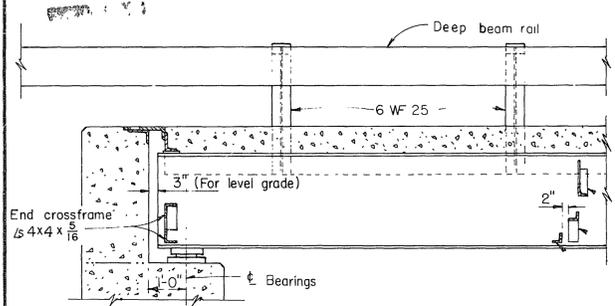
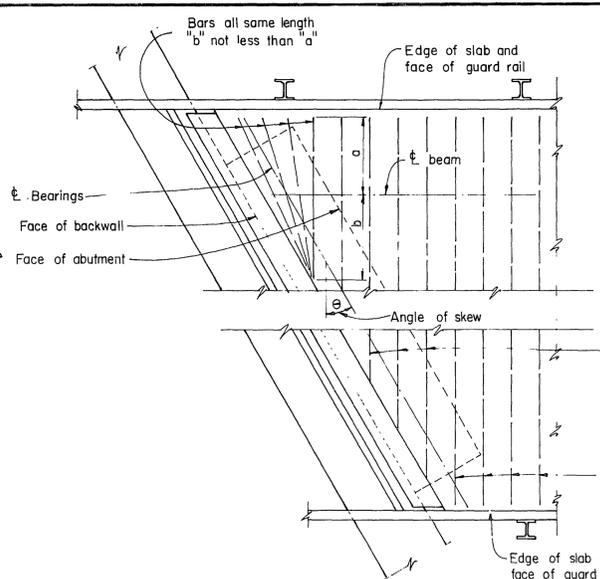


PART PLAN AT ABUTMENT



SECTION A-A



PART PLAN OF SKEWED BRIDGE

For skew greater than 15°, transverse bars shall be placed as shown. For skew of 15° or less, transverse bars shall be placed parallel to abutments and shall be made longer than tabulated length.

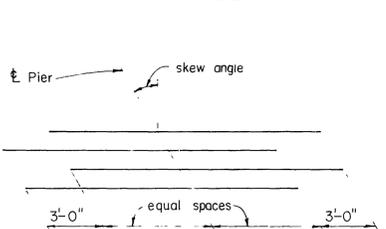
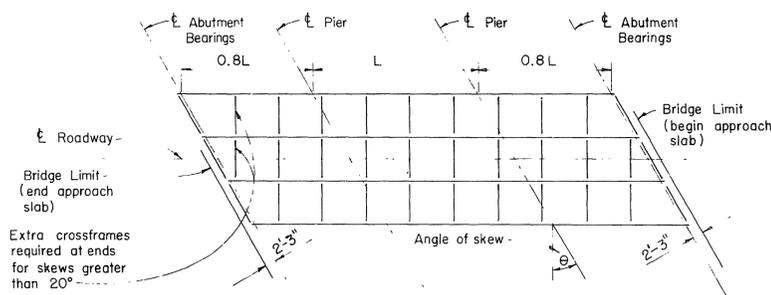
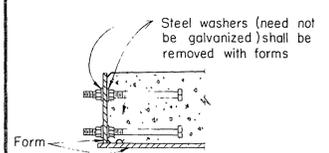


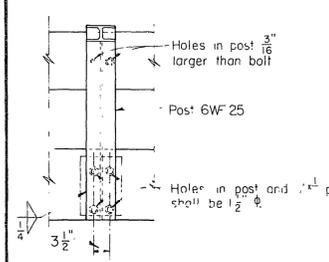
DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS



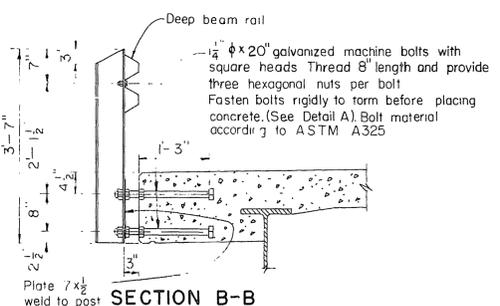
PLAN OF SKEWED STEEL FRAMING



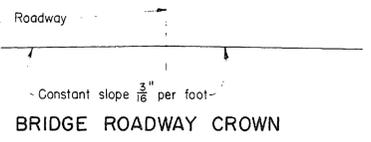
DETAIL A



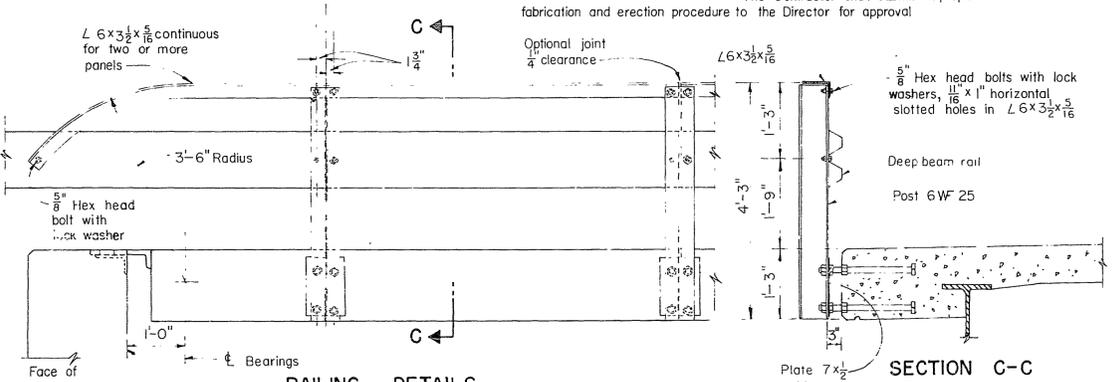
ELEVATION OF RAILING POST



SECTION B-B



BRIDGE ROADWAY CROWN



RAILING DETAILS
For railing with top handrail

GENERAL: This set of drawings (sheets No. 1 thru 5) provides design and construction details. The project plans for each structure shall indicate span lengths, roadway width, load frequency, skew, curve and superelevation (if any), elevations, wearing surface, substructure details, estimated quantities, reinforcing steel list, and other necessary information including special notes and details.

REFERENCE shall be made on the project plans to sheet 1 of this set of drawings and to that one of sheets 2 thru 5 which applies to the specified roadway width. Reference shall be made also to Standard Drawing SD-1-65 and to RB-1-5.

