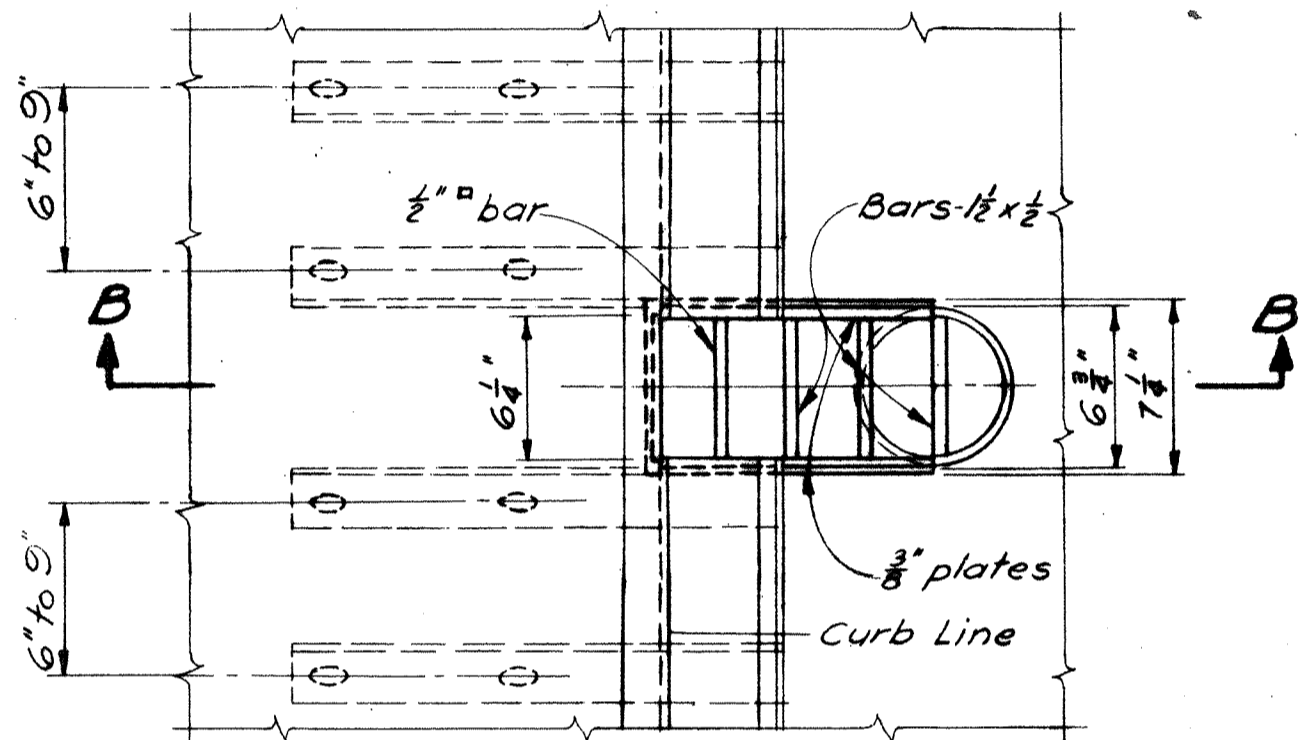
Note: For spacing of scuppers, see General Plan, Sheet No. 319.

