FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

1/35

Ric-546-(4.82-5.01)(6.51)

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

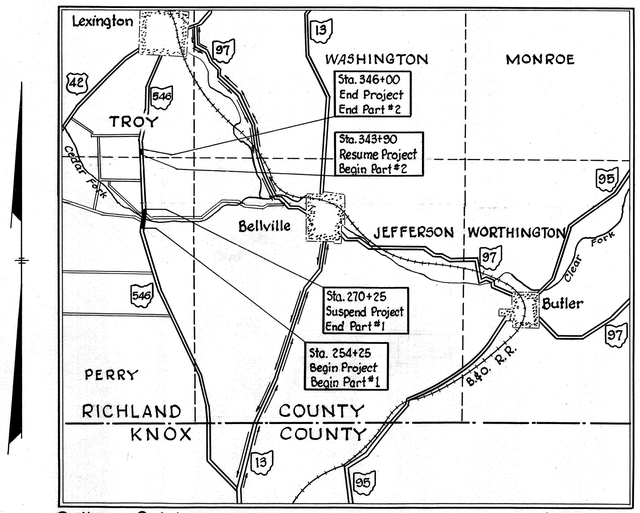
RIC-546-(4.82-5.01)(6.51)

RICHLAND COUNTY

TROY & PERRY TOWNSHIPS

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Corporation Line
Fence Line
Center Line
Pole Line (Telephone & Power)
Railroad
Guard Rail (Existing & Proposed)
Property Line — P/L



Delivery Point = LEXINGTON

Average Haul = 4.8 Miles Part #1
Average Haul = 3.5 Miles Part #2

LOCATION MAP
Scale 1" = 1.7 Mi.

INDEX OF SHEETS

Title Sheet	1
Typical Sections	2-28
General Notes & Details	3
Summary	4
Plan and Profile	5-6-29
Supplemental Alignment	7
Roadway Cross Sections	8-12,30
Johnsville Rd. Intersection	13-14
Bellville Rd. Intersection	15-17
Channel Sections	18,21-24,31-32
Structures Under 20' Span	19-20,29
Structures Over 20' Span	25-27
R/W Plans	33-35
26 Revised As-Built	

LINE DATA

		Work	Project
Part #1	Begin	Sta. 254+00	Sta. 254+25
	Suspend	Sta. 271+00	Sta. 270+25
Part #2	Resume	Sta. 343+90	Sta. 343+90
	End	Sta. 346+00	Sta. 346+00
Johnsville & Bellville Rds. = 779.39 Lin.Ft.			-0-
Part #1	Net Length	2479.39 Lin.Ft. or 0.469 Mi.	1600 Lin.Ft. or 0.303 Mi.
Part #2	Net Length	210 Lin.Ft. or 0.039 Mi.	210 Lin.Ft. or 0.039 Mi.
Total	Net Length	2689.39 Lin.Ft. or 0.509 Mi	1810 Lin.Ft. or 0.342 Mi.

Portion to be Improved
State Highways
Other Roads
Detours Shown Thus

SCALES

Plan	1" = 20' or 50'
Profile Horizontal	1" = 20' or 50'
Profile Vertical	1" = 5'
Cross Sections	1" = 5'

The Standard Specifications of the State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in the proposal shall govern this improvement.

The right of way necessary for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the Highway and that detours will be provided as indicated on the plans.

Approved E. S. Preston
Date 4/26/56 Division Deputy Director

No RR Hrgs 5-14-56

Approved John J. Heiss
Date 5-16-56 Deputy Director of Planning and Programming

Approved Richard Gottschalk
Date 5/14/56 Engineer of Bridges

Approved E. S. Preston
Date 5-16-56 Engineer of Location and Design

Approved H. F. Gerald
Date 5-16-56 Deputy Director of Design and Construction

Approved J. P. Chamblin
Date 5-17-56 First Assistant Director

Approved D. D. Kingsley
Date 5-17-56 Director of Highways

CONSTRUCTION BUREAU
JUN 2 1959
GROUND PHOTOLAB

STANDARD CONSTRUCTION DRAWINGS

L-1	4-1-50	G-7.07	4-2-56		
L-3	4-1-50	I-15 No.1	8-1-55		
L-3A	4-1-50	I-15 No.2	12-1-54		
S-27 P.C.3	2-20-45	SP-53	7-21-53		
I-1,2,3,4 & 5	2-20-45	CS-1-54 (2 Shts)	12-1-54		
I-8 C.B. 2-2A & B	5-1-52	A-1-54	12-1-54		
T-36	1-2-56	P-1-54	12-1-54		
RT-1	1-3-55	SB-1-47	1-20-48		
DR-1	1-3-55	AS-1-54	12-1-54		

SUPPLEMENTAL SPECIFICATIONS

B-119	Rev.	12-14-55		
L-209.12		7-17-54		

File No.	Ric-546-(4.82-5.01)(6.51)
170-R	Date of Letting
	Contract No.

TYPICAL SECTIONS

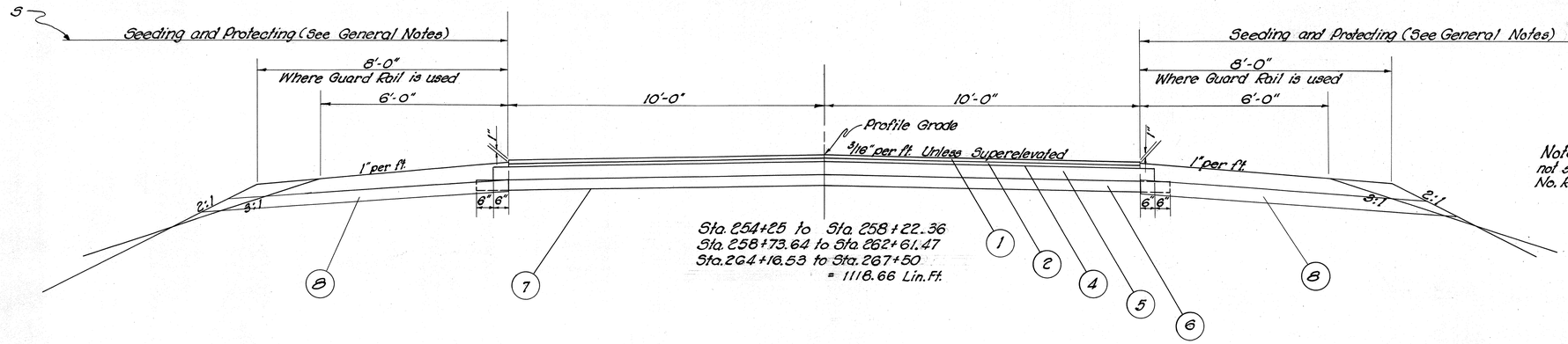
TYPE T-35

PART I

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

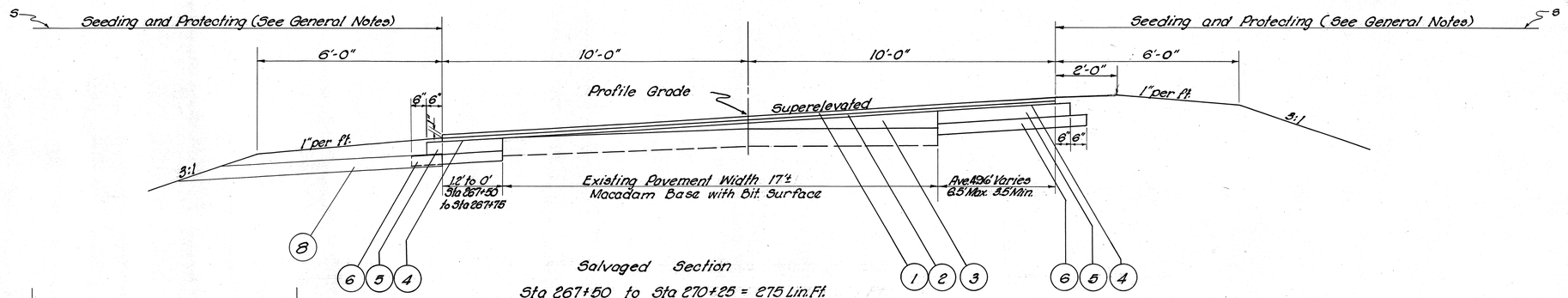
2/35

Ric-546-(4.82-5.01)(6.51)
Part #1

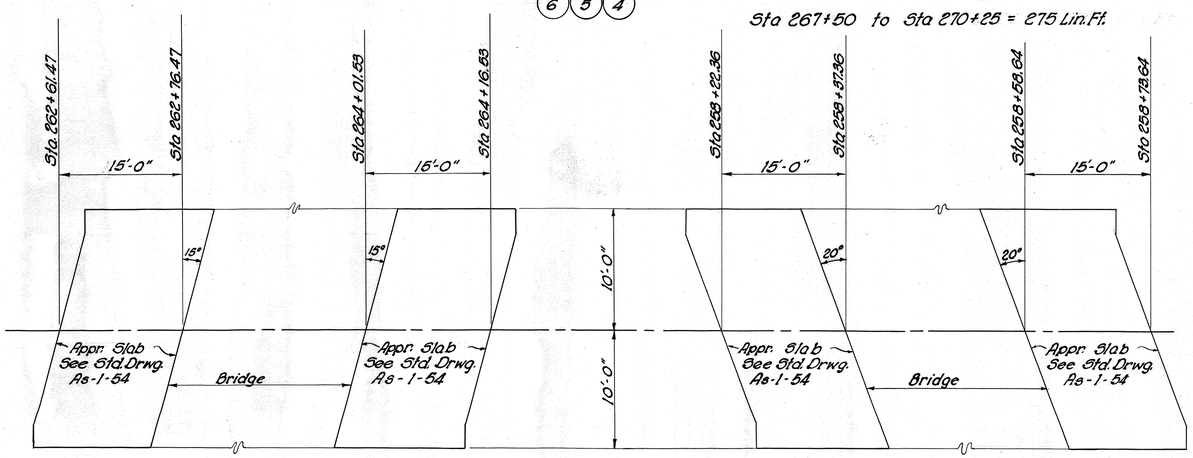


Sta. 254+25 to Sta. 258+22.36
Sta. 258+73.64 to Sta. 262+61.47
Sta. 264+16.53 to Sta. 267+50
= 1118.66 Lin. Ft.

Note: Details of shoulders, slopes and ditches not shown, are to conform with Standard Drawing No. RT-1 unless otherwise shown on Cross Sections.



Salvaged Section
Sta 267+50 to Sta 270+25 = 275 Lin. Ft.

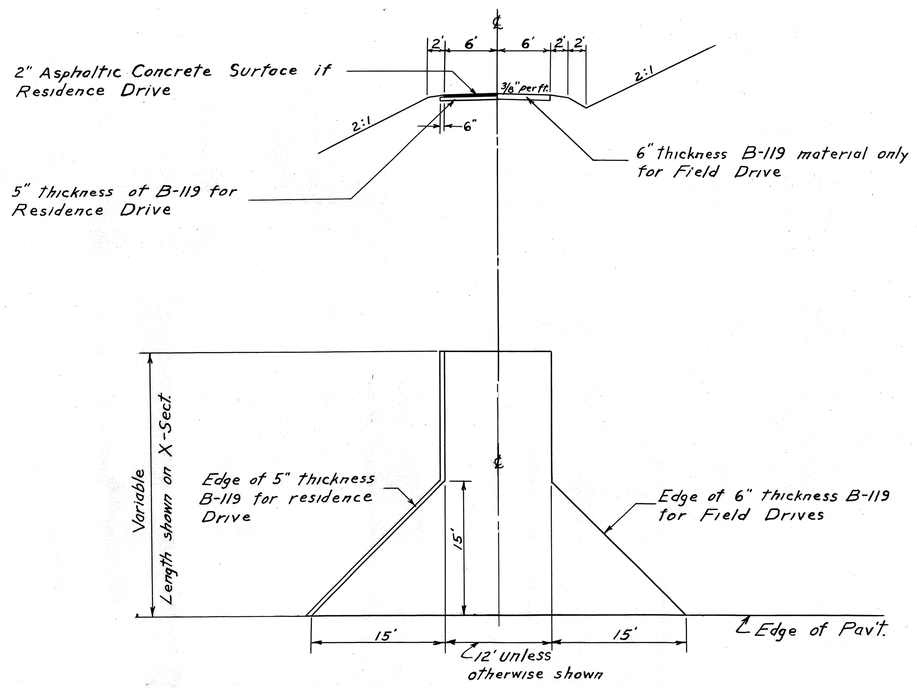


ESTIMATED QUANTITIES – APPROACH SLABS

T-35	1¼" Asphaltic Concrete Surface Course		133.3 Sq.Yds. or 4.63 Cu.Yds.
B-35	1¼" Asphaltic Concrete Leveling Course		133.3 Sq.Yds. or 4.63 Cu.Yds.
*T-30	Bituminous Tack Coat		13 Gal.
I-7	Reinforced Concrete Approach Slabs	(T: 10")	133.3 Sq.Yds.
E-1	Compacted Subgrade		133 Sq.Yds.

*Item T-30 Bituminous Tack Coat, Sec. M-5.5, MS-2 or RS-1 or Sec. M-5.2, RC-1 or RC-2 applied at the rate of 0.10 Gal. per Sq.Yd. (See note in Proposal)

(1) T-35 1¼" Asphaltic Concrete Surface Course, Type A (85-100)
(2) B-35 1¼" Asphaltic Concrete Leveling Course, (85-100)
(3) B-35 0" Min. Asphaltic Concrete Leveling Course (85-100)
(4) T-30 Bituminous Prime Coat Sec. M-5.7, RT-2 or 3, Sec. M-5.3, MC-0 or 1, applied at the rate of 0.35 Gal. per Sq.Yd.
(5) B-119 5" Crushed Aggregate Base Course
(6) I-22 4" Subbase
(7) E-1 Compacted Subgrade
(8) I-9 Stone Underdrains No 2



TYPICAL DRIVES

SUBGRADE COMPACTION (DRIVES & MAIL-BOX TURNOUTS)

The subgrade under B-119 material used on drives and mail-box turnouts shall be compacted for a depth of six inches (6") to the density requirements in Table III, Item E-1. Payment for subgrade compaction as specified above shall be included in the unit price bid for Item E-1, "Roadway Excavation".

STONE UNDERDRAINS NO. 2

A quantity of Stone Underdrains Nº 2 has been estimated on this project at approximately 50 foot intervals to be used as directed by the Engineer. The contractor shall grade, finish, seed and mulch the slopes so as not to impede the free drainage of the underdrains.

GENERAL NOTES

FIELD OFFICE: The Contractor shall provide a suitable Field Office in accordance with Sec. 0.01(b) having a minimum floor area of 150 Sq.Ft. The Contractor shall have a telephone installed and maintained during the construction of this project.

CALCULATIONS: All calculations are on file in the Division Office.

UTILITIES: Any and all work required for the adjustment of Public or Private Utilities shall be done by and at the expense of their respective owners unless otherwise shown on these plans.

MAINTAINING LOCAL TRAFFIC: The completed Crushed Aggregate Base Course, Item B-119, may be used for the Maintenance of Local Traffic on this project. Any damage which is done to the base, subbase or subgrade by local traffic shall be repaired by reshaping, recompacting and by the addition of extra B-119 material, if necessary. Reshaping and recompacting operations shall be done at no additional cost to the State.

PIPE REMOVAL: Under Item E-12 the Contractor may, in lieu of pipe removal uncover the pipe, break it down and compact backfill in accordance with Sec. E-2.08 of the Construction and Materials Specifications.

EXISTING PAVEMENT: The surface of the existing pavement outside the proposed pavement between Sta. 268+25± Lt. and Sta. 270+25 Lt. shall be scarified. Cost of this operation shall be included in the unit price bid for Item E-1, Roadway Excavation.

PAVEMENT REMOVAL: All necessary pavement removal is of the non-rigid type and shall be paid for as Item E-1 Roadway Excavation.

The existing pavement on sheet 6, indicated by shading, shall be removed. After the existing pavement has been removed the old roadway shall be plowed, harrowed and dragged to a smooth grade and the entire area left in a neat condition. The area shall then be seeded and mulched. An estimated quantity of 55 Cu.Yds. of Item E-1, Roadway Excavation is included in the Earthwork Table to provide payment for this pavement removal. Cost of plowing, harrowing, etc. is included in the Unit price bid for Item E-1 Roadway Excavation. Seeding shall be paid for under Item L-9.

SEEDING AND PROTECTING: Quantities for seeding are calculated for soil areas to the construction limits as shown on roadway and channel cross sections. All areas outside these limits where the vegetative growth has been injuriously disturbed or destroyed by the Contractor shall be restored and seeded in accordance with the provisions of Item L-9 by the Contractor, at his own expense.

Areas to be seeded shall be fertilized using commercial fertilizer having a formula of 12-12-12 applied at the rate of 20 pounds per 1000 Sq.Ft. and seeded with the following formula: 65% Kentucky 31 Fescue, 20% Kentucky Blue Grass, 10% Red Top and 5% Alsike Clover sown at the rate of 3 pounds per 1000 Sq.Ft.. Seeding limits are indicated on the Cross Sections by the Symbol P^S.

CATCH BASINS: The side inlets on all 2-2A Catch Basins shall be omitted.

DUMPED ROCK FILL: At least 50% of the dumped rock shall consist of stones weighing a minimum of 50 pounds. Cost of excavation necessary for placing of dumped rock is included in the unit price bid for Item I-10, Dumped Rock Fill.

SUPERELEVATION: Superelevated pavement shall be built without crown. The crown shall be worked out in that portion between the beginning of the transition and the point where the superelevation equals twice the crown.

REMOVAL OF TREES AND STUMPS: Shall be paid for by a lump sum bid. The number of trees and stumps shown is for estimating purposes only. Sizes under 12" are not listed. The State does not guarantee the accuracy of the following table.

	PART #1			
SIZE	12"-18"	18"-24"	24"-30"	30"-36"
TREES				
STUMPS				
	PART #2			
TREES	4			
STUMPS				

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

4
35

Ric-546-(4.82-5.01)(6.51)

EARTHWORK TABLE

PART No. 1			
Sheet No.	Excavation	Embankment	Embankment +25%
3	55		
5	167	1045	1306
6	1243	6823	8529
Totals	1465	7868	9836

Roadway Borrow 9836-1465 = 8371 Cu.Yds.
Required Channel Borrow = 862 Cu.Yds.
Net Borrow Part No.1 = 9233 Cu.Yds.

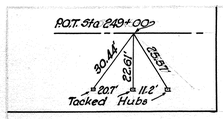
PART No. 2			
29	180	354	442

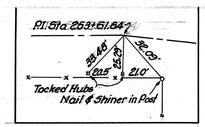
Roadway Borrow = 442-180 = 262 Cu.Yds.
Available Channel Excavation = 101 Cu.Yds.
Net Borrow Part No.2 = 161 Cu.Yds.

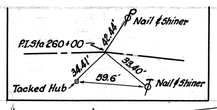
SUMMARY

Quantities from Sheet No.									Total Part #1	Quantities from Sheet No.			Total Part #2	Item No.	Grand Total	Units	DESCRIPTION
Calc.	2	3	4	5	6	13	15	19		Calc.	4	29					
																	ROADWAY
			1465						1465		180		180	E-1	1645	Cu.Yds.	Roadway Excavation, as per plan.
2486	133				136	328	798		3881	113			113	E-1	3994	Sq.Yds.	Compacted Subgrade
			9233						9233		161		161	E-4	9394	Cu.Yds.	Borrow
		Lump											Lump	E-9	Lump	Lump	Removal of Trees and Stumps
56									56	3			3	E-11	59	M-Gal.	Water
				132.44	399.88				532.32			100	100	I-15	632.32	Lin.Ft.	Guard Rail - Steel Beam Type (Deep)
					113				113					I-15	113	Lin.Ft.	Guard Rail Removed and Disposed of
16050									16050	1322			1322	L-9	17,372	Sq.Yds.	Seeding and Protecting, As per plan.
1.44									1.44	0.12			0.12	L-9	1.56	Tons	Commercial Fertilizer (12-12-12),
90									90	10			10	T-10	100	Cu.Yds.	Traffic Compacted Surface Course for Maintaining Local Traffic
1.8									1.8	0.2			0.2	M-10	2	Tons	Calcium Chloride Furnished & Applied for Maintaining Local Traffic
																	DRAINAGE
								Lump	Lump					E-2	Lump	Lump	Cofferdams, Cribs and Sheeting
								110	110			30	30	E-2	140	Cu.Yds.	Excavation for Structures
								291	291			202	202	E-3	493	Cu.Yds.	Channel Excavation, as per plan.
					472				472					E-12	472	Lin.Ft.	Pipe Removed, 15" and Under.
				20					20					E-12	20	Lin.Ft.	Pipe Removed, Over 15".
					102				102			28	28	I-1	130	Lin.Ft.	12" Pipe for Driveways Sec. M-6.4 (a).
				32					32					I-1	32	Lin.Ft.	18" Pipe for Driveways Sec. M-6.4 (a).
					284				284					I-2	284	Lin.Ft.	12" Class "A" Storm Sewers
					70				70					I-2	70	Lin.Ft.	24" Class "A" Storm Sewers
					92				92					I-2	92	Lin.Ft.	6" Class "A" Storm Sewers Under Pavement or Approaches
					128				128					I-2	128	Lin.Ft.	12" Class "A" Storm Sewers Under Pavement or Approaches
					100				100					I-2	100	Lin.Ft.	15" Class "A" Storm Sewers Under Pavement or Approaches
					84				84					I-2	84	Lin.Ft.	24" Class "A" Storm Sewers Under Pavement or Approaches
		560												I-9	560	Lin.Ft.	Stone Underdrains No.2
					2				2					I-8	2	Each	Standard No.2-2A Catch Basin, Modified as Per Plan
				2	4				6			40	40	I-10	46	Cu.Yds.	Dumped Rock Fill, As per Plan
					1				1					I-16	1	Each	Catch Basin Abandoned
								28	28					S-1	28	Cu.Yds.	Concrete for Structures, Class C (Superstructure)
												10	10	S-1	10	Cu.Yds.	Concrete for Structures, Class "E" (Headwalls)
								35	35					S-1	35	Cu.Yds.	Concrete for Structures, Class "E" (Footers)
								35	35					S-1	35	Cu.Yds.	Concrete for Structures, Class "E" (Walls)
								77	77					S-3	77	Sq.Yds.	Waterproofing, Type "C"
								11	11					S-3	11	Lin.Ft.	Waterproofing, Premolded Sealing Strip
								8654	8654					S-4	8654	Lbs.	Reinforcing Steel
								12	12					S-9	12	Sq.Ft.	1/4" Premolded Expansion Joint Filler, Sec. M-10.01
								42.56	42.56					S-14	42.56	Lin.Ft.	Railing (Type I-15.13 with Steel Posts)
								Lump	Lump			Lump	Lump	S-24	Lump	Lump	Removal of Existing Structures
								33	33					S-29	33	Cu.Yds.	Porous Backfill
												132	132	S-27	132	Lin.Ft.	54" Pipe for Roadway Culverts
																	PAVEMENT
108	4.63			2	24.8	11.4	29.7	6	186.53	15			15	T-35	202	Cu.Yds.	Asphaltic Concrete Surface Course, Type "A" (85-100)
151	4.63				11.9	11.4	29.7		208.63	17			17	B-35	226	Cu.Yds.	Asphaltic Concrete Leveling Course, (85-100)
387				10.1	74.0	132.0	117.7		720.8	30		17	47	B-119	768	Cu.Yds.	Crushed Aggregate Base Course
325					19.4	106.3	98.7		549.4	26			26	I-22	576	Cu.Yds.	Subbase
	133.3								133.3					I-7	134	Sq.Yds.	Reinforced Concrete Approach Slabs (T = 10")
924					54	115	283		1376	66			66	T-30	1442	Gal.	Bituminous Prime Coat, Sec. M-5.1, RT-2 or RT-3 or M-5.3, MC-0 or MC-1
	13								13					T-30	13	Gal.	Bituminous Tack Coat, As per Plan
																	STRUCTURE OVER 20' SPAN
																	Ric-546-0498, See Sheet No. 26 For Quantities

EARTHWORK TABLE & SUMMARY







TYPICAL SECTION ADJOINING PAVEMENT

Existing Bridge Data

Type:- Steel Beam
Cl. Span - 14'
Cl. Rdway - 13'-6"
Skew - 5° R.F.
Wearing Surface:- Bit. Tr. over 6" Strip Floor.
Loading:- Legal loads reduced 55% 1-23-51
Drainage Area:- 520 Acres.