DESIGN SPECIFICATIONS: These standard drawings conform to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated September 1, 1957, together with revisions of February 21, 1958 and May 1, 1962, except that beam sections are designed for the 20,000 lb unit stress of ASTM A-36 steel.

ADDITIONAL INTERIOR SPANS, similar to the middle span, may be incorporated in the structure without change in size of beams. In case of added spans, the project plans shall show revised details and estimated quantities.

SKEW: These drawings may be used for skewed bridges with the following modifications:

- A special list of reinforcing bars shall be provided.
- Additional intermediate crossframes shall be provided if the skew exceeds 20°.
- Tabulated quantities shall be increased approximately as follows:
 - Structural Steel: Add 6700 lbs. x (sec θ -1) for 32' roadway
 - Add 7800 lbs. x (sec θ -1) for 36' roadway
 - Add 9800 lbs. x (sec θ -1) for 40' roadway
 - Add 10500 lbs. x (sec θ -1) for 44' roadway
- Railing: Add 2.25' x 4 x (sec θ -1) to total linear feet.
- Class "C" concrete: No adjustment required.

SUPERELEVATION: For a two-directional bridge on a curve the concrete slab shall be superelevated for the full width of the deck at the same rate as the approach pavement. For one-directional bridges on a curve the concrete slab shall be superelevated as shown on Sheet 4.

MONOLITHIC WEARING SURFACE shall be 1" for all load frequencies. Concrete quantities have been computed on this basis. Tabulated values of "I" include the monolithic wearing surface.

SPLICE ELIMINATION: At the Contractor's option, and where not precluded by camber requirements or shipping length limitations, beams may be fabricated and erected in longer lengths, eliminating some field splices for these beams.

The Contractor shall submit his proposed fabrication and erection procedure to the Director for approval.

DECK SLAB DEPTH: The distance shown from top of deck slab to top of steel beam is the nominal dimension. The quantity of deck concrete to be 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.

BEARING DEVICES: Fixed and expansion bearings shown on Standard Drawing RB-1-55, or some other acceptable type of bearing shall be used. For spans under 50 ft, use flat plate bearings.

Tabulated bearing capacities required are based on stresses modified according to Sec. 76 of the Design Specifications.

CAMBER: The dead load deflection, plus or minus any curvature caused by the road grade, shall be tabulated on the project plans for the center of span, quarter and three quarter points of span and for all field splice points. The totals of these values, added algebraically, shall be the required shop camber. The dead load deflection tabulated on this Standard Drawing is the total deflection at the mid-point of the center span. The deflection at the mid-point of the end span is 75% of this value. Of the total deflection 20% may be assumed to be due to the weight of the steel.

CONCRETE shall be Class "C". $f_c = 1333$ psi.

DECK PLACING PROCEDURE: In placing the deck concrete, construction joints will be permitted, parallel to the transverse reinforcing steel and near the middle of any span. Because of the flow of curing water from the surface of previously-placed concrete, the sequence of pours shall be upgraded, starting at the lowest point or points in the grade line.

RAILING: The transition between the guard rail height on the bridge and on the approaches shall be made in a distance of 100 feet from each end of the bridge.

An upper handrail and longer posts shall be provided if called for on the project plans.

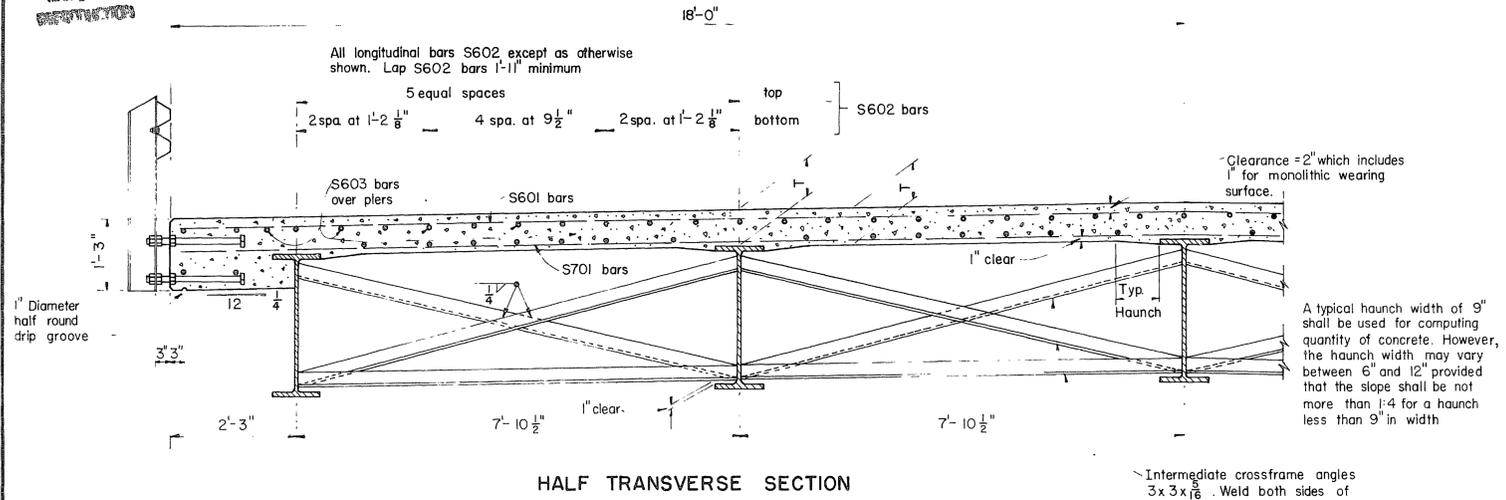
The tabulated railing quantity is for the length of railing between the bridge limits. This quantity includes deep beam rail, handrail (if called for), posts, anchors, connections, galvanizing. It also includes those curved portions of the handrail which project beyond the stated limits.

REINFORCING STEEL: ASTM A15, A16, A180 deformed, intermediate or hard grade. $f_s = 20,000$ psi. Bar size for reinforcing steel is indicated in the bar mark. The first digit indicates the bar size number. For example, 3601 is a No. 6 size bar.

