STATE OF OHIO
DEPARTMENT OF HIGHWAYS
HAM - 75 - 9.30
MILL CREEK EXPRESSWAY
GRADE SEPARATION WITH THE NEW YORK CENTRAL RAILROAD
CITY OF LOCKLAND, CITY OF READING
VILLAGE OF ARLINGTON HEIGHTS, CITY OF CINCINNATI
AND SPRINGFIELD TOWNSHIP
HAMILTON COUNTY

Red 260

I-75-1(62) 09

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62) 09	

1/450

HAMILTON COUNTY
HAM - 75 - 9.30
1-100
260 Red

CONVENTIONAL SIGNS

Corporation Line
Exist. Limited Access Line — LA — LA —
Exist. Right of Way Line — R/W — R/W —
Prop. Right of Way Limited Access Line — LA — R/W —
Prop. Right of Way Line — R/W — R/W —
Section Line
Center Line
Property Line
Guard Rail — Exist. / Prop.
Fence Line — Metal / Wood
Trees & Stumps — 12" 18" 24" Stump
Hedges
Exist. Underground Utilities — E Electric, G Gas, W Water, T Telephone
Exist. Manholes — (E) Electric (G) Gas (W) Water (T) Telephone
Exist. Sewers
Prop. Sewers
Inlets — Single Grate, Double Grate, Side Opening, Combination
Utility Poles — Power, Telephone, Combination, Light, Gas Light, Guy Pole, Traffic Light
Proposed Limited Access Line — LA — LA —
Barrier Guard Rail — Prop.

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Begin Project ℄ Sta. 68 + 39.00
℄ Sta. 68+39.00 to ℄ Sta. 87+02.00
℄ Sta. 87+02.00 to ℄ Sta. 103+68.24
Sta.Eq. ℄ Sta.103+68.24 = N.B. ℄ Sta.103+59.04
N.B. ℄ Sta.103+59.04 to N.B. ℄ Sta. 133+63.00
N.B. ℄ Sta.133+63.00 to N.B. ℄ Sta. 142+88.00
N.B. ℄ Sta.142+88.00 to N.B. ℄ Sta. 146+23.00
N.B. ℄ Sta.146+23.00 to N.B. ℄ Sta.173+67.00
N.B. ℄ Sta.173+67.00 to N.B. ℄ Sta.188+79.00
N.B. ℄ Sta.188+79.00 to N.B. ℄ Sta. 193+98.00
N.B. ℄ Sta.193+98.00 to N.B. ℄ Sta. 219+76.92
Sta.Eq. N.B. ℄ Sta. 219+76.92 = ℄ Sta. 219+76.92
℄ Sta. 219+76.92 to ℄ Sta. 222+94.26
End Project ℄ Sta.222+94.26

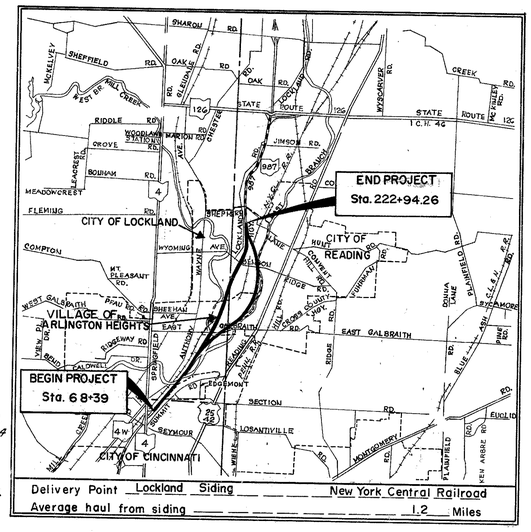
Net Length of Project 15,464.46 Lin. Ft. or 2.928 Miles

Add for work ℄ Sta. 60+00.00 to ℄ Sta. 68+39.00
Add for work Galbraith Road
℄ Sta. 17+50.00 to ℄ Sta. 28+55.00
℄ Sta. 28+55 to ℄ Sta. 28+71.31
Sta.Eq. ℄ Sta. 28+71.31 = E.B. ℄ Sta. 28+71.31
E.B. ℄ Sta. 28+71.31 to E.B. ℄ Sta. 34+50
Add for work ℄ Sta. 222-9426 to ℄ Sta. 224-00.00

Net Length of work 18,109.20 Lin. Ft. or 3.429 Miles

Hamilton County	MUNICIPALITY Cinti.	Arlington	Reading	Lockland	
1,863.00					
	1,666.24				
	3,003.96				
		925.00			
			335.00		
		2,744.00			
				1,512.00	
			519.00		
				2578.92	
				317.34	
1,863.00	4,670.20	3,669.00	854.00	4408.26	Lin. Ft.
0.353	0.885	0.695	0.162	0.835	Miles
	839.00				
		1,105.00			
			16.31		
			578.69		
				105.74	
1,863.00	5,509.20	4,774.00	1,449.00	4,514.00	Lin. Ft.
0.353	1.043	0.904	0.274	0.855	Miles

Sheet Nos. 363, 374, 377, 378, 379, 380, 382, 403, 415, 416 and 418 revised 12-17-64
Sheet Nos. 363, 389, 415 and 418 revised 12-22-64.
Sheets Nos. 22, 25, 27 & 33 revised 2-4-65 C.E.H.
Sheet Nos. 361, 377, 401, 404, 406, and 418 revised 2-25-65
Sheet Nos. 363, 380 and 415 revised 4-2-65
Sheets 374 & 375 revised 8-6-65
Sheet No. 374 revised 8-31-65
Sheets Nos. 426, 431, 432, 433, 434 and 435 revised 9-27-65 C.E.H.
Sheets Nos. 426R, 433R, 433A 433B, 433C, 434R, and 435R 9-27-65 C.E.H.



Delivery Point Lockland Siding — New York Central Railroad
Average haul from siding 1.2 Miles

LOCATION MAP

SCALE OF MILES
0 1 2 3

Portion to be improved
Under Separate Contract
State Roads
Other Roads

MICROFILMED
JAN 28 1985

SCALE

Plan — 1" = 50'
Profile: Horizontal — 1" = 50'
Profile: Vertical — 1" = 5'S.B. — 1" = 10' N.B.
Cross Sections: Horizontal — 1" = 5'S.B. — 1" = 10' N.B.
Vertical — 1" = 1'S.B. — 1" = 10' N.B.

0 50' 100'
0 50' 100'
0 10' 20'
0 10' 20'
0 10' 20'

LIMITED ACCESS

This improvement has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02, Revised Code of Ohio, and is especially designed for through traffic.

1963 SPECIFICATIONS

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 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 not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved J.R. Goodie
Date 9-20-64 Division Deputy Director

Approved C.H. Aldwater
Date 9-9-64 Engineer of Bridges

Approved R.N. Richter
Date 9-11-64 Engineer of Location & Design

Approved R.E. Shultz
Date 9-11-64 Deputy Director of Design & Construction

Approved T.H. Bovard
Date 8-18-64 Deputy Director of Right of Way

Approved E.W. Wilson
Date 9-18-64 Deputy Director of Planning & Programming

Approved
Date First Assistant Director

Approved P.S. Mashuda
Date 9/18/64 Director of Highways

Supplemental Prints of Standard Construction Drawings										
B.T. 70.71	11-15-60	I-1	11-15-60	I-8 M.H. No. 1	2-1-63	I-12	2-1-63	L-1	4-1-50	AR-1-57	4-2-62
B-T-71 R	3-2-53	I-8, C.B. 2-2-A & B	2-1-63	I-8 M.H. No. 1-A	2-1-63	I-15 No. 1	11-15-60	L-3	4-1-50	AS-1-54	7-5-62
DR-1	1-3-55			I-8 M.H. No. 2	2-1-63			L-3-A	4-1-50	SD-1-63, Sh. 1, 2, 3, 4	11-12-63
F-1	2-1-63	I-8, C.B. No. 3	2-1-63	I-14 G	1-22-52	I-15 No. 2-A	8-17-60	L.J. No. 1	7-1-55	FSB-1-62	1-15-63
F-3	2-1-63	I-8, C.B. No. 3-A	2-1-63	H.W. No. 3	8-1-63			R.I.-1	7-15-58	R.B.-1-55	2-2-59
FAC1-1	2-25-64	I-8, C.B. No. 5	2-1-63	H.W. -E	2-1-63	I-21-23	3-10-64	T-35	1-2-56		
FAC1-2	2-25-64	I-8, C.B. No. 6	2-1-63					T-J	9-12-60		
G-7.07	4-1-64	I-8, C.B. No. 8	2-1-63	I-8 I No. 2	2-1-63						
F-2	2-1-63	I-8, I No. 2-A	2-1-63								

SUPPLEMENTAL SPECIFICATIONS

T-335	10-28-63
I-127	Rev. 1-15-62
M-107.18	Rev. 4-3-61
M-106.11	1-26-61
I-124	Rev. 3-20-61
I-125	Rev. 6-26-61
L-120	Rev. 1-2-62
CE-101.04	5-22-56
I-129	Rev. 4-5-61
S-101	7-12-62
S-307	8-23-60
S-105	Rev. 1-22-62

PREPARED BY
VOGT, IVERS & ASSOCIATES
ENGINEERS — ARCHITECTS
CINCINNATI, O — CHICAGO, ILL.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

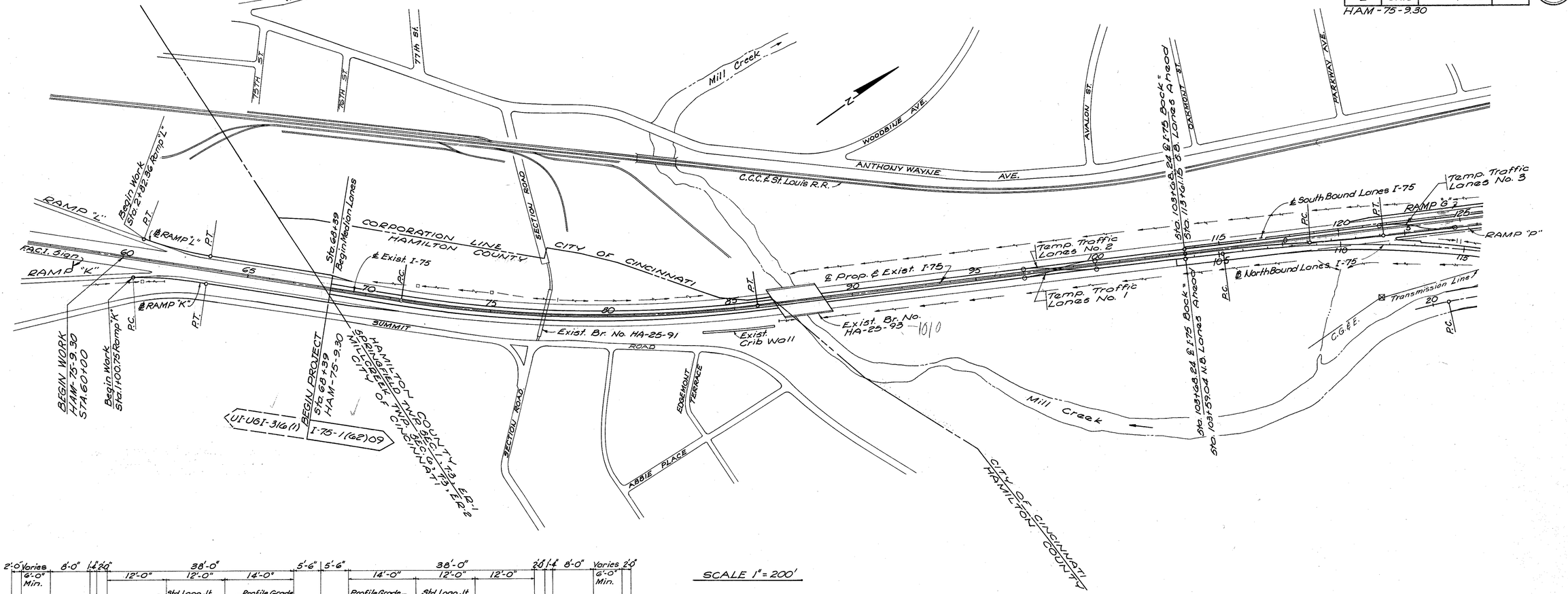
DIVISION ENGINEER — DATE

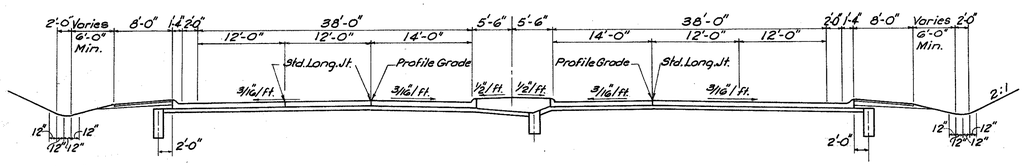
File No.
HAMILTON COUNTY — HAM-75-9.30
Date of Letting — 196
Contract No.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

2/450

HAM-75-9.30



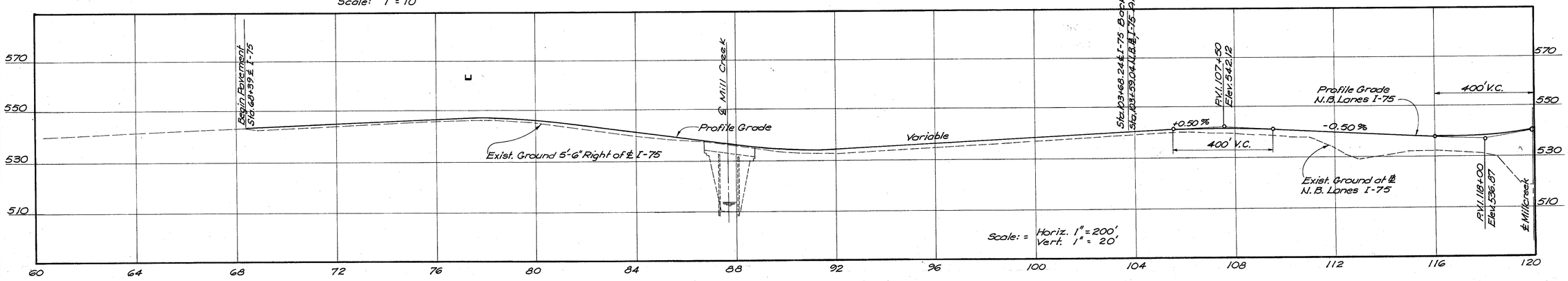


SCALE 1" = 200'

TYPICAL SECTION ADJOINING PAVEMENT

Scale: 1" = 10'

MICROFILMED
JAN 28 1985



Scale: = Horiz. 1" = 200'
Vert. 1" = 20'

DIETZGEN - CINCINNATI, OHIO

GENERAL PLAN & PROFILE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

3
450

GENERAL PLAN & PROFILE

Scale: 1" = 200

Scale: Hor. 1" = 200'
Vert. 1" = 20'

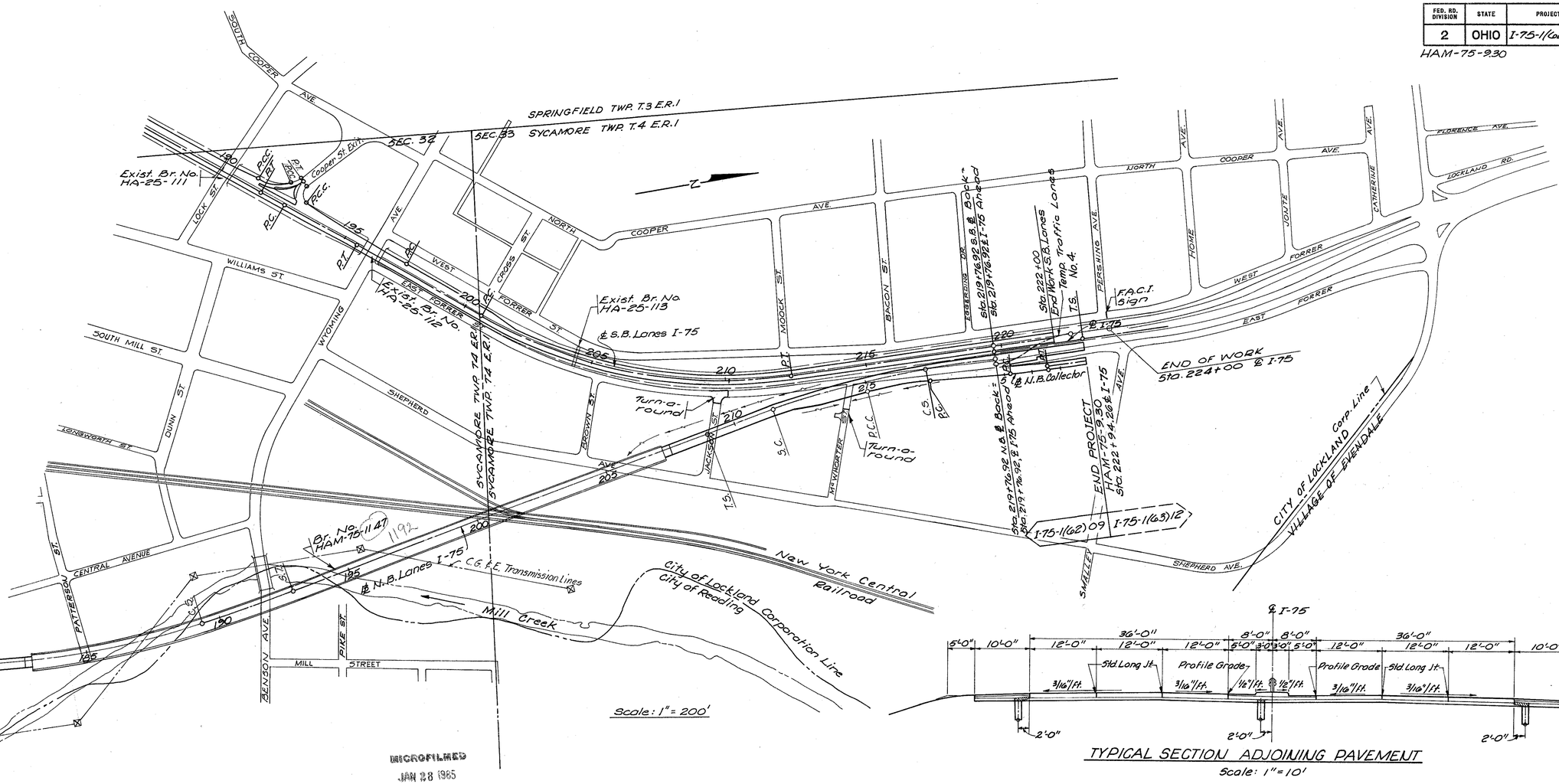
MICROFILMED
JAN 28 1985

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

4/450

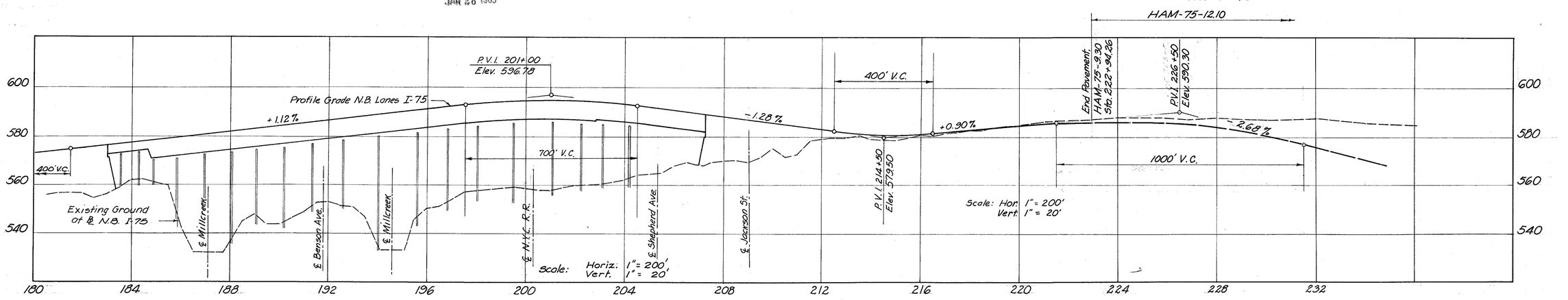
HAM-75-9.30



Scale: 1" = 200'

TYPICAL SECTION ADJOINING PAVEMENT

Scale: 1" = 10'



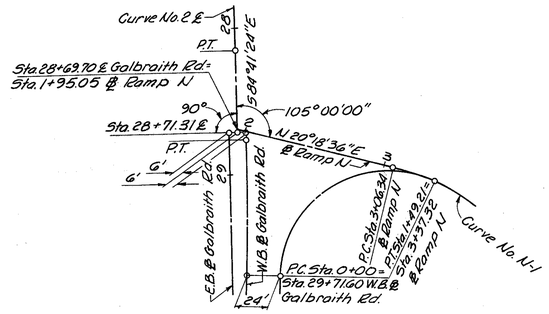
DIETZGEN - CINCINNATI, OHIO

GENERAL PLAN & PROFILE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

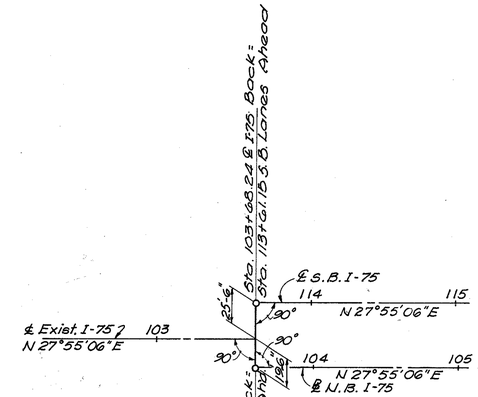
5/450

HAM-75-9.30



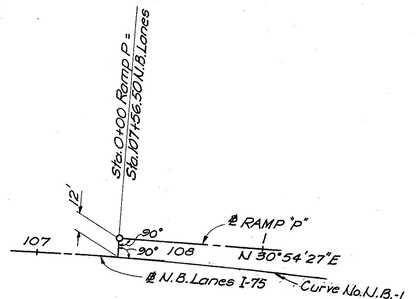
DETAIL "C"

Scale: 1"=50'



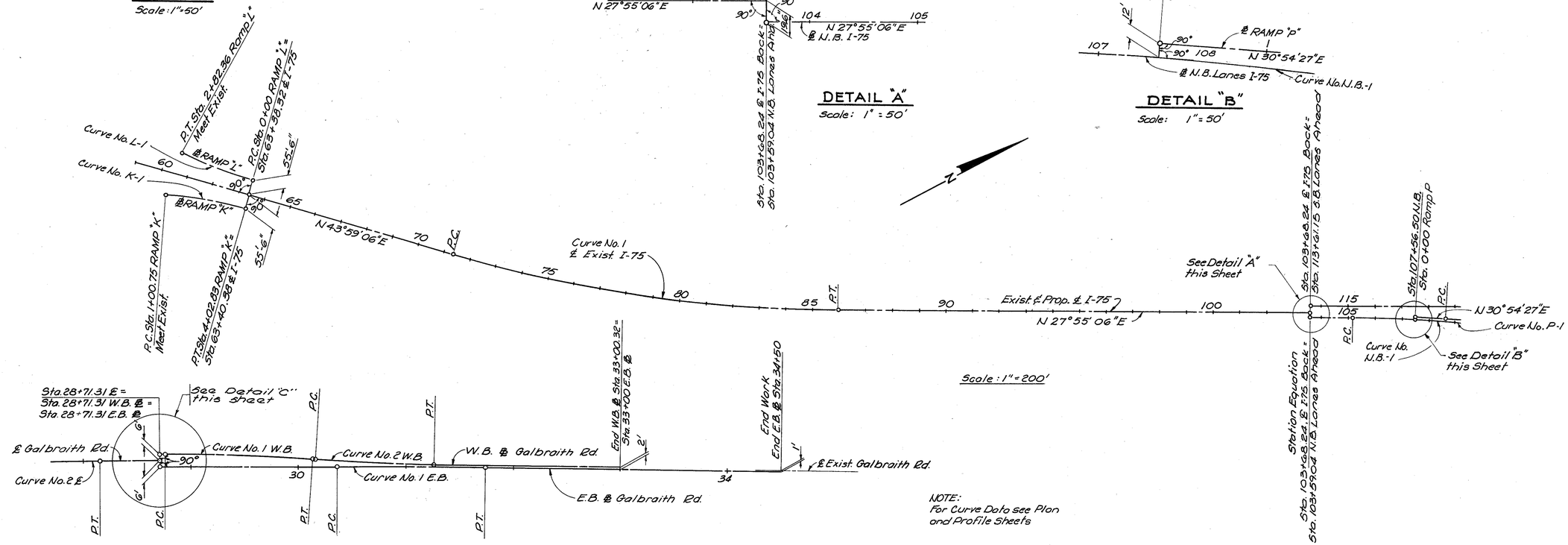
DETAIL "A"

Scale: 1" = 50'



DETAIL "B"

Scale: 1" = 50'



Scale: 1"=200'

NOTE:
For Curve Data see Plan and Profile Sheets

GALBRAITH ROAD

Scale: 1"=50'

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
I-℄ I-75	℄ Exist. I-75	P.C.	71+34.87	442,424.29	1,441,376.47
		P.I.	78+69.99	442,953.23	1,441,887.00
		P.T.	85+95.47	443,602.80	1,442,231.19
1	Northbound I-75	P.C.	105+17.37	445,300.02	1,443,152.59
		P.I.	119+25.66	446,544.41	1,443,811.97
		P.T.	132+50.03	447,203.90	1,445,056.31

NOTE:
For Coordinates of Galbraith Rd. See Sheet No. 6

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
K 1	Ramp "K"	P.C.	1+00.75	441,890.42	1,440,788.11
		P.I.	2+52.35	441,788.51	1,440,685.69
		P.T.	4+02.83	441,717.84	1,440,569.27
L-1	Ramp "L"	P.C.	0+00.00	441,577.04	1,440,679.96
		P.I.	1+41.64	441,705.74	1,440,760.07
		P.T.	2+82.36	441,814.82	1,440,863.39
P-1	Ramp "P"	P.C.	1+14.13	445,612.40	1,443,318.34
		P.I.	2+63.62	445,740.66	1,443,395.13
		P.T.	4+13.05	445,872.75	1,443,465.13

DIETZGEN - CINCINNATI, OHIO

GEOMETRIC LAYOUT

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

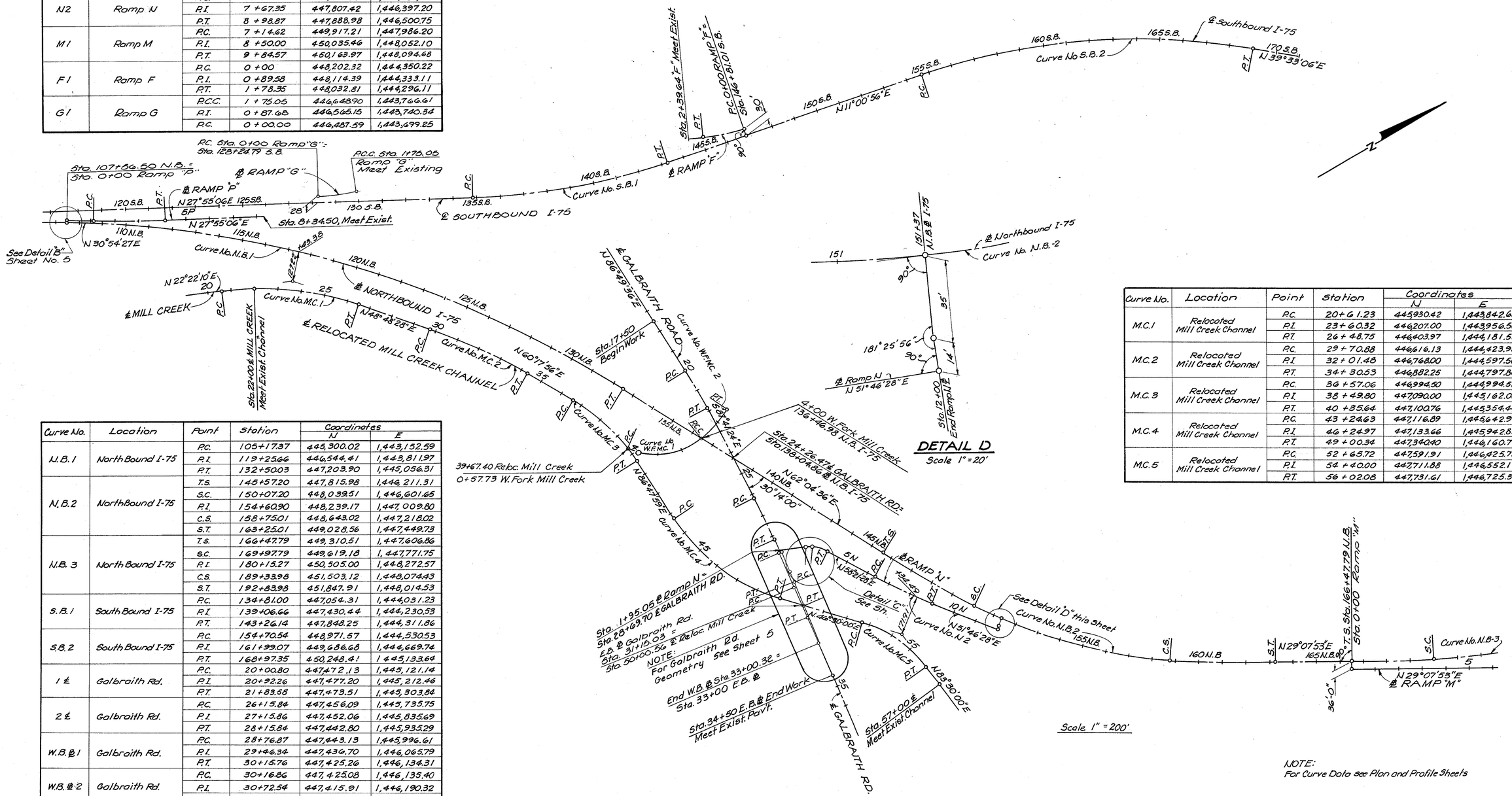
6/450

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
P1	Ramp P	P.C.	1 + 14.13	445,612.40	1,443,318.34
		P.I.	2 + 63.32	445,740.66	1,443,395.13
		P.T.	4 + 13.05	445,872.75	1,443,465.13
N1	Ramp N	P.C.	3 + 06.34	447,542.18	1,446,027.54
		P.I.	3 + 58.05	447,590.69	1,446,045.49
		P.T.	4 + 05.94	447,617.82	1,446,089.52
N2	Ramp N	P.C.	6 + 35.54	447,738.27	1,446,284.99
		P.I.	7 + 67.35	447,807.42	1,446,397.20
		P.T.	8 + 98.87	447,888.98	1,446,500.75
M1	Ramp M	P.C.	7 + 14.62	449,917.21	1,447,986.20
		P.I.	8 + 50.00	450,035.46	1,448,052.10
		P.T.	9 + 84.57	450,163.97	1,448,094.68
F1	Ramp F	P.C.	0 + 00	448,202.32	1,444,350.22
		P.I.	0 + 89.58	448,114.39	1,444,333.11
		P.T.	1 + 78.35	448,032.81	1,444,296.11
G1	Ramp G	P.C.C.	1 + 75.05	446,648.90	1,443,766.61
		P.I.	0 + 87.68	446,565.15	1,443,740.34
		P.C.	0 + 00.00	446,487.59	1,443,699.25

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
W.F.MC.1	West Fork of Mill Creek	P.C.	0 + 57.73	447,092.12	1,445,291.08
		P.I.	2 + 50.21	447,199.90	1,445,438.74
		P.C.C.	4 + 00.00	447,383.79	1,445,407.04
W.F.MC.2	West Fork of Mill Creek	P.C.C.	4 + 00.00	447,383.79	1,445,407.04
		P.I.	4 + 84.55	447,473.20	1,445,393.11
		P.T.	5 + 68.00	447,568.28	1,445,347.50

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
M.C.1	Relocated Mill Creek Channel	P.C.	20+61.23	445930.42	1,443842.68
		P.I.	23+60.32	446207.00	1,443956.50
		P.T.	26+48.75	446403.97	1,444,181.56
M.C.2	Relocated Mill Creek Channel	P.C.	29+70.88	446616.13	1,444,423.98
		P.I.	32+01.48	446,768.00	1,444,597.50
		P.T.	34+30.53	446,882.25	1,444,797.80
M.C.3	Relocated Mill Creek Channel	P.C.	36+57.06	446,994.50	1,444,994.58
		P.I.	38+49.80	447,090.00	1,445,162.00
		P.T.	40+35.64	447,170.76	1,445,354.44
M.C.4	Relocated Mill Creek Channel	P.C.	43+24.63	447,116.89	1,445,642.98
		P.I.	46+24.97	447,133.66	1,445,942.85
		P.T.	49+00.34	447,134.040	1,446,160.71
M.C.5	Relocated Mill Creek Channel	P.C.	52+65.72	447,591.91	1,446,425.75
		P.I.	54+40.00	447,711.88	1,446,552.17
		P.T.	56+02.08	447,731.61	1,446,725.33

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
N.B.1	North Bound I-75	P.C.	105+17.37	445,300.02	1,443,152.59
		P.I.	119+25.66	446,544.41	1,443,81.97
		P.T.	132+50.03	447,203.90	1,445,056.31
N.B.2	North Bound I-75	T.S.	145+57.20	447,815.98	1,446,211.31
		S.C.	150+07.20	448,039.51	1,446,601.65
		P.I.	154+60.90	448,239.17	1,447,009.80
		C.S.	158+75.01	448,643.02	1,447,218.02
		S.T.	163+25.01	449,028.56	1,447,449.73
N.B. 3	North Bound I-75	T.S.	166+47.79	449,310.51	1,447,606.86
		S.C.	169+97.79	449,619.18	1,447,771.75
		P.I.	180+15.27	450,505.00	1,448,272.57
		C.S.	189+33.98	451,503.12	1,448,074.43
		S.T.	192+83.98	451,847.91	1,448,014.53
S.B.1	South Bound I-75	P.C.	134+81.00	447,054.31	1,444,031.23
		P.I.	139+06.66	447,430.44	1,444,230.53
		P.T.	143+26.14	447,848.25	1,444,311.86
S.B.2	South Bound I-75	P.C.	154+70.54	448,971.57	1,444,530.53
		P.I.	161+93.07	449,686.68	1,444,669.74
		P.T.	168+97.35	450,248.41	1,445,133.64
1 ℄	Galbraith Rd.	P.C.	20+00.80	447,472.13	1,445,121.14
		P.I.	20+92.26	447,477.20	1,445,212.46
		P.T.	21+83.58	447,473.51	1,445,303.84
2 ℄	Galbraith Rd.	P.C.	26+15.84	447,456.09	1,445,735.75
		P.I.	27+15.86	447,452.06	1,445,835.69
		P.T.	28+15.84	447,442.80	1,445,935.29
W.B.℄1	Galbraith Rd.	P.C.	28+76.87	447,443.13	1,445,996.61
		P.I.	29+46.34	447,436.70	1,446,065.79
		P.T.	30+15.76	447,425.26	1,446,134.31
W.B.℄2	Galbraith Rd.	P.C.	30+16.86	447,425.08	1,446,135.40
		P.I.	30+72.54	447,415.91	1,446,190.32
		P.T.	31+28.19	447,409.42	1,446,245.62
E.B.℄1	Galbraith Rd.	P.C.	30+37.30	447,416.33	1,446,155.24
		P.I.	31+06.47	447,409.93	1,446,224.11
		P.T.	31+75.63	447,401.87	1,446,292.81



NOTE:
For Curve Data see Plan and Profile Sheets

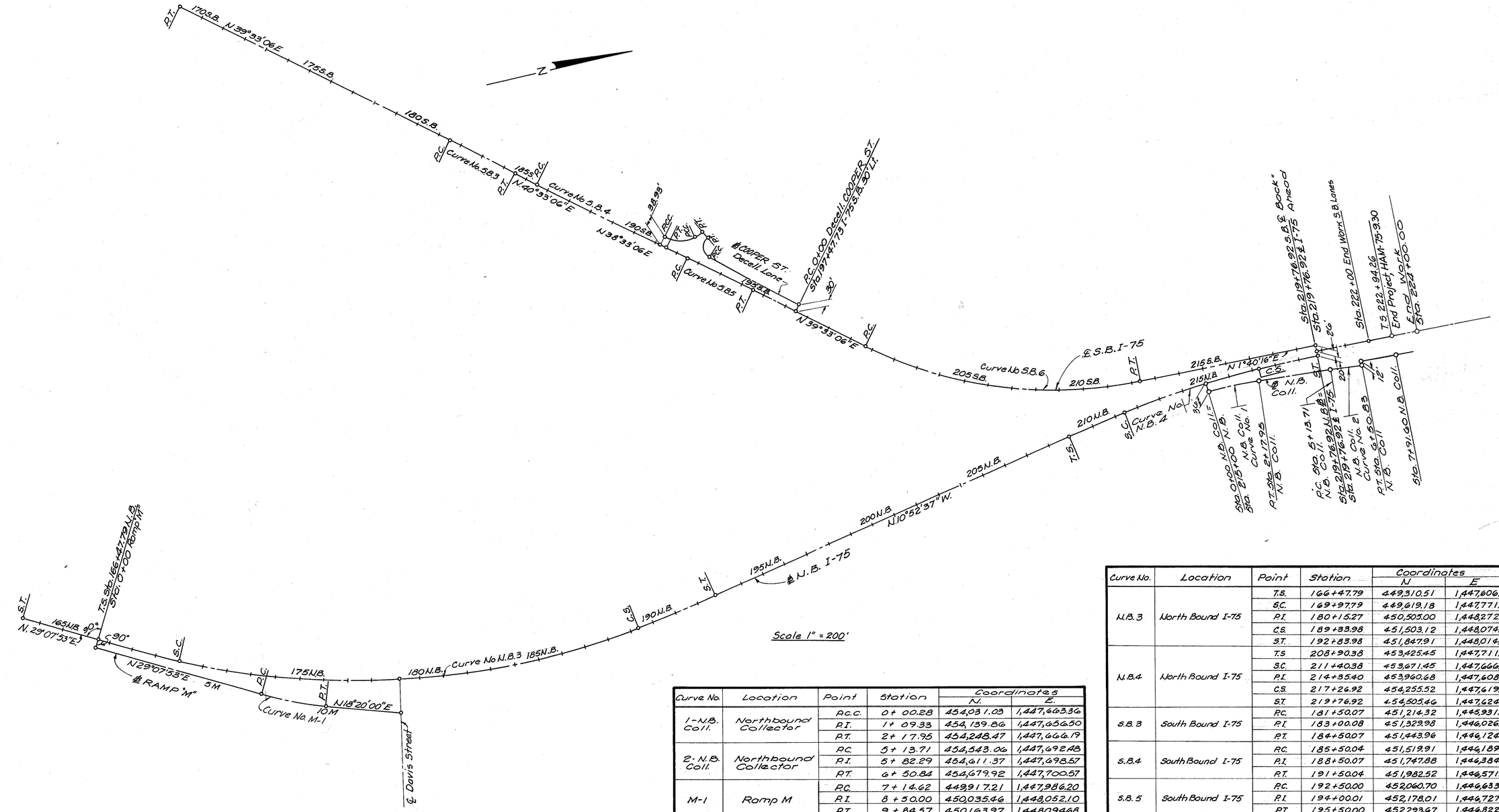
DIETZGEN - CINCINNATI, OHIO

GEOMETRIC LAYOUT

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

7/450

HAM-75-9.30



Scale 1" = 200'

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
1-N.B. Coll.	Northbound Collector	P.C.C.	0+00.28	454,031.03	1,447,663.36
		P.I.	1+09.33	454,139.86	1,447,654.50
		P.T.	2+17.95	454,248.47	1,447,666.19
2-N.B. Coll.	Northbound Collector	P.C.	5+13.71	454,543.06	1,447,692.48
		P.I.	5+82.29	454,611.37	1,447,698.57
		P.T.	6+50.84	454,679.92	1,447,700.57
M-1	Ramp M	P.C.	7+14.62	449,917.21	1,447,986.20
		P.I.	8+50.00	450,035.46	1,448,052.10
		P.T.	9+84.57	450,163.97	1,448,094.68
1	Cooper Ave. Decell. Lane	P.C.	0+00	452,465.23	1,446,925.50
		P.I.	2+08.94	452,304.12	1,446,792.45
		P.C.C.	4+17.78	452,150.53	1,446,650.80

Curve No.	Location	Point	Station	Coordinates N	Coordinates E
N.B. 3	North Bound I-75	T.S.	166+47.79	449,310.51	1,447,606.86
		S.C.	169+97.79	449,619.18	1,447,771.75
		P.I.	180+15.27	450,505.00	1,448,272.57
		C.S.	189+33.98	451,503.12	1,448,074.43
		S.T.	192+83.98	451,847.91	1,448,014.53
N.B. 4	North Bound I-75	T.S.	208+90.38	453,425.45	1,447,711.40
		S.C.	211+40.38	453,671.45	1,447,666.91
		P.I.	214+35.40	453,960.68	1,447,608.56
		C.S.	217+26.92	454,255.52	1,447,619.88
		S.T.	219+76.92	454,505.46	1,447,624.45
S.B. 3	South Bound I-75	P.C.	181+50.07	451,214.32	1,445,931.34
		P.I.	183+00.08	451,323.98	1,446,026.86
		P.T.	184+50.07	451,443.96	1,446,124.39
S.B. 4	South Bound I-75	P.C.	185+50.04	451,519.91	1,446,189.38
		P.I.	188+50.07	451,747.88	1,446,384.44
		P.T.	191+50.04	451,982.52	1,446,571.42
S.B. 5	South Bound I-75	P.C.	192+50.00	452,060.70	1,446,633.72
		P.I.	194+00.01	452,178.01	1,446,727.21
		P.T.	195+50.00	452,293.67	1,446,822.73
S.B. 6	South Bound I-75	P.C.	200+70.21	452,694.77	1,447,153.98
		P.I.	206+75.19	453,161.24	1,447,539.21
		P.T.	212+35.76	453,765.96	1,447,556.85

DIETZGEN - CINCINNATI, OHIO

GEOMETRIC LAYOUT

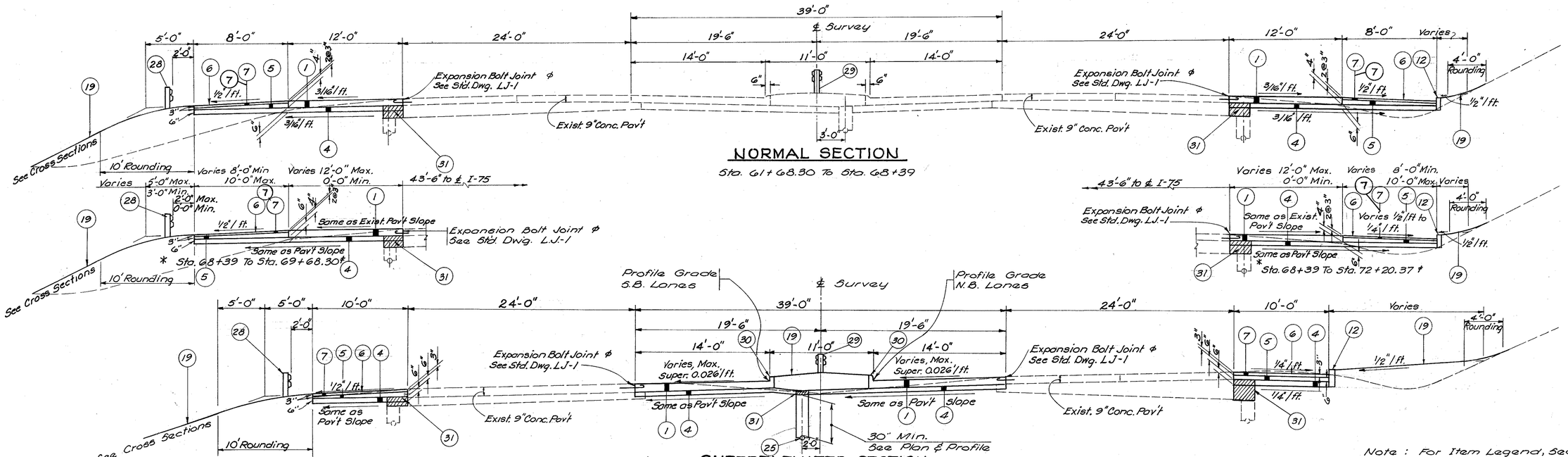
TYPICAL SECTIONS
TYPE T-71

Scale: 3/16"=1'-0"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

8
450

HAM-75-9.30



DIETZGEN - CINCINNATI, OHIO

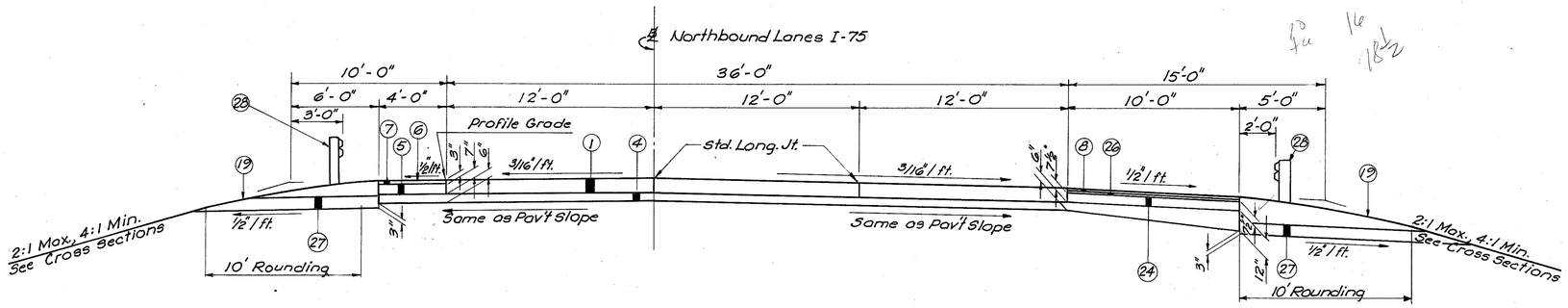
TYPICAL SECTIONS

TYPICAL SECTIONS
TYPE T-71
Scale: 1/4"=1'-0"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

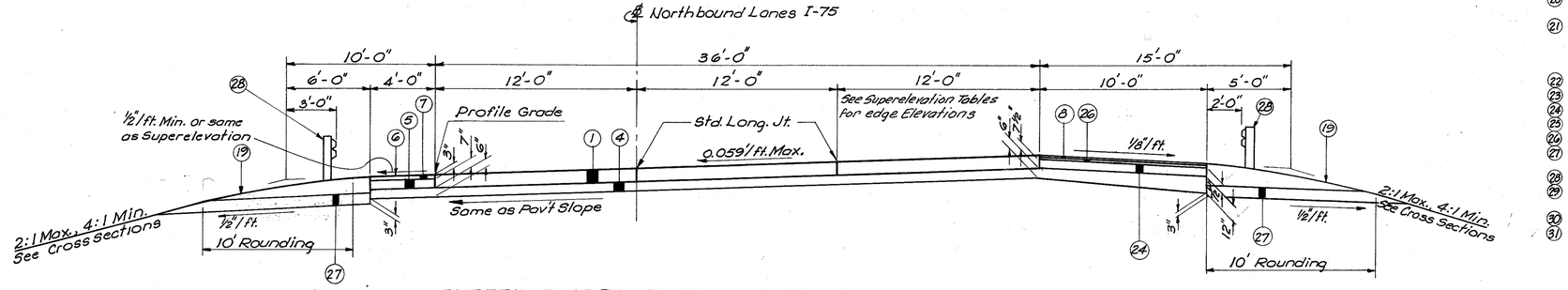
9/450

HAM-75-930



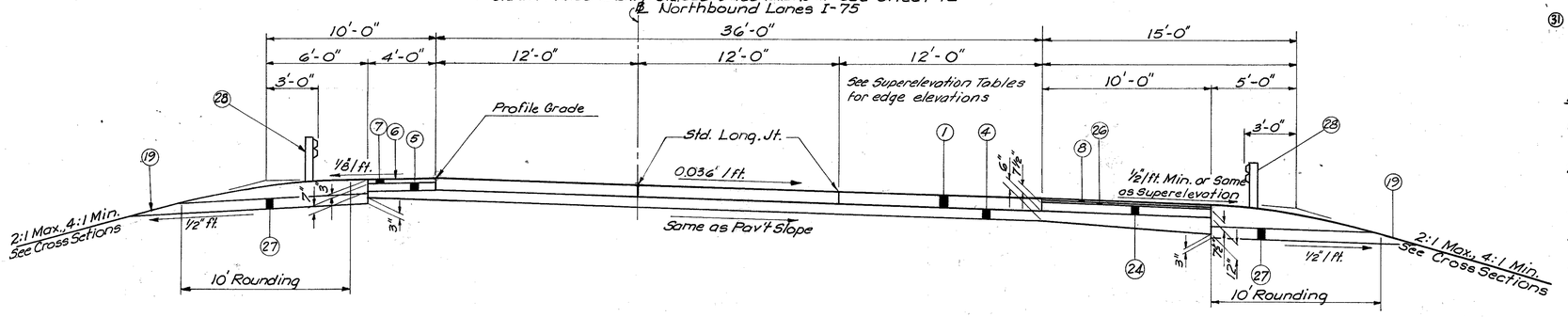
NORMAL SECTION - NORTHBOUND

Sta. 134+25.44 N.B.℄ to Sta. 134+82.08 N.B.℄
Sta. 134+82.08 N.B.℄ to Sta. 140+39.08 N.B.℄ Bridge No. HAM-75-1056
Sta. 140+39.08 N.B.℄ to Sta. 144+07.20 N.B.℄
Sta. 207+40.49 N.B.℄ to Sta. 208+15.38 N.B.℄
Sta. 220+51.92 N.B.℄ to Sta. 221+44.26 N.B.℄ *



SUPERELEVATED SECTION - NORTHBOUND

Sta. 144+07.20 N.B.℄ to Sta. 161+51.14 N.B.℄ *
Sta. 161+51.14 N.B.℄ to Sta. 163+30.64 N.B.℄ Bridge No. HAM-75-1107
Sta. 166+47.79 N.B.℄ to Sta. 178+36.96 N.B.℄ *
Sta. 178+36.96 N.B.℄ to Sta. 180+01.96 N.B.℄ Bridge No. HAM-75-1138
Sta. 180+01.96 N.B.℄ to Sta. 182+72.99 N.B.℄
Sta. 182+72.99 N.B.℄ to Sta. 207+40.49 N.B.℄ Bridge No. HAM-75-1147
Sta. 221+44.26 N.B.℄ to Sta. 222+94.26 N.B.℄ * See Sheet 12



SUPERELEVATED SECTION - NORTHBOUND

STA. EQ. { Sta. 103+68.24 ℄ I-75 Back =
Sta. 103+59.04 ℄ N.B. Lanes Ahead
Sta. 113+61.15 ℄ S.B. Lanes Ahead }
Sta. 103+59.04 N.B.℄ to Sta. 134+25.44 N.B.℄ *
Sta. 208+15.38 N.B.℄ to Sta. 220+51.92 N.B.℄ *

ITEM LEGEND

(1)	Item T-71	10" Reinforced Portland Cement Concrete Pavement.
(2)	Item B-71	9" Reinforced Portland Cement Concrete Base Course.
(3)	Item B-70	9" Portland Cement Concrete Base Course.
(4)	Item I-22	6" Subbase (except as noted) Grading "A" or "B" as per plan.
(5)	Item B-19	Aggregate Base Course, thickness varies, as per plan.
(6)	Item T-31	Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 aggregate per Sq. Yd. and 0.25 gal. bituminous material per Sq. Yd. (See note in proposal). or T-335
(7)	Item B-21+	3" Waterproof Aggregate Base Course (T-351 Type A Material may be used in construction of this course. See note in proposal)
(8)	Item T-35+	1¼" Asphaltic Concrete Surface Course, Type "C" (70-85).
(9)	Item B-35+	0" Minimum, Asphaltic Concrete Leveling Course (70-85).
(10)	Item T-35+	0" Minimum, Asphaltic Concrete Surface Course, Type "C" (70-85)
(11)	Item I-12	Concrete Curb and Gutter, Type "2".
(12)	Item I-12	Standard Type 6 Concrete Curb.
(13)	Item I-12	Concrete Curb, Type "8" Modified as per plan.
(14)	Item I-12	Standard Type 2-B Concrete Curb
(15)	Item I-21	4" Portland Cement Concrete Median Pavement, Modified, as per plan
(16)	Item I-21	Portland Cement Concrete Median Pavement.
(18)	Item T-30	Bituminous Tack Coat, 0.10 gal. per sq. yd. Sec. M-5.2 RC-1 or RC-2.
(19)	Item L-9	Seeding and protecting
(20)	Item T-30	Bituminous Prime Coat 0.40 gal. per Sq. Yd, Sec. M-5.7, RT-2 or RT-3.
(21)	Item T-31	Bituminous Surface Treatment using 0.008 Cu. Yds. No. 6 aggregate per Sq. Yd. and 0.30 gallon Bituminous Material per sq. Yd. Sec. M-5.7, RT-8 or RT-9 or Sec. M-6.5 RS-1 or RS-2.
(22)	Item I-22	6" Subbase (unless otherwise noted), Grading "C" or "D."
(23)	Item B-19	8" Aggregate Base Course.
(24)	Item B-21+	7⅞" Waterproof Aggregate Base Course. (Except as noted) 2-3¾" Courses
(25)	Item I-1	6" Pipe, Class 1-3
(26)	Item B-35+	1¼" Asphaltic Concrete Leveling Course (70-85).
(27)	Item I-9	Stone Underdrain No. 2 50' on Center alternately spaced on each side of pavement or as directed by the Engineer.
(28)	Item I-15	Guard Rail, Steel Beam Standard Type (Deep).
(29)	Item I-15	Guard Rail, Steel Beam Barrier Type (Deep) Steel Posts as per plan.
(30)	Item I-12	Standard Type 2-A Concrete Curb.
(31)		Remove subbase for width of Item I-1 trench and replace with Type 3 back fill immediately prior to placing the Item B-19 Aggregate Base Course. Cost shall be included in price bid per lin. ft. for Item I-1. (Continued Below)
(33)	Item T-71	9" Reinforced Portland Cement Concrete Pavement.
(34)	Item I-12	Type 6 Curb Modified as per plan.
(35)	Item I-12	Standard Concrete Curb, Type 7
(17)	Item T-31	Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 limestone aggregate, Sec. M-3.1 per Sq. Yd. and 0.25 Gal. Bituminous material per Sq. Yd.
(31)		(continued) Where porous material is used over the existing underdrains the cost of excavating the existing material and the furnishing and placing of the No. 6 Aggregate shall be included in the price bid for Item I-22.

Notes

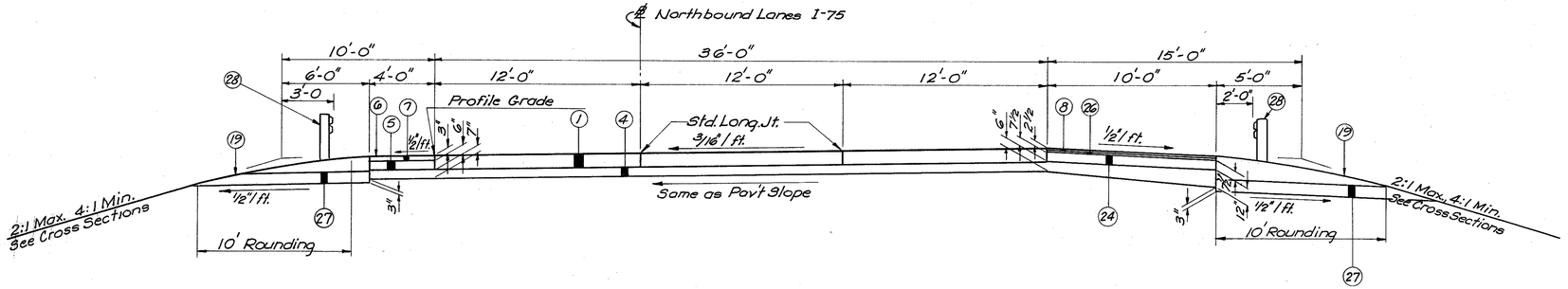
1. Typical Sections for I-75 and Cross Streets with two way traffic are drawn in the direction of plus stationing. All other sections are drawn in the direction of traffic.
2. (O.H.) Preceeding the Typical Section Stationing indicates that the section is drawn opposite hand with respect to the direction of traffic for that particular run.
3. * Following the typical Section stationing indicates that the section is modified for that particular run as indicated by Sub-Section elsewhere.
4. Thicknesses shown are "designed" thickness as described in section T-35.01, B-35.01, and B-21.01.
5. For Paved shoulder treatment along Acceleration and Deceleration lanes see Miscellaneous detail Sheet No. 18.

TYPICAL SECTIONS
TYPE T-71
Scale: 1/4"=1'-0"

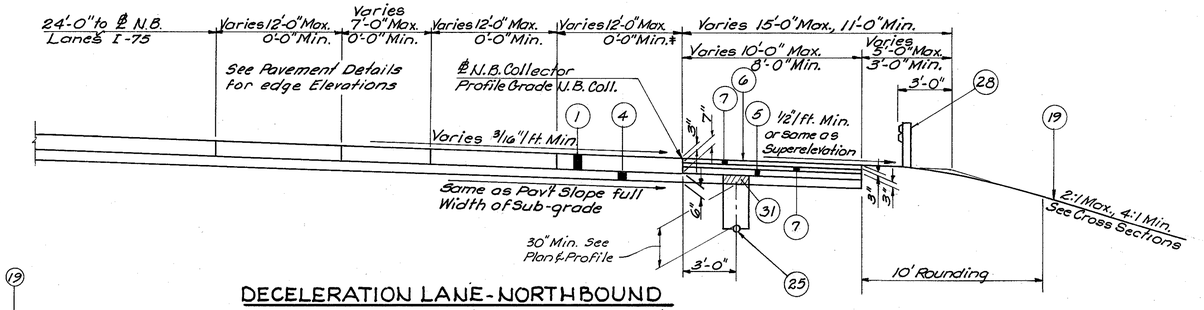
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

10/450

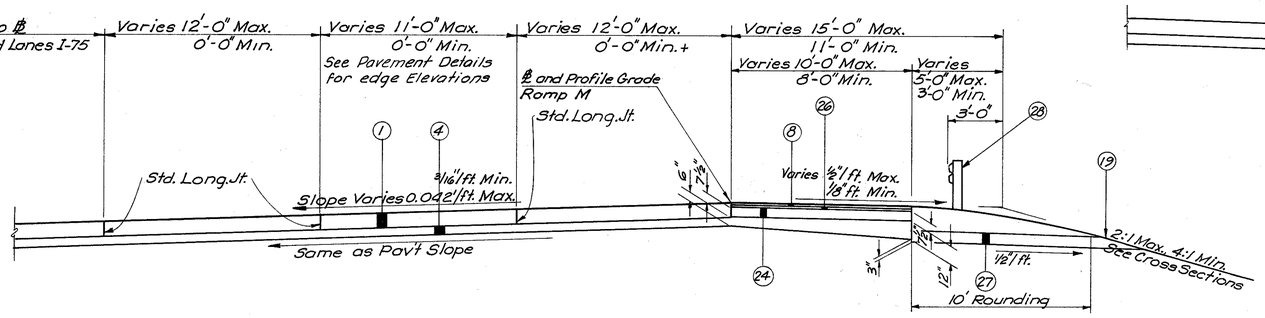
HAM-75-9.30



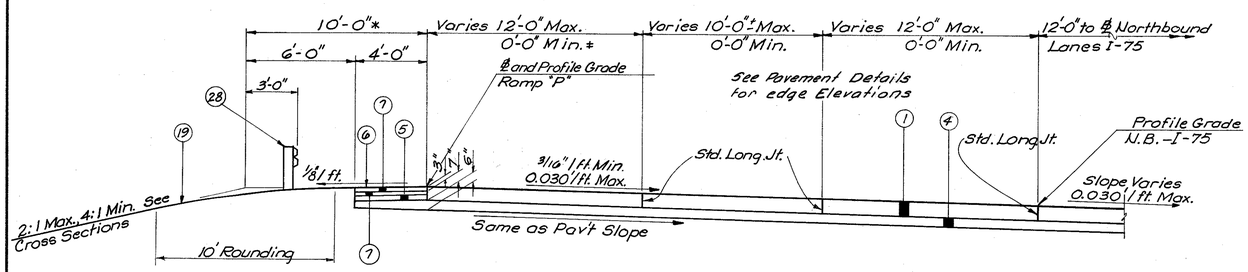
NORMAL SECTION-NORTHBOUND
Sta. 163+30.64 N.B. ℄ to Sta. 166+47.79 N.B. ℄ *



DECELERATION LANE-NORTHBOUND
Sta. 212+19.06 N.B. ℄ to Sta. 219+76.92 N.B. ℄
Sta. 219+76.92 ℄ to Sta. 220+19.06 ℄
Sta. 220+19.06 ℄ to Sta. 221+19.06 ℄

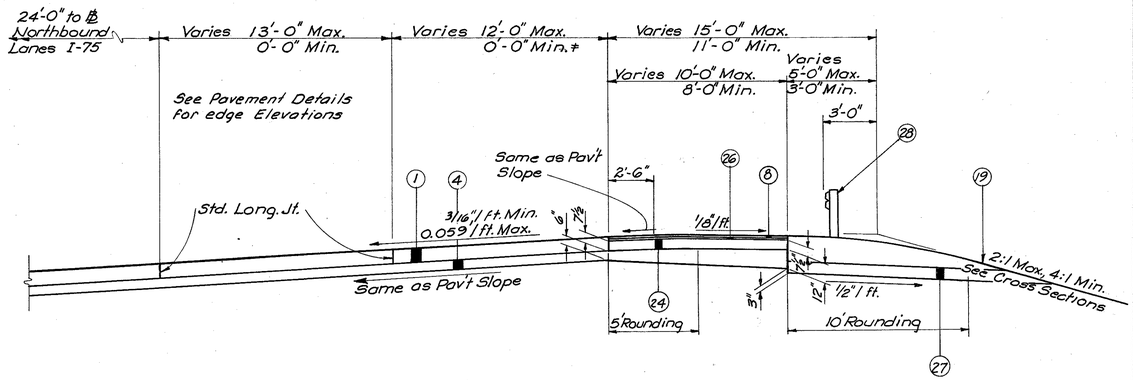


DECELERATION LANE-NORTHBOUND
Sta. 163+95.65 N.B. ℄ to Sta. 171+95.65 N.B. ℄
Sta. 171+95.65 N.B. ℄ to Sta. 172+95.65 N.B. ℄



DECELERATION LANE-NORTHBOUND
Sta. 107+56.50 N.B. ℄ to Sta. 112+26.26 N.B. ℄ *
Sta. 112+26.26 N.B. ℄ to Sta. 113+26.26 N.B. ℄

* NOTE: Left shoulder treatment varies. See Southbound Lanes Typical Sections.
Sta. 113+61.153 B.L. ℄ to Sta. 118+00 B.L. ℄.



ACCELERATION LANE-NORTHBOUND
Sta. 151+37.00 N.B. ℄ to Sta. 161+37 N.B. ℄

For Item Legend See Sheet No. 9
* See Misc. Sheet No. 18

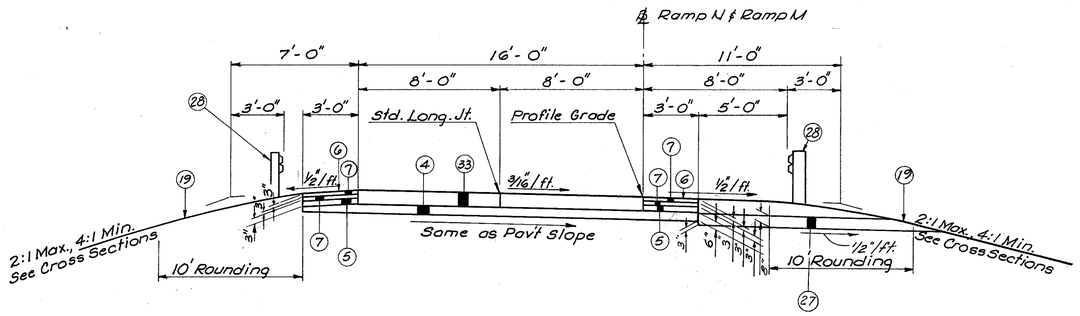
DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

11
450

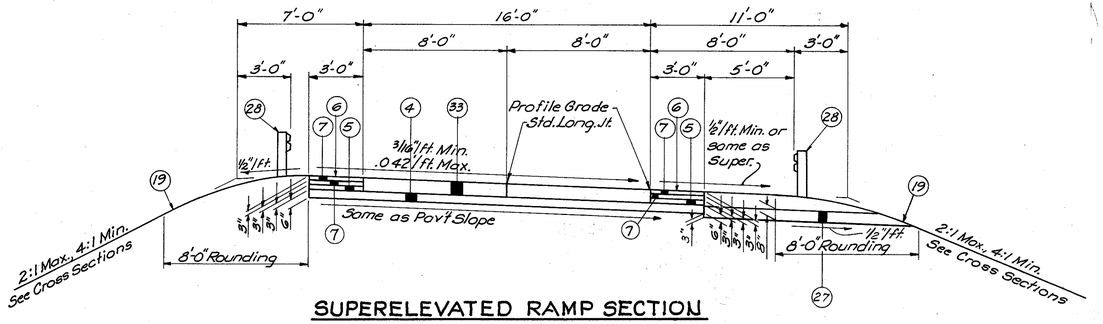
TYPICAL SECTIONS
TYPE T-71
Scale: 1/4"=1'-0"



NORMAL RAMP SECTION

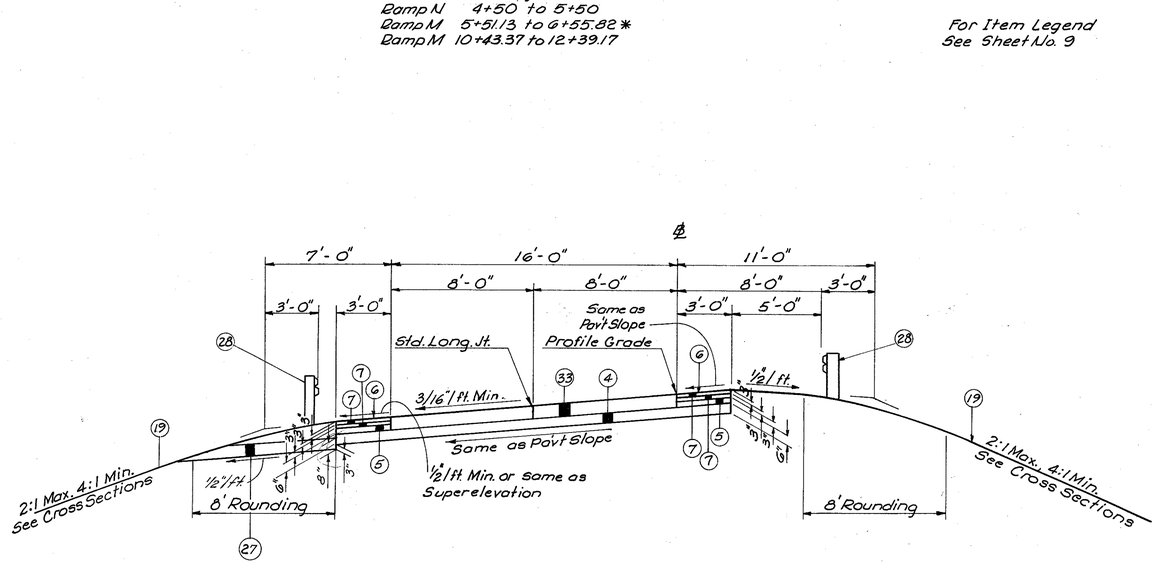
Limiting Stations
Ramp N 4+50 to 5+50
Ramp M 5+51.13 to 6+55.82 *
Ramp M 10+43.37 to 12+39.17

For Item Legend
See Sheet No. 9



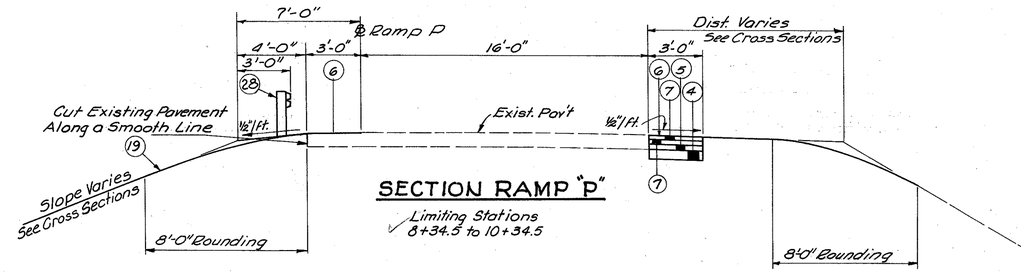
SUPERELEVATED RAMP SECTION

Limiting Stations
Ramp N 3+37.32 to 4+50



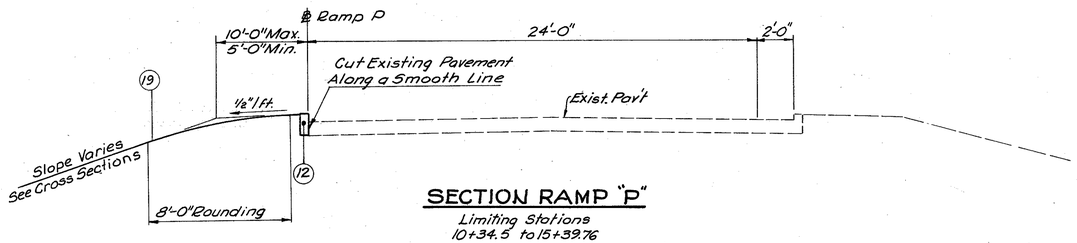
SUPERELEVATED RAMP SECTION

Limiting Stations
Ramp N 5+50 to 9+50
Ramp M 6+55.82 to 10+43.37



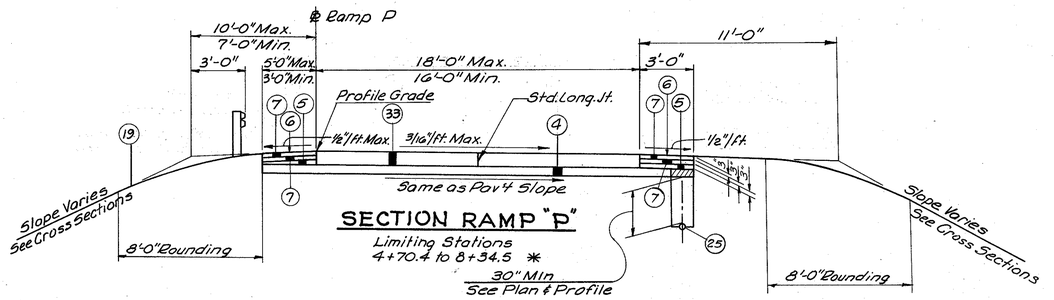
SECTION RAMP "P"

Limiting Stations
8+34.5 to 10+34.5



SECTION RAMP "P"

Limiting Stations
10+34.5 to 15+39.76



SECTION RAMP "P"

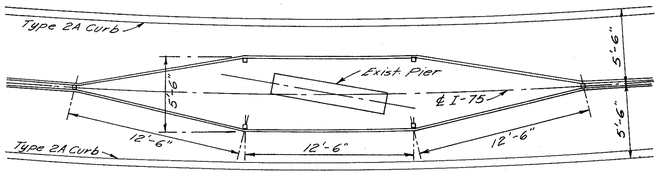
Limiting Stations
4+70.4 to 8+34.5 *

TYPICAL SECTIONS
TYPE T-71
Scale: As Shown

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)09	

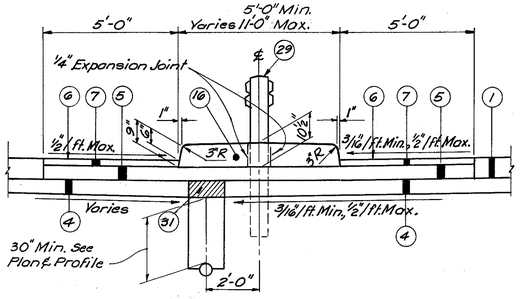
12 / 450

HAM-75-930

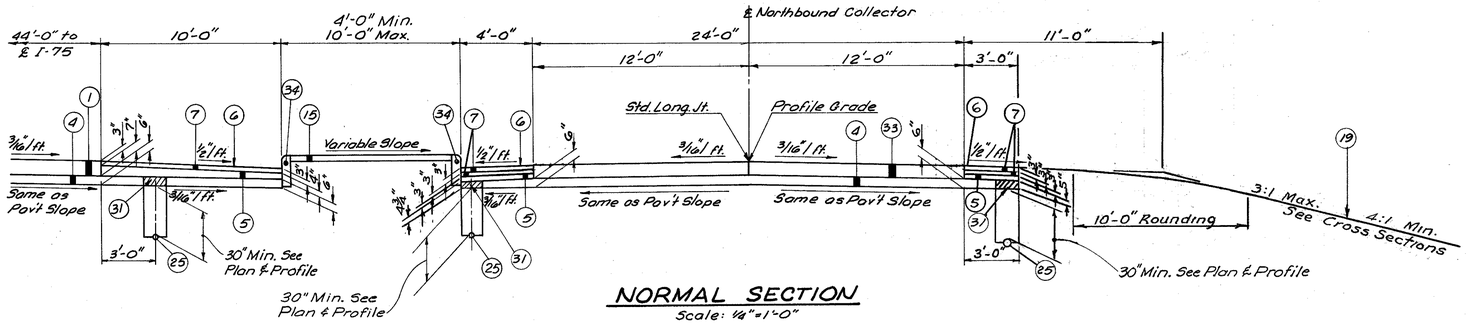


BARRIER GUARD RAIL DETAIL
SHOWING PIER PROTECTION FOR
PEDESTRIAN BRIDGE HA-25-31

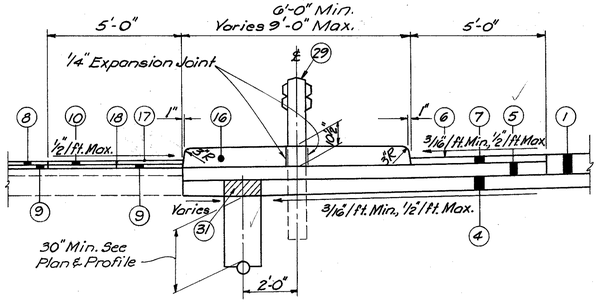
NOTE:
Payment for Guard Rail Flare around Pier, shall be included in the price bid per Lin. Ft. of Item I-15 Guard Rail Barrier Type (Deep)



SECTION PAVED MEDIAN
Scale: 3/8"=1'-0"
Limiting Stations
88+87.10 ℄ to 103+68.24 ℄
103+59.04 N.B.℄ to 105+17.37 N.B.℄

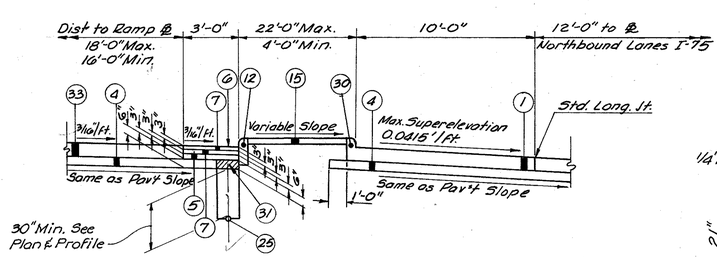


NORMAL SECTION
Scale: 1/4"=1'-0"
Limiting Stations
N.B. Coll. 5+14.48 to 7+91.60

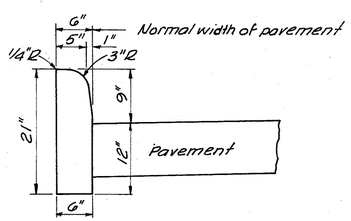


SECTION PAVED MEDIAN
Scale: 3/8"=1'-0"
Limiting Stations
217+21 to 222+94.26

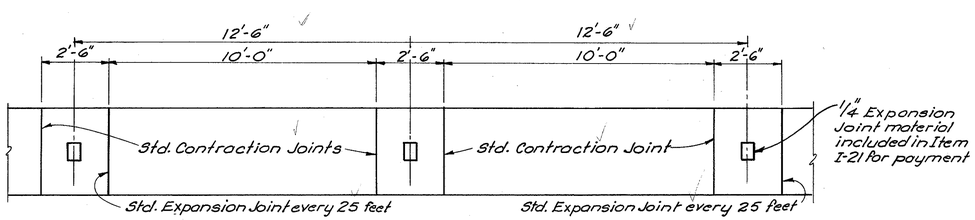
For Item Legend
See Sheet No. 9



SHOULDER AND MEDIAN DETAIL
Scale: 1/2"=1'-0"
Limiting Stations
Ramp P 4+70.40 to 5+70.40
Ramp M (OH) 5+51.31 to 6+51.31

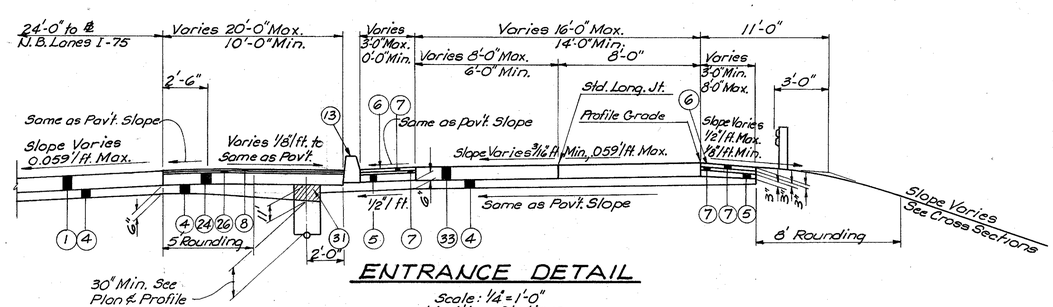


TYPE 6 CURB (MODIFIED)
Scale: 1"=1'-0"



JOINT DETAIL AT GUARD RAIL POSTS

Above detail shall be used in lieu of that shown on Std. Dwg. I-21 whenever guard rail is to be installed in Concrete Median.



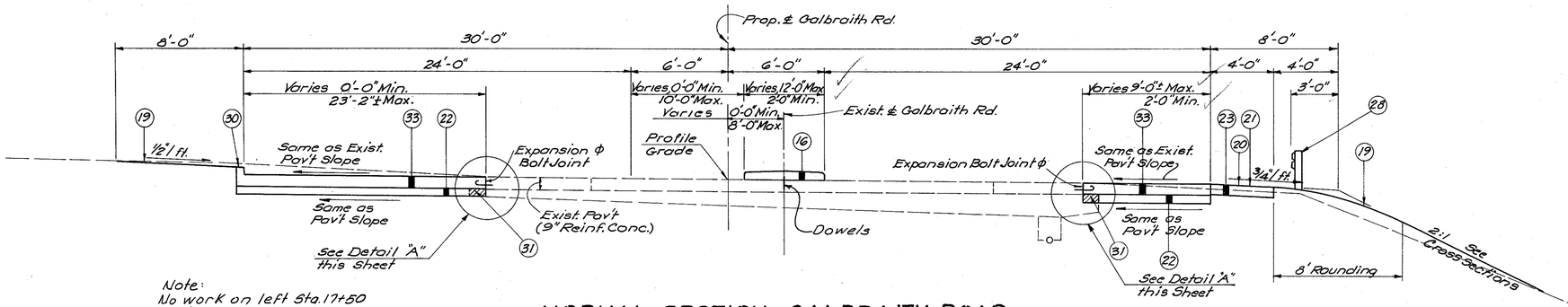
ENTRANCE DETAIL
Scale: 1/4"=1'-0"
Limiting Stations
Ramp N Sta. 9+50 to Sta. 12+00

TYPICAL SECTIONS
TYPE T-55
Scale: 1/4" = 1'-0"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

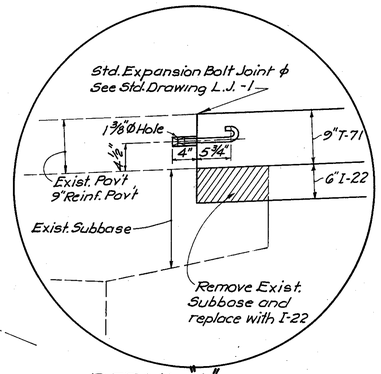
13
450



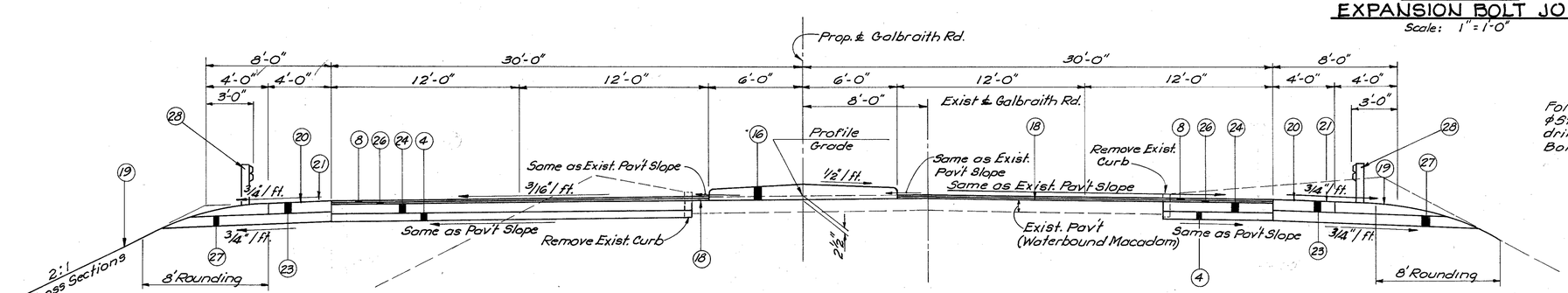
Note:
No work on left Sta. 17+50 to Sta. 19+26 ±

NORMAL SECTION - GALBRAITH ROAD

Sta. 17+50 ℄ to Sta. 21+77.87 ℄
Sta. 21+76.08 ℄ to Sta. 23+58.95 ℄ Galbraith Road Bridge over West Fork

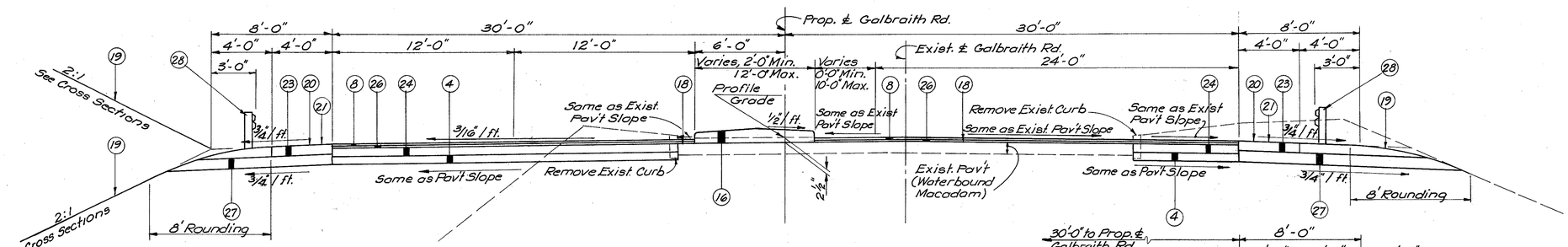


DETAIL "A" EXPANSION BOLT JOINT
Scale: 1" = 1'-0"

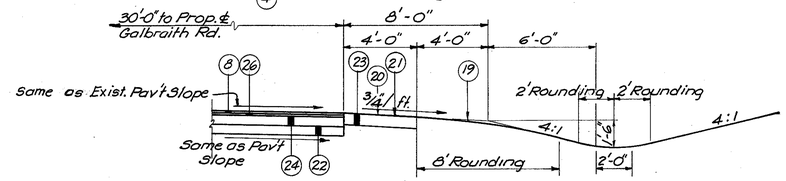


For Item Legend See Sheet No. 9.
ϕ Std. Expansion Bolt Joint, drill holes and use 3/4" ϕ Expansion Bolts 30" O.C..

NORMAL SECTION - GALBRAITH ROAD
Sta. 23+58.95 ℄ to Sta. 25+15.84



NORMAL SECTION - GALBRAITH ROAD
Sta. 25+15.84 to Sta. 27+50 *



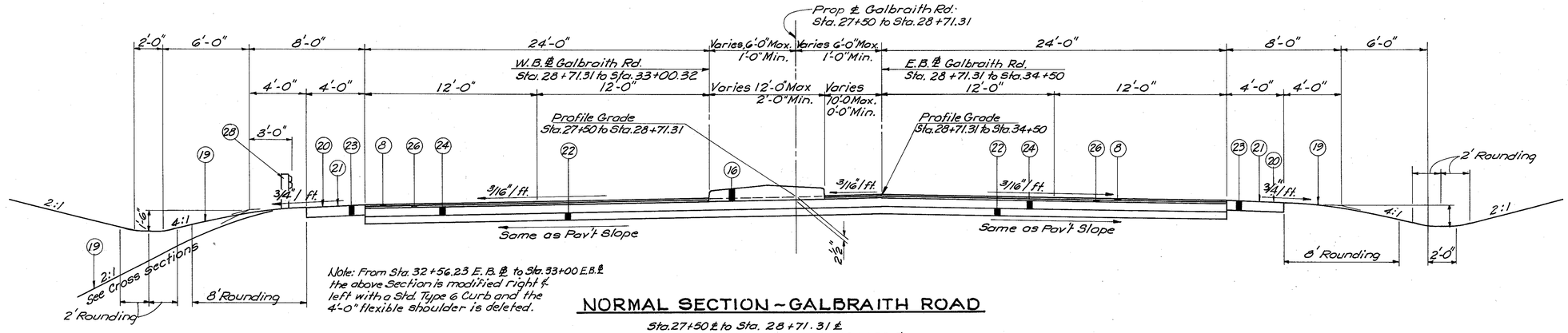
SHOULDER DETAIL - GALBRAITH ROAD
Sta. 26+85 to Sta. 27+50

TYPICAL SECTIONS
TYPE T-35 ON
Scale: 1/4" = 1'-0"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

14
450

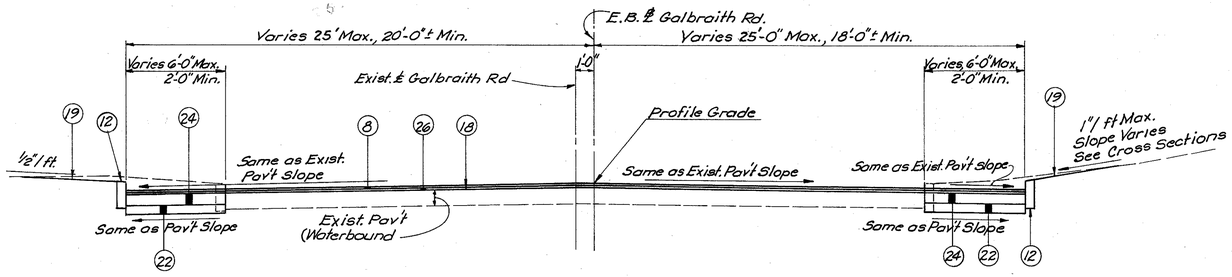
HAM-75-9.30



Note: From Sta. 32+56.23 E.B. ℄ to Sta. 33+00 E.B. ℄ the above Section is modified right & left with a Std. Type 6 Curb and the 4'-0" flexible shoulder is deleted.

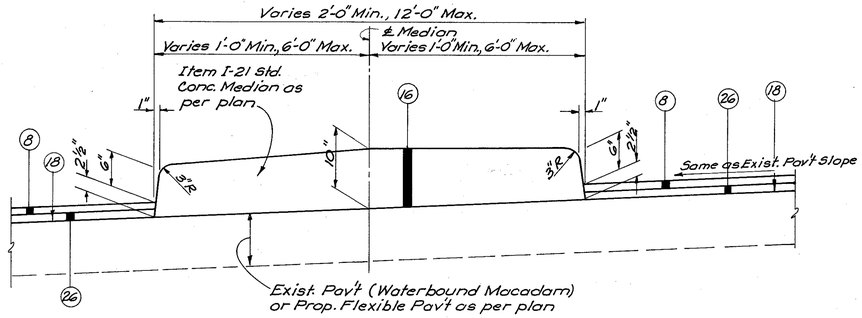
NORMAL SECTION - GALBRAITH ROAD

Sta. 27+50 ℄ to Sta. 28+71.31 ℄
Sta. 28+71.31 E.B. ℄ to Sta. 29+78.27 E.B. ℄
Sta. 29+78.27 E.B. ℄ to Sta. 32+56.23 E.B. ℄ Galbraith Road Bridge over East Fork
Sta. 32+56.23 E.B. ℄ to Sta. 33+00 E.B. ℄



NORMAL SECTION - GALBRAITH ROAD

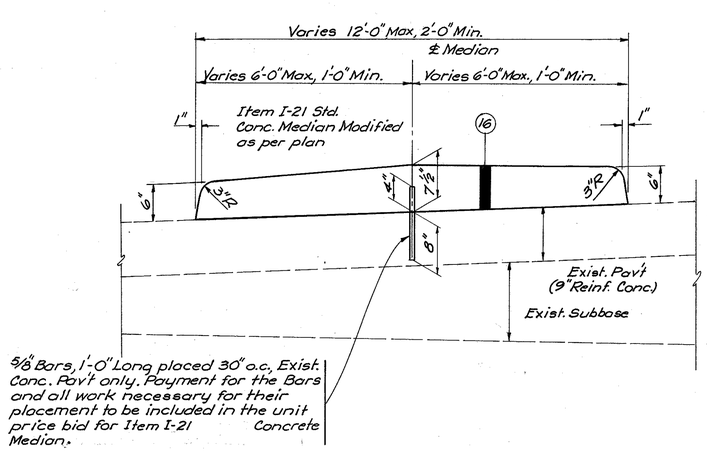
Sta. 33+00 E.B. ℄ to Sta. 34+50 E.B. ℄



MEDIAN DETAIL - GALBRAITH ROAD

Scale: 1" = 1'-0"

Sta. 23+57.60 ℄ to Sta. 25+15.84 ℄
Sta. 25+15.84 ℄ to Sta. 27+50 ℄
Sta. 27+50 ℄ to Sta. 28+71.31 ℄
Sta. 28+71.31 E.B. ℄ to Sta. 29+78.27 E.B. ℄
Sta. 32+56.23 E.B. ℄ to Sta. 33+00 E.B. ℄
Sta. 33+00 E.B. ℄ to Sta. 34+50 E.B. ℄



MEDIAN DETAIL - GALBRAITH ROAD

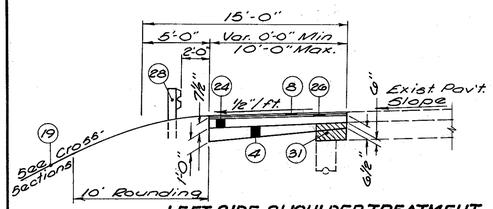
Scale: 1" = 1'-0"
Sta. 19+44 ℄ to Sta. 21+77.87 ℄

TYPICAL SECTIONS
TYPE T-35
Scale: 1/4" = 1'-0"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

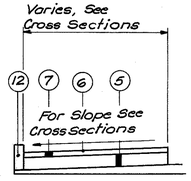
15
450

HAM-75-9.30



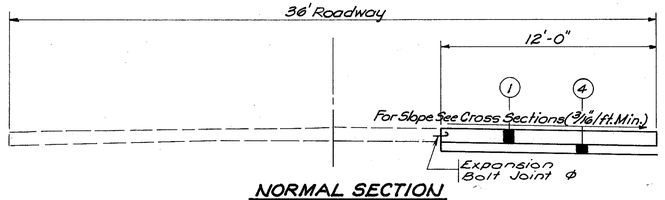
LEFT SIDE SHOULDER TREATMENT

Limiting Stations
113+61.15 to 121+24.79



LEFT SIDE SHOULDER TREATMENT

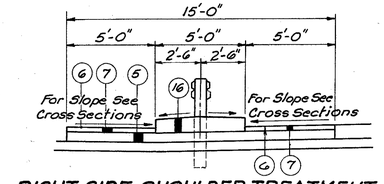
Limiting Stations
143+26.14 to 146+00
146+00 to 149+00



NORMAL SECTION

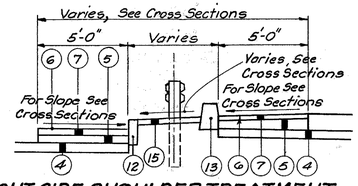
STA. EQ. { Sta. 103+68.24, ℄ I-75 Back = Sta. 103+59.04, ℄ N.B. Lanes Ahead = Sta. 113+61.15, ℄ S.B. Lanes Ahead

Limiting Stations
Sta. 113+61.15 to 132+50



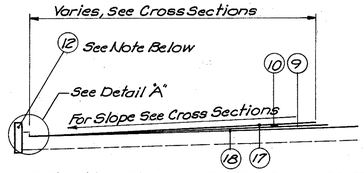
RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
113+61.15 to 115+19.48



RIGHT SIDE SHOULDER TREATMENT

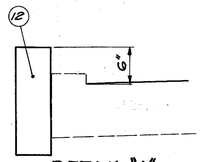
Limiting Stations
115+19.48 to 117+50



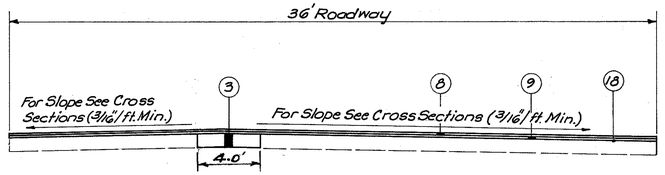
LEFT SIDE SHOULDER TREATMENT

Limiting Stations

132+50 to 139+00
139+00 to 143+26.14
NOTE-Sta. Limits for Type 6 Curb behind Exist. Curb
129+79.5 to 132+50
132+50 to 138+25
139+10 to 143+26.14
172+13 to 175+78
177+00 to 178+80

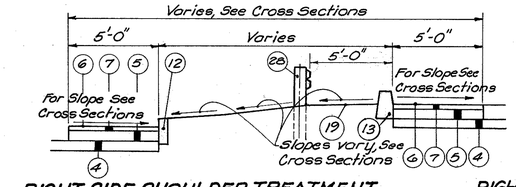


DETAIL "A"
Scale: 1"=1'-0"



NORMAL SECTION

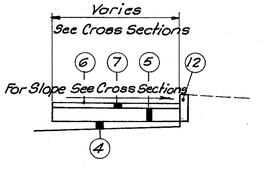
Limiting Stations
145+01.14 to 146+00
149+00 to 153+70.54
169+97.35 to 175+63
175+63 to 177+15 Bridge No. HA-25-108
177+15 to 197+95.21



RIGHT SIDE SHOULDER TREATMENT

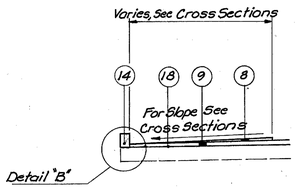
Limiting Stations
117+50 to 118+00

Note: For Item Legend, See sheet No. 9.
℄ - Standard Expansion Bolt Joint, drill holes and use ¾" ℄ Expansion Bolts 30" o.c.



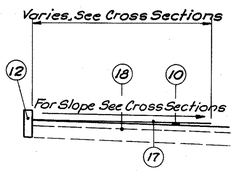
RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
118+00 to 132+50
132+50 to 139+00



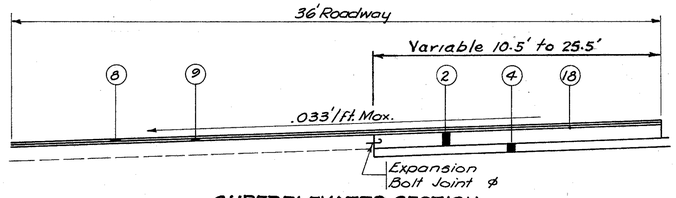
LEFT SIDE SHOULDER TREATMENT

Limiting Stations
149+00 to 153+00
191+27.20 to 192+90.09



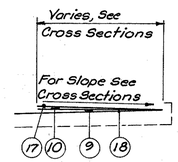
LEFT SIDE SHOULDER TREATMENT

Limiting Stations
171+00 to 172+13



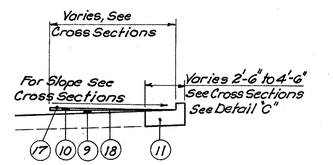
SUPERELEVATED SECTION

Limiting Stations
132+50 to 139+00



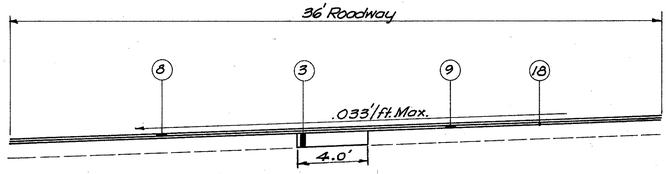
RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
139+00 to 139+90



RIGHT SIDE SHOULDER TREATMENT

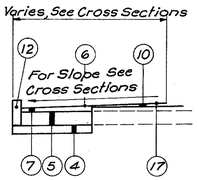
Limiting Stations
139+90 to 144+00



SUPERELEVATED SECTION

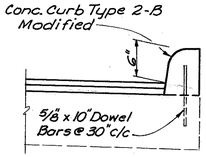
Limiting Stations
139+00 to 145+01.14

1 3/16" drill to be used for drilling hole in old Concrete.

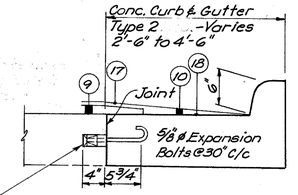


LEFT SIDE SHOULDER TREATMENT

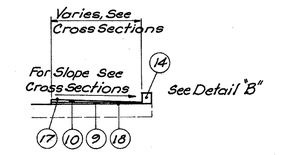
Limiting Stations
178+80 to 185+96.8



DETAIL "B"
Scale: 1"=1'-0"



DETAIL "C"
Scale: 1"=1'-0"



RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
144+00 to 145+01.14
145+01.14 to 146+00

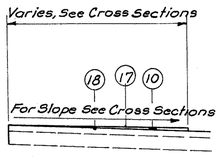
TYPICAL SECTIONS - SOUTH BOUND LANES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

16
450

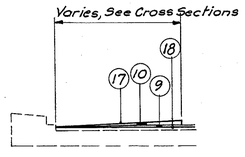
HAM-75-9.30

TYPICAL SECTIONS
TYPE T-35
Scale: 1/4" = 1'-0"



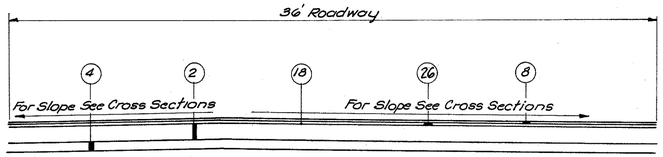
LEFT SIDE SHOULDER TREATMENT

Limiting Stations
153+00 to 169+97.35
169+97.35 to 171+00



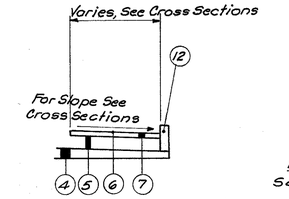
LEFT SIDE SHOULDER TREATMENT

Limiting Stations
185+96.8 to 191+27.20
192+90.09 to 197+95.21
197+95.21 to 215+10.76
215+10.76 to 222+00



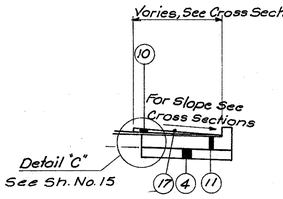
NORMAL SECTION

Limiting Stations
146+00 to 149+00



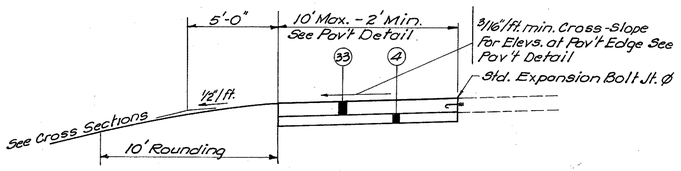
RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
146+00 to 149+00
177+45 to 190+60



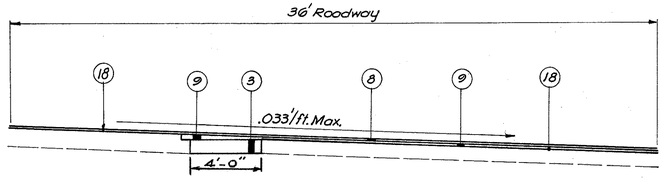
RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
149+00 to 166+00



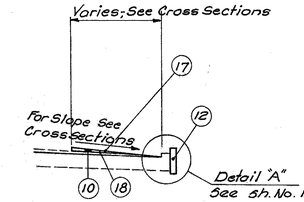
RAMP "G" ACCELERATION LANE

Sta. 120+24.79 Mainline to
Sta. 1+75.09 Ramp "G"



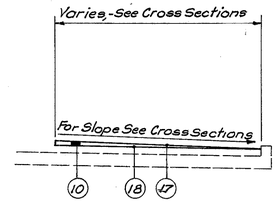
SUPERELEVATED SECTION

Limiting Stations
153+70.54 to 169+97.35



RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
166+00 to 169+97.35
169+97.35 to 175+63
175+63 to 175+78
177+00 to 177+45

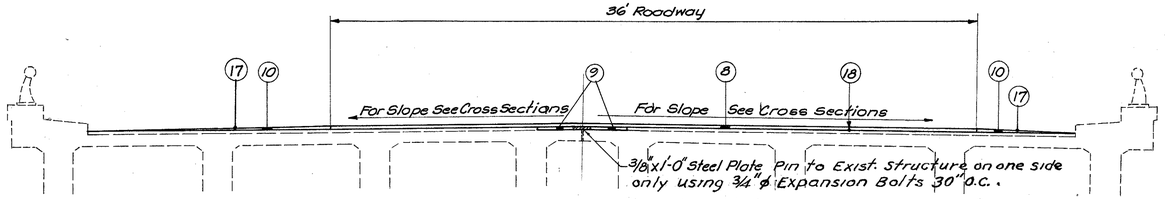


RIGHT SIDE SHOULDER TREATMENT

Limiting Stations
190+60 to 197+95.21
197+95.21 to 215+10.76
215+10.76 to 222+00

PAVEMENT RESTORATION SECTIONS

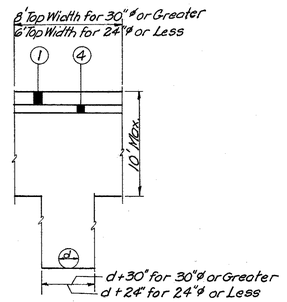
Limits of payment for Items E-8, B-71 & B-70 Quantities have been advanced to sub-summary and General Summary Sheets.



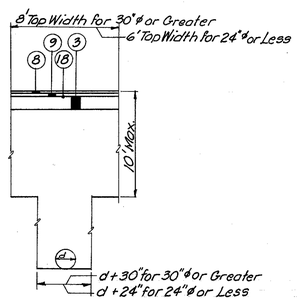
TYPICAL SECTION @ STRUCTURE

Limiting Stations
175+63 to 177+15 Bridge No. HA-25-108

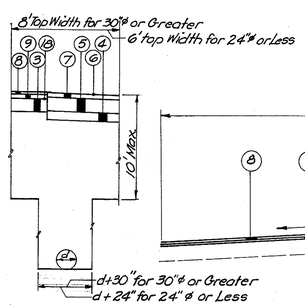
For Item Legend See Sheet No. 9.
ø Std. Expansion Bolt Joint, drill holes and use 3/4" ø Expansion Bolts 30" o.c..



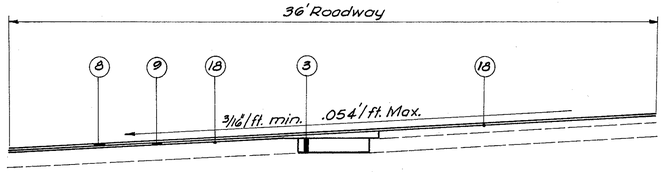
Sta. 83+50 to Sta. 83+75



Sta. 190+50 to Sta. 192+50
Sta. 216+65 to Sta. 216+85
Sta. 219+00
Sta. 220+50 to Sta. 222+00



Sta. 144+50 to Sta. 145+00
Sta. 145+00
Sta. 177+40 to Sta. 185+25
Sta. 188+50 to Sta. 190+50



SUPERELEVATED SECTION

Limiting Stations
197+95.21 to 215+10.76
215+10.76 to 222+00

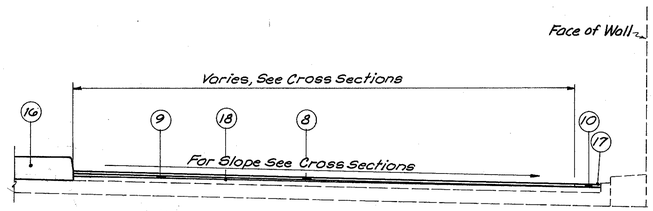
SOUTH BOUND LANES - TYPICAL SECTIONS

TYPICAL SECTIONS
TYPE T-35
Scale: 1/4" = 1'-0"

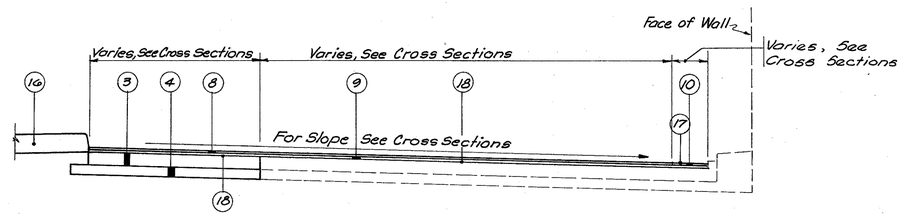
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

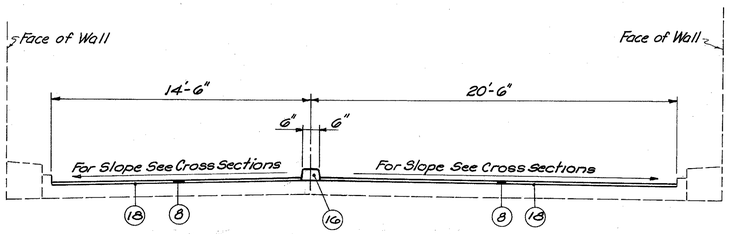
17
450



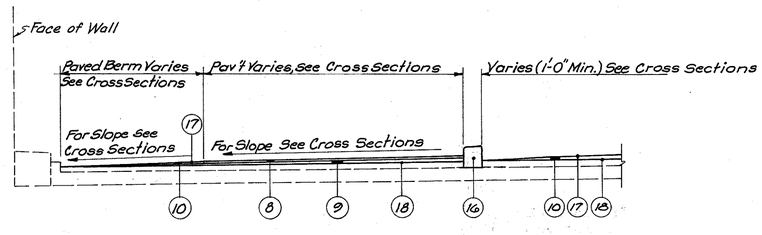
SECTION COOPER ST. EXIT
Limiting Stations
4+43.59 to 4+63 ±



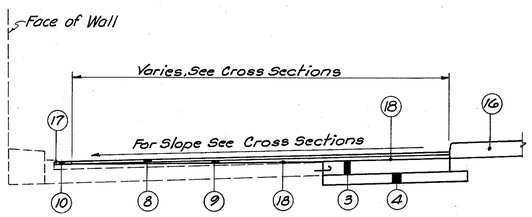
SECTION COOPER ST. EXIT
Limiting Stations
4+63 ± to 5+12.78



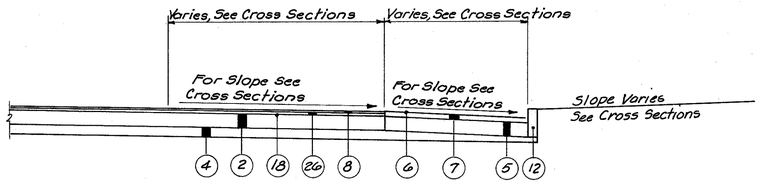
COOPER ST. NORMAL SECTION
Sta. 5+12.78



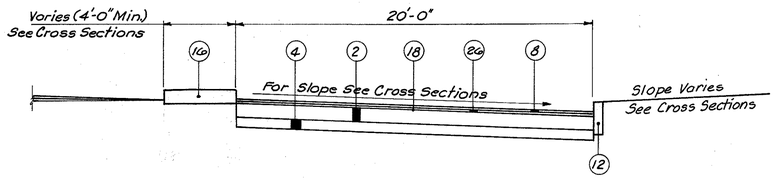
SECTION COOPER ST. ENTRANCE
Limiting Stations
0+00 to 0+52 ±



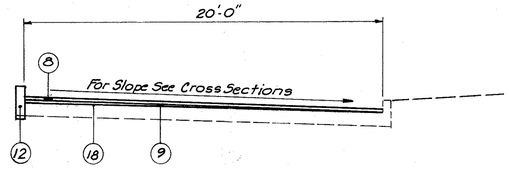
SECTION COOPER ST. ENTRANCE
Limiting Stations
0+52 ± to 1+64



NORMAL SECTION RAMP "F"
Limiting Stations
0+00 to 1+89.93



SECTION RAMP "F"
Limiting Stations
1+89.93 to 2+00

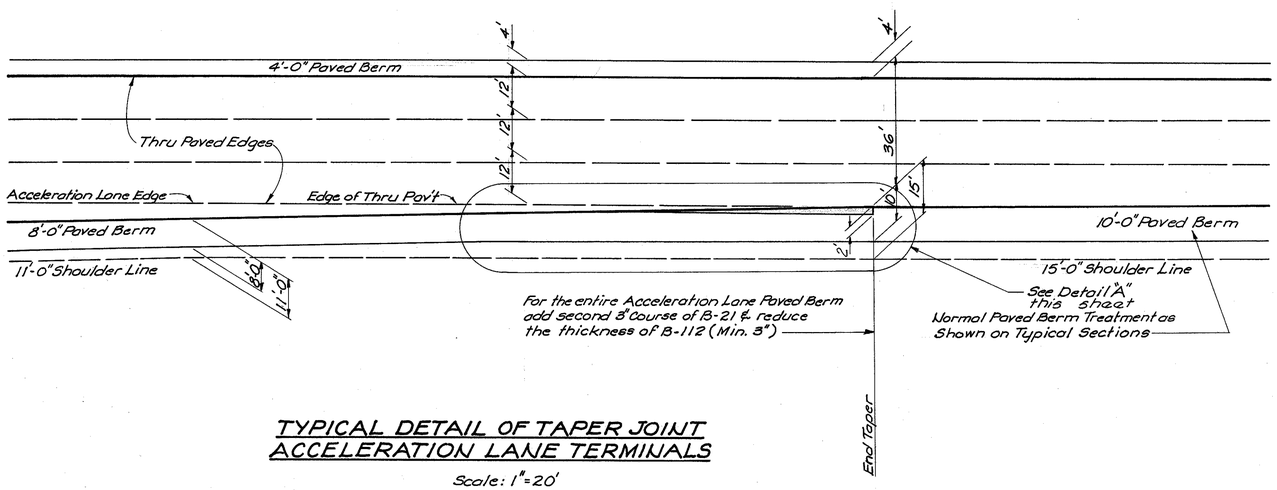


NORMAL SECTION RAMP "F"
Limiting Stations
2+00 to 2+39.64

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

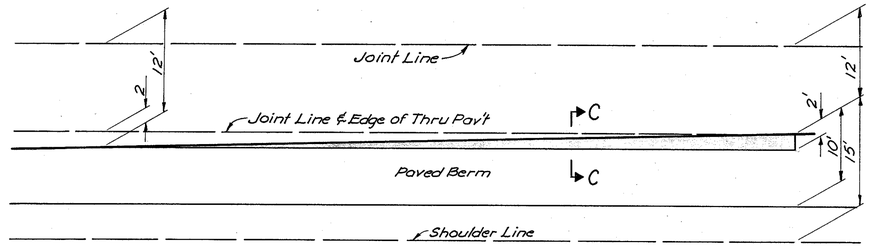
18
450

HAM-75-9.30



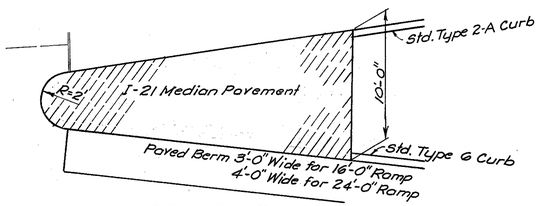
TYPICAL DETAIL OF TAPER JOINT ACCELERATION LANE TERMINALS

Scale: 1"=20'



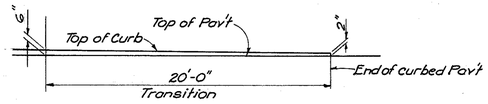
SPEED CHANGE LANE TAPER END DETAIL "A"

Shaded Area shall be constructed to an elevation 1/2" lower than the adjacent pavement and surfaced with T-31 and No. 6 aggregate. Cost of T-31 and aggregate shall be included in the price bid for T-71.



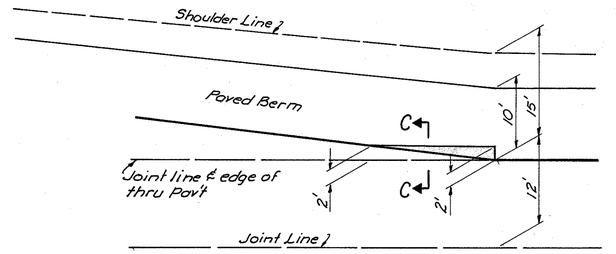
NOSE DETAIL

Note: Taper median height 6" to 2" in 20'-0" Payment to be included in unit price bid per Sq. Yd. of Concrete Median Pavement



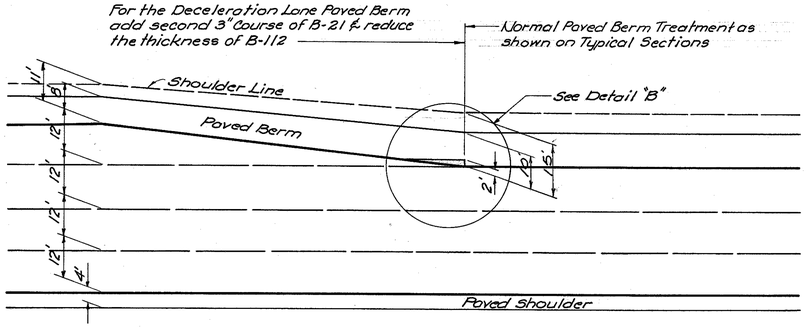
TYPICAL MEDIAN TRANSITION

Scale: 1"=5'



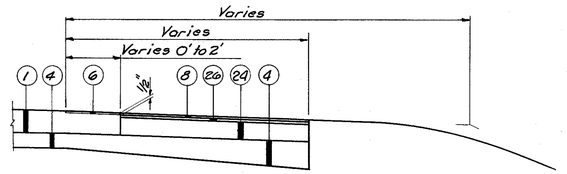
SPEED CHANGE LANE TAPER END DETAIL "B"

For description of shaded area see note above

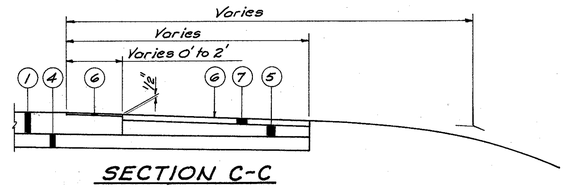


TYPICAL DETAILS OF TAPER DECELERATION LANE TERMINALS

Scale: 1"=20'



SECTION C-C
BUILT-UP PAVED SHOULDER



SECTION C-C
NORMAL PAVED SHOULDER

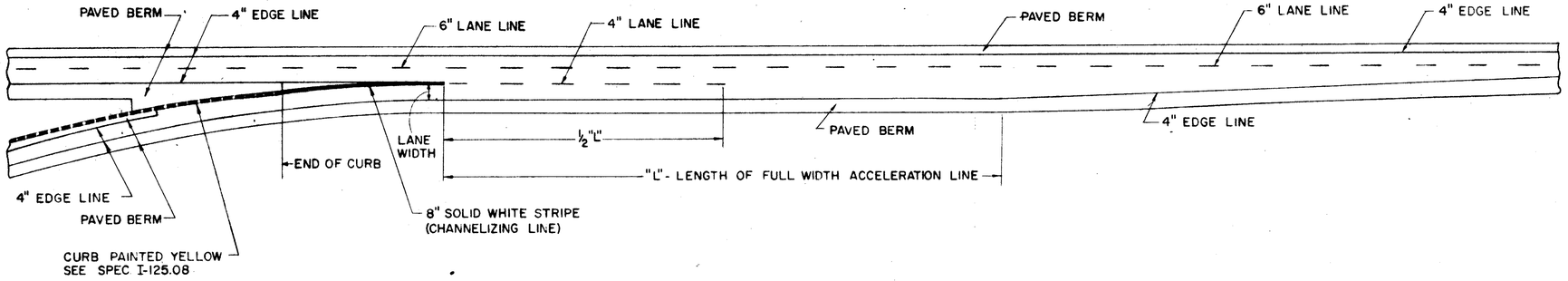
MISCELLANEOUS DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

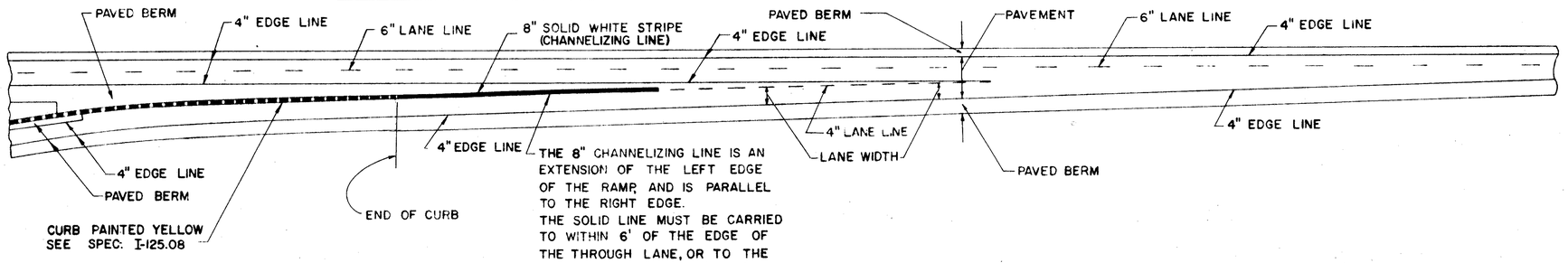
19
450

HAM-75-930

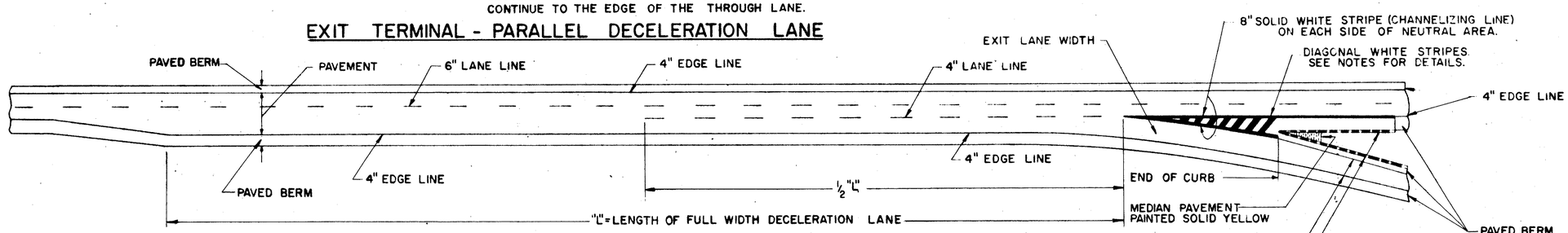
ENTRANCE TERMINAL - PARALLEL ACCELERATION LANE



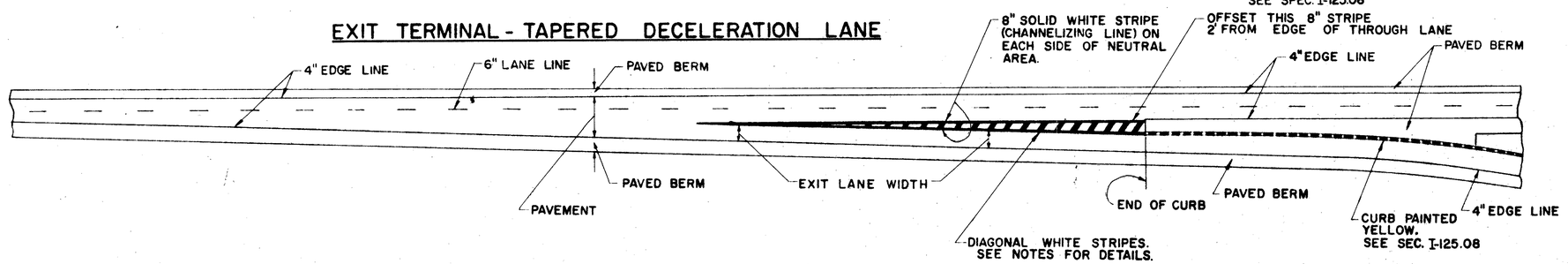
ENTRANCE TERMINAL - TAPERED ACCELERATION LANE



EXIT TERMINAL - PARALLEL DECELERATION LANE



EXIT TERMINAL - TAPERED DECELERATION LANE



NOTES

EDGE LINES SHALL BE PLACED IN THE LOCATIONS AS SHOWN TO CONFORM TO SUPPLEMENTAL SPECIFICATION No. I-125 AND DEFINED IN SECTION I-125.06.

LANE LINES SHALL BE PLACED IN THE LOCATIONS AS SHOWN TO CONFORM TO SUPPLEMENTAL SPECIFICATION No. I-125 AND DEFINED IN SECTION I-125.07.

CHANNELIZING LINES SHALL BE CONTINUOUS WHITE BEADED STRIPES 8" IN WIDTH PLACED IN THE LOCATIONS AS SHOWN TO CONFORM TO SUPPLEMENTAL SPECIFICATION No. I-125 AND DEFINED IN SECTION I-125.07b.

DIAGONAL STRIPES IN EXIT RAMP MARKINGS SHALL BE 2' WIDE WHITE BEADED STRIPES SET AT A 45° ANGLE TO THE CENTER LINE OF THE THROUGH PAVEMENT AND SLANTED IN THE DIRECTION OF THE FLOW OF TRAFFIC ON SAID PAVEMENT. SPACE BETWEEN THE 2' DIAGONAL STRIPES SHALL BE 6' AS MEASURED PARALLEL TO THE CENTER LINE OF THE THROUGH PAVEMENT. PAINT ON THE DIAGONAL STRIPES SHALL BE APPLIED AT THE RATE OF ONE GALLON TO EACH 100 SQUARE FEET AND GLASS BEADS SHALL BE APPLIED AT THE RATE OF SIX POUNDS PER GALLON OF PAINT. DIAGONAL WHITE STRIPES SHALL BE PLACED BETWEEN THE TWO 8" WHITE CHANNELIZING LINES AT EXIT RAMPS AS SHOWN TO CONFORM TO SUPPLEMENTAL SPECIFICATION No. I-125 AND DEFINED IN SECTION I-125.07c.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

PAVEMENT MARKING	PM-1	DATE 7-17-61 4-6-62

APPROVED Robert E. Lower
ENGINEER OF TRAFFIC

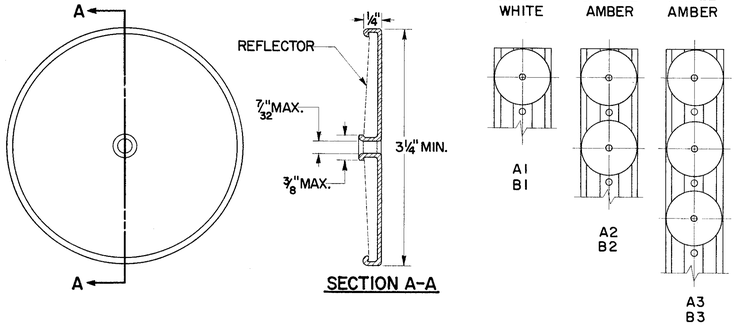
MISCELLANEOUS DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)9	

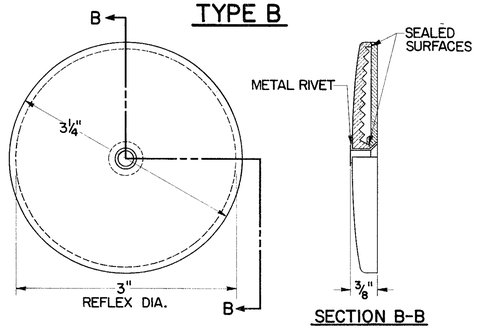
19-A
450

HAM-75-9.30

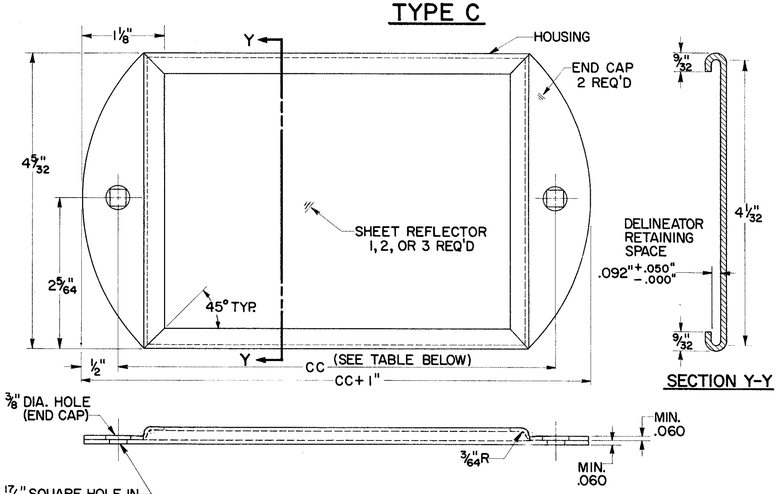
TYPE A



TYPE B

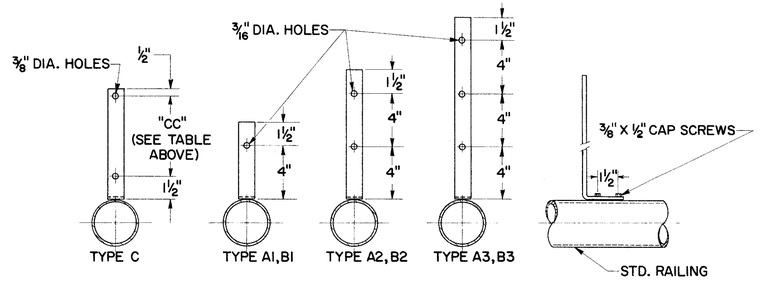


TYPE C

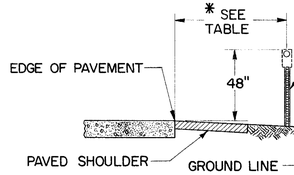


TYPE	DIM. CC
C1- SINGLE WHITE	6"
C2- DOUBLE AMBER	11"
C3- TRIPLE AMBER	16"

ALL BRACKETS 1/4" X 1 1/4" STAINLESS STEEL



BRIDGE RAIL BRACKET

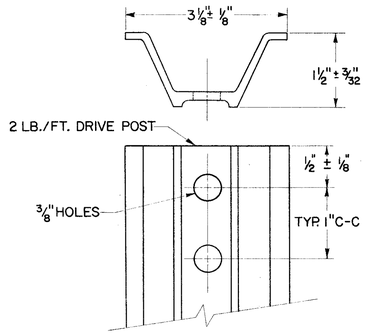


LATERAL PLACEMENT OF DELINEATORS

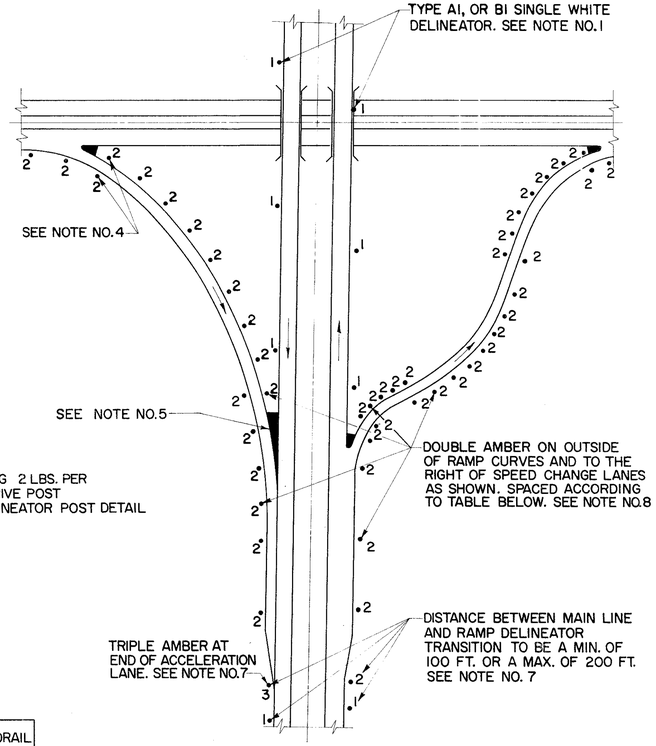
* TABLE

TYPE DELINEATOR	NO GUARDRAIL	GUARDRAIL
SINGLE WHITE	12'-6"	6" OUTSIDE
DOUBLE AMBER RIGHT SIDE	** 8'-6"	6" OUTSIDE
DOUBLE AMBER LEFT SIDE	4'-6"	6" OUTSIDE
TRIPLE AMBER	12'-6"	6" OUTSIDE

** THIS DIMENSION SHALL VARY ON SPEED CHANGE LANES TO MAINTAIN MINIMUM DISTANCE OF 2'-6" FROM EDGE OF PAVED SHOULDER.



DELINEATOR POST



TYPICAL DELINEATOR PLACEMENT

NOTES

1. TYPE A1 OR B1 DELINEATORS ON THE RIGHT OF THE THROUGH ROADWAY ARE TO BE SPACED AT 200 FT. INTERVALS THROUGHOUT, REGARDLESS OF CURVES, BEGINNING AT STA. +00, +25, +50, OR +75.
2. DELINEATORS SHALL BE FURNISHED AND ERECTED IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION NO. I-127, (1-15-62).
3. PAYMENT FOR SUPPORTS (DRIVEPOST OR BRACKET) SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR "ITEM I-127 DELINEATORS".
4. WHEN CROSSING FROM LEFT TO RIGHT OR FROM RIGHT TO LEFT ON THE RAMPS THE DELINEATORS AT THE POINT OF CROSSOVER ARE TO BE AT THE SAME STATION ON EACH SIDE.
5. NO DELINEATORS ARE TO BE PLACED IN PAVED BERM.
6. WHEN RADII OF CURVE ON RAMPS REQUIRE 100' SPACING THE DELINEATORS SHALL BE PLACED ON THE RIGHT IN RELATION TO THE FLOW OF TRAFFIC.
7. RAMP DELINEATOR AT END OF ACCELERATION & BEGINNING OF DECELERATION LANES TO BE A MAXIMUM OF 5' FROM POINT OF TANGENCY AT MAIN LINE.
8. ALL RAMP DELINEATORS SHALL BE PLACED TO THE NEAREST 5' INCREMENTS, SUCH AS +05, +10, +15, +20 AND SO ON.

DELINEATOR SPACING ON RAMP HORIZONTAL CURVES

RADII, FT. FROM	RADII, FT. TO	SPACING ON CURVE	*TRANSITION SPACING	
TANGENT	1,801	100'	100'	100'
1,800	1,401	80'	100'	100'
1,400	1,001	70'	100'	100'
1,000	751	60'	100'	100'
750	551	50'	80'	100'
550	326	40'	70'	100'
325	———	30'	60'	100'

* SUCH AS 40' TO 70' TO 100' OR 100' TO 80' TO 50' OR ANY OTHER COMBINATION SHOWN ABOVE.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

DELINEATOR DETAILS	I-127	DATE 9-25-62 10-2-63

APPROVED Robert L. Gomez
ENGINEER OF TRAFFIC

DELINEATOR DETAILS I-127

GENERAL NOTES

MAINTENANCE OF TRAFFIC

I-75

Two lanes of traffic, each way, shall be maintained at all times on I-75 by use of either the existing pavement, the proposed pavement or temporary roadways during construction of this project.

The construction schedule and requirements for maintaining traffic are intended to provide minimum inconvenience to traffic during the construction of this project. The construction schedule where shown indicates the order in which various phases of work shall be undertaken and completed. Some of the operations can be carried on simultaneously and every effort shall be made to complete the project at the earliest possible date. Any modifications of the construction schedule or the requirements for maintaining traffic must be approved by the Director of Highways in writing.

Two way traffic for the full width of existing roadway shall be maintained at all times on Davis St. and Benson St.

Two way traffic for the full width of existing roadway shall be maintained at all times on Clark St., until such time as the contractor begins construction of the proposed sewer modifications.

The contractor shall construct and open to traffic two temporary traffic lanes, using T-10 Size No. 34 stone, with a minimum width of 12 feet per lane before he begins construction of the proposed sewer modifications on Clark St.

Immediately upon completion of the proposed sewer modifications on Clark St. the contractor shall restore the Clark St. pavement.

Rail traffic on the N. Y. C. Railroad shall be maintained without interruption during construction of this project.

The contractor shall safeguard the traveling public on Galbraith Rd., Davis St., Clark St., Benson St., Shepherd Rd., and the N. Y. C. Railroad by providing platforms, nets, or other suitable protection above the traveled lanes. Payment for this protection shall be included in the lump sum price bid for Item I-3, "Maintaining Traffic."

Two lanes of traffic each way, with a minimum of 10 feet per lane, will be maintained at all times on existing I-75 pavement until such time as the following construction is complete:

1) The I-75 median lanes and paved shoulders from Station 68+39 ℄ I-75 to Station 103+68.24 ℄ I-75 and Temporary Traffic Lanes No. 1 (Station 97+00 to Station 100+01.03 ℄ I-75, see Sheet No.234).

2) The southbound I-75 median lane and paved shoulder from Station 103+68.24 ℄ I-75 = Station 113+61.15 ℄ southbound I-75 to Station 132+50 ℄ southbound I-75 and Temporary Traffic Lanes No. 3 (Station 121+71.44 ℄ southbound I-75 to Station 124+70.38 ℄ southbound I-75, see Sheet No.239).

After the above construction is complete the northbound I-75 traffic will be rerouted over "Temporary Traffic Lanes No. 1" to the existing and proposed southbound lanes and paved shoulder of I-75 to "Temporary Traffic Lanes No. 3" and then to existing northbound lanes I-75.

Upon completion of the traffic rerouting the contractor may proceed with the construction of the proposed northbound lanes of I-75 between Stations 103+59.04 ℄ northbound I-75 to Station 115+00.

After completion of the proposed northbound I-75 pavement from Station 103+59.04 ℄ northbound I-75 to Station 222+94.26 ℄ I-75, Ramp M, & Ramp N and previous to rerouting southbound I-75 traffic onto the proposed northbound lanes, "Temporary Traffic Lanes No. 4" (Station 219+76.96 ℄ I-75 to Station 222+73.71 ℄ I-75, see Sheet No.236), shall be constructed by part time methods maintaining two 12 foot lanes of traffic each way at all times, except that one-way traffic will be permitted for minimum periods of time consistent with the requirements of the specifications for protection of completed asphaltic concrete courses.

Upon completion of "Temporary Traffic Lanes No. 4" and "Temporary Traffic Lanes No. 2" (Station 97+00 ℄ I-75 to Station 100+01.03 ℄ I-75, see Sheet No.234), the southbound I-75 traffic shall be rerouted over "Temporary Traffic Lanes No. 4" to the proposed northbound lanes I-75 to "Temporary Traffic Lanes No. 2" and then to existing and proposed southbound lanes I-75, and two lanes of traffic in each direction by use of the northbound lanes and the right paved shoulder shall be maintained at all times, until such time as the proposed southbound lanes of I-75 are completed and open to traffic.

After the southbound I-75 traffic has been detoured to the proposed northbound I-75 pavement the contractor may proceed with the construction of the proposed southbound I-75 pavement from Station 132+50 ℄ southbound I-75 to Station 219+76.92 ℄ I-75.

The contractor shall not remove "Temporary Traffic Lanes No. 4" until the contractor to the north of this project has completed and opened to traffic the proposed northbound lanes I-75, and the northbound collector distributor. At which time the contractor of this project may remove "Temporary Connection No. 4" and complete his work on the proposed southbound lanes I-75 from Station 219+76.92 ℄ I-75 to Station 222+00 ℄ I-75.

If the contractor to the north of this project has not constructed and opened to traffic the proposed northbound lanes I-75, and the proposed northbound collector, the contractor of this project shall non-perform that portion of this project which includes removal of "Temporary Traffic Lanes No. 4" and the construction of the proposed southbound lanes I-75 and median from Station 219+76.92 ℄ southbound I-75 to Station 222+00 ℄ I-75.

RAMP E, ANTHONY WAYNE TURN OFF, PATTERSON STREET TURN OFF, COOPER STREET TURN OFF

Traffic for the full width of existing roadway shall be maintained on Ramp E, Anthony Wayne Turn Off, Patterson Street Turn Off, and Cooper Street Turn Off without interruption until such time as the traffic on existing I-75 is rerouted to the proposed northbound lanes I-75.

RAMP P

Traffic shall be maintained for the full width of existing roadway on the existing off ramp from existing northbound I-75 to Galbraith Road without interruption until such time as the traffic on existing I-75 is rerouted to the proposed northbound lanes I-75. At which time the existing off ramp shall be closed to traffic and Ramp P constructed. Ramp P shall not be opened to traffic until such time as the proposed southbound lanes I-75 have been completed and opened to traffic.

GALBRAITH ROAD

One lane of traffic each way shall be maintained on Galbraith Road at all times by use of existing pavement, proposed pavement or Temporary Run Around Road during construction of this project.

One lane of traffic each way, with a minimum of 11 feet per lane, will be maintained on existing Galbraith Road (Station 25+75 ℄ to Station 34+54 E. B. ℄, see Sheet No.237) until such time as the "Temporary Run Around Road" is complete and open to traffic.

After the existing Galbraith Road traffic has been rerouted over the "Temporary Run Around Road" the contractor shall begin the proposed construction on Galbraith Road from Station 25+75 ℄ to Station 34+50 E. B. ℄.

Upon completion of the above construction the contractor shall reroute traffic over proposed Galbraith Road from Station 25+75 ℄ to Station 34+50 E. B. ℄ and shall remove the "Temporary Run Around Road."

The proposed widening and resurfacing on Galbraith Road Station 17+50 ℄ to Station 25+75 ℄ including the widening of the existing West Fork structure, shall be done under traffic, maintaining one lane of traffic each way at all times.

The contractor shall maintain traffic on existing pavement from Station 17+50 ℄ to Station 25+75 ℄ until such time as he has completed the proposed widening of the north side of the existing west fork structure, and the north side of Galbraith Road.

Upon completion of the above construction the contractor shall reroute traffic over the proposed north side widening and a portion of the existing pavement and proceed with the proposed south side widening, and resurfacing of existing Galbraith Road pavement.

The Galbraith Road construction Station 25+75 ℄ to Station 34+50 E. B. ℄ shall be completed and open to traffic and Mill Creek Relocated constructed before the contractor blocks existing Mill Creek by construction of the proposed northbound lanes I-75 Station 141+50 N. B. ℄ to Station 148+50 N. B. ℄.

PEDESTRIAN TRAFFIC

Pedestrian traffic must be maintained at all times at the following locations:

1) Clark Street between Blanche Ave. and the Mill Creek Channel Structure.

2) Davis Street between Central Ave. and the Mill Creek Channel Structure.

3) Benson Street between Central Ave. and Mill Street.

4) Shepherd Road between Brown Street and Jackson Street.

Pedestrian traffic shall be maintained on existing walks, proposed walks or temporary walks. Temporary walks shall be at least 5 feet wide and may be constructed of 2 inch wood, 6 inch asphaltic concrete, or 4 inch concrete. The walks shall be kept in a clean and safe condition to the satisfaction of the engineer. Payment for this work shall be included in the lump sum price bid for Item I-3, "Maintaining Traffic."

RAMP K, RAMP L, RAMP G

One lane of traffic with a minimum width of 12 feet shall be maintained at all times on Ramp K, Ramp L and Ramp G, by use of existing pavement.

GENERAL

Traffic compacted surface course, Item T-10, and calcium chloride, Item I-4, and water Item I-4, for Dust Control shall be applied on Temporary Roadways as directed and in the amounts requested by the Engineer. (See Quantities in General Summary)

The hardness and soundness requirements of the Specifications shall be waived on all of the T-10 material used for Maintenance of Traffic.

Payment for all the above, including construction, maintenance and subsequent removal, where required, of temporary roadways, except Traffic Compacted Surface Course, Item T-10, and Calcium Chloride and Water for Dust Control, Item I-4, is included in the lump sum bid for Maintaining Traffic.

In addition to the above, Section G-4.05, Maintenance of Local Traffic; and Section G-7.07, Barricades and Warning Signs, shall be in force during the entire life of the contract.

TEMPORARY STRIPING

The contractor shall paint and maintain edge lines, lane lines and centerline for four lanes of two way traffic, on the proposed North Bound Lanes I-75, Temporary traffic lanes, and the South Bound Lanes I-75 used to maintain two way traffic during construction of this project. The State of Ohio shall waive Specifications for type of paint to be used. Payment for painting and maintaining the temporary edge lines, lane lines and centerline shall be included in the lump sum price bid for "Item I-3 Maintaining Traffic.

GENERAL NOTES

ELEVATION DATUM

All Elevations are based on U. S. C. & G. S. Datum.

ROAD SIGNS

All State, County, Township, City or Village road or street signs that will be disturbed by the construction shall be carefully removed and stored by the Contractor for disposal by their respective owners.

Payment for this operation shall be included in the unit price bid for Roadway Excavation, Item E-1.

Item S. S. C. E. -101. 04 COMPACTION USING HEAVY PNEUMATIC-TIRED ROLLER

An estimated quantity for this item has been provided in the General Summary for use in proof rolling of subgrade on the mainline and ramp pavements as directed by the Engineer. Proof rolling will not be required where rock or shale occurs in subgrade and in areas where subbase has been thickened to replace frost susceptible silts. In lieu of the requirements of C. E. -101. 04 a minimum of one coverage will be required to check the subgrade. Moisture content of the top 12" of subgrade shall not exceed optimum at the time of proof rolling. Tire pressure and total load shall be varied as directed by the Engineer within the limits provided in C. E. -101. 04.

UTILITY ADJUSTMENT

The Contractor shall notify at least 2 working days before breaking ground all Public Service Corporations having wire, poles, pipe, conduits, manholes or other structures that may be affected by this operation, including all structures which are affected and not shown on these plans. Any and all work required for public or private utilities will be done by and at the expense of their respective owners, unless otherwise noted on these plans.

EMBANKMENT OVER EXISTING RIGID PAVEMENT

When embankment is to be placed over an existing rigid pavement, the existing pavement shall be removed to a depth of three feet below the proposed pavement subgrade if located under the proposed pavement and to a depth of three feet below the finished surface if located outside the proposed pavement area. If the pavement extends below the above removal limits, it shall be broken up into portions not to exceed one square foot in area, but need not be removed where the pavement removal is not specifically paid for under a separate item the above removal and all operations necessary to conform to the above shall be included for the payment in the unit price bid for Roadway Excavation, Item E-1.

UNDERGROUND UTILITIES

The locations of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

ESTIMATED QUANTITIES

Specific locations and usage of estimated quantities set up on this plan to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this project.

CONSTRUCTION LAYOUT STAKES

See note in proposal describing the work included in this lump sum pay item.

Item S-24 REMOVAL OF EXISTING STRUCTURES

This item includes only the removal and disposal of the existing structures tabulated in the plans.

All other removals on this project, not separately itemized under Items E-8 or E-12, or included in Items E-2, E-3, I-16, or S-22 shall be considered miscellaneous removals as per Sec. E-1. 03 (c.) and shall be included for payment in the unit price bid for Roadway Excavation, Item E-1.

REMOVAL OF TREES AND STUMPS

All trees and stumps lying within the construction limits of this project and marked to be removed in accordance with Item E-9 shall be removed under the Lump Sum Price Bid for Item E-9, Removal of Trees and Stumps.

The following is an approximate estimate of the number of trees and stumps to be removed.

Sizes	No. Trees	No. Stumps
12" - 18"	60	2
18" - 24"	54	2
24" - 30"	24	
30" - 36"	2	
36" - 42"	12	
42" - 48"	2	
Over 48"		

The above estimate is approximate and the State of Ohio reserves the right to order the removal of additional trees or stumps outside of the limits of construction but within the right-of-way and/or easement lines. Payment for the removal of these additional trees or stumps shall be included in the lump sum price bid for Item E-9, Removal of Trees and Stumps.

PAVEMENT AND SIDEWALKS

Wherever the proposed concrete pavement or sidewalk adjoins or abuts an existing pavement or sidewalk, the existing pavement or sidewalk shall be sawed to a neat line as shown on the plans. Payment for sawing shall be included in the contract unit price bid for Item E-8, "Removal of Existing Pavement Base, Wearing Course, Sidewalk or Curb".

CONTRACTOR'S MAINTENANCE RESPONSIBILITY

On this project, the Contractor's responsibility for maintenance of the existing pavement per Item I-3 shall be limited to those portions of the existing pavement lying within the proposed work limits.

HAUL ROADS

The Contractor shall notify the Division Engineer and Local municipalities in writing, at least ten days before using any road for the purpose of hauling material or equipment to or from the project, of his intent to use the road or roads. The Contractor shall include in his report the limits of the roads within which he intends to operate. The Contractor shall not use a road for hauling purposes without written approval of the Director of Highways and the Local Municipalities.

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

The rounded corners shown on Standard Drawing RI-1, as modified by the typical sections, apply to all cross sections, even though otherwise shown on these plans.

FIELD OFFICE

The Contractor shall, in accordance with Sec. S-0.01 (b), provide for the exclusive use of the State's employees, a suitable field office having a minimum of 500 sq. ft. of floor space. The Contractor shall have a telephone installed and maintained in this field office during the construction of this project. The Contractor shall also provide and install wiring and outlets suitable for connecting electric lights and office equipment in the field office and provide 110-volt alternating current to the office during the entire period of construction of this project.

DESIGN SPEED

The geometrics for this project have been planned for a design speed of 60 miles per hour.

FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

The Contractor shall furnish, erect, maintain and subsequently remove Federal Aid construction identification signs at each of the following locations:

1) Right Side of I-75 at Station 58+00
2) Left Side of I-75 at Station 224+00
3) Right Side of Galbraith Rd. at Station 17+00
4) Left Side of Galbraith Rd. at Station 35+00

Sign details shall be as specified on Standard Drawing FACI-1, "Code N-55(1)-132(3)."

The signs shall be erected in accordance with Standard Drawing FACI-2. Additional requirements shall be in accordance with notes in the proposal.

LIGHTS AND SIGNS AT ADJACENT ROAD INTERSECTIONS

The Contractor shall, in addition to the general requirements of Item I-3 on this project perform the following:

Provide, erect, and maintain standard 48"x30" size "Road Closed" signs, sign supports, and lights at the following locations during periods in which the affected roads are closed to traffic:

1) Jackson St. west of the intersection of Jackson St. and Shepherd Ave.
2) McWhorter St. west of the intersection of McWhorter St. and Shepherd Ave.
3) East Forrer St. north of the intersection of East Forrer St. and Brown St.
4) Ramp E north of the intersection of Ramp E and Galbraith Rd.
5) Patterson St. west of the intersection of Patterson St. and Williams St.

Sign supports and lights for "Road Closed" signs shall be as detailed in the "Ohio Manual of Uniform Traffic Control Devices".

Payment for providing, erecting, maintaining, and removing lights, signs, and sign supports shall be included in the lump sum price bid for "Item I-3 Maintaining Traffic".

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GENERAL NOTES

CENTERLINE REFERENCE MONUMENTS, AS PER PLAN

Monuments shall be constructed of Class "C" concrete, cast-in-place in a circular hole eight (8) inches in diameter and forty-four (44) inches in depth. Top of concrete shall be finished at a depth of two (2) inches below ground level and the upper six (6) inch portion of the concrete shall be formed. One-half (1/2) inch steel rods six (6) inches long shall be embedded in the wet concrete as directed by the Engineer to mark the centerline and station.

GUARD RAIL ADJACENT TO BRIDGE

One (1) additional guard rail post shall be provided in the center of each panel of guard rail adjacent to the bridge, payment for which shall be included in the unit price bid for Item I-15 Guard Rail.

GUARD RAIL FLARES

Where proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curvature shown on the plans, the two end posts of each flared section shall be encased in a minimum 4-inch thickness of Class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

SEEDING

Quantities for seeding are calculated for the soil areas between the right-of-way fence lines, between the right-of-way lines in unfenced areas, and within the work limits for areas outside the right-of-way lines covered by work agreement or slope easement.

SEEDING FORMULA

The following seed mixture shall, in lieu of the mixtures listed in Section L-9.11, be used throughout the limits of this project:

65% Kentucky 31 Fescue (Festuca elatior var. Ky. 31)
20% Kentucky Blue Grass (Poa pratensis)
15% Red Clover (Trifolium pratense)

OVERHEAD SIGNS

The exact stationing of Bridge Type Overhead Sign Assemblies in guard rail sections may be adjusted at the time of construction as directed by the Engineer, to avoid interference with guard rail posts.

CONTRACTION AND EXPANSION JOINTS

Although specific locations of certain expansion and contraction joints have been detailed on this plan, no waiver of the specifications is intended. Provision of expansion joints at all major structures and the maximum spacing between contraction joints shall in all cases be in accordance with Standard Construction Drawing T. J.

ITEM I-22 SUBBASE, GRADING "A" OR "B" AS PER PLAN

Material for this item shall meet the requirements of grading "A" or "B" of Sec. I-22.02 except that for either grading, no more than 10% of the material shall pass a No. 200 sieve after all operations of placing and compacting have been completed.

UNSUITABLE MATERIAL

Between Station 139+80 N. B. I-75 to Station 140+45 N. B. I-75, and Station 162+60 N. B. I-75 to Station 163+35 N. B. I-75, the proposed project passes over an area of unsuitable material. The limits of excavation of unsuitable material shown on the plans and cross sections are approximate. The actual limits of excavation of unsuitable material are to be determined by the Engineer. An estimated quantity of "Item E-1 Excavation of Unsuitable Material" has been included in the General Summary. The final quantity for payment to be determined by the Engineer.

L-9 COMMERCIAL FERTILIZER

All areas to be seeded under Item L-9, or sodded under Item L-10, shall have commercial fertilizer 12-12-12, applied at the rate of twenty (20) pounds per 1,000 sq. ft.

AGRICULTURAL LIMING MATERIALS, AS PER PLAN

The location and need for agricultural liming materials will be determined by laboratory tests after rough grading operations have been performed. Quantities of agricultural liming materials as shown on the plans are sufficient for the entire project, but will be non-performed for the areas where tests show that the liming material is not needed. Where used this material shall be applied at the rate of 100 lbs. per 1000 sq. ft.

CURBS ON APPROACH SLABS

The height and face of curbs on approach slabs shall be transitioned from the standard section used on the approach pavement to the section used on the bridge curbing within the limits of the approach slab.

ITEM T-30 TACK COAT

Although this item has been estimated for use on the entire existing bituminous pavement area to be resurfaced, it shall be used only on dry or checked pavement areas where specifically directed by the Engineer. Payment will be made on final measurement.

PAVEMENT REMOVAL OUTSIDE NORMAL CONSTRUCTION LIMITS

After the existing pavement as indicated on the plans has been removed, the old roadway shall be plowed, harrowed, and dragged to a smooth grade, the old ditches filled, and the entire area sloped to drain and left in a neat condition ready for seeding. Payment for this work shall be included in the unit price bid for pavement removal, Item E-8. Seeding shall be measured and paid for in accordance with Item L-9.

ITEM E-1 EMBANKMENT METHOD "A" USING GRANULAR MATERIAL, AS PER PLAN
~~ITEM E-4, BORROW, USING GRANULAR MATERIAL, AS PER PLAN~~

Material furnished for this item shall be as defined in Sec. E-1.02 except that at least 75 per cent by weight of the grains or particles shall be retained on a No. 200 sieve. In the area between Stations 150 and 155 this material may be placed by the method of end dumping if surface water is present at the time of construction. End dumping methods may be used up to an elevation two feet above the water level. Above this elevation, embankment construction shall be in accordance with Sec. E-1.08.

Where end dumping is permitted, normal clearing and grubbing shall be performed but the requirements of Sec. E-1.04 for scalping and compaction of the foundation shall be waived.

NON-RIGID PAVEMENT REMOVAL

Removal and disposal of existing non-rigid pavement, unless otherwise indicated on these plans, shall be measured and paid for as Item E-1, Roadway Excavation.

ITEM T-10, AS PER PLAN USING SIZE NO. 34 ~~STONE~~ CRUSHED AGGREGATE

The weights to be used in calculating the yardage to be paid for under this item shall, if a standard size coarse aggregate is specified, be the same as those indicated in the Construction and Material Specifications for crusher run or bank run materials.

TRANSMISSION LINE

Between Station 186+00± N. B. I-75 to Station 188+00± N. B. I-75, and Station 194+00± N. B. I-75 to Station 198+00± N. B. I-75 the proposed project passes beneath a 132 k. v. transmission line.

The Contractor shall exercise extreme caution while working in the above mentioned areas, so as not to have the crane booms or other construction equipment physically damage the transmission cables, insulators, or towers.

The Contractor shall not begin work in the above mentioned areas until the transmission line power has been shut off. The Contractor shall notify Cincinnati Gas and Electric Company two weeks prior to the time he intends to begin construction in the above mentioned areas. See proposal note for earliest possible date that the transmission line may be shut down, and the duration for which it may remain off.

The Contractor shall not place roadway embankment around or through the transmission towers at Station 162+00± N. B. I-75, and Station 170+00± N. B. I-75 until such time as the Cincinnati Gas and Electric Company has been notified and applied protective coating to that part of each tower which will be under the proposed roadway embankment. The Contractor shall notify the Cincinnati Gas and Electric Company of his intent to place roadway embankment at least two working days before breaking ground.

Roadway embankment within the limits of the above mentioned transmission towers in areas inaccessible to a roller shall be composed of embankment material which can readily be incorporated into a 4 inch thick layer, loose depth, and compacted by mechanical tampers or hand devices to the density required in Sec. E-1.08 "Construction and Material Specifications".

The Contractor shall use mechanical tampers or hand devices to compact the embankment around and through the towers to the density required in Sec. E-1.08 "Construction and Material Specifications". The Contractor shall use extreme care to avoid damaging the transmission towers. Payment for hand tamping shall be included in the unit price bid for "Item E-4 Borrow".

The Contractor shall exercise extreme care to avoid damaging the transmission towers throughout the placing and compacting operations.

EXISTING CONDUIT

The contractors attention is directed to the existing lighting conduit between existing light standards from Sta. 60+00 to Sta. 68+15±. This conduit, and circuit wiring shall be protected and/or replaced as required, in the placement of median guard rail and the placement of the sign support foundation in the median. The approximate location of the conduit is the centerline of the median, 24 inches below the surface. An estimated quantity of conduit, wiring, trenching and backfilling has been added to the lighting quantities for replacement in kind of the existing conduit and circuit wiring.

Revised C.E.H. 2-4-65

GENERAL NOTES

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GENERAL NOTES

ITEM I-8 NO. 6 CATCH BASINS

A 2" depressed pavement shall be provided for all No. 6 catch basins, in lieu of the 1" depressed pavement, as per standard drawing.

PAVEMENT REMOVAL AND RESTORATION FOR SEWER CONSTRUCTION IN EXISTING MAINLINE AND RAMPS

The removal and restoration of pavement required for sewer construction within mainline and ramp pavement where the existing mainline and ramp pavement is to remain in use shall be measured and paid for separately as Pavement Items. Quantities have been included in the appropriate items under Pavement Quantities.

Payment for these items shall be made only for the quantities of each item contained within the payment limits indicated on the "Pavement Restoration Sections" shown on Sheet 16.

Restoration shall be in strict accordance with the "Pavement Restoration Sections" noted above.

In all locations other than those tabulated on the "Pavement Restoration Sections" the removal and restoration of paved surfaces shall be included in "Item I-1, Pipe", for payment.

MANHOLE RECONSTRUCTED WITH OFFSET DOME

Manholes to be reconstructed with an offset dome shall be constructed in such a manner that the casting shall lie outside the mainline and ramp pavement.

The work included in this item shall be paid for at the contract unit price bid for each manhole bid for "Item I-8 Manhole Reconstructed With Offset Dome".

BOLT-DOWN MANHOLE FRAME AND COVER

Bolt-down manhole frame and cover shall be used whenever the manhole lies within the mainline or ramp pavement and when indicated on the plans. Castings shall meet the requirements of Item I-8 and the details on Sheet 246.

The cost of furnishing and installing the manhole frame and cover shall be included in the contract unit price bid for each "Item I-8 Manhole With Bolt-Down Frame and Cover", "Item I-8 Manhole Adjusted to Grade With Bolt-Down Frame and Cover", "Item I-8 Manhole Reconstructed With Offset Dome and Bolt-Down Frame and Cover".

REMOVAL OF EXISTING PIPE

The removal of all existing pipe drains within the limits of proposed excavation items shall be included for payment in the unit prices bid for the respective excavation items, unless otherwise itemized in the plans.

PLUGGING PIPE ENDS

The upstream ends of all pipe or tile lines intercepted by earthwork operations and, where indicated, the ends of pipe lines to be abandoned in place shall be effectively blocked and covered. Broken pieces and portions of pipe or tile shall be removed until a whole undamaged length is encountered. This pipe shall then be blocked with concrete, flat stone or brick laid in mortar, or a precast clay or concrete stopper. Payment for the above work shall be included in the unit price bid for Item E-1, Roadway Excavation.

DRAINAGE OF BASE MATERIAL

Where the base material is drained by I-9 Stone Underdrains through the shoulders to the fill slope or the ditch line, the Contractor shall finish, seed, and mulch the slopes so as not to impede drainage of the base material.

CONNECTIONS TO EXISTING PIPE

At places where the plans provide for proposed drainage pipe to be connected to existing pipes, it shall be the responsibility of the Contractor to locate the existing pipe both as to line and grade before he starts to lay the proposed pipe. The cost of this operation shall be included in the unit price bid for the pertinent pipe item.

DUMPED ROCK FILL, AS PER PLAN

The size of stone furnished for this item, as provided in Sec. 1-10.06, is hereby modified to permit the use of stones as large as may be conveniently placed to the lines and grades called for in the plans and to permit the inclusion not to exceed 10 per cent by weight of spalls and stones of less than 1/3 cubic foot volume. Any piece of stone or broken masonry resulting from the removal of existing structures and meeting the above requirements may be used in this item.

MAINTENANCE OF SEWER FLOWS

The Contractor shall conduct his operations so as to maintain at all times sewer flows through existing facilities to remain in place and through existing facilities to be replaced until new facilities are completed and placed into use.

Payment for any additional costs involved in maintaining these flows by pumping or by any other means approved by the Engineer shall be included in the unit prices bid for the respective pipe items.

SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEMS

This plan makes no provision for connecting, nor shall the Engineer or Contractor connect, any existing or new drainage into the highway drainage system when such drains carry flow from any plumbing fixtures including floor drains and sink drains or drains from livestock lots or barns or polluted water of any kind.

Existing pipe carrying flow which comes within the category outlined above shall be plugged with class E concrete at the right-of-way line. Payment for said plugging shall be included in the unit price bid for "Item E-1 Roadway Excavation".

SPECIAL DITCHES

For special ditch grades, see Cross Sections.

TILE FOR SUBGRADE DRAINAGE

6" Drain Tile, Section M6.1 or M6.2 shall be furnished and placed by the Contractor, in manholes, catch basins and inlets for subgrade drainage, where, and as directed by the Engineer. Payment for same shall be included in the price bid per "Each" for manholes, catch basins and inlets.

LOCATION AND SIZE OF PIPES

The location, type, depth and size of all existing pipes are shown as near exact as the available information will permit.

The Contractor shall be responsible for determining the actual location of each pertinent sewer at the time of construction. Cost of exploration shall be included in the price bid for the appropriate Pipe Item, I-1.

REMOVAL OF HOUSE DRAINS

The removal of all existing house connections, which include sanitary, yard, roof, basement or other similar pipe drains within the roadway construction limits shall be classified and paid for as Item E-1, Roadway Excavation, unless otherwise itemized for payment in the plans.

SANITARY CONNECTIONS PASSING OVER WATER MAINS

Any proposed house connection or lateral sewer, excluding inlet connections, which must of necessity pass over a proposed water main shall be encased in a minimum of six (6) inches of Class "E" concrete for a distance of ten (10) feet on each side of the center-line of the water main. Payment for this work shall be included in the unit price bid for the pertinent pipe item.

EROSION PROTECTION AT CULVERTS AND OTHER OUTLETS

Erosion protection, such as Paved Gutters, Dumped Rock Channel Protection, etc., where provided in the plan at structures and other pipe outlets, shall be placed immediately after installation of the pipe or structure.

SEQUENCE OF CONSTRUCTION OPERATIONS

1) Install pipe underdrain on outside shoulder. Installation of shallow underdrain in median may be deferred until T-71 is placed.
2) Place subbase out to outside edge of underdrain or to one foot beyond edge of pavement where no underdrain is present.
3) Construct T-71.
4) Remove subbase and any contaminated backfill over drain and replace with No. 6 aggregate as shown on typical sections.
5) Complete shoulder construction.

EXISTING HOUSE DRAINS FOR CONTINUED USE

All existing house drains which include sanitary, yard, roof, basement or other similar pipe drains which are to remain in use and are disturbed by the Highway Improvement shall be replaced by the Contractor. If the existing sewer is to be abandoned, then a satisfactory house connection shall be provided. Payment for this work shall be included in the contract unit price bid per lineal foot for Item I-1, Pipe, and the contract unit price bid per each for Item I-5, Pipe Specials.

The following estimated quantities of pipe and pipe specials have been included in the General Summary for use under the direction of the Engineer to replace house connections encountered in the work.

Item I-1, 6" Pipe, Cl. J-1, Sanitary, with Compression Joints - 100 Lin. Ft.

Item I-1, 8" Pipe, Cl. J-1, Sanitary, with Compression Joints - 100 Lin. Ft.

Item I-5, 6" Pipe Specials for Cl. J-1 Pipe, Sanitary, with Compression Joints - 5 Each

Item I-5, 8" Pipe Specials for Cl. J-1 Pipe, Sanitary, with Compression Joints - 5 Each

EROSION CONTROL

Items I-10, I-14 and L-10 and L-120 are provided in these plans for erosion control. Rock of a stable nature will not be removed in order to place any of these items. The Engineer shall check and non-perform quantities or adjust locations and quantities for these items where indicated by field conditions during construction. Wherever paved gutter and 6" reinforced concrete riprap is indicated on the plans, the upper edge of the paving shall be placed 3" to 6" below the elevation of the existing ground.

SEALING OF PIPE JOINTS

Where connections are made between rigid and flexible pipe sections or between pipe section of different kind or type of end fabrication, whether required by the plans, arising from permissible use of optional materials, or encountered in connection to existing facilities, the joint shall be sealed by means of a Class "E" concrete collar having a minimum thickness of 6 inches and a minimum length of 12 inches. Payment for sealing as described above shall be included in the unit price bid for the pertinent pipe item.

ITEM I-9 STONE UNDERDRAINS, NO. 2

Stone underdrains shall be placed at fifty (50) foot intervals on each side of normal crowned sections and at twenty-five (25) foot intervals on the low side only of superelevated sections, in the following locations:

Northbound Lanes	Sta. 103+68.24 to Sta. 212+19.06
Ramp N	Sta. 0+00 to Sta. 9+50
Ramp M	Sta. 6+55.82 to Sta. 12+39.17
Galbraith Road	Sta. 23+58.95 to Sta. 27+50

GENERAL NOTES

WATER MAIN WORKS

Water main items are to be constructed in accordance with the provisions of General Construction and Material Specifications for Highways and Sewers, dated January 1, 1956, and the Specifications of the Cincinnati Water Works governing the installation of water mains and appurtenances in force at the time of the opening of the bids. Copies of these specifications are on file at the office of the Engineer of Contract Sales for State Highway Department and at the offices of the City Engineer of Cincinnati, Ohio.

Pipe shall be mechanical joint, Class 150, and specials shall be mechanical joint, Class D.

Provide 12" minimum clearance and cushion between sewer pipes or structures and proposed water mains, except where noted on plans.

The unit bid price for laying pipe shall include all restoration required, regardless of kind.

The size and length of any temporary water lines if required shall be as specified by the State of Ohio and the cost of the temporary pipe line shall be included in the cost of laying the water mains in this project.

SUPPLEMENTAL WATER WORKS SPECIFICATIONS

W-80 Salvaging and Relocating Existing Fire Hydrant Heads.

W-80.01 Description: This item shall cover the salvaging and relocation of existing fire hydrant heads where shown on plans or as directed by the Water Works Superintendent. The Contractor shall make the necessary excavation, cut out the joints and carefully remove the fire hydrant head from the trench. The fire hydrant shall be cleaned of all foreign matter, both inside and outside, to the satisfaction of the Water Works Inspector. The fire hydrant will be hauled, by the Contractor, to the new location and installed as shown on the plans.

W-80-02 Payment: Payment for Item W-80, "Salvaging and Relocating Existing Fire Hydrant Heads," will be made in accordance with the provisions of Section W-11.03.

ITEM I-5 FLAP GATES

The Item I-5 Flap Gate is to be wall mounted Armco Model 10 C, Model 20 C or Model 50 C, or Rodney Hunt Machine Co. Model FVAC or Approved Equal. The Gate shall be fitted with brass bolts, nuts and bushings.
Payment for the Flap Gate, Item I-5, shall include the furnishing and placing bolts, nuts, bushings, hinge bars and gate complete in place on the proposed wall.

ITEM I-15 TEMPORARY GUARD RAIL AND ITEM I-15 TEMPORARY GUARD RAIL REMOVED AND REBUILT

See note in Proposal for description of Item I-15 Temporary Guard Rail.

The Temporary Guard Rail is to be built at the Temporary Traffic Lanes Nos. 1, 2, 3 and 4 shown on Sheets Nos. 234, 235 and 236.

The Temporary Guard Rail shall be removed from Temporary Traffic Lane No. 1 when no longer required (from Sta. 95+00 to Sta. 100+50 N.B.) and rebuilt at Temporary Traffic Lane No. 2 (from Sta. 95+00 to Sta. 100+50 S.B.). The Temporary Guard Rail shall be rebuilt as per Proposal Note, "Item I-15, Temporary Guard Rail" and any badly damaged drums or rail elements shall be replaced. All of the above work shall be paid for at the Contract Unit Price bid for Item I-15, Temporary Guard Rail Removed and Rebuilt.

ITEM I-15 TEMPORARY GUARD RAIL REMOVED AND DISPOSED OF

The Temporary Guard Rail shall be removed and disposed of in accordance with Sec. 15.15, Para. "Item I-15 Guard Removed and Disposed of" and the work shall be paid for at the Contract Unit Price bid for Item I-15, Temporary Guard Rail Removed and Disposed of.

ITEM I-15 GUARD POSTS REMOVED AND DISPOSED OF

This work shall include furnishing all labor, material, equipment small tools and incidental expense necessary to remove and dispose of the guard posts and payment shall be made at the unit price bid per each for Item I-15, Guard Posts Removed and Disposed of, as per plan. The Guard Posts removed shall become the property of the Contractor.

Item I-5 PIPE SPECIALS

Pipe without perforations will be permitted for use on this project for all Item I-5 Pipe Specials.

ITEM S-25 ELECTRICAL EQUIPMENT

Subsequent to the completion of the Lighting Plans, the intensities obtained by the detail plan sheets are hereby reduced. The estimated quantities of major items such as luminaires, lamps, poles, foundations, connector kits, pole and bracket cable, and ground rods have been changed on the General Summary to reflect this change. The detailed plans have not been changed. These plan changes will be made by the State and will be available to the Contractor on or about April 1, 1965. Payment for quantities involved as the result of the change will be adjusted at the time of final measurement.

ITEM I-1 Class F-4 PIPE

Reinforced ends shall be provided for the exposed ends of all corrugated metal Class F-4 Pipe Sec. M-6.4(c) used for all Driveways and Underdrain Outlets if the exposed pipe ends are unprotected by Headwalls, Catch Basins or Manholes. The cost of the reinforced pipe ends shall be included in the unit price bid for the pertinent pipe item.

ITEM I-10 RIPRAP, USING 6" REINFORCED CONCRETE SLAB

Payment for Cut-Off Walls as shown on Plans or as directed by the Engineer shall be included in the unit price bid for Item I-10 Riprap, Using 6" Reinforced Concrete Slab as per plan.

SIGN WIRING (Continued from Sheet No. 26)

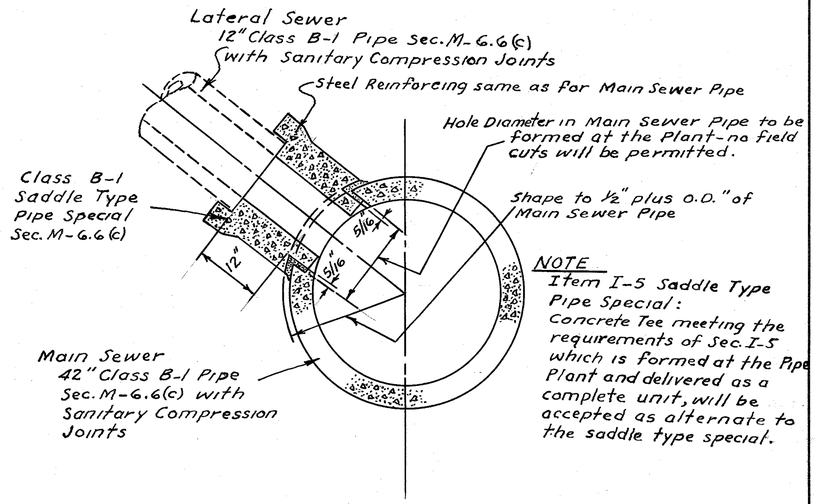
Sign wiring shall include the furnishing and installation of all wiring, rigid and flexible conduit, fittings, fastenings, hardware, and other items required to completely energize the sign lighting system from wiring the switch-transformer to the light fixtures. Basis of payment for this work shall be under Item S-25 at the Contract Price bid per sign support installation.

CERTIFICATION AND APPROVAL OF SIGN SUPPORT AND SIGN LIGHTING ITEMS: (Continued from Sheet No. 26)

The Contractor shall submit, through proper channels, the drawings, information or samples as required below:

(A) Six (6) copies of shop drawings or material lists of the following for approval:
1. Overhead Sign Supports
2. Sign Lighting Details
3. Catalog Cuts, Descriptions or Samples of fabricator's standard items as shown in the plans or their equal for approval.

(B) Certifications or samples for all materials which have been approved under item (A) above shall be in possession of the Contractor prior to any purchase or installation.



DETAIL - STUB CONNECTION FOR CONCRETE PIPE SPECIALS
(Sta. 170+25 Left N.B.)

GENERAL NOTES

SCOPE

The work to be done in connection with the lighting of this project is to install a complete lighting system consisting of standards, brackets, luminaires, foundations, pull boxes, conduit, conduit junction boxes, conduit supports, wire, preassembled cable in polyethylene duct and all necessary accessories all ready to function in accordance with the plans and specifications.

Lighting circuits shall be supplied with electrical energy by the Cincinnati Gas and Electric Company (CG&E) along with all necessary controls. Conduit, a minimum of ten (10) feet above the ground, and a weatherhead shall be installed on CG&E's poles under this contract at each of the supply points indicated as detailed on the drawings.

CABLE

Cable for direct burial applications shall be a preassembled cable in a polyethylene duct. Cable and duct shall be as follows:

1) Cable shall be a soft annealed cooper, stranded conductor with 4/64" rubber insulation meeting UL requirements for RHW insulation and having a .030 heavy duty neoprene jacket.

2) Duct shall be a black med. density polyethylene meeting the following requirements:

Original -		
Tensile Strength	----- 2500 p. s. i.	ASTM 412
Elongation	----- 300 %	ASTM 412
Density of Polyethylene	----- .926 -.940	
Nominal Diameter	----- 1.25 in.	

Cable for installation in conduit shall be as specified above for preassembled cable.

Pole and Mast Arm Cable shall be #12 AWG, single conductor soft annealed copper, stranded wire with insulation and jacket. FAA Specification L-824 Type A 600 volt.

INSTALLATION OF PREASSEMBLED CABLE AND DUCT

The trench shall be dug and backfilled in accordance with the plans.

Duct shall be installed slack and a minimum of 24 inches deep. Under no circumstances shall duct be pulled into trench from a reel.

Splices are not permitted except in light standards, pull boxes and conduit junction boxes. All splices and connections shall be made with connector kits as hereinafter specified.

When cable assembly is run parallel to the roadway from standard to standard, no markers are necessary. However, when a cable assembly run is not parallel with the roadway, concrete markers or pull boxes shall be installed at points of departure. Concrete markers, when required, shall conform with Section M-1 for Air Entrained Portland Cement, of the size and shape detailed on the plans, and shall be set flush with finished grade.

CONDUIT (ROADWAY)

Crossover conduit shall be Type I Fiber Conduit, (Fed. "General Services" Specs. WC 571c) or Type I Asbestos-Cement Conduit, (Fed. "General Services" Specs. WC 571d) and shall be concrete encased as detailed on the plans.

Conduit, where indicated, shall be rigid steel, hot dipped galvanized inside and outside after threading, and shall comply with Supplemental Specification M-1 06.11 and shall be further coated inside with enamel or plastic to provide a smooth raceway. Foundation conduit shall be Type I fiber or asbestos-cement duct or rigid steel conduit. Conduit shall project two (2) inches above top and one (1) inch beyond face of foundation. Both ends of conduit shall be capped or plugged until light standard and electrical conductors are installed. Steel conduit ends shall be equipped with bushings.

(See Proposal Addendum dated Oct. 21, 1964 for revision to CONDUIT)

PULL BOXES

Pull boxes for conduit crossovers and where indicated on the plans shall be M-6.6 (a) steel reinforced concrete pipe - modified as detailed on the plans. For extra deep pull boxes use 24 inch reinforced concrete pipe, modified.

Pull box covers shall be precast concrete, steel reinforced. Provide two (2) galvanized steel lifting eyes recessed flush with the top of the cover. Concrete shall conform to Section M-1 for Air Entrained Portland Cement. Locations of pull boxes shown on the plans are approximate and may be adjusted in the field if conditions warrant.

JUNCTION BOXES

Junction boxes and covers for use in runs of rigid conduit shall be hot dipped galvanized cast iron. Covers shall be supplied with a neoprene-buna blend gasket and brass screws. Box shall be bossed, drilled and tapped for the conduit entrances required and shall be provided with mounting lugs on each corner. Junction boxes when installed shall be "weatherproof".

LIGHT STANDARDS

1) Shafts

Shafts shall be tapered steel tubes fabricated from not less than seven (7) ga. hot rolled, basic open hearth, carbon steel. It shall have only one longitudinal, automatically electrically welded joint and shall have no intermediate transverse joints or welds. Only one length of steel sheet shall be used, which shall be formed into a shaft, having a continuous taper of approximately .14" per foot.

a) Manufacture

Shafts shall be cold worked after welding with sufficient pressure to develop a minimum yield strength of 48,000 p. s. i., and to flatten the weld to a true tapered tube of uniform thickness throughout (including the weld area), without flat spots and without finish grinding.

Shafts manufactured by means other than that specified above shall be not less than the Standard Gauge indicated including the weld area after grinding, and shall have a minimum yield strength of 48,000 pounds per square inch.

b) Deflection

Shafts, regardless of method of manufacture, shall be capable of withstanding loadings applied 18" from top of shafts without exceeding the permanent set and deflection measured in inches 18" from top of shaft as tabulated for the respective pole sizes on the plans.

c) Shaft Fittings

Each shaft shall be fitted with a "J" hook and a pole top interchangeable with those used by the agency maintaining the system.

The shafts of anchor base standards shall be fitted with a 4" x 6-1/2" minimum sized reinforced handhole, locking steel cover with captive chain and 1/2"-13 grounding nut welded to inside of shaft opposite handhole. Handholes on ground mounted standards shall be on the side opposite the luminaire support arm. For bridge mounted standards handhole shall be 17" above base on same side of shaft as luminaire support arm. A grounding nut shall be located 18" above base opposite handhole.

2) Anchor Type Bases

Anchor bases shall be one-piece cast steel conforming to Section M-7.7 and with a top flange secured to the lower end of the shaft by two continuous electric arc welds. The base shall telescope the shaft with one weld at the lower end of shaft and the other weld at the top of the base. The two welds shall be not less than 1-1/2" apart. The welded connection shall develop the full strength of the adjacent shaft section.

The base shall be provided with four (4) holes to receive the anchor bolts, four (4) holes for ventilation located in the body of the base directly behind each anchor bolt hole, and four (4) tapped holes for attaching the four bolt covers furnished.

3) Anchor Bolts

Four high grade steel anchor bolts fitted with hex nuts shall be furnished for each standard. Each anchor bolt shall have an "L" bend at the bottom end and be threaded at the top end. Threaded ends and nuts shall be galvanized in accordance with ASTM A-153 with galvanizing extending 1" to 4" beyond threads. Anchor bolts shall conform to ASTM A107, Grade 1035 Special Quality, and shall have a minimum yield strength of 46,000 p. s. i. Bolt stock shall conform with ASTM Spec. A29 and nominal bar size shall equal nominal bolt size.

4) Luminaire Support Arms

a) The luminaire support arm assembly shall consist of an upper and lower member securely joined by means of vertical strut or struts. The upper and lower members shall be standard steel pipe of 2" N. P. S. (or larger as required), ASTM--120 Schedule 40. The shaft end of member shall have a welded steel fitting, which will permit positioning the arm on the shaft plate and will support the arm while securing to the shaft. Two cap screws shall be provided per fitting. All arms shall accommodate a 2" slip fitter luminaire. Fitting and shaft plate shall be similar to those now in use by the agency maintaining the system to provide interchangeability of arms.

b) Support arms and their shaft attachments shall sustain a vertical load of 250 lbs. applied within 3" of the luminaire end of the arm without collapse or rupture of any portion of the standard assembly.

c) The support arms and their shaft attachments shall sustain a vertical load of 100 lbs. applied within 3" of the luminaire end of the arm and with the arm attached to a rigid structure. The vertical deflection shall not exceed 5-1/2% of the arm length. This includes a maximum allowance of 1/2 of 1% of the arm length for testing methods and permanent set.

d) The support arms and their shaft attachments shall sustain a transverse horizontal load of 50 lbs. applied within 3" of the luminaire end of the arm with the arm attached to a rigid structure. The horizontal deflection shall not exceed 5% of the arm length and the shaft attachments shall not develop any looseness within the specified loading range. This test shall be conducted with a vertical load of 30 lbs. on the support.

e) Deflection is defined as the total transverse displacement of the longitudinal centerline of the shaft or luminaire support at the point of test load application between its initially unloaded and fully loaded positions.

f) Permanent set is defined as the total transverse displacement of the longitudinal centerline of the shaft at the point of test load application between its initially unloaded position and the final unloaded position after application of test loads.

5) Welding

Welders and welding operators shall be prequalified for class A welding according to the instructions given in "Instructions from the Laboratory, Pre-Qualification of Electric Arc Welders and Welding Operators." Welding equipment shall be of sufficient capacity of such design and in such condition as to make possible the production of first class welds. All surfaces to be welded shall be smooth, uniform and free from fins, tears, and other defects which might adversely affect the quality of the welds. Surfaces to be welded shall be free from loose scale, slag, rust, moisture, grease, paint and other foreign material. Mill scale shall be removed by power brushing, blasting or grinding.

Revised C.E.H. 2-4-65

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2	OHIO	I-75-1(62)09	

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GENERAL NOTES

6) Galvanizing

All steel standards shall be galvanized after fabrication. Standards shall be hot dipped galvanized after fabrication in accordance with the requirements of Section M-7.4(d). After erection, standard shall be inspected for scratches in the galvanized surfaces. Such scratches shall be given two coats of a zinc rich base paint. Second coat shall be applied after first coat has completely dried. Major damage to the galvanized surface will result in the rejection of the standard.

ROADWAY LUMINAIRES

Roadway luminaires shall be Mercury Vapor type consisting of an aluminum hood arranged for two (2) inch slipfitter mounting, a detachable reflector, detachable refractor glassware, aluminum globe holder, mogul socket and a built-in ballast.

Ballast shall be dual voltage type - 240/480 volts.

Refractor shall provide I.E.S. Type II or Type III distribution. Except as otherwise indicated in the tabulations on the plans, all luminaires on standards stationed off of the Main Line shall have Type III distribution, and those on standards stationed off of Ramps, Collectors and Streets shall have Type II distribution.

Lamps shall be 400 watt, clear mercury lamps, H-33-1CD

Luminaires shall be one of the following or an approved equal:

Westinghouse Type OV25
General Electric Type M400
Line Material Type "Unistyle"

WALL LUMINAIRES

Wall luminaires shall be Mercury Vapor type, Holophane U-588-240-CG or approved equal, having a built-in dual voltage ballast rated 240 volts - 250 watt, adjustable socket and shall be installed as detailed on the plans complete with 250 watt lamps. Auto-Transformer to provide distribution through a 70 degree beam.

CABLE CONNECTOR KITS

All cable connection throughout the wiring system shall be made with an approved waterproof connector kit of the proper type for the location as described below.

1) Type 1 Kit. For in-line connection of conductors in pull boxes or junction boxes an Esna Style 51, or approved equal, connector kit shall be used.

2) Type 2 Kit. For fused Y connections in the bases of the light standards and in the junction boxes below the wall luminaires, connecting the circuit conductors and the luminaire conductors, an Esna Style 82, or approved equal, fused connector kit shall be used.

3) Type 3 Kit. For unfused Y connections in the bases of the light standards and in the junction boxes below the wall luminaires, connecting the circuit conductors and the luminaire conductors, an Esna Style 83, or approved equal, unfused connector kit shall be used.

4) Type 4 Kit. For Y connections in pull boxes, connecting three (3) circuit conductors, an Esna Style 84, or approved equal, unfused connector kit shall be used.

5) At the last luminaire in the circuit, where only one (1) circuit conductor and one (1) luminaire conductor are connected, Type 2 and/or Type 3 Kits shall be used with the unused opening in the connector plugged in a manner which will insure a waterproof connection.

TESTS

The Contractor shall furnish all necessary test equipment and appliances for testing the underground cable circuits after installation.

The Contractor shall test and demonstrate to the satisfaction of the operating division Engineer the following: (3 copies of all test data to be provided to the Highway Lighting Engineer at Columbus, Ohio.

1) That all lighting, power and control circuits are continuous and free from short circuits and unspecified grounds.

2) That the resistance to ground of all non-grounded conductors of multiple circuits is not less than 100,000 ohms.

3) That all circuits are connected in accordance with applicable wiring diagrams.

4) That resistance to ground, at all grounds, is 15 ohms or less.

That all circuits are operable, which demonstration shall include the operation of the entire lighting system from sunset to sunrise, free of faults, for one (1) week prior to acceptance. The Contractor shall be responsible for all electrical energy during this test period.

WORKING PLAN and SUBSTITUTIONS

Contractor before ordering any electrical materials shall comply with S-25.05. Substitutions may be made for specified materials and equipment which are called for on the plans and in these specifications by reference to a manufactured item or approved equal in accordance with paragraph S-25.16 of the State Highway Specifications. All applications for substitutions must be accompanied by a catalog cut, drawing or other suitable descriptive material which fully identifies the material to be substituted, for consideration.

METHOD OF MEASUREMENT

1) Cable length shall be considered as the length from center to center of light standards and/or pull boxes or junction boxes, from the base of the standard to the lamp, and from the power pole to the first standard or pull box plus an additional ten (10) per cent for slack, waste and installation requirements.

2) Trenching length shall be considered as the length from center to center of light standards and/or pull boxes and from the power pole to the first standard or pull box. Trenching shall include all backfilling and compacting.

3) Conduit length shall be considered as the length from center to center of the pull boxes and shall include the concrete encasement.

BASIS OF PAYMENT

The various items listed in the summary shall be paid for at the unit price bid per lineal foot or per item as set forth in the lighting quantities summary. All labor, material, equipment and accessories not specifically mentioned or listed, but which are required for a first class installation, shall be included in the unit price bid for the pertinent item to which they apply, including costs of all tests.

STRUCTURE LIGHTING PROVISIONS

Conduit shall be standard weight, hot-dipped galvanized inside and outside conforming with the requirements of American Association Specifications for Rigid Steel Conduit, Designation C-8.01.

Light standards and luminaires shall be the same as specified for the roadway, modified to provide the same luminaire mounting height and longitudinal alignment as adjacent roadway luminaires.

STRUCTURE ELECTRICAL GROUND SYSTEM

Superstructure ground: Install a No. 1/0 AWG, 7 strand, soft annealed bare copper wire, encased in the fixed pier or piers.
Connect by exothermic weld process, the lower end of the wire to the steel shell of a cast-in-place concrete pile. Extend the wire, in one continuous length, through the top of the pier cap a sufficient length to exothermic weld upper end of wire to outside girder or beam of superstructure, or to a light standard anchor bolt for continuous concrete slab bridges.
If no steel pile or pile-shell exists the lower end shall terminate in a 25 foot length coiled under the footing but separated from it by 2 layers of roofing felt.

Light standard ground: Install a No. 1/0 AWG, 7 strand, soft annealed bare copper wire. Exothermic weld one end of the wire to one of the light standard anchor rods and the other end to the top flange of the outside girder or beam of the superstructure.

Conduit: Install a No. 1/0 AWG, 7 strand, soft annealed bare copper wire. Exothermic weld one end of the wire to the conduit and the other end to the grounded anchor rod of the light standard or to the top flange of the outside girder or beam. Ground straps shall be used across expansion joints and any place where the electrical continuity of the conduit is interrupted.

SIGNING

The work to be done in connection with the signing of this project is to install a complete signing system including the erection of the signs themselves. This shall include the installation of various sign supports, switch boxes, foundations, pull boxes, conduits, cables, cable supports and wires and necessary accessories capable of supporting the desired sign loads and furnishing power to the switch boxes at each sign support in accordance with the plans and specifications.

TRAFFIC SIGN ERECTION

The contractor shall erect sign panels furnished by others as noted on the schematic signing layout sheets No. 266, 267, 268. The panels shall be mounted on the brackets or beam supports provided in the plans.

A schedule for sign erection shall be submitted to the Engineer, Bureau of Traffic, 450 East Town Street, Columbus, Ohio, 60 calender days prior to the start of any scheduled erection work. The schedule shall include proposed dates, time, sign numbers and delivery point.

The price bid per square foot for, "Item I-129, sign erection by type, as per plan", shall include all necessary equipment, manpower, and tools to erect the signs noted. All sign material and accessories will be furnished and transported to a designated delivery point, on or near the subject project, by others.

The contractor shall be responsible for the handling and storage of the sign panels and accessories from the time of arrival at the delivery point.

LIGHT STANDARD FOUNDATIONS

Foundation bases shall be poured-in-place concrete (Class C conforming with Section S-1.07 and air-entrained Portland Cement conforming with Section M.1.) for ground mounted standards where indicated on the Plans.
The lower portion may be poured in a 2'-0" diameter or 2'-0" square hole without forms in suitable soil. The top portion shall be formed 2'-0" square for at least 1'-0" deep or a minimum of six (6) inches below the finished grade line. Minimum depth of foundation must be six (6) feet below finished grade line.
Concrete bases shall be complete with anchor rods, anchor nuts, reinforcing, ground rods, ground leads, and entrance conduits. The bases shall be level and finished to details shown.

(Notes continued 3rd Column Sheet No. 24)

Rev 9-29-64

GENERAL SUMMARY

NOTE:
ALL REFERENCES TO CONSTRUCTION TYPE CODE 7221 AND 6706 APPEARING THROUGHOUT THIS PLAN SHALL BE DISREGARDED.
THE FOLLOWING APPLIES ON THIS PROJECT : TYPE CODE 7221 35%
TYPE CODE 9766 65%

C ___ = Cincinnati Normal Participation
N ___ = Non-Cincinnati Normal Participation

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

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SHEET NUMBER

ITEM	TYPE CODE 7221 33	234	34	35	42 N C	235	50 N C	236	58 N	21	169	TOTAL	TYPE CODE 6706 175	169	33	34	35	TOTAL	C	N	ITEM	QUAN.	UNIT	DESCRIPTION
																								ROADWAY
																						42,775		
E-1	C 7066 N 63710	30,377										C 7066 N 63710	30,377		C 2340 N 2392			C 2340 N 2392	9,406	33,369	E-1	33,508	Cu.Yd.	Roadway Excavation ~~Method "B" as per plan~~, Method "A"
~~E-1~~	~~N 7267~~											~~N 7267~~									~~E-1~~	~~7267~~	~~Cu.Yd.~~	~~Excavation of unsuitable Material~~
E-1	C 35837 N 67453											C 35837 N 67453			C 1178 N 2151			C 1178 N 2151			E-1	106,619	Sq.Yd.	Compacted Subgrade.
E-1 (E-4)	C 92862 N 508564	210,412 466,301										C 92862 N 508564	210,412 466,301						210,412	466,301	E-1 (E-4)	676,713 (601,426)	Cu.Yd.	~~Borrow~~ Embankment, Method "A" (Embankment, Method "A", using Granular Material, as per Plan) ~~Borrow, using Granular Material as per plan~~
(E-4) E-1	N 7094											N 7,094									(E-4) E-1	7094	Cu.Yd.	
E-8		C 667	C N 3367 10248			C 233		N 32				C 4267 N 10280				C N 2355 7089		C N 2355 7089			E-8	23,991	Sq.Yd.	Removal and Disposal of Existing Pavement.
E-8			N 7128									N 7128						N 1414			E-8	8,542	Sq.Yd.	Removal and Disposal of Existing Wearing Course.
E-8													N 157			N 410		N 567			E-8	567	Lin.Ft.	Removal and Disposal of Existing Curb and Gutter.
E-8			C N 662 11812									C N 662 11812				C N 263 6802		C N 263 6802			E-8	19,539	Lin.Ft.	Removal and Disposal of Existing Curb.
E-8			N 5965									N 5965									E-8	5965	Sq.Ft.	Removal and Disposal of Existing Sidewalk.
E-9										Lump Sum		Lump Sum									E-9	Lump Sum	Lump Sum	Removal of Trees and Stumps.
E-11	C N 1248 2764											C N 1248 2764			C N 1 14			C N 1 14			E-11	4027	M Gal.	Water.
I-18									20			N 20									I-18	20	Cu.Yd.	Stabilized Crushed Aggregate Shoulders and Approaches
I-8	C N 9 23											C N 9 23									I-8	32	Each	Centerline Reference Monuments, as per plan.
I-15					550		7315		4 2375			N 12025	N 1150	N 2500				N 3650			I-15	15675	Lin.Ft.	Guardrail, Steel Beam, Standard Type (Deep)
I-15					300		2700					C 5425		C 25				N 4950			I-15	5450	Lin.Ft.	Guardrail, Steel Beam Standard Type (Deep) Galvanized
I-15					200 834		450				C 2425	C 834	N 2050	N 2900							I-15	0437	Lin.Ft.	Guardrail Removed and Disposed of (as per plan)
I-15					837.5						C 3875	N 650 C 1225									I-15	1225	Lin.Ft.	Guardrail, Steel Beam Barrier Type (Deep), Galv. Using Galv. Steel Posts
I-15					3325				550			N 3875									I-15	3875	Lin.Ft.	Guardrail, Steel Beam, Barrier Type (Deep) Using Steel Posts as per plan
I-15		C 1200			200	C 862.5		N 787.5			C 300	C N 2362.5 787.5									I-15	3350	Lin.Ft.	Temporary Guardrail
I-15		C 1200										C 1200									I-15	1200	Lin.Ft.	Temporary Guardrail Removed and Rebuilt
I-15		C 1200				C 862.5		N 787.5			C 300	C N 2362.5 787.5									I-15	3150	Lin.Ft.	Temporary Guardrail Removed and Disposed of.
I-15													N 104					N 104			I-15	104	Each	Guardpost, Removed and Disposed of, as per plan
I-26			N 16042									N 16042									I-26	16042	Lin.Ft.	Chain Link Fence.
I-26			C 2796									C 2796									I-26	2796	Lin.Ft.	Chain Link Fence (Aluminum)
S-25																								For Lighting Quantities See Sh. No. 265
S-25																								For Sign Lighting Quantities See Sh. No. 279.
I-127																								For Delineator Quantities See Sh. No. 279.
I-129																								For Signing Quantities See Sh. No. 279.
Special			C 8830									C 8830							N 210	N 210	Special	210	Lin.Ft.	Chain Link Fence Removed and Rebuilt, as per plan
I-25			N 3482									N 3482									I-25	12312	Lin.Ft.	Woven Wire Fence Type 47.

Revised C.E.H. 2-4-65
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FED. RD DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

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GENERAL SUMMARY

C ____ = Cincinnati Normal Participation
N ____ = Non-Cincinnati Normal Participation

SHEET NUMBER

| ITEM | TYPE CODE 6706 | | | | | | | | | TYPE CODE 7221 | | | | | | | | |

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

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GENERAL SUMMARY

SHEET NUMBER

C = Quantities in Cincinnati
N = Quantities outside Cincinnati

ITEM	General Notes	Type Code 7221																Type Code 6706												Type Code Y060												ITEM	QUAN.	UNIT	DESCRIPTION
		43		51		59	170		52			TOTALS		TOTAL				170	170	176				TOTALS		TOTAL				51		59	52		Total										
		C	N	C	N		C					C	N					C	N					C	N					C	N				C	N								
																																										I-75-1(62)09			DRAINAGE
E-3				141232	58356	30						141232	58,356	199,588																													E-3	199,588	C.Y.	Channel Excavation
E-12				430								430		430																													E-12	430	L.F.	Pipe Removed, 15" and Under
E-12				1002	1280	1350						1002	2630	3632																													E-12	3,632	L.F.	Pipe Removed, over 15"
I-1						140							140	140																													I-1	140	L.F.	18" Pipe Class A-1, M.6.6(d)
I-1						176							176	176																													I-1	176	L.F.	30" Pipe Class A-1, M.6.6(d)
I-1					18								18	18																													I-1	18	L.F.	36" Pipe Class A-1, M.6.4(d)
I-1				168	414							168	414	582																													I-1	582	L.F.	36" Pipe Class A-1, M.6.4(d), 10 Ga. or M-6.6(d)
I-1																														60				60								I-1	60	L.F.	6" Pipe Class B-1, Sanitary, with Compression Joints
I-1																														260				260								I-1	260	L.F.	8" Pipe Class B-1, Sanitary, with Compression Joints
I-1																														150				150								I-1	150	L.F.	12" Pipe Class B-1, Sanitary, with Compression Joints
I-1			28	174			48					222	28	250																													I-1	250	L.F.	12" Pipe Class B-1
I-1																														128				128								I-1	128	L.F.	15" Pipe Class B-1, Sanitary, with Compression Joints
I-1																														134				134								I-1	134	L.F.	21" Pipe Class B-1, Sanitary, with Compression Joints
I-1																																828		828								I-1	828	L.F.	42" Pipe Class B-1, M.6.6(b), Sanitary with Compression Joints
I-1																															728	138		866								I-1	866	L.F.	42" Pipe Class B-1, M.6.6(c), Sanitary with Compression Joints
I-1																															94	94		188								I-1	188	L.F.	42" Pipe Class B-1, M.6.6(c) Radius Pipe as per plan, Sanitary with Compression Joints
I-1																																												
I-1																														1204				1204								I-1	1,204	L.F.	54" Pipe Class B-1, M.6.6(c), Sanitary with Compression Joints
I-1						992							992	992																													I-1	992	L.F.	8" Pipe Class E-1
I-1																																326		326								I-1	326	L.F.	8" Pipe Class E-1, Sanitary, with Compression Joints
I-1			10		18	80							108	108																													I-1	108	L.F.	12" Pipe Class E-1
I-1																																	56	56								I-1	56	L.F.	12" Pipe Class E-1, Sanitary, with Compression Joints
																																25		25								I-1	25	L.F.	12" Pipe Class B-1, M-6.6(c) Sanitary with Compression Joints
I-1			70	54	20	20	10					80	94	174				10		44				10	44	54																	I-1	228	L.F.	6" Pipe Class F-4
I-1			10			10							10	10					10						10	10																	I-1	20	L.F.	8" Pipe Class F-4, M-6.4(c)
I-1					36	48				278			362	362																													I-1	362	L.F.	12" Pipe Class F-4
I-1										54			54	54																													I-1	54	L.F.	18" Pipe Class F-4
I-1			316	2152	142	858	732					2048	3152	5200				502	150	1364				502	1514	2016																	I-1	7216	L.F.	6" Pipe Class J-3
I-1		100																																								I-1	100	L.F.	6" Pipe Class J-1, Sanitary, with Compression Joints
I-1		100																																								I-1	100	L.F.	8" Pipe Class J-1, Sanitary, with Compression Joints
I-1			242	666	76	92	62	460		92		778	912	1690					212	752					964	964																	I-1	2,654	L.F.	12" Pipe Class J-1
I-1																															20		76	96								I-1	96	L.F.	12" Pipe Class J-1, Sanitary, with Compression Joints
I-1																															224	178		402								I-1	402	L.F.	12" Pipe Class J-1, M.6.6(d), Sanitary, with Compression Joints
I-1						318							318	318					4						4	4																	I-1	322	L.F.	15" Pipe Class J-1
I-1										146			146	146																													I-1	146	L.F.	15" Pipe Class J-1, M.6.6(b), M.6.8(b)
I-1					206								206	206																													I-1	206	L.F.	15" Pipe Class J-1, M.6.6(d)
I-1						62							62	62					24						24	24																	I-1	86	L.F.	18" Pipe Class J-1
I-1						204							204	204																													I-1	204	L.F.	18" Pipe Class J-1, M.6.6(b), M.6.8(b)
I-1						88							88	88																													I-1	88	L.F.	18" Pipe Class J-1, M-6.6(d) Pipe Under Railroad as per plan
I-1					74								74	74						402					402	402																	I-1	476	L.F.	21" Pipe Class J-1 M-6.6(b) or M-6.8(b)
I-1					168								168	168																													I-1	168	L.F.	24" Pipe Class J-1, M.6.6(b), M.6.8(b)
I-1																				320					320	320																	I-1	320	L.F.	24" Pipe Class J-1, M.6.6(c)
I-1																				844					844	844																	I-1	844	L.F.	30" Pipe Class J-1, M.6.6(d)
I-1																															180			180								I-1	180	L.F.	33" Pipe Class J-1, M.6.6(d), Sanitary, with Compression Joints
I-1																															314	232		546								I-1	546	L.F.	42" Pipe Class J-1, M.6.6(d), Sanitary, with Compression Joints
I-1																															86			86								I-1	86	L.F.	42" Pipe Class J-1, M.6.6(d), Radius Pipe as per plan, Sanitary with Compression Joints
																														226			226								I-1	226	L.F.	42" Pipe Class J-1, M.6.6(c), Sanitary, with Compression Joints
I-2				046	13.5	26.2	57.81	046		3.87		14.0	88.3	102.3																	62.8	33.2		62.8	33.2								I-2	198.3	C.Y.	Masonry
I-5																														1				1								I-5	1	Ea.	6" Pipe Special Class B-1, Sanitary with Compression Joints
I-5																																2		2								I-5	2	Ea.	12" Pipe Special Class B-1, Sanitary with Compression Joints, Sec. M-6.6(c)
I-5						31							31	31																													I-5	31	Ea.	8" Pipe Special Class E-1
I-5						4							4	4																													I-5	4	Ea.	12" Pipe Special Class E-1
I-5						1							1	1																													I-5	1	Ea.	15" Pipe Special Class E-1
I-5					2	2							4	4											7	7																	I-5	4	Ea.	12" Pipe Special Class F-4
I-5			6			1	1					1	7	8					2	5																							I-5	15	Ea.	6" Pipe Special Class J-3
I-5	5																																	5								I-5	5	Ea.	6" Pipe Special Class J-1, Sanitary with Compression Joints
I-5	5																																	5								I-5	5	Ea.	8" Pipe Special Class J-1, Sanitary with Compression Joints

9-17-64

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

30
450

HAM-75-9.30

GENERAL SUMMARY

SHEET NUMBER

C denotes quantities in Cincinnati
N denotes quantities not in Cincinnati

| ITEM | TYPE CODE 7221 | | | | | | | | | | | | | | | | | | | | | | TYPE CODE 6706 | | | | | | | | | | | | | | | | | | |

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

31
450

HAM-75-9.30

GENERAL SUMMARY

C = Cincinnati Normal Participation
N = No Cincinnati Normal Participation

SHEET NUMBER

ITEM	TYPE CODE 7221														TYPE CODE 6706									
	35 C	35 N	42 N	42 C	50 N	50 C	58 N	169 C	C	N	236 N	TOTAL C	TOTAL N	TOTAL	35 C	35 N	169 N	169 C	175 N	TOTAL C	TOTAL N	TOTAL
B-19			656	770	460	300	571	192				1262	1687	2949			93	49	187	49	280	329
B-21			347	761	1306	1012	753	242				2015	2406	4421			47	33	89	33	136	169
B-35				58	245	126	89	27			32	211	366	577			575	84	892	84	1467	1551
B-70																	1022		2662		3684	3684
B-71																	2114	855		855	2114	2969
S-23																	240		65		305	305
S-4																	208		57		265	265
S-23 Special																	804		103		907	907
S-23	3046	1884										3046	1884	4930	200	200	804		103		907	907
Special	3046	1884										3046	1884	4930	200	200				200	200	400
I-7				105	236		400					105	1336	1441						200	200	400
I-12			3588	258	432	67	290					325	4310	4635			239		64		303	303
I-12																	600		163		763	763
I-12							176						176	176								
I-12			1673	802	363	68	910	2357				3227	2946	6173			1531	500	3568	500	5099	5599
I-12					32								32	32								
I-12					218			281				281	218	499			400		233		633	633
I-12																	2010		257		2257	2267
I-13					740		4626						5366	5366			468				468	468
I-21							224	146				146	224	370								
I-21			24	910	948	33	391	88				1031	1363	2394					29		29	29
I-22			1678	2112	3411	3501	4043	895				6508	9132	15640			627	137	253	137	880	1017
I-22					356								356	356								
								L.S.				L.S.		L.S.								
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									L.S.				L.S.	L.S.								
									L.S.				L.S.	L.S.								

ITEM	QUAN.	UNIT	DESCRIPTION
			PAVEMENT
B-19	3278	Cu.Yd.	Aggregate Base Course
B-21	4590	Cu.Yd.	Waterproofed Aggregate Base Course.
B-35	2128	Cu.Yd.	Asphaltic Concrete Leveling Course (70-85)
B-70	3684	Sq.Yd.	9" Portland Cement Concrete Base Course.
B-71	2969	Sq.Yd.	9" Reinforced Portland Cement Concrete Base Course.
S-23	305	Each	Dowel Holes (Detail "B")
S-4	265	Lbs.	Reinforcing Steel Dowels - Detail "B"
S-23	907	Each	Dowel Holes (Detail "C")
Special	907	Each	Expansion Anchor Bolts (Detail "C")
S-23	5330	Each	Dowel Holes (Standard)
Special	5330	Each	Expansion Anchor Bolts (Standard)
I-7	1441	Sq.Yd.	Reinforced Concrete Approach Slabs (T=13") as per plan.
I-12	4938	Lin.Ft.	Standard Type 2-A Concrete Curb.
I-12	763	Lin.Ft.	Standard Type 2-B Concrete Curb
I-12	176	Lin.Ft.	Standard Type 6 Concrete Curb, modified as per plan.
I-12	11772	Lin.Ft.	Standard Type 6 Concrete Curb.
I-12	32	Lin.Ft.	Standard Type 7 Concrete Curb.
I-12	1132	Lin.Ft.	Standard Type 8 Concrete Curb, modified as per plan.
I-12	2267	Lin.Ft.	Standard Type 2 Concrete Curb and Gutter
I-13	5834	Sq.Ft.	4" Concrete Sidewalk.
I-21	370	Sq.Yd.	4" Portland Cement Concrete Median Pavement, as per plan.
I-21	2423	Sq.Yd.	Portland Cement Concrete Median Pavement
I-22	16,657	Cu.Yd.	Subbase Grading "A" or "B" as per plan.
I-22	356	Cu.Yd.	Subbase Grading "C" or "D" as per plan.

(Pavement Continued on Sheet No. 32)

BUILDING REMOVALS

E-10	Lump	Lump	Parcel 14LA - Concrete fire hose pit
E-10	Lump	Lump	Parcel 92 WL - Wood Shack
E-10	Lump	Lump	Parcel 97 WL - Two abandoned frame shacks
E-10	Lump	Lump	Parcel 109 WL - Two sheds
E-10	Lump	Lump	Parcel 115 WL - Two Story Brick & Frame Residence, Conc. Block Garage
E-10	Lump	Lump	Parcel 116 WL - 1 Story Frame Residence
E-10	Lump	Lump	Parcel 124 WL - 2 Story Frame Residence, 1 Story Conc. Block Garage
E-10	Lump	Lump	Parcel 125 WL - 2 1/2 Story Frame Residence
E-10	Lump	Lump	Parcel 135 WL - 1 1/2 Story Brick Residence, doghouse
E-10	Lump	Lump	Parcel 139 WL - 2 Story 5-Family Conc. Block or Stone Block Apartment Bldg.
E-10	Lump	Lump	Parcel 140 WL - 2 Story 5-Family Conc. Block or Stone Block Apartment Bldg.
E-10	Lump	Lump	Parcel 141 WL - 1 Story Frame Residence, Conc. Block Garage, doghouse
E-10	Lump	Lump	Parcel 162 WL - 1 Story Frame Residence
E-10	Lump	Lump	Parcel 163 WL - 2 Story Frame Residence, 2-Car Concrete Block Garage, 1 Story Concrete Block Shed
E-10	Lump	Lump	Parcel 166 WL - Frame Shed
E-10	Lump	Lump	Parcel 168 WL - Frame Garage
E-10	Lump	Lump	Parcel 170 WL - Two 2-Story Frame Residences
E-10	Lump	Lump	Parcel 171 WD - 1 and 2 Story Frame Garage, 1 and 1 1/2 Story Concrete Block Garage
E-10	Lump	Lump	Parcel 172 WD - 3 Story Frame Residence with 1 Story Leanto
E-10	Lump	Lump	Parcel 189 WD - 2 Story Brick Residence, Concrete Block Garage
E-10	Lump	Lump	Parcel 192 WD - 1 Story Frame & Concrete Block Business & Residence
E-10	Lump	Lump	Parcel 241 WD - 1 Story Frame Shed, Brick Shed
E-10	Lump	Lump	Parcel 242 WD - Concrete Block 1-Car Garage, Two 1 Story Frame Residences, 1 Story Frame Residence with 1 Story Leanto, 1 Story Frame Shed
E-10	Lump	Lump	Parcel 243 WD - 2 Story Frame Residence, Frame 1-Car Garage
E-10	Lump	Lump	Parcel 244 WD - 2 Story Frame Residence
E-10	Lump	Lump	Parcel 249 WL - 1 1/2 Story Frame Residence, Frame Garage
E-10	Lump	Lump	Parcel 253 WL - 1 1/2 Story Frame Residence
E-10	Lump	Lump	Parcel 254 WL - 1 1/2 Story Frame Residence
E-10	Lump	Lump	Parcel 255 WL - 1 Story Frame Residence, Frame Garage, Carport
E-10	Lump	Lump	Parcel 256 WL - 1 Story Frame Residence, Frame Garage
E-10	Lump	Lump	Parcel 257 WL - 1-Car Garage
E-10	Lump	Lump	Parcel 258 WL - 2 Story Frame Residence
E-10	Lump	Lump	Parcel 270 WL - 2 1/2 Story Brick Residence, Frame Garage, Frame Shed, Brick Incinerator
E-10	Lump	Lump	Parcel 271 WL - 2 Story Brick Apartment Building, 1 Story Concrete Block Garage

(Building Removals continued on sheet No. 32)

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	1-75-1(62)09	

32
450

HAM-75-9.30

GENERAL SUMMARY

C Cincinnati Normal Participation
N Non Cincinnati Normal Participation

SHEET NUMBER

ITEM	TYPE CODE 7221														TYPE CODE 6706							
	42 N	42 C	50 N	50 C	58 N	169 C	234 N	235 N	236 N	R/W N	SubTotal N	SubTotal C	TOTAL	175 N	33 N	169 N	169 C	SubTotal N	SubTotal C	TOTAL
T-30		416	2 240	1 399	634	612					2 874	2 427	5 301							
T-30			130						370		500		500	3 328		1 502	274	4 830	274	5 104
T-31	926	1 126	677	467	861	466					2 464	2 059	4 523	231	3705.0	144	82	3 980	82	4 162.0
T-31	29	39		42	25	16					54	97	151							
T-31														7	119.0	4	2	130	2	132.0
T-31			222								222		222							
T-35		58	260	126	87	27			32		379	211	590	1055.0		491	83	1 546	83	1629.0
T-70					19						19		19							
T-71		68	2 504	770	2 156						4 660	838	5 498							
T-71	6 377	5 385	15 216	13 405	15 766	2 518					37 359	21 308	58,667							
T-70							667	233			900		900							
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																
	Lump	Lump		Lump																

ITEM	QUAN.	UNIT	DESCRIPTION
			PAVEMENT
T-30	5301	Gal.	Bituminous Prime Coat. Sec. M-5.7, RT-2 or RT-3.
T-30	5604	Gal.	Bituminous Tack Coat, Sec. M-5.2, RC-1 or RC-2.
T-31	8685.0	Gal.	Bituminous Surface Treatment-Bituminous Material, Sec. M-5.7, RT-8 or RT-9, as per plan
T-31	151	Cu.Yd.	Bituminous Surface Treatment using No. 6 Aggregate.
T-31	132.0	Cu.Yd.	Bituminous Surface Treatment using No. 6 Limestone Sec. M-3.1.
T-31	222	Gal.	Bituminous Surface Treatment-Bituminous Material Sec. M-5.7 RT-8, or RT-9 or Sec. M-5.5, RS-1 or RS-2.
T-35	2219.0	Cu.Yd.	Asphaltic Concrete Surface Course, Type "C" (70-85).
T-70	19	Sq.Yd.	7" Portland Cement Concrete Pavement
T-71	5498	Sq.Yd.	9" Reinforced Portland Cement Concrete Pavement
T-71	58,667	Sq.Yd.	10" Reinforced Portland Cement Concrete Pavement
T-70	900	Sq.Yd.	9" Portland Cement Concrete Pavement
			STRUCTURES OVER 20'
			Bridge No. HA-25-93 See Sheet No. 280
			Bridge No. HAM-75-1056 See Sheet No. 294
			Bridge on Relac. Galbraith Rd. over W. Fork Mill Creek See Sheet No. 311
			" " " " over Relac. Mill Creek See Sheet No. 324
			Bridge No. HAM-75-1107 See Sheet No. 338
			Bridge No. HAM-75-1138 See Sheet No. 351
			Bridge No. HAM-75-1147 See Sheet No. 363
			RETAINING WALLS
			Wall No. 1 See Sheet No. 286
			Wall No. 2 See Sheet No. 286
			Wall No. 3 See sheet No. 286
			BUILDING REMOVALS (Continued from Sheet No. 31
E-10	Lump	Lump	PARCEL 272 WL 2 Story Frame Residence with 2 Story Frame Garage
E-10	Lump	Lump	PARCEL 273 WL - 2 Story Frame Residence
E-10	Lump	Lump	PARCEL 276 WL - 2 Story Frame Residence
E-10	Lump	Lump	PARCEL 277 WL - 2 Story Frame Residence
E-10	Lump	Lump	PARCEL 278 WL - 2 Story Brick Residence
E-10	Lump	Lump	PARCEL 279 WL - 2 Story Brick Residence
E-10	Lump	Lump	PARCEL 280 WL - 2 Story Frame Residence
E-10	Lump	Lump	PARCEL 281 WL - 2 Story Brick Residence
E-10	Lump	Lump	PARCEL 284 WL - 1 Story Brick Residence, Concrete Block Garage
E-10	Lump	Lump	PARCEL 285 WL - 1½ Story Brick Residence

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

33
450

HAM-75-9.30

N = Non-Cincinnati
C = Cincinnati
✱ = 7221
≠ = 6706

SEEDING CALCULATIONS

Net Area to be Seeded Sq. Yds.	7221 C	7221 N	6706 C	6706 N
I-75 Sta. 59+00 to Sta. 103+68.24	9564	6830		
N.B. Lanes I-75 Sta. 103+59.04 to Sta. 222+94.26	35,700	111 947		21681
S.B. Lanes I-75 Sta. 113+61.15 to Sta. 222+94.26	4 880	1260		
Total Area to be Seeded	50,120	119,981		21,681

S.S. C.E. 101.04 HEAVY ROLLING	7221 C	7221 N	6706 C	6706 N
Pavement T-71	22,146	41,008		
Pavement B-71			900	2069
Paved Shoulders B-21	13,651	16,904	278	82
Approach Slabs		905		
Total Sq. Yds.	35,797	58,817	1178	2151
Total Hours	18	29	1	1

E-1 COMPACTED SUBGRADE SQ.Y DS.

ITEMS	7221 C	7221 N	6706 C	6706 N
Pavement T-71	22,146	42,019		
Pavement B-71			900	2,069
Flexible Pavement		4,033		
Paved Shoulders	13,651	20,000	278	82
Approach Slabs	40	1,401		
Total	35,837	67,453	1,178	2,151

FERTILIZER AND LIMING MATERIAL

	UNIT	
Seeding Area	Sq. Yd	188,520
Sodding Area	Sq. Yd	2,444
Special Sodding Area	Sq. Yd	1,508
Total Area	Sq. Yd	192,617
Fertilizer @ 20 lbs. per 1000 Sq. Ft.	Ton	17.34
Lime @ 100 lbs. per 1000 Sq. Ft.	Ton	86.68

WATER CALCULATION

ITEMS	7221 Cinc.	7221 Non-Cinc.	6706 Cinc.	6706 Non-Cinc.
Roadway Embankment	241,980	534,604		1636
B-19	1262	1687	49	280
I-22	6580	9488	137	880
E-4 Granular Material		7094		
Total C.Y.	249750	552873	186	2799
Total E-11 M Gal	1248	2764	1	14

I-125 PAVEMENT MARKING

	7221 Cincinnati LIN.FT.	7221 Cincinnati MILES	7221 Non-Cincinnati LIN.FT.	7221 Non-Cincinnati MILES	6706 Cincinnati LIN.FT.	6706 Cincinnati MILES	6706 Non-Cincinnati LIN.FT.	6706 Non-Cincinnati MILES
6" Lane and Center Lines	717.7	1.36	9610	1.82	386	0.07	6460	1.23
4" Edge Lines	20,826	3.95	27 887	5.28	1119	0.21	18746	3.55
4" Lane Lines	287	0.05	287	0.05	0	0	288	0.06
8" Channelizing Lines	1286	0.24	1286	0.24	0	0	1287	0.25
Curb and Island Marking	Lump Sum		Lump		—		Lump	
Diagonal Stripes	Lump Sum		Lump		—		Lump	

I-8 CENTERLINE REFERENCE MONUMENTS — Quant.
For Locations See Table on R/W Sheet No 31 — 32 C✱, 23 N✱

EXCAVATION AND EMBANKMENT

Stations From	To	Excavation E-1 Cu. Yds.		Embankment Cu. Yds.		Embankment + 15% Cu. Yds.	
Ramp "K"		57	C✱	108		124	
Ramp "L"		49	C✱	305		351	
I-75							
60+00	75+00	2504	C✱	4,133		4753	
75+00	90+00	16,001	N✱	10,638		12,234	
90+00	103+68.24	2,399	C✱	2,502		2877	
Northbound Ln.							
103+59.04	119+50	1531	C✱	26,929		30,968	
119+50	135+60	474	C✱	172,469		198339	
139+39	150+50	1103	N✱	* 104,277		* 119,919	
150+50	166+00	950	N✱	* 130,958		* 150,602	
166+00	181+50	634	N✱	105393		121,202	
181+50	183+29	138	N✱	12,660		14,559	
206+85	210+50	222	N✱	17,918		20,606	
210+50	222+94.26	1776	N✱	13,280		15,272	
Southbound Lane							
113+61.15	119+92.9	651	C≠	1112		1279	
119+92.9	134+89.4	1689	C≠	2353		2707	
134+89.4	149+91	1253	N≠	594		683	
149+91	164+88.8	544	N≠	379		436	
164+88.8	179+87.9	206	N≠	105		121	
179+87.9	190+60	354	N≠	351		404	
Cooper St. Ent		20	N≠	0			
Cooper St. Exit		15	N≠	0			
Ramp M		343	N✱	23,629		27,173	
Ramp N		500	N✱	32,857		37,786	
Ramp P		52	C✱	501		576	
Galbraith Road		2043	N✱	13,262		15,251	

	C✱	N✱	C≠	N≠
Total Emb. + 15%	241,980	534,604		1636
Total E-1 Excav.	7066	23,710	2340	2392
① Excavation of unsuitable Material		7,267		
② Channel Ex.	139,712			
② Unsuitable Channel		59,876		
E-B Pavement Removal used For Embankment		1574		
Total	146,778	92,427	2,340	2,392
Unsuitable Mat'l		− 7,267		
Unsuitable Channel		−59,876		
Useable Excavation	146,778	25,284	2,340	2392
Borrow	95,202	509,320	− 2340	− 756
Net Borrow	92,862	508,567		

*Included In Above Volumes

NOTE: ① Excavation of Unsuitable Material is an Estimated Quantity Determined by Cross Sections. Final Quantities will be determined by the Field Engineer.
② Only 70% of Channel Excavation Suitable for Embankment (70% of 199,588 Cu.Yd. = 139,712 Cu. Yd. / Unsuitable Channel Ex. = 59,876 Cu.Yd. / 199,588 Cu.Yd.)

E-4 Gran. Mat. 7094 N✱

Embankment Method "A"
C = 210,412 Cu.Yds.
N = 466,301 Cu.Yds.
676,713 Cu.Yds.
Total carried to Gen. Sum. Sheet No. 27

CALCULATIONS FOR SOUTHBOUND LANES

STATIONS From	To	B-35 Asphaltic Concrete Leveling Course From	To	I-22 Subbase From	To	T-35 0"Min. Asphaltic Conc. Surface Course Type C (70-65) From	To	T-31 No.6 Limestone Aggr. Sec. M-3.1 Aggr.	Bit.
		Cu. Ft.	Cu. Yds.	Cu. Ft.	Cu. Yds.	Sq. Ft.	Cu. Yds.	Cu. Yd.	Gal.
113+61.15	119+92.9			90182	334				
113+61.15	127+37.8		29						
132+50	134+89.4	7874	29			7874	1.5	0.7	21.9
134+89.4	149+91.0	9201.1	34.1	154076	570.6	19752.1	36.6	17.6	548.7
149+91	153+91			32301	119.7				
149+91	164+88.8	7794.3	28.9			27250.2	50.6	24.2	757.0
164+88.8	179+87.9	7088.7	26.3	1042.9	38.5	26407.1	48.9	23.5	733.5
Cooper St. Entrance									
0+00	1+08	252.6	9						
0+00	1+63.99					320.7	.6	0.3	3.9
0+51	1+08			292.1	10.8				
Cooper St. Exit									
4+10	5+13	249.5	9						
4+17.78	5+12.78					92.2	.2	0.1	2.6
4+44	4+85			468.6	17.4				
179+87.9	194+87.3	4227	15.7			13388.0	24.8	11.9	371.9
180+37.8	190+60			5010.4	185.7				
194+87.3	209+87.3	5008.7	18.6			23435.0	43.4	20.8	651.0
209+87.3	219+76.92	7234.1	22.2			21938.0	40.3	15.6	488.3
119+92.9	134+89.4			17,117.8	634				
164+88.8	166+00			155.8	5.8				
177+45	179+87.9			887.1	32.9				
219+76.92	222+00							3.9	121.1
TOTAL			≠ 1578		≠ 19109		≠ 246.9	118.6	3,704.9

≠ Quantities included on Sheets Nos. 169 and 175

466,301

RIGHT OF WAY FENCE

CODE 7221

STATION From	To		FEDERAL NON PARTICIPATION	L/n. Ft.
116+03	120+00	Rt.		413
120+00	133+00	Rt.		1283
125+48	130+40	Lt.		619
130+00	132+00	Lt.		250
132+00	133+00	Lt.		110
130+81	181+03	Lt.		245
133+00 Rt.	135+00 Lt.	Lt. & Rt.		381
133+00 Lt.	134+85	Lt.		190
19+13	135+60	Lt.		265
136+80	26+16	Rt.		273
26+70	29+75	Rt.		300
20+05	21+83	Rt.		185
28+45 Rt.	147+50 Lt.	Lt. & Rt.		1600
2+85	147+50	Rt.		465
147+00	161+80	Rt.		1506
147+00	161+80	Lt.		1552
163+04	174+00	Rt.		1167
163+04	174+00	Lt.		1045
174+00	178+86	Rt.		565
178+60	178+97	Rt.		77
174+00	177+50	Lt.		346
177+25	178+67	Lt.		140
178+65	178+68	Lt.		33
179+74	183+00	Lt.		453
179+68	183+00	Rt.		523
207+165	213+00	Rt.		647
207+165	210+031	Lt.		416
213+00	219+00	Rt.		602
210+00	8+70	Rt.		470
220+70	224+08	Lt.		334
TOTAL				16455

Sheet 35

Revised C.E.H. 2-4-65

QUANTITY CALCULATIONS

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

C ____ = Cincinnati Normal Participation
N ____ = Non-Cincinnati Normal Participation

ITEM E-8 PAVEMENT AND CURB REMOVAL

Expressway Ramp or Street	Location	Sidewalk Sq. Ft.	Pavement Sq. Yd.	Curb Lin. Ft.	Curb & Gutter Lin. Ft.	Wearing Course Sq. Yd.
Ramp K	1+00.75-1+86.40 Lt.		C 10			
	1+00.75-1+86.40 Rt.		C 10			
	1+86.40-2+34.54 Lt.			C 53		
	1+90.75-2+34.54 Rt.			C 44		
Accel. Lane	2+34.54-63+87.85 ℄ I-75			C 216		
Ramp L	1+68.30-2+00.00 Rt.			C 32		
	2+00 -2+82.36 Lt.		C 13			
	2+17 -2+96 Lt.		C 31			
	2+20 -2+82.36 Lt.			C 62		
	2+82.36-60+13.39 ℄ I-75			C 37		
Decel. Lane	1+68.30-63+87.91 ℄ I-75			C 218		
I-75	68+39 -71+87 Lt.		N 329			
	68+39 -71+87 Rt.		N 309			
Northbound Lane	103+59.04-112+00		C 2201			
Ramp P	4+70.40-8+34.5		C 809			
Galbraith Road	23+32.60-30+03.27			N 1440		
	33+31.23-34+50			N 712		
Clark St.	Clark St.	N 520				
East Forrer St.	190+82±-222+50±N.B.		N 4271			
Benson St.	191+28-191+80 N.B.	N 1260				
Davis St.	11+37 -12+50 Lt.	N 450				
	11+37 -12+33 Rt.	N 342				
Jackson St.	Jackson St.	N 1674	N 466			
Alley at Jackson St.	Alley at Jackson St.		N 332			
Shepherd Ave.	204+22-205+85 N.B.	N 738				
	205+15-207+48 N.B.	N 981				
I-75 S.B. Lanes	119+92.9-134+89.4		C 293 C 1538	C 263 N 750		
	134+87.0-145+00					
	134+89.4-149+91		C 817 N 4192			
	139+00 -146+00			N 700		
	139+90 -144+00				N 410	
	149+00 -149+91					N 322
	149+00 -165+00 Lt.			N 1600		
	149+00 -165+00 Rt.			N 1600		
	149+91 -153+91					N 1092
	149+91 -164+88.8		N 1520			
Ramp E	Galbraith Rd. Int.		N 1377			
	164+88.8-179+87.9		N 970			
	165+00 -222+00 Lt.			N 5700		
	165+00 -222+00 Rt.			N 5700		
	168+88 -171+87.5					N 849.7
Cooper St.	Cooper St. Ent.			N 164		
Cooper St.	Cooper St. Ent.			N 68		
	179+87.9-194+87.3		N 2063			
	191+80 -192+75 Lt.			N 95		
	194+87.3-209+87.3		N 834			
	198+37.3-209+87.3					N 3293
	209+75 -213+75					N 2985.6
	209+87.3-222+00		N 674			
	Davis St.			N 85		
TOTALS †		5965	23,059	19,539	410	8542.3

† E-8 Used for Embankment

TYPE CODE 6706						
	2,355	263				Cincinnati Normal Participation
	7,089	6,802	410	14.14		Non-Cincinnati Normal Participation
TYPE CODE 7221						
	3,367	662				Cincinnati Normal Participation
5,965	10,248	11,812		7128.3		Non-Cincinnati Normal Participation

Non-Cincinnati Normal Participation

ITEM-S-24 REMOVAL OF EXISTING STRUCTURES

Sheet	Description	Location	Quantity
49	Concrete Steps	161+45 N.B. Lane	Lump Sum
49	Concrete Steps	163+30 N.B. Lane	
53	Conc. Retaining Wall	177+50-179+00± N.B.	
53	Concrete Steps	178+50	
53	Concrete Steps	180+20	
55	Concrete Steps	181+80	
55	Concrete Walls	183+65	
55	Concrete Steps	183+65	
55	Concrete Steps	191+15	
56	Concrete Steps	203+25	
56	Concrete Steps	204+50	
56	Concrete Steps	205+80	
56	Concrete Steps	206+35	
56	Concrete Wall	207+10-207+35	
56	Concrete Steps	208+60	
56	Concrete Steps	210+30	
57	Stone Wall	210+90-211+05	
57	Concrete Steps	211+15	
57	Concrete Steps	211+60	
57	Concrete Steps	212+25	
57	Concrete Steps	213+00	
57	Concrete Steps	213+75	
57	Walls	213+75	
57	Concrete Steps	214+80	
57	Concrete Wall	222+94	
57	Concrete Steps	223+50	Lump Sum
60	Existing Bridge E. Fork	Galbraith Rd. 28+50	*

* Item carried in Bridge Quantities Sheet No. 324

C ____ = Cincinnati Normal Participation
N ____ = Non-Cincinnati Normal Participation

RETAINING WALLS

Wall Number	Excavation for Structure Unclassified Item E-2	Concrete for Structures Class E Item S-1	Waterproofed Premolded Sealing Strip Item S-3	Reinforcing Steel Item S-4	1" Preformed Expansion Joint Filler S-9	Porous Backfill S-29
1	C 690 C.Y.	C 704 C.Y.	C 121 L.F.	C 40,024	C 63 S.F.	C 198 C.Y.
2	N 111 C.Y.	N 97 C.Y.	N 17 L.F.	N 3,034		N 26 C.Y.
3	N 128 C.Y.	N 108 C.Y.	N 22 L.F.	N 3,184	N 13 S.F.	N 6 C.Y.

Quantities carried to Sheet No. 286

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62) 09	

35
450

HAM-75-9.30

C ____ = Cincinnati Normal Participation
N ____ = Non-Cincinnati Normal Participation

INSTALLING EXPANSION ANCHOR BOLTS IN EXISTING CONC. PAVEMENT

LOCATION		DOWEL HOLES ITEM S-23 EACH		3/4" DIA. EXPANSION ANCHOR BOLTS ITEM SPECIAL EACH	
I-75 Sta. 59+00 to Sta. 103+68.24					
Ramp "L"	332 L.F.	C 134		C 134	
Ramp "K"	350 L.F.	C 141		C 141	
Sta. 63+88 - Sta. 69+68 Left	C 1102 L.F.	C 441		C 441	
Sta. 63+88 - Sta. 72+20 Right	N 310 L.F.		N 124		N 124
Sta. 68+39 - Sta. 86+60 Left	1,821 L.F.		N 729		N 729
Right	1,821 L.F.		N 729		N 729
	28 L.F.		N 10		N 10
Sta. 88+87 - Sta. 103+68 Left	1,481 L.F.	C 588		C 588	
Right	1,481 L.F.	C 588		C 588	
	28 L.F.	C 10		C 10	
NORTHBOUND					
Ramp "P"	16 L.F.	C 7		C 7	
Galbraith Rd.					
Sta. 17+50 - Sta. 21+78	729 L.F.		N 292		N 292
SOUTHBOUND					
Bridge Structure HA-25-108	152 L.F.		N 60		N 60
Sta. 113+61 - Sta. 132+50	1,889 L.F.	C 756		C 756	
Sta. 132+50 - Sta. 139+00	C 500 L.F.	C 200		C 200	
	N 150 L.F.		N 60		N 60
Sta. 120+25 - Sta. 129+78	953 L.F.	C 381		C 381	
Cooper Street	200 L.F.		N 80		N 80
TOTAL		C 3,246	N 2084	C 3,246	N 2,084

Quantities carried to General Summary Sheet No. 31

Code Type 6706 Cincinnati	C 200	—	C 200	—	
" " " Outside Cincinnati	—	N 200	—	N 200	
Code Type 7221 Cincinnati	C 3046	—	C 3046	—	
" " " Outside Cincinnati	—	N 1884	—	N 1884	

Non-Cincinnati Normal Participation

RIGHT OF WAY FENCE

ITEM SPECIAL - Chain Link Fence Removed & Rebuilt

Station From	Station To	Side		Lin. Ft.
157+40	158+35	Rt.		95
159+80	160+95	Rt.		115
Total				210
See Sheet No. 448				

*RIGHT OF WAY FENCE

To be Removed and Disposed of

Station From	Station To	Side	Federal Non-Participation	Lin. Ft.
88+85.30	90+00 I-75			207
89+37.00	90+00 I-75			114
90+00	105+00 I-75	Lt.		1554
90+00	105+00 I-75	Rt.		1500
105+00	120+00 N.B.	Lt.		1500
105+00	120+00 N.B.	Rt.		1545
120+00	43+00 Gal. Rd.	Lt.		1440
120+00	121+00 S.B.	Lt.		170
40+35	38+27	Lt.		251
38+25	135+00	Lt.		448
167+13	175+93	Rt.		905
135+00	136+95	Rt.		200
Total				9,834

* Right of Way Fence to be removed and Disposed of under Item E-1 Roadway Excavation, Method "B"

C ____ = Cincinnati Normal Participation
N ____ = Non-Cincinnati Normal Participation

RIGHT OF WAY FENCE

Station From	Station To	Side	Chain Link (Aluminum) Lin. Ft.	Chain Link Lin. Ft.	Woven Wire Type 47 Lin. Ft.	Lin. Ft.
86+11	86+43 I-75	Lt.	C 50			
88+41	90+00	Lt.			C 247	
89+01	90+00	Rt.			C 148	
90+00	105+00	Lt.			C 1553	
90+00	105+00	Rt.			C 1500	
105+00	120+00 N.B.	Rt.			C 1514	
105+00	120+00	Lt.			C 1500	
120+00	133+00	Rt.			C 1283	
125+48	130+40	Lt.	C 619			
130+00	132+50	Lt.	C 250			
132+00	133+00	Lt.	C 40	N 70		
125+48	18+73	Lt.	C 355	N 477		
133+00	Rt. 135+60 Lt.	Lt & Rt.			C 210	N 171
133+00	Lt. 134+85	Lt.		N 190		
19+13	135+60	Lt.		N 265		
136+80	26+16	Rt.		N 273		
26+70	29+75	Rt.		N 300		
20+05	21+83	Lt.		N 185		
28+45	Rt. 147+50 Lt.	Lt & Rt.		N 1600		
2+85	147+50	Rt.				N 465
147+00	161+80	Rt.				N 1506
147+00	161+80	Lt.		N 1552		
163+04	174+00	Rt				N 1227
163+04	174+00	Lt.		N 1045		
174+00	175+00	Rt.				N 113
175+00	178+86	Rt.		N 452		
178+60	178+87.17	Rt.		N 77		
174+00	177+25	Lt.		N 327		
177+25	178+68	Lt.		N 140		
178+65	178+68	Lt.		N 33		
179+74	183+00	Lt.		N 407		
179+68	183+00	Rt.		N 460		
207+16.5	213+00	Rt.		N 647		
207+16.5	210+03 ±	Lt.		N 416		
213+00	219+00	Rt.		N 602		
219+00	8+70 N.B.C.	Rt.		N 470		
220+70	224+08	Lt.		N 334		
42+90	37+55	Lt.		N 523		
36+63	135+00	Lt.		N 601		
120+00	31+25	Lt.			C 875	
31+25	135+00	Lt	C 742			
135+00	137+07	Rt.		N 235		
137+62	150+00	Rt.		N 1225		
135+00	135+94	Lt.	C 95			
136+90	150+00	Lt.	C 695	N 620		
150+00	151+13	Rt.		N 110		
150+00	150+79	Lt.		N 76		
165+66	165+90	Rt.		N 30		
167+15	179+85	Rt.		N 1380		
165+66	165+91	Lt.		N 30		
167+14	167+40	Lt.		N 30		
198+89	203+52	Lt.		N 450		
Cooper Street						
1+26	3+37	Lt.		N 225		
2+45	3+79	Rt.		N 135		
Sub-Total			C 2,796	N 6,042	C 8,830	N 3,482
Total			2,796	16,042	12,312	

QUANTITY CALCULATIONS

CURVE DATA RAMP "L"
P.I. = Sta. 1+41.64
Δ = 11°17'40" Rt.
D_c = 4°00'00"
R = 1432.39'
L = 282.36'
T = 141.64'
E = 6.99'

Sta. 68+39 to Sta. 103+68.24, 19.5' Rt. & Lt. of ℄
Use ¾"ø Expansion Bolts 30" O.C.
See Standard Drawing L.I. No. 1.

HAMILTON COUNTY
CITY OF CINCINNATI

The National Distillers Products Corp.

Warehouse

Construction Limits

Reconstruct MH with offset dome & bolt down Fr. & cover

Abandon Ex. C.B.

Remove Curb & Cut Pavement along a neat line

Adjust MH to grade Bolt down frame & cover

Meet Exist. Curb & Gutter

Exist. Pavement

Exist. Guard Rail

Exist. Curb & Gutter

Ex. Inlet

Abandon Ex. No. 3 MH Replace with Std. No. 1 MH

Abandon Ex. C.B. Connect pipe through

Remove Curb & Cut Pav't Along a neat line

Ex. C.B. to Remain

Do Not Disturb Exist. Guard Rail

Exist. C.B.

Meet Exist. Pav't See Sh. 157

Remove Exist. Pav't.

Abandon Ex. C.B. Connect pipe thru

Abandon connect pipe through

Meet Exist. Pavement

Adjust MH to grade

Meet Exist. Curb & Gutter

Adjust MH to grade Bolt down frame & cover

Construction Limits

Begin Barrier Guard Rail

Begin Toper Sta. 68+68.30

End Toper Sta. 69+68.30

End Toper Sta. 72+20.37

Begin Toper Sta. 68+20.37

Sta. 71+60 – 78' Lt. Std. No. 5 C.B.

Sta. 74+80, 6' Lt. No. 1 Manhole with No. 6 C.B. Grate & Frame

Sta. 71+40, Lt. No. 3-A C.B.

Sta. 68+57 No. 3-A C.B.

Sta. 68+90, Rt. No. 2-A-6 Inlet

Sta. 71+00, Rt. No. 2-A-6 Inlet

Sta. 71+60, 53' Rt. No. 2-A-10 Inlet ℄ Inlet - 539.7

Sta. 74+80, 51.5' Rt. No. 2-A-10 Inlet ℄ Inlet - 547.4

Adn. Ex. C.B.

Ex. Guard Rail

Sta. 74+06

Sta. 72+59

Sta. 72+47

Sta. 73+89

Sta. 71+05

Sta. 69+68

Sta. 71+34.87

Sta. 71+38

Sta. 71+03

Sta. 71+18

Sta. 71+69.49

Sta. 71+67

Sta. 69+22

Sta. 68+85

Sta. 68+44

Sta. 68+03

Sta. 67+62

Sta. 67+21

Sta. 66+80

Sta. 66+39

Sta. 65+98

Sta. 65+57

Sta. 65+16

Sta. 64+75

Sta. 64+34

Sta. 63+93

Sta. 63+52

Sta. 63+11

Sta. 62+70

Sta. 62+29

Sta. 61+88

Sta. 61+47

Sta. 61+06

Sta. 60+65

Sta. 60+24

Sta. 59+83

Sta. 59+42

Sta. 59+01

Sta. 58+60

Sta. 58+19

Sta. 57+78

Sta. 57+37

Sta. 56+96

Sta. 56+55

Sta. 56+14

Sta. 55+73

Sta. 55+32

Sta. 54+91

Sta. 54+50

Sta. 54+09

Sta. 53+68

Sta. 53+27

Sta. 52+86

Sta. 52+45

Sta. 52+04

Sta. 51+63

Sta. 51+22

Sta. 50+81

Sta. 50+40

Sta. 50+00

Sta. 49+59

Sta. 49+18

Sta. 48+77

Sta. 48+36

Sta. 47+95

Sta. 47+54

Sta. 47+13

Sta. 46+72

Sta. 46+31

Sta. 45+90

Sta. 45+49

Sta. 45+08

Sta. 44+67

Sta. 44+26

Sta. 43+85

Sta. 43+44

Sta. 43+03

Sta. 42+62

Sta. 42+21

Sta. 41+80

Sta. 41+39

Sta. 40+98

Sta. 40+57

Sta. 40+16

Sta. 39+75

Sta. 39+34

Sta. 38+93

Sta. 38+52

Sta. 38+11

Sta. 37+70

Sta. 37+29

Sta. 36+88

Sta. 36+47

Sta. 36+06

Sta. 35+65

Sta. 35+24

Sta. 34+83

Sta. 34+42

Sta. 34+01

Sta. 33+60

Sta. 33+19

Sta. 32+78

Sta. 32+37

Sta. 31+96

Sta. 31+55

Sta. 31+14

Sta. 30+73

Sta. 30+32

Sta. 29+91

Sta. 29+50

Sta. 29+09

Sta. 28+68

Sta. 28+27

Sta. 27+86

Sta. 27+45

Sta. 27+04

Sta. 26+63

Sta. 26+22

Sta. 25+81

Sta. 25+40

Sta. 25+00

Sta. 24+59

Sta. 24+18

Sta. 23+77

Sta. 23+36

Sta. 22+95

Sta. 22+54

Sta. 22+13

Sta. 21+72

Sta. 21+31

Sta. 20+90

Sta. 20+49

Sta. 20+08

Sta. 19+67

Sta. 19+26

Sta. 18+85

Sta. 18+44

Sta. 18+03

Sta. 17+62

Sta. 17+21

Sta. 16+80

Sta. 16+39

Sta. 15+98

Sta. 15+57

Sta. 15+16

Sta. 14+75

Sta. 14+34

Sta. 13+93

Sta. 13+52

Sta. 13+11

Sta. 12+70

Sta. 12+29

Sta. 11+88

Sta. 11+47

Sta. 11+06

Sta. 10+65

Sta. 10+24

Sta. 9+83

Sta. 9+42

Sta. 9+01

Sta. 8+60

Sta. 8+19

Sta. 7+78

Sta. 7+37

Sta. 6+96

Sta. 6+55

Sta. 6+14

Sta. 5+73

Sta. 5+32

Sta. 4+91

Sta. 4+50

Sta. 4+09

Sta. 3+68

Sta. 3+27

Sta. 2+86

Sta. 2+45

Sta. 2+04

Sta. 1+63

Sta. 1+22

Sta. 0+81

Sta. 0+40

Sta. 0+00

CURVE DATA RAMP "K"
P.I. Sta. 2+52.35
Δ = 12°05'00" Rt.
D_c = 4°00'00"
R = 1432.39'
L = 302.08'
T = 151.60'
E = 8.00'

For Pav't. Legend. See Sh. 165
For Typical Section Adjoining Project See Sh. 2
For Quantities See Sh. 42, 43
For Pav't Details See Sh. 157

B.M. "H" Elev. 541.588
Chiseled □ on base of light pole #1502 - 26-27, ℄ Sta. 63+50

B.M. "G" Elev. 543.95
Chiseled □ on base of light pole "1501-12, 13, ℄ Sta. 68+20

B.M. "F" Elev. 543.77
Chiseled □ on headwall ℄, Sta. 71+40

B.M. "E" Elev. 545.63
Chiseled □ on headwall ℄, Sta. 74+75

CURVE DATA
Existing ℄
P.I. Sta. 78+69.99
Δ = 16°04'00" Lt.
D_c = 1°06'00"
R = 5208.71'
L_c = 1460.61'
T = 735.13'
E = 51.62'

BEGIN WORK HAM-75-9.30 Sta. 60+00

BEGIN PROJECT HAM-75-9.30 Sta. 68+39 Begin Median Lanes

SPRINGFIELD TWP. SEC. I 13 E.R.1 MILL CREEK TWP. SEC. 16 T.3 ER2

Southbound Lanes, 55' Lt.

Northbound Lanes, 55' Rt.

Sta. 68+22.00 ℄ I-75 Cross Notch on Conc. Base of Light Post.

S.B. Paving

N.B. Paving

℄ I-75

REFERENCE P.O.T. STA. 68+22.00

Cross Notch 0.97' from Edge

Widening Strip N.B. Paving

REFERENCE P.C. STA. 71+34.87

Stake in fence Nat'l. Distillers

Sta. 78+65.17 Stake

Chord Dist. 729.71'

P.I. Iron Pipe Sta. 78+69.99

Cross Notch on W. Curb

Summit Ave.

E.N. Railing of Pedestrian Bridge

Power Poles

REFERENCE P.I. STA. 78+69.99

Ramp "L" 2+34, Rt. No. 1 Manhole Rim Elev. - 538.9 ℄ 12"- 535.8 ℄ Ex. 12"- 535.4 ℄ Ex. 18"- 534.9

Ramp "K" 1+95, 4' Rt. No. 3 C.B. ℄ Gr. - 538.9 ℄ 12" - 535.2 ℄ Ex. 24" - 534.2

Ramp "K" 2+45, 5' Rt. No. 3 C.B. ℄ Gr. 539.2 ℄ 12" - 535.7

Ramp L 2+86, ℄ No. 3 C.B. ℄ Grate - 539.6 ℄ 12" - 536.42

68+57, Lt. No. 3-A C.B. ℄ Grate - 543.1 ℄ Ex. 12" - 539.6 ℄ 12" = 539.6 ℄ 6" = 540.1

68+90, Rt. No. 2-A-6 ℄ Inlet - 543.2 ℄ 12" = 539.91 ℄ 6" = 540.4

71+00, Rt. No. 2-A-6 Inlet ℄ Inlet - 544.3 ℄ 12" - 541.45

71+40, Lt. No. 3-A C.B. ℄ Grate - 544.4 ℄ Ex. 12" - 541.2 ℄ 12" = 541.2 ℄ 6" = 541.7

73+50, Rt. No. 2-A-6 Inlet ℄ Inlet - 545.4 ℄ 12" - 542.02

74+80, 6' Lt. No. 1 Mt with No. 6 C.B. Frame ℄ Grate ℄ Grate - 546.1 ℄ Ex. 12" - 538.8(W) ℄ Ex. 12" - 542.1(E) ℄ 12" - 541.40 ℄ 6" = 541.0

Sta. 68+39 Begin Median Lanes

+70 ℄ 6" Cl. I-3 = 540.4

+80 ℄ 6" Cl. I-3 = 540.6

+40 ℄ = 540.3

+94 ℄ = 540.5

+12 ℄ 6" Cl. I-3 = 541.1

+28 ℄ 6" Cl. I-3 = 541.9

+44 ℄ = 541.8

+90 ℄ = 542.5

+30 6" Cl. I-3 ℄ = 541.5

+88 ℄ 6" Cl. I-3 = 541.2

+00 6" Cl. I-3 ℄ = 541.31

0.9%

0.6%

0.5%

1.2%

1.0%

32'-12" Cl. J-1

50'-12" Cl. J-1

42'-12" Cl. J-1

34'-12" Cl. J-1

124'-12" Cl. J-1

Ex. 18"

Exist. 30" Storm S.

Exist. 21" Storm Sewer

Exist. 15" Storm Sewer

Exist. 36" Storm S.

62+50, 53.5' Lt. Exist. Manhole

65+45, 48.5' Lt. Exist. Manhole

68+40, 51.5' Lt. Exist. Manhole

71+60, 51.5' Lt. Exist. Manhole

74+80, 51.5' Lt. Exist. Manhole

| | | |

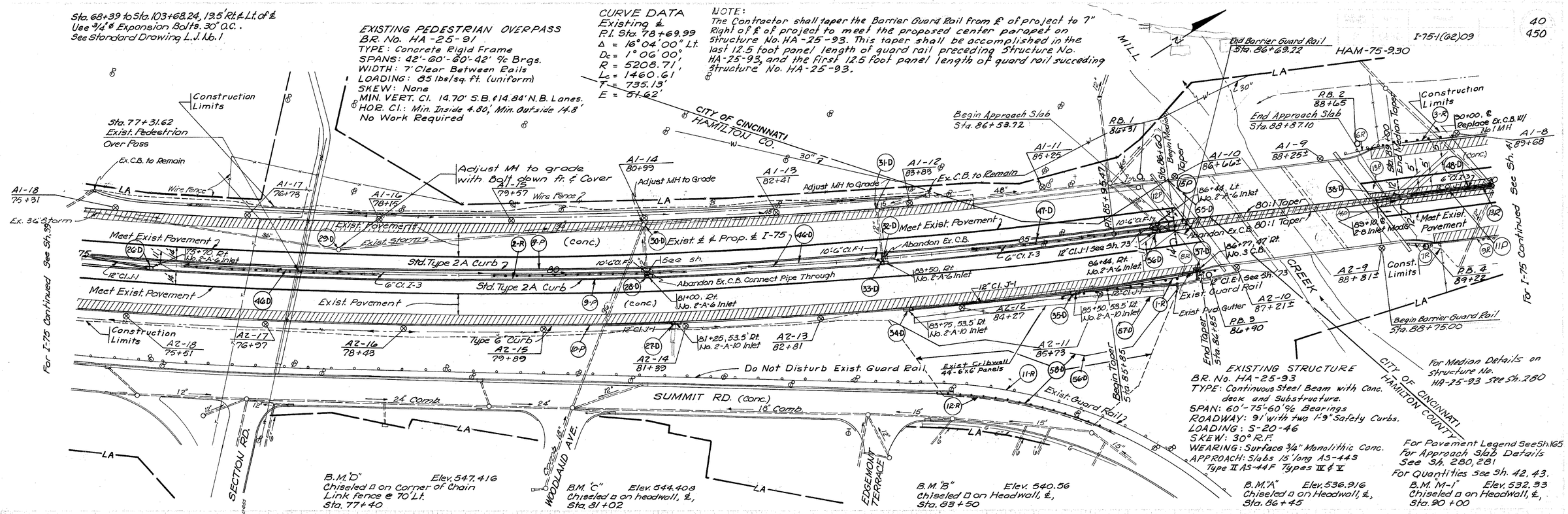
I-75-1(62)09

Sta. 68+39 to Sta. 103+68.24, 19.5' Rt. & Lt. of ℄
Use ¾"ø Expansion Bolts. 30" O.C.
See Standard Drawing L.J. No. 1

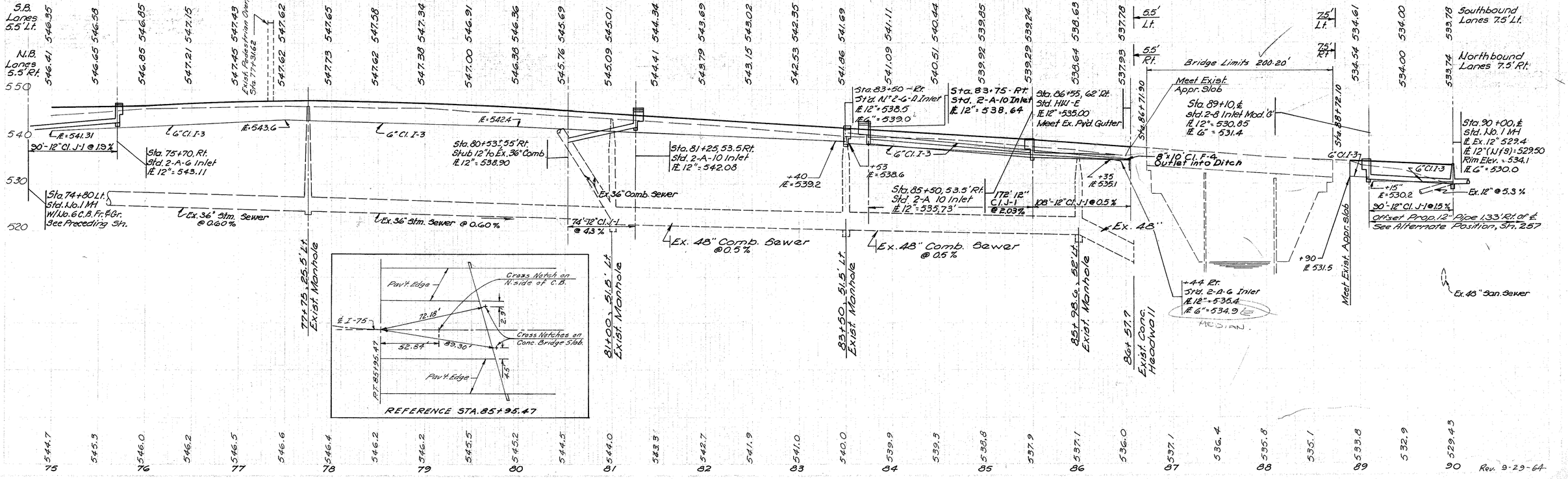
EXISTING PEDESTRIAN OVERPASS
BR. No. HA-25-91
TYPE: Concrete Rigid Frame
SPANS: 42'-60'-60'-42' ℅ Brgs.
WIDTH: 7' Clear Between Rails
LOADING: 85 lbs/sq. ft. (uniform)
SKEW: None
MIN. VERT. Cl. 14.70' S.B. & 14.84' N.B. Lanes.
HOR. Cl.: Min. Inside 4.80', Min. Outside 14.8'
No Work Required

CURVE DATA
Existing ℄
P.I. Sta. 78+69.99
Δ = 16°04'00" Lt.
D_c = 1°06'00"
R = 5208.71'
L_c = 1460.61
T = 735.13'
E = 51.62'

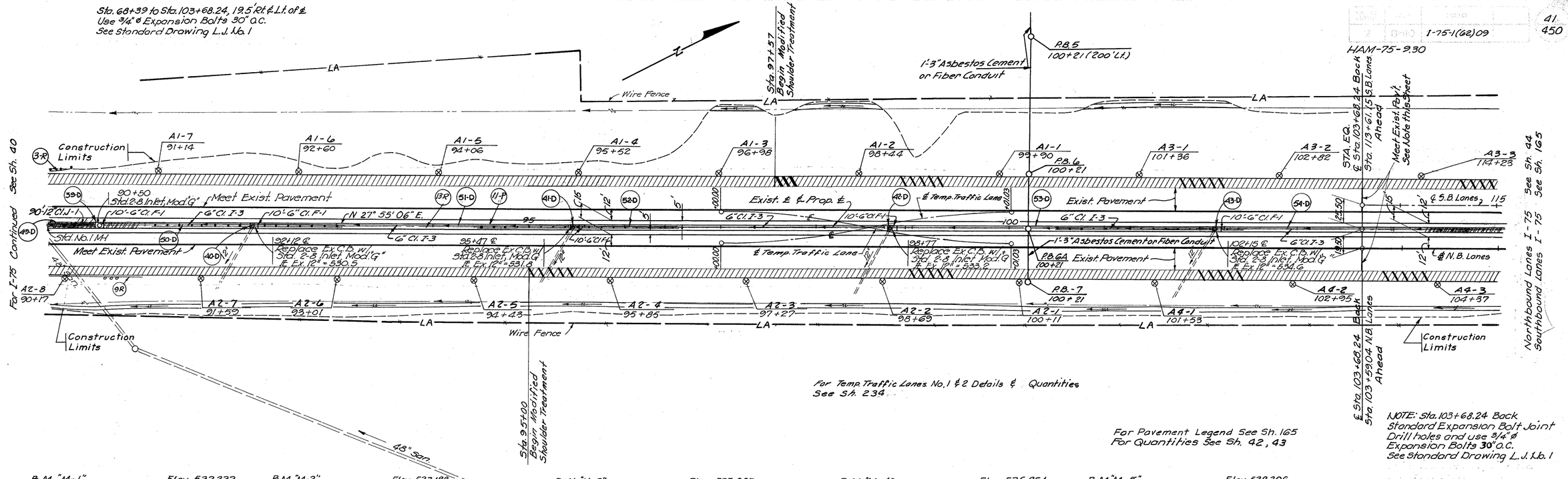
NOTE:
The Contractor shall taper the Barrier Guard Rail from ℄ of project to 7" Right of ℄ of project to meet the proposed center parapet on Structure No. HA-25-93. This taper shall be accomplished in the last 12.5 foot panel length of guard rail preceding Structure No. HA-25-93, and the first 12.5 foot panel length of guard rail succeeding Structure No. HA-25-93.



EXISTING STRUCTURE
BR. No. HA-25-93
TYPE: Continuous Steel Beam with Conc. deck and Substructure.
SPAN: 60'-75'-60' ℅ Bearings
ROADWAY: 91' with two 1'-9" Safety Curbs.
LOADING: S-20-46
SKEW: 30° R.F.
WEARING: Surface ¾" Monolithic Conc.
APPROACH: Slabs 15' long AS-44S Type II AS-44F Types IV & V



Sta. 68+39 to Sta. 103+68.24, 19.5' Rt. & Lt. of ℄
Use ¾" ø Expansion Bolts 30" o.c.
See Standard Drawing L.J. No. 1



For Temp. Traffic Lanes No. 1 & 2 Details & Quantities See Sh. 234

For Pavement Legend See Sh. 165
For Quantities See Sh. 42, 43

NOTE: Sta. 103+68.24 Back
Standard Expansion Bolt Joint
Drill holes and use ¾" ø
Expansion Bolts 30" o.c.
See Standard Drawing L.J. No. 1

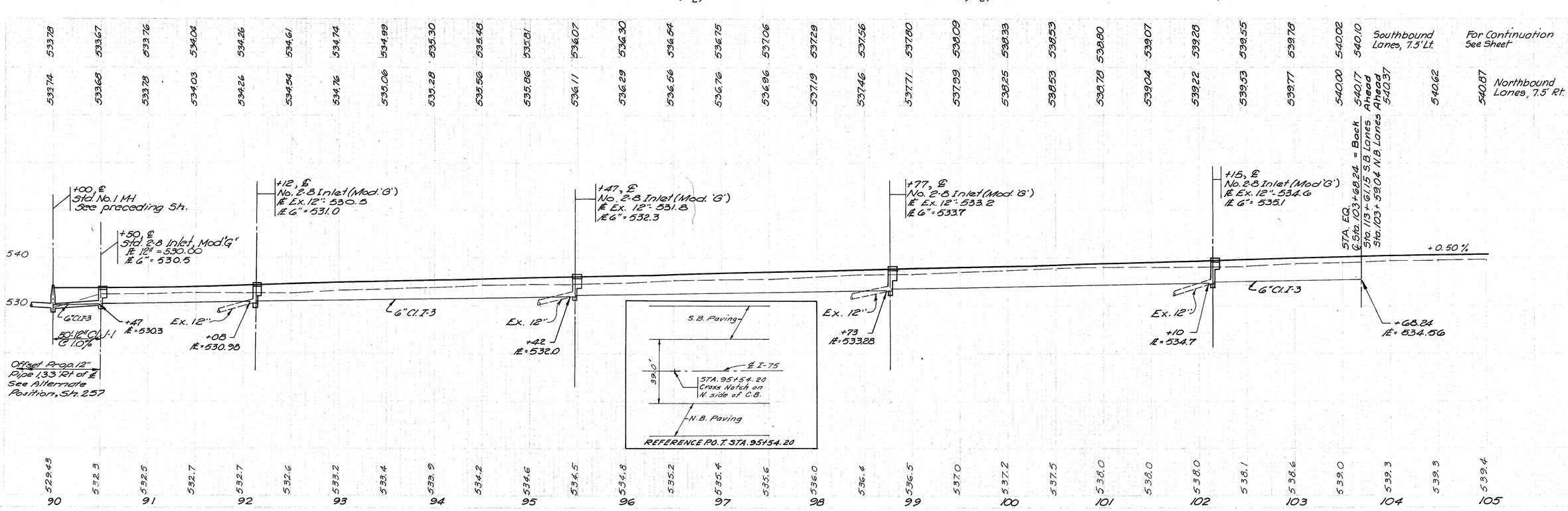
B.M. "M-1" Elev. 532.332
Chiseled □ on headwall, ℄, Sta. 90+00

B.M. "M-2" Elev. 533.188
Chiseled □ on headwall, ℄, Sta. 92+20

B.M. "M-3" Elev. 535.085
Chiseled □ on headwall, ℄, Sta. 95+50

B.M. "M-4" Elev. 536.854
Chiseled □ on headwall, ℄, Sta. 98+80

B.M. "M-5" Elev. 538.306
Chiseled □ on headwall, ℄, Sta. 102+25



STA. 90+00 TO STA. 105+00

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

42
450

HAM-75-9.30

C _____ = Cincinnati Normal Participation

N _____ = Non-Cincinnati Normal Participation

REF. NO.	STATION TO STATION		SIDE	B-21 2(3")Water-proofed Aggr. Base Course	B-21 3" Water-proofed Aggr. Base Course	B-21 7½" Water-proofed Aggr. Base Course	B-35 Asphaltic Conc. Leveling Course	B-19 Aggr. Base Course	E-8 Removal & Disposal of Existing Curb	E-8 Removal & Disposal of Existing Pavement	I-15 Guardrail Removed & Disposed of	I-7 Reinf. Conc. Approach Slabs	I-12 Standard Conc. Curb Type 2-A	I-12 Standard Conc. Curb Type 6	I-15 Guard Rail Barrier Type Deep	I-15 Guard Rail Standard Type Deep	I-21 Concrete Median Pavement	I-22 Subbase Type "A" or "B"	T-31 Bit. Surface Treatment Sec. M-3.5 RT-2 or RT-3 Bit.	T-31 Aggr.	T-35 Type C(70-85) Asphaltic Concrete Surface Course	T-71 9" Reinf. Port. Cem. Concrete Pavement	T-71 10" Reinf. Port. Cem. Conc Pavement	T-30 Bit. Prime Coat Sec. M-5.7 RT-2 or RT-3	I-15 Temporary Guard Rail, as per Plan	I-15 Guard Rail Barrier Type(Deep) Galvanized	I-15 Guard Rail Standard Type(Deep) Galvanized	SEE SHEET NO.
				Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Lin. Ft.	Sq. Yd.	Lin. Ft.	Sq. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Sq. Yd	Cu. Yd.	Gal	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Gal.	Lin. Ft.	Lin. Ft.	Lin. Ft.	
	ROADWAY														N 1825	N 150											
1-R	85+31	86+81	R																						C 837.5		
2-R	60+00	86+53.72																								C 150	
3-R	88+79	90+29	L																								
4-R	Ramp "L"										C 282																
4-R	2+82.36	0+00	L								C 438																
5-R	69+38	67+75	L								C 37																
6-R	88+50	88+87	L								C 37																
7-R	89+02	89+39	R								C 40																
8-R	89+56	86+96	E													N 100										C 150	
9-R	89+00	90+50	R																								
10-R	70+35	77+35	L																								
	PAVEMENT																										
	Ramp "K"												C 134														
1-P	1+00.75	2+34.54	R									C 86															
2-P	1+00.75	1+86.40	L							C 10																	
	1+00.75	1+86.40	L							C 10																	
	1+00.75	1+90.75	R														C 17	C 12									
	1+00.75	2+34.54	R	C 8				C 4								C 38				C 36							
3-P	1+86.40	2+34.54	L						C 53																		
	1+86.40	2+34.54	L						C 44																		
	1+90.75	2+34.54														N 100											
11-R	77+30	78+30	R																								
	Ramp "K" Accel. Lane																										
	2+34.54	63+87.85		C 77 N 77				C 39 N 39	C 210				C 668 N 380				C 164 N 163	C 116 N 116	C 4 N 3		C 522 N 521						
	63+40.38	72+20.37																									
4-P	2+34.54	72+20.37	R																								
	Ramp "L"																										
5-P	60+13.29	61+19.39	L									C 106					C 14	C 13	C 1		C 32						
	1+68.30	2+82.36		C 8				C 4								C 38											
6-P	1+68.30	2+16							C 32																		
	1+68.30	2+00	R							C 13																	
	2+00	2+82.36										C 66															
7-P	2+16	2+82.36	L							C 31																	
	2+17	2+96	L						C 62																		
	2+20	2+82.36	L						C 37																		
	2+82.36	60+13.39	L																								
	Ramp "L" Decel Lane																										
	1+68.30	63+87.91							C 218								C 261	C 173	C 6		C 873						
	1+68.30	69+68.29		C 51				C 26																			
	I-75																										
8-P	68+39	86+56.90	L														N 488 N 488				N 2928 N 2928						
9-P	68+39	86+56.90	R							N 329 N 309																	
	68+39	71+87	L									N 1812 N 1776															
	68+39	71+87	R														N 274 N 265	N 412 N 398	N 13 N 13								
	69+68.29	84+50	LL		N 137 N 133			N 231 N 386						N 1392													
	72+20.37	86+81	RR													C 834											
10-D	72+20.37	86+81.75	R														C 138 C 803	C 208	C 7		C 3990						
11-P	88+71.02	103+68.24															C 188 C 159 C 105	C 208 C 238 C 158	C 7 C 8 C 5								
	88+72.10	103+68.24	L		C 69			C 501									C 241			C 34				C 241			
	88+72.10	103+68.24															C 175			C 24				C 175			
	88+72.10	103+68.24	R		C 69 C 79 C 53			C 118 C 78									C 1 C 5 C 5										
	88+79	97+37	LL			C 201 C 146	C 34 C 24																				
	89+32	95+00	RR									C 65 C 20 C 20															
	95+00	103+68.24	RR													N 24											
	97+37	103+68.24	LL								N 200			N 200											N 200		
12-P	86+56.90	86+71.90													N 1500												
13-P	88+72.10	88+87.10	L																								
14-P	88+72.10	88+87.10	R																								
15-P	86+53.72	86+73.72																									
	ROADWAY (CONT'D)																										
11-R	83+80-85+58 Summit Rd.		R																								
12-R	83+93-85+67 Summit Rd.		R																								
13-R	88+75.00	103+68.24																									
	Total Cincinnati Normal Participation			144	270	347	58	770	662	64	834	105	258	802	—	—	910	2112	1126	39	58	68	5385	416	—	837.5	300	
	Total Non-Cincinnati Normal Participation			77	270	—	—	656	—	638	200	—	3588	1773	3325	550	24	1678	926	29	—	—	6377	—	200	—	—	
TOTALS				221	540	347	58	1426	662	702	1034	105	3846	2475	3325	550	934	3790	2052	68	58	68	11,762	416	200	837.5	300	
									Table Sh. 34	Table Sh. 34																	

I-75 STA. 59+00 TO STA. 103+68.24

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

43/150

HAM-75-9.30

C _____ = Cincinnati Normal Participation

N _____ = Non-Cincinnati Normal Participation

REF. NO.	STATION TO STATION		SIDE	I-5 Pipe Specials		I-1 Pipe					I-2	I-8																I-16		L-120	S-24	I-10	SEE SHEET NO.
				Cl. I-3		Cl. B-1	Cl. E-1	Cl. F-4	Cl. J-1	Cl. I-3	Cl. F-4	Catch Basins			Inlets				Manholes			Recons. MH to grade/ Diff. & dome & bolt down frame & cover	Adjust MH to grade/ bolt down frame & cover		Abandon Man-Hole	Abandon Catch Basin		Jute Matting	Removal of Exist. Structure	Crushed Aggregate Slope Prot. Using No 6 Aggregate	
				60° Bend	6" Wye	12"	18"	6"	18"	6" Shallow	M-6.4(c) 8"	Masonry Cl. "C"	Std. No. 3	Std. No. 3-A	Std. No. 5	Std. No. 2-A-6	Std. No. 2-A-8	Std. No. 2-A-10	Std. No. 2-B Mod. 'G'	Std. No. 1	Std. No. 1 w/ R & G C.B. Fr. & Grate	Adjust MH to grade									
				EA.	EA.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	S.Y.	Lump	Sq. Yds.	
	DRAINAGE																																
1-D	2+80, RAMP "L"		Rt.						C 52				C 1																				
2-D	2+34, RAMP "L"		Rt.																	C 1						C 1							
3-D	2+06 RAMP "K"		Rt.																	C 1						C 1							
4-D	1+95 - 2+45 RAMP "K"		Rt.						C 50				C 2																				
5-D	62+52		Lt.																			C 1											
6-D	64+88		Rt.																							C 1							
7-D	64+85		Rt.														C 1																
8-D	65+43		Lt.																				C 1										
9-D	72+00		Lt.																							N 1							
10-D	68+23		Lt.																							N 1							
11-D	68+40		Lt.																				N 1										
12-D	68+60		℄																							N 1							
13-D	68+57	- 68+90	Lt. & Rt.						N 34					N 1			N 1									C 1							
14-D	68+40		Rt.																														
15-D	68+40		℄															N 1															
16-D	71+00	- 71+40	Lt. & Rt.						N 42					N 1			N 1																
17-D	71+37		℄																							N 1							
18-D	71+60		Lt.			N 28									N 1							N 1						N 125				
19-D	NOT USED		—																														
20-D	71+60		Rt.															N 1								N 1							
21-D	73+50	- 74+80	Lt. & Rt.						N 124					N 1						N 1													
22-D	74+80		Lt.																			N 1											
23-D	74+80		℄																							N 1							
24-D	74+80		Rt.															N 1															
25-D	74+80		Rt.																							N 1							
26-D	74+80	- 75+70	Lt. & Rt.						N 90					N 1																			
27-D	80+53	- 81+25	Rt.						N 74									N 1															
28-D	81+00		Rt.						N 6					N 1																			
29-D	81+00		℄																							N 1							
30-D	81+00		Lt.																			N 1											
31-D	83+50		Lt.																			N 1											
32-D	83+50		℄																							N 1							
33-D	85+50		Lt. & Rt.						N 5					N 1																			
34-D	83+75	- 85+50	Rt.						N 175								N 1																
35-D	85+50	- 86+55	Rt.						N 108			N 0.23					N 1																
36-D	86+44		Lt. & Rt.						N 8					N 2																			
37-D	86+77		Rt.			N 10						N 0.23	N 1																				
38-D	89+10	- 90+00	℄						C 90										C 1		C 1					C 1							
39-D	90+00	- 90+50	℄						C 60										C 1														
40-D	92+12		℄																C 1							C 1							
41-D	95+47		℄																C 1							C 1							
42-D	98+77		℄																C 1							C 1							
43-D	102+15		℄																C 1							C 1							
44-D	68+40	- 71+12	Lt.		N 2								N 12			N 262																	
45-D	71+28	- 73+90	Lt.		N 1								N 6			N 262																	
46-D	74+30	- 83+50	Lt.	N 1	N 1								N 26			N 1002																	
47-D	83+53	- 86+44	Lt.	N 1									N 10			N 282																	
48-D	89+15	- 90+00	Lt.										C 10			C 76																	
49-D	90+00	- 90+47	Lt.										C 10			C 38																	
50-D	90+50	- 91+08	Lt.										C 10			C 98																	
51-D	92+12	- 95+42	Lt.										C 10			C 320																	
52-D	95+47	98+78	Lt.										C 10			C 316																	
53-D	98+77	- 102+10	Lt.										C 10			C 324																	
54-D	102+15	- 103+68.24	Lt.										C 10			C 144																	
55-D	86+47		℄																							N 1							
56-D	83+52	86+55	Rt.													N 344	N 10																
57-D	83+76	86+40	Rt.																												N Lump	N 1806	
58-D	83+52	86+55	Rt.																														
	Total Cincinnati Normal Participation			—	—	—	—	70	242	1316	—	—	3	—	—	—	—	1	6	3	—	—	1	1	2	7	—	—	—	
	Total Non-Cincinnati Normal Participation			2	4	28	10	54	666	2152	10	0.46	1	2	1	8	1	5	—	—	1	4	—	1	—	10	125	Lump	1806	
TOTALS				2	4	28	10	124	908	3,468	10	0.46	4	2	1	8	1	6	6	3	1	4	1	2	2	17	125	Lump	1806	

STA. 59+00 TO STA. 105+00

I-75-1(62)09

HAM-75-9.30

For Pavement Legend See Sh. 165.
For Quantities See Sh. 50, 51, 52.
For Pavement Details See Sh. 158, 229.
For Profile Ramp "P" See Sh. 45.

CURVE DATA
RAMP "P" CURVE No. 1
P.I. = Sta. 2+63.62
Δ = 2°59'21" Lt.
D_a = 1°00'00"
R = 5,729.58'
L_c = 298.92'
T = 149.49'
E = 1.95'

105+50, 3.5' Rt. No. 6 C.B.

P.C. 105+17.37

12" Cl. V-1 See Sh. 80

12"x4'x6' D.R.C.P.

Type "B" Curb

Constr. Limits

Wire Fence on Metal Supports

Billboard

Billboard

End Taper Sta. 121+24.79

Begin Taper Sta. 120+21.7

LA

℄ Temporary Traffic Lane No. 3

℄ S.B. Lanes I-75

N 27°55'06" E

Berm Line

Abandon

Type G Curb

Conc.

Curve No. N.B.-1

Ramp "P"

Sta. 8+34.5 Ramp "P"

Meet Exist. Pav't

Exist. Pav't

Type "6" Curb

Constr. Limits

P.C. 101+34.5 Ramp "P" End Paved Shoulder

50:1 Taper

℄ N.B. Lanes I-75

High Tension Tower

LA R/W

See S.B. Lanes

A4-8 111+09

A4-9 112+02

A4-10 113+28

A4-11 114+95

A4-12 116+42

A4-13 117+99

A4-14 119+36

Sodding 6' Wide

Wire Fence

Constr. Limits

CURVE NO. N.B.-1
P.I. = 119+25.66
Δ = 34°09'30" Rt.
D = 1°15'00"
R = 4583.66'
L_c = 2732.67'
T = 1408.29'
E = 211.47'

Nail in 12" Box Elder

Nail in 6" Box Elder

Hub MPC 118+83.70

Nail in 6" Box Elder

Reference MPC Sta. 118+83.70

For Temp. Traffic Lanes No. 3 Details & Quantities See Sh. 235

54" Sanitary

MH

Wooded Area

MILL CREEK

Begin Work Sta. 122+00

For Curve Data See Sh. 238

Constr. Limits

For Continuation I-75 N.B. Lanes See Sh. 46

HUB 12.0' 15.5' S.B. N.B. Tan. R/W Fence 3.0' 3.0' HUB

P.C. Curve No. 1 105+17.37 Boat Spike in Edge of N.B. Lane

Reference P.C. 105+17.37

B.M. M-6 Elev. 538.57
Chiseled □ on headwall 25.5' Rt.
Sta. 119+18 S.B. Lanes.

B.M. M-7 Elev. 536.81
Chiseled □ on headwall 25.5 Rt.
Sta. 122+93

B.M. M-8 Elev. 537.94
Chiseled □ on headwall 25.5 Rt.
Sta. 126+08

540.87 541.12 541.24 541.34 541.43 541.50 541.55 541.59 541.61 541.62 541.61 541.59 541.55 541.50 541.43 541.34 541.24 541.12 540.87 540.62 540.37 540.12 539.87 539.62 539.37 539.12 538.87 538.62 538.37 538.12 537.87 537.76 537.69 537.66 537.66 537.70 537.77 537.88 538.03 538.21 538.43 538.68 538.97 539.30 539.66 540.06 540.50

+75

560
550
540
530
520

P.V.I. 107+50 Elev. 542.12

+0.50%

P.V.C. 105+50

400' V.C.

P.V.T. 109+50

-0.50%

P.V.C. 116+00

400' V.C.

P.V.T. 120+00

+1.814%

Ex. Ground Line & Reloc. Channel

Exist. Ground at ℄ N.B. Lanes I-75

P.V.I. 118+00 Elev. 536.87

0.20%

Exist. Mill Creek Channel Bottom

Proposed Channel Bottom

Sta. 122+00 Meet Exist. Channel

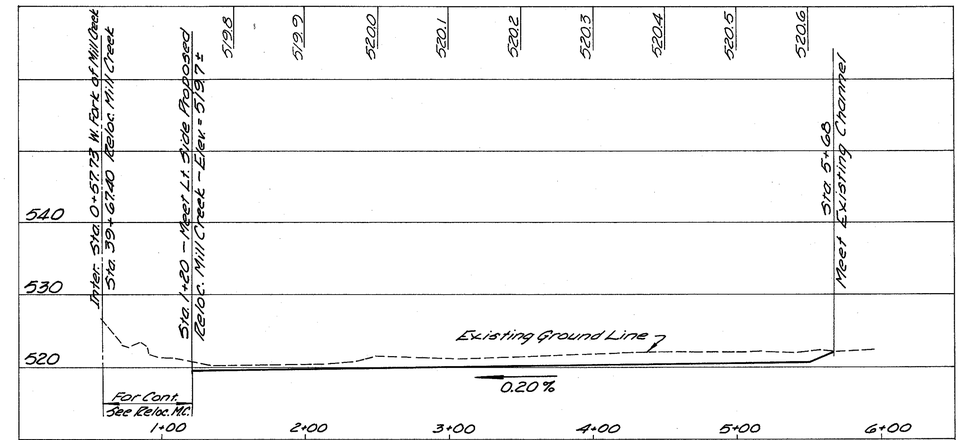
Sta. 122+50 – Begin Proposed Channel Slope Elev. Sta. 1

Note: For Continuation Mill Creek Channel Reloc. See Sh. 238

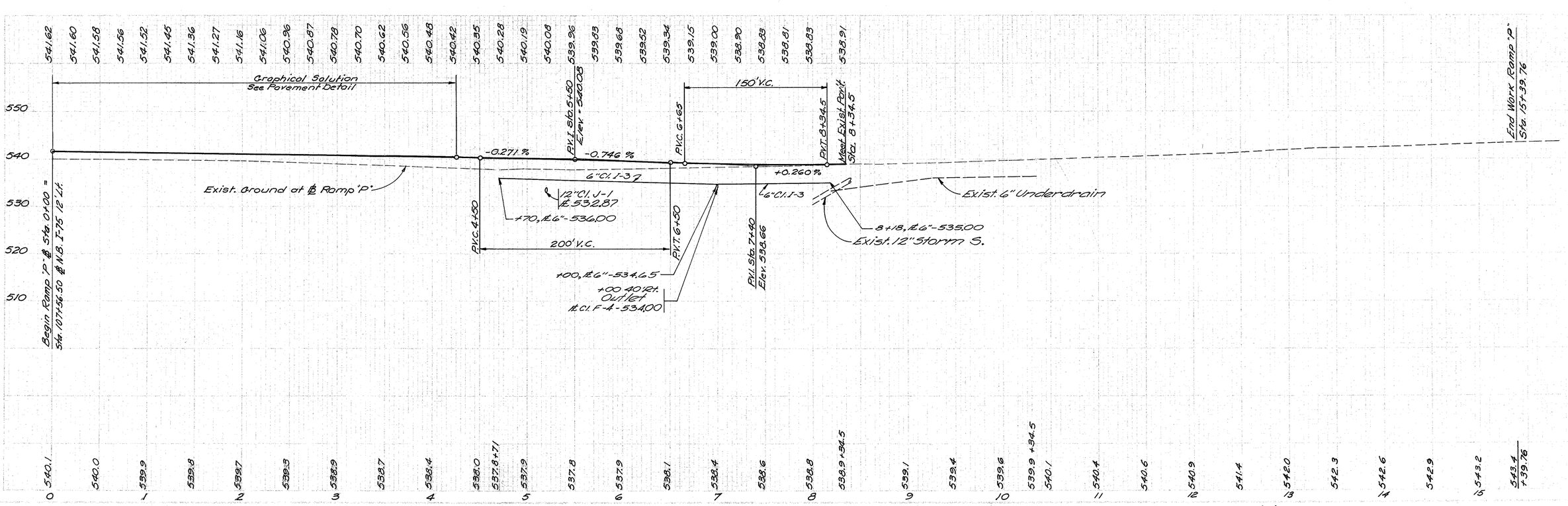
540.7 540.3 540.3 540.2 540.1 540.0 540.0 539.2 539.0 538.8 538.1 538.2 536.0 534.0 531.0 529.2 530.0 530.9 531.6 532.5 532.5 532.5 532.4 532.1 531.9 531.5 530.5 525.0 519.0

105 106 107 108 109 110 111 112 113 114 115 116 117 118 119

(NORTHBOUND) STA. 105+00 TO STA. 119+50



PROPOSED PROFILE – WEST FORK OF MILL CREEK



RAMP "P" STA. 0+00 TO STA. 15+39.76

I-75-1(62)09

HAM-75-9.30

For Quantities See Sh. 50, 51, 52.
For Pavement Legend See Sh. 165.
For Wall Details See Sh. 286, 287, 288, 291, 292

Wooded Area (8"-18" Trees)

Constr. Limits

Wire Fence

Sodding 6' Wide

℄ N.B. Lanes I-75

Berm Line

Curve No. N.B.-1

+83, 36" Cl. A-1 See Sh. 250

Reloc. 54" San. Sewer See Sh. 238

54" Sanitary

℄ Reloc. Mill Creek

Ex. 54" Sanitary

See Sh. 238

Constr. Limits

Wooded Area

Gravel Parking Area

Tanks

Loading Dock

1 Sty. Br.

2 Sty. Br. & Pt.

Ex. 10" C.P. abandon

Type 1-B Paved Gutter

6" Cl. B-1

6" San.

4" Conc.

Asphalt Parking Area

1 Sty. Conc. Bl.

CITY OF CINCINNATI

VILLAGE OF ARLINGTON HEIGHTS

Wall No. 1

Clay Pipe

Ex. 8" Waterline

Ex. 6" Hose to Sta.

Ex. 33" Sanitary

Replace 33" Cl. with 42" See Sh. 34

Special Slope & Berm Protection

For N.B. Lanes I-75 Continued See Sh. 47

Abandon

Recondition MH to Grade

Proposed Pipe

Ex. 42" San.

Ex. 54" San.

Wooded Area

Constr. Limits

Elev. 522.50

Elev. 518.08

Elev. 518.79

Elev. 519.03

Elev. 519.08

Elev. 519.06

Elev. 519.45

Elev. 519.50

Elev. 519.90

Elev. 520.50

Elev. 521.50

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Elev. 538.50

Elev. 539.50

Elev.

I-75-1(62)09

HAM-75-9.30

WEST FORK CURVE DATA

CURVE No.1	CURVE No.2
P.I. Sta. 2+50.21	P.I. Sta. 4+84.55
R=300.00'	R=600.00'
Δ=65°22'06"	Δ=16°02'34"
T=192.48'	T=84.55'
Dc=19°05'55"	Dc=9°32'58"
Lc=342.27'	Lc=168.00'

CURVE NO. N-2
P.I. Sta. 7+67.35
Δ = 6°35'00" Lt.
Dc = 2°30'00"
R = 2291.83'
Lc = 263.33'
T=Tb = 131.81'

For Ramp "N" Profile See Sh. 48
For Ramp "N" Pavement Detail See Sh. 159, 164
For Bridge No. HAM-75-1056 See Sh. 293-309
For Quantities See Sh. 50, 51, 52.
For Pavement Legend See Sh. 165
For W. Fork of Mill Creek Profile See Sh. 45

CURVE NO. N.B.-2
P.I. Sta. 154+60.90
Δ = 32°56'43" Lt.
Dc = 2°30'00"
R = 2291.83'
Lc = 867.81'
Ti = Te = 903.70'
Ls1 = Ls2 = 450.00'
θs1 = θs2 = 5°37'30"
E = 101.93'

CURVE NO. N-1
P.I. Sta. 3+58.05
Δ = 38°02'52" Rt.
Dc = 38°11'30"
R = 150'
Lc = 99.61'
T = Te = 51.72'

Br. No. HAM-75-1056
Begin Approach Slab
Sta. 134+82.08

Br. No. HAM-75-1056
End Approach Slab
Sta. 140+39.08

Sta. 241+26.47 ℄ Galbraith Rd.
Sta. 138+04.86 ℄ N.B. I-75

Sta. 136+98 N.B. Lanes
Sta. 4+00 W. Fork Rdbe.

WEST FORK CURVE No. 1

MILL CREEK

GALBRAITH ROAD

EAST FORK

RAMP "N"

Curve No. N-1

Curve No. N-2

Curve No. N-27

Curve No. N.B.-2

Berm Line 1

Berm Line 2

Berm Line 3

Berm Line 4

Sodding 6' Wide

6" R.C.R.

Unsuitable Material See Cross sections.

Special Slope & Berm Protection

Asphalt Curbs

Parking Lot (Asphalt)

Asphalt Paving

Concrete Paving

Concrete Parking Blocks

Asphalt Parking Lot

Concrete Slab

Floodlights

Bl. Wall

Wooded Area

Wire Fence

Billboards

Wood Shed

Gravel Walk

Metal Railing

Chain Link Fence

Guard Rail

Concrete Handrail

Sta. 137+90 Begin Curve

Sta. 140+39.08 End Curve

Sta. 142+07 End Curve

Sta. 144+87 Begin Curve

Sta. 146+27 End Curve

Sta. 148+97 Begin Curve

Sta. 149+55 End Curve

Sta. 150+07.20 End Curve

Sta. 145+67.40 Begin Curve

Sta. 145+98.87 End Curve

N 62°04'36" E

Sta. 137+90 Begin Curve

Sta. 140+39.08 End Curve

Sta. 142+07 End Curve

Sta. 144+87 Begin Curve

Sta. 146+27 End Curve

Sta. 148+97 Begin Curve

Sta. 149+55 End Curve

Sta. 150+07.20 End Curve

Sta. 145+67.40 Begin Curve

Sta. 145+98.87 End Curve

Sta. 138+04.86 ℄ N.B. I-75

Sta. 241+26.47 ℄ Galbraith Rd.

Sta. 2+84.55 ℄ Ramp "N"

Sta. 1+58.05 ℄ Ramp "N"

Sta. 1+30 ℄ Ramp "N"

Sta. 1+05 ℄ Ramp "N"

Sta. 0+75 ℄ Ramp "N"

Sta. 0+45 ℄ Ramp "N"

Sta. 0+15 ℄ Ramp "N"

Sta. 0+00 ℄ Ramp "N"

Sta. 1+00 ℄ Ramp "N"

Sta. 1+30 ℄ Ramp "N"

Sta. 1+60 ℄ Ramp "N"

Sta. 1+90 ℄ Ramp "N"

Sta. 2+20 ℄ Ramp "N"

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Sta. 79+90 ℄ Ramp "N"

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Sta. 80+50 ℄ Ramp "N"

Sta. 80+80 ℄ Ramp "N"

Sta. 81+10 ℄ Ramp "N"

Sta. 81+40 ℄ Ramp "N"

Sta. 81+70 ℄ Ramp "N"

Sta. 82+00 ℄ Ramp "N"

Sta. 82+30 ℄ Ramp "N"

Sta. 82+60 ℄ Ramp "N"

Sta. 82+90 ℄ Ramp "N"

Sta. 83+20 ℄ Ramp "N"

Sta. 83+50 ℄ Ramp "N"

Sta. 83+80 ℄ Ramp "N"

Sta. 84+10 ℄ Ramp "N"

Sta. 84+40 ℄ Ramp "N"

Sta. 84+70 ℄ Ramp "N"

Sta. 85+00 ℄ Ramp "N"

Sta. 85+30 ℄ Ramp "N"

Sta. 85+60 ℄ Ramp "N"

Sta. 85+90 ℄ Ramp "N"

Sta. 86+20 ℄ Ramp "N"

Sta. 86+50 ℄ Ramp "N"

Sta. 86+80 ℄ Ramp "N"

Sta. 87+10 ℄ Ramp "N"

Sta. 87+40 ℄ Ramp "N"

Sta. 87+70 ℄ Ramp "N"

Sta. 88+00 ℄ Ramp "N"

Sta. 88+30 ℄ Ramp "N"

Sta. 88+60 ℄ Ramp "N"

Sta. 88+90 ℄ Ramp "N"

Sta. 89+20 ℄ Ramp "N"

Sta. 89+50 ℄ Ramp "N"

Sta. 89+80 ℄ Ramp "N"

Sta. 90+10 ℄ Ramp "N"

Sta. 90+40 ℄ Ramp "N"

Sta. 90+70 ℄ Ramp "N"

Sta. 91+00 ℄ Ramp "N"

Sta. 91+30 ℄ Ramp "N"

Sta. 91+60 ℄ Ramp "N"

Sta. 91+90 ℄ Ramp "N"

Sta. 92+20 ℄ Ramp "N"

Sta. 92+50 ℄ Ramp "N"

Sta. 92+80 ℄ Ramp "N"

Sta. 93+10 ℄ Ramp "N"

Sta. 93+40 ℄ Ramp "N"

Sta. 93+70 ℄ Ramp "N"

Sta. 94+00 ℄ Ramp "N"

Sta. 94+30 ℄ Ramp "N"

Sta. 94+60 ℄ Ramp "N"

Sta. 94+90 ℄ Ramp "N"

Sta. 95+20 ℄ Ramp "N"

Sta. 95+50 ℄ Ramp "N"

Sta. 95+80 ℄ Ramp "N"

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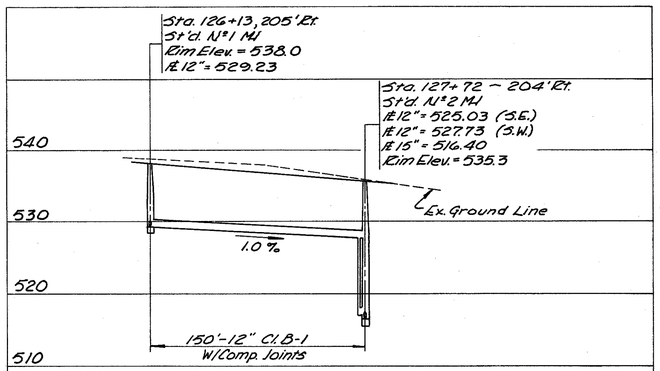
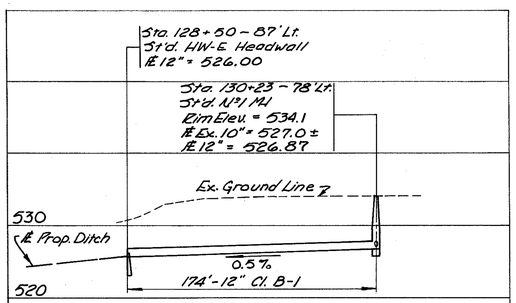
Sta. 205+30 ℄ Ramp "N"

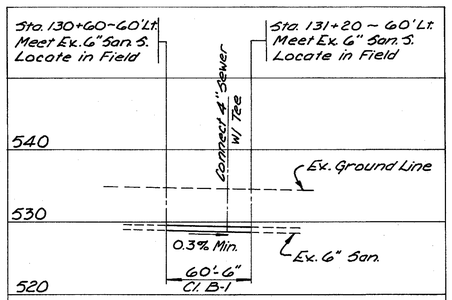
Sta. 205



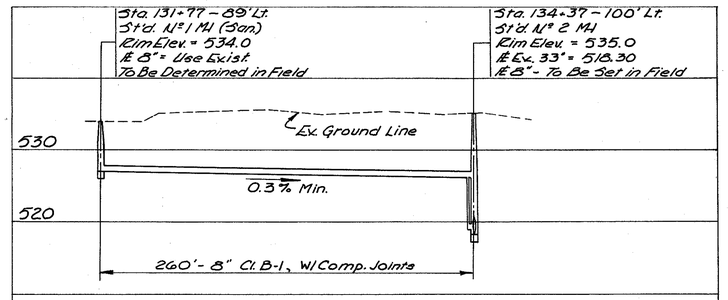
12" SAN. SEWER ~ N.B. LANES
STA. 126+13 TO STA. 127+72



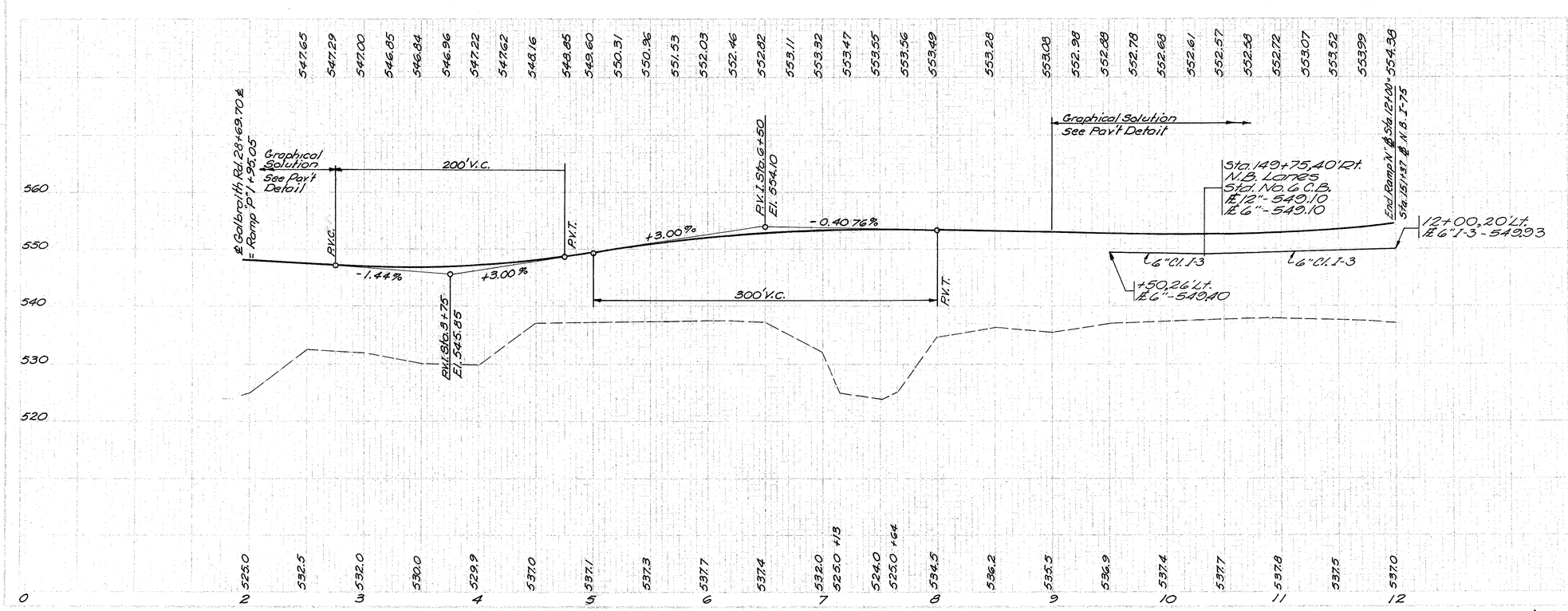
12" STORM SEWER ~ N.B. LANES
STA. 128+50 TO STA. 130+23



6" SAN. SEWER ~ N.B. LANES
STA. 130+60 TO STA. 131+20



8" SAN. SEWER ~ N.B. LANES
STA. 131+17 TO STA. 134+37



RAMP "N" STA. 1+95.05 TO STA. 12+00

I-75-1(62)09

For Pavement Legend See Sh. 165
For Quantities See Sh. 50, 51, 52
For Bridge No. HAM-75-1107 See Sh.
For Ramp 'N' Pavement Details See Sh. 159, 164.
For Ramp 'M' Pavement Details See Sh. 160, 162.
For Wall Detail see Sh.

