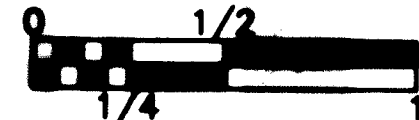


LOCATION MAP

LATITUDE: N 40° 12' 54"
 LONGITUDE: W 83° 03' 36"
 SCALE IN MILES



Portion to be improved	
State & Federal Routes	
Other Roads	
Detours	

DESIGN DESIGNATION

Current ADT (1998)	2703
Design Year ADT (2018)	8170
DHV	817
D	55%
T	3%
Design Speed	55 mph
Legal Speed	55 mph
Functional Classification	Rural Arterial

DESIGN EXCEPTIONS:

Design Feature	Sheet No.	Date Approved
Stopping Sight Distance	9	



Andrew S. Barr
 Andrew S. Barr, P.E. 3/30/98
 Date

B E I BARR ENGINEERING, INC.
 FIVE EAST LONG STREET EIGHTH FLOOR
 COLUMBUS, OHIO 43215
 CONSULTANTS TEL 614/224-1941 FAX 614/224-0907

DELAWARE COUNTY, OHIO
 OFFICE OF COUNTY ENGINEER

**HYATTS ROAD OVER
 THE OLENTANGY RIVER**
 LIBERTY TOWNSHIP

INDEX OF SHEETS

Title Sheet	1
Schematic Plan	2
Typical Sections	3
General Notes	4
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General Summary	6
Calculations	7
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Plan and Profile	9-12
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Side Road Profiles	24
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Structure	26-38

UNDERGROUND UTILITIES
 TWO WORKING DAYS
 BEFORE YOU DIG
 Call...800-362-2764 (Toll free)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
SP-3.1	02/21/92	MC-1	06/13/89	AS-1-81	08/15/94
SP-4.1	02/21/92	MC-4	07/26/76	SS-1-83	12/19/94
SP-5.1	10/28/94	MC-7	10/15/76	DS-2-73	08/15/94
		MC-11	06/01/78	DS-1-82	12/15/94
GR-1.1	05/06/91				
GR-1.2	10/30/92	MT-101.60	07/01/92		
GR-1.3	02/21/92				
GR-2.1	05/06/91	TC-42.10	06/19/77		
GR-3.4	05/06/91	TC-42.20	03/26/79		
GR-4.3	02/21/92				
GR-4.4	02/21/92				
SW-1	08/01/85				
SW-4B	04/01/80				

PROJECT DESCRIPTION

Replacement of a three span truss structure carrying Hyatts Road over the Olentangy River including the realignment of Hyatts Road.

1997 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal which govern this improvement, will be in English units.

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided as indicated on Sheet No. 5.

The Delaware County signatures on this plan signify only concurrence with the general purpose and location of the proposed improvement. All technical details remain the responsibility of the Professional Engineer who prepared these plans.

Approved *Clyde R. Seidell*
 Date 8/3/98 Delaware County Chief Deputy Engineer

Approved *Chris Bauserman*
 Date 8/3/98 Delaware County Engineer

We the Commissioners of Delaware County in formal session hereby approve these plans.

James D. Ward

Debra B. Mast

Approved *Donald W. Wintz*
 Date 8-3-98 Delaware County Commissioners

FEDERAL PROJECT NO.

RD NO.

CONSTRUCTION PROJECT NO.

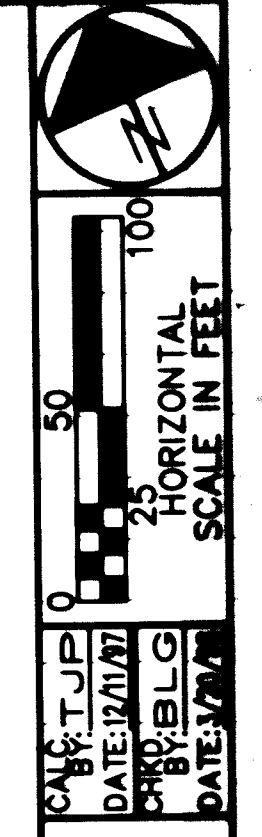
RAILROAD INVOLVEMENT

NONE

DEL-CR-123-3.83
 HYATTS ROAD

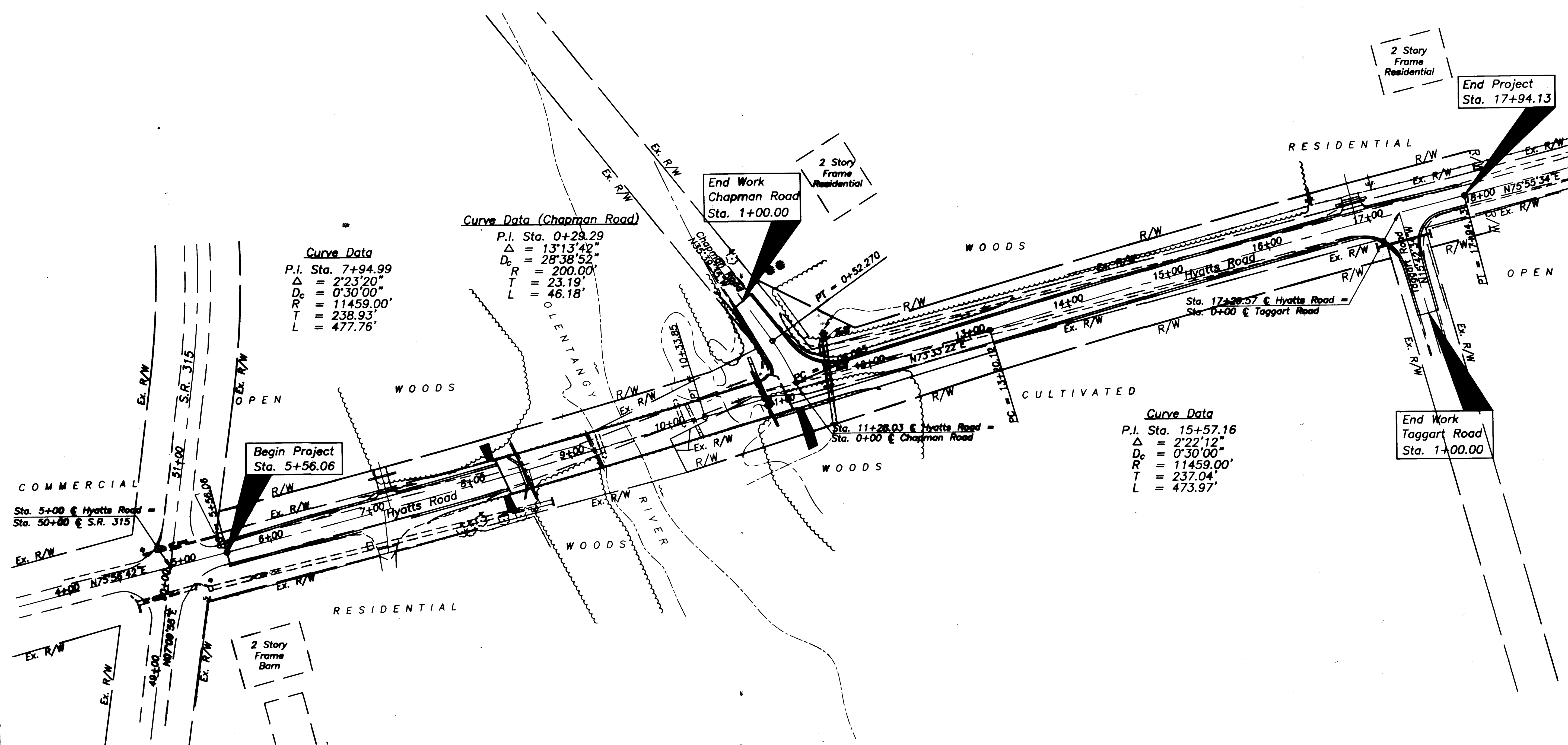
1/38

123BR123-03.8313



SCHEMATIC PLAN

DEL-CR-123-3.83
HYATTS ROAD



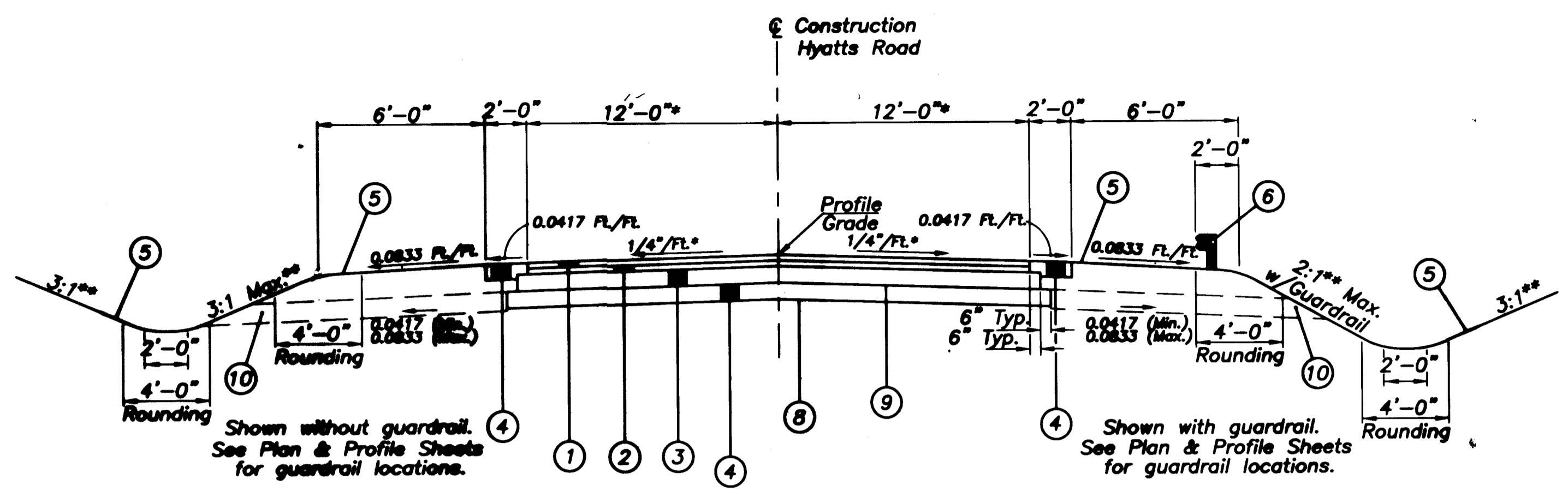
Curve Data
 P.I. Sta. 7+94.99
 $\Delta = 2'23'20''$
 $D_c = 0'30'00''$
 $R = 11459.00'$
 $T = 238.93'$
 $L = 477.76'$

Curve Data (Chapman Road)
 P.I. Sta. 0+29.29
 $\Delta = 13'13'42''$
 $D_c = 28'38'52''$
 $R = 200.00'$
 $T = 23.19'$
 $L = 46.18'$

Curve Data
 P.I. Sta. 15+57.16
 $\Delta = 2'22'12''$
 $D_c = 0'30'00''$
 $R = 11459.00'$
 $T = 237.04'$
 $L = 473.97'$

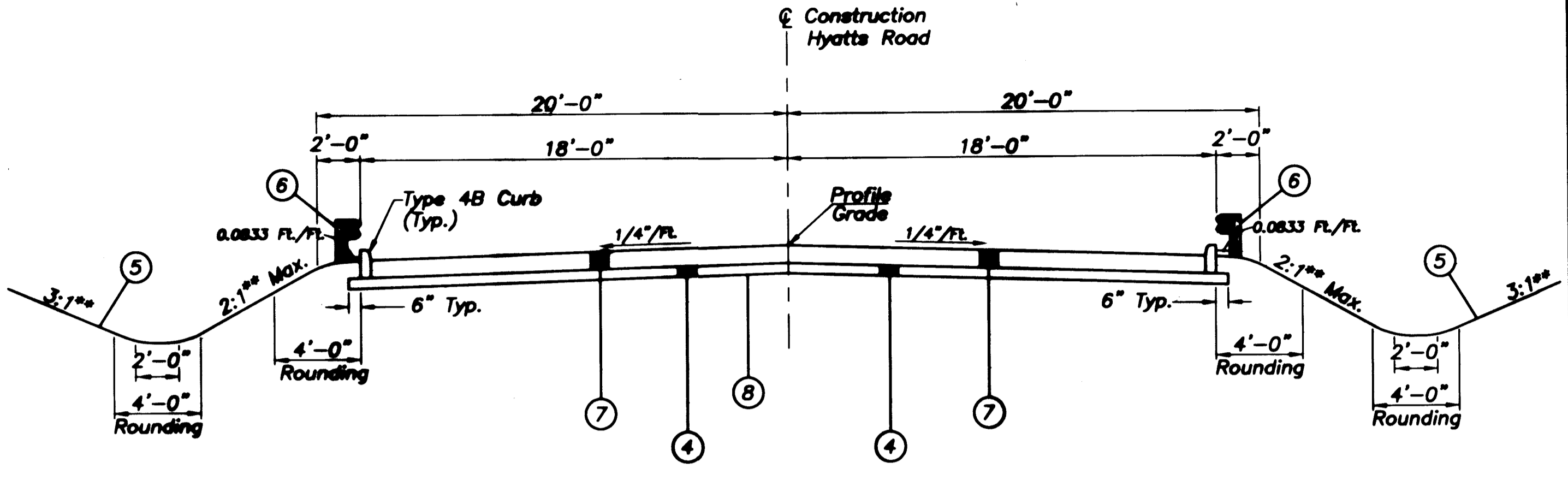
Item 004. Monument Assemblies
 Monument boxes shall be installed at the following locations:
 Sta. 5+56.06, Hyatts Road
 Sta. 11+28.03, Hyatts Road
 Sta. 13+20.12, Hyatts Road
 Sta. 0+06.10, Chapman Road
 A quantity of 4 has been forwarded to the General Summary for this item.

PLOT SCALE - 1"=100'
 DATE: 12/10/07
 DRAWN BY: J.P. BELG
 CHECKED BY: J.P. BELG
 DATE: 12/10/07



NORMAL SECTION

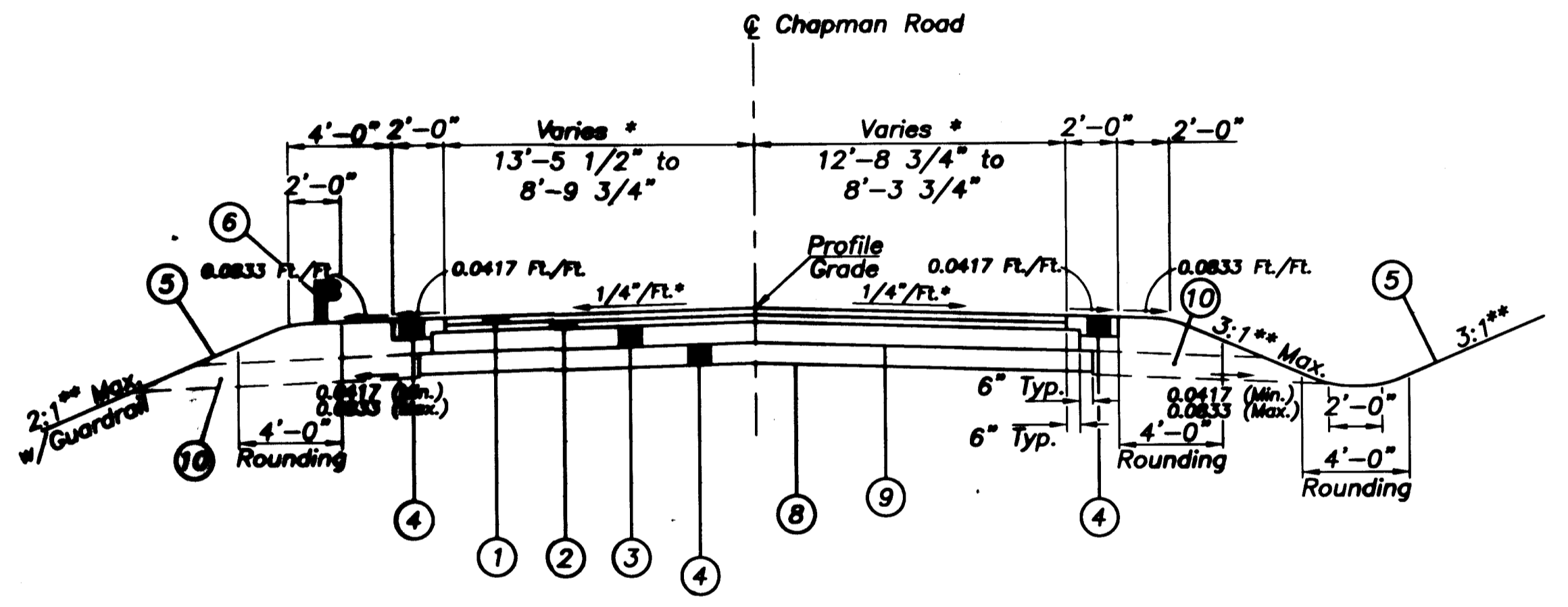
Section Applies:
Sta. 5+56.06 to Sta. 8+31.99 = 275.93 Lin. Ft.
Sta. 11+14.01 to Sta. 17+94.13 = 680.12 Lin. Ft.
Total = 956.05 Lin. Ft.



APPROACH SLAB SECTION

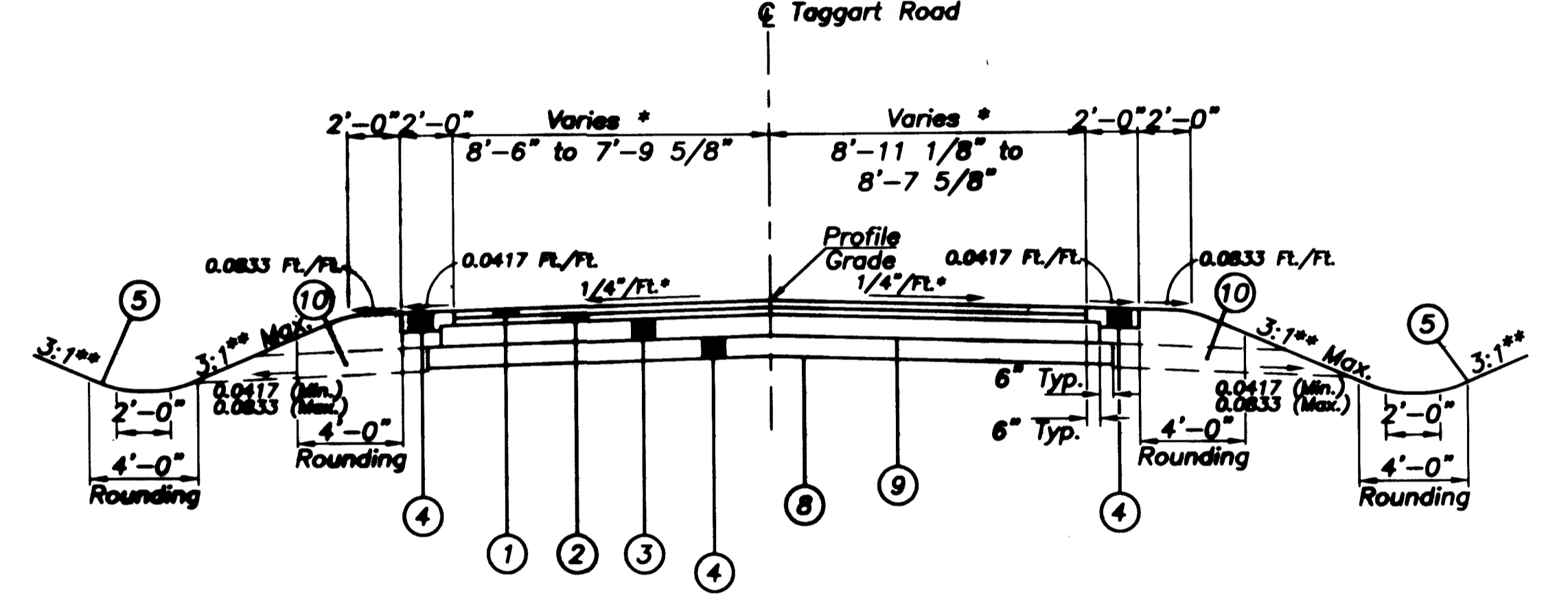
Section Applies:
Sta. 8+31.99 to Sta. 8+51.99 = 20.00 Lin. Ft.
Sta. 10+94.01 to Sta. 11+14.01 = 20.00 Lin. Ft. (As Per Plan - See Sheet No. 28)
Total = 40.00 Lin. Ft.

* For transitions, see Pavement Width and Cross Slope Table this sheet.
** Unless otherwise shown on Cross Sections.



NORMAL SECTION - CHAPMAN ROAD

Section Applies:
Sta. 0+12.00 to Sta. 1+00.00 = 88.00 Lin. Ft.
Total = 88.00 Lin. Ft.



NORMAL SECTION - TAGGART ROAD

Section Applies:
Sta. 0+12.00 to Sta. 1+00.00 = 88.00 Lin. Ft.
Total = 88.00 Lin. Ft.

LEGEND

- ① ITEM 404 1 1/4" ASPHALT CONCRETE, PG64-22
- ② ITEM 402 1 3/4" ASPHALT CONCRETE, PG64-22
- ③ ITEM 301 6" BITUMINOUS AGGREGATE BASE, PG64-22
- ④ ITEM 304 6" AGGREGATE BASE
- ⑤ ITEM 659 SEEDING & MULCHING
- ⑥ ITEM 606 GUARDRAIL, TYPE 5
- ⑦ ITEM 611 REINFORCED CONCRETE APPROACH SLABS (T=13")
- ⑧ ITEM 203 SUBGRADE COMPACTION
- ⑨ ITEM 408 BITUMINOUS PRIME COAT (APPLIED AT 0.40 GAL/SQ. YD.)
- ⑩ ITEM 605 AGGREGATE DRAINS

Note: The existing pavement composition is asphalt concrete on an aggregate base. Removal of existing pavement is included for payment under Item 203, Excavation.

PAVEMENT WIDTH TABLE - HYATTS ROAD

Station	Left	Right
5+56.06 to 6+50.00	8.92' to 12.00'	11.09' to 12.00'
6+50.00 to 8+31.99	12.00'	12.00'
11+14.01 to 11+79.41	Intersection	
11+14.01 to 16+81.59		12.00'
11+79.41 to 17+00.00	12.00'	
16+81.59 to 17+69.09		Intersection
17+00.00 to 17+94.13	12.00' to 9.27'	
17+69.09 to 17+94.13		9.04'

PAVEMENT CROSS SLOPE TABLE - HYATTS ROAD

Station	Left	Right
5+56.06 to 6+00.00	3/8"/Ft to 1/4"/Ft	3/8"/Ft to 1/4"/Ft
6+00.00 to 8+31.99	1/4"/Ft	1/4"/Ft
11+14.01 to 17+50.00	1/4"/Ft	
11+14.01 to 17+69.09		1/4"/Ft
17+50.00 to 17+94.13	1/4"/Ft to 0"/Ft	
17+69.09 to 17+94.13		1/4"/Ft to 5/16"/Ft

PAVEMENT WIDTH TABLE - CHAPMAN ROAD

Station	Left	Right
0+12.00 to 0+34.43		
0+12.00 to 0+44.60	Intersection	
0+34.43 to 1+00.00	13.46' to 8.81'	
0+44.60 to 1+00.00		12.73' to 8.31'

PAVEMENT WIDTH TABLE - TAGGART ROAD

Station	Left	Right
0+12.00 to 0+40.00		
0+12.00 to 0+50.99	Intersection	
0+40.00 to 1+00.00	8.49' to 7.80'	
0+50.99 to 1+00.00		8.93' to 8.64'

PAVEMENT CROSS SLOPE TABLE - CHAPMAN ROAD

Station	Left	Right
0+12.00 to 0+34.43	1/4"/Ft	
0+12.00 to 0+44.60		1/4"/Ft
0+34.43 to 1+00.00	1/4"/Ft to 5/16"/Ft	
0+44.60 to 1+00.00		1/4"/Ft to 3/16"/Ft

PAVEMENT CROSS SLOPE TABLE - TAGGART ROAD

Station	Left	Right
0+12.00 to 0+40.00	1/4"/Ft	
0+12.00 to 0+50.99		1/4"/Ft
0+40.00 to 1+00.00	1/4"/Ft to 0"/Ft	
0+50.99 to 1+00.00		1/4"/Ft to 0"/Ft

PLOT SCALE = 1/4" = 10' PLAN DATE: 11-18-03

Rounding

The rounding at slope breakpoints shown on the typical sections apply to all cross-sections even though otherwise shown.

Contingency Quantities

The Contractor shall not order materials or perform work for items designated by plan note to be used "as directed by the Engineer" unless authorized by the Engineer. The actual work locations and quantities used for such items shall be incorporated into the final change order governing completion of this project.

Elevation Datum

All elevations are based on U.S.G.S. Datum.

Utilities

Listed below are all utilities located within the project construction limits together with their respective owners:

AT&T Communications 2535 East 40th Ave Denver, CO 80205	Time Warner Cable 3100 Elida Road Lima, OH 45805
GTE / Central Locating Service 2550 Harrison Road Columbus, OH 43230	American Electric Power 215 North Front Street Columbus, OH 43215
	MCI Telecommunications 7000 Weston Parkway Cary, NC 43215

The location of the underground utilities shown on the plans are as obtained from the owners as required by section 153.64 O.R.C.

Work Limits

The work limits shown on these plans are for physical construction only. The installation and operation of all temporary traffic control and temporary traffic control devices required by these plans shall be provided by the Contractor whether inside or outside these work limits.

Removal Of Trees Or Stumps

All trees and stumps specifically marked for removal within the construction limits shall be removed under the lump sum bid for Item 201, Clearing and Grubbing. The following is an approximate estimate of the number of trees and stumps to be removed:

Size	No. Trees	No. Stumps	Total
18"	0	0	0
30"	0	0	0
48"	0	0	0
60"	0	0	0

Only those areas absolutely necessary for construction within the Right-of-Way shall be cleared of vegetation.

Item 659. Seeding and Mulching

Seeding and mulching shall be applied to all areas of exposed soil between the Right-of-Way lines, and within the construction limits for areas outside the Right-of-Way lines covered by work agreement or slope easement. Quantity calculations for Item 659, Seeding and Mulching, are based on these limits.

Temporary Soil Erosion And Sediment Control

The following estimated quantities are to be used as directed by the Engineer for temporary erosion and sediment control measures:

- 207, Temporary Seeding and Mulching, 900 Sq. Yd.
- 207, Straw or Hay Bales, 50 Each
- 207, Filter Fabric Fence, 1100 Lin. Ft.
- 207, Temporary Ditch Protection, 300 Lin. Ft.
- 207, Temporary Slope Drains, 50 Lin. Ft.
- 207, Temporary Ditches, 200 Lin. Ft.
- 659, Water, 2 M Gal.

Connections to Existing Pipes

Concrete masonry collars, as per Std. Const. Drwg. MC-4, shall be installed at all locations where proposed conduit is to be connected to existing pipes.

Shoulder Grading Embankment

Item 203, Embankment, shall be placed in the northeast corner of the Hyatts Road/S.R. 315 intersection to cover the proposed 18" Type C conduit, extend the S.R. 315 graded shoulder to the proposed headwall, and to meet the graded shoulder of Hyatts Road. The following quantity has been carried to the General Summary for this work:

Item 203 Embankment 22 Cu. Yds.

Erosion Control

Items 601, 660 and 670 are provided in the plans for erosion control. Rock of a stable nature shall not be removed in order to place any of these items and turf of a stable nature shall not be removed in order to place 660. The Engineer shall check and non-perform quantities or adjust locations and quantities of these items where indicated by field conditions during construction. In addition, these items shall meet the requirement of 108.04.

Item 605. Aggregate Drains

Listed below are the locations and lengths for the aggregate drains:

- Hyatts Road
- Sta 5+75 Rt, 12 Lin Ft
 - Sta 6+00 Lt, 8 Lin Ft
 - Sta 6+25 Rt, 15 Lin Ft
 - Sta 6+50 Lt, 8 Lin Ft
 - Sta 6+75 Rt, 8 Lin Ft

- Sta 7+00 Lt, 8 Lin Ft
- Sta 7+35 Rt, 18 Lin Ft
- Sta 7+50 Lt, 6 Lin Ft
- Sta 7+75 Rt, 16 Lin Ft

- Sta 8+00 Lt, 6 Lin Ft
- Sta 8+25 Rt, 18 Lin Ft
- Sta 11+25 Rt, 8 Lin Ft
- Sta 11+75 Rt, 8 Lin Ft
- Sta 11+80 Lt, 20 Lin Ft

- Sta 12+00 Lt, 20 Lin Ft
- Sta 12+25 Rt, 6 Lin Ft
- Sta 12+50 Lt, 12 Lin Ft
- Sta 12+75 Rt, 7 Lin Ft
- Sta 13+00 Lt, 16 Lin Ft

- Sta 13+25 Lt, 15 Lin Ft
- Sta 13+50 Rt, 8 Lin Ft
- Sta 13+75 Lt, 16 Lin Ft
- Sta 14+00 Rt, 7 Lin Ft
- Sta 14+25 Lt, 14 Lin Ft

- Sta 14+50 Rt, 6 Lin Ft
- Sta 14+75 Lt, 6 Lin Ft
- Sta 15+00 Rt, 6 Lin Ft
- Sta 15+25 Lt, 6 Lin Ft
- Sta 15+50 Rt, 6 Lin Ft

- Sta 15+75 Lt, 12 Lin Ft
- Sta 16+00 Rt, 6 Lin Ft
- Sta 16+50 Rt, 6 Lin Ft
- Sta 16+80 Rt, 6 Lin Ft
- Sta 17+25 Lt, 10 Lin Ft

- Sta 17+70 Rt, 6 Lin Ft
- Sta 17+75 Lt, 12 Lin Ft

- Chapman Road
- Sta 0+40 Lt, 8 Lin Ft
 - Sta 0+65 Rt, 10 Lin Ft
 - Sta 0+90 Lt, 6 Lin Ft

- Taggart Road
- Sta 0+25 Rt, 6 Lin Ft
 - Sta 0+90 Lt, 6 Lin Ft

A total estimated quantity of 404 Lin. Ft. has been carried to the General Summary.

Review Of Drainage Facilities

Before any work is started on the project and again before final acceptance by the County, representatives of the County and the Contractor, along with local representatives, shall make an inspection of all existing sewers which are to remain in service and which may be affected by the work. The condition of the existing conduits and their appurtenances shall be determined from field observations. Records of the inspection shall be kept in writing by the County.

All new conduits, inlets, catch basins, and manholes constructed as a part of the project shall be free of all foreign matter and in a clean condition before the project will be accepted by the County.

All existing sewers inspected initially by the above mentioned parties shall be maintained and left in a condition reasonably comparable to that determined by the original inspection. Any change in the condition resulting from the Contractor's operations shall be corrected by the Contractor to the satisfaction of the Engineer.

Payment for all operations described above shall be included in the contract price for the pertinent 603 conduit items.

Item 614. Maintaining Traffic

The roadway shall be closed to through traffic. The Contractor shall maintain access for residents during the construction process. The Contractor shall provide safe access to all residents in this area, as directed by the Engineer. The Contractor shall prepare the locations and place ODOT Item 304, Aggregate Base to provide an adequate roadway.

All required construction traffic and detour signs shall be in accordance with the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways, and shall be provided, erected and maintained by the Contractor as shown on the detour plan (Sheet 5 of 38).

The Contractor shall furnish and maintain bump signs at all butt joints cut into the existing surface until the final asphalt overlay course is placed.

The Contractor shall furnish and maintain all necessary safeguards, such as other traffic control devices, so as to avoid damage and/or injury to vehicles and persons using the roadway during construction.

The Contractor shall notify the local fire department, police department and other appropriate agencies, which may require use of the road during emergency situations, of the progress of the work weekly or as required. For areas that become inaccessible to emergency vehicles at any particular time, the Contractor shall immediately notify the agencies of these locations.

The Contractor shall notify, in writing, the local schools of the proposed road closing and detour within 30 days of closing the structure.

All work and traffic control devices shall be in accordance with 614 and other applicable portions of the specifications, as well as the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways. Payment for all labor, equipment and materials shall be included in the lump sum contract price for 614, Maintaining Traffic, unless separately itemized in the plan.

Dust Control

The Contractor shall furnish and apply water and calcium chloride for dust control as directed by the Engineer. The following contingency quantities have been included for dust control purposes:

- 616, Water, 5 M Gal.
- 616, Calcium Chloride, 1 Ton

Item 202. Structures Removed

Precautions shall be taken during the removal of the existing bridge deck so as to prevent debris from entering the river.

Removal of the existing bridge shall be accomplished in such a manner that keeps as much of the structure out of the river as possible and minimizes the dragging of the structure across the river bottom.

Construction of Bridge Piers

All material removed from inside drill casings during construction of piers shall be carefully collected and disposed of so as to not enter the river. Such material shall be emptied onto a temporary work pad, consisting of minimum three (3) inch diameter washed stone, and promptly removed to a location out of the flood plain. Should dewatering of casings be necessary, such water shall be carefully handled so as to prevent sediment from entering the river.

Flood Plain Area Limits

All equipment staging and storage areas shall be located out of the limits of the flood plain. No permanent fill material shall be placed in this flood plain area.

Item 604. Reference Monuments. As Per Plan

The permanent benchmark existing on the southwest wingwall of the bridge structure (Sheet 10 of 38) shall be replaced following construction. This benchmark shall be installed in accordance with County standards, with the location and elevation provided by a Registered Surveyor of the State of Ohio.

Payment for this item shall be on a lump sum basis and shall include all material and labor required to complete said work.

CALC. BY: T.J.P.
DATE: 5/11/00
PREP. BY: B.L.G.
DATE: 5/11/00

GENERAL NOTES

DEL-CR-123-3.83
HYATTS ROAD

PLotted NEW PLAN
SCALE = 1" = 100'
DATE: 5/11/00
BY: T.J.P.
CHECKED BY: B.L.G.
DATE: 5/11/00

MAINTENANCE OF TRAFFIC

ITEM 614. MAINTAINING TRAFFIC

THE ROADWAY SHALL BE CLOSED TO THROUGH TRAFFIC. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR RESIDENTS AND EMERGENCY VEHICLES DURING THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO ALL RESIDENTS IN THIS AREA, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PREPARE THE LOCATIONS AND PLACE ODOT ITEM 304, AGGREGATE BASE TO PROVIDE AND ADEQUATE TEMPORARY ROADWAY.

ALL REQUIRED CONSTRUCTION TRAFFIC AND DETOUR SIGNS SHALL BE IN ACCORDANCE WITH WITH OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND SHALL BE PROVIDED, ERECTED AND MAINTAINED BY THE CONTRACTOR AS SHOWN ON THE DETOUR MAP HEREIN.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN BUMP SIGNS AT ALL BUTT JOINTS CUT INTO THE EXISTING SURFACE UNTIL THE FINAL ASPHALT OVERLAY COURSE IS PLACED.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY SAFEGUARDS, SUCH AS OTHER TRAFFIC CONTROL DEVICES, SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

THE CONTRACTOR SHALL NOTIFY THE LOCAL FIRE DEPARTMENT, POLICE DEPARTMENT AND OTHER APPROPRIATE AGENCIES, WHICH MAY REQUIRE USE OF THE ROAD DURING EMERGENCY SITUATIONS, OF THE PROGRESS OF THE WORK WEEKLY OR AS REQUIRED. FOR AREAS THAT BECOME INACCESSIBLE TO EMERGENCY VEHICLES AT ANY PARTICULAR TIME, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AGENCIES OF THESE LOCATIONS.

THE CONTRACTOR SHALL NOTIFY, IN WRITING, THE LOCAL SCHOOLS OF THE PROPOSED ROAD CLOSING AND DETOUR WITHIN 30 DAYS OF CLOSING THE STRUCTURE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ODOT ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

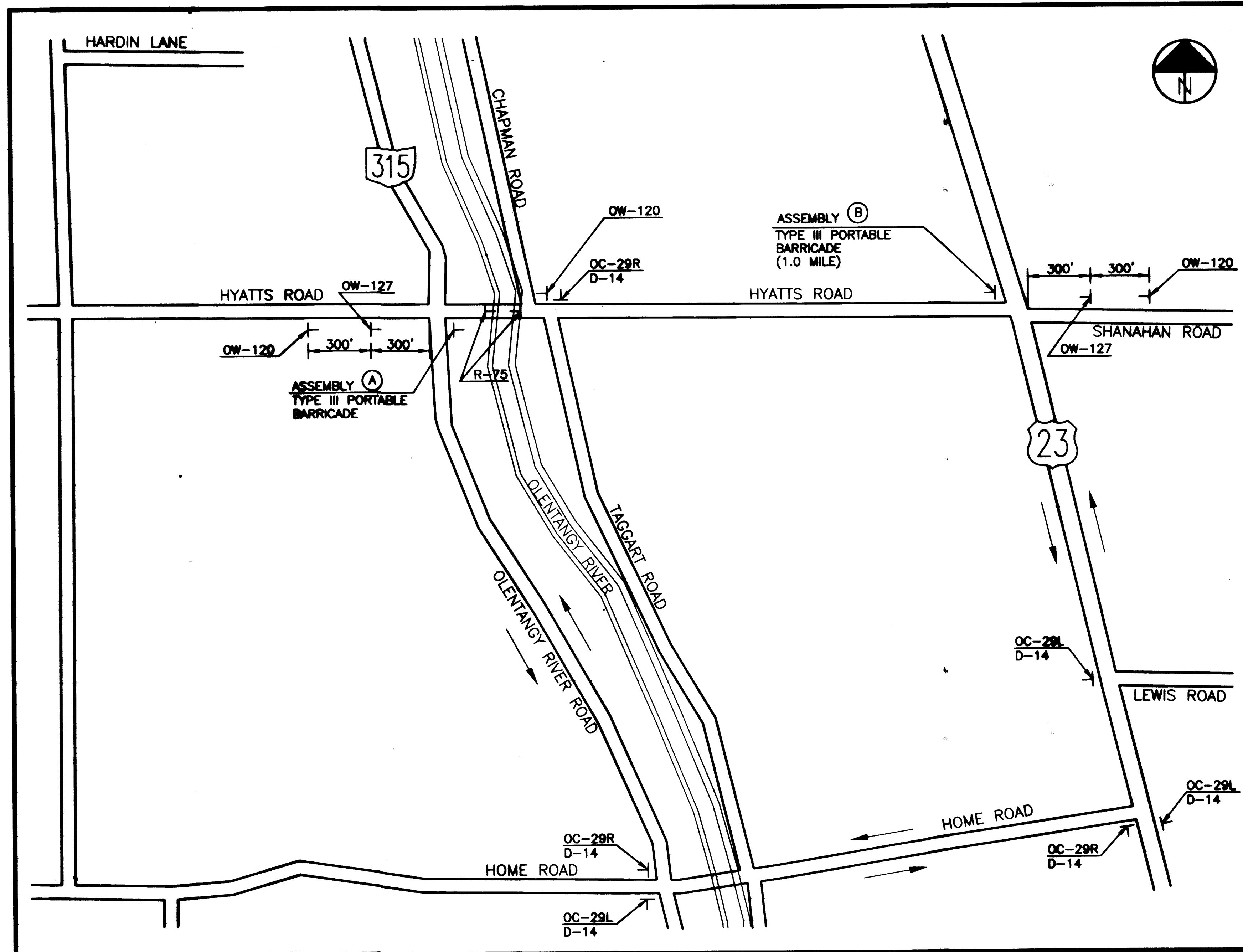
NOTES:

- 1.) EACH BARRICADE SHALL HAVE TWO (2) FLASHERS ATTACHED TO IT AT ALL TIMES.
- 2.) MORE TRAFFIC SAFETY DEVICES MAY BE NEEDED DURING THE EXCAVATION OPERATIONS AND AS DIRECTED BY THE ENGINEER.

