

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

1
273

PREBLE COUNTY
PRE-40-9.46

I-70-1(13)09

Red 178
(1-100)

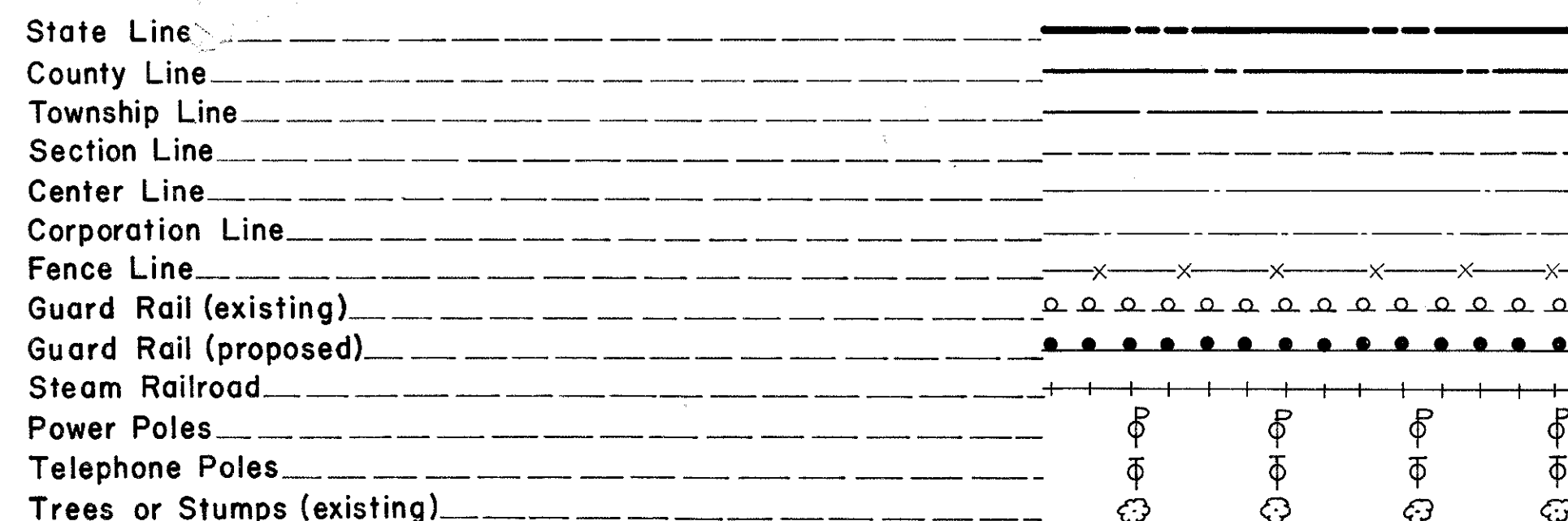
"LIMITED ACCESS"

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

PRE-40-9.46
MONROE & HARRISON TOWNSHIPS
PREBLE COUNTY

MICROFILMED
MAY 8 1986

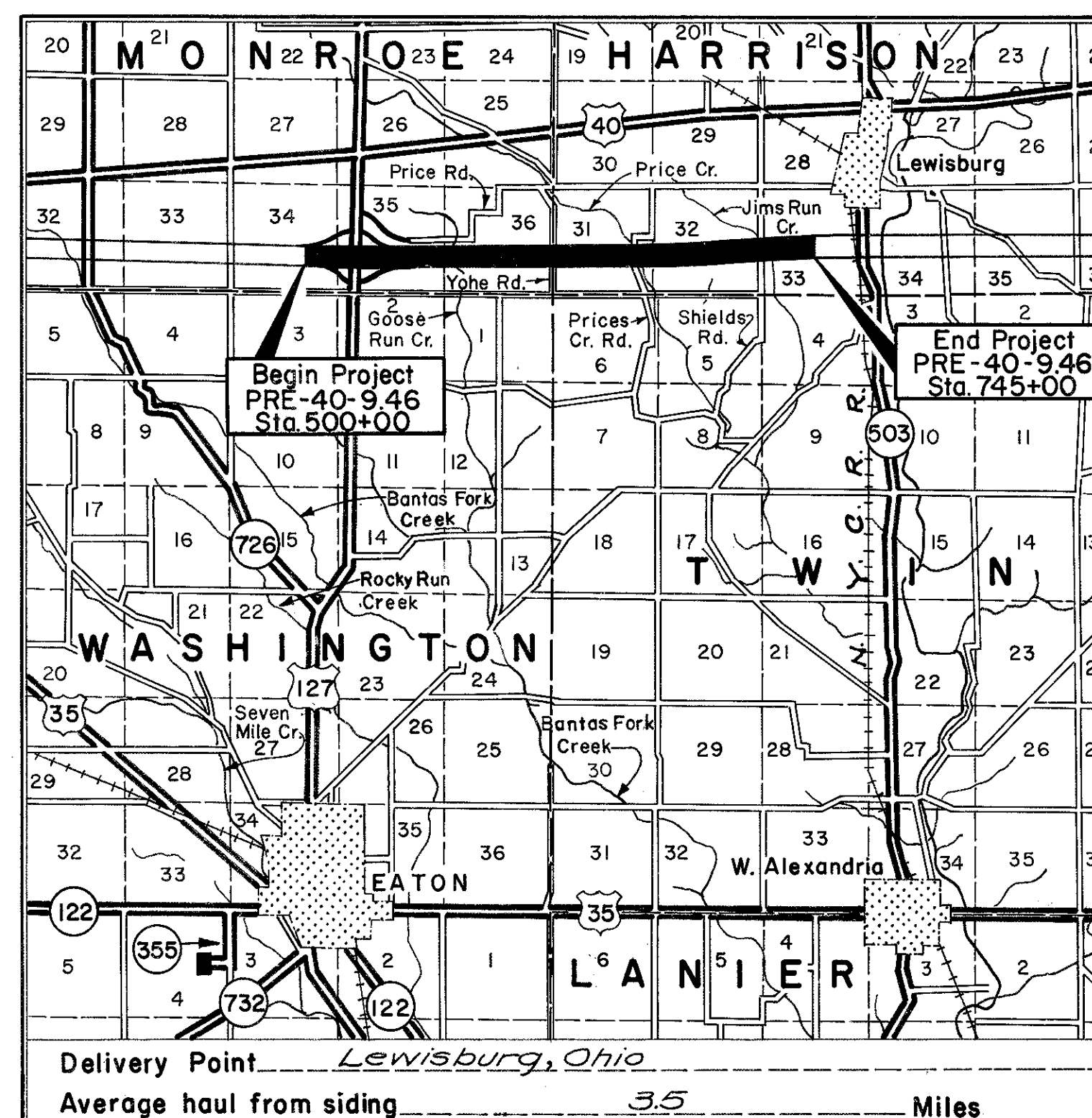
CONVENTIONAL SIGNS



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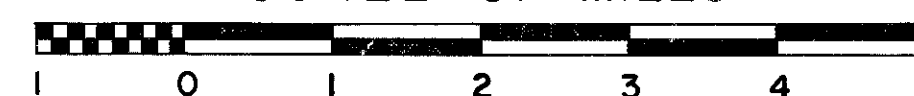
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LINE DATA - PROJECT I-70-1(13)09	(OMITTED - 189, 194, 220)

Begin Project - Sta. 500+00.00
End Project - Sta. 745+00.00
Net Length of Project 24,500.00 Lin. Ft. or 4.640 Miles
Add for Terminal Approach 745+00 to 746+12 112.00 Lin. Ft.
Add for U.S.R. 127 3,625.00 Lin. Ft.
Add for Shields Road 2,100.00 Lin. Ft.
Net Length of Work 30,337.00 Lin. Ft. or 5.745 Miles



LOCATION MAP

SCALE OF MILES



Portion to be improved
State Roads
Other Roads

Plan
Profile Horizontal
Profile Vertical

SCALE

1" = 50'
1" = 50'
1" = 5'

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS					
B-T-70-71	11-15-60	I-8 C.B. No. 5	7-1-58	RI-1	7-15-58
B-T-71R	3-2-53	I-8 C.B. No. 8	3-15-60	T-35	1-2-56
DR-1	1-3-55	I-8 M.H. No. 1	1-26-59	T.J.	9-12-60
F-2	10-1-58	I-15 No. 1	11-15-60	AS-1-54	7-5-62
F-3	9-1-59	I-8 M.H. No. 1-A	10-2-61	CSB-2-56 SH, 2132, 259	
F.A.C.I.-1	12-27-61	I-15 No. 2-A	8-17-60	RB-1-55	2-2-59
F.A.C.I.-2	12-27-61	I-15 No. 5	6-1-61	AR-1-57	4-2-62
G-707	6-1-56	I-15 No. 6	7-1-59	SP-53	6-30-61
HW-A&B	7-15-57	L-1	4-1-50	I-12	7-1-54
HW-C	7-15-57	I-8 C.B. No. 13	4-1-50	I-21-23	8-1-56
HW-E	11-15-60	L-3	4-1-50	I-8 C.B. No. 6	1-26-59
I-1	11-15-60	L-3-A	4-1-50	I-8 C.B. No. 7	3-11-60
I-8 C.B. 22A&B	3-2-59	L-1, No. 1	7-1-55		

SUPPLEMENTAL SPECIFICATIONS

1B	Rev. 6-15-59
B-112	8-21-61
I-127	Rev. 1-15-62
L-120	Rev. 1-2-62
CE-10104	5-22-56
I-128	7-31-59
I-129	Rev. 4-5-61
M-107, 1B	Rev. 4-3-61
M-109, 2B	Rev. 8-12-59

PLANS PREPARED BY
HAZELET & ERDAL - CONSULTING ENGINEERS
CINCINNATI, OHIO

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER DATE

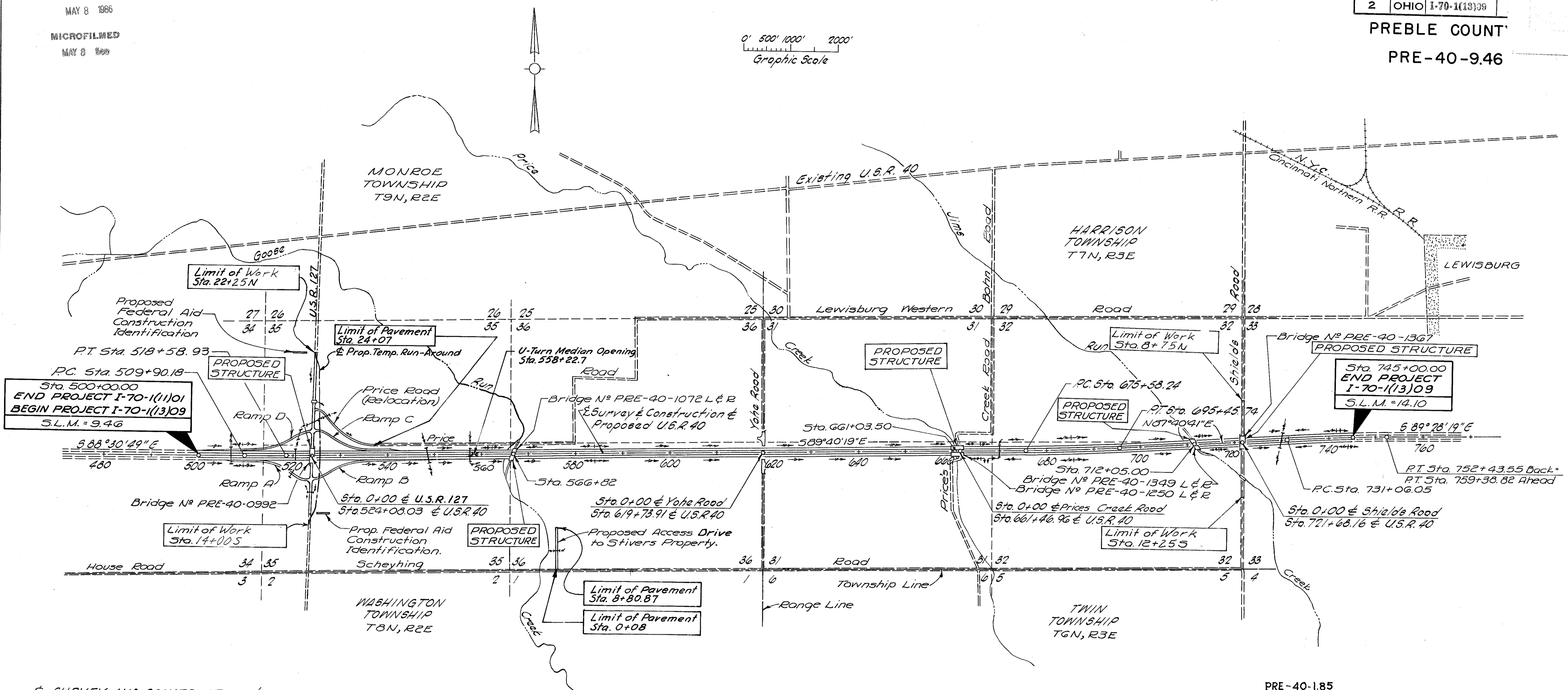
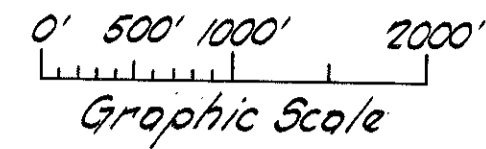
Revised R/W on Sheet 269 & Limits of 100' State Shown on Sheet 263-1-63, R. E. C.

File No.	PRE-40-9.46
Date of Letting	196
Contract No.	