CURVE No. N.B.-2
P.I. Sta. 154+60.90
Δ = 32°56'45" Lt.
D_c = 2°30'00"
R = 2291.83'
L_c = 867.61'
$T_1 = T_2$ = 903.70'
$L_{s1} = L_{s2}$ = 450.00'
$\theta_{s1} = \theta_{s2}$ = 5°37'30"
E = 101.93'

HAM-75-9.30

Sta. 162+00.70 Lt.
Std. No. 2-2-A C.B.

Br. No. HAM-75-1107
End Approach Sbb
163+30.64 ℄ I-75
Const. Limits
42" Cl. J-1
See Sh. 248

Sta. 165+00.90 Lt.
Std. No. 2 MH 1/2% Drop
42" Cl. B-1
See Sh. 248

Sta. 162+45.40 Rt.
Std. No. 2 MH 1/2% Drop
Abandon Ex. 42" San. M.H.

Sta. 162+18.60 Lt.
Std. No. 1 MH
Abandon Ex. 12" San. S.

Remove Ex. 42" San. M.H.

Sta. 162+36.40 Rt.
Std. No. 2 MH 1/2% Drop

Sta. 162+18.09 Rt.
162-533.24
12"-4" Cl. J-1
See Sh. 249

Unsuitable Material
See Cross Sections

Sta. 163+56.69
End Taper
Sta. 164+96.63

Remove Ex. 24" C.M.P.

For N.B. Lanes I-75 Continued See Sh. 53

For N.B. Lanes I-75 and Ramp 'N' Continued See Sh. 47

Sta. 151+37
Meet Station
4 - 11' N.B. Lanes

Construction Limits

LA℄ R/W

Std. Type B Curb

RAMP 'N'

Sta. 154+50
Pipe Culvert

Curve No. N.B.-2

Green House

Berm Line

℄ N.B. Lanes I-75

Wire Fence on Pipe

Wire Fence

Wire Fence on Pipe

Std. No. 1MH

Sta. 154+50.117' RT.
Std. No. 1 MH

36" Cl. A-1
See Sh. 250

Gravel Drive (Abandoned)

Pond

Wood Shed

Metal Shed

Conc. Slab

Conc. Bl. Wall

Broken Conc.

Private Drive

Conc. Levee

Approx. Location 8" San.

Approx. Location 15" Storm

Sta. 159+96.105' RT.
Std. No. 2 MH 1/2% Drop

Wooded Area

Special Slope & Berm Protection

Br. No. HAM-75-1107
Begin Approach Slab
Sta. 161+51.14 ℄ I-75

Sta. 161+58.88 Rt.
Std. No. 2 MH 1/2% Drop

Stone Ret. Wall

Grass

4' chain Link Fence

Conc. Ret. Walls

Asphalt

Abandon Ex. 12" San. S.

Replace Ex. 8" San. 4 24" -12" Cl. J-1 M&G(d) with a Compression Joints See Note This Sh.

Replace Ex. 8" San. 4 200' -15" Cl. J-1 M&G (d) See Note This Sh.

Wall No. 2
PB 20
10@1'-7"

1'-3" Asbestos Cement or Fiber Conduit

Br. Barbecue

Sta. 162+18.60 Lt.
Std. No. 1 MH

Sta. 162+45.40 Rt.
Std. No. 2 MH 1/2% Drop

Remove Ex. 42" San. To Be Removed

Approx. Location 15" Storm

Sta. 159+96.105' RT.
Std. No. 2 MH 1/2% Drop

Sta. 161+58.88 Rt.
Std. No. 2 MH 1/2% Drop

Stone Ret. Wall

Conc. Ret. Walls

Grass

Asphalt

Abandon Ex. 12" San. S.

Replace Ex. 8" San. 4 200' -15" Cl. J-1 M&G (d) See Note This Sh.

Wall No. 2
PB 20
10@1'-7"

1'-3" Asbestos Cement or Fiber Conduit

Br. Barbecue

Sta. 162+18.60 Lt.
Std. No. 1 MH

Sta. 162+45.40 Rt.
Std. No. 2 MH 1/2% Drop

Remove Ex. 42" San. To Be Removed

Approx. Location 15" Storm

Sta. 159+96.105' RT.
Std. No. 2 MH 1/2% Drop

Sta. 161+58.88 Rt.
Std. No. 2 MH 1/2% Drop

Stone Ret. Wall

Grass

4' chain Link Fence

Conc. Ret. Walls

Asphalt

Abandon Ex. 12" San. S.

Replace Ex. 8" San. 4 24" -12" Cl. J-1 M&G(d) with a Compression Joints

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

50/450

HAM-75-9.30

C ____ = Cincinnati Normal Participation

N ____ = Non-Cincinnati Normal Participation

REF. NO.	STATION TO STATION	SIDE	B-19 8" Aggr. Base Course	B-21 3" Water-proofed Aggr. Base Course	B-21 2(3") Water-proofed Aggr. Base Course	B-21 7½" Water-proofed Aggr. Base Course	B-35 Asphaltic Concrete Leveling Course	B-19 Aggr. Base Course	E-8 Removal & Disposal of Existing Sidewalk	E-8 Removal & Disposal of Existing Concrete Pavement	E-8 Removal & Disposal of Existing Concrete Curb	I-13 4" Conc. Sidewalk	I-7 Reinf. Concrete Approach Slabs	I-12 Concrete Curb Type 2-A	I-12 Concrete Curb Type 6	I-15 Guardrail Standard Type Deep	I-15 Guard Rail Removed & Disposed of	I-21 Concrete Median Pavement	I-22 Subbase Type "A" or "B"	I-22 Subbase Type "C" or "D"	T-31 Bit. Surface Treatment Sec. M-5.7, RT-2 or RT-3 or Sec. M-8.5, RS-1 or RS-2		T-30 Bit. Prime Coat Sec. M-5.7 RT-2 or RT-3	T-30 Bit. Tack Coat Sec. M-5.2, RC-1 or RC-2	T-31 Bit. Surface Treatment Sec. M-5.7 RT-3 or RT-9		T-35 Asphaltic Concrete Surface Course Type C (70-8½)	T-71 9" Reinf. Port. Cem. Concrete Pavement	T-71 10" Reinf. Port. Cem. Concrete Pavement	I-12 Concrete Curb Type 8	I-12 Concrete Curb Type 7	I-15 Guard Rail Standard Type (Deep) Galvanized				SEE SHEET NO.
			Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Ft.	Sq. Yd.	Lin. Ft.	Sq. Ft.	Sq. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.		Cu. Yd.	Cu. Yd.	Bit. Gal	Aggr. Cu. Yd.	Gal	Gal	Bit. Gal	Aggr. Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.				
	ROADWAY																																			
1-R	118+44 134+94	L														N 125															C 1525				
2-R	121+94 134+94	R														N 125															C 1175				
3-R	140+25.08 161+67	L														N 2250																			
4-R	140+25 149+00	R														N 875																			
5-R	101+37 101+69	R														N 37.5																			
6-R	163+14 166+00	L														N 287.5																			
7-R	163+14 163+95.65	R														N 87.5																			
	"Ramp M" Decel. Lane																																		
8-R	163+95.65 166+00	R														N 200																			
	Ramp "N"																																		
9-R	3+50 12+00	R														N 850																			
	Ramp "N" Accel. Lane																																		
10-R	151+37 161+37	R														N 1000																			
	Galbraith Road																																		
11-R	Waldman Dr. to 21+88	L														N 325	N 325																		
12-R	19+52 22+14	R														N 262.5	N 125																		
13-R	23+20 26+07.5	L														N 287.5																			
14-R	23+44 24+44	R														N 200																			
15-R	27+77 29+77	R														N 100																			
16-R	32+03 32+90.5	R														N 87.5																			
17-R	32+54 33+91.5	L														N 137.5																			
	PAVEMENT																																		
	103+59.04 107+56.50	L		C 188				C 43											C 37						C 55	C 2								
	103+59.04 112+00									C 2201									C 2082										C 2491					
	103+59.04 134+81.86																		C 874					C 1399			C 126							
	103+59.04 135+07.00	R				C 729	C 126												C 160						C 267	C 8								
	113+26.26 135+07.00	L		C 77				C 208					N 100						N 17															
1-P	134+81.86 135+06.86							N 187											N 160						N 246	N 8								
	140+14.08 161+76.14	L		N 80									N 100						N 17															
2-P	140+14.08 140+39.08																		N 350					N 559			N 49							
	140+14.08 151+37.00	R				N 288	N 49												N 1408										N 8449					
	140+39.08 161+51.14						N 3												N 19								N 3							
	160+62 161+76.14	R											N 100						N 17															
3-P	161+51.14 161+76.14																		N 11					N 17			N 2							
	161+37 161+76.14	R				N 9	N 2						N 100						N 17															
4-P	163+05.64 163+30.64																		N 25					N 40			N 3							
	163+05.64 163+95.65	R				N 21	N 3												N 22						N 33	N 1			N 1077					
	163+05.64 166+00	L		N 11				N 25											N 180															
	163+30.64 166+00																																		
	Ramp "M" Decel. Lane																																		
	163+95.65 166+42.97	R				N 40	N 7												N 48					N 77			N 7		N 233					
	Ramp "N"																																		
	0+00 12+00	R			N 68			N 34											N 67						N 102	N 3								
	0+00 12+00																		N 286									N 1881						
	2+15 11+00	L			N 49			N 25											N 49						N 74	N 2								
5-P	Ramp "N" Entrance														N 115															C 218	N 32			
6-P	9+50 12+00																																		
	Ramp N Accel. Lane																																		
	12+00 161+37	R				N 185	N 31												N 454						N 222	N 7	N 31		N 1889					
	Ramp P																																		
	4+70.40 8+34.5	L			C 22			C 11											C 22						C 33	C 1								
	4+70.40 8+34.5									C 809									C 110									C 770						
	4+70.40 10+34.5	R			C 31			C 16											C 20						C 47	C 2								
7-P	5+03 5+70.40														C 67																			
8-P	112+58.26 113+26.26															C 68																			
9-P	4+70.40 5+11																	C 33																	
	Ramp "P" Decel. Lane																																		
	0+00 4+70.40	L			C 44			C 22											C 44						C 65	C 2								
	0+00 4+70.40																		C 152										C 914					
	Galbraith Road																																		
	17+50 22+02.87		N 27																	N 9	N 37	N 1	N 49						N 466						
	23+32.60 30+03.27		N 110			N 566	N 119					N 1440							N 203	N 231	N 185	N 5	N 1238	N 80			N 119								
	33+31.23 34+50					N 80	N 31					N 712								N 64			N 153	N 50			N 31								
10-P	Drive Sta 18+97	R																	N 17									N 111						
	Drive Sta 26+54	R						N 27															N 55				N 8							
	Drive Sta 33+38	R						N 25															N 52				N 7							
11-P	Drive Sta 34+13	R											N 67							N 8								N 46						
12-P	21+77.87 22+02.87	L											N 67							N 11														
13-P	21+77.87 22+02.87	R											N 67							N 11														
14-P	23+32.60 23+57.60	L											N 67							N 11														
15-P	23+32.60 23+57.60	R											N 67							N 11														
16-P	29+78.27 30+03.27	L											N 67						N 11															
17-P	29+78.27 30+03.27	R											N 67						N 11															
18-P	32+31.23 32+56.23	L											N 67						N 11															
19-P	32+31.23 32+56.23	R											N 67																					
20-P	19+44 28+16																	N 676															
21-P	28+71 34+50																	N 272															
22-P	Waldman Dr. 21+30														N 317																			
23-P	32+03 32+86															N 85																		
24-P	32+51 34+50															N 199																		
25-P	33+50 34+00															N 37																		
26-P	34+40 34+50															N 10																		
27-P	Clark St.								520			740				N 32																			
28-P	Clark St.																																		
TOTALS			137	186	214	1918	371	623	520 To Sh. 34	3010 To Sh. 34	2152 To Sh. 34	740	936	499	431	7237.5	450	981	6912	356	222	6	3039	130	1144	36	386	3274	28,621	218	32	2700				
Total Cincinnati Normal Participation			—	186	97	729	126	300	—	3010	—	—	—	67	68	—	—	33	3501	—	—	—	1399	—	467	15	126	710	13,405	—	—	2700				
Total Non-Cincinnati Normal Participation			137	—	117	1189	245	323	520	—	2152	740	936	432	363	7237.5	450	948	3411	356	222	6	2240	130	677	21	260	2504	15 216	218	32	—				

NORTHBOUND LANES - STA. 103+59.04 to STA. 166+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

51/450

HAM-75-9.30

ESTIMATED QUANTITIES

C ____ = Cincinnati Normal Participation

N ____ = Non-Cincinnati Normal Participation

REF. NO.	STATION to STATION	SIDE	I-5 Pipe Specials: Cl. F-4 30° Bend 12" (Ea.)	I-5 Pipe Specials: Cl. B-1 6"x6"x4" Tee (Ea.)	I-5 Pipe Specials	I-5 Pipe Specials	I-1 Cl. A-1: M6.4(d) 36" (L.F.)	I-1 Cl. A-1	I-1 Cl. A-1: M-6.4(d) 10 Gage or M-6.6(d) 36" (L.F.)	I-1 Cl. B-1 Sanitary Sewer w/Comp. Jts.: 6" (L.F.)	Cl. B-1: 8" (L.F.)	Cl. B-1: 12" (L.F.)	Cl. B-1: 15" (L.F.)	Cl. B-1: 21" (L.F.)	Cl. B-1: M6.6(c) 42" (L.F.)	Cl. B-1: M6.6(c) Radius Pipe 42" (L.F.)	Cl. B-1	Cl. B-1: M6.6(c) 54" (L.F.)	Cl. B-1: 12" (L.F.)	I-1 Cl. J-1: 12" (L.F.)	Cl. J-1: M6.6(d) 15" (L.F.)	Cl. J-1: M6.6(b) M6.8(b) 24" (L.F.)	Cl. J-1: M-6.6(b) M-6.8(b) 24" (L.F.)	Cl. J-1 San. S. w/Comp. Jts.: 12" (L.F.)	San. S.: M6.6(d) 12" (L.F.)	San. S.: M6.6(d) 33" (L.F.)	San. S.: M6.6(d) 42" (L.F.)	San. S.: M6.6(d) Radius Pipe 42" (L.F.)	Cl. J-1: M6.6(c) 42" (L.F.)	E-1 12" (L.F.)	F-4 6" (L.F.)	I-3 Shallow 6" (L.F.)	F4 12" (L.F.)	J-1 M-6.6(b) or M-6.8(b) 21" (L.F.)	I-2 Masonry Cl. "C" (C.Y.)	I-2 Masonry Cl. "E" (C.Y.)	I-8 Catch Basins Std. No. 2-2-A (Ea.)	I-8 Catch Basins Std. No. 6 (Ea.)	I-8 Catch Basins	I-8 Manholes Std. No. 1 (Ea.)	Manholes Std. No. 1 Sanitary (Ea.)	Manholes Std. No. 2 (Ea.)	Manholes Std. No. 2 w/o Drop (Ea.)	I-8 Manholes	Reconstruct M.H. to Grade (Ea.)	I-10 Dumped Rock Channel Protection (C.Y.)	I-10 6" Reinforced Concrete Riprap (S.Y.)	I-14 Type 1 Paved Gutter (L.F.)	I-14 Type 1-A Paved Gutter (L.F.)	I-16 Abandon Manhole (Ea.)	I-16 Abandon Catch Basin (Ea.)	E-3 Channel Excavation (C.Y.)	E-12 Pipe Removal 15" and Under (L.F.)	E-12 Pipe Removal Over 15" (L.F.)	L-10 Special Slope & Berm Protection (S.Y.)	L-10 Sodding (S.Y.)		Special 36" Flap Gate: 10' Seating Head (Ea.)	Special 36" Flap Gate: 26" Seating Head (Ea.)	SEE SHEET NO.
	Drainage																																																											
1-D	105+50	Rt.																	C 76															C 0.23			C 1								C 0.89														
2-D	109+00 — 109+72	Rt.																																																				C 52				
3-D	109+75 — 112+82	Rt.																																																				C 202				
4-D	119+50 — 120+50	Rt.																																																				C 67				
5-D	124+83	Lt. & Rt.							C 168																									C 13											C 12	C 150					C 232				C 94				250
6-D	127+50 — 129+94	Lt.																																																				C 175				
7-D	129+94 — 132+50	Lt.																																										C 0.93		C 25	C 250											
8-D	128+50 — 130+23	Lt.																C 174																C 0.23					C 1																				
9-D	130+60 — 131+20	Lt.		C 1						C 60																																																
10-D	132+74 — 134+37	Lt.									C 260																												C 1																				
11-D	134+37	Lt. & Rt.																							C 180										C 31.6						C 1												C 180						
12-D	134+37	Rt.																																									C 2															
13-D	134+92	Rt.																																																			N 55					
14-D	134+92	Lt.																																																			N 62					
15-D	140+25	Lt.																																																			N 65					
16-D	140+25	Rt.																																																			N 38					
17-D	Ramp 'N'-2+66-7+50	Lt.																																																				N 350				
18-D	Ramp 'N'-5+74-5+94	Rt.																																										N 445														
19-D	Not Used																																																										
20-D	Reloc. Channel 22+00-57+00	Rt.																																																C 141,000 N 56,418								238 & 239
21-D	120+90	Rt.																																									C 1															238
22-D	121+86 — 134+10	Rt.															C 1204																								C 5																	238
23-D	121+86 — 128+50	Rt.																																														C 2				C 650						238
24-D	126+40	Rt.																																														C 1										238
25-D	126+13 — 127+72	Rt.									C 150	C 128																						C 13.6					C 1	C 1																		238
26-D	127+75	Rt.																																														C 1										238
27-D	130+68 — 130+72	Rt.											C 134																					C 17.6							C 1							C 1										238
28-D	131+27 — 131+62	Rt.																																										C 146														238
29-D	132+80 — 134+10	Rt.																																														C 1				C 172						238
30-D	Reloc. Channel 41+68-41+78	Rt.																																										C 178														239
31-D	Reloc. Channel 45+80-45+90	Rt.																																										C 25														239
32-D	Reloc. Channel 48+82-53+06	Lt. & Rt.												N 434	N 94																			N 33.2						N 1	N 3				N 391													239
33-D	Reloc. Channel 48+82-53+06	Lt. & Rt.																																														N 1				N 445						239
34-D	Reloc. Channel 39+00-41+00	Lt. & Rt.																																										C 1285														238
35-D	Not Used																																																										
36-D	Not Used																																																										
37-D	Not Used																																																										
38-D	Not Used																																																										
39-D	Not Used																																																										
40-D	Not Used																																																										
41-D	Ramp 'N'-6+05-6+25	Rt.																																										N 6.7														
42-D	Ramp 'N'-7+40-8+40	Rt.																																																				N 67				
43-D	Ramp 'N'-9+50-12+00	Lt.																												N 20	N 142																												
44-D	142+50 — 145+00	Lt.																																																				N 169				
45-D	145+25	Lt. & Rt.							N 242																									N 13											N 46.7	N 26.7					N 903						N 1		251
46-D	145+20 — 147+50	Lt.																																																				N 157				
47-D	149+75	Rt.																	N 6																		N 1																						
48-D	Ramp 'N'-10+40	Lt.	N 2																N 26													N 36		N 0.23			N 1								N 0.93														
49-D	Ramp 'N'-11+00	Lt.																	N 60																		N 1																						
50-D	154+50	Lt. & Rt.					N 18		N 172																								N 74	N 13					N 1						N 139													N 1	252
51-D	158+70 — 159+63	Lt. & Rt.																							N 224																N 2												N 224							
52-D	168+92 — 159+65	Lt. & Rt.																			N 206																			N 1													N 206							
53-D	159+96 — 166+00	Lt. & Rt.																																														N 2				N 637						
54-D	159+96 — 162+45	Lt. & Rt.																									N 314	N 38															N 2																	
55-D	161+66	Rt.																																																				N 36					
56-D	161+64	Lt.																																																				N 53					
57-D	162+00 — 162+18	Lt																												N 18							N 1																							
58-D	162+18	Lt. & Rt.																																																		N 168						
59-D	162+18 — 162+36	Lt. & Rt.																				N 94	N 74																	N 1			N 1																	
60-D	162+45	Lt.																						N 20																																			
61-D	162+45 — 166+00	Lt.												N 294														N 48	N 226														N 1	N 1																	
62-D	163+17	Lt.																																																				N 45					
63-D	163+19	Rt.																																																				N 40					
64-D	164+13	Rt.																																																		N 30						
65-D	162+12	Lt.																																															N 1									
66-D	Reloc. W. Fork Chan. 0+57-5+68	Lt. & Rt.																																																N 1005								47 & 238
TOTALS			2	1			18		582	60	260	150	128	134	728	94		1204	174	168	206	94	74	20	224	180	314	86	226	18	20	142	36	74	39.7	96	1	4		5	3	4	13		3	16004	567.7	25	250	9	1	199,558	430	2282	394	1,333		1	1	
Total Cincinnati Normal Participation			–	1	–	–	–		168	60	260	150	128	134	–	–		1204	174	76	–	–	–	–	–	180	–	–	–	–	–	–	–	–	13.5	62.8	–	1		2	1	2	6		3	1488	150	25	250	6	–	141,232	–	1002	–	590		–	–	
Total Non-Cincinnati Normal Participation			2	–	–	–	18		414	–	–	–	–	–	728	94		–	–	92	206	94	74	20	224	–	314	86	226	18	20	142	36	74	26.2	33.2	1	3		3	2	2	7		–	112	418	–	–	3	1	58,326	430	1280	394	743		1	1	

NORTHBOUND LANES - STA. 105+17.37 TO STA. 166+00

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

52/450

HAM-75-9.30

REF. NO.	STATION TO STATION	SIDE	I-1 Cl. E-1 San. S w/Comp. Jts. 12" L.F.	I-1 Cl. F-4 12" L.F.	I-1 Cl. F-4 18" L.F.	I-1 Cl. J-1 San. S. w/Comp. Jts. 12" L.F.	I-1 Cl. J-1 M4.6(b) M6.8(b) 15" L.F.	I-2 Masonry Cl. "C" C.Y.	I-8 Catch Basins Std. N° 3-A Ea.	I-8 Catch Basins Std. N° 3 Ea.	I-8 Catch Basins Std. N° 5 Ea.	I-8 Manholes Std. N° 1 Sanitary Ea.	I-8 Manholes Manhole w/Offset Dome Ea.	I-10 Dumped Rock Channel Prot. C.Y.	I-16 Abandon Manhole Ea.	I-16 Abandon Catch Basin Ea.	L-10 Special Slope & Berm Prot. S.Y.	L-10 Sodding S.Y.	L-120 Jute Matting S.Y.	Special 18" Flap Gate 13' Seating Head	SEE SHEET NO.
	Drainage																				
1-D	19+50	Rt.					50	0.23	1					1.3							
2-D	21+15 — 22+60	Lt.		142				0.23			1								125		
3-D	22+12	Rt.															34				
4-D	22+75 — 23+25	Lt.			54			2.2			1								125	1	
5-D	24+21	Rt. & Lt.														2					
6-D	26+70 — 28+23	Lt.																170			
7-D	28+25	Lt.					146	0.52						4.5							
8-D	27+60 — 28+12	Rt.																48			
9-D	28+55 — 29+25 EB℄	Rt.																53			
10-D	29+52 EB℄	Rt.													1						
11-D	29+68 EB℄	Rt. & Lt.														2					
12-D	21+50 — 22+18 EB℄	Lt.		60				0.23	1					6.2							
13-D	29+63 — 30+24 EB℄	Rt. & Lt.															37				
14-D	31+56 — 32+45 EB℄	Rt.		52				0.23		1				18.3							
15-D	32+35 — 32+82 EB℄	Lt.		24				0.23		1				9.8							
16-D	32+70 — 32+90 EB℄	Lt. & Rt.	56			76						2									
17-D	33+85 EB℄	Rt.											1								
18-D	33+88 — 33+92 EB℄	Rt. & Lt.				42				2											
19-D	33+99 EB℄	Rt.														1					
20-D	34+04 EB℄	Lt.														1					
TOTALS			56	278	54	92	76	146	3.87	2	4	2	2	1	40.1	1	6	71	271	250	1	

WATER WORKS

ITEM	City of Cincinnati Specification Number	Total	Unit	Description
Special	W—1	188	L.F.	Laying 6" Cast Iron Pipe, Valves and Specials - Including Furnishing Materials
Special	W—1	130	L.F.	Laying 6" Cast Iron Pipe for Bridge Crossing, as per plan, and Specials - Including Furnishing Materials
Special	W—28	1	Each	Installing 3/4" Copper Service Pipe and Fittings - Including Furnishing Materials
Special	W—41	2	Each	Installing Valve Boxes - Including Furnishing Materials
Special	W—42	1	Each	Resetting Existing Curb Box
Special	W—80	2	Each	Salvaging and Relocating Existing Fire Hydrant Heads

GALBRAITH ROAD STA. 17+60 TO STA. 34+50

I-75-1(62)09

For Ramp 'M' Pav't Detail See Sh. 160.162.
For Ramp 'M' Profile See Sh. 54
For Bridge No. HAM-75-1138 See Sh. 350, 360
For Wall Details See Sh. 286, 290, 291, 292.
For Quantities See Sh. 58, 59.
For Pav't. Legend. See Sh. 165.

CURVE NO. M-1
P.I. Sta. 8+50.00
Δ = 10°47'53" Lt.
Dc = 4°00'00"
R = 1432.39'
Lc = 269.95'
T1=T2=135.38'
E = 6.39'

CURVE NO. N.B.-3
P.I. Sta. 180+15.27
Δ = 40°00'30" Lt.
Dc = 1°45'00"
R = 3274.04'
Lc = 1936.19'
T1=T2=1367.48'
Ls1=Ls2= 350.00'
E = 211.87'
θs = 3°03'45"

CITY OF LOCKLAND
VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING

Stub 12" San. To #2 Sani.
1-12"-45° Bend
25 Lin Ft.-12" Cl. B-1

Sodding 6' Wide

Sta. 168+75.74' Lt.
Std. No. 2 MH ⅝ Drop

See Sh. 248

42" Cl. B-1

Sanitary

LA-R/W

Remove Ex. 42" San. Sewer

Sta. 166+50 Pipe Culvert See Sh. 255

N.B. Lanes I-75

Berm Line

Sta. 169+71

High Tension Tower S-1

Construction Limits

Begin Ramp M
Sta. 166+42.79 (36.79')

For N.B. Lanes I-75 continued See Sh. 49

C2-4 166+34
C2-5 167+55
C2-6 168+71
C2-7 169+80
C2-8 170+81
C2-9 171+74
C2-10 172+65
C2-11 8+85
C2-12 10+60
C2-13 12+85
C2-14 172+65
C2-15 173+85
C2-16 175+10
C2-17 176+40
C2-18 177+75
C2-19 179+18
C2-20 180+60

Sta. 170+02, 94.5' Rt.
Std. 2-2-A C.B.
Replace Inlet with
R.C.P.-Size-553.00
R.24'-Meet Existing
Abandon Ex. Inlet

MILL CREEK

Trail

B.M. ME-14a Elev. 544.49
R.R. Spike in 12" tree 100' Lt.
Sta. 170+50

Sta. 5+52.3' 1'11" Rt.
Std. No. 6 C.B.
See Sh. 116

Sta. 5+52.3' 53" Rt.
Std. 4W-2 Headwall
D.R.C.P.
5'-6"x 18'

Abandon Ex. San. MH

Std. Type 2A Curb

Item 611

Sodding 6' Wide

Abandon Ex. San. MH

Abandon Ex. 8" San. S.

1:3 "Asbestos Cement" or Fiber Conduit

CITY OF LOCKLAND
Ex. 3'x4' C.B. To Remain

Abandon Exist. San. MH

Sta. 172+65, 136' Rt.
Std. No. 2 MH ⅝ Drop
D.R.C.P.
5'-6"x 18'

Sta. 175+00, 190' Rt.
Std. No. 2 MH ⅝ Drop

Sta. 176+10, 173' Rt.
Std. No. 2 MH ⅝ Drop

Sta. 176+94, 177' Rt.
Std. No. 2 MH ⅝ Drop

B.M. ME 15 Elev. 554.21
R.R. Spike in pole N. side Davis St.
93' Rt. Sta. 179+33

Construction Limits

Curve No. M-1

Curve No. N.B.-3

10 RAMP "M"

Sta. 10+50.00' M'
Std. No. 2 C.B.

Special Slope Berm Protection

Sta. 10+50.00' M'
Pipe Culvert See Sh. 252

Berm Line

Std. Type 2A Curb

Sta. 12+73 Rt. (Davis St.)
Std. No. 3 C.B.
& Grate-552.8
to 12"-549.80
See Sh. 249

Remove under S-24

Remove under S-24

Remove under S-24

Remove Ex. 42" San.

Sta. 170+00 West Ex. Drive
I-18 Stabilized with Cal. Chloride

Asphalt & Conc. (Davis St.)

Fuel Tank

Br. No. HAM-75-1138
Begin Approach Slab
Sta. 178+36.96

Br. No. HAM-75-11 38
End Approach Slab
Sta. 180+01.96

Wall #3
#509 509A 511 511A

Type I-A Gutter

D.R.C.P. 5'-5"x 12" Type No. 1 Pvd. Gutter

Begin Wall
Sta. 177+25

Wood Picket Fence

Wire Fence on Metal Posts

Concrete Wall

Stone Wall

Gravel Dr.

Asphalt Dr.

Concrete Walk

Ex. R/W

Ex. Curb

Ex. Gutter

Ex. Shed

Ex. Fr.

Ex. Bldg.

Ex. Sign

Ex. Tel. Pole

Ex. Tel. Booth

Ex. Chain Link Fence

Ex. Wire Fence

Ex. Asphalt

Ex. Gravel

Ex. Conc.

Ex. Asphalt Dr.

Ex. Conc. Walk

Ex. Conc. Curb

Ex. Conc. Gutter

Ex. Conc. Pad

Ex. Conc. Wall

Ex. Conc. Patio

Ex. Conc. Porch

Ex. Conc. Block Gar.

Ex. Conc. Block Wall

Ex. Conc. Block Fence

Ex. Conc. Block Retaining Wall

Ex. Conc. Block Shed

Ex. Conc. Block Gar. & Workshop

Ex. Conc. Block Comm.

Ex. Conc. Block Bldg.

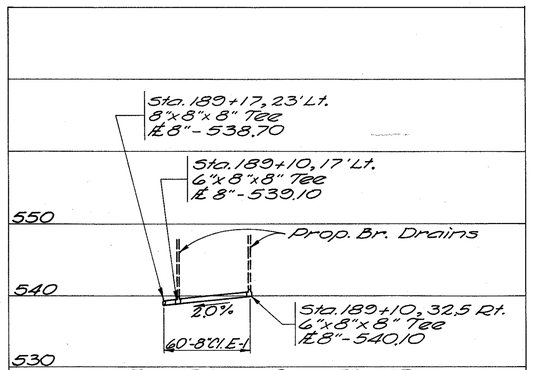
Ex. Conc. Block Fr. Shed

Ex. Conc. Block Fr. Gar. & Workshop

Ex. Conc. Block Fr. Comm.

Ex. Conc. Block Fr. Bldg.

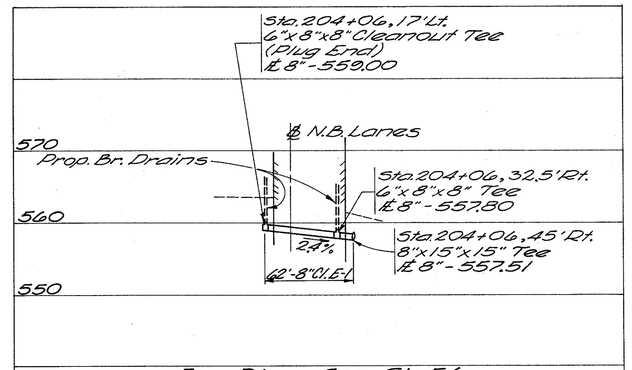
Ex. Conc. Block Fr. Gar



For Plan, See Sh. 55

BRIDGE DRAINAGE

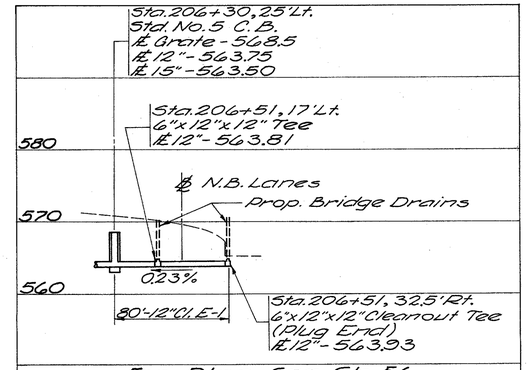
Sta. 189+10



For Plan, See Sh. 56

BRIDGE DRAINAGE

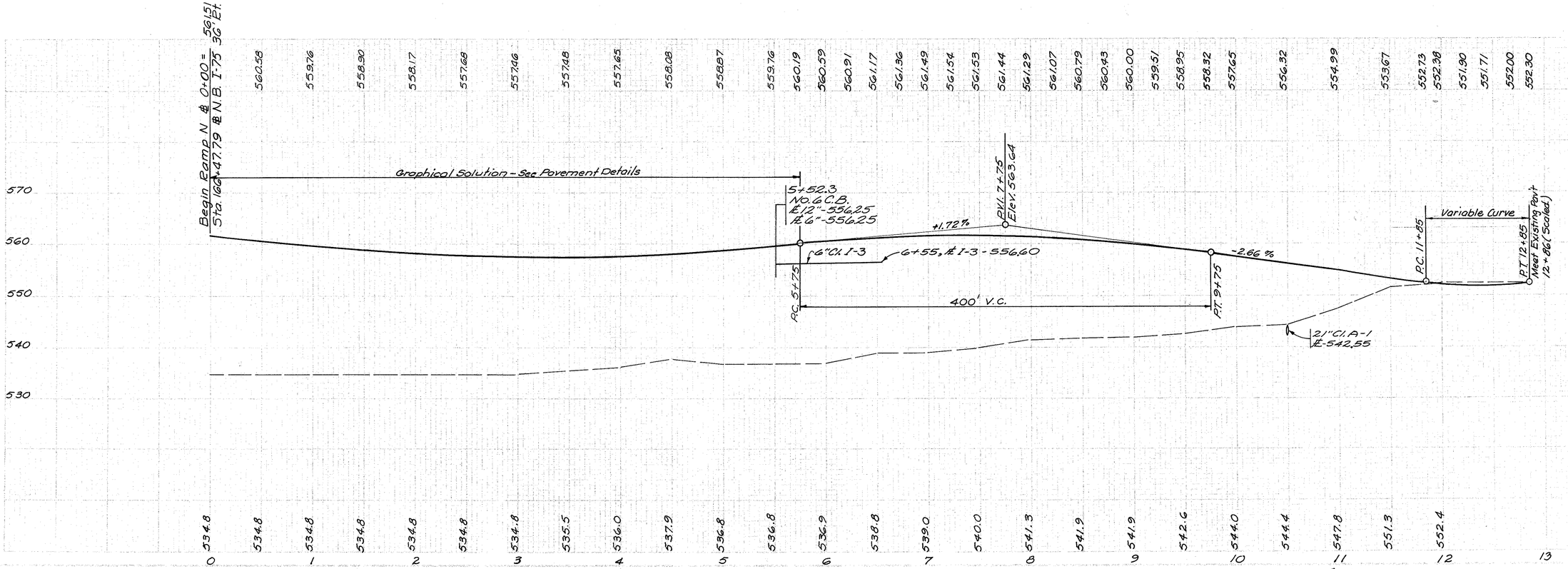
Sta. 204+06



For Plan, See Sh. 56

BRIDGE DRAINAGE

Sta. 206+51



RAMP "M" STA. 0+00 TO STA. 12+86

I-75-1(62) 09

HAM-75-9.30

For Bridge No. HAM-75-1147 For Quantities See Sh. 58, 59. See Sh. 361-419 For Pavement Legend See Sh. 165

CURVE NO. N.B.-3
P.I Sta. =180+15.27
Δ = 40°00'00" Lt.
D_a = 1°45'00"
R = 3274.04'
L_c = 1936.19'
$T_1 = T_2$ = 1367.48'
$L_{s1} = L_{s2}$ = 350.00'
E = 211.87'
θ_s = 3°03'45"

CENTRAL AVE. (Asphalt) — 12" Storm — PATTERSON ST. (Asphalt) — BENSON AVE. (Asphalt) — MILL CREEK — CITY OF LOCKLAND / CITY OF READING — WACHENDORF ST. (Asphalt) — MILL ST. — BIKE ST.

Constr. Limits LA-R/W — Berm Line — Br. No. HAM-75-1147 Begin Approach Slab Sta. 182+72.99 Constr. Limits — Special Slope & Berm Protection — Sodding & Mulch — Remove under Sh. 124 — Remove E-8 — Remove Ex. 42" — Dumped Rock Ch. Prot. 45'x10'x18" — See Sh. 249 — See Sh. 248 — Curve No. N.B.-3 Sta. 187+43.43 Rt. Std. No. 2 M.H. 7/8 drop — Sta. 188+51-5' Lt. Std. N° 2 M.H. W.I. Bolt Down Fr.; Cover — +20.210' Lt. 45° Bend — Dumped Rock Channel Protect. 15'x5'x18" — +08.20' Rt. 90° Bend — +33.99 — +46.40' Rt. 90° Bend — Sta. 193+73-5' Rt. Std. N° 1 M.H. W.I. Bolt Down Fr.; Cover — Sta. 194+34.72' Rt. Existing Sam. M.H. — Meet Exist. Side Walk — Remove Ex. Side Walk — Remove Ex. Curb — Remove Ex. Gutter — Remove Ex. Asphalt — Asphalt Parking — Wire Fence with barbed Wire on top — Wire Fence, Wd. Posts — Wire Fence, Met. Posts — Chain Link Fence w/Pipe posts — Wire Fence, Met. Post — Wire Fence, Met. Posts — Wire Fence, Wd. Posts — Wire Fence, Met. Posts — Wire Fence, Met. Posts — Wire Fence, Wd. Posts — Chain Link Fence — Wire Fence, Met. Posts — Wire Fence, Met. Posts — Wire Fence, Met. Posts

For Pay Item Legend. See Sh. 165
For Quantities. See Sh. 58, 59.
For Bridge No. HAM-75-1147 See Sh. 361-419.
For Curb Detail closing Drive and Alley openings See Sh. 162

CURVE NO. N.B.-4
P.I. Sta. 214+35.40
Δ = 12° 32' 53" Rt.
D_c = 1° 30' 00"
R = 3819.72'
L_c = 586.54'
$T_1 = T_2$ = 545.02'
$L_{s1} = L_{s2}$ = 250.00'
$\theta_{s1} = \theta_{s2}$ = 1° 52' 30"
E = 23.70'

For N.B. Lanes I-75 Continued See Sh. 55.

For N.B. Lanes I-75 Continued See Sh. 57.

Exist. R.R. R/W

Steel Loading Trestle

Storage Area

Bldg. Destroyed

Gravel

Storage Area Brick & Fibre Board

Wood Shed on Conc. Wall

48" Metal Storage Tank on Conc. Pad.

Sewer Trap 75° Sewer Trap

High Tension Tower

Power Box

R/W

195

N.B. Lanes I-75

200

See Sh. 249

8"CI. E-1

Storage Area (Reinf. Steel Tile Pipe, R.R. Ties)

33'

17'

45°

+84.45' Rt. 40° Bend

+19.29' +63.82' Rt. Outlet Pipe

D.R.C.P. 20'-5"-16

MILL CREEK

CORP. LINE

D1-43 197+95

D1-42 199+39

D1-41 200+83

D1-40 202+33

D1-39 203+73

D1-37 206+62

D1-36 208+02

D1-35 209+45

Storage & Parking

Cinder Parking Area

Ex. R/W 1

Dock

Loading Dock

2 Sty. Br. Comm.

Sec. 32

Sec. 33

Fr. Gar.

Cinder & Gravel Parking Area

Chain Link Fence Steel Posts 1

Gravel Parking Area (Cinders)

Chain Link Fence Steel Posts 2

Pipe Anchors

Gravel Parking Area

Asphalt

Concrete

Sta. 203+23.45' Rt. Std. No. 1 MH

Sta. 202+60.18' Rt. Std. No. 1 MH

Sta. 201+73.37' Rt. Std. HW. No. 1 with Flap Gate 10' Seating Head

Bldg. Mall Storage Area (Conc. Blk. & Steel)

Conc. Block Wall

Wire Fence

Wood Fence

Metal Fence

Retg. Wall

Steps

Sidewalk

Curb

Gutter

Sta. 204+25.45' Rt. Std. No. 1 MH

Sta. 206+30.25' Lt. Std. No. 5 C.B.

Sta. 207+77.75' Lt. Existing San. MH

Sta. 209+22.63' Lt. Std. No. 1 MH

HAM-75-9.30

Iron Railing on Conc. Ret. Wall

Conc. Ret. Wall

Sta. 209+18.14' Lt.
1-C.I. 90° Bend
1-C.I. Vane
1-Valve Box
1-Ex. F.H. from Sta. 211+00
1-Pc. 6" Cut Pipe 3'-0" long

12"

105° 5' Lt.

E. FORKER ST.

Sta. 209+82.4 N.B. I-75

1-Plug Exist. W.M. 1-8" Plug

Plug Ex. W.M. Remove Pow. E-8

Guard Rail

Sidewalk

Curb

Gutter

Fr. Gar.

Wire Fence

Wood Fence

Metal Fence

Retg. Wall

Steps

I-75-1(62)09

HAM-75-9.30

For S.B. Lanes I-75 Continued See Sh. 173

For N.B. Lanes I-75 Continued See Sh. 56

WEST FORRER ST.

EAST FORRER ST.

MOOCK ST.

BACON ST.

EGGERDING DR.

HIGHLAND AVE.

PERSHING AVE.

SHALLEY AVE.

MC WHORTER ST.

Vories See Cross Sections

Conc. Retaining Wall

Met. Picket Fence on 18" Conc. Wall

Conc. Median

Abandon Inlet

Abnd. Inlet

Meet Exist. Curb

Std. Type 6 Curb

Remove under E-8

Abandon

Constr. Limits

Sta. 211+00 - Lt. Salvage & Relocate Ex. Fh. Head

Stonefact Wall

Berm Line

Curve Wall

Type 2A Curb

Type 6 Curb

Type 6 Curb Modified

Temp. Traffic Lanes No. 4

End Guard Rail

End Wall

End 2' Safety Curb

Begin Guard Rail

End Work

Item 5-24 Remove Exist. Wall

Sta. 215+81 - 74' Rt.
1 - 8" - 90° Bend
1 - 8" x 6" Reducer
1 - 8" Valve & Chamber

1 - 6" x 6" Tee
1 - 6" - 90° Bend
1 - 6" Valve
1 - Valve Box (Complete)
1 - Ex. Fh. Head from Sta. 215+06

Sta. 213+86 - 74' Rt.
6" - 45° Bend
6" - 22½° Bend
6" x 4" Reducer

Sta. 213+94.82 Rt. to Sanitary Manhole
Sta. 213+93.63 Rt. to Storm Manhole
Sta. 213+93.63 Rt. to Storm Manhole
Sta. 213+95.45 Rt. to Storm Manhole
Sta. 214+03.05 Rt. to Storm Manhole
Sta. 214+03.05 Rt. to Storm Manhole
Sta. 214+03.05 Rt. to Storm Manhole

Sta. 214+06.22 Rt. to Storm Manhole
Sta. 214+06.22 Rt. to Storm Manhole
Sta. 214+06.22

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

58/450

HAM-75-9.30

REF. NO.	STATION TO STATION	SIDE	I-12 Standard Type 6 Concrete Curb Modified Lin. Ft.	I-12 Standard Type 6 Concrete Curb Modified Sq. Yd.	B-19 7" Aggr. Base Course Cu. Yd.	B-21 3" Water-proofed Aggr. Base Course Cu. Yd.	B-21 2(3") Water-proofed Aggr. Base Course Cu. Yd.	B-21 7½" Water-proofed Aggr. Base Course Cu. Yd.	B-35 Asphaltic Concrete Leveling Course Cu. Yd.	B-19 Aggr. Base Course Cu. Yd.	E-8 Removal & Disposal of Existing Curb Lin. Ft.	E-8 Removal & Disposal of Existing Pavement Sq. Yd.	E-8 Removal & Disposal of Existing Sidewalk Sq. Ft.	L-6 Roadway Cleanup Unit	I-7 Reinf. Concrete Approach Slabs Sq. Yd.	I-12 Standard Concrete Curb Type 2-A Lin. Ft.	I-12 Standard Concrete Curb Type 6 Lin. Ft.	I-13 4" Conc. Sidewalk Sq. Ft.	I-15 Guard Rail Standard Type Deep Lin. Ft.	I-15 Guard Rail Standard Type Deep Barrier Lin. Ft.	I-21 4" Conc. Median Pavement Sq. Yd.	I-21 Concrete Median Pavement Sq. Yd.	I-22 Subbase "A" or "B" Cu. Yd.	I-18 8" Aggr. Base Course Cu. Yd.	T-30 Bit. Prime Coat Sec. M-5.7 RT-2 or RT-3 Gal.	T-31 Bit. Surface Treatment Sec. M-5.7 RT-3 or RT-5 Bit. Gal.	T-31 Aggr. Cu. Yd.	T-35 Type 2 (701-88) Asphaltic Concrete Surface Course Cu. Yd.	T-71 9" Reinf. Port. Cem. Concrete Pavement Sq. Yd.	T-71 10" Reinf. Port. Cem. Concrete Pavement Sq. Yd.	T-70 7" Port. Cement Concrete Pavement Sq. Yd.	SEE SHEET NO.
1-R	ROADWAY Ramp M Decel. Lane																																
1-R	166 + 00 5 + 31.13																			200													
2-R	5 + 51.13 11 + 50																			800													
3-R	166 + 00 178 + 61	L																		12625													
4-R	174 + 08 178 + 58	R																		450													
5-R	179 + 81 182 + 83	L																		300													
6-R	179 + 76 182 + 85	R																		312.5													
7-R	207 + 32 210 + 50	L																		325													
8-R	207 + 32 210 + 50	R																		325													
9-R	Jackson St.																			25													
10-R	Mc Whorter																			25													
11-R	216 + 51.92 219+76.92																				325												
12-R	Jackson St.											166								25													
13-R	East Forrer St.											166								25													
	PAVEMENT																																
	166 + 00 178 + 61.96	L				47				109															93			140	4			4948	
	166 + 00 178 + 36.96																								825								
	172 + 95.65 178 + 61.96	R						131		22															157		252						
1-P	178 + 36.96 178 + 61.96															100									17								
14-R	Alley off Jackson St.	L																		12.5													
15-R	Alley off Jackson St.	R																		12.5													
2-P	179 + 76.96 180 + 01.96															100									17								
	179 + 76.96 182 + 97.99	L				12				28															24			30	1				
	178 + 76.96 182 + 97.99	R						74	7																89		143				7		
	180 + 01.96 182 + 72.99																								181							1084	
16-R	220 + 62.5 222 + 00	L																		137.5													
	187 + 97 207 + 15													208																			
3-P	182 + 72.99 182 + 97.99															100									17								
	190 + 82 ± 222 + 50 ±											427.1																					
4-P	191 + 28 191 + 80												1260						1296														
5-P	Benson St.																	15															
6-P	Benson St.																	25															
7-P	207 + 15.49 207 + 40.49															100									17								
	207 + 15.49 212 + 19.06	R						117	19																140		224				19		
	207 + 15.49 222 + 00	L				54				141															121			164	5				
	207 + 40.49 222 + 94.26																								1036							6215	
8-P	215 + 46 217 + 21																	175															
9-P	11+37- 12+50 Davis St.	L											450						567														
10-P	216 + 51 217 + 21																	70															
11-P	11+37- 12+33 Davis St.	R											342						477														
35-P	217 + 21 222 + 00									41													213	36									
	221 + 19.06 222 + 94.26	R				16				27														32			49	2				
12-P	Davis St.																	15															
13-P	Davis St.																	15															
	Ramp M Decel Lane																																
	106 + 42.79 5 + 51.13							98	62															326			118	4	62		1611		
	Ramp M																																
	5 + 51.13 12 + 39.17	R					38			19														40			57	2				
	5 + 51.13 12 + 43.29	L					38			19														57			58	2				
	5 + 51.13 Davis St.																							239						1282			
14-P	5 + 61.13 5 + 91.13																						29										
15-P	172 + 18.65 172 + 95.65															67																	
16-P	5 + 88.13 6 + 51.13																	63															
17-P	12 + 43.29 Davis St.															50																	
18-P	12 + 39.17 Davis St.															73																	
19-P	Davis St.										85							60															
	N.B. Collector Decel. Lane																																
	212 + 19.06 5 + 14.48						106			98														362			159	5			1908		
20-P	Davis St.																	35															
	N.B. Collector																																
	5 + 14.48 7 + 92	L					8			15														15			23	1				
	5 + 14.48 7 + 92	R					8			15														15			23	1				
	5 + 14.48 7 + 92																							125						874		19	
36-P	Davis St. Drive																								20								
21-P	5 + 14.48 7 + 92																	278															
*	219 + 76.92-222 + 00					6*				29*											225*		149*	25*			34*	1*					
																						224		37									
22-P	5 + 14.48 7 + 92															100																	
23-P	220 + 19.06 221 + 19.06																																
24-P	221 + 19.06 222 + 94.26		176																								15		1				
	Turn Around (Mc Whorter)				8				1									79															
26-P	Mc Whorter																		9														
27-P	Mc Whorter																																
	Jackson St.											46.6	1674																				
28-P	Shepherd Ave.																	20															
29-P	204 + 22 -205 + 85												738						327														
30-P	205 + 15 207 + 48												981						1350														
31-P	Shepherd Ave.																	20															
32-P	Shepherd Ave.																	20															
33-P	Shepherd Ave.																	20															
34-P	Shepherd Ave.																	20															
TOTALS			176	8	135	198	420	89	563	85	5069	5445	208	400	290	910	4626	4237.5	550	224	391	4043	20	634	861	25	87	2156	15,766	19			
										Table Sh. 34	Table Sh. 34	Table Sh. 34																					

The items designated thus * indicate that they may be non-performed at the direction of the engineer as per General Note Sheet No. 20.

NORTHBOUND LANES - STA. 166 +00 TO STA. 222 + 94.26

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

59
450

HAM-75-9.30

| REF. NO. | STATION TO STATION | SIDE | I-5 Pipe Specials: Cl. B-1 12" 45° Bend | Cl. E-1 Bend: 30° Bend | 45° Bend | 60° Bend | 90° Bend | Cl. E-1 Tee: 90° | 6"x8"x8" | 6"x12"x12" | 8"x8"x8" | 8"x15"x15" | Cl. F-4 (13) Plug Bend: 30° | 90° | Plug: 6" | 8" | 12" | I-1 Pipe: Cl. A-1 Mfg. G(a) 18" | Cl. B-1 San. S/Compression Joints: Mfg. G(a) 30" | Mfg. G(a) 42" | Mfg. G(c) 42" | Precast Pipe as per ODOT Mfg. G(c) 42" | M-6.66 12" | Cl. E-1 8" | 8" | 12" | Cl. F-4 12" | 12" | Cl. J-1 15" | 18" | Mfg. G(a) Mfg. G(b) 18" | M-6.66 Pipe Under Railroad 18" | San. S/Comp. Joints Mfg. G(d) 12" | Use Conc. Cradle Mfg. G(e) 48" | Cl. I-3 Shallow 6" | Cl. F-4 6" | Cl. F-4 6" | I-2 Masonry Cl. "C" | I-8 Catch Basins: Std. No. 2-A-A | Std. No. 3 | Std. No. 5 | Manholes: Std. No. 1 | Std. No. 2 w/o Grad. pipe | Std. No. 2 w/ 24" Grad. pipe Over 17' Cover | Std. No. 1 Sanitary | I-10 Dumasa Rock Channel Protection Grouted Concrete Riprap | | I-14 Paved Gutter Type I | Paved Gutter Type I-A | I-16 Abandon Manhole | Abandon Inlet | L-10 Special Slope Protection | Sodding | L-180 Lute Matting | E-3 Channel Excavation | E-12 Pipe Removal over 15" | I-5 Flap Gate: 18" | 30" | I-5 Class B-1 12" Stub Connect. Sanitary Sewer | S-24 Removal of Exist. Structure (Slabs and Foundation Piers) No. 167-WL | SEE SHEET NO. |
|---|---|---|---

I-75-1(62)109

HAM-75-9.30

For Pavement Legend, see Sh. 165
For Quantities See Sh. 50, 51, 52.
For Pavement Details. See Sh. 163, 164.
For Temporary Run-Around-Rd, Bridges and Approaches. See Sh. 237
For Galbraith Rd. Bridge over W. Fork Millcreek. See Sh.
For Galbraith Rd. Bridge over Reloc. Millcreek. See Sh.

For W. Fork of Mill Creek Plan See Sh. 46 & 47 Profile See Sh. 45

For Temporary Run Around Rd., Bridges & Approaches. See Sh. 237

For Galbraith Rd. Contd. See Sh. 61

CURVE NO. 1 ℄ Galbraith Rd.
P.I. Sta. 20+92.26
Δ = 5°29'00"
D_c = 3°00'00"
R = 1909.86'
L_c = 182.78'
T = 91.46'
E = 2.19'

CURVE NO. 2 ℄ Galbraith Rd.
P.I. Sta. 27+15.86
Δ = 3°00'00" Rt.
D_c = 1°30'00"
R = 3819.72'
L_c = 200.00'
T = 100.02'
E = 1.31'

CURVE NO. 1 W.B. ℄ Galbraith
P.I. Sta. 29+46.34
Δ = 4°10'00"
D_c = 3°00'00"
R = 1909.86'
L_c = 138.89'
T = 69.48'
E = 1.26'

B.R. No. HAM-75-1056
End Approach Slab
Sta. 140+39.08

End Approach Slab
Sta. 23+57.60

Begin Approach Slab
Sta. 21+77.87

B.R. No. HAM-75-1056
Begin Approach Slab
Sta. 134+82.08

Sta. 136+46.96 N.B. Galbraith Rd. Temp. Reloc.
Sta. 4+00 W. Fork Reloc.

Sta. 24+26.47 ℄ Galbraith = 138+04.86 ℄ N.B. I-75

Sta. 28+71.91 ℄ Back = 28+71.31 ℄ Ahead
28+71.31 W.B. ℄ Ahead = Sh. 47 Profile Grade
6'-0" Right

Sta. 28+71.91 Shift Profile Grade 6'0" Rt. 548.34 ℄ E.B. ℄ Ahead

Sta. 548.44 ℄ Rock = 548.62 ℄ W.B. ℄ Galbraith Rd. Exist. Pavement

Meet Existing ℄ at 92 Waldman Dr.

Sta. 19+50, 4' Rt. No. 3-A C.B.

Sta. 21+50, 30' Lt. No. 3-A C.B.

Sta. 23+25, 65' Lt. No. 5 C.B.

Sta. 21+13, 76' Rt. No. 5 C.B.

Sta. 23+78 - Ft. Salvage & Reloc. Ex. F.H. Head

Sta. 30+16.86 R/W

Sta. 25+00 - 37' Rt.
End 6" W.M.
1 - 6" Plug
1 - 6" - 6" Tee
1 - 6" - 90° Bend
1 - 6" Valve
1 - Valve Box Comp.
1 - Exist. F.H. Head From 23+78

Reconnect Ex. 3/4" Service
15 - Lin. Ft. 3/4" Copper Set. Pipe
1 - 3/4" Ferrule

1 - 3/4" Cop. to Cop. Coupling
1 - Reset Ex. Curb Box
1 - 3/4" Curb Cock

Sta. 22+75, 50' Lt.
Std. HW No. 1 W. Flap Gate
℄ 18" - 526.84
See Note Below

Sta. 21+50, 30' Lt.
No. 3-A C.B.
℄ Grate - 545.0
℄ 12" - 539.86

Sta. 21+90, 75' Lt.
Std. HW-E Headwall
℄ 12" - 532.0

Sta. 21+15.76' Rt.
No. 5 C.B.
℄ Grate 533.00
℄ 12" 531.00

Sta. 23+25, 65' Lt.
Std. No. 5 C.B.
℄ Grate - 532.8
℄ 18" - 529.00

Sta. 22+60, 67' Rt.
Std. HW-E Hdwll.
℄ 12" - 528.87
142'-12" Cl. F-4

54'-18" Cl. F-4

60'-12" Cl. F-4

Existing Bridge Limits 129.73'

Meet Exist. Pav't Sta. 21+77.87

Meet Exist. Pav't Sta. 22+02.87

Remove Exist. Pav't Sta. 27+50

Sta. 23+32.60

+00 - Begin Prop. W.M.

+00 - Ex. End Prop. & W. Main

9.76%

1.5%

40%

+0.30%

+0.30%

Exist. Ground at Proposed ℄ Galbraith Rd.

Exist. Ground at E.B. ℄ Galbraith Rd.

Remove Exist. Structure Item S-24.

Note: 18" Flap Gate - 13' Seating Head
Similar or Equal to Armco Mod. N° 20C
or Rodney Hunt Machine Co Mod. FVAC.

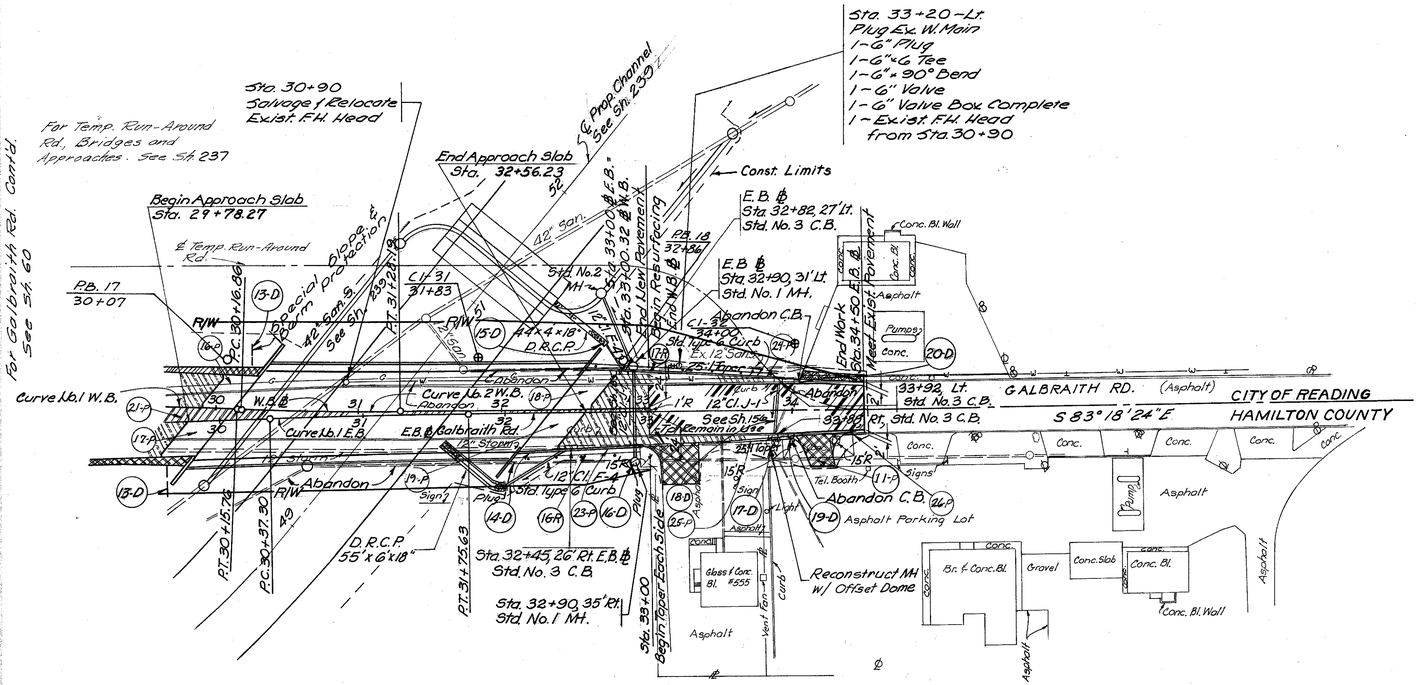
EXISTING SECTION - GALBRAITH RD. WEST OF PROJECT
No Scale

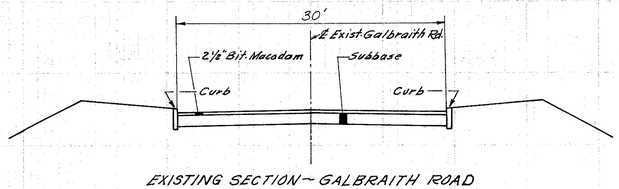
37'
℄ Exist. Galbraith Rd.
9" Reinf. Concrete
Subbase

(1) PROPOSED STRUCTURE
Galbraith Rd. Reloc. over West Fork of Millcreek.
TYPE: Exist. Bridge is reinforced Conc. Superstructure & substructure to be widened in a similar manner.
SPANS: 40'-0", 50'-0", 40'-0".
ROADWAY: 39.2' face to face of Parapet, to be widened to 76'-0" face to face of Parapet.
SKEW: 20°00' R.F.
LOAD FREQUENCY: C.F. = 2000 Adequate for AASHO Alternate Loading.
WEARING SURFACE: Bituminous over Concrete Slab.
APPROACH SLABS: AS-1-54 (25' Long Modified)
ALIGNMENT: Tangent.

(2) EXISTING STRUCTURE
Over Millcreek, West of Prop. Structure.
TYPE: Exist. Bridge is reinforced concrete Superstructure & Substructure. (To be removed)
SPANS: 38'-6", 50'-0", 38'-6".
ROADWAY: 40'-8" Out to Out of Parapet.
SKEW: None
WEARING SURFACE: Bituminous over Concrete Slab.
CONDITION: Excellent except Curbs and Sidewalks show severe spalling.

GALBRAITH ROAD STA. 17+50 TO STA. 30+00





EXISTING SECTION ~ GALBRAITH ROAD
EAST OF PROJECT
No Scale

CURVE NO. 1 E.B. ℄ Galbraith Rd.
P.I. Sta. 31+06.47
Δ = 1°23'00" Rt.
D_c = 1°00'00"
R = 5729.58'
L_c = 138.33'
T = 69.17'
E = 0.42'

CURVE NO. 1 W.B. ℄ Galbraith Rd.
P.I. Sta. 29+46.34
Δ = 4°10'00" Rt.
D_c = 3°00'00"
R = 1909.86'
L_c = 138.89'
T = 69.48'
E = 1.26'

CURVE NO. 2 W.B. ℄ Galbraith Rd.
P.I. Sta. 30+72.54
Δ = 2°47'00" Lt.
D_c = 2°30'00"
R = 2291.83'
L_c = 111.33'
T = 55.68'
E = 0.68'

For Pavement Legend, See Sh. 165
For Quantities, See Sh. 50, 51, 52.
For Pavement Details, See Sh. 163, 164.
For Temporary Run-Around Rd., Bridge and Approaches, See Sh. 237
For Galbraith Rd. Bridge over Reloc. Millcreek, See Sh. 323-336

PROPOSED STRUCTURE
RELOCATED GALBRAITH R.D.
OVER
RELOCATED MILL CREEK
TYPE: Continuous rolled beam with reinforced concrete deck and substructure.
SPANS: 66'-0", 82'-0", 72'-0".
ROADWAY: Varies, 66'-0" min. face to face of Parapets, includes 5'-0" sidewalk each side and 2'-0" raised Median.
LOAD FREQUENCY: C.F. = 2000 (57) Adequate for AASHO Alternate Loading
SKEW: 39°48'24"
WEARING SURFACE: 1" Monolithic Concrete.
APPROACH SLABS: AS-1-54 (25' Long)
ALIGNMENT: Varies

GALBRAITH RD. STA. 30+00 TO STA. 34+50

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)109	

450

HAM-75-9.30

CURVE NO. 1

P.C. 105+17.37
P.I. 119+25.66
P.T. = 132+50.03
Dc = 1°15'

STATION	P.G. Pavt. Edge 12' Lt. of ℄	Baseline	12' Rt. of ℄	Pavt. Edge 24' Rt. of ℄
103 + 59.04	540.17	540.35	540.35 .25	540.10
+ 75	540.25	540.41	540.41 .25	540.16
104 + 00	540.37	540.48	540.48 .25	540.23
+ 25	540.50	540.56	540.56 .24	540.32
+ 50	540.62	540.64	540.64 .25	540.39
+ 75	540.75	540.72	540.69 .25	540.44
105 + 00	540.87	540.78	540.70 .25	540.45
P.C. + 17.37	540.96	540.83	540.71 .25	540.46
+ 25	541.00	540.86	540.71 .25	540.46
+ 50	541.12	540.92	540.72 .25	540.47
+ 75	541.24	540.99	540.73 .25	540.48
106 + 00	541.34	541.05	540.76 .29	540.47
+ 25	541.43	541.10	540.77 .32	540.45
+ 50	541.50	541.14	540.78 .36	540.42
+ 75	541.55	541.19	540.83 .36	540.47
107 + 00	541.59	541.23	540.87 .36	540.51
+ 25	541.61	541.25	540.89 .36	540.53
+ 50	541.62	541.26	540.90 .36	540.54
+ 75	541.61	541.25	540.89 .37	540.52
108 + 00	541.59	541.23	540.87 .36	540.51
+ 25	541.55	541.19	540.83	540.47
+ 50	541.50	541.14	540.78	540.42
+ 75	541.43	541.07	540.71	540.35
109 + 00	541.34	540.98	540.62	540.26
+ 25	541.24	540.88	540.52	540.16
+ 50	541.12	540.76	540.40	540.04
+ 75	541.00	540.64	540.28	539.92
110 + 00	540.87	540.51	540.15	539.79
+ 25	540.75	540.39	540.03	539.67
+ 50	540.62	540.26	539.90	539.54
+ 75	540.50	540.14	539.78	539.42
111 + 00	540.37	540.01	539.65	539.29
+ 25	540.25	539.89	539.53	539.17
+ 50	540.12	539.76	539.40	539.04
+ 75	540.00	539.64	539.28	538.92
112 + 00	539.87	539.51	539.15	538.79
+ 25	539.75	539.39	539.03	538.67
+ 50	539.62	539.26	538.90	538.54
+ 75	539.50	539.14	538.78	538.42
113 + 00	539.37	539.01	538.65	538.29
+ 25	539.25	538.89	538.53	538.17
+ 50	539.12	538.76	538.40	538.04
+ 75	539.00	538.64	538.28	537.92
114 + 00	538.87	538.51	538.15	537.79
+ 25	538.75	538.39	538.03	537.67
+ 50	538.62	538.26	537.90	537.54
+ 75	538.50	538.14	537.78	537.42
115 + 00	538.37	538.01	537.65	537.29
+ 25	538.25	537.89	537.53	537.17
+ 50	538.12	537.76	537.40	537.04
+ 75	538.00	537.64	537.28	536.92
116 + 00	537.87	537.51	537.15	536.79
+ 25	537.76	537.40	537.04	536.68
+ 50	537.69	537.33	536.97	536.61
+ 75	537.66	537.30	536.94	536.58
117 + 00	537.66	537.30	536.94	536.58
+ 25	537.70	537.34	536.98	536.62
+ 50	537.77	537.41	537.05	536.69
+ 75	537.88	537.52	537.16	536.80
118 + 00	538.03	537.67	537.31	536.95
+ 25	538.21	537.85	537.49	537.13
+ 50	538.43	538.07	537.71	537.35
+ 75	538.68	538.32	537.96	537.60

CURVE NO. 1 (CONT.)

P.C. = 105+17.37
P.I. = 119+25.66
P.T. = 132+50.03
Dc = 1°15'

STATION	P.G. Pavt. Edge 12' Lt. of ℄	Baseline	12' Rt. of ℄	Pavt. Edge 24' Rt. of ℄
119 + 00	538.97	538.61	538.25	537.89
+ 25	539.30	538.94	538.58	538.22
+ 50	539.66	539.30	538.94	538.58
+ 75	540.06	539.70	539.34	538.98
120 + 00	540.50	540.14	539.78	539.42
+ 25	540.95	540.59	540.23	539.87
+ 50	541.41	541.05	540.69	540.24
+ 75	541.86	541.50	541.14	540.78
121 + 00	542.31	541.95	541.59	541.23
+ 25	542.77	542.41	542.05	541.69
+ 50	543.22	542.86	542.50	542.14
+ 75	543.67	543.31	542.95	542.59
122 + 00	544.13	543.77	543.41	543.05
+ 25	544.58	544.22	543.86	543.50
+ 50	545.03	544.67	544.31	543.95
+ 75	545.49	545.13	544.77	544.41
123 + 00	545.94	545.58	545.22	544.86
+ 25	546.39	546.03	545.67	545.31
+ 50	546.85	546.49	546.13	545.77
+ 75	547.30	546.94	546.58	546.20
124 + 00	547.75	547.39	547.03	546.67
+ 25	548.21	547.85	547.49	547.13
+ 50	548.66	548.30	547.94	547.58
+ 75	549.12	548.76	548.40	548.04
125 + 00	549.57	549.21	548.85	548.49
+ 25	550.02	549.66	549.30	548.94
+ 50	550.48	550.12	549.76	549.40
+ 75	550.93	550.57	550.21	549.85
126 + 00	551.38	551.02	550.66	550.30
+ 25	551.84	551.48	551.12	550.76
+ 50	552.29	551.93	551.57	551.21
+ 75	552.74	552.38	552.02	551.66
127 + 00	553.20	552.84	552.48	552.12
+ 25	553.65	553.29	552.93	552.57
+ 50	554.10	553.74	553.38	553.02
+ 75	554.56	554.20	553.84	553.48
128 + 00	555.01	554.65	550.29	553.93
+ 25	555.46	555.10	554.74	554.38
+ 50	555.92	555.56	555.20	554.84
+ 75	556.37	556.01	555.65	555.29
129 + 00	556.82	556.46	556.10	555.74
+ 25	557.28	556.92	556.56	556.20
+ 50	557.73	557.37	557.01	556.65
+ 75	558.19	557.83	557.47	557.11
130 + 00	558.64	558.28	557.92	557.56
+ 25	559.09	558.73	558.37	558.01
+ 50	559.55	559.19	558.83	558.47
+ 75	560.00	559.64	559.28	558.92
131 + 00	560.45	560.09	559.73	559.37
+ 25	560.91	560.55	550.19	559.83
+ 50	561.36	561.00	560.64	560.28
+ 75	561.81	561.45	561.09	560.73
132 + 00	562.27	561.92	561.57	561.22
+ 25	562.71	562.40	562.09	561.78
+ 50	563.13	562.86	562.58	562.31
P.T. + 50.03	563.13	562.86	562.58	562.31
+ 75	563.54	563.30	562.07	562.83
133 + 00	563.92	563.72	563.52	563.32
+ 25	564.28	564.17	563.98	563.79
+ 50	564.63	564.63	564.44	564.25
+ 75	564.95	565.01	564.82	564.63
134 + 00	565.25	565.37	565.19	565.00
+ 25	565.53	565.72	565.53	565.34
+ 25.44	565.53	565.72	565.53	565.34

CURVE NO. 2

T.S. = 145+57.20
S.C. = 150+07.20
P.I. = 154+60.90
C.S. = 158+75.01
S.T. = 163+25.01
Dc = 2°30'

STATION	P.G. Pavt. Edge 12' Lt. of ℄	Baseline	12' Rt. of ℄	Pavt. Edge 24' Rt. of ℄
144 + 07.20	560.85			
+ 25	560.34	560.53	560.36	560.20
+ 50	559.83	560.01	559.88	559.75
+ 75	559.31	559.50	559.50	559.30
145 + 00	558.80	558.99	558.91	558.84
+ 25	558.29	558.48	558.33	558.39
+ 50	557.78	557.96	557.95	557.94
T.S. + 57.20				
+ 75	557.26	557.45	557.47	557.53
146 + 00	556.75	556.94	557.03	557.12
+ 25	556.24	556.43	556.57	556.71
+ 50	555.73	555.92	556.12	556.31
+ 75	555.21	555.45	555.68	555.91
147 + 00	554.70	554.97	555.24	555.51
+ 25	554.19	554.49	554.80	555.10
+ 50	553.68	554.02	554.36	554.69
+ 75	553.16	553.54	553.91	554.29
148 + 00	552.65	553.06	553.47	553.88
+ 25	552.17	552.61	553.06	553.51
+ 50	551.74	552.22	552.71	553.19
+ 75	551.37	551.89	552.41	552.93
149 + 00	551.06	551.61	552.17	552.72
+ 25	550.80	551.39	551.92	552.57
+ 50	550.60	551.23	551.86	552.48
+ 75	550.46	551.13	551.79	552.45
150 + 00	550.38	551.08	551.78	552.48
S.C. + 07.20				
+ 25	550.36	551.06	551.76	552.48
+ 50	550.39	551.09	551.80	552.51
+ 75	550.47	551.18	551.89	552.60
151 + 00	550.62	551.33	552.04	552.74
+ 25	550.82	551.53	552.24	552.95
+ 50	551.08	551.79	552.50	553.21
+ 75	551.40	552.11	552.82	553.52
152 + 00	551.77	552.48	553.19	553.90
+ 25	552.18	552.89	553.59	554.30
+ 50	552.58	553.29	554.00	554.70
+ 75	552.98	553.69	554.40	555.11
153 + 00	553.39	554.09	554.80	555.51
+ 25	553.79	554.50	555.21	555.91
+ 50	554.19	554.90	555.61	556.32
+ 75	554.60	555.30	556.01	556.72
154 + 00	555.00	555.71	556.41	557.12
+ 25	555.40	556.11	556.82	557.53
+ 50	555.80	556.51	557.22	557.93
+ 75	556.21	556.92	557.62	558.33
155 + 00	556.61	557.32	558.03	558.73
+ 25	557.01	557.72	558.43	559.14
+ 50	557.42	558.12	558.83	559.54
+ 75	557.82	558.53	559.24	559.94
156 + 00	558.22	558.93	559.64	560.35
+ 25	558.63	559.33	560.04	560.75
+ 50	559.03	559.74	560.44	561.15
+ 75	559.43	560.14	560.85	561.56
157 + 00	559.83	560.54	561.25	561.96
+ 25	560.24	560.95	561.65	562.36
+ 50	560.64	561.35	562.06	562.76
+ 75	561.03	561.74	562.45	563.15
158 + 00	561.40	562.11	562.82	563.53
+ 25	561.75	562.46	563.16	563.87
+ 50	562.07	562.78	563.49	564.20
+ 75	562.37	563.08	563.79	564.50
C.S. + 75.01	562.37	563.08	563.79	564.50
159 + 00	562.65	563.33	564.01	564.69
+ 25	562.91	563.56	564.21	564.84
+ 50	563.14	563.76	564.38	565.01

CURVE NO. 2 (CONT.)

T.S. = 145+57.20
S.C. = 150+07.20
P.I. = 154+60.90
C.S. = 158+75.01
S.T. = 163+25.01
Dc = 2°30'

STATION	P.G. Pavt. Edge 12' Lt. of ℄	Baseline	12' Rt. of ℄	Pavt. Edge 24' Rt. of ℄
159 + 75	563.35	563.95	564.54	565.13
160 + 00	563.54	564.11	564.67	565.23
+ 25	563.71	564.24	564.78	565.31
+ 50	563.85	564.36	564.86	565.37
+ 75	563.97	564.45	564.93	565.40
161 + 00	564.07	564.52	564.97	565.42
+ 25	564.15	564.57	564.99	565.40
+ 50	564.20	564.59	564.98	565.37
+ 75	564.23	564.59	564.95	565.31
162 + 00	564.24	↑	↑	↑
+ 25	564.23	↑	↑	↑
+ 50	564.19	BRIDGE	NO. HAM-75-1107	
+ 75	564.13	↓	↓	↓
163 + 00	564.05	↓	↓	↓
+ 25	563.94	564.13	564.32	564.50
+ 25.01	563.94	564.13	564.32	564.50

RAMP M-CURVE NO. M-1

STATION	P.G. Rt. Pavt. Edge ℄	Pavt. Edge 16' Lt. of ℄
0 + 75	561.36	560.99
7 + 00	561.49	560.99
PC + 14.62	561.53	560.94
+ 25	561.54	560.90
+ 50	561.53	560.74
+ 75	561.44	560.52
8 + 00	561.29	560.37
+ 25	561.07	560.15
+ 50	560.79	559.86
+ 75	560.43	559.51
9 + 00	560.00	559.08
+ 25	559.51	558.59
+ 50	558.95	558.16
+ 75	558.32	557.68
P.T. + 84.57	558.06	557.48
10 + 00	557.65	557.15
+ 25	556.99	556.63
+ 43.37	556.50	556.25
+ 50	556.32	556.11
+ 75	555.66	555.59
+ 87.12	555.33	555.33
11 + 00	555.99	555.07
+ 25	554.33	554.54
+ 50	553.72	553.97
+ 75	553.22	553.47

RAMP N-CURVE NO. N-2

STATION	P.G. Rt. Pavt. Edge ℄	Pavt. Edge 16' Lt. of ℄
4 + 50	548.17	548.42
+ 75	548.85	549.04
5 + 00	549.60	549.72
+ 25	550.31	550.38
+ 50	550.96	550.96
+ 75	551.53	551.47
6 + 00	552.03	551.91
+ 25	552.46	552.27
P.C. + 35.54	552.62	552.41
+ 50	552.82	552.57
+ 75	553.11	552.74
7 + 00	553.33	552.91
+ 25	553.47	553.06
+ 50	553.55	553.13
+ 75	553.56	553.14
8 + 00	553.49	553.07
+ 25	553.39	552.97
+ 50	553.28	552.87
+ 75	553.18	552.77
P.T. + 98.87	553.09	552.67
9 + 00	553.08	552.66
+ 25	552.98	552.71

DIETZGEN - CINCINNATI, OHIO

SUPERELEVATION TABLES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)09	

63
450

HAM-75-9.30

CURVE NO. 3

T.S. = 166+47.79
S.C. = 169+97.79
P.I. = 180+15.27
C.S. = 189+33.98
S.T. = 192+83.98
Dc = 1°45'

STATION	P.G. Pav't. Edge 12' Lt of ℄	Baseline	12' Rt. of ℄	Pav't. Edge 24' Rt. of ℄
T.S. 166 + 47.79	560.56	560.74	560.93	561.12
+ 50	560.52	560.71	560.90	561.09
+ 75	560.10	560.31	560.52	560.74
167 + 00	559.66	559.89	560.12	560.36
+ 25	559.09	559.35	559.60	559.86
+ 50	558.70	558.98	559.26	559.54
+ 75	558.20	558.50	558.81	559.11
168 + 00	557.70	558.03	558.35	558.68
+ 25	557.23	557.58	557.93	558.27
+ 50	556.83	557.20	557.57	557.94
+ 75	556.48	556.87	557.27	557.66
169 + 00	556.20	556.62	557.03	557.45
+ 25	555.98	556.42	556.86	557.30
+ 50	555.83	556.29	556.75	557.21
+ 75	555.73	556.21	556.70	557.18
S.C. + 97.79	555.70	556.20	556.70	557.21
170 + 00	555.70	556.20	556.71	557.21
+ 25	555.73	556.24	556.74	557.24
+ 50	555.83	556.33	556.83	557.34
+ 75	555.98	556.49	556.99	557.49
171 + 00	556.20	556.70	557.21	557.71
+ 25	556.48	556.99	557.49	557.99
+ 50	556.83	557.34	557.83	558.34
+ 75	557.23	557.74	558.24	558.74
172 + 00	557.70	558.20	558.71	559.21
+ 25	558.20	558.70	559.21	559.71
+ 50	558.70	559.20	559.71	560.21
+ 75	559.20	559.70	560.21	560.71
173 + 00	559.70	560.20	560.71	561.21
+ 25	560.20	560.70	561.21	561.71
+ 50	560.70	561.20	561.71	562.21
+ 75	561.20	561.70	562.21	562.71
174 + 00	561.70	562.20	562.71	563.21
+ 25	562.20	562.70	563.21	563.71
+ 50	562.70	563.20	563.71	564.21
+ 75	563.20	563.70	564.21	564.71
175 + 00	563.70	564.20	564.71	565.21
+ 25	564.20	564.70	565.21	565.71
+ 50	564.70	565.20	565.71	566.21
+ 75	565.20	565.70	566.21	566.71
176 + 00	565.70	566.20	566.71	567.21
+ 25	566.20	566.70	567.21	567.71
+ 50	566.70	567.20	567.71	568.21
+ 75	567.20	567.70	568.21	568.71
177 + 00	567.70	568.20	568.71	569.21
+ 25	568.20	568.70	569.21	569.71
+ 50	568.70	569.20	569.71	570.21
+ 75	561.19	569.70	570.20	570.71
178 + 00	569.67	570.18	570.68	571.19
+ 25	570.14	570.64	571.15	571.65
+ 50	570.59	571.09	571.60	572.10
+ 75	571.03			
179 + 00	571.45			
+ 25	571.86			
+ 50	572.26			
+ 75	572.64			

CURVE NO. 3 (CONT.)

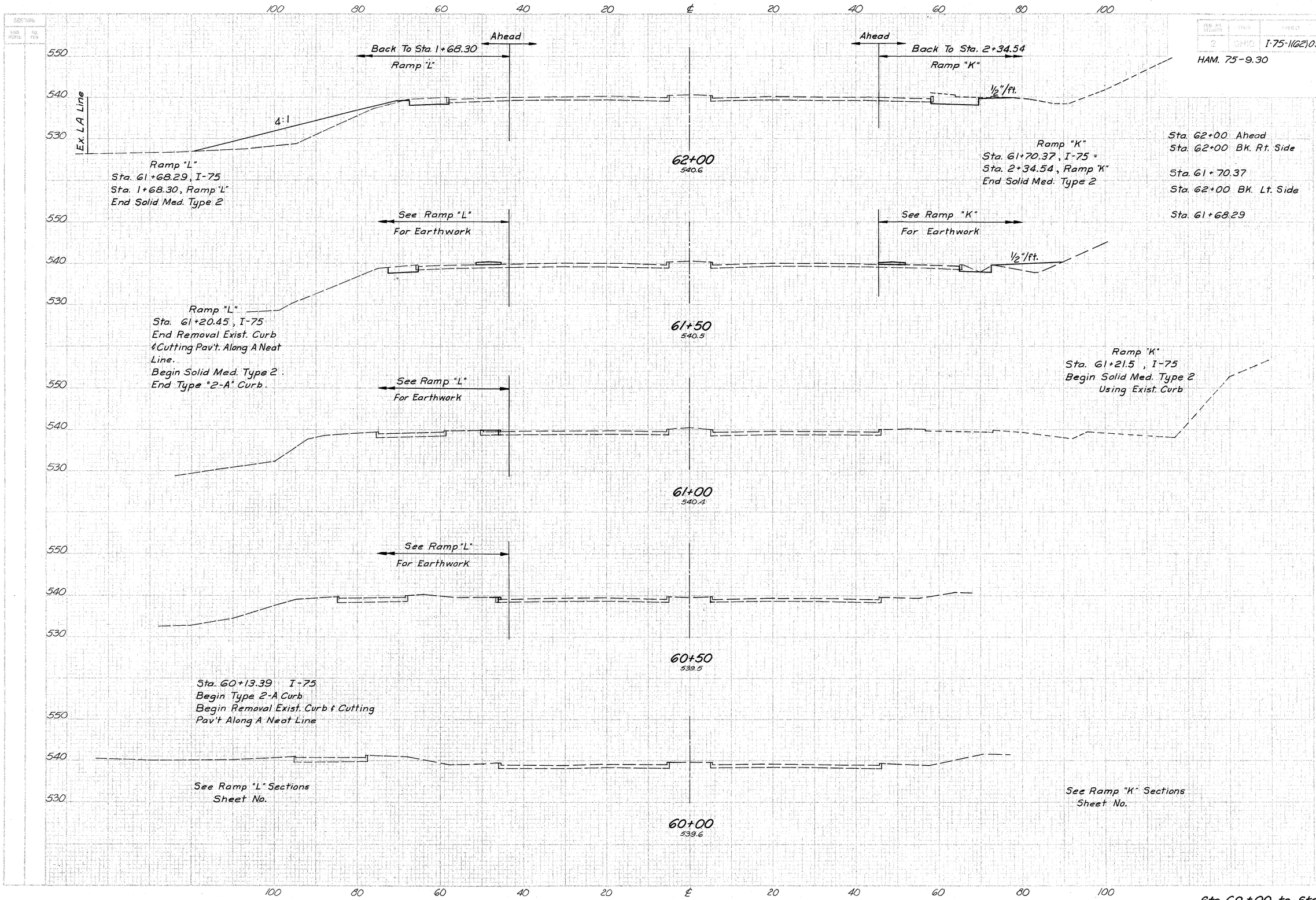
T.S. = 166+47.79
S.C. = 169+97.79
P.I. = 180+15.27
C.S. = 189+33.98
S.T. = 192+83.98
Dc = 1°45'

STATION	P.G. Pav't. Edge 12' Lt of ℄	Baseline	12' Rt. of ℄	Pav't. Edge 24' Rt. of ℄
180 + 00	573.01	573.52	574.02	574.53
+ 25	573.37	573.87	574.38	574.88
+ 50	573.71	574.21	574.72	575.22
+ 75	574.04	574.54	575.05	575.55
181 + 00	574.35	574.86	575.36	575.87
+ 25	574.65	575.16	575.66	576.17
+ 50	574.94	575.44	575.95	576.45
+ 75	575.22	575.72	576.23	576.73
182 + 00	575.50			
+ 25	575.78			
+ 50	576.06			
+ 75	576.34			
183 + 00	576.62			
+ 25	576.90			
+ 50	577.18			
+ 75	577.46			
184 + 00	577.74			
+ 25	578.02			
+ 50	578.30			
+ 75	578.58			
185 + 00	578.86			
+ 25	579.14			
+ 50	579.42			
+ 75	579.70			
186 + 00	579.98			
+ 25	580.26			
+ 50	580.54			
+ 75	580.82			
187 + 00	581.10			
+ 25	581.38			
+ 50	581.66			
+ 75	581.94			
188 + 00	582.22			
+ 25	582.50			
+ 50	582.78			
+ 75	583.06			
189 + 00	583.34			
+ 25	583.62			
C.S. + 33.98	583.72			
+ 50	583.90			
+ 75	584.18			
190 + 00	584.46			
+ 25	584.74			
+ 50	585.02			
+ 75	585.30			
191 + 00	585.58			
+ 25	585.86			
+ 50	586.14			
+ 75	586.42			
192 + 00	586.70			
+ 25	586.98			
+ 50	587.26			
+ 75	587.54			
S.T. + 83.98	587.64			
193 + 00	587.82			
+ 25	588.10			
+ 50	588.38			
+ 75	588.66			
194 + 00	588.94			
+ 25	589.22			
+ 33.98	589.32			

CURVE NO. 4

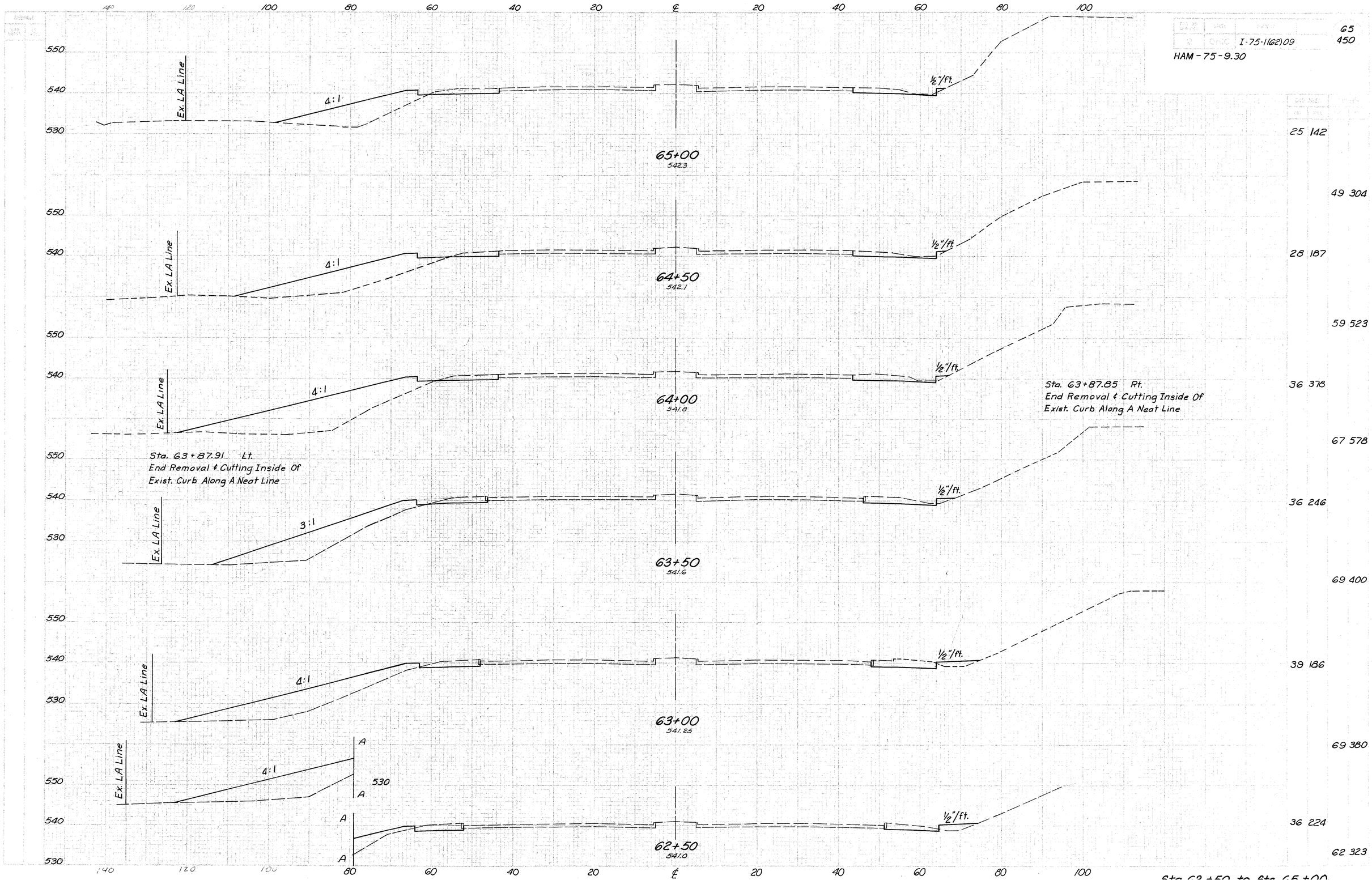
T.S. = 208+90.38
S.C. = 211+40.38
P.I. = 214+35.40
C.S. = 217+26.92
S.T. = 219+76.92
Dc = 1°30'

STATION	P.G. Pav't. Edge 12' Lt of ℄	Baseline	12' Rt. of ℄	Pav't. Edge 24' Rt. of ℄
208 + 15.38	587.62	587.71	587.71	587.74
+ 25	587.50	587.66	587.48	587.29
+ 50	587.18	587.28	587.09	586.91
+ 75	586.86	586.90	586.71	586.52
T.S. 208 + 90.38	586.66	586.66	586.48	586.29
209 + 00	586.54	586.50	586.32	586.13
+ 25	586.20	586.09	585.91	585.72
+ 50	585.90	585.70	585.50	585.31
+ 75	585.58	585.35	585.12	584.89
210 + 00	585.26	585.00	584.74	584.48
+ 25	584.94	584.65	584.36	584.07
+ 50	584.62	584.30	583.98	583.66
+ 75	584.30	583.95	583.60	583.25
211 + 00	583.98	583.60	583.22	582.83
+ 25	583.66	583.25	582.84	582.42
S.C. + 40.38	583.46	583.03	582.60	582.17
+ 50	583.34	582.91	582.48	582.04
+ 75	583.02	582.59	581.16	581.72
212 + 00	582.70	582.27	581.84	581.40
+ 25	582.38	581.95	581.52	581.08
+ 50	582.06	581.63	581.20	580.76
+ 75	581.76	581.33	580.90	580.46
213 + 00	581.49	581.06	580.63	580.19
+ 25	581.25	580.82	580.39	579.95
+ 50	581.05	580.62	580.19	579.75
+ 75	580.89	580.46	580.03	579.59
214 + 00	580.75	580.32	579.89	579.45
+ 25	580.66	580.23	579.80	579.36
+ 50	580.59	580.16	579.73	579.29
+ 75	580.56	580.13	579.70	579.26
215 + 00	580.56	580.13	579.70	579.26
+ 25	580.60	580.17	579.74	579.30
+ 50	580.67	580.24	579.81	579.37
+ 75	580.78	580.35	579.92	579.48
216 + 00	580.92	580.49	580.06	579.62
+ 25	581.09	580.66	580.23	579.79
+ 50	581.30	580.87	580.44	580.00
+ 75	581.53	581.10	580.67	580.23
217 + 00	581.75	581.32	580.89	580.45
+ 25	581.98	581.55	581.12	580.68
C.S. + 26.92	581.99	581.56	581.13	580.69
+ 50	582.20	581.80	581.39	580.99
+ 75	582.43	582.06	581.69	581.31
218 + 00	582.65	582.31	581.97	581.62
+ 25	582.88	582.56	582.26	581.94
+ 50	583.10	582.82	582.54	582.26
+ 75	583.33	582.08	582.83	582.58
219 + 00	583.55	583.33	583.11	582.89
+ 25	583.78	583.59	583.40	583.21
+ 50	584.00	583.90	583.71	583.53
+ 75	584.23	584.22	584.03	583.85
S.T. + 76.92	584.24	584.24	584.05	583.86
220 + 00	584.45	584.51	584.32	584.13
+ 25	584.66	584.80	584.61	584.42
+ 50	584.90	585.08	584.89	584.71
+ 51.92	584.92	585.11	584.92	584.73
+ 75	585.13	585.32	585.13	584.94
221 + 00	585.35	585.54	585.35	585.16
+ 25	585.58	585.77	585.58	585.39
+ 44.26	585.75	585.94	585.75	585.56
+ 50	585.80	585.99	585.81	585.63
+ 75	586.02	586.20	586.05	585.90
222 + 00	586.21	586.39	586.28	585.16
+ 25	586.38	586.56	586.48	586.39
+ 50	586.52	586.71	586.65	586.60
+ 75	586.65	586.83	586.81	586.79
+ 94.26	586.73	586.91	586.91	586.91



Sta. 62+00 Ahead	31	125		
Sta. 62+00 Bk. Rt. Side	16	11		
			18	17
Sta. 61+70.37	16	19		
Sta. 62+00 Bk. Lt. Side	15	1		
			17	2
Sta. 61+68.29	14	2		

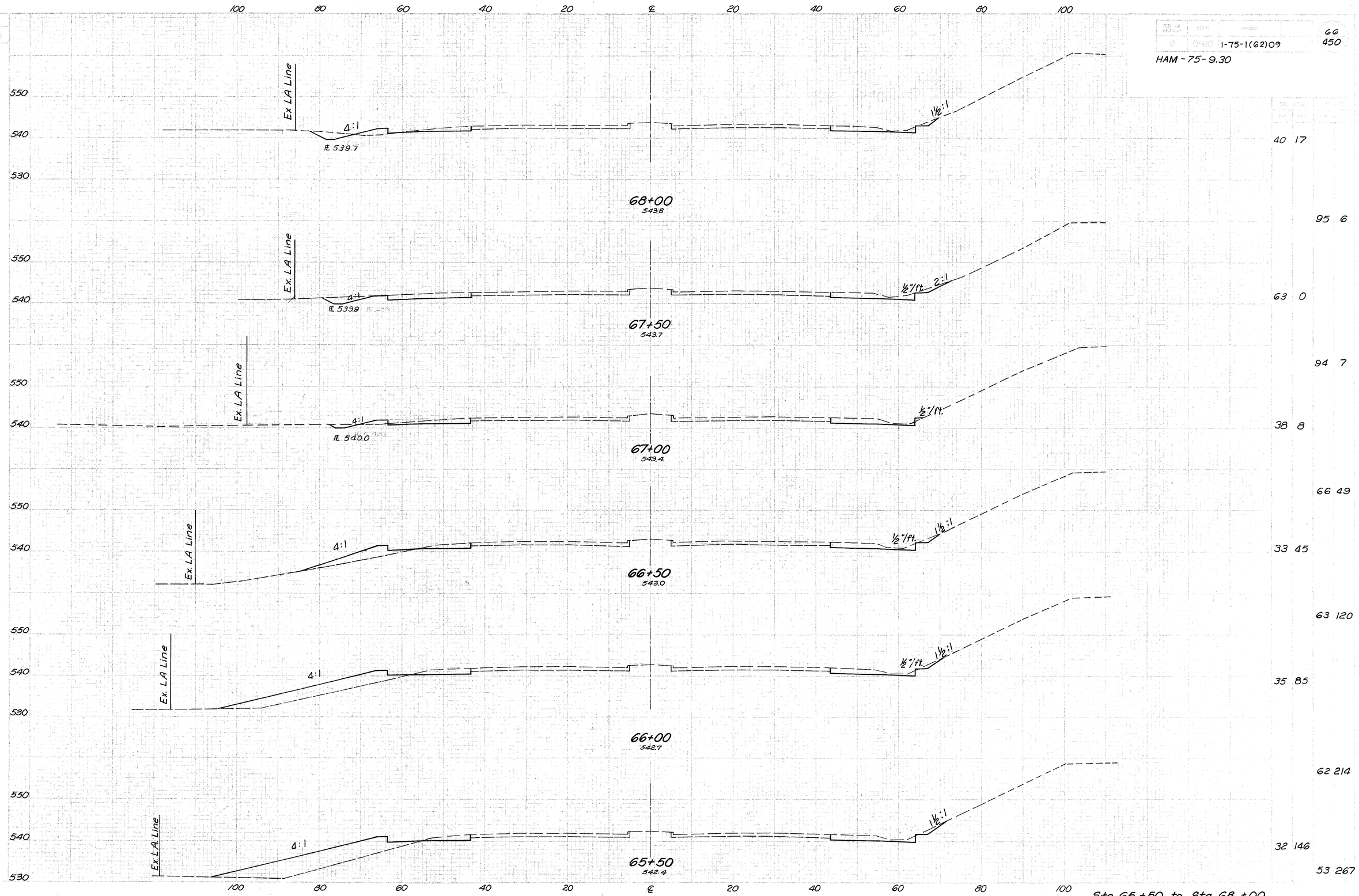
Sta. 60+00 to Sta. 62+00



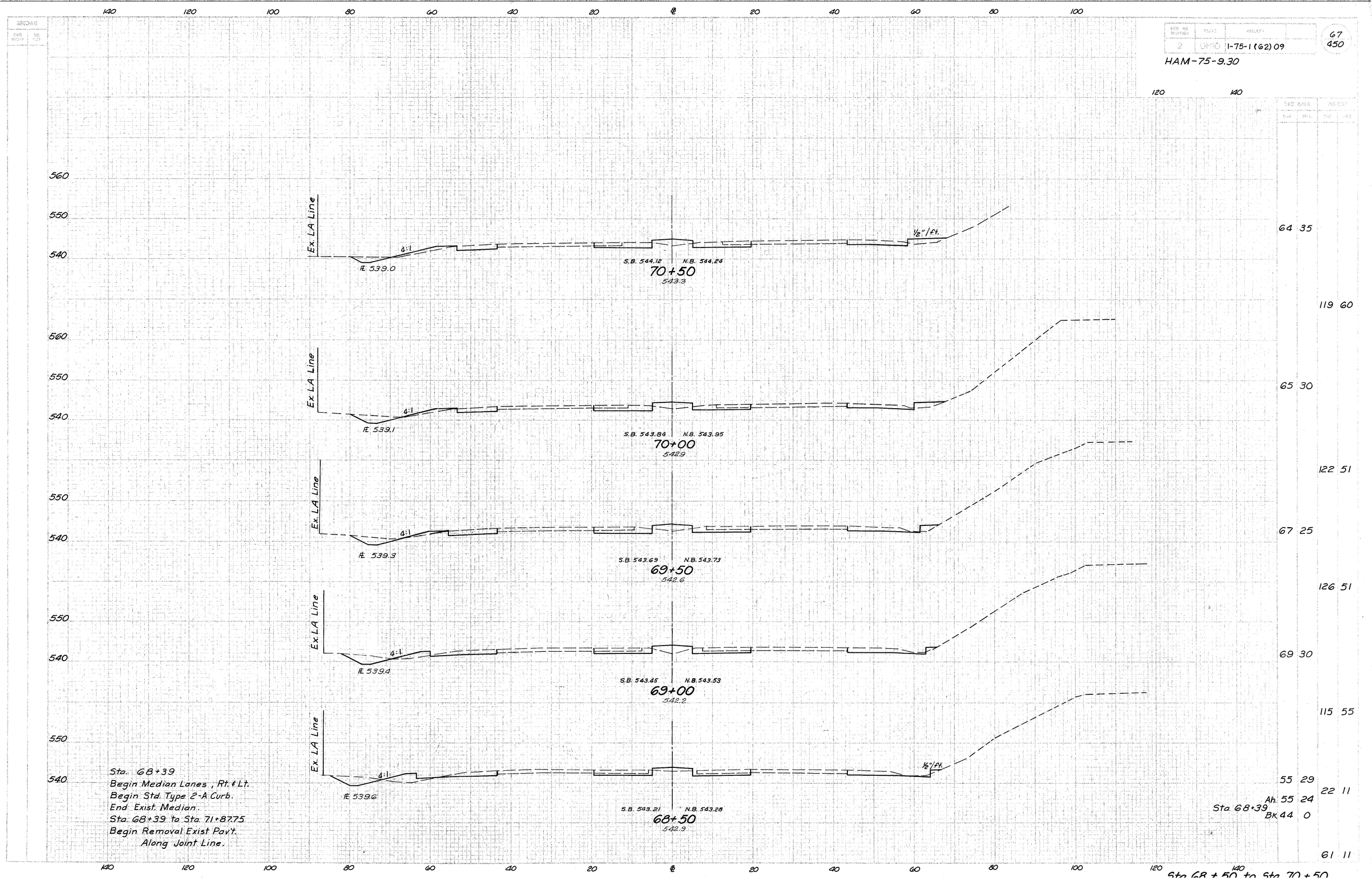
I-75-1(62)09
HAM-75-9.30
65
450
25 142
49 304
28 187
59 523
36 378
67 578
36 246
69 400
39 186
69 380
36 224
62 323
Ex. LA Line
4:1
3:1
½"/ft.
65+00
542.3
64+50
542.1
64+00
541.8
63+50
541.6
63+00
541.25
62+50
541.0
Sta. 63+87.85 Rt.
End Removal & Cutting Inside Of
Exist. Curb Along A Neat Line
Sta. 63+87.91 Lt.
End Removal & Cutting Inside Of
Exist. Curb Along A Neat Line
550
540
530
A

1-75-1(62)09

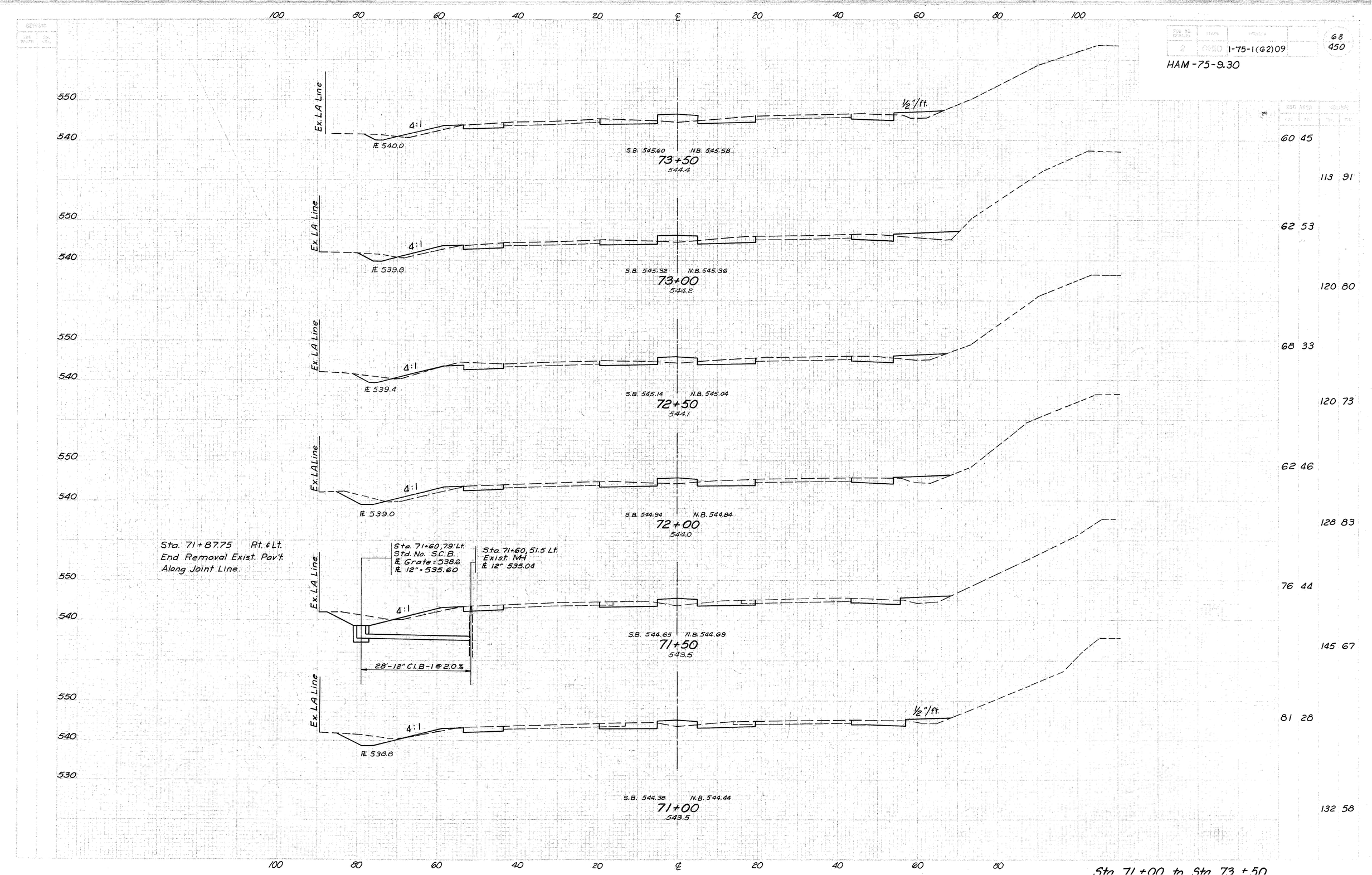
HAM-75-9.30



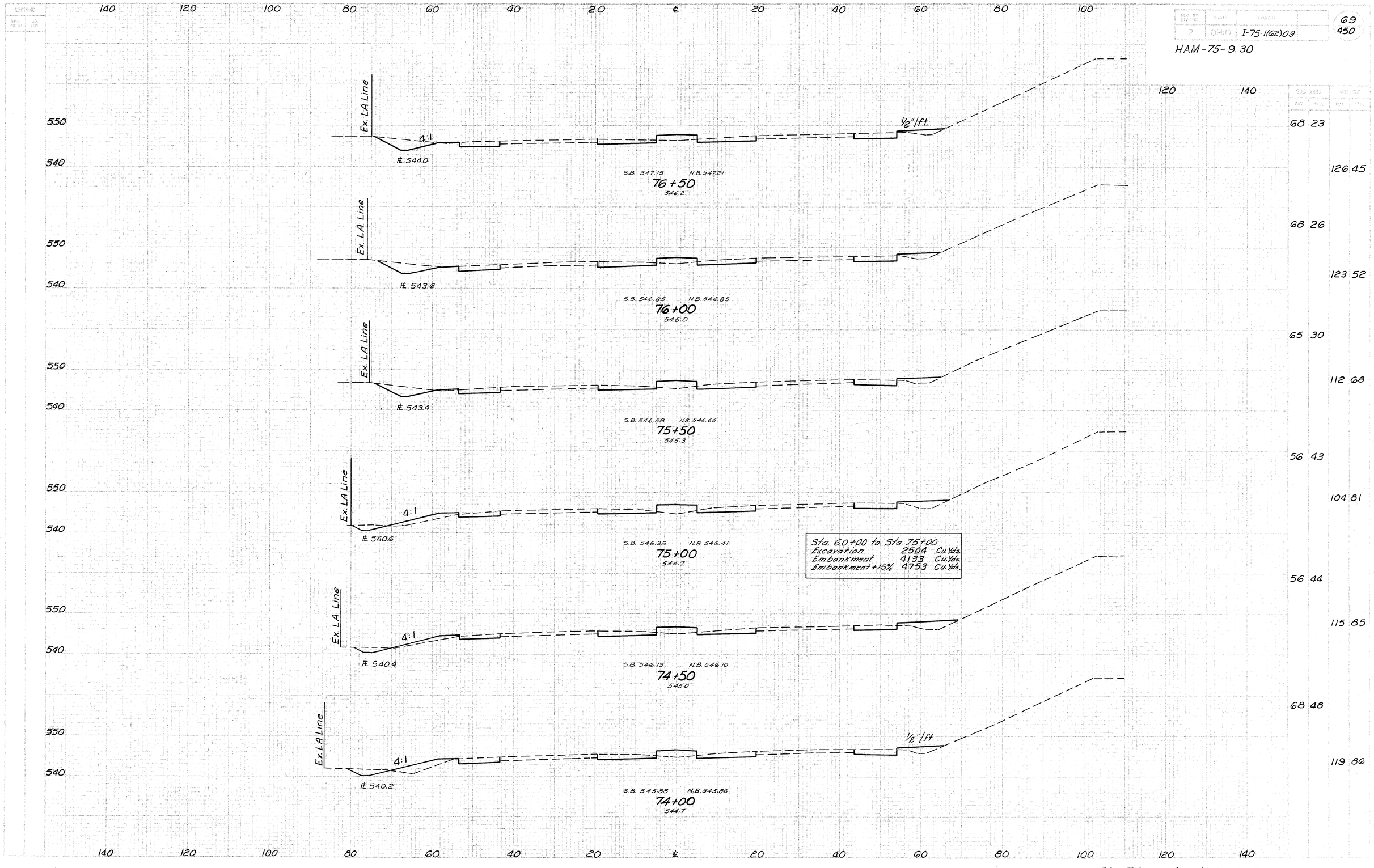
Sta 65+50 to Sta 68+00



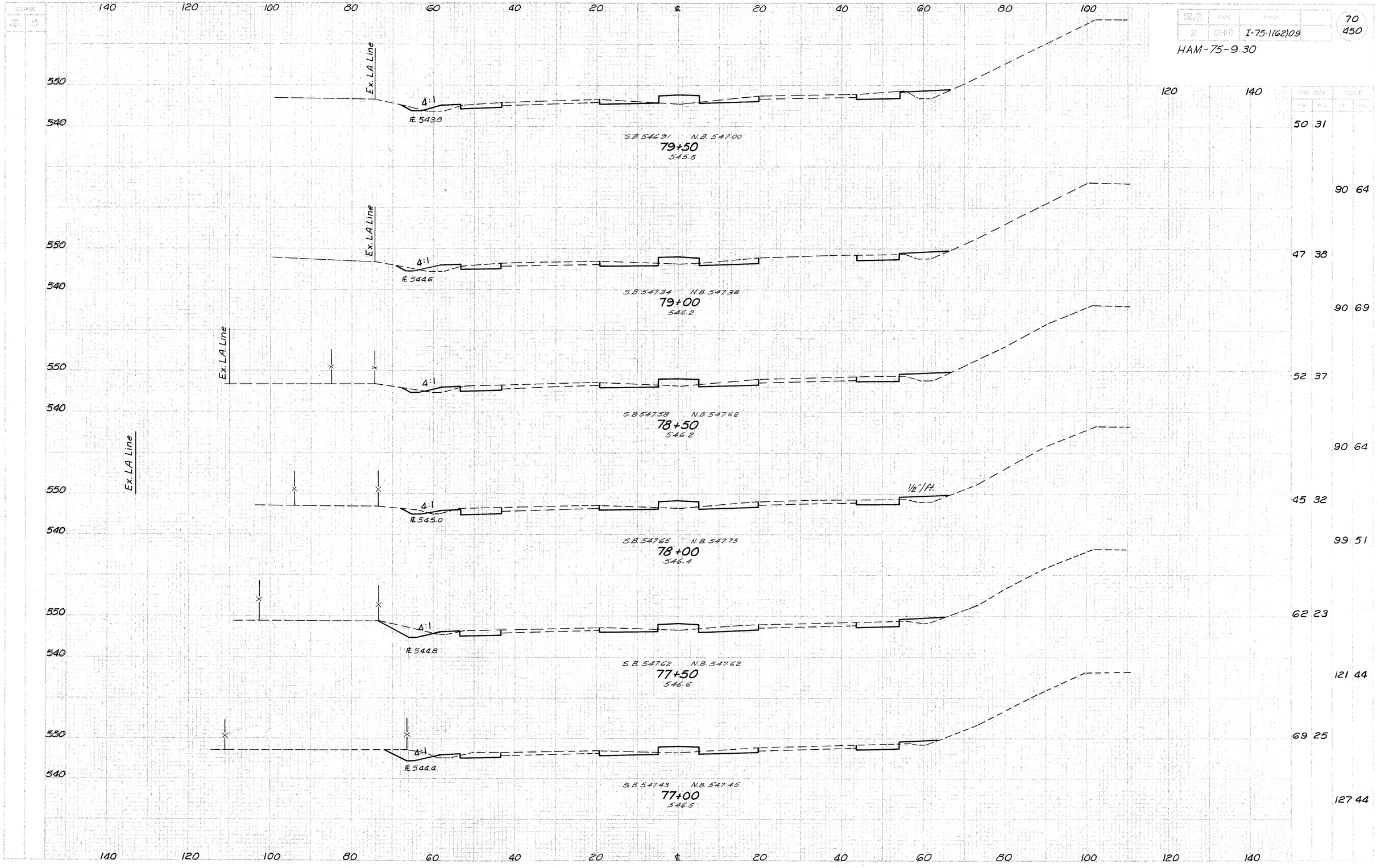
2
OHIO
I-75-1 (62) 09
67
450
HAM-75-9.30
Ex. LA Line
4:1
℄ 539.0
S.B. 544.12
N.B. 544.24
70+50
543.3
½"/ft.
℄ 539.1
S.B. 543.84
N.B. 543.95
70+00
542.9
℄ 539.3
S.B. 543.69
N.B. 543.73
69+50
542.6
℄ 539.4
S.B. 543.45
N.B. 543.53
69+00
542.2
℄ 539.6
S.B. 543.21
N.B. 543.28
68+50
542.9
Sta. 68+39
Begin Median Lanes, Rt. & Lt.
Begin Std. Type 2-A Curb.
End Exist. Median.
Sta. 68+39 to Sta. 71+87.75
Begin Removal Exist Pav't.
Along Joint Line.
64 35
119 60
65 30
122 51
67 25
126 51
69 30
115 55
55 29
22 11
Ah. 55 24
Sta. 68+39
Bk. 44 0
61 11
Sta. 68+50 to Sta. 70+50



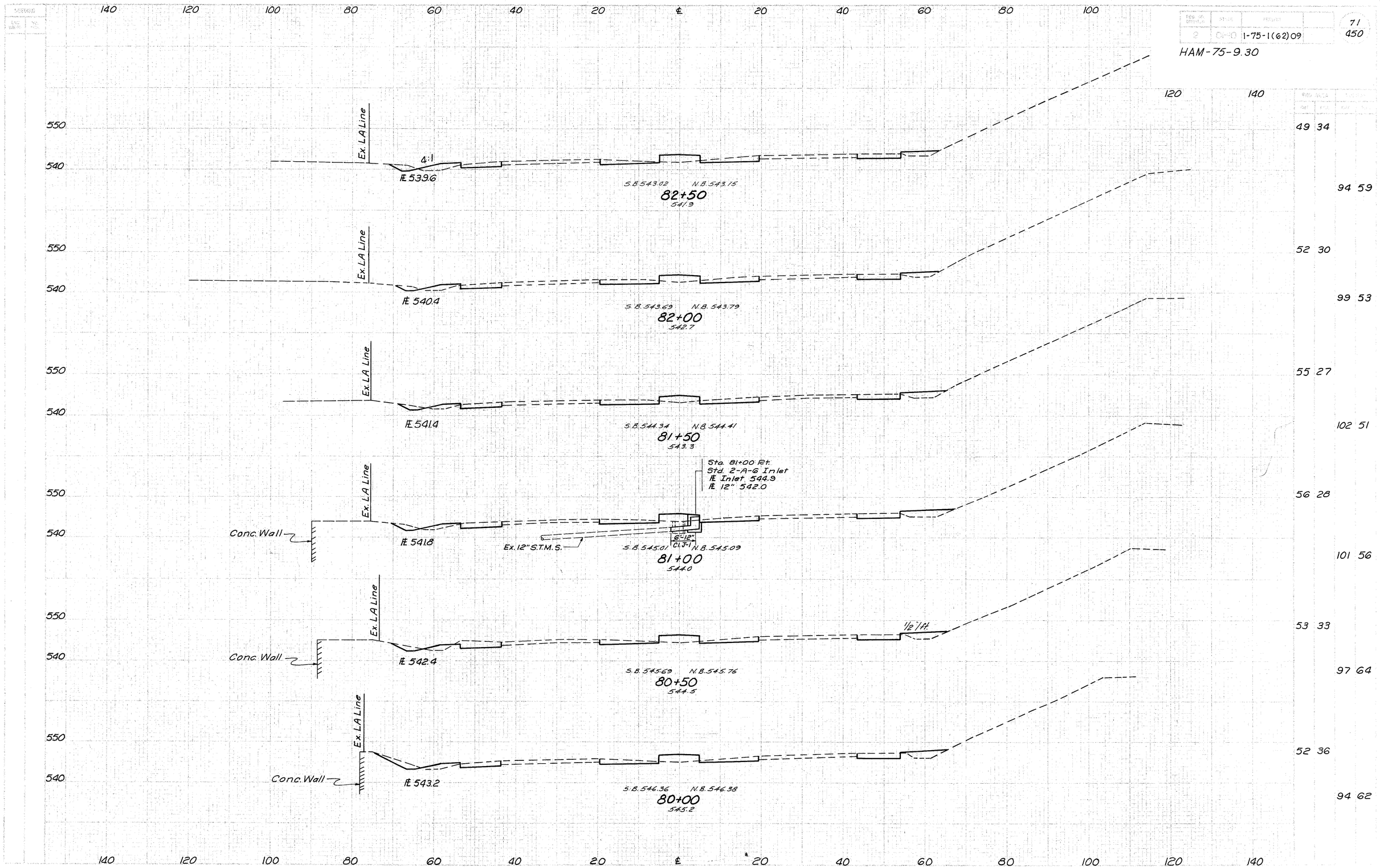
2 OHIO 1-75-1(62)09
68
450
HAM-75-9.30
Ex. LA Line
4:1
1/2"/ft.
PL 540.0
S.B. 545.60 N.B. 545.58
73+50
544.4
PL 539.8
S.B. 545.32 N.B. 545.36
73+00
544.2
PL 539.4
S.B. 545.14 N.B. 545.04
72+50
544.1
PL 539.0
S.B. 544.94 N.B. 544.84
72+00
544.0
Sta. 71+87.75 Rt. & Lt.
End Removal Exist. Pav't.
Along Joint Line.
Sta. 71+60, 79' Lt.
Std. No. S.C.B.
PL Grate = 538.6
PL 12" = 535.60
Sta. 71+60, 51.5 Lt.
Exist. MH
PL 12" 535.04
28'-12" Cl. B-1 @ 2.0%
S.B. 544.65 N.B. 544.69
71+50
543.5
PL 538.8
S.B. 544.38 N.B. 544.44
71+00
543.5
60 45
113 91
62 53
120 80
68 33
120 73
62 46
128 83
76 44
145 67
81 28
132 58
Sta. 71+00 to Sta. 73+50



2 OHIO I-75-1(62)09
69
450
HAM-75-9.30
Ex. LA Line
4:1
1/2"/ft.
PL 544.0
S.B. 547.15 N.B. 547.21
76+50
546.2
PL 543.6
S.B. 546.85 N.B. 546.85
76+00
546.0
PL 543.4
S.B. 546.58 N.B. 546.65
75+50
545.3
PL 540.6
S.B. 546.35 N.B. 546.41
75+00
544.7
PL 540.4
S.B. 546.13 N.B. 546.10
74+50
545.0
PL 540.2
S.B. 545.88 N.B. 545.86
74+00
544.7
Sta. 60+00 to Sta. 75+00
Excavation 2504 Cu.Yds.
Embankment 4133 Cu.Yds.
Embankment +15% 4753 Cu.Yds.
68 23
126 45
68 26
123 52
65 30
112 68
56 43
104 81
56 44
115 85
68 48
119 86



2 OHIO I-75-1(62)09
70
450
HAM-75-9.30
Ex. LA Line
4:1
℄ 543.8
S.B. 546.91 N.B. 547.00
79+50
545.5
℄ 544.6
S.B. 547.34 N.B. 547.38
79+00
546.2
S.B. 547.58 N.B. 547.62
78+50
546.2
1/2"/ft.
℄ 545.0
S.B. 547.65 N.B. 547.73
78+00
546.4
℄ 544.8
S.B. 547.62 N.B. 547.62
77+50
546.6
℄ 544.4
S.B. 547.43 N.B. 547.45
77+00
546.5
550
540
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140
50 31
90 64
47 38
90 69
52 37
90 64
45 32
99 51
62 23
121 44
69 25
127 44



2 OHIO 1-75-1(62)09
71
450
HAM-75-9.30
Ex. LA Line
4:1
℄ 539.6
S.B. 543.02 N.B. 543.15
82+50
541.9
℄ 540.4
S.B. 543.69 N.B. 543.79
82+00
542.7
℄ 541.4
S.B. 544.34 N.B. 544.41
81+50
543.3
Sta. 81+00 Rt.
Std. 2-A-6 Inlet
℄ Inlet 544.9
℄ 12" 542.0
Conc. Wall
℄ 541.8
Ex. 12" S.T.M.S.
6'-12"
Cl. J-1
S.B. 545.01 N.B. 545.09
81+00
544.0
1/2"/ft.
℄ 542.4
S.B. 545.69 N.B. 545.76
80+50
544.5
℄ 543.2
S.B. 546.36 N.B. 546.38
80+00
545.2
550
540
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140
49 34
94 59
52 30
99 53
55 27
102 51
56 28
101 56
53 33
97 64
52 36
94 62

		STATE	PROJECT
		OHIO	1-75-1(62)09

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

Ex. LA Line

Crib Wall

1:1

1½:1

4:1

540
530

S.B. 539.24 N.B. 539.29
85+50
537.9

32 20

S.B. 539.85 N.B. 539.92
85+00
538.3

60 37

S.B. 540.44 N.B. 540.51
84+50
539.3

33 20

82 34

Sta. 84+50 Lt.
End Std. Shoulder Treatment

S.B. 541.11 N.B. 541.09
84+00
543.9

56 17

94 39

Sta. 83+76 Rt.
Begins Crib Wall

For Details of Slope treatment and earthwork quantities see Sheet 72(a)

45 25

96 54

Sta. 83+75 - 53.5' Rt.
Std. 2-A-10 Inlet
℄ 12" = 538.64

6'-12" Cl. J-1
Abandon Ex. C.B.
Connect Pipe Through

Sta. 83+50 Rt.
Std. 2-A-6 Inlet
℄ Inlet 541.7
℄ 12" 538.5

49 33

℄ 538.6

Ex. 12" Stm. S.

S.B. 541.69 N.B. 541.86
83+50
540.0

94 59

53 31

℄ 539.3

S.B. 542.35 N.B. 542.53
83+00
541.0

94 60

Sta. 83+00 to Sta. 85+50

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0		0	0		
	322			1525	840
116		1647	907		
	723			3419	2065
144		2046	1331		
	736			3263	2309
121		1478	1163		
	648			2496	1890
112		1218	878		
	572			1985	1497
94		926	739		
	261			857	684
0		0	0	13545	9285
	3262 TOTAL SEEDING			TOTAL EARTHWORK	

40 60 80 100 120 140 160 180 200

End Seeding at Sta 86+50

End Earthwork at Sta. 86+50

580
570
560
550
540

2:1
1:1
6" Cl. I-3

86+00

℄ Summit Rd.
1½":1'

85+50

85+00

84+50

1' Layer of No. 6 Aggregate to be placed on the backslope throughout the length of the excavation.

84+00

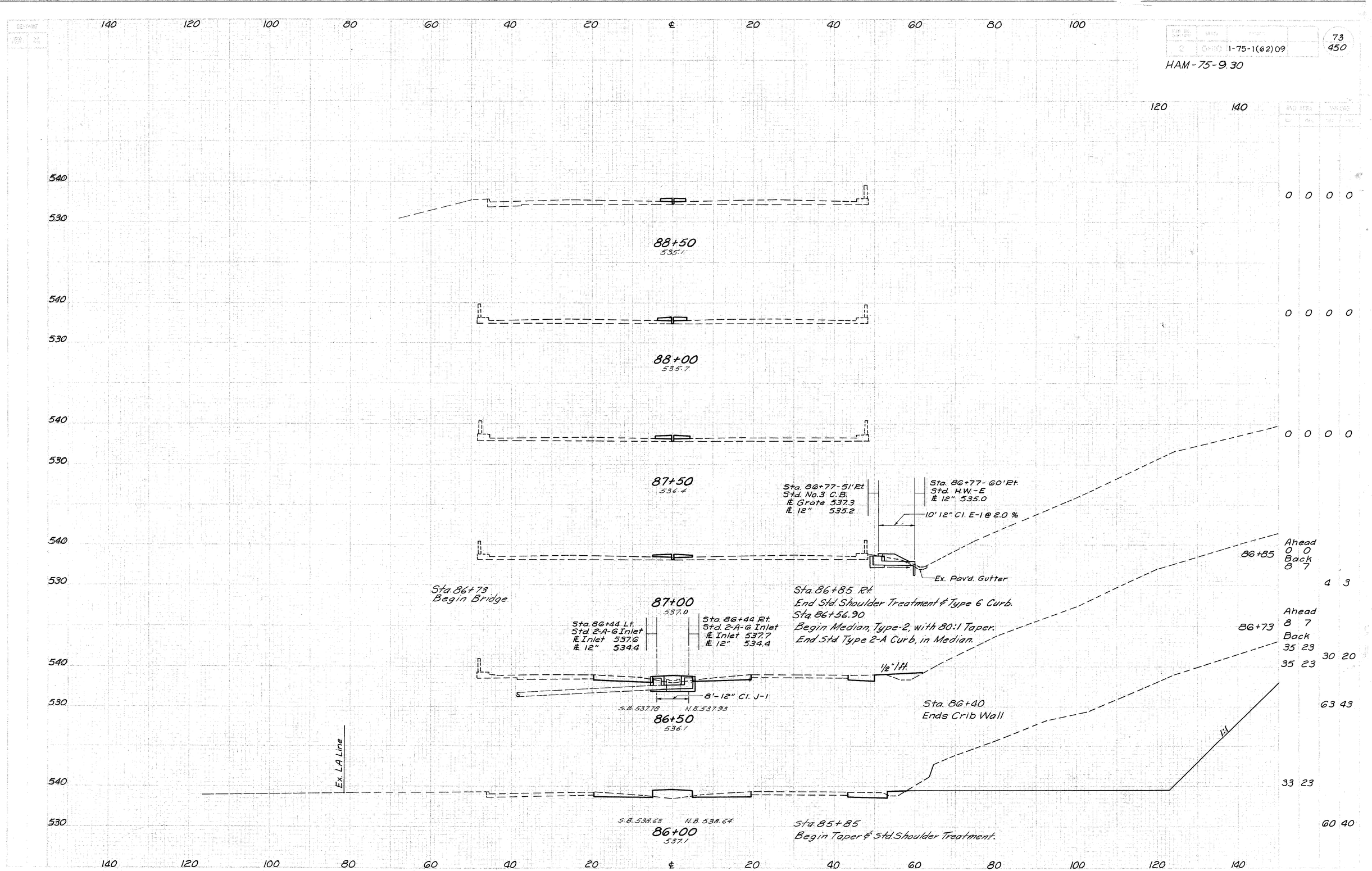
Begin Seeding at Sta. 83+50

Begin Earthwork at Sta 83+50

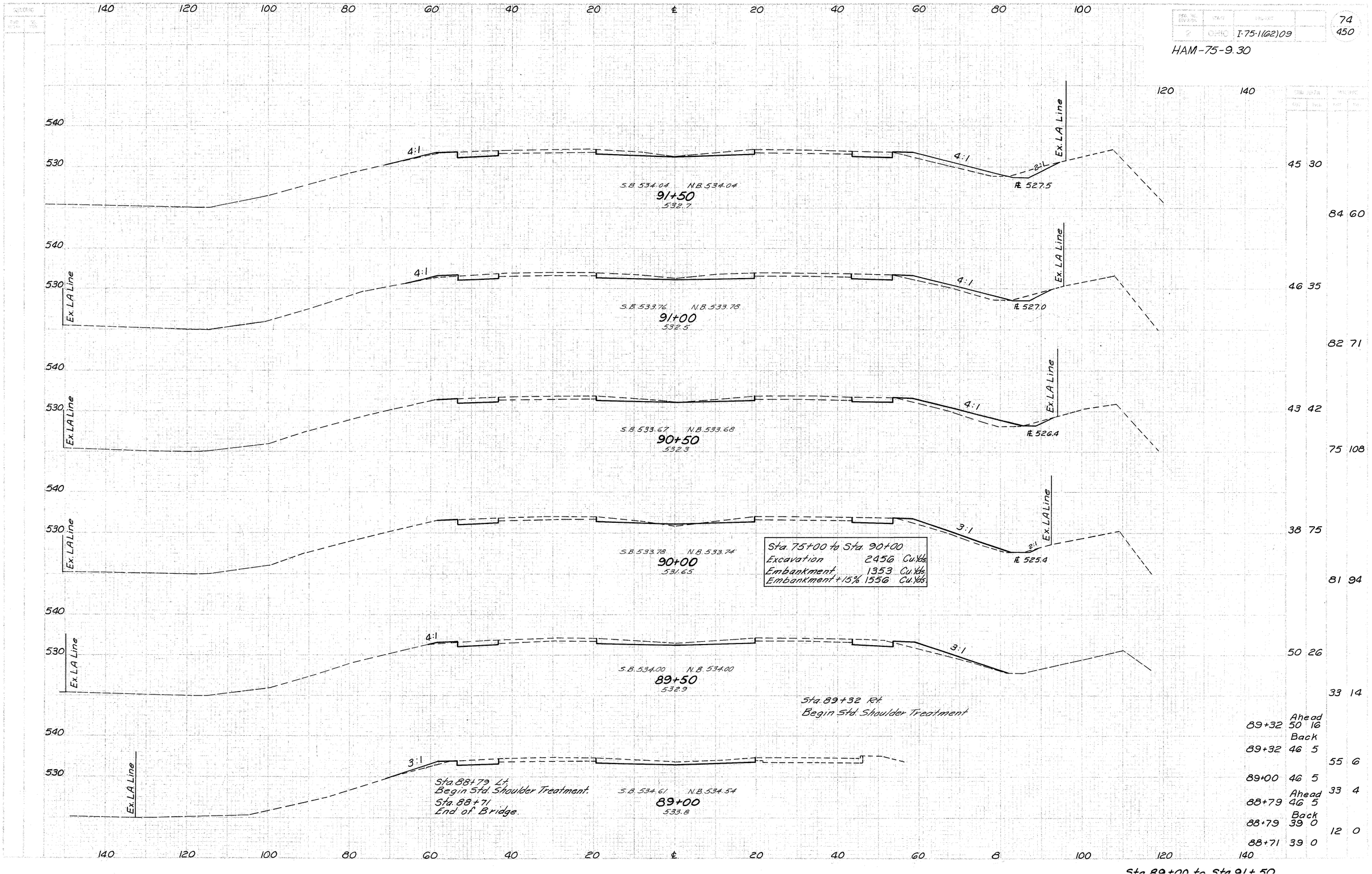
Sta. 84+00 to Sta. 86+00

HAM-75-930 I-75-1(62)109

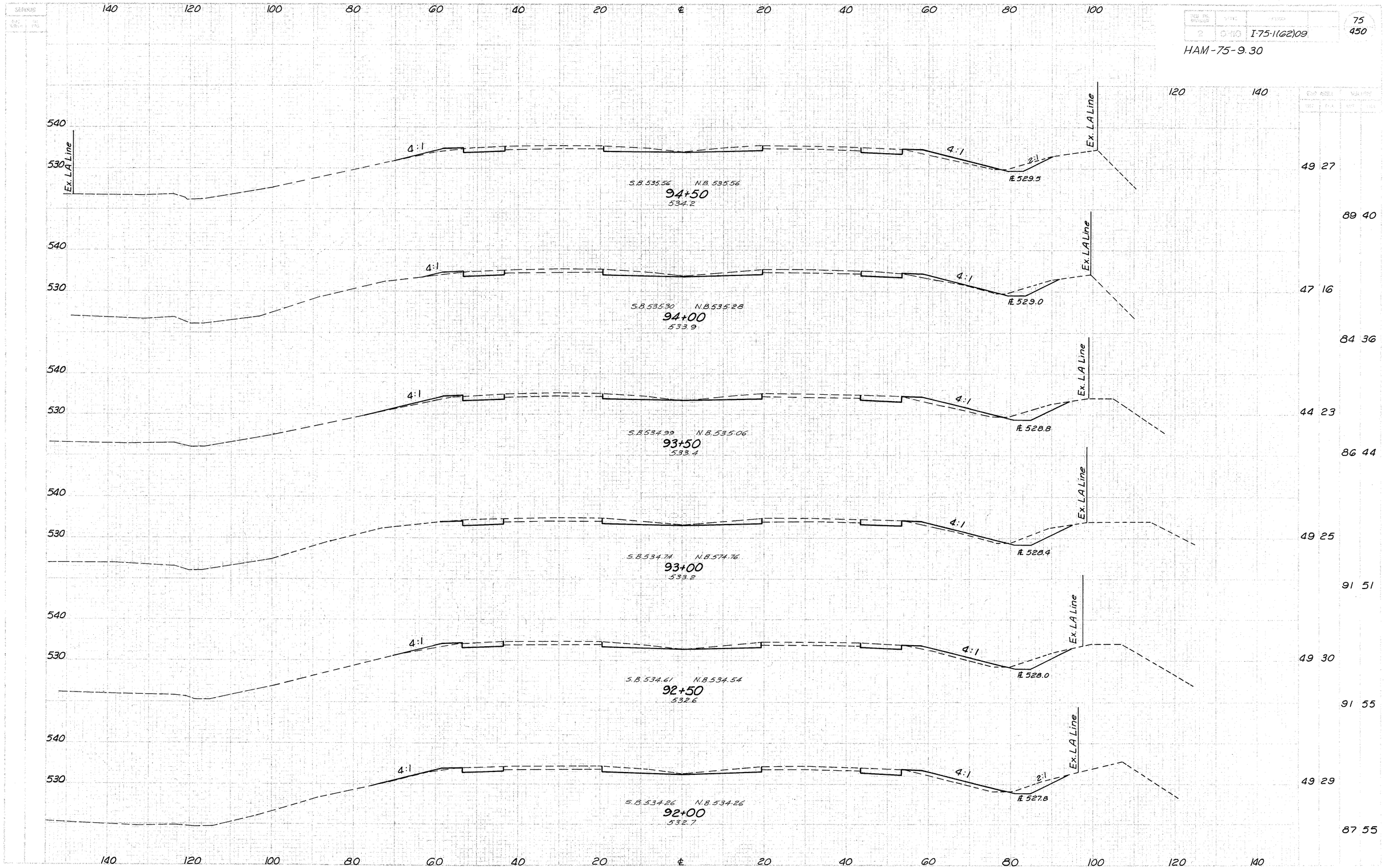
72(6) 4.50



73
450
1-75-1(62)09
HAM-75-9.30
140 120 100 80 60 40 20 ℄ 20 40 60 80 100
120 140
540
530
88+50
535.1
88+00
535.7
87+50
536.4
Sta. 86+77-51' Rt.
Std. No.3 C.B.
℄ Grate 537.3
℄ 12" 535.2
Sta. 86+77-60' Rt.
Std. H.W.-E
℄ 12" 535.0
10' 12" Cl. E-1 @ 2.0 %
Ex. Pav'd. Gutter
Sta. 86+73
Begin Bridge
87+00
537.0
Sta. 86+44 Lt.
Std. 2-A-6 Inlet
℄ Inlet 537.6
℄ 12" 534.4
Sta. 86+44 Rt.
Std. 2-A-6 Inlet
℄ Inlet 537.7
℄ 12" 534.4
Sta. 86+85 Rt.
End Std. Shoulder Treatment & Type 6 Curb.
Sta. 86+56.90
Begin Median, Type-2, with 80:1 Taper.
End Std. Type 2-A Curb, in Median.
1/2" 1 ft.
8'-12" Cl. J-1
S.B. 537.78
N.B. 537.93
86+50
536.1
Sta. 86+40
Ends Crib Wall
Ex. LA Line
1:1
S.B. 538.63
N.B. 538.64
86+00
537.1
Sta. 85+85
Begin Taper & Std. Shoulder Treatment.
86+85
Ahead
0 0
Back
8 7
4 3
86+73
Ahead
8 7
Back
35 23
30 20
35 23
63 43
33 23
60 40
0 0 0 0
0 0 0 0
0 0 0 0



2 OHIO I-75-1(62)09
74
450
HAM-75-9.30
140 120 100 80 60 40 20 ℄ 20 40 60 80 100
120 140
540
530
4:1
4:1
2:1
Ex. LA Line
S.B. 534.04 N.B. 534.04
91+50
532.7
℄ 527.5
45 30
84 60
S.B. 533.76 N.B. 533.78
91+00
532.5
℄ 527.0
46 35
82 71
S.B. 533.67 N.B. 533.68
90+50
532.3
℄ 526.4
43 42
75 108
3:1
2:1
S.B. 533.78 N.B. 533.74
90+00
531.65
℄ 525.4
38 75
81 94
Sta. 75+00 to Sta. 90+00
Excavation 2456 Cu.Yds.
Embankment 1353 Cu.Yds.
Embankment +15% 1556 Cu.Yds.
S.B. 534.00 N.B. 534.00
89+50
532.9
50 26
33 14
Sta. 89+32 Rt.
Begin Std. Shoulder Treatment
Ahead
89+32 50 16
Back
89+32 46 5
55 6
89+00 46 5
Ahead
88+79 46 5
33 4
Back
88+79 39 0
12 0
88+71 39 0
Sta. 88+79 Lt.
Begin Std. Shoulder Treatment.
Sta. 88+71
End of Bridge.
S.B. 534.61 N.B. 534.54
89+00
533.8
Sta. 89+00 to Sta. 91+50



2
I-75-1(62)09
75
450
HAM-75-9.30
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140
540
530
Ex. LA Line
4:1
2:1
℄ 529.5
S.B. 535.56 N.B. 535.56
94+50
534.2
49 27
89 40
℄ 529.0
S.B. 535.30 N.B. 535.28
94+00
533.9
47 16
84 36
℄ 528.8
S.B. 534.99 N.B. 535.06
93+50
533.4
44 23
86 44
℄ 528.4
S.B. 534.74 N.B. 574.76
93+00
533.2
49 25
91 51
℄ 528.0
S.B. 534.61 N.B. 534.54
92+50
532.6
49 30
91 55
℄ 527.8
S.B. 534.26 N.B. 534.26
92+00
532.7
49 29
87 55

SHEET NO.	TOTAL SHEETS
2	76

PROJECT NO.	
450	

I-75-1(62)09

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
Ex. LA Line
4:1
4:1
4:1
Ex. LA Line
℄ 531.0
S.B. 537.06 N.B. 536.96
97+50
535.6

540
530
Ex. LA Line
4:1
4:1
Ex. LA Line
℄ 520.4
℄ 530.8
S.B. 536.75 N.B. 536.76
97+00
535.4

540
530
Ex. LA Line
4:1
4:1
Ex. LA Line
℄ 530.6
S.B. 536.54 N.B. 536.56
96+50
535.2

540
530
Ex. LA Line
4:1
4:1
Ex. LA Line
℄ 530.2
S.B. 536.30 N.B. 536.29
96+00
534.8

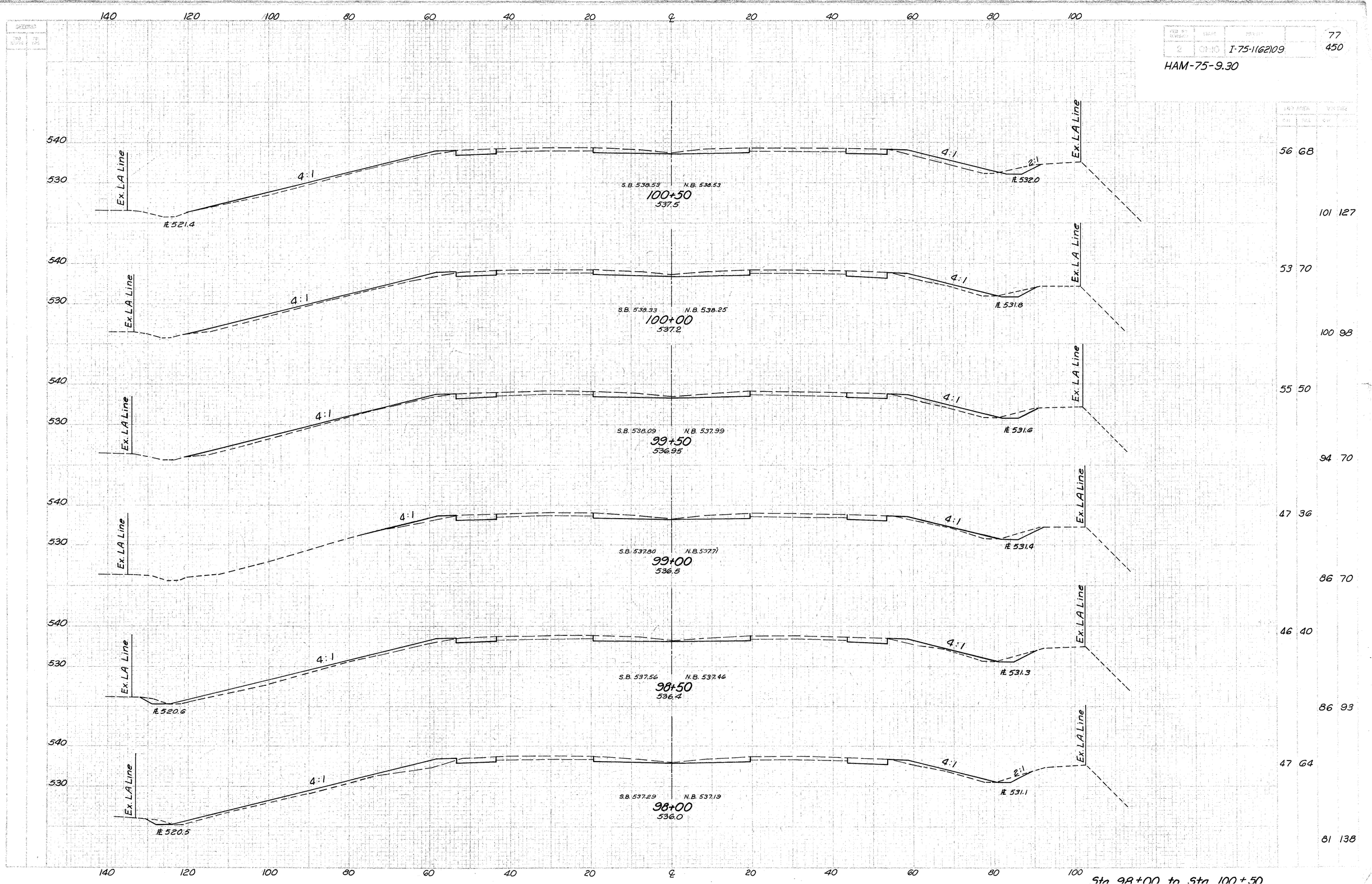
540
530
Ex. LA Line
4:1
4:1
Ex. LA Line
℄ 530.0
S.B. 536.07 N.B. 536.11
95+50
534.5

540
530
Ex. LA Line
4:1
4:1
4:1
Ex. LA Line
℄ 527.7
S.B. 535.81 N.B. 535.82
95+00
534.6

41	85
79	160
44	88
82	115
45	36
82	56
44	24
83	50
46	30
85	48
46	22
88	45

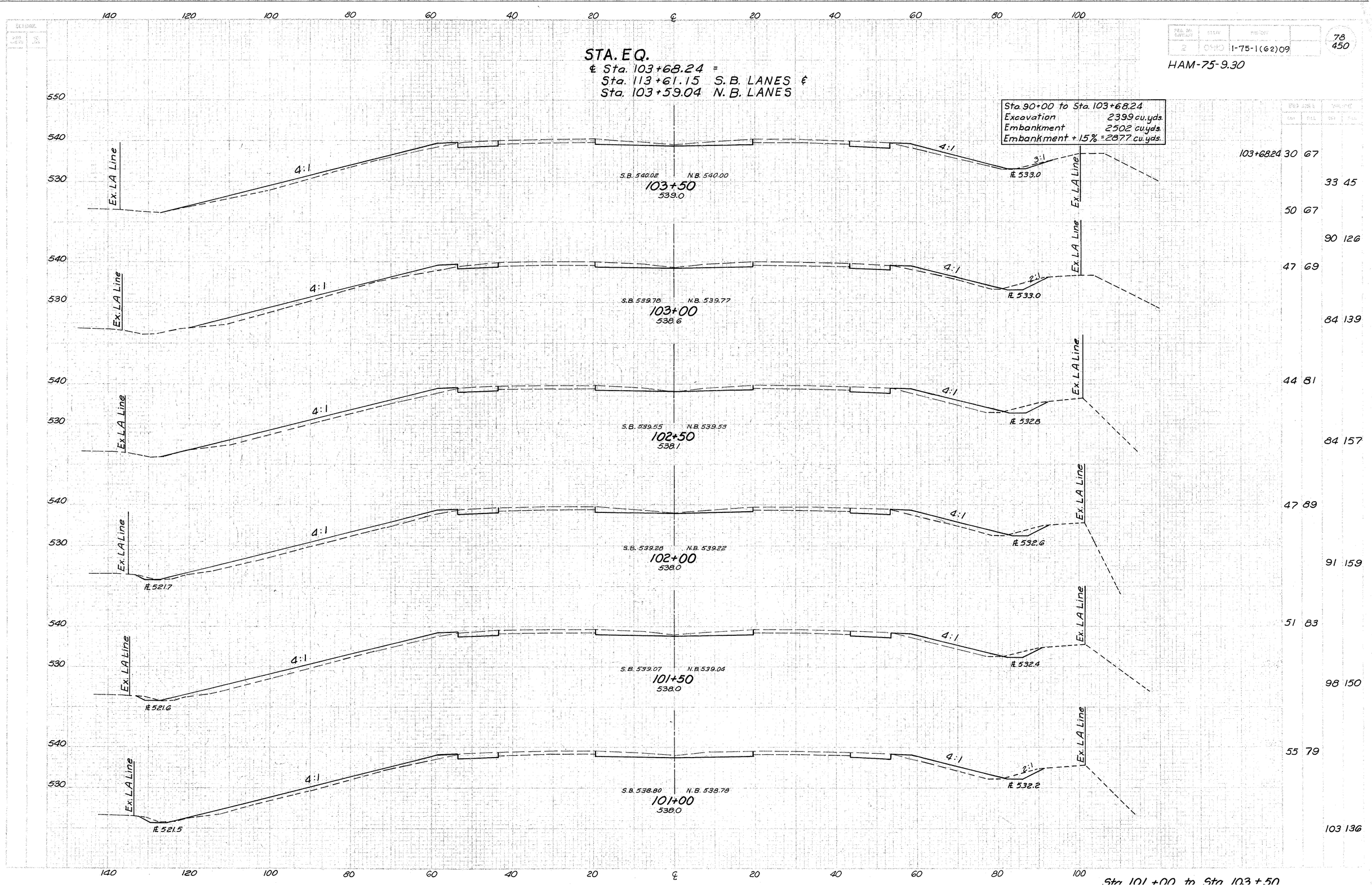
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

Sta 95+00 to Sta 97+50

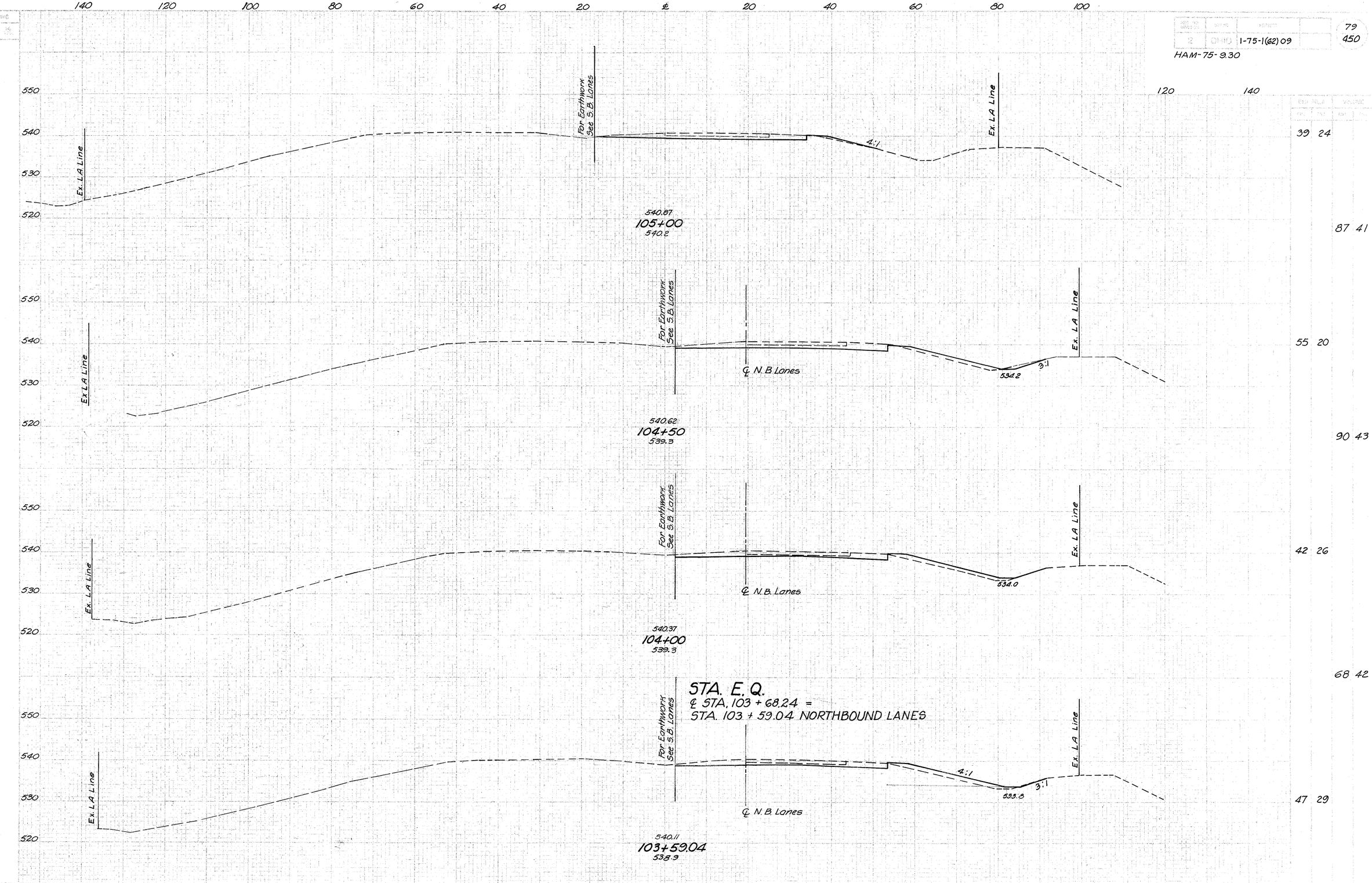


I-75-1(62)09
HAM-75-9.30
77
450
Ex. LA Line
4:1
2:1
S.B. 538.53
N.B. 538.53
100+50
537.5
℄ 521.4
℄ 532.0
S.B. 538.33
N.B. 538.25
100+00
537.2
℄ 531.8
S.B. 538.09
N.B. 537.99
99+50
536.95
℄ 531.6
S.B. 537.80
N.B. 537.71
99+00
536.5
℄ 531.4
S.B. 537.56
N.B. 537.46
98+50
536.4
℄ 520.6
℄ 531.3
S.B. 537.29
N.B. 537.19
98+00
536.0
℄ 520.5
℄ 531.1
56 68
101 127
53 70
100 98
55 50
94 70
47 36
86 70
46 40
86 93
47 64
81 138
Sta. 98+00 to Sta. 100+50

2 OHIO I-75-1(62)09 78 450
HAM-75-9.30



Sta. 101+00 to Sta. 103+50



NB STA. 103+59.04 TO STA. 105+00

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

For Earthwork See S.B. Lanes

Ex. LA Line

4:1

535.2

541.59
107+00
540.1

24 57

For Earthwork See S.B. Lanes

Ex. LA Line

535.0

541.50
106+50
540.2

47 81

For Earthwork See S.B. Lanes

Ex. LA Line

534.8

541.34
106+00
540.3

27 30

30 23

For Earthwork See S.B. Lanes

STA. 105+50 Lt.
STD. No. G C.B.
℄ Grate = 540.0
℄ 12" = 536.0

STA. 105+50 33'Rt.
STD. H.W.E.
℄ 12" 534.6

Ex. LA Line

4:1

3.0 %

76' 12" Cl. J-1

534.6

12'x4'x6' D.P.C.P.

541.12
105+50
540.3

66 33

41 13

74 34

NB STA. 105+50 TO STA. 107+00

1-75-1(62)09

HAM-75-9.30

81
450

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

For Earthwork See S.B. Lanes

4:1

Ex. LA Line

525.0

541.12
109+50
539.0

29 293

S.B. STA. 118+76
STD. NO. 2-A-10 Inlet.
E-12" 536.2

N.B. STA. 109+00, Rt.
STD. HW-E.
Rt. 12" = 534.0

For Earthwork See S.B. Lanes

2.2%

534.0

12'x4'-0" D.R.C.P.

100' 12" Cl. J-1

44 395

541.34
109+00
539.2

19 134

For Earthwork See S.B. Lanes

Ex. LA Line

18 232

0 117

541.50
108+50
539.4

For Earthwork See S.B. Lanes

535.8

Ex. LA Line

16 190

17 88

541.59
108+00
540.0

For Earthwork See S.B. Lanes

4:1

535.6

Ex. LA Line

29 147

14 71

541.62
107+50
540.0

35 119

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 107+50 TO STA. 109+50

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

Back
Ahead to Ramp P
Ahead

For Earthwork See S.B. Lanes

540
530
520

4:1
3:1
520.0

Ahead 17 414
Back 17 450

539.87
112+00
534.0

For Earthwork See S.B. Lanes

520.4

48 838
35 455

540.12
111+50
536.0

For Earthwork See S.B. Lanes

520.6

49 883
18 499

540.37
111+00
538.2

For Earthwork See S.B. Lanes

523.7

28 915
12 489

540.62
110+50
538.1

For Earthwork See S.B. Lanes

4:1
3:1
523.5

24 865
14 445

540.87
110+00
538.8

40 683

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 110+00 TO STA 112+00

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

550 / 540 / 530

See Ramp "P"
4:1
538.0
4:1
531.0
Ex. LA Line
10 464
538.62
114+50
531.6

550 / 540 / 530

See Ramp "P"
535.6
580.8
Ex. LA Line
12 504
538.87
114+00
530.9

21 897

550 / 540 / 530

See Ramp P
4:1
580.2
10 545
539.12
113+50
530.0

20 971

550 / 540 / 530

S.B. STA. 122+05 Rt.
STD. No. 3.C.B.
FE GRATE 537.2
FE 12" 534.2
See Ramp "P"
2.66 %
N.B. STA. 112+85-68' Rt.
STD. HW-E
FE-12" 530.0
580.0
12'x4'-6 D.R.C.P.
11 488
158' — 12" Cl. J-1
539.37
113+00
529.2

19 956

550 / 540 / 530

See Ramp "P"
4:1
529.8
18 474
539.62
112+50
531.0

27 891

32 822

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 112+50 TO STA. 114+50

SHEET NO. 84
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PID 75 1-75-1(62)09
HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

LA R/W Line
4:1
528.0
537.66
117+00
532.1
See Ch. Relocation
52 702

LA R/W Line
4:1
520.8
537.69
116+50
532.4
1½"/Ft.
1½:1
See Ch. Relocation
76 1173
30 565

LA R/W Line
580.0
537.87
116+00
532.5
For R/W Line
See Channel Relocation
6 284
9 570

See Ramp "P"
591.0
LA R/W Line
581.8
538.12
115+50
532.5
4 332
14 662

See Ramp "P"
4:1
582.5
4:1
3:1
581.5
Ex. LA Line
538.37
115+00
532.5
11 383
20 785

N.B. STA 115+00 TO STA 117+00

Sta. 103+59.04 to Sta. 119+50
Excavation 1531 Cu. Yds.
Embankment 26,929 Cu. Yds.
Embankment +15%=30,968 Cu. Yds.

I-75-1(62)09

HAM-75-9.30

85
450

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

3:1 3:1 528.6 LA R/W Line 4:1 1½"/Ft. 1½:1 See Ch Reloc.

539.66
119+50
519.0

38 1929

83 3423

3.5:1 528.5 LA R/W Line See Ch Reloc. Ex. 54" STM. S.

538.97
119+00
525.0

52 1768

89 3013

4:1 528.1 LA R/W Line See Ch Reloc.

538.43
118+50
530.5

44 1486

72 2528

3:1 528.3 LA R/W Line See Ch. Reloc. Ex. 54" STM S.

538.03
118+00
531.5

34 1244

92 2152

4:1 529.5 4:1 LA R/W Line 1½"/Ft. 1½:1 See Ch Reloc.

537.77
117+50
531.9

65 1080

108 1650

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 117+50 TO STA. 119+50

SECTIONS
CTD. CO. | SHEET NO.

SHEET NO.	STATE	PROJECT
4	OHIO	I-75-1(62) 09

HAM-75-9.30

86
450

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

24:1 2:1 24:1 2:1

5243

LA R/W Line

4:1 24:1

See Ch. Reloc.

Ex. 54" San. S.

543.22
121+50
520.0

0 2025

0 3740

540
530
520

5246

LA R/W Line

See Ch. Reloc.

542.31
121+00
523.00

0 2014

28 3696

540
530
520

5248

LA R/W Line

See Ch. Reloc.

Ex. 54" San. S.

541.41
120+50
521.0

30 1978

87 3592

540
530
520

2:1 2:1 24:1 2:1

5269

LA R/W Line

4:1 24:1

See Ch. Reloc.

540.30
120+00
519.0

64 1902

94 3547

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 120+00 TO STA 121+50

FED. ROAD DIV. NO.	STATE	PROJECT NO.
5	OHIO	I-75-1(62)09

HAM-75-9.30

87
450

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

550
540
530
520

2:1 LA R/W Line
See Ch. Reloc.
2:1
24:1
24:1
2:1
529.1

546.85
123+50
531.5

Reloc. 54"
SAN. S.

0 1741

0 3212

550
540
530
520

2:1 LA R/W Line
See Ch. Reloc.
2:1
523.1

545.94
123+00
531.3

0 1728

0 3260

550
540
530
520

LA R/W Line
See Ch. Reloc.
3:1
523.7

545.03
122+50
531.1

0 1793

0 3410

550
540
530
520

LA R/W Line
See Ch. Reloc.
4:1
2:1
24:1
24:1
524.0

544.12
122+00
530.0

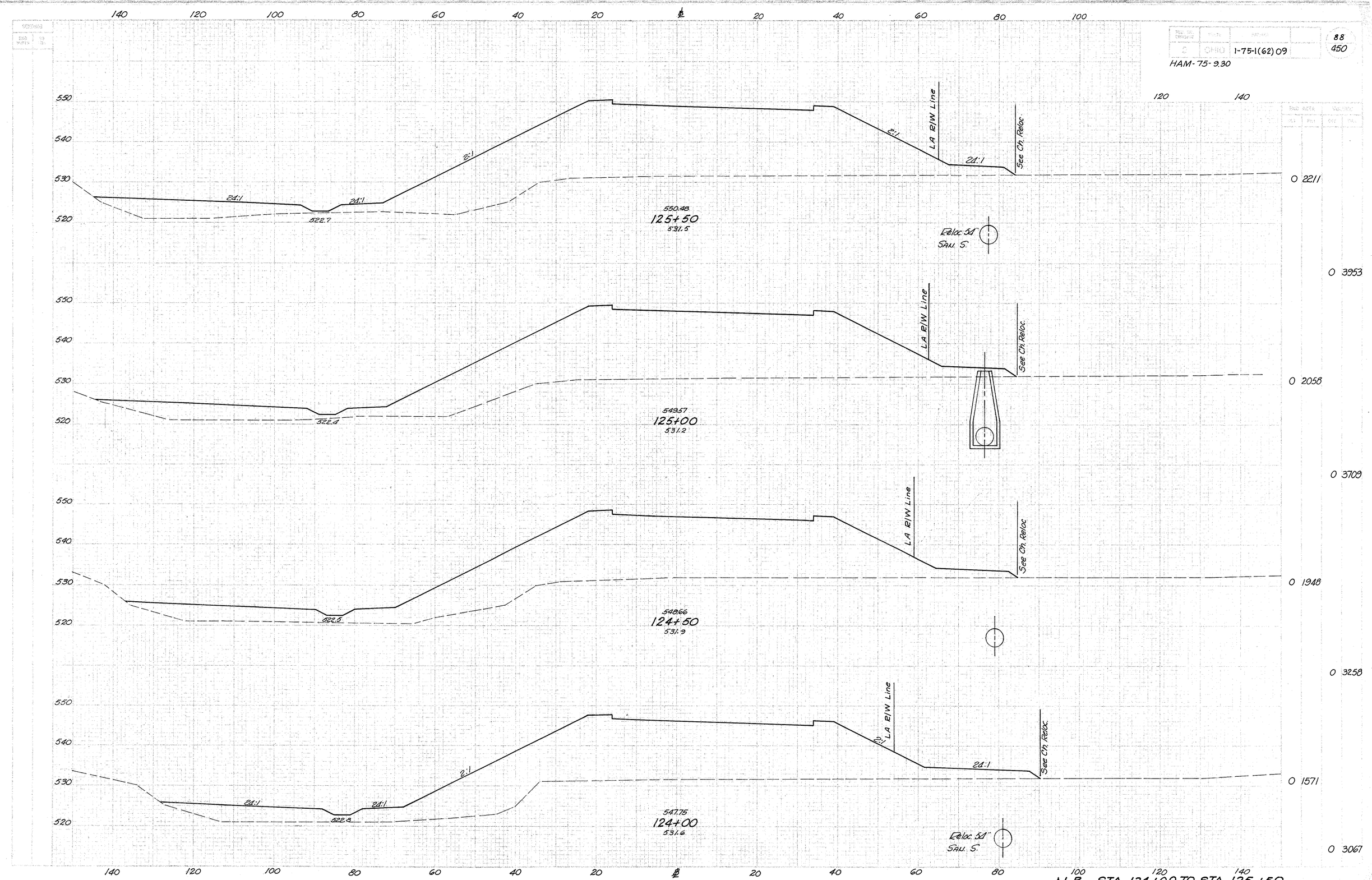
Reloc. 54"
SAN. S.
Ex. 54"
SAN. S.

0 1890

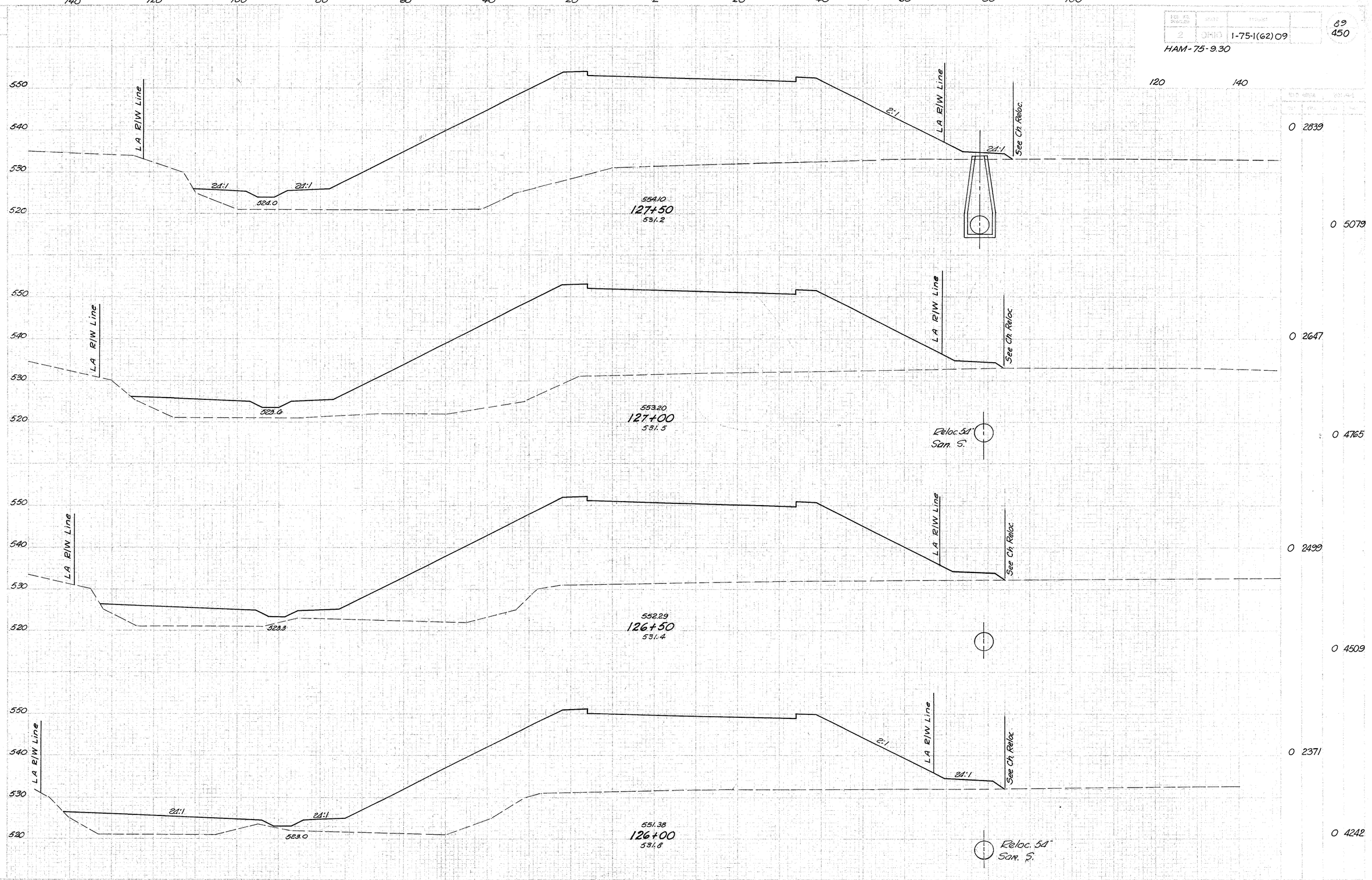
0 3625

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 122+00 TO STA 123+50



OHIO
1-75-1(62) 09
HAM-75-9.30
88
450
550.48
125+50
531.5
522.7
24:1
2:1
LA R/W Line
See Ch. Reloc.
Reloc. 54" San. S.
549.57
125+00
531.2
522.4
548.66
124+50
531.9
522.5
547.75
124+00
531.6
522.8
0 2211
0 3953
0 2058
0 3709
0 1948
0 3258
0 1571
0 3067
N.B. STA. 124+00 TO STA. 125+50



N.B. STA 126+00 TO STA 127+50

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530
520

Storage Tanks
LA R/W Line
2:1
532.5
2:1
2:1
LA R/W Line
24:1
See Ch. Reloc.

557.13
129+50
521.0

550
540
530
520

LA R/W Line
530.0
LA R/W Line
See Ch. Reloc.

556.82
129+00
524.0

Reloc. 54" San. S.

550
540
530
520

LA R/W Line
526.0
LA R/W Line
See Ch. Reloc.

555.92
128+50
525.0

550
540
530
520

LA R/W Line
24:1 2:1 2:1 2:1
525.0
2:1
2:1
LA R/W Line
See Ch. Reloc.
21:1

555.01
128+00
530.0

Reloc. 54" San. S.

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 128+00 TO STA 129+50

13 3664
36 6516
26 3373
78 6115
58 3231
54 5777
0 3008
0 5413

SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1(62)09

91
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530
520

LA R/W Line
Wall No.1
2:1
LA R/W Line
See Ch. Reloc.
2:1
Reloc. 54"
S.on S.

560.45
131+00
525.0

0 3862

0 7079

560
550
540
530
520

LA R/W Line
Wall No.1
LA R/W Line
See Ch. Reloc.
1½:1

559.55
130+50
521.0

0 3784

0 6958

Back
Ahead

560
550
540
530
520

LA R/W Line
538.2
Wall No.1
2:1
2:1
LA R/W Line
See Ch. Reloc.
2:1
Reloc. 54"
S.on S.

558.64
130+00
521.0

Ahead 0 3731
Back 7 3877

19 6982

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

L.L.B. STA. 130+00 TO STA. 131+00

FED. ROAD DIV. NO.	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

92
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530
520

LA E/W Line
Wall No.1
534.2
Ahead
Back
2:1
LA E/W Line
2H:1
1H:1
See Ch. Reloc.
563.13
132+50
534.1

Ahead 6 4166
Back 0 3942

0 7189

LA E/W Line
Wall No.1
2:1
LA E/W Line
2H:1
1H:1
See Ch. Reloc.
56227
132+00
533.5
Reloc. 51" San. S.

0 3822

LA E/W Line
Wall No.1
2:1
LA E/W Line
2H:1
1H:1
See Ch. Reloc.
561.36
131+50
530.0

0 7218

0 3974

0 7255

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 131+50 TO STA. 132+50

SEEDING
SLOPE 3%

140 120 100 80 60 40 20 ℄ 20 40 60 80 100

SHEET NO.	STATE	PROJECT
2	OHIO	1-75-1(62)09

23
450

HAM-75-9.30

570
560
550
540
530
520

LA E/W Line
2:1
333.0
565.25
134+00
533.3
2:1
LA R/W Line
120 140
See Ch. Reloc.
1/2"/ft.

11 4402

19 8165

570
560
550
540
530
520

LA E/W Line
2:1
333.8
564.63
133+50
533.1
2:1
LA R/W Line
24:1
1½:1
See Ch. Reloc.

Back
Ahead to 134+00
Ahead 9 4416
Back 9 4577
Reloc. 24' Sta. 5.

14 8242

570
560
550
540
530
520

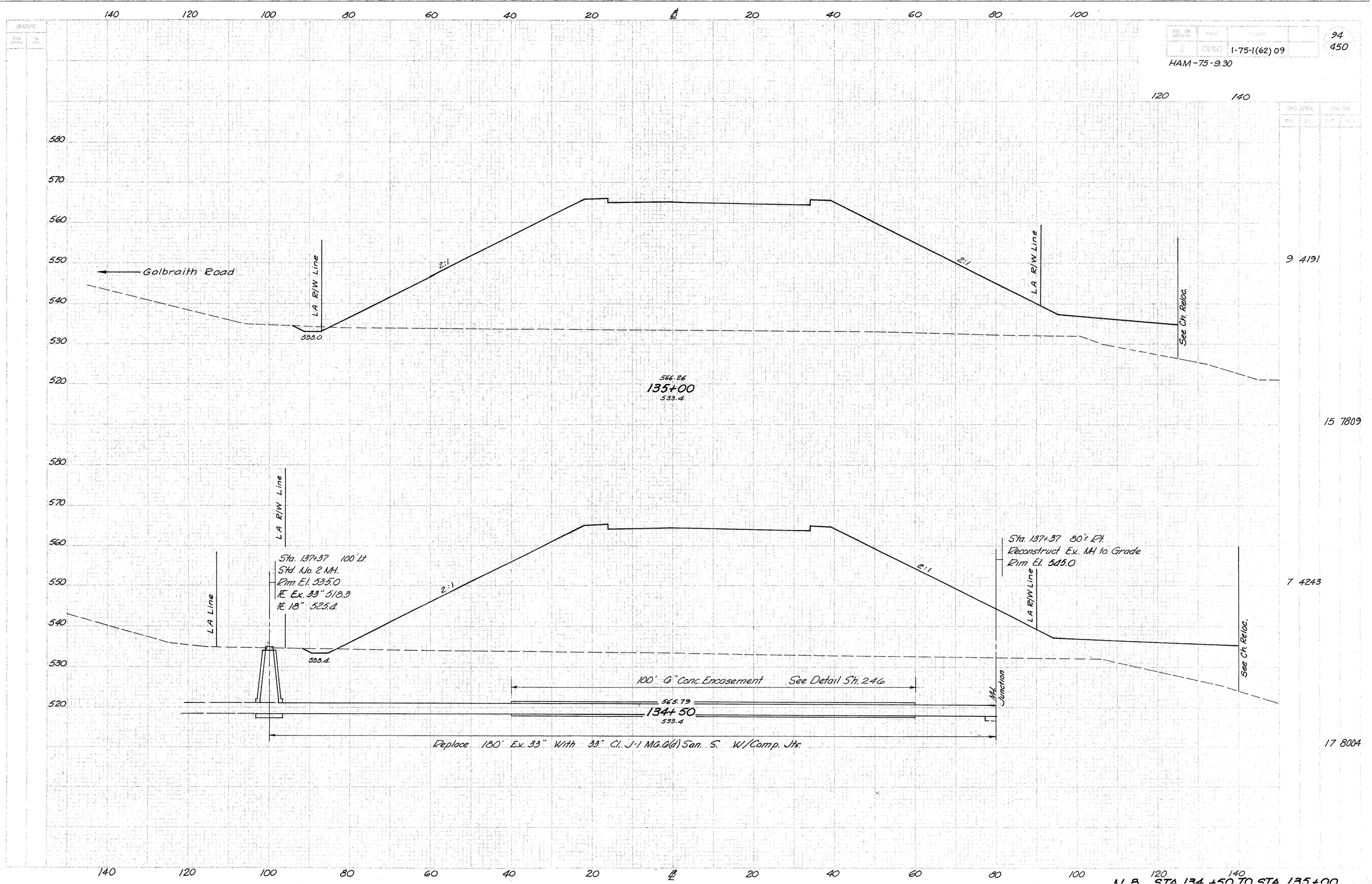
LA E/W Line
2:1
334.0
563.92
133+00
533.9
2:1
LA R/W Line
1/2"/ft
1½:1
See Ch. Reloc

6 4325

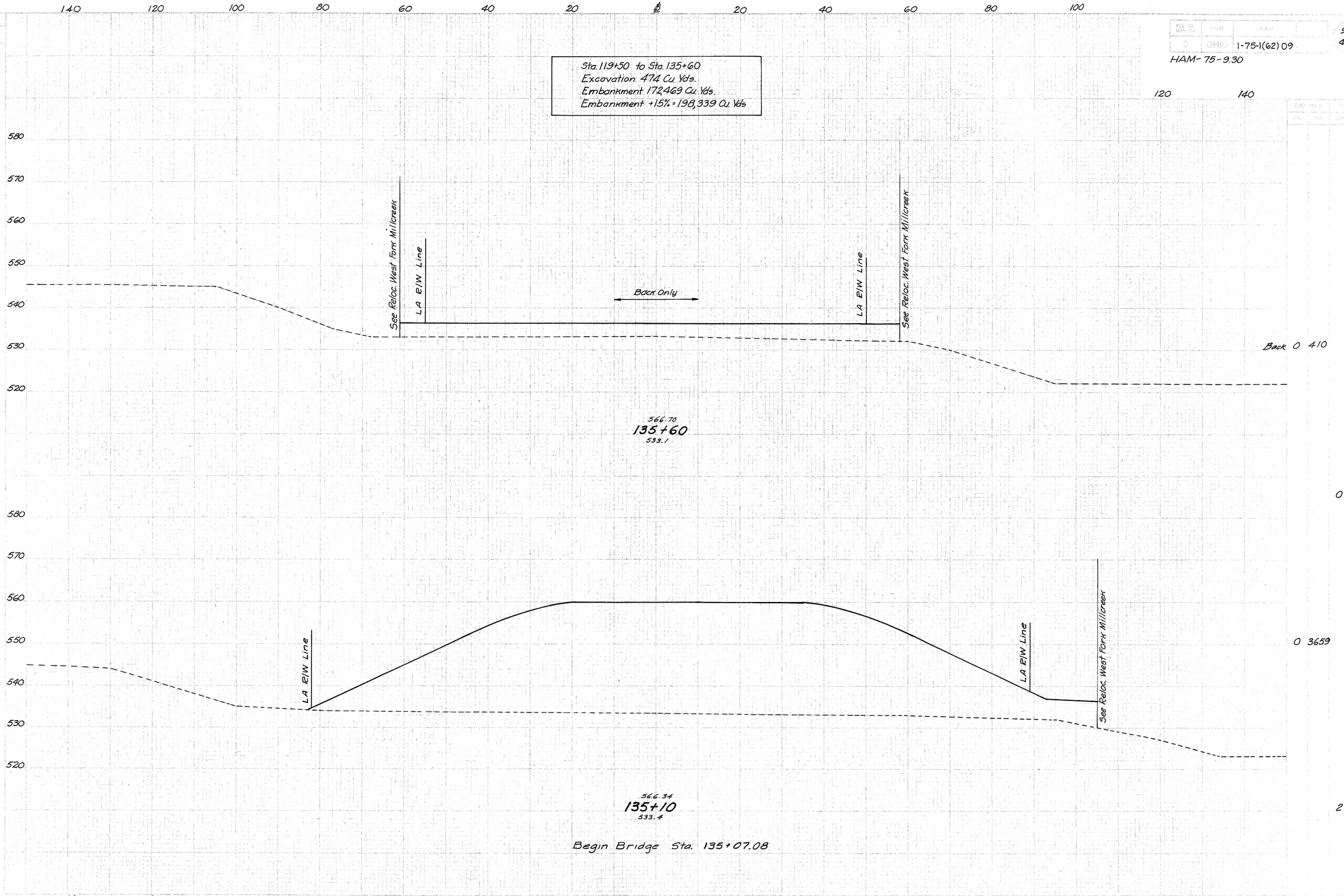
11 7862

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 133+00 TO STA 134+00



N.B. STA 134+50 TO STA 135+00



OHIO 1-75-1(62) 09
95
450
HAM-75-9.30
Sta. 119+50 to Sta. 135+60
Excavation 474 Cu. Yds.
Embankment 172,469 Cu. Yds.
Embankment +15% = 198,339 Cu. Yds
See Reloc. West Fork Millcreek
LA R/W Line
Back Only
LA R/W Line
See Reloc. West Fork Millcreek
Back 0 410
566.70
135+60
533.1
0 3767
LA R/W Line
LA R/W Line
See Reloc. West Fork Millcreek
0 3659
566.34
135+10
533.4
2 1454
Begin Bridge Sta. 135+07.08

140 120 100 80 60 40 20 ℄ 20 40 60 80 100

1-75-1(62)09

96
450

HAM-75-9.30

120 140

570
560
550
540
530

LA R/W Line

333.9

1½:1

566.35
140+15
535.5

1½:1

See Galbraith Rd. S.R.

End Bridge Sta. 134+82.08

18 4049

3 367

560
550
540
530

LA R/W Line

330.8

1½:1

566.38
140+11
535.5

1½:1

See Galbraith Rd. S.R.

19 4304

21 3872

LA R/W Line

333.7

1½:1

139+80
536.0

1:1

See Galbrith Rd.

17 2441

550
540
530

15 949

LA R/W Line

338.6

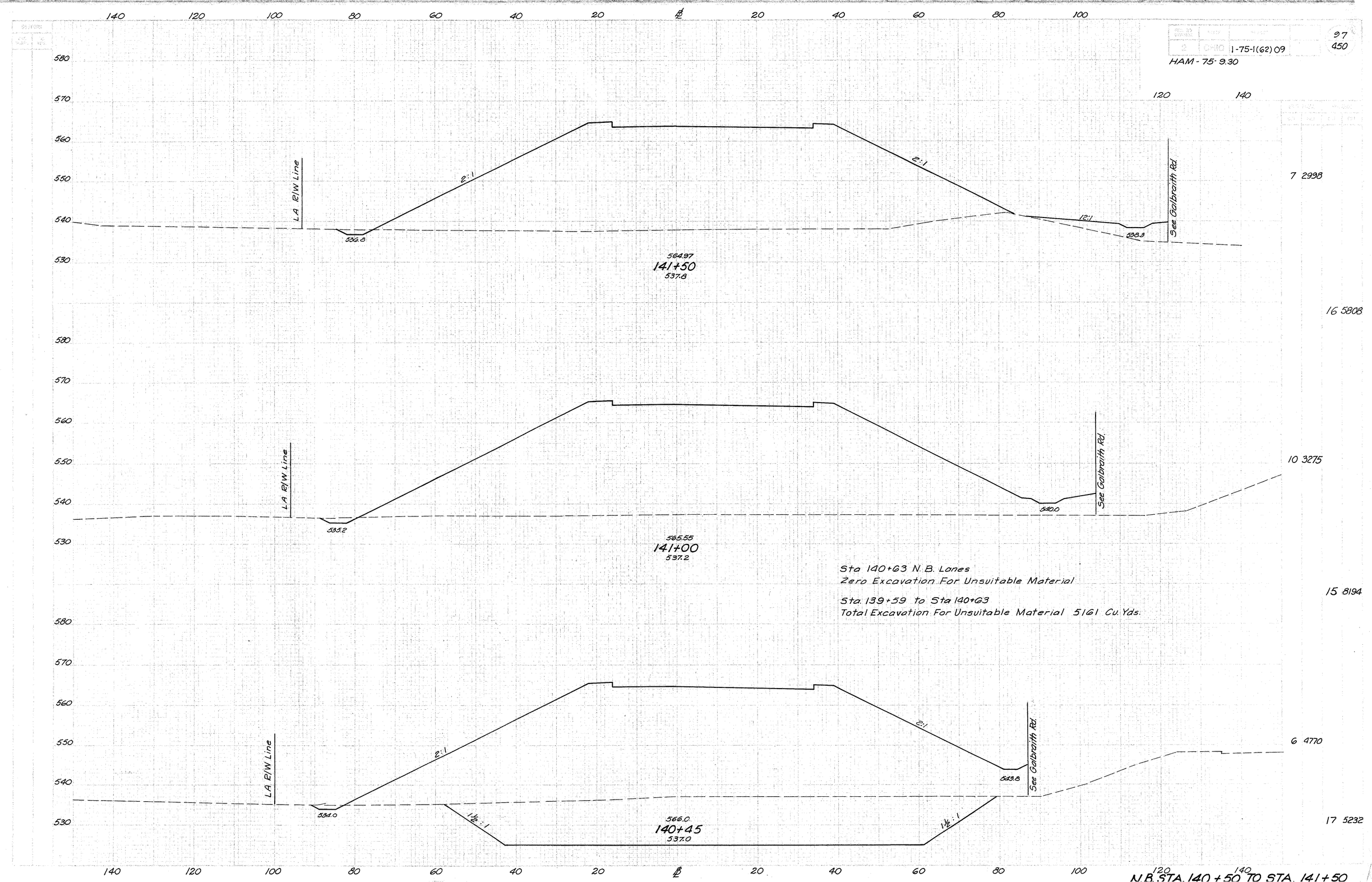
566.75
139+59
535.5

Sta. 139+59 N.B. Lanes
Begin Excavation For Unsuitable Material.

21 0

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 139+59 TO STA 140+15



N.B. STA. 140+50 TO STA. 141+50

1-75-1(62)09

98
450

HAM-75-9.30

34 4022

45 7537

15 4118

19 7007

5 3450

11 5970

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

570 560 550 540 530 520

LA R/W Line

2:1

537.0

2:1

12:1

542.0

See Ramp N

562.74
143+00
525.0

LA R/W Line

2:1

537.0

2:1

12:1

540.0

See Ramp N

563.56
142+50
531.0

LA R/W Line

2:1

537.8

2:1

12:1

See Ramp N

℄ 537.8

564.31
142+00
536.4

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.R. STA. 142+00 TO STA. 143+00

140 120 100 80 60 40 20 ℄ 20 40 60 80 100

120 140

148 3346

141 6488

4 3661

4 6994

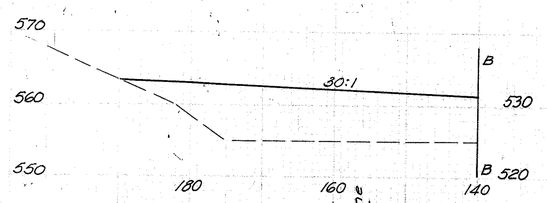
0 3893

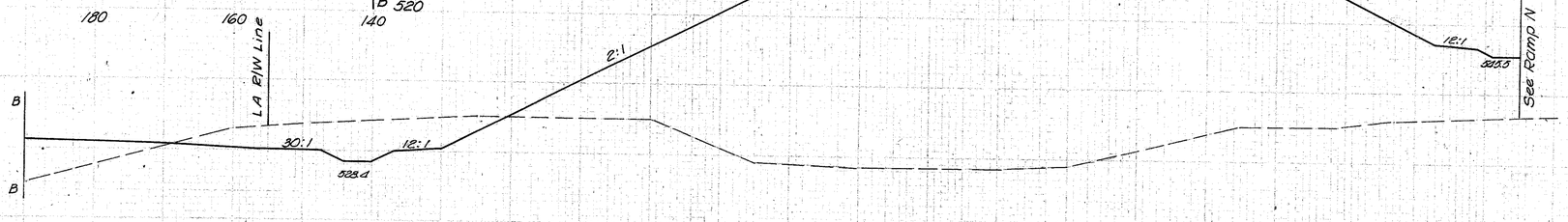
31 7328

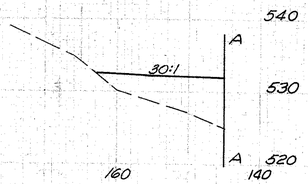
559.83
144+50
528.5

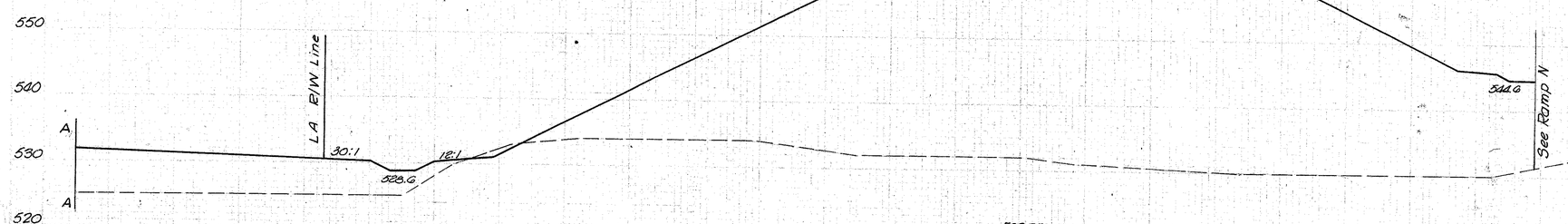
560.85
144+00
532.0

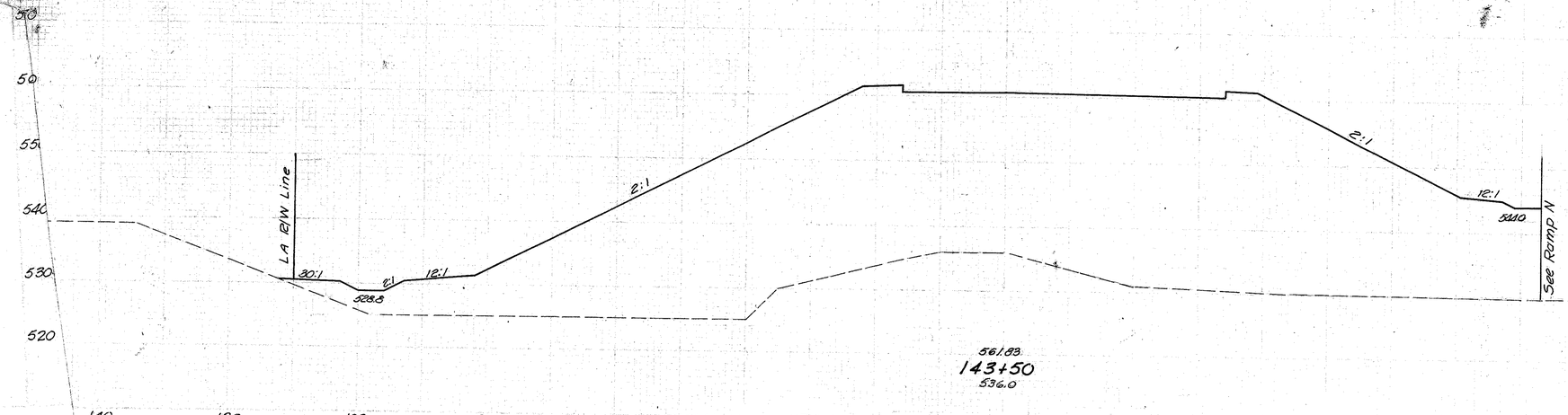
561.83
143+50
536.0





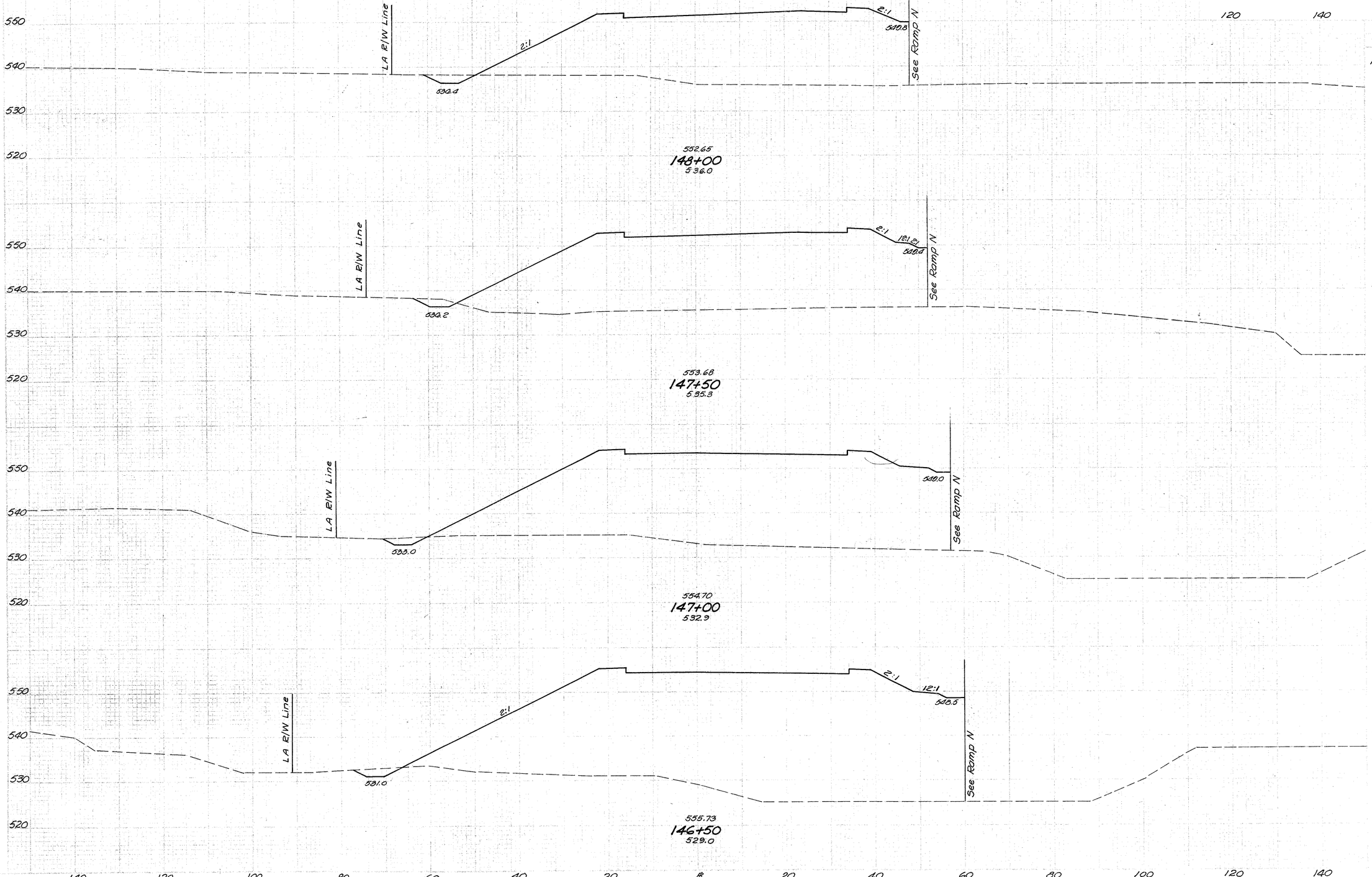






I-75-1(62)09
HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140



16 1265

26 2616

12 1560

21 3258

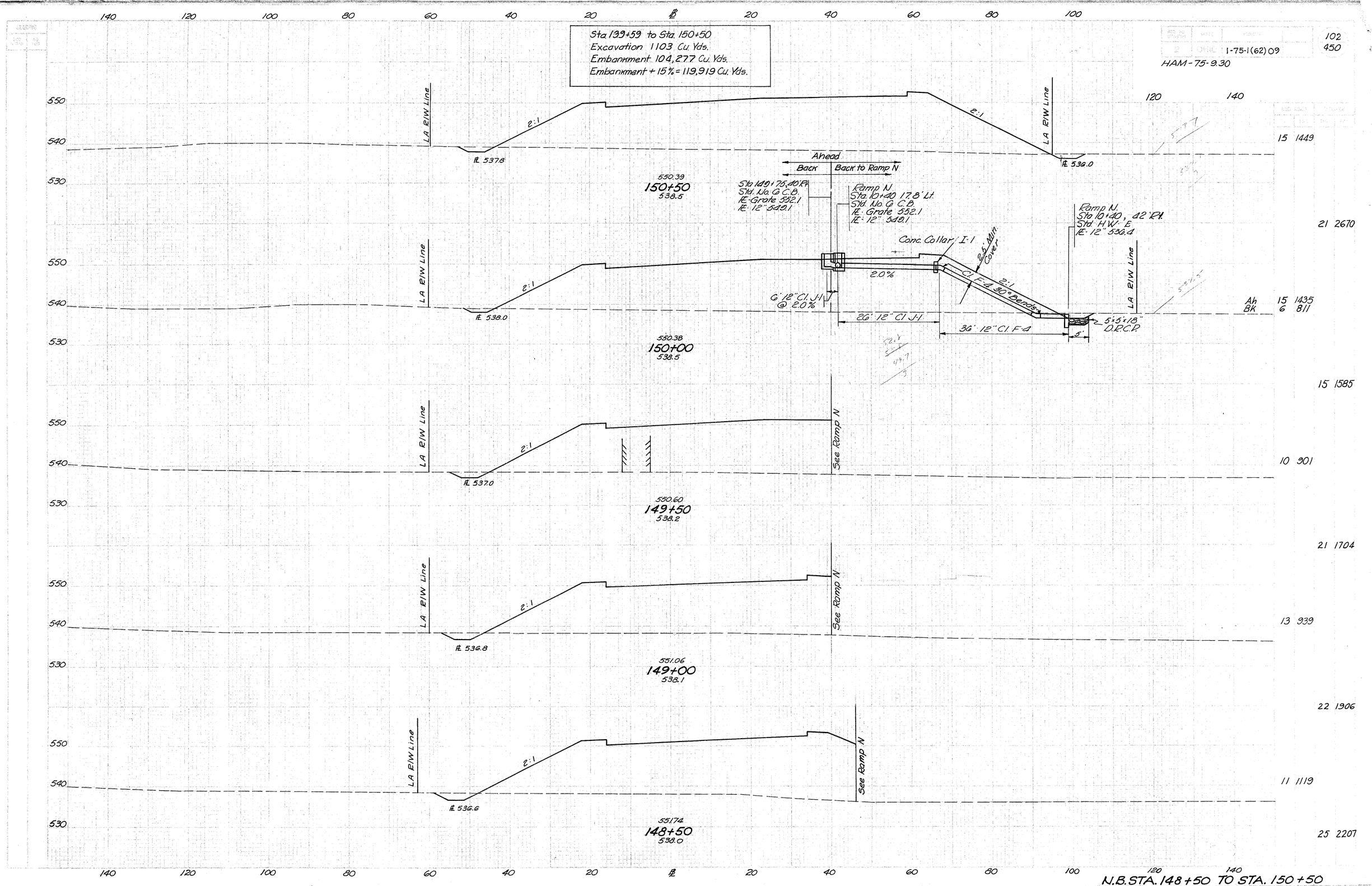
11 1959

21 4332

12 2720

13 5221

N.B. STA. 146+50 TO STA. 148+00



Sta. 139+59 to Sta. 150+50
Excavation 1103 Cu. Yds.
Embankment 104,277 Cu. Yds.
Embankment + 15% = 119,919 Cu. Yds.
1-75-1(62) 09
HAM-75-9.30
102
450
LA R/W Line
2:1
℄ 537.8
℄ 536.0
550.39
150+50
538.5
Ahead
Back
Back to Ramp N
Sta. 149+75, 40' Rt.
Std. No. 6 C.B.
℄ Grate 552.1
℄ 12" 549.1
Ramp N
Sta. 10+40 17.8' Lt.
Std. No. 6 C.B.
℄ Grate 552.1
℄ 12" 549.1
Ramp N.
Sta. 10+40, 42' Rt.
Std. H.W. E
℄ 12" 536.4
Conc. Collar I-1
2.5' Min. Cover
2.0%
Cl. F-4 30° Bends
6' 12" Cl. J-1 @ 2.0%
26' 12" Cl. J-1
36' 12" Cl. F-4
5'
5'x5'x18" D.R.C.P.
℄ 538.0
550.38
150+00
538.5
See Ramp N
℄ 537.0
550.60
149+50
538.2
℄ 536.8
551.06
149+00
538.1
℄ 536.6
551.74
148+50
538.0
15 1449
21 2670
Ah 15 1435
Bk 6 811
15 1585
10 901
21 1704
13 939
22 1906
11 1119
25 2207
N.B. STA. 148+50 TO STA. 150+50

REVISIONS	DATE	PROJECT
2	OHIO	1-75-1(62)09

103
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560 550 540 530 520

LA R/W Line

2:1

℄ 537.0

552.58
152+50
538.5

Limit of E-4 Granular Embankment

W.S.=524.4

2:1

LA R/W Line

11 2516

E-4 948

560 550 540 530

LA R/W Line

2:1

℄ 537.2

551.77
152+00
538.0

2:1

LA R/W Line

Limit of E-4 Granular Embankment

W.S.=524.4

R/W Line

E-4 950
17 4595

7 2447

E-4 78

560 550 540 530

LA R/W Line

2:1

℄ 537.4

551.08
151+50
537.5

2:1

LA R/W Line

℄ 533.2

E-4 14
25 4201

2090

560 550 540 530

LA R/W Line

2:1

℄ 537.6

550.62
151+00
538.1

2:1

LA R/W Line

℄ 533.4

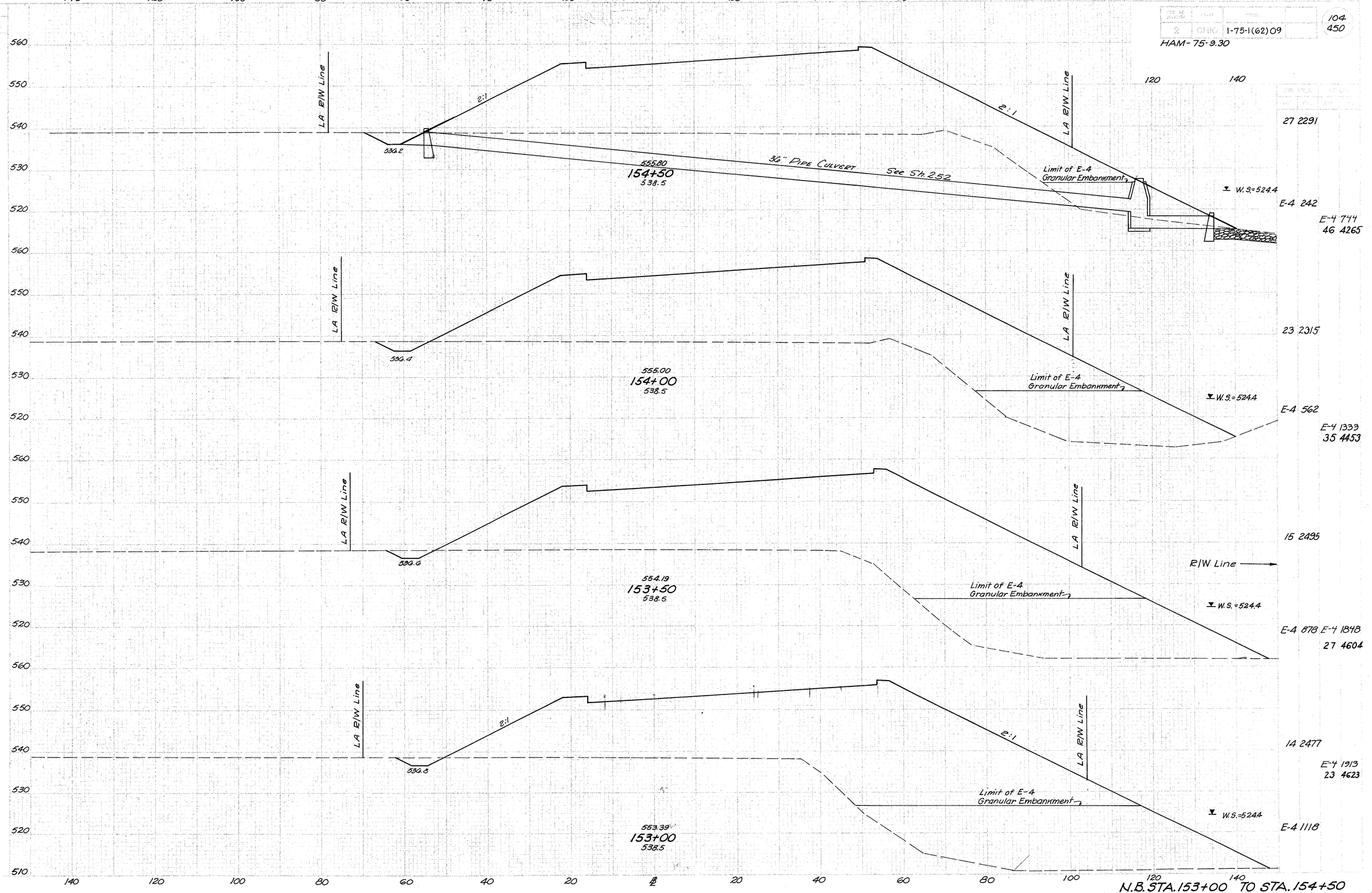
35 3443

18 1629

24 2850

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

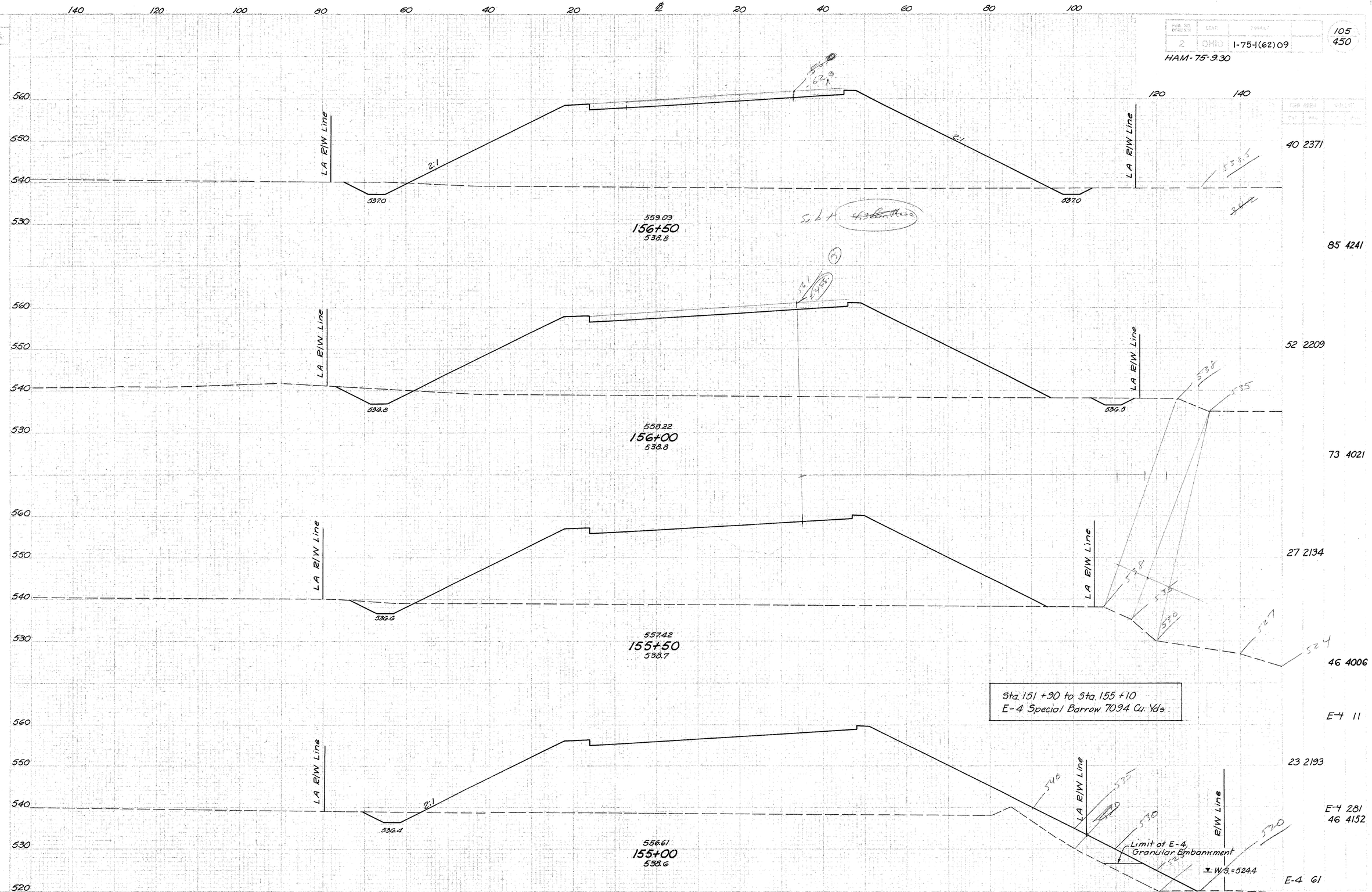
N.B. STA. 151+00 TO STA. 152+50



N.B. STA. 153+00 TO STA. 154+50

SHEET NO.	STATE	PROJECT	
2	OHIO	I-75-1(62)09	105 450

HAM-75-9.30

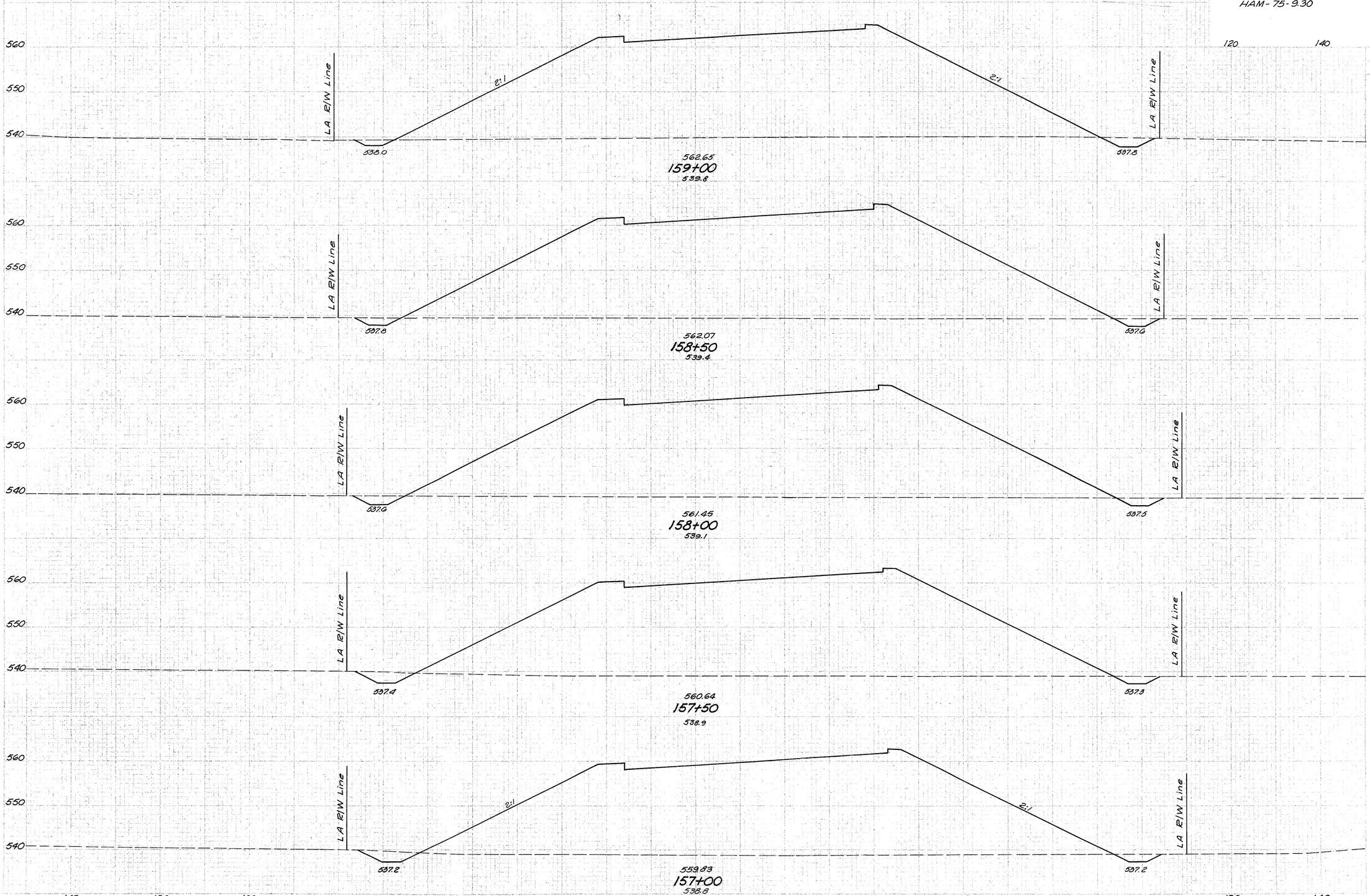


FED. AID SERIES	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

106
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140



N.B. STA. 157+00 TO STA. 159+00

SHEET NO.	STATE	PROJECT	107
2	OHIO	1-75-1(62) 09	450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

580 570 560 550 540 530

LA ℄/W Line — 2:1 — 2:1 — LA ℄/W Line

539.0

563.85
160+50
539.8

6 2574

12 4804

Back
Ahead

570 560 550 540 530

LA ℄/W Line — 2:1 — 2:1 — LA ℄/W Line

538.4 538.3

563.54
160+00
539.5

Ah 7 2614
Bk 14 2654

29 4914

570 560 550 540 530

LA ℄/W Line — 2:1 — 2:1 — LA ℄/W Line

538.2 538.0

563.14
159+50
540.0

17 2653

38 4829

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 159+50 TO STA. 160+50

SHEET NO.	TOTAL SHEETS	PROJECT
2	OHIO	I-75-1(62)09

108
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

570
560
550
540
530

LA R/W Line

2:1

338.3

564.20
161+50
541.0

2:1

LA R/W Line

9 2509

16 4774

570
560
550
540
530

LA R/W Line

2:1

338.8

564.07
161+00
540.2

2:1

12:1

LA R/W Line

8 2647

13 4834

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 161+00 TO STA. 161+50

FED. ROAD DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

109
450

HAM-75-9.30

PRO AREA		VOLUME	
CUT	FILL	CUT	FILL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530
520

LA ℄W Line

564.24
162+11
542.8

0 0

14 1079

LA ℄W Line

542.2

27 2010

564.24
161+82
541.5

5 485

LA ℄W Line

15 2355

LA ℄W Line

538.2

12 2342

Begin Bridge Sta. 161+76.14

564.23
161+76
541.5

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 161+76 TO STA. 162+11

SEEDING

DIST. NO.	STATE	PROJECT	
2	OHIO	1-75-1(62)09	110 450

HAM-75-9.30

EXC. AREA CUT	EXC. AREA FILL	EMB. CUT	EMB. FILL
12	2840		
5	1342		
9	2735		
18	471		
13	2358		
7	1720		
0	959		
0	444		
0	990		

LA ℄W Line

2:1

1½:1

12:1

563.98
163+20
543.7

Sta. 163+35
Zero Excavation For Unsuitable Material

Total Excavation For Unsuitable Material 2106 Cu.Yds.

541.0

564.02
163+07
544.1

End Bridge Sta. 163+05.64

541.4

564.05
163+02.50
544.2

564.13
162+75
544.8

564.18
162+60
545.0

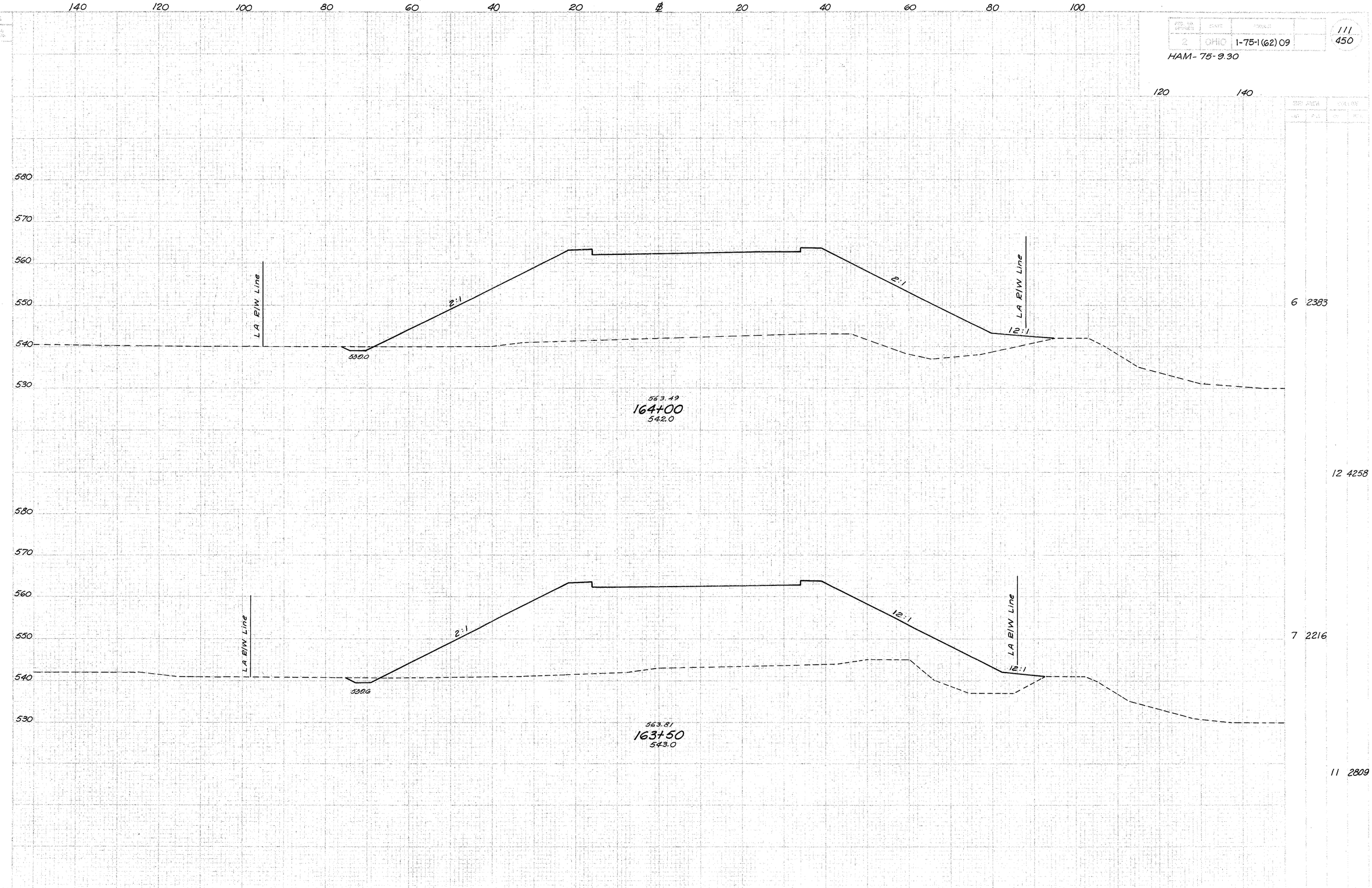
Sta. 162+60
Begin Excavation For Unsuitable Material

N.B. STA. 162+75 TO STA. 163+07

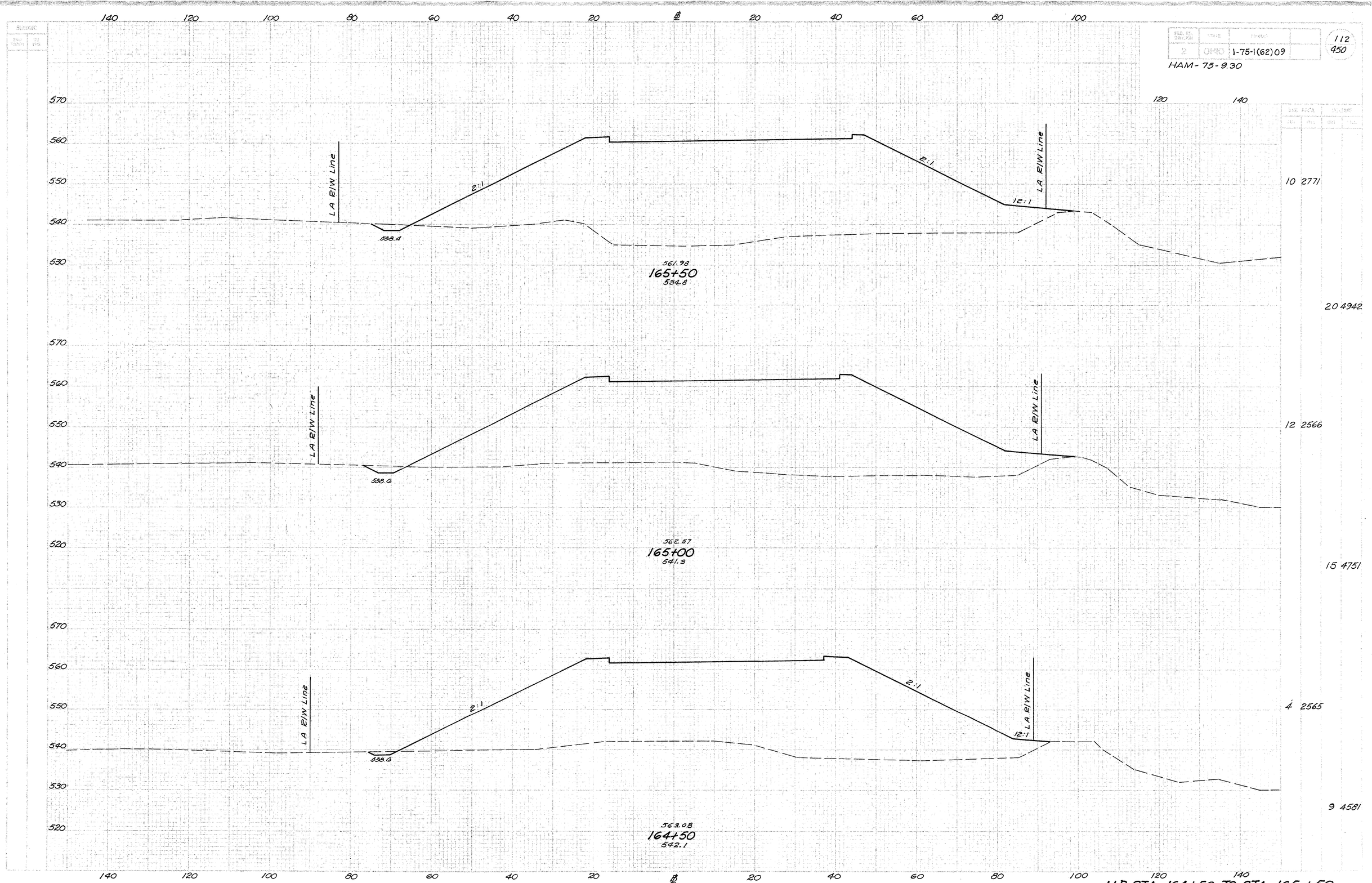
SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1(62) 09

111
450

HAM-75-9.30



N B STA 163+50 TO STA 164+00



N.B. STA. 164+50 TO STA. 165+50

FED. ROAD SYSTEM	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

113
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530

LA R/W Line — 2:1 — ℄ 538.0 — 2:1 — LA R/W Line — 12:1

558.70
167+50
540.5

10 2464

24 4644

560
550
540
530

LA R/W Line — 2:1 — ℄ 537.0 — 2:1 — LA R/W Line — 12:1

559.66
167+00
539.0

16 2552

48 4829

560
550
540
530

LA R/W Line — 2:1 — ℄ 536.0 — 2:1 — LA R/W Line — 12:1

30" Pipe Culvert See Sh. 253

560.52
166+50
534.8

36 2663

51 5043

Sta. 150+50 to Sta. 166+00
Excavation 950 Cu. Yds.
Embankment 130,958 Cu. Yds.
Embankment + 15%, 150,602 Cu. Yds.

560
550
540
530

LA R/W Line — 2:1 — ℄ 537.2 — 2:1 — LA R/W Line — 12:1

561.23
166+00
534.8

19 2784

27 5143

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 166+00 TO STA. 167+50

SHEET NO.	TOTAL SHEETS
114	450

DIST.	STATE	PROJECT
2	OHIO	1-75-1(62)09

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560 550 540 530

LA E/W Line — 2:1 — ℄ 540.0 — 2:1 — LA E/W Line — 12:1 — ℄ 537.5

555.83
169+50
540.1

13 1967

21 3690

560 550 540 530

LA E/W Line — 2:1 — ℄ 539.2 — 2:1 — LA E/W Line — 12:1 — ℄ 538.5

556.20
169+00
540.0

10 2018

19 3812

560 550 540 530

LA E/W Line — 2:1 — ℄ 538.4 — 2:1 — LA E/W Line — 12:1 — ℄ 538.4

556.83
168+50
539.2

11 2100

19 3995

560 550 540 530

LA E/W Line — 2:1 — ℄ 538.2 — 2:1 — LA E/W Line — 12:1 — ℄ 538.8

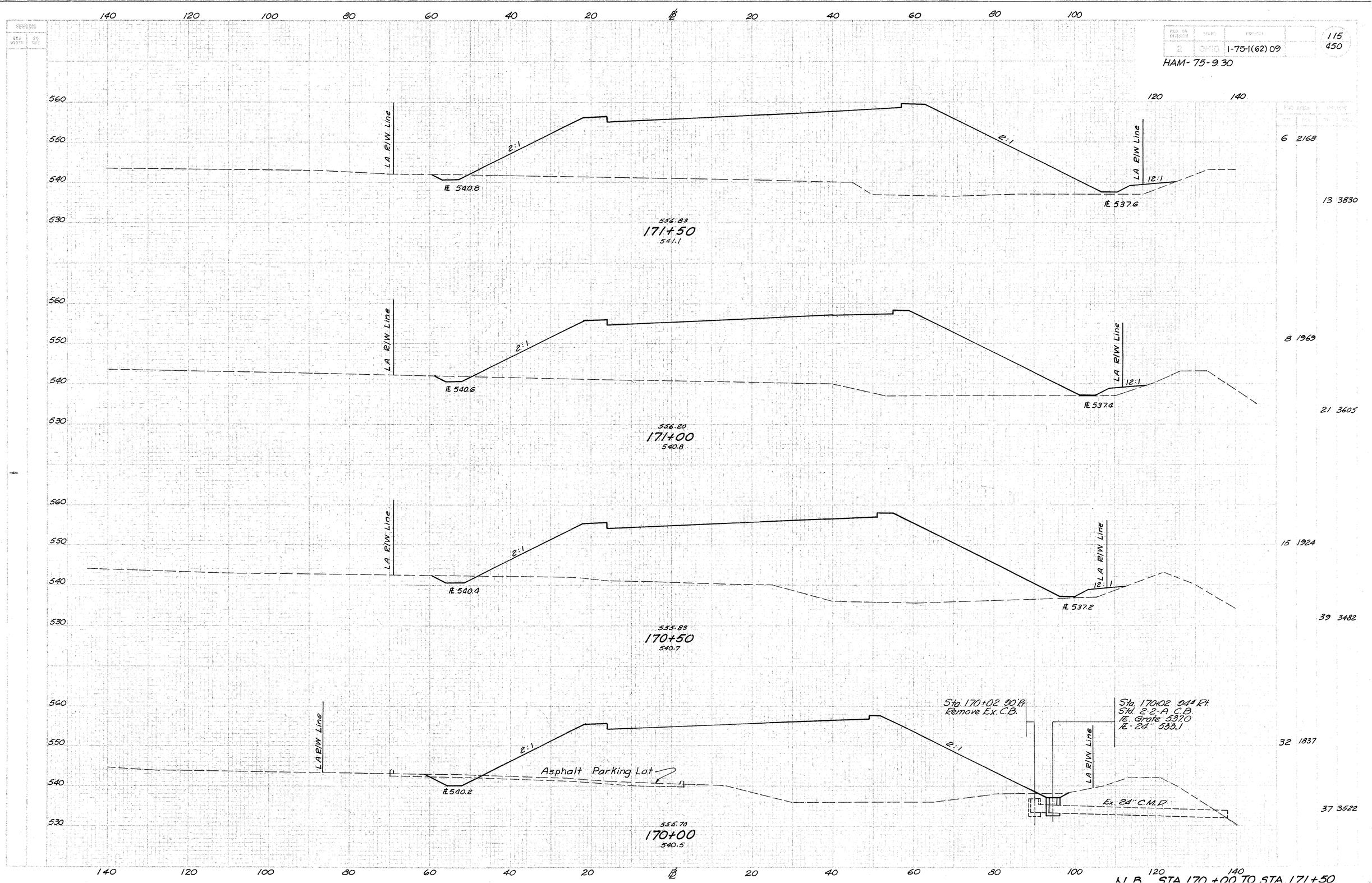
557.70
168+00
539.9

9 2215

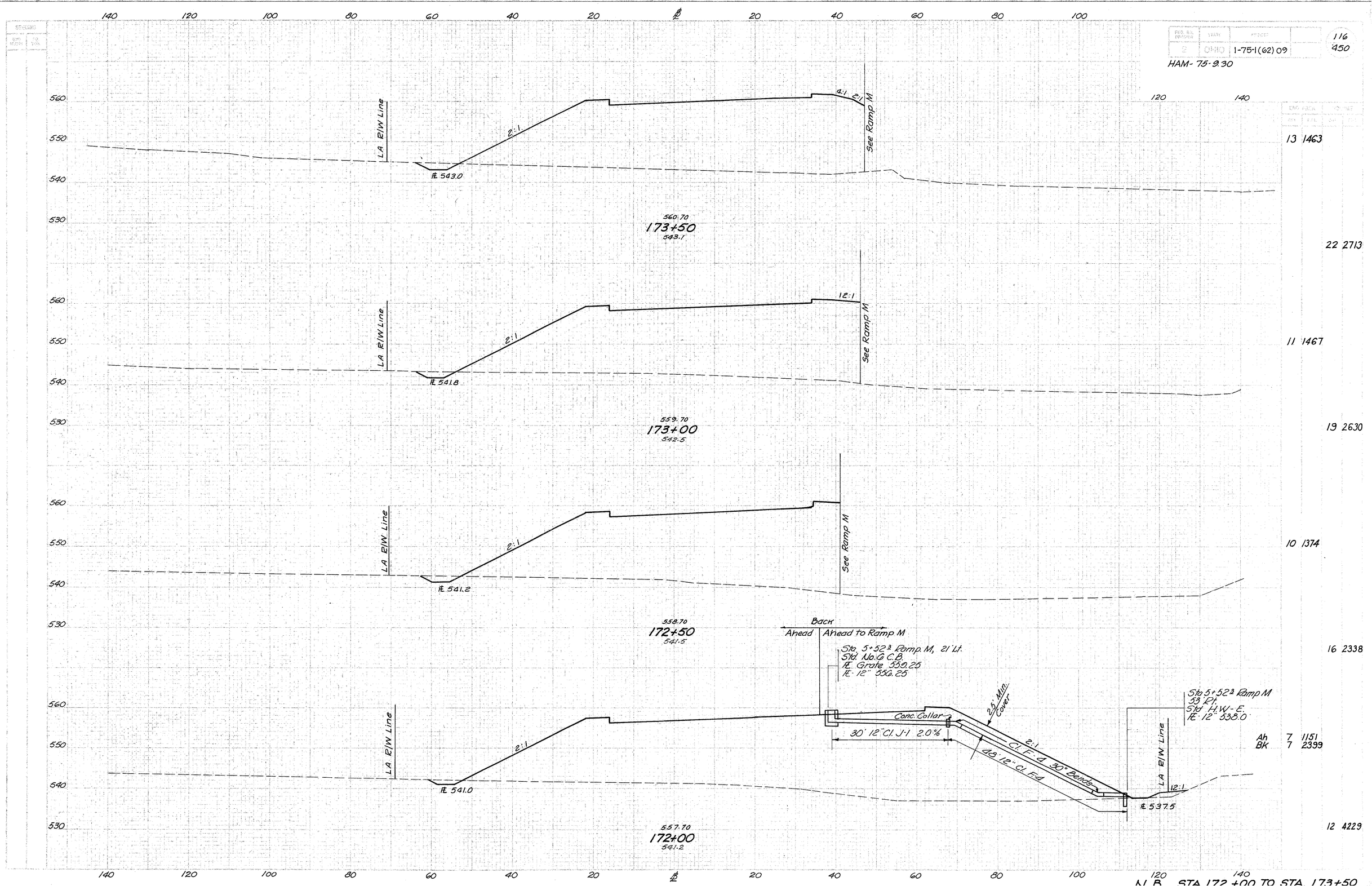
18 4332

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 168+00 TO STA 169+50



N.B. STA 170+00 TO STA 171+50



N.B. STA 172+00 TO STA 173+50

FED. AID PROJECT		STATE
2	OHIO	1-75-1(62) 09

117
450

HAM-75-930

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

570
560
550
540
530

LA E/W Line

2:1

℄ 549.0

2:1

See Ramp M

564.70
175+50
545.8

9 1793

21 3197

570
560
550
540

LA E/W Line

2:1

℄ 548.4

2:1

24:1 2:1

See Ramp M

563.70
175+00
545.5

14 1660

28 3026

570
560
550
540

LA E/W Line

2:1

℄ 546.6

2:1

24:1 2:1

See Ramp M

562.70
174+50
545.3

16 1608

27 2947

570
560
550
540

LA E/W Line

2:1

℄ 545.2

3:1

See Ramp M

561.70
174+00
543.9

13 1575

24 2813

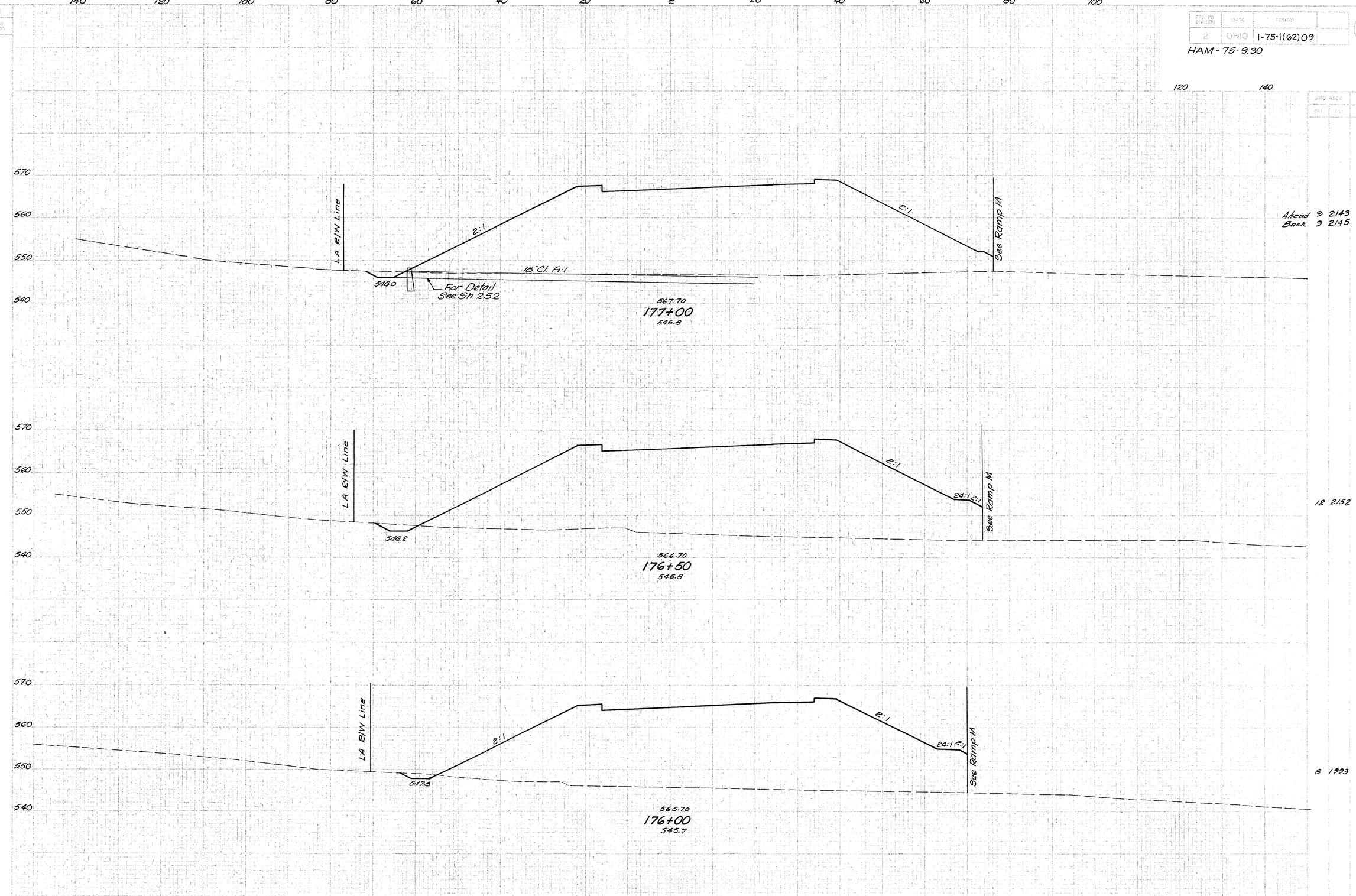
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 174+00 TO STA. 175+50

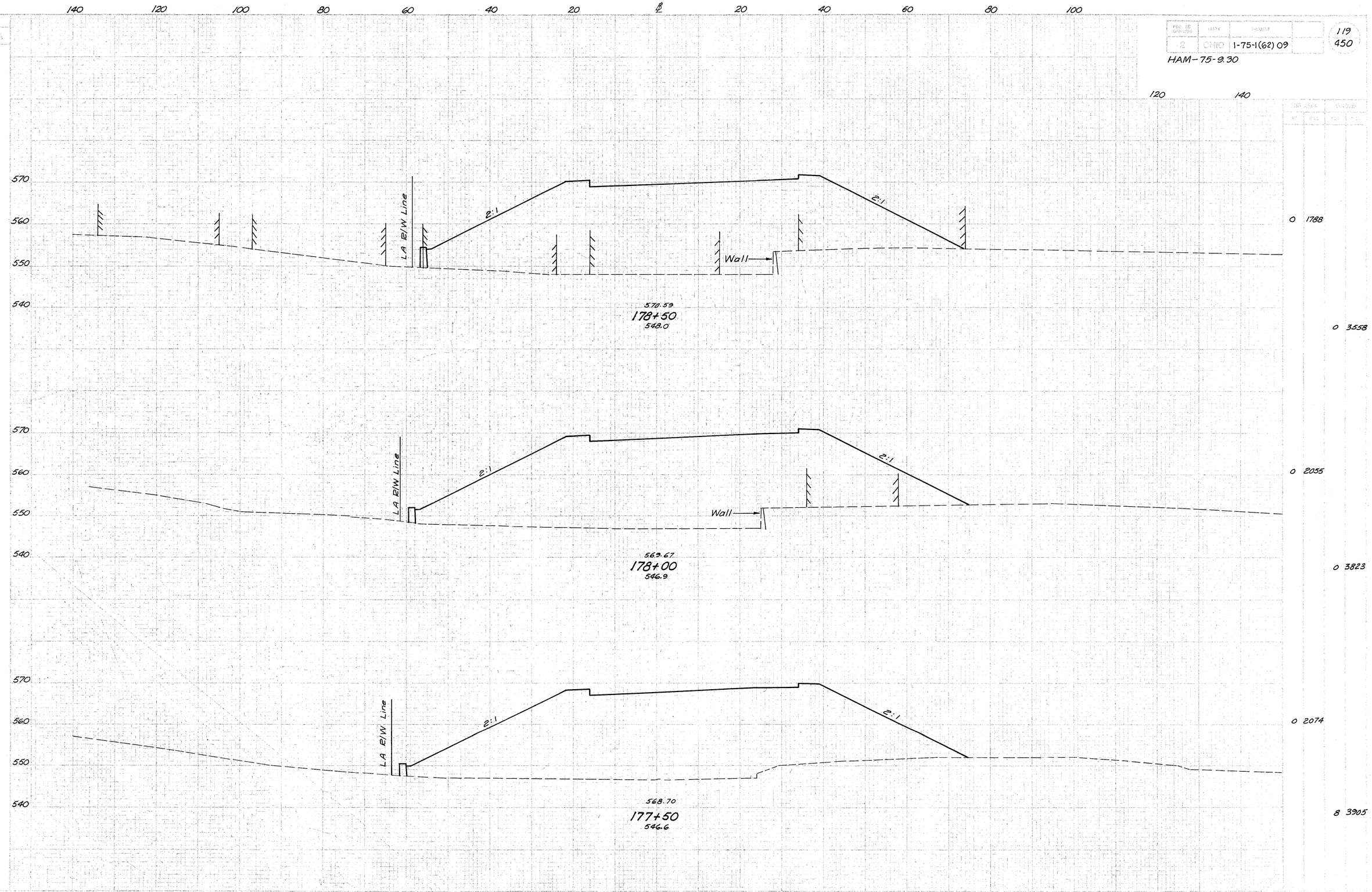
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

118
450

HAM-75-9.30



N.B. STA 176+00 TO STA 177+00



N. B. STA. 177+50 TO STA. 178+50

SEEDING

FED. PROJ.	STATE
2	OHIO

PROJECT	
I-75-1(62) 09	

120
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

580
570
560
550

LA ℄W Line

℄W Line
LA ℄W Line

0 0

178+92
555.1

0 714

580
570
560
550

LA ℄W Line

0 1542

570.90
178+67
551.0

Begin Bridge Sta. 178+61.96

0 550

570
560
550
540

LA ℄W Line

0 1972

570.73
178+58
549.2

0 557

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 178+58 TO STA 178+92

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

121
450

HAM-75-9.30

SEEDING

END WIDTH	SQ. FEET

END AREAS		VOLUMES	
CUT	FILL	CUT	FILL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

580
570
560
550

LA R/W Line

℄ 556.7

572.73
179+81
555.7

End Bridge Sta. 179+76.96

3 1690

1 600

℄ 556.8

572.58
179+71
555.6

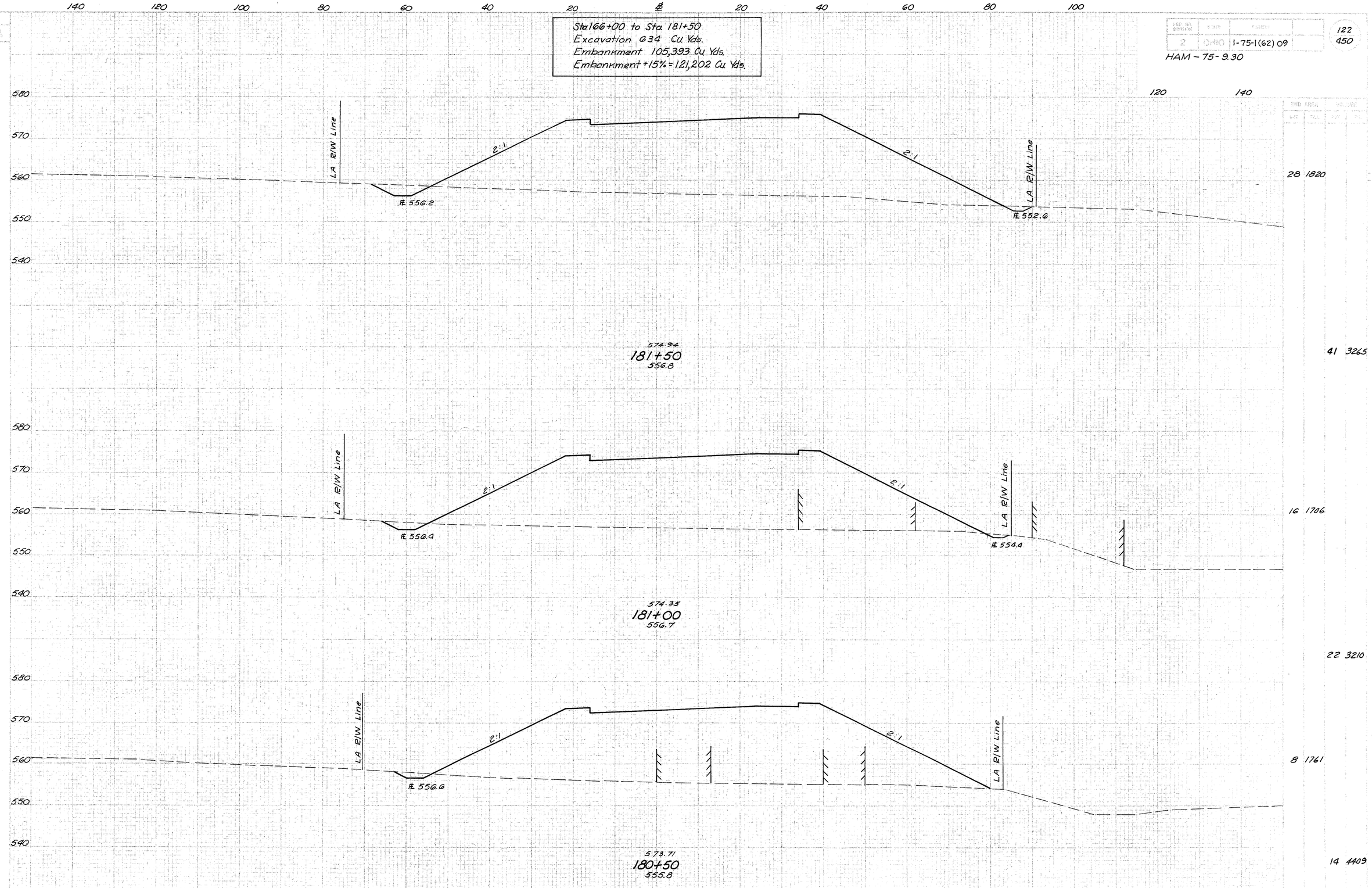
1 1549

1 803

179+43
555.0

0 0

N.B. STA. 179+43 TO STA. 179+81



Sta.166+00 to Sta. 181+50
Excavation 634 Cu. Yds.
Embankment 105,393 Cu. Yds.
Embankment +15% = 121,202 Cu. Yds.
2
OHIO
1-75-1(62) 09
122
450
HAM - 75 - 9.30
LA R/W Line
2:1
PL 556.2
PL 552.6
574.94
181+50
556.8
28 1820
41 3265
PL 556.4
PL 554.4
574.35
181+00
556.7
16 1706
22 3210
PL 556.6
573.71
180+50
555.8
8 1761
14 4409

FED. ROAD DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

123
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

580
570
560
550
540

L.A. R/W Line

℄ 555.4

Begin Bridge Sta. 182+97.79

576.59
182+97
556.10

℄ 550.0

L.A. R/W Line

18 2250

27 3999

580
570
560
550
540

L.A. R/W Line

2:1

℄ 555.6

576.06
182+50
554.5

2:1

℄ 550.5

L.A. R/W Line

13 2345

32 3978

580
570
560
550
540

L.A. R/W Line

2:1

℄ 556.0

575.50
182+00
556.8

2:1

℄ 551.6

L.A. R/W Line

22 1951

46 3492

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA. 182+00 TO STA. 182+97

SEEDING

END STATION	SQ. YDS.

REV. TO DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

124
450

HAM-75-9.30

Sta. 181+50 to Sta. 183+29
Excavation 138 Cu. Yds.
Embankment 12,660 Cu. Yds.
Embankment +15% 14,559 Cu. Yds.

END AREA	SQ. YDS.	END AREA	SQ. YDS.
CUT	FILL	CUT	FILL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

580
570
560
550
540
530

LA R/W Line

℄ 548.7

10 0

183+29
558.0

20 896

28 1728

3 295

℄ 555.2

℄ 548.9

576.62
183+01
556.0

N.B. STA. 183+01 TO STA. 183+29

SEEDING

SIDE	WIDTH	SIDE	WIDTH

SHEET NO.	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

125
450

HAM-75-9.30

XING AREA		VOLUME	
CUT	FILL	CUT	FILL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

590
580
570
560

LA ℄/W Line

570.0

588.46
207+50
569.3

15 1670

590
580
570
560

LA ℄/W Line

570.5

588.90
207+16
568.0

End Bridge Sta. 207+15.49

6 1722

580
570
560

LA ℄/W Line

570.8

588.94
207+12
567.9

1 223

10 1291

570
560

LA ℄/W Line

570.2

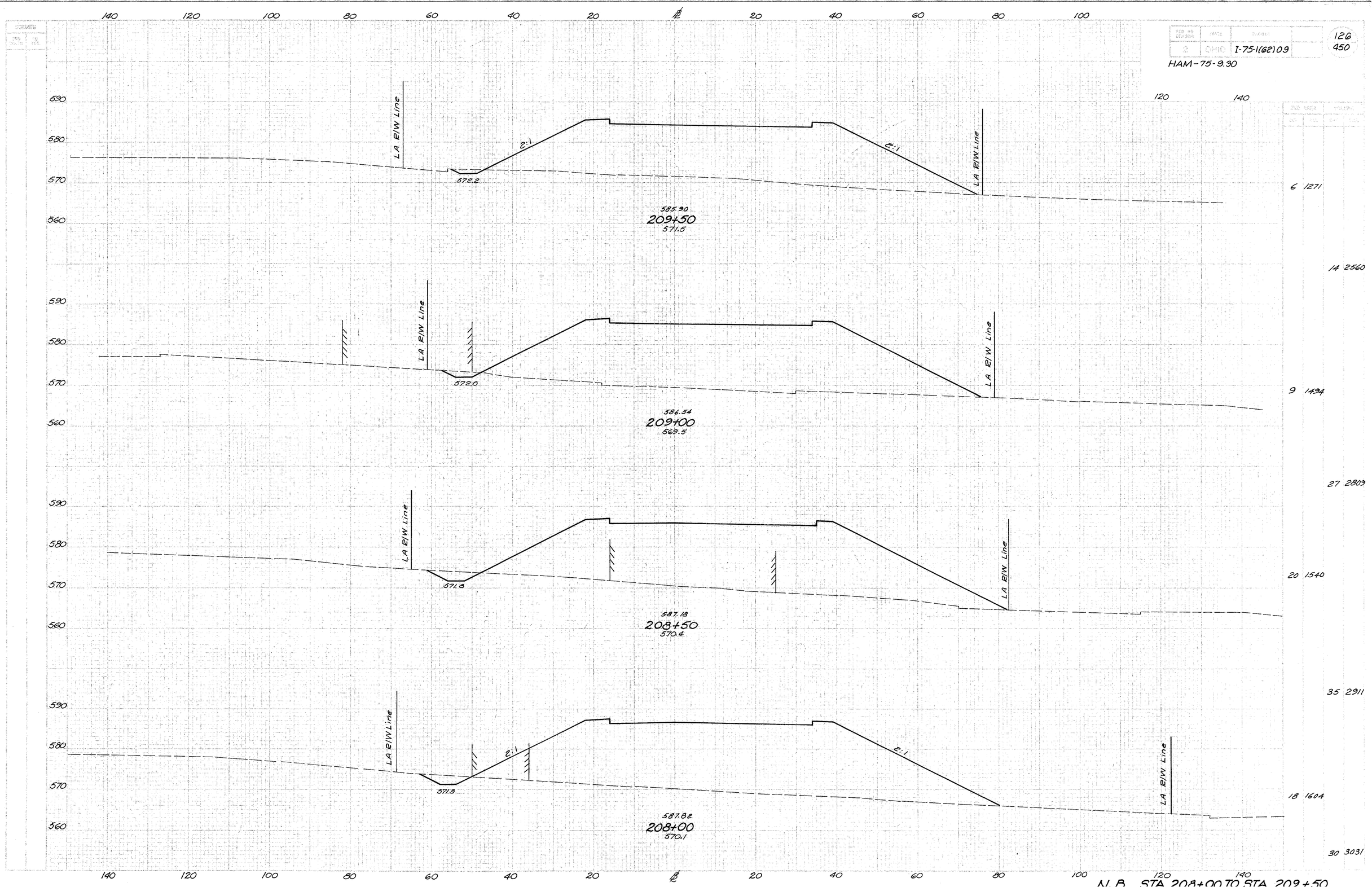
589.29
206+85
568.5

11 646

12 0

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 206+85 TO STA 207+50



N.B. STA 208+00 TO STA 209+50

SCALE: HOR. 1"=20' VERT. 1"=10'

FED. AID PROJECT	STATE	PROJECT	
2	OHIO	I-75-1(62)09	127 450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

590 580 570 560

583.34
211+50
578.0

4:1
3:1
578.2
LA E/W Line
LA E/W Line

SQ. YDS. CU. YDS.
14 309

590 580 570 560

583.98
211+00
572.8

LA E/W Line
2:1
571.8
LA E/W Line

33 1064

Sta 206+85 to Sta. 210+50
Excavation 222 Cu. Yds.
Embankment 17,318 Cu. Yds.
Embankment +15% = 20,606 Cu. Yds.

590 580 570 560

584.62
210+50
571.8

LA E/W Line
4:1
574.6
LA E/W Line

22 640

30 1721

10 1019

590 580 570 560

585.26
210+00
575.0

LA E/W Line
3:1
574.8
2:1
LA E/W Line

47 1684

41 800

44 1918

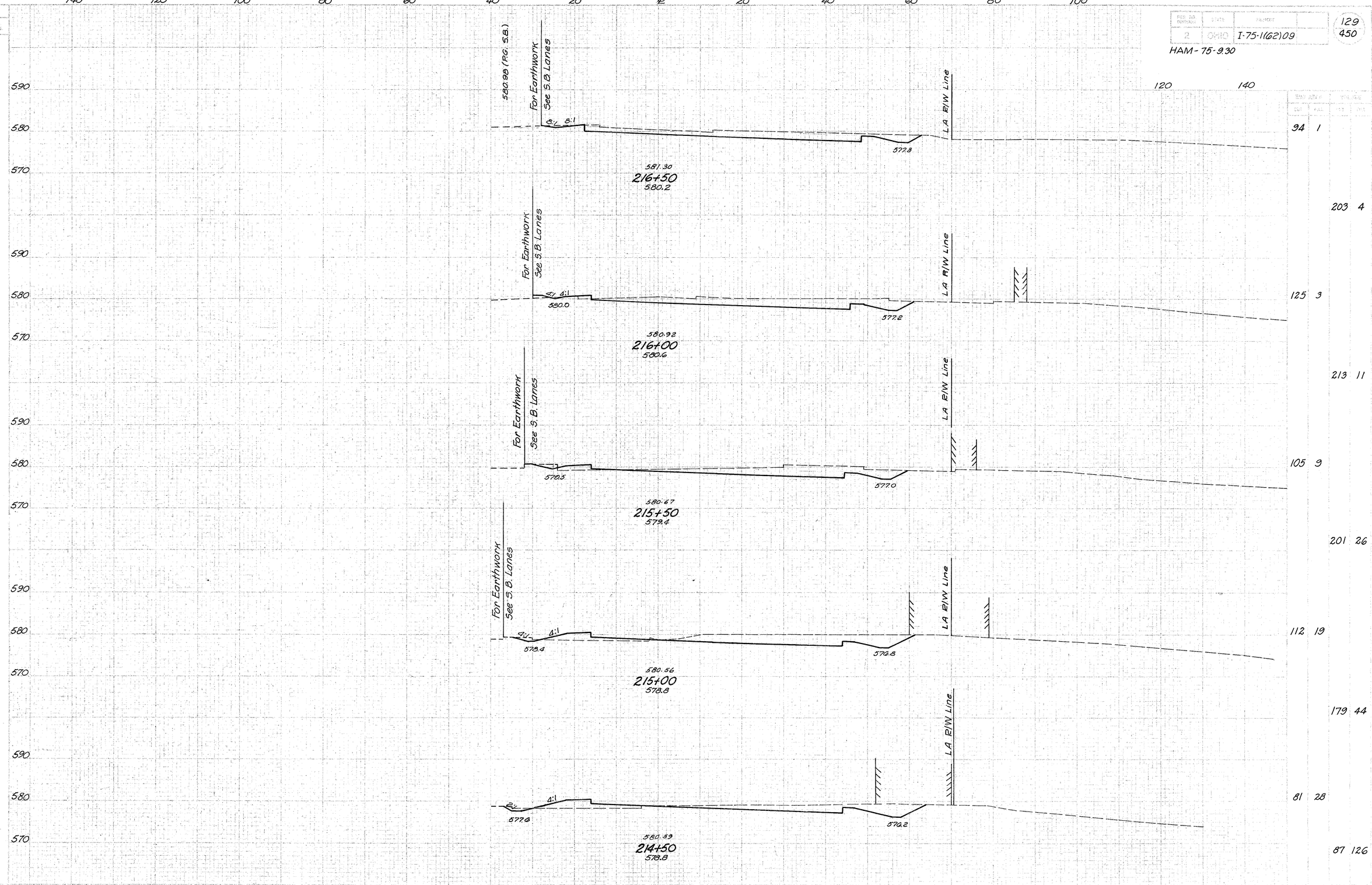
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

N.B. STA 210+00 TO STA 211+50

SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1162(10.9

HAM-75-9.30

128
450



N.B. STA. 214+50 TO STA. 216+50

SECTIONS

SEC. NOS.	NO. YDS.

FED. AID DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)109

HAM - 75 - 9.30

130
450

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

600 590 580 570

℄ S.B. Lane 1

582.96 (P.G. S.B.)

For Earthwork See S.B. Lanes

(583.10 P.G. N.B.)

℄ N.B. Lanes

4:1

LA E/W Line

583.10
218+50
583.0

582.47 (P.G. S.B.)

For Earthwork See S.B. Lanes

(582.65 P.G. N.B.)

℄ N.B. Lanes

LA E/W Line

582.65
218+00
582.0

582.00 (P.G. S.B.)

For Earthwork See S.B. Lanes

(582.20 P.G. N.B.)

℄ N.B. Lanes

4:1

LA E/W Line

582.20
217+50
581.0

581.51 (P.G. S.B.)

For Earthwork See S.B. Lanes

(581.75 P.G. N.B.)

℄ N.B. Lanes

LA E/W Line

577.7

581.75
217+00
581.0

℄ S.B. Lane

8	122
25	151
19	41
33	69
11	34
81	44
71	14
153	14

N.B. STA 217+00 TO STA 218+50

SECTIONS
FED. PROJ. NO.

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

600
590
580
570

For Earthwork See S.B. Lanes ℄ I-75

4:1

LA E/W Line

584.90
220+50
584.4

For Earthwork See S.B. Lanes ℄ I-75

LA E/W Line

584.45
220+00
584.6

Note: ℄ Northbound Lanes Shifts 20' Lt. @ Sta. 219+76.92 to ℄ I-75.

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

600
590
580
570

℄ S.B. Lanes

583.88 (P.G. S.B.)

For Earthwork See S.B. Lanes

594.00 (P.G. N.B.)

℄ N.B. Lanes

584.00
219+50
584.5

600
590
580
570

583.42 (P.G. S.B.)

For Earthwork See S.B. Lanes

583.55 (P.G. N.B.)

℄ N.B. Lanes

4:1

℄ S.B. Lanes

583.55
219+00
583.5

140 120 100 80 60 40 20 20 40 60 80 100 120 140

N.B. STA. 219+00 TO STA. 220+50

GRID AREAS		VOLUMES	
CUT	FILL	CUT	FILL
10 499			
19 881			
10 453			
19 771			
11 380			
21 599			
12 267			
19 360			

SEN. NO.	STATE	PROJECT
2	OHIO	I-75-1(62)109

132
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120

600
590
580
570

For Earthwork
See S.B. Lanes

140

4:1

LA E/W Line

27"ϕ

27 679

586.52
222+50
587.1

44 1281

For Earthwork
See S.B. Lanes

LA E/W Line

20 704

586.21
222+00
586.6

30 1314

For Earthwork
See S.B. Lanes

LA E/W Line

13 715

585.80
221+50
586.0

21 1259

For Earthwork
See S.B. Lanes

4:1

LA E/W Line

27"ϕ

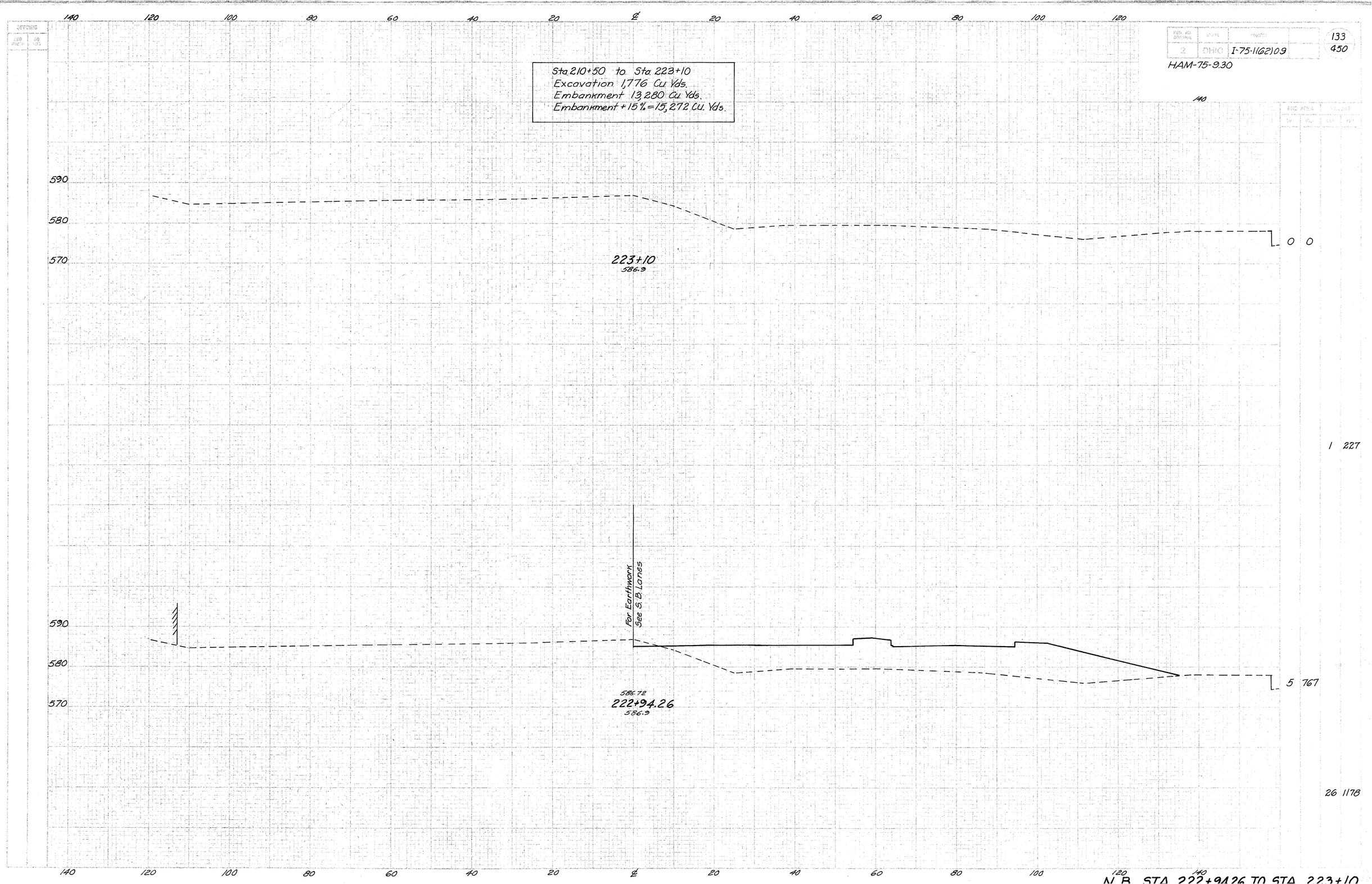
10 645

585.35
221+00
585.8

19 1059

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

N.B. STA 221+00 TO STA 222+50



2 OHIO I-75-1(62)09
133
450
HAM-75-9.30
Sta. 210+50 to Sta. 223+10
Excavation 1,776 Cu. Yds.
Embankment 13,280 Cu. Yds.
Embankment + 15% = 15,272 Cu. Yds.
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120
590
580
570
223+10
586.9
0 0
1 227
For Earthwork
See S.B. Lanes
586.72
222+94.26
586.9
5 767
26 1178
N.B. STA. 222+94.26 TO STA. 223+10

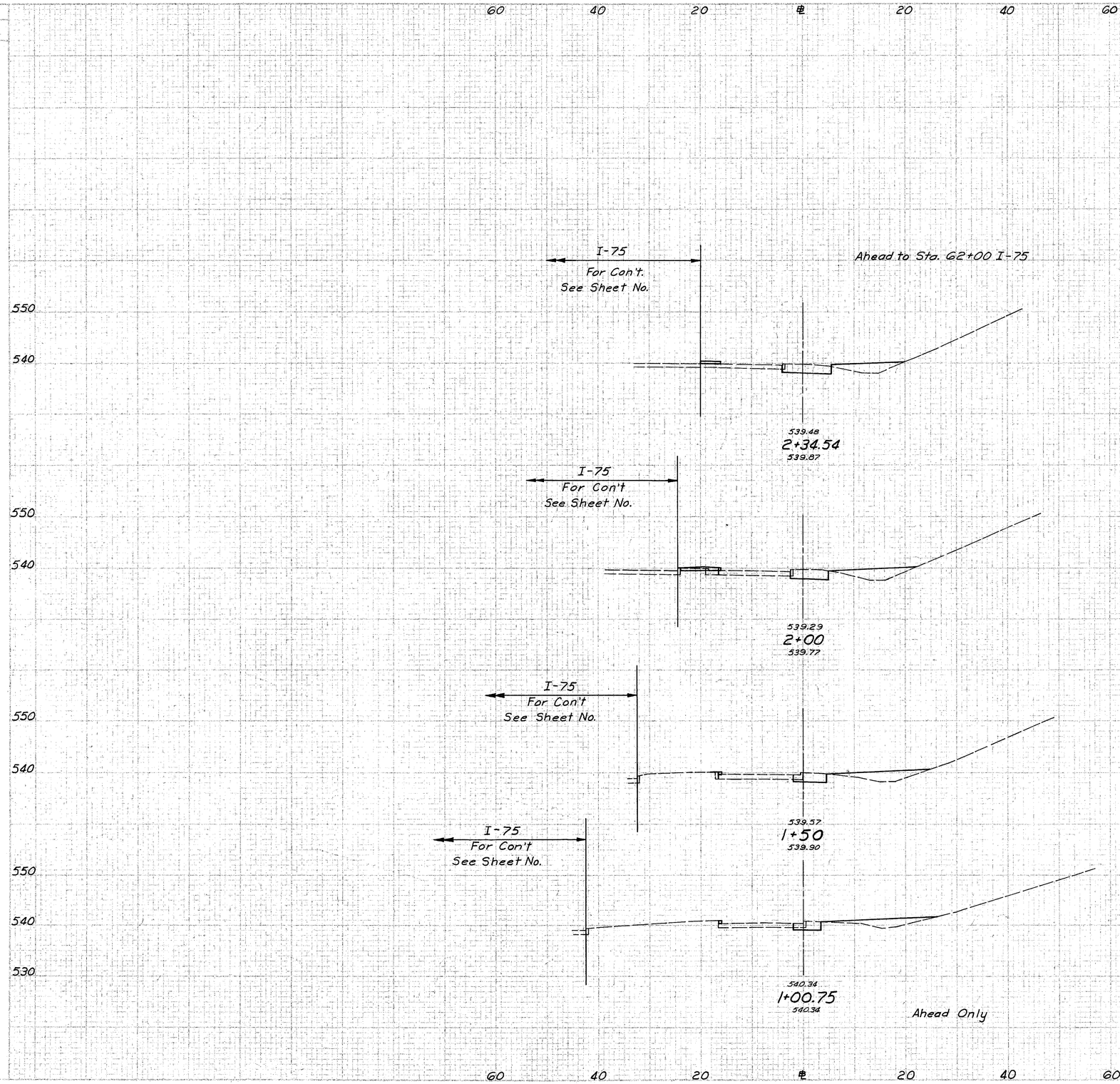
SEEDING	
ENG. WIDTH	SQ. YDS.

FED. SEQ. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

134
450

HAM. 75-9.30

DISP. AREA		VOLUME	
CUT	FILL	CUT	FILL



Sta. 1+00.75 to Sta. 2+34.64
Excavation 57 cu. yds.
Embankment 108 cu. yds.
Embankment + 15 % = 124 cu. yds.

Sta. 2+34.54 Ramp "K", Lt.
End Solid 6" Med., Type 2

Sta. 2+34.54 "K" = Sta. 61+70.37 I-75 — 16 19

Sta. 2+14 Ramp "K", Lt.
End Removal Of Exist. Curb — 19 26

Sta. 1+91.60 Ramp "K", Rt.
End Removal Of Exist. Curb & Cutting Pav't Along A Neat Line.
Begin Cutting Inside Of Curb Along A Neat Line & Remove. — 13 22

Sta. 1+86.4 Ramp "K", Lt.
End Cutting Exist. Pav't Along A Neat Line.
End Curb Type 2-A
Begin Solid 6" Med., Type 2 — 21 42

10 23

17 40

Sta. 1+00.75 Ramp "K"
Begin Removal Of Exist. Curb & Cutting Exist. Pav't Along A Neat Line And Remove, Lt. & Rt.
Begin Curb Type 2-A, Lt.
Begin Paved Shoulder & Std Type "6" Curb, Rt. — 9 21

RAMP "K" Sta. 1+00.75 to Sta. 2+34.54

SEEDING

SHD WIDTH	SQ. YDS.

FED. ROAD DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

135
450

HAM. 75-9.30

60 40 20 ℄ 20 40 60

Sta 2+82.36 to Sta. 1+68.30
Excavation 49 cu. yds
Embankment 305 cu. yds.
Embankment + 15%=351 cu. yds.

Back Only

I-75
For Con't.
See Sheet No.

540
530

539.24
2+82.36
539.24

Ex. LA Line

Sta. 2+82.36 Ramp "L"
Begin Type 2-A Curb, Lt.
Begin Paved Shoulder, Rt.
Begin Removal Exist. Curb & Cutting Pav't. Along A Neat Line, Rt. & Lt.

I-75
For Con't.
See Sheet No.

540
530

4:1

539.04
2+50
539.36

Ex. LA Line

Sta. 2+16 Ramp "L"
End Removal Exist. Curb & Cutting Pav't. Along A Neat Line, Lt.
Begin 6" Solid Med. Type 2
End Type 2-A Curb

I-75
For Con't
See Sheet No.

540
530

4:1

539.11
2+00
539.43

Ex. LA Line

Sta. 2+00 Ramp "L" Rt.
End Removal Exist. Curb & Cutting Pav't. Along A Neat Line.
Begin Cutting Inside of Curb Along A Neat Line & Remove.

I-75
For Con't.
See Sheet No.

540
530
520

4:1

539.33
1+68.30
539.77

Ex. LA Line

Sta. 1+68.30 Ramp "L" -
Sta. 61+68.29 I-75
End 6" Solid Med., Type 2

Back To Sta. 62+00 I-75

60 40 20 ℄ 20 40 60

CUT AREA		VOLUME	
FILL		CUT	FILL
		10	0
			14 36
		13	60
		21	144
		10	96
		14	125
		Sta. 1+68.30	14 115
		Sta. 61+68.29 I-75	

RAMP "L" Sta. 1+68.30 to Sta. 2+82.36

SHEET NO	STATE	PROJECT
2	OHIO	I-75-1(62)09

136
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

560
550
540
530

See I-75

LA R/W Line

12:1

℄ 538.5

R/W Line

561.17
6+50
538.8

1 1303

1 2451

560
550
540
530

See I-75

LA R/W Line

℄ 537.9

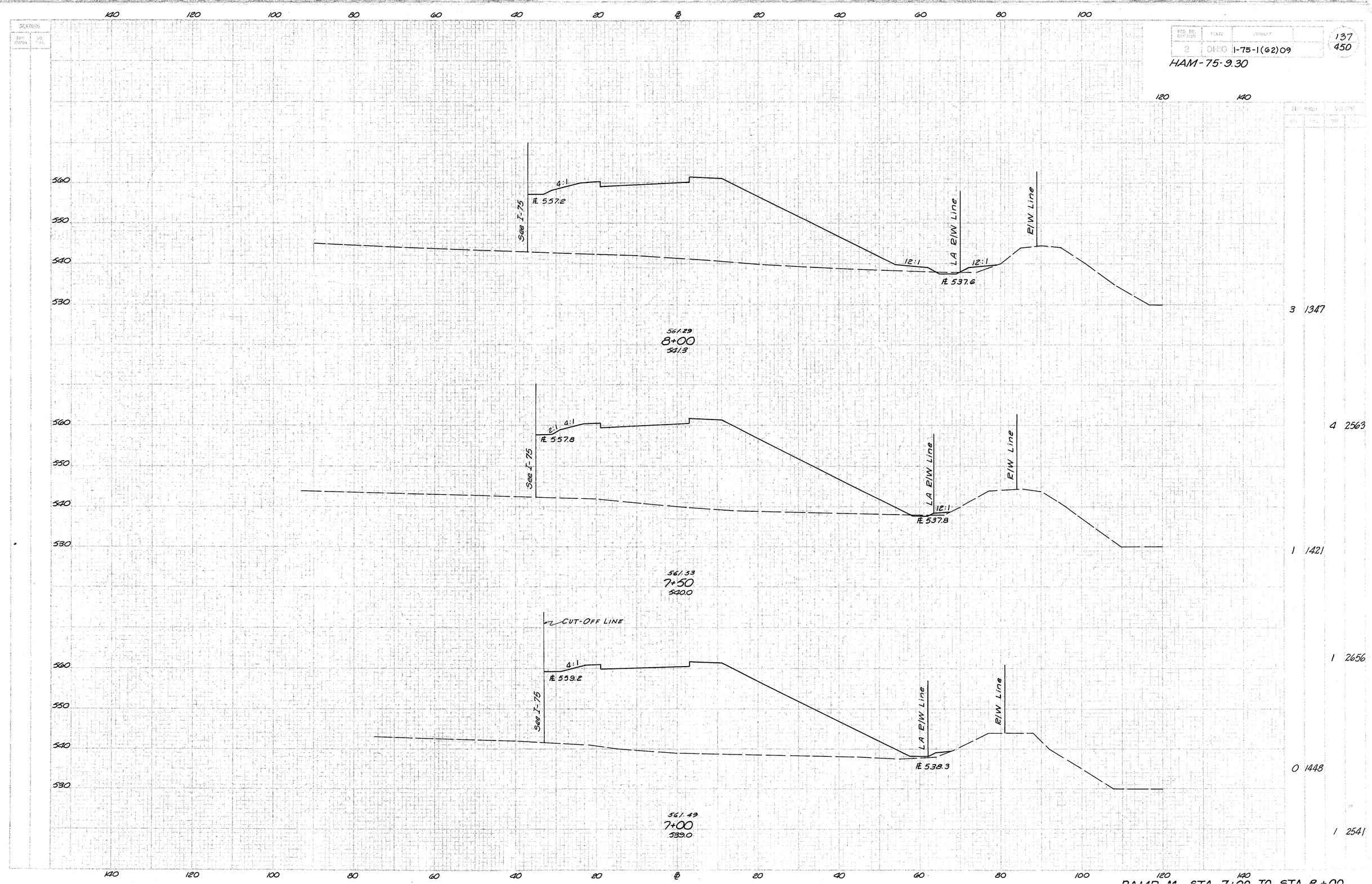
560.59
6+00
536.9

0 1344

0 2064

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

RAMP M- STA 6+00 TO STA 6+50



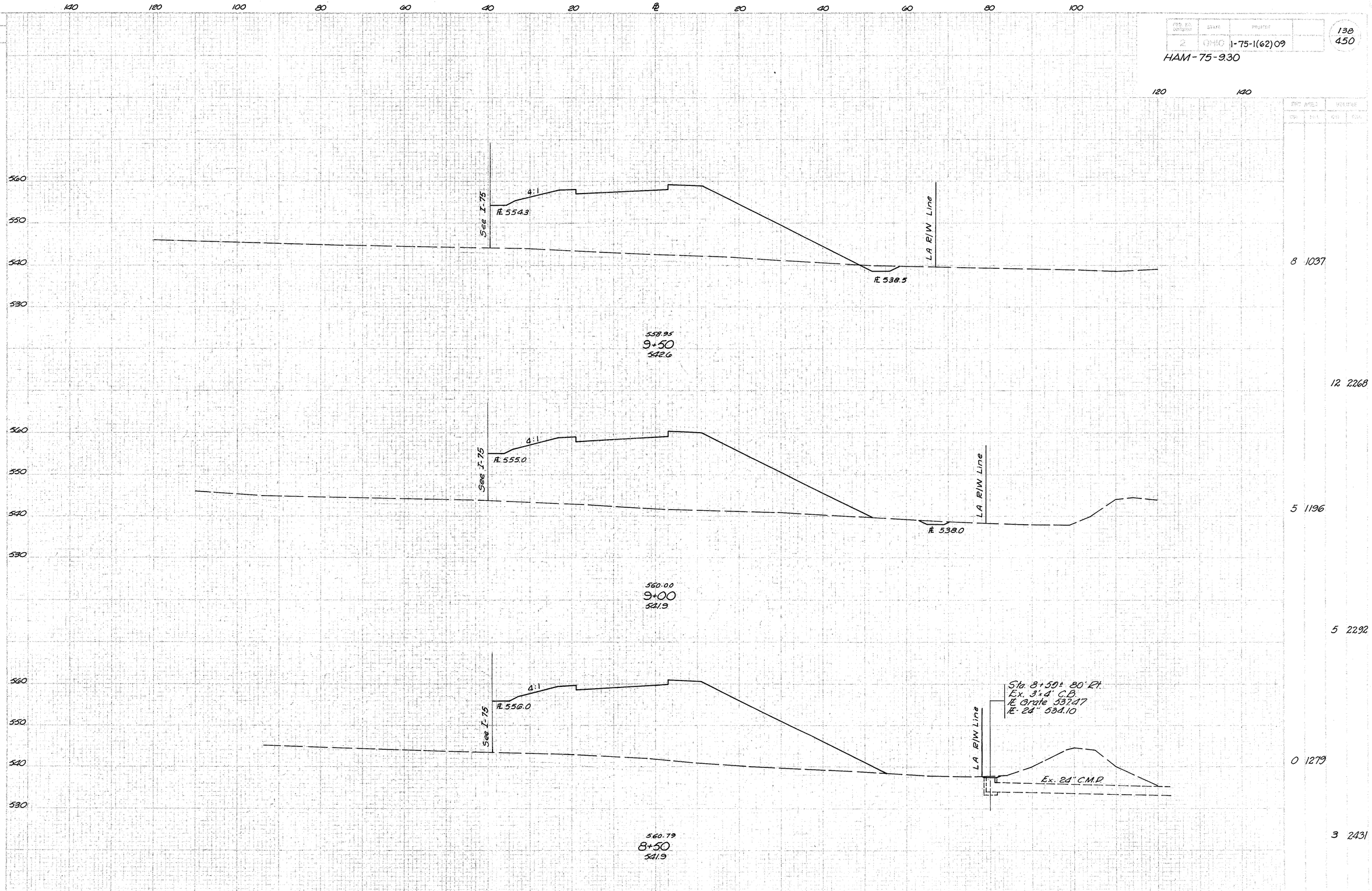
FED. RD. DIVISION
STATE
PROJECT
2
OHIO
I-75-1(62)09
137
450
HAM-75-9.30
140
120
100
80
60
40
20
℄
20
40
60
80
100
120
140
560
550
540
530
4:1
℄ 557.2
See I-75
LA R/W Line
R/W Line
12:1
12:1
℄ 537.6
561.29
8+00
541.3
3 1347
2:1
4:1
℄ 557.8
See I-75
LA R/W Line
R/W Line
12:1
℄ 537.8
561.53
7+50
540.0
4 2563
1 1421
CUT-OFF LINE
4:1
℄ 559.2
See I-75
LA R/W Line
R/W Line
℄ 538.3
561.49
7+00
539.0
1 2656
0 1448
1 2541

SEEDING

SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1(62)09

138
450

HAM-75-9.30



8 1037

12 2268

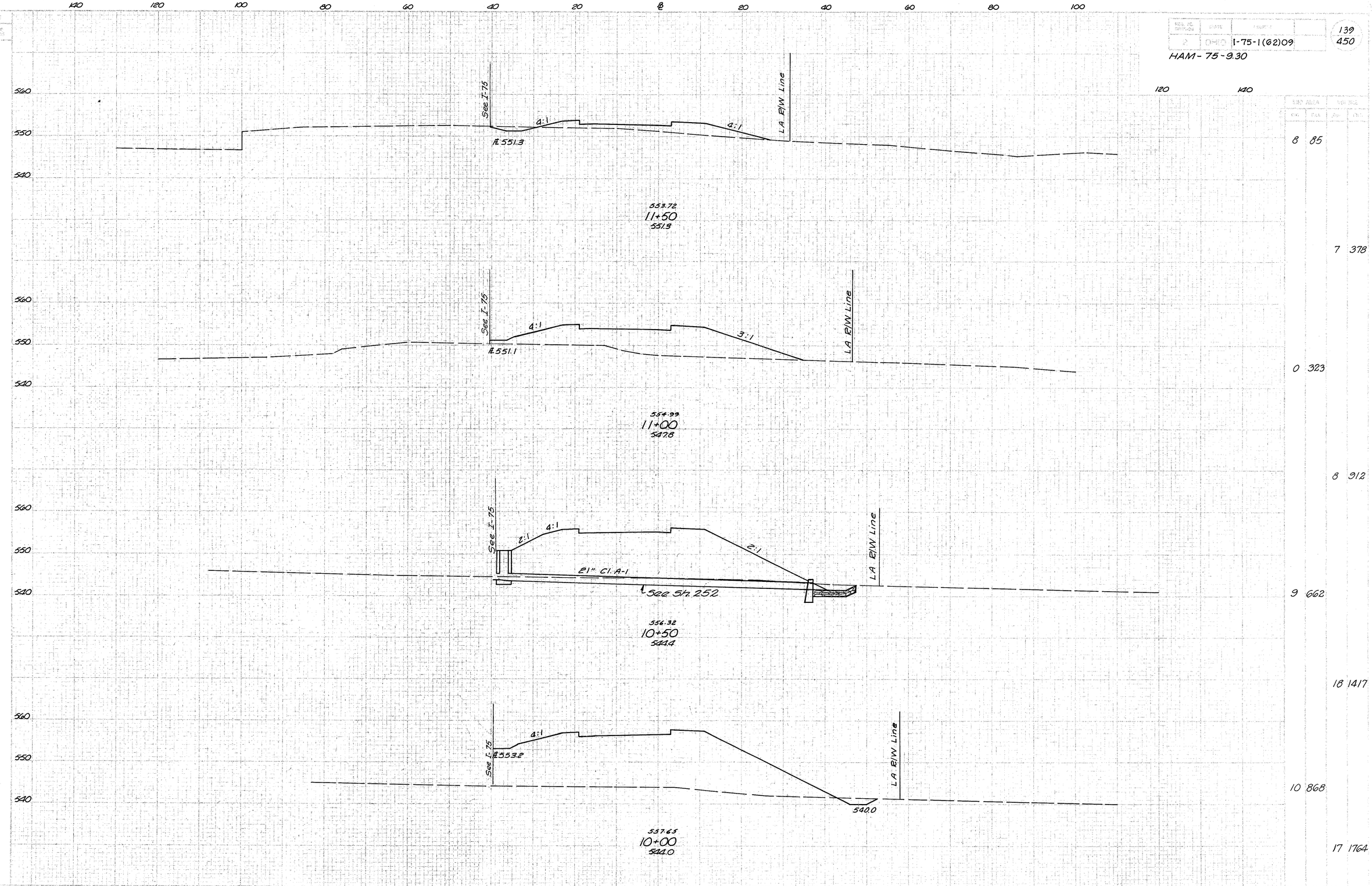
5 1196

5 2292

0 1279

3 2431

RAMP M – STA 8+50 TO STA 9+50



RAMP M – STA. 10+00 TO STA. 11+50

SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1(62)09

140
450

HAM-75-9.30

Sta. 5+57 to Sta. 12+88
Excavation 343 Cu. Yds.
Embankment 23,629 Cu. Yds.
Embankment + 15% = 27,173 Cu. Yds.

Back Only

560
550
540

552.33
12+88
552.5

163 0

148 0

LA E/W Line

560
550
540

552.72
12+50
553.3

47 0

77 4

LA E/W Line

560
550
540

551.5

552.83
12+00
552.4

36 4

41 82

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

RAMP M - STA 12+00 TO STA 12+88

DESIGN DESIGN	STATE	PROJECT
2	OHIO	1-75-1(62)09

HAM-75-9.30

141
450

6 909

6 1911

0 1155

32 2039

35 1047

136 2639

112 1803

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

550
540
530
520

See N.B. Lanes I-75
12:1
4:1
℄ 534.8
L.A. R/W Line

547.22
4+00
529.3

See N.B. Lanes I-75
12:1
4:1
℄ 538.0
L.A. R/W Line

546.84
3+50
530.0

See N.B. Lanes I-75
12:1
4:1
℄ 538.7
℄ 544.8
L.A. R/W Line

547.00
3+00
532.0

See N.B. Lanes I-75
Ahead Only
See Galbraith Rd.

547.65
2+50
532.5

RAMP N - STA. 2+50 TO STA. 4+00

SEEDING

END STATE	TO STA.

FED. AID DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

142
450

HAM-75-9.30

END AREA		VOLUMES	
CUT	FILL	CUT	FILL
0	853		
		28	1512
30	780		
		46	1365
20	694		
		32	1274
15	687		
		19	1473

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

550 540 530 520

See N.B. Lanes I-75 — 2:1 — 4:1 — LA R/W Line

36" Dipe Culvert
N.D. Sta. 145+25
See Str. 2.51

℄ Bot. Prop. Outlet Channel

552.03
6+00
537.7

See N.B. Lanes I-75 — 4:1 — LA R/W Line — ℄ 534.2

550.96
5+50
537.3

See N.B. Lanes I-75 — 4:1 — LA R/W Line — ℄ 534.4

549.60
5+00
537.1

See N.B. Lanes I-75 — 2:1 — 4:1 — LA R/W Line — ℄ 534.6

548.17
4+50
537.0

RAMP N- STA. 4+50 TO STA. 6+00

PID NO.	STATE	PROJECT
2	OHIO	I-75-1(62)09

143
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ 20 40 60 80 100

120 140

550 540 530 520

See N.B. Lanes I-75

2:1 4:1

LA R/W Line

1.0%

℄ 533.4

See Ch. Reloc.

553.49
8+00
534.5

0 2043

0 3743

550 540 530 520

See N.B. Lanes I-75

4:1

LA R/W Line

24:1

℄ 533.3

553.55
7+50
524.0

0 2000

23 3165

550 540 530 520

See N.B. Lanes I-75

4:1

LA R/W Line

℄ 533.1

553.33
7+00
532.0

25 1418

G3 2172

550 540 530

See N.B. Lanes I-75

2:1 4:1

LA R/W Line

℄ 532.9

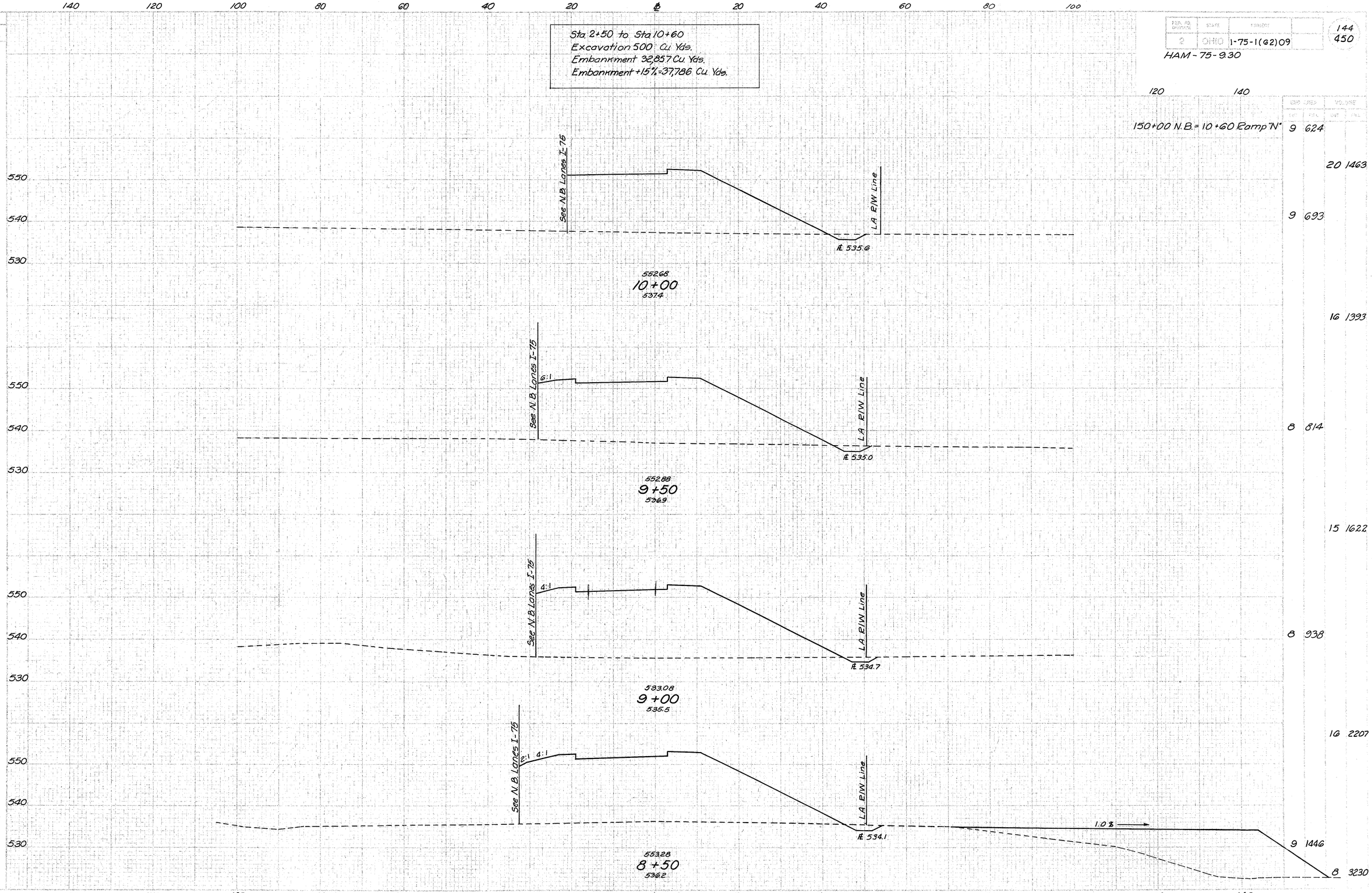
552.82
6+50
537.4

43 928

40 1649

140 120 100 80 60 40 20 ℄ 20 40 60 80 100

RAMP N- STA. 6+50 TO STA. 8+00



Sta. 2+50 to Sta. 10+60
Excavation 500 Cu. Yds.
Embankment 32,857 Cu. Yds.
Embankment +15% = 37,786 Cu. Yds.
FED. RD. DIVISION 2
STATE OHIO
PROJECT 1-75-1(62)09
144
450
HAM-75-9.30
150+00 N.B. = 10+60 Ramp "N"
See N.B. Lanes I-75
LA R/W Line
℄ 535.6
552.68
10+00
537.4
6:1
℄ 535.0
552.88
9+50
536.9
4:1
℄ 534.7
533.08
9+00
535.5
2:1
4:1
℄ 534.1
1.0%
553.28
8+50
536.2
9 624
20 1463
9 693
16 1393
8 814
15 1622
8 938
16 2207
9 1446
8 3230
RAMP N - STA. 8+50 TO STA. 10+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

145
450

HAM-75-9.30

SEEDING

LIME	FERT.
TONS	LBS.

SOD AREA	
ACRES	SQ. YDS.

EXCAVATION	
CUBIC YDS.	CUBIC YDS.