ESTIMATED QUANTITIES

SIGN	QUANTITY *	BARRICADE	QUANTITY *
D-14	6	TYPE III, MOVABLE	2
OC-14L	1	TYPE III, PORTABLE	2
OC-14R	1	FLASHERS	8
OC-29L	3	GATES	2
OC-29R	3		
OW-120	3		
OW-127	2		
R-75	2		
R-76A	1		
R-76C	1		

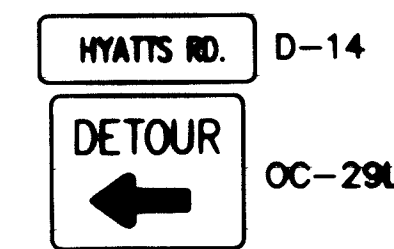
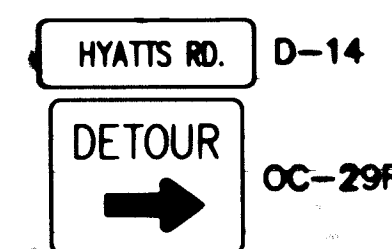
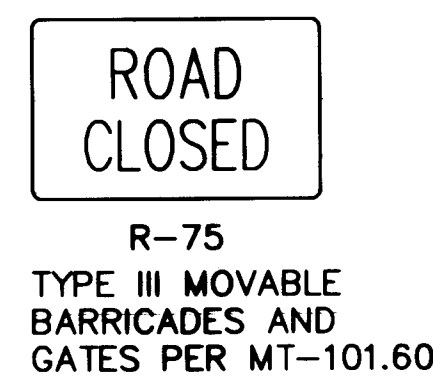
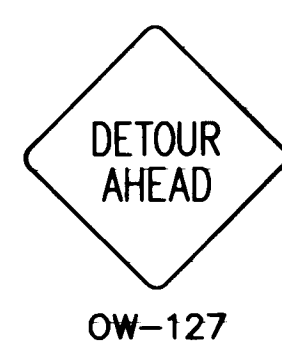
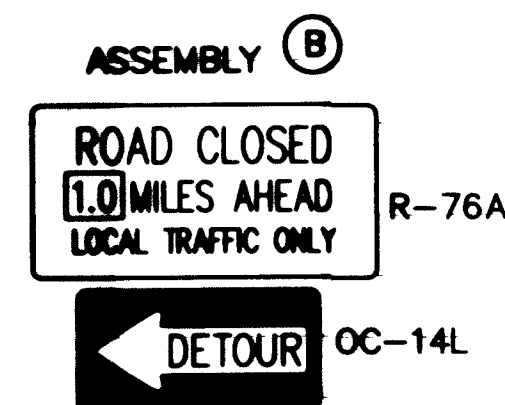
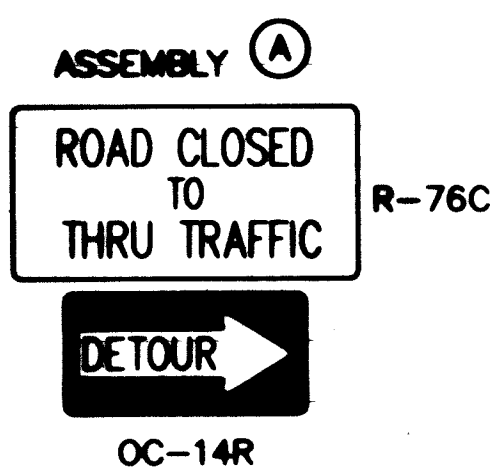
* THE COST OF THE DETOUR SIGNING SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC. SEE ALSO THE MAINTENANCE OF TRAFFIC NOTE THIS SHEET.



DETOUR MAP

(NOT TO SCALE)

DETOUR ROUTE



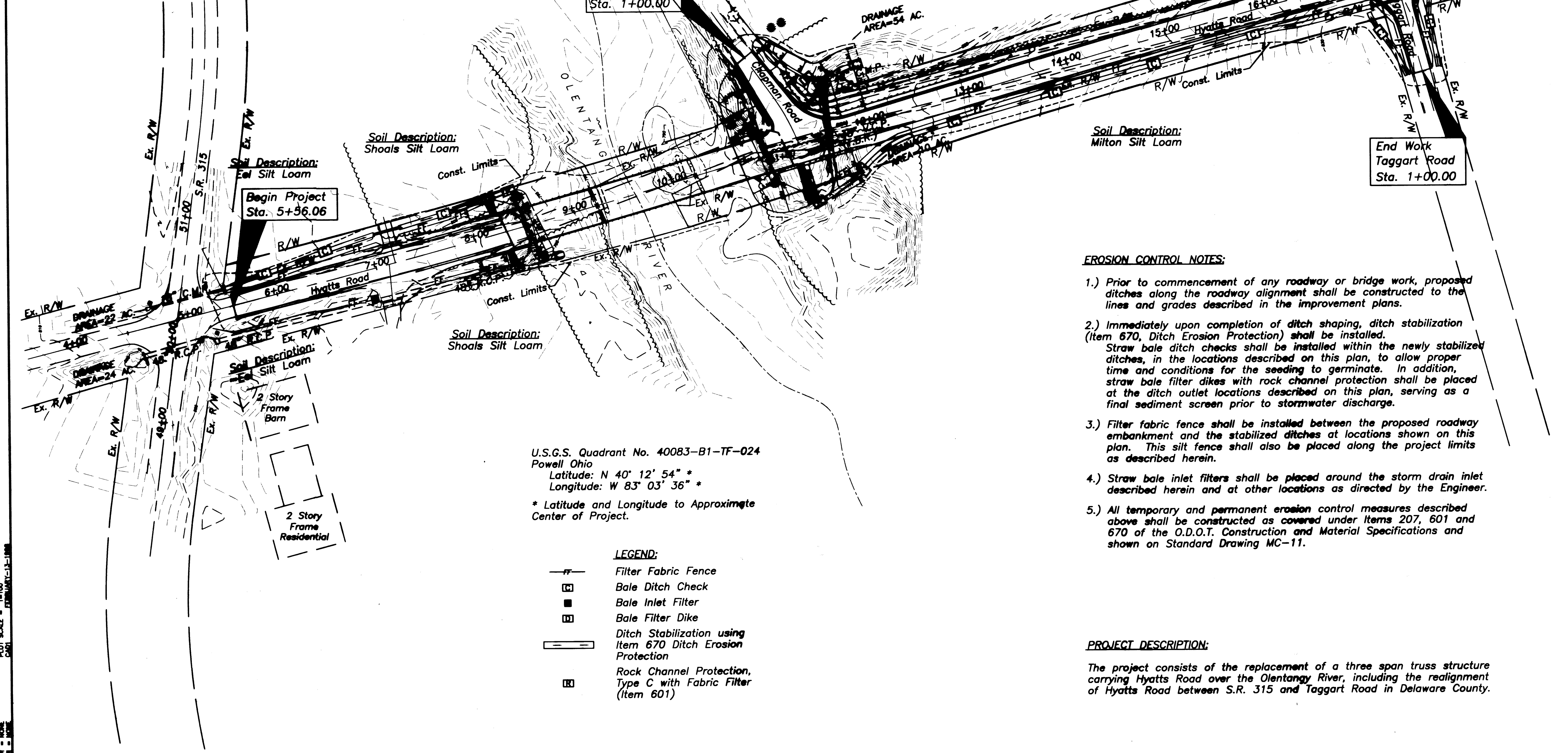
DETOUR PLAN

DEL-CR-123-3.83
HYATTS ROAD

PLOT SCALE = 1" = 100' DATE: 1/17/83

ESTIMATED QUANTITIES					
Location	Side	207		601	670
		Filter Fabric Fence	Straw or Hay Bales	Rock Channel Protection, Type C with Fabric Filter	Ditch Erosion Protection
		Lin. Ft.	Each	Cu. Yd.	Sq. Yd.
Sta. 5+56 to Sta. 8+52	LT.	286	25	6.5	259
Sta. 5+56 to Sta. 8+52	RT.	277	18	2.0	
Sta. 10+94 to Sta. 17+94	LT.	809	64	6.0	262
Sta. 10+94 to Sta. 17+94	RT.	800	45	7.5	762
Total -- (carried to General Summary Sheet 6 of 38)		2172	152	22.0	1283

PROJECT DATA	
Total Area (Right-of-Way) -----	2.63 Ac.
Area to Undergo Excavation, Filling or Grading -----	2.26 Ac.
Runoff Coefficient for Pre-Construction Site -----	0.3-0.6
Runoff Coefficient for Post-Construction Site -----	0.7
Soil Data -----	See Descriptions
Immediate Receiving Waters -----	Olentangy River
Subsequent Receiving Water -----	Scioto River



U.S.G.S. Quadrant No. 40083-B1-TF-024
 Powell Ohio
 Latitude: N 40° 12' 54" *
 Longitude: W 83° 03' 36" *
 * Latitude and Longitude to Approximate Center of Project.

- LEGEND:**
- Filter Fabric Fence
 - Bale Ditch Check
 - Bale Inlet Filter
 - ▣ Bale Filter Dike
 - Ditch Stabilization using Item 670 Ditch Erosion Protection
 - ▣ Rock Channel Protection, Type C with Fabric Filter (Item 601)

EROSION CONTROL NOTES:

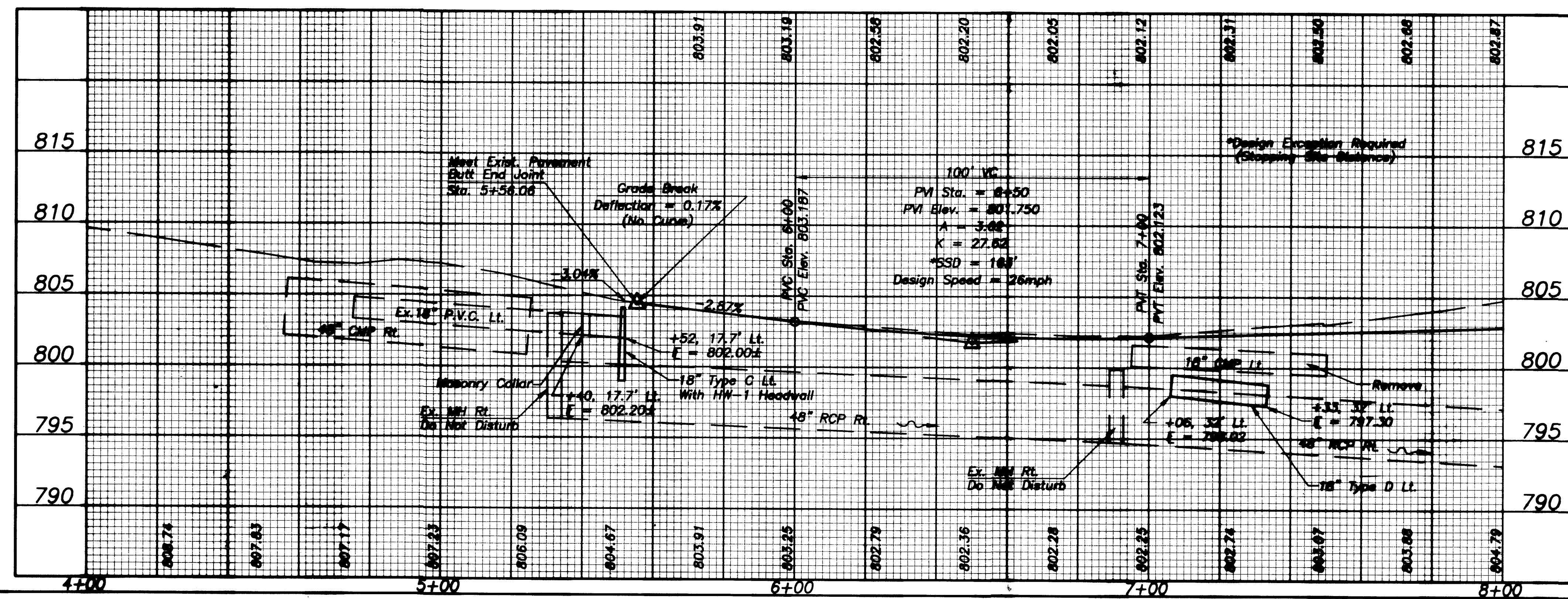
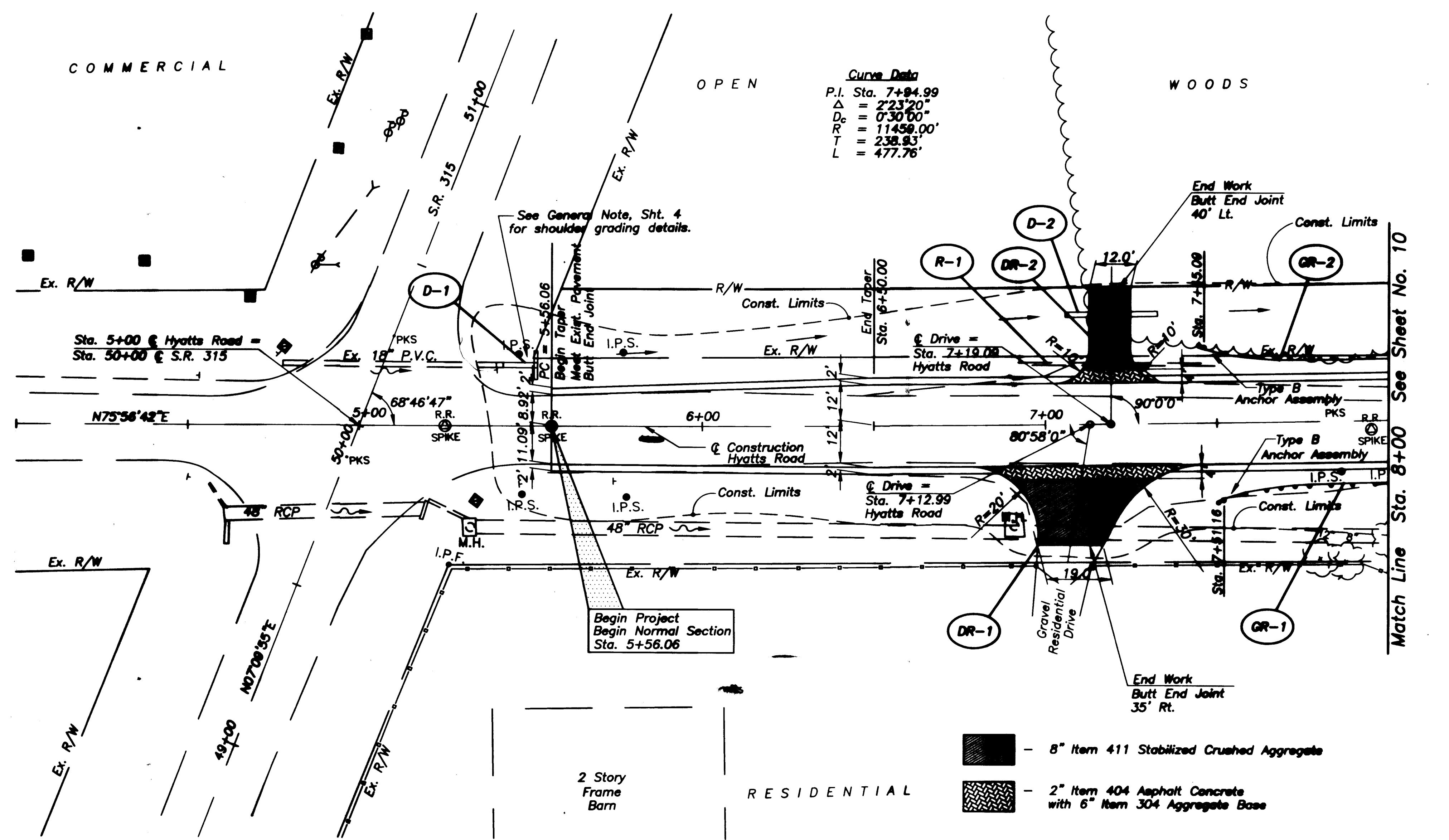
- 1.) Prior to commencement of any roadway or bridge work, proposed ditches along the roadway alignment shall be constructed to the lines and grades described in the improvement plans.
- 2.) Immediately upon completion of ditch shaping, ditch stabilization (Item 670, Ditch Erosion Protection) shall be installed. Straw bale ditch checks shall be installed within the newly stabilized ditches, in the locations described on this plan, to allow proper time and conditions for the seeding to germinate. In addition, straw bale filter dikes with rock channel protection shall be placed at the ditch outlet locations described on this plan, serving as a final sediment screen prior to stormwater discharge.
- 3.) Filter fabric fence shall be installed between the proposed roadway embankment and the stabilized ditches at locations shown on this plan. This silt fence shall also be placed along the project limits as described herein.
- 4.) Straw bale inlet filters shall be placed around the storm drain inlet described herein and at other locations as directed by the Engineer.
- 5.) All temporary and permanent erosion control measures described above shall be constructed as covered under Items 207, 601 and 670 of the O.D.O.T. Construction and Material Specifications and shown on Standard Drawing MC-11.

PROJECT DESCRIPTION:

The project consists of the replacement of a three span truss structure carrying Hyatts Road over the Olentangy River, including the realignment of Hyatts Road between S.R. 315 and Taggart Road in Delaware County.

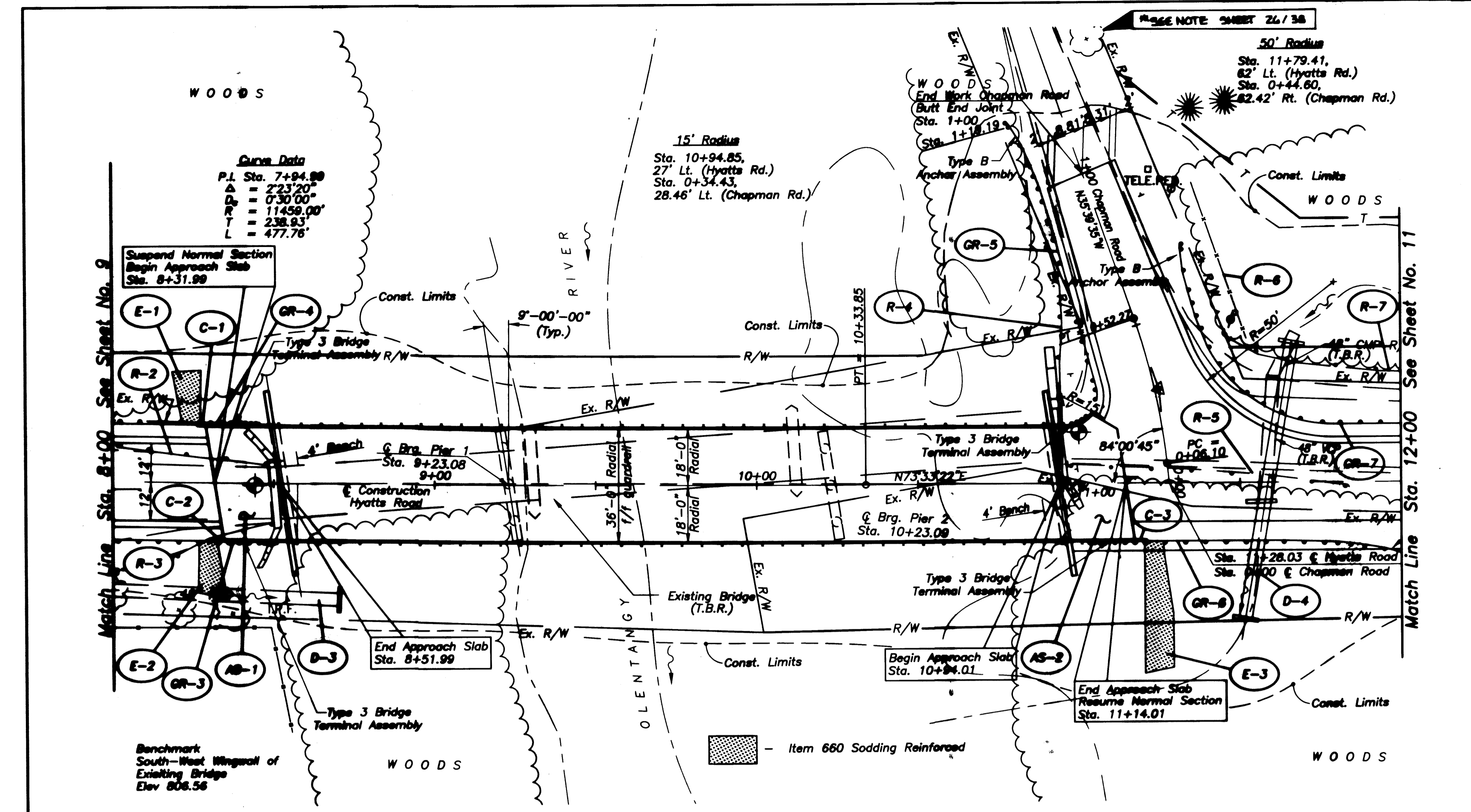
PLOTTED VIEW - PLAN
 SHEET NO. - NONE
 DATE: 11/18/08

PLOTTED VIEW = PLAN
 XREF = NONE
 PLOT SCALE = 1" = 100'
 DATE: 11-1987



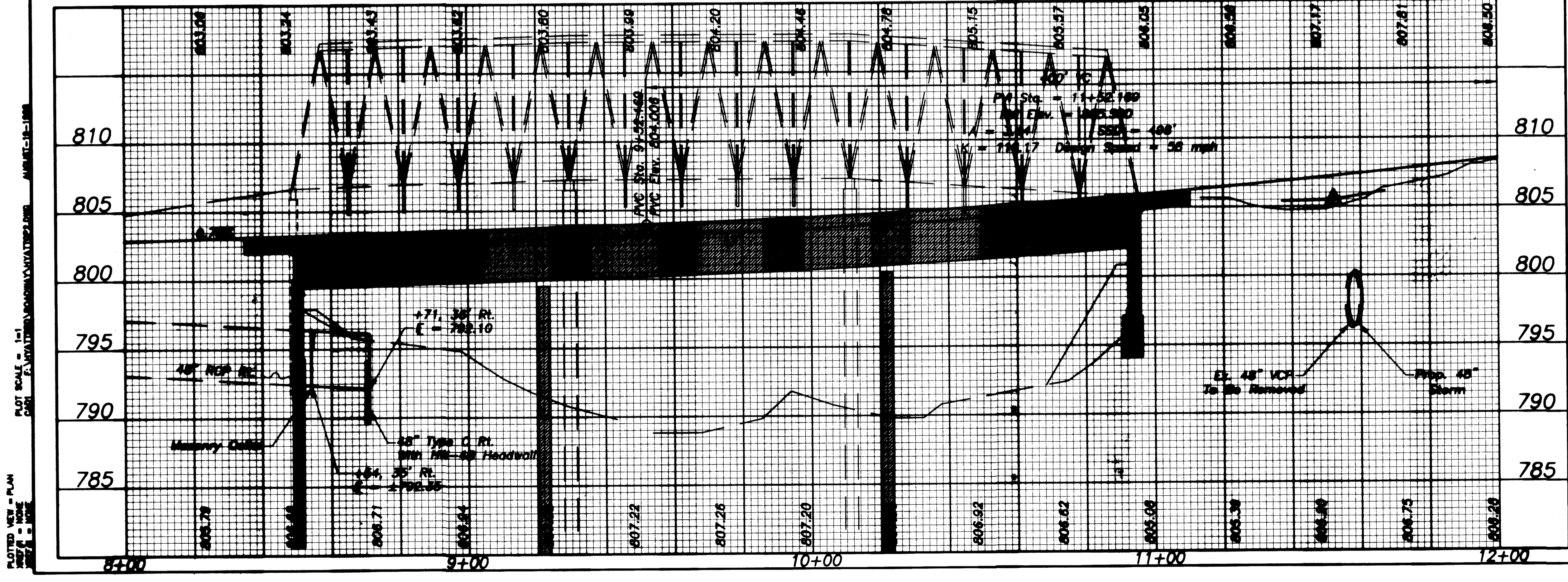
DEL-CR-123-3.83
PLAN AND PROFILE - HYATTS ROAD
 Sta. 4+00 to Sta. 8+00

DATE: 11/87
 DRAWN BY: JLG
 CHECKED BY: JLG
 SCALE: 1" = 100'
 HORIZONTAL SCALE IN FEET



ESTIMATED QUANTITIES

REF. NO.	STATION TO STATION	SIDE	GUARDRAIL REMOVED		SUBGRADE AGGREGATE BASE COMPACTION (T=6")		48" CONDUIT, TYPE A		48" CONDUIT, TYPE C		TYPE 5 GUARDRAIL ASSEMBLY		TYPE 3 BRIDGE TERMINAL ASSEMBLY		CURB TYPE 6		REINF. CONCRETE APPROACH SLAB (T=13")		REINF. CONCRETE SOODING REINFORCED		
			LIN. FT.	LI.	CU. YD.	CU. YD.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.	LI. FT.
AS-1	8+31.99 to 8+51.99	CL																			
AS-2	10+94.01 to 11+14.01	CL			82.2	14.07															
GR-3	8+00.00 to 8+51.16	Rt.																			
GR-4	8+00.00 to 8+45.09	Lt.																			
GR-5	10+95.35 to 1+19.19	Lt.																			
GR-6	11+00.86 to 12+00.86	Rt.																			
GR-7	0+67.27 to 12+00.00	Lt.																			
R-2	8+00 to 8+49	Lt.																			
R-3	8+20 to 8+49	Rt.																			
R-4	10+95 to 0+75	Lt.																			
R-5	10+98 to 11+80	CL																			
R-6	0+47 to 0+98	Lt.																			
R-7	0+45 to 12+00	Lt.																			
D-3	8+54.00 to 8+71.00	Rt.																			
D-4	11+58.71	CL																			
E-1	8+21 to 8+27	Lt.																			
E-2	8+27 to 8+33	Rt.																			
E-3	11+20 to 11+26	Rt.																			
C-1	8+26 to 8+29	Lt.																			
C-2	8+32 to 8+35	Rt.																			
C-3	11+17 to 11+21	Rt.																			
TOTALS TO GENERAL SUMMARY			281	51	166	28	3.27	88	17	358.75	3	4	10	82	84	63					



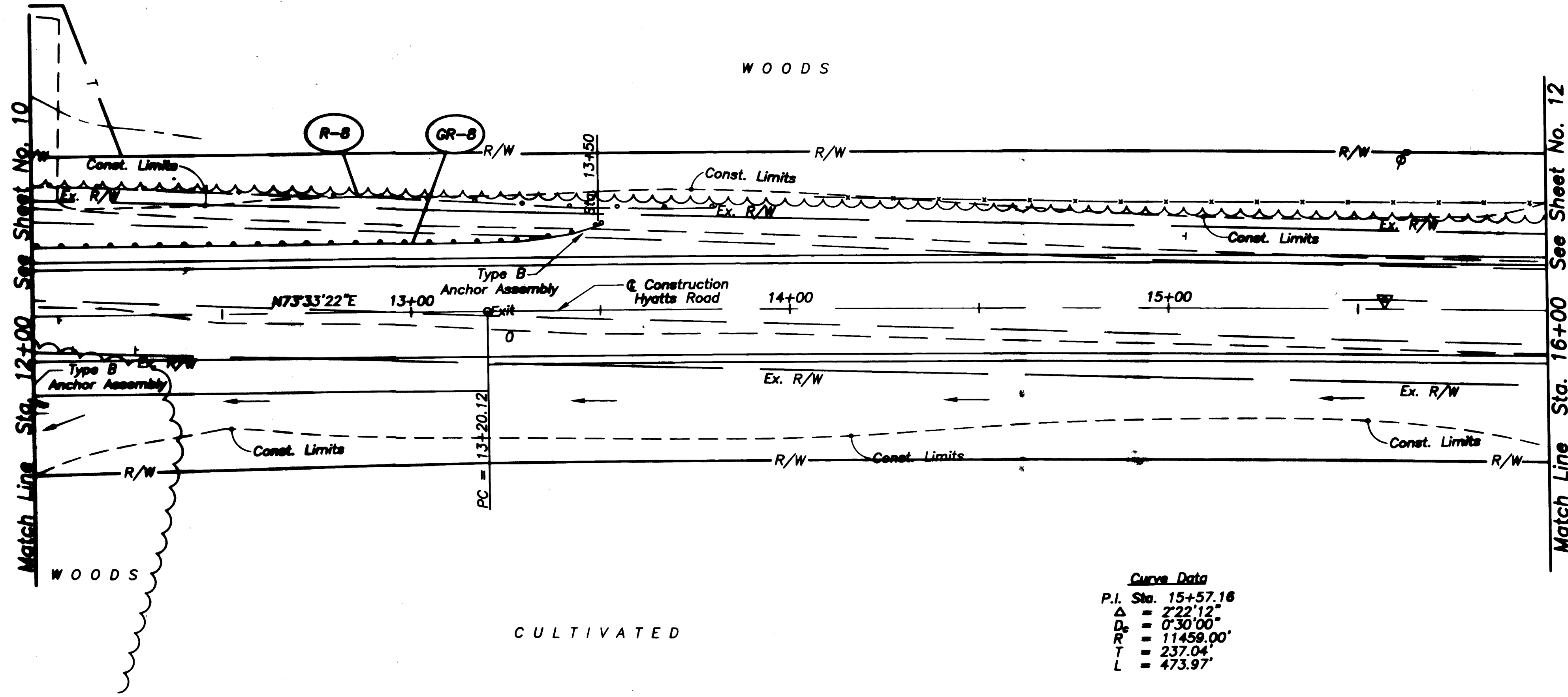
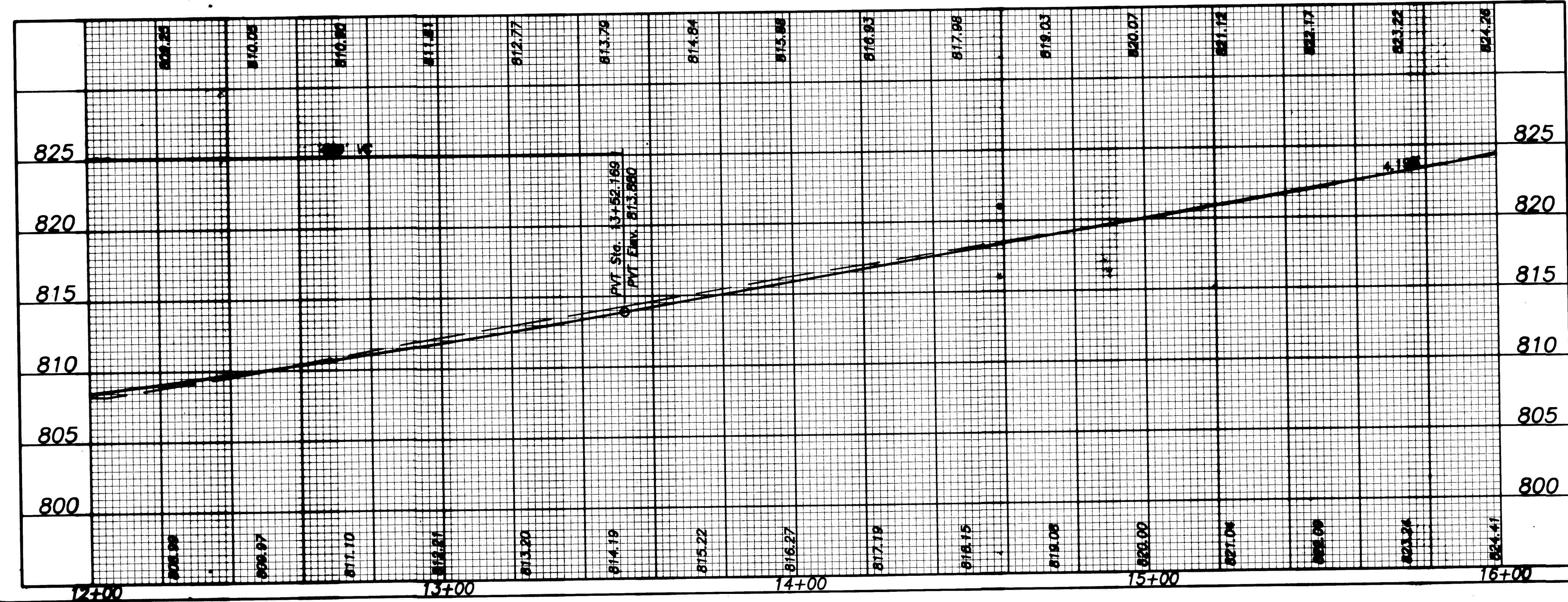
PLAN AND PROFILE - HYATTS ROAD
Sta. 8+00 to Sta. 12+00

DEL-CR-123-3.83
HYATTS ROAD

10/38

HORIZONTAL SCALE IN FEET

PLOTTED VIEW - PLAN
 PLOT SCALE - 1" = 100'
 DATE: 3/24/2010
 BY: J. J. WATSON
 CHECKED BY: J. J. WATSON
 PROJECT NO. - 107



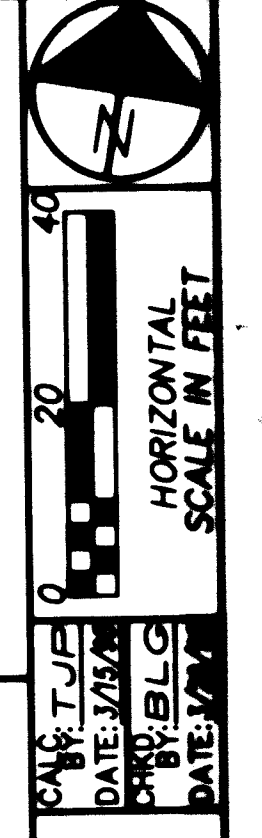
Curve Data
 P.I. Sta. 15+57.16
 $\Delta = 2'22''12''$
 $D_c = 0'30''00''$
 $R = 11459.00'$
 $T = 237.04'$
 $L = 473.97'$

ESTIMATED QUANTITIES

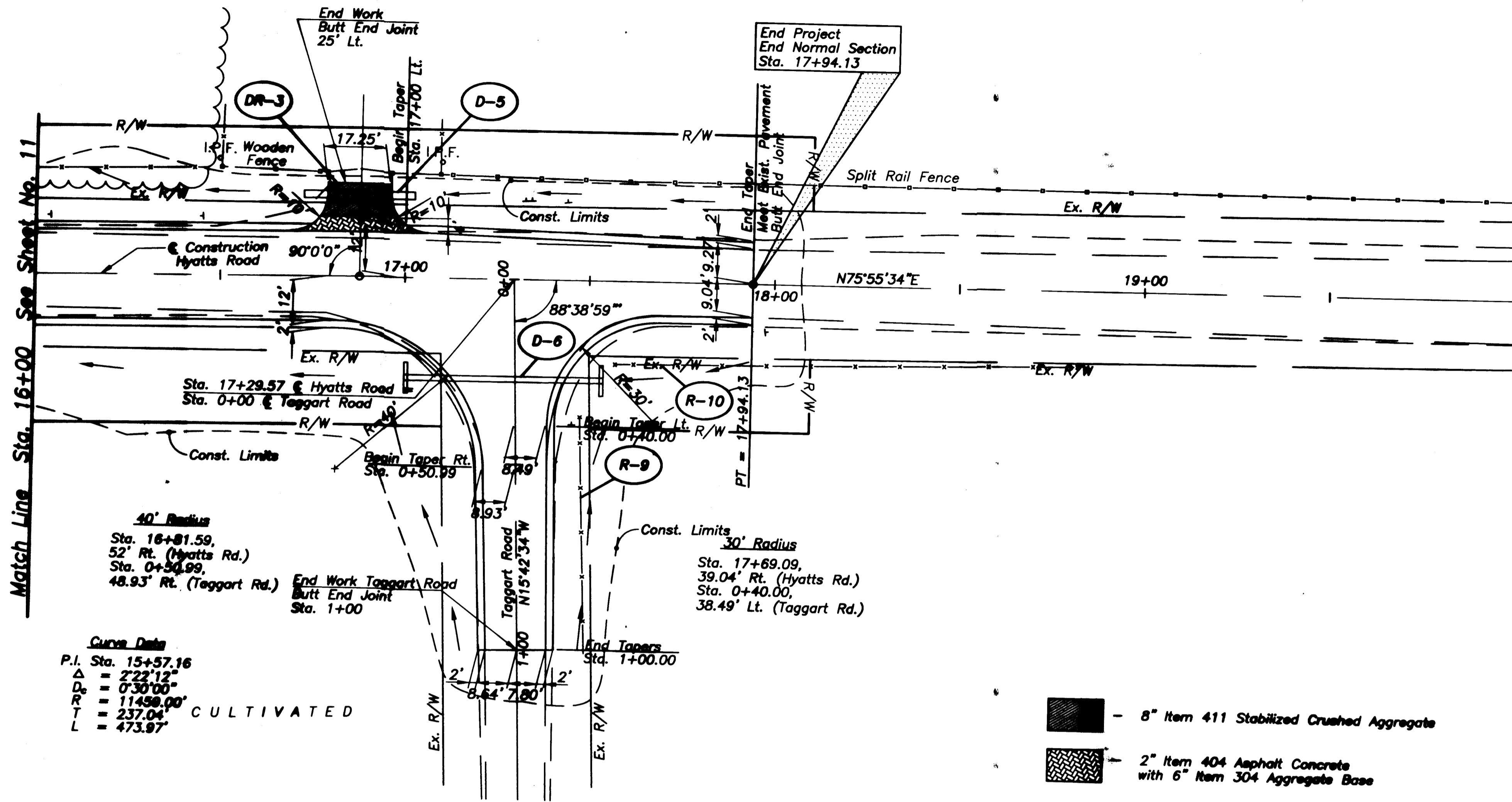
REF. NO.	STATION TO STATION SIDE	QUANTITY	UNIT	TOTALS TO GENERAL SUMMARY
202	GUARDRAIL REMOVED	181.50	LINEAL FEET	181.50
606	TYPE 5 ANCHOR GUARDRAIL ASSEMBLY, TYPE B	137.50	EACH	137.50
GR-8	12+00.00 TO 13+50.00 Lt.			
R-8	12+00.00 TO 13+81.50 Lt.			
TOTALS TO GENERAL SUMMARY		181.50		181.50

DEL-CR-123-3.83
 HYATTS ROAD

PLAN AND PROFILE - HYATTS ROAD
 Sta. 12+00 to Sta. 16+00



RESIDENTIAL



40' Radius
 Sta. 16+81.59,
 52' Rt. (Hyatts Rd.)
 Sta. 0+34.99,
 48.93' Rt. (Taggart Rd.)

Curve Data
 P.I. Sta. 15+57.16
 Δ = 2°22'12"
 D_s = 0°30'00"
 R = 11458.00'
 T = 237.04'
 L = 473.97'

30' Radius
 Sta. 17+69.09,
 39.04' Rt. (Hyatts Rd.)
 Sta. 0+40.00,
 38.49' Lt. (Taggart Rd.)

End Work Taggart Road
 Butt End Joint
 Sta. 1+00

End Work Hyatts Road
 Butt End Joint
 Sta. 0+00

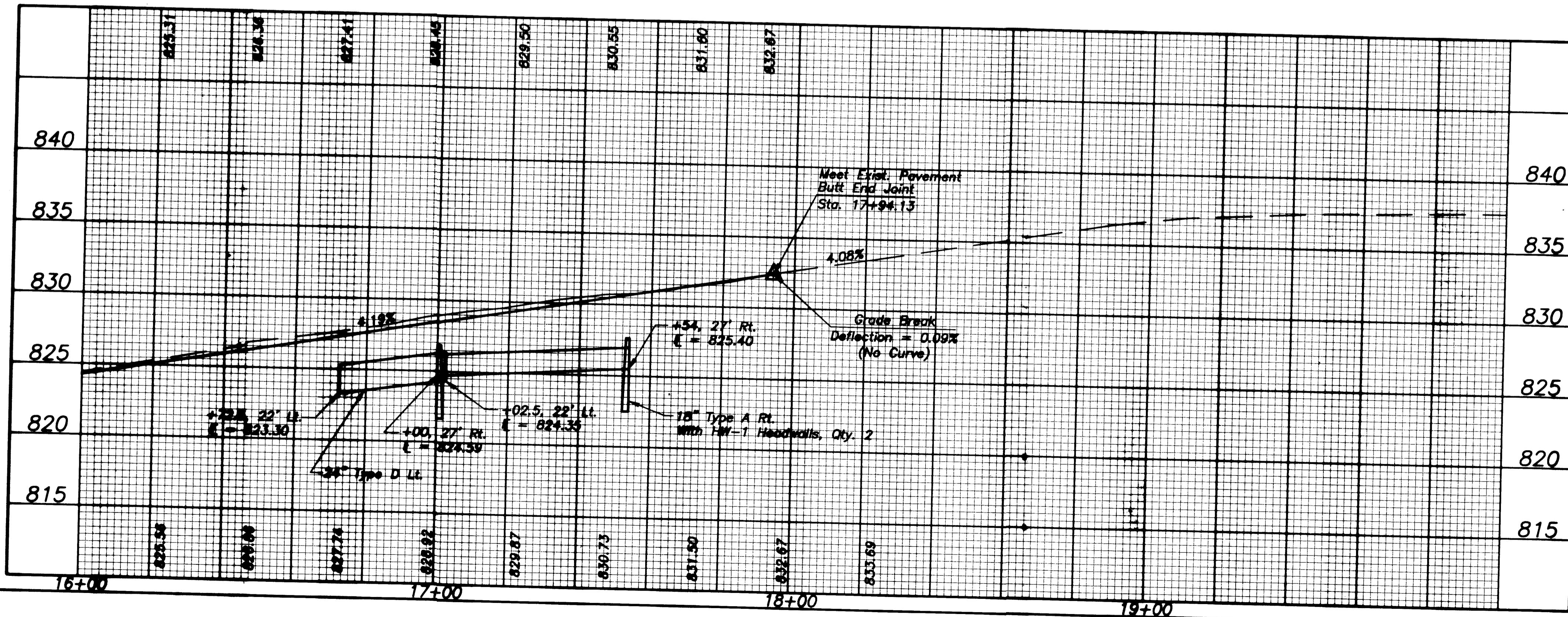
End Work
 Butt End Joint
 25' Lt.