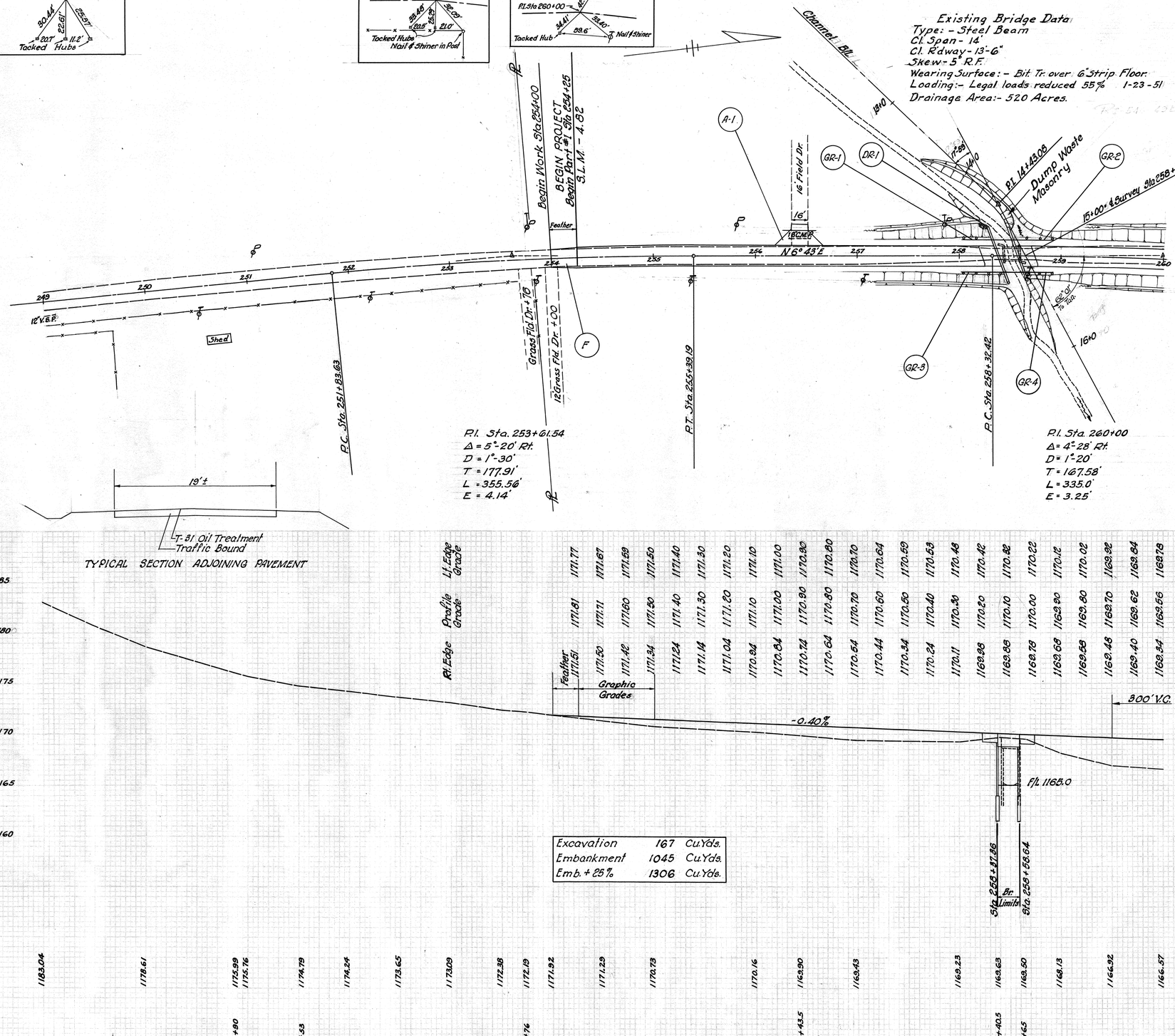
Proposed Structure Ric-546-0489

Type - Conc. Slab with Conc. Substructure
Clear Span - 19'-2" f/p Abut. C & Rdwy.)
Clear Rdway - 32'-0" f/f Guard Rail
Skew - 20° R.F.
Wearing Surface - Bituminous
Loading - S-15-46
Approach Slabs: As-1-54 (15' Long)

FED. NO. DIST. NO.	STATE	PROJECT	FISCAL YEAR

5
35

Ric-546-(4.82-5.01)(6.51)
Part #1



Ref.	STATION	B-119 Crushed Aggregate Base Course Cu. Yds.	E-12 Pipe Removed 18" Lin. Ft.	I-1 Pipe for Drive-ways Lin. Ft.	T-35 Asph. Conc. Surf. Course Cu. Yds.	T-10 Dump Rock Fill Cu. Yds.	T-15 Guard Rail Deep Beam Type Lin. Ft.
		6"		18"			
A-1	256+43.5 Lt.	10.1	20	32			
F	254+25 - 254+00				2.0		
DR-1	258+25 Lt.					2	
GR-1	258+04.41 - 259+31.45						27.01
GR-2	258+52.13 - 258+91.94						39.21
GR-3	258+04.06 - 258+43.27						39.21
GR-4	258+64.55 - 258+91.56						27.01
	Total	10.1	20	32	2.0	2	132.44

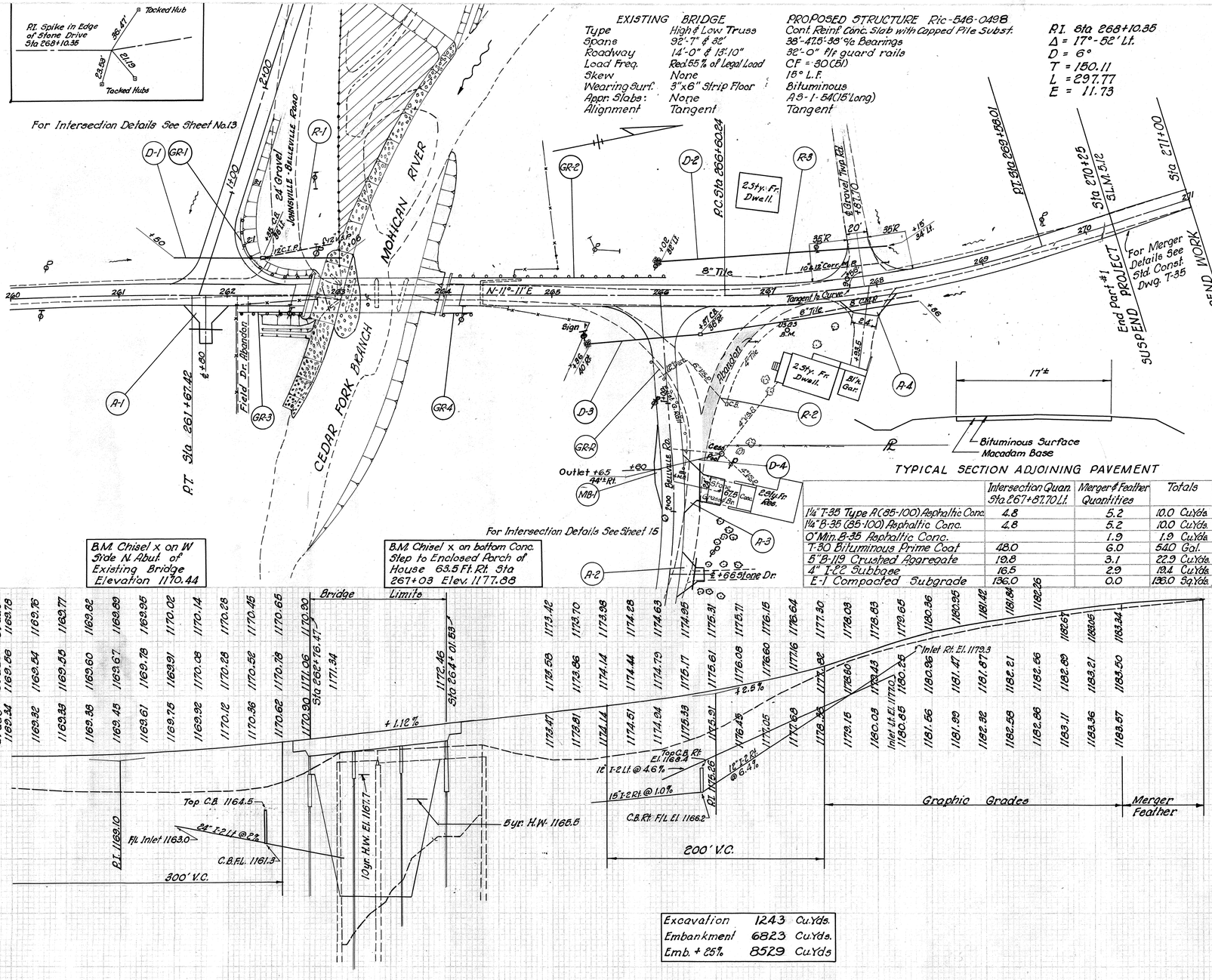
Sta 249+00 to Sta 260+00

HIGHWAY PLANS PROFILE PLATE 5
DUE H. COLE CO. PEDERSON, IOWA

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

6
35

Ric - 546 - (4.82-5.01)(6.51)
Part #1



TYPICAL SECTION ADJOINING PAVEMENT

	Intersection Quan. Sta 267+87.70 Lt.	Merger & Feather Quantities	Totals
1¼" T-36 Type A (85-100) Asphaltic Conc.	4.8	5.2	10.0 Cu.Yds.
1¼" B-35 (85-100) Asphaltic Conc.	4.8	5.2	10.0 Cu.Yds.
0" Min. B-35 Asphaltic Conc.		1.9	1.9 Cu.Yds.
T-30 Bituminous Prime Coat	48.0	6.0	54.0 Gal.
5" B-119 Crushed Aggregate	19.8	3.1	22.9 Cu.Yds.
4" T-22 Subbase	16.5	2.9	19.4 Cu.Yds.
E-1 Compacted Subgrade	136.0	0.0	136.0 Sq.Yds.

Ref.	Station	B-119 Crushed Agg. Base Course Cu.Yds. 6"	T-35 Asphaltic Conc. Surf. Cu.Yds. 5"	T-35 Asphaltic Conc. Surf. Cu.Yds. 2"	E-12 Pipe Rem. 15" ϕ Under Lin.Ft.	I-1 Pipe for Drive-ways Lin.Ft. 18"	I-2 Class "A" Storm Sewers Lin.Ft. 12"	I-2 Under Pavt. Lin.Ft. 12"	I-2 Under Pavt. Lin.Ft. 15"	I-2 Lin.Ft. 24"	I-2 Under Pavt. Lin.Ft. 24"	I-8 Catch Basin No. 2-2.1 Units	I-10 Dump Rock Fill Cu.Yds.	I-15 Guard Rail Deep Beam Type Lin.Ft.
A-1	261+80 Rt.	12				30								
A-2	2+66 Lt.		8.2	3.1	24	28								
A-3	1+67.5 Lt.		17.1	6.6		44								
A-4	267+93.5 Rt.		8.3	3.2	120									
MB-1	1+60 Rt.		5.5	1.9										
D-1	261+50-263+06 Lt.									70	84	1		
D-2	266+02-268+15 Lt.						160	48					2	
D-3	265+36-268+36 Rt.						124	80	100			1	2	
R-1	262+70 ± Lt.				62									
R-2	0+80 ± Bellville Rd.				86									
R-3	266+33 to 268+14 Lt.				180									
GR-1	0+77-262+80.76 Lt.													102.95
GR-2	264+05.82-266+02.81 Lt.													196.99
GR-3	262+12.69-262+72.18 Rt.													59.49
GR-4	263+37.24-264+37.69 Rt.													40.45
	Total	12	30.1	14.8	472	102	284	128	100	70	84	2	4	399.88

Ref.	Station	I-15 G.Rail Rem. & Disp. of Lin.Ft.	I-16 Catch Basins Abandoned Units	I-2 Class "A" 6" Storm Sewer Un. Pav't. Lin.Ft.
GR-R		113		
R-2	0+80 ± Bellville Rd.		1	
* D-4	1+49 Lt.-1+65 Rt.			* 92
	Total	113	1	92

* The outlet elevation shall be approx. 1164.0

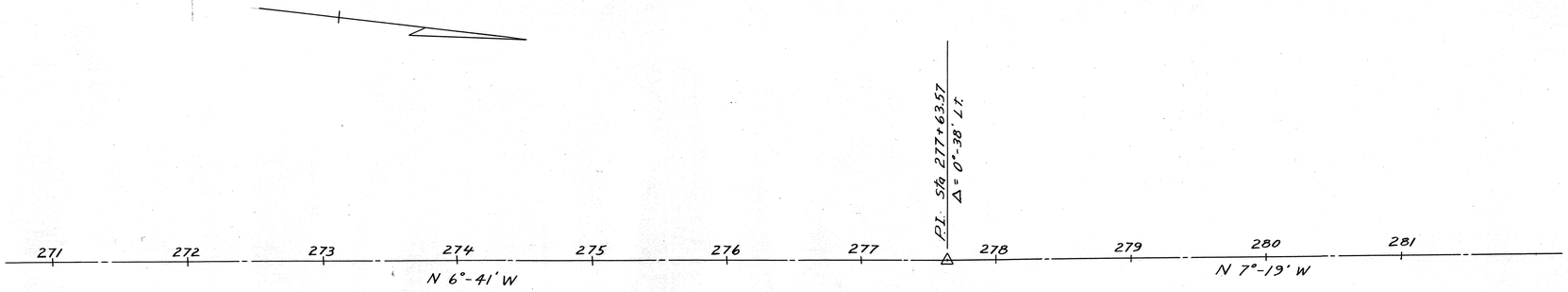
Excavation	1243 Cu.Yds.
Embankment	6823 Cu.Yds.
Emb. + 25%	8529 Cu.Yds.

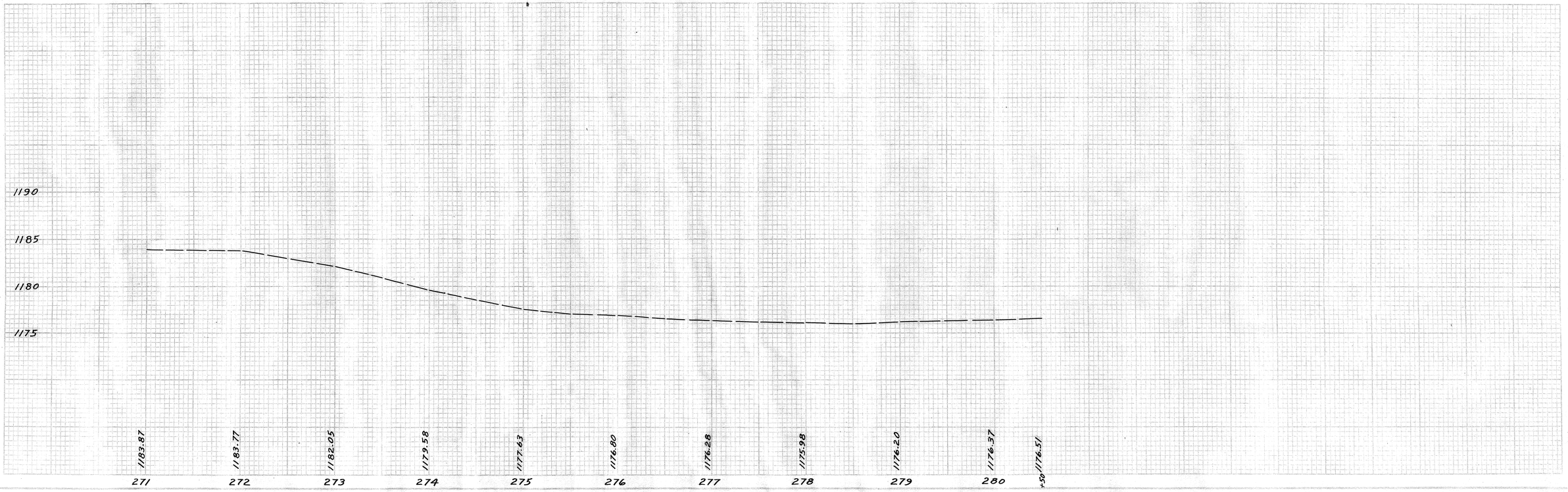
Sta 260+00 to Sta 271+00

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

7
35

Ric-546-(4.82-5.01)(6.51)
Part #1





SUPPLEMENTAL ALIGNMENT STA 271+00 TO STA 280+50

FED. AID DIVISION	STATE	PROJECT	TYPE FUNDS	8 / 35
2	OHIO			

Ric-516-(4.82-5.01) (6.51)
Part #1

50 40 30 20 10 ℄ 10 20 30 40 50

S 1166.5 2:1 1169.70 259+50 1166.92 3:1 1165.0 S

S 2.25:1 1169.90 259+00 1168.13 2.25:1 S

S 2.1:1 on skew 1170.06 258+59.17 Back of Abut. on 20° Skew 2.1:1 on Skew S

S 1167.1 2:1 1170.16 258+36.83 Back of Abut on 20° Skew 1169.63 1166.5 S

S 1167.3 2:1 1170.30 258+00 1169.23 2:1 2:1 1166.8 S

S 1168.0 3:1 1170.70 257+00 1169.13 3:1 2:1 2:1 1167.3 S

Drive Sta 256+43.5 Lt. 7% ± L=20'
S 1168.4 1170.92 Field Drive Lt. 256+43.5 1169.30