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

See S.B. Lanes I-75 — See N.B Lanes I-75 — 4:1

539.68
6+00
537.9

0 51

See S.B Lanes I-75 — See N.B Lanes I-75

0 108

539.96
5+50
537.8

See S.B Lanes I-75 — See N.B Lanes I-75

0 116

0 59

540.19
5+00
537.9

See S.B Lanes I-75 — See N.B Lanes I-75

0 103

0 52

540.29
4+71
537.8

0 41

RAMP B - STA 4+71 TO STA 6+00

SCRIBING

END PRISM	MID VOL

DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

146
450

HAM-75-9.30

END AREA		VOLUME	
CUT	FILL	CUT	FILL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

540
530
520

See S.B. Lanes I-75

538.83
8+00
538.8

See S.B. Lanes I-75

14 0

23 0

11 0

538.83
7+50
538.6

See S.B. Lanes I-75

See N.B. Lanes I-75

3:1

10 19

0 20

539.00
7+00
538.4

See S.B. Lanes I-75

See N.B. Lanes I-75

4:1

0 43

0 26

539.34
6+50
538.1

0 71

RAMP P - STA 6+50 TO STA 8+00

SEEDING

CENTERLINE	TO TOE

FED. AID PROJECT	STATE	PROJECT
2	OHIO	I-75-1(62)09

147
450

HAM-75-9.30

CUT AREA		FILL AREA	
EXIST.	FINAL	EXIST.	FINAL

140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

For continuation of Ramp P Earth Work
See S.B. Lonee I-75 Sh. #

Sta 4+46 to Sta 8+34.50
Excavation 52 Cu. Yds.
Embankment 501 Cu. Yds.
Embankment + 15% = 576 Cu. Yds.

See S.B. Lonee I-75

Ahead to S.B. I-75
Back to Ramp P

540
530
520

15 0

19 0

538.92
8+34.50
538.9

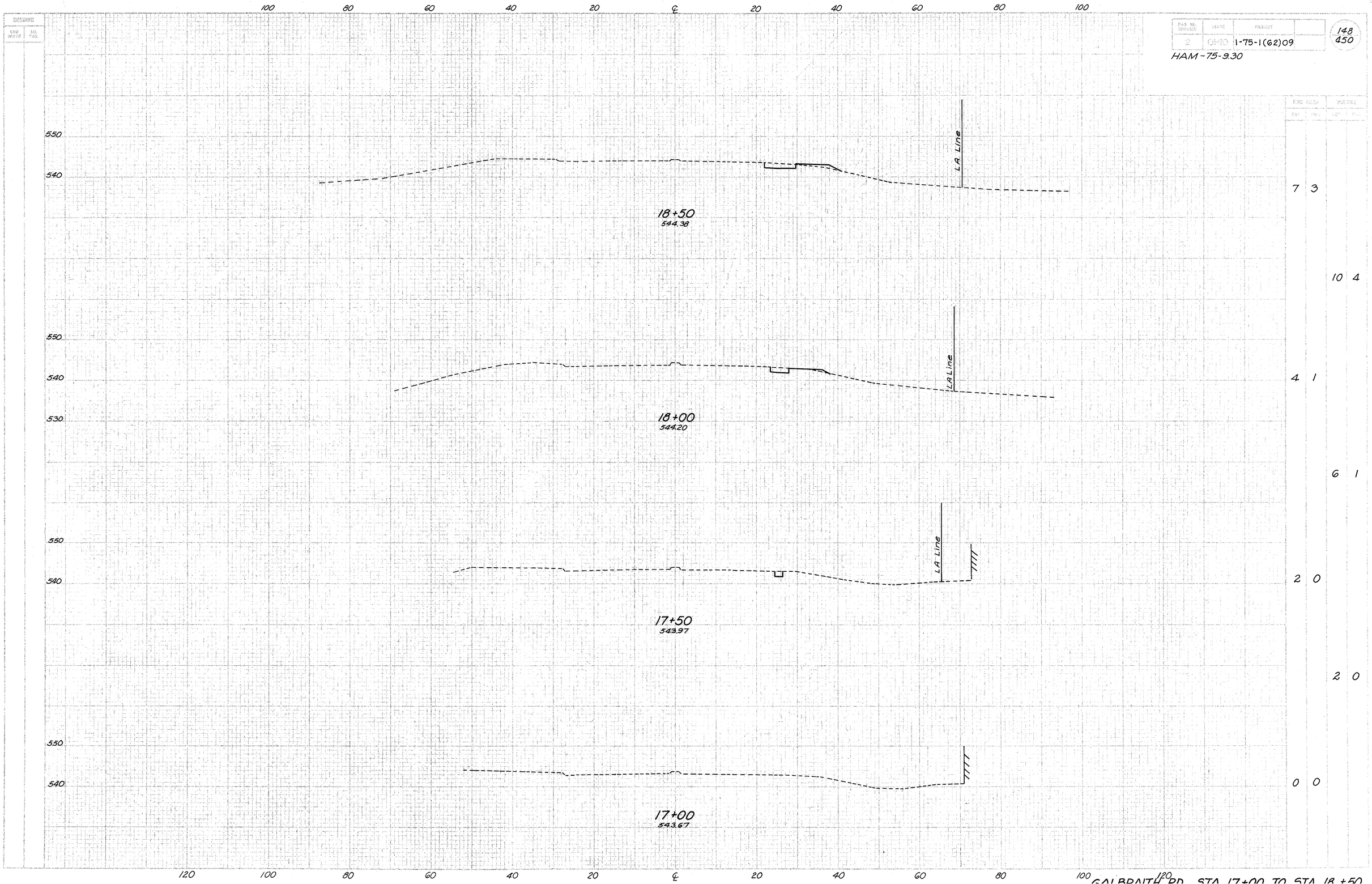
140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140

RAMP P - STA 8+34.50

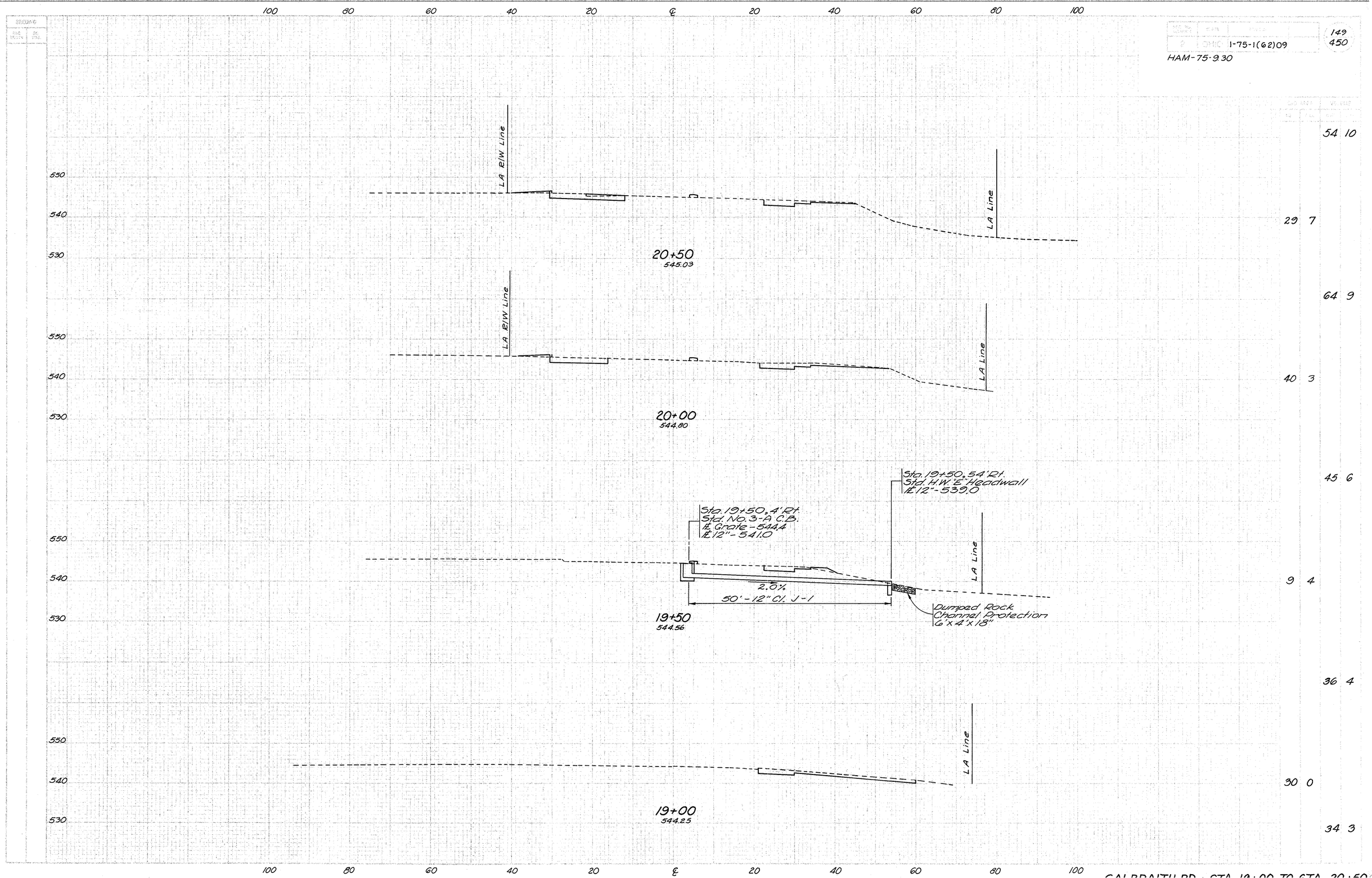
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

148
450

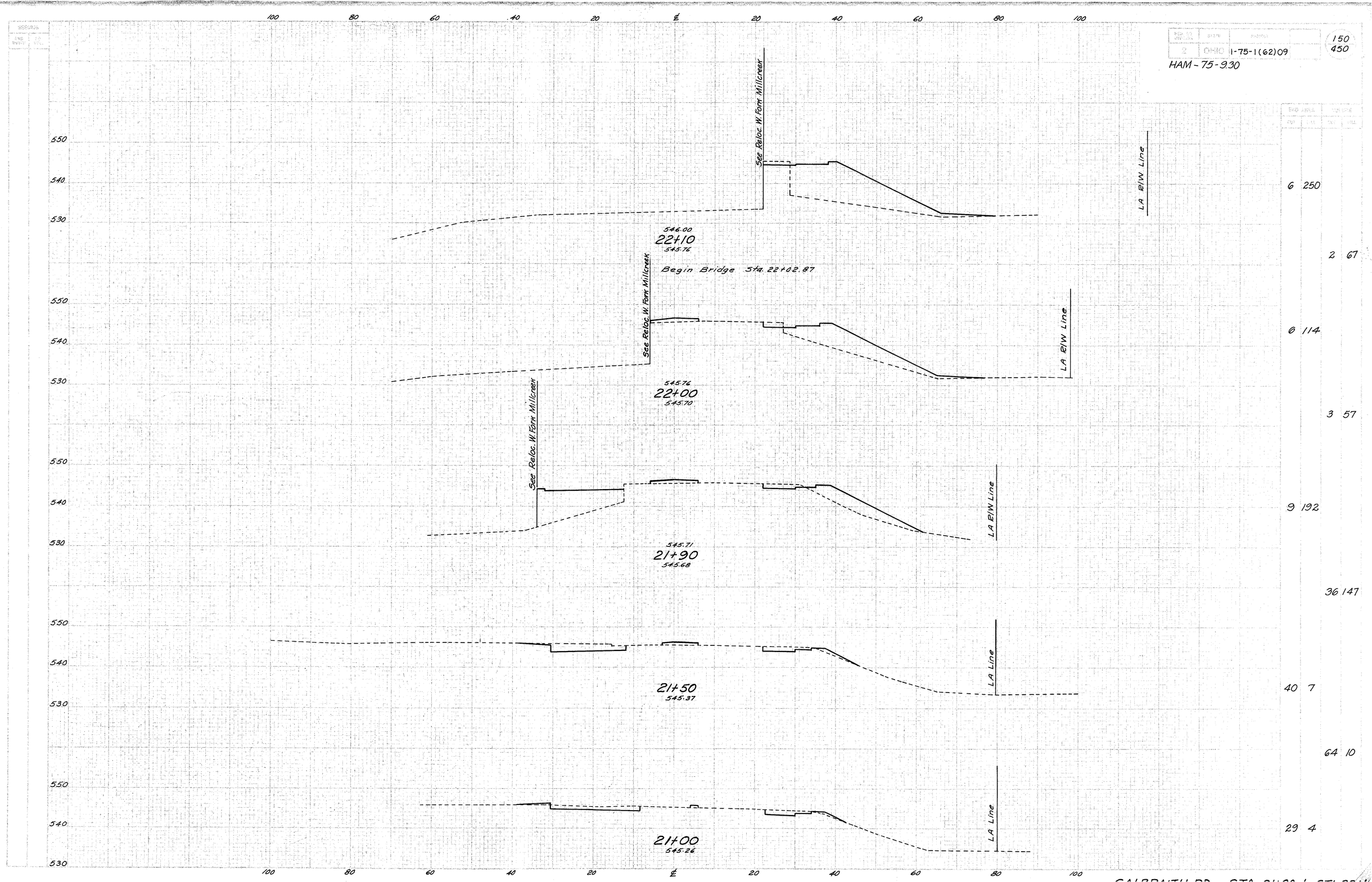
HAM-75-9.30



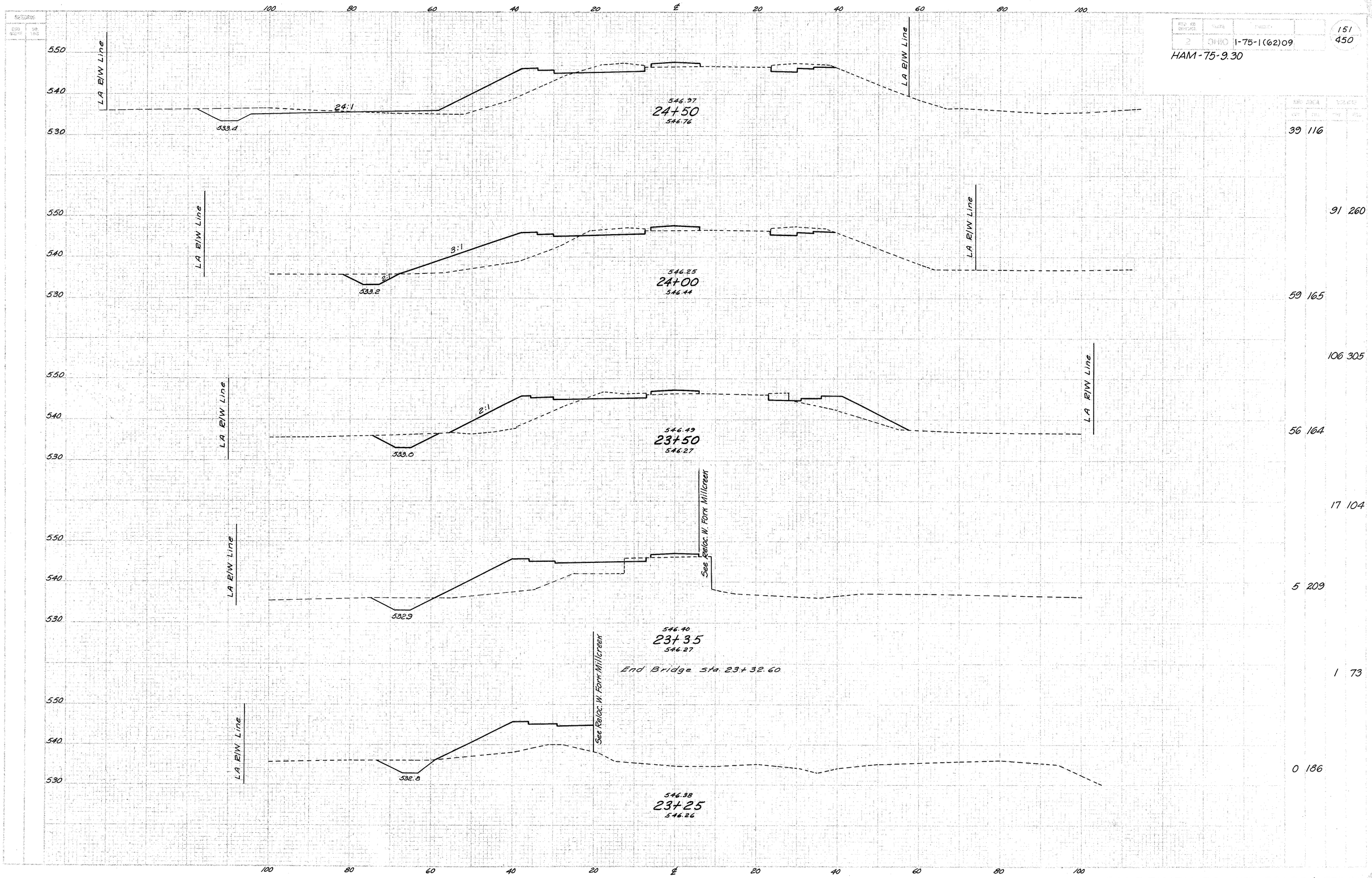
GALBRAITH RD. STA. 17+00 TO STA. 18+50



OHIO 1-75-1(62)09
HAM-75-9.30
149
450
LA R/W Line
LA Line
20+50
545.03
20+00
544.80
Sta. 19+50, 54' Rt.
Std. H.W. "E" Headwall
℄ 12"-539.0
Sta. 19+50, 4' Rt.
Std. No. 3-A C.B.
℄ Grate-544.4
℄ 12"-541.0
2.0%
50'-12" Cl. J-1
Dumped Rock
Channel Protection
6'x4'x18"
19+50
544.56
19+00
544.25
54 10
29 7
64 9
40 3
45 6
9 4
36 4
30 0
34 3



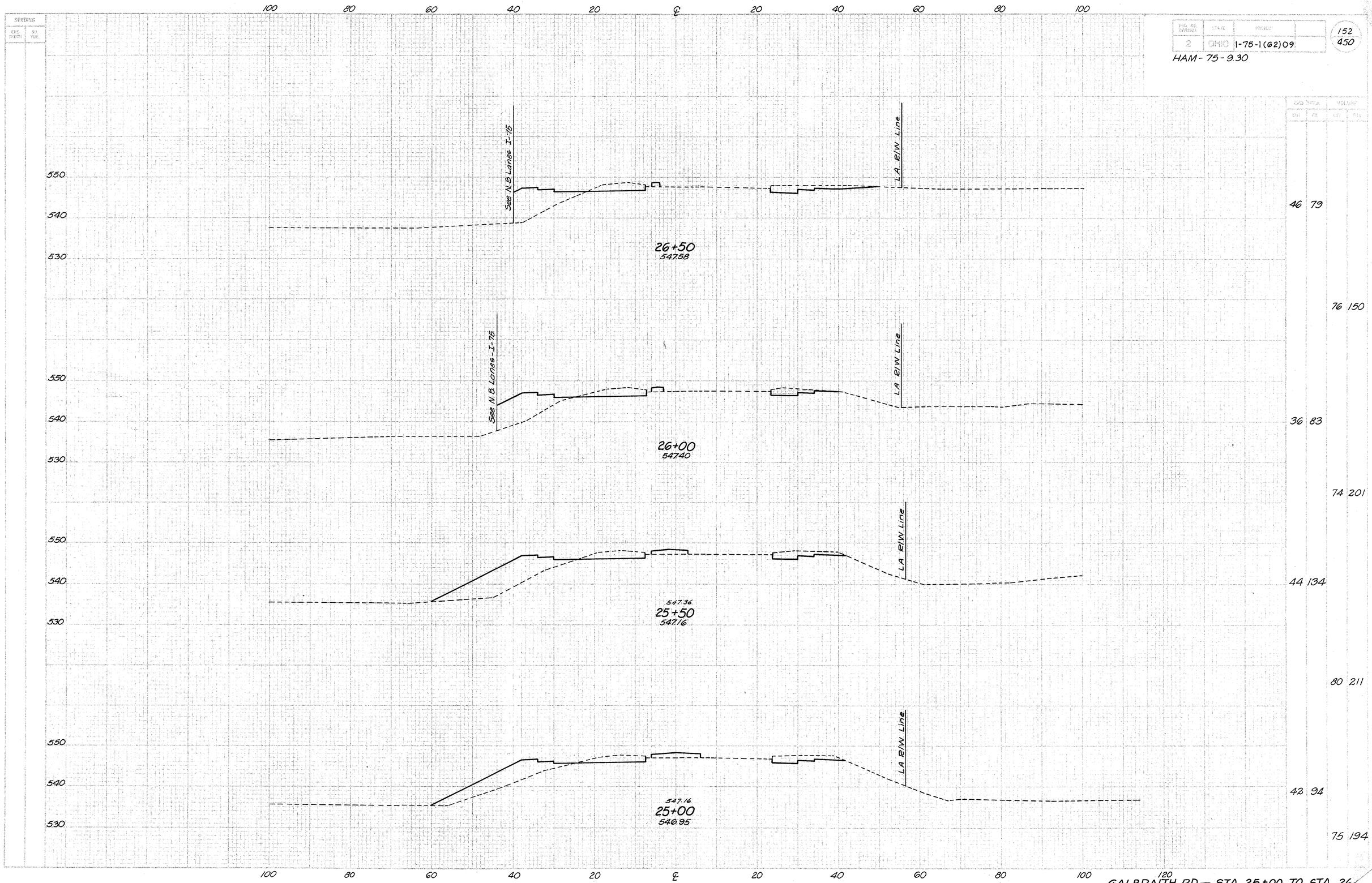
2 OHIO 1-75-1(62)09
150
450
HAM-75-9.30
See Reloc. W. Fork Millcreek
LA R/W Line
546.00
22+10
545.76
Begin Bridge Sta. 22+02.87
545.76
22+00
545.70
545.71
21+90
545.68
21+50
545.37
21+00
545.26
LA Line
6 250
2 67
6 114
3 57
9 192
36 147
40 7
64 10
29 4



2 OHIO 1-75-1(62)09
151
450
HAM-75-9.30
LA R/W Line
24:1
533.4
546.97
24+50
546.76
3:1
2:1
533.2
546.25
24+00
546.44
2:1
533.0
546.49
23+50
546.27
See Reloc. W. Fork Millcreek
532.9
546.40
23+35
546.27
End Bridge Sta. 23+32.60
532.8
546.38
23+25
546.26
550
540
530
100
80
60
40
20
℄
39 116
91 260
59 165
106 305
56 164
17 104
5 209
1 73
0 186

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	152/450

HAM-75-9.30



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
46	79		
		76	150
36	83		
		74	201
44	134		
		80	211
42	94		
		75	194

GALBRAITH RD — STA. 25+00 TO STA. 26

DESIGNED | END SECTION | CH. SEC.

DIST. NO.	STATE	PROJECT	SHT. NO.
2	OHIO	I-75-1(62)09	153 450

HAM-75-9.30

100 80 60 40 20 ℄ 20 40 60 80 100

550
540
530

See Ramp N

548.54
28+71.31
524.0

LA. E/W Line

528.0

Sta. 28+25, 80' Lt.
Std. H.W. E.
IE: 15" 530.8

4:1

548.38
28+50
525.0

2.2%

Sta. 28+25, 66' Rt.
Std. H.W.-E.
IE: 15" - 533.50

140' 15" Cl. J-1 MQ.Q(d), MQ.3(d)

20'×4'×18" D.R.C.P.

See Ramp N

4:1

546.23
28+00
533.0

528.0

Removal of Existing Bridge Sta. 27+80

See N.B Lanes I-75

4:1

548.0

548.08
27+50
547.87

See N.B Lanes I-75

546.2

27+00
547.82

CAD AREA CUT	CAD AREA FILL
5	2467
2	2007
0	2696
6	4056
7	1685
82	1796
82	255
131	326
59	97
97	163

100 80 60 40 20 ℄ 20 40 60 80 100

GALBRAITH RD. STA. 27+00 TO STA. 28+71.3

DESIGN	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

154
450

HAM-75-9.30

100 80 60 40 20 ℄ E.B. 20 40 60 80 100

550
540

R/W Line
See Reloc. Millcreek
R/W Line
547.0
549.00
30+25
549.28

R/W Line
See Reloc. Millcreek
546.7
Begin Bridge Sta. 30+03.27
548.92
30+00
549.1

R/W Line
LA R/W Line
See Reloc. Millcreek
546.5
548.84
29+75
548.97

LA R/W Line
Ahead
Back
LA R/W Line
546.3
546.4
548.77
29+50
548.8

End Removal of Existing Bridge Sta. 29+15
See Ramp N
LA R/W Line
546.0
548.62
29+00
533.0

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
			71	0
			82	0
			111	0
			140	0
			199	0
			172	0
Ahead			181	0
Back			145	0
			137	1115
			3	1204
			4	1971

100 80 60 40 20 ℄ E.B. 20 40 60 80 100

CALBRAITH RD. STA. 29+00 TO STA. 30+50

SHEETING

SHEET NO.	STATE	PROJECT
2	OHIO	I-75-1(62)09

155
450

HAM-75-9.30

140 120 100 80 60 40 20 ℄ E.B. 20 40 60 80 100 120 140

560
550

Channel Sta. 31+60 - 65' Rt.
Std. No. 2 NH.
Rim El. 538.2
IE-42": 519.36
IE-12": 534.0
IE-Stack 522.10

18%

56' 12" Cl. E-1 San. S. w/Comp. Jts.

Sta. 32+00. 31' Lt.
Std. No. 1 NH.
Rim El. 553.4
IE-12": 544.1

E/W Line

2.24 %

70' 12" Cl. J-1 San. S. w/Comp. Jts.

553.07
33+00
552.87

Sta. 32+00. 35' Rt.
Std. No. 1 NH.
Rim El. 554.0
IE. 12" 545.8

E/W Line

See Reloc. Millcreek

E/W Line

E/W Line

560
550

Bridge

551.72
32+50
551.63

560
550
540

E/W Line

See Reloc. Millcreek

E/W Line

End Bridge Sta. 32+31.23

551.16
32+25
551.3

560
550
540

E/W Line

E/W Line

550.59
32+00
550.64

62 0
131 0
80 0
54 0
39 0
18 0
0 0

140 120 100 80 60 40 20 ℄ E.B. 20 40 60 80 100 120 140

CALBRAITH RD. STA 32+00 TO STA 33+00

SHEETS	NO.	TOTAL
	2	15

FED. AID PROJECT	STATE	PROJECT
	OHIO	I-75-1(62)09

HAM-75-9.30

Sta 17+00 to Sta 34+50
Excavation 2043 Cu. Yds.
Embankment 13,262 Cu. Yds.
Embankment + 15% = 15,251 Cu. Yds.

℄ E.B.

140 120 100 80 60 40 20 ℄ E.B. 20 40 60 80 100 120 140

570
560
550

35+00
559.4

570
560
550

34+50
557.7

LA ℄W Line

Sta 33+92 Lt.
Std No 3 C.B.
IE Grate 555.3
IE-12" 552.03

Sta. 33+88 Rt.
Std. No. 3 C.B.
IE- Grate 555.2
IE- 12" 552.0
IE- Ex. 12" 551.8±

1.5%

℄ Ex. 12" Stm.

42" 12" CI-J-1

34+00
556.0

560
550

LA ℄W Line

554.48

33+50
554.3

℄ E.B.

140 120 100 80 60 40 20 ℄ E.B. 20 40 60 80 100 120 140

CALBRAITH RD. STA 33+50 TO STA 35+

0	0
0	0
0	0
14	6
15	6
27	6
14	0
70	0

150
450

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)109	

157
450

HAM-75-9.30

NOTE: Sta. 0+00 to 2+82.36 Right Side Ramp L,
Sta. 1+00.75 to 4+02.83 Right Side Ramp K,
Sta. 63+38.32 to 69+68.30 Left Side S.B. Lanes I-75,
Use 3/4" ϕ Expansion Bolts 30" O.C.
See Standard Drawing L.I. No. 1

CURVE DATA RAMP "L"
P.I. = Sta. 1+41.64
Δ = 11°17'40" Rt.
D = 4°00'00"
R = 1432.39'
L = 282.36'
T = 141.64'
E = 6.99'

P.T. 2+82.36 Ramp L
Meet Exist. Curb
Begin Paved Shoulder

Sta. 1+68.30 Ramp L

P.C. 0+00 Ramp L =
Sta. 63+38.32 ℄ I-75

Sta. 63+87.91 I-75

Slope curb 6" to 2" in 20'

Type G Curb

RAMP "L"

Type 2-A Curb

Meet Exist. Pav't

℄ Ramp "L"

Remove curb & cut pavement along a neat line

Exist. ℄ I-75

N. 43° 59' 06" E

Exist. Pav't

Match Line "A"

CURVE DATA-RAMP "K"
P.I. = Sta. 2+52.35
Δ = 12°05'00" Rt.
D = 4°00'00"
R = 1432.39'
L = 302.08'
T = 151.60'
E = 8.00'

P.C. 1+00.75
Ramp K
Meet Exist. Curb
Begin Paved Shoulder

Sta. 2+34.54 Ramp K

P.T. 4+02.83 Ramp K =
Sta. 63+40.38 ℄ I-75

Sta. 63+87.85 I-75

℄ Ramp "K"

Meet Exist. Pav't

Remove curb & Cut pavement along a neat line

RAMP "K"

Type 2-A Curb

Std. Type G Curb

Std. Type G Curb

EXIT DETAIL
RAMP "L" FROM I-75
ENTRANCE DETAIL
RAMP "K" TO I-75

Sta. 68+39
Begin Median Lanes

Sta. 68+68.30
Begin Taper

For Detail See Sh. 18

Sta. 69+68.30
End Taper

P.C. 71+33.86

Meet Exist. Pav't

Sta. 68+39
Standard Expansion Bolt Joint
Drill holes and use 3/4" ϕ
Expansion Bolts 30" O.C.
See Standard Drawing L.I. No. 1

Existing Pavement to be cut along a neat line

Remove existing pavement

Std. Type 2A Curbs

See Sheet 8 for placement of 3/4" ϕ Expansion Bolts.

Exist. S.B. Lanes

Exist. ℄ I-75

N. 43° 59' 06" E

Match Line "A"

Exist. N.B. Lanes

Sta. 72+20.37
End Taper
End Type G curb

Std. Type G Curb

For Detail See Sh. 18

PAVEMENT DETAIL

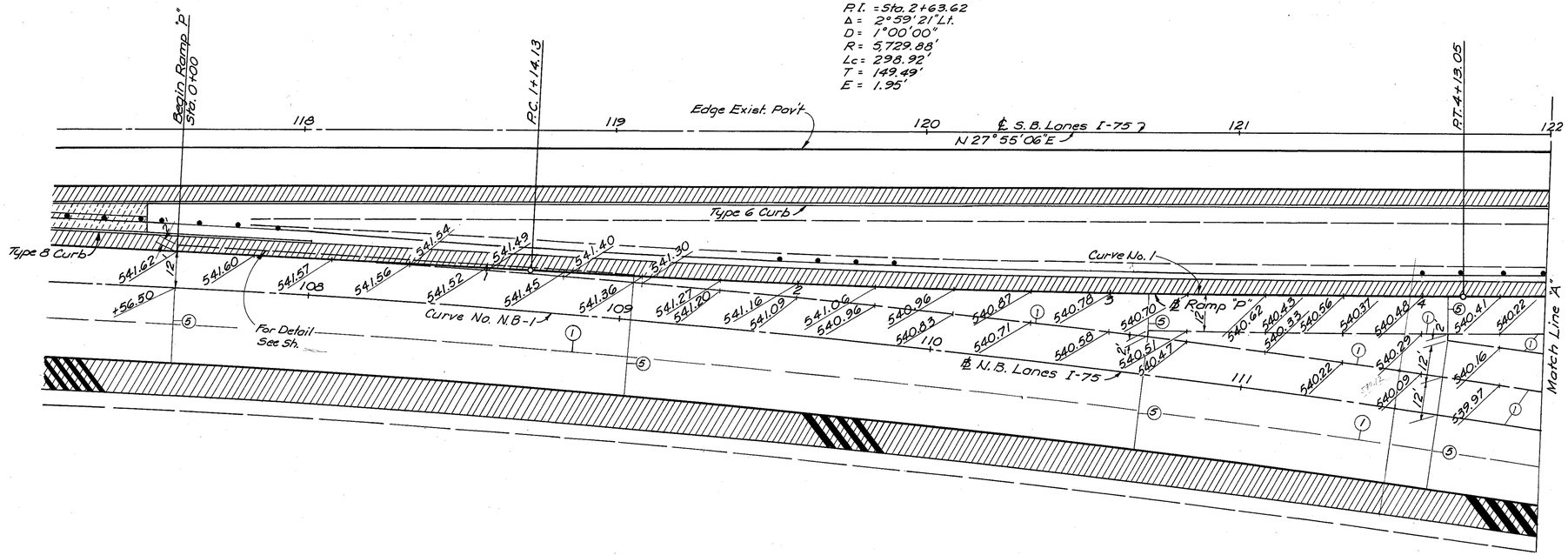
DIETZGEN - CINCINNATI, OHIO

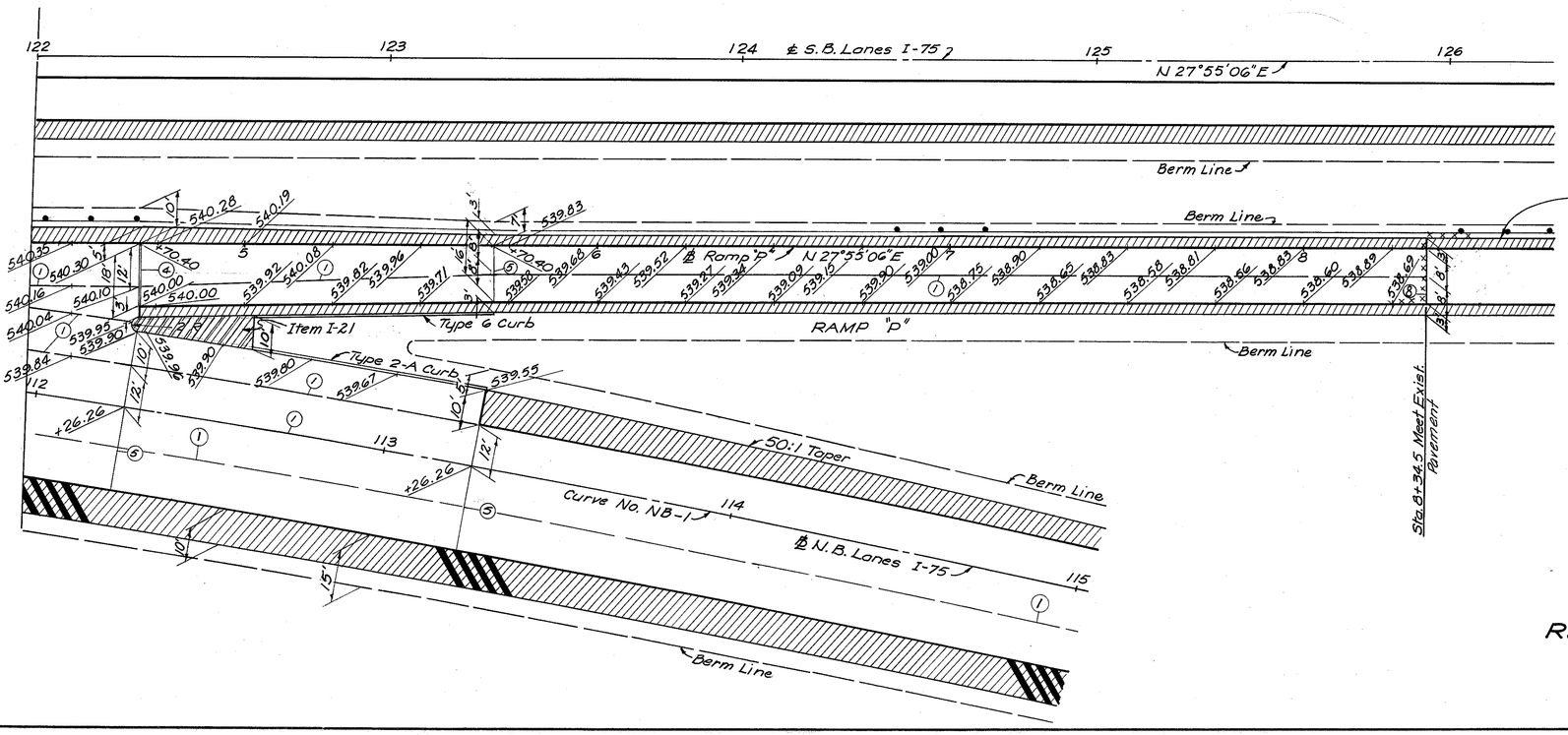
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

158
450

HAM-75-9.30

CURVE DATA
RAMP "P" CURVE No. 1
P.I. = Sta. 2+63.62
Δ = 2°59'21" Lt.
D = 1°00'00"
R = 5,729.88'
Lc = 298.92'
T = 149.49'
E = 1.95'





JOINT LEGEND

1. Std. Longitudinal Joint
2. Std. Longitudinal Key Joint (without tie bars)
3. Std. Expansion Joint (without dowels)
4. Std. Expansion Joint
5. Std. Contraction Joint
6. Std. Longitudinal Key Joint
7. Butt Joint (without tie bars)
8. Std. Expansion Bolt Joint

Proposed Paved Shoulder
End's @ Sta. 10+34.5
Proposed Type 6 Curb
Sta. 10+34.5 to Sta. 15+39.76 - See Sheet 166 for additional details.

NOTE: Sta. 8+34.5 Ramp "P"
Standard Expansion Bolt Joint
Drill holes and use 3/4" ϕ
Expansion Bolts 30" o.c.
See Standard Drawing L.J. No. 1

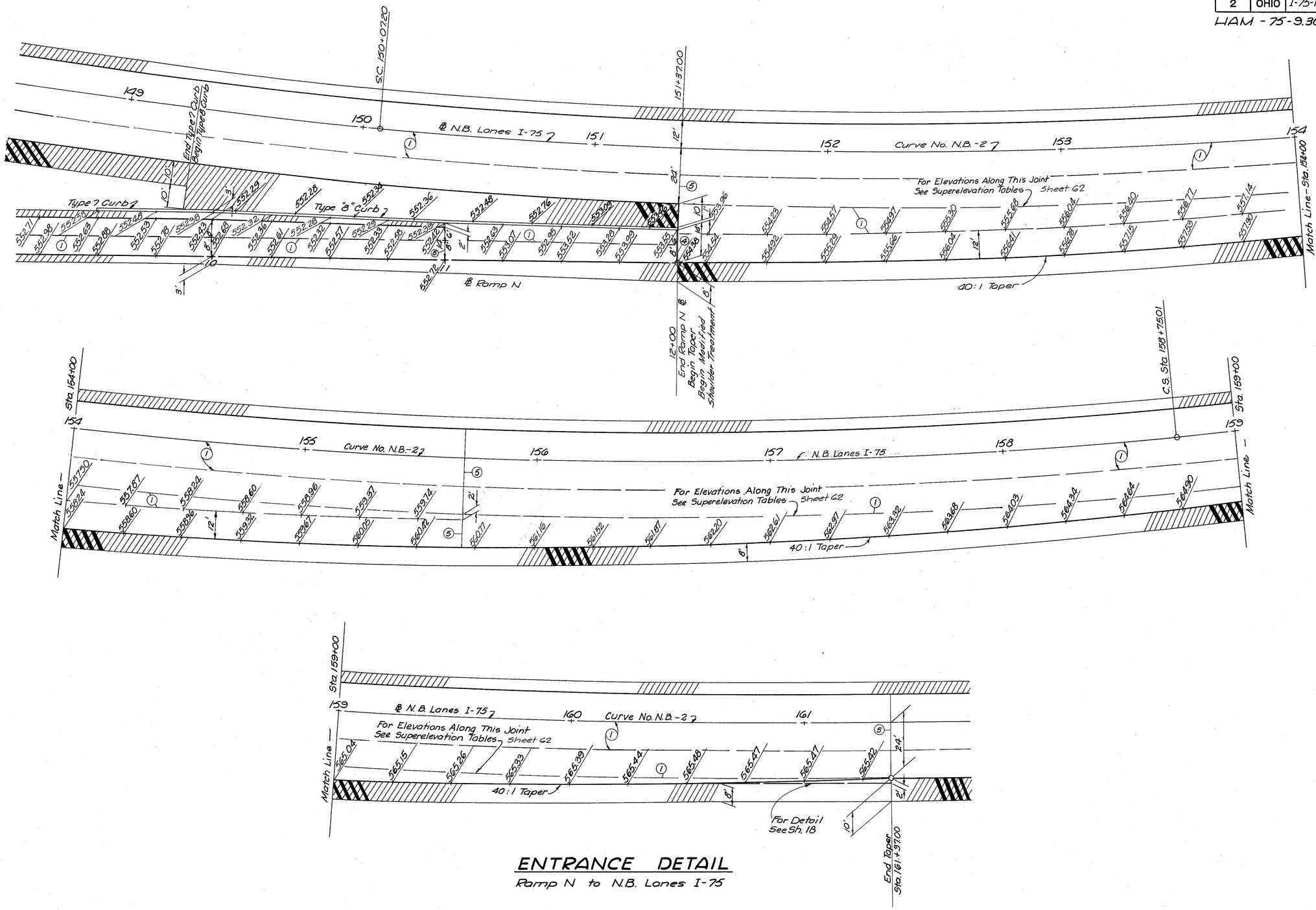
EXIT DETAIL
RAMP "P" FROM I-75

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

159
450

HAM - 75 - 9.30



ENTRANCE DETAIL

Ramp N to N.B. Lanes I-75

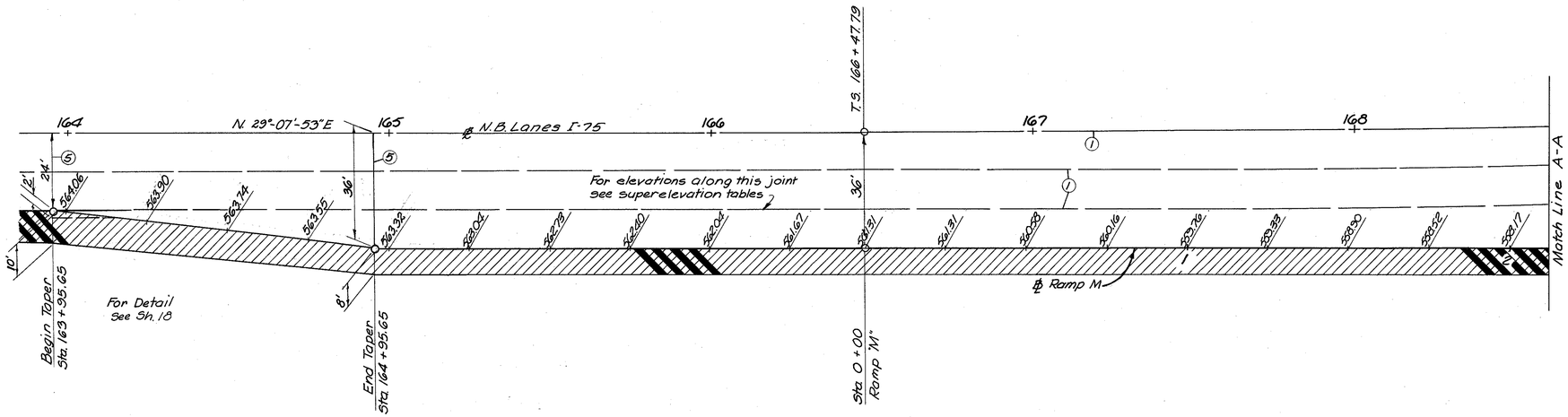
DIETZGEN - CINCINNATI, OHIO

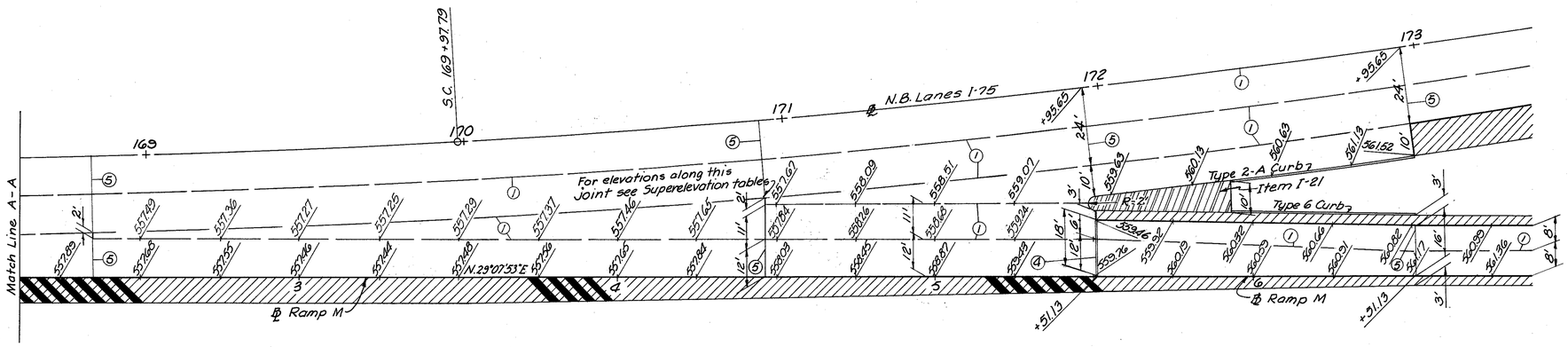
PAVEMENT DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

160
450

HAM-75-9.30





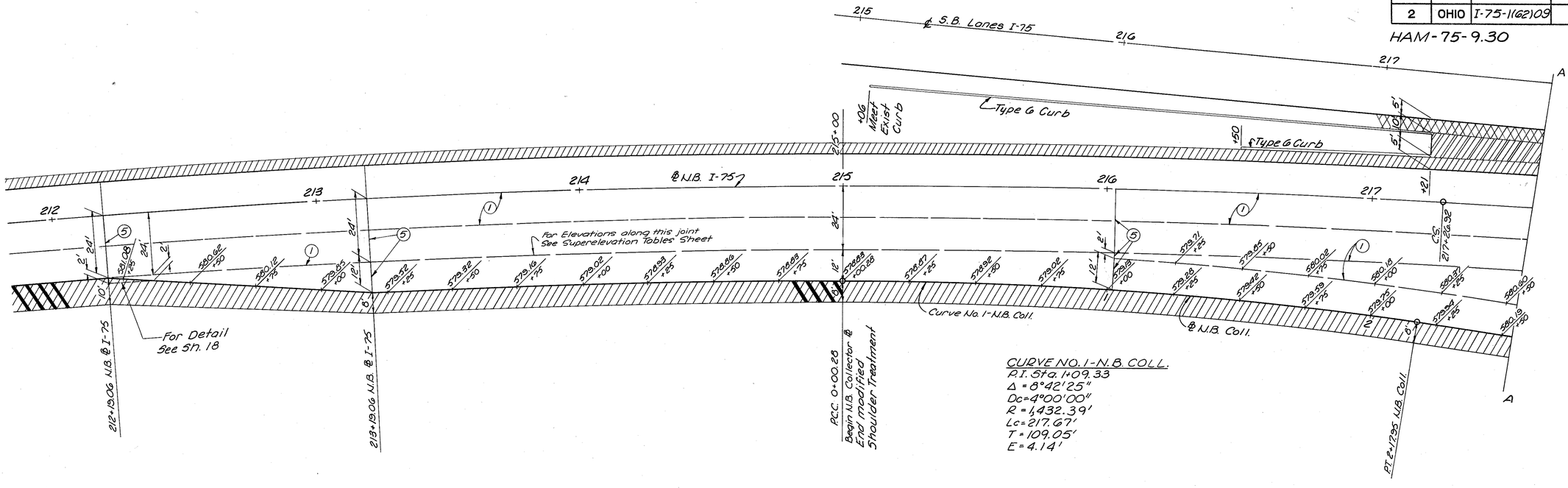
EXIT DETAIL

N.B. Lanes I-75 to Ramp M

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

161
450

HAM-75-9.30



CURVE NO. 1-N.B. COLL.
P.I. Sta. 1+09.33
Δ = 8°42'25"
Dc = 4°00'00"
R = 1,432.39'
Lc = 217.67'
T = 109.05'
E = 4.14'

CURVE NO. 2-N.B. COLL.
P.I. Sta. 5+82.29
Δ = 3°25'41"
Dc = 2°30'00"
R = 2,291.83'
Lc = 137.12'
T = 68.58'
E = 1.03'

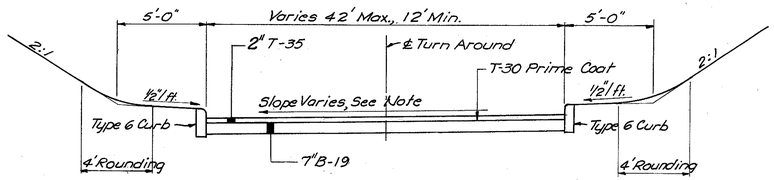
EXIT DETAIL

N.B. Collector from N.B. I-75

PAVEMENT DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

HAM-75-9.30

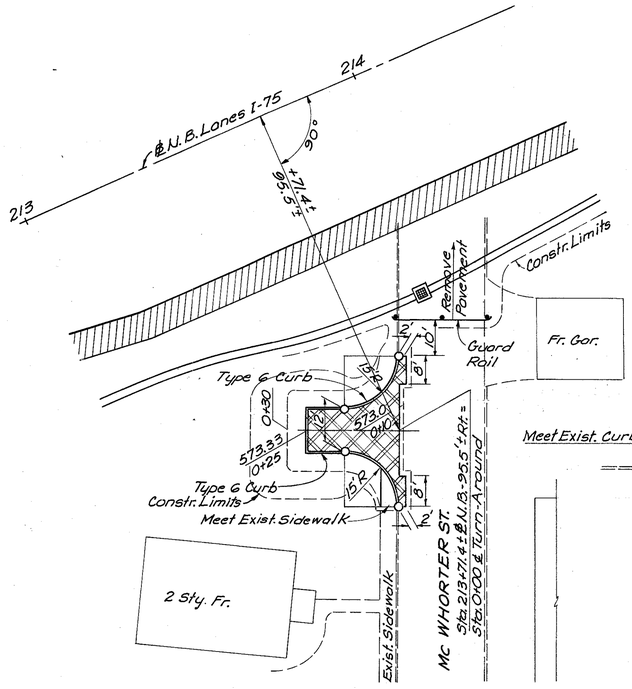


TYPICAL SECTION

MC. WHORTER ST. TURN AROUND

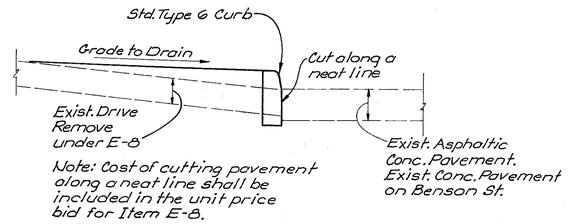
No Scale

Note: Pavement Slope Varies from Existing Gutter Slope to 3/16" per ft.



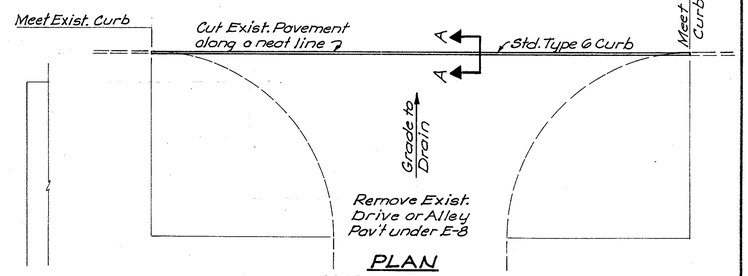
Mc WHORTER ST. TURNAROUND DETAIL

Scale: 1" = 20'



Note: Cost of cutting pavement along a neat line shall be included in the unit price bid for Item E-8.

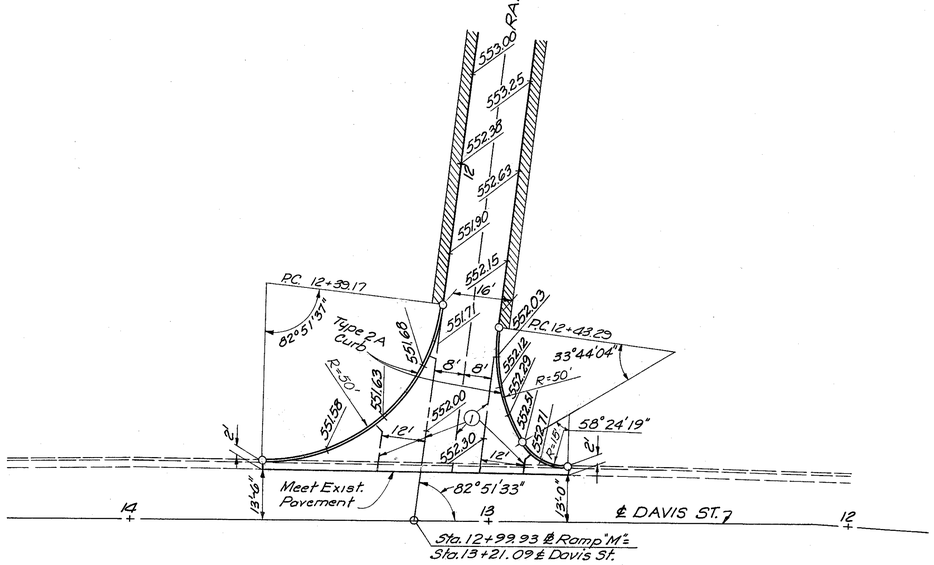
SECTION A-A



PLAN
CURB DETAIL TO CLOSE DRIVE & ALLEY OPENINGS

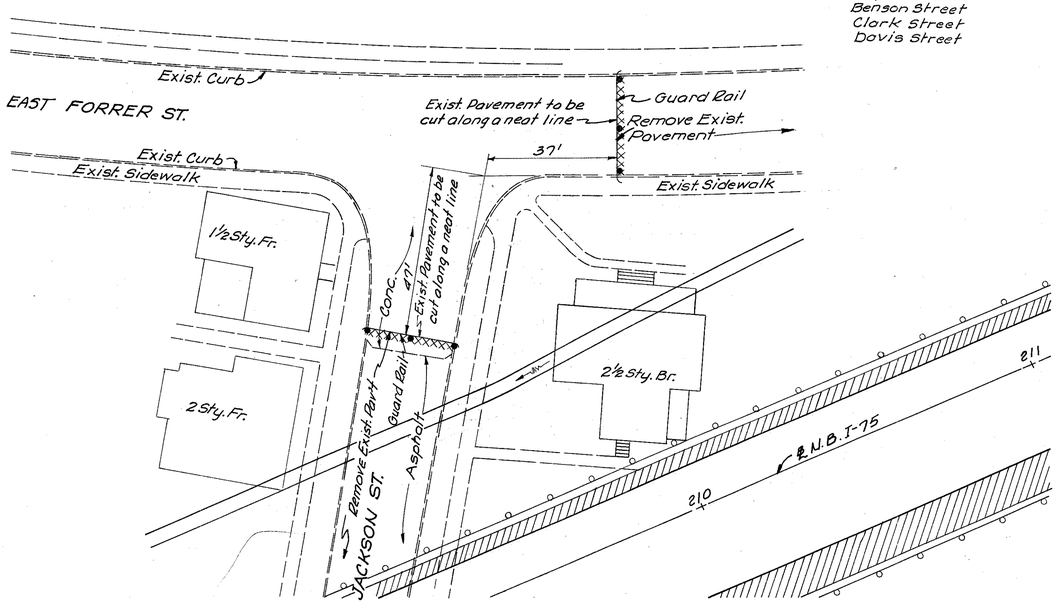
No Scale

Shepherd Road
Benson Street
Clark Street
Davis Street



RAMP "M" AT DAVIS ST.

Scale: 1" = 20'



EAST FORRER ST. TURNAROUND DETAIL

Scale: 1" = 20'

DIETZGEN - CINCINNATI, OHIO

PAVEMENT DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)0.9	

163
450

HAM-75-9.30

MEDIAN CURVE NO. 1
Δ = 5° 33' 41"
R = 150'
Lc = 14.56'
T = 7.29'

MEDIAN CURVE NO. 2
Δ = 8° 33' 41"
R = 150'
Lc = 22.41'
T = 11.23'

MEDIAN DETAIL
Sta. 20+83.58 to Sta. 21+83.58

MEDIAN CURVE NO. 3
Δ = 6° 58' 38"
R = 150'
Lc = 18.27'
T = 9.14'

MEDIAN DETAIL
Sta. 25+15.84 to Sta. 26+15.84

MEDIAN CURVE NO. 2
Δ = 6° 58' 38"
R = 150'
Lc = 18.27
T = 9.14

CURVE NO. 1 ℄
P.I. Sta. 20+92.26
Δ = 5° 29' 00"
Dc = 3° 00' 00"
R = 1909.86'
Lc = 182.78'
T = 91.46'
E = 2.19'

CURVE NO. 2 ℄
P.I. Sta. 27+15.86
Δ = 3° 00' 00"
Dc = 1° 30' 00"
R = 3819.72'
Lc = 200.00'
T = 100.02'
E = 1.31'

DRIVE DETAIL

CURVE DATA
DRIVE CURVE NO. 1
Δ = 84° 42' 06"
R = 33'
Lc = 48.78'
T = 30.08'

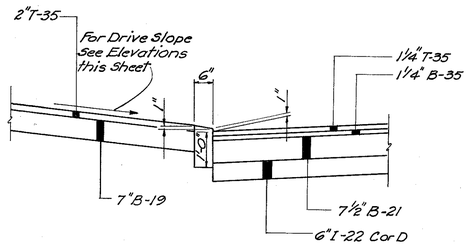
GALBRAITH ROAD

PAVEMENT DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)0.9	

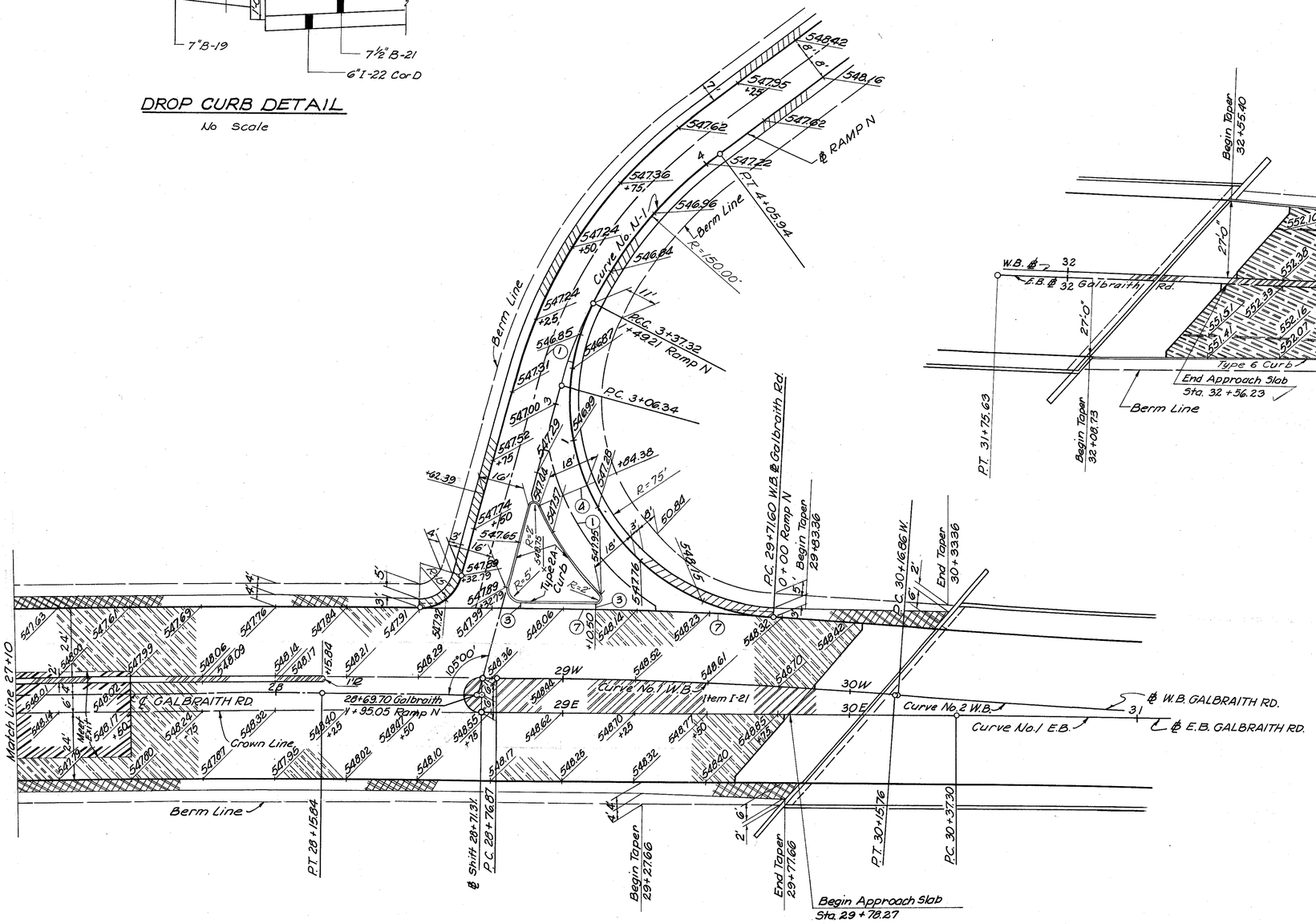
HAM-75-9.30

164
450

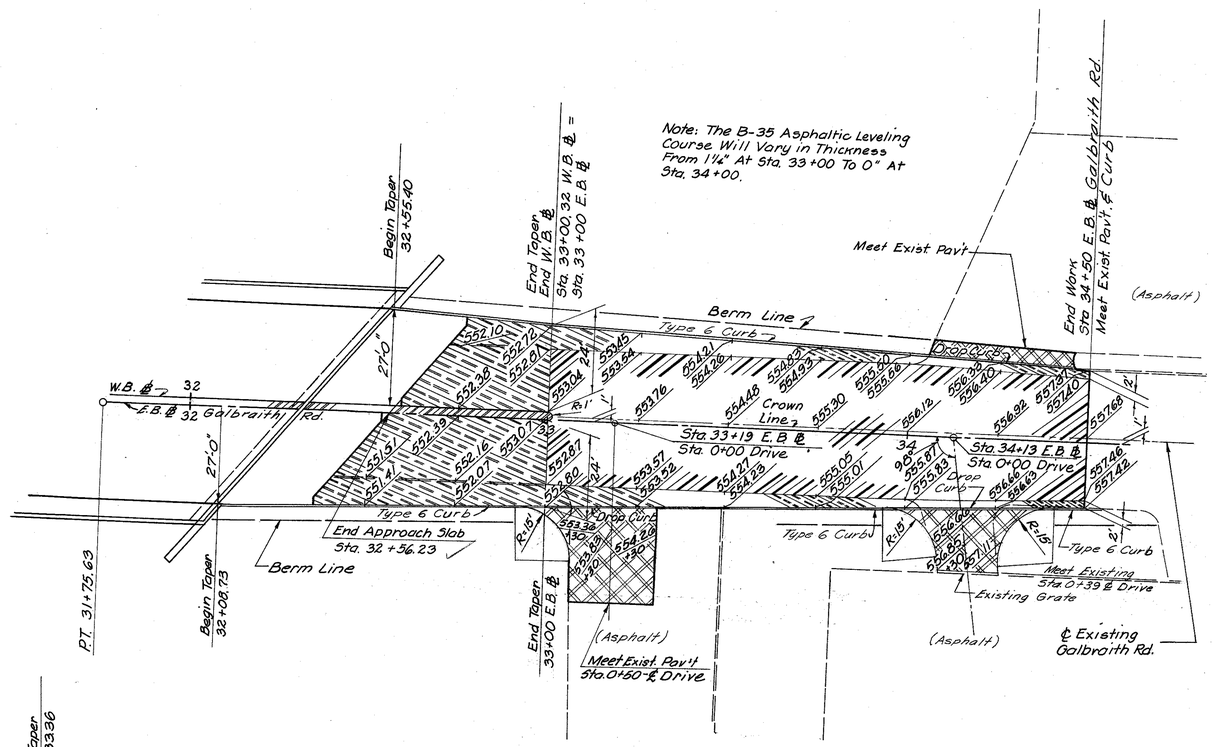


DROP CURB DETAIL

No Scale



GALBRAITH ROAD AT RAMP N



GALBRAITH ROAD

PAVEMENT DETAILS

DIETZGEN - CINCINNATI, OHIO

PAVEMENT SYMBOLS

Item T-71 9" or 10" Reinforced Portland Cement Concrete Pavement (As per Appropriate Typical Section.)
Item I-22 6" Subbase (Unless otherwise noted) Grading A or B.

Item I-21 4" Portland Cement Concrete Median Pavement.

Item I-21 Standard Portland Cement Concrete Median. Pavement, as per plan.

Item E-8 Remove Existing Pavement.

Item T-35 1½" Asphaltic Concrete Surface Course Type C (70-85)
Item B-35 0" Min. thickness Asphaltic Concrete Leveling Course (70-85) See Typical Sections.
Item T-30 Bituminous Tack Coat Applied at the rate of 0.10 gal. per Sq. Yd. (where shown on the Cross Sections.)

Item T-35 0" Minimum Asphaltic Concrete Surface Course Type "C" (70-85)
Item B-35 0" Minimum Asphaltic Concrete Leveling Course (70-85)
Item T-30 Bituminous Tack Coat applied at the rate of 0.10 gal. per Sq. Yd.
Item T-31 Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 limestone aggregate, Sec. M-3.1 per Sq. Yd. and 0.25 Gal. Bituminous material per Sq. Yd. On existing Concrete Pavement.

Item T-31 Bituminous Surface Treatment Single Seal using 0.008 Cu. Yd. No. 6 Aggregate per Sq. Yd. & 0.25 Gal. Bit. Mat. per Sq. Yd.
Item B-21 3" Waterproofed Aggregate Base Course.
Item B-19 Variable thickness Porous Base Course.
Item I-22 6" Subbase (Unless otherwise noted) Grading A or B.

Item T-35 0" Min. Asphaltic Concrete Surface Course Type C (70-85)
Item B-35 Variable thickness Asphaltic Concrete Leveling Course (70-85)
Item T-30 Bituminous Tack Coat applied at the rate of 0.10 gal. per Sq. Yd.
Item B-71 9" Reinforced Portland Cement Concrete Base Course.
Item I-22 6" Subbase (Unless otherwise noted) Grading A or B.

Item I-13 4" Portland Cement Concrete Sidewalk.

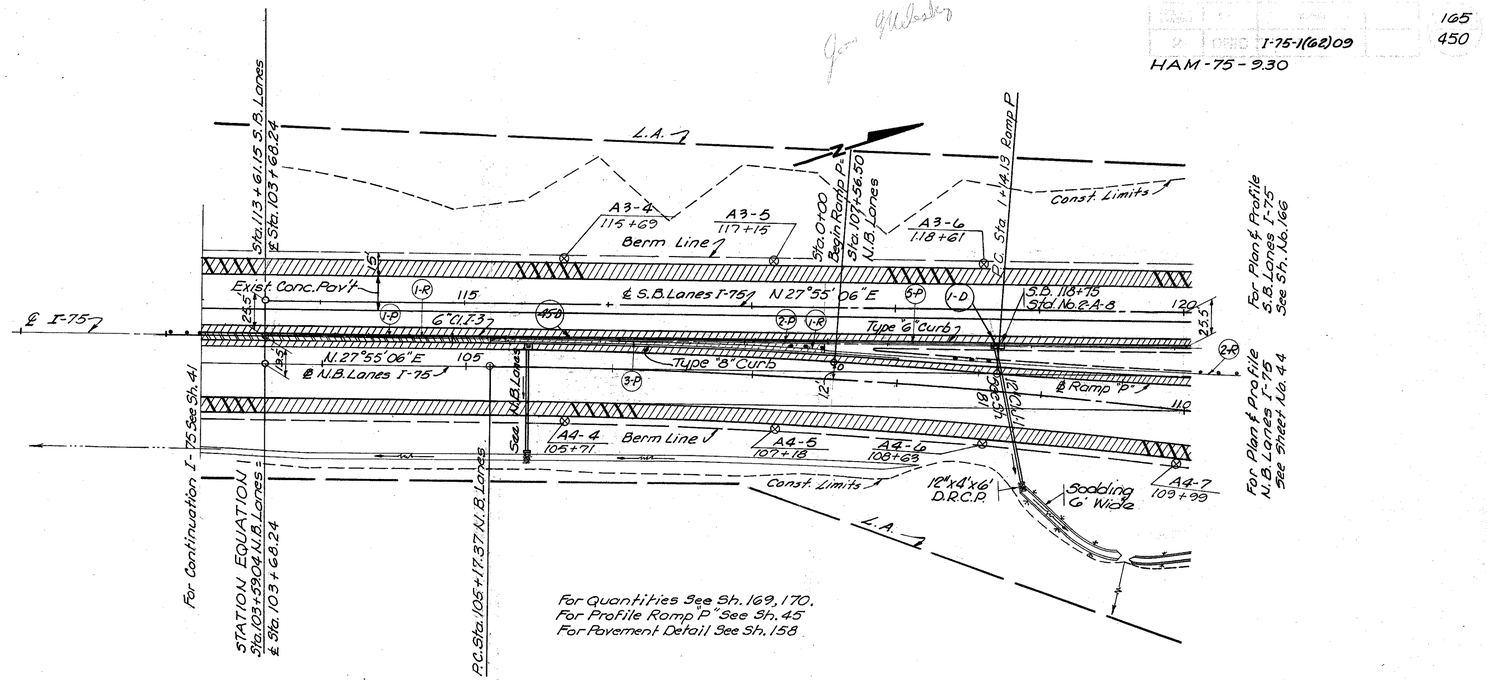
Item T-35 2-1" Course Asph. Concrete Surface Course Type C (70-85)
Item B-19 7" Aggregate Base Course.

Item T-35 1½" Asphaltic Concrete Surface Course Type C (70-85)
Item B-35 1½" Asphaltic Concrete Leveling Course (70-85)
Item B-21 7½" Waterproofed Aggregate Base Course.
Item I-22 6" Subbase (unless otherwise noted) Grading as per Typical Sections.

Item T-31 Bituminous Surface Treatment Single Seal using 0.008 Cu. Yds. No. 6 Aggregate per Sq. Yd. and 0.25 Gal. Bit. Mat. per Sq. Yd.
Item T-30 Bituminous prime Coat using 0.40 gal. per Sq. Yd.
Item B-19 8" Aggregate Base Course.

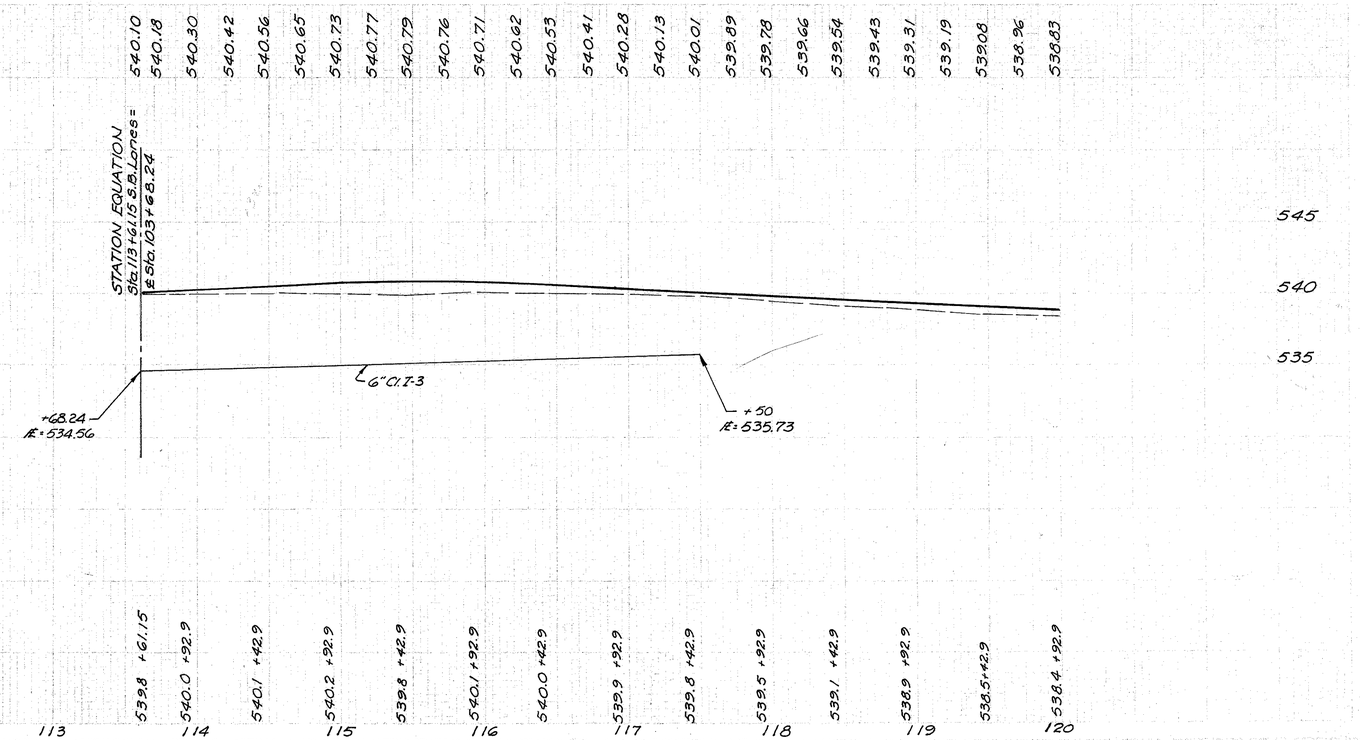
Item T-35 1½" Asphaltic Concrete Surface Course Type C (70-85)
Item B-35 1½" Asphaltic Concrete Leveling Course (70-85)
Item B-21 7½" Waterproofed Aggregate Base Course.
Item I-22 Variable thickness Subbase See Typical Sections.

Item T-31 Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 limestone aggregate, Sec. M-3.1 per Sq. Yd. and 0.25 Gal. Bituminous material per Sq. Yd.
Item B-35 0" Minimum Asphaltic Concrete Leveling Course (70-85)
Item T-30 Bituminous Tack Coat applied at the rate of 0.10 gal. per Sq. Yd.
Item I-12 Type 2 Curb and Gutter Modified as per plan.
Item T-35 0" Minimum Asphaltic Concrete Surface Course Type C (70-85)



For Quantities See Sh. 169, 170.
For Profile Ramp P See Sh. 45
For Pavement Detail See Sh. 158

B.M. M-6 Elev. 538.569
Chiseled square on Headwall Lt.
Sta. 119 + 18



(SOUTHBOUND) STA. 113+61.15 TO STA. 120+00

I-75-1(62)09

HAM-75-9.30

For Temp. Traffic Lanes No.3 Detail & Quantities See Sheet No. 235

For Pavement Legend See Sh. 165
For Quantities See Sh. 169, 170
For Pavement Details See Sh. 158, 229
For Plan & Profile N.B. Lanes See Sh. 44, 45

For S.B. Lanes I-75 Continued See Sh. 185

For S.B. Lanes I-75 Continued See Sh. 167

CURVE DATA
RAMP "G" - CURVE NO.1
P.I. Sta. 0+87.68
Δ = 10°30'11" Rt.
Dc = 6°00'00"
Rc = 954.93'
Lc = 175.05'
T = 87.68'
E = 4.02'

CURVE DATA
RAMP "P" CURVE No.1
P.I. Sta. 2+63.62
Δ = 2°59'21" Lt.
Dc = 1°00'00"
R = 5,729.58'
Lc = 298.92'
T = 149.49'
E = 1.95'

CURVE DATA
RAMP "P" CURVE NO.2
P.I. Sta. 12+87.77
Δ = 1°00'45"
Dc = 10°58'54"
R = 2891.29'
Lc = 505.26'
T = 253.27'
E = 11.07'

B.M. M-6 Elev. 538.569
Chisled □ on headwall 25.5' Rt.
Sta. 119+18

B.M. M-7 Elev. 536.811
Chiseled square on storm drain at Sta. 122+93 Rt.

B.M. M-8 Elev. 537.943
Chiseled square on storm drain at Sta. 126+08 Rt.

B.M. M-9 Elev. 539.50
Chiseled square on storm drain at Sta. 129+20 Rt.

B.M. M-10 Elev. 541.515
Chiseled square on storm drain at Sta. 132+40 Rt.

(SOUTHBOUND) STA. 120+00 TO STA. 135+00

Note: All manholes adjusted to grade within the traveled pavement to be furnished with Bolt Down Frame & Cover.

CURVE NO. 1 S.B. LANES
P.I. Sta. 139+06.66
Δ = 16°54'10" Lt.
D_c = 2°00'00"
R = 2864.79'
L_c = 845.14'
T = 425.66'
E = 31.45'

CURVE DATA NEW "E"
P.I. Sta. 0+89.58
Δ = 13°22'34" Rt.
D_c = 7°30'00"
R = 763.94'
L_c = 178.35'
T = 89.58'
E = 5.23'

CITY OF CINCINNATI
VILLAGE OF ARLINGTON HGTS.
CORPORATION LINE
State Transit Line
RAMP "G"
RAMP "F"
RAMP "E"
RAMP "P"
L.A.
N. Y. C. R. R.
Match Line "A"
ANTHONY WAYNE
Exist. Inlet to remain
Grade and Drain to C.B.
Sta. 147+50, 53.5' Lt. No. 5 C.B. Exist. Inlet to remain
Sta. 147+50, 38' Lt. No. 2A-8 Inlet
Item Remove Exist. Fence
Const. Limits
Adjust MH to Grade
Type 2-15 Curb
12" Cl. J-1, See Sh. 247
Exist. Conc. Pavt.
136+35 - Lt. Adjust Ex. No. 3 C.B. to Grade
138+65 - Lt. Adjust Ex. No. 3 C.B. to Grade
Type 6" Curb
Abandon Ex. C.B.
Adjust MH to Grade
Abandon
E-8 Remove Exist. Conc. Pavement
Const. Limits
6" Cl. I-3
End Pavt. Removal Sta. 139+00
Type 6" Curb Meet Ex. Ditch
Ex. 6" Underdrain
Type 2 Conc. Curb & Gutter Mod.
Exist. C.B. to be Abandoned
Ex. Ditch
Ex. C.B. to remain
140+41, 36.5' Lt. Replace C.B. with Std. No. 2-A-10 Inlet IE Inlet 539.90 IE 15" Meet Ex. @ 536.23± IE 12" Meet Ex. @ 536.13± New pipe 41 L.F. 12" Cl. J-1
142+36, 37.5' Lt. Replace C.B. with Std. No. 2-A-10 Inlet IE Inlet 538.30 IE 12" Meet Ex. @ 535.20± New pipe 6 L.F. 12" Cl. J-1
Abandon 18" pipe
Remove Exist. Pavt.
Exist. C.B. to be Abandoned
Abandon Ex. C.B. Connect underdrain through
Remove Ex. Pavt. E-8 Grade to Drain
Exist. C.B. to remain
Exist. C.B. to be Abandoned Connect pipe through New pipe 10 L.F. Cl. J-1
Type 2-8 Curb
Adjust Ex. C.B. to grade
Type 6" Curb
Begin Exist. Bit. Surface
Adjust MH to Grade
Ex. C.B. to be Abandoned
Adjust MH to Grade
Type 2 Curb & Gutter
Const. Limits
Conc. Rd Wall
Type 2 Curb & Gutter
Ex. C.B. to be Abandoned
Begin Type 6" Curb
Type 6" Curb
Type 2-8 Curb
Begin Guard Rail
147+50
Ex. R/W
MAUMEE AVE.
ELLIOT AVE.
GALBRAITH RD.
Type 2-8 Curb
Cut Exist. Pavt. along a neat line
SEC. 17-3 E.R.
SEC. 27-3 E.R.
CITY OF CINCINNATI
VILLAGE OF ARLINGTON HGTS.
2.54± Br.
For Continuation of Galbraith Rd. See Sh. No. 60
For S.B. Lanes I-75 Continuation See Sh. 166
For S.B. Lanes I-75 Continuation See Sh. 168
For Detail Sta. 143+00 to Sta. 153+00 See Detail Sheet No. 230
For Pavement Legend See Sh. 65
For Quantities See Sh 169, 170
Note: Face of new Guard Rail to be Set 5'-0" from Face of Curb or Edge of Pavt.
ANTHONY WAYNE TURNOUT
Match Line "A"
6"±
12"±

B.M. M-11 Elev. 543.113
X Notch on Concrete around Manhole Sta. 136+93 ℄

B.M. M-12 Elev. 541.491
R.R. Spike in P.P. Q 18-500 E ℄ 49' Lt Sta. 147+31

145+53.5, 23' Rt. Replace C.B. with Std. No. 2-A-8 Inlet IE Inlet 538.06 IE 12" Meet Exist. New pipe 6 L.F. 12" Cl. J-1

147+61, 23' Rt. Std. No. 2-A-8 Inlet IE Inlet 538.80 IE 12" 538.00 Meet Ex. 12" as shown New pipe 26 L.F. 12" Cl. J-1

144+50, 23' Rt. Std. No. 3 C.B. See Sh. No. 247

N 11°00'56" E 12" Cl. J-1

IE 12" 532.17

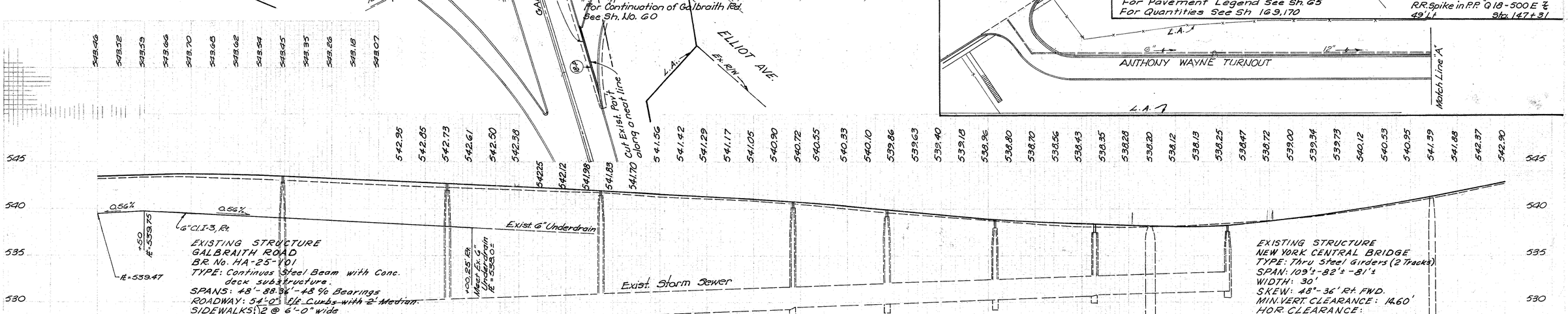
B1-12 145+48
B1-13 143+87
B1-14 142+76
B1-15 141+65
B1-16 140+54
B1-17 139+43
B1-9 140+35
B1-10 148+10
B1-11 146+85

Sta. 1+39.66 Curve Ex. 2°00'29.0" Lt. Sta. 2+39.64 New "E" Sta. No. 2+44.29 Lt. Bk. No. 30 Pg. 22 Meet Sta. 1+89.93 New "E" P.T. 1+78.35 New "E"

Sta. 1+39.66 Curve Ex. 3°30'00" Rt. Sta. 2+00.29 Lt. Sta. No. 2+44.29 Lt. Bk. No. 30 Pg. 22 Meet Sta. 1+89.93 New "E" P.T. 1+78.35 New "E"

PT. 143+26.14

Ex. R/W



(SOUTHBOUND) STA. 135+00 TO STA. 150+00

I-75-1(62)09

HAM-75-9.30

For Quantities See Sh. 169,170
For Pavement Legend See Sh. 165
For Pavement Detail See Sh. 230

Sta. 150+05,38' Lt.
Replace inlet with
No. 2-A-10 Inlet
℄ Inlet - 542.5
℄ 12"- Meet Exist-539.2±
New pipe - 6 L.F. 12" Cl. J-1

Sta. 150+00, 23' Rt.
Replace inlet with
No. 2-A-8 Inlet
℄ Inlet - 542.4
℄ 12"- Meet Exist-538.0±
New Pipe - 6 L.F. 12" Cl. J-1

Sta. 152+45, 23' Lt.
Replace inlet with
No. 2-A-10 Inlet
℄ Inlet 547.7
℄ 12"- Meet Exist-542.0±
New Pipe - 6 L.F. 12" Cl. J-1

Sta. 154+75, 23' Lt.
Replace inlet with
No. 2-A-8 Inlet
℄ Inlet - 549.3
℄ 12"- Meet Exist.-544.1±
New Pipe - 6 L.F. 12" Cl. J-1

Sta. 157+04, 23' Rt.
Replace inlet with
No. 2-A-8 Inlet
℄ Inlet 549.3
℄ 12"- Meet Exist.-544.1±
New Pipe - 6 L.F. 12" Cl. J-1

Sta. 159+33, 23' Rt.
Replace Inlet with
No. 2-A-6 Inlet
℄ Inlet - 551.3
℄ 18"- Meet Exist.-545.3±
New Pipe - 12 L.F. 18" Cl. J-1

Sta. 161+63, 23' Rt.
Replace Inlet with
No. 2-A-8 Inlet
℄ Inlet - 552.5
℄ 18"- Meet Exist.- 546.4±
New Pipe - 12 L.F. 18" Cl. J-1

Sta. 163+93, 23' Rt.
Rebuild Inlet to
No. 2-A6 Inlet (Mod 'C')
℄ Inlet - 553.5
℄ 15" & 18"- use exist.
See Sh. 254

Note: Face of New Guard Rail to be Set 5'-0" From Face of Curb or Edge of Pavt.

CURVE NO. 2 S.B. LANES I-75
P.I. Sta. 161+99.07
Δ = 28°32'10" Rt.
D_c = 2°00'00"
R = 2864.79'
L_c = 1426.81'
T = 728.52'
E = 91.18'

B.M. M-13 Elev. 549.903
R.R. Spk. in P.P. *Q18 - 86/828 E 50' Rt.
Sta. 153+66

B.M. M-14 Elev. 556.221
R.R. Spk. in P.P. *Q18 - 86/870 E 40' Lt.
Sta. 162+24

P.C. Sta. 154+70.54

CITY OF CINCINNATI
VILLAGE OF ARLINGTON HEIGHTS
CITY OF LOCKLAND
VILLAGE OF ARLINGTON HGTS.
CORPORATION LINE
MUSCOGEE ST.
MILL CREEK
CCC & St. LOUIS R.R.
Ex. R/W
L.A.
Const. Limits
Begin Taper Sta. 151+87.93
End Taper Sta. 152+87.93
Begin Guard Rail 152+50
End Guard Rail 161+00
End Pav't Removal Sta. 156+70
End Conc. Drive
Adj. MH to Grade
Type 2.8 Curb
Conc. Hd'wall
Conc. Rd.
Exist ℄
℄ S.B. Lanes
For S.B. Lanes I-75 Continued See Sh. 167
For S.B. Lanes I-75 Continued See Sh. 171
N. 11°00'56" E.
ABN.
33" Conc.
12"
30"
B1-1 159+75
B1-2 158+42
B1-3 157+09
B1-4 155+76
B1-5 154+43
B1-6 153+10
B1-7 151+85
B1-8 150+60
B2-1 161+08
B2-2 162+20
B2-3 163+72
R8.10 159+85
156
160
165
6P
37D
38D
39D
40D
41D
42D
43D
44D
4-R
5-R
6-R
7-R

Existing Storm Sewers

Existing Sanitary Sewer

(SOUTHBOUND) STA. 150+00 TO STA. 165+00

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)109	

169 / 450

HAM-75-9.30

C ____ = Cincinnati Normal Participation

N ____ = Non-Cincinnati Normal Participation

REF. NO.	STATION TO STATION	SIDE	I-12 Std. Conc Curb Type 2A	I-12 Std. Conc Curb Type 6	I-12 Std. Conc Curb Type B	I-12 Std. Conc Curb Type 2-B	B-21 7½" Watermodified Aggr. Base Course	I-12 Std. Conc Curb & Gutter Type 2 Modified	I-13 4" Conc. Sidewalk	I-15 Guardrail Removed & Disposed of	I-15 Guardrail Barrier Type (Deep) Galvanized	I-15 Guardrail Standard Type Deep	I-15 Guardrail Temp.	I-21 4" Conc. Median Pavement	I-21 Concrete Median Pavement	I-22 Subbase Type "A" or "B"	I-15 Guardrail Standard Type (Deep) Galvanized	T-30 Bit. Prime Coat Sec. M-5.7 RT-2 or RT-3	B-21 3" Watermodified Aggr. Base Course	B-35 Asphaltic Concrete Leveling Course	B-70 9" Portl. Cem. Conc. Base Course	B-71 9" Reinf. Portl. Cem. Conc. Base Course	B-19 Porous Base Course	E-8 Removal & Disposal of Exist. Curb & Gutter	E-8 Removal & Disposal of Exist. Curb	E-8 Removal & Disposal of Exist. Wearing Course	E-8 Removal & Disposal of Exist. Pavement	T-30 Bit. Tack Coat Sec. M-5.2 RC-1 or RC-2	T-31 Bit. Surf. Treatment Bit.	T-31 Bit. Surf. Treatment Aggr.	"B" S-23 Dowel Holes	"B" S-4 Re-Steel 5/8"x10" Dowels	"C" S-23 Dowel Holes	"C" Item Special Expansion Anchor Bolts	I-15 Guard Rail Temp. Removed & Disposed of	T-35 Asphaltic Concrete Surface Course, Type "C"	T-71 10" Reinf. Portl. Cem. Concrete Pavement	SEE SHEET NO.
			Lin.Ft.	Lin.Ft.	Lin.Ft.	Lin.Ft.	Cu. Yd.	Lin. Ft.	Sq. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Lin. Ft.	Gal.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Lin. Ft.	Lin. Ft.	Sq. Ft.	Sq. Yd.	Gal.	Bit. Gal.	Aggr. Cu. Yd.	Each	Lbs.	Each	Each	Lin. Ft.	Cu. Yd.	Sq. Yd.	
	ROADWAY																																					
1-R	113+61.15 – 117+48.65 *										C 387.5						C 2425																		C 300			
2-R	117+48.65 – 131+73.65 *												C 300																									
3-R	119+25 – 122+27 *									N 1150		N 1150																										
4-R	152+50 – 165+00	L								N 1750							C 25																					
5-R	147+50 – 165+00	R										N 1350																										
6-R	Anthony Wayne	End																																				
7-R	147+50 – 161+00	R																																				
	PAVEMENT																																					
1-P	113+61.15 – 115+19.48 *														C 88																							
	113+61.15 – 119+92.9 *															C 334.0				C 27															C 27		
	113+61.15 – 121+24.79 *	L					C 155											C 612																				
	113+61.15 – 127+37.80 *	L																	C 87				C 192										C 184	C 6				
	113+61.15 – 132+50.00 *	R																															C 265	C 9				
2-P	115+19.48 – 117+50.0 *				C 281									C 146																								
3-P	115+19.48 – 118+00.0 *			C 505																																		
4-P	10+34.5 – 15+39.76 Ramp F *			C 1501																																		
5-P	115+19.48 – 131+00 *															C 560.6																						
	119+92.9 – 132+50.00 *																																C 17	C 1				
22-P	125+92.9 – 127+92.9 *	R																																				
6-P	129+79.5 – 132+50.00 *	L		C 271																C 29			C 855 N 260												C 1.5		
	132+50.0 – 134+89.4																																			C 75 N 410		
	132+50.0 – 139+00.0																																					
	132+50.0 – 164+38.5																								C 263 N 750													
	134+37.0 – 145+00.0	L														C 68.5 N 107.1																						
	134+89.4 – 139+00.0																			C 55 N 286																		
	134+89.4 – 149+91.0																																					
7-P	138+39.0 – 139+00.0			N 61																																		
	139+00.0 – 146+00.0	R																																				
	139+00.0 – 146+00.0																																					
8-P	139+10.0 – 143+26.14	L		N 416																																		
9-P	139+90.0 – 144+00.0	R						N 410																														
10-P	143+26.14 – 144+91.0			N 169																																		
11-P	0+00 – 2+39.64 Ramp "F"	R		N 240																																		
12-P	1+89.93 – 2+39.64 Ramp "F"	L		N 30																																		
13-P	144+00.0 – 146+00.0	R				N 200																																
	144+91.0 – 149+00	R																					N 1854															
	144+91.0 – 149+91															N 400.0																						
	145+41.0 – 149+00.0	L																	N 23 N 14				N 50 N 28										N 77 N 42	N 2 N 1				
14-P	146+00.0 – 149+00.0	R		N 300																																		
15-P	146+80.0 – 149+00.0	L		N 220																						N 322												
	149+00.0 – 149+91.0																																					
16-P	149+00.0 – 153+00.0	L			N 400	N 400																N 711												N 160	N 138		
	149+00.0 – 165+00.0																								N 1600													
	149+00.0 – 165+00.0	L																							N 1600													
	149+00.0 – 165+00.0	R						N 1600																												N 640	N 640		
	149+00.0 – 165+00.0	R																								N 1092												
	149+91.0 – 153+91.0															N 119.7				N 289							N 1520									N 50.6		
	149+91.0 – 164+88.5																																					
17-P	Galbraith Rd. (Ramp E)		N 41																								N 1377											
18-P	Galbraith Rd. (Ramp E)		N 105																																			
19-P	Galbraith Rd. (Anthony Wayne)								N 468																													
20-P	Galbraith Rd. (Anthony Wayne) Ramp E.		N 93																																			
	113+61.15 – 132+50 *																		C 33 N 10				C 49 N 15										C 82 N 25	C 2 N 1				C 2518
	132+50.00 – 139+00	R														C 73.4											C 741											
	132+50.00 – 134+89.4			C 800 N 75																																		
6-P	132+50.00 – 138+25	L																																				
	CODE TYPE 7221																																					
	Total Cincinnati Normal Participation –		2357	281	–	155	–	–	–	–	387.5	–	300	146	88	894.6	2425	612	87	27	–	–	192	–	–	–	1090	–	466	16	–	–	–	–	300	27	2518	
	Total Non-Cincinnati Normal Participation –		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
	CODE TYPE 6706																																					
	Total Cincinnati Normal Participation –		500	–	–	–	–	–	–	–	–	–	–	–	–	136.9	–	–	–	84	–	855	49	–	263	–	1558	274	82	2	–	–	–	–	–	82.5	–	
	Total Non-Cincinnati Normal Participation –		1539	400	600	–	2010	468	2900	–	2500	–	–	–	–	626.8	–	–	–	575	1022	2114	93	410	4650	1414	7089	1502	144	4	240	208	804	804	–	491.1	–	
			2239																																			
	TOTAL TYPE CODE 7221 *		2357	281		155					387.5		300	146	88	894.6	2425	612	87	27			192				1090		466	16					300	27	2518	
	TOTAL TYPE CODE 6706		239	2031	400	600		2010	468	2900		2500				763.7	25		80	659	1022	2969	142	410	4913	1414	8647	1776	226	6					573.6		
	TOTALS		239	4388	681	600	155	2010	468	2900	387.5	2500	300	146	88	1658.3	2450	612	167	686	1022	2969	334	410	4913	1414	9737	1776	692	22	240	208	804	804	300	600.6	2518	
																								Table Sh. 34	Table Sh. 34	Table Sh. 34	Table Sh. 34											

* INDICATES TYPE CODE 7221

SOUTHBOUND LANES – STA. 113+61.15 TO STA. 165+00

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

170 / 450

HAM-75-9.30

C _____ = Cincinnati Normal Participation
N _____ = Non-Cincinnati Normal Participation

REF. NO.	STATION TO STATION	SIDE	I-5 Pipe Specials	I-1 Pipes						I-2	I-8														I-10	I-16		L-10	L-120	SEE SHEET NO.
			Cl. I-3	Cl. B-1	Cl. F-4	Cl. F-4		Cl. I-3	Cl. J-1		Catch Basins					Inlets					Manholes			Dumped Rock Channel Protection	Abandon Catch Basin	Abandon Inlets			
			6" 45° Bend Tee 6"	12"	6"	6"	8" (H-4.48)	Shallow 6"	12" 15" 18"	Masonry Cl. "C"	Adjust to Grade	Std. No. 3	Std. No. 3-A	Std. No. 5	Std. No. 8	Std. No. 2-A-6	Std. No. 2-A-9 Mod. "C"	Std. No. 2-A-8	Std. No. 2-A-10	Adjust MH, Std. No. 1 to grade, MH with bolt down lid at down Fr. & Cover	Std. No. 1 MH with bolt down lid at down Fr. & Cover				Sodding	Jute Matting	
			Ea. Ea.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F. L.F. L.F.	C.Y.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.		C.Y.	Ea.	Ea.		S.Y.	S.Y.	
	DRAINAGE																													
1-D	118+75 - 119+60 *	Rt.							C 100	C 0.23							C 1						C 0.89			C 2		
2-D	121+92 - 122+86 *	Rt.							C 94								C 1											
3-D	122+86 *	Rt.							C 158	C 0.23		C 1											C 0.89		C 1		C 2		
4-D	122+90 *	Rt.																							C 1				
5-D	122+86 - 123+94 *	Rt.							C 108										C 1										
6-D	125+06 *	Rt.													C 1														
7-D	126+03 *	Rt.																							C 1				
8-D	129+20 *	Rt.											C 1												C 1				
9-D	131+93 - 132+38 *	Rt.		C 48		C 10		C 502 N 150						C 1							C 1				C 1		C 125		
10-D	132+38 - 139+00	Rt.	N 2																										
11-D	133+92	Rt.									N 1														N 1				
12-D	136+85	Lt.																				N 1							
13-D	136+84	℄																							N 1				
14-D	137+85	℄									N 1																		
15-D	138+65	Lt.																				N 1							
16-D	138+23	Lt.																				N 1							
17-D	140+26	Lt.																							N 1				
18-D	140+41	Lt.							N 1 N 4										N 1						N 1				
19-D	140+35	Rt.																							N 1				
20-D	142+36	Lt.							N 6										N 1						N 1				
21-D	142+36	Lt.																				N 1							
22-D	142+80	Rt.																							N 1				
23-D	143+32	Lt.																				N 1							
24-D	143+40	Lt.																							N 1				
25-D	144+32	Lt.																							N 1				
26-D	144+47 - 144+84	Lt.							N 38			N 1										N 1							
27-D	2+00 Ramp 'F'	℄									N 1																		
28-D	145+50 - 145+53	Lt. & Rt.							N 50							N 1						N 1							
29-D	145+53.5	Rt.							N 6										N 1						N 1				
30-D	146+02	Lt.																				N 1							
31-D	146+50 - 146+94	Rt.							N 42			N 1										N 1							
32-D	147+50	Lt.							N 10					N 1					N 1									N 125	
33-D	147+38 - 146+61	Rt.							N 26										N 1						N 1				
34-D	149+12	Lt.																				N 1							
35-D	6+75 Ramp 'E'	℄ Rt. to Lt.																							N 1				
36-D	150+00	Rt.							N 6										N 1						N 1				
37-D	150+05	Lt.							N 6									N 1							N 1				
38-D	152+37	Lt.																				N 1							
39-D	152+45	Lt. & Rt.							N 6									N 1							N 1	N 1			
40-D	154+75	Lt. & Rt.							N 6										N 1						N 1	N 1			
41-D	157+04	Lt. & Rt.							N 6										N 1						N 1	N 1			
42-D	159+33	Lt. & Rt.								N 12						N 1									N 1	N 1			
43-D	161+63	Lt. & Rt.								N 12									N 1						N 1	N 1			
44-D	163+93	Lt. & Rt.															N 1									N 1			
45-D	113+61.15 - 117+50 *	Rt.						C 392																					
46-D	4+70 - 8+18 Ramp 'D' *	Rt.	C 1		C 10		C 10	C 340																					
	CODE TYPE 7221																												
	Total Cincinnati Normal Participation		– 1	48	10	–	10	732	460 – –	0.46	–	1	1	1	1	–	–	2	1	–	1		1.78	4	–	4	125	
	Total Non-Cincinnati Normal Participation		– –	–	–	–	–	–	– – –	–	–	–	–	–	–	–	–	–	–	–	–		–	–	–	–	–	
	CODE TYPE 6706																												
	Total Cincinnati Normal Participation		– –	–	–	10	–	502	– – –	–	–	–	–	–	–	–	–	–	–	–	–		–	–	–	–	–	
	Total Non-Cincinnati Normal Participation		2 –	–	–	–	–	150	212 4 24	–	3	2	–	1	–	2	1	7	4	11	–		–	18	6	–	125	
	TOTAL TYPE CODE 7221 *		1	48	10		10	732	460	0.46	0	1	1	1	1	0	0	2	1	1	1		1.78	4	0	4	125	
	TOTAL TYPE CODE 6706		2			10	10	652	212 4 24		3	2	0	1	0	2	1	7	4	11	0			18	6	0	125	
TOTALS			2 1	48	10	10	10	1,384	672 4 24	0.46	3	3	1	2	1	2	1	9	5	11	1		1.78	22	6	4	250	

* INDICATES TYPE CODE 7221

SOUTHBOUND LANES - STA. 113+61.15 TO STA. 165+00

I-75-1(62)09

HAM-75-9.30

For Pavement Legend See Sh. 165
For Quantities See Sh. 175,176
For Pavement Detail See Sh. 231,232,233

For S.B. Lanes I-75
Continued See Sh. 168

Point of Permissible Vechicular Under-Pass
12.0 Ft. Wide
Sta. 171+32.00

Point of Permissible Vechicular Under-Pass
12.0 Ft. Wide
Sta. 176+96.00

Point of Permissible Vechicular Under-Pass
12Ft. Wide
Sta. 176+96.00

WEST FORK MILLCREEK

Settling Basin

Begin Taper Sta. 177+15

Begin Std. Shoulder Treatment

Underpass

Begin Ex. Resurfacing

End Exist. Resurfacing

To remain in service

Remove Exist. Pavement

Const. Limits

Type 2 Curb & Gutter Mod.

Type 6 Concrete Curb

Type 6 Curb & Gutter Modified

Type "E" Conc. Curb

Gravel Drive

Bit. Dr.

Incinerator

End Guard Rail 169+50

Begin Guard Rail 170+50

End Guard Rail 172+50

Begin Guard Rail 170+50

End Guard Rail 178+50

B2-4 165+04

B2-5 166+36

B2-6 167+68

B2-1 169+00

B2-8 170+32

B2-9 171+64

B2-10 172+96

B2-11 174+28

B2-12 175+45

B2-13 177+22

B2-14 178+47

B2-15 179+72

Conc. Rd.

N 39°33'06" E

S.B. Lanes

ABN.

L.A.

30" San.

30" Cl. J-1

Adjust MH to grade

Adj. MH to grade

Adj. MH to grade

Adj. MH to grade

Sta. 166+22, 23' Rt.
Rebuild inlet to
No. 2-A-G Inlet (Mod. 'C')
℄ Inlet - 554.6
℄ 15"- Meet Existing
See sh. 254

Sta. 168+54, 23.5' Rt.
Rebuild inlet to
No. 2-A-8 Inlet (Mod. 'C')
℄ Inlet - 555.8
℄ 12"& 15"- Meet Exist.
See sh. 254

P.T. 168+97.85

Sta. 170+88, 23.5' Rt.
Rebuild Inlet to
No. 2-A-8 Inlet (Mod. 'C')
℄ Inlet - 557.3
℄ 12"- Meet Exist
See sh. 254

Sta. 174+12, 31.5' Lt.
Rebuild Inlet to
No. 2-A-G Inlet (Mod. 'A')
℄ Inlet - 557.9
℄ 12"- Meet Existing
See sh. 254

Sta. 174+39, 23.5' Rt.
Rebuild Inlet to
No. 2-A-G Inlet (Mod. 'A')
℄ Inlet - 557.9
℄ 12"- Meet Exist
See sh. 254

Sta. 175+58, 31.5' Lt.
Rebuild inlet to
No. 2-A-G Inlet (Mod. 'C')
℄ Inlet - 557.7
℄ 12" Meet Existing
See sh. 254

Sta. 175+68, 23.5' Rt.
Rebuild Inlet to
No. 2-A-G Inlet (Mod. 'A')
℄ Inlet - 557.7
℄ 12"- Meet Existing
See sh. 254

Sta. 177+15, 60' Rt.
Std. No. 2 MH w/o drop

Sta. 177+53, 21' Rt.
Std. No. 2 MH w/o drop

Sta. 179+18-33' Lt.
Replace inlet with
No. 2-A-G Inlet
℄ Inlet - 556.3
℄ 12"- Meet Exist. 553.4±
New Pipe - 6 L.F. 12" Cl. J-1

For Detail of Plate over longitudinal Jt. on Str.
See Sh. 231

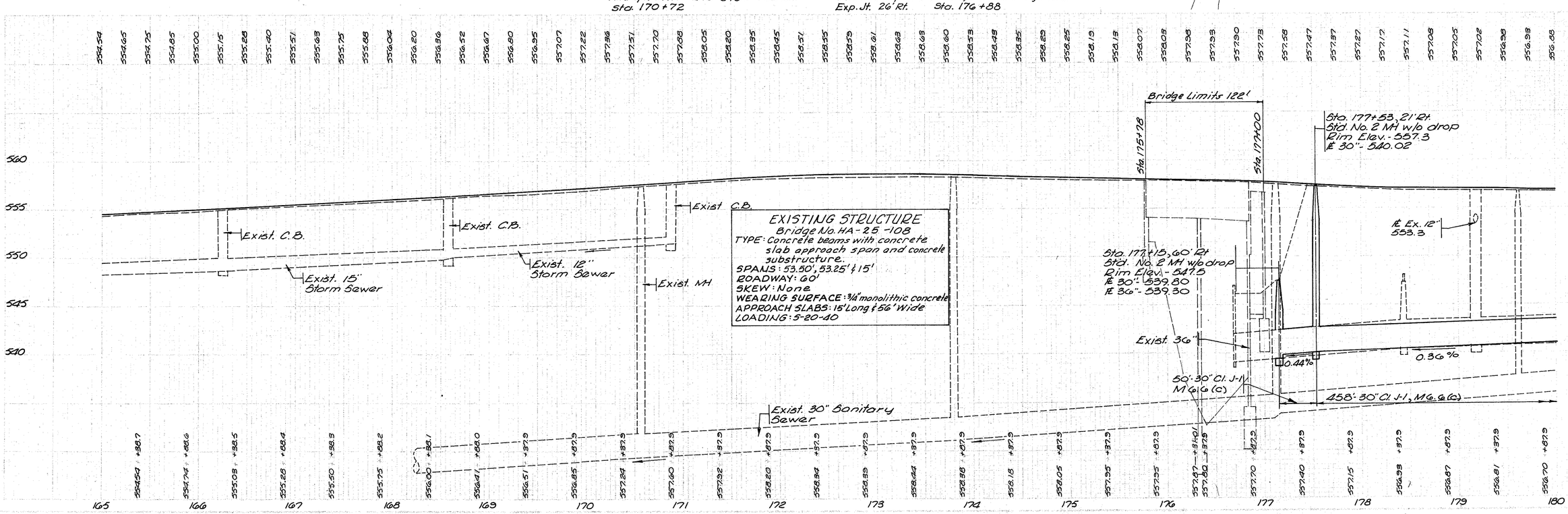
Sta. 179+18, 23.5' Rt.
Rebuild Inlet to
No. 2-A-G Inlet (Mod. 'A')
℄ Inlet - 556.6
℄ 12"- Meet Existing
See sh. 254

CURVE NO. 2 S.B. LANES I-75
P.I. Sta. 161+99.07
Δ = 23°32'10" Rt.
Δc = 2°00'00"
R = 2864.79'
Lc = 1426.81'
T = 728.52'
E = 91.18'

Note: Face of New Guard Rail To Be Set 5'-0" From Face Of Curb or Edge of Pav't.

B.M. M-15 Elev. 560.495
R.R. Spk. in P.P. ℄018-100/240 E 36' Rt.
Sta. 170+72

B.M. M-16 Elev. 558.644
Chiseled Square on Curb E. Side of Bridge N. of Exp. Jt. 26' Rt. Sta. 176+88



(SOUTHBOUND) STA. 165+00 TO STA. 180+00

Sta. 181+44, 34' Lt.
No. 2-A-6 Inlet
℄ Inlet - 556.2
℄ 12"- 553.0
Meet Ex. 12" @ 552.8±
12"-12" Cl. J-1

CURVE NO. 3 S.B. LANES I-75
P.I. Sta. = 183+00.08
Δ = 1°00'00" Rt.
Dc = 0°20'00"
R = 17,188.73'
Lc = 300.00'
T = 150.00'
E = 0.65'

Sta. 183+68, 39' Lt.
No. 2-A-6 Inlet
℄ Inlet - 555.7
℄ 12"- 552.5
12"-12" Cl. J-1, Meet Ex. 12"

Sta. 185+94, 36.6' Lt.
Rebuild Inlet to
No. 2A-6 Inlet (Mod. 'A')
℄ Inlet - 555.5
℄ 12" - Meet Exist.
See Sh. 254

Sta. 188+59, 43' Lt.
Replace inlet with
No. 2A-6 Inlet (Mod. 'B')
℄ Inlet - 554.8
℄ 12" - Meet Exist.
See Sh. 255 & 255A

Sta. 188+20, 41.2' Lt.
Replace inlet with
No. 2A-6 Inlet (Mod 'B')
℄ Inlet - 554.8
℄ 12" - Meet Exist.
See Sh. 255 & 255A

CURVE No. 4 S.B. LANES I-75
P.I. Sta. 188+50.07
Δ = 2°00'00" Lt.
Dc = 0°20'00"
R = 17,188.73'
Lc = 600.00'
T = 300.03'
E = 2.62'

Sta. 190+60, 47.8' Lt.
Replace Inlet with
No. 2A-6 Inlet (Mod 'B')
℄ Inlet - 555.2
℄ 12" - Meet Existing
See Sh. 255 & 255A

For Drainage in this area, See Sh. 247

Sta. 194+60, 41.5' Lt.
Replace Inlet with
No. 2-A-6 Inlet (Mod. 'B')
℄ Inlet - 558.9
℄ 12" - Meet Existing
See Sh. 255 & 255A

For S.B. Lanes I-75 Continued See Sh. 171.

For S.B. Lanes I-75 Continued See Sh. 173

B2-16 (180+96) Abn. Inlet
B2-17 (182+20)
B2-18 (183+44)
B2-19 (184+68)
B2-20 (185+92)
B2-21 (187+76)
B2-22 (190+42)
B2-23 (194+43)
D1-100 (192+08 End Ex. Bit.)
D1-101 (191+02)
D1-102 (189+76)
D1-103 (189+16)
D1-98 (192+97 End Ex. Bit. Surface)
D1-99 Adj. MH (192+25.27 to grade)
PB 11 (185+82)
PB 26 (189+15)
Type '6' Curb
Type 2-A Curb
Const. Limits
Abn. Inlet
Adj. MH to grade
Adjust MH to grade
Curve No. 3
Curve No. 4
Curve No. 5
30" Cl. J-1
N 39°33'06" E
N 40°33'06" E To Remain in Service
N 38°33'06" E
24" Cl. J-1
21" Cl. J-1
12"-12" Cl. J-1
24" Conc.
30" Conc.
36" Conc.
1'-3" Asbestos Cement or Fiber Conduit
E.S.B. Lanes
Face of Exist. Safety Curb
Face of Exist. Wall
Begin Exist. Wall, Sta. 185+92
Begin Exist. Safety Curb
Grade to Drain and Remove Exist. Pavement
End Ex. Bit. Surface
Inlet to be abandoned
Junction Box on Wall
Lock St.
Cooper Ave Approach
PCC 1+28.31
PCC 4+17.78
PCC 5+12.77
PCC 192+50.00
PCC 193+38.00
Sta. 192+00.00 = Sta. 191+38.00 Eq.
Adjust MH to grade
Face of Exist. Wall
Face of Exist. Safety Curb
LA 2

Sta. 181+44, 23.7' Rt.
Rebuild Inlet to
No. 2A-6 Inlet (Mod. 'A')
℄ Inlet - 556.1
℄ 12" - Meet Existing
See Sh. 254

Sta. 182+10, 21' Rt.
No. 2 MH w/o drop

Sta. 183+63, 23' Rt.
No. 2A-6 Inlet
℄ Inlet - 555.6
℄ 12" - Meet Exist.
@ 551.7±

Abandon Inlet conn. pipe through

Sta. 185+49, 25' Rt.
No. 2 MH w/o drop

Sta. 185+83, 22' Rt.
Std. No. 2A-6 Inlet
℄ Inlet - 555.4
℄ 12" - 552.02

Sta. 185+32, 37.5' Rt.
Replace Exist. MH with
Std. No. 2 MH w/o drop

Sta. 188+20, 33' Rt.
No. 2-A-6 Inlet
℄ Inlet - 554.8
℄ 12" - Meet Exist. - 550.5±
Abandon Ex. Inlet

Sta. 188+57, 24' Rt.
Replace Ex. Inlet
with No. 2-A-6 Inlet

Sta. 188+73, 33' Rt.
Std. No. 1 MH
Rim Elev. - 555.4
℄ 12" - Meet Exist.
@ 549.15±

Sta. 189+10, 24' Rt.
Std. No. 1 Manhole

Sta. 190+28, 24' Rt.
Std. No. 1 Manhole

Sta. 190+60, 28.1' Rt.
Replace Inlet with
No. 2A-6 Inlet (Mod 'B')
℄ Inlet - 555.2
℄ 12" - Meet Exist.
See Sh. 255 & 255A

Sta. 192+60, 32' Rt.
Replace Inlet with
No. 2A-6 Inlet (Mod 'B')
℄ Inlet - 556.8
℄ 12" - Meet Exist.
See Sh. 255 & 255A

Sta. 194+60, 26' Rt.
Replace Inlet with
No. 2A-6 Inlet (Mod. 'B')
℄ Inlet - 558.9
℄ 12" - Meet Exist.
See Sh. 255 & 255A

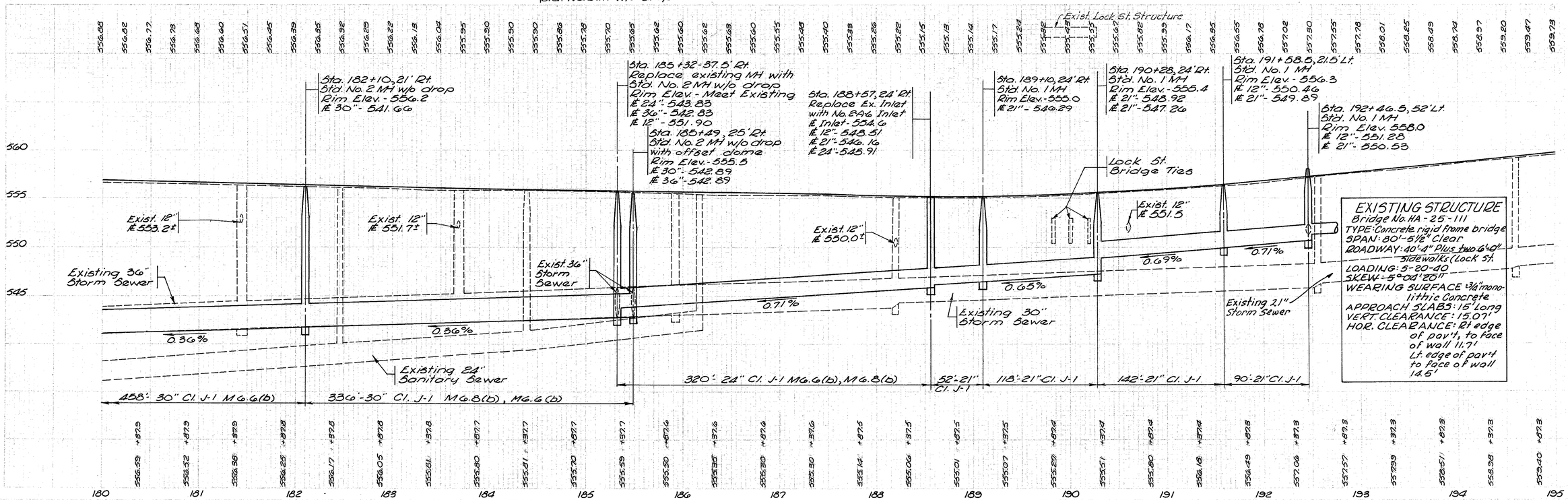
CURVE No. 5 S.B. LANES I-75
P.I. Sta. 194+00.0
Δ = 1°00'00" Rt.
Dc = 0°20'00"
R = 17,188.73'
Lc = 300.00'
T = 150.00'
E = 0.65'

PALMER AVE.
WILSON
PATTERSON ST.
Ex. 21"
Ex. 24"
Begin Ex. Bit. Surface

For Pavement Legend See Sh. 165.
For Quantities See Sh. 175, 176.
For Pavement Detail See Sh. 231, 232, 233.

B.M. M-17 Elev. 558.202
R.R. Spike in Power Pole "Q19-$\frac{108}{72\frac{1}{2}}$" E.
Sta 182+77, 38' Rt.

B.M. M-18 Elev. 556.482
Chiseled □ on Corner of S. end on E. Wall
Sta. 189+27, 30' Rt.



(SOUTHBOUND) STA. 180+00 TO STA. 195+00

1-75-1(162)09

HAM-75-9.30

Sta. 196+86, 38.6' Lt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 561.0
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 197+47.73 I-75-30 Lt. =
Sta. 0+00 Decel. Ramp - St.

Sta. 198+32, 35.6' Lt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 562.0
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 200+74, 32.5' Lt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 563.6
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 203+25, 32.5' Lt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 565.8
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 205+58, 32' Lt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 568.0
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 207+90, 31.6' Lt.
Rebuild Inlet to
No. 2-A-8 Inlet - (Mod. 'A')
Æ Inlet - 570.3
Æ 12"- Use Existing
See Sh. 254

CURVE NO. 6 S.B. LANES I-75
P.I. Sta. 206+75.19
Δ = 37°52'50" Lt.
D_c = 3°15'00"
R = 1762.95'
L_c = 1165.56'
T = 604.98'
E = 100.91'

CURVE NO. 5 S.B. LANES I-75
P.I. Sta. 194+00.00
Δ = 1°00'00" Rt.
D_c = 0°20'00"
R = 17,188.73'
L_c = 300.00'
T = 150.00'
E = 0.65'

For S.B. Lanes I-75 Continued See Sh. 172

For S.B. Lanes I-75 Continued See Sh. 174

WYOMING AVE.

W. FORRER ST.

E. FORRER ST.

BROWN ST.

JACKSON AVE.

Face of Exist. Safety Curb

Face of Exist. Wall

Face of Exist. Safety Curb

Curve No. 5

Curve No. 6

Adjust MH To Grade

Remove Ex. Conc. Median

N 39°33'06" E.

℄ S.B. Lanes I-75

Dist. Varies See Cross Sections

Distance Varies See Cross Sections

Junction Box on Wall

Const. Limits (6" Underdrain)

Asph. Conc. Curb

6" Underdrain

Pedestrian Overpass

Pedestrian Overpass

Sta. 196+59, 28.8' Rt.
Replace Inlet with
No. 2-A-6 Inlet - (Mod. 'B')
Æ Inlet - 560.9
Æ 12"- Meet Existing
See Sh. 255 & 255A

Sta. 198+32, 4' Lt.
Rebuild Inlet to MH
MH - (Mod. 'E')
See Sh. 254

Sta. 200+74, 4' Lt.
Rebuild Inlet to MH
MH - (Mod. 'E')
See Sh. 254

Sta. 203+25, 4' Lt.
Rebuild Inlet to MH
MH - (Mod. 'E')
See Sh. 254

Sta. 205+58, 2.5' Lt.
Rebuild Inlet to MH
MH - (Mod. 'E')
See Sh. 254

Sta. 207+90 - 2.5' Lt.
Rebuild Inlet to MH
MH - (Mod. 'E')
See Sh. 254

B.M. M-19 Elev. 560.816
Chiseled Square on E. Curb
Sta. 195+77 24' Rt.

B.M. M-20 Elev. 570.000
Chiseled Square on E. Curb
Sta. 203+20 24' Rt.

B.M. M-21 Elev. 575.786
Chiseled Square on E. Curb
Sta. 209+17 24' Rt.

For Quantities See Sh. No. 175 & 176

For Pavement Details See Sh. No. 231, 232 & 233
For Pavement Legend See Sh. 165

EXISTING STRUCTURE
Bridge No. HA-25-112
TYPE: Concrete beam bridge with concrete substructure.
SPAN: 69'4 ℄ Bearing
ROADWAY: 56' plus two 8'-0" Sidewalks
LOADING: S-20-40 ∫ Street Railway
SKEW: None
WEARING SURF. 3/4" Monolithic Concrete
APPROACH SLABS: 15' Long
VERT. CLEARANCE: 14.75'
HOR. CLEARANCE: Rt. edge of pav't to face of wall
Lt. edge of pav't to face of wall 9.4'

Exist. Wyoming Ave. Structure

Existing Storm Sewer

Overpass

EXISTING STRUCTURE
Bridge No. HA-25-113
TYPE: Concrete Rigid Frame
SPANS: 36.5', 62', & 33.5'
WIDTH: 6' Out to Out
STEPS: 6 1/2" Riser, 11" Tread

(SOUTHBOUND) STA. 195+00 TO STA. 210+00

I-75-1(62)09

HAM-75-9.30

For Pavement Legend, See Sh. 145
For Quantities, See Sh. 175, 176
For Plan & Profile, N.B. Lanes See Sh. 57
For Typical Sect. Adjoining Pavement, Sect. See Sh. 4.
For Mc Wharter Turn-Around See Sh. 142

CURVE NO. 6 S.B. LANES I-75
P.I. Sta. 206+75.19
Δ = 37°52'50" Lt.
Dc = 3°15'00"
R = 1762.95'
Lc = 1165.56'
T = 604.98'
E = 100.91'
For Continued See Sh. 113

Sta. 210+15, 30.3 Lt. Rebuild Inlet with No. 2-A-8 Inlet (Mod. A') ℄ Inlet - 577.25 ℄ 12" - Use Existing See Sh. 254

Sta. 212+42, 30.3 Lt. Rebuild Inlet with No. 2-A-8 Inlet (Mod. A') ℄ Inlet - 577.7 ℄ 18" - Use Existing ℄ 12" - Use Existing See Sh. 254

Sta. 214+62, 30.5' Lt. Rebuild Inlet with No. 2-A-8 Inlet (Mod. A') ℄ Inlet - 577.7 ℄ 18" - Use Existing See Sh. 254

Sta. 216+86 (S.B.), 30.5' Lt. Replace Inlet with No. 2-A-8 Inlet - (Mod. B) ℄ Inlet - 580.3 ℄ 12" - Meet Existing See Sh. 255 & 255A

Sta. 219+08, (S.B.) 30.5 Lt. Replace Inlet with No. 2-A-10 Inlet - (Mod. B) ℄ Inlet - 582.5 ℄ 12" - Meet Existing See Sh. 255 & 255A

Sta. 221+29, 56' Lt. Rebuild Inlet to No. 2-A-8 Inlet - (Mod. C) ℄ Inlet - 584.2 ℄ 27" - Use Existing See Sh. 254

Sta. 214+62, 30.5' Lt. Rebuild Inlet with No. 2-A-8 Inlet (Mod. A') ℄ Inlet - 577.7 ℄ 18" - Use Existing See Sh. 254

Sta. 214+62, 30.5' Lt. Rebuild Inlet with No. 2-A-8 Inlet (Mod. E') - See Sh. 254

WEST FORRER ST.

EAST FORRER ST.

MOOCK ST.

BACON ST.

EGGERDING DR.

HIGHLAND AVE.

SMALLEY AVE.

MC WHARTER ST.

Varies See Cross Sections

Const. Limits

Curve No. 6

Abandon

Remove Exist. Pavement & N.B. Lanes I-75

Abandon Inlet & Connect Pipe Through

Abandon at direction of engineer (See Note Below)

Sta. 216+60 (N.B.), 17' Lt. Std. No. 6 C.B.

Sta. 219+08 (S.B.), 2' Lt. Rebuild Inlet to MH (Mod. E') See Sh. 254

Sta. 219+00 (N.B.), 17' Lt. Std. No. 3-A C.B.

Sta. 220+35, 54' Rt. Std. No. 2-A-6 Inlet

Sta. 220+50, 3' Rt. Std. No. 2-A-6 Inlet

Sta. 222+00, ℄ No. 2-A-6 Inlet - (Mod. F')

Sta. 222+00, 64' Rt. Std. No. 2-A-6 Inlet

Sta. 222+00, 54' Rt. Std. No. 2-A-6 Inlet

Sta. 222+00, 54' Rt. No. 2-A-6 Inlet ℄ 6" - 582.30

Sta. 222+00, Median No. 2-G Inlet, Mod. F' ℄ 6" - 582.30

Sta. 221+00, 62.5' Rt. Std. No. 3-A C.B.

Sta. 222+00, ℄ No. 2-A-6 Inlet - (Mod. F')

12" Cl. V-J-1 & Temp. Traffic Lanes No. 4 See Sh. 247

6" Cl. I-3

12" Cl. V-J-1 See Sh. 247

Abandon @ direction of engineer (See Note Below)

Abandon Inlet

End Resurfacing Sta. 222+00

End Wall End 2' Safety Curb

End Retaining Wall

Begin Exist. Retaining Wall

Begin Exist. Safety Curb

Begin 5' Shoulder

Begin N.B. Coll.

End N.B. Coll.

Curve No. 1 N.B. Coll.

Curve No. 2 N.B. Coll.

Curve No. 3 N.B. Coll.

Curve No. 4 N.B. Coll.

Curve No. 5 N.B. Coll.

Curve No. 6 N.B. Coll.

Curve No. 7 N.B. Coll.

Curve No. 8 N.B. Coll.

Curve No.

ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

175
450

REF. NO.	STATION TO STATION	SIDE	I-12 Std. Conc. Curb Type 2-A Lin. Ft.	I-12 Std. Conc. Curb Type 6 Lin. Ft.	I-12 Std. Conc. Curb Type 8 Lin. Ft.	I-12 Std. Conc. Curb Type 2-B Lin. Ft.	I-12 Std. Conc. Curb & Gutter Type 2 Modified Lin. Ft.	I-15 Guard Rail Removed & Disposed of Lin. Ft.	I-15 Guardrail Standard Type Deep Lin. Ft.	I-15 Guardpost Removed & Disposed of Each	I-21 Concrete Median Pavement Type "I" Modified Sq. Yd.	I-22 Subbase Type "A" or "B" Cu. Yd.	B-21 3" Waterproofed Aggr. Base Course Cu. Yd.	B-35 Asphaltic Concrete Leveling Course Cu. Yd.	B-70 9" Port. Cem. Conc. Base Course Sq. Yd.	B-19 Aggr. Base Course Cu. Yd.	E-8 Removal & Disposal of Exist. Curb & Gutter Lin. Ft.	E-8 Removal & Disposal of Exist. Curb Lin. Ft.	E-8 Removal & Disposal of Exist. Wearing Course Sq. Yd.	E-8 Removal & Disposal of Exist. Pavement Sq. Yd.	T-30 Bit. Tack Coat Sec. M-5.2, RC-1 or RC-2 Gal.	T-31 Bit. Surf. Treatment Bit. Gal.	T-31 Bit. Surf. Treatment Aggr. Cu. Yd.	"B" S-23 Dowel Holes Each	"B" S-4 Re-Steel 5/8 ϕx10" Dowels Lbs.	"C" S-23 Dowel Holes Each	"C" Item Special Expansion Anchor Bolts Each	T-35 Asphaltic Concrete Surface Course Type "C" Cu. Yd.	SEE SHEET NO.
	ROADWAY																													
1-R	165+00 — 169+50	L						450	450																					
2-R	165+00 — 169+50	R						450																						
4-R	170+50 — 172+50	R							200																					
5-R	170+50 — 171+62.5	L						1125																						
6-R	171+00 — 171+37.5	R						375																						
7-R	175+28 — 175+78	L						50																						
8-R	175+30 — 175+80	R						50																						
9-R	177+00 — 177+50	L						50																						
10-R	177+00 — 185+50	R						850																						
11-R	177+00 — 178+50	L							150																					
3-R	170+50 — 172+50	L							200																					
12-R	177+00 — 178+50	R							150																					
13-R	209+91 — 222+94	R								104																				
	PAVEMENT																													
	164+88.8 — 166+00											5.8																		
	164+88.8 — 179+87.9													263							970		3204							48.9	
	164+88.8 — 222+00																													89.7
1-P	165+00 — 166+00	R					100																						4.0	4.0
	165+00 — 175+63														472															
	165+00 — 222+00	L																	5700											
	165+00 — 222+00	R																	5700											
2-P	166+00 — 175+78	R		978																849.7										
	169+88 — 171+87.5																													
3-P	171+00 — 172+13	L		113																										
4-P	172+13 — 175+78	L		365																										
5-P	176+99 — 177+45	R		46																										
6-P	176+99 — 178+80	L		181																										
	177+45.0 — 179+87.9											32.9																		
	177+45 — 190+60	R											65			141								155	5					
7-P	177+45 — 190+60	R		1315											1993															
	175+63 — 219+76.92														65				164										.6	
	Cooper Street Entrance																													
	0+51 — 1+64														33				68										.2	
	Cooper Street Exit																	75										3.0	3.0	
	4+59 — 5+12																													
8-P	178+80 — 179+55	L					75						24			46								76	2					
9-P	179+55 — 185+15	L		510										157							2063									
	179+55 — 185+15	L										185.7						82										3.3	3.3	
	179+87.9 — 194+87.3																													24.8
	180+37.8 — 190+60.3																													
10-P	185+15 — 185+96.8	L					82																					6.5	5.7	
11-P	191+27.20 — 192+90.09	L			163																									
	Cooper Street Entrance																													
12-P	0+00 — 1+63.99	R			164																									
	Cooper Street Exit																													
13-P	4+44 — 5+12.78	L			69																									
14-P	Cooper Street **										23																			
	I-75 191+80 — 192+75	L																	35											
	194+87.3 — 209+87.3													186						3293 ✓	834								43.4	
	198+37.3 — 209+87.3																			2985.6 ✓										
	209+75 — 213+75													222							674								9.3	
	209+87.3 — 219+76.92													9																
	Cooper Street Entrance											10.8																		
	0+00 — 1+08													9																
	0+51 — 1+08											17.4																		
	Cooper Street Exit																													
	4+10 — 5+13																													
	4+44 — 4+85																													
15-P	Patterson St.	R	64																											
*	219+76.92 — 222+00													46*	99*							124*								3.1*
	TOTALS		64	3568	232	163		257	2050	1150	104	29	252.6	89 ✓	892	2662	187	157	11,727 Table Sh. 34	7128.3 Table Sh. 34	4541 Table Sh. 34	3328	231	7		65	57	103	103	1055.2	

** Planimetered Area

The Items designated thus * indicate that they may be non-preformed at the direction of the engineer as per General Note Sheet 20

SOUTHBOUND LANES — STA. 165+00 TO STA. 224+08.8

ESTIMATED QUANTITIES

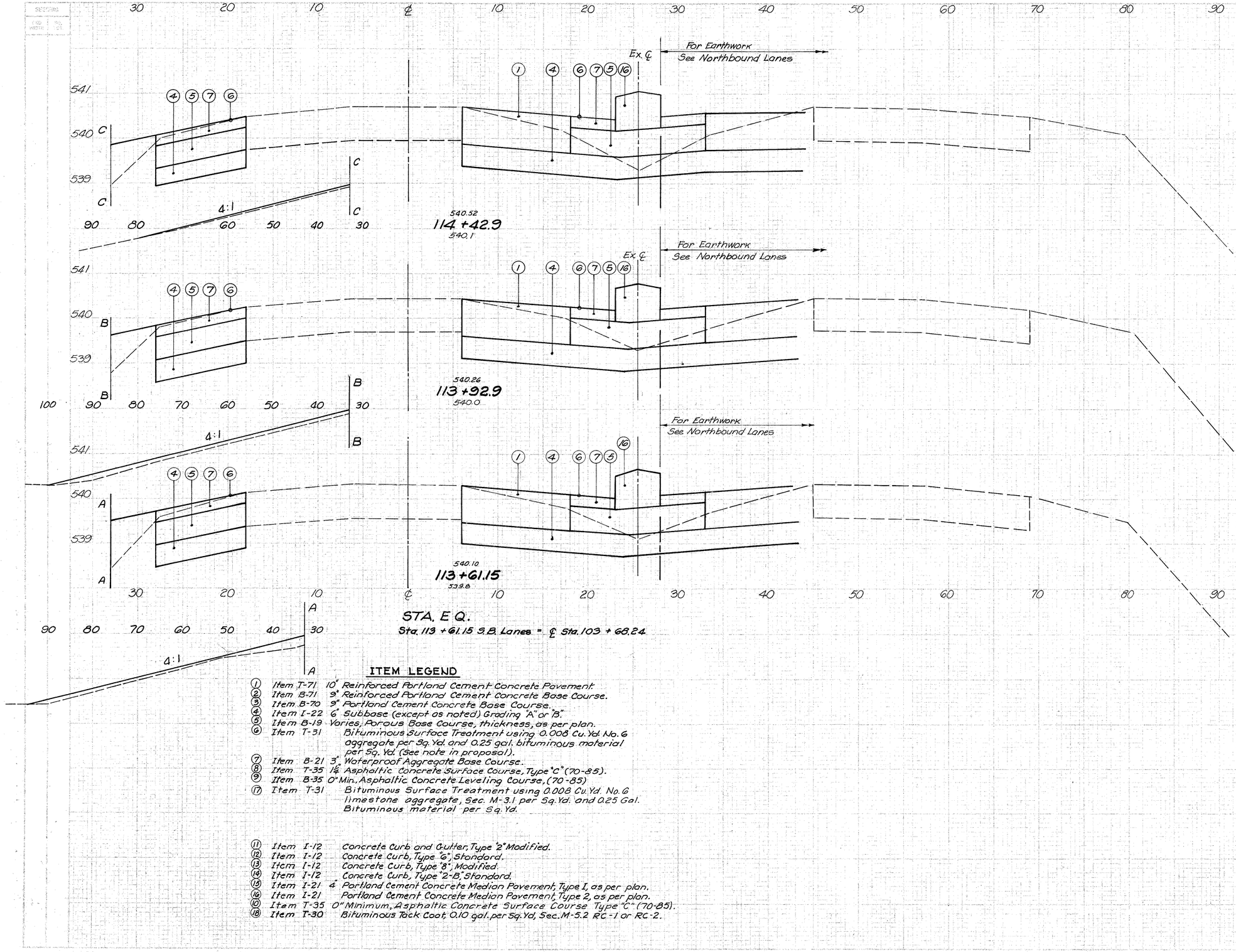
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

176/450

HAM-75-9.30

REF. NO.	STATION TO STATION	SIDE	I-5 Pipe Specials Cl. I-3 Tee 6" Ea.	I-5 Pipe Specials Cl. I-3 Wye 6" Ea.	I-5 Pipe Specials Cl. I-3 60° Bend 6" Ea.	I-5 Pipe Specials Cl. I-3 45° Bend 6" Ea.	I-1 Cl. F.A. 6" L.F.	I-1 Cl. I-3 Shallow 6" L.F.	I-1 12" L.F.	I-1 Cl. J-1 (M-6.66) or 21" (M-6.81B) L.F.	I-1 Cl. J-1 24" (M6.66) L.F.	I-1 Cl. J-1 30" (M6.66) L.F.	I-8 Inlets Std. 11" 2-A-6 Ea.	I-8 Inlets Std. 11" 2-A-6 Mod D Ea.	I-8 Inlets Std. 11" 2-A-8 Mod D Ea.	I-8 Inlets Std. 11" 2-A-10 Mod D Ea.	I-8 Inlets Std. 11" 2-A-6 Mod B Ea.	I-8 Inlets Std. 11" 2-A-8 Mod B Ea.	I-8 Inlets Std. 11" 2-A-10 Mod B Ea.	I-8 Inlets Std. 11" 2-A-20 Mod B Ea.	I-8 Inlets Std. 11" 2-A-6 Mod C Ea.	I-8 Inlets Std. 11" 2-A-8 Mod C Ea.	I-8 Inlets Existing Inlet Mod E Ea.	I-8 Inlets Std. 11" 2-A-6 Mod F Ea.	I-8 Catch Basins Std. 11" 3-A Ea.	I-8 Catch Basins Std. 11" 6 Ea.	I-8 Manholes Std. 11" 1 Ea.	I-8 Manholes Std. 11" 2 w/o Drop Ea.	I-8 Manholes Adjust to Grade Manhole Ht. Lower Ea.	I-16 Abandon Manhole Ea.	I-16 Abandon Inlet Ea.	SEE SHEET NO.
	Drainage																															
1-D	166+22	Lt.																													1	
2-D	166+22	Rt.																				1										
3-D	168+54	Lt.																													1	
4-D	168+54	Rt.																					1									
5-D	170+52	Lt.																													1	
6-D	170+62	Lt.																												1		
7-D	170+88	Rt.																					1									
8-D	173+79	Lt.																												1		
9-D	174+12	Lt.												1																		
10-D	174+39	Rt.												1																		
11-D	175+58	Lt.																				1										
12-D	175+68	Rt.												1																		
13-D	177+10	Lt.																												1		
14-D	177+15 — 182+10	Rt.										508																	2			
15-D	179+18	Lt.							6				1																		1	
16-D	179+18	Rt.												1																		
17-D	179+61	Lt.																												1		
18-D	181+44	Lt. & Rt.							12				1	1																	1	
19-D	182+45	Lt.																												1		
20-D	183+68	Rt.												1																		
21-D	183+68	Lt.							12				1																		1	
22-D	184+42	Lt.																												1		
23-D	182+10 — 185+49	Rt.										336																	2			
24-D	185+33	Rt.							12				1																		1	
25-D	185+86	Rt.																														
26-D	185+94	Lt.												1																1		
27-D	186+21	Lt.																												1		
28-D	185+32 — 188+57	Rt.								170	320		1																1	1		
29-D	188+20	Lt. & Rt.											1					1												1	2	
30-D	188+59	Lt.																1													1	
31-D	188+57	Rt.							12																				1			
32-D	190+60	Lt. & Rt.																2												1	2	
33-D	190+28 — 191+58.5	Lt. & Rt.								142																			1			
34-D	192+60	Lt. & Rt.																1												1	1	
35-D	194+60	Lt. & Rt.																2												1	2	
36-D	191+58.5 — 192+46.5	Lt.								90																			2			
37-D	191+32 — 191+58.5	Lt.							24																			1				
38-D	1+32 Cooper St. Exit - 192+46.5	Lt.							42										1												1	
39-D	5+17 Cooper St. Ent - 192+46.5	Lt.							74												1											
40-D	192+76	Lt.																										1				
41-D	4+58 Cooper St. Ent - 192+46.5	Lt.							46									1													1	
42-D	4+40 Cooper St. Ent - 192+46.5	Lt.							60									1													1	
43-D	196+59	Lt. & Rt.																1												1	1	
44-D	196+86	Lt.																1													1	
45-D	198+32	Lt.																1							1						1	
46-D	200+74	Lt.																1							1						1	
47-D	203+25	Lt.																1							1						1	
48-D	205+58	Lt.																1							1						1	
49-D	207+90	Lt.													1										1						1	
50-D	210+15	Lt.														1									1							
51-D	212+42	Lt.													1										1							
52-D	210+30	Rt.																													1	
53-D	214+62 (S.B.)	Lt.													1										1							
54-D	215+75 (S.B.)	Rt.																													1	
55-D	216+86 (S.B.)	Lt.															1								1						1	
56-D	216+60 (N.B.) - 216+86 (S.B.)	Lt. & Rt.							42																		1					
57-D	219+00 (N.B.) - 219+08 (S.B.)	Lt. & Rt.							32																1			1				
58-D	219+08 (S.B.)	Lt.																		1											1	
59-D	219+72 (N.B.)	Rt.																													1	
60-D	220+35 — 221+00	Rt.							126				1															1				
61-D	220+50 — 221+29	Rt. & Lt.							96				1																			
62-D	221+29	Lt.																						1								
63-D	221+03	Rt.																													1	
64-D	221+23	Lt.																													1	
65-D	222+00	Rt.							6				1																			
66-D	222+00	Rt.							56				1																			
67-D	221+29 — 222+00	Lt. & Rt.							94																			1				
68-D	4+70 - 7+91.60 (N.B.C.)	Rt.						322																								
69-D	5+15 - 5+75 (N.B.C.)	Lt.	1				4	60																								
70-D	221+00 — 222+94.26	Rt.		1	1		10	274																								
71-D	222+03 — 222+94.26	Rt.		1			10	92																								
72-D	222+00 — 222+94.26	Rt.					10	84																								
73-D	216+60 (N.B.) - 220+45	Rt.			1		10	532																								
TOTALS			1	2	1	1	44	1364	752	402	320	844	10	7	3	1	15	2	1	1	2	3	10	1	2	2	5	5	13	1	31	

SOUTHBOUND LANES - STA. 165+00 TO STA. 222+94.26



④ I-22		END AREA		VOLUME	
Sq.ft.	Cu.ft.				
16.5			27	25	
	825			57	78
16.5			35	59	
	524			39	75
16.5			30	68	

ITEM LEGEND

①	Item T-71	10" Reinforced Portland Cement Concrete Pavement.
②	Item B-71	9" Reinforced Portland Cement Concrete Base Course.
③	Item B-70	9" Portland Cement Concrete Base Course.
④	Item I-22	6" Subbase (except as noted) Grading "A" or "B".
⑤	Item B-19	Varies, Porous Base Course, thickness, as per plan.
⑥	Item T-31	Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 aggregate per Sq. Yd. and 0.25 gal. bituminous material per Sq. Yd. (See note in proposal).
⑦	Item B-21	3" Waterproof Aggregate Base Course.
⑧	Item T-35	1½ Asphaltic Concrete Surface Course, Type "C" (70-85).
⑨	Item B-35	0" Min. Asphaltic Concrete Leveling Course, (70-85)
⑰	Item T-31	Bituminous Surface Treatment using 0.008 Cu. Yd. No. 6 limestone aggregate, Sec. M-3.1 per Sq. Yd. and 0.25 Gal. Bituminous material per Sq. Yd.
⑪	Item I-12	Concrete Curb and Gutter, Type "2" Modified.
⑫	Item I-12	Concrete Curb, Type "6", Standard.
⑬	Item I-12	Concrete Curb, Type "8", Modified.
⑭	Item I-12	Concrete Curb, Type "2-B", Standard.
⑮	Item I-21	4" Portland Cement Concrete Median Pavement, Type I, as per plan.
⑯	Item I-21	Portland Cement Concrete Median Pavement, Type 2, as per plan.
⑩	Item T-35	0" Minimum, Asphaltic Concrete Surface Course Type "C" (70-85).
⑱	Item T-30	Bituminous Tack Coat, 0.10 gal. per Sq. Yd, Sec. M-5.2 RC-1 or RC-2.

S. B. Lanes - Sta. 113+61.15 to Sta. 114+42.9

1-75-1(62)09
HAM-75-9.30

④ I-22		
Sq.ft.		Cu.ft.
		54 111
13.5	29 60	
		51 79
675		
		47 69
13.5	26 25	
675		
		43 69
13.5	25 50	
760		
		47 46
13.5	21 25	
835		
		53 46
16.8	30 25	

540.31
116+92.9
539.9

540.56
116+42.9
540.0

540.72
115+92.9
540.1

540.80
115+42.9
539.8

540.71
114+92.9
540.2

For Earthwork
See Northbound Lanes

Sta. 115+19.48 S.B. Lanes
End Port. Cem. Conc. Median. Pav't Type 2
Begin Port. Cem. Conc. Median. Pav't Type 1
Standard Conc. Curb, Type 8
Standard Conc. Curb, Type 6

S.B. Lanes – Sta. 114+92.9 to Sta. 116+92.9

SEE LINE

SHEET NO.	SHEETS	PROJECT	
2	OH-TO	I-75-1(62)09	179 450

HAM-75-9.30

30 20 10 ℄ 10 20 30 40 50 60 70 80 90

For Earthwork
See Northbound Lanes

541 540 539 538

90 80 70 60 50 40 30

4:1 5.6:1 Ex. ℄

539.34
118+92.9
538.9

For Earthwork
See Northbound Lanes

4:1 4.3:1 Ex. ℄

13 For Earthwork
See Northbound Lanes

Sta. 118+00 S.B. Lanes
End Standard Conc. Curb, Type B

100 90 80 70 60 50 40 30

4:1 4:1 Ex. ℄ ½"/Ft.

539.59
118+42.9
539.1

540 539 538

539.81
117+92.9
539.5

13 For Earthwork
See Northbound Lanes

Sta. 117+50 S.B. Lanes
End Port. Cem. Conc. Median, Type 1

15

4:1 4:1 Ex. ℄

540.04
117+42.9
539.8

30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

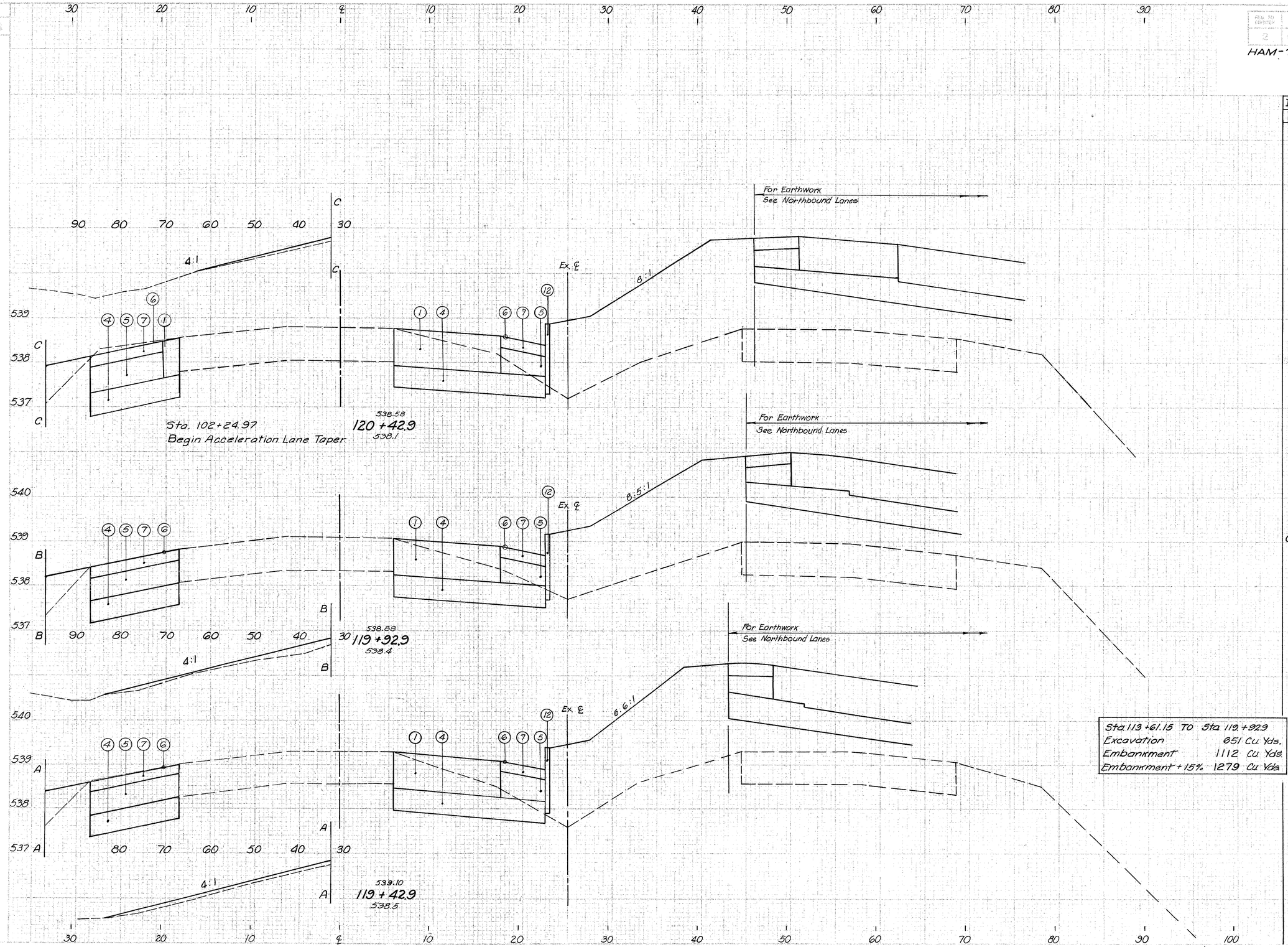
④ I-22 Sqft.	Cuft.		
13.5		28	61
675		50	97
13.5		26	44
		45	68
675		30	41
		31	39
		8	10
13.5		31	40
675		48	80
675		8	16
13.5		29	60
675			

118+00 Ah 29 61
Bk 29 60

117+50 Ah
Bk

S.B. Lanes – Sta. 117+42.9 to Sta 118+92.9

2 OHIO 1-75-1(62)09 180 450
HAM-75-9.30

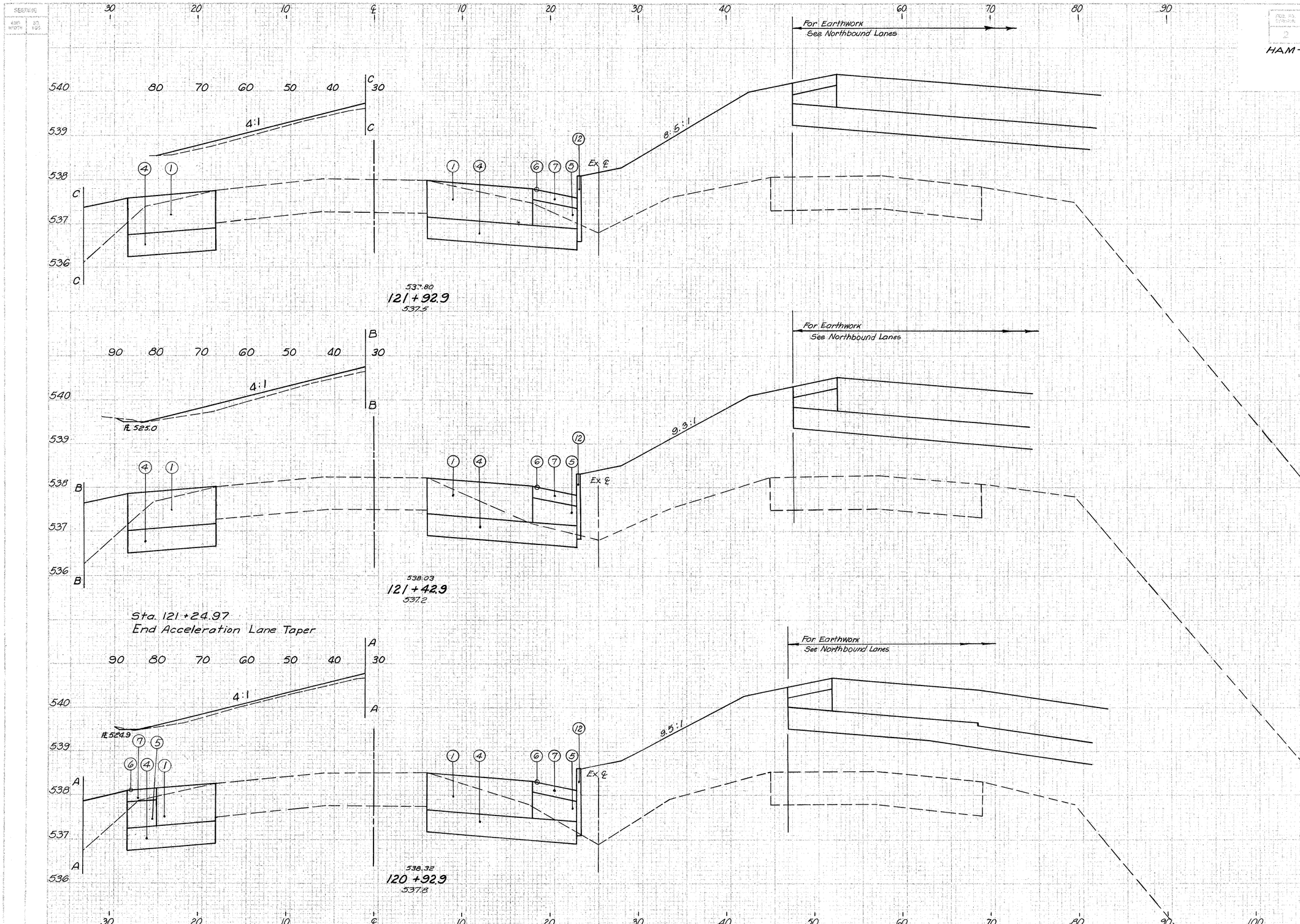


Item E-8		④ I-22					
W.	Sq.Yd.	Sq.ft.	Cu.ft.				
			675			49	144
1.4		13.5		26	92		
	5.3						
			675			49	186
0.5		13.5		27	109		
			675			50	156
		13.5		27	60		
			675			51	112

Sta. 113+61.15 TO Sta. 119+92.9	
Excavation	651 Cu. Yds.
Embankment	1112 Cu. Yds.
Embankment + 15%	1279 Cu. Yds.

S.B. Lanes – Sta. 119 + 42.9 to Sta. 120 + 42.9

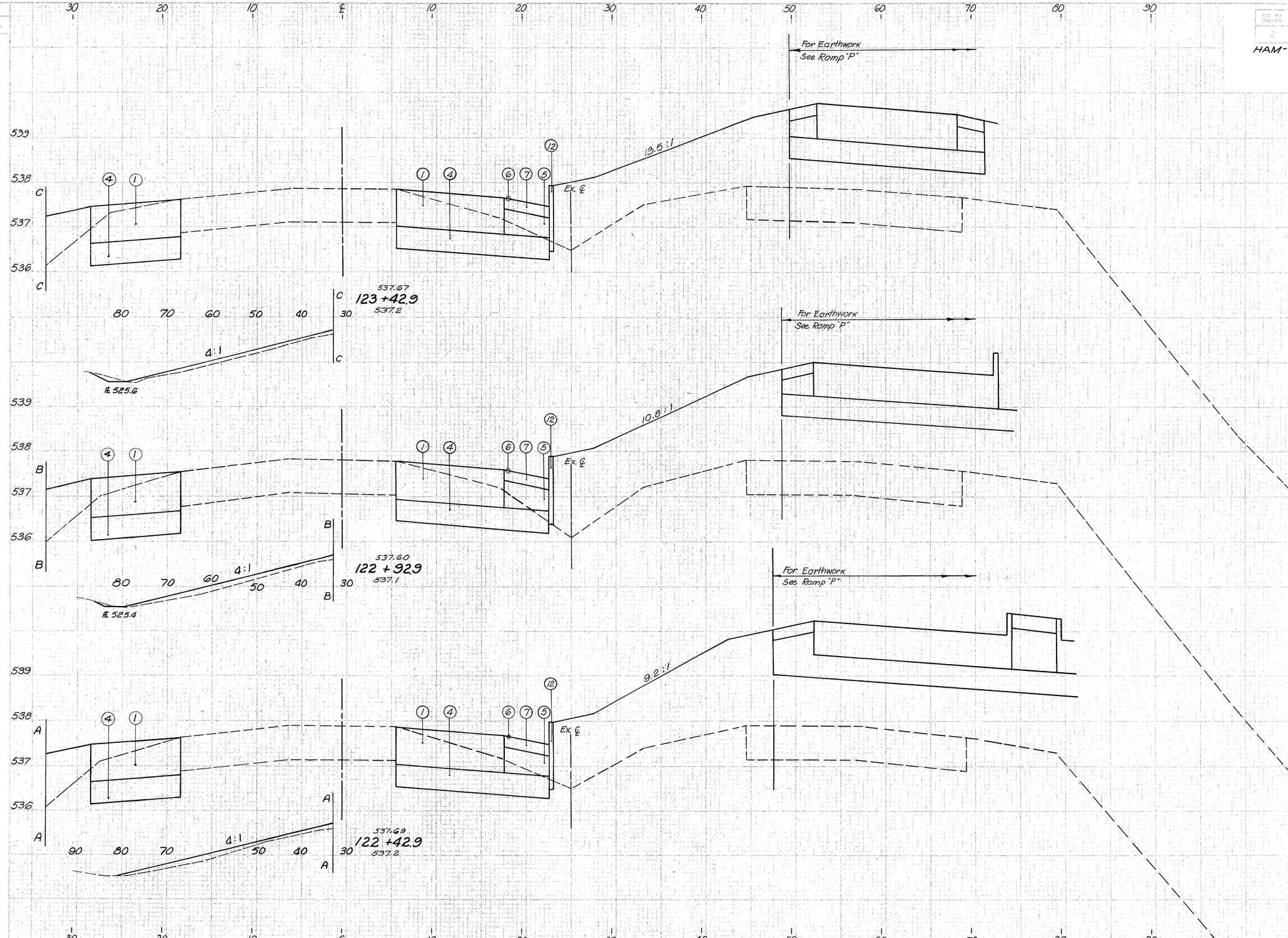
2 OHIO 1-75-1(62) 09
181
450
HAM-75-9.30



Item E-8	④ I-22						
W.	Sq.Yd.	Sq.ft.	Cu.ft.				
2.5		13.5		29	81		
	14.3		675				
						50	150
2.7		13.5		25	81		
	12.9		675			48	134
2.0		13.5		27	64		
	9.4						

S. B. Lanes - Sta. 120 + 92.9 to Sta. 121 + 92.9

2 OHIO 1-75-1(62)09
182
450
HAM-75-9.30

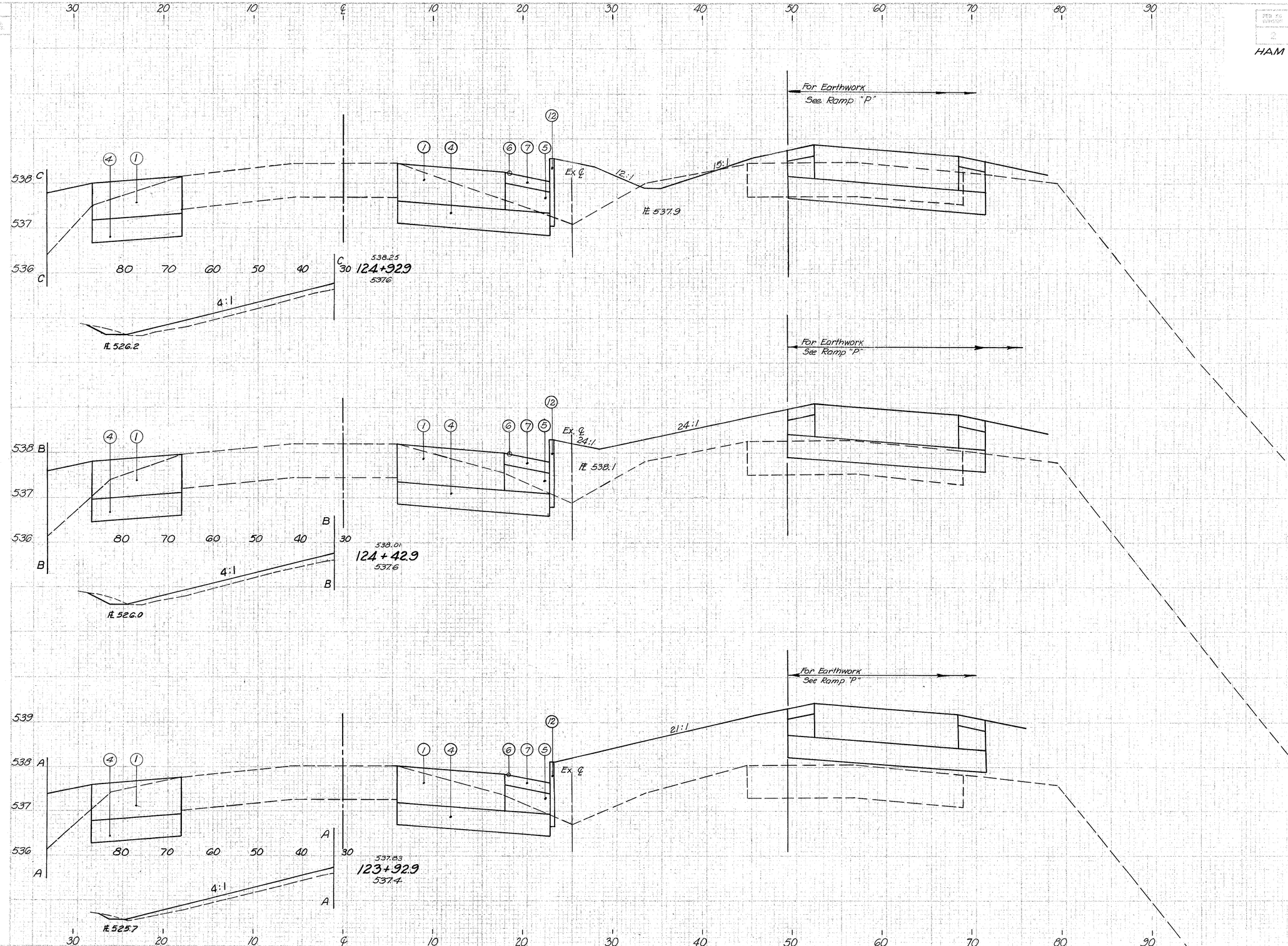


Item E-8		④ I-22					
W.	Sq.Yd.	Sq.ft.	Cu.ft.				
4.75		13.5		27	80		
	24.3		675			48	156
4.0		13.5		25	88		
	19.7		675			47	161
3.1		13.5		26	86		
	15.6		675			51	155

S. B. Lanes – Sta. 122 + 42.9 to Sta. 123 + 42.9

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	1-75-1(62) 09	183 / 450

HAM - 75- 9.30

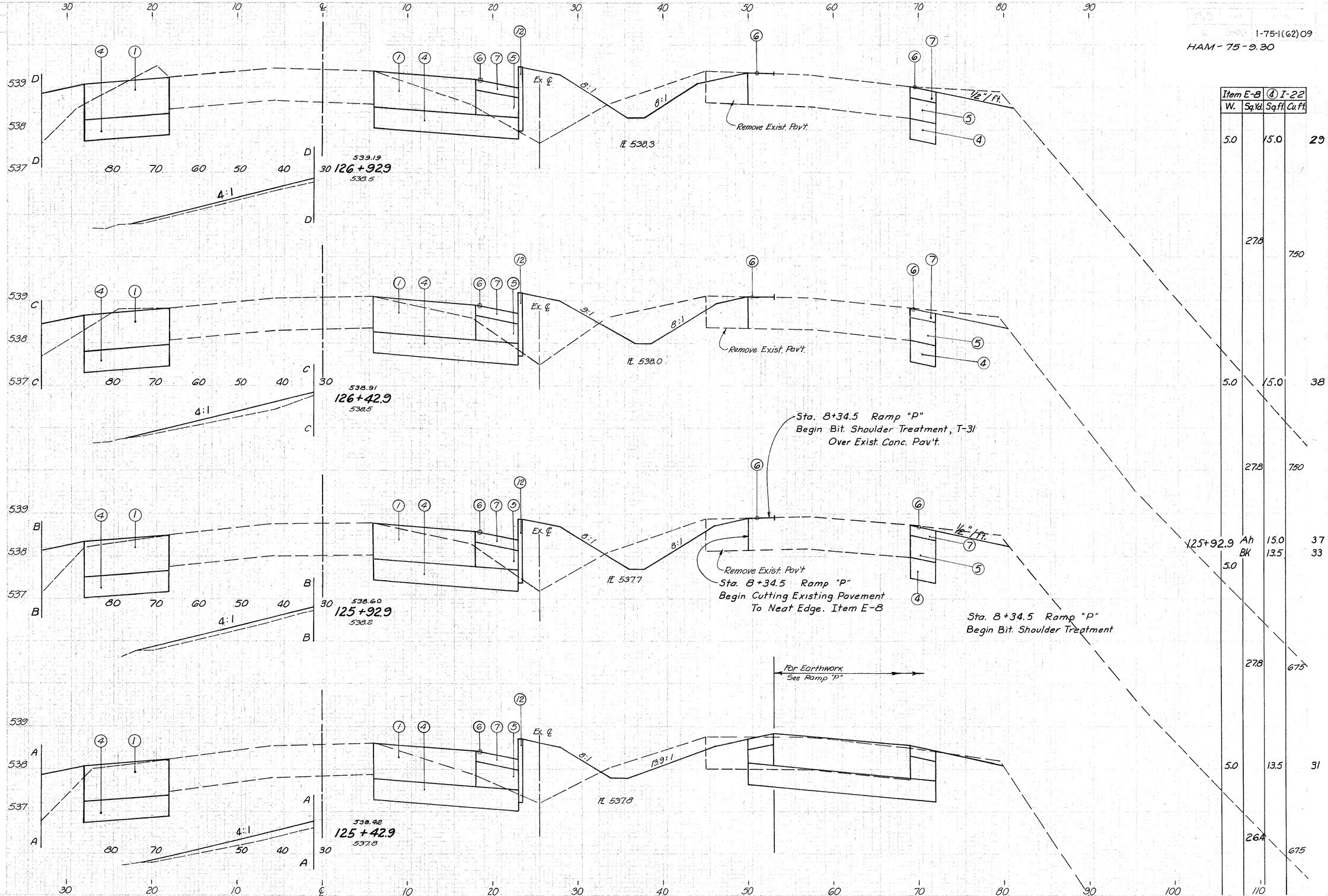


Item E-8		④ I-22		END AREA		VOLUME	
W.	Sq.Yd.	Sq.ft.	Cu.ft.				
4.5		13.5		26	72		
	25.0		675			48	132
4.5		13.5		26	71		
	25.0		675			48	141
4.5		13.5		26	81		
	25.7		675			49	149

S. B. Lanes - Sta. 123 + 92.9 to Sta 124 + 92.9

1-75-1(62)09

HAM-75-9.30



Item E-8		④ I-22	
W.	Sq.Yd.	Sq.ft.	Cu.Ft.
5.0		15.0	29 48
	27.8		
		750	62 81
5.0		15.0	38 40
	27.8		
		750	69 85
125+92.9 Ah		15.0	37 52
BK		13.5	33 52
5.0			
	27.8		
		675	59 95
5.0		13.5	31 51
	26.4		
		675	53 119

S. B. Lanes – Sta. 125+42.9 to Sta. 126+92.9

Ramp G Sta. 0+68
Begin Cutting Existing Pavement
To Neat Edge Item E-8

540.30
128+92.9
539.7

Ex. ℄

℄ 539.8

Sta. 10+34.5 Ramp "P"
Begin Cutting Existing Pavement
To Neat Edge. Item E-8

Sta. 10+34.5 Ramp "P"
End Bit. Shoulder Treatment, T-31
Over Exist. Conc. Pav't.

℄ 539.6

540.00
128+42.9
539.5

℄ 539.3

Sta. 10+34.5 Ramp "P"
Begin Conc. Curb, Type 6"
End Cutting Existing Pavement
To Neat Edge Item E-8.

Sta. 10+34.5 Ramp "P"
End Bit. Shoulder Treatment.

539.66
127+92.9
539.5

℄ 538.7

Remove Exist. Pav't

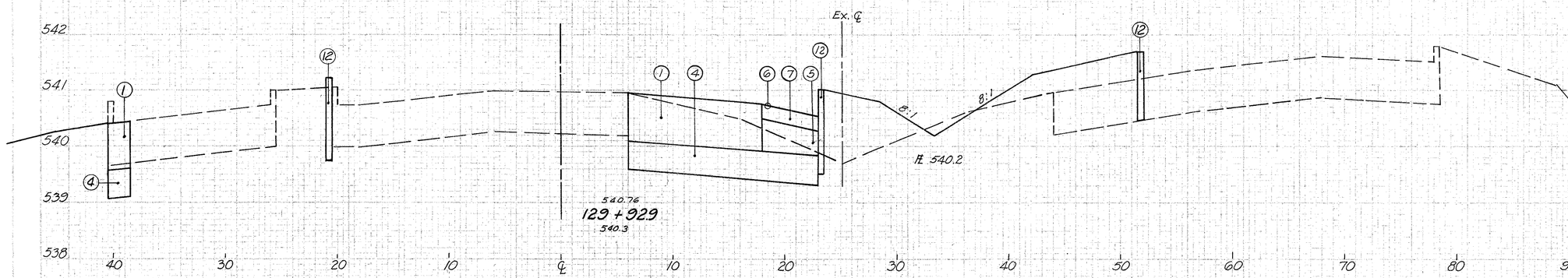
Sta. 127+37.8, Lt.
Begin Removal of Existing Curb.

539.52
127+42.9
539.9

S. B. Lanes — Sta. 127+42.9 to Sta. 128+92.9

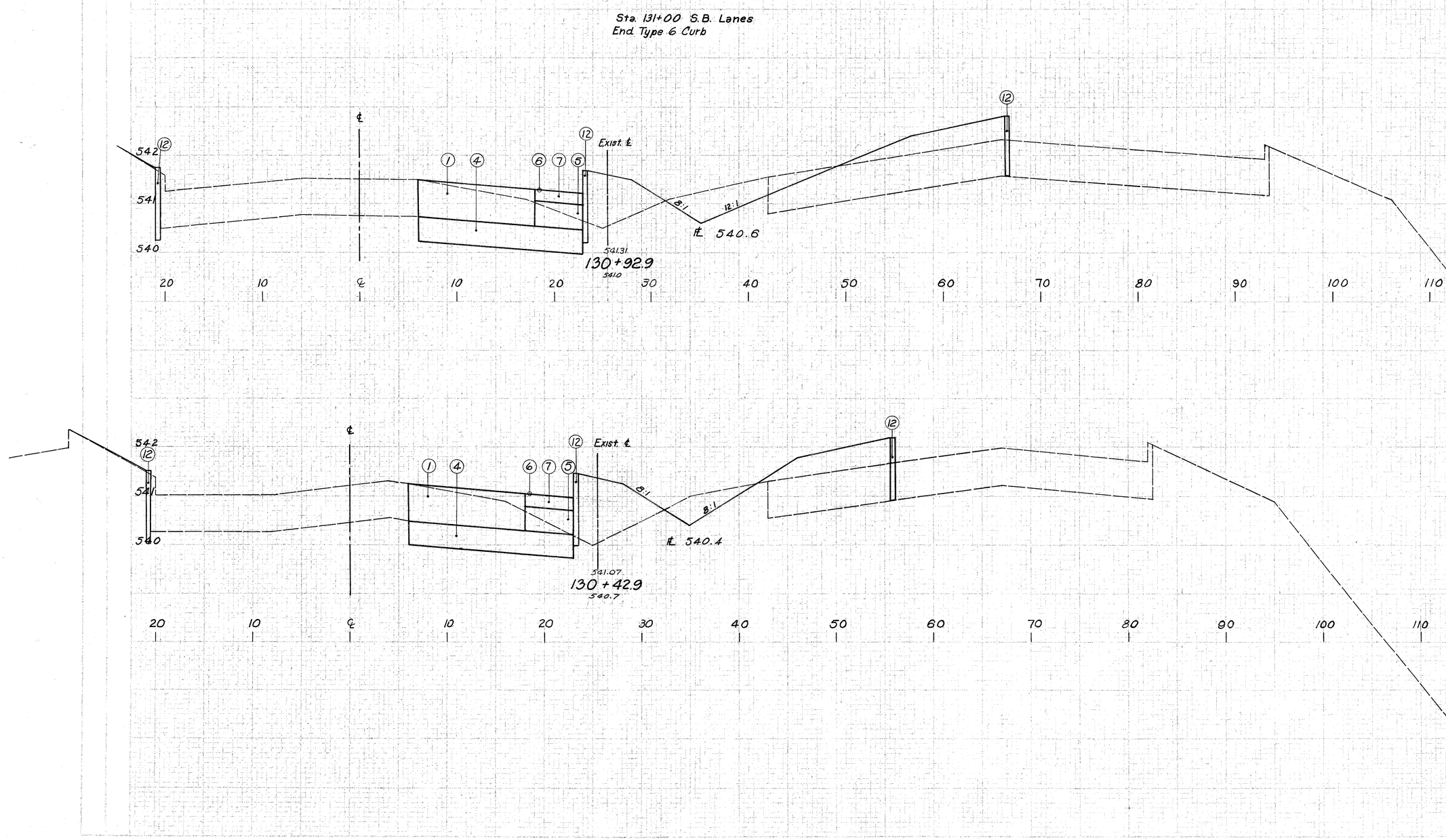
Item E-8 W.	Sq.Yd.	④ I-22 Sq.ft.	Cu.ft.		
1.5		9.5		20	16
	5.0		510		36 32
0.4		10.8		19	19
	15.0		565		48 39
5.0					
127+92.9 Ah.		11.8		33	23
BK.		13.3		36	23
		27.8	680		64 34
5.0		14.0		33	14
		27.8	725		57 57

2 OHIO 1-75-1(62)09
186
450
HAM-75-9.30



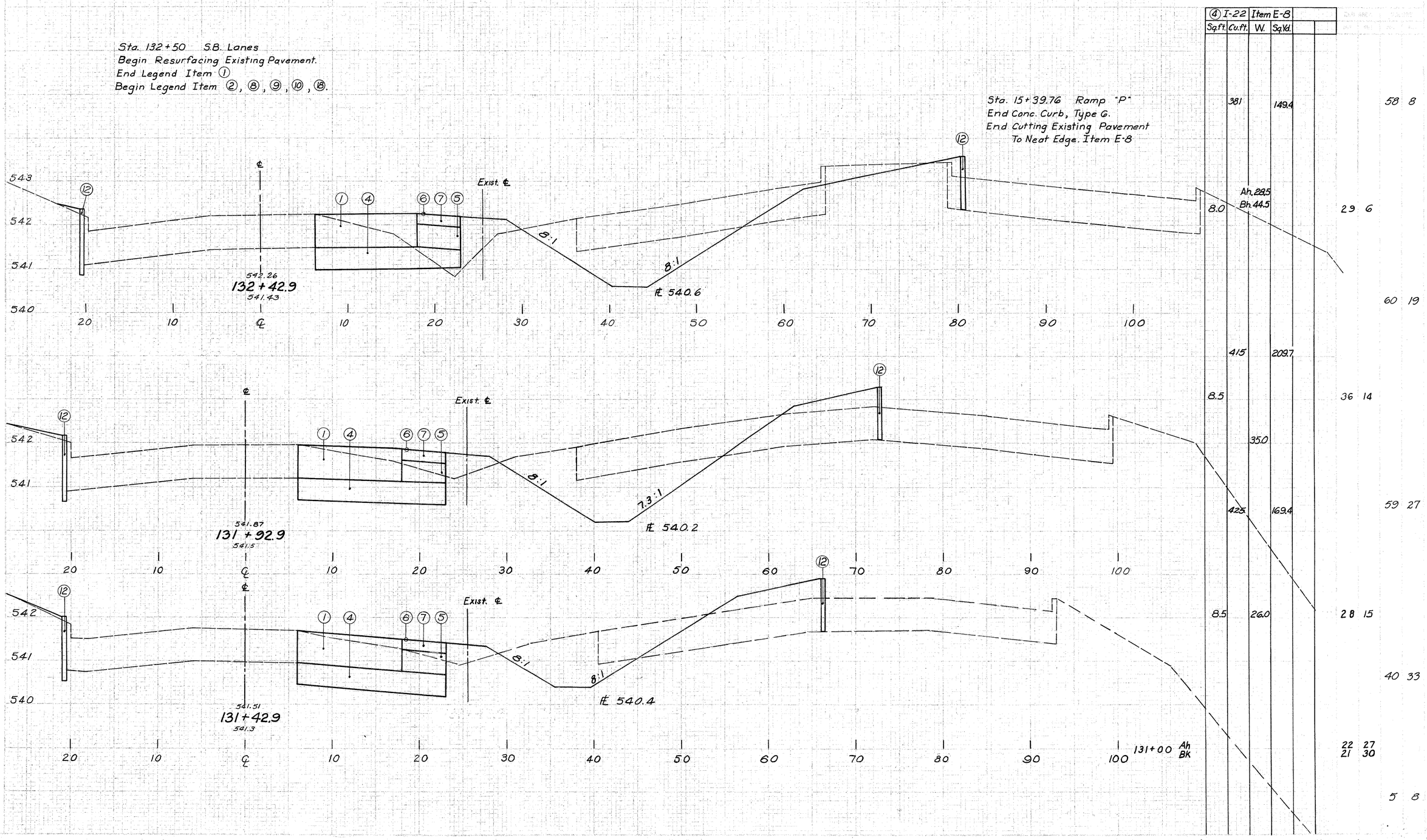
④ I-22		Item E-8					
Sq.ft.	Cu.ft.	W.	Sq.Yd.				
9.5		10.0		Ah. 18	16		
				BK. 20	16		
	475		41.7			34	28
9.5		5.5		17	14		
	475		19.4			34	28

S. B. Lanes - Sta. 129 + 42.9 to Sta. 129 + 92.9

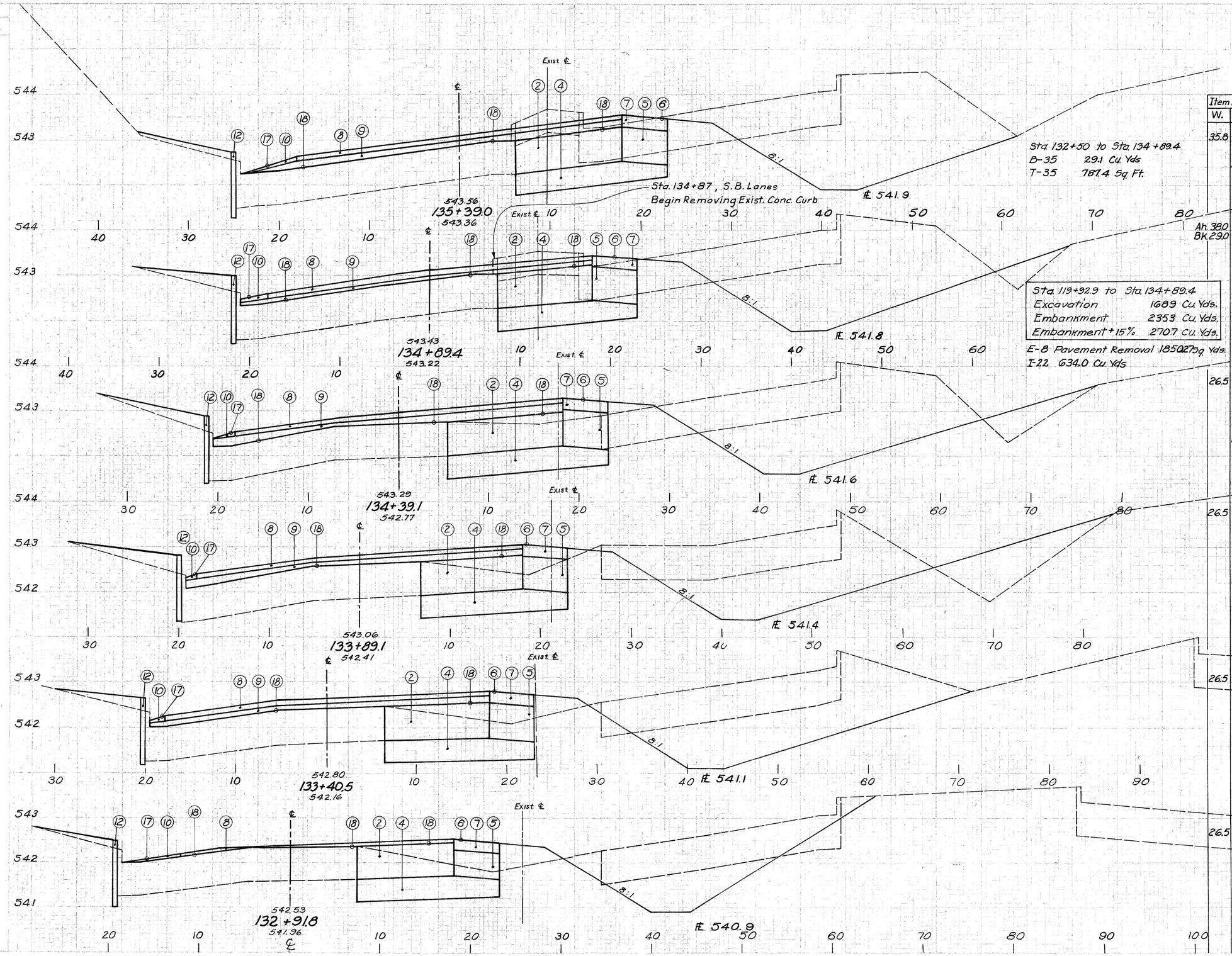


④ I-22		Item E-8					
Sq.ft.	Cu.ft.	W.	Sq.Yd.				
	425						
			139.6				
8.5		24.3				21	30
	425		103.9			35	47
8.5		13.2				17	21
	450		62.9			32	34

S. B. Lanes - Sta. 130+42.9 to Sta. 130+92.9



S. B. Lanes - Sta. 131+42.9 to Sta. 132+42.9



Item E-8		④ I-22		⑨ B-35		⑩ T-35		
W.	Sq.Yd.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.	
35.8		8.0		5.5		6.5		G3 6
	203.4		381.9		233.1		238.1	117 14
Ah. 38.0								
Bk. 29.0		7.4		3.8		3.0		G3 9
	157.9				256.5		140.8	116 25
			402.4					
26.5		8.6		6.5		2.5		G2 18
	147.2		405		280.0		95.0	107 28
26.5		7.6		4.6		1.3		54 12
	143.1		379.1		179.8		77.8	96 13
26.5		7.9		2.7		1.8		52 2
	143.4		379.9		68.2		202.1	79 5
26.5		7.6		0		6.5		35 3
							271.7	

Sta. 132+50 to Sta. 134+89.4
B-35 29.1 Cu. Yds
T-35 787.4 Sq. Ft.

Sta. 119+92.9 to Sta. 134+89.4
Excavation 1689 Cu. Yds.
Embankment 2353 Cu. Yds.
Embankment+15% 2707 Cu. Yds.

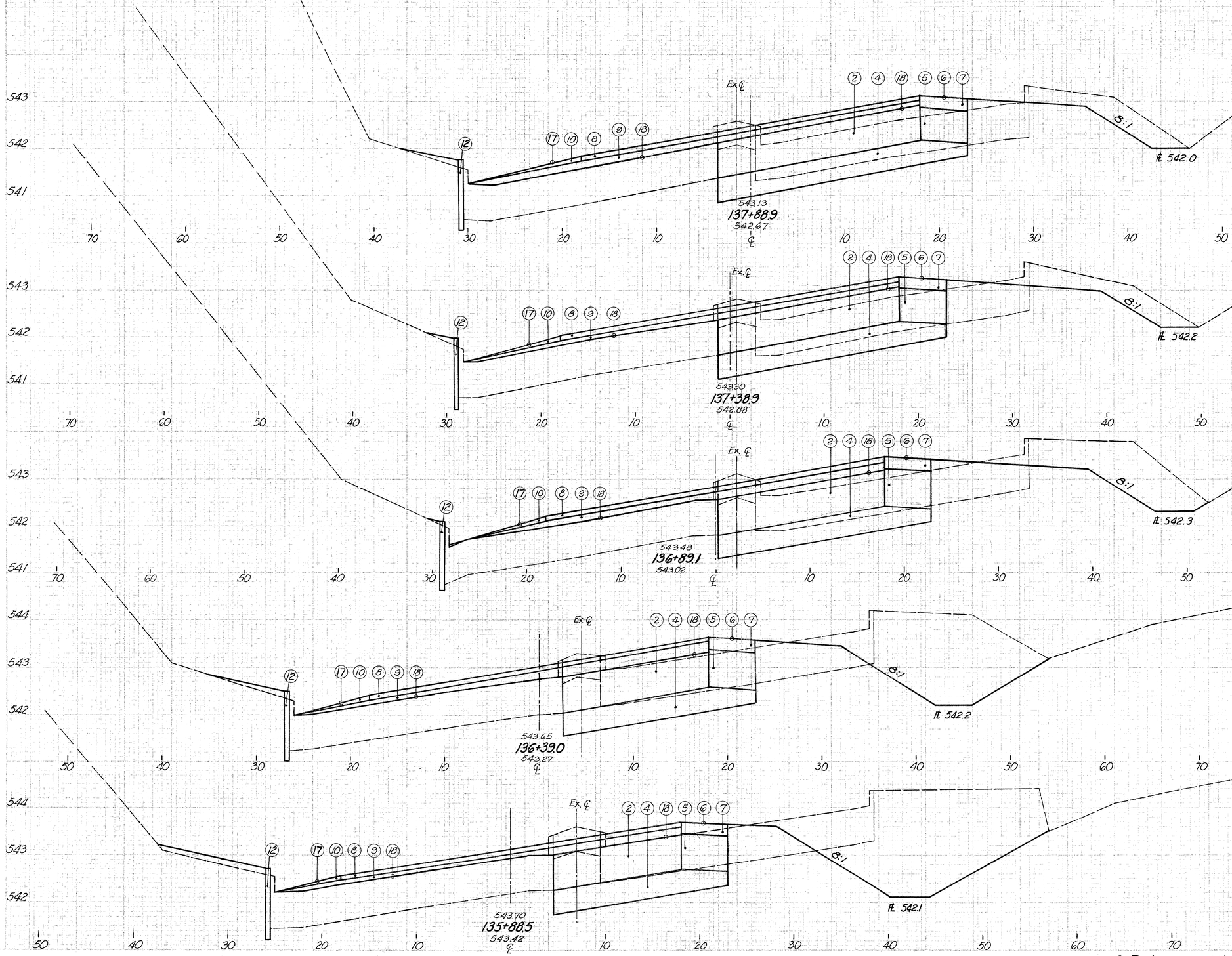
E-8 Pavement Removal 18502 Sq. Yds.
I-22 634.0 Cu. Yds

S. B. Lanes - Sta. 132+91.8 to Sta. 135+39.0

SHEET NO.	TOTAL SHEETS	PROJECT
2	OHIO	I-75-1(62)09

190
450

HAM-75-9.30

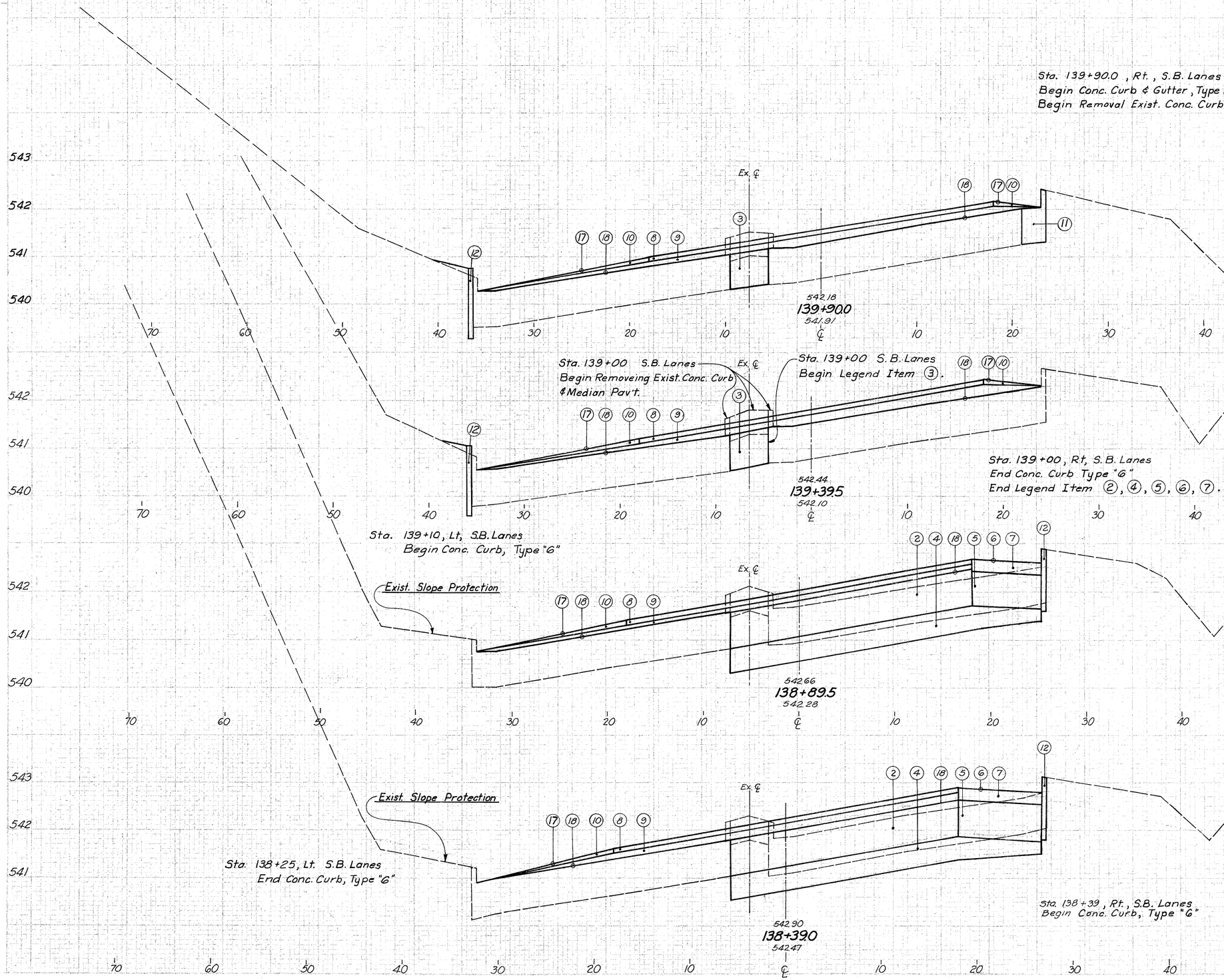


Item E-8	④ I-22		⑨ B-35		⑩ T-35			
W.	Sq.ft.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.		
33.0		12.8		5.3		12.3		11	13
	183.3		610		2450		575.0		20 23
33.0		11.5		4.5		10.7		11	12
	182.6		557.8		258.9		532.9		23 30
33.0		10.9		5.7		10.7		14	20
	183.7		521		370.7		479.4		49 26
33.0		9.9		9.0		8.2		39	8
	188.0		474.7		368.7		376.2		84 12
34.0		8.9		5.3		7.0		50	5
	192.0		420.8		267.3		336.6		105 10

S.B. Lanes – Sta. 135 + 88.5 to Sta. 137 + 88.9

1-75-1(62) 09

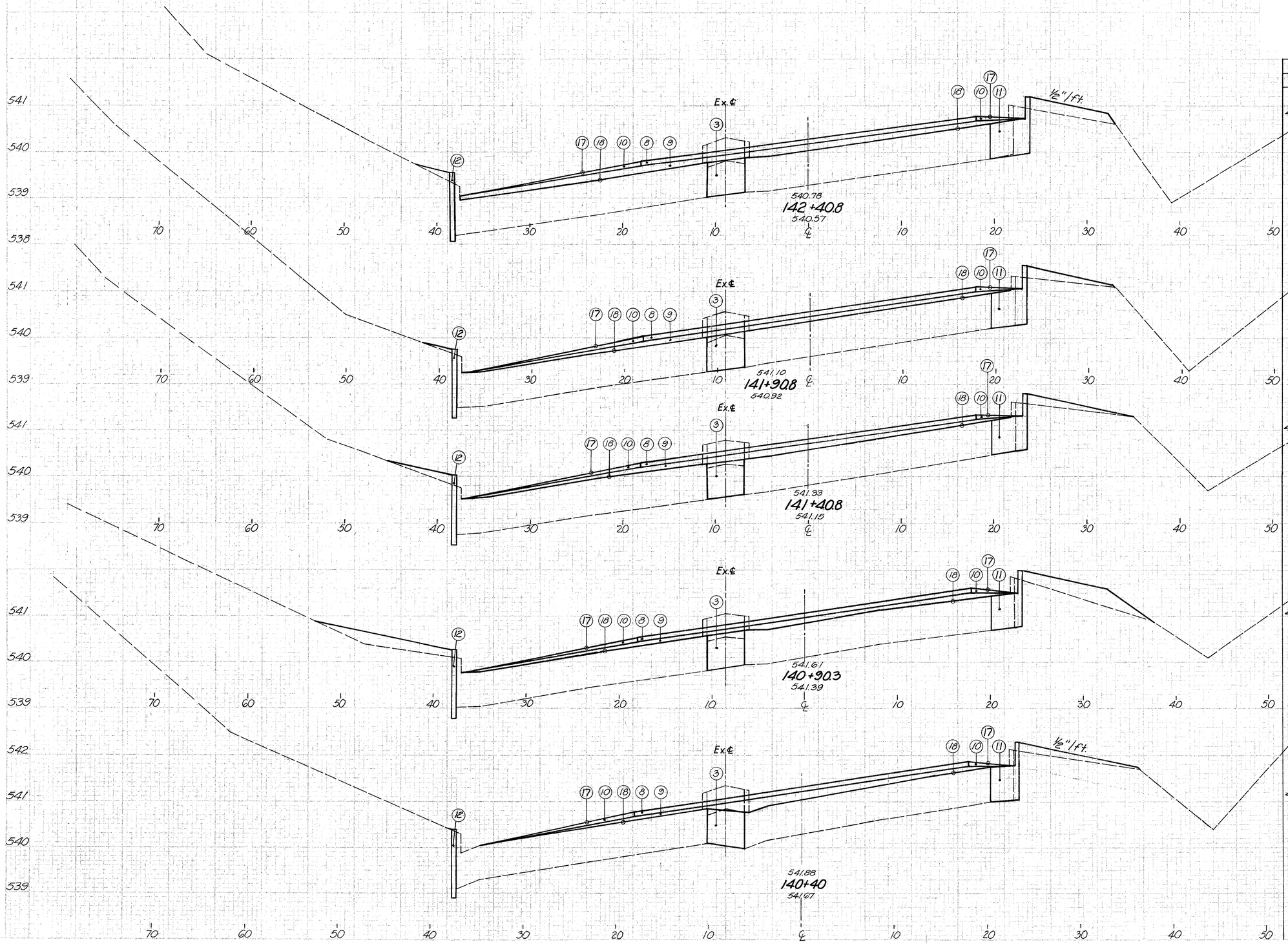
HAM-75-9.30



Item	E-8	④ I-22		⑨ B-35		⑩ T-35		
	W.	Sq.Yd.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.	
			0.0		6.5		23.2		3 2
	4.0								
		22.4				243.4		1176.7	6 2
	4.0								
		17.6	0.0		7.0		23.3		3 0
139+00	Ah. 4.0 BK. 3.3								10 0
		38.5				295.0		920.4	
139+00	Ah. 0.0 BK. 15.2						23.3		11 0
							16.0		14 0
				159.6				1680	6 0
	33.0		15.2		4.8		16.0		14 0
		185.2		772.7		252.5		773.2	
									26 0
	33.0		15.4		5.2		14.7		13 0
		183.7		706.4		275.6		676.4	22 12

S. B. Lanes - Sta. 138+39.0 to Sta. 139+90.0

2 | 1-75-1(62)09 | 192 450
HAM-75-9.30



E-8 W	E-8 Sq.Yd.	⑨ B-35 Sq.ft.	⑨ B-35 Cu.ft.	⑩ T-35 W.	⑩ T-35 Sq.ft.				
4		7.4		25.1		4	3		
			305.0		1245.0			7	5
	22.4								
		4.7		24.8		4	2		
4									
			265.0		1235.0			7	3
	22.4								
		5.8		24.6		4	1		
4									
								8	4
	22.4		292.7		1237.3				
4		5.7		24.5		4	3		
								7	3
	22.4		276.7		1169.5				
4		5.3		22.0		4	1		
	22.4		295.0		1130.0			6	3

S.B. Lanes - Sta. 140+40 to Sta. 142+40.8

1-75-1(62)09

HAM-75-9.30

Ex. LA Line

Ex. LA Line

Sta. 1+39, Ramp "F"
End Legend Items, (5), (6), (7).

Existing Joint

Ramp "F"

Sta. 2+00, Ramp "F"
End Conc. Curb, Type "6"
End Legend Items (2), (4).
Begin Resurfacing Exist. Pav't.
End Pav't. Removal.

Ramp "F"

Sta. 2+39.64 Ramp "F"
End Resurfacing Exist. Pav't.

Sta. 2+39.64 Lt., Ramp "F"
End. Conc. Curb Type "6"

Sta. 143+26.14 Lt. S.B. Lanes

Begin Cutting Exist Pavement Along
NeatLines & Pavement Removal E-8

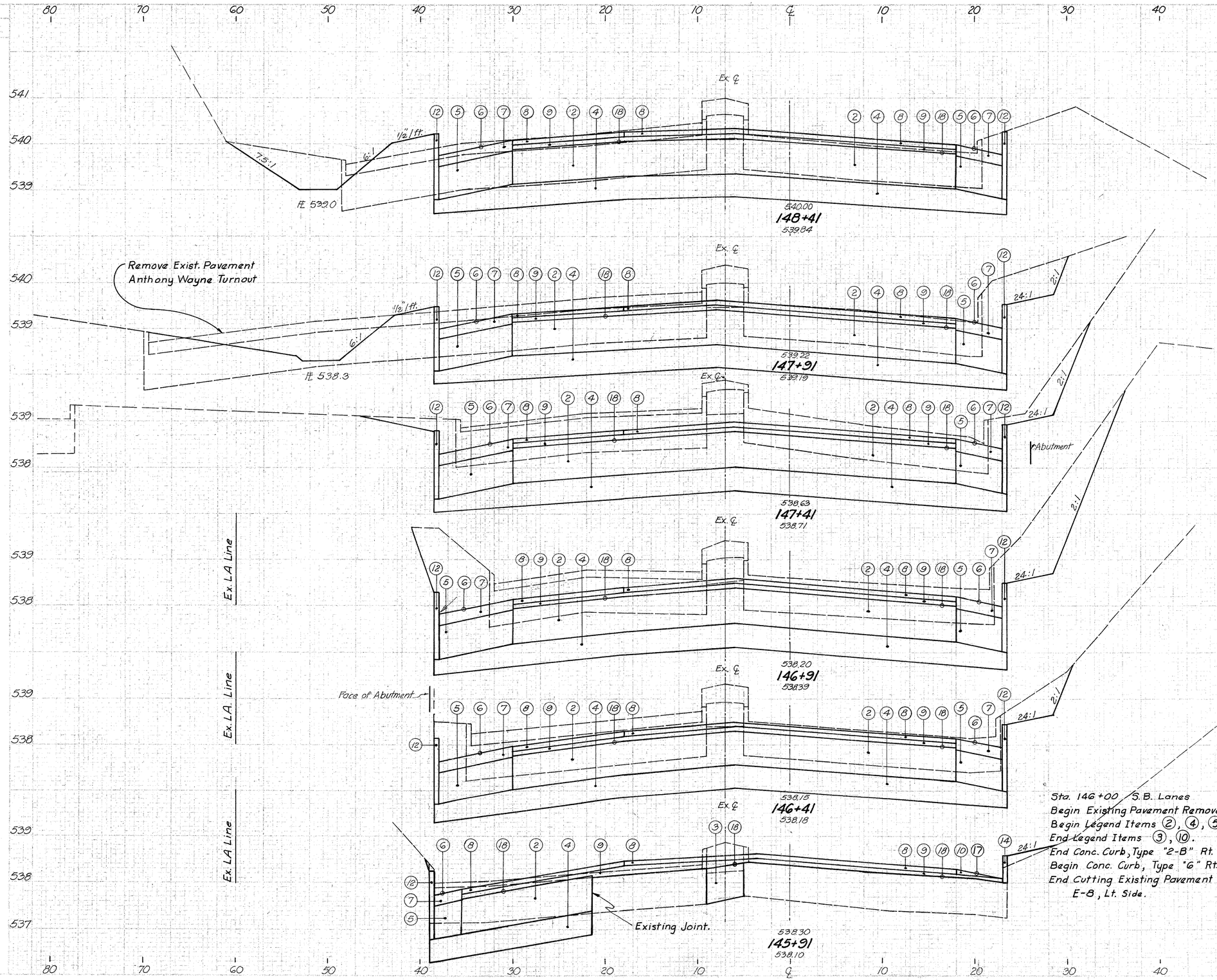
Sta. 144+00 Rt. S.B. Lanes
Begin Cutting Exist. Pav't Along Neat Lines
And Pav't. Removal E-8

Sta. 144+00, Rt. S.B. Lanes
End Removal Exist. Conc. Curb & Gutter
End Conc. Curb & Gutter, Type 2, Mod.
Begin Conc. Curb, Type 2-B.

Sta 143+26.14

E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq. Yd.	Sq. ft.	Cu. ft.	Sq. ft.	Cuft.	W.	Sq. ft.		
32.5		12.0		11.1		7.5		20	11
	198.3		565		400.0		610.0		33 36
144+91 Ah		10.5		4.9		17.5		16	28
144+91 BK		0.0						3	28
39.0					255.0		885.0		6 81
	266.7								
				5.3		18.5		3	60
				4.8					
57.0									
	139.1				240.0				
Ah	30.5						385.0		6 36
144+00 BK	9.0								
	86.0								
				4.7		21.0		3	44
8.2									
35.4					268.9		1125.5		6 57
4.5				6.0		24.2		3	19
7.6									
4.5									
					340.0		1220.0		6 19
	16.7								
4									
	22.2			7.6		24.7		3	1
					378.0		1265.0		6 4

S. B. Lanes — Sta. 142+91.2 to Sta. 145+41.0

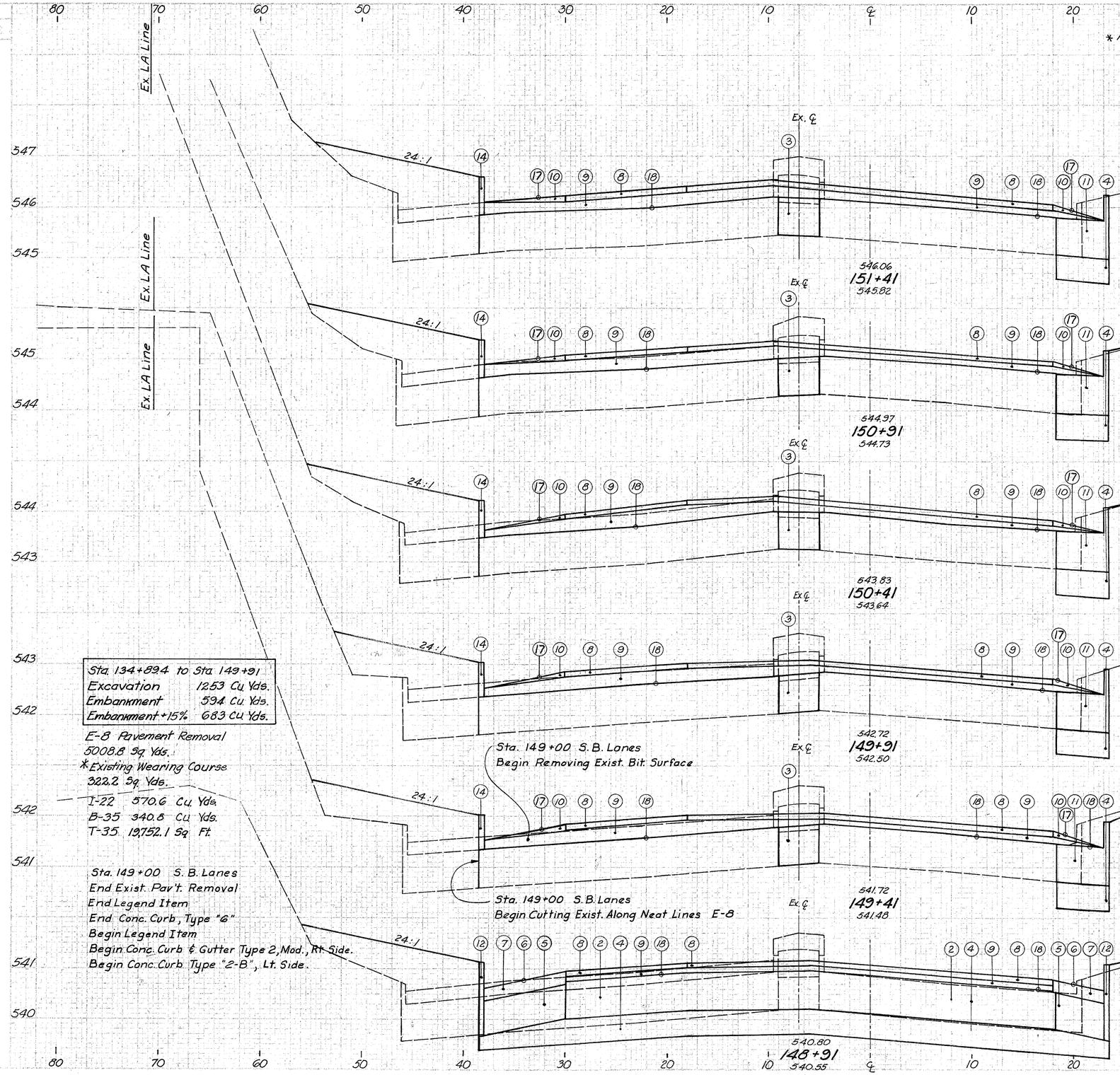


E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq. Yd.	Sq. ft	Cu. ft.	Sq. ft.	Cu. ft.	W	Sq. ft.		
69.5		30.8		4.6				40	12
			1540		230.0				83 32
	446.1	30.7		4.6				50	22
			1540		230.0				113 20
91.0									
	412.8	30.8		4.6				72	0
57.5			1535		235.0				141 0
	311.1								
		30.5		4.8				80	0
54.5					245.0				125 0
	311.1		1545						
		31.2		5.0				55	0
57.5			1279.2		262.4				84 1
57.5	262.0								
146+00 Ah		31.2		7.8		0.0		55	/
Bk		8.8		9.3		5.0		15	/
21									
								45.0	
		21.9		79.2		83.7			5 /
		21.5		8.8		9.3	5.0	15	/
	150.0		520		510.0	310.0			32 11

Sta. 146+00 S.B. Lanes
Begin Existing Pavement Removal.
Begin Legend Items ②, ④, ⑤, ⑥, ⑦.
End Legend Items ③, ⑩.
End Conc. Curb, Type "2-B" Rt. Side.
Begin Conc. Curb, Type "6" Rt. Side.
End Cutting Existing Pavement & Removal, E-8, Lt. Side.

S. B. Lanes - Sta. 145+91 to Sta. 148+41

* Removal of Existing Wearing Course



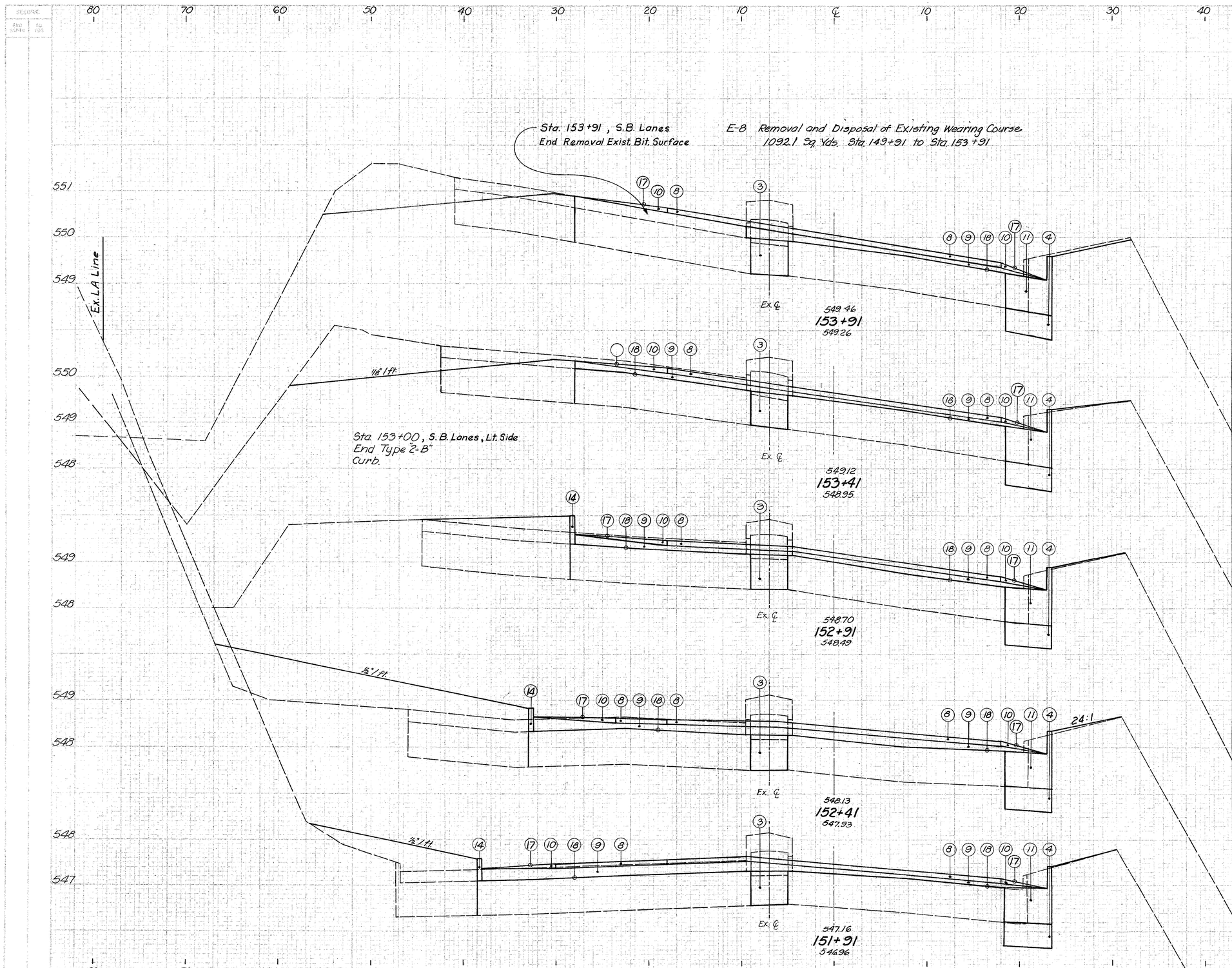
Sta. 134+89.4 to Sta. 143+91	
Excavation	12,53 Cu. Yds.
Embankment	594 Cu. Yds.
Embankment +15%	683 Cu. Yds.

E-8 Pavement Removal
5008.8 Sq. Yds.
* Existing Wearing Course
322.2 Sq. Yds.
I-22 570.6 Cu. Yds.
B-35 340.8 Cu. Yds.
T-35 19,752.1 Sq. Ft.

Sta. 149+00 S. B. Lanes
End Exist. Pav't. Removal
End Legend Item
End Conc. Curb, Type "6"
Begin Legend Item
Begin Conc. Curb & Gutter Type 2, Mod., Rt. Side.
Begin Conc. Curb Type "2-B", Lt. Side.

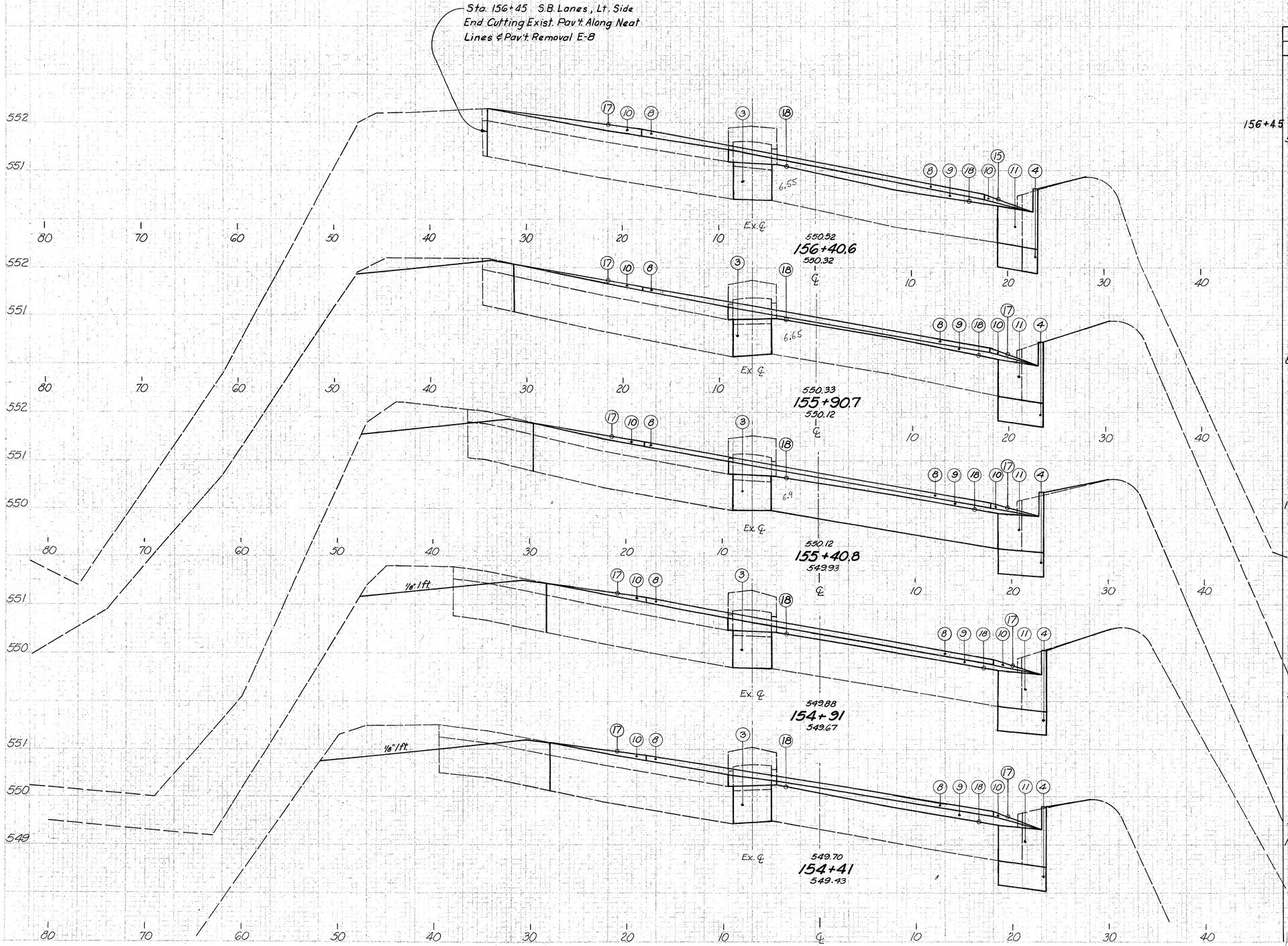
	* E-8		E-8		④ I-22		⑨ B-35		⑩ T-35			
	W	Sq.Yds	W	Sq.Yds	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W	Sq.ft.		
		161.1										
				75.6								
					2.6		10.9		13.0		9	17
			13.5									
	29					130		555.0				17 32
										650.0		
		161.1		74.4								
					2.6		11.2		13.0		9	18
	29		13.2									
						130		520.0		650.0		17 34
		161.1										
				72.2	2.6		9.6		13.0		9	19
	29		12.8			130		500.0		645.0		16 32
		161.1										
				70.0								
					2.6		10.3		12.9		8	16
	29		12.5									
		161.1										17 31
				69.4		130		505.0		528.9		
	29		12.5		2.5		9.8		13.0		10	17
		132.1		56.9		102.5		401.8		533.0		15 26
	29		12.5	Ah.	2.5		9.8		13.0		10	17
Sta 149+00				BK.	35.2		4.6		0.0		31	17
			66.5									
				66.5		316.8		41.4				9 3
					35.2		4.6				28	17
			66.5					230.0				
				37.7.8		165.0						63 27

S. B. Lanes – Sta. 148+91 to Sta. 151+41



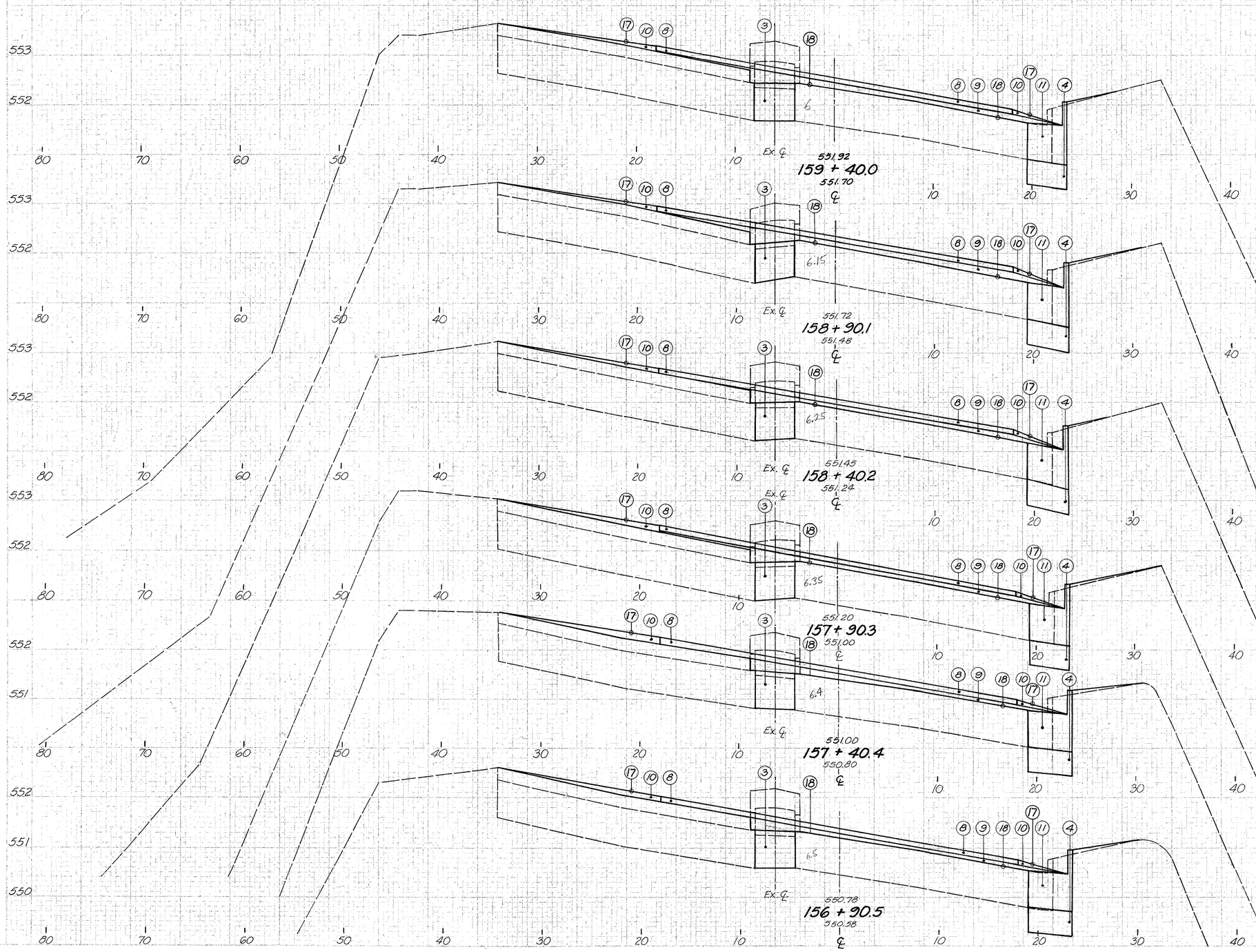
* E-8 W	E-8 Sq.Yd	E-8 W	E-8 Sq.Yds	④ I-22 Sq.ft.	④ I-22 Cu.ft.	⑨ B-35 Sq.ft.	⑨ B-35 Cu.ft.	⑩ T-35 W	⑩ T-35 Sq.ft.				
									750.0				
	153+91		Ah	2.5		3.5		15.0		18	16		
			Bk			5.5							
18.5		18.0											
					12.5		275.0					41	25
									750.0				
	102.8		104.4										
				2.5		5.5		15.0		26	11		
18.5		19.5											
					12.5		295.0		750.0			32	28
	103.9		112.8	2.5		6.2		15.0		9	19		
19.0		21.0											
					13.0		380.0		720.0			17	52
	123.9		108.3										
				2.5		9.0		13.8		9	37		
23.5		18.0											
					13.0		480.0		670.0			17	49
	146.1		87.8										
				2.6		10.2		13.0		9	16		
29		13.7			13.0		530.0		650.0			17	31

S. B. Lanes - Sta. 151+91 to Sta. 153+91



	E-8		④ I-22		⑨ B-35		⑩ T-35			
	W	Sq. Yds.	Sq. ft.	Cu. ft.	Sq. ft.	Cu. ft.	W	Sq. ft.		
156+45	Ah								9	0
	BK								9	0
	5.5					169.7		1057.9		
				109.8					1	1
		34.0								
			2.1		3.7		21.0		9	1
				114.8		179.6		983.0	19	4
	8.3		2.4		3.5		18.4		11	3
		55.4		119.8		179.6		873.3	22	8
	11.7		2.4		3.6		16.6		13	6
		73.0		124.5		184.3		796.8	24	13
	14.6		2.5		3.7		15.4		13	8
		86.7		125		190.0		760.0	26	15
	16.5		2.5		3.8		15.0		15	8
		96.1		125		185.0			31	22

S. B. Lanes – Sta. 154+41 to Sta. 156+40.6



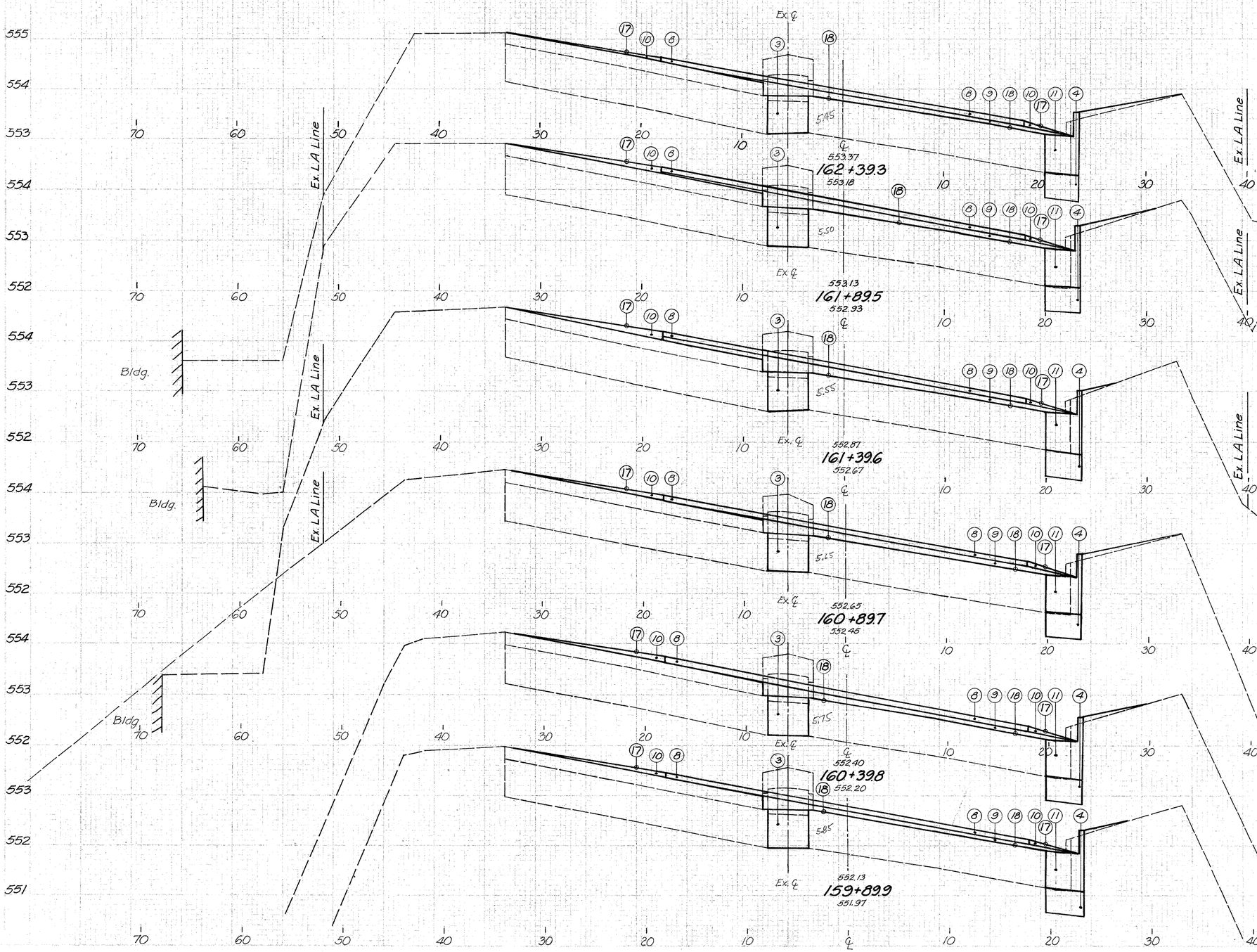
E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq. Yd.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W	Sq.ft.		
5.0		2.0		4.6		21.0		9	1
	27.7		104.8		234.5		1052.9	17	2
5.0		2.1		4.7		21.0		9	1
	27.7		104.8		194.6		1052.9	17	2
5.0		2.1		3.0		21.3		9	1
	27.7		104.8		169.7		1062.9	17	2
5.0		2.0		3.7		21.3		9	1
	27.7		109.8		169.7		1062.9	17	2
5.0		2.3		3.1		21.3		9	1
	27.7		114.8		154.7		1067.9	17	2
5.0		2.3		3.1		21.5		9	1
	25.3							15	1

S. B. Lanes - Sta. 156 + 90.5 to Sta. 159 + 40.0

199
450

1-75-1(62) 09

HAM-75-9.30



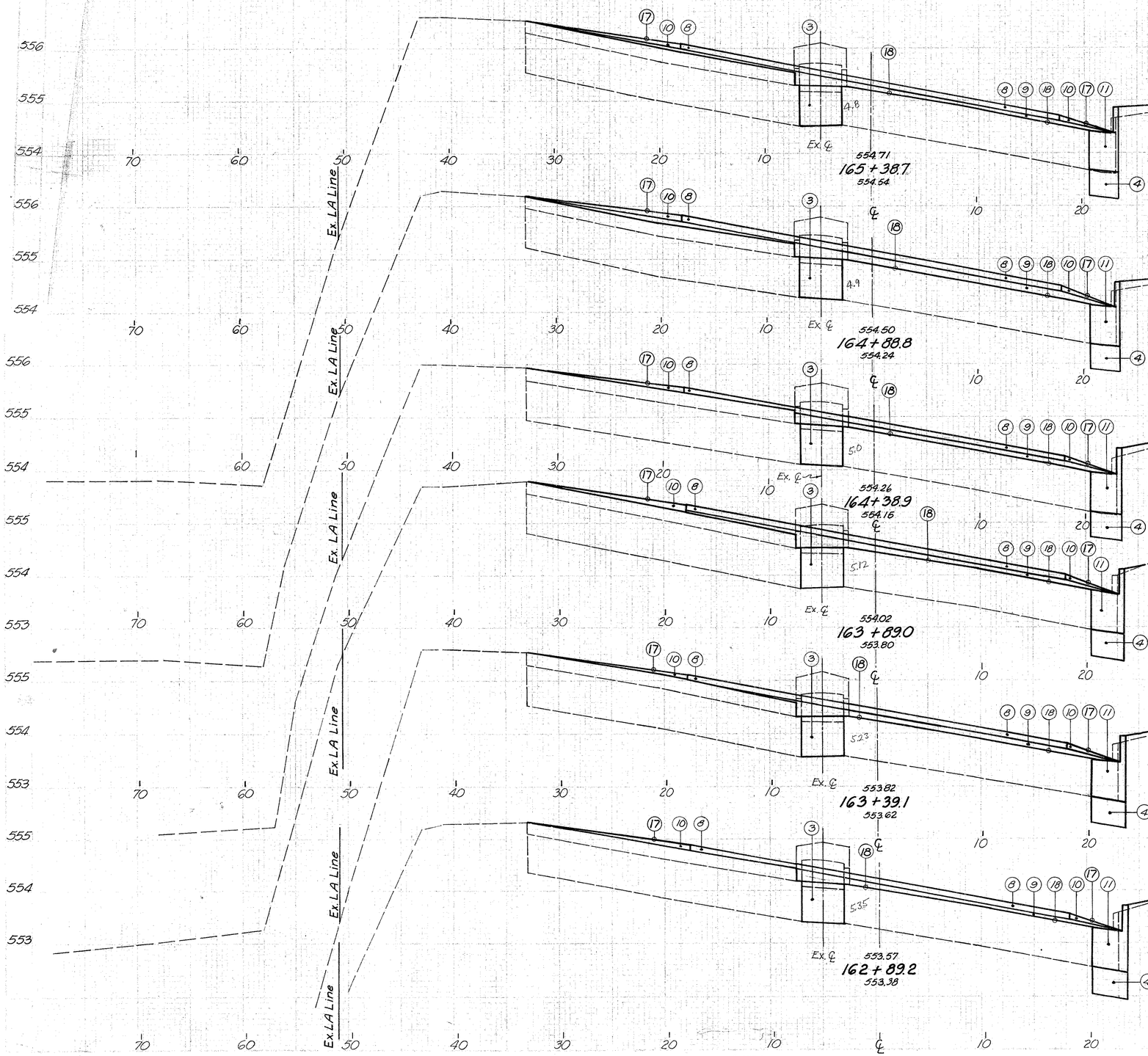
E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq Yd	Sq ft	Cu ft	Sq ft	Cu ft	W	Sq ft		
			84.8				1018.0		
5.0		1.7		3.8		20.4		8	1
	27.7		89.6		223.5		1015.9	15	2
5.0		1.8		5.4		20.4		8	1
	27.7		89.8		294.4		1023.0	15	2
5.0		1.8		6.3		20.6		8	1
	27.7		89.8		254.5		1027.9	15	2
5.0		1.8		3.9		20.7		8	1
	27.7		89.8		184.6		1037.9	15	2
5.0		1.8		3.5		20.9		8	1
	27.7		89.8		169.7		1047.1	15	2
5.0		1.8		3.2		21.0		8	1
	27.7		94.8		194.6		1052.9	16	2

S.B. Lanes- Sta. 159+89.9 to Sta. 162+39.2

200
450

1-75-1(62)09

HAM-75-9.30



Sta. 149+91 to Sta. 164+88.8
Excavation 544 Cu. Yds.
Embankment 379 Cu. Yds.
Embankment +15% 436 Cu. Yds.

E-8 Pavement Removal
1519.9 Sq. Yds.
I-22 119.7 Cu. Yds.
B-35 288.7 Cu. Yds
T-35 27,250.2 Sq. Ft.

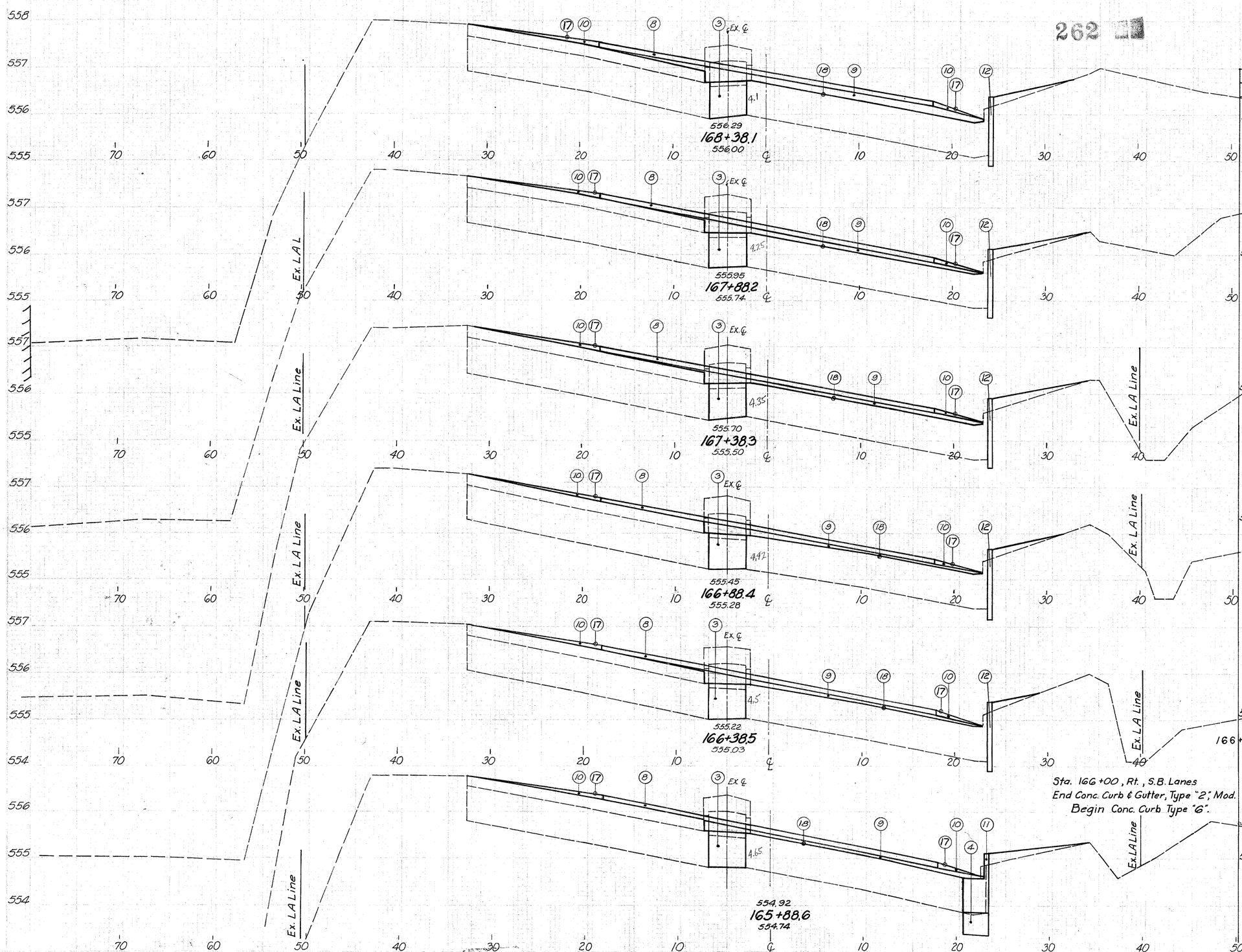
E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq. Yd.	Sq. ft.	Cu. ft.	Sq. ft	Cu. ft.	W	Sq. ft.		
5.0		1.4		4.1		19.9		5	1
	27.7		69.9		24.95		988.0		9 2
5.0		1.4		5.8		19.7		5	1
	28.3				219.6		988.0		10 2
			74.9						
5.0		1.5		3.0		20.0		6	1
	27.8		74.9		179.6		1008.0		11 2
5.0		1.5		4.1		20.4		6	1
	27.7		79.8		202.0		1013.0		11 2
5.0		1.7		3.8		20.2		6	1
	27.7		84.8		159.7		1013.0		11 2
5.0		1.7		2.6		20.4		6	1
	27.7				159.7				13 2

S.B. Lanes - Sta. 162+89.2 to Sta. 165+38.7

1-75-1(62)09

HAM-75-9.30

262 Ref 201-300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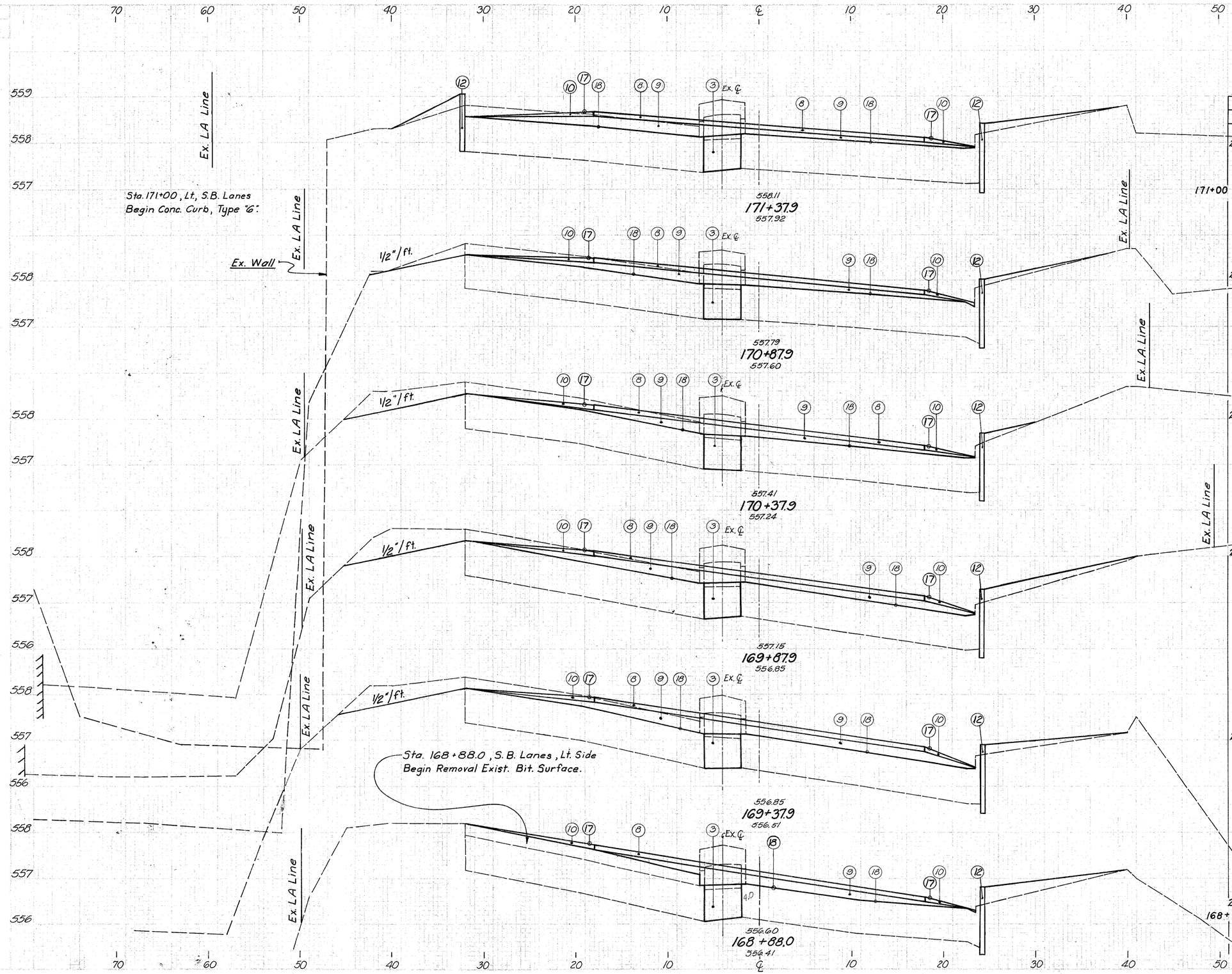
2 OHIO 1-75-1(62)09

HAM-75-9.30

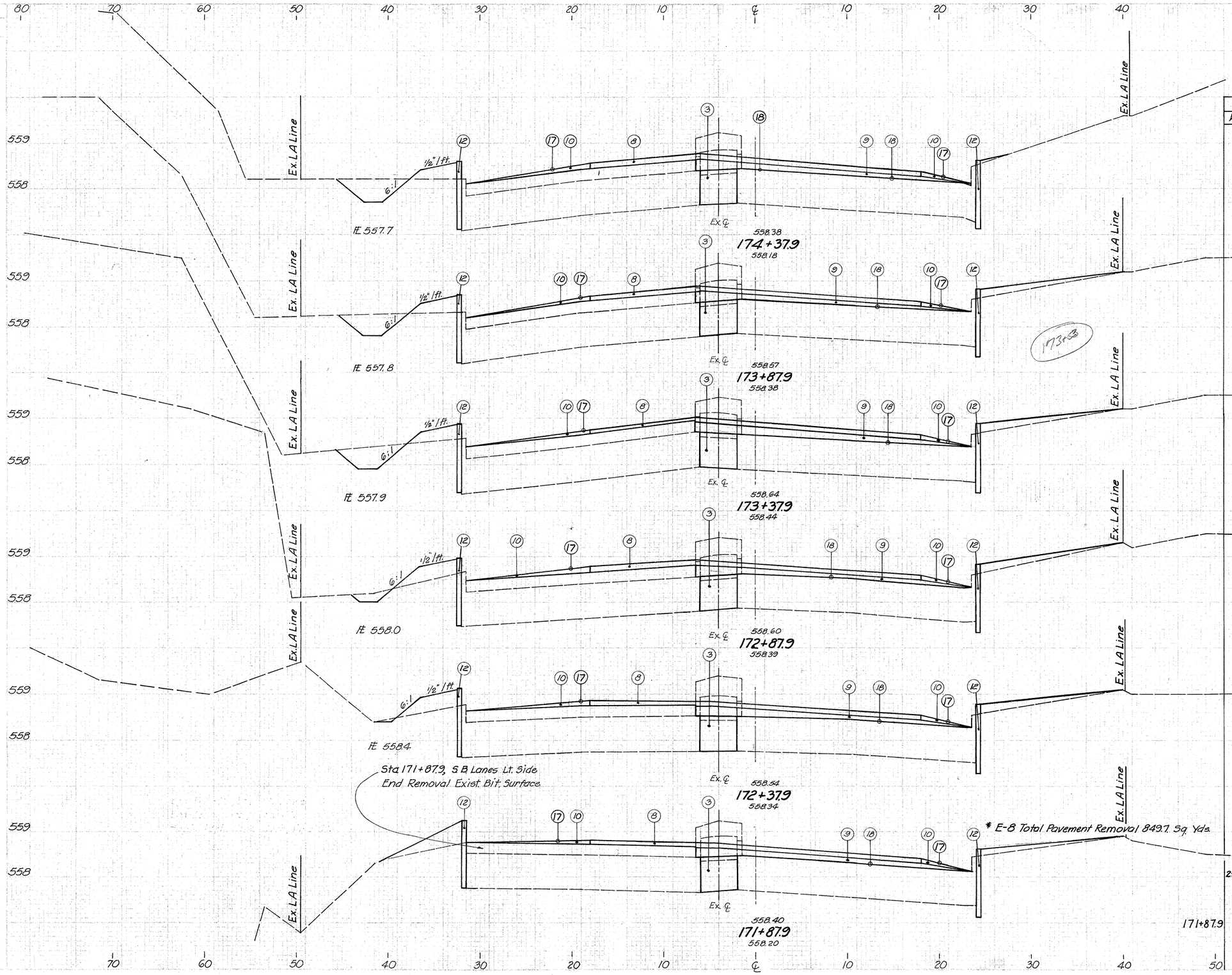


	* E-8 W	E-8 Sq.Yd.	E-8 W	E-8 Sq.Yd.	⑨ B-35 Sq.ft.	⑨ B-35 Cu.ft.	⑩ T-35 W	⑩ T-35 Sq.ft.				
	25.5		5.0		9.7		19.5		2	3	3	4
171+00	Ah			27.8		415.0		975.0	2	3		
	Bk								3	1		
		141.6									1	1
	25.5		5.0		6.8		19.5		3	1		
		141.7		27.8		340.0		975.0			8	2
	25.5		5.0		6.8		19.5		6	1		
		141.6		27.8		395.0		975.0			12	3
	25.5		5.0		8.9		19.5		7	2		
		141.7		27.8		469.1		980.0			11	4
	25.5		5.0		9.9		19.7		5	2		
		141.4		27.7		494.0		978.0			6	5
	25.5				9.9		19.5					
168+88.0	Ah		5.0		5.9				2	3		
	Bk			27.7		299.4		973.1			4	4

S.B. Lanes - Sta. 168+88.0 to Sta. 171+37.9

1-75-1(62) 09

HAM-75-9.30

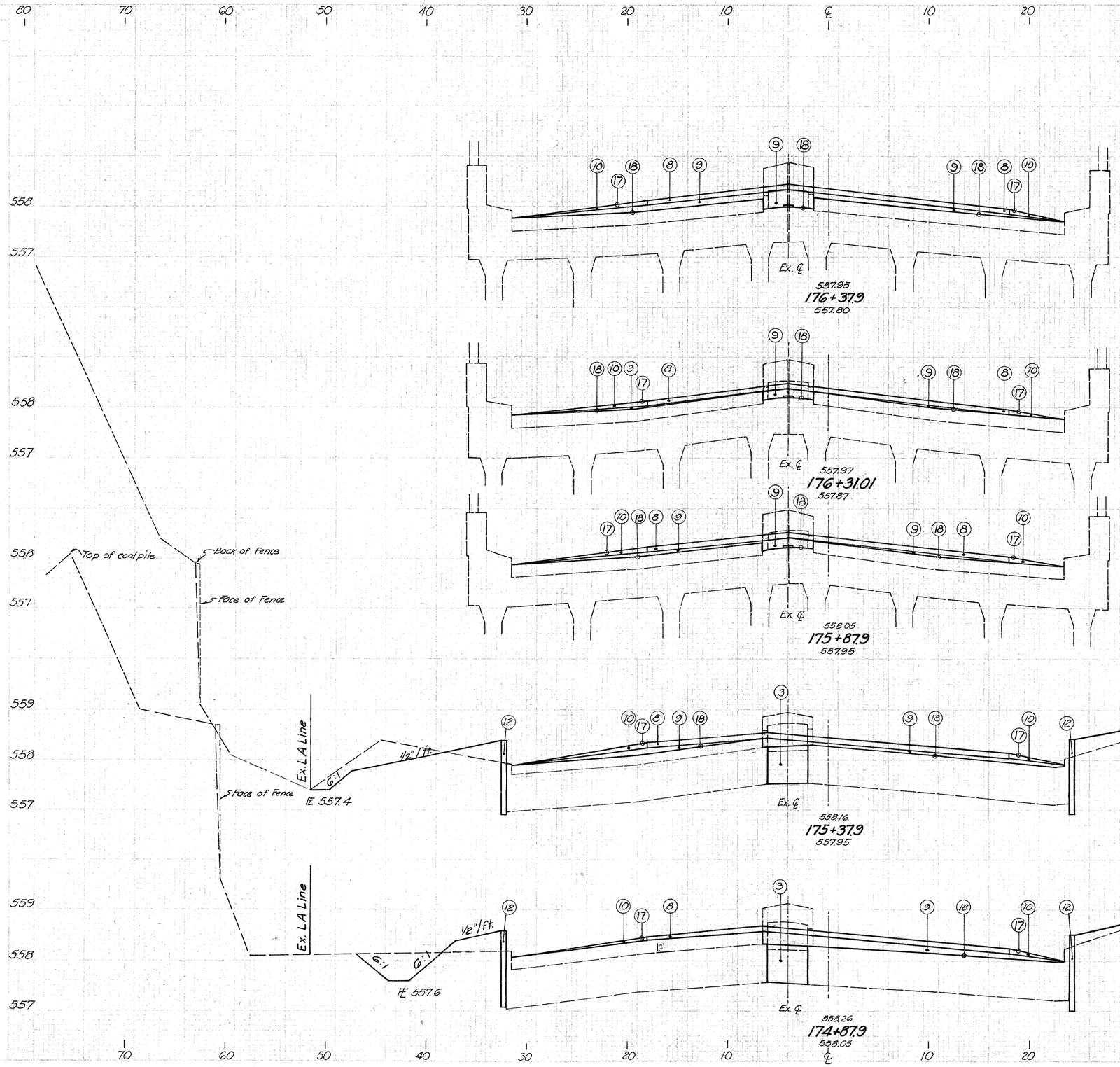


	E-8 W	E-8 Sq. Yd.	E-8 W	E-8 Sq. Yd.	⑨ B-35 Sq. ft.	⑨ B-35 Cu. ft.	⑩ T-35 W.	⑩ T-35 Sq. ft.		
			5.0		3.4		19.0		5	2
				27.8		155.0		950.0		
			5.0		2.8		19.0		5	3
				27.8		175.0		950.0		
			5.0		4.2		19.0		5	3
				27.8		185.0		950.0		
			5.0		3.1		19.0		3	4
				27.8		160.0		950.0		
			5.0		3.3		19.0		2	4
				27.8		175.0		945.0		
	25.5		5.0		3.6				2	4
171+87.9		Ah Bk			9.7 3.6		18.9			
		141.7		27.8		485.0		960.0		

10 3
9 5
9 6
7 6
5 7
4 7
4 6

S.B. Lanes – Sta. 171+87.9 to Sta. 174+37.9

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50



E-8		⑨ B-35		⑩ T-35	
W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
5.0		5.5		19.0	
	3.8		25.5		130.9
5.0		1.9		19.0	
	23.9		107.8		819.1
5.0		3.1		19.0	
	27.8		175.0		950.0
5.0		3.8		19.1	
	27.8		210.0		950.0
5.0		4.5		19.0	
	27.8		200.0		950.0

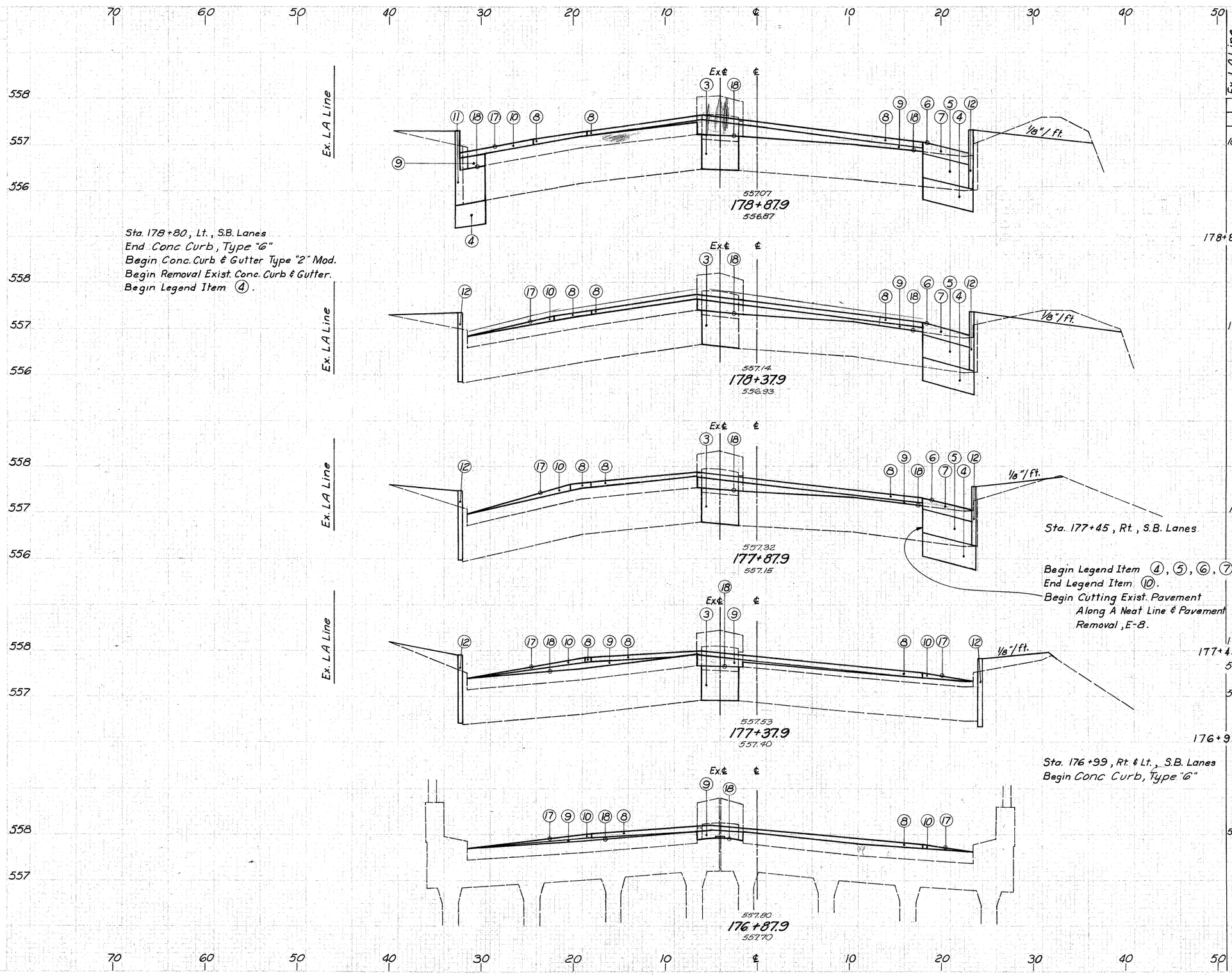
Sta. 175+63 To Sta. 177+15
3/8" x 1'-0" Steel Plate Centered On Existing ℄ Joint On Structure.
Steel Plate To Be Pinned To Existing Structure On Right Side Of ℄ Joint, Pins Set At 30" Centers.
Sta. 175+78, Rt. & Lt. Sides, S. B. Lanes End Conc. Curb, Type "G".

0 0
5 4
5 4 5 4
10 5
6 1

S. B. Lanes – Sta. 174+87.9 to Sta. 176+37.9

1-75-1(62)09

HAM-75-9.30



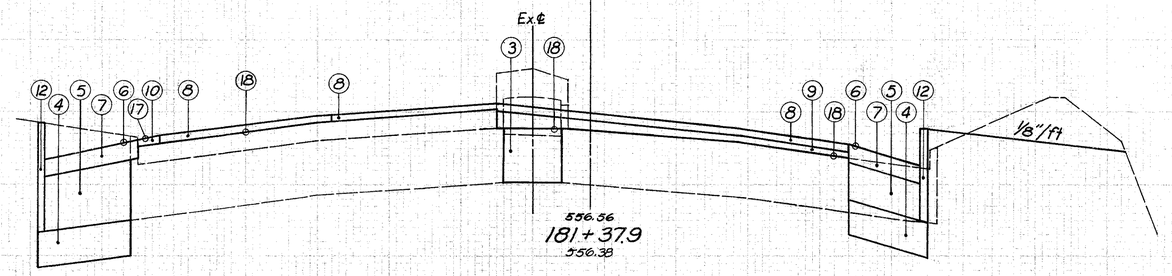
		E-8		④ I-22		⑨ B-35		⑩ T-35			
		W.	Sq.Yd.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.		
		10.5		4.4		5.5		8.0		5	3
					34.8		43.5				1 1
178+80			60.0								
	Ah			4.4		5.5			43.0	5	3
	BK			2.8		3.2				5	1
					117.9		160.0				8 2
		11.0		2.8		3.2		9.5		5	1
			61.1		145		175.0		520.0		8 3
		11.0		2.9		3.7		11.3		4	2
			52.6		124.4				514.8		6 3
							155.0				
177+45	Ah	11.0		2.9				12.7		4	2
	BK	5.0		0.0				18.3		2	2
			9.5						129.9		1 1
		5.0		0		2.4		18.3		2	2
											3 3
176+99	Ah									2	2
	BK									0	0
			27.8				90.0		335.0		
		5.0				1.2		19.0			
			27.8				170.0		350.0		

S. B. Lanes - Sta. 176+87.9 to Sta. 178+87.9

70 60 50 40 30 20 10 ℄ 10 20 30 40 50

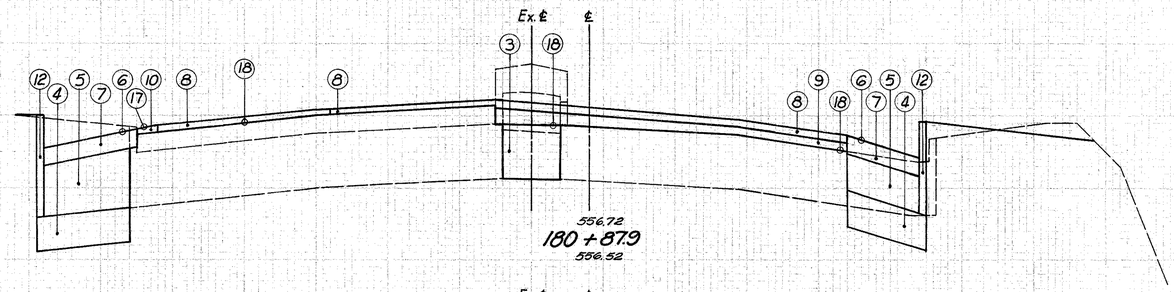
Ex. LA Line

557
556



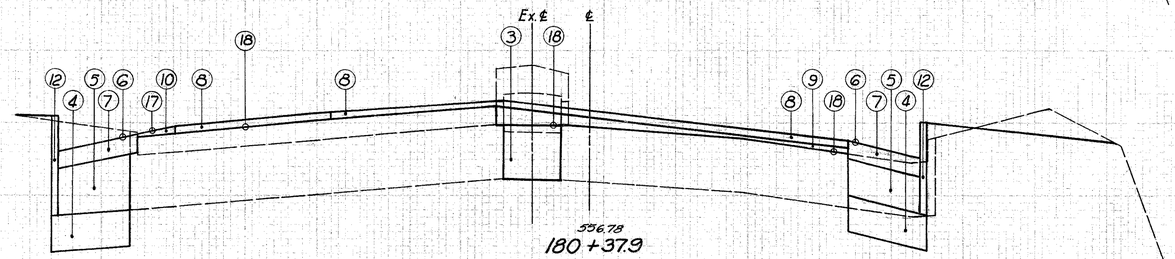
Ex. LA Line

557
556



Ex. LA Line

557
556



Ex. LA Line

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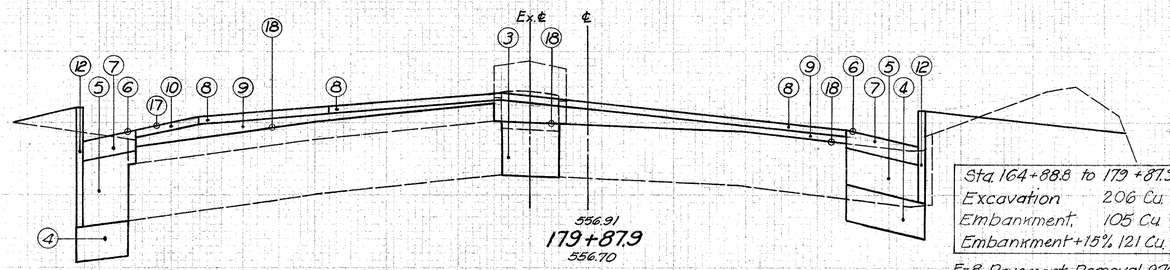

Ex. LA Line

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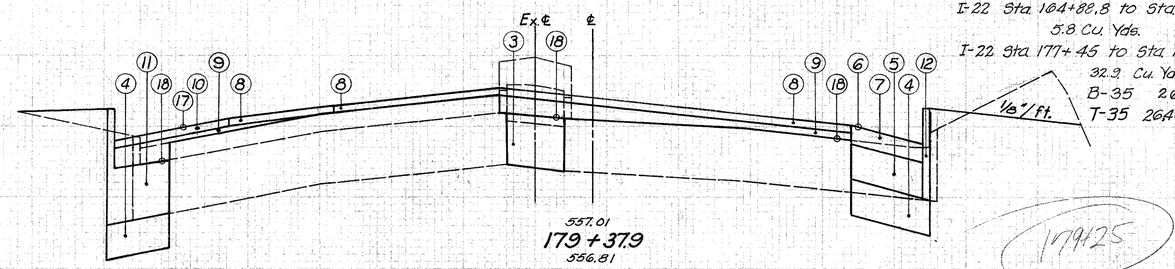
556



Sta. 179+55, Lt., S.B. Lanes
End Removal Exist. Conc. Curb & Gutter
End Conc. Curb & Gutter, Type "2", Mod.
Begin Conc. Curb, Type "6"
Begin Legend Item ⑤, ⑥, ⑦.
Begin Removal Exist. Conc. Curb

Sta. 164+88.8 to 179+87.9.
Excavation 206 Cu. Yds.
Embankment 105 Cu. Yds.
Embankment+15% 121 Cu. Yds.

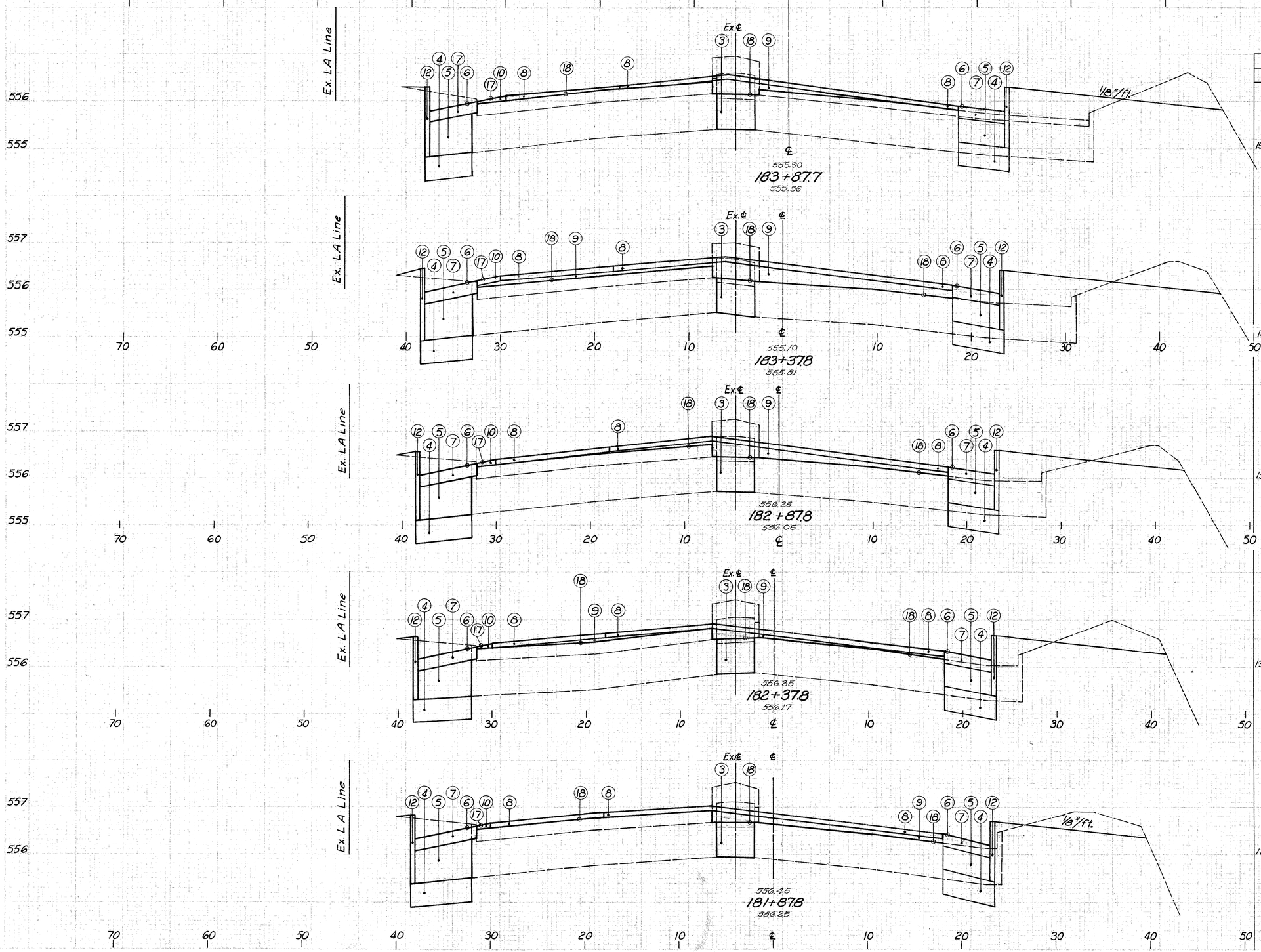
E-8 Pavement Removal 970.7 Sq. Yds.
I-22 Sta. 164+88.8 to Sta. 166+00
5.8 Cu. Yds.
I-22 Sta. 177+45 to Sta. 179+87.9
32.3 Cu. Yds.
B-35 262.5 Cu. Yds.
T-35 26407.1 Sq. Ft.

1/8"/ft.

179+25

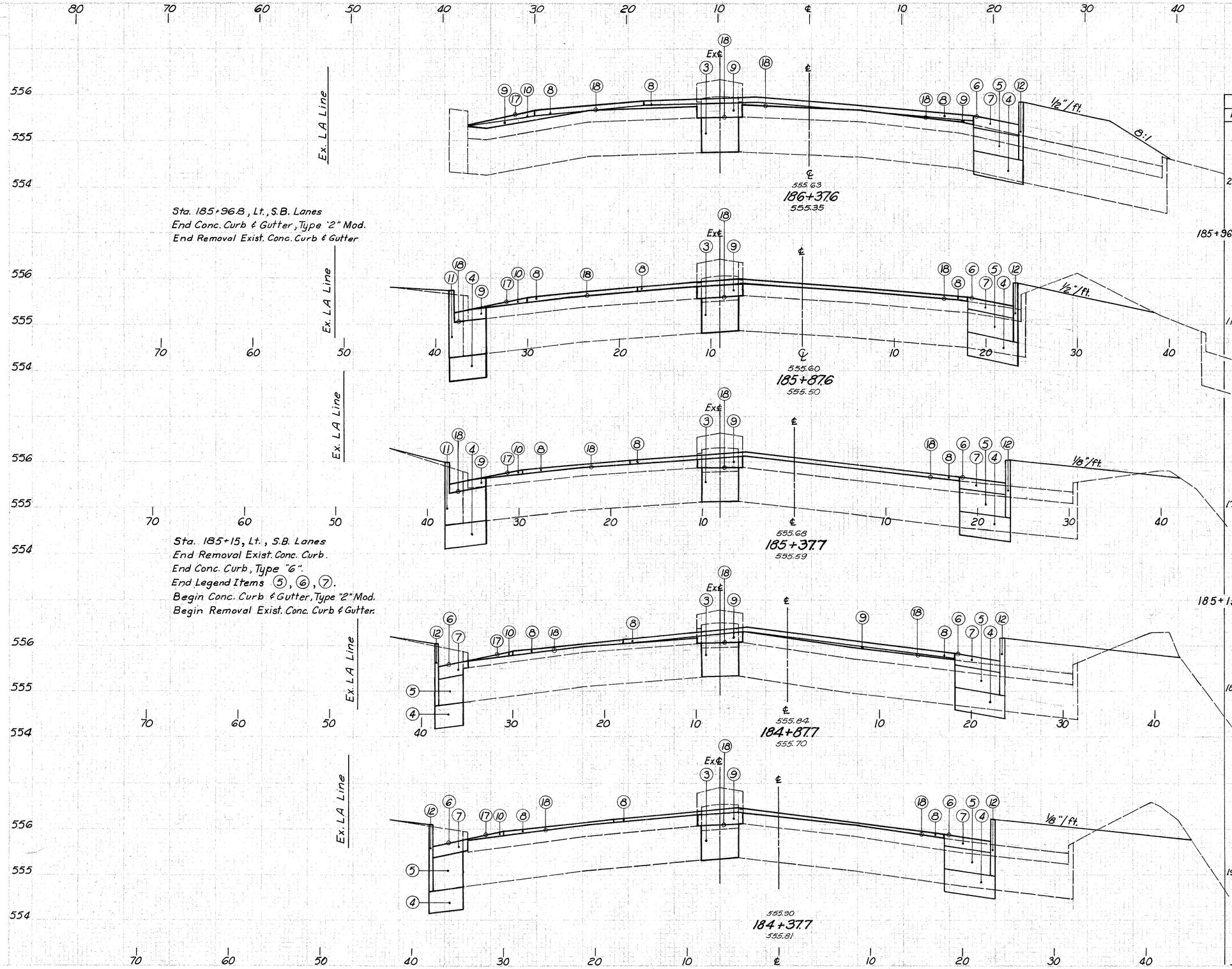
	E-8		④ I-22		③ B-35		⑩ T-35				
	W	Sq. Yd	Sq. ft.	Cu. ft	Sq. ft.	Cu. ft.	W.	Sq. ft.			
								74.9			31 2
	11.2		6.0		3.4		1.5		15	1	
		62.8		300		180.0		70.0			27 2
	11.3		6.0		3.8		1.4		14	1	
						165.0		100.0			26 2
		61.7		290							
	11.0		5.5		2.8		2.6		14	1	
								175.0			23 2
		61.1		240		265.0					
	11.0		4.1		7.8		4.4		11	1	
						256.6					
179+55		61.1						310.0			19 2
Ah				230	7.8						
Bk					4.4						
						75.2					
	11.0		5.0		4.4		8.0		10	1	
		60.0		235		250.0		400.0			14 4

S.B. Lanes - Sta. 179+37.9 to Sta. 181+37.9



E-8		④ I-22		⑨ B-35		⑩ T-35			
W	Sq Yd	Sq ft	Cu. ft	Sq. ft.	Cu. ft	W.	Sq ft.		
19.4		5.3		2.6		3.0		15	14
	103.9		263.5		324.4		134.7		30 23
18.1		5.5		10.3		2.5		16	11
	93.3		285		375.0		110.0		31 17
15.4		5.8		4.7		2.0		17	7
	101.1		295		190.0		80.0		32 11
13.2		5.9		2.9		1.7		18	5
	67.8		300		150.0		80.0		34 6
11.3		6.0		3.1		1.5		19	1
	62.8		299.4		164.7				

S. B. Lanes – Sta. 181 + 87.8 to Sta. 183 + 87.7

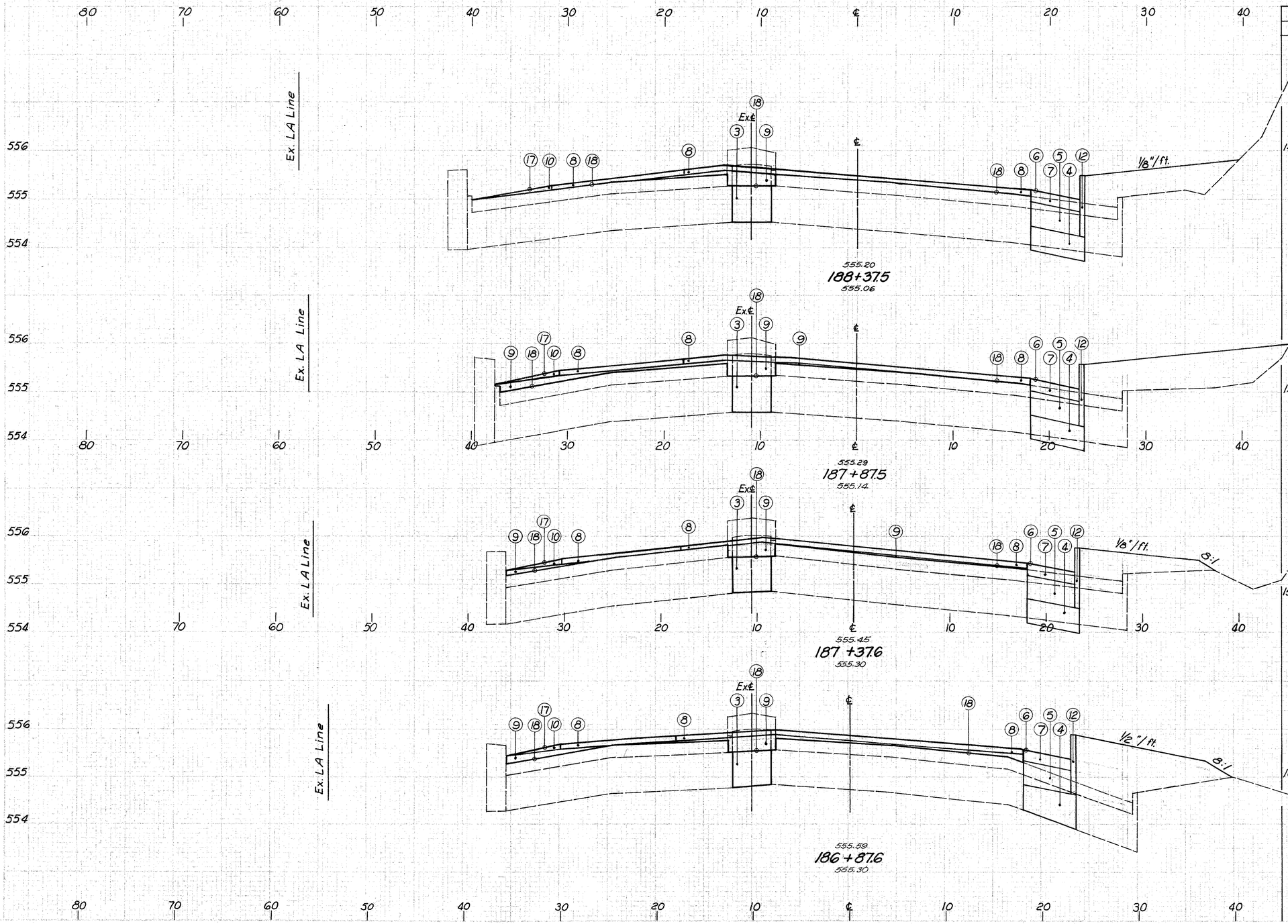


Sta. 185+96.8, Lt., S.B. Lanes
End Conc. Curb & Gutter, Type "2" Mod.
End Removal Exist. Conc. Curb & Gutter

Sta. 185+15, Lt., S.B. Lanes
End Removal Exist. Conc. Curb.
End Conc. Curb, Type "6".
End Legend Items ⑤, ⑥, ⑦.
Begin Conc. Curb & Gutter, Type "2" Mod.
Begin Removal Exist. Conc. Curb & Gutter.

E-8		④ I-22		③ B-35		⑩ T-35			
W	Sq. Yd.	Sq. ft.	Cu. ft.	Sq. ft.	Cu. ft.	W.	Sq. ft.		
26.0		2.8		3.8		7.3		1	25
			114.2		155.0					2	38
185+96.8	Ah	2.8		3.8				1	25
	BK	4.9		1.9		380.0		13	1
	103.9		45.1		289					7	1
11.3		4.9		1.9		8.0		13	1
	50								
	81.1		249.5		94.8		399.2			22	13
17.8		5.1		1.9		8.1		11	13
	50								
					43.1				
185+15	100.0 Ah		240	1.9			325.0			19	24
	BK			1.0					
					27.3				
18.3		4.4		1.0		4.9		10	13
	50								
	76.1		235		55.0		220.0			22	24
19.0		4.9		1.2		3.9		14	13
	106.7		255		95.0		170.0			27	25

S. B. Lanes - Sta. 184+37.7 to Sta. 186+37.6



E-8		④ I-22		⑨ B-35		⑩ T-35				
W	Sq.Yd.	Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.			
			180					2	16	
14.5		2.8		1.7		8.3		1	13	
	82.8									
			140		130.0		375.0	2	29	
15.0		2.8		3.4		6.7		1	18	
	84.4		139.7		139.7		309.4	2	33	
15.4		2.7		2.1		5.8		1	18	
	89.4		150		175.0		283.0	2	34	
16.8		3.3		4.9		5.6		1	19	
	124.5		155		220.0		320.0	2	41	

S. B. Lanes- Sta. 186+87.6 to Sta. 188+37.5

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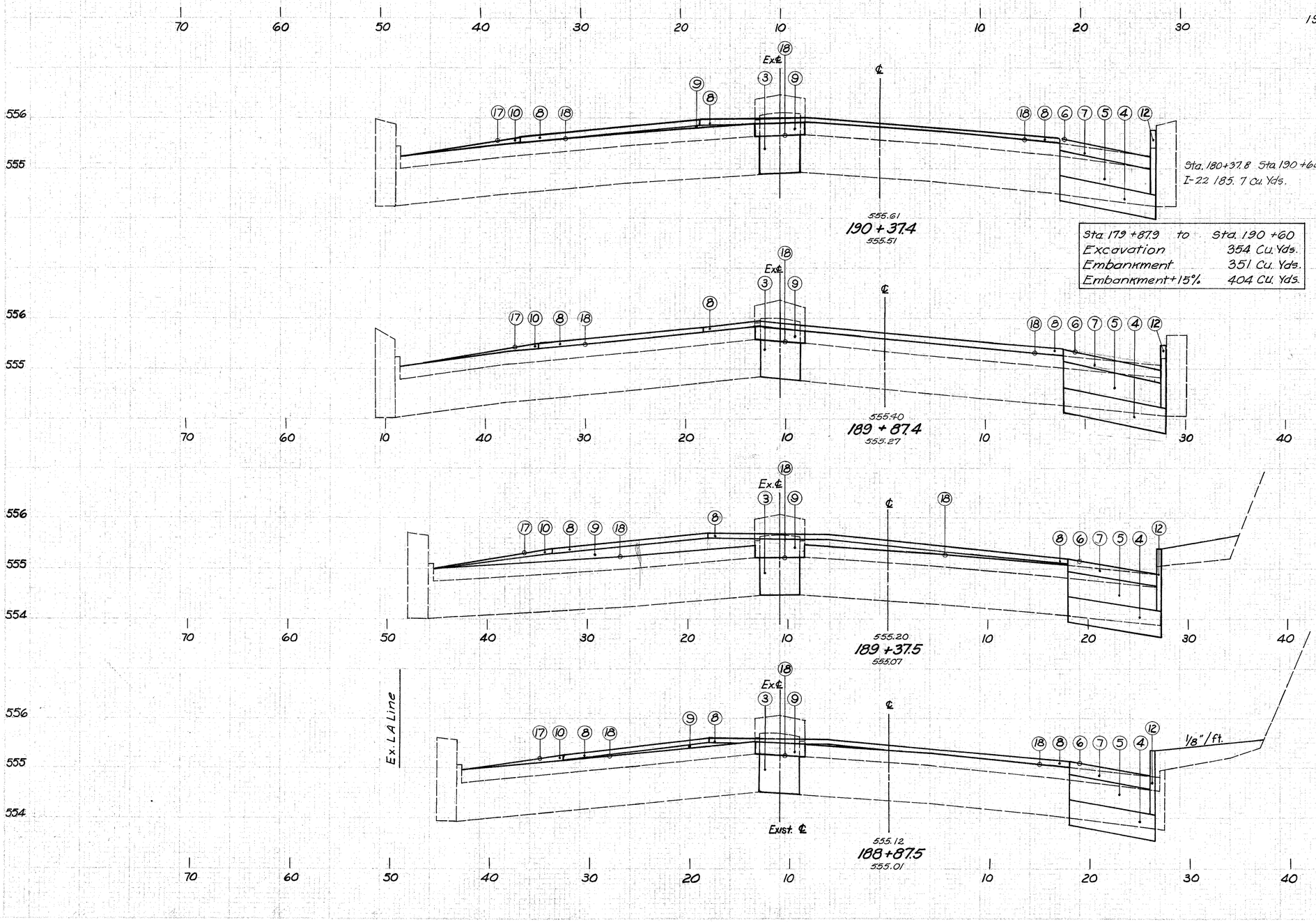
HAM-75-9.30

Sta. 190+60, Rt., S.B. Lanes
End Conc. Curb, Type "6".
End Cutting Exist. Pav't Along Neat Lines & Pav't. Removal, E-8.
End Legend Items (4) (5) (6) (7).
Begin Legend Item (10).



Sta. 180+37.8 Sta. 190+60
I-22 185.7 Cu. Yds.

Sta. 179+87.9	to	Sta. 190+60
Excavation		354 Cu. Yds.
Embankment		351 Cu. Yds.
Embankment+15%		404 Cu. Yds.

	E-8		④ I-22		⑨ B-35		⑩ T-35			
	W	Sq Yd	Sq.ft.	Cu ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.		
	5.0	Ah	0.0				19.3		0	0
190+60		BK	4.8				12.0		2	0
	14.6									
				108.5				271.2		2
		36.7								
	14.6		4.8		1.4		12.0		2	0
		82.8				60.0		630.0		4
				250						
	15.3		5.1		1.0		13.3		2	0
		82.2		244.5		214.6		623.8		3 2
	14.3		4.6		7.5		11.7		1	2
		80.0		225		230.0		545.0		2 6
	14.5		4.3		1.6		10.2		1	4
		80.6				85.0		460.0		

S. B. Lanes - Sta. 188+87.5 to Sta. 190+37.4

FED. RD. DIVISION	STATE	PROJECT
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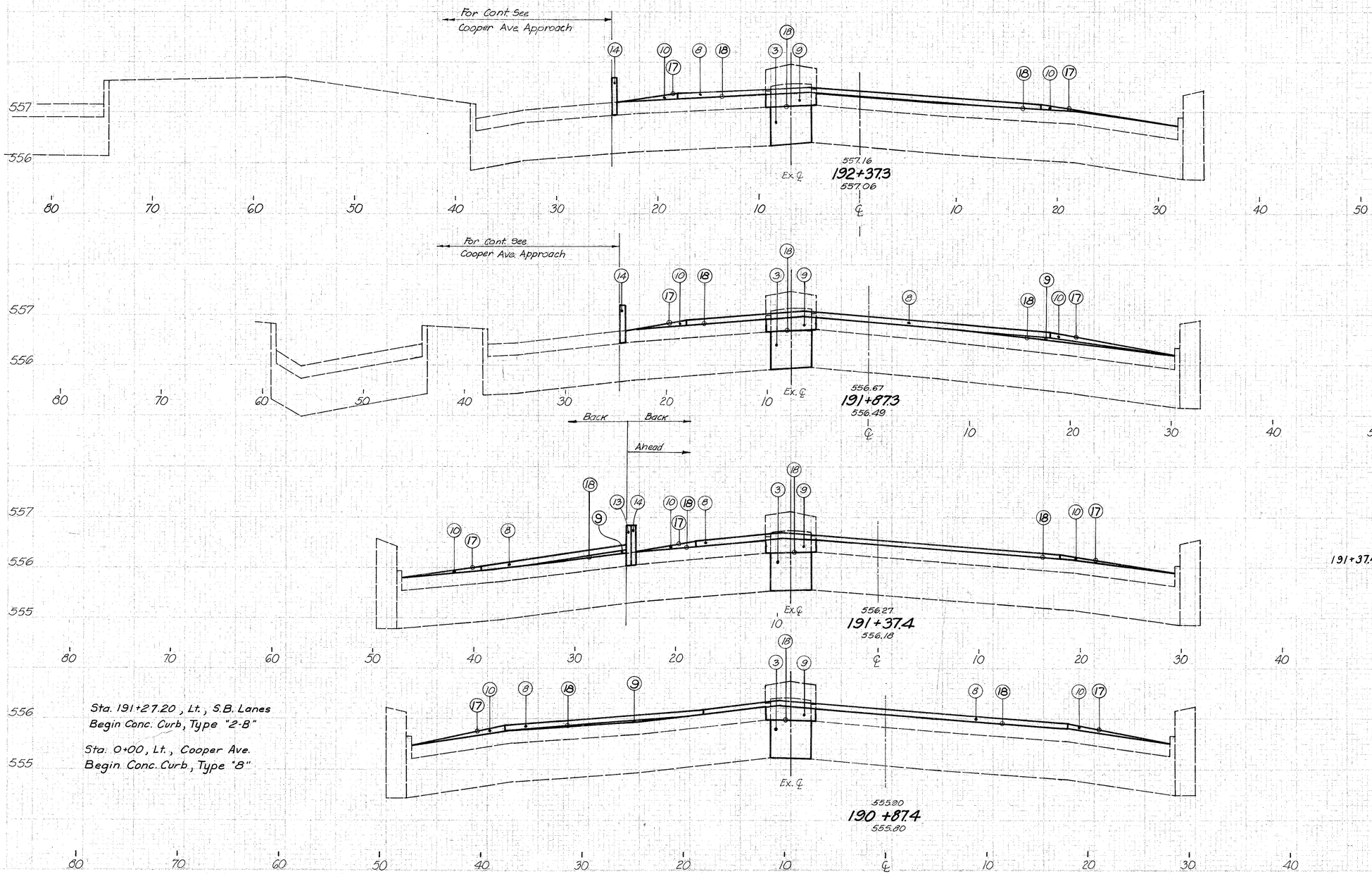
HAM-75-9.30



Sta. 191+27.20, Lt., S.B. Lanes
Begin Conc. Curb, Type "2-B"

Sta. 0+00, Lt., Cooper Ave.
Begin Conc. Curb, Type "8"

	E-8		⑨ B-35		⑩ T-35			
	W	Sq. Vd	Sq.ft.	Cu.ft.	W.	Sq.ft.		
						975.0		
	5.0		1.0		19.5		0	0
		27.8		65.0		945.0		
	5.0		1.5		18.4		0	0
						938.1		
		27.7		69.9				
191+37.4	Ah Bk		1.3 1.5		19.3		0	0
	5.0							
		27.8		80.0		965.0		
	5.0		1.6		19.3		0	0
		15.2		75.0				
						528.8		

S.B. Lanes - Sta. 190+87.4 to Sta. 192+37.3

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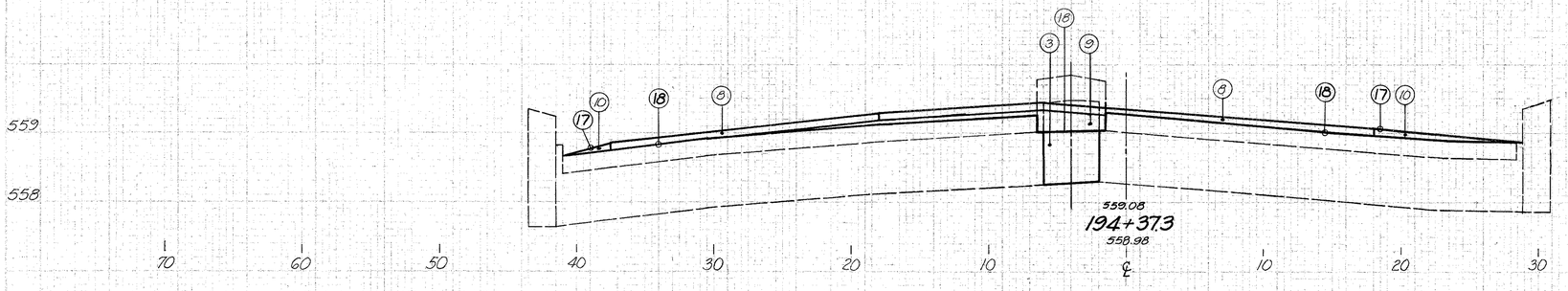
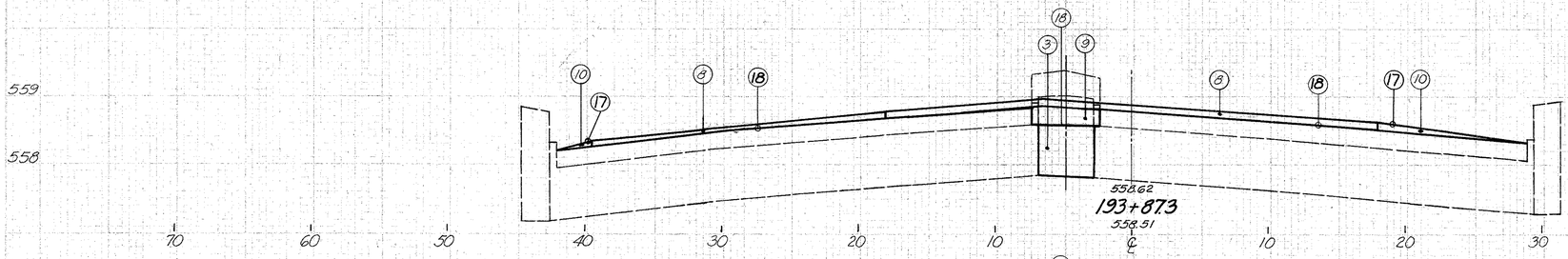
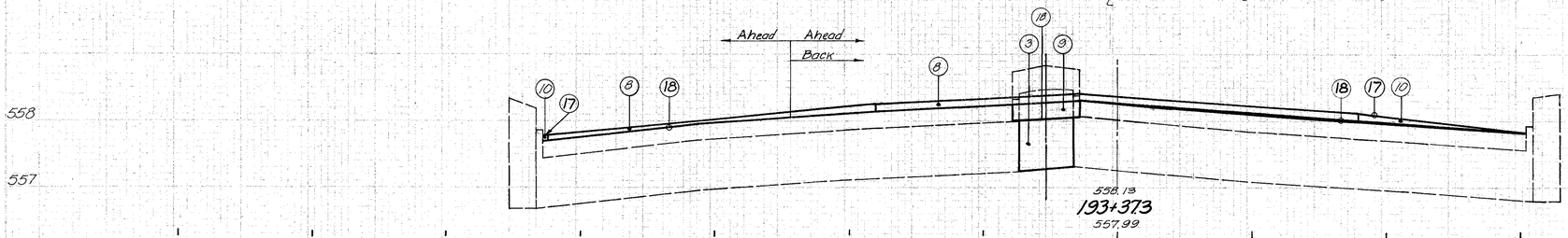
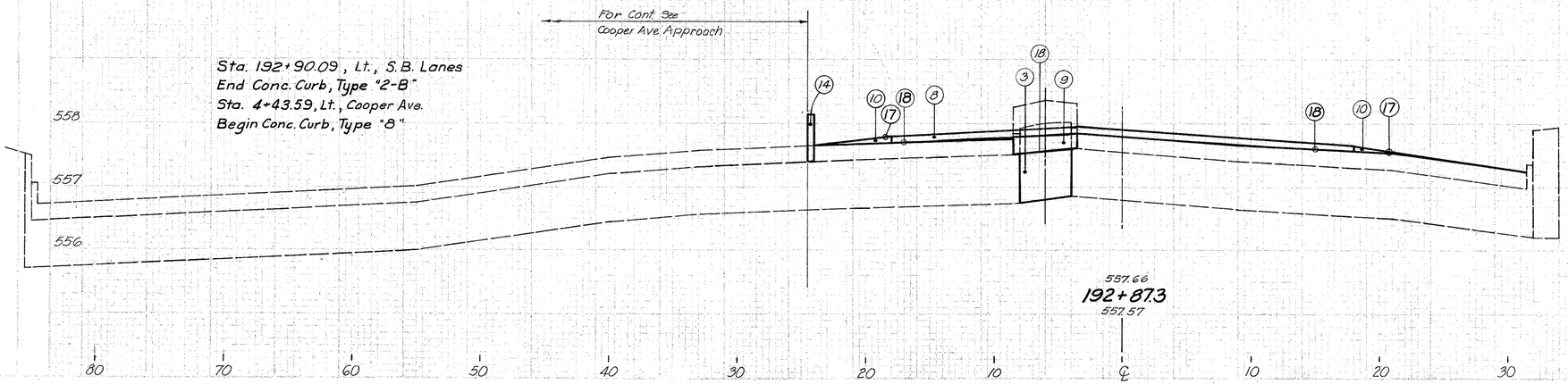
HAM-75-9.30









E-8		⑨ B-35		⑩ T-35			
W	Sq.Yd.	Sq.ft.	Cu.ft.	W	Sq.ft.		
			125.0				
5.0		2.7		14.5		0	0
	27.8		95.0		700.0		
5.0		1.0		13.5		0	0
	27.8		50.0		660.0		
5.0		1.0		13.0		0	0
	27.8		50.0		810.0		
5.0		1.0		19.5		0	0
	27.8		50.0				

S.B. Lanes- Sta. 192+87.3 to Sta. 194+37.3

FED. ROAD DIVISION | STATE | PROJECT

OHIO | I-75-1(62)09

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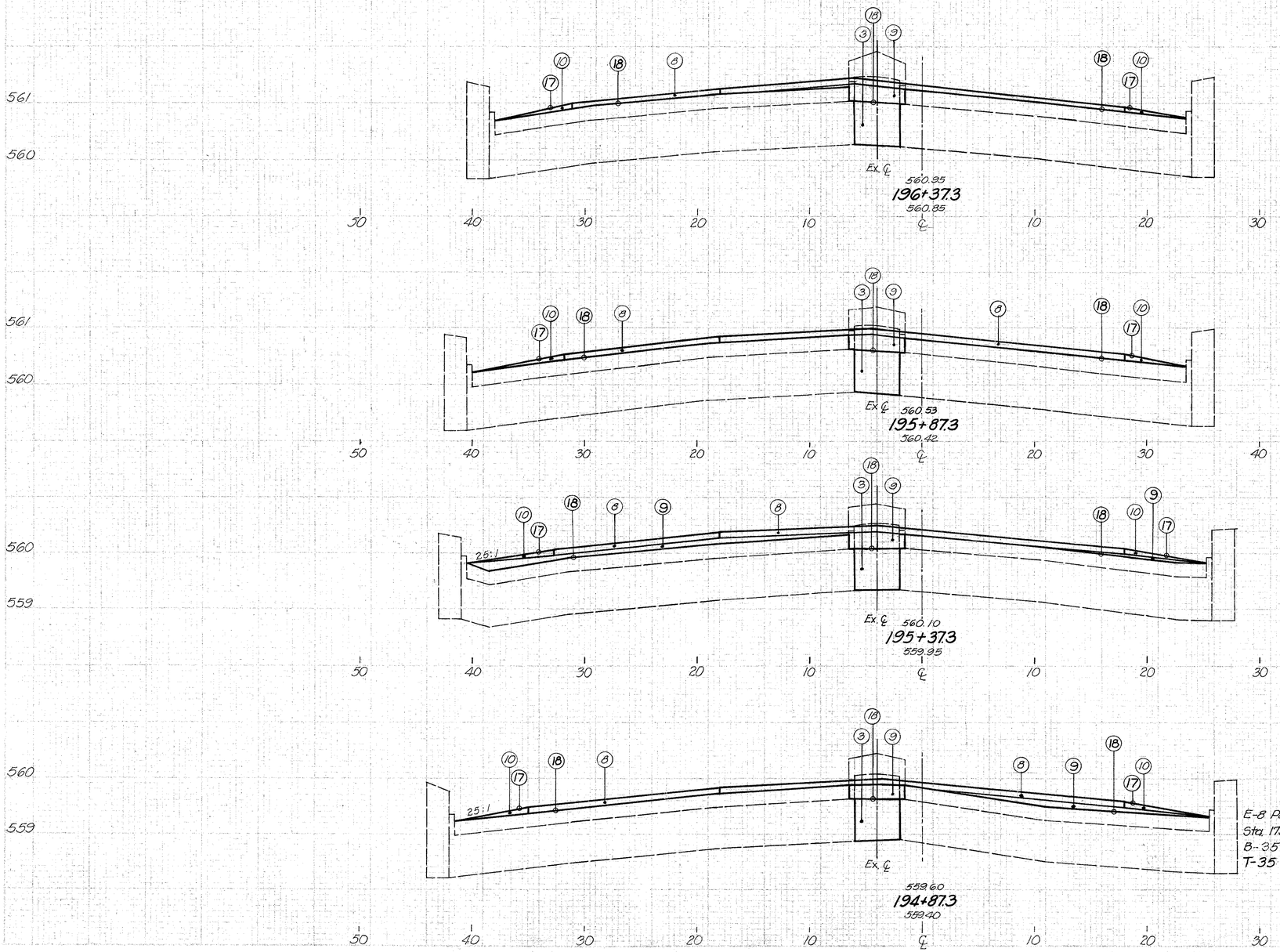
450

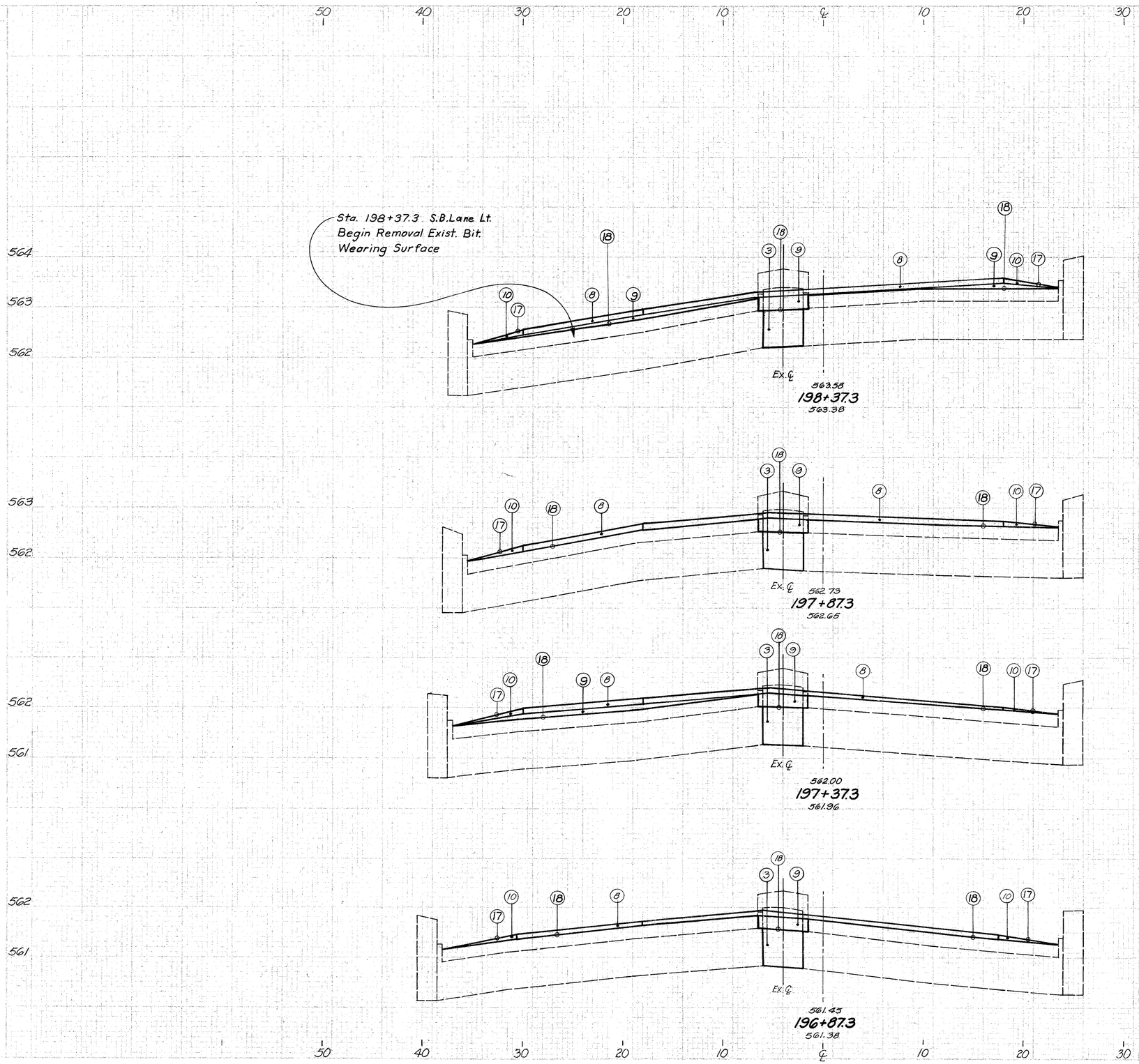
HAM-75-9.30



E-8		⑨ B-35		⑩ T-35		END AREA		VOLUME	
W	Sq Yds	Sq ft.	Cu ft.	W.	Sq ft.				
	27.8		60.0		640.0				
5.0		1.0		12.2		0	0		
	27.8		50.0		645.0				
5.0		1.0		13.7		0	0		
	27.8		145.0		715.0				
5.0		4.7		15.0		0	0		
	27.8		175.0		725.0				
5.0		2.3		14.0		0	0		
	27.8				710.0				

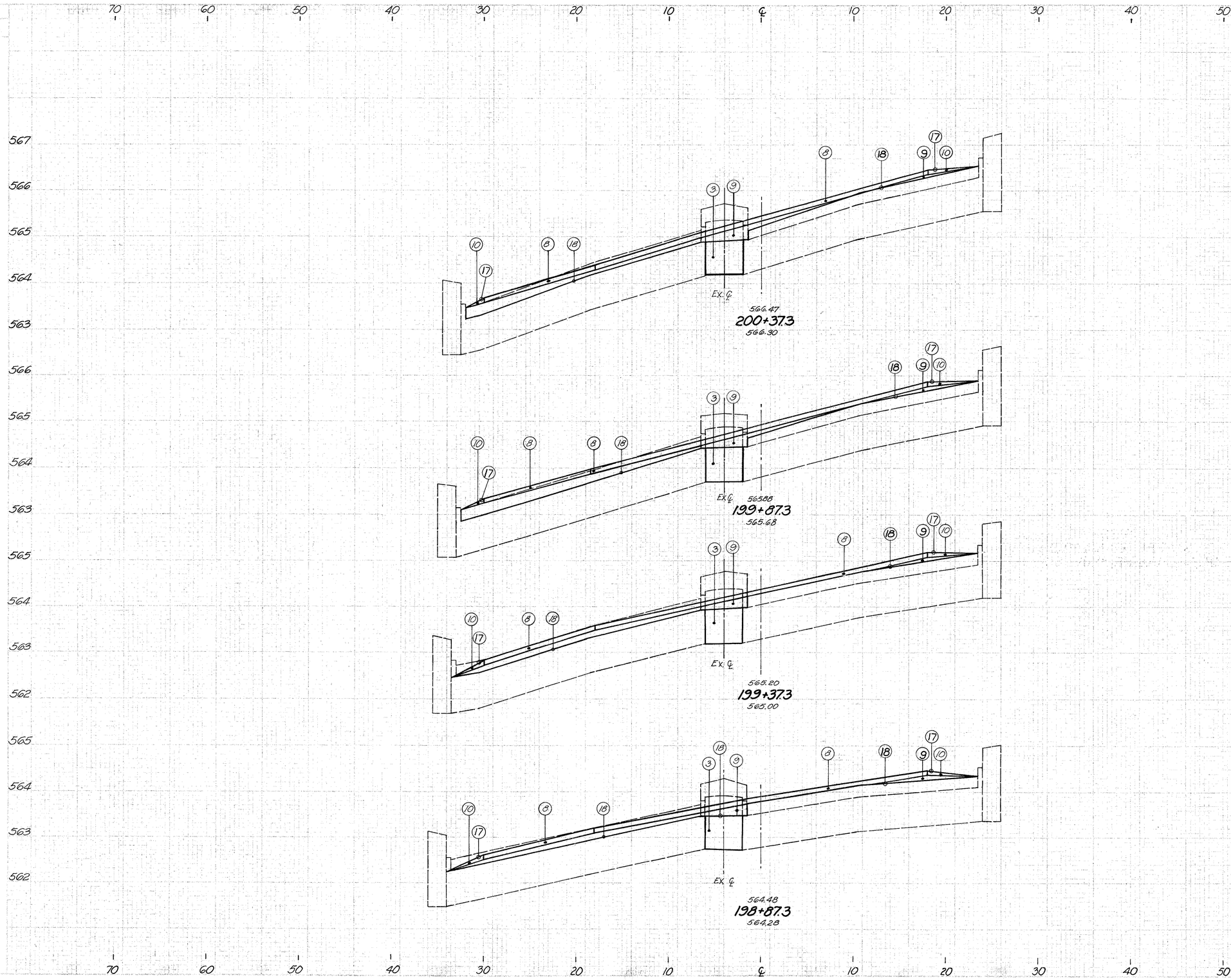
Total
E-8 Pavement Removal
Sta. 179+87.9 to Sta. 194+87.3. 2068.2 Sq. Yds.
B-35 156.6 Cu. Yds.
T-35 13,388.0 Sq. Ft.