End Project
 End Normal Section
 Sta. 17+94.13

CULTIVATED

8" Item 411 Stabilized Crushed Aggregate

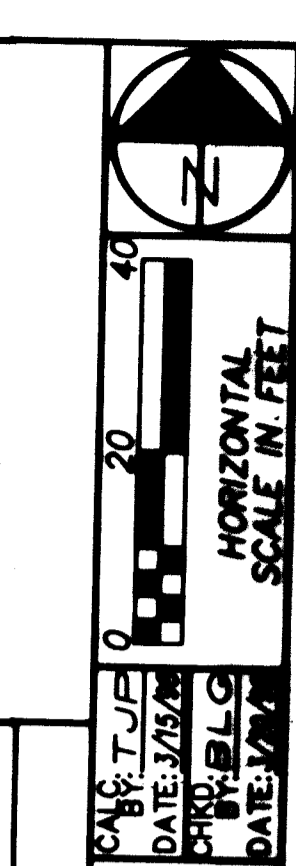
2" Item 404 Asphalt Concrete with 6" Item 304 Aggregate Base



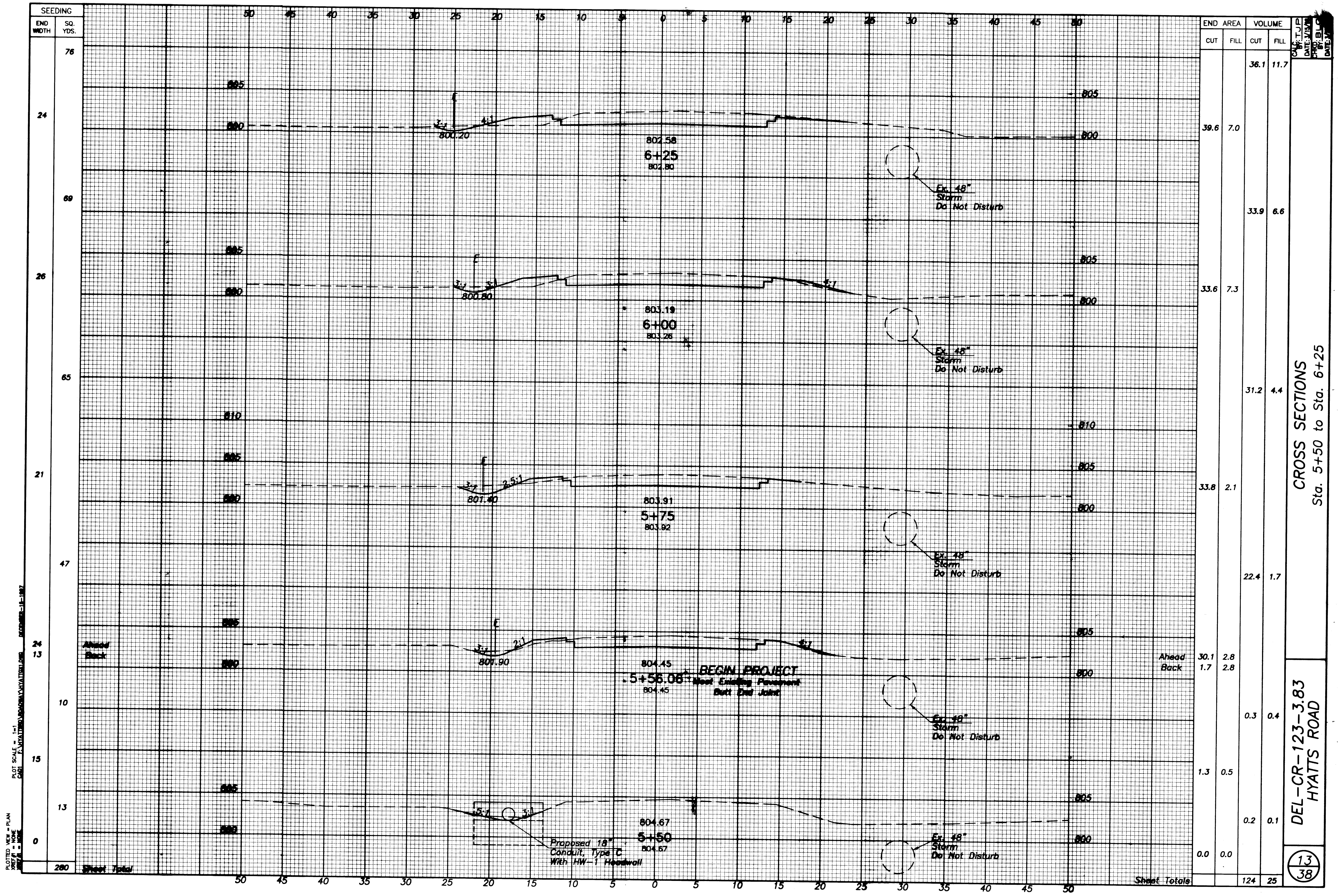
REF. NO.	STATION TO STATION	SIDE	ESTIMATED QUANTITIES	
			CU. YD.	LIN. FT.
DR-3	36+80.00 to 7+45.00	Lt.		
D-5	16+72.50 to 17+02.50	Lt.		
D-6	17+00.00 to 17+54.00	Rt.		
R-9	0+37.00 to 1+00.00	Lt.		
R-10	17+57.00 to 17+94.00	Rt.		
411			3.97	4
404			0.64	1
304			1.92	2
602			4.4	4.4
603			54	54
603			30	30
202			63	37
TOTALS TO GENERAL SUMMARY			100	

DEL-CR-123-3.83
 HYATTS ROAD

PLAN AND PROFILE - HYATTS ROAD
 Sta. 16+00 to Sta. 19+00



PLOTTED - NEW PLAN
 CHECKED - NONE
 AREA - NONE
 PLOT SCALE = 1" = 40'
 DATE: 3/28/24
 DRAWN BY: J. W. B.



CROSS SECTIONS
 Sta. 5+50 to Sta. 6+25

DEL-CR-123-3.83
 HYATTS ROAD

13
 38

PLOTTED VIEW = PLAN
 XREF = NONE
 YREF = NONE
 PLOT SCALE = 1"=100'
 DATE: 11-19-77
 DRAWN BY: JTB
 CHECKED BY: BLC
 DATE: 11-19-77

Proposed 18" Conduit, Type C With HW-1 Headwall

BEGIN PROJECT
 5+56.08 Meet Existing Pavement But Not Joint

Ex. 48" Storm Do Not Disturb

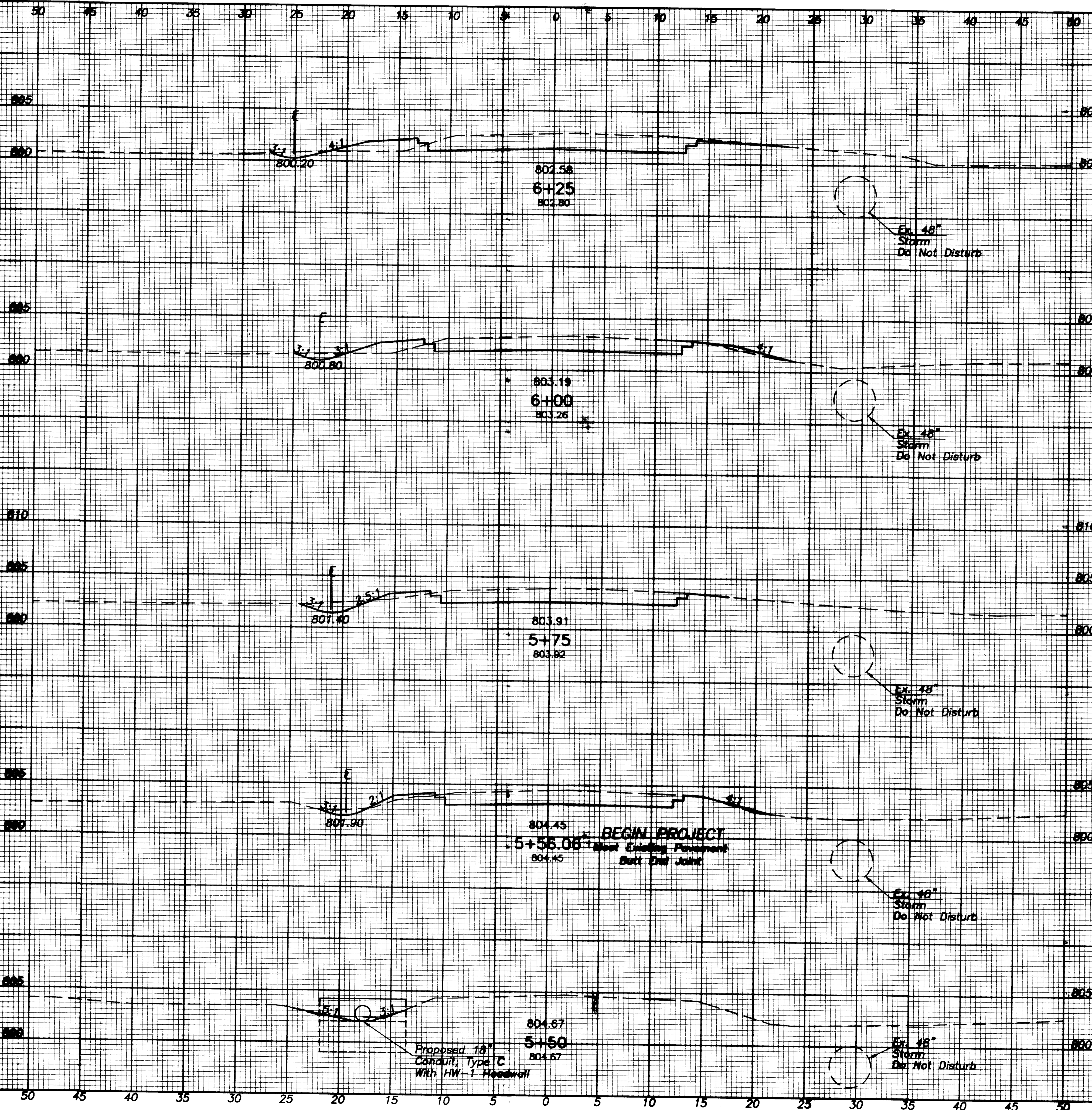
Ex. 48" Storm Do Not Disturb

Ex. 48" Storm Do Not Disturb

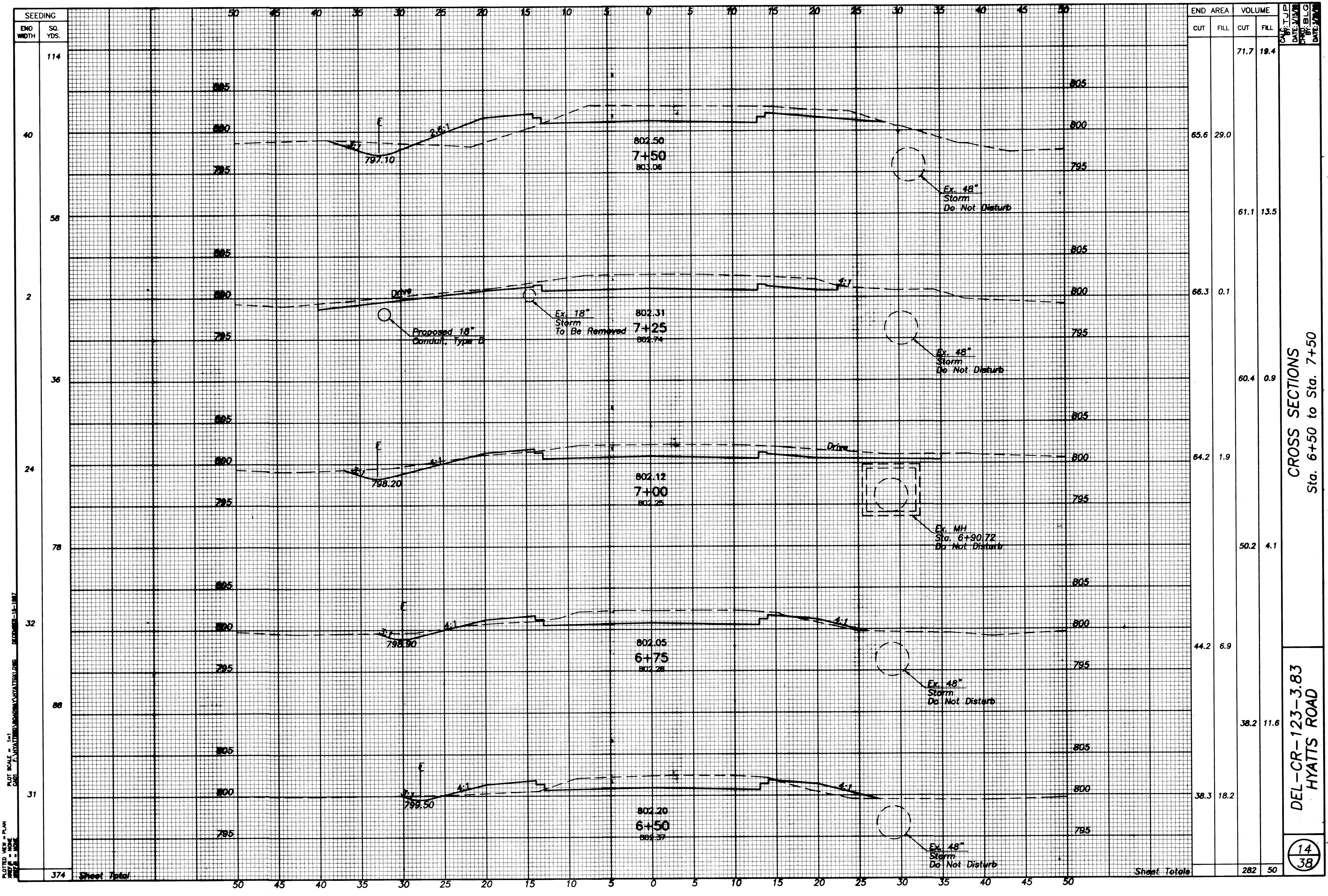
Ex. 48" Storm Do Not Disturb

Ex. 48" Storm Do Not Disturb

76
24
69
26
65
21
47
24
13
10
15
13
0
280



Sheet Totals

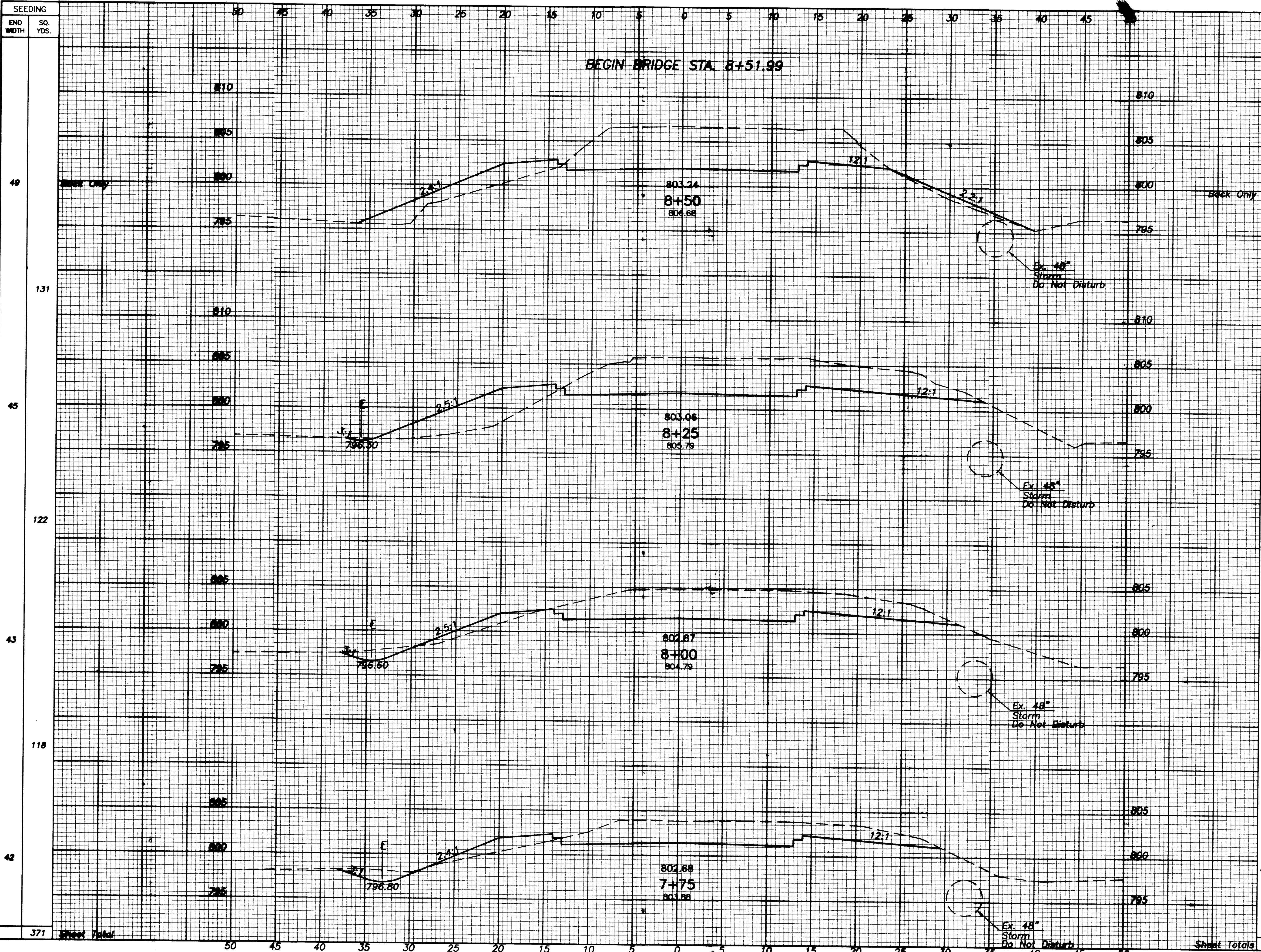


PLOTTED VIEW - PLAN
 DATE: 12/15/17
 DRAWN BY: [unreadable]
 CHECKED BY: [unreadable]
 PROJECT: DEL-CR-123-3.83
 SHEET: 14/38

STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
6+50	38.3	18.2	282	50
7+00	64.2	1.9		
7+25	66.3	0.1		
7+50	65.6	29.0		
Sheet Total			282	50

CROSS SECTIONS
 Sta. 6+50 to Sta. 7+50

DEL-CR-123-3.83
 HYATTS ROAD



END AREA	VOLUME	
	CUT	FILL
143.3	69.6	
132.6	53.9	
143.2	46.9	
121.5	26.2	
119.2	9.7	
96.5	10.5	
89.3	13.0	
Sheet Totals	351	91

BEGIN BRIDGE STA. 8+51.99

CROSS SECTIONS
Sta. 7+75 to Sta. 8+50

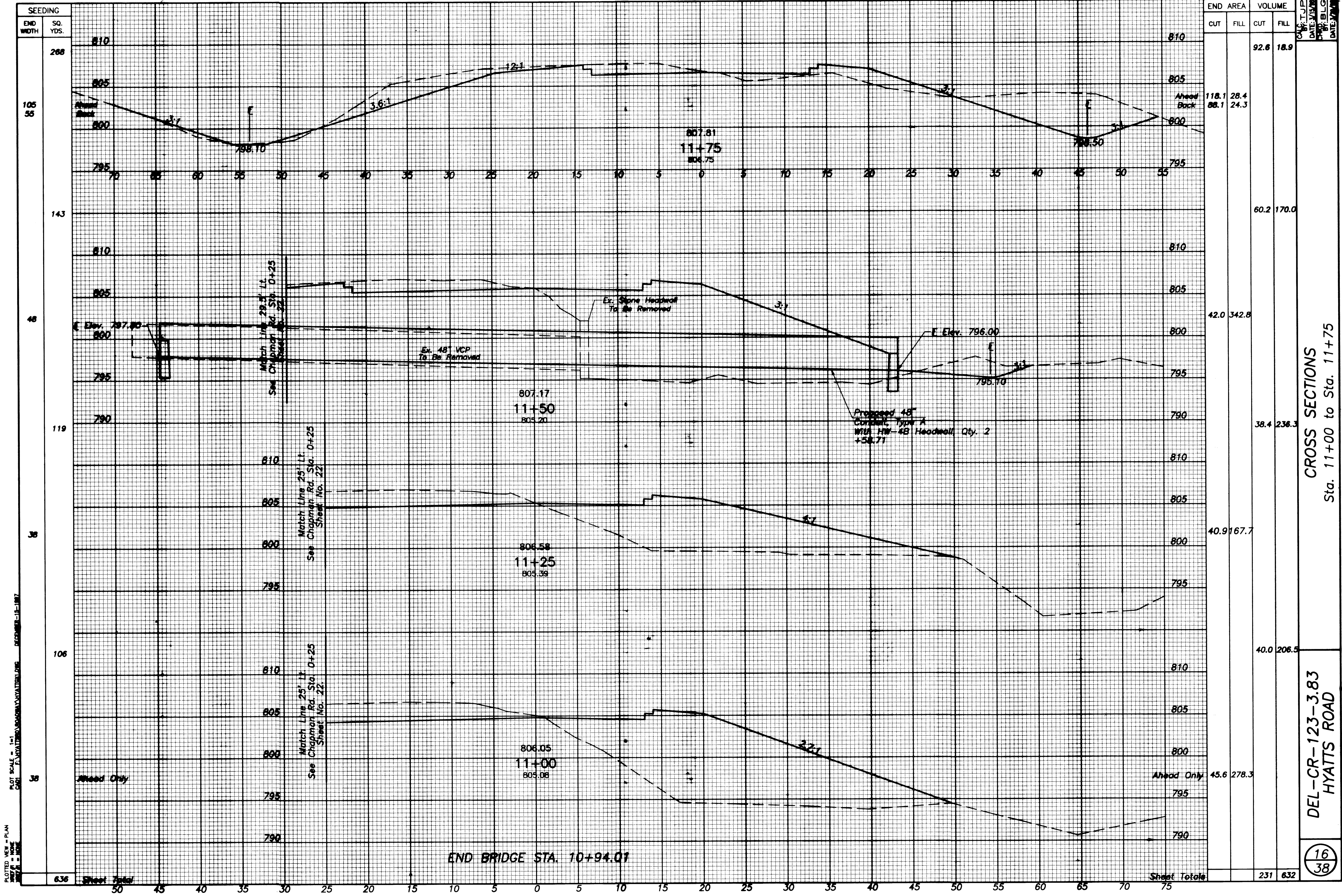
DEL-CR-123-3.83
HYATTS ROAD

(15/38)

PLOTTED VIEW - PLAN
 REF. 1 - NONE
 REF. 2 - NONE
 PLOT SCALE = 1"=1'
 DATE: 11/10/00
 DRAWN BY: J. W. HARRIS
 CHECKED BY: J. W. HARRIS
 PROJECT: DEL-CR-123-3.83

371 **Sheet Total**

Sheet Totals



PLOTTED VIEW - PLAN
 PLOT SCALE = 1" = 100'
 DATE PLOTTED = 12-15-1977

SEEDING	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
268	118.1	28.4	92.6	18.9
105	88.1	24.3		
143			60.2	170.0
48			42.0	342.8
119			38.4	236.3
38			40.9	167.7
106			40.0	206.5
38			45.6	278.3
636	Sheet Total		231	632

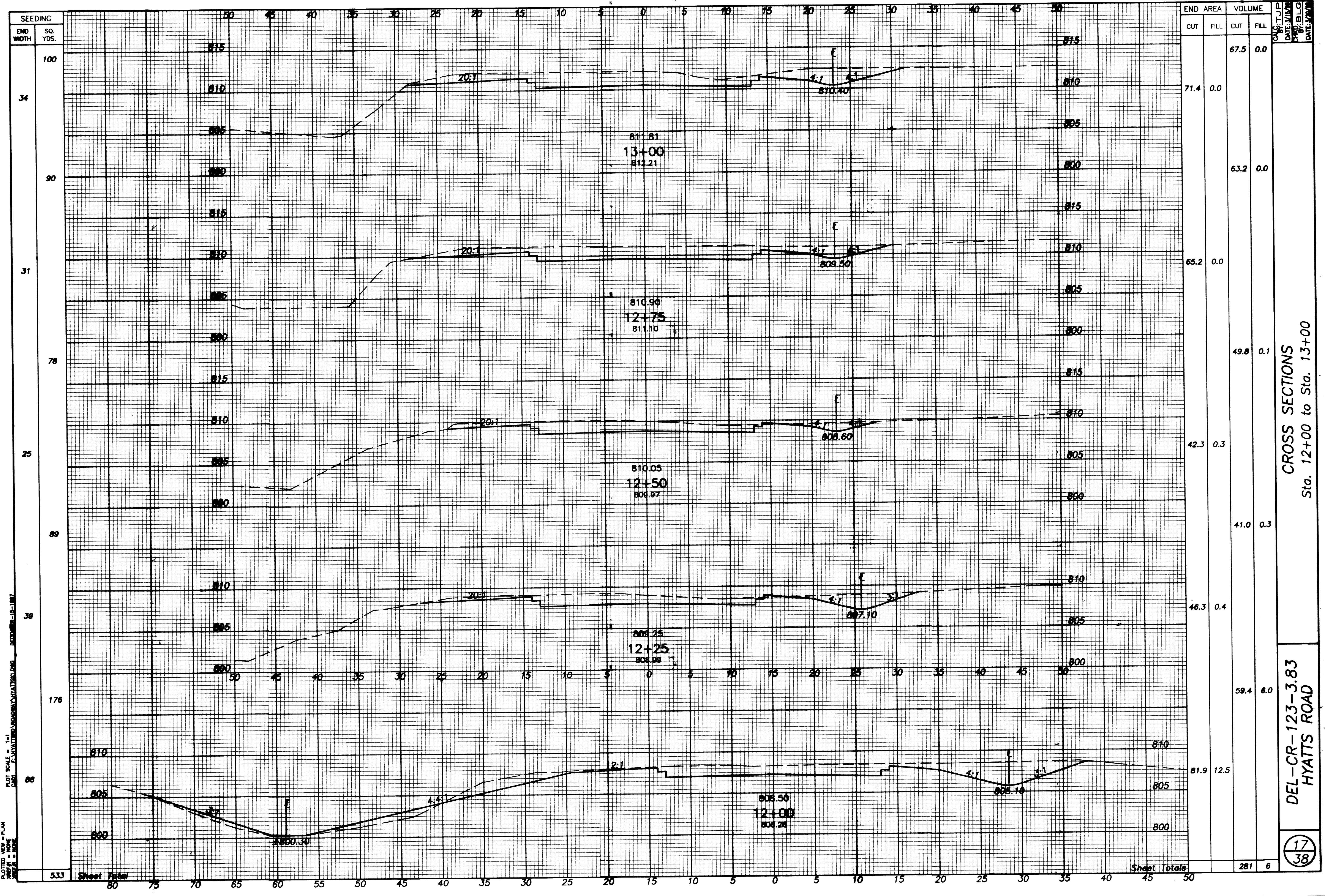
CROSS SECTIONS
 Sta. 11+00 to Sta. 11+75

DEL-CR-123-3.83
 HYATTS ROAD

16
 38

END BRIDGE STA. 10+94.01

Sheet Totals

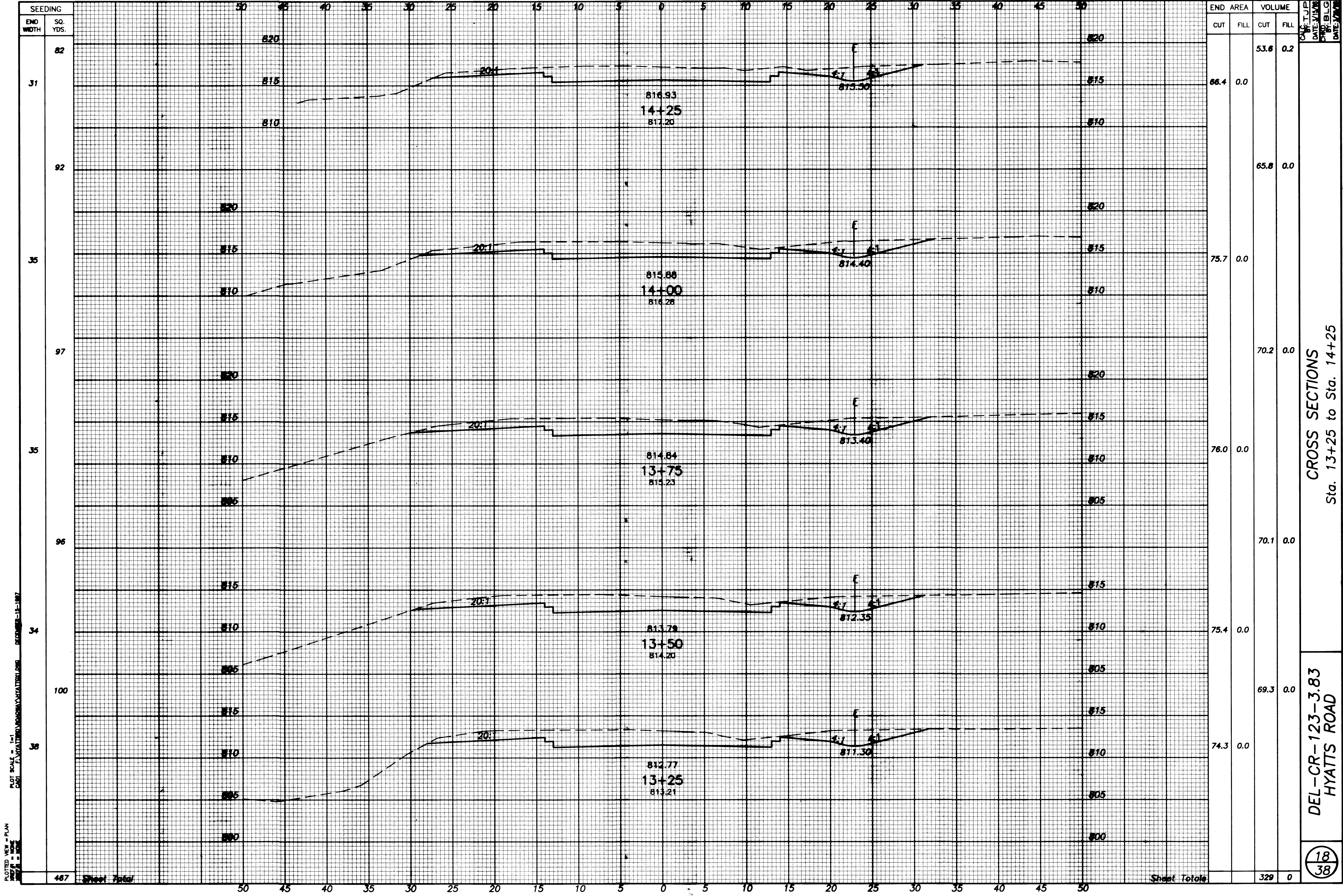


PLOTTED VIEW - PLAN
 SHEET - NONE
 DATE - 1-1-1987
 DRAWN BY - J. W. BROWN
 CHECKED BY - J. W. BROWN
 PROJECT - 12-1987

SEEDING	END WIDTH	
	END WIDTH	SQ. YDS.
100	75	533
90	70	
80	65	
70	60	
60	55	
50	50	
40	45	
30	40	
20	35	
10	30	
0	25	
10	20	
20	15	
30	10	
40	5	
50	0	
Sheet Totals	80	533

END AREA	VOLUME		DATE	BY	DATE
	CUT	FILL			
71.4	0.0	67.5			
65.2	0.0	63.2			
49.8	0.1	42.3			
42.3	0.3	41.0			
46.3	0.4	59.4			
81.9	12.5	281			
Sheet Totals	281	6			

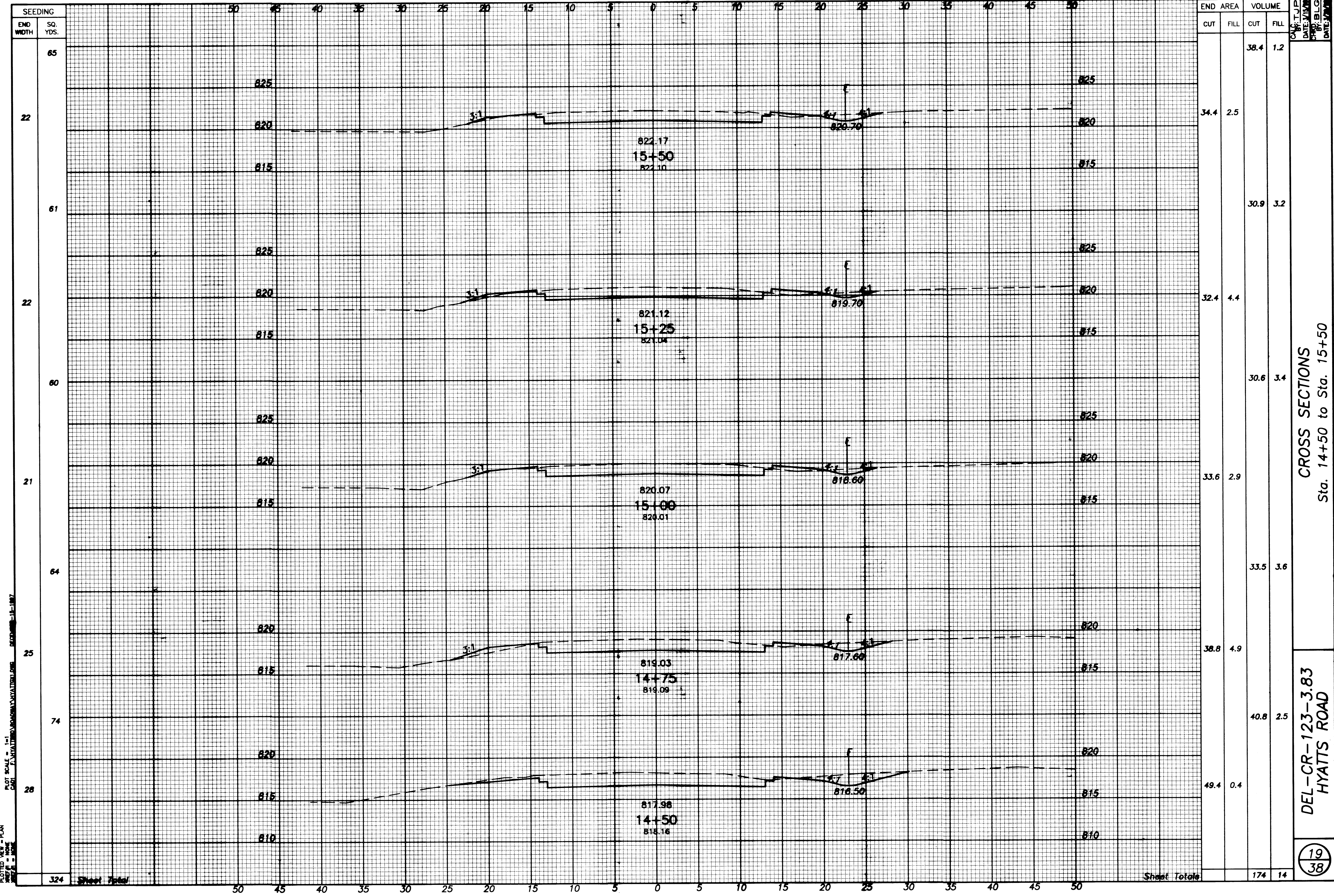
DEL-CR-123-3.83
 HYATTS ROAD
 CROSS SECTIONS
 Sta. 12+00 to Sta. 13+00
 17/38



PLOTTED VIEW = PLAN
 PLOT SCALE = 1" = 10'
 DATE: 12-15-1977

DEL-CR-123-3.83
 HYATTS ROAD
 CROSS SECTIONS
 Sta. 13+25 to Sta. 14+25

18
 38

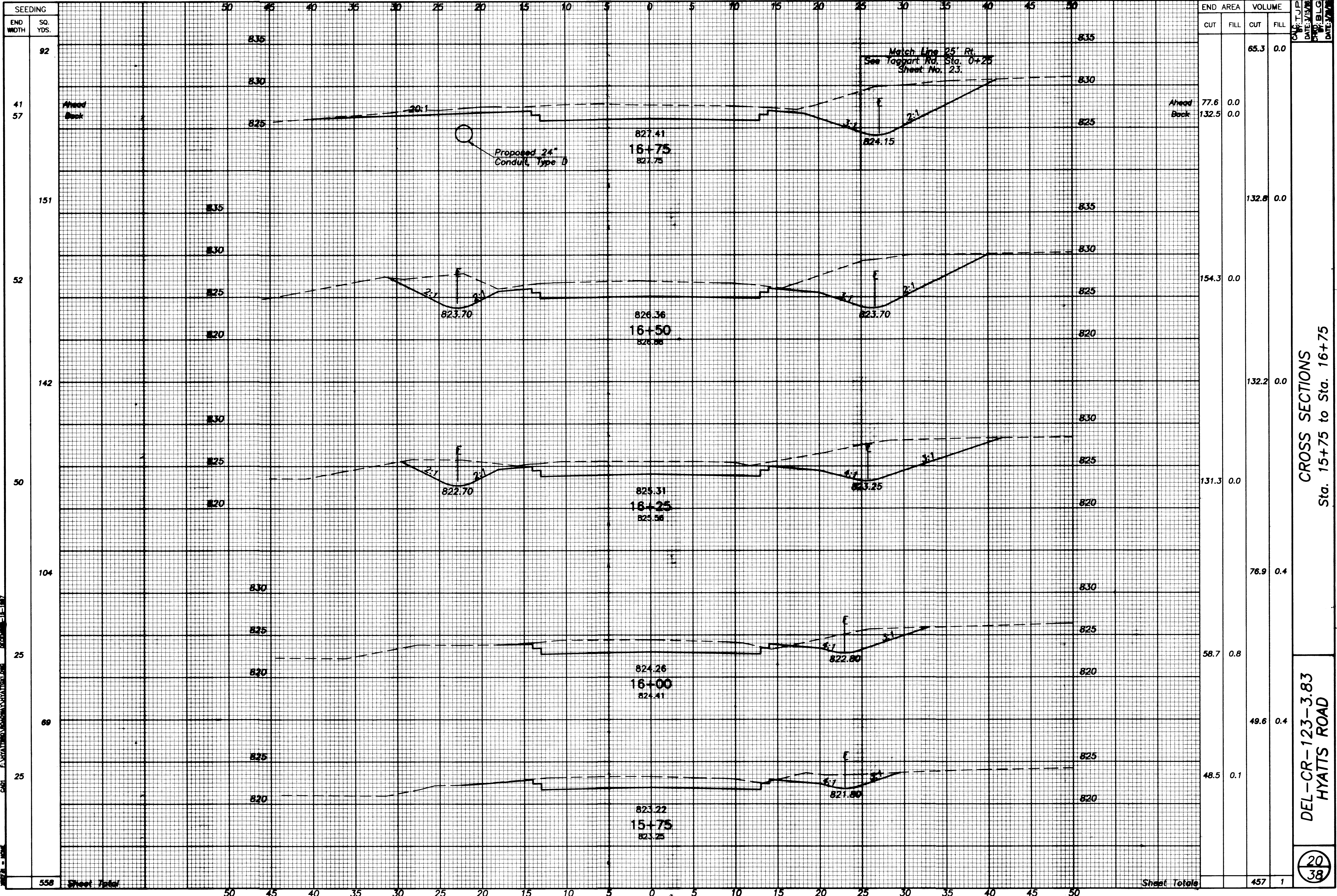


PLOTTED VIEW = PLAN
 SHEET # = NONE
 DATE = 11-19-77
 PLOT SCALE = 1" = 10'
 DATE: 11-19-77

SEEDING	END AREA		VOLUME		DATE: 11-19-77
	CUT	FILL	CUT	FILL	
65			38.4	1.2	
22			34.4	2.5	
61			30.9	3.2	
22			32.4	4.4	
60			30.6	3.4	
21			33.6	2.9	
64			33.5	3.6	
25			38.8	4.9	
74			40.8	2.5	
28			49.4	0.4	
324	Sheet Total		174	14	