S 1168.7 2:1 1171.10 256+00 1170.18 2:1 2:1 1168.3 S

S 1171.50 255+00 1170.73 S

S 1171.81 254+25 1171.60 S

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

Sta. 255+00 to Sta. 259+50

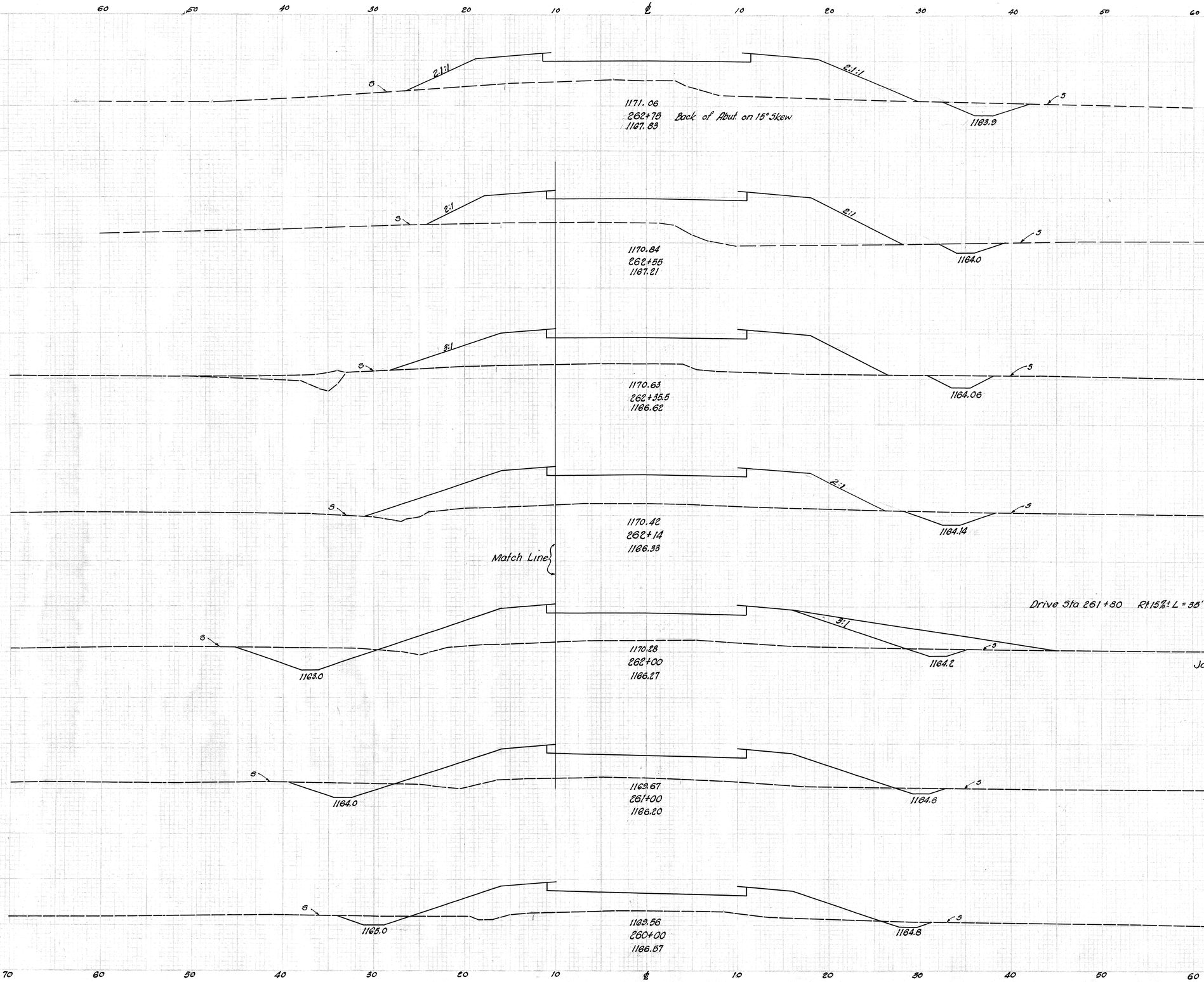
	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
	6	103		
			6	168
	0	78		
			4	99
	5	52		
	33	62		
			29	85
	10	63		
			26	213
	4	52		
Field Drive Lt. Sta 256+43.5			2	2
			11	161
	2	35		
			20	91
	9	14	50	23
Ahead	27	3		
Back	6	3	8	4
	0	0		
Total				

Begin Part #1, Begin Project Sta 254+25
Zero Section & Begin Work Sta 254+00

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

9
35

Ric-546-(4.82-5.01)(6.51)
Part #1



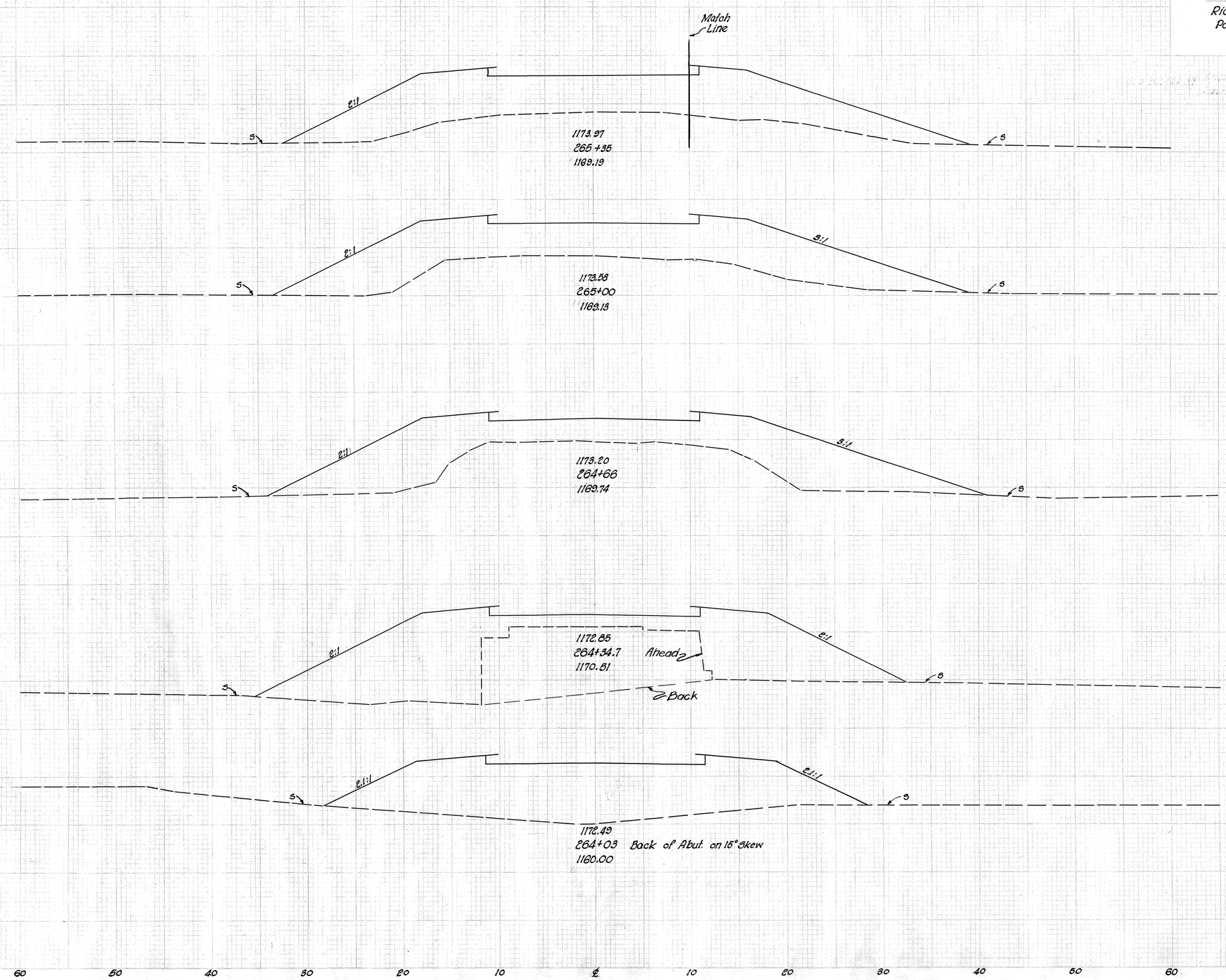
	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
	9	154		
			4	102
Ahead Sta 262+58	5	170		
Back	5	136		
			1	20
	5	136		
			4	90
	6	113		
			6	93
	9	110		
			3	57
			1	4
	4	112		
Johnsville Intersection Sta. 261+74 Lt.			508	1107
			7	239
Ahead Sta 261+38	2	96		
Back	12	139		
			17	196
	12	139		
			33	465
	6	112		
Sta 259+50	6	103	11	199

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

10
35

Ric-546-(4.82-5.01)(6.51)
Part #1

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60



		End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta 265+44 Rt.	Ahead	0	169		
	Back	0	263		
		0	263	0	88
				0	343
		0	267		
				0	329
		0	258		
				0	314
	Ahead	0	284		
	Back	0	438		
				0	413
		0	265		

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

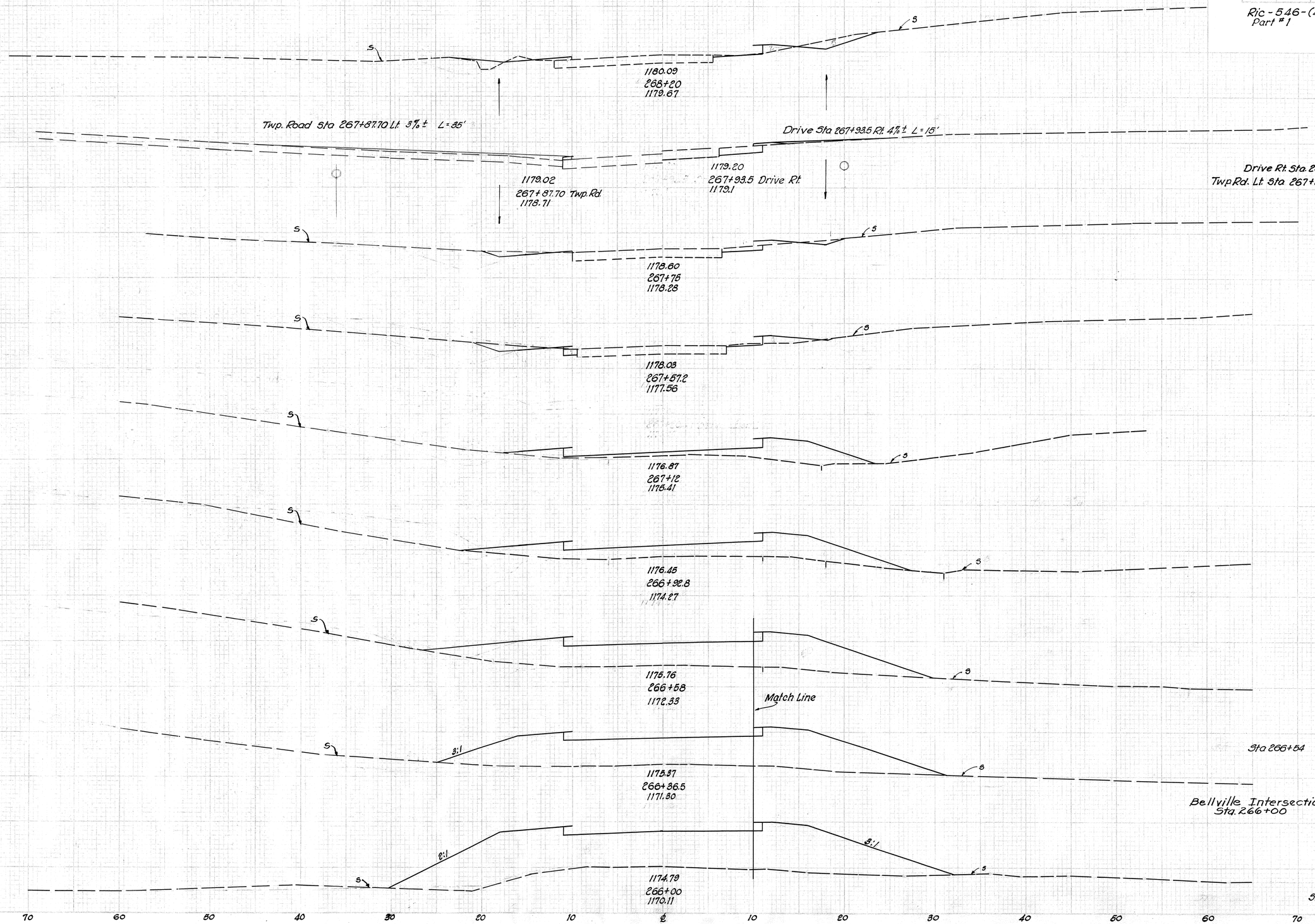
Sta 264+03 to Sta 265+35

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

11
35

Ric-546-(4.82-5.01)(6.51)
Part #1

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60



	End Area		Cu. Yds.	
	Cut	Fill	Cut	Fill
	6	5		
Drive Rt. Sta. 267+93.5			2	1
Twp. Rd. Lt. Sta 267+87.70			100	10
			11	6
	7	2		
			4	2
	6	4		
			5	35
	0	38		
			0	37
	0	67		
			0	128
	0	132		
			0	80
Sta 266+54 Ahead	0	132		
Back	0	82		
			0	60
	0	99		
Bellville Intersection Sta. 266+00			300	2114
			0	172
	0	155		
Sta 265+44	0	169	0	336

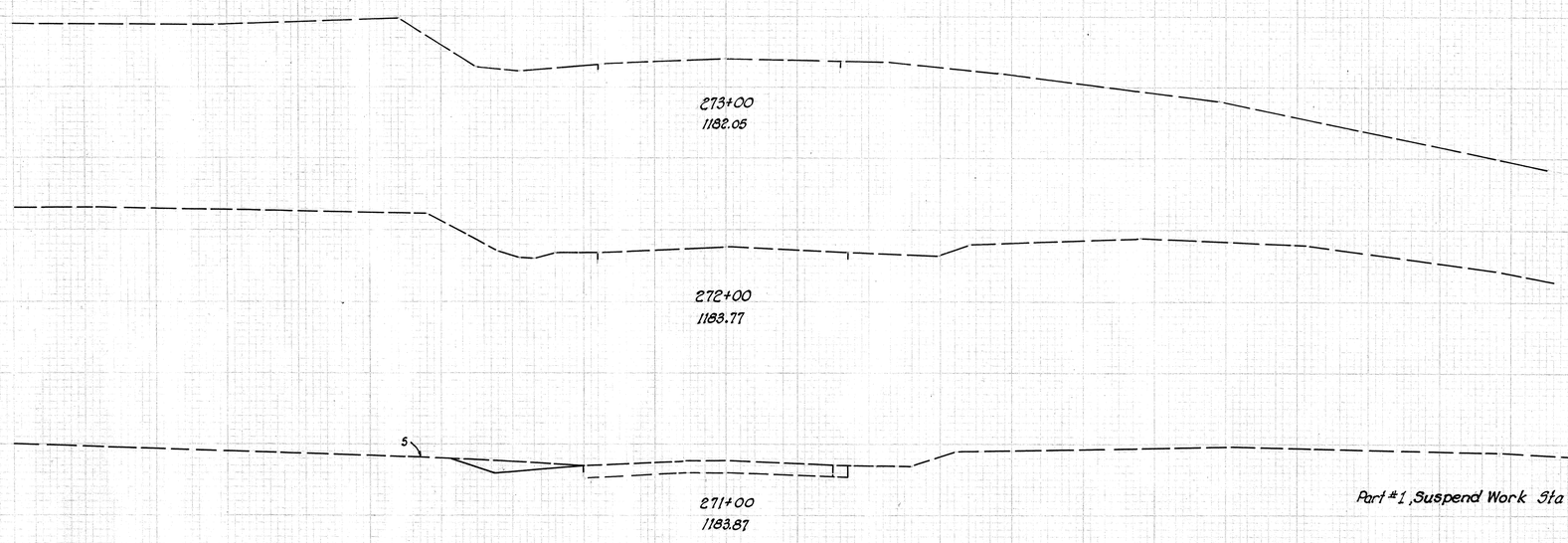
Sta 266+00 to Sta 268+20

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

12
35

Ric-546-(4.82-5.01)(6.51)
Part # 1

50 40 30 20 10 ℄ 10 20 30 40 50 60



	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Part #1, Suspend Work Sta 271+00 Ahead	0	0		
Back	4	0		
Suspend Project, End Part #1 Sta 270+25			59	6
	28	3		
			106	13
	29	4		
			53	14
	28	11		
			19	9
Sta 268+20	6	5		

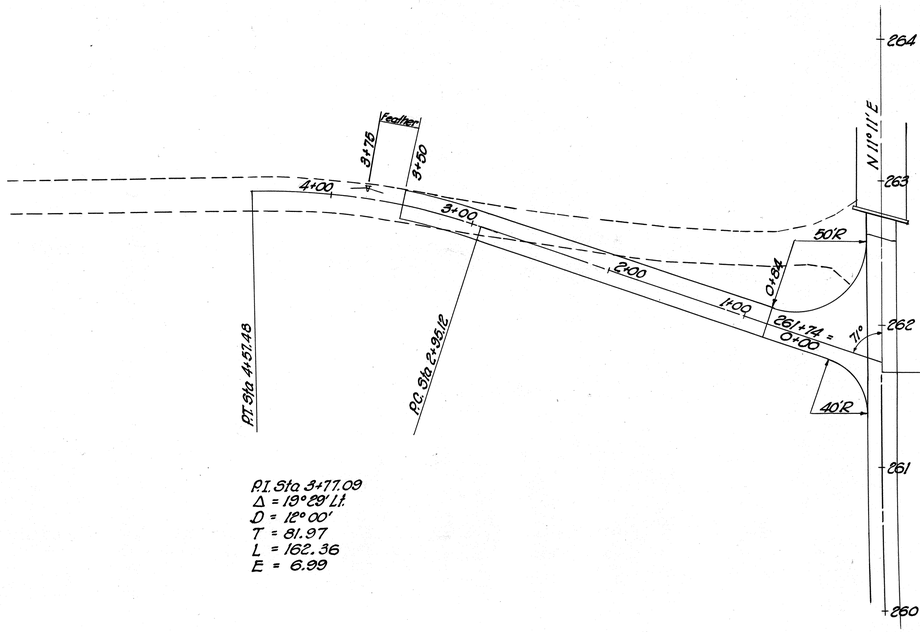
70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

Sta 268+50 to Sta 273+00

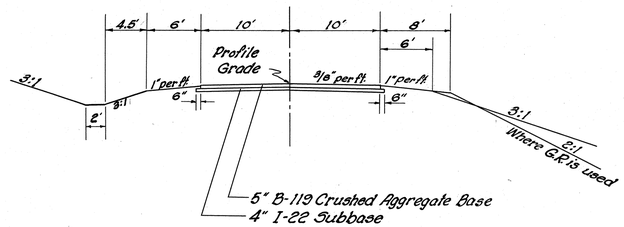
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

13
35

Ric-546-(4.82-5.01)(6.51)
Part #1

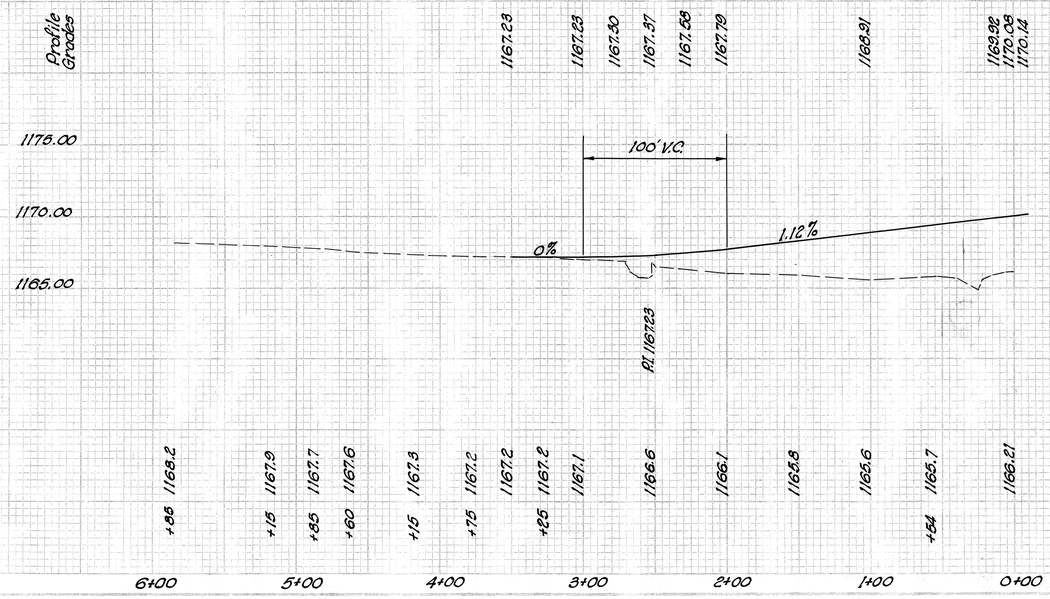


TYPICAL SECTION
Sta 0+84 to 3+50



INTERSECTION QUANTITIES

	See Sheet No. 15 For Typical Section Sta 0+10.6 to Sta 0+84	Sta 0+84 to Sta 3+50	Feather Material Sta 3+50 to Sta 3+75	Totals	
1¼" T-35, Type A (85-100) Asph. Conc.	11.4			11.4	Cu Yds.
1¼" B-35, (85-100) Asph. Conc.	11.4			11.4	Cu Yds.
T-30, Bit. Prime Coat	115.0			115.0	Gal.
5" B-119, Crushed Agg.	46.1	82.1	3.8	132.0	Cu Yds.
4" I-22, Subbase	37.3	69.0		106.3	Cu Yds.
E-1, Compacted Subgrade	328.0			328.0	Sq Yds.



