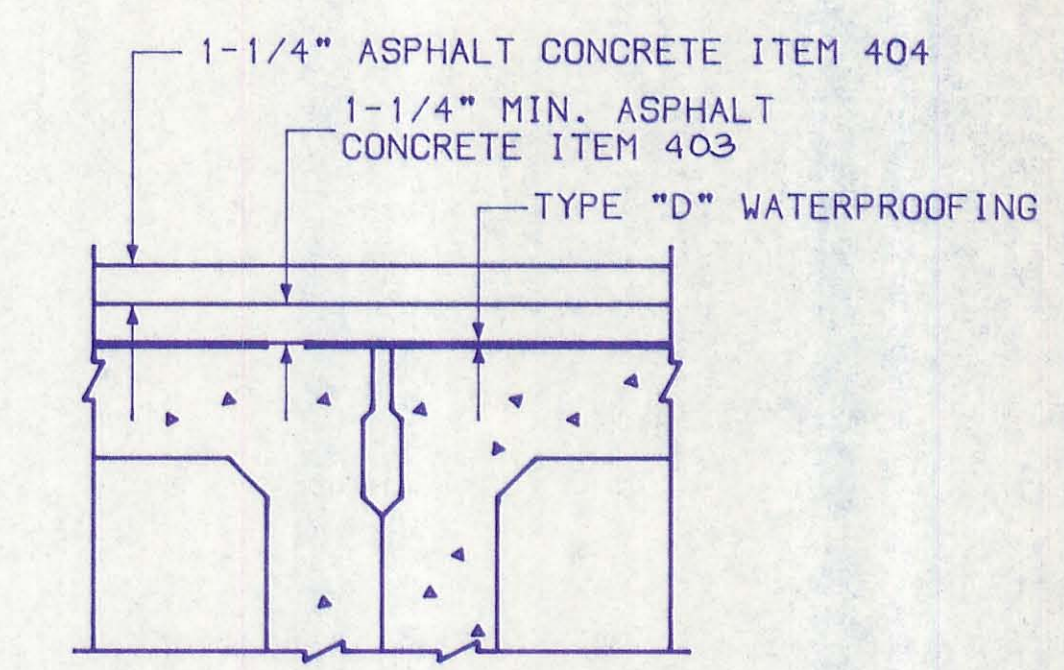
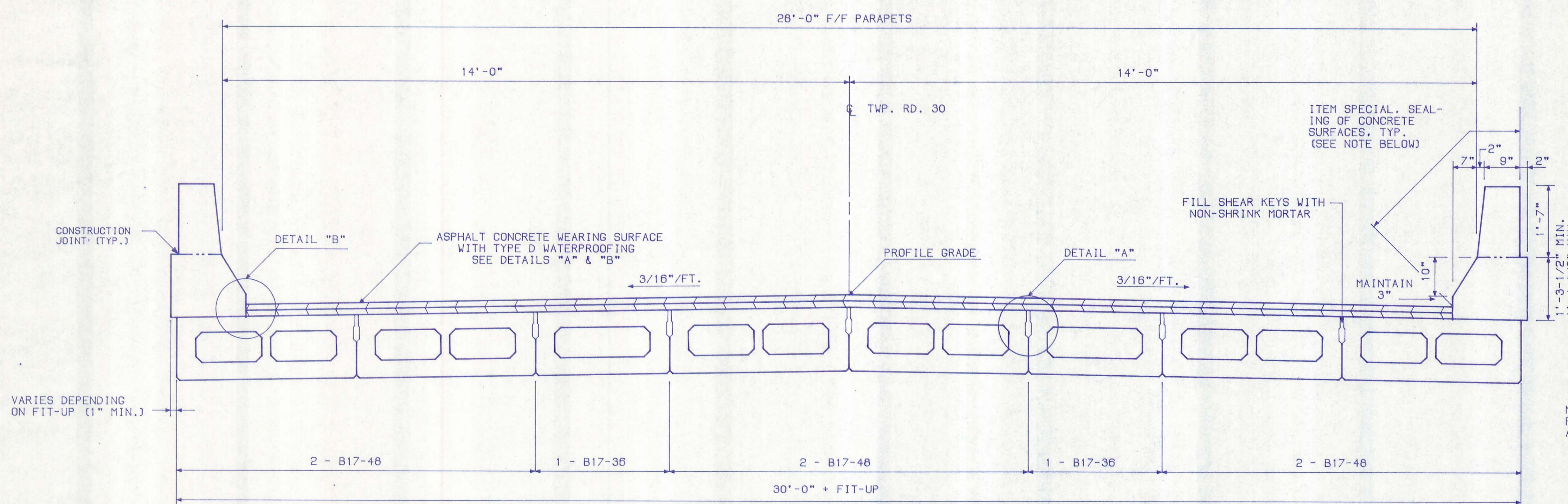