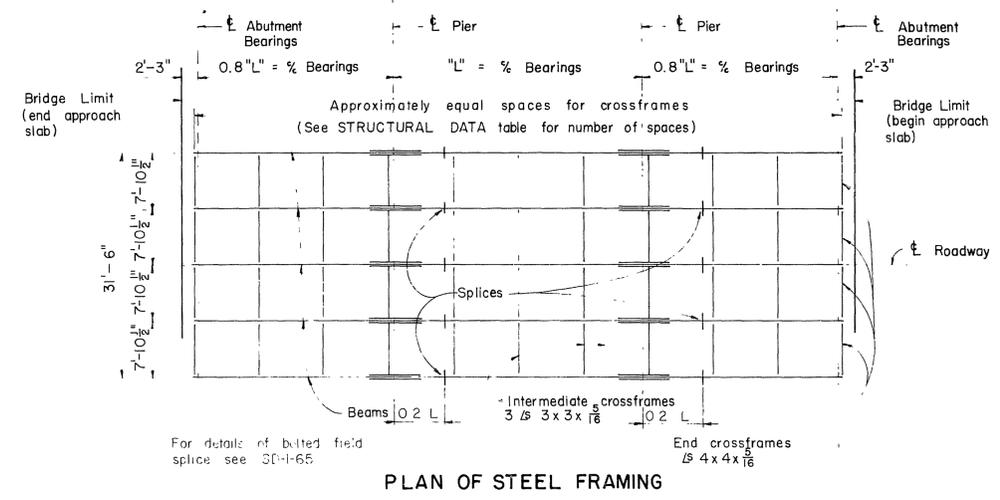
CROSS FRAMES may be shifted, if necessary, to avoid beam web splices.

REVISIONS 12-8-65	STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES			
	STANDARD CONTINUOUS STEEL BEAM BRIDGE WITHOUT CURBS AND WITH HIGHWAY GUARD RAIL MIDDLE SPAN 35 FEET TO 80 FEET ROADWAY WIDTHS: 32', 36', 40', and 44'			
	DATE 12-16-62	DESIGNED BY M. J. ...	CHECKED BY ...	DRAWING NUMBER CSB-1-63
PREPARED BY WJW NAA FFE	DESIGNED BY CAM	CHECKED BY WJW	REVIEWED BY BFG CDS MPB WCK RHH	SHEET NO. OF SHEETS

REINFORCED
CONCRETE
BRIDGE



HALF TRANSVERSE SECTION



PLAN OF STEEL FRAMING

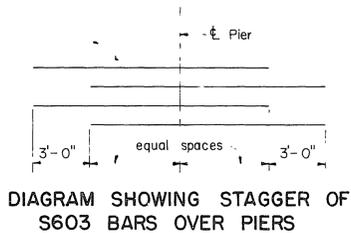


DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS

Load Frequency and Dim. T	Middle Span "L" Feet	End Span 0.8L Feet	STRUCTURAL DATA										REINFORCING STEEL								ESTIMATED QUANTITIES (3 Spans)			DESIGN DATA									
			Beam	Moment Plates		No of spaces for crossframes (3 spans)	No. of full Guard Rail panels each side	D.L. Deflect. (inches)	Bearing Capacity Required (kips)		No of bars for 3 spans (all bars straight)				Reinforcing Steel (Lbs)	Structural Steel (Lbs)	Class "C" Concrete (Cu yd)	Rolling both sides (Lin ft)	Total Unmodified Superstructure Reactions for Designing Substructure (kips)					Max. Unmodified Interior Bm. Reaction D.L.+L.+Imp. (kips)									
				Top Plate	Bottom Plate				Abutment Expansion	Pier Exp or Fixed	S701 No	S601 No	S602 No	S603 Length					Abutment		Pier		Abut		Pier								
													35'-8" long at 10% %				35'-8" long at 10% %				D.L.		L.L.		Imp. (2)		D.L.		L.L.		Imp. (2)		
CF=130 T=7.7	35	28	21WF68	6 3/4 x 7/8 x 7'-10"	9 3/4 x 7/8 x 7'-10"	10	14	1/8	47	82	111	171	32'-0"	14'-0"	23182	47500	90	191	57	64	19	192	89	24	40	78							
	37.5	30	24WF76	No plates required	required	10	15	1/8	49	86	119	171	34'-3"	15'-0"	24838	52600	96	204	62	67	20	207	91	24	42	81							
	40	32	24WF84	No plates required	required	10	16	1/8	52	87	127	171	36'-3"	16'-0"	26431	59300	102	217	66	71	19	223	90	23	44	84							
	42.5	34	24WF94	No plates required	required	12	17	1/8	53	91	135	171	38'-6"	17'-0"	28085	68800	109	230	71	72	19	239	93	23	45	88							
	45	36	24WF94	7 1/2 x 7/8 x 7'-8"	10 1/2 x 7/8 x 7'-8"	12	18	1/4	54	95	142	228	31'-0"	18'-0"	29765	73600	115	243	75	73	19	253	97	23	47	92							
	47.5	38	27WF94	8 1/2 x 7/8 x 8'-2"	11 1/2 x 7/8 x 8'-2"	12	19	1/4	55	99	150	228	32'-7"	19'-0"	31335	77200	121	256	79	74	18	267	100	24	48	96							
	50	40	30WF99	9 x 7/8 x 8'-6"	12 x 7/8 x 8'-6"	12	20	1/4	56	103	158	228	34'-3"	20'-0"	33034	83800	127	269	84	75	18	282	103	24	49	100							
	52.5	42	30WF108	9 x 3/8 x 8'-10"	12 x 3/8 x 8'-10"	14	21	1/4	57	107	166	228	35'-10"	21'-0"	34654	94600	134	282	89	76	18	299	106	24	50	104							
	55	44	30WF108	9 x 3/8 x 10'-6"	12 x 3/8 x 10'-6"	14	22	1/4	58	112	174	228	37'-6"	22'-0"	36300	98600	140	295	93	77	18	313	109	24	51	109							
	60	48	33WF118	10 x 7/8 x 11'-2"	13 x 7/8 x 11'-2"	14	24	3/8	61	122	189	265	33'-0"	24'-0"	39616	114800	152	321	102	79	18	345	121	26	54	120							
	65	52	30WF132	9 x 3/8 x 13'-4"	12 x 3/8 x 13'-4"	16	27	1/2	63	133	205	285	35'-6"	26'-0"	42841	136300	165	347	112	81	18	378	131	27	57	130							
	70	56	36WF135	10 1/2 x 7/8 x 14'-0"	13 1/2 x 7/8 x 14'-0"	16	29	1/2	66	142	220	285	38'-3"	28'-0"	46049	148900	178	373	121	83	18	408	141	28	59	140							
	75	60	33WF152	10 x 3/8 x 15'-0"	13 x 3/8 x 15'-0"	16	31	5/8	68	152	236	342	34'-3"	30'-0"	49425	175100	190	399	132	86	17	443	150	29	62	150							
	80	64	36WF160	10 1/2 x 7/8 x 16'-0"	13 1/2 x 7/8 x 16'-0"	16	33	3/4	71	162	252	342	36'-6"	32'-0"	52735	194200	203	425	141	88	17	476	159	30	65	160							
CF=400 T=8.1	35	28	24WF76	No plates required	required	10	14	1/8	58	97	133	171	32'-0"	14'-0"	24700	50900	94	191	59	64	19	201	89	24	41	80							
	37.5	30	24WF84	No plates required	required	10	15	1/8	60	101	132	171	34'-3"	15'-0"	26482	57300	101	204	64	67	20	216	91	24	43	83							
	40	32	24WF94	No plates required	required	10	16	1/8	62	102	141	171	36'-3"	16'-0"	28201	65300	107	217	69	71	19	233	90	25	45	86							
	42.5	34	27WF94	No plates required	required	12	17	1/8	64	107	149	171	38'-6"	17'-0"	29856	69500	114	230	73	72	19	247	93	23	46	90							
	45	36	30WF99	No plates required	required	12	18	1/8	65	111	158	228	31'-0"	18'-0"	31789	75600	120	243	78	73	19	263	97	23	47	94							
	47.5	38	30WF108	No plates required	required	12	19	1/8	66	116	167	228	32'-7"	19'-0"	33535	84500	127	256	83	74	18	280	100	24	49	99							
	50	40	30WF116	9 x 3/8 x 9'-2"	12 x 3/8 x 9'-2"	12	20	1/4	68	120	175	228	34'-3"	20'-0"	35184	96100	134	269	88	75	18	296	103	24	50	103							
	52.5	42	30WF116	9 x 3/8 x 11'-0"	12 x 3/8 x 11'-0"	14	21	1/4	69	124	184	228	35'-10"	21'-0"	36930	101500	140	282	92	76	18	311	106	24	51	107							
	55	44	33WF118	10 x 7/8 x 11'-4"	13 x 7/8 x 11'-4"	14	22	1/4	70	130	193	228	37'-6"	22'-0"	38705	107900	147	295	97	77	18	327	109	24	52	112							
	60	48	33WF130	10 x 3/8 x 13'-0"	13 x 3/8 x 13'-0"	14	24	1/4	73	142	210	285	33'-0"	24'-0"	42272	126200	160	321	107	79	18	360	121	26	55	123							
	65	52	33WF152	10 x 3/8 x 13'-2"	13 x 3/8 x 13'-2"	16	27	3/8	76	155	227	285	35'-6"	26'-0"	45624	155400	174	347	118	81	18	397	131	27	58	135							
	70	56	36WF160	10 1/2 x 7/8 x 14'-4"	13 1/2 x 7/8 x 14'-4"	16	29	3/8	78	166	245	285	38'-3"	28'-0"	49210	173500	186	373	128	83	18	431	141	28	61	145							
	75	60	36WF170	10 1/2 x 7/8 x 16'-0"	13 1/2 x 7/8 x 16'-0"	16	31	1/2	81	177	262	342	34'-3"	30'-0"	52714	195000	200	399	138	86	17	465	150	29	63	155							
	80	64	36WF194	10 1/2 x 7/8 x 16'-6"	13 1/2 x 7/8 x 16'-6"	16	33	3/4	85	189	279	342	36'-6"	32'-0"	56150	232100	213	425	150	88	17	506	159	30	67	167							

