

DESIGN DESIGNATION
CURRENT ADT (EST. 1966) 3140
DESIGN YEAR ADT (1986) 600*
D.H.V. 90
D. 60%
T. 3%
V. 35 M.P.H.
*ESTIMATED ~ U.S.R. 30 N, 15
BEING RELOCATED

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
ALL-30N-19.92
ALLEN COUNTY
VILLAGE OF BEAVERDAM

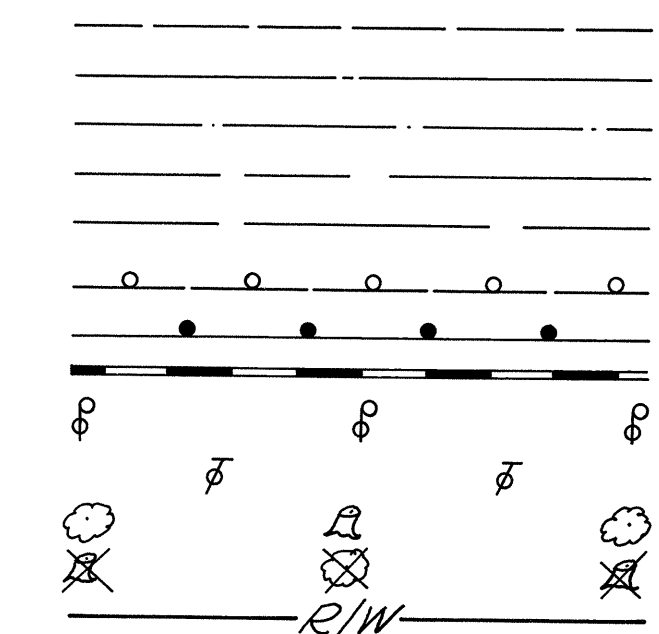
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

ALLEN COUNTY
ALL-30N-1992

1/5

CONVENTIONAL SIGNS

- TOWNSHIP LINE
- CENTER LINE
- CORPORATION LINE
- PROPERTY LINE
- FENCE LINE
- GUARD RAIL (EXISTING)
- GUARD RAIL (PROPOSED)
- RAILROAD
- POWER POLES
- TELEPHONE POLES
- TREES & STUMPS (EXISTING)
- TREES & STUMPS (TO BE REMOVED)
- RIGHT-OF-WAY