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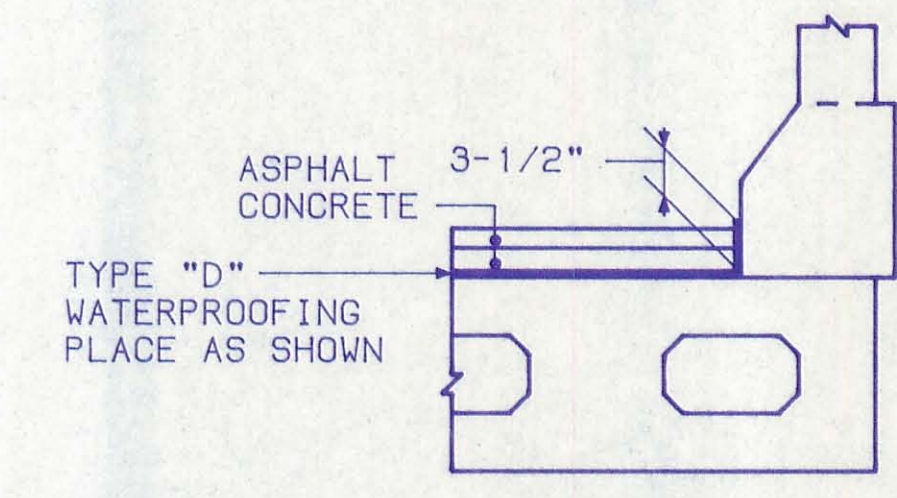