CROSS SECTIONS
 Sta. 14+50 to Sta. 15+50

DEL-CR-123-3.83
 HYATTS ROAD



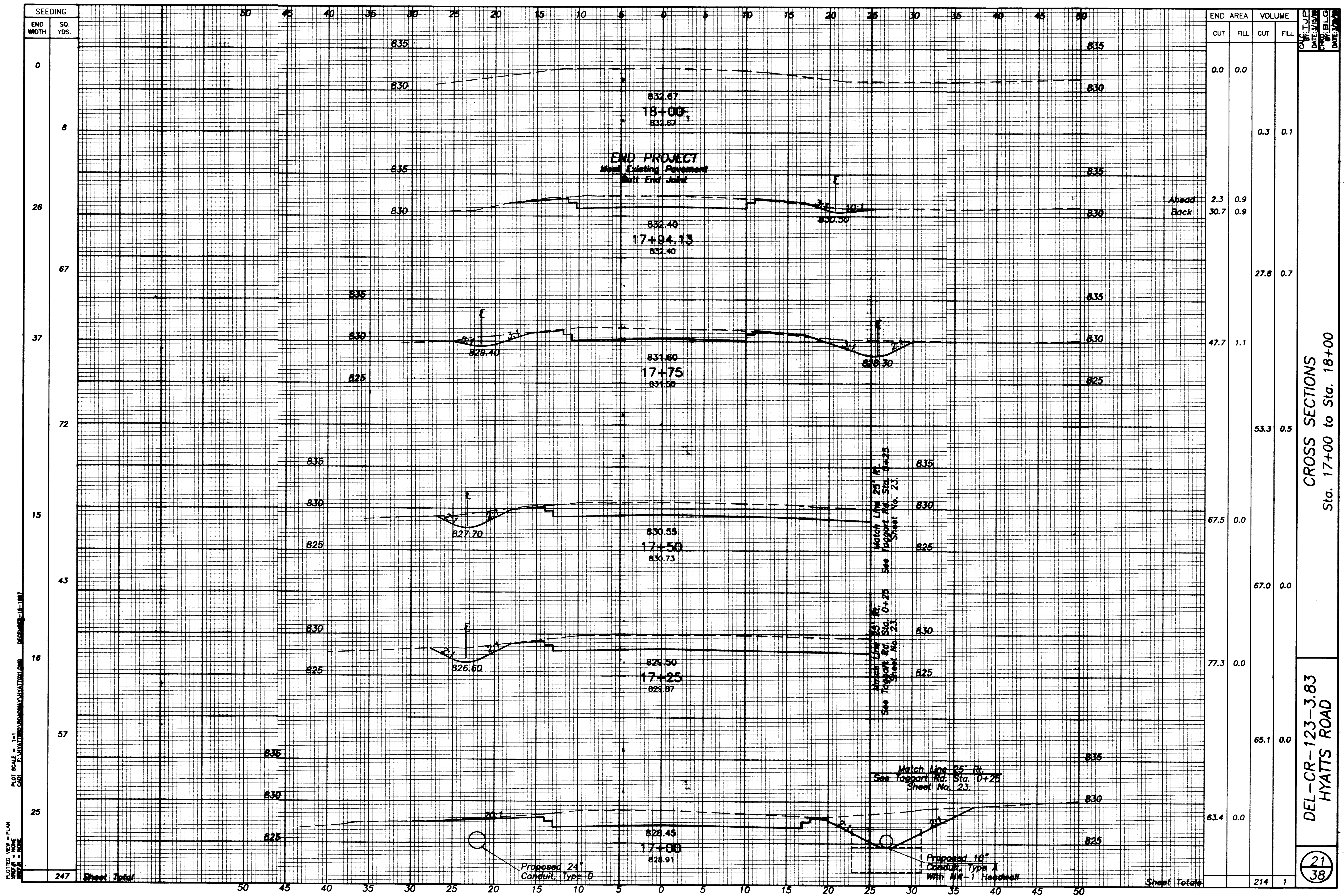
END STA	AREA	VOLUME		CUT	FILL
		CUT	FILL		
15+75	48.5	0.1	0.0		
69	49.6	0.4	0.0		
25	58.7	0.8	0.0		
104	76.9	0.4	0.0		
50	131.3	0.0	0.0		
142	132.2	0.0	0.0		
52	154.3	0.0	0.0		
151	132.8	0.0	0.0		
41	77.6	0.0	0.0		
57	132.5	0.0	0.0		
92	65.3	0.0	0.0		
Sheet Total	457	1	0		

CROSS SECTIONS
Sta. 15+75 to Sta. 16+75

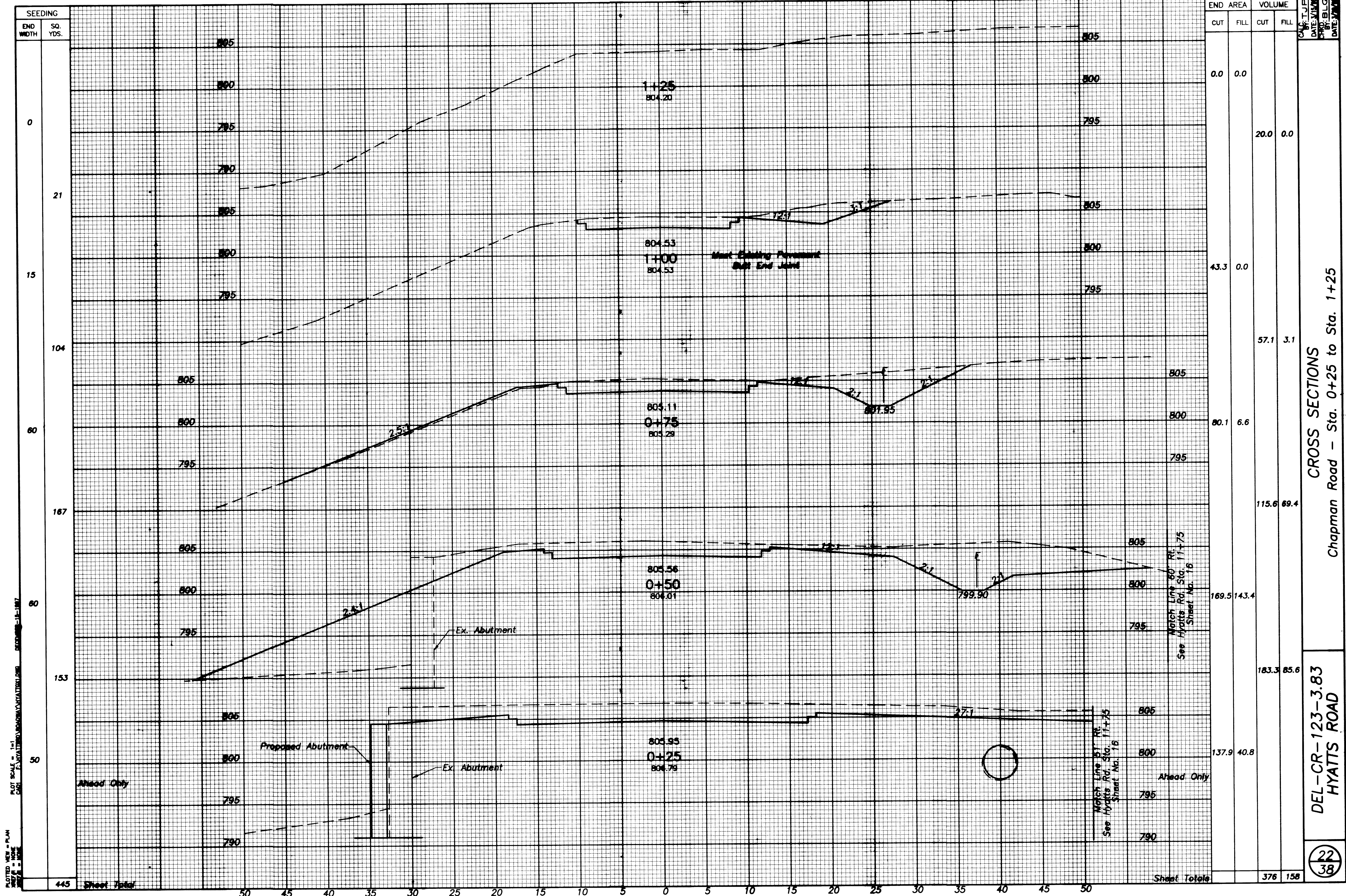
DEL-CR-123-3.83
HYATTS ROAD

20
38

PLOTTED VIEW - PLAN
 DATE: 12-1-1987
 PLOT SCALE: 1" = 10'
 50' - 10' WATERWAY/ROADWAY/UTILITY/EMB. DECOMPOSED - 15-1987



DEL-CR-123-3.83
 HYATTS ROAD
 CROSS SECTIONS
 Sta. 17+00 to Sta. 18+00



PLOTTED NEW PLAN
 SHEET NO. 22
 DATE: 11-1-1987
 DRAWN BY: J. W. HARRIS
 CHECKED BY: J. W. HARRIS
 PROJECT: DEL-CR-123-3.83 HYATTS ROAD

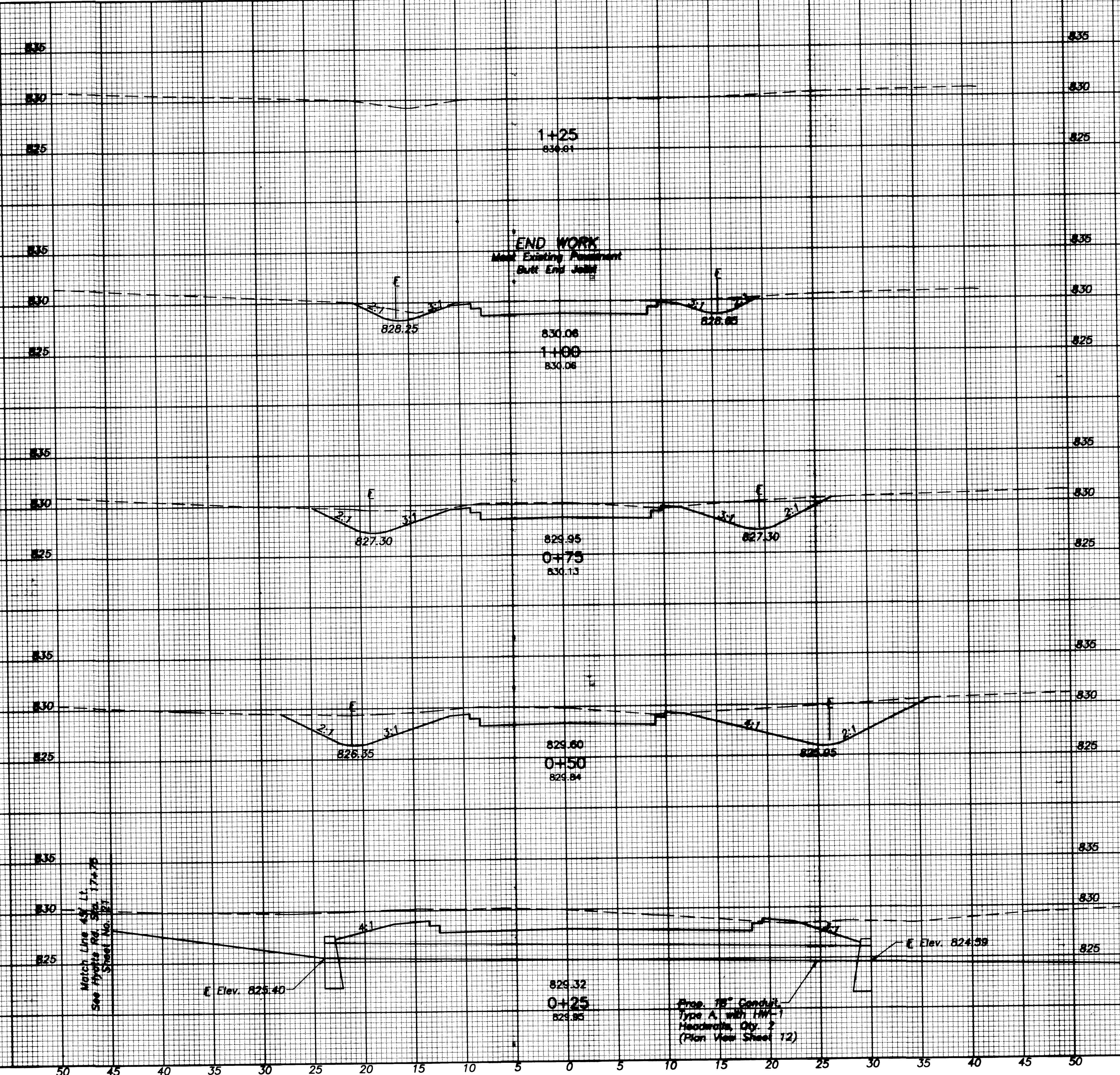
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
0		0.0	0.0		
21				20.0	0.0
15				43.3	0.0
104				57.1	3.1
60				80.1	6.6
167				115.6	69.4
60				169.5	143.4
153				183.3	85.6
50				137.9	40.8
445	Sheet Total			376	158

CROSS SECTIONS
 Chapman Road - Sta. 0+25 to Sta. 1+25

DEL-CR-123-3.83
 HYATTS ROAD

22
 38

SEEDING
 END WIDTH SQ. YDS.
 0
 36
 26
 86
 36
 118
 49
 158
 65
 398



END AREA	VOLUME		DATE	BY	CHECKED	DATE
	CUT	FILL				
0.0	0.0					
		6.4				
13.8	0.0					
36.2	0.0					
		47.5				
		66.4				
		81.9				
		110.4				
		173.7				
264.8	1.0					
Sheet Totals		310	1			

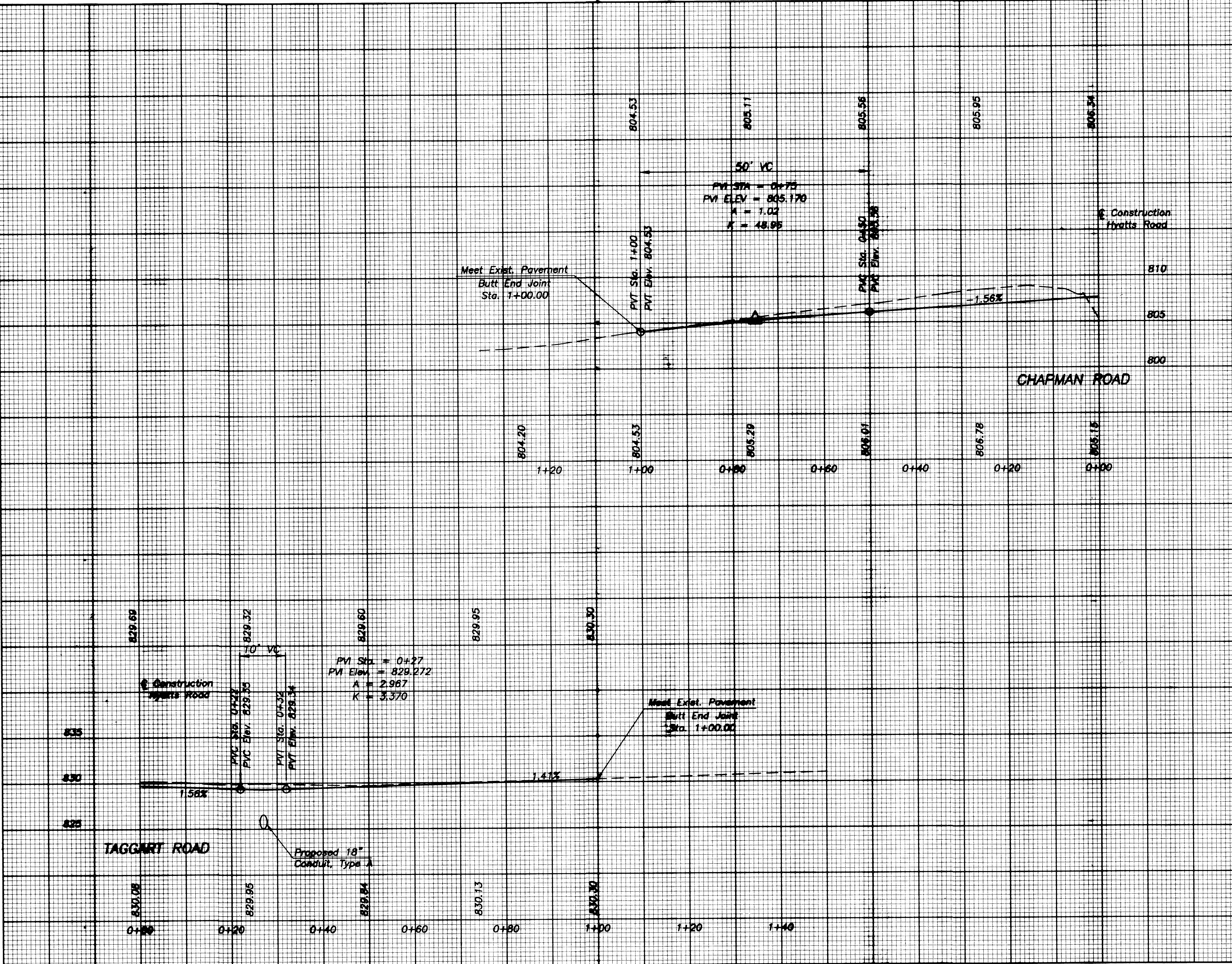
CROSS SECTIONS
 Taggart Road - Sta. 0+25 to Sta. 1+25

DEL-CR-123-3.83
 HYATTS ROAD

PLOTTED VIEW - PLAN
 SHEET # - NONE
 DATE - 12-18-1977
 PROJECT - DEL-CR-123-3.83
 DRAWING - HYATTS ROAD

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

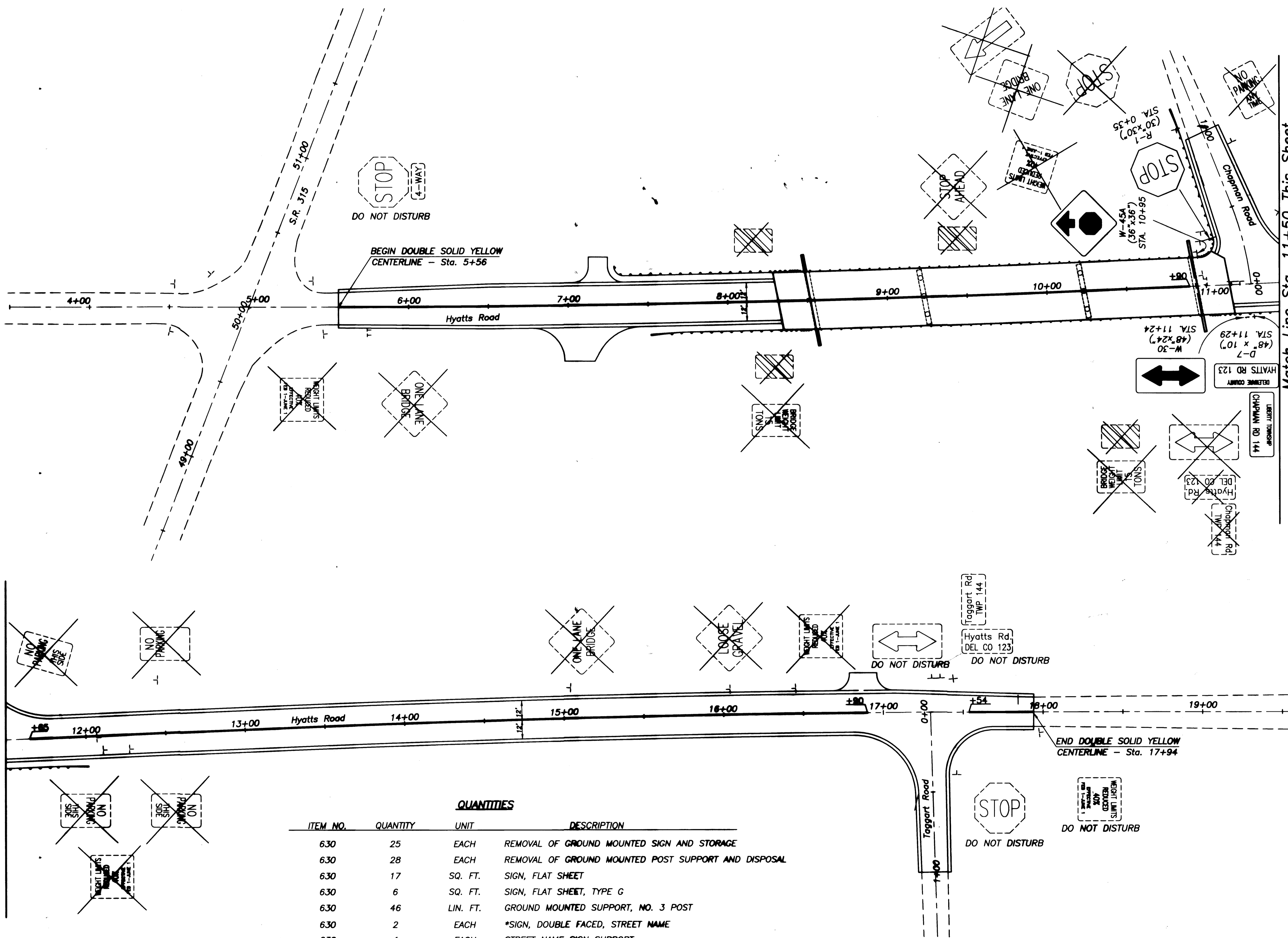


SIDE ROAD PROFILES

DEL-CR-123-3.83
HYATTS ROAD

PLOTTED NEW PLAN
 DATE: 12/27/77
 BY: MJH
 CHECKED: 1/10/78
 BY: MJH
 SCALE: 1" = 30'
 DATE: 12/27/77
 BY: MJH
 CHECKED: 1/10/78
 BY: MJH

Match Line Sta. 11+50 This Sheet



QUANTITIES			
ITEM NO.	QUANTITY	UNIT	DESCRIPTION
630	25	EACH	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE
630	28	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
630	17	SQ. FT.	SIGN, FLAT SHEET
630	6	SQ. FT.	SIGN, FLAT SHEET, TYPE G
630	46	LIN. FT.	GROUND MOUNTED SUPPORT, NO. 3 POST
630	2	EACH	*SIGN, DOUBLE FACED, STREET NAME
630	1	EACH	STREET NAME SIGN SUPPORT
642	0.23	MILE	CENTER LINE, TYPE 2
642	0.46	MILE	EDGE LINE, TYPE 2

Quantities carried to the General Summary, Sheet 6

*Street Name signs shall be as per City of Columbus 630 Specifications.

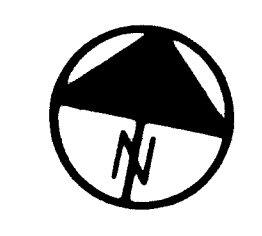
Match Line Sta. 11+50 This Sheet

DEL-CR-123-3.83
 HYATTS ROAD

TRAFFIC CONTROL PLAN
 Pavement Marking and Signing Details

C.B. BLG
 DATE: 12/27/77
 BY: MJH
 CHECKED: 1/10/78
 BY: MJH

HORIZONTAL SCALE IN FEET
 0 30 60



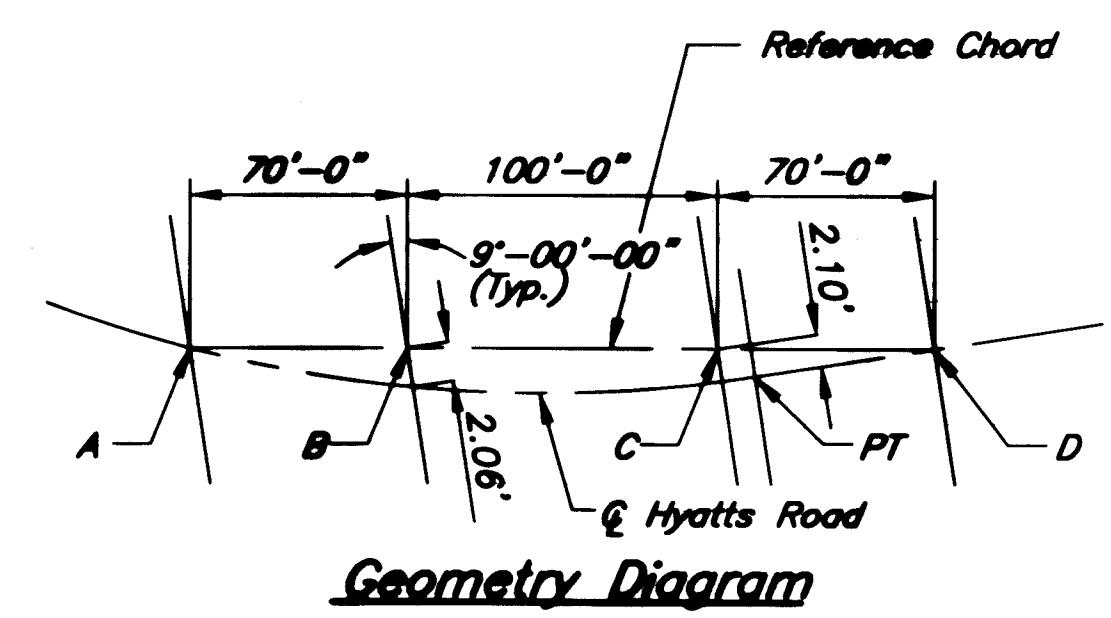
Curve Data
 P.I. Sta. 7+94.99
 Δ = 2°23'20"
 D_s = 0°30'00"
 R = 11459.00'
 L = 238.93'
 T = 477.76'

For Culvert Details (Chapman Road Sta. 0+44.85), see Sheet No. 24 for Plan and Sheet 20 for Profile.

15' Radius
 Sta. 10+94.85,
 27' Lt. (Hyatts Rd.)
 Sta. 0+34.43,
 28.46' Lt. (Chapman Rd.)

50' Radius
 Sta. 11+79.41,
 62' Lt. (Hyatts Rd.)
 Sta. 0+44.60,
 62.42' Rt. (Chapman Rd.)

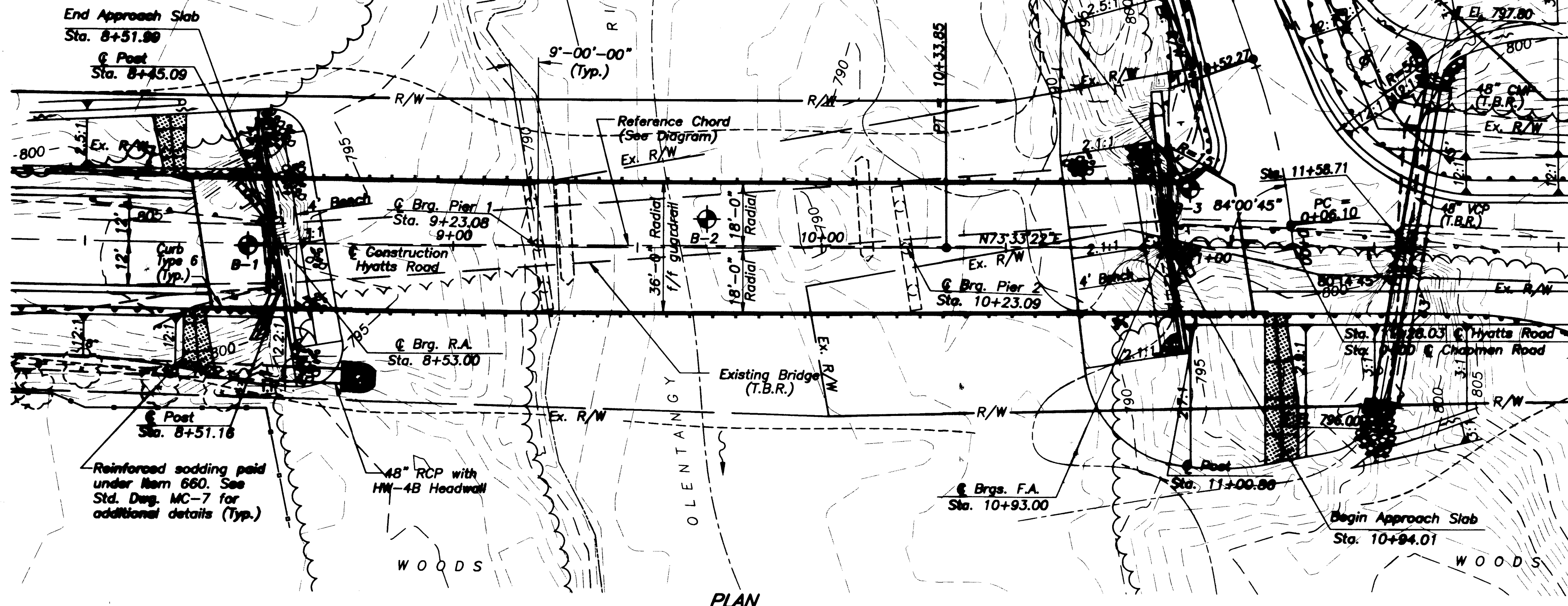
NOTE: NO EARTHWORK (GRADING, EXCAVATION, OR EMBANKMENT) SHALL BE PERFORMED WITHIN DEEP LINE OF TREE.



Geometry Diagram
 A = \hat{c} Bearings, Rear Abutment; Sta. = 8+53.00
 B = \hat{c} Bearings, Pier 1, Sta. = 9+23.08
 C = \hat{c} Bearings, Pier 2, Sta. = 10+23.09
 D = \hat{c} Bearings, Forward Abutment; Sta. = 10+93.00

LEGEND
 T.B.R. = To Be Removed

EARTHWORK LIMITS:
 Earthwork limits shown are approximate; actual slopes shall conform to plan cross sections.



PLAN

BENCHMARKS
 Benchmark on S-W Wingwall of existing bridge. Elevation 806.56
NOTE: Contractor must notify Delaware County Engineer's Office 2 days prior to disturbing any benchmark

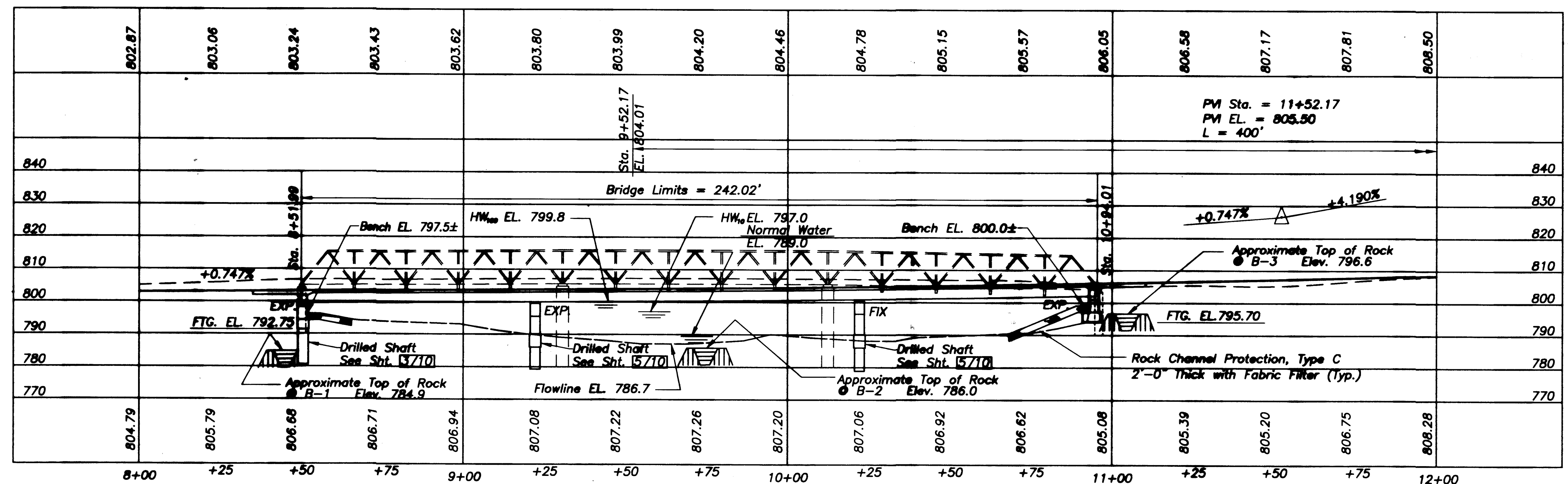
HYDRAULIC DATA
 DRAINAGE AREA = 459 SQ. MI.
 10 YR. Discharge: 6575 cfs V=5.0 fps
 100 YR. Discharge: 13,700 cfs V=6.0 fps
 10 YR. High Water: EL. 797.00
 100 YR. High Water: EL. 799.80

EXISTING STRUCTURE
 TYPE: Continuous Steel Thru Truss with gravity stone piers and abutments.
 SPANS: 80'-0", 80'-0", 80'-0" c/c Bearings
 ROADWAY: 16'-0" f/f railing
 DESIGN LOADING: H-15
 SKEW: None
 WEARING SURFACE: Asphalt
 ALIGNMENT: Tangent
 APPROACH SLABS: None
 SUPERELEVATION: None
 STRUCTURE FILE NUMBER: 2132133

PROPOSED STRUCTURE
 TYPE: Continuous Composite Steel beam (A588) with reinforced concrete deck on reinforced concrete piers and semi-integral reinforced concrete abutments.
 SPANS: 70'-0", 100'-0", 70'-0" c/c Bearings (Along Reference Chord)
 ROADWAY: 36'-0" (Radial) f/f guardrail
 SKEW: 9' With Respect to Reference Chord
 DESIGN LOADING: HS20-44 Case II and the Alternate Military Loading
 APPROACH SLABS: AS-1-81 (20' Long)
 ALIGNMENT: 0'-30'-00" Curve Left
 CROWN: 3/16" / FT
 WEARING SURFACE: 1" Monolithic Concrete
 AVERAGE DAILY TRAFFIC: 539 (1998)
 1509 (2018)

LATITUDE: 40°-12'-54"
 LONGITUDE: 83°-03'-36"

DESIGN AGENCY: BAUER ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 221-1841 FAX: (614) 221-9827
 DATE: 3/5/08
 REVIEWED: GEA
 DRAWN: GTB
 DESIGNED: GTB
 CHECKED: ASB
 DELAWARE COUNTY
 STA. 8+00
 STA. 12+00
 SITE PLAN
 Bridge No. DEL-123-0383
 Hyatts Road Over Olentangy River
 DEL-123-3.83
 1/13
 26/38



PROFILE ALONG CONSTRUCTION

PLOTTED VIEW = PLAN
 SCALE = 1" = 20'
 DATE = 3/5/08
 DRAWN BY = GEA

STRUCTURE GENERAL NOTES

Reference shall be made to Standard Drawings:

AS-1-81 Dated 09-15-94
 BS-1-93 Dated 12-19-94
 DBR-2-73 Dated 09-15-94
 and to Supplemental Specifications:
 944 Dated 12-07-95

DESIGN SPECIFICATIONS

This structure conforms to "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway and Transportation Officials, 1996 and the ODOT Bridge Design Manual.

DESIGN LOADING

HS20-44 and the Alternate Military Loading

DESIGN DATA

Concrete Class S - compressive strength 4500 psi.
 (superstructure)
 Concrete Class C - compressive strength 4000 psi.
 (substructure)
 Reinforcing Steel - ASTM A615, A616, A617.
 Grade 60 minimum yield strength 60,000 psi.
 Spiral reinforcement may be plain bars, ASTM 82 or A615
 Structural Steel
 ASTM A588 yield strength 50,000 psi.

DECK PROTECTION METHOD

Epoxy coated reinforcing steel, 2 1/2" minimum concrete cover

MONOLITHIC WEARING SURFACE

is assumed for design purposes, to be 1" thick.

FOUNDATION BEARING PRESSURE

Forward abutment footings, as designed, produce a maximum bearing pressure of 1.3 tons per square foot. The allowable bearing pressure is 10 tons per square foot.

FORWARD ABUTMENT FOOTINGS

shall extend a minimum of 3 inches into bedrock or to the elevation shown whichever is lower.

SEALING OF CONCRETE SURFACES

Superstructure:
 - Area as shown on "Concrete Sealing Detail", sheet **7/13**
 - Exposed areas of end diaphragms outside the exterior beams.

Abutments:

- All exposed areas of wingwalls. See Section B-B, sheet **4/13**
 and Section B-B, Sheet **5/13**

MINIMUM CLEARANCES FOR REINFORCING BARS

Where not shown, minimum clearances for reinforcing bars in abutments and pier footings shall be 3" from the nearest edge.

REMOVAL OF EXISTING STRUCTURE

When no longer needed to maintain traffic, the existing structure shall be removed completely upon receiving permission from the County Engineer. For locations where existing abutments or piers will not interfere with the construction of new abutments and piers, they may be removed partially as follows:

Abutment Removal:

At least 3 feet below the adjacent finished ground elevations.

Pier Removal:

At least 3 feet below the flowline.

The removal of the structure shall be accomplished in such a manner that impact to the river is minimized.

UTILITY LINES

All expense involved in relocation of the affected utility lines shall be borne by the Utilities. The Contractor and Utilities are to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

APPROACH SLAB:

Curbs as shown on Superstructure Slab, Transverse Section, sheet **29/30** shall be placed on approach slabs.

Payment for labor, materials and incidentals to perform this work shall be included under Item 611.

DRILLED SHAFT DESIGN PARAMETERS:

REAR ABUTMENT:

Design Load: 70T/Shaft
 End Bearing Pressure: ≈ 10 T/ Sq. Ft.

PIERS:

Design Load: 150T/Shaft
 End Bearing Pressure: ≈ 21 T/ Sq. Ft.

DRILLED SHAFT EXCAVATION SPOILS:

The materials removed from the drilled shaft excavations shall not be wasted into the river. The excavated spoil material shall be placed on dry work pads above the river water elevation and then promptly removed to a location out of the floodplain.

DRILLED SHAFT DEWATERING:

Any water removed from the drilled shaft excavations shall be pumped to a properly designed sediment basin to prevent sediment from entering the river. Alternatively, the water can be removed from the site.

CONSTRUCTION JOINTS:

Construction joints shall have rough surfaces. Prior to concrete placement, all concrete bonding surfaces shall be thoroughly cleaned of all dirt, dust, or other foreign material by the use of water, air under pressure, or other method that produces results satisfactory to the engineers. Care shall be taken to protect epoxy coating on exposed reinforcement during cleaning. Bonding surfaces shall be wet without free water as concrete is placed.

NEOPRENE SHEETING AT ABUTMENT JOINTS:

Install a 3 foot wide strip, 3/32" thick, general purpose, heavy duty neoprene sheet with nylon fabric reinforcement at locations shown in the plans. Secure the 3 foot wide neoprene sheeting to the concrete with 1 1/4" x 3/32" x 1/4" (length x shank diameter x head diameter) #10 galvanized screws through a 1 inch outside diameter, 1/8" galvanized washer. Maximum fastener spacing is 9". Other similar galvanized devices which will not damage either the neoprene or the concrete may be used subject to the approval of the Engineer.

Center the neoprene strips on all joints. For horizontal joints, secure the horizontal neoprene strip by using a single line of fasteners, starting at 6" (+/-) from the top of the neoprene strip. For the vertical joints secure the vertical neoprene strip by using a single vertical line of fasteners starting at 6" from the vertical edge of the neoprene strip nearest to the centerline of the roadway. For vertical joints, install 2 additional fasteners at 6" center to center across the top of the neoprene strip on the same side of the vertical joint as the single vertical row of fasteners is located.