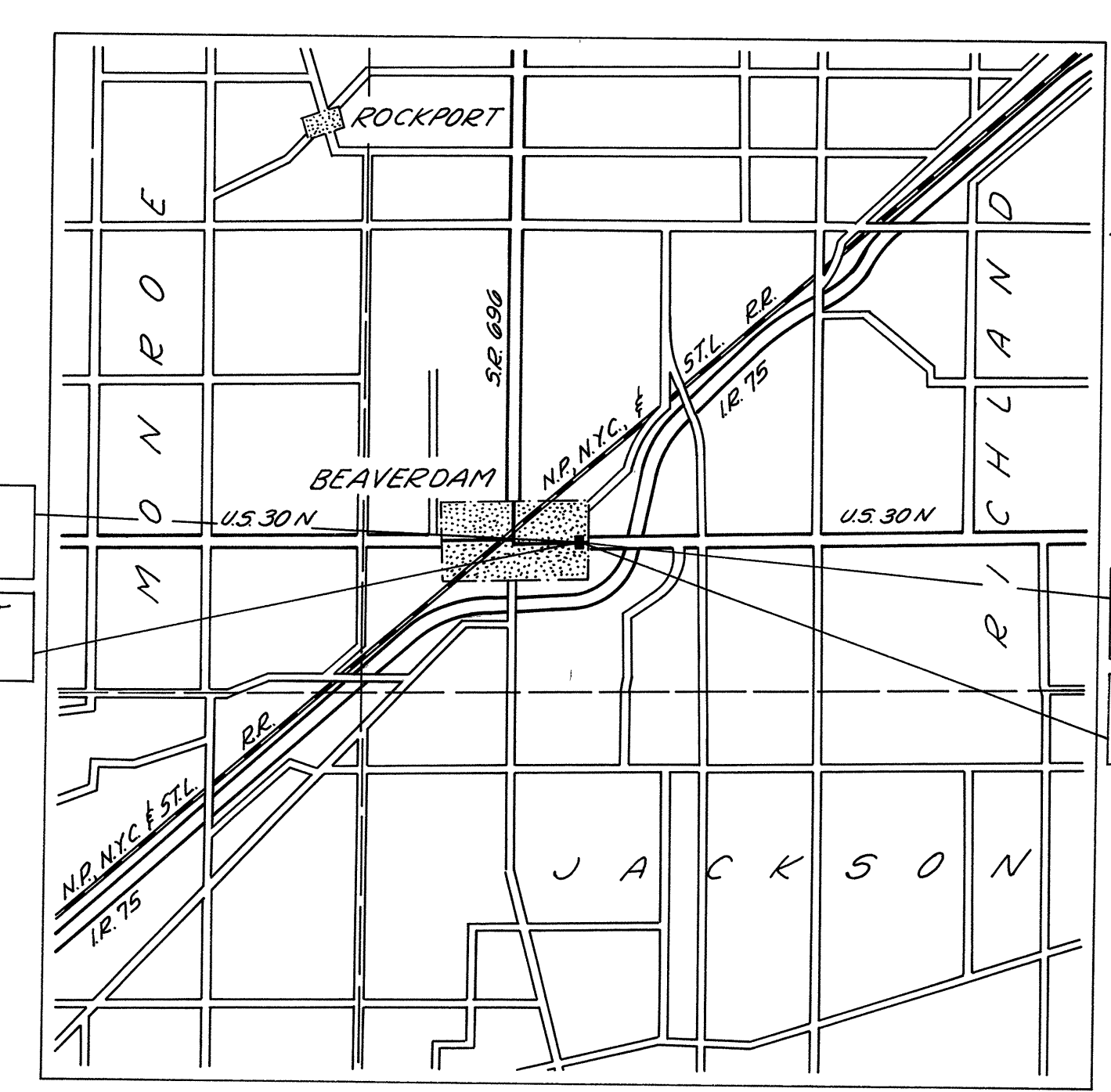
INDEX OF SHEETS

- TITLE SHEET
- GENERAL NOTES & GENERAL SUMMARY
- STRUCTURES UNDER 20' SPAN

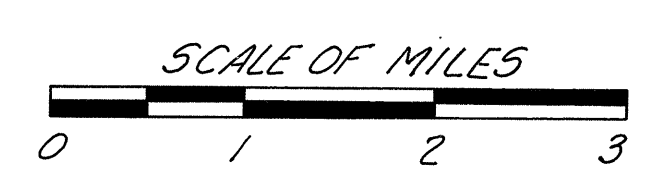
1
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3, 4, 5

LINE DATA

BEGIN PROJECT STA. 1051+57.02 BEGIN WORK STA. 1051+07.00
END PROJECT STA. 1052+09.52 END WORK STA. 1052+60.00
NO ADDITION OR DEDUCTION
NET LENGTH PROJECT = 52.50' LIN. FT. OR 0.009 MILES
NET LENGTH WORK = 153' LIN. FT. OR 0.028 MILES



DELIVERY POINT: BEAVERDAM AVERAGE HAUL: 0.50 MILES



LOCATION MAP

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS

SCALE

PLAN
PROFILE HORIZONTAL
PROFILE VERTICAL

0' 10' 20'
0' 50' 100'
0' 5' 10'

STANDARD DRAWINGS

MC-3	5-1-66 GR-1	1-1-67	SB-1-64 5/11/2	11-8-65
BP-3	12-20-66			
MC-4	6-1-65			
AS-1-54	8-10-65			
GR-2A	1-1-67			
BP-4	6-1-65			

SUPPLEMENTAL SPECIFICATIONS

1967 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 IN THE PLANS AND ESTIMATES.

APPROVED Norman R. Conn
DATE 7-26-66 DIVISION DEPUTY DIRECTOR

APPROVED P. H. Albrecht
DATE 12-7-66 ENGINEER OF BRIDGES

APPROVED R. E. Gathin
DATE 1-19-67 ENGINEER OF LOCATION AND DESIGN

APPROVED P. E. Mascher
DATE 1-19-67 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED _____
DATE _____ DEPUTY DIRECTOR OF RIGHT-OF-WAY

APPROVED K. M. Jones
DATE 1-19-67 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED _____
DATE _____ FIRST ASSISTANT DIRECTOR

APPROVED P. E. Mascher
DATE 1-24-67 DIRECTOR OF HIGHWAYS

FILE NO.	ALL-30N-1992
DATE OF LETTING	19__
CONTRACT NO.	

PLAN QUANTITIES CHECKED BY:	DATE
<u>P. R.</u>	<u>7-21-66</u>

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		



ALLEN COLINTY
ALL-30N-19.92

UNDERGROUND LITILITIES — The locations of underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed they are essentially correct, but the State of Ohio does not guarantee their accuracy or completeness.

UTILITIES ADJUSTMENT— Any or all work required for removing, relocating and constructing of new facilities for Public or Private Utilities will be done by and at the expense of their respective owners.

ELEVATION DATUM— All Elevations are based on an assumed bench mark of 100.00

HAND FINISHING— Approach Slabs may be hand finished by methods approved by the Engineer.

SEEDING — Seeding on this project will be done by State Forces.

ADJUSTMENT OF EXISTING PAVEMENT— Patching and adjustment of existing pavement at the ends of the proposed approach slabs will be done by State Forces.

APPROACH SLABS AS PER PLAN— The cost of any additional excavation necessary for placing the approach slabs after removal of the existing pavement and the cost of compacting the subgrade under the approach slab in accordance with the requirements of the third paragraph of 203.13(a), shall be included in the unit price bid for 611 Reinforced Concrete Approach Slabs, as per plan.

CONSTRLCTION PROCEDURE— One-way traffic shall be maintained over the structure, existing and temporary pavement to the right (South) of the existing U.S. 30 N centerline while the approach pavement and structure left (North) of the centerline is removed and the structure and approach pavement left of the construction joint is replaced.
One-way traffic shall then be maintained over the completed structure, approach pavement and temporary pavement on the left while the structure and approach pavement right of the centerline is removed, and replaced to the right of the construction joint.

The State of Ohio shall furnish, erect, and maintain traffic signals for the control of one-way traffic.

It shall be the responsibility of the Contractor to obtain and pay for the electric service.