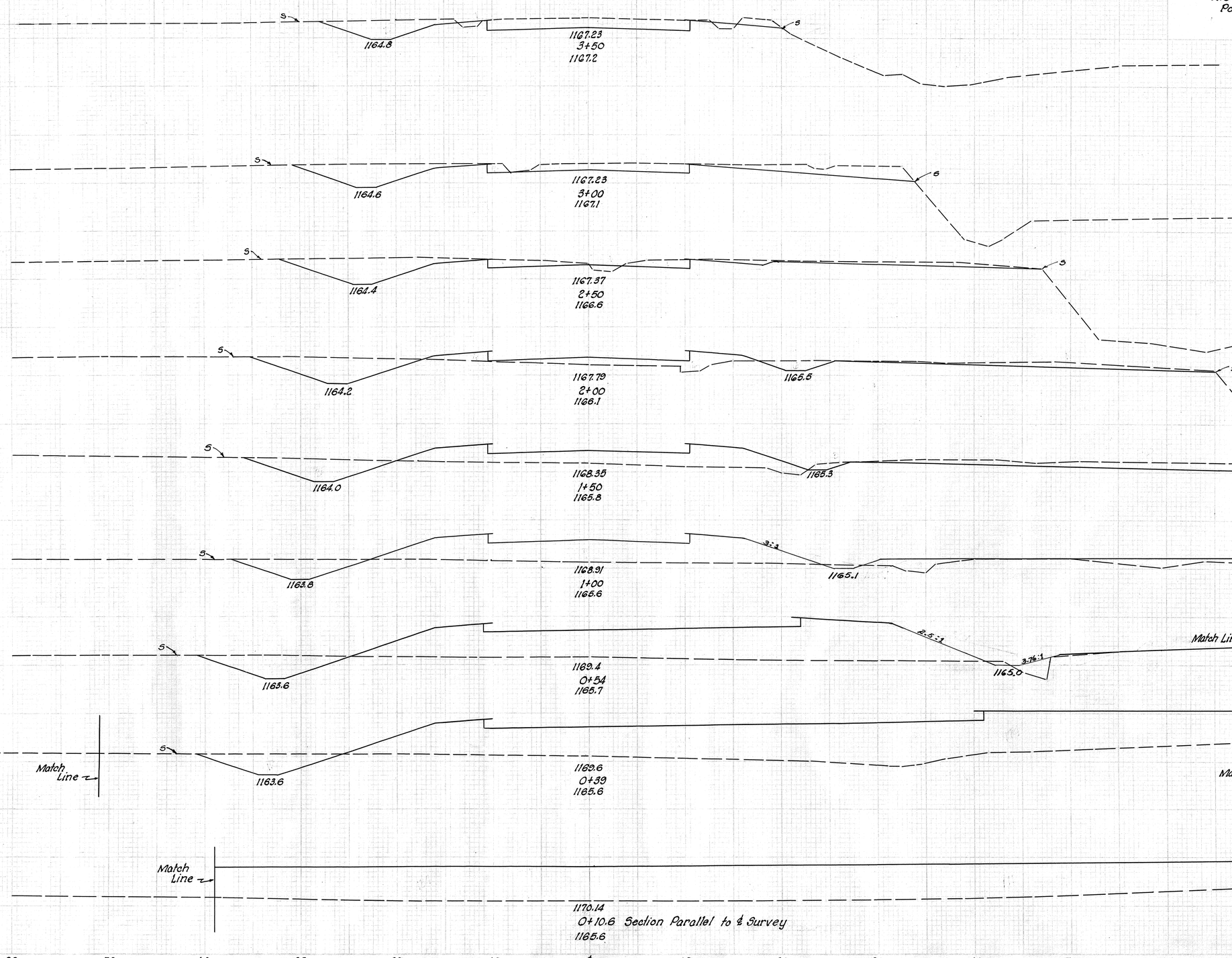
Johnsville Rd. Intersection Sta 261+74

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

14
35

Ric-546-(4.82-5.01)(6.51)
Part #1

End Work Sta 4+00 Zero Section



	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta 4+00	0	0	20	2
Sta 3+50 Ahead	21	2		
Back	44	2		
			92	2
	55	0		
			97	1
	50	1		
			87	23
	44	24		
			89	84
	52	66		
			65	175
	18	123		
			36	272
	24	197		
			12	152
	19	351		
			10	396
Ahead	0	402		
Back	0	0		
Total			508	1107

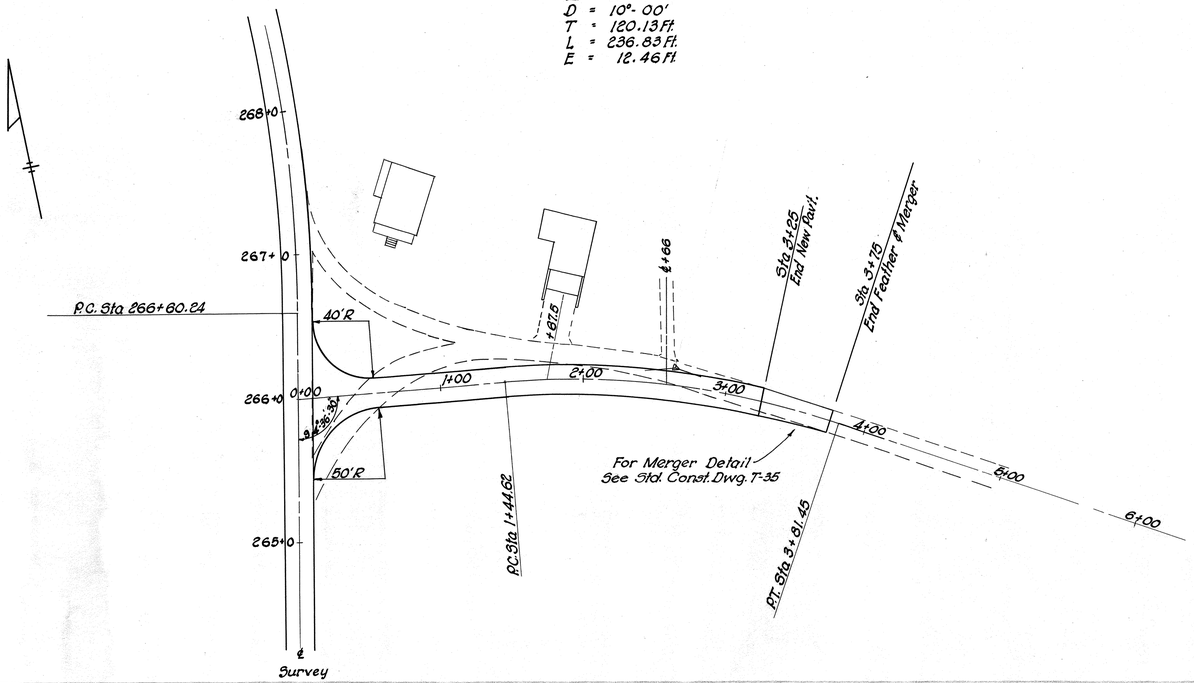
Johnsville Rd. Sta 0+10.6 to Sta 3+50

FED. RD DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

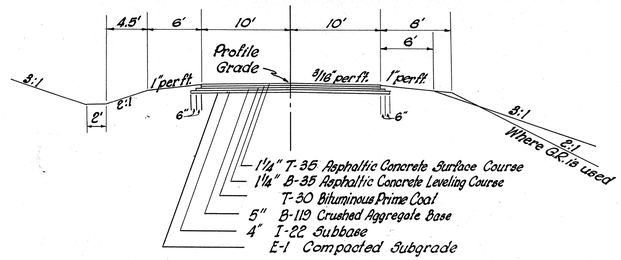
15
35

RIC-546-(4.82-5.01)(6.51)
Part #1

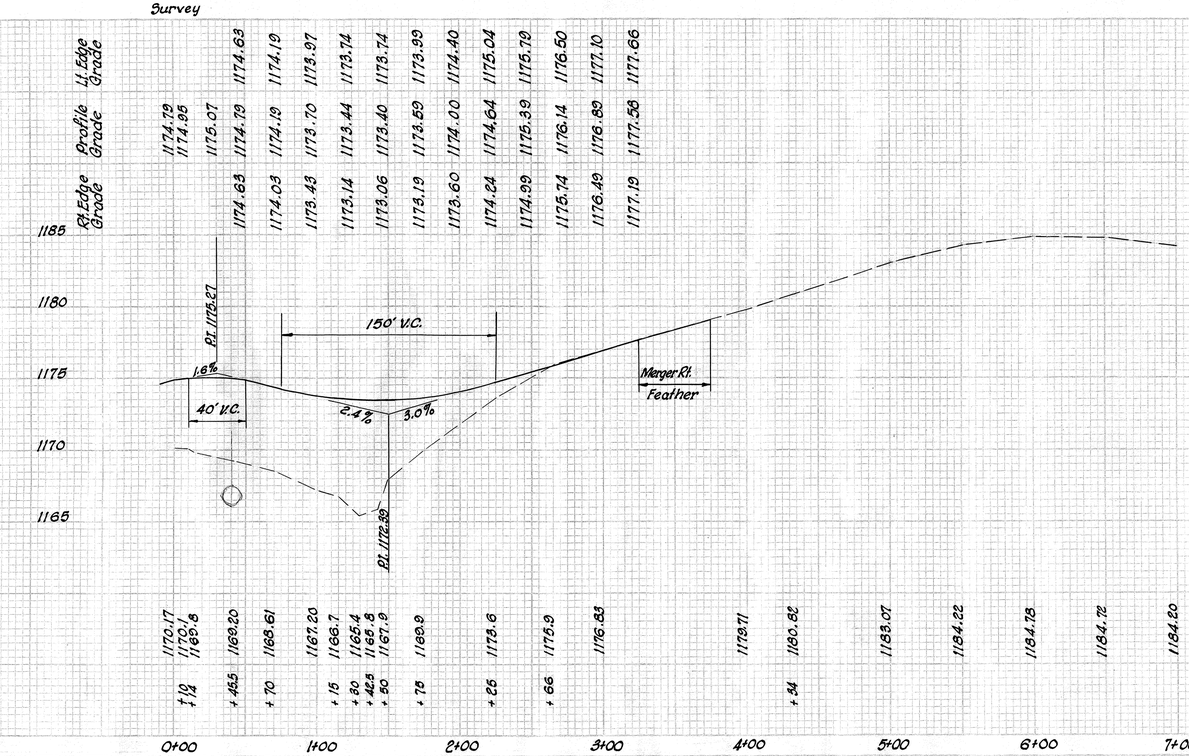
P.I. Sta 2+64.75
Δ = 23° 41' Rt
D = 10° 00'
T = 120.13 Ft.
L = 236.83 Ft.
E = 12.46 Ft.



TYPICAL SECTION
Sta. 0+10 to 3+25 Bellville Rd.
Sta. 0+10.6 to 0+84 Johnsville Rd.



	Intersection Quantities Sta. 0+10 to Sta. 3+25	Merger & Feather Quantities Sta. 3+25 to Sta. 3+75	Totals
1¼" T-35, Type A (85-100) Asph. Conc.	27.7	2.0	29.7 Cu.Yds.
1¼" B-35 (85-100) Asph. Conc.	27.7	2.0	29.7 Cu.Yds.
T-30 Bituminous Prime Coat	280.0	3.0	283.0 Gal.
5" B-119 Crushed Aggregate	116.1	1.6	117.7 Cu.Yds.
4" I-22 Subbase	97.1	1.6	98.7 Cu.Yds.
E-1 Compacted Subgrade	798.0		798.0 Sq.Yds.



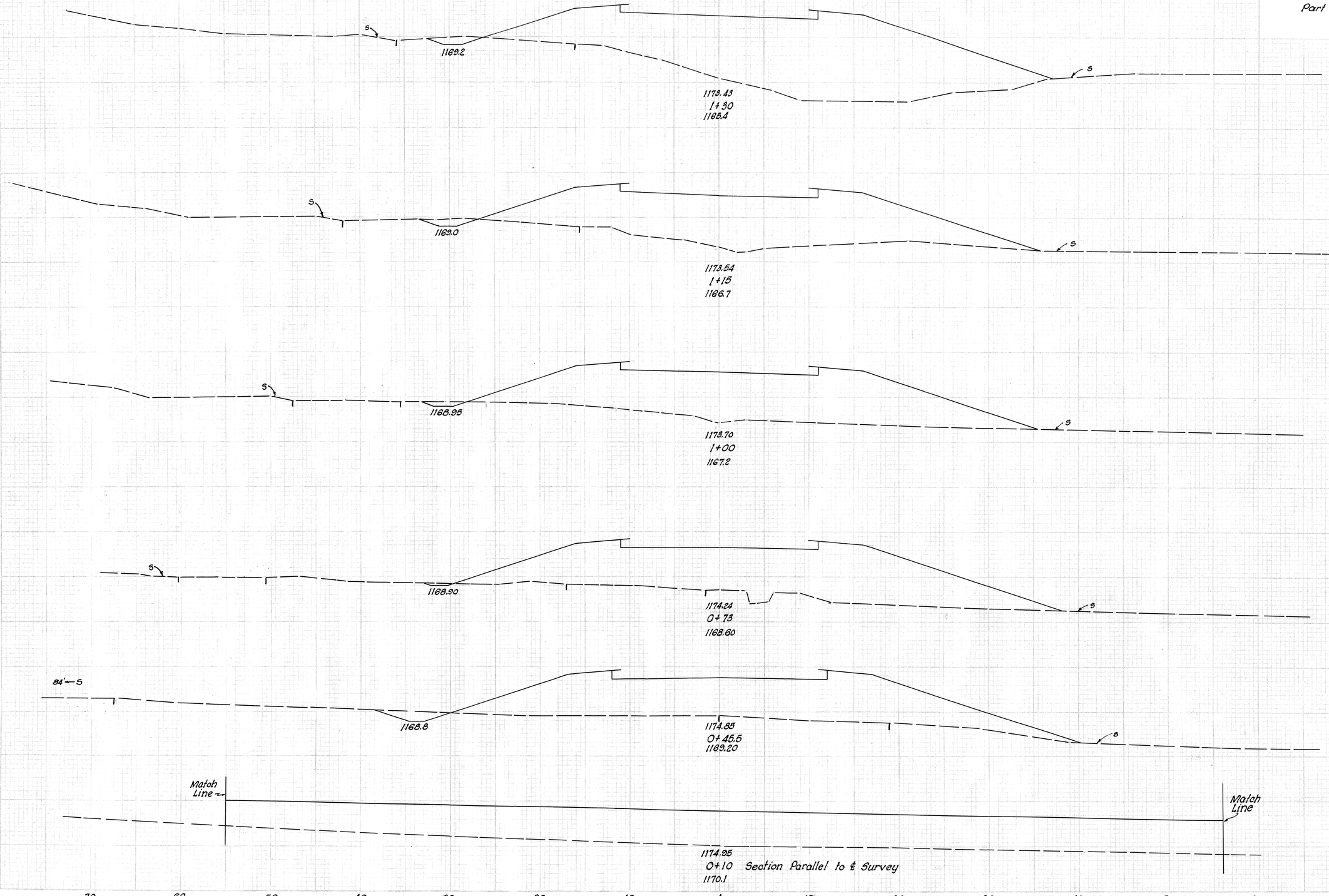
Bellville Rd. Intersection Sta 266+00

FED. HWY. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

16
35

Ric-546-(4.82-5.01)(6.51)
Part #1

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60



	End Area		Cu. Yds.	
	Cut	Fill	Cut	Fill
	3	355		
			2	168
	3	250		
			1	139
	2	250		
			2	258
	1	266		
			4	261
	6	247		
			4	428
Ahead	0	405		
Back	0	0		
Sheet Total			13	1254

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

Bellville Road Sta 0+10 to Sta 1+30

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

17
35

Ric-546-(4.82-5.01)(6.51)
Part #1

4+00 Zero Section
1178.71

S

1176.89
3+00
1176.83

S

Sta 4+00
Sta 3+25 Ahead
Back

Drive Sta 2+66 Lt. 3%± L=23'

1174.0

1175.87
2+66 Drive Lt.
1176.9

Drive Lt. Sta 2+66

S

1172.5

1174.64
2+25
1178.6

S

S

1170.8

1173.59
1+75
1169.9

S

Drive Sta 1+67.5 Lt. 7%± L=35'

1170.5

1173.53
1+67.5 Res. Drive Lt.
1169.6

Drive Lt. Sta 1+67.5

S

1169.9

1173.40
1+50
1167.9

S

S

1169.6

1173.41
1+42.5
1165.8

S

Sta 1+30

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
0	0		
		31	2
22	3		
44	3		
		41	3
44	3		
		1	4
		150	21
64	12		
		60	260
1	269		
		1	29
		1	277
1	329		
		11	97
1	367		
		1	167
3	355		
		287	860

Sheet Total

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60

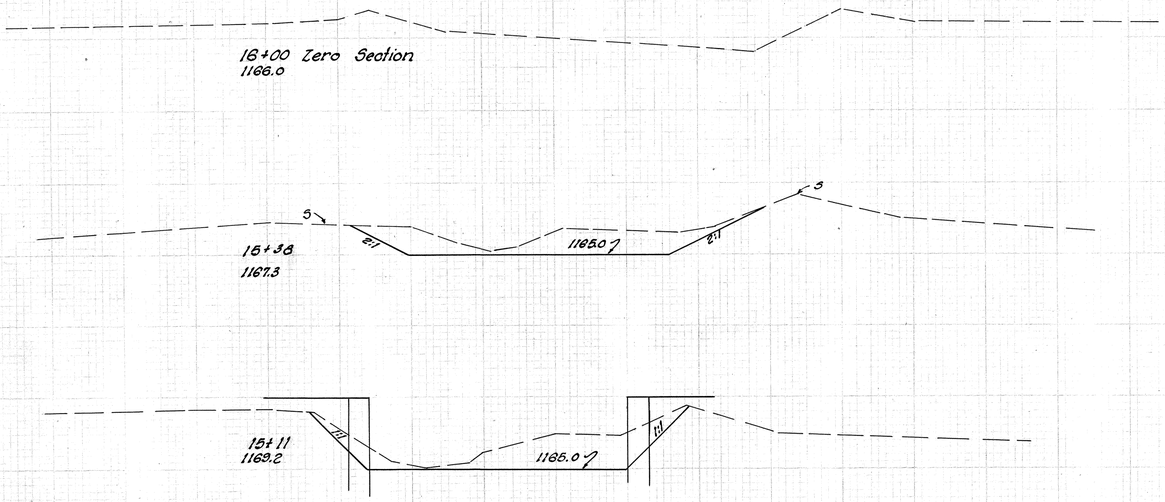
Bellville Rd. Sta 1+42.5 to Sta 4+00

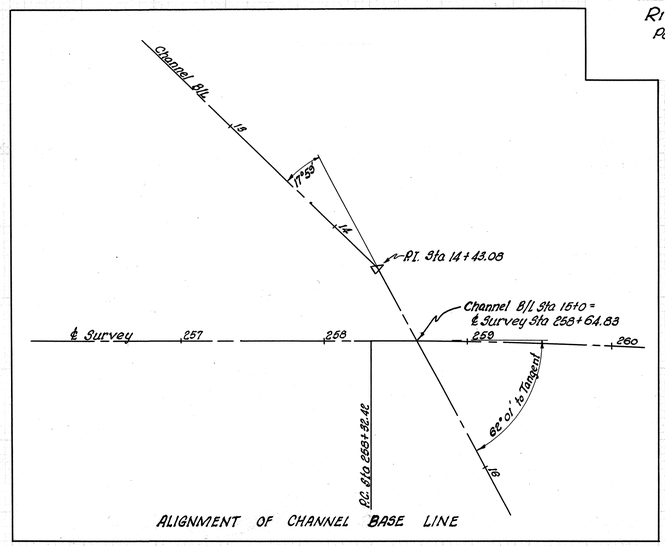
FED. NO. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

18
35

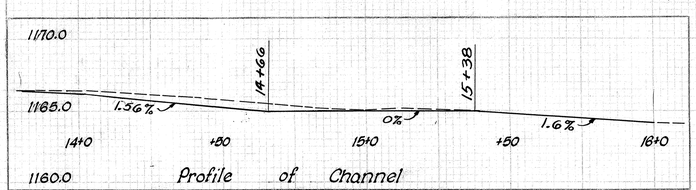
Ric-546-(4.82-5.01) (6.51)
Part #1

30 20 10 B/L 10 20 30 40 50 60





Channel Excavation that is not required for channel fill shall be wasted as directed by the Engineer.



		End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
		0	0		
				38	0
		33	0		
				17	0
Sta 15+24	Ahead	33	0		
	Back	36	0		
				17	0
		36	0		
				18	0
		40	0		
				22	0
		35	0		
				21	0
Sta 14+66	Ahead	35	0		
	Back	57	19		
				49	16
		57	19		
				75	30
		42	20		
				34	16
		0	0		
Total				291	62

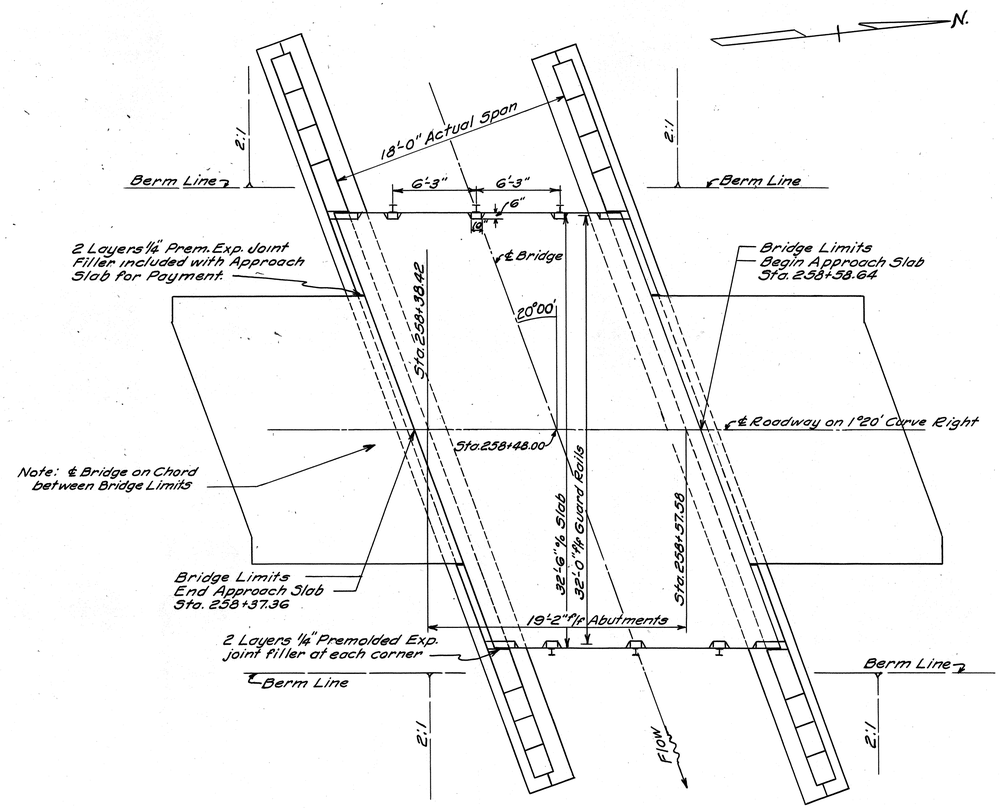
℄ Sta 258+64.83 Channel Sections Sta 13+59 to 16+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

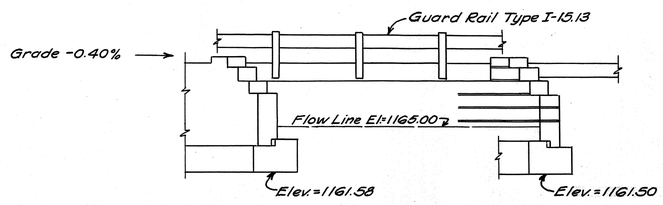
19
35

RIC-546-(4.82-3.01) (6.51)
PART NO. 1.

