STATE OF OHIO, DEPARTMENT OF HIGHWAYS

PART	COUNTY	ROUTE	SECTION	PROJECT TERMINII BEGIN	PROJECT TERMINII END	NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
1	OTTAWA	51	0.00	0653	0655	.02	CLAY		

PLAN NO.

The Standard 1968 Specifications of the State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in the plans and proposal shall govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts # 1 and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts # NONE and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved
Date _____ Division Deputy Director

Approved
Date _____ Engineer of Bridges

Approved
Date _____ Engineer of Location & Design

Approved
Date _____ Deputy Director of Design & Construction

Approved
Date _____ Engineer of Maintenance

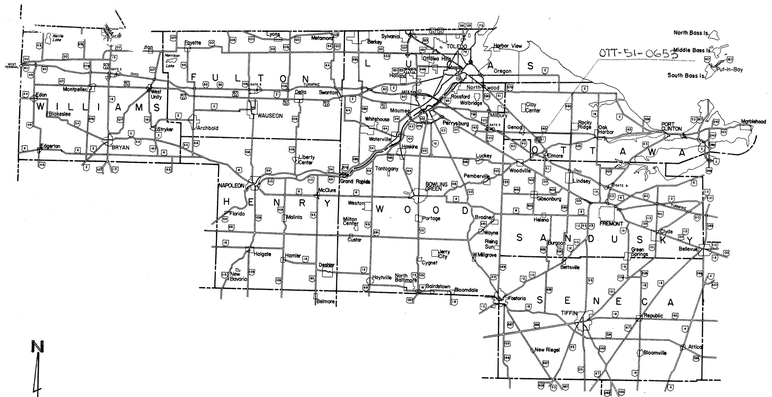
Approved
Date _____ Deputy Director of Operations

Approved
Date _____ Deputy Director of Planning & Programming

Approved
Date _____ First Assistant Director

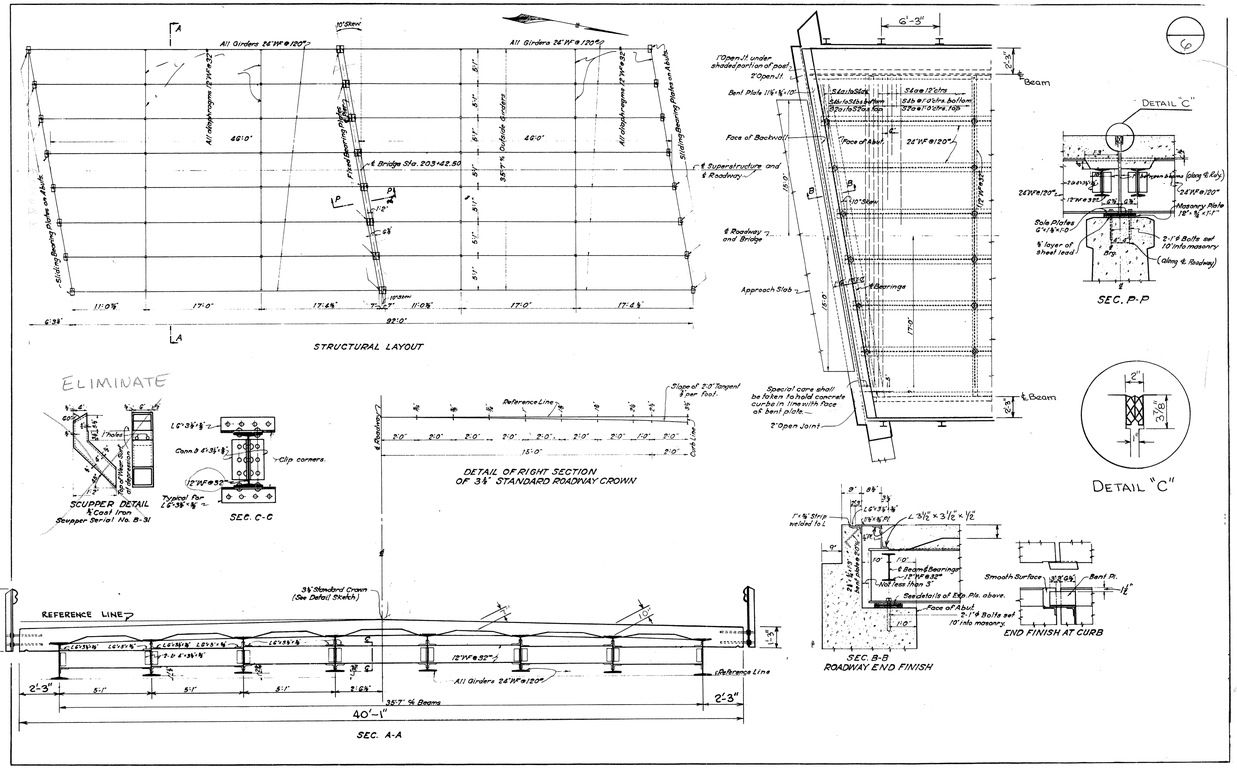
Approved
Date _____ Director of Highways