MICROFILMED
MAY 8 1986
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MAY 8 1986

FED. RD. DIV.	STATE	PROJECT
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± SURVEY AND CONSTRUCTION ± CURVE DATA

Curve No 1	Curve No 2	Curve No 3
PI = Sta. 514+24.57	PI = Sta. 685+52.17	PI = Sta. 741+75.02
Δ = 1°09'30" Lt.	Δ = 2°39' Lt.	Δ = 2°51' Rt.
Oc = 0°08'	Oc = 0°08'	Oc = 0°08'
R = 42,971.85'	R = 42,971.85'	R = 42,971.85'
L = 868.75'	L = 1987.50'	L = 2137.50'
T = 434.39'	T = 993.93'	T = 1068.97'
E = 2.20'	E = 11.49'	E = 13.30'

STATION EQUATION
Sta. 752+43.55 Back - Sta. 759+38.82 Ahead

PRE-40-1.85
PREBLE COUNTY

I-127 DELINEATORS

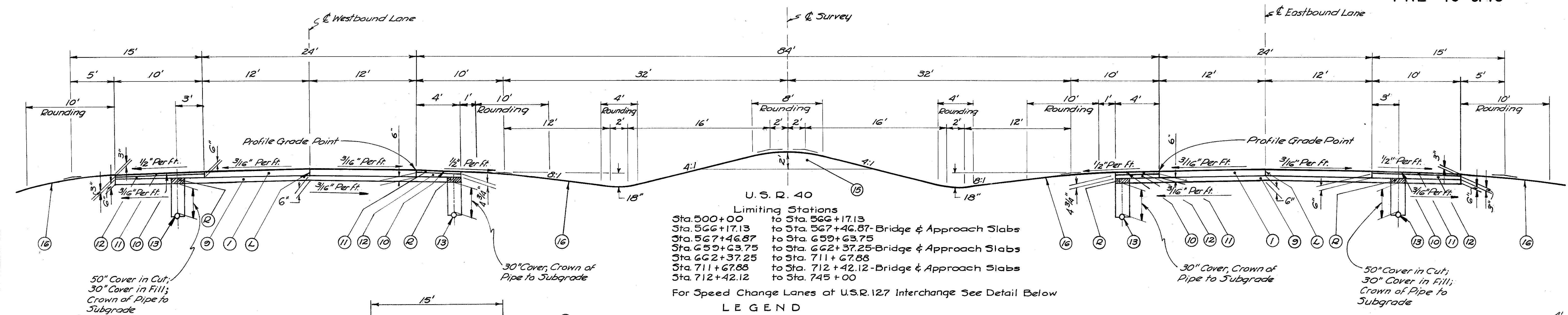
LOCATION	SIDE	STATION		SPACING (FT)	POST		BRKT	
		FROM	TO		C2	C3	C2	A1
ML	R	98+00	500+00	200				202
do	R	496+00	268+00	200				115
do	R	266+00						1
do	R	264+00	98+00	200				84
US-127 RAMP	R	499+10			1			
do	R	498+10				1		
TOTALS						1	1	401

TYPICAL SECTIONS

TYPE T-71

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-70-1(13)09

PREBLE COUNTY
PRE-40-9.46

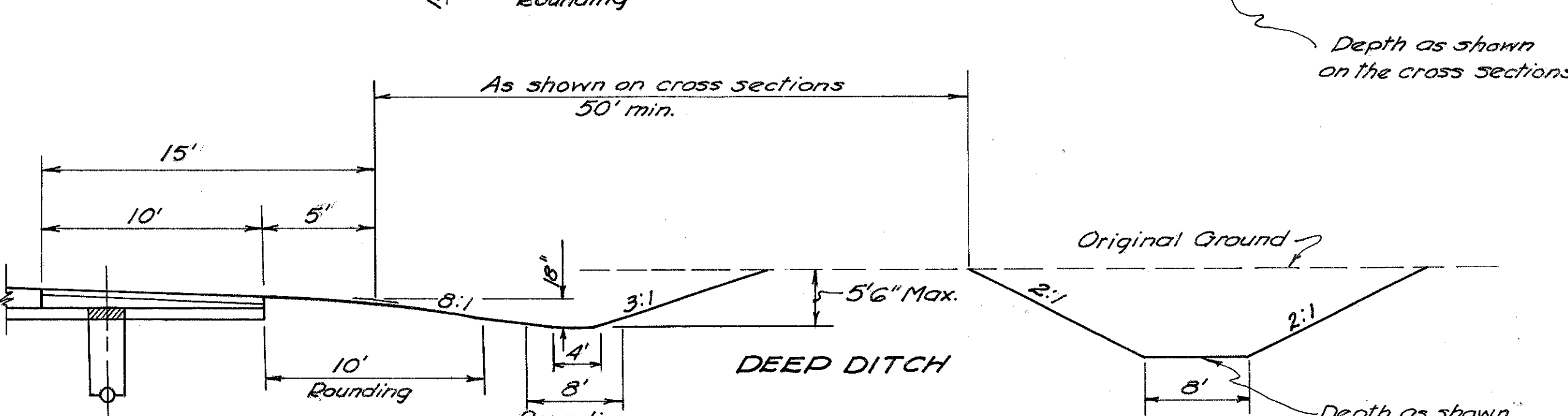
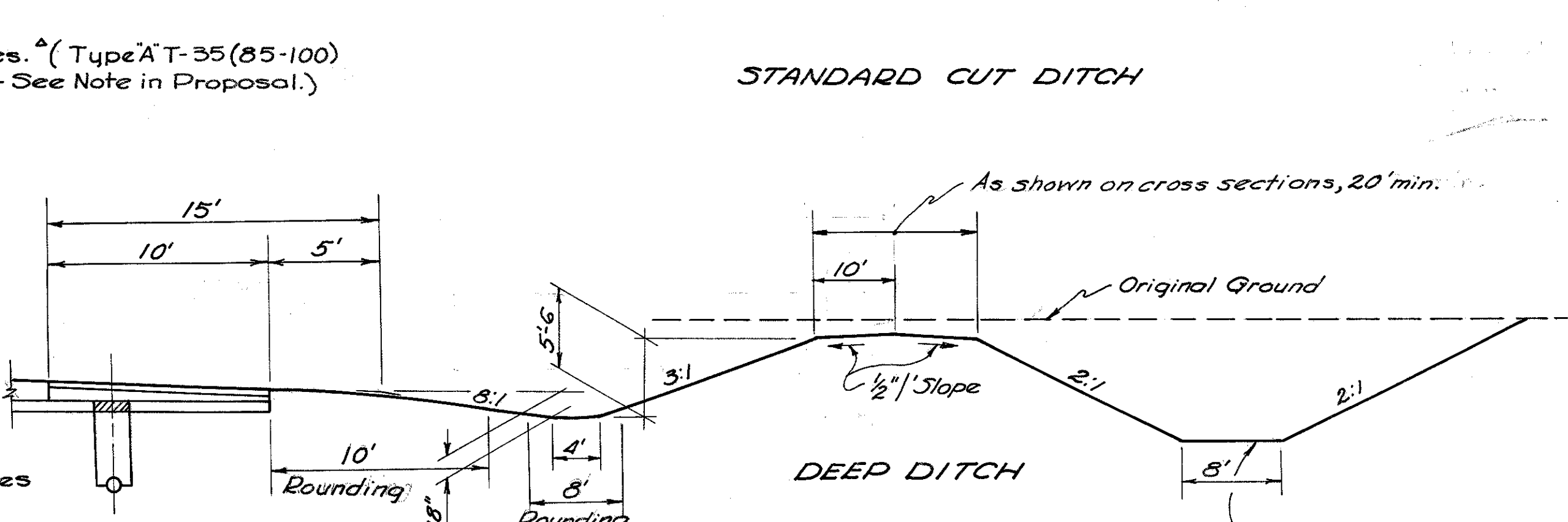
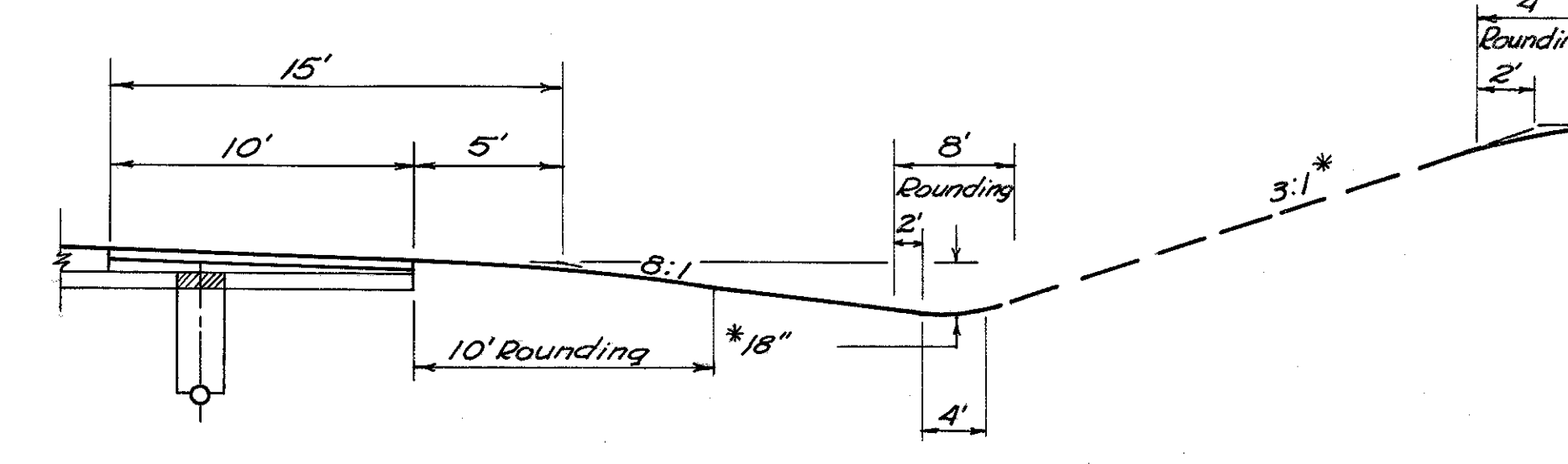
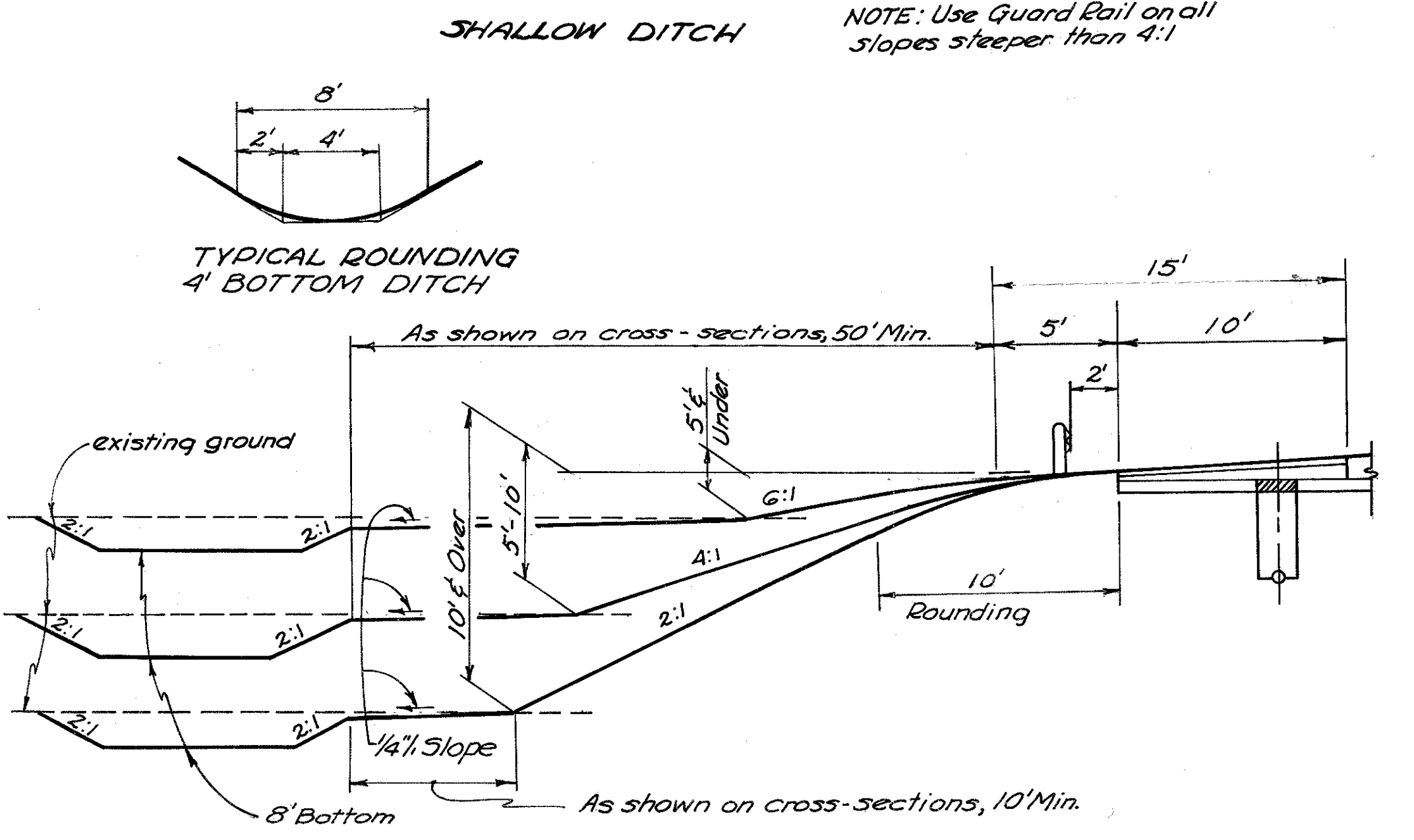
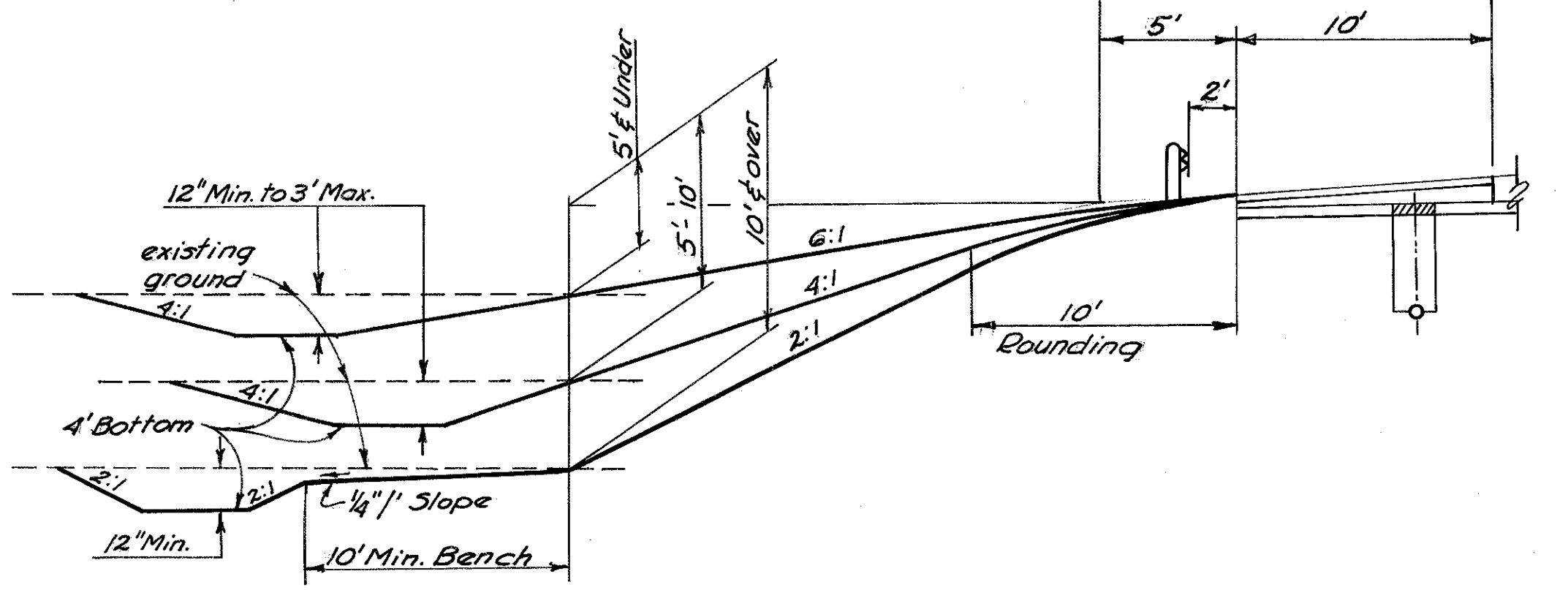
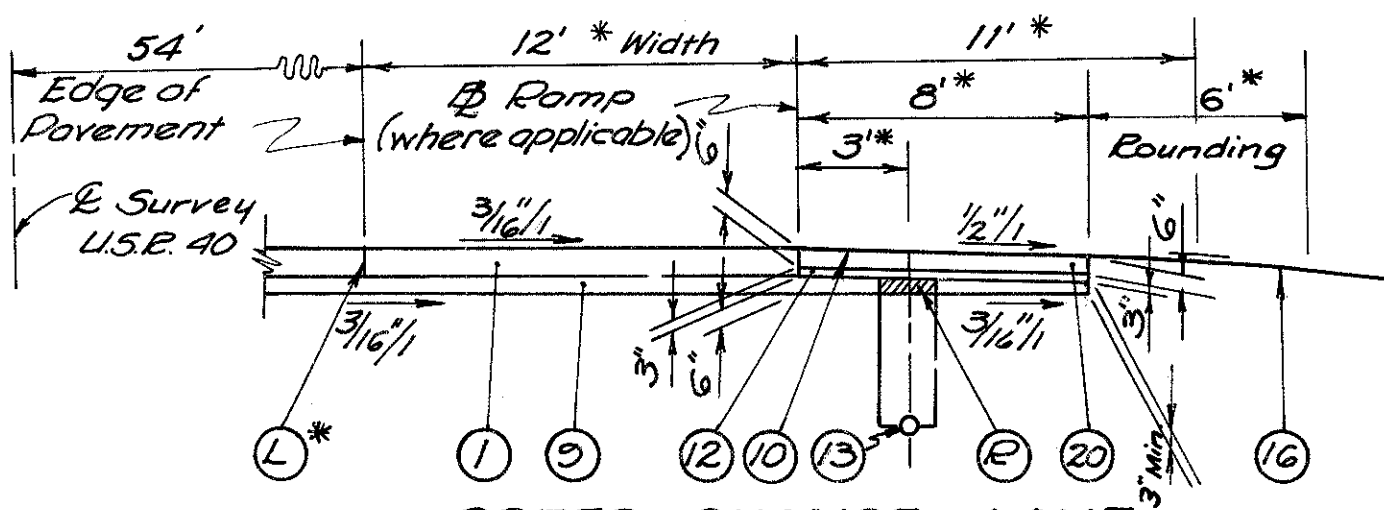