Reference Sec. 70 and 76, Design Specifications for Highway Structures

Impact should be used for only such substructure elements as pile caps, pier caps, columns, and the cantilever arms of T-type piers; NOT for pier and abutment walls, footings and piles

Tabulated Structural Steel weight does not include bearing stiffeners

REVISIONS 12-8-65

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

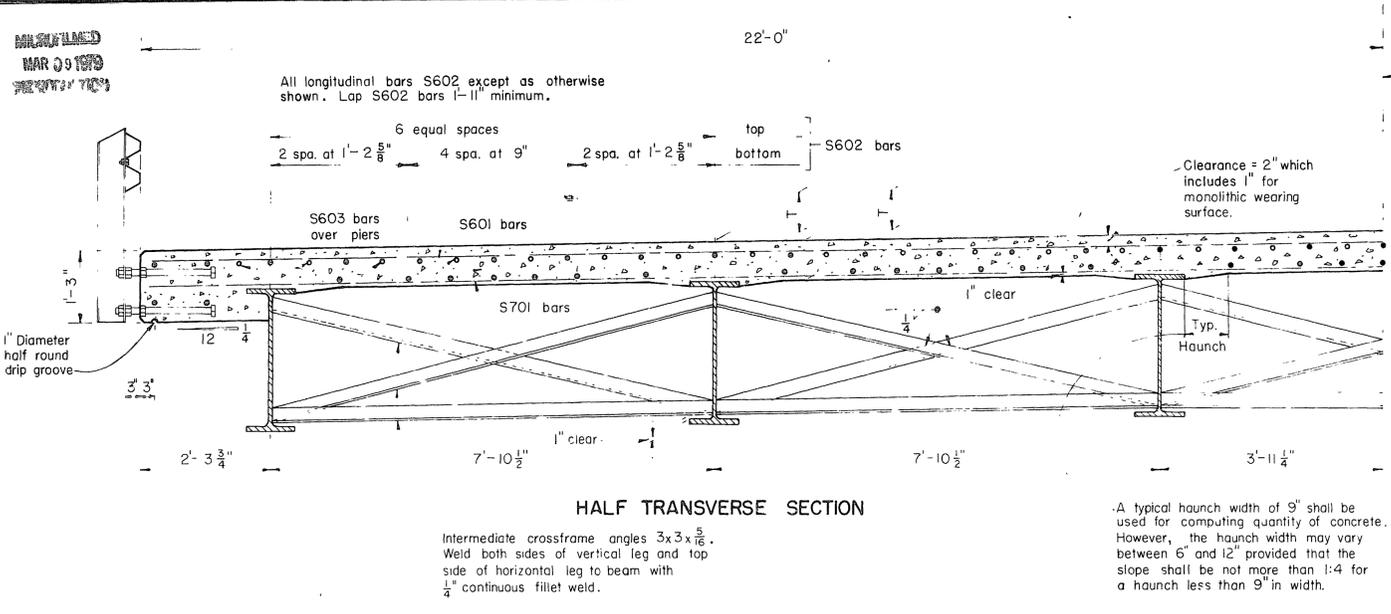
STANDARD
CONTINUOUS STEEL BEAM BRIDGE
WITHOUT CURBS AND WITH HIGHWAY GUARD RAIL
ROADWAY WIDTH 36 FEET
LOAD FREQUENCY: CF=130, CF=400

