 JEFFERSON COUNTY


| OFFICE ${ }^{\text {CHECKING RECORD }}$ BY |  |  |
| :---: | :---: | :---: |
|  |  |  |
| CENTRAL | W.R.U. | B- |
| CENT RAL BRILGES |  | - |

CONVENTIONAL
SIGNS
STATE LINE
COUNTY LINE
TOWNSHIP LINE
TOWNSHIP LINE
PROPERTY LINE NOT FENCED
CENTRR LINE
CENTER LINE
CITY OR VILLAGE LINE
CITY OR VILLAGE LINE
FENCE
TELEPHONE OR TELEGRAPH
STEAM RAILROAD
ELECTRIC LIN
GUARD RAIL
ORAIN PIPE (NEW)
DRAIN PIPE (NEW)
DRAIN PIPE (OLD)

UEFFERSON - 75-D\&E
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS TOGETHER WITH THE"SUPPLEMENTAL SPECIFICATIONS FOR
NATIONAL RECOVERY MIGHWAY FUNDS PROJECTS" IN FORCE ON DATE OF CONTRACT WILL GOVERN THIS IMPROVEMENT.
1 HEREBY APPROVE THESE PLANS AND DECLARE THAT THE FIC OF THE HIGHWAY AND THAT DILL REQUIRE THE CLOSING TO TRAF-
ON THE PL ON THE PLAN AND ESTIMATES
APPROVED R. ainalan
DATE July 18 些 33 RESIDENT DISTRICT

APPROVED Znd Z. Biechel DATE 6-16-33 RESIDENT DIVISION

bureau of construction
$\underset{\text { DATE }}{\text { APPROVED }}$

APPROVED
DATE
LOCATION PLAN


APPROVED
DATE $9 / 1-3$
3 CHEF ENGINEER \& IET ASST. DIRECTOR
title page TYPICAL SECTION
PLAN \&PROFILE
CROSS SECTIONS
STRUCTUAL PLANS
STRUCTURAL PLANS
WIDENING TABLES
SUMMARY SHEET
APPROVED Quennervee
DATE $9 / 11-33$ DIRECTOR OF HIGHWAYS
1
$2-3$
$4-10$
$13-75$
75.84

RECOMMENDED FOR APPROVAL
RECOMMENDED FOR APPROVAL BUREAU OF PUBLIC ROADS

$$
z+1
$$

## TYPICAL SECTION <br> FOR

ダブダCONCRETE PAVEMENT

## wit

CENTER JOINTS，DOWELS AND EDGE BARS AS PER STANDARD DRAWING NO

T．TO－J
ITEM T－70
IN CUT



Note：Woste yordage will be used to
widen bermes at the direction of the engineer．

## Wote．The excovation quantifies on this provect were calculated tor a section houng $8=0$ shoulders ond on seunforn <br>  <br> lower the profile grode 0.08 ind the yordage quotities will remain the same for groding section see shee No 5 ．



COLLAP JOINT
DETAIL OF PIPE JOLNTS
Note：Reinforced Concrete pipe used os an alternate for vs．
encosed，shalt be joined os shown in the
asin stet
 anying sketch Where vse not encased and e ce ore ased
ds ints aternote iney may have either open or closed
ioints as secinied


TYPICAL SECTIONS


Note - These sections were used for the calculation of









```
PROFILE GRADE SHOWN IS FOR GRADING SECTION ONLY
FOR CROWN GRAD OF CONCRETE PAVEMENT LOWER EZEV. 0.0 O
for crown grade of concrete pavement, LOWer Ezev. 0.08
```







| FEDAID |  |  |
| :--- | :--- | :--- |
| DISTNO | STATE | FEDAID |


| DISNO | STATE | PROJ | YEAR |
| :---: | :--- | :--- | :--- | :--- |
| 10 | OHIO | NRH7.0 | 1933 |

SH-ICH 75 SEC-DE
JEFFERSON COUNTY

| PC. $95+64.36$ | $D=3 \div 0 \angle 7$ | (108+3659 Buck |
| :---: | :---: | :---: |
| (e) |  | RIGAT EOGE |
|  |  | 1256 |


|  |  | 10.00 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |
| $1_{17}$ | 1231.50 233292 233423 2335.74 233.84 | $10.00$ | $\begin{gathered} 725 \\ +50 \\ 10+75 \\ +19.94 \end{gathered}$ |  |  | .42 <br> 38 <br> 18 <br> .00 |

Profile arade shown is for Grading
Section only. For crown grade of


Profile grade shown is for Gradina Section only. For crown arade of concrete pavement. lower elevations 0.08










| FEDAID |  | FEDAID FISCAL |  |
| :--- | :--- | :--- | :--- |
| DIST NO | STATE | PROJ | YEAR | | DIST NO | STATE | PROJ | YEAR |
| :---: | :---: | :---: | :---: | :---: |
| 10 | OHIO | $5 \times 7-0$ | 1933 |
| 85 |  |  |  |
| 8 | 8 |  |  | SH-ICH 75 SEC D-E JEFFERSON






























































STRUCTURES $20^{\circ}$ SPAN AND UNDER


## Pavement Calculation

Beginning
End of Pro
Gross length of project station $216+00$
Additions Longstation 108+3658back=108+11 940head-24.64
M. 7.4. Lin.ft.
short station $186+54113$ back $=186+71$ I 7 ahead $=1724$

$$
\begin{aligned}
& \text { 5nor station } 186+5 \\
& \text { Net length of Project }
\end{aligned}
$$

$$
\begin{aligned}
& \text { PAVEMENT } \\
& \text { Net length of project }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Net engtho } \\
& \hline
\end{aligned}
$$

$$
\begin{aligned}
& \text { Bridge and opproaches } \\
& \text { Sta 187+30.75 to } 187+69.25
\end{aligned}
$$