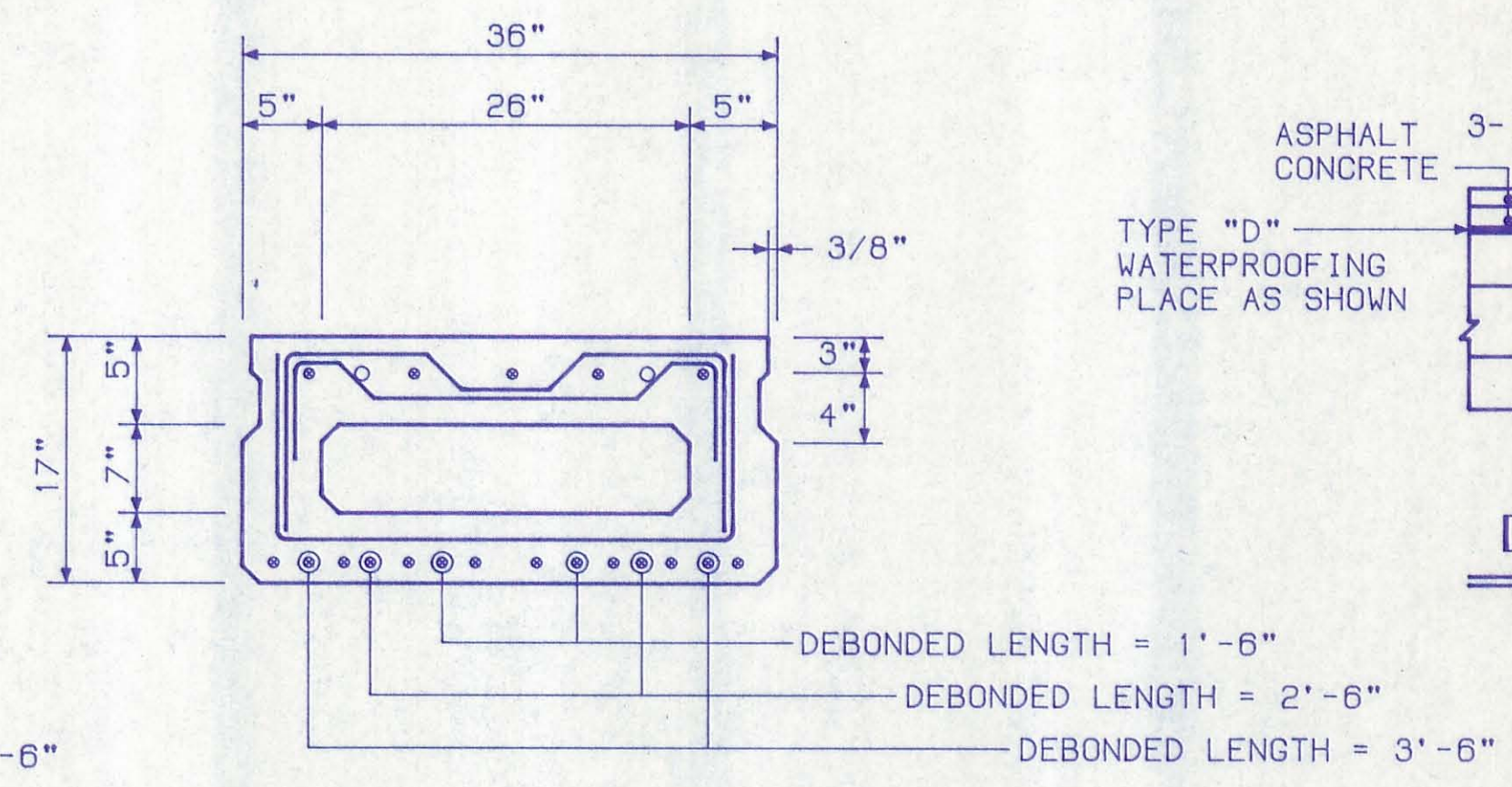
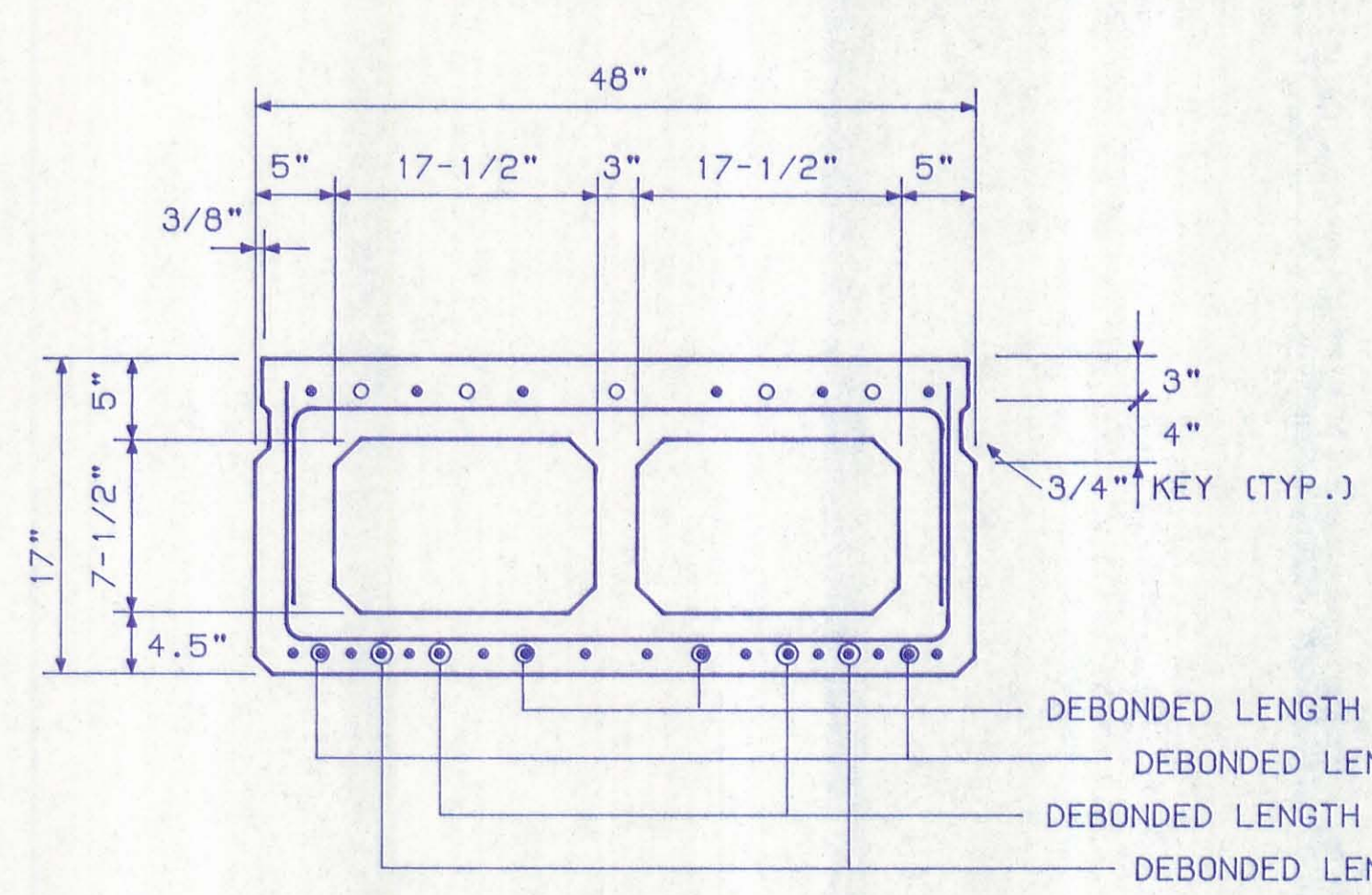
LOGAN COUNTY  
TWP. RD. 30