The vertical neoprene strips should completely overlap the horizontal strips. Laps in the length of the horizontal strips due to material Manufacturing shall be at least 1 foot in length, if not vulcanized or adhesive bonded, or 6" in length if the lap is vulcanized or adhesive bonded. No laps are acceptable in vertically installed neoprene strips.

The neoprene sheeting shall be 3/32" thick general purpose, heavy duty neoprene sheet with nylon fabric reinforcement. The sheeting shall be "Fairprene Number NN-0003", by E.I. DuPont de Nemours and Company, Inc., "Wingprene" by the Goodyear Tire and Rubber Company, or an approved alternate. The neoprene sheeting shall conform to the following:

Description of Test	ASTM Method	Requirement
Thickness, mm	D 751	0.94 +/- 0.01
Breaking strength, grab WXF lbs., minimum	D 751	700 x 700
Adhesive 1 inch strip 2 inches minimum, lbs., minimum	D 751	9
Burst strength (mullen) PSI, minimum	D 751	1400
Heat aging 70 hours @ 212° F, 180° bend without Cracking	D 2136	No Cracking of Coating
Low temperature brittleness 1 Hour @ - 40° F, bend around 1/4 inch mandrel	D 2136	No Cracking of Coating

Payment for labor, materials and installation of these items shall be included in Item 511 Class C Concrete, Abutment, As Per Plan.

DEMOLITION DEBRIS:

The contractor shall take precautions to avoid and/or limit demolition debris from entering the river. A trap (or equal) shall be used to prevent any portions of the bridge decking (asphalt, timber, etc.) from falling into the river. Any material that does fall into the river, shall be removed as soon as possible.

STREAM CHANNEL EXCAVATION:

The contractor shall take all precautions necessary to prevent any incidental discharges associated with the excavation and hauling of material from the river channel. This pertains to any excavation operations such as, foundation pier or abutment excavation, channel clean out, excavation for rock channel protection and removal of any temporary fill associated with construction operations.

SPECIFICATIONS:

The specifications set forth in the most current version of ODOT'S Construction and Material Specifications, Location and design manual, and Standard Drawings will be used to ensure erosion and sediment control during construction.

INSTREAM BLASTING:

No instream blasting will be permitted without prior written permission of the Chief of the Division of Wildlife, Ohio Department of Natural Resources, in accordance of Ohio Revised Code Section 1533.58.

TEMPORARY CONSTRUCTION BERM:

Where temporary berms are required for pier construction, they shall consist of clean nontoxic granular or rock material, properly maintained to prevent erosion, with provisions for conveyance of anticipated high flows, and shall not impede the movement of aquatic life. Rock or granular material shall be rock as per 203.02 or dump rock fill type A, B, C, or D as per 601.07, except all materials shall be retained on the 3-inch sieve. This temporarily placed material shall be removed and the river bottom restored to near natural conditions when the work is completed. construction shall be in accordance with part 330, appendix A, Special Categories of discharges - nationally permitted, paragraph (A414), Road crossing - the federal register - U.S. Corps of Engineers final regulations, current edition.

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 294-1851 Fax (614) 294-0007

REVIEWED DATE 12-9-97
 GEA
 STRUCTURE FILE NUMBER
 DRAWN BY
 CHECKED BY
 DESIGNED BY

GENERAL NOTES
 Bridge No. DEL-123-038J
 Hyatts Road over Olentangy River

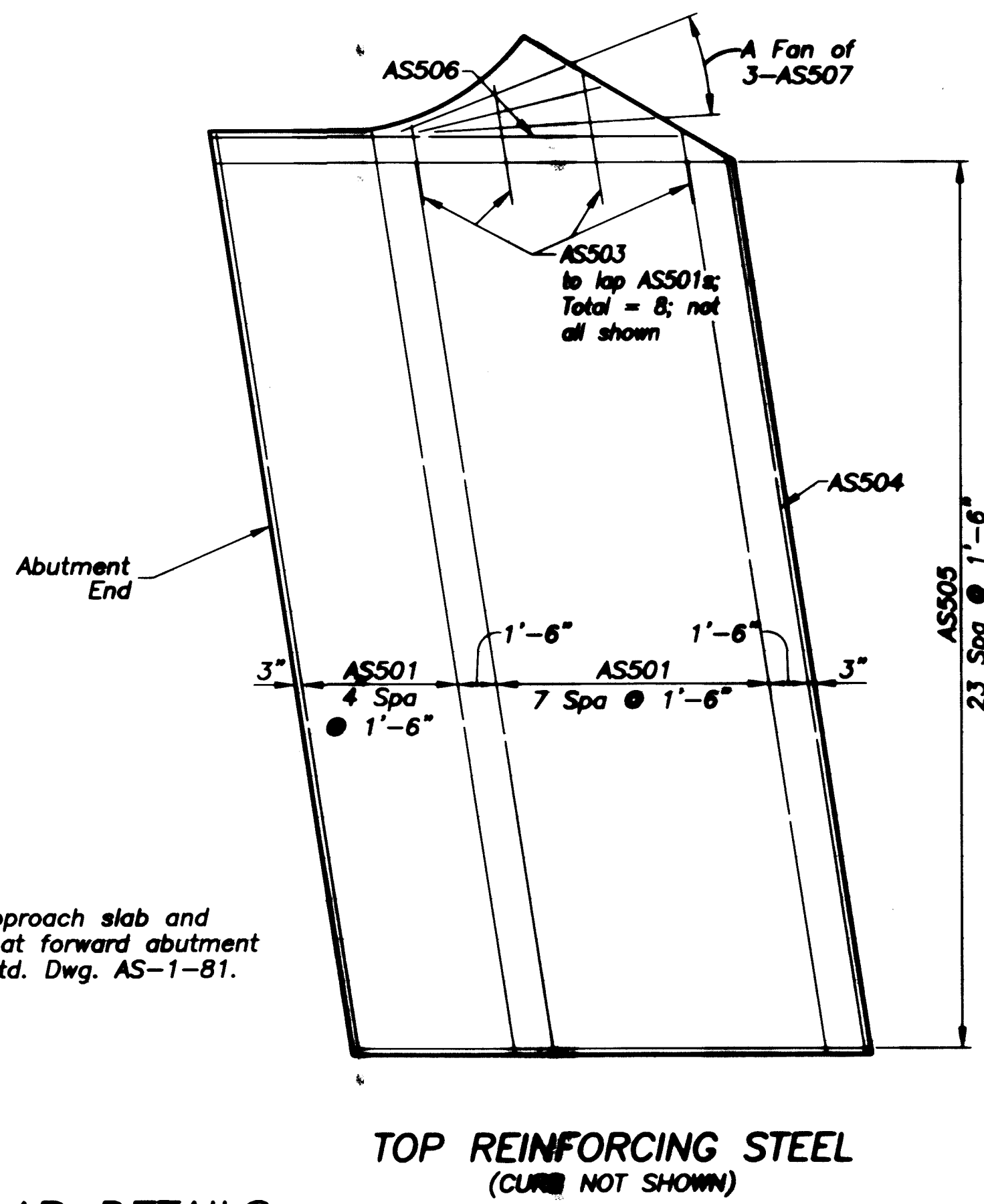
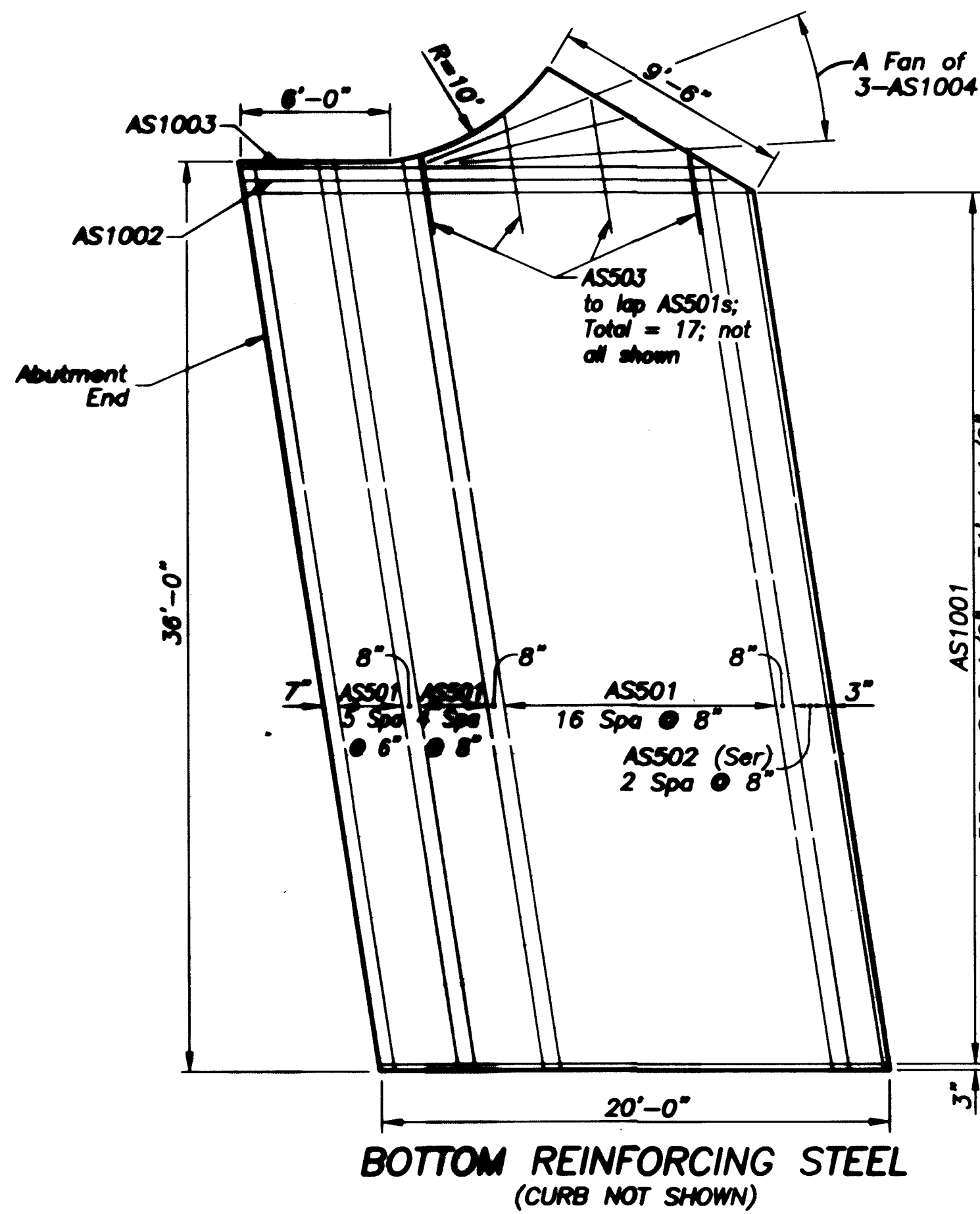
DEL-123-3.8J

2/13
 27
 38

PLOTTED VIEW - PLAN
 SHEET # - NONE
 DATE - 12/11/97
 FILE NAME - 24-1108

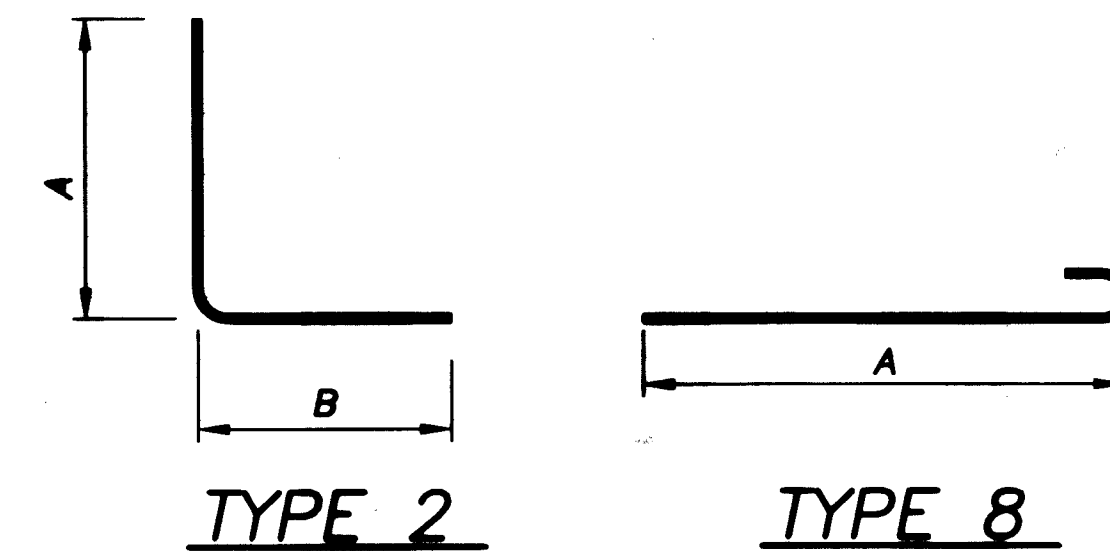
ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIER	SUPER-STRUCTURE	GENERAL	AS PER PLAN SHEET NO.
202	11002	Lump		Structure Removed, over 20 foot span				Lump	
503	11100	Lump		Cofferdams, Cribbs & Sheeting				Lump	
503	21100	110	Cu. Yd.	Unclassified Excavation	110				
503	31100	11	Cu. Yd.	Rock and/or Shale Excavation	11				
Special	52494702	31	Lin. Ft.	Drilled Shafts, 36" Diameter, Above Bedrock	31				
Special	52494704	40	Lin. Ft.	Drilled Shafts, 36" Diameter, Into Bedrock	16	24			
Special	52494802	24	Lin. Ft.	Drilled Shafts, 42" Diameter, Above Bedrock		24			
511	31500	305	Cu. Yd.	Class S Concrete, Superstructure			305		
511	43000	45	Cu. Yd.	Class C Concrete, Pier		45			
511	45501	99	Cu. Yd.	Class C Concrete, Abutment as per plan	99				
Special	51267504	184	Sq. Yd.	Sealing of Concrete Surfaces (Silane) (See proposal note)	42		142		
513	11300	309000	Pound	Structural Steel, A588 AISC Category I			309000		
513	20000	2880	Each	Welded Stud Shear Connector			2880		
516	13600	30	Sq. Ft.	1" Preformed Expansion Joint Filler			30		
516	44100	10	Each	Elastomeric Bearing with Internal Laminates & Load Plate, 3"x9"x1'-2" Neoprene Pad with 1 1/2"x10"x1'-3" Load Plate			10		
516	44100	5	Each	Elastomeric Bearing with Internal Laminates & Load Plate, 2"x1'-0"x1'-8" Neoprene Pad with 1 1/2"x1'-1"x1'-9" Load Plate			5		
516	44100	5	Each	Elastomeric Bearing with Internal Laminates & Load Plate, 2"x1'-0"x1'-8" Neoprene Pad with 1 1/2"x1'-1"x2'-4" Load Plate			5		
517	76301	500	Lin. Ft.	Railing Misc.: Structural Tubular Railing Type 1 Steel Posts, as per plan			500		
518	21200	60	Cu. Yd.	Porous Backfill with Filter Fabric	60				
Special	51822300	557	Lin. Ft.	Steel Drip Strip			557		
518	40001	120	Lin. Ft.	6" Perforated Corrugated Plastic Pipe, As Per Plan	120				
518	40011	54	Lin. Ft.	6" Non-Perforated Corrugated Plastic Pipe, Including Specials, As Per Plan	54				



Note:
For rear abutment approach slab and for additional details at forward abutment approach slab, see Std. Dwg. AS-1-81.

APPROACH SLAB DETAILS
AT FORWARD ABUTMENT



REINFORCING STEEL LIST						
MARK	NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS	
					"A"	"B"
SUPERSTRUCTURE						
AS1001	56	20'-11"		8	19'-6"	
AS1002	1	20'-3"		8	18'-10"	
AS1003	1	19'-3"		8	17'-10"	
AS1004	3	7'-6"		STR		
AS501	41	35'-10"		STR		
AS502	1 Ser. of 3	34'-8" to 35'-10"		STR	Vary @ 1'-1"	
AS503	17	6'-0"		STR		
AS504	1	34'-8"		STR		
AS505	24	19'-6"		STR		
AS506	1	18'-3"		STR		
AS507	3	7'-6"		STR		

PLOTTED NEW PLAN
 SHEET # - NONE
 DATE - FEBRUARY 24, 1988
 DRAWN BY - J. J. BARR
 CHECKED BY - J. J. BARR

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 291-1811 FAX (614) 291-0822

DATE
 12-9-87

REVIEWED
 GEORGE
 STRUCTURE FILE NUMBER

DRAWN
 CLH
 REVISION

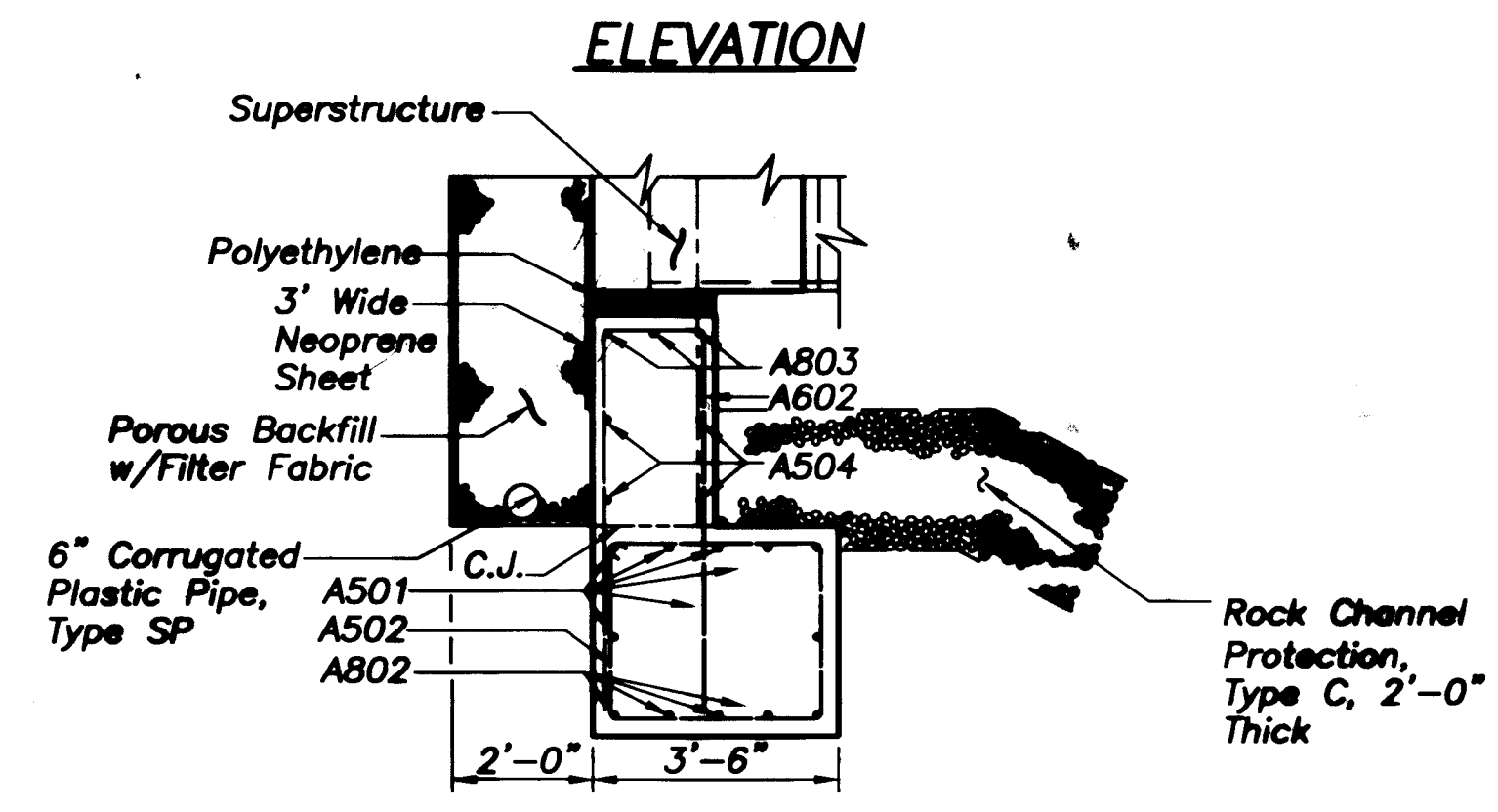
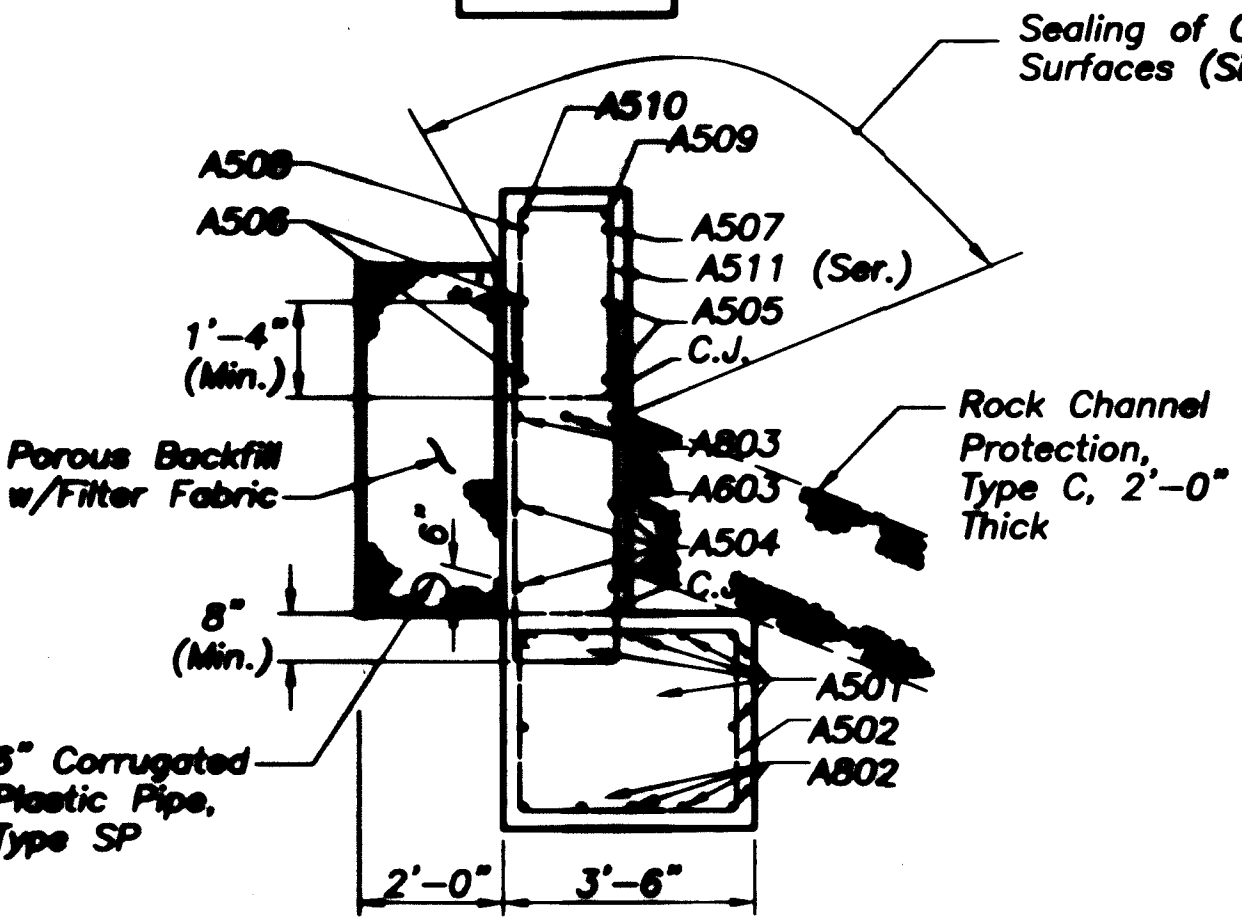
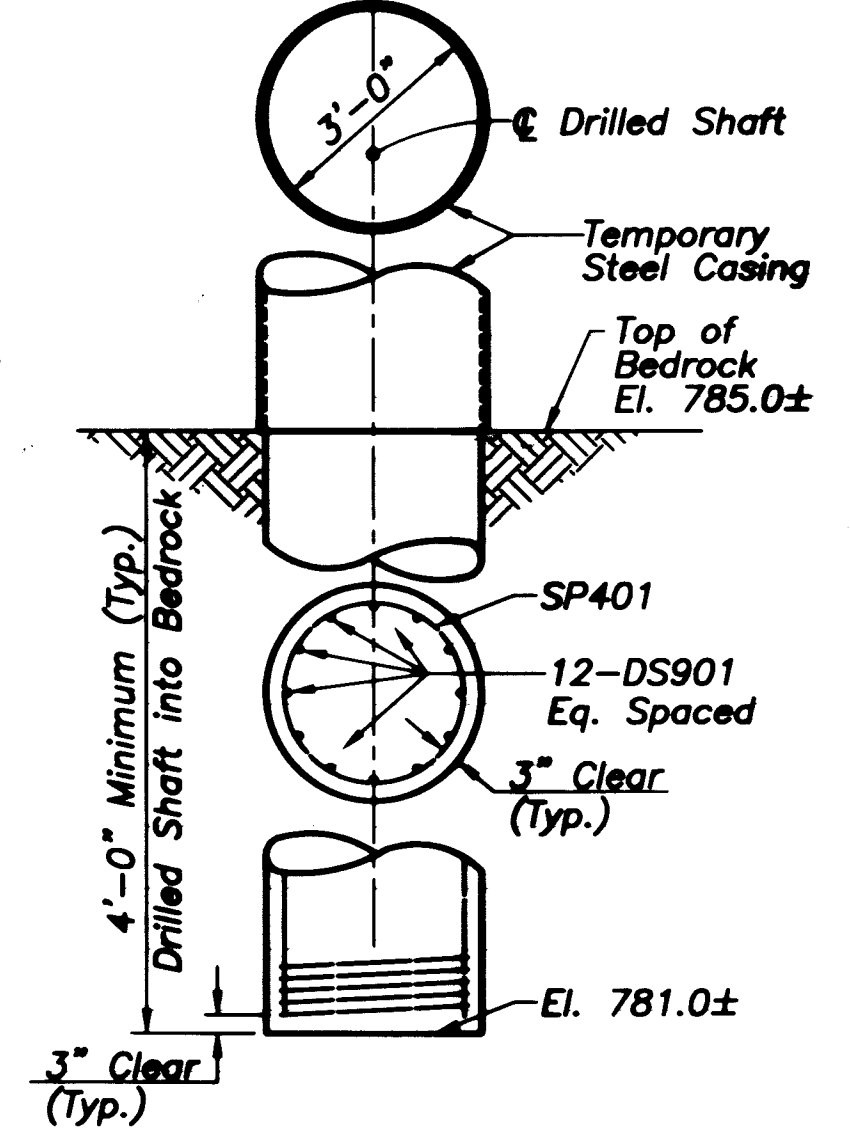
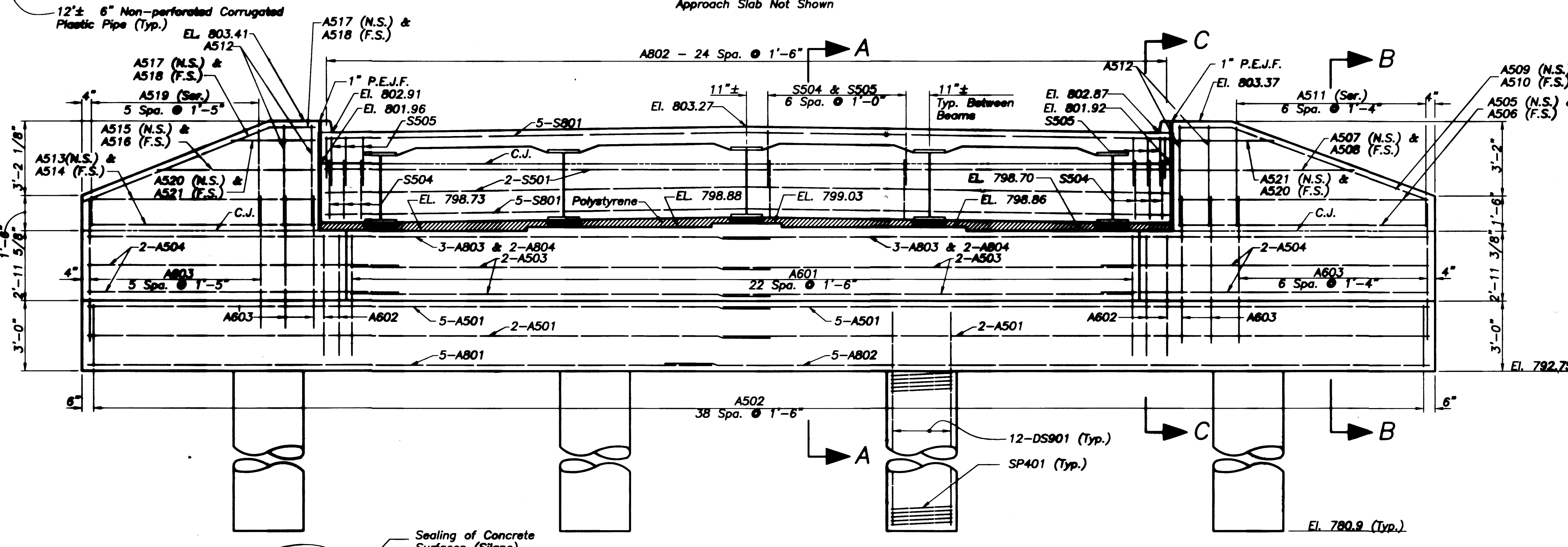
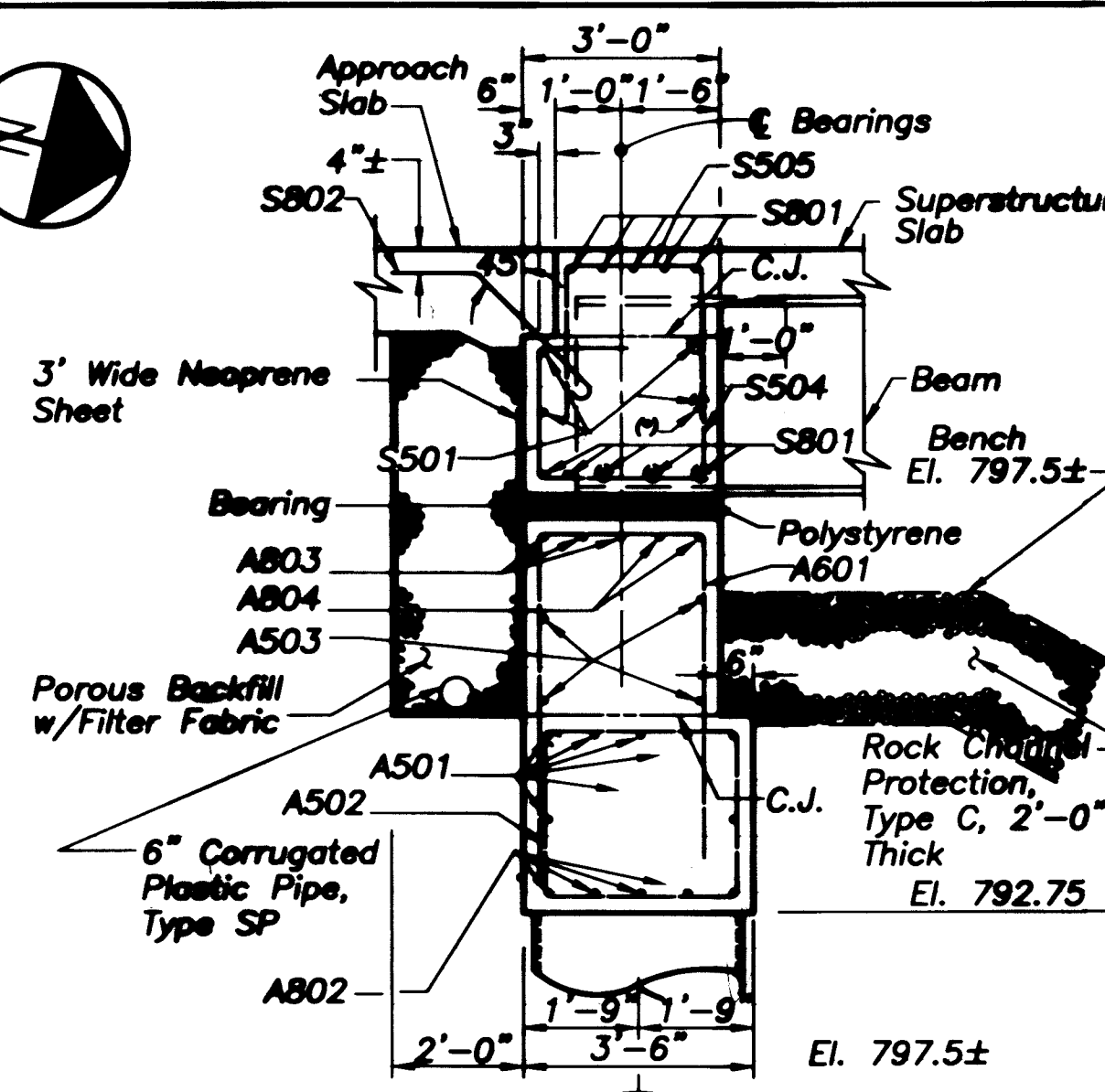
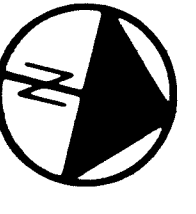
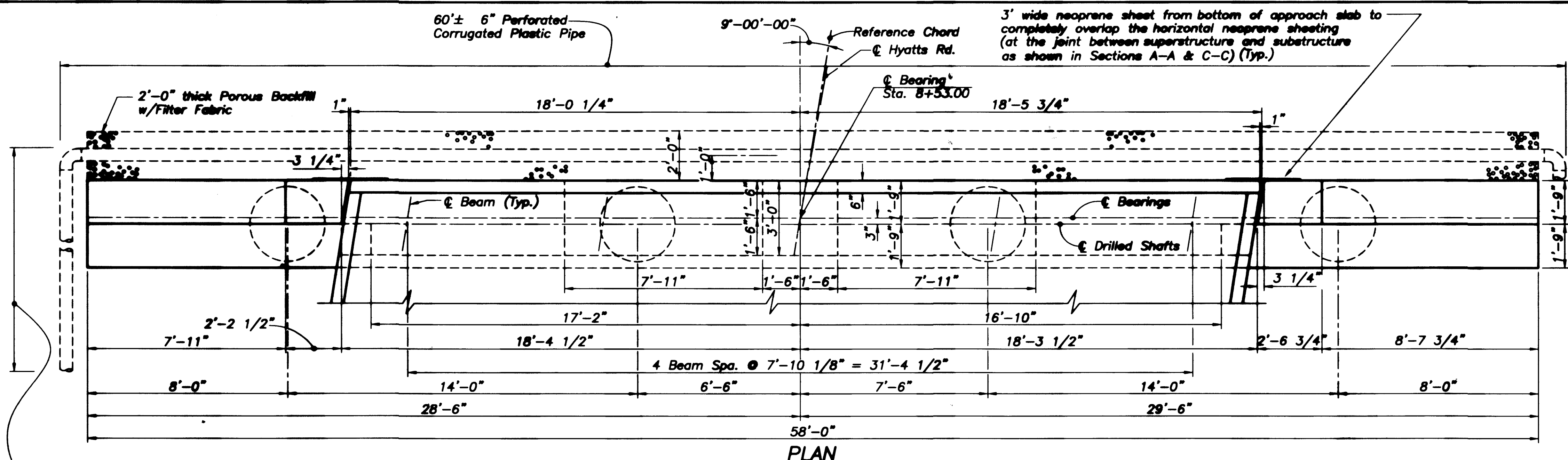
DESIGNED
 GTB
 CHECKED
 ASB

ESTIMATED QUANTITIES
 Bridge No. DEL-123-0383
 Hyatts Road over Olentangy River

DEL-123-3.83

3/13

28
 38



NOTES:

- (*) Beam web holes. For location See Sht. 5/13
- For Additional Notes, See Sht. 5/13
- All labor material and incidental costs for Polystyrene shall be included with Item 511 - Class C Concrete Abutment.