PART DECK PLAN



END CROSSFRAME DETAILS

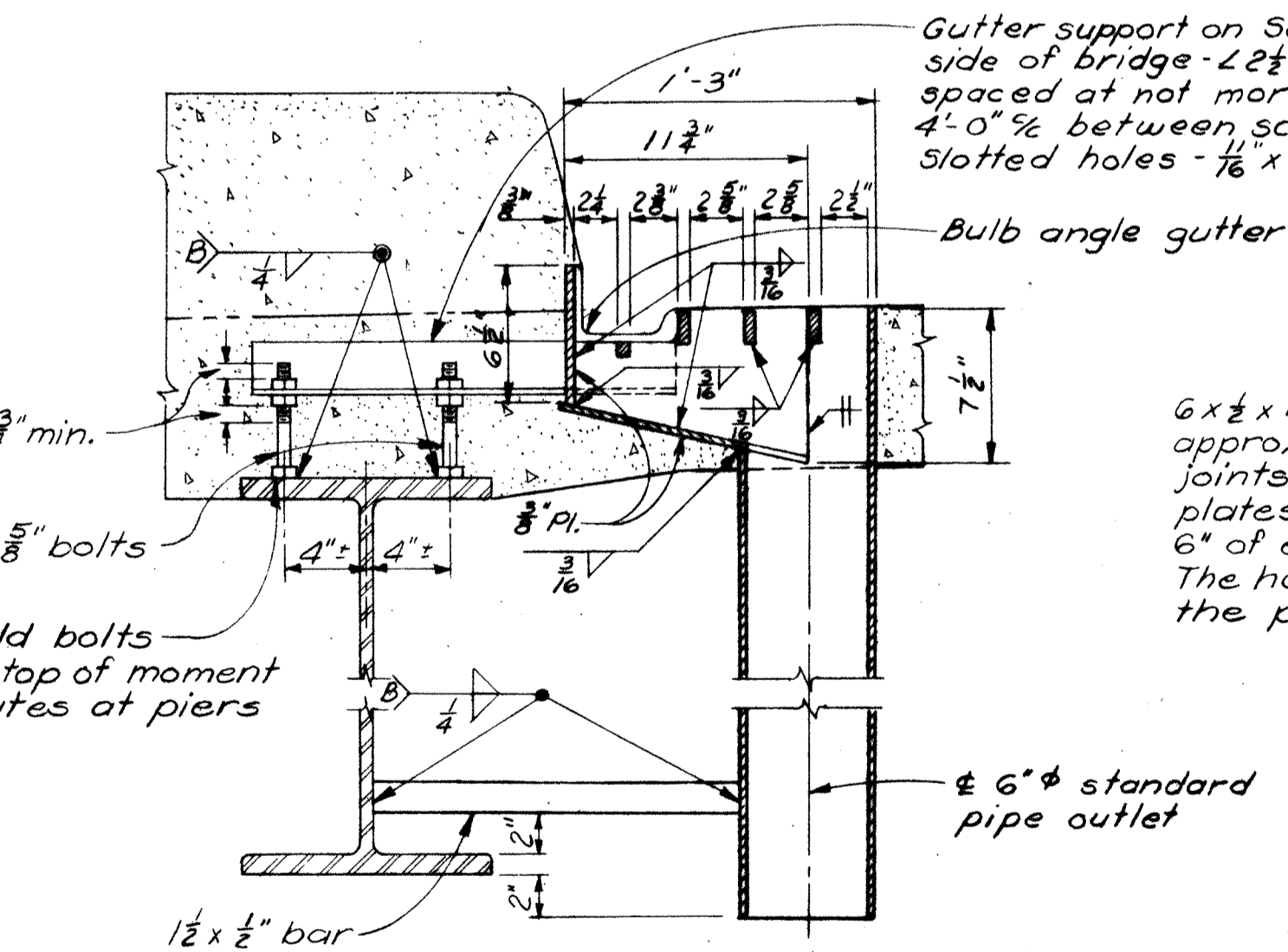
(Showing Sidewalk End Finish On North Side Of Bridge)



SCUPPER PLAN

A welded butt joint in the end dam, along the Reference Line will be required at the West end of the bridge for that portion of the end dam attached to the superstructure. The East end shall have continuous straight angles. The portion attached to the backwall in each case, shall be placed in segments not less than 6'-0" in length, with one of the joints at the apex of the crown. These shall be closely butted but shall not be welded.

5/8" x 2 1/4" bolts at not more than 2'-0" with nuts tack-welded to under side of lower angle. 1/16" holes in upper angle. Center 5/8" bolts in 1/16" holes. Apply flake graphite between washers and angle. Turn bolt tight and release one-half turn. Remove bolts as soon as concrete has set, preferably within two hours after placing, to avoid damage due to temperature expansion or contraction of the superstructure. Fill holes with bituminous material.