DETAIL "A"

NOTE: SHEAR KEY SHALL BE MORTARED TO A FINISH PLANE BETWEEN THE TOP OF ADJACENT BEAMS WHERE A VERTICAL OFFSET (WITHIN TOLERANCE) OCCURS.

TRANSVERSE SECTION

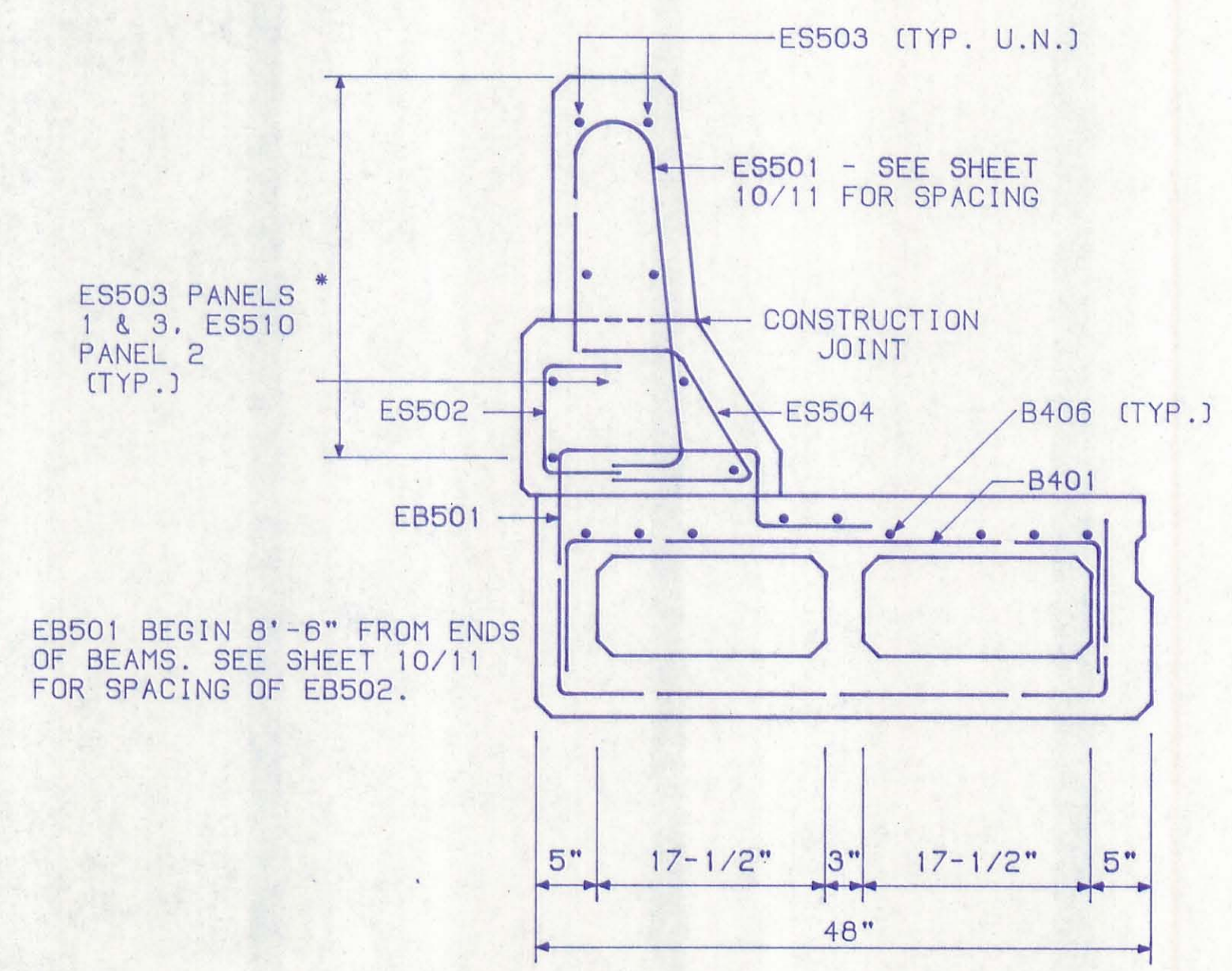


DETAIL "B"

ITEM SPECIAL, SEALING OF CONCRETE SURFACES: A CONCRETE SEALER, EITHER SILANE OR AN EPOXY SEALER, SHALL BE APPLIED TO THE FOLLOWING CONCRETE SURFACES: THE FRONT FACE OF THE PARAPET WITHIN THE LIMITS SHOWN ON THE TRANSVERSE SECTION. SEE THE PROPOSAL FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION RATES, MATERIAL REQUIREMENTS, AND APPLICATION PROCEDURES.