ESTIMATED QUANTITIES					
Item	Description	Unit	Abutment	Superstr.	General/ Total
202	Existing Pavement Removed and Disposed of	Sq. Yd.			116 116
202	Existing Sidewalk Removed and Disposed of	Sq. Ft.			80 80
608	Concrete Walk, 4" Thickness	Sq. Ft.			80 80
615	Class A, Temporary Pavement	Sq. Yd.			95 95
202	Existing Structure Removed	Lump			Lump Lump
508	Unclassified Excavation	Cu. Yd.	90		90
509	Reinforcing Steel	Lbs.	2291	5402	7693
511	Class C Concrete for Structures- Superstructure	Cu. Yd.		251	251
511	Class E Concrete for Structures- Abutment Walls	Cu. Yd.	457		457
511	Class E Concrete for Structures- Abutment Footings	Cu. Yd.	344		344
516	1/2" Preformed Expansion Joint Filler, ARSHO M-153	Sq. Ft.	10		10
517	Railing, (Deep beam rail With Galvanized Hand Rails, Posts and Bolts)	Lin. Ft.		50	50
518	Porous Backfill	Cu. Yd.	22		22
603	8" Conduit, Type "F"	Lin. Ft.			10 10
603	12" Conduit, Type "F"	Lin. Ft.			20 20
611	Reinforced Concrete Approach Slabs (T= 12") as per plan	Sq. Yd.			107 107
614	Maintaining Traffic	Lump			Lump Lump

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

3
5

ALLEN COUNTY
ALL-30N-19.92

UTILITIES
 ~ Lima Telephone & Telegraph Co, Lima, O.
 ~ Ohio Power Co, Canton, O.
 Water Lines ~ Village of Beaverdam.
 Ape Lines ~ Buckeye Pipe Line, Lima, O.

DRAINAGE AREA - 524 Ac.
 (Co. Engr. 1-4-61)
 $Q_{25} = 211 \text{ cfs}$

EXISTING STRUCTURE
 TYPE - Concrete Slab, on Stone & Conc. Abut's
 SPAN - 10'-8" Clear
 ROADWAY - 37'-0" plus 4' Sidewalk on Lt.
 ALIGNMENT - Tangent
 SKEW - None
 WEARING SURF - Bituminous
 LOADING - H-15
 APPR. SLABS - None
 BUILT - Unknown; Widened 1927

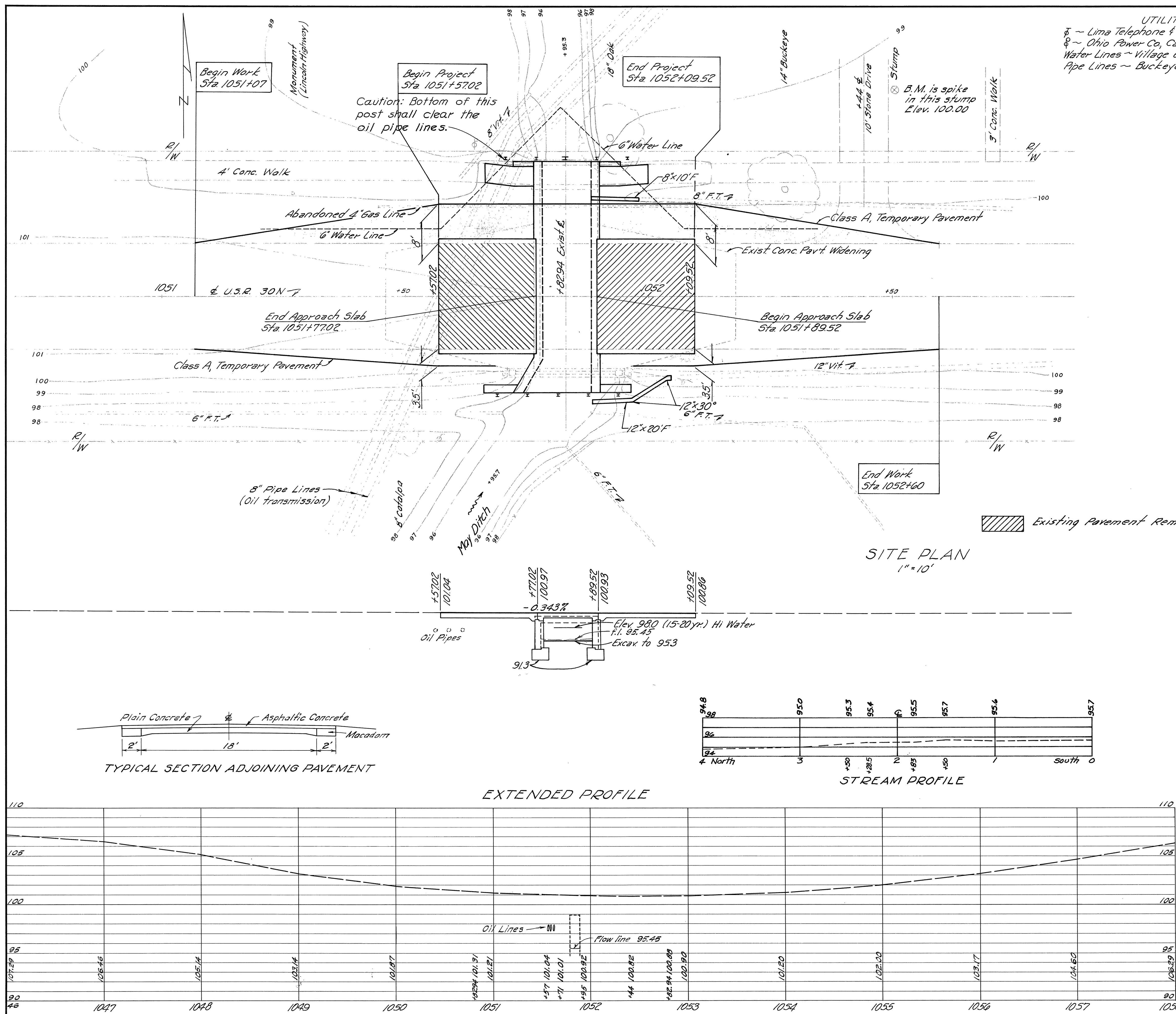
PROPOSED STRUCTURE
 TYPE - Reinf. Conc. Slab on Conc. Gravity Abut's
 SPAN - 10'-0"
 ROADWAY - 48'-0" (Incl. Exten. for Walk on Lt.)
 ALIGNMENT - Tangent
 SKEW - None
 WEARING SURF - 1" Mort. Conc.
 LOAD FREQUENCY - CF-2000 (57)
 APPR. SLABS - AS-1-54 (20' Long)