S.B. Lanes - Sta. 194+87.3 to Sta. 196+37.3



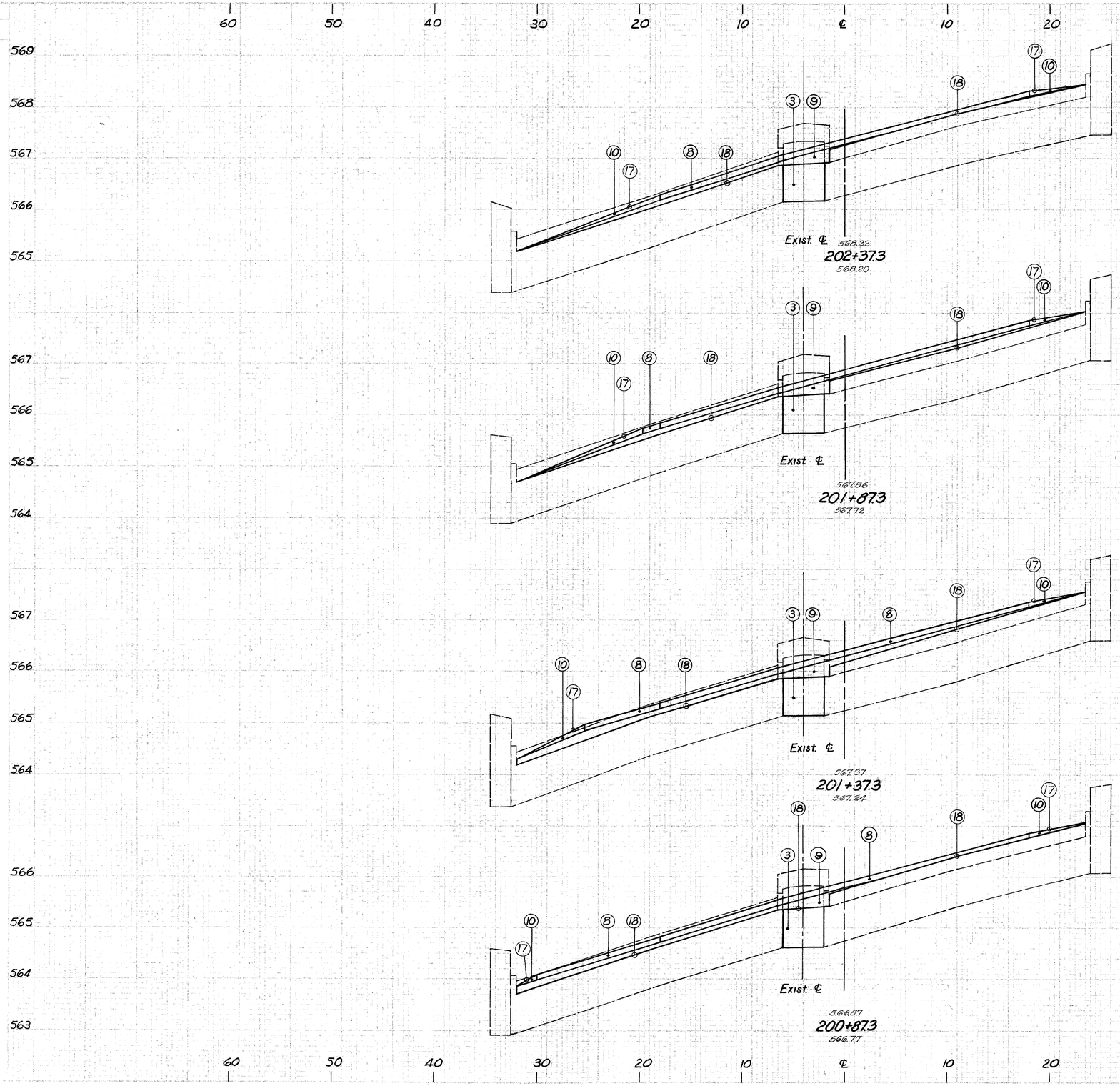
E-8		E-8		⑨ B-35		⑩ T-35	
W	Sq Yd	W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
					370.0		485.0
28.5		5.0					
198+37.3		Ah		11.1			
		Bk		3.8		10.5	
			27.8		130.0		535.0
		5.0		1.3		11.0	
			27.8		120.0		585.0
		5.0		3.4		12.5	
			27.8		120.0		650.0
		5.0		1.3		13.5	

S.B. Lanes - Sta. 196+87.3 to Sta. 198+37.3



* E-8 W	E-8 Sq.Yd	E-8 W	E-8 Sq.Yd	⑨ B-35 Sq.ft.	⑨ B-35 Cu.ft.	⑩ T-35 W.	⑩ T-35 Sq.ft.
25.5		5.0		6.2		7.5	
	142.8		27.8		305.0		385.0
26.0		5.0		6.0		8.0	
	147.2		27.8		225.0		410.0
26.5		5.0		2.9		8.5	
	150.0		27.8		165.0		435.0
27.5		5.0		3.6		9.0	
	155.6		27.8				

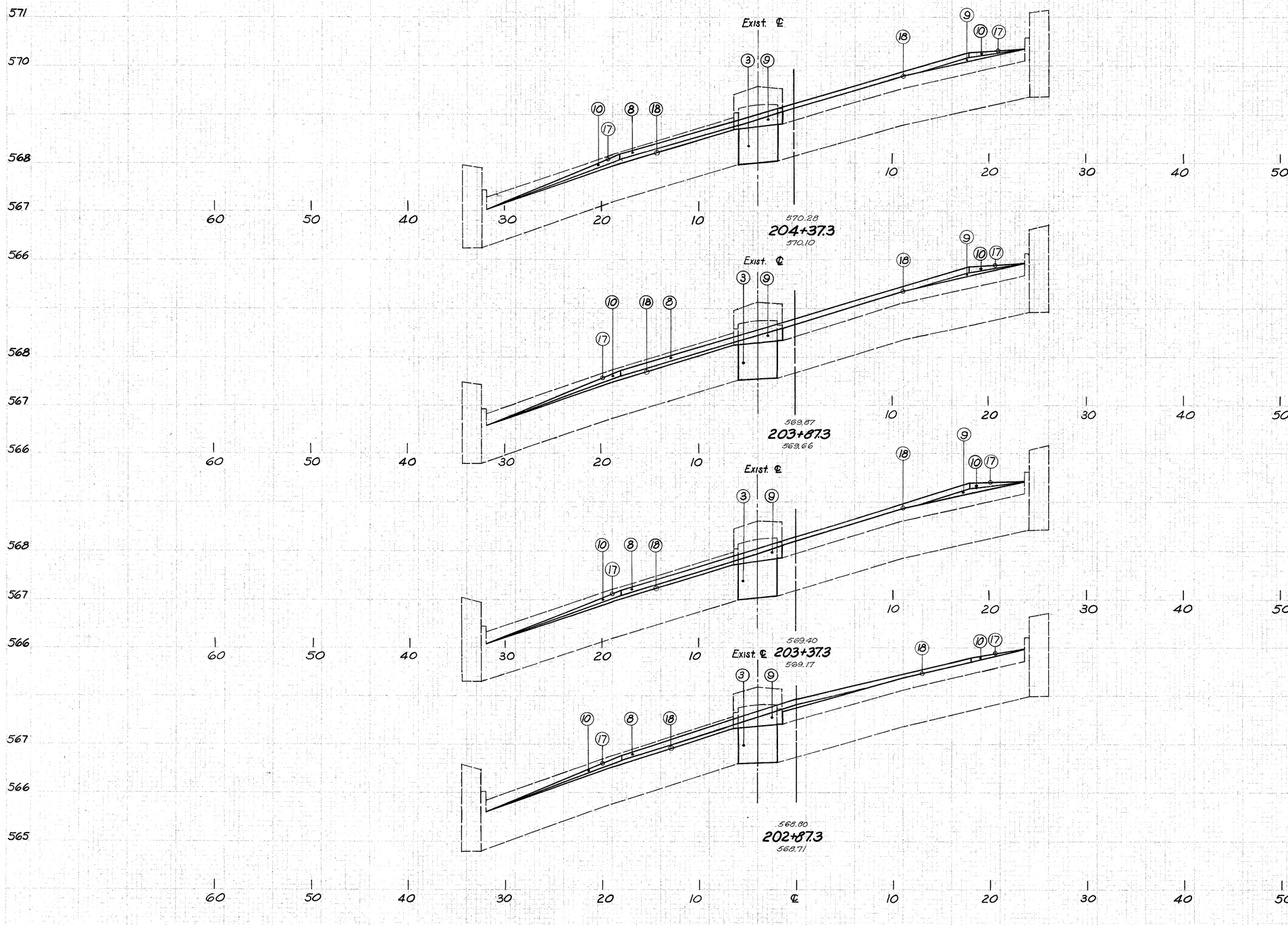
S. B. Lanes - Sta. 198+87.3 to Sta 200+37.3



*

E-8		E-8		⑨ B-35		⑩ T-35	
W	Sq Yd	W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
26.0		5.0		2.5		19.5	
	141.7		27.8		145.0		930.0
26.0		5.0		3.3		17.8	
	146.6		27.8		225.0		745.0
26.0		5.0		5.7		12.0	
	146.7		27.8		260.0		485.0
26.0		5.0		4.6		7.5	
	141.6		27.8				375.0
					270.0		

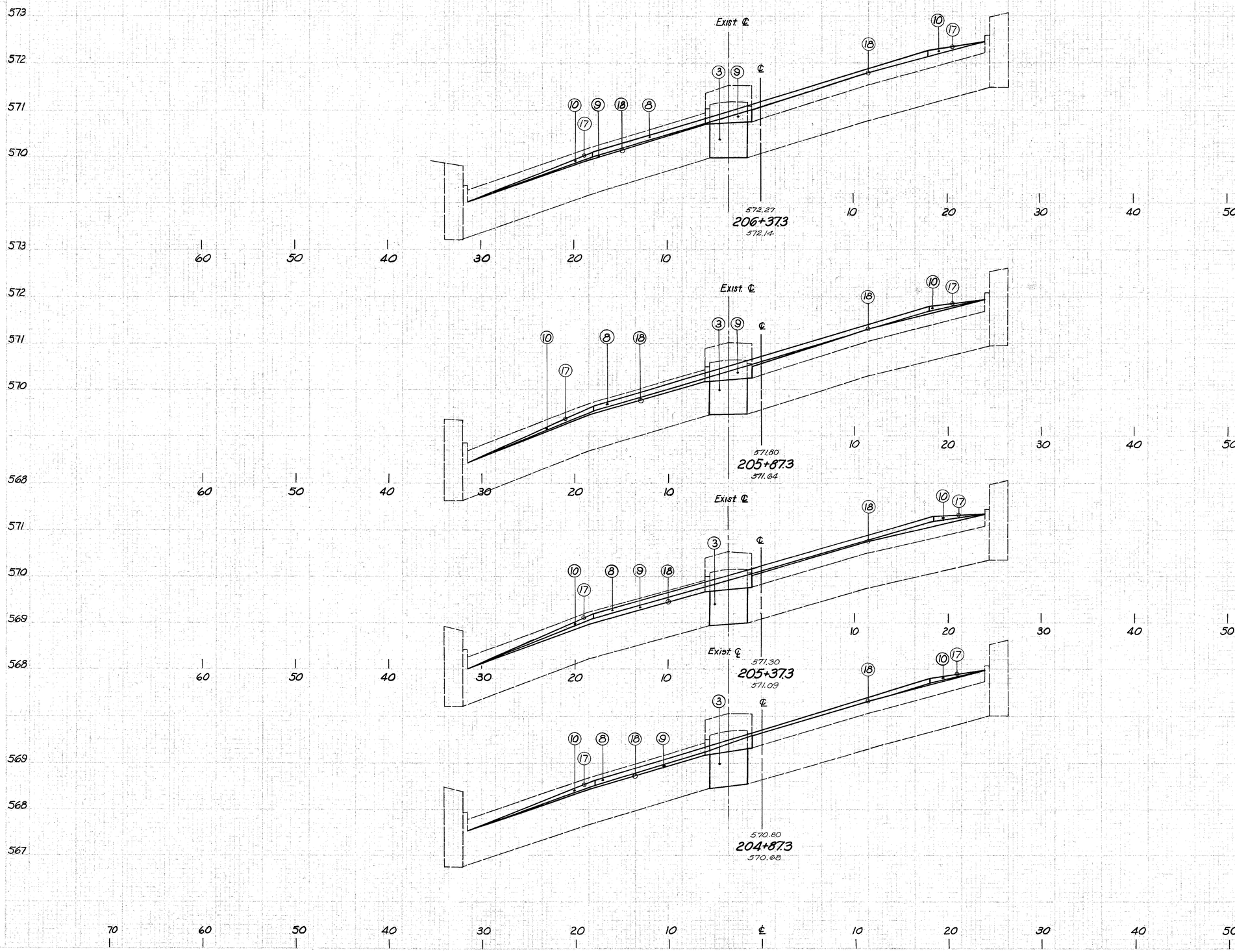
S. B. Lanes - Sta. 200 + 87.3 to Sta. 202 + 37.3



* E-8 W	E-8 Sq.Yd.	E-8 W	E-8 Sq.Yd.	⑨ B-35 Sq.ft.	⑨ B-35 Cu.ft.	⑩ T-35 W.	⑩ T-35 Sq.ft.
25.5		5.0		2.7		19.5	
	141.7		27.8		125.0		970.0
25.5		5.0		2.3		19.4	
	141.6		27.8		135.0		975.0
25.5		5.0		3.0		19.6	
	141.7		27.8		144.4		975.0
25.5		5.0		2.8		19.5	
	141.6		27.8		135.5		975.0

S. B. Lanes - Sta. 202 + 87.3 to Sta. 204 + 37.3

HAM-75-9.30



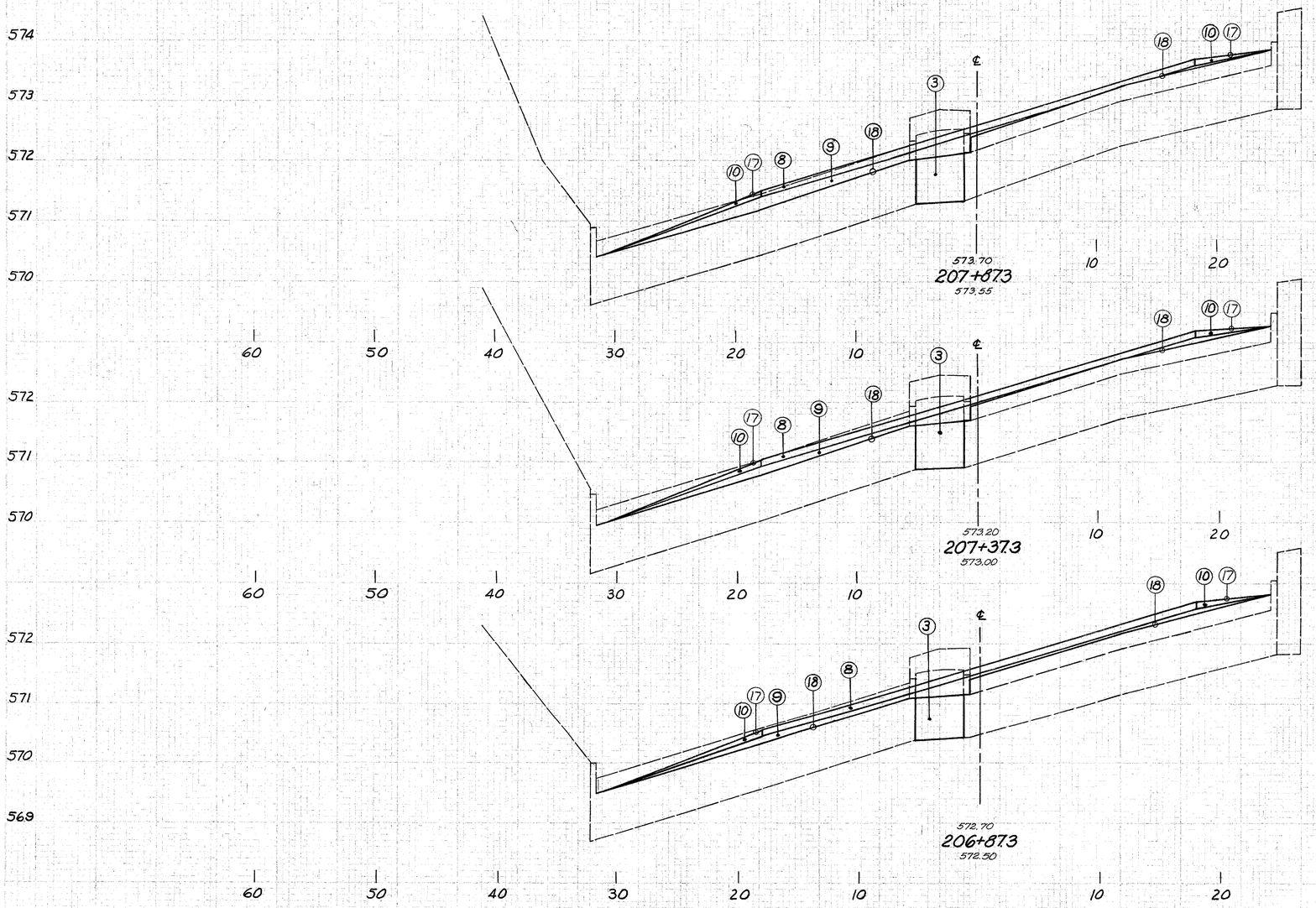
* E-8		E-8		⑨ B-35		⑩ T-35	
W	Sq.Yd	W	Sq.Yd	Sq.ft.	Cu.ft.	W.	Sq.ft.
25.5		5.0		1.5		19.3	
	141.7		27.8		110.0		970.0
25.5		5.0		2.9		19.5	
	141.6		27.8		175.0		960.0
25.5		5.0		4.1		19.0	
	141.7		27.8		155.0		965.0
25.5		5.0		2.0		19.6	
	141.6		27.8		120.0		975.0

S.B Lanes - Sta. 204+87.3 to Sta. 206+37.3

FED. AID PROJECT	STATE	PROJECT
2	OHIO	I-75-1(62)09

219
450

HAM - 75 - 9.30



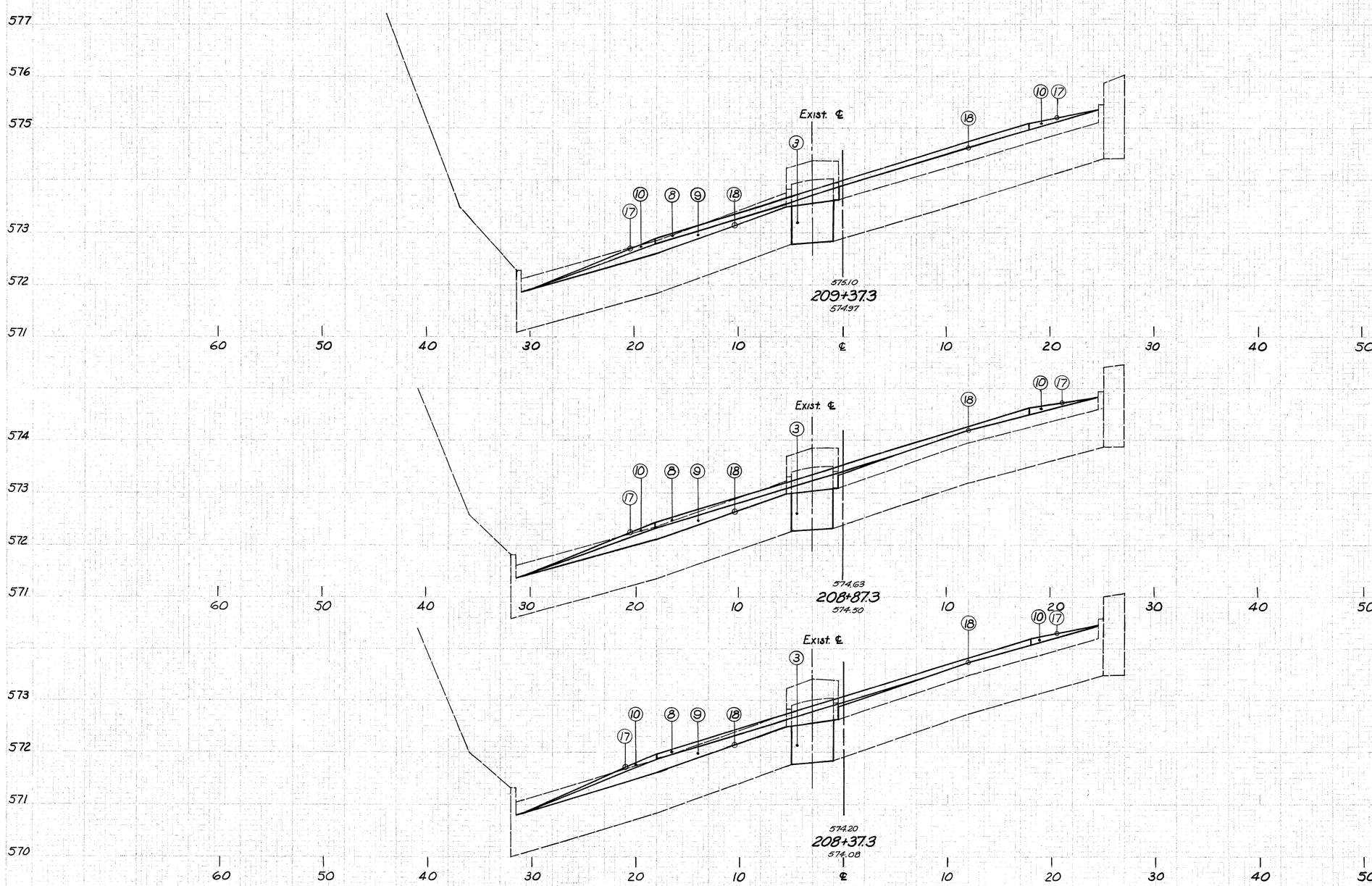
* E-8 W	E-8 Sq Yd	E-8 W	E-8 Sq Yd	⑨ B-35 Sq ft	⑨ B-35 Cu ft	⑩ T-35 W	⑩ T-35 Sq ft
					240.0		
							995.0
26.0		5.0		4.4		19.9	
	144.4		27.8		200.0		995.0
26.0		5.0		3.6		19.9	
	144.4		27.8		180.0		995.0
26.0		5.0		3.5		19.9	
	143.4		27.8		125.0		980.0

S. B. Lanes - Sta. 206 + 87.3 to Sta 207 + 87.3

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

220
450

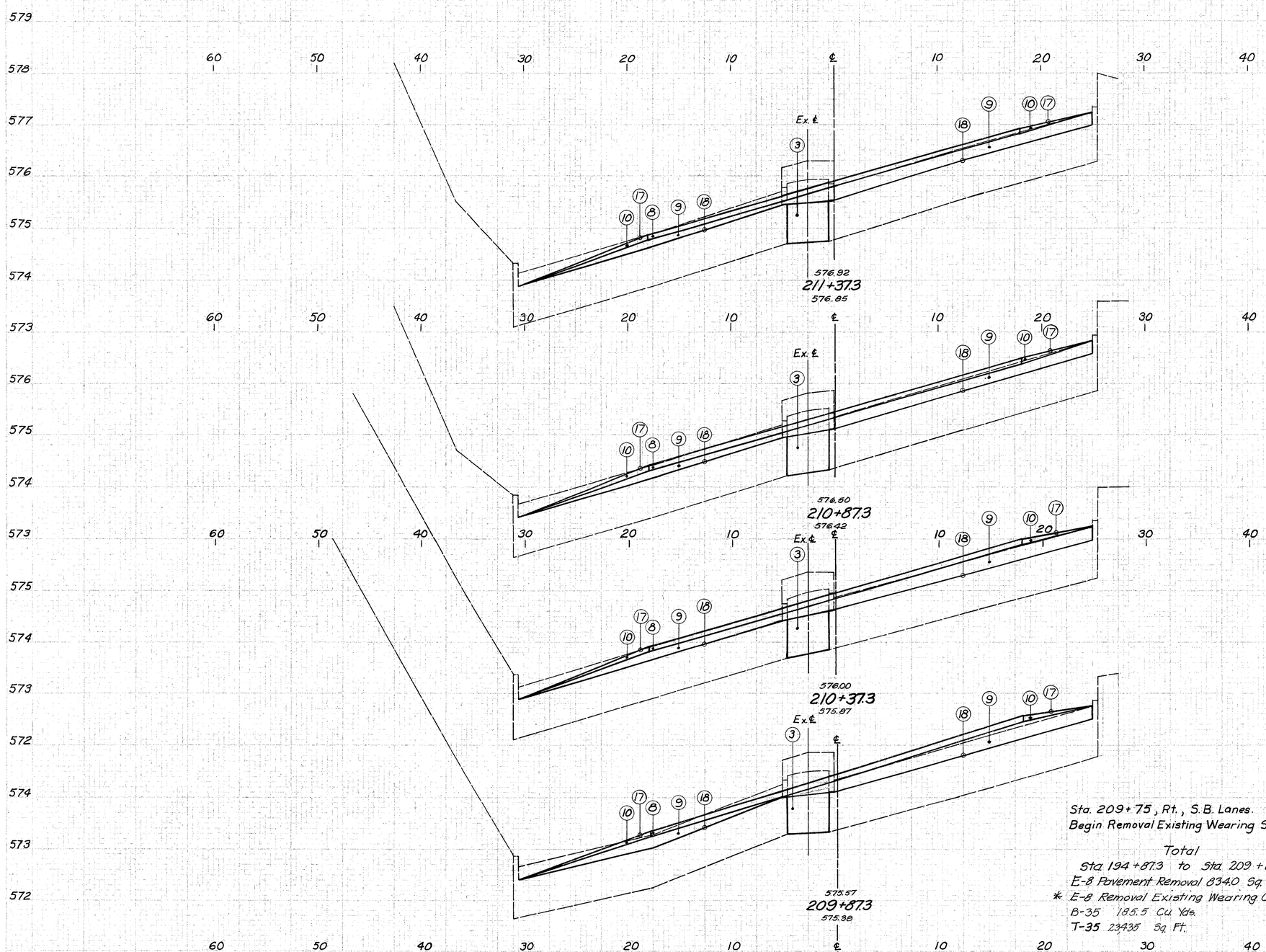
HAM-75-9.30



* E-8 W	E-8 Sq Yd	E-8 W	E-8 Sq Yd	⑨ B-35 Sq ft.	⑨ B-35 Cu ft.	⑩ T-35 W.	⑩ T-35 Sq ft.
25.5		5.0		3.7		19.4	
	141.6		27.8		210.0		985.0
25.5		5.0		4.7		20.0	
	138.4		27.8		249.0		1000.0
26.0		5.0		5.1		20.0	
	144.4		27.8				

S. B. Lanes- Sta. 208 + 37.3 to Sta. 209 + 37.3

HAM-75-9.30



	* E-8 W	E-8 Sq Yd	E-8 W	E-8 Sq Yd	⑨ B-35 Sq ft.	⑨ B-35 Cu ft.	⑩ T-35 W.	⑩ T-35 Sq ft.
Rt Side →	25.0 25.5		5.0		8.0		19.5	
		138.8 141.6		27.8		430.0		970.0
	25.0 25.5		5.0		9.2		19.4	
		138.9 141.7		27.8		465.0		970.0
	25.0 25.5		5.0		9.3		19.4	
		138.8 141.6		27.8		480.0		975.0
Rt. Side →	25.0 25.5		5.0		9.8		19.6	
						120.5		
		141.7		27.8				975.0
						139.5		

Sta. 209+75, Rt., S.B. Lanes.
Begin Removal Existing Wearing Surface.

Total
Sta. 194+87.3 to Sta. 209+87.3
E-8 Pavement Removal 834.0 Sq. Yds.
* E-8 Removal Existing Wearing Course 3293.9 Sq. Yds.
B-35 185.5 Cu. Yds.
T-35 23435 Sq. Ft.

209+75 Ah 9.8
BK 3.7

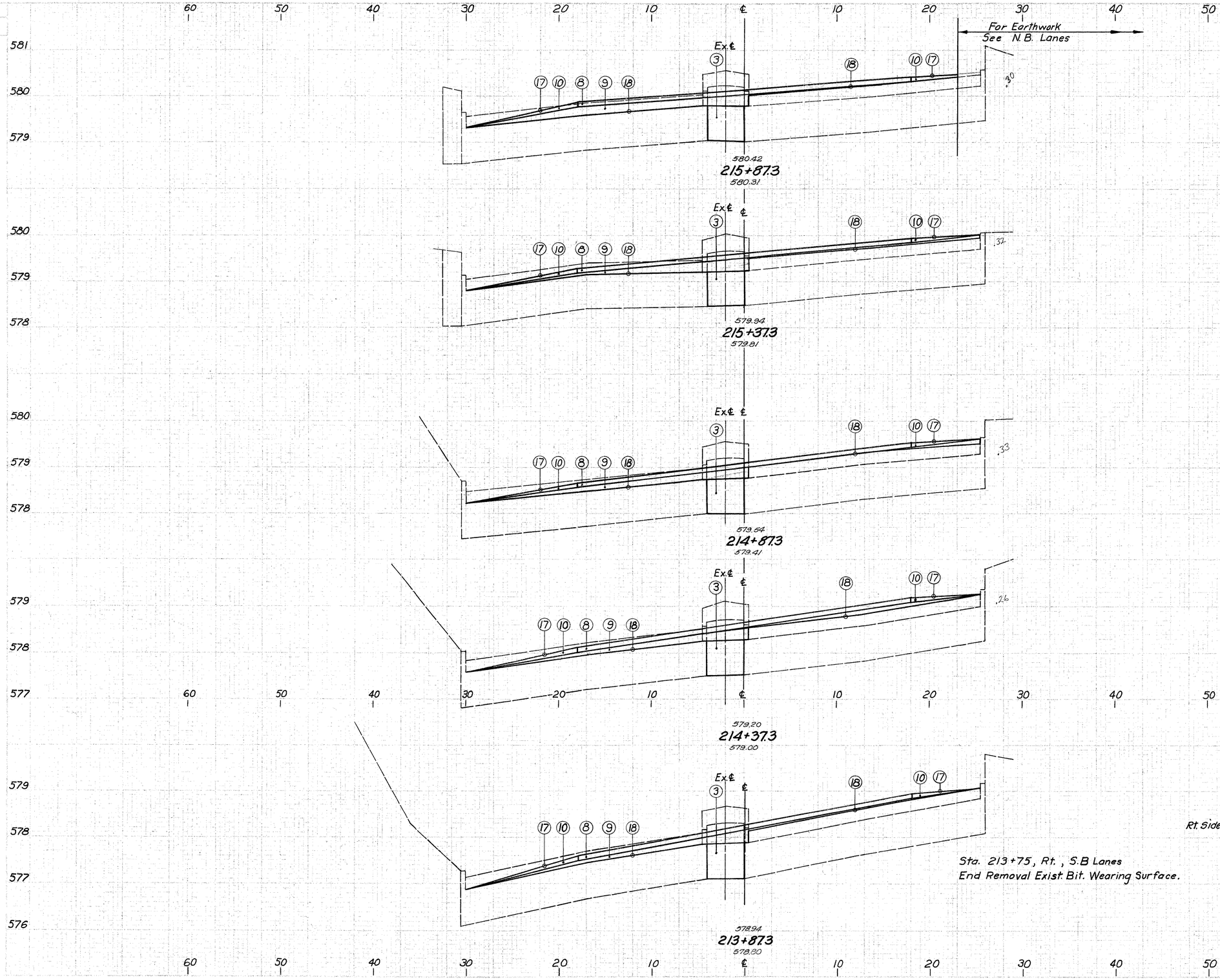
S.B. Lanes - Sta. 209+87.3 to Sta. 211+37.3

*	E-8		E-8		⑨ B-35		⑩ T-35	
	W	Sq Yd	W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
Rt. Side →	25.0							
	25.5		5.0		7.9		19.5	
		138.9						
		141.6		27.8		335.0		970.0
	25.0							
	25.5		5.0		5.5		19.4	
		138.8						
		141.7		27.8		325.0		970.0
	25.0							
	25.5		5.0		7.5		19.4	
		138.9						
		141.6		27.8		455.0		970.0
Rt. Side →	25.0							
	25.5		5.0		10.6		19.5	
		138.8						
		141.7		27.8		465.0		975.0

S. B. Lanes- Sta. 211+87.3 to Sta. 213+37.3

I-75-1(62)09

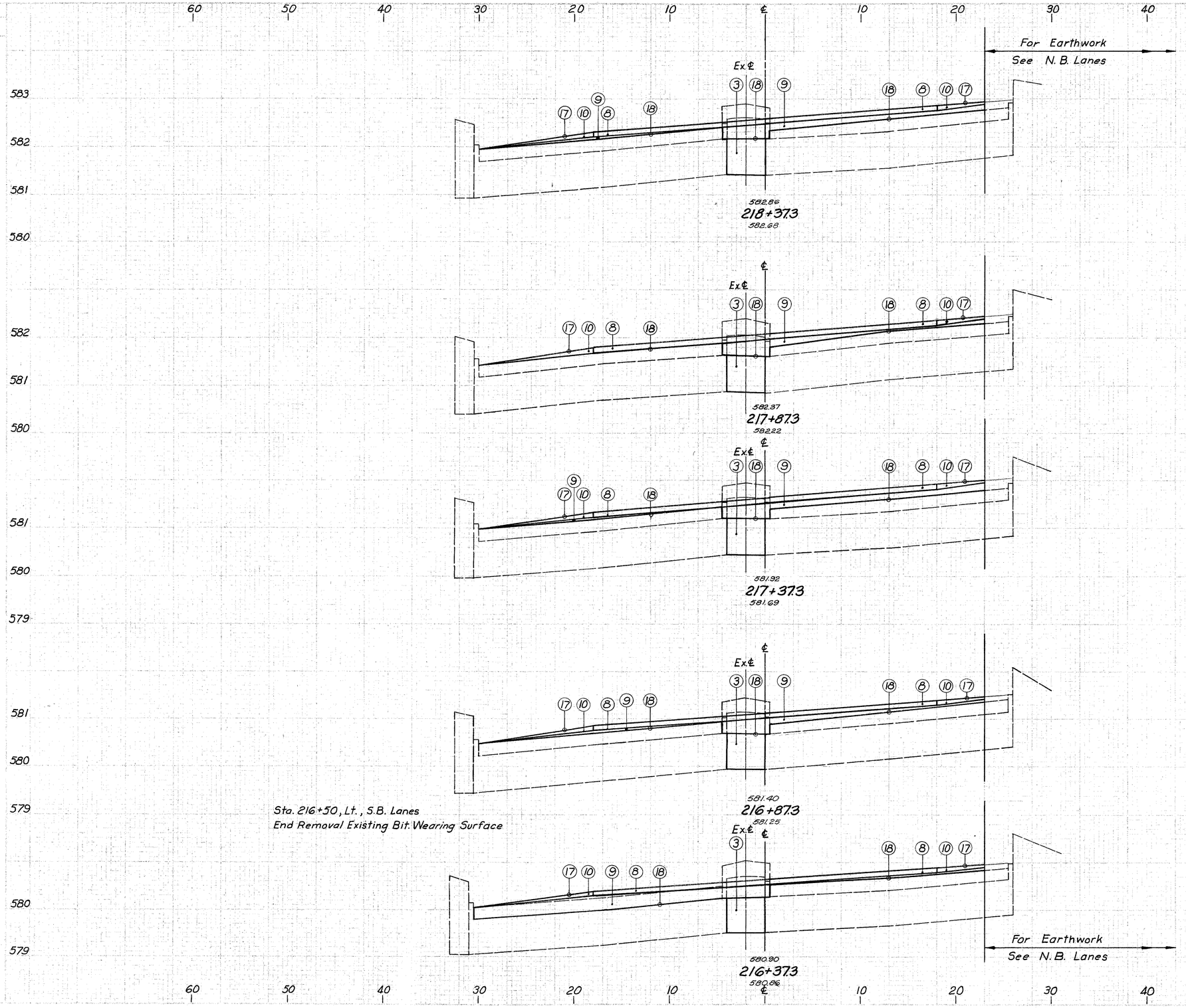
HAM-75-9.30



* E-8 W	E-8 Sq Yd	E-8 W	E-8 Sq Yd	(9) B-35 Sq ft.	(9) B-35 Cu ft.	(10) T-35 W.	(10) T-35 Sq ft.
25.5		5.0		4.7		17.0	
	141.6		27.8		230.0		910.0
25.5		5.0		4.4		19.5	
	141.7		27.8		195.0		975.0
25.5		5.0		3.4		19.5	
	141.7		27.8		190.0		975.0
25.5		5.0		4.2		19.5	
	141.6		27.8		195.0		975.0
Rt. Side → 25.0 25.5		5.0		3.6		19.6	
	138.9 141.7		27.8		44.3		
213+75 Ah Bk		3.6 10.0					975.0
					335.7		

Sta. 213+75, Rt., S.B Lanes
End Removal Exist. Bit. Wearing Surface.

S. B. Lanes - Sta. 213+87.3 to Sta. 215+87.3

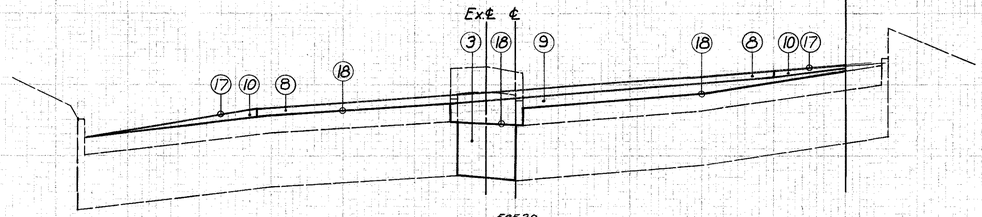


E-8		E-8		⑨ B-35		⑩ T-35	
W	Sq.Yd.	W	Sq.Yd.	Sq.ft.	Cu.ft.	W.	Sq.ft.
		5.0		4.0		17.0	
			27.8		195.0		850.0
		5.0		3.8		17.0	
			27.8		225.0		850.0
		5.0		5.2		17.0	
			27.8		245.0		850.0
		5.0		4.6		17.0	
			27.8		130.6		
216+50			Ah	2.4			860.0
26.0			Bk	8.9			
	36.6				113.0		
26.0		5.0		8.9		17.5	
	147.8		27.8		340.0		860.0

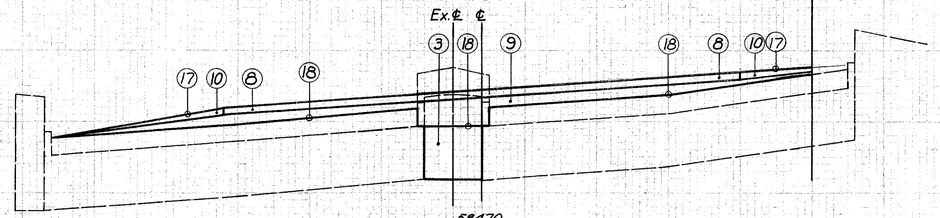
S. B. Lanes - Sta. 216 + 37.3 to Sta. 218 + 37.3

60 50 40 30 20 10 ℄ 10 20 30 40 50

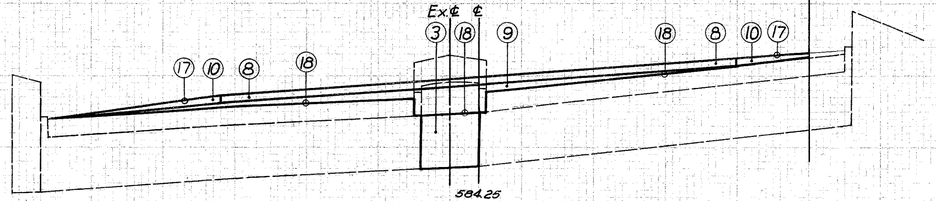
For Earthwork
See N.B. Lanes



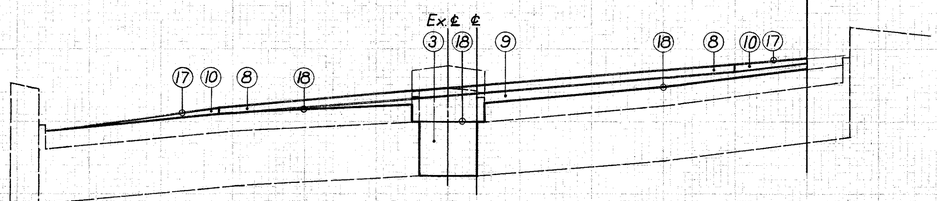
585.20
220+87.3
585.03



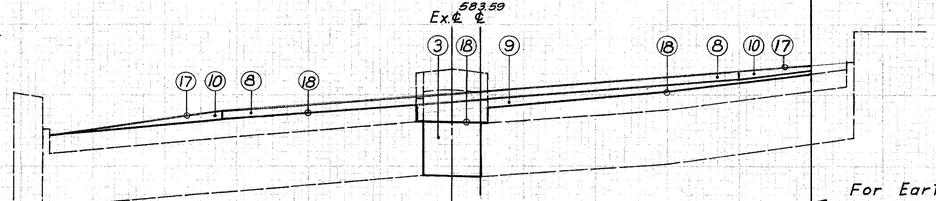
584.70
220+37.3
584.52



584.25
219+87.3
584.15



583.79
219+37.3
583.59



583.33
218+87.3
583.18

For Earthwork
See N.B. Lanes

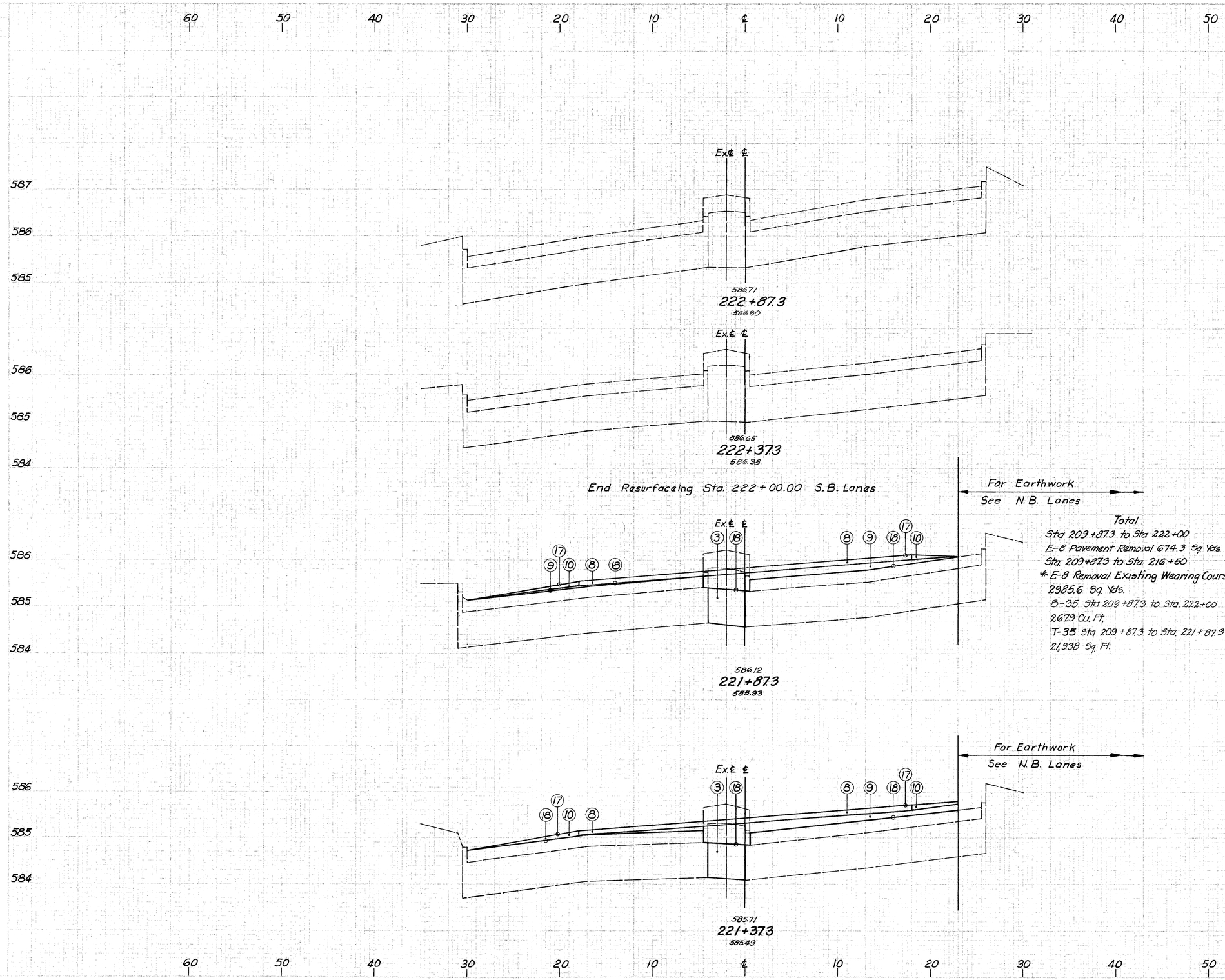
60 50 40 30 20 10 ℄ 10 20 30 40 50 60

E-8		⑨ B-35		⑩ T-35	
W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
5.0		4.6		17.0	
	27.8		31.0		85.0
5.0		7.8		17.0	
	27.8		31.0		85.0
5.0		4.5		17.0	
	27.8		24.0		85.0
5.0		5.0		17.0	
	27.8		21.0		85.0
5.0		3.4		17.0	
	27.8		18.5		85.0

S. B. Lanes - Sta. 218+87.3 to Sta. 220+87.3

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

HAM-75-9.30



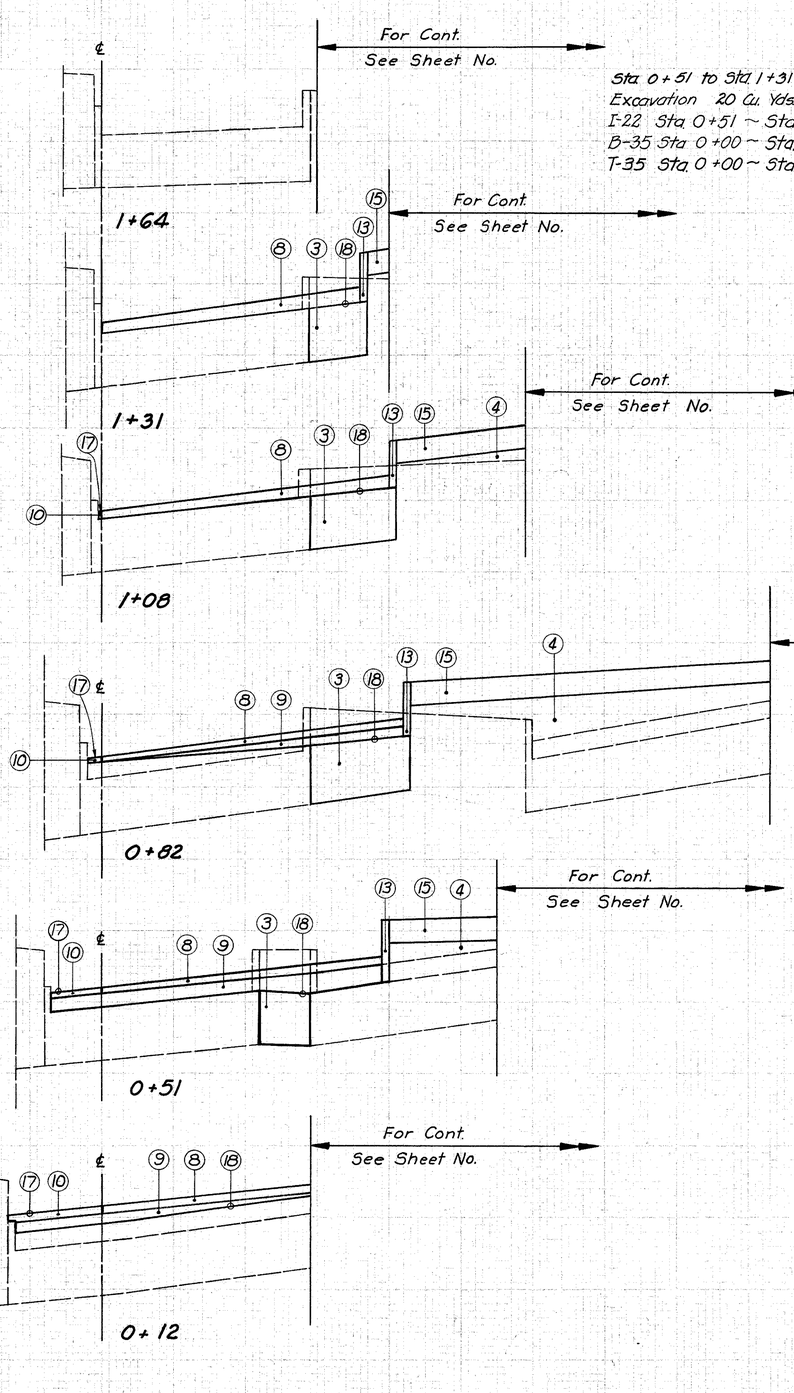
Total
Sta 209+87.3 to Sta 222+00
E-8 Pavement Removal 674.3 Sq. Yds.
Sta. 209+87.3 to Sta. 216+50
* E-8 Removal Existing Wearing Course
2985.6 Sq. Yds.
B-35 Sta 209+87.3 to Sta. 222+00
267.9 Cu. Ft.
T-35 Sta 209+87.3 to Sta. 221+87.3
21,938 Sq. Ft.

	E-8		⑨ B-35		⑩ T-35	
	W	Sq Yd	Sq ft.	Cu ft.	W.	Sq ft.
222+00		Ah	0.0		0.0	
		Bk	0.0			
	5.0					
		7.1		30.5		108.0
	5.0		4.7		17.0	
		27.8		280.0		850.0
	5.0		6.4		17.0	
		27.8		275.0		850.0

S. B. Lanes - Sta. 221 + 37.3 to Sta. 222 + 87.3

70 60 50 40 30 20 10 ℄ 10 20 30 40 50

560
559
560
559
557
556
557
556
557
556

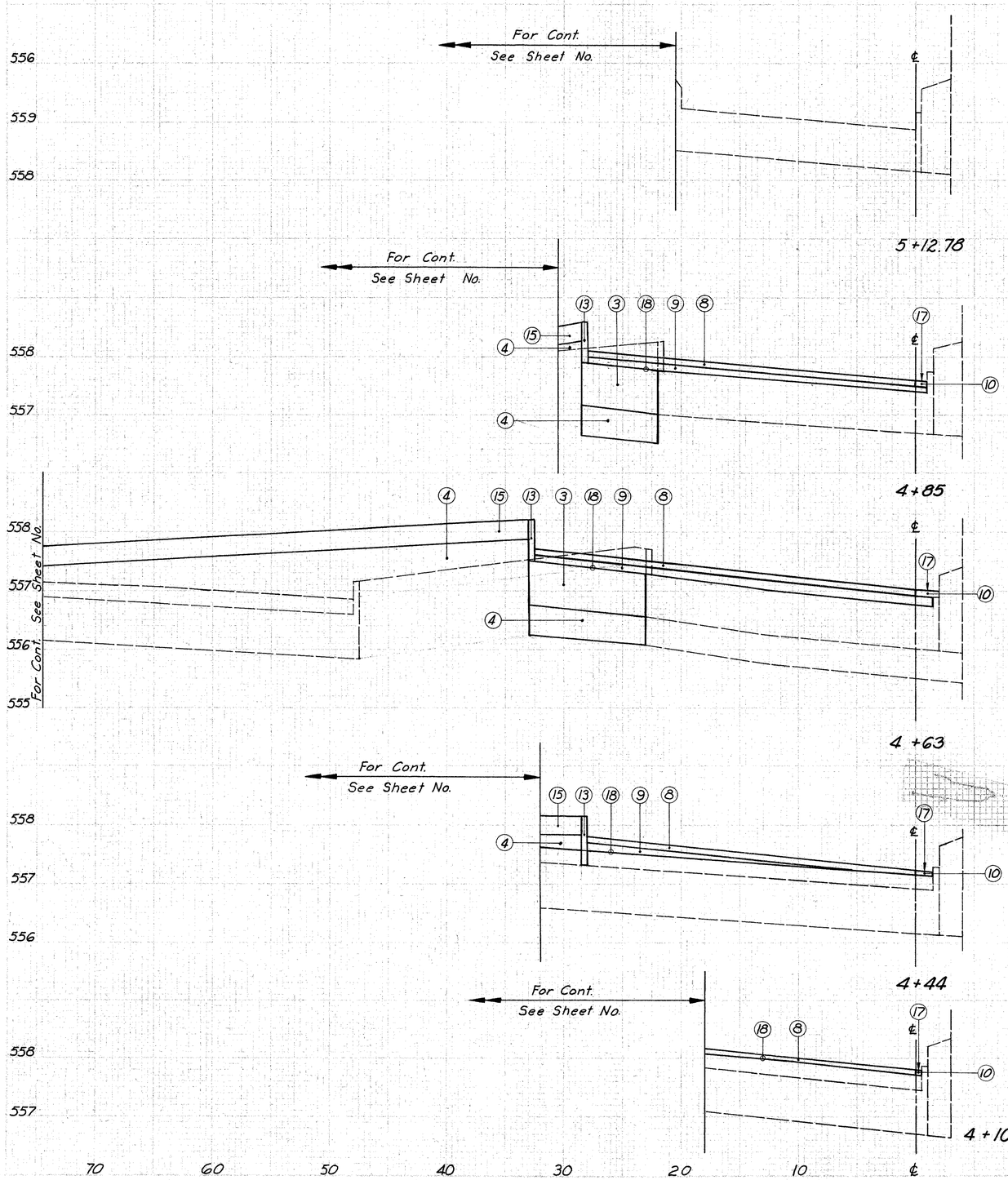


Sta. 0+51 to Sta. 1+31
Excavation 20 Cu. Yds.
I-22 Sta. 0+51 ~ Sta. 1+08 10.8 Cu. Yd.
B-35 Sta. 0+00 ~ Sta. 1+08 9.4 Cu. Yd.
T-35 Sta. 0+00 ~ Sta. 1+08 320.7 Sq. Ft.

		④ I-22		⑨ B-35		⑩ T-35			
		Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.		
1+31	Ah							0	0
	BK					0.0		4	0
							2.3		6
1+08	Ah	0.0		0		0.2		7	0
	BK	0.9							
						13.0	15.6		7
		8.5	1.0			0.9		8	0
						89.9	68.2		7
0+51	Ah	2.4	4.8			3.5		5	0
	BK	0.0						0	0
						136.5	19.5		
		0	2.2			0.5			
						13.2	39.0		

70 60 50 40 30 20 10 ℄ 10 20 30 40 50

Cooper St. Entrance - Sta. 0+12 to Sta. 1+64



Sta 4+44 to Sta 4+85
Excavation 15 Cu Yds.
I-22 17.4 Cu Yds
B-35 Sta 4+10 ~ Sta 5+13 92.2 Cu Yds.
T-35 Sta 4+10 ~ Sta 5+13 92.2 Sq Ft.

		④ I-22		⑨ B-35		⑩ T-35			
		Sq.ft.	Cu.ft.	Sq.ft.	Cu.ft.	W.	Sq.ft.		
								0	0
					44.8				
4+85	Ah	0.0						0	0
	Bk	3.3		3.2		1.8		11	0
					90.2		33		10
4+63	Ah	2.0.3		4.9		2.0		13	0
	Bk							0	0
					70.3		34.2		5
4+44	Ah	1.7		2.5		1.5		0	0
	Bk	0.0							
					44.2		34		
				0		0.5			
							3		

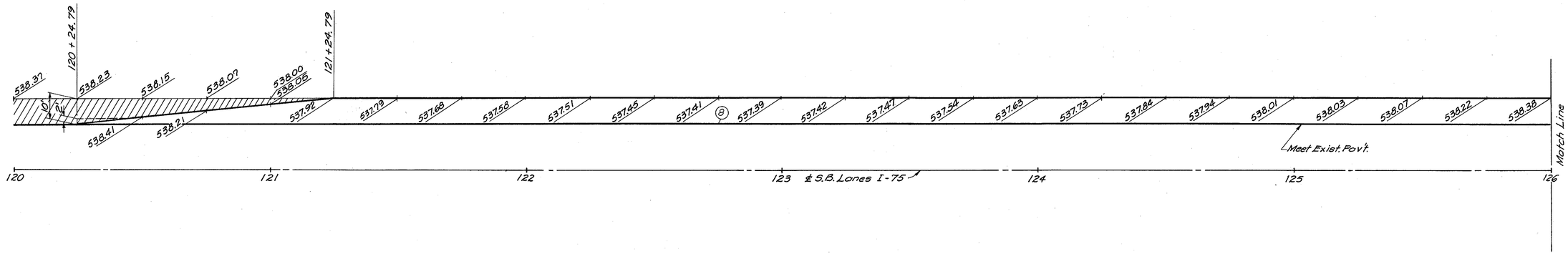
Cooper St. Exit. - Sta. 4+10 to Sta. 5+13

Note: Sta. 120+24.79 to 128+24.79 Lt. Side S.B. Lanes I-75
Sta. 0+00 to 1+75.1 Lt. Side Ramp G
Use ¾"ϕ Expansion Bolt 30" O.C.
See Standard Drawing L.J. No. 1.

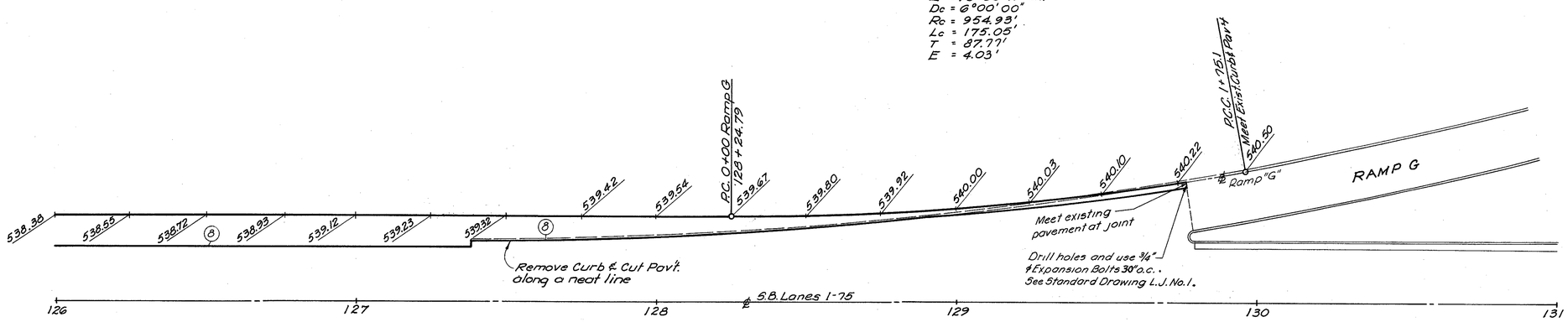
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)109	

229
450

HAM-75-9.30



CURVE DATA
RAMP "G" - CURVE NO. 1
P.I. Sta. 0+87.77
Δ = 10°30' 11" Lt.
Dc = 6°00' 00"
Rc = 954.93'
Lc = 175.05'
T = 87.77'
E = 4.03'



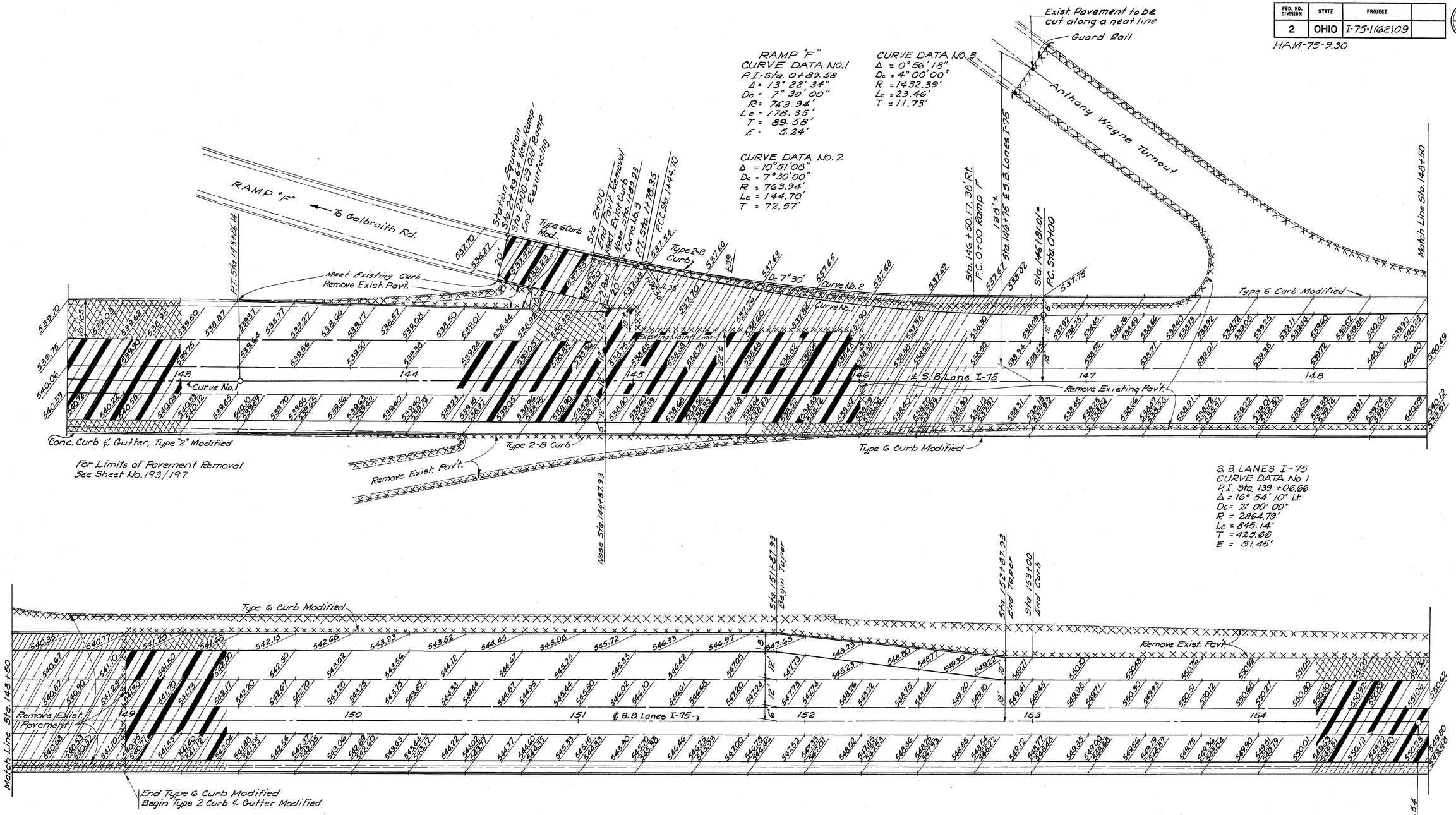
ENTRANCE DETAIL
RAMP G TO I-75

PAVEMENT DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

230
450

HAM-75-9.30



For Limits of Pavement Removal
See Sheet No. 193/197

S.B. LANES I-75
CURVE DATA No. 1
P.I. Sta. 139+06.66
Δ = 16° 54' 10" Lt.
Dc = 2° 00' 00"
R = 2864.79'
Lc = 845.14'
T = 425.66
E = 31.45'

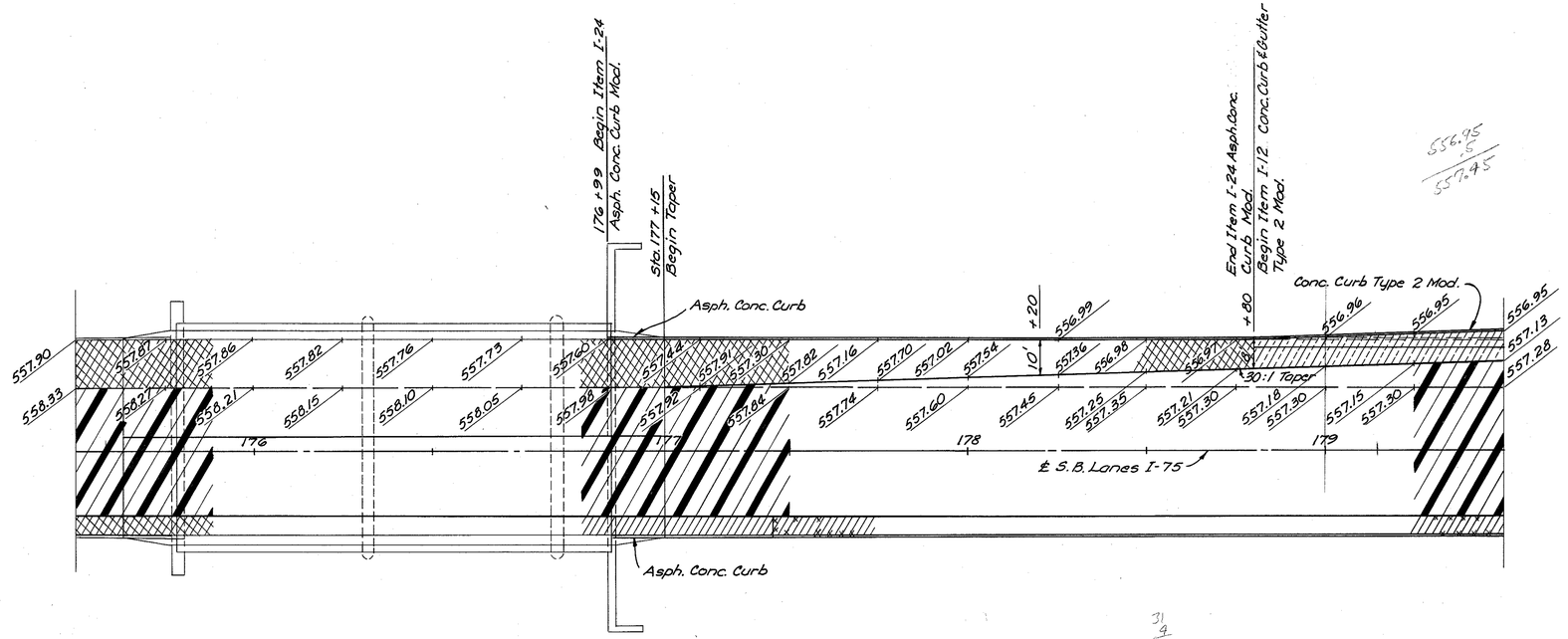
DIETZGEN - CINCINNATI, OHIO

EXIT DETAIL RAMP "F"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

231
450

HAM-75-9.30



31
4
27

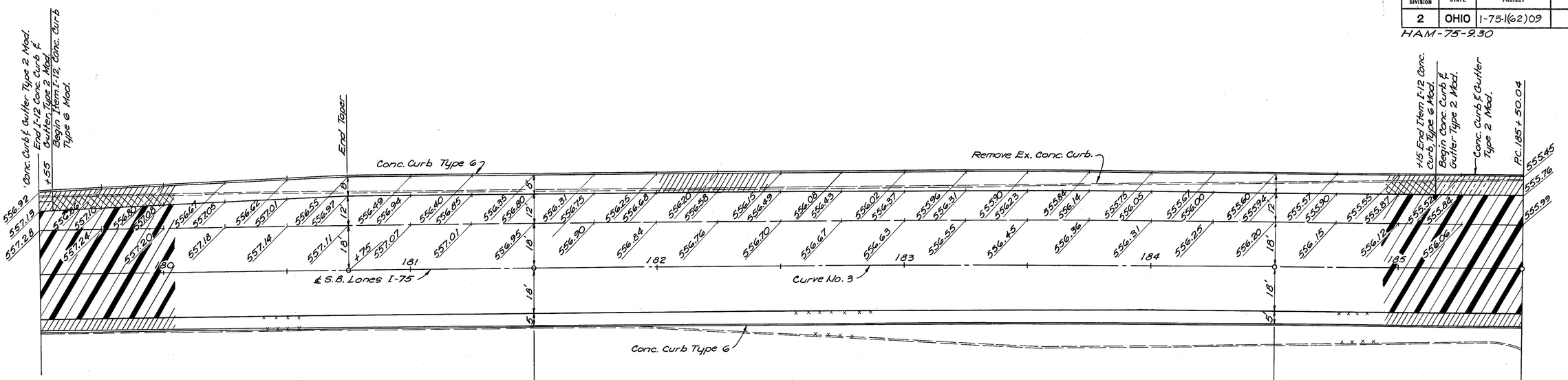
Sta. 175+63 to Sta. 177+15
3/8" x 1'-0" steel plate centered on existing structure. Steel plate to be pinned to existing structure on right side of ℄ joint, pins set @ 30" centers.

COOPER AVE. ENTRANCE & EXIT DETAIL

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

232
450

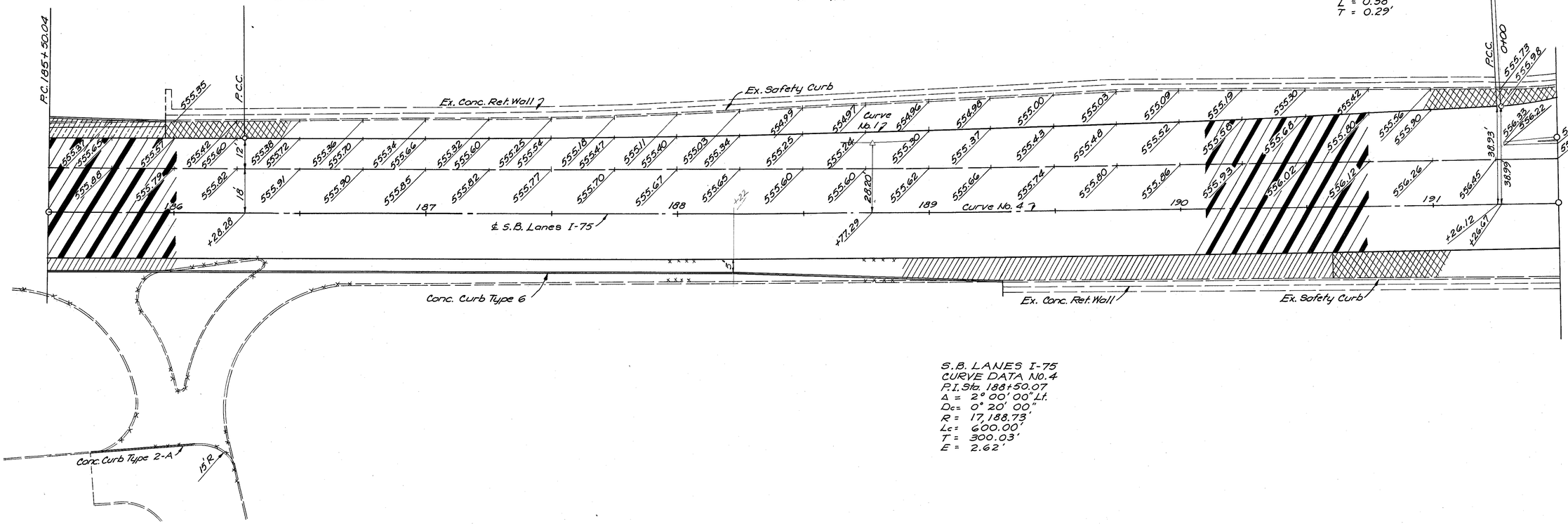
HAM-75-9.30



S.B. Lanes I-75
CURVE DATA NO. 3
P.I. Sta. = 183+00.08
Δ = 1°00'00" Rt.
D_c = 0°20'00"
R = 17,188.73'
L_c = 300.00'
T = 150.00'
E = 0.65'

COOPER STREET
CURVE DATA NO. 1
ACCELERATION LANE
Δ = 3° 43' 38" Lt.
D = 0° 45' 00"
R = 7639.44
L_c = 496.96
T = 248.57
E = 4.04'

COOPER STREET
CURVE DATA NO. 2
Δ = 0°13'16" Lt.
D_c = 38° 11' 50"
R = 150'
L = 0.58'
T = 0.29'



S.B. LANES I-75
CURVE DATA NO. 4
P.I. Sta. 188+50.07
Δ = 2° 00' 00" Lt.
D_c = 0° 20' 00"
R = 17,188.73'
L_c = 600.00'
T = 300.03'
E = 2.62'

COOPER AVE. ENTRANCE & EXIT DETAIL

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

233
450

HAM-75-9.30

COOPER STREET CURVE DATA NO. 2-A
P.I. Sta. 0+68.38
Δ = 49° 00' 37" Lt.
Dc = 38° 11' 50"
R = 150.00'
Lc = 128.3'
T = 68.38'

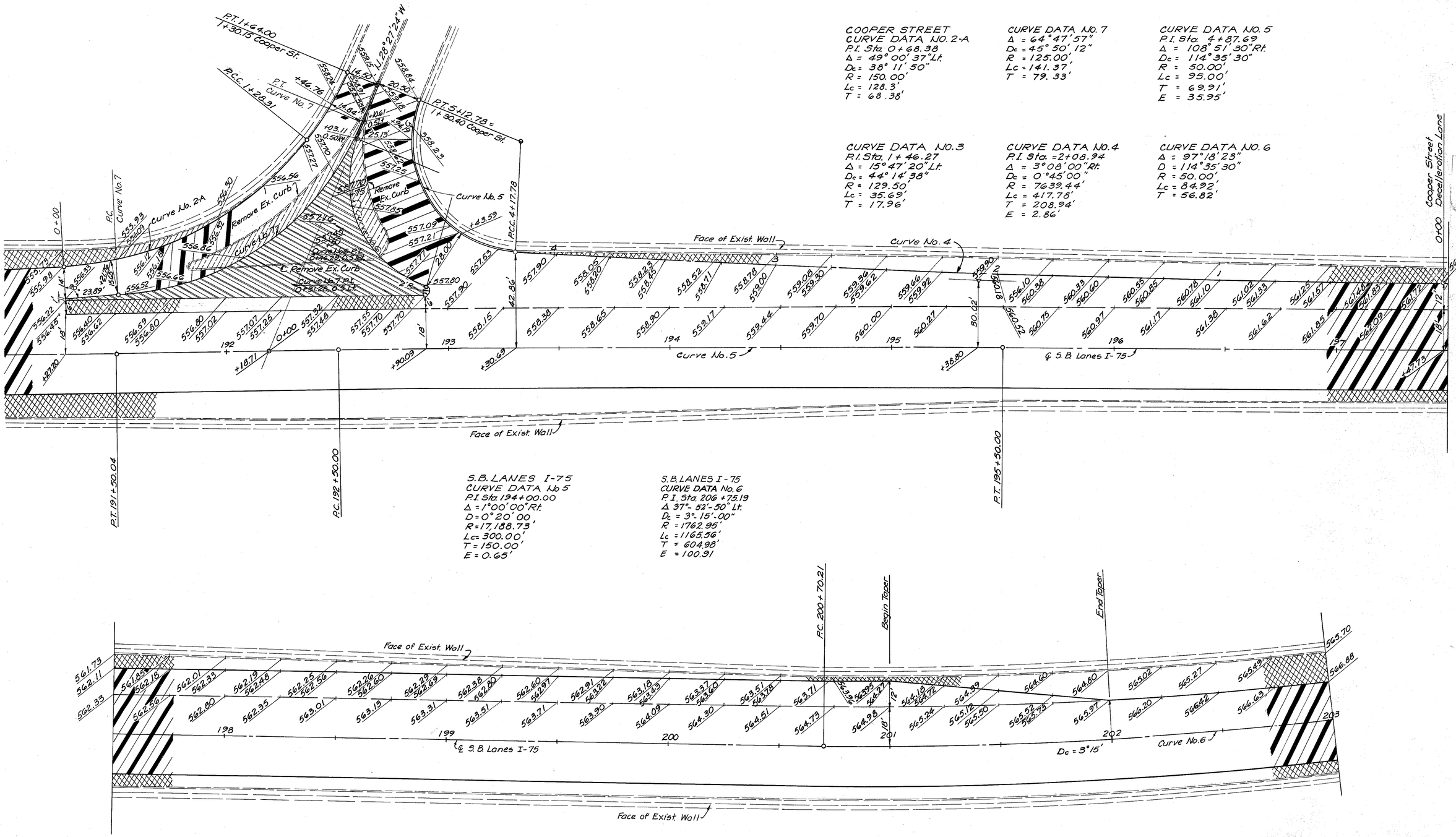
CURVE DATA NO. 7
Δ = 64° 47' 57"
Dc = 45° 50' 12"
R = 125.00'
Lc = 141.37'
T = 79.33'

CURVE DATA NO. 5
P.I. Sta. 4+87.69
Δ = 108° 51' 30" Rt.
Dc = 114° 35' 30"
R = 50.00'
Lc = 95.00'
T = 69.91'
E = 35.95'

CURVE DATA NO. 3
P.I. Sta. 1+46.27
Δ = 15° 47' 20" Lt.
Dc = 44° 14' 38"
R = 129.50'
Lc = 35.69'
T = 17.96'

CURVE DATA NO. 4
P.I. Sta. =2+08.94
Δ = 3° 08' 00" Rt.
Dc = 0° 45' 00"
R = 7639.44'
Lc = 417.78'
T = 208.94'
E = 2.86'

CURVE DATA NO. 6
Δ = 97° 18' 23"
D = 114° 35' 30"
R = 50.00'
Lc = 84.92'
T = 56.82'



S.B. LANES I-75 CURVE DATA No 5
P.I. Sta. 194+00.00
Δ = 1° 00' 00" Rt.
D = 0° 20' 00"
R = 17,188.73'
Lc = 300.00'
T = 150.00'
E = 0.65'

S.B. LANES I-75 CURVE DATA No. 6
P.I. Sta. 206+75.19
Δ 37°- 52'- 50" Lt.
Dc = 3°- 15'- 00"
R = 1762.95'
Lc = 1165.56'
T = 604.98'
E = 100.31

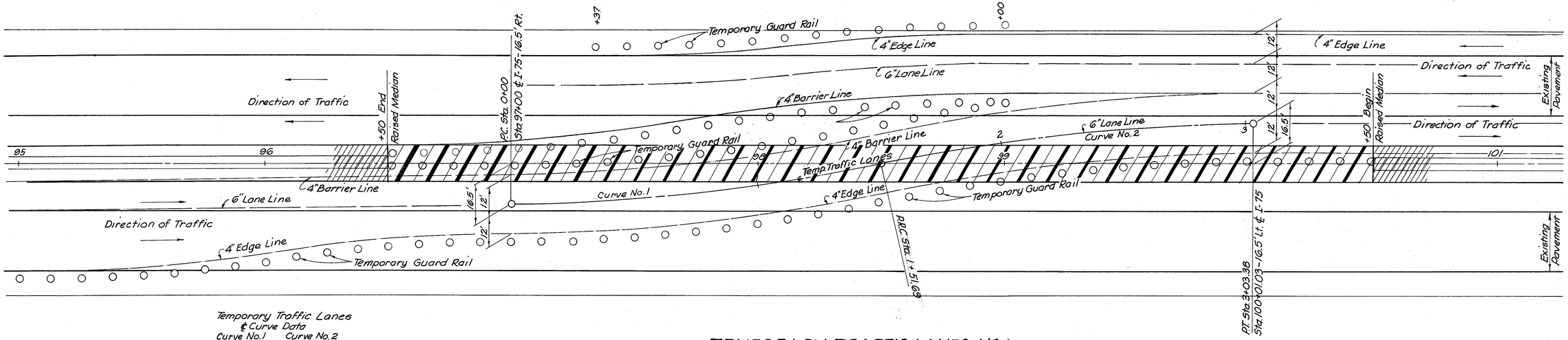
DIETZGEN - CINCINNATI, OHIO

COOPER AVE. ENTRANCE & EXIT DETAIL

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

234
450

HAM-75-9.30



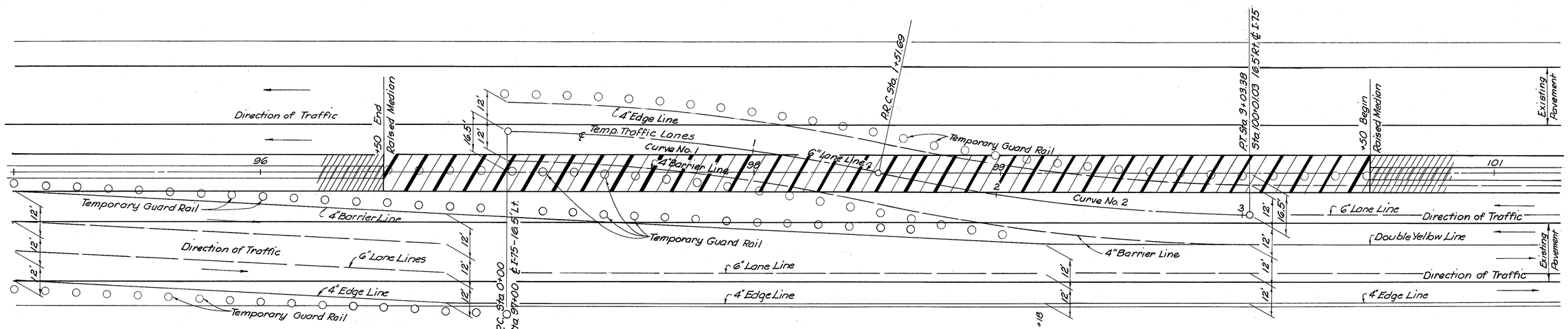
Temporary Traffic Lanes
℄ Curve Data

Curve No. 1	Curve No. 2
P.I. Sta. 0+76.15	P.I. Sta. 2+27.84
Δ = 12°30'52"	Δ = 12°30'52"
Dc = 8°15'00"	Dc = 8°15'00"
R = 694.49'	R = 694.49'
Lc = 151.69'	Lc = 151.69'
T = 76.15'	T = 76.15'
E = 4.16'	E = 4.16'

TEMPORARY TRAFFIC LANES NO. 1

Scale: 1" = 20'

This Symbol applies to this Sheet only.
Quantities
T-10 = 667 Sq. Yd
I-15 = 1200 Lin. Ft. Temp. Guard Rail
I-15 = 1200 Lin. Ft. Temp. Removed & Rebuilt
I-15 = 1200 Lin. Ft. Temp. Removed & Disposed of
E-8 = 667 Sq. Yd.



Temporary Traffic Lanes
℄ Curve Data

Curve No. 1	Curve No. 2
P.I. Sta. 0+76.15	P.I. Sta. 2+27.84
Δ = 12°30'52"	Δ = 12°30'52"
Dc = 8°15'00"	Dc = 8°15'00"
R = 694.49'	R = 694.49'
Lc = 151.69'	Lc = 151.69'
T = 76.15'	T = 76.15'
E = 4.16'	E = 4.16

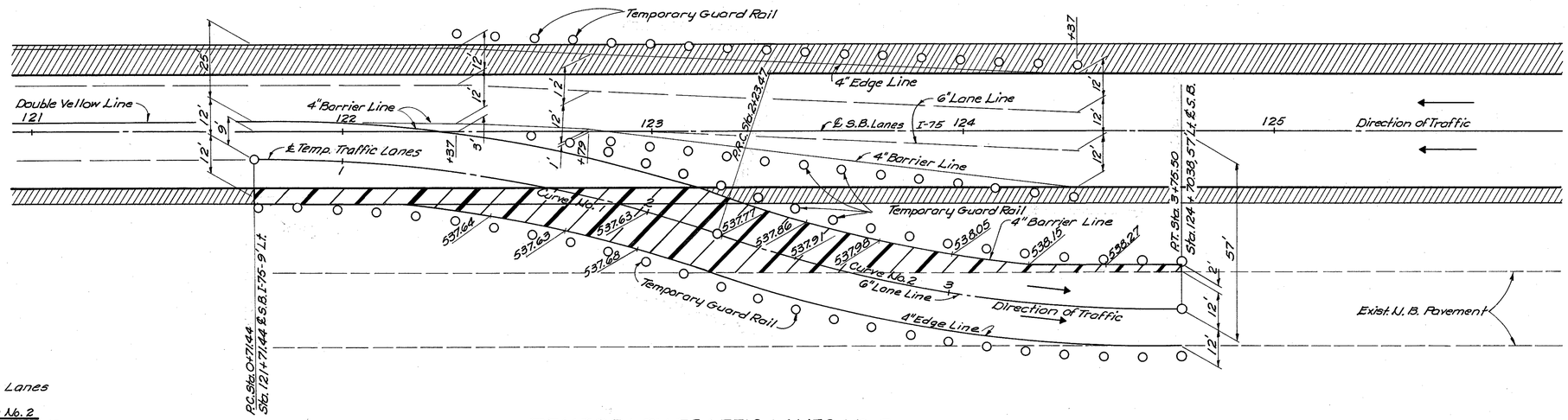
TEMPORARY TRAFFIC LANES NO. 2

Scale: 1" = 20'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

235/450

HAM-75-9.30



TEMPORARY TRAFFIC LANES NO. 3

Scale: 1" = 20

Temporary Traffic Lanes & Curve Data

Curve No. 1	Curve No. 2
P.I. Sta. 1+48.10	P.I. Sta. 3+00.13
Δ = 18°14'37"	Δ = 18°14'37"
Dc = 12°00'	Dc = 12°00'
R = 477.46'	R = 477.46'
Lc = 152.03'	Lc = 152.03'
T = 76.66'	T = 76.66'
E = 6.10'	E = 6.10'

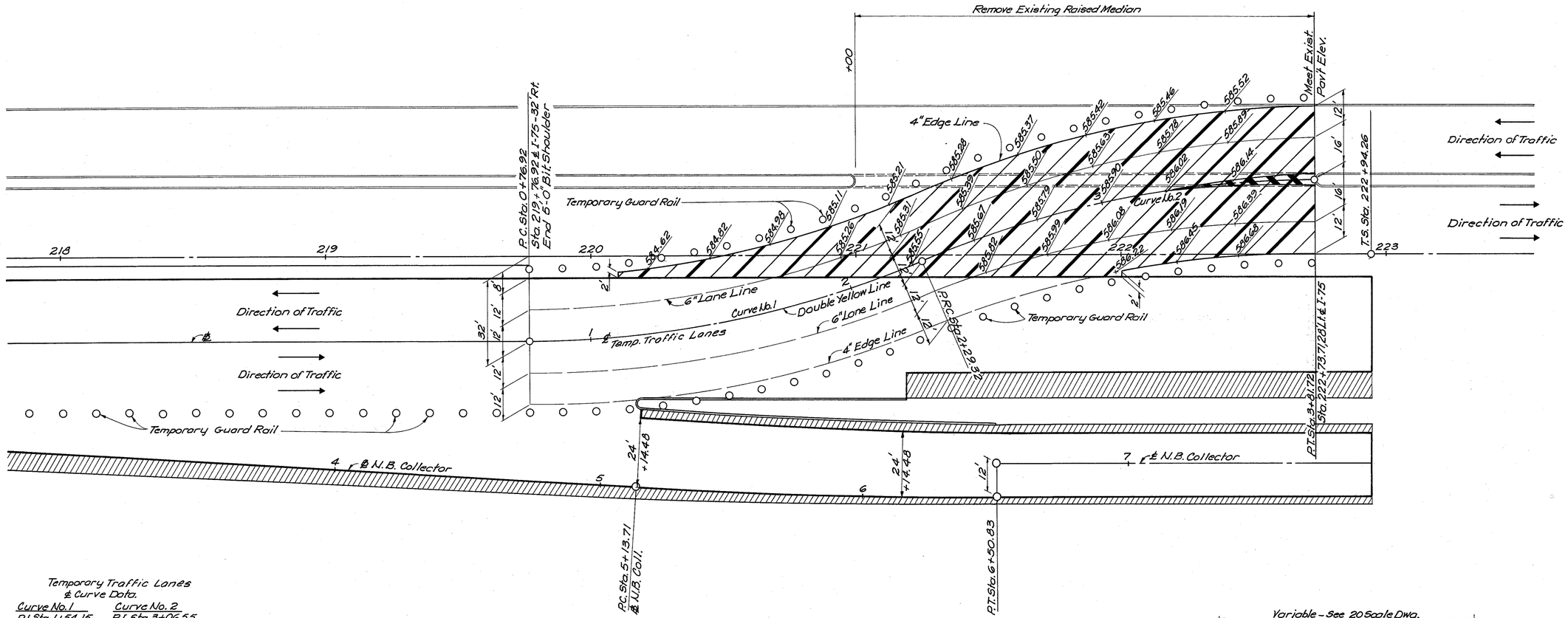
This Symbol applies to this Sheet only

Quantities:
T-10 = 233 Sq. Yd.
E-8 = 233 Sq. Yd.
I-15 = 862.5 Lin. Ft. Temp. Guard Rail
I-15 = 862.5 Lin. Ft. Temp. Guard Rail Removed and Disposed of

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

236
450

HAM-75-9.30



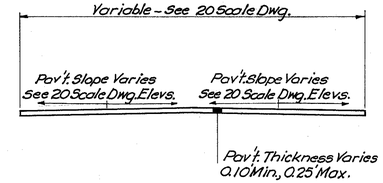
TEMPORARY TRAFFIC LANES NO. 4

Scale: 1"=20'

Temporary Traffic Lanes & Curve Data.

Curve No. 1	Curve No. 2
P.I. Sta. 1+54.15	P.I. Sta. 3+06.55
Δ = 22°51'34"	Δ = 22°51'34"
D_c = 15°00'	D_c = 15°00'
R = 381.97'	R = 381.97'
L_c = 152.40'	L_c = 152.40'
T = 77.23'	T = 77.23'
E = 7.69'	E = 7.69'

Quantities
T-35 = 32 C.Y.
B-35 = 32 C.Y.
T-30 = 370 Gal.
T-15 = 787.5 L.F. Temporary Guard Rail
T-15 = 787.5 L.F. Removed and Disposed of
E-8 = 32 C.Y.



TEMPORARY TRAFFIC LANES TYPICAL SECTION

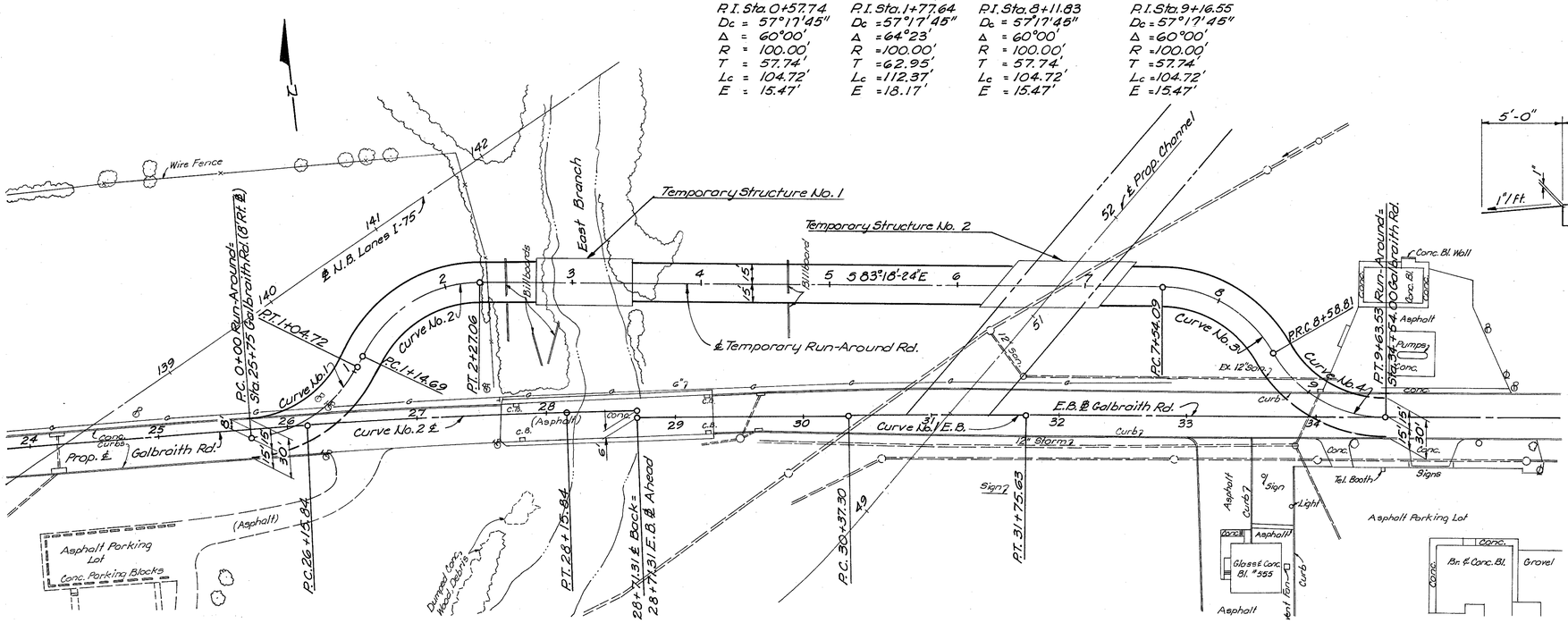
TEMPORARY TRAFFIC LANES

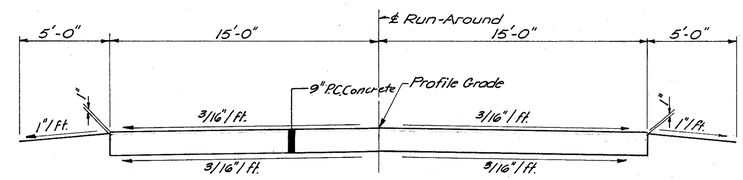
DIST.	STATE	PROJECT	237
2	OHIO	I-75-1(62)09	450

HAM-75-9.30

GALBRAITH RD. RUN-AROUND CURVE DATA

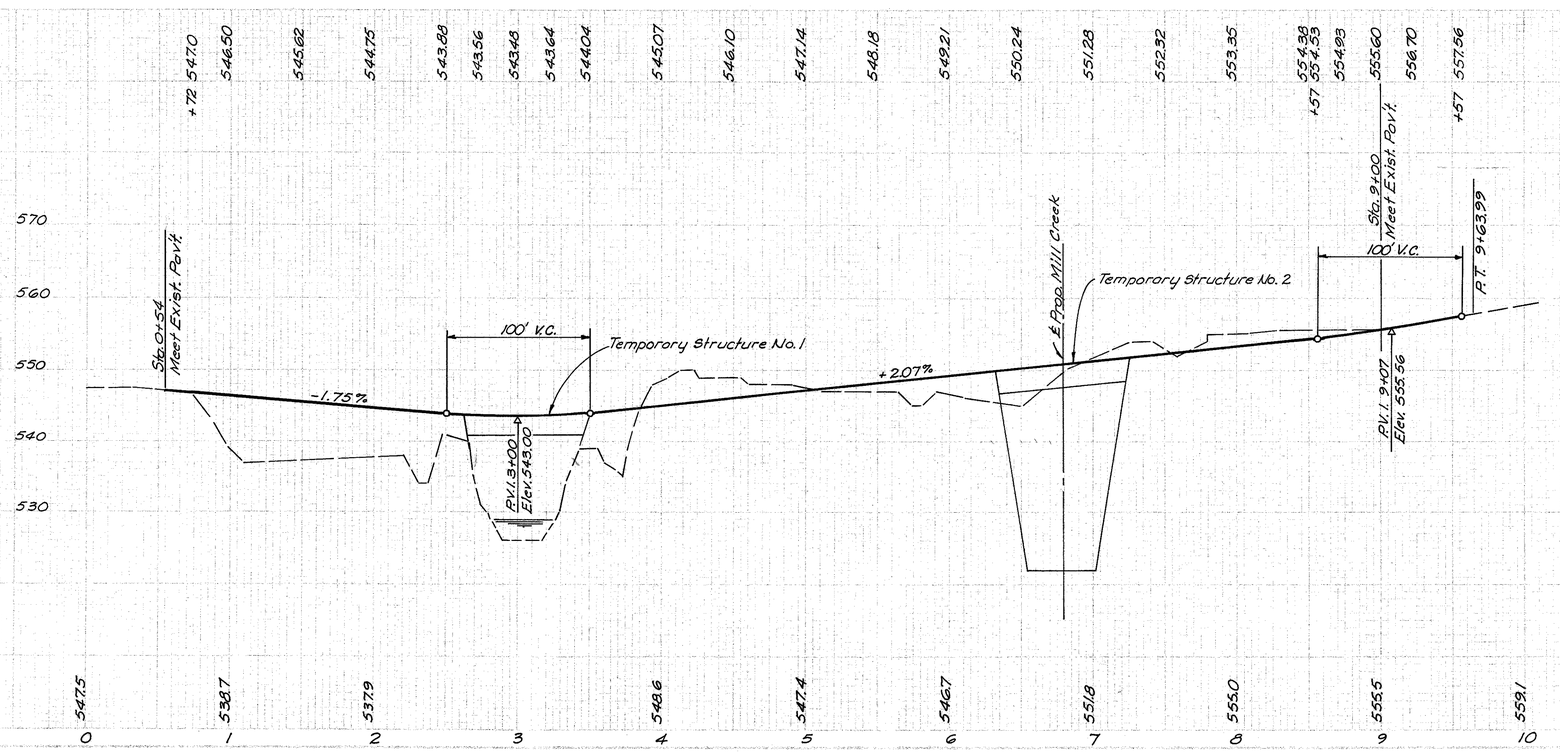
CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA
CURVE No. 1	CURVE No. 2	CURVE No. 3	CURVE No. 4
P.I. Sta. 0+57.74	P.I. Sta. 1+77.64	P.I. Sta. 8+11.83	P.I. Sta. 9+16.55
D_c = 57°17'45"	D_c = 57°17'45"	D_c = 57°17'45"	D_c = 57°17'45"
Δ = 60°00'	Δ = 64°23'	Δ = 60°00'	Δ = 60°00'
R = 100.00'	R = 100.00'	R = 100.00'	R = 100.00'
T = 57.74'	T = 62.95'	T = 57.74'	T = 57.74'
L_c = 104.72'	L_c = 112.37'	L_c = 104.72'	L_c = 104.72'
E = 15.47'	E = 18.17'	E = 15.47'	E = 15.47'





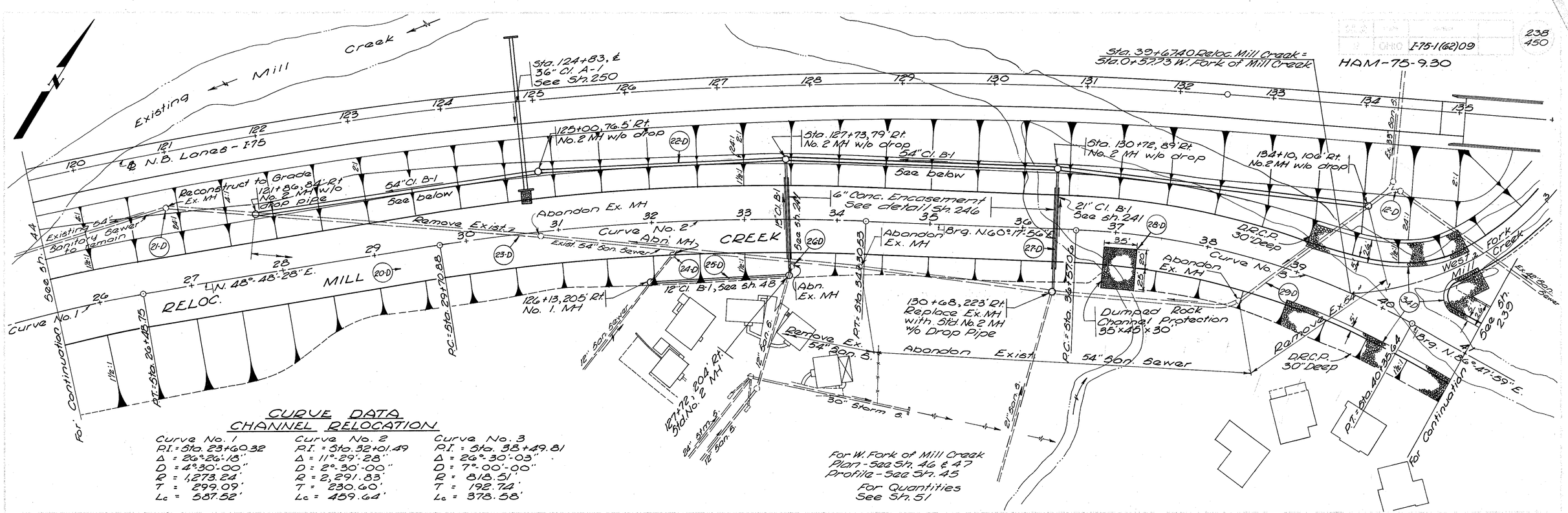
TYPICAL SECTION RUN-AROUND

For Quantities See Sh. 324.
For Galbraith Rd. Plan & Profile See Sh. GO.G1
For Mill Creek Channel Reloc. See Sh. 238, 239



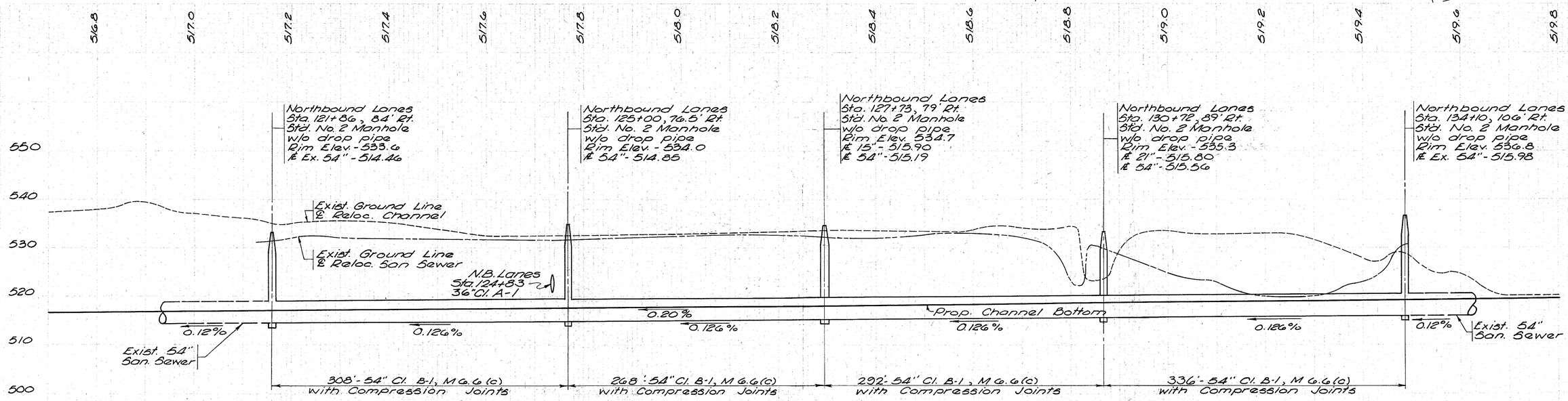
Rev. 9-29-64

GALBRAITH RD. TEMPORARY RUN AROUND RD., BRIDGES & APPROACHES



CURVE DATA
CHANNEL RELOCATION

Curve No. 1	Curve No. 2	Curve No. 3
P.I. = Sta. 23+60.32	P.I. = Sta. 32+01.49	P.I. = Sta. 38+49.81
Δ = 26°-26'-18"	Δ = 11°-29'-28"	Δ = 26°-30'-03"
D = 4°-30'-00"	D = 2°-30'-00"	D = 7°-00'-00"
R = 1,273.24'	R = 2,291.83'	R = 818.51'
T = 299.09'	T = 230.60'	T = 192.74'
Lc = 587.52'	Lc = 459.64'	Lc = 378.58'



RELOC. MILL CREEK - STA. 25+50 to STA. 41+00

DIST.	CO.	RTE.	SEC.	239
12	BUT	I-75-1(62)09		450

HAM-75-9.30

Galbraith Rd.

Exist. Mill Creek

For Continuation See HAM-75-2.35

Brg. N.86°-47'-59"E.

Exist. 42" San. Sewer

43+24.63 P.C., Sta.

Plug

RELOC. MILL CREEK

Curve No. 4

Brg. N.46°-30'-00"E.

Erosion Control of Swales See Sh. 246

30-D

20-D

31-D

33-D

32-D

48+82, 65' Lt. No. 2 MH w/o drop

42" Cl. B-1 See below

Remove

51+00, 65' Lt. No. 2 MH w/o drop

Sanitary Sewer Protection for detail, See below

Curve "A"

Curve "B"

Curve No. 5

Brg. N.83°-30'-00"E.

Meet Exist. Channel Sta. 57+00

Sta. 53+06, 64' Rt. Std. No. 2 MH w/o drop

42" Cl. B-1, For Profile See below

Exist. 42" San. Sewer

P.T. = Sta. 56+02.08

Sta. 51+60, 65' Rt. Std. No. 2 MH

Exist. 12" San. Sewer

Exist. 12" Storm Sewer

Exist. 12" San. Sewer

E.B.& Galbraith Rd Sta. 31+15.03 = Sta. 50+00.56 & Reloc. Mill Creek

For Proposed Galbraith Rd. Drainage, See Sh. 60 & 61 For Quantities, See Sh. 51

CURVE DATA

CHANNEL RELOCATION

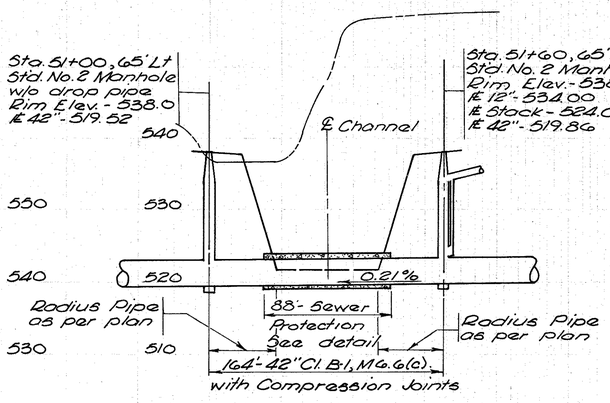
Curve No. 4
P.I. = Sta. 46+24.97
Δ = 40°-17'-59"
D_c = 7°-00'-00"
R = 818.51'
T = 300.34'
Lc = 575.71'

Curve No. 5
P.I. = Sta. 54+40.00
Δ = 37°-00'-00"
D_c = 11°-00'-00"
R = 520.87'
T = 174.88'
Lc = 336.36'

SANITARY SEWER CURVE DATA

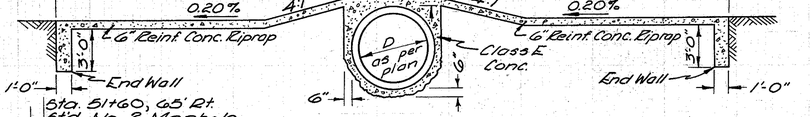
Curve "A"
P.I. = Sta. 51+30, 65' Lt.
Δ = 90°-00'
R = 30.0'
T = 30.0'
Lc = 47.1'

Curve "B"
P.I. = Sta. 51+30, 65' Rt.
Δ = 90°-00'
R = 30.0'
T = 30.0'
Lc = 47.1'



42" SANITARY SEWER CROSSING

Sta. 51+30

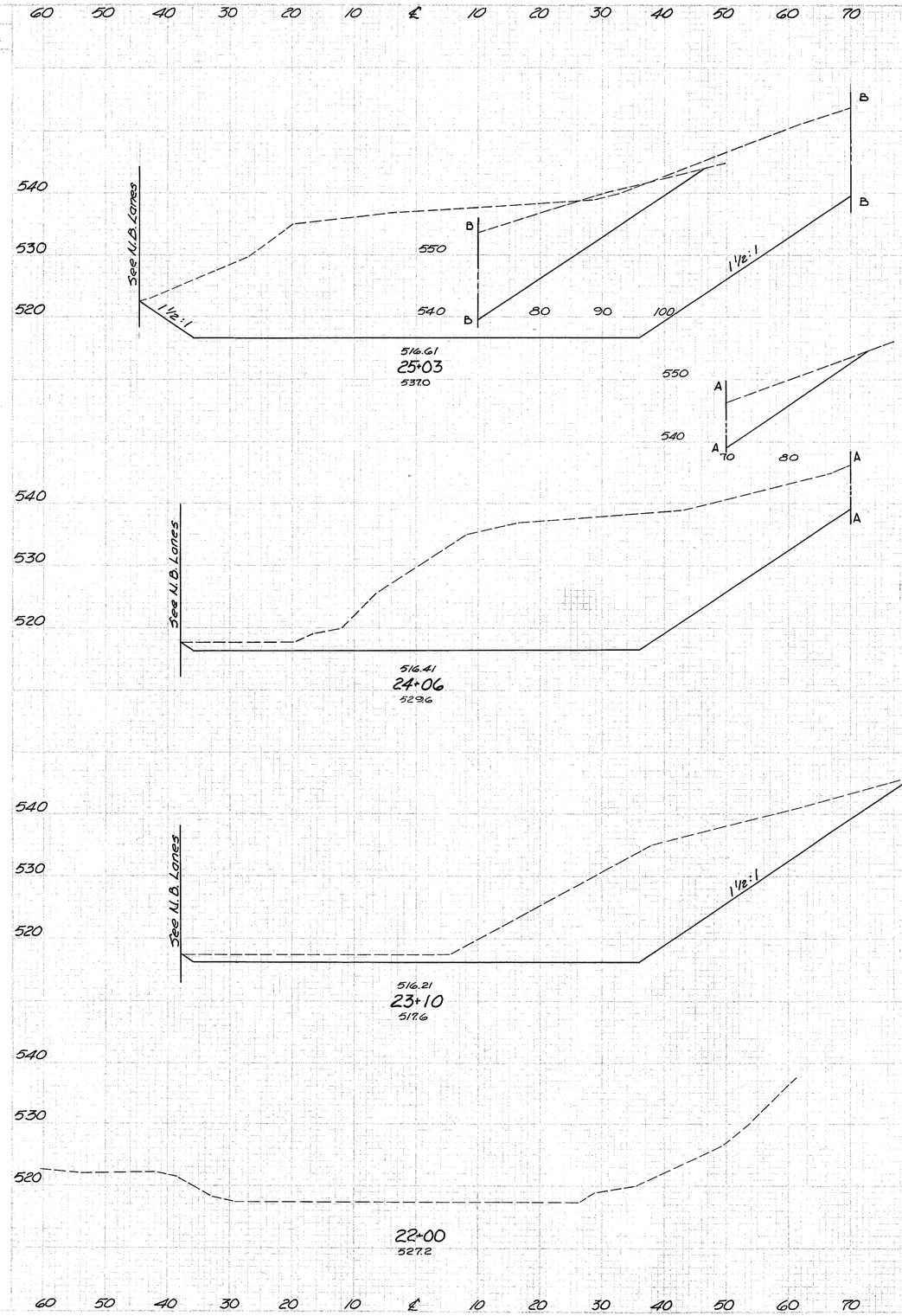


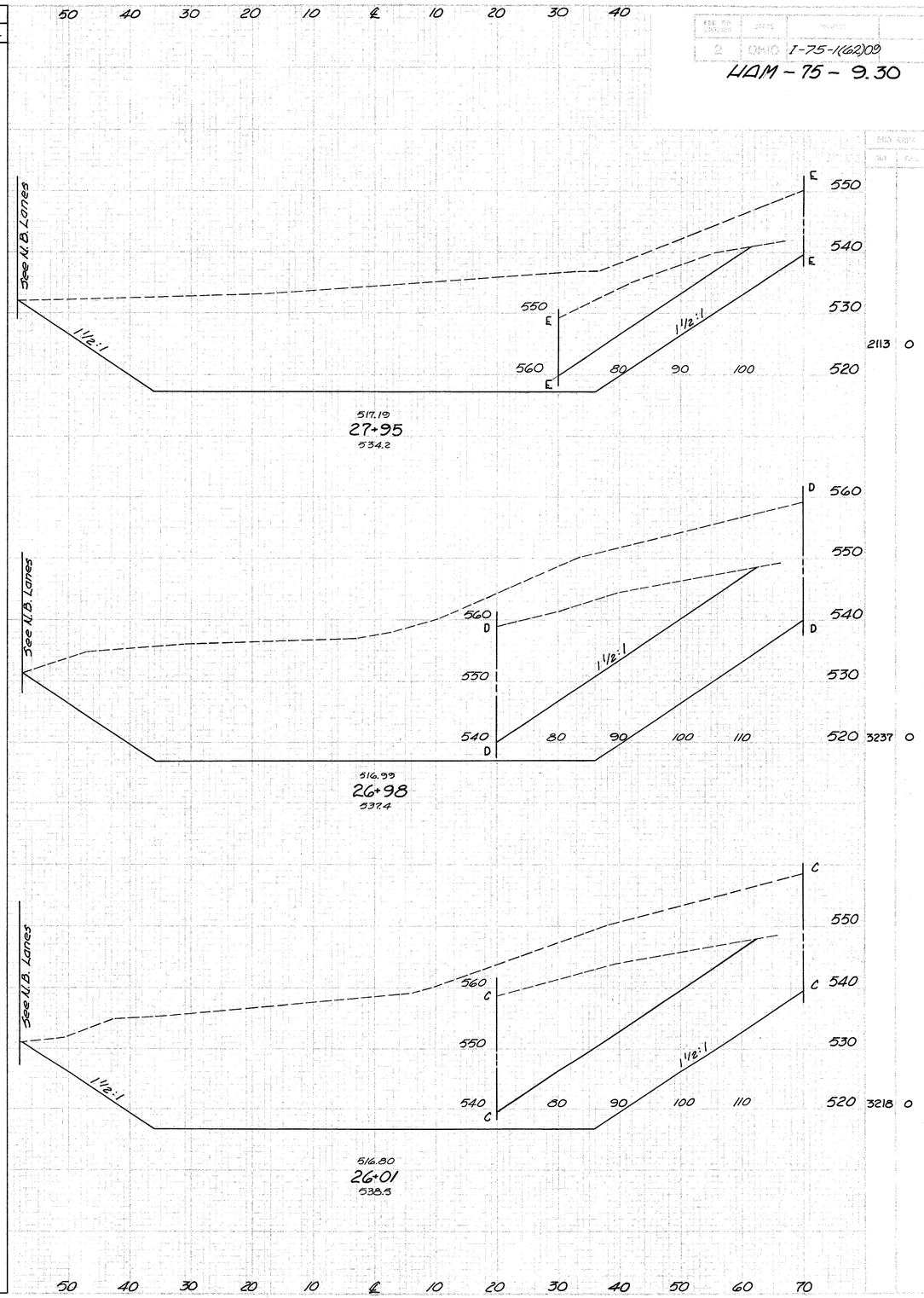
SANITARY SEWER PROTECTION DETAIL

For Channel Crossing

RELOC. MILL CREEK - STA. 41+00 to STA. 57+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		10120	0
2357	0		
		6749	0
1404	0		
		3820	0
742	0		
		1514	0
0	0		





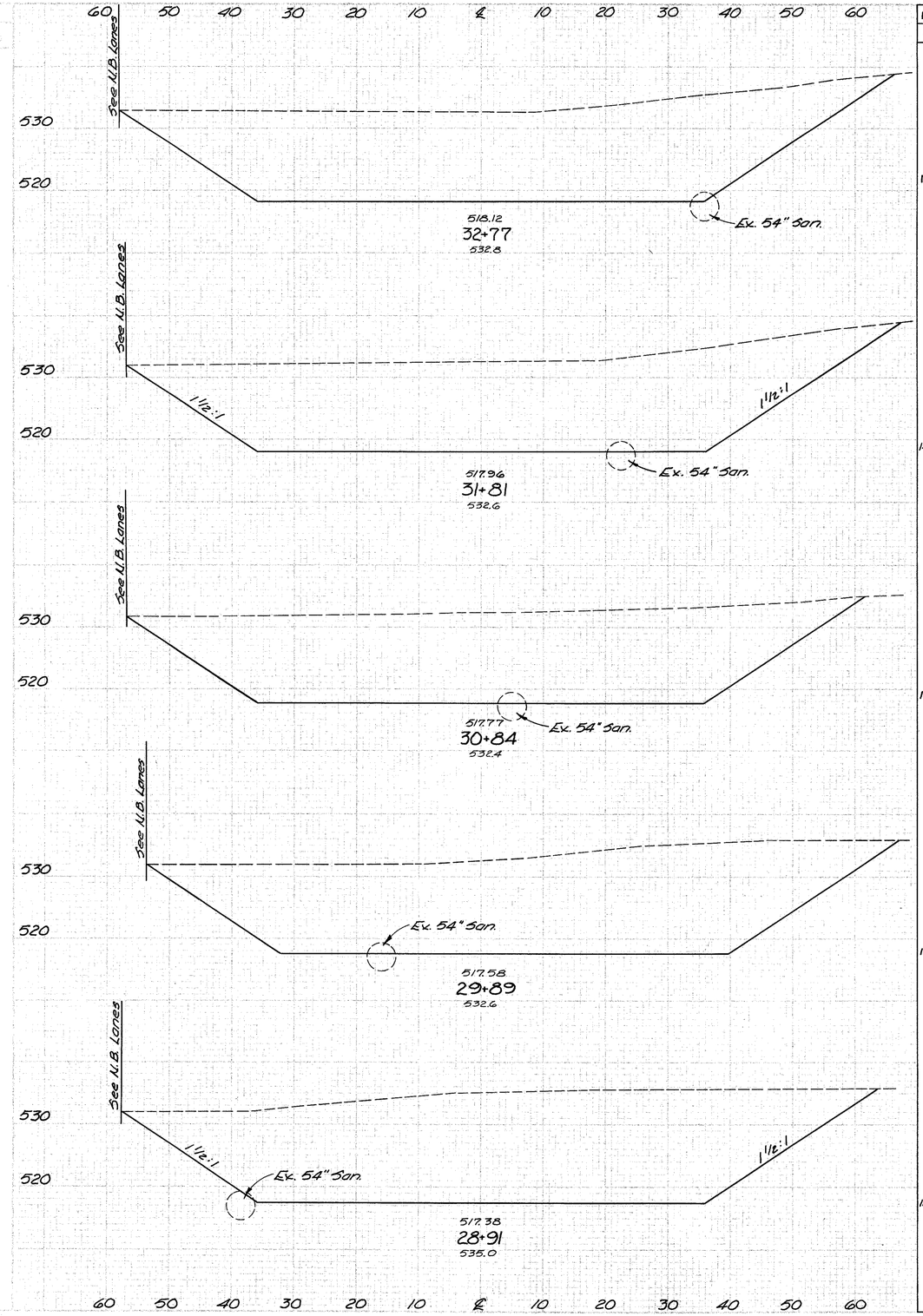
6689	0	
2113	0	
9603	0	
3237	0	
11589	0	
3218	0	

2	OHIO	I-75-1(62)09	240 450

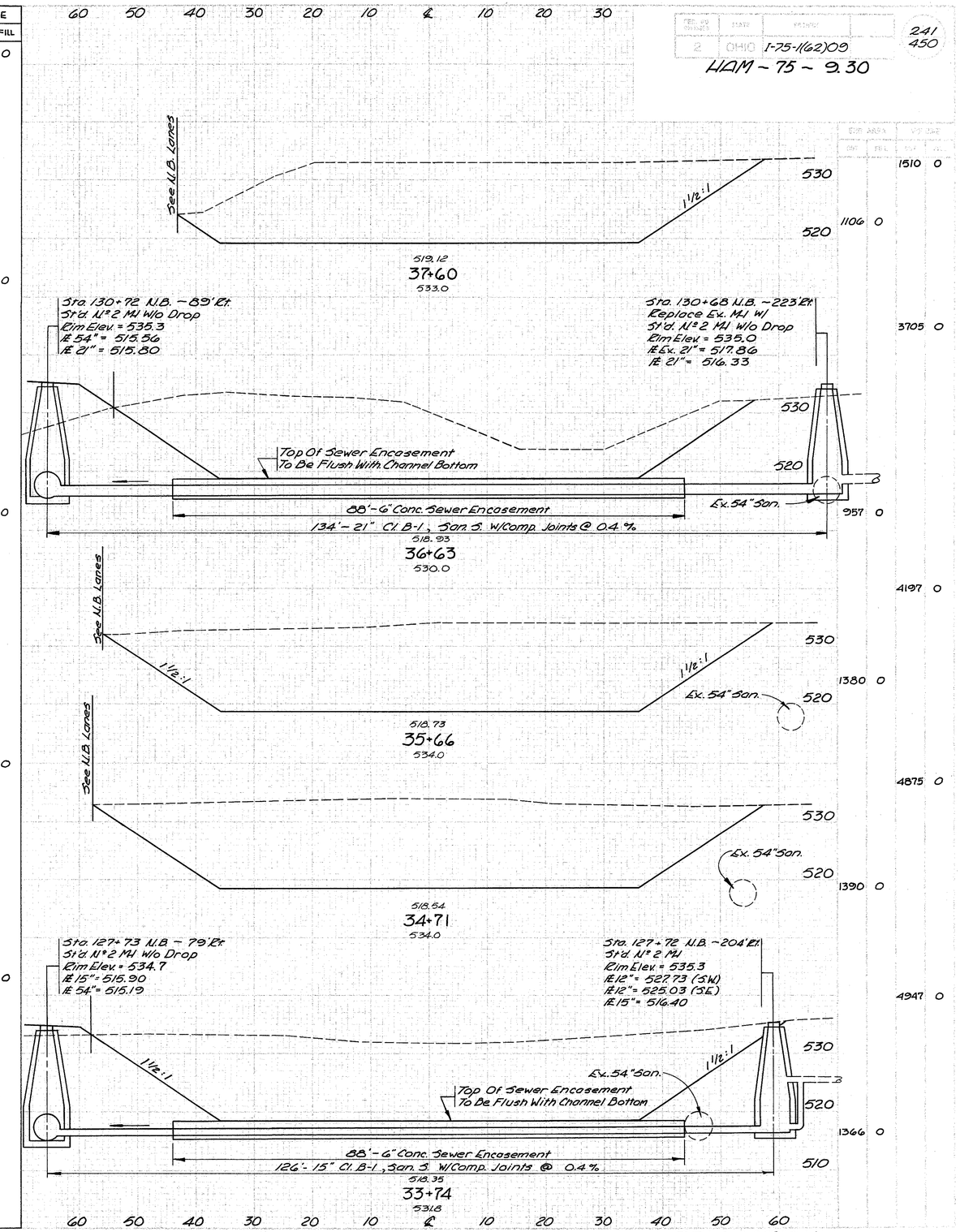
HAM-75-9.30

MILLCREEK CHANNEL RELOCATION

2 OHIO I-75-1(62)09
241
450
HAM - 75 - 9.30



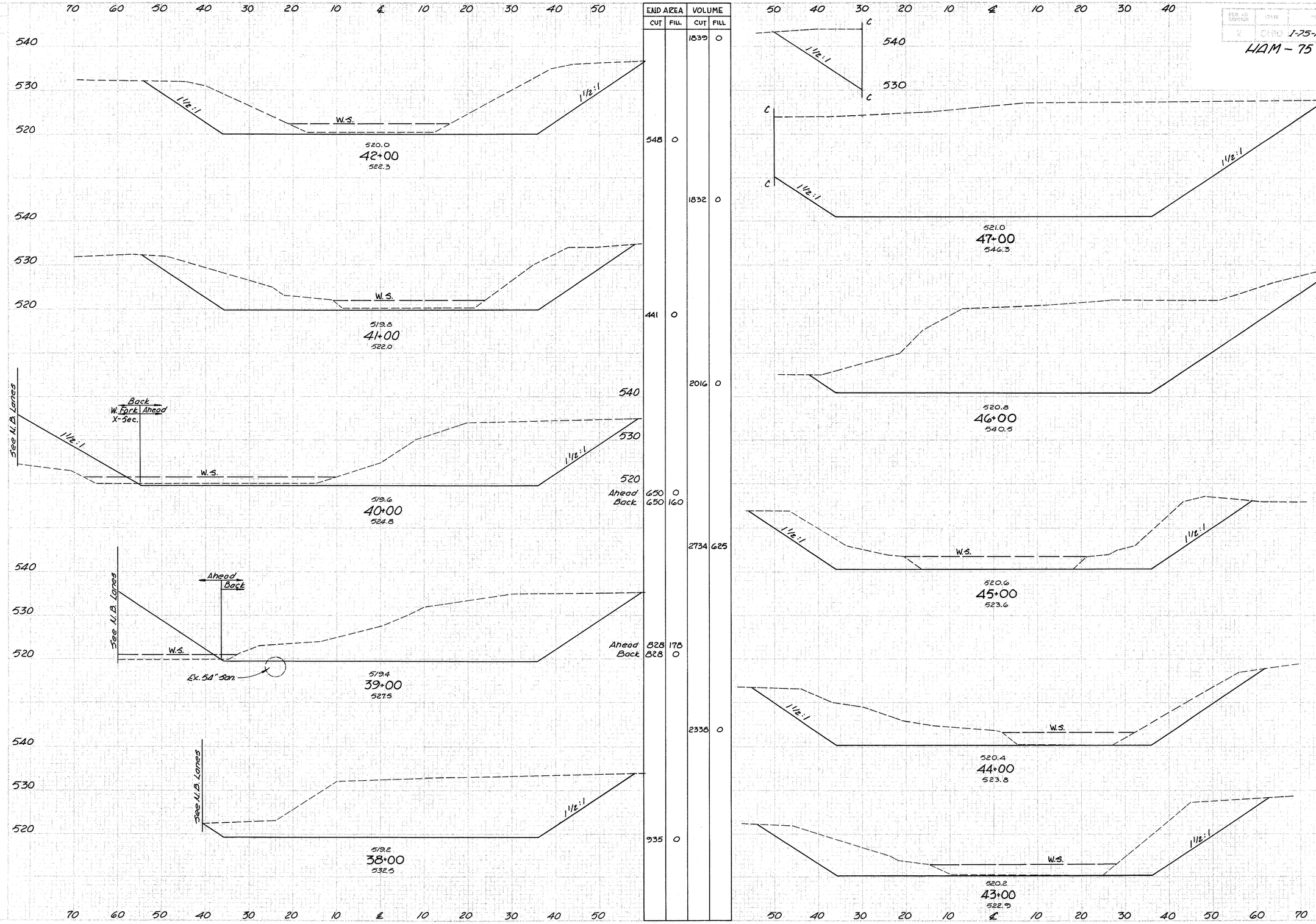
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		5155	0
1507	0		
		5340	0
1494	0		
		5180	0
1392	0		
		5136	0
1525	0		
		5754	0
1645	0		



MILLCREEK CHANNEL RELOCATION

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-75-1(62)09

HAM - 75 - 9.30



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		1839	0
548	0		
		1832	0
441	0		
		2016	0
Ahead 650	0		
Back 650	160		
		2734	625
Ahead 828	178		
Back 828	0		
		2338	0
935	0		

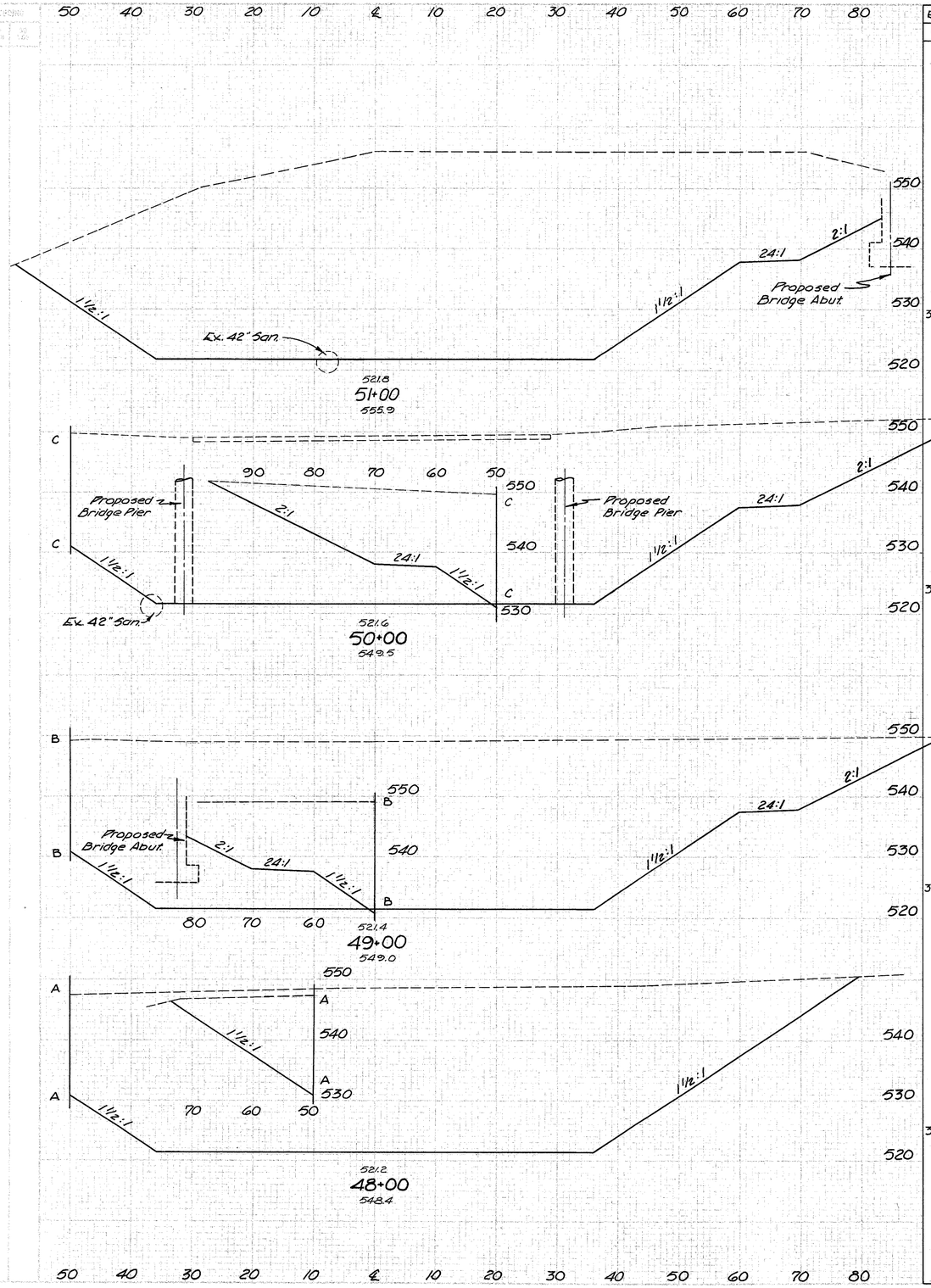
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		10686	0
2727	0		
		8018	0
1607	0		
		3696	0
391	0		
		1547	0
444	0		
		1647	0
446	0		

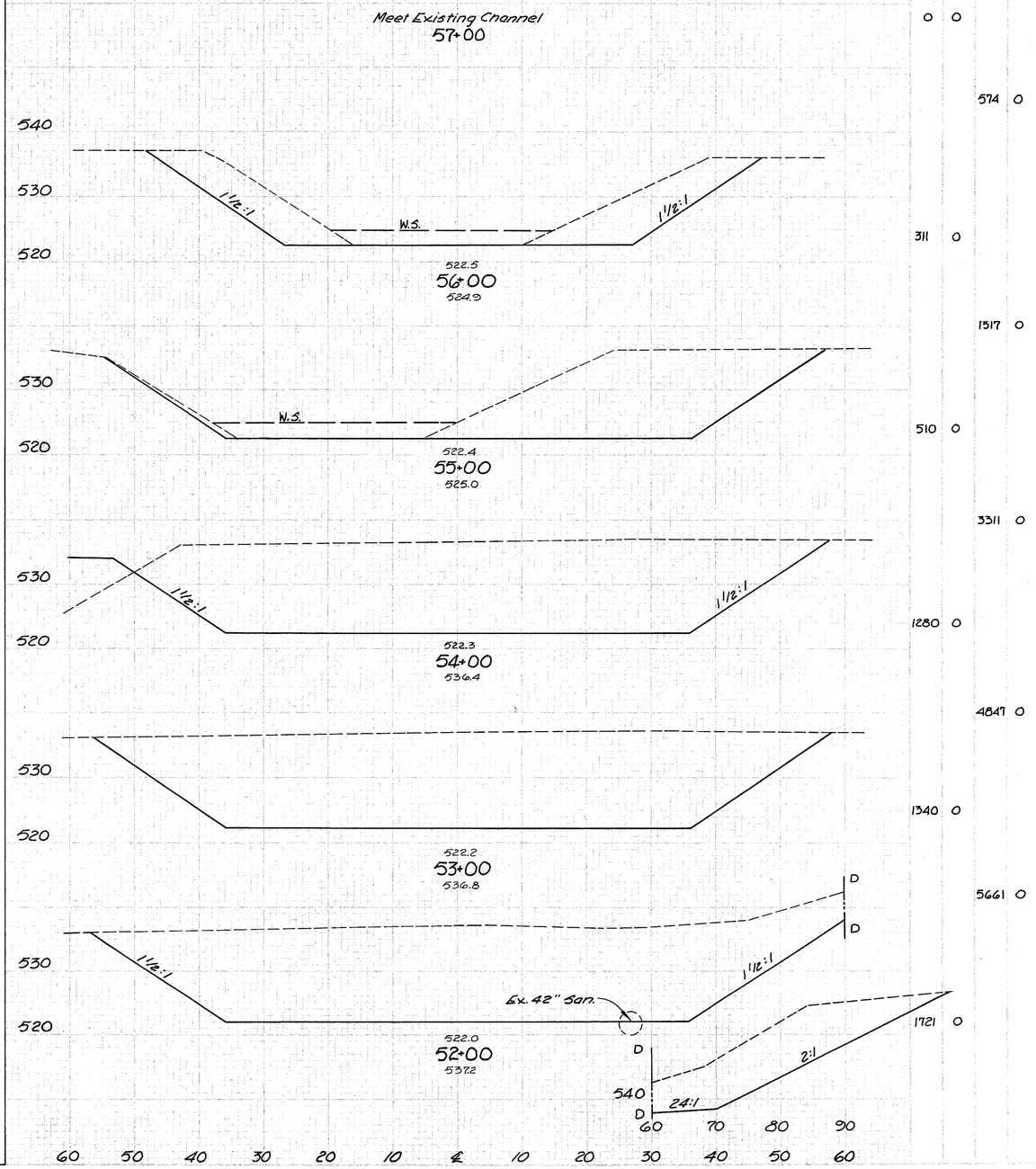
MILLCREEK CHANNEL RELOCATION

FED. ROAD DIVISION | STATE | PROJECT
2 OHIO I-75-1(162)09

HAM-75-9.30

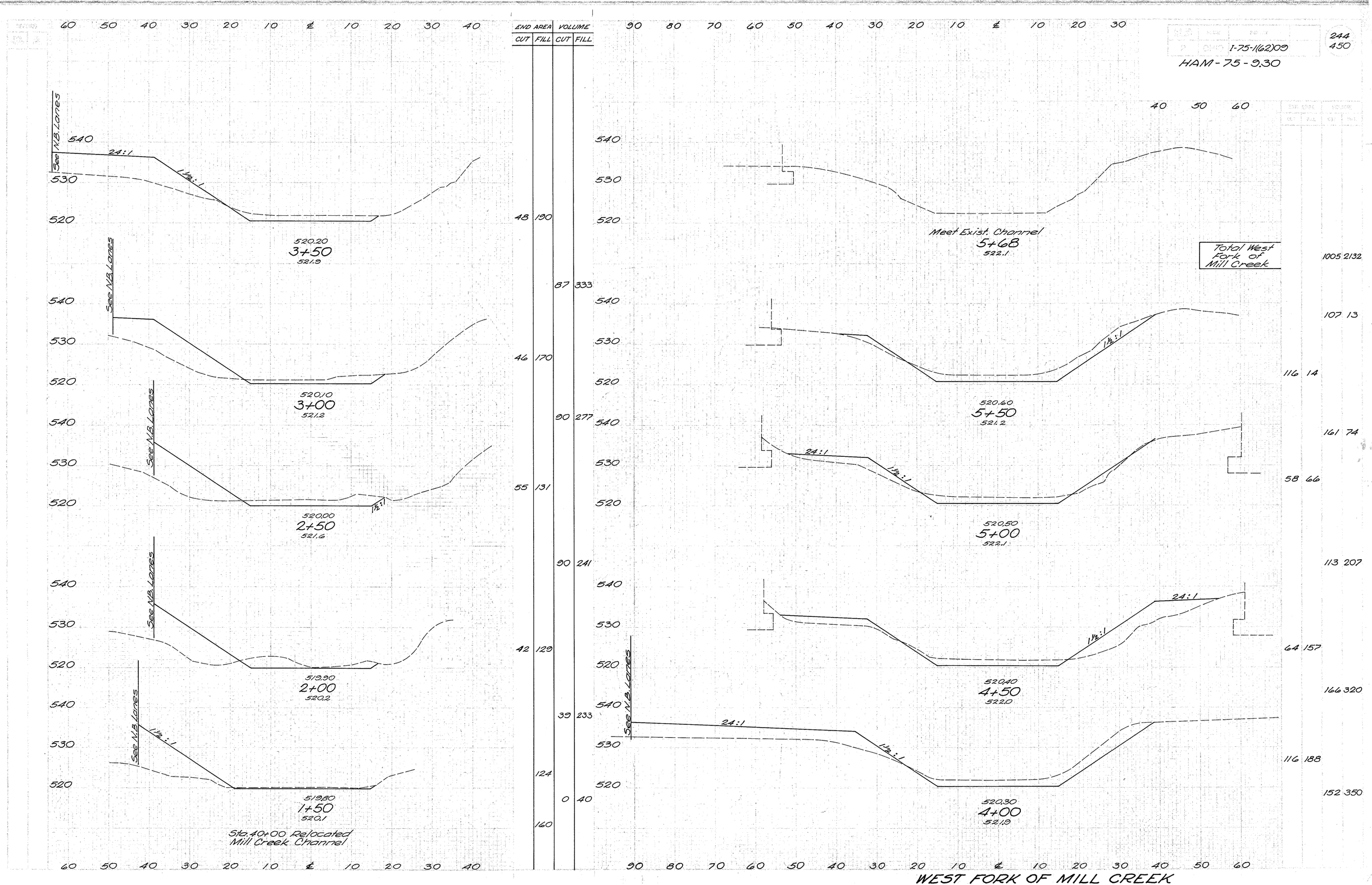
END AREA		VOLUME	
CUT	FILL	CUT	FILL
		9853	0
3605	0		
		13390	0
3663	0		
		13054	0
3423	0		
		11970	0
3048	0		





0	0
	574 0
311	0
	1517 0
510	0
	3311 0
1280	0
	4847 0
1340	0
	5661 0
1721	0

MILL CREEK CHANNEL RELOCATION



I-75-1(62)09
HAM-75-9.30
244
450
END AREA
VOLUME
CUT
FILL
CUT
FILL
See N.B. Lanes
24:1
1½:1
520.20
3+50
521.9
520.10
3+00
521.2
520.00
2+50
521.6
519.90
2+00
520.2
519.80
1+50
520.1
Sta. 40+00 Relocated Mill Creek Channel
48 190
46 170
55 131
42 129
124
160
87 333
90 277
90 241
39 233
0 40
Meet Exist. Channel
5+68
522.1
Total West Fork of Mill Creek
520.60
5+50
521.2
520.50
5+00
522.1
520.40
4+50
522.0
520.30
4+00
521.9
1005 2132
107 13
116 14
161 74
58 66
113 207
64 157
166 320
116 188
152 350
WEST FORK OF MILL CREEK

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

245
450

HAM-75-9.30

SPECIAL BERM & SLOPE PROTECTION

Prior to placement of sod in the berm and slope, galvanized poultry fence shall be placed on the finished grade in strands which shall be at right angles to the direction of flow. Each strand shall be staked securely on the top and bottom with stakes spaced at four foot intervals and attached in rows four feet apart.

Stakes shall be 1"x1"x8" wood stakes and shall be perpendicular to the ground and flush with the finished grade.

The fence shall be straight line pouttry fence or equivilant with strand width of four feet, having a two inch mesh and all wires No. 20 Gauge.

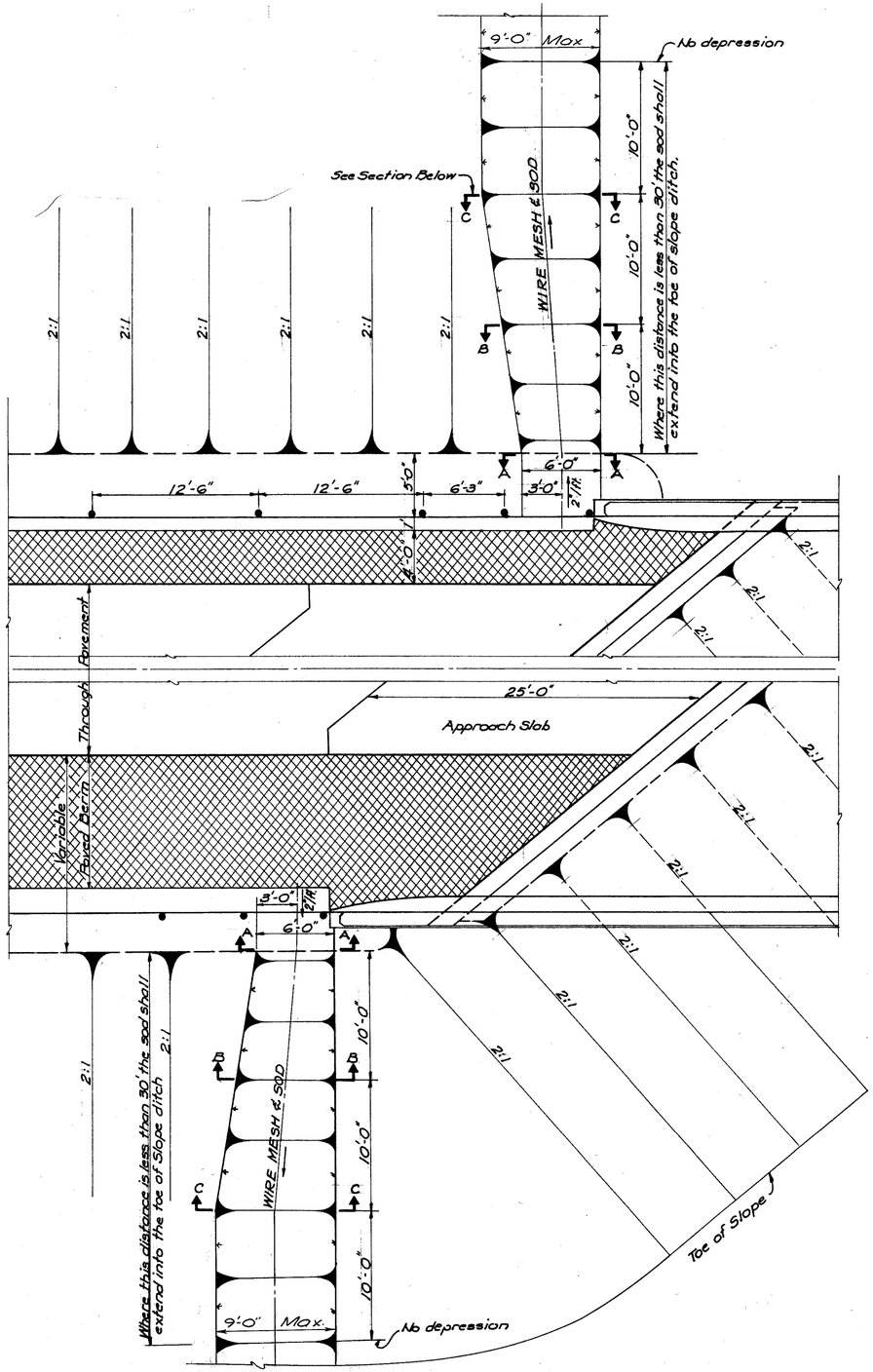
Each strand of fencing shall be fastened together at twelve inch intervals by means of hog rings.

The fence shall be secured to the wood stakes by metal staples.

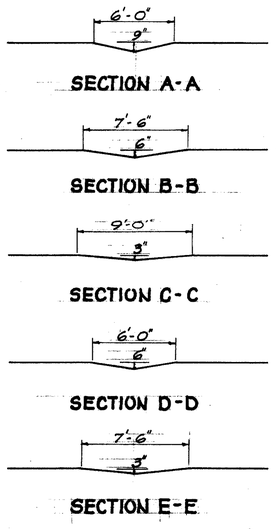
Sod shall be laid in accordance with Construction and Material Specifications Section L-10.07.

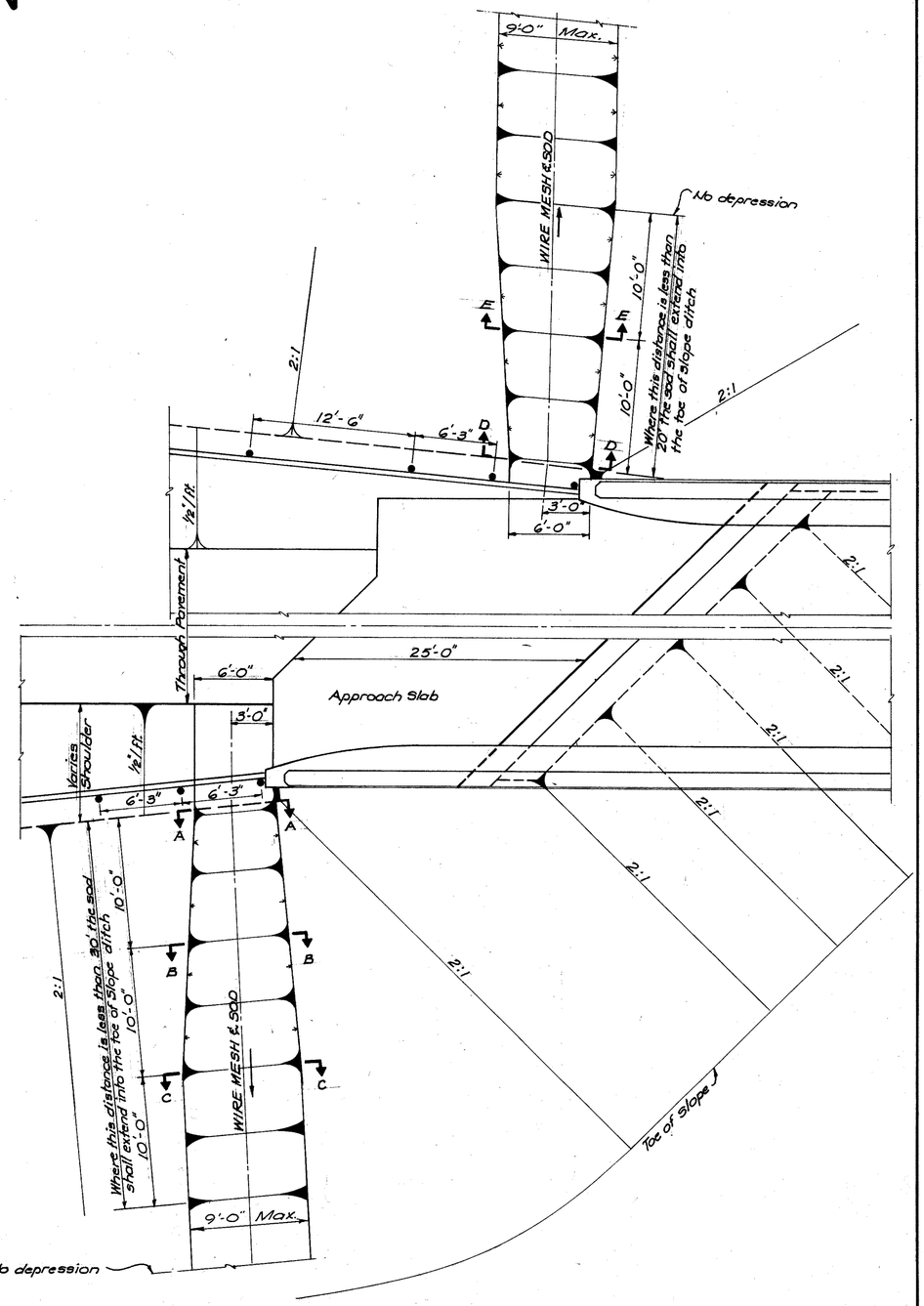
Erosion control is required only where rate of Side Slope is steeper than 6 to 1.

Payment for all of the above shall be included in the unit price bid for Item L-10, Sodding for Special Berm and Slope Protection.



INTERSTATE ROADS





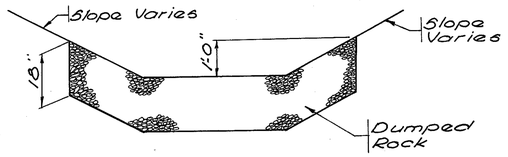
SECONDARY ROADS

MISCELLANEOUS DETAILS - TYPICAL APPROACH SLAB EROSION CONTROL

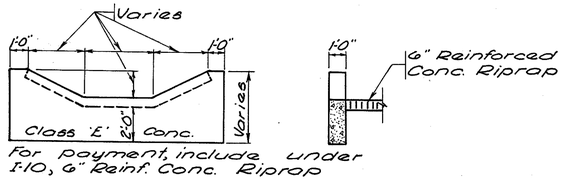
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

246
450

HAM-75-9.30

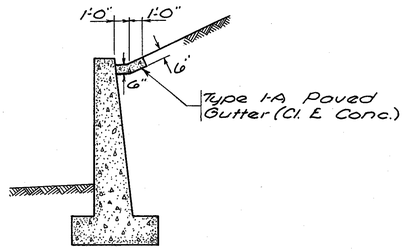


DUMPED ROCK

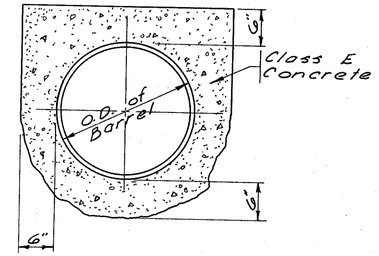


For payment, include under I-10, 6" Reinf. Conc. Riprap

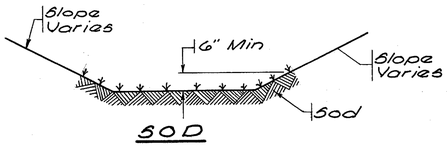
CUT-OFF WALL DETAIL



PAVED GUTTER - TYPE 1-A

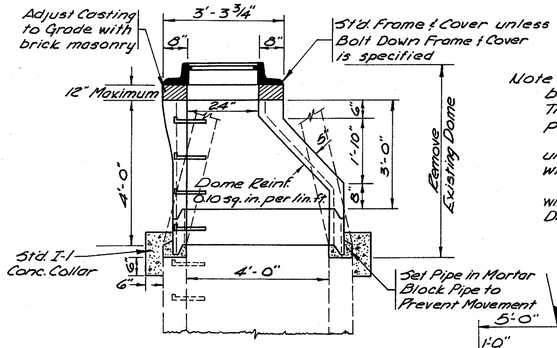


CONCRETE ENCASEMENT DETAIL



SOD

TYPICAL DITCH PROTECTION



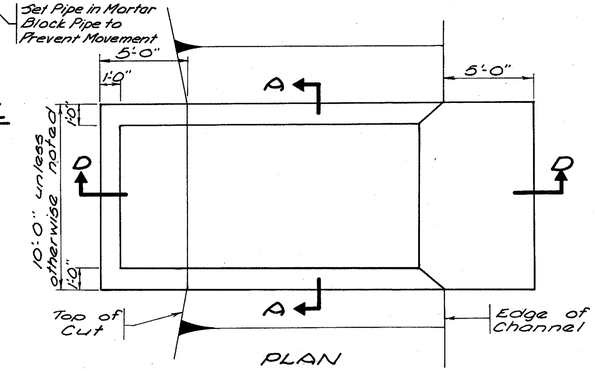
Note: Existing Casting shall be replaced with bolt down frame and cover (See general note). The existing casting shall become the property of the Contractor.

Cost of the above shall be included in the unit price bid for Item I-8, Manhole Reconstructed with Offset Dome and Bolt Down Frame and Cover.

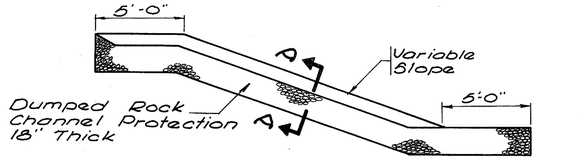
All required construction shall be in accordance with the pertinent details of Standard Construction Drawings I-8, MH N° 1, MH N° 2 and MH N° 1-A.

OFFSET DOME DETAIL

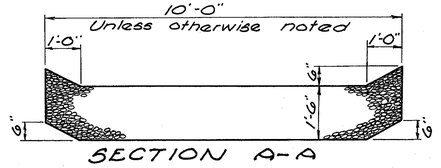
Offset Dome may be used only where specified or where permission is granted by the Engineer.



PLAN

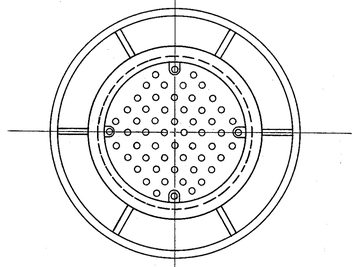


SECTION D-D

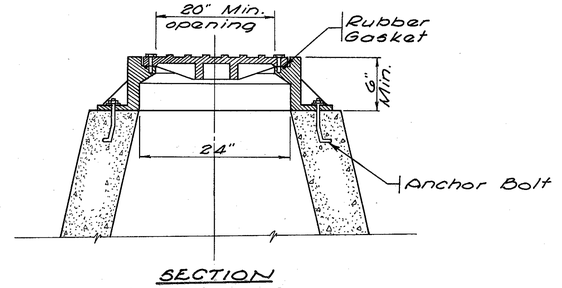


SECTION A-A

EROSION CONTROL AT SWALES



PLAN

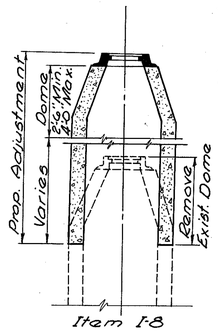


SECTION

Manhole frame and cover shall be of gray cast iron, furnished with machined bearing surfaces, Rubber Gasket Seal, Bolted Cover and Anchor Bolts. Bronze Bolts shall be used to secure cover to frame.

Frame and cover shall have a minimum weight of 275 Lbs. for light duty and 475 Lbs. for heavy duty and meet the requirements of Sec. M-7.8. Heavy duty type shall be used whenever Manhole is within the traveled Roadway

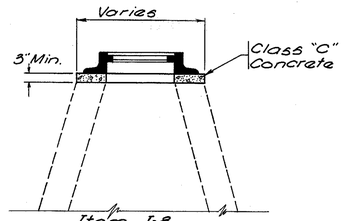
BOLT DOWN MANHOLE FRAME & COVER



Item I-8

This treatment to be used where the existing casting is to be raised an amount exceeding 1'-0" or lowered more than 6"

MANHOLE RECONSTRUCTED TO GRADE



Item I-8

This treatment to be used where the existing casting is to be raised an amount less than 12" or lowered less than 6". Sufficient brick shall be removed to permit a minimum concrete thickness of 3"

MANHOLE ADJUSTED TO GRADE

Note: All required construction shall be in accordance with the pertinent details of Standard Construction Drawings, I-8, MH No. 1, MH No. 2, & I-8 MH No. 1-A

Existing Castings shall be replaced with Standard State of Ohio heavy manhole frame and cover. The existing castings shall become the property of the contractor.

Cost for the above shall be included in price bid for Item I-8, Manhole Adjusted or Reconstructed to grade.

REVISIONS TO EXISTING MANHOLES

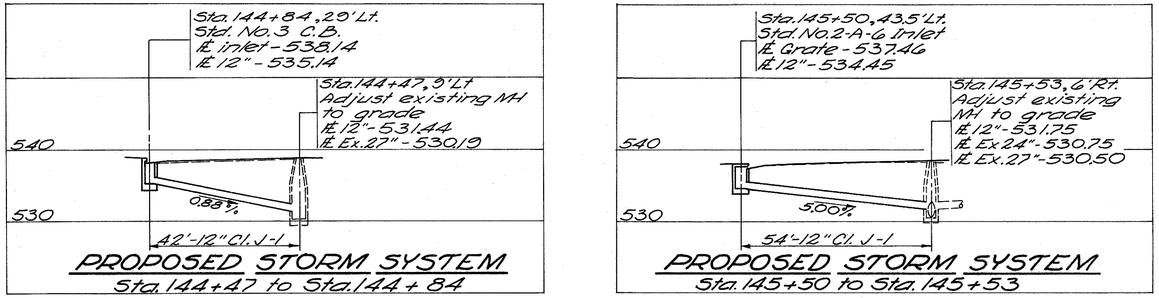
Scale: None

DRAINAGE DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

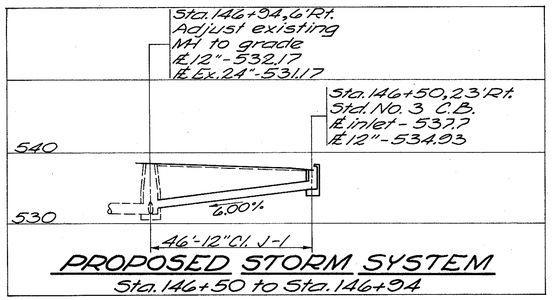
247
450

HAM-75-9.30

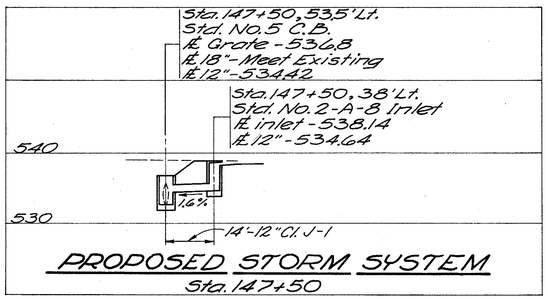


PROPOSED STORM SYSTEM
Sta. 144+47 to Sta. 144+84

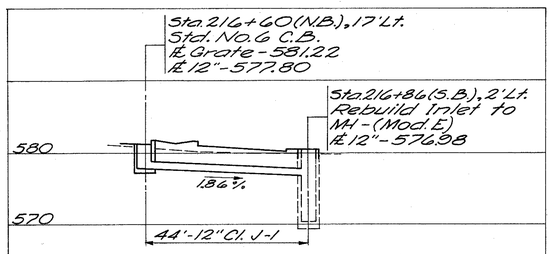
PROPOSED STORM SYSTEM
Sta. 145+50 to Sta. 145+53



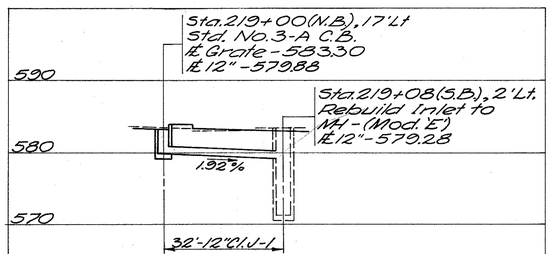
PROPOSED STORM SYSTEM
Sta. 146+50 to Sta. 146+94



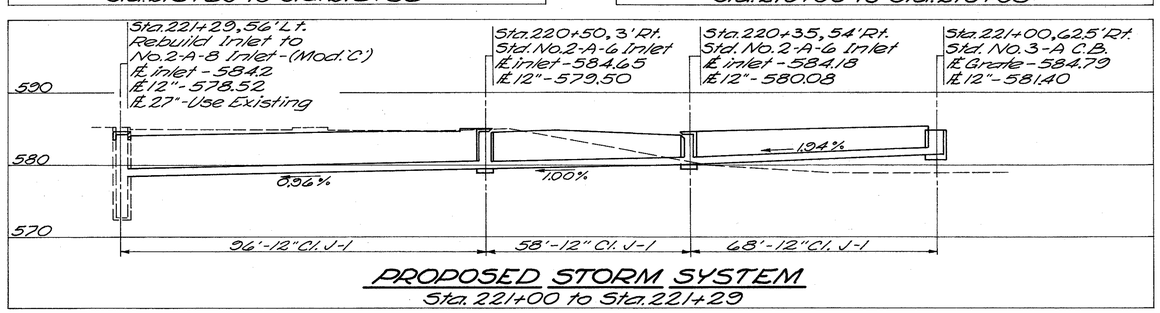
PROPOSED STORM SYSTEM
Sta. 147+50



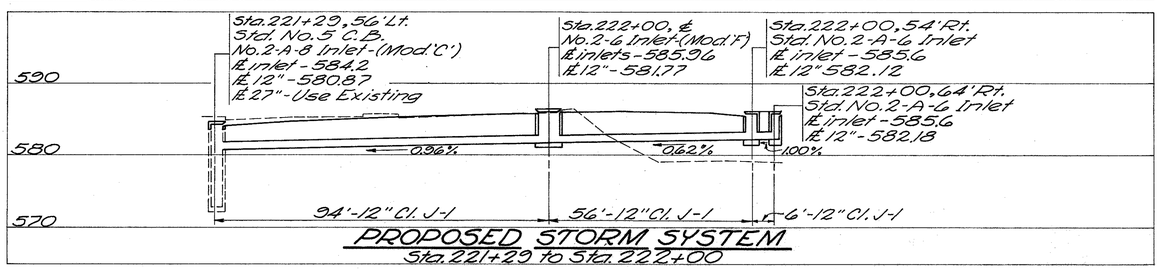
PROPOSED STORM SYSTEM
Sta. 216+60 to Sta. 216+86



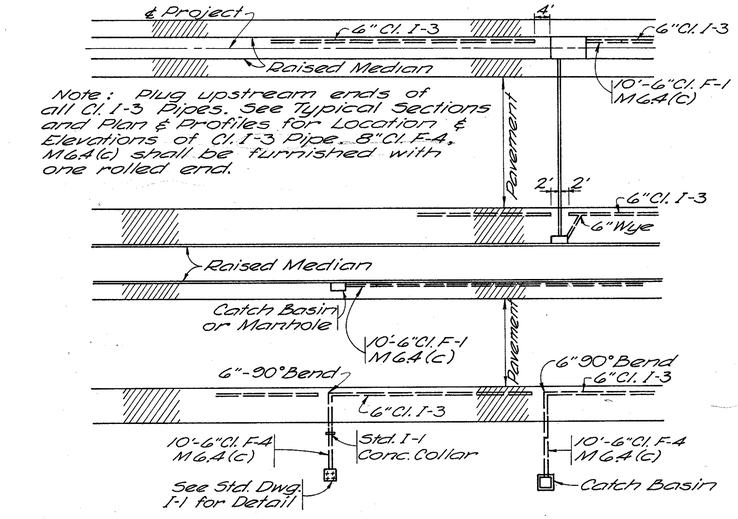
PROPOSED STORM SYSTEM
Sta. 219+00 to Sta. 219+08



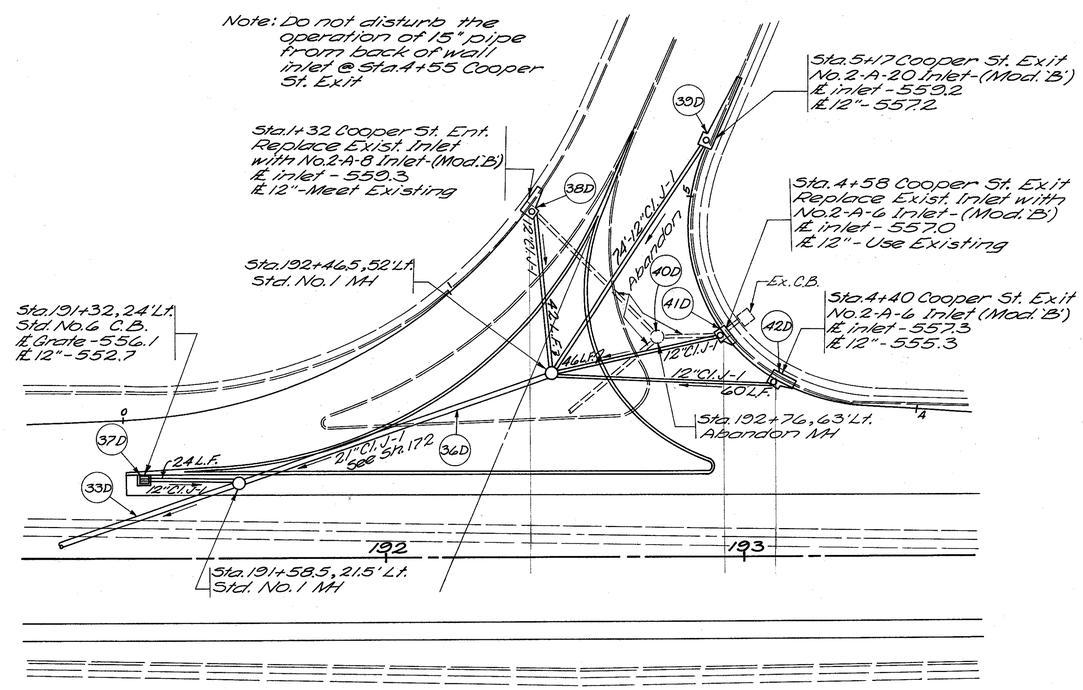
PROPOSED STORM SYSTEM
Sta. 221+00 to Sta. 221+29



PROPOSED STORM SYSTEM
Sta. 221+29 to Sta. 222+00



UNDERDRAIN OUTLET DETAIL



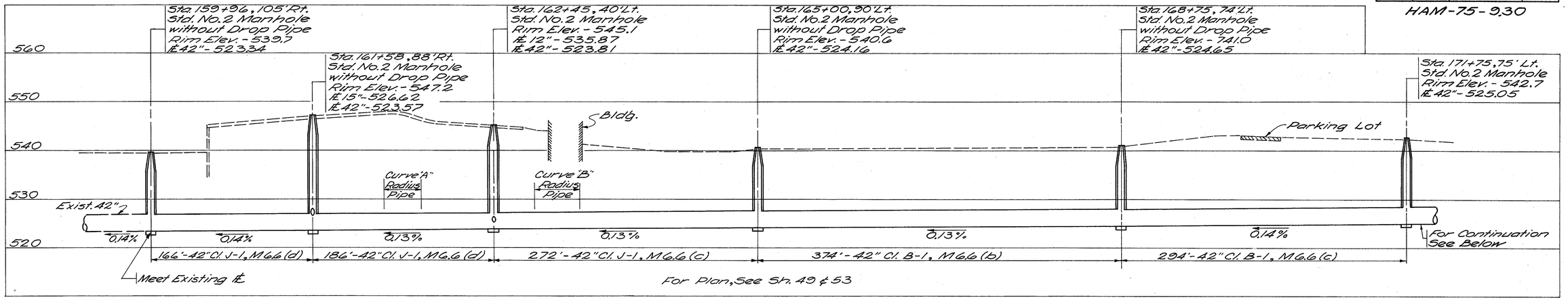
DRAINAGE FACILITIES DETAIL - COOPER ST.
SEE SH. 172

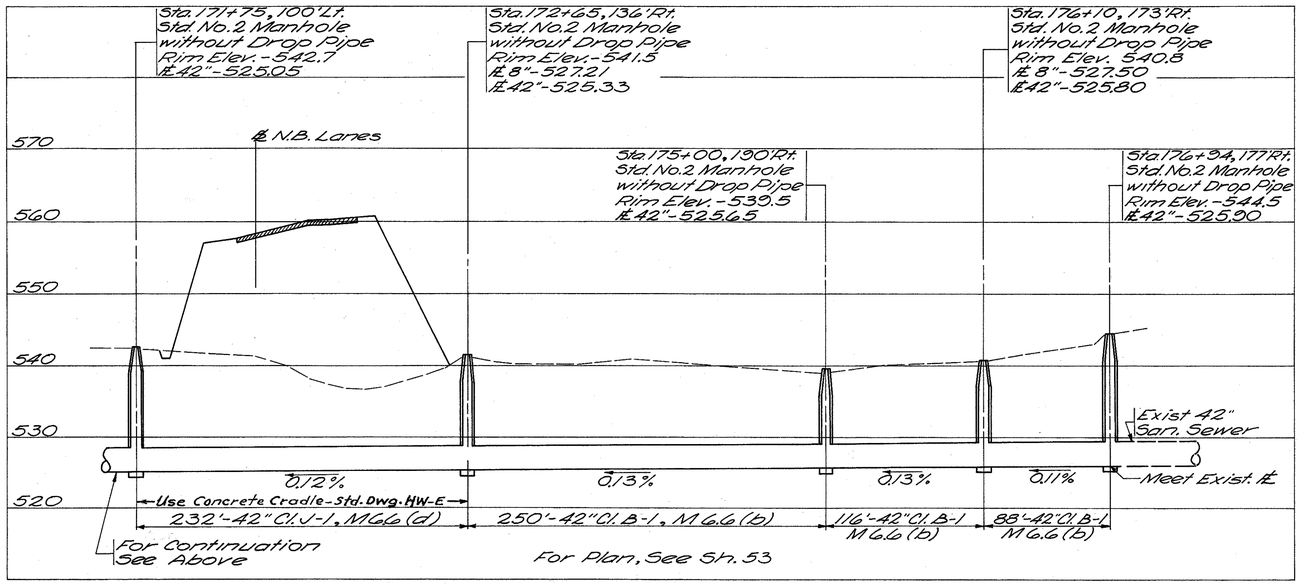
PROPOSED STORM SYSTEMS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

248
450

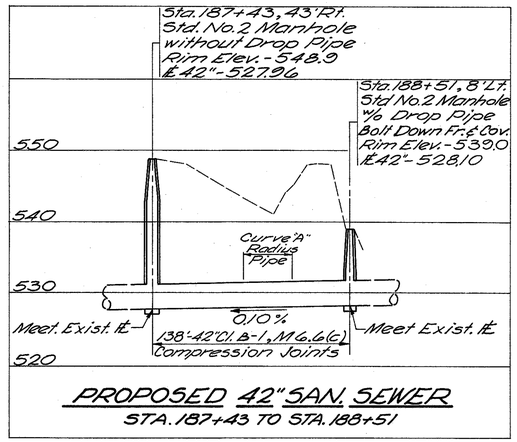
HAM-75-9.30





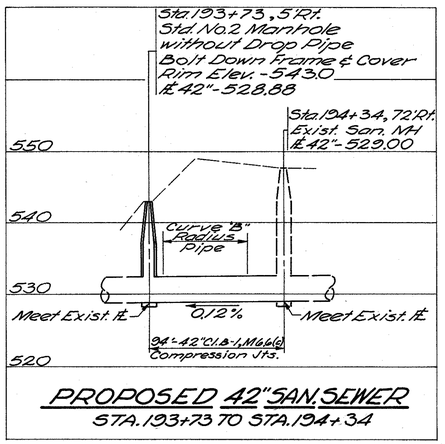
PROPOSED 42" SANITARY SEWER WITH COMPRESSION JOINTS

STA. 159+96 TO STA. 176+94



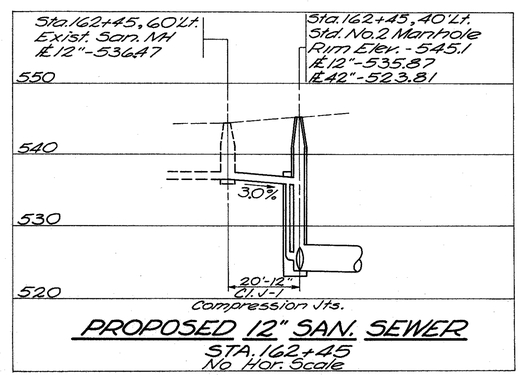
PROPOSED 42" SAN. SEWER

STA. 187+43 TO STA. 188+51



PROPOSED 42" SAN. SEWER

STA. 193+73 TO STA. 194+34



PROPOSED 12" SAN. SEWER

STA. 162+45
No Hor. Scale

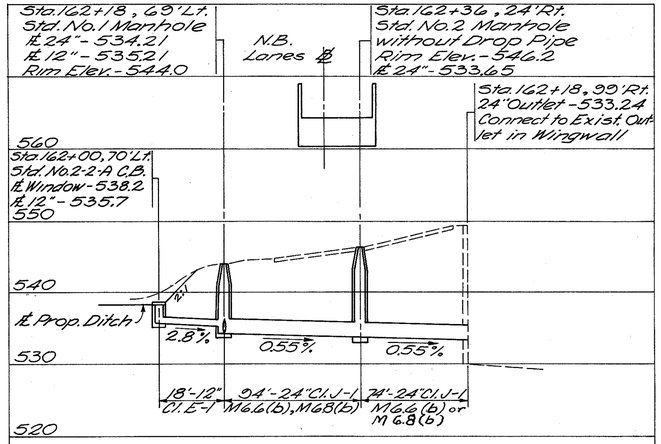
SCALE:
Hor. 1" = 50'-0"
Vert. 1" = 10'-0"

N.B. LANES - SANITARY SEWER PROFILES

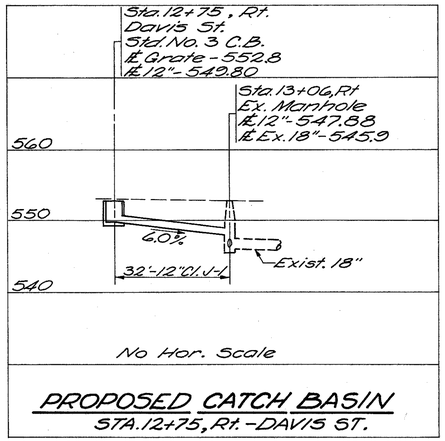
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

242
450

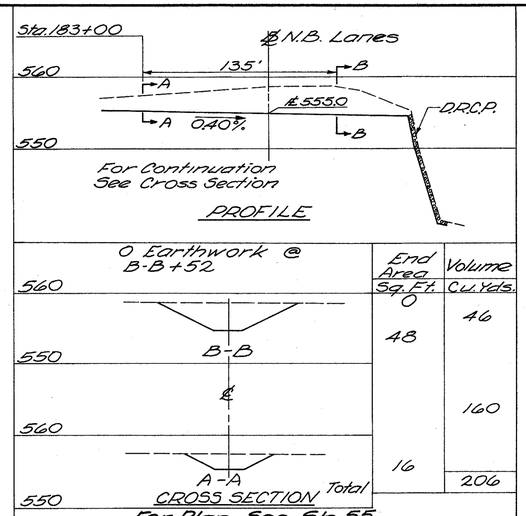
HAM-75-9.30



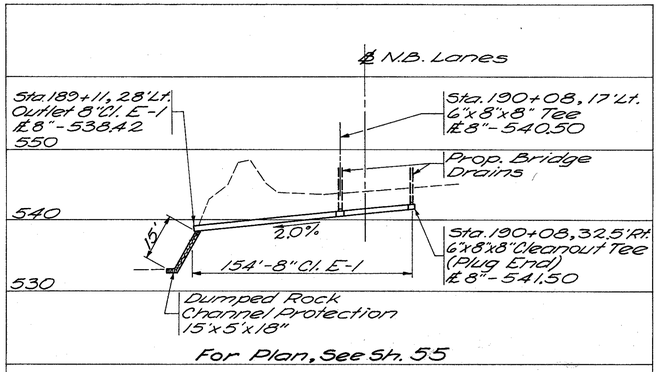
PROPOSED STORM SEWER
STA. 162+00 TO STA. 162+36



PROPOSED CATCH BASIN
STA. 12+75, Rt. - DAVIS ST.

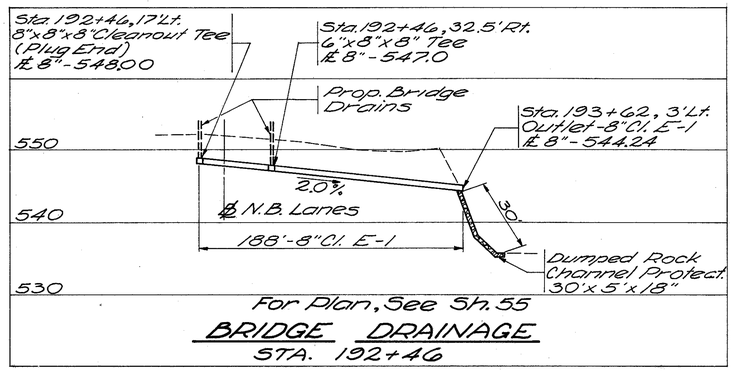


SPECIAL DITCH PROFILE
STA. 183+45



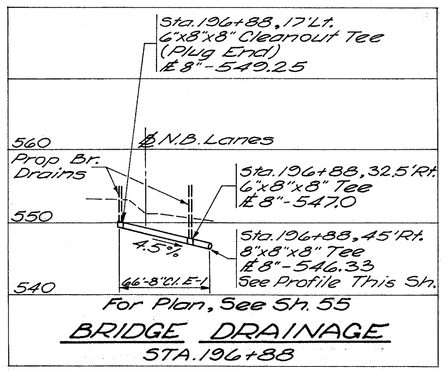
For Plan, See Sh. 55

BRIDGE DRAINAGE
STA. 190+08



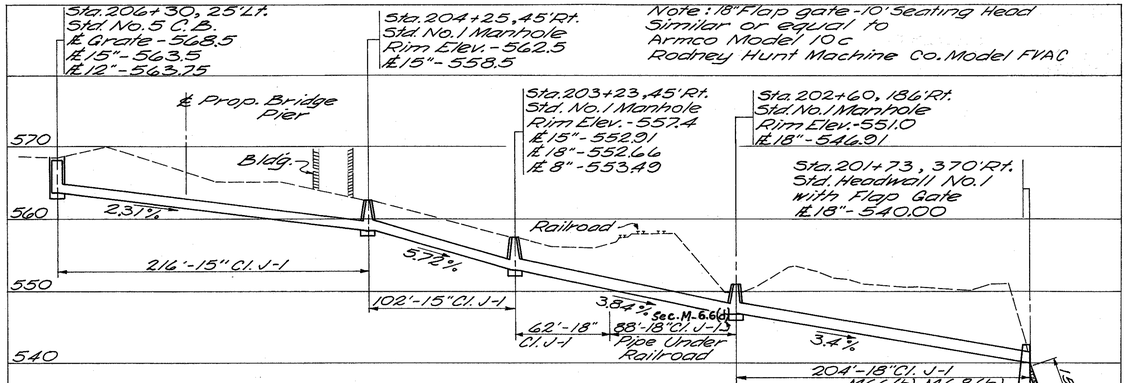
For Plan, See Sh. 55

BRIDGE DRAINAGE
STA. 192+46



For Plan, See Sh. 55

BRIDGE DRAINAGE
STA. 196+88



PROPOSED STORM SYSTEM N.B. LANES I-75
STA. 201+73 TO STA. 206+30

For Plan, See Sh. 56

BRIDGE DRAINAGE
STA. 196+63 TO STA. 199+35

For Plan, See Sh. 56

BRIDGE DRAINAGE
STA. 202+12

PROPOSED SAN. SEWER N.B. LANES I-75
STA. 207+77 TO STA. 210+30.5

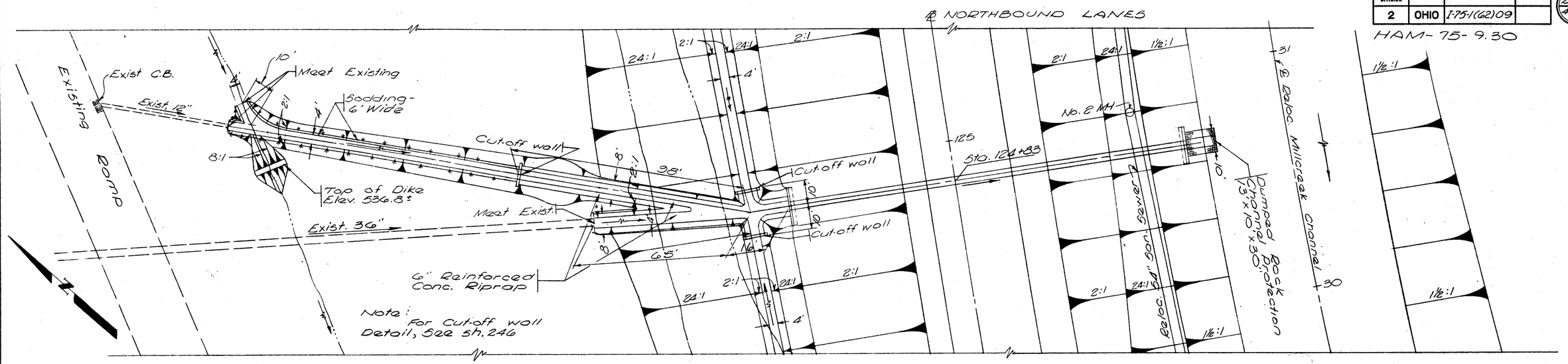
SCALE:
Hor. - 1" = 50'-0"
Vert. - 1" = 10'-0"

N.B. LANES - SEWER PROFILES

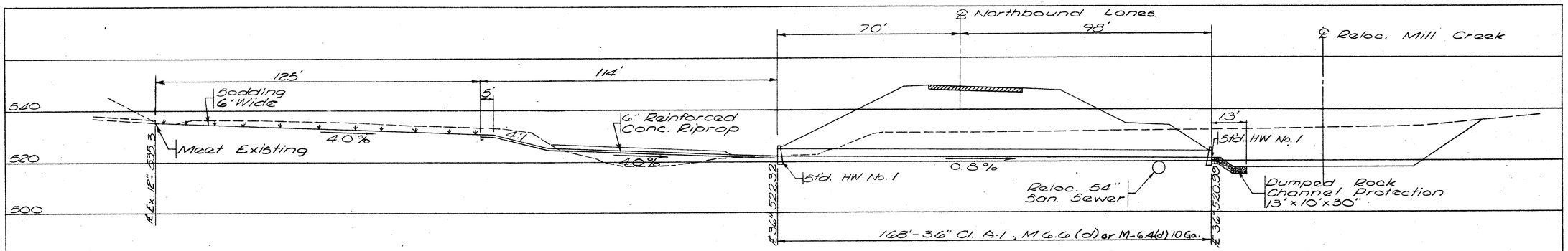
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

250
450

HAM-75-9.30



D.A. = 23 Ac.
Q50 = 83 c.f.s.

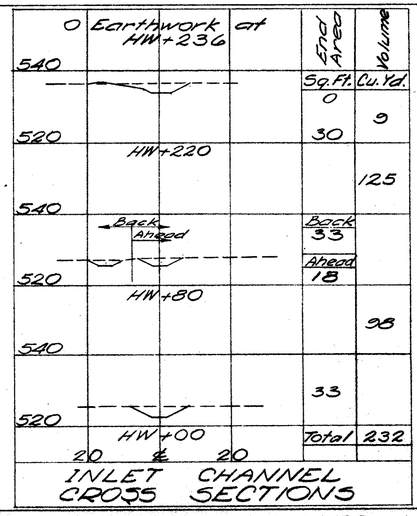


ESTIMATED QUANTITIES

I-1 36" Pipe, Cl. A-1, M 6.6 (d) or M-6.4(d) 10 Ga.	168 Lin. Ft.
I-2 Masonry, Cl. C, (Headwalls)	13.0 Cu. Yds.
I-10 6" Reinforced Concrete Riprap	150 Sq. Yds.
I-10 Dumped Rock Channel Protection	12.0 Cu. Yds.
L-10 Sodding	94 Sq. Yds.
E-3 Channel Excavation	232 Cu. Yds.

CULVERT DATA

TYPE: Cl. A-1, M 6.6 (d) or M-6.4(d) 10 Ga. with Std. HW No. 1 Lt. & Rt.
SIZE: 36" x 168'
WORK REQ'D.: Construct a 36" Pipe Culvert with Std. HW No. 1 Lt. & Rt. Construct inlet & outlet channels as shown, place Sodding, Dumped Rock Channel Protection & 6" Reinforced Concrete Riprap as per detail.



	End Area Sq. Ft.	Volume Cu. Yd.
	0	
	30	9
		125
Back	33	
Ahead	18	
		98
	33	
Total		232

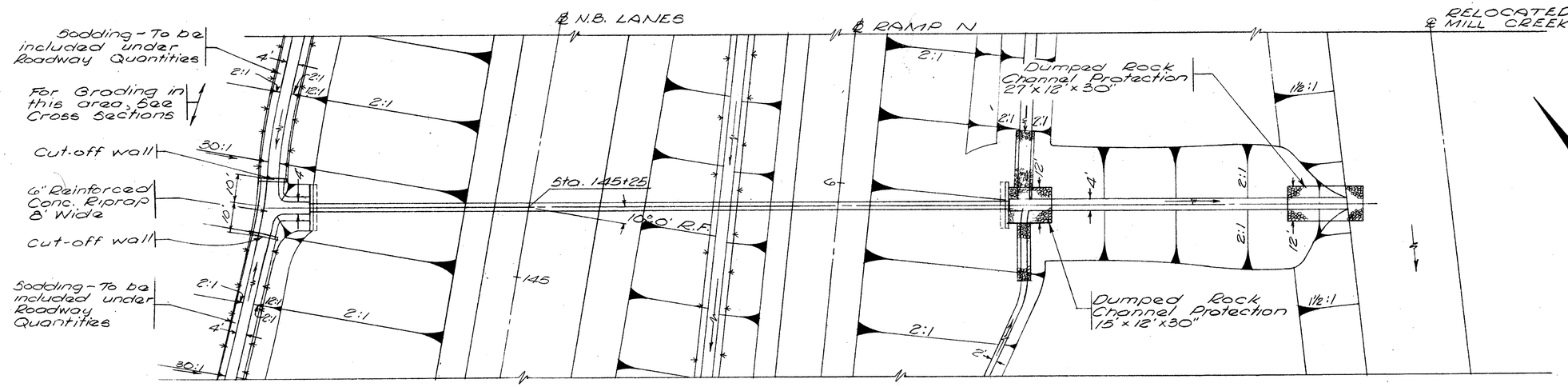
Scale: 1" = 20'

PIPE CULVERT - STA. 124+83 - NORTHBOUND LANES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

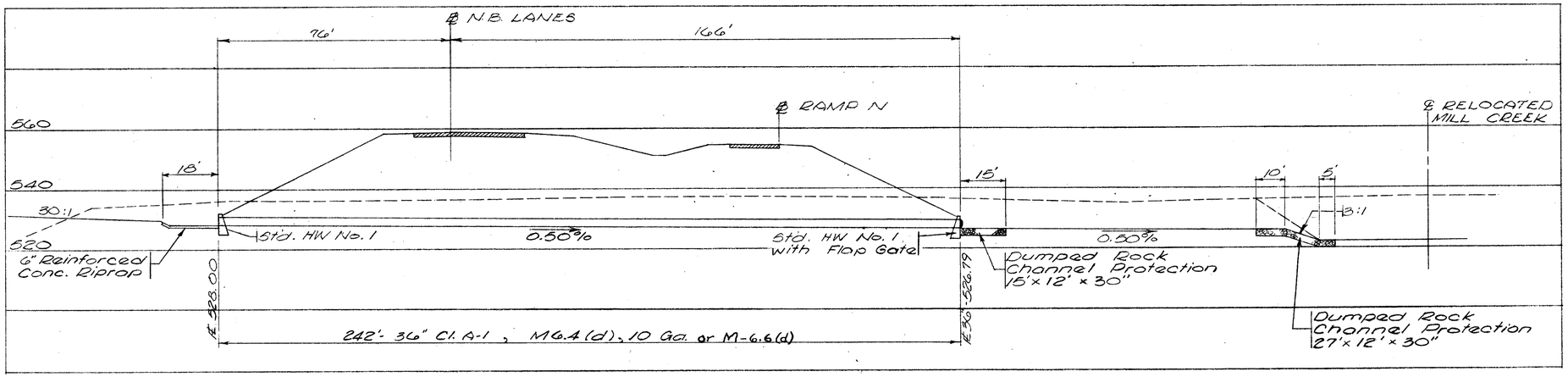
251/450

HAM-75-9.30



Note : For Cut-off wall detail, See sh. 246

D.A. = 9.6 Ac.
Q50 = 47 c.f.s

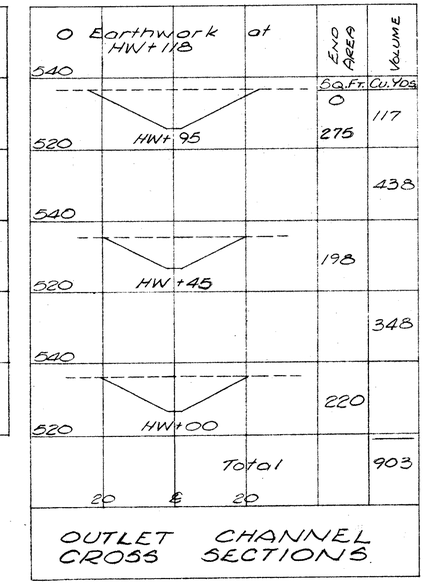


ESTIMATED QUANTITIES

I-1	36" Pipe, Cl. A-1, M6.4(d), 10 Ga. or M-6.6(d)	242	Lin. Ft.
I-2	Masonry, Cl. C (Headwalls)	13.0	Cu. Yds.
I-10	6" Reinforced Concrete Riprap	26.7	Sq. Yds.
I-10	Dumped Rock Channel Protection	46.7	Cu. Yds.
E-3	Channel Excavation	903	Cu. Yds.
Special	36" Flap Gate - 10' Seating Head - Similar or equal to Armco Model No. 100 C or Rodney Hunt Machine Co. Model FVAC	1	Each

CULVERT DATA

TYPE : Cl. A-1, M6.4(d), 10 Ga. or M-6.6(d) with Std. HW No. 1 Lt. & Std. HW No. 1 with Flap Gate Rt.
SIZE : 36" x 242'
WORK REQ'D. : Construct a 36" Pipe Culvert with Std. HW No. 1 Lt. & Rt. Construct inlet & outlet channels as per plan. Place 6" Reinforced Conc. Riprap at inlet & Dumped Rock Channel Protection at outlet as per detail. Install Flap Gate on outlet Headwall with strict accordance to manufacturer's directions.



OUTLET CHANNEL CROSS SECTIONS

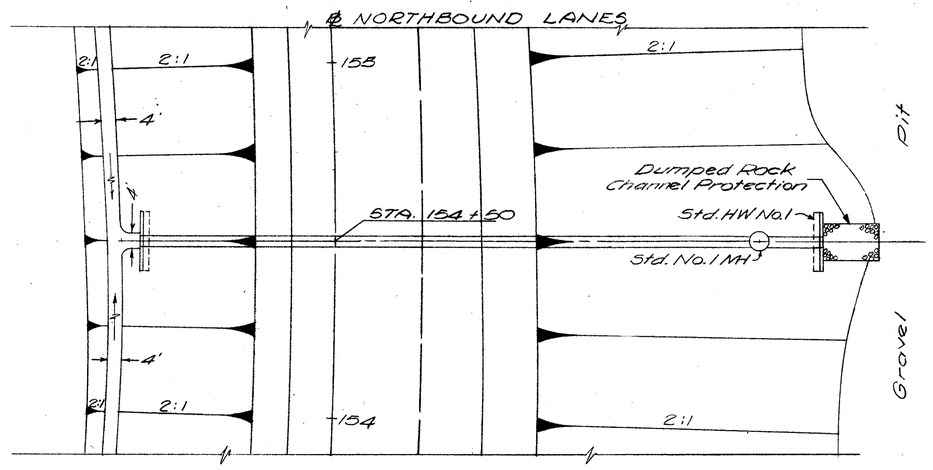
Scale : 1"=20'

PIPE CULVERT - STA. 145+25 - N.B. LANES

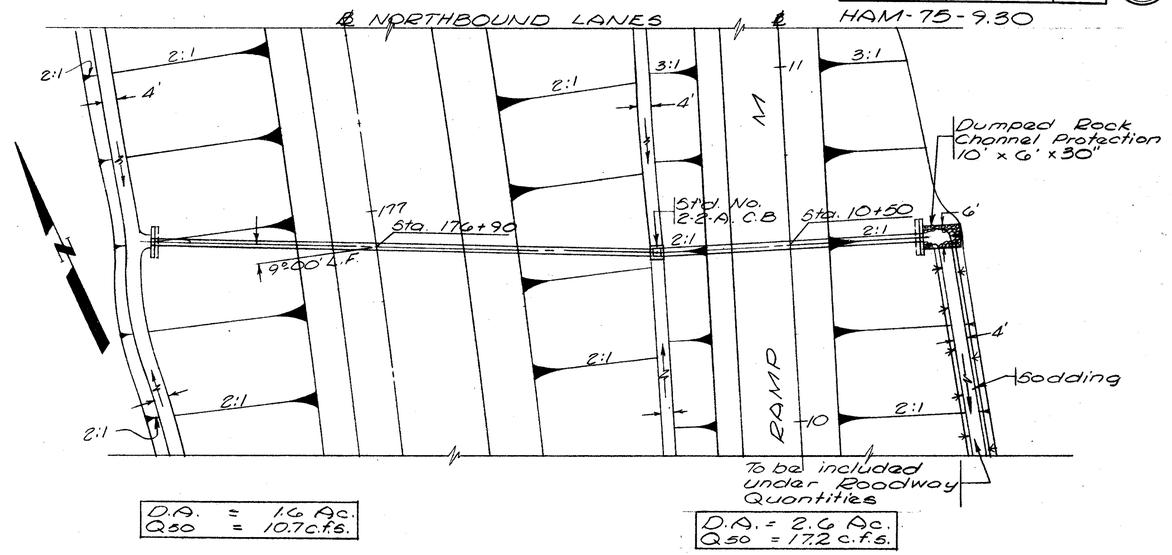
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

252/450

HAM-75-9.30

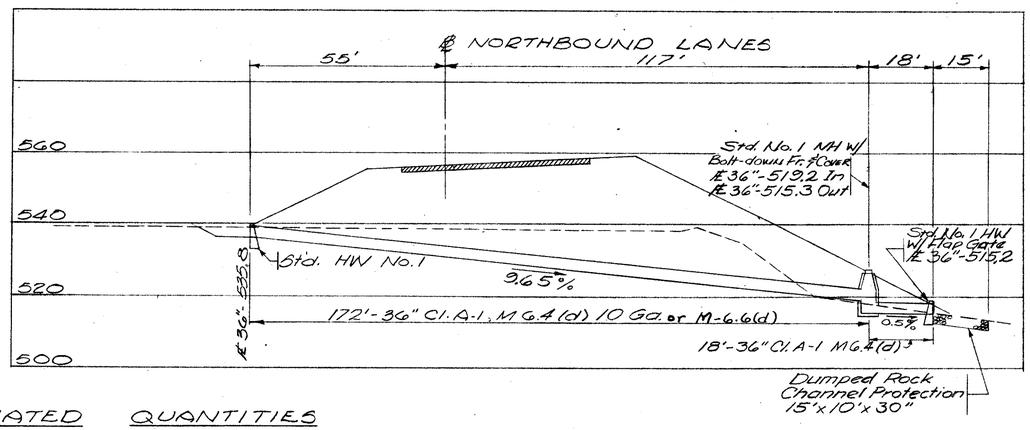


D.A. = 6.0 Ac.
Q50 = 34 c.f.s.



D.A. = 1.6 Ac.
Q50 = 10.7 c.f.s.

D.A. = 2.6 Ac.
Q50 = 17.2 c.f.s.



ESTIMATED QUANTITIES

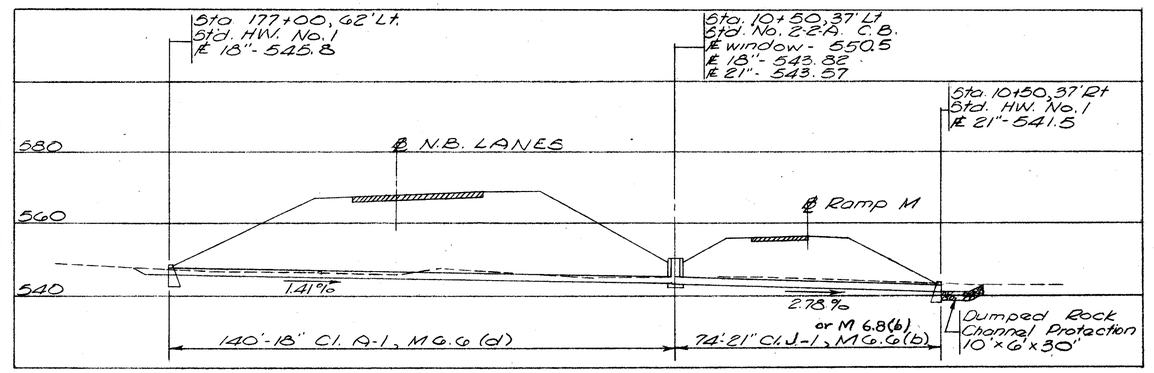
I-1	36" Pipe, Cl. A-1, M6.4(d)	18	Lin. Ft.
I-1	36" Pipe, Cl. A-1, M6.4(d) 10 Ga. or M-6.6(d)	172	Lin. Ft.
I-2	Masonry, Cl. C (Headwalls)	13	Cu. Yds.
I-10	Dumped Rock Channel Protection	13.9	Cu. Yds.
I-8	Std. No.1 Manhole	1	Ea.
Special	36" Flap Gate – 26' Seating Head – Similar or equal to Armco Model No. 50C or Hunt Machine Co. Model FVAC	1	Ea.

CULVERT DATA

Type: Cl. A-1, M6.4(d), M6.4(d) 10 Ga. or M-6.6(d) with Std. No.1 MH and Std. HW No.1 Lt. & Std. HW No. 1 with Flap Gate Rt.
Size: 36" x 172'
Work Reqd: Construct a 36" Pipe Culvert with Std. No.1 MH & Std. HW No.1 Lt. & Rt. as per detail. Construct inlet & outlet channels as shown. Place Dumped Rock Channel Protection at outlet as per detail. Install Flap Gate on outlet headwall in strict accordance to manufacture's directions.

PIPE CULVERT
STA. 154+50
NORTHBOUND LANES

Scale: 1" = 20'



ESTIMATED QUANTITIES

I-1	18" Pipe, Cl. A-1, M6.6(d)	140	Lin. Ft.
I-1	21" Pipe, Cl. J-1, M6.6(b) or M-6.8(b)	74	Lin. Ft.
I-2	Masonry, Cl. C (Headwalls)	5.0	Cu. Yds.
I-8	Std. No. 2-2-A Catch Basin	1	Each
I-10	Dumped Rock Channel Protection	5.6	Cu. Yds.

CULVERT DATA

TYPE: Cl. A-1, M6.6(d) with Std. HW No.1 Lt. & Cl. J-1 M6.6(b) or M6.8(b) with Std. No. 2-2-A C.B. & Std. HW No. 1 Rt.
SIZE: 18" x 140' Lt. & 21" x 74' Rt.
WORK REQD.: Construct a 18" & a 21" Pipe Culvert with Std. No. 2-2-A C.B. & Std. HW No. 1 Lt. & Rt. as per detail. Construct inlet & outlet channels as shown. Place Dumped Rock Channel Protection at outlet as per detail.

PIPE CULVERT
STA. 176+90 N.B. LANES
STA. 10+50 RAMP "M"

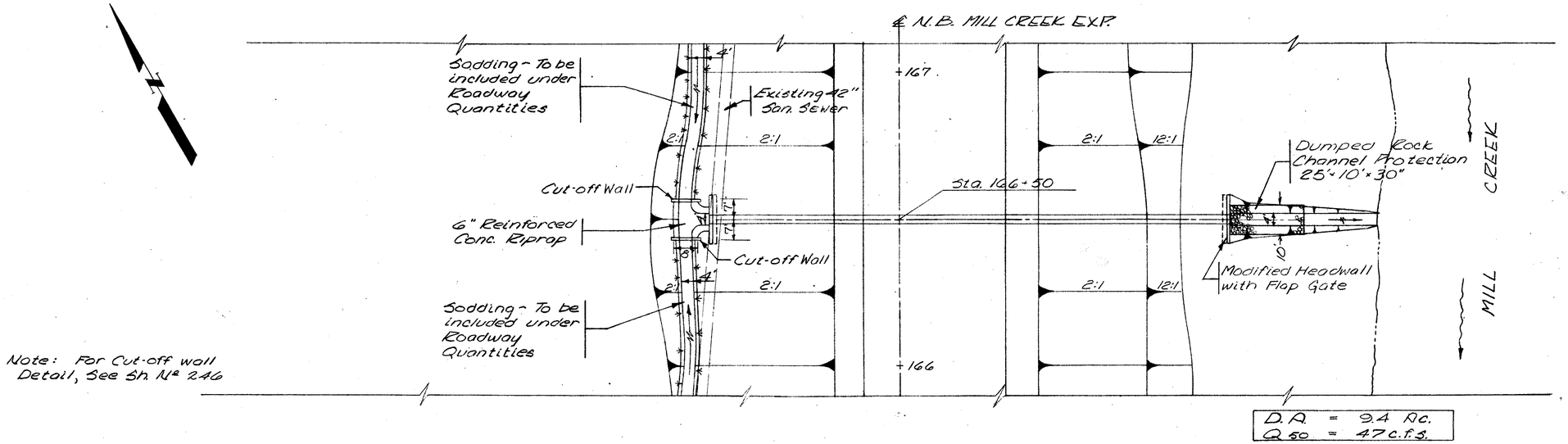
Scale: 1" = 20'

PIPE CULVERTS – STA. 154+50 & STA. 176+90 – NORTHBOUND LANES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

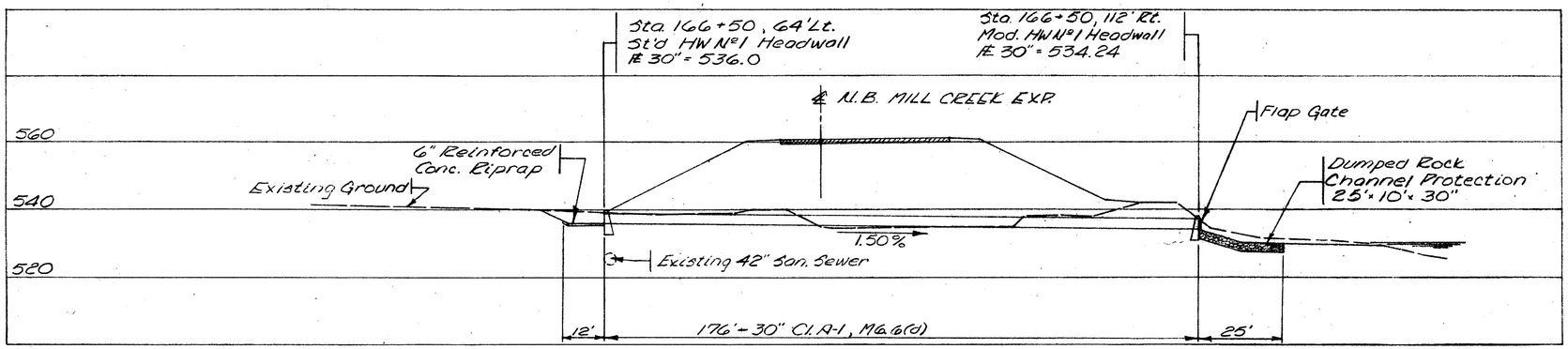
253
450

HAM-75-9.30



Note: For Cut-off wall Detail, See Sh. No. 246

D.A. = 9.4 Sq. Mi.
Q 50 = 47 c.f.s.



ESTIMATED QUANTITIES

I-1	30" Pipe, Cl. A-1, M6.6(d)	176	Lin. Ft.
I-2	Masonry Cl. "C" (Headwalls)	9.4	Cu. Yds.
I-10	Dumped Rock Channel Protection	23.1	Cu. Yds.
I-10	6" Reinforced Conc. Riprap	16.0	Sq. Yds.
E-3	Channel Excavation	30	Cu. Yds.
Special 30" Flap Gate - 7' Seating Head - Similar or equal to Armco Model No. 10 C or Rodney Hunt Machine Co. Model F.V.A.C.		1	Each

CULVERT DATA

TYPE: Cl. A-1, M6.6(d) with St'd. HW No. 1 Headwall Lt. & Modified HW No. 1 Headwall Rt. With Flap Gate

SIZE: 176'-30"

WORK REQ'D.: Construct a 30" Pipe Culvert with Std. HW No. 1 Headwall Lt. & Std. HW No. 1 Headwall with Flap Gate Rt. Install Flap Gate in strict accordance with Manufacturers directions. Construct inlet & outlet channels as per plan. Place 6" Reinforced Concrete at inlet & Dumped Rock Channel Protection at outlet as per detail.

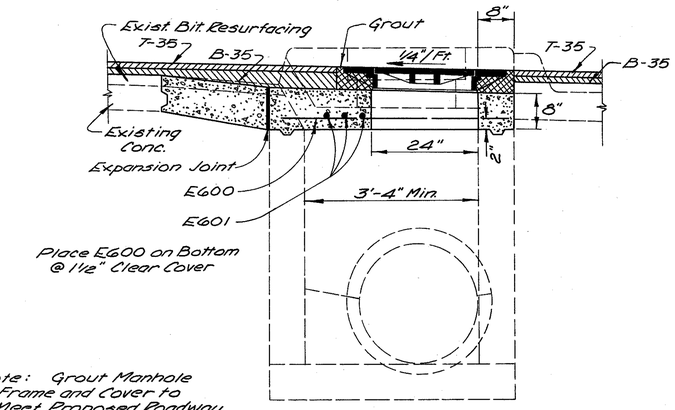
Scale: 1" = 20'

PIPE CULVERT - STA. 166+50 NORTHBOUND LANES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

254
450

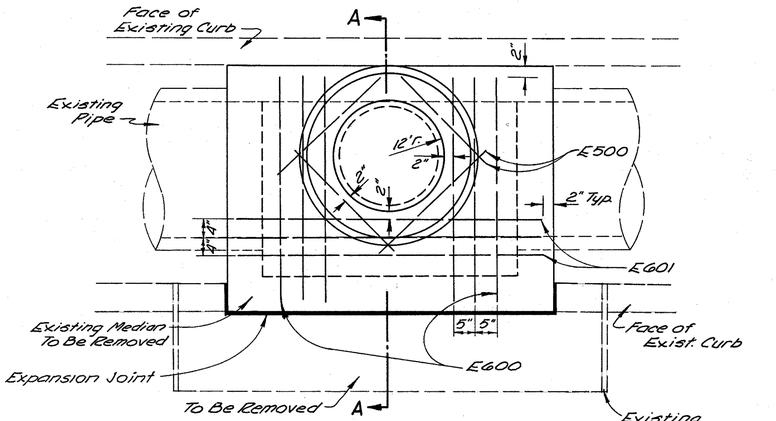
HAM-75-9.30



Note: Grout Manhole Frame and Cover to Meet Proposed Roadway Surface.

SECTION A-A

Note: Manhole Frame and Cover to be: Erhardt Foundry - Type 'A' Inverted Manhole Frame and Cover or Neenah Foundry Co. #G035. All Covers to be Bolt-down Type.

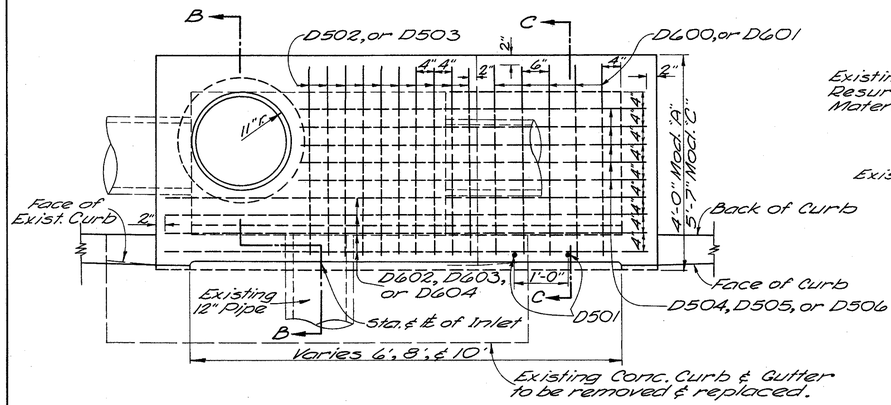


PLAN

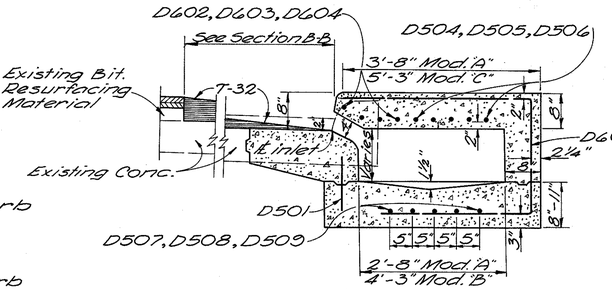
REINFORCING QUANTITIES				
MARK	Nº OF BARS	LENGTH	TYPE	SIZE
E500	4	2'-8"	Str.	5/8"ø
E600	6	4'-4"	Str.	3/4"ø
E601	3	5'-9"	Str.	3/4"ø

Note: Removal and Replacement of all Pavement Necessary to Construct This Manhole to be Included in the Unit Price Bid for This Manhole.

CONVERT EXISTING INLET TO MANHOLE MODIFICATION 'E'



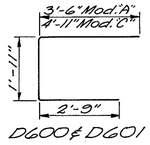
PLAN



SECTION C-C

Note: Manhole Frame & Cover to be Std. 22", 1-8, No. 2-A-6

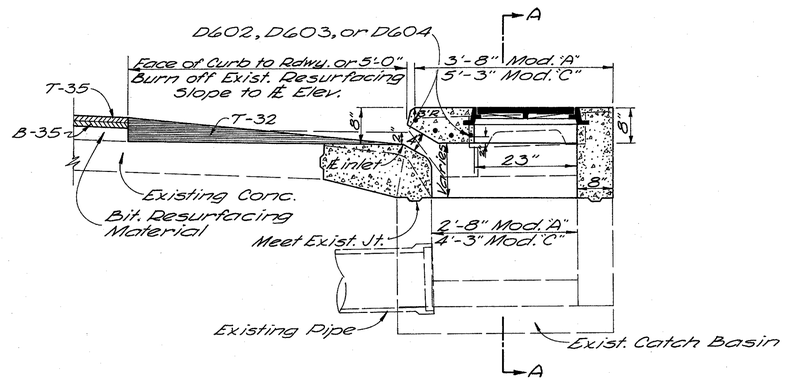
REINFORCING QUANTITIES FOR MODIFICATIONS 'A' & 'C'							
NO. 2-6 MOD. 'A'				NO. 2-6 MOD. 'C'			
MARK	NO. OF BARS	LENGTH	TYPE	MARK	NO. OF BARS	LENGTH	TYPE
D501	1	1'-0"	STR.	D501	1	1'-0"	STR.
D502	10	3'-4"	STR.	D503	10	5'-0"	STR.
D504	5	4'-6"	STR.	D504	5	4'-6"	STR.
D507	5	1'-3"	STR.	D507	9	1'-3"	STR.
D600	1	8'-2"	BENT	D601	1	9'-7"	BENT
D602	4	7'-0"	STR.	D602	8	7'-0"	STR.
NO. 2-8 MOD. 'A'				NO. 2-8 MOD. 'C'			
MARK	NO. OF BARS	LENGTH	TYPE	MARK	NO. OF BARS	LENGTH	TYPE
D501	2	1'-0"	STR.	D501	2	1'-0"	STR.
D502	10	3'-4"	STR.	D503	10	5'-0"	STR.
D505	5	6'-6"	STR.	D505	5	4'-6"	STR.
D508	5	3'-3"	STR.	D508	9	3'-3"	STR.
D600	5	8'-2"	BENT	D601	5	9'-7"	BENT
D603	4	9'-0"	STR.	D603	8	9'-0"	STR.
NO. 2-10 MOD. 'A'							
MARK	NO. OF BARS	LENGTH	TYPE				
D501	4	1'-0"	STR.				
D502	10	3'-4"	STR.				
D506	5	8'-6"	STR.				
D509	5	5'-3"	STR.				
D600	9	8'-2"	BENT				
D604	4	11'-0"	STR.				



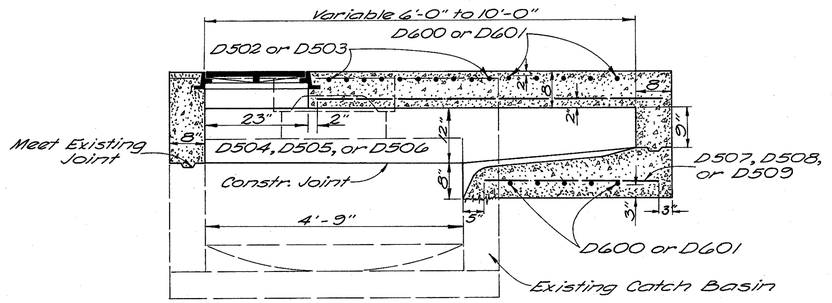
D600 & D601

Note: Reinforcing Bar Size is denoted by the first digit of the Mark Number. For example D501 denotes a 5/8"ø bar.

Note: Removal and Replacement of all Pavement Necessary to Construct These Inlets to be Included in the Unit Price Bid for These Inlets.



SECTION B-B



SECTION A-A

INLETS Nº 2-6, Nº 2-8 & Nº 2-10 MODIFICATIONS 'A' & 'C'

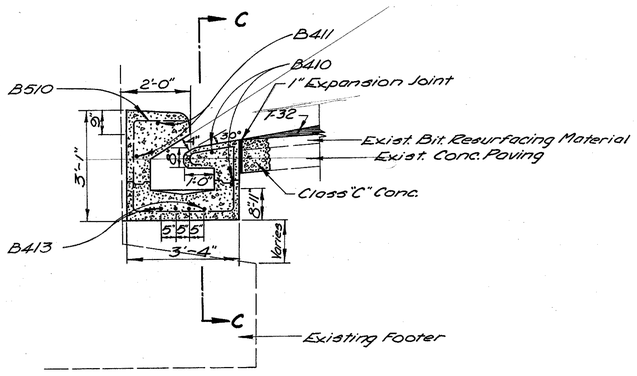
DETAILS - INLET MODIFICATIONS A, C & E

INLETS Nº 2-6, Nº 2-8, Nº 2-10 & Nº 2-20
MODIFICATION 'B' - DROPPED FOOTER TYPE

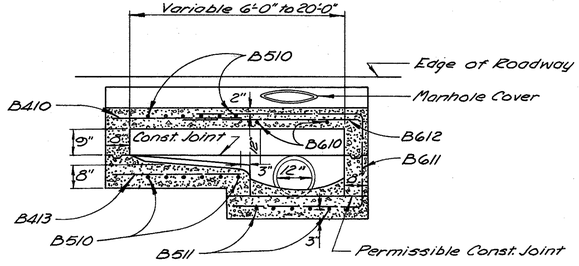
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

255
450

HAM-75-9.30



SECTION B-B
(Dropped Footer Type)

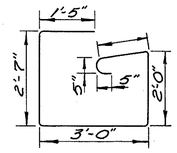


SECTION C-C

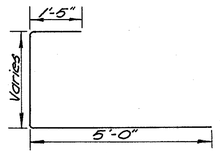
REINFORCING QUANTITIES							
Nº 2-6 Modification 'B' Dropped Footer				Nº 2-8 Modification 'B' Dropped Footer			
Mark	Nº of Bars	Length	Type	Mark	Nº of Bars	Length	Type
B410	2	3'-8"	Str.	B410	2	5'-8"	Str.
B411	2	7'-0"	Str.	B411	2	9'-0"	Str.
B412	3	Varies	Bent	B412	3	Varies	Bent
B413	4	3'-7	Str.	B413	4	5'-7"	Str.
B510	6	11'-2"	Bent	B510	10	11'-2"	Bent
B511	5	Varies	Bent	B511	5	Varies	Bent
B610	2	Varies	Bent	B610	2	Varies	Bent
B611	2	Varies	Bent	B611	2	Varies	Bent
B612	3	5'-0"	Str.	B612	3	5'-0"	Str.
Nº 2-10 Modification 'B' Dropped Footer				Nº 2-20 Modification 'B' Dropped Footer			
Mark	Nº of Bars	Length	Type	Mark	Nº of Bars	Length	Type
B410	2	7'-8"	Str.	B410	2	17'-8"	Str.
B411	2	11'-0"	Str.	B411	2	21'-0"	Str.
B412	3	Varies	Bent	B412	3	Varies	Bent
B413	4	7'-7"	Str.	B413	4	17'-7"	Str.
B510	14	11'-2"	Bent	B510	34	11'-2"	Bent
B511	5	Varies	Bent	B511	5	Varies	Bent
B610	2	Varies	Bent	B610	2	Varies	Bent
B611	2	Varies	Bent	B611	2	Varies	Bent
B612	3	5'-0"	Str.	B612	3	5'-0"	Str.

Note: Reinforcing Bar Size is denoted by the first digit of the Mark number. For example, the 5 in B510 denotes a 5/8" ϕ bar.

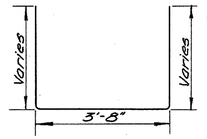
Note: Clear distance between edge of Conc. and Reinforcing is 2" unless otherwise detailed.



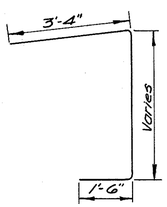
B510



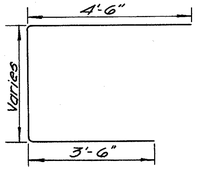
B511



B412



B610



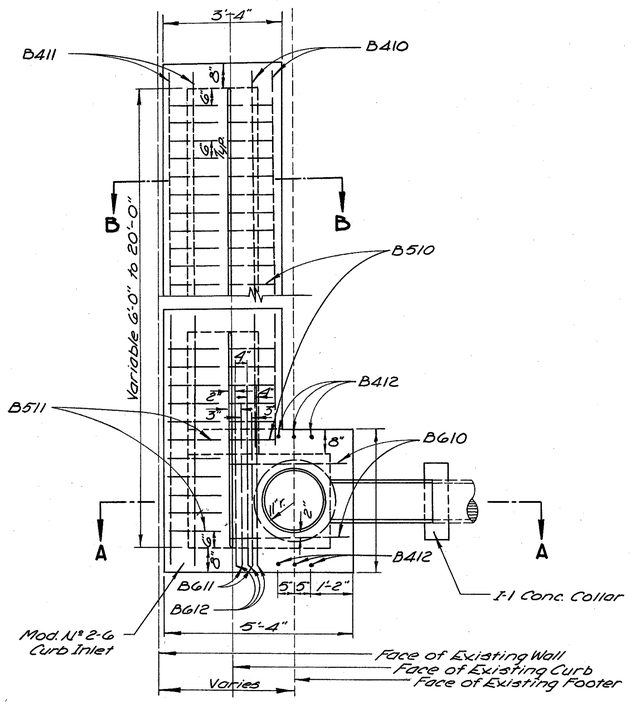
B611

Note: All Pavement Removed and Replaced to be paid for in the Unit Price Bid per this Inlet.

One length of pipe to be included in Unit Price Bid for this Inlet. All other pipe necessary to be paid for at the Unit Price Bid for 12" Cl. J-1 pipe.

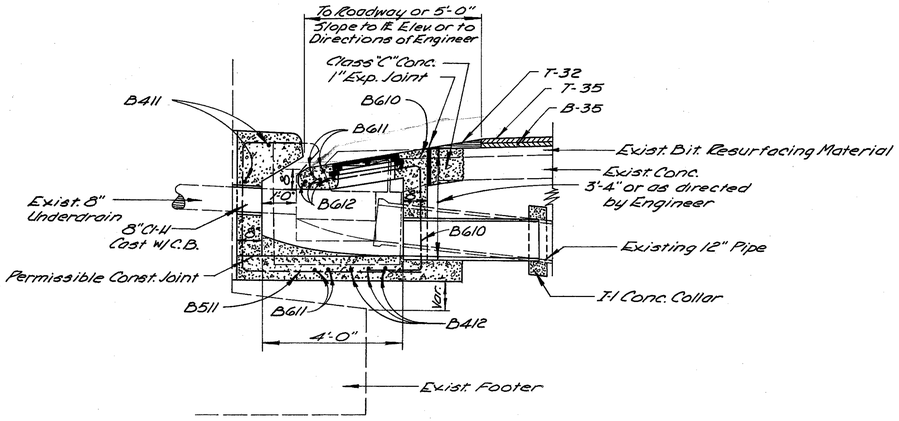
Connection to Underdrain System to be paid for in Unit Price Bid for Inlet. Pipe to be 8" Cl.-H.

Removal of Existing Inlet to be paid for as Item 7-16, Inlets Abandoned.



Note: Manhole Frame and Cover to be Neenah Foundry Co. R-1693 or Equal.

PLAN
(Dropped Footer Type)



Note: Gutter to be depressed 2" through Curb Opening.

SECTION A-A
(Dropped Footer Type)

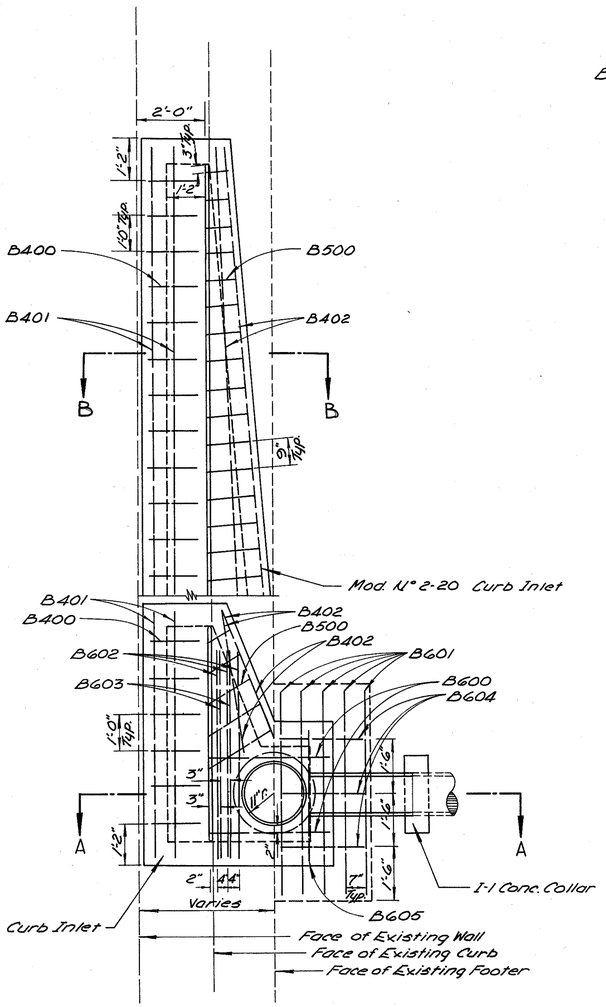
DETAILS - INLET MODIFICATIONAL 'B'

INLETS N° 2-6, N° 2-8, N° 2-10 & N° 2-20
MODIFICATION 'B' – ADAPTED TO FOOTER TYPE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

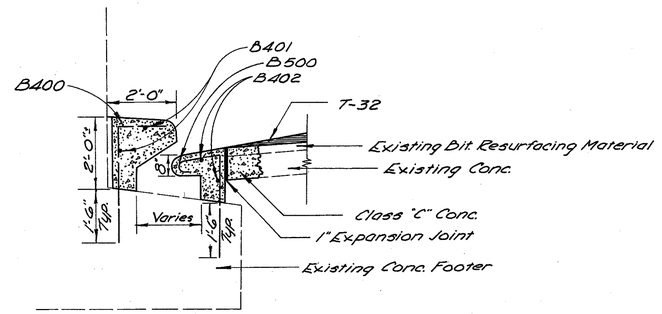
255A 450

LAM-75-9.30



Note: Manhole Frame and Cover to be Neenah Foundry Co. R-1693 or Equal.

PLAN
(Adapted to Footer Type)



SECTION B-B
Typical Wall Section
(Adapted to Footer Type)

REINFORCING QUANTITIES

N° 2-6 Modification 'B' Adapted to Footer

Mark	N°of Bars	Length	Type
B400	6	Varies	Bent
B401	2	7'-0"	Str.
B402	2	3'-9"	Str.
B500	5	Varies	Bent
B600	2	Varies	Bent
B601	5	5'-8"	Str.
B602	3	5'-0"	Str.
B603	2	Varies	Bent
B604	3	2'-4"	Str.
B605	1	3'-8"	Str.

N° 2-8 Modification 'B' Adapted to Footer

Mark	N°of Bars	Length	Type
B400	8	Varies	Bent
B401	2	9'-0"	Str.
B402	2	5'-9"	Str.
B500	8	Varies	Bent
B600	2	Varies	Bent
B601	5	5'-8"	Str.
B602	3	5'-0"	Str.
B603	2	Varies	Bent
B604	3	2'-4"	Str.
B605	1	3'-8"	Str.

N° 2-10 Modification 'B' Adapted to Footer

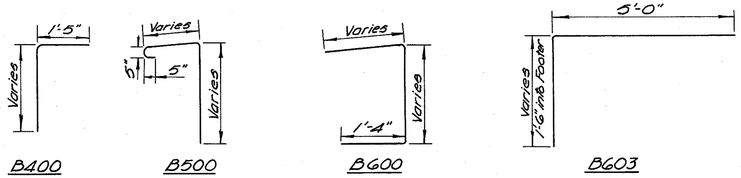
Mark	N°of Bars	Length	Type
B400	10	Varies	Bent
B401	2	11'-0"	Str.
B402	2	7'-9"	Str.
B500	10	Varies	Bent
B600	2	Varies	Bent
B601	5	5'-8"	Str.
B602	3	5'-0"	Str.
B603	2	Varies	Bent
B604	3	2'-4"	Str.
B605	1	3'-8"	Str.

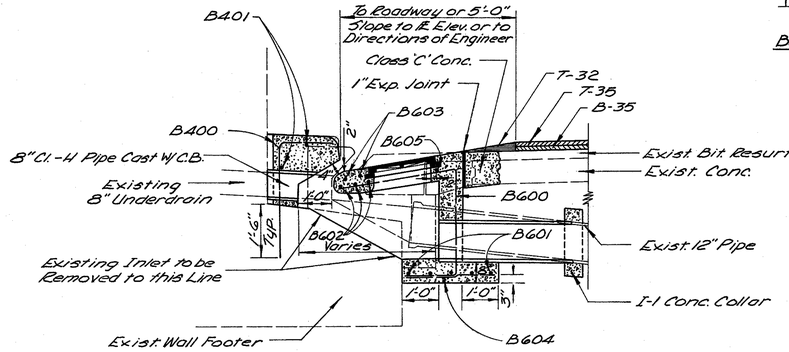
N° 2-20 Modification 'B' Adapted to Footer

Mark	N°of Bars	Length	Type
B400	20	Varies	Bent
B401	2	21'-0"	Str.
B402	2	19'-9"	Str.
B500	24	Varies	Bent
B600	2	Varies	Bent
B601	5	5'-8"	Str.
B602	3	5'-0"	Str.
B603	2	Varies	Bent
B604	3	2'-4"	Str.
B605	1	3'-8"	Str.

Note: Reinforcing Bar Size is denoted by the first digit of the Mark number. For example, the 4 in B400 denotes a 1/2" ϕ bar.

Note: Clear distance between edge of Conc. and Reinforcing is 2" unless otherwise detailed.





Note: All Curb Inlets to be Deep Enough to Meet Existing Curb Inlet Outlet Pipes.

SECTION A-A
Typical Wall Section
(Adapted to Footer Type)

Note: All Pavement Removed and Replaced to be paid for in the Unit Price Bid per this Inlet.

One length of pipe to be included in Unit Price Bid for this Inlet. All other pipe necessary to be paid for at the Unit Price Bid for 12" Cl. V-1 pipe.

Connection to Underdrain System to be paid for in Unit Price Bid for Inlet. Pipe to be 8" Cl.-H.

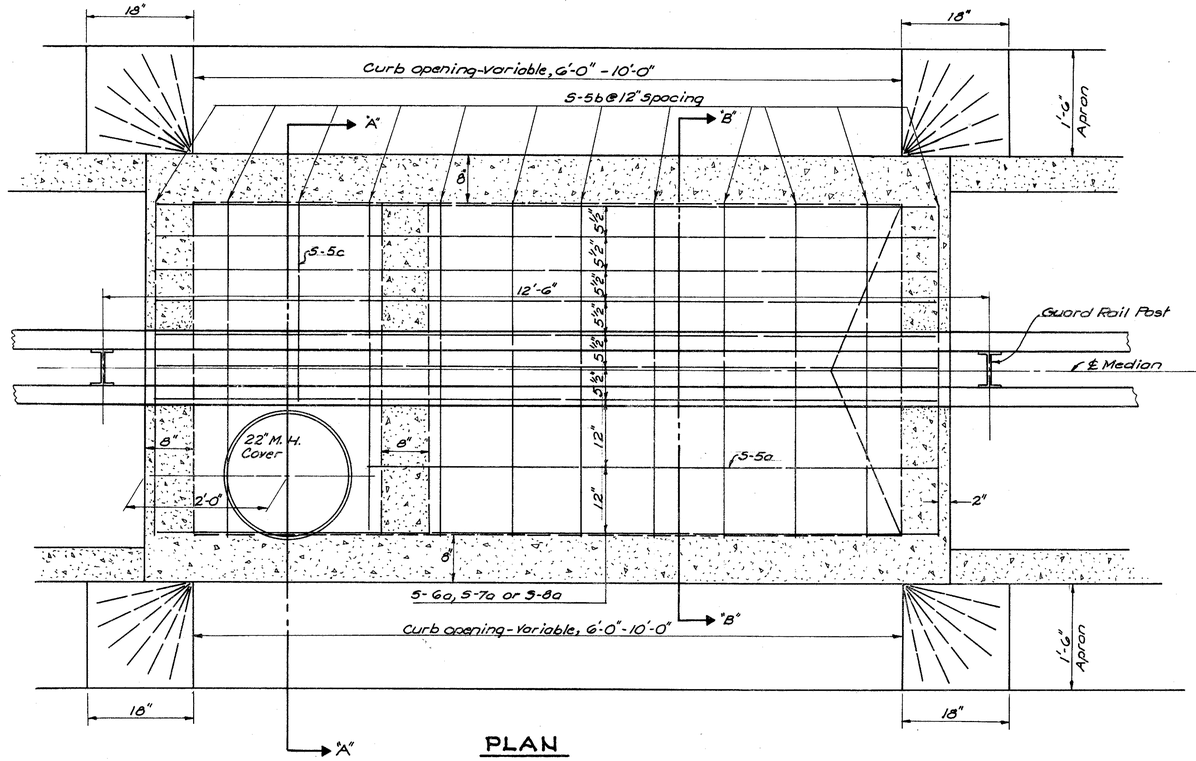
Removal of Existing Inlet to be paid for as Item 7-16, Inlets Abandoned.

DETAILS – INLET MODIFICATION 'B'

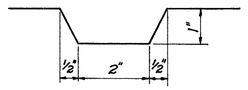
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

256
450

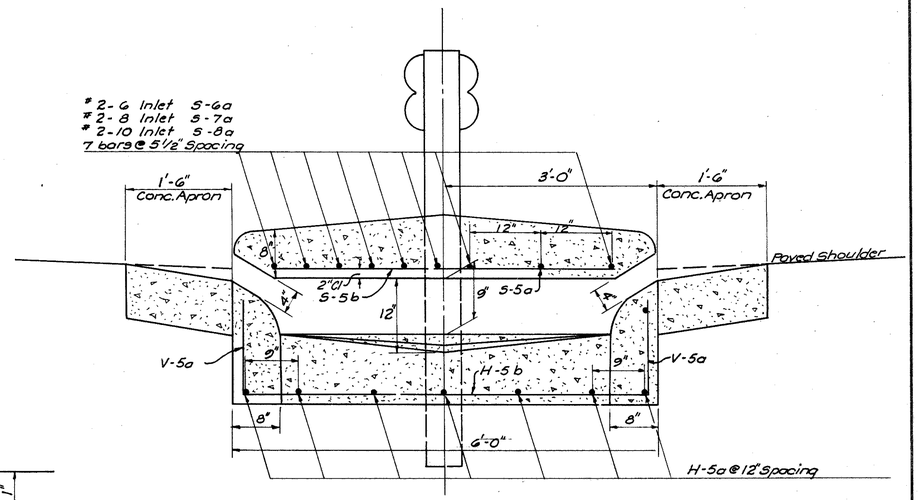
HAM-75-9.30



PLAN

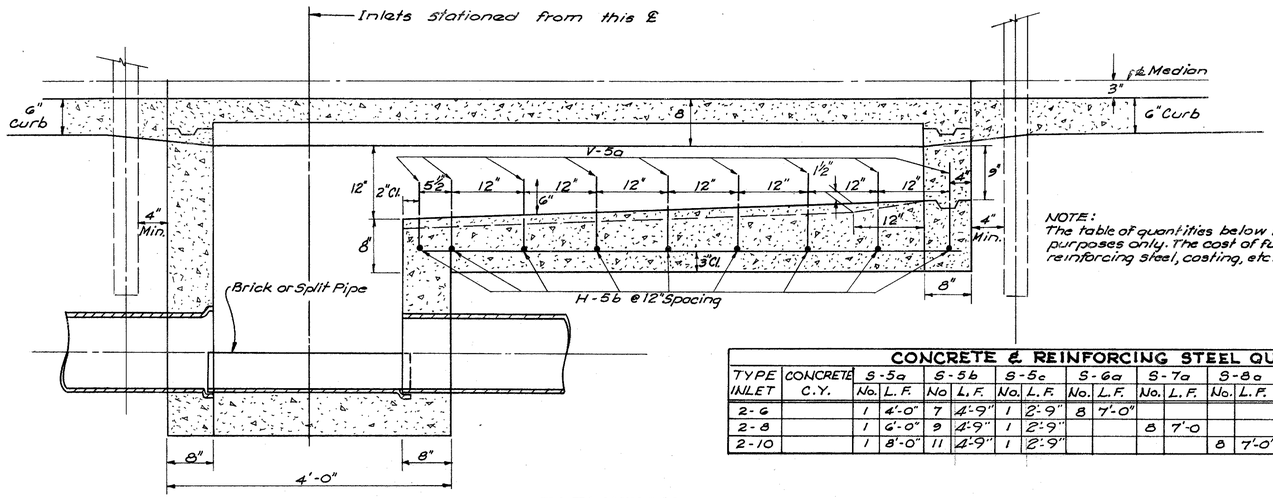


KEY JOINT
Scale: ½" = 1"



SECTION B-B

Quantities of Curb & Median Pavement within the limits of the inlet shall be deducted from the project quantities

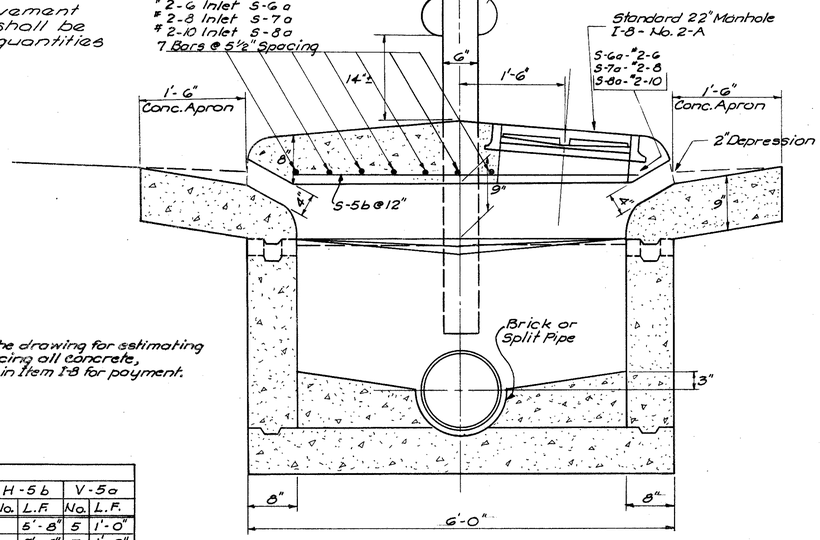


ELEVATION

NOTE:
The table of quantities below is included with the drawing for estimating purposes only. The cost of furnishing and placing all concrete, reinforcing steel, casting, etc. shall be included in Item 1-8 for payment.

CONCRETE & REINFORCING STEEL QUANTITIES

TYPE INLET	CONCRETE C.Y.	S-5a No.	S-5a L.F.	S-5b No.	S-5b L.F.	S-5c No.	S-5c L.F.	S-6a No.	S-6a L.F.	S-7a No.	S-7a L.F.	S-8a No.	S-8a L.F.	TYPE	H-5a No.	H-5a L.F.	H-5b No.	H-5b L.F.	V-5a No.	V-5a L.F.
2-6		1	4'-0"	7	4'-9"	1	2'-9"	8	7'-0"					#2-6	7	3'-8"		5'-8"	5	1'-0"
2-8		1	6'-0"	9	4'-9"	1	2'-9"			8	7'-0			#2-8	7	5'-8"		5'-8"	7	1'-0"
2-10		1	8'-0"	11	4'-9"	1	2'-9"					8	7'-0"	#2-10	7	7'-8"	9	5'-8"	9	1'-0"



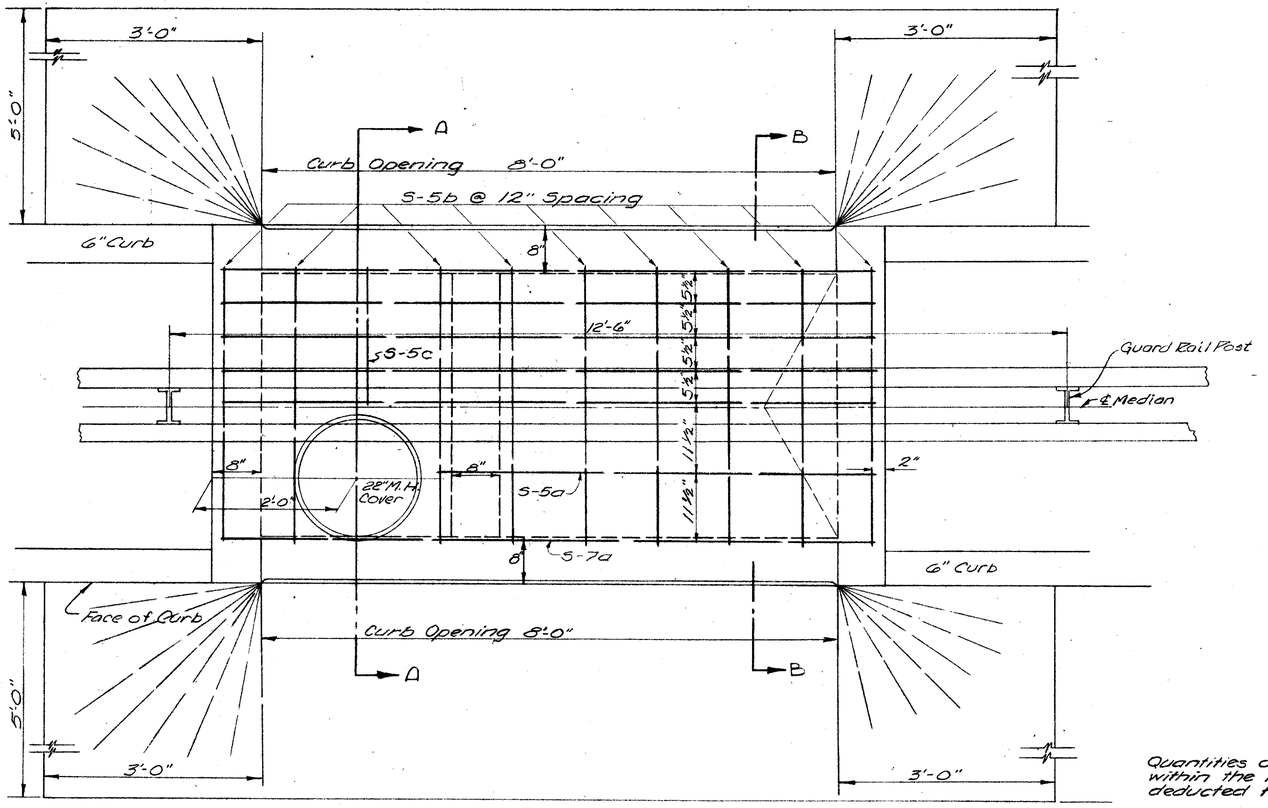
SECTION A-A

STD. No. 2-6 TO 2-10 MEDIAN INLETS - MODIFICATION "F"

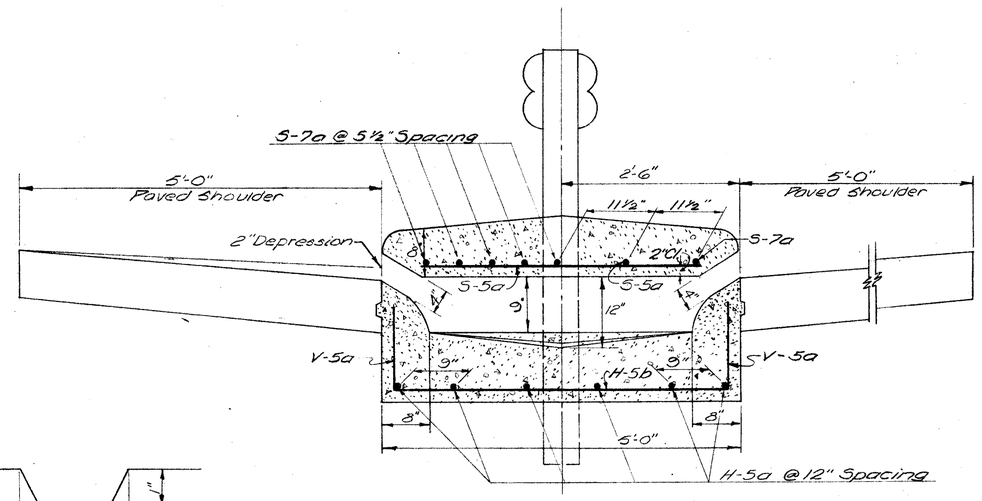
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

257
150

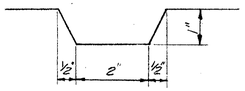
HAM 75-9.30



PLAN

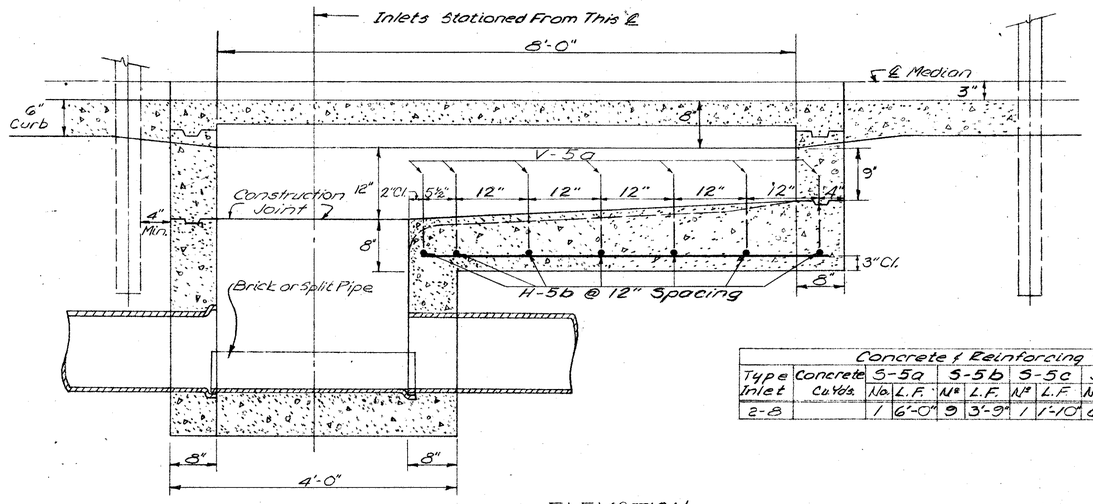


SECTION B-B



KEY JOINT

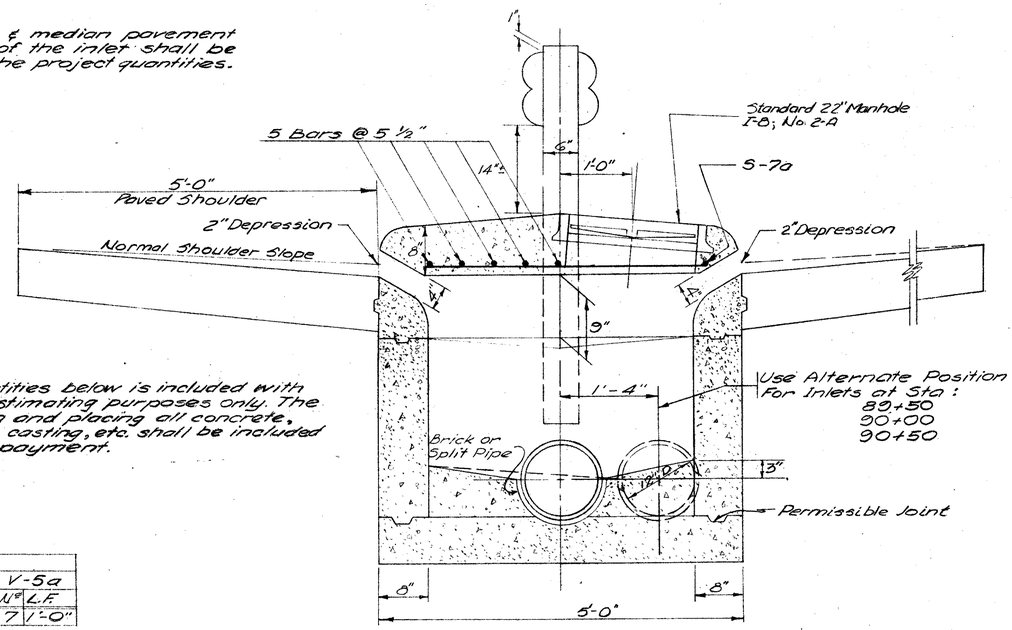
Quantities of curb & median pavement within the limits of the inlet shall be deducted from the project quantities.



ELEVATION

Note :
The table of quantities below is included with the drawing for estimating purposes only. The cost of furnishing and placing all concrete, reinforcing steel, casting, etc. shall be included in item I-8 for payment.

Concrete & Reinforcing Steel Quantities															
Type Inlet	Concrete Cu Yds.	S-5a		S-5b		S-5c		S-7a		H-5a		H-5b		V-5a	
		No.	L.F.	No.	L.F.	No.	L.F.	No.	L.F.	No.	L.F.	No.	L.F.	No.	L.F.
2-8		1	6'-0"	9	3'-9"	1	1'-10"	6	7'-0"	6	5'-8"	7	4'-8"	7	1'-0"



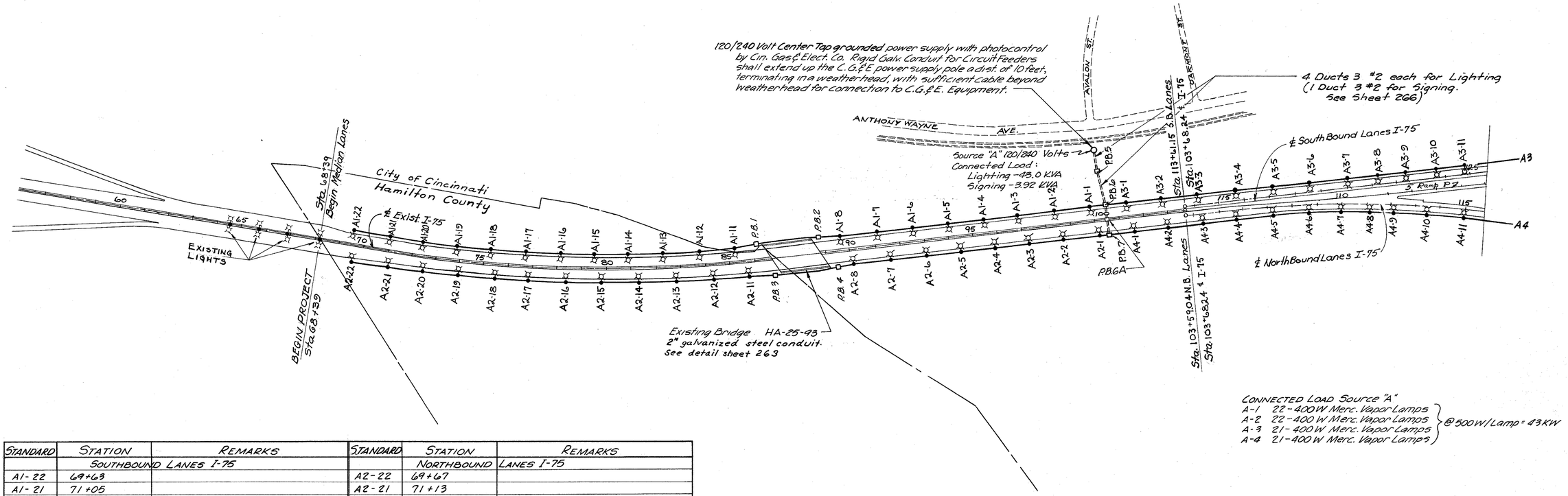
SECTION A-A

STD. 2-8 INLET - MOD. "G"

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

258
450

HAM.-75-9.30



CONNECTED LOAD SOURCE "A"
A-1 22-400 W Merc. Vapor Lamps
A-2 22-400 W Merc. Vapor Lamps
A-3 21-400 W Merc. Vapor Lamps
A-4 21-400 W Merc. Vapor Lamps
} @ 500 W/Lamp = 43 KW

STANDARD	STATION	REMARKS
	SOUTHBOUND LANES I-75	
A1-22	69+63	
A1-21	71+05	
A1-20	72+47	14'-6" FROM EDGE TRAVELED RDWY.
A1-19	73+89	14'-6" FROM EDGE TRAVELED RDWY.
A1-18	75+31	
A1-17	76+73	
A1-16	78+15	
A1-15	79+57	
A1-14	80+99	
A1-13	82+41	
A1-12	83+83	
A1-11	85+25	
A1-8	89+68	
A1-7	91+14	
A1-6	92+60	
A1-5	94+06	
A1-4	95+52	
A1-3	96+98	
A1-2	98+44	
A1-1	99+90	
A3-1	101+36	
A3-2	102+82	
A3-3	114+23	
A3-4	115+69	
A3-5	117+15	
A3-6	118+61	
A3-7	120+07	
A3-8	121+27	
A3-9	122+47	
A3-10	123+67	
A3-11	124+87	

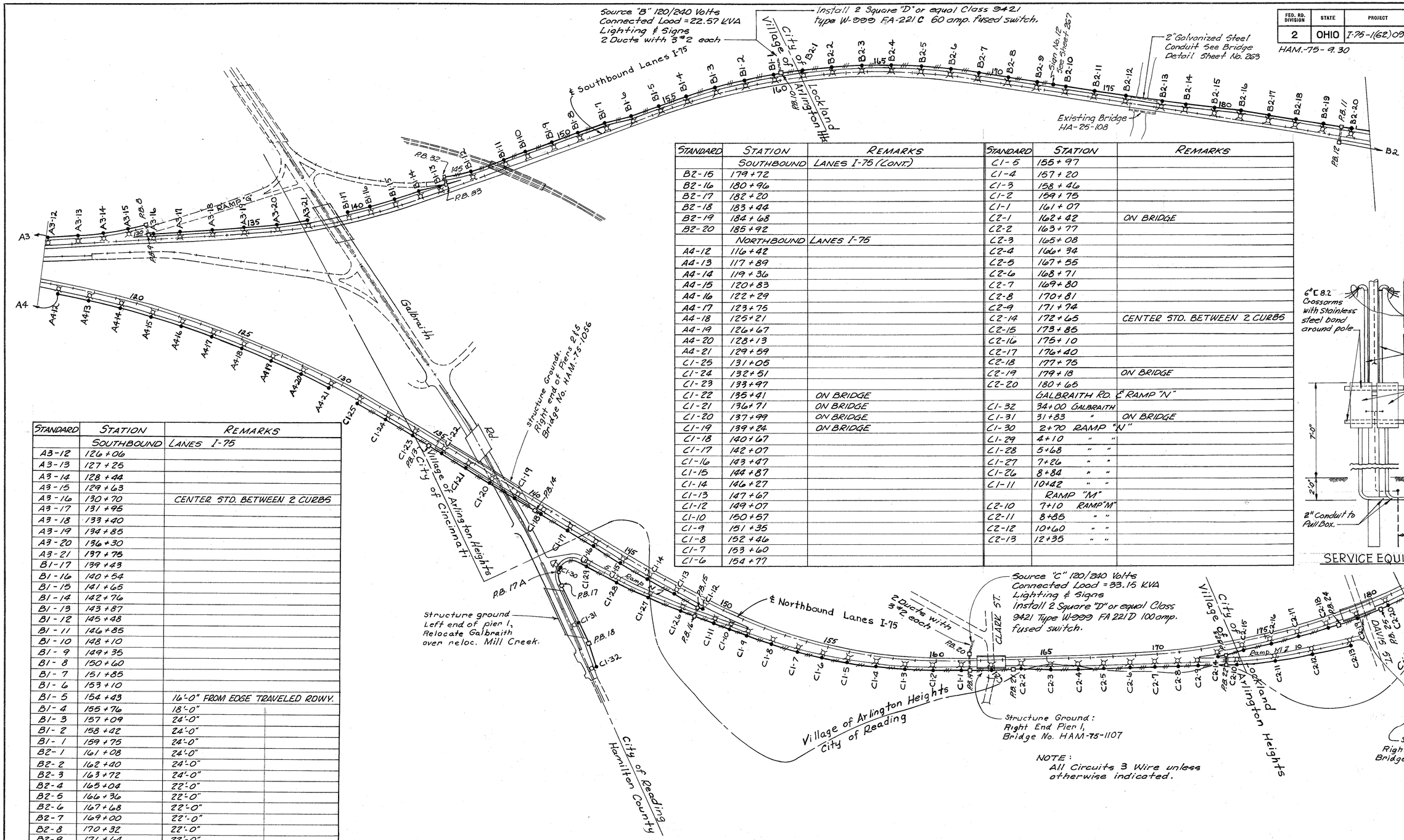
STANDARD	STATION	REMARKS
	NORTHBOUND	LANES I-75
A2-22	69+67	
A2-21	71+13	
A2-20	72+59	
A2-19	74+05	
A2-18	75+51	
A2-17	76+97	
A2-16	78+43	
A2-15	79+89	
A2-14	81+39	
A2-13	82+81	
A2-12	84+27	
A2-11	85+73	16'-0" FROM EDGE TRAVELED RDWY.
A2-8	90+17	
A2-7	91+59	
A2-6	93+01	
A2-5	94+43	
A2-4	95+85	
A2-3	97+27	
A2-2	98+69	
A2-1	100+11	
A4-1	101+53	
A4-2	102+95	
A4-3	104+37	
A4-4	105+71	
A4-5	107+18	
A4-6	108+63	
A4-7	109+99	
A4-8	111+09	
A4-9	112+02	
A4+10	113+48	
A4+11	114+95	

ROADWAY LIGHTING SCHEMATIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM.-75-9.30

259
450



STANDARD	STATION	REMARKS
	SOUTHBOUND	LANES I-75
A3-12	126+06	
A3-13	127+25	
A3-14	128+44	
A3-15	129+63	
A3-16	130+70	CENTER STD. BETWEEN 2 CURBS
A3-17	131+95	
A3-18	133+40	
A3-19	134+85	
A3-20	136+30	
A3-21	137+75	
B1-17	139+43	
B1-16	140+54	
B1-15	141+65	
B1-14	142+76	
B1-13	143+87	
B1-12	145+48	
B1-11	146+85	
B1-10	148+10	
B1-9	149+35	
B1-8	150+60	
B1-7	151+85	
B1-6	153+10	
B1-5	154+43	16'-0" FROM EDGE TRAVELED ROWY.
B1-4	155+76	18'-0"
B1-3	157+09	24'-0"
B1-2	158+42	24'-0"
B1-1	159+75	24'-0"
B2-1	161+08	24'-0"
B2-2	162+40	24'-0"
B2-3	163+72	24'-0"
B2-4	165+04	22'-0"
B2-5	166+36	22'-0"
B2-6	167+68	22'-0"
B2-7	169+00	22'-0"
B2-8	170+32	22'-0"
B2-9	171+64	22'-0"
B2-10	172+96	22'-0"
B2-11	174+28	18'-0"
B2-12	175+45	18'-0"
B2-13	177+22	22'-0"
B2-14	178+47	22'-0" FROM EDGE TRAVELED ROWY.

STANDARD	STATION	REMARKS
	SOUTHBOUND	LANES I-75 (CONT.)
B2-15	179+72	
B2-16	180+96	
B2-17	182+20	
B2-18	183+44	
B2-19	184+68	
B2-20	185+92	
	NORTHBOUND	LANES I-75
A4-12	116+42	
A4-13	117+89	
A4-14	119+36	
A4-15	120+83	
A4-16	122+29	
A4-17	123+75	
A4-18	125+21	
A4-19	126+67	
A4-20	128+13	
A4-21	129+59	
C1-25	131+05	
C1-24	132+51	
C1-23	133+97	
C1-22	135+41	ON BRIDGE
C1-21	136+71	ON BRIDGE
C1-20	137+99	ON BRIDGE
C1-19	139+24	ON BRIDGE
C1-18	140+67	
C1-17	142+07	
C1-16	143+47	
C1-15	144+87	
C1-14	146+27	
C1-13	147+67	
C1-12	149+07	
C1-10	150+57	
C1-9	151+35	
C1-8	152+46	
C1-7	153+60	
C1-6	154+77	

STANDARD	STATION	REMARKS
C1-5	155+97	
C1-4	157+20	
C1-3	158+46	
C1-2	159+75	
C1-1	161+07	
C2-1	162+42	ON BRIDGE
C2-2	163+77	
C2-3	165+08	
C2-4	166+34	
C2-5	167+55	
C2-6	168+71	
C2-7	169+80	
C2-8	170+81	
C2-9	171+74	
C2-14	172+65	CENTER STD. BETWEEN 2 CURBS
C2-15	173+85	
C2-16	175+10	
C2-17	176+40	
C2-18	177+75	
C2-19	179+18	ON BRIDGE
C2-20	180+65	
	GALBRAITH RD. & RAMP "N"	
C1-32	34+00 GALBRAITH	
C1-31	31+83 "	ON BRIDGE
C1-30	2+70 RAMP "N"	
C1-29	4+10 " "	
C1-28	5+68 " "	
C1-27	7+26 " "	
C1-26	8+84 " "	
C1-11	10+42 " "	
	RAMP "M"	
C2-10	7+10 RAMP "M"	
C2-11	8+85 " "	
C2-12	10+60 " "	
C2-13	12+35 " "	

SERVICE EQUIPMENT

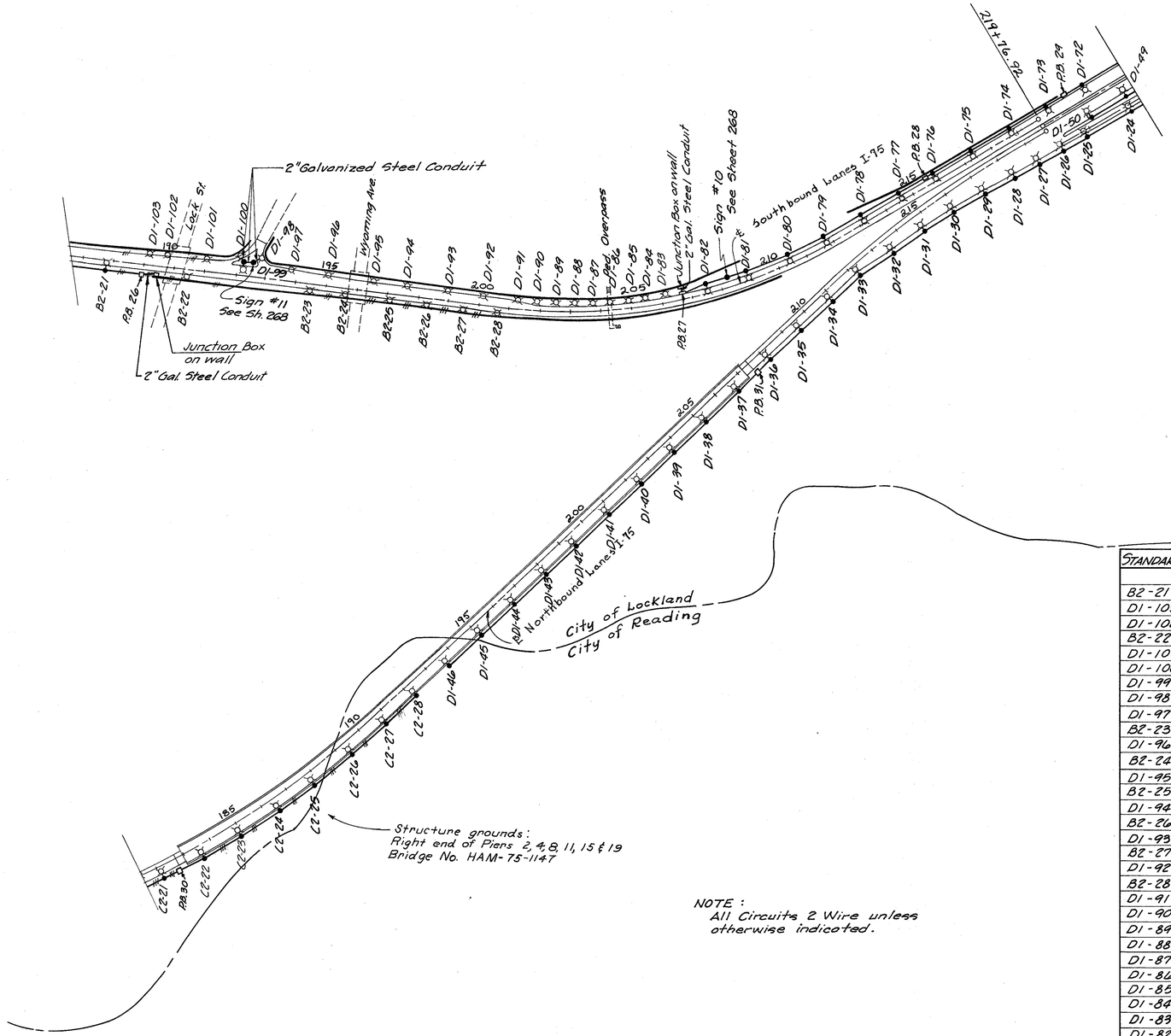
ROADWAY LIGHTING SCHEMATIC

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

260
450

HAM.-75-9.30



NOTE:
All Circuits 2 Wire unless otherwise indicated.

STANDARD	STATION	REMARKS
	SOUTHBOUND LANES I-75	
B2-21	187+76	
D1-103	189+16	WALL LUMINAIRE
D1-102	189+76	
B2-22	190+42	
D1-101	191+02	
D1-100	192+08	WALL LUMINAIRE
D1-99	192+25	
D1-98	192+97	WALL LUMINAIRE
D1-97	193+83	
B2-23	194+43	
D1-96	195+03	
B2-24	195+63	
D1-95	196+47	
B2-25	197+07	
D1-94	197+67	
B2-26	198+27	
D1-93	198+87	
B2-27	199+47	
D1-92	200+07	
B2-28	200+67	
D1-91	201+27	
D1-90	201+87	
D1-89	202+47	
D1-88	203+07	
D1-87	203+67	
D1-86	204+27	
D1-85	204+87	
D1-84	205+47	
D1-83	206+07	WALL LUMINAIRE
D1-82	207+49	
D1-81	208+90	
D1-80	210+31	
D1-79	211+72	
D1-78	213+13	
D1-77	214+54	
D1-76	215+95	SEE DETAIL
D1-75	217+36	SEE DETAIL
D1-74	218+77	SEE DETAIL
D1-73	220+18	SEE DETAIL

STANDARD	STATION	REMARKS
D1-72	221+59	SEE DETAIL
	NORTHBOUND	LANES I-75
C2-21	182+10	
C2-22	183+52	ON BRIDGE
C2-23	184+99	
C2-24	186+48	
C2-25	187+91	
C2-26	189+31	
C2-27	190+75	
C2-28	192+19	
D1-46	193+69	
D1-45	195+07	
D1-44	196+51	
D1-43	197+95	
D1-42	199+39	
D1-41	200+83	
D1-40	202+93	
D1-39	203+73	
D1-38	205+18	
D1-37	206+62	ON BRIDGE
D1-36	208+02	
D1-35	209+45	
D1-34	210+88	
D1-33	212+18	
D1-32	213+43	
D1-31	214+68	
D1-30	215+88	
D1-29	217+03	
D1-28	218+13	
D1-27	219+09	
D1-26	219+97	
D1-50	221+20	CENTER STD. IN MEDIAN
D1-49	222+61	CENTER STD. IN MEDIAN
	NORTHBOUND COLL. DIST.	
D1-25	5+76	
D1-24	7+52	

DIETZGEN - CINCINNATI, OHIO

ROADWAY LIGHTING SCHEMATIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

261
450

HAM.-75-9.30

15'-0" For Freeway -10'-0" For Ramps, Collector & Side Roads
Bracket Span

Light Center

Mercury Luminaire

32'-6" (7,8") Mounting Height for 15,000 to 32,000 Lumens

Cast Iron or Malleable Steel Poletop shall fit over top of shaft and be held with four (4) set screws. It shall be so designed to allow a flow of air thru the shaft.

Top of Shaft

4"x 3/8" dia. "J" Hook welded 1/2" from top of shaft.

Bronze Service Cable Grip

Pole and Bracket Cable

Bracket Arm Plate
Pole Plate
Gusset Plate

Pole Top

1/2"

4"

1/2"

3/8" Dia. bar

CABLE SUPPORT

"J" HOOK DETAIL

1/2"-13 UNC Grounding Nut opposite center of Hand Hole

13'-6" For Freeway and 9'-6" For Ramp
(Except as noted on detail Sheet)

1'-0"

1'-0"

Hand Hole 4"x 6 1/2"

Top elevation of foundation, not Less than elevation of finished pavement under Luminaire

Pole Dia. plus 3 1/4"

1 1/2" Bevel

Pavement

Paved Berm

1/2" EMT for Ground Wire

Trench

24"

6'-0" min. to finished Grade

24"

3" 90° Bend (Fiber, Type I) conduit with 24" R.

NOTE: Pole Plates and Bracket Arm Plates must have their principal dimensions such that the Bracket Arm Assemblys are interchangeable. Outline dimensions affecting physical appearance only may vary.

No. 4 AWG 7 Strand copper ground cable. Exothermic weld cable to ground rod, run thru foundation duct and connect to ground nut in pole, (or tapped hole in transformer base.) Using a bronze bolt and washer.

6" Galvanizing Varies 1" to 4" 6"

42"

1 1/4"-ANCHOR BOLTS - 4 Reqd./Base

1"x 10'-0" Solid wrought iron ground rod in cable trench outside light pole foundation, install vertically. If a ground resistance of 15 Ohms maximum is not obtained, either additional rods shall be driven 6'-0" apart. (Maximum of 5 additional rods. Or ectional rods may be employed to obtain the specified low resistance ground at greater depth. Rods shall be connected in parallel to grounding nut.

2'-0"

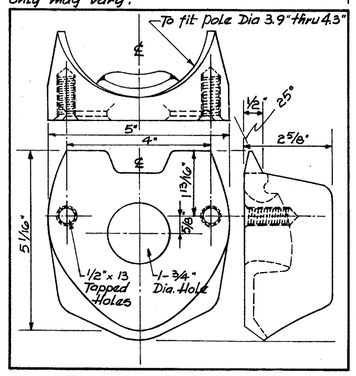
Bolt Circle

Cable-Duct Trench

Preassembled cable in polyethylene duct.

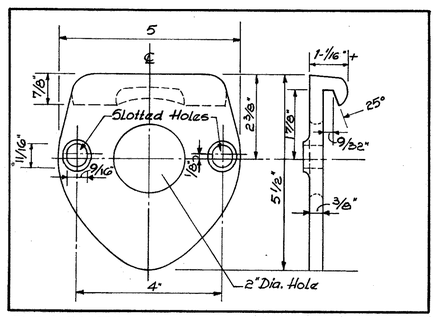
LIGHT POLE & FOUNDATION DETAILS

See Sheet For Special Foundation Details



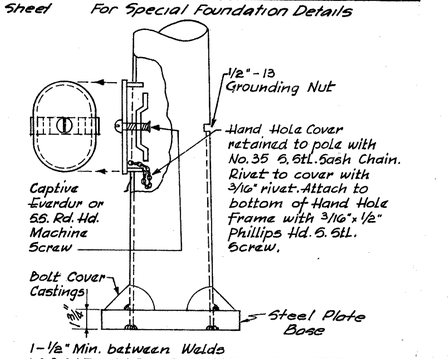
POLE PLATE (CAST STEEL)

(See Note above.)



BRACKET ARM PLATE (CAST STEEL)

(See Note above.)

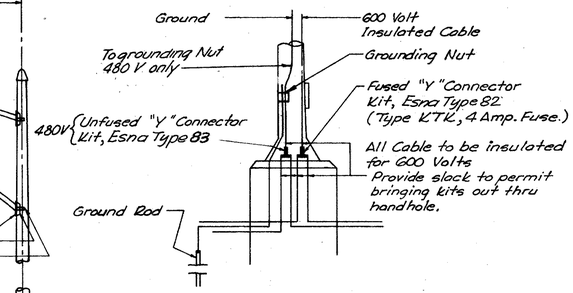


1-1/2" Min. between Welds

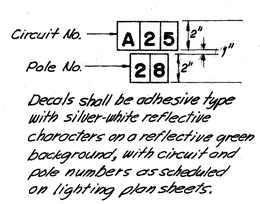
HAND HOLE WITH COVER

ALSO: ALTERNATE STEEL PLATE BASE DATA.

NOTE: In order to provide 1 1/2" min. distance between welds, plate base must have a minimum thickness of 1 3/4".



SCHEMATIC WIRING — 480 V.-2 WIRE

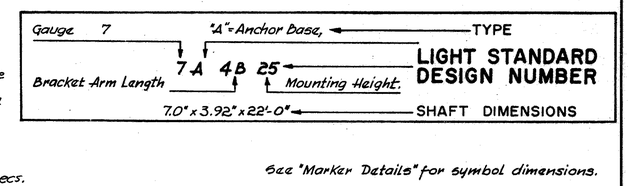


Decals shall be adhesive type with silver-white reflective characters on a reflective green background, with circuit and pole numbers as scheduled on lighting plan sheets.

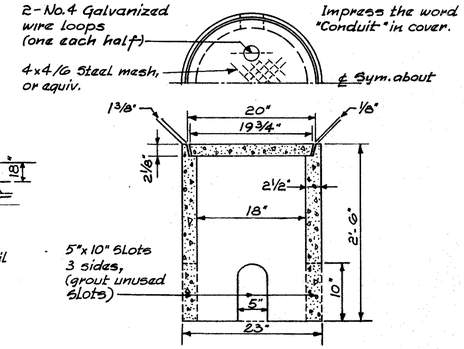
Locate identification plates (Circuit and Pole No.) in this area, and approx. seven (7) feet above pole base.

Reflective letters and numbers (specification MIL-R-13689 A) Series "B" type letters & numbers with spacing per A.A.S.H.O. Specs.

LIGHT POLE NUMBER PLATE

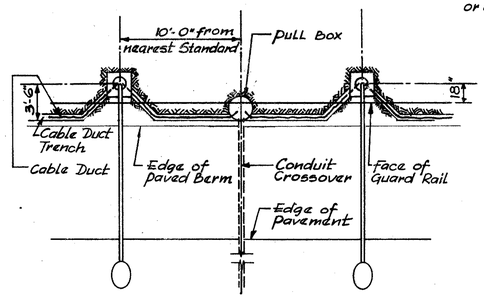


See "Marker Details" for symbol dimensions.



Dimensions may varie due to manufacturing methods.

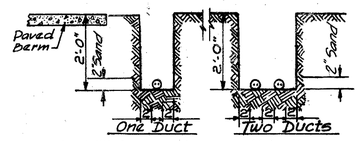
PULL BOX DETAILS



CABLE DUCT AND PULL BOX LOCATIONS

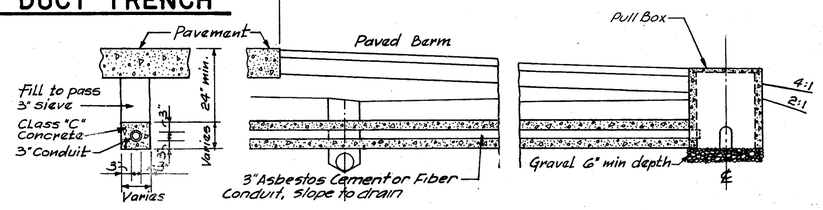
BACK FILL

Backfill trench in accordance with Sec. I-1.07 Type 1 except that the material in the first 4" above the cable-duct shall contain no pieces larger than 1" dia.

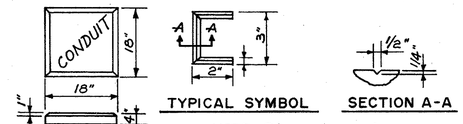


Backfill & compact as per Note Above

TYPICAL CABLE DUCT TRENCH



TYPICAL CONDUIT CROSSOVER DETAIL

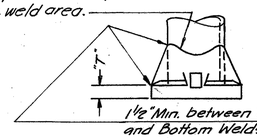


NOTE: Dimensions shown are for symbols impressed in concrete marker or in pull box cover.

Impress the word: "CONDUIT" to indicate conduit, "CABLE" to indicate direct burial cable, change in direction.

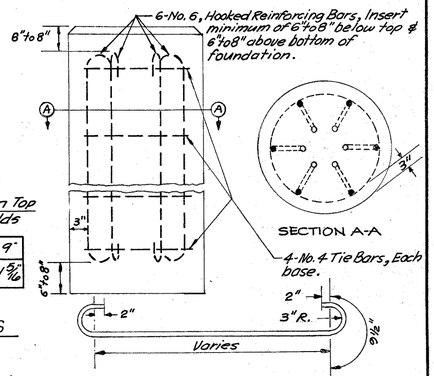
MARKER DETAILS

Casting shall preferably be scalloped to develop Max. weld area.