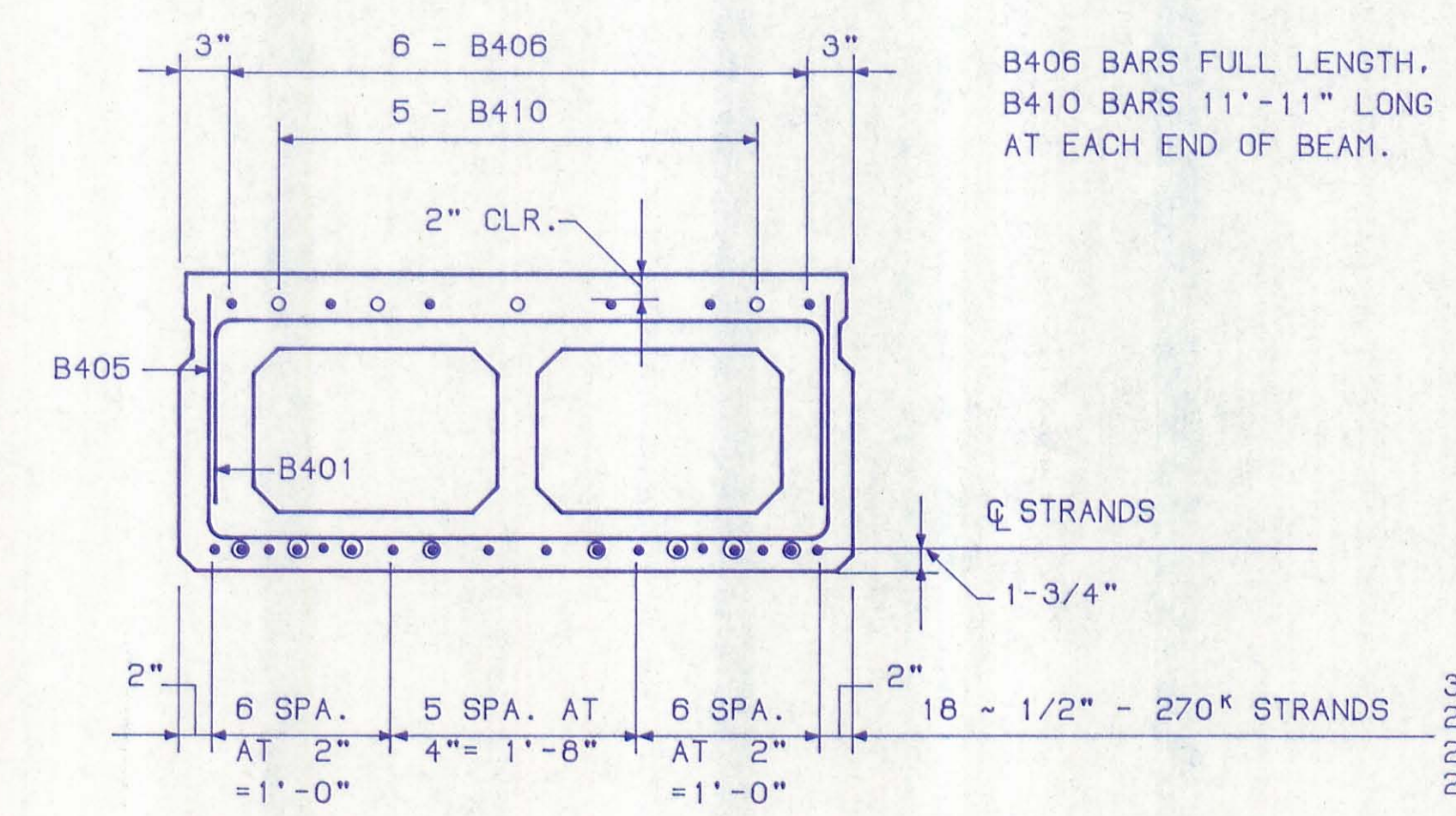
\* CONCRETE TO BE INCLUDED IN ITEM 511 FOR PAYMENT