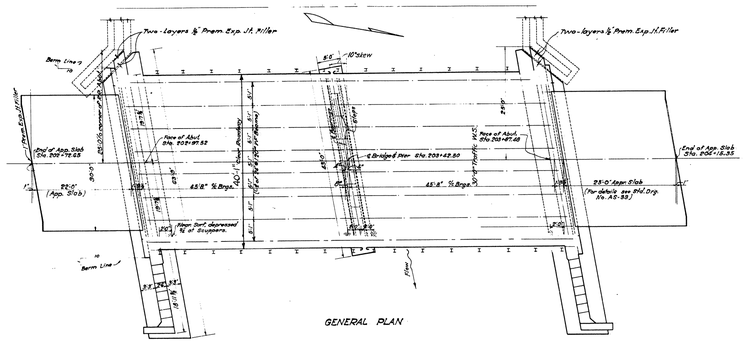
LOCATION MAP

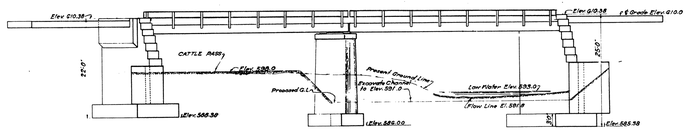


— PORTION TO BE IMPROVED

STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
AS-1-67	1-11-68	829	3-28-67
CSB-1-62	Sht.1, 12-8-65	308	1-1-69
GD-1-65	Sht.1, 11-8-65	835	1-1-69
MC-3-68			
GR-24-67			


STRUCTURAL LAYOUT
All Girders 24"WF@120#
All diaphragms 12"WF@32#
Sliding Bearing Plate on Abut.
Fixed Bearing Plate
Sliding Bearing Plate on Pier
40'-0"
17'-0"
17'-4½"
11'-0½"
95'-0"
℄ Bridge Sta. 203+42.50
℄ Superstructure and ℄ Roadway
℄ Roadway and Bridge
Approach Slab
℄ Bearings
Face of Backwall
Face of Abut.
Special care shall be taken to hold concrete curb in line with face of bent plate.
2" Open Joint
℄ Beam
DETAIL "C"
SEC. P-P
Sole Plates 6"x1½"x12"
Masonry Plate 18"x½"x1'-1"
2-1" ϕ Bolts set 10" into masonry
½" layer of sheet lead
Brg.
(Along ℄ Roadway)
DETAIL "C"
ELIMINATE
SCUPPER DETAIL
℄ Cast Iron Scupper Serial No. B-31
Clip corners.
SEC. C-C
DETAIL OF RIGHT SECTION OF 3⅝" STANDARD ROADWAY CROWN
Slope of 2'-0" Tangent ℄ per Foot.
Reference Line
Curb Line
15'-0"
3⅝" Standard Crown (See Detail Sketch)
REFERENCE LINE
12"WF@32#
All Girders 24"WF@120#
35'-7" ℄ Beams
40'-1"
SEC. A-A
Smooth Surface
Bent Pl.
END FINISH AT CURB
Face of Abut.
2-1" ϕ Bolts set 10" into masonry
SEC. B-B
ROADWAY END FINISH


Two - Layers ½" Prem. Exp. Jt. Filler
Two - layers ½" Prem. Exp. Jt. Filler
Berm Line
10" Slew
Face of Abut. Sta. 202+97.52
Face of Abut. Sta. 203+97.48
℄ Bridge Pier Sta. 203+42.50
(End of App. Slab Sta. 202+76.25
(End of App. Slab Sta. 204+16.35
22'-0" (App. Slab)
25'-0" App. Slab
(For details see Std. Drg. No. A5-55)
45'-8" ½ Brgs.
(Rear Part depressed ½" at Stoppers.
Flow
GENERAL PLAN


Elev. 610.38
Elev. 610.38
℄ Grade Elev. 610.0
CATTLE PASS
Elev. 590.0
Proposed G.L.
Proposed Ground Line
Proposed Channel to Elev. 581.0
Low Water Elev. 583.0
Flow Line El. 581.0
Elev. 566.38
Elev. 565.00
Elev. 565.38
ELEVATION

6

M & R 693

PLAN NO. 6/6

GENERAL SUMMARY

ITEM		GRAND TOTAL	UNIT	DESCRIPTION
407			Gals.	Tack Coat, MS-2, RS-I, SS-I, RC-70, or RC-250
403			Cu. Yds.	Asphalt Concrete ( )
404			Cu. Yds.	Asphalt Concrete ( )
202 Mod		Lump	Lump	Portions of Existing Structures Removed #
509		21821	Lbs	Reinforcing Steel
511			Cu Yds.	Class "C" Concrete, Superstructure
513		Lump	Lump	Structural Steel
514 Mod		Lump	Lump	Field Painting of Structural Steel
516		Lump	Lump	Structural Expansion & Contraction Joints
808			Units	Water Reducing Set-Retarding Admixtures
825				Concrete Surface Treatment.
				Guard Rail
				Posts
				Elastic
617			Sq. Yds.	Shoulder Preparation
617			Cu. Yds.	Compacted Aggregate
614		Lump	Lump	Maintaining Traffic

GENERAL NOTES

ALIGNMENT AND PROFILE:
The work proposed by this project is for the resurfacing of the existing pavement. The alignment of the existing pavement will not be changed, and the profile of the proposed surface will be similar to that of the existing pavement except that it will be raised an amount equal to the thickness of the resurfacing course or courses specified in these plans.

TACK COAT:
The tack coat operation shall be as determined at a pre-construction conference as per 407.05, and application rates shall not exceed 0.10 gal. per sq. yd.

TRAFFIC:
Traffic shall be maintained at all times. The length of restricted traffic zones shall be kept to a minimum consistent with the specification requirements for protection of completed courses.

RAILROAD CROSSINGS:
The new surface course shall be feathered to meet the rail grades if necessary.

INTERMEDIATE COURSE:
The intermediate course shall be placed in a separate operation where and as directed by the engineer.