POLE DIA.	7 1/2	8"	9"
"T"	1 1/8	1 3/16	1 9/16

CAST STEEL ANCHOR BASE DETAILS

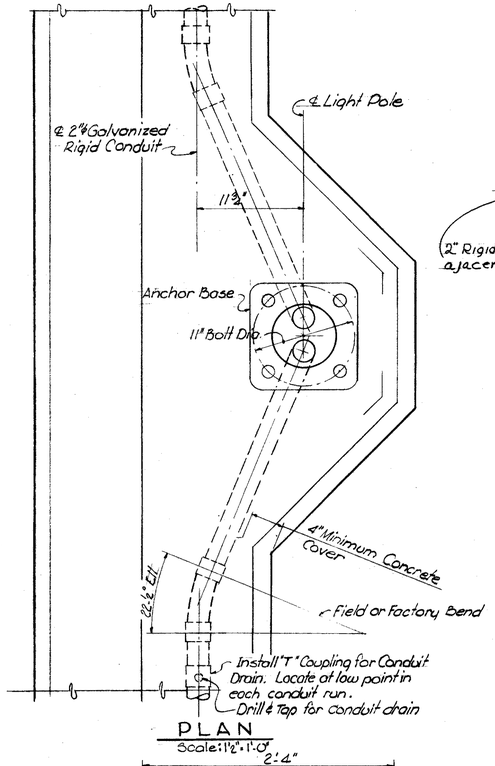


REINFORCING BARS (FOUNDATION)

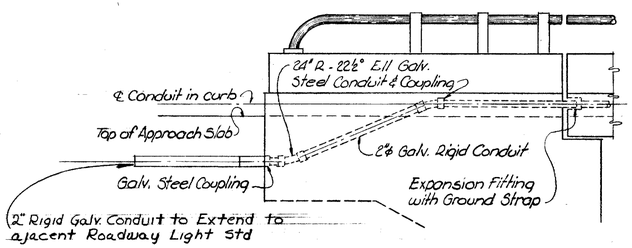
DIETZGEN - CINCINNATI, OHIO

2	OH10	I-75-1(62)09		

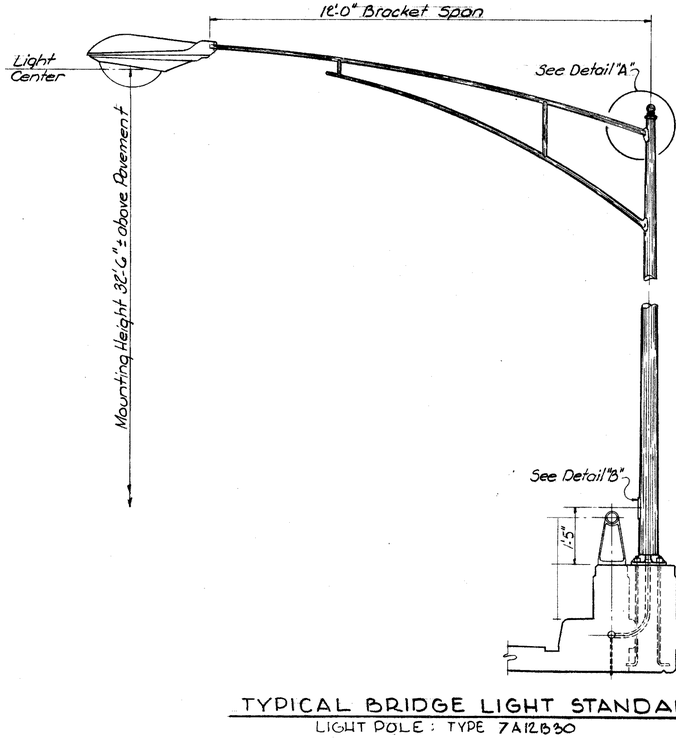
262
450



PLAN
Scale: 1½" = 1'-0"

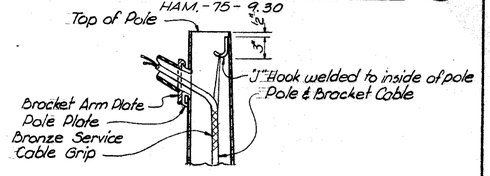


DETAIL - CONDUIT THROUGH WINGWALL

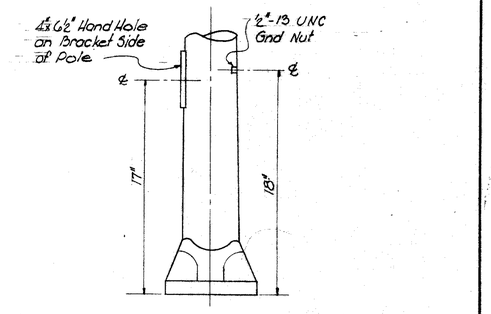


TYPICAL BRIDGE LIGHT STANDARD
LIGHT POLE : TYPE 7A12B30

Scale: ½" = 1'-0"

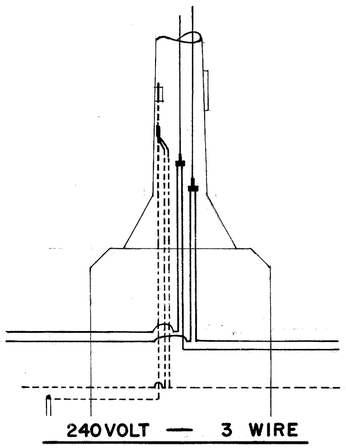


DETAIL "A"
CABLE SUPPORT

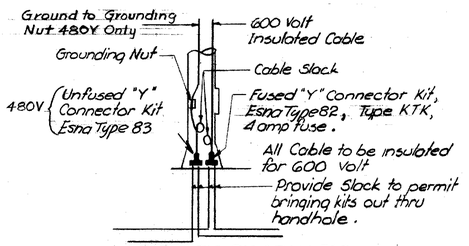


DETAIL "B"
HANDHOLE LOCATION
(For Detail of Handhole see Sheet 261)

SECTION
Scale 1½" = 1'-0"
MULTIPLE CIRCUIT



240 VOLT — 3 WIRE



SCHEMATIC DIAGRAM FOR
480 VOLT MULTIPLE CIRCUIT
ELECTRICAL WIRING AT LIGHT POLE

NOTES

For Light Standard Location on Bridges see the following drawings:

Br. No.		
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet
HAM-75-	see Sheet

MECHANICAL PROPERTIES FOR LIGHT STANDARDS

LOCATION	Design Number	Elastic Defl. rate in Inches per 100 Lbs.	At ⅔ Yield Strength			At Yield Strength			Anchor Bolt		Arm Length	M+g. Hgt.
			Load in LBS.	Total Defl. in Inches	Perm Set in Inches	Load in LBS.	Total Defl. in Inches	Perm Set in Inches	Dia. Bolt Circle	Proj'n. above Found.		
Freeway	7A 15 B 32½ 9.0"x 4.87 x 20'-6"	1.45	983	14.75	.50	1474	24.01	2.64	12.5"	3"	15'-0"	32'-6"
Ramp	7A 10 B 32½ 8.0" x 3.87 x 29'-6"	2.24	770	17.75	.50	1154	28.94	3.09	11.0"	2⅝"	10'-0"	32'-6"
Bridges	7A 12 B 30 8.0"x 4.22 x 27'-0"	1.60	845	14.02	.50	1267	22.80	2.53	11.0"	2⅝"	12'-0"	30'-0"

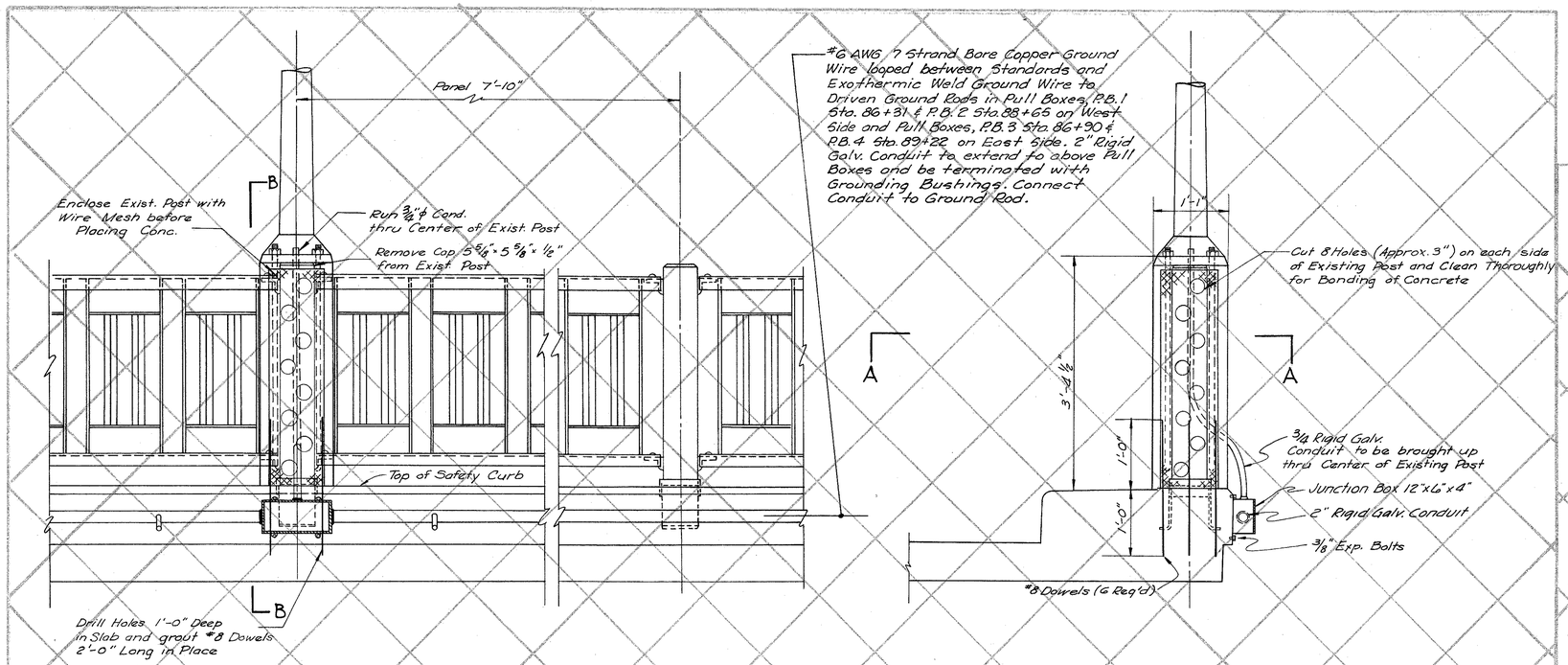
BRIDGE LIGHTING STANDARD DETAILS

I-75 N.B.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

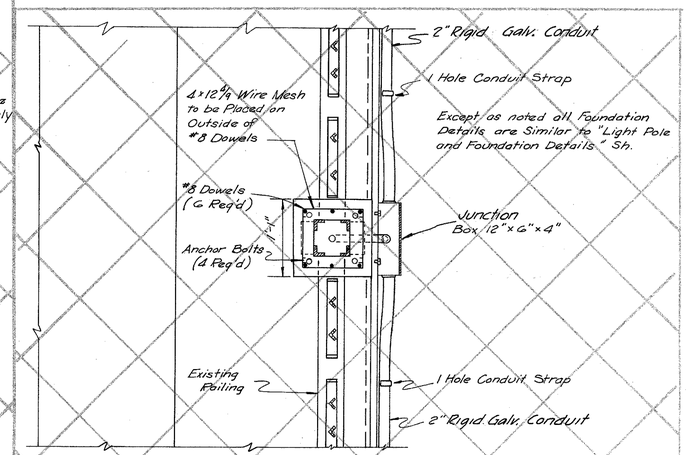
263
450

HAM.-75-9.30



ELEVATION

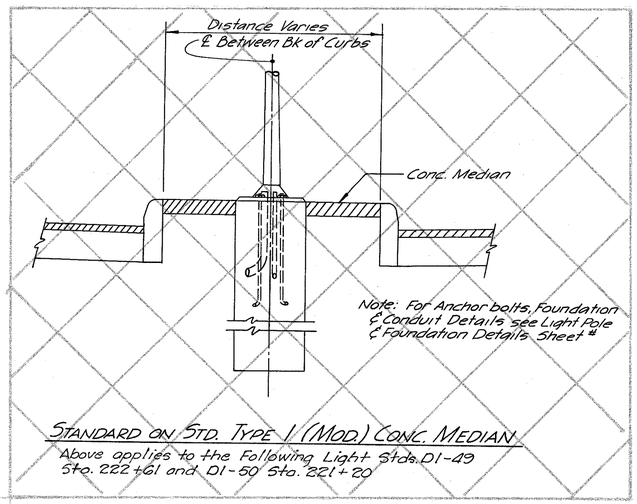
SECTION B-B



PLAN SECTION A-A

SPECIAL LIGHT STANDARD FOUNDATIONS ON EXIST. BRIDGE HA-25-93

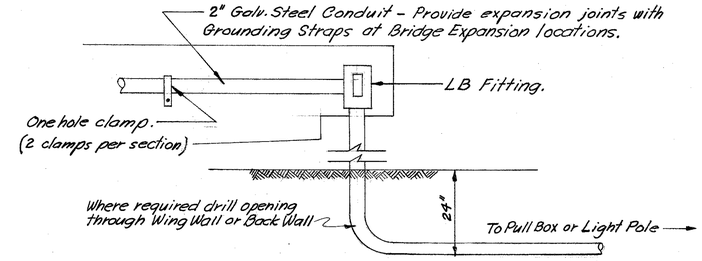
4 Req'd. at following Light Stds: A1-9 Sta. 88+25±, A1-10 Sta. 86+60±, A2-9 Sta. 88+81±, A2-10 Sta. 87+21±



STANDARD ON STD. TYPE 1 (MOD.) CONC. MEDIAN

Above applies to the Following Light Stds. D1-49 Sta. 222+61 and D1-50 Sta. 221+20

Note: 2" Rigid Galv. Conduit shall be installed on existing Bridge HA-25-108 and HA-25-93 with 1 hole Conduit Straps as needed. 2" Rigid Galv. Conduit shall extend to adjacent pull boxes or Light Standards and be terminated with Grounding Bushings. Connect light standard ground wire to Grounding Bushings. Payment for conduit crossing existing bridges included in Roadway Quantities.



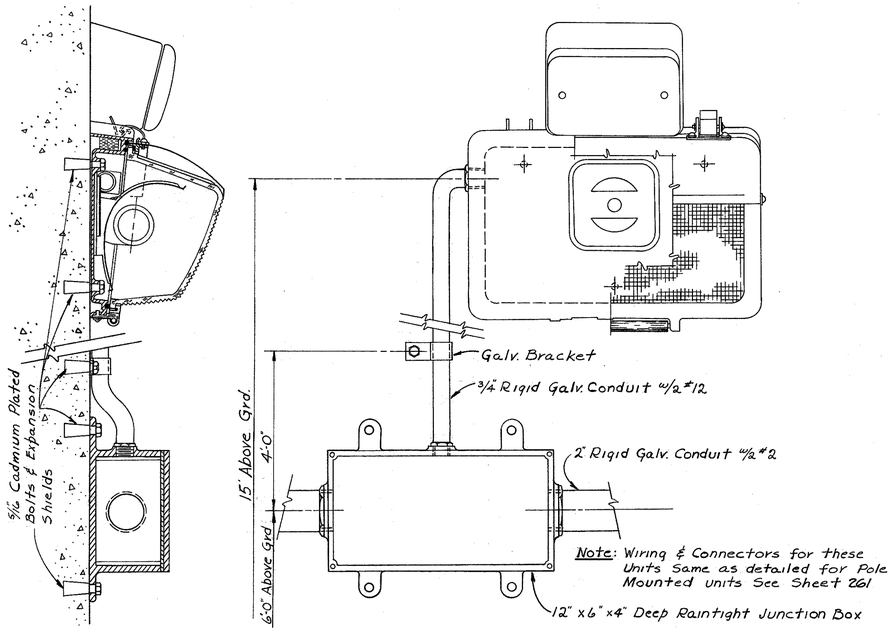
CONDUIT ON WEST SIDE OF EXISTING BRIDGE HA-25-108 and BOTH SIDES EXISTING BRIDGE HA-25-93

ROADWAY LIGHTING DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

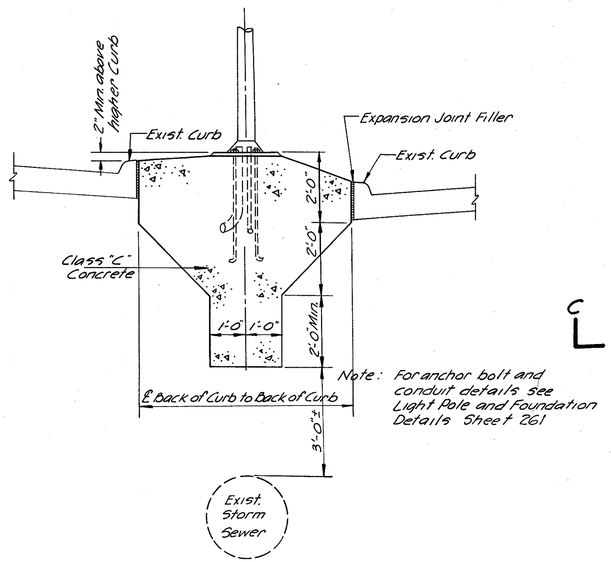
264
450

HAM.-75-9.30

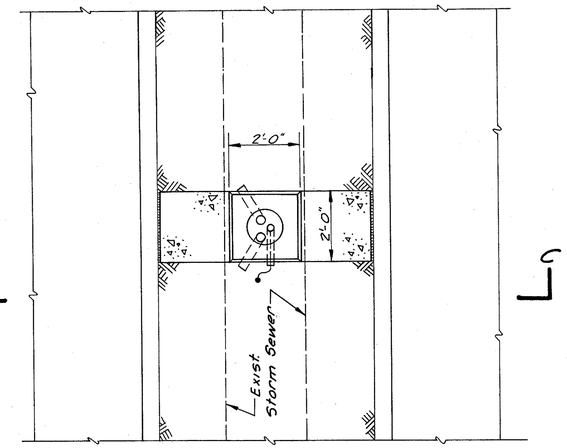


TYPICAL WALL LUMINAIRE MOUNTING ON EXISTING RETAINING WALL

STA. 189+ TO STA. 206+ (EAST & WEST SIDES S.B. I-75)



SECTION "C-C"



PLAN

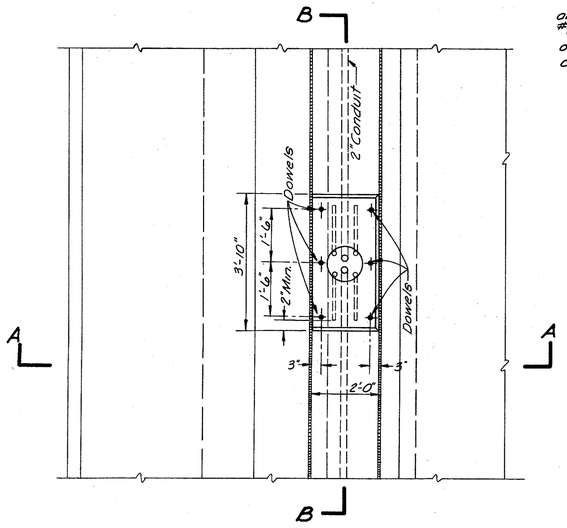
SPECIAL LIGHT STD. FOUNDATION

Above applies to Lt. Std. D1-72 @ Sta. 221+59 (S.B.I-75)

*#6 AWG 7 Strand Bare Copper Ground Wire looped between Stds. Exothermic Weld Ground Wire to driven Ground Rods in Pull Boxes # 28 Sta. 217+26 & # 29, Sta. 220+75. 2" Rigid Galv. Conduit to be extended to above Pull Boxes and Grounded to Ground Rods. Conduit to be made Electronically continuous between Pull Boxes.

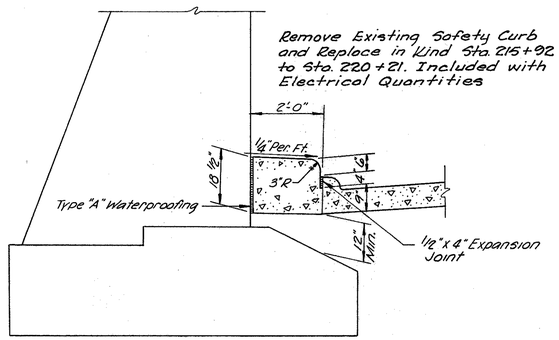
NOTE: On East side (Circuit B2), extend 2" Galvanized Conduit to Pull Box #26, Station 189+15 and terminate with Grounding Bushing. Install Driven Rod in P.B 26; ground Conduit with #6 AWG, 7 Strand, Bare Copper Wire.

On West side (Circuit D1), extend 2" Galvanized Conduit to Pull Box #27, Station 206+50 and terminate with Grounding Bushing. Install Driven Rod in P.B. 27; ground Conduit with #6 AWG, 7 Strand, Bare Copper Wire. Also extend 2" Galvanized Conduit to Foundation of Light Standard D1-99, Station 192+51 and terminate with Grounding Bushings and connect to Light Standard Ground Rod.

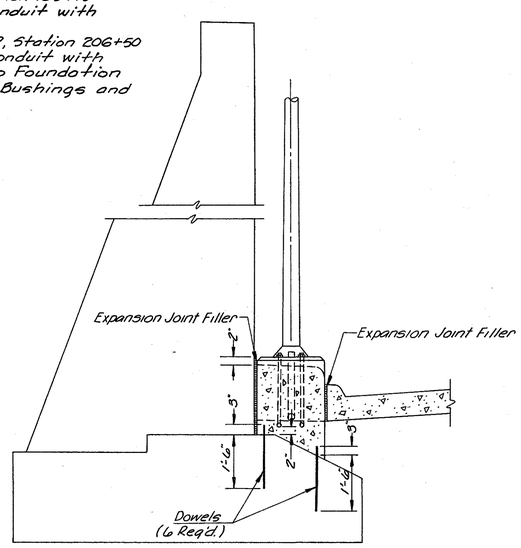


PLAN

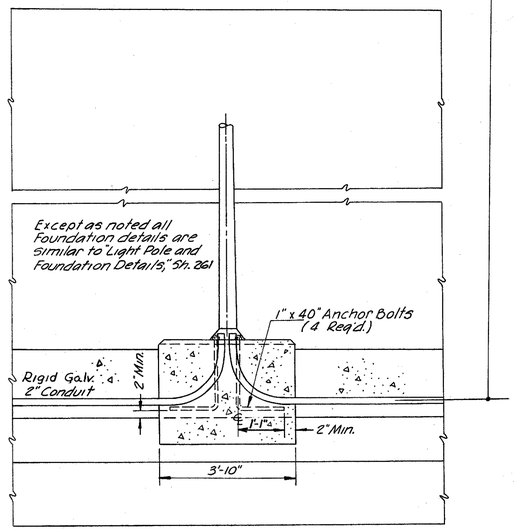
Above applies to Following Light Stds. D1-73 Sta. 220+18, D1-74 Sta. 218+77, D1-75 Sta. 217+36 & D1-76 Sta 215+95



EXISTING SECTION



SECTION "A-A"



SECTION "B-B"

SPECIAL LIGHT STD. DETAIL

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

265
450

HAM.-75-9.30

See note on sheet 24

ESTIMATED LIGHTING QUANTITIES

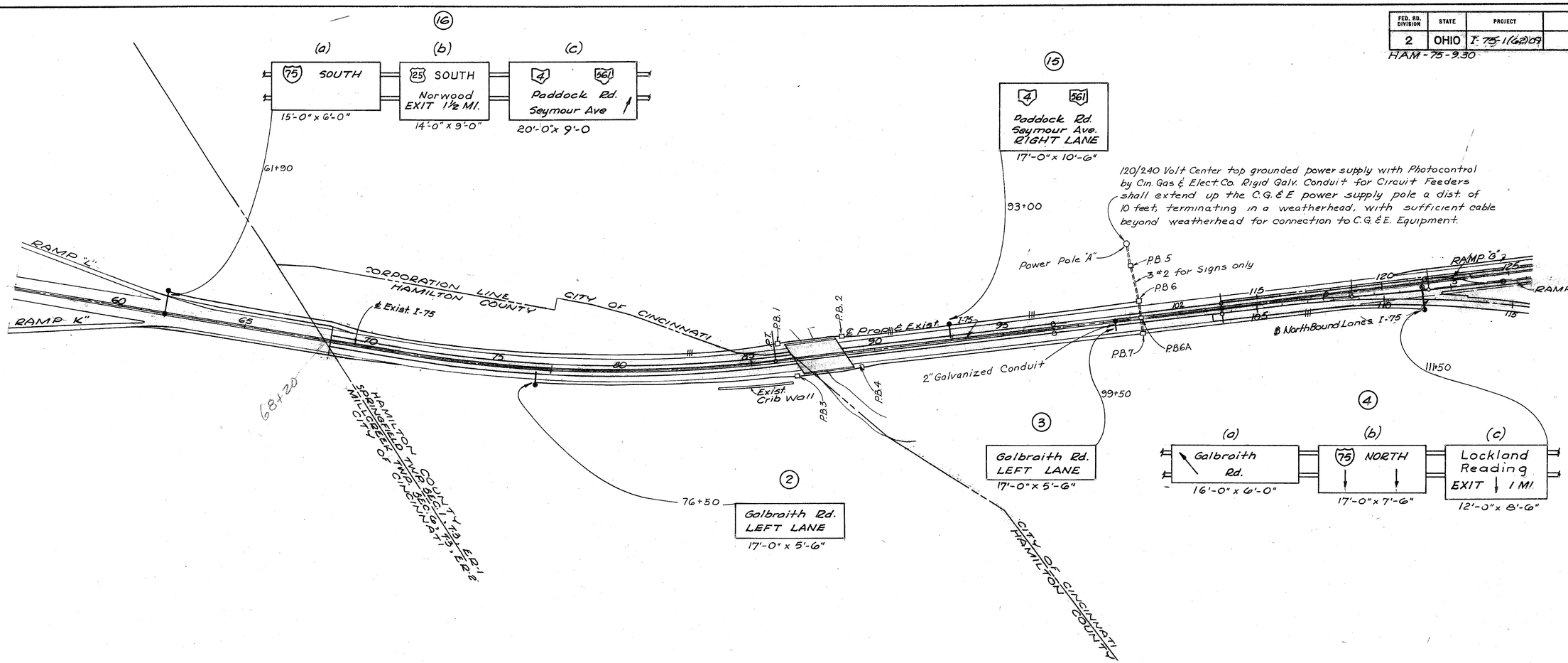
ITEM	BRIDGES HAM.-75 -1056 Code No.7221	HAM.-75 -1107 Code No.7221	HAM.-75 -1138 Code No.7221	HAM.-75 -1147 Code No.7221	* Code No.7221	ROADWAY (LESS BRIDGES) Code No. 7221 Sheet #39	Sheet #40	Sheet #41	Sheet #165	Sheet #166	Sheet #167	Sheet #168	Sheet #171	Sheet #172	Sheet #173	Sheet #174	Sheet #44	Sheet #46	Sheet #47	Sheet #49	Sheet #53	Sheet #55	Sheet #56	Sheet #57	Sheet #61	ROADWAY TOTAL QUANTITY (LESS BRIDGES)	UNIT	ITEM	DESCRIPTION	CINCY	NON-CINCY
5-25																			6		4			2	1	11	Ea.	5-25	Luminaire Type II with Integral 400 Watt Mercury Ballast, Ramps	0	11
5-25	3		1	14	1	8	21	21	7	13	11	11	12	7	2	9	7	10	7	12	12	1	2	11		140	Ea.	5-25	Luminaire Type III with Integral 400 Watt Mercury Ballast, Freeway	53	87
5-25														8	19											27	Ea.	5-25	Luminaire Mercury Complete with 250 Watt Ballast, Wall Light	0	27
5-25	3		1	14	1	8	21	21	7	13	11	11	12	7	2	9	7	10	13	12	16	1	2	13	1	151	Ea.	5-25	Mercury Vapor Lamp - 400 W. (H-33-1CD) , Freeway, Ramps	53	98
5-25														8	19											27	Ea.	5-25	Mercury Vapor Lamp - 250 W. (H-37-5 KB) Wall Light	0	27
5-25																			6		4			2	1	11	Ea.	5-25	Pole with 10'-0" Bracket for Ramps (with Round Cross Section)	0	11
5-25	3		1	14	1	8	17	21	7	13	11	11	12	7	2	9	7	10	7	12	12	1	2	11		140	Ea.	5-25	Pole with 15'-0" Bracket for Freeway (with Round Cross Section)	53	87
5-25							4																				Ea.	5-25	Pole with 12'-0" Bracket for Bridges (with Round Cross Section)		
5-25						8	17	21	7	13	11	11	12	7	2	4	7	10	13	12	16	1	2	13	1	146	Ea.	5-25	Light Standard Foundation, Including Conduit, Anchor Bolts and Ground Rod	53	93
5-25																4										4	Ea.	5-25	Light Standard Foundation - Special Detail - Safety Curb	0	4
5-25																1										1	Ea.	5-25	Light Standard Foundation - Special Detail - Over Sewer	0	1
5-25							4																								
5-25							4	4		2	2	1		3	1	2		1	4	3	4	1	1		2	35	Ea.	5-25	Pull Boxes - Round 18" I.D., Including Ground Rods Where Required on Plans	9	26
5-25						1080	2550	3350	1000	1550	1350	1750	1350	1000	350	750	950	1400	1850	1525	2050	125	300	1400	225	25,905	L.F.	5-25	Trenching & Backfill	9660	16245
5-25								260		35	28			70					37	65	40					535	L.F.	5-25	Conduit - 1 Way - 3" Fiber or Asbestos Cement, Type I. Conc. Encased	323	212
5-25						1188	2805	3685	1100	1705	975		845	1100	385	825	1045	1220			480	18	330	1540	248	23,670	L.F.	5-25	Preassembled Cable in Polyethylene Duct - 3 No. 2 AWG 600 V. Insulated Conductors.	9835	13835
5-25							466						180	1200	1750	550		20								4166	L.F.	5-25	Conduit - 2" Rigid Galvanized Steel	486	3680
5-25							16							80	190											286	L.F.	5-26	Conduit - 3½" Rigid Galvanized Steel	0	286
5-25	282		94	1316	94	800	2100	2100	700	1300	1100	1100	1200	700	200	900	700	1000	1300	1200	1600	100	200	1280	90	15,500	L.F.	5-25	Pole & Bracket Cable - ½c No. 12 A.W.G. 600 Volt	5300	10200
5-25	3						8	12		4	8	17	6	6	4	4		6	17	27	19	2			2	142	Ea.	5-25	Cable Connector kits, Esna Type 51	26	116
5-25	6		2	19	2	16	42	42	14	26	22	22	24	23	26	9	14	20	26	24	32	2	2	13	2	315	Ea.	5-25	Cable Connector kits, Esna Type 82 Fused	106	209
5-25				9										7	16	9							2	13		41	Ea.	5-25	Cable Connector kits, Esna Type 83	0	41
5-25								4			2			2					7		4	2	2			23	Ea.	5-25	Cable Connector kits, Esna Type 84	6	17
5-25	1	1	1	1	1																						Lump	5-25	Bridge Structure Grounding System Complete		
5-25	560	217	165	2365	300																						L.F.	5-25	Conduit - 2" Rigid Galvanized Steel in Bridge		
5-25							4							9	20											29	Ea.	5-25	Junction Boxes, Cast Iron	0	29
5-25	3		1	14	1																						Set of 4	5-25	Light Pole Anchor Rods for Bridges		
5-25	1848	716	363	5203	660		1025				95		396	2640	3850	1210		44								7861	L.F.	5-25	Circuit Cable - Single conductor #2 AWG	200	7661
					·	860																				860	L.F.	5-25	Replacing Existing Lighting Conduit & Circuit Wiring, Including Trenching & Backfilling	860	0
											480	1925	640					320	2035	1678	1775	125				4800	L.F.	5-25	Preassembled Cable in Polyethylene Duct 2 No. 2 AWG 600V. Insulated Cable,	650	4150
																48										48	Cu.Yd.	5-25	Removing & Replacing Concrete Safety Curb (Sta. 215+92 to Sta. 220+21)	0	48
																													- ALTERNATE POLES -		
																										11	Ea.	5-25	Pole with 10'-0" Bracket for Ramps (with Section other than Round.)	0	11
	3		1	14	1																					140	Ea.	5-25	Pole with 15'-0" Bracket for Freeway. (with Section other than Round.)	53	87
																											Ea.	5-25	Pole with 12'-0" Bracket for Bridges. (with Section other than Round.)		

* Relocated Galbraith Road Over Relocated Mill Creek

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(162)09	

HAM-75-9.30

266
450



Sign Connected Load Source "A"

3.92 kw (Flourescent Lamps)

Note:

Sign Cable to be run in same trench as for High way Lighting, except where sign Cable by passes Highway Lighting Standards.

Sign Cable at Bridge to be run in 2" Conduit with Highway Lighting Cable.

All signs to be furnished by others.

DIETZGEN - CINCINNATI, OHIO

SIGNING SCHEMATIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

HAM-75-9.30

267
450

(21) Cincinnati CORPORATION LIMIT 7'-0" x 4'-0"

(20) Arlington Hts. CORPORATION LIMIT 9'-0" x 4'-0"

(13) Galbraith Rd. RIGHT LANE 17'-0" x 5'-6"

(12) Arlington Hts. NEXT RIGHT 15'-0" x 4'-6"

(14) (a) 4 / 561 Paddock Rd. Seymour Ave EXIT 1½ MILES 17'-0" x 11'-0"

(b) Galbraith Rd. 16'-0" x 6'-0"

(5) Davis St. Koehler Ave NEXT RIGHT 13'-0" x 6'-6"

(18) Arlington Hts. CORPORATION LIMIT 9'-0" x 4'-0"

(6) Lockland Reading RIGHT LANE 12'-0" x 7'-6"

(17) (a) 75 NORTH Dayton 9'-0" x 7'-6"

(b) 75 SOUTH Cincinnati ½ MILE 12'-0" x 7'-6"

(c) 75 NORTH Dayton 9'-0" x 7'-6"

(19) Lockland CORPORATION LIMIT 7'-0" x 4'-0"

(7) (a) 75 NORTH 15'-0" x 6'-0"

(b) Lincoln Hts EXIT 1 MILE 15'-0" x 6'-0"

(c) Lockland Reading 15'-0" x 6'-0"

Note:
All signs to be furnished by others.

Note:
2-2" Conduit Bends Required in Sign Foundations for Sign Nos. 6, 7, 12 & 13

Scale: 1" = 200

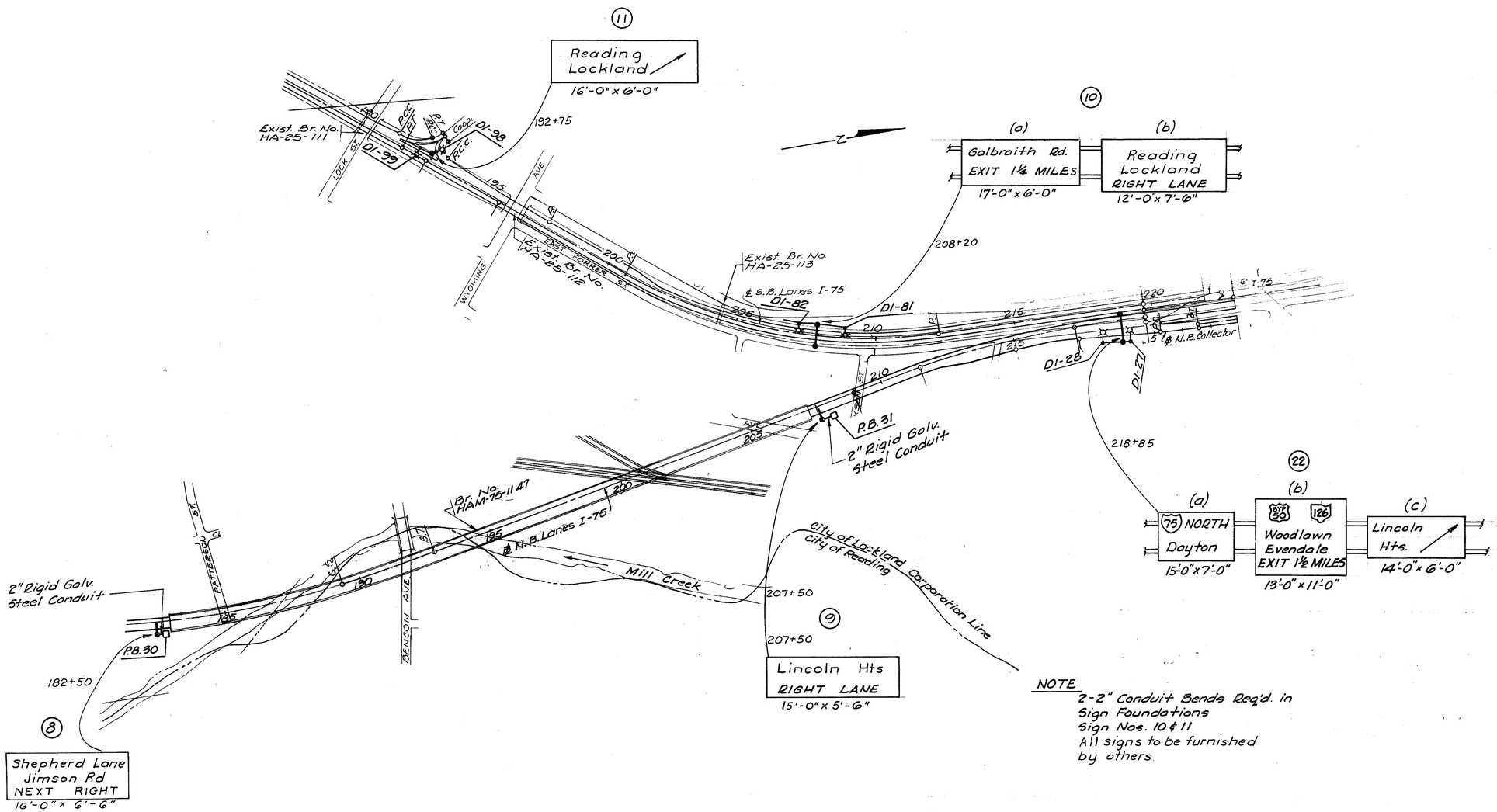
SIGNING SCHEMATIC

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

268
450

HAM-75-9.30



NOTE
2-2" Conduit Bends Req'd. in Sign Foundations Sign Nos. 10 & 11
All signs to be furnished by others.

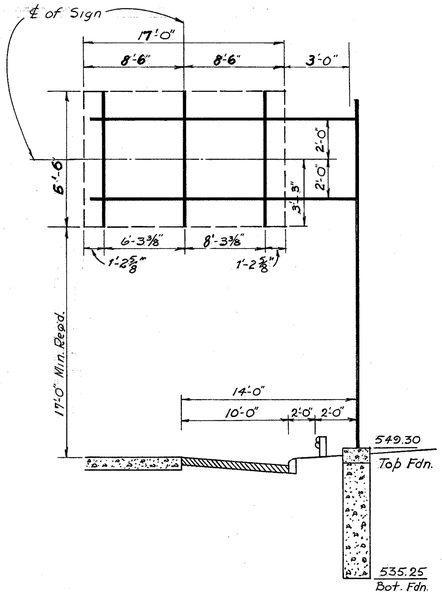
DIETZGEN - CINCINNATI, OHIO

SIGNING SCHEMATIC

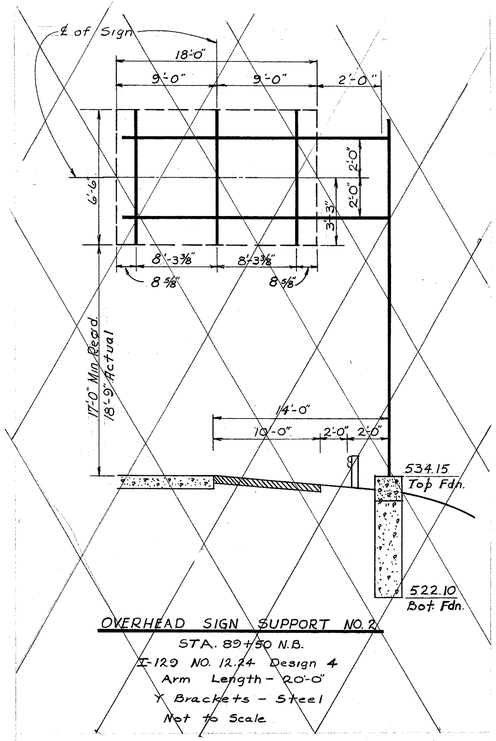
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

269
450

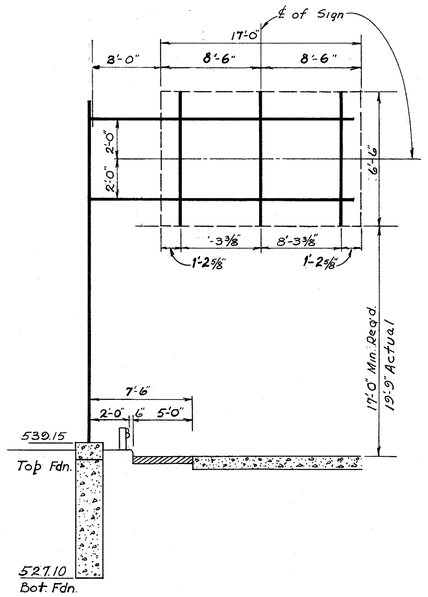
HAM.-75-9.30



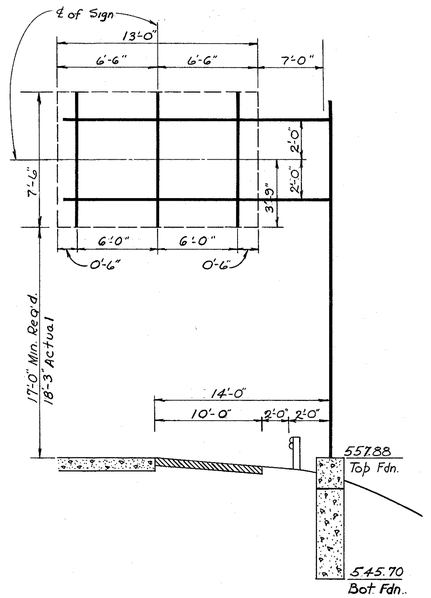
OVERHEAD SIGN SUPPORT NO.2
STA. 76+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-6'-6" Y Brackets - Steel
Not to Scale



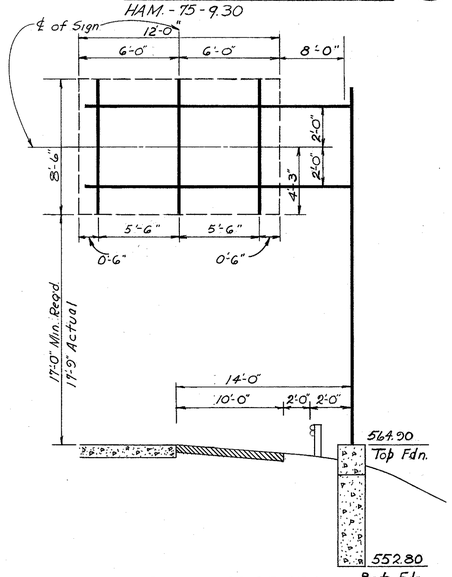
OVERHEAD SIGN SUPPORT NO.2
STA. 89+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
Y Brackets - Steel
Not to Scale



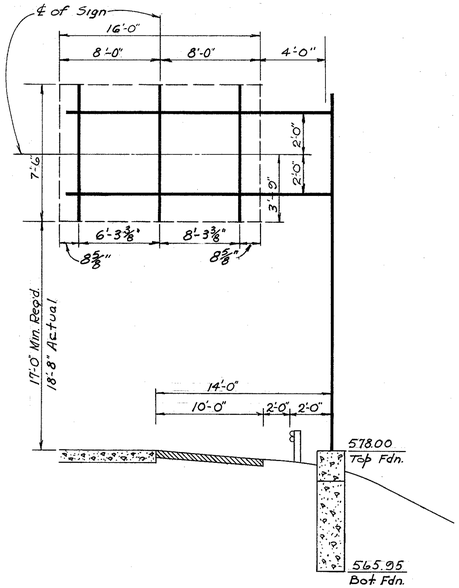
OVERHEAD SIGN SUPPORT NO.3
STA. 99+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-6'-6" Y Brackets - Steel
Not to Scale



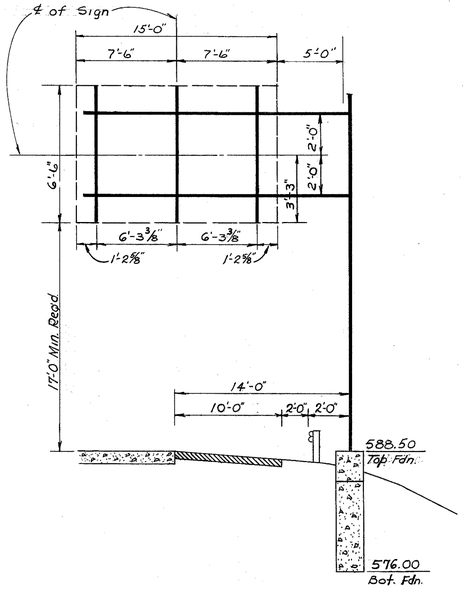
OVERHEAD SIGN SUPPORT NO.5
STA. 130+00 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-7'-6" Y Brackets - Steel
Not to Scale



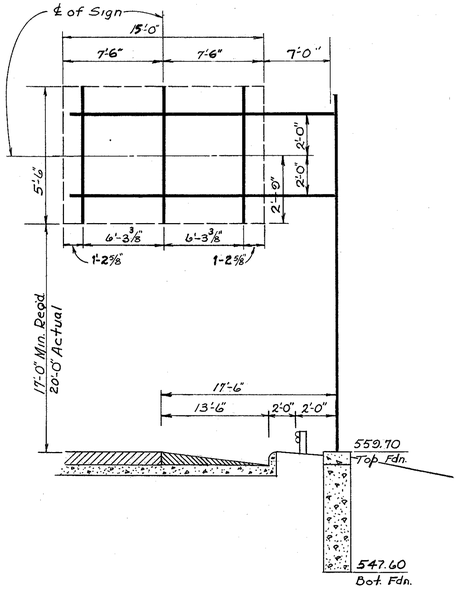
OVERHEAD SIGN SUPPORT NO.6
STA. 141+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-8'-6" Y Brackets - Steel
Not to Scale



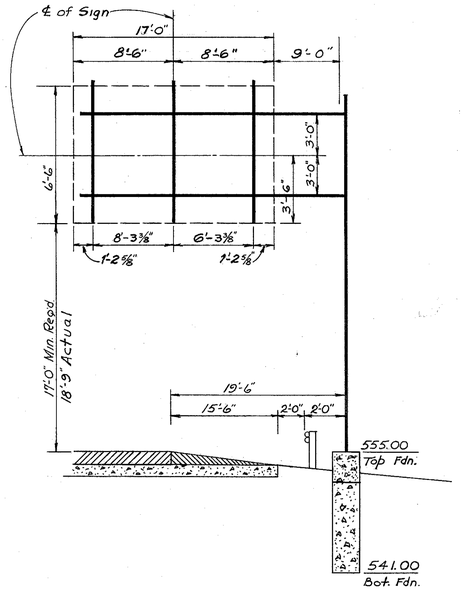
OVERHEAD SIGN SUPPORT NO.8
STA. 182+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-7'-6" Y Brackets - Steel
Not to Scale



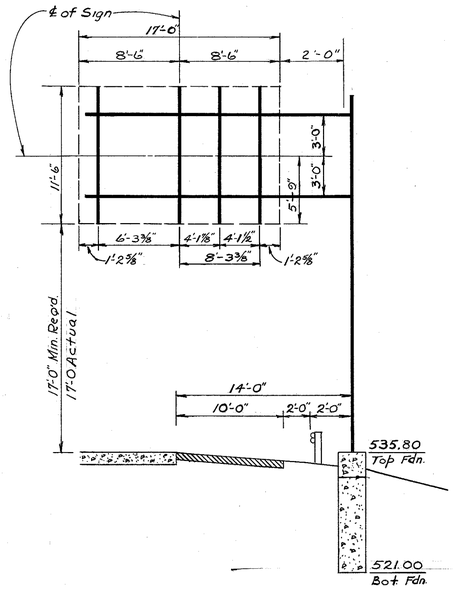
OVERHEAD SIGN SUPPORT NO.9
STA. 207+50 N.B.
I-129 NO. 12.24 Design 4
Arm Length - 20'-0"
3-6'-6" Y Brackets - Steel
Not to Scale



OVERHEAD SIGN SUPPORT NO.12
STA. 172+56 S.B.
I-129 NO. 12.24 Design 4
Arm Length - 22'-0"
3-5'-6" Y Brackets - Steel
Not to Scale



OVERHEAD SIGN SUPPORT NO.13
STA. 160+15 S.B.
I-129 NO. 12.24 Design 5
Arm Length - 24'-0"
3-7' X Brackets - Steel
Not to Scale



OVERHEAD SIGN SUPPORT NO.15
STA. 93+00 S.B.
I-129 NO. 12.24 Design 5
Arm Length - 19'-0"
4-11'-6" Y Brackets - Steel
Not to Scale

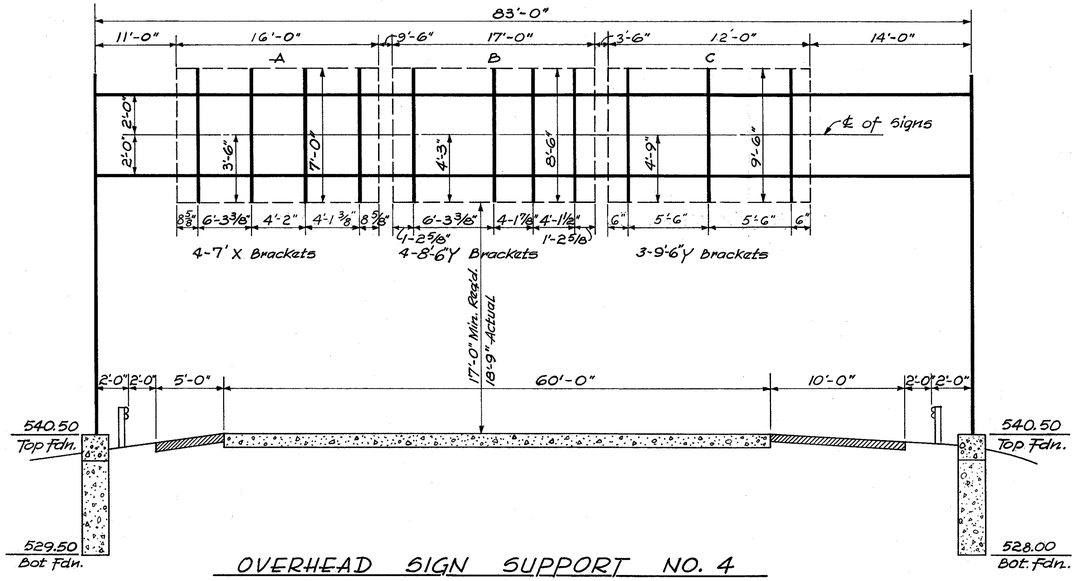
DIETZGEN - CINCINNATI, OHIO

SIGNING DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

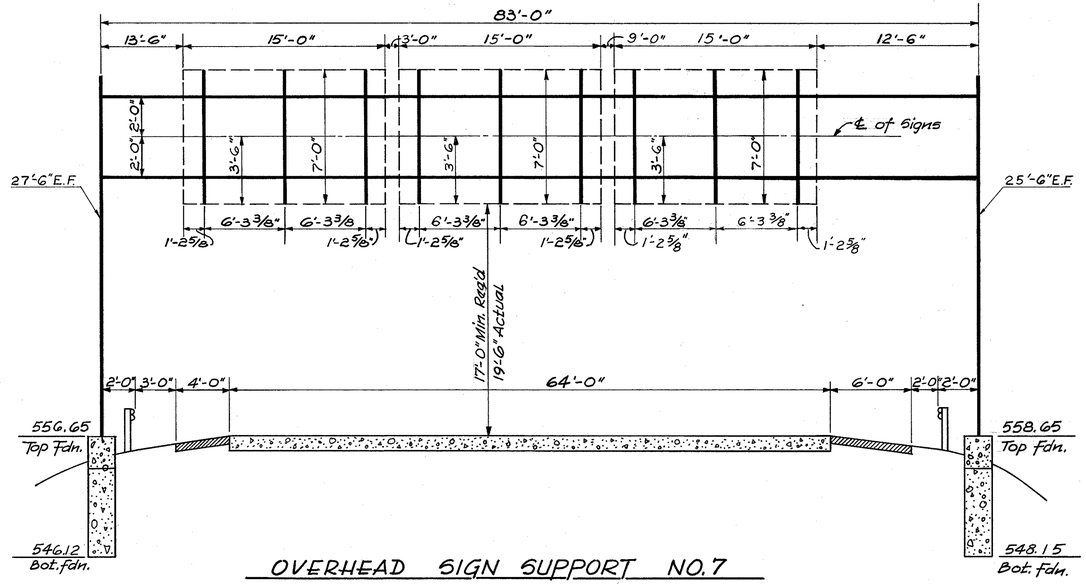
269A
450

HAM-75-9.30



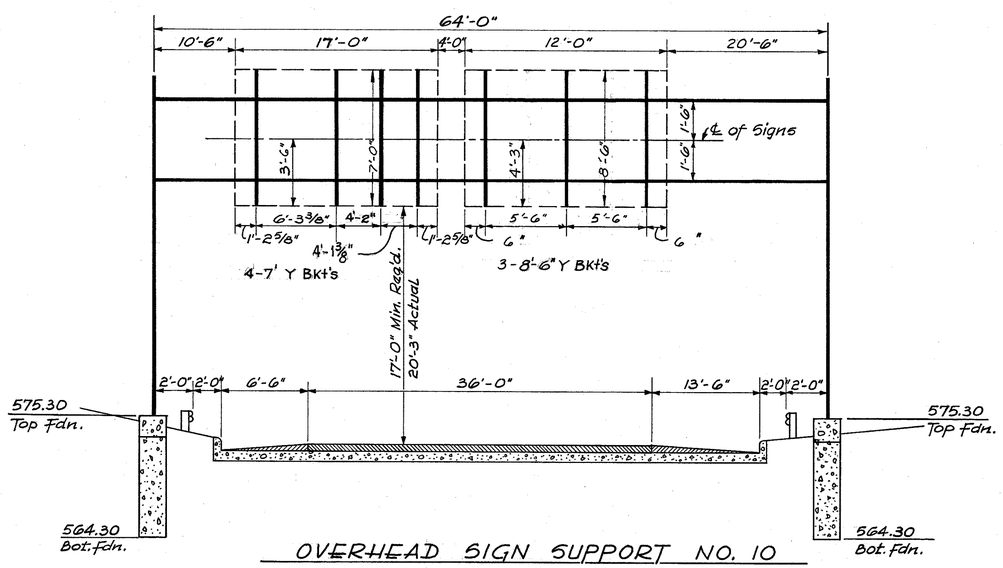
OVERHEAD SIGN SUPPORT NO. 4

STA. 111+50 N.B.
I-129 NO. 7.5 Design 3
Span 83'-0"
X & Y Brackets - Aluminum
Not to scale



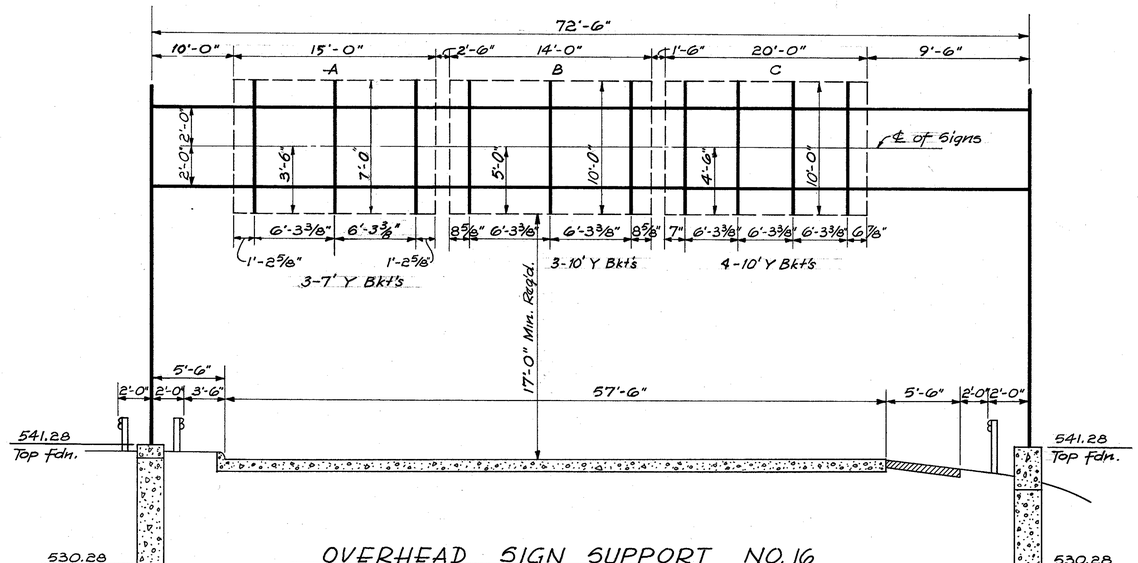
OVERHEAD SIGN SUPPORT NO. 7

STA. 171+25 N.B.
I-129 NO. 7.4 Design 2
Span 83'-0"
9-7' Y-Brackets - Aluminum
Not to scale



OVERHEAD SIGN SUPPORT NO. 10

STA. 208+20 SB
I-129 NO. 7.4 Design 1
Span = 64'-0"
9 Y Brackets - Aluminum
Not to scale



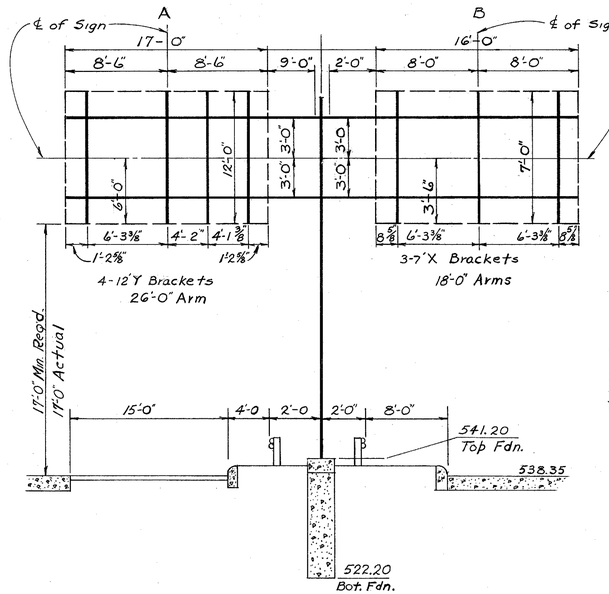
OVERHEAD SIGN SUPPORT NO. 16

STA. 61+90 (S.B.)
I-129 NO. 7.6 Design 2
Span = 72'-6"
10-Y Brackets-Aluminum
Not to scale

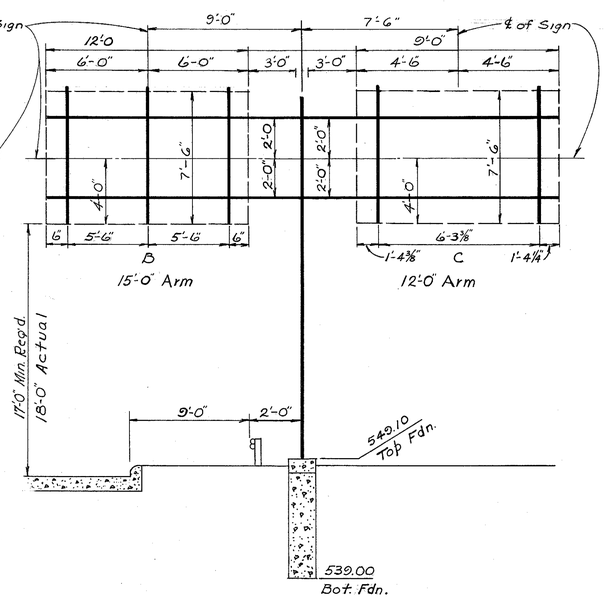
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

269B
450

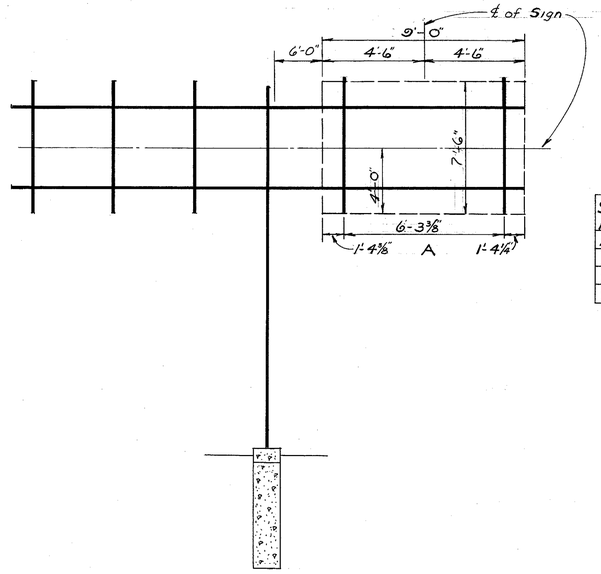
HAM.-75-9.30



OVERHEAD SIGN SUPPORT NO. 14
STA. 144+25 S.B.
I-129 NO. 10.48 Design 9
X & Y Brackets - Steel
Not to Scale

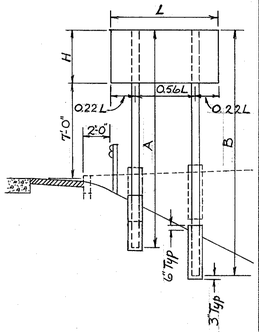


OVERHEAD SIGN SUPPORT NO. 17
BACK STATION VIEW
STA. 28+00 Galbraith Rd.
I-129 No. 10.48 Design 2
5'-8' X Brackets-Steel
Not to Scale



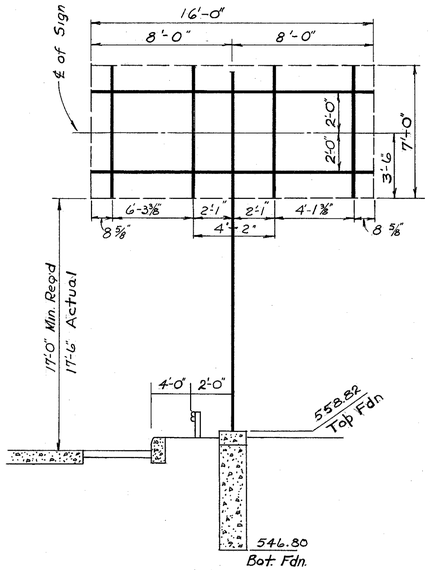
OVERHEAD SIGN SUPPORT NO. 17
FORWARD STATION VIEW
2-8'X Brackets Steel

Sign No.	Station	L	H	688.5 A	688.5 B
18	133+25 N.B.	9'-0"	4'-0"	15'-7"	17'-10"
19	173+60 N.B.	7'-0"	4'-0"	15'-6"	17'-7"
20	160+60 S.B.	9'-0"	4'-0"	14'-0"	13'-10"
21	143+00 S.B.	7'-0"	4'-0"	14'-0"	13'-10"

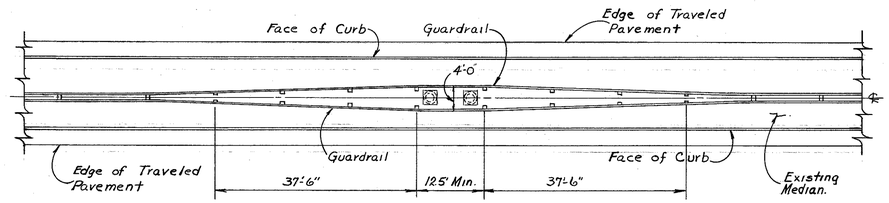


GROUND MOUNT SIGN SUPPORTS
Not to Scale

city shown in Pencil



OVERHEAD SIGN SUPPORT NO. 11
STA. 192+75 S.B.
I-129 NO. 9.24 Design 3
Arm Length 8'-0"
4-7'X Brackets - Steel
Not to Scale



MEDIAN GUARDRAIL DETAIL

I-127 Delineators

	Station	to Station	Side	Interval	A-1 Post	A-1 Bracket	C-2 Post	C-3 Post	C-2 Bracket
N.B.	68+20	72+20	Rt.	100			5		
N.B.	74+00	148+00 N.B.	Rt.	200	34	4			
N.B.	151+43 N.B.	171+43 N.B.	Rt.	100			20		1
N.B.	173+00 N.B.	211+20 N.B.	Rt.	200	6	14			
N.B.	212+20 N.B.	220+20 N.B.	Rt.	100			9		
N.B.	221+00 N.B.	———	Rt.	200	1				
S.B.	68+70	69+70	Lt.	100			2		
S.B.	71+25	119+25 S.B.	Lt.	200	25				
S.B.	120+25 S.B.	———	Lt.					1	
S.B.	121+25 S.B.	129+25 S.B.	Lt.	100			9		
S.B.	131+25 S.B.	143+25 S.B.	Lt.	200	7				
S.B.	143+85 S.B.	152+85 S.B.	Lt.	100			10		
S.B.	154+00 S.B.	176+00 S.B.	Lt.	200	11	1			
S.B.	177+25 S.B.	———	Lt.					1	
S.B.	178+25 S.B.	185+25 S.B.	Lt.	100			8		
S.B.	185+90 S.B.	206+50 S.B.	Existing Wall - None						
S.B.	206+50 S.B.	222+50 S.B.	Lt.	200	9				
Ramp-P	0+00	10+00	Lt.	100			11		
Ramp-N	2+35 / 2+60	———	Lt. / Lt.				1*		
	3+00	3+60	Lt.	30			3		
	3+90	———	Lt. & Rt.	30			2		
	4+50	———	Rt.	60			1		
	5+00	11+00	Rt.	100			7		
Ramp-M	6+00	12+00		100			7		
N.B. COLLECTOR	6+15	7+15		100			2		
	Totals				93	19	98	2	1
					~~48~~	-	29	1	Cincinnati
					45		69	1	Non-Cincinnati

* On Traffic Island

Note: Bracket mounted delineators Carried to bridge quantities.

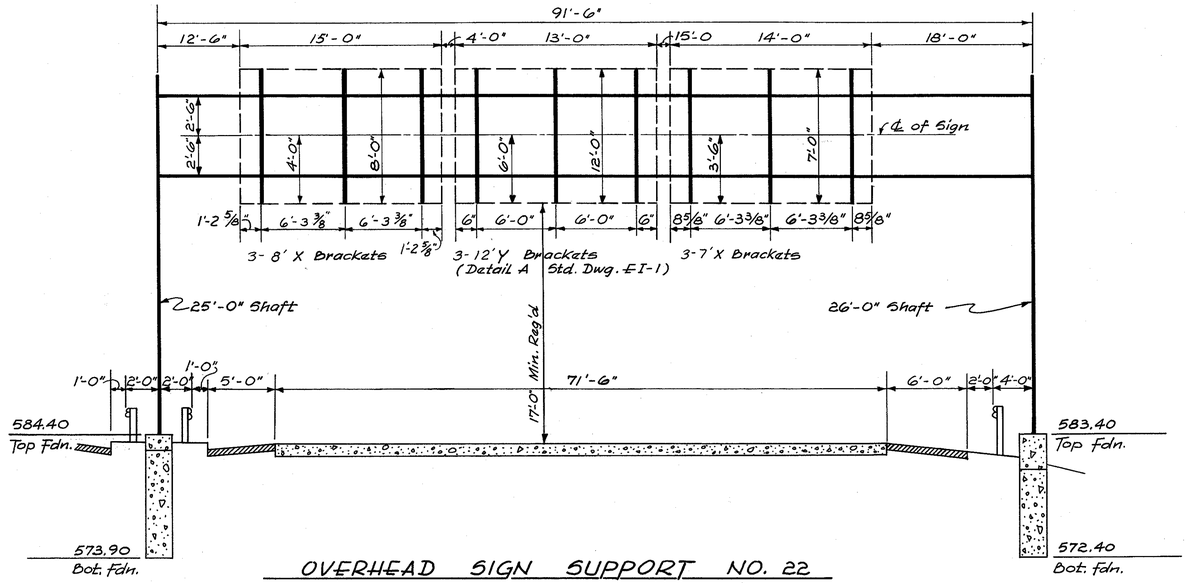
SIGNING DETAILS

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)9	

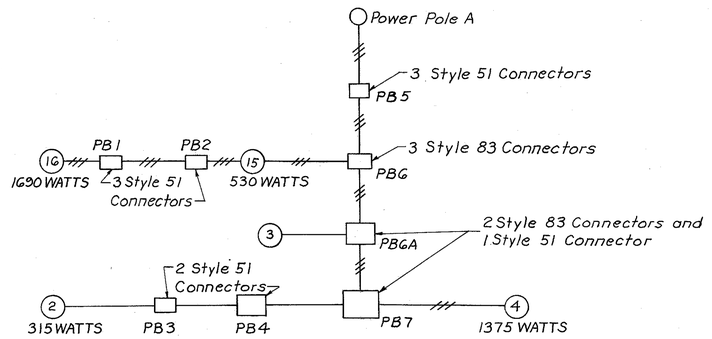
269C 450

HAM. - 75 - 9.30

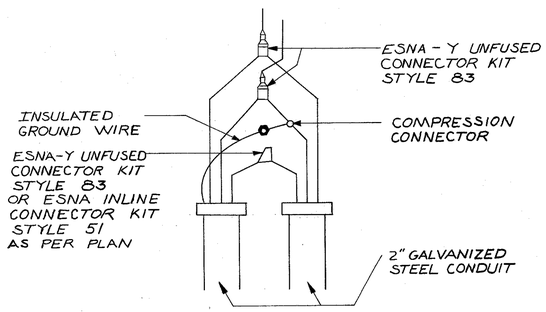


OVERHEAD SIGN SUPPORT NO. 22

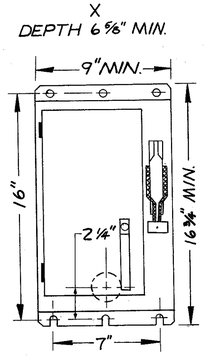
STA. 218 + 85 N.B.
I-129 NO. 7.5 Design 4
Span 91'-6"
3 Y Brackets - Aluminum
6 X Brackets - Aluminum
Not to scale

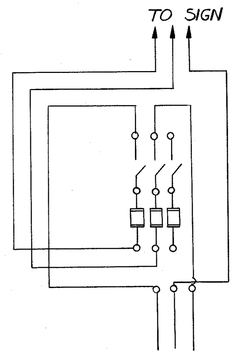


CIRCUIT DIAGRAM SIGNS 1G, 15, 2, 3 & 4



POLE BASE WIRING DETAIL
120 / 240 VOLT SIGN SERVICE





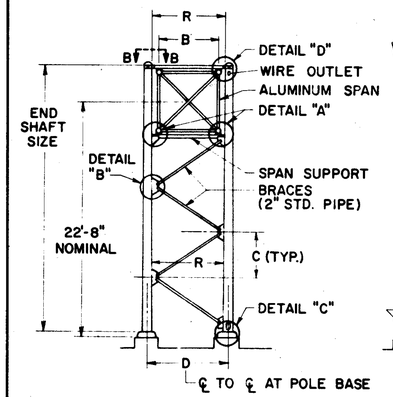
SWITCH WIRING DIAGRAM
120 / 240 VOLT SIGN LIGHTING SERVICE

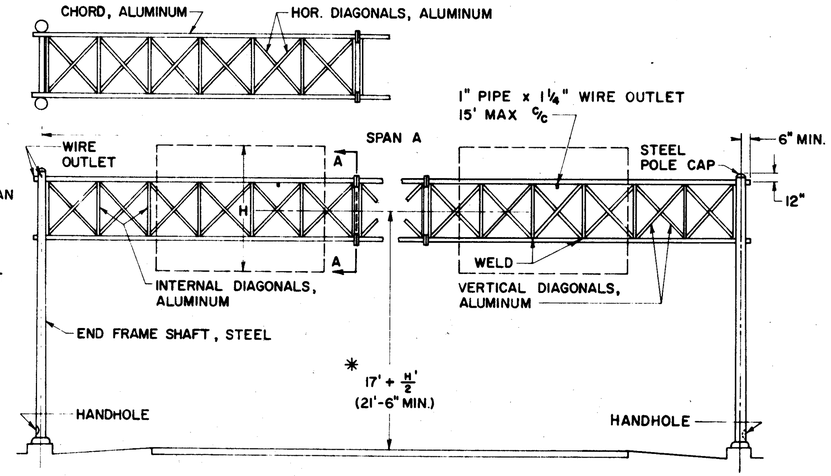
SIGNING DETAILS

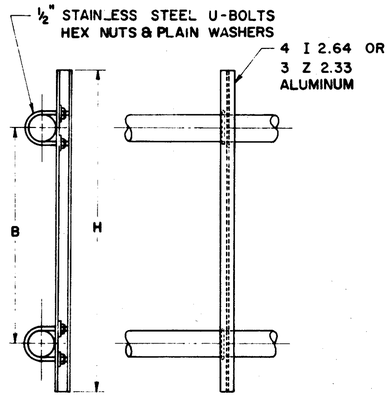
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

270
450

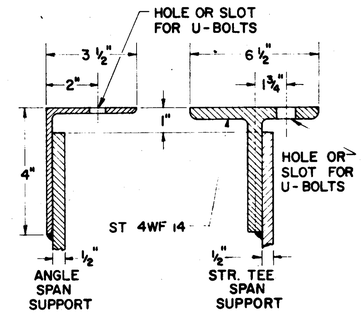
HAM-75-9.30







SIGN BRACKET



SECTION D-D

NOTES

MATERIALS

THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL.

SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION I-129 UNLESS OTHERWISE NOTED.

STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373.

AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION

THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. M-7.4(d).

MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION

USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD ¼" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT

PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS

THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY).

FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL

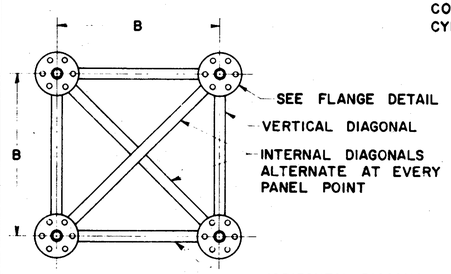
COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER.

*FOUNDATION ELEVATION

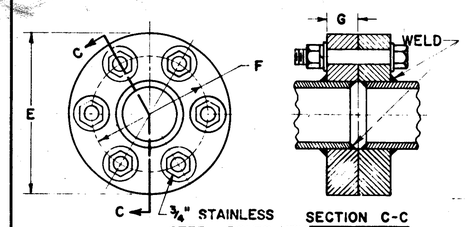
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17' CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF THE PAVEMENT AND SHOULDERS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

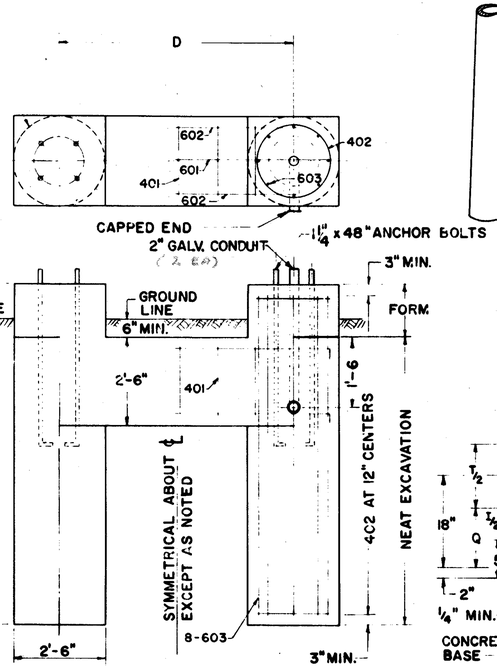


SECTION A-A



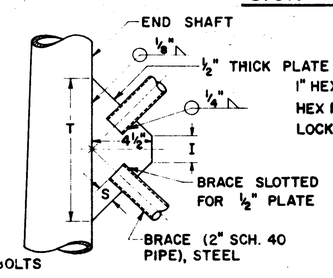
CAST FLANGE, B-26 ALLOY SG 70A-T7 (356-T7)

FLANGE DETAIL

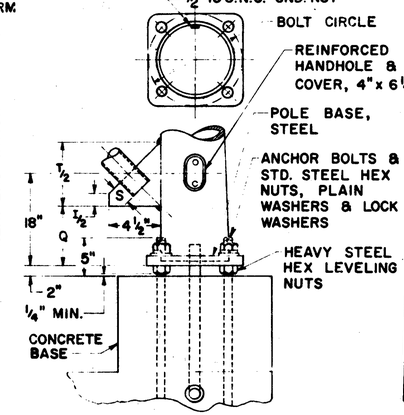


FOUNDATION DETAIL

(RIGHT HAND SHOWN — LEFT HAND OPPOSITE)

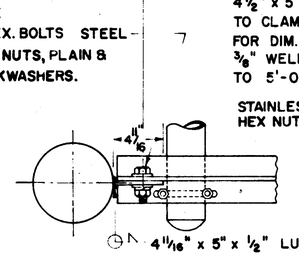


DETAIL "B"

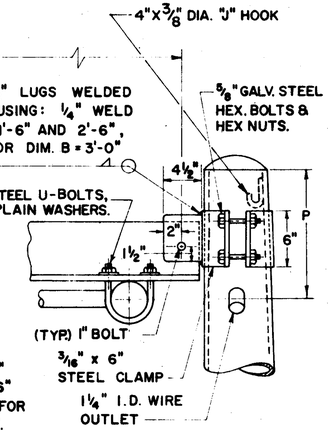


DETAIL "C"

POLE BASE DETAIL

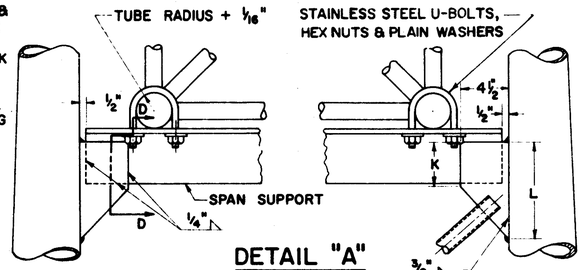


VIEW B-B



DETAIL "D"

UPPER SPAN SUPPORT (ALTERNATE METHODS)

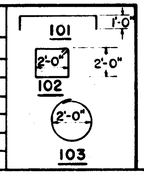


DETAIL "A"

LOWER SPAN SUPPORT

DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U BOLTS	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL
1	50' thru 75'	3'-0"	4'-11¾"	4'-5"	9¼"	8"x4.5"x25'-0", 3 GA.	5'-10 13/16"	7 7/16"	1⅜"	3½"	4¾"	8"	12"	6⅝"	3'-9"	1½"	10"	⅝"	3'-3⅝"	11"	SPLIT TEE 3'-8"	4¾" x .188"	1.900" x .145"	1.660" x .140"
2	76' thru 85'	4'-0"	4'-10¼"	5'-7"	9¼"	8"X6.22"x25'-6"3GA.	6'-7⅛"	7 7/16"	1⅜"	⅝"	4⅜"	7¾"	12'	6¼"	4'-10"	1½"	9½"	⅝"	4'-4⅝"	11"	SPLIT TEE 4'-10"	4¾" x .188"	2" x .188"	1.900" x .145"
3	86' thru 90'	4'-0"	4'-10¼"	5'-7"	11"	8"X6.22"x25'-6"3GA.	6'-7⅛"	8½"	1½"	⅝"	4⅜"	7¾"	42"	6¼"	4'-10"	1½"	9½"	⅝"	4'-4⅝"	11"	SPLIT TEE 4'-10"	5½" x .250"	2" x .188"	1.900" x .145"
4	91' thru 110'	5'-0"	4'-8½"	6'-7"	11"	8"X6.18"x26'-0", 3GA.	7'-3¼"	8½"	1½"	—	3½"	7¾"	12"	7¼"	5'-10"	1¾"	11¼"	¾"	5'-4⅝"	11"	SPLIT TEE 5'-10"	5½" x .250"	2½" x .188"	2½" x .188"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	TYPE
401	12"C/C	8'-6"	102
402	12"C/C	7'-6"	103
601	4	D+ 4'-0"	101
602	8	D+ 2'-0"	101
603	32	D_T - 6"	STR.



BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS

I-129 No.7.4

DATE 5-2-62, 7-25-62, 5-6-64

APPROVED Robert E. Conner
ENGINEER OF TRAFFIC

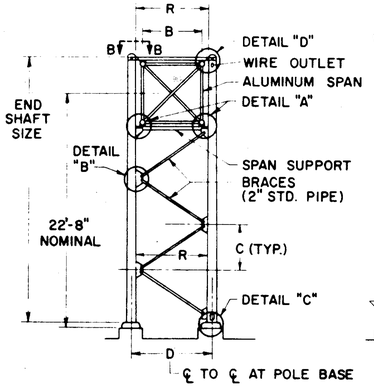
400 SQ. FT. SIGN AREA

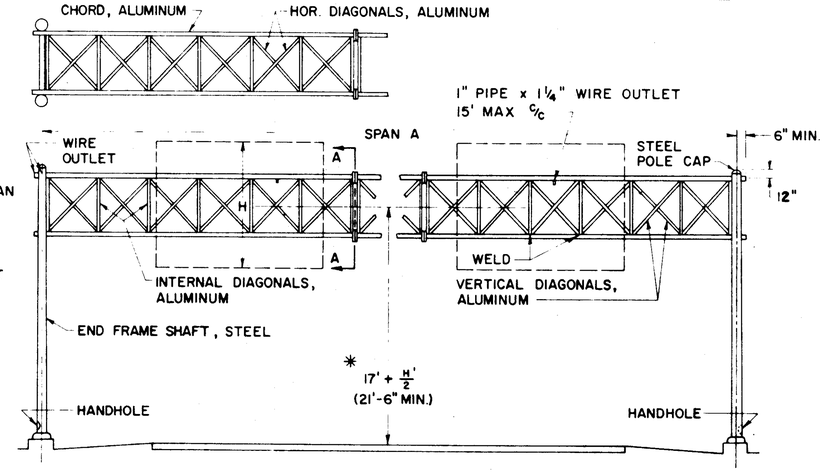
OVERHEAD SIGN SUPPORT, I-129 NO.7.4

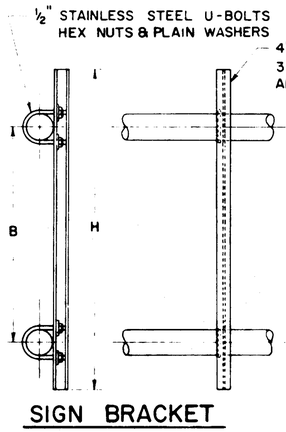
FED RD DIVISION	STATE	PROJECT	
2	OHIO		

271/450

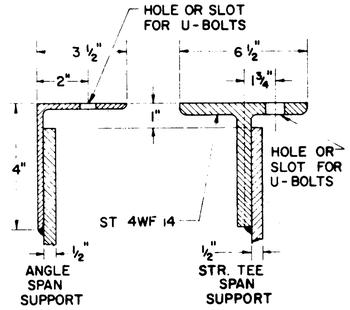
HAM-75-9.30







SIGN BRACKET



SECTION D-D

NOTES

MATERIALS

THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL.

SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION I-129 UNLESS OTHERWISE NOTED.

STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373.

AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION

THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. M-7.4(d).

MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION

USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD ¼" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT

PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS

THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY).

FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL

COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

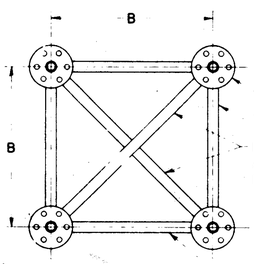
BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER.

*FOUNDATION ELEVATION

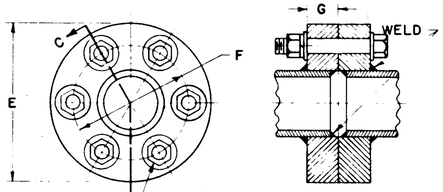
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17' CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF PAVEMENT AND SHOULDERS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

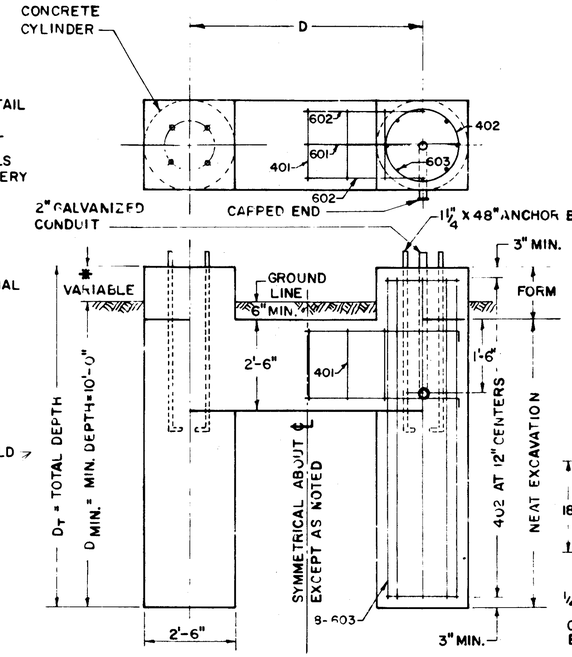


SECTION A-A



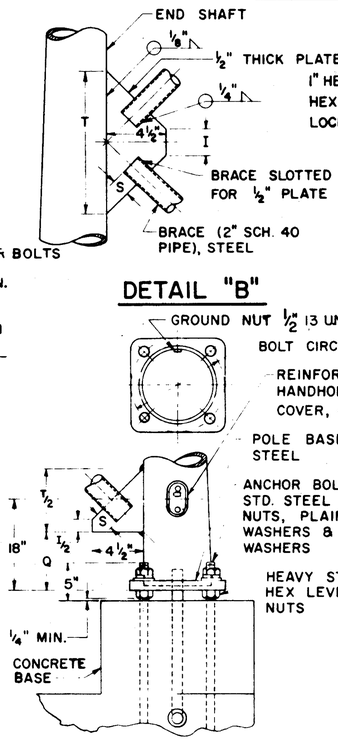
CAST FLANGE, B-26 ALLOY SG 70A-T7 (356-T7)

FLANGE DETAIL



FOUNDATION DETAIL

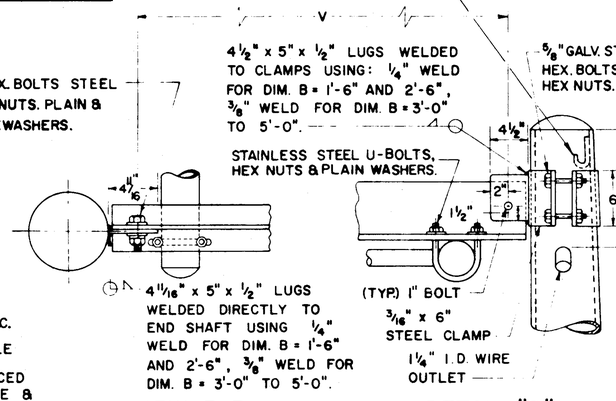
(RIGHT HAND SHOWN — LEFT HAND OPPOSITE)



DETAIL "B"

DETAIL "C"

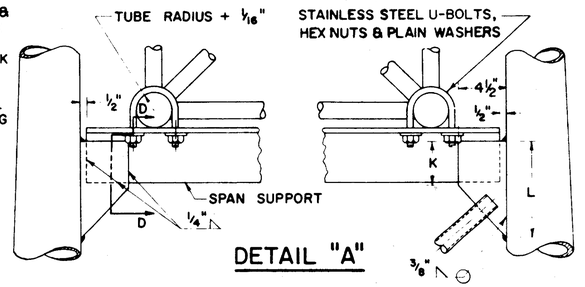
POLE BASE DETAIL



VIEW B-B

DETAIL "D"

UPPER SPAN SUPPORT (ALTERNATE METHODS)



DETAIL "A"

LOWER SPAN SUPPORT

DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U BOLTS	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL
1	50' THRU 70'	3'-0"	4'-11¾"	4'-5"	9¼"	8"X4.5"X25'-0", 3GA	5'-10 3/16"	7 7/16"	1⅜"	3½"	4¾"	8"	12"	6⅝"	3'-9"	1½"	10"	⅝"	3'-3⅝"	11"	SPLIT TEE 3'-8"	4¾"X.188"	1.900"X.145"	1.660"X.140"
2	71' THRU 80'	4'-0"	4'-10¼"	5'-7"	9¼"	8"X6.22"X25'-6", 3GA	6'-7⅛"	7⅞"	1⅜"	⅝"	4¾"	7¾"	12"	6¼"	4'-11"	1½"	9½"	⅝"	4'-5⅝"	11"	SPLIT TEE 4'-10"	4¾"X.188"	2" X.188"	1.900"X.145"
3	81' THRU 86'	4'-0"	4'-10¼"	5'-7"	11"	8"X6.22"X25'-6", 3GA	6'-7⅛"	8½"	1½"	⅝"	4¾"	7¾"	12"	6¼"	4'-11"	1½"	9½"	⅝"	4'-5⅝"	11"	SPLIT TEE 4'-10"	5½"X.250"	2" X.188"	1.900"X.145"
4	86' THRU 110'	5'-0"	4'-8½"	6'-7"	11"	8"X6.18"X26'-0", 3GA	7'-3¼"	8½"	1½"	—	3½"	7¾"	12"	7½"	5'-11"	1¾"	11½"	¾"	5'-5⅝"	11"	SPLIT TEE 5'-10"	5½"X.250"	2½"X.188"	2½"X.188"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	TYPE
401	12"C/C	8'-6"	102
402	12"C/C	7'-6"	103
601	4	D+4'-0"	101
602	8	D+2'-0"	101
603	32	D_T − 6"	STR.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS | I-129 No. 7.5 | DATE 2-62, 7-25-62, 4-29-64

APPROVED Robert E. Comer
ENGINEER OF TRAFFIC

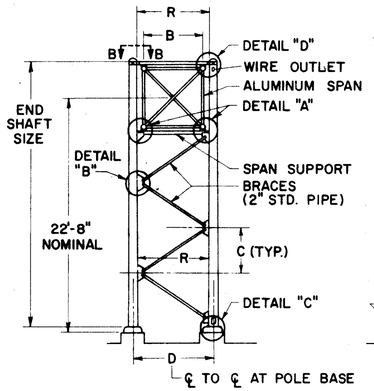
500 SQ. FT. SIGN AREA

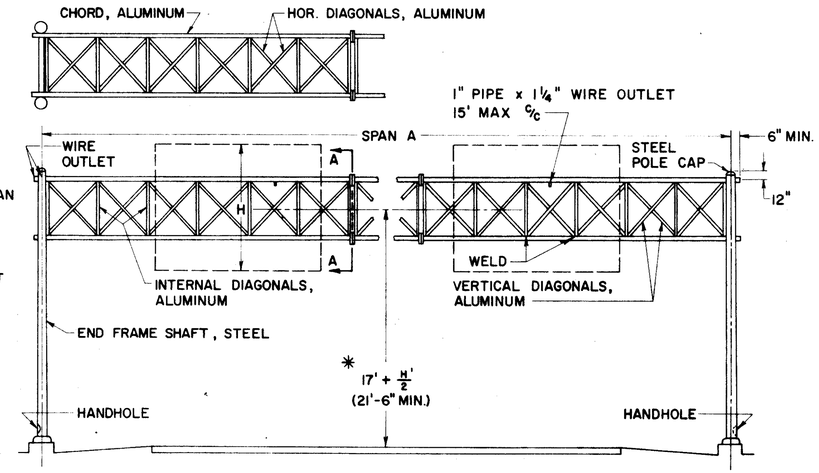
OVERHEAD SIGN SUPPORT, I-129 NO. 7.5

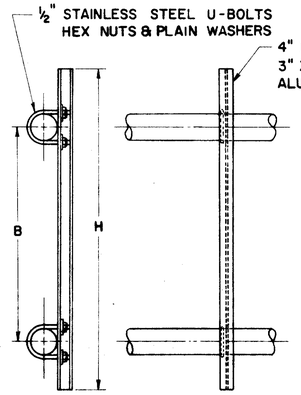
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

271A
450

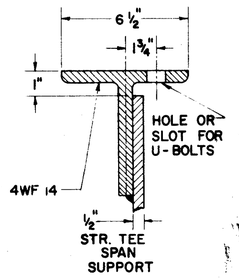
HAM-75-9.30







SIGN BRACKET



SECTION D-D

NOTES

MATERIALS

THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL.

SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION I-129 UNLESS OTHERWISE NOTED.

STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373.

AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION

THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. M-7.4(d).

MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION

USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD ⅛" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT

PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS

THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY).

FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL

COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

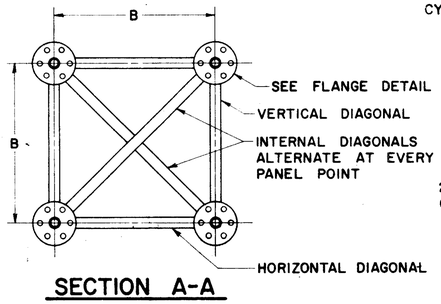
BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED, INDICATE THE BAR SIZE NUMBER.

*FOUNDATION ELEVATION

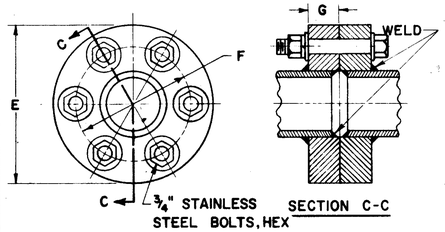
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17' CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF THE PAVEMENT AND SHOULDERS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

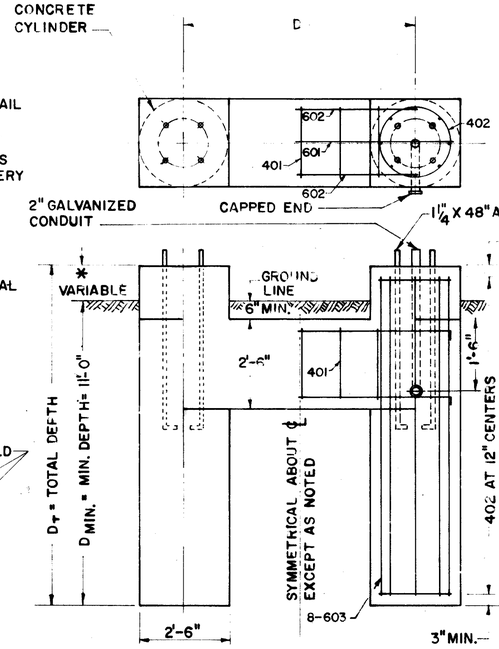


SECTION A-A



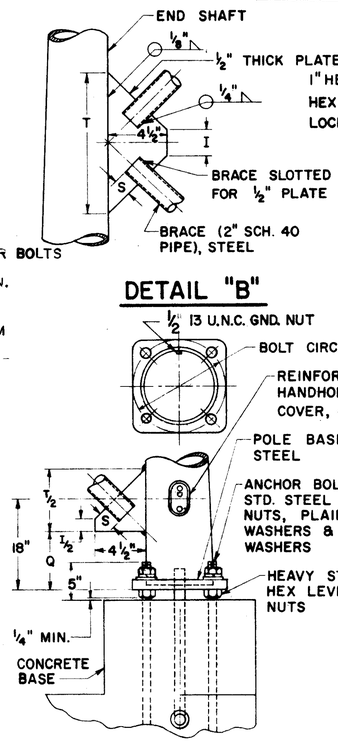
CAST FLANGE, B-26 ALLOY SG 70A-T7 (356-T7)

FLANGE DETAIL



FOUNDATION DETAIL

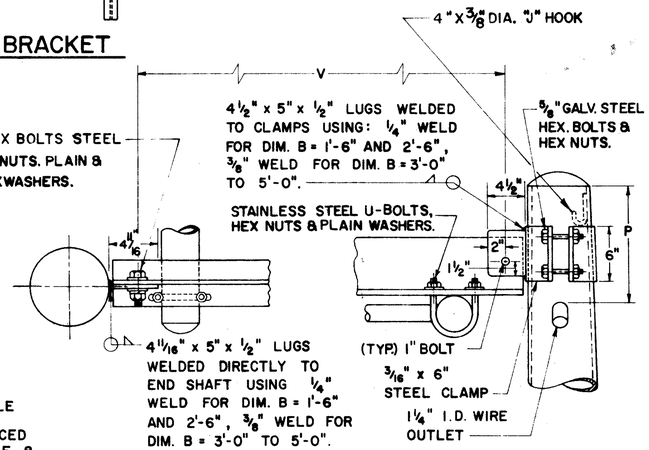
(RIGHT HAND SHOWN — LEFT HAND OPPOSITE)



DETAIL "B"

DETAIL "C"

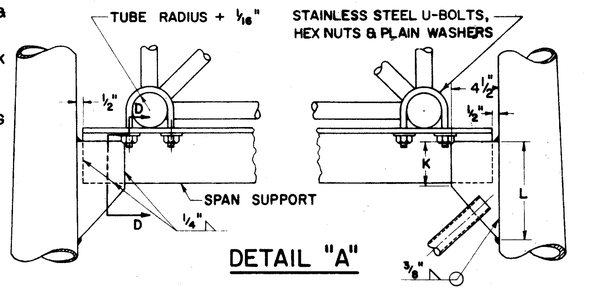
POLE BASE DETAIL



VIEW B-B

DETAIL "D"

UPPER SPAN SUPPORT (ALTERNATE METHODS)



DETAIL "A"

LOWER SPAN SUPPORT

DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U BOLTS	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL
1.	50' thru 65'	3'-0"	4'-11¾"	4'-5"	9¼"	8"X4.5 X25'-0",3GA	5'-10 13/16"	7 7/16"	1⅜"	3½"	4¾"	8"	12"	6⅝"	3'-9"	1½"	10"	⅝"	3'-3⅝"	11"	Split Tee 3'-8"	4¾" X .188"	2" X .188"	1.660" X .140"
2.	70' thru 75'	4'-0"	4'-10¼"	5'-7"	9¼"	8"X6.22X25'-6",3GA	6'-7⅛"	7 7/16"	1⅜"	⅝"	4¾"	7¾"	12"	6¼"	4'-11"	1½"	9½"	⅝"	4'-5⅝"	11"	Split Tee 4'-10"	4¾" X .188"	2' X .188"	1.900" X .145"
3.	76' thru 80'	4'-0"	4'-10¼"	5'-7"	11"	8"X6.22X25'-6",3GA	6'-7⅛"	8½"	1½"	⅝"	4⅞"	7¾"	12"	6¼"	4'-11"	1½"	9½"	⅝"	4'-5⅝"	11"	Split Tee 4'-10"	5½" X .250	2½" X .188"	1.900" X .145"
4.	81' thru 110'	5'-0"	4'-8½"	6'-7"	11"	8"X6.18 X26'-0",3GA	7'-3¼"	8½"	1½"	—	5½"	7¾"	12"	7¼"	5'-11"	1¾"	11¼"	¾"	5'-5⅞"	11"	Split Tee 5'-10"	5½" X .250	2½" X .188	2½" X .188

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	TYPE
401	12" C/C	8'-6"	102
402	12" C/C	7"-6"	103
601	4	D+4'-0"	101
602	8	D+2'-0"	101
603	32	D+ -6"	STR.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS

I-129 No.7.6

DATE 5-6-64 5-5-64

APPROVED _____ ENGINEER OF TRAFFIC

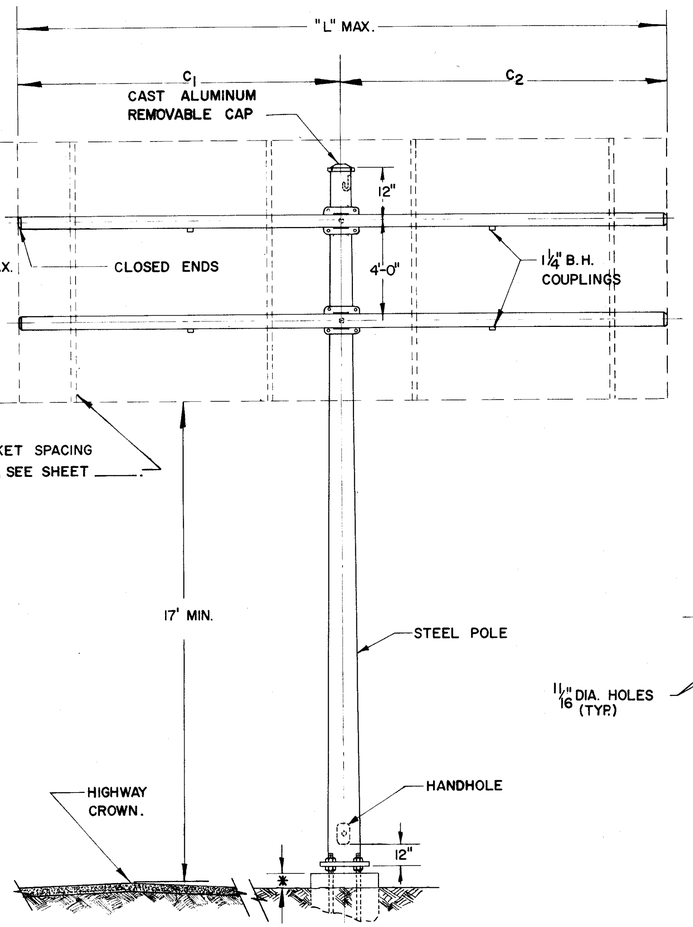
600 SQ. FT. SIGN AREA

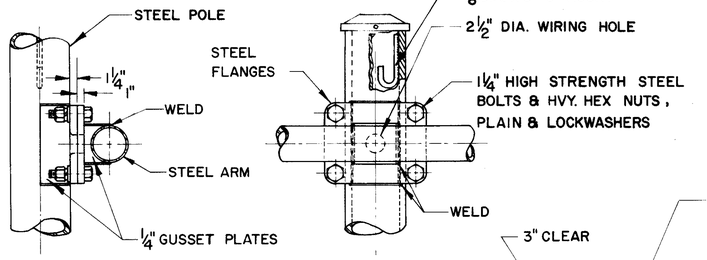
OVERHEAD SIGN SUPPORT, I-129 NO.7.6

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

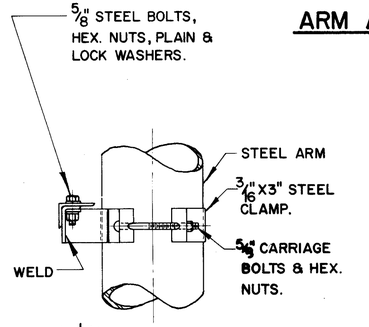
272
450

HAM-75-9.30

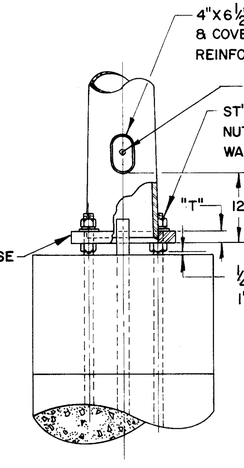


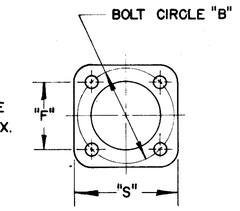


ARM ATTACHMENT DETAIL

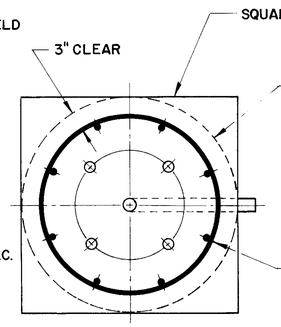


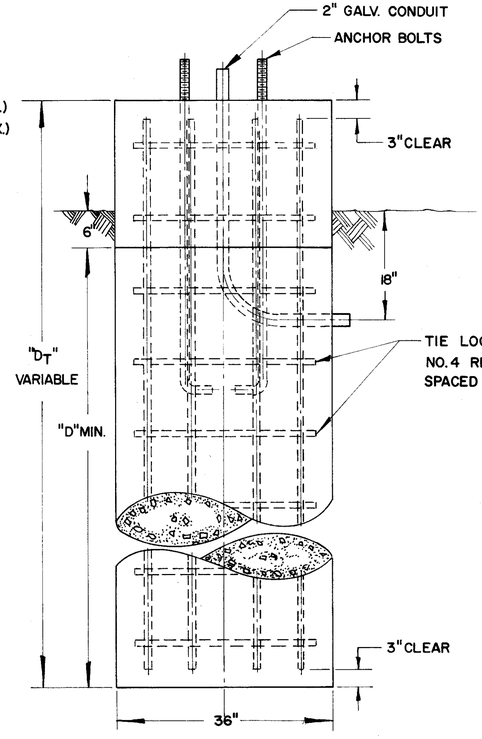
SIGN ATTACHMENT DETAIL





POLE DETAIL





FOUNDATION DETAIL

DESIGN	POLE SIZE (STD.)	MAX. ARM SIZE	MAX. SIGN LENGTH "L"	MAX. SIGN AREA	B	F	P	S	T	ANCHOR BOLTS	"D" MIN.
1.	3GA.14"X10.78"X23'	4" SCH.40 12'-0"	24'-0"	120 SQ FT	20"	14 1/8"	7"	20½"	2"	¾" X 90"	9'
2.	3GA.16.5"X13"X 25'	4"SCH.40 9'-0"	18'-0"	180 SQ FT	23½"	16⅝"	8"	24½"	2"	2"X 96"	11'
3.	3GA.16.5"X13.28"X23	6"SCH.40 12'-0"	24'-0"	180 SQ FT	23½"	16⅝"	8"	24½"	2"	2"X 96"	11'
4.	0GA.18"X 14.5"X25'	6"SCH. 40 12'-0"	24'-0"	240 SQ FT	25½"	18"	9"	26½"	2½"	2¼"X96"	13'

REINFORCEMENT SCHEDULE				
MARK	NO.	LEN.	TYPE	
402	12"c/c	8'-6"	103	2'-6"
801	8	D_T-6"	STR.	103

NOTES

GENERAL

MAXIMUM SIGN AREAS AND ARM LENGTHS SHOWN IN TABLE, ARE FOR BALANCED DESIGN ($C_1 = C_2$).

FOR UNBALANCED DESIGN ($C_1 \geqq C_2$), THE PRODUCT OF THE ACTUAL SIGN AREA (C_1 H or C_2 H) TIMES 1/2 OF ACTUAL ARM (1/2 C_1 or 1/2 C_2) SHALL BE LESS THAN THE PRODUCT OF 45% OF MAXIMUM SIGN AREA TIMES 1/2 MAX ARM FOR BALANCED DESIGN. (0.45 H $2C_1$ $1/2C_1$ or 0.45 H $2C_2$ $1/2C_2$)

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS SHALL BE IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 13, 1961.

* FOUNDATION

THE TOP ELEVATION OF FOUNDATIONS SHALL BE VARIED SO AS TO MAINTAIN A MINIMUM CLEARANCE OF 17' BETWEEN THE BOTTOM OF THE SIGN AND THE HIGHWAY CROWN.

SOILS

THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY). FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

FINISH

ALL STRUCTURAL PORTIONS OF THE SIGN SUPPORTS, SIGN BRACKETS, HARDWARE AND CONDUIT SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH S.S. I-129.02 (EXCEPT AS OTHER WISE SHOWN).

MATERIALS

ALL MATERIALS TO BE FURNISHED SHALL BE IN ACCORDANCE WITH S.S. I-129.02 WITH THE FOLLOWING ADDITIONS:

TAPERED TUBES SHALL BE STEEL, SAE 1015 AND COLD ROLLED TO OBTAIN A MINIMUM YIELD STRENGTH OF 48,000PSI.
STEEL PIPE: 4" DIAMETER AND UNDER SHALL BE STEEL-ASTM-A120 OVER 4" DIAMETER SHALL BE ASTM-A53, GRADE B
ANCHOR BOLTS SHALL BE HIGH STRENGTH STEEL ASTM-A107, GRADE C-1035
HIGH STRENGTH CLAMPS SHALL BE STEEL-ASTM-A242

PAYMENT FOR CONDUIT

PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

REINFORCING STEEL

COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

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, INCIDATE THE BAR SIZE NUMBER.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

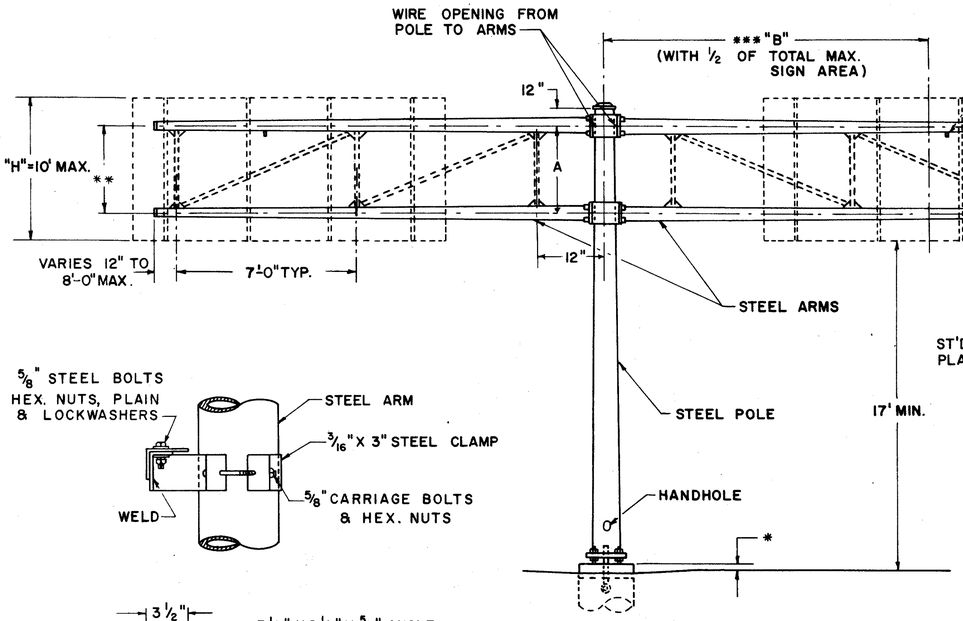
OVERHEAD SIGN SUPPORT	I-129 No.9.24	DATE 6-17-64

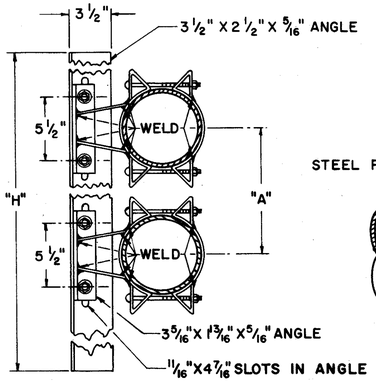
APPROVED _____
ENGINEER OF TRAFFIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

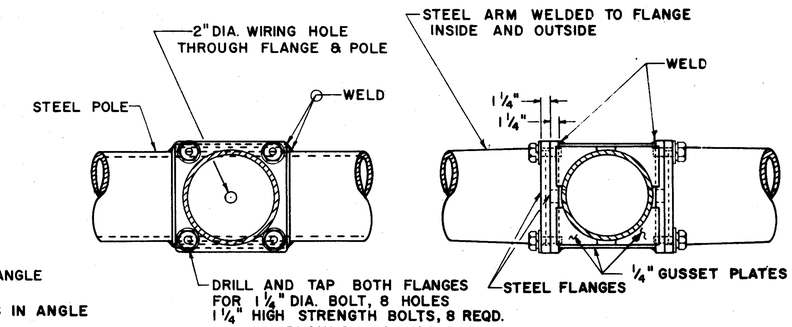
273/450

HAM-75-9.30

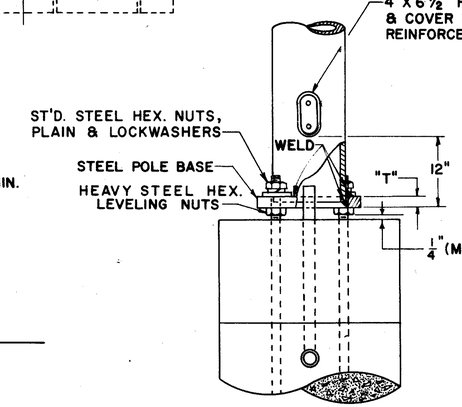


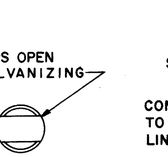


SIGN ATTACHMENT DETAIL

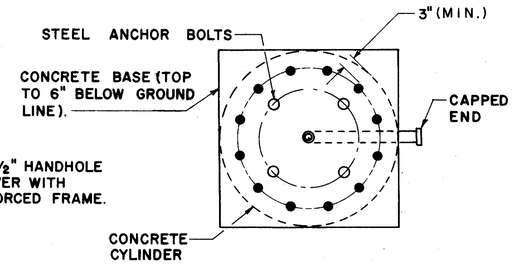


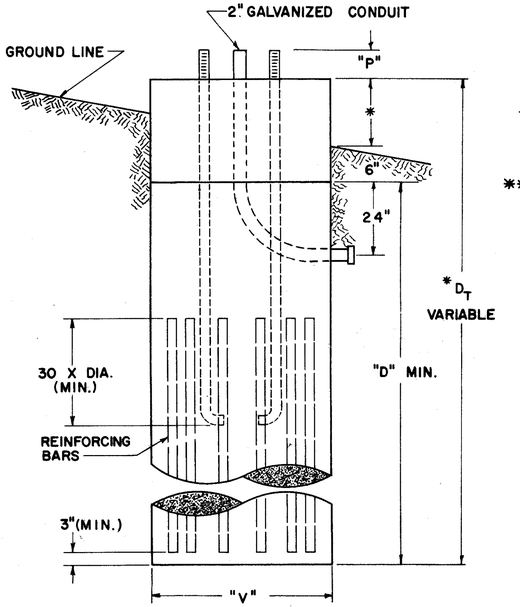
BEAM CONNECTION DETAIL





POLE DETAIL





FOUNDATION DETAIL

NOTES

FABRICATION - ALL PORTIONS OF THE SIGN SUPPORT INCLUDING SIGN ATTACHMENTS, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF A.S.T.M. DESIGNATIONS A-123 AND A-153. THE CONDUIT SHALL BE GALVANIZED IN ACCORDANCE WITH SEC. S-25.08 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS FOR PAYMENT.

* FOUNDATION - THE TOP ELEVATION OF ALL FOUNDATIONS SHALL BE BUILT UP 1'-0" ABOVE THE HIGHWAY CROWN.

** ERECTION - ARMS 20' AND OVER IN LENGTH SHALL BE TRUSS TYPE USING 3"X3"X⅜" ANGLES WELDED TO GUSSET PLATES WITH THE INSIDE EDGES OF THE ARMS PARALLEL.

*** VALUES OF "B" MAY BE EXCEEDED PROVIDED THE PRODUCT OF ACTUAL SIGN AREA TIMES THE DISTANCE FROM ℄ OF POLE TO ℄ OF SIGN DOES NOT EXCEED THE PRODUCT OF "B" TIMES ½ THE MAX. SIGN AREA.

GENERAL - THE MAX. SIGN AREA ON EACH SIDE OF THE POLE EQUALS ½ THE MAX. TOTAL AREA IN THE CHART.

MATERIAL - STEEL POLE BASES, AND FLANGES SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 30 GRADE B.
HIGH STRENGTH STEEL BOLTS SHALL CONFORM TO ASTM SPECIFICATION A 193 GRADE B 7.
AFTER FABRICATION TAPERED POLES AND ARMS SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

SOILS - THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY). FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL - REINFORCING STEEL AS SHOWN IN TABLE SHALL BE INSTALLED WHEN "D_T" EXCEEDS THE ANCHOR BOLT LENGTH BY MORE THAN 3 FT. THE COST AND PLACEMENT OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

DESIGN NO.	POLE SIZE	* * ARM SIZE	DIM. A	DIM. *** B	DIM. "D" MIN.	DIM. F	DIM. P	DIM. S	DIM. T	BOLT CIRCLE	ANCHOR BOLT SIZE	DIM. V	MAX SIGN AREA	REINF. BARS SIZE	REINF. BARS NO.
1	3ga. 18"X14.64"X 24'-0"	7ga., 5.7"X4.02"X 12'-0"	4'	8'	9'	18"	8⅜"	26½"	2"	25½"	2"X96"	3'-0"	160	¾"	12
2	3ga. 18"X14.64"X24'-0"	7ga., 6.9"X4.66"X 16'-0"	4'	12'	9'	18"	8⅜"	26½"	2"	25½"	2"X96"	3'-0"	160	¾"	12
3	0ga., 18"X14.64"X 24'-0"	7ga., 7.5"X5.82"X12'-0"	4'	8'	11'	18"	9⅜"	26½"	2½"	25½"	2¼"X108"	3'-0"	240	1"	12
4	0ga., 18"X14.64"X 24'-0"	7ga., 8.3"X6.06"X 16'-0"	4'	12'	11'	18"	9⅜"	26½"	2½"	25½"	2¼"X108"	3'-0"	240	1"	12
5	0ga., 18"X14.64"X 24'-0"	7ga., 10"X 7.2 "X 20'-0	4'	16'	11'	18"	9⅜"	26½"	2½"	25½"	2¼"X108"	3'-0"	220	1"	12
6	2ply 3ga., 18"X14.5"X 25'-0"	7ga., 10"X 7.48"X 18'-0"	6'	10'	14'	18"	11¼"	26½"	3"	25½"	3"X144"	3'-0"	360	1⅛"	12
7	2ply 3ga., 18"X14.5"X 25'-0"	7ga., 11"X 7.92" X 22'-0"	6'	14'	14'	18"	11¼"	26½"	3"	25½"	3"X144"	3'-0"	360	1⅛"	12
8	2ply 0ga., 18"X14.5"X 25'-0"	7ga., 12.5"X9.14"X 24'-0"	6'	14'	17'	18"	11¼"	26½"	3"	25½"	3"X168"	3'-0"	480	1¼"	12
9	2ply 0ga., 18"X14.5"X 25'-0"	3ga., 12.5"X8.58"X28'-0"	6'	18'	17'	18"	11¼"	26½"	3"	25½"	3"X168"	3'-0"	480	1¼"	12

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORT

I-129 No.10.48

DATE
11-2-61
1-18-62
3-30-62
4-18-62
5-19-64

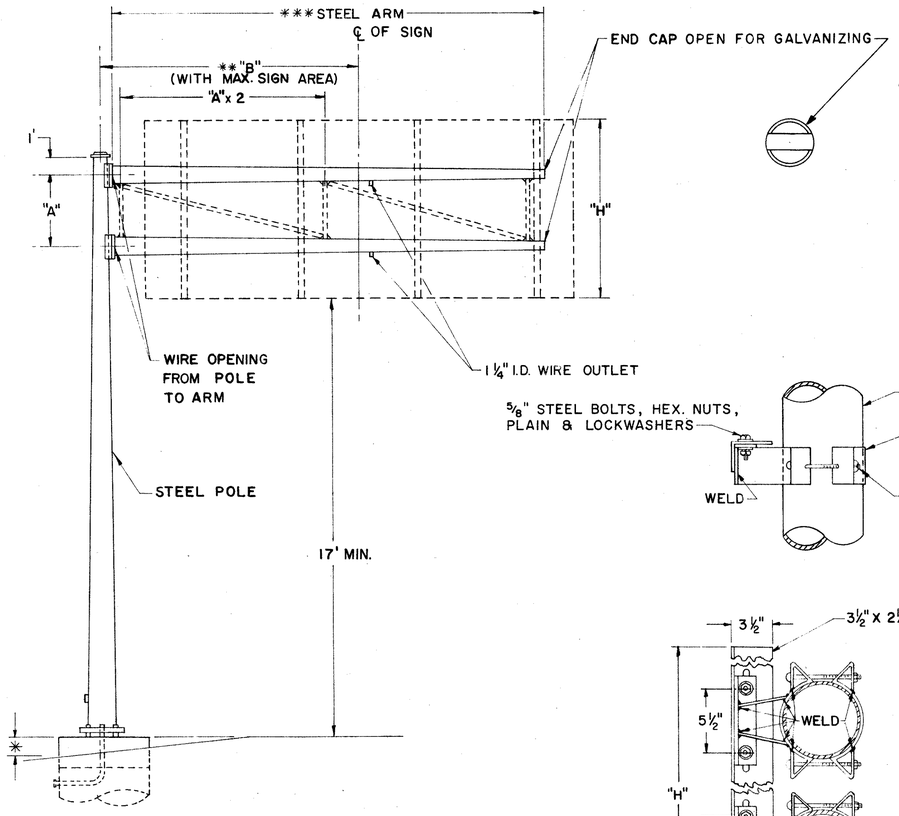
APPROVED Robert E. Comer
ENGINEER OF TRAFFIC

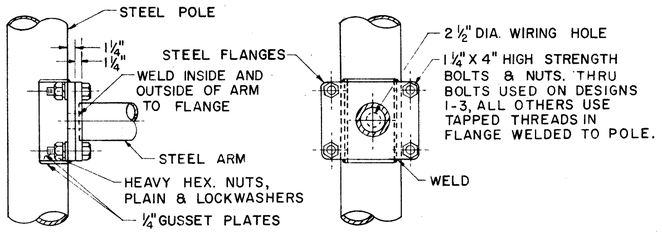
OVERHEAD SIGN SUPPORT I-129 No. 10.48

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)9	

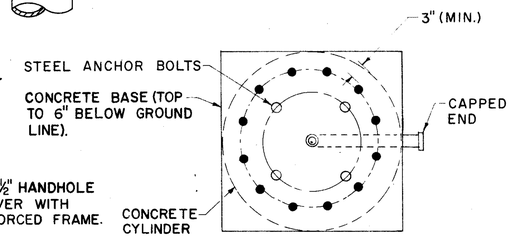
274
450

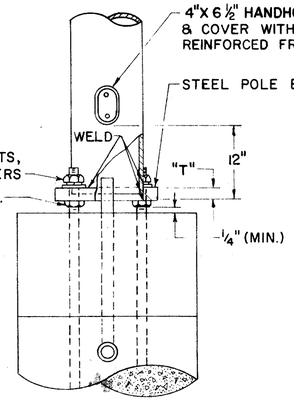
HAM.-75-9.30

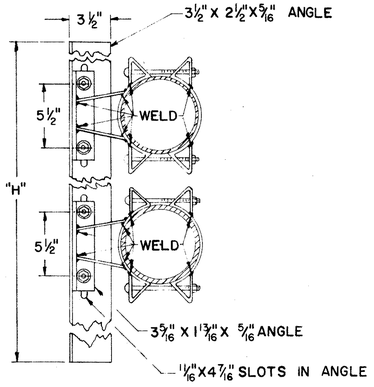


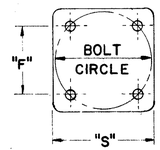


ARM ATTACHMENT









SIGN ATTACHMENT DETAIL

POLE DETAIL

DESIGN NO.	POLE SIZE	*** ARM SIZE	DIM A	DIM ** B	DIM "D" MIN.	DIM E	DIM F	DIM P	DIM * S	DIM T	BOLT CIRCLE	ANCHOR BOLT SIZE	MAX SIGN AREA	REINF. BARS SIZE	REINF. BARS NO.
1	3 Ga, 12" X 8.78" X 23'-0"	7Ga, 6.9"X 4.66"X16'-0"	4'	12'	9'	3'-0"	11 5/16"	7¾"	17"	2"	16"	1¾"X 90"	80	¾"	12
2	3 Ga, 12" X 8.78"X 23'-0"	7 Ga, 8" X 5.2" X 20'-0"	4'	16'	9'	3'- 0"	11 5/16"	7¾"	17"	2"	16"	1¾"X 90"	80	¾"	12
3	3 Ga, 15"X 11.5"X 25'- 0"	7 Ga, 8.3"X 6.06"X16'-0"	4'	12'	11'	3'-0"	15½"	8⅜"	23"	2"	22"	2"X 96"	120	1"	12
4	3 Ga, 16"X 12.5"X 25'-0"	3Ga, 9.2"X6.40"X20'-0"	4'	16'	11'	3'-0"	16 5/16"	8⅜"	24½"	2"	23½"	2"X96"	120	1"	12
5	0 Ga, 18"X 14.36"X26'-0"	7 Ga, 11"X 7.92"X 22'-0"	6'	14'	13'	3'-0"	18"	9⅜"	26½"	2½"	25½"	2¼"X120"	180	1⅛"	12
6	0 Ga, 18"X 14.36"X26'-0"	7 Ga, 12.5"X 8.86"X26'-0"	6'	18'	13'	3'-0"	18"	9⅜"	26½"	2½"	25½"	2¼"X120"	180	1⅛"	12
7	2 PLY 7 Ga, 18"X14.36"X26'-0"	7 Ga, 12.5"X9.14"X24'-0"	6'	14'	15'	3'- 0"	18"	9¾"	26½"	2½"	25½"	2½"X144"	240	1¼"	12
8	2 PLY ¼", 18"X14.36"X26'-0"	3 Ga, 12.5"X8.58"X28'-0"	6'	18'	15'	3'- 0"	18"	11¼"	26½"	3"	25½"	3"X144"	240	1¼"	12

FOUNDATION DETAIL

NOTES

FABRICATION - ALL PORTIONS OF THE SIGN SUPPORT, INCLUDING SIGN ATTACHMENTS, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF A.S.T.M. DESIGNATIONS A-123 AND A-153. THE CONDUIT SHALL BE GALVANIZED IN ACCORDANCE WITH SEC. S-25.08 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS FOR PAYMENT.

* FOUNDATION- THE TOP ELEVATION OF FOUNDATIONS SHALL BE VARIED SO AS TO MAINTAIN A MINIMUM CLEARANCE OF 17' BETWEEN THE BOTTOM OF THE SIGN AND THE HIGHWAY CROWN.

** ERECTION- VALUES OF "B" MAY BE EXCEEDED PROVIDED THE PRODUCT OF ACTUAL SIGN AREA TIMES THE DISTANCE FROM ℄ OF POLE TO ℄ OF SIGN DOES NOT EXCEED THE MAX. SIGN AREA TIMES "B".

*** ARMS 20' LONG OR LONGER ARE TO BE TRUSS TYPE WITH 3"X 3"X ⅜" ANGLES WELDED TO GUSSET PLATES.

MATERIAL- STEEL POLE BASES, FLANGES, AND END CAPS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 30 GRADE B. HIGH STRENGTH STEEL BOLTS SHALL CONFORM TO ASTM SPECIFICATION A 193 GRADE B7. AFTER FABRICATION TAPERED POLES AND ARMS SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

SOILS- THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY). FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY- 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL- REINFORCING STEEL AS SHOWN IN TABLE SHALL BE INSTALLED WHEN "D_T" EXCEEDS THE ANCHOR BOLT LENGTH BY MORE THAN 3 FT. THE COST AND PLACEMENT OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORT

I-129 No.12.24

DATE 6-18-61 4-11-62

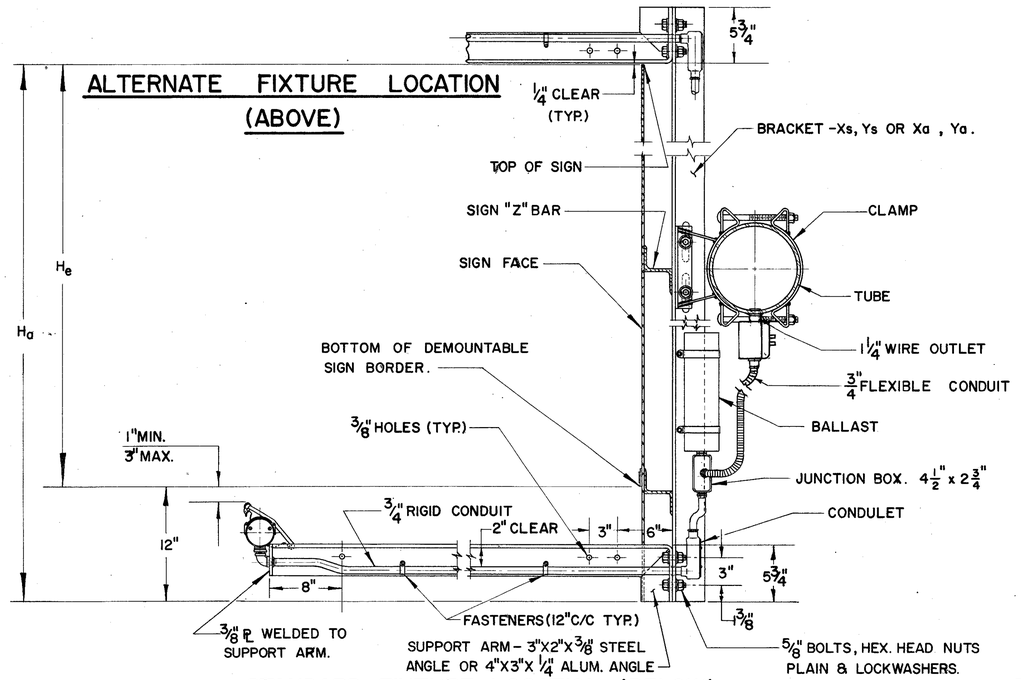
APPROVED Robert E. Comer
ENGINEER OF TRAFFIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)9	

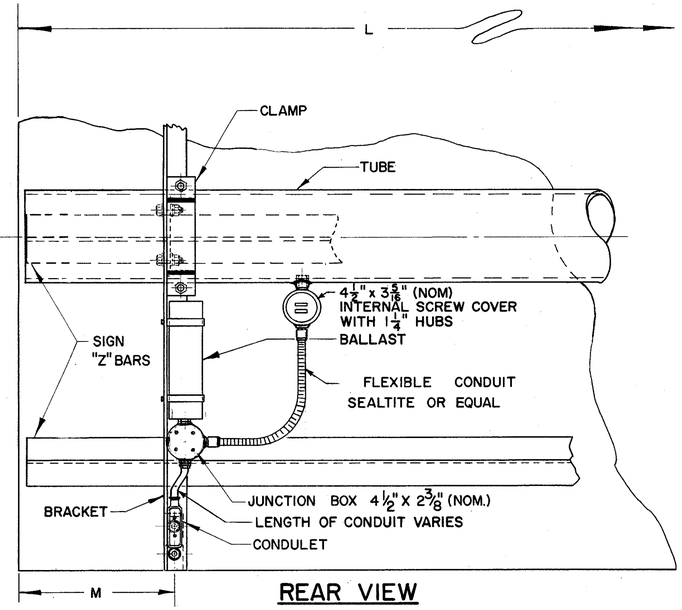
275
450

HAM-75-9.30

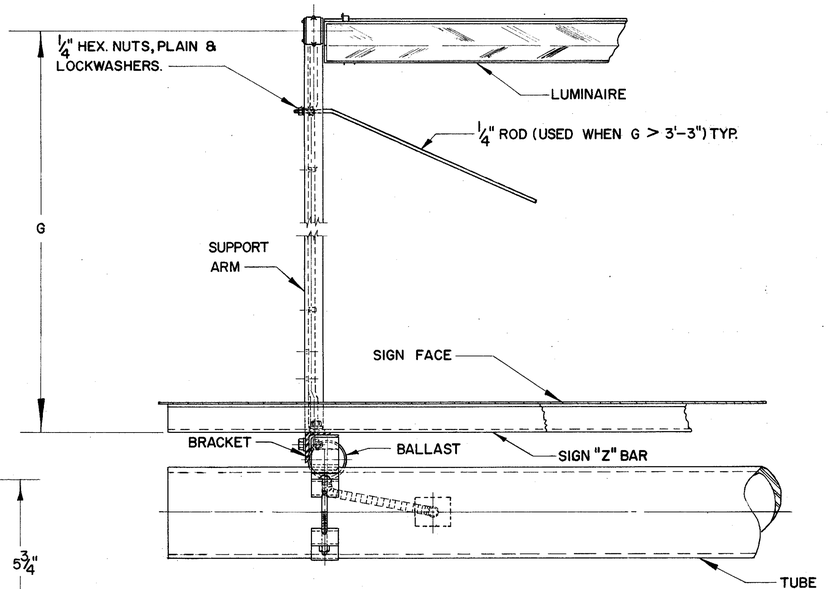
ALTERNATE FIXTURE LOCATION (ABOVE)



STANDARD FIXTURE LOCATION (BELOW)



REAR VIEW



TOP VIEW

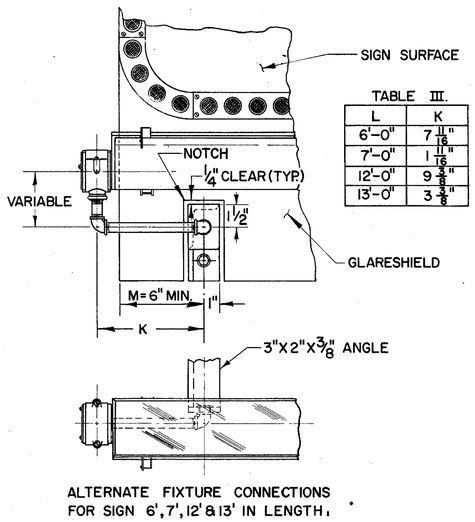
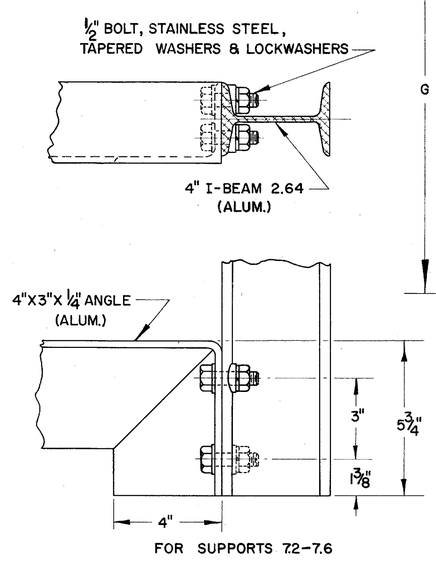


TABLE III.	
L	K
6'-0"	7 11/16"
7'-0"	1 11/16"
12'-0"	9 5/8"
13'-0"	3 3/8"

ALTERNATE FIXTURE CONNECTIONS FOR SIGN 6', 7', 12' & 13' IN LENGTH.

DETAIL A.



FOR SUPPORTS 7.2-7.6

DETAIL B.

TABLE I.

"L" SIGN LENGTH		NUMBER OF FIXTURES		"M" EDGE DISTANCE				NO. BALLAST
				A		B		
A	B	75 PRES	99 PRES	LT.	RT.	LT.	RT.	
6'-0"	7'-0"	1		6"	6"	6"	6"	1
8'-0"	9'-0"	1		10 3/16"	10 1/4"	16 3/16"	16 1/4"	1
10'-0"	11'-0"		1	10 3/16"	10 1/4"	16 3/16"	16 1/4"	1
12'-0"	13'-0"	2		6"	6	6	6	1
14'-0"	15'-0"	2		8 5/16"	8 5/16"	14 5/16"	14 5/16"	1
16'-0"	17'-0"	1	1	8 5/16"	8 5/16"	14 5/16"	14 5/16"	1
18'-0"	19'-0"		2	8 5/16"	8 5/16"	14 5/16"	14 5/16"	1
20'-0"	21'-0"	3		7"	6 7/8"	13	12 7/8"	2
22'-0"	23'-0"	2	1	7"	6 7/8"	13	12 7/8"	2
24'-0"	25'-0"	1	2	7"	6 7/8"	13	12 7/8"	2
26'-0"	27'-0"		3	7"	6 7/8"	13	12 7/8"	2

Sn= Nominal Fixture Length, 72" & 96" respectively.
Sa= Actual Fixture Length, for mounting purposes, 75 3/8" and 99 3/8" respectively. (Slight variation for different manufacturers.)
M= Distance from edge of sign to ℄ of notch, min. 6". When the length of the sign minus 1'-0" is less than the sum of the actual fixture lengths, an offset "K" is used. For additional details see detail A and table III.

TABLE II

MAX. BRACKET SPACING FOR EXTERNALLY ILLUMINATED SIGNS

ACTUAL SIGN HEIGHT "Ha"	SUPPORT TYPES: 9.12, 11.08, 13.2, 7.2 — SINGLE TUBE DOUBLE TUBE LESS 36" C/C	9.24, 10.48, 12.24, 14.5, 15.8, 7.2 to 7.6 — DOUBLE TUBE C/C 36"-42"	C/C 48'-54"	C/C 60"-72"
	MAXIMUM BRACKET SPACING			
to 5'-0"	6'-4" with X 8'-4" with Y	8'-4" with X	8'-4" with X	8'-4" with X
5'-6" to 8'-0"	6'-4" with Y	4'-2" with X 6'-4" with Y	6'-4" with X 8'-4" with Y	8'-4" with X
8'-6" to 10'-0"	3'-2" with X 4'-2" with Y	6'-4" with Y	6'-4" with Y	8'-4" with Y
10'-6" to 12'-0"	———	4'-2" with Y	6'-4" with Y	6'-4" with Y
12'-6" to 14'-0"	———	3'-2" with Y	3'-2" with Y	4'-2" with Y

Ha= ACTUAL SIGN HEIGHT
He= EFFECTIVE SIGN HEIGHT
BRACKET SIZE: Xs = 3 1/2" X 2 1/2" X 5/16" — L @ 6.1 LB. STEEL; Ys = 4" X 3 1/16" X 1/4" — Z @ 8.2 LB. STEEL } 9.12, 10.48, 11.08, 12.24, 14.5 & 15.8
Xa = 3" X 2 1/16" X 1/4" — Z @ 2.33 LB. ALUM.; Ya = 4" X 2 2/32" X 3/16" — I @ 2.64 LB. ALUM. } 7.2 Thru 7.6
BRACKET LENGTH: WITH FIXTURE ABOVE = Ha + 0'-6" = He + 0'-6"
WITH FIXTURE BELOW = He = He + 1'-0"
WITHOUT FIXTURE SUPPORT ARM = Ha

WHEN MAX. ALLOWABLE SPACING IS LESS THAN ACTUAL FIXTURE LENGTHS, Sa, ADDITIONAL STANDARD BRACKETS MUST BE FURNISHED, EQUAL IN HEIGHT TO "Ha".

SUPPORTS 7.2 THROUGH 7.6 SHALL HAVE AN ALUMINUM FIXTURE ARM, 4"X3"X1/4" ANGLE. SEE DETAIL B. BOLTS AND ACCESSORIES SHALL BE STAINLESS STEEL.

FABRICATION — ALL STRUCTURAL COMPONENTS SHOWN ON THIS SHEET SHALL CONFORM TO SUPPLEMENT SPECIFICATIONS I-129.

MATERIALS — THE MATERIALS USED IN THE COMPONENTS SHOWN ON THIS SHEET SHALL BE IN CONFORMANCE WITH THE MATERIALS USED IN THE SIGN SUPPORT.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

STRUCTURAL DETAILS FOR EXTERNALLY ILLUMINATED SIGNS

EI-1

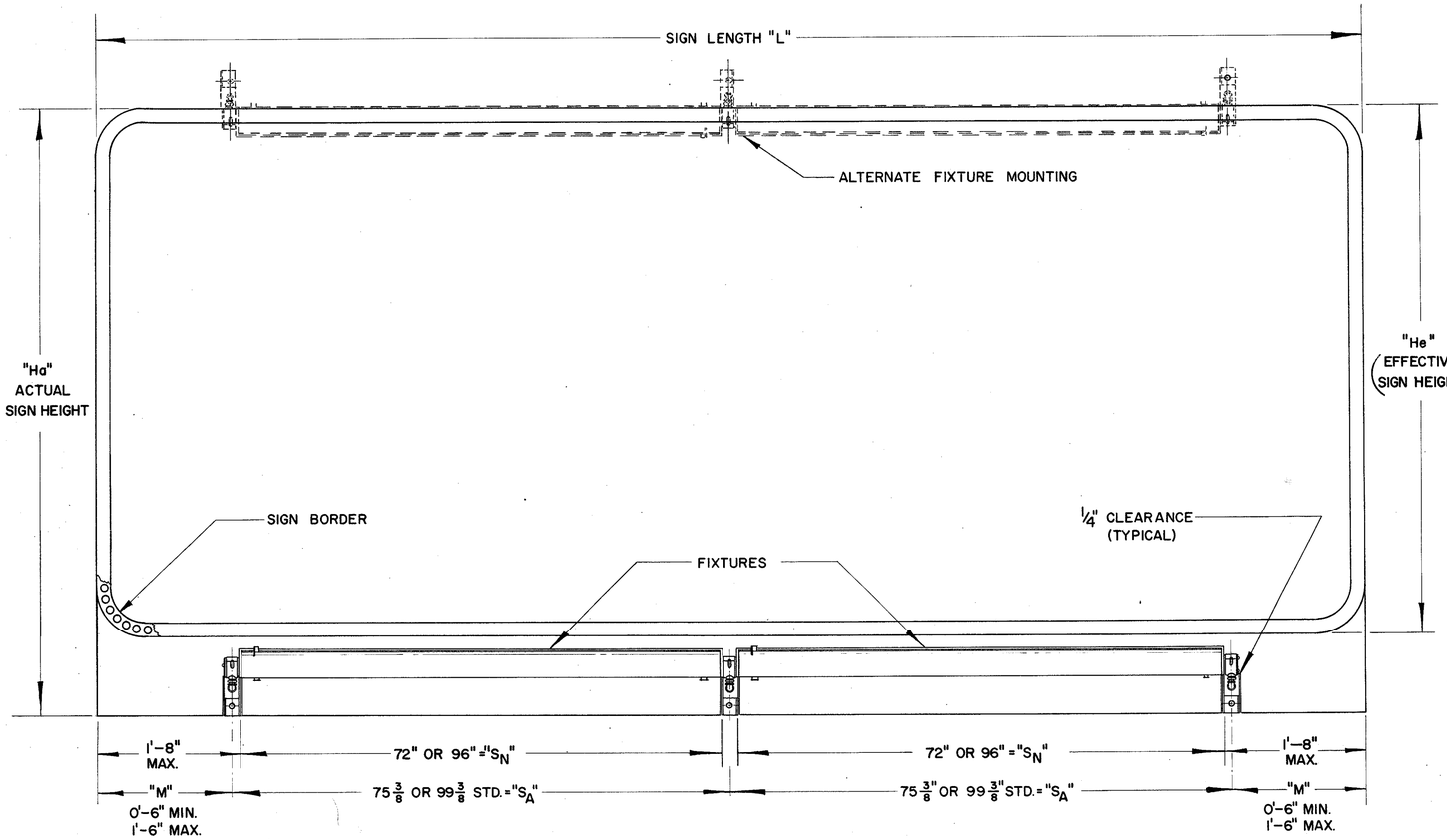
DATE 10-16-63 5-6-64

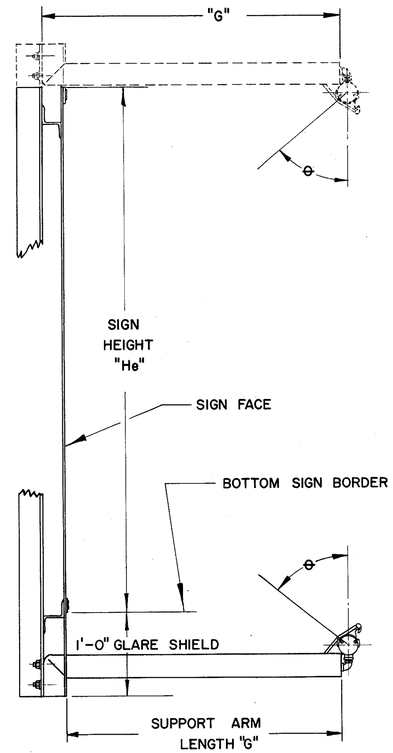
APPROVED _____ ENGINEER OF TRAFFIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)9	

276
450

HAM-75-9.30





SIGN LIGHTING NOTES

SIGN ILLUMINATION

SIGN ILLUMINATION SHALL BE BY ATTACHED FLUORESCENT FIXTURES AS SHOWN ON ILLUMINATED SIGN DETAIL SHEETS.

LAMPS

LAMPS SHALL BE TYPE F72 OR F96-T12/CW/HO AS MANUFACTURED BY WESTINGHOUSE, GENERAL ELECTRIC OR APPROVED EQUAL FOR SIGNS TO A MAXIMUM HEIGHT OF 6'-6". LAMP TYPE SHALL BE F72 OR F96-T12/CW/SHO AS MANUFACTURED BY WESTINGHOUSE, F72 OR F96-PG17/CW AS MANUFACTURED BY GENERAL ELECTRIC OR APPROVED EQUAL FOR SIGNS THAT ARE 7'-0" OR GREATER IN HEIGHT.

LAMP FIXTURES

LIGHTING FIXTURES SHALL BE CONSTRUCTED OF CORROSION RESISTANT MATERIALS OR WITH HIGH QUALITY CORROSION RESISTANT FINISH. ALL FIXTURES SHALL BE SPECIFICALLY DESIGNED FOR OUTDOOR SIGN LIGHTING SERVICE. MAJOR COMPONENTS SHALL INCLUDE WEATHERPROOF CAST ALUMINUM MOUNTING HUBS DESIGNED TO SECURELY LOCK THE FIXTURES AT ANY ANGLE THROUGH 360 DEGREES. INDICATORS IN 10 DEGREE INCREMENTS SHALL BE STAMPED OR CAST INTO THE HUB TO FACILITATE PROPER AIMING OF THE FIXTURE. FINAL ADJUSTMENT OF FIXTURE SHALL BE DONE AT NIGHT UNDER THE PROJECT ENGINEER'S DIRECTION.

THE BODY DESIGN OF THE FIXTURE SHALL PROVIDE AN ASYMMETRIC SPECULAR ALZAK REFLECTOR TO GIVE A HIGH LEVEL OF UNIFORM ILLUMINATION AND SHALL PROVIDE A WIREWAY FROM END TO END. WHEN ADJACENT FIXTURES ARE WIRED TOGETHER THROUGH THE WIREWAY, WIRE BETWEEN FIXTURES SHALL BE ENTIRELY ENCLOSED.

EXTERIOR FINISH OF THE FIXTURE BODY SHALL BE INTERSTATE GREEN COLOR, HEAT RESISTANT BAKED ENAMEL AS #8950 UNIVERSAL PAINT AND VARNISH INC., OR APPROVED EQUAL. REFLECTOR, LAMP AND SOCKETS SHALL BE PROTECTED BY A HINGED DOOR OF CLEAR ACRYLIC PLASTIC WITH ALUMINUM OR STAINLESS STEEL FRAME AND NEOPRENE GASKETING.

BALLASTS

BALLASTS FOR FIXTURES SHALL BE WEATHER-PROOF OUTDOOR TYPE FOR A 120 VOLT 60 CYCLE SYSTEM AND SHALL PROVIDE LAMP STARTING AT AN AMBIENT TEMPERATURE OF -20°F.

EFFECTIVE SIGN HEIGHT "H"	SUPPORT ARM LENGTH "G"	APPROX. AIMING ANGLE θ
3'-0" to 5'-0"	2'-9"	25°
5'-0" to 6'-6"	3'-3"	25°
7'-0" to 10'-0"	4'-3"	17°
10'-6" to 13'-0"	5'-9"	23°

"L" SIGN LENGTH	NO. OF FIXTURES			He=3'-0" to 6'-6" LAMP=T12/cw/ho			He= 7'-0" to 13'-0" LAMP= T12/cw/sho		
	72	96		BALLAST NO.	BALLAST TYPE	WATTAGE PER SIGN	BALLAST NO.	BALLAST TYPE	WATTAGE PER SIGN
6'-0" to 7'-0"	1			1	A	190	1	C	250
8'-0" to 9'-0"	1			1	A	190	1	C	250
10'-0" to 11'-0"			1	1	A	190	1	C	250
12'-0" to 13'-0"	2			1	B	250	1	D	425
14'-0" to 15'-0"	2			1	B	250	1	D	425
16'-0" to 17'-0"	1		1	1	B	250	1	D	425
18'-0" to 19'-0"			2	1	B	250	1	D	425
20'-0" to 21'-0"	3			2	A&B	440	2	C&D	675
22'-0" to 23'-0"	2		1	2	A&B	440	2	C&D	675
24'-0" to 25'-0"	1		2	2	A&B	440	2	C&D	675
26'-0" to 27'-0"			3	2	A&B	440	2	C&D	675

BALLASTS

TYPE	MANUFACTURERS G.E.	MANUFACTURERS JEFFERSON	WATTAGE
A	GG 3583	257-151	190
B	GG 3535	257-171	250
C	GG 3585	257-231	250
D	GG 3588	257-181	425

BALLASTS SHALL BE GENERAL ELECTRIC, JEFFERSON AS SPECIFIED ABOVE OR EQUAL.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

ELECTRICAL DETAILS FOR EXTERNALLY ILLUMINATED SIGNS

EI-2

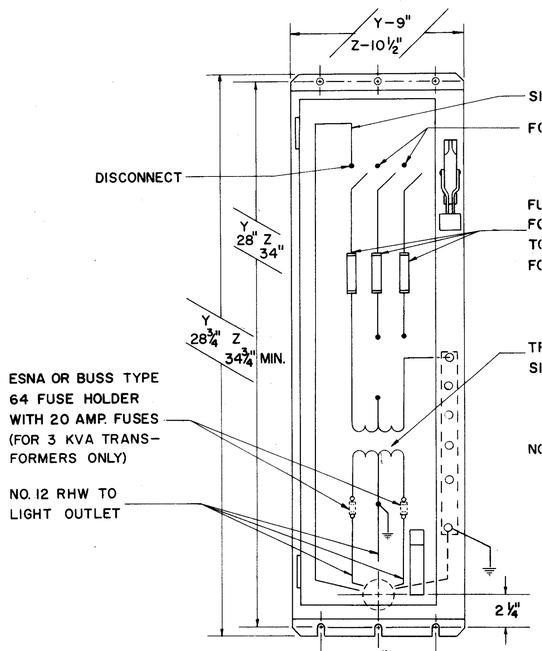
DATE 10-31-63 5-6-64

APPROVED _____
ENGINEER OF TRAFFIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

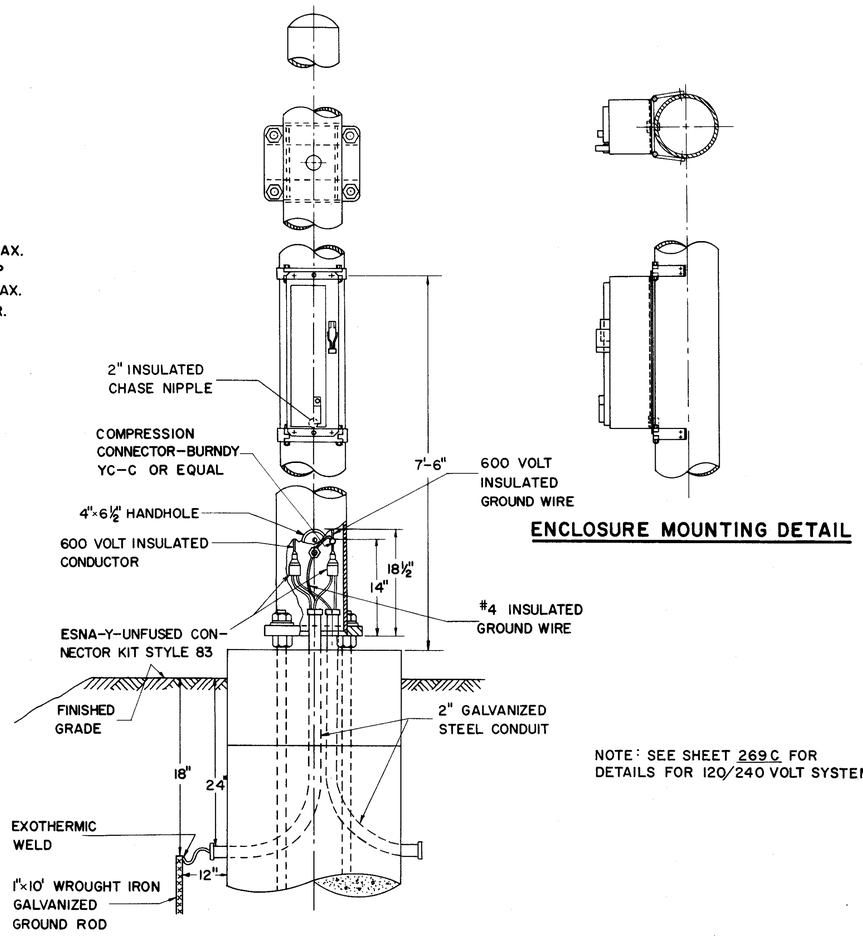
277
450

HAM-75-9.30



TYPICAL ENCLOSURE DETAIL

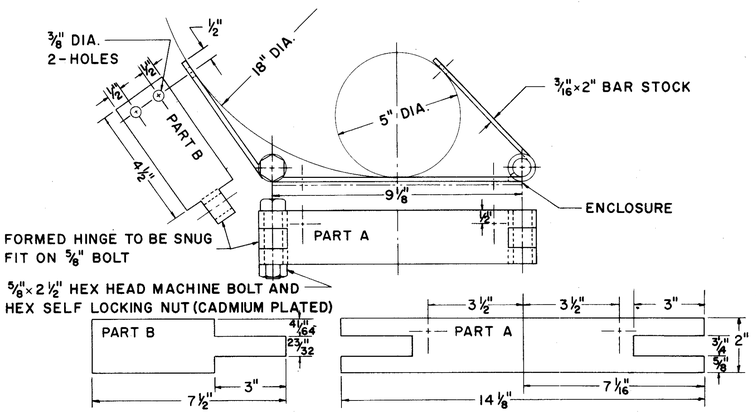
480 VOLT SIGN LIGHTING SERVICE



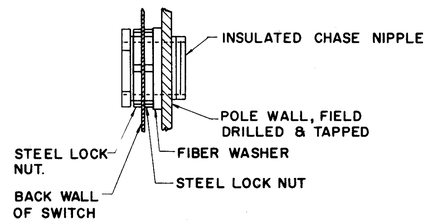
SIGN SUPPORT DETAIL FOR ILLUMINATED SIGNS

ENCLOSURE MOUNTING DETAIL

NOTE: SEE SHEET 269C FOR DETAILS FOR 120/240 VOLT SYSTEMS.



ENCLOSURE MOUNTING BRACKET



CHASE NIPPLE ASSEMBLY DETAIL

NOTES

GENERAL

DETAILS OF THIS SHEET SHALL APPLY TO EACH OVERHEAD SIGN STRUCTURE TO SUPPORT EXTERNALLY ILLUMINATED SIGNS.

SERVICE

ELECTRIC SERVICE SHALL ENTER THROUGH A 2" GALVANIZED RIGID STEEL CONDUIT INSTALLED IN STRUCTURE FOUNDATION AS PER DETAIL. SIGN SERVICE OR CIRCUITRY SHALL BE CONTROLLED AS REQUIRED BY THE SYSTEM DESIGN AT THE PRIMARY SOURCE.

SERVICE CONDUCTORS SHALL BE THE SIZE AND TYPE AS SPECIFIED.

COMBINATION SWITCH AND TRANSFORMER

(TYPE Y OR Z ENCLOSURE REQUIRED AS PER SCHEDULE ON THIS SHEET)

THIS COMBINATION SHALL BE A 30 OR 60 AMPERE 600 VOLT SWITCH WITH A .25 TO 3.0 KVA TRANSFORMER. THE COMBINATION AND ENCLOSURE SHALL BE AS SQUARE D CLASS 9421, COLUMBUS ELECTRIC WORKS CLASS 101, PANALS INCORPORATED-CLASS 9400, OR APPROVED EQUAL.

TRANSFORMER

THE TRANSFORMER SHALL BE DRY TYPE SINGLE FACE 240/480 VOLT PRIMARY 120/240 VOLT SECONDARY, THE TYPE AND CAPACITY AS SPECIFIED IN DETAILED SCHEDULE ON THIS SHEET.

ENCLOSURE

THE ENCLOSURE SHALL BE NEMA #4 WATER TIGHT .063 GAGE STAINLESS STEEL ASTA 302-303. A DISCONNECT HANDLE SHALL BE FLANGE MOUNTED AND CAPABLE OF BEING LOCKED IN EITHER POSITION. THE ENCLOSURE SHALL BE EQUIPPED WITH A DOOR LOCKING MECHANISM WITH A DEFEATER THAT NECESSITATES TWO HANDS TO OPERATE MECHANISM WITH THE SWITCH IN OFF POSITION. SPACE FOR A 2" INSULATED CHASE NIPPLE SHALL BE PROVIDED APPROXIMATELY 2¼" ABOVE THE CENTER LINE OF THE LOWER MOUNTING SLOT. THIS ENCLOSURE AND STRUCTURE SHALL BE FIELD DRILLED AND TAPPED FOR THE REQUIRED NIPPLE AS SHOWN ON THE DETAIL ON THIS SHEET.

THIS ENCLOSURE SHALL BE FLANGE MOUNTED ON BRACKETS WITH 5/16"-18×¾" HEX HEAD CADMIUM PLATED MACHINE BOLTS. ENCLOSURES SHALL BE TYPE Y OR Z AS SPECIFIED AND DIMENSIONED ON THIS SHEET.

ENCLOSURE MOUNTING BRACKET

THE ENCLOSURE MOUNTING BRACKET SHALL BE FABRICATED THEN GALVANIZED BEFORE ASSEMBLY. THE BRACKET SHALL BE FIELD MOUNTED WITH 5/16" HEX HEAD SELF TAPPING CADMIUM PLATED SCREWS. THE SIGN SUPPORT SHALL BE FIELD DRILLED, AS PER DETAIL.

WIRE AND CABLE

ALL WIRE AND CABLE UP TO AND INCLUDING #4 SHALL COMPLY WITH FAA TYPE A SPECIFICATIONS. #2 OR LARGER WIRE OR CABLE SHALL BE G.E. 58006 OR ANACONDA AP-10711, OR EQUAL. ALL WIRE AND CABLE SHALL BE 600 VOLT.

GROUNDING

EACH SIGN SUPPORT OR STRUCTURE SHALL BE GROUNDED WITH A #4 RUBBER INSULATION AND NEOPRENE JACKETED CONDUCTOR. THE GROUNDING CONDUCTOR SHALL BE CONNECTED TO THE SWITCH THEN TO THE COMPRESSION CONNECTOR IN THE SIGN SUPPORT THEN TO A 1"×10' GALVANIZED WROUGHT IRON GROUND ROD. GROUND CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO GROUND ROD AND THEN TAPED WITH PLASTIC ELECTRICAL TAPE AT EACH EXPOSED PORTION OF CONDUCTOR. THE WELDED CONNECTION AND TAPED PORTION SHALL BE PAINTED 2 COATS OF GLYPTAL INSULATING ENAMEL.

TRANSFORMERS

TYPE	MANUFACTURERS		OUTPUT K.V.A.	SWITCH TRANSFORMER ENCLOSURE
	G.E.	JEFFERSON		
I	9T51Y7	244-241	.25	Y
II	9T51Y8	244-251	.50	Y
III	9T51Y9	244-261	.75	Y
IV	9T51Y10	244-401	1.00	Z
V	9T51Y11	244-411	1.50	Z
VI	9T51Y12	244-421	2.00	Z
VII	9T51Y13	244-431	3.00	Z

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

ELECTRICAL SIGN SERVICE DETAILS 480 VOLT SYSTEM

ES-3A

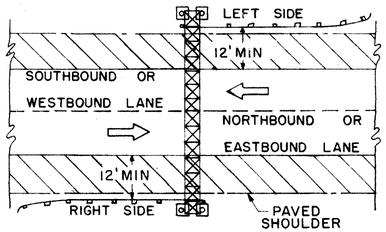
DATE 6-18-64

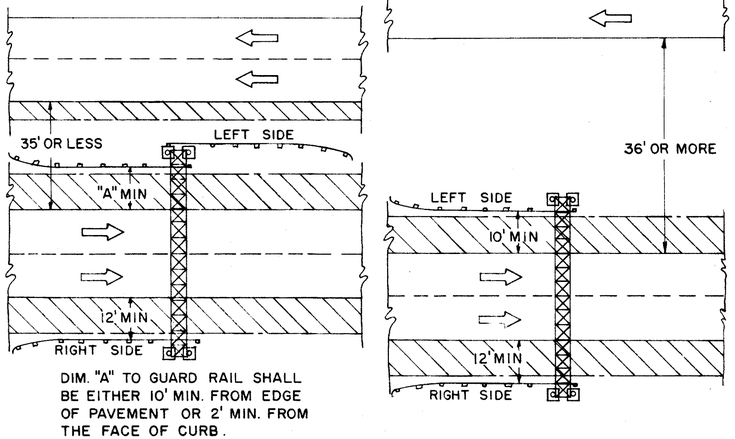
APPROVED _____
ENGINEER OF TRAFFIC

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

278
450

HAM-75-9.30

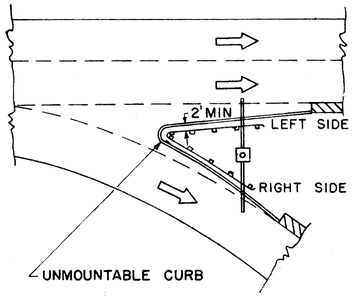




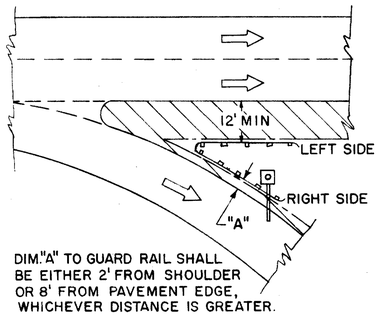
DIM. "A" TO GUARD RAIL SHALL BE EITHER 10' MIN. FROM EDGE OF PAVEMENT OR 2' MIN. FROM THE FACE OF CURB.

MULTIPLE LANE UNDIVIDED

FOUR LANE DIVIDED



(CURB SECTION)



DIM"A" TO GUARD RAIL SHALL BE EITHER 2' FROM SHOULDER OR 8' FROM PAVEMENT EDGE, WHICHEVER DISTANCE IS GREATER.

(SHOULDER SECTION)

BIFURCATION

NOTES

GENERAL

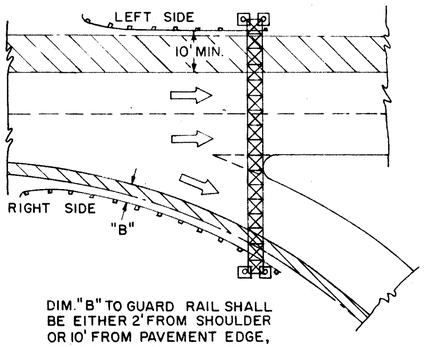
PROTECTIVE GUARD RAIL FOR OVERHEAD SIGN STRUCTURES SHALL CONFORM TO SEC. I-15, FOR STEEL BEAM TYPE (DEEP).

AT LOCATIONS WHERE GUARD RAIL IS IN PLACE, THE SIGN SUPPORT FOUNDATIONS SHALL BE ERECTED BEHIND EXISTING GUARD RAIL.

A MINIMUM OF SIX GUARD RAIL POSTS IS REQUIRED IN ADVANCE OF THE SIGN SUPPORT.

THE LENGTH OF GUARD RAIL DEPENDS ON THE POST SPACING. (EXAMPLE: FOR A SINGLE LINE OF GUARD RAIL IN ADVANCE OF A SIGN SUPPORT, THE MINIMUM LENGTH IS 50 FT. FOR A POST SPACING OF 6'-3", 100 FT. FOR A POST SPACING OF 12'-6".)

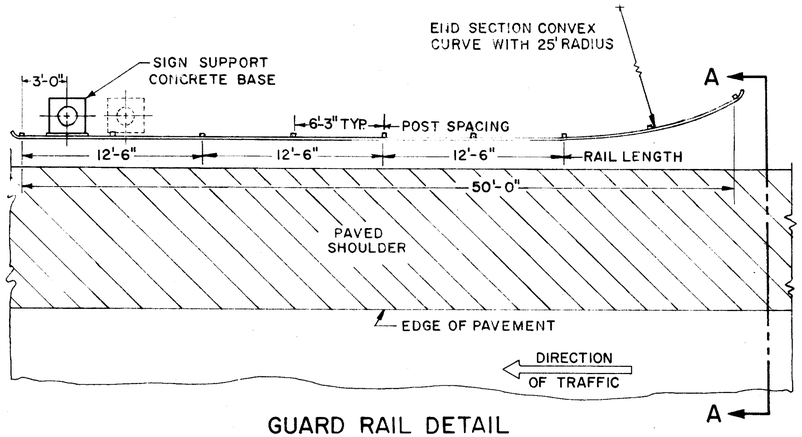
WHERE PROPOSED GUARD RAIL FLARES ARE CONSTRUCTED OF RAIL ELEMENTS WHICH HAVE NOT BEEN FABRICATED EXACTLY TO FIT THE CURVATURE SHOWN ON THE PLANS. THE TWO END POSTS OF EACH FLARED SECTION SHALL BE ENCASED IN A MINIMUM 4" THICKNESS OF CLASS "E" CONCRETE FOR THE FULL DEPTH OF THE POST BELOW THE GROUND LINE. PAYMENT FOR ENCASEMENT, IF REQUIRED, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE GUARD RAIL.



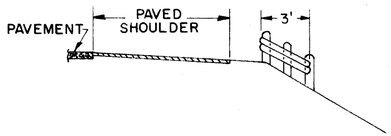
DIM."B" TO GUARD RAIL SHALL BE EITHER 2' FROM SHOULDER OR 10' FROM PAVEMENT EDGE, WHICHEVER DISTANCE IS GREATER.

(ROADWAY SPAN)

BIFURCATION



GUARD RAIL DETAIL



SECTION A-A

DESIGN

THE DESIGN OF GUARD RAIL PROTECTION FOR OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

GUARD RAIL

I-129
I-15

DATE
4-8-60
6-20-60
1-2-62
4-18-62

APPROVED Robert E. Conner
ENGINEER OF TRAFFIC

GUARD RAIL FOR OVERHEAD SIGN SUPPORTS

TOTAL SHEETS	STATE	SHEET	
2	OHIO	I-75-1(62)9	

279
450

HAM.-75-9.30

C = City of Cincinnati, normal participation

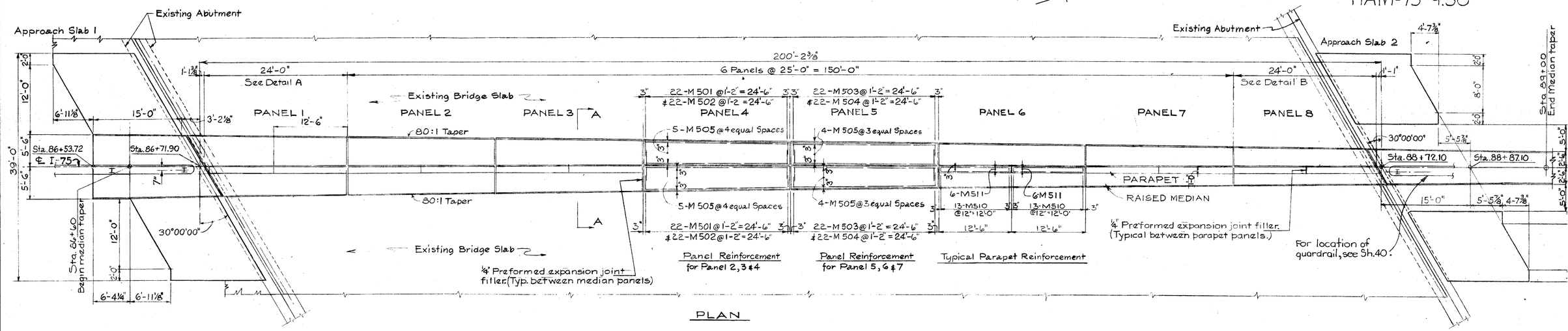
SIGN NUMBER																					Sheet 269 B	In Pull Boxes	In Pull Boxes	TOTALS NORMAL PARTICIPATION CINCINNATI	TOTALS NORMAL PARTICIPATION OTHER	ITEM	QUAN.	UNIT	DESCRIPTION
1	2	3 C	4 C	5 C	6	7	8	9	10	11	12	13	14	15 C	16 C	17	18	19	20	21	22								
																	36.0	28.0	36.0	28.0					128	I-128	128	Sq.Ft.	Sign Erection, Groundmounted Guide Signs
	93.5	93.5	325.5	84.5	90.0	270.0	104.0	82.5	192.00	96.0	67.5	93.5	283.0	178.5	396.0	225.0					332.0			1078.0	1929.0	I-128	3007	Sq Ft.	Sign Erection, Overhead Guide Signs
																						93		48	45	I-127	93	Each	Delineators, Type A-1, Post Mounted,
																						98		29	69	I-127	98	Each	Delineators, Type C-2, Post Mounted,
																						2		1	1	I-127	2	Each	Delineators, Type C-3, Post Mounted,
																	33.42	33.08	27.83	27.83						I-129	122	Lin.Ft.	Structural Supports, Steel Beam GB 8.5
																	0.2	0.2	0.2	0.2					0.8	I-129	0.8	Cu.Yd.	Concrete Foundations for Ground Mtd. Supports.
	3.2	3.2	9.6	3.2	3.2	9.2	3.2	3.7	9.3	3.2	3.2	3.7	5.0	3.9	10.1	3.0					8.8			30.0	58.7	I-129	88.7	Cu.Yd.	Concrete Foundations for Overhead Sign Supports
									1																1	I-129	1	Each	Overhead Sign Supports No. 7.4 Design 1, 64' Span
			1																					1		I-129	1	Each	Overhead Sign Supports No. 7.5 Design 3, 83' Span
																					1				1	I-129	1	Each	Overhead Sign Supports No. 7.5 Design 4, 91'-6" Span
															1									1		I-129	1	Each	Overhead Sign Supports No. 7.6 Design 2, 72'-6" Span
						1																			1	I-129	1	Each	Overhead Sign Supports No. 7.4 Design 2, 83' Span
										1															1	I-129	1	Each	Overhead Sign Supports No. 9.24, Design 3, 8'-0" Arms
																1									1	I-129	1	Each	Overhead Sign Supports No. 1048 Des. 2, 15'0" and 12' Arms
													1												1	I-129	1	Each	Overhead Sign Supports No. 1048 Des. 9, 26' and 18'-0" Arms
											1														1	I-129	1	Each	Overhead Sign Supports No. 12.24 Design 4, 22' Arms
	1	1		1	1		1	1																2	4	I-129	6	Each	Overhead Sign Supports No. 12.24 Design 4, 20' Arms
														1										1		I-129	1	Each	Overhead Sign Supports No. 12.24 Design 5, 19'-0" Arms
												1													1	I-129	1	Each	Overhead Sign Supports No. 12.24 Design 5, 26' Arms
	50								100	50	50		50												300	I-15	300	Lin.Ft.	Guard Rail, Steel Beam Standard Type (Deep) as per Plan
			150											50	50									250		I-15	250	Lin.Ft.	Guard Rail, Steel Beam Std. Type (Deep) Galvanized as per Plan
	2350							15																	2365	S-25	2365	Lin. Ft.	Preassembled Polyethylene Duct, w/two (2) No.2 Conductors, As per Plan
			1240	115			25						45	1050	3100									5505	70	S-25	5575	Lin. Ft.	Preassembled Polyethylene Duct, w/three (3) No.2 Conductors, As per plan
	765	155	400												770	180								1325	945	S-25	2270	Lin. Ft.	Circuit Cable, Single Conductor
				105									45		773									878	45	S-25	923	Lin. Ft.	Trenching & Backfill
		70														55								70	55	S-25	125	Lin. Ft.	2" Galvanized Conduit
	2	2	3	3			3	2			1	1	3		3	3						10	19	30	25	S-25	55	Each	ESNA Connectors Style 51 Unfused, As per plan
					3	3			2	2	2	2		3							2	2	5	8	18	S-25	26	Each	ESNA Connectors Style 83 Unfused, As per plan
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					1			5	12	S-25	17	Each	Sign Support Ground Rod & Wire Connection As per plan
	1	1	1	1		3	1	1	1	1	1	1	1		1						1			4	12	S-25	16	Each	Sign Ballasts Type B, As per Plan
															1	2								1	2	S-25	3	Each	Sign Ballasts Type C, As per Plan
			2		1				1				1	1	2	1					2			5	6	S-25	11	Each	Sign Ballasts Type D, As per plan
	1	1	1	2		6	1	2	1	1	2	1	1		2						6			6	22	S-25	28	Each	72" Light Fixtures with HO Lamps As per plan
	1	1	1				1		1	1		1	1											2	6	S-25	8	Each	96" Light Fixtures with HO Lamps As per plan
			3		2				2				1	1	5	4								9	9	S-25	18	Each	72" Light Fixtures with SHO Lamps As per plan
			1										1	1										2	1	S-25	3	Each	96" Light Fixtures with SHO Lamps As per plan
									1																1	S-25	1	Each	1.0 KVA 480/120 V Transformer
								1		1															2	S-25	2	Each	0.50 KVA 480/120 V Transformer
																					1				1	S-25	1	Each	1.50 KVA 480/120 V Transformer
																										S-25	Lump	Lump	Sign Wiring Complete As per plan
	1	1	1	1	1	1	1				1	1	1	1	1	1								5	8	S-25	13	Each	30 Ampere Fusible Disconnect Switch w/Type X Enclosure
								1		1															2	S-25	2	Each	30 Ampere Fusible Disconnect Switch w/Type Y Enclosure
									1												1				2	S-25	2	Each	30 Ampere Fusible Disconnect Switch w/Type Z Enclosure

SIGNING QUANTITIES

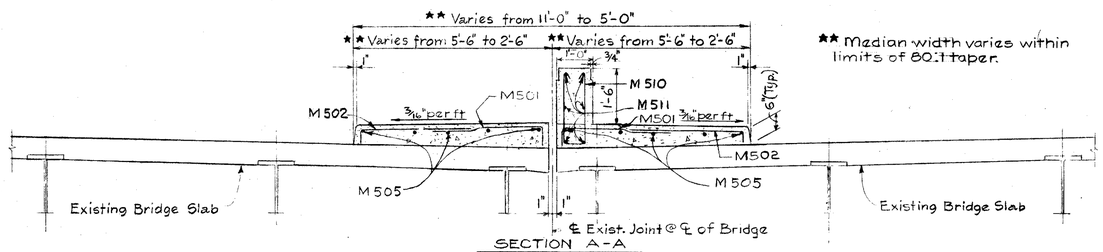
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

280
450

HAM-75-9.30



PLAN

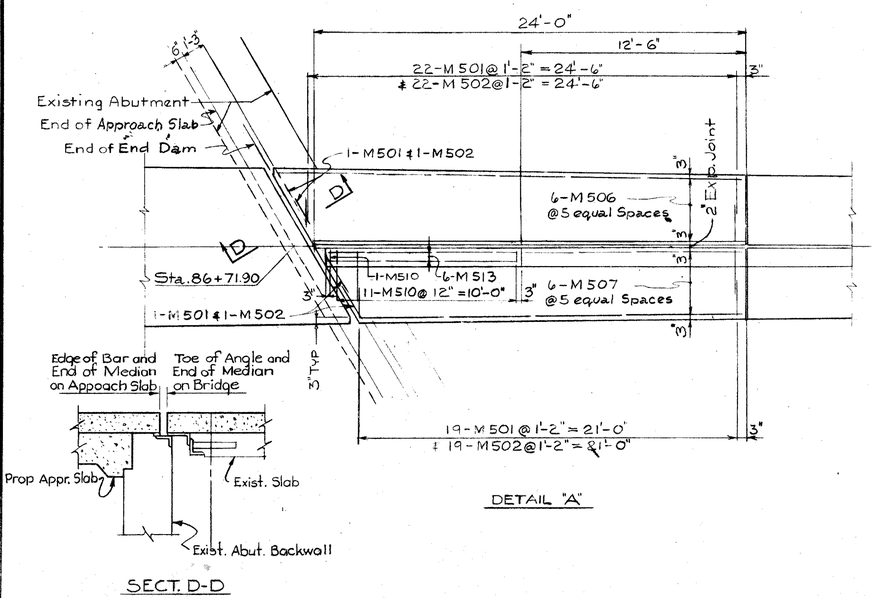


SECTION A-A

** Median width varies within limits of 80:1 taper.

ESTIMATED QUANTITIES	
ITEM	TOTAL
S-1 Class "C" Concrete	47 Cu. Yds.
S-4 Reinforcing Steel	6,288 Lbs.
S-9 1/4" Pref. Exp. Jt. Filler	57 Sq. Ft.

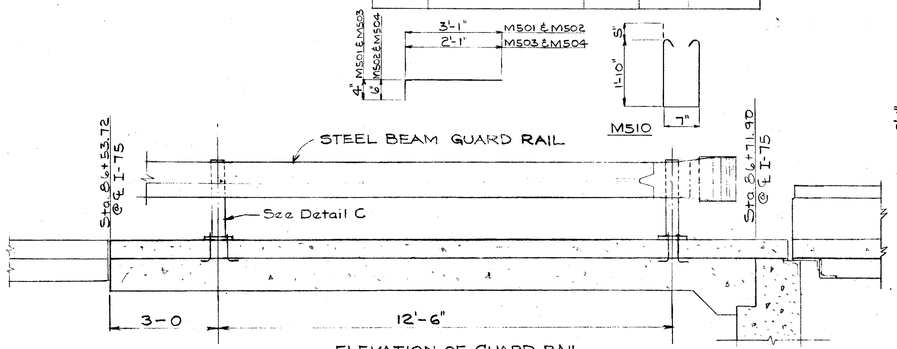
REINFORCING STEEL LIST				
Mark	Length	Shape	No.	Weight
M501	3'-5"	Bt.	175	624
M502	3'-7"	Bt.	175	654
M503	2'-5	Bt.	174	439
M504	2'-7"	Bt.	174	469
M505	24'-6"	Str.	54	1380
M506	Varies 23'-11" to 26'-0" Incr. 5" 1 ea.	Str.	6	156
M507	Varies 21'-2" to 23'-3" Incr. 5" 1 ea.	Str.	6	139
M508	Varies 22'-0" to 23'-4" Incr. 8" 1 ea.	Str.	3	71
M509	Varies 23'-10" to 25'-0" Incr. 7" 1 ea.	Str.	3	76
M510	5'-1"	Bt.	206	1092
M511	12'-0"	Str.	84	1051
M512	11'-3"	Str.	6	70
M513	10'-9"	Str.	6	67



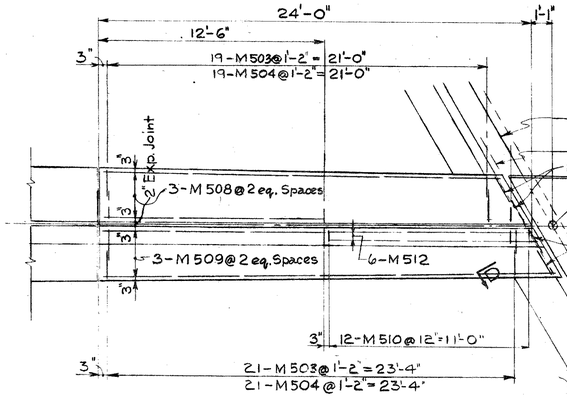
DETAIL "A"

SECT. D-D

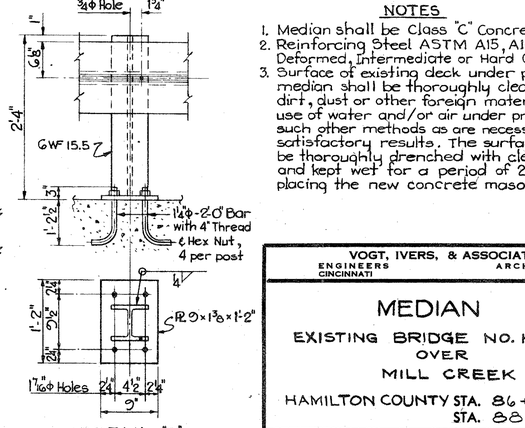
Guardrail and anchorage shall be included for payment on Roadway Plans under Item I-15, Guardrail.



ELEVATION OF GUARD RAIL
APPROACH SLAB 1



DETAIL "B"



DETAIL "C"

NOTES

1. Median shall be Class "C" Concrete.
2. Reinforcing Steel ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade.
3. Surface of existing deck under proposed median shall be thoroughly cleaned of all dirt, dust or other foreign materials by the use of water and/or air under pressure and such other methods as are necessary to secu satisfactory results. The surface shall the be thoroughly drenched with clean water and kept wet for a period of 2 hours befo placing the new concrete masonry.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

MEDIAN

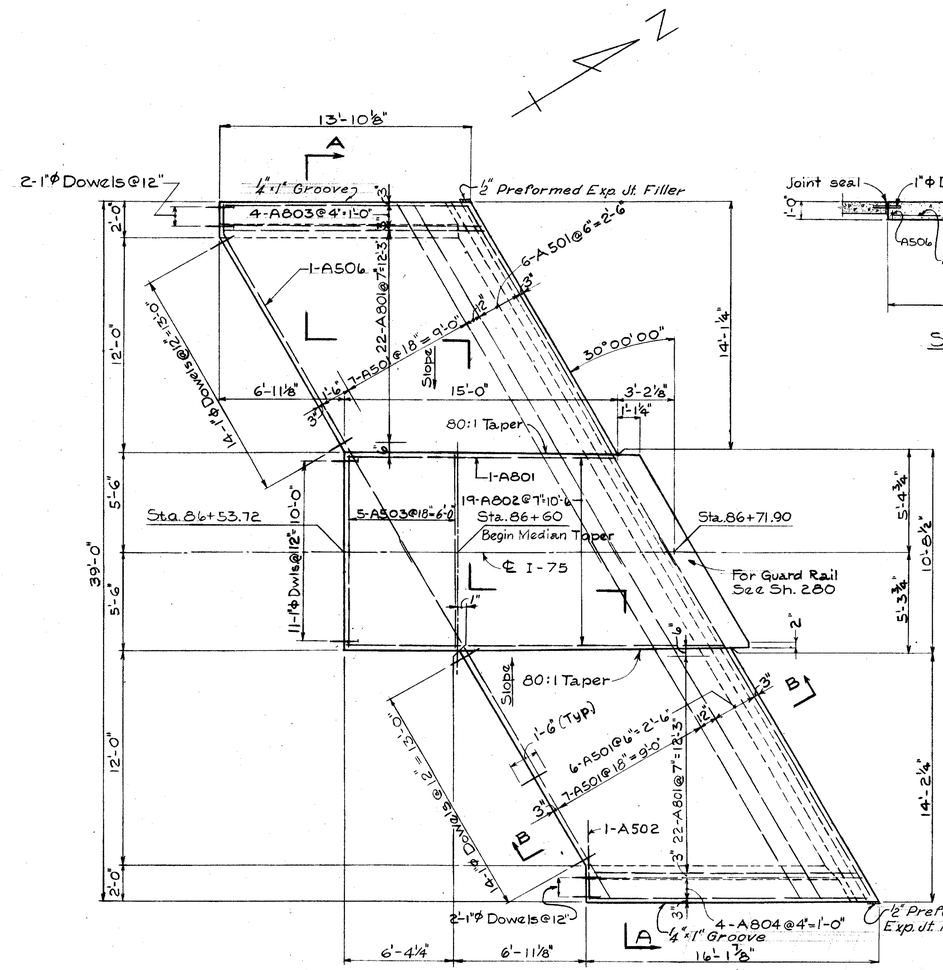
EXISTING BRIDGE NO. HA-25-9
OVER
MILL CREEK
HAMILTON COUNTY STA. 86+71.90
STA. 88+72.10

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.P.S.	M.P.S.	~	E.R.H.	J.A.D.	7-24-64	

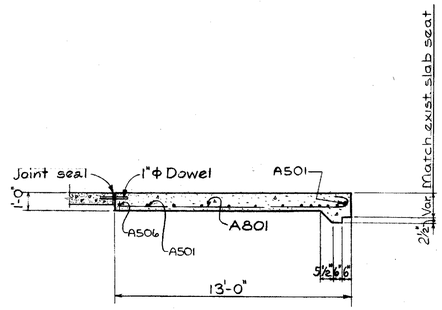
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

281
450

HAM - 75 - 9.30



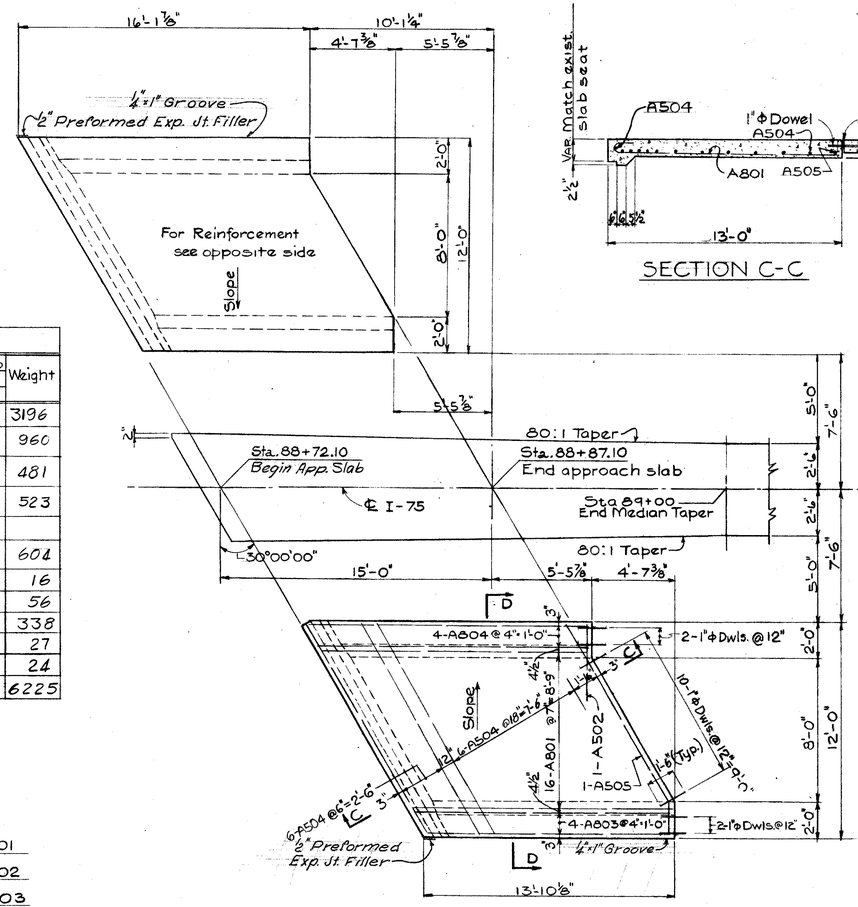
PLAN-APPROACH SLAB 1



SECTION B-B

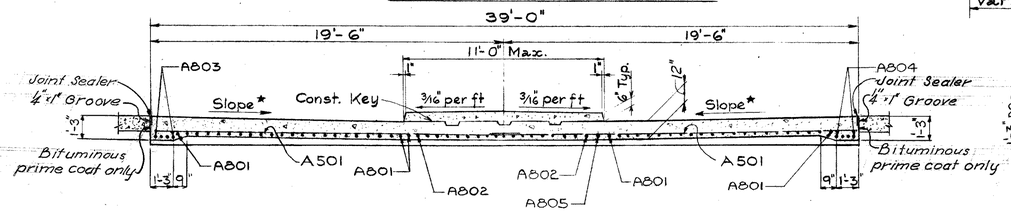
REINFORCING STEEL LIST					
Mark	Length	Shape	App. Slab 1 No.	App. Slab 2 No.	Weight
A801	15'-9"	Bt.	44	32	3196
A802	Varies 15'-11" to 21'-11" Incr. 4"	Bt.	19	–	960
A803	Varies 14'-9" to 15'-3" Incr. 2"	Bt.	4	8	481
A804	Varies 16'-1" to 16'-7" Incr. 2"	Bt.	4	8	523
A501	23'-2"	Str.	25	–	604
A502	5'-0"	Str.	1	2	16
A503	10'-8	Str.	5	–	56
A504	13'-6"	Str.	–	24	338
A505	13'-2"	Bt.	–	2	27
A506	22'-10	Bt.	1	–	24
TOTAL					6225

14'-8"	A801
Varies 14'-10" to 20'-10"	A802
Varies 13'-8" to 14'-2"	A803
Varies 15'-0" to 15'-6"	A804

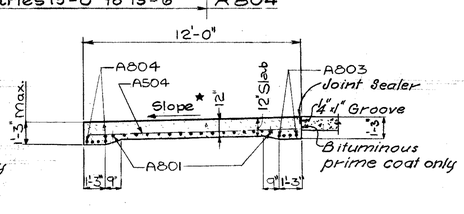


PLAN-APPROACH SLAB 2

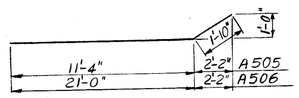
SECTION C-C



SECTION A-A



SECTION D-D



NOTES:

For "Notes and Details" see Std. Dwg. AS-1-54.
For Bridge Median Details see Sh. 280.
For Roadway Plan see Sh. 40.
*Slope to match *existing* Roadway Crown.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

APPROACH SLAB 1 & 2

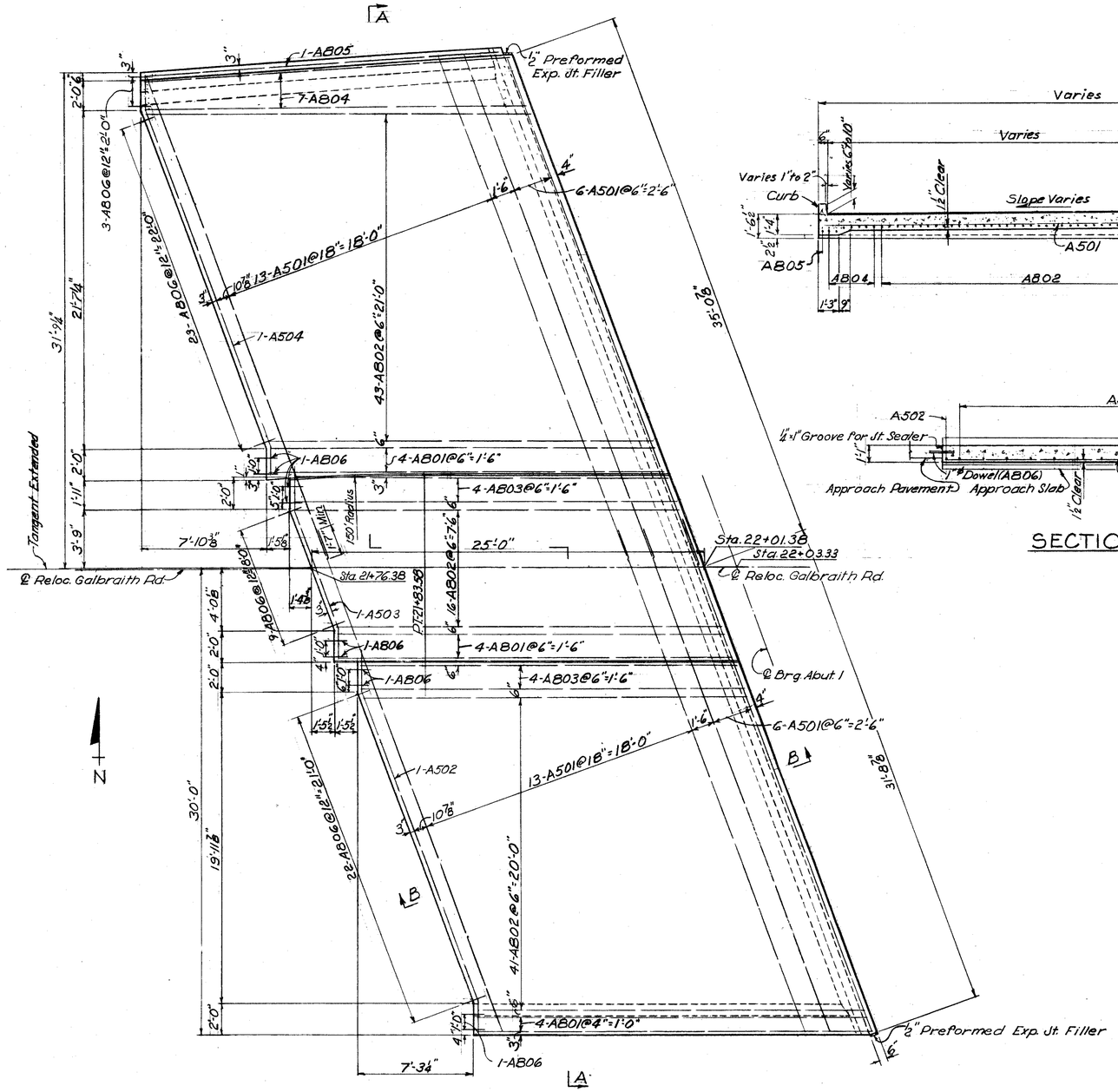
EXISTING BRIDGE NO. HA-25-93
OVER
MILL CREEK
HAMILTON COUNTY STA. 86+71.90
STA. 88+72.10

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	M.P.S.	—	LPH	JAD	7-24-64	

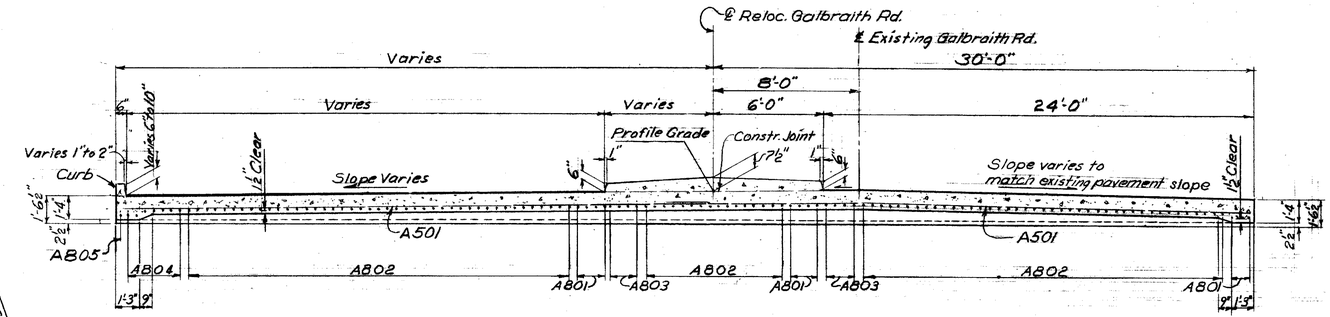
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

282
450

HAM-75-9.30



PLAN



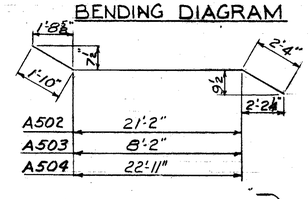
SECTION A-A

SECTION B-B

REINFORCING STEEL LIST

Mark	No.	Length	Type	Weight
A501	38	33'-9"	Str	1338
A502	1	25'-4"	Bt.	26
A503	1	12'-4"	Bt.	13
A504	1	27'-1"	Bt.	28
AB01	12	25'-10"to26'-2½"by1½"3ea.	Bt.	834
AB02	100	25'-7"	Bt	6830
AB03	8	24'-11"to25'-3½"by1½"3ea.	Bt.	536
AB04	7	24'-8"to25'-4"by 2"1ea.	Bt.	464
AB05	1	23'-7	Bt.	63
AB06	67	1'-6"	Str.	268

BENDING DIAGRAM



AB01	24'-9"to26'-1½"by½"
AB02	24'-6"
AB03	23'-10"to24'-2½"by1½"
AB04	23'-3"to24'-3"by 2"
AB05	22'-6"

NOTE

For Notes and Details see Std Dwg. AS-1-54

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

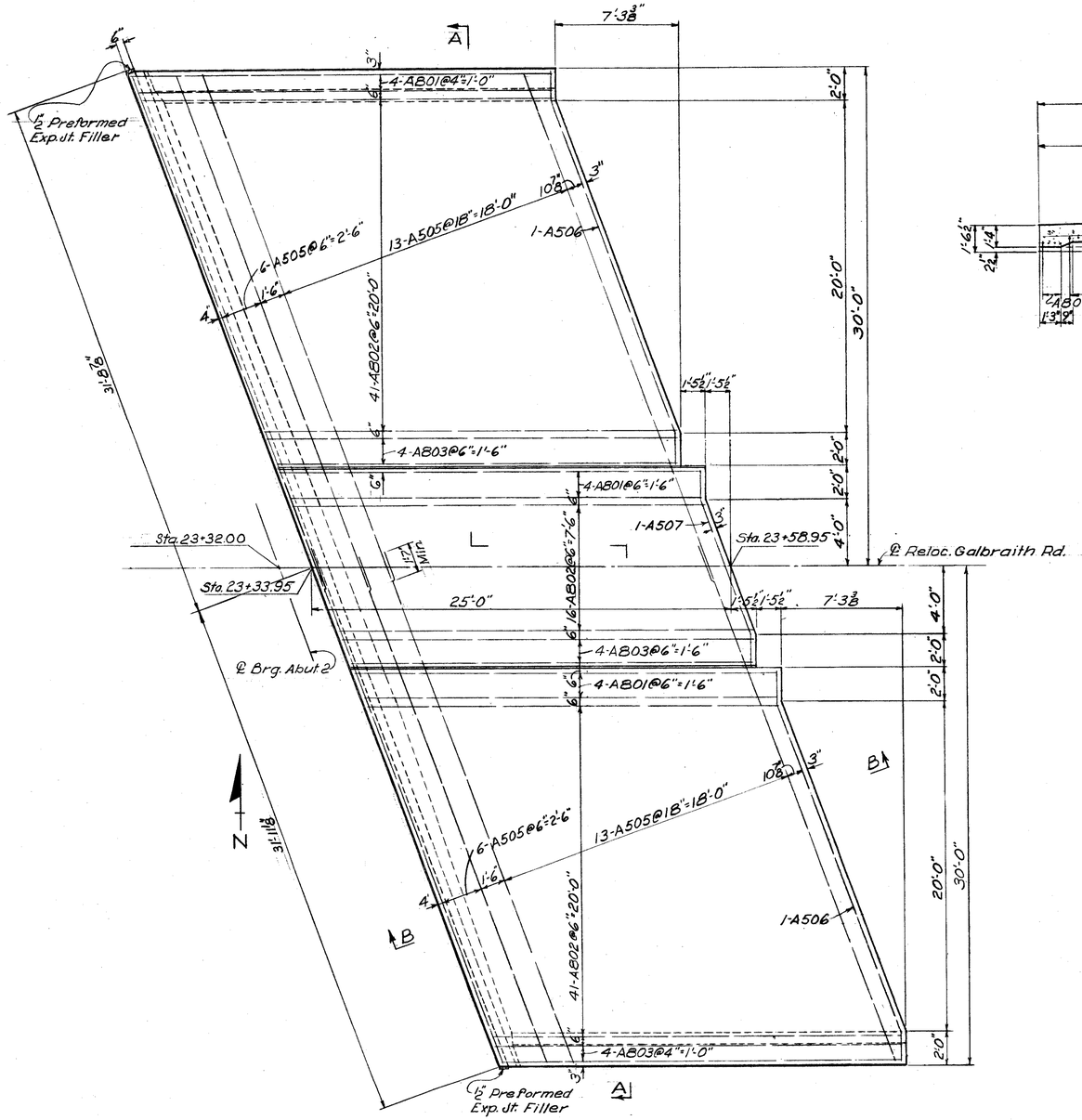
APPROACH SLAB NO. 1
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK
HAMILTON COUNTY STA. 22+01.38 to STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
LPM	DJF	~	R.K.K.	JAD	7-8-64	

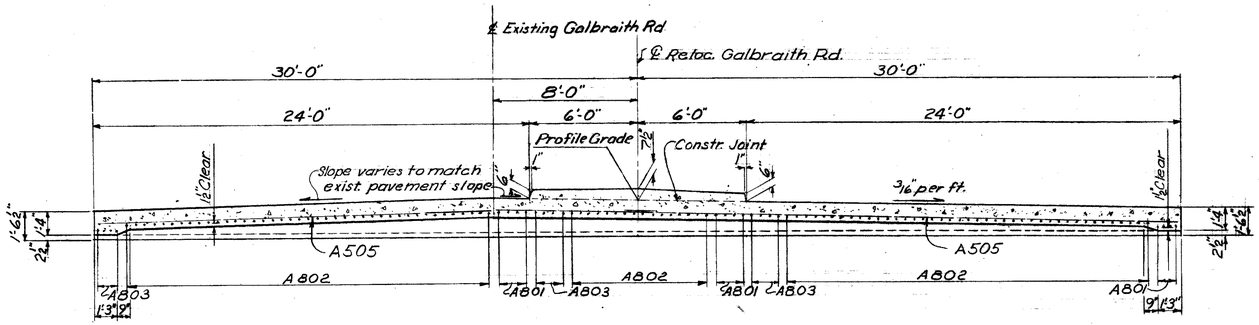
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

283
450

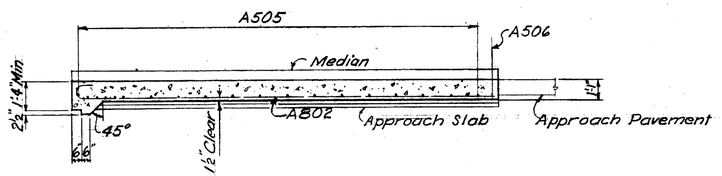
HAM -75-9.30



PLAN



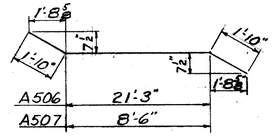
SECTION A-A



SECTION B-B

REINFORCING STEEL LIST				
Mark	No.	Length	Type	Weight
A505	38	32'-6"	Str.	1288
A506	2	24'-11"	Bt.	52
A507	1	12'-2"	Bt.	13
AB01	12	25'-10" to 26'-2½" by 1½" 3 ea.	Bt.	834
AB02	98	25'-7	Bt.	6693
AB03	12	24'-11" to 25'-3½" by 1½" 3 ea.	Bt.	804

BENDING DIAGRAM



NOTE

For Notes and Details see Std. Dwg. AS-1-54.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI
ARCHITECTS CHICAGO

APPROACH SLAB NO. 2
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

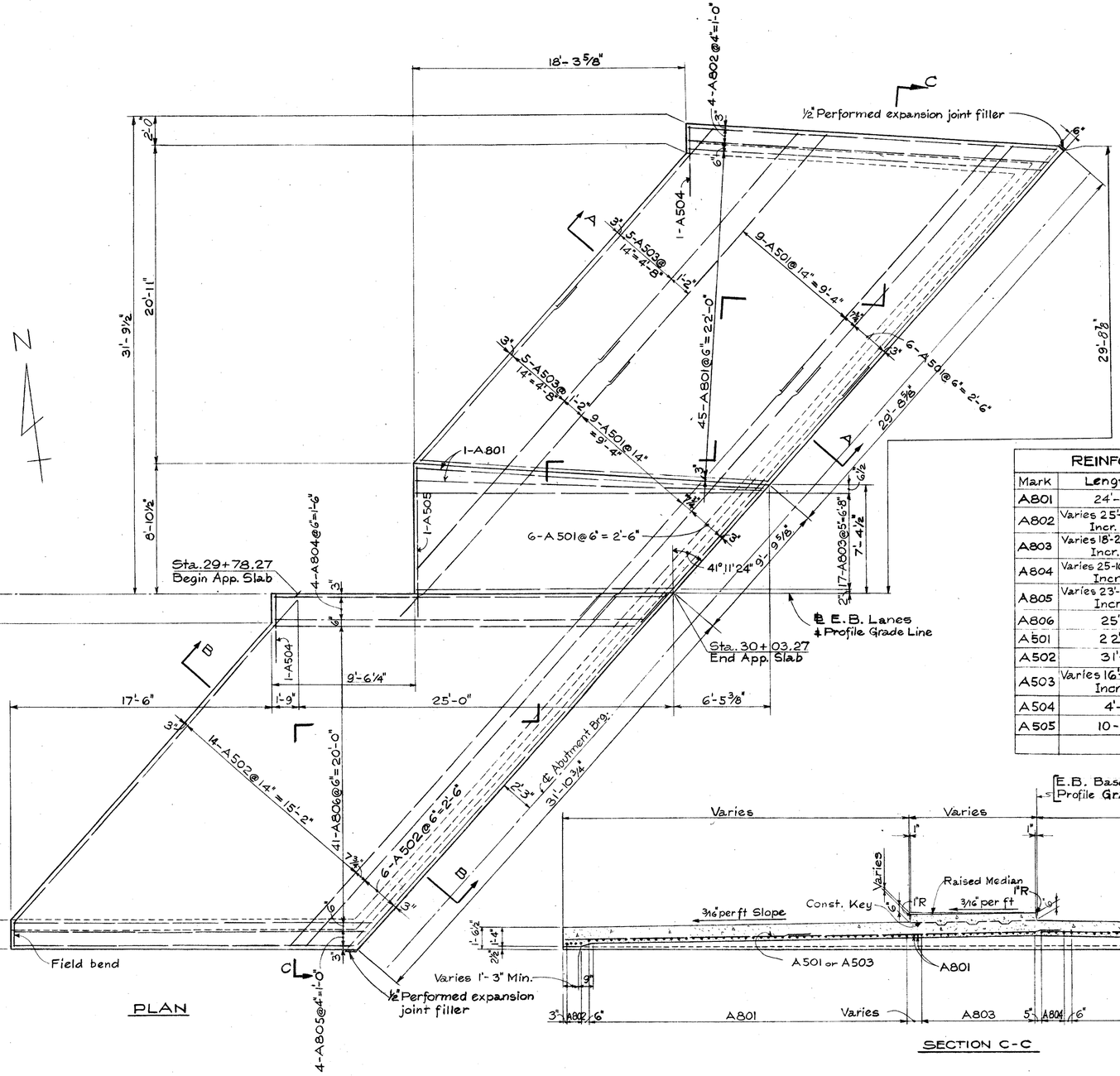
HAMILTON COUNTY STA. 22+01.38 to STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
LPM	DJF	~	R.K.K.	JAD	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

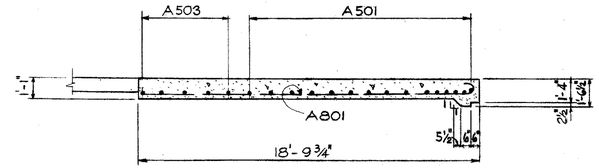
284
450

HAM-75-9.30

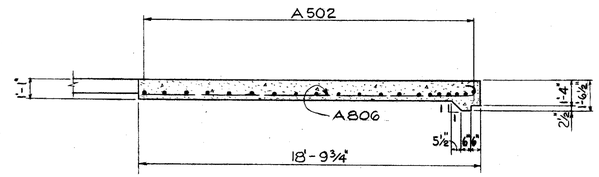


PLAN

SECTION C-C



SECTION A-A

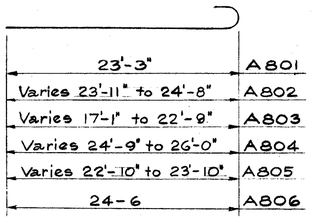


SECTION B-B

REINFORCING STEEL LIST

Mark	Length	Shape	No.	Weight
A801	24'-4"	Bt.	47	3,054
A802	Varies 25'-0" to 25'-9" Incr. 3"	Bt.	4	271
A803	Varies 18'-2" to 23'-10" Incr. 4¼"	Bt.	17	953
A804	Varies 25'-10 to 27'-1" Incr. 5"	Bt.	4	283
A805	Varies 23'-11" to 24'-11" Incr. 4"	Bt.	4	261
A806	25'-7"	Bt.	41	2,801
A501	22'-6"	Str.	30	704
A502	31'-6"	Str.	20	657
A503	Varies 16'-0" to 20'-4" Incr. 1'-1"	Str.	25 sets of 5	189
A504	4'-0"	Str.	2	8
A505	10'-6"	Str.	1	11

BENDING DIAGRAM



NOTE:

For 'Notes and Details' see Std. Dwg. As-1-54.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

APPROACH SLAB 1

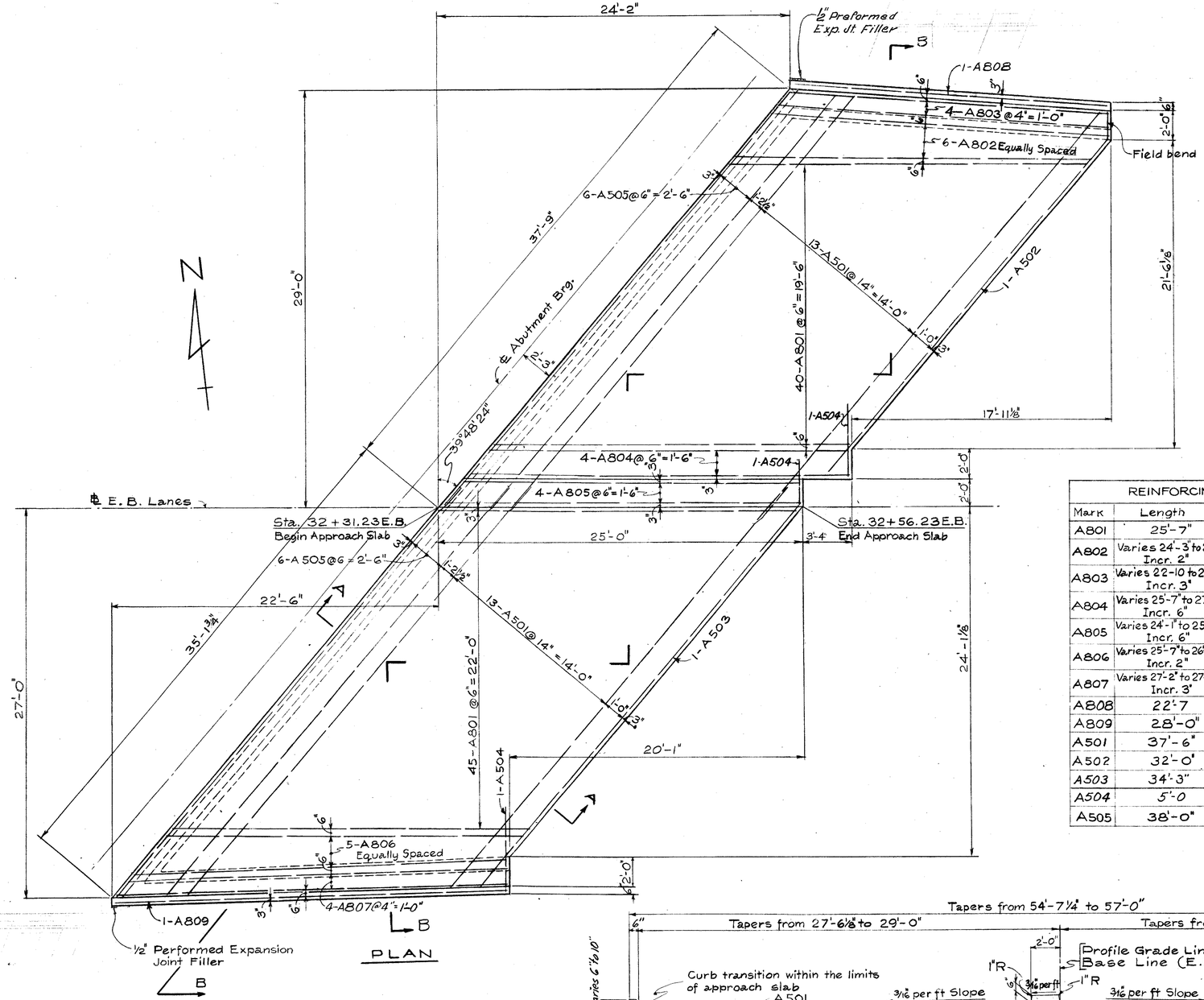
RELOCATED GALBRAITH ROAD
OVER
RELOCATED MILL CREEK
HAMILTON COUNTY STA. 30+03.27 to STA. 32+31.23

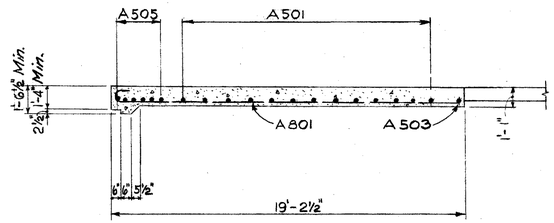
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
	M.P.S.		M.E.	JAD July 1963	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

285
450

HAM-75-9.30





SECTION A-A

REINFORCING STEEL LIST

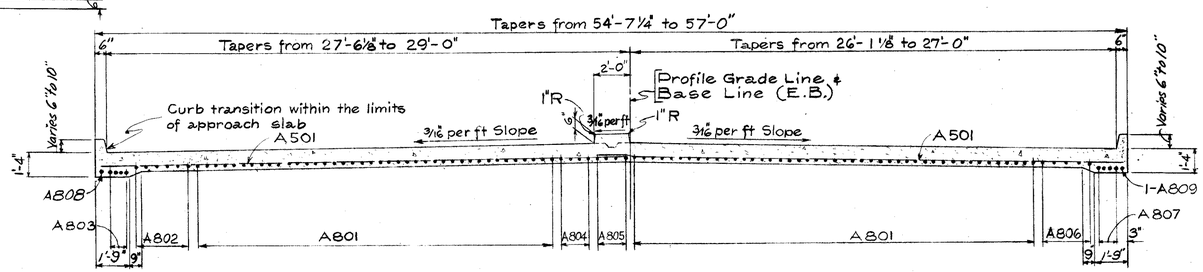
Mark	Length	Shape	No.	Weight
A801	25'-7"	Bt.	85	5,806
A802	Varies 24'-3" to 25'-1" Incr. 2"	Bt.	6	395
A803	Varies 22'-10 to 23'-7" Incr. 3"	Bt.	4	248
A804	Varies 25'-7" to 27'-1" Incr. 6"	Bt.	4	281
A805	Varies 24'-1" to 25'-7" Incr. 6"	Bt.	4	265
A806	Varies 25'-7" to 26'-3" Incr. 2"	Bt.	5	346
A807	Varies 27'-2" to 27'-11" Incr. 3"	Bt.	4	294
A808	22'-7	Bt.	1	60
A809	28'-0"	Bt.	1	75
A501	37'-6"	Str.	26	1,017
A502	32'-0"	Str.	1	33
A503	34'-3"	Str.	1	36
A504	5'-0	Str.	3	16
A505	38'-0"	Str.	12	476

BENDING DIAGRAM

24'-6"	A801
Varies 23'-2" to 24'-0"	A802
Varies 21'-9" to 22'-6"	A803
Varies 24'-6" to 26'-0"	A804
Varies 23'-0" to 24'-6"	A805
Varies 24'-6" to 25'-2"	A806
Varies 26'-1" to 26'-10"	A807
21'-6"	A808
26'-11"	A809

NOTE:

For "Notes and Details" see Std. Dwg. AS-1-54



SECTION B-B

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

APPROACH SLAB 2

RELOCATED GALBRAITH ROAD
OVER
RELOCATED MILL CREEK
HAMILTON COUNTY STA. 30+03.27 to STA. 32+31.23

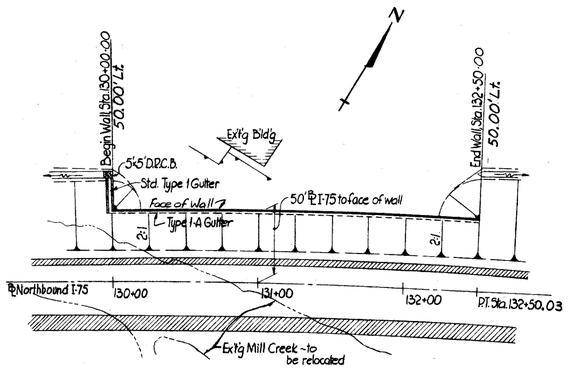
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	M.P.S.	~	M.E.	J.R.D.	July 1963	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

286
450

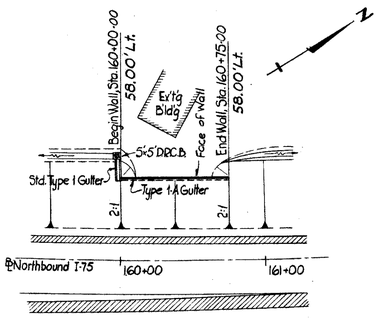
HAM-75-9.30

CURVE DATA
P.I. Sta. 119+25.66
Δ = 34° 09' 30"
D_c = 1° 15' 00"
R = 4583.66'
L_c = 2732.67'
T = 1408.29'
E = 211.47'



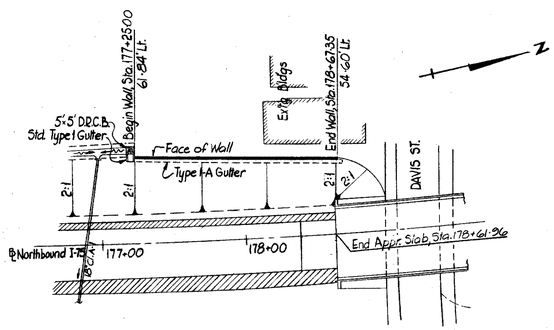
LOCATION PLAN, WALL 1

CURVE DATA
P.I. Sta. 154+60.90
Δ = 32° 56' 43"
D_c = 2° 30' 00"
R = 2291.83'
L_c = 867.81'
$T_1 = T_2$ = 903.70'
$L_{s1} = L_{s2}$ = 450.00'
$\theta_{s1} = \theta_{s2}$ = 5° 37' 30"
E = 101.93'



LOCATION PLAN, WALL 2

CURVE DATA
P.I. Sta. 180+15.27
Δ = 40° 00' 30"
D_c = 1° 45' 00"
R = 3274.04'
L_c = 1936.19'
$T_1 + T_2$ = 1367.48'
$L_{s1} = L_{s2}$ = 350.00'
E = 211.87'
θ_s = 3° 03' 45"



LOCATION PLAN, WALL 3

ESTIMATED QUANTITIES

ITEM	UNIT	TOTAL	DESCRIPTION	Cincinnati Particip. WALL 1	No Cincinnati Participation WALL 2	WALL 3
E-2	Cu. Yds.	929	Unclassified Excavation	690	111	128
S-1	Cu. Yds.	909	Class "E" Concrete	704	97	108
S-3	Lin. Ft.	160	Waterproofing, Premolded Sealing Strip	121	17	22
S-4	Lbs.	46,242	Reinforcing Steel	40,024	3,034	3,184
S-9	Sq. Ft.	76	1" Preformed Expansion Joint Filler	63	0	13
S-29	Cu. Yds.	230	Porous Backfill	198	26	6
* I-26	Lin. Ft.		Chain Link Fence			

* See Sheet No. 33 for Chain Link Fence Quantities.

GENERAL NOTES

1. These structures conform 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.
2. Backfill shall be placed & compacted to the level of the proposed ground line in front of the walls before placing backfill behind the walls.
3. Offset distances are measured radially from the Northbound I-75 ℄ to the bottom of the Face of Wall (point where face of wall intersects footing).
4. Concrete, Class "E" - Basic unit stress 1133 psi.
5. Reinforcing Steel - ASTM A15, A16, A160; Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 psi.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

LOCATION PLANS & ESTIMATED QUANTITIES WALLS 1, 2 & 3

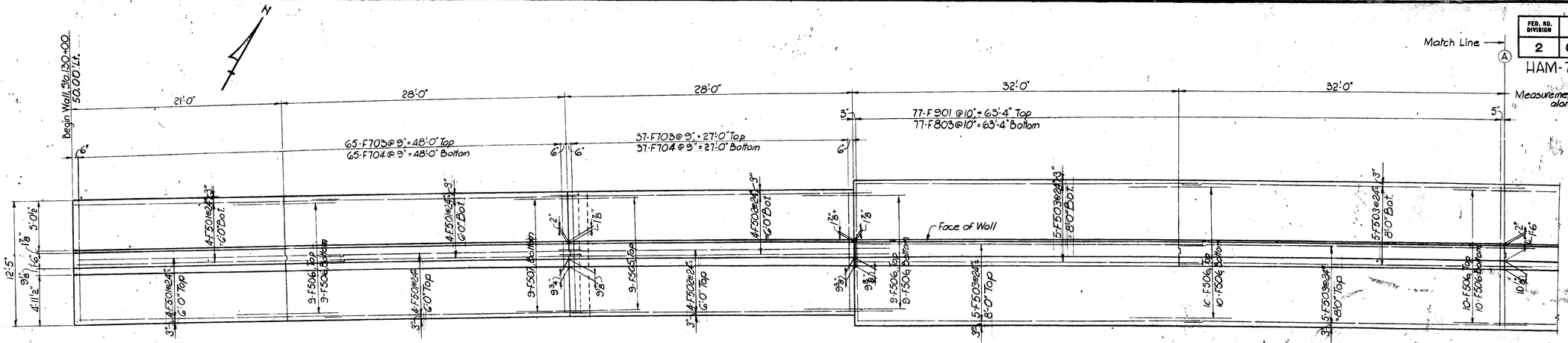
STA.
STA.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.W.	D.J.W.	~	C.E.C.	J.A.D.	7-8-64	

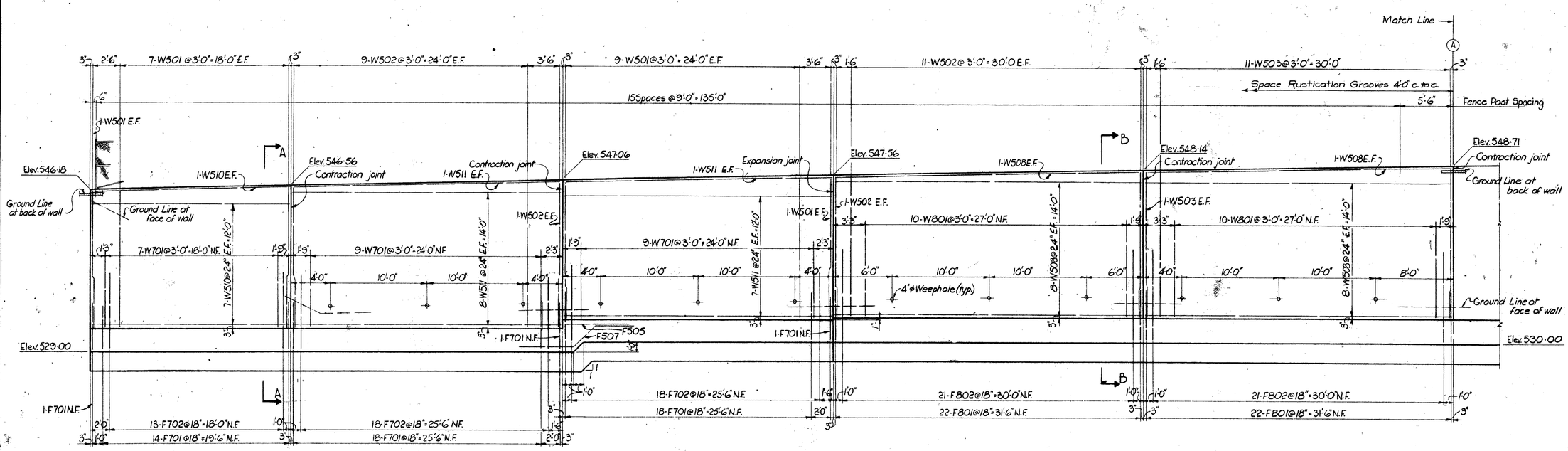
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

287
450

HAM-75-9.30



PLAN



ELEVATION

DESIGN DATA

1. Foundation Bearing Pressure: 1.2 tons per sq.ft.
2. Coefficient of Friction: 0.45
3. Unit Weight of Soil: 115 lbs. per cu.ft.
4. Footing & Stem Concrete shall be Class "E".

LEGEND:

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face

NOTES:

For Sections A-A & B-B see Sh. 288
For Notes see Sh. 290

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

WALL NO. 1

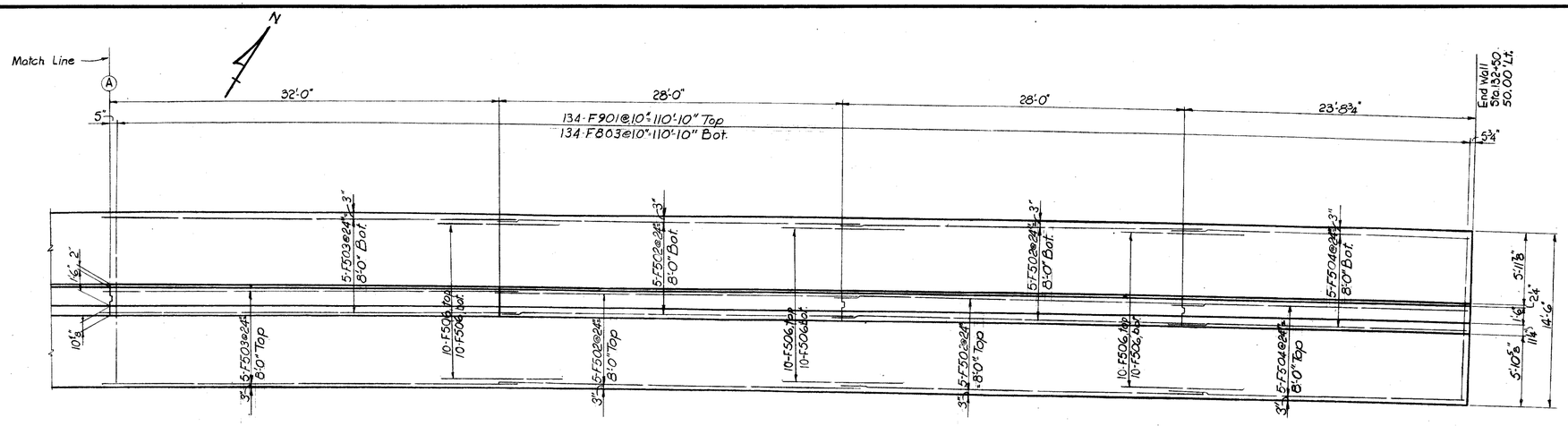
HAMILTON COUNTY STA. 130+00 to STA. 132+50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.K.K.	D.J.W.	~	C.E.C.& M.E.	J.A.D.	7-14-64	

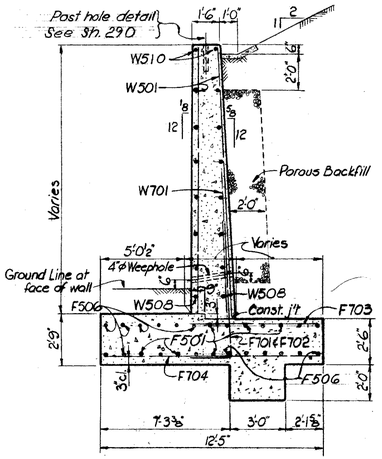
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

288
450

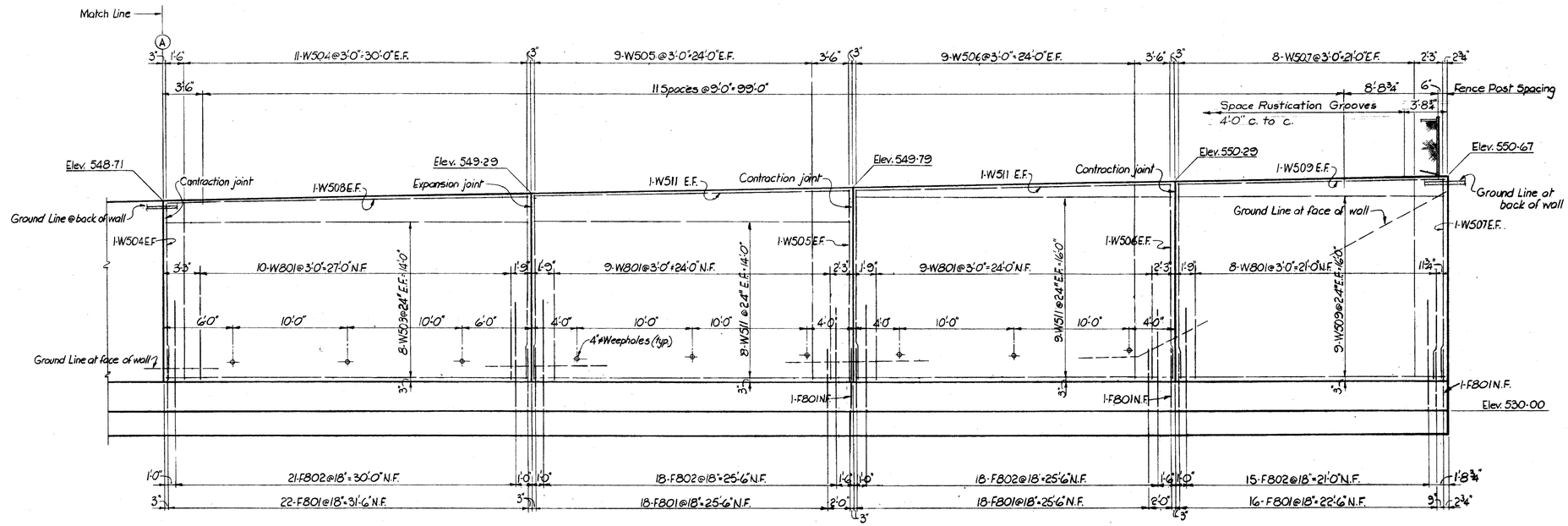
HAM-75-9.30



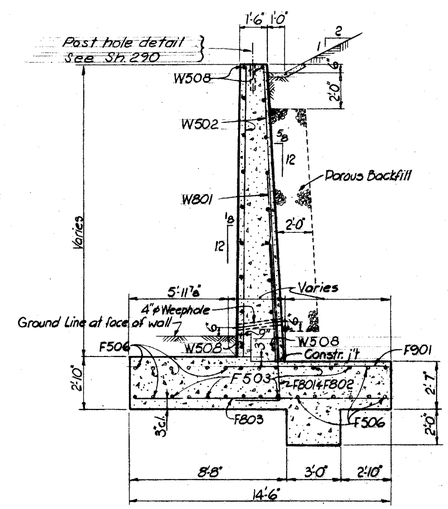
PLAN



SECTION A-A



ELEVATION



SECTION B-B

LEGEND:

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face

For details of Expansion & Contraction Joints, Rustication Grooves, Fence & Post holes, see Wall 3, Sheet no. 290.

For Notes see Sheet no. 290.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

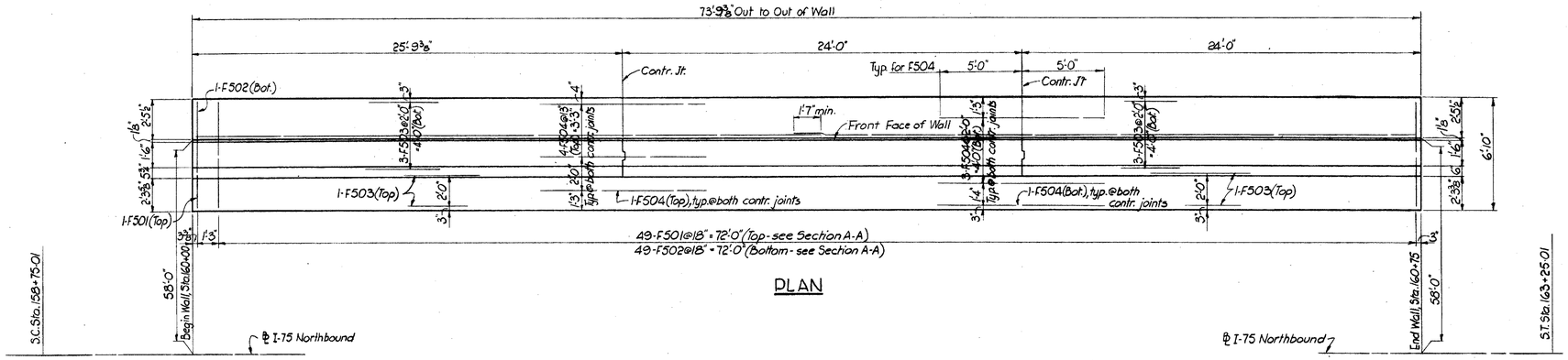
WALL NO. 1

HAMILTON COUNTY — STA. 130+00 to STA. 132+50

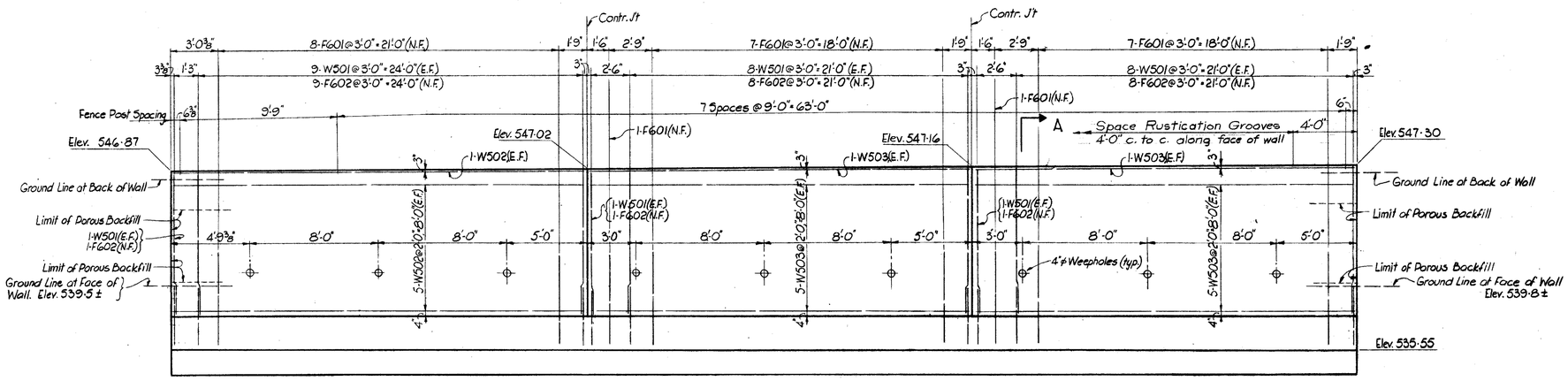
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.K.K.	D.J.C.	~	M.E. & C.E.C.	J.A.D.	7-14-64	

FED. RD. DIVISION	STATE	PROJECT		289 / 450
2	OHIO			

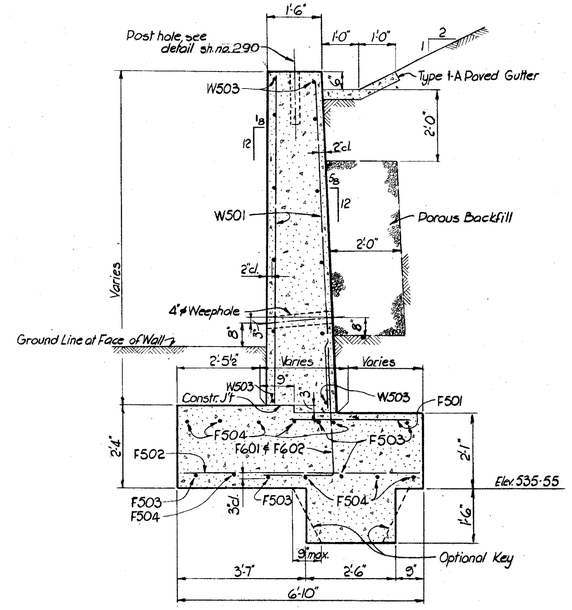
HAM-75-9.30



PLAN



ELEVATION



SECTION A-A

DESIGN DATA

1. Foundation Bearing Pressure: 1.5 tons per sq. ft.
2. Coefficient of Friction: 0.35
3. Unit Weight of Soil: 120 lbs. per cu. ft.
4. Footing & Stem Concrete shall be Class "E".

For Notes, Contraction Joint, Fence, Posthole and Rustication Groove details, see Wall 3, Sheet No. 290.

LEGEND:

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

WALL NO. 2

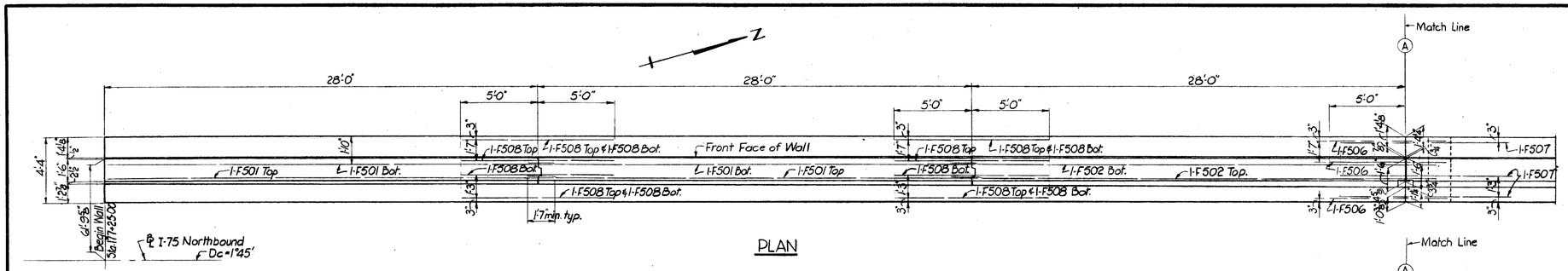
HAMILTON COUNTY — STA. 160+00.00 to STA. 160+75.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	D.J.W.	~	R.K.K.	J.A.D.	7-14-64	

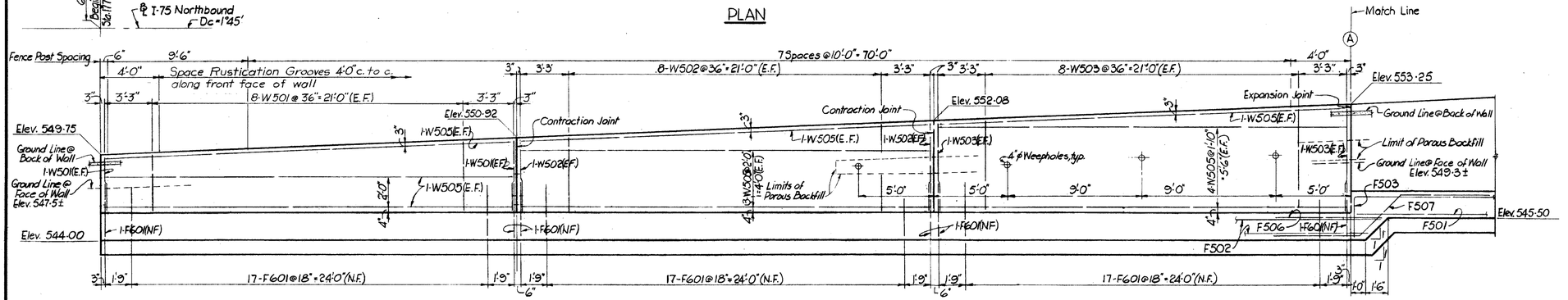
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

290
450

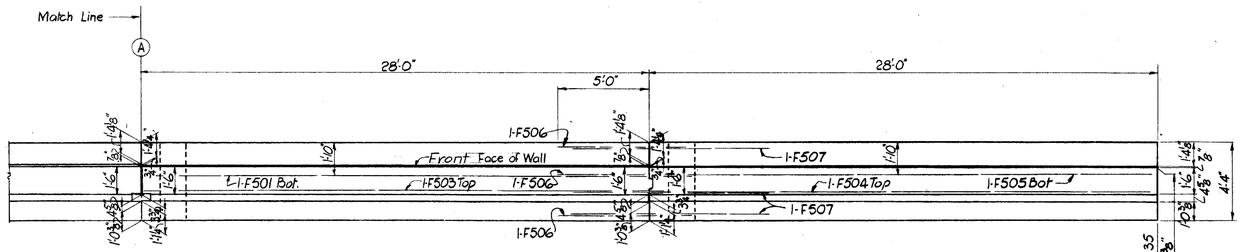
HAM-75-9.30



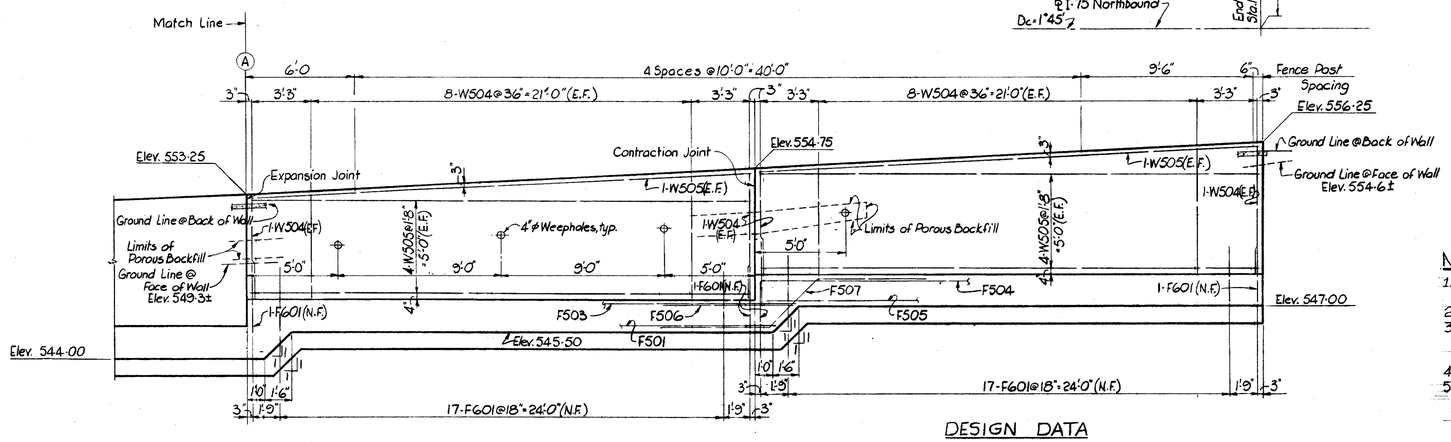
PLAN



ELEVATION



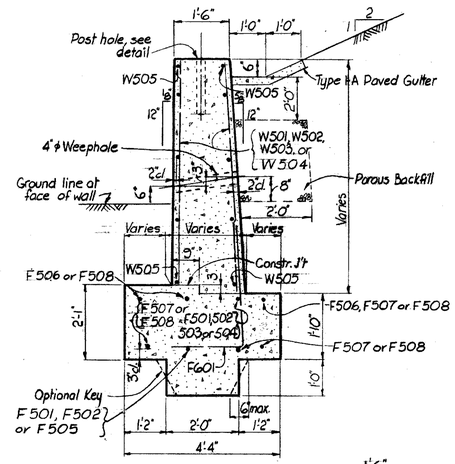
PLAN



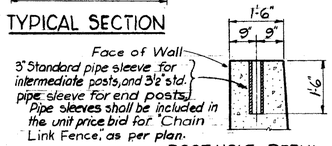
ELEVATION

DESIGN DATA

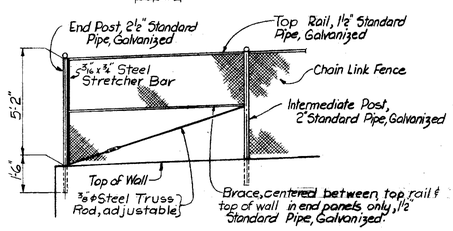
1. Foundation Bearing Pressure : 1.5 tons per sq.ft.
2. Coefficient of Friction : 0.35
3. Unit Weight of Soil : 120 lbs. per cu.ft.
4. Footing & Stem Concrete shall be Class "E".



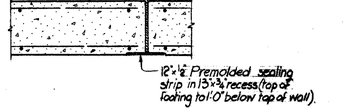
TYPICAL SECTION



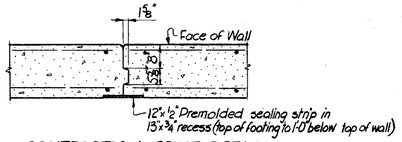
POST-HOLE DETAIL



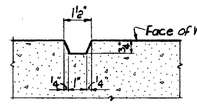
FENCE DETAIL



EXPANSION JOINT DETAIL



CONTRACTION JOINT DETAIL



VERTICAL RUSTICATION GROOVE

Grooves to be spaced 4'-0" c. to c.

LEGEND :

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face

NOTES :

1. For Location Plan, General Notes, & Estimated Quantites see sh. 286
2. For Reinforcing Bar List see sh. 291
3. All Dimensions and Reinforcing Bar Spacings are given along the front face of wall.
4. All Fence Posts to be grouted in place.
5. Footing keys shall be placed in a carefully made trench against undisturbed earth.

VOGT, IVERS, & ASSOCIATES
ENGINEERS — CINCINNATI
ARCHITECTS — CHICAGO

WALL NO. 3

HAMILTON COUNTY STA. 177+25.00 to STA. 178+67.35

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	D.J.W.	~	R.K.K.	J.A.D.	7-14-64	

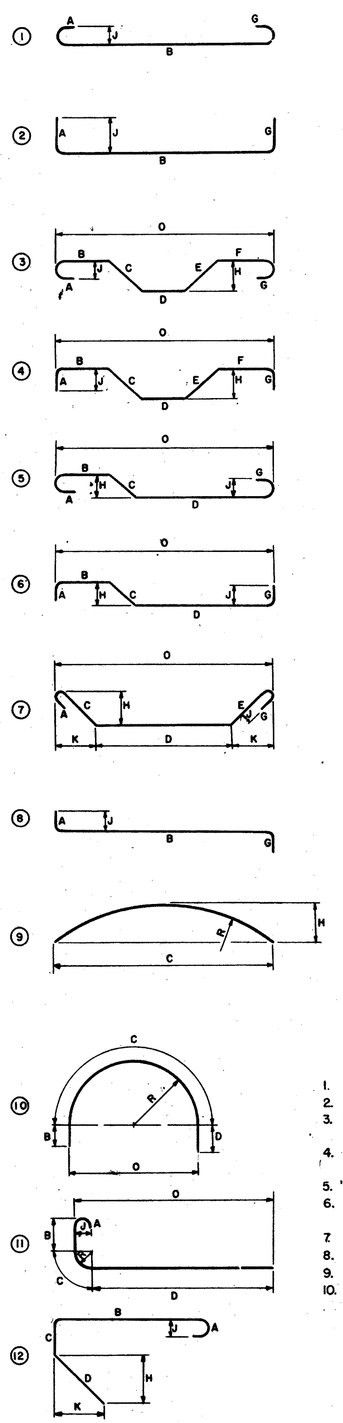
| WALL NO. 1 | | | | | WALL NO. 2 | | | | | WALL NO. 3 | | | | | REPLACEMENT BARS | | | | |

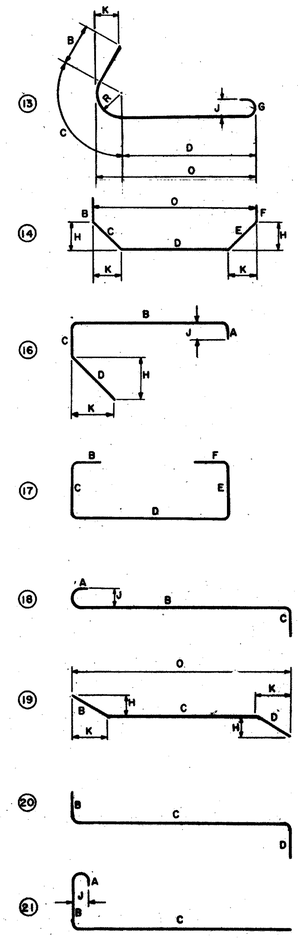
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM.-75-9.30

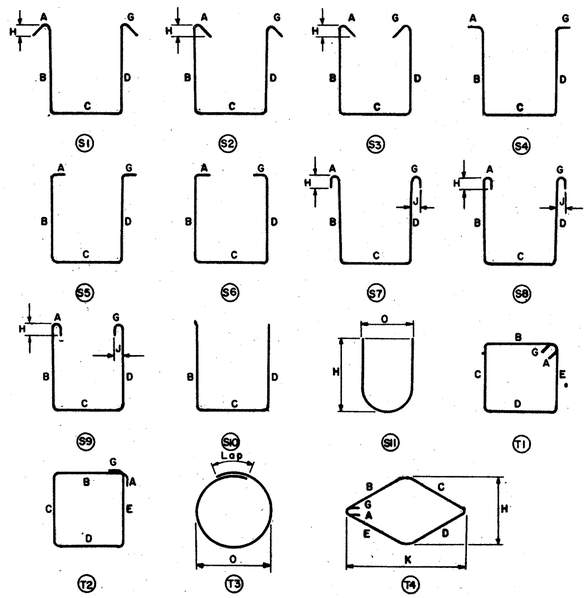
292
450

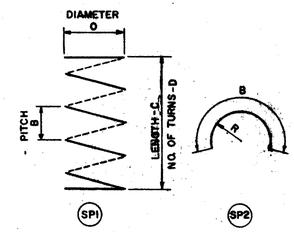
MARK	TYPE	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
WALL 1													
F505	17		—	2'-6"	5'-0"	—	—						
F507	5	—	6'-0"	4'-5"	2'-0"			—	3'-2"	—			—
F701	22	2'-3"	5'-0"						3"				
F702	22	2'-3"	8'-0"						6"				
F801	22	2'-6"	5'-3"						3"				
F802	22	2'-6"	9'-6"						6"				
WALL 2													
F601	22	1'-11"	5'-9"						4"				
F602	22	1'-11"	3'-9"						2"				
WALL 3													
F503	17		—	3'-0"	29'-10"	—	—						
F504	17		—	3'-0"	27'-8"	—	—						
F507	4	—	6'-0"	4'-0"	6'-0"			—	2'-10"	—			—
F601	22	1'-11"	3'-6"						2"				

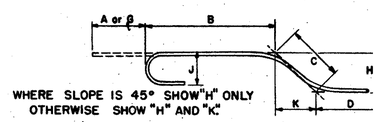




⑮ NOT USED



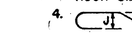




WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4.  WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H." WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. $1\frac{1}{2}$ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

WALLS 1, 2 & 3

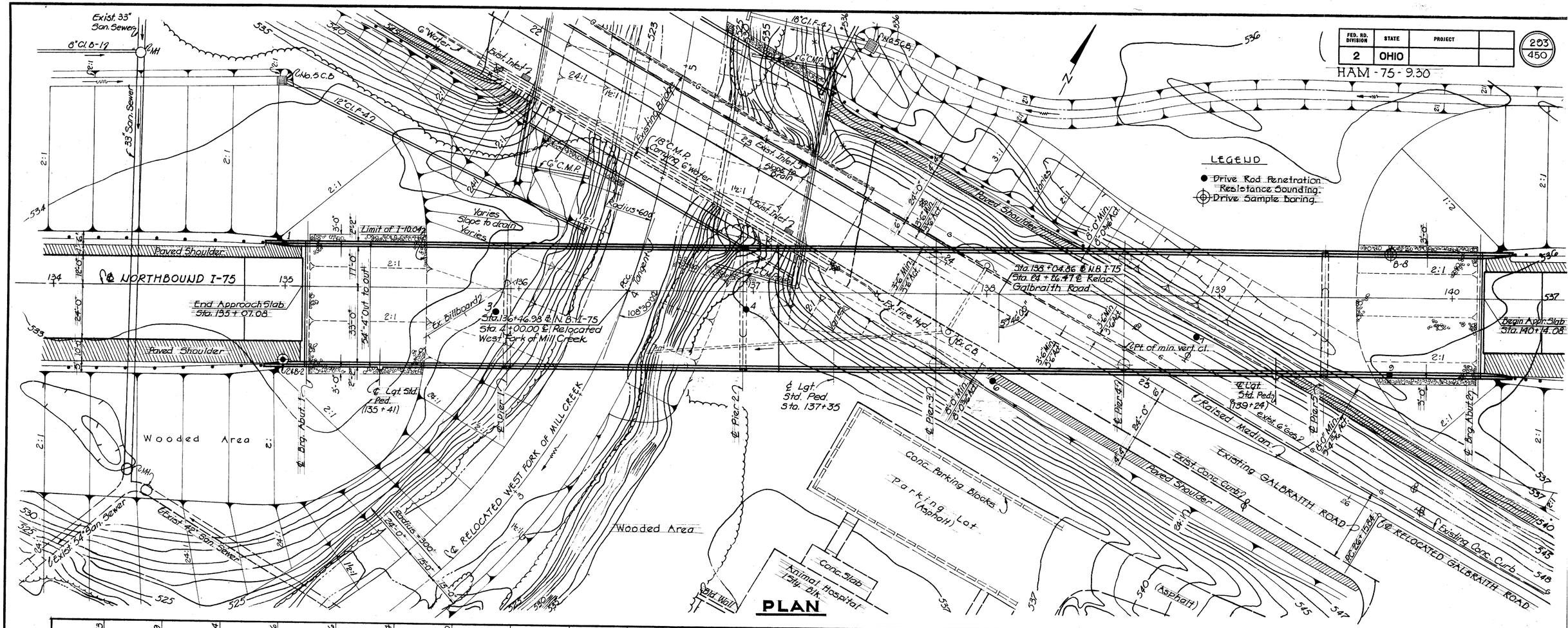
STA.
STA.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	DJG		RKK	JAD	7-8-64	

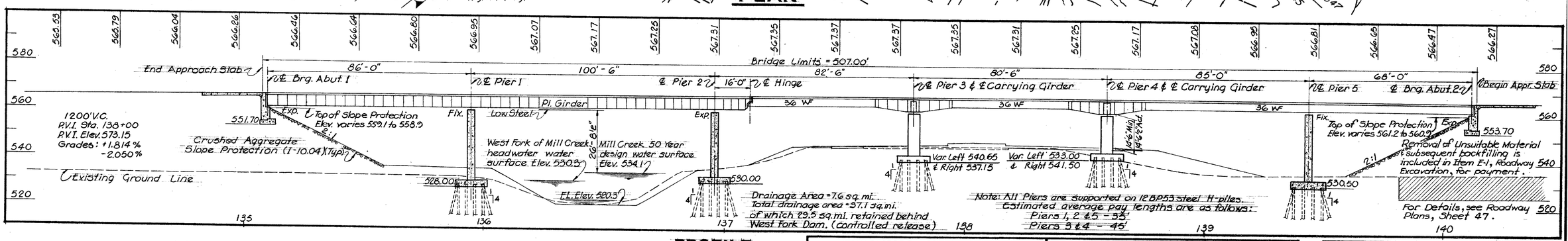
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

203
450

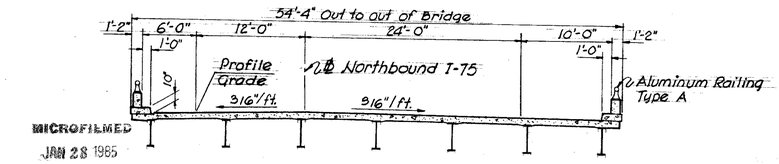
HAM - 75 - 9.30



PLAN



PROFILE



TYPICAL SECTION

B.M. ME-10
Elev. 549.063
R.R. Spike in Pole
Sta. 139+10, 80' Rt. ℄ NORTHBOUND I-75

EXISTING UPSTREAM STRUCTURE DATA

TYPE: Reinforced concrete superstructure and substructure.
SPANS: 40'-0", 50'-0", 40'-0"
ROADWAY: 39.2' face to face of parapets.
SKEW: 20°00' R.F.
WEARING SURFACE: Bituminous over concrete slab.
CONDITION: Excellent except curbs and sidewalks show severe spalling.

PROPOSED STRUCTURE

TYPE: Continuous rolled steel beam and welded plate girder with reinforced concrete deck and substructure.
SPANS: 86'-0", 100'-6", 82'-6", 80'-6", 85'-0", 68'-0"
ROADWAY: 52'-0" face to face of parapets
LOAD FREQUENCY: CF = 2000 (57), adequate for A.A.S.H.O. alternate loading.
SKEW: 0°00'
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: A3-1-54 (25' long)
ALIGNMENT: Tangent
ADT. = 40,000 (1975)

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SITE PLAN

BRIDGE No. HAM-75-1056
NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH RD.
HAMILTON COUNTY STA. 135 + 07.08
STA. 140 + 14.08

PRESENT TOPOGRAPHY		PROPOSED WORK				
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS	
AERIAL	S.T.C.	C.E.S	G.K.	C.F.L.		

MICROFILMED
JAN 28 1985

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

HAM-75-9.30

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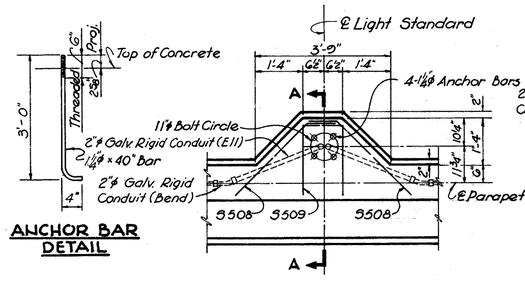
ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL		
E - 2		Lump Sum.	Cofferdams, Cribs and Sheeting.						
E - 2	843	Cu. Yds.	Unclassified Excavation.	337	506				
S - 1	810	Cu. Yds.	Class "C" Concrete - Superstructure.			810			
S - 1	352	Cu. Yds.	Class "C" Concrete - Piers above footings.		352				
S - 1	156	Cu. Yds.	Class "E" Concrete - Abutments above footings.	156					
S - 1	282	Cu. Yds.	Class "E" Concrete - Piers & Abutment footings.	62	220				
S - 3	20	Lin. Ft.	Waterproofing, Premolded, Sealing Strip.	20					
S - 4	342,145	lbs.	Reinforcing Steel.	12,420	79,387	250,338			
S - 7	1,023,100	lbs.	Structural Steel.			1,023,100			
S - 8	1,023,100	lbs.	Field painting of Structural Steel.			1,023,100			
S - 14	1063.92	Lin. Ft.	Railing (Type "A" aluminum rail and supports and concrete parapet).	56.67		1,007.25			
S - 18	6,520	Lin. Ft.	Steel piles 12 BP53		6,520				
* S - 25			Lighting System.						
S - 29	60	Cu. Yds.	Porous Backfill.	60					
S - 29	30	Each	Scuppers, including supports.			30			
S - 29	93	Lin. Ft.	6" Perforated helical C.M.P. M-6.4(h) including specials.	93					
S - 29	101	Lin. Ft.	6" Helical C.M.P M-6.4(h) non-perforated.	101					
S -101	810	Each	Water reducing set-retarding admixture.			810			
I - 10	749	Sq. Yds.	Crushed aggregate slope protection.				749		
I -127	2	Each	Delineator bracket, mounted, type A-1.			2			
S-16		Lump Sum	First Test Pile						

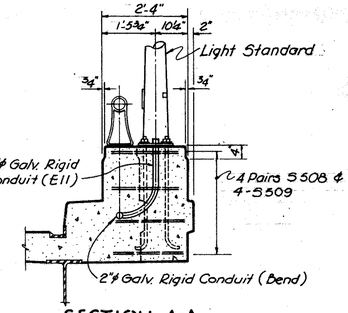
Materials in approach slabs are not included in the above estimated quantities.

Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in item S-14 for payment.

* See Summary of Bridge Lighting Quantities, Sheet No. 265, for Details, Description, Unit & Quantity.



ANCHOR BAR DETAIL



SECTION A-A

LIGHT STANDARD PEDESTAL

Anchor bars are included with item S-25 for payment.

For additional details, see sh. 262.

GENERAL NOTES

REFERENCE shall be made to the following:

Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
SD-1-63, Sheet 1, 2, 3, & 4 of 4, dated 11-12-63
FSB-1-62, revised 1-15-63

Supplemental Specifications : S-101, dated 7-12-62
S-307, dated 8-23-60

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 the removal of fill material required for construction of the abutments.

DESIGN LOADING -CF 2,000 (57)

CONCRETE CLASS "C" -Basic unit stress 1,333 p. s. i.
CONCRETE CLASS "E" -Basic unit stress 1,133 p. s. i.

STRUCTURAL STEEL -ASTM A36, basic unit stress 20,000 p. s. i. (ASTM A7 and A373 steel not permitted) (Except Piling)

REINFORCING STEEL - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p. s. i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p. s. i.

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 2.5 tons per sq. ft.

Piles shall be driven to a minimum bearing capacity of 45 tons per pile for the piers.

Item S-7.10, High-Strength Steel Bolts, Nuts and Washers, paragraph two (2), shall be completely revised and the last sentence of paragraph four (4), revised to read as follows:
"In the final assembly of the parts to be bolted, drift pins shall be placed in a sufficient number of holes (not less than 25 percent for field erection) to provide and maintain accurate alignment of holes and parts, and sufficient bolts shall be installed and brought to a snug tight condition to bring the parts into complete contact. Bolts shall then be installed in any remaining open holes and tightened to a snug tight fit, after which all bolts shall be tightened completely by calibrated wrenches or by the turn-of-nut method. Drift pins shall then be replaced with bolts, tightened in the same manner."

"Bolt lengths determined by the use of Table No. 1 shall be adjusted to the next 1/4 inch length increment."

WELDING of structural steel 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. Class "B" welds are shown thus: B>—

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. S-7.12 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up of welds joint preparation, only two adjacent beams need be shop assembled at a time in their correct unloaded positions. All beams shall be assembled and match marked.

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.

SURFACE FINISH OF CONCRETE: The requirements of Sec. S-1.22, Rubbed Finish, shall apply to the following exposed concrete surfaces:

a. The entire superstructure except the top and bottom surfaces of safety curbs and roadways
b. The entire surface of piers and abutments except seats, backwalls and the face of spill-through abutments between outside beams or girders.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

UTILITY LINES: All expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

Embankments shall be in place and compacted to subgrade elevation for a distance of 200 feet back of abutments for a minimum period of 90 days prior to beginning construction of the abutments.

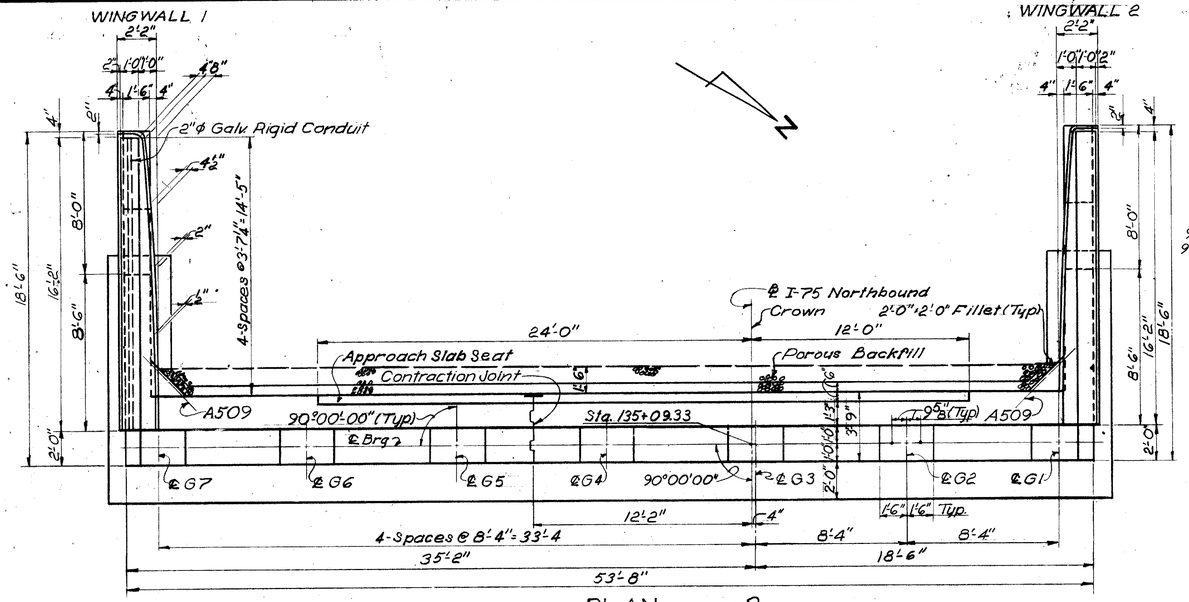
VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE NO. HAM-75-1056
NORTHBOUND I-75 Over WESTFORK OF MILL CREEK & GALBRAITH ROAD
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

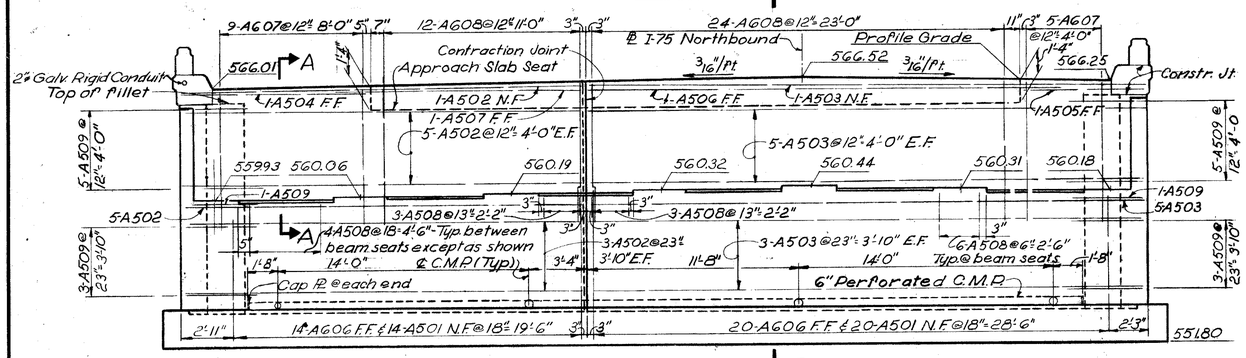
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W.	J.A.D.	7-25-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

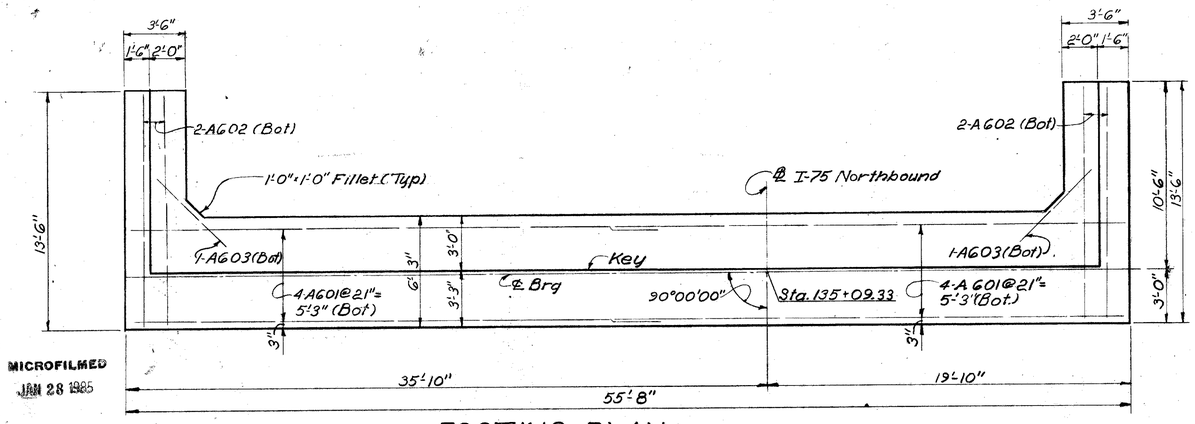
BAM-75-9.30



PLAN

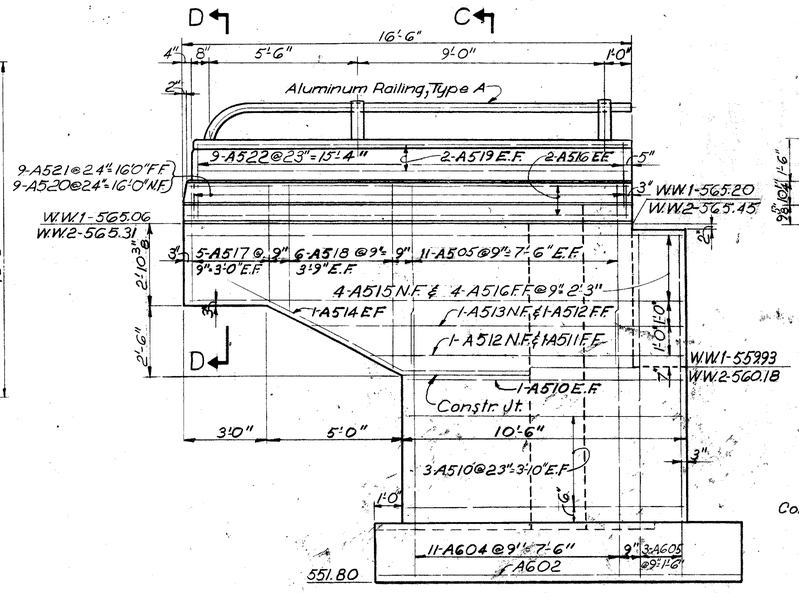


ELEVATION



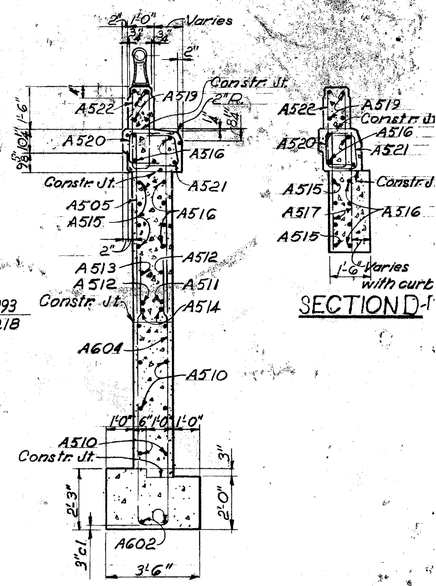
FOOTING PLAN

MICROFILMED JAN 28 1985



WINGWALL ELEVATION

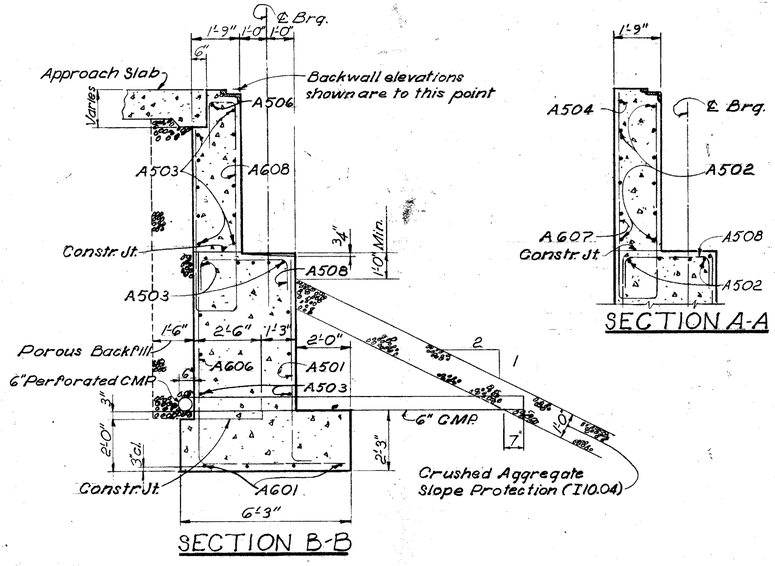
Wingwall 1 shown; Wingwall 2 similar



SECTION C-C

NOTES

1. The embankment shall be place compacted up to the finished spi slope and to the level of the su for a distance of 200 feet bac abutments. Following a 90-day period, excavation shall be mad
2. Porous backfill, 1'-6" thick and of the abutment, shall extend bottom of approach slab or p der. Excavation therefor, in ex required for construction of ment, shall be considered as the bid price per cubic yard porous backfill.
3. Special care shall be taken reinforcing steel in the vicin bridge seat so as to avoid with the drilling of anchor r
4. Aluminum railing shall be c full length of wingwalls.
5. For Contraction Joint Deta
6. For end dam details, see SL 11-12-63, Sh. 2 & 4.
7. For REINFORCING STEEL L
8. For lighting details, see -



SECTION B-B

SECTION A-A

LEGEND

E.F. = Each Face
N.F. = Near Face
F.F. = Far Face
W.W. = Wingwall

VOGT, IVERS, & ASS
ENGINEERS
CINCINNATI

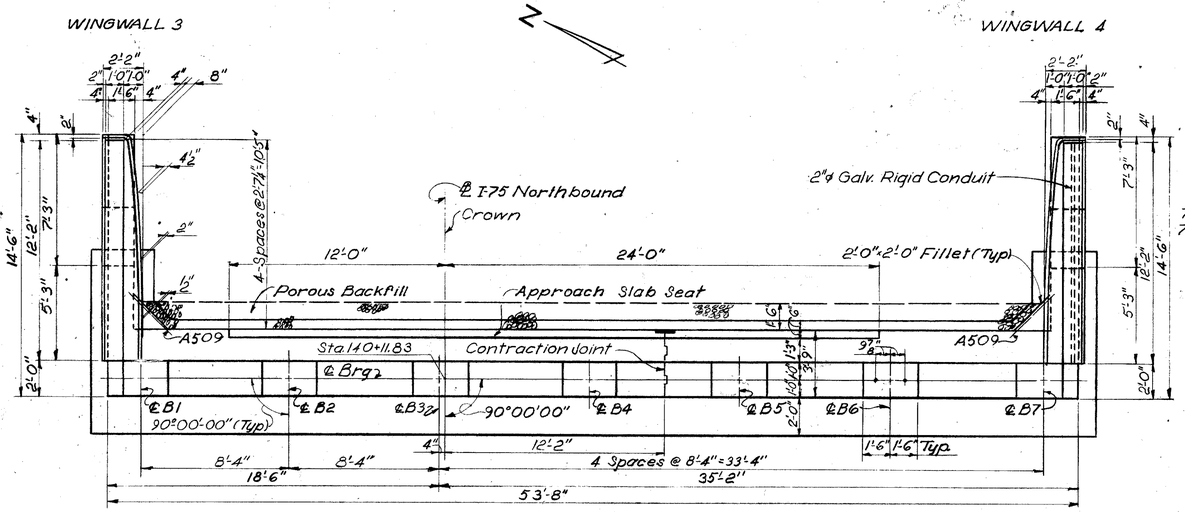
ABUTMENT
BRIDGE No. HA
NORTHBOUND I-75 ove
OF MILL CREEK & GALE

HAMILTON COUNTY STA.
STA.

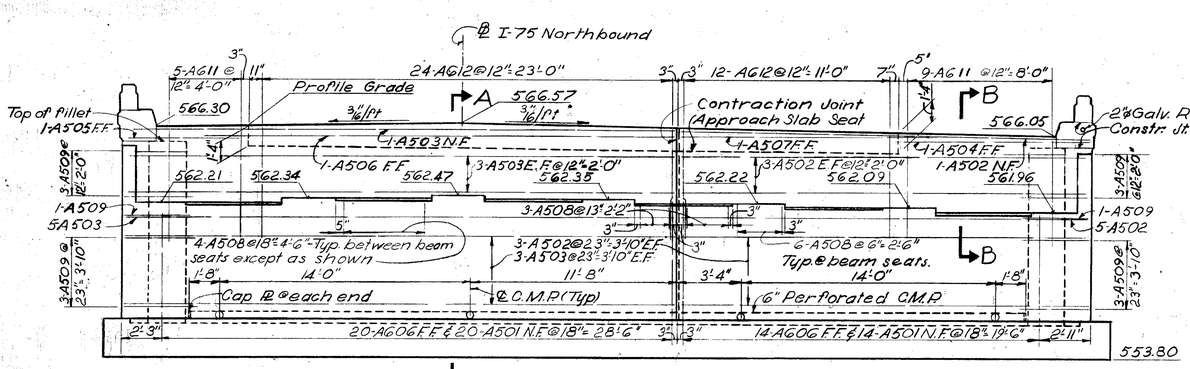
DESIGNED	DRAWN	TRACED	CHECKED	REVI
ME	GJW	~	C.J.F.	JA

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

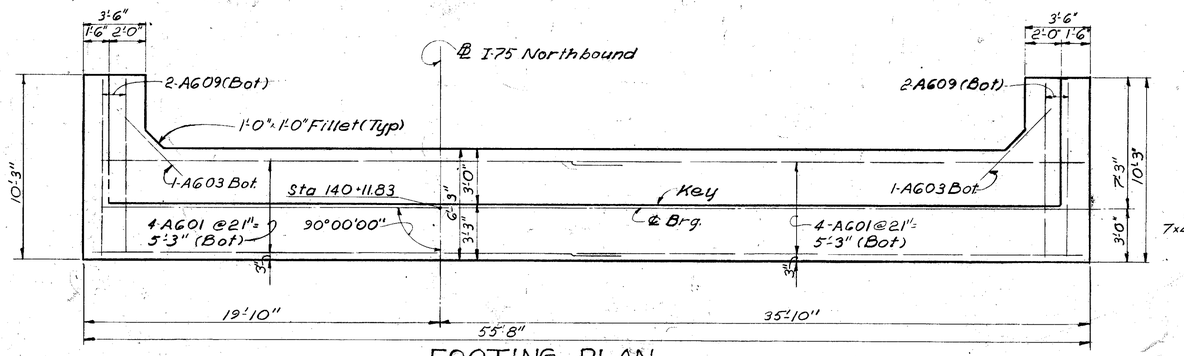
HAM-75-9.30



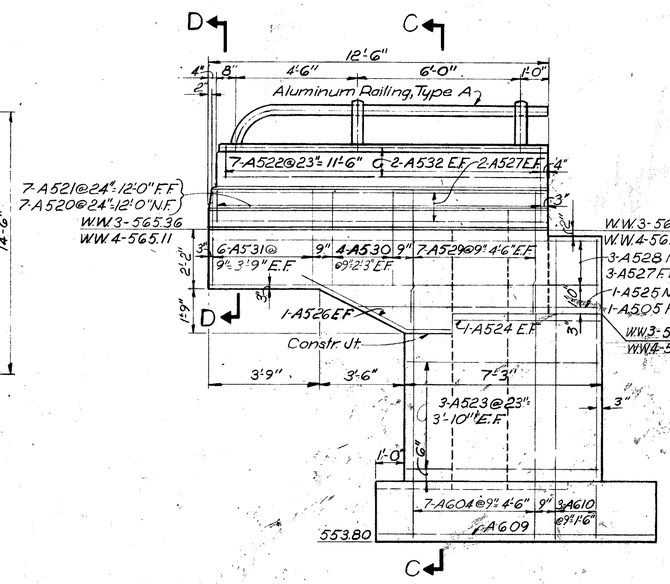
PLAN



ELEVATION

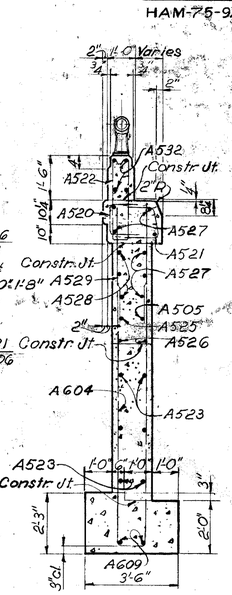


FOOTING PLAN

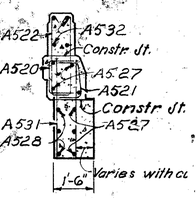


WINGWALL ELEVATION

Wingwall 3 shown, Wingwall 4 similar



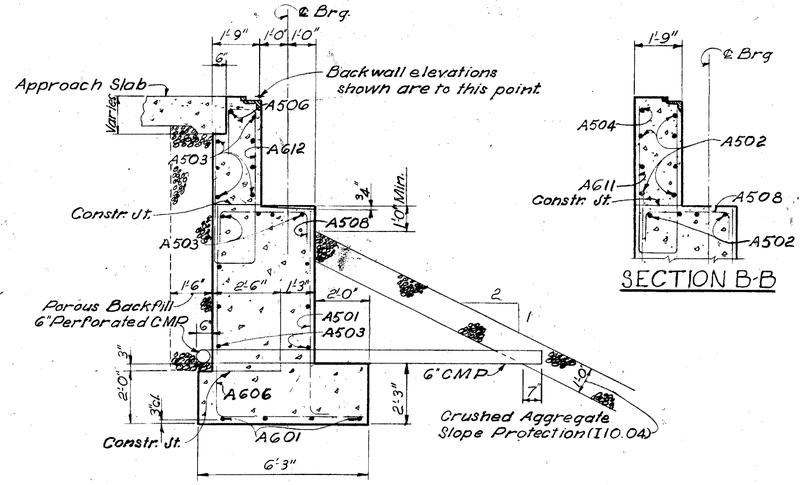
SECTION C-C



SECTION D-D

NOTES

1. For Notes see Abutm Sheet 299.

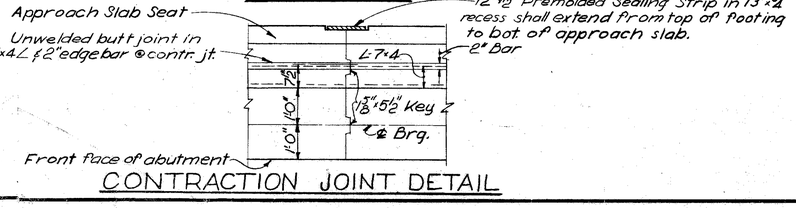


SECTION A-A

SECTION B-B

LEGEND

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face
W.W. = Wingwall



CONTRACTION JOINT DETAIL

VOGT, IVERS, & ASSOCI
ENGINEERS AR
CINCINNATI

ABUTMENT 2
BRIDGE No. HAM-7
NORTHBOUND I-75 O
OF MILL CREEK & G
HAMILTON COU

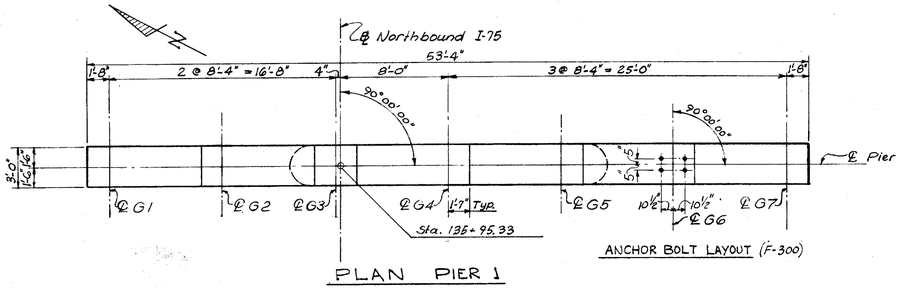
DESIGNED	DRAWN	TRACED
M.E.	GJW	~

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

301/450

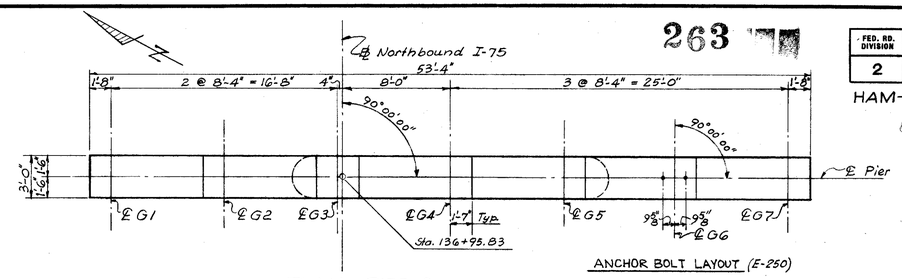
HAM-75-9.30

263 Red 301-400



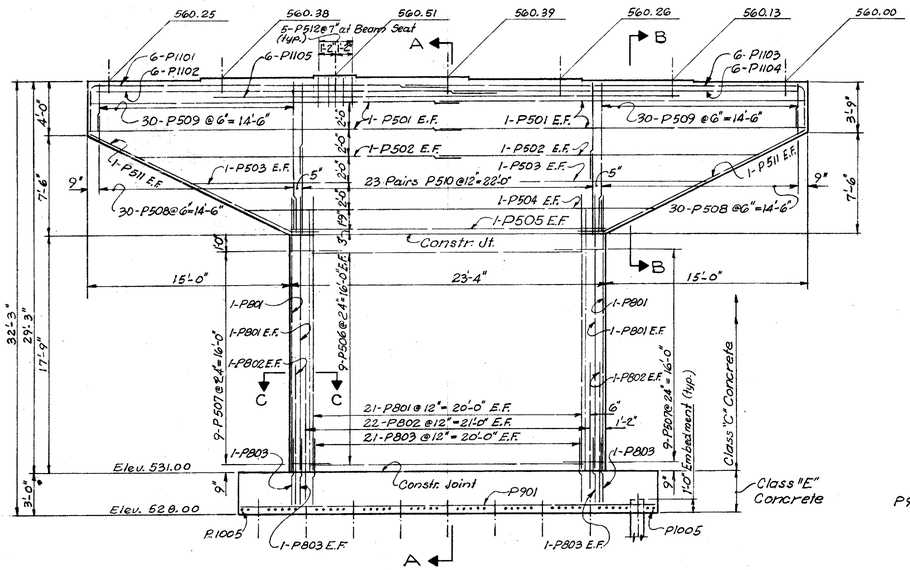
PLAN PIER 1

ANCHOR BOLT LAYOUT (F-300)

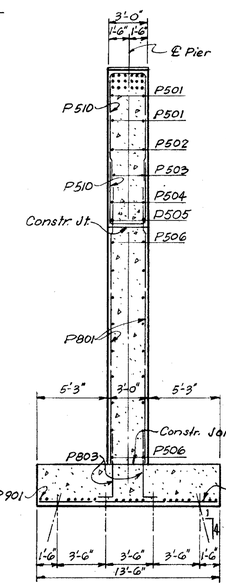


PLAN PIER 2

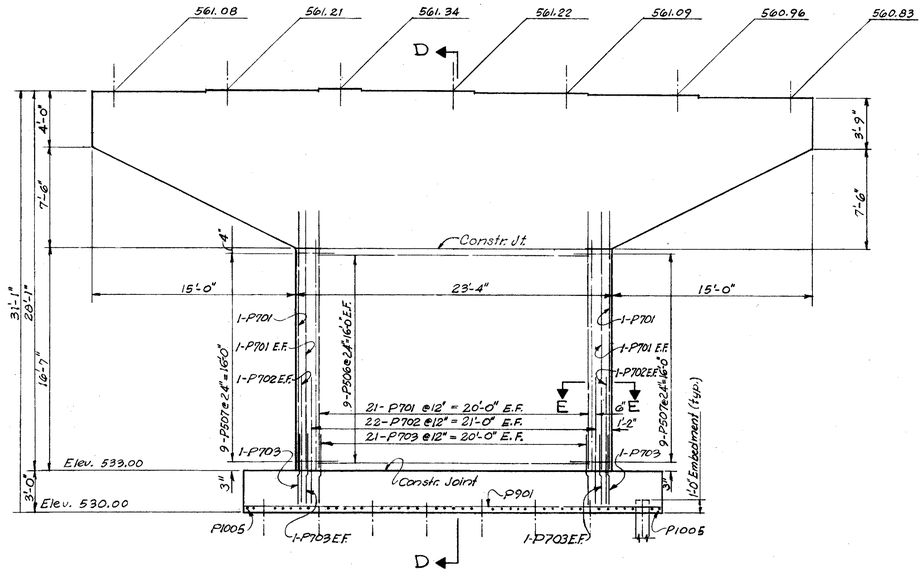
ANCHOR BOLT LAYOUT (E-250)



ELEVATION PIER 1

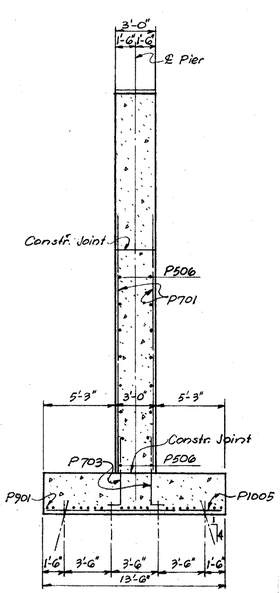


SECTION A-A

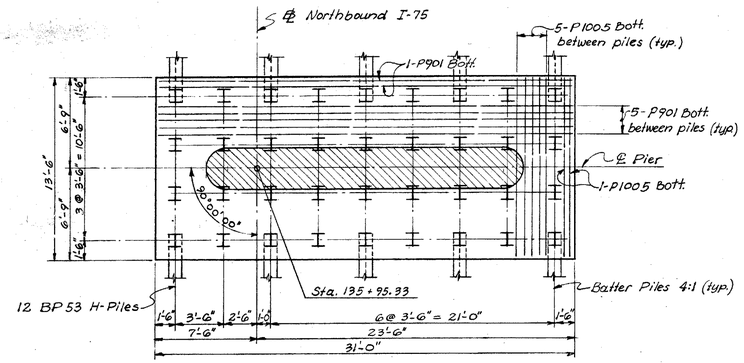


ELEVATION PIER 2

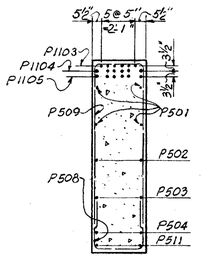
Reinforcing same as for Pier 1, except as shown.



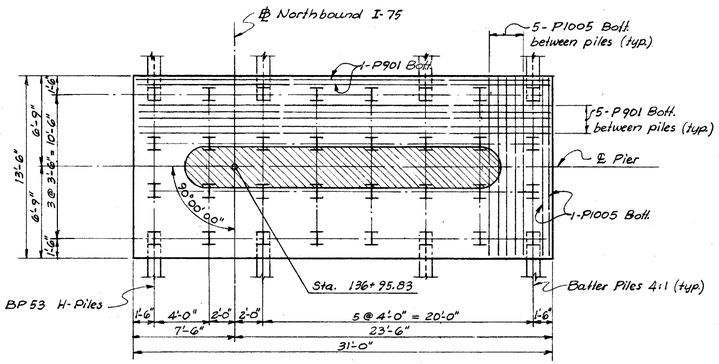
SECTION D-D



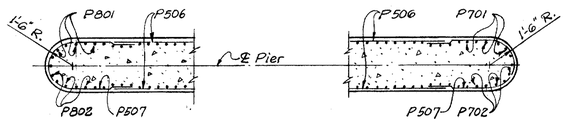
FOOTING PLAN PIER 1



SECTION B-B



FOOTING PLAN PIER 2



SECTION C-C

SECTION E-E

NOTES

1. Place reinforcing in pier cap so as not to interfere with the drilling of the anchor bolt holes.
2. "E.F." denotes "Each Face
3. ELECTRICAL GROUNG, per sht. EG Install in Pier 2 (right end)

MICROFILMED JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

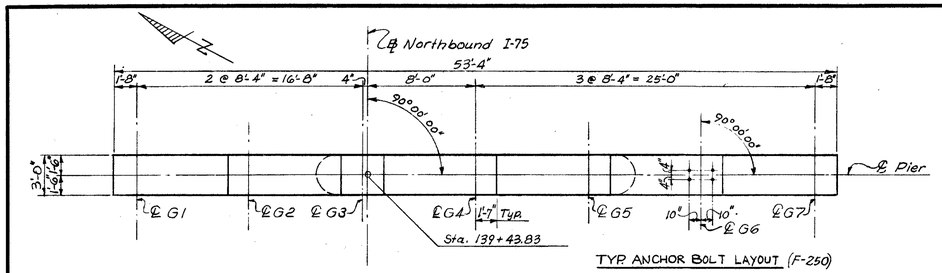
PIERS 1 AND 2

BRIDGE NO. HAM-75-1056

NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH ROAD

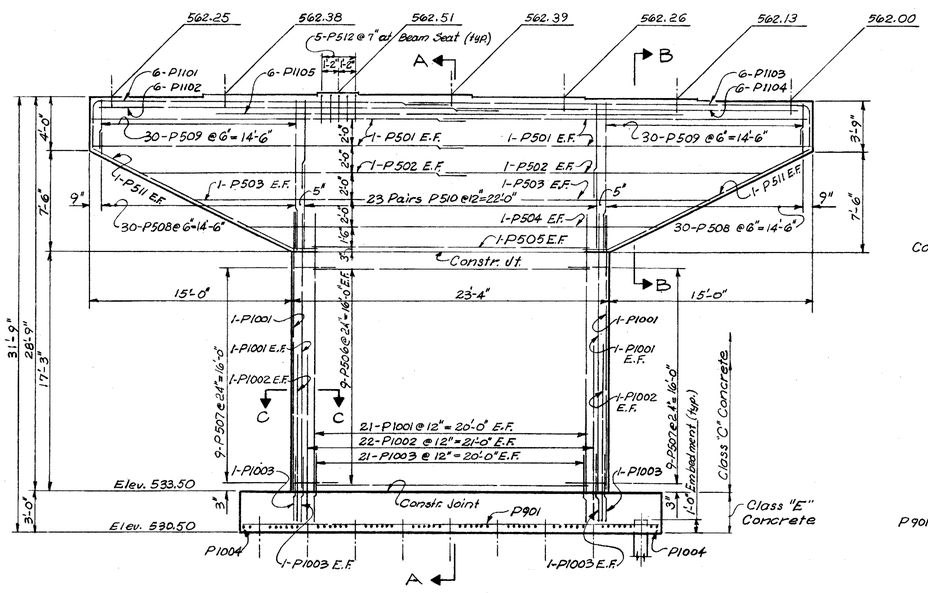
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.S.	E.E.S.	~	M.P.S.	JAD	7-23-64	

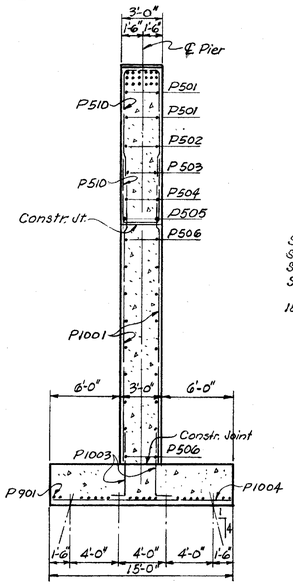


TYP. ANCHOR BOLT LAYOUT (F-250)

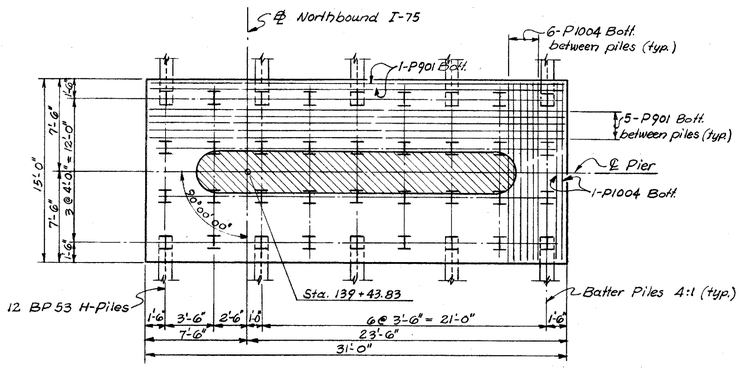
PLAN PIER 5



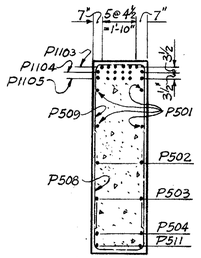
ELEVATION PIER 5



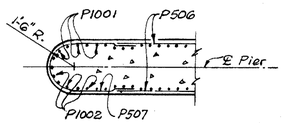
SECTION A-A



FOOTING PLAN PIER 5

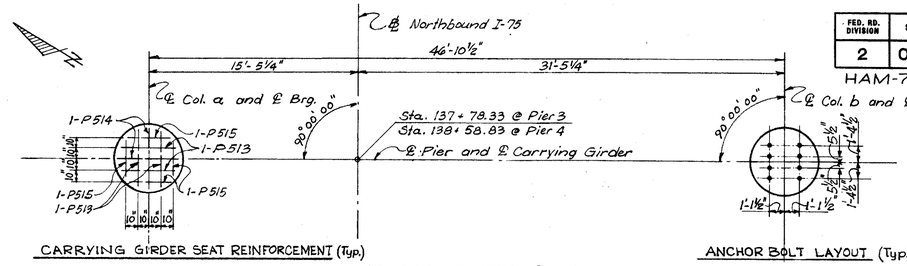


SECTION B-B



SECTION C-C

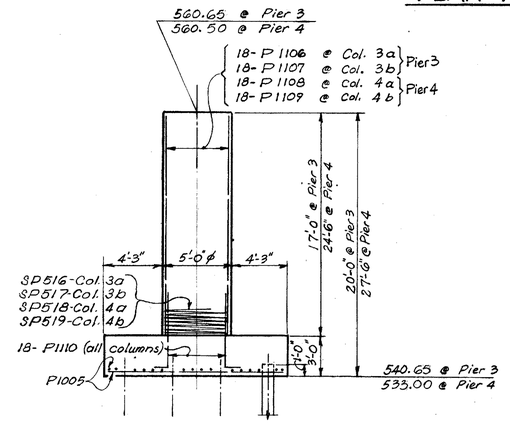
MICROFILMED
JAN 28 1965

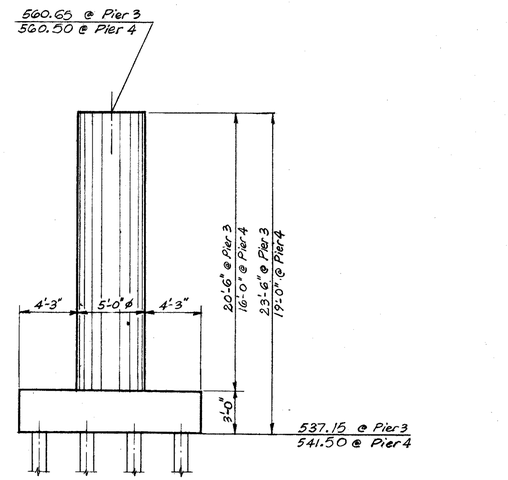


CARRYING GIRDER SEAT REINFORCEMENT (Typ.)