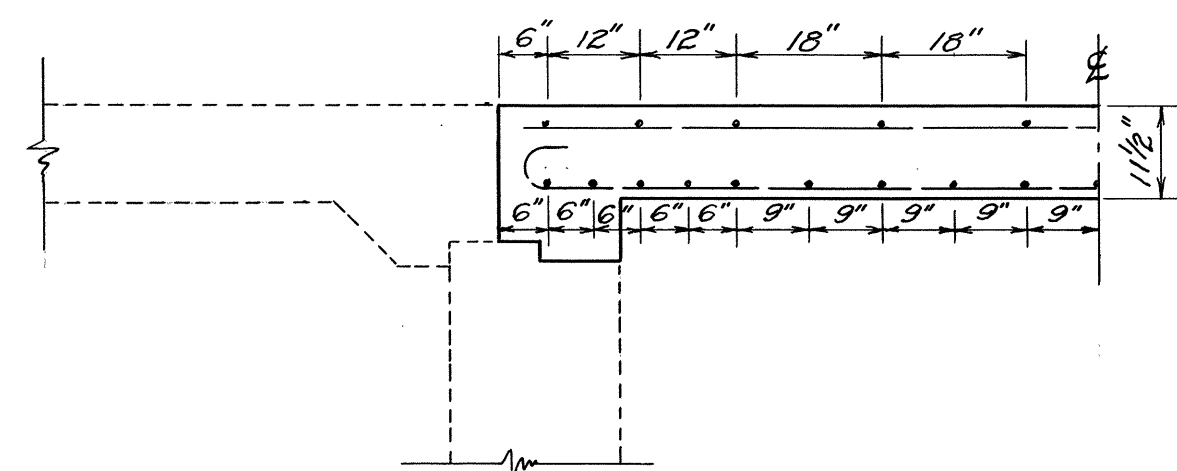
UPSTREAM STRUCTURE
 TYPE - Reinf. Conc. Pipe
 SPAN - 72" ϕ
 WATERWAY - 28.27 sq. ft.
 LOCATION - 1275, 1000' S. of USR 30N

DOWNSTREAM STRUCTURE
 TYPE - Twin Reinf. Conc. Pipe
 SPAN - 2 @ 66" ϕ
 WATERWAY - 47.52 sq. ft.
 LOCATION - 1275, 1700' N. of USR 30N

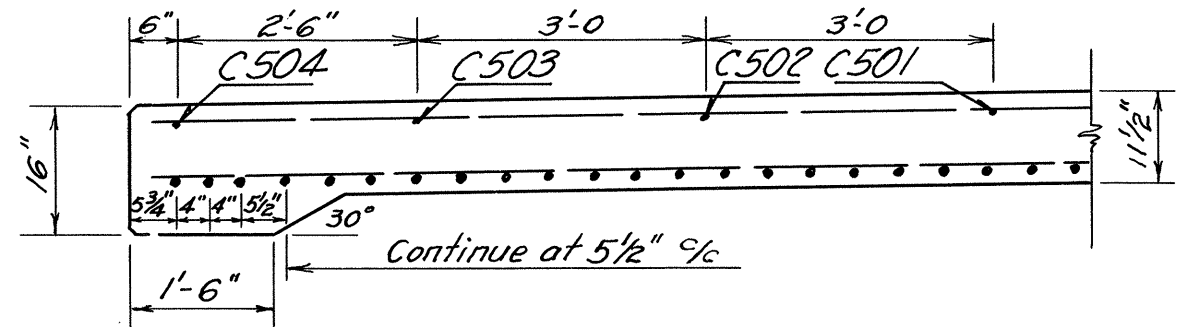
STANDARD DRAWINGS
 SB-1-64, 11-8-65
 Sheets 1 & 2