LEGEND

- ① ITEM T-71 9" Reinforced Portland Cement Concrete Pavement.
- ② ITEM I-22 6" Subbase, A or B Grading, modified as per note on Sht. #8
- ⑩ ITEM T-31 Bituminous Surface Treatment, using 0.25 Gal. of Bituminous Material** and 0.008 Cu. Yd. No. 6 Aggregate Per Sq. Yd.
- ⑪ ITEM B-21 3" Waterproofed Aggregate Base Course. (Type A T-35 (85-100) Material may be used in construction of this Course - See Note in Proposal)
- ⑫ ITEM B-112 Porous Base Course, Thickness as Shown, (3" Minimum)
- ⑬ ITEM I-1 6" Pipe Class I-3, For Location and Elevation, See Plan and Profile Sheets.
- ⑮ ITEM L-3 Placing Stockpiled Topsoil
- ⑯ ITEM L-5 Seeding and Protecting
- ⑳ ITEM B21 6" Waterproofed Aggregate Base Course, Two 3" Courses. (Type A T-35 (85-100) Material may be used in construction of this Course - See Note in Proposal.)
- Ⓡ Remove Subbase for Width of I-1 Trench and Replace with new Class 3 Backfill immediately prior to placing the Item B-112 Porous Base Course. Cost should be included in Price per Lin. Ft. for Item I-1.
- Ⓛ Standard Longitudinal Joint

NOTES

- * Unless otherwise indicated on the Plans
- ** See note in Proposal for Bituminous Material
See Standard Drawing R1-1 for additional Rounding of Slopes
- ▲ Thicknesses shown are design thicknesses as described in Sections B-21.01 & T-35.01 of the Specifications.
See General Notes for Limits of Seeding and Protecting.



Ramp A: Sta. 505+94.67 U.S.R.40 to Sta. 4+37.67 Ramp A (See Details Sh. #123) Ramp C: Sta. 21+16.19 Ramp C to Sta. 542+48.87 U.S.R.40 (See Details Sh. #125)
Ramp B: 25' width Sta. 537+77.74 to 0' width Sta. 549+77.90 U.S.R.40 (See Details Sh. #124) Ramp D: 0' width Sta. 498+10.19 to 25' width Sta. 510+12.40 U.S.R.40 (See Details Sh. #126)