APPROVED: [Signature] ENGINEER IN CHARGE

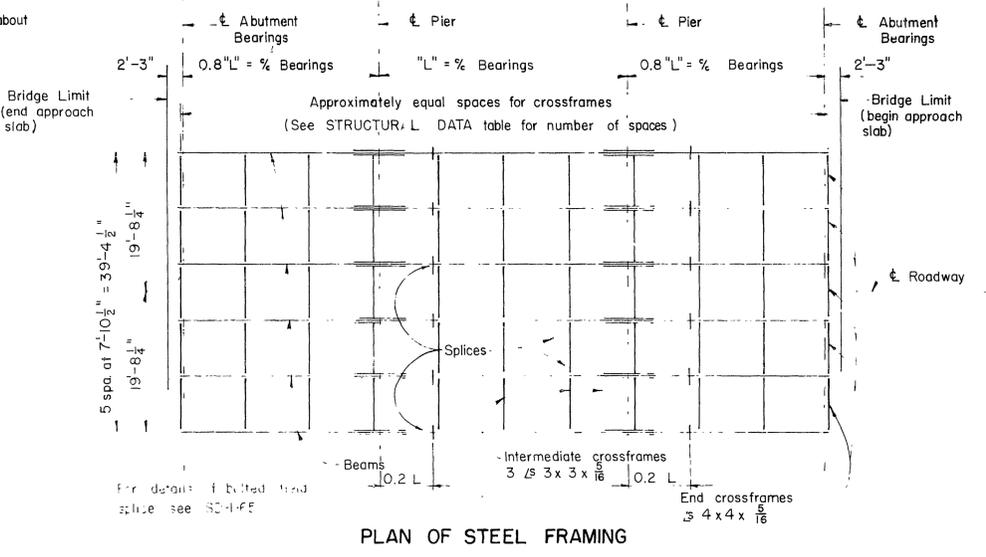
DATE 12-16-63

DRAWING NUMBER: CSB-1-63

JULY NO. 1 OF 4 SHEETS



Symmetrical about
Roadway



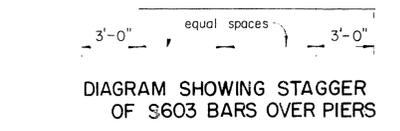
HALF TRANSVERSE SECTION

Intermediate crossframe angles $3 \times 3 \times \frac{5}{16}$.
Weld both sides of vertical leg and top side of horizontal leg to beam with $\frac{1}{4}$ " continuous fillet weld.