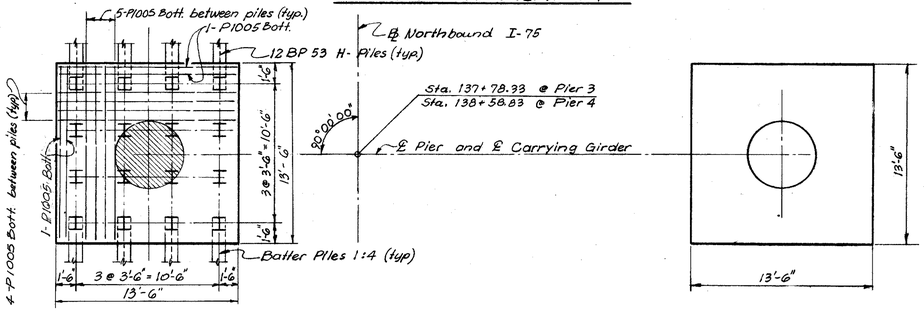
ANCHOR BOLT LAYOUT (Typ.)

PLAN PIERS 3 & 4





ELEVATION PIERS 3 & 4



FOOTING PLAN PIERS 3 & 4

NOTES:

1. Place the reinforcing in pier cap and columns so as not to interfere with the drilling of the anchor bolt holes.
2. "E.F." denotes "Each Face".
3. ELECTRICAL GROUND, per sht. 260 install in right end of Pier 5

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

PIERS 3, 4, AND 5

BRIDGE NO. HAM-75-1056

NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH ROAD

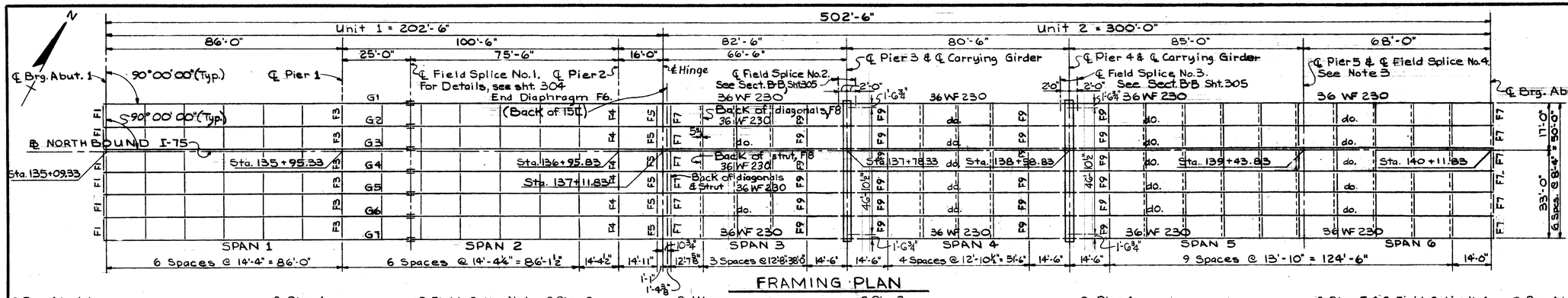
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.S.	E.E.S.	~	M.P.S.	J.A.D.	7-23-64	

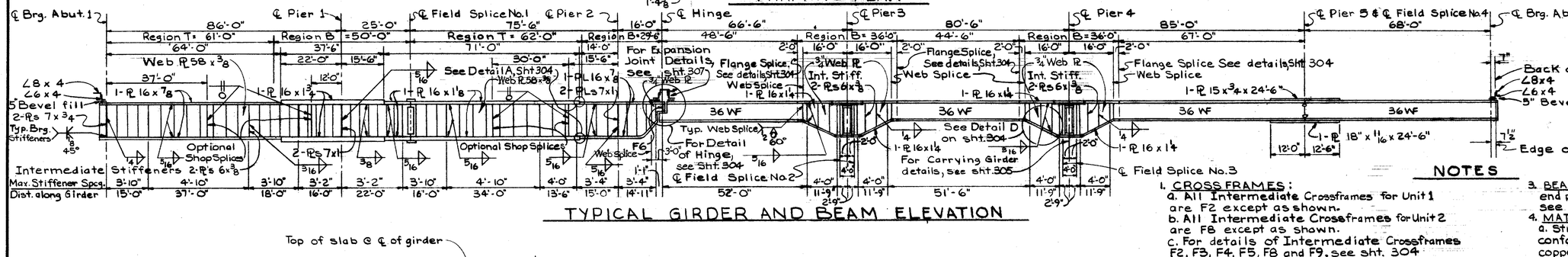
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

303
450

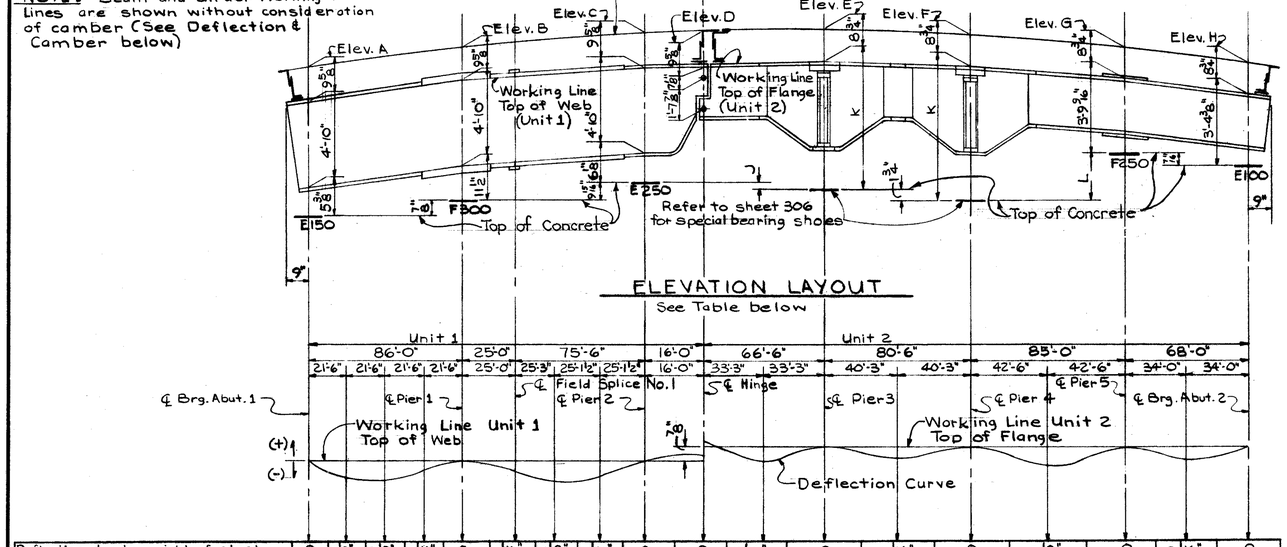
HAM-75-9.30



FRAMING PLAN



TYPICAL GIRDER AND BEAM ELEVATION



ELEVATION LAYOUT

See Table below

Deflection due to weight of steel	0	-⅛"	-⅛"	-1/16"	0	-1/16"	-⅛"	-1/16"	0	0	-1/16"	0	-1/16"	0	-⅛"	0	-1/16"	0
Deflection due to remaining D.L.	0	-3/8"	-7/16"	-3/16"	0	-¼"	-½"	-⅜"	0	+1/16"	-⅜"	0	-¼"	0	-7/16"	0	-5/16"	0
Camber for deflection only	0	-½"	-9/16"	-¼"	0	-5/16"	-⅝"	-7/16"	0	+1/16"	-7/16"	0	-5/16"	0	-⅜"	0	-⅜"	0
Convexity required for Vertical Curve.	0	-¼"	-⅜	-¼"	0	-3/8"	-¼"	-⅜"	0	-3/16"	-5/16"	0	-⅜"	0	-¼"	0	-¼"	0
Sum of Deflection and Convexity	0	-¾"	-1/16"	-½"	0	-11/16"	-1/8"	-13/16"	0	-⅛"	-¾"	0	-⅝"	0	-⅝"	0	-⅝"	0
Total camber required	0	+¾"	+5/16"	+½"	0	+11/16"	+1/8"	+13/16"	0	+⅛"	+¾"	0	0	0	+1/16"	0	0	0

DEFLECTION & CAMBER

Girder	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F	Elev. G	Elev. H	Dim. J	Dim. K	Dim. L
G1	566.26	566.84	567.22	567.25	567.29	567.15	566.77	566.30	5 3/16"	5'-11"	1'-8⅛"
G2	566.39	566.97	567.35	567.39	567.42	567.28	566.90	566.43	6 3/16"	6'-0 1/16"	1'-10 7/16"
G3	566.52	567.10	567.48	567.52	567.55	567.41	567.03	566.56	8 1/16"	6'-2⅛"	2'-0"
G4	566.40	566.98	567.36	567.40	567.43	567.29	566.91	566.44	6 1/8"	6'-0 1/16"	1'-10 5/16"
G5	566.27	566.85	567.23	567.27	567.30	567.16	566.78	566.31	5 3/16"	5'-11⅛"	1'-9"
G6	566.14	566.72	567.10	567.14	567.17	567.03	566.65	566.18	3 3/16"	5'-9 15/16"	1'-7 7/16"
G7	566.01	566.59	566.97	567.00	567.04	566.90	566.52	566.05	2 3/16"	5'-8"	1'-5⅞"

MICROFILMED
JAN 28 1985

NOTES

1. CROSS FRAMES:
   a. All Intermediate Crossframes for Unit 1 are F2 except as shown.
   b. All Intermediate Crossframes for Unit 2 are F8 except as shown.
   c. For details of Intermediate Crossframes F2, F3, F4, F5, F8 and F9, see sht. 304
   d. For details of End Crossframe F1 and End Diaphragm F6, see sht. 304
   e. For details of End Crossframe F7, see Std. Dwg. SD-1-63, sht. 2 of 4 dated 11-12-63.
2. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedure for this structure which shall, in general, conform to the following sequence:
   a. Erect girder spans 1 and 2 with sufficient crossframes bolted in place to ensure stability.
   b. Set and brace carrying girders in position at Piers 3 and 4.
   c. Erect beams in spans 3, 4, 5 and 6 with erection bolts at carrying girders, providing adequate clamps and blocking to prevent movement at the hinge adjacent to Pier 2 during this phase, and installing sufficient temporary bracing to ensure stability.
   d. Butt weld beam flanges and webs at field splice points adjacent to carrying girders using the following sequence: make two passes on the web, then two on each flange; repeat, using one or two passes at each location, until welds are completed.
   e. Raise the abutment end of the beams in Span 6 1⅛" and butt weld beam flanges and webs at Pier 5 using the sequence given in step d.
   f. Weld top and bottom moment plates at Pier 5.
   g. Lower end of beams at abutment 2.
   h. Remove temporary clamps and blocking at the hinge.
   i. Complete installation of crossframes and remove temporary bracing at the beams.
3. BEAM SPLICE: For beam splice details and end preparation of rolled beams for field welding, see Std. Dwg. SD-1-63 sht. 1 of 4 dated 11-12-63.
4. MATERIALS:
   a. Structural steel for hinge plates & pin plates shall conform to the requirements of ASTM A36, copper bearing.
   b. Structural steel for hinge pins shall conform to the requirements of ASTM Designation A-108.
5. WELDING: Butt welds shall be radiographically examined in accordance with Supplemental Specification No. S-307 dated 8-23-60.
6. SCUPPERS AND BULB ANGLE GUTTERS: For details, see Std. Dwg. SD-1-63, sheet 3 of 4 dated 11-12-63.
7. SCUPPERS: For location, see sht. 307
8. CURB PLATES: See sht. 307 for details.
9. FIXED AND SLIDING BEARINGS: For details of bearings at Piers 1, 2, 5 and Abutments 1 and 2, see Std. Dwg. FSB-1-62, revised 1-15-63. For details of bearings at Piers 3 and 4, see sht. 306
10. STIFFENERS: Intermediate stiffeners shall have contact bearing with the top flange within Region T, but may have a clearance not exceeding ⅛" at the bottom flange. Within Region B, intermediate stiffeners shall have contact bearing with the bottom flange and ⅜" maximum clearance at the top flange. Adequate care in shop painting all junctions of intermediate stiffeners and flanges, where contact bearing is not provided, shall be exercised to make certain that paint is forced through such openings from one side to the other. Bearing stiffeners shall be placed vertically.
11. END DAMS: For details of end dams at abutments 1 & 2, see Std. Dwg. SD-1-63, sht. 2 of 4 dated 11-12-63.
12. EXPANSION JOINT AT HINGE: For details, see sht. 307
13. BEVEL FILL: For additional details see Detail D, Std. Dwg. SD-1-63 sht. 2 of 4 dated 11-12-63.
14. For additional details and Notes, see shts. 304, 305 and 306.
15. For GENERAL NOTES, see sht. 294.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

FRAMING PLAN BRIDGE NO. HAM-75-1056 NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH RD

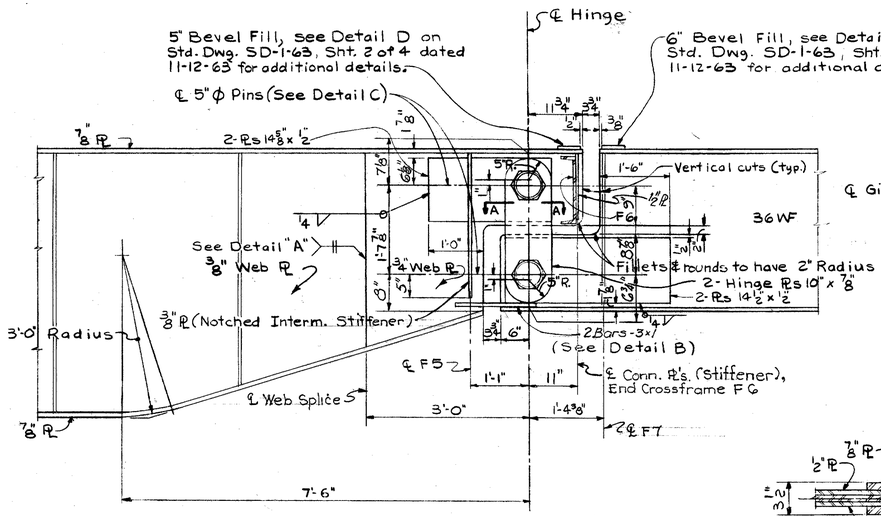
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	DHW	~	RLS	JAD	7-23-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

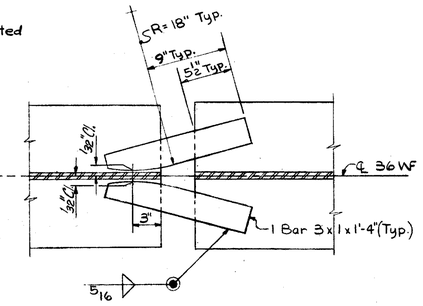
304
450

HAM - 75 - 9.30

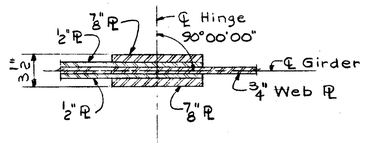


Note: All crossframes shown here shall be vertical. The width of the exp. Jt. shall be set @ 3 3/4" @ 60° F.

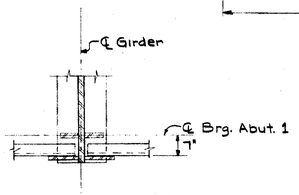
DETAIL OF HINGE



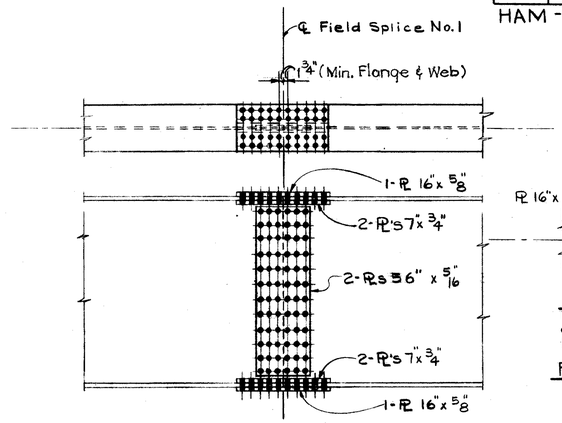
DETAIL B



SECTION A-A



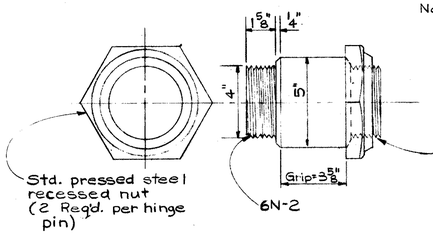
SECTION B-B



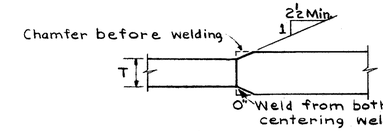
FLANGE SPLICE DETAIL

DETAIL OF FIELD SPLICE NO. 1

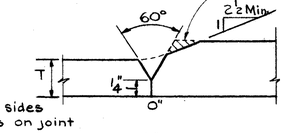
Note: Use 7/8"ϕ High Strength Bolts, 15/16" ϕ Holes in Field Splice Connections.



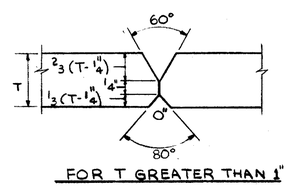
DETAIL C



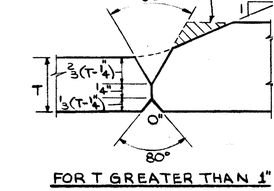
T 1/2" OR LESS



T OVER 1/2" TO 1" INCL.



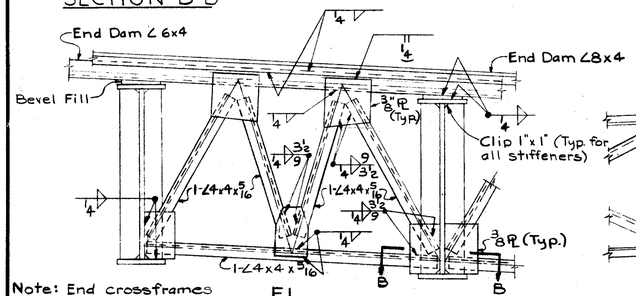
FOR T GREATER THAN 1"



FOR T GREATER THAN 1"

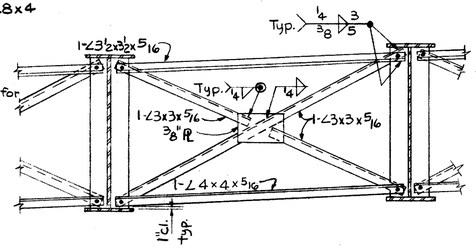
DETAIL A

Notes:
1. All of the full penetration welds shall be back-gouged and welded after welding for side.
2. Butt welds on girder and beam flange plates shall be ground flush, the finish grinding being parallel to the ℄ of girder or beam.

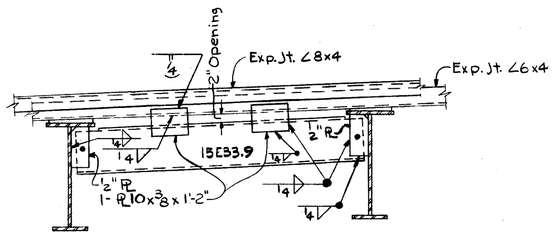


Note: End crossframes shall be placed vertical.

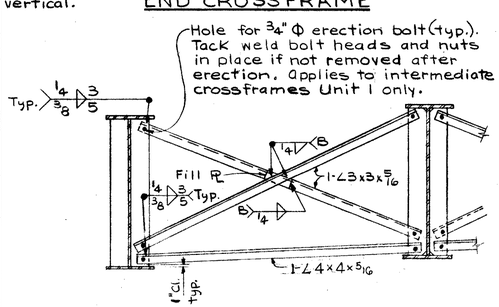
F1
END CROSSFRAME



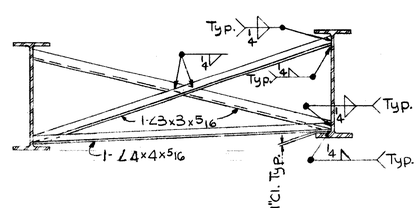
F4
INTERMEDIATE CROSSFRAME



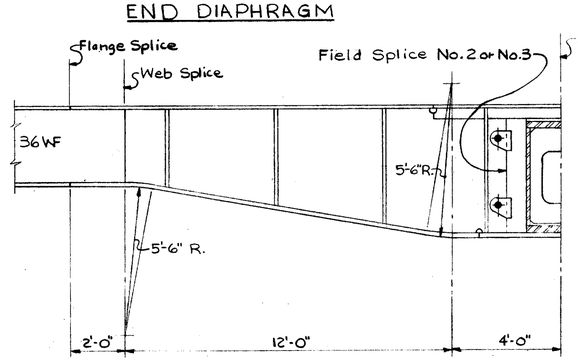
F6
END DIAPHRAGM



F2 F3 F5 F9
INTERMEDIATE CROSSFRAMES



F8
INTERMEDIATE CROSSFRAME



DETAIL D

For NOTES, see sht. 303

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

STEEL DETAILS

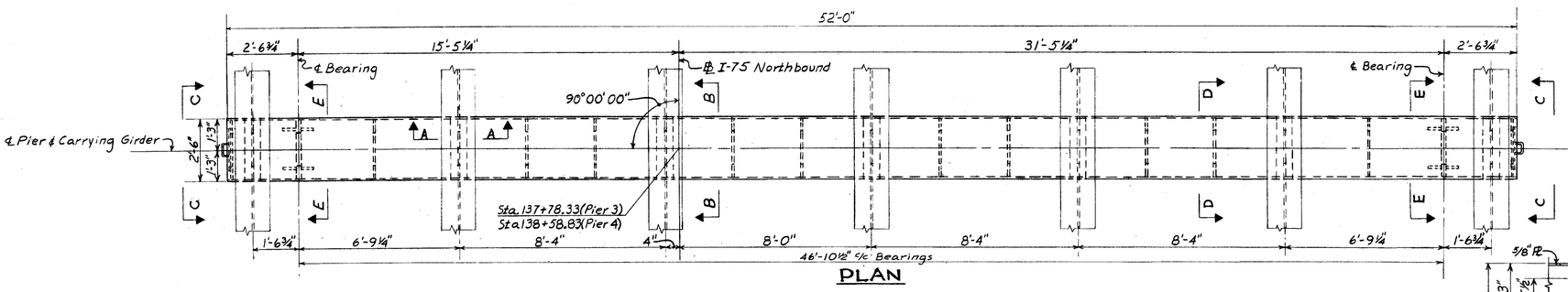
BRIDGE NO. HAM-75-1056
NORTHBOUND I-75 OVER WEST FOR
OF MILL CREEK AND GALBRAITH R
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	DHW	~	RLS	JAD	7-2364	

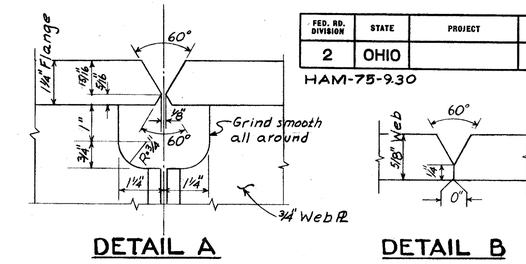
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

305
450

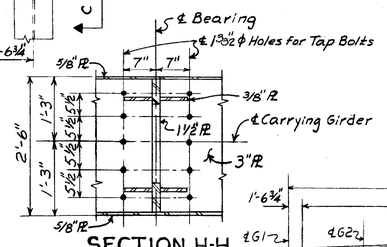


PLAN

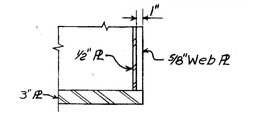


DETAIL A

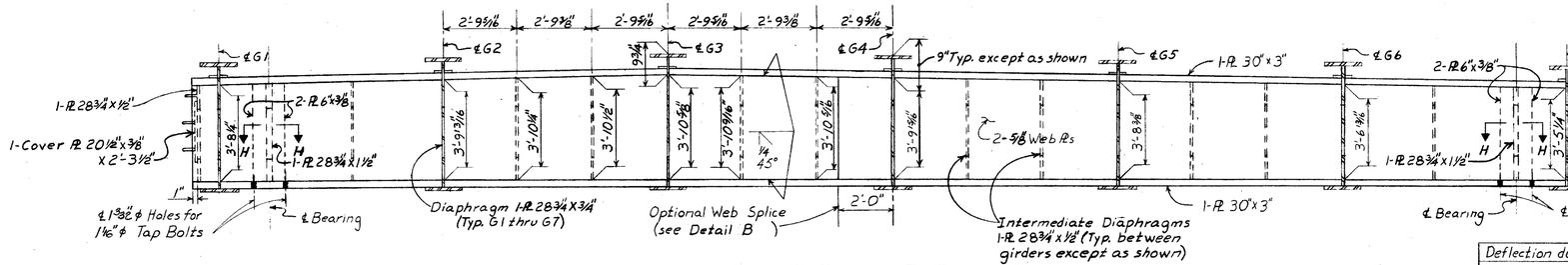
DETAIL B



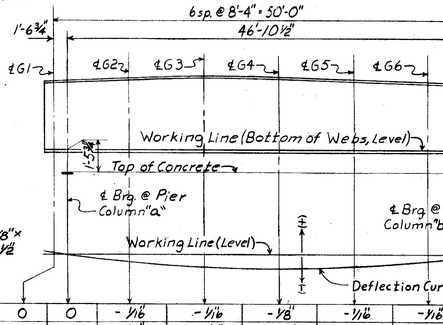
SECTION H-H



SECTION G-G



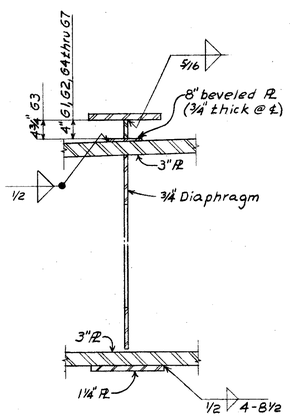
GIRDER ELEVATION



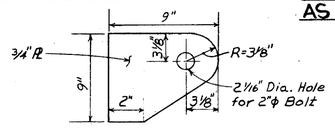
Deflection due to weight of steel ♦	0	0	- 1/16"	- 1/16"	- 1/8"	- 1/16"	- 1/16"	0	0
Deflection due to remaining dead load	0	0	- 1/8"	- 1/4"	- 5/16"	- 1/4"	- 1/8"	0	0
Total dead load deflection	0	0	- 3/16"	- 5/16"	- 7/16"	- 5/16"	- 3/16"	0	0
Camber required	0	0	+ 3/16"	+ 5/16"	+ 7/16"	+ 5/16"	+ 3/16"	0	0

♦ Weight of steel includes longitudinal girders, crossframes, etc., as well as the carrying girders.

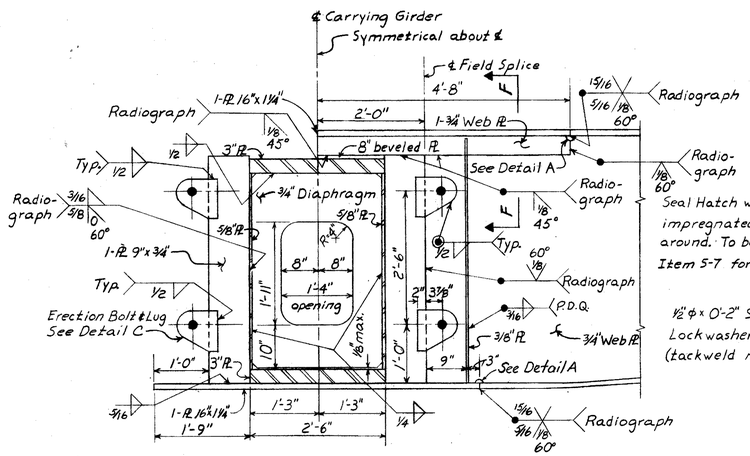
ELEVATION LAYOUT, DEFLECTION & CAMBER



SECTION A-A

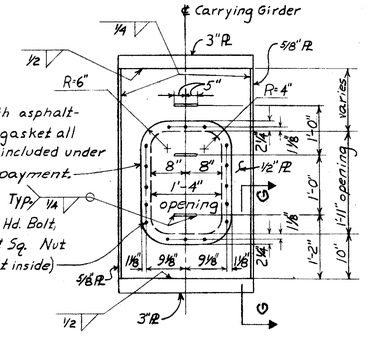


DETAIL C

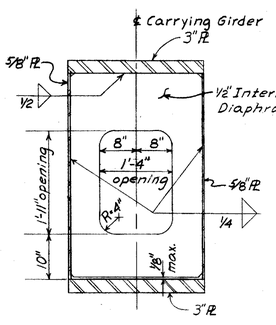


HALF SECTION AS DELIVERED

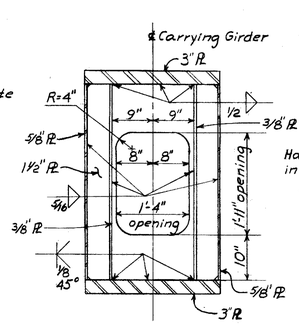
HALF SECTION SPLICE ASSEMBLED



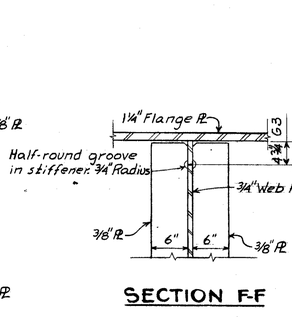
VIEW C-C



SECTION D-D



SECTION E-E



SECTION F-F

SECTION B-B

Applies to Field Splice Nos. 2 & 3

MICROFILMED
JAN 28 1965

NOTES

1. All diaphragms shall be vertical, and have contact bearing against the top flange.
2. For details of bearings, see Sheet 306.
3. Butt welds shall be radiographically examined in accordance with Supplemental Specification No. S-307, dated 8-23-60.
4. All of the full penetration welds shall be back-gouged and welded after welding far side.
5. Butt welds on girder flange plates shall be ground flush, the finish grinding being parallel to the ℄ of girder.
6. For additional NOTES, see Sheet 303.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

CARRYING GIRDERS AT PIERS 3 & 4

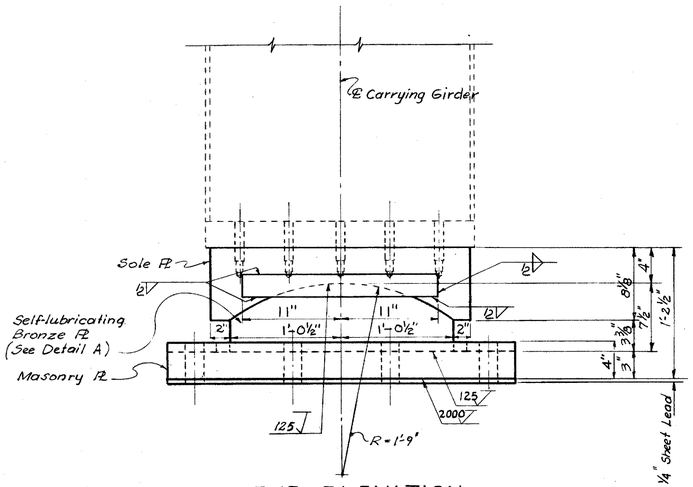
BRIDGE NO. HAM-75-1056
NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH RO
HAMILTON COUNTY STA. 135+0708 to STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	GRH	~	RLS	JAD	7-23-64	

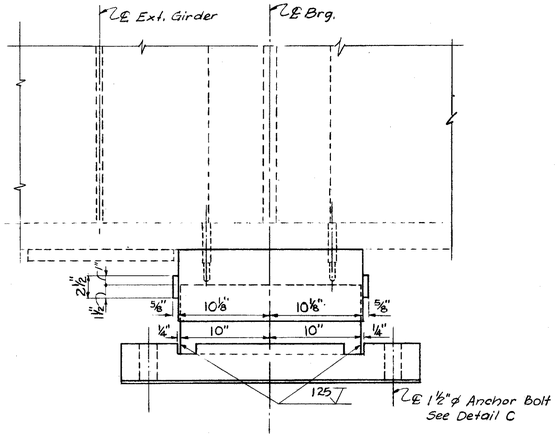
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

306
450

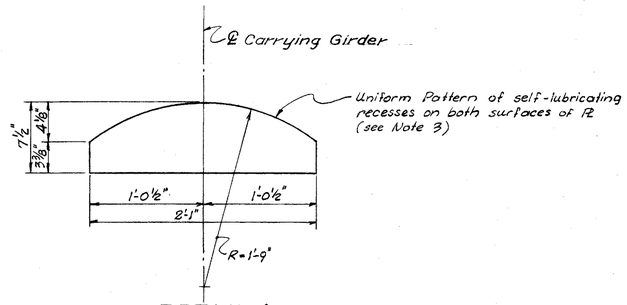
HAM-75-9.30



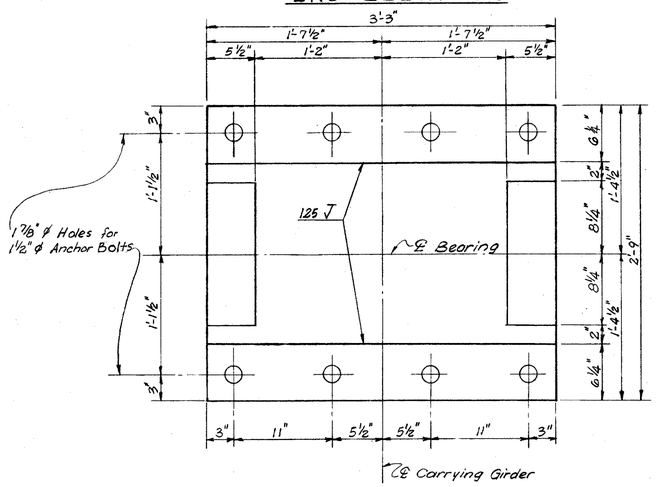
END ELEVATION



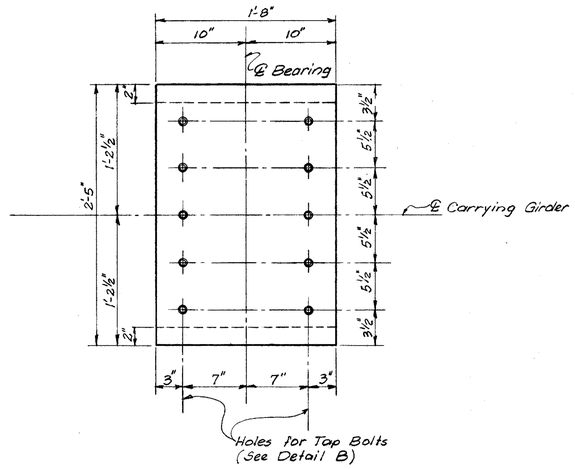
SIDE VIEW



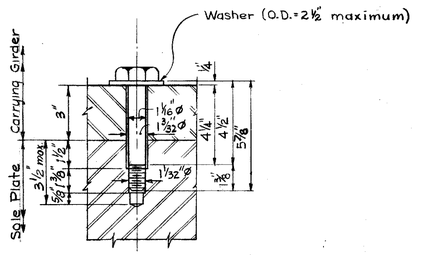
DETAIL A
SELF-LUBRICATING BRONZE PL.



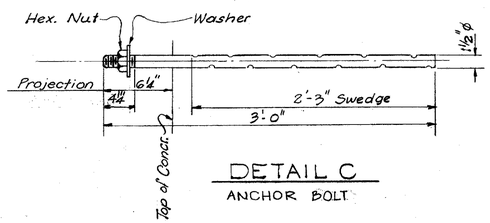
PLAN
MASONRY PLATE



PLAN
SOLE PLATE



DETAIL B
TAP BOLT



DETAIL C
ANCHOR BOLT

MICROFILMED
JAN 25 ....

NOTES

1. Before final assembly the upper and lower surfaces of the bronze plate and the opposing steel plate shall be coated with a lubricant similar to that in the recesses. The three parts shall be banded together for shipment.
2. For Carrying Girder details, see sh. 305
3. For Framing Plan, see sh. 303
4. Specification for Self-Lubricating Bronze Bearing Plates, Std. Dwg. FSB-1-6 (Rev. 1-15-63) applies except for the following:
   Change Paragraph (a.) to read:
   Cast Phosphor Bronze shall conform to Sec. M-7.11 of the Construction and Material Specifications, ASTM Designation B22, Alloy E, and shall have an allowable Unit Stress of 3500 psi. in compression.
   Change Paragraph (C.) to read:
   The recesses for the lubricant shall consist of annular rings with or without central circular recesses with a depth at least equal to the width of the ring or diameter of hole.
5. Steel: Plates and rods shall conform to ASTM Designation A36-62T.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

BEARINGS FOR CARRYING GIRDER AT PIER 3 AND PIER 4

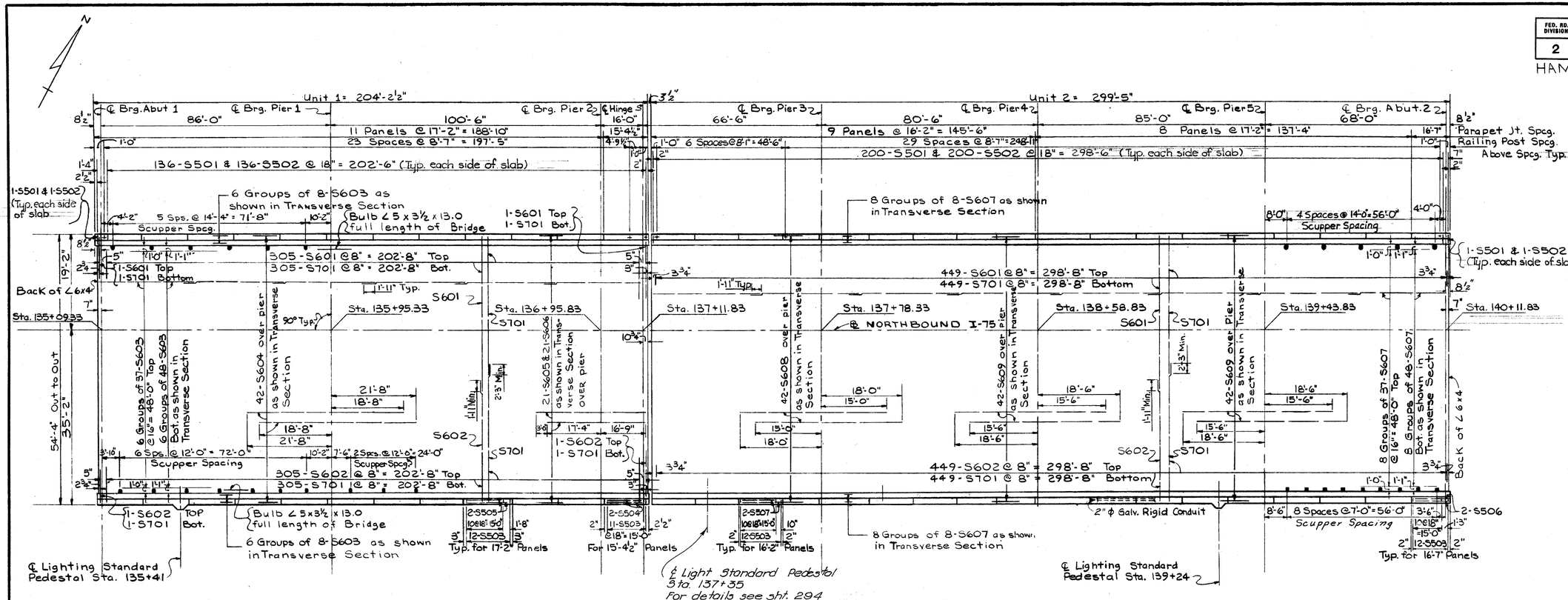
BRIDGE NO. HAM-75-1056
NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH ROAD
HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	RKS	EES	RLS	J.A.D	7-23-64	

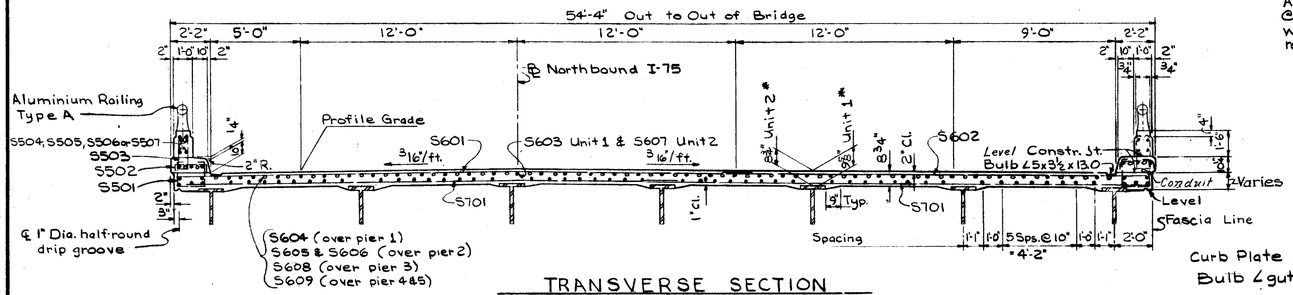
FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

307/450

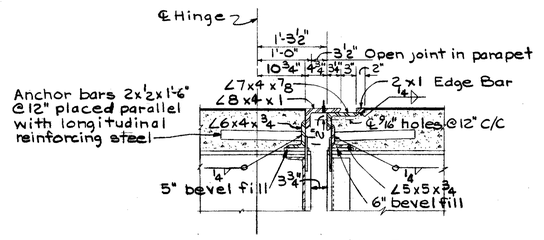
HAM-75-9.30



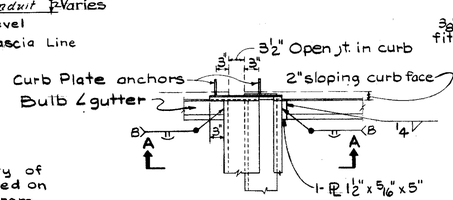
PLAN



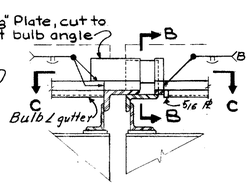
TRANSVERSE SECTION



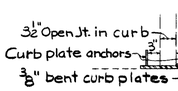
EXPANSION JOINT DETAIL



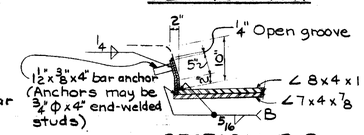
PART DECK PLAN



SECTION A-A



SECTION C-C



SECTION B-B

CURB PLATE DETAILS AT HINGE

DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of the girders & beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.

* These are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beam or girder may not have the exact camber or conformation required to place it parallel to the finished grade.

MICROFILMED JAN 28 1985

PAVEMENT ELEVATIONS

STATION	PROFILE GRADE	BASE LINE	CURB 17'L. OF ℄	CURB 33'R. OF ℄
135+00	566.26	566.45	566.18	565.9
135+25	566.46	566.65	566.38	566.1
135+50	566.64	566.83	566.56	566.3
135+75	566.80	566.99	566.72	566.4
136+00	566.95	567.14	566.87	566.6
136+25	567.07	567.26	566.99	566.7
136+50	567.17	567.36	567.09	566.8
136+75	567.25	567.44	567.17	566.9
137+00	567.31	567.50	567.23	566.9
137+25	567.35	567.54	567.27	567.0
137+50	567.37	567.56	567.29	567.0
137+75	567.37	567.56	567.29	567.0
138+00	567.35	567.54	567.27	567.0
138+25	567.31	567.50	567.23	566.9
138+50	567.25	567.44	567.17	566.9
138+75	567.17	567.36	567.09	566.8
139+00	567.08	567.27	567.00	566.7
139+25	566.95	567.14	566.87	566.6
139+50	566.81	567.00	566.73	566.4
139+75	566.65	566.84	566.57	566.3
140+00	566.47	566.66	566.39	566.1
140+25	566.27	566.46	566.19	565.9

NOTES:

1. Slab thickness includes 1" monolithic wearing surface.
2. Spread or cut longitudinal reinforcing steel in slab to clear scuppers.
3. For scupper and gutter details, see Std. Dwg. SD-1-63, Sht. 3 of 4. All scuppers are type II.
4. For railing and parapet joint details, see Std. Dwg. AR-1-57.
5. For Abutment end dam details, see Std. Dwg. SD-1-63, Sht. 2 & 4 of 4.
6. For light standard pedestal, see detail, sht. 294.
7. Parapet concrete and S504, S505, S506 and S507 are to be included with Item S-14 for payment.
8. For curb plate details at Abutments, see Std. Dwg. SD-1-63, Sht. 4 of 4.
9. Delineator bracket, type A-1, shall be mounted on the aluminum railing to the right of NB I-75 baseline at Station 136+39 & Station 138+39.
10. Provide for expansion in the 2" galv. rigid conduit at all expansion joints in the roadway slab similar to Detail - Conduit Through Wingwall, as shown on sht. 26

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE
ROADWAY SLAB
BRIDGE NO. HAM-75-1056

NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH R

HAMILTON COUNTY STA. 135+07.08
STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
DHW	DHW	~	LPM	JAD 7-23-84	

ABUTMENT					PIERS					SUPERSTRUCTURE					REPLACEMENT BARS				
MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT
A 501	68	8'-2"	Bt.	579	P501	24	27'-6"	Str.	688	S 501	676	4'-11"	Bt.	3467	RE 5	1	5'-7"	Bt.	—
A 502	40	22'-4"	Str.	932	P502	12	23'-10"	Str.	298	S 502	676	2'-6"	Bt.	1763	RE 5	2	5'-7"	Str.	—
A 503	40	30'-8"	Str.	1279	P503	12	19'-10"	Str.	248	S 503	718	5'-7"	Bt.	4181	RE 6	9	5'-11"	Str.	—
A 504	2	10'-8"	Str.	22	P504	6	30'-0"	Str.	188	*S 504	8	15'-0"	Str.	——	RE 7	5	6'-3"	Str.	—
A 505	48	6'-8"	Str	334	P505	6	23'-6"	Str.	147	*S 505	152	16'-10"	Str.	——	RE 8	1	6'-6"	Str.	—
A 506	2	25'-9"	Str.	54	P506	54	20'-0"	Str.	1126	*S 506	8	16'-3"	Str.	——	RE 8	1	6'-10"	Str.	—
A 507	2	13'-5"	Str.	28	P507	54	8'-10"	Bt.	498	*S 507	72	15'-10"	Str.	——	RE 10	2	* 7'-3"	Str.	—
A 508	136	6'-4"	Bt.	898	P508	180	9'-5"	Bt.	1,768	S 508	24	3'-8"	Bt.	122	RE 11	2	7'-7"	Str.	—
A 509	32	5'-0"	Str.	167	P509	180 (6ea.)	Varies 6'-7" to 21'-1" by 6".	Bt.	2,589	S 509	12	4'-9"	Bt.	79					
A 510	16	10'-2"	Str.	170	P510	138	15'-5"	Bt.	2219										
A 511	2	9'-8"	Str.	20	P511	12	18'-5"	Bt.	231										
A 512	4	11'-8"	Str.	49	P512	105	4'-1"	Bt.	447										
A 513	2	13'-8"	Str.	29	P513	16	6'-0"	Bt.	100	S 601	756	32'-0"	Str.	36,336					
A 514	4	11'-2"	Bt.	47	P514	8	5'-11"	Bt.	49	S 602	756	23'-8"	Str.	26874					
A 515	8	18'-2"	Str.	152	P515	16	4'-5"	Bt.	74	S 603	606	35'-7"	Str.	32,388					
A 516	16	16'-0"	Str.	267	SP516	1	17'-0"	Bt.	1052	S 604	42	40'-4"	Str.	2544					
A 517	20	4'-1"	Str.	85	SP517	1	20'-6"	Bt.	1,257	S 606	21	34'-1"	Str.	1075					
A 518	24(4ea)	4'-6" to 6'-7" by 5"	Str.	139	SP518	1	24'-6"	Bt.	1496	S 606	21	37'-1"	Str.	1170					
A 519	8	15'-10"	Str.	——	SP519	1	16'-0"	Bt.	991	S 607	808	39'-1"	Str.	47432					
A 520	32	3'-1"	Bt.	103	P701	48	19'-8"	Str.	1930	S 608	42	33'-0"	Str.	2,082					
A 521	32	2'-11"	Bt.	97	P702	48	10'-8"	Bt.	1,047	S 609	84	34'-0"	Str.	4290					
A 522	32	6'-9"	Bt.	225	P 703	48	5'-11"	Bt.	580										
A 523	12	6'-11"	Str.	87															
A 524	4	5'-5"	Str.	23															
A 525	2	8'-9"	Str.	18						S-701	1512	28'-0"	Str.	86,535					
A 526	4	6'-5"	Bt.	27	P801	48	20'-7"	Str.	2,638										
A 527	14	12'-0"	Str.	175	P802	48	11'-9"	Bt.	1,506										
A 528	6	14'-2"	Str.	89	P803	48	6'-3"	Bt.	801										
A 529	28	4'-9"	Str.	139															
A 530	16(4ea)	3'-10" to 5'-1" by 5"	Str.	74															
A 531	24	3'-6"	Str.	88															
A 532	8	11'-10"	Str.	——															
					P 901	57	30'-8"	Str.	5,943										
					P1001	48	20'-1"	Str.	4,148										
					P1002	48	15'-2"	Bt.	3,133										
A 601	16	28'-8"	Str.	689	P1003	48	7'-4"	Bt.	1,515										
A 602	4	13'-2"	Str.	79	P1004	52	14'-8"	Str.	3,282										
A 603	4	5'-0"	Str.	30	P1005	216	13'-2"	Str.	12,236										
A 604	36	20'-10"	Bt.	1127															
A 605	6	21'-4"	Bt.	192															
A 606	68	12'-11"	Bt.	1319															
A 607	14	16'-7"	Bt.	349															
A 608	36	18'-1"	Bt.	978	P 1101	18	30'-0"	Bt.	2,869										
A 609	4	9'-11"	Str.	60	P 1102	18	30'-3"	Str.	2893										
A 610	6	19'-4"	Bt.	174	P 1103	18	33'-4"	Bt.	3,188										
A 611	14	12'-7"	Bt.	265	P 1104	18	26'-8"	Str.	2,550										
A 612	36	14'-1"	Bt.	762	P 1105	18	34'-6"	Str.	3,299										
					P 1100	18	16'-10"	Str.	1,610										
					P 1107	18	20'-4"	Str.	1,945										
					P 1108	18	24'-4"	Str.	2,327										
					P 1109	18	15'-10"	Str.	1,514										
					P 1110	72	7'-9"	Bt.	2,965										

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

308
450

HAM-75-9.30

NOTES

1. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FO ARE USED, INDICATE THE BAR SIZE NUMBER.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM S-14 RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SH IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) O THE TOP OF COLUMN FOR PIERS WITHOUT CA TO THE NEAREST INCH.

   SPIRAL REINFORCING BARS SHALL NOT HA DEFORMATIONS, BUT SHALL IN OTHER RESPECT CONFORM TO ITEM S-4.

   FOUR STEEL CHANNEL, TEE OR ANGLE SPACI WEIGHING APPROXIMATELY 0.68 LB. PER LIN FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACI ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASE ON 0.68 LB. PER LIN. FT., WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.
4. SEE SHEET 309 FOR BENDING DETAILS.

MICROFILMED
JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

REINFORCING STEEL LIST

BRIDGE NO. HAM.-75-1056
NORTHBOUND I-75 OVER WESTFORK OF MILLCREEK AND GALBRAITH ROAD

HAMILTON COUNTY STA. 135+97.08
STA. 140+14.08

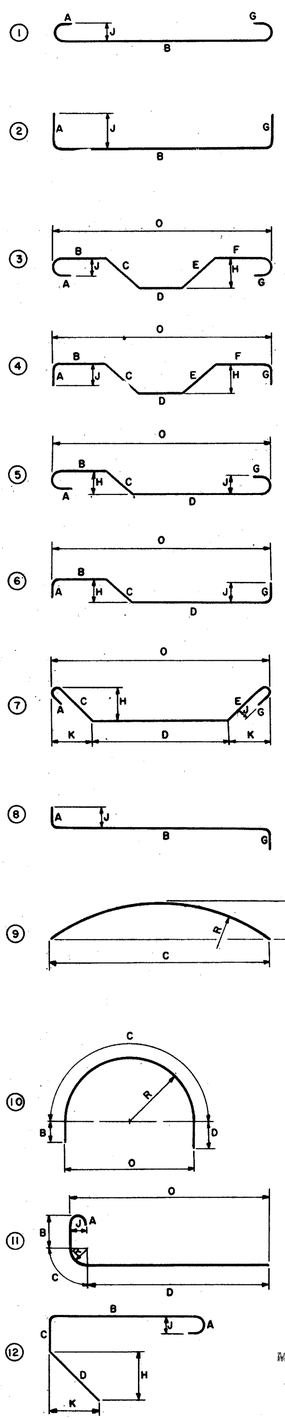
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISE
~	G.K.	~	G.R.H.	J.A.D.	7-23-64	

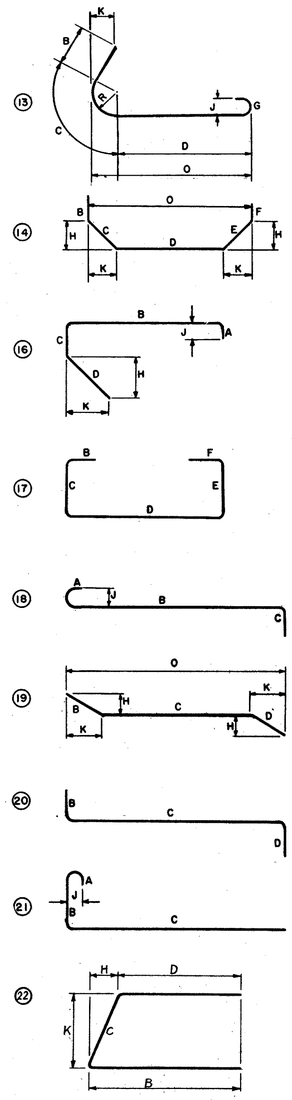
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

309
450

HAM-75-9.30

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A501	2	6"	7'-8"										
A508	17		1'-7"	3'-5"	1'-7"								
A514	16			4'-5"	6'-9"				6'-0"		3'-0"		
A520	17		1'-0"	1'-4"	1'-0"								
A521	22		1'-0"	1'-4"	10"				2"		1'-4"		
A522	S-3	5"	2'-9"	8"	2'-9"			5"					
A526	16		1'-2"	5'-3"					4'-8"		2'-4"		
A604	17		10'-0"	1'-2"	10'-0"								
A605	17		12'-9"	1'-2"	7'-9"								
A606	20		5'-4"	7'-9"									
A607	17		7'-9"	1'-5"	7'-9"								
A608	17		2'-3"	11"	7'-9"	1'-5"	6'-5"						
A610	17		10'-9"	1'-2"	7'-9"								
A611	17		5'-9"	1'-5"	5'-9"								
A612	17		2'-3"	11"	5'-9"	1'-5"	4'-5"						
P507									3'-2"				2'-8"
P508			3'-6"	2'-8"	3'-6"								
P509	S-10		Varies 2'-1" to 9'-4", Incr. 3".	2'-8".	Varies 2'-1" to 9'-4", Incr. 3"								
P510	S-10		6'-6"	2'-8"	6'-6"								
P511	19		1'-8"	16'-9"									
P512	S-10		10"	2'-8"	10"								
P513	S-10		10"	4'-4"	10"								
P514	S-10		10"	4'-6"	10"								
P515	S-10		10"	3'-0"	10"								
P702	20		1'-3"	9'-7"									
P703	20		1'-3"	4'-10"									
P802	20		1'-5"	10'-7"									
P803	20		1'-5"	5'-1"									
P1002	20		1'-10"	13'-8"									
P1003	20		1'-10"	5'-10"									
P1101	20		3'-8"	26'-8"									
P1103	20		3'-5"	30'-3"									
P1110	20		2'-0"	6'-1"									
SP516	SP1		3¼"	17'-0"	66								4'-8"
SP517	SP1		3¼"	20'-6"	79								4'-8"
SP518	SP1		3¼"	24'-6"	94								4'-8"
SP519	SP1		3¼"	16'-0"	62								4'-8"
S501	S-6	6"	1'-4"	1'-6"	1'-4"			6"					
S502	2	6"	1'-6"					6"					
S503	S-3	5"	2'-2"	8"	2'-2"			5"					
S508	19		10"	2'-10"					7"		7"		3'-5"
S509	S-10		2'-0"	1'-0"	2'-0"								
RE5	SP2		5'-7"									2'-4"	





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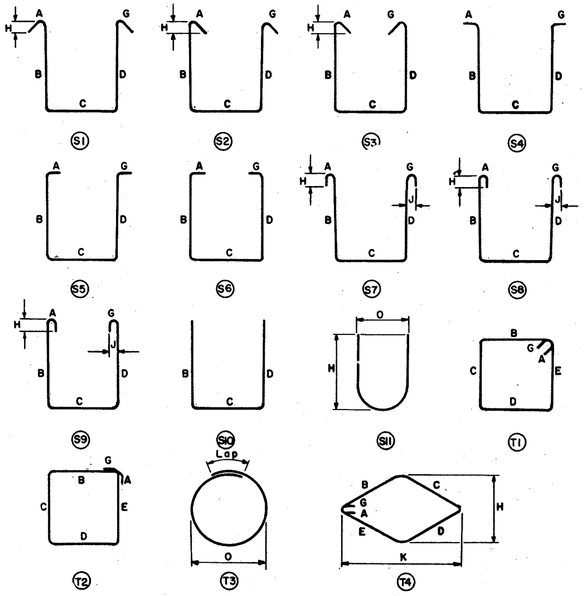
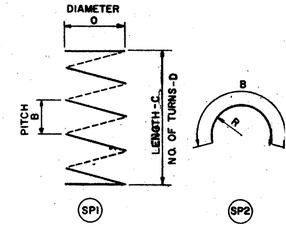
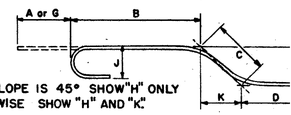






WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H" WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

MICROFILMED
JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

BRIDGE NO. HAM.-75-1056
NORTHBOUND I-75 OVER WEST FORK OF MILL CREEK AND GALBRAITH ROAD

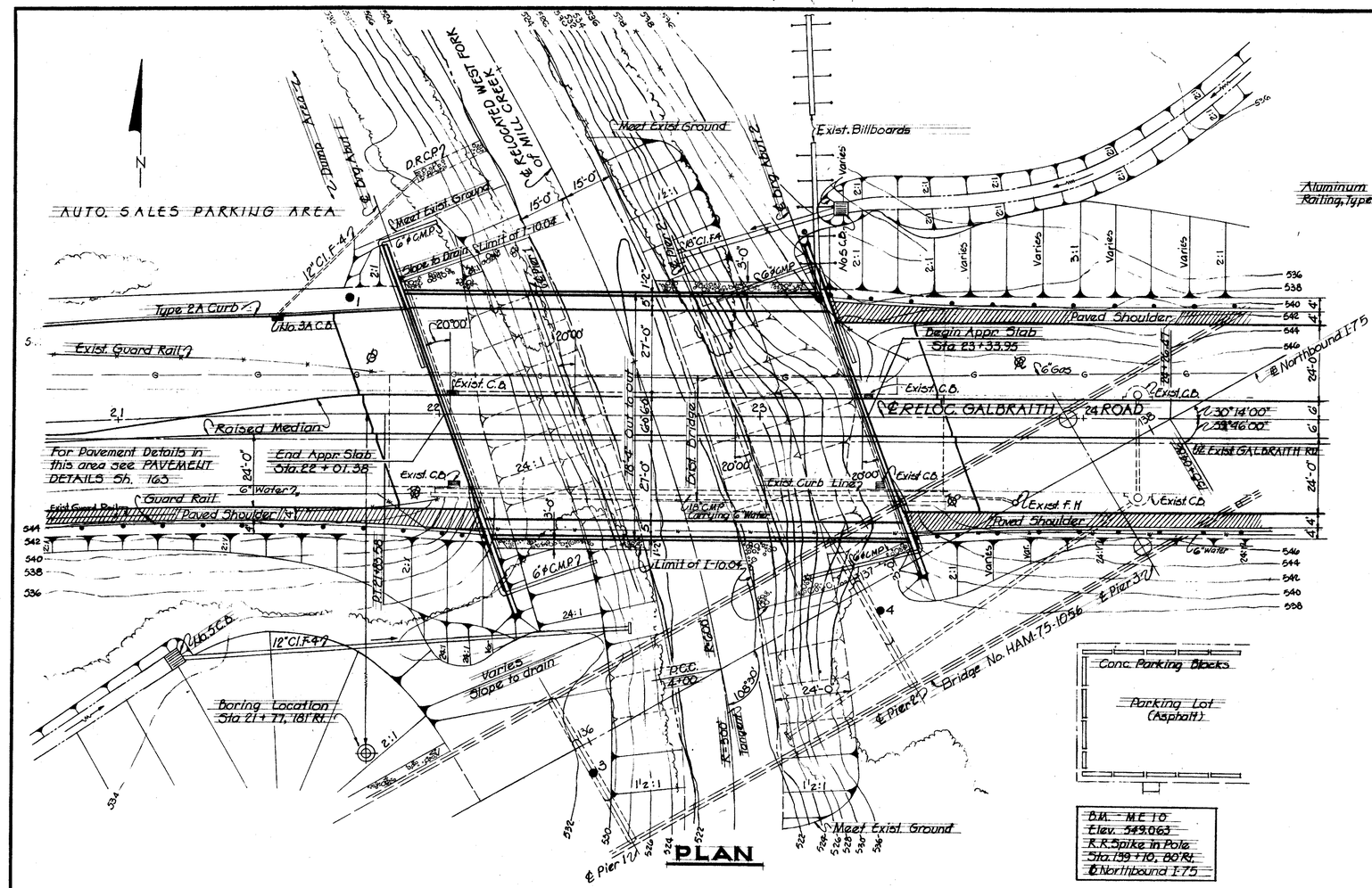
HAMILTON COUNTY — STA. 135+07.08 TO STA. 140+14.08

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	G.K.	~	G.R.H.	J.A.D.	7-23-84	

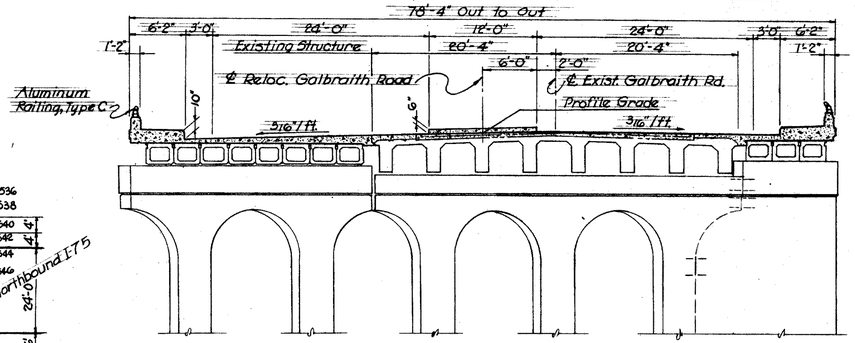
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

310/450

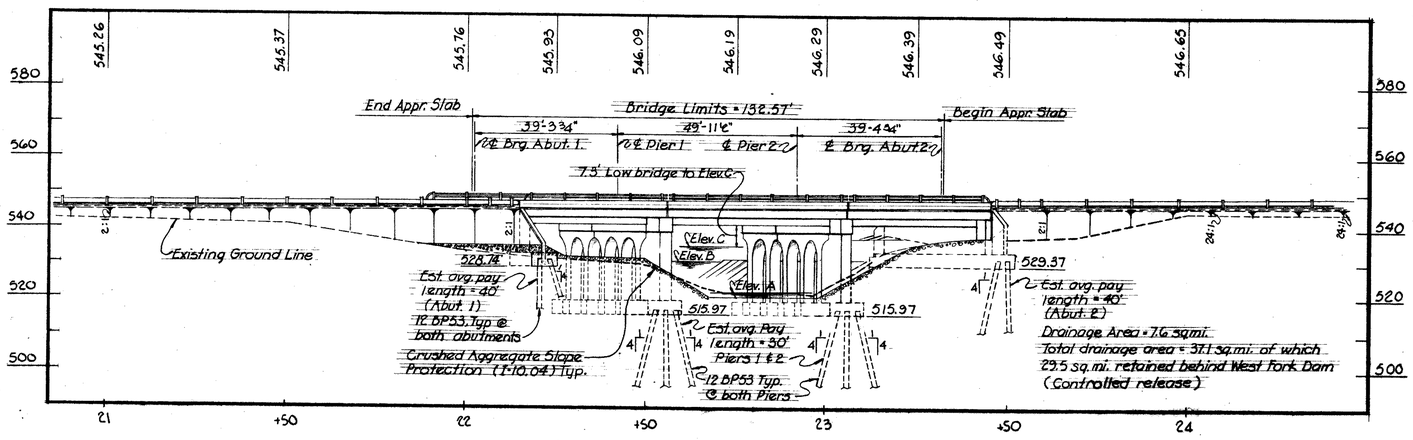
HAM-75-9.30



PLAN



TYPICAL SECTION



ELEVATION

LEGEND
- ● Denotes Rod Sounding
- ⊕ Denotes Boring

WATER ELEVATIONS
- Elev. A — Flow Elev. 520.3
- Elev. B — West Fork of Mill Creek headwater surface Elev. 530.3
- Elev. C — Mill Creek design water surface Elev. 534.1 (50 Year)

EXISTING STRUCTURE

TYPE: Reinforced concrete superstructure and substructure.
SPANS: 40'-0", 50'-0", 40'-0"
ROADWAY: 40'-8" face to face of parapets.
SKEW: 20°00' R.F.
WEARING SURFACE: Bituminous over concrete slab.
CONDITION: Excellent except curbs and sidewalks show severe spalling.

PROPOSED STRUCTURE

TYPE, WIDENED PORTION: Prestressed Box Girders with variable depth reinforced concrete slab superstructure and reinforced concrete substructure.
SPANS: 40'-0", 50'-0", 40'-0"
ROADWAY: 66'-0" face to face of 5'-0" sidewalks including 12'-0" raised median.
SKEW: 20°00' R.F.
LOAD FREQUENCY: C.F. = 2000(ST)

APPROACH SLAB: AS-1-54 (25' long modified)
ALIGNMENT: Tangent
TRAFFIC: ADT = 18,000 (1975) (Each direction)

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SITE PLAN

GALBRAITH ROAD RELOCATED
OVER WEST FORK OF MILL CREEK
HAMILTON COUNTY
STA. 22+01.38 to STA. 23+33.95

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
AERIAL	DJW	LPH-EPA	LPH & GK	RKK	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

311
450

HAM-75-9.30

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL		
E-2		Lump Sum	Cofferdams, Cribs and Sheeting.						
E-2	580	Cu. Yds.	Unclassified Excavation.	300	280				
S-1	244	Cu. Yds.	Class "C" Concrete - Superstructure.			244			
S-1	151	Cu. Yds.	Class "C" Concrete - Piers above footing.		151.				
S-1	170	Cu. Yds.	Class "E" Concrete - Abutments above footings.	170					
S-1	210	Cu. Yds.	Class "E" Concrete - Pier & Abutment footings.	119	91.				
S-4	48966	Lbs.	Reinforcing Steel.	18,808	13,068	17,090			
S-9	482	Sq. Ft.	1" Preformed expansion joint filler.			482			
S-14	259.46	Lin Ft.	Railing (Type "C" aluminum rail and supports and concrete parapet)			259.46			
S-16		Lump Sum	First test pile.						
S-18	3500	Lin. Ft.	Steel piles 12 BP 53	1,520	1,980				
S-22		Lump Sum	Removal of portion of existing structure.						
S-23	176	Lin. Ft.	Dowel holes.	112	64				
S-29	8	Lin. Ft.	4"ø Vitrified Clay Pipe M 6.8 (a)	8					
S-29	89	Cu. Yds.	Porous Backfill.	89					
S-29	20	Each	Scuppers.			20			
S-29	110	Lin. Ft.	6" Perforated helical C.M.P. M-6.4 (h) including specials.	110					
S-29	125	Lin Ft.	6" Helical C.M.P. M-6.4 (h) non-perforated.	125					
S-101	244	Each	Water-reducing, set-retarding admixture.			244			
S-105	22	Each	Prestressed Concrete Members. (39.71' length)			22			
I-10	1,040	Sq. Yds.	Crushed aggregate Slope protection.				1,040		
Special	89	Sq. Ft.	Elastomeric bearing pads, Grade 50, Sec. M-10.29.				89		
Special		Lump Sum	Joint sealer, Sec. M-10.23 or M-10.26.						
Special		Lump Sum	Portland cement mortar, non-shrinking.						
S-105	11	Each	Prestressed Concrete Members (49.77' length)			11			

Materials in approach slabs are not included in the above estimated quantities.

Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in item S-14 for payment.

GENERAL NOTES

REFERENCE shall be made to the following:
Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
Supplemental Specifications: S-105, revised 1-22-62
S-101, dated 7-12-62

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 revisions dated 2-21-58, 11-15-60, 2-15-61, and other current revisions thereof.

DESIGN LOADING - S 20 - 60

CONCRETE CLASS "C"-Basic unit stress 1,333 p. s. i.
CONCRETE CLASS "E"-Basic unit stress 1,133 p. s. i.
PRESTRESSED CONCRETE - 5,500 p. s. i. at 28 days and 4,000 p. s. i. at transfer.
REINFORCING STEEL - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p. s. i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p. s. i.

PRESTRESSING STEEL - ASTM A416

PILES shall be driven to a minimum bearing capacity of 40 tons per pile for abutments and piers.

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 shall be placed between transverse joints at abutments and piers without additional construction joints.

UTILITY LINES: All expenses involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

PREPARATION OF SURFACE: Surface of existing concrete which will be in contact with new concrete masonry shall be thoroughly cleaned of all dirt, dust or other foreign materials by the use of water and/or air under pressure and such other methods as are necessary to secure satisfactory results. The surface shall then be thoroughly drenched with clean water and kept wet for a period of 2 hours before placing the new concrete masonry.

SURFACE FINISH OF CONCRETE: The requirements of Sec. S-1, 22, Rubbed Finish, shall apply to the following exposed concrete surfaces:
a. The entire superstructure except the top and bottom surfaces of sidewalks and roadways.

MACHINE FINISH: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

REMOVAL OF PORTIONS OF EXISTING STRUCTURE: Portions of the existing abutments, wingwalls and superstructure as defined on the plans shall be removed in accordance with Item S-22 and the material shall be disposed of in accordance with Sec. E-1.06 (a).

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

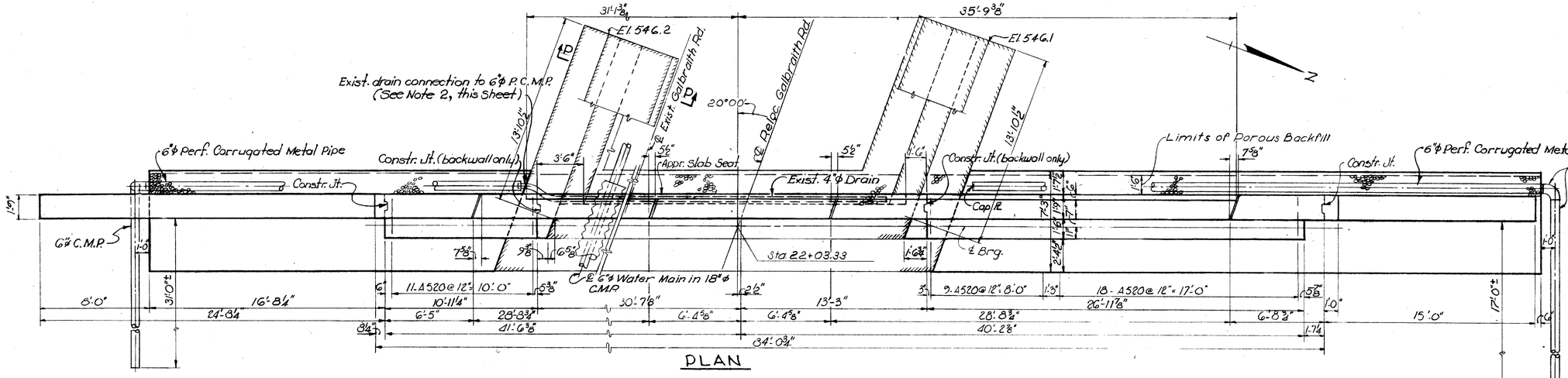
ESTIMATED QUANTITIES & GENERAL NOTES
GALBRAITH ROAD
RELOCATED Over
WEST FORK OF MILL CREEK
HAMILTON COUNTY STA. 22+01.38 to STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

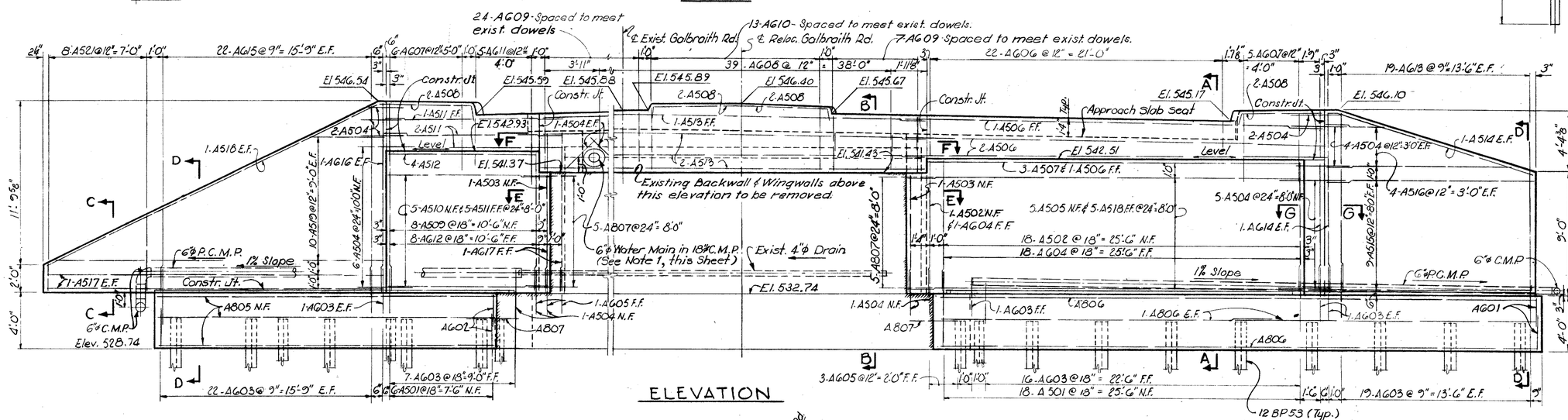
316
450

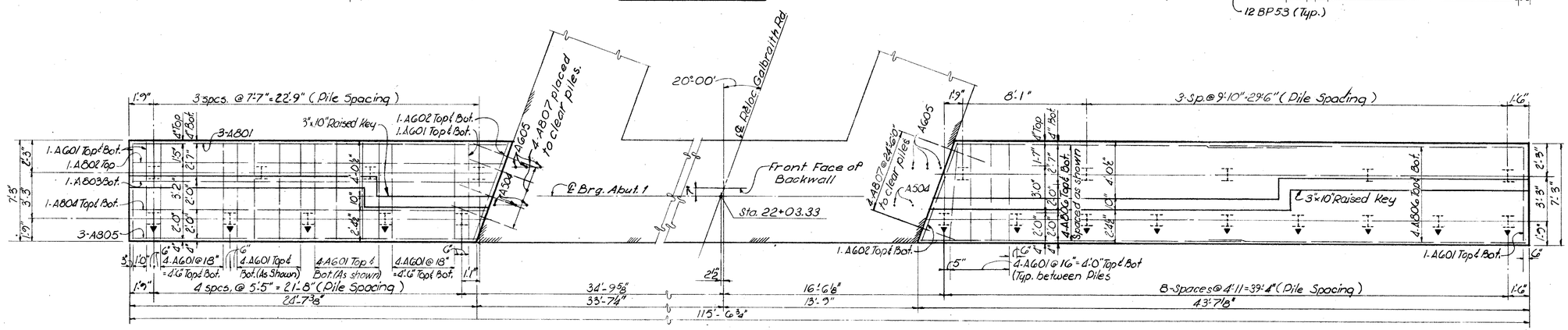
HAM-75-9.30



NOTES

1. Placement of Water Main thru abut. backwall in 18"ϕ Corrugated metal pipe carrying 6" water main to be relocated and hung in place under existing structure (as shown on Plans Sheet 320) before backwall is formed. Reinforcing steel interfering with the placement of pipe at abutment backwall may be cut or relocated in order to clear 18"ϕ Corrugated metal pipe. Plug open end of 18"ϕ C.M.P. with 3" min. thickness grout.
2. Special care shall be taken when excavating along south end of existing abutment so as to avoid damage to existing 4"ϕ tile drain. After location of drain, the Engineer shall determine in the field, a suitable method for connecting existing drain into new 6"ϕ C.M.P. Existing drain connection to be secured and grouted in place into the end of the new 6"ϕ P.C.M.P.
3. Holes drilled into existing concrete for the placement of anchor dowels shall be 2'-0" deep and be made in accordance with Sect. 523.02.
4. For General Notes & Estimated Quantities, see Sh. 311.
5. For Reinforcing Steel List & Bar Bending Diagrams, see Shs. 321 & 322.
6. Reinforcing steel in beam seat shall be placed so that it will not interfere with the drilling of anchor dowel holes.
7. All Reinforcing Steel shall have a minimum cover of 2" on concrete unless otherwise noted.
8. For Sections & Details, see Sh. 317A.
9. Porous Backfill 2'-3" thick behind existing backwall and 1'-6" thick behind backwall extensions and wingwalls, shall be placed to the ends of the footing and extend up to the underside of the approach slab and sidewalk and to 2'-0" below the finished grade behind wingwalls.





LEGEND

N.F. Indicates Near Face
F.F. Indicates Far Face
E.F. Indicates Each Face
Indicates Existing Substructure
← Indicates Batter 4 Vertical to 1 Horizontal in direction shown

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 1
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

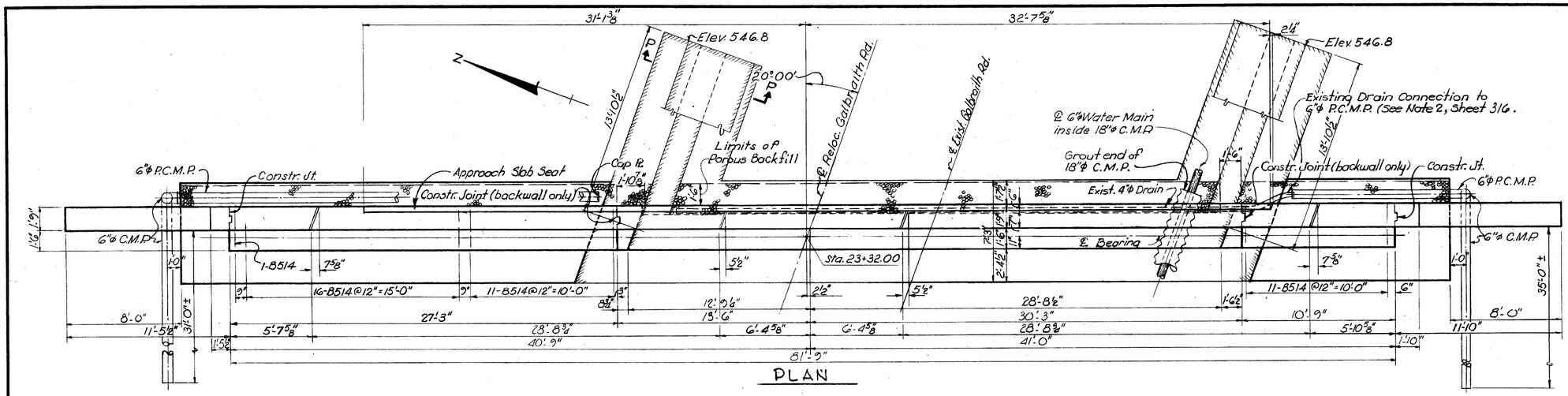
HAMILTON COUNTY STA. 22+01.38 TO STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
LPM	LPH	~	E.E.S	JAD	7-8-64	

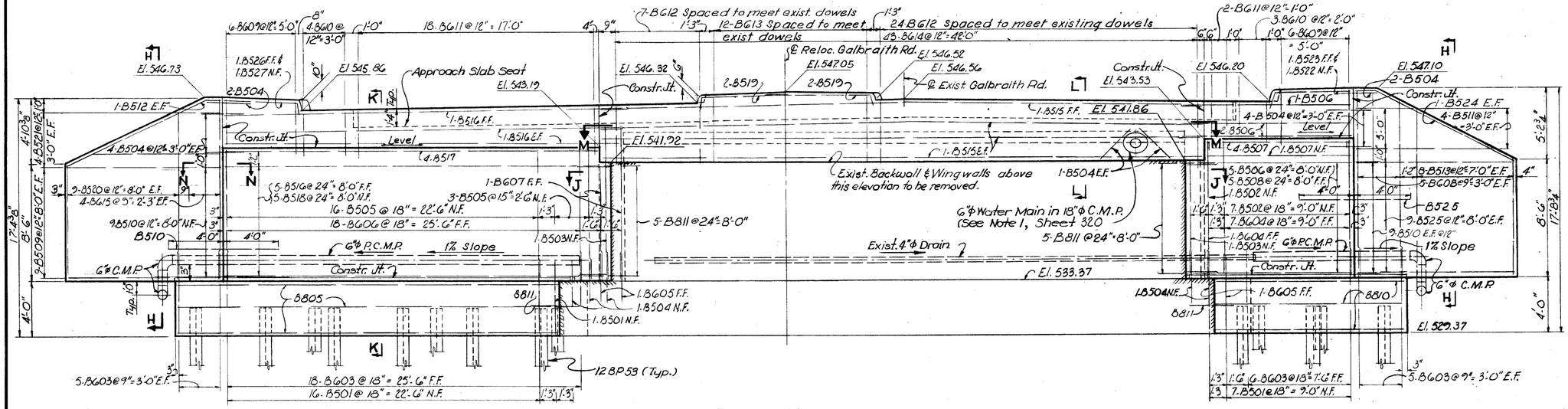
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

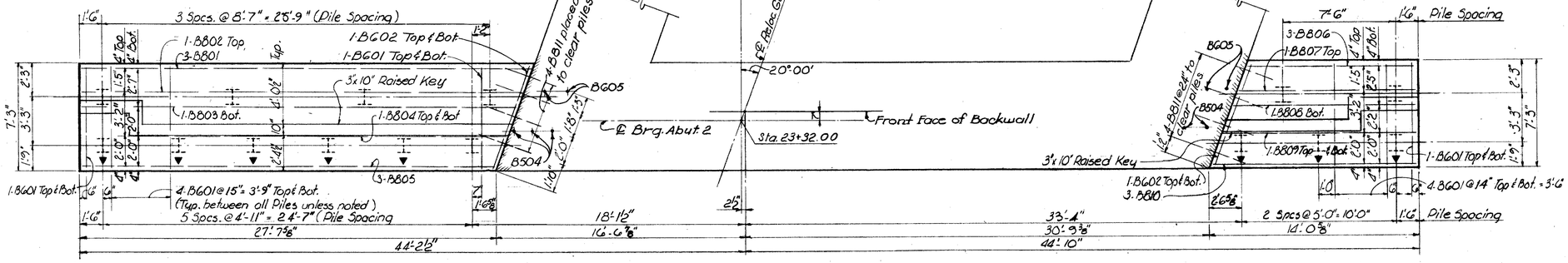
317
450



PLAN



ELEVATION



FOOTING PLAN

LEGEND

N.F. Indicates Near Face
F.F. Indicates Far Face
E.F. Indicates Each Face
Indicates Existing Sub-structure
←--Indicates Batter 4 vertical to 1 horizontal in direction shown

NOTES

For Notes, see Abutment 1 Sheet 316.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 2
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

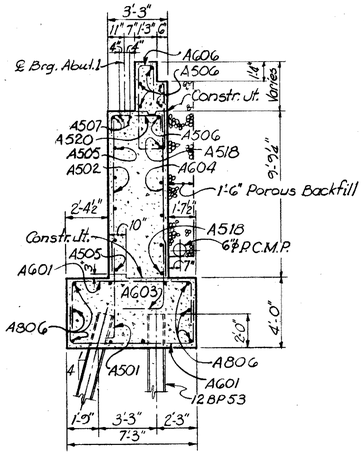
HAMILTON COUNTY STA. 22+01.38 TO STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
LPM	LPH	~	E.E.S.	JAD	7-8-64	

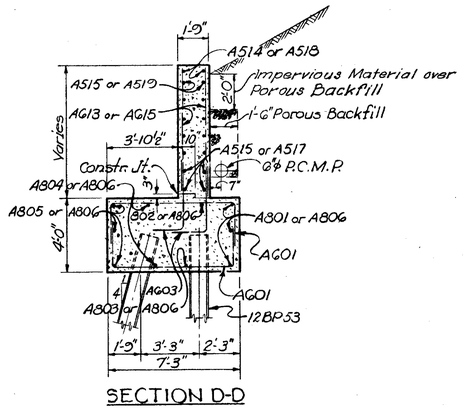
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

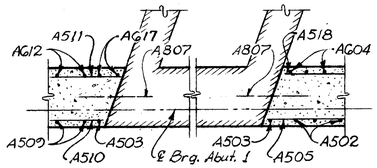
317A
450



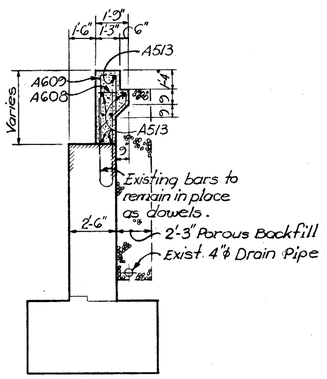
SECTION A-A



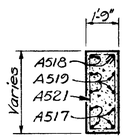
SECTION D-D



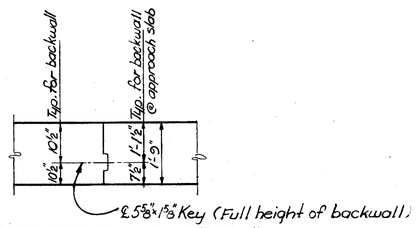
SECTION E-E



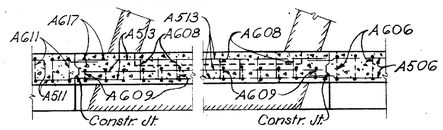
SECTION B-B



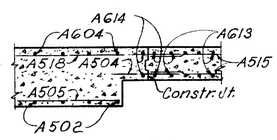
SECTION C-C



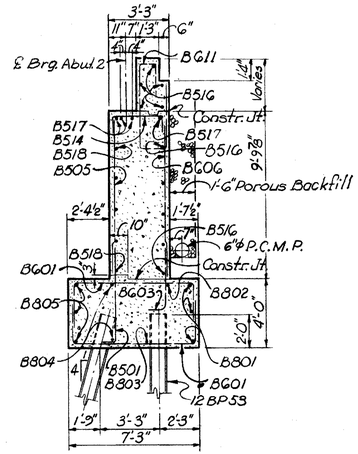
CONSTRUCTION JOINT DETAIL



SECTION F-F



SECTION G-G



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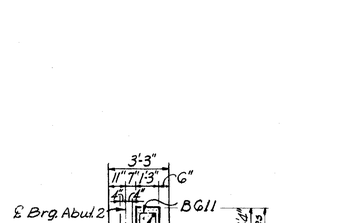
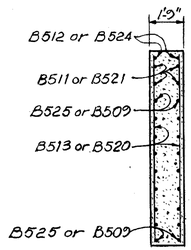
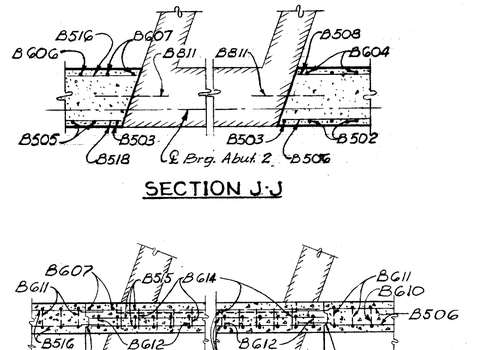


SECTION L-L

Existing 4"ϕ Drain at base of Porous Backfill Same as in Sect. B-B, Abut. 1.

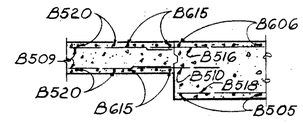


SECTION H-H

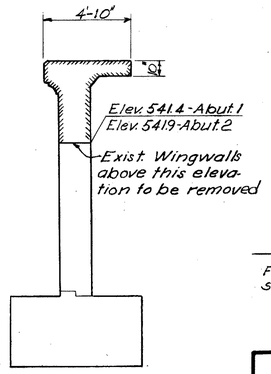


SECTION J-J

SECTION M-M



SECTION N-N



SECTION P-P

NOTES

For Notes and additional information see shts. 316 & 317.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT DETAILS
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

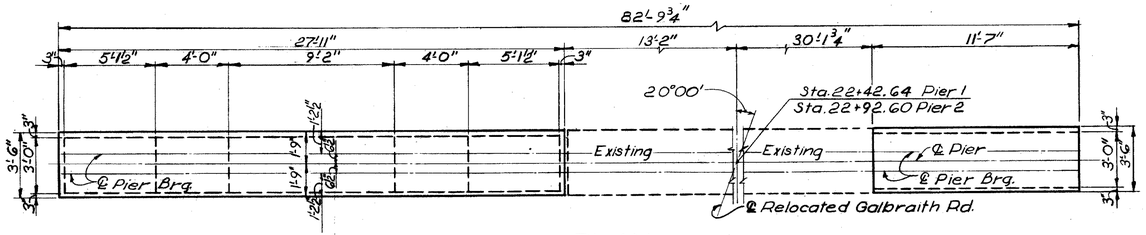
HAMILTON COUNTY STA. 22+01.38 TO STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
L.P.M.	L.P.H.	~O	E.E.S.	JAD	7-8-64	

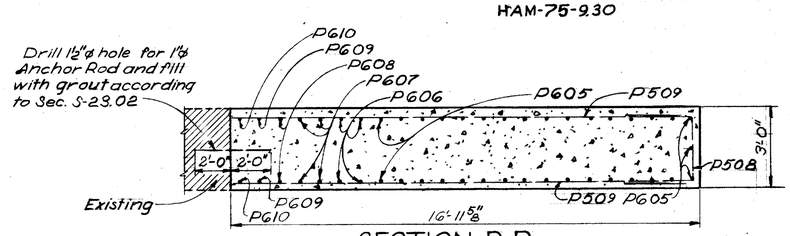
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

318
450

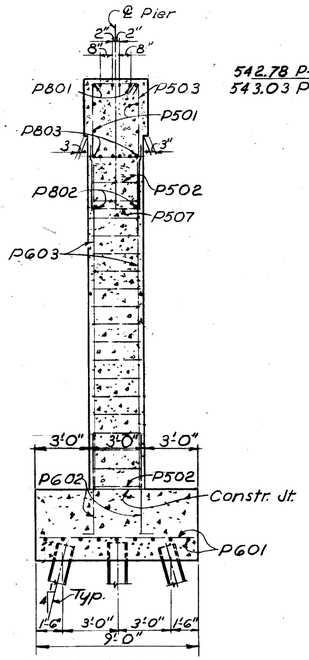
HAM-75-9.30



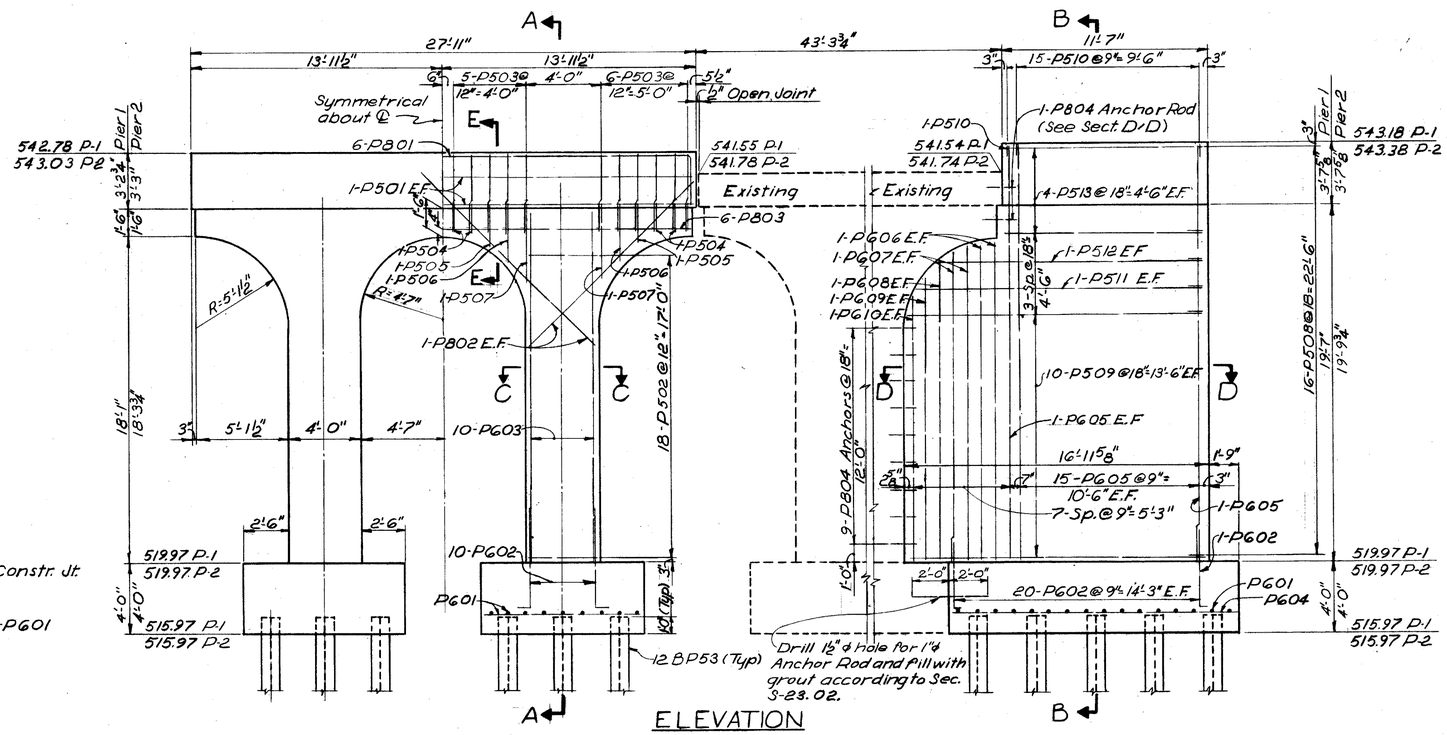
PLAN



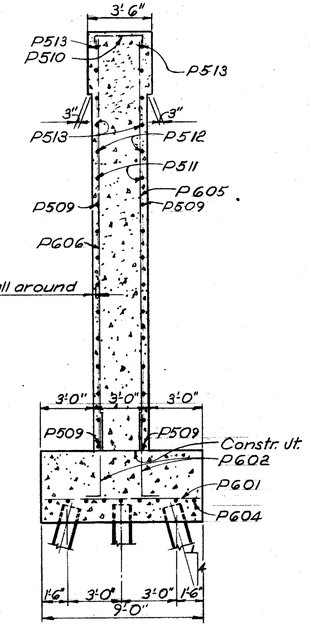
SECTION D-D



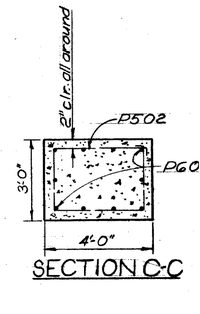
SECTION A-A



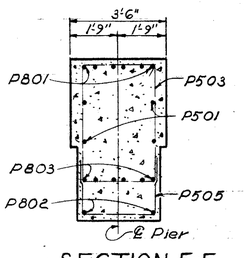
ELEVATION



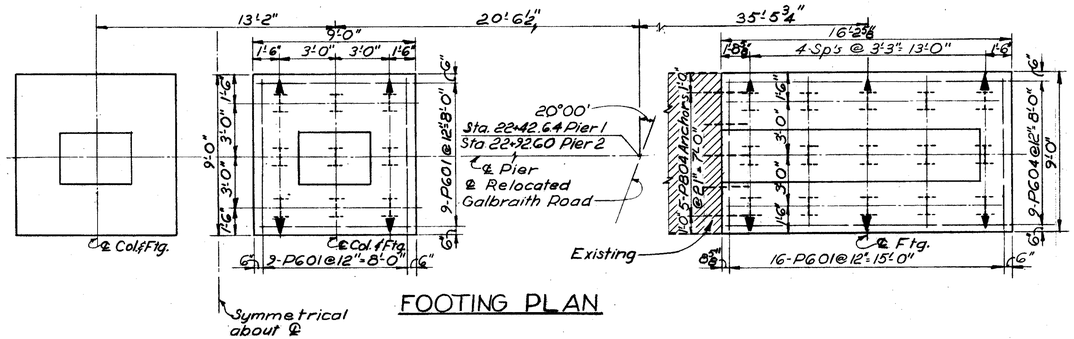
SECTION B-B



SECTION C-C



SECTION E-E



FOOTING PLAN

NOTES

1. Special care shall be taken in placir reinforcing steel so as to avoid inter ference with the drilling of anchor dowel holes.
2. For Reinforcing Steel List and Bar Bending Diagrams, see Shs. 321 & 3
3. For General Notes and Estimated Quantities, see Sh. 311.
4. See Sh. 319 for Girder Bearing Det

LEGEND

"E.F." denotes Each Face.
← Indicates batter 4 vertical to 1 horizontal in direction shown.
P-1 denotes Pier 1
P-2 denotes Pier 2

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

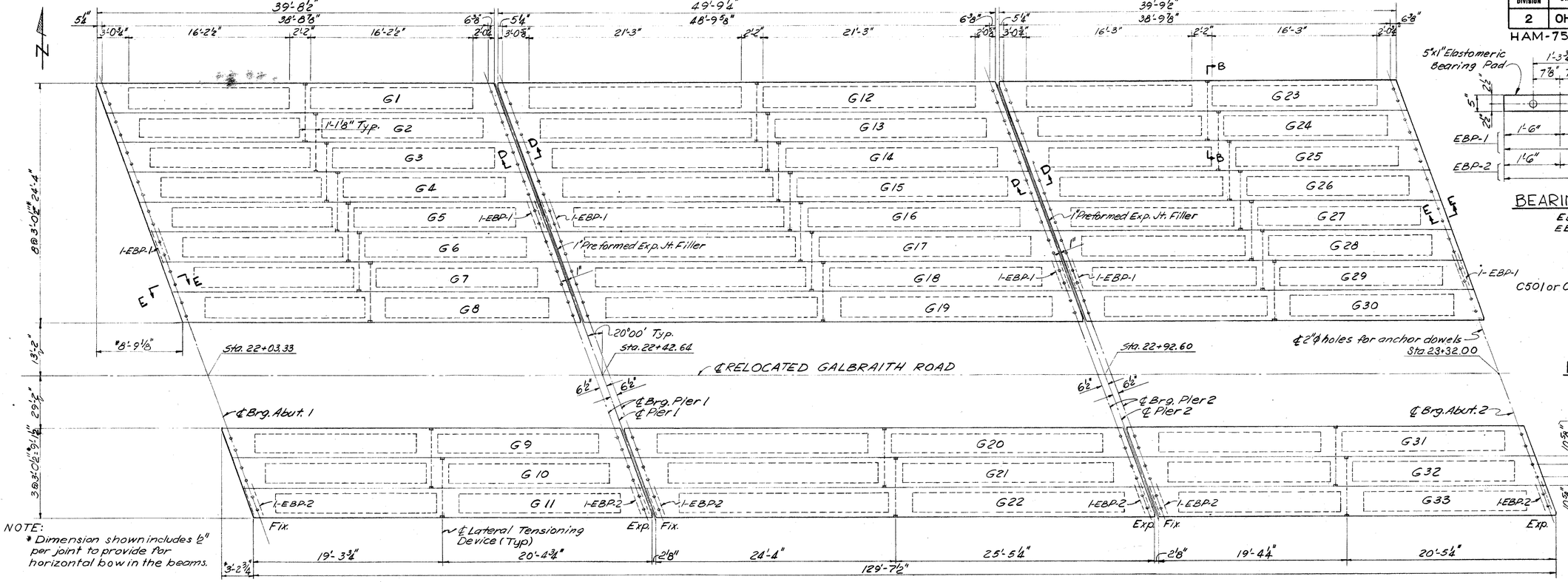
PIERS 1 & 2
GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK
HAMILTON COUNTY STA. 22+01.38 to STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
L.P.M.	B.G.C. G.J.W.	~	E.E.S.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

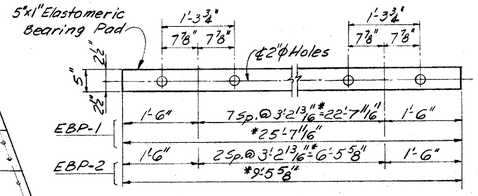
319
150

HAM-75-9.30



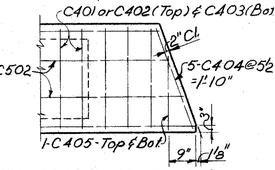
NOTE:
* Dimension shown includes ½" per joint to provide for horizontal bow in the beams.

PLAN



BEARING PAD DETAIL

EBP-1 6 Required
EBP-2 6 Required



PLAN-END BLOCK REINFORCEMENT

SECTION A-A
(Prestressing strands not shown)

GIRDER ELEVATION

G12 thru G22 G1 thru G11 & G23 thru G33

PRESTRESSING STRANDS
(Reinforcing not shown)

Tolerance for placement of holes for anchor dowels and tie rods = ±½"

PLAN

Variation in camber of adjacent beams shall not be more than ½"

ELEVATION

BEAM DIMENSIONAL TOLERANCES

2" holes. Fill with portland cement mortar at fixed end and joint filler at expansion end after the grouting of anchor dowels. (See Note 7)

REINFORCING STEEL LIST				
MARK	NO.	LENGTH	TYPE	WEIGHT
C401	1111	6'-7"	Bt.	4886
C402	1111	6'-7"	Bt.	4886
C403	396	4'-5"	Bt.	1168
C404	330	2'-10"	Str.	625
C405	132	5'-3"	Bt.	463
C501	44	49'-5"	Str.	2268
C502	88	39'-4"	Str.	3151
C503	130	6'-4"	Bt.	859

BENDING DIAGRAMS

SECTION D-D

SECTION E-E

NOTES

1. TRANSVERSE TIERODS shall be provided through the diaphragms in the positions indicated. Each tie shall be equivalent to a 1" ϕ mild steel rod, as per Sec. M-7.4, tightened to 18,000 pounds. Tension may be applied by a torque of approximately 300 foot-pounds with the threads lubricated.
2. MORTARING OF SHEAR KEYS: After transverse tie rods have been placed and tightened, shear keys between the beams shall be filled with low-slump non-shrinking portland cement mortar. Mortar shall be tamped into the keyway in a manner that insures complete and solid filling.
3. SHEAR KEYS on the exterior face of G1, G11, G12, G22, G23 & G33 may at the option of the Contractor be eliminated.
4. ELASTOMERIC BEARING PADS of 50 hardness shall conform to ASTM requirements referred to in Sec. M-10.29. Pads shall be furnished with 2" ϕ holes accurately positioned for anchor dowels.
5. GALVANIZING: All tie rods, inserts and nuts shall be galvanized as per Sec. M-7.4 (d).
6. INITIAL TENSIONING before transfer, shall be 14,000 lbs. per strand.
7. Drill 1½" ϕ holes for dowels after transverse tie rods are placed. Grout dowels in bridge seat according to Sec. S-23.02.
8. HOLES FOR 1" ϕ TIE RODS may at option of the Contractor be 2½" ϕ.
9. NON FERROUS DRAIN ¾" ϕ shall be provided at each end of all voids.
10. For Section B-B and additional details, see Sh. 320.
11. PRESTRESSING STANDS are ⅜" uncoated seven wire stress-relieved strand with an initial tension of 14,000 pounds per strand.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE PRESTRESSED BOX GIRDERS GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

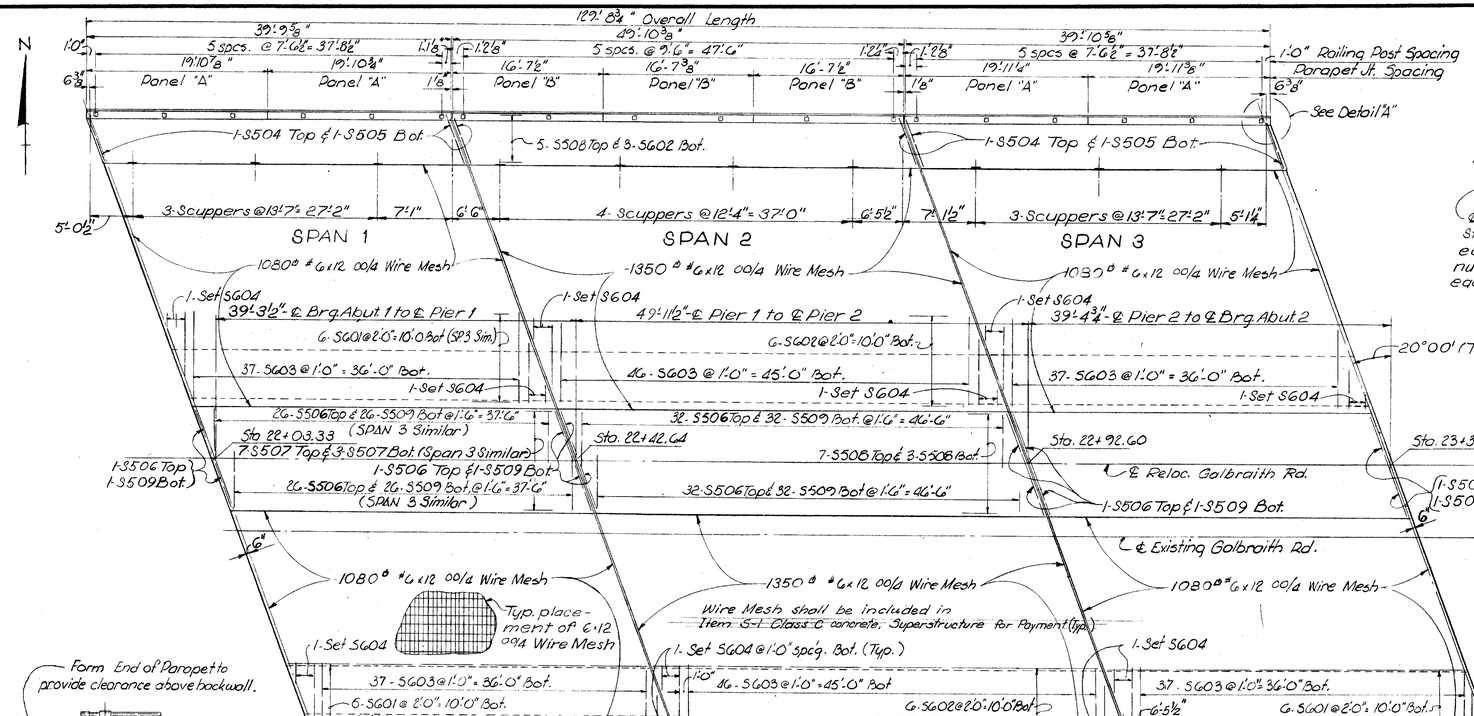
HAMILTON COUNTY STA. 22+01.38 to STA. 23+33.95

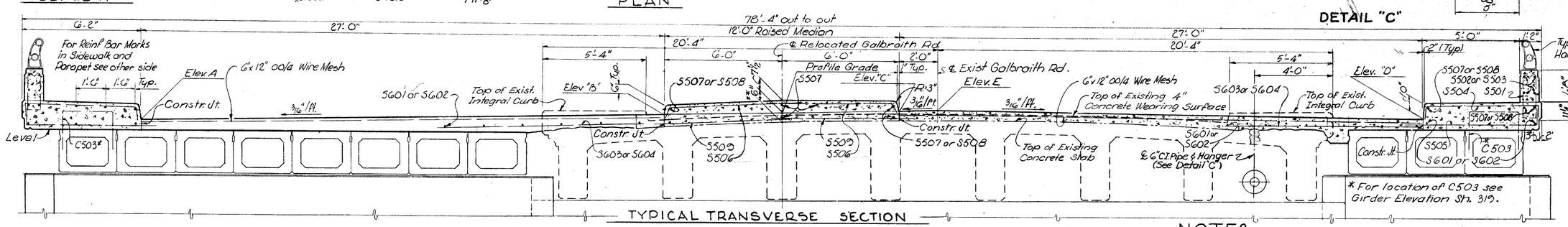
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
L.P.M.	E.P.A.	—	E.E.S.	JAD	7-8-64	

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

HAM-75-9.30

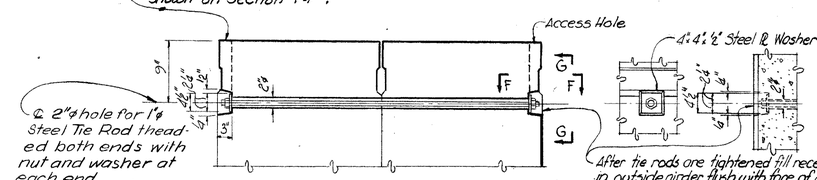
320
450



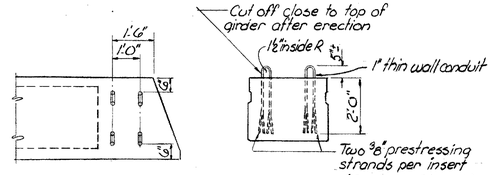


TYPICAL TRANSVERSE SECTION

ACCESS HOLES shall be provided as required to permit placement of washers and nuts. If the Contractor elects to thread beams over rods projecting from beams previously placed, access holes will not be required. When used, holes shall be same shape as recess as shown on Section F-F.

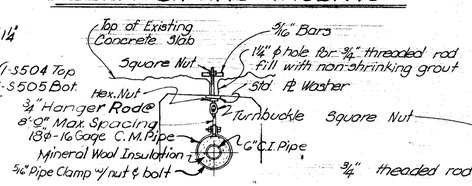


SECTION B-B
LATERAL TENSIONING DEVICE & DETAILS
See Notes Sh. 319.

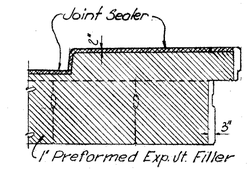


Note: Shift lifting inserts slightly where necessary to clear reinforcement or anchor dowel holes. All lifting inserts must be uniformly engaged during handling.

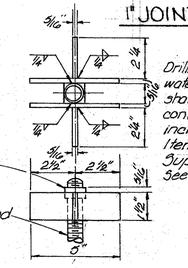
PART PLAN
END VIEW
BEAM LIFTING INSERTS



DETAIL "C"

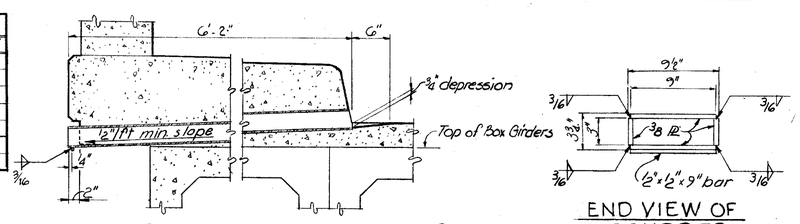


1" JOINT AT ABUTS. & PIERS



Drilling of the holes for the watermain support hangers shall be performed by the contractor and shall be included for payment in Item S-1 Class "C" Concrete Superstructure See Note 7.

DECK ELEVATIONS							
STATION	PROFILE GRADE	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	
22+00.00	545.76	545.24					545.88
+25.00	545.93	545.41	545.84	546.02	545.66		546.05
+50.00	546.09	545.57	546.00	546.18	545.82		546.21
+75.00	546.19	545.67	546.10	546.28	545.92		546.31
23+00.00	546.29	545.77	546.20	546.38	546.02		546.41
+25.00	546.39		546.30	546.48	546.12		546.51
+50.00	546.49						546.61



SECTION THRU SCUPPER
END VIEW OF SCUPPER
SCUPPER DETAILS

NOTES

1. Use 18" ϕ Corrugated Metal Pipe to carry 6" ϕ relocated Water Main under Structure. 18" ϕ C.M.P. to be hung in accordance with the details shown. The 6" ϕ watermain to be centered within 18" ϕ C.M.P. on metal chairs spaced 12" c to c.
2. Wool insulation shall be carefully packed around 6" ϕ watermain filling all voids and shall meet the requirements set forth by the Cincinnati Waterworks.
3. Upon completion of Pipe installation and the erection of the backwall grout the exposed ends of 18" ϕ C.M.P. extended beyond rear face of backfill.
4. Remove existing 4" concrete wearing surface and existing integral curbs as shown in Typical Transverse Section. Clean surface and remove loose material before placing concrete.
5. Reinforcing steel which interferes with the placement of scuppers shall be cut in the field.
6. ** Asterisks indicate that the distance shown is a 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.
7. All labor and materials required for the removal and disposal of the existing watermain and installation of the new watermain, hangers, and encasement as shown in detail C shall be included in the unit price bid for Item Special, Laying 6" Cast Iron Pipe for Bridge Crossing Ashe Plan Quantity, Special Provisions E-2 and 30.
8. For Reinforcing Steel List and Bar Bending Diagrams, see Shs. 321 & 382.
9. For additional details, see Sh. 319.
10. For General Notes and Estimated Quantities, see Sh. 3

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SLAB PLAN & DETAILS

GALBRAITH ROAD RELOCATED OVER WEST FORK OF MILL CREEK

HAMILTON COUNTY STA. 22+01.98 TO STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
L.P.W.	L.P.H.	~	E.E.S.	JAD	7-8-64	9-29-64

ABUTMENTS

MARK	NO.	LENGTH	TYPE	WEIGHT
A501	24	5'- 10"	Bt.	146
A502	19	9'- 5"	Str.	187
A503	2	8'- 4"	Str.	17
A504	31	4'- 0"	Str.	129
A505	5	28'- 4"	Str.	148
A506	6	30'- 0"	Str.	188
A507	3	26'- 9"	Str.	84
A508	8	7'- 1"	Bt.	59
A509	8	9'- 10"	Str.	82
A510	5	11'- 6"	Str.	60
A511	11	11'- 0"	Str.	126
A512	4	10'- 9"	Str.	45
A513	7	43'- 6"	Str.	318
A514	2	15'- 1"	Bt.	32
A515	18	14'- 9"	Str.	277
A516	8(2 each)	4'-0" to 12'-3" by 2'-9"	Str.	68
A517	4	24'- 5"	Str.	102
A518	7	30'- 4"	Str.	221
A519	20(2 each)	5'-0" to 23'-9" by 2'-1"	Str.	300
A520	38	4'- 0"	Bt.	158
A521	8	6'-11" to 13'-11" by 1'-0"	Bt.	81
A601	104	11'- 2"	Bt.	1745
A602	4	11'- 8"	Bt.	70
A603	112	4'- 7"	Bt.	770
A604	19	9'- 7"	Str.	273
A605	6	4'- 0"	Str.	36
A606	22	13'- 2"	Bt.	435
A607	12	11'- 0"	Bt.	198
A608	39	3'- 1"	Bt.	180
A609	31	8'- 9"	Bt.	407
A610	13	10'- 1"	Bt.	197
A611	5	8'- 6"	Bt.	64
A612	8	10'- 0"	Str.	120
A613	38(2 each)	8'-6" to 13'-0" by 3"	Str.	614
A614	4	13'- 3"	Str.	80
A615	44(2 each)	5'-7" to 13'-5½" by 4½"	Str.	629
A616	2	13'- 6"	Str.	41
A617	2	11'- 5"	Str.	34
A801	3	26'- 9"	Str.	214
A802	1	26'- 2"	Str.	70
A803	1	25'- 9"	Str.	69
A804	2	29'- 0"	Str.	154
A805	3	24'- 3"	Str.	194
A806	20	22'- 6"	Str.	1202
A807	18	4'- 0"	Str.	192
B501	24	5'- 10"	Bt.	146
B502	8	9'- 8"	Str.	81
B503	2	8'- 1"	Str.	17
B504	29	4'- 0"	Str.	121
B505	19	9'- 4"	Str.	185
B506	10	12'- 0"	Str.	125
B507	5	10'- 5"	Str.	54
B508	10	10'- 10"	Str.	113
B509	18	11'- 2"	Str.	210
B510	36	8'- 0"	Str.	300
B511	8(2 each)	4'-3" to 9'-9" by 1'-10"	Str.	58
B512	2	12'- 7	Bt.	26
B513	16(2 each)	8'-3" to 11'-9" by 6"	Str.	167
B514	39	4'- 0"	Bt.	163
B515	7	43'- 6"	Str.	318
B516	10	28'- 9"	Str.	300
B517	4	26'- 11"	Str.	112
B518	5	27'- 9"	Str.	145
B519	4	8'- 1"	Bt.	34
B520	18(2 each)	8'-3" to 12'-3" by 6"	Str.	192
B521	8(2 each)	3'-3" to 9'-6" by 2'-1"	Str.	53
B522	1	6'- 8"	Bt.	7
B523	1	6'- 1"	Bt.	6
B524	2	12'- 11"	Bt.	27
B525	18	11'- 7"	Str.	217
B526	1	7'- 1"	Bt.	7
B527	1	6'- 5"	Bt.	7
B601	62	11'- 0"	Bt.	1024
B602	4	11'- 7"	Bt.	70
B603	44	4'- 7"	Bt.	305
B604	8	9'- 11"	Str.	119
B605	4	4'- 0"	Str.	24
B606	18	9'- 7"	Str.	259
B607	2	11'- 5"	Str.	34
B608	10(2 each)	12'-6" to 13'-6" by 2½"	Str.	194
B609	12	11'- 11"	Bt.	215
B610	7	10'- 3"	Bt.	108
B611	20	12'- 5"	Bt.	373
B612	31	6'- 8"	Bt.	311
B613	12	7'- 8"	Bt.	138
B614	43	3'- 1"	Bt.	199
B615	8(2 each)	12'-3" to 13'-0" by 3"	Str.	152

PIERS

MARK	NO.	LENGTH	TYPE	WEIGHT
P501	8	27'- 7"	Str.	230
P502	72	13'- 5"	Bt.	1008
P503	44	11'- 1"	Bt.	508
P504	8	5'- 9"	Bt.	48
P505	8	6'- 7"	Bt.	55
P506	8	8'- 7"	Bt.	72
P507	8	10'- 7"	Bt.	88
P508	32	5'- 5"	Bt.	181
P509	40	16'- 6"	Str.	688
P510	32	4'- 5"	Bt.	148
P511	4	15'- 9"	Str.	66
P512	4	14'- 5"	Str.	60
P513	16	11'- 3"	Str.	188
P601	104	8'- 8"	Str.	1354
P602	122	5'- 2"	Bt.	947
P603	40	19'- 5"	Str.	1167
P604	18	15'- 10"	Str.	428
P605	66	23'- 0"	Str.	2280
P606	8	18'- 1"	Str.	217
P607	8	17'- 4"	Str.	208
P608	4	16'- 7"	Str.	100
P609	4	15'- 6"	Str.	93
P610	4	14'- 4"	Str.	86
P801	12	32'- 7½"	Bt.	1045
P802	16	13'- 6"	Str.	571
P803	12	27'- 7"	Str.	884
P804	32	4'- 0"	Str.	342

SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	WEIGHT
S501	184	6'- 0"	Bt.	1152
S502 *	32	19'- 9"	Str.	—
S503 *	24	16'- 3"	Str.	—
S504	180	7'- 1"	Bt.	1329
S505	180	8'- 1"	Bt.	1517
S506	180	7'- 6"	Bt	1408
S507	40	39'- 6"	Str.	1648
S508	20	49'- 6"	Str.	1033
S509	180	8'- 4"	Str.	1564
S601	36	39'- 6"	Str.	2136
S602	18	49'- 6"	Str.	1338
S603	240	10'- 3"	Str.	3695
S604	36(2 each)	2'-6" to 7'-6" by 2'-6"	Str.	270

REPLACEMENT BARS

MARK	NO.	LENGTH	TYPE	WEIGHT
RE5	1	5'-7"	Str.	—
RE6	2	5'-11"	Str.	—
RE8	1	6'-6"	Str.	—

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

321
450

HAM-75-9.30

NOTES

1. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOU ARE USED, INDICATE THE BAR SIZE NUMBER.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM S-14, RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SHOW IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) OF THE TOP OF COLUMN FOR PIERS WITHOUT CAP TO THE NEAREST INCH.

   SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

   FOUR STEEL CHANNEL, TEE OR ANGLE SPACER 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.
4. SEE SHEET 322 FOR BENDING DETAILS.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

REINFORCING STEEL LIST

BRIDGE No. HAM-IR 75-9.30
GALBRAITH RD. RELOCATED OVER WEST FORK OF MILL CREEK

HAMILTON COUNTY STA. 22+01.38
STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
	BC	wbc	RKK	JAD 7-8-64	

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A501	2	6"	5'-4"					—					
A508	19		1'-0½"	6'-0"	—				1'-0"		2"		6'-2"
A514	19		10"	14'-3"	—				4"		1'-0"		15'-3"
A520	17		9"	2'-9"	9"	—	—						
A521	T1	6"	1'-5"	1'-9"to 5'-3" by 6"	1'-5"	1'-9"to 5'-3" by 6"		6"					
A601	17		2'-3"	6'-11	2'-3"	—	—						
A602	17		2'-3"	7'-5"	2'-3"	—	—						
A603	2	8"	3'-11"					—					
A606	17		2'-10"	11"	4'-11"	1'-5"	3'-6"						
A607	17		4'-11"	1'-5"	4'-11"	—	—						
A608	12	—	1'-3"	6"	1'-6"				1'-0¾"				
A609	17		4'-0"	1'-0"	4'-0"	—	—						
A610	17		4'-8"	1'-0"	4'-8"	—	—						
A611	17		3'-9"	1'-3"	3'-9"	—	—						
B501	2	6"	5'-4"					—					
B512	19		1'-4"	11'-3"					7"		1'-2"		12'-5"
B514	17		9"	2'-9"	9"	—	—						
B519	19		1'-0½"	7'-0"	—				1'-0"		2"		7'-2"
B522	19		1'-0½"	5'-7"	—				10"		2"		5'-9"
B523	19		1'-0½"	5'-0"	—				10"		2"		5'-2"
B524	19		1'-8"	11'-3"	—				9"		1'-6"		12'-9"
B526	19		1'-0½"	6'-0"	—				10"		2"		6'-2"
B527	19		1'-0½"	5'-4"	—				10"		2"		5'-6"
B601	17		2'-3"	6'-11"	2'-3"	—	—						
B602	17		2'-3"	7'-5"	2'-3"	—	—						
B603	2	8"	3'-11"					—					
B609	S10		5'-5"	1'-5"	5'-5"								
B610	S10		4'-7"	1'-5"	4'-7"								
B611	17		2'-10"	1'-5"	4'-6"	11"	3'-6"						
B612	17		2'-1"	11"	4'-0"	—	—						
B613	17		2'-7"	11"	4'-6"	—	—						
B614	12	—	1'-3"	6"	1'-6"				1'-0¾"				
P502	T2	6"	3'-8"	2'-8"	3'-8"	2'-8"		6"					
P503	T1	6"	4'-4"	2'-8"	4'-4"	2'-8"		6"					
P504	S10		1'-8"	2'-8"	1'-8"								
P505	S10		2'-1"	2'-8"	2'-1"								
P506	S10		3'-1"	2'-8"	3'-1"								
P507	S10		4'-1"	2'-8"	4'-1"								
P508	S10		1'-6"	2'-8"	1'-6"								
P510	S10		1'-0"	2'-8"	1'-0"								
P602	2	6"	4'-8"					—					
P801	17		—	2'-9"	27'-7	2'-9	—						
S501	S3	6"	2'-3"	9"	2'-3"			6"					
S504	2	9"	5'-10"					9"					
S505	17		—	7'-3"	1'-0"	—	—						
S506	19	—	9"	6'-9"	—				8¾"		2"		6'-11"

① A, J, G, B

② A, J, G, B

③ O, B, J, C, E, F, H, G, A, D

④ O, B, A, J, C, E, F, H, G, D

⑤ O, B, H, C, J, G, A, D

⑥ O, B, A, H, C, J, G, D

⑦ O, C, H, E, J, G, A, K, D, K

⑧ A, J, B, G

⑨ H, R, C

⑩ C, R, B, D, O

⑪ O, B, J, A, C, D

⑫ B, J, A, C, D, H, K

⑬ K, B, R, C, J, G, D, O

⑭ O, B, F, C, E, H, H, D, K, K

⑯ B, J, A, C, D, H, K

⑰ B, F, C, E, D

⑱ A, J, B, C

⑲ O, K, B, H, C, D, K, H

⑳ B, C, D

㉑ A, J, B, C

⑮ NOT USED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

322
450

HAM-75-9.30

S1 S2 S3 S4

S5 S6 S7 S8

S9 S10 (Lap) S11 T1

T2 T3 T4

DIAMETER O

SP1 SP2

WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K."

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H." WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

BRIDGE No. HAM-1R75-9.30
GALBRAITH RD. RELOCATED OVER
WEST FORK OF MILL CREEK

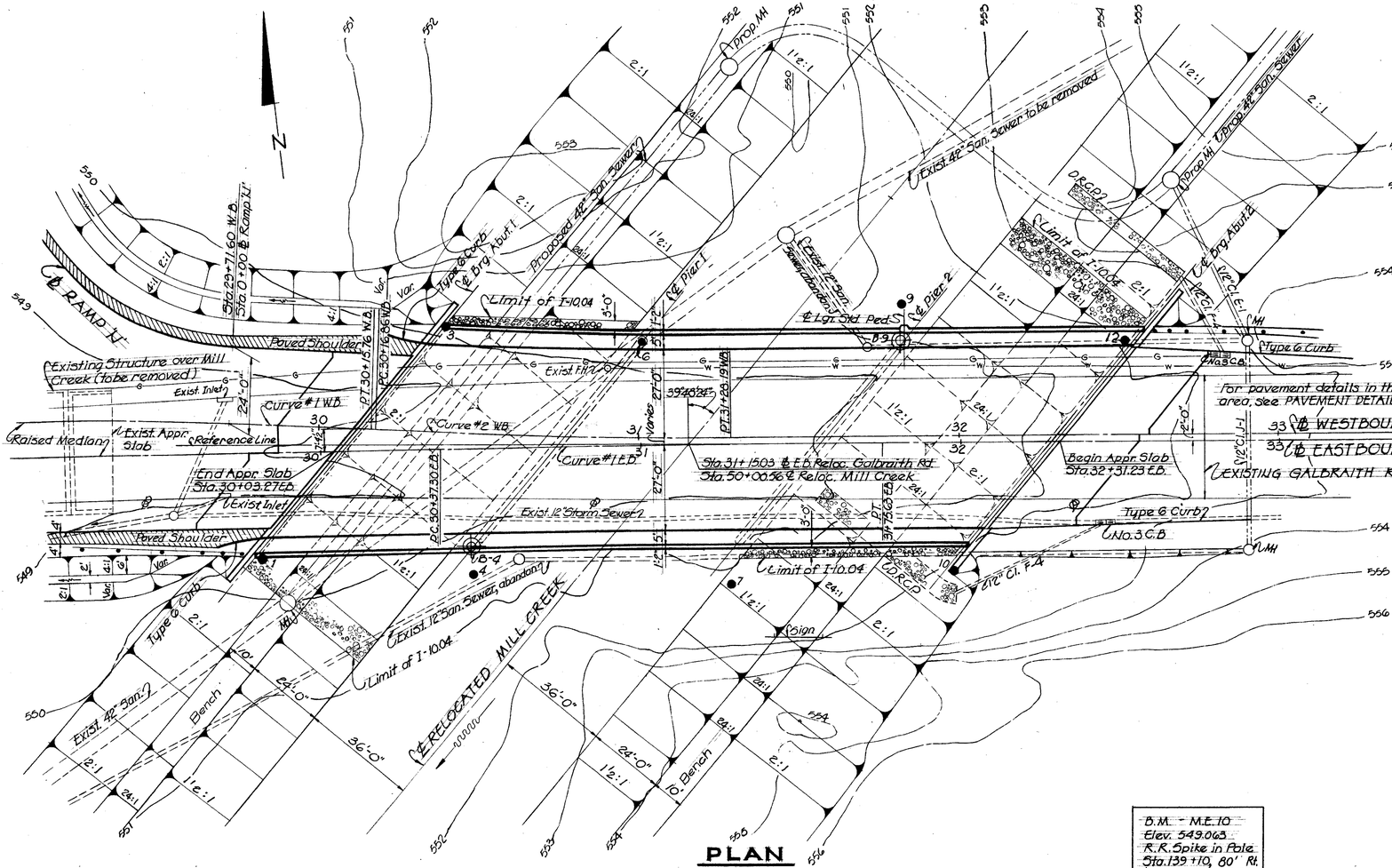
HAMILTON COUNTY STA. 22+01.38
STA. 23+33.95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
	BC	wbc	RKK	JAD 7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

323
450

HAM-75-930


N
℄ RAMP "N"
Sta.29+71.60 W.B.
Sta.0+00 ℄ Ramp "N"
Existing Structure over Mill Creek (to be removed)
Exist. Inlet
Paved Shoulder
Raised Median
Exist. Appr. Slab
Reference Line
End Appr. Slab Sta.30+03.27 E.B.
Curve #1 W.B.
Curve #2 W.B.
Curve #1 E.B.
P.T. 30+15.76 W.B.
P.C. 30+16.86 W.B.
P.C. 30+37.30 E.B.
P.T. 31+29.19 W.B.
P.T. 31+75.63 E.B.
Sta. 31+15.03 ℄ E.B. Reloc. Galbraith Rd
Sta. 50+00.56 ℄ Reloc. Mill Creek
Begin Appr. Slab Sta. 32+31.23 E.B.
EXISTING GALBRAITH RD.
33 ℄ WESTBOUND LANES
33 ℄ EASTBOUND LANES
Type 6 Curb
No. 3 C.B.
Exist. 12" Storm Sewer
Exist. 12" San. Sewer, abandon
Exist. 42" San. Sewer to be removed
Proposed 42" San. Sewer
Type 6 Curb & Brg. Abut. 1
℄ Pier 1
℄ Pier 2
Center 12" San. Manhole
℄ Lgt. Std. Ped.
Drop MH
Limit of I-1004
Varies 27'-0"
Varies 24'-0"
Varies 5'-1"
Varies 5'-2"
Varies 3'-0"
Varies 2'-0"
Varies 4'-1"
Varies 4'-2"
Varies 4'-3"
Varies 4'-4"
Varies 4'-5"
Varies 4'-6"
Varies 4'-7"
Varies 4'-8"
Varies 4'-9"
Varies 4'-10"
Varies 4'-11"
Varies 5'-0"
Varies 5'-3"
Varies 5'-4"
Varies 5'-5"
Varies 5'-6"
Varies 5'-7"
Varies 5'-8"
Varies 5'-9"
Varies 5'-10"
Varies 5'-11"
Varies 6'-0"
Varies 6'-1"
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Varies 6'-11"
Varies 7'-0"
Varies 7'-1"
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Varies 7'-3"
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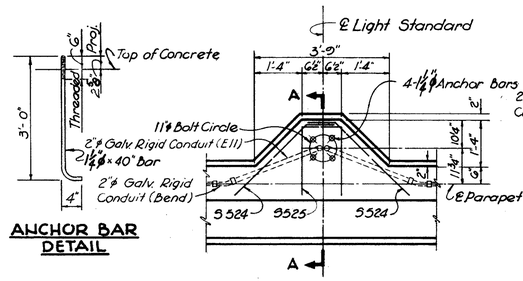
Varies 7'-5"
Varies 7'-6"
Varies 7'-7"
Varies 7'-8"
Varies 7'-9"
Varies 7'-10"
Varies 7'-11"
Varies 8'-0"
Varies 8'-1"
Varies 8'-2"
Varies

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

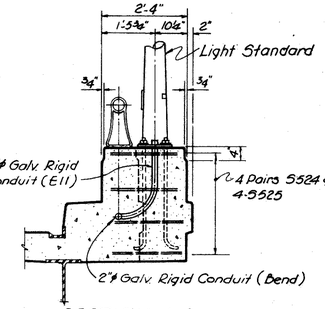
HAM-75-9.30

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER STRUCTURE	GENERAL		
E-2		Lump Sum	Cofferdams, Cribs and Sheeting.						
E-2	972	Cu. Yds.	Unclassified Excavation.	429	543				
S-1	520	Cu. Yds.	Class "C" Concrete - Superstructure.			520			
S-1	530	Cu. Yds.	Class "E" Concrete - Piers above footings.		530				
S-1	181	Cu. Yds.	Class "E" Concrete - Abutment above footings.	181					
S-1	310	Cu. Yds.	Class "E" Concrete - Piers & Abutment footings.	146	164				
S-3	29	Lin. Ft.	Waterproofing, premolded, Sealing Strip.	29					
S-4	191,528	Lbs.	Reinforcing Steel.	18,909	28,378	144,241			
S-7	541,150	Lbs.	Structural Steel.			541,150			
S-8	541,150	Lbs.	Field painting of Structural Steel.			541,150			
S-9	166	Sq. Ft.	1" Preformed expansion joint filler.		166				
S-14	442.77	Lin. Ft.	Railing (Type "C" aluminum rail and supports and Concrete parapet)			442.77			
S-16		Lump Sum	First test pile.						
S-18	3,185	Lin. Ft.	Steel piles 12 BP 53.	1,595	1,590				
* S-25			Lighting System.						
S-29	104	Cu. Yds.	Porous Backfill.	104					
S-29	19	Each	Scuppers, including supports.			19			
S-101	520	Each	Water-reducing, Set-retarding admixture.			520			
I-10	1431	Sq. Yds.	Crushed aggregate slope protection.				1431		
I-10	29	Cu. Yds.	Dumped Rock Channel Protection.				29		
S-15		Lump Sum	Temporary runaround, bridges, approach earthwork, and concrete pavement as per plan						
S-24		Lump Sum	Removal of existing structure				Lump		



ANCHOR BAR DETAIL



SECTION A-A

LIGHT STANDARD PEDESTAL

Anchor bars are included with item S-25 for payment.

For additional details, see sh. 262.

Materials in approach slabs are not included in the above estimated quantities.

Aluminum rail and supports, concrete papapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in item S-14 for payment.

* See Summary of Bridge Lighting Quantities, Sheet No. 265, for Details, Description, Unit & Quantity.

GENERAL NOTES

REFERENCE shall be made to the following:
Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
SD-1-63, Sheet 1, 2, 3, & 4 of 4, dated 11-12-63
FSB-1-62, revised 1-15-63
Supplemental Specifications: S-101, dated 7-12-62
S-307, dated 8-23-60

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 the removal of fill material required for construction of the abutments.

DESIGN LOADING -CF 2,000 (57)

CONCRETE CLASS "C"-Basic unit stress 1,333 p. s. i.
CONCRETE CLASS "E"-Basic unit stress 1,133 p. s. i.

STRUCTURAL STEEL - ASTM A36, basic unit stress 20,000 p. s. i. (ASTM A7 and A373 steel not permitted) (Except Piling)

REINFORCING STEEL - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p. s. i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p. s. i.

Piles shall be driven to a minimum bearing capacity of 40 tons per pile for the abutments and piers.

WELDING of structural sheel 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. Class "B" welds are shown thus: B >—

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. S-7.12 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of ckecking the fit-up of weld joint preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

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.

MACHINE FINISHING: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

UTILITY LINES: All expenses involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

ESTIMATED QUANTITIES
& GENERAL NOTES
RELOCATED GALBRAITH RD.
Over RELOCATED MILL CREEK

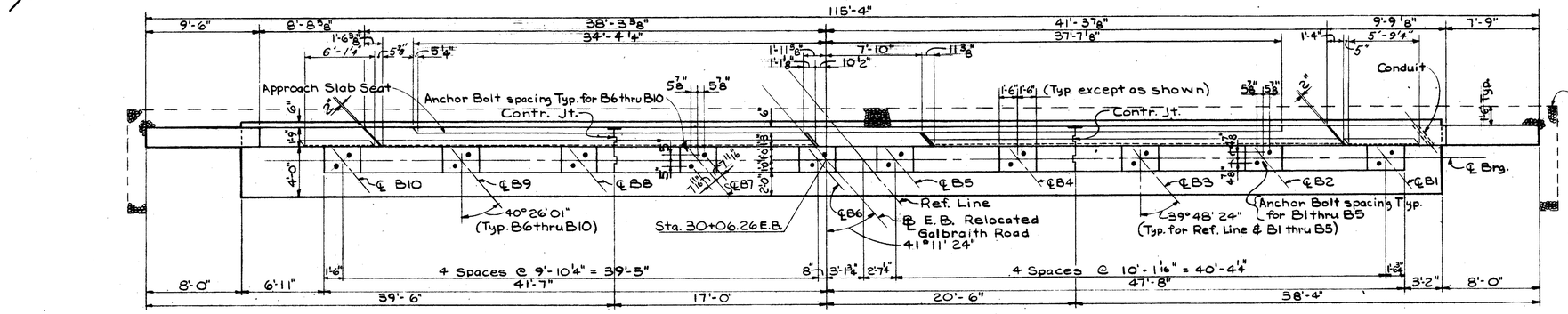
HAMILTON COUNTY STA. 30+03.27 E.B. to STA. 32+31.23 E.B.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W.	J.A.D.	7-8-64	

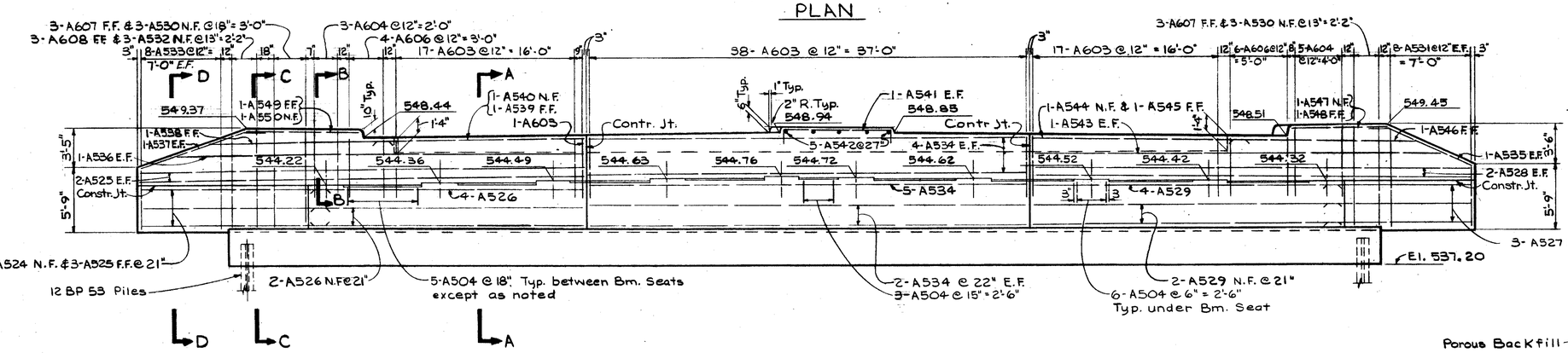
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

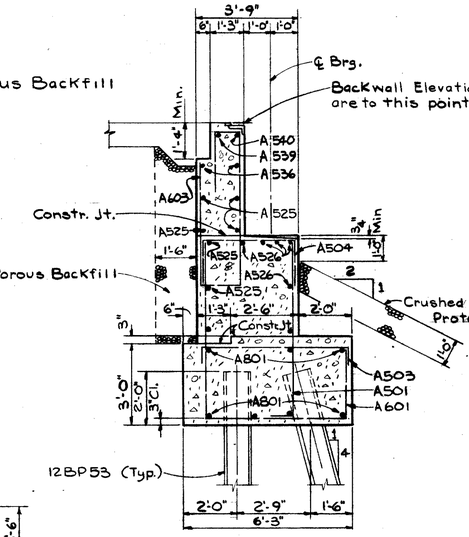
329
450

HAM-75-9.30



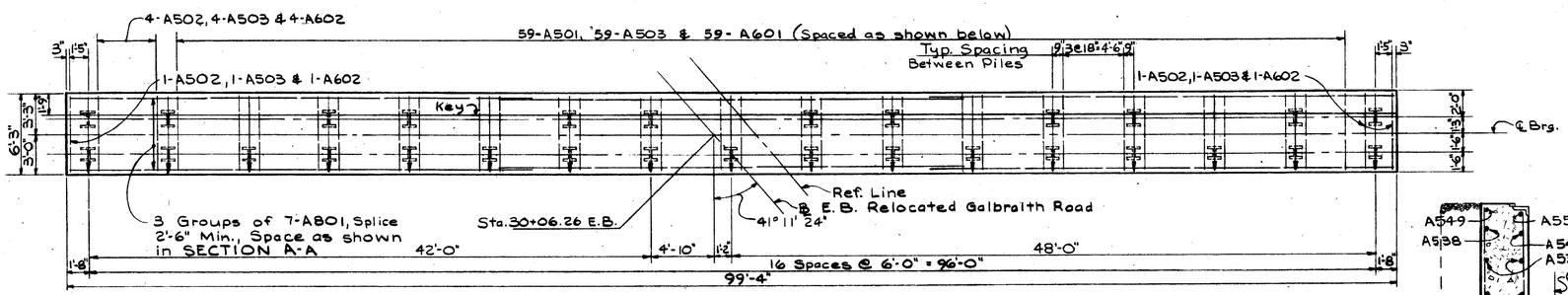
PLAN



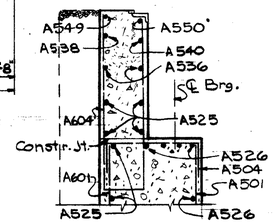


SECTION A-A

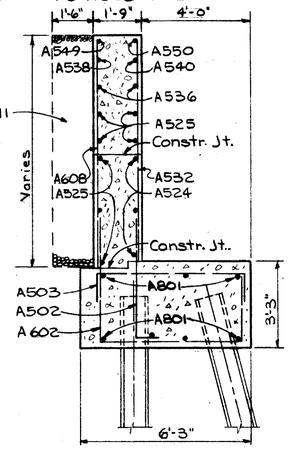
ELEVATION



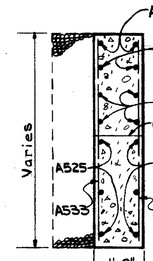
FOOTING PLAN



SECTION B-B



SECTION C-C



SECTION D-D

LEGEND

- Batter Piles (Batter 4:1 in direction of arrow)
- E.F. = Each Face
- N.F. = Near Face
- F.F. = Far Face

NOTES

1. Porous backfill shall extend upward to the bottom of approach slab or to the surface of the earth shoulders, and outward to the surface of embankment slopes. Excavation therefore, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.
2. Special care shall be taken in placing reintorcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
3. For end dam details see SD-1-63 sheets 2&4 of 4 dated 11-12-63. Unwelded butt joints shall be provided in the abutment end dam at the contraction joints.
4. For reintoring steel list see sheet 335.
5. For reference line layout see sheet 323.
6. For Contraction Joint detail see sheet 330.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 1
RELOCATED GALBRAITH RD. OVER RELOCATED MILL CREEK

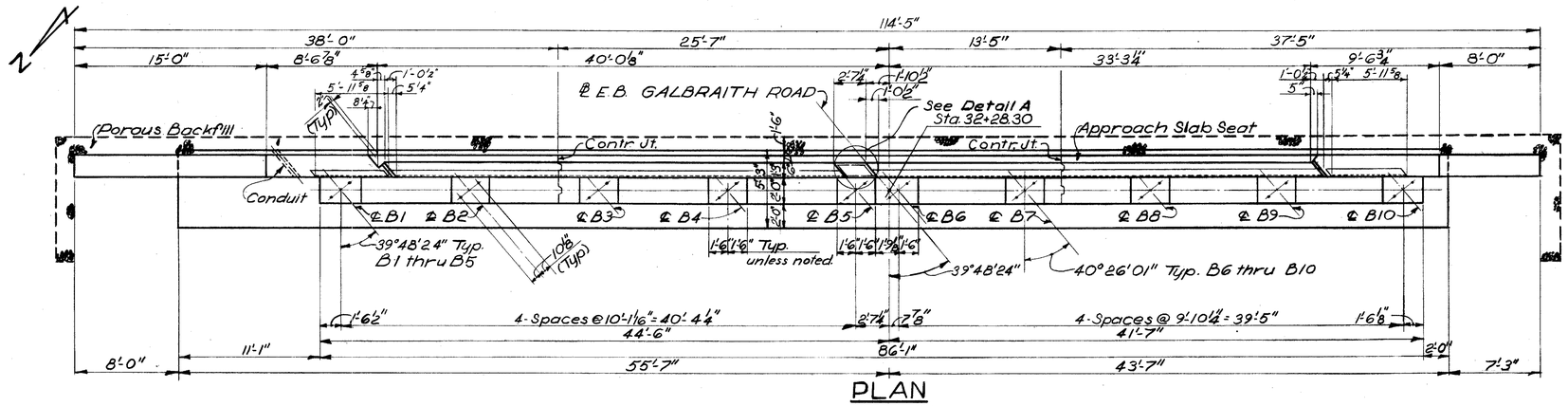
HAMILTON COUNTY STA. 30+03.27 E.
TO STA. 32+31.23 E.

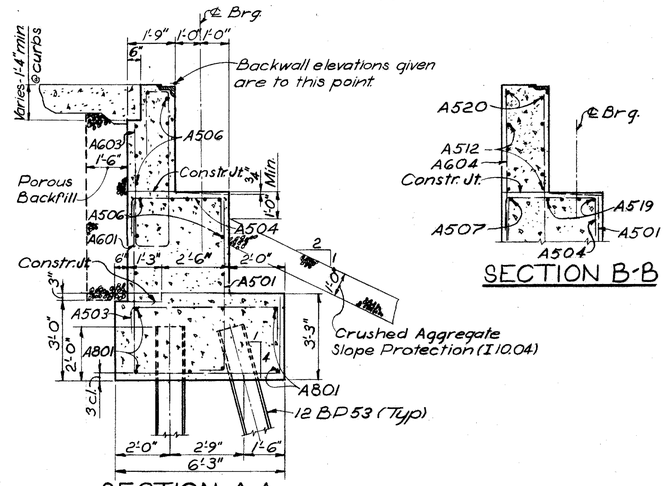
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DJF	DHW	~	LPM	JAD	7-8-64	

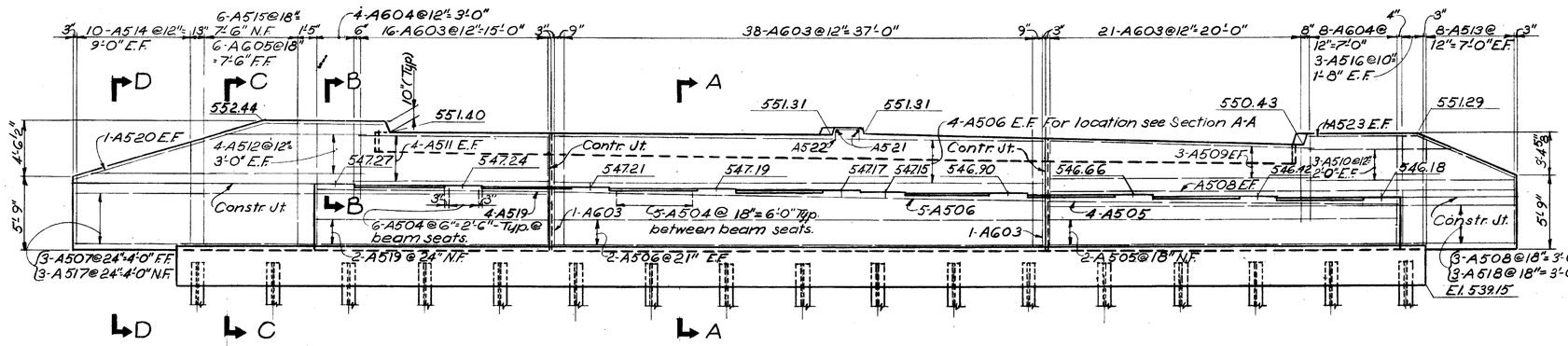
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

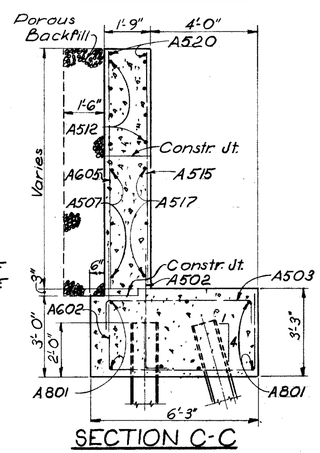
330
450

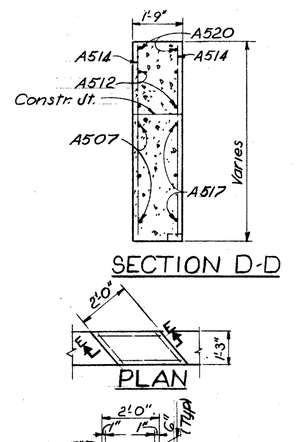
HAM-75-9.30

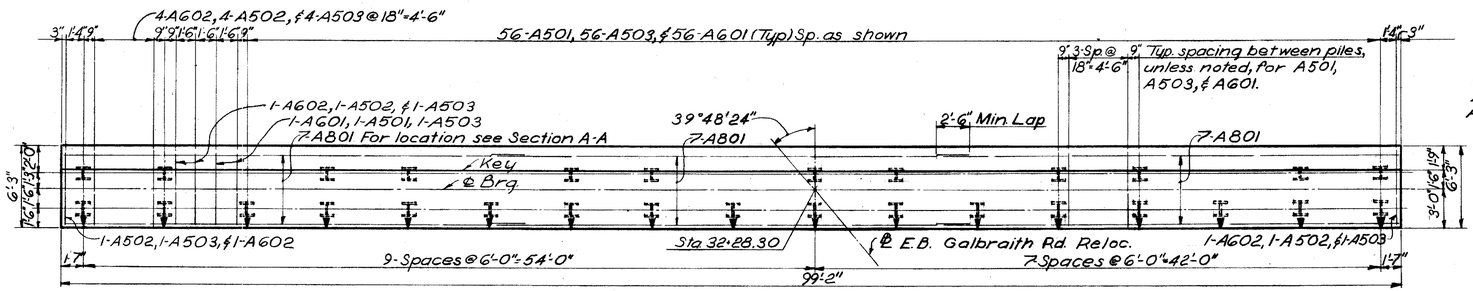




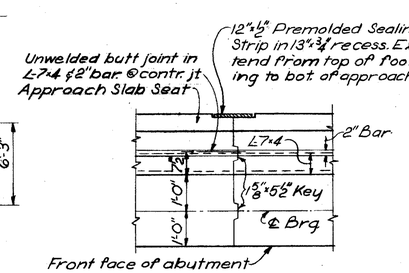








Symbol indicates pile to be battered 3on12 in the direction of the arrow.



NOTES

1. For Notes see Abutment 1, Sh.
2. For REINFORCING STEEL LIST see Sh.

LEGEND

E.F. = Each Face
N.F. = Near Face
F.F. = Far Face

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 2
RELOCATED GALBRAITH ROAD OVER RELOCATED MILL CREEK

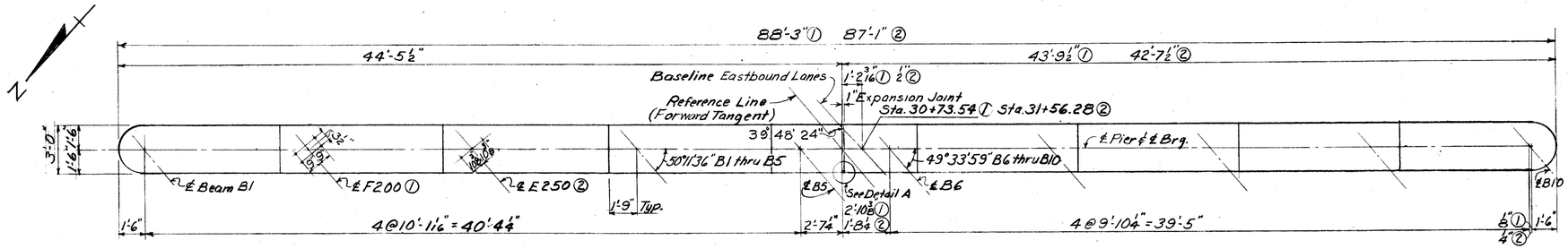
HAMILTON COUNTY STA. 30+03.27 to STA. 32+31.23

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DWF	GJW	~	LPM	JAD	July 63	

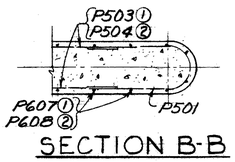
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

331
450

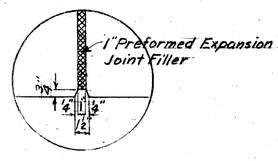
HAM-75-9.30



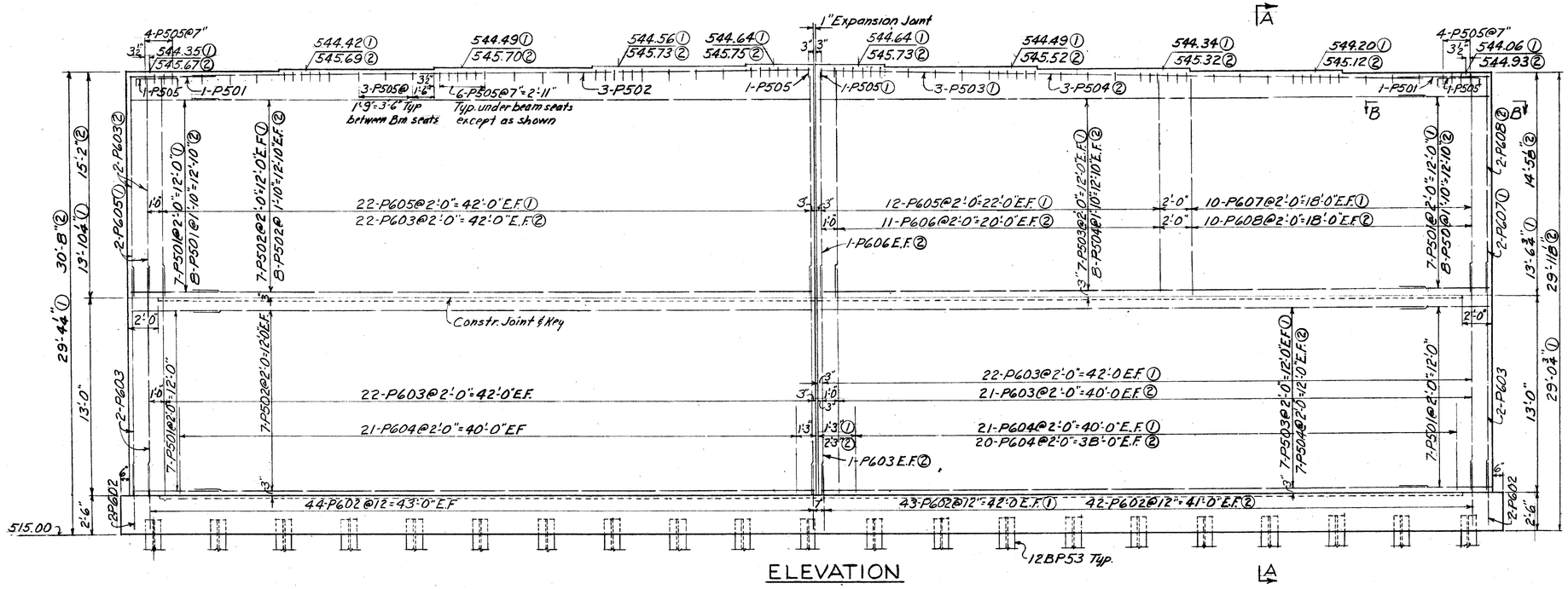
PLAN



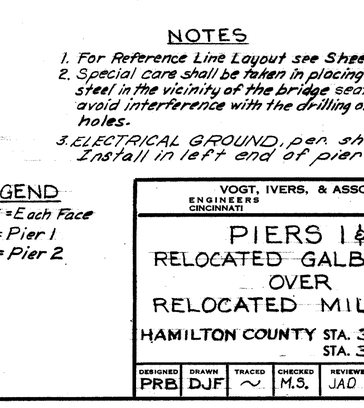
SECTION B-B



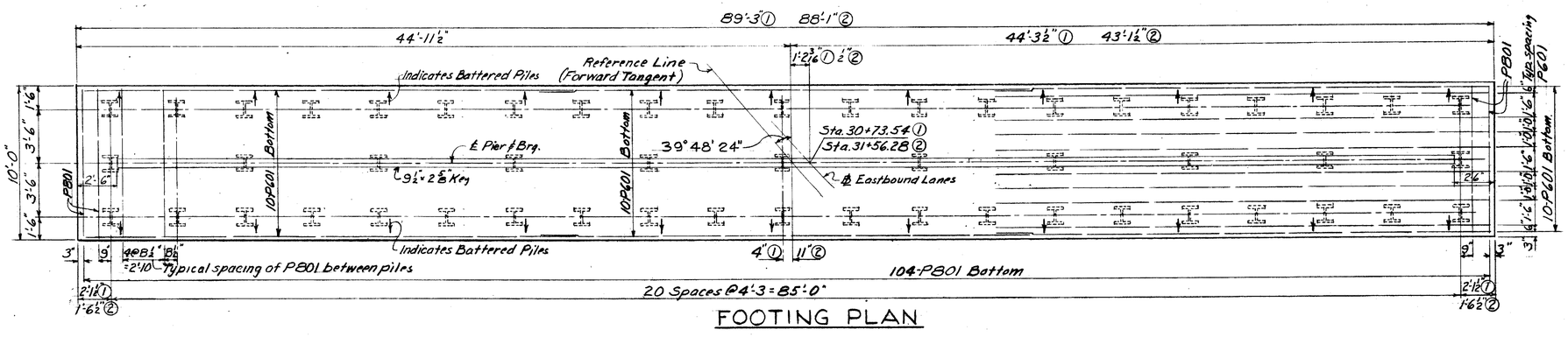
DETAIL A



ELEVATION



SECTION A-A



FOOTING PLAN

NOTES

1. For Reference Line Layout see Sheet ①
2. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
3. ELECTRICAL GROUND, per sht. 26 Install in left end of pier 1

LEGEND

E.F = Each Face
① = Pier 1
② = Pier 2

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 1 & 2
RELOCATED GALBRAITH RD
OVER
RELOCATED MILL CREEK

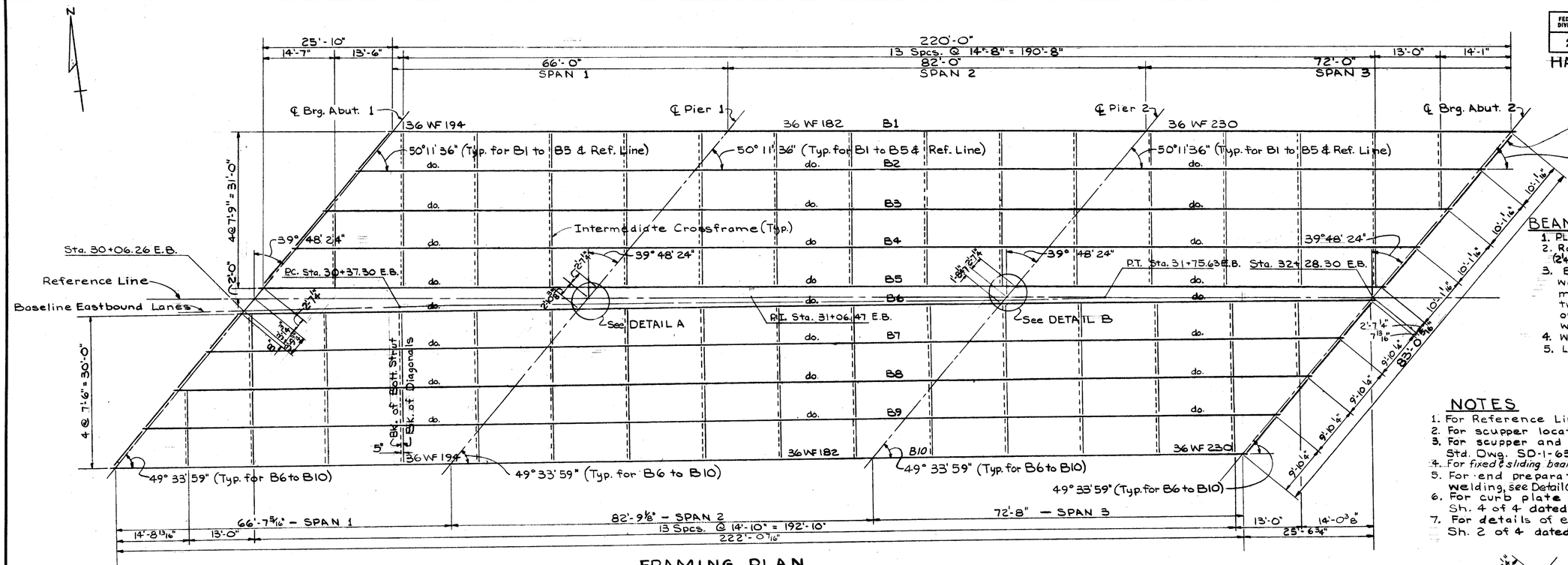
HAMILTON COUNTY STA. 30+03.27 E.B.
STA. 32+31.23 E.B.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
PRB	DJF	~	M.S.	JAO	7-8-64	

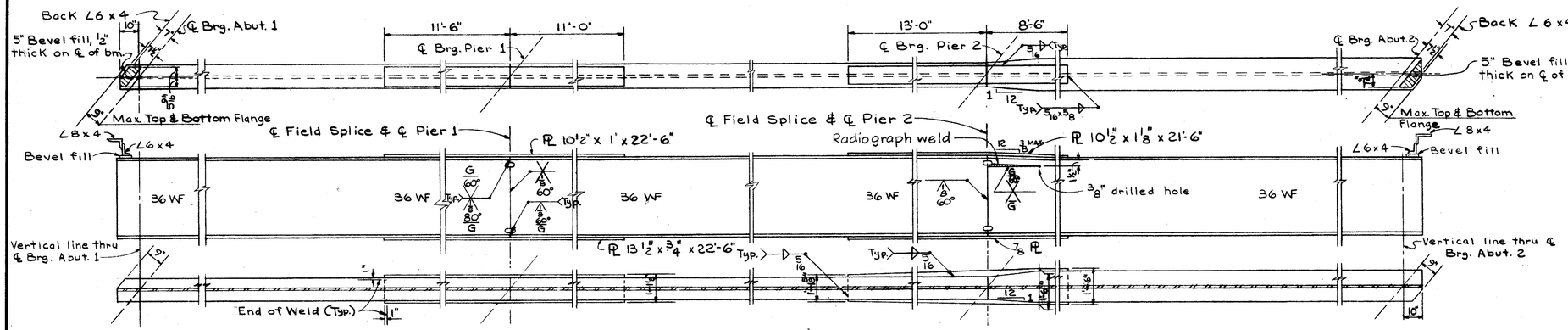
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

332
450

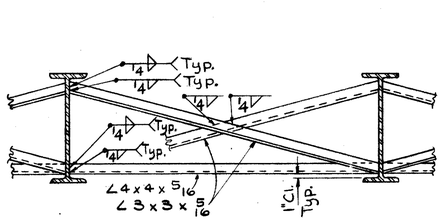
HAM-75-9.30



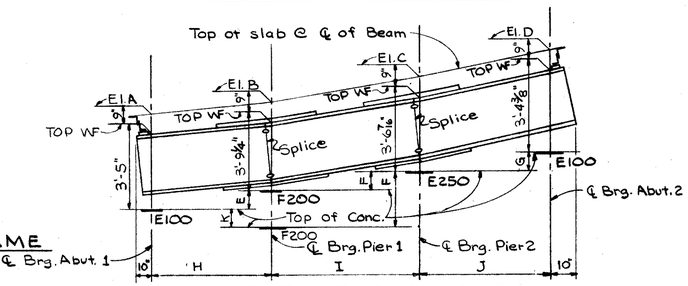
FRAMING PLAN



BEAM DETAILS



TYPICAL INTERMEDIATE CROSS FRAME



ELEVATION LAYOUT

* Beam lies outside the curb line at this point; elevation given is the theoretical extension of the roadway surface.

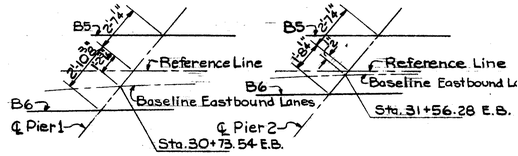
BEAM	Elev. A	Elev. B	Elev. C	Elev. D	Dim. E	Dim. F	Dim. G	Dim. H	Dim. I	Dim. J	Dim. K
B1	*548.49	*548.87	*549.92	*551.39	5/16"	1'-3 3/8"	1'-7 3/4"	66'-0"	82'-0"	72'-0"	—
B2	548.59	548.94	549.93	551.36	-	1'-2 3/4"	1'-7 3/16"	66'-0"	82'-0"	72'-0"	1/8"
B3	548.69	549.01	549.95	551.33	-	1'-2 3/16"	1'-6 5/8"	66'-0"	82'-0"	72'-0"	7/16"
B4	548.79	549.08	549.98	551.31	-	1'-1 9/16"	1'-6 1/16"	66'-0"	82'-0"	72'-0"	3/4"
B5	*548.89	*549.16	550.00	551.29	-	1'-0 15/16"	1'-5 1/2"	66'-0"	82'-0"	72'-0"	1 1/16"
B6	548.93	549.16	549.98	551.27	-	1'-0 9/16"	1'-4 15/16"	66'-7 5/16"	82'-9 1/8"	72'-8"	1 9/16"
B7	548.80	549.01	549.77	551.02	-	11 15/16"	1'-5 1/16"	66'-7 5/16"	82'-9 1/8"	72'-8"	1 3/4"
B8	548.66	548.86	549.57	550.77	-	11 5/16"	1'-4 1/2"	66'-7 5/16"	82'-9 1/8"	72'-8"	1 7/8"
B9	548.53	548.72	549.37	550.53	-	10 5/8"	1'-3 15/16"	66'-7 5/16"	82'-9 1/8"	72'-8"	1 15/16"
B10	*548.39	*548.58	*549.18	*550.29	-	10"	1'-3 3/8"	66'-7 5/16"	82'-9 1/8"	72'-8"	2"

BEAM SPLICE WELDING PROCEDU

1. Place beams in spans 1, 2 and 3.
2. Raise end of beams at Abutment 1 (24") and Abutment 2 (3").
3. Butt-weld the beam flanges and web, using the following sequence: make two passes on the web, then two on each flange; repeat, using o or two passes at each location, unti welds are complete.
4. Weld the bottom and top moment pla
5. Lower the beam ends to final positi

NOTES

1. For Reference Line Layout, see Sht. 323
2. For scupper location, see Sht. 333
3. For scupper and bulb angle gutter details, see Std. Dwg. SD-1-63, Sh. 3 & 4 of 4 dated 11-12-63.
4. For fixed & sliding bearings, see Std. Dwg. FSB-1-62 rev. 1-15-63.
5. For end preparation of rolled beams for field welding, see Detail C, Std. Dwg. SD-1-63, Sh. 1 of 4 dated 11-12-
6. For curb plate details, see Std. Dwg. SD-1-63 Sh. 4 of 4 dated 11-12-63.
7. For details of end dam, see Std. Dwg. SD-1-63, Sh. 2 of 4 dated 11-12-63.



DETAIL A

DETAIL B

DEFLECTION & CAMBER			
BEAMS	B1 THRU B		
SPANS	1	2	3
Deflection due to weight of steel	1 1/16"	1 1/16"	1
Deflection due to remaining dead load	7/16"	7/16"	1
Vertical Curve Correction	- 1/4"	- 15/16"	-
Sum of Deflection and V.C. correction	1/4"	- 7/16"	-
Shop camber required.	0	0	0

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

FRAMING PLAN
RELOCATED GALBRAITH RD.
OVER
RELOCATED MILL CREEK

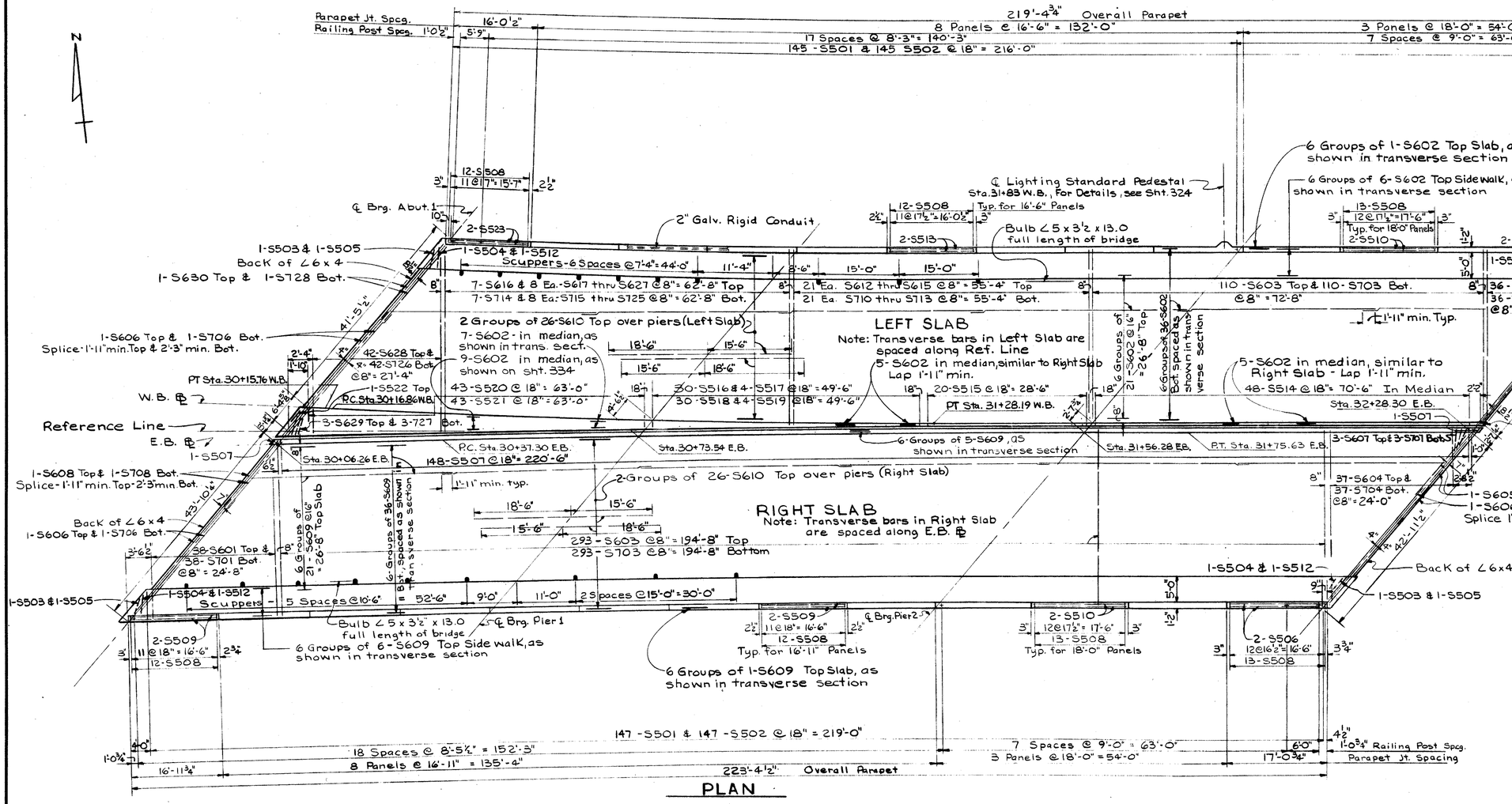
HAMILTON COUNTY STA. 30 + 03.27 E
TO STA. 32 + 31.23 E

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CEC	DHW	~	GRH	JAD	7-8-64	

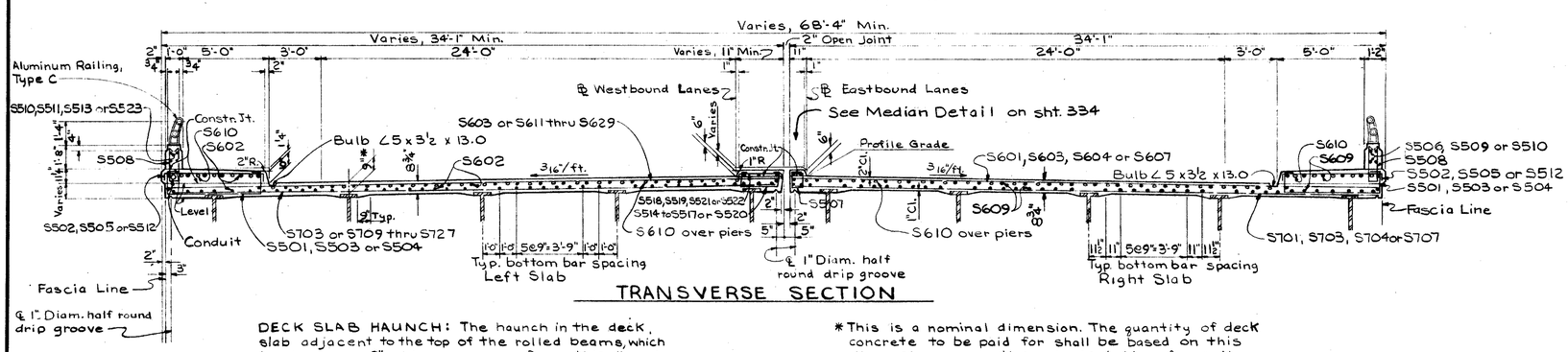
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

333
450

HAM-75-9.30



PLAN



TRANSVERSE SECTION

DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of the rolled beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.

*This is a 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 rolled beam may not have the exact camber or conformation required to place it parallel to the finished grade.

PAVEMENT ELEVATIONS

STATION	RIGHT SLAB FASCIA CURB	RIGHT SLAB MEDIAN CURB	LEFT SLAB FASCIA CURB	LEFT SLAB MEDIAN CURB
—	—	—	—	—
30+00 E.B.	548.50	—	—	—
30+25 E.B.	548.58	549.00	—	548.90
30+50 E.B.	548.65	549.08	548.58	549.00
30+75 E.B.	548.77	549.19	548.72	549.14
31+00 E.B.	548.95	549.37	548.91	549.33
31+25 E.B.	549.20	549.62	549.16	549.58
31+50 E.B.	549.50	549.92	549.47	549.89
31+75 E.B.	549.87	550.29	549.84	550.24
32+00 E.B.	550.30	550.72	550.27	550.65
32+25 E.B.	—	551.22	550.76	551.19
32+50 E.B.	—	—	551.32	—

NOTES

1. Slab thickness includes 1" monolithic wearing surface.
2. Spread or cut longitudinal reinforcing steel in slab to clear scuppers.
3. For railing and parapet joint details, see Std. Dwg. AR-1-57
4. For end dam details, see Std. Dwg. SD-1-63, Sht. 2 & 4 of 4.
5. Parapet concrete and S509, S510, S511, S513, S506 and S523 are to be included with Item S-14 for payment.
6. For light standard pedestal, see detail, sheet 324.
7. See sht. 334 for additional details.
8. For Scuppers and Bulb ∠ Gutter details, see Std. Dwg. SD-1-63, Sh. 3 of 4. All scuppers shall be Type I scuppers, and shall be supported on the deck form by Cone Nut Assemblies similar to those shown in Gutter Support B.
9. Parapet and railing dimensions are measured along the fascia line.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SUPERSTRUCTURE
ROADWAY SLAB
RELOCATED GALBRAITH RD.
OVER
RELOCATED MILL CREEK

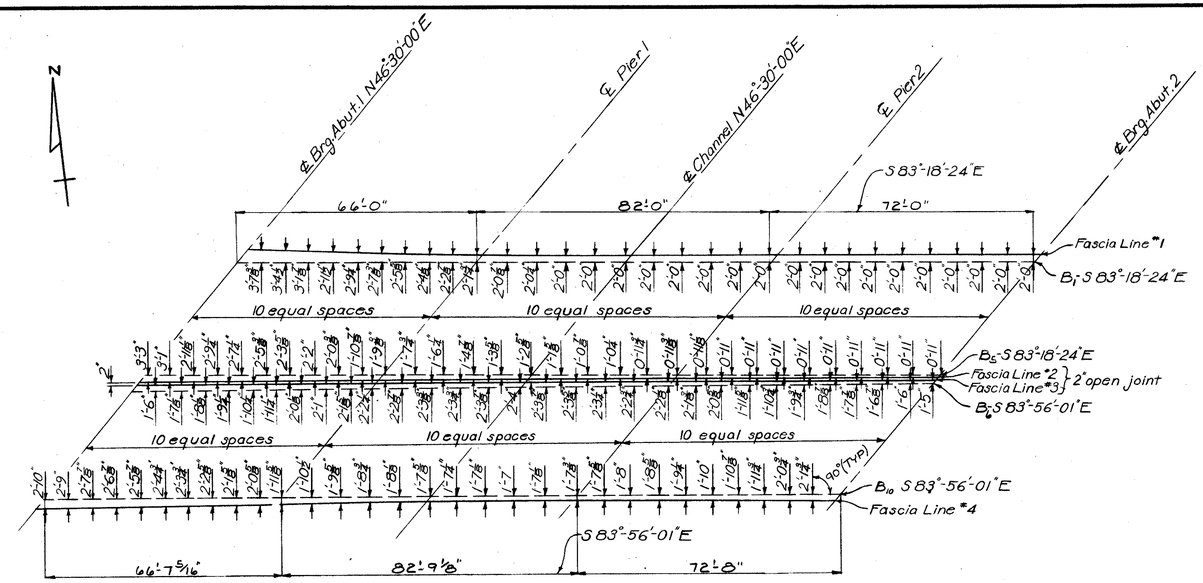
HAMILTON COUNTY STA. 30+03.27 E.B.
STA. 32+31.23 E.B.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DHW	DHW	~	GRH	J.A.D.	7-8-64	

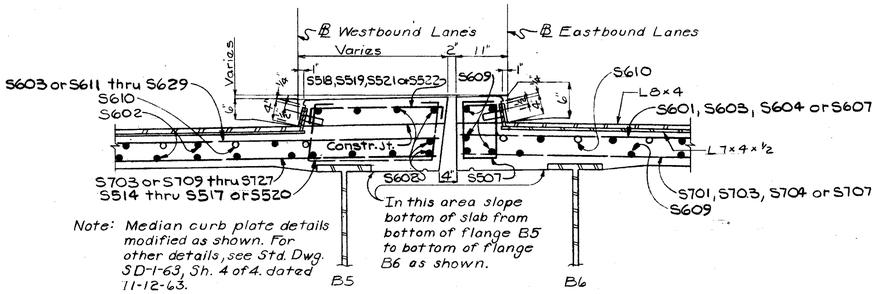
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

334
450

HAM-75-9.30



OFFSETS - EXTERIOR BEAM TO SLAB FASCIA



Note: Median curb plate details modified as shown. For other details, see Std. Dwg. SD-1-63, Sh. 4 of 4. dated 11-12-63.

MEDIAN CURB PLATE & SLAB DETAILS

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE SLAB DETAILS RELOCATED GALBRAITH RD OVER RELOCATED MILL CREEK

HAMILTON COUNTY STA. 30+03.27 E.B.
STA. 32+31.23 E.B.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
DHW	DHW	CJF	GRH	J.A.D. 7-8-64	

ABUTMENT					PIERS					SUPERSTRUCTURE					REPLACEMENT BARS				
MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT
A501	117	7'-1"	Bt.	864	P501	62	12'-10"	Bt.	830	S501	292	8'-11"	Bt.	2717	RE 5	2	5'-7"	Str.	—
A502	15	5'-1"	Bt.	80	P502	64	40'-0"	Str.	2,610	S502	292	6'-6"	Bt.	1980	RE 6	6	5'-11"	Str.	—
A503	132	6'-5"	Bt.	883	P503	31	39'-3"	Str.	1,269	S503	4	9'-9"	Bt.	41	RE 7	3	6'-3"	Str.	—
A504	203	6'-8"	Bt.	1412	P504	33	38'-1"	Str.	1,311	S504	4	9'-1"	Bt.	38	RE 8	1	6'-6"	Str.	—
A505	6	27'-10"	Str.	174	P505	167	3'-8"	Bt.	639	S505	4	7'-4"	Bt.	31					
A506	17	38'-8"	Str.	686						S506*	4	16'-8"	Str.	—					
A507	3	37'-8"	Str.	118						S507	150	3'-4"	Bt.	521					
A508	5	37'-1"	Str.	193						S508	319	6'-1"	Bt.	2023					
A509	6	21'-5"	Str.	134	P601	60	30'-11"	Str.	2,786	S509*	36	16'-7"	Str.	—					
A510	6 (2ea)	11'-11"+to16'-7" by 2"	Str.	89	P602	354	4'-10"	Str.	2,570	S510*	24	17'-8"	Str.	—					
A511	8	16'-9"	Str.	140	P603	2336	15'-0"	Str.	5,317	S511*	4	17'-0"	Str.	—					
A512	8 (2ea)	11'-8"+to21'-5" by 3"	Str.	138	P604	166	6'-0"	Str.	1,496	S512	4	6'-8"	Bt.	28					
A513	16 (2ea)	5'-6"+to8'-5" by 5"	Str.	116	P605	72	13'-8"	Str.	1,478	S513*	32	16'-2"	Str.	—					
A514	20 (2ea)	5'-5"+to8'-3" by 3 3/4"	Str.	143	P606	24	14'-8"	Str.	529	S514	49	3'-5"	Bt.	175					
A515	6 (1ea)	8'-5"+to9'-10" by 3 3/8"	Str.	57	P607	22	13'-4"	Str.	441	S515	20 (4ea)	2'-6"+to3'-10" by 1"	Bt.	76					
A516	6 (2ea)	8'-7"+to8'-9" by 1"	Str.	54	P608	22	14'-3"	Str.	471	S516	30 (5ea)	3'-11"+to4'-9" by 2"	Bt.	136					
A517	3	20'-8"	Str.	65						S517	4	4'-11"	Bt.	20					
A518	3	10'-10"	Str.	34						S518	30 (5ea)	2'-1"+to2'-11" by 2"	Bt.	78					
A519	6	18'-7"	Str.	116						S519	4	3'-1"	Bt.	13					
A520	2	23'-5"	Bt.	49	P801	208	11'-10"	Bt.	6571	S520	43 (1ea)	5'-0"+to8'-6" by 1"	Bt.	303					
A521	2	1'-3"	Str.	3						S521	43 (1ea)	3'-2"+to6'-8" by 1"	Bt.	221					
A522	2	4'-10"	Bt.	10						S522	1	8'-8"	Bt.	9					
A523	2	17'-8"	Bt.	37						S523*	4	15'-8"	Str.	—					
A524	3	16'-6"	Str.	52						S524	8	3'-8"	Bt.	31					
A525	7	39'-2"	Str.	286						S525	4	4'-9"	Bt.	20					
A526	6	84'-3"	Str.	152															
A527	3	12'-9"	Str.	40															
A528	7	38'-0"	Str.	277															
A529	6	26'-10"	Str.	168						S601	30 (1ea)	4'-8"+to32'-10" by 9/8"	Str.	1070					
A530	6	8'-9"	Str.	55						S602	420	38'-6"	Str.	24287					
A531	16 (2ea)	5'-6"+to8'-8" by 5 1/2"	Str.	118						S603	403	33'-7"	Str.	20926					
A532	3 (1ea)	8'-5"+to8'-9" by 3"	Str.	87						S604	37 (1ea)	4'-8"+to33'-5" by 9/8"	Str.	1058					
A533	16 (2ea)	5'-6"+to8'-0" by 4 1/4"	Str.	113						S605	2	15'-9"	Str.	47					
A534	17	37'-2"	Str.	659						S606	8	30'-0"	Str.	360					
A535	2	10'-1"	Bt.	21						S607	3	4'-0"	Str.	18					
A536	2	36'-4"	Str.	76						S608	2	16'-8"	Str.	50					
A537	2	11'-8"	Bt.	24						S609	414	39'-0"	Str.	24251					
A538	1	15'-6"	Str.	16						S610	104	34'-0"	Str.	5311					
A539	1	19'-0"	Str.	20						S611	36 (1ea)	4'-3"+to32'-4" by 9/8"	Str.	989					
A540	1	32'-10"	Str.	34						S612	21	34'-3"	Str.	1080					
A541	2	11'-11"	Bt.	25						S613	21	34'-0"	Str.	1072					
A542	5	1'-3"	Str.	7						S614	21	33'-9"	Str.	1064					
A543	2	35'-6"	Str.	74						S615	21	33'-7"	Str.	1059					
A544	1	32'-11"	Str.	34						S616	7	37'-1"	Str.	390					
A545	1	18'-9"	Str.	20						S617	8	36'-10"	Str.	442					
A546	1	15'-10"	Str.	17						S618	8	36'-7"	Str.	440					
A547	1	8'-3"	Str.	9						S619	8	36'-4"	Str.	436					
A548	1	9'-3"	Str.	10						S620	8	36'-1"	Str.	434					
A549	1	8'-6"	Str.	9						S621	8	35'-10"	Str.	430					
A550	1	9'-8"	Str.	10						S622	8	35'-7"	Str.	428					
										S623	8	35'-4"	Str.	424					
										S624	8	35'-1"	Str.	422					
										S625	8	34'-10"	Str.	418					
A601	117	14'-6"	Bt.	2548						S626	8	34'-7"	Str.	416					
A602	15	12'-7"	Bt.	284						S627	8	34'-4"	Str.	412					
A603	150	15'-0"	Bt.	3380						S628	42 (1ea)	4'-7"+to36'-5" by 9/8"	Str.	1288					
A604	20	15'-1"	Bt.	453						S629	3	3'-6"	Str.	16					
A605	6 (1ea)	8'-8"+to10'-1" by 3/8"	Str.	84						S630	2	21'-4"	Str.	64					
A606	10	13'-7"	Bt.	204						S631	2	15'-10"	Str.	48					
A607	6	9'-0"	Str.	81															
A 608	3 (1ea)	8'-6"+to9'-0" by 3"	Str.	39															
										S701	38 (1ea)	4'-8"+to32'-10" by 9/8"	Str.	1456					
										S702	2	16'-2"	Str.	66					
										S703	403	33'-7"	Str.	27661					
A801	42	34'-8"	Str.	3888						S704	37 (1ea)	4'-8"+to33'-5" by 9/8"	Str.	1440					
										S705	2	16'-1"	Str.	66					
										S706	8	30'-0"	Str.	490					
										S707	3	4'-0"	Str.	24					
										S708	2	17'-0"	Str.	70					
										S709	36 (1ea)	4'-3"+to32'-4" by 9/8"	Str.	1346					
										S710	21	34'-3"	Str.	1470					
										S711	21	34'-0"	Str.	1459					
										S712	21	33'-9"	Str.	1449					
										S713	21	33'-7"	Str.	1441					
										S714	7	37'-1"	Str.	330					
										S715	8	36'-10"	Str.	602					
										S716	8	36'-7"	Str.	598					
										S717	8	36'-4"	Str.	594					
										S718	8	36'-1"	Str.	590					
										S719	8	35'-10"	Str.	586					
										S720	8	35'-7"	Str.	582					
										S721	8	35'-4"	Str.	578					
										S722	8	35'-1"	Str.	574					
										S723	8	34'-10"	Str.	570					
										S724	8	34'-7"	Str.	565					
										S725	8	34'-4"	Str.	561					
										S726	42 (1ea)	4'-7"+to36'-3" by 9/8"	Str.	1755					
										S727	3	3'-6"	Str.	22					
										S728	2	21'-4"	Str.	87					

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

335
450

HAM-75-9.30

NOTES

1. 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.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM S-14, RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) OF THE TOP OF COLUMN FOR PIERS WITHOUT CAPS TO THE NEAREST INCH.

   SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

   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.
4. SEE SHEET 336 FOR BENDING DETAILS.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI · ARCHITECTS CHICAGO

REINFORCING STEEL LIST
RELOCATED GALBRAITH ROAD OVER RELOCATED MILL CREEK

HAMILTON COUNTY STA. 30+03.27 to STA. 32+31.23

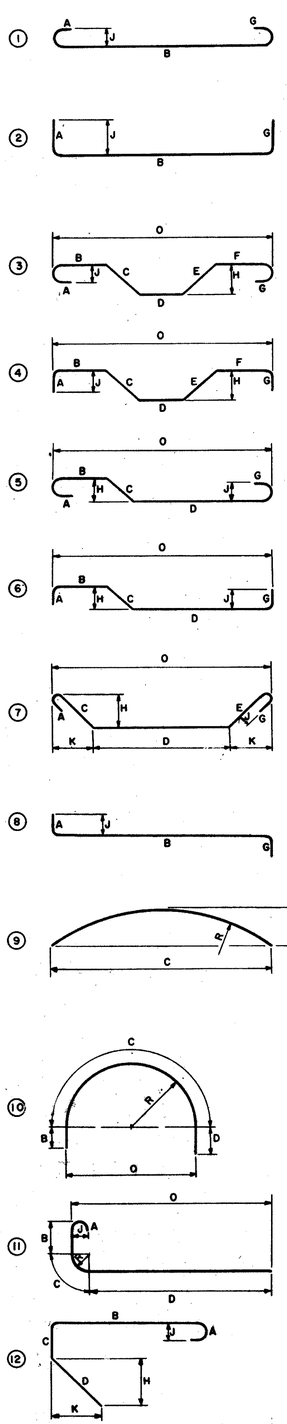
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	D.J.W.		GRH	JAD	7-8-64	

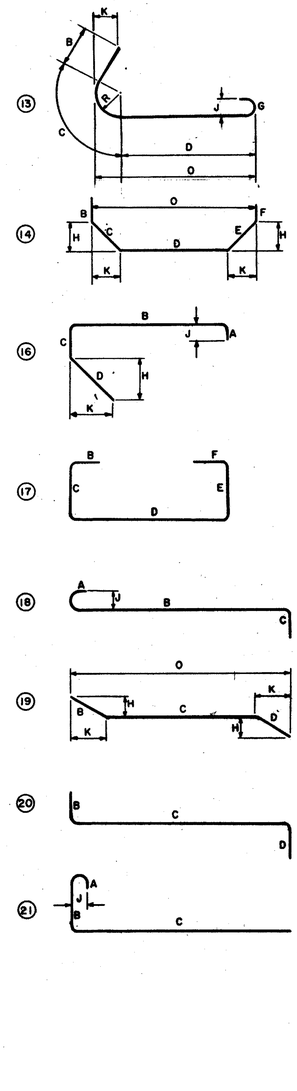
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM.-75-9.30

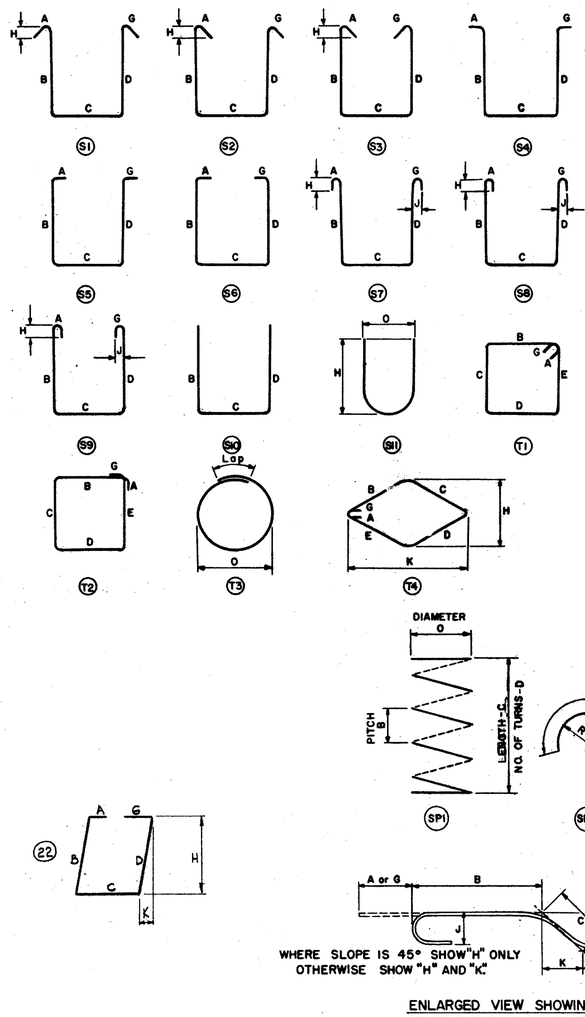
336
450

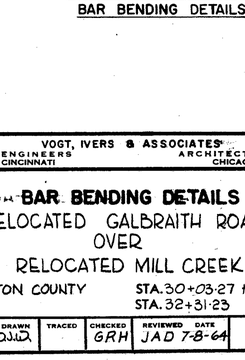
MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A501	2	6"	6'7"					—		—			
A502	2	6"	4'7"					—		—			
A503	2	6"	5'5"					—		—			
A504	17		—	1'-9"	3'-5"	1'-9"							
A520	19		15'-8"	7'-9"	—				4'-7"		15'-0"		—
A522	17		—	1'-6"	2'-1"	1'-6"	—						
A523	19		8'-8"	9'-0"	—				3'-5"		8'-0"		—
A535	19		—	8'-4"	1'-9"				9"		1'-7"		—
A537	19		—	9'-11"	1'-9"				7"		1'-8"		—
A541	17		—	1'-6"	9'-2"	1'-6"	—						
A601	17		—	6'-7"	5'5"	2'10"	—						
A602	17		—	4'-8"	5'5"	2'10"	—						
A603	17		4'-5"	1'5"	6'-2"	11"	2'-9"						
A604	17		—	7'-0"	1'5"	7-0"	—						
A606	17		—	6'-3"	1'-5"	6'-3"	—						
P501	10		4'5"	4'0"	4'5"							1'3¼"	2'6'2"
P505	2	6"	2'8"					6"		—			
P602	2	8"	4'2"					—		—			
P801	1	1'1"	3'8"					1'1"		—			
S501	56	6"	1'4"	5'6"	1'4"			6"					
S502	2	6"	5'6"					6"		—			
S503	56	6"	1'4"	6'4"	1'4"			6"					
S504	56	6"	1'4"	5'8"	1'4"			6"					
S505	2	6"	6'4"					6"		—			
S507	56	6"	1'-0"	7"	1'-0"			6"					
S508	53	5"	2'5"	8"	2'5"			5"	—				
S512	2	6"	5'8"					6"		—			
S514	22	6"	1'0"	7"	1'0"			6"	1'0"		2"		
S515	22	6"	1'0"	Varies 8'to12", Incs.1"	1'0"			6"	1'0"		2"		
S516	22	6"	1'0"	" 1'1"to1'11" " 2"	1'0"			6"	1'0"		2"		
S517	22	6"	1'0"	2'1"	1'0"			6"	1'0"		2"		
S518	2	6"	Varies 1'1"to1'11" Incs.2"					—		—			
S519	2	6"	2'1"					6"		—			
S520	22	6"	1'0"	Varies 2'2"to5'8" Incs.1"	1'0"			6"	1'0"		2"		
S521	2	6"	Varies 2'2"to 5'8" Incs.1"					6"		—			
S522	2	6"	7'8"					6"		—			
S524	19		10"	2'10"	—				7"		7"		3'5"
S525	510		2'0"	1'0"	2'0"								





⑮ NOT USED

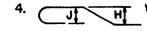




WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4.  WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H". WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-405 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

RELOCATED GALBRAITH ROAD
OVER
RELOCATED MILL CREEK

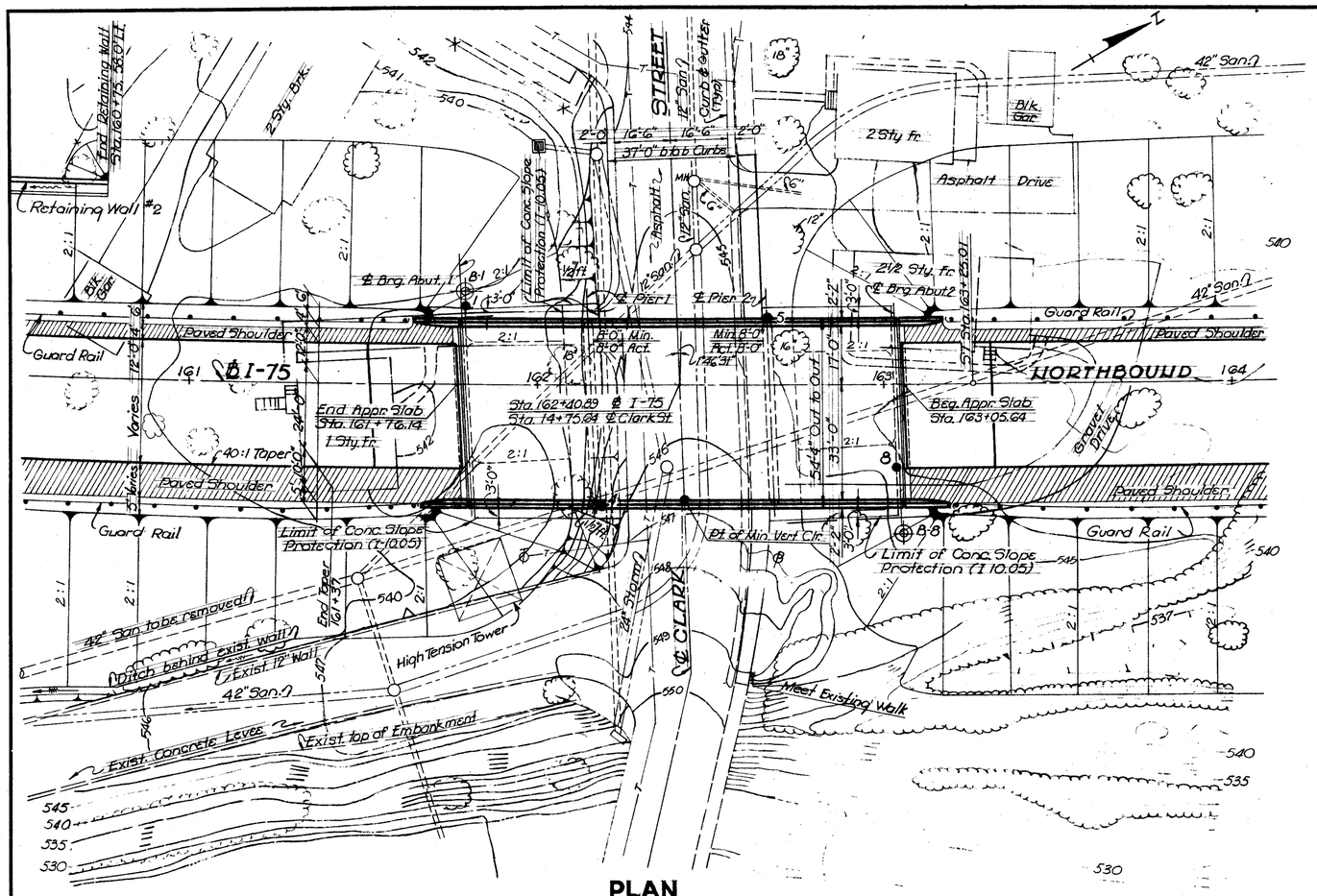
HAMILTON COUNTY — STA. 30+03.27 to STA. 32+31.23

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
	DJD		GRH	JAD 7-8-64	

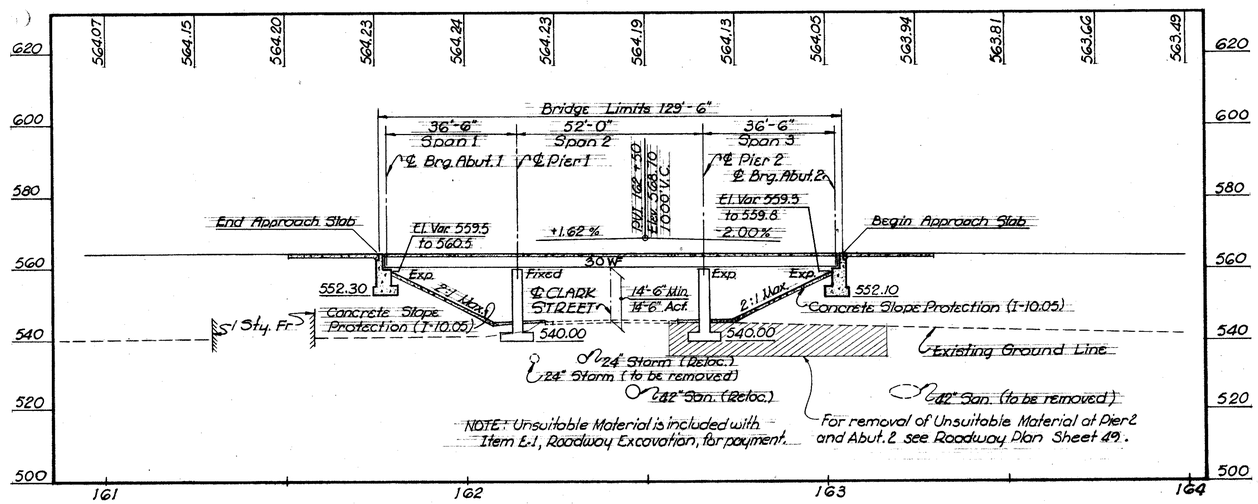
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

337
450

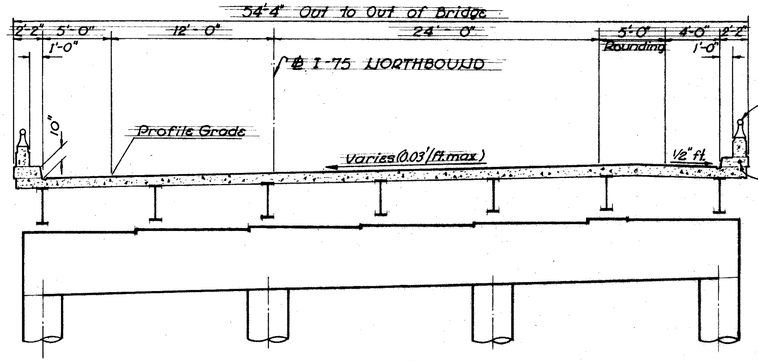
HAM-75-9.30



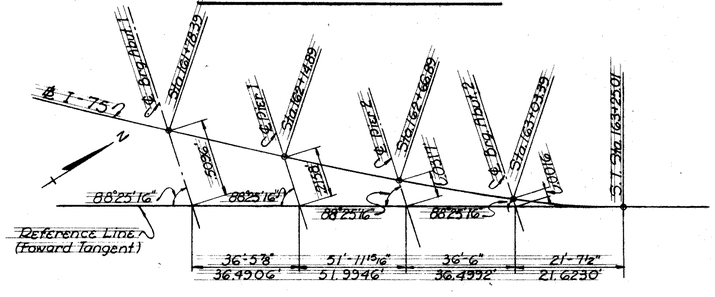
PLAN



PROFILE



TYPICAL SECTION



REFERENCE LINE LAYOUT

I-75 NORTHBOUND
CURVE DATA
P.I. Sta. 154+60.90
Δ = 32° 56' 43" Lt.
θ_s = 5° 37' 30"
Dc = 2° 30' 00"
Rc = 2291.83'
T_s = 903.70'
Ls = 450'
Lc = 867.81'

BENCH MARK ME-13 Elev. 545.138
R.R. Spike in Pole #R18-95 E, 55' Lt. Sta 162+00

NOTES

Drive Rod Penetration Resistance Sounding
Drive Sample Boring

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JAN 28 1985

PROPOSED STRUCTURE

TYPE: Continuous rolled steel beam with reinforced concrete deck and substructure
SPANS: 36'-6", 52'-0", 36'-6"
ROADWAY: 52'-0" face to face of parapets.
LOAD FREQUENCY: C.F.=2000(57), adequate for AASHO alternate loading.
SKEW: 1"46'31" R.F.
WEARING SURFACE: 1" monolithic concrete.
ALIGNMENT: Spiral (L_s=450, Dc=2°30')
APPROACH SLABS: AS-1-54 (25' long)
SUPERELEVATION: Varies
A.D.T. = 60,000 (1975)

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SITE PLAN
BRIDGE NO. HAM-75-1107
I-75 NORTHBOUND
OVER CLARK STREET
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
Aerial	Aerial	E.P.A.	EPA & GK.	LPH.	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

336
450

HAM-75-9.30

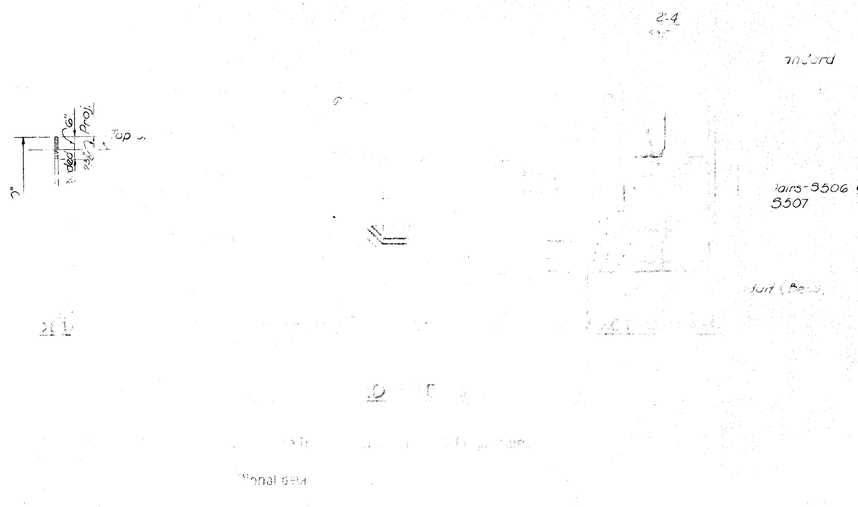
ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL		
E-2	512	Cu. Yds.	Unclassified Excavation.	315	197				
S-1	204	Cu. Yds.	Class "C" Concrete - Superstructure.			204			
S-1	75	Cu. Yds.	Class "C" Concrete - Piers above footings.		75				
S-1	142	Cu. Yds.	Class "E" Concrete - Abutments above footings.	142					
S-1	148	Cu. Yds.	Class "E" Concrete - Pier & Abutment footings.	59	89				
S-3	18	Lin. Ft.	Waterproofing, Premolded, sealing strip.	18					
S-4	105,516	Lbs.	Reinforcing Steel.	11,045	30,881	63,590			
S-7	150,900	Lbs.	Structural Steel.			150,900			
S-8	150,900	Lbs.	Field painting of Structural Steel.			150,900			
S-14	299.49	Lin. Ft.	Railing (Type "A" aluminum rail and supports and concrete parapet).	46.66		252.83			
* S-25			Lighting System.						
S-29	91	Lin. Ft.	6" perforated helical C.M.P. M-6.4 (h) including special.	91					
S-29	117	Lin. Ft.	6" helical C.M.P. M-6.4 (h) non-perforated.	117					
S-29	48	Cu. Yds.	Porous Backfill.	48					
S-29	8	Each	Scuppers, including supports.			8			
S-101	204	Each	Water-reducing set-retarding admixture.			204			
I-10	527	Sq. Yds.	Concrete Slope Protection				527		
I-127	1	Each	Delineator, bracket-mounted, type C-2.			1			
S-9	60	Sq. Ft.	½" Preformed expansion joint filler				60		

Materials in approach slabs are not included in the above estimated quantities.

Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in item S-14 for payment.

* See Summary of Bridge Lighting Quantities, Sheet No. 265, for Details, Description, Unit & Quantity.



GENERAL NOTES

REFERENCE shall be made to the following-
Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
SD-1-63, Sheet 1, 2, 3, & 4 of 4, dated 11-12-63
FSB-1-62, revised 1-15-63
Supplemental Specifications: S-307 dated 8-23-60
S-101 dated 7-12-62

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 the removal of fill material required for construction of the abutments.

DESIGN LOADING -CF 2,000 (57)

CONCRETE CLASS "C"-Basic unit stress 1,333 p. s. i.
CONCRETE CLASS "E" -Basic unit stress 1,133 p. s. i.

STRUCTURAL STEEL - ASTM A36, basic unit stress 20,000 p. s. i. (ASTM A7, and A373 steel not permitted)

REINFORCING STEEL - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000p. s. i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p. s. i.

FOUNDATION BEARING PRESSURE: Abutment and Pier footings are designed for a maximum bearing pressure of 2.0 tons per sq. ft.

WELDING of structural steel 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. Class B welds are shown thus: B>—

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. S-7.12 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up weld preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

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.

SURFACE FINISH OF CONCRETE: The requirements of Sec. S-1.22, Rubbed Finish, shall apply to the following exposed concrete surfaces:

A. The entire superstructure except the top and bottom surfaces of safety curbs and roadways.
B. The entire surface of piers and abutmenst except bridge seats, backwalls and the face of spill-through abutments between outside beams.

MACHINE FINISH: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

UTILITY LINES: All expenses invloved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

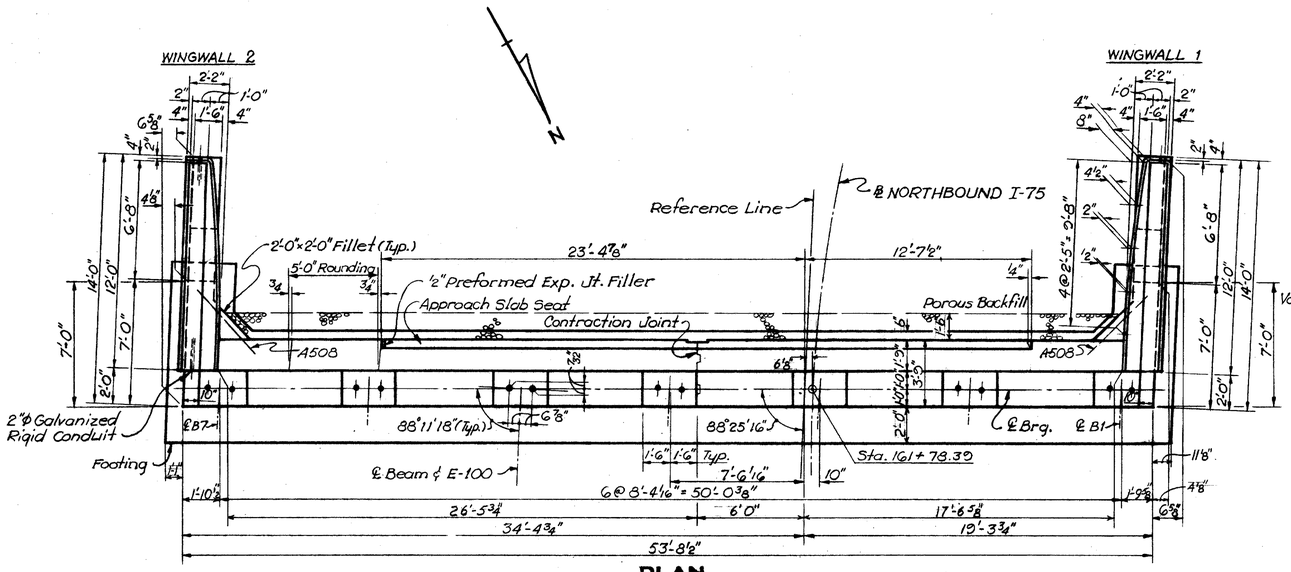
ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE No. HAM-75-1107
I-75 NORTHBOUND Over CLARK STREET
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W	J.A.D.	7-8-64	

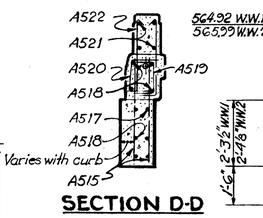
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM. 75-9.30

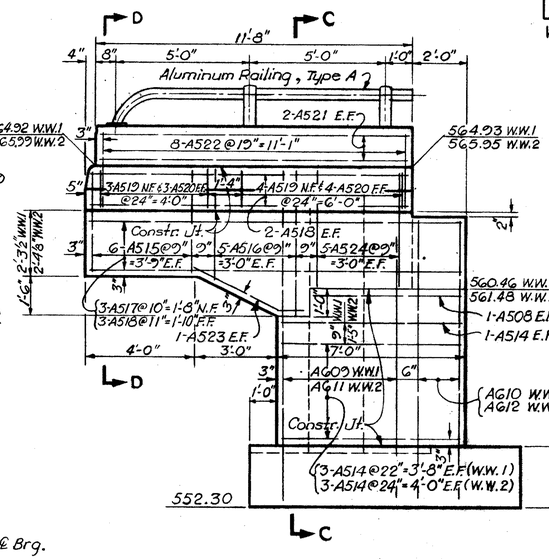
343
450



PLAN

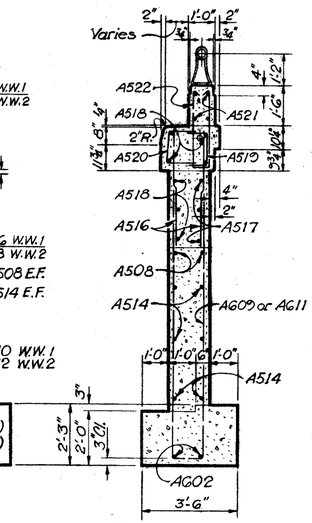


SECTION D-D

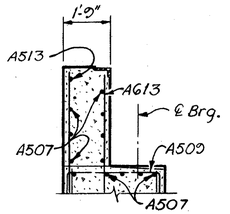


ELEVATION - WINGWALL 2

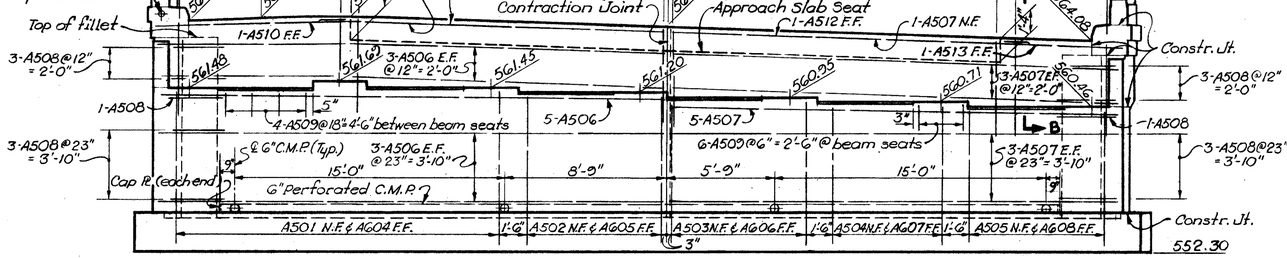
Wingwall 1 similar



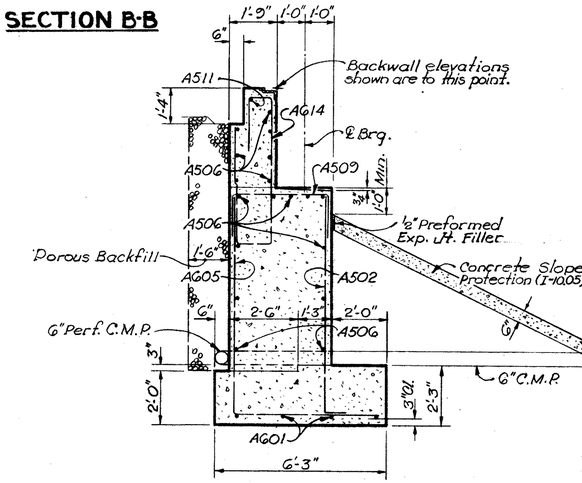
SECTION C-C



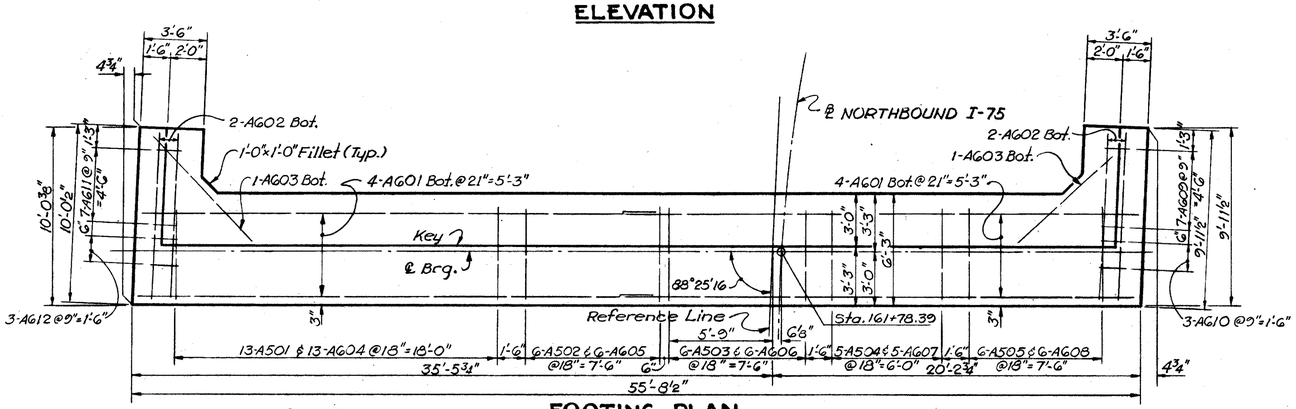
SECTION B-B



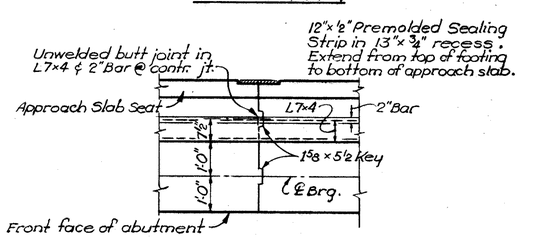
ELEVATION



SECTION A-A



FOOTING PLAN



CONTRACTION JOINT DETAIL

NOTES

1. For reference line layout, see Sh. 337.
2. Porous backfill, 1'-6" thick, full length of abutment, shall extend up to the bottom of approach slab or paved shoulder. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cubic yard paid for porous backfill.
3. The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance 200 feet back of the abutment, after which excavation shall be made.
4. Special care shall be taken in placing reinforcing steel in vicinity of bridge seat so as to avoid interference with the drilling of anchor rod holes.
5. Aluminum railing shall be continuous for the full length of wingwalls.
6. For end dam details, see Std. Dwg. SD-1-63 Sh. 2 of 4.
7. For Lighting Details, see Sh. 338.
8. Legend:

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
W.W. = Wingwall

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 1

BRIDGE NO. HAM-75-1107
NORTHBOUND I-75
OVER CLARK STREET

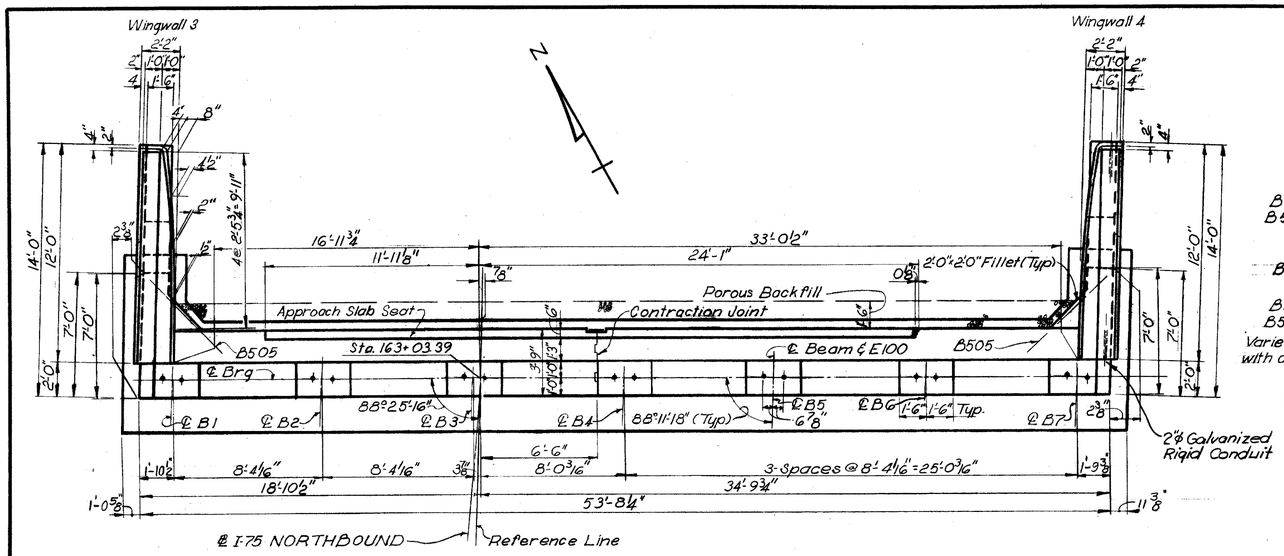
HAMILTON COUNTY — STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	J.C.H.	~	G.R.H.	J.A.D.	7-8-64	

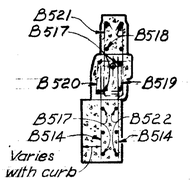
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

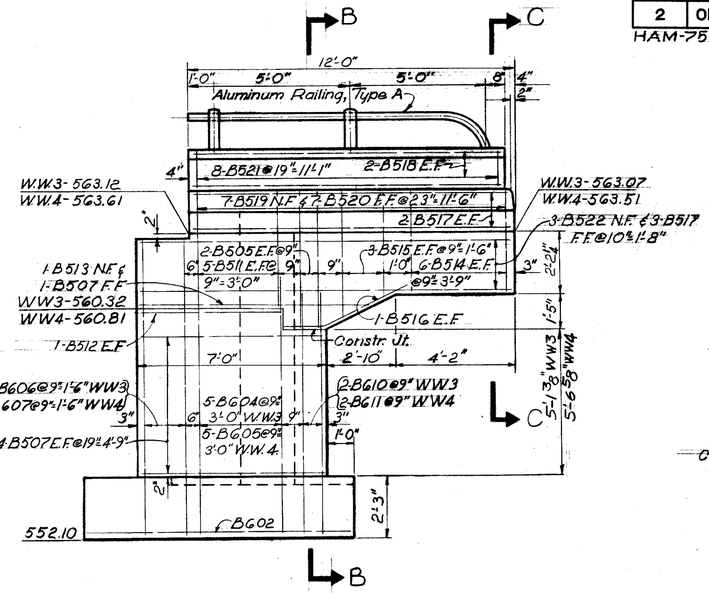
344
450



PLAN

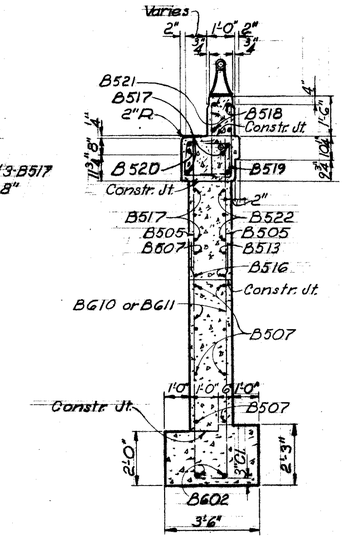


SECTION C-C

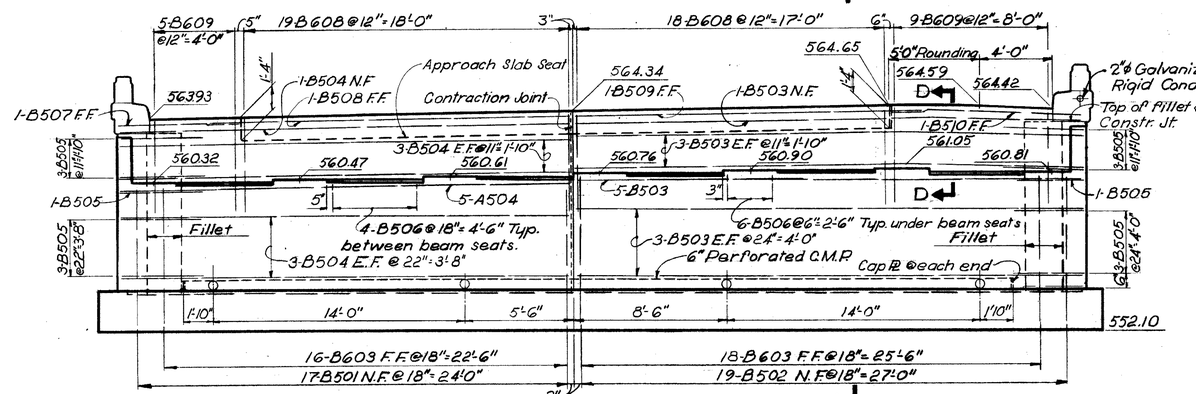


ELEVATION—WINGWALL 4

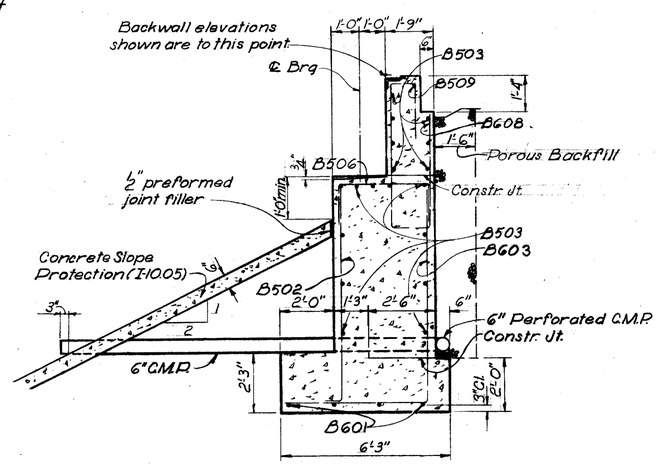
Wingwall 3 similar



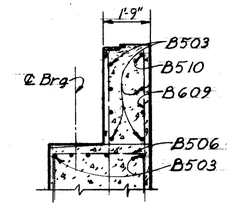
SECTION B-B



ELEVATION



SECTION A-A



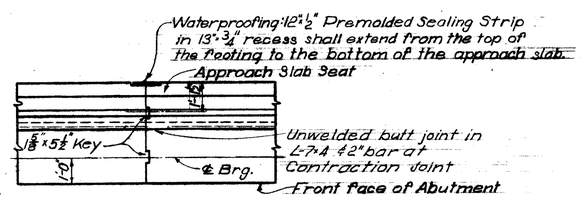
SECTION D-D

NOTES:

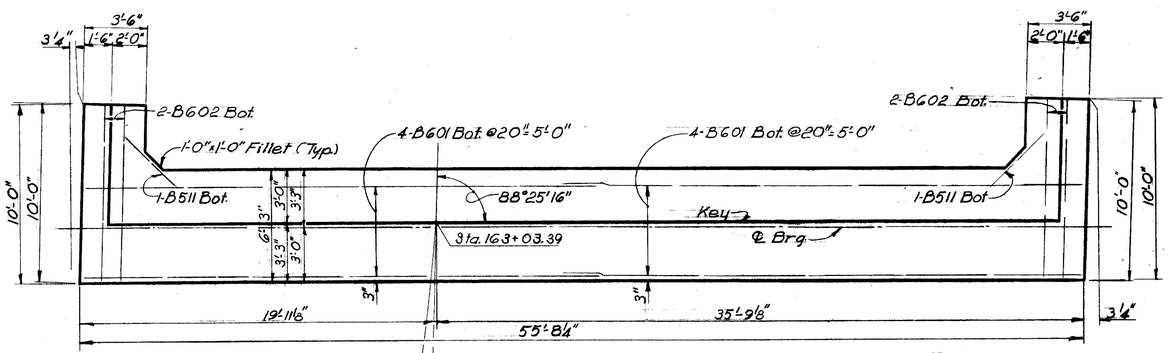
See notes 1,2,3,4,5,6,&7 of Abutment 1, Sheet 343

LEGEND:

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
W.W. = Wingwall



CONTRACTION JOINT DETAIL



FOOTING PLAN

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

ABUTMENT 2

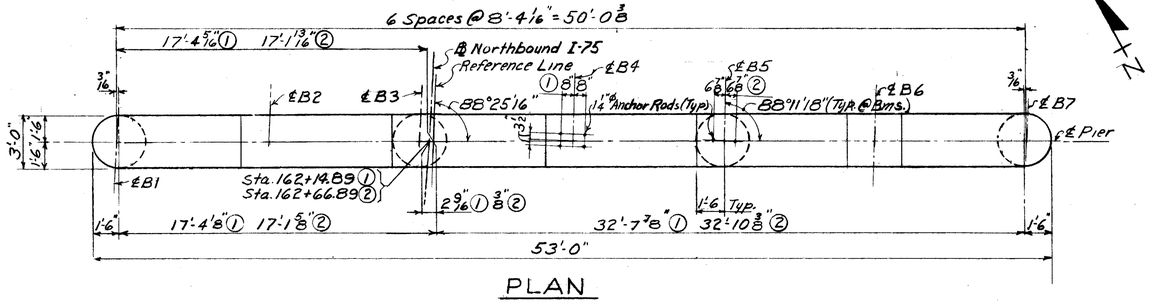
BRIDGE NO. HAM-75-1107
NORTHBOUND I-75
OVER CLARK STREET
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CJF	CJF	GJW	M.E.	JAD	7-8-64	

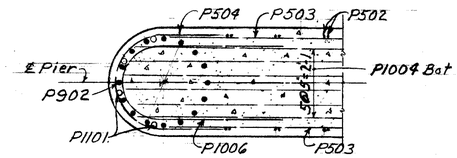
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

345
450

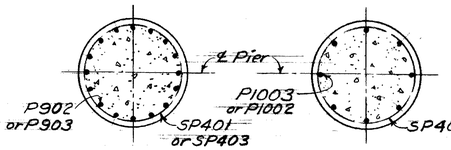
HAM. 75-9.30



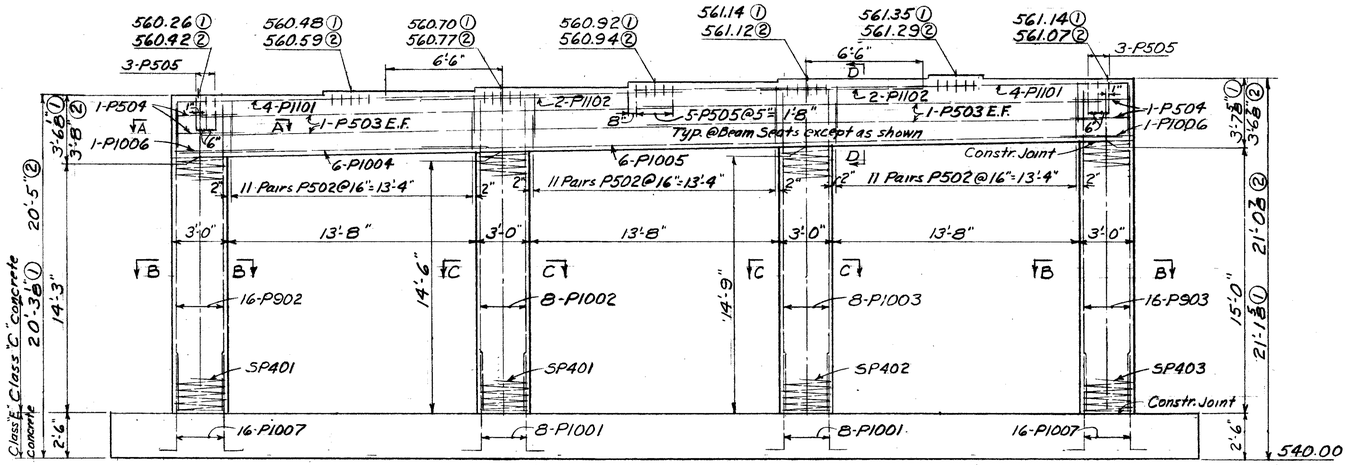
PLAN



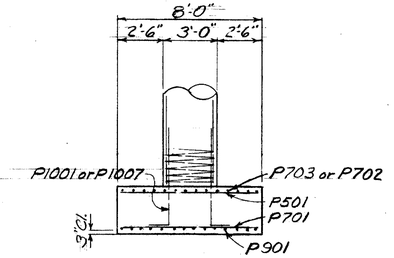
SECTION A-A



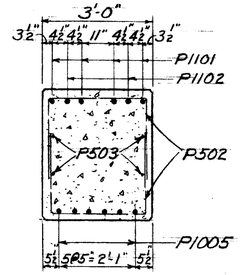
SECTION B-B SECTION C-C



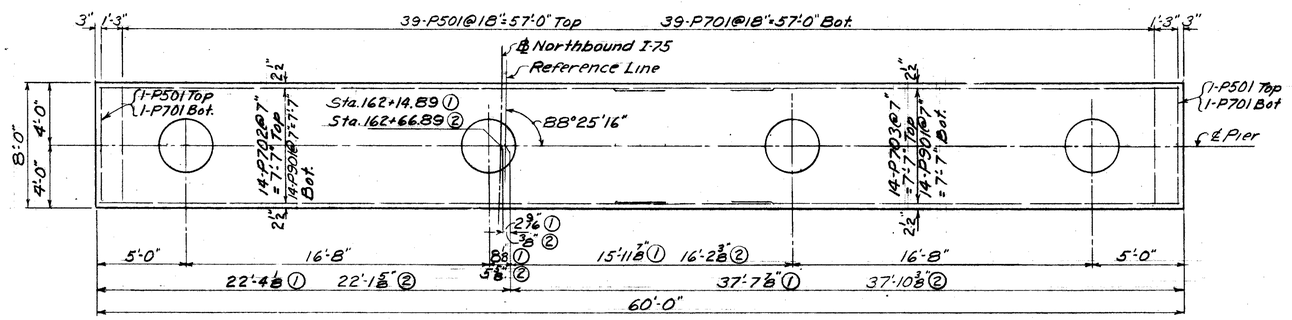
ELEVATION



PART END VIEW



SECTION D-D



FOOTING PLAN

NOTES

Place reinforcing in pier cap so as not to interfere with drilling of anchor rod holes.

For Reference Line Layout see Sheet 337.

ELECTRICAL GROUND, per sheet 26, install in right end of pier 1.

LEGEND:

E.F. Denotes "Each Face"
① Denotes "Pier 1
② Denotes "Pier 2

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 1 & 2
BRIDGE NO. HAM-75-1107
NORTHBOUND I-75
OVER CLARK STREET

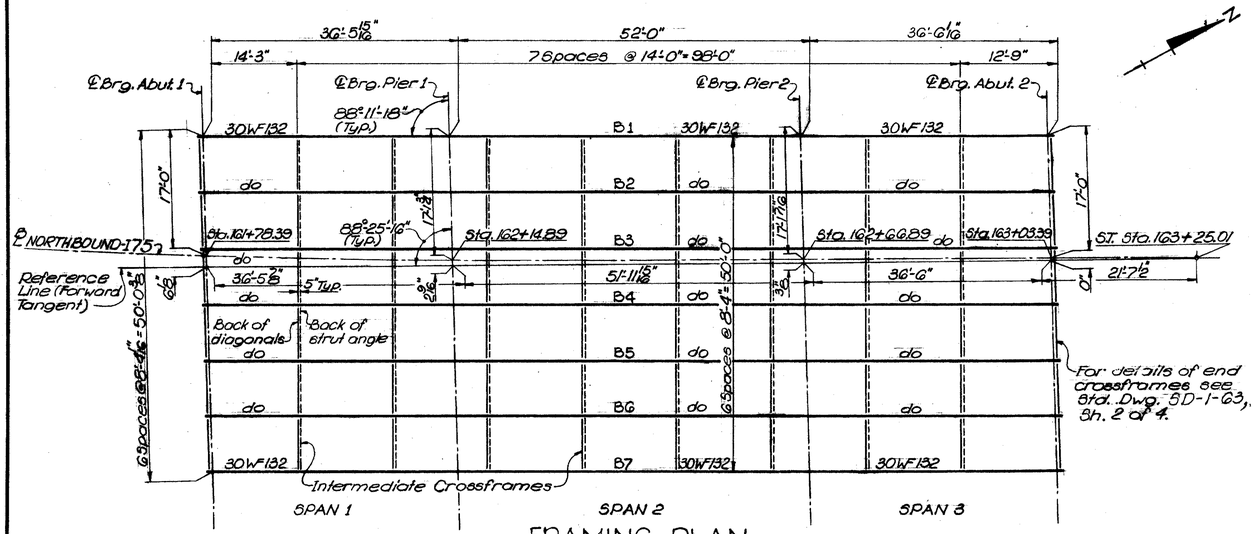
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DJF	DJF	~	G.R.H.	JAD	7-8-64	

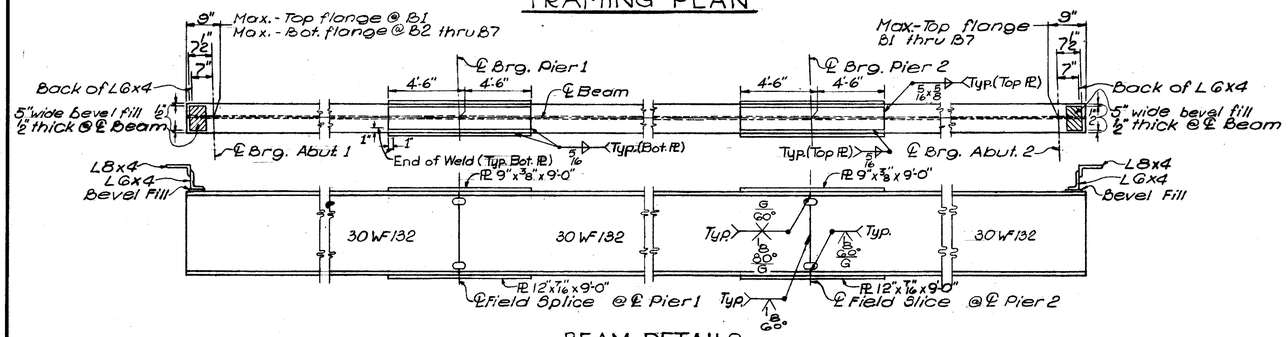
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

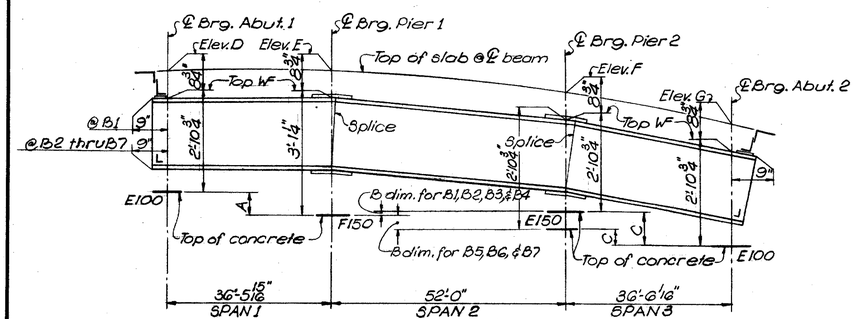
346
450



FRAMING PLAN



BEAM DETAILS



ELEVATION LAYOUT

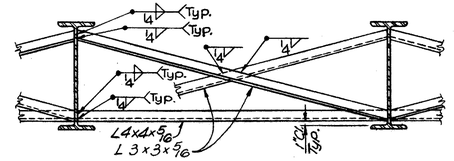
MICROFILMED
JAN 28 1985

DEFLECTION & CAMBER		
ITEM	B1 Thru B7	
	SPAN 1 & 3	SPAN 2
Deflection due to weight of steel	0"	1/16"
Deflection due to remaining dead load	1/16"	1/4"
Convexity required for Vertical curve	1/16"	3/16"
Sum of deflections and convexity	1/8"	1/2"
Shop camber required	0"	0"

BEAM	DIM. A	DIM. B	DIM. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G
B1	2 3/8"	1 7/8"	1 1/4"	564.08	*564.10	*564.04	563.94
B2	2 3/4"	1 5/8"	1 1/2"	564.33	564.32	564.22	564.09
B3	3"	1 3/8"	1 5/8"	564.58	564.53	564.39	564.24
B4	3 3/8"	1/4"	2 1/8"	564.83	564.75	564.57	564.38
B5	3 3/4"	1/4"	2 5/8"	565.08	564.97	564.74	564.53
B6	4 1/8"	3/4"	2 3/8"	565.32	565.18	564.92	564.67
B7	4 1/8"	7/8"	3 1/8"	565.10	564.97	564.69	*564.43

*Beam lies outside the curb line at this point; elevation given is the theoretical extension of roadway surface.

MICROFILMED
JAN 28 1985



INTERMEDIATE CROSSFRAME DETAIL

BEAM SPLICE WELDING PROCEDURE

1. No raise required at the ends of beams.
2. Butt-weld the beam flanges and web, using the following sequence: make two passes on the web, then two on each flange; repeat, using one pass at each location, until welds are completed.
3. Any roughness from burning shall be removed by grinding.

NOTES:

1. For Reference Line Layout, see Sh. 337.
2. For end dam details, see Std. Dwg. SD-1-63, Sh. 2 of 4.
3. For scupper locations, see Sh. 347.
4. For scupper and bulb angle gutter details, see Std. Dwg. SD-1-63, Sh. 3 of 4.
5. For Fixed and Sliding bearing details, see Std. Dwg. FBB-1-62, Revised 1-15-63.
6. For curb plate details see Std. Dwg. SD-1-63, Sh. 4 of 4.
7. For end preparation of rolled beams for field welding, see Detail C, Std. Dwg. SD-1-63, Sh. 1 of 4.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

FRAMING PLAN

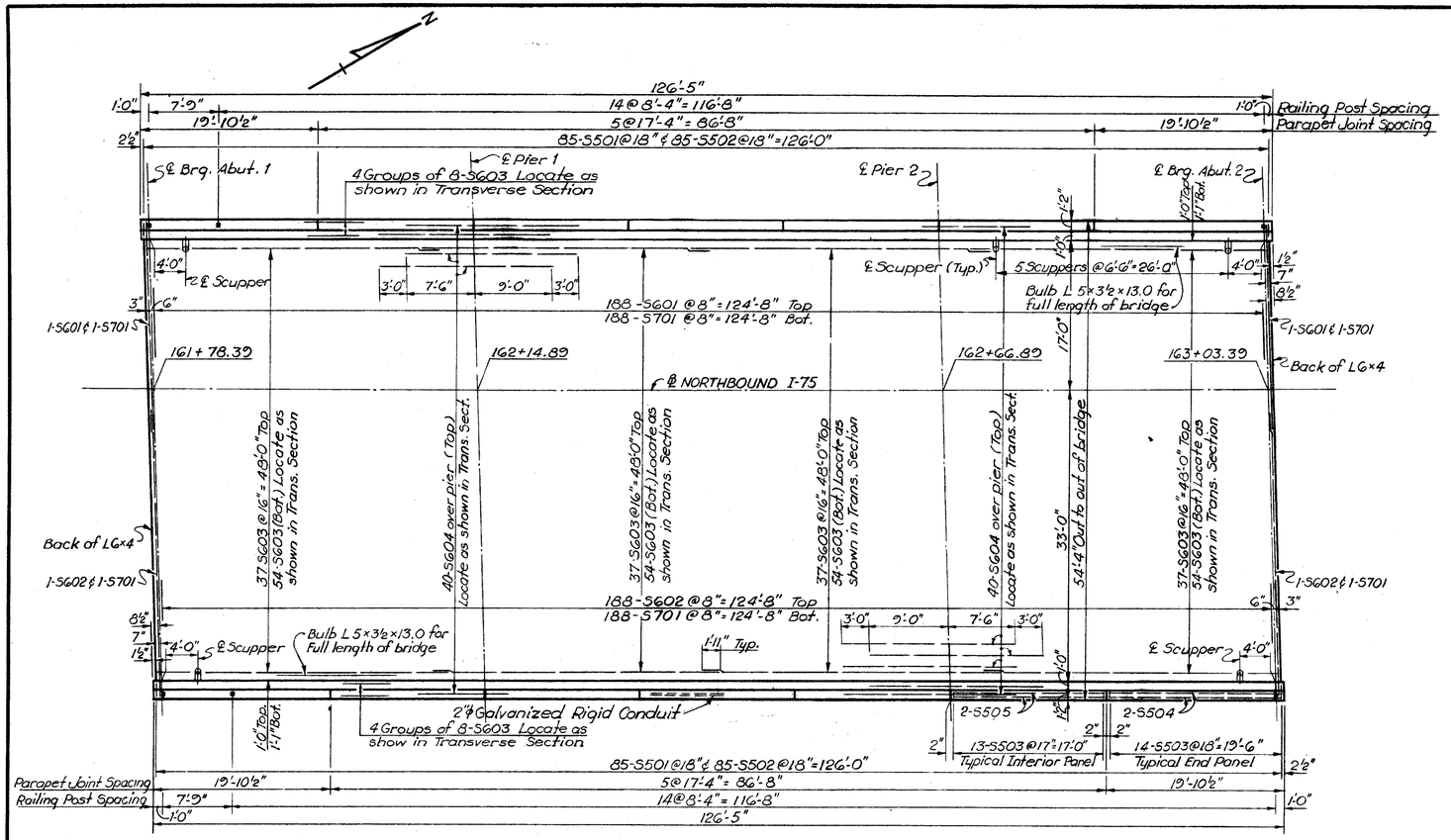
BRIDGE NO. HAM-75-1107
NORTHBOUND I-75
OVER CLARK STREET
HAMILTON COUNTY STA. 161+76.14
STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.P.A.	J.T.	~	D.J.F.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

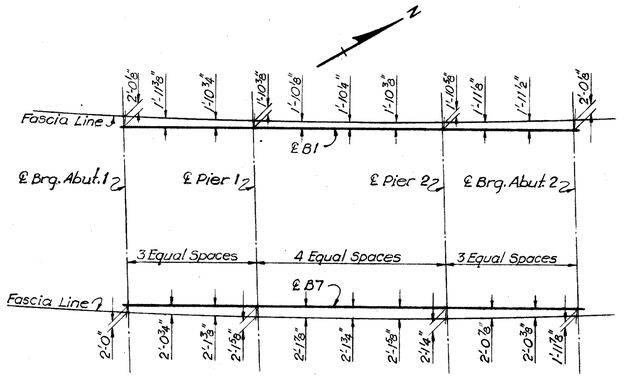
HAM. 75-9.30

347
450



PLAN

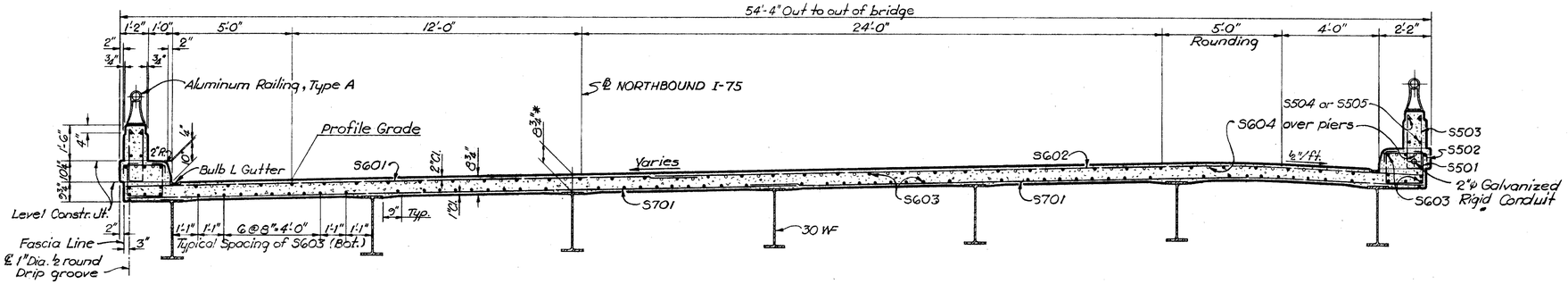
NOTE: Offset dimensions to fascia line are perpendicular to exterior beam.



OFFSETS - EXTERIOR BEAM TO SLAB FASCIA

PAVEMENT ELEVATIONS

STATION	PROFILE GRADE	LEFT CURB	℄ N.B. I-75	24' RIGHT ℄	29' RIGHT ℄	RIGHT CURB
161+75	564.23	564.08	564.59	565.31	565.28	565.12
162+00	564.24	564.10	564.57	565.23	565.20	565.03
162+25	564.22	564.10	564.53	565.13	565.09	564.92
162+50	564.19	564.07	564.46	565.01	564.96	564.79
162+75	564.13	564.02	564.37	564.86	564.81	564.64
163+00	564.04	563.95	564.26	564.69	564.63	564.47
163+25	563.94	563.86	564.13	564.50	564.44	564.27



TRANSVERSE SECTION

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 between the limits of 6" and 12", except that the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.

* This is a 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.

MICROFILMED
JAN 28 1965

NOTES

1. Slab thickness includes 1" monolithic wearing surface.
2. Spread or cut longitudinal reinforcing steel in slab to clear scuppers.
3. For scupper and gutter details, see SD-1-63, Sheet 3.
4. For railing and parapet joint details, see Std. Dwg. AR-1-57.
5. For end dam details, see SD-1-63, Sheets 2 & 4.
6. Delineator bracket, type C-2, shall be mounted on the aluminum handrail right of ℄ Northbound I-75 at Sta. 162+43.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SUPERSTRUCTURE ROADWAY SLAB

BRIDGE NO. HAM-75-1107
NORTHBOUND I-75
OVER CLARK STREET
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	J.C.H.	~	D.J.F.	J.A.D.	7-8-64	

ABUTMENTS					PIERS					SUPERSTRUCTURE					REPLACEMENT BARS				
MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT	MARK	NO.	LENGTH	TYPE	WEIGHT
A501	13	9'-2"	Bt.	124	P501	82	7'-8"	Str.	656	S501	170	4'-11"	Bt.	872	RE4	1	5'-3"	Bt.	–
A502	6	8'-11"	Bt.	56	P502	132	7'-1"	Bt.	977	S502	170	2'-8"	Bt.	473	RE5	1	5'-7"	Str.	–
A503	6	8'-8"	Bt.	54	P503	116	25'-9"	Str.	429	S503	186	5'-7"	Bt.	1083	RE6	2	5'-11"	Str.	–
A504	5	8'-5"	Bt.	44	P504	8	7'-3"	Bt.	61	S504*	16	19'-6"	Str.	—	RE7	2	6'-3"	Str.	–
A505	6	8'-2"	Bt.	51	P505	62	3'-8"	Bt.	239	S505*	40	17'-0"	Str.	—	RE8	–	–	–	–
A506	18	27'-11"	Str.	524											RE9	1	6'-10"	Str.	–
A507	18	25'-1"	Str.	471											RE10	1	7'-3"	Str.	–
A508	18	5'-5"	Str.	102											RE11	1	7'-7"	Str.	–
A509	66	6'-6"	Bt.	448	P701	82	7'-8"	Str.	1285	S601	190	23'-8"	Str.	6754					
A510	1	10'-5"	Str.	11	P702	28	37'-0"	Str.	2118	S602	190	32'-0"	Str.	9132					
A511	1	18'-10"	Str.	20	P703	28	24'-10	Str.	1421	S603	428	32'-10½"	Str.	21,139					
A512	1	19'-10"	Str.	21						S604	80	12'-6"	Str.	2343					
A513	1	6'-5"	Str.	7															
A514	16	6'-8"	Str.	111															
A515	24	3'-7"	Str.	90	P901	56	31'-2"	Str.	5934										
A516	4 Set of 5	Varies 3'-10½" to 5'-2" Incr 4"	Str.	94	P902	32	17'-4"	Str.	1889	S701	380	28'-0"	Str.	21,748					
					P903	32	18'-2"	Str.	1977										
A517	6	13'-8"	Str.	86															
A518	14	11'-7"	Str.	169															
A519	14	3'-1"	Bt.	45															
A520	14	2'-11"	Bt.	43	P1001	32	6'-7"	Bt.	906										
A521*	8	11'-4"	Str.	—	P1002	16	17'-9"	Str.	1221										
A522	16	6'-10"	Bt.	114	P1003	16	18'-2"	Str.	1251										
A523	4	4'-5"	Bt.	18	P1004	12	15'-2"	Str.	785										
A524	20	4'-3"	Str.	87	P1005	12	40'-1"	Str.	2070										
					P1006	4	9'-9"	Bt.	168										
					P1007	64	8'-1"	Bt.	2226										
B501	17	8'-3"	Bt.	146															
B502	19	8'-8"	Bt.	172															
B503	18	27'-10"	Str.	522	P1101	16	30'-9"	Bt.	2614										
B504	18	24'-11"	Str.	468	P1102	8	11'-0"	Str.	466										
B505	22	5'-0"	Str.	115															
B506	66	6'-4"	Bt	436															
B507	19	6'-8"	Str.	132															
B508	1	20'-0"	Str.	21	SP401	4	14'-3"	Bt.	1074										
B509	1	19'-0"	Str.	20	SP402	2	14'-7½"	Bt.	550										
B510	1	10'-7"	Str.	11	SP403	2	15'-0"	Bt.	564										
B511	22	4'-2"	Str.	96															
B512	4	5'-5"	Str.	23															
B513	2	8'-8"	Str.	18															
B514	24	3'-6"	Str.	88															
B515	4 Set of 3	Varies 3'-11" to 4'-7", 4" incr.	Str.	53															
B516	4	4'-9"	Bt.	20															
B517	14	11'-8"	Str.	170															
B518*	8	11'-4"	Str	—															
B519	14	3'-1"	Bt.	45															
B520	14	2'-11"	Bt.	43															
B521	16	6'-11"	Bt.	115															
B522	6	13'-8"	Str.	86															
A601	8	28'-7"	Str.	344															
A602	4	9'-7"	Str.	58															
A603	2	8'-0"	Str.	24															
A604	15	14'-0"	Bt.	274															
A605	6	13'-9"	Bt.	124															
A606	6	13'-6"	Bt.	122															
A607	5	13'-3"	Bt	100															
A608	6	13'-0"	Bt.	117															
A609	7	20'-6"	Bt	216															
A610	3	18'-11"	Bt	85															
A611	7	22'-6"	Bt.	237															
A612	3	21'-0	Bt.	95															
A613	16	12'-1"	Bt.	290															
A614	37	13'-3"	Bt.	736															
B601	8	28'-8"	Str.	344															
B602	4	9'-6"	Str.	57															
B603	34	12'-11"	Bt.	660															
B604	5	20'-6"	Bt.	154															
B605	5	21'-0"	Bt.	161															
B606	3	19'-2"	Bt.	86															
B607	3	20'-0"	Bt.	90															
B608	37	12'-11"	Bt.	718															
B609	14	11'-9"	Bt.	247															
B610	2	18'-10"	Bt.	57															
B611	2	19'-8"	Bt.	59															

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

348
450

HAM-75-9.30

NOTES

1. 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.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM S-14, RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) OF THE TOP OF COLUMN FOR PIERS WITHOUT CAPS TO THE NEAREST INCH.

   SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

   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.
4. SEE SHEET 349 FOR BENDING DETAILS.

MICROFILMED
JAN 28 1965

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

REINFORCING STEEL LIST

BRIDGE NO. HAM-75-1107
I-75 NORTHBOUND
OVER CLARK STREET
HAMILTON COUNTY STA. 1G1+76.14 to STA. 1G3+05.64

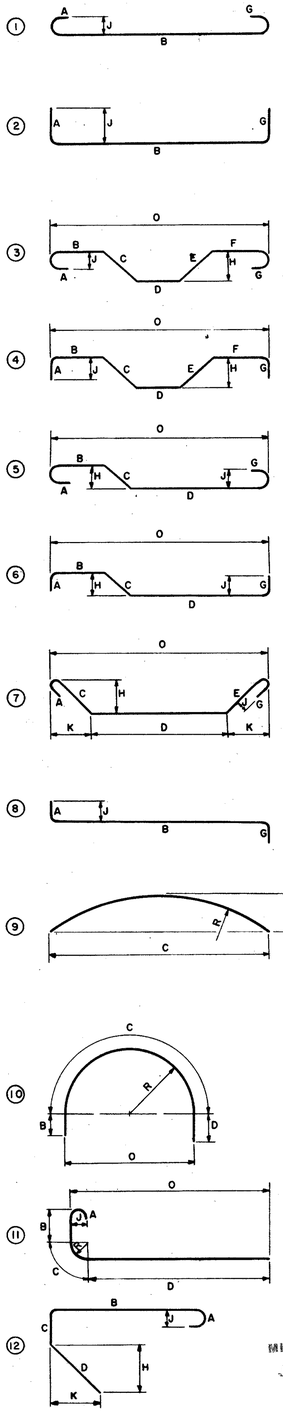
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	GK		GRH	J.A.D.	7-8-64	

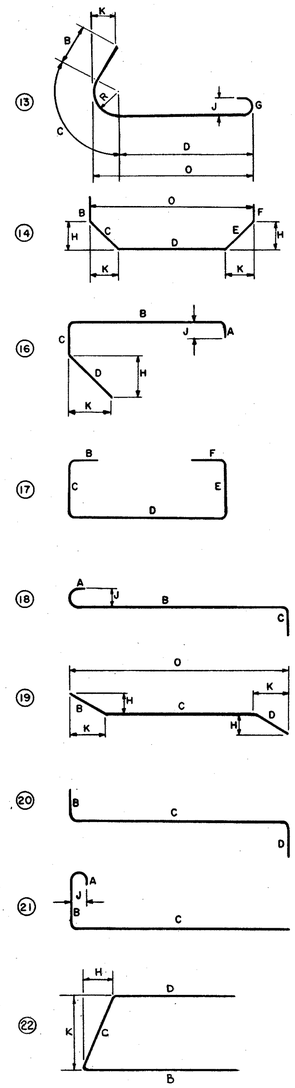
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

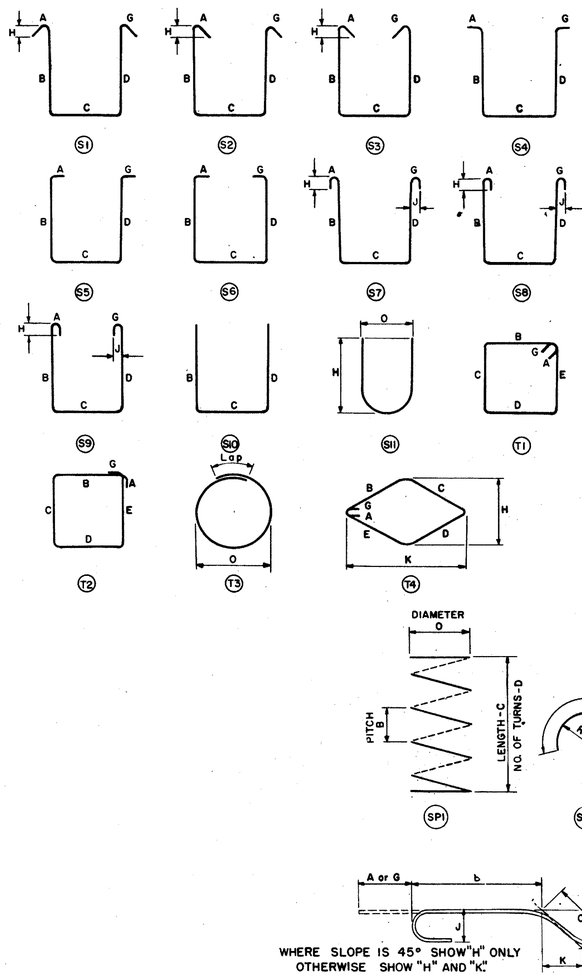
349
450

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A501	2	6"	8'-8"										
A502	2	6"	8'-5"										
A503	2	6"	8'-2"										
A504	2	6"	7'-11"										
A505	2	6"	7'-8"										
A509	17		1'-8"	3'-5"	1'-8"								
A519	17		1'-0"	1'-4"	1'-0"								
A520	22		1'-0"	1'-4"	1'-0"				2"		1'-4"		
A522	S3	5"	2'-10"	8"	2'-10"			5"					
A523	14		1'-1"	3'-4"					3'-0"		1'-6"		
B501	2	6"	7'-9"										
B502	2	6"	8'-2"										
B506	17			1'-7"	3'-5"	1'-7"							
B516	16			1'-0"	3'-5"				3'-4"		1'-8"		
B519	17			1'-0"	1'-4"	1'-0"							
B520	22		1'-0"	1'-4"	10"				2"		1'-4"		
B521	S3	5"	2'-10"	8"	2'-10"			5"					
AG04	17		8'-8"	5'-5"									
AG05	17		8'-5"	5'-5"									
AG06	17		8'-2"	5'-5"									
AG07	17		7'-11"	5'-5"									
AG08	17		7'-8"	5'-5"									
AG09	17		9'-10"	1'-2"	9'-10"								
AG10	17		7'-5"	1'-2"	10'-4"								
AG11	17		10'-10"	1'-2"	10'-10"								
AG12	17		8'-9"	1'-2"	11'-4"								
AG13	17		5'-6"	1'-5"	5'-6"								
AG14	17		4'-2"	1'-5"	5'-6"	11"	1'-11"						
BG03	17			5'-5"	7'-8"								
BG04	17			9'-10"	1'-2"	9'-10"							
BG05	17			10'-4"	1'-2"	10'-4"							
BG06	17			10'-6"	1'-2"	7'-10"							
BG07	17			10'-11"	1'-2"	8'-3"							
BG08	17		2'-0"	10"	5'-4"	1'-5"	4'-0"						
BG09	17				5'-4"	1'-5"	5'-4"						
BG10	17			9'-0"	1'-2"	9'-0"							
BG11	17			9'-5"	1'-2"	9'-5"							
S501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
S502	2	6"	1'-8"					6"					
S503	S3	5"	2'-2"	8"	2'-2"			5"					
S506	19		10"	2'-10"	-				7"		7"		3'-5"
S507	S10		2'-0"	1'-0"	2'-0"								
P502	17		2'-4"	2'-8"	2'-4"								
P504	10		1'-7"	4'-2"	1'-7"							1'-4"	2'-8"
P505	2	6"	2'-8"					6"					
P1001	2	1'-1"	5'-6"										
P1006	10		3'-3"	3'-5"	3'-3"								
P1007	2	1'-1"	7'-0"										
P1101	17		28'-0"	3'-1"									
SP401	SP1		4'2"	14'-3"	41								2'-8"
SP102	SP1		4'2"	14'-7½"	42								2'-8"
SP403	SP1		4'2"	15'-0"	43								2'-8"
RE 4	SP2		5'-3"									1'-4"	



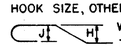


⑮ NOT USED



ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4.  WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H." WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-405 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

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JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

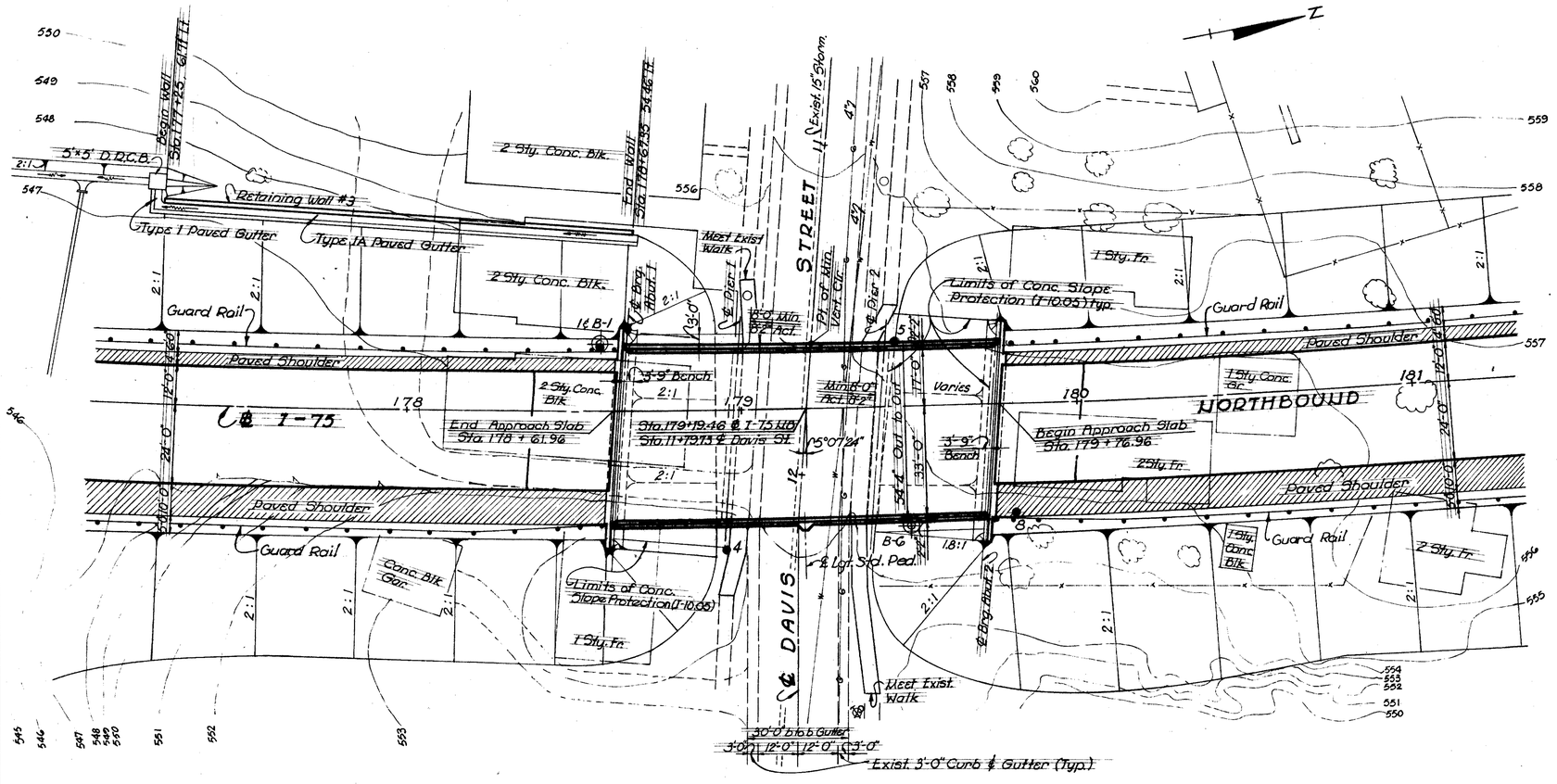
~~BRIDGE NO. HAM-75-1107~~
~~I-75 NORTHBOUND~~
~~OVER CLARK STREET~~
HAMILTON COUNTY STA. 161+76.14 to STA. 163+05.64

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	GK		GRH	J.A.D.	7-8-64	

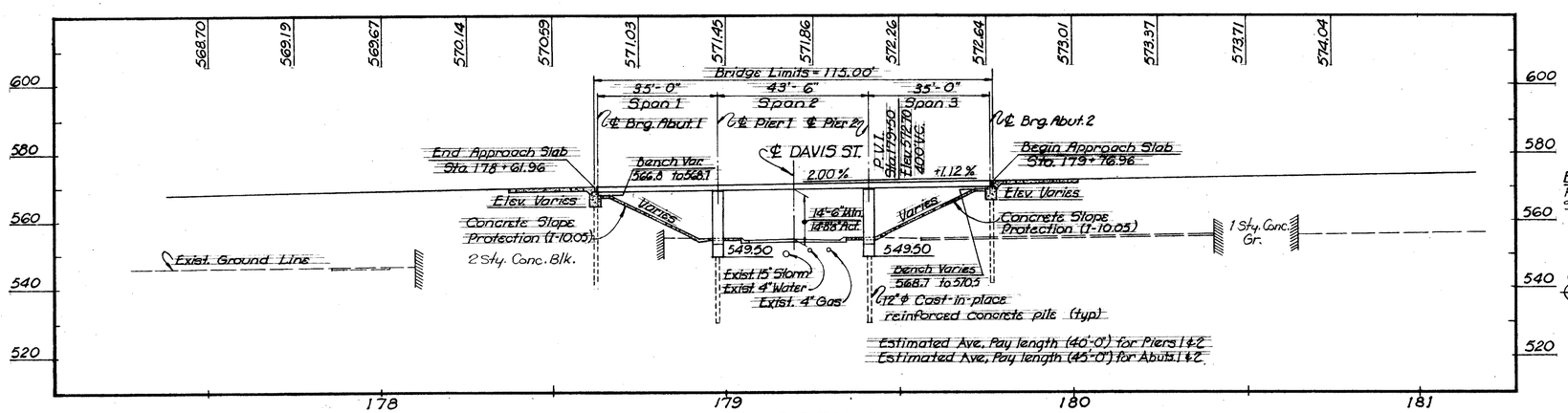
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

350
450

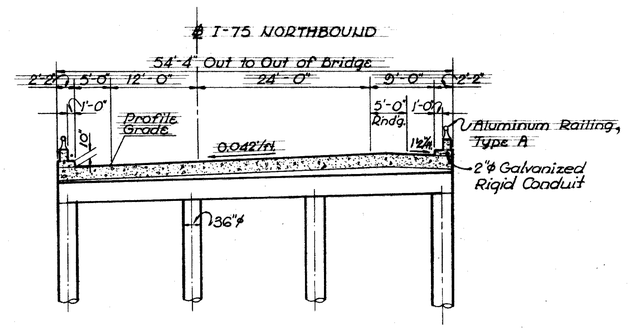
HAM - 75 - 9.30



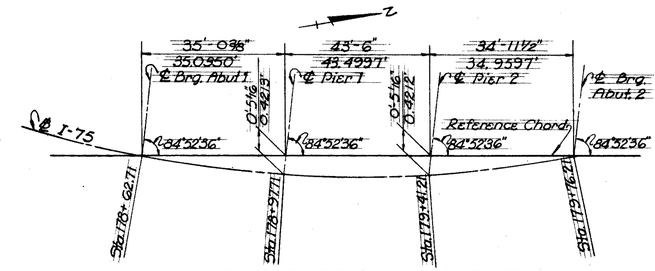
PLAN



PROFILE



TYPICAL SECTION



REFERENCE LINE LAYOUT

℄ I-75 NORTHBOUND CURVE DATA

P.I. Sta. 180 + 15.27
Δ = 40°00'30" Lt.
D_c = 1°45'00"
R_c = 3274.04'
L_c = 1936.13'
θ_s = 3°03'45"
L_s = L_{s_2} = 350'
T_L = T_2 = 1367.98'

BENCH MARK ME-15 Elev. 554.209
R.R. Spike in Pole North side of Davis St., 93' Rt. Sta. 179+33

NOTES

- Drive Rod Penetration Resistance Sounding
- Drive Sample Boring

PROPOSED STRUCTURE

TYPE: Continuous reinforced concrete, slab bridge, with reinforced concrete substructure.
SPANS: 35'-0", 43'-6", 35'-0"
ROADWAY: 52'-0" face to face of parapets.
LOAD FREQUENCY: C.F. = 2000 (57)
Adequate for AASHO alternate loading.
SKEW: 5°07'24" L.F.
WEARING SURFACE: 1" Monolithic concrete.
APPROACH SLABS: AS-1-54 (25' Long).
ALIGNMENT: 725' Curve left.
SUPERELEVATION: 0.042'/ft.
A.D.T. = 55,000 (C.V. ≈ 7%).

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SITE PLAN

BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND Over
DAVIS STREET
HAMILTON COUNTY STA. 178 + 61.96 to STA. 179 + 76.96

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISION
Aerial	Aerial	A.Y.	D.J.V. & G.K.	L.P.H.	

MICROFILMED
JAN 28 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

351
450

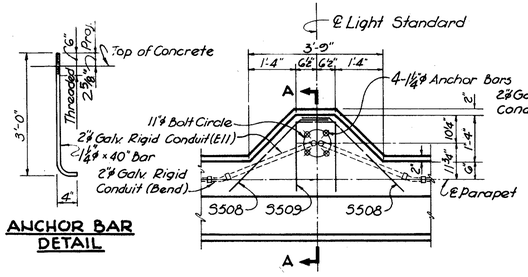
ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL		
E - 2	250	Cu. Yds.	Unclassified Excavation.	136	114				
S - 1	388	Cu. Yds.	Class "C" Concrete - Superstructure.			388			
S - 1	56	Cu. Yds.	Class "C" Concrete - Piers above footings.		56				
S - 1	64	Cu. Yds.	Class "E" Concrete - Abutments.	64					
S - 1	44	Cu. Yds.	Class "E" Concrete - Pier footings.		44				
S - 4	131,142	Lbs.	Reinforcing Steel.	7,436	30,107	93,599			
S - 9	12	Sq. Ft.	½" Preformed expansion joint filler.	12					
S - 14	230	Lin. Ft.	Railing (Type "A" aluminum rail and supports and concrete parapet)			230			
S - 16		Lump Sum	First test pile.						
S - 18	2,350	Lin. Ft.	12" Cast-in-place reinforced concrete piles.	990	1,360				
* S - 25			Lighting System.						
S - 29	29	Cu. Yds.	Porous Backfill.	29					
S - 29	16	Each	Scuppers. 6" dia. W.I. pipe			16			
S - 101	388	Each	Water reducing set-retarding admixture.			388			
T - 10	512	Sq. Yds.	Concrete Slope Protection.				512		

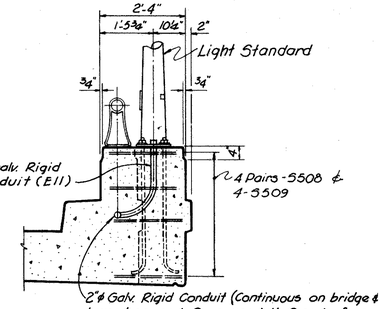
Materials in approach slabs are not included in the above estimated quantities.

Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in item S-14 for payment.

* See Summary of Bridge Lighting Quantities, Sheet No. 265, for Details, Description, Unit & Quantity.



ANCHOR BAR DETAIL



SECTION A-A

LIGHT STANDARD PEDESTAL

Anchor bars are included with item S-25 for payment.

For additional details, see sh. 262.

GENERAL NOTES

REFERENCE shall be made to the following-

Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
A-2-54, revised 12-1-54
CS-2-54, Sheets 1&2 of 2, revised 2-2-59

Supplemental Specifications: S-101, dated 7-12-62

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.

DESIGN LOADING ~CF 2,000 (57)

CONCRETE CLASS "C"-Basic unit stress 1,333 p. s. i.
CONCRETE CLASS "E"-Basic unit stress 1,133 p. s. i.

REINFORCING STEEL - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p. s. i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p. s. i.

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

UTILITY LINES: All expenses involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

PILES shall be driven to a minimum bearing capacity of 40 tons per pile for the abutments and piers.

SURFACE FINISH OF CONCRETE: The requirements of Sec. S-1.22 Rubbed Finish, shall apply to the following exposed concrete surfaces:

a. The entire superstructure except the top and bottom surfaces of safety curbs and roadways.
b. The entire surface of piers and the exposed surface of abutment wing walls.

MACHINE FINISH: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

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JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

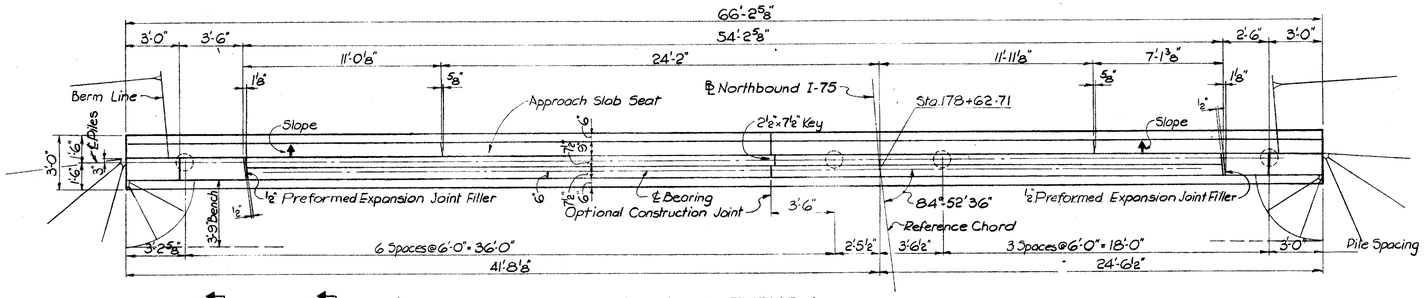
ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND Over DAVIS STREET
HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W.	J.A.D.	7-8-64	

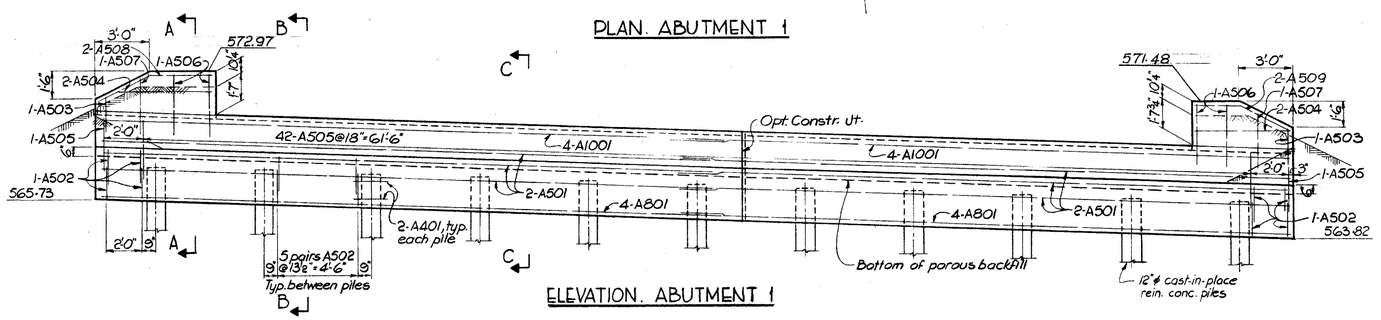
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

356
450

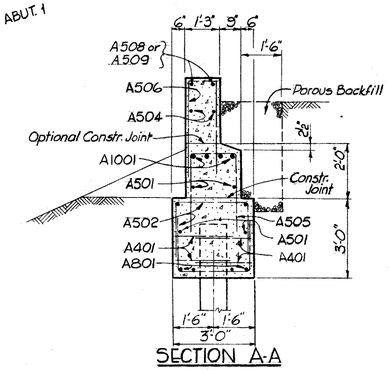
HAM.-75-9.30



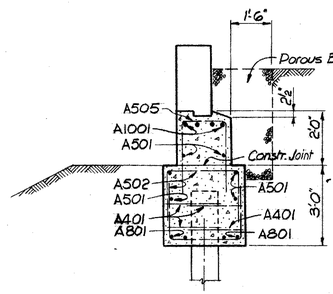
PLAN. ABUTMENT 1



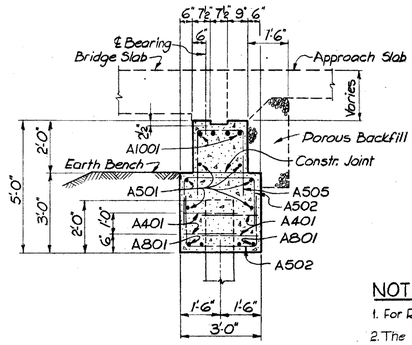
ELEVATION. ABUTMENT 1



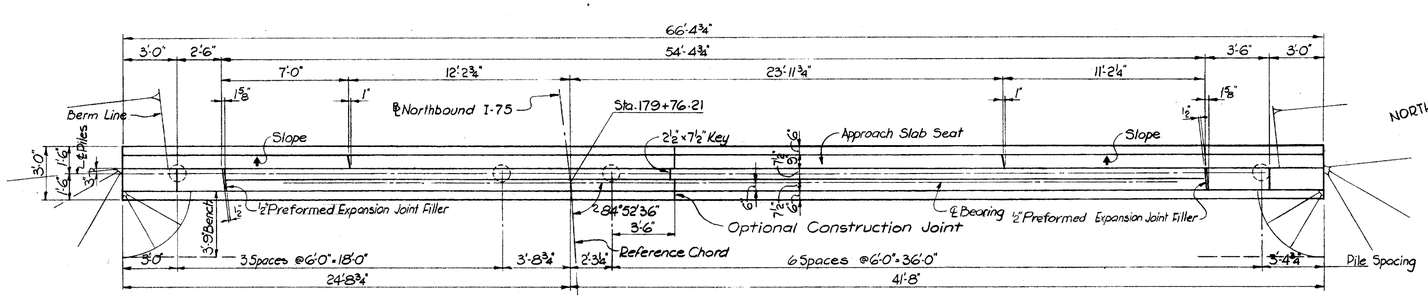
SECTION A-A



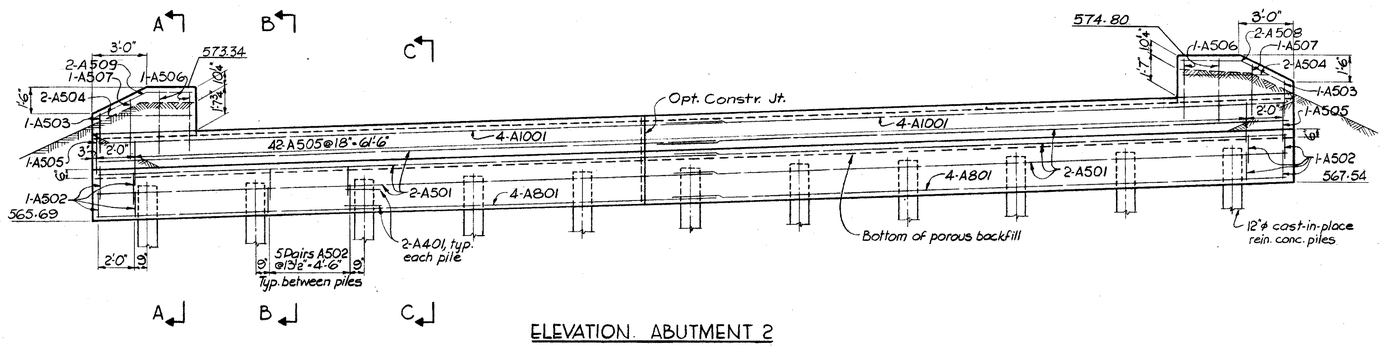
SECTION B-B



SECTION C-C



PLAN. ABUTMENT 2



ELEVATION. ABUTMENT 2

NOTES:

1. For Reference Chord Layout, see Sheet No. 350
2. 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 feet back of the abutments, after which excavation shall be made for the abutment and for the earth bench.
3. Porous Backfill shall extend upwards to the approach slab and the paved shoulders, and to the surface of earth beyond paved shoulders, and outwards to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the footing, shall be considered as paid for in the bid price per cubic yard paid for porous backfill.

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VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENTS 1 & 2
BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND
OVER DAVIS STREET

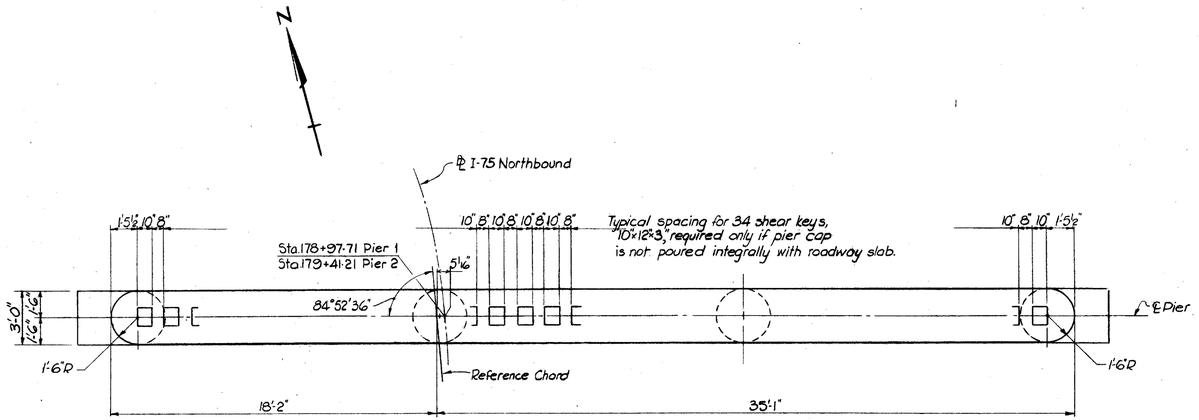
HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.K.K	D.J.F.	D.J.W	R.K.K.	J.A.D.	7-8-64	

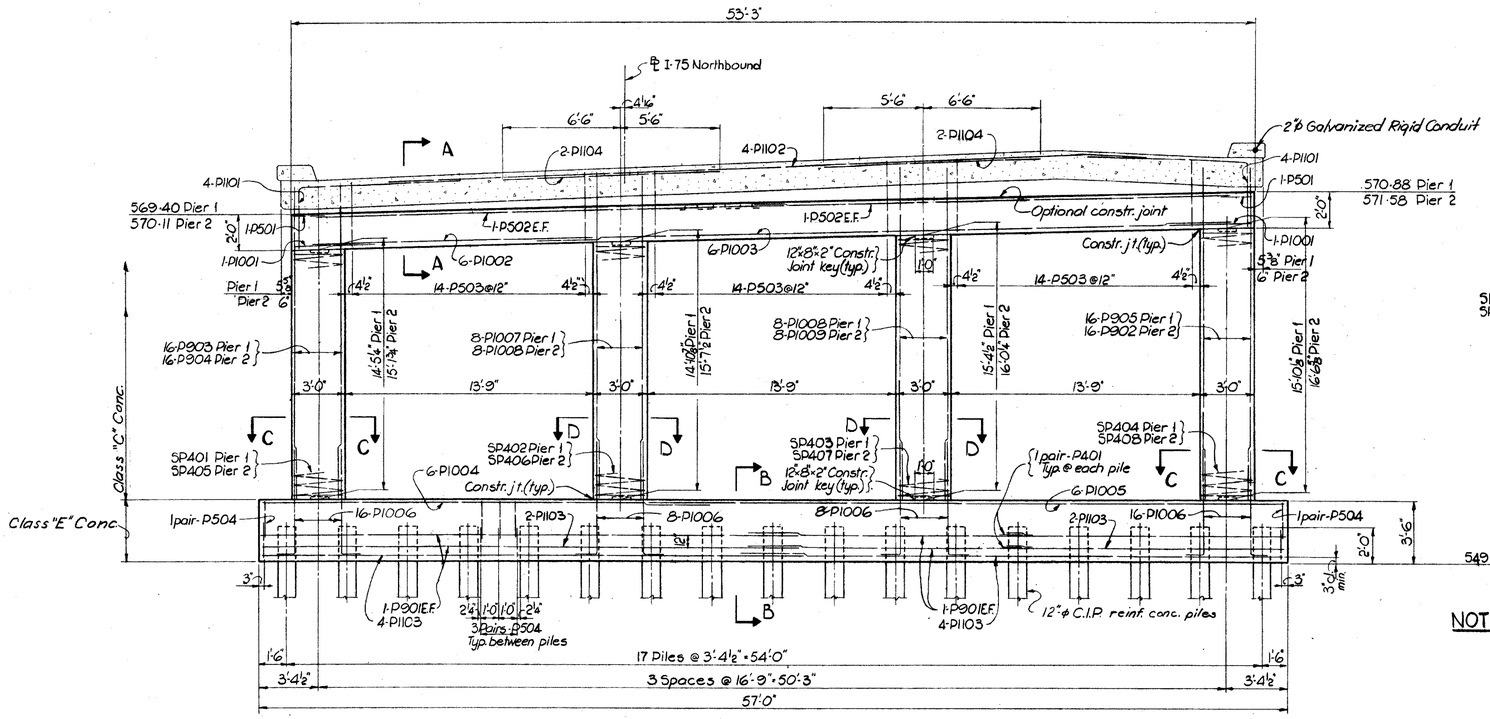
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

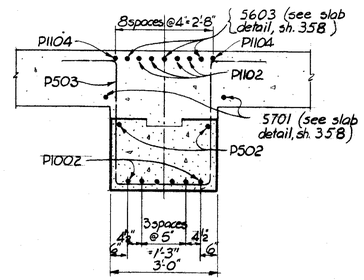
357
450



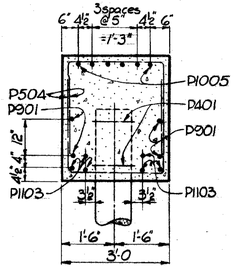
PLAN



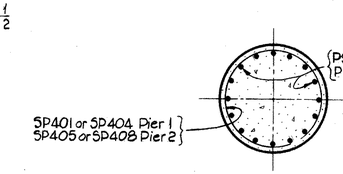
ELEVATION



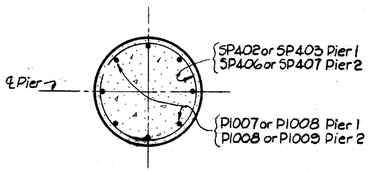
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

ELECTRICAL GROUND, per sht. 26
Install in right end of Pier 2.