4.33 Mi. South of U.S.42 in Lexington, Ohio.



GENERAL PLAN



ELEVATION

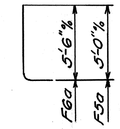
ESTIMATED QUANTITIES

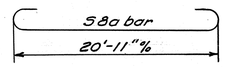
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	GENERAL	
E-2	Lump	Lump	Cofferdams, cribs and sheeting			Lump	
E-2	110	Cu.Yd.	Unclassified excavation		110		
E-3	291	Cu.Yd.	Channel excavation			291	
S-1	28	Cu.Yd.	Class "C" concrete, superstructure	28			
S-1	35	Cu.Yd.	Class "E" concrete, walls		35		
S-1	35	Cu.Yd.	Class "E" concrete, footings		35		
S-3	77	Sq.Yd.	Type "C" waterproofing	77			
S-3	11	Lin.Ft.	Waterproofing, premolded sealing strip		11		
S-4	8654	Lbs.	Reinforcing steel	6723	1892	39	
S-9	12	Sq.Ft.	¼" Premolded expansion joint filler	12			
S-14	42.56	Lin.Ft.	Railing (Type I-15.13 with steel posts)	42.56			
S-24	Lump	Lump	Removal of existing structure			Lump	
S-29	33	Cu.Yd.	Porous backfill		33		
* T-35	6	Cu.Yd.	Asphaltic concrete surface course. Type "A" (85-100)	6			

REINFORCING STEEL LIST

Mark	No.	Length	Weight	Shape
SUPERSTRUCTURE				
58a	65	23'-1"	4006	8
T6a	48	34'-1"	2457	5
T5a	12	20'-9"	260	5
ABUTMENTS				
A5a	24	4'-0"	100	5
A5b	12	6'-1"	76	5
A5c	12	6'-7"	82	5
A5d	6	6'-3"	39	5
A5e	6	6'-9"	42	5
A5f	6	4'-11"	31	5
A5g	6	5'-5"	34	5
A5h	2	3'-6"	7	5
A5K	2	4'-0"	8	5
A5m	6	5'-3"	33	5
A5n	6	5'-9"	36	5
A5o	6	4'-3"	27	5
A5p	6	4'-9"	30	5
A5r	2	3'-9"	8	5
A5s	2	25'-6"	53	5
A5t	2	26'-6"	55	5
A5u	4	28'-4"	118	5
A5v	4	29'-5"	123	5
A5w	4	27'-8"	115	5
A5x	4	26'-7"	111	5
A5y	2	25'-5"	53	5
A5z	2	24'-4"	51	5
F6a	32	6'-2"	296	8
F5a	46	5'-6"	264	8
F5b	16	6'-0"	100	5
REPLACEMENT BARS				
RE 8	1	9'-0"	24	5
RE 6	1	5'-11"	9	5
RE 5	1	5'-7"	6	5

BENDING DIAGRAMS





In the reinforcing steel bar marks, the numeral following the first letter is the Bar Number which indicates the size of the bar.

GENERAL NOTES

REFERENCE shall be made to Standard Drawing SB-1-47 revised 1-20-48

REMOVAL OF EXISTING STRUCTURE: Existing Structure shall be removed and become the property of the Contractor. Substructure shall be removed to 3 feet below finished grade in roadway section, 6 inches below channel grade and where required for new construction. Suitable waste masonry may be used as bank protection where directed by the Engineer.

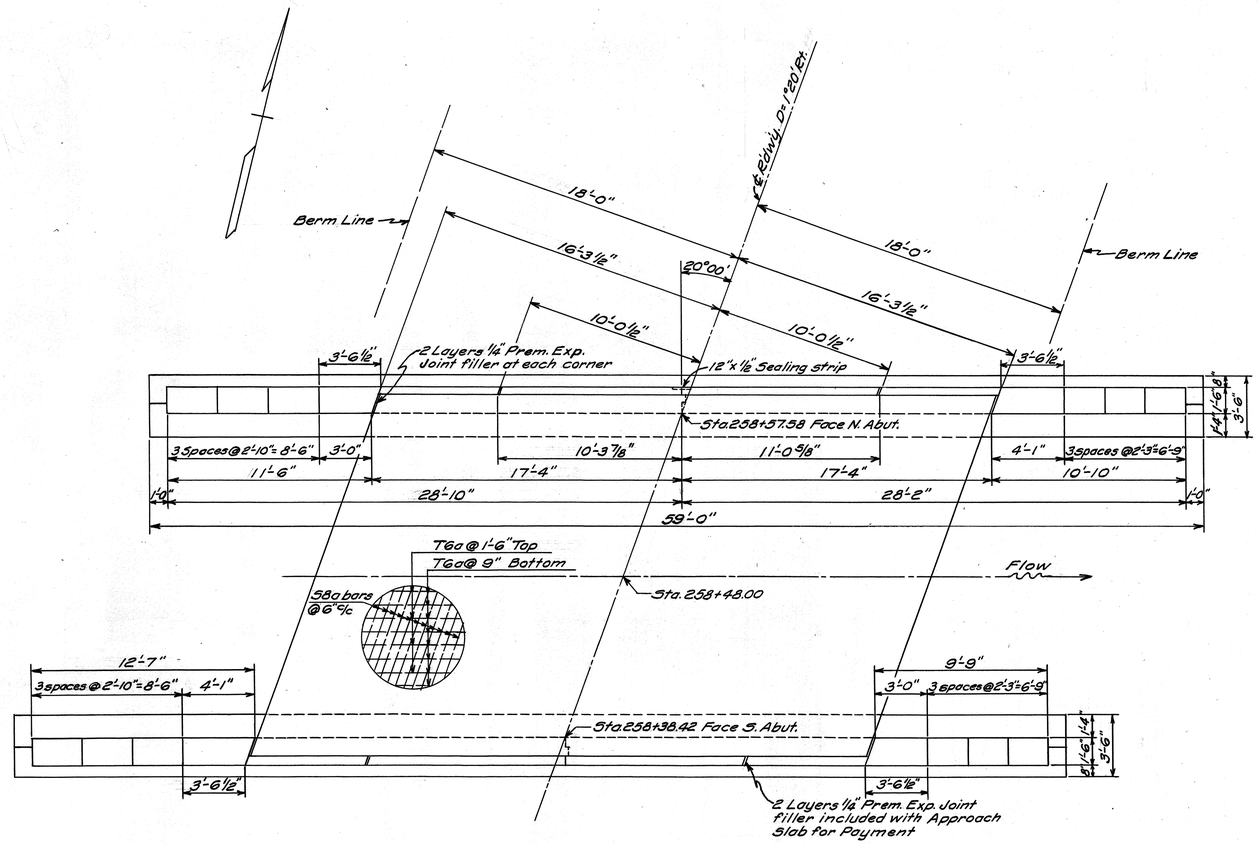
CAMBER: of $\frac{1}{700}$ of the span shall be provided to allow for dead load deflection. This is the amount of camber required before falsework is released. To obtain this, proper allowance shall be made for the deflection of the falsework members.

* ASPHALTIC CONCRETE SURFACE COURSE: Item T-35, laid in two courses shall be provided.

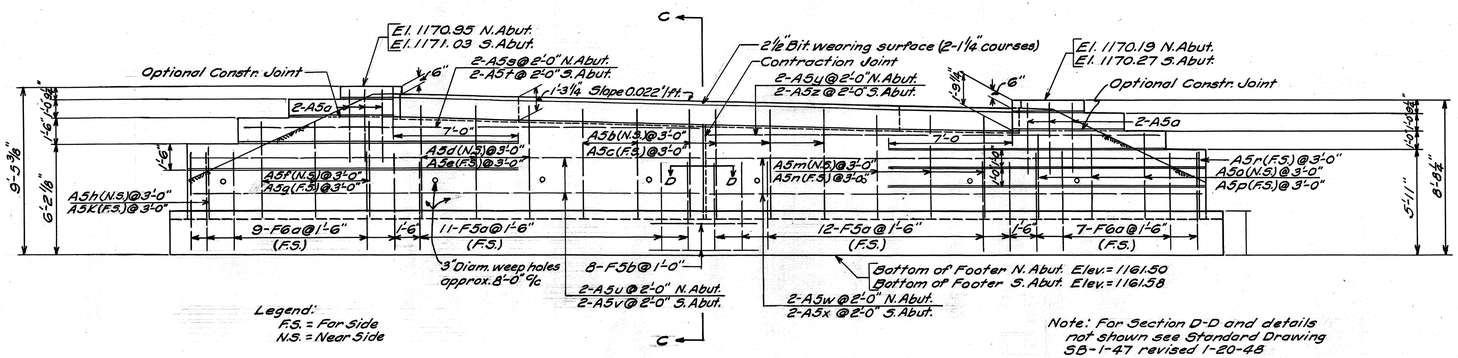
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

20
35

RIC-546-(4.82-5.01)(6.51)
PART NO.1.

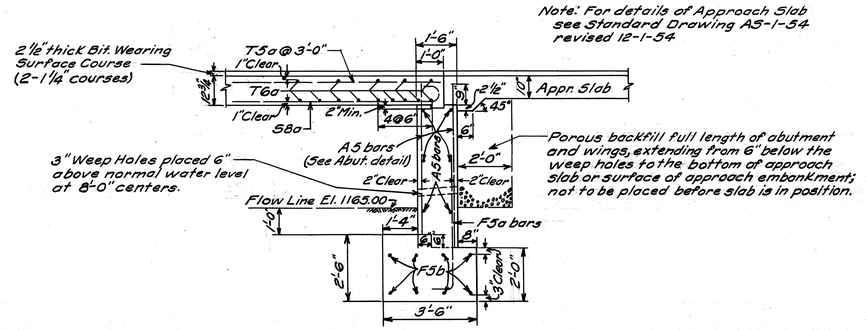


PLAN



Note: For Section D-D and details not shown see Standard Drawing SB-1-47 revised 1-20-48

ELEVATION



SECTION C-C

PROPOSED STRUCTURE
TYPE: Concrete Slab with Conc. Substructure
SPAN: 19'-2" f/p Abutments. (℄ Rdwy.)
ROADWAY: 32'-0" f/p Guard Rails
LOADING: S-15-46
SKEW: 20°00' R.F.
SURFACE COURSE: Bituminous Concrete
APPROACH SLABS: A5-1-54 (15' long)
ALIGNMENT: Curve D=1°20' Rt.

DRAINAGE AREA = 520 ACRES

EXISTING STRUCTURE DATA

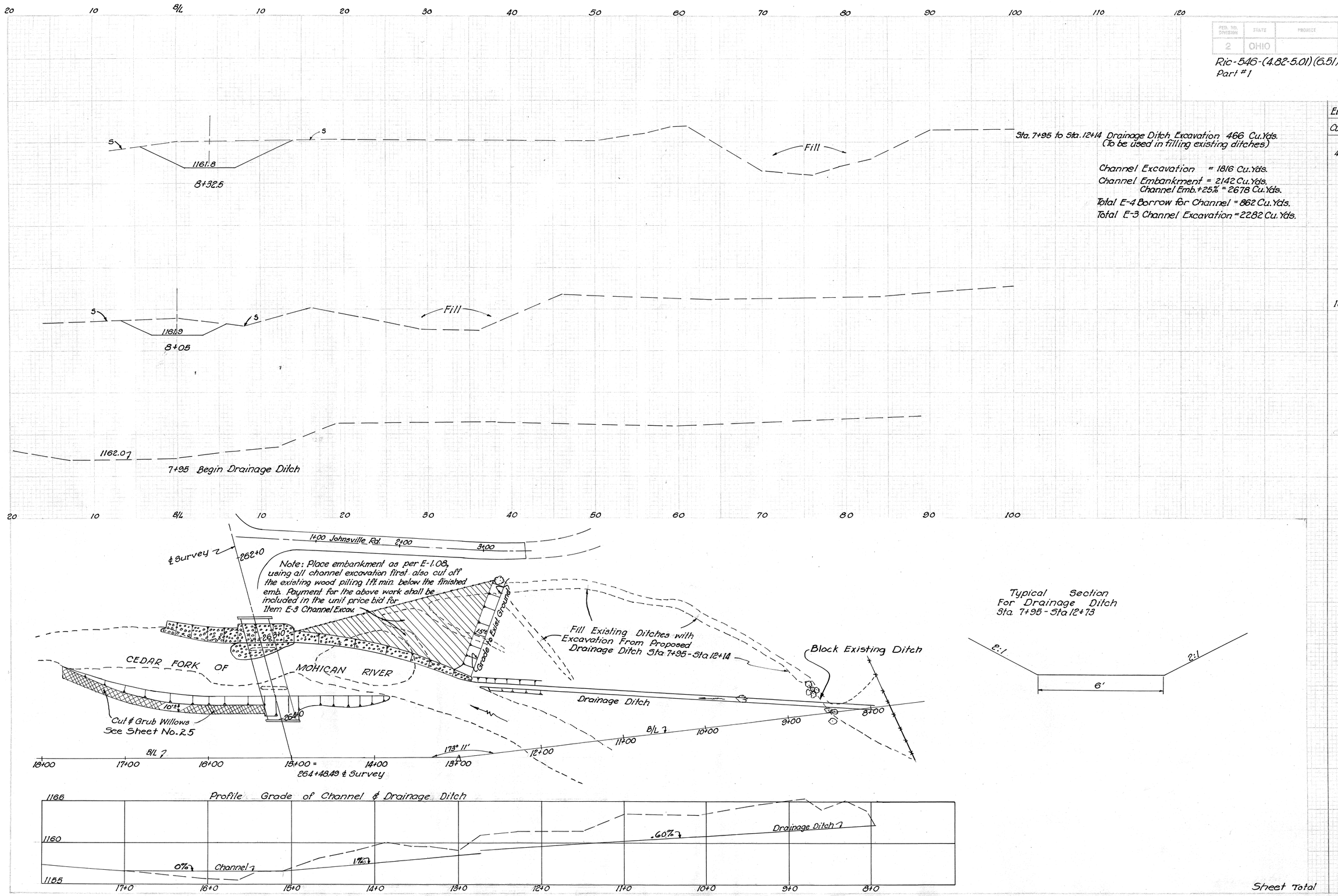
TYPE:	Steel Beam
SPAN:	14'-0"
SKEW:	5°00' R.F.
ROADWAY:	13'-6"
WEARING SURFACE:	Bit. Tr. over 6" Strip Floor
CONDITION:	Poor

Legal Loads Reduced 55% (Date 1-23-51)

FED. NO. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

21
35

Ric-546-(4.82-5.01)(6.51)
Part #1



Typical Section
For Drainage Ditch
Sta. 7+95 - Sta 12+73

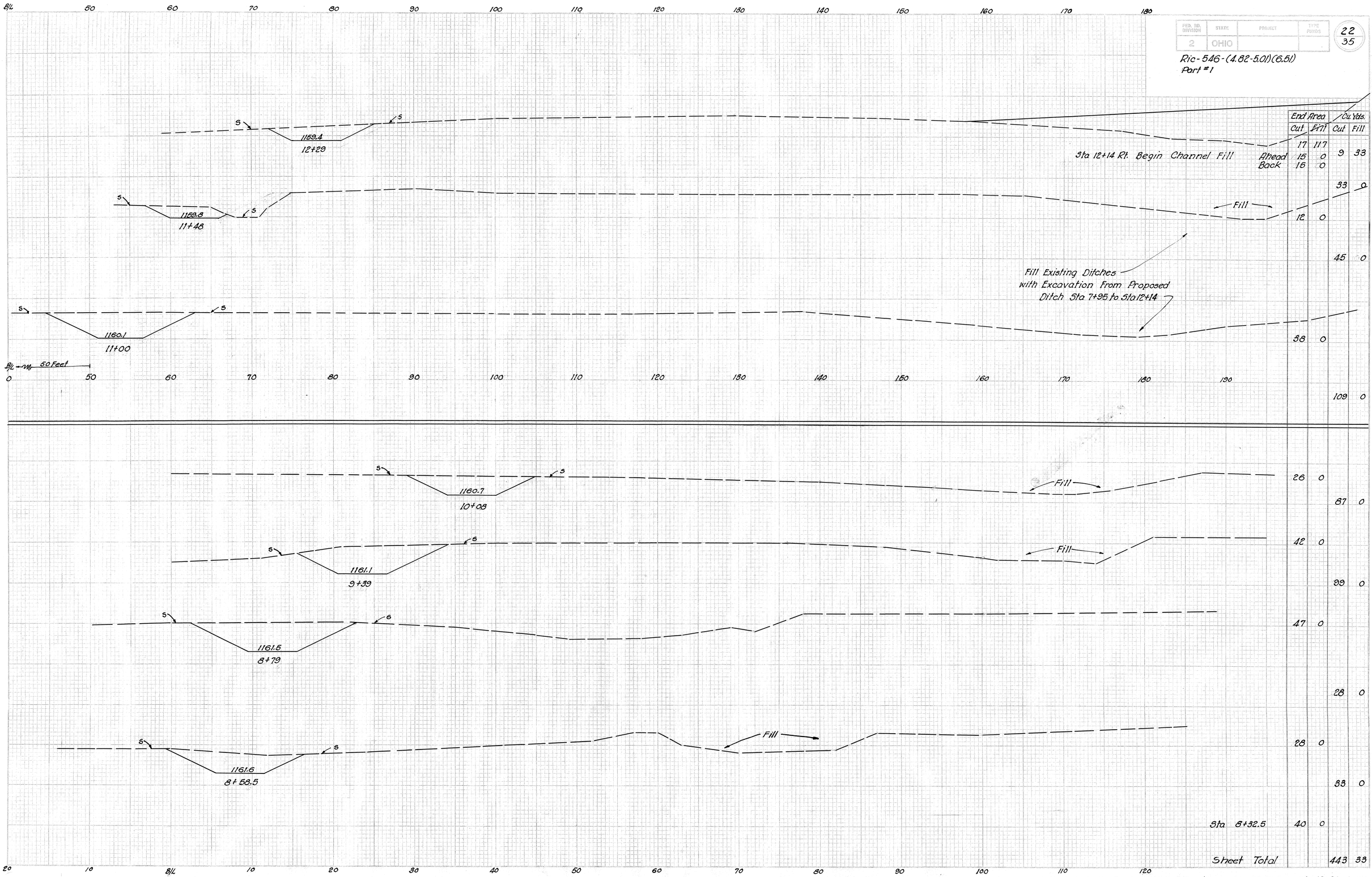
End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
40	0		
		29	0
18	0		
		3	0
0	0		
Sheet Total		32	0

℄ Sta 264+48.49 Drainage Ditch Sections Sta 7+95 - Sta 8+32.5

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

22
35

Ric-546-(4.82-5.01)(6.51)
Part #1



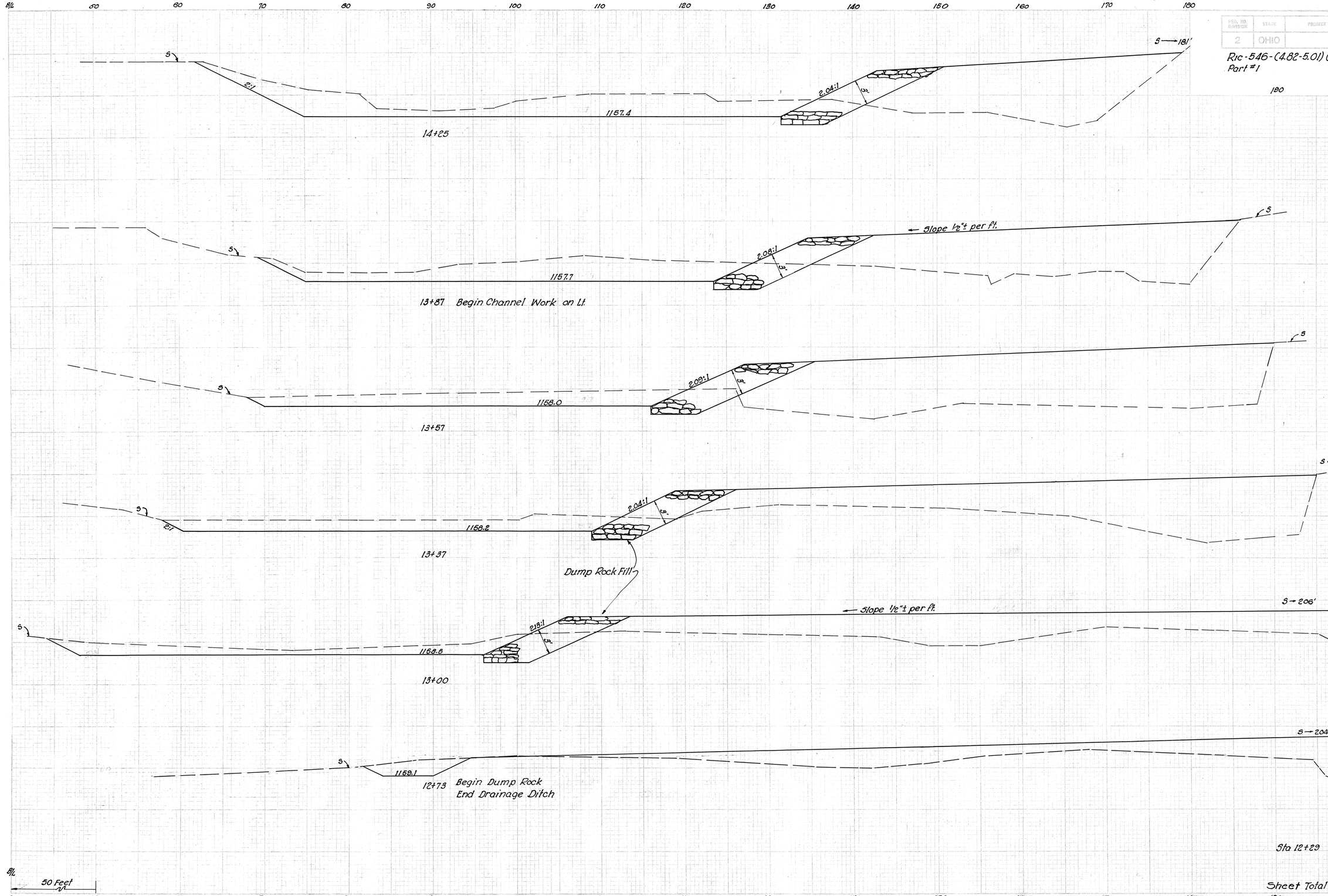
	End Area		Cu. Yds.	
	Cut	Fill	Cut	Fill
		17		117
Sta 12+14 Rt. Begin Channel Fill Ahead	15	0	9	33
Back	15	0		
				33 0
	12	0		
				45 0
				38 0
				109 0
	26	0		
				87 0
	42	0		
				99 0
	47	0		
				28 0
	28	0		
				33 0
Sta 8+32.5	40	0		
Sheet Total			443	33