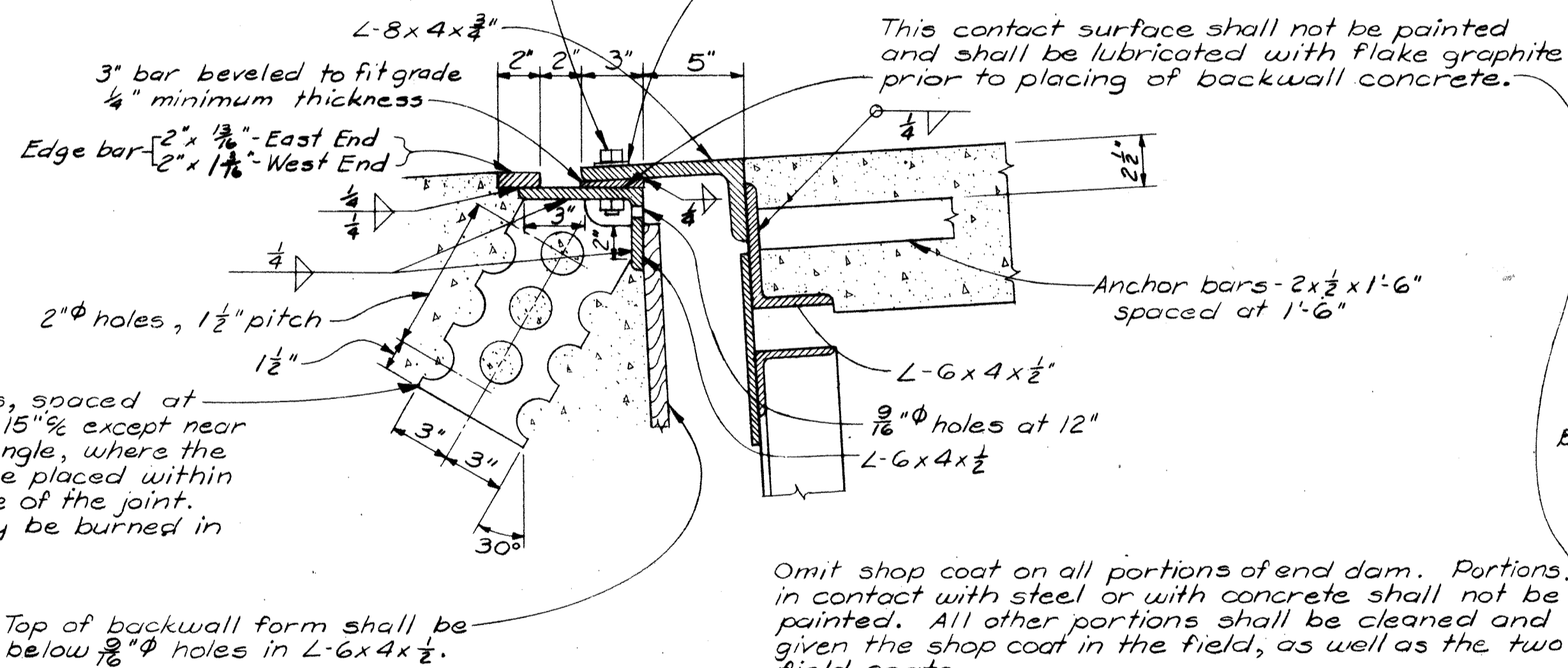
SECTION B-B

(Showing Gutter Support on South Side)

Scuppers must be spaced to clear crossframes by at least 6" and piers by at least 5'-0". Milled joints will be permitted in bulb angles in interior spans, but individual lengths will be made as long as practicable.

Supports will be placed 6" to 9" on each side of joint.

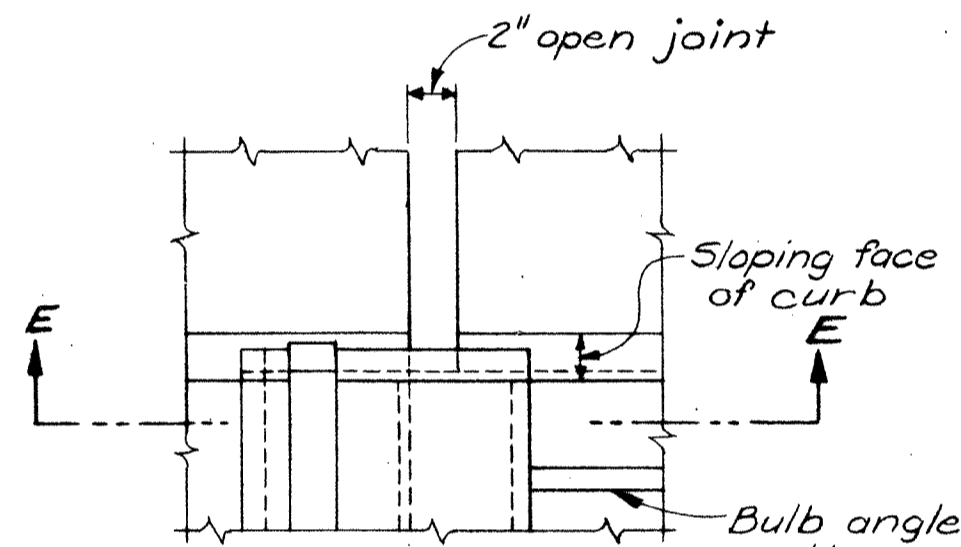
Gutters shall be accurately adjusted for alignment and grade, with allowance for dead load deflection, before concrete is placed.