A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

PLAN OF STEEL FRAMING

Load Frequency and Dim. T	Middle Span L Feet	End Span 0.8'L Feet	STRUCTURAL DATA											REINFORCING STEEL						ESTIMATED QUANTITIES (3 Spans)				DESIGN DATA									
			Beam	Moment Plates		No. of spaces for crossframes (3 spans)	No. of full Guard Rail panels each side	D.L. Deflect (inches)	Bearing Capacity Required (kips)		No. of bars for 3 spans (all bars straight)				Reinforcing Steel (lbs)	Structural Steel (Lbs)	Class 'C' Concrete (Cu yd)	Railing both sides (Lin ft)	Total Unmodified ¹ Superstructure Reactions for Designing Substructure (kips)						Max Unmodified ² Interior Bm Reaction								
				Top Plate	Bottom Plate				Abutment	Pier	S701	S601	S602	S603					D.L.	L.L.	Imp. ②	D.L.	L.L.	Imp. ②	Abut.	Pier							
			Expansion or Fixed		No.	No.	No.	Length	No.	No.	No.	No.	Length	L.L.		Imp. ②																	
CF=130 T=8"	35	28	2WF68	6 3/8 x 3/8 x 7'-10"	9 3/4 x 3/8 x 7'-10"	10	14	1/8	47	82	111	222	32'-0"	14'-0"	29203	57400	108	191	69	64	19	231	89	24	40	78							
	375	30	24WF76	No plates required	No plates required	10	15	1/8	49	86	119	222	34'-3"	15'-0"	31288	63600	115	204	74	67	20	250	91	24	42	81							
	42.5	34	24WF84	No plates required	No plates required	10	16	1/8	52	87	127	222	36'-3"	16'-0"	33290	71000	123	217	80	71	19	268	90	23	44	84							
	45	36	24WF94	No plates required	No plates required	12	17	1/8	53	91	135	222	38'-6"	17'-0"	35375	83100	130	230	85	72	19	288	93	23	45	88							
	47.5	38	27WF94	7 1/2 x 3/8 x 7'-8"	10 1/2 x 3/8 x 7'-8"	12	18	1/4	54	95	142	222	31'-0"	18'-0"	37499	89900	138	243	90	73	19	305	97	23	47	92							
	50	40	30WF99	8 1/2 x 3/8 x 8'-2"	11 1/2 x 3/8 x 8'-2"	12	19	1/4	55	99	150	222	32'-0"	19'-0"	39538	93200	145	256	95	74	18	321	100	24	48	96							
	52.5	42	30WF108	9 x 3/8 x 8'-6"	12 x 3/8 x 8'-6"	12	20	1/4	56	103	158	222	34'-3"	20'-0"	41615	101100	153	269	101	75	18	340	103	24	49	100							
	55	44	30WF108	9 x 3/8 x 8'-10"	12 x 3/8 x 8'-10"	14	21	1/4	57	107	166	222	35'-10"	21'-0"	43654	114100	161	282	107	76	18	360	106	24	50	104							
60	48	33WF118	10 x 3/8 x 10'-6"	12 x 3/8 x 10'-6"	14	22	1/4	58	112	174	222	37'-0"	22'-0"	45729	118300	168	295	112	77	16	377	109	24	51	109								
65	52	30WF132	10 x 3/8 x 11'-2"	13 x 1/2 x 11'-2"	14	24	3/8	61	122	189	222	33'-0"	24'-0"	49911	138300	183	321	123	79	18	415	121	26	54	120								
70	56	36WF135	10 1/2 x 3/8 x 13'-4"	12 x 3/8 x 13'-4"	16	27	1/2	63	133	205	222	35'-6"	26'-0"	53970	164200	199	347	135	81	18	455	131	27	57	130								
75	60	36WF152	10 1/2 x 3/8 x 14'-0"	13 x 1/2 x 14'-0"	16	29	1/2	66	142	220	222	37'-6"	28'-0"	58014	173400	213	373	146	83	18	491	141	28	59	140								
80	64	36WF160	10 1/2 x 3/8 x 15'-0"	13 x 1/2 x 15'-0"	16	31	3/8	68	152	236	222	38'-3"	30'-0"	62266	210800	229	399	158	86	17	534	150	29	62	150								
CF=400 T=8"	35	28	24WF76	No plates required	No plates required	10	14	1/8	58	97	123	222	32'-0"	14'-0"	31061	61500	113	191	72	64	19	242	89	24	41	80							
	375	30	24WF84	No plates required	No plates required	10	15	1/8	60	101	132	222	34'-3"	15'-0"	33302	69300	121	204	77	67	20	261	91	24	43	83							
	40	32	24WF94	No plates required	No plates required	10	16	1/8	62	102	141	222	36'-3"	16'-0"	35458	78900	129	217	83	71	19	281	90	23	45	86							
	42.5	34	27WF94	No plates required	No plates required	12	17	1/8	64	107	149	222	38'-6"	17'-0"	37544	84000	137	230	88	72	19	298	93	23	46	90							
	45	36	30WF99	No plates required	No plates required	12	18	1/8	65	111	158	222	31'-0"	18'-0"	39977	91200	145	243	94	73	19	317	97	23	47	94							
	47.5	38	30WF108	No plates required	No plates required	12	19	1/8	66	116	167	222	32'-0"	19'-0"	42171	102000	153	256	100	74	18	337	100	24	49	99							
	50	40	30WF116	9 x 3/8 x 9'-2"	12 x 3/8 x 9'-2"	12	20	1/4	68	124	175	222	34'-3"	20'-0"	44248	115900	161	269	106	75	18	357	103	24	50	103							
	52.5	42	30WF116	9 x 3/8 x 11'-0"	12 x 3/8 x 11'-0"	14	21	1/4	69	124	184	222	35'-10"	21'-0"	46441	122000	169	282	111	76	18	375	106	24	51	107							
55	44	33WF118	10 x 3/8 x 11'-4"	13 x 1/2 x 11'-4"	14	22	1/4	70	130	193	222	37'-6"	22'-0"	48671	131000	177	295	117	77	18	394	109	24	52	112								
60	48	33WF130	10 x 3/8 x 13'-0"	13 x 1/2 x 13'-0"	14	24	1/4	73	142	210	222	33'-0"	24'-0"	53162	151000	193	321	123	79	18	434	121	26	55	123								
65	52	33WF152	10 x 3/8 x 13'-2"	13 x 1/2 x 13'-2"	16	27	3/8	76	155	227	222	35'-6"	26'-0"	57377	181000	209	347	142	81	18	479	131	27	58	135								
70	56	36WF160	10 1/2 x 3/8 x 14'-4"	13 1/2 x 1/2 x 14'-4"	16	29	1/2	79	166	245	222	38'-3"	28'-0"	61885	218000	225	373	154	83	18	519	141	28	61	145								
75	60	36WF170	10 1/2 x 3/8 x 16'-0"	13 1/2 x 1/2 x 16'-0"	16	31	1/2	81	177	262	222	44'-3"	30'-0"	66294	234000	241	399	166	86	17	560	150	29	63	155								
80	64	36WF194	10 1/2 x 3/8 x 16'-0"	13 1/2 x 1/2 x 16'-6"	16	33	3/8	85	189	279	222	44'-3"	31'-0"	70618	279000	257	425	171	88	17	609	159	30	67	167								
CF=2000 T=8"	35	28	24WF84	No plates required	No plates required	10	14	1/8	63	105	138	222	31'-0"	14'-0"	33364	68000	119	191	75	64	19	252	89	24	41	81							
	375	30	27WF84	No plates required	No plates required	10	15	1/8	65	108	148	222	34'-3"	15'-0"	35719	69900	127	204	80	67	20	270	91	24	43	85							
	40	32	27WF94	No plates required	No plates required	10	16	1/8	68	110	158	222	36'-3"	16'-0"	38097	79000	136	217	86	71	19	290	90	23	45	88							
	42.5	34	30WF99	No plates required	No plates required	12	17	1/8	69	115	168	222	38'-6"	17'-0"	42486	86000	144	230	92	72	19	310	93	23	47	92							
	45	36	30WF108	No plates required	No plates required	12	18	1/8	70	119	177	222	31'-0"	18'-0"	42919	86000	152	243	98	73	19	331	97	23	48	97							
	47.5	38	30WF116	No plates required	No plates required	12	19	1/8	71	123	187	222	32'-0"	19'-0"	45268	100000	161	256	104	74	18	351	100	24	49	101							
	50	40	30WF116	9 x 3/8 x 10'-4"	12 x 3/8 x 10'-4"	12	20	1/4	72	127	197	222	34'-3"	20'-0"	47654	111000	169	269	110	75	18	370	103	24	51	106							
	52.5	42	33WF118	10 x 3/8 x 10'-10"	13 x 1/2 x 10'-10"	14	21	1/4	73	131	207	222	35'-10"	21'-0"	50003	126100	177	282	115	76	18	399	106	24	52	110							
55	44	30WF132	9 x 3/8 x 11'-6"	12 x 3/8 x 11'-6"	14	22	1/4	74	137	216	222	37'-6"	22'-0"	52233	143000	186	295	122	77	18	412	109	24	53	116								
60	48	36WF135	10 1/2 x 3/8 x 12'-8"	13 1/2 x 1/2 x 12'-8"	14	24	1/4	77	149	236	222	33'-0"	24'-0"	57189	157900	202	321	134	79	18	450	121	26	56	127								
65	52	33WF152	10 x 3/8 x 14'-0"	13 x 1/2 x 14'-0"	16	27	3/8	79	162	255	222	35'-6"	26'-0"	61713	188000	219	347	147	81	18	495	131	27	59	138								
70	56	36WF160	10 1/2 x 3/8 x 15'-2"	13 1/2 x 1/2 x 15'-2"	16	29	1/2	81	173	275	222	38'-3"	28'-0"	66531	211000	236	373	159	83	18	536	141	28	62	143								
75	60	36WF182	10 1/2 x 3/8 x 15'-6"	13 1/2 x 1/2 x 15'-6"	16	31	1/2	84	184	294	222	44'-3"	30'-0"	71249	242800	253	399	173	86	17	584	150	29	65	160								
80	64	36WF194	10 1/2 x 3/8 x 17'-2"	13 1/2 x 1/2 x 17'-2"	16	33	3/8	87	195	314	222	44'-3"	31'-0"	76037	280900	270	425	187	88	17	629	159	30	68	171								



① Reference Sec. 70 and 76, Design Specifications for Highway Structures.