& Sta 264+48.49 Drainage Ditch Sections Sta 8+58.5 to Sta 12+29

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

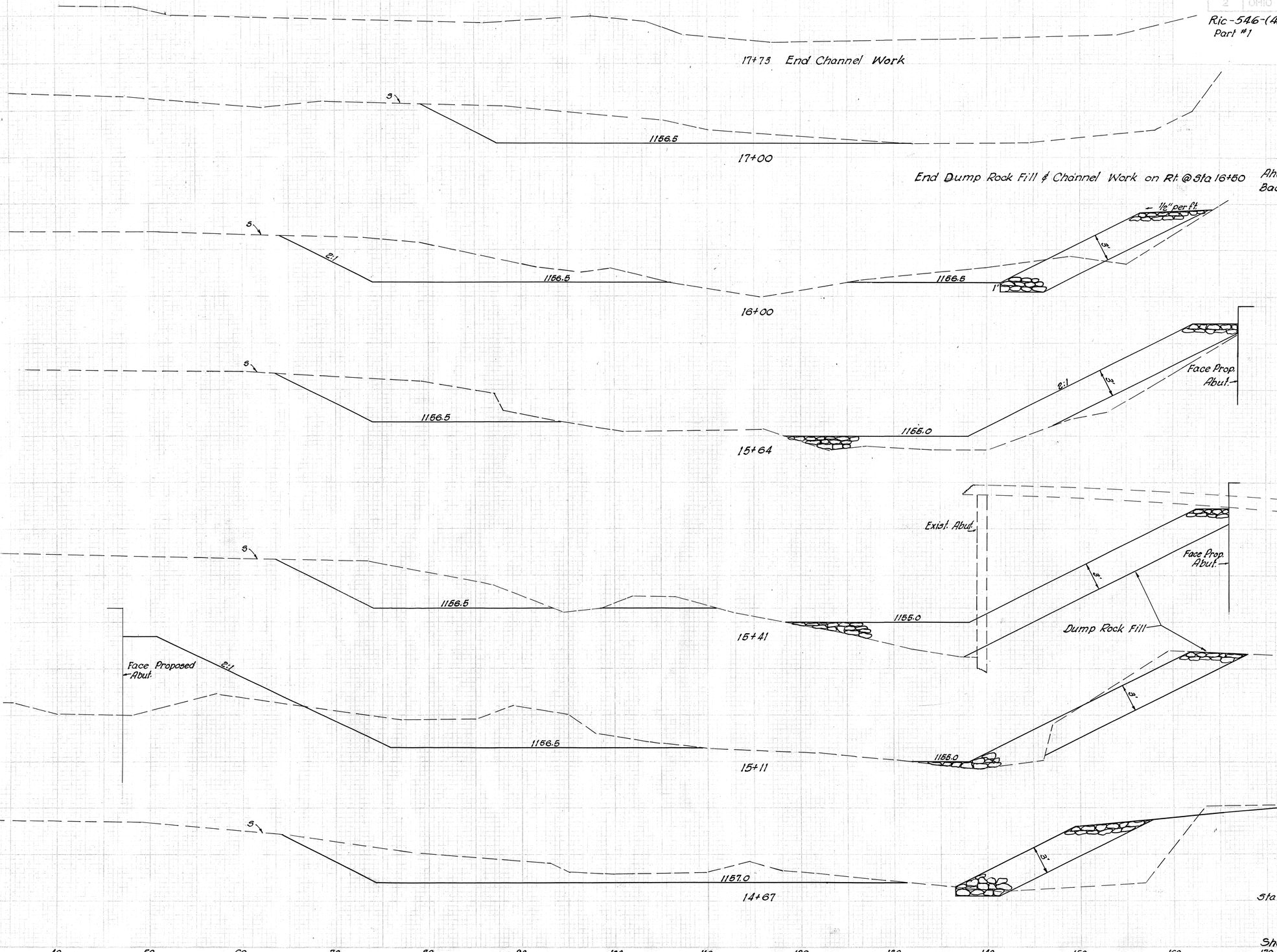
23
35

RIC-546-(4.82-5.01) (6.51)
Part #1



	End Area		Cu Yds.	
	Cut	Fill	Cut	Fill
	141	187		
			177	301
	110	240		
			103	350
	75	390		
			55	256
			74	301
			88	376
S → 206'	54	248		
			35	207
S → 204'	16	165		
			27	230
Sta 12+29	17	117		
Sheet Total	485	1720		

℄ Sta 264+48.49 Channel ℄ Ditch Sections Sta 12+73 to Sta 14+25



End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
0	0		
		137	0
101	0		
		186	0
100	0		
110	5		
		213	13
120	9		
		135	16
83	15		
		75	3
243	0		
		192	44
102	80		
		181	118
120	64		
		203	195
Sta 14+25	141	187	
Sheet Total		1322	389

℄ Sta 264+48.49 Channel Sections Sta 14+67 to Sta 17+73

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

25
35

RICHLAND COUNTY
RIC-546-(4.82-50.1)(6.51)
3.8± miles S. of Lexington

Timber piling to be removed 1ft below proposed ground line. Removal of piling included with E-3, channel excavation for payment

Fill to Elev. 1163 and slope to drain

Elev 1158.0

B.M. Chis. + on West side of N. Abut. Br. No. RI-546-50 Elev. 1170.44

Dump rock fill slopes from Elev. 1163 to bottom of channel

MOHICAN RIVER

Dump rock slope thru bridge from Elev. 1156.5 to bench

End Approach Slab Sta. 262+76.47

Begin Approach Slab Sta. 264+01.53

+77.81

+09.06

+68.94

+00.19

3'-6"

15°

N 11°-11'E

Dump rock fill to Elev. 1155

Fill to Elev. 1165.7 1164 slope to drain

Dump rock fill slopes to Elev. 1164±

CEDAR FORK

Elev. 1156.0

Bridge Limits

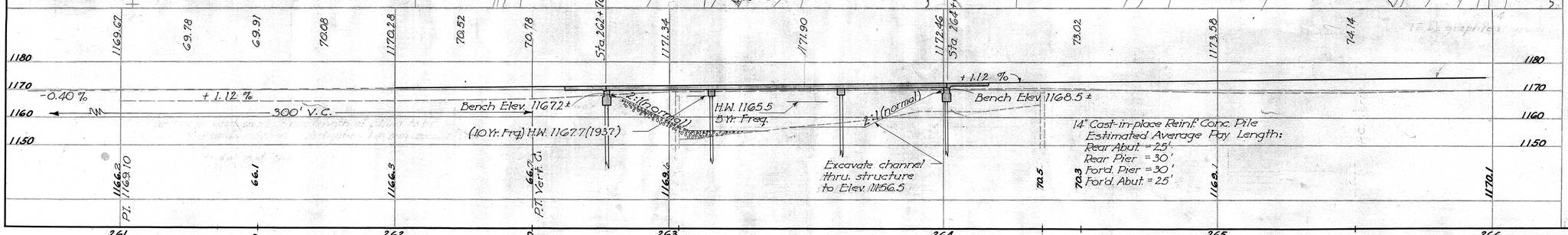
Clears 1937 H.W. 1.5'±

Residence

P.I. = Sta 260+00
Δ = 4°-28'
D = 1°-20'
L = 335.0
T = 167.58'

261+67.42 P.T.

FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus, or in the Division office, but the State assumes no responsibility for the accuracy thereof.



PROPOSED STRUCTURE

Type: Continuous reinforced concrete slab with capped pile substructure
Spans: 38'-47.5'-38' c/c bearings
Roadway: 32'-0" f/f guard rails
Load Frequency: CF-30(51)
Skew: 15° L.F.
Wearing Surface: Bituminous
Approach Slabs: AS-1-54(15' long)
Alignment: Tangent

Existing Bridge Data

Type:- High Truss and Low Truss
Spans:- 92'-7" and 32'
Skew:- None
Roadway:- 14'-0" and 13'-10"
Wearing Surf.:- 3"x6" strip floor
Loading:- Reduction 55% of legal load 6-26-50
Condition:- Fair to Poor

Drainage Area 36.0 Sq. Mi.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. RIC-546-0498
OVER CEDAR FORK BRANCH OF MOHICAN RIVER
RICHLAND CO. S.R. 546
STA. 262+76.47
264+01.53
SCALE 1"=20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED Aerial Survey	DRAWN Aerial Survey	DESIGNED DIC	DRAWN DIC	CHECKED DHS	REVIEWED P.E.S.

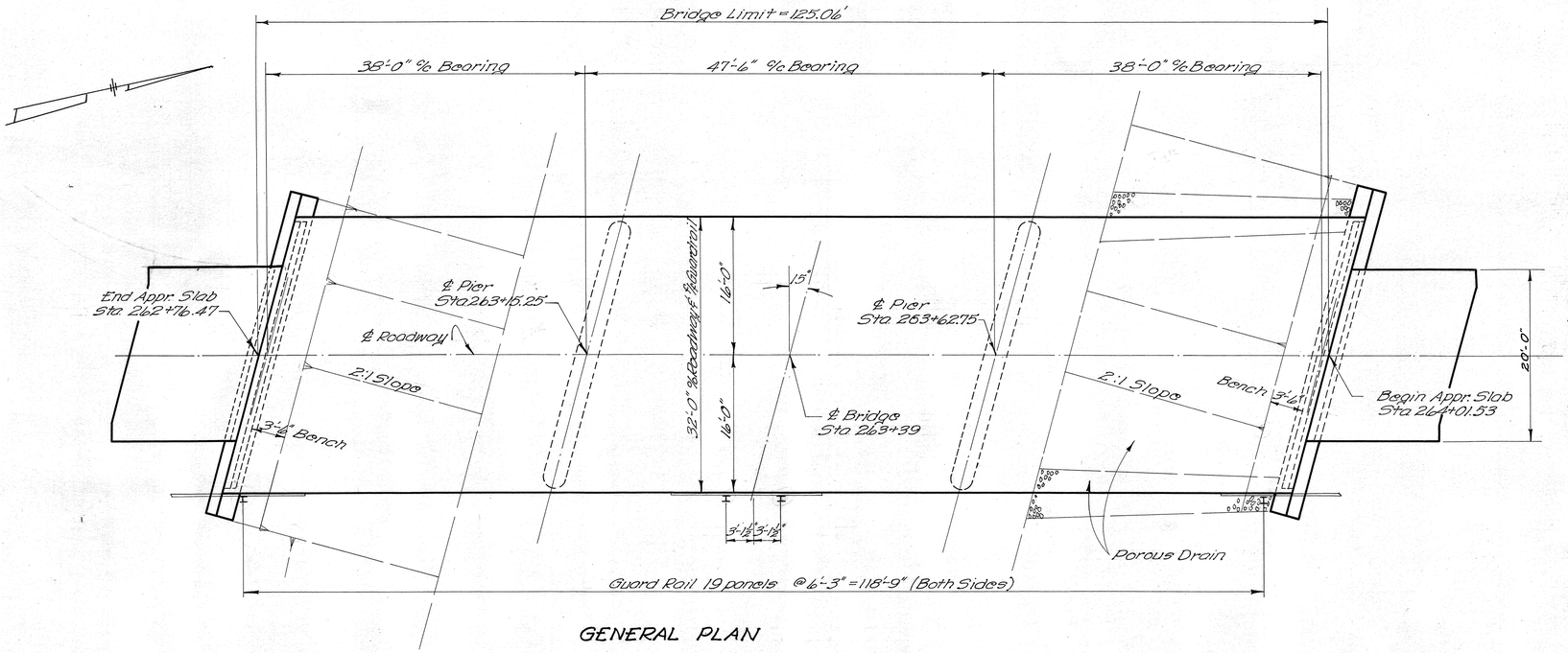
BFG

A.J.T. 2-29-56

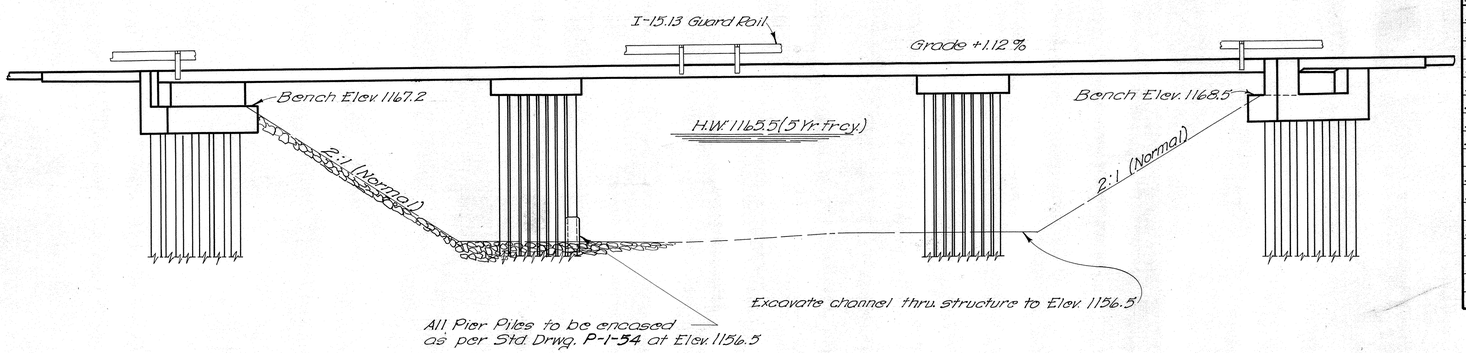
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

26
35

RICHLAND COUNTY
RIC-546-(4.82-5.01)(6.51)



GENERAL PLAN



ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CS-1-54, A-1-54, and P-1-54, all revised 12-1-54.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic, the existing structure shall be removed. The forward abutment shall be removed to 3 feet below proposed grade elevation, and the pier and rear abutment shall be removed to proposed ground line. Suitable waste masonry shall be placed in embankment fill and in channel as shown on the Site Plan. The remainder of the removed materials shall become the property of the contractor.

PILES shall be driven to a minimun bearing capacity of 32 tons for the abutments and 36 tons for the piers. The length of penetration of every pile shall be at least 80% of the estimated average penetration of the piles in the pertinent pier or abutment as indicated on the plans unless a lesser penetration is approved by the Director.

POROUS DRAINS, extending from face of abutment to elevation 1154.5, shall be placed at both corners of forward abutment as shown in plans. The drains shall be 3 ft. wide at the low end, tapering to 4 ft. wide at the face of the abutment, and one foot thick.

GRAVEL, if used as the coarse aggregate, shall be according to Sec. M-3.93 instead of M-3.91 for Class "C" concrete in the superstructure. Gravel meeting the requirements of Sec. M-3.93 also may be used for other concrete in this structure.

ASPHALTIC CONCRETE SURFACE COURSE, Item T-35 laid in two courses, shall be provided.

GALVANIZING of all members which are specified to be galvanized shall be as called for in Sec. M-7.4 (d).

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Sup'str.	Abut.	Piers	Gen.	As Built	
E-2	61	Cu.Yd.	Unclassified excavation		61				
E-3	2282	Cu.Yd.	Channel excavation				2282		
S-1	227	Cu.Yd.	Class "C" concrete, superstructure & pier caps	215		12			
S-1	39	Cu.Yd.	Class "E" concrete, abutments		39				
S-3	485	Sq.Yd.	Type "C" waterproofing	485					
S-4	55,127	Lb.	Reinforcing steel	47,121	4,315	3,565	126		
S-14	250.12	Lin.Ft.	Railing (Type I-15.13 with galvanized steel posts and bolts)	250.12					
S-16	Lump	Sum	First test pile.				Lump		
S-18	780	Lin.Ft.	14" Cast-in-place reinforced concrete piles		300	480		C-1, 482	1462
S-24	Lump	Sum	Removal of existing structure				Lump		
S-29	12	Cu.Yd.	Porous drains on embankment slopes				12	C-1, 108	1.2
S-29	12	Cu.Yd.	Porous backfill		12				
T-10	828	Cu.Yd.	Dumped rockfill (As per plan)				828	C-1, 100	728
T-35	28	Cu.Yd.	Asphaltic concrete surface course						
			Type "A" or "C" (85-100)	28					

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

GENERAL PLAN & ELEVATION
NOTES & ESTIMATED QUANTITIES
BRIDGE No. RIC-546-0498
OVER
CEDAR FORK BRANCH of MOHICAN RIVER
RICHLAND COUNTY STA. 262+76.47
STA. 264+01.53

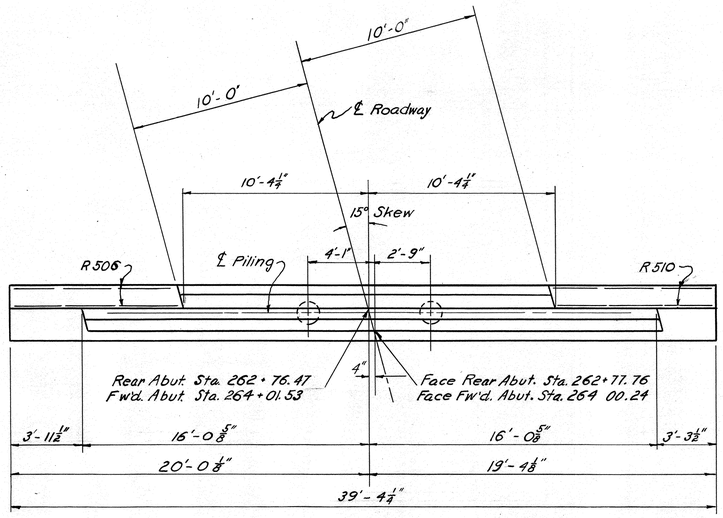
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
S.Y.	S.Y.	RHP	R.V.H.	BFG A.J.K.A.	2-29-56	

12-23-57 [6] Revised As-Built JEP

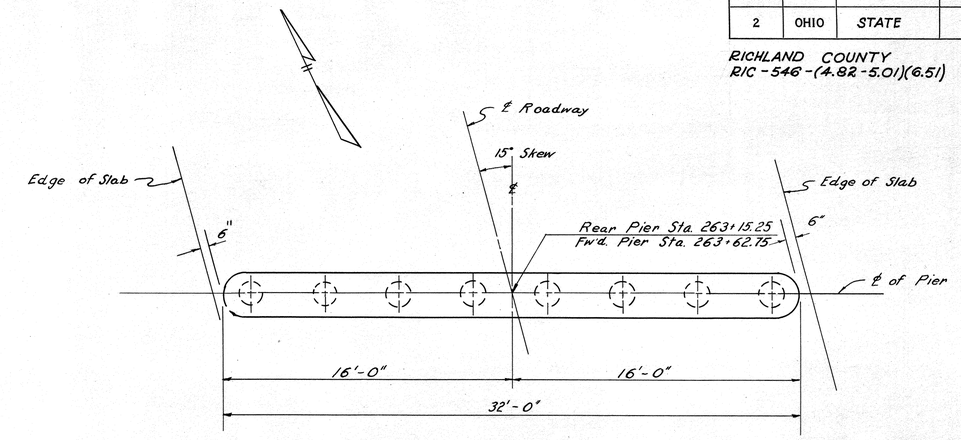
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

27
35

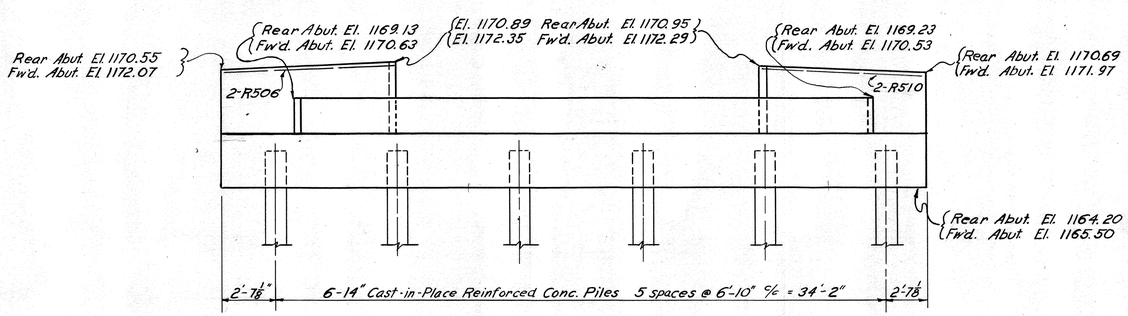
RICHLAND COUNTY
RIC-546-(4.82-5.01)(6.51)