Bridge and approaches

$$
\begin{aligned}
& \text { Net length of parement } 181389 \times 20=40308.7 \quad 18138.9 \mathrm{linft} \text {. } \\
& \text { Area of } 20^{\circ} \text { wide pave. } 188.3 \text {. }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Area of } 20 \text { wide pave } 181389 \times 20=40308.7 \\
& \text { Extra pavement }
\end{aligned}
$$

Widening of curves
$37+13.17$ to $52+18.17$
$52+81.33$ to $63+66$
$147+77$ o to $162+83.00$
$147+78.75$ to $179+23.0$ 298.4
1993
298.5
$164+78.75$ to $179+20.0 \quad \begin{array}{ll}298.5 \\ 31.9\end{array} \quad 10.9$

Totalarea of $20^{\circ}$ pavement DICHES
Total area of 20 pavement
FINISHING SHOUDERS SLOPES ANO DITCHES
Net length of project.
18177.4
Bridge-Sta 187+42.75 to 187+57.25
Bridge- Sta 18742275 to 187 t5725
Net length of finishing shoulders slopes of ditches

| EXCAVATION EMBANKMENT. |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Feom } \\ & \hline \text { Sta. } \end{aligned}$ | $\begin{aligned} & 70 \\ & \hline 574 \end{aligned}$ | GHANNEL Exc. Cova | $\begin{aligned} & \text { Excar } \\ & \text { cuyos } \end{aligned}$ | Ene. | $\begin{array}{\|} \text { Emb, }+15 \% \\ \text { covos } \end{array}$ | $\begin{aligned} & \text { WASTE } \\ & \text { Co. Yos. } \end{aligned}$ | BORROW corys. |
| 34+30 | $56+32.5$ |  | 77.33 | 6724 | 7733 |  |  |
| 56+32.5 | 64+15? 7 |  | 3250 | 2826 | 3250 |  |  |
| 64+15 $=$ | 70+48 ${ }^{3}$ |  | 3485 | 3030 | 3485 |  |  |
| $70+483$ | $78+3719$ |  | 3492 | 3037 | 3492 |  |  |
| 78.3712 | $91+09 ?$ |  | 11830 | 10286 | 11830 |  |  |
| $91+09{ }^{18}$ | 128+469 |  | 22119 | 19234 | 22119 |  |  |
| $128+165$ | 13372166 |  | 10068 | 8753 | 10068 |  |  |
| 133+2156\| | $168+2620$ | 664 | 24747 | 17555 | 20188 | 4559 |  |
| $\cdots$ |  |  |  |  |  |  |  |
| $168+2690$ |  | 135 | 2028 | 1764 | 2028 |  |  |
| 171+83枈 | $190+61 / 0^{\circ}$ | 30111 | 13716 | 11927 | 13716 |  |  |
| $190+61 \times 19$ | 216+00 |  | 6652. | 5785 | 6652 |  |  |
|  |  |  |  |  | $104561$ | 4559 | 2 |
| Note: Excavation from new channel shall be disposed of along toe of fill at the direction of the Engineer. |  |  |  |  |  |  |  |


| Private Drif RaApproaches |  |  |
| :---: | :---: | :---: |
| Sheet No. | Place |  |
|  | Coprle | AGE. |
|  | $12^{\prime \prime}$ | co.yos |
| 4 | 80 | 26 |
| 5 | 40 | 30 |
| 6 | 140 | 67 |
| 7 | 20 | 16 |
| 8 | 20 | - 30 |
| 9 | 0 | 32 |
| totals | 300 | 201 |


| POADNAYDRAINAGE |  |
| :---: | :---: |
| SHEET NO. |  |
| 5 | 100 |
| Totals | 400 |


| GENERAL SUMMAPY. |  |  |  |
| :---: | :---: | :---: | :---: |
| $\begin{array}{\|l\|} \hline \text { TTEM } \\ E-1 \\ \hline \end{array}$ | -POAOWAY - <br> poadway Excavation (unclassified) | 10.8120 | cuivos. |
|  |  |  |  |
| E-5 | Fimishing shoulders, slopes and ditches (Both sides) | 18162.9 | $\operatorname{lin} .4$. |
|  | $6^{\text {a }}$ Pipe for roadmay drainage | 400 |  |
| \%-17 |  | 301 | Cutos |
|  | - PAVEMENT- |  |  |
| 7.70 | 9\%7x9"Concrete povement | 4416.8 | 39.1/0 |
|  |  |  |  |
| E-2 | STRUCTURES 20 S SAN U UNOER ExCOV for stuctures Cuncosshed |  | coves. |
|  |  |  |  |
|  |  |  |  |
| S-1 | Concrete for footivos ( $1-6$ - mix) | \%6.1. |  |
|  | peint steel |  |  |
|  | İ" pipe for roadway culverts | 522.5. |  |
|  | pice for roodroy culverts. | 370 |  |
|  |  |  | onfu. |
|  | +18 |  |  |
|  | Structura |  |  |
|  | Type's Water prooting |  |  |
|  | Concrete bridge, raling PR-IE |  |  |
|  | Peinitraed loncrete Approoch Slobs (9/3 |  |  |
| $\frac{5-27}{5-27}$ |  | ${ }_{7}^{170 .}$ |  |
|  |  |  |  |
|  |  |  |  |