NOTES:

E.F. = Each Face

For Reference Chord Layout, see Sheet 350

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 1 & 2
BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND OVER DAVIS STREET

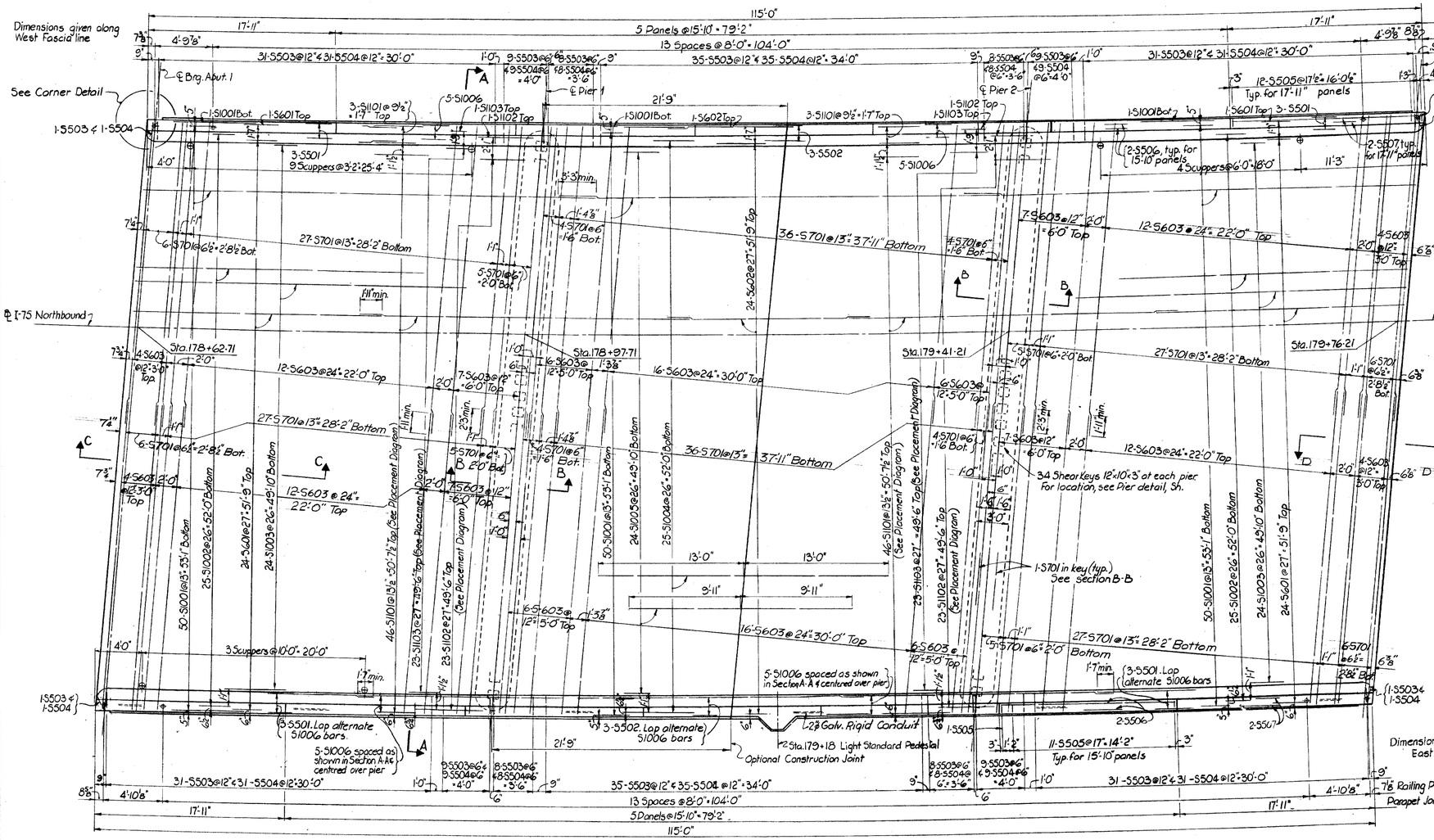
HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	D.J.W.	~	G.R.H.	JAD	7-8-64	

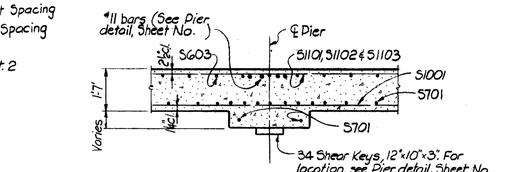
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

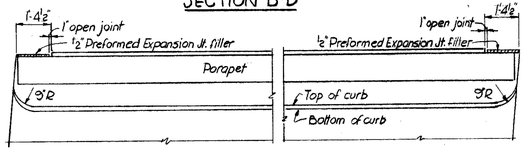
358
450



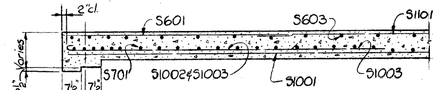
PLAN



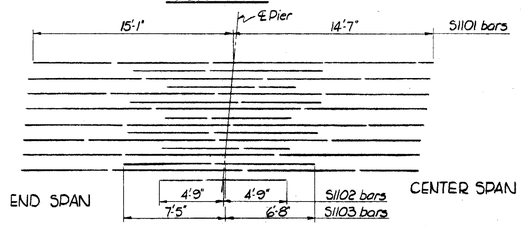
SECTION B-B



TYPICAL CORNER DETAILS



SECTION C-C
SECTION D-D

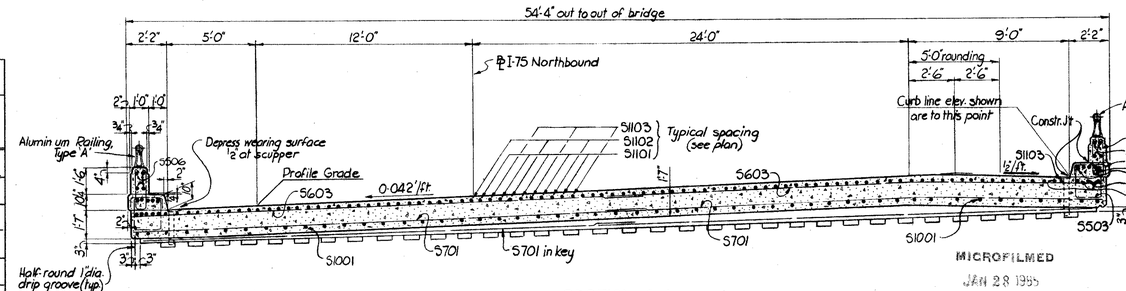


PLACEMENT DIAGRAM
S1101, S1102 & S1103 bars at piers

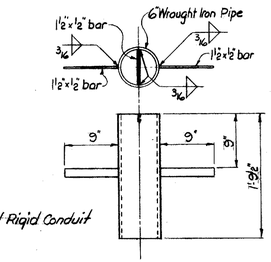
NOTES :

1. Slab thickness includes 1" monolithic wearing surface.
2. For Railing & Parapet Joint details, see Std. Dwg. AR-1-57, revised 4-2-62.
3. For Reinforcing Steel List see Sheet Nos. 359 & 360
4. Parapet Concrete & S506, S507, S508 & S509 bars are to be included with Item S-14 for payment.
5. Adjust scupper spacing to clear reinforcing steel.
6. For Light Standard Pedestal, see detail, Sheet No. 351

PAVEMENT ELEVATIONS					
STATION	PROFILE GRADE	WEST CURB 17'-0" from ℄	ROUNDING 24'-0" from ℄	ROUNDING 29'-0" from ℄	EAST CURB 33'-0" from ℄
178+75	571.03	570.82	572.54	572.54	572.37
179+00	571.45	571.24	572.96	572.96	572.79
+25	571.86	571.65	573.37	573.37	573.20
+50	572.26	572.05	573.77	573.77	573.60
179+75	572.64	572.43	574.15	574.15	573.98



SECTION A-A



SCUPPER DETAIL

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

ROADWAY SLAB
BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND
OVER DAVIS STREET

HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.W.	D.J.W.	~	R.K.K.	J.A.D.	7-8-64	

ABUTMENTS

MARK	NO.	LENGTH	TYPE	WEIGHT
A401	88	5'-5"	Bt.	319
A501	24	33'-9"	Str.	845
A502	216	6'-7"	Bt.	1482
A503	4	5'-4"	Bt.	22
A504	8	9'-2"	Str.	43
A505	88	7'-11"	Bt.	727
A506	8	8'-4"	Bt.	70
A507	4	6'-8"	Bt.	28
A508	4	6'-6"	Bt.	27
A509	4	5'-6"	Bt.	23
A801	16	34'-3"	Str.	1463
A1001	16	34'-8"	Str.	2387

PIERS

MARK	NO.	LENGTH	TYPE	WEIGHT
P401	136	5'-5"	Bt.	491
P501	4	7'-6"	Bt.	32
P502	8	26'-0"	Str.	217
P503	84	9'-10"	Bt.	861
P504	200	7'-1"	Bt.	1477
P901	16	29'-9"	Str.	1619
P902	16	19'-7"	Str.	1065
P903	16	17'-6"	Str.	952
P904	16	13'-2"	Str.	888
P905	16	18'-9"	Str.	1020
P1001	4	10'-8"	Bt.	184
P1002	12	15'-9"	Str.	813
P1003	12	40'-1"	Str.	2070
P1004	12	24'-8"	Str.	1275
P1005	12	35'-5"	Str.	1820
P1006	96	7'-7"	Bt.	3133
P1007	8	18'-2"	Str.	625
P1008	16	18'-10"	Str.	1297
P1009	8	19'-3"	Str.	664
P1101	16	13'-2"	Bt.	1119
P1102	8	40'-6"	Str.	1700
P1103	24	30'-2"	Str.	3847
P1104	8	12'-0"	Str.	510
SP401	1	14'-5"	Bt.	272
SP402	1	14'-11"	Bt.	281
SP403	1	15'-5"	Bt.	289
SP404	1	15'-10"	Bt.	297
SP405	1	15'-2"	Bt.	285
SP406	1	15'-8"	Bt.	294
SP407	1	16'-0"	Bt.	300
SP408	1	16'-7"	Bt.	310

SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	WEIGHT
S501	12	24'-8"	Str.	309
S502	6	22'-0"	Str.	138
S503	266	6'-0"	Bt.	1605
S504	266	2'-6"	Bt.	694
S505	172	5'-7"	Bt.	1002
S506*	40	15'-4"	Str.	—
S507*	16	17'-5"	Str.	—
S508	8	3'-8"	Bt.	31
S509	4	4'-9"	Bt.	20
SG01	50	22'-5"	Str.	1683
SG02	25	18'-2"	Str.	682
SG03	148	28'-0"	Str.	6224
S701	248	28'-2"	Str.	14278
S1001	153	40'-5"	Str.	26609
S1002	50	26'-3"	Bt.	5648
S1003	48	29'-11"	Bt.	6179
S1004	25	26'-0"	Str.	2797
S1005	24	19'-10"	Str.	2048
S1006	20	24'-9"	Str.	2130
S1101	98	29'-8"	Str.	15447
S1102	48	9'-6"	Str.	2423
S1103	48	14'-1"	Str.	3592

REPLACEMENT BARS

MARK	NO.	LENGTH	TYPE	WEIGHT
RE4	1	5'-3"	Bt.	—
RE5	1	5'-7"	Str.	—
RE6	1	5'-11"	Str.	—
RE7	1	6'-3"	Str.	—
RE8	1	6'-6"	Str.	—
RE9	1	6'-10"	Str.	—
RE10	3	7'-3"	Str.	—
RE11	2	7'-7"	Str.	—

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

359
450

HAM-75-9.30

NOTES

1. 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.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM S-14, RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) OF THE TOP OF COLUMN FOR PIERS WITHOUT CAPS, TO THE NEAREST INCH.

   SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

   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.
4. SEE SHEET 360 FOR BENDING DETAILS.

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JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

REINFORCING STEEL LIST

BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND
OVER DAVIS STREET
HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

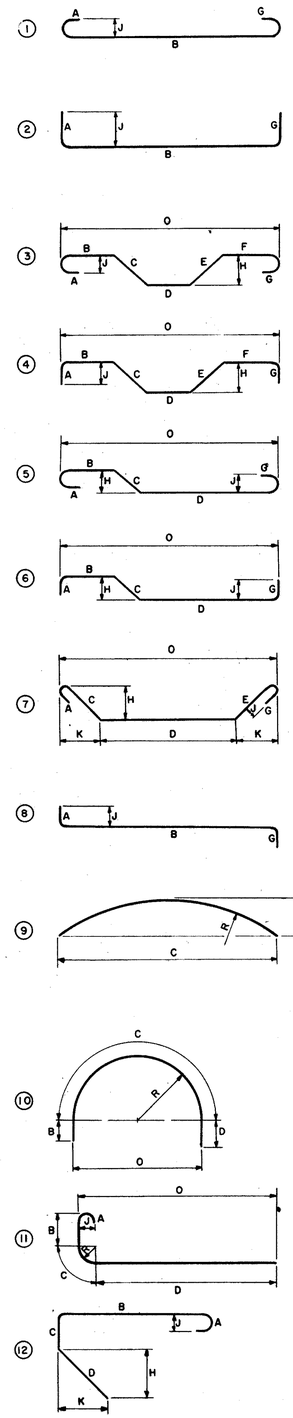
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	RKK		GRH	JAD	7-84	

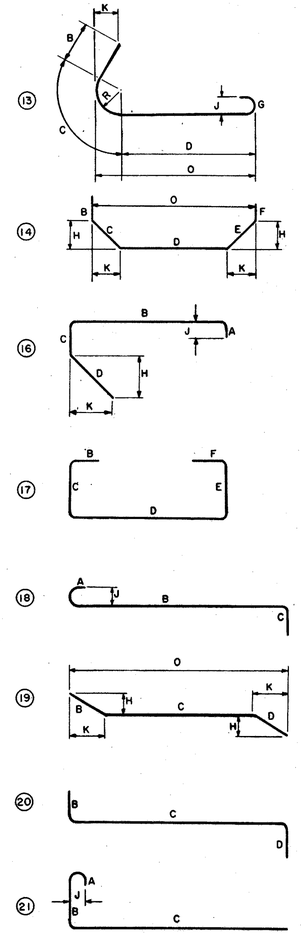
FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

360/450

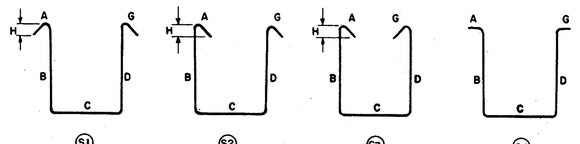
HAM-75-9.30

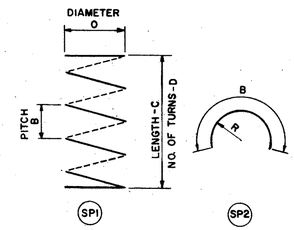
MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A401	17		1'-11"	1'-9"	1'-11"	–	–						
A502	17		2'-1"	2'-8"	2'-1"	–	–						
A503	17		2'-4"	11"	2'-4"	–	–						
A505	17		3'-3"	1'-8"	3'-3"	–	–						
A506	17		3'-10"	11"	3'-10"	–	–						
A507	17		3'-0"	11"	3'-0"	–	–						
A508	19		3'-2"	3'-4"	–				1'-5"		2'-10"		
A509	19		3'-2"	2'-4"	–				1'-5"		2'-10"		
P401	17		1'-11"	1'-9"	1'-11"								
P501	10		1'-8"	4'-2"	1'-8"							1'-4"	2'-8"
P503	S4	6"	3'-4"	2'-8"	3'-4"			6"					
P504	17		2'-4"	2'-8"	2'-4"								
P1001	10		3'-3"	4'-2"	3'-3"							1'-4"	2'-8"
P1006	20		1'-1"	6'-6"									
P1101	19		10'-0"	3'-6"					10'-0"		2"		3'-8"
S503	S6	6"	2'-1"	1'-5"	2'-1"	–	–	6"					
S504	2	8"	1'-5"					8"		–			
S505	S3	5"	2'-2"	8"	2'-2"			5"	2'3¼"				
S508	19		10"	2'-10"	–				7"		7"		3'-5"
S509	S10		2'-0"	1'-0"	2'-0"								
S1002	1	1'-5"	24'-10"					–		–			
S1003	1	1'-5"	28'-6"					–		–			
SP401	SP1		4½"	14'-5"	41								2'-8"
SP402	SP1		4½"	14'-11"	42								2'-8"
SP403	SP1		4½"	15'-5"	44								2'-8"
SP404	SP1		4½"	15'-10"	45								2'-8"
SP405	SP1		4½"	15'-2"	43								2'-8"
SP406	SP1		4½"	15'-8"	44								2'-8"
SP407	SP1		4½"	16'-0"	45								2'-8"
SP408	SP1		4½"	16'-7"	47								2'-8"
RE4	SP2		5'-3"									1'-4"	

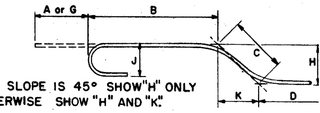




⑮ NOT USED







WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H". WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11 TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

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JAN 28 1985

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JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

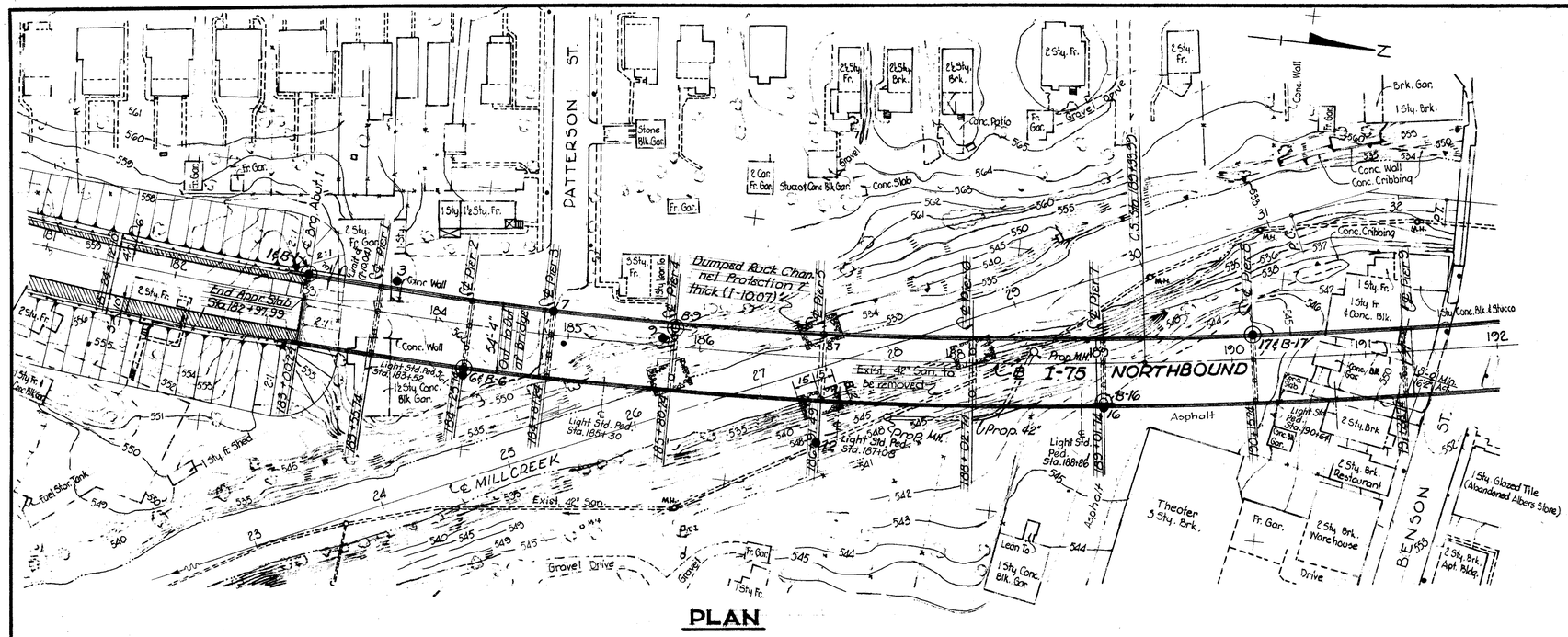
BRIDGE NO. HAM-75-1138
I-75 NORTHBOUND
OVER DAVIS STREET
HAMILTON COUNTY STA. 178+61.96 to STA. 179+76.96

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	RKK		GRH	JAD	7-8-64	

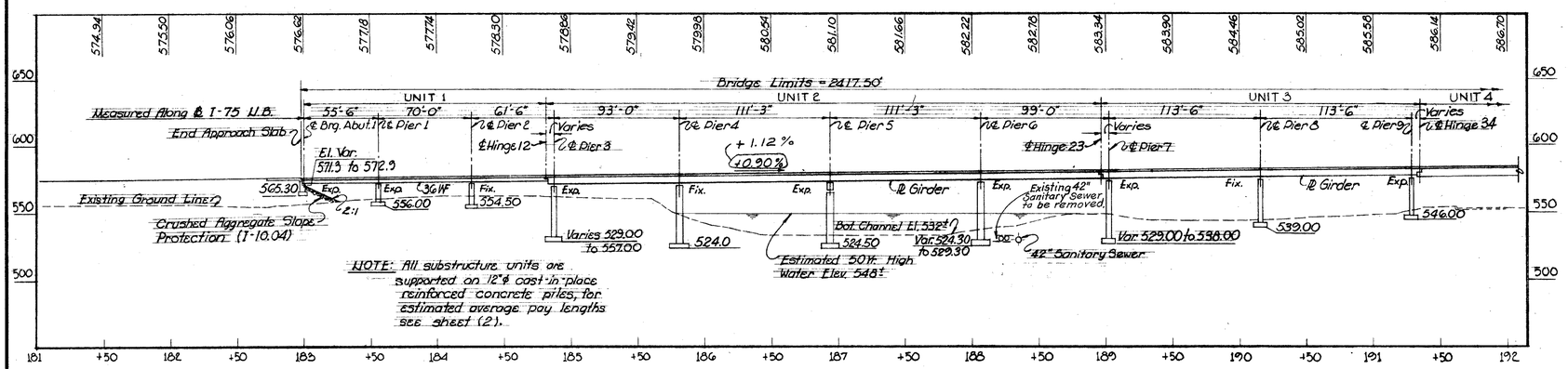
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

361
450

HAM - 75 - 9.30

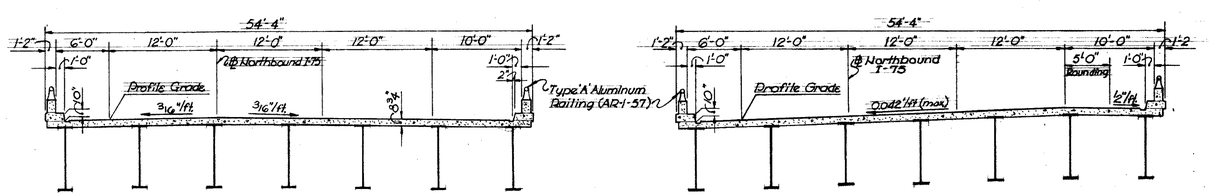


PLAN



NOTE: All substructure units are supported on 12"ϕ cast-in-place reinforced concrete piles, for estimated average pay lengths see sheet (2).

PROFILE



NORMAL SUPERELEVATED

TYPICAL SUPERSTRUCTURE SECTIONS

MICROFILMED
JAN 28 1985

NORTBOUND I-75
CURVE DATA

T.S. Sta. 166 + 47.79
S.C. Sta. 169 + 97.79
P.I. Sta. 180 + 15.27
C.S. Sta. 189 + 33.99
S.T. Sta. 192 + 83.99

Δ = 40° 00' 00" Lt.
Dc = 1° 45' 00"
R = 3274.04'
Lc = 1936.19'
$T_1 = T_2$ = 1367.48'
$L_{S1} = L_{S2}$ = 350.00'
E = 211.87'
Θ_S = 3° 08' 45"

BENCH MARK NO. 1.68, Hamilton County Survey, 206'E of Central Ave. in Reading. Mark is in the E. end of the N. arch of the concrete bridge over the E. Fork of Mill Creek. Mark is in the center of the concrete arch 1.7'W. of E. end and 4' above the concrete walk. Elev. 558.409 (1948)

NOTES

1. For continuation of bridge and reference line layout, see Sheet 362
2. ● Drive Rod Penetration Resistance Sounding
   ⊕ Drive Sample Boring
3. ⫩ Indicates location of light standard pedestal

EXISTING STRUCTURE - COLUMBIA AVE.

TYPE: Rolled steel beam with reinforced concrete deck.
SPAN: 63'-6" clear.
ROADWAY: 28.3'
SKEW: 0°
WEARING SURFACE: Concrete.
CONDITION: Good.

EXISTING STRUCTURE - DAVIS ST.

TYPE: Steel through truss with reinf. conc. deck
SPAN: 103'-0" c/c pins.
ROADWAY: 24'-0"
SKEW: 0°
WEARING SURFACE: Concrete.
CONDITION: Poor.

EXISTING STRUCTURE - BENSON ST.

TYPE: Reinforced concrete arch with reinforced concrete deck.
SPAN: 72.2' clear.
ROADWAY: 31'-0"
SKEW: 0°
WEARING SURFACE: Bituminous.
CONDITION: Fair

PROPOSED STRUCTURE

TYPE: Continuous rolled beam and welded plate girder with reinforced concrete deck and substructure.
SPANS: 55'-6"-70'-0"-61'-6"; 93'-0"-111'-3"-111'-3"-99'-0"; 113'-6"-113'-6"; 126'-0"-145'-9"-156'-0"-124'-0"; 120'-0"-145'-9"-156'-0"-118'-0"; 89'-0"-105'-0"-129'-0"-100'-0"-70'-0"
ROADWAY: 50'-0" face to face of 1'-0" safety curbs.
LOAD FREQUENCY: C.F. = 2000 (57) adequate for A.A.S.H.O. alternate loading.
SKEW: 0°
WEARING SURFACE: 1" Monolithic concrete
ALIGNMENT: 1°45' curve to left, 350'-0" spiral & Tangent.
APPROACH SLABS: AS-1-54 (25' long)

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI
ARCHITECTS CHICAGO

SITE PLAN
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.

HAMILTON COUNTY STA. 182 + 97.99 to STA. 207 + 15.49

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
Aerial	Aerial	C.E.S.	C.E.S. & G.K.	P.R.B & L.P.H.	2-25-85

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

602
450

Dec. Appr. Slab Sta 207+15.49

Pf Min Vert Cl

Prop CBP

Prop Mill

Prop 15"

Light Std. Fed. Sta 205+10

Light Std. Fed. Sta 204+82

Light Std. Fed. Sta 204+44

Light Std. Fed. Sta 203+94

Light Std. Fed. Sta 203+32

Light Std. Fed. Sta 202+70

Light Std. Fed. Sta 202+08

Light Std. Fed. Sta 201+46

Light Std. Fed. Sta 200+84

Light Std. Fed. Sta 200+22

Light Std. Fed. Sta 199+54

Light Std. Fed. Sta 197+76

Light Std. Fed. Sta 196+98

Light Std. Fed. Sta 196+20

Light Std. Fed. Sta 194+20

Light Std. Fed. Sta 192+42

Pf Min Vert Cl

Prop Mill

Prop CBP

Prop 15"

Exist 42" to be removed

Ex 15" San

Ex 13" San

Ex 8" San

Ex 6" W

Prop 18" San

Prop 15" San

Prop 8" San

Prop 6" W

Prop 8" W

Prop 6" Gas

Prop 4" Gas

Prop 2" Gas

Prop 1½" Gas

Prop 1" Gas

Prop 3/4" Gas

Prop 1/2" Gas

Prop 3/4" Elec

Prop 1/2" Elec

Prop 1" Elec

Prop 1½" Elec

Prop 2" Elec

Prop 4" Elec

Prop 6" Elec

Prop 8" Elec

Prop 12" Elec

Prop 15" Elec

Prop 18" Elec

Prop 24" Elec

Prop 30" Elec

Prop 36" Elec

Prop 42" Elec

Prop 48" Elec

Prop 54" Elec

Prop 60" Elec

Prop 66" Elec

Prop 72" Elec

Prop 78" Elec

Prop 84" Elec

Prop 90" Elec

Prop

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

363
450

ESTIMATED QUANTITIES

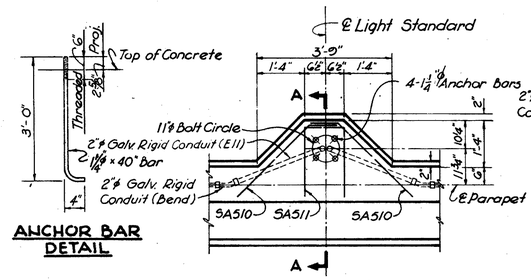
ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER STRUCTURE	GENERAL		
E-2		Lump Sum	Cofferdams, Cribs and Sheeting.						
E-2	4964	Cu. Yds.	Unclassified Excavation.	295	4669				
S-1	4008	Cu. Yds.	Class "C" Concrete - Superstructure.			4008			
S-1	1562	Cu. Yds.	Class "C" Concrete - Piers above footings.		1562				
S-1	125	Cu. Yds.	Class "E" Concrete - Abutments above footings.	125					
S-1	1357	Cu. Yds.	Class "E" Concrete - Pier & Abutment footings.	88	1269	(582,511			
S-3	17	Lin. Ft.	Waterproofing, Premolded, Sealing strip.	17	(583,398)	583,075)			
S-4	(1,821,479	Lbs.	Reinforcing Steel.	15,332	583,249)	1,222,838			
S-7	5,617,300	Lbs.	Structural Steel.			5,617,300			
S-8	5,617,300	Lbs.	Field painting of Structural Steel.			5,617,300			
S-9	30	Sq. Ft.	1/2" Preformed expansion joint filler.				30		
S-14	4,887.53	Lin. Ft.	Railing (Type "A" aluminum rail and supports and concrete parapet).	57.66		4829.86			
S-16		Lump Sum	First test pile.						
S-17		Lump Sum	Pile test load. (First)						
S-18	34,875	Lin. Ft.	12" Cast-in-place reinforced concrete piles.	2050	32,825				
* S-25			Lighting System.						
S-29	92	Lin. Ft.	6" Perforated helical C.M.P. M-64 (h) including specials.	92					
S-29	76	Lin. Ft.	6" Helical C.M.P. M-64 (h) non-perforated.	76					
S-29	47	Cu. Yds.	Porous Backfills.	47					
S-29	160	Each	Scuppers, including Supports.			160			
S-29	2608	Lin. Ft.	6" Wrought iron or galvanized steel pipe horizontal conductors, including specials			2608			
S-29	477	Lin. Ft.	6" Std. pipe downspout, wrought iron or galvanized steel, including specials.			477			
S-29	121	Lin. Ft.	8" Std. pipe downspout, wrought iron or galvanized steel, including specials.			121			
S-101	4008	Each	Water-reducing, set-retarding admixture.			4008			
I-10	210	Sq. Yds.	Crushed aggregate Slope Protection.				210		
I-10	267	Cu. Yds.	Dumped rock channel protection.		267				
I-10	210	Sq. Yds.	Concrete Slope Protection.				210		
I-127	12	Each	Delineator bracket, mounted, type A-1.			12			
S-17	1	Each	Subsequent Pile Test Load						

(1,821,628
1,821,303
1,820,741

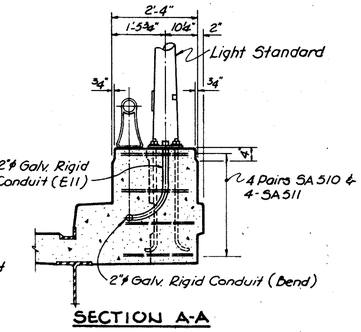
Materials in approach slabs are not included in the above estimated quantities.

* See Summary of Bridge Lighting Quantities, Sheet No. 265, for Details, Description, Unit & Quantity.

Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in Item S-14 for payment.



ANCHOR BAR DETAIL



SECTION A-A

LIGHT STANDARD PEDESTAL

Anchor bars are included with item S-25 for payment.

For additional details, see sh. 262.

GENERAL NOTES

REFERENCE shall be made to the following:
Standard Drawings: AR-1-57, revised 4-2-62
AS-1-54, revised 7-5-62
SD-1-63, Sheet 1, 2, 3 & 4 of 4, dated 11-12-63
FSB-1-62, revised 1-15-63
RB-1-55, revised 2-2-59
Supplemental Specifications: S-307 dated 8-23-60
S-101, dated 7-12-62

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 the removal of fill material required for construction of the abutments.

DESIGN LOADING -CF 2, 000 (57)

CONCRETE CLASS "C"-Basic unit stress 1, 333 p. s. i.
CONCRETE CLASS "E"-Basic unit stress 1, 333 p. s. i.

STRUCTURAL STEEL-ASTM A36, basic unit stress 20, 000 p. s. i. (ASTM A 7, and A373 steel not permitted)

REINFORCING STEEL-ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20, 000 p. s. i. Except spiral reinforcement may be plain, Structural Grade with basic unit stress of 18, 000 p. s. i.

Piles shall be driven to a minimum bearing capacity of 40 tons per pile for the abutments and piers.

PILE TEST LOAD shall be according to Item S-17 except that the maximum load required shall be 120 tons. First pile test load shall be applied to one of the piles at the West footing of Pier 16.

SHEETING AND BRACING: Before construction is started, eight sets of prints showing details of the sheeting and bracing to be used for excavation adjacent to the railroad track shall be submitted to the Director for approval by the Department of Highways and by the Railroad Company.

CONSTRUCTION CLEARANCE of 20'-0" vertically above top of the railroad rails and 8'-0" horizontally from the center of tracks shall be maintained at all times.

WELDING of structural steel 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. Class "B" welds are shown thus: B>—

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. S-7. 12 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up of weld joint preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

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.

SURFACE FINISH OF CONCRETE: The requirements of Sec. S-1. 22 Rubbed Finish, shall apply to the following exposed concrete surfaces:
a. The entire superstructure except the top and bottom surfaces of safety curbs and roadways.
b. The entire surface of piers and abutments except bridge seats, backwalls and the face of spill-through abutments between outside beams or girders.

MACHINE FINISH: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

UTILITY LINES: All expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

ALIGNING RAILTOAD TRACKS: After the Contractor has completed all excavation and backfill adjacent to the railroad tracks in compliance with Sec. E-2. 08 of the Construction and Material Specifications, subject to the Supervision of the Railroad Company, nothing in Sec. E-2. 04, E-2. 08 or G-8. 07 of the specifications shall be construed to hold the Contractor liable for aligning and resurfacing the railroad tracks.

Item S-7. 10, High-Strength Steel Bolts, Nuts and Washers, paragraph two (2), shall be completely revised and the last sentence of paragraph four (4), revised to read as follows:
"In the final assembly of the parts to be bolted, drift pins shall be placed in a sufficient number of holes (not less than 25 percent for field erection) to provide and maintain accurate alignment of holes and parts, and sufficient bolts shall be installed and brought to a snug tight condition to bring the parts into complete contact. Bolts shall then be installed in any remaining open holes and tightened to a snug tight fit, after which all bolts shall be tightened completely by calibrated wrenches or by the turn-of-nut method. Drift pins shall then be replaced with bolts, tightened in the same manner."

"Bolt lengths determined by the use of Table No. 1 shall be adjusted to the next 1/4 inch length increment."

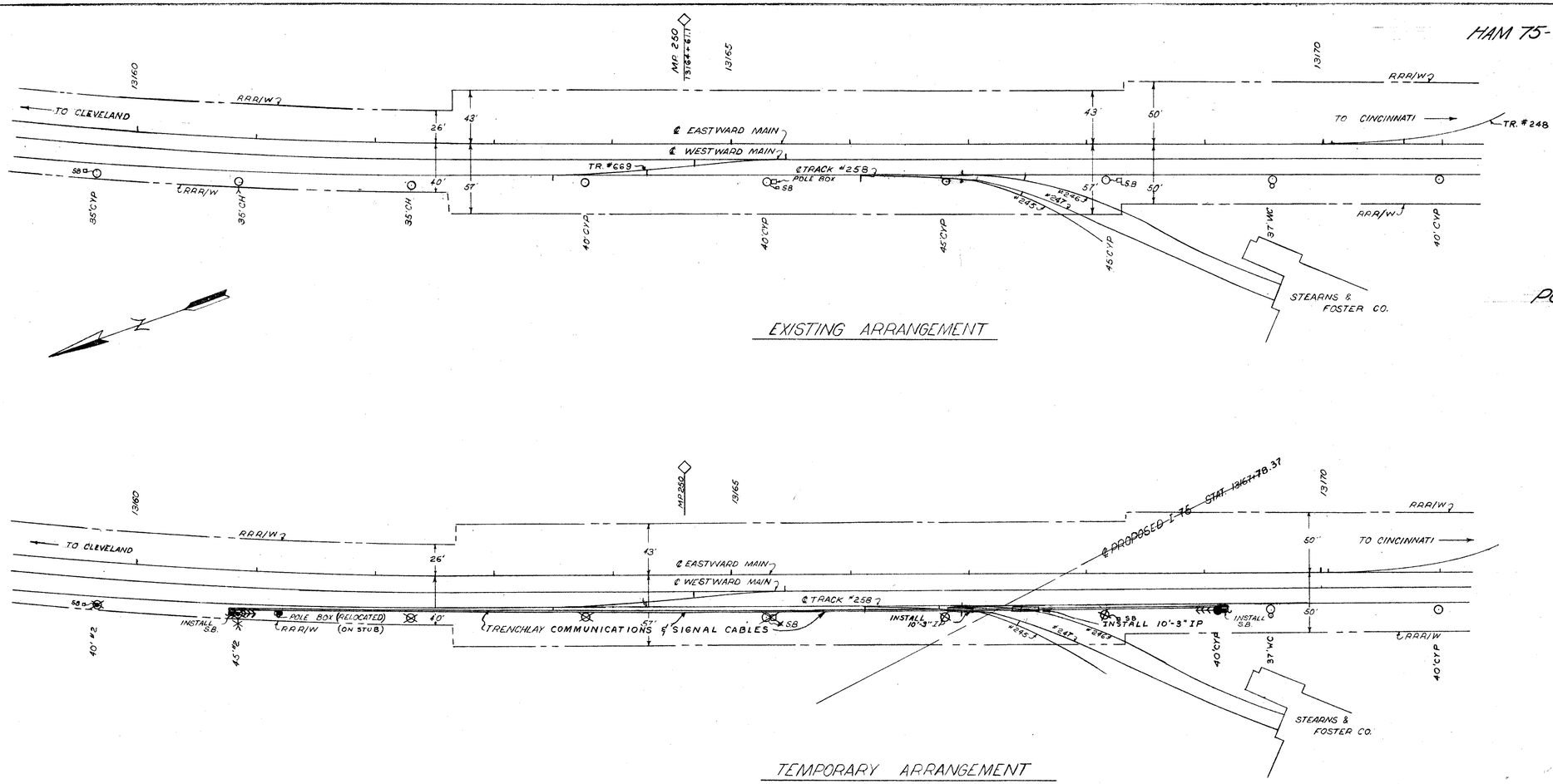
MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.RR. & SHEPHERD AVE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

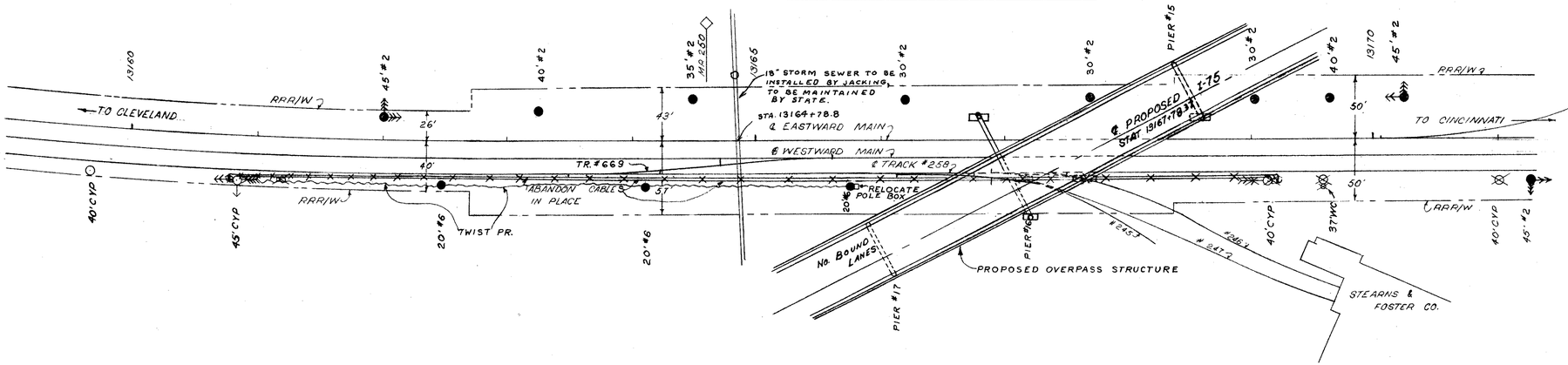
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.D.J.	G.K.		D.H.W.	J.A.D.	7-8-64	12-17-64 12-22-64 4-2-65

HAM 75-9.30



EXISTING ARRANGEMENT

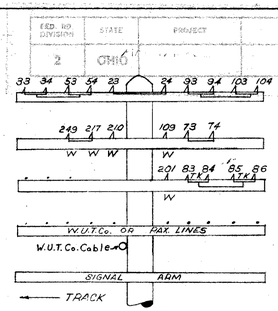
TEMPORARY ARRANGEMENT



PERMANENT ARRANGEMENT

ED. 10 DIVISION	STATE	PROJECT	
2	OHIO		

364
450



EXISTING & PERMANENT
NO SCALE

POLE LINE ARRANGEMENT

W - WESTERN UNION TEL. CO.
S - SIGNAL LINES

LEGEND

- EXISTING POLE
- NEW POLE
- EXISTING POLE TO BE REMOVED
- EXISTING POLE TO BE REPLACED
- EXISTING GUY & ANCHOR
- EXISTING GUY & ANCOR TO BE REMOVED
- GUY & ANCHOR TO BE INSTALLED

NOTE

ALL LABOR AND THE FURNISHING OF MATERIAL IN CONNECTION WITH CHANGES AS SHOWN ON THIS SHEET AND CALLED FOR IN THE ESTIMATE WILL BE PERFORMED BY THE NEW YORK CENTRAL RAILROAD EXCEPT AS NOTED.

NOTE: THE WESTERN UNION TELEGRAPH CO. WILL HANDLE THE REMOVAL AND REINSTALLATION OF ITS AERIAL CABLE.

Highway Bridge No. HAM-75-1147

DRAWN: DJG		CHECKED: MJP
REVISIONS		
DATE	BY	DESCRIPTION

NYC SYSTEM	OFFICE OF CHIEF ENGINEER	CHICAGO, ILL.

BRIDGE NO. 335-C — STATION 13167+78.37

PROPOSED OVERHEAD GRADE SEPARATION
INTERSTATE NO. 75
(NORTHBOUND LANES)
AT
LOCKLAND, OHIO

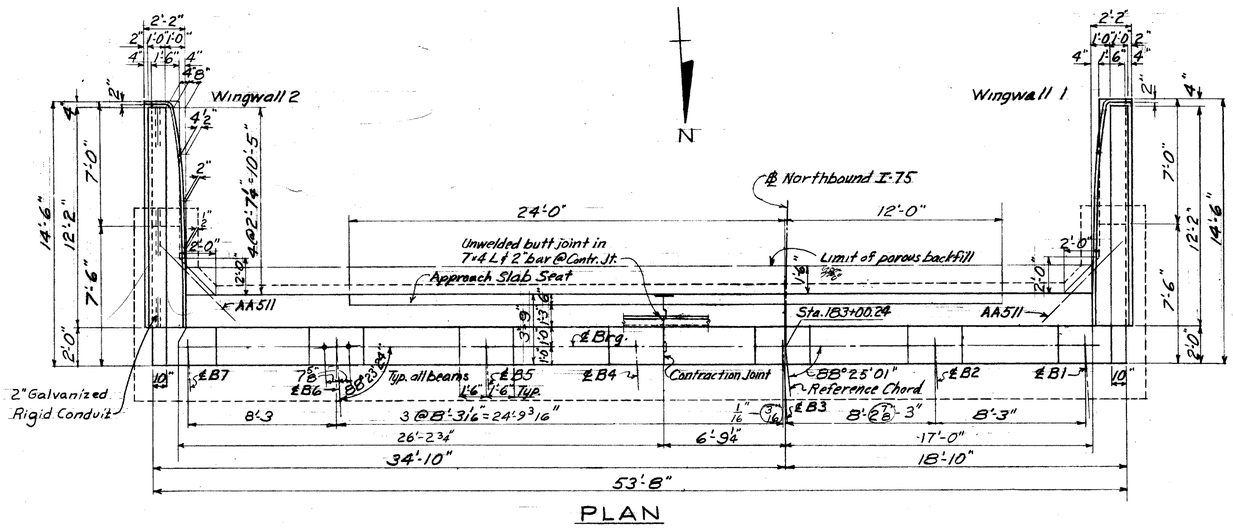
PROPOSED CHANGES TO COMMUNICATIONS AND SIGNAL LINES

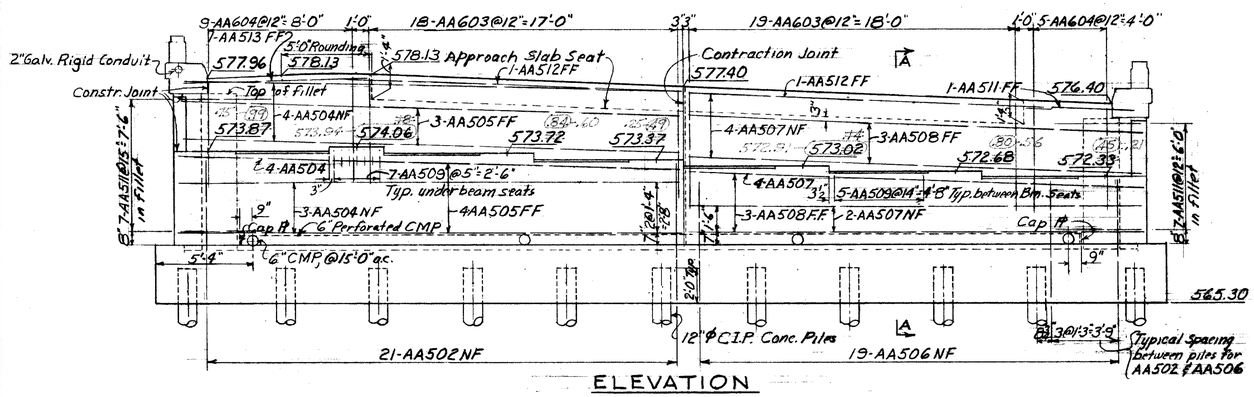
SOUTHERN DIST.	IND. DIVISION CINCINNATI TERM. DIST.		PLAN NO. 7559
SCALE 1" = 50'	MAY 6, 1964	V.S. 26	FILE NO. 132-38

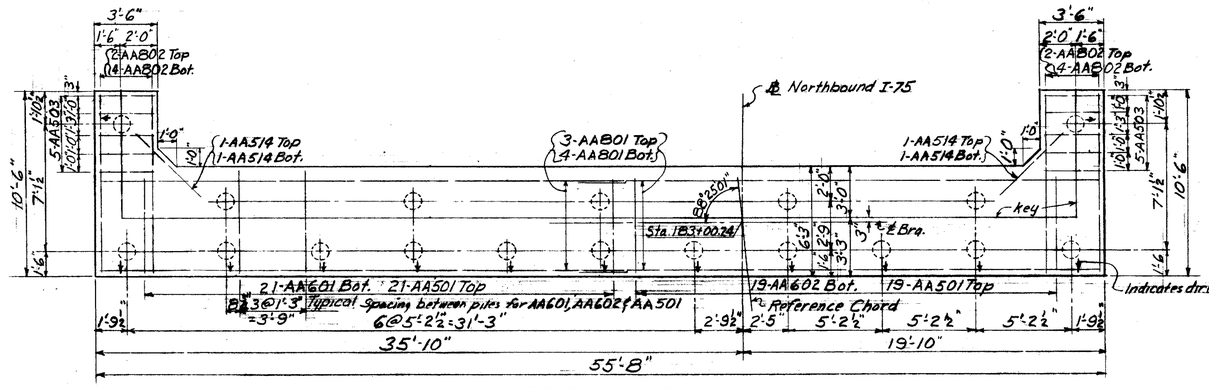
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

374/450

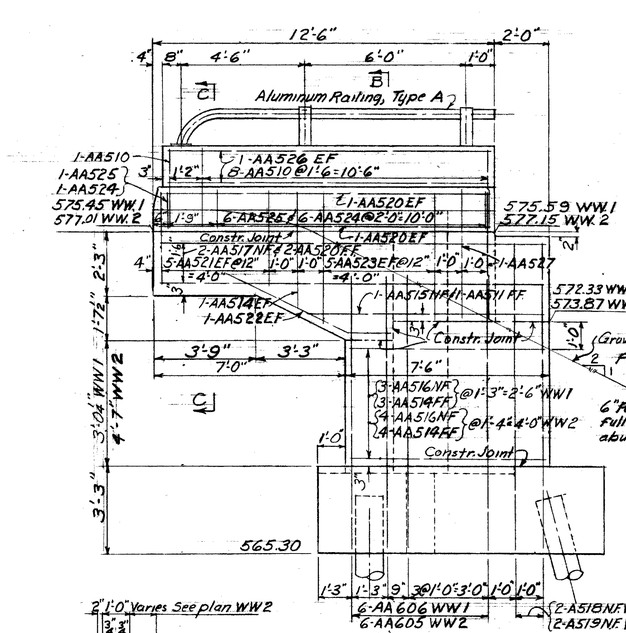
HAM-75-9.30

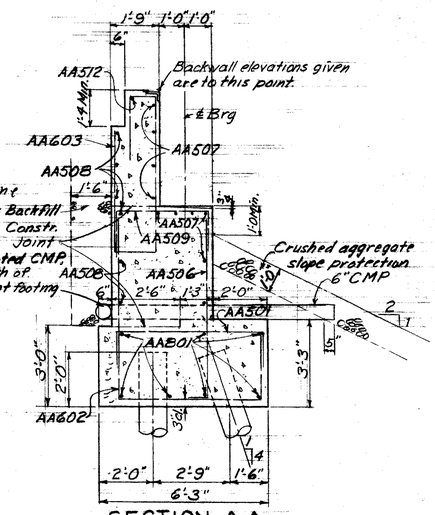


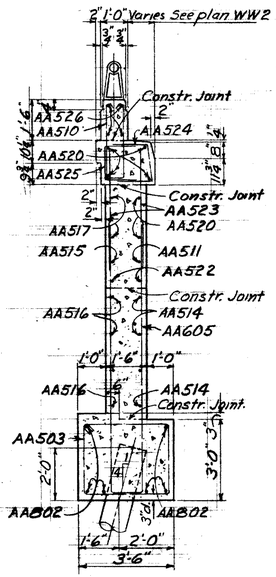


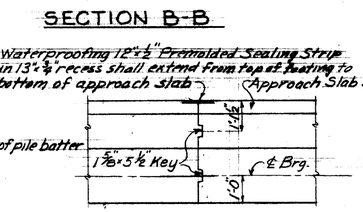


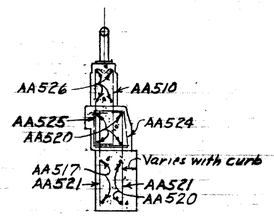
MICROFILMED
JAN 28 1985











NOTES:

1. For Reference Line ~~Layout see Sh.~~ 362
2. Porous Backfill 1'-6" thick, full length of abutment shall extend up to the bottom of approach slab or paved shoulder. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.
3. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
4. 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 feet back of the abutment after which excavation shall be made for the abutment and piles driven.
5. Aluminum Railing tube ~~shall be~~ continuous for full length of wingwall. For railing ~~details~~, see Std. Dwg. AR-1-57.
6. For end dam details see Std. Dwg. SD-1-63 Shts. 2 & 4, dated 11-12-63

LEGEND:

NF = Near Face
FF = Far Face
EF = Each Face
WW = Wingwall

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 1

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST, N.Y.C.R.R. & SHEPHERD AVE

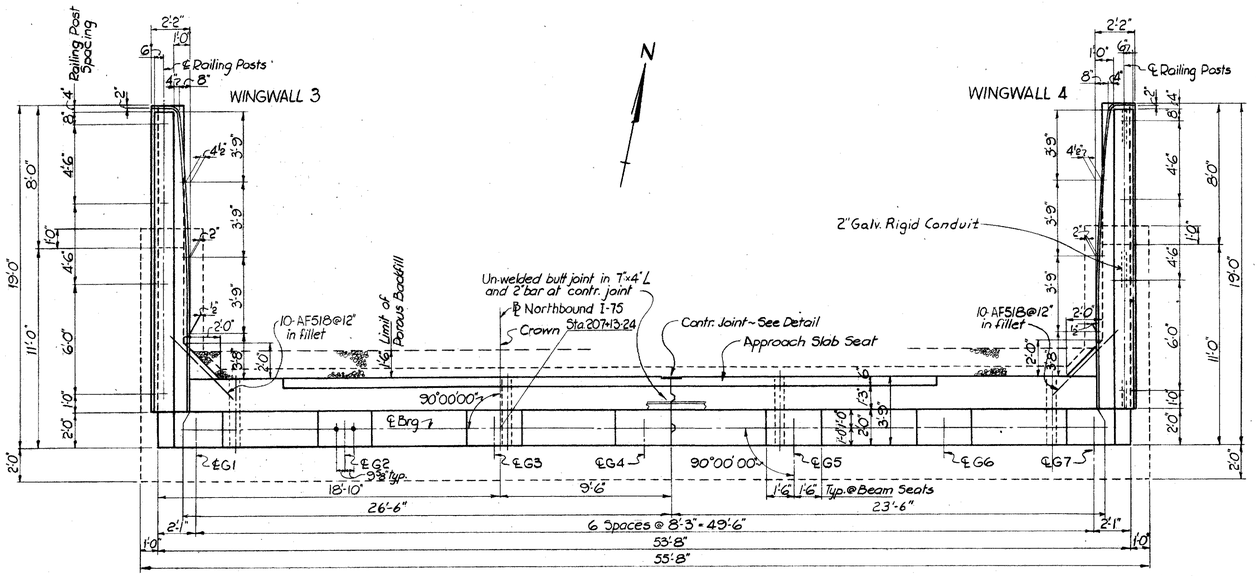
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DJF	DJF	~	GRH	JAO	7-84	12-17-84

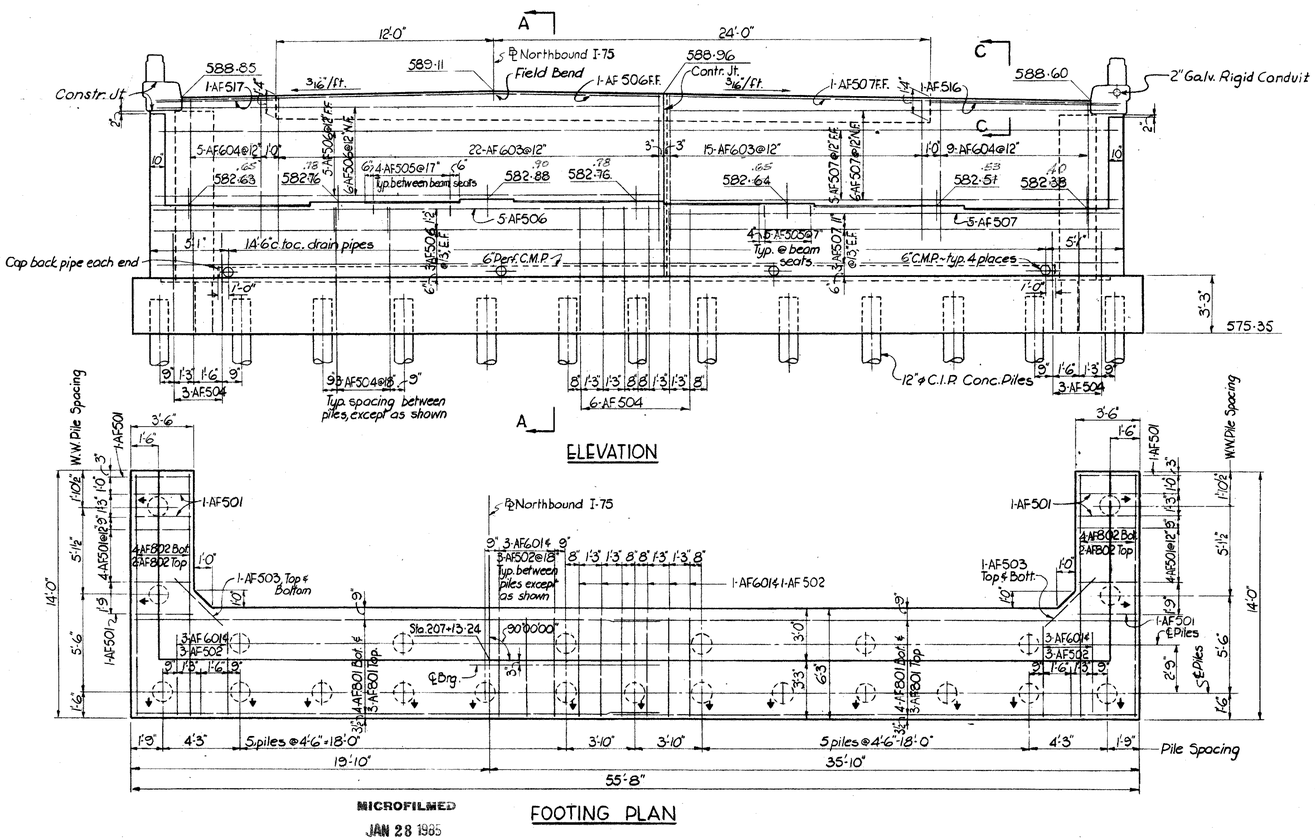
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

375
450



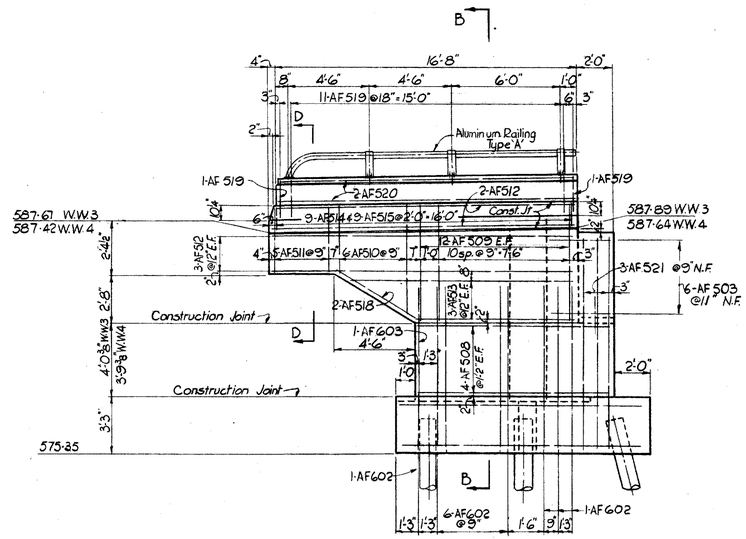
PLAN



ELEVATION

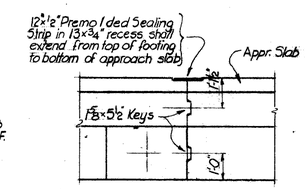
FOOTING PLAN

MICROFILMED
JAN 28 1985

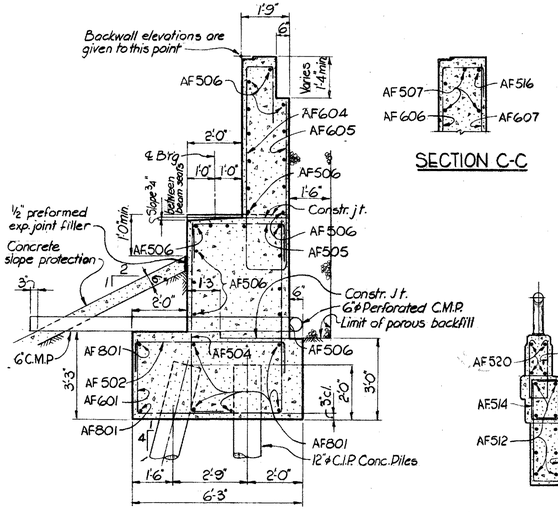


WINGWALL ELEVATION

Wingwall 3 shown. Wingwall 4 similar, except as dimensioned.



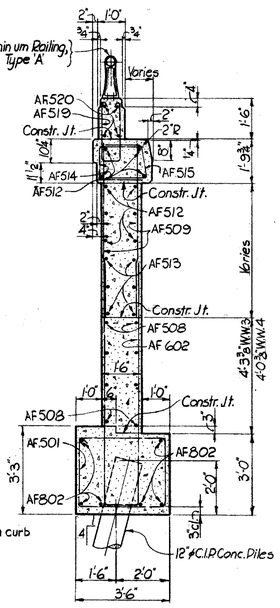
CONTRACTION JOINT DETAIL



SECTION A-A

SECTION C-C

SECTION D-D



SECTION B-B

NOTES:

Legend : N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
W.W. = Wingwall

Batter Piles 1 in 4 in direction of arrows ~

For Notes, see Abutment 1, Sh. 374

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

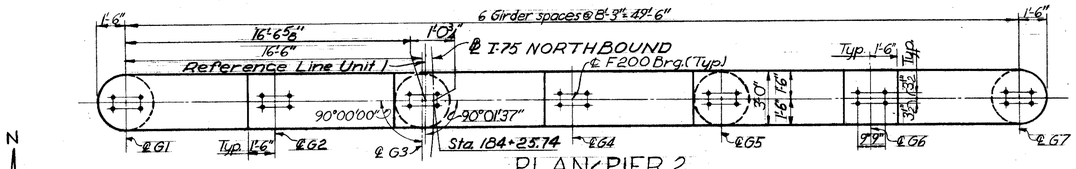
ABUTMENT 2
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., NYC R.R. & SHEPHERD AVE.

HAMILTON COUNTY — STA. 182+97.99 to STA. 207+15.49

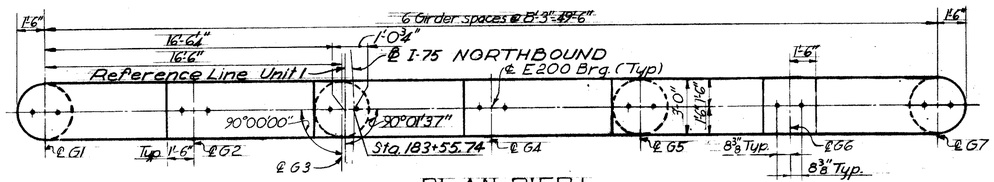
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	D.J.W.	~	G.R.H.	JAO	7-8-64	8-18-65

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

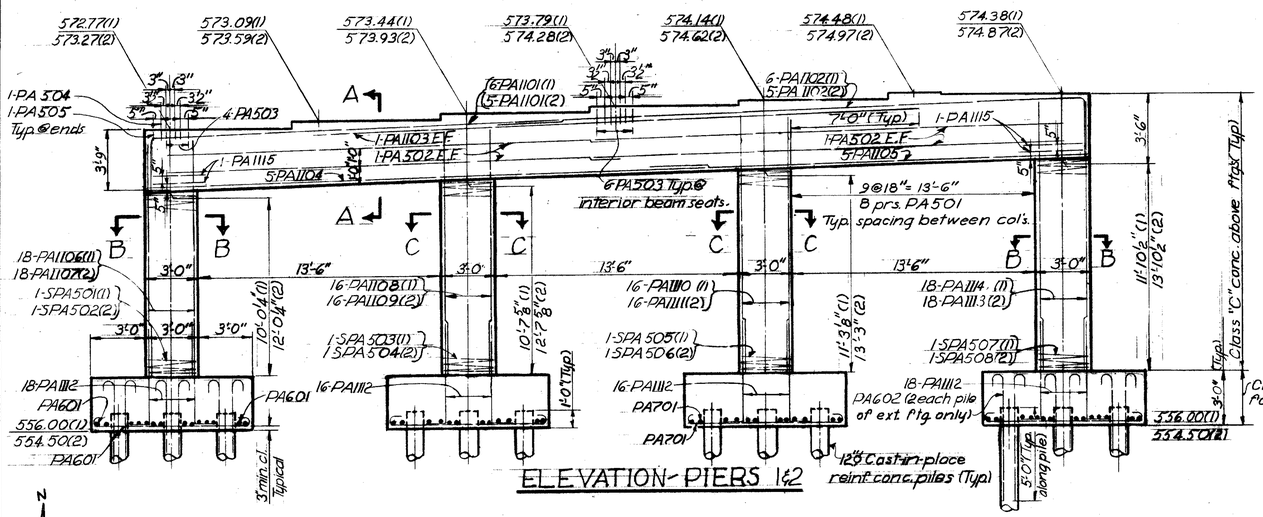
376
450



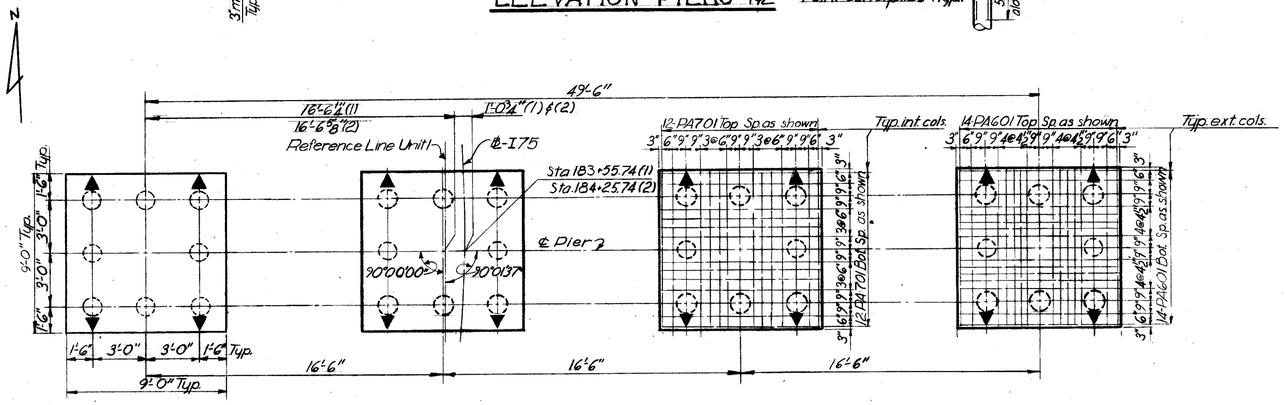
PLAN-PIER 2



PLAN-PIER 1

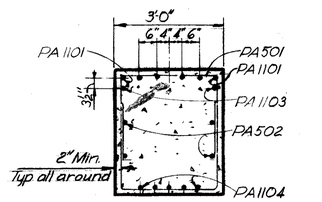


ELEVATION - PIERS 1&2

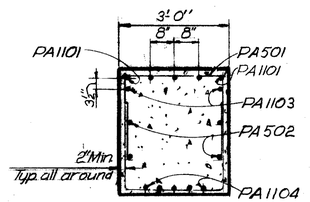


Symbol indicates pile to be battered 3 on 12 in the direction of the arrow.

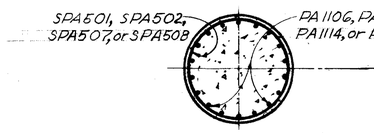
FOOTING PLAN-PIERS 1&2



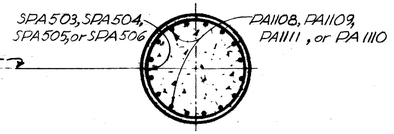
SECTION A-A
PIER 1



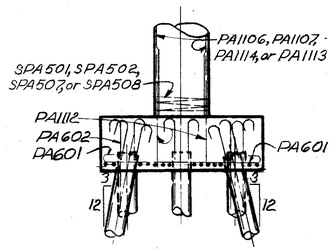
SECTION A-A
PIER 2



SECTION B-B



SECTION C-C



PART END ELEVATION

NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
   (1)-Designates Pier 1
   (2)-Designates Pier 2
3. The PA602 reinforcing shall be placed only in the exterior footings.
4. For REINFORCING STEEL LIST see Sheet No. 415 thru 419.
5. ELECTRICAL GROUND, per sht. 26 Install in right end of Pier 2.

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

PIERS 1&2
BRIDGE NO HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R., & SHEPHERD AVE.

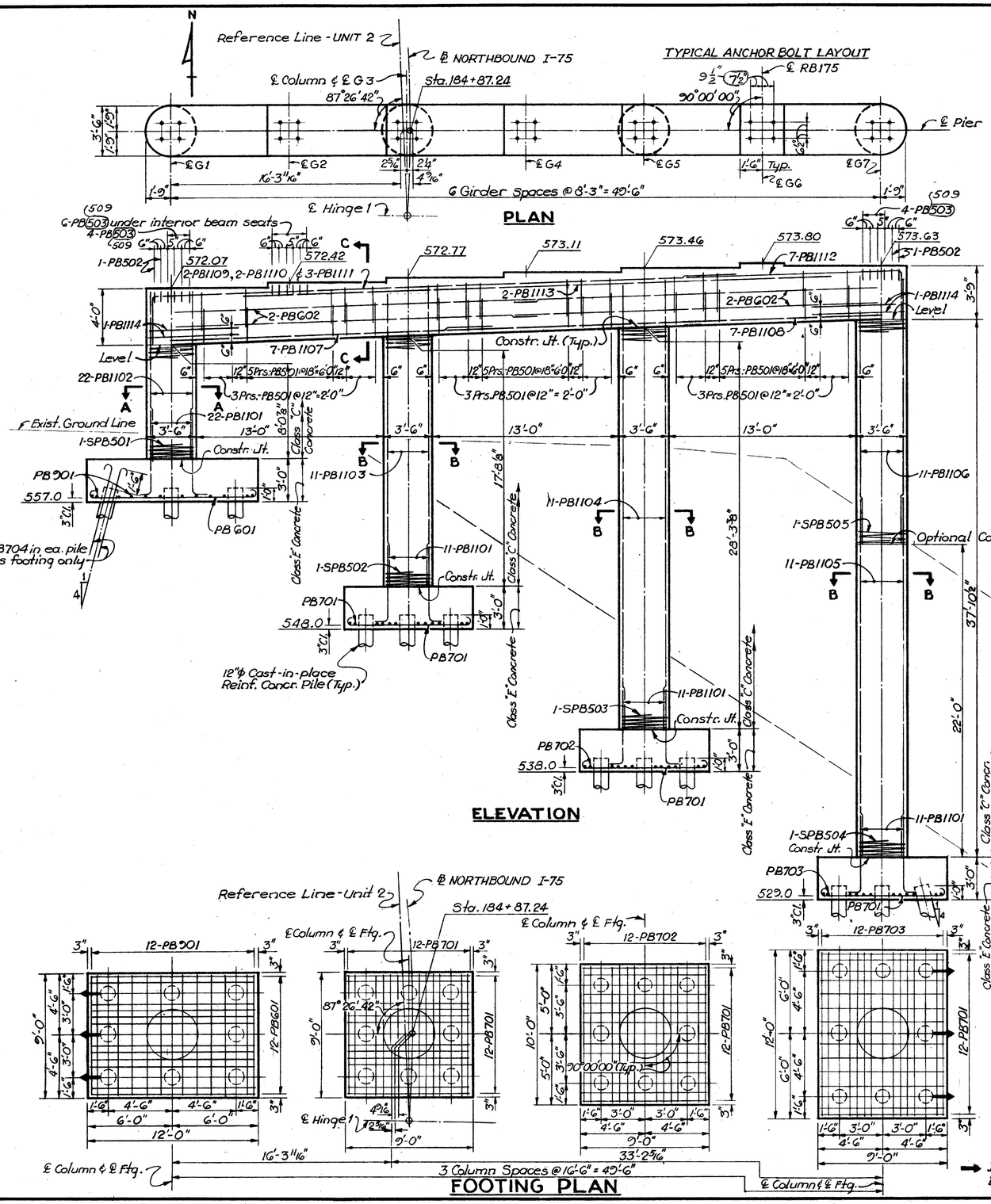
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

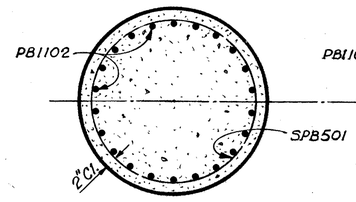
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.S.	G.J.W.	~	C.E.C.	JAD	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

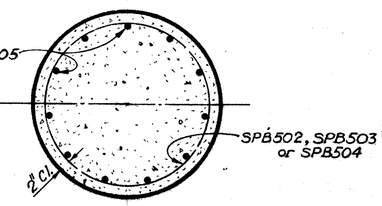
377
450

HAM-75-9.30

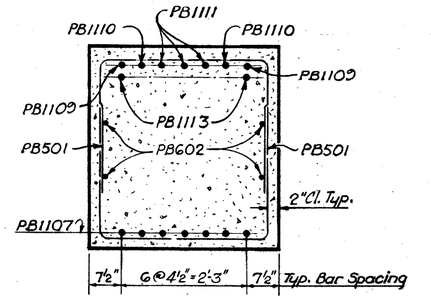




SECTION A-A



SECTION B-B



SECTION C-C

NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bolt holes.
2. For reinforcing steel list, see Sheets 415 thru 419.

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

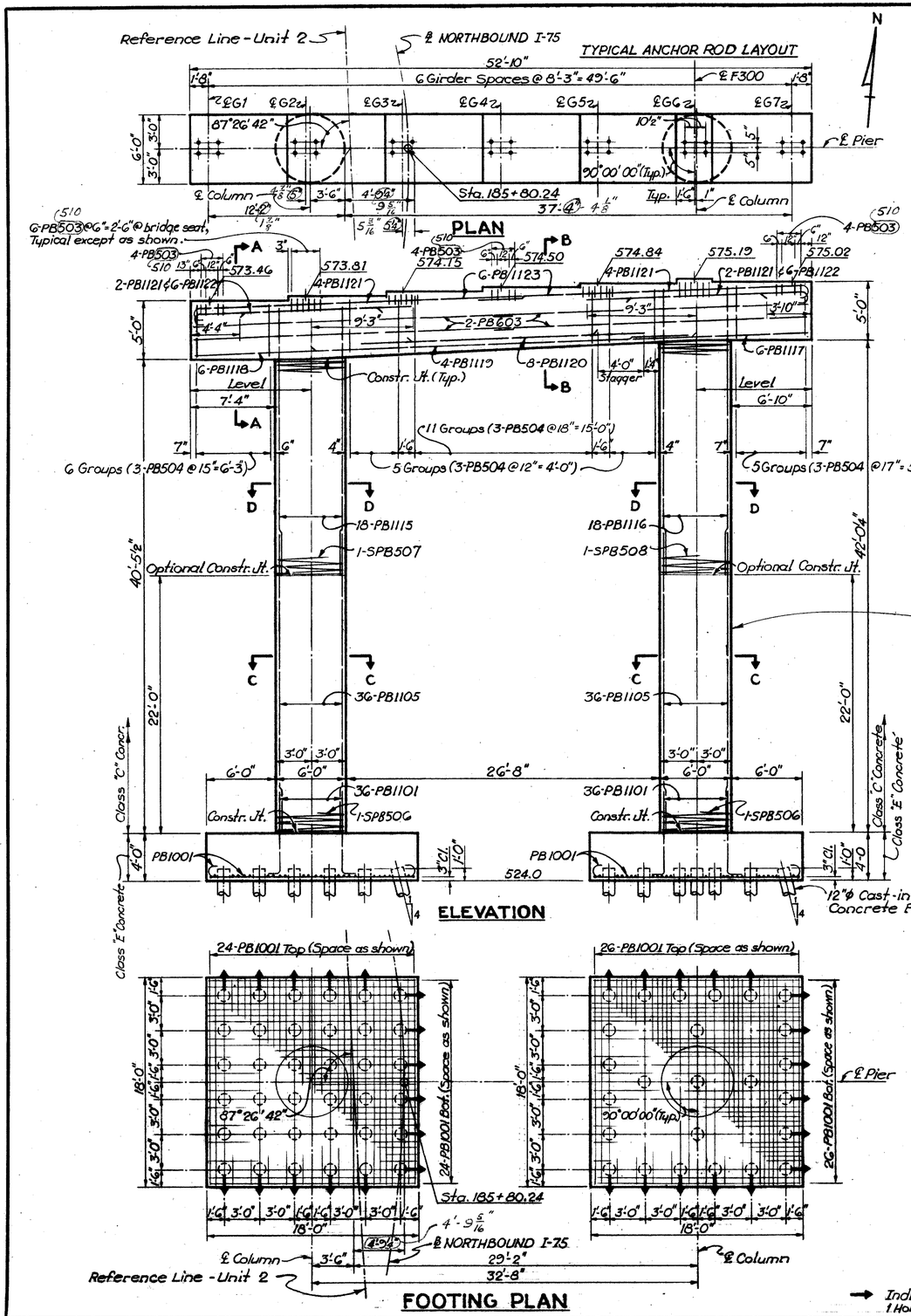
PIER 3

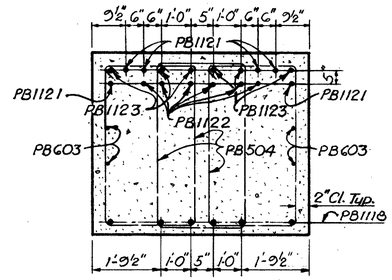
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

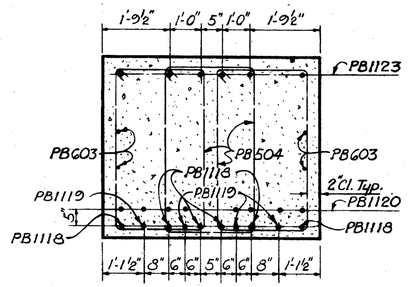
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.S.	J.C.H.	~	B.C.	J.A.D.	7-8-64	12-17-64 2-25-65

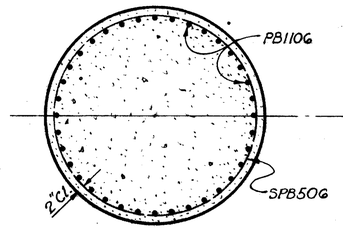
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

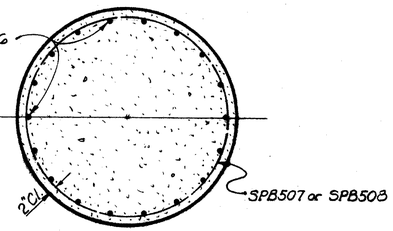
HAM-75-9.30











NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. For reinforcing steel list, see Sheets 415 thru 419.

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 4

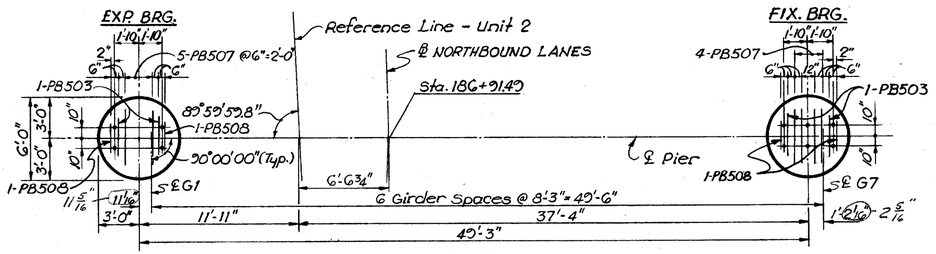
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

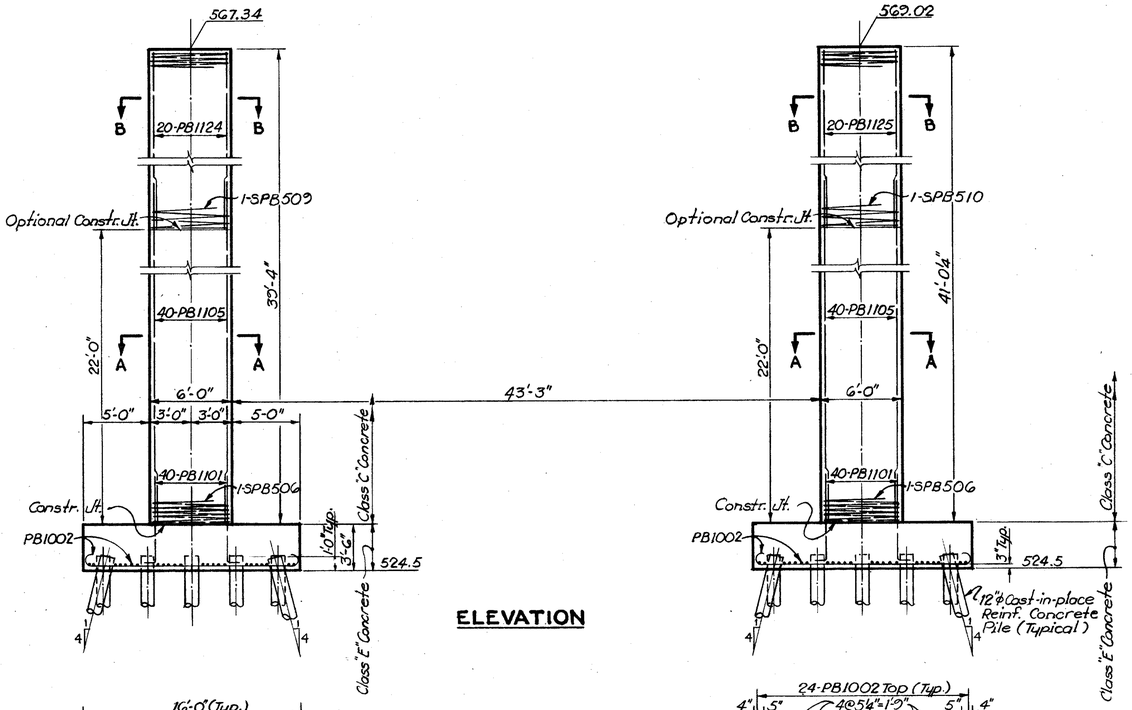
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.Y.	J.C.H.	~	B.C.	J.A.D.	7-8-64	12-7-64

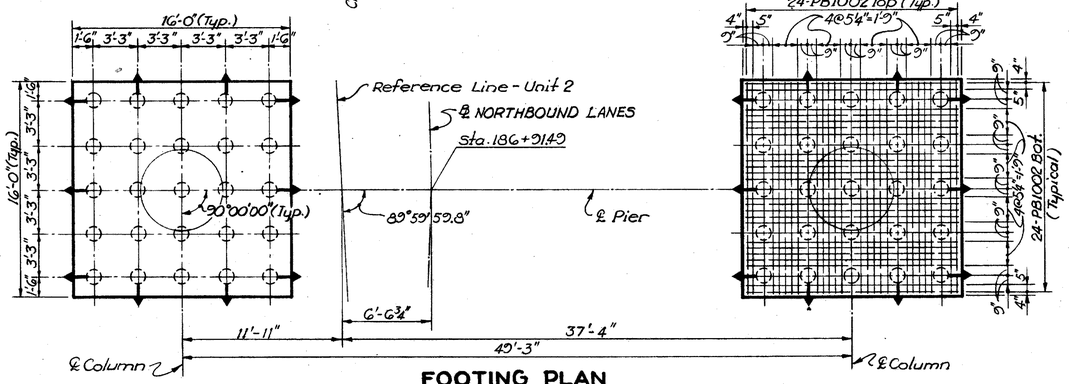
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

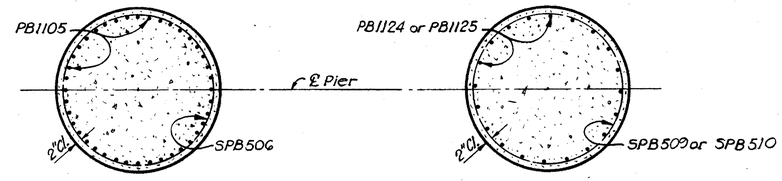
379
450

HAM-75-9.30









NOTES

1. For carrying girder details, see Sheet 403.
2. For Expansion & Fixed bearing details, see Sheet 403.
3. Special care shall be taken in placing reinforcing steel at top of column so as to avoid interference with the drilling of anchor rod holes.
4. For reinforcing steel list, see Sheets 415 thru 419.

← Indicates Batter 4 Vertical to 1 Horizontal in direction shown.

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 5

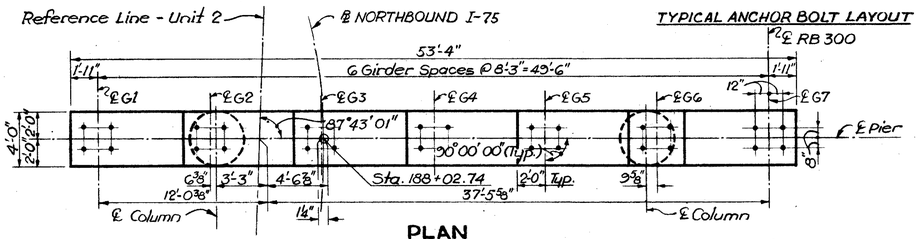
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AV
HAMILTON COUNTY STA. 182+97.99 to
STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	J.C.H.	~	B.C.	J.A.D.	7-8-64	12-17-69

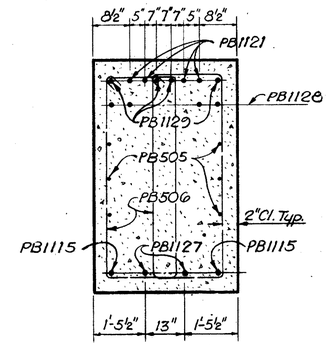
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

380
450

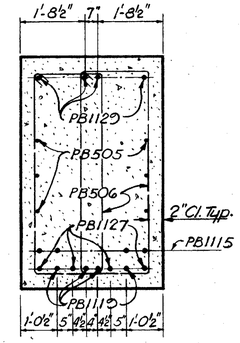
HAM-75-9.30



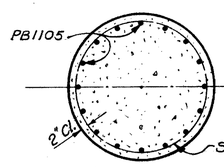
← Indicates Batter 4 Vertical to 1 Horizontal in direction shown.



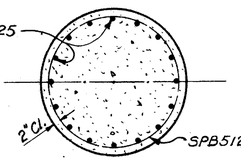
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bolt holes.
2. For additional details of RB300, see Std. Dwg. RB-1-55 & Sheet 400.
3. For reinforcing steel list, see Sheets 418 thru 419.

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 6

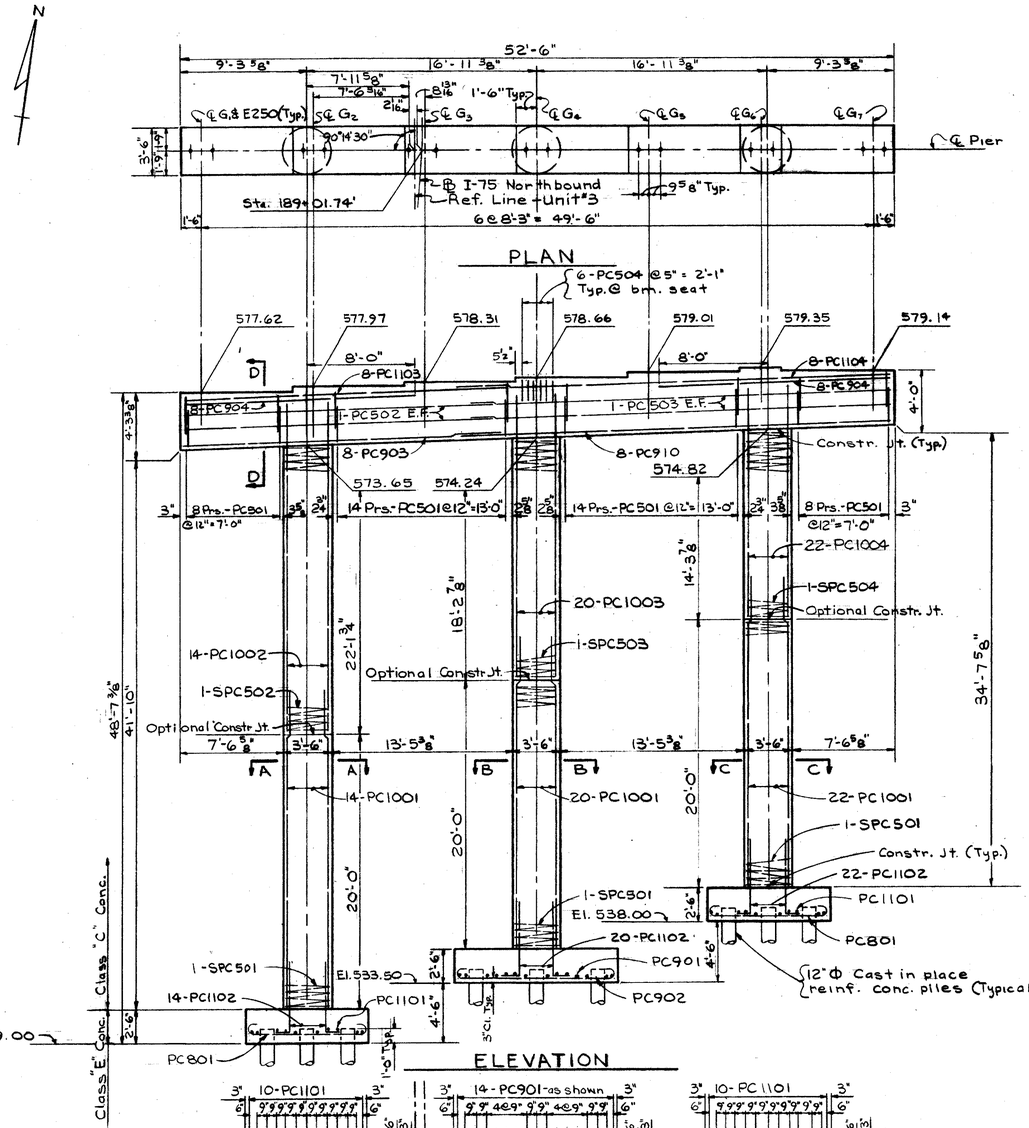
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

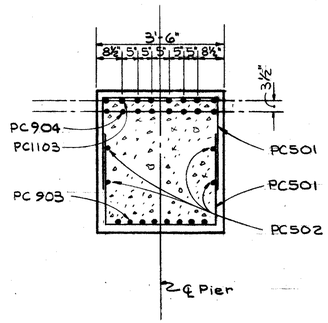
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	J.C.H.	~	B.C.	J.A.D.	7-8-64	12-17-64 4-2-65

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

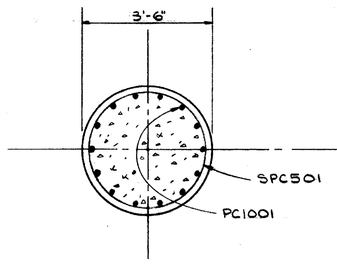
381
450

HAM-75-9.30

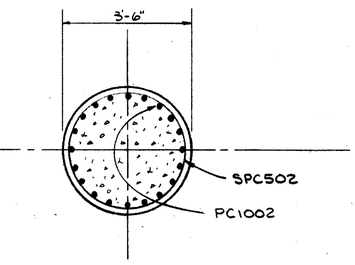




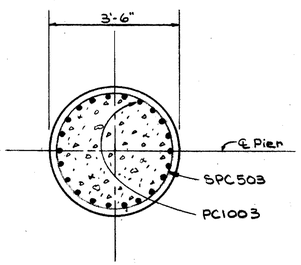
SECTION D-D



SECTION A-A



SECTION B-B



SECTION C-C

NOTES

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face.
3. Place dowels in footing to insure correct spacing of main column steel.
4. For REINFORCING STEEL LIST see sheet no. 415 thru 419

LEGEND

- Vertical Piles
- Batter Piles (Batter 12 vertical to 3 horizontal in direction of arrow)

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 7
BRIDGE NO. HAM-75-1147

NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE

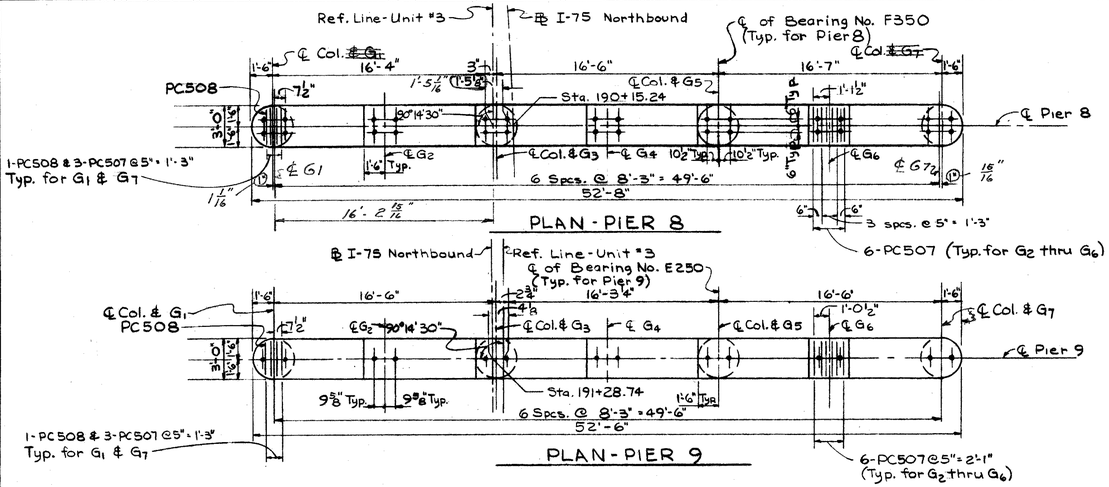
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

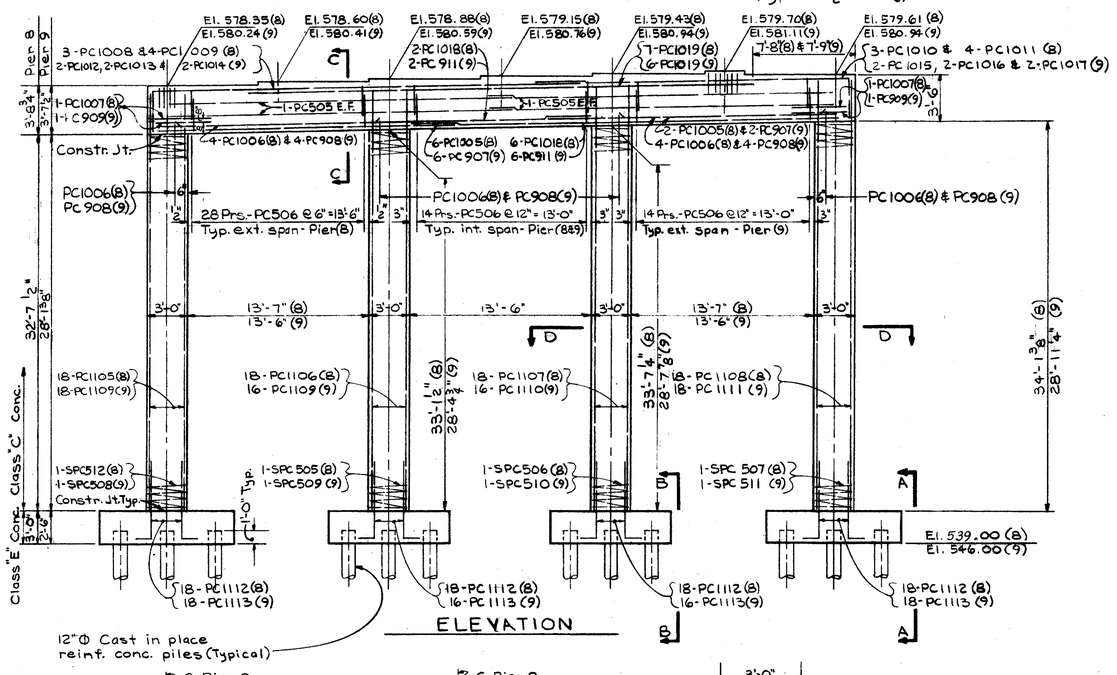
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
RKS	DHW	~	CEC	JAD. 7-8-64	

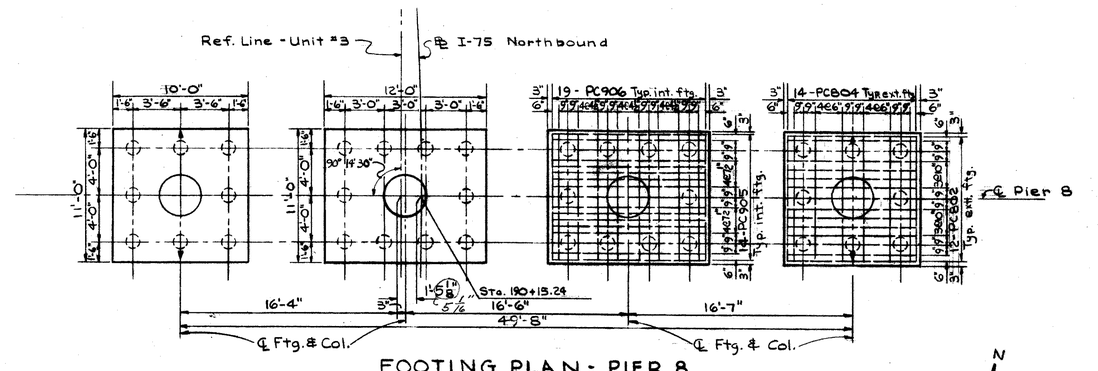
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

382
450

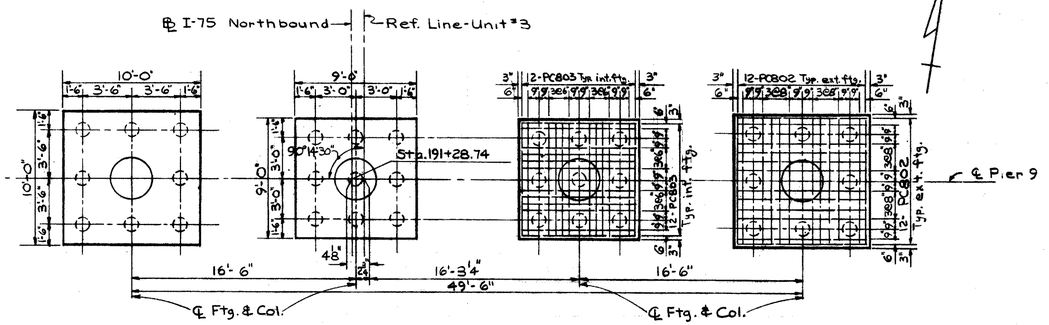
HAM -75 - 9.30







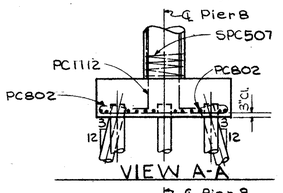
FOOTING PLAN - PIER 8

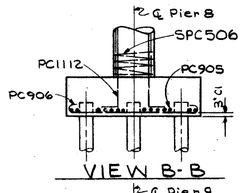


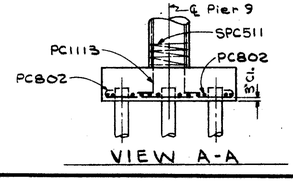
FOOTING PLAN - PIER 9

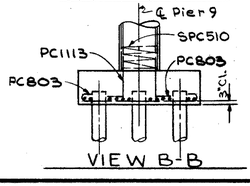
NOTES

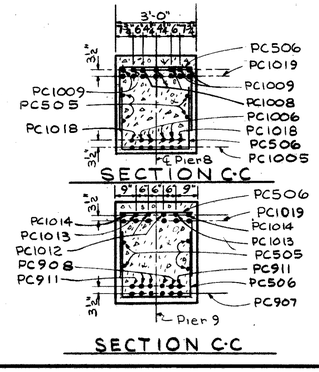
1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
3. Place dowels in footing to insure correct spacing of main column steel.
4. For REINFORCING STEEL LIST see sheet no. 415 thru 419
5. *ELECTRICAL GROUND, per sht. 26. Install in right end of Pier 8*

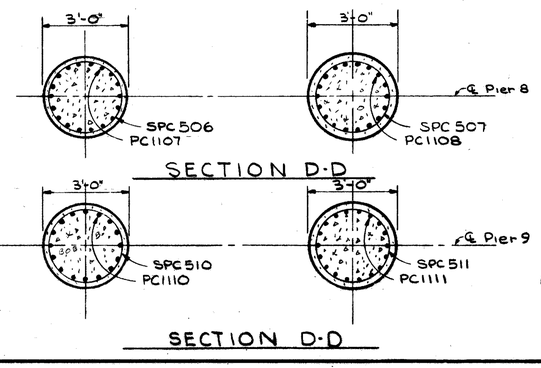












LEGEND

- Vertical Piles
- Batter Piles (Batter 12 vertical to 3 horizontal in direction of arrow)

RECEIVED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 8 & 9
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AV.

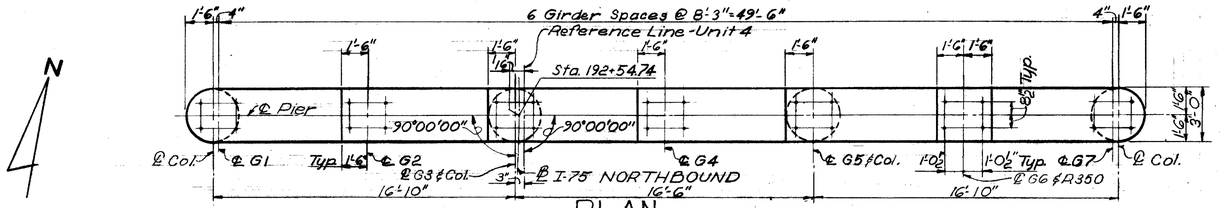
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.S.	DHW	~	BC	J.A.D.	7-8-64	12-17-64

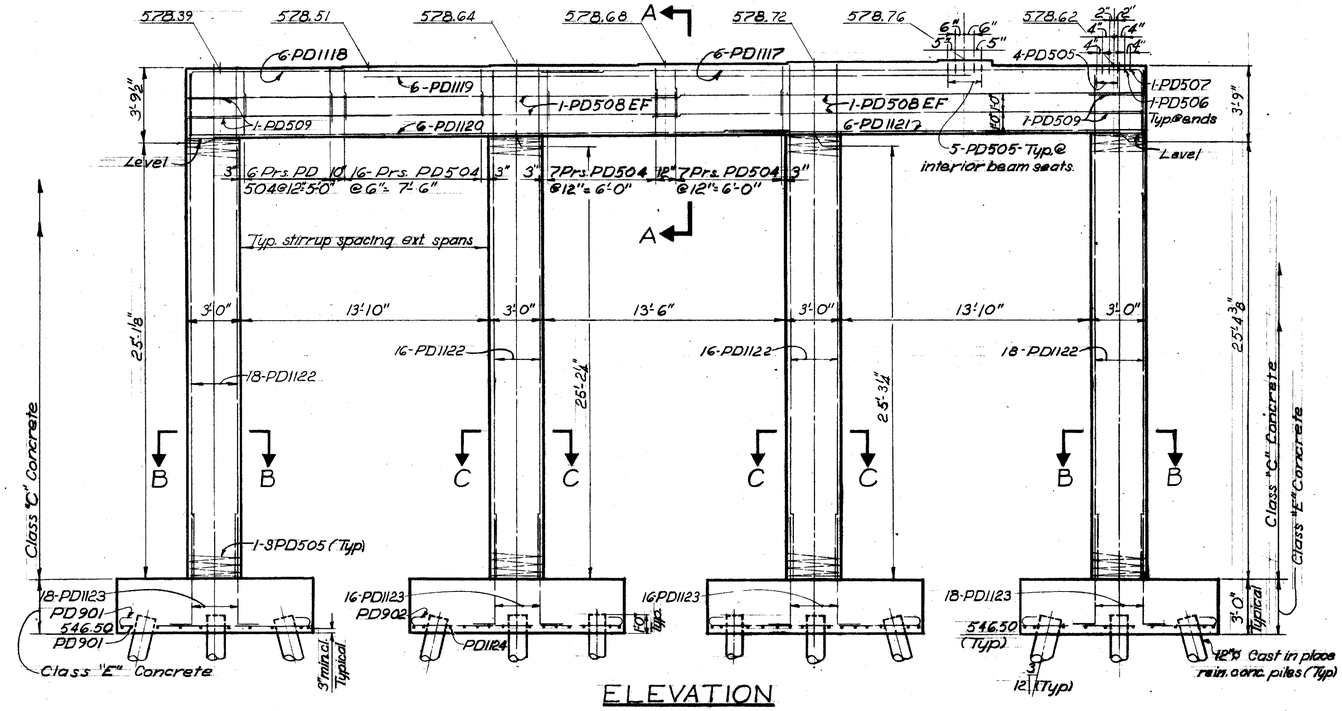
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

383
450

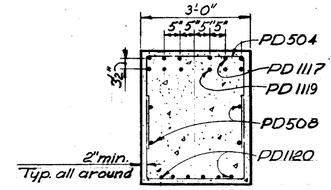
HAM-75-9.30



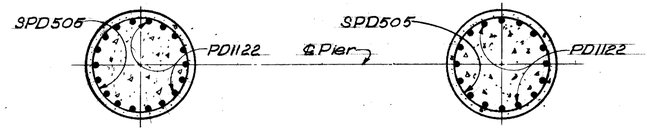
PLAN



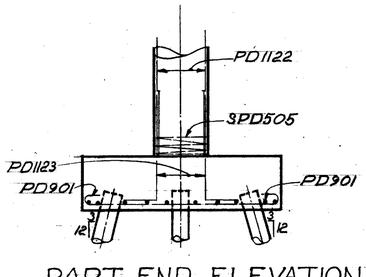
ELEVATION



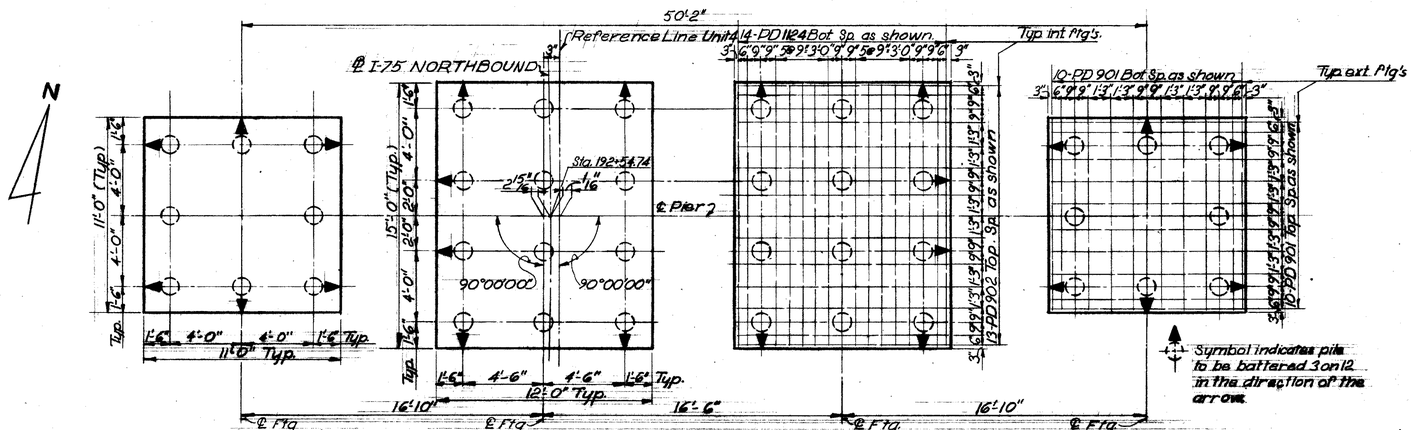
SECTION A-A



SECTION B-B SECTION C-C



PART END ELEVATION



FOOTING PLAN

NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F.=Each Face
3. For REINFORCING STEEL LIST see Sheet No. 415 → 419

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 10
BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK, BENSON ST., N.Y.C.R.R., & SHEPHERD AVE.

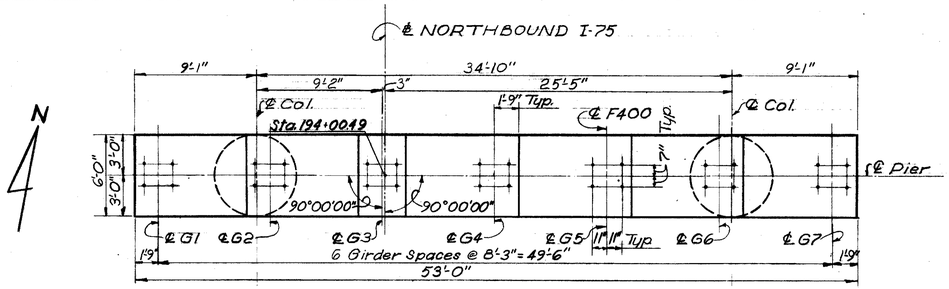
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.R.B.	G.J.W.	~	B.C.	J.A.D	7-8-64	

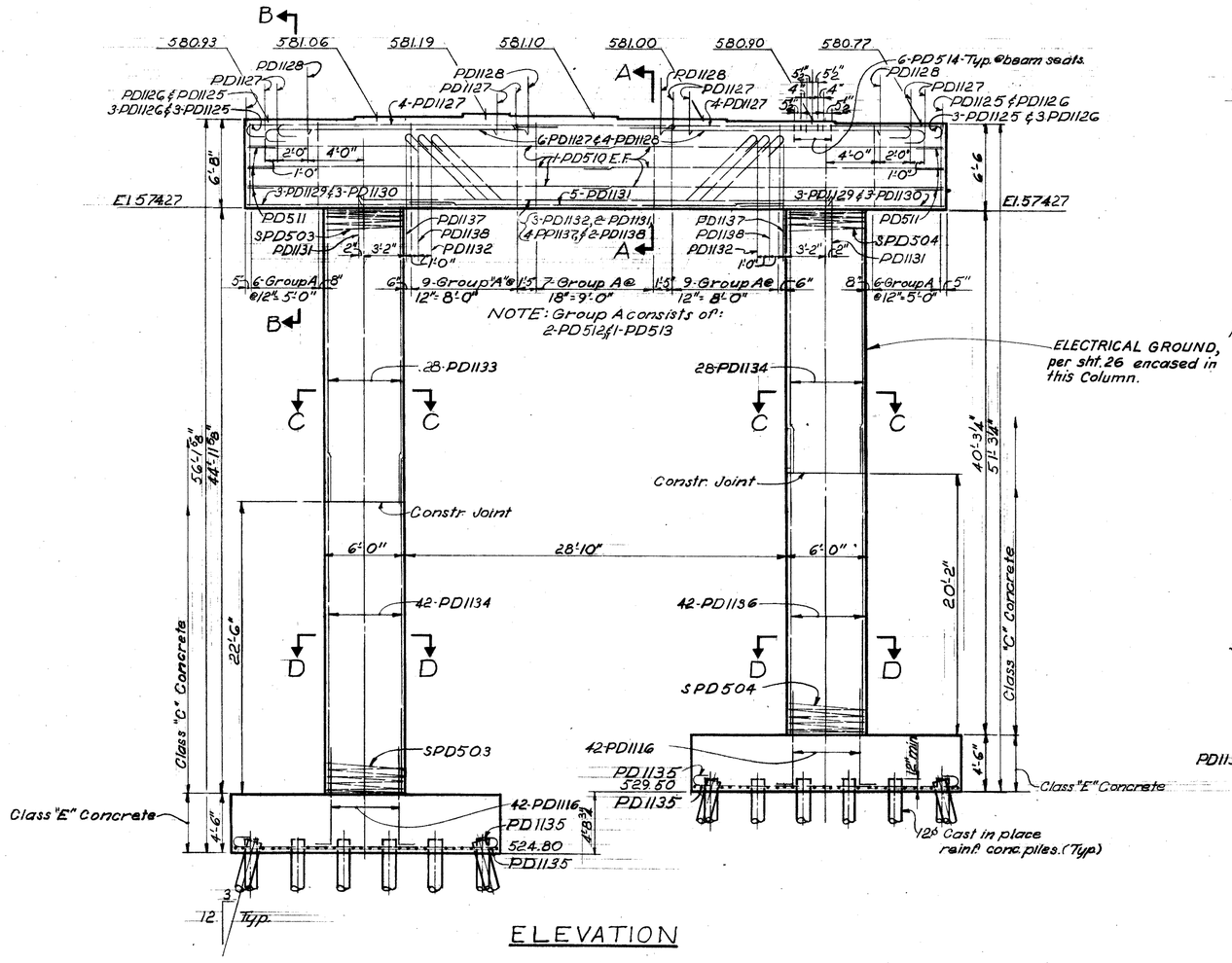
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

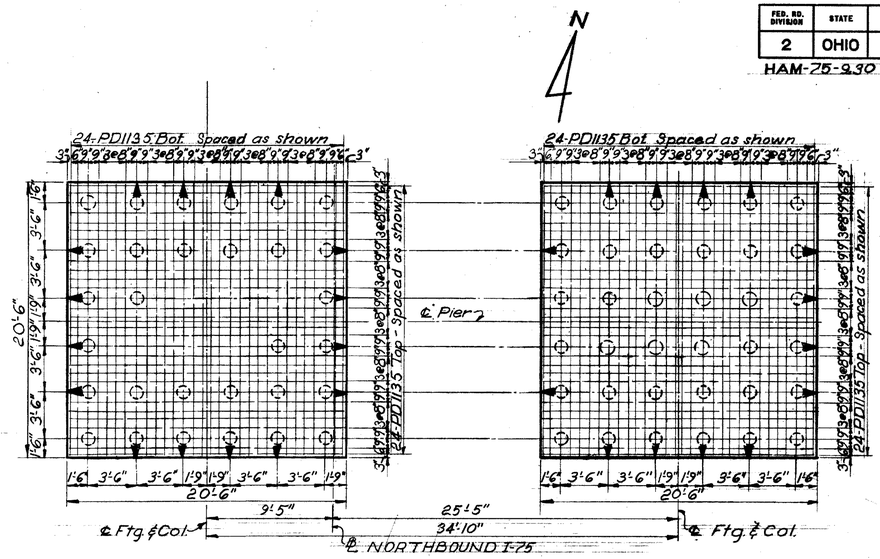
384
450



PLAN

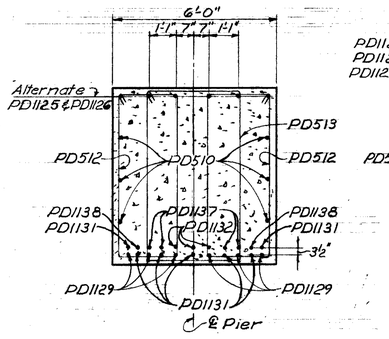


ELEVATION

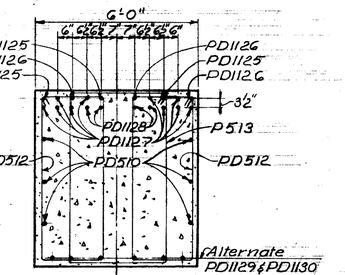


FOOTING PLAN

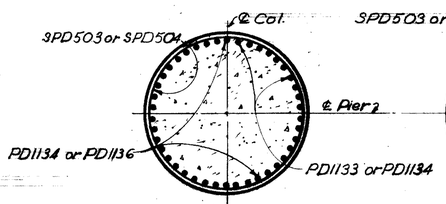
Symbol indicates pile to be battered 3 on 12 in the direction of the arrow.



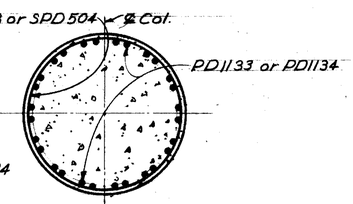
SECTION A-A



SECTION B-B



SECTION D-D



SECTION C-C

NOTES:

1. Special care shall be taken in placing reinforcing steel in the vicinity of the brige seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
3. For REINFORCING STEEL LIST see Sheet No. 415 thru 419

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

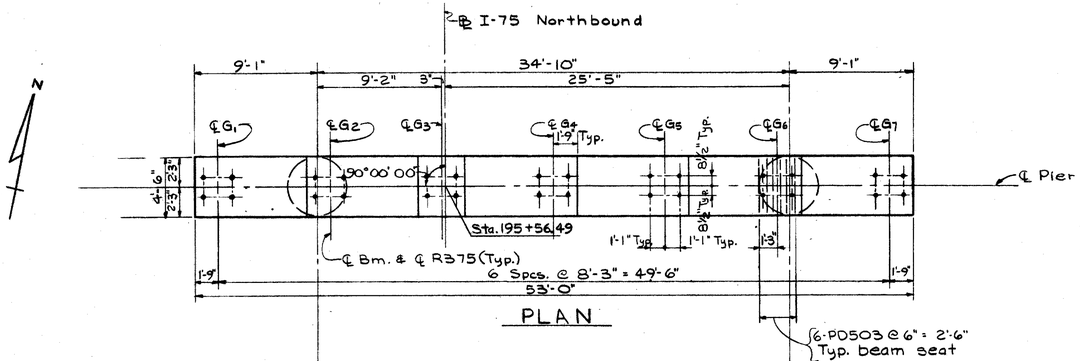
PIER II
BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AVE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.R.B.	G.J.W.	~	B.C.	J.A.D.	7-8-64	

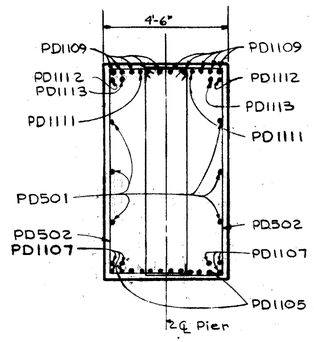
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

385
450

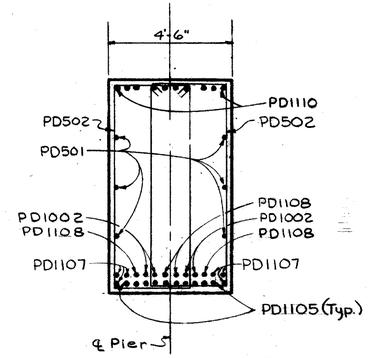
HAM-75-9.30



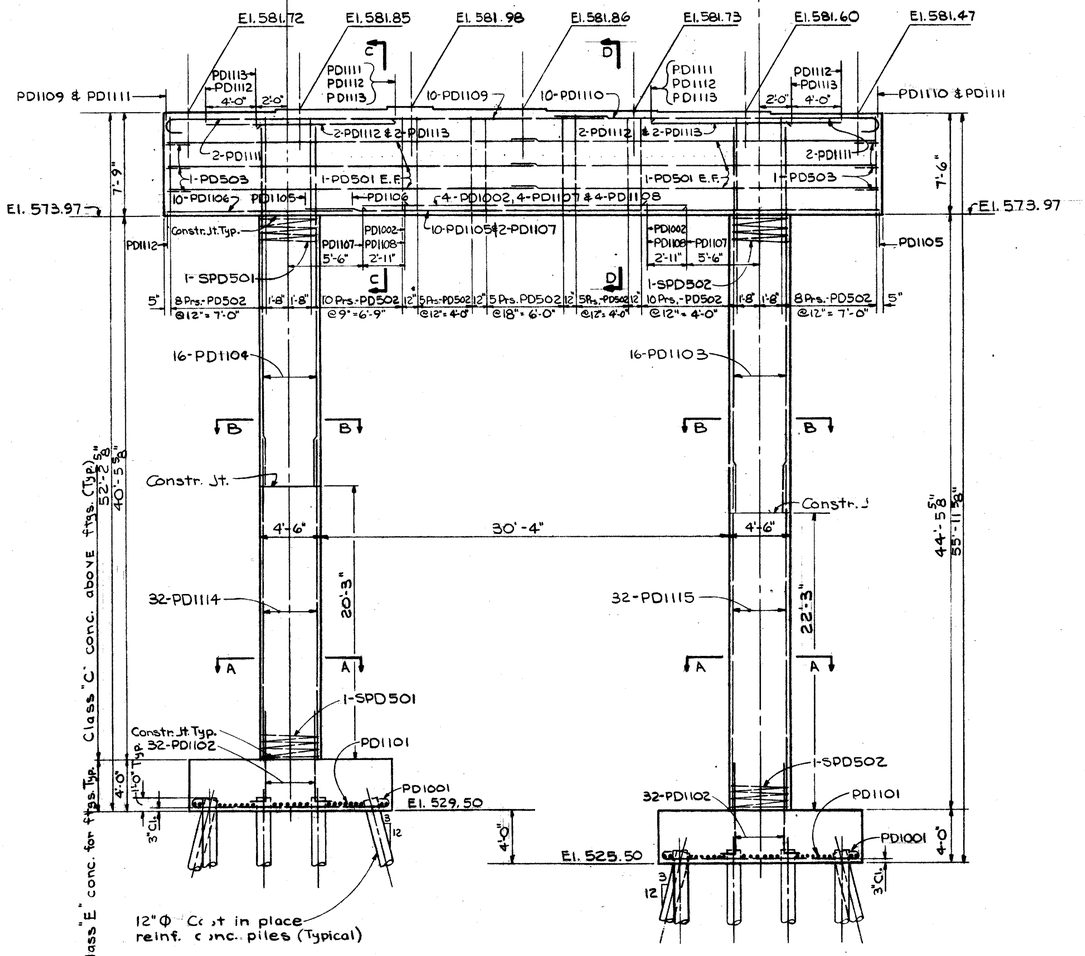
PLAN



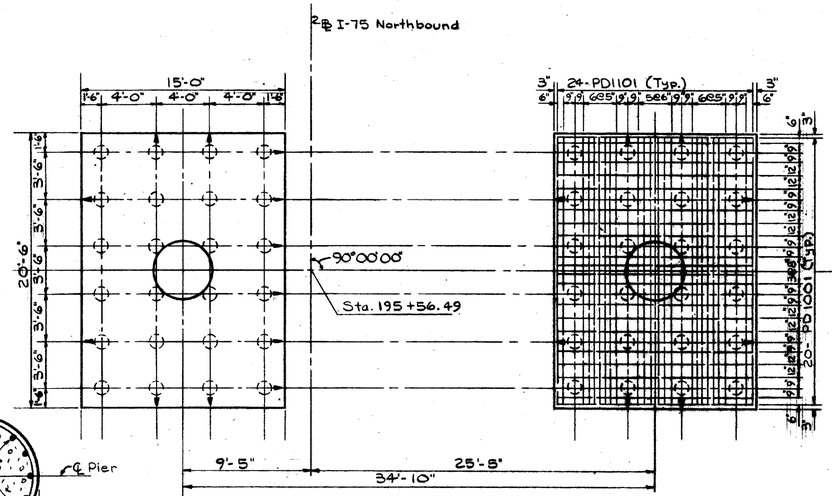
SECTION C-C



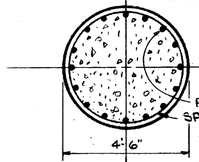
SECTION D-D



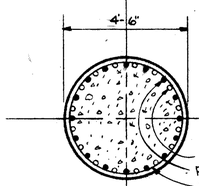
ELEVATION



FOOTING PLAN



SECTION B-B



SECTION A-A

NOTES

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
3. Place dowels in footing to insure correct spacing of main column steel.
4. For REINFORCING STEEL LIST see sheet no. 415 thru 419

LEGEND

- Vertical Piles
- Batter Piles (Batter 12 vertical to 3 horizontal in direction of arrow.)

MICROFILMED
JAN 28 1985

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 12
BRIDGE NO. HAM-75-1147

NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AV

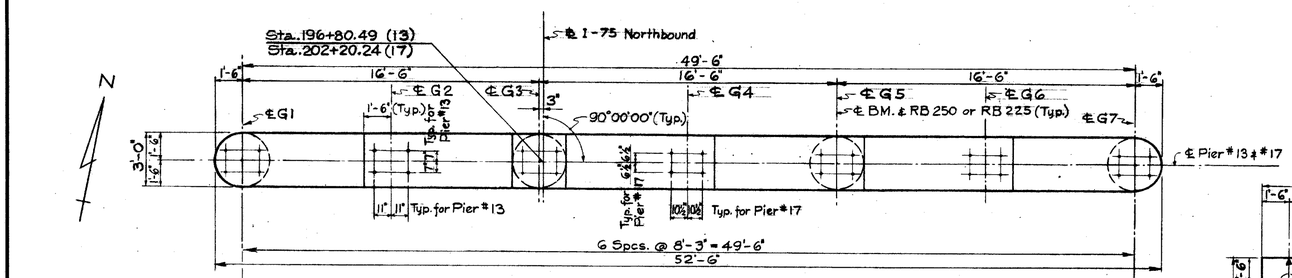
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
P.R.B.	DHW	~	BC	J.A.D. 7-8-64	

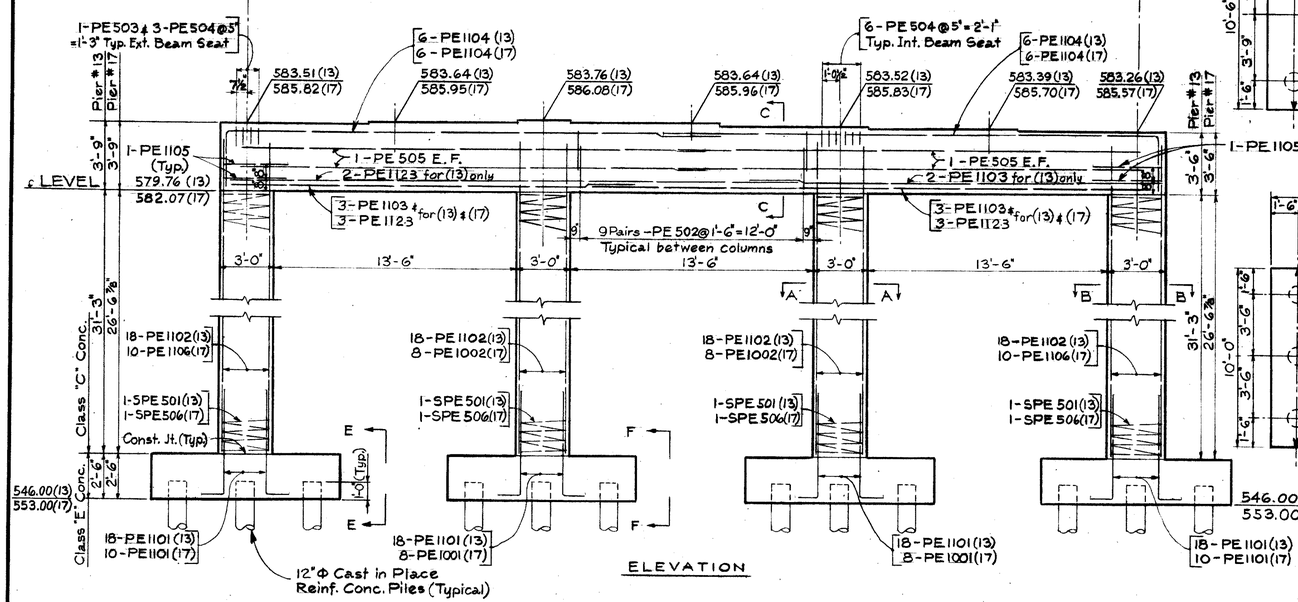
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

386/450

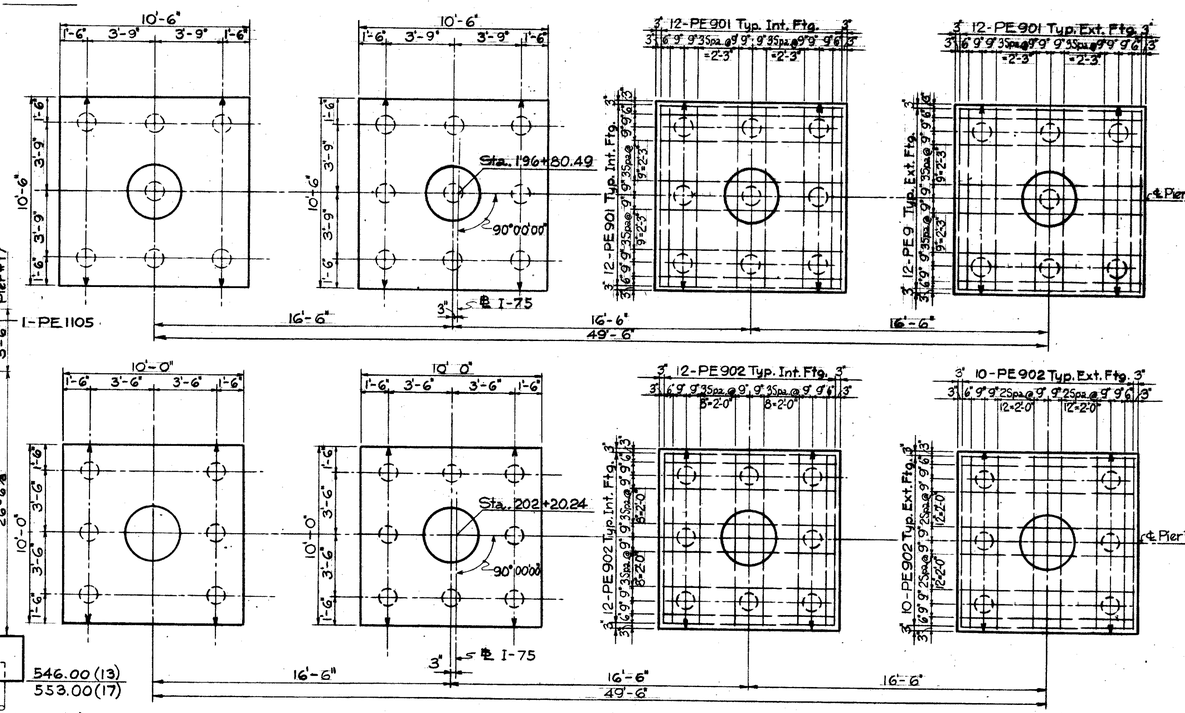
HAM-75-9.30



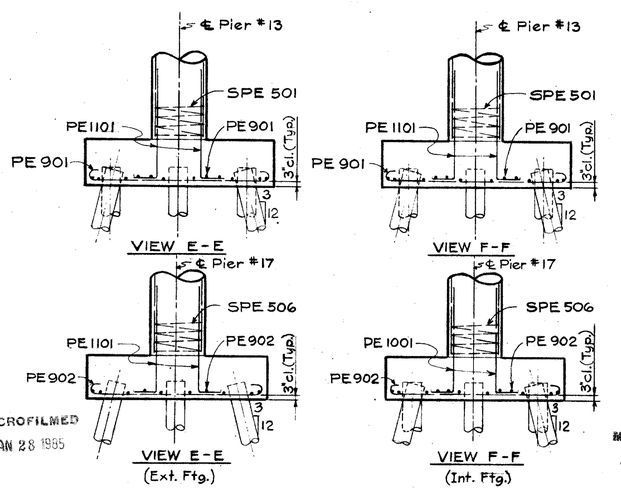
PLAN OF CAP-PIERS #13 & #17

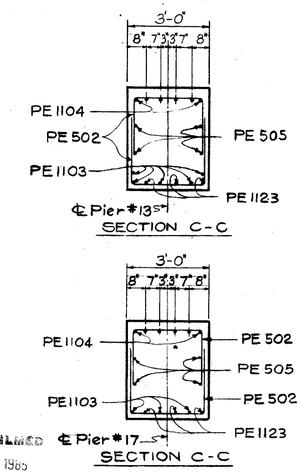


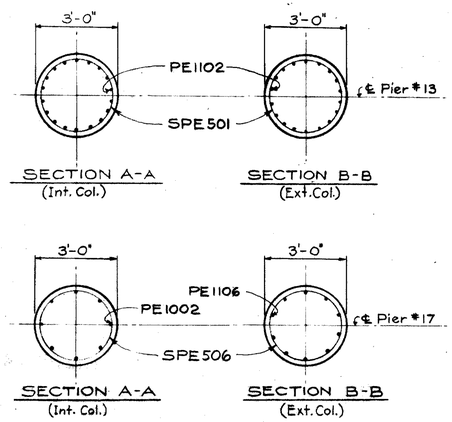
ELEVATION



PLAN OF FOOTINGS







LEGEND:

E.F. = Each Face

Vertical Piles

Batter Piles (Batter 3:12 in direction of arrow)

NOTES:

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. For Reinforcing Steel List, see Sh. 415 thru Sh. 419

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 13 & 17
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.

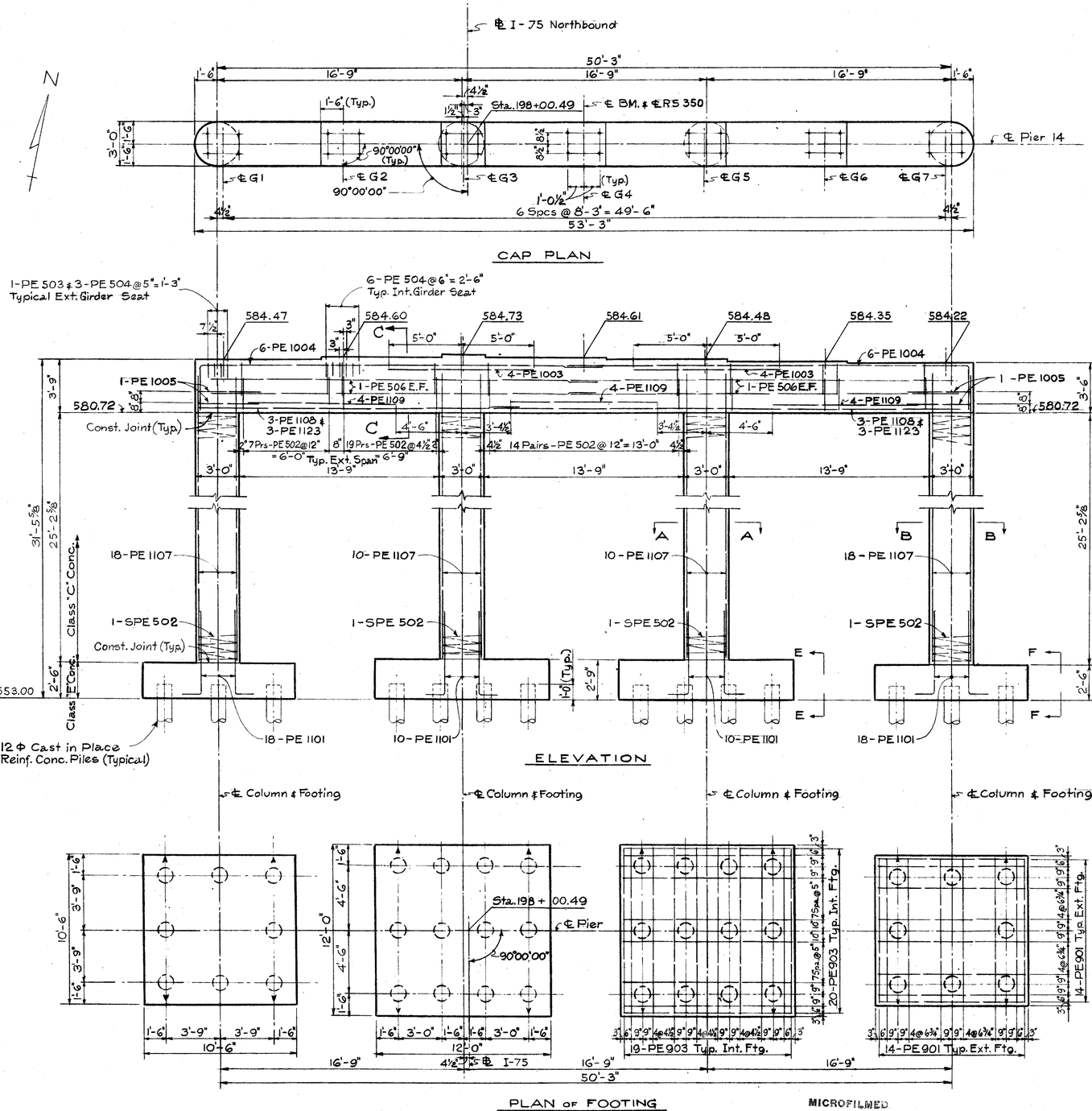
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

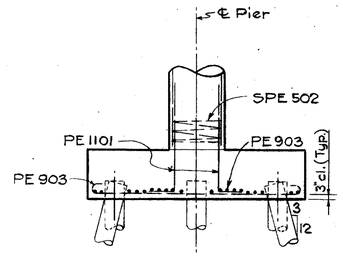
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
A.Y.	M.P.S.		B.C.	J.A.D. 7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

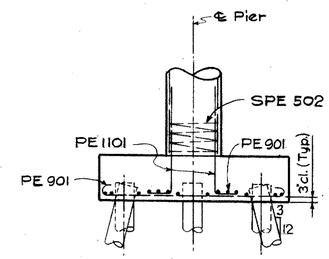
387/450

HAM-75-9.30

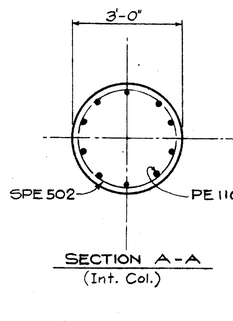




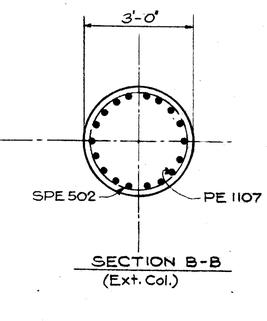
VIEW E-E
(Int. Ftg.)



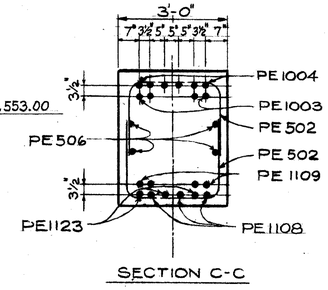
VIEW F-F
(Ext. Ftg.)



SECTION A-A
(Int. Col.)



SECTION B-B
(Ext. Col.)



SECTION C-C

NOTES:

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. For Reinforcing Steel List, see Sh. 415 thru Sh. 419

LEGEND:

- Vertical Piles
- Batter Piles (Batter 3:12 in direction of arrow)

E. F. = Each Face

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

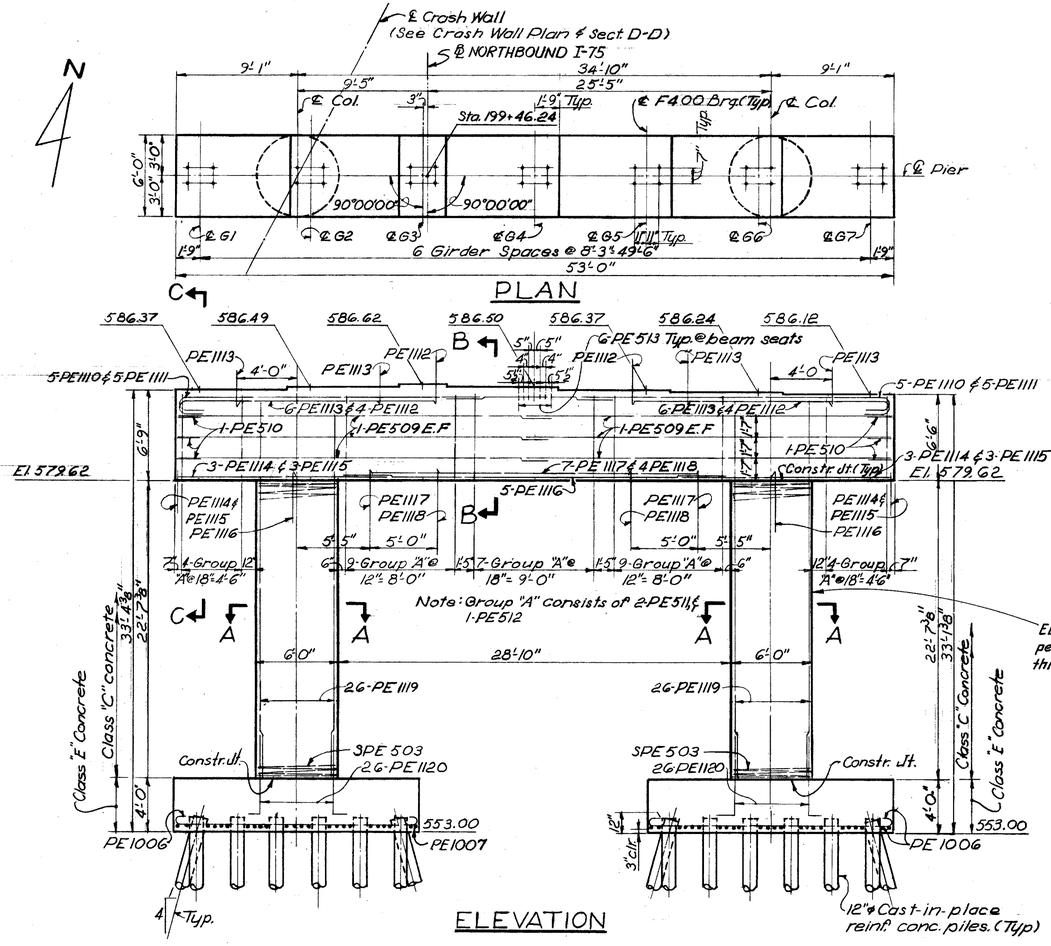
PIER 14
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

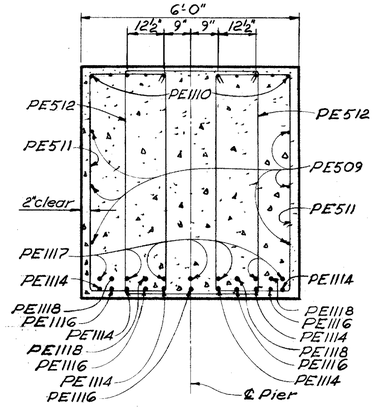
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
A.Y.	MPS		BC	J.A.D. 7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

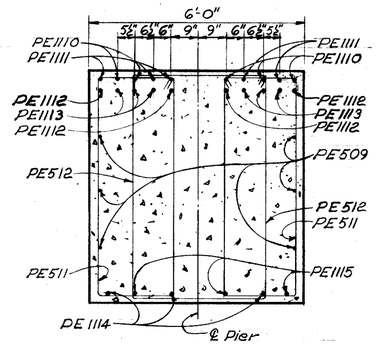
388
450

HAM-75-9.30

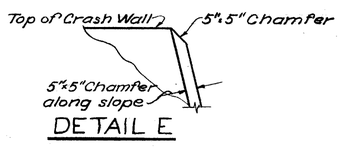




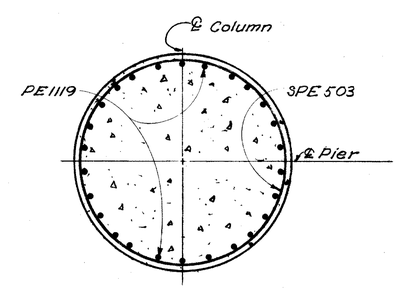
SECTION B-B



SECTION C-C



DETAIL E



SECTION A-A

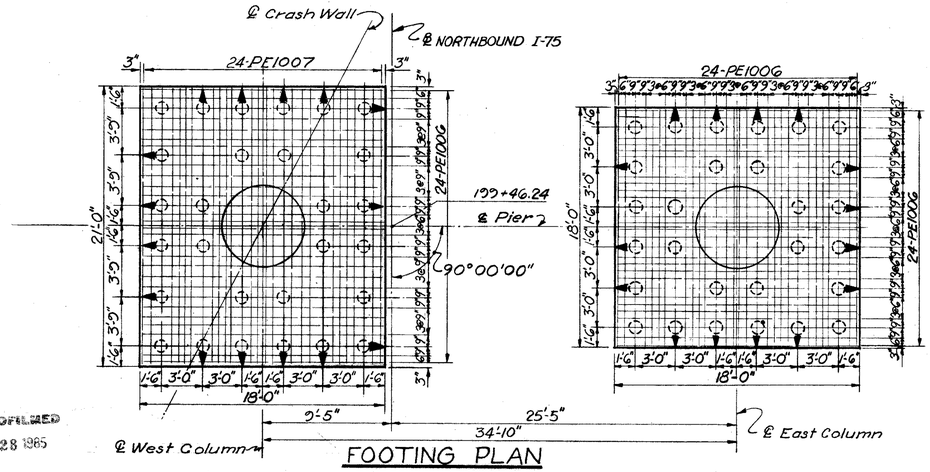
NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. For REINFORCING STEEL LIST, see Sheets 415 thru 419.

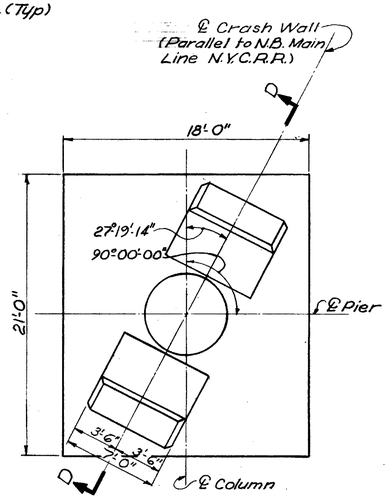
LEGEND

E.F. denotes Each Face

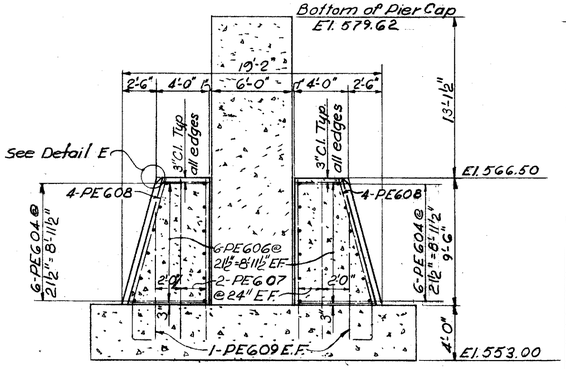
Indicates Batter 4 Vertical to 1 Horizontal in the direction of the arrow.



FOOTING PLAN



CRASH WALL PLAN
FOR WEST COLUMN ONLY



SECTION D-D

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

PIER 15
BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK, BENSON ST., N.Y.C.R.R., & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.F.	G.J.W.	~	B.C.	J.A.D.	7-8-64	

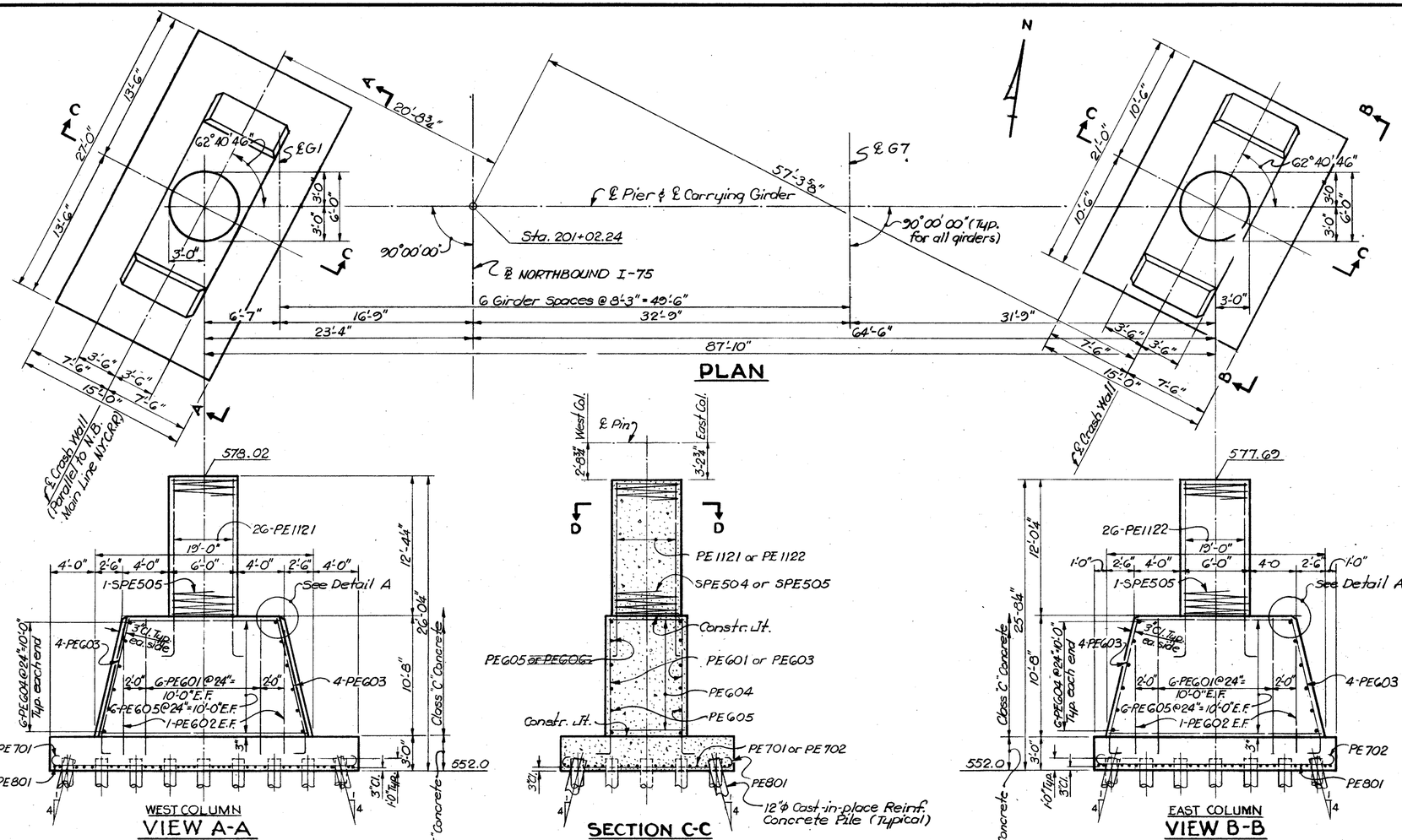
28

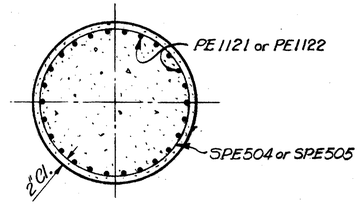
MICROFILMED
JAN 28 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

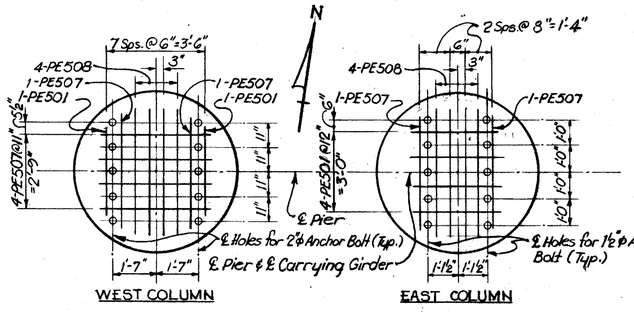
389
450

HAM-75-9.30





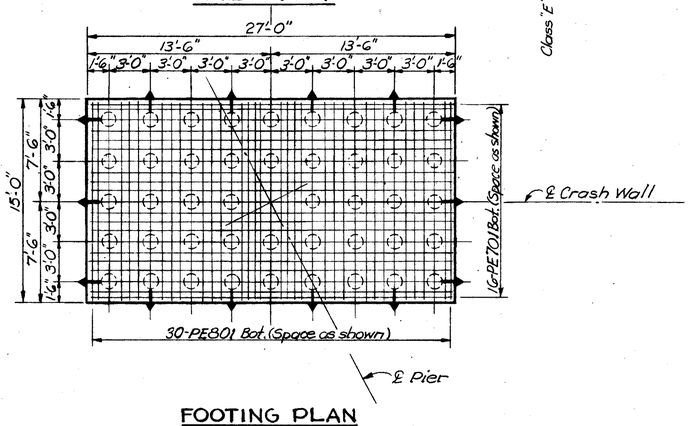
SECTION D-D



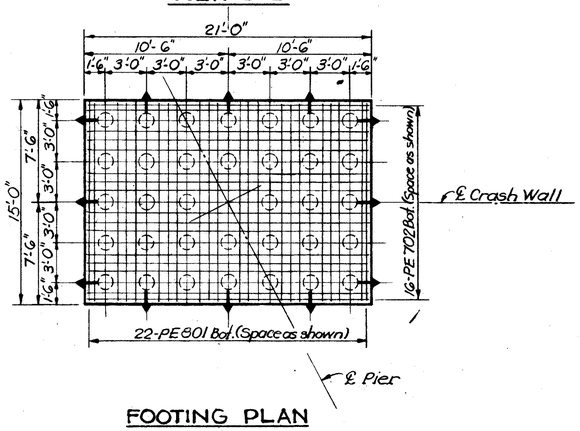
ANCHOR BOLT LAYOUT
showing reinforcement



DETAIL A



FOOTING PLAN



FOOTING PLAN

NOTES

1. For reinforcing steel list, see Sheets 415 thru 419.
2. For carrying girder details, see Sheets 404 & 405.

LEGEND

← Indicates Batter 4 Vertical to 1 Horizontal in direction shown

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIER 16

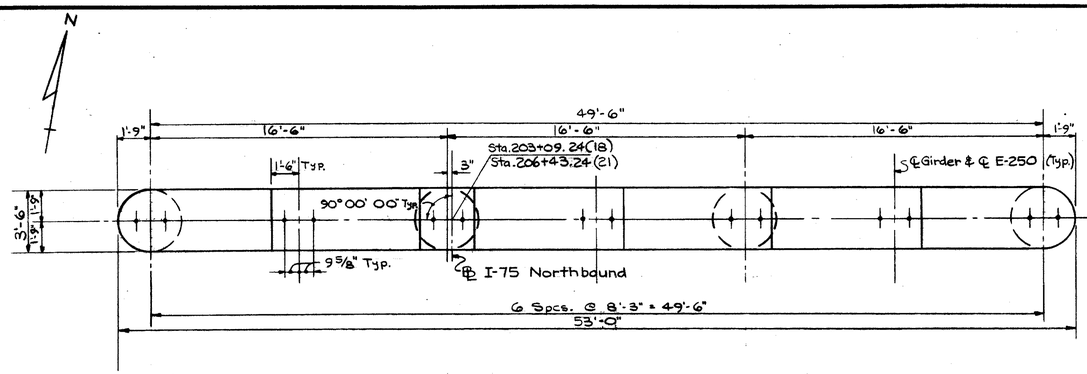
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK,
BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+07.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.K.S.	J.C.H.	~	B.C.	J.A.D.	7-8-64	12-22-64

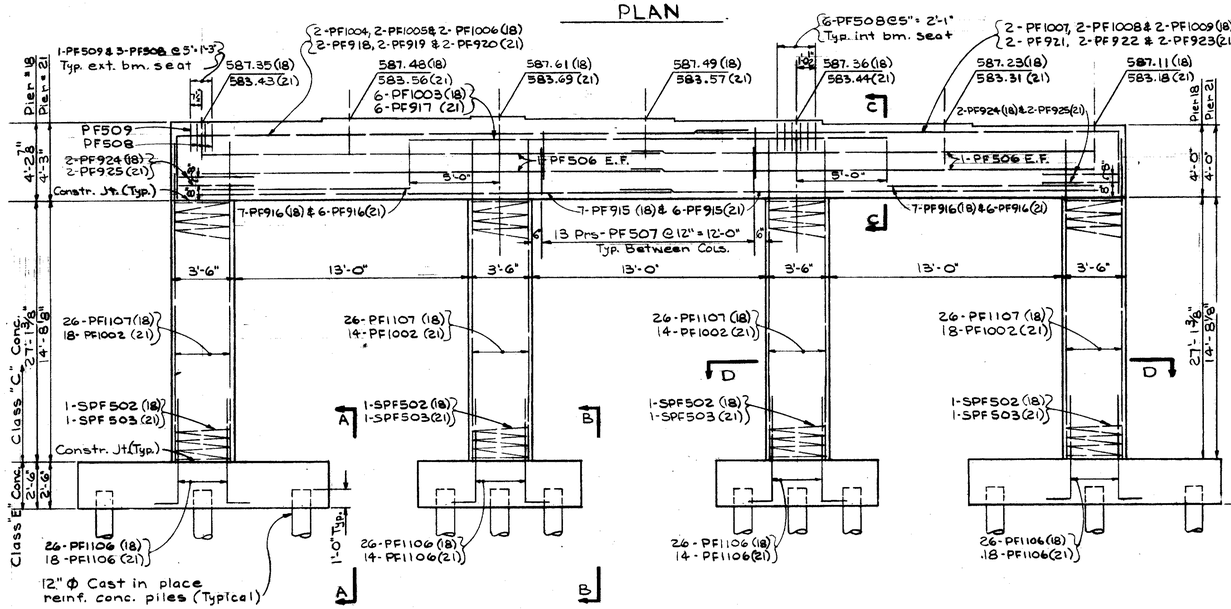
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

390
450

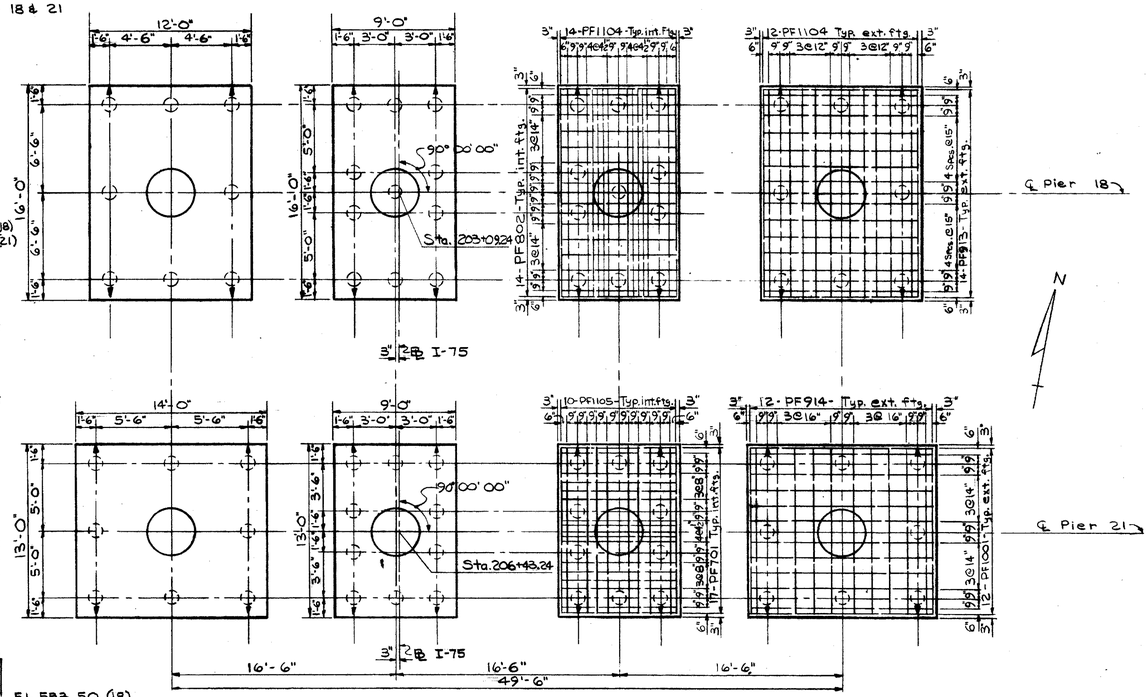
HAM-75-9.30



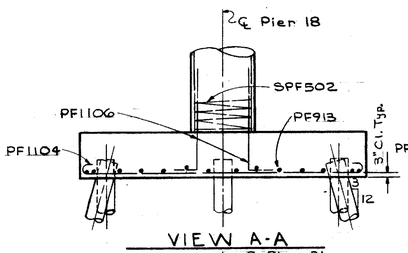
PLAN



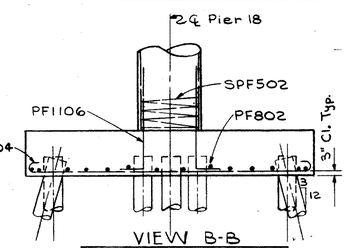
ELEVATION



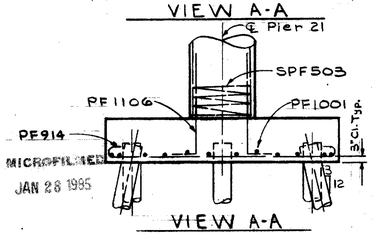
PLAN OF FOOTINGS



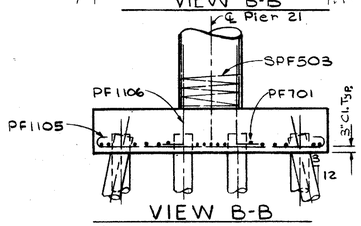
VIEW A-A



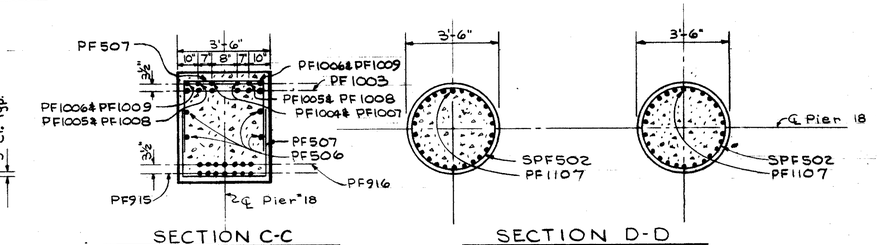
VIEW B-B



VIEW A-A

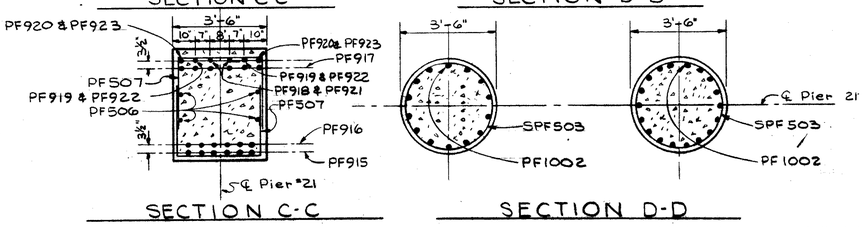


VIEW B-B



SECTION C-C

SECTION D-D



SECTION C-C

SECTION D-D

NOTES

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
3. Place dowels in footing to insure correct spacing of main column steel.
4. For REINFORCING STEEL LIST, see sheet no. 415 thru 419

LEGEND

- Vertical Piles
- Batter Piles (Batter 12 vertical to 3 horizontal in direction of arrow)

MICROFILMED
JAN 28 1985

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

PIER 18 & 21
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AV

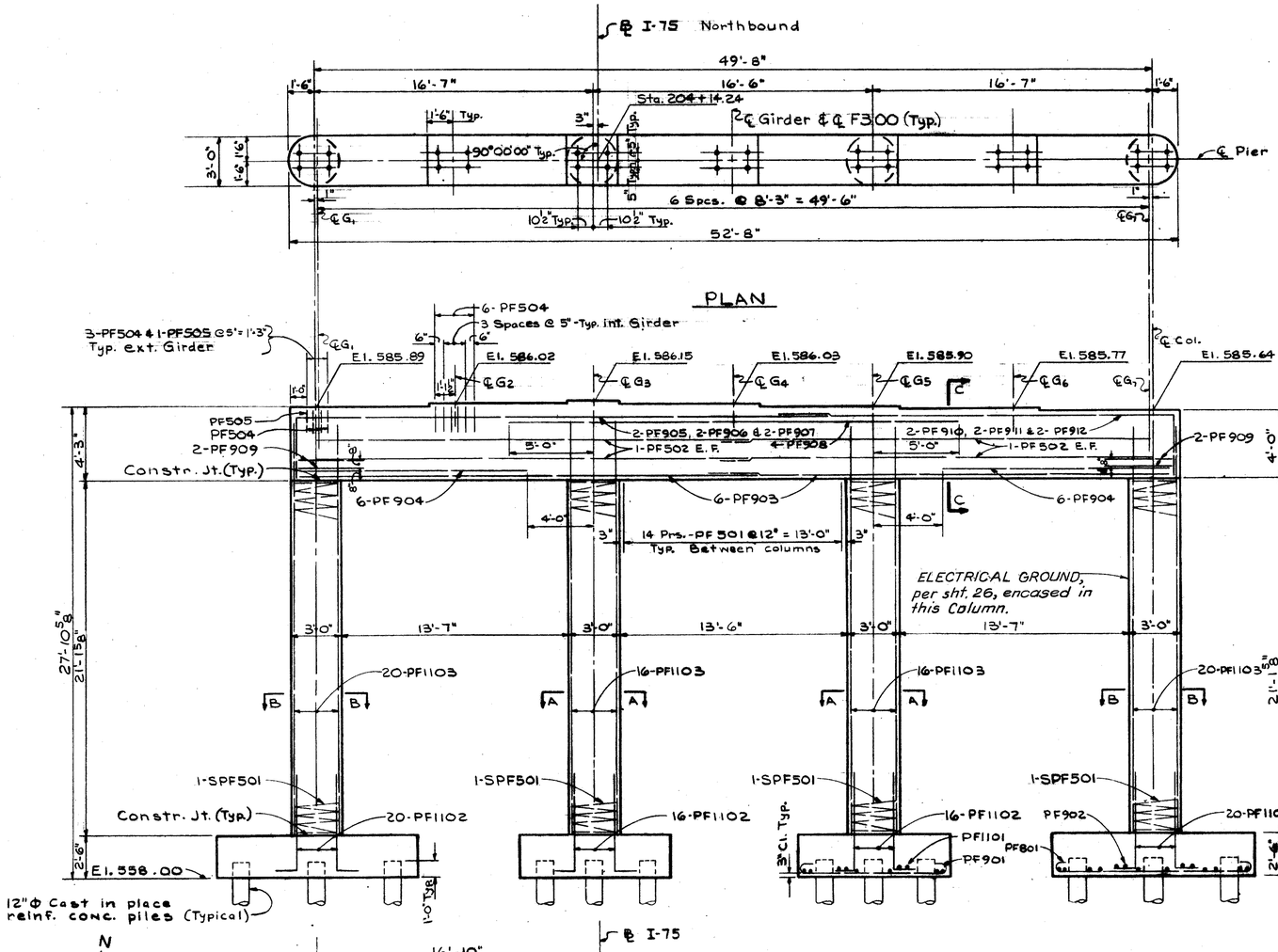
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

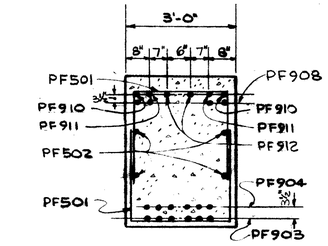
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	DHW	~	CEC	JAD.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

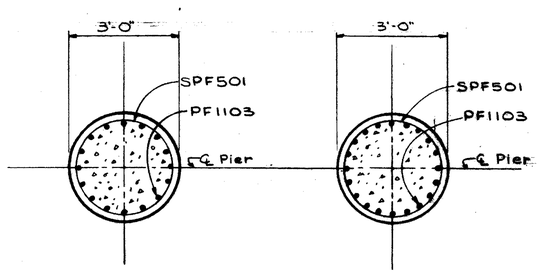
391
450

HAM-75-9.30



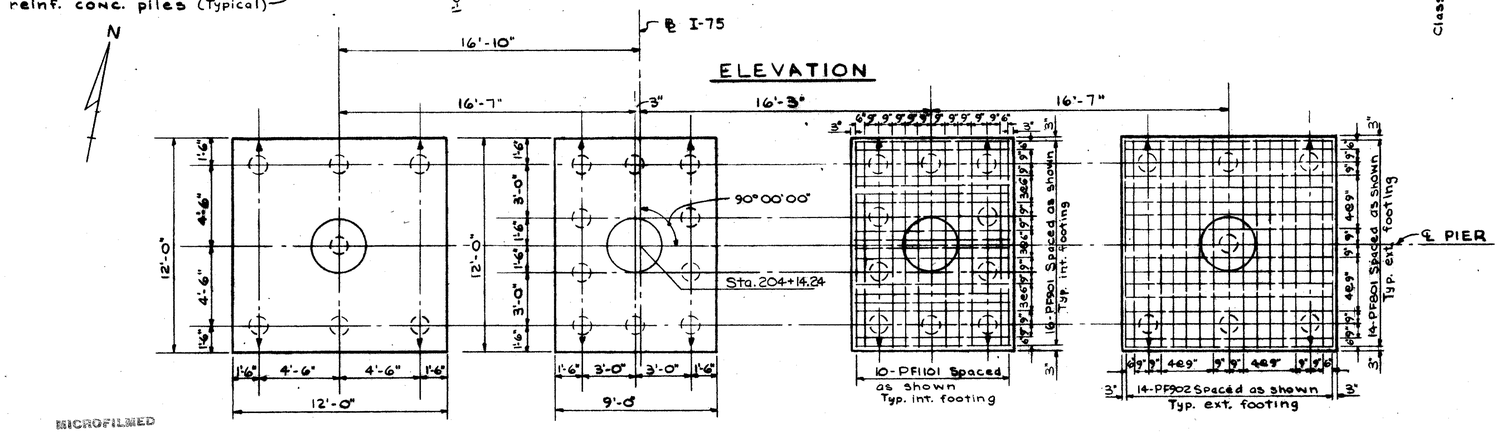


SECTION C-C



SECTION A-A

SECTION B-B



NOTES

1. Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat so as to avoid interference with the drilling of anchor rod holes.
2. E.F. = Each Face
3. Place dowels in footing to insure correct spacing of main column steel.
4. For REINFORCING STEEL LIST, see sheet No. 415 thru 419

LEGEND

Vertical Piles

Batter Piles (Batter 12 vertical to 3 horizontal in direction of arrow)

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JAN 28 1965

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JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

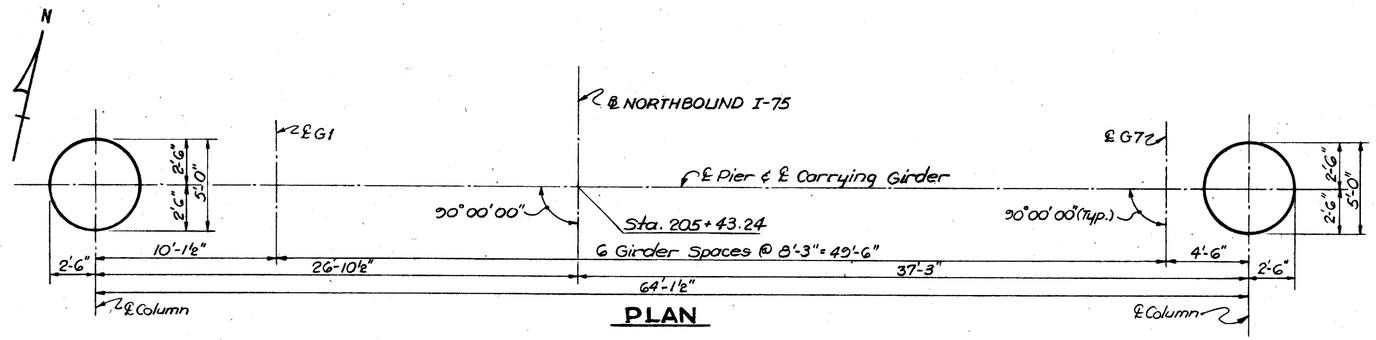
PIER 19
BRIDGE NO. HAM-75-114
NORTHBOUND I-75 OVER MILL CREE
BENSON ST., N.Y.C.R.R. & SHEPHERD A
HAMILTON COUNTY STA. 182+97.99 TO
STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	DHW	~	CEC	J.A.D.	7-8-64	

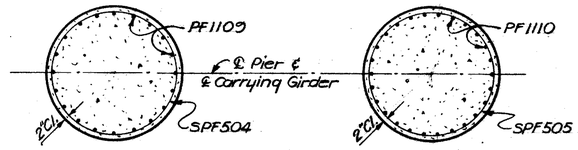
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-0330

392
450

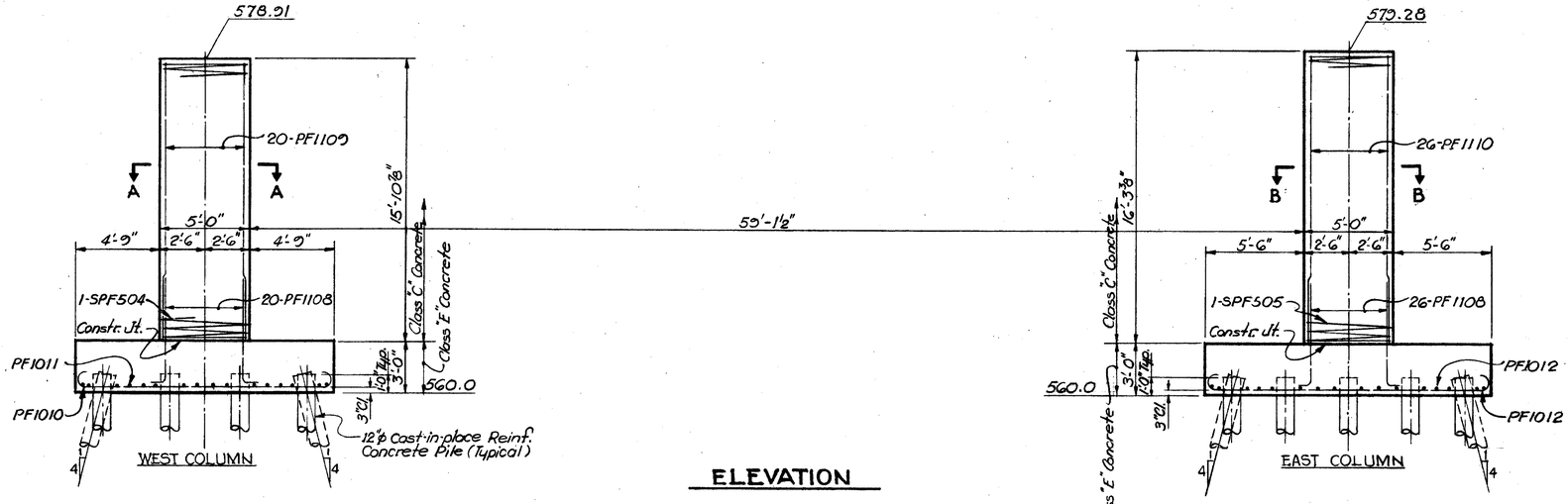


PLAN

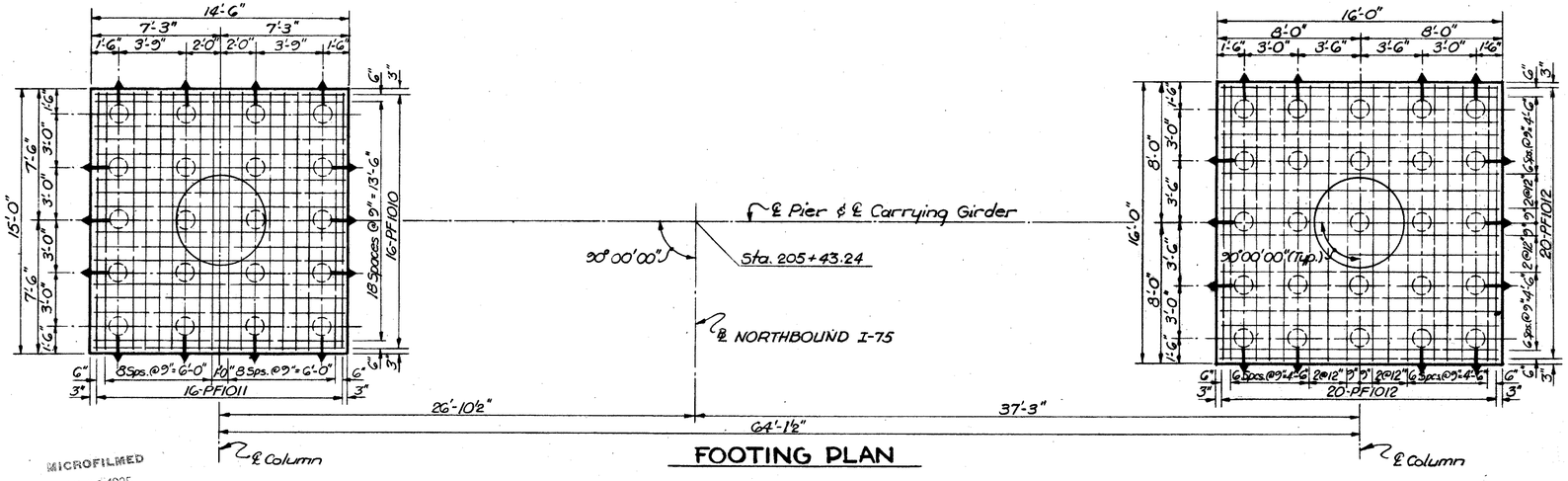


SECTION A-A

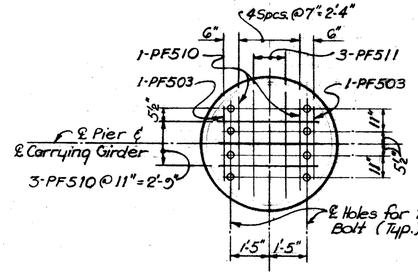
SECTION B-B



ELEVATION



FOOTING PLAN



TYPICAL ANCHOR BOLT LAYOUT
Showing Reinforcement

NOTES

1. For reinforcing steel list, see Sheets 415 thru 419.
2. For carrying girder details, see Sheets 406 & 407.

LEGEND

← Indicates Batter 4 Vertical to 1 Horizontal in direction shown

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

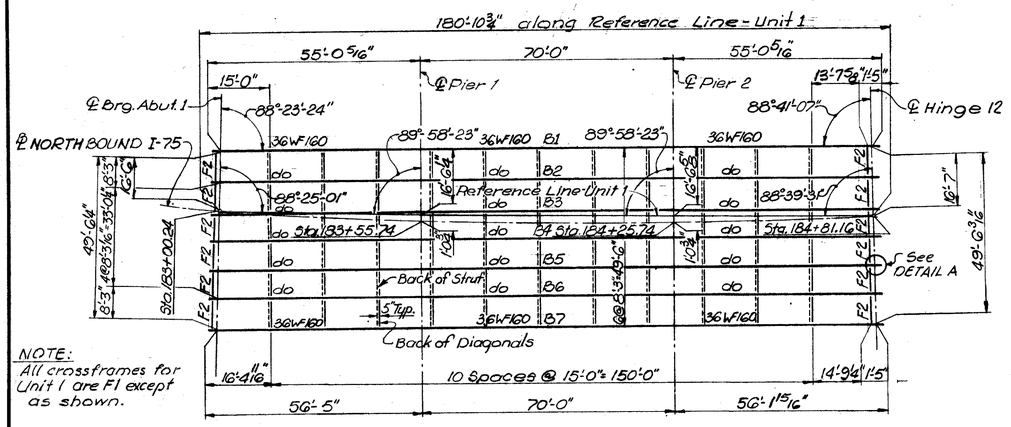
PIER 20

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.K.S.	J.C.H.	~	B.C.	J.A.D 7-8-64	

FED. RD. DIVISION	STATE	PROJECT		393 / 450
2	OHIO			

HAM-75-9.30

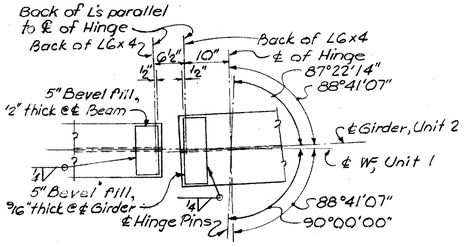


NOTE:
All crossframes for Unit 1 are F1 except as shown.

FRAMING PLAN

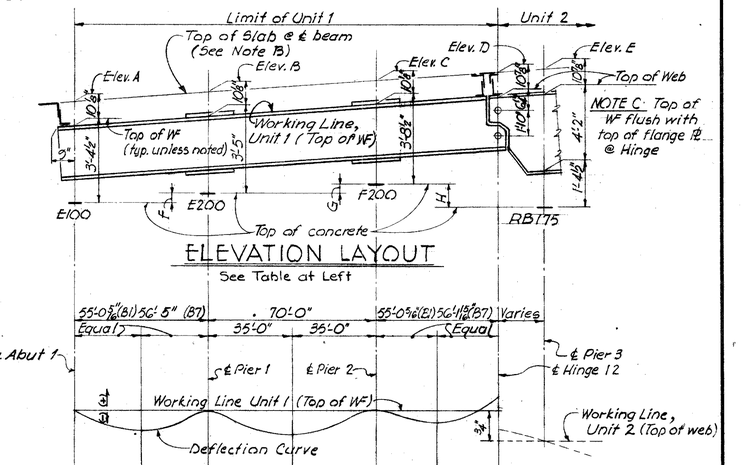
NOTE B The mark ◀ indicates that the elevation so marked is at the level construction joint between deck and safety curb (see TRANSVERSE SECTION, Sh. 408.

	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	F	G	H
B1	576.43	577.03◀	577.82◀	578.46	578.52	6 11/16"	6"	1'-2 3/8"
B2	576.78	577.36	578.14	578.80	578.87	6 3/8"	5 15/16"	1'-2 1/16"
B3	577.13	577.70	578.49	579.15	579.21	6 3/8"	5 7/8"	1'-2"
B4	577.47	578.05	578.83	579.50	579.56	6 7/16"	5 7/8"	1'-2"
B5	577.82	578.40	579.18	579.84	579.91	6 7/16"	5 7/8"	1'-1 15/16"
B6	578.16	578.75	579.52	580.18	580.25	6 1/2"	5 13/16"	1'-2"
B7	577.97◀	578.64	579.42	580.00	580.08	7 9/16"	5 7/8"	1'-2 13/16"



DETAIL A
TOP OF FLANGES AT HINGE 12

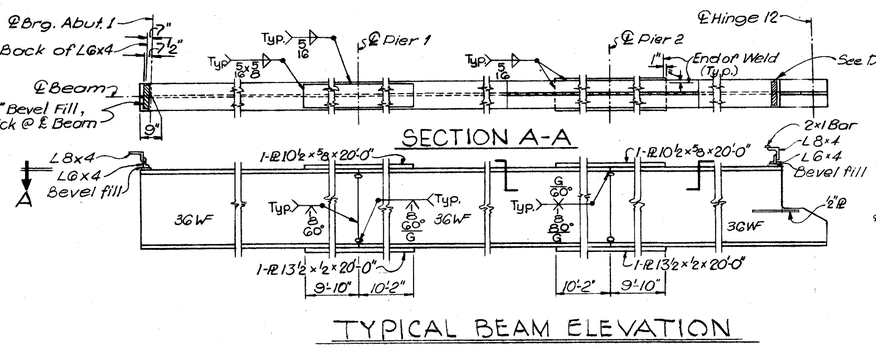
NOTE A Beam and girder working lines are shown without consideration of camber (see DEFLECTION & CAMBER).

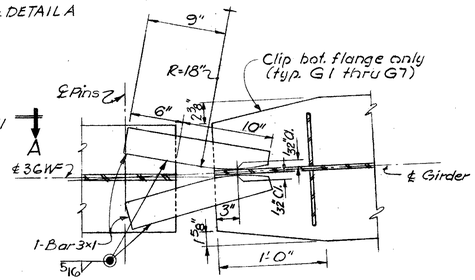


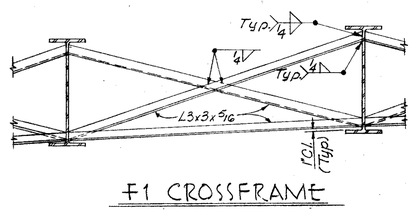
Deflection due to weight of steel	0	- 1/16"	0	- 1/16"	0	- 1/16"	+ 1/16"	0	
Deflection due to remaining D.L.	0	- 3/16"	0	- 1/4"	0	- 3/16"	+ 1/8"	0	
Total D.L. deflection	0	- 1/4"	0	- 5/16"	0	- 1/4"	+ 3/16"	0	
Camber required	0	0	0	0	0	0	0	0	

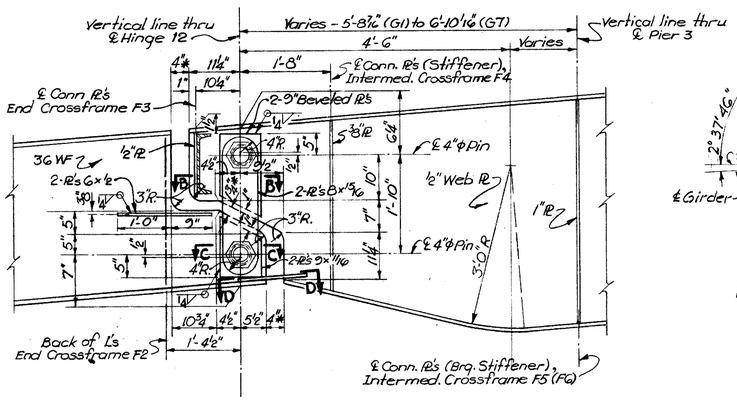
NOTE Deflections given in this column are produced by Unit 2. Camber shown for WF

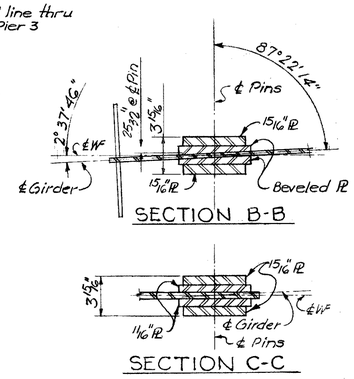
DEFLECTION & CAMBER











NOTES

1. For Bridge Framing Notes, see Sheet 402
2. For Details of End Crossframe F2, see Std. Dwg. SD-1-63, Sheets 2 & 4 of 4.
3. For End Preparation of Rolled Beams for Field Welding, see Std. Dwg. SD-1-63 Sh. 1 of 4.
4. For Details of Bearings E100, E200 and F200, see Std. Dwg. FSB-1-62, Rev. 1-15-63.
5. For Details of Bearing RB175, see Sheet 398.
6. For Details of Hinge Pins and Recessed Nuts, see Sheet 398.
7. For Details of End Crossframe F3, see Sheet 398.
8. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedure for this Unit, which shall be co-ordinated with the erection procedures for all other Superstructure Units of this bridge and which shall incorporate the following items:
   a) Erection of Beams in Unit 1 may begin following the erection of girders in Unit 2 between Piers 3 and 4 with sufficient crossframes bolted in place to insure stability and connections made to Fixed Bearings at Pier 4.
   b) Erect Beams in Unit 1 providing adequate clamps and blocking to prevent movement at Hinge 12 adjacent to Pier 3 during this phase.
   c) Raise the end of Beams in the middle span of this Unit at Pier 1, 1½ inches.
   d) Butt weld Beam flanges and web at Pier 2 using the following sequence: make two passes on the web, then two on each flange; repeat, using one or two passes at each location, until welds are completed.
   e) Weld top and bottom moment plates at Pier 2.
   f) Lower end of Beam to final position at Pier 1.
   g) Make splice at Pier 1 in the same manner; raising the end of the Beams 1½ inches at Abutment 1.
   h) Install cross bracing and remove temporary clamps and blocking at the Hinge.

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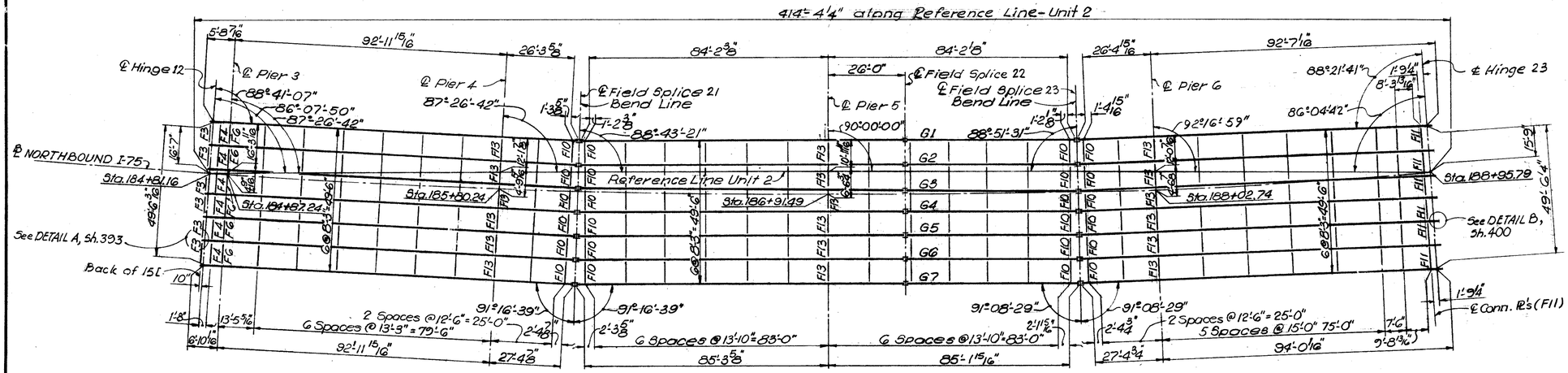
FRAMING PLAN
UNIT 1
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST, N.Y.C.RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 To STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
GRH	JT-TEC	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

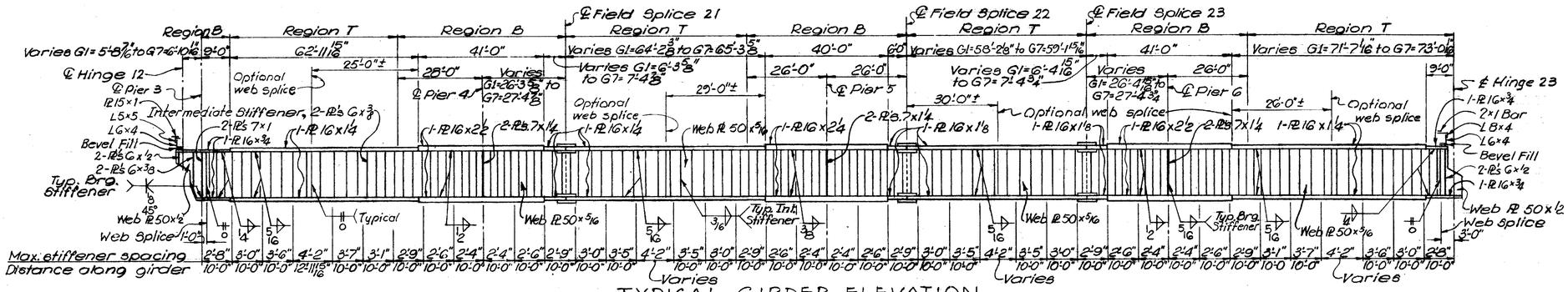
394
450

HAM-75-9.30

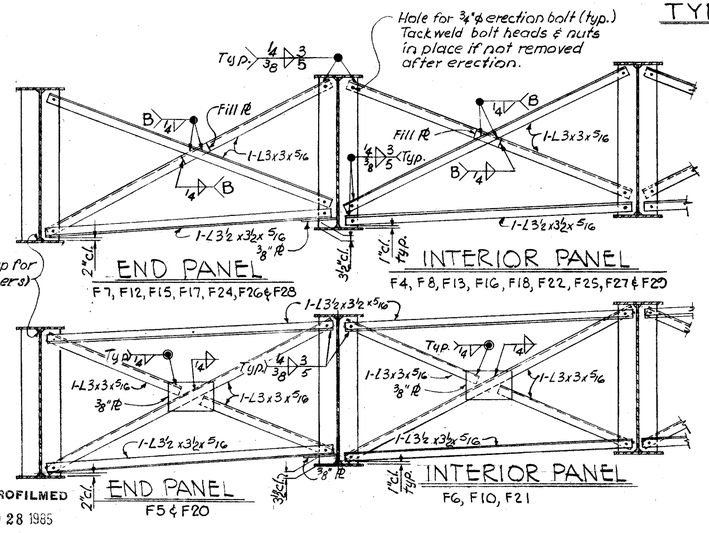


Intermediate Crossframes shall be F8 unless otherwise shown or noted.

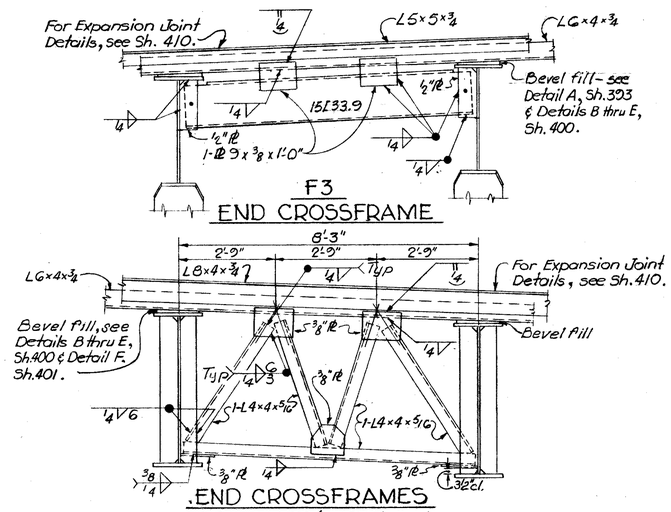
FRAMING PLAN



TYPICAL GIRDER ELEVATION

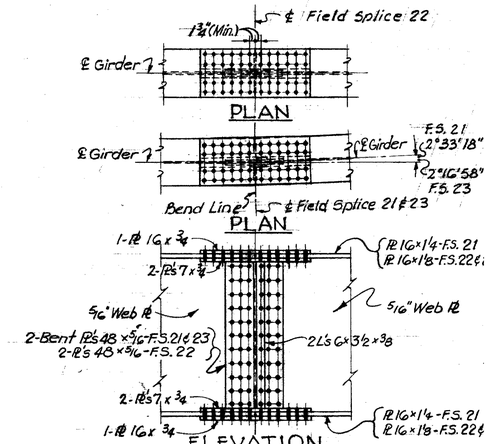


INTERMEDIATE CROSSFRAMES



NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Elevation Layout, see Sheet 395.
3. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedure for this Unit which shall be coordinated with the erection procedures for all other Superstructure Units of this bridge and which shall incorporate the following item: Girders shall not be erected between Piers G & 7 until the girders in Unit 3 are erected and adequately braced.
4. For Detail of Hinge 12, see Sheet 393.
5. For Detail of Hinge 23, see Sheet 396.
6. For location of crossframes detailed on this sheet, see Framing Plans for Units 2 thru 6.
7. For location of Field Splices 31 & 32, see Sh. 396
8. For Details of Carrying Girder at Pier 5, see Sheet 395.



MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

FRAMING PLAN
UNIT 2

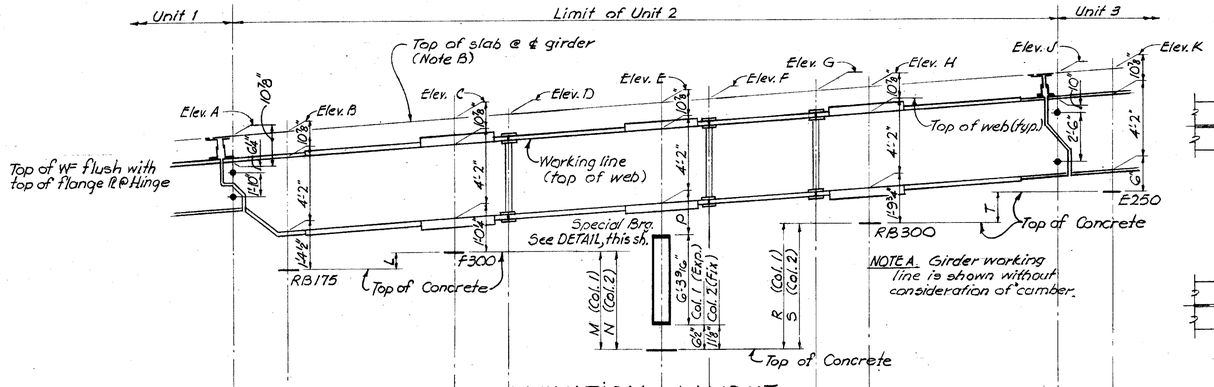
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 To STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AY	JT-TEC	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

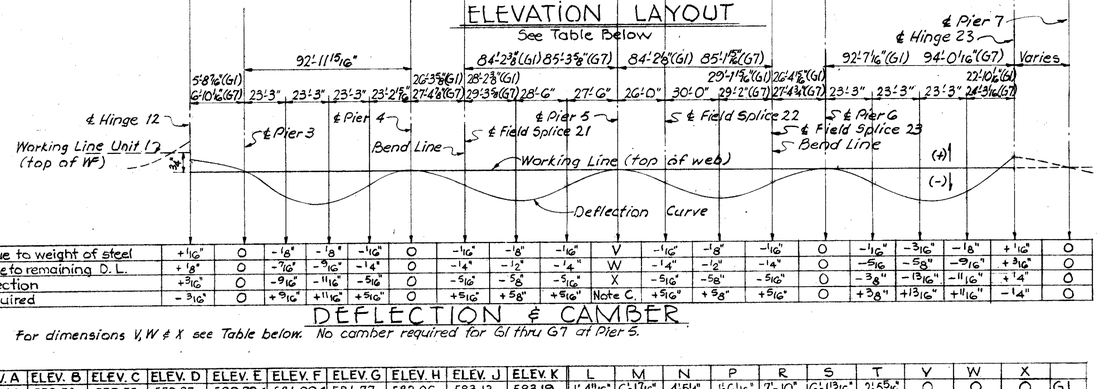
395/450

HAM-75-9.30



ELEVATION LAYOUT

See Table Below



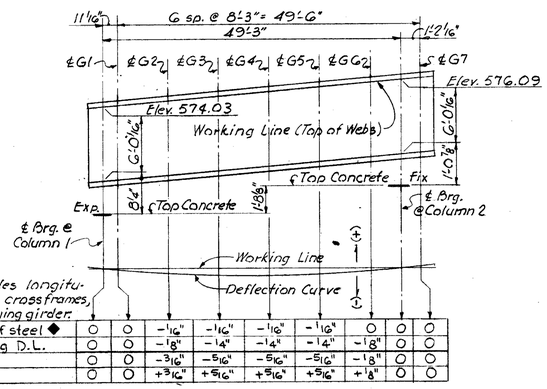
Deflection due to weight of steel	+1/16"	0	-1/8"	-1/8"	-1/16"	0	-1/16"	-1/8"	-1/16"	V	-1/16"	-1/8"	-1/16"	0	-1/16"	-3/16"	-1/8"	+1/16"	0
Deflection due to remaining D. L.	+1/8"	0	-7/16"	-9/16"	-1/4"	0	-1/4"	-1/2"	-1/4"	W	-1/4"	-1/2"	-1/4"	0	-5/16"	-5/8"	-9/16"	+3/16"	0
Total deflection	+3/16"	0	-9/16"	-11/16"	-5/16"	0	-5/16"	-5/8"	-5/16"	X	-5/16"	-5/8"	-5/16"	0	-3/8"	-13/16"	-11/16"	+1/4"	0
Camber required	-3/16"	0	+9/16"	+11/16"	+5/16"	0	+5/16"	+5/8"	+5/16"		+9/8"	+5/16"	0	+3/8"	+13/16"	+11/16"	-1/4"	0	

DEFLECTION & CAMBER

NOTE C. For dimensions V, W & X see Table below. No camber required for G1 thru G7 at Pier 5.

	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G	ELEV. H	ELEV. J	ELEV. K	L	M	N	P	R	S	T	V	W	X	
G1	578.46	578.52	579.55	579.87	580.79◄	581.09◄	581.77	582.06	583.13	583.19	1'-4 11/16"	G'-1 7/16"	4'-5 1/4"	1'-5 1/16"	7'-10"	G'-11 3/16"	2'-5 5/16"	0	0	0	G1
G2	578.80	578.87	579.90	580.21	581.12	581.42	582.12	582.40	583.48	583.54	1'-4 11/16"	G'-5 9/16"	4'-9 1/16"	1'-5 13/16"	8'-2 7/8"	6'-6"	2'-5 7/8"	-1/16"	-1/8"	-3/16"	G2
G3	579.15	579.21	580.24	580.56	581.47	581.76	582.46	582.75	583.83	583.89	1'-4 5/8"	G'-9 3/4"	5'-1 9/16"	1'-5 13/16"	8'-6 5/16"	G'-10 5/8"	2'-5 7/8"	-1/16"	-1/4"	-5/16"	G3
G4	579.50	579.56	580.59	580.91	581.81	582.11	582.81	583.10	584.18	584.24	1'-4 5/8"	7'-1 7/8"	5'-5 1/16"	1'-5 13/16"	8'-10 1/16"	7'-2 5/16"	2'-5 7/16"	-1/16"	-1/4"	-5/16"	G4
G5	579.84	579.91	580.94	581.25	582.16	582.45	583.15	583.44	584.52	584.59	1'-4 5/16"	7'-6"	5'-9 7/8"	1'-5 13/16"	9'-2 5/8"	7'-6 1/16"	2'-5 7/16"	-1/16"	-1/4"	-5/16"	G5
G6	580.18	580.25	581.28	581.59	582.50	582.80	583.49	583.78	584.85	584.92	1'-4 5/8"	7'-10 3/16"	G'-2 3/4"	1'-5 13/16"	9'-6 5/8"	7'-10 1/2"	2'-5 7/16"	0	-1/8"	-1/8"	G6
G7	580.00	580.08	581.12	581.40	582.39	582.68	583.29◄	583.60	584.64◄	584.72◄	1'-4 3/4"	7'-8 3/16"	G'-0 1/16"	1'-0 3/8"	9'-4 9/16"	7'-8 3/8"	2'-5 1/8"	0	0	0	G7

NOTE B. The mark ◄ indicates that the elevation so marked is at the level construction joint between deck and safety curb (see TRANSVERSE SECTION, Sh. 408.)



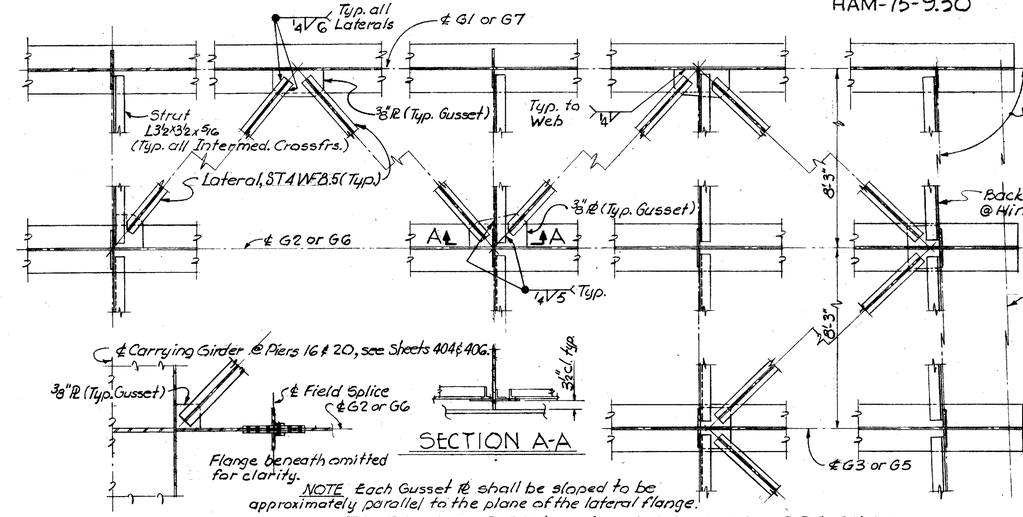
◆ Weight of steel includes longitudinal girders, bearings, crossframes, etc., as well as the carrying girder.

Deflection due to weight of steel ◆	0	0	-1/16"	-1/16"	-1/16"	-1/16"	0	0	0
Deflection due to remaining D.L.	0	0	-1/8"	-1/4"	-1/4"	-1/4"	-1/8"	0	0
Total deflection	0	0	-3/16"	-5/16"	-5/16"	-5/16"	-1/8"	0	0
Camber required	0	0	+3/16"	+5/16"	+5/16"	+5/16"	+1/8"	0	0

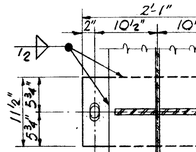
CARRYING GIRDER @ PIER 5

ELEVATION LAYOUT, DEFLECTION & CAMBER

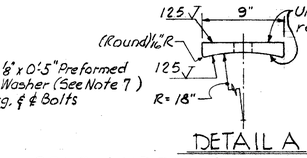
MICROFILMED JAN 28 1985



TYPICAL DETAILS - LATERAL BRACING BOTTOM FLANGE

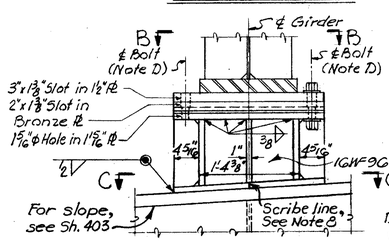


SECTION B-B

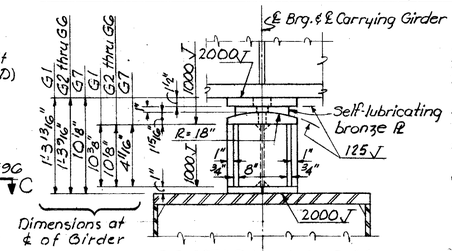


DETAIL A

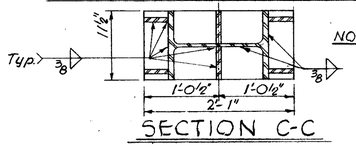
SELF-LUBRICATING BRONZE PLATE



SECTION ACROSS LONGITUDINAL GIRDER



SECTION ACROSS CARRYING GIRDER



NOTE D. 1¼"ϕ Hex Hd. Bolt with Lock Washer and Hex Nut. Nut to be drawn up finger tight then backed off ⅛ turn and threads of bolt burred at face of nut.

SECTION C-C

DETAIL OF SPECIAL EXPANSION BEARINGS @ PIER 5

NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Framing Plan - Unit 2, see Sheet 394.
3. For Details of Bearings RB175 & RB300, see Sheet 398.
4. For Details of Bearings F300 and E250, see Std. Dwg. FSB-1-62, Rev. 1-15-63.
5. For Details of Carrying Girder at Pier 5, see Sheet 403.
6. For location of Laterals, see Framing Plans Units 3 thru 6.
7. Preformed Fabric Washers shall conform to the requirements of Sec. M-10.11, Construction and Materials Specifications, and shall be included for payment with Item S-7, Structural Steel.
8. Scribe centerlines on all four edges of bottom plate to match centerlines scribed on top flange of carrying girder for control of setting Shoes in the field. See Sheet 403.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI · ARCHITECTS CHICAGO

SUPERSTRUCTURE DETAILS UNIT 2

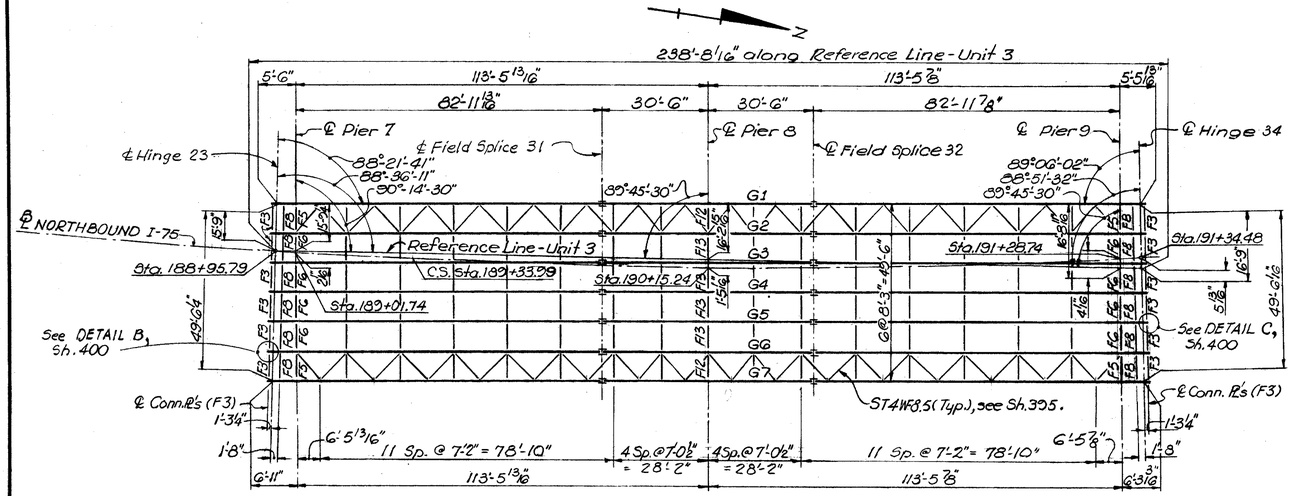
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. R.R. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AY	TEC	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

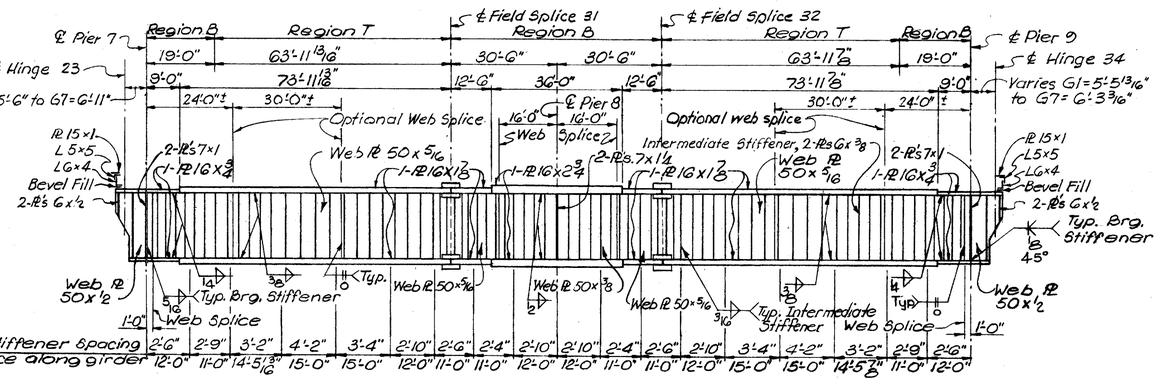
396
450

HAM-75-9.30



Intermediate Crossframes shall be F7 for end panels and F8 for interior panels, unless otherwise shown or noted.

FRAMING PLAN



TYPICAL GIRDER ELEVATION

SECTION C-C
Section F-F similar

SECTION A-A
Section D-D similar, except as shown



SECTION B-B
Section E-E similar, except as noted.

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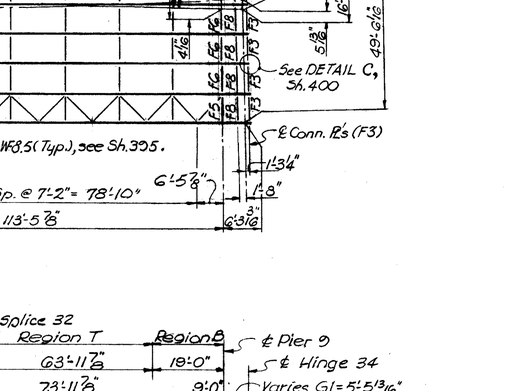
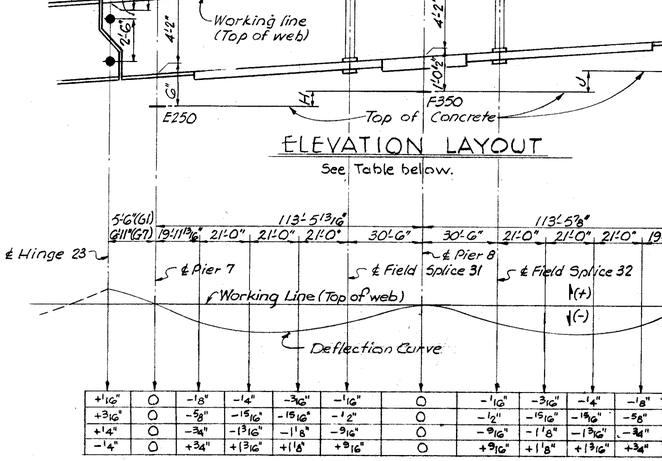
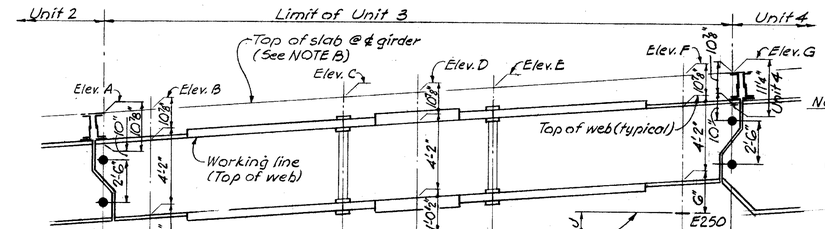
JAN 28 1985



DETAIL OF HINGE 23
* To be provided at 60° Fahrenheit



DETAIL OF HINGE 34
* To be provided at 60° Fahrenheit



ELEVATION LAYOUT

See Table below.

DEFLECTION & CAMBER

+1/16"	0	-1/8"	-1/4"	-3/16"	-1/16"	0	-1/16"	-3/16"	-1/4"	-1/8"	0	+1/16"	Deflection due to weight of steel
+3/16"	0	-5/8"	-15/16"	-15/16"	-1/2"	0	-1/2"	-15/16"	-15/16"	-5/8"	0	+7/16"	Deflection due to remaining D.L.
+1/4"	0	-3/4"	-1 3/16"	-1 1/8"	-9/16"	0	-9/16"	-1 1/8"	-1 3/16"	-3/4"	0	+1/4"	Total D.L. Deflection
-1/4"	0	+3/4"	+1 3/16"	+1 1/8"	+9/16"	0	+9/16"	+1 1/8"	+1 3/16"	+3/4"	0	-1/4"	Camber required

	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G	H	J
G1	583.13	583.19	584.11◀	584.46◀	584.82◀	585.81	585.88	8 13/16"	1-10 11/16"
G2	583.48	583.54	584.39	584.72	585.05	585.99	586.05	7 7/8"	1-9 3/4"
G3	583.83	583.89	584.69	584.99	585.30	586.16	586.22	6 15/16"	1-8 1/2"
G4	584.18	584.24	584.99	585.27	585.55	586.34	586.39	5 7/8"	1-7 5/16"
G5	584.52	584.59	585.30	585.54	585.80	586.51	586.56	5"	1-6 1/8"
G6	584.85	584.92	585.60	585.82	586.05	586.68	586.73	4 5/16"	1-4 7/8"
G7	584.64◀	584.72◀	585.49	585.72	585.94	586.51◀	586.56◀	5 1/2"	1-4"

NOTE B The mark ◀ indicates that the elevation so marked is at the level construction joint between deck and safety curb (See TRANSVERSE SECTION, Sh. 408.)

NOTES

1. For Bridge Framing Notes, see Sheet 400.
2. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedures for this Unit which shall be co-ordinated with the erection procedures for all other Superstructure Units of this bridge.
3. For Details of Hinge Pin & Recessed Nuts, see Sheet 398.
4. For Details of Field Splices 31 & 32, see Sh. 397.
5. For Details of Bearings E250 and F350, see Std. Dwg. FSB-1-62, Rev. 1-15-63

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

FRAMING PLAN UNIT 3

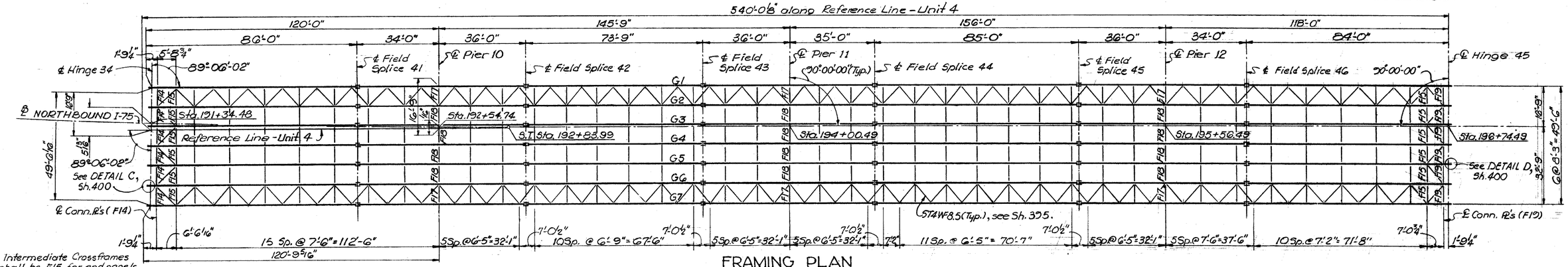
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE
HAMILTON COUNTY
STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AY	JT-TEC	~	C.F.L.	J.A.D.	7-8-64	

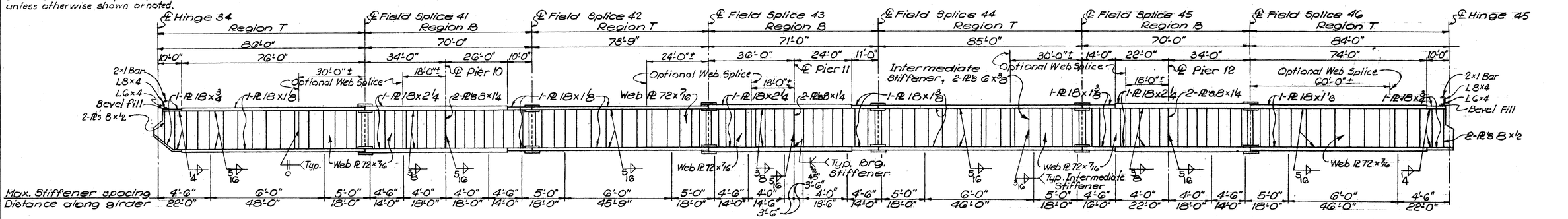
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

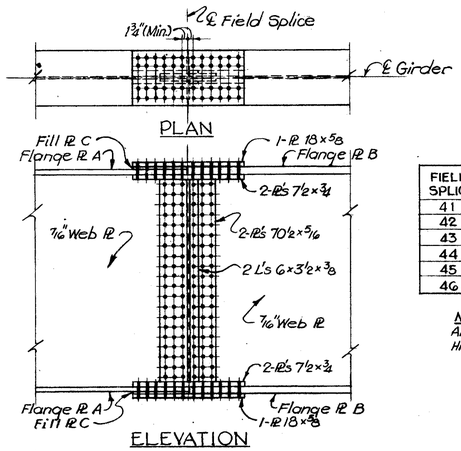
397
450



FRAMING PLAN



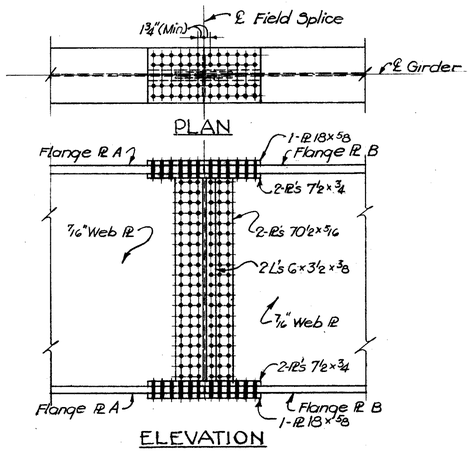
TYPICAL GIRDER ELEVATION



FIELD SPLICES 41, 43 & 46

FIELD SPLICE	FLANGE P A	FLANGE P B	FILL P C
41	18×1⅛	18×2¼	18×1⅛
42	18×1⅛	18×1⅛	
43	18×1⅛	18×2¼	18×1⅛
44	18×1⅜	18×1⅜	
45	18×1⅜	18×1⅜	
46	18×1⅛	18×2¼	18×1⅛

Note: All holes 15/16"ϕ for ⅞"ϕ High Strength Bolts.



FIELD SPLICES 42, 44 & 45

NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Elevation Layout, see Sheet 398.
3. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedure for this Unit which shall be co-ordinated with the erection procedures for all other Superstructure Units of this bridge and which shall incorporate the following item: Girders shall not be erected between Piers 9 & 10 nor between Piers 12 & 13 until the girders in the adjacent spans in Units 3 & 5 have been erected and adequately braced.
4. For Detail of Hinge 34, see Sheet 396.
5. For Detail of Hinge 45, see Sheet 399.

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

FRAMING PLAN
UNIT 4

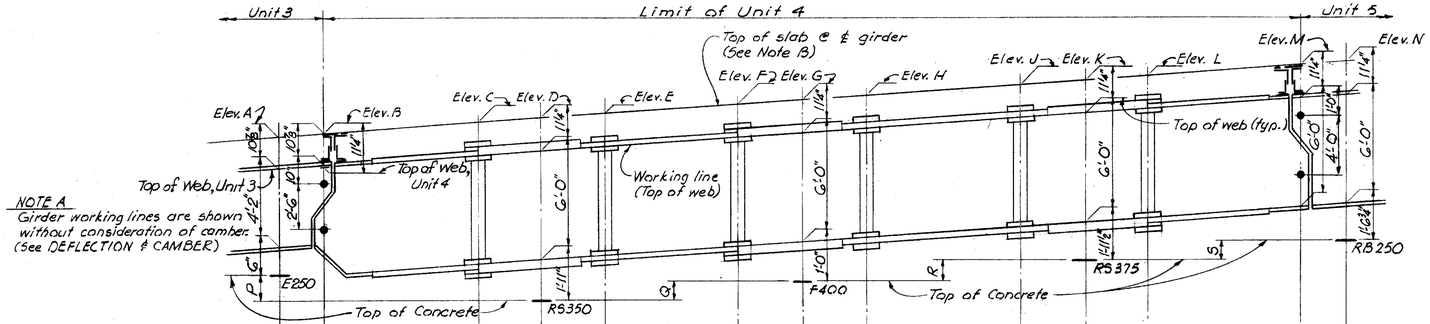
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
JRKS	TEC	~	C.F.L.	J.A.D. 7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

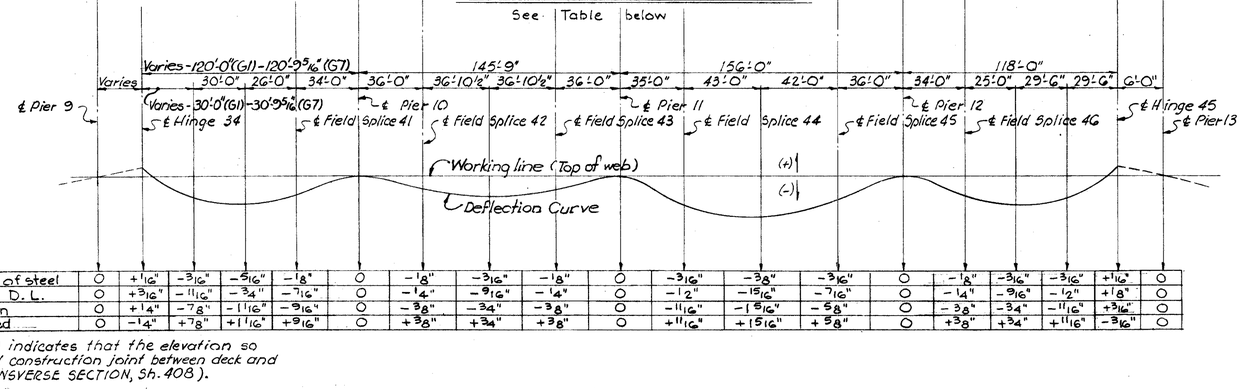
HAM-75-9.30

398
450



ELEVATION LAYOUT

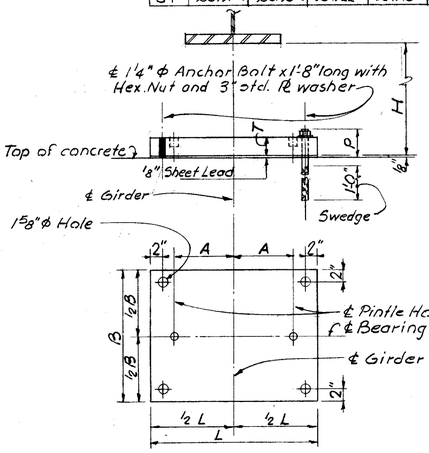
See Table below



Deflection due to weight of steel	0	+1/16"	-3/16"	-5/16"	-1/8"	0	-1/8"	-3/16"	-1/8"	0	-3/16"	-3/8"	-3/16"	0	-1/8"	-3/16"	-3/16"	+1/16"	0
Deflection due to remaining D. L.	0	+3/16"	-11/16"	-3/4"	-7/16"	0	-1/4"	-9/16"	-1/4"	0	-1/2"	-15/16"	-7/16"	0	-1/4"	-9/16"	-1/2"	+1/8"	0
Total deflection	0	+1/4"	-7/8"	-11/16"	-9/16"	0	-3/8"	-3/4"	-3/8"	0	-11/16"	-15/16"	-5/8"	0	-3/8"	-3/4"	-11/16"	+3/16"	0
Camber required	0	-1/4"	+7/8"	+11/16"	+9/16"	0	+3/8"	+3/4"	+3/8"	0	+11/16"	+15/16"	+5/8"	0	+3/8"	+3/4"	+11/16"	-3/16"	0

NOTE B The mark ◀ indicates that the elevation so marked is at the level construction joint between deck and safety curb (See TRANSVERSE SECTION, Sh. 408).

	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G	ELEV. H	ELEV. J	ELEV. K	ELEV. L	ELEV. M	ELEV. N	P	Q	R	S	
G1	585.81	585.88	586.86	587.24	587.64	588.47	588.87	589.26	590.21	590.62	591.00	591.94	592.01	1'-10 1/4"	2'-6 5/16"	9 7/16"	1'-9 7/16"	G1
G2	585.99	586.05	586.99	587.37	587.77	588.60	589.00	589.39	590.34	590.75	591.13	592.07	592.14	1'-10 13/16"	2'-6 9/16"	9 7/16"	1'-9 7/16"	G2
G3	586.16	586.22	587.12	587.50	587.90	588.73	589.13	589.52	590.47	590.88	591.26	592.20	592.26	1'-11 3/8"	2'-6 9/16"	9 7/16"	1'-9 7/16"	G3
G4	586.34	586.39	587.20	587.54	587.90	588.66	589.04	589.40	590.35	590.76	591.14	592.08	592.14	2'-0 5/16"	2'-5"	9 1/8"	1'-9 7/16"	G4
G5	586.51	586.56	587.28	587.57	587.89	588.59	588.94	589.27	590.22	590.63	591.01	591.95	592.02	2'-2 5/8"	2'-3 5/16"	8 7/16"	1'-9 7/16"	G5
G6	586.68	586.73	587.36	587.61	587.89	588.52	588.84	589.14	590.09	590.50	590.88	591.82	591.89	2'-4 1/4"	2'-1 11/16"	8 7/16"	1'-9 7/16"	G6
G7	586.51 ◀	586.56 ◀	587.22	587.48	587.75	588.39	588.71	589.01	589.96	590.37	590.75	591.69	591.76	2'-3 13/16"	2'-1 3/4"	8 7/16"	1'-9 7/16"	G7



SPECIAL ROCKER BASE ℄ DETAIL FOR ROCKERS RB 175, RB225, RB250 & RB300

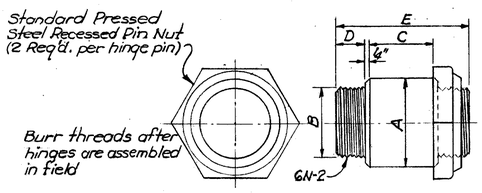
MICROFILMED JAN 28 1985

For dimensions A, B, H, L, P & T see TABLE A. Rockers RB 175, RB 225, RB250 & RB300 differ only in details shown here from Rockers R175, R225, R250 & R300 as shown on Std. Dwg. RB-1-55 Rev. 2-2-59.

TABLE A

DIMENSION	RB175	RB225	RB250	RB300
A	7 1/2	8 1/2	9	10
B	17	17	18	20
H	15 5/8	17 1/8	17 1/8	19 1/8
L	23	25	26	28
P	4 1/4	4 1/4	4 1/2	4 3/4
T	2 1/2	2 1/2	2 3/4	3

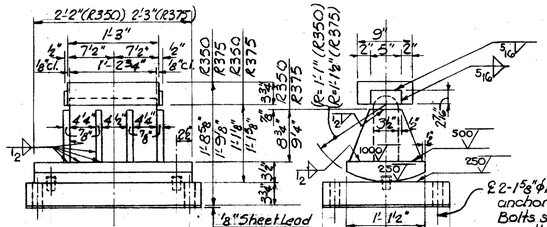
NOTE All dimensions in inches



DETAIL OF HINGE PIN & RECESSED NUTS

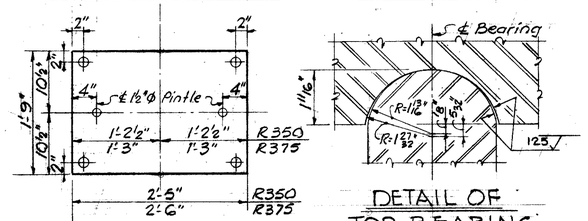
PIN TABLE

HINGE	A	B	C	D	E
12	4"ϕ	3"ϕ	4 1/16"	1 3/8"	7 5/16"
23	5"ϕ	4"ϕ	5 1/8"	1 5/8"	8 7/8"
34	5"ϕ	4"ϕ	5 1/16"	1 5/8"	8 13/16"
45	5"ϕ	4"ϕ	5 1/16"	1 5/8"	8 13/16"
56	5"ϕ	4"ϕ	4 9/16"	1 5/8"	8 5/16"



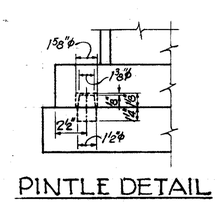
END ELEVATION

SIDE VIEW



PLAN OF BASE PLATE

DETAIL OF TOP BEARING



PINTLE DETAIL

SPECIAL ROCKER DETAILS FOR ROCKERS RS 350 & RS 375

NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Location of Rockers detailed on this Sheet, see Elevation Layout, Sheets 393, 395, 398, 400 & 402.
3. For location of Hinge Pins detailed on this sheet, see Sheets 393, 396 & 399.
4. For Framing Plan-Unit 4, see Sheet 397.
5. For Details of Bearings E250 & F400, see Std. Dwg. FSB-1-62, Rev. 1-15-63.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE DETAILS UNIT 4

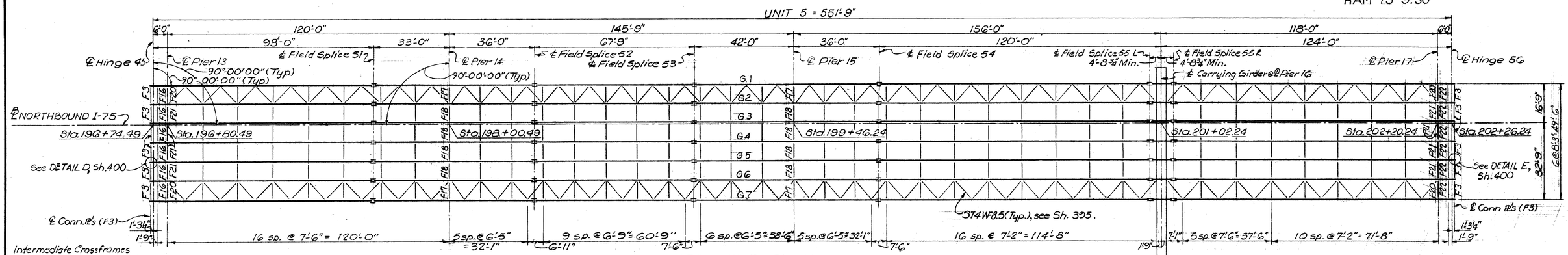
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	TEC	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

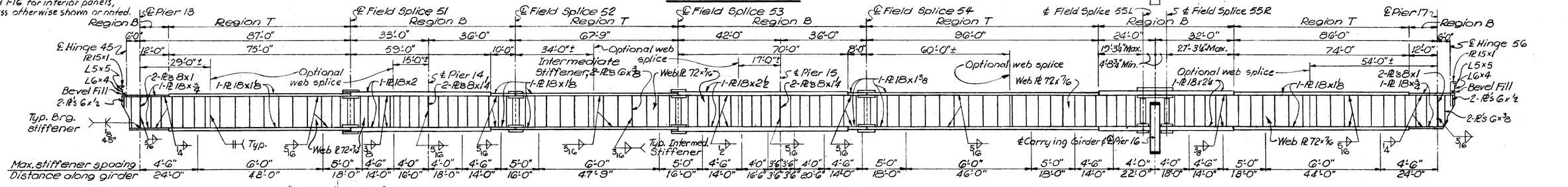
399
450

HAM-75-9.30

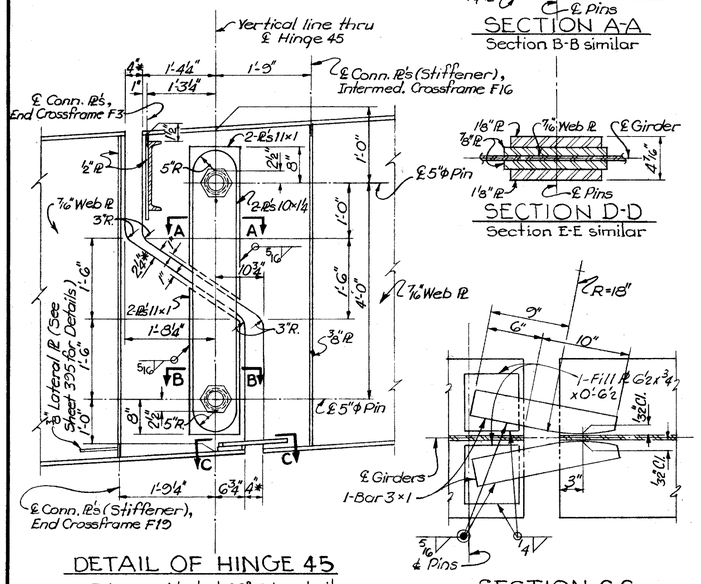


Intermediate Crossframes shall be F15 for end panels and F16 for interior panels, unless otherwise shown or noted.

FRAMING PLAN



TYPICAL GIRDER ELEVATION



DETAIL OF HINGE 45

* To be provided at 60° Fahrenheit

SECTION A-A

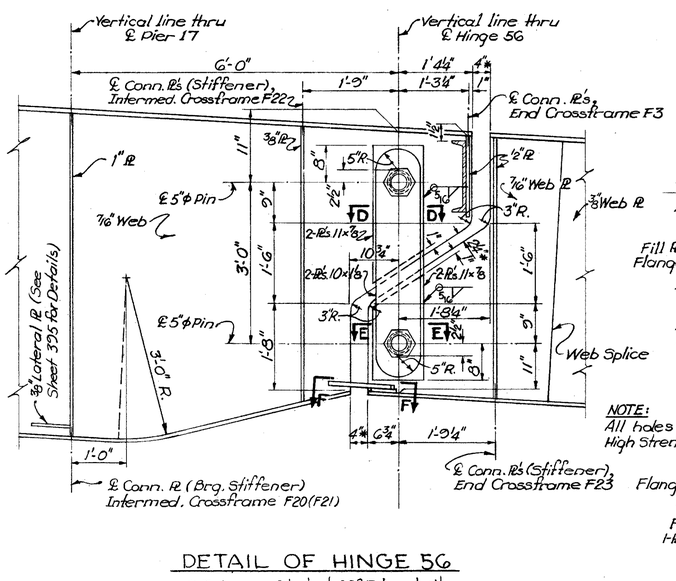
Section B-B similar

SECTION D-D

Section E-E similar

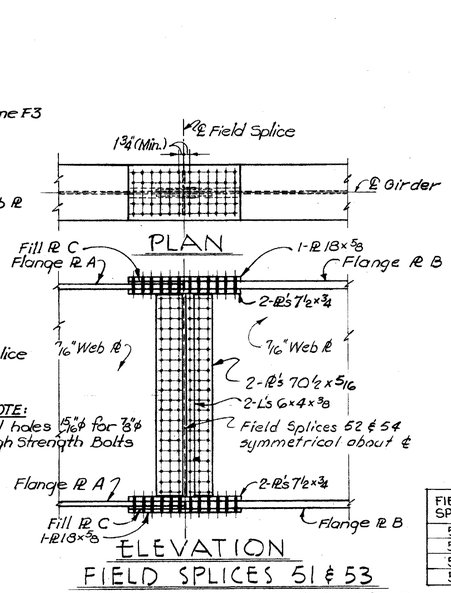
SECTION C-C

Section F-F similar



DETAIL OF HINGE 56

* To be provided at 60° Fahrenheit



NOTE: All holes 15/16"ϕ for ⅞"ϕ High Strength Bolts

ELEVATION FIELD SPLICES 51 & 53

HALF ELEVATION FIELD SPLICE 52 & 54

FIELD SPLICE	FLANGE PL A	FLANGE PL B	FILL PL C
51	18"x1⅛	18"x2	18"x⅝
52	18"x1⅛	18"x1⅛	
53	18"x1⅛	18"x2½	18"x⅜
54	18"x⅜	18"x⅜	

NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Elevation Layout, see Sheet 400.
3. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedur for this Unit which shall be co-ordinated with the erection procedures for all other Super-structure Units of this bridge and which sha incorporate the following item: The Carryi Girder at Pier 16 shall be blocked to prevent rotation or longitudinal movement until girders in both adjacent spans have been erected and adequately braced.
4. For Details of Hinge Pins and Recessed Nut see Sheet 398.
5. For Details of Field Splices 55L & R, see Sh. 40
6. For Details of Carrying Girder at Pier 16, see Sheet 404.

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

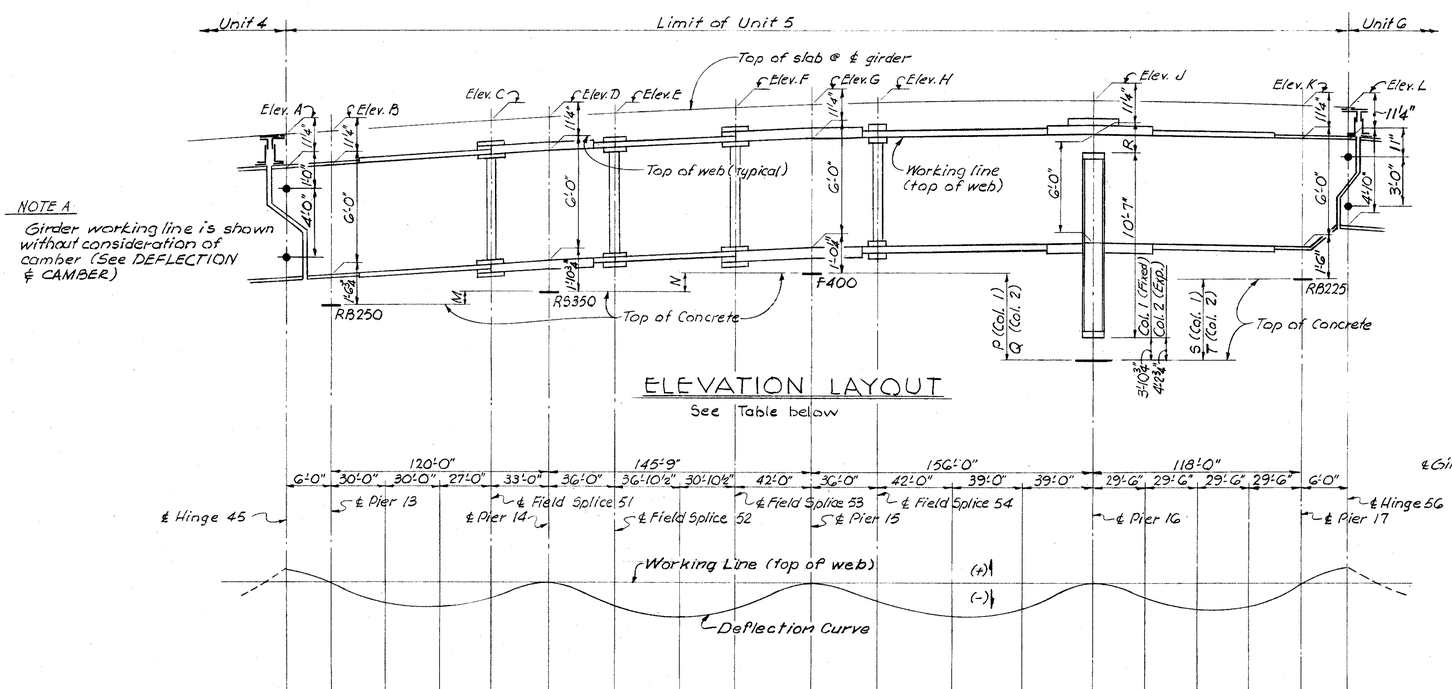
FRAMING PLAN UNIT 5

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. R.R. & SHEPHERD AVEN
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.K.S	J.T-T.E.C.	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

HAM-75-9.30



NOTE A

Girder working line is shown without consideration of camber (See DEFLECTION & CAMBER)

ELEVATION LAYOUT

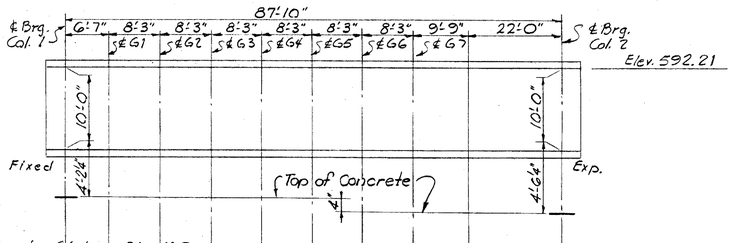
See Table below

	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F	Elev. G	Elev. H	Elev. J	Elev. K	Elev. L	M	N	P	Q	R	S	T	
G1	591.94	592.01	592.98	593.31	593.63	594.11	594.32	594.46	594.60	594.26	594.23	11'-5"	1'-10 11/16"	8'-4 1/8"	8'-8 1/8"	1'-2"	7'-9 5/8"	8'-1 5/8"	G1
G2	592.07	592.14	593.11	593.44	593.76	594.23	594.46	594.59	594.73	594.39	594.36	11'-5 1/8"	1'-10 11/16"	8'-5 11/16"	8'-9 11/16"	1'-3 9/16"	7'-11 3/16"	8'-3 5/16"	G2
G3	592.20	592.26	593.23	593.57	593.88	594.36	594.58	594.72	594.86	594.52	594.49	11'-5 1/8"	1'-10 11/16"	8'-7 1/4"	8'-11 1/4"	1'-5 1/16"	8'-0 3/4"	8'-4 3/4"	G3
G4	592.08	592.14	593.11	593.44	593.76	594.24	594.46	594.60	594.74	594.40	594.37	11'-5"	1'-10 11/16"	8'-5 3/8"	8'-9 3/8"	1'-3 3/8"	7'-11 5/16"	8'-3 5/16"	G4
G5	591.93	592.02	592.98	593.32	593.63	594.11	594.33	594.47	594.61	594.27	594.24	11'-4 7/8"	1'-10 11/16"	8'-4 1/4"	8'-8 1/4"	1'-2 5/8"	7'-9 3/4"	8'-1 3/4"	G5
G6	591.82	591.89	592.86	593.19	593.51	593.98	594.20	594.34	594.48	594.14	594.11	11'-4 5/8"	1'-10 11/16"	8'-2 11/16"	8'-6 11/16"	1'-0 11/16"	7'-8 3/16"	8'-0 3/16"	G6
G7	591.69	591.76	592.73	593.06	593.38	593.86	594.07	594.21	594.35	594.01	593.98	11'-4"	1'-10 11/16"	8'-1 5/8"	8'-5 5/8"	11"	7'-6 5/8"	7'-10 5/8"	G7

Deflection due to weight of steel	+1 1/16"	0	-3/16"	-3/16"	-1/8"	0	-1/8"	-3/16"	-1/8"	0	-3/16"	-3/8"	-3/16"	V	-1/16"	-3/16"	-3/16"	0	+1 1/16"
Deflection due to remaining D.L.	+1/8"	0	-9/16"	-5/8"	-9/16"	0	-9/16"	-5/8"	-5/16"	0	-1/2"	-15/16"	-1/2"	W	-1/8"	-1/2"	-7/16"	0	+1/8"
Camber for deflection only	-3/16"	0	+3 4"	+1 3/16"	+7/16"	0	+7/16"	+1 3/16"	+7/16"	0	+1 1/16"	+1 5/16"	+1 1/16"	X	+3/16	+1 1/16"	+5/8"	0	-3/16"
Correction for convexity of vert. curve	0	0	+1/8"	+1/4"	+5/16"	0	+3/16"	+1/16"	+7/8"	0	+7/8"	+1 1/4"	+1 5/16"	O	+9/16"	+1 1/16"	+9/16"	0	+1/8"
Total camber required	-3/16"	0	+7 8"	+1 1/16"	+3 4"	0	+1 1/4"	+1 7/8"	+1 5/16"	0	+1 5/16"	+2 9/16"	+1 5/8"	Note B	+3 4"	+1 3/8"	+1 3/16"	0	-1/16"

DEFLECTION & CAMBER

NOTE B For Dimensions V, W & X, see DEFLECTION & CAMBER for Carrying Girder, this sheet. No camber required for G1 thru G7 at Pier 16.



◆ Weight of steel includes longitudinal girders, splice material, cross frames, etc., as well as the carrying girder.

Deflection due to weight of steel ◆	0	-1/16"	-1/8"	-3/16"	-1/4"	-1/4"	-1/4"	-5/16"	-3/16"	0	(V)
Deflection due to remaining D.L.	0	-1/8"	-1/4"	-5/16"	-7/16"	-7/16"	-7/16"	-3/8"	-5/16"	0	(W)
Total Deflection	0	-3/16"	-3/8"	-1/2"	-11/16"	-11/16"	-11/16"	-9/16"	-1/2"	0	(X)
Camber required	0	+3/16"	+3/8"	+1/2"	+11/16"	+11/16"	+11/16"	+9/16"	+1/2"	0	

ELEVATION LAYOUT, DEFLECTION & CAMBER
CARRYING GIRDER AT PIER 16

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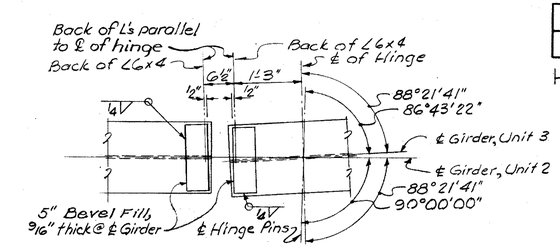
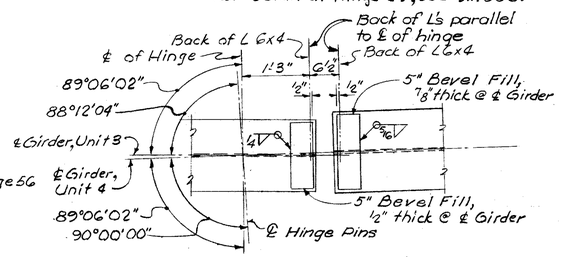
JAN 28 1985



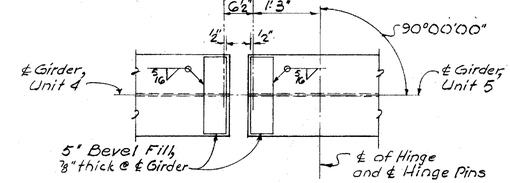
DETAIL B
TOP OF FLANGES AT HINGE 23

For detail of Hinge 23, see Sh. 396.



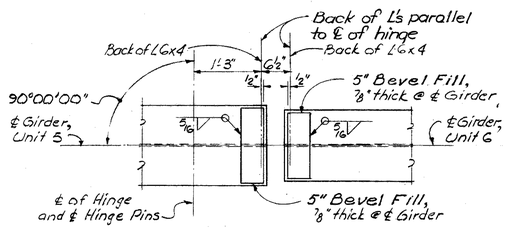
DETAIL C
TOP OF FLANGES AT HINGE 34

For detail of Hinge 34, see Sh. 396.



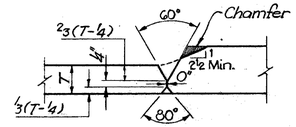
DETAIL D
TOP OF FLANGES AT HINGE 45

For detail of Hinge 45, see Sh. 399.



DETAIL E
TOP OF FLANGES AT HINGE 56

For detail of Hinge 56, see Sh. 399.



NOTE: Butt welds on girder flange plates shall be ground flush; the finish grinding being parallel to the center line of girder.

DETAIL OF WELDED FLANGE SPLICE

NOTES

1. For Bridge Framing Notes, see Sheet 402
2. For Framing Plan - Unit 5, see Sheet 399.
3. For Details of Bearing F400, see Std. Dwg. FSB-1-62, Rev. 1-15-63.
4. For Details of Bearings RB225, RB250 and RS350, see Sheet 398.
5. For Details of Carrying Girder at Pier 16, see Sheet 404.
6. For Details of Bearings at Carrying Girder see Sheet 405.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE DETAILS
UNIT 5

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILLCREEK
BENSON ST., N.Y.C. RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

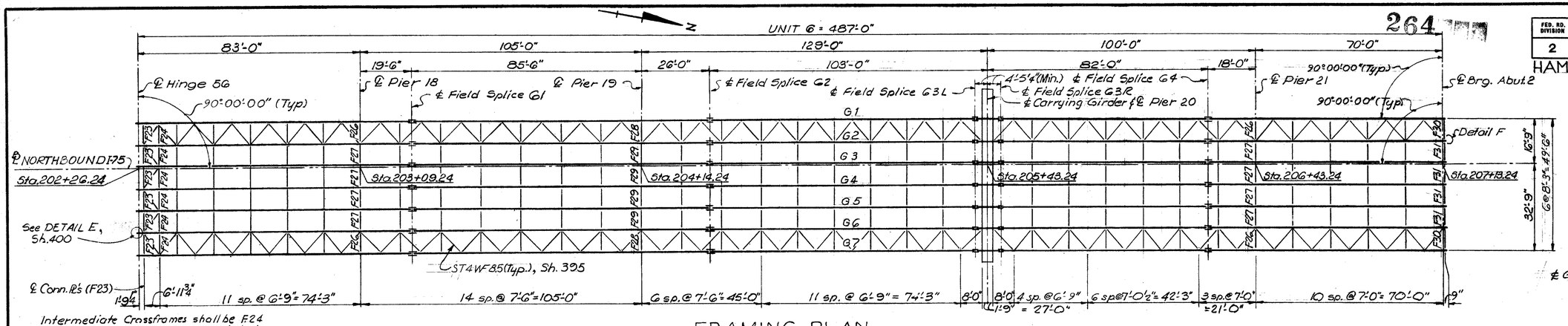
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RKS	TEC	~	C.F.L.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

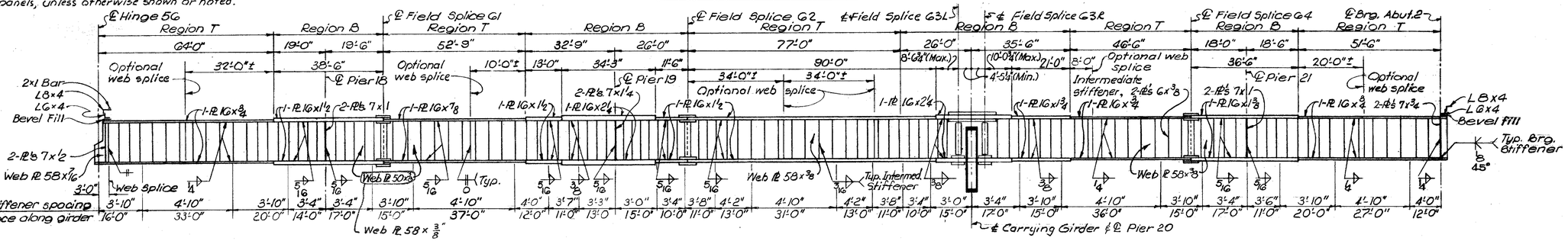
401 / 450

HAM-75-9.30

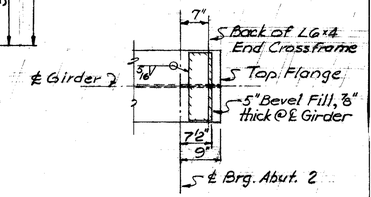
264 Red
~~401-450~~
~~Plus Sort Prints~~
401-428



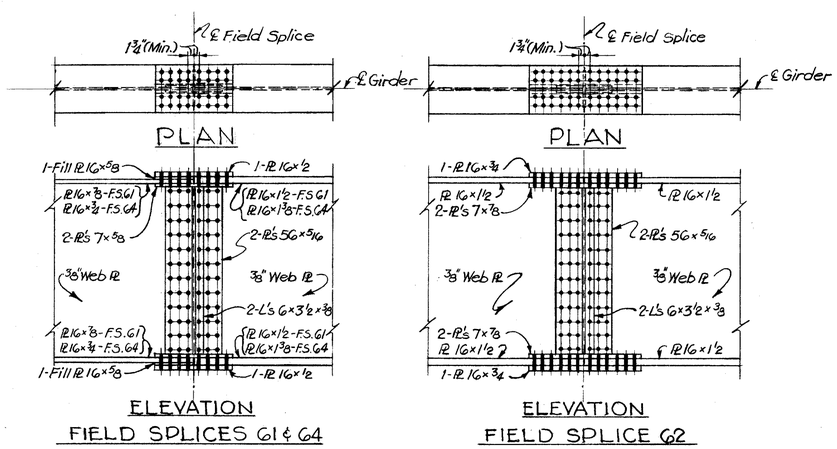
FRAMING PLAN



TYPICAL GIRDER ELEVATION



DETAIL F



All holes 15/16"Φ for ⅞"Φ High Strength Bolts.

NOTES

1. For Bridge Framing Notes, see Sheet 402.
2. For Elevation Layout, see Sheet 402.
3. ERECTION PROCEDURE: The Contractor shall submit to the Director for approval, 3 prints showing proposed erection procedure for this Unit which shall be co-ordinated with the erection procedures for all other Superstructure Units of this bridge and which shall incorporate the following items:
   a) The Carrying Girder at Pier 20 shall be blocked to prevent rotation or longitudinal movement until girders in both adjacent spans have been erected and adequated braced.
   b) Girders shall not be erected between Piers 17 & 18 until the girders in the adjacent span of Unit 5 have been erected and adequately braced.
4. For Detail of Hinge 5G, see Sheet 399.
5. For Details of Field Splices G3 L & R, see Sheet 406.
6. For Details of Carrying Girder at Pier 20, see Sheet 406.

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JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

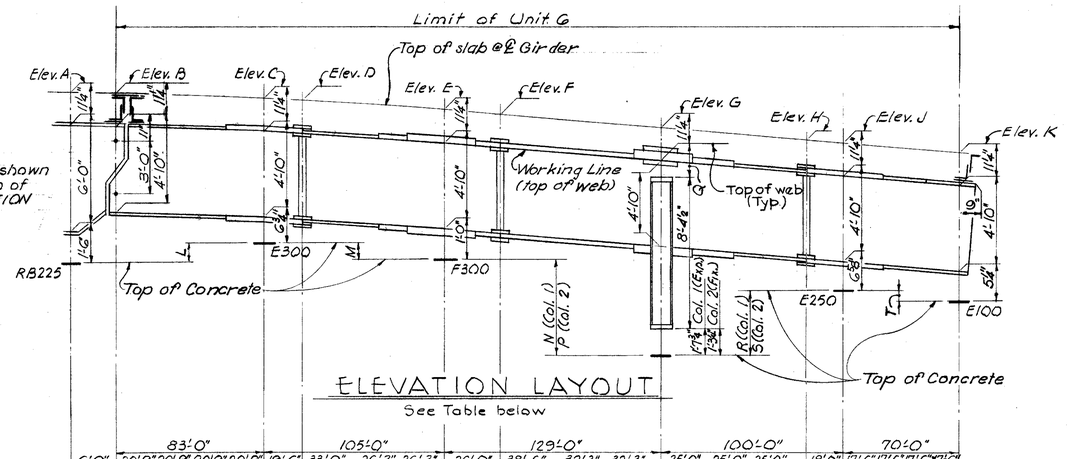
FRAMING PLAN
UNIT G
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. R.R. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	JT TEC	~	C.F.L.	J.A.D.	7-8-64	2-25-65

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

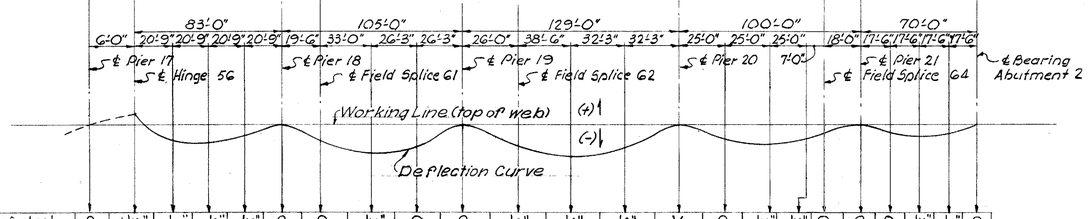
402/450

HAM-75-9.30



ELEVATION LAYOUT

See Table below



DEFLECTION & CAMBER

	Elev. A	Elev B	Elev C	Elev D	Elev E	Elev F	Elev G	Elev H	Elev J	Elev K	L	M	N	P	Q	R	S	T	
G1	594.26	594.23	593.69	593.53	592.66	592.35	591.03	589.98	589.75	588.86	1'-6 3/8"	1'-5 9/16"	6'-11 13/16"	6'-7 5/16"	1'-2"	4'-6 1/4"	4'-1 3/4"	9 3/8"	G1
G2	594.39	594.36	593.82	593.65	592.79	592.48	591.16	590.11	589.88	588.99	1'-6 3/8"	1'-5 9/16"	7'-1 5/16"	6'-8 13/16"	1'-3 9/16"	4'-7 13/16"	4'-3 5/16"	9 3/8"	G2
G3	594.52	594.49	593.95	593.78	592.92	592.61	591.29	590.24	590.01	589.11	1'-6 3/8"	1'-5 9/16"	7'-2 7/8"	6'-10 3/8"	1'-5 1/8"	4'-9 3/8"	4'-4 7/8"	9 3/8"	G3
G4	594.40	594.37	593.82	593.66	592.80	592.49	591.17	590.12	589.89	588.99	1'-6 3/8"	1'-5 9/16"	7'-1 7/16"	6'-8 5/16"	1'-3 5/8"	4'-7 7/8"	4'-3 3/8"	9 3/8"	G4
G5	594.27	594.24	593.70	593.53	592.67	592.36	591.04	589.99	589.76	588.86	1'-6 3/8"	1'-5 9/16"	6'-11 7/8"	6'-7 3/8"	1'-2 1/8"	4'-6 3/8"	4'-1 7/8"	9 3/8"	G5
G6	594.14	594.11	593.57	593.41	592.54	592.23	590.91	589.86	589.63	588.74	1'-6 3/8"	1'-5 9/16"	6'-10 3/8"	6'-5 7/8"	1'-0 9/16"	4'-4 13/16"	4'-0 5/16"	9 3/8"	G6
G7	594.01	593.98	593.44	593.28	592.41	592.10	590.78	589.73	589.50	588.61	1'-6 3/8"	1'-5 9/16"	6'-8 15/16"	6'-4 5/16"	11"	4'-3 1/4"	3'-10 3/4"	9 3/8"	G7

NOTE B -

For dimensions V, W & X see Deflection & Camber for Carrying Girder this sheet. No camber required for G1 thru G7 at Pier 20.

Deflection due to weight of steel	0	+1/16"	-1/16"	-1/8"	-1/16"	0	0	-1/16"	0	0
Deflection due to remaining D.L.	0	+1/8"	-7/16"	-1/2"	-1/4"	0	-1/16"	-3/16"	-1/16"	0
Camber for deflection only	0	-3/16"	+1/2"	+5/8"	+5/16"	0	+1/16"	+1/4"	+1/16"	0
Correction for convexity of vert. curve	0	+1/8"	+5/16"	+3/8"	+5/16"	0	+5/16"	+9/16"	+7/16"	0
Total camber required	0	-1/16"	+13/16"	+1"	+5/8"	0	+3/8"	+13/16"	+1/2"	0

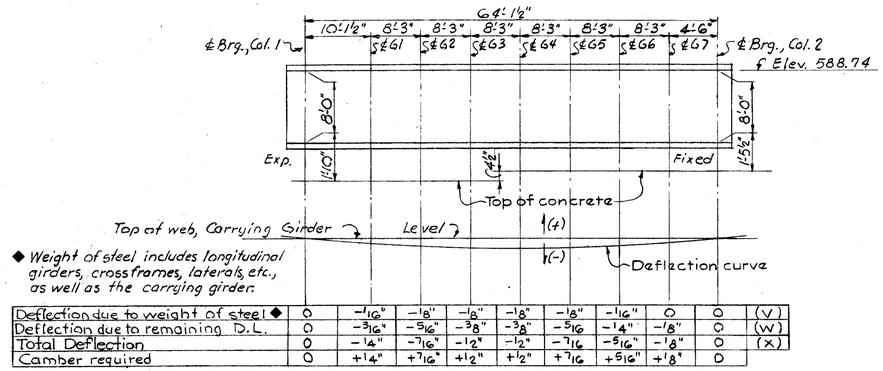
Deflection due to weight of steel	0	-1/8"	-1/4"	-1/8"	W	0	-1/16"	-1/16"	0	0
Deflection due to remaining D.L.	0	-7/16"	-15/16"	-9/16"	W	-1/16"	-3/16"	-1/8"	-1/16"	0
Camber for deflection only	0	+9/16"	+1 3/16"	+1 1/16"	X	+1/16"	+1/4"	+3/16"	+1/16"	0
Correction for convexity of vert. curve	0	+3/16"	+1/8"	+1/16"	0	0	0	0	0	0
Total camber required	0	+3/4"	+1 5/16"	+3/4"	Note B	+1/16"	+1/4"	+3/16"	+1/16"	0

Deflection due to weight of steel	0	+1/16"	-1/16"	-1/8"	-1/8"	0	0	-1/16"	0	0
Deflection due to remaining D.L.	0	+1/8"	-7/16"	-1/2"	-1/4"	0	-1/16"	-3/16"	-1/8"	-1/16"
Camber for deflection only	0	-3/16"	+1/2"	+5/8"	+5/16"	0	+1/16"	+1/4"	+3/16"	+1/16"
Correction for convexity of vert. curve	0	+1/8"	+5/16"	+3/8"	+5/16"	0	+5/16"	+9/16"	+7/16"	0
Total camber required	0	-1/16"	+13/16"	+1"	+5/8"	0	+3/8"	+13/16"	+1/2"	0

Deflection due to weight of steel	0	-1/16"	-1/8"	-1/8"	-1/8"	0	-1/16"	0	0	(V)
Deflection due to remaining D.L.	0	-3/16"	-5/16"	-3/8"	-3/8"	-5/16	-1/4"	-1/8"	0	(W)
Total Deflection	0	-1/4"	-7/16"	-1/2"	-1/2"	-7/16	-5/16"	-1/8"	0	(X)
Camber required	0	+1/4"	+7/16"	+1/2"	+1/2"	+7/16	+5/16"	+1/8"	0	

ELEVATION LAYOUT, DEFLECTION & CAMBER

CARRYING GIRDER AT PIER 20



◆ Weight of steel includes longitudinal girders, crossframes, laterals, etc., as well as the carrying girder.

BRIDGE FRAMING NOTES

1. For GENERAL NOTES, see Sh. 363.
2. For REFERENCE LINE LAYOUT, see Sheet 362.
3. PIER CENTERLINES are in every case perpendicular to centerlines of beams or girders directly supported by the pier.
4. WELDING shall be Class A unless otherwise noted. Class B welds are shown thus: B
5. WELDED FLANGE SPLICE details for plate girders are shown on Sheet 400.
6. CROSSFRAMES All intermediate crossframes shall be perpendicular to the beam or girder webs and may be perpendicular to the flanges, except as shown or noted on the Plans. End crossframes shall be parallel either to centerline bearing at Abutment or to centerline Hinge at Hinges, and shall be vertical. For details of end and intermediate crossframes for Units 2 thru 6, see Sheet 394. For end crossframe details not shown, see Std. Dwg. SD-1-63, Sheets 2 & 4 of 4.
7. LATERALS For typical details of lateral bracing for Units 3 thru 6, see Sheet 395.
8. BEARING STIFFENERS shall be placed vertically.
9. WEB SHOP SPLICES at locations other than those shown on the Plans shall require the approval of the Director before fabrication.
10. BUTT WELDS shall be radiographically examined in accordance with Supplemental Specification S-307, dated 8-23-63.
11. INTERMEDIATE STIFFENERS shall have contact bearing with the top flange within Region T, but may have a clearance not exceeding ⅛" at the bottom flange. Intermediate stiffeners shall have contact bearing with the bottom flange within Region B, but may have a clearance not exceeding ⅛" at the top flange. Adequate care shall be exercised, in shop painting all junctions of intermediate stiffeners and flanges, where contact bearing is not provided, to make certain that paint is forced thru such openings from one side to the other.
12. END DAMS For details of deck and sidewalk end dams, see Std. Dwg. SD-1-63, Sheets 2, 3 & 4 of 4, except as modified by details shown on the Plans; in particular, Sheet 410.
13. SCUPPERS & GUTTERS For locations of scuppers, see Sheets 412 thru 414. For details of standard scuppers and bulb angle gutters, see Std. Dwg. SD-1-63, Sheets 3 & 4 of 4. For details of special scuppers and deck drainage collector system, see Sheets 412 thru 414.
14. BEARING ASSEMBLY Before final assembly, the trepanned surfaces of the bronze bearing plate and the opposing surfaces of adjacent steel plates shall be coated with a lubricant similar to that in the recesses.
15. SOLE PLATES need not be beveled unless the gradient of the girder flange is 4% or more, or unless shown on the Plans.
16. MATERIALS
    a) Structural Steel for Hinge Plates and Fill Plates of Hinge Details, see Sheets 393, 396 & 399; shall conform to the requirements of ASTM A36, copper-bearing Hinge Pins shall conform to the requirements of ASTM A-108.
    b) Structural Steel for Plates, WF Section Bars, Turned Bolts, Anchor Rods and Anchor Bolts used in bearing assemblies shall conform to the requirements of ASTM A36. Bearing Pins shall conform to the requirements of ASTM A-10
    c) Self-lubricating bronze bearing plates and lubricant therefor shall conform to all requirements set forth on Std. Dwg. FSB-1-62, Rev. 1-15-63, unless otherwise shown or noted on the Plans

NOTES

1. For Framing Plan - Unit G, see Sheet 40
2. For Details of Bearings E100, E250, E30 and F300, see Std. Dwg. FSB-1-62, Rev. 1-15
3. For Details of Bearing RB225, see Sheet 39
4. For Details of Carry Girder at Pier 20, see Sheet 406.
5. For Details of Bearings for Carrying Girde see Sheet 407.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SUPERSTRUCTURE DETAILS UNIT G

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

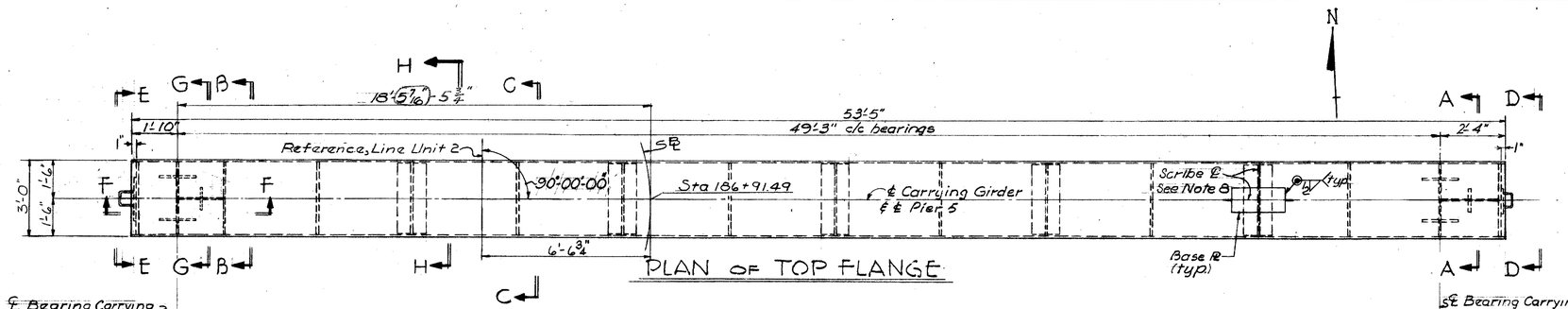
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	TEC	~	CFL	JAD	7/8/64	

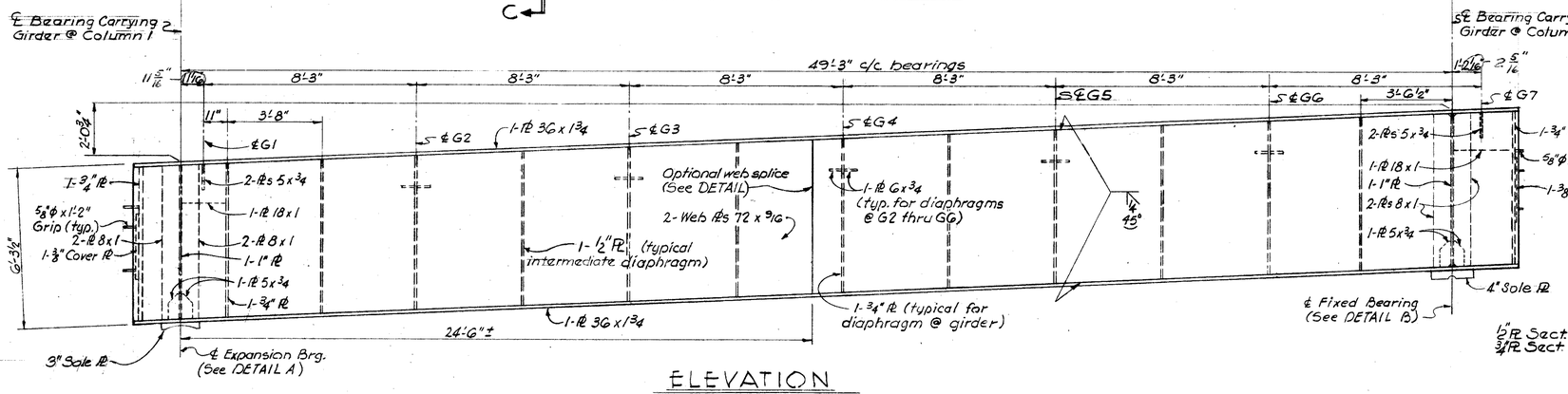
MICROFILMED
JAN 28 1965

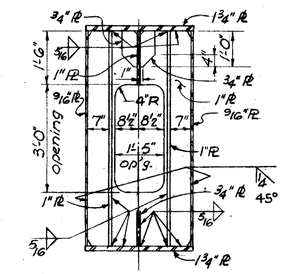
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

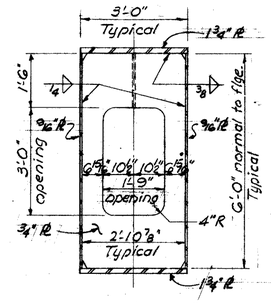
403
450

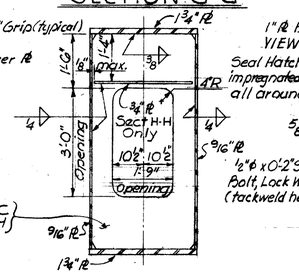
HAM-75-9.30

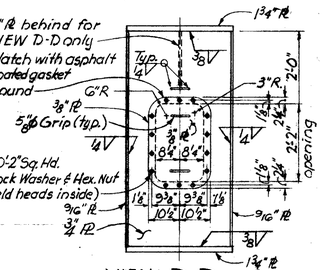


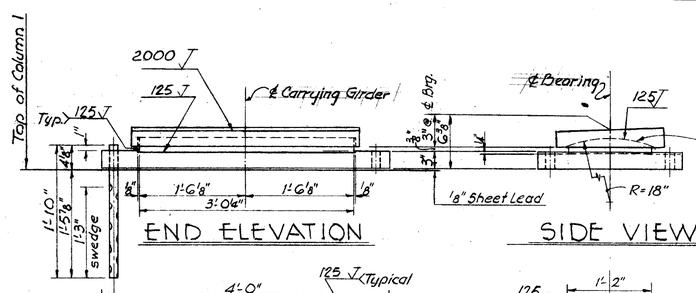


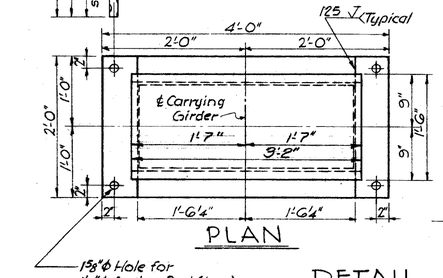


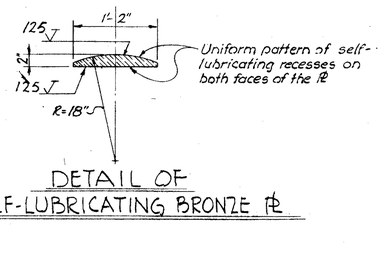


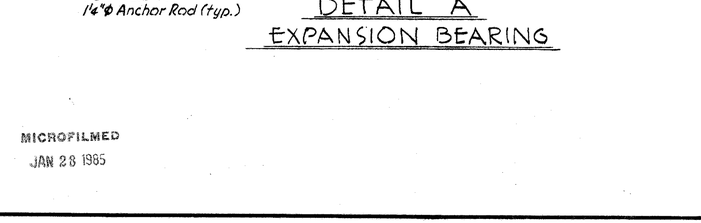


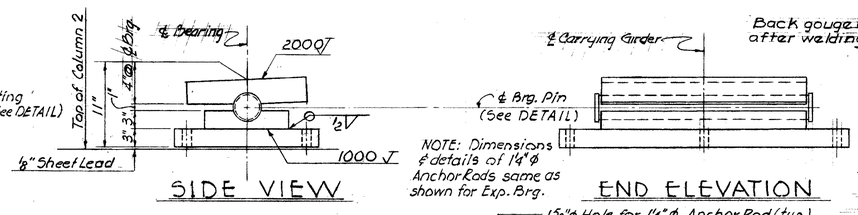


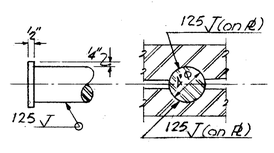


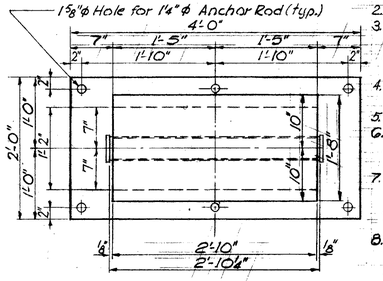


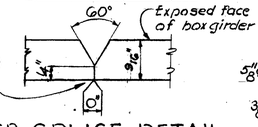












NOTES

1. For BRIDGE FRAMING NOTES, see Sh. 402.
2. For FRAMING PLAN, Unit 2, see Sh. 394.
3. All diaphragms and stiffeners shall be vertical and have contact bearing against the top of flange, unless, welding to flange is required.
4. Sole ℞s shipped on girder must be protected against damage in transit.
5. For Deflection and Camber, see Sh. 395.
6. Butt welds on girder flange plates shall be ground flush, the finish grinding being parallel to the direction of stress.
7. Butt welds shall be radiographically examined in accordance with Supplemental Specifications No. S-307, dated 8-23-60.
8. Scribe center-lines of carrying girder and longitudinal girders to extend beyond edges of shoes for control of setting shoes in the field. See Sh. 395.

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

CARRYING GIRDER AT PIER 5
UNIT 2

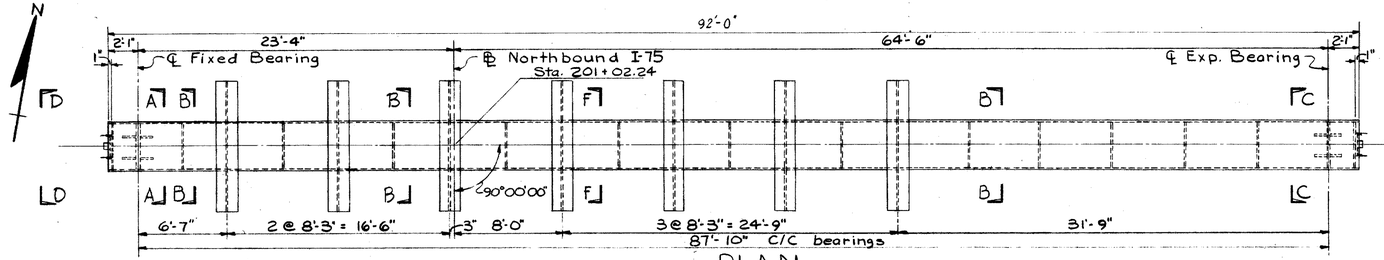
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AY	TEC	~	I.M.Y.	J.A.D.	7-8-64	12-17-64

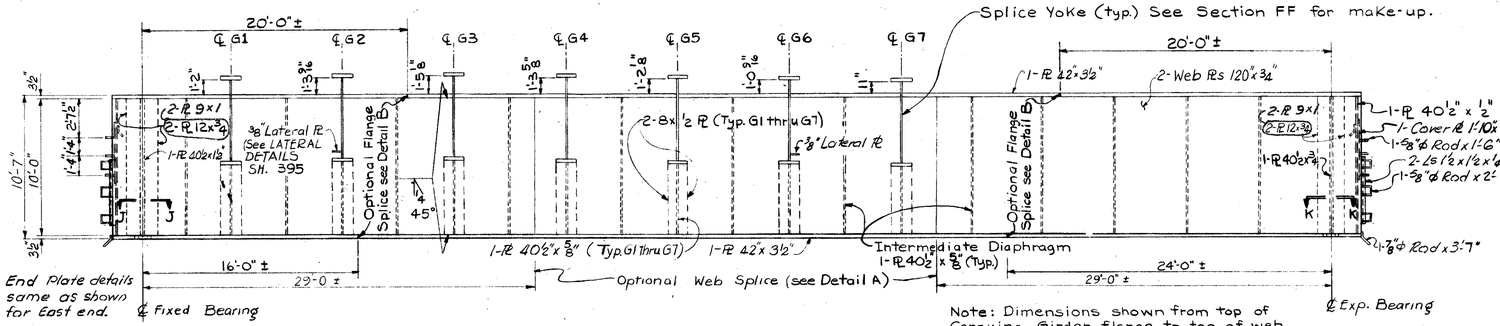
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

404
450

HAM-75-9.30

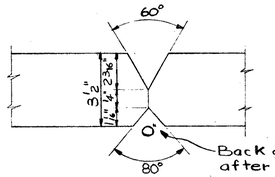


PLAN

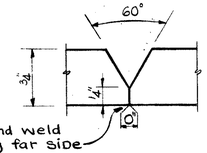


GIRDER ELEVATION

Note: Dimensions shown from top of Carrying Girder flange to top of web of Splice Yoke are measured at ℄ of Carrying Girder.

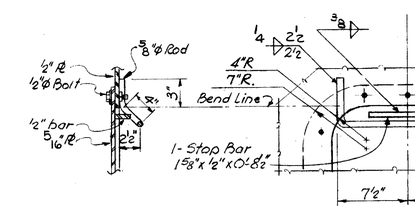


DETAIL B
FLANGE SPLICE DETAIL

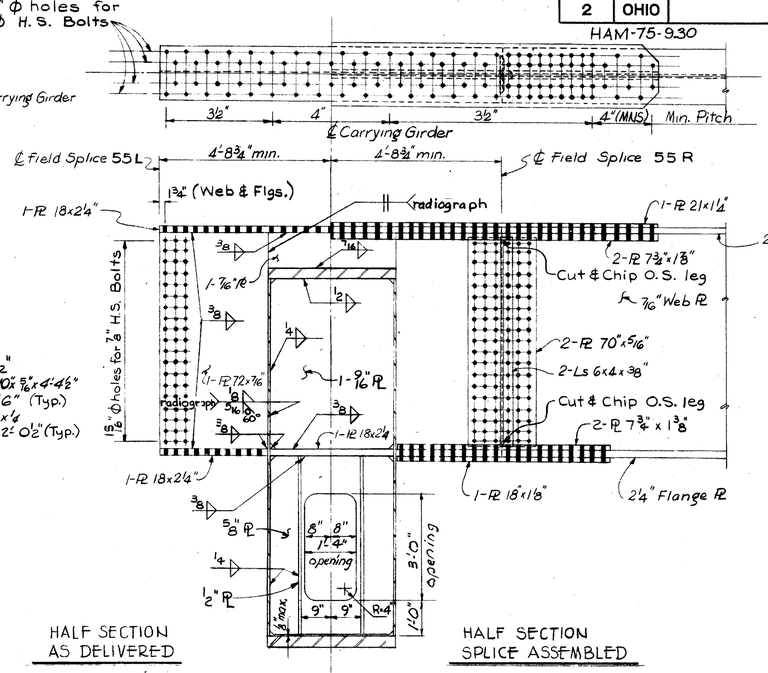


DETAIL A
WEB SPLICE

Note: Butt welds on girder flange plates shall be ground flush, the finish grinding being parallel to the direction of stress.



DETAIL C
INSIDE OF HATCH SHOWN

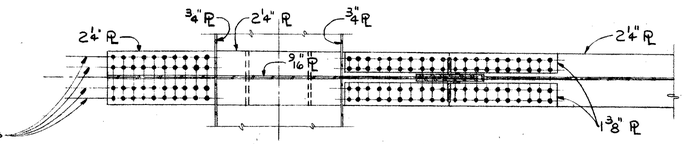


HALF SECTION AS DELIVERED

HALF SECTION SPLICE ASSEMBLED

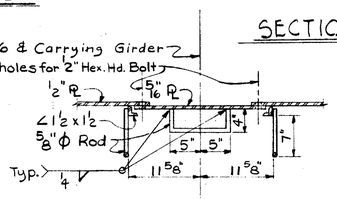
All half sections Symmetrical about ℄ Carrying Girder

SECTION FF

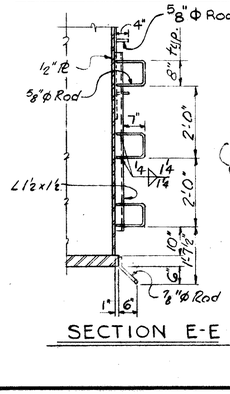


HALF SECTIONS AT BOTTOM FLANGE

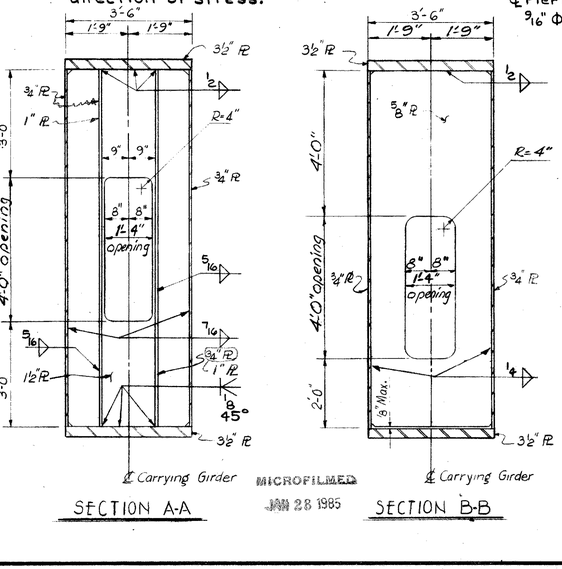
SECTION G-G



SECTION H-H

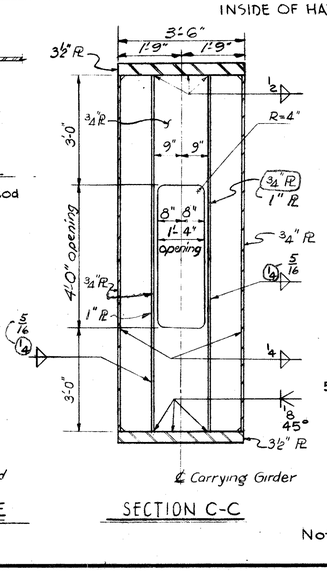


SECTION E-E

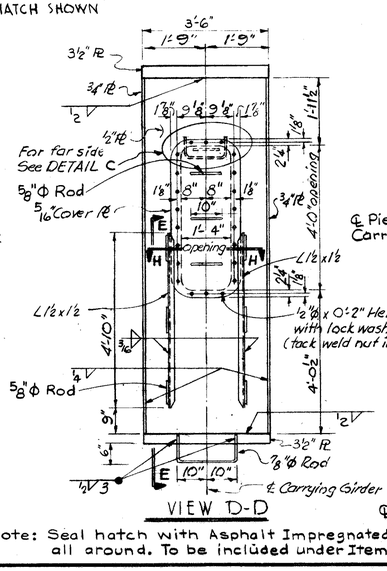


SECTION A-A

SECTION B-B



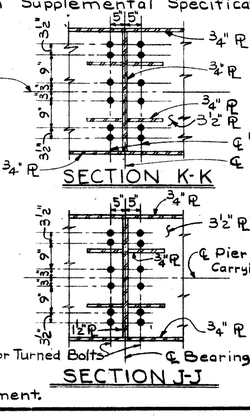
SECTION C-C



VIEW D-D

Note: Seal hatch with Asphalt Impregnated Gasket all around. To be included under Item S-7 for payment.

NOTES:
1. For BRIDGE FRAMING NOTES, see sht. 402
2. For FRAMING PLAN Unit 5, see sht. 399
3. For Deflection and Camber, see sht. 400
4. For details of Bearings, see sht. 405
5. Butt welds shall be radiographically examined in accordance with Supplemental Specifications No. S-307, dated 8-23-60.



SECTION K-K

SECTION J-J

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

CARRYING GIRDER AT PIER 16
UNIT 5
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILLCREEK
BENSON ST., N.Y.C.RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

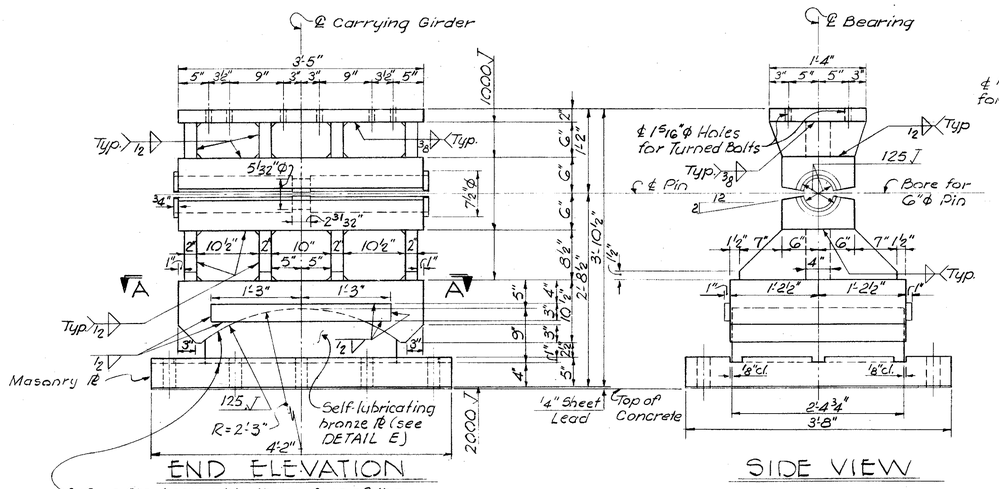
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HDJ	RKS & DHW		HDJ	JAD	7-8-64	2-25-65

MICROFILMED JAN 28 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

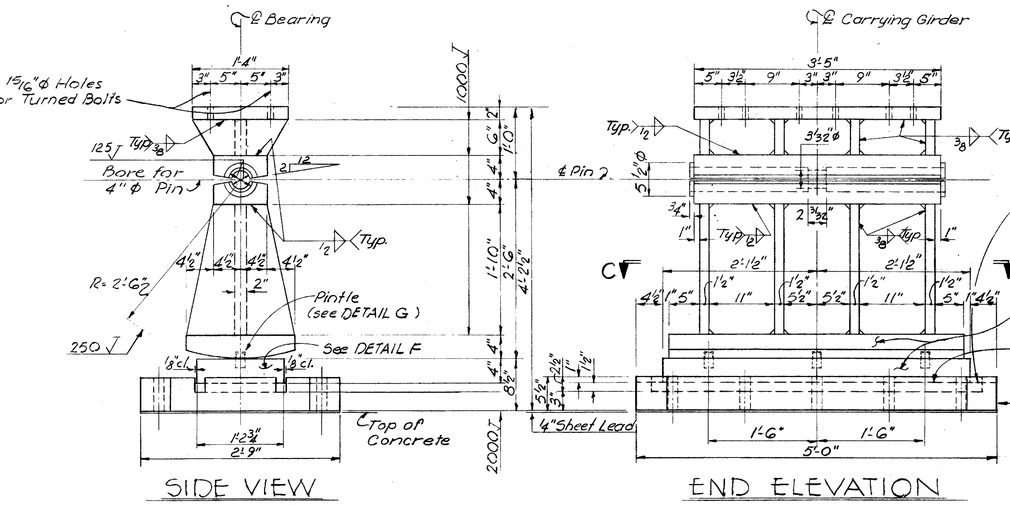
405
450

HAM-75-9.30



FIXED BEARING

Before final assembly the surface of the bronze plate and the and the opposing steel plates shall be coated with a lubricant similar to that in the recesses. The three parts shall be banded together for shipment.



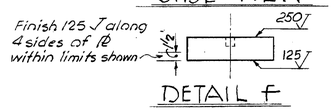
EXPANSION BEARING

Before final assembly the upper surface of the bronze plate and the opposing steel plate shall be coated with a lubricant similar to that in the recesses. The three parts shall be banded together for shipment.

ASTM A441 High Strength Structural Steel

Self-lubricating bronze ℞ (See SECTION D-D)

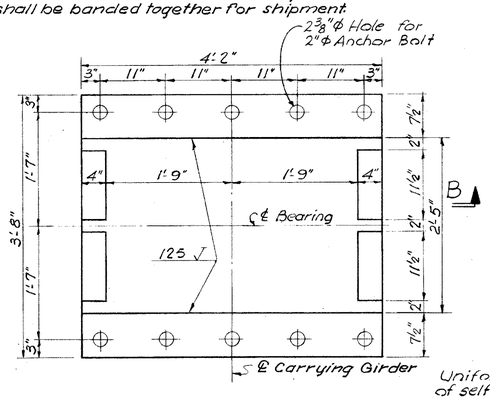
Masonry ℞



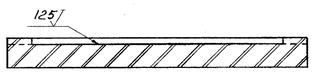
DETAIL F

NOTES

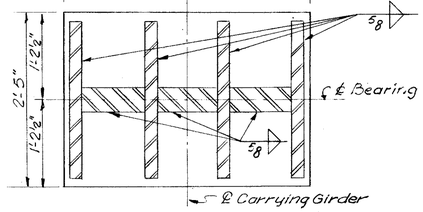
1. For BRIDGE FRAMING NOTES see Sh. 402.
2. For location of Bearings and for details of Carrying Girder see Sh. 404.
3. "Specifications for Self-Lubricating Bronze Bearing Plates," Std. Dwg. FS 1-62, Rev. 1-15-63 shall apply with the following revisions:
   Change Paragraph a) to read: Cast phosphar bronze shall conform to Sec. M-7.11 of the Construction & Materials Specifications. ASTM Designation B22, Alloy B with an allowable unit stress of 2,500 p.s.i. in compression shall be used for Expansion Bearing. ASTM Designation B22, Alloy E with an allowable unit stress of 3,500 p.s.i. in compression shall be used for Fixed Bearing.
   Change Paragraph c) to read: "The recesses for the lubricant shall consist of annular rings with or without a central circular recess, with a depth at least equal to the width of the ring or diameter of hole.
4. Steel: Plates and bolts shall conform to ASTM Designation A36-62T, except as shown, and pins to ASTM A-108.