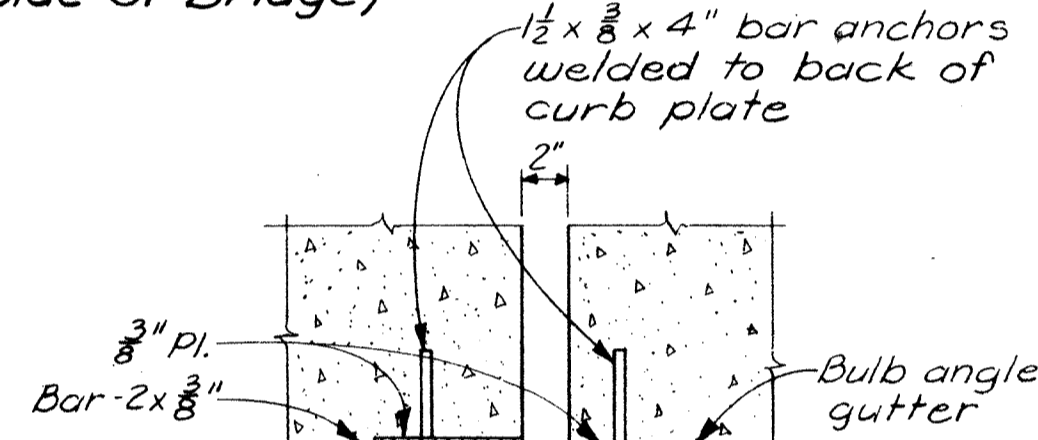
SECTION A-A

Roadway End Dam

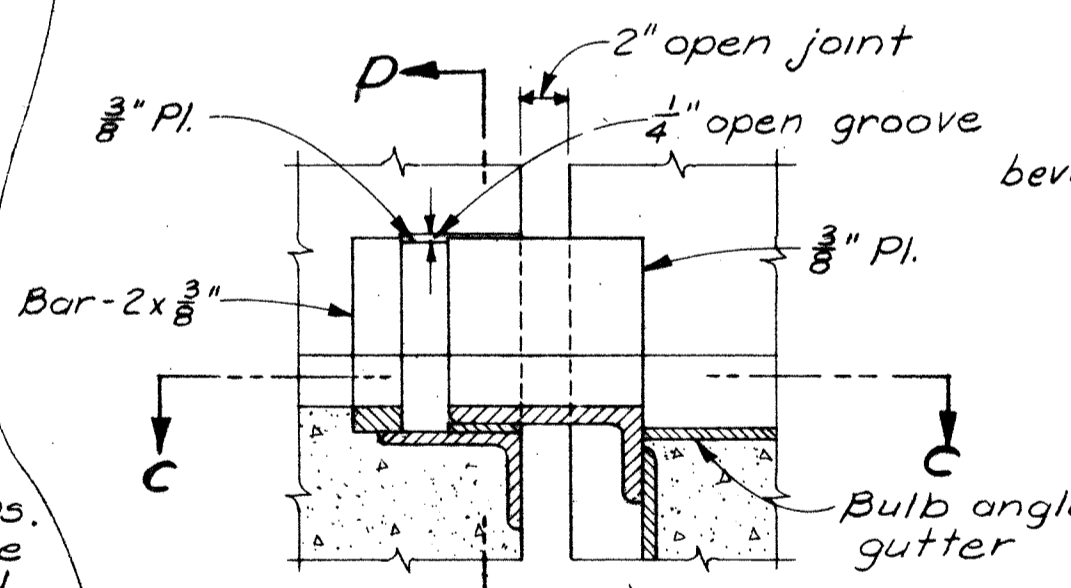
Omit shop coat on all portions of end dam. Portions in contact with steel or with concrete shall not be painted. All other portions shall be cleaned and given the shop coat in the field, as well as the two field coats.