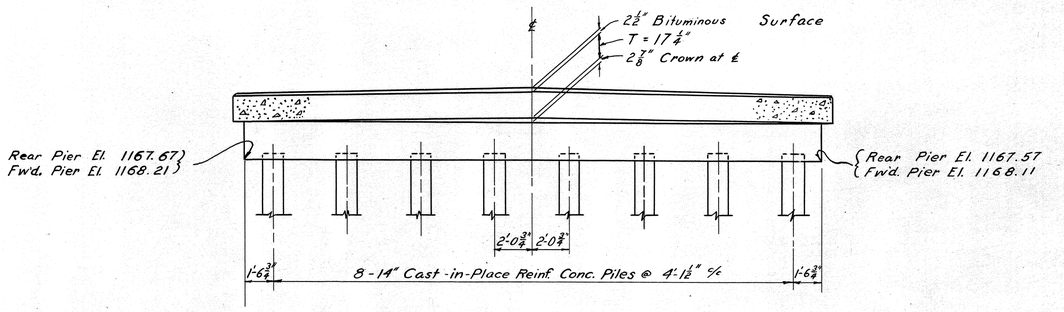
ABUTMENT PLAN



PIER PLAN



ABUTMENT ELEVATION



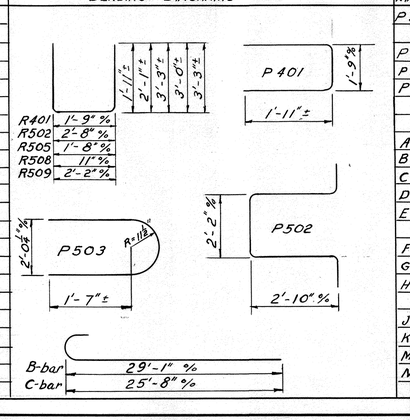
PIER ELEVATION

REPLACEMENT BARS				
MARK	No.	LENGTH	WEIGHT	SHP.
RE401	1	5'-3"	4	S
RE501	1	5'-7"	6	S
RE601	1	5'-11"	9	S
RE701	1	6'-2"	13	S
RE801	1	6'-6"	17	S
RE901	2	6'-10	46	S
RE1001	1	7'-2"	31	S

REINFORCING STEEL LIST

MARK	No.	LENGTH	WEIGHT	SHP
ABUTMENT				
R401	48	5'-5"	174	B
R501	16	20'-3"	338	S
R502	116	6'-7"	797	B
R503	8	16'-8"	139	S
R504	24	5'-4"	134	S
R505	28	7'-11"	231	B
R506	4	9'-0"	38	S
R507	16	5'-1"	85	S
R508	16	6'-8"	111	B
R509	16	8'-5"	141	B
R510	4	8'-8"	36	S
R801	16	20'-9"	886	S
R1001	16	17'-6"	1205	S
PIERS				
P401	64	5'-5"	232	B
P501	4	29'-6"	123	S
P502	48	9'-0"	451	B

BENDING DIAGRAMS



MARK	No.	LENGTH	WEIGHT	SHP
P503	8	6'-4"	53	B
P701	96	4'-0"	785	S
P901	8	29'-6"	802	S
P1001	8	32'-6"	1119	S
SUPERSTRUCTURE				
A 911	93	43'-6"	13755	S
B 911	32	30'-2"	3282	B
C 911	30	26'-9"	2729	B
D 911	16	27'-6"	1496	S
E 911	15	19'-10"	1012	S
F 1011	68	29'-9"	8705	S
G 1011	34	16'-8"	2438	S
H 1011	32	11'-7"	1595	S
J 601	34	26'-9"	1366	S
K 601	17	22'-1"	564	S
M 601	132	32'-7"	6460	S
N 601	76	32'-7"	3719	S

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

ABUTMENT & PIER DETAILS
REINFORCING STEEL LIST

BRIDGE NO. RIC-546-0493 over
CEDAR FORK BR. of MOHICAN RIVER
RICHLAND COUNTY Sta. 262+76.47
Sta. 264+01.53

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
S.Y.	S.Y.	D.A.S.	R.V.H.	BFG	2-29-56	

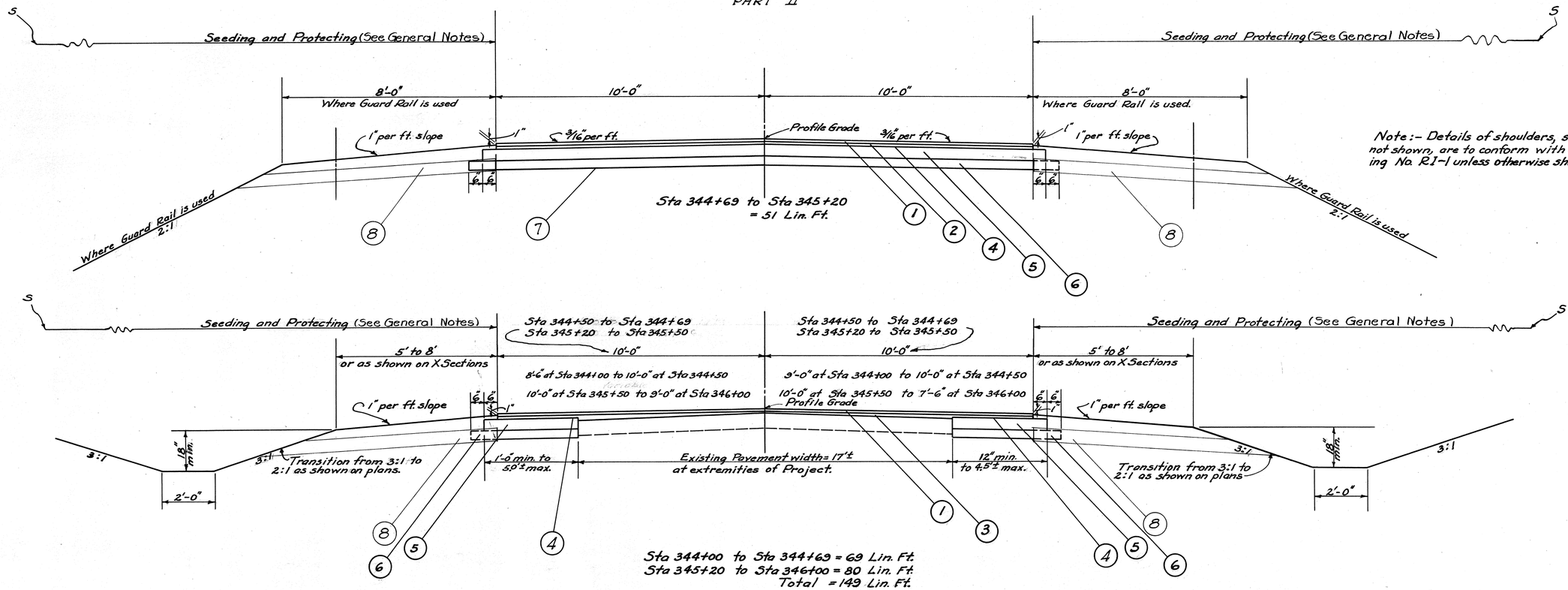
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

28
35

Ric-54G-(4.82-5.01)-(6.51)
PART #2

TYPICAL SECTIONS

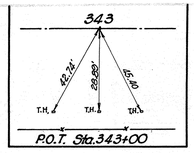
TYPE - T-35
PART II



Note :- Details of shoulders, slopes, and ditches not shown, are to conform with Standard Drawing No. R1-1 unless otherwise shown on Cross Sections.

Sta 344+00 to Sta 344+69 = 69 Lin. Ft.
Sta 345+20 to Sta 346+00 = 80 Lin. Ft.
Total = 149 Lin. Ft.

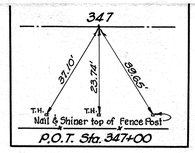
(1)	T-35	1 1/4" Asphaltic Concrete Surface Course, Type A (85-100)
(2)	B-35	1 1/4" Asphaltic Concrete Leveling Course (85-100)
(3)	B-35	1 1/4" Min. Asphaltic Concrete Leveling Course (85-100)
(4)	T-30	Bituminous Prime Coat Sec M-5.7, Rt-2 or 3, Sec M-5.3, Mc-0 or 1; applied at the rate of 0.35 Gal. per Sq. Yd.
(5)	B-119	5" Crushed Aggregate Base Course
(6)	I-22	4" Subbase
(7)	E-1	Compacted Subgrade
(8)	I-9	Stone Underdrain No 2



Ric - 546 - 0653

EXISTING STRUCTURE	
Type	Concrete Slab
Cl. Span	13'
Cl. Roadway	15'
Skew	15° Rt. Fwd.
Wear. Surf.	Bit.
Substructure	Stone
Condition	Good

PROPOSED STRUCTURE	
Type	Twin Pipe Culvert
Size	54"
Skew	32° Rt. Fwd.
	Dumped Rock at outlet for 25' length and 30" thickness

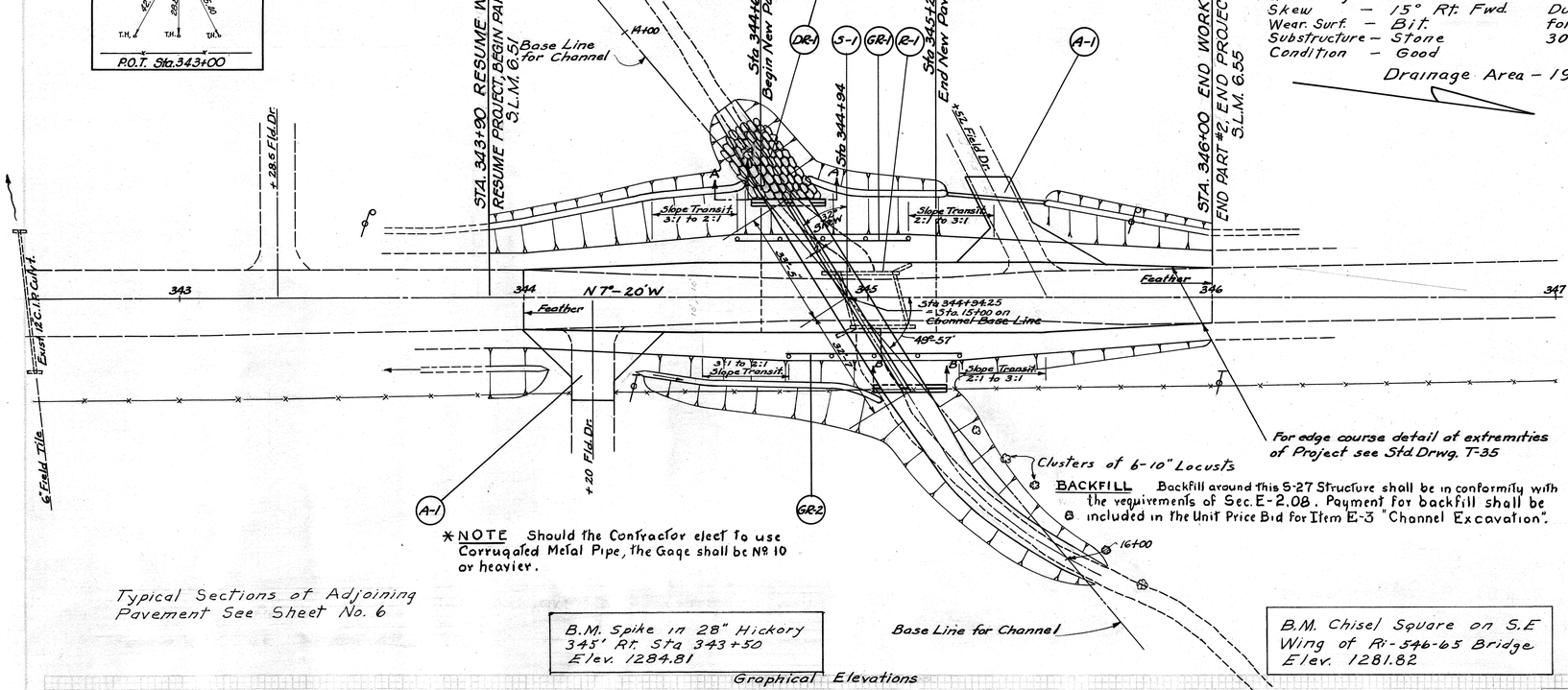


FED. RD. DIST. NO.	STATE	PROJECT	FISCAL YEAR

29
35

Ric - 546 - (4.82 - 5.01) (6.51)
Part #2

Drainage Area - 192 Acres



For edge course detail of extremities of Project see Std. Drwg. T-35

BACKFILL Backfill around this S-27 Structure shall be in conformity with the requirements of Sec. E-2.08. Payment for backfill shall be included in the Unit Price Bid for Item E-3 "Channel Excavation".

*NOTE Should the Contractor elect to use Corrugated Metal Pipe, the Gage shall be No 10 or heavier.

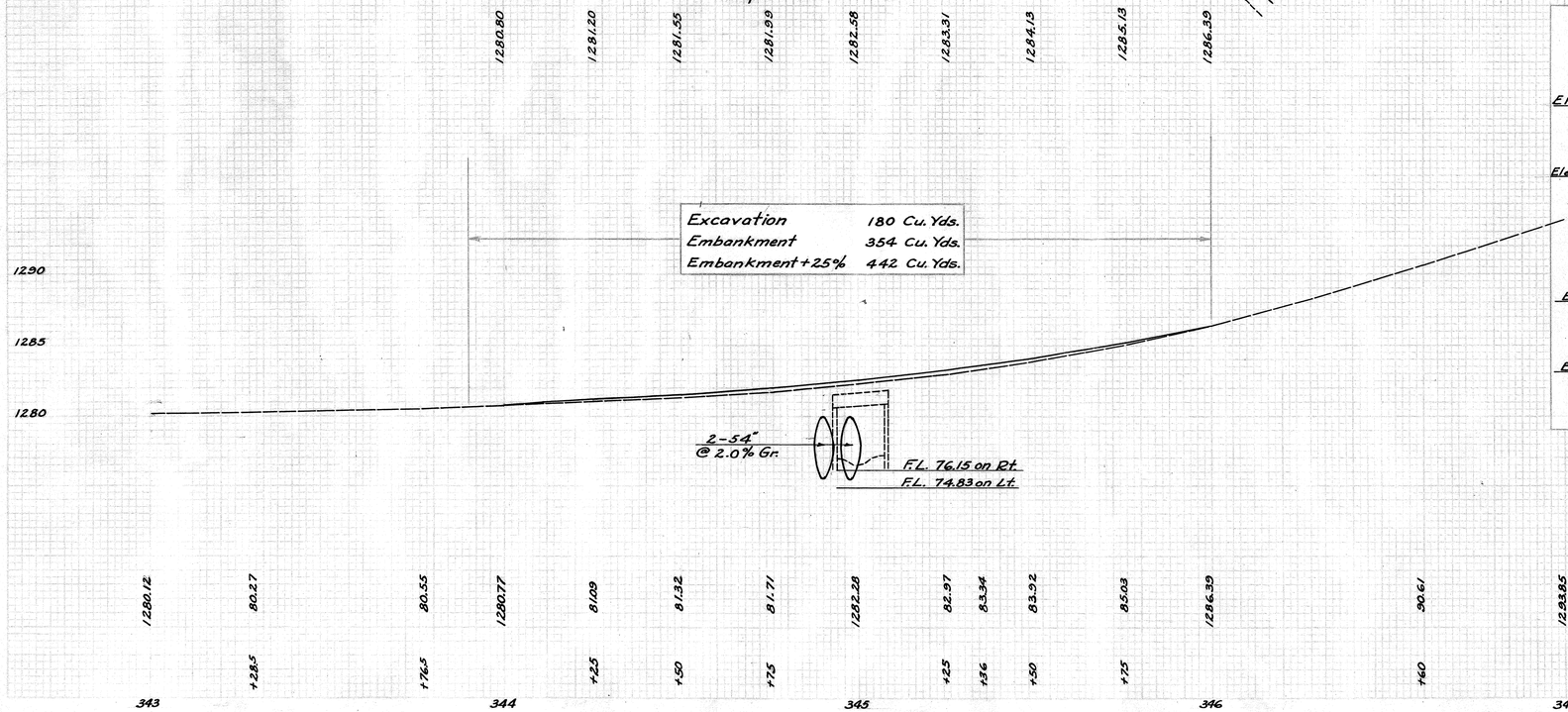
Typical Sections of Adjoining Pavement See Sheet No. 6

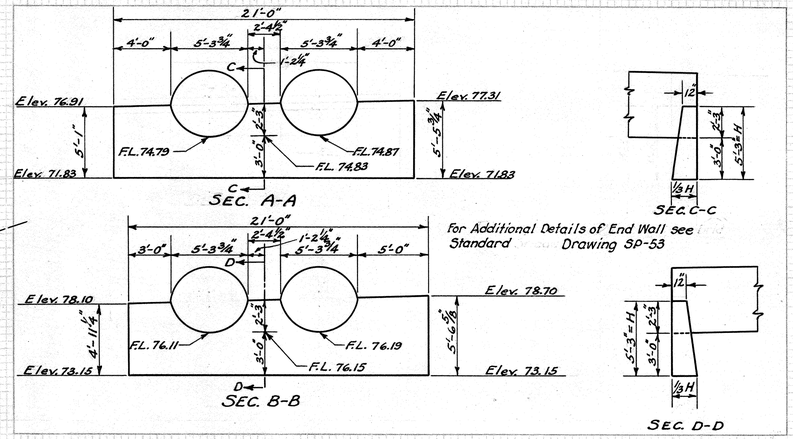
B.M. Spike in 28" Hickory 345' Rt. Sta 343+50 Elev. 1284.81

B.M. Chisel Square on S.E Wing of Ri-546-65 Bridge Elev. 1281.82

Ref.	Station	I-1 Pipe for Driveways Lin. Ft.	I-10 Dumped Rock Fill Cu. Yds.	S-27 Pipe for Roadway Culverts Lin. Ft.	S-24 Removal of Existing Structure Lump	S-1 Concrete for Structures Class E Cu. Yds.	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft.	B-119 Aggregate for Drives Cu. Yds.	E-2 Excavation for Structures Cu. Yds.	E-3 Channel Excavation Cu. Yds.
		12"		54"				6" thickn.		
A-1	344+20 Rt.							8		
A-2	345+52 Lt.	28						9		
GR-1	344+62.5-345+12.5 Lt.						50			
GR-2	344+77 - 345+27 Rt.						50			
DR-1	As shown		40							
S-1	As shown			132		10			30	
R-1	As shown				Lump					
Sh 32	14+35 to 16+10									202
	Totals	28	40	*132	Lump	10	100	17	30	202

Graphical Elevations





For Additional Details of End Wall see Standard Drawing SP-53

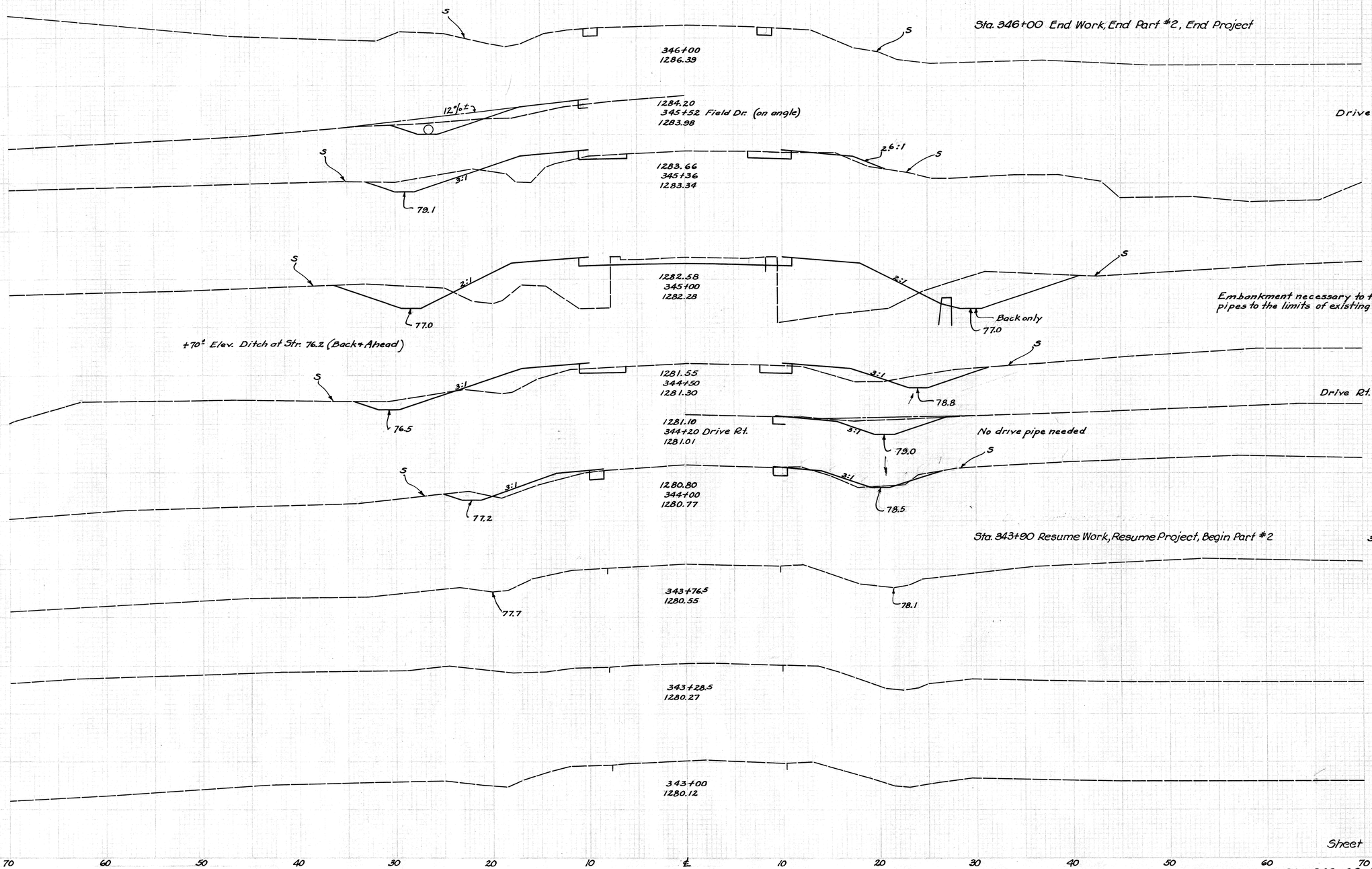
Sta. 343+00 to Sta. 347+00

HIGHWAY PLAN-PROFILE PLATE 5
THE W. OSLE CO., COLUMBUS, OHIO

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

30
35

Ric-546-(4.82-5.01)(6.51)
Part #2



		Areas Cut	Areas Fill	Cu. Yds. Cut	Cu. Yds. Fill
Ahead	0	0			
Back	3	0			
Drive Lt. 345+52				1	6
				21	21
		15	18		
				53	92
		65	120		
Embankment necessary to fill around pipes to the limits of existing roadway					75
				78	131
		19	21		
Drive Rt. 344+20				2	2
				24	26
		7	7		
				1	1
	343+90	0	0		
Sheet Total				180	354