LEGEND:

C.J. - Construction Joint
 P.E.J.F. - Preformed expansion joint filler

PLOTTED NEW PLAN
 SCALE = 1" = 3'-0"
 DATE: 12-1-87
 DRAWN BY: JWB
 CHECKED BY: ASB

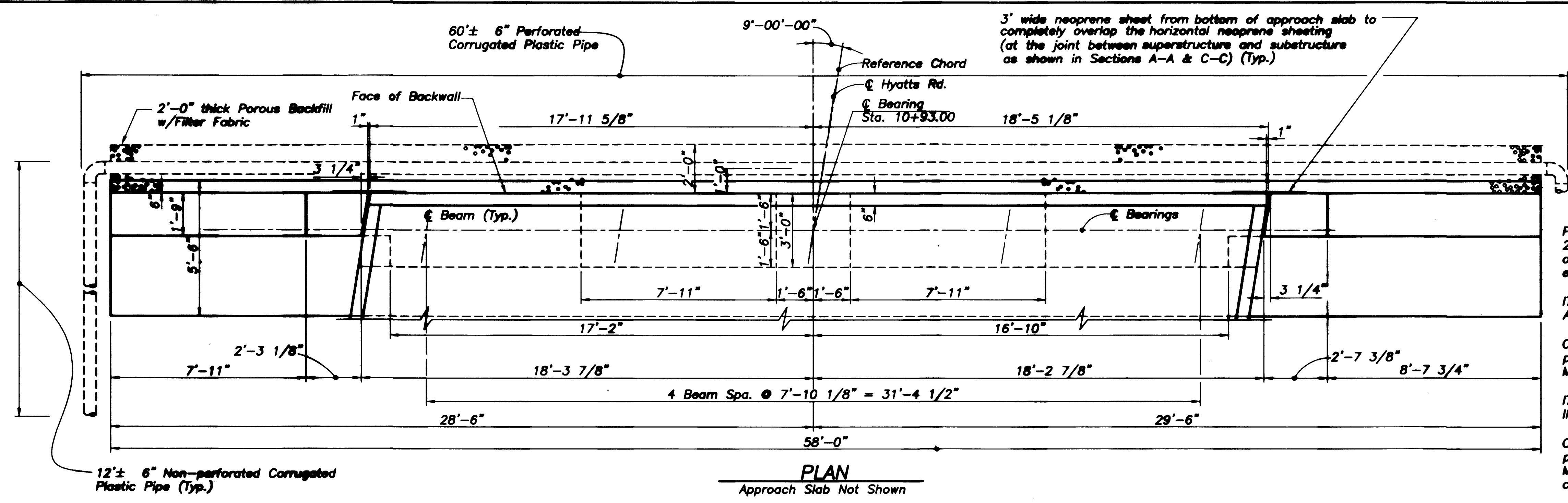
DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St. Eighth Floor
 Columbus, Ohio 43215
 (614)264-1241 Fax (614)264-9827

DESIGNED	DATE	REVIEWED
GTB	12-5-87	GEA
CHECKED	STRUCTURE FILE NUMBER	REVIS
ASB		

REAR ABUTMENT DETAILS
 Bridge No. DEL-123-0383
 Hyatts Road Over Olentangy River

DEL-123-3.83

4/13
 29/38

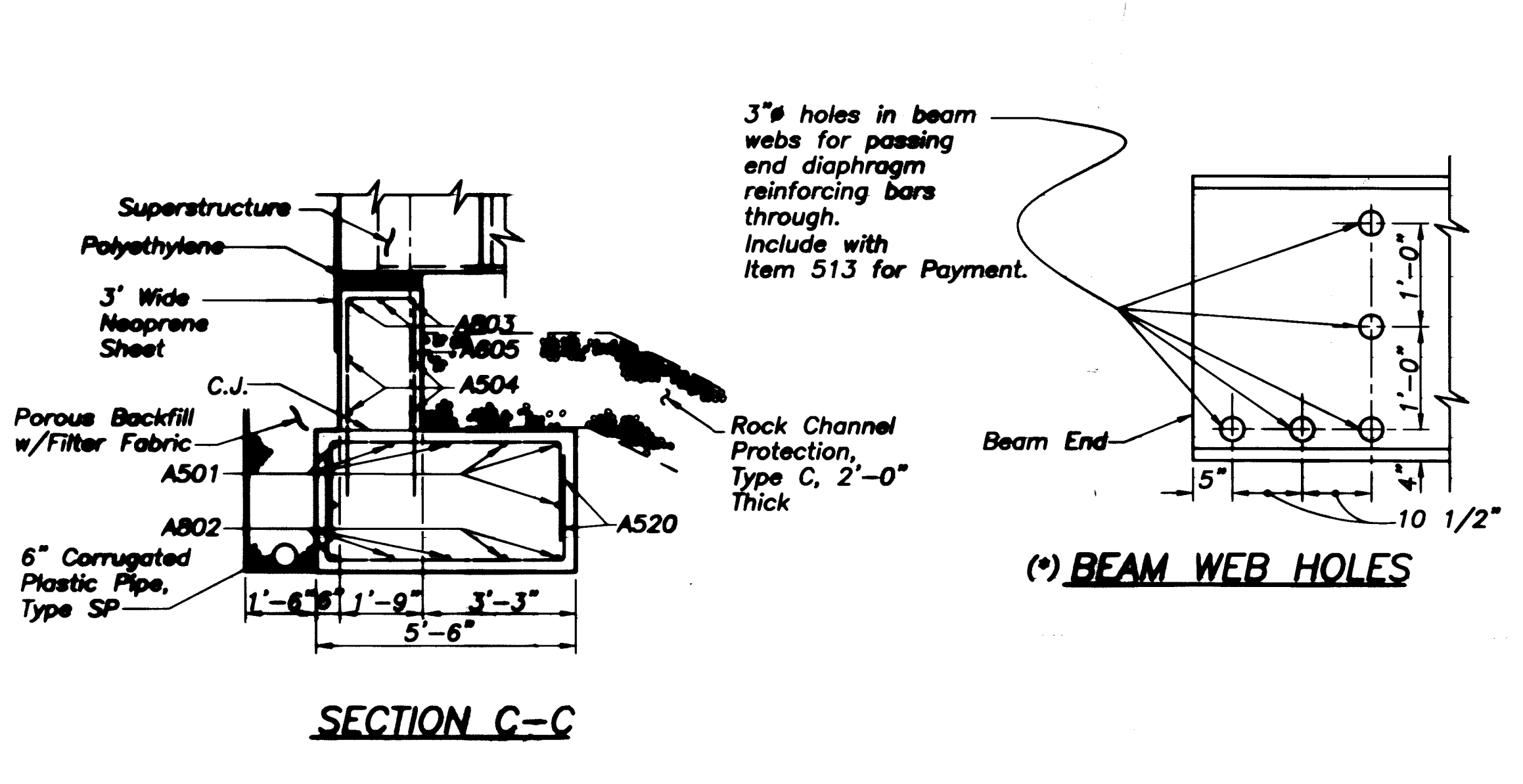
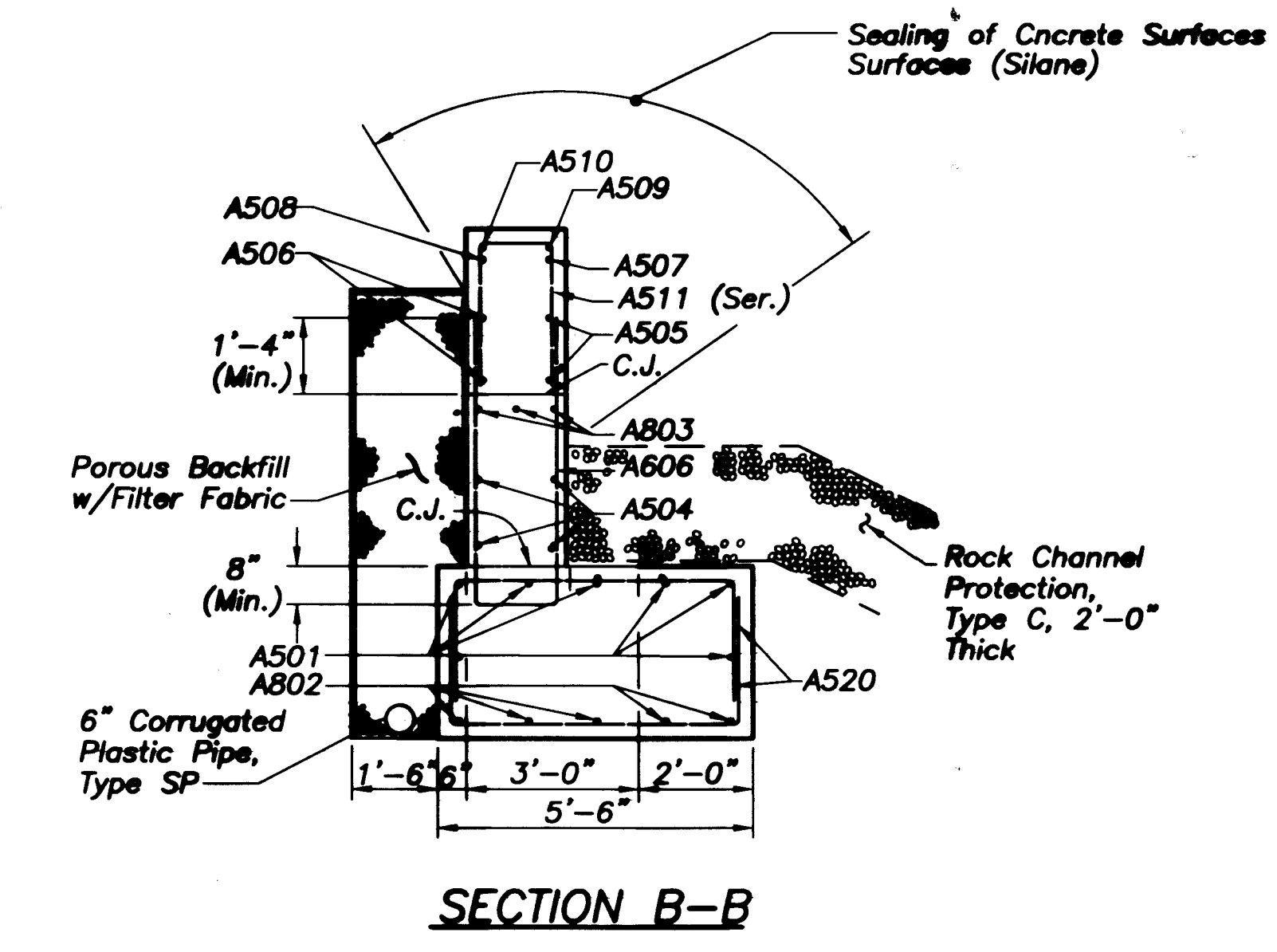
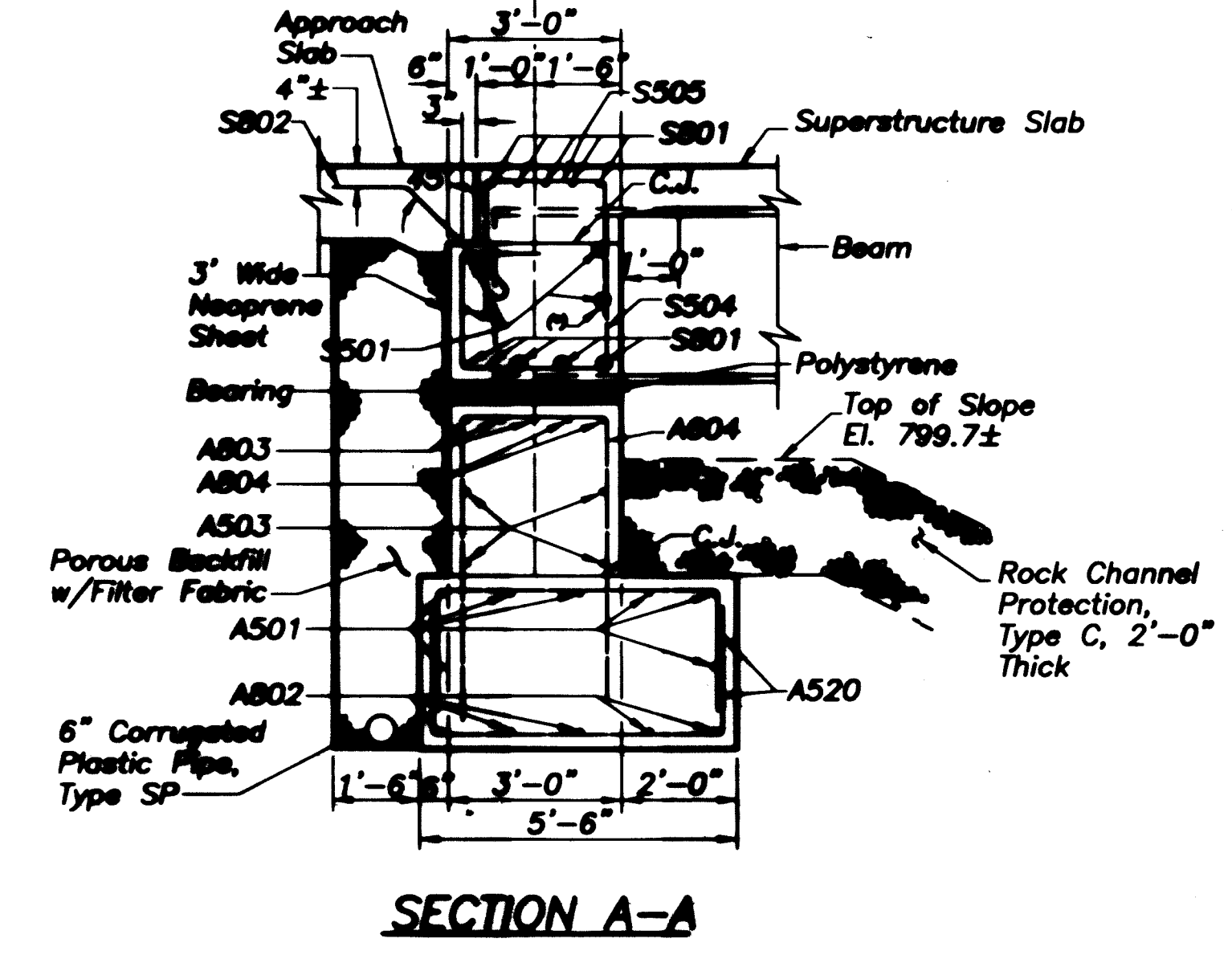
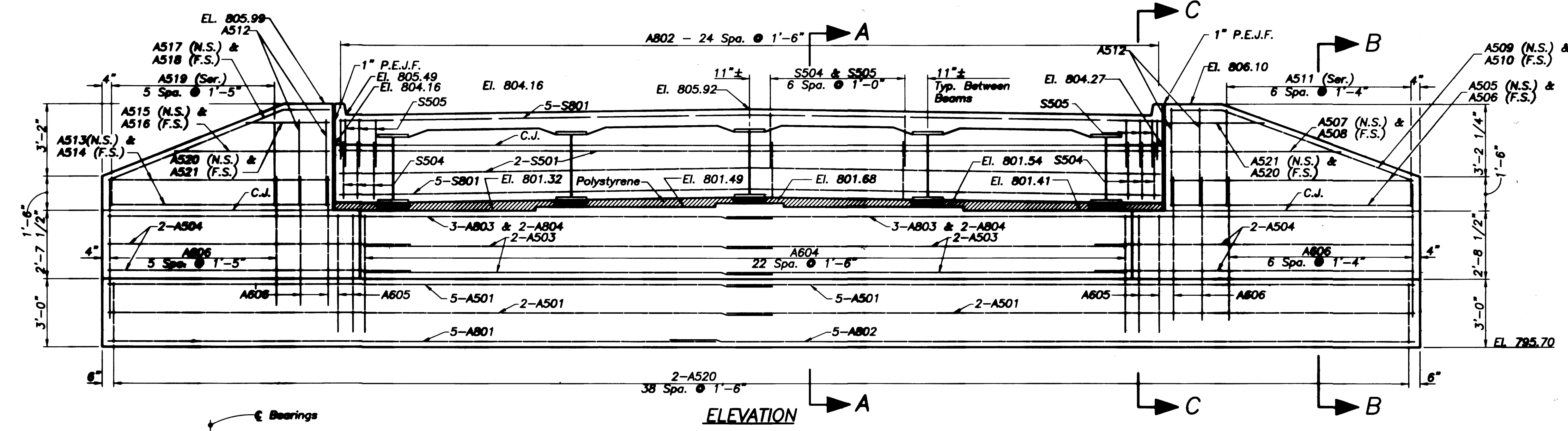


NOTES:

POROUS BACKFILL WITH FILTER FABRIC:
 2 feet thick shall extend up to the plane of the subgrade, or one foot below the embankment surface, and laterally to the ends of the wingwalls.

ITEM 518, 6" PERFORATED CORRUGATED PLASTIC PIPE AS PER PLAN:
 Corrugated pipe used in abutment drainage shall be 6" diameter, plastic corrugated as per Supplemental Specification 914, AASHTO M294, Type SP.

ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS AS PER PLAN:
 Corrugated pipe used in abutment drainage shall be 6" diameter, plastic corrugated as per Supplemental Specification 944, AASHTO M294, Type S. This item shall include all elbows, tees and end caps required to complete the abutment drainage system.



PLOTTED NEW PLAN
 SHEET 1 - NONE
 SHEET 2 - NONE
 SHEET 3 - NONE

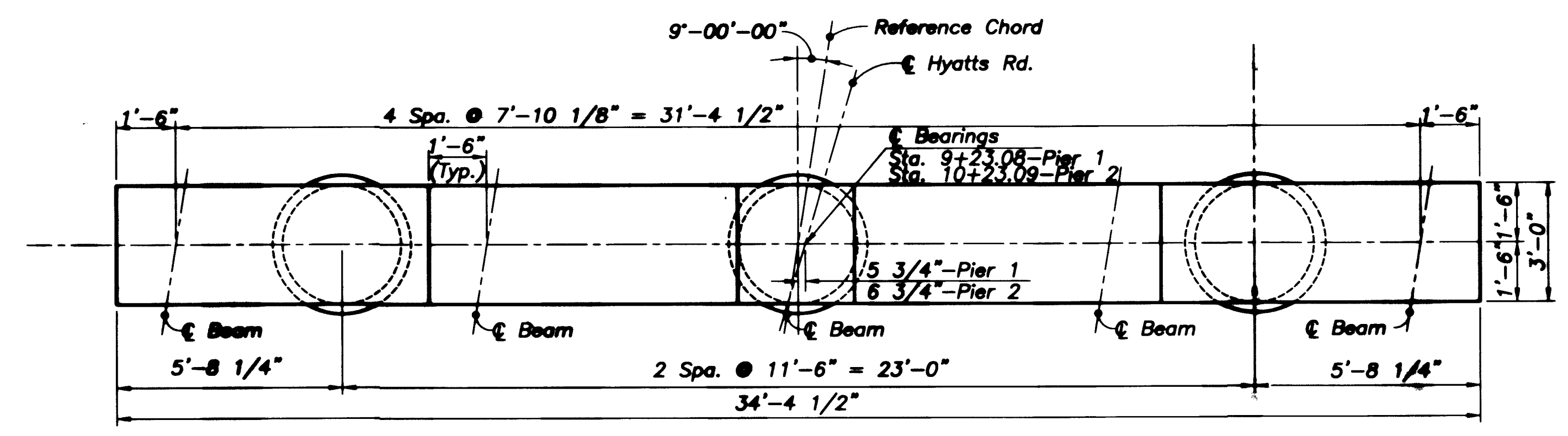
PLOT SCALE = 1" = 32'
 REF. TO 1" = 16'
 CAD 1
 FEBRUARY-20-1988

NOTES:

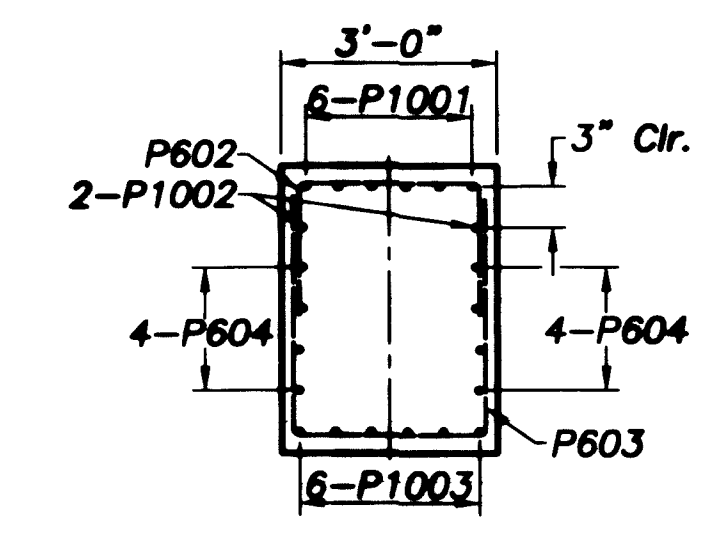
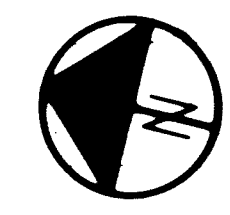
Reinforcing steel in the vicinity of Pier 2 seat, shall be accurately placed to avoid interference with the drilling of bearing anchors holes or the presetting of bearing anchors.

LEGEND:

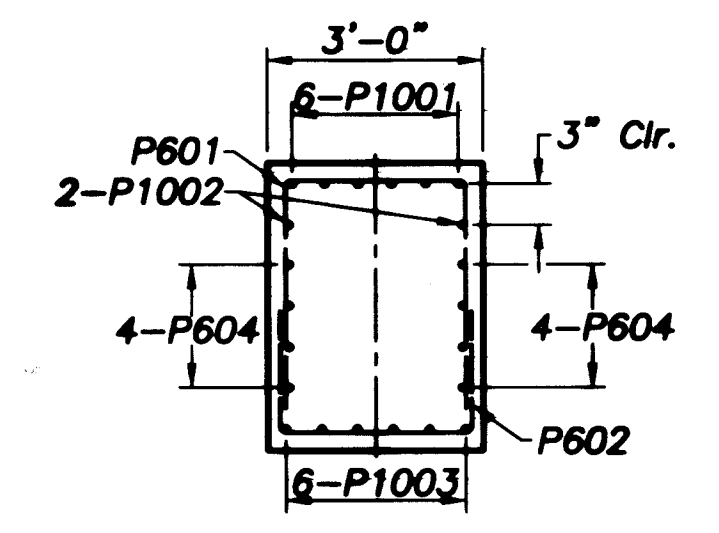
C.J. - Construction Joint



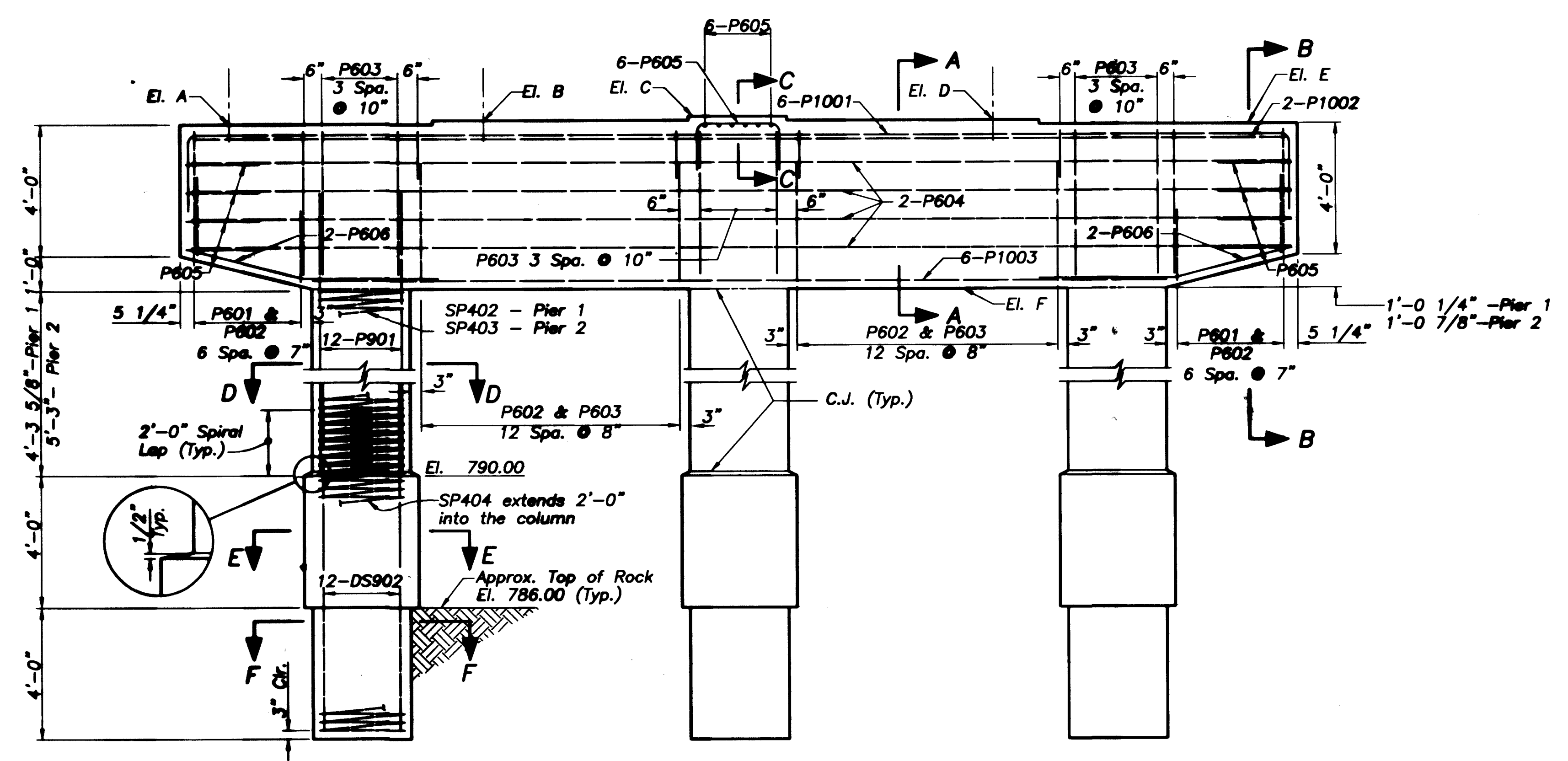
PLAN



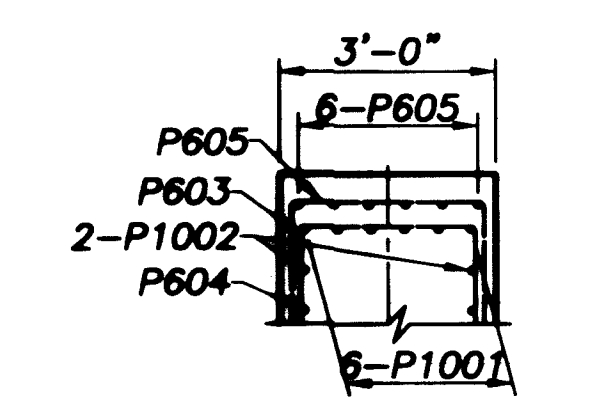
SECTION A-A



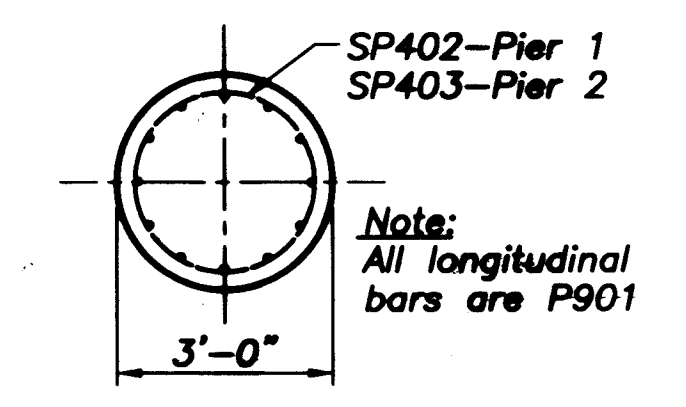
SECTION B-B



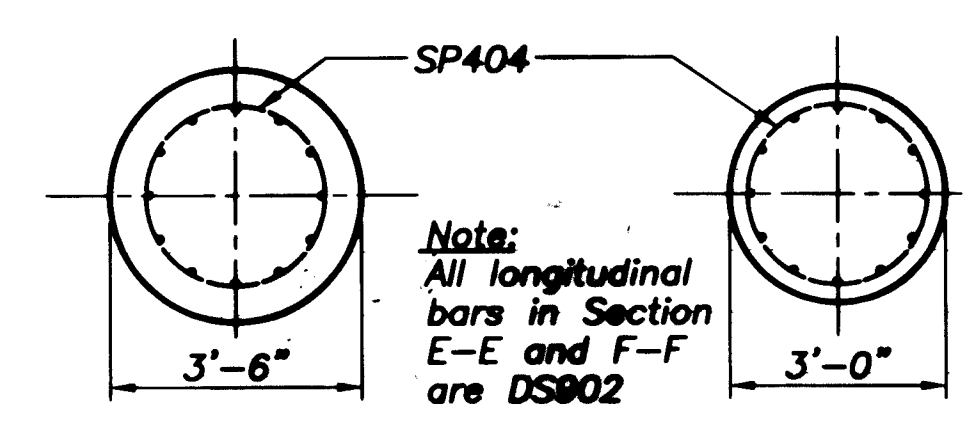
ELEVATION



SECTION C-C



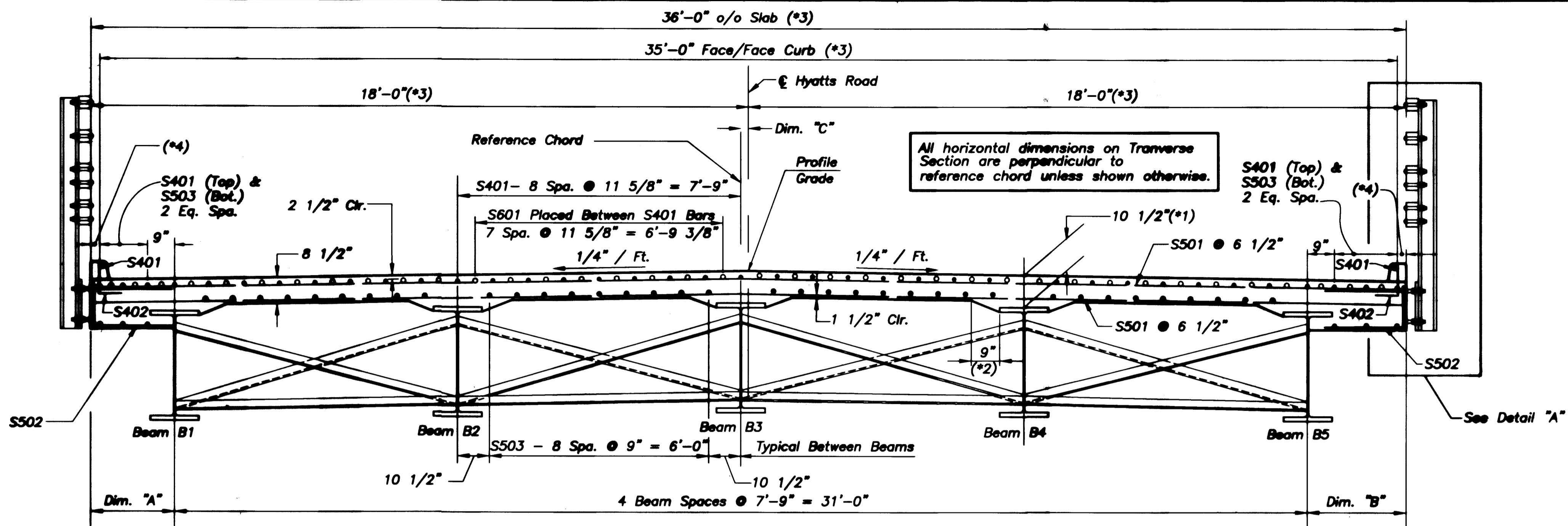
SECTION D-D



SECTION E-E

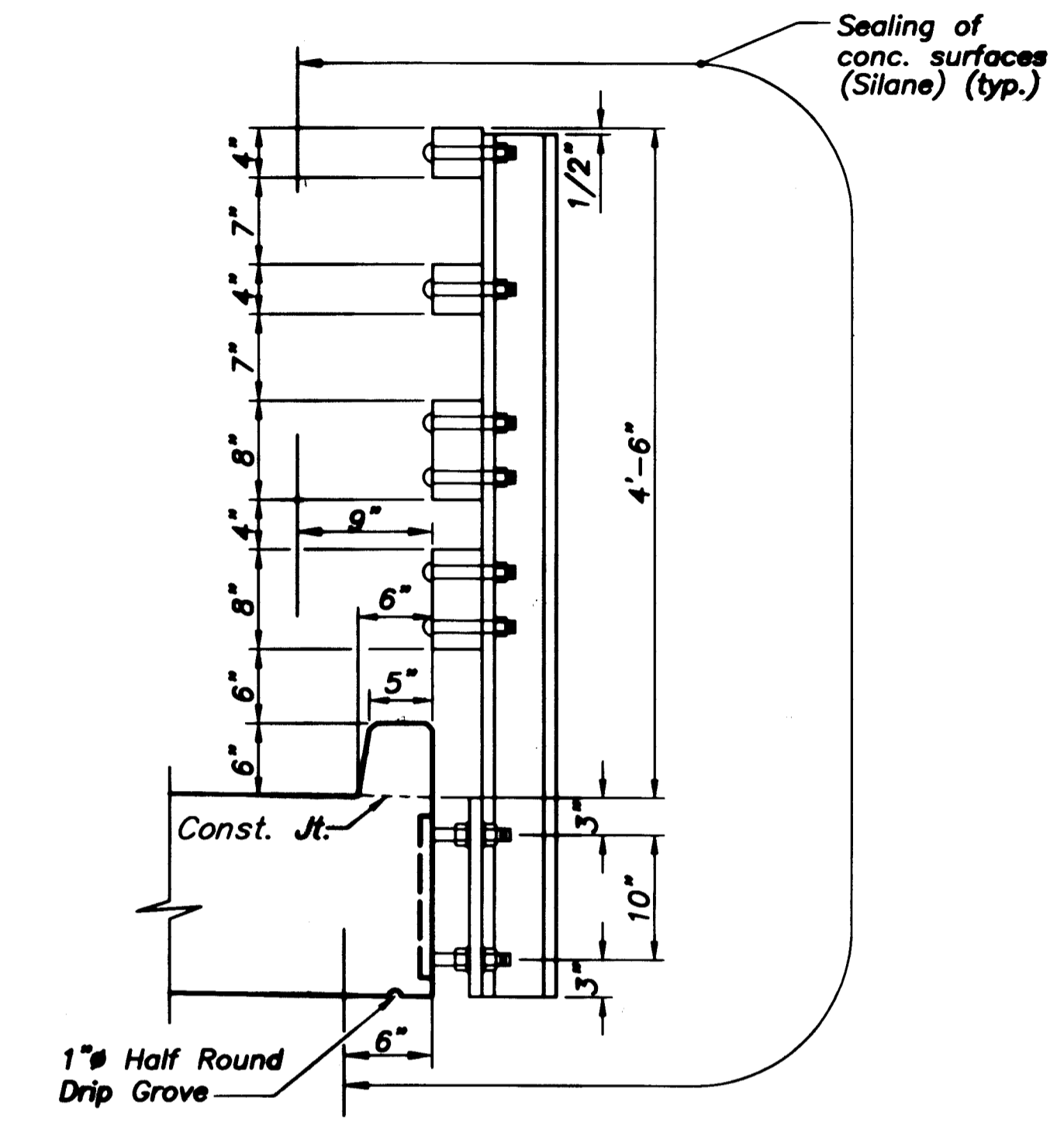
SECTION F-F

LOCATION	ELEVATIONS					
	A	B	C	D	E	F
e Pier 1	799.30	799.46	799.63	799.48	799.34	794.30
e Pier 2	800.25	800.42	800.60	800.45	800.32	795.25



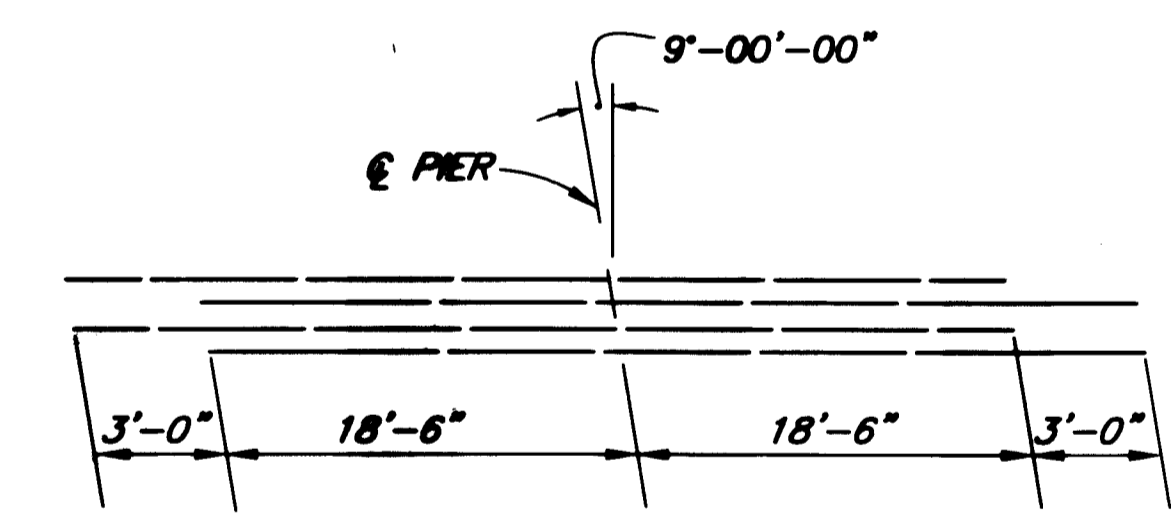
TRANSVERSE SECTION
(Shear Connectors Not Shown)

DIMENSION TABLE			
LOCATION	DIM. "A"	DIM. "B"	DIM. "C"
Brig. Rear Abut.	2'-6 5/8"	2'-6 7/8"	0'-0"
Mid-Span 1	2'-3"	2'-10 1/4"	0'-3 5/8"
Brig. Pier 1	2'-0 3/4"	3'-0 3/8"	0'-5 7/8"
Mid Span 2	1'-11 5/8"	3'-1 1/8"	0'-6 3/4"
Brig. Pier 2	2'-1 1/4"	2'-11 7/8"	0'-5"
Mid-Span 3	2'-3 3/4"	2'-8 3/4"	0'-2 1/2"
Brig. Fwd. Abut.	2'-5 3/4"	2'-6 1/8"	0'-0"



DETAIL "A"

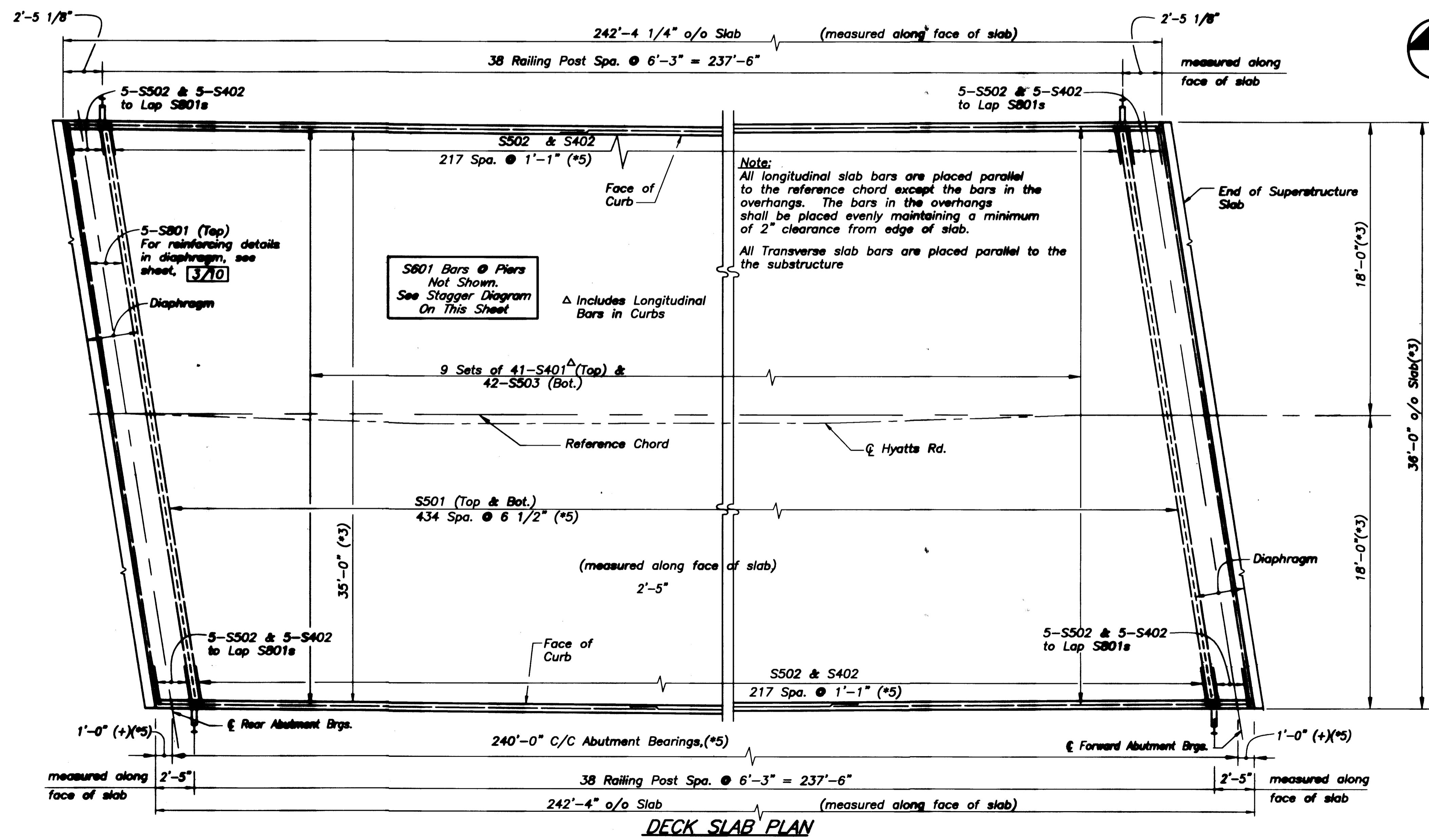
(See Std. Dwg. DBR-2-73 for additional details)



STAGGER DIAGRAM FOR S601 BARS OVER PIER (TOP)

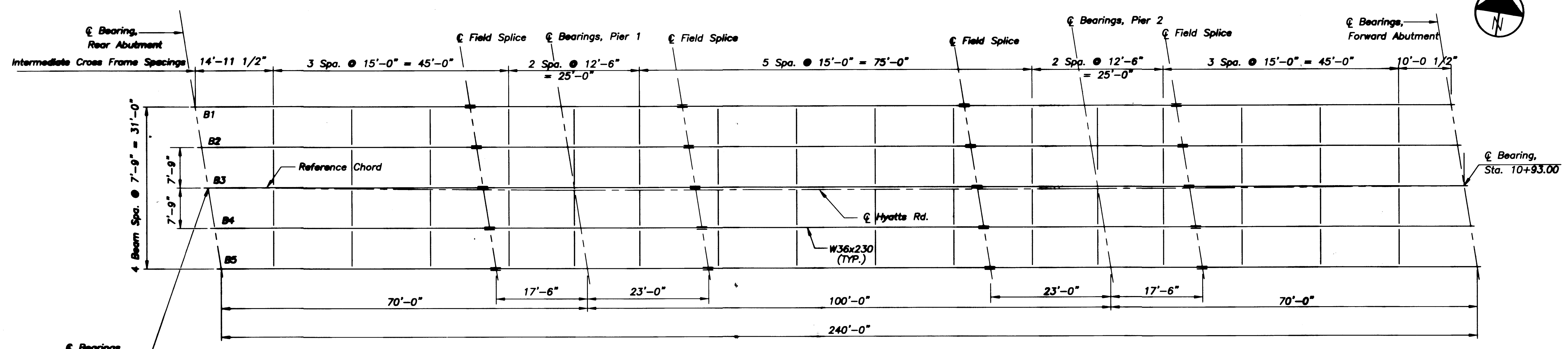
NOTES:

- (*1) **DECK SLAB DEPTH:**
The distance shown from top of deck slab to top of steel beam is the theoretical design dimension including the design haunch of 2 inches. 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 of conformation required to place it parallel to the finished grade.
 - (*2) **HAUNCH WIDTHS:**
A haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12".
 - (*3) **Radial Dimensions**
 - (*4) **Minimum 2"**
 - (*5) **Measured parallel to reference chord**
- MINIMUM LAP LENGTH:**
 #4 BARS = 1'-11"
 #5 BARS = 2'-5"

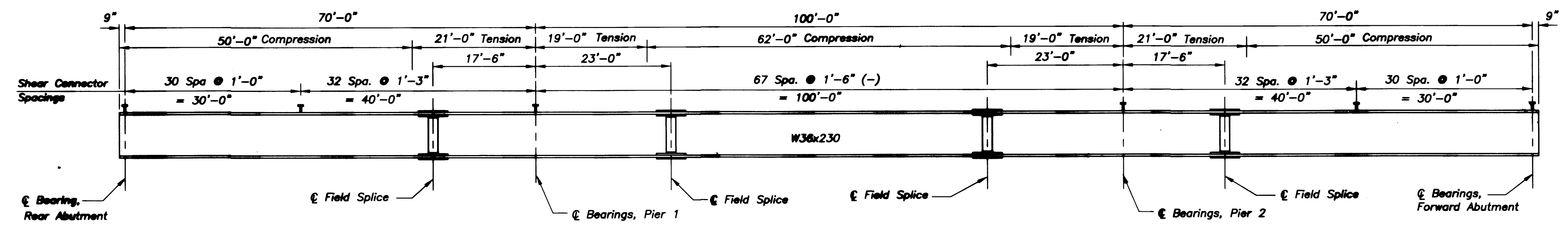


DECK SLAB PLAN

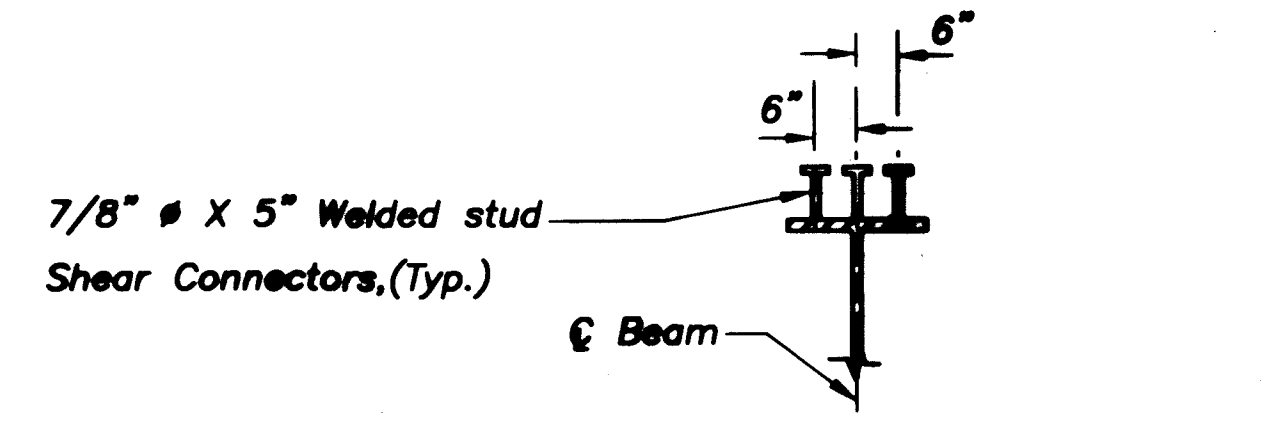
PLOTTED VIEW = PLAN
 1:48
 12/27/97
 12/27/97
 12/27/97



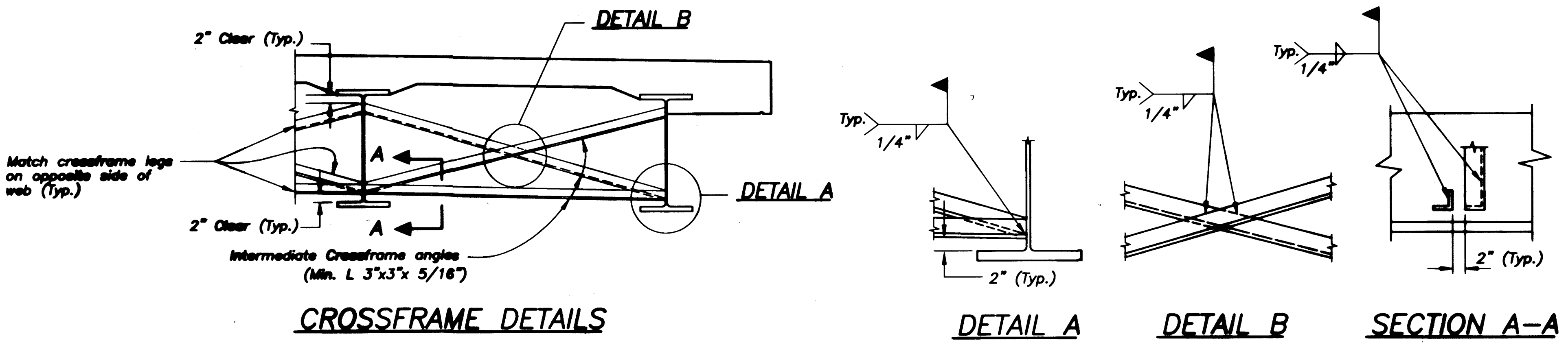
FRAMING PLAN



BEAM ELEVATION (BEAMS 1-5)



TYPICAL STUD SPACING



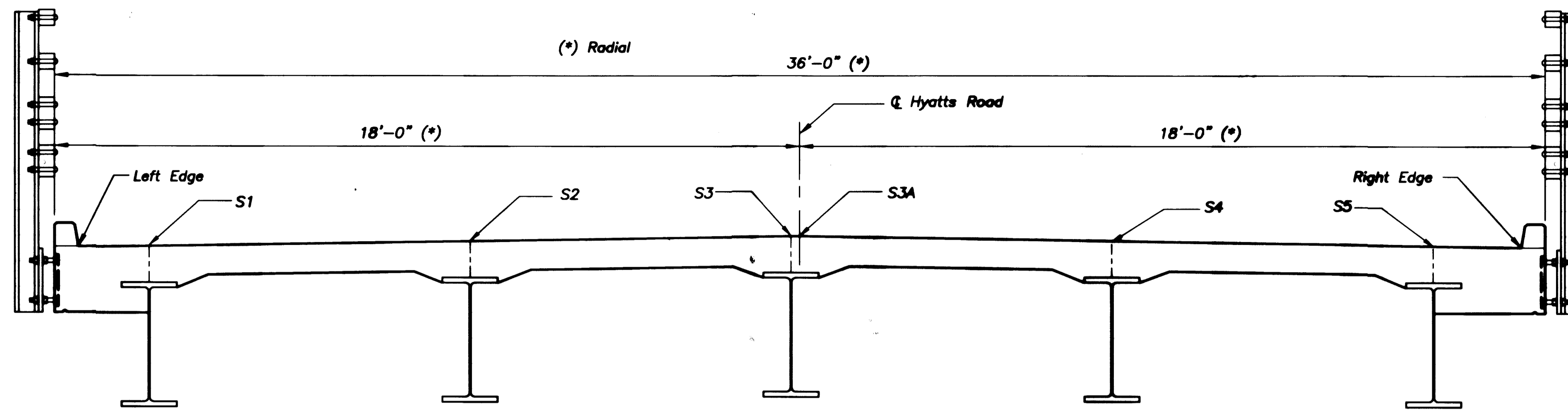
CROSSFRAME DETAILS

DETAIL A

DETAIL B

SECTION A-A

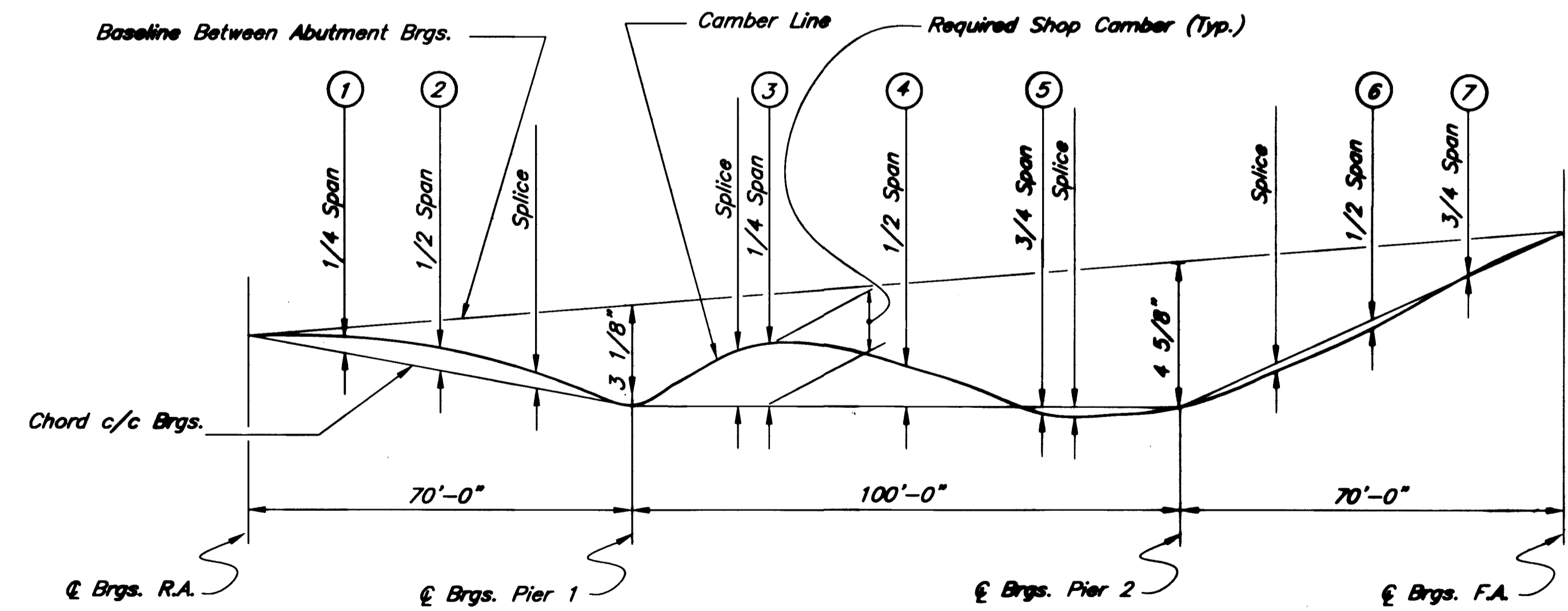
PLOTTED WITH PLAN
 SHEET A - NONE
 FEBRUARY-24-1998
 C:\P\3700\3700.DWG



TYPICAL SECTION

NOTES:
Screed elevations shown for the deck slab surface, prior to concrete placement. Allowance has been made for anticipated dead load deflections.

SCREED ELEVATIONS							
Location	Left Edge	S1	S2	S3/S3A	S4	S5	Right Edge
¢ Brg. R.A.	802.87	802.94	803.10	803.27	803.12	802.97	802.91
1/4 PT.	803.00	803.07	803.23	803.40	803.25	803.11	803.05
1/2 PT.	803.13	803.20	803.36	803.53	803.38	803.24	803.18
Splice	803.27	803.33	803.49	803.66	803.51	803.37	803.31
¢ Brg. Pier 1	803.40	803.46	803.62	803.79	803.64	803.50	803.44
Splice	803.57	803.63	803.79	803.97	803.81	803.67	803.61
1/4 PT.	803.58	803.65	803.81	803.98	803.83	803.69	803.63
1/2 PT.	803.78	803.85	804.01	804.18	804.03	803.90	803.84
3/4 PT.	804.04	804.10	804.27	804.44	804.30	804.16	804.10
Splice	804.06	804.13	804.29	804.47	804.32	804.18	804.12
¢ Brg. Pier 2	804.34	804.41	804.58	804.76	804.61	804.48	804.42
Splice	804.59	804.66	804.83	805.01	804.86	804.73	804.67
1/2 PT.	804.86	804.93	805.10	805.28	805.14	805.01	804.96
3/4 PT.	805.16	805.23	805.40	805.59	805.45	805.32	805.26
¢ Brg. R.A.	805.49	805.56	805.73	805.92	805.78	805.65	805.60



CAMBER DIAGRAM

DEFLECTION & CAMBER (BEAMS B1-B5)											
Location	1	2	Splice	Splice	3	4	5	Splice	Splice	6	7
Deflection due to weight of steel	1/16"	1/16"	0"	3/16"	3/16"	5/16"	3/16"	3/16"	0"	1/16"	1/16"
Deflection due to remaining dead load	3/8"	3/8"	1/16"	7/8"	15/16"	1 9/16"	15/16"	7/8"	1/16"	3/8"	3/8"
Adjustment for Vertical Curve	0"	0"	0"	0"	0"	-1 1/16"	-1"	-3/4"	-7/16"	-5/8"	-7/16"
Required shop camber	7/16"	7/16"	1/16"	1 1/16"	1 1/8"	13/16"	-1/8"	-1/8"	-3/8"	-3/16"	0"

PLOTTED VIEW = PLAN
 DATE = 12-5-97
 DRAWN BY = GEA
 CHECKED BY = ASB

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 221-1241

DATE 12-5-97
 REVISED
 STRUCTURE FILE NUMBER

SUPERSTRUCTURE DETAILS
 Bridge No. DEL-123-0383
 Hyatts Road Over Chemung River

DEL-123-3.83

9/13
 34
 38

BEARING NOTES

ELASTOMERIC BEARINGS:
 Elastomeric bearing shall comply with 516 and articles 18.2.5 through 18.2.8 of Section 18, *Bearing Devices, Division II, Construction of the AASHTO Standard Specifications for Highway Bridges*. Bearings shall be grade 3, 50 durometer, and shall be subjected to the load testing requirements corresponding to design method A. Testing shall be included in the price bid for the bearings.

DESIGN LOADING:
 Bearings are designed for the following loads:

	ABUTMENTS	PIERS
Dead Load	34 K	133 K
Live Load	43 K	64 K
Total Load	77 K	197 K

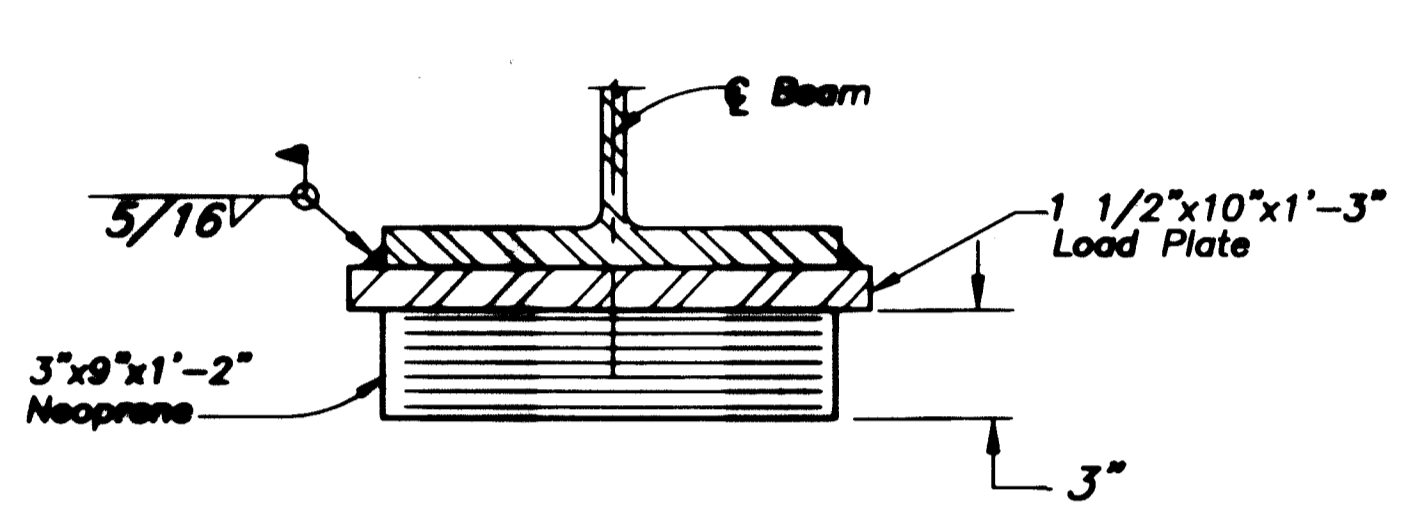
LOAD PLATE:
 The steel load plate shall be ASTM A588, bonded by vulcanization to the elastomer during the molding process. Welding of the load plate to the superstructure shall be controlled so that the plate temperature at the elastomer bonded surface shall not exceed 300°F as determined by the use of pyrometric sticks or other temperature monitoring devices.

BEARING REPOSITIONING:
 If deck concrete is placed at an ambient temperature higher than 80°F or lower than 40°F and the bearing shear deflection exceeds 1/6 of the bearing height at 60°F ± 10° F. The beams shall be raised to allow the bearings to return to their undeformed shape at 60°F ± 10° F.

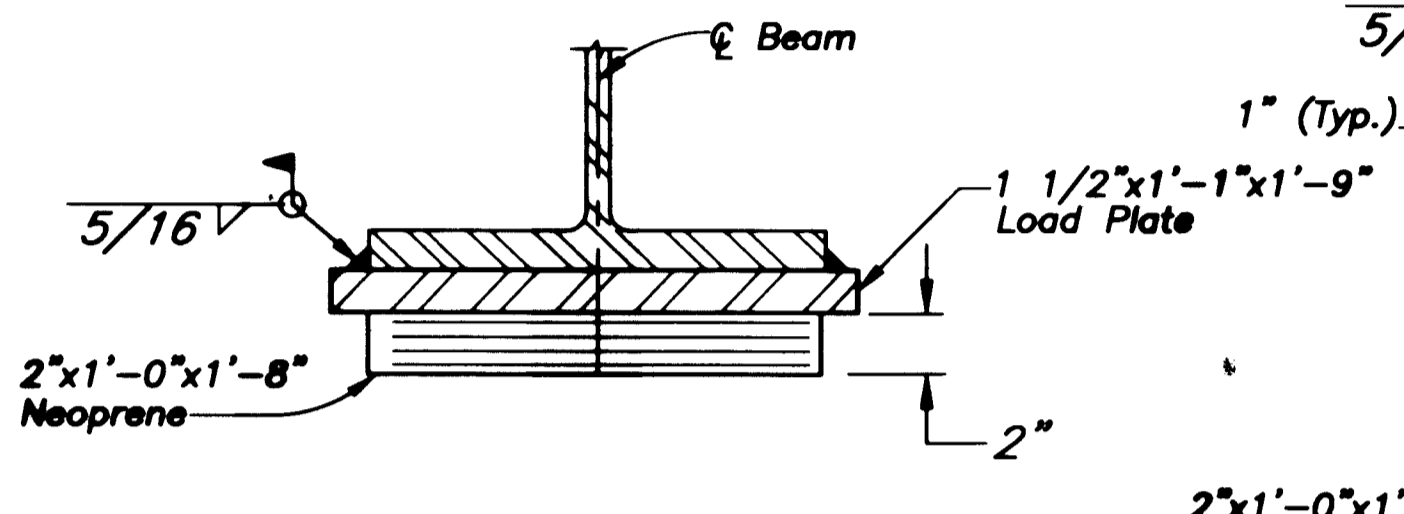
BEARING ANCHOR RODS:
 At the option of the contractor, bearing anchors (or formed holes), located and supported by templates, may be cast-in-place.

BASIS OF PAYMENT
 The bid price shall include all materials, labor and incidentals necessary to furnish and install laminated elastomeric bearings, either fixed or expansion. Payment will be made at the contract price for the 516 bearing items.

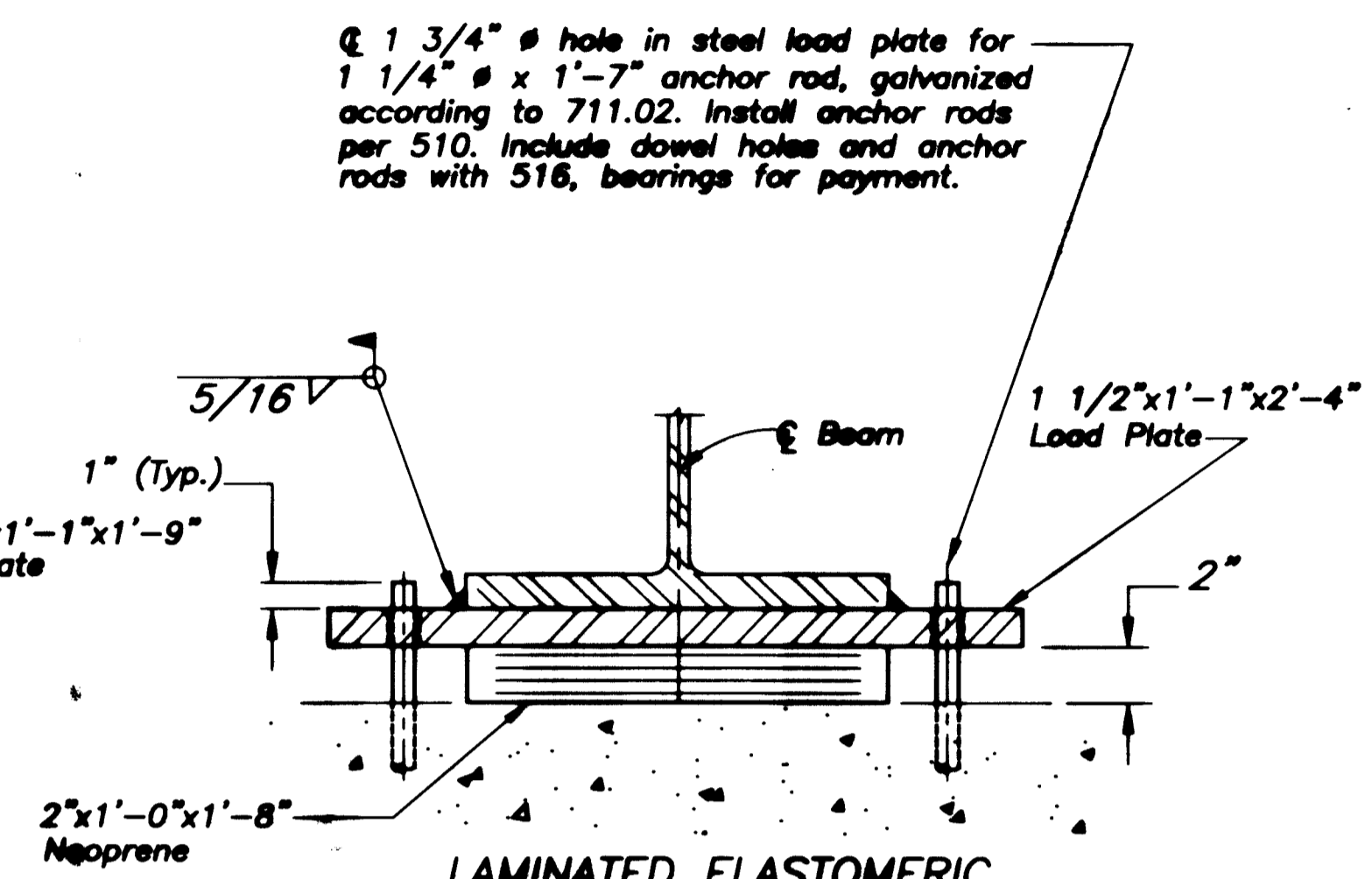
BEARING DETAILS



LAMINATED ELASTOMERIC BEARING DETAIL ABUTMENTS

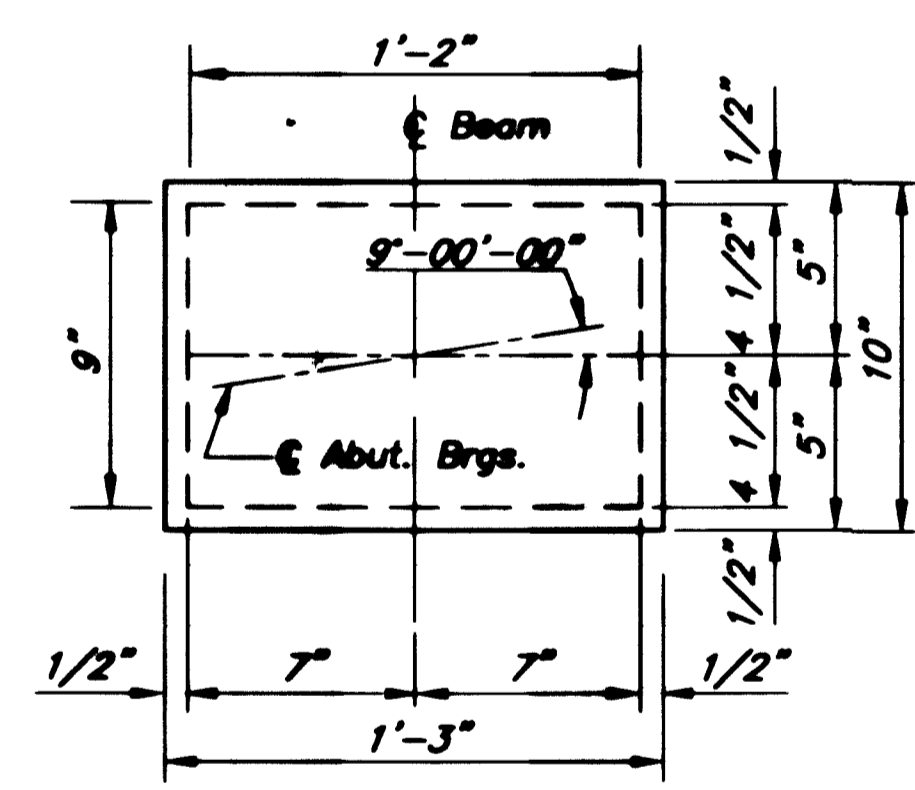


LAMINATED ELASTOMERIC BEARING DETAIL PIER 1

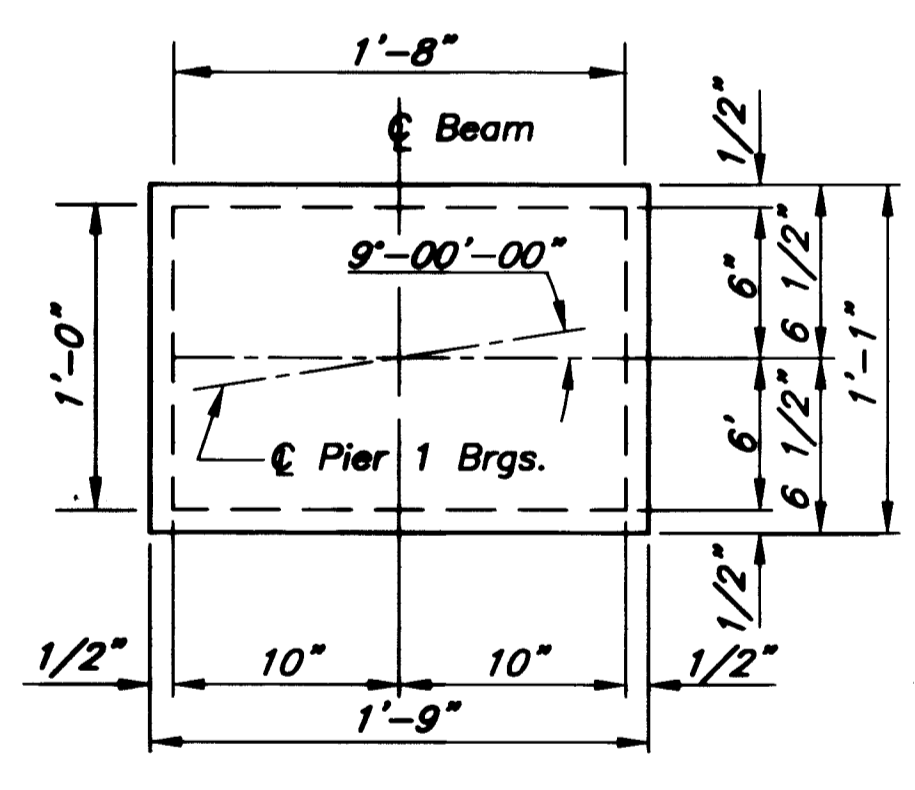


LAMINATED ELASTOMERIC BEARING DETAIL PIER 2

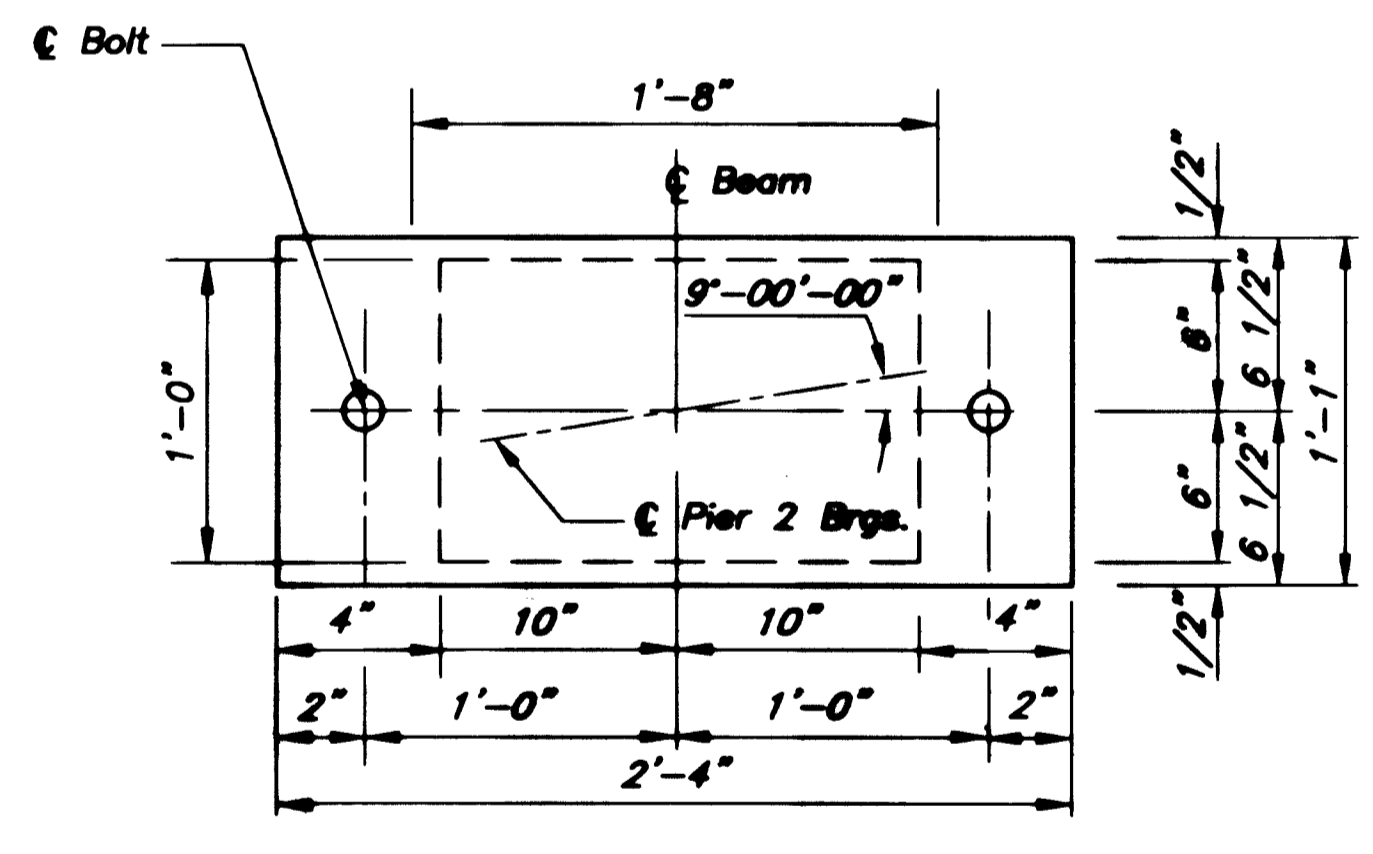
Ø 1 3/4" hole in steel load plate for 1 1/4" Ø x 1'-7" anchor rod, galvanized according to 711.02. Install anchor rods per 510. Include dowel holes and anchor rods with 516, bearings for payment.



LOAD PLATE DETAILS

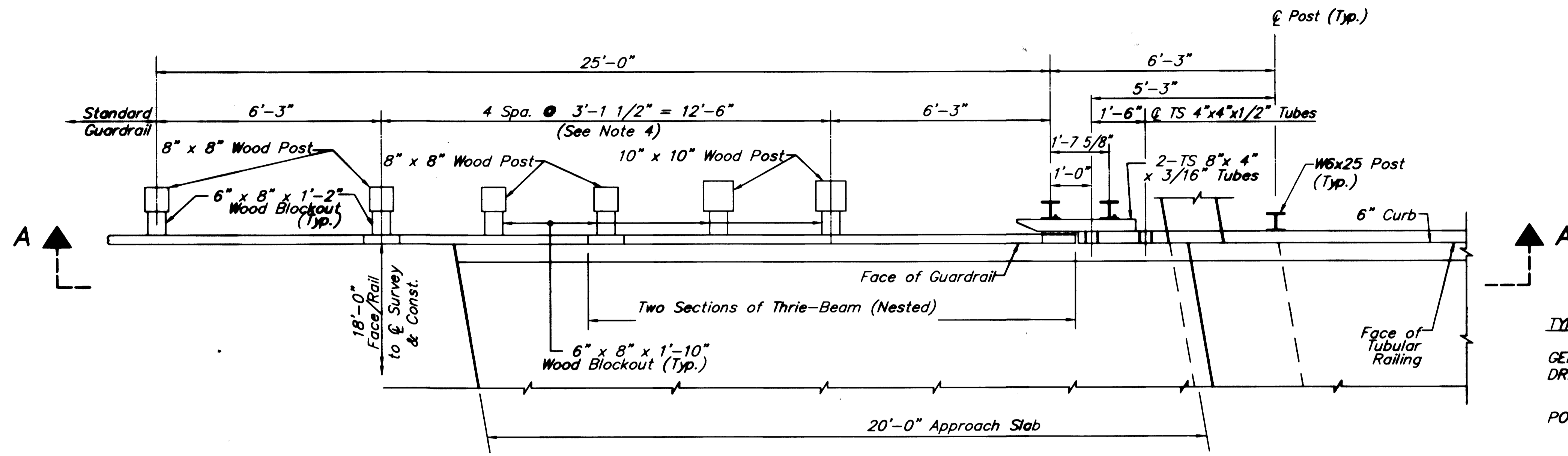
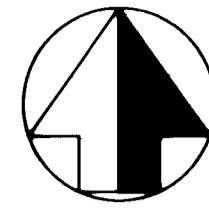


LOAD PLATE DETAILS



LOAD PLATE DETAILS

Laminated Elastomeric Bearing Data				
Description	Location	Abutments (Expansion)	Pier 1 (Expansion)	Pier 2 (Fixed)
Thickness of Exterior Layer		0.2382"	0.2744"	0.2744"
Thickness of Interior Layers		0.3335"	0.3842"	0.3842"
No. of Interior Layers		6	3	3
No. of Steel Laminates		7	4	4
Total Pad Thickness		3"	2"	2"



PLAN

Not all Abutment & Superstructure Items shown
(Left Rear Quadrant Shown,
Other Three Quadrants Similar)

TYPE 3 BRIDGE TERMINAL ASSEMBLY (MODIFIED):

GENERAL: FOR ADDITIONAL DETAILS, SEE STANDARD CONSTRUCTION DRAWINGS GR-1.1 AND GR-1.2.

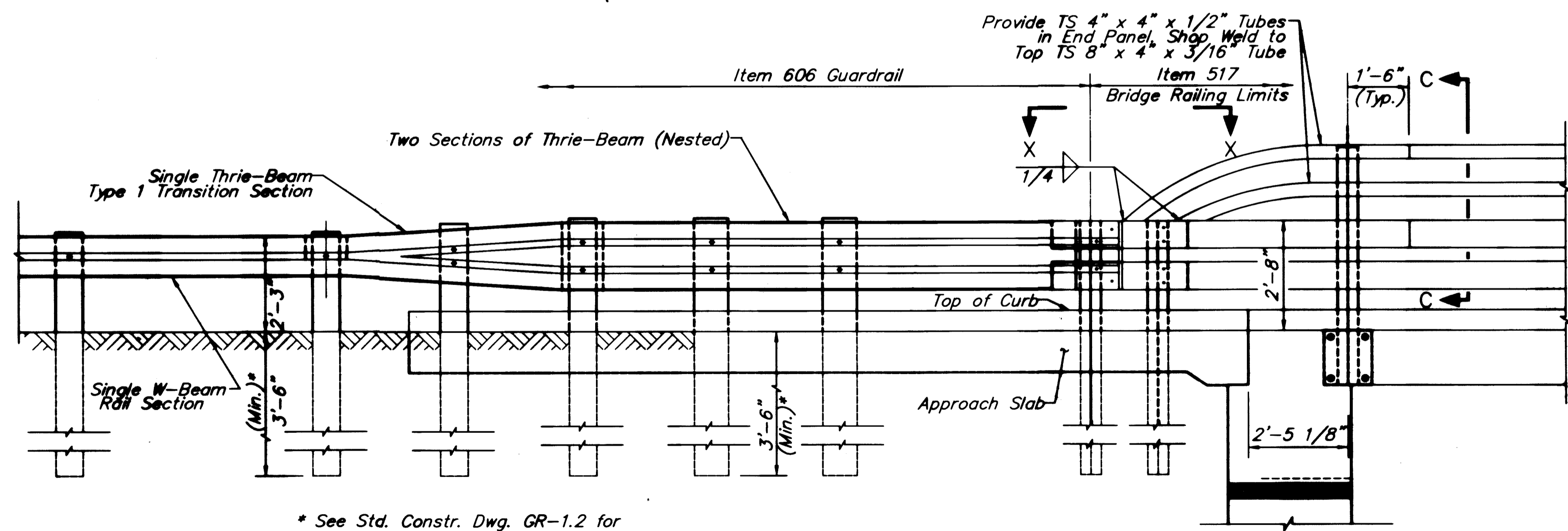
POSTS: POSTS MAY BE SET IN DRILLED HOLES OR DRIVEN TO GRADE.

WOOD POSTS SHALL BE SQUARE-SAWED PRESSURE TREATED WOOD AS PER CMS 710.14 AND FABRICATED WITH SQUARE ENDS. BOLT HOLES SHALL BE BORED AND TOPS OF POSTS TRIMMED, IF REQUIRED, AFTER POSTS ARE SET.

TERMINAL ASSEMBLIES MAY BE FURNISHED AS AN ALTERNATE. THE STEEL ALTERNATES FOR THE WOOD POSTS ARE LISTED BELOW.

	10"X10"	8"X8"	6"X8"
WOOD	10"X10"	8"X8"	6"X8"
STEEL	W8X25	W6X25	W6X9

PAYMENT: PAYMENT FOR ITEM 606 - EACH, BRIDGE TERMINAL ASSEMBLY, TYPE 3 (MODIFIED), SHALL INCLUDE THE EXTRA COST, IN EXCESS OF NORMAL GUARDRAIL COST, FOR ADDITIONAL AND DIFFERENT TYPE POSTS, NESTED THRIE-BEAM SECTIONS, TERMINAL CONNECTOR, THRIE-BEAM TRANSITION SECTION, STEEL PLATE BOLTS, HEX NUTS, WASHERS, AND OTHER HARDWARE.



SECTION A-A

* See Std. Constr. Dwg. GR-1.2 for
Additional Post Embedment Details.