BRIDGE NO. ALL-30N-1992
 OVER MAY DITCH
 ALLEN COUNTY - USR 30N
 SEC. 19.92 & STA. 1051+83.27
 Scale 1"=10' FHW 6-21-66

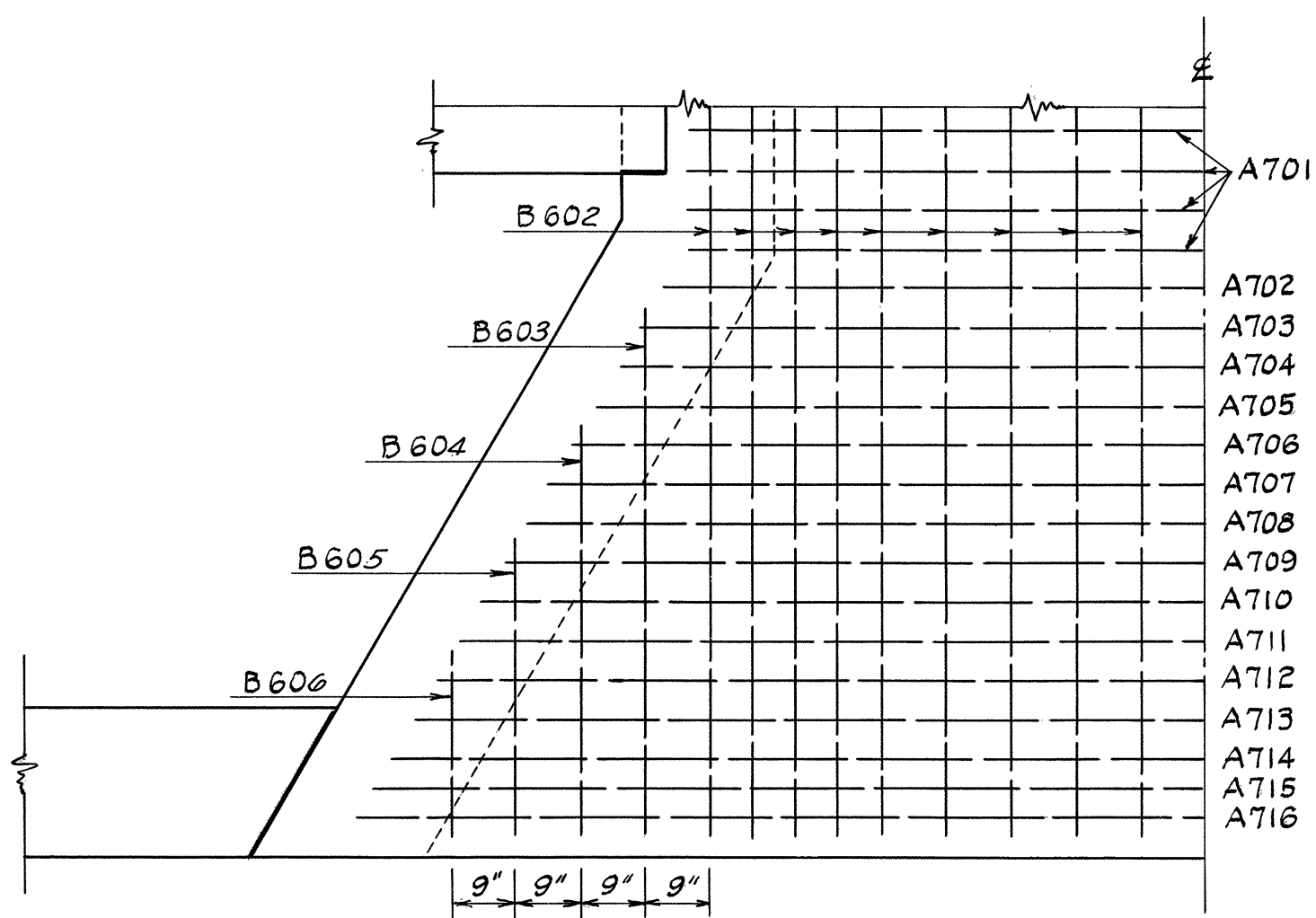




LONGITUDINAL SECTION

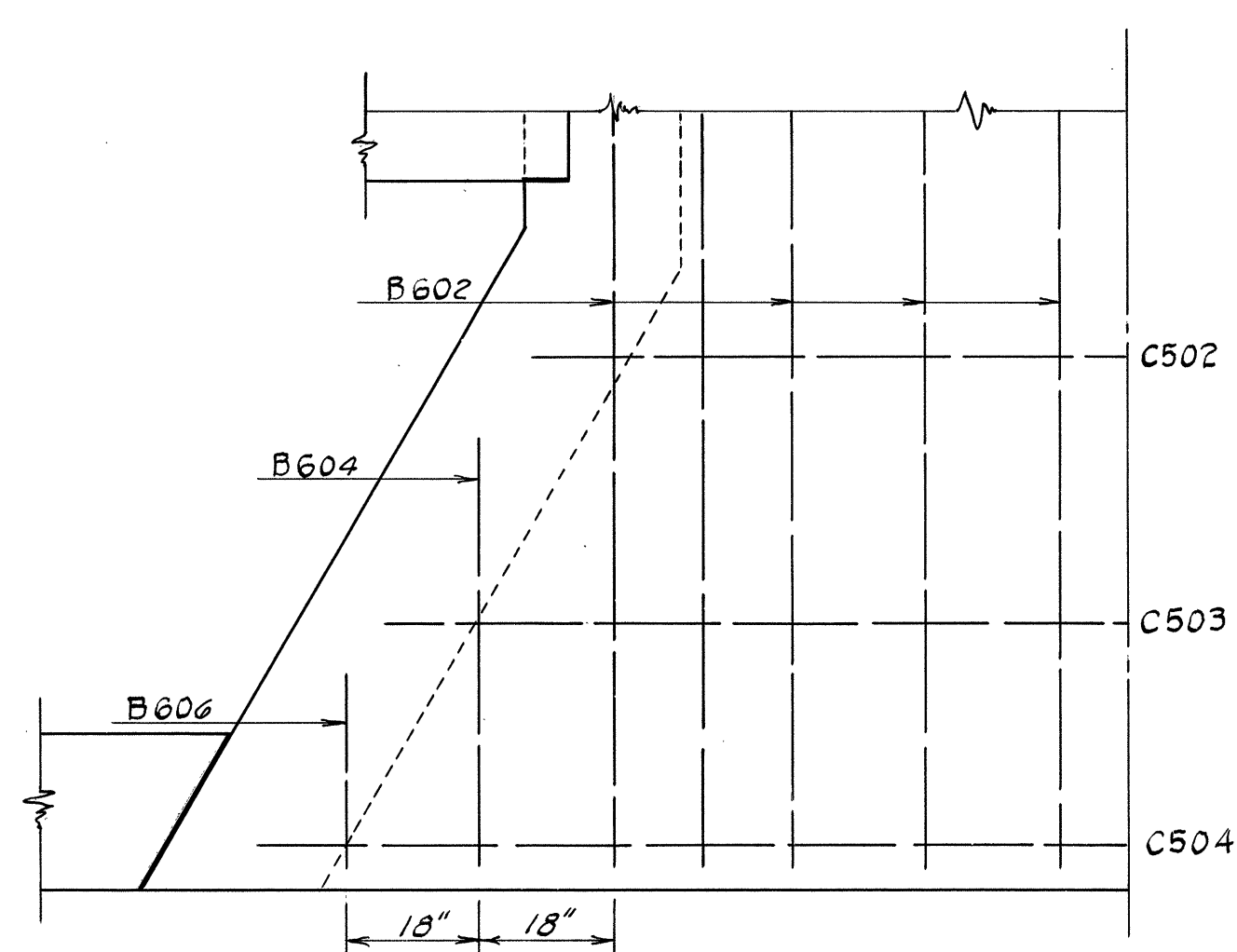


TRANSVERSE SECTION
(Right Edge
Part of Left edge.)