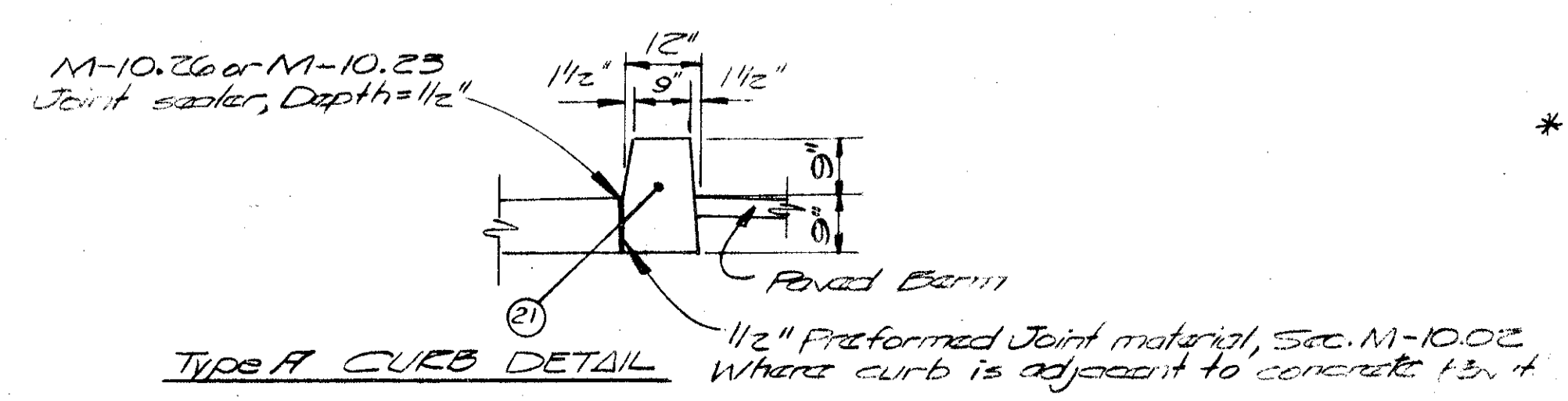
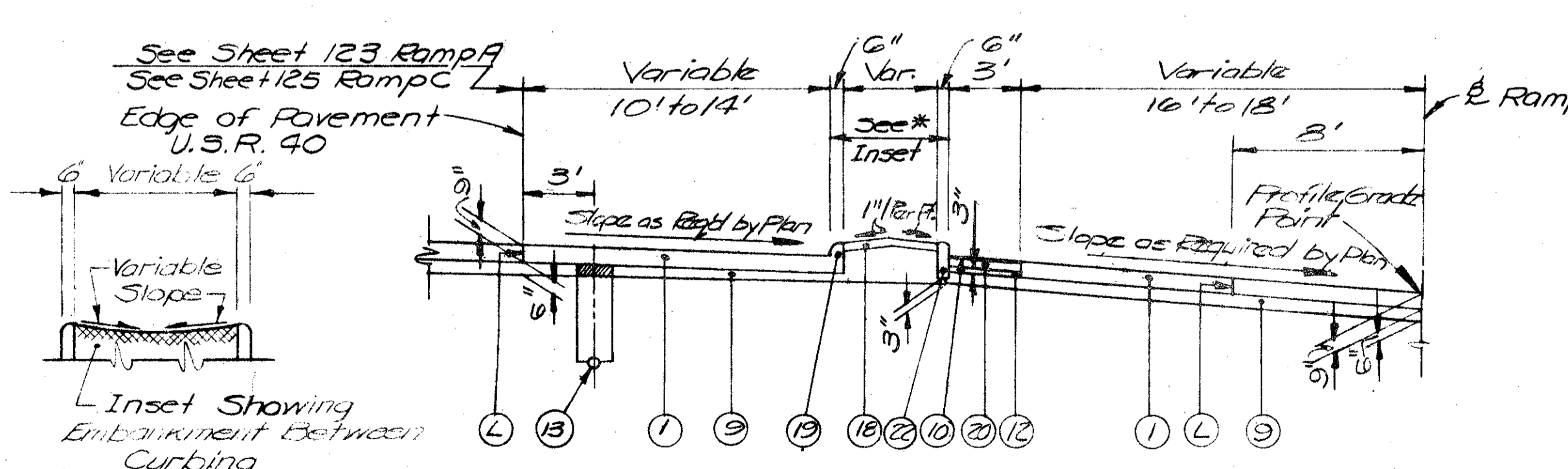
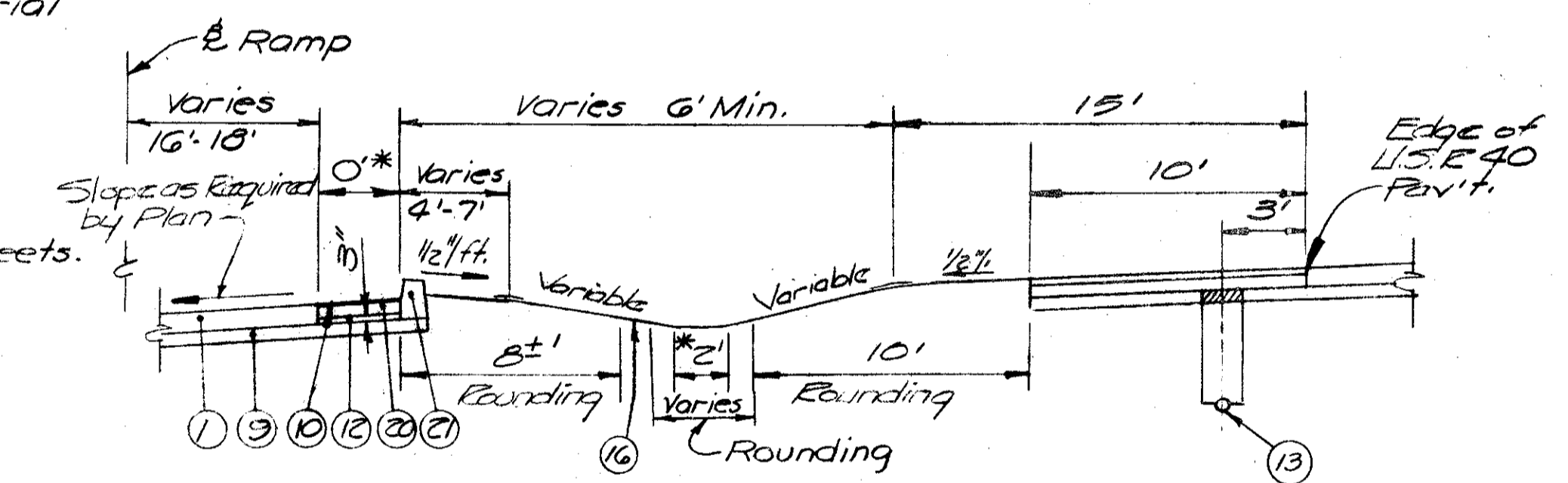
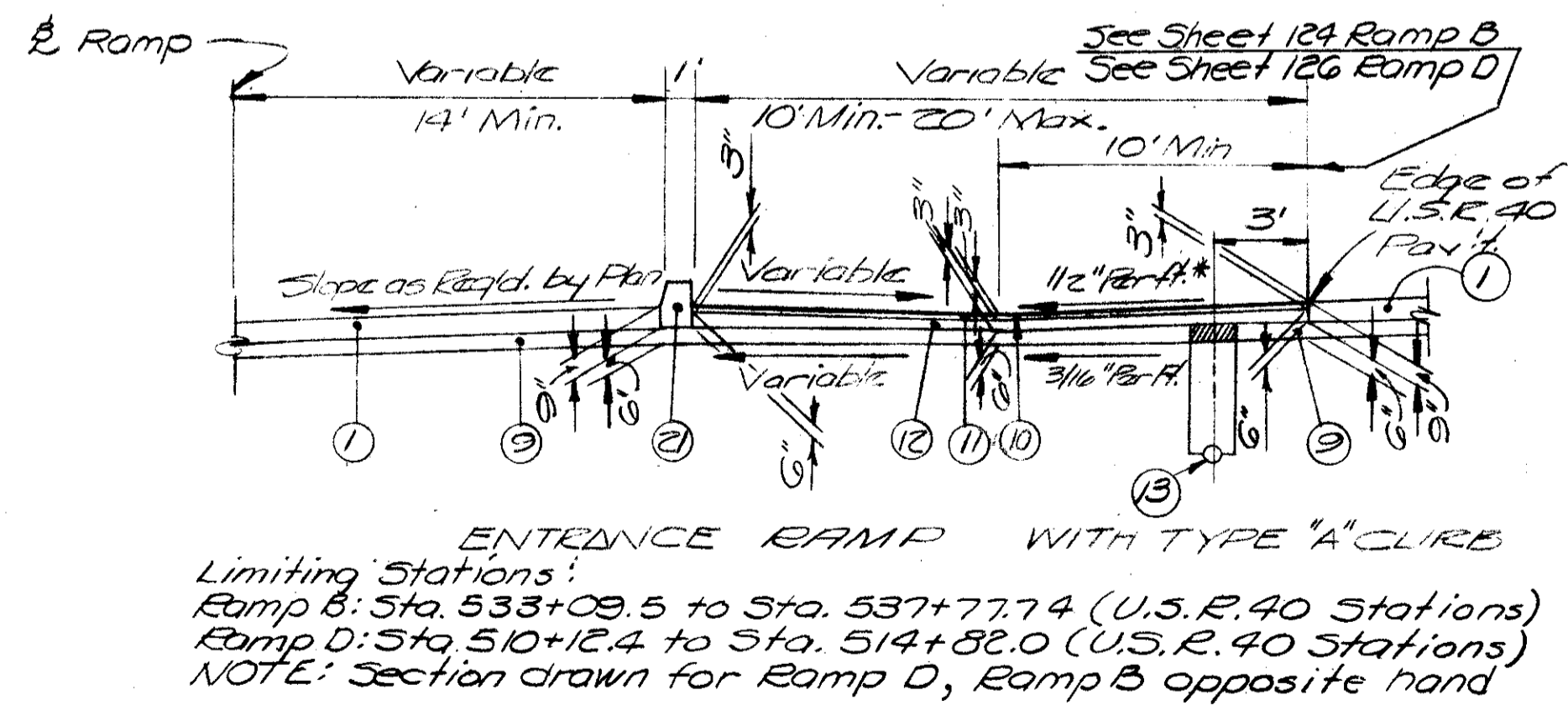
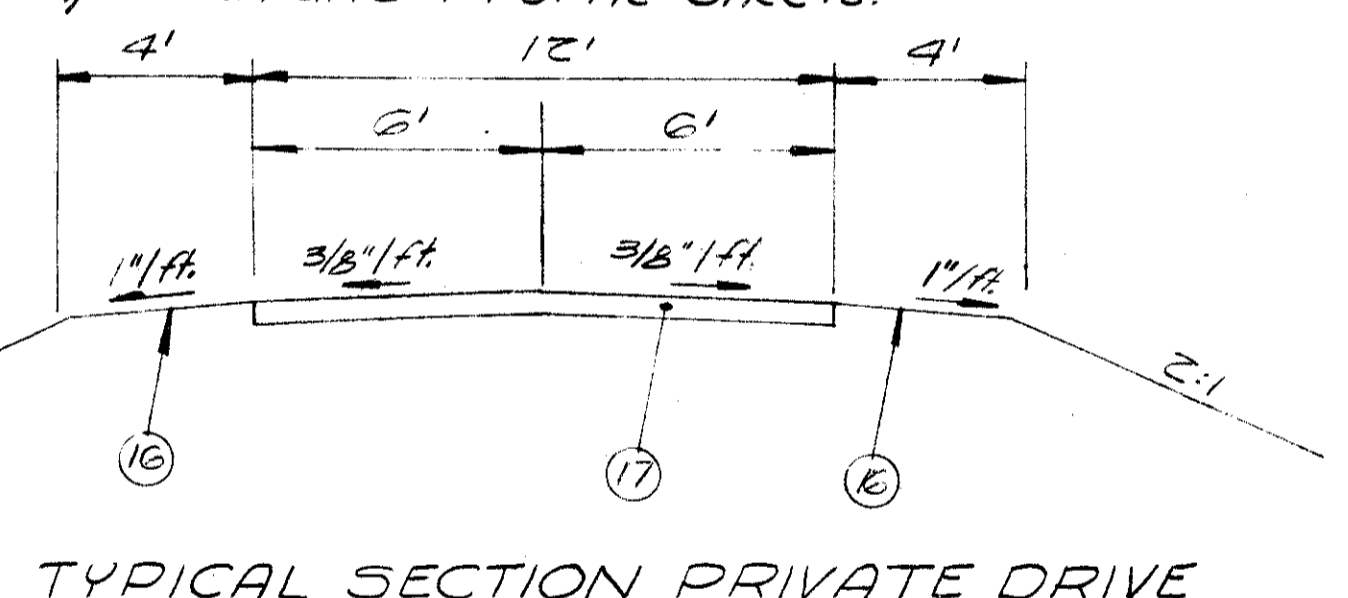
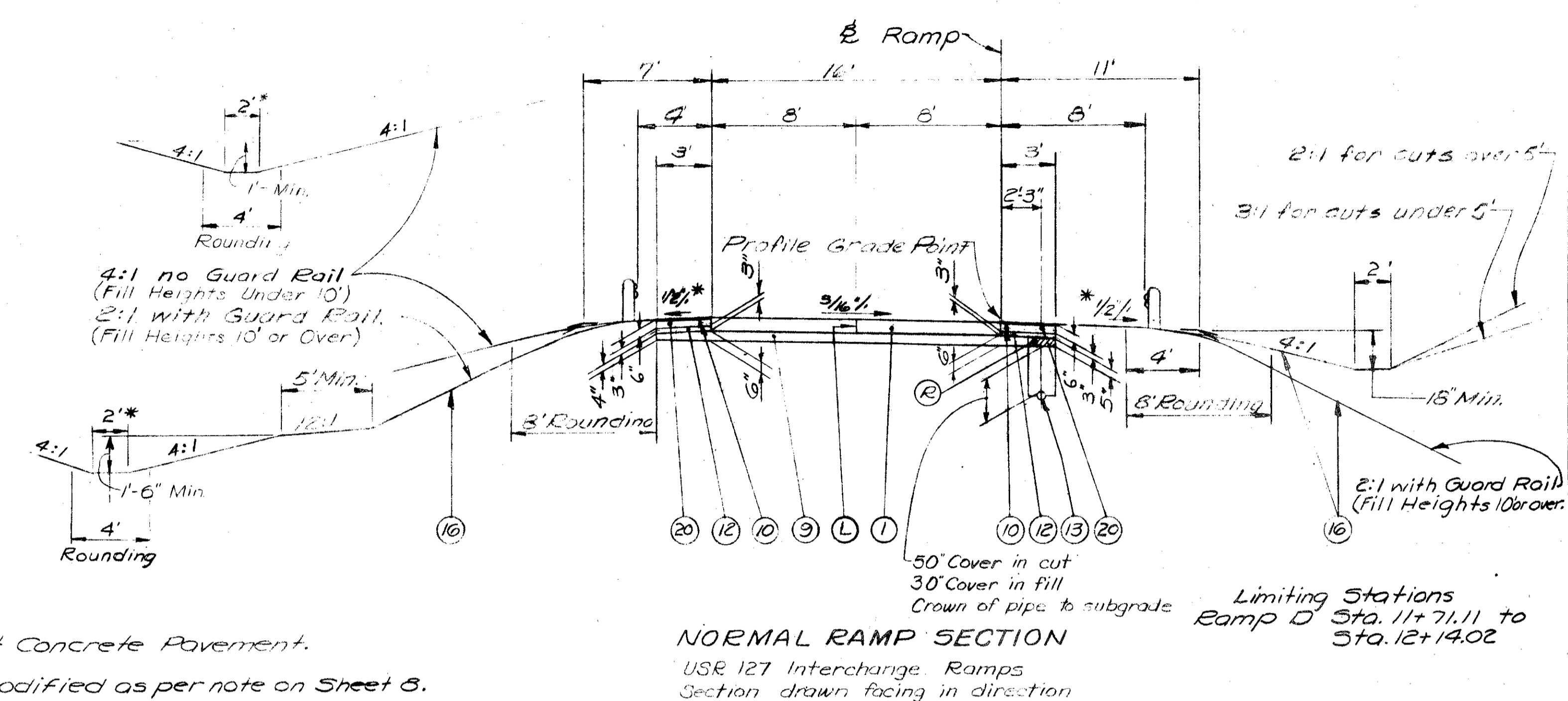
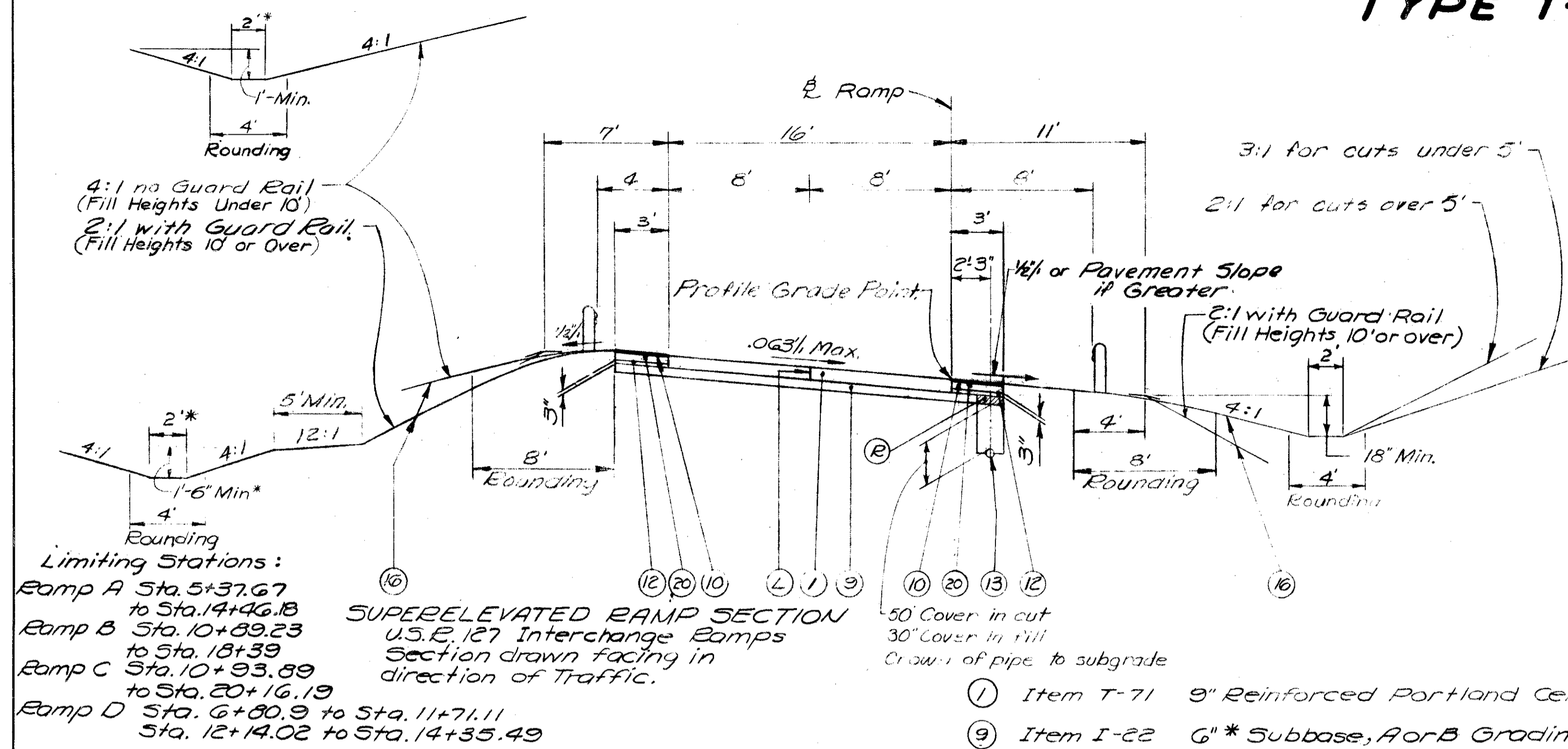
TYPICAL SECTIONS

TYPE T-71

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

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PREBLE COUNTY
PRE-40-9.46



- ① Item T-71 9" Reinforced Portland Cement Concrete Pavement.
- ⑨ Item I-22 6" Subbase, A or B Grading, modified as per note on Sheet 8.
- ⑩ Item T-31 Bituminous Surface Treatment, using 0.25 Gal. of Bituminous Material ** and 0.008 cu. yd. 1 1/2" Aggregate per Sq. Yds.
- ⑪ Item B-21 3" Waterproofed Aggregate Base, (Type "A" T-35 (85-100) Material, may be used in construction of this course - See Note in Proposal.)
- ⑫ Item B-112 Porous Base Course, Thickness as shown.
- ⑬ Item I-1 6" Pipe Class I-3 - For Location and Elevation See Plan and Profile Sheets.
- ⑯ Item L-9 Seeding and Protecting.
- ⑰ Item I-18 6" Stabilized Crushed Aggregate Shoulders and Approaches
- ⑱ Item I-21 4" Standard Type I Portland Cement Concrete Median Pavement.
- ⑲ Item I-12 Concrete Curb Standard Type 2-A.
- ⑳ Item B-21 6" Waterproofed Aggregate Base Course. Two 3" Courses, (Type "A" T-35 (85-100) Material may be used in construction of this course, See Note in proposal)
- ㉑ Item I-12 Type A Concrete Curb, as per Plan, See Detail this Sheet.
- ㉒ Item I-12 Concrete Curb Standard Type G.
- Ⓛ Standard Longitudinal Joint.
- Ⓧ Remove Subbase for width of Item I-1 trench and replace with Class 3 Backfill immediately prior to placing the item B-112, Porous Base Course. Cost shall be included in price bid per lin. ft. for Item I-1.

NOTES

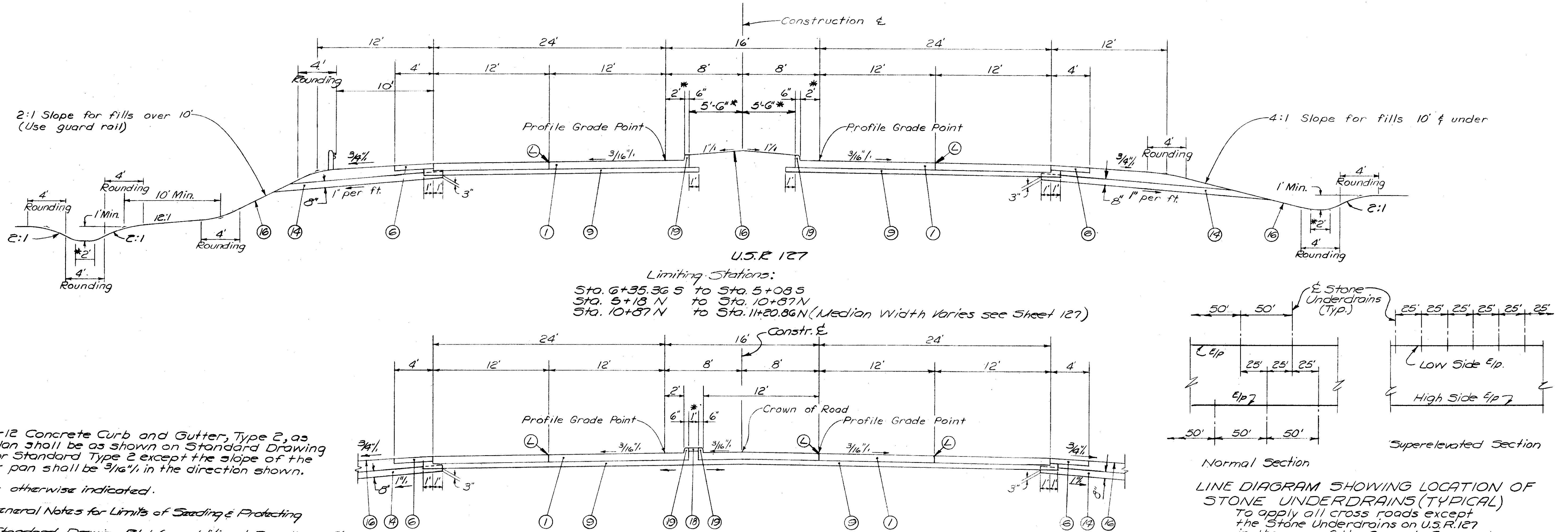
- * Unless Otherwise indicated on the Plans.
- ** See Note in Proposal for Bituminous Material.
- Δ Thicknesses shown are design thicknesses as described in Section B-21.01 & T-35.01 of the Specifications. See Standard Drawing R1-1 for additional rounding of slopes.
- See General Notes for Limits of Seeding and Protection.