SEE SHEET 10 OF 11 FOR PARAPET PLAN AND PANEL REINFORCING

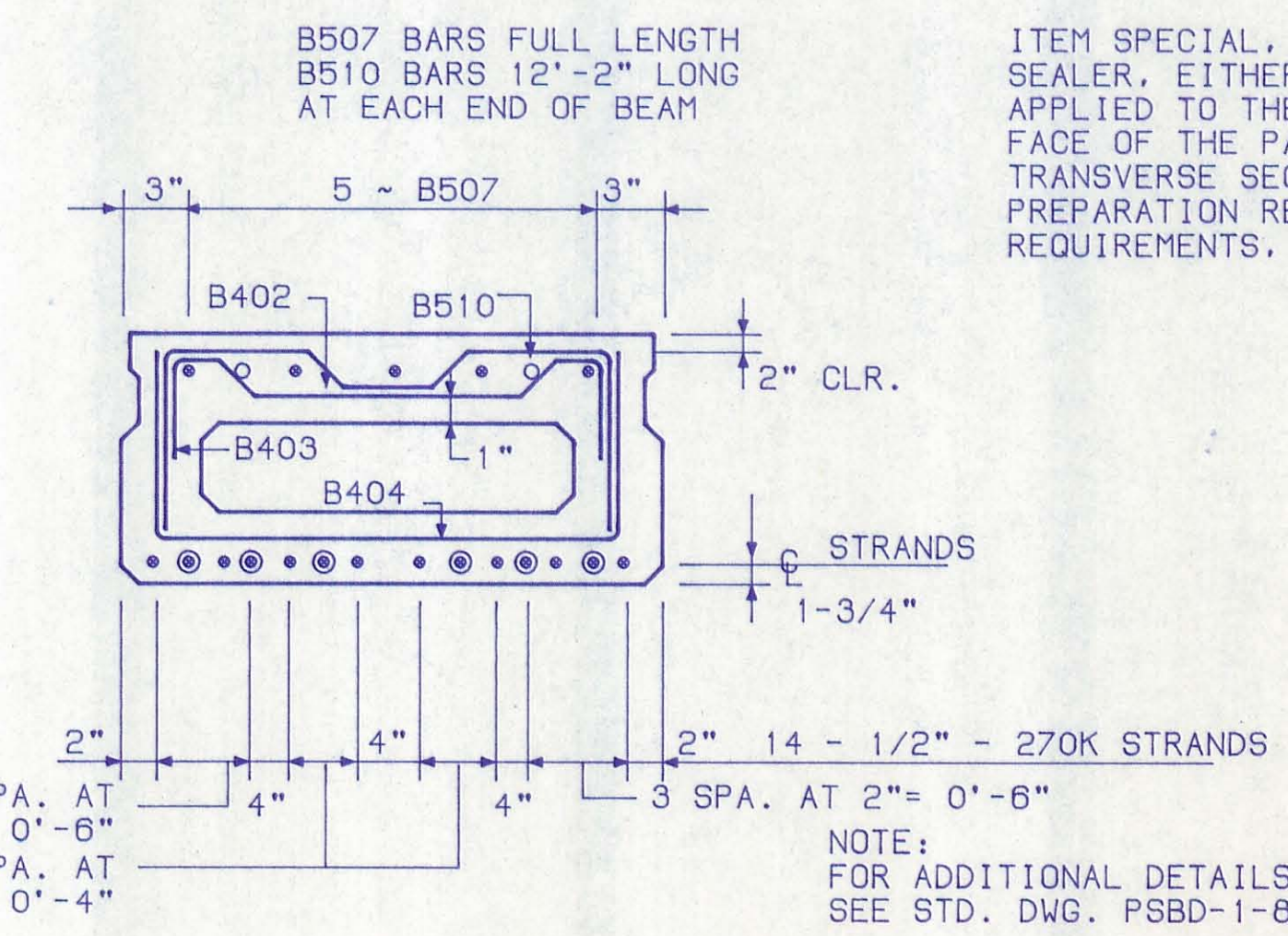


SECTION - EXTERIOR PANELS 1, 2 & 3

NOTE: ALL B BARS TO BE INCLUDED WITH ITEM 515 PRESTRESSED CONCRETE BRIDGE MEMBERS FOR PAYMENT. FABRICATOR'S SHOP DRAWINGS SHALL SHOW COMPLETE DETAILS OF THE REINFORCING STEEL FOR THE PRESTRESSED CONCRETE BEAMS.