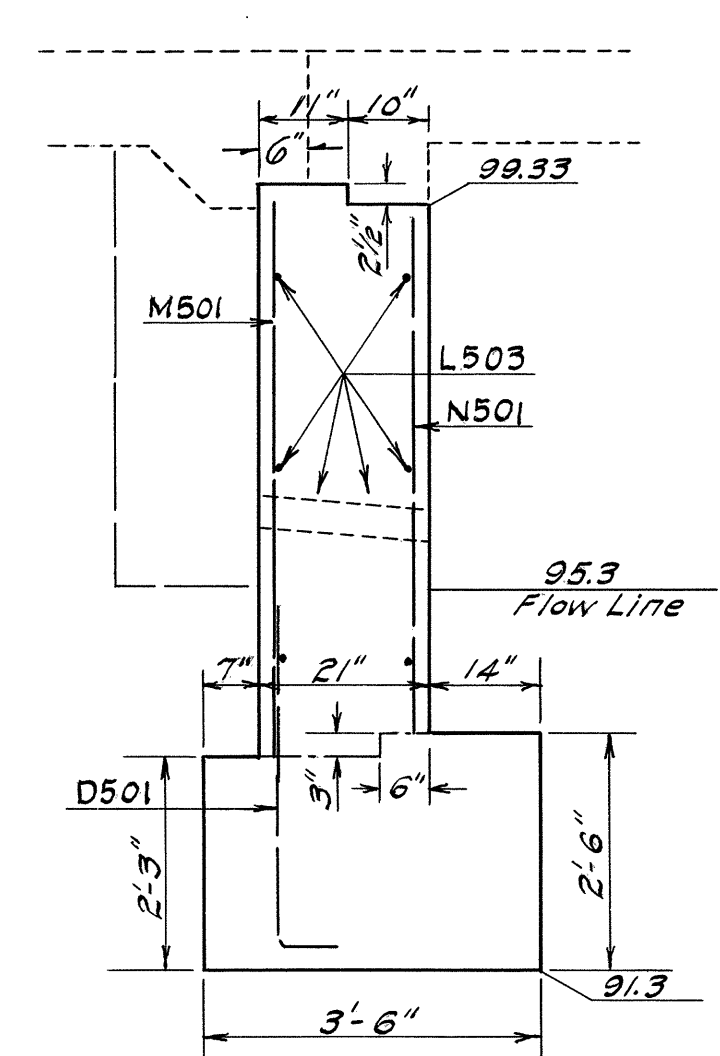
LOWER

DECK REINFORCING

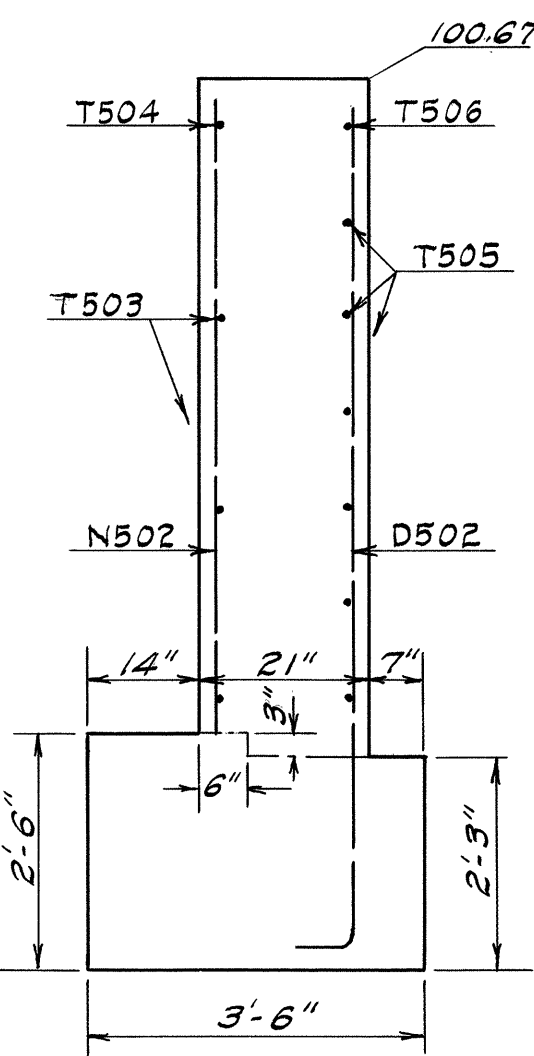


UPPER

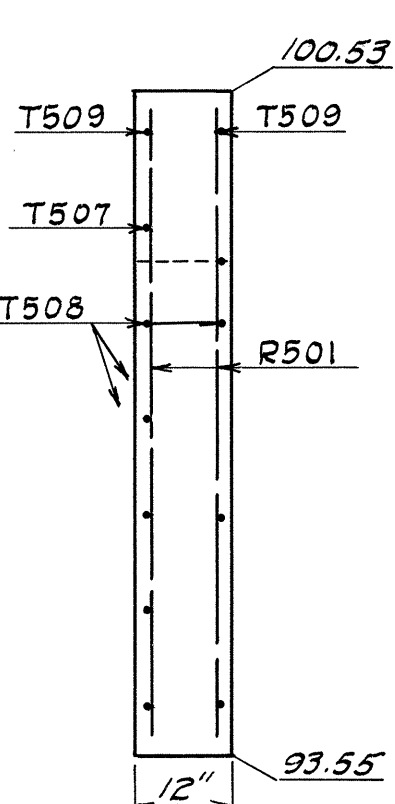
STEEL LIST									
SUPERSTRUCTURE					SUBSTRUCTURE				
Mark	No.	Length	Weight	Location	Shape	Mark	No.	Length	Weight
A701	90	13'-8"	251.4	Bottom of deck	B 12'-0"	D501	65	4'-1"	277
A702	1	13'-11 1/4"	29	" " Rt.	B 12'-3 1/4"	D502	8	9'-4"	78
A703	1	14'-2 1/2"	29	" " "	B 12'-6 1/2"	E501	8	8'-0"	67
A704	1	14'-5 1/2"	30	" " "	B 12'-9 1/2"	L501	12	27'-8"	346
A705	1	14'-8 3/4"	30	" " "	B 13'-0 3/4"	L502	6	21'-8"	136
A706	1	15'-0"	31	" " "	B 13'-4"	L503	6	14'-8"	92
A707	1	15'-3 1/4"	31	" " "	B 13'-7 1/4"	L504	6	9'-6"	60
A708	1	15'-6 1/4"	32	" " "	B 13'-10 1/4"	M501	65	5'-9"	390
A709	1	15'-9 1/2"	32	" " "	B 14'-1 1/2"	N501	65	5'-4"	361
A710	1	16'-0 3/4"	33	" " "	B 14'-4 3/4"	N502	8	6'-8"	56