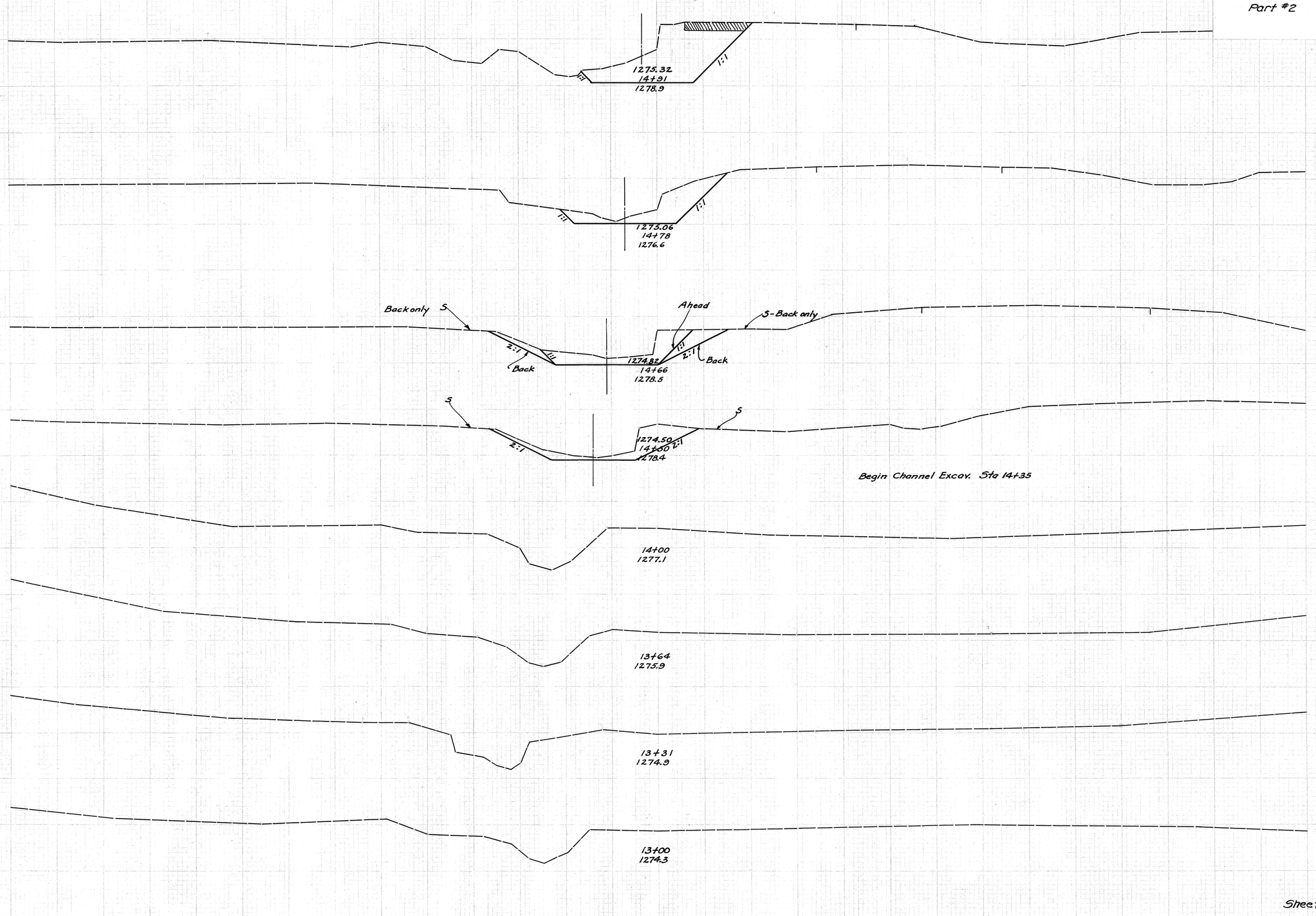
70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

Sta. 343+00 to Sta. 346+00

FED. RD. DIST./DIV.	STATE	PROJECT	TYPE FUNDS
2	OHIO		

31
35

Ric-546-(4.82-5.01)(6.51)
Part #2



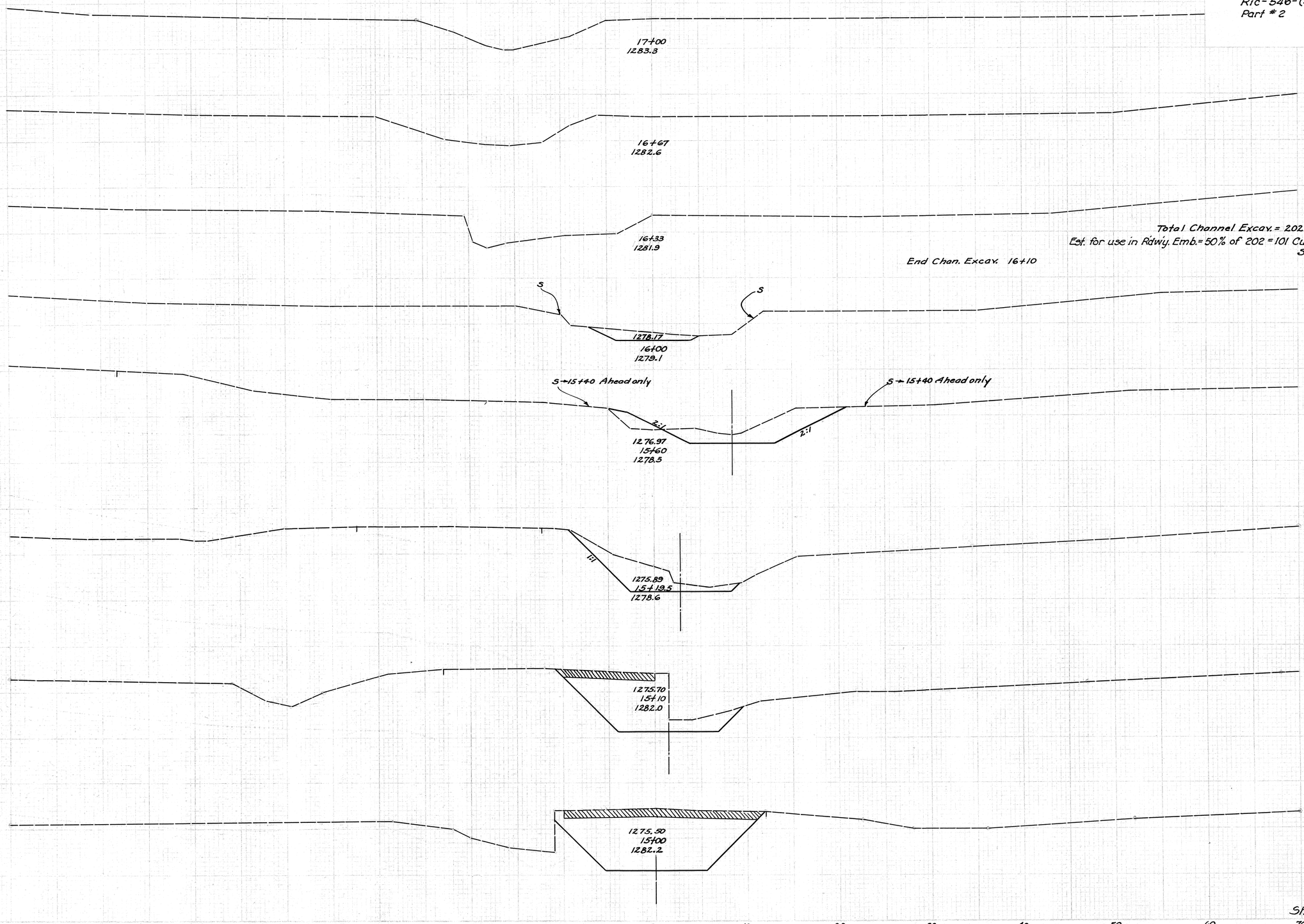
	Areas Cut	Areas Fill	Cu. Yds. Cut	Cu. Yds. Fill
	56	0		
			20	0
	28	0		
			11	0
Ahead	21	0		
Back	33	0		
			16	0
	21	0		
			6	0
14+35	0	0		
Sheet Total			53	0

(℄ Survey Sta 344+94.25) Channel Sections Sta 13+00 to Sta 14+91

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

32
35

Ric-546-(4.82-5.01) (6.51)
Part # 2



	Areas Cut	Areas Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta 16+10	0	0		
			2	0
	10	0		
			30	4
	31	5		
			45	4
	29	0		
			16	0
	61	0		
			30	0
	99	0		
			26	0
14+91	56	0		
Sheet Total			149	8

(℄ Survey Sta. 344+94.25) Channel Sections Sta. 15+00 to Sta. 17+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

33/35

Ric-546 (4.82-5.01)(6.51) Part #1

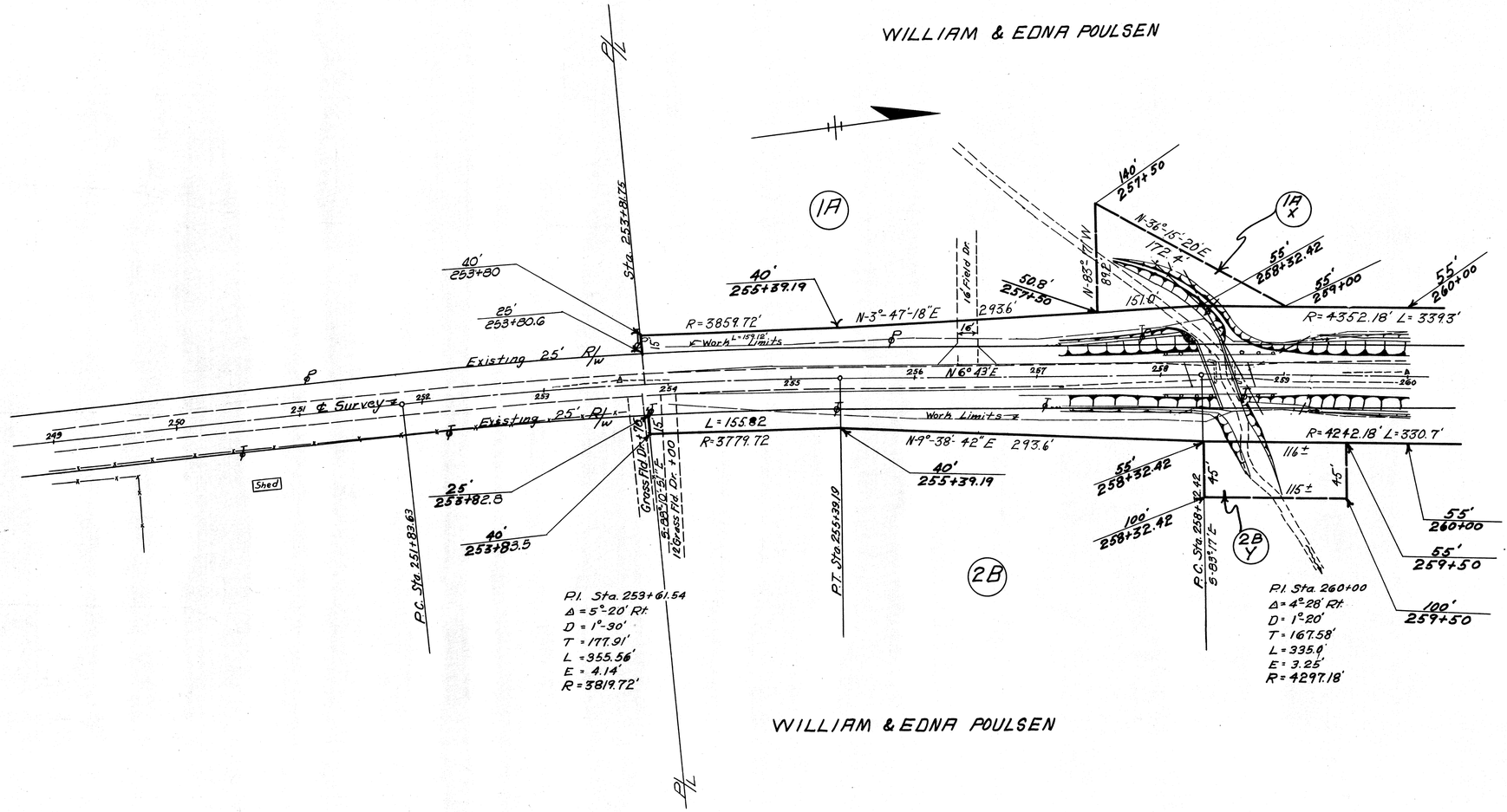
Right of way plan

1/2

Scale 1"=50'

April 1956

PERRY TWP SEC 11 T-19 R-19



FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

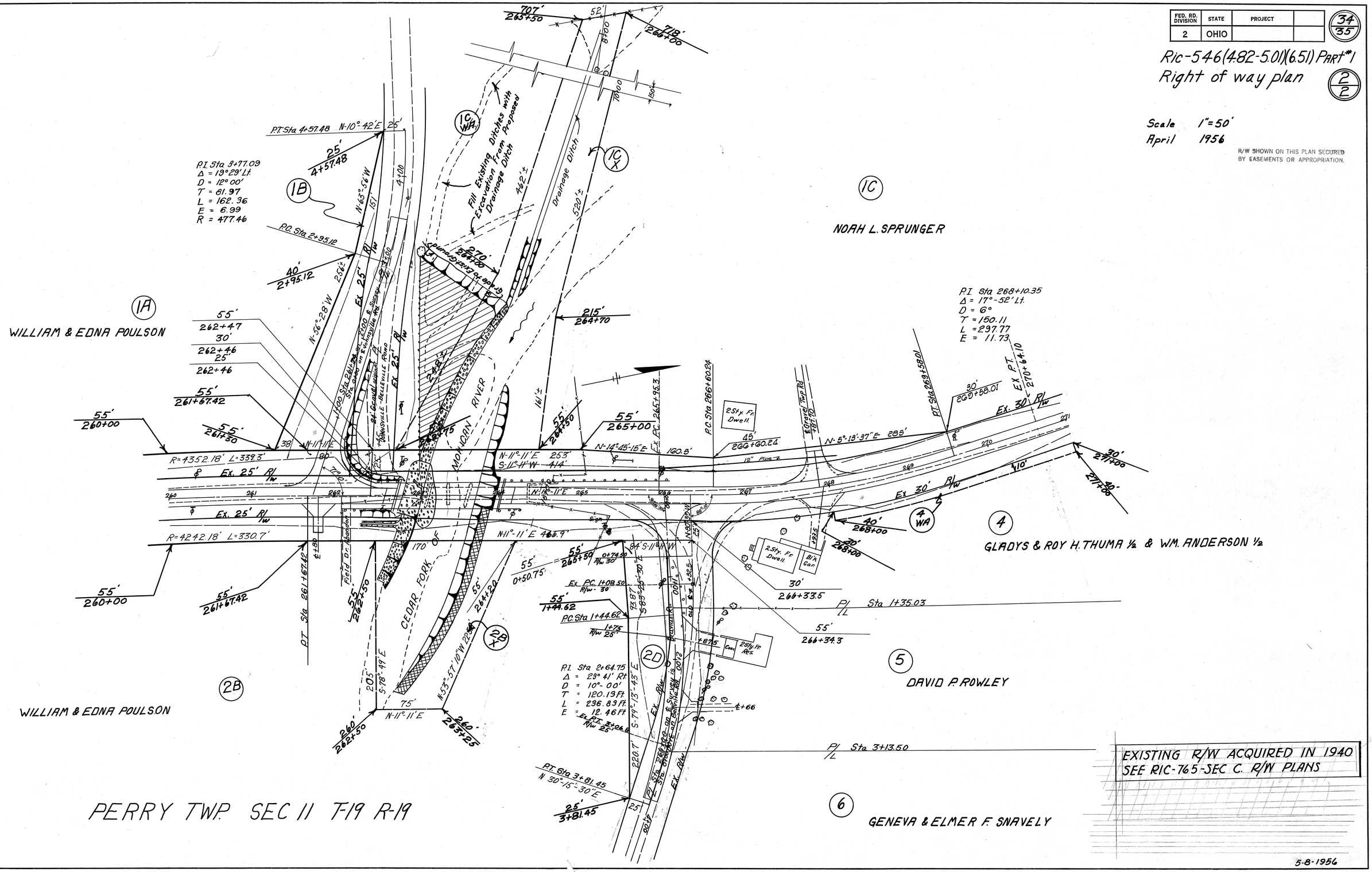
34/35

Ric-546(4.82-5.01)(6.51) Part #1
Right of way plan

2/2

Scale 1"=50'
April 1956

R/W SHOWN ON THIS PLAN SECURED BY EASEMENTS OR APPROPRIATION.



FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

35/35

RIC-546-(4.82-5.01)(6.51) Part 2
RIGHT OF WAY PLANS

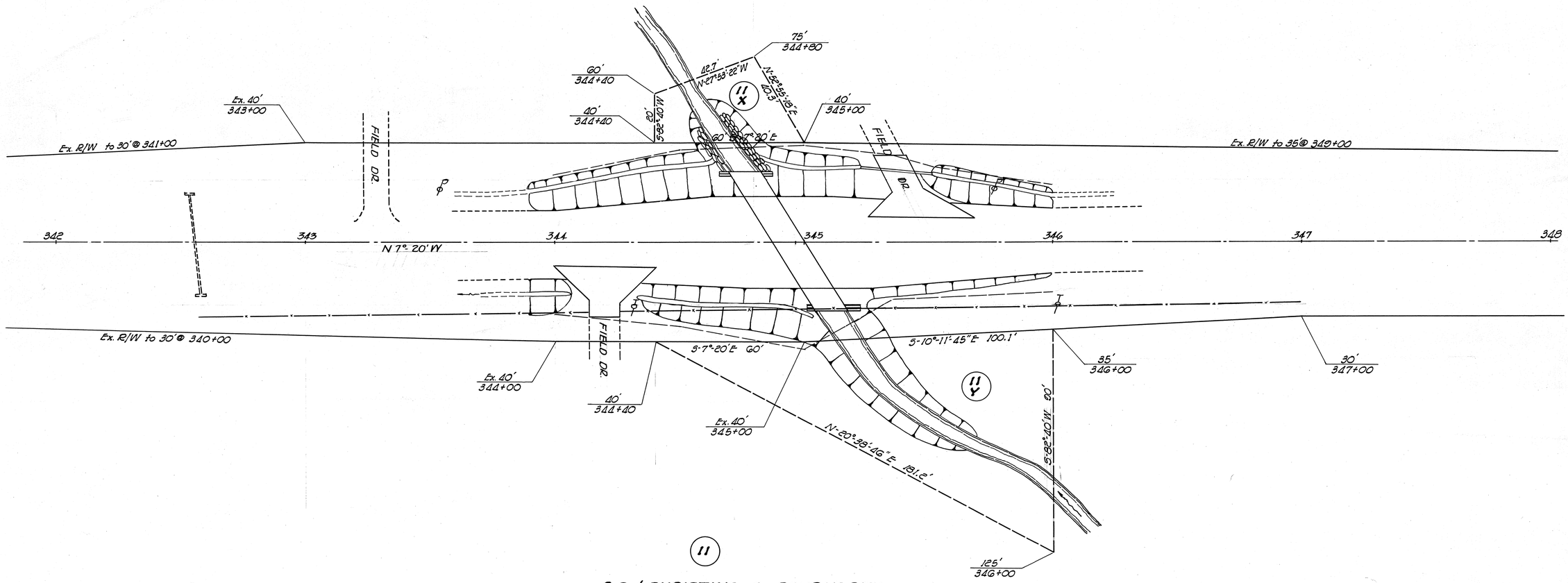
1/1

Scale: 1"=20'

R/W SHOWN ON THIS PLAN SECURED BY EASEMENTS OR APPROPRIATION.

R.S. & CHRISTINA A. DAUGHERTY

(11)



R.S. & CHRISTINA A. DAUGHERTY

EXISTING R/W ACQUIRED IN 1940
SEE RIC-SH 765-SEC C-R/W PLANS

RICHLAND CO. TROY TWP. T-20 R-19 SEC. 35

1-21-1956

5-8-1956
4-10-56

RIC-546-(4.82-5.01)(6.51) Part 2 R/W 1 OF 1