SECTION S1-S1



SECTION S2 - S2

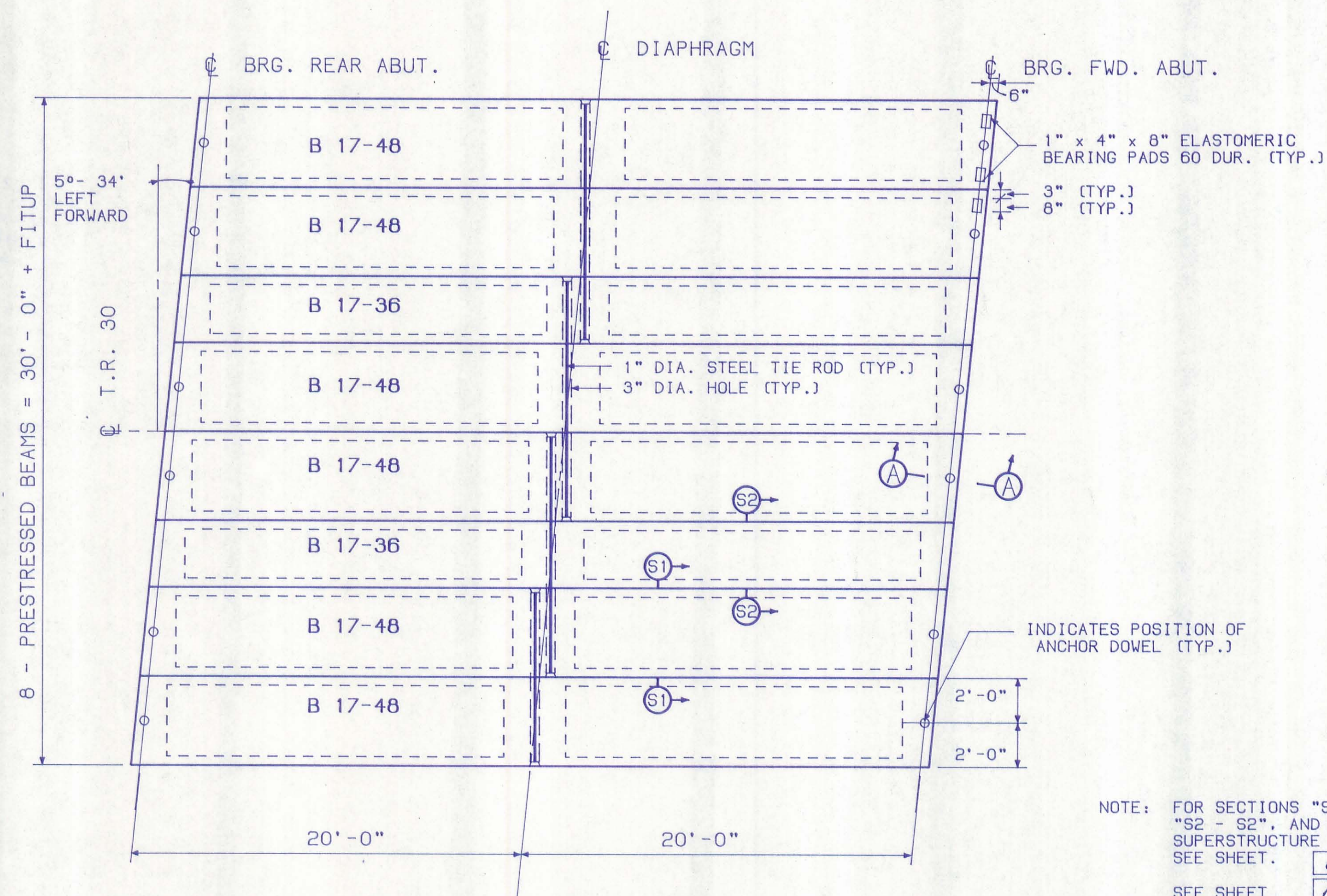
COLUMBUS ENGINEERING CONSULTANTS, LTD. Consulting Civil Engineers Columbus, Ohio						
8 / 11						
<b>SUPERSTRUCTURE DETAILS</b>						
TOWNSHIP ROAD 30 OVER CONRAIL LOGAN COUNTY STA. 52+05.92 STA. 52+47.10						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TAH	TB MH		JR	UP	7/9-85	