A711	1	16'-3 3/4"	33	" " "	B 14'-7 3/4"	D501	12	5'-6"	69
A712	1	16'-7"	34	" " "	B 14'-11"	R501	8	6'-8"	56
A713	1	16'-10 1/4"	34	" " "	B 15'-2 1/4"	R502	4	1'-8"	7
A714	1	17'-1 1/4"	35	" " "	B 15'-5 1/4"	T501	9	8'-2"	77
A715	1	17'-3 3/4"	35	" " "	B 15'-7 3/4"	T502	2	6'-4"	13
A716	1	17'-6"	36	" " "	B 15'-10"	T503	3	8'-2"	26
B601	29	27'-8"	1205	Top & Bottom Lt.	S	T504	1	6'-2"	6
B602	29	21'-8"	94.4	" " Rt.	S	T505	6	9'-0"	56
B603	1	6'-2"	9	Bottom Rt.	S	T506	1	6'-6"	7
B604	2	4'-10"	15	Top & Bottom Rt.	S	T507	10	6'-2"	64
B605	1	3'-6"	5	Bottom Rt.	S	T508	8	3'-6"	29
B606	2	2'-2"	7	Top & Bottom Rt.	S	T509	4	4'-4"	18
C501	14	12'-0"	175	Top of deck	S	Total			2291
C502	1	12'-8"	13	" " Rt.	S	REPLACEMENT BARS			
C503	1	14'-4"	15	" " "	S	RE7	2	6'-3"	5
C504	1	15'-9"	16	" " "	S	RE6	2	3'-11"	5
Total			5,402			RE5	2	3'-7"	5