TYPICAL SECTIONS

TYPE T-71 & T-35

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Item I-12 Concrete Curb and Gutter, Type 2, as per Plan shall be as shown on Standard Drawing I-12 for Standard Type 2 except the slope of the gutter pan shall be 3/16" in the direction shown.

* Unless otherwise indicated.

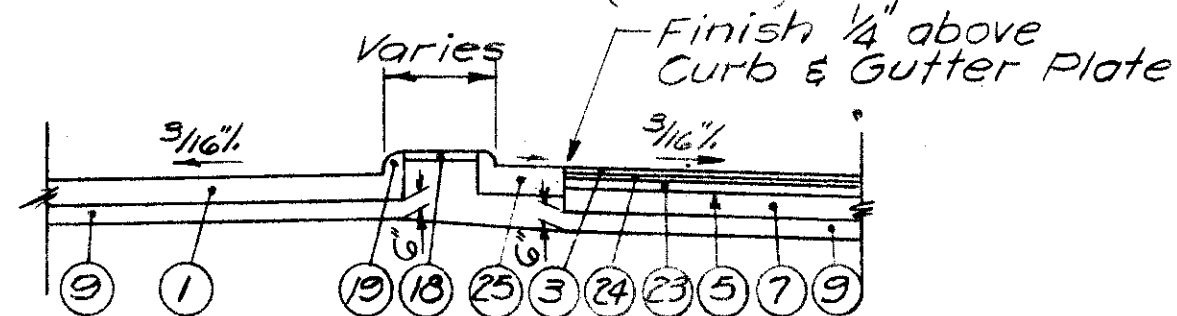
See General Notes for Limits of Seeding & Protecting

See Standard Drawing R1-1 for additional Rounding of Slopes

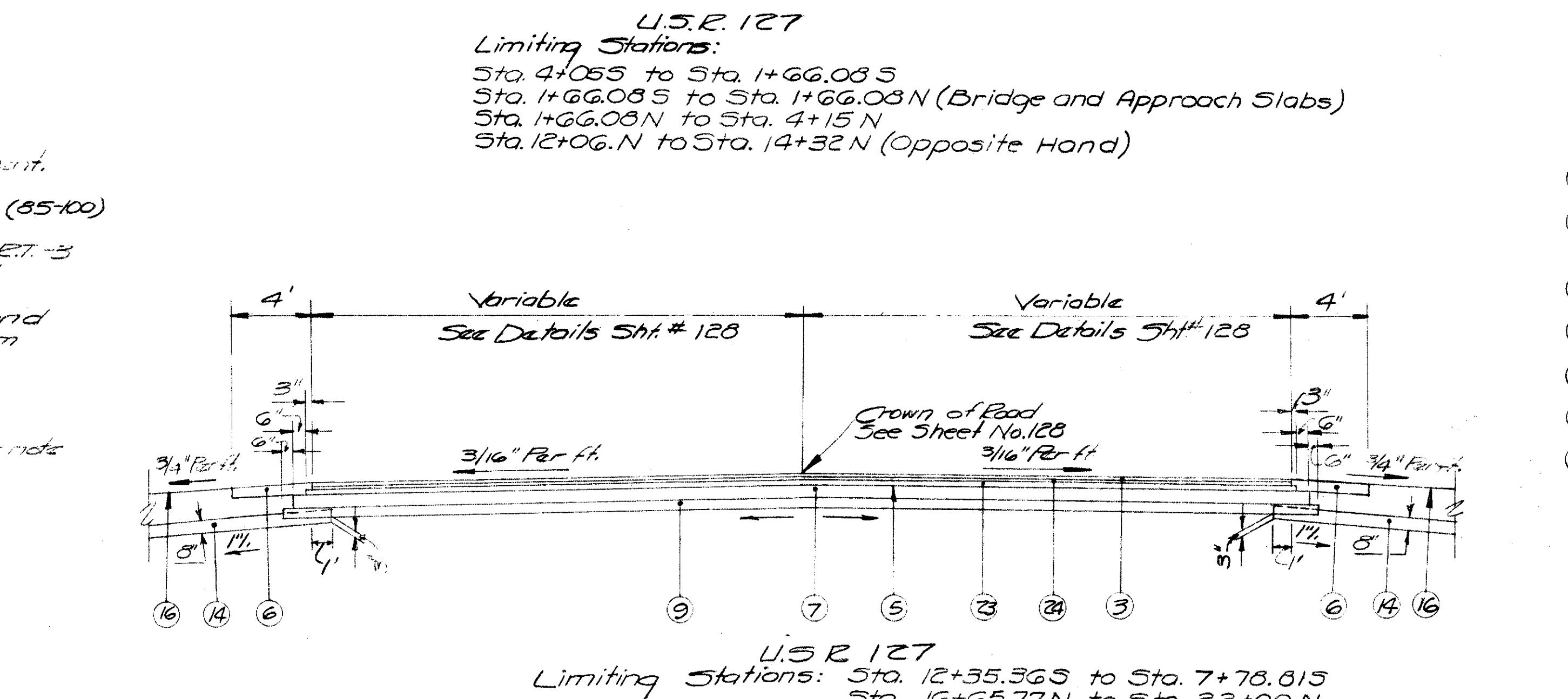
** Thicknesses shown are design thicknesses as described in Section T-35.01 and B-35.01 of the Specifications.

LEGEND

- ① Item T-71 9" Reinforced Portland Cement Concrete Pavement.
- ② Item T-35 ** 1/4" Asphaltic Concrete Surface Course, Type A, (85-100)
- ③ Item T-30 Bituminous Prime Coat, Sec. M-5.5 E.T.-2 or E.T.-3 Applied at the Rate of 0.40 Gal. Per Sq. Yd.
- ④ Item I-18 6" Stabilized Crushed Aggregate Shoulders and Approaches, Top 3" Stabilized With Calcium Chloride (See Note in Proposal)
- ⑤ Item B-19 8" Aggregate Base Course
- ⑥ Item I-22 6" * Subbase, A or B Grading, modified as per note on Sheet # 8
- ⑦ Item I-9 Stone Underdrains (N=2)



Limiting Stations:
Sta. 14+32 N to Sta. 16+57 N (See Sheet No. 128)



U.S.R. 127

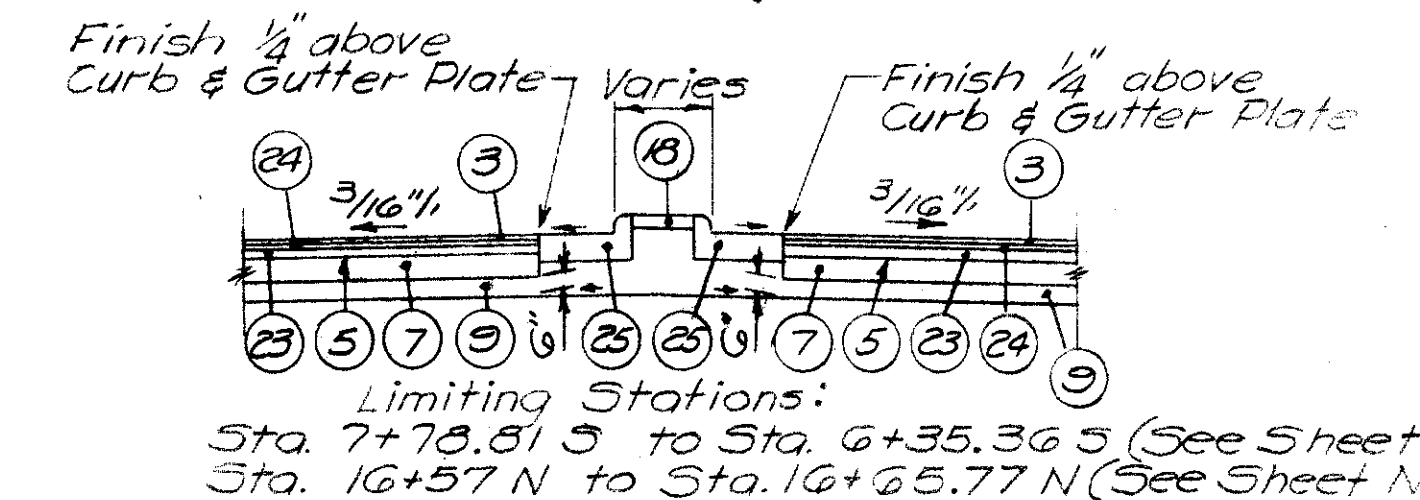
Limiting Stations:
Sta. 12+35.36 S to Sta. 7+78.81 S
Sta. 16+65.77 N to Sta. 22+00 N

LINE DIAGRAM SHOWING LOCATION OF STONE UNDERDRAINS (TYPICAL)

To apply all cross roads except the Stone Underdrains on U.S.R. 127 in the area of the Concrete Pavement are to be placed opposite all Transverse Joints.

LEGEND CONTINUED

- ⑧ Item L-9 Seeding & Protecting.
- ⑨ Item I-21 4" Standard Type I Portland Cement Concrete Median Pavement.
- ⑩ Item I-12 Concrete Curb Standard Type 2-A
- ⑪ Item B-35 ** Asphaltic Concrete Base Course.
- ⑫ Item B-35 1/4" ** Asphaltic Concrete Leveling Course (85-100)
- ⑬ Item I-12 Concrete Curb & Gutter Type 2 as per Plan.
- Ⓛ Standard Longitudinal Joint

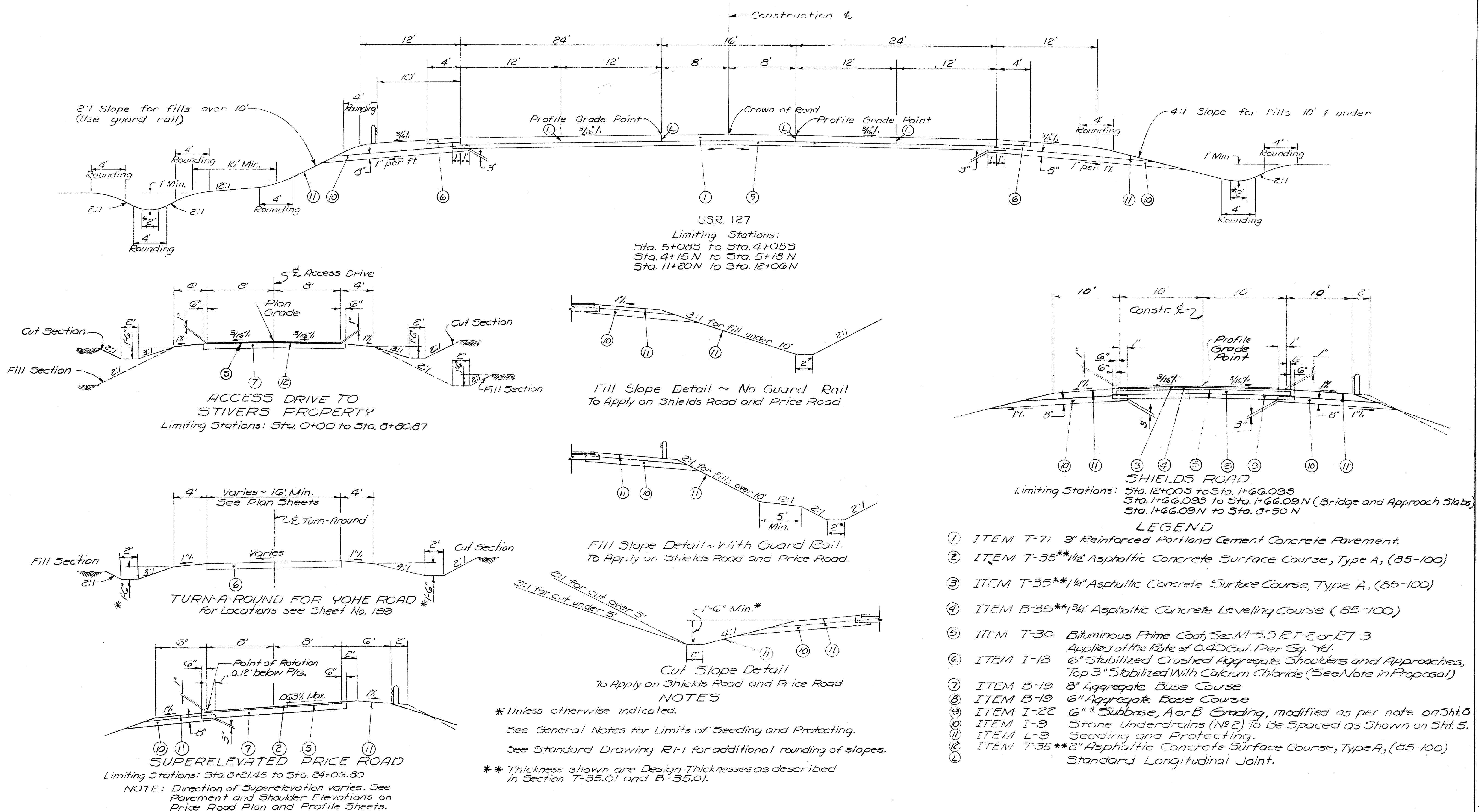


TYPICAL SECTIONS

TYPE T-35 & T-71

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	6 273

PREBLE COUNTY
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GENERAL NOTES

PREBLE COUNTY
PRE-40-946

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DESIGN SPEED

THE GEOMETRICS ON THIS PROJECT HAVE BEEN PLANNED FOR THE FOLLOWING DESIGN SPEEDS:

U.S.R. 40	70 M.P.H.
U.S.R. 127	60 M.P.H.
U.S.R. 127 INTERCHANGE RAMP	40 M.P.H.
PRICE ROAD RELOC.	40 M.P.H.
SHIELDS ROAD	50 M.P.H.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON THE U.S.G.S. DATUM

FIELD OFFICE

THE CONTRACTOR SHALL, IN ACCORDANCE WITH SEC. 5-0.01(b), PROVIDE FOR THE EXCLUSIVE USE OF THE STATE'S EMPLOYEES, A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 500 SQ. FT. OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THIS FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL WIRING AND OUTLETS SUITABLE FOR CONNECTING ELECTRIC LIGHTS AND OFFICE EQUIPMENT IN THE FIELD OFFICE, AND PROVIDE 110-VOLT ALTERNATING CURRENT TO THE OFFICE DURING THE ENTIRE PERIOD OF CONSTRUCTION OF THIS PROJECT.

REMOVALS

ALL ITEMS MARKED FOR REMOVAL AND DISPOSAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF BY HIM UNLESS OTHERWISE SPECIFIED ON THE DETAILED PLANS.

BERMS AND SLOPES

BERMS AND SLOPES SHALL BE FINISHED IN ACCORDANCE WITH THE TYPICAL SECTION EXCEPT WHERE OTHERWISE SHOWN ON THE CROSS SECTIONS. THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING RI-1, AS MODIFIED BY THE TYPICAL SECTIONS, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

ESTIMATED QUANTITIES

SPECIFIC LOCATIONS AND USAGE OF ESTIMATED QUANTITIES PROVIDED IN THIS PLAN TO BE USED "AS DIRECTED BY THE ENGINEER" SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

NON-RIGID PAVEMENT REMOVAL

REMOVAL AND DISPOSAL OF EXISTING NON-RIGID PAVEMENT, UNLESS OTHERWISE INDICATED ON THESE PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION, METHOD B.