LEGEND

FA: Forward Abutment
RA: Rear Abutment

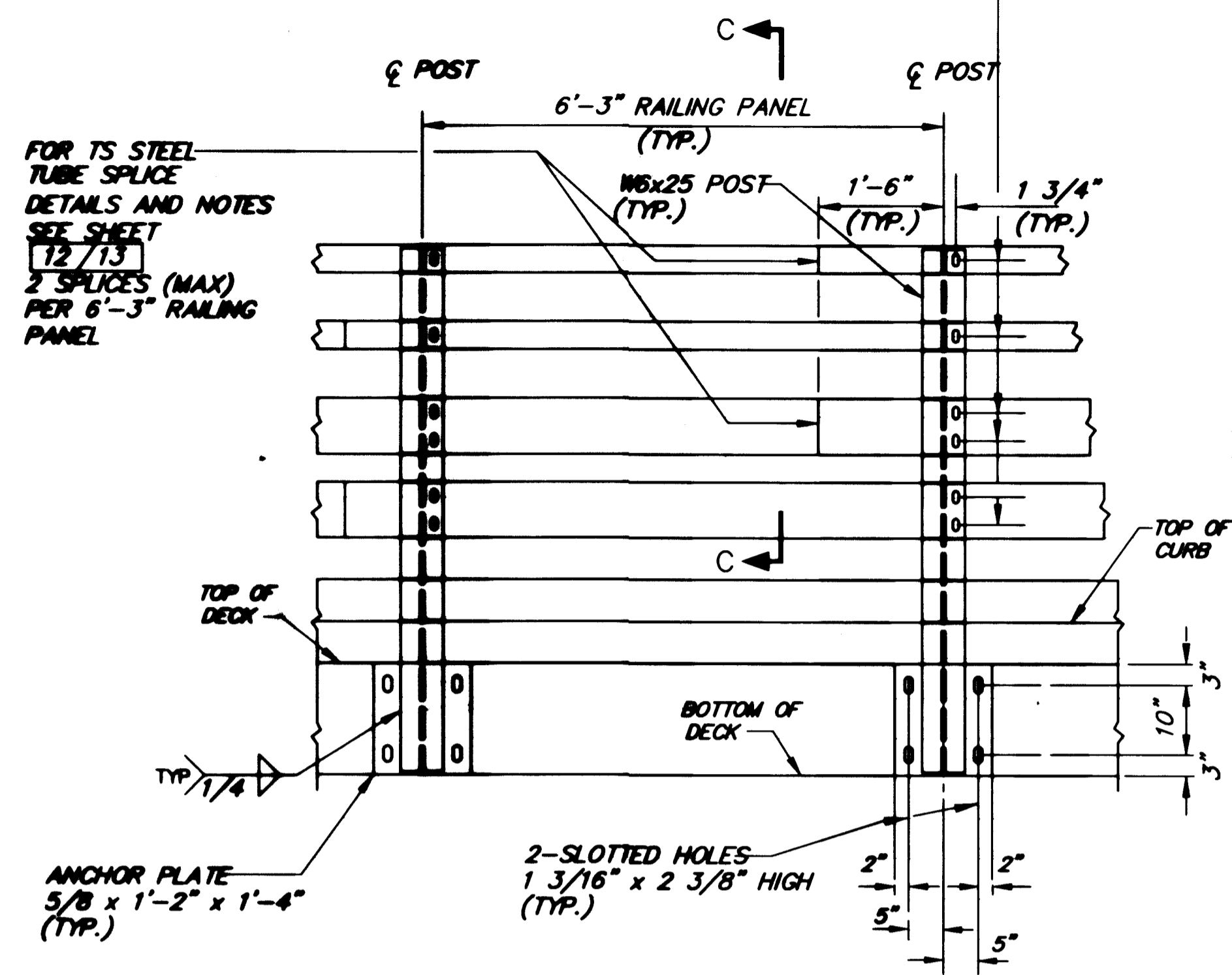
NOTES:

- ① For View X-X, See Sheet 12/13.
- ② For Section C-C, See Sheet 12/13.
- ③ For Remaining Railing Details and Notes, See Sheets 12/13.
- ④ Transition Guardrail within this Length as shown.

PLOTTED NEW PLAN
 11/13
 36
 38
 11/13
 36
 38

DESIGN AGENCY
BARR ENGINEERING, INC.
 Five East Long St., Eighth Floor
 Columbus, Ohio 43215
 (614) 291-1811 Fax (614) 291-0907
 DATE 3/5/98
 REVISED STRUCTURE FILE NUMBER
 DRAWN CLH
 CHECKED ASB
 DESIGNED GTB
 MISCELLANEOUS DETAILS
 Bridge No. DEL-123-0383
 Hyatts Road over Olentangy River
 DEL-123-3.83

Ø SLOTTED HOLES 13/16" WIDE x 1 13/16" HIGH IN FAR FLANGE OF POST (TYP.)



BRIDGE RAILING ELEVATION

BOLTS IN SLOTTED HOLES SHALL NOT BE DRAWN UP SO TIGHT AS TO PREVENT SLIDING BETWEEN THE TUBE AND POST

ITEM 517, RAILING, MISC.

STRUCTURAL STEEL: STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO ASTM A36. STRUCTURAL TUBING SHALL BE AS PER ODOT CONSTRUCTION AND MATERIAL SPECIFICATION ITEM 707.10.

ALL ANCHOR BOLTS, NUTS, AND STUDS SHALL CONFORM TO THE PHYSICAL PROPERTIES OF ASTM A325.

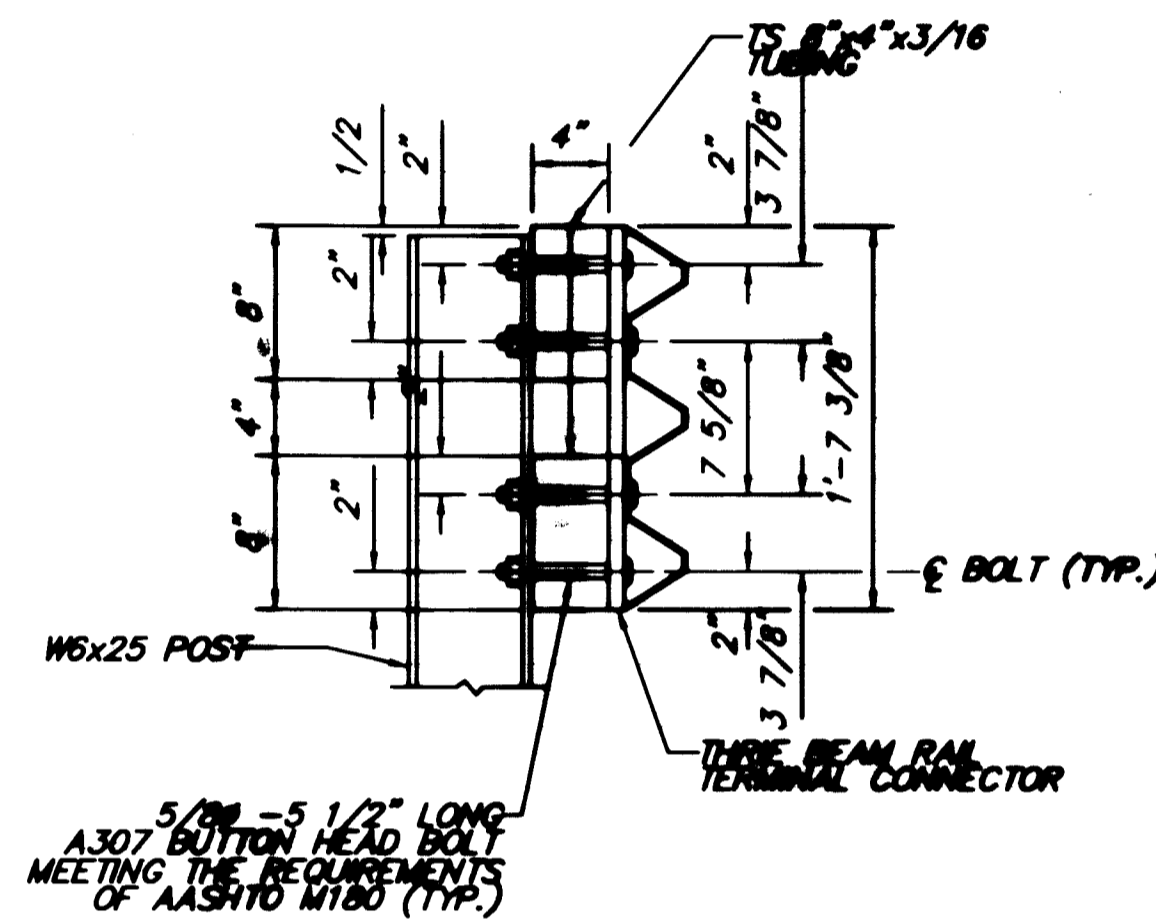
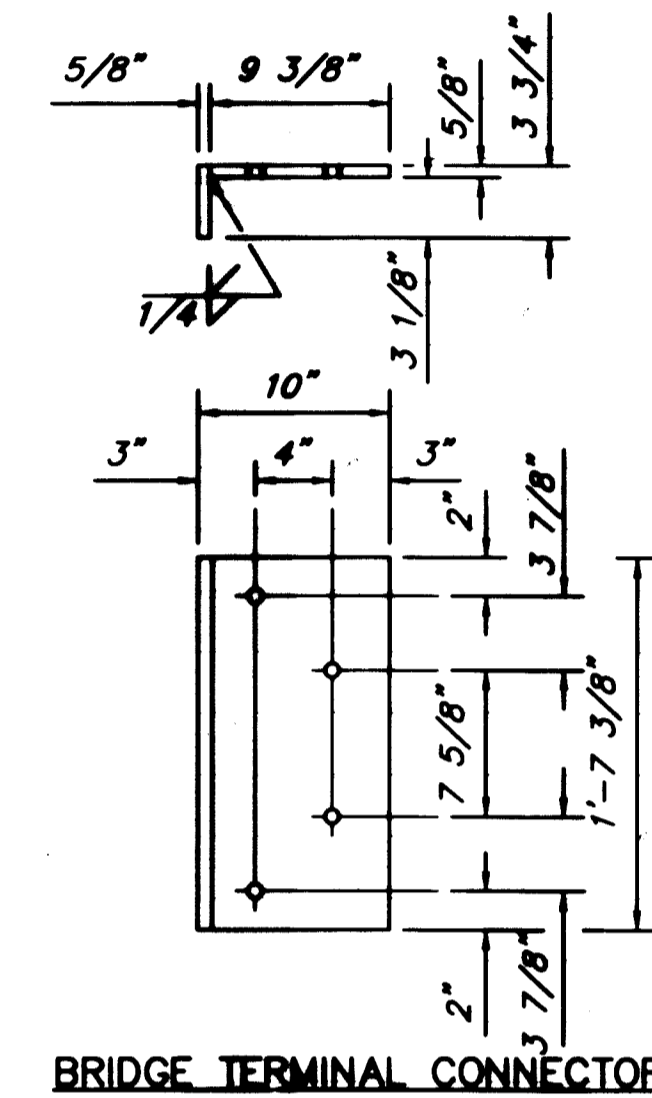
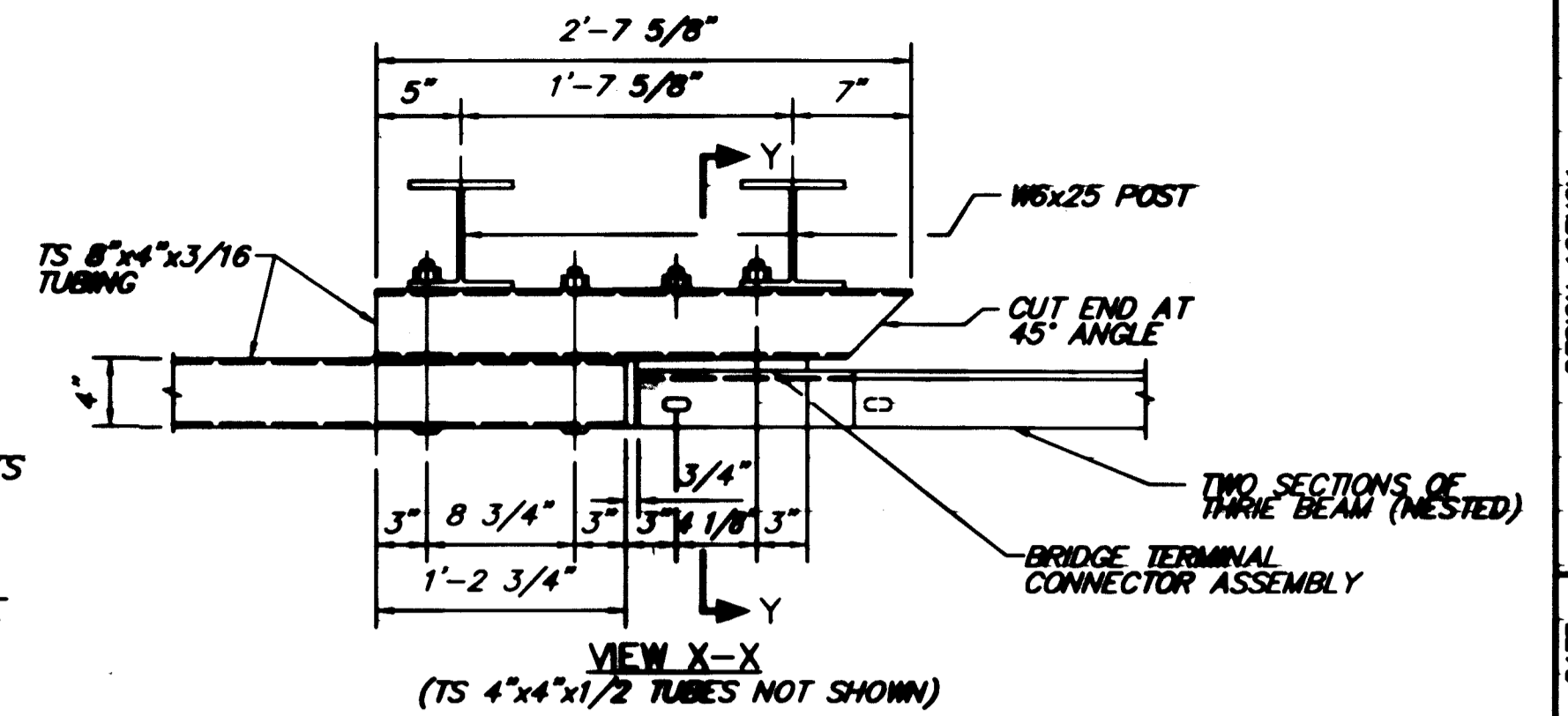
ALL GUARDRAIL POSTS, TUBES, HARDWARE, ANCHOR BOLTS, AND ACCESSORIES SHALL BE GALVANIZED IN ACCORDANCE WITH 711.02.

GUARDRAIL FASTENERS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 180 EXCEPT AS OTHERWISE NOTED. ALL OTHER FASTENERS, EXCEPT ANCHORS, SHALL CONFORM TO ASTM A307.

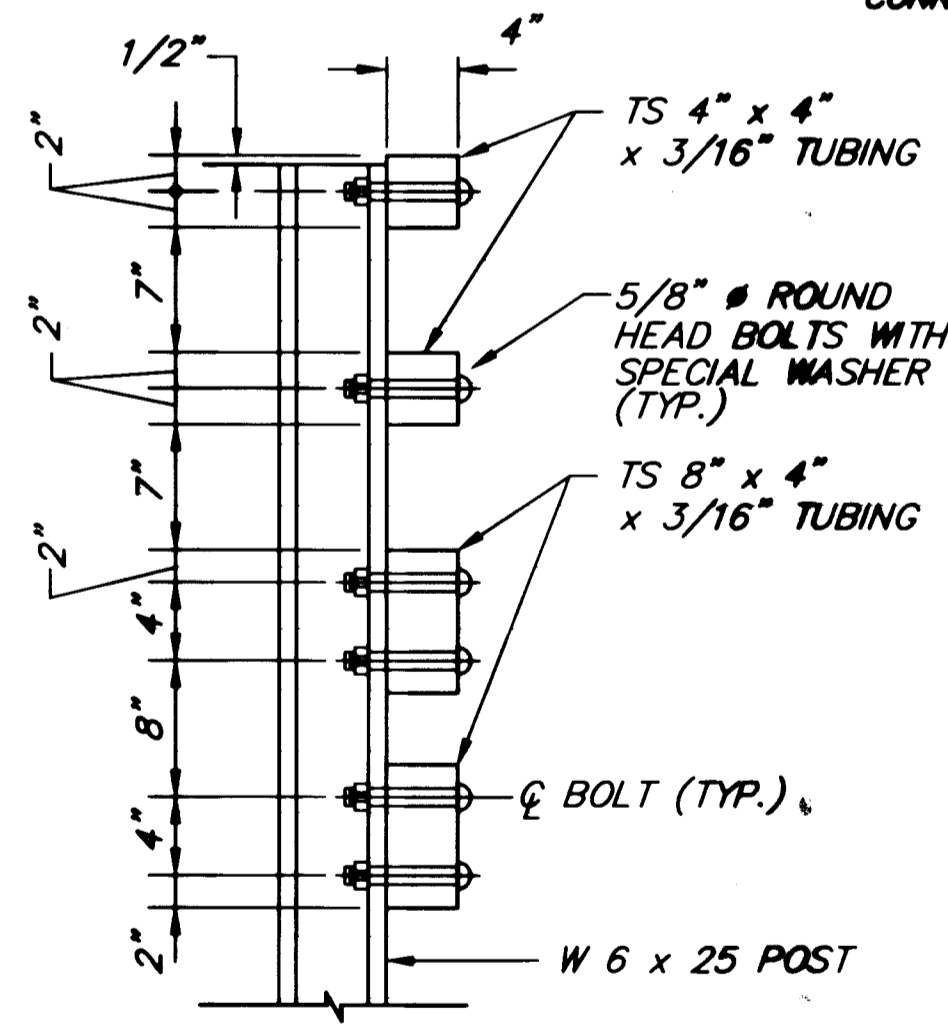
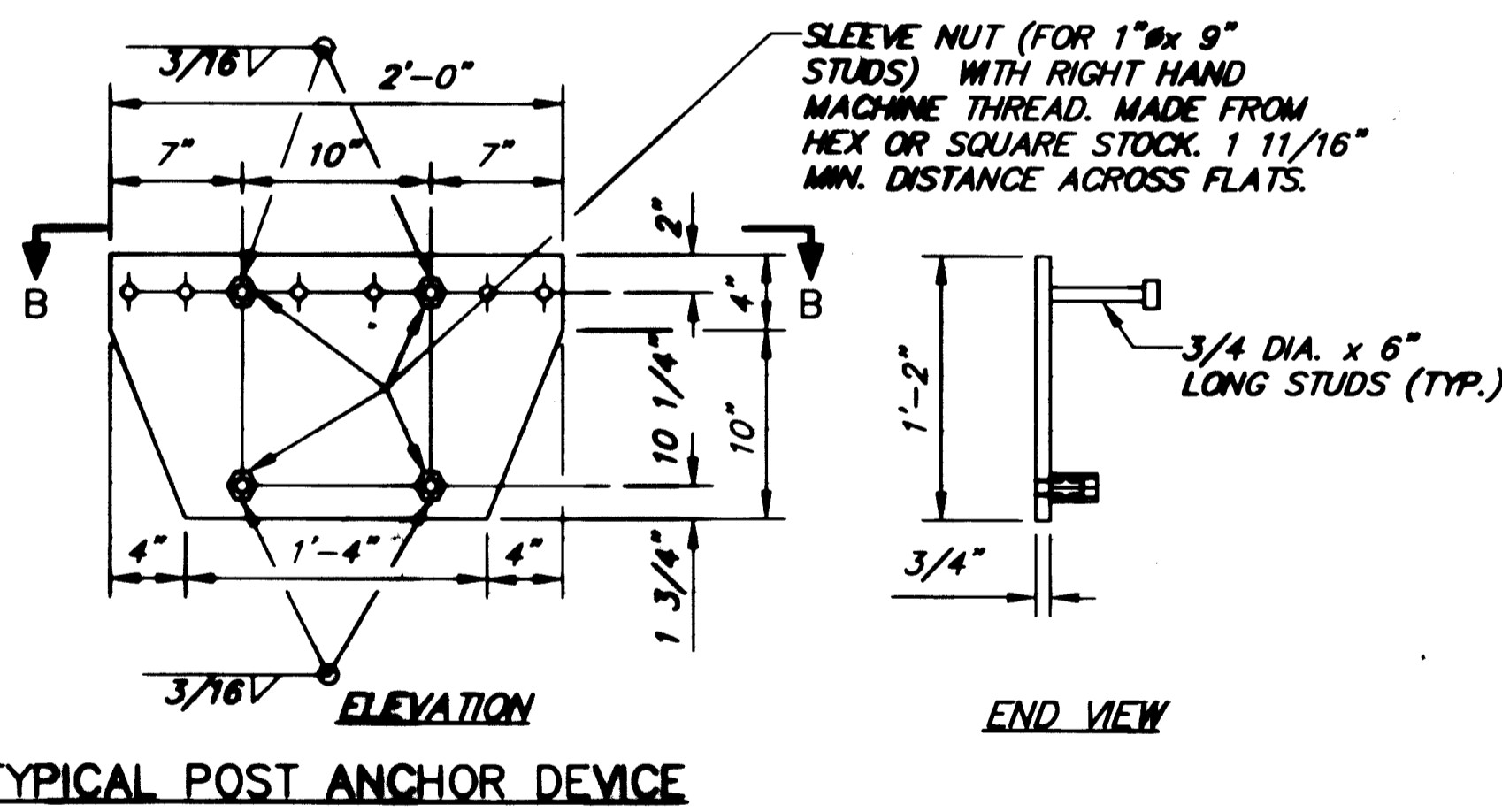
TUBE SPLICES ARE TO BE LOCATED SO THAT EACH TUBE SEGMENT SHALL BE CONNECTED TO NOT LESS THAN TWO POSTS NOR MORE THAN THREE.

ALL EXPOSED STRUCTURAL TUBING ENDS SHALL HAVE ROUNDED EDGES.

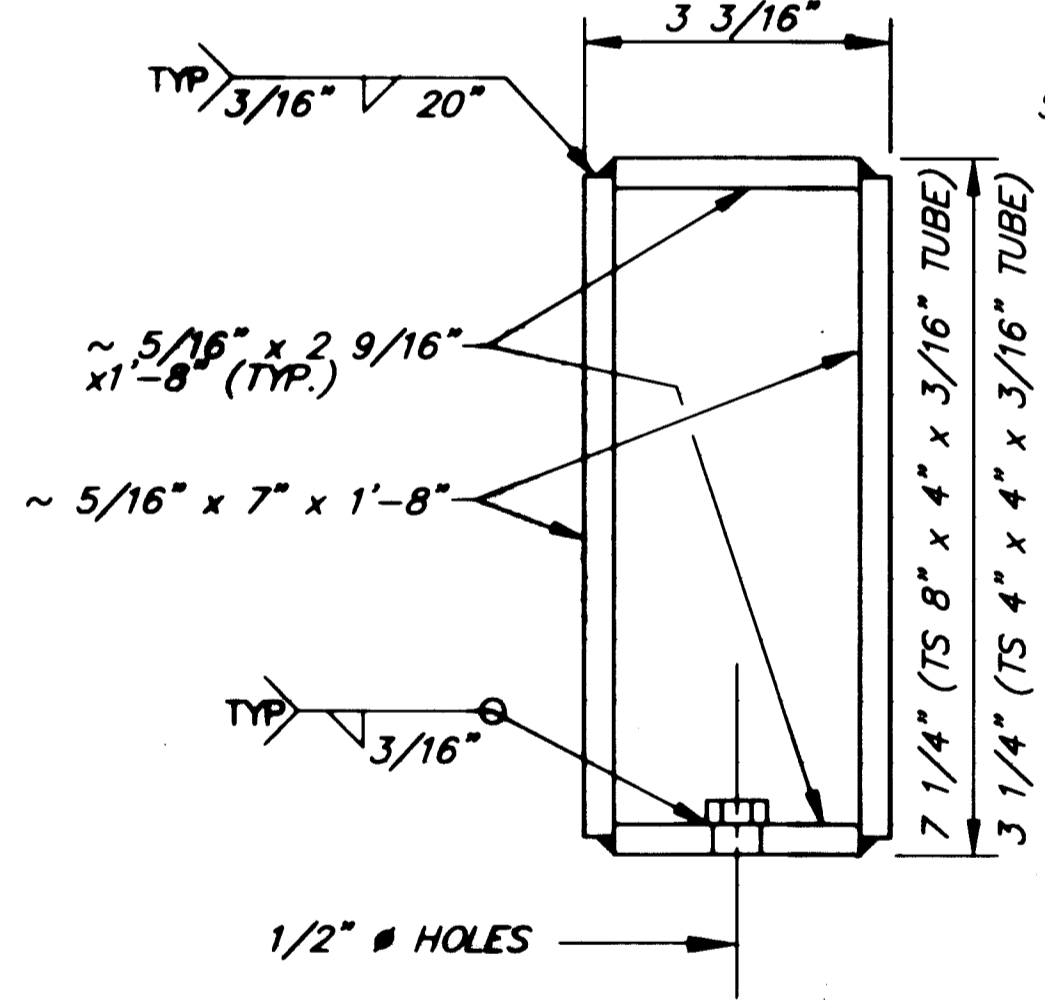
PAYMENT: PAYMENT FOR ITEM 517, RAILING, MISC.: STRUCTURAL TUBULAR RAILING AND TYPE 1 STEEL POSTS, AS PER PLAN, SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING ALL POSTS, RAILS, AND HARDWARE.



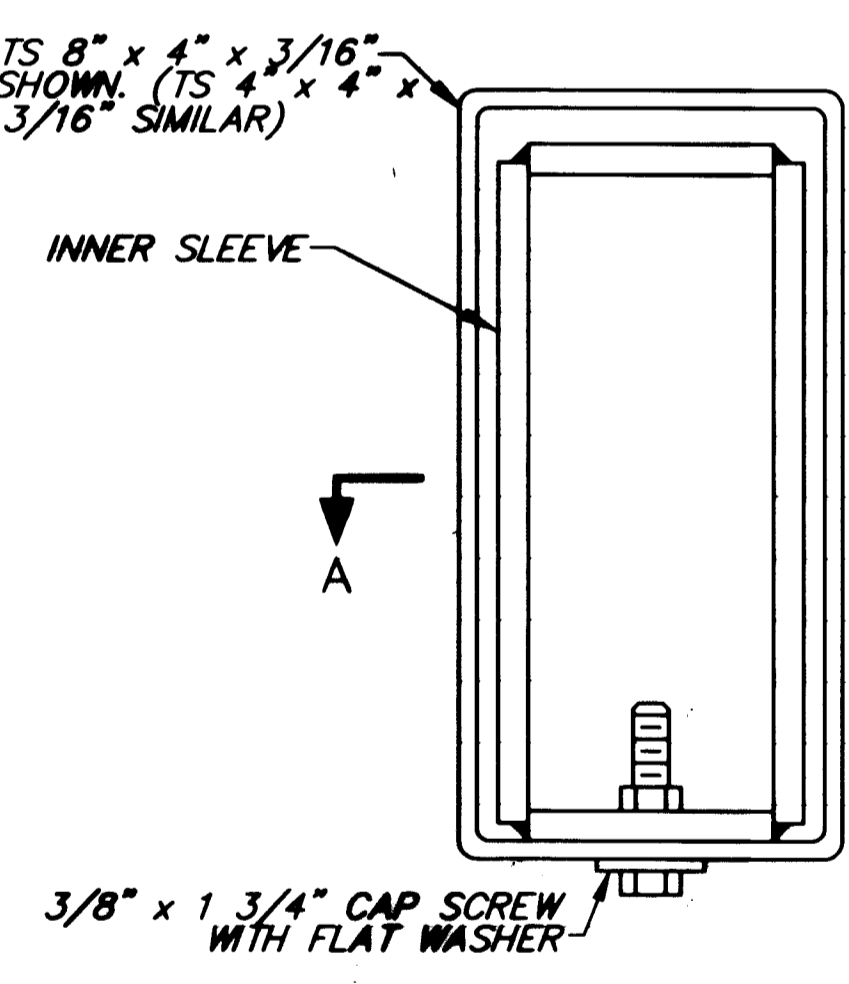
SECTION Y-Y
SECTION THROUGH RAIL AT THREE BEAM BRIDGE TERMINAL CONNECTOR ASSEMBLY



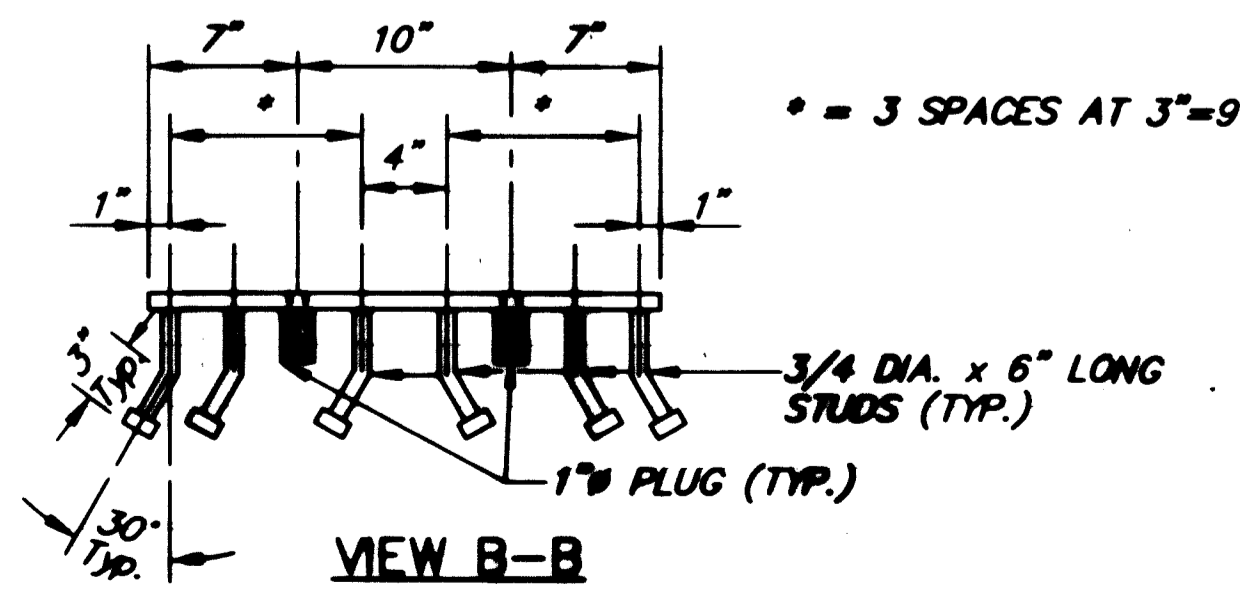
SECTION C-C



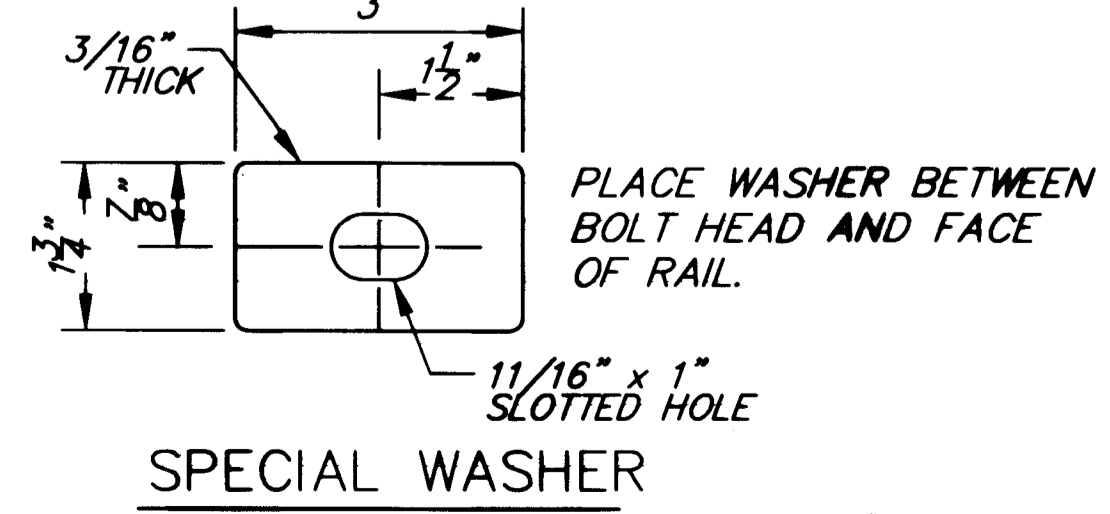
FINISHED DIMENSIONS OF INNER SLEEVE



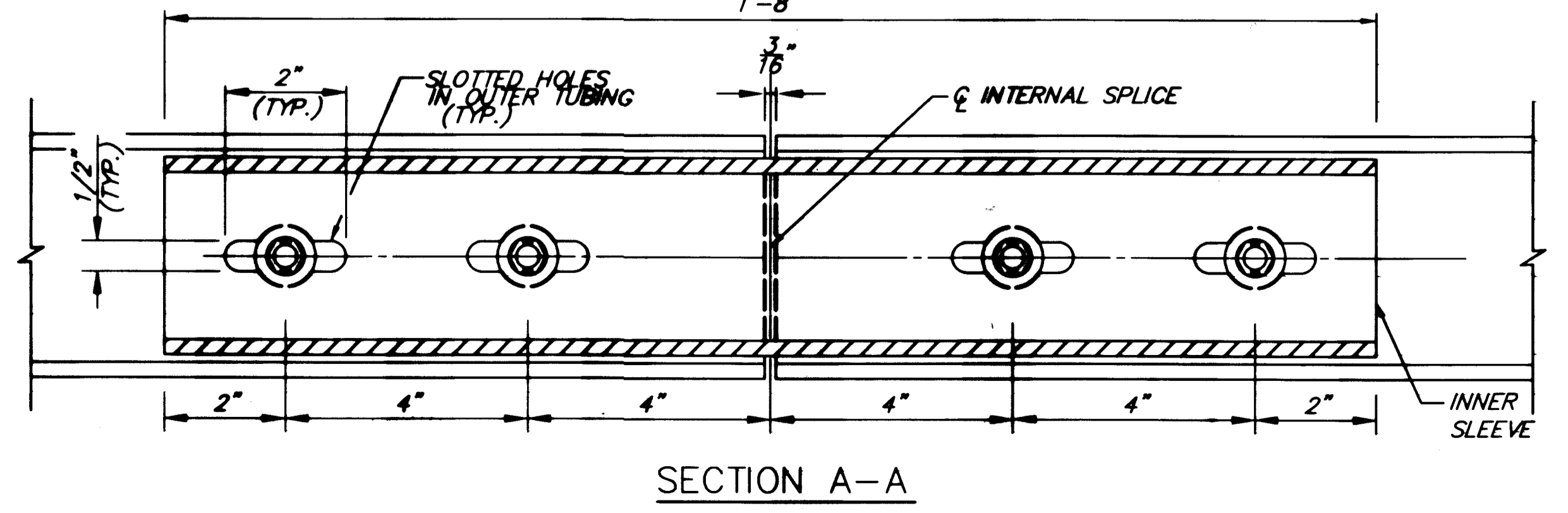
SECTION THRU SPLICE



VIEW B-B



SPECIAL WASHER

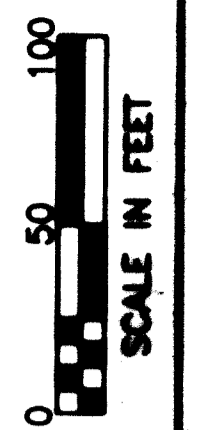
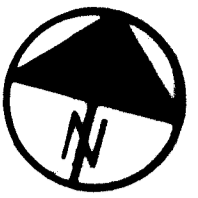


SECTION A-A

PLOTTED NEW PLAN 12/13 37/38

DESIGN AGENCY: BARR ENGINEERING, INC. 18th Floor, Five East Long St., Columbus, Ohio 43215 (614) 294-1241
 DATE: 3/5/99
 STRUCTURE FILE NUMBER: DEL-123-3.83
 REVIEWED: GEA
 DRAWN: CLH
 DESIGNED: GTB
 CHECKED: ASB
 MISCELLANEOUS DETAILS: Bridge No. DEL-123-0383, Hyatts Road over Olentangy River
 DEL-123-3.83
 12/13
 37/38

DEL-CR-123-3.83 (HYATTS RD. OVER OLENTANGY RIVER)
 PART OF FARM LOTS 14 & 15 IN SECTION 4, TOWNSHIP 4
 AND PART OF FARM LOTS 7 & 8 IN SECTION 1, TOWNSHIP 3
 RANGE 19, UNITED STATES MILITARY SURVEY
 LIBERTY TOWNSHIP, DELAWARE COUNTY
 STATE OF OHIO



FEDERAL PROJECT NO. N/A

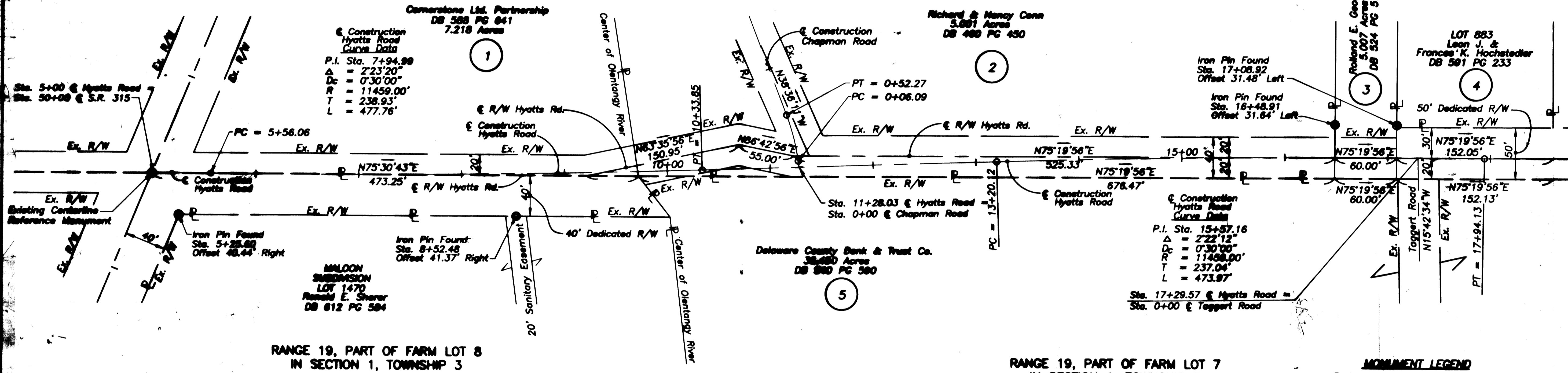
P.L.D. NO.

CENTERLINE PLAT

DEL-CR-123-3.83

RANGE 19, PART OF FARM LOT 14
 IN SECTION 4, TOWNSHIP 4

RANGE 19, PART OF FARM LOT 15
 IN SECTION 4, TOWNSHIP 4



RANGE 19, PART OF FARM LOT 8
 IN SECTION 1, TOWNSHIP 3

RANGE 19, PART OF FARM LOT 7
 IN SECTION 1, TOWNSHIP 3

- MONUMENT LEGEND**
- ⊙ Proposed Centerline Reference Monument
 - ⊙ Existing Right of Way Monument
 - ⊙ Existing Iron Pin Found

NOTES

1. Existing Right-of-Way Width is 40 feet per Road Records Volume 3, Page 257, dated November 1875.
2. Records used:
 - a.) Deeds as shown
 - b.) Plats as shown
 - c.) Road Record Vol. 3, Page 257
 - d.) Survey Record Volume 10, Page 79
3. This plat is for easement purposes only and is not a boundary survey pursuant to Chapter 4733-37 of the Administrative Code of the State of Ohio.

BASIS FOR BEARINGS
 All bearings shown are for project use only. The bearing of N75°-30'-43"E for the centerline of Right-of-Way of C.R.123 is assumed.

RECEIVED _____, 19__
 RECORDED _____, 19__
 CABINET _____ SLIDE _____

 COUNTY RECORDER

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE COUNTY OF DELAWARE IN 1998 BY BARR ENGINEERING, INC.

THE ESTABLISHMENT OF THE PROPERTY LINES AND EXISTING RIGHT OF WAY LINES SHOWN ON THIS PLAN AS OF THIS DATE WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.

BY Frank Celio
 FRANK CELIO, SURVEYOR

REGISTRATION NO. 6612 DATE JUL 1, 1998



PLOTED FROM PLAN