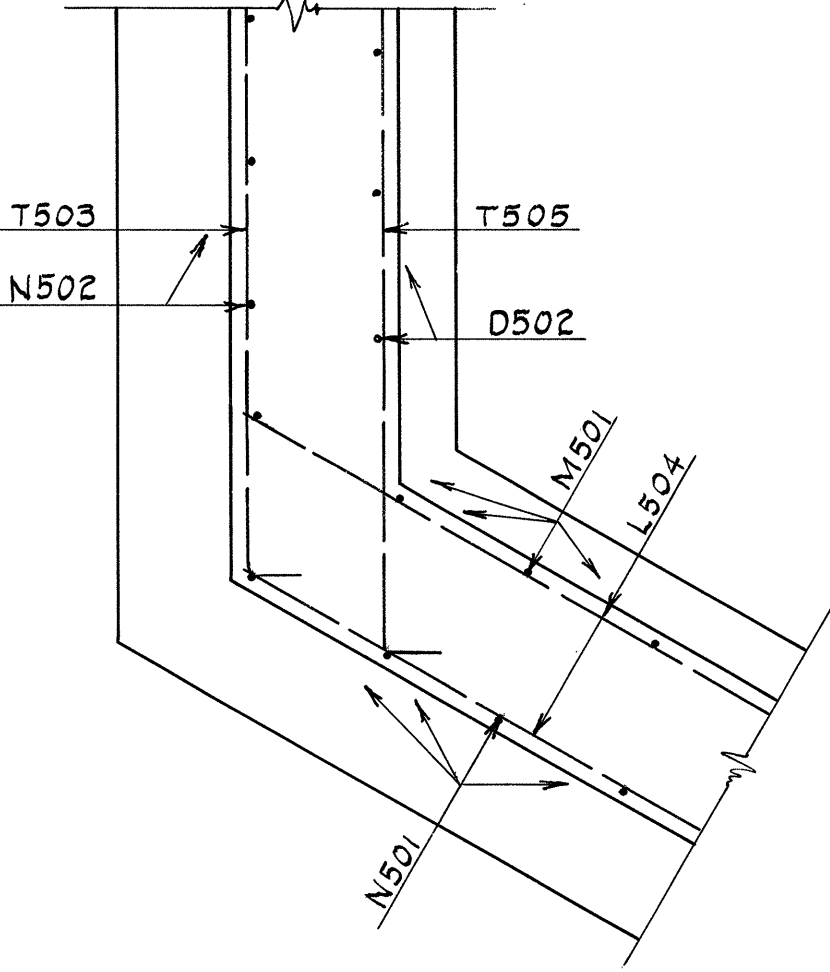
SECTION C-C
ALSO F-F



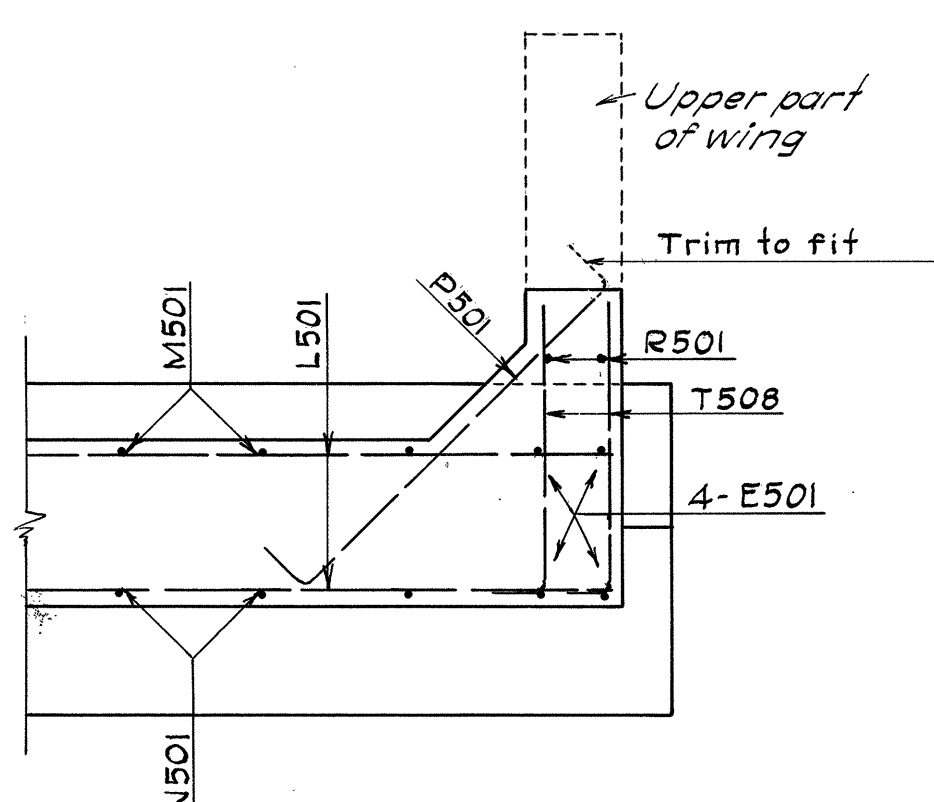
SECTION D-D



SECTION E-E



SECTION G-G



SECTION H-H