SEEDING

USR 40 & USR 127 INTERCHANGE RAMP
QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN THE RIGHT-OF-WAY FENCE LINES, BETWEEN THE RIGHT-OF-WAY LINES IN UNFENCED AREAS AND WITHIN THE WORK LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT, CHANNEL, DITCH OR SLOPE EASEMENT AND TEMPORARY RIGHT-OF-WAY.

CROSSROADS
QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN THE WORK LIMITS, AS SHOWN ON THE CROSS SECTIONS.

SEEDING MIXTURE

THE FOLLOWING SEED MIXTURE SHALL BE USED THROUGHOUT THE LIMITS OF THIS PROJECT IN LIEU OF THE MIXTURES LISTED IN SECTION L-9.11:

SEED MIXTURE TO BE USED ADJACENT TO RESIDENTIAL AREAS OR AT THE DIRECTION OF THE ENGINEER:

40% KENTUCKY BLUEGRASS (POA PRATENSIS)
45% ILLAHEE FESCUE (FESTUCA RUERA VAR. ILLAHEE)
10% RED TOP (AGROSTIS ALBA)
5% WHITE CLOVER (TRIFOLIUM REPENS)

ALL REMAINING AREAS SHALL BE SEED WITH THE FOLLOWING MIXTURE:

25% KENTUCKY BLUEGRASS (POA PRATENSIS)
60% KENTUCKY 31 FESCUE (FESTUCA ELATIOR VAR. KY. 31)
15% RED CLOVER (TRIFOLIUM PRATENSE)

THE ABOVE SHALL BE THOROUGHLY MIXED AND THEN EVENLY SOWN OVER THE AREAS AT THE RATE OF THREE (3) POUNDS PER 1000 SQUARE FEET IN ACCORDANCE WITH ITEM L-9 OF CONSTRUCTION AND MATERIALS SPECIFICATIONS.

REMOVAL OF EXISTING PIPE

THE REMOVAL OF ALL EXISTING PIPE DRAINS WITHIN THE LIMITS OF PROPOSED EXCAVATION ITEMS SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICES BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE ITEMIZED IN THE PLANS.

CONNECTIONS TO EXISTING PIPE

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

L-9 COMMERCIAL FERTILIZER

OR SODDED UNDER ITEM L-10

ALL AREAS TO BE SEEDDED UNDER ITEM L-9 SHALL HAVE COMMERCIAL FERTILIZER (12-12-12) APPLIED AT THE RATE OF TWENTY (20) POUNDS PER 1,000 SQUARE FT.

AGRICULTURAL LIMING MATERIALS

THE LOCATION AND NEED FOR AGRICULTURAL LIMING MATERIALS WILL BE DETERMINED BY LABORATORY TESTS AFTER ROUGH GRADING OPERATIONS HAVE BEEN PERFORMED. QUANTITIES OF AGRICULTURAL LIMING MATERIALS AS SHOWN ON THE PLANS ARE SUFFICIENT FOR THE ENTIRE PROJECT, BUT WILL BE NON-PERFORMED FOR THE AREAS WHERE TESTS SHOW THAT THE LIMING MATERIAL IS NOT NEEDED. WHERE USED, THIS MATERIAL SHALL BE APPLIED AT THE RATE OF 100 LBS. PER 1000 SQUARE FT.

SCARIFICATION OF EXISTING FLEXIBLE PAVEMENT

WITHIN THE LIMITS OF CONSTRUCTION WHERE THE EXISTING FLEXIBLE PAVEMENT WILL HAVE LESS THAN SIX (6) INCHES OF FILL PLACED UPON IT, THE PAVEMENT SHALL BE THOROUGHLY SCARIFIED FOR ITS FULL DEPTH, MIXED WITH SUFFICIENT SOIL AND PROPERLY RECOMPACTED TO INSURE THE ELIMINATION OF ANY PLANES OF SEPARATION BETWEEN IT AND THE EMBANKMENT PLACED THEREON. PAYMENT FOR SCARIFICATION AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION, METHOD B.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO MAKES NO GUARANTEES AS TO THEIR ACCURACY OR COMPLETENESS.

UTILITY ADJUSTMENT

AT LEAST 48 HOURS PRIOR TO BREAKING GROUND, THE CONTRACTOR SHALL NOTIFY ALL PUBLIC SERVICE CORPORATIONS HAVING WIRE, POLES, PIPE, CONDUITS, MANHOLES, OR OTHER STRUCTURES THAT MAY BE AFFECTED BY THIS OPERATION, INCLUDING ALL STRUCTURES WHICH ARE AFFECTED AND NOT SHOWN ON THESE PLANS. ANY AND ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED ON THESE PLANS.

REMOVAL OF TREES AND STUMPS

ALL TREES AND STUMPS LYING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE LUMP SUM PRICE BID FOR ITEM E-9, REMOVAL OF TREES AND STUMPS, EXCEPT THAT THOSE TREES AND STUMPS FOR WHICH PROTECTION AND PRESERVATION WORK IS INDICATED ELSEWHERE IN THESE PLANS SHALL NOT BE REMOVED.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

SIZES	NO. OF TREES	NO. OF STUMPS
12" - 18"	252	13
18" - 24"	58	4
24" - 30"	13	2
30" - 36"	7	1
36" - 42"	0	1
42" - 48"	0	0
Over 48"	2	0

THE ABOVE ESTIMATE IS APPROXIMATE AND THE STATE OF OHIO RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES AND STUMPS OUTSIDE THE LIMITS OF CONSTRUCTION BUT WITHIN THE RIGHT-OF-WAY AND/OR EASEMENT LINES. PAYMENT FOR THE REMOVAL OF THESE ADDITIONAL TREES OR STUMPS SHALL BE INCLUDED IN THE PRICE LUMP SUM PRICE BID FOR ITEM E-9, REMOVAL OF TREES AND STUMPS.

DRAINAGE OF BASE MATERIAL

WHERE THE BASE MATERIAL IS DRAINED BY 1-9 STONE UNDERDRAINS, THE CONTRACTOR SHALL FINISH, SEED, AND MULCH THE SLOPES SO AS NOT TO IMPEDE DRAINAGE OF THE BASE MATERIAL. THE ACTUAL AREA OF THE OUTCROP OF THE 1-9 UNDERDRAINS SHALL NOT BE SEEDDED.

CONSTRUCTION LAYOUT STAKES

SEE NOTE IN PROPOSAL DESCRIBING THE WORK INCLUDED IN THIS LUMP SUM PAY ITEM.

PLUGGING PIPE

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EARTH WORK OPERATIONS AND, WHERE INDICATED, THE ENDS OF PIPE LINES TO BE REMOVED OR ABANDONED IN PLACE SHALL BE EFFECTIVELY BLOCKED AND COVERED. BROKEN PIECES AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A WHOLE LENGTH IS ENCOUNTERED WHICH SHALL BE BLOCKED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CHAY OR CONCRETE STOPPER. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION, METHOD B.

EXISTING SANITARY DRAINAGE - SIDEROADS

ANY EXISTING SANITARY DRAIN FROM BUILDINGS, LEACHING BEDS, ETC., WHICH WILL BE DISTURBED BECAUSE OF THE HIGHWAY IMPROVEMENT, SHALL BE PLUGGED AT THE R.C.W. LINE UNLESS WRITTEN APPROVAL FOR DISCHARGING INTO THE NEW OR EXISTING HIGHWAY DRAINAGE SYSTEM IS GIVEN BY THE COUNTY BOARD OF HEALTH. NO SUCH UNAPPROVED DRAINAGE SHALL BE PERMITTED TO DISCHARGE INTO THE STORM DRAINAGE SYSTEM OR ROADWAY DITCHES. PLUGGING SPECIFIED SHALL BE BY MEANS OF CLASS E CONCRETE AND PAYMENT THEREFOR SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

EROSION CONTROL

ITEMS I-10, L-10 and L-120 ARE PROVIDED IN THESE PLANS FOR EROSION CONTROL. THE ENGINEER SHALL CHECK AND MAKE ADJUSTMENTS IN LOCATION AND QUANTITIES FOR THESE ITEMS AS INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION. IF ROCK IS ENCOUNTERED AT THE PROPOSED FLOW LINE AND IS, IN THE OPINION OF THE ENGINEER, OF STABLE QUALITY, A PORTION OR ALL OF THE ABOVE ITEMS SHALL BE NON-PERFORMED.

SPECIAL DITCHES

FOR SPECIAL DITCHES, SEE CROSS SECTIONS.

SPECIAL SEEDING PREPARATION AREAS

THE REFERENCES IN THE FIRST PARAGRAPH OF SECTION L-9.11 TO PREPARATION OF THE SEED BED IN FRONT OF RESIDENCES, ETC., SHALL, ON THIS PROJECT, BE CONSIDERED TO BE PARTICULARLY APPLICABLE IN THE FOLLOWING AREAS:

STATION 9+35N TO STATION 11+60N
USR 127 ON THE WEST SIDE OF THE CENTERLINE

STATION 21+50N TO STATION 22+25N
USR 127 ON THE EAST SIDE OF THE CENTERLINE

STATION 9+85S TO STATION 11+60S
SHIELDS ROAD ON THE EAST SIDE OF THE CENTERLINE

STATION 5+75N TO STATION 6+85N
SHIELDS ROAD ON THE EAST SIDE OF THE CENTERLINE

LOCATION AND SIZE OF EXISTING PIPE

THE LOCATION, SIZE, AND DEPTH OF ALL EXISTING PIPES ARE SHOWN AS NEAR EXACT AS THE AVAILABLE INFORMATION WILL PERMIT. THE STATE OF OHIO WILL NOT BE RESPONSIBLE FOR VARIATIONS FOUND DURING CONSTRUCTION. ANY ADDITIONAL PIPE NEEDED TO MAKE REQUIRED CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR THE APPROPRIATE TYPE AND SIZE. ALL PAYMENTS SHALL BE BASED ON FINAL MEASUREMENTS.

FIELD DRAINS

THE LOCATIONS AND ELEVATIONS OF EXISTING FARM TILE SHOWN ON THESE PLANS WERE OBTAINED BY FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS, ADJUSTMENTS MAY HAVE TO BE MADE AT THE TIME OF CONSTRUCTION TO MEET FIELD CONDITIONS.

ADDITIONAL FARM TILE WHICH ARE ENCOUNTERED DURING CONSTRUCTION SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE DIRECTION OF THE ENGINEER. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS AND WHICH CROSS THE ROADWAY SHALL BE REPLACED, WITHIN THE CONSTRUCTION LIMITS, WITH ITEM I-1 PIPE, CLASS A-1.

ADDITIONAL LATERAL TILE FIELDS WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED WITH ITEM I-1 PIPE, CLASS H-2 AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING AS DESCRIBED IN THE PRECEDING PARAGRAPH.

ADDITIONAL COLLECTORS AND ISOLATED FARM TILES WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES SHALL BE OUTLETTED INTO THE ROADWAY DITCH WITH TEN FEET OF ITEM I-1 PIPE, CLASS F-2 (WITH ROLLED ENDS AND WITHOUT PERFORATIONS.) THE OPTIMUM OUTLET ELEVATION SHALL BE, IF POSSIBLE, ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH AND AN EROSION CONTROL PAD SHALL BE USED, DETAILS OF WHICH ARE SHOWN ELSEWHERE IN THESE PLANS.

THE LOCATION, TYPE, SIZE AND GRADE OF REQUIRED FARM TILE REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION AND PAYMENT FOR WORK PERFORMED SHALL BE MADE UPON FINAL MEASUREMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

	LIN. FT.
I-1 6" Cl. F-2	100
I-1 8" Cl. F-2 Sec. M-6.4(c)	125
I-1 10" Cl. F-2	75
I-1 12" Cl. F-2 Sec. M-6.4(c)	100
I-1 8" Cl. H-2 Sec. M-6.5(a) or 6.8(a)	125
I-1 10" Cl. H-2 Sec. M-6.5(a) or 6.8(a)	75
I-1 15" Cl. H-2 Sec. M-6.5(a) or 6.8(a)	100
I-1 10" Cl. A-1 Sec. M 6.6(b) or M 6.8(b)	100
I-1 12" Cl. A-1 Sec. M 6.6(a) or M 6.8(b)	150
I-1 15" Cl. A-1 Sec. M 6.6(a) or M 6.8(b)	150
I-1 6" Cl. A-1 Sec. M 6.6(b) or M 6.8(b)	150
I-8 CB 2-2-B	EACH 2

GENERAL NOTES

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED AND EXPANSION JOINTS SHALL BE PROVIDED AT ALL MAJOR STRUCTURES AS REQUIRED BY STANDARD CONSTRUCTION DRAWING T. J.

L-1 TOPSOIL STOCKPILED

THE MATERIAL TO BE STOCKPILED FOR PLACEMENT UNDER ITEM L-3 ON THIS PROJECT SHALL BE OBTAINED UNDER ITEM L-1 FROM CUT AREAS WITHIN THE LIMITS OF THE PROPOSED RIGHT-OF-WAY. NO BORROW ITEM IS ANTICIPATED FOR THIS PURPOSE.

PROVISION OF THIS SEPARATE L-1 ITEM SHALL, IN NO WAY, BE CONSTRUED AS A WAIVER OF THE PROVISIONS OF SECTION E-1.03(a) AND SOD AND INCIDENTAL TOPSOIL REMOVED ELSEWHERE ON THIS PROJECT SHALL BE SALVAGED AND USED AS DESCRIBED IN ITEM E-1 WITH PAYMENT THEREFOR INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, METHOD B.

CENTERLINE REFERENCE MONUMENTS, AS PER PLAN

MONUMENTS SHALL BE CONSTRUCTED OF CLASS "C" CONCRETE, CAST-IN-PLACE IN A CIRCULAR HOLE EIGHT (8) INCHES IN DIAMETER AND FORTY-FOUR (44) INCHES IN DEPTH. TOP OF CONCRETE SHALL BE FINISHED AT A DEPTH OF TWO (2) INCHES BELOW GROUND LEVEL AND THE UPPER SIX (6) INCH PORTION OF THE CONCRETE SHALL BE FORMED. ONE-HALF (1/2) INCH STEEL RODS SIX (6) INCHES LONG SHALL BE EMBEDDED IN THE WET CONCRETE AS DIRECTED BY THE ENGINEER TO MARK THE CENTERLINE AND STATION. FOR LOCATION OF PROPOSED MONUMENTS, SEE R/W PLANS.

L-3 PLACING STOCKPILED TOPSOIL, AS PER PLAN

THE METHOD OF MEASUREMENT FOR THIS ITEM SHALL BE IN CUBIC YARDS COMPACTED IN PLACE IN LIEU OF SQ. YDS. FOR TOPSOIL IN THE RAISED MEDIAN ON THIS PROJECT. ALL OTHER REQUIREMENTS SHALL BE AS SET FORTH IN THE CONSTRUCTION & MATERIAL SPECIFICATIONS.