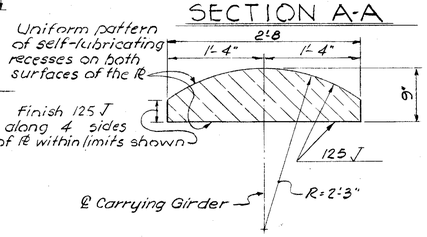
PLAN OF MASONRY PLATE
FIXED BEARING



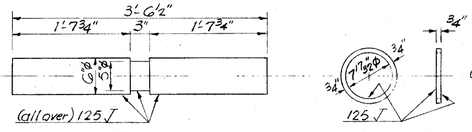
SECTION B-B



SECTION A-A

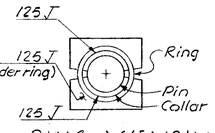


DETAIL E
SELF-LUBRICATING BRONZE PLATE



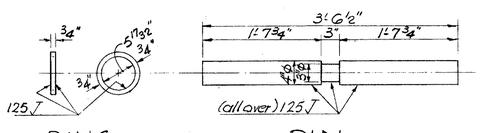
PIN
FIXED BEARING

RING

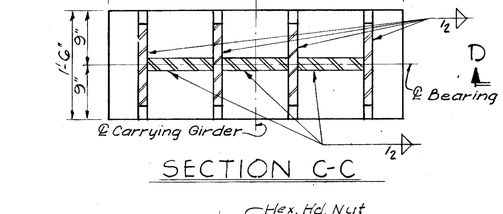


RING ASSEMBLY
END VIEW

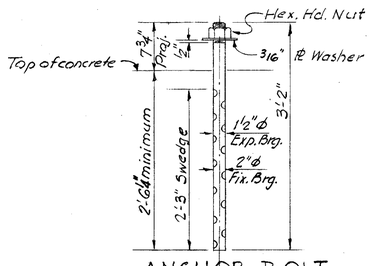
Typical for both bearings Each end of pin



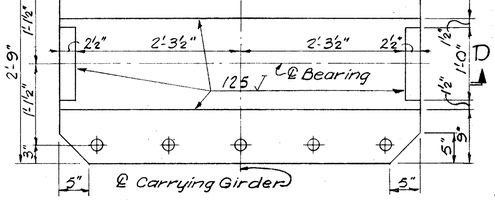
RING
PIN
EXPANSION BEARING



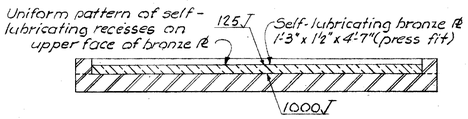
SECTION C-C



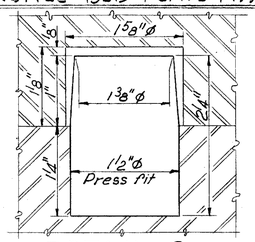
ANCHOR BOLT
10 REQ'D. EACH BRG.



PLAN OF MASONRY PLATE
EXPANSION BEARING



SECTION D-D
(BRONZE BED PLATE ASSEMBLED)



DETAIL G
PINTLE

MICROFILMED
JAN 28 1985

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

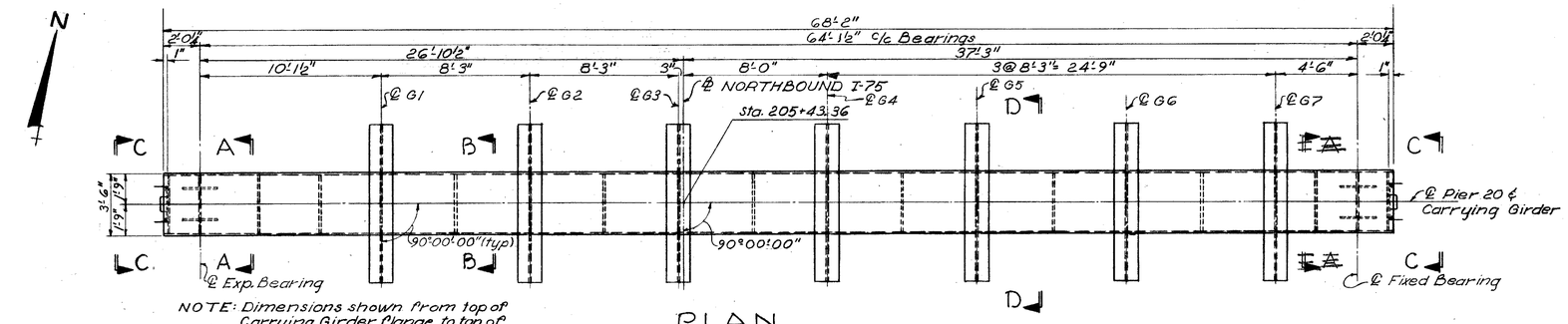
BEARINGS FOR CARRYING GIRDER
AT PIER 16 UNIT 5
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., NYC.RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JAD ERH	TEC	~	H.D.J.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

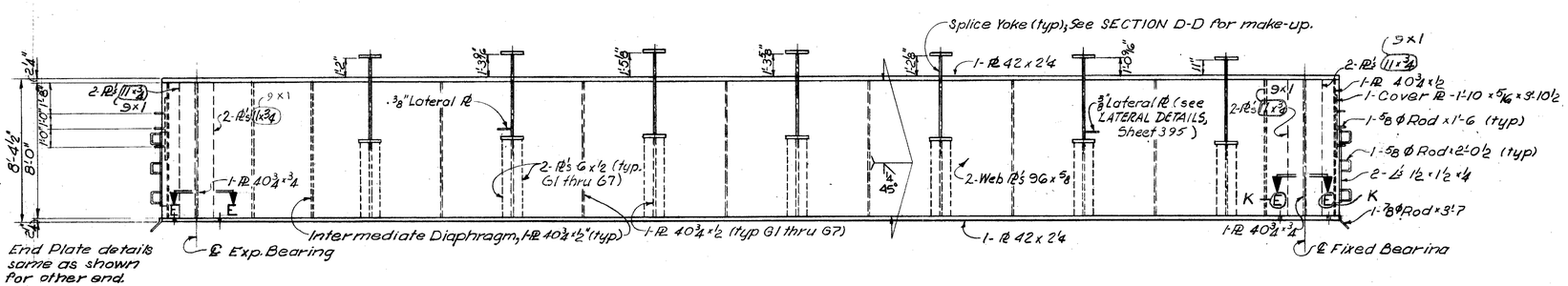
406/450

HAM-75-9.30

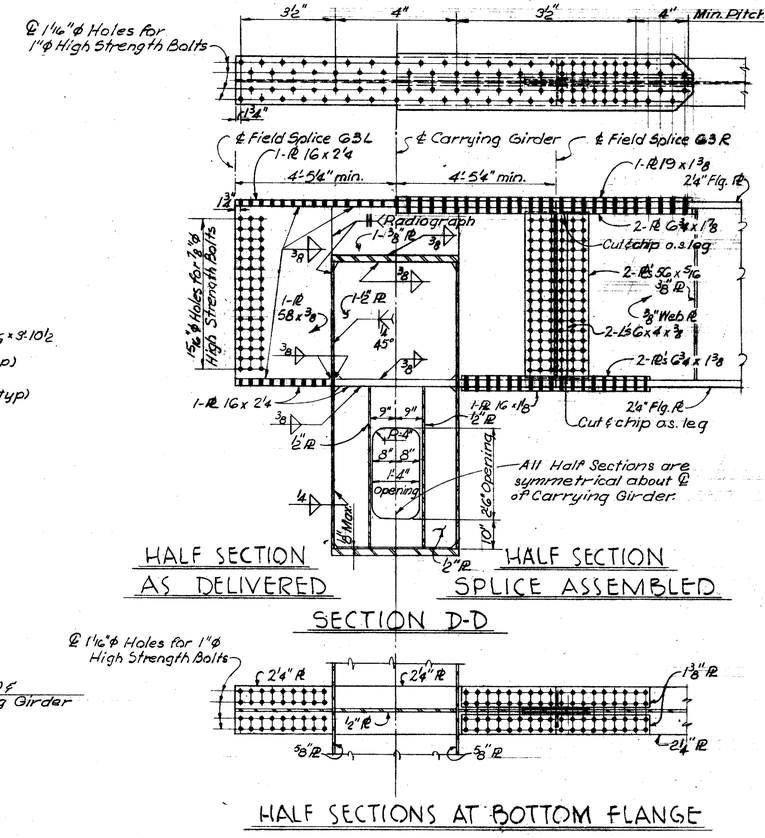


NOTE: Dimensions shown from top of Carrying Girder flange to top of Web of Splice Yoke are measured @ ℄ of Carrying Girder.

PLAN

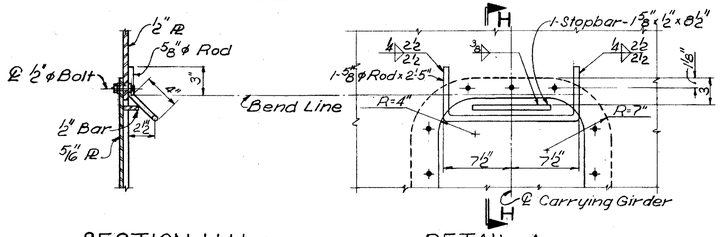


GIRDER ELEVATION



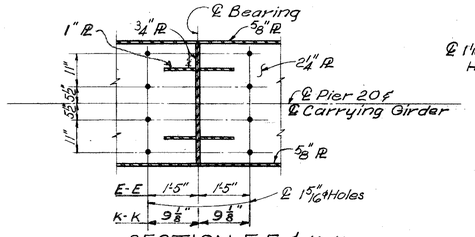
SECTION D-D

HALF SECTIONS AT BOTTOM FLANGE

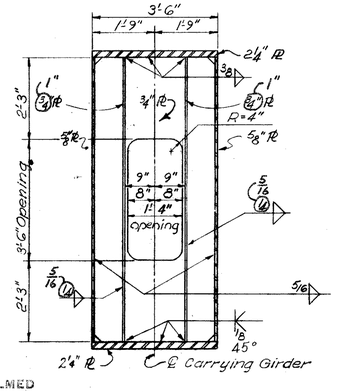


SECTION H-H

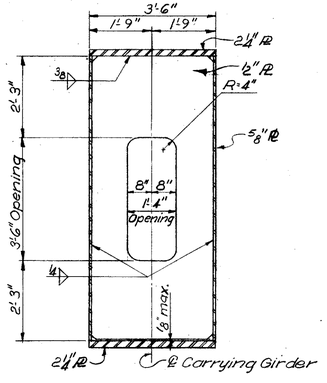
DETAIL A
INSIDE OF HATCH SHOWN



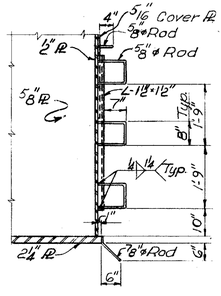
SECTION E-E & K-K



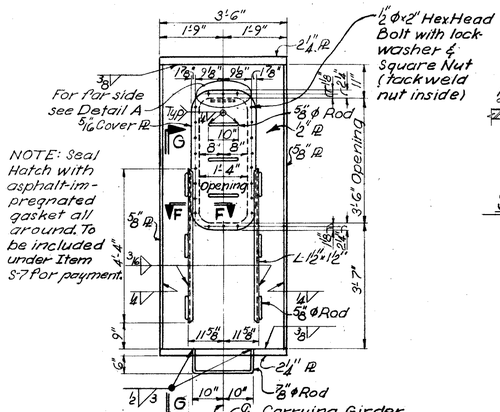
SECTION A-A



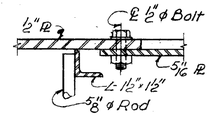
SECTION B-B



SECTION G-G



VIEW C-C



SECTION F-F

NOTES

1. For BRIDGE FRAMING NOTES see Sh. 402.
2. For FRAMING PLAN, Unit G, see Sh. 401.
3. For DEFLECTION & CAMBER see Sh. 402.
4. For details of Bearings see Sh. 407
5. Butt welds shall be radiographically examined in accordance with Supplemental Specifications No. S-307, dated 8-23-60.

MICROFILMED
JAN 28 1965

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

CARRYING GIRDER AT PIER 20
UNIT G
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49

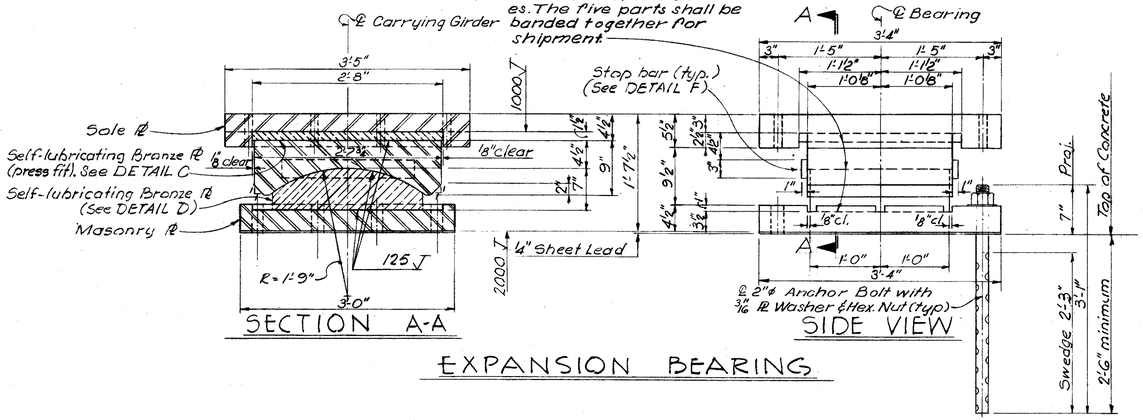
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	TEC	~	RKS.	JAD	7-8-64	2-25-65

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

407
450

HAM-75-9.30

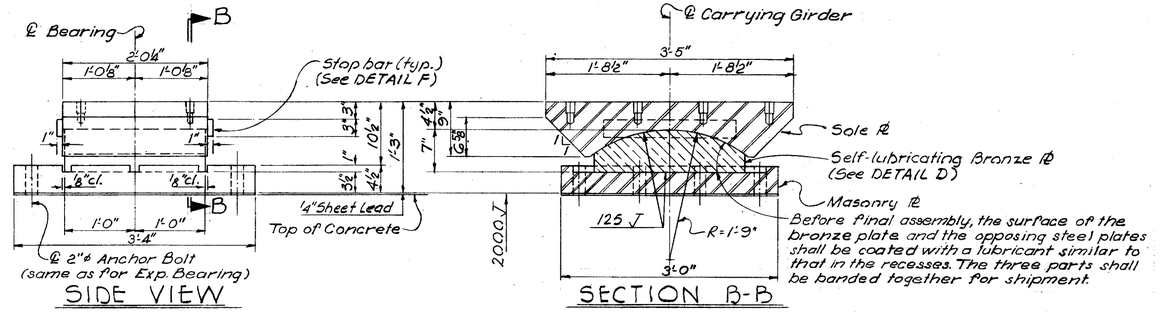
Before final assembly, the surfaces of the bronze plates indicated below and the opposing steel plates shall be coated with a lubricant similar to that in the recesses. The five parts shall be banded together for shipment.



SECTION A-A

SIDE VIEW

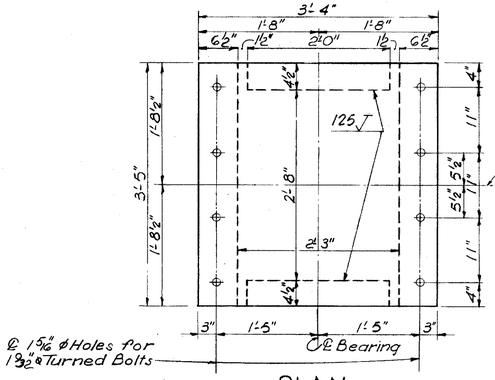
EXPANSION BEARING



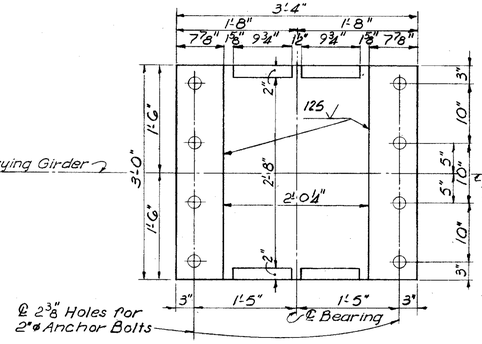
SIDE VIEW

SECTION B-B

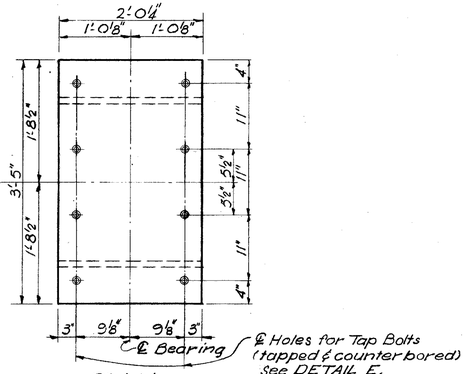
FIXED BEARING



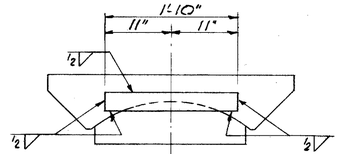
PLAN
SOLE PLATE
EXPANSION BEARING



PLAN
MASONRY PLATE



PLAN
SOLE PLATE
FIXED BEARING

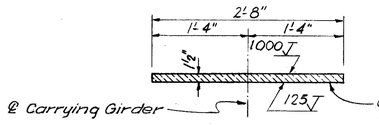


DETAIL F

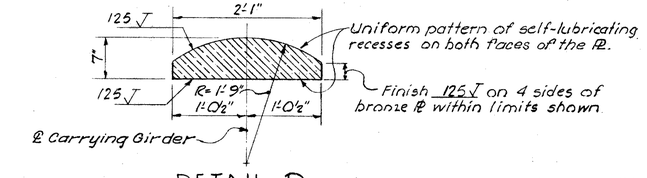
Stop Bar for Fixed Bearing shown.
Stop Bar for Expansion Bearing similar.

NOTES

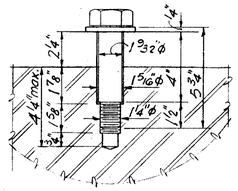
1. For BRIDGE FRAMING NOTES see Sh. 406.
2. For location of bearings and for details of Carrying Girder see Sh. 406.
3. "Specifications for Self-Lubricating Bronze Bearing Plates," Std. Dwg. FSB-1-63, Rev. 1-15-63, shall apply, with the following revisions:
   Change Paragraph a) to read:
   ..."Cast Phosphor Bronze shall conform to Section M-7-11 of the Construction and Material Specifications, ASTM Designation B 22, Alloy E, and shall have an allowable unit stress of 3500 P.S.I. in compression."
   Change Paragraph c) to read:
   The recesses for the lubricant shall consist of annular rings with or without a central circular recess, with a depth at least equal to the width of the ring or diameter of the hole.
4. Steel: All steel parts (including bolts) shall conform to ASTM Designation A36-62T



DETAIL C
SELF-LUBRICATING BRONZE PLATE
EXPANSION BEARING



DETAIL D
SELF-LUBRICATING BRONZE PLATE



DETAIL E
TAP BOLT
FIXED BEARING

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

BEARINGS FOR CARRYING GIRDER AT PIER 20 UNIT G

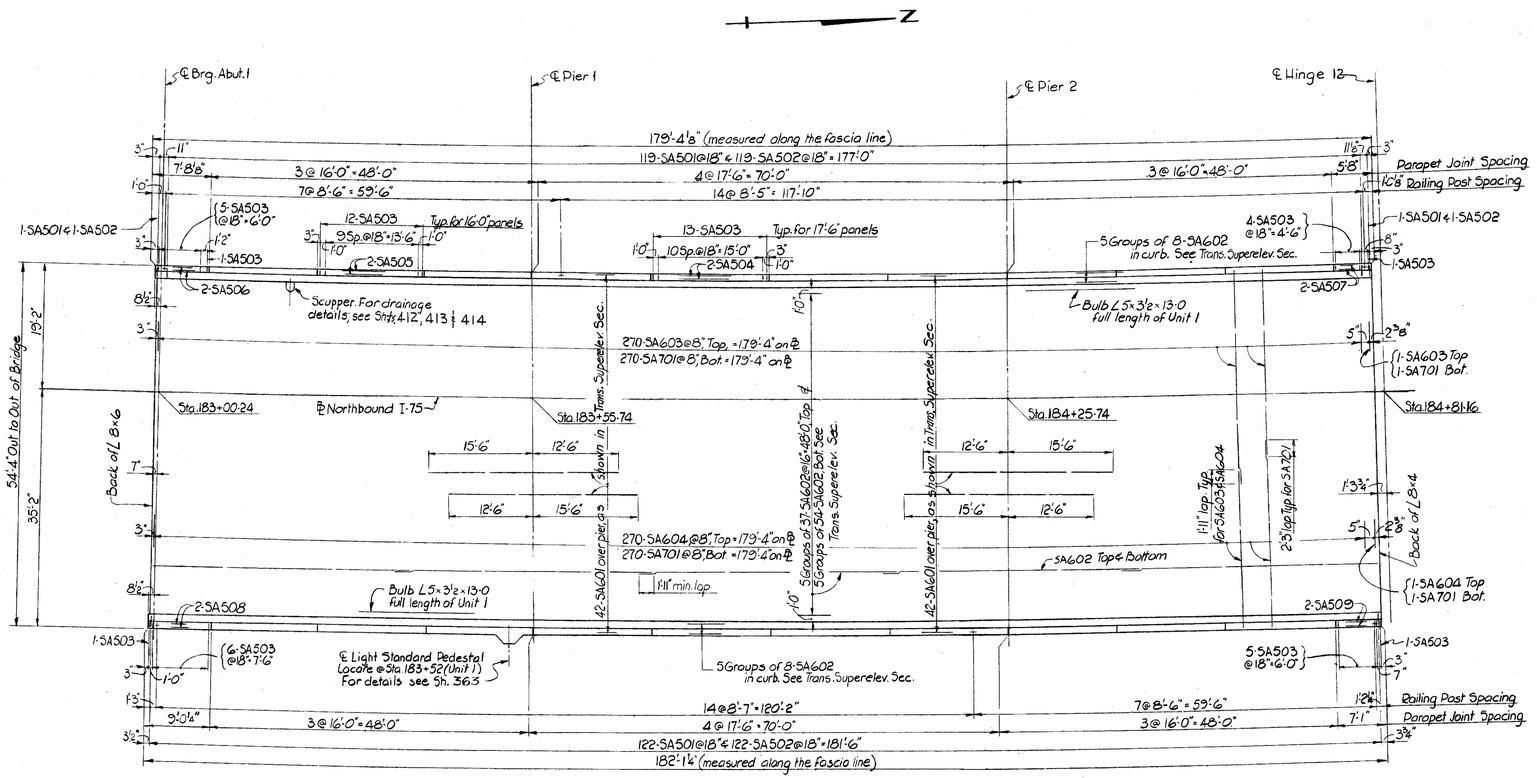
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, PENSON ST., N.Y.C. RR & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
ERH	TEC	~	R.K.S.	JAD	7-8-64	

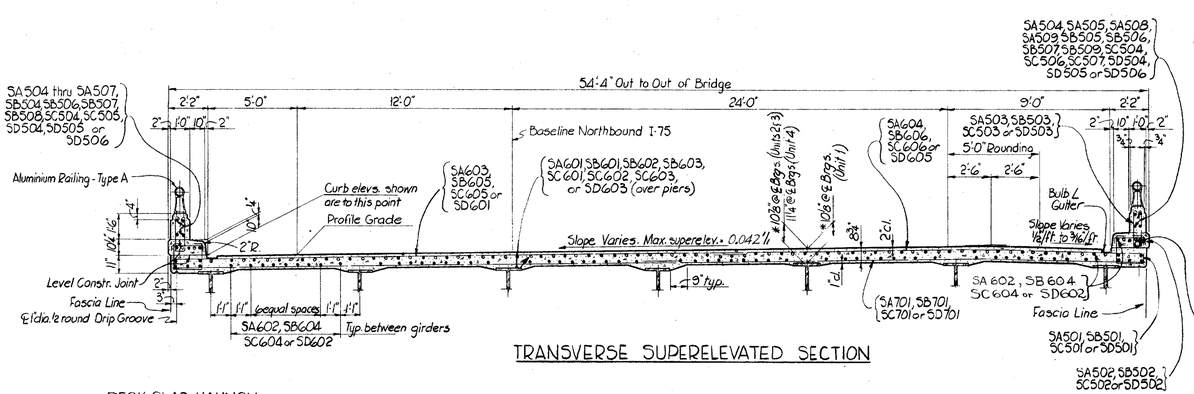
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM.-75-9.30

408
450



PLAN-UNIT 1



TRANSVERSE SUPERELEVATED SECTION

DECK SLAB HAUNCH:

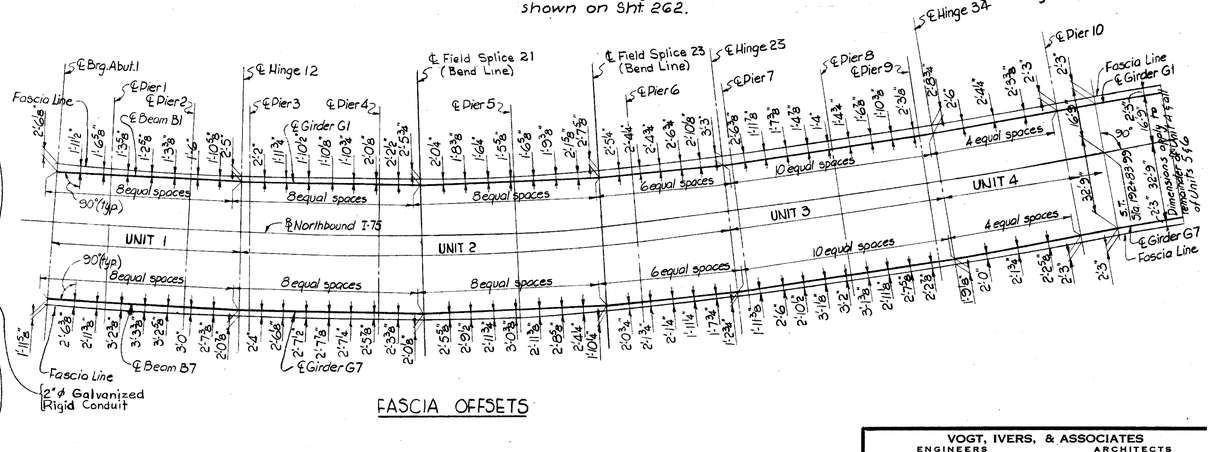
The haunch in the superelevated deck slab adjacent to the top of steel beams or girders, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12" on the low side, and between 9 1/2" on the high side. Except on the high side, the maximum slope shall not exceed 3" per foot. Payment for deck slab concrete will be based on the 9" width.

* These are nominal dimensions. The quantity of deck concrete to be paid for will be based on these dimensions, even though deviations from them may be necessary because the top flange of the beams or girders may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per Sec. 5-1.25 of the Construction & Material Specifications.

PAVEMENT ELEVATIONS						
Station	Profile Grade	Base Line	Curb 17'L. of ℄	24'R of ℄	29'R of ℄	Curb 33'R of ℄
182 +75	576.34	576.84	—	577.85	—	—
183 +00	576.62	577.12	576.41	578.13	578.13	577.97
+25	576.90	577.40	576.69	578.41	578.41	578.25
+50	577.18	577.68	576.97	578.69	578.69	578.53
+75	577.46	577.96	577.25	578.97	578.97	578.81
184 +00	577.74	578.24	577.53	579.25	579.25	579.09
+25	578.02	578.52	577.81	579.53	579.53	579.37
+50	578.30	578.80	578.09	579.81	579.81	579.65
+75	578.58	579.08	578.37	580.09	580.09	579.93
185 +00	578.86	579.36	578.65	580.37	580.37	580.21

NOTES:

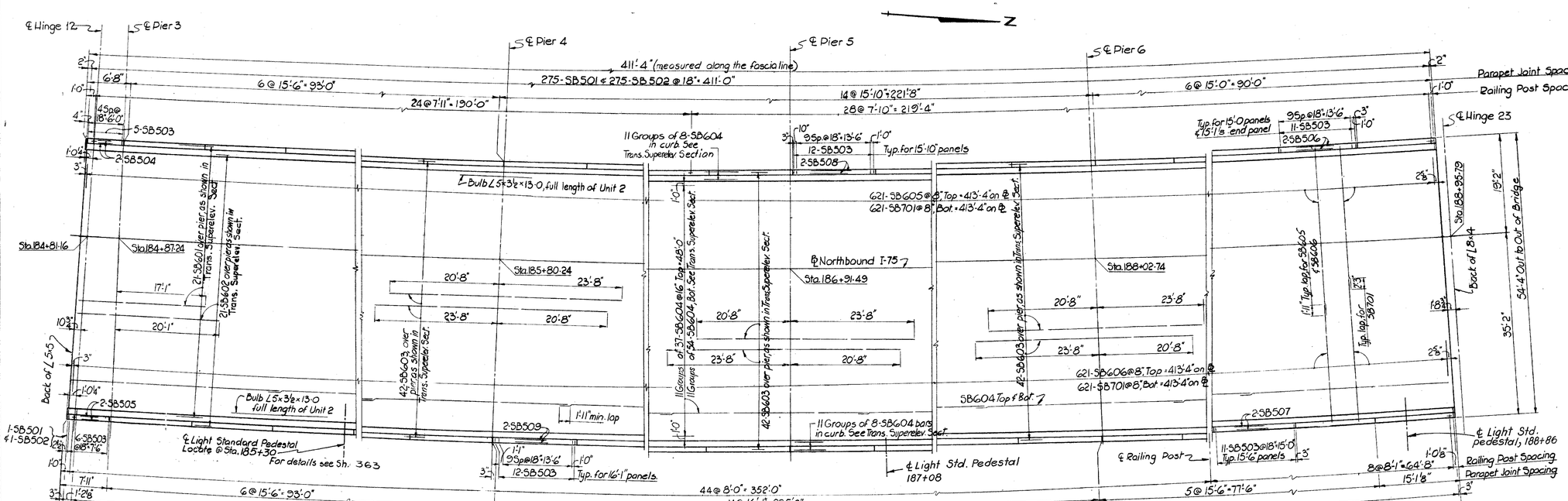
1. Slab thickness includes 1" monolithic wearing surface.
2. For railing and parapet joint details see Std. Dwg. AR-1-57.
3. Parapet concrete and longitudinal reinforcing bars in parapet are to be included with Item 511 for payment.
4. For end dam & curb plate details at the abutments, see Std. Dwg. SD-1-63, Shts 2 & 4 of 4 dated 11-12-63
5. For light standard pedestal details, see Sht. 363
6. For scupper and bridge drainage details, see Shts. 412, 413 & 414
7. Spread or cut reinforcing steel in slab to clear scuppers as necessary.
8. Parapet joint spacing & railing post spacing is measured along the fascia line.
9. For expansion joint details and curb plate details at the hinges, see Sht. 410
10. For reinforcing steel list, see Sht. 415 & 419
11. Delineator bracket, type A-1, shall be mounted on the aluminum railing to the right of the Baseline NB I-75 at the following locations: Sta. 184+22, Sta. 186+20, Sta. 188+20, Sta. 190+18, Sta. 192+22, Sta. 194+20, Sta. 196+18, Sta. 198+20, Sta. 200+20, Sta. 202+20, Sta. 204+20, & Sta. 206+20.
12. Provide for expansion in the 2" galv. rigid conduit at all expansion joints in the roadway slab similar to Detail-Conduit Through Wingwall, as shown on Sht 262.


℄ Brg. Abut. 1
℄ Pier 1
℄ Pier 2
℄ Hinge 12
℄ Pier 3
℄ Pier 4
℄ Field Splice 21 (Bend Line)
℄ Pier 5
℄ Field Splice 23 (Bend Line)
℄ Pier 6
℄ Hinge 23
℄ Pier 7
℄ Pier 8
℄ Pier 9
℄ Hinge 34
℄ Pier 10
Fascia Line
℄ Girder G1
Fascia Line
2'-6 3/8"
1'-11 1/2"
1'-6 7/8"
1'-3 5/8"
1'-3 3/8"
1'-6"
2'-5"
2'-2 5/8"
1'-11 3/4"
1'-10 1/4"
2'-5 3/8"
2'-0 3/8"
2'-0 5/8"
2'-5 3/8"
2'-6 3/8"
1'-11 7/8"
1'-7 7/8"
2'-5 5/8"
2'-6 3/8"
1'-11 7/8"
1'-7 3/8"
1'-4"
1'-4 3/8"
1'-6 3/8"
1'-9 3/8"
2'-7 5/8"
2'-5 3/4"
2'-4 3/8"
2'-3 3/8"
2'-3"
2'-3"
2'-3

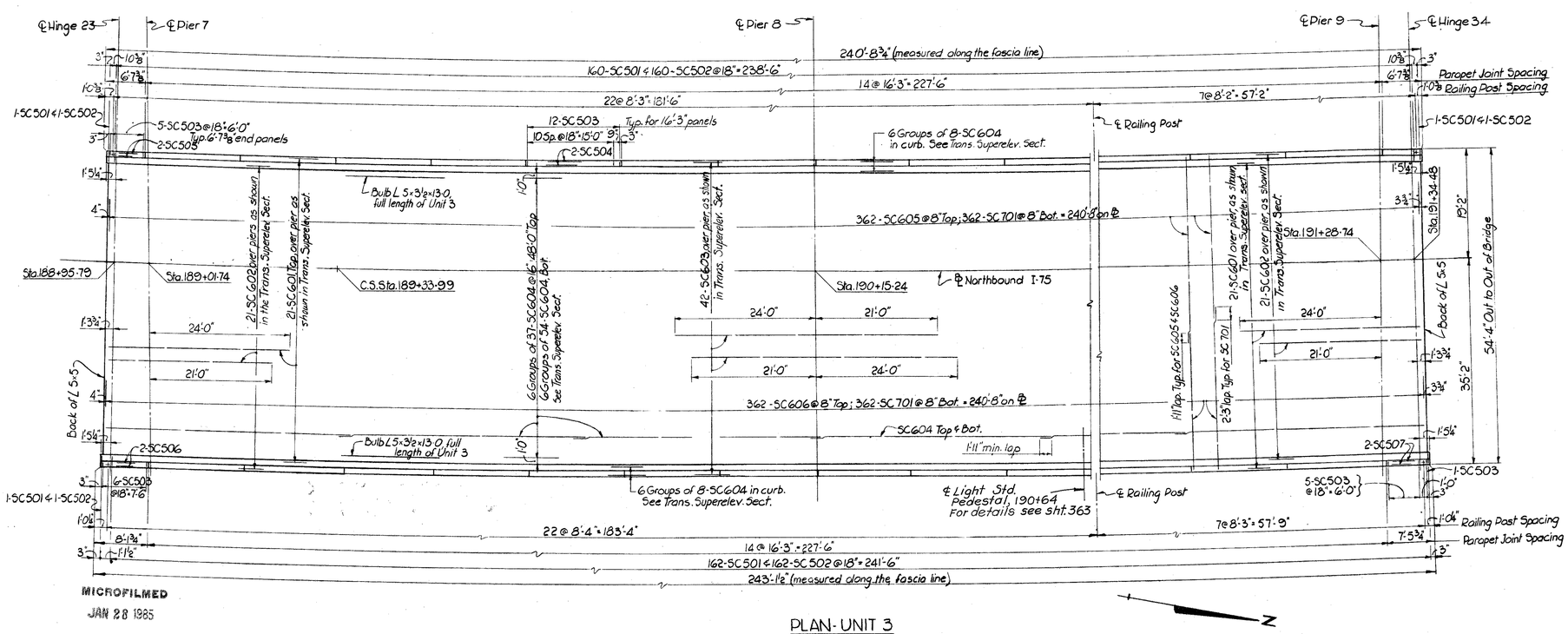
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

409
450

HAM.-75-9.30



PLAN - UNIT 2



PLAN - UNIT 3

NOTES :

For Notes see Sheet No. 408
For Transverse Superelevated Section, see Sheet No. 408

PAVEMENT ELEVATIONS

Station	Profile Grade	Base Line	Curb 17'L of ℄	24'R of ℄	29'R of ℄	Curb 35'R of ℄
184 + 75	578.58	579.08	578.37	580.09	580.09	579.5
185 + 00	578.86	579.36	578.65	580.37	580.37	580.2
+ 25	579.14	579.64	578.93	580.65	580.65	580.4
+ 50	579.42	579.92	579.21	580.93	580.93	580.7
+ 75	579.70	580.20	579.49	581.21	581.21	581.0
186 + 00	579.98	580.48	579.77	581.49	581.49	581.3
+ 25	580.26	580.76	580.05	581.77	581.77	581.6
+ 50	580.54	581.04	580.33	582.05	582.05	581.8
+ 75	580.82	581.32	580.61	582.33	582.33	582.1
187 + 00	581.10	581.60	580.89	582.61	582.61	582.4
+ 25	581.38	581.88	581.17	582.89	582.89	582.7
+ 50	581.66	582.16	581.45	583.17	583.17	583.0
+ 75	581.94	582.44	581.73	583.45	583.45	583.2
188 + 00	582.22	582.72	582.01	583.73	583.73	583.5
+ 25	582.50	583.00	582.29	584.01	584.01	583.8
+ 50	582.78	583.28	582.57	584.29	584.29	584.1
+ 75	583.06	583.56	582.85	584.57	584.57	584.4
189 + 00	583.34	583.84	583.13	584.85	584.85	584.6
+ 25	583.62	584.12	583.41	585.13	585.13	584.9
+ 50	583.90	584.38	583.70	585.35	585.35	585.1
+ 75	584.18	584.63	583.99	585.54	585.54	585.3
190 + 00	584.46	584.88	584.28	585.72	585.72	585.5
+ 25	584.74	585.13	584.58	585.91	585.91	585.7
+ 50	585.02	585.38	584.87	586.09	586.09	585.9
+ 75	585.30	585.63	585.16	586.28	586.28	586.1
191 + 00	585.58	585.87	585.46	586.46	586.46	586.3
+ 25	585.86	586.12	585.75	586.65	586.65	586.4
+ 50	586.14	586.37	586.04	586.83	586.83	586.6

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

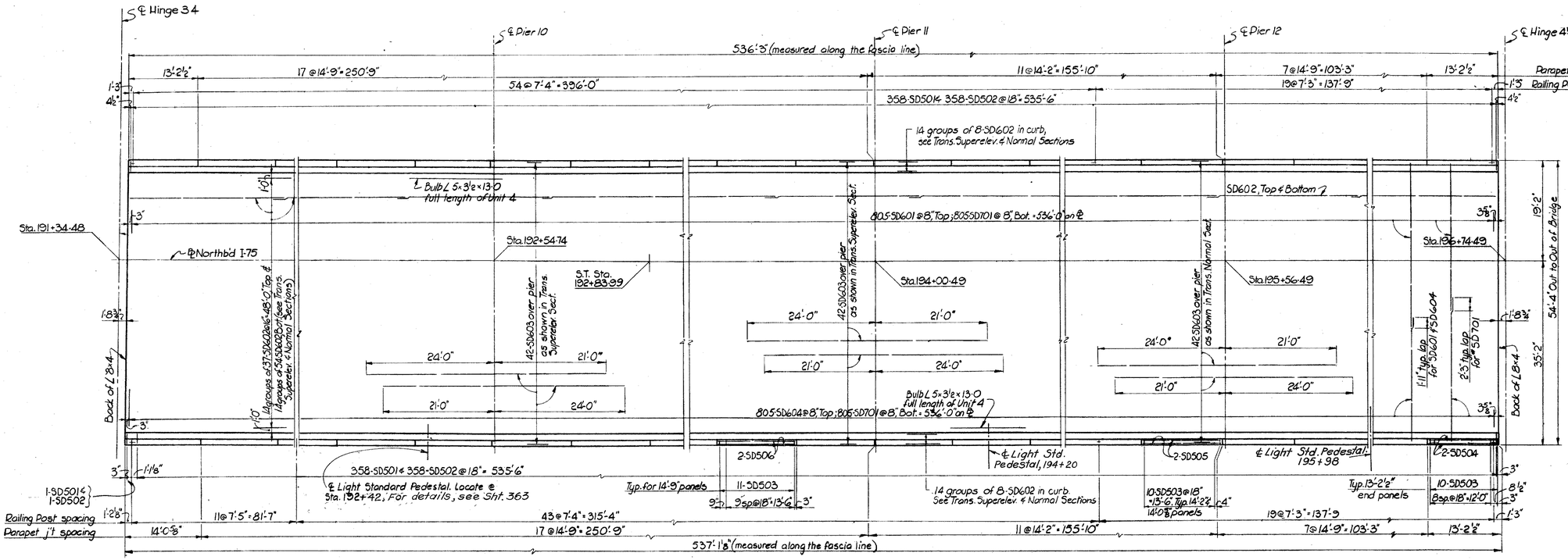
SUPERSTRUCTURE - ROADWAY SLAB
UNITS 2 & 3
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. RR. & SHEPHERD AVE.
HAMILTON COUNTY
STA. 182 + 97.99 to
STA. 207 + 15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
D.J.W.	D.J.W. / R.L.S.	—	R.L.S. / B.C.	J.A.D. 28-64	

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

410
450

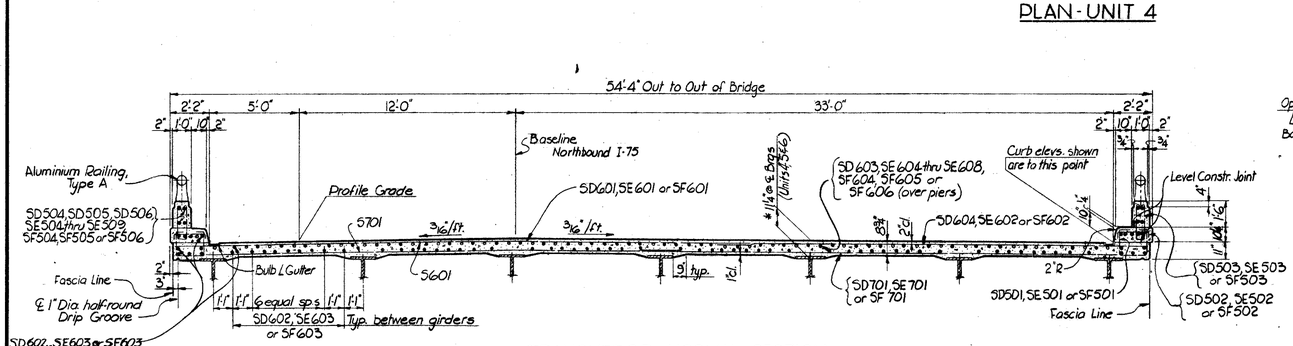
HAM.-75-9.30



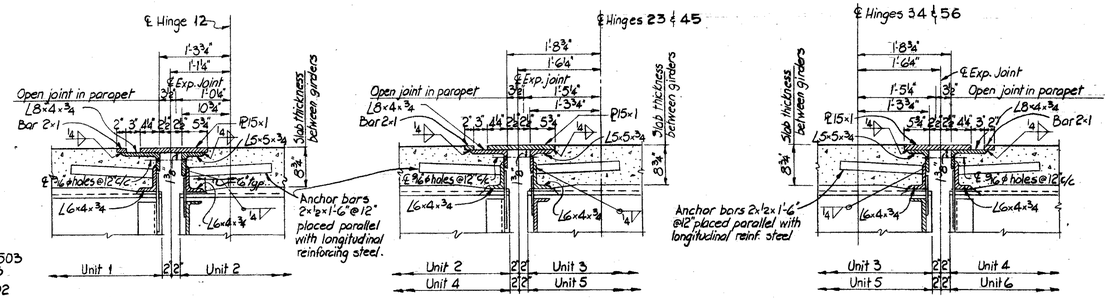
PAVEMENT ELEVATIONS

Station	Profile Grade	Base Line	Curb 17'L of ℄	24'2 of ℄	29'2 of ℄	Curb 33'2 of ℄
191 +25	585.86	586.12	585.75	586.65	586.65	586.4
+50	586.14	586.37	586.04	586.83	586.83	586.6
+75	586.42	586.62	586.34	587.01	587.01	586.7
192 +00	586.70	586.89	586.62	587.20	587.20	587.0
+25	586.98	587.17	586.90	587.39	587.39	587.2
+50	587.26	587.45	587.18	587.57	587.57	587.4
+75	587.54	587.73	587.46	587.76	587.76	587.6
193 +00	587.82	588.01	587.74	587.97	587.96	587.8
+25	588.10	588.29	588.02	588.18	588.16	588.0
+50	588.38	588.57	588.30	588.40	588.37	588.2
+75	588.66	588.85	588.58	588.62	588.57	588.4
194 +00	588.94	589.13	588.86	588.84	588.78	588.7
+25	589.22	589.41	589.14	589.05	588.98	588.9
+50	589.50	589.69	589.42	—	—	589.1
+75	589.78	589.97	589.70	—	—	589.4
195 +00	590.06	590.25	589.98	—	—	589.7
+25	590.34	590.53	590.26	—	—	590.0
+50	590.62	590.81	590.54	—	—	590.3
+75	590.90	591.09	590.82	—	—	590.5
196 +00	591.18	591.37	591.10	—	—	590.8
+25	591.46	591.65	591.38	—	—	591.1
+50	591.74	591.93	591.66	—	—	591.4
+75	592.02	592.21	591.94	—	—	591.6

PLAN - UNIT 4



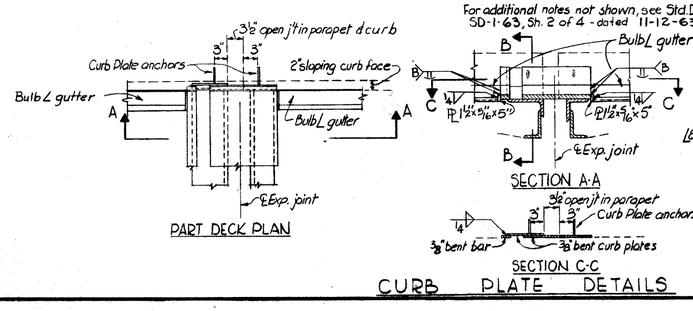
TRANSVERSE NORMAL SECTION



Note: Use ⅞" bevel fill under 6x4 ∠ for units 4, 5 & 6

EXPANSION JOINT DETAILS

For additional notes not shown, see Std. Dwg. SD-1-63, Sh. 2 of 4 - dated 11-12-63



CURB PLATE DETAILS

DECK SLAB HAUNCH:

The haunch in the normal deck slab adjacent to the top of steel girders, which is shown as 9" wide, may vary from this dimension between the limits of 6" & 12", except that the maximum slope, shall not exceed 3" per foot. Payment for deck slab concrete shall be based on the 9" width.

* This is a nominal dimension. The quantity of deck concrete to be paid for will be based on this dimension, even though deviations from it may be necessary because the top flange of the girders may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per Sec. 5-1.25 of the Construction & Material Specifications.

For NOTES, see Sheet No. 408

MICROFILMED JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI
ARCHITECTS CHICAGO

SUPERSTRUCTURE - ROADWAY SLAB UNIT 4
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK
BENSON ST., N.Y.C. R.R. & SHEPHERD AVE.

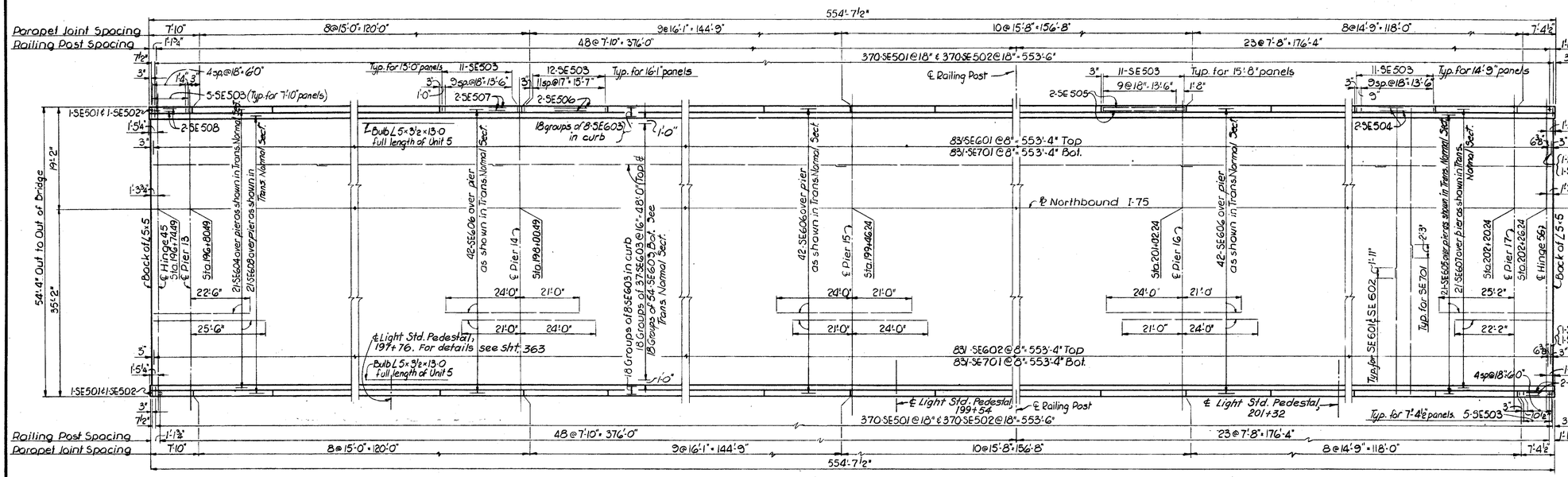
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.J.W.	D.J.W. R.L.S.	~	R.L.S. B.C.	J.A.D.	7-8-64	

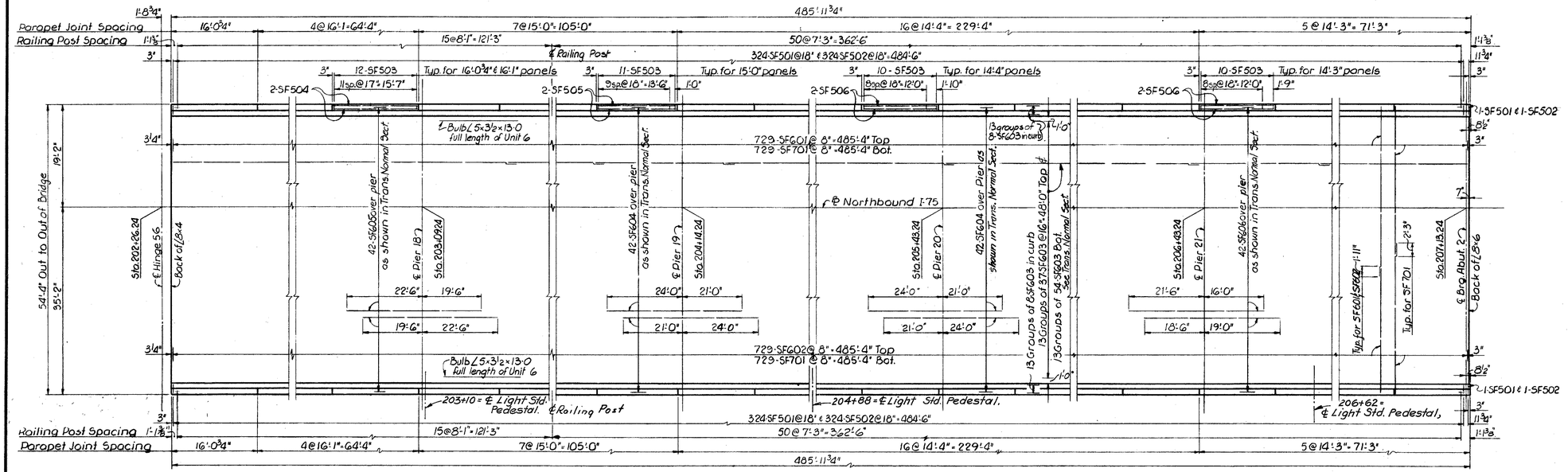
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

411
450



PLAN-UNIT 5



PLAN-UNIT 6

MICROFILMED
JAN 28 1985

PAVEMENT ELEVATIONS

Station	Profile Grade	Base Line	Curb 17'L of ℄	Curb 33'R of ℄
196+50	591·74	591·93	591·66	591·41
+75	592·02	592·21	591·94	591·69
197+00	592·30	592·49	592·22	591·97
+25	592·58	592·77	592·50	592·25
+50	592·86	593·05	592·78	592·53
+75	593·13	593·32	593·05	592·80
198+00	593·38	593·56	593·30	593·05
+25	593·60	593·79	593·53	593·28
+50	593·81	594·00	593·73	593·48
+75	593·99	594·18	593·91	593·66
199+00	594·15	594·34	594·08	593·83
+25	594·29	594·48	594·22	593·97
+50	594·41	594·60	594·34	594·09
+75	594·51	594·70	594·43	594·18
200+00	594·59	594·78	594·51	594·26
+25	594·64	594·83	594·57	594·32
+50	594·68	594·86	594·60	594·35
+75	594·69	594·88	594·61	594·36
201+00	594·68	594·87	594·60	594·35
+25	594·65	594·84	594·57	594·32
+50	594·60	594·78	594·52	594·27
+75	594·52	594·71	594·45	594·20
202+00	594·43	594·62	594·35	594·10
+25	594·31	594·50	594·23	593·98
+50	594·17	594·36	594·10	593·85
+75	594·01	594·20	593·94	593·69
203+00	593·83	594·02	593·76	593·51
+25	593·63	593·82	593·55	593·30
+50	593·41	593·60	593·33	593·08
+75	593·16	593·35	593·09	592·84
204+00	592·90	593·08	592·82	592·57
+25	592·61	592·80	592·53	592·28
+50	592·30	592·49	592·22	591·97
+75	591·98	592·17	591·90	591·65
205+00	591·66	591·85	591·58	591·33
+25	591·34	591·53	591·26	591·01
+50	591·02	591·21	590·94	590·69
+75	590·70	590·89	590·62	590·37
206+00	590·38	590·57	590·30	590·05
+25	590·06	590·25	589·98	589·73
+50	589·74	589·93	589·66	589·41
+75	589·42	589·61	589·34	589·09
207+00	589·10	589·29	589·02	588·77
+25	588·78	588·97	—	—

NOTES :-
For Notes, see Sheet No. 408
For Transverse Normal Section, see Sheet No. 410

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

SUPERSTRUCTURE-ROADWAY SLAB
UNITS 5 & 6
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C. R.R. & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
I.G.V.	I.G.V.	~	R.L.S. B.C.	J.A.D.	7-8-64	

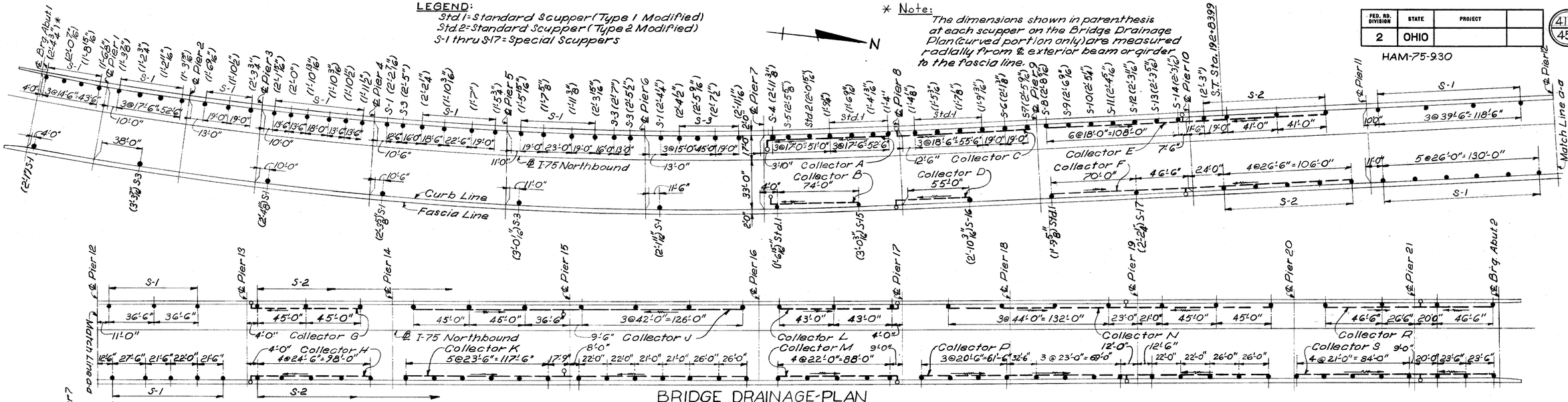
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

412
450

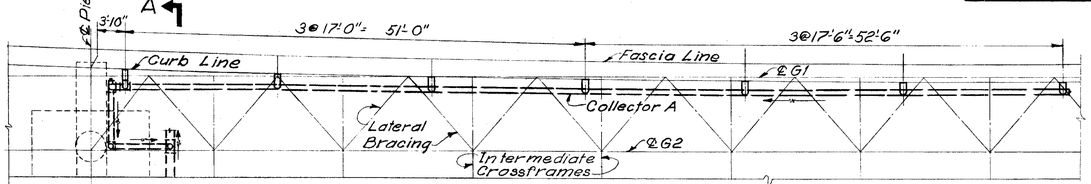
HAM-75-930

LEGEND:
Std 1 = Standard Scupper (Type 1 Modified)
Std 2 = Standard Scupper (Type 2 Modified)
S-1 thru S-17 = Special Scuppers

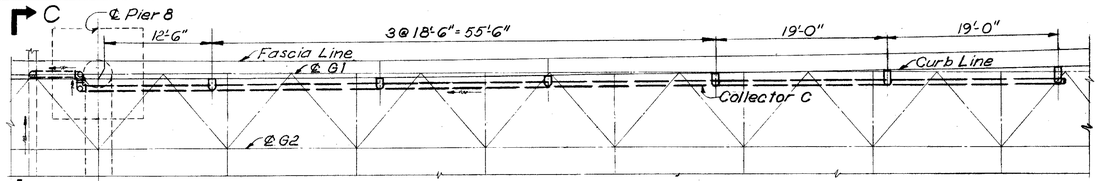
* Note:
The dimensions shown in parenthesis at each scupper on the Bridge Drainage Plan (curved portion only) are measured radially from ℄ exterior beam or girder to the fascia line.



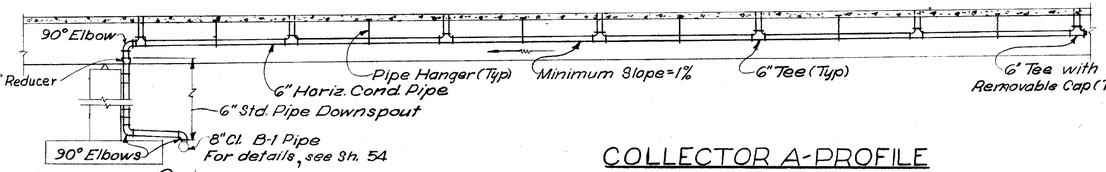
BRIDGE DRAINAGE-PLAN



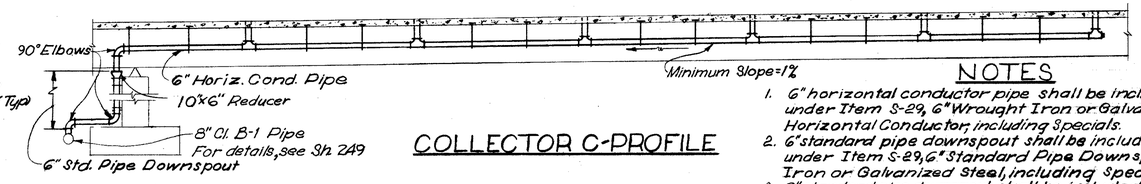
COLLECTOR A-PLAN



COLLECTOR C-PLAN



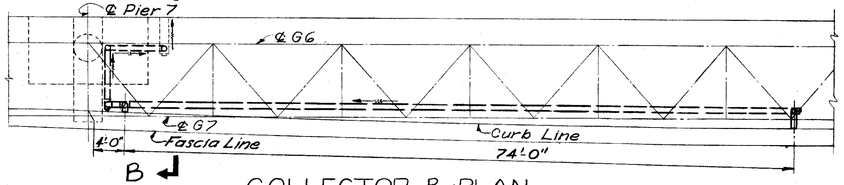
COLLECTOR A-PROFILE



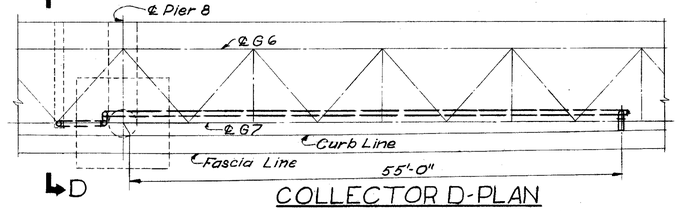
COLLECTOR C-PROFILE

NOTES

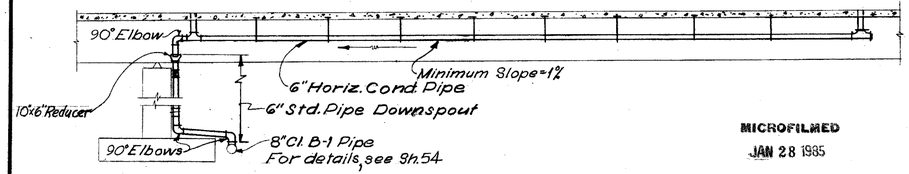
1. 6" horizontal conductor pipe shall be included for payment under Item S-29, 6" Wrought Iron or Galvanized Steel Pipe Horizontal Conductor, including Specials.
2. 6" standard pipe downspout shall be included for payment under Item S-29, 6" Standard Pipe Downspout, Wrought Iron or Galvanized Steel, including Specials.
3. 8" standard pipe downspout shall be included for payment under Item S-29, 8" Standard Pipe Downspout, Wrought Iron or Galvanized Steel, including Specials.
4. All scuppers shall be included in Item S-29 for payment.
5. For Special Scupper details, see Sh 414.
6. For details of Standard Scupper (Type 1 & Type 2 Modified), see Sh. 413.
7. For Pipe Hanger & Support details, see Sh 414.
8. For Sections A-A thru D-D, see Sh 414.



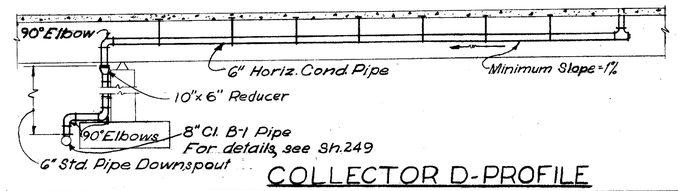
COLLECTOR B-PLAN



COLLECTOR D-PLAN



COLLECTOR B-PROFILE



COLLECTOR D-PROFILE

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

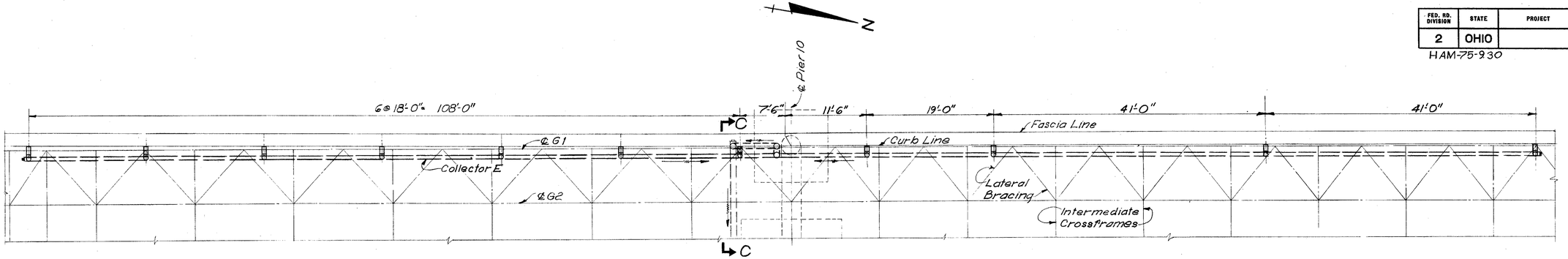
DRAINAGE DETAILS
BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK, BENSON ST., N.Y.C.R.R., & SHEPHERD AVE
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RLS	GJW	~	B.C.	J.A.D.	7-8-64	

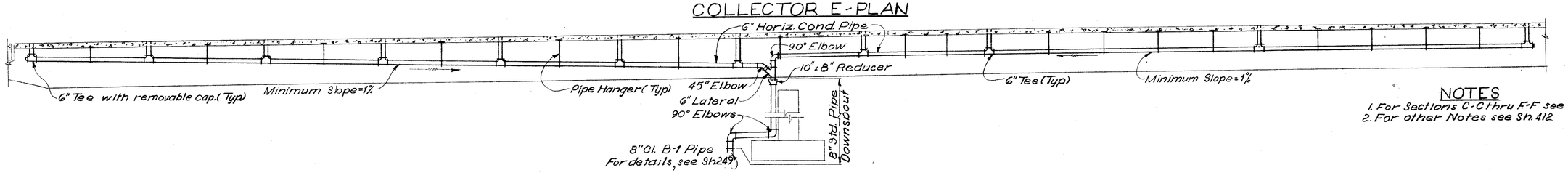
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.30

413
450

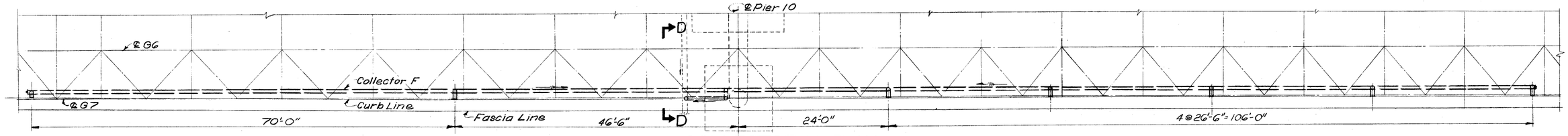


COLLECTOR E - PLAN

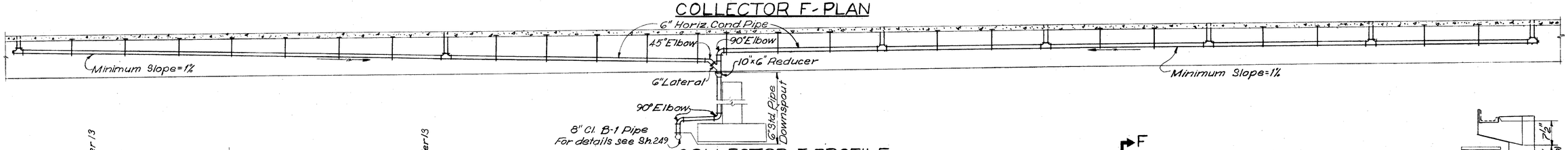


NOTES
1. For Sections C-C thru F-F see Sh. 414
2. For other Notes see Sh. 412

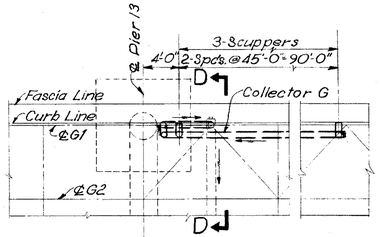
COLLECTOR E - PROFILE



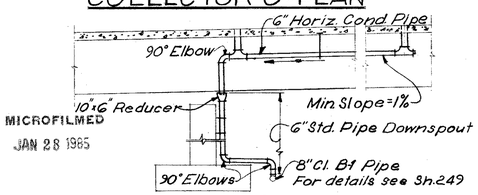
COLLECTOR F - PLAN



COLLECTOR F - PROFILE

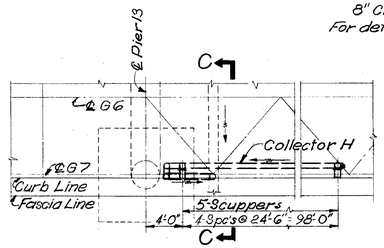


COLLECTOR G - PLAN

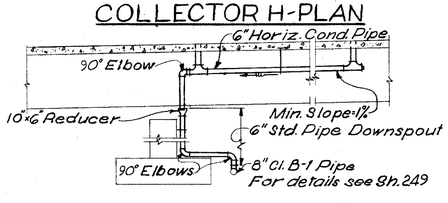


MICROFILMED
JAN 28 1985

COLLECTOR G - PROFILE



COLLECTOR H - PLAN



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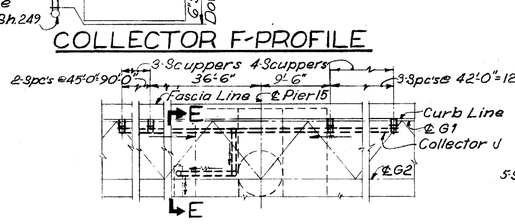
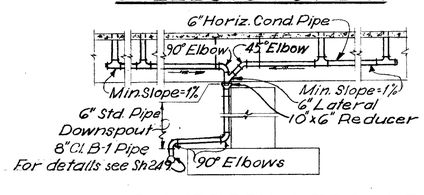


COLLECTOR J - PLAN



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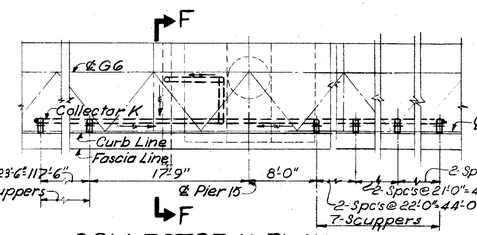
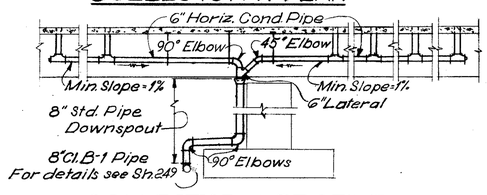


COLLECTOR K - PLAN



COLLECTOR K - PROFILE

STANDARD SCUPPER
TYPE 1 & TYPE 2 MODIFIE

NOTE: For other scupper & gut
support details, see Std.
Dwg. SD-1-63, Sheet 30 of 4,
dated 11-12-63.

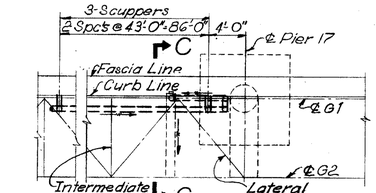
VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

DRAINAGE DETAILS
BRIDGE No. HAM-75-1147

NORTHBOUND I-75 over MILL CREEK, BENSON ST, N.Y.C.R.R., & SHEPHERD AVE

HAMILTON COUNTY — STA. 187+92.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RLS	GJW	~	B.C.	J.A.D.	7-8-64	



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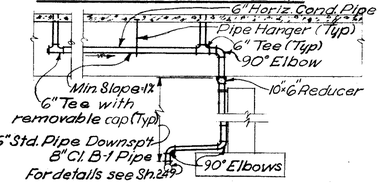
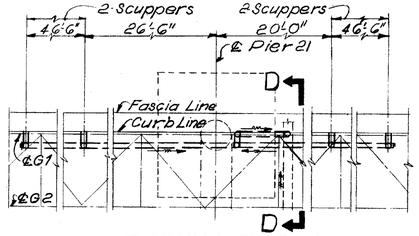


COLLECTOR L-PROFILE



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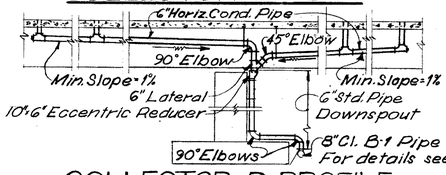
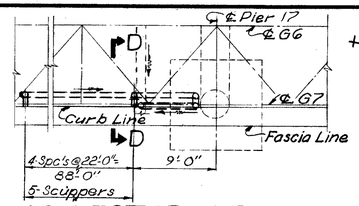


COLLECTOR R-PROFILE



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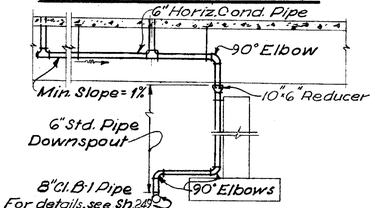
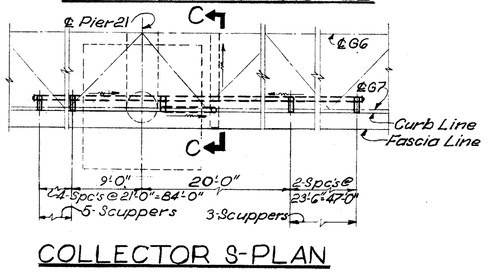
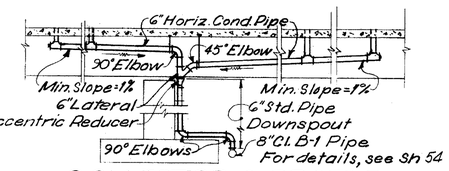


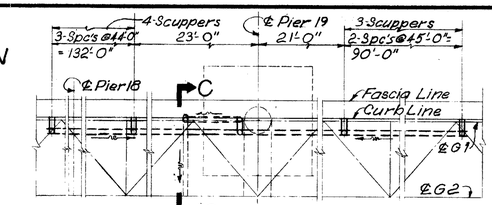
COLLECTOR M-PROFILE



COLLECTOR S-PLAN



COLLECTOR S-PROFILE



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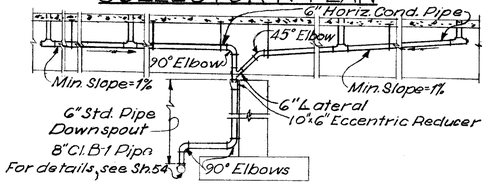
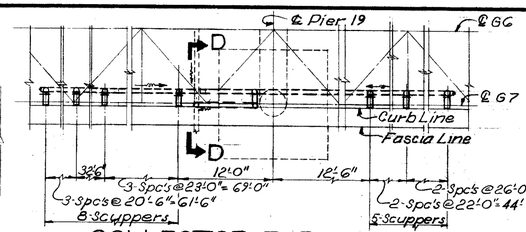
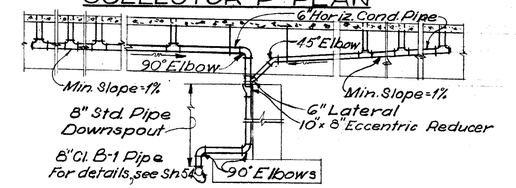


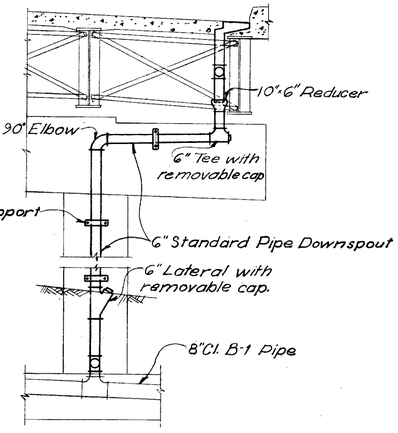
COLLECTOR N-PROFILE



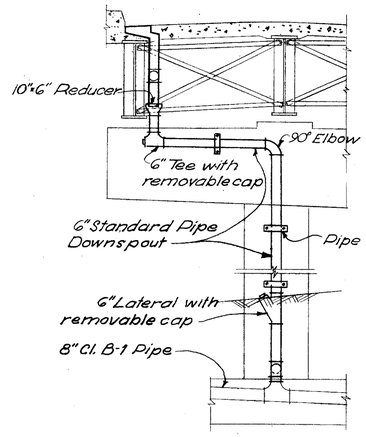
COLLECTOR P-PLAN



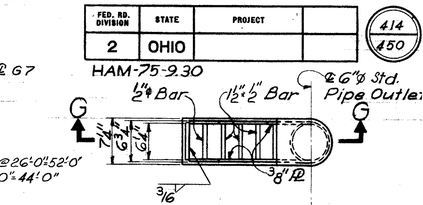
COLLECTOR P-PROFILE

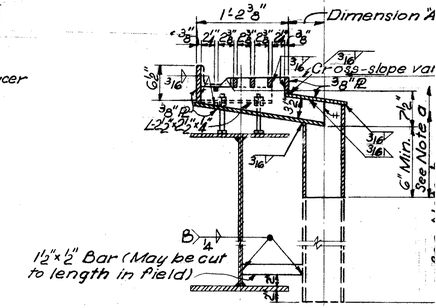


SECTION A-A



SECTION B-B



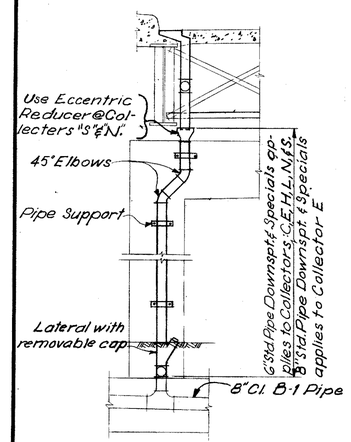


SPECIAL SCUPPERS S-1 THRU S-17

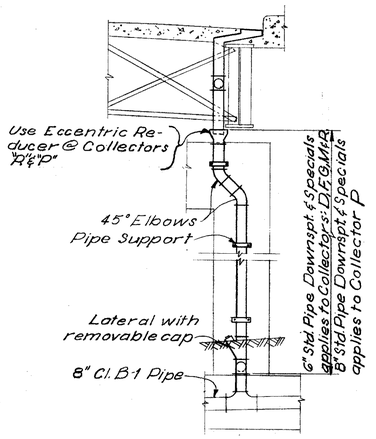
NOTES:

a. Applies to Scupper S-2, & S-4 thru S-17.
b. Applies to Scupper S-1 & S-3.
c. For other scupper & gutter support details, see Std. Dwg. SD-1-64, Sheet 3 of 4, dated 11-12-64.

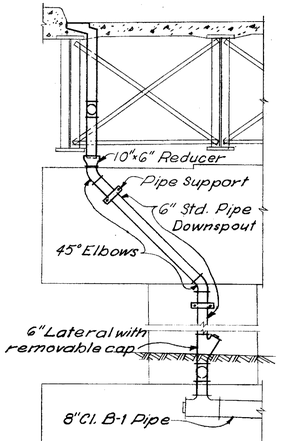
Special Scupper	Dimension "A"
S-1	2 5/8"
S-2	2 5/8"
S-3	1'-3"
S-4	10 1/16"
S-5	4 5/16"
S-6	1/16"
S-7	4 1/4"
S-8	8"
S-9	6 1/4"
S-10	4 15/16"
S-11	4"
S-12	3 3/8"
S-13	3"
S-14	2 3/4"
S-15	10 7/8"
S-16	8 7/8"
S-17	1 15/16"



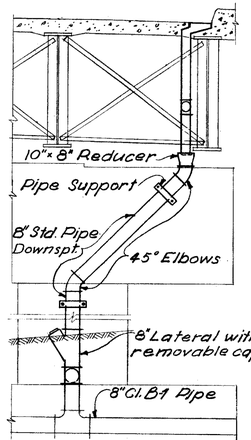
SECTION C-C



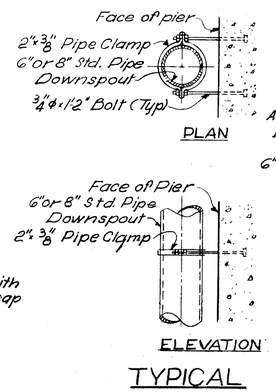
SECTION D-D



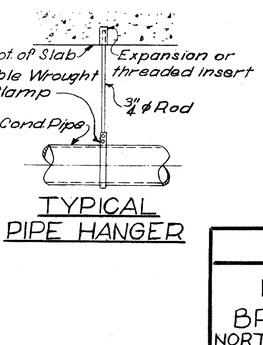
SECTION E-E



SECTION F-F



TYPICAL PIPE SUPPORT



TYPICAL PIPE HANGER

MICROFILMED
JAN 28 1985

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

DRAINAGE DETAILS
BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREE
BENSON ST., N.Y.C.R.R., & SHEPHERD AV
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.L.S.	G.J.W.	~	B.C.	J.A.D.	7-8-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

415
450

HAM - 75 - 9.30

ABUTMENTS

MARK	NO.	LENGTH	TYPE	WEIGHT
AA501	40	6'-5"	Bt.	268
" 502	21	8'-2"	Bt.	179
" 503	10	11'-11"	Bt.	124
" 504	11	27'-8"	Str.	317
" 505	7	26'-3"	Str.	192
" 506	19	7'-1"	Bt.	140
" 507	10	25'-2"	Str.	262
" 508	6	23'-9"	Str.	149
" 509	79	6'-6"	Bt.	536
" 510	18	6'-11"	Bt.	130
" 511	17	6'-0"	Str.	106
" 512	2	19'-0"	Str.	40
" 513	1	9'-3"	Str.	10
" 514	15	4'-3"	Str.	66
" 515	2	8'-9"	Str.	18
" 516	7	7'-2"	Str.	53
" 517	4	14'-2"	Str.	59
" 518	2	10'-2"	Bt.	21
" 519	2	11'-9"	Bt.	25
" 520	12	12'-1"	Str.	151
" 521	20	3'-6"	Str.	73
" 522	4	6'-2"	Bt.	26
" 523	20	4'-8"	Str.	97
" 524	14	3'-4"	Bt.	49
" 525	14	3'-2"	Bt.	46
" 526*	8	11'-10"	Str.	—
" 527	4	10'-3"	Bt.	43
AA601	21	15'-4"	Bt.	484
" 602	19	14'-3"	Bt.	407
" 603	37	14'-0"	Bt.	778
" 604	14	12'-7"	Bt.	265
" 605	6	21'-4"	Bt.	192
" 606	6	18'-2"	Bt.	164
AF501	14	12'-0"	Bt.	175
" 502	36	8'-6"	Bt.	319
" 503	16	3'-9"	Str.	63
" 504	36	8'-2"	Bt.	307
" 505	59	6'-6"	Bt.	400
" 506	23	27'-10"	Str.	668
" 507	23	25'-0"	Str.	600
" 508	16	10'-8"	Str.	178
" 509	48	6'-6"	Str.	325
" 510	2 Sets of 6	Varies 8'-7" to 13'-7" by 1'-0"	Bt.	139
" 511	10	8'-5"	Bt.	88
" 512	20	16'-7"	Str.	346
" 513	4 Sets of 3	Varies 8'-8" to 12'-4" by 1'-10"	Str.	131
" 514	18	3'-3"	Bt.	61
" 515	18	3'-3"	Bt.	61
" 516	1	10'-0"	Str.	10
" 517	1	6'-0"	Str.	6
" 518	24	5'-6"	Str.	138
" 519	26	5'-9"	Bt.	156
" 520*	8	16'-3"	Str.	—
" 521	6	11'-6"	Str.	72
AF601	36	14'-6"	Bt.	784
" 602	20	18'-10"	Bt.	566
" 603	37	18'-0"	Bt.	1000
" 604	14	19'-8"	Bt.	414
AF801	14	28'-10"	Str.	1078
" 802	12	13'-6"	Str.	433

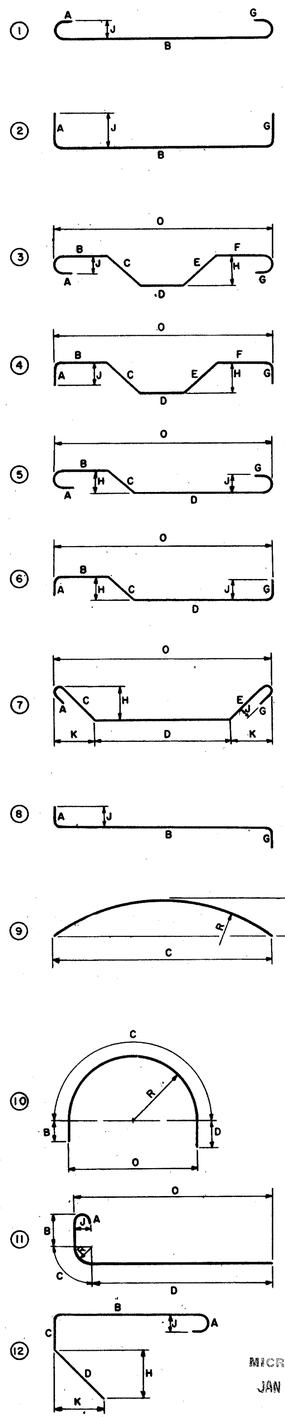
PIERS UNIT 1

MARK	NO.	LENGTH	TYPE	WEIGHT
PA501	96	7'-2"	Bt.	718
" 502	16	25'-6"	Str.	426
" 503	76	3'-10"	Bt.	304
" 504	4	3'-9"	Bt.	16
" 505	4	3'-7"	Bt.	15

FED. RD. DIVISION	STATE	PROJECT		416 / 450
2	OHIO			

HAM-75-9.30

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
AA501	2	6"	5'-5"					6"					
" 502	2	6"	7'-8"										
" 503	T1	5"	3'-2"	2'-7"	3'-2"	2'-7"		5"					
" 506	2	6"	6'-7"										
" 509	17		1'-8"	3'-5"	1'-8"								
" 510	S3	5"	2'-10"	8"	2'-10"			5"					
" 518	2	6"	9'-8"										
" 519	2	6"	11'-3"										
" 522	14		4'-8"	1'-6"									
" 524	22		1'-1"	1'-5"	1'-1"				2"		1'-5"		
" 525	17		11"	1'-5"	1'-1"								
" 527	17		4'-8"	1'-2"	4'-8"								
AA601	17		2'-7"	5'-5"	7'-8"								
" 602	17		2'-7"	5'-5"	6'-7"								
" 603	17		2'-0"	11"	5'-9"	1'-5"	4'-6"						
" 604	17		5'-9"	1'-5"	5'-9"								
" 605	17		10'-3"	1'-2"	10'-3"								
" 606	17		8'-8"	1'-2"	8'-8"								
AF501	T1	5"	3'-2"	2'-7"	3'-2"	2'-7"		5"					
" 502	17		1'-8"	5'-5"	1'-8"								
" 504	20		1'-8"	6'-8"									
" 505	17		1'-8"	3'-5"	1'-8"								
" 510	17		3'-10" to 6'-4" by 6	1'-2"	3'-10" to 6'-4" by 6								
" 511	17		3'-9"	1'-2"	3'-9"								
" 514	17		1'-1"	1'-4"	1'-1"								
" 515	22		1'-0"	1'-4"	1'-2"				2"		1'-4"		
" 519	53	5"	2'-2"	8"	2'-2"			5"					
AF601	17		2'-9"	5'-5"	6'-8"								
" 602	17		9'-0"	1'-2"	9'-0"								
" 603	17		2'-0"	11"	7'-10"	1'-5"	6'-4"						
" 604	17		2'-0"	1'-5"	7'-10"	1'-5"	7'-6"						
PA501	S10		2'-5"	2'-8"	2'-5"								
" 503	2	7"	2'-8"					7"					
" 504	2	7"	2'-7"					7"					
" 505	2	7"	2'-5"					7"					
PA601	1	8"	8'-8"					8"					
" 602	1	8"	6'-9"										
PA701	1	10"	8'-8"					10"					
PA1101	18		24'-6"	3'-0"									
" 1102	18		31'-3"	3'-0"									
" 1112	2	1-2"	6'-3"										
" 1115	10		4'-0"	2'-7"	4'-0"							10"	1'-8"
SPA501	SP1		3¼"	10'-0"	40								2'-8"
" 502	SP1		3¼"	12'-0"	47								2'-8"
" 503	SP1		3¼"	10'-8"	42								2'-8"
" 504	SP1		3¼"	12'-8"	50								2'-8"
" 505	SP1		3¼"	11'-4"	45								2'-8"
" 506	SP1		3¼"	13'-3"	52								2'-8"
" 507	SP1		3¼"	11'-11"	47								2'-8"
" 508	SP1		3¼"	13'-11"	54								2'-8"
PB511	2	6"	3'-8"					6"					
PB501	S10		3'-7"	3'-2"	3'-7"								
" 502	2	6"	1'-7"					6"					
" 503	2	6"	2'-10"					6"					
" 504	T1	5"	2'-9"	4'-8"	2'-9"	4'-8"		5"					
~~" 505~~	~~2~~	~~6"~~	~~5'-6"~~					~~6"~~					
" 506	T1	5"	2'-2½"	6'-4"	2'-2½"	6'-4"		5"					
" 507	2	6"	3'-8"					6"					
" 508	2	6"	2'-0"					6"					
" 509	2	6"	3'-2"					6"					
" 510	2	6"	5'-6"					6"					
PB601	1	8"	11'-6"					8"					
PB701	1	10"	8'-6"					10"					
" 702	1	10"	9'-6"					10"					
" 703	1	10"	11'-6"					10"					
" 704	1	10"	6'-6"										
PB901	1	1'-3"	8'-6"					1'-3"					
" 902	1	1'-3"	14'-6"					1'-3"					
PB1001	1	1'-5"	17'-6"					1'-5"					
" 1002	1	1'-5"	15'-6"					1'-5"					

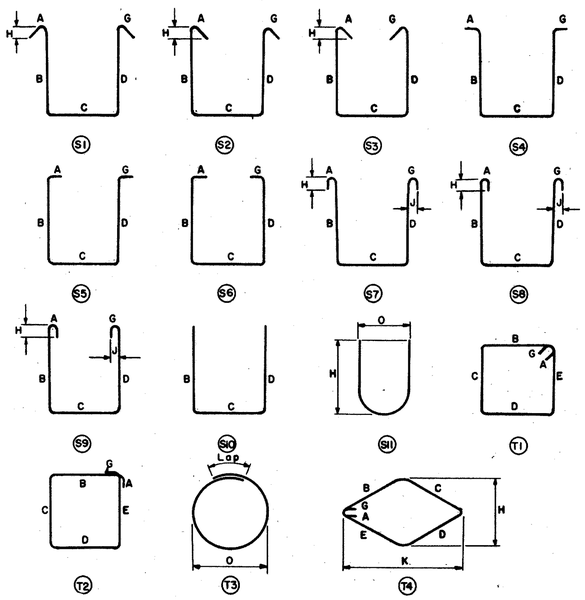


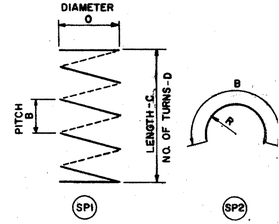
NOTES

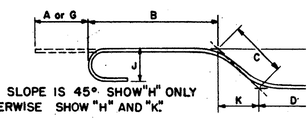
1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H." WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS, DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-405 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

MICROFILMED
JAN 28 1985

⑮ NOT USED







WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

MICROFILMED
JAN 28 1985

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

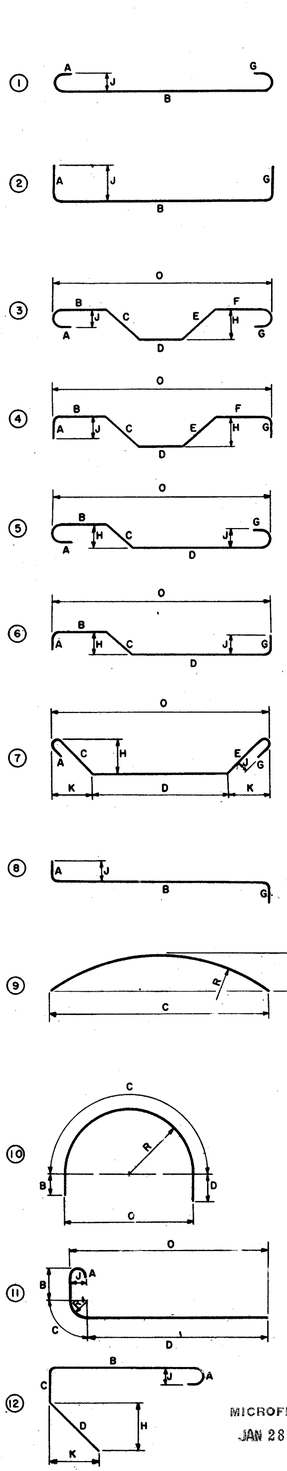
BAR BENDING DETAILS

BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILLCREE
BENSON ST NYCRR & SHEPHERD AV

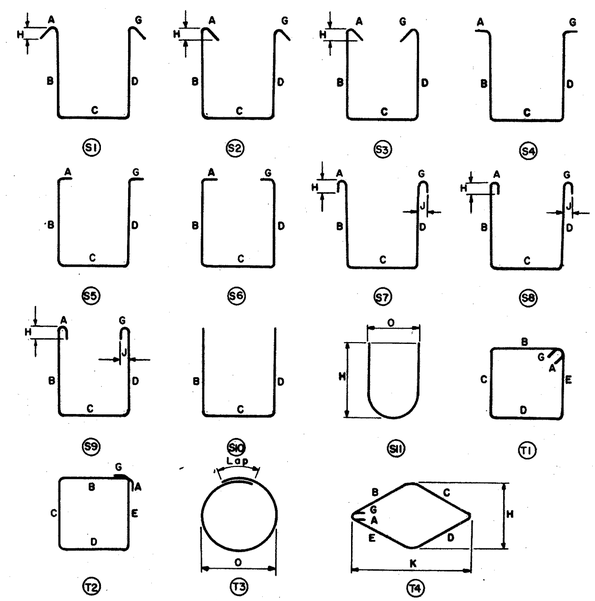
HAMILTON COUNTY STA. 182 + 97.99 to
STA. 207 + 15.49.

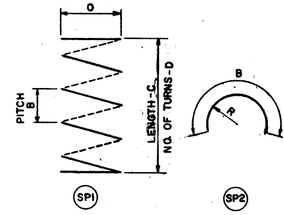
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
~	G.K.	~	BC	JAD	7-8-64	12-7-64

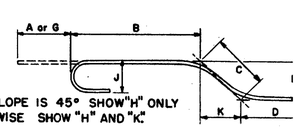
MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
PB1101	2	1'-2"	6'-10"										
" 1109	17		3'-5"	39'-9"									
" 1110	17		3'-5"	40'-8"									
" 1111	17		3'-5"	41'-0"									
" 1112	17		3'-5"	15'-0"									
" 1114	10		5'-0"	6'-10"	5'-0"							1'-1½"	2'-3"
" 1121	1	1'-7"	18'-6"										
" 1123	1	1'-7"	21'-10"										
" 1129	1	1'-7"	29'-6"										
SP8501	SP1		3¼"	8'-1"	38								3'-2"
" 502	SP1		3¼"	17'-8"	68								3'-2"
" 503	SP1		3¼"	26'-3"	107								3'-2"
" 504	SP1		3¼"	22'-0"	84								3'-2"
" 505	SP1		3¼"	15'-11"	62								3'-2"
" 506	SP1		3¼"	22'-0"	84								5'-8"
" 507	SP1		3¼"	18'-6"	71								5'-8"
" 508	SP1		3¼"	20'-0"	77								5'-8"
" 509	SP1		3¼"	17'-2"	66								5'-8"
" 510	SP1		3¼"	18'-10"	73								5'-8"
" 511	SP1		3¼"	22'-0"	84								3'-8"
" 512	SP1		3¼"	18'-5"	71								3'-8"
" 513	SP1		3¼"	14'-11"	58								3'-8"
PC501	S10		2'-8"	3'-2"	2'-8"								
" 504	S10		1'-6"	3'-2"	1'-6"								
" 506	S10		2'-5"	2'-8"	2'-5"								
" 507	S10		1'-6"	2'-8"	1'-6"								
" 508	S10		1'-6"	2'-5"	1'-6"								
PC801	1	1'-1"	8'-8"					1'-1"					
" 802	1	1'-1"	9'-8"					1'-1"					
" 803	1	1'-1"	8'-8"					1'-1"					
" 804	1	1'-1"	10'-8"					1'-1"					
PC901	1	1'-3"	12'-8"					1'-3"					
" 902	1	1'-3"	11'-8"					1'-3"					
" 905	1	1'-3"	11'-8"					1'-3"					
" 906	1	1'-3"	10'-8"					1'-3"					
" 909	10		2'-10"	3'-0"	2'-10"							11½"	1'-11"
PC1007	10		3'-3"	3'-0"	3'-3"							11½"	1'-11"
" 1008	17			3'-5"	32'-0"								
" 1009	17			3'-5"	31'-9"								
" 1010	17			3'-3"	23'-9"								
" 1011	17			3'-3"	23'-6"								
" 1012	17			3'-4"	31'-11"								
" 1013	17			3'-4"	31'-9"								
" 1014	17			3'-4"	31'-4"								
" 1015	17			3'-3"	23'-8"								
" 1016	17			3'-3"	23'-6"								
" 1017	17			3'-3"	23'-1"								
PC1101	1	1'-7"	12'-8"					1'-7"					
" 1102	2	1'-2"	5'-10"					-					
" 1112	2	1'-2"	6'-4"					-					
" 1113	2	1'-2"	5'-10"					-					
SPC501	SP1		3¼"	20'-0"	77								3'-2"
" 502	SP1		3¼"	22'-1"	85								3'-2"
" 503	SP1		3¼"	18'-3"	70								3'-2"
" 504	SP1		3¼"	14'-4"	56								3'-2"
" 505	SP1		3¼"	33'-1"	121								2'-8"
" 506	SP1		3¼"	33'-7"	123								2'-8"
" 507	SP1		3¼"	34'-1"	125								2'-8"
" 508	SP1		3¼"	28'-1"	107								2'-8"
" 509	SP1		3¼"	28'-4"	108								2'-8"
SPC510	SP1		3¼"	28'-7"	109								2'-8"
" 511	SP1		3¼"	28'-10"	110								2'-8"
" 512	SP1		3¼"	32'8"	120								2'-8"
PD502	T1	5"	2'-10"	1'-2"	2'-10"	1'-2"		5"					
" 503	S10		1'-7"	4'-2"	1'-7"								
" 504	S10		2'-5"	2'-8"	2'-5"								
" 505	2	6"	2'-7"					6"					
" 506	2	6"	2'-4"					6"					
" 507	2	6"	1'-10"					6"					
" 509	10		2'-6"	4'-2¼"	2'-6"							1'-4"	2'-8"
" 511	S10		1'-6"	5'-8"	1'-6"								
" 512	T1	5"	2'-4"	6'-2"	2'-4"	6'-2"		5"					
" 515	T1	5"	3'-6½"	6'-2"	3'-6½"	6'-2"		5"					
" 514	2	6"	5'-8"					6"					
PD901	1	1'-3"	10'-8"					1'-3"					
" 902	1	1'-3"	11'-8"					1'-3"					
PD1001	1	1'-5"	14'-8"					1'-5"					



15 NOT USED







WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K."

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
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6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

MICROFILMED
JAN 28 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

417
450

HAM-75-9.30

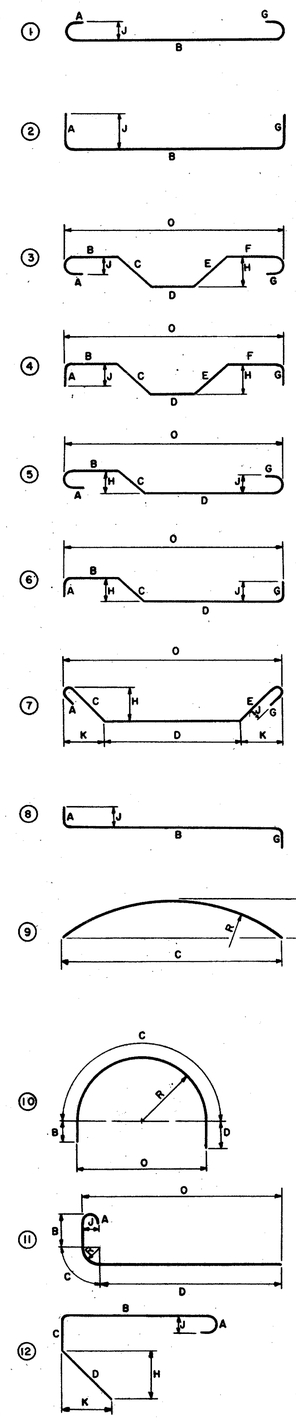
VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

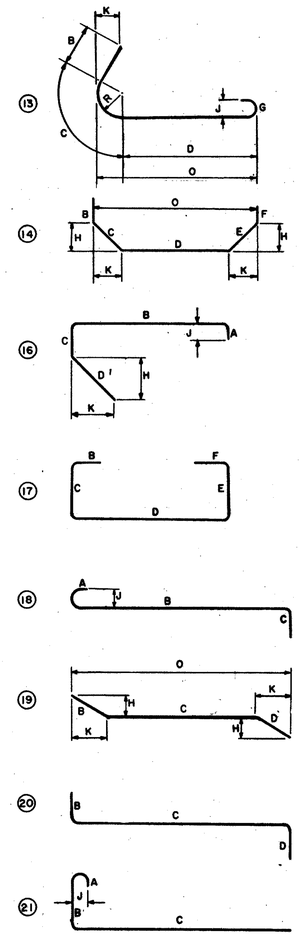
BAR BENDING DETAILS

BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK
BENSON ST. NYC.RR & SHEPHERD AVE.
HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49.

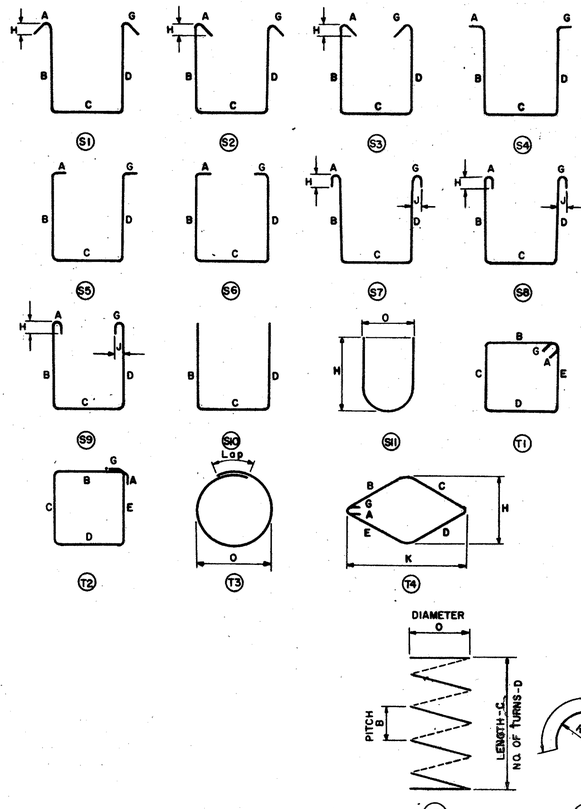
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	GK.		B.C.	JAD	7-8-64	

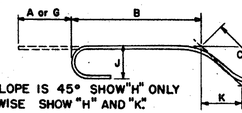
MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
PD1101	1	1'-7"	20'-2"					1'-7"					
" 1102	2	1'-2"	7'-4"										
" 1109	1	1'-7"	32'-4"										
" 1110	1	1'-7"	24'-1"										
" 1111	1	1-7"	16'-11"										
" 1116	2	1'-2"	7'-7"										
" 1117	2	3'-6"	32'-2"										
" 1118	2	3'-6"	24'-3"										
" 1123	2	1'-2"	6'-1"										
" 1124	1	1'-7"	14'-8"					1'-7"					
" 1125	1	1'-7"	33'-3"										
" 1126	1	1-7"	23'-0"										
" 1127	1	1-7"	17'-6"										
" 1135	1	1'-7"	20'-0½"					1'-7"					
" 1137	7	1'-7"		7'-1"	18'-6"	7'-1"		1'-7"	5'-0"	11"	5'-0"		28'-6"
" 1138	7	1'-7"		7'-1"	16'-6"	7'-1"		1'-7"	5'-0"	11"	5'-0"		26'-6"
SPD501	SP1		3"	20'-3"	83								4'-2"
" 502	SP1		3"	22'-3"	91								4'-2"
" 503	SP1		3"	22'-6"	93								5'-8"
" 504	SP1		3"	20'-2"	84								5'-8"
" 505	SP1		3¼"	25'-3"	96								2'-8"
PD1132	7	1'-7"		7'-1"	14'-6"	7'-1"		1'-7"	5'-0"	11"	5'-0"		24'-6"
PE604	2	8"	6'-8"					8"					
PE501	2	6"	3'-6"					6"					
" 502	S10		2'-2"	2'-8"	2'-2"								
" 505	S10		1'-6"	2'-5"	1'-6"								
" 504	S10		1'-6"	2'-8"	1'-6"								
" 507	2	6"	4'-0"					6"					
" 508	2	6"	4'-9"					6"					
" 510	S10		1'-6"	5'-8"	1'-6"								
" 511	T1	5"	2'-1½"	6'-2"	2'-1½"	6'-2"		5"					
" 512	T1	5"	3'-8½"	6'-2"	3'-8½"	6'-2"		5"					
" 513	2	6"	5'-8"					6"					
PE601	2	8"	12'-0"										
PE602	2	8"	11'-0"										
PE603	4	8"	1'-6"	10'-11"					2'-6"				
" 607	2	8"	11'-4"										
" 608	4	8"	1'-6"	9'-6"				2'-6"	2'-6"				
" 609	2	8"	9'-0"										
PE701	1	10"	20'-6"					10"					
" 702	1	10"	20'-6"					10"					
PE801	1	1'-1"	14'-6"					1'-1"					
PE901	1	1'-3"	10'-2"					1'-3"					
" 902	1	1-3"	9'-8"					1'-3"					
" 903	1	1-3"	11'-8"					1'-3"					
PE1001	2	1-2"	5'-4"										
" 1004	17			3'-3"	27'-10"								
" 1005	10			3'-6"	4'-2"	3'-6"						1'-2"	2'-4"
" 1006	1	1'-5"	17'-8"					1'-5"					
" 1007	1	1'-5	20'-8"					1'-5"					
PE1101	2	1'-4"	5'-10"										
" 1104	17			3'-3"	27'-7"								
" 1105	10			3'-6"	4'-2"	3'-6"						1'-4"	2'-8"
" 1110	1	1'-7"	32'-3"										
" 1111	1	1'-7"	24'-0"										
" 1112	1	1'-7"	19'-0"										
" 1120	2	1'-2"	7'-1"										
" 1121	2	1'-2"	15'-9"										
" 1122	2	1'-2"	15'-4"										
SPE501	SP1		3¼"	31'-3"	118								2'-8"
" 502	SP1		3¼"	25'-3"	96								2'-8"
" 503	SP1		3¼"	22'-0"	84								5'-8"
" 504	SP1		3"	12'-2"	50								5'-8"
" 505	SP1		3"	11'-10"	49								5'-8"
" 506	SP1		3¼"	26'-7"	101								2'-8"
PF501	S10		2'-8"	2'-8"	2'-8"								
" 503	2	6"	2'-3"					6"					
" 504	S10		1'-6"	2'-8"	1'-6"								
" 505	S10		1'-6"	2'-5"	1'-6"								
" 507	S10		2'-8"	3'-2"	2'-8"								
" 508	S10		1'-6"	3'-2"	1'-6"								
" 509	S10		1'-6"	2'-11"	1'-6"								
" 510	2	6"	3'-6"					6"					
" 511	2	6"	4'-0"					6"					
PF701	1	10"	8'-8"					10"					
PF801	1	1'-1"	11'-8"					1'-1"					
" 802	1	1-1"	8'-8"					1'-1"					
PF901	1	1'-3"	8'-8"					1'-3"					
" 902	1	1'-3"	11'-8"					1'-3"					
" 905	17			3'-9"	31'-3"								
" 906	17			3'-9"	31'-7"								
" 907	17			3'-9"	31'-9"								
" 909	10		2'-10"	2'-11"	2'-10"							11"	1'-10"
" 910	17			3'-9"	23'-0"								
" 911	17			3'-9"	23'-4"								





⑮ NOT USED





ENLARGED VIEW SHOWING BAR BENDING DETAILS

MICROFILMED JAN 28 1985

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4. WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H" WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-405 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

MICROFILMED JAN 28 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

418
450

HAM-75-9.30

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

BAR BENDING DETAILS

BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK
BENSON ST. N.Y.C.RR. & SHEPHERD AV
HAMILTON COUNTY STA. 182 + 97.99 to STA. 207 + 15.49

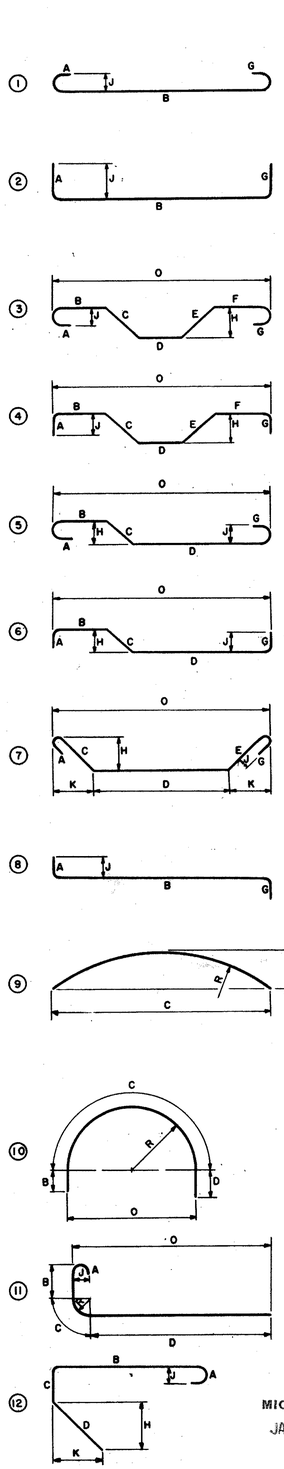
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	G.K.		S.C.	J.A.D.	7-8-64	12-22-64 12-28-64

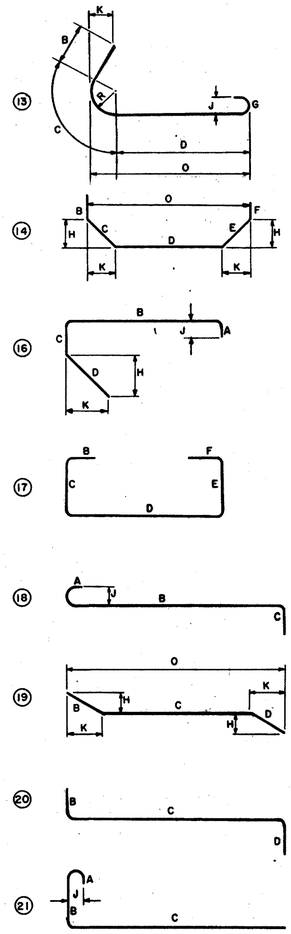
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

419
450

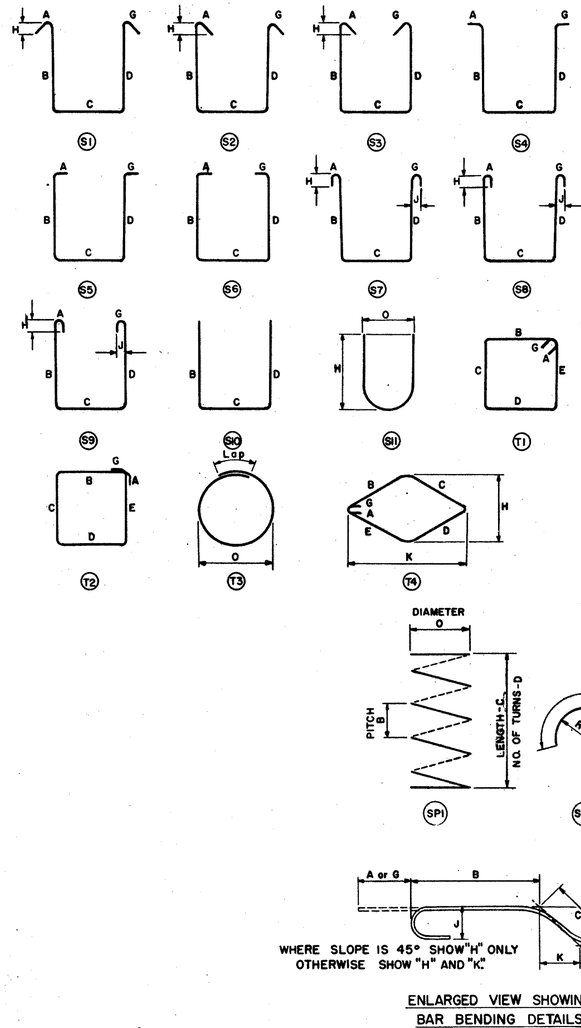
HAM-75-9.30

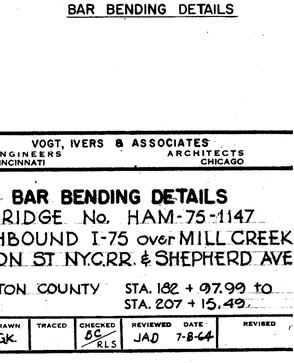
MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
PF912	17		-	5'-9"	23'-6"	-	-						
" 913	1	1'-3"	11'-8"					1'-5"					
" 914	1	1'-3"	12'-8"					1'-3"					
" 918	17		-	3'-9"	31'-11"	-	-						
" 919	17		-	3'-9"	31'-8"	-	-						
" 920	17		-	3'-9"	31'-1"	-	-						
" 921	17		-	3'-9"	23'-8"	-	-						
" 922	17		-	3'-9"	23'-5"	-	-						
" 923	17		-	3'-9"	22'-10"	-	-						
" 924	10		3'-3"	3'-2"	3'-3"							1'-0"	2'-0"
" 925	10		5'-0"	3'-10"	3'-0"							1-2½"	2'-5"
PF1001	1		1'-5"	13'-8"				1'-5"					
" 1004	17		-	3'-9"	32'-2"	-	-						
" 1005	17		-	3'-9"	31'-11"	-	-						
" 1006	17		-	3'-9"	31'-4"	-	-						
" 1007	17		-	3-9"	23'-11"	-	-						
" 1008	17		-	3-9"	23'-8"	-	-						
" 1009	17		-	3'-9"	23'-1"	-	-						
" 1010	1	1'-5"	14'-2"					1'-5"					
" 1011	1	1'-5"	14'-8"					1'-5"					
" 1012	1	1'-5"	15'-8"					1'-5"					
PF1101	1	1'-7"	11'-8"					1'-7"					
" 1102	2	1'-2"	5'-10"					-					
" 1104	1	1'-7"	15'-8"					1'-7"					
" 1105	1	1'-7"	12'-8"					1'-7"					
" 1106	2	1'-2"	5'-10"					-					
" 1108	2	1'-4"	5'-10"										
SPF501	SP1		3½	21'-2"	82								2'-8"
" 502	SP1		3½	27'-1"	103								3'-2"
" 503	SP1		3½	14'-8"	57								3-2"
" 504	SP1		3	15'-8"	64								4'-8"
" 505	SP1		3	16'-1"	66								4'-8"
SA501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
" 510	19		10"	2'-10"	—				7"		—		3'-5"
" 511	S10		2'-0"	1'-0"	2'-0"								
SB501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
SC501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
SD501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
SE501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
SF501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
" 502	2	6"	1'-7"					6"					
" 503	S3	5"	2'-2"	8"	2'-2"			5"	—				
RE 5	SP2		5'-7"									1'-4"	
RE 5A	SP2		5'-7"									2'-10"	





⑮ NOT USED





WHERE SLOPE IS 45° SHOW "H" ONLY
OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
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7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. S-4.05 OF THE SPECIFICATIONS.
10. FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1½ CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

MICROFILMED
JAN 28 1965

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

BAR BENDING DETAILS

BRIDGE No. HAM-75-1147
NORTHBOUND I-75 over MILL CREEK
BENSON ST N.Y.C.R.R. & SHEPHERD AVE
HAMILTON COUNTY STA. 182 + 97.99 to STA. 207 + 15.49

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	GK.		DC RLS	JAD	7-8-64	

LOCATION PLAN

HAM-I 75-9.30

HAMILTON COUNTY

SPRINGFIELD & SYCAMORE TOWNSHIPS

CITY OF CINCINNATI
VILLAGE OF ARLINGTON HEIGHTS
CITY OF LOCKLAND
CITY OF READING

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	1

420/450

HAM - 75 - 9.30
R/W PLANS
LIMITED ACCESS

1/31

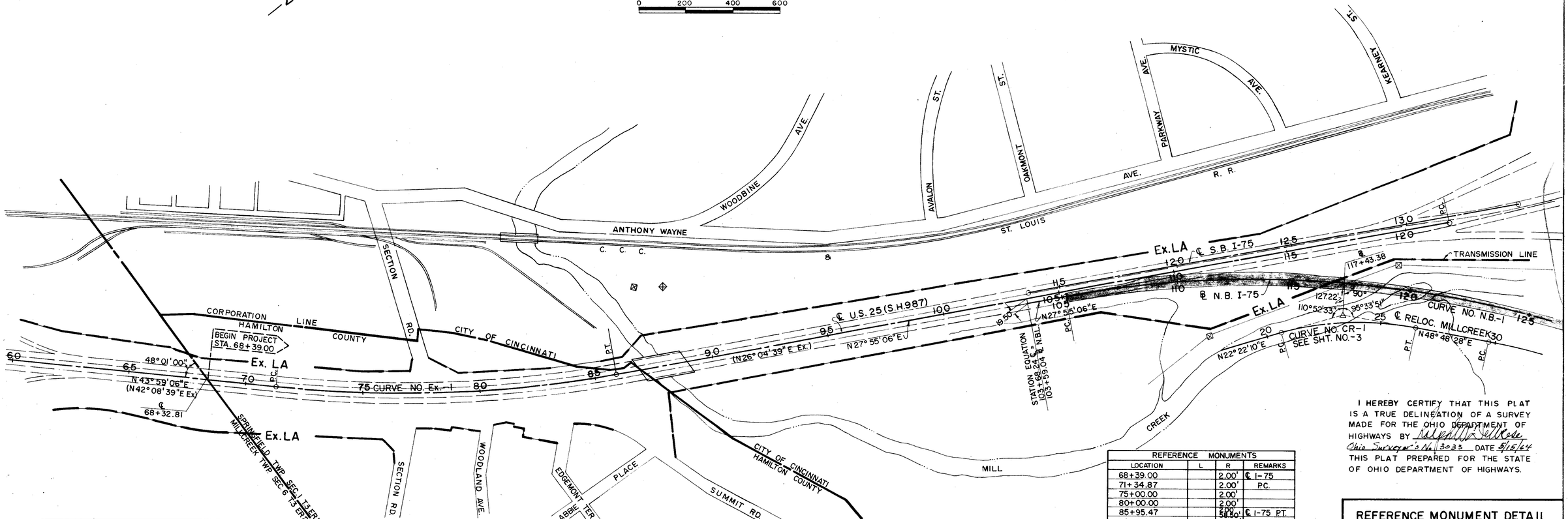
THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 51+75.87 TO STATION BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME 36 PAGE 635 OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.

Received _____ 19 ____
Recorded _____ 19 ____
Book _____ Page _____
_____
County Recorder

Signed _____
Date _____ Division Deputy Director

N

0 200 400 600



I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS BY Ralph W. DeMoss, Ohio Surveyor's No. 3033 DATE 5/15/64
THIS PLAT PREPARED FOR THE STATE OF OHIO DEPARTMENT OF HIGHWAYS.

CURVE DATA

No.	PI. Sta.	Δ	Dc	Rc	Lc	TI	T2	Ls-1	Ls-2	Θs-1	Θs-2	E
NB 1	119+25.66	34°09'30"	1°15'00"	4,583.66	2,732.67	1,408.29	1,408.29					211.47
NB 2	154+60.90	32°56'43"	2°30'00"	2,291.83	1,767.81			450.00	450.00	5°37'30"	5°37'30"	
NB 3	180+15.27	40°00'30"	1°45'00"	3,274.05	2,636.19			350.00	350.00	3°03'45"	3°03'45"	
NB 4	214+35.40	12°32'53"	1°30'00"	3,819.72	1,086.54			250.00	250.00	1°52'30"	1°52'30"	
NBC1	1+09.33	8°42'25"	4°00'00"	1,432.39	217.67	109.05	109.05					4.14
NBC2	5+82.29	3°25'41"	2°30'00"	2,291.83	137.12	68.58	68.58					1.03
N 1	3+58.05	38°02'52"	38°11'50"	150.00	99.61	51.72	51.72					8.67
N 2	7+67.35	6°35'00"	2°30'00"	2,291.83	263.33	131.81	131.81					3.79
M 1	8+50.00	10°47'53"	4°00'00"	1,432.39	269.95	135.38	135.38					6.39
SB 1	139+06.66	16°54'10"	2°00'00"	2,864.79	845.14	425.66	425.66					31.45
SB 2	161+99.07	28°32'10"	2°00'00"	2,864.79	1,426.81	728.52	728.52					91.18
SB 3	183+00.07	1°00'00"	0°20'00"	17,188.73	300.00	150.00	150.00					0.65
SB 4	188+50.07	2°00'00"	0°20'00"	17,188.73	600.00	300.03	300.03					2.62
SB 5	194+00.00	1°00'00"	0°20'00"	17,188.73	300.00	150.00	150.00					0.65
SB 6	206+75.19	37°52'50"	3°15'00"	1,762.95	1,165.55	604.98	604.98					100.91
EX 1	78+69.99	16°04'00"	1°06'00"	5,208.71	1,460.61	735.13	735.13					51.62
EX 2	128+08.13	16°53'54"	1°24'00"	4,092.56	1,207.03	607.93	607.93					44.91
EX 3	152+03.33	28°32'30"	2°00'00"	2,864.79	1,427.08	728.67	728.67					99.22
EX 4	196+91.75	37°53'30"	3°15'00"	1,762.95	1,165.90	605.17	605.17					100.98

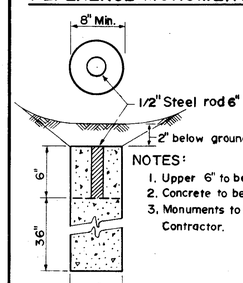
CONTROL POINT STATION

No.	P.I. Sta.	P.C. Sta.	P.T. Sta.	P.C.C. Sta.	T.S. Sta.	S.C. Sta.	C.S. Sta.	S.T. Sta.
NB1	119+25.66	105+17.37	132+50.03					
NB 2	154+60.90				145+57.20	150+07.20	158+75.01	163+25.01
NB 3	180+15.27				166+47.79	169+97.79	189+33.98	192+83.98
NB 4	214+35.40				208+90.38	211+40.38	217+26.92	219+76.92
NBC1	1+09.38		2+17.95	00+00.28				
NBC2	5+82.29	5+13.71	6+50.84					
N 1	3+58.05	3+06.34	4+05.94					
N 2	7+67.35	6+35.54	8+98.87					
M 1	8+50.00	7+14.62	9+84.57					
SB1	139+06.66	134+80.99	143+26.14					
SB2	161+99.07	154+70.54	168+97.35					
SB3	183+00.07	181+50.07	184+50.07					
SB4	188+50.07	185+50.04	191+50.04					
SB 5	194+00.00	192+50.00	195+50.00					
SB6	206+75.19	200+70.21	212+35.76					
EX 1	78+69.99	71+34.87	85+95.47					
EX2	128+08.13	122+00.00	134+07.23					
EX3	152+03.33	144+74.66	159+01.74					
EX4	196+91.75	190+86.58	202+52.48					

REFERENCE MONUMENTS

LOCATION	L	R	REMARKS
68+39.00		2.00'	℄ I-75
71+34.87		2.00'	P.C.
75+00.00		2.00'	
80+00.00		2.00'	
85+95.47		2.00' 58.50'	℄ I-75 P.T.
90+00.00		58.50'	
95+00.00		58.50'	
103+68.24=103+59.04		58.50' 38.00'	ONE MON.
105+17.37		38	P.C. N.B.℄
110+00.00		38	
115+00.00		38	
120+00.00		38	
125+00.00		38	
132+50.03		38	P.T.
141+00.00		38	
145+57.20	22	38	T.S.
150+07.20	22		S.C.
158+75.01	22		C.S.
163+25.01	22		S.T.
166+47.79	22		T.S.
169+97.79	22		S.C.
175+00.00	22		
180+00.00	22		
182+50.00	22	38	
207+50		38	
208+90.38'		38	T.S.
211+40.38		38	S.C.
215+00.00		38	
" "		108	
217+26.92		108	C.S.
219+76.92		108	S.T. ℄ I-75
222+94.26		108	℄ I-75

REFERENCE MONUMENT DETAIL



NOTES:
1. Upper 6" to be formed.
2. Concrete to be Class "C".
3. Monuments to be placed by Contractor.

SHEET 1 OF 3

DATE	REVISED	BY

1/31

DIETZGEN - CINCINNATI, OHIO

R/W PLAN - LOCATION PLAN

LOCATION PLAN
CONTINUED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

421/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

2/31

0 200 400 600

DETAIL 'A'
No Scale

SHEET 2 OF 3

DATE	REVISED	BY

2/31

R/W PLAN - LOCATION PLAN

LOCATION PLAN
CONTINUED

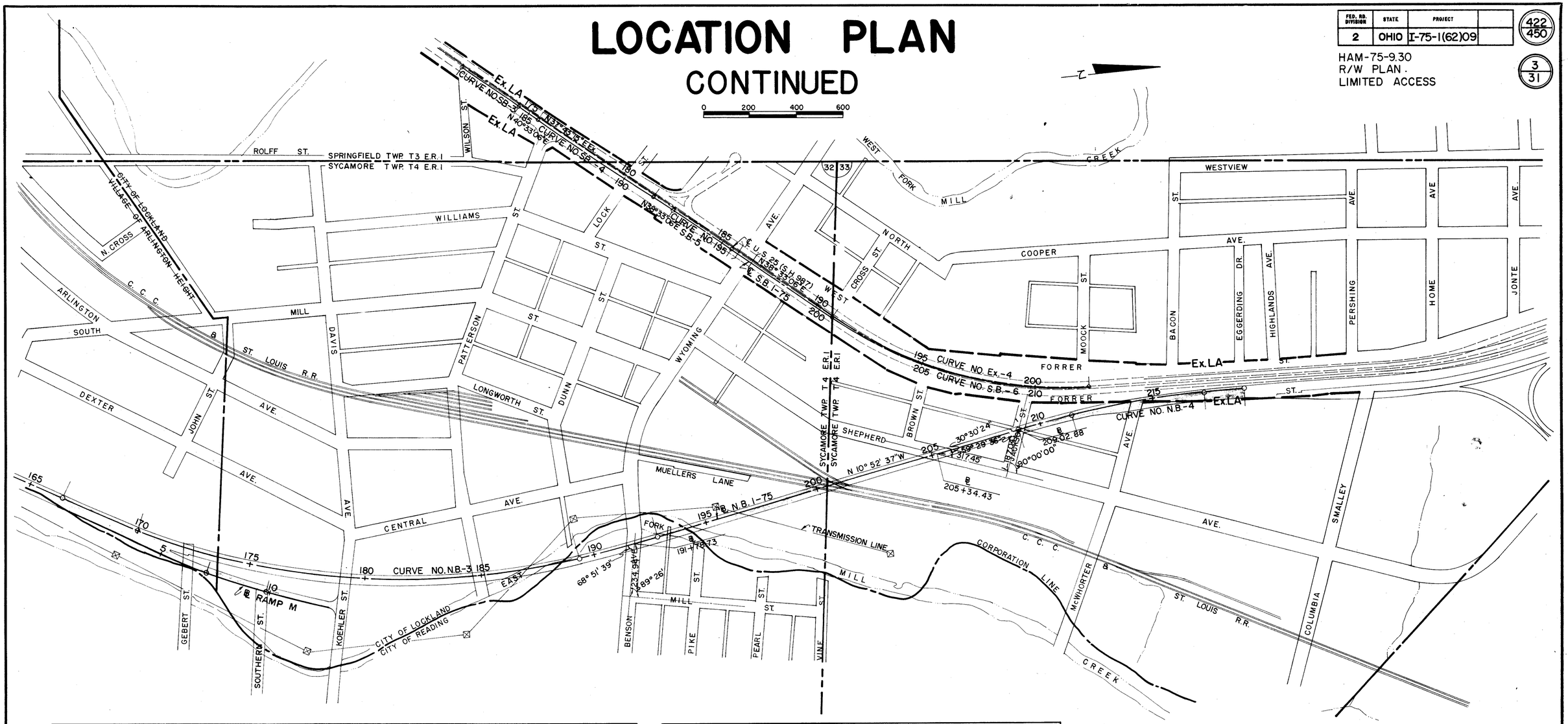
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

422/450

HAM-75-9.30
R/W PLAN.
LIMITED ACCESS

3/31

0 200 400 600



CURVE DATA

No.	PI. Sta.	Δ	Dc	Rc	Lc	T1	T2	Ls-1	Ls-2	θs-1	θs-2	E
G 1	20+92.26	5°29'00"	3°00'00"	1909.86'	182.78'	91.46'	91.46'					2.19'
G 2	27+15.86	3°00'00"	1° 30° 00"	3819.72'	200.00'	100.02'	100.02'					1.31'
EB 1	31+06.47	1°23'00"	1° 00'00"	5729.58'	138.33'	69.17'	69.17'					0.42'
WB1	29+46.34	4°10'00"	3° 00'00	1909.86'	138.89'	69.48'	69.48'					1.26'
WB2	30+72.54	2°47'00"	2° 30'00"	2291.83'	111.33'	55.68'	55.68'					0.68'
RC 1	23+60.32	26°26'18"	4°30'00"	1273.24'	587.52'	299.09'	299.09'					34.66'
RC 2	32+01.48	11° 29'28"	2° 30'00"	2291.83'	459.64'	230.60'	230.60'					11.57'
RC 3	38+49.80	26° 30'03"	7°00'00"	818.51'	378.58'	192.74'	192.74'					22.39'
RC 4	46+24.97	40°17'59"	7° 00' 00"	818.51'	575.71'	300.34'	300.34'					53.36'
RC 5	54+40.00	37°00'00"	11°00'00"	520.87'	336.36'	174.28'	174.28'					28.38'

CONTROL POINT STATION

No.	P.I. Sta.	P.C. Sta.	P.T. Sta.	P.C.C. Sta.	T.S. Sta.	S.C. Sta.	C.S. Sta.	S.T. Sta.
G 1	20+92.26	20+00.80	21+83.58					
G 2	27+15.86	26+15.84	28+15.84					
EB 1	31+06.47	30+37.30	31+75.63					
WB1	29+46.34	28+76.87	30+15.76					
WB2	30+72.54	30+16.86	31+28.19					
RC 1	23+60.32	20+61.23	26+48.75					
RC 2	32+01.48	29+70.88	34+30.53					
RC 3	38+49.80	36+57.06'	40+35.64					
RC 4	46+24.97	43+24.63	49+00.34					
RC 5	54+40.00	52+65.72	56+02.08					

SHEET 3 OF 3

DATE	REVISED	BY

3/31

R/W PLAN - LOCATION PLAN

PROPERTY PLAN

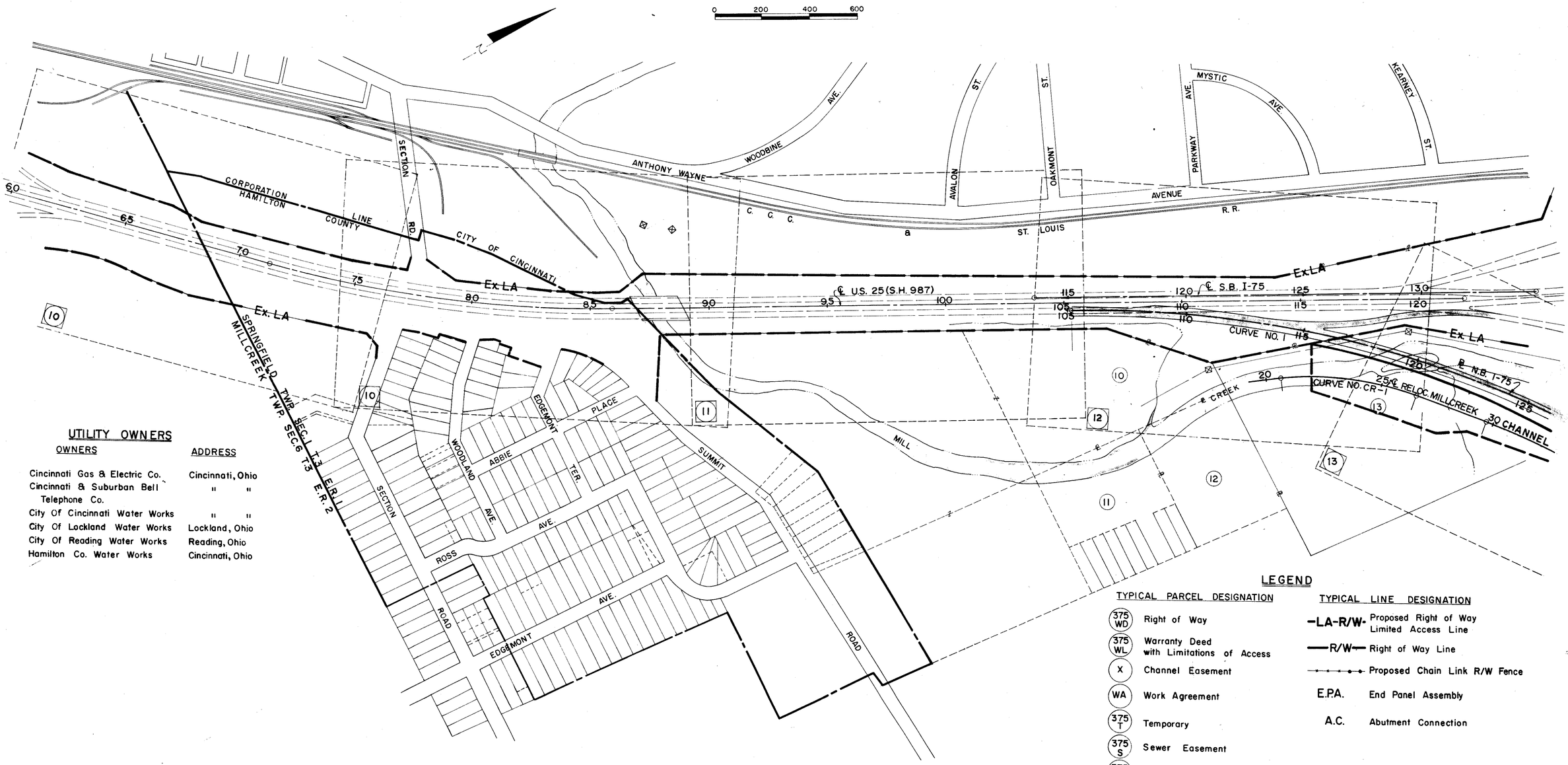
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

423
450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

4
31

0 200 400 600



UTILITY OWNERS

OWNERS	ADDRESS
Cincinnati Gas & Electric Co.	Cincinnati, Ohio
Cincinnati & Suburban Bell Telephone Co.	" "
City Of Cincinnati Water Works	" "
City Of Lockland Water Works	Lockland, Ohio
City Of Reading Water Works	Reading, Ohio
Hamilton Co. Water Works	Cincinnati, Ohio

LEGEND

TYPICAL PARCEL DESIGNATION

375 WD	Right of Way
375 WL	Warranty Deed with Limitations of Access
X	Channel Easement
WA	Work Agreement
375 T	Temporary
375 S	Sewer Easement
375 SL	Slope Easement
U	Utility Easement

TYPICAL LINE DESIGNATION

-LA-R/W-	Proposed Right of Way Limited Access Line
—R/W—	Right of Way Line
	Proposed Chain Link R/W Fence
E.P.A.	End Panel Assembly
A.C.	Abutment Connection

4
31

DATE	REVISED	BY

R/W PLAN - PROPERTY PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

424/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

5/31

PROPERTY PLAN
CONTINUED



DATE	REVISED	BY

5/31

R/W PLAN - PROPERTY PLAN

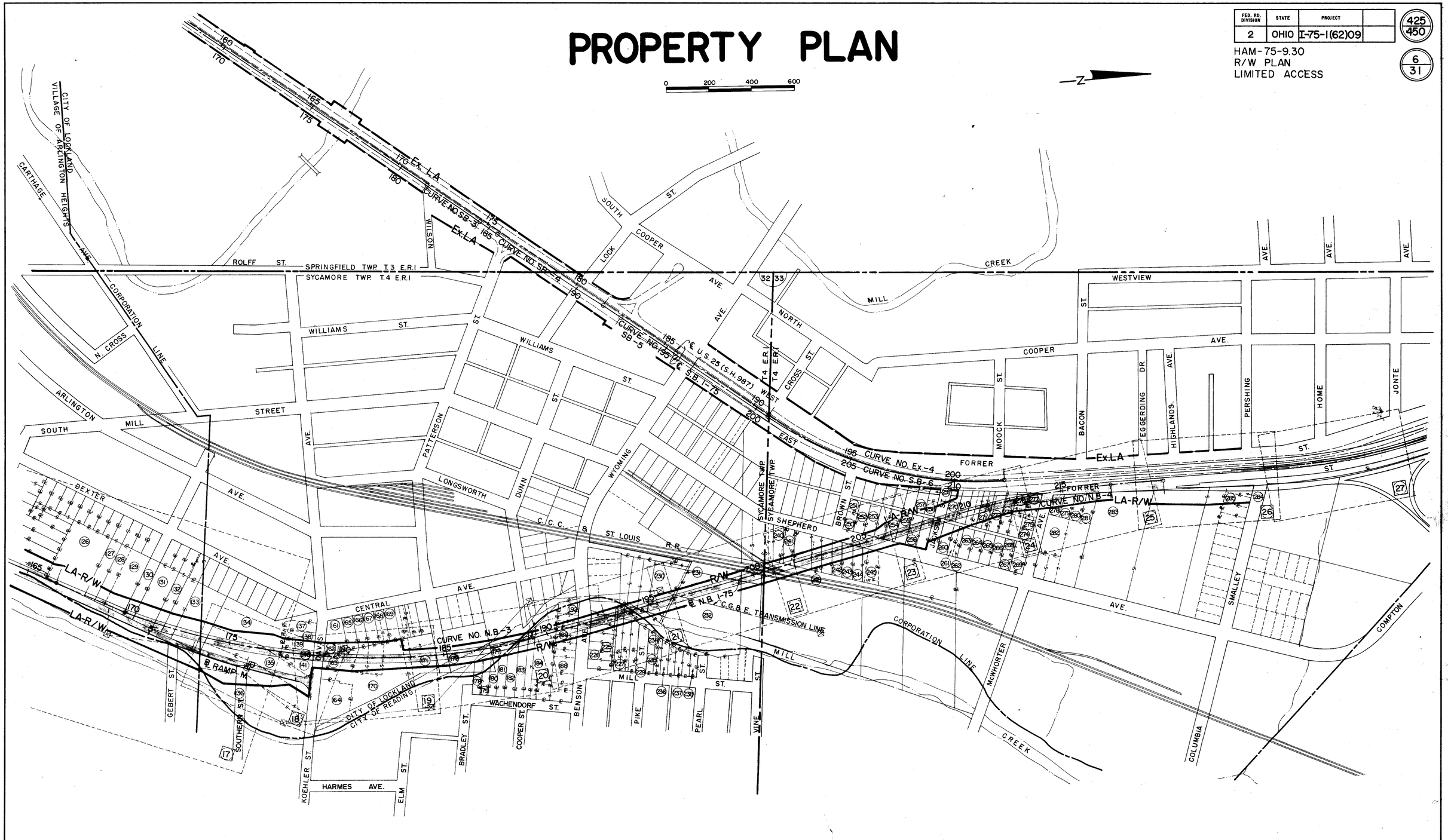
PROPERTY PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

425/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

6/31



DATE	REVISED	BY

6/31

R/W PLAN - PROPERTY PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

426
450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

7
31

Note: This sheet has been superseded by Sheet No. 426A.

R/W PLAN
HAM.-75-9.30
HAMILTON COUNTY

Total Number of Owners 137

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	DEED PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
10 Thru 12					—	—				Not Used
13 WL	Kodesh Bene Israel Kaal	86	30094	869406	149,638	No		719,768	12 & 13	R.L.
13X	" " " "				207,278	No			12 & 13	
14 WL	The Bordon Co.	130	46710	335543	159,150	No	168,097		13 & 14	R.L.
14 WD	" " "				7,213	No			14	★ P.R.O. = 1,083
14 LA	" " "					Yes			13	
14 X	" " "				15,040	No			14	
14 T	" " "				11,250	No			13	
					—	—				
15					—	—				Not Needed
16 X	Sylvia Max	142	50966	5156	754	Yes			13	R.L.
17 WL	Charlotte Widmeyer	2318	387	43470	26,075	No		17,395	13	
17 X	" "				17,380	No			13	
18 X	Vogue Const. Co.	131	46982	77,761	77,761				13	R.L.
19					—	—				Not Needed
20 WL	Galbraith Industrial Center Inc.	3097	697	192,103	1,919	No		186,733	14	
20	" " " "				3,451	No			14	
20X	" " " "				61,162	No			14	
					—	—				
21					—	—				Not Needed
22					—	—				" "
23X	Alfred M. Kuhr	3071	155	16,709	5,541	No			13 & 14	
24X	Samuel Nadel & Gloria R. Nadel	3099	390	28,349	18,708	No			14	
25X	Irwin H. Aronoff & Edis Aronoff	3075	84	19,152	946	No			14	
26X	Hanna Reinbach	3095	71	26,616	12,852	No			14	
27X	Sam Benjamin & Mildred Benjamin-Sam La Pedos & Sarah LaPedos	2983	586	23,219	1,156	No			14	
28X	Dorothy C. Siegel	2881	89	59,401	20,864	No			14	
29X	Lillian Willis	2910	89	30,407	804	No			14	
30 WL	Gaylord C. Lewis	62	2112	179,729	19,772	No		146,415	14	R.L.
30X-1	" " "				40,970	No			14	★ PRO = 13,542
30X-2	" " "				2,144	No			14	
30 WA	" " "				—	No			14	
31X	Terry Homes Inc.	131	47002	6495	637	No			13	R.L.
					—	—				
32 Thru 70					—	—				Not Used
71					—	—				Not Needed
72 WL	Ownership Unknown				1,031	No			15	
72 T	" "				2,242	No			15	
73 WL	Ownership Unknown				6	No			15	Overlap
73 AWL	" "				1	No			15	
74 WL	Ownership Unknown			1,803	1,803	No			14	
75 WL	Ownership Unknown				1,170	No			15	Overlap
75 T	" "				7,549	No			15	
76 WL	Boves Valley Rambler Inc.	3252	533	75,135	7,321	No	67,814		14	
77 WL	Ownership Unknown				28,006	No			14 & 16	
77 X	" "				25,449	No			16	
77 T	" "				399	No			15	
78	Sun Oil Co.	3173	507	30,000	194	No		29,806	14	
78 T	" " "				1,078	No			14	
79 WL	Barnell Apple	2034	123	263,461	106,009	No	7,526	135,231	14 & 16	
79	" "				15,911	No			14	
79 X	" "				108,123	No			14 & 16	
79 T-1	" "				346	No			15	
79 T-2	" "				351	No			15	
79 T-3	" "				5,847	No			14	
80 WL	Amelia W. Hesley	2727	438	173,786	88,896	No	84,890		14	
81 WL	Bernie Robbins	2186	309	23,438	9,767	No	13,670		14	
82 WL	Marilyn J. Jorgenson	3235	496	37,759	10,817	No	26,936		14	

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	DEED PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
83 WL	Wm. E. & Thelma M. Partridge	3108	396	15,591	934	No	14,657		14	
83 T	" " " "				1,239	No			15	
84 T	Dorothy A. Cash	3143	650	12,179	842	No			15	
85					—	—				Not Needed
86 T	Weselyn Christian Church	3061	677	20,140	1,204	No			15	
87					—	—				Not Needed
88					—	—				" "
89 WL	Stanley R. Patterson & Myrtle E. Patterson	3088	53	18,463	155	No	18,308		16	
90 WL	Herbert Lloyd Barnes & Ruth Barnes	2847	257	20,810	2065	No	18,745		16	
91 WL	Lansford D. Bullock & Loma Bullock	2827	564	21,780	2,675	No	19,105		16	
92 WL	Charles L. Wilkinson & Margaret Wilkinson	2428	388	36,060	5245	Yes	30,815		16	
93					—	—				Not Needed
94 WL	Irene Casey	2893	603	21,780	2,793	No	18,987		16	
95 WL	Edward Wilson & Myrtle Wilson	2717	404	21780	2,970	No	18,810		16	
96 WL	Mary Richardson	1980	286	21,780	3203	No	18,577		16	
97 WL	Frances Rack	2998	408	70,405	38581	Yes	17,250	53,155	16	
98 X	Frances G. Meiser	1662	276	180,637±	1,337	No			16	
99 WL-1	Albert Skinner	2004	349	365,046	12,843	No		328,644		★ P.R.O. = 4003±
99 WL-2	" "				22535	No			16	
99 WL-3	" "				564	No			16	
99 X-1	" "				5,819	No			16	
99 X-2	" "				1,431	No			16	
99 T-1	" "				3,429	No			15	
99 T-2	" "				20,748	No			16	
99 U	" "				1,993 ⊖	No			16	
					—	—				
100 WL	Betty Rebholz	1767	302	36,060	9007	No	27,053		16	
101					—	—				Not Needed
102 WL	Robert M. Isaacs	2038	150	42,907	11,94	No	31,713		16	
103 WL	William J.H. Reinke, Jr.			22,433	6674	No	15,759		16	
103 AWL	" " " "	2638	16		188	No			16	
104 WL	Arthur W. Cliffe & Ethel Cliffe	1819	297	20,909	7,128	No	13,781		16	
105 WL	Mary Ewen	2790	518	22,651	8519	No	14,132		16	
106 WL	Adele Begley	2890	506	21,780	8,990	No	12,790		16	
107					—	—				Not Needed
108					—	—				" "
109 WL	Robert J. Riesenberg Margaret Riesenberg Joseph J. Riesenberg & Grace Riesenberg	2348	180	40,272	24,372	Yes	15,126	774	16	
110 WL	Randolph Sewell	3204	469	17,424	8,50	No	7799	1475	16	
111 WL	Mabel G. King	2966	95	17,424	8,89	No	7117	2118	16	
112 WL	Oneta Dalton & Oval E. Dalton	2915	200	23,958	11,402	No	8595	3961	16	
113 WL	Gene Paul Wash & Joyce Wash	3080	124	22,814	11,435	No	7095	4284	16	
114 WL	Erna Stiefel	1796	415	31,169	17,025	No	9861	4283	16	
114 T	" "	"	"		447	No			16	
115 WL	Lillian Conner	2938	36 & 38	18,691	14,296	Yes	3,416	979	16	
115 U	" "				494	No			16	
116 WL	A.F. Naltner	3080	116	15,378	15,378	Yes			16	
117 Thru 120					—	—				Not Used
121					—	—				Not Needed
122					—	—				Not Needed
123-U	Orvil Ficke	2935	49	15,392	2,680 ⊖	No			17	
124 WL	Alma Elizabeth Wilcher	1967	203	15,258	15,258	Yes			17	
125 WL	William F. Jolly & Betty L. Jolly	2949	20	19,909	19,909	Yes			17	
126 WL	Walter Schultz	1188	328	58,226	14,413	No	43,813		17	
126 U	" "				2,172 ⊖	No			17	
115 T	Lillian Conner	2938	36 & 38	18,691	3,416	Yes			16	

★ Total P.R.O.
✳ U parcels without areas are centerline descriptions
⊖ U parcels with areas are metes & bounds descriptions

7
31

DATE	REVISED	BY
	Sheet Index	

R/W PLAN SUMMARY PLAN

DIETZGEN - CINCINNATI, OHIO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

426R 450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

7 31

R/W PLAN
HAM.-75-9.30
HAMILTON COUNTY

Total Number of Owners 137

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
10 Thru 12					—	—				Not Used
13 WL	Kodesh Bene Israel Kaal	86	30094	869A06	149,638	No		719,768	12 & 13	R.L.
13X	" " " "				245,335	No			12 & 13	
14 WL	The Bordon Co.	130	46710	335,543	159,150	No	168,097		13 & 14	R.L.
14 WD	" " "				7,213	No			14	★ P.R.O. = 1,083
14 LA	" " "					Yes			13	
14 X	" " "				15,040	No			14	
14 T	" " "				11,250	No			13	
					—	—				
15					—	—				Not Needed
16 X	Sylvia Max	142	50966	5156	754	Yes			13	R.L.
17 WL	Charlotte Widmeyer	2318	387	43455	26,075	No		17,380	13	
17 X	" "				17,380	No			13	
18 X	Vogue Const. Co.	131	46982	77,761	77,761				13	R.L.
19					—	—				Not Needed
20 WL	Galbraith Industrial Center Inc.	3097	697	192,103	1,919	No		186,733	14	
20	" " " "				3,451	No			14	
20X	" " " "				61,162	No			14	
					—	—				
21					—	—				Not Needed
22					—	—				" "
23X	Alfred M. Kuhr	3071	155	16,709	5,541	No			13 & 14	
24X	Samuel Nadel & Gloria R. Nadel	3099	390	28,349	18,708	No			14	
25X	Irwin H. Aronoff & Edis Aronoff	3075	84	19,152	946	No			14	
26X	Hanna Reinbach	3095	71	26,616	12,852	No			14	
27X	Sam Benjamin & Mildred Benjamin-Sam La Pedos & Sarah LaPedos	2983	586	23,219	1,156	No			14	
28X	Dorothy C. Siegel	2881	89	59,401	20,864	No			14	
29X	Lillian Willis	2910	89	30,407	804	No			14	
30 WL	Gaylord C. Lewis	62	2112	179,729	19,772	No		146,415	14	R.L.
30X-1	" " "				40,970	No			14	★ P.R.O. = 13,542
30X-2	" " "				2,144	No			14	
30 WA	" " "				—	No			14	
30T-1	" " "				7,070	No			14, 28	
31X	Terry Homes Inc.	131	47002	6,495	637	No			13	R.L.
32 Thru 70					—	—				Not Used
71					—	—				Not Needed
72 WL	Ownership Unknown				1,031	No			15	
72 T	" "				2,242	No			15	
73 WL	Ownership Unknown				6	No			15	Overlap
73 AWL	" "				1	No			15	
74 WL	Ownership Unknown			1,803	1,803	No			14	
75 WL	Ownership Unknown				1,170	No			15	Overlap
75 T	" "				7,549	No			15	† See Also 75 S
76 WL	Boves Valley Rambler Inc.	3252	533	75,135	7,321	No	67,814		14	
77 WL	Ownership Unknown				28,175	No			14 & 16	
77 X	" "				25,449	No			16	
77 T	" "				1,000	No			15	
78	Sun Oil Co.	3173	507	30,000	194	No		29,806	14	
78 T	" " "				1,078	No			14	
79 WL	Barnell Apple	2034	123	263,461	106,023	No	7,526	134001	14 & 16	† See Also 79S
79	" "				15,911	No			14	
79 X	" "				108,123	No			14 & 16	
79 T-1	" "				346	No			15	
79 T-2	" "				351	No			15	
79 T-3	" "				5,847	No			14	
80 WL	Amelia W. Hesley	2727	438	173,786	88,896	No	81,340		14	
80 WL-1					3,540				14 & 16A	
81 WL	Bernie Robbins	2186	309	23,438	9,428	No	12,796		14	
81 WL-1					614				14 & 14A	
82 WL	Marilyn J. Jorgenson	3235	496	37,759	10,663	No	26,237		14	
82 WL-1					633				14 & 16A	

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
83 WL	Wm. E. & Thelma M. Partridge	3108	396	15,591	934	No	14,657		14	
83 T	" " " "				1,239	No			15	
84 T	Dorothy A. Cash	3143	650	12,179	842	No			15	
85					—	—				Not Needed
86 T	Wesleyan Christian Church	3061	677	20,140	1,204	No			15	† See Also 86S
87					—	—				Not Needed
88					—	—				" "
89 WL	Stanley R. Patterson & Myrtle E. Patterson	3088	53	18463	155	No	18,083		16	
89 WL-1					325				16 & 14 B	
90 WL	Herbert Lloyd Barnes & Ruth Barnes	2847	257	20810	2,065	No	18,209		16	
90 WL-1					836				16 & 14 B	
91 WL	Lansford D. Bullock & Loma Bullock	2827	564	21,780	2,675	No	18,426		16	
91 WL-1					698				16 & 14 B	
92 WL	Charles L. Wilkinson & Margaret Wilkinson	2428	388	36060	5,245	Yes	29,271		16	
93 WL-1					1,344				16 & 14 B	
93					—	—				Not Needed
94 WL	Irene Casey	2893	603	21,780	2,793	No	18,211		16	
94 WL-1					776				16 & 14 B	
95 WL	Edward Wilson & Myrtle Wilson	2717	404	21780	2,570	No	18,043		16	
95 WL-1					767				16 & 14 C	
96 WL	Mary Richardson	1980	286	21,780	3,403	No	17,809		16	
96 WL-1					768				16 & 14 C	
97 WL	Frances Rack	2998	408	92,185	38,581	Yes	17,516	35852	16	
97 WL-1					636				16 & 14 C	
98 X	Frances G. Meiser	1662	276	180,637±	1,337	No			16	
99 WL-1	Albert Skinner	2004	349	365,046	13,593	No		328,354		★ P.R.O. = 4003±
99 WL-2	" "				22535	No			16	
99 WL-3	" "				564	No			16	
99 X-1	" "				5,819	No			16	
	" "									
99 T-1	" "				9,843	No			15	
99 T-2	" "				20,748	No			16	
99 U	" "				1,993 ⊖	No			16	
99 S	" "				—	—			16	Storm Sewer
100 WL	Betty Rebholz	1767	302	36,060	9,007	No	26,535		16	
100 WL-1					#1A				16 & 14 C	
101					—	—				Not Needed
102 WL	Robert M. Isaacs	2038	150	42,907	11194	No	31,713		16	
103 WL	William J.H. Reinke, Jr.			22,433	6674	No	15,759		16	
103 AWL	" " " "	2638	16		188	No			16	
104 WL	Arthur W. Cliffe & Ethel Cliffe	1819	297	20,909	7,128	No	13,781		16	
105 WL	Mary Ewen	2790	518	22,651	8519	No	14,132		16	
106 WL	Adele Begley	2890	506	21,780	8,990	No	12,790		16	
107					—	—				Not Needed
108					—	—				" "
109 WL	Robert J. Riesenberg Margaret Riesenberg Joseph J. Riesenberg & Grace Riesenberg	2348	180	40,272	25,146	Yes	15,126		16	
110 WL	Randolph Sewell	3204	469	17,424	9,625	No	7796		16	
111 WL	Mabel G. King	2966	95	17,424	10,307	No	7117		16	
112 WL	Jerry Davidson et al	2915	200	23958	15,363	No	8595		16	
113 WL	Gene Paul Wash & Joyce Wash	3080	124	22,814	15,719	No	7095		16	
114 WL	Erna Stiefel	1796	415	31,169	21,804	No	9365		16	
114 T	" "	"	"		447	No			16	
115 WL	Lillian Conner	2938	36838	18,691	14,296	Yes	3,416	979	16	
115 U	" "				494	No			16	
116 WL	A.F. Naltner	3080	116	15,378	15,378	Yes			16	
117 Thru 120					—	—				Not Used
121					—	—				Not Needed
122					—	—				Not Needed
123-U	Orvil Ficke	2935	49	15,392	2,680 ⊖	No			17	
124 WL	Alma Elizabeth Wilcher	1967	203	15,258	15,258	Yes			17	
125 WL	William F. Jolly & Betty L. Jolly	2949	20	19,909	19,909	Yes			17	
126 WL	Walter Schultz	1188	328	58,226	14,413	No	43,813		17	
126 U	" "				2172 ⊖	No			17	
115 T	Lillian Conner	2938	36 & 38	18,691	3,416	Yes			16	
75 S	Unknown (Overlap Parcel 79 & 99)				—	—	—	—	15-16	See Also 75W, 75T
79 S	Barnell Apple	2034	123	-	-	-	-	-	15-16	See Also 79W, etc.
86 S	Wesleyan Christian Church	3061	677	-	-	-	-	-	15-16	See Also 86T

★ Total P.R.O.
✳ U parcels without areas are centerline descriptions
⊖ U parcels with areas are metes & bounds descriptions
† Parcel Added At End Of Sheet.

4-13-65	Add. Par. 30T-1	J.P.N.
5-26-65	Rev. Par. 13-X	W.E.
6-23-65	Rev. Area 77WL, 77T, 99WL-1, 99T-1 and Del. 99X-2. Add. 80WL-1, 81WL-1, 82WL-1	D.R.C.
6-28-65	Add 89WL-1, 90WL-1, 91WL-1, 92WL-1, 93WL-1, 95WL-1, 96WL-1, 97WL-1, 100WL-1	D.R.C.
SEP 27 1965		

DATE	REVISED	BY
11-19-64	Add. 75S 79S 86S 99S	RMS
12-2-64	Name Spelling 86T 86S	L.V.H.
10-3-64	Name Change Par. 123-U, Par.	
	U-Area 109, 110, 111, 112, 113 & 114	D.R.C.

7 31

R/W PLAN SUMMARY PLAN

CONTINUED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

427/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

8/31

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
127 WL	Norman G. Naylor	1949	324	20,806	3,657	No	17,149		17	
127 U	" "				588 θ	No			17	
128 WL	Norman G. Naylor & Elizabeth Naylor	2251	466	14,555	3,658	No	10,897		17	
128 U	" " " "				642 θ	No			17	
129 WL	Odelia Ursula Boerman	1923	76	29,111	7,721	No	21,390		17	
129 U	" " "				1,609 θ	No			17	
130 WL	Lenora V. McKibben	1724	290	14,555	4,282	No	10,273		17	
130 U	" "				882 θ	No			17	
131 WL	Raymond P. Hight	1836	351	35,361	9,531	No	25,830		17	
131 U	" "				1,717 θ	No			17	
132 WL	Edith Lambdin Ball	1998	270	18,728	4,778	No	13,950		17	
132 U	" " "				526 θ	No			17	
133 WL	Ida Bollmer	2046	250	65,928	26,580	No	39,348		17	
134 WL	James M. Foley & Faye Foley	2982	132	49,739	14,102	No	35,637		18	
135 WL	Florence Goldschmidt	3056	269	43,517	43,517	Yes			18	
136 WL	Kate Benesh	1940	213	85,139	42,910	No		41,799	18	★P.R.O.=430
136 U-1	" "				*	No			18	
136 U-2	" "				751 θ	No			18	
137					—	—				Not Needed
138 T	Marie K. Hoeper	2598	149	6,124	745	No			18	
139 WL	Henry Gerbus & Agnes Gerbus	2466	62	6,124	6,124	Yes			18	
140 WL	Joseph E. Dana	2431	405	6,423	6,423	Yes			18	
141 WL	Carl Mize & Rebecca Mize	2678	205	7,030	7,030	Yes			18	
142 WL	Reading Sand & Gravel Co.	2137 2222 2188 2188	207 409 416 404	734,238±	72,778	No		651,460±	17	
143 WL-1	City of Reading	2714	387	223,159±	11,939	No		205,000±	17	
143 WL-2	" "	2489	19		6,220	No			15 & 17	
143 T	" "	2488	143 312 536		11,163	No			17	
143 X	" "	1610	256		714	No			17	
143 U		1825	412		4,484 θ	No			17 & 18	
144 WL	Ownership Unknown				65	No			15 & 17	Overlap
145 WL	" "				163	No			15 & 17	"
146 WL	" "				432	No			15 & 17	"
					—	—				
147 Thru					—	—				Not Used
160					—	—				" "
161 WL	Barbara Fetter	2453	406	9,251	803	No	8,448		19	
162 WL	Anna Butler	1931	601	4,784	4,784	Yes			19	
163 WL	Minnie Bartley	1489	585	11,738	11,738	Yes			19	
164					—	—				Not Needed
165 WL	Edward J. Brown & Dorothy Brown	3147	367	7,500	1,777	No	5,723		19	
166 WL	Steve D. Rombes & Tom D. Rombes	3079	360	7,500	1,333	No	6,167		19	
167 WL	Fred Hargis & Dona Hargis	2367	506	7,500	800	Yes	6,700		19	
167 WA	" " " "				—				19	
168 WL	William R. Wesley & Zelma Wesley	2654	328	7,500	267	Yes	7,233		19	
168 WA	" " " "				—				19	
169					—	—				Not Needed
170 WL	Anthony Rack	2315	103	70,868	26,134	Yes		44,734	19	
170 X	" "	3062	476		130	No			19	
170 WA	" "	2677	472		—	No			19	
171 WD	Marie Apking, Peter Merkle & Joseph Merkle	2052	1	27,390	14,001	Yes	7,014	6,375	19	
171 X	" " " " " "				1,468				19	
171 T-1	" " " " " "				4,143				19	
171 T-2	" " " " " "	2052	1		3,176				19 & 20	
172 WD	Mayme Geyer	2682	121	28,900	5,755	Yes	23,145		20	
172 T	" "				5,829				20	
173 X	Irma Altenoeder, Emilia Ohri, Rudolph Jenny, Louis Jenny & Olga Buchel 1/5	3151	531	76,617	548	No			19	
174 T	Joseph Altenoeder	1616	520	27,800	541	No			20	
175 T	City of Reading, Ohio	2502	432	5,986	2,056	No			20	
176					—	—				Not Needed
177 WD	Ownership Unknown (Mill Creek)				22,176	No			20	
177 T-1	" " "				549	No			20	
177 T-2	" " "				5,935	No			20	

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
178 WD	Johnny H. Ferguson & Clara Lee Ferguson	3149	225	7,303	111	No		7,192	20	
178 T	" " " " "				1097	No			20	
179 WD	George Carter	1346	177	6,563	139	No		6,424	20	
179 T	" "				926	No			20	
180 WD	Dillard Cromer & Constance Cromer	3262	532	6,967	165	No		6,802	20	
180 T	" " " "				937	No			20	
181 WD	Elihve Moore & Bertha Moore	3255	532	6,854	162	No		6,692	20	
181 T	" " " "				881	No			20	
182 WD	George Taulbee	11=B	2723	11,679	1,345	No		10,334	20	R.L.
182 T	" "				1,329	No			20	
183 WD	Emma Tucker & Guy Tucker	6	1126	12,014	2,839	No		9,175	20	R.L.
183 T	" " " "				1,129	No			20	
184 WD	The Pela Theaters Co.	1741	72	47,315	10,850	No		36,465	20 & 21	
184 T-1	" " " "	1772	625		458	No			20	
184 T-2	" " " "				2,720	No			20 & 21	
					—	—				
185 Thru					—	—				Not Used
188					—	—				" "
189 WD	Adele Fladung Becker	1459, 1612	92, 99	10,200	5,646	Yes		4,346	21	★P.R.O.=510
189 T	" " "	2375	129		1,216				21	
190					—	—				Not Used
191					—	—				" "
192 WD	Luther Wilcox	2080	530	12,200	2,881	Yes	9,069		21	★ P.R.O.=1,474
192 T	" "				3,666				21	
193 T	Fred Milton Stone	3017	201	9,738	301	No			20	
194 Thru					—	—				Not Used
224					—	—				" "
225 WD	Edwin Pate, Sr.	3265	430	41,478	13,090	No	2,035	25,957	21	★P.R.O.=848
225 T-1	" " "				5,362	No			21	
225 T-2					1,772	No			21	
226					—	—				Not Needed
227					—	—				" "
228 WD	Ownership Unknown (Mill Creek)				6,839	No			21	
228 T-1	" " "				2,220	No			21	
228 T-2	" " "				2,396	No			21	
229					—	—				Not Used
230 WD	The John Mueller Company	1079	167	56,628±	10,483		46,143±		21 & 22	
230 T-1	" " " "				280	No			21	
230 T-2	" " " "				6,836				21 & 22	
231 WD	The Stearns & Foster Co.	992	607	2,713	1,320	No	1,100	293	21 & 22	
231 T-1	" " " "				337	No			21	
231 T-2	" " " "				404	No			22	
232 WD	The John Mueller Co.	1322	144	286,625	28,541	No	13,325	244,759	21 & 22	
232 T-1	" " " "				12,920	No			21 & 22	
232 T-2	" " " "				4,275	No			22	
232 U-1	" " " "				*	No			22	
232 U-2	" " " "				*	No			23	
233 Thru					—	—				Not Used
239					—	—				" "
240 WD	The Stearns & Foster Company	964	116	25,750	850		24,813		22	
240 T	" " " "	2382	166		2,804	No			22 & 23	
241 WD	Leona C. Prigge	2637	392	8,494	2,122	Yes	6,372		23	
241 T	" "				1,451	No			23	
242 WD	The Stearns & Foster Company	2469	577	38,433	20,026	Yes	11,000	7,417	23	
242 T-1	" " " "	2973, 2874	695, 513		3,754				23	
242 T-2	" " " "	2697	370		6,403				23	
242 U	" " " "	2693	252			No			23	
243 WD	George B. Smith	2668	191	7,589	3,012	Yes		4,577	23	
243 T	" "				1,532	No			23	
244 WD	Edwin A. Gruener & Elizabeth C. Gruener	2174	469	9,618	2,049	Yes		7,569	23	
244 T	" " " "				3,510				23	
240	The Stearns & Foster Company	964	116		87	No			22	

★ Total P.R.O.
* U parcels without areas are centerline descriptions
θ U parcels with areas are metes & bounds descriptions

8/31

DATE	REVISED	BY

R/W PLAN SUMMARY PLAN

CONTINUED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

428
450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS

9
31

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
245 WD	Alfred Wiggerman	2281	545	7,838	85	No		7,753	23	
245 T	" "				1,071	No			23	
246					—	—				Not Needed
247					—	—				Not Used
248 Aerial					20,824	No			22831	
248A	The Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. (N.Y.C.R.R)				185	No			22831	
248B	" " " " " "				475	No			22831	
248C	" " " " " "				400	No			22831	
248D	" " " " " "				101	No			31	
248U					*				23831	
249WL	Palmer C. Falconbury & Jewell L. Falconbury	120	42701	5,000	5,000	Yes				R.L.
250					—	—				Not Needed
251					—	—				" "
252WL	Martha A. Wood	3221	266	7,500	23	No	7,477		23	
252T	" " "				245	No			23	
253WL	Margaret Ann Smith	2836	264	14,123	3,960	Yes	10,163		23	
253T	" " "				3,266				23	
254WL	Ruth P. Horner	2757	317	8,378	6,460	Yes	1,918		23	
255WL	Clotis L. Hamilton & Hattie G. Hamilton	2986	2	7,500	7,500	Yes			23824	
256WL	Katherine E. Engel	61	20,811	10,000	10,000	Yes			24	R.L.
257WL	John Flege	1829	525	11,872	637	Yes	11,235		24	
257U	" "	1829	556		*				24	
258WL	Ida Parriman	2512	26	3,346	1,877	Yes	1,469		24	
259					—	—				Not Needed
260WL	Genevieve Price Sullivan	2218	397	7,500	2723	No		4,777	24	
260U	" " "				*	No			24	
261WL	Thurman Mink & Violet Mink	2602	202	3,750	739	No		3011	24	
261U	" " " "				*	No			24	
262WL	Raymond L. Mink & Lissie M. Mink	2652	203	3,750	323	No		3,427	24	
262U	" " " " " "				*	No			24	
263WL	Leman Edwards & Pauline Edwards	2825	23	7,500	16	No		7,484	24	
263U	" " " "				*	No			24	
					—	—				
264 Thru 269					—	—				Not Needed
270WL	William R. Lewis & Margaret E. Lewis	2748	196	20,190	16,169	Yes			24	★P.R.O.= 3427
270	" " " " " "				594	No			24	
271WL	Elsie M. Beckham	2905	218	10,033	8,636	Yes		1,397	24	
271WA	" " "				—				24	
272WL	Rilla M. Kersh	2695	292	11,367	7,170	Yes		3,197	24	P.R.O.=3,500
273WL	Jacqueline Reed	2042	178	11,897	4,273	Yes			24	
274					—	—				Not Needed
275	Anthony Albu & Sarah Elizabeth Albu	2938	284	7,513	273	No		7,240	24825	
276WL	Eleanor Termuhlen	2698	157	5,809	4,727	Yes		642	24825	★P.R.O.=400
277WL	Wiley A. Shelton & Mildred K. Shelton	2773	414	6,398	4,389	Yes		651	25	★P.R.O.=147
277	" " " " " "				1,211	No			25	
278WL	Florence L. Stockdale	1685	3	6,425	3,684	Yes		2,741	25	
278U	" " "				631 θ				25	
278WA	" " "				—				25	
279WL	Lester Gober & Norma Jean Gober	3005	106	5,302	2,295	Yes		2,007	25	
279U	" " " " "				469 θ				25	
279WA	" " " " "				—				25	
280WL	Orlan Lovins & Bertha Lovins	1449	128	6,770	2,246	Yes		4,524	25	
280U	" " " "				477 θ				25	
280WA	" " " "				—				25	
281WL	Agnes J. Betzold	2721	504	7,500	1,801	Yes		5,699	25	
281WA	" " "				—				25	
					—	—				
282					—	—				Not Needed
283WL	Herbert H. Mueller	1319 1354	393 563	407,302	34,194	No		364,433	25826	★P.R.O.=8,675
284WL	Clarence Tyree & Mary H. Tyree	2321	525	5,393	5,393	Yes			26	★P.R.O.= 1,455
285WL	Herbert C. Kretschmar & Joyce Kretschmar	2677	65	6,000	4,383	Yes		1,617	26	
285WA	" " " " "				—				26	
286WL	Herman McKinney & Magola McKinney	2799	234	6,000	110	No		5,890	26	

SUMMARY OF R/W REQUIRED

PARCEL NO.	OWNER	DEED BOOK	RECORD PAGE	RECORD AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS.	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.	REMARKS
258 U	Ida Parriman	2512	26	3,346	*				24	
258 WA	" "				—				24	

★ Total P.R.O
* U parcels without areas are centerline descriptions
θ U parcels with areas are metes & bounds descriptions

9
31

R/W PLAN SUMMARY PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

429
450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

264 sheets
429-450
Plus Soil Profile

10
31

BEGIN WORK STA. 60+00.00

Ex. LA

(Conc.)

RAMP B

CONSTRUCTION LIMITS

RAMP A

CONSTRUCTION LIMITS

Ex. LA

HAMILTON CO.
CITY OF CINCINNATI

5 Sty. Br. Warehouse

Warehouse

Warehouse

Wire Fence

Ex. LA

CONSTRUCTION LIMITS

℄ 68+32.81

P.C. 73+34.87

CONSTRUCTION LIMITS

60 61 62 63 64 65 66 N43°59'06"E 67 (N42°08'39"E Ex.) 68 69 70 71 72 73 74 75

(Conc.)

(Conc.)

Ex. ℄ U.S. 25 (S.H. 987)

48°01'00"

Ex. ℄ & Prop. ℄ I-75

CURVE NO. EX.-1
SEE SHT. NO. 1

CONSTRUCTION LIMITS

Ex. Guard Rail

10 11 12 13 14 15 (Conc.) 16 17 18 19 20 21 22 23 24 25

SUMMIT RD.

SPRINGFIELD TWP. SEC. 1 T3 E.R.1
MILLCREEK TWP. SEC. 6 T3 E.R.2

BEGIN PROJECT STA. 68+39.00

Ex. LA

Ex. LA

HAMILTON CO SPRINGFIELD TWP. MILLCREEK TWP.
SEC. 1 T.3 E.R.1 SEC. 6 T.3 E.R.2
CITY OF CINCINNATI

RIGHT OF WAY FENCE
TO BE REMOVED AND DISPOSED OF

STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
88+85.30	90+00.00			207
89+37.00	90+00.00			114

Wire Fence

Ex. LA

LA

CONSTRUCTION LIMITS

STATE TRANSIT LINE

CANAL R/W

7 Sty. Br.

CITY OF CINCINNATI
HAMILTON CO.

CANAL R/W

80'± E.P.A.
86+11±
Tie Fence To Exist. Fence

55.00 E.P.A.
86+20.00

51.00 A.C.
86+43.50

P.C. 85+93.50

CANAL R/W

52.50 A.C.
88+41.00

MILL

Ex. LA

145.00' E.P.A.
88+85.00

Remove and Dispose of Exist. Fence, And Construct TYPE 47, R/W Fence.

58.00' E.P.A.
88+85.00

88 N27°55'06"E 89 (N26°04'39"E Ex.)

90

56.00' E.P.A.
89+37.00

93.00' E.P.A.
90+00.00

51.00' A.C.
89+01.00

104.00' E.P.A.
89+37.00

MATCH LINE SEE SHT. NO. 11

75 76 77 78 79 80 81 82 83 84 85 86 87

Ex. ℄ & Prop. ℄ I-75
CURVE NO. EX.-1
SEE SHT. NO. 1

Existing Guard Rail

CONSTRUCTION LIMITS

RIGHT OF WAY FENCE - CODE 7221

STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
86+11 (C.L. Type Chain Link)	86+43.50	LT.		50
88+41 (C. Type 47)	90+00.00	LT.		247
89+01 (C. Type 47)	90+00.00	RT.		148

Pedestrian Overpass

CONSTRUCTION LIMITS

Ex. LA

SECTION RD.

1½ S.Fr. #1242

Wood Pergola

Garage & Plumbing Shop

1½ S.Fr. #1238

1½ S.Fr.

WOODLAND

1½ S.Fr. #1290

SUMMIT RD.

Ex. LA

Ex. Guard Rail

EDGEMONT TER.

1 S.Fr. #1331

1 S.Fr. #1341

1 S.Fr. #1351

1 S.Fr. #1361

1 S.Fr. #1371

1 S.Fr. #1381

ABBIE PL.

Ex. LA

CREEK

CITY OF CINCINNATI
HAMILTON CO.

HAMILTON CO. SPRINGFIELD TWP.
CITY OF CINCINNATI
SEC. 1 T.3 E.R.1

DIETZGEN - CINCINNATI, OHIO

10
31

DATE	REVISED	BY

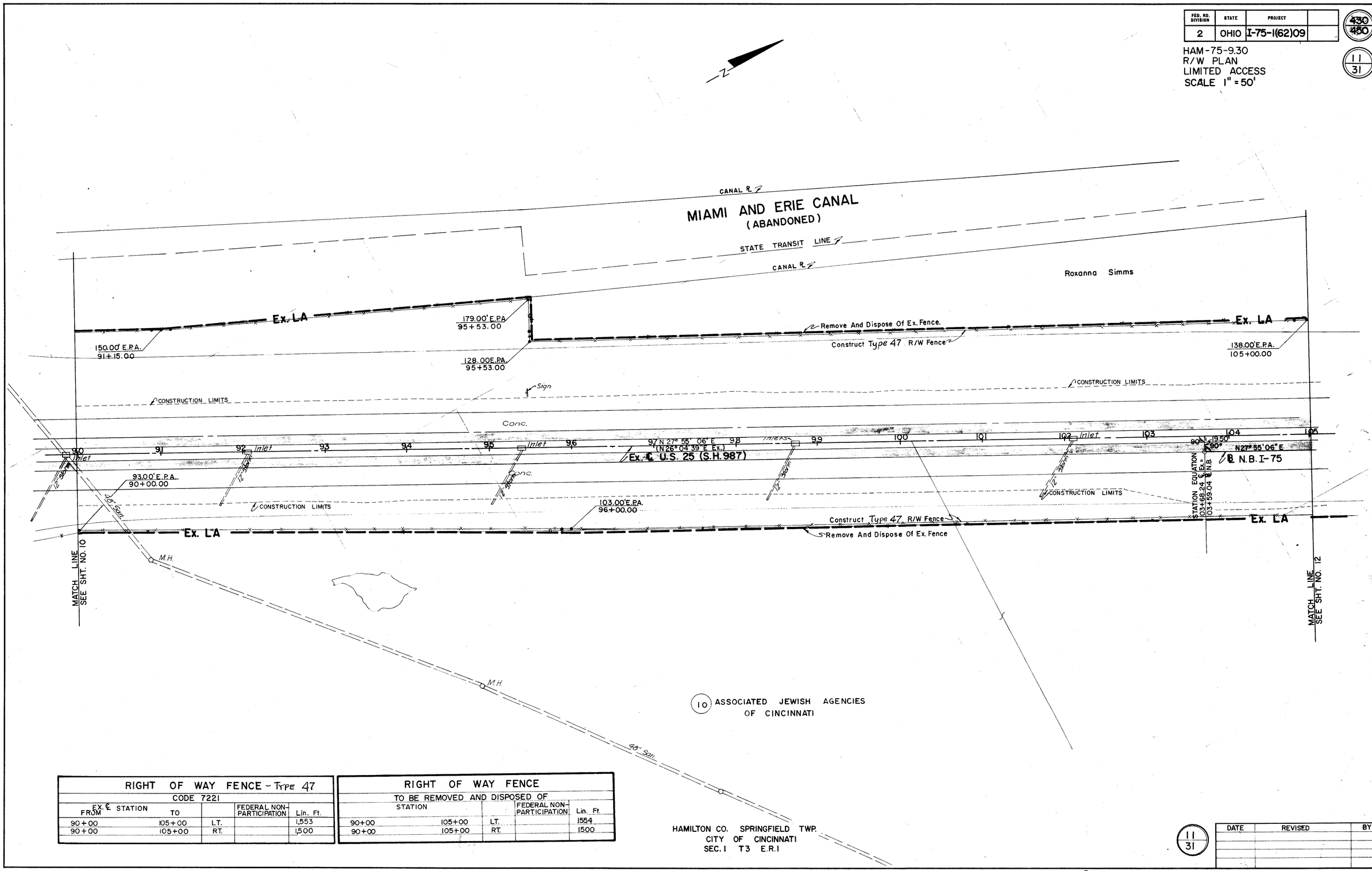
R/W PLAN ℄ I-75 STA. 60+00 TO STA. 90+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

430/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

11/31



RIGHT OF WAY FENCE - TYPE 47				
CODE 7221				
EX. ℄ STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
90+00	105+00	LT.		1,553
90+00	105+00	RT.		1,500

RIGHT OF WAY FENCE				
TO BE REMOVED AND DISPOSED OF				
STATION			FEDERAL NON-PARTICIPATION	Lin. Ft.
90+00	105+00	LT.		1554
90+00	105+00	RT.		1500

11/31

DATE	REVISED	BY

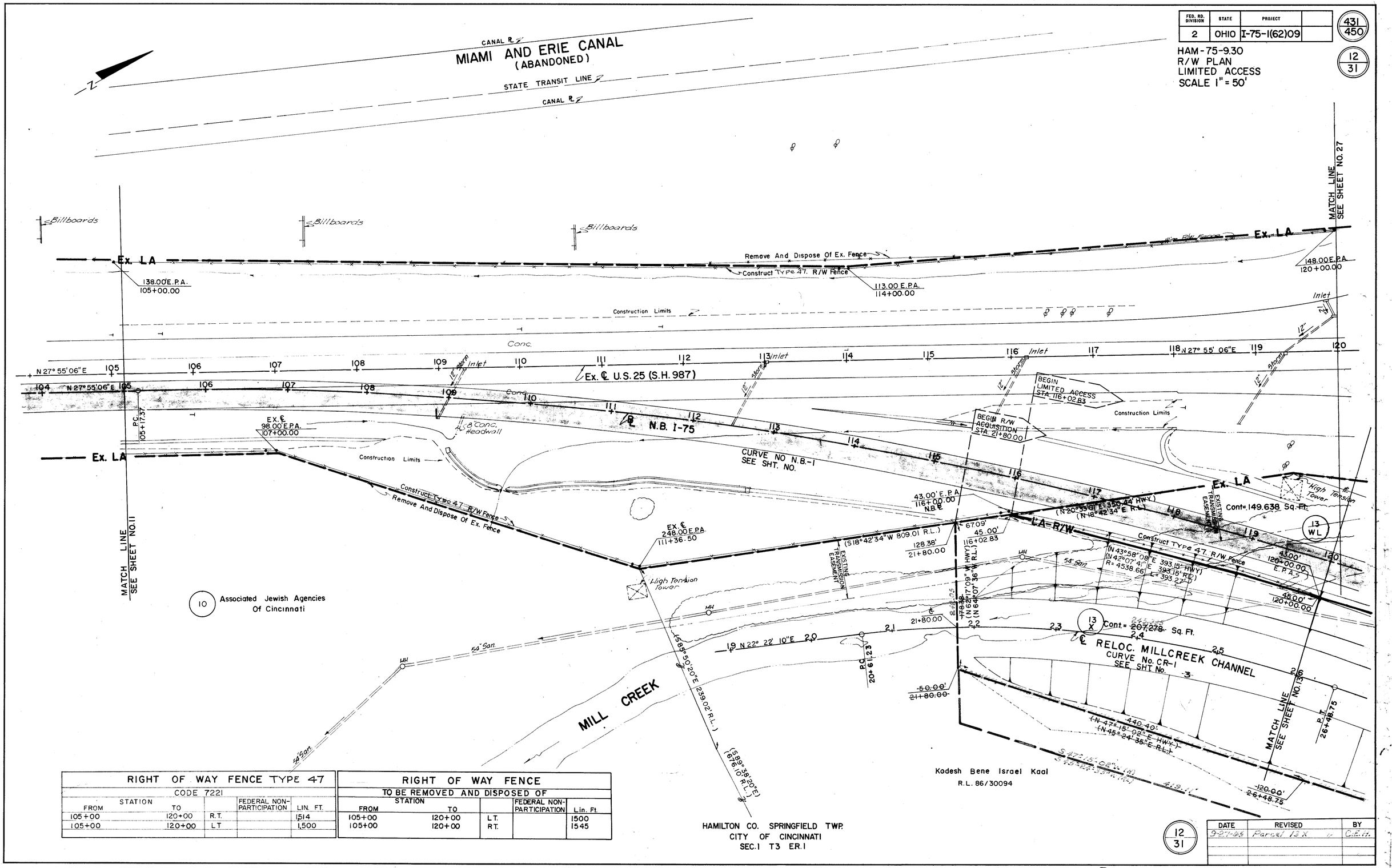
R/W PLAN ℄ I-75 STA 90+00 TO 105+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

431/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

12/31



RIGHT OF WAY FENCE TYPE 47				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	LIN. FT.
105+00	120+00	R.T.		1,514
105+00	120+00	LT		1,500

RIGHT OF WAY FENCE TO BE REMOVED AND DISPOSED OF				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
105+00	120+00	LT.		1500
105+00	120+00	RT.		1545

12/31

DATE	REVISED	BY
9-27-65	Parcel 13 X	C.E.H.

R/W PLAN ℄ N.B. I-75 STA. 104+00 TO 120+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

432
450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

13
31

S.H. 987

Wire Fence
Metal Guard Rail
12" Storm
Inlet
18" Storm
36"
Remove And Dispose Of Ex. Fence
(N 34° 01' 30" E 914.48' R.L.)
(N 35° 51' 57" E 667.31' HWY)
STD. 10' GATE
Wooded
MATCH LINE SEE SHT. NO. 12
Existing R/W
Ex. L-A
(S18° 42' 34" W R.L.)
(N 20° 33' 01" E HWY.)
350.44'
High Tension Wire Tower
Existing Transmission Easement
(S45° 48' W 549.70' R.L.)
(S45° 48' W 549.70' R.L.)(N47° 38' 27" E 549.70' HWY.)
Kodesh Bene Israel Kaal
R.L. 86/30094
13 WL
Cont. = 149,638 Sq. Ft.
POINT OF PERMISSIBLE ACCESS FOR UTILITY MAINTENANCE ONLY 10' WIDE STA. 125+00
330.00' E.P.A. 127+70.00
(N58° 53' E 333.33' R.L.)
250.00' 125+48.00 E.P.A.
248.38' 125+50.00
(S36° 40' 26" E 93.38' HWY)
(S 38° 30' 53" E R.L.)
155.00' 125+50.00
(N59° 47' 12" E R.L.)
(N61° 37' 39" E 156.03 HWY)
135.00' 127+00.00
E.P.A. 153.00' 125+48.00
MILL CREEK
(S 56° 15' W 242.00 R.L.)
(S56° 15' W 242.00' R.L.)
(N 58° 05' 27" E HWY)
133.00' 127+00.00 E.P.A.
(N64° 28' 36" E R.L.)
(N66° 19' 03" E 311.18' HWY.)
Construct Chain Link Fence
LA-R/W
14 WL
Cont = 159,150 Sq. Ft.
The Bordon Co.
R.L. 130/46710
High Tension Tower
Existing Transmission Easement
Existing Transmission Easement
Gravel Parking
Rooted Conc
Gravel Drive
Transformer
Gravel Drive
2 Sty. Conc. Blk.
(S 86° 13' 11" E 49.33' HWY.)
(S 88° 03' 38" E R.L.)
14 LA
1 Sty. Conc. Blk. Chemical Co.
Remove And Dispose Of Ex. Fence And Construct Chain Link R/W Fence
SEC. 2 T. 3 E.R.1
SEC. 1 T. 3 E.R.1
Inlet
Ex. L-A
MATCH LINE SEE SHT. NO. 12
40
41
42
℄ GALBRAITH ROAD
℄ STA. 42+00 Ex. ℄ Galbraith
(STA. 17+30 Prop. ℄ Galbraith)
B Railed Conc. Divider
36.00' 130+81.00 E.P.A.
312.53' 130+81.38
49.00' E.P.A. 42+00.00 Ex. ℄ GAL.
Ex. ℄ GAL. 43+00 E.P.A. 42+90
POINT OF ACCESS 24 Ft. WIDE STA. 18+93.00
S87° 13' 33" E
Parking Lot (Gravel)
Existing R/W
Tel. Booth
Metal Guard Rail
462.07' L-A
E.P.A. 18+74.00
66.00'
Conc. Curb
Conc. Curb and Gutter
Conc. Curb
Gravel Drive
Rooted Conc
Gravel Drive
Parking
Gravel Drive
Parking
Gravel Drive
Parking

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

433/450

14/31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

Note: This sheet has been superseded by sheet No. 433 R.

D.R. W.S. BURKHARTS 1ST ADD. TO ARINGTON HEIGHTS PB.21 P.71

NOTE-For Parcel No's 99 T-1, 86 T, 84 T, 83 T, 79 T-1, 79 T-2, 77 T, 75 WL, 75 T, 72 WL, & 72 T See Sht. No.15 Detail 'D'

POINT OF ACCESS 18 Ft. Wide Sta. 19+95.00

END LIMITED ACCESS Sta. 135+60.00

BEGIN LIMITED ACCESS Sta. 135+97.76

POINT OF ACCESS 25 Ft. WIDE STA. 23+65

Boves Valley Rambler Inc. Cont.=7,321 Sq.Ft.

Toll Booth

Billboard

Gravel Drive

Wire Fence

Concrete Median

VALLEY GROVE SUB

P.B. 4 P. 298-299 R.O. 135

LOT A

Cont.=10,823 Sq.Ft.

William E. Partridge & Thelma M. Partridge Cont.=943 Sq.Ft.

Marilyn J. Jorgenson

Cont.=9,768 Sq.Ft.

Construct Chain Link Fence

Amelia W. Hesley

Cont.=88,896 Sq.Ft.

Cont.=10,823 Sq.Ft.

Ownership Unknown Cont.=1,803 Sq.Ft.

BERNIE ROBBINS Cont.=9,767 Sq.Ft.

Barnell Apple Cont.=106,023 Sq.Ft.

See Detail 'C' Sht. No. 15 For Parcel No.73WL & 73A WL

Ownership Unknown Cont.=28,006 Sq.Ft.

Cont.=108,123 Sq.Ft.

Cont.=5847 Sq.Ft.

Sun Oil Co.

NOTE-For Parcel No's 78 & 78 T See Detail 'E' on Sht. No.15.

Cont.=7,213 Sq.Ft. P.R.O.=1,083 Sq.Ft. Lot Total =8,296 Sq.Ft.(+/-) The Bordon Company 130/46710

Chain Link R/W Fence

Cont.=159,156 Sq.Ft.

Type 47 Fence

Cont.=15,040 Sq.Ft.

Cont.=18,708 Sq.Ft

Cont.=5,541 Sq.Ft.

Cont.=12,852 Sq.Ft.

Alfred M. Kuhr

Cont.=946 Sq.Ft

Hanna Reinbach

Irwin H. Aronoff & Edis Aronoff

Dorothy C. Siegel Cont.=20,864 Sq.Ft.

Samuel Nadel & Gloria R. Nadel

Cont.=40,970 Sq.Ft.

Gaylord C. Lewis R.L. # 20330

Sam Benjamin, Mildred Benjamin & Sam LaPedos & Sarah LaPedos Cont.=1156 Sq.Ft.

Lillian Willis Cont.=804 Sq.Ft.

Galbraith Industrial Center Inc. Cont.=61,162 Sq.Ft.

N59° 28' 36"E 296.78' R=903.51' L=298.13'

CITY OF CINCINNATI

CITY OF READING

CITY OF ARLINGTON HEIGHTS

HAMILTON COUNTY

SYCAMORE TWP.

HAMILTON CO. SPRINGFIELD TWP.

SEC. 1 & 2 T. 3 ER. 1

SEC. 31 & 32 T. 4 ER. 1

GALBRAITH INDUSTRIAL CENTER P.B. 85-P58

NOTE: For Parcel No's 20WL & 20 See Detail 'B' on Sht. No. 15

DETAIL 'A' No Scale

CURVE No. G-1 SEE SHT No. 3

CURVE No. CR-3 SEE SHT No. 3

CURVE No. CR-4 SEE SHEET No. 3

CURVE No. CR-5 SEE SHT. No. 3

CURVE No. N-1 SEE SHT No. 1

CURVE No. NON-2 SEE SHT. No. 1

MILL CREEK

EAST FORK MILL CREEK

MILL CREEK CHANNEL RELOC.

GALBRAITH RD.

RAMP N

L-A-R/W

B.B.G. Rd.

E.B.G. Rd.

N.B. I-75

MATCH LINE SEE SHEET No. 3

MATCH LINE SEE SHEET No. 16

Existing Transmission Easement

Ex. Kinder Morgan Transmission Easement

Sub Line

T.S.

P.C.

P.T.

E.P.A.

Bill Board

Chain Link Fence

Type 47 Fence

Wood Fence

Conc. Bit

Bit.

Conc.

Brk.

Sty.

Br.

Ex.

Fr.

Asphalt

Gravel

Paved Area

Animal Pens

Trailer

Shed

Garage

Pool

Tennis Court

Billboard

Sign

Fire Hydrant

Utility Pole

Guy Wire

Light Pole

Mail Box

Gas Valve

Gas Meter

Water Valve

Water Meter

Manhole

Catch Basin

Inlet

Curb Inlet

Drive

Walk

Steps

Retaining Wall

Concrete Slab

Concrete Pad

Concrete Curb

Concrete Gutter

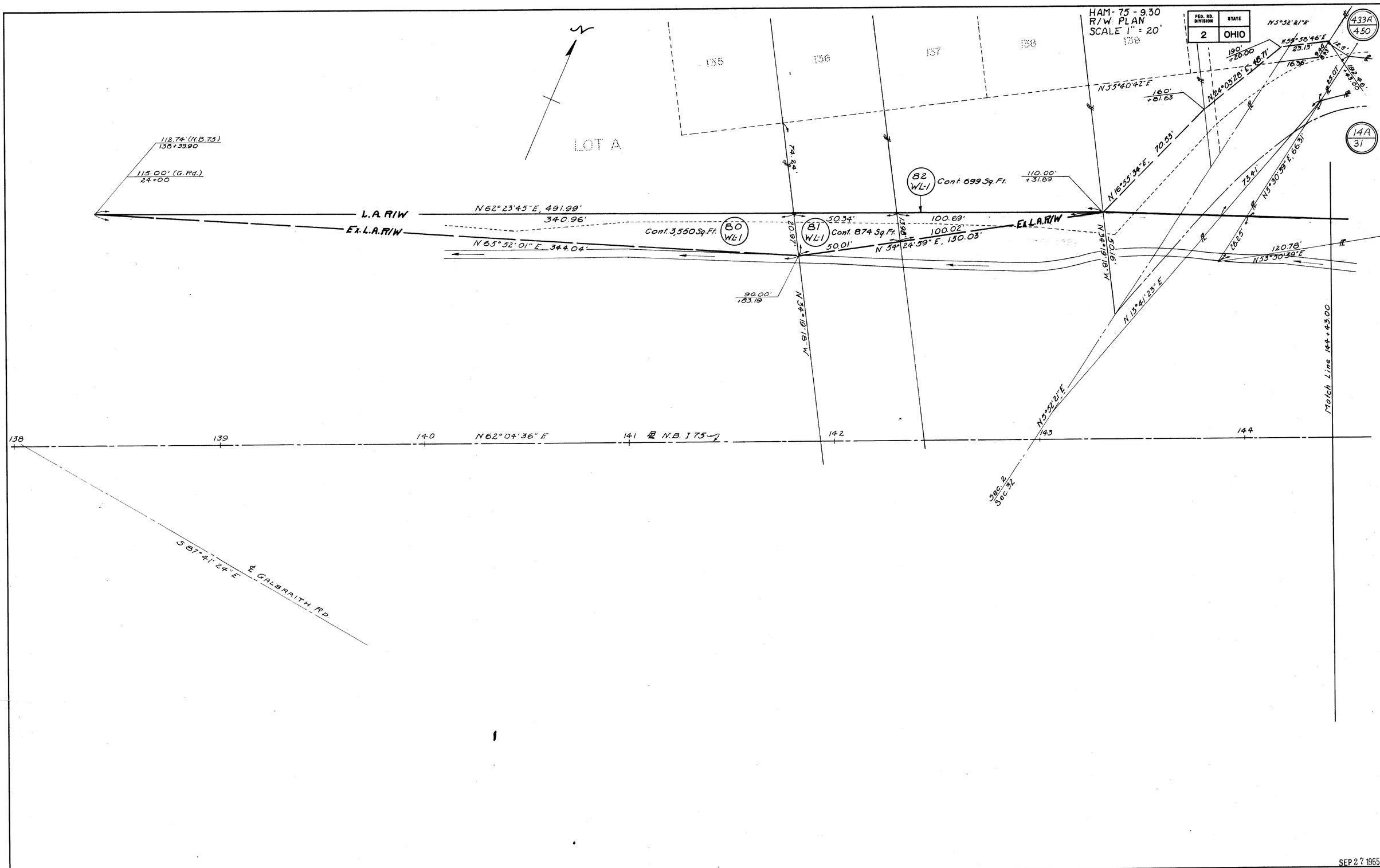
Concrete Apron

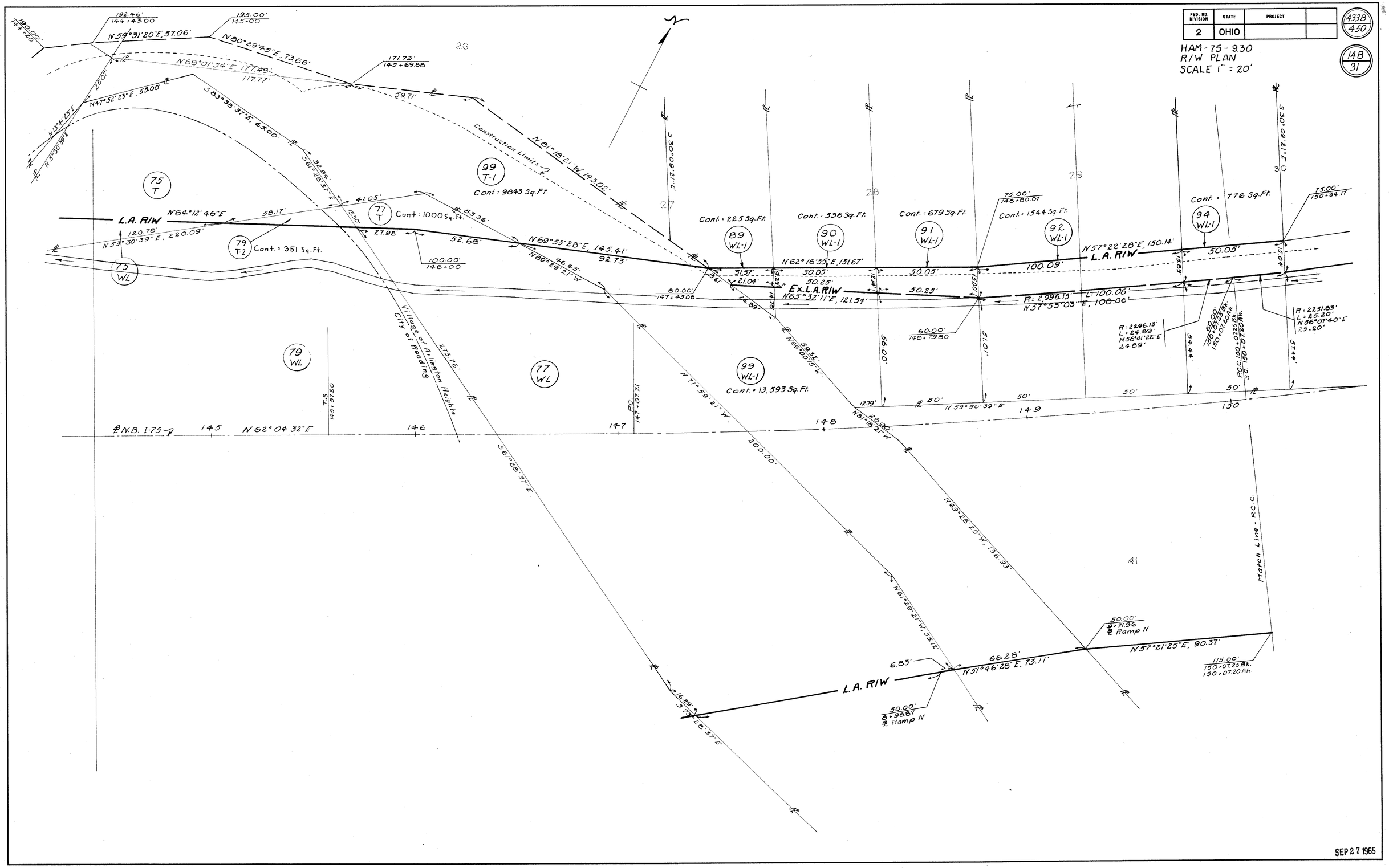
Concrete Driveway

Concrete Walk

Concrete Steps

Concrete


HAM-75-9.30
R/W PLAN
SCALE 1" = 20'
FED. RD. DIVISION
2
STATE
OHIO
433A
450
14A
31
LOT A
135
136
137
138
139
112.74' (N.B.75)
138+39.90
115.00' (G.Rd.)
24+00
L.A. R/W
Ex. L.A. R/W
N62°23'45"E, 491.99'
340.96'
N65°52'01"E, 344.04'
Cont. 3,550 Sq.Ft.
80
WL-1
81
WL-1
Cont. 874 Sq.Ft.
82
WL-1
Cont. 699 Sq.Ft.
50.34'
50.01'
100.69'
100.02'
N54°24'59"E, 150.03'
90.00'
+83.19
N34°19'18"W
N55°40'42"E
N16°55'34"E, 70.53'
N24°03'28"E, 48.71'
N5°52'21"E
N5°58'46"E
N5°30'39"E, 66.31'
N13°41'23"E
N33°30'39"E
120.78'
Match Line 144+43.00
138
139
140
141
142
143
144
N62°04'36"E
℄ N.B. I 75
Sec. 2
Sec. 32
S87°41'24"E
℄ GALBRAITH RD.
SEP 27 1965

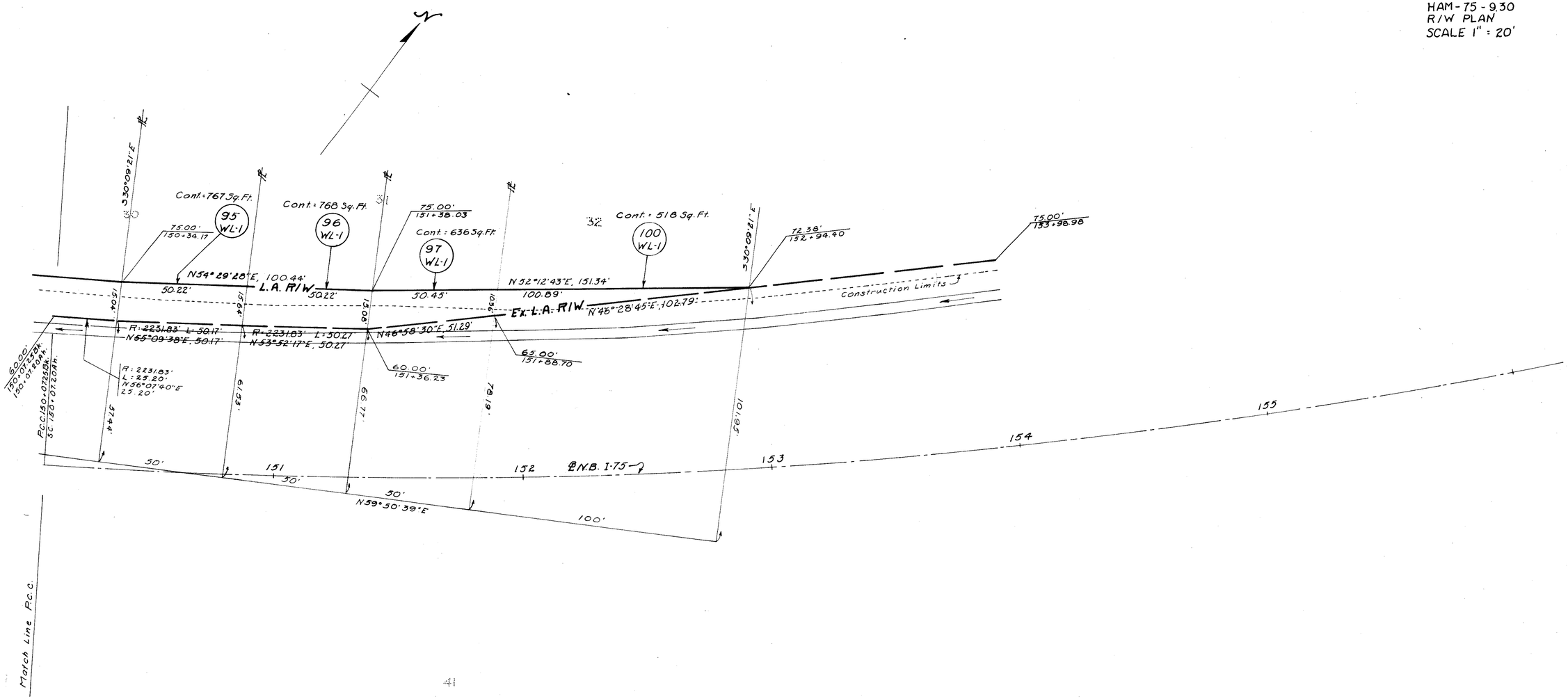

FED. RD. DIVISION
2
STATE
OHIO
PROJECT
433B
450
14B
31
HAM-75-9.30
R/W PLAN
SCALE 1" = 20'
N
L.A. R/W
Ex. L.A. R/W
Construction Limits
Village of Arlington Heights
City of Reading
Match Line - P.C.C.
75 T
75 WL
77 T
77 WL
79 T-2
79 WL
99 T-1
99 WL-1
89 WL-1
90 WL-1
91 WL-1
92 WL-1
94 WL-1
Cont. = 9843 Sq. Ft.
Cont. = 1000 Sq. Ft.
Cont. = 351 Sq. Ft.
Cont. = 225 Sq. Ft.
Cont. = 536 Sq. Ft.
Cont. = 679 Sq. Ft.
Cont. = 1544 Sq. Ft.
Cont. = 776 Sq. Ft.
Cont. = 13,593 Sq. Ft.
N 64°12'46"E
N 53°30'39"E, 220.09'
N 69°53'28"E, 145.41'
N 62°16'35"E, 131.67'
N 57°22'28"E, 150.14'
N 65°32'11"E, 121.54'
N 57°55'03"E, 100.06'
N 62°04'32"E
N 59°50'39"E
N 71°59'21"W
N 69°28'20"W, 136.93'
N 61°29'21"W, 55.12'
N 51°46'28"E, 73.11'
N 57°21'25"E, 90.37'
N 59°31'20"E, 57.06'
N 80°29'45"E, 73.66'
N 68°01'54"E, 177.48'
N 47°52'23"E, 55.00'
S 83°38'37"E, 65.00'
N 81°18'21"W, 143.02'
S 30°09'21"E
S 61°28'37"E
N 69°00'15"W
N 81°18'21"W
N 69°29'21"W
N 61°28'37"E
N 57°55'03"E, 100.06'
R = 2,996.13' L = 100.06'
R = 2296.13' L = 24.89' N 56°41'22"E 24.89'
R = 2231.83' L = 25.20' N 56°07'40"E 25.20'
N 57°21'25"E, 90.37'
N 51°46'28"E, 73.11'
N 61°29'21"W, 55.12'
N 69°28'20"W, 136.93'
N 71°59'21"W
N 69°00'15"W
N 59°50'39"E
N 62°16'35"E, 131.67'
N 57°22'28"E, 150.14'
N 69°53'28"E, 145.41'
N 53°30'39"E, 220.09'
N 64°12'46"E
N 59°31'20"E, 57.06'
N 80°29'45"E, 73.66'
N 68°01'54"E, 177.48'
N 47°52'23"E, 55.00'
S 83°38'37"E, 65.00'
S 61°28'37"E
S 30°09'21"E
S 61°28'37"E
S 30°09'21"E
N.B. I-75
145
146
147
148
149
150
T.S. 145+57.20
P.C. 147+07.21
P.C.C. 150+07.25 Bk. S.C. 150+07.20 Ah.
R.C.C. 150+07.25 Bk. 150+07.20 Ah.
50.00' 9+71.96 ℄ Ramp N
50.00' 8+98.87 ℄ Ramp N
115.00' 150+07.25 Bk. 150+07.20 Ah.
66.28'
6.83'
16.89'
SEP 27 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

433C / 450

14C / 31

HAM-75-9.30
R/W PLAN
SCALE 1" = 20'



SEP 27 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

433R
450

14
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

D.R. W.S. BURKHARTS 1ST ADD. TO ARLINGTON HEIGHTS PB.21 P.71

NOTE: FOR PARCELS 75S, 79S, 86S, 99S See Sht 15 Det "C"

NOTE-For Parcel No's 99T-1, 86T, 84T, 83T, 79T-1, 79T-2, 77T, 75WL, 75T, 72WL, & 72T See Sht. No.15 Detail 'D'

POINT OF ACCESS 24 Ft. WIDE Sta. 18+93.00

END LIMITED ACCESS Sta. 135+60.00

BEGIN LIMITED ACCESS Sta. 135+97.76

POINT OF ACCESS 75 FT. WIDE Sta. 23+65

Boves Valley Rambler Inc. Cont.=7,321 Sq.Ft.

Billboard

Tel. Booth

Conc. Median

Wire Fence

Gravel Drive

VALLEY GROVE SUB. P.B. 4 P. 298-299 R.D. 135

Marilyn J. Jorgenson

William E. Partridge & Thelma M. Partridge Cont.= 943 Sq.Ft.

Dorothy A. Cash

Cont.= 10,823 Sq.Ft.

LOT A

Cont.= 88,896 Sq.Ft.

Amelia W. Hesley

Cont.= 9,768 Sq.Ft.

Cont.= 10,823 Sq.Ft.

Cont.= 19,161 Sq.Ft.

BERNIE ROBBINS

Barnell Apple

See Detail 'C' Sht. No. 15 For Parcel No. 73WL & 73A WL

Cont.= 106,023 Sq.Ft.

Ownership Unknown

Cont.= 1,803 Sq.Ft.

Ownership Unknown

Cont.= 28,175 Sq.Ft.

Cont.= 13,593 Sq.Ft.

Cont.= 108,123 Sq.Ft.

Cont.= 5,847 Sq.Ft.

Sun Oil Co.

NOTE-For Parcel No's. 78 & 78T See Detail 'E' on Sht. No. 15.

Cont.= 61,162 Sq.Ft.

Galbraith Industrial Center Inc.

Cont.= 20,864 Sq.Ft

Cont.= 946 Sq.Ft.

Cont.= 804 Sq.Ft.

Cont.= 1,156 Sq.Ft.

Cont.= 15,040 Sq.Ft.

Cont.= 18,708 Sq.Ft.

Cont.= 12,656 Sq.Ft.

Cont.= 5,541 Sq.Ft.

Cont.= 159,150 Sq.Ft

Cont.= 19,772 Sq.Ft.

Cont.= 7,213 Sq.Ft.
PR.O.= 1,083 Sq.Ft. Lot
Total = 8,296 Sq.Ft.(+/-)
The Bordon Company
130/46710

Gaylord C. Lewis R.L. # 20330

Hanna Reinbach

Irwin H. Aronoff & Edis Aronoff

Dorothy C. Siegel

Samuel Nadel & Gloria R. Nadel

Alfred M. Kuhr

Sam Benjamin, Mildred LaPedos & Sam LaPedos & Sarah LaPedos

Lillian Wills

CITY OF CINCINNATI

HAMILTON COUNTY

CITY OF ARLINGTON HEIGHTS

CITY OF READING

VILLAGE OF ARLINGTON HEIGHTS

SYCAMORE TWP.

SPRINGFIELD TWP.

SEC. 18 & 2 T. 3 ER.1

SEC. 31 & 32 T. 4 ER.1

GALBRAITH INDUSTRIAL CENTER P.B. 85-P58

NOTE: For Parcel No's 20WL & 20 See Detail 'B' on Sht. No. 15

NOTE-For Parcel No 30X-2 See Detail 'F' on Sht. No. 15

For Detail Par 30T-1 See Sheet No. 28

See Detail 'A'

DETAIL 'A' No Scale

CURVE No. CR-3 SEE SHT No. 3

CURVE No. CR-4 SEE SHEET No. 3

CURVE No. CR-5 SEE SHT. No. 3

CURVE No. N-1 SEE SHT No. 1

CURVE No. G-1 SEE SHT No. 1

CURVE No. G-2 SEE SHT No. 1

MATCH LINE SEE SHEET No. 13

MATCH LINE SEE SHEET No. 16

B. N.B. I-75

B RAMP N

MILL CREEK

MILL CREEK CHANNEL RELOC

EAST FORK

WEST FORK

LA-R/W

R/W

E.P.A.

Chain Link R/W Fence

Type 47 Fence

Construct Chain Link Fence

Existing Trees

Existing Transmission Easement

Sub Line

Concr. Limits

Ramp Limits

Wood Fence

Bit.

Conc.

Brk.

Fr.

Sty.

Barn

Shed

Animal Pens

Billboards

M.H.

Inlet

Sign

Tel. Pole

Guy Anchor

Light Standard

RIGHT OF WAY FENCE

CODE 7221

STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
133+00 Rt.	135+60.00 Lt.	Lt.& Rt.	Type 47	381
133+00 Lt.	134+85	Lt.	Chain Link	190
19+13	135+60	Lt.	Chain Link	265
136+80	26+16	Rt.	Chain Link	273
26+70	29+75	Rt.	Chain Link	300
20+05	21+83	Lt.	Chain Link	185
28+45 Rt.	147+50 Lt.	Lt.& Rt.	Chain Link	1600
2+85	147+50	Rt.	Type 47	465

DATE	REVISED	BY
8-7-64	R/W Fence	RMS
11-19-64	Add 75S, 79S, 86S, 99S	RMS
4-13-65	Add Par. 30T-1	RMS
6-29-65	Add 84WL-1, 83WL-1, 82WL-1 Rev. Area 73WL, 71, 70WL, 73TL	R.R.C.

SEP 27 1965
6-29-65 Rev. Dist. 64.92 Par. 79 WL D.R.S.

14
31

R/W PLAN B N.B. I-75 STA. 132+00 TO 148+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

434 / 450

15 / 31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
NO SCALE

NOTE: This sheet has been superseded by Sheet No. 4-4R

81 WL Bernie Robbins

Overlapping Property Between 81 WL Bernie Robbins and 79 WL Barnell Apple.

Cont. = 1 Sq. Ft.

82 WL Marilyn Jorgenson

73-A WL

73 WL

Overlapping Property Between 82 WL Marilyn Jorgenson and 79 WL Barnell Apple

N 3°48'37" 2.00'
1.64'
N 3°48'37" W
50'
N6°21'23"E 38.15'
Cont. = 6 Sq. Ft.
74.24'
144.86'
3.23'
38.53'
N 5°52'21"E 41.76'
116.42'
186.62' TOP O.B.
60.21'
SEC. 2
SEC. 32

74 WL

79 WL Barnell Apple

72 WL

DETAIL 'C'
NO SCALE
SEE SHT. NO. 15

Ownership Unknown

144 WL

Cont. = 65 Sq. Ft.

N 82°11'57" W
VILLAGE OF ARLINGTON HTS.
CITY OF LOCKLAND
N 57° 43' 01" W

Reading Sand & Gravel Co.

142 WL

N 32° 16' 59" E 7.21'
115.81'
N 33° 01' 14" E
18.96'
19.44'
19.04'
19.34'
19.12'
19.41'

145 WL

Overlapping Property Between (136 WL Kate Benesh And 142 WL Reading Sand & Gravel Co.)
Conts. = 163 Sq. Ft.

136 WL Kate Benesh

146 WL

Overlapping Property Between (136 WL Kate Benesh And 143-2 City Of Reading)
Cont. = 432 Sq. Ft.

143 WL-2

69.69'
VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING
Conts. = 6,220 Sq. Ft.
N 18° 05' 57" W
33.57'
53.35'
N 84° 51' 13" W 20.00'
N 27° 28' 09" E
LA-R/W
112.62'
18.13'
133.00' 172+65.00
143 U
Cont. = 4,485 Sq. Ft.
150.37 173+96.31
LA-R/W
Sub. Lines
N 31° 40' 41" E 223.32'
N 35°30'47"E 100.00'
N 39°42'47"E 42.02'
The City Of Reading
CITY OF LOCKLAND
CITY OF READING
26.19'
N7°59'17"E
200.21' 174+99.57
GEBERT ST.
N 18° 53' 17" W
E. Exist. R/W
NOTE — For Continuation Of 143 U, See Sheet NO. 18
185.50' 175+00.00

DETAIL "B"
SCALE 1" = 20'
SEE SHT. NO. 17 & 18

27th St. GALBRAITH RD.
SEC. 1
P.T.
28+15.84
Ex. R/W
N 84° 41' 24" W HWY.
N 86° 31' 51" W R. L.
20.19'
LA
64.89'
N86°11'24"W HWY.
N88°01'51"W R.L.
56.14'
27+50.00
N55°03'49"W HWY.
N56°54' 16"W R.L.
97.71'
55.00'
28+15.84
105.00'
28+35.90
50.00'
SEC. 1 (N5°27'27"E)
SEC. 2 (N3°37'E R.L.)

30 X-2

Cont. = 2,144 Sq. Ft.

DETAIL "F"
NO SCALE
SEE SHEET NO 14

N6° 31' 23"E
75.00'
34+09.63
Sun Oil Co.
78 T
Cont. = 1,078 Sq. Ft.
41.02'
S39°12'42"E 71.36'
24.43'
34+50.00
S69° 58'00"E 41.37'
R/W
41.37'
24.46'
34+60.00
9.66'
40.22'
N83°28'37"W
10.00'
Ex. R/W

DETAIL "E"
No Scale
See Sht. No. 15

78 Cont. = 194 Sq. Ft.

N64°12'46"E 20.83'
126.59'
N 15°41'23"E
N 5°52'21"E
174.69'
N 6°21'23"E
60.21'
186.62'
TOP O.B.

72 WL

Ownership Unknown
Cont. = 1,031 Sq. Ft.

Ownership Unknown
77 T
Cont. = 399 Sq. Ft.

100.00'
146+00.00

Cont. = 842 Sq. Ft.
Dorothy A. Cash

Weselyn Christian Church
86 T
Cont. = 1,204 Sq. Ft.

SEC. 2
SEC. 32
S84°07'39"E 12.50'
Sub Line
N5°52'21"E 10.97'
N5°30'39"E
190.00'
144+20.00
192.46'
144+43.00
84 T
23.13'
N55° 58'46"E
195.00
145+00.00
57.06'
N59°31'20"E
N80° 29'45"E 73.66'
171.73'
145+69.88
N68°01'54"E 117.77'
Sub. Line
Albert Skinner
99 T-1
Cont. = 3,429 Sq. Ft.
N50°42'05"W 60.00'
S 83°38'37"E 65.00'
S 6°28'37"E 32.94'
28.75'
13.30'
17.80'
27.98'
N53°30'59"E 58.17'
N64° 12'46"E 64.91'
79 T-2
Cont. = 351 Sq. Ft.
104.32'
120.78'
N64°12'46"E
LA — R/W
N53°30'39"E
26.28'
11.50'
20.83'
38.03'
110.00'
143+31.89
N34° 19' 18"W
N16°55'34"E 70.53'
83 T
Cont. = 1239 Sq. Ft.
N24°00'28"E 160.00'
143+81.63
William E. Partridge & Thelma M. Partridge
LOT A
139
140
48.71'
16.36'
N55°40'42"E
9.40'
8.43'
25.07'
N47°52'23"E 55.00'
72 T
Cont. = 2,242 Sq. Ft.
VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING
79 T-1
Cont. = 346 Sq. Ft.
75 T
Cont. = 7549 Sq. Ft.
N34° 19' 18"W
N5°52'21"E 63.59'
N34° 19' 18"W 90.54'
N13°41'23"E 73.41'
N55°30'39"E 66.31'
29.20'
174.69'
72 WL
75 WL
Cont. = 1,170 Sq. Ft.

DETAIL "D"
NO SCALE
SEE SHT. NO. 14

79 WL Barnell Apple

75 WL
75 T
Overlapping Property Between 99 Albert Skinner and 79 Barnell Apple.

32 / 31

CITY OF READING
HAMILTON COUNTY

LA
Ex. R/W
S83°47'33"E 139.18'
S83°47'33"E 105.19'
S83°22'03"E 225.00'
Ex. R/W
35.29'
N83°03'58"W
LA
103.92'
N84°41'24"W
62.07'
N84°41'24"W
R/W
N83°59'54"W
137.12'
79.37'
N83°18'24"W
52.47'
N84°49'03"E
39.20'
33+06.35
12.82'
N5°18'46"E
5.00'
28+71.31
50.00'
29+75.23
50.00'
30+37.50
50.00'
31+75.63
50.00'
32+55.00
N5°27'27"E

20 WL
CONT. = 1919 Sq. Ft.

20
CONT. = 3451 Sq. Ft.

5 6 7 4 3

Galbraith Industrial Center Inc.

DETAIL "B"
NO SCALE
SEE SHT. NO. 14

DATE	REVISED	BY

15 / 31

R/W PLAN DETAIL SHEET

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

434R / 450

15 / 31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
NO SCALE

81 WL Bernie Robbins

Overlapping Property Between 81 WL Bernie Robbins and 79 WL Barnell Apple.

Cont. = 1 Sq. Ft.

73-A WL

N 34° 19' 18" W

1.64'

50'

N 3° 48' 37" 2.00'

74.24' / 144.86'

3.23'

82 WL Marilyn Jorgenson

73 WL

Overlapping Property Between 82 WL Marilyn Jorgenson and 79 WL Barnell Apple

N6° 21' 23" E 38.15'

Cont. = 6 Sq. Ft.

38.53'

N 5° 52' 21" E 41.76'

116.42'

SEC. 2
SEC. 32

186.62' TOP O.B.

60.21'

79 WL Barnell Apple

72 WL

74 WL

DETAIL 'C'
NO SCALE
SEE SHT. NO. 15

Ownership Unknown

144 WL

Cont. = 65 Sq. Ft.

N 82° 11' 51" W 18.96'

VILLAGE OF ARLINGTON HTS.
CITY OF LOCKLAND

N 57° 43' 01" W

Reading Sand & Gravel Co.

142 WL

N 32° 16' 59" E 7.21'

115.81'

N 33° 01' 14" E

Overlapping Property Between (136 WL Kate Benesh And 142 WL Reading Sand & Gravel Co.)
Conts. = 163 Sq. Ft.

145 WL

136 WL Kate Benesh

143 WL-2

64.99'

VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING

Conts. = 6,220 Sq. Ft.

146 WL

Overlapping Property Between (136 WL Kate Benesh And 143-2 City Of Reading)
Cont. = 432 Sq. Ft.

N 84° 51' 13" W 20.00'

N 27° 28' 09" E

LA-R/W

112.62'

143 U

Cont. = 4,485 Sq. Ft.

133.00' / 172+65.00

150.37 / 173+96.31

N 31° 40' 41" E 223.32'

The City Of Reading

Sub. Lines

LA-R/W

N 35° 30' 47" E 100.00'

N 39° 42' 47" E 42.02'

26.19'

N 7° 59' 17" E

CITY OF LOCKLAND
CITY OF READING

200.21'
174+99.57

NOTE — For Continuation Of 143U, See Sheet NO. 18

GEBERT ST.

Exist. R/W

N 18° 53' 17" W

Exist. R/W

Sub. Line

185.50'
175+00.00

DETAIL "B"
SCALE 1" = 20'
SEE SHT. NO. 17 & 18

27' ℄ GALBRAITH RD.

SEC. 1

P.T. 28+15.84

Ex. R/W

N 84° 41' 24" W HWY.
N 86° 31' 51" W R.L.
20.19'

LA 64.89'

N 86° 11' 24" W HWY.
N 88° 01' 51" W R.L.

50.00'

56.14'
27+50.00

N 55° 03' 49" W HWY.
N 56° 54' 16" W R.L.
97.71'

55.00'
28+15.84

105.00'
28+35.90

SEC. 1 (N 5° 27' 27" E HWY.)
SEC. 2 (N 3° 37' E R.L.)

30 X-2

Cont. = 2144 Sq. Ft.

DETAIL "F"
NO SCALE
SEE SHEET NO 14

N6° 31' 23" E

75.00'
34+09.63

Sun Oil Co.

78 T

Cont. = 1,078 Sq. Ft.

41.02'

S 38° 12' 42" E 71.36'

24.43'
34+50.00

S 69° 58' 00" E 41.37'

41.37' R/W

24.46'
34+60.00

9.66'

Ex. R/W

40.22'

N 83° 28' 37" W

10.00'

DETAIL "E"
No Scale
See Sht. No. 15

78 Cont. = 194 Sq. Ft.

N 64° 12' 46" E 20.83'

126.59'

N 13° 41' 23" E

N 5° 52' 21" E

174.69'

N 6° 21' 23" E 60.21'

72 WL

Ownership Unknown
Cont. = 1,031 Sq. Ft.

186.62'
TOP O.B.

77 T

Ownership Unknown
Cont. = 1,000 Sq. Ft.

41.05'

100.00'
146+00.00

See Sheet No. 14

27.98'

Cont. = 842 Sq. Ft.
Dorothy A. Cash

SEC. 2
SEC. 32

S 54° 07' 39" E 12.50'

Sub Line

Wesleyan Christian Church

86 T

Cont. = 1,204 Sq. Ft.

190.00'
144+20.00

192.46'
144+43.00

N 55° 52' 21" E 10.97'

N 15° 30' 39" E

195.00
145+00.00

84 T

23.13'

N 55° 58' 46" E

57.06'

N 59° 31' 20" E

N 80° 29' 45" E 73.66'

86 S

171.73'
145+69.88

See Sheet No. 14B

N 68° 01' 54" E 117.77'

Sub. Line

9.40'

8.43'

16.36'

N 55° 40' 42" E

23.07'

N 47° 52' 23" E 55.00'

65.00' S 83° 38' 37" E

Albert Skinner

99 T-1

Cont. = 9,843 Sq. Ft.

99 S

139

160.00'
143+81.63

N 24° 03' 28" E

William E. Partridge & Thelma M. Partridge

LOT A

Cont. = 2,242 Sq. Ft.

VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING

79 T-1

Cont. = 346 Sq. Ft.

75 T

Cont. = 7549 Sq. Ft.

75 S

Storm

N 2

42.50'

10.5'

35.50'

S 61° 28' 37" E 32.54'

N 34° 19' 18" W

70.53'

N 16° 53' 34" E

63.39'

90.54'

N 9° 32' 21" E

N 34° 19' 18" W

29.20'

83 T

Cont. = 1239 Sq. Ft.

26.95'

N 13° 41' 23" E

7.34'

66.31'

N 15° 30' 39" E

110.00'
143+31.89

38.03'

20.83'

12.22'

N 64° 12' 46" E

104.32'

LA — R/W

N 53° 30' 39" E

58.17'

64.92'

N 64° 12' 46" E

120.78'

26.25'

N 53° 30' 39" E

79 T-2

79 S

Cont. = 351 Sq. Ft.

174.69'

72 WL

75 WL

Cont. = 1,170 Sq. Ft.

DETAIL "D"
NO SCALE
SEE SHT. NO. 14

79 WL Barnell Apple

75 WL
75 T

Overlapping Property Between 99 Albert Skinner and 79 Barnell Apple.

32 / 31

CITY OF READING
HAMILTON COUNTY

Ex. R/W

S 83° 47' 33" E 139.18'

S 83° 47' 33" E 105.19'

S 83° 22' 03" E 225.00'

Ex. R/W

LA

N 5° 18' 36" E 12.82'

1400'

35.29'

N 83° 03' 58" W

LA

103.92'

N 84° 41' 24" W

62.07'

N 84° 41' 24" W

N 83° 59' 54" W

R/W

137.12'

79.37'

N 83° 18' 24" W

52.47'

N 84° 49' 03" E

39.20'
33+06.35

5000'
28+71.31

50.00'
29+75.23

50.00'
30+37.50

50.00'
31+75.63

50.00'
32+55.00

N 5° 27' 27" E

20 WL

CONT. = 1919 Sq. Ft.

20

CONT. = 3451 Sq. Ft.

3 6 7 4 3

Galbraith Industrial Center Inc.

DETAIL "B"
NO SCALE
SEE SHT. NO. 14

SEP 27 1965

DATE	REVISED	BY
11-19-64	Add: 153 795 865 995	RMS
12-2-64	Name (spelling) Par 867	L.V.H.
6-29-65	Rev. Dist. Boundary 795-1 & 795-2	D.R.C.
6-29-65	Rev. Sht. 153, Rev. Sts. 434-1, 795-2	D.R.C.
	Rev. Area 99T-1 & 99S	

15 / 31

R/W PLAN DETAIL SHEET

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

435
450

16
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

Note: This sheet has been superseded by Sheet No. 425A

DR. W. S. BURKHART'S 1ST ADD. TO ARLINGTON HEIGHTS
P.B. 21

DETAIL 'A'
No Scale

DETAIL 'B'
No Scale

DETAIL 'C'
No Scale

BLANCHE AVENUE

CLARK STREET

EX. R/W CLARK ST.

LA R/W

Exist. R/W

Construction Limits

Construct Chain Link R/W Fence

Construct Type 47 R/W Fence

Existing Transmission Easement

Sub Line Existing Transmission Easement

Stanley R. Patterson & Myrtle E. Patterson — Cont. = 2,065 Sq. Ft.

Herbert Lloyd Barnes & Ruth Barnes — Cont. = 155 Sq. Ft.

Lansford D. Bullock & Lama Bullock — Cont. 2675 Sq. Ft.

Charles L. Wilkinson & Margaret Wilkinson — Cont. = 5,245 Sq. Ft.

Irene Casey — Cont. = 2,793 Sq. Ft.

Edward Wilson & Myrtle Wilson — Cont. = 2,970 Sq. Ft.

Mary Richardson — Cont. = 3,203 Sq. Ft.

Frances Rack — Cont. = 3,624 Sq. Ft.

Betty Rebholz — Cont. = 9,007 Sq. Ft.

Robert M. Isaacs — Cont. = 11,194 Sq. Ft.

William J. H. Reinke, Jr. — R.L. = 236.78

Arthur W. Cliffe & Ethel Cliffe — Cont. = 7,128 Sq. Ft.

Mary Ewen — Cont. = 8,519 Sq. Ft.

Adele Begley — Cont. = 8,990 Sq. Ft.

Cont. = 6,973 Sq. Ft.

Cont. = 564 Sq. Ft.
PRO. = 460 Sq. Ft.
Total = 1,024 Sq. Ft.

Cont. = 494 Sq. Ft.

Cont. = 188 Sq. Ft.

Cont. = 1993 Sq. Ft.

Cont. = 3416 Sq. Ft.

Cont. = 1,337 Sq. Ft.

Cont. = 5819 Sq. Ft.

Cont. = 1,431 Sq. Ft.

Cont. = 447 Sq. Ft.

Cont. = 34,957 Sq. Ft.

Cont. = 12,843 Sq. Ft.

Cont. = 25,449 Sq. Ft.

Cont. = 108,123 Sq. Ft.

Cont. = 20,748 Sq. Ft.

Cont. = 22,535 Sq. Ft.

Cont. = 24,372 Sq. Ft.

Cont. = 11,402 Sq. Ft.

Cont. = 17,025 Sq. Ft.

Cont. = 14,296 Sq. Ft.

Albert Skinner

Frances G. Meiser

Frances Rack

Erna Stefel

Lillian Conner

Dalton

Robert J. Riesenberg, Margaret Riesenberg, Joseph J. Riesenberg & Grace Riesenberg

Randolph Sewell

Mabel G. King

Oneta E. Dalton, Ova E. Dalton & Gene Paul Wash

Joyce

Note: SUBSTITUTE CURVE DATA FOR R/W PURPOSES ONLY
P.I. Sta. = 148+57.35
Δ = 5° 37' 30"
Dc = 1° 52' 29"
Rc = 3,056.13'
Lc = 300.04'
T = 150.14'

Note: SUBSTITUTE CURVE DATA FOR R/W PURPOSES ONLY
P.I. Sta. = 160+25.15
Δ = 5° 37' 30"
Dc = 1° 52' 29"
Rc = 3,056.13'
Lc = 300.04'
T = 150.14'

MILL CREEK — VILLAGE OF ARLINGTON HEIGHTS / CITY OF READING

EAST FORK — VILLAGE OF ARLINGTON HEIGHTS

℄ 54 RELOCATED CHANNEL CURVE NO. CR5 SEE SHT. NO. 3

℄ RAMP N

℄ RAMP N'

℄ N.B. 1-75

CURVE NO. N-2 SEE SHEET NO. 8

CURVE NO. N.B.2 SEE SHEET NO. 17

MATCH LINE SEE SHEET NO. 17

SEE SHEET NO. 17

SEE DETAIL 'A'

SEE DETAIL 'B'

SEE DETAIL 'C'

Abandoned Ff Shed

Wood Shed

Gravel Drive (Abandoned)

Gravel Drive

Asphalt Parking Area

134 Brick School Bldg.

Play Ground

Sand Box

Water Meter Pit

Metal Shed

Conc. Slab

Conc. Steps

High Voltage Tower

Chain Link Fence

Wood Fence

Wire Fence

Iron Railing

Iron Railing Walls

Stone Retaining Wall

Conc. Retaining Walls

Conc. Wall

Conc. Blk Wall

Gravel Boom

Pond

Flooded

Gas Line

Sewer

Manhole

Catch Basin

Inlet

Gas Valve

Water Valve

Fire Hydrant

Guy Anchor

Utility Pole

Light Pole

Iron Rail

Iron Bar

Iron Pipe

Iron Rod

Iron Marker

Iron Bolt

Iron Bar & Cap

Iron Pin & Cap

Iron Pin

Iron Pipe & Cap

Concrete Monument

Stone

Bench Mark

Point

Spot Elevation

Top of Bank

Top of Slope

Bottom of Slope

Edge of Pavement

Edge of Gravel

Edge of Concrete

Edge of Wood Deck

Edge of Water

Edge of Woods

Edge of Brush

Edge of Grass

Edge of Shrubs

Edge of Trees

Edge of Hedge

Edge of Fence

Edge of Wall

Edge of Steps

Edge of Ramp

Edge of Curb

Edge of Gutter

Edge of Sidewalk

Edge of Driveway

Edge of Parking Lot

Edge of Building

Edge of Foundation

Edge of Roof

Edge of Porch

Edge of Deck

Edge of Patio

Edge of Garage

Edge of Shed

Edge of Barn

Edge of Silo

Edge of Tank

Edge of Tower

Edge of Pole

Edge of Sign

Edge of Mailbox

Edge of Flagpole

Edge of Antenna

Edge of Satellite Dish

Edge of Solar Panel

Edge of Windmill

Edge of Weather Vane

Edge of Lightning Rod

Edge of Chimney

Edge of Vent

Edge of Skylight

Edge of Window

Edge of Door

Edge of Shutter

Edge of Awning

Edge of Canopy

Edge of Gazebo

Edge of Pergola

Edge of Arbor

Edge of Trellis

Edge of Fountain

Edge of Pond

Edge of Lake

Edge of Stream

Edge of Creek

Edge of River

Edge of Ocean

Edge of Beach

Edge of Dune

Edge of Cliff

Edge of Ravine

Edge of Gully

Edge of Valley

Edge of Hill

Edge of Mountain

Edge of Plateau

Edge of Mesa

Edge of Butte

Edge of Canyon

Edge of Gorge

Edge of Waterfall

Edge of Rapids

Edge of Dam

Edge of Levee

Edge of Dike

Edge of Jetty

Edge of Breakwater

Edge of Seawall

Edge of Bulkhead

Edge of Pier

Edge of Wharf

Edge of Dock

Edge of Boat Ramp

Edge of Boat Slip

Edge of Boat Lift

Edge of Boat House

Edge of Boat Shed

Edge of Boat Garage

Edge of Boat Cover

Edge of Boat Trailer

Edge of Boat Motor

Edge of Boat Propeller

Edge of Boat Rudder

Edge of Boat Anchor

Edge of Boat Oar

Edge of Boat Paddle

Edge of Boat Life Jacket

Edge of Boat Flare

Edge of Boat Horn

Edge of Boat Light

Edge of Boat Radio

Edge of Boat Compass

Edge of Boat Depth Finder

Edge of Boat Fish Finder

Edge of Boat GPS

Edge of Boat Chart

Edge of Boat Map

Edge of Boat Book

Edge of Boat Pen

Edge of Boat Pencil

Edge of Boat Eraser

Edge of Boat Ruler

Edge of Boat Protractor

Edge of Boat Compass

Edge of Boat Dividers

Edge of Boat Calculator

Edge of Boat Computer

Edge of Boat Printer

Edge of Boat Scanner

Edge of Boat Camera

Edge of Boat Video Camera

Edge of Boat Binoculars

Edge of Boat Telescope

Edge of Boat Sextant

Edge of Boat Chronometer

Edge of Boat Barometer

Edge of Boat Thermometer

Edge of Boat Hygrometer

Edge of Boat Anemometer

Edge of Boat Rain Gauge

Edge of Boat Weather Station

Edge of Boat Weather Vane

Edge of Boat Lightning Rod

Edge of Boat Chimney

Edge of Boat Vent

Edge of Boat Skylight

Edge of Boat Window

Edge of Boat Door

Edge of Boat Shutter

Edge of Boat Awning

Edge of Boat Canopy

Edge of Boat Gazebo

Edge of Boat Pergola

Edge of Boat Arbor

Edge of Boat Trellis

Edge of Boat Fountain

Edge of Boat Pond

Edge of Boat Lake

Edge of Boat Stream

Edge of Boat Creek

Edge of Boat River

Edge of Boat Ocean

Edge of Boat Beach

Edge of Boat Dune

Edge of Boat Cliff

Edge of Boat Ravine

Edge of Boat Gully

Edge of Boat Valley

Edge of Boat Hill

Edge of Boat Mountain

Edge of Boat Plateau

Edge of Boat Mesa

Edge of Boat Butte

Edge of Boat Canyon

Edge of Boat Gorge

Edge of Boat Waterfall

Edge of Boat Rapids

Edge of Boat Dam

Edge of Boat Levee

Edge of Boat Dike

Edge of Boat Jetty

Edge of Boat Breakwater

Edge of Boat Seawall

Edge of Boat Bulkhead

Edge of Boat Pier

Edge of Boat Wharf

Edge of Boat Dock

Edge of Boat Ramp

Edge of Boat Slip

Edge of Boat Lift

Edge of Boat House

Edge of Boat Shed

Edge of Boat Garage

Edge of Boat Cover

Edge of Boat Trailer

Edge of Boat Motor

Edge of Boat Propeller

Edge of Boat Rudder

Edge of Boat Anchor

Edge of Boat Oar

Edge of Boat Paddle

Edge of Boat Life Jacket

Edge of Boat Flare

Edge of Boat Horn

Edge of Boat Light

Edge of Boat Radio

Edge of Boat Compass

Edge of Boat Depth Finder

Edge of Boat Fish Finder

Edge of Boat GPS

Edge of Boat Chart

Edge of Boat Map

Edge of Boat Book

Edge of Boat Pen

Edge of Boat Pencil

Edge of Boat Eraser

Edge of Boat Ruler

Edge of Boat Protractor

Edge of Boat Compass

Edge of Boat Dividers

Edge of Boat Calculator

Edge of Boat Computer

Edge of Boat Printer

Edge of Boat Scanner

Edge of Boat Camera

Edge of Boat Video Camera

Edge of Boat Binoculars

Edge of Boat Telescope

Edge of Boat Sextant

Edge of Boat Chronometer

Edge of Boat Barometer

Edge of Boat Thermometer

Edge of Boat Hygrometer

Edge of Boat Anemometer

Edge of Boat Rain Gauge

Edge of Boat Weather Station

RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
147+00	161+80	RT	Type 47	1,506
147+00	161+80	LT	Chain Link	1,552

DATE	REVISED	BY

16
31

HAMILTON CO. SYCAMORE TWP.
VILLAGE OF ARLINGTON HEIGHTS
SEC. 32 T.4 E.R.1

R/W PLAN ℄ N.B. I-75 STA. 147+00 TO 163+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

435R
450

16
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

D R W. S. BURKHART'S 1ST ADD. TO ARLINGTON HEIGHTS
P.B. 21

BLANCHE AVENUE

CLARK STREET

EX. R/W CLARK ST.

LA R/W

Exist. R/W

Cont. = 564 Sq. Ft.
P.R.O. = 460 Sq. Ft.
Total = 1,024 Sq. Ft.

Cont. = 494 Sq. Ft.

Cont. = 188 Sq. Ft.

DETAIL 'A'
No Scale

DETAIL 'B'
No Scale

Cont. = 1993 Sq. Ft.

Cont. = 3416 Sq. Ft.

Cont. = 1,416 Sq. Ft.

Cont. = 2,065 Sq. Ft.

Cont. = 155 Sq. Ft.

Cont. = 5,245 Sq. Ft.

Cont. = 2675 Sq. Ft.

Cont. = 2,793 Sq. Ft.

Cont. = 2,970 Sq. Ft.

Cont. = 3,203 Sq. Ft.

Cont. = 3,624 Sq. Ft.

Cont. = 6,673 Sq. Ft.

Cont. = 518 Sq. Ft.

Cont. = 11,194 Sq. Ft.

Cont. = 7,128 Sq. Ft.

Cont. = 8,519 Sq. Ft.

Cont. = 8,990 Sq. Ft.

Cont. = 23,146 Sq. Ft.

Cont. = 4,296 Sq. Ft.

Cont. = 27,804 Sq. Ft.

Cont. = 38,581 Sq. Ft.

Cont. = 9,007 Sq. Ft.

Cont. = 22,535 Sq. Ft.

Cont. = 20,748 Sq. Ft.

Cont. = 25,449 Sq. Ft.

Cont. = 5819 Sq. Ft.

Cont. = 38,581 Sq. Ft.

Cont. = 108,123 Sq. Ft.

Cont. = 447 Sq. Ft.

Cont. = 1,337 Sq. Ft.

Stanley R. Patterson & Myrtle E. Patterson

Herbert Lloyd Barnes & Ruth Barnes

Lansford D. Bullock & Lorna Bullock

Charles L. Wilkinson & Margaret Wilkinson

Irene Casey

Edward Wilson & Myrtle Wilson

Mary Richardson

Frances Rack Acreage Sub

Betty Rebholz

Robert M. Isaacs

William J. H. Reinte, Jr. R.L. 23678

Arthur W. Cliffe & Ethel Cliffe

Mary Ewen

Adele Begley

Albert Skinner

Frances Rack

Frances G. Meiser

Robert J. Riesenberg, Margaret Riesenberg, Joseph J. Riesenberg & Grace Riesenberg

Randolph Sewer Co.

Mabel G. King

Jerry Davidson et al

Gene Paul & Joyce Wash

Erna Stiefel

Lillian Conner

Albert Skinner

Village of Arlington Heights

City of Reading

Mill Creek

East Fork

Existing Transmission Easement

Sub Line Existing Transmission Easement

Construct Chain Link R/W Fence

Construct Type 47 R/W Fence

Relocated Channel

Abandoned Fr Sheds

Wood Sheds

Wood Shacks

Metal Shed

Gravel Drive (Abandoned)

Gravel Boom

Pond

Wooded

Asphalt Parking Area

124 Brick School Bldg.

High Voltage Tower

Play Ground

Sand Box

Water Meter Pit

Chain Link Fence

Stone Retaining Walls

Conc. Retaining Walls

Conc. Slab

Conc. Foundations

Conc. Blk. Wall

Iron Railing

Wire Fence

Wood Fence

Brick Wall

Frame Garage

Brick Garage

Frame Shed

Brick Shed

Brick Store Structure

Brick Residence

Frame Residence

Frame Store Structure

Frame Residence & Store

Brick Residence & Store

Brick Residence & Garage

Frame Residence & Garage

Frame Residence & Shed

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FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

436/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

17/31

Mc NAMARA & CONNERS SUB. P.B. 8 P.14 R.O.

DEXTER AVE.

JOHN ST.

OF LONGWORTH PLACE

BLANCHE AVE.

CLARK STREET

LA-R/W

Existing Transmission Easement

CORPORATION LINE
VILLAGE OF ARLINGTON HEIGHTS
CITY OF READING

N.B. I-75

EAST FORK MILL CREEK

MATCH LINE SEE SHT. NO. 16

MATCH LINE SEE SHT. NO. 18

CITY OF LOCKLAND
CITY OF READING

SOUTHERN RY.

GEBERT ST.

JEFFERSON AVE.

VILLAGE OF LOCKLAND ARLINGTON HEIGHTS

Existing R/W

Sub. Line

Construction Limits

Chain Link R/W Fence

Top of ex. levee

Existing Transmission Easement

Parcel 114 — Gar.

Parcel 115 — A.F. Naltner

Parcel 116

Parcel 121

Parcel 122 — Cont.=2,680 Sq.Ft. Orvil Ficke

Parcel 123 — Conc. Blk. Gar.

Parcel 124 WL — Cont.=15,325 Sq.Ft. Alma Elizabeth Wilcher

Parcel 125 WL — Cont.=18,909 Sq.Ft. William F. Jolly & Betty L. Jolly

Parcel 126 WL — Walter Schultz

Parcel 127 WL — Norman G. Naylor

Parcel 128 WL — Norman G. Naylor & Elizabeth Naylor

Parcel 129 WL — Cont.=1718 Sq.Ft.

Parcel 130 WL — Cont.=1718 Sq.Ft.

Parcel 131 U — Raymond P. Hight

Parcel 131 WL

Parcel 132 WL

Parcel 132 C — Edith Lambdin Ball

Parcel 133 WL — Ida Bollmer — Cont.=26,580 Sq.Ft.

Parcel 134 WL — James M. Foley & Faye Foley

Parcel 135 WL — Florence Goldschmidt

Parcel 136 WL — Kate Benesh

Parcel 142 WL — Reading Sand & Gravel Co. — Cont.=72,778 Sq.Ft.

Parcel 143 T — Cont.=714 Sq.Ft.

Parcel 143 X — Cont.=11,163 Sq.Ft.

Parcel 143 WL-1 — City of Reading — Cont.=11,939 Sq.Ft.

Parcel 143 WL-2

Parcel 143 C-3

Parcel 144

Parcel 145

Parcel 146 WL

Cont.=3657 Sq.Ft.

Cont.=3,658 Sq.Ft.

Cont.=7721 Sq.Ft.

Cont.=4282 Sq.Ft.

Cont.=9531 Sq.Ft.

Cont.=4778 Sq.Ft.

Cont.=14,413 Sq.Ft.

Cont.=1718 Sq.Ft.

Cont.=11,163 Sq.Ft.

Cont.=714 Sq.Ft.

Cont.=11,939 Sq.Ft.

Cont.=72,778 Sq.Ft.

Cont.=26,580 Sq.Ft.

Cont.=18,909 Sq.Ft.

Cont.=2,680 Sq.Ft.

Cont.=15,325 Sq.Ft.

Existing R/W 50'

Sub. Line

Construction Limits

Chain Link R/W Fence

Top of ex. levee

Existing Transmission Easement

Gar.

Conc. Blk. Gar.

2 Sty. Fr. #319

2 Sty. Fr. #320

2 Sty. Fr. #329

2 Sty. Fr. #325

2 Sty. Fr. #315

2 Sty. Fr. #305

2 Sty. Fr. #309

2 Sty. Fr. #311

2 Sty. Fr. #313

Conc. 2 Sty. Fr. #285

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Conc. 2 Sty. Fr.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

437/450

18/31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

RIGHT OF WAY FENCE

CODE 7221

STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
174+00	175+00	RT.	Type 47	113
178+60	178+87	RT.	Chain Link	77
174+00	177+25	LT.	Chain Link	327
177+25	178+68	LT.	Chain Link	140
178+65	178+68	LT.	Chain Link	33
175+00	178+86	RT	Chain Link	452

SEE SHEET NO. 17 MATCH LINE

N57°43'01"W

N19° 59' 47"E — L A R/W — 137.97'

Construction Limits

65.00' 175+50.00

N10° 25' 07" E — Construct Chain Link R/W Fence — 147.22'

63.00' E.P.A. 175+50.00

Cont. = 14,102 Sq. Ft.

James M. Foley & Faye Foley — 134 WL

77.00' 177+00.00

N29°36'42"E 47.97'

75.00' 177+00.00 E.P.A.

69.00' E.P.A. 177+25.00

60.00' 177+25.00 E.P.A.

63.58' 177+47.07

68.58' 177+47.25

138 T — Cont. 747 Sq. Ft. — Marie K. Hooper

N15°03'47"E 149.37' Sur. (N10°26'E 149.37' Deed)

5.00' — L A R/W — 149.36' Gravel Drive

NOTE: Fence to be Constructed on Top of Wall For Detail See Sht. No. — 5 Family, 2 Sty. Conc. Blk. or Stone Blk. # 515½

139 WL — Henry Gerbus & Agnes Gerbus — Cont. = 6,124 Sq. Ft.

20.00' ± A.C. 178+65.00

(S10°26'W 149.37' Deed)

S74°56'13"E 93.21' (N79°34'W 41' Deed)

5 Family 2 Sty. Conc. Blk. or Stone Blk. # 519, 519½, 517, 517½

Joseph E. Dana 178

140 WL — Cont. = 8,423 Sq. Ft.

Conc. wall (S10°26'W 149.37' Deed)

141 WL — Carl Mize & Rebecca Mize — Cont. = 7,030 Sq. Ft.

34.17' ± A.C. 178+60.00 ±

1 Sty. Fr. # 525

Chain Link

Conc. Blk. Gar.

Dog House

(N36°39'E 276.22' Deed)

(N36°39'E 171.31' Deed)

Asphalt

Florence Goldschmidt — 135 WL — Cont. = 43,517 Sq. Ft.

(S21°43'W 250' Deed) (N25°31'23"E 250.00' Sur.)

Cont. = 42,910 Sq. Ft.
P.R.O. = 430 Sq. Ft.
Total = 43,340 Sq. Ft.

136 WL — Kate Benesh

Dog House

P.T. 179+84.59

CURVE NO. M-1 SEE SHT. NO. 1

℄ RAMP 'M'

N18°20'00"E

(N40°22'30"E 300.14' Deed) (S35°10'W 195.07' Sur.)

42" San.

107.00' E.P.A. 178+87.00

146.00' 178+00.00 E.P.A.

160.00' 178+86.00 E.P.A.

197.00' 178+85.00 E.P.A.

199.01' 178+87.17

S40°22'56"W 105.06'

S0°28'11"W 80.42'

147.89' 178+00.00

163.00' 177+25.00 E.P.A.

168.00' 176+10.00 E.P.A.

Construction Limits

Construct Chain Link R/W Fence 120.98'

N11°58'49"E

N17°12'30"E 99.65'

Apple Trees

165.00' 177+25.00

177.59' 177+03.47

Shed

Type 47 R/W Fence

100.00'

91.87'

150.37' 173+96.31

L A R/W

S35°30'47"W 145.55'

SUB. LINE

183.50' 175+00.00 E.P.A.

116.99'

N8°42'30"E 65.56'

27.47' 12" & 42" San. Sewer

42.15'

N7°59'17"E

26.19'

S39°42'47"W

223.32'

CITY OF LOCKLAND

CITY OF READING

Note: For Parcel No. 144, 145, & 146 See Sht. No. For Detail

N31°40'41"E

Existing Transmission Easement

143 U — Cont. = 4,485 Sq. Ft. For Continuation of Parcel No. 143 U See Sht. No.

185.50' 175+00.00

200.21' 174+99.57

136 U-2

N81°50'57"W

SOUTHERN ST.

189.82' 175+63.32

172.97' 176+08.58

170.09' 176+10.00

136 U-1

SUB. LINE

354

351

8" San.

EAST FORK MILL CREEK

J. H. OLIVER'S ADDITION TO LOCKLAND & READING

P.B.1 P.257 R.O.

HAMILTON CO. CITY OF SEC. 32 — SYCAMORE TWP. LOCKLAND T.4 E.R.1

High Voltage Tower

℄ N.B. I-75

CURVE NO. N.B.-3 SEE SHT. NO. 1

S41°16'47"W 104.91'

(N79°34'W 19.20' Deed)

R/W Angle Point

S11°01'47"W 49.14'

DAVIS ST.

59.61' 178+99.34

54.63' 178+98.92

50.85' 54°41'15"W

53.50' 178+68.00 m.e.P.A.

S79°34'E 41' Deed

N74°13'W

Existing R/W

Conc. S.W.

Wire Fence

1 Sty. Fr. # 516

162 WL

Gravel

180

Asphalt Drive

2 Sty. Fr. # 518

179

165 WL

Gravel

Conc. Drive

170 WL

1 Sty. Fr. # 524, 526

164

1 Sty. Fr. # 528

Asphalt, Gravel Parking Areas

Bit.

1½ Sty. Br. # 527

Conc.

Storage

1½ Sty. Br. # 529

2 Sty. Br. & Fr. # 531

Inlet

M.H.

18" Storm

Existing Transmission Easement

West Fence 2

Fence R/W

S81°26'23"W 146.82'

N77°51'13"W 199.01'

S12°26' 178+91.31

Bit.

SEE SHEET NO. 19 MATCH LINE

R/W Width Varies

Existing R/W

DATE	REVISED	BY

18/31

R/W PLAN ℄ N.B. I-75 STA. 174+00 TO 180+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

438/450

19/31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

Barbara Fetter
59.20'
179+50.44
S 2°03'58"W
100.95'
LA-R/W
Cont = 803 Sq.Ft.
104.42'
S4°41'15"W
50.83'
N74°56'13"W
Ex. R/W
Conc.
Wire fence
Gravel Drive
5 Family, 2 Sty. Conc. Blk. Store Blk. # 515½
Conc. Curb & Gutter
Ex. R/W
Water ⊕
Manhole
15" San.
161 WL
Edward J. Brown and Dorothy Brown
Steve D. Rombes and Tom D. Rombes
75.00'
181+04.22
S84°01'13"W
50.49'
Construct Chain Link R/W Fence
S6°03'47"W
51.13'
E.P.A.
73.00'
181+04.00
165 WL
166 WL
Cont = 1,333 Sq.Ft.
167 WA
Cont = 800 Sq.Ft.
Fred Hargis and Dona Hargis
89.00'
181+83.00
93.00'
182+05.00
William R. Wesley & Zelma Wesley
168 WL
Cont = 267 Sq.Ft.
184.00'
182+23.00
168 WA
END LIMITED ACCESS STA. 183+11.66
88.00'
182+40.50
169
73.04'
182+61.15
50.00' L A-R/W
Cont = 4,143 Sq.Ft.
81.30'
183+11.66
58.19'
N 4°03'15" W
171 T-1
88.00'
183+71.00
1 Sty.
½ Sty. Wd. Fr. # 515
60.00'
183+75.00
60.00'
184+69.30
R/W
N 3°56'04" E
282.27'
49.00'
183+58
92.57'
N 1°08'33"E
34.17'
183+58
R=3239.88'
L=112.99'
N 1°15'59"E 112.98'
34.17'
184+72.18
R/W
171 WD
Cont. = 14,001 Sq.Ft.
15.00'
Existing R/W
295.95'
Anna Butler
Cont. = 4,784 Sq.Ft.
162 WL
Gravel
Asphalt Drive
5 Family, 2 Sty. Conc. Blk. or Stone Blk. # 519, 519½, 517, 517½
179
Conc. Wall
Gravel
Conc.
Conc. Curb & Gutter
Ex. R/W
Water ⊕
Manhole
Conc. Curb & Gutter
MATCH LINE
SEE SHEET NO. 1
LA
Ex. R/W
Water ⊕
Manhole
Conc. Curb & Gutter

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

439/450

20/31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

DETAIL "A"
NO SCALE

STATION EQUATION
C.S. 183+33.98 Back =
P.C.C. 189 + 33.97 Ahead
FOR R/W PURPOSES ONLY

NOTE: See Detail 'A'

DETAIL "B"
NO SCALE

NOTE
SEE DETAIL 'B'

Note: SUBSTITUTE CURVE DATA FOR R/W PURPOSES ONLY
P.I. STA. = 190+50.67
Δ = 3°03'45"
D = 1°18'45"
Rc = 4365.57'
Lc = 233.34'
T = 116.70'

DATE	REVISED	BY

20/31

R/W PLAN ℄ N.B. I-75 STA. 184+00 TO 190+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

440
450

21
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

E A S T F O R K

CORPORATION LINE

SUB. LINE

LONGWORTHS 2ND SUB.
P.B. 4 P. 59

JOHN MUELLER'S SUB.
OF LOTS 83-88 & 90-94
OF LONGWORTH'S 2ND SUB.
P.B. 2 P. 5

MILL CREEK

BENSON ST.

PIKE ST.

BLUNT'S 1ST ADD.
D.B. 137 P. 107

Luther Wilcox
Cont.= 2,881 Sq.Ft.
P.R.O.= 250 Sq.Ft.
Total= 3,131 Sq.Ft.

Cont.= 3,666 Sq.Ft.
P.R.O.= 380 Sq.Ft.
Total= 4,046 Sq.Ft.

Cont.= 2,720 Sq.Ft.

Cont.= 1,772 Sq.Ft.
P.R.O.= 6 Sq.Ft.
Total= 1,778 Sq.Ft.

Cont.= 2,396 Sq.Ft.

Cont.= 13,090 Sq.Ft.
P.R.O.= 396 Sq.Ft.
Total= 13,486 Sq.Ft.

Cont.= 6,836 Sq.Ft.

The John Mueller Co.

Cont.= 10,483 Sq.Ft.

Cont.= 6,239 Sq.Ft.

The Stearns & Foster Co.

Cont.= 337 Sq.Ft.

Cont.= 12,920 Sq.Ft.
The John Mueller Co.

Cont.= 10,850 Sq.Ft.

Cont.= 1,216 Sq.Ft.
P.R.O.= 150 Sq.Ft.
Total= 1,366 Sq.Ft.

Adele Fladung Becker
Cont.= 5,646 Sq.Ft.
P.R.O.= 208 Sq.Ft.
Total= 5,854 Sq.Ft.

Cont.= 5,362 Sq.Ft.
P.R.O.= 133 Sq.Ft.
Total= 5,495 Sq.Ft.
Edwin Pate Sr.

Cont.= 2,220 Sq.Ft.

Cont.= 280 Sq.Ft.

OWNERSHIP UNKNOWN

Note: SUBSTITUTE CURVE DATA FOR R/W PURPOSES ONLY
P.I. STA. = 190 + 50.67
Δ = 3°03'45"
D = 1° 18' 45"
Rc = 4365.57'
Lc = 233.34'
T = 116.70'

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND. CITY OF READING
SEC. 32 T4 ER1

DATE	REVISED	BY

21
31

R/W PLAN ℄ N.B. I-75 STA. 190+00 TO 195+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

441/450

22/31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

The Stearns & Foster Co.
Cont. = 850 Sq.Ft.
240 WD

240 Cont = 87 Sq.Ft.

240 T
Cont. = 2,804 Sq.Ft.

230 T-2
231 T-2
232 T-2
Cont. = 4,275 Sq.Ft.

230 WD

231 WD
Cont. = 320 Sq.Ft.

232 WD
Cont. = 28,541 Sq.Ft.

232 T-1
Cont. = 12,920 Sq. Ft.

232 U-1

241 WD

248 A

248 B

248 C

248 D

248 Aerial

N.Y.C.RR. (C.C.C. & ST. LOUIS R.R.)

℄ N.B. I-75

℄ SUB. LINE

Existing R.R. R/W

Existing 163.04'

S16°26'37"W

N16°26'37"E 202.88' 18.74'

S82°45'13"E 1989.16'

N10°52'37"W 206.05'

N10°52'37"W 124.93'

N10°52'37"W 43.20'

N10°52'37"W 15.00'

S10°52'37"E 322.61' 470.88'

N10°58'06"W 565.19'

S50°34'13"E 62.29'

N50°34'13"W 15.66'

S50°34'13"E 15.66'

N50°34'13"W 132.03'

S50°34'13"E 132.03'

N50°34'13"W 23.50'

S50°34'13"E 23.50'

N10°52'37"W 15.00'

S10°52'37"E 15.00'

S16°26'37"W 29.96'

N16°26'37"E 29.96'

S73°33'23"E 29.98'

N73°33'23"W 29.98'

S79°07'33"E 15.85'

S10°52'37"E 21.54'

N10°52'37"W 11.49'

S10°52'37"E 15.00'

N10°52'37"W 15.00'

S10°52'37"E 15.00'

N10°52'37"W 15.00'

S10°52'37"E 15.00'

N10°52'37"W 15.00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

442
450

23
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE: 1" = 20'

THOMAS SHEPHERD'S ESTATE SUB. P.B. 3 PG. 192 & 193

BROWN ST. (Brk.)

SEE SHEET NO. 22 MATCH LINE

SEE SHEET NO. 24 MATCH LINE

Leona C. Prigge

Martha A. Wood

Margaret Ann Smith

Ruth Horner

The Stearns & Foster Co.

George B. Smith

Edwin A. Gruener & Elizabeth C. Gruener

Alfred Wiggerman

Cemetery Boundary Z

Cinder Parking Area

Asphalt Parking

Car Stop (made of railroad ties)

Conc. Curb

Ex. R/W

Existing R/W

Existing R.R. R/W

R/W

LA-R/W

℄ N.C.R.R. (C.C.C. & ST. LOUIS R.R.) V.S.S. LINE

℄ 15' SEWER

℄ Conc. Curb

BEGIN LIMITED ACCESS STA 205+35.53

BEGIN LIMITED ACCESS STA 206+78.68

Cont. = 2,804 Sq. Ft.
Cont. = 1,451 Sq. Ft.
Cont. = 2,122 Sq. Ft.
Cont. = 6,403 Sq. Ft.
Cont. = 20,026 Sq. Ft.
Cont. = 1,533 Sq. Ft.
Cont. = 3,754 Sq. Ft.
Cont. = 3,012 Sq. Ft.
Cont. = 2,049 Sq. Ft.
Cont. = 3,510 Sq. Ft.
Cont. = 1,071 Sq. Ft.
Cont. = 85 Sq. Ft.
Cont. = 23 Sq. Ft.
Cont. = 245 Sq. Ft.
Cont. = 3,266 Sq. Ft.
Cont. = 3,960 Sq. Ft.
Cont. = 6,460 Sq. Ft.
Cont. = 7,500 Sq. Ft.

NOTE: For Railroad Sheet See Sheet No. 31

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND
SEC. 33 T.4 E.R.1

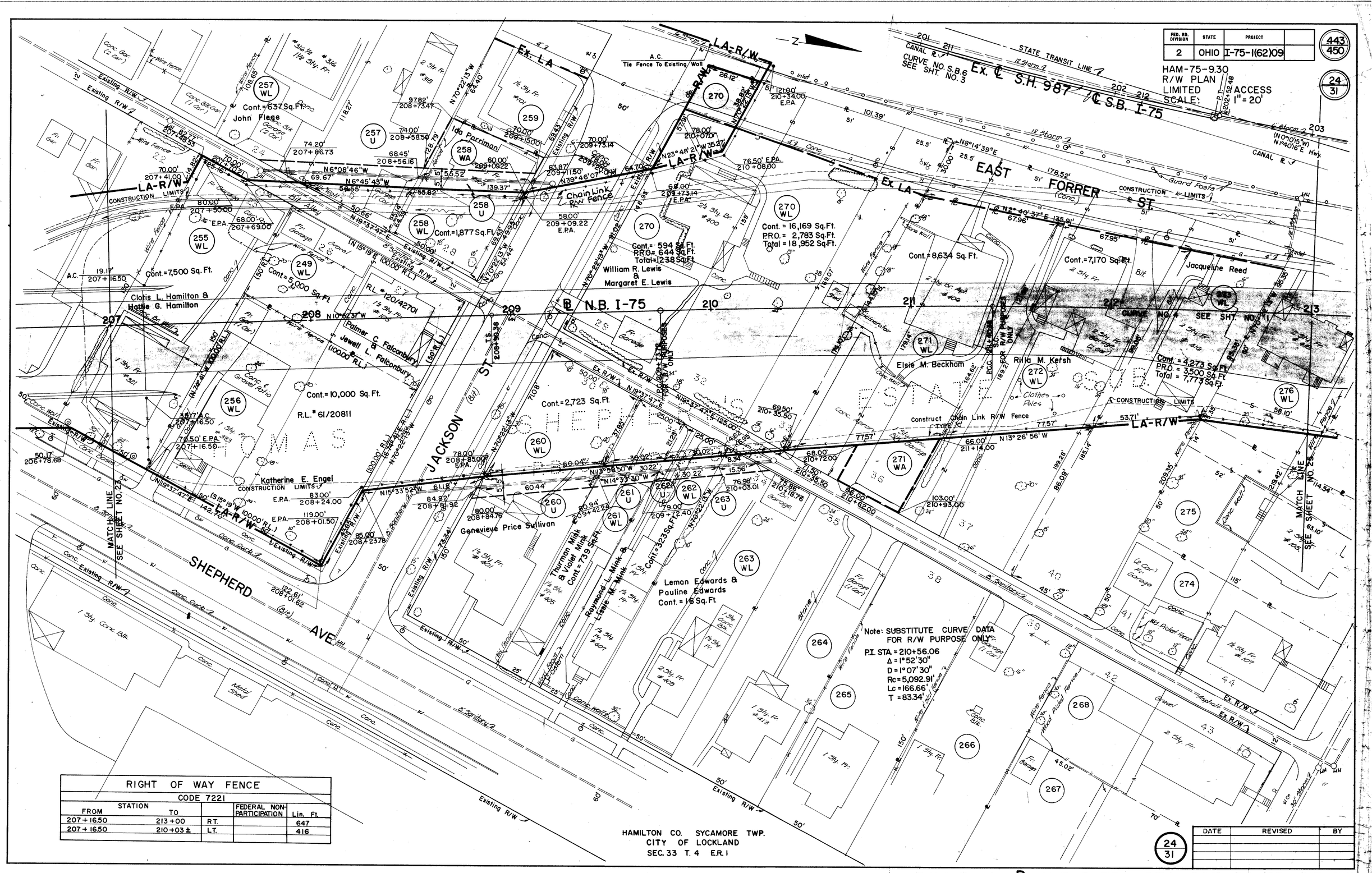
The John Mueller Company

THOMAS SHEPHERD'S ESTATE SUB. P.B. 3 P. 192 & 193

DATE	REVISED	BY

23
31

R/W PLAN ℄ N.B. I-75 STA. 201+00 TO 207+00



RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
207+16.50	213+00	RT.		647
207+16.50	210+03±	LT.		416

R/W PLAN ℞ N.B. I-75 STA. 207+00 TO 213+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

444
450

25
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 20'

MIAMI & ERIE CANAL (Abandoned)

WEST FORRER ST.

EAST FORRER ST.

McWHORTER ST.

Ex. ℄ S.H. 987 (N0°10'15"W)

℄ S.B. I-75

℄ N.B. I-75

℄ N.B. COLLECTOR Ex. LA

CURVE NO. 4 SEE SHT NO. 1

CURVE NO. N.B. 1

Ex. LA-R/W

Canal R/W

State Transit Line

Conc. Wall

Conc. Curb

Conc. Walk

Raised Median

Guard Rail Post

Proposed 8" Water Line

Construction Limits

Construct. Chain Link R/W Fence Type 'D'

Cont. = 4,389 Sq. Ft.
P.R.O. = 1,467 Sq. Ft.
Total = 4596 Sq. Ft.

Cont. = 4,727 Sq. Ft.
P.R.O. = 400 Sq. Ft.
Total = 5,167 Sq. Ft.

Cont. = 1211 Sq. Ft.

Cont. = 273 Sq. Ft.

Cont. = 631 Sq. Ft.

Cont. = 3684 Sq. Ft.

Cont. = 2295 Sq. Ft.

Cont. = 469 Sq. Ft.

Cont. = 477 Sq. Ft.

Cont. = 1801 Sq. Ft.

Cont. = 3,194 Sq. Ft.
P.R.O. = 8,675 Sq. Ft.
Total = 42,869 Sq. Ft.

Wiley A. & K. Shelton
Mildred Shelton

Florence L. Stockdale

Lester Gober & Norma Jean Gober

Orlan Lovins & Bertha Lovins

Anthony Albu & Sarah Elizabeth Albu

Herbert H. Mueller

Agnes J. Betzold

THOMAS SHEPHERD'S ESTATE SUB
P.B. 3, P. 192 & 193

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND
SEC. 33 T4 ER1

RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
213+00	219+00	RT.		602

25
31

DATE	REVISED	BY

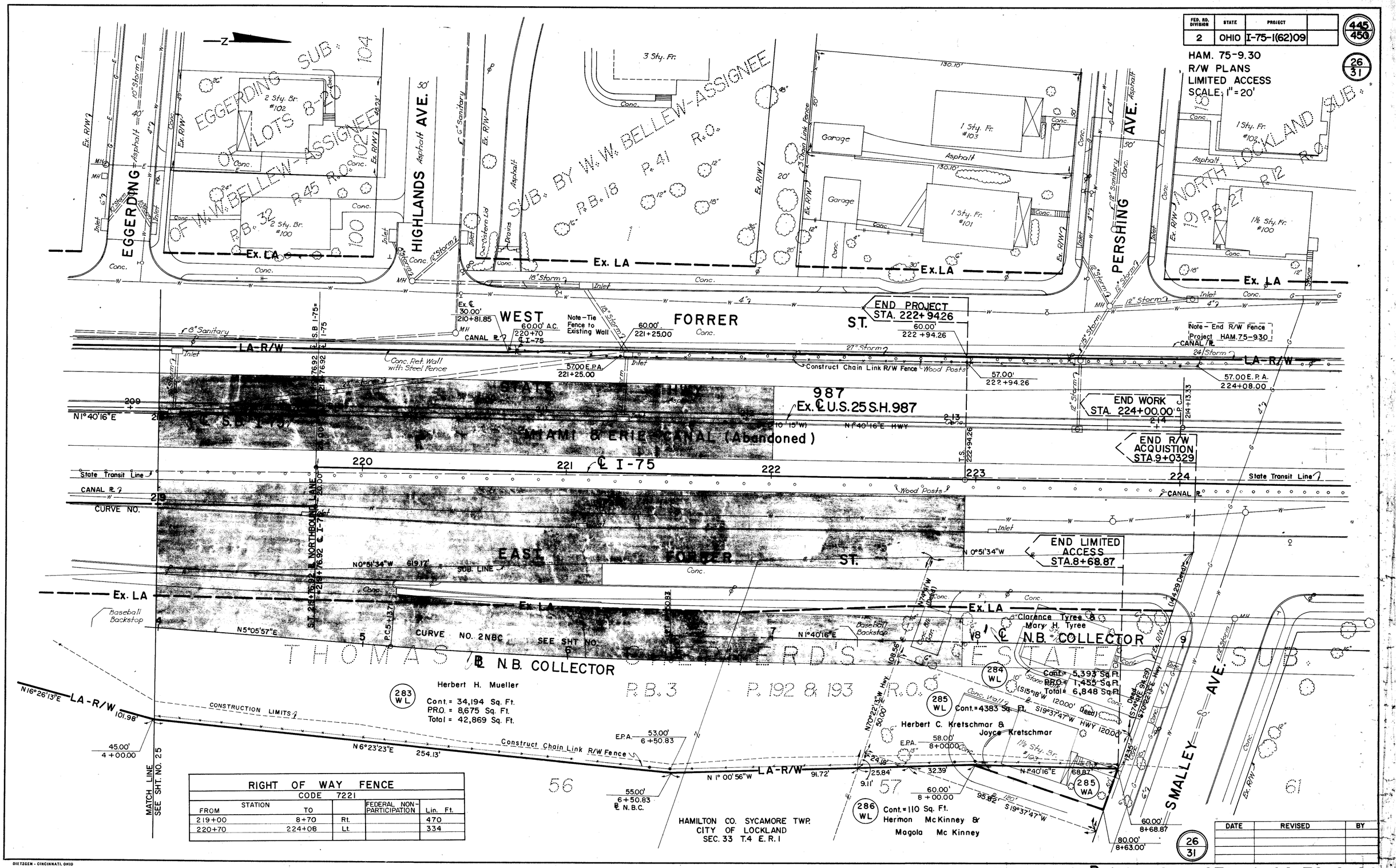
R/W PLAN ℄ N.B. I-75 STA 213+00 TO 219+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

445/450

26/31

HAM. 75-9.30
R/W PLANS
LIMITED ACCESS
SCALE: 1" = 20'



RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
219+00	8+70	Rt.		470
220+70	224+08	Lt.		334

DATE	REVISED	BY

26/31

DIETZGEN - CINCINNATI, OHIO

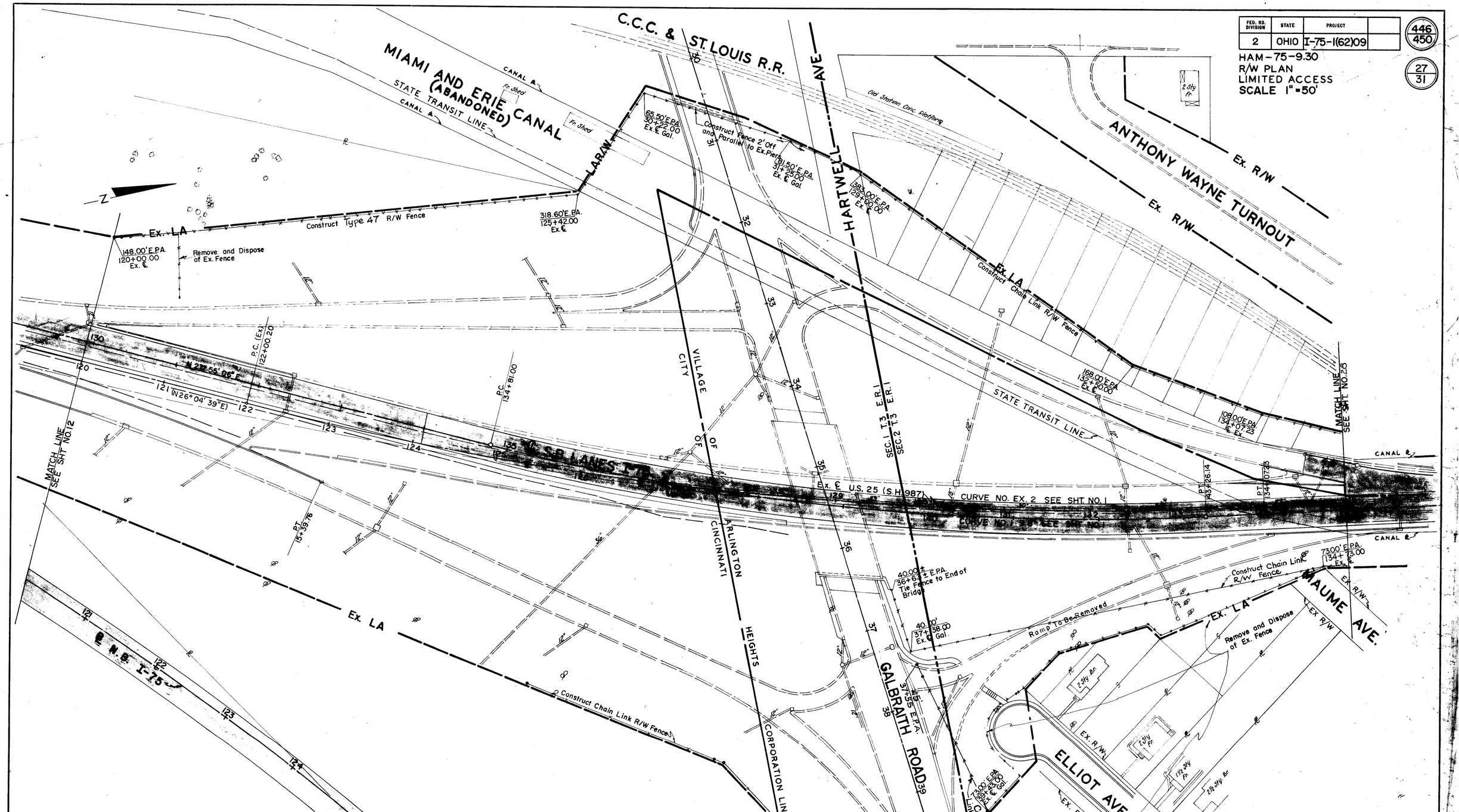
R/W PLAN ℄ N.B. COLL. STA. 4+00 TO 9+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

446/450

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1" = 50'

27/31



RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	STATION TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
42+90	37+55	LT.	Chain Link	523
38+63	135+00	RT.	Chain Link	601
120+00	31+25	LT.	Type 47	875
31+25	135+00	LT.	Chain Link	742

RIGHT OF WAY FENCE				
TO BE REMOVED AND DISPOSED OF				
STATION FROM	STATION TO			Lin. Ft.
120+00	121+00	LT.		170
40+35	38+27	LT.		251
38+25	135+00	RT.		448

HAMILTON CO. SPRINGFIELD TWP.
CITY OF CINCINNATI
VILLAGE OF ARLINGTON HEIGHTS
SEC. 1 T.3 E.R.I.
SEC. 2 T.3 E.R.I.

DATE	REVISED	BY

27/31

DIETZGEN - CINCINNATI, OHIO

R/W PLAN ℄ S.B. I-75 STA. 130+00 TO STA. 145+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

447
450

28
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1"=50'

ANTHONY WAYNE TURNOUT
Ex. R/W
Ex. R/W
SHEEHAN AVE.
MUSCOGEE ST.
Ex. LA
CORPORATION LINE
CITY OF LOCKLAND
MATCH LINE SEE SHT. NO. 27
MATCH LINE SEE SHT. NO. 29
CANAL
Construction Limits
L.A.
73.00' E.P.A. 135+25.00 Ex. ℄
42.00' E.P.A. 135+63.00 Ex. ℄
38.00' E.P.A. 135+94.00 Ex. ℄
34'± E.P.A. 136+90± Ex. ℄ Tie Fence to Crib Wall
48.00' E.P.A. 137+25.00 Ex. ℄
48.75' 139+37.50 Ex. ℄
45.00' 140+00.00 Ex. ℄
Fr. Hen Ho.
Fr. Gar.
Fr. Shed
1 Sty Fr. Dwl.
3 Sty Fr. Dwl.
48.75' E.P.A. 139+37.00
45.00' E.P.A. 140+00.00
CITY OF CINCINNATI
VILLAGE OF ARLINGTON HEIGHTS
45.00' 144+74.66 Ex. ℄
3/4 Gar.
45.00' E.P.A. 144+75.00 Ex. ℄
Construct Chain Link R/W Fence
(S.H. 987 ℄ EX. U.S. 25)
CURVE NO. Ex. 3 SEE SHT. NO. 31
18"
E.P.A. Tie Fence to Pier Footing
38'± E.P.A. 137+62± Ex. ℄ Tie Fence to Pier Footing
40.00' E.P.A. 138+00.00 Ex. ℄
40.00'
Construct Chain Link R/W Fence
40.00' 144+74.66 Ex. ℄
40.00' E.P.A. 144+74.66
PC 154+70.54
Ex. ℄ PC 144+74.66
Remove and Dispose of Ex. R/W Fence
75.00' E.P.A. 136+95.00 Ex. ℄
MAUME AVE.
33'±
C.C.C.&ST.LOUIS R.R.
150'
MILL CREEK

RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
135+00	137+07	RT.		235
137+62	150+00	RT.		1225
135+00	135+94	LT.		95
136+90	150+00	LT.		1315

RIGHT OF WAY FENCE TO BE REMOVED AND DISPOSED OF				
STATION FROM	TO			Lin. Ft
135+00	136+95	R.T.		200

HAMILTON CO. SPRINGFIELD TWP.
CITY OF CINCINNATI
VILLAGE OF ARLINGTON HEIGHTS
SEC. 2 T.3 E.R.I.

28
31

DATE	REVISED	BY

DIETZGEN - CINCINNATI, OHIO

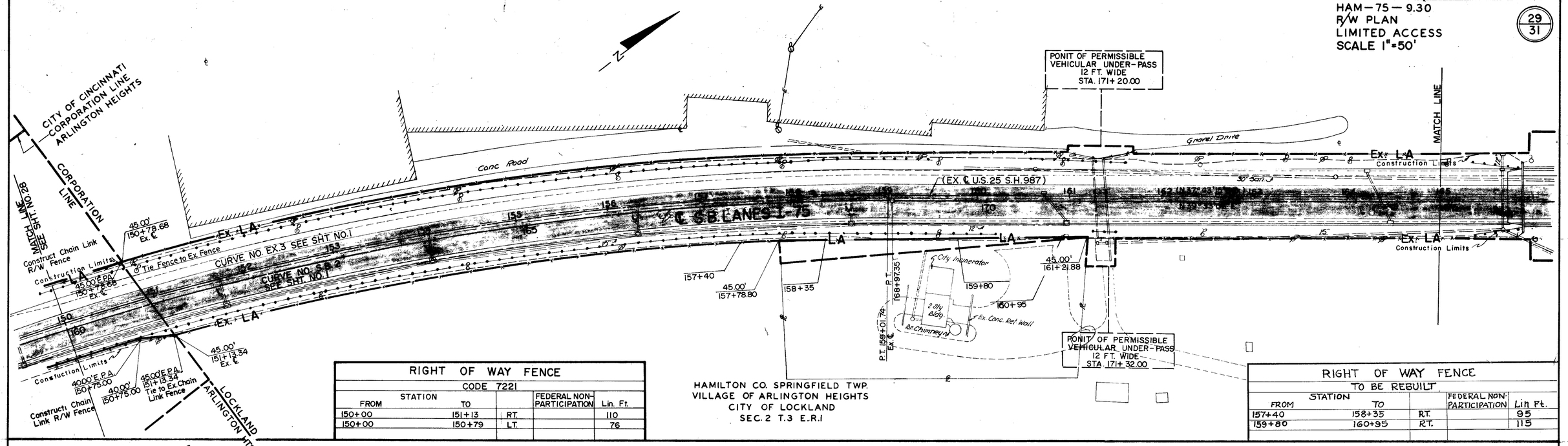
R/W PLAN ℄ S.B. I-75 STA. 145+00 TO STA. 160+0

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

448
450

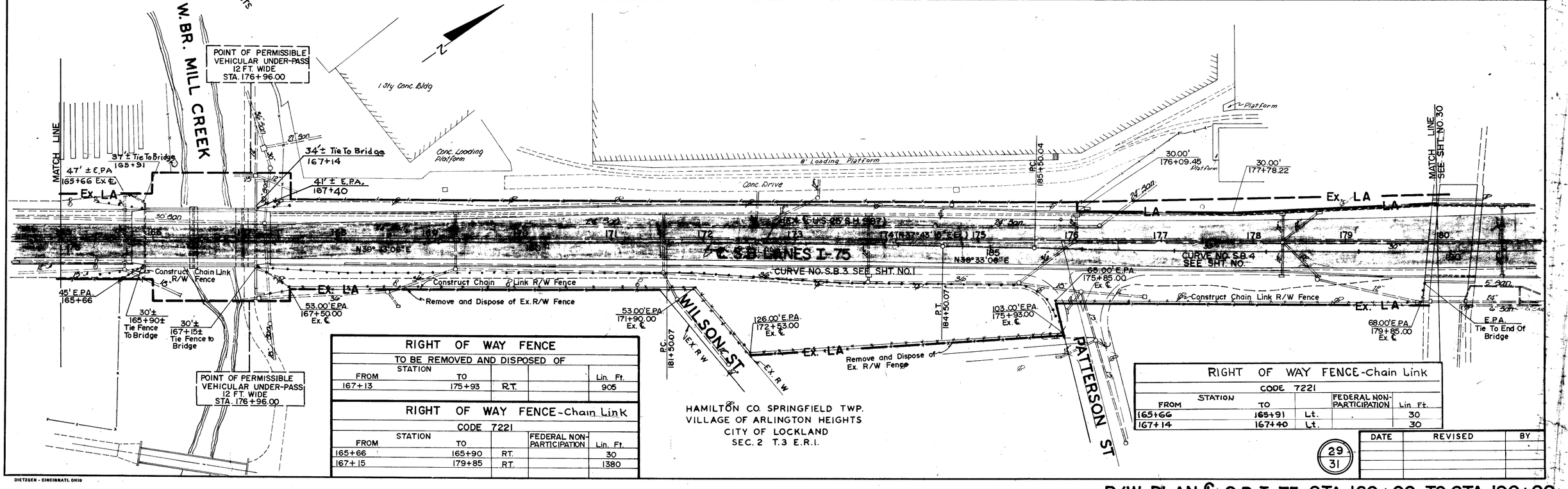
29
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1"=50'



RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
150+00	151+13	RT.		110
150+00	150+79	LT.		76

RIGHT OF WAY FENCE TO BE REBUILT				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin Ft.
157+40	158+35	RT.		95
159+80	160+95	RT.		115



RIGHT OF WAY FENCE TO BE REMOVED AND DISPOSED OF				
STATION FROM	TO			Lin. Ft.
167+13	175+93	RT.		905

RIGHT OF WAY FENCE-Chain Link				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
165+66	165+90	RT.		30
167+15	179+85	RT.		1380

RIGHT OF WAY FENCE-Chain Link				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
165+66	165+91	Lt.		30
167+14	167+40	Lt.		30

29
31

DATE	REVISED	BY

DIETZGEN - CINCINNATI, OHIO

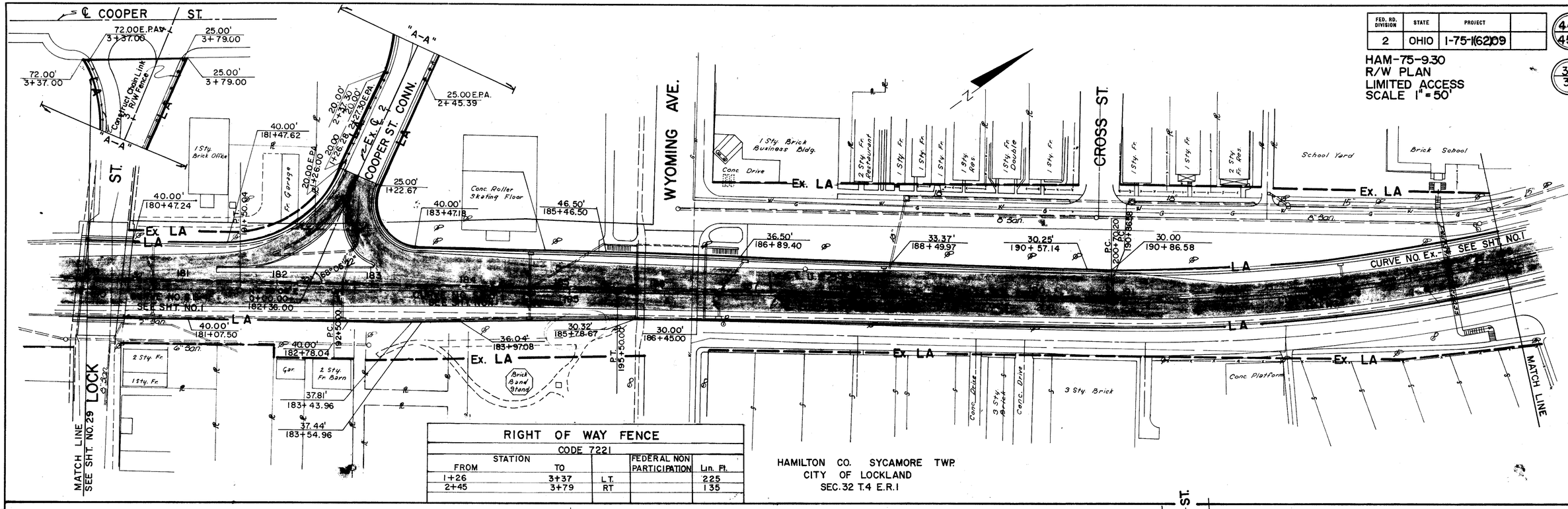
R/W PLAN ℄ S.B. I-75 STA. 160+00 TO STA. 190+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

449
450

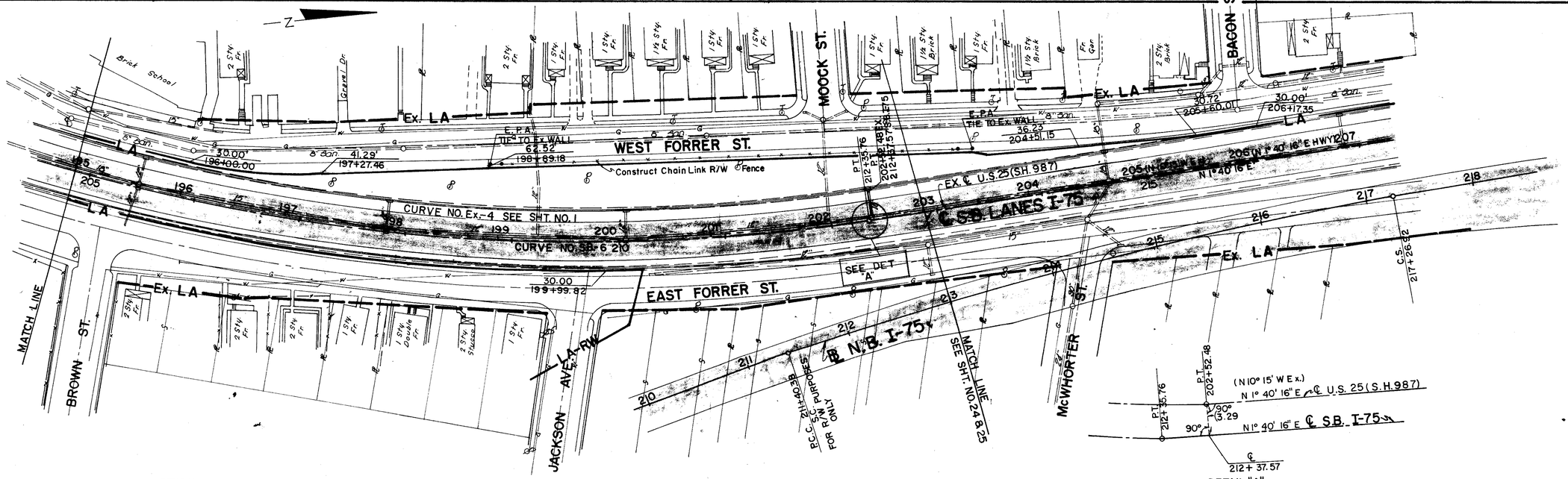
30
31

HAM-75-9.30
R/W PLAN
LIMITED ACCESS
SCALE 1"=50'



RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
1+26	3+37	LT		225
2+45	3+79	RT		135

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND
SEC. 32 T.4 E.R.1



DETAIL "A"
NO SCALE
TIE BETWEEN EXISTING ℄ AND ℄ OF S.B. I-75

RIGHT OF WAY FENCE				
CODE 7221				
STATION FROM	TO		FEDERAL NON-PARTICIPATION	Lin. Ft.
198+89	203+52	LT		450

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND
SEC. 32 T.4 E.R.1

30
31

DATE	REVISED	BY

DIETZGEN - CINCINNATI, OHIO

R/W PLAN ℄ S.B. I-75 STA. 190+00 TO STA. 215+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-1(62)09	

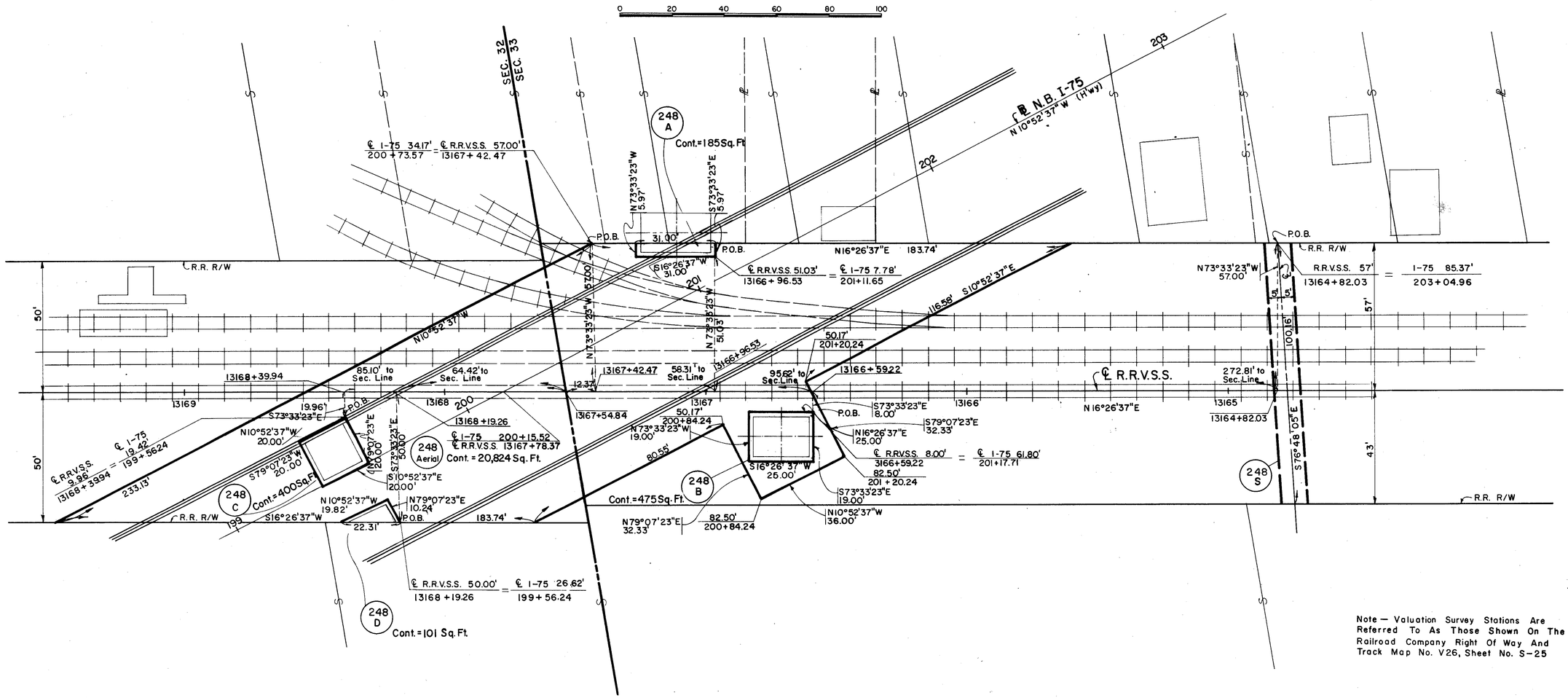
450/450

HAM. 75-9.30
R/W PLANS
LIMITED ACCESS

31/31

NEW YORK CENTRAL RAILROAD COMPANY

OCCUPATIONAL AND AERIAL EASEMENT
(THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY. CO.)



Note — Valuation Survey Stations Are Referred To As Those Shown On The Railroad Company Right Of Way And Track Map No. V26, Sheet No. S-25

HAMILTON CO. SYCAMORE TWP.
CITY OF LOCKLAND
SEC. 32 & 33 T. 4 E.R. 1

31/31

DATE	REVISED	BY

DIETZGEN - CINCINNATI, OHIO

R/W PLAN - N.Y.C. RAILROAD COMPANY