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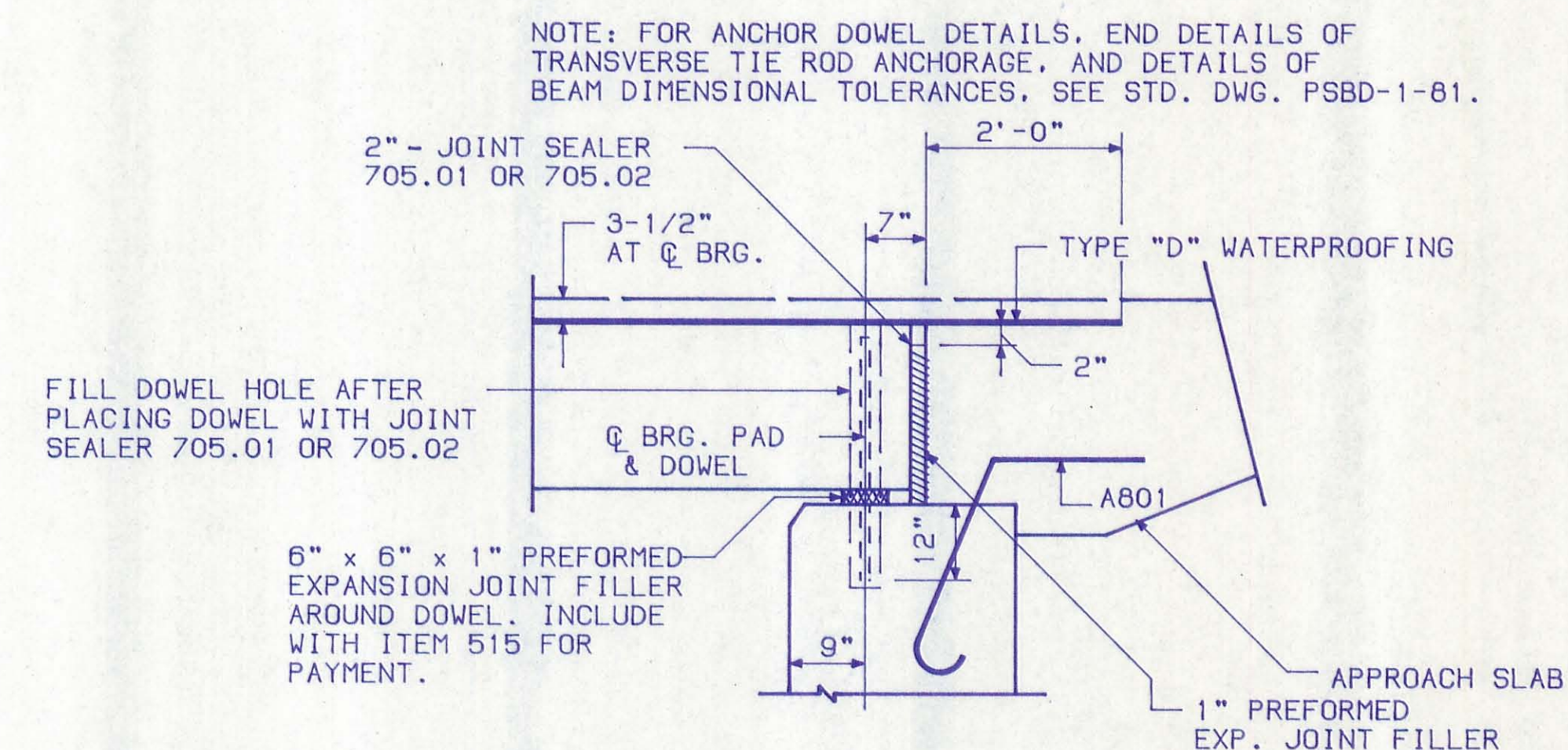


FRAMING PLAN

NOTE: FOR SECTIONS "S1 - S1", "S2 - S2", AND ADDITIONAL SUPERSTRUCTURE DETAILS, SEE SHEET. 8/11

SEE SHEET 10/11 FOR JOINT DETAIL BETWEEN BRIDGE PARAPET AND APPROACH SLAB CURB.

ASPHALT CONCRETE SURFACE COURSE SHALL CONSIST OF A VARIABLE THICKNESS OF 403 AND A 1-1/4" THICKNESS OF 404. THE 403 SHALL BE PLACED IN TWO OPERATIONS. THE FIRST COURSE SHALL BE OF 1-1/4" UNIFORM THICKNESS. THE SECOND COURSE SHALL BE FEATHERED TO PLACE THE SURFACE PARALLEL TO AND 1-1/4" BELOW FINAL PAVEMENT SURFACE ELEVATION.



SECTION A-A

CALCULATED CAMBER AT THE TIME OF PAVING, INCLUDING ALLOWANCE FOR CAMBER GROWTH DUE TO CREEP IS 1-5/8".

CALCULATED DEFLECTION DUE TO WEIGHT OF WEARING SURFACE AND RAILING IS 1/8".

NET FINAL CAMBER OF BEAMS IS 1-1/2". THIS IS 1" IN EXCESS OF THE AMOUNT REQUIRED TO PLACE THE TOP OF THE BEAM PARALLEL TO PROFILE GRADE. THIS EXCESS AMOUNT SHALL BE COMPENSATED FOR BY THICKENING THE 403 LEVELING COURSE FROM 1-1/4" AT THE CENTER OF THE SPANS TO 2-1/4" AT END OF SPANS.

COLUMBUS ENGINEERING CONSULTANTS, LTD. Consulting Civil Engineers      Columbus, Ohio						
9/11						
<b>SUPERSTRUCTURE DETAILS</b>						
BRIDGE NO. TOWNSHIP ROAD 30 OVER CONRAIL LOGAN COUNTY      STA. 52+05.92 STA. 52+47.10						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
TAH	TB		JR	JP	7-1985	