I-127 POST MOUNTED DELINEATORS, AS PER PLAN

IN LIEU OF THE WEIGHT REQUIREMENT OF SEC. I-127.02, THE STEEL DRIVE POST FOR THIS ITEM SHALL WEIGH 2.00 POUNDS PER LIN. FT.

DELINEATOR SPACING

DELINEATORS HAVE BEEN ESTIMATED AT INTERVALS OF 200 FEET ALONG THE RIGHT SIDE OF EACH PAVEMENT IN A LINE 12'-6" FROM THE PAVEMENT EDGE.

SPECIFIC LOCATIONS OF DELINEATORS SHALL BE ESTABLISHED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

PIPE CULVERT

WHEN BELL AND SPIGOT PIPE IS USED, ANY NECESSARY PIPE CUT-OFFS WILL BE MADE AT THE SPIGOT END OF THE LENGTH OF PIPE ADJACENT TO THE END LENGTH. WHEN TONGUE AND GROOVE PIPE IS USED, THE LENGTH OF PIPE NEXT TO THE END LENGTH SHALL BE CUT AND BUTT JOINT FORMED WITH A COLLAR AS SHOWN ON STANDARD DRAWING I-1. THE COST OF THE JOINT AND COLLAR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

TILE FOR SUBGRADE DRAINAGE

6" DRAIN TILE, SECTION M-6.1 or M-6.2 SHALL BE FURNISHED AND PLACED BY THE CONTRACTOR, IN MANHOLES, CATCH BASINS AND INLETS FOR SUBGRADE DRAINAGE, WHERE, AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR SAME SHALL BE INCLUDED IN THE PRICE BID PER "EACH" FOR MANHOLES, CATCH BASINS AND INLETS.

SUPERELEVATION

SUPERELEVATED CURVES SHALL BE BUILT WITHOUT CROWN. THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT IN THE PORTION BETWEEN THE BEGINNING OF THE TRANSITION AND THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROWN.

GUARD RAIL ADJUSTMENT

THE STATIONING OF INDIVIDUAL RUNS OF GUARD RAIL SHALL BE ADJUSTED, IF NECESSARY, BY THE ENGINEER AT THE TIME OF CONSTRUCTION TO ACCOMMODATE THE STANDARD PANEL LENGTHS.

GUARD RAIL REMOVAL

THE REMOVAL OF ANY GUARD RAIL OR GUARD RAIL POSTS LYING WITHIN THE LIMITS OF ROADWAY EXCAVATION OR EMBANKMENT (AND NOT SPECIFICALLY PAID FOR UNDER A SEPARATE ITEM) IS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION. ALL RESULTING MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM AT NO EXTRA COST TO THE STATE, EXCEPT THAT THE STEEL RAIL ON ALL EXISTING STEEL BEAM TYPE OR STEEL CABLE ON STEEL CABLE TYPE GUARD RAILS SHALL BE STORED ON THE RIGHT-OF-WAY AT THE DISPOSAL OF THE STATE.

GUARD RAIL ANCHORS

AT LOCATIONS WHERE PIER FOOTINGS INTERFERE WITH INSTALLATION OF FULL LENGTH GUARD RAIL POSTS, SHORT POSTS SHALL BE PROVIDED AND SHALL BE ANCHORED IN ACCORDANCE WITH THE DETAIL'S OWN ELSEWHERE IN THE PLANS. COST OF PROVIDING AND INSTALLING NECESSARY ANCHORS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT FOR GUARD RAIL.

GENERAL NOTES

S.S. CE-101.04 COMPACTION USING HEAVY PNEUMATIC-TIRED ROLLER

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE, AS DIRECTED BY THE ENGINEER, IN PROOF ROLLING OF ALL SUBGRADE EXCEPT FOR AREAS WHERE ROCK OR SHALE IS ENCOUNTERED. THE PNEUMATIC-TIRED ROLLER SHALL BE OPERATED AT 50-TON GROSS LOAD FOR THE FINAL PROOF ROLLING.

ITEM I-9 STONE UNDERDRAINS, NO. 2 ON CROSSROADS

STONE UNDERDRAINS SHALL BE PLACED AT FIFTY (50) FEET INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS AND AT TWENTY-FIVE (25) FEET INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS, EXCEPT WHERE I-1 UNDERDRAINS HAVE BEEN PROVIDED.

FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS AT EACH OF THE FOLLOWING LOCATIONS:

1. STATION 22+00N USR 127
2. STATION 12+35S USR 127

SIGN DETAILS SHALL BE AS SPECIFIED ON STANDARD DRAWING FACI-1, CODE N-43(2)-144, AND THE SIGNS SHALL BE ERECTED IN ACCORDANCE WITH STANDARD DRAWING FACI-2. ADDITIONAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH NOTES IN THE PROPOSAL.

SKEWED CULVERT ENDS

WHERE REQUIRED BY THE STRUCTURE DETAILS, THE SKEWED END SECTIONS OF CULVERT (AND/OR SEWER) PIPE SHALL BE SPECIALLY FABRICATED BY THE MANUFACTURER. THE SHORT SIDE OF ANY SPECIALLY FABRICATED PIPE SECTION SHALL NOT BE LESS THAN TWO (2) FEET LONG.

EROSION PROTECTION AT CULVERTS AND OTHER OUTLETS

EROSION PROTECTION, SUCH AS PAVED GUTTERS, DUMPED ROCK CHANNEL PROTECTION, ETC., WHERE PROVIDED IN THE PLAN AT STRUCTURES AND OTHER PIPE OUTLETS, SHALL BE PLACED IMMEDIATELY AFTER INSTALLATION OF THE PIPE OR STRUCTURE.

FLARED APPROACH SLABS

PLACE ADDITIONAL A-BARS IN FLARED AREAS BY MAINTAINING THE STANDARD SPACING ALONG THE WIDE END OF THE SLAB AND FANNING THE BARS IN TOWARD THE BRIDGE AS DIRECTED BY THE ENGINEER.

EXCAVATION FOR DRIVEWAY PIPES

EXCAVATION FOR ALL PIPE IS INCLUDED IN THE 1961 SPECIFICATIONS IN THE PRICE BID FOR THE PERTINENT PIPE ITEM. THE INTENT IS NOT TO DUPLICATE PAYMENT FOR PIPE EXCAVATION WHERE SAME HAS ALREADY BEEN INCLUDED IN ITEM E-1 ROADWAY EXCAVATION. ATTENTION IS SPECIFICALLY DIRECTED TO PIPE FOR DRIVEWAYS WHERE EXCAVATION IS NORMALLY PAID FOR IN ITEM E-1, AND NO DEDUCTIONS WILL BE MADE FROM E-1 WHERE DRIVE PIPES ARE TO BE LAID IN THE DITCH EXCAVATED UNDER ITEM E-1.

CORRUGATED METAL PIPE

EXPOSED ENDS OF ALL CORRUGATED METAL PIPE ON THIS PROJECT SHALL BE PROVIDED WITH ROLLED ENDS.

MAINTAINING TRAFFIC

CONTINUOUS TWO-WAY TRAFFIC SHALL BE MAINTAINED ON USR 127, AT ALL TIMES, BY THE USE OF A TEMPORARY RUN-AROUND ROAD AS INDICATED ON THE PLANS. THE TEMPORARY RUN-AROUND ROAD SHALL BE USED FOR A MINIMUM PERIOD OF TIME CONSISTENT WITH GOOD CONSTRUCTION OPERATIONS. TRAFFIC SHALL BE MAINTAINED ON PRICE ROAD DURING THIS PERIOD. PRICE ROAD MAY BE CLOSED TO THROUGH TRAFFIC DURING THE CONSTRUCTION OF PRICE ROAD RELOCATED.

YOHE ROAD MAY BE CLOSED TO THROUGH TRAFFIC AT SUCH TIME AS IS NECESSARY SO THAT THE CONTRACTOR MAY MAINTAIN AN ORDERLY PROCEDURE OF CONSTRUCTION ON PROPOSED USR 40.

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON PRICE CREEK ROAD. NO WORK IS PROPOSED ON PRICE CREEK ROAD OTHER THAN THE CONSTRUCTION OF THE 18" PIPE AS SHOWN ON SHEETS NO. 33 AND 184. ANY DAMAGE DUE TO THE CONTRACTORS OPERATIONS SHALL BE REPAIRED AT HIS OWN EXPENSE.

TRAFFIC ON SHIELDS ROAD SHALL BE DETOURED OVER SR 503 DURING THE CONSTRUCTION OF THE BRIDGE AND APPROACHES. TRAFFIC ON SR 503, IN THE ADJACENT CONTRACT TO THE EAST, WILL BE MAINTAINED BY THE USE OF A TEMPORARY RUN-AROUND (NOT A PART OF THIS CONTRACT).

TRAFFIC COMPACTED SURFACE COURSE, ITEM T-10, AND CALCIUM CHLORIDE, ITEM M-10, SHALL BE APPLIED ON TEMPORARY ROADWAYS AS DIRECTED AND IN THE AMOUNTS REQUESTED BY THE ENGINEER (SEE GENERAL SUMMARY OF QUANTITIES). THE HARDNESS AND SOUNDNESS REQUIREMENTS OF THE SPECIFICATIONS SHALL BE WAIVED ON ALL T-10 MATERIAL USED FOR MAINTENANCE OF TRAFFIC. PAYMENT FOR ALL OF THE ABOVE, INCLUDING CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL, WHERE REQUIRED, OF TEMPORARY ROADWAYS, EXCEPT FURNISHING AND PLACING TRAFFIC COMPACTED SURFACE COURSE, ITEM T-10, AND CALCIUM CHLORIDE, ITEM M-10, AND TEMPORARY RUN-AROUND, ITEM S-15, IS INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

IN ADDITION TO THE ABOVE, SECTION G-4.05, MAINTENANCE OF LOCAL TRAFFIC, AND SECTION G-7.07, BARRICADES AND WARNING SIGNS, SHALL BE IN FORCE DURING THE ENTIRE LIFE OF THE CONTRACT.

PREBLE COUNTY

PRE-40-9.46

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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273

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

MATERIAL FOR THIS ITEM SHALL MEET THE REQUIREMENTS OF GRADING "A" OR "B" OF SECTION I-22.02 EXCEPT THAT FOR EITHER GRADING, NO MORE THAN 10 PERCENT OF THE MATERIAL SHALL PASS A NO. 200 SIEVE AFTER ALL OPERATIONS OF PLACING AND COMPACTING HAVE BEEN COMPLETED.

ITEM T-10 AS PER PLAN

"TRAFFIC COMPACTED SURFACE COURSE" SHALL BE AS OUTLINED UNDER SEC. T-10 OF THE SPECIFICATIONS EXCEPT THAT NO. 2 SIZE AGGREGATE SHALL BE USED.

THE WEIGHTS TO BE USED IN CALCULATING THE YARDAGE TO BE PAID FOR, UNDER THIS ITEM, SHALL BE THE SAME AS THAT INDICATED IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS FOR CRUSHER RUN OR BANK RUN MATERIALS OF THE SIZE SPECIFIED ABOVE.

LIGHTS, SIGNS AND BARRICADES

CONFORMANCE WITH AND IN ADDITION TO THE GENERAL REQUIREMENTS OF SEC. G-7.07 OF THE SPECIFICATIONS, PERFORM THE FOLLOWING:

- PROVIDE, ERECT AND MAINTAIN MOVABLE GATES ON INTERSECTING ROADS CLOSED TO TRAFFIC AT ALL POINTS WHERE LOCAL TRAFFIC MOVEMENT TERMINATES.
- PROVIDE, ERECT AND MAINTAIN LIGHTS, SIGNS AND BARRICADES AT THE WORK LIMITS ON ALL INTERSECTING ROADS WHICH REMAIN OPEN TO TRAFFIC.
- PROVIDE, ERECT AND MAINTAIN STANDARD 40" X 24" SIZE "ROAD CLOSED" SIGNS, SIGN SUPPORTS AND LIGHTS AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:
 1. PRICE ROAD JUST WEST OF ITS INTERSECTION WITH YOHE ROAD.
 2. SHIELDS ROAD JUST SOUTH OF ITS INTERSECTION WITH WESTERN-LEWISBURG ROAD AND JUST NORTH OF ITS INTERSECTION WITH SCHEYHNG ROAD.

LIGHTS, BARRICADES AND DANGER AND WARNING SIGNS SHALL BE PROVIDED AT LOCATIONS SHOWN ABOVE IN ACCORDANCE WITH SEC. G-7.07 OF THE SPECIFICATIONS. BARRICADES AND GATES SHALL BE AS DETAILED ON STANDARD CONSTRUCTION DRAWING NO. G-7.07. SIGN SUPPORTS AND LIGHTS FOR "ROAD CLOSED" SIGNS SHALL BE AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES." PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING BARRICADES, GATES, LIGHTS, SIGNS AND SIGN SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "MAINTAINING TRAFFIC."

SEQUENCE OF CONSTRUCTION OPERATIONS

UNDERDRAINS SHALL BE INSTALLED AND BACKFILLED TO SUBGRADE ELEVATION, IMMEDIATELY PRIOR TO CONSTRUCTION OF THE SUBBASE, EXCEPT THAT, WHERE SUBSURFACE CONDITIONS ARE SUCH THAT IMPROVEMENT OF AN UNSTABLE SUBGRADE CAN BE ACCOMPLISHED THROUGH THE DRYING ACTION OF DEEP UNDERDRAINS, THE PROJECT ENGINEER MAY AUTHORIZE OR REQUIRE THE CONTRACTOR TO DELAY THE CONSTRUCTION OF THE SUBBASE AS NECESSARY.

THE SUBBASE SHALL THEN BE CONSTRUCTED UNDER THE CONCRETE PAVEMENT AREA AND EXTENDED OUT TO COVER THE POROUS BACKFILL FOR THE UNDERDRAIN. PAVEMENT SHALL THEN BE CONSTRUCTED.

AFTER THE SUBBASE IN THE SHOULDER AREA IS IN PLACE AND COMPACTED AS SPECIFIED, AND IMMEDIATELY PRIOR TO PLACING THE POROUS BASE COURSE, THE MATERIAL LOCATED ABOVE AND WITHIN THE UNDERDRAIN TRENCH SHALL BE REMOVED TO THE DEPTH NECESSARY TO EXPOSE CLEAN CLASS 3 BACKFILL. THE TRENCH SO EXCAVATED SHALL BE BACKFILLED WITH NEW CLASS 3 BACKFILL MATERIAL.

IF, AFTER TESTING THE SUBBASE MATERIAL FOR COMPOSITION IN THE SHOULDER AREA, IT IS FOUND THAT REMOVAL OF CONTAMINATED MATERIAL FROM THE SURFACE IS NECESSARY, SUCH MATERIAL SHALL BE REPLACED WITH MATERIAL MEETING THE REQUIREMENTS OF ITEM B-112, POROUS BASE COURSE AT THE EXPENSE OF THE CONTRACTOR.