PART PLAN



SECTION C-C

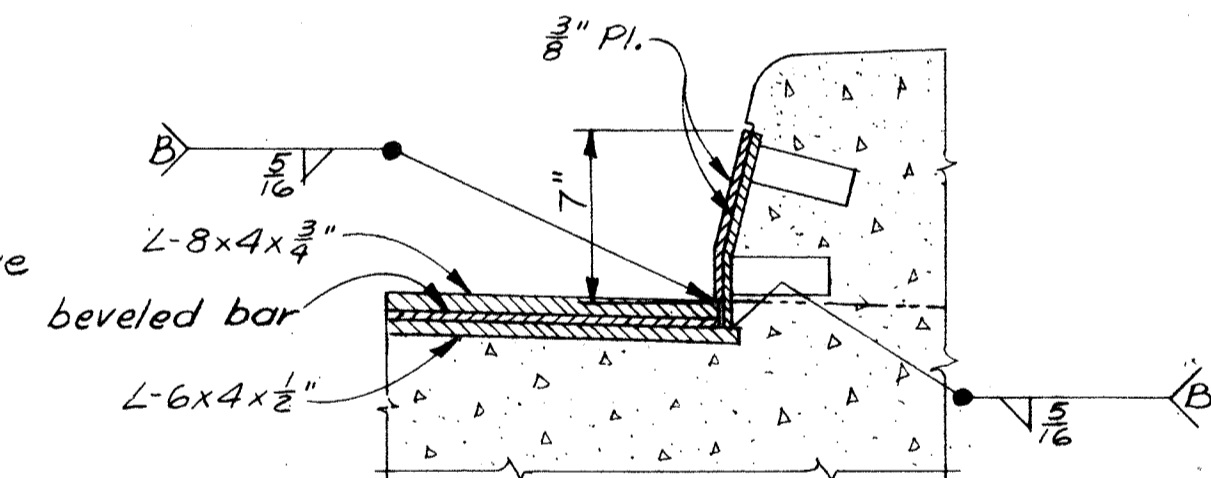


SECTION E-E

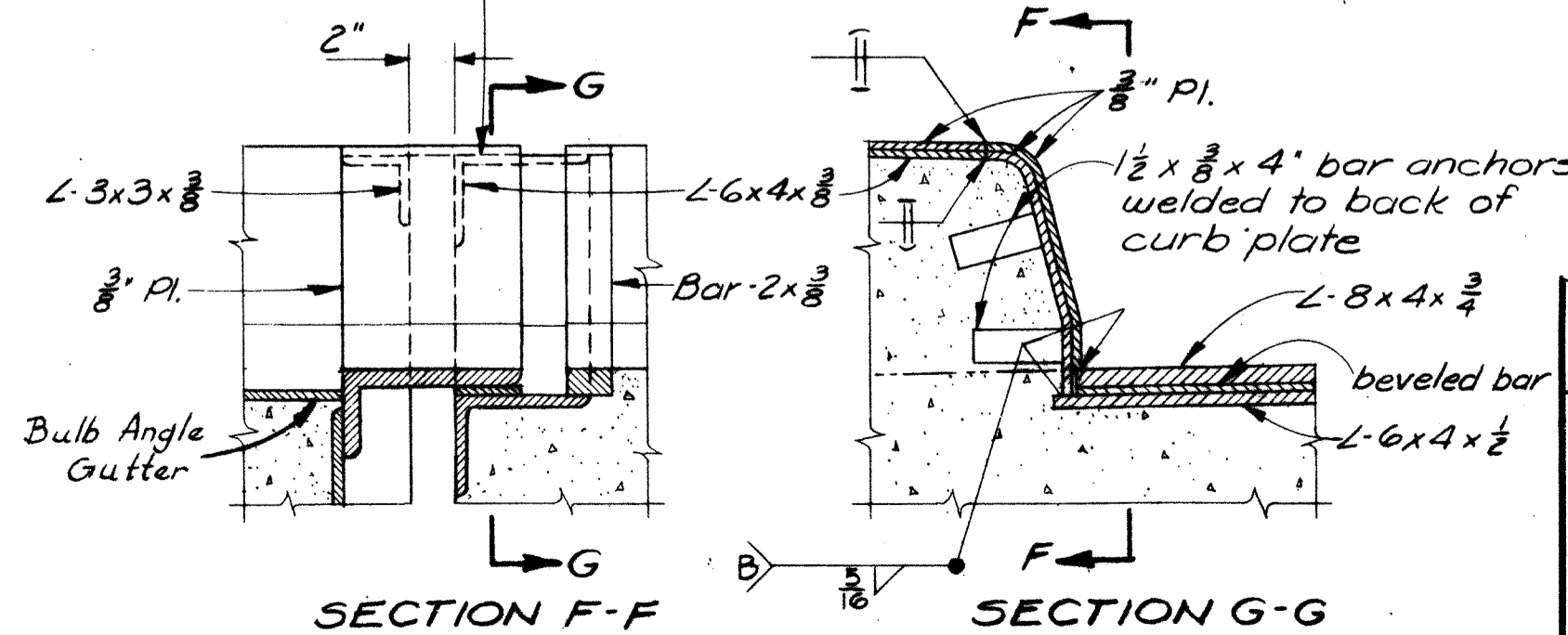
CURB PLATE DETAILS

(For South Side Of Bridge Only)

For additional details See CSB-2-56.

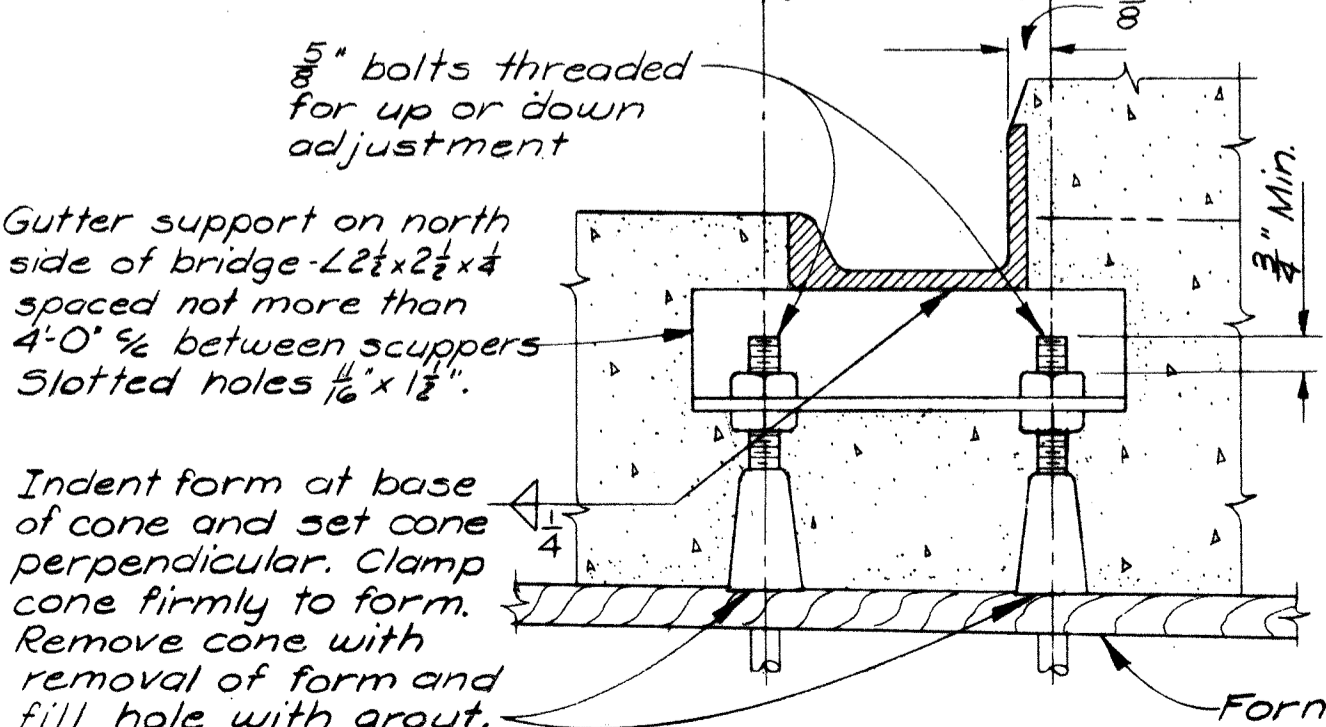


SECTION D-D



SECTION F-F

SECTION G-G



GUTTER SUPPORT DETAIL

(For North Side Of Bridge Only)

CURB PLATE DETAILS

(For North Side Of Bridge Only)

BARRETT ASSOCIATED ENGINEERS, LIMITED					
1500 W. FIRST AVE.			COLUMBUS 12, OHIO		
SUPERSTRUCTURE DETAILS					
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Scioto County					
Sec. SCI-52-34.56			Sta. 1924+65.63		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
	RWT				