② Impact should be used for only such substructure elements as pile caps, pier caps, columns, and the cantilever arms of T-type piers. NOT for pier and abutment walls, footings and piers.

③ The total weight of the bridge shall not exceed bearing capacity.

REINFORCING STEEL The S601 and S701 bars may be furnished in pairs of equal length, lapped 30 diameters at the centerline of roadway, or they may be furnished in pairs of different length in order to place the lap beyond a longitudinal construction joint at the centerline of roadway, at the option of the Contractor. Determination of the pay quantity will be according to the number and length of bars as shown hereon unless otherwise called for on the project plans.

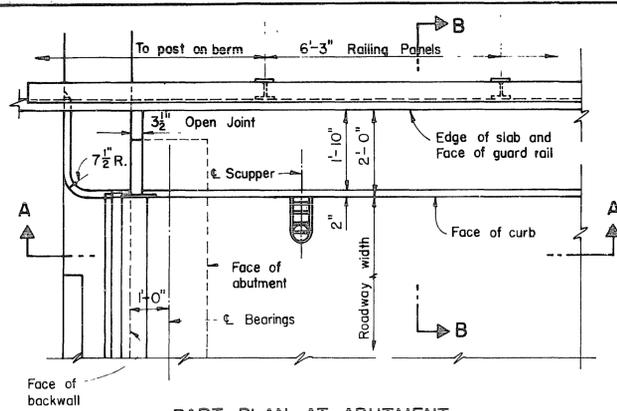
STANDARD
CONTINUOUS STEEL BEAM BRIDGE
WITHOUT CURBS AND WITH HIGHWAY GUARD RAIL
ROADWAY WIDTH 44 FEET
LOAD FREQUENCY: CF=130, CF=400, CF=2000

APPROVED: [Signature]

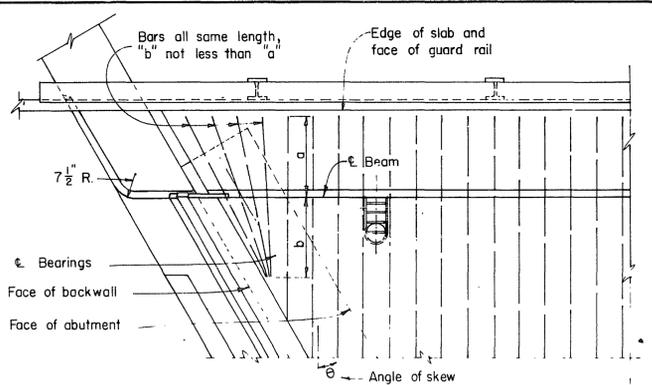
DATE 12-16-63

PREPARED: WJW NAA PFE	TRACED: CAM	CHECKED: NAA WJW	DESIGNED: BFG GDB MPB	REVIEWED: WCK HRH
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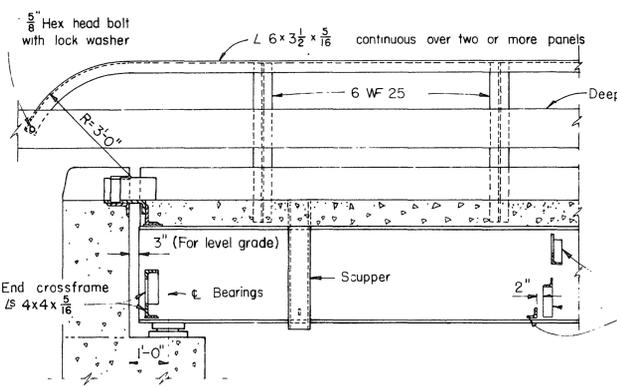
DRAWING NUMBER
CSB-1-63
SHEET NO. 5 OF 5 SHEETS



PART PLAN AT ABUTMENT



PART PLAN OF SKEWED BRIDGE



SECTION A-A

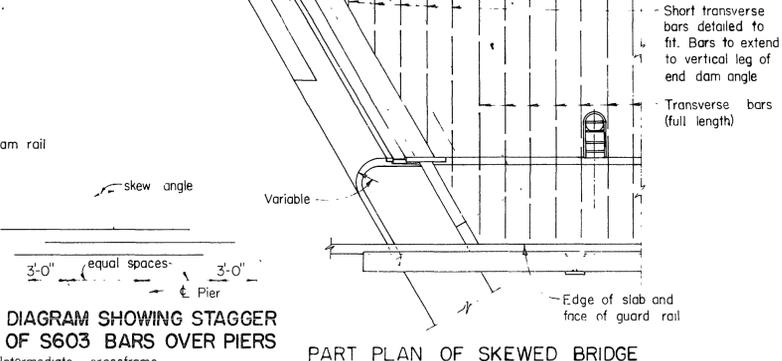
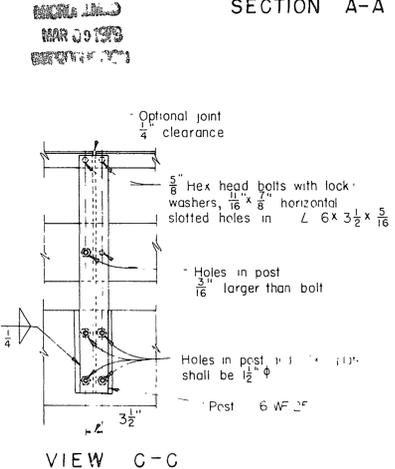
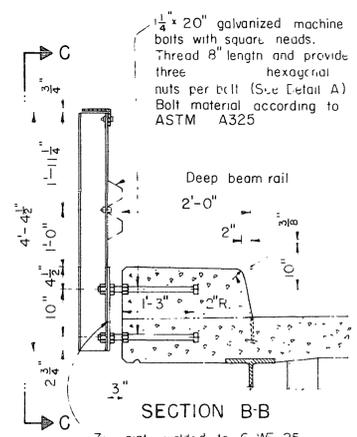


DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS

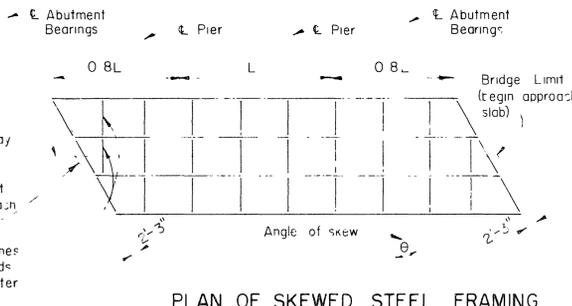
For skew greater than 15°, transverse bars shall be placed as shown. For skew of 15° or less, transverse bars shall be placed parallel to abutments and shall be made longer than tabulated length.



VIEW C-C



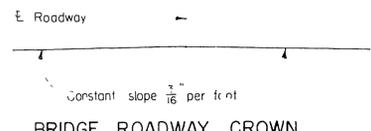
SECTION B-B



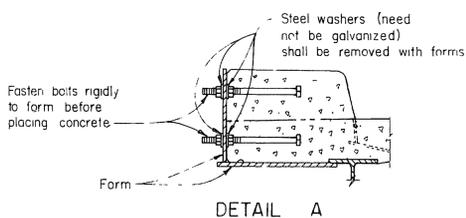
PLAN OF SKEWED STEEL FRAMING

SPLICE ELIMINATION: At the Contractor's option, and where not precluded by camber requirements or shipping length limitations, beams may be fabricated and erected in longer lengths, eliminating some field splices for these beams.

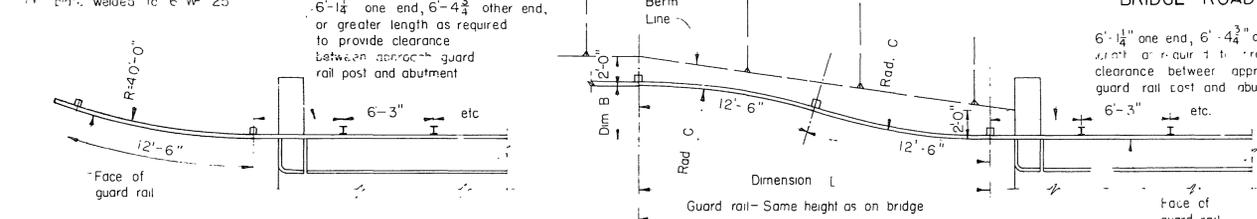
The Contractor shall submit his proposed fabrication and erection procedure to the Director for approval.



BRIDGE ROADWAY CROWN



DETAIL A



PLAN OF GUARD RAIL

FOR BRIDGES WITHOUT GUARD RAIL ON APPROACHES

FOR BRIDGES WITH GUARD RAIL ON APPROACHES

DIMENSION	RADIUS	
	B	C
2'-0"	24.89'	77.9C'
4'-0"	24.57'	38.72'
5'-0"	24.32'	3C.82'
6'-0"	24.02'	25.53'

GENERAL: This set of drawings (sheet No. 1 thru 4) provides design and construction details. The project plans for each structure shall indicate span lengths, roadway width, load frequency, skew, curve and superelevation (if any), elevations, wearing surface, substructure details, estimated quantities, reinforcing steel list, and other necessary information including special notes, and details.

REFERENCE: shall be made on the project plans to sheet 1 of these standard drawings and to that one of sheets 2 thru 4, which applies to the specified roadway width. Reference shall be made also to Standard Drawings SD-1-65 and to RB-1-55.

DESIGN SPECIFICATIONS: These standard drawings conform to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated September 1, 1957 together with revisions of February 21, 1958 and May 1, 1962, except that beam sections are designed for the 20,000 lb. unit stress of ASTM A-36 steel.

ADDITIONAL INTERIOR SPANS: similar to the middle span, may be incorporated in the structure without change in size of beams. In case of added spans, the project plans shall show revised details and estimated quantities.

SKEW: These drawings may be used for skewed bridges with the following modifications:

A special list of reinforcing bars shall be provided. Additional intermediate crossframes shall be provided if the skew exceeds 20°. Tabulated quantities shall be increased approximately as follows:

Structural steel: Add 5600 lbs. x (sec θ-1) for 24' roadway
 Add 7200 lbs. x (sec θ-1) for 28' roadway
 Add 7600 lbs. x (sec θ-1) for 30' roadway

Railing: Add 2.25' x 4' x (sec θ-1) to total linear feet.
 Class "C" concrete: No adjustment required.

MONOLITHIC WEARING SURFACE: shall be "I" for all load frequencies. Concrete quantities have been computed on this basis. Tabulated values of "I" include the monolithic wearing surface.

DECK SLAB DEPTH: The distance shown from top of deck slab to top of steel beam is the nominal dimension. The quantity of deck concrete to be 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.

BEARING DEVICES: Fixed and expansion bearings shown on Standard Drawing RB-1-55, or some other acceptable type of bearing shall be used for spans under 50 ft., use flat plate bearings.

Tabulated bearing capacities required are based on stresses modified according to Sec 76 of the Design Specifications.

CAMBER: The dead load deflection, plus or minus any curvature caused by the roadway grade shall be tabulated on the project plans for the one-quarter, center and three-quarter points of all spans and for all field splice points. The totals of these values, added algebraically, shall be the required shop camber. The dead load deflection tabulated on this Standard Drawing is the total deflection at the mid-point of the center span. The deflection at the mid-point of the end span is 75% of this value. Of the total deflection 20% may be assumed to be due to the weight of the steel.

DECK PLACING PROCEDURE: In placing the deck concrete, construction joints will be permitted parallel to the transverse reinforcing steel and near the middle of any span. Because of the flow of curing water from the surface of previously-placed deck concrete, the sequence of pours shall be upgrade, starting at the lowest end of an inclined grade, at the ends of a vertical curve, or at an intermediate low point of a sagged vertical curve.

RAILING: The transition between the guard rail height on the bridge and on the approaches shall be made in a distance of 100 feet from each end of the bridge.

The tabulated railing quantity is for the length of railing between the bridge limits. This quantity includes deep beam rail, handrail, posts, anchors, connections and galvanizing. It also includes those curved portions of the handrail which project beyond the above stated limits.

BAR SIZE: for reinforcing steel is indicated in the bar mark. The first digit indicates the bar size number. For example, S601 is a No 6 size bar.

CONCRETE: shall be class "C," $f_c = 1333$ psi.

REINFORCING STEEL: ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. $f_s = 20,000$ psi.

CROSS FRAMES: may be omitted, if necessary, to avoid beam web planes.

REVISIONS 12-8-65		STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES	
STANDARD CONTINUOUS STEEL BEAM BRIDGE WITH 2'-0" SAFETY CURBS MIDDLE SPAN 35 FEET TO 90 FEET LOAD FREQUENCY: CF=130, CF=400, CF=2000			
APPROVED: DATE: 11-12-63		DRAWING NUMBER CSB-2-63	
PREPARED: W. J. NEY	TRACE: CAM	CHECKED: W. J. NEY	REVIEWED: B. F. COX, M.P.B. W. C. HHH
SHEET NO. 1 OF 4 SHEETS			