POROUS BASE COURSE SHALL THEN BE CONSTRUCTED AND CONSTRUCTION OF THE WATERPROOFED AGGREGATE COURSE SHALL FOLLOW IMMEDIATELY.

ITEM SPECIAL, DRILLED WELL ABANDONED

THE EXISTING CONCRETE OR STONE SLAB WELL COVER SHALL BE REMOVED AND DISPOSED OF. THE PUMP AND ALL OTHER SALVAGEABLE PARTS SHALL BE CAREFULLY REMOVED AND STORED ON THE ADJUTING PROPERTY. THE CASING SHALL BE CUT OFF AT LEAST TWO FEET BELOW THE PROPOSED FINISHED GRADE OUTSIDE PROPOSED PAVEMENT AREAS OR AT LEAST TWO FEET BELOW THE PROPOSED SUBGRADE ELEVATION INSIDE PROPOSED PAVEMENT AREAS AND CAPPED WITH CLASS "E" CONCRETE OR A STANDARD THREADED PIPE CAP.

THE UNIT PRICE BID FOR EACH "DRILLED WELL ABANDONED" SHALL INCLUDE PAYMENT FOR ALL LABOR, TOOLS, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

SPRING DRAINS

REFERENCE IS MADE TO THE DETAILED DRAWING ON SHEET 184 SHOWING THE METHOD OF DRAINING ANY SPRINGS THAT MAY BE ENCOUNTERED DURING CONSTRUCTION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR THIS PURPOSE:

I-1 6" PIPE CLASS I-3	200 LIN. FT.
I-9 STONE UNDERDRAINS, NO. 1, AS PER PLAN	15 LIN. FT.

GENERAL NOTES

PREBLE COUNTY
PRE-40-9.46

COMPUTATIONS

PRE-40-9.46 I-70-1(13)09 (STATE AND B.P.R. PARTICIPATION)

ITEM T-71 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

U.S.R. 40
 STA. 500+00 TO STA. 566+17.13 = 6,617.13 Lin. Ft.
 STA. 567+46.87 TO STA. 659+63.75 = 9,216.88 Lin. Ft.
 STA. 662+37.25 TO STA. 711+67.88 = 4,930.63 Lin. Ft.
 STA. 712+42.12 TO STA. 745+00 = 3,257.88 Lin. Ft.
 NET LENGTH ON C. SURVEY = 24,022.52 Lin. Ft.
 TOTAL T-71 FOR U.S.R. 40 = 2 x 24,022.52 x 24 ÷ 9 = 128,120.11 Sq. Yds.

RAMP A - U.S.R. 127 INTERCHANGE

STA. 505+94.67 TO STA. 509+44.67 (U.S.R. 40):
 AREA = (100 x 12 ÷ 18) + (250 x 12 ÷ 9) = 400.00 Sq. Yds.
 STA. 0+00 TO STA. 4+37.67 (RAMP A): AREA = 1,015.50 Sq. Yds.
 STA. 513+83.24 (U.S.R. 40) TO 100' EAST: AVERAGE WIDTH = 12.5'
 AREA = 12.5 x 100 ÷ 9 = 138.89 Sq. Yds.
 STA. 4+37.67 TO STA. 5+37.67 (RAMP A):
 EFFECTIVE LENGTH = 100.20' AVERAGE WIDTH = 17'
 AREA = 100.2 x 17 ÷ 9 = 189.27 Sq. Yds.
 STA. 5+37.67 TO STA. 14+46.18
 CORRECTION FOR CURVATURE = + 1.52 Lin. Ft.
 NET LENGTH = 910.03 Lin. Ft.
 AREA = 910.03 x 16.0 ÷ 9 = 1,617.83 Sq. Yds.
 STA. 14+46.18 TO STA. 15+08.07: AREA = 241.78 Sq. Yds.
 TOTAL T-71 FOR RAMP A = 3,603.27 Sq. Yds.

RAMP B - U.S.R. 127 INTERCHANGE

STA. 10+34.05 TO STA. 11+40: AREA = 365.00 Sq. Yds.
 STA. 11+40 TO STA. 18+89 = 749.00 Lin. Ft.
 CORRECTION FOR CURVATURE = + 1.97 Lin. Ft.
 NET LENGTH = 750.97 Lin. Ft.
 AREA = 750.97 x 16.0 ÷ 9 = 1,335.06 Sq. Yds.
 STA. 18+89 TO STA. 19+88.8:
 EFFECTIVE LENGTH = 100.45' AVERAGE WIDTH = 17'
 AREA = 100.45 x 17 ÷ 9 = 189.74 Sq. Yds.
 STA. 19+88.8 TO STA. 21+94.24
 CORRECTION FOR CURVATURE = + 0.43 Lin. Ft.
 NET LENGTH = 205.87 Lin. Ft.
 AREA = 205.87 x 16.0 ÷ 9 = 365.99 Sq. Yds.
 STA. 21+94.24 (RAMP B) TO STA. 537+77.7 (U.S.R. 40):
 AREA = 299.52 x 15 (AVERAGE) ÷ 9 = 499.20 Sq. Yds.
 STA. 537+77.7 TO STA. 549+77.90 (U.S.R. 40):
 AREA = 1200.20 x 25 ÷ 18 = 1,666.94 Sq. Yds.
 TOTAL T-71 FOR RAMP B = 4,421.93 Sq. Yds.

RAMP C - U.S.R. 127 INTERCHANGE

STA. 10+32 TO STA. 10+93.89: AREA = 241.78 Sq. Yds.
 STA. 10+93.89 TO STA. 20+16.19 = 922.30 Lin. Ft.
 CORRECTION FOR CURVATURE = - 0.75 Lin. Ft.
 NET LENGTH = 921.55 Lin. Ft.
 AREA = 921.55 x 16.0 ÷ 9 = 1,638.31 Sq. Yds.
 STA. 20+16.19 TO STA. 21+16.19:
 EFFECTIVE LENGTH = 100.20' AVERAGE WIDTH = 17'
 AREA = 100.20 x 17 ÷ 9 = 189.27 Sq. Yds.
 STA. 21+16.19 TO STA. 25+69.26: AREA = 1,060.31 Sq. Yds.
 STA. 25+69.26 (RAMP C) TO STA. 542+48.87 (U.S.R. 40):
 AREA (250 x 12 ÷ 9) + (100 x 12 ÷ 18) = 400.00 Sq. Yds.
 STA. 533+44.14 TO STA. 534+44.14 (U.S.R. 40):
 AREA = 100 x 12.5 (AVERAGE) ÷ 9 = 138.89 Sq. Yds.
 TOTAL T-71 FOR RAMP C = 3,668.56 Sq. Yds.

RAMP D - U.S.R. 127 INTERCHANGE

STA. 498+10.19 TO STA. 510+12.4 (U.S.R. 40):
 AREA = 1,202.21 x 25 ÷ 18 = 1,669.74 Sq. Yds.
 STA. 0+22.22 TO STA. 3+25 (RAMP D):
 EFFECTIVE LENGTH = 302.83' AVERAGE WIDTH = 15'
 AREA = 302.83 x 15 ÷ 9 = 504.72 Sq. Yds.
 STA. 3+25 TO STA. 5+30.9
 CORRECTION FOR CURVATURE = + 0.43 Lin. Ft.
 NET LENGTH = 206.33 Lin. Ft.
 AREA = 206.33 x 16 ÷ 9 = 366.81 Sq. Yds.
 STA. 5+30.9 TO STA. 6+31:
 EFFECTIVE LENGTH = 100.76' AVERAGE WIDTH = 17'
 AREA = 100.76 x 17 ÷ 9 = 190.32 Sq. Yds.
 STA. 6+31 TO STA. 14+03
 CORRECTION FOR CURVATURE = + 1.91 Lin. Ft.
 NET LENGTH = 773.91 Lin. Ft.
 AREA = 773.91 x 16 ÷ 9 = 1,375.84 Sq. Yds.
 STA. 14+03 TO STA. 15+08.96: AREA = 365.00 Sq. Yds.
 TOTAL T-71 FOR RAMP D = 4,472.43 Sq. Yds.

U.S.R. 127

STA. 6+35.365 TO STA. 5+08S: 2 @ 26.5' = 53' WIDE
 AREA = (127.36 x 53 ÷ 9) + 2.06 SQ. YDS. (CORRECTION FOR NOSE) = 752.07 Sq. Yds.
 STA. 5+08S TO STA. 4+05S: 2 @ 32' = 64' WIDE
 AREA = 103 x 64 ÷ 9 = 732.44 Sq. Yds.
 STA. 4+05S TO STA. 1+66.08S: 64'-1' MEDIAN = 63' WIDE
 AREA = 238.92 x 63 ÷ 9 = 1,672.44 Sq. Yds.

ITEM T-71 U.S.R. 127 (CONTINUED)

STA. 1+66.08N TO STA. 4+15N: 63' WIDE
 AREA = 248.92 x 63 ÷ 9 = 1,742.44 Sq. Yds.
 STA. 4+15N TO STA. 5+18N: 64' WIDE
 AREA = 103 x 64 ÷ 9 = 732.44 Sq. Yds.
 STA. 5+18N TO STA. 11+20N: 53' WIDE
 AREA = (602 x 53 ÷ 9) + 13.84 SQ. YD. (CORRECTION FOR NOSES) = 3,558.95 Sq. Yds.
 STA. 11+20N TO STA. 12+06N: 64' WIDE
 AREA = 86 x 64 ÷ 9 = 611.56 Sq. Yds.
 STA. 12+06N TO STA. 14+32N: 63' WIDE
 AREA = 226 x 63 ÷ 9 = 1,582.00 Sq. Yds.
 STA. 14+32N TO STA. 16+57N: AVERAGE WIDTH = 31.5'
 AREA = 225 x 31.5 ÷ 9 = 787.50 Sq. Yds.
 TOTAL T-71 U.S.R. 127 = 12,171.74 Sq. Yds.

TOTAL T-71 FOR I-70-1(13)09

156,458.04 Sq. Yds.
 TO SUMMARY, USE 156,458 SQ. YDS.

ITEM T-31 BITUMINOUS SURFACE TREATMENT - BITUMINOUS MATERIAL

RATE OF APPLICATION = 0.25 GALLONS PER SQ. YD.

U.S.R. 40 PAVED BERMS

NET LENGTH ON C. SURVEY (FROM T-71 COMPUTATIONS) = 24,022.52 Lin. Ft.
 ADD FOR APPROACH SLABS BRIDGES NO. PRE-40-1072L&R.
 NO. PRE-40-1250L&R AND NO. PRE-40-1349L&R = + 147.00 Lin. Ft.
 NET LENGTH ON C. SURVEY FOR PAVED BERMS = 24,169.52 Lin. Ft.
 AREA = 24,169.52 x 28 ÷ 9 = 75,194.06 Sq. Yds.
 CORRECTIONS FOR ABUTTING RAMPS U.S.R. 127 INTERCHANGE:
 STA. 505+94.67 TO STA. 514+83.09 RIGHT = 889.23 x 10 ÷ 9 = 988.03 Sq. Yds.
 STA. 533+09.05 TO STA. 537+77.7 RIGHT AREA = + 191.50 Sq. Yds.
 STA. 537+77.7 TO STA. 549+77.90 RIGHT = 1200.20 x 10 ÷ 9 = 1,333.56 Sq. Yds.
 STA. 533+44.14 TO STA. 542+48.87 LEFT = 904.73 x 10 ÷ 9 = 1,005.26 Sq. Yds.
 STA. 498+10.19 TO STA. 510+12.4 LEFT = 1202.21 x 10 ÷ 9 = 1,335.79 Sq. Yds.
 STA. 510+12.4 TO STA. 514+82 LEFT AREA = + 195.80 Sq. Yds.
 ADD FOR U-TURN MEDIAN OPENING: 1 @ 511.00 SQ. YDS. = + 511.00 Sq. Yds.
 NET AREA = 71,429.72 Sq. Yds.
 TOTAL T-31 BITUMINOUS MATERIAL U.S.R. 40 = 71,429.72 x 0.25 = 17,857.43 Gallons

RAMP A PAVED BERMS

STA. 505+94.67 TO STA. 506+94.67 (U.S.R. 40) RIGHT = 100 x 9 AV. ÷ 9 = 100.00 Sq. Yds.
 STA. 506+94.67 (U.S.R. 40) TO STA. 0+00 (RAMP A)
 RIGHT = 250 x 8 ÷ 9 = 222.22 Sq. Yds.
 STA. 0+00 TO STA. 5+37.67 (RAMP A) RIGHT & LEFT:
 AREA = (537.67 x 5.5 AV. ÷ 9) + (100.4 x 3 ÷ 9) = 362.04 Sq. Yds.
 STA. 5+37.67 TO STA. 14+46.18 RIGHT & LEFT: 2 @ 3' = 6' WIDE
 AREA = 910.03 (FROM T-71 COMPUTATIONS) x 6 ÷ 9 = 606.69 Sq. Yds.
 STA. 14+46.18 TO STA. 15+08.07 RIGHT & LEFT LENGTH = 191'
 AREA = 191 x 3 ÷ 9 = 63.70 Sq. Yds.
 NET AREA = 1,354.65 Sq. Yds.
 TOTAL T-31 BITUMINOUS MATERIAL RAMP A = 1,354.65 x 0.25 = 338.66 Gallons

RAMP B PAVED BERMS

STA. 10+34.05 TO STA. 11+40 RIGHT & LEFT LENGTH = 263'
 AREA = 263 x 3 ÷ 9 = 87.70 Sq. Yds.
 STA. 11+40 TO STA. 18+44.24 RIGHT & LEFT: 2 @ 3' = 6' WIDE
 AREA = (750.97 - 45.13) x 6 ÷ 9 = 470.56 Sq. Yds.
 STA. 18+44.24 TO STA. 21+94.24 RIGHT & LEFT = (350 x 5.5 AV. ÷ 9) + (45.5 x 2.5 AV. ÷ 9) = 226.53 Sq. Yds.
 STA. 21+94.24 (RAMP B) TO STA. 542+81.90 (U.S.R. 40) RIGHT: 8' WIDE
 AREA = 1,403.72 x 8 ÷ 9 = 1,247.75 Sq. Yds.
 STA. 542+81.90 TO STA. 549+77.90 (U.S.R. 40) RIGHT = 96 x 9 AV. ÷ 9 = 96.00 Sq. Yds.
 NET AREA = 2,128.54 Sq. Yds.
 TOTAL T-31 BITUMINOUS MATERIAL RAMP B = 2,128.54 x 0.25 = 532.14 Gallons

RAMP C PAVED BERMS

STA. 10+32 TO STA. 10+93.89 RIGHT & LEFT LENGTH = 209'
 AREA = 209 x 3 ÷ 9 = 69.70 Sq. Yds.
 STA. 10+93.89 TO STA. 20+16.19 RIGHT & LEFT 2 @ 3' = 6' WIDE
 AREA = 921.55 (FROM T-71 COMPUTATIONS) x 6 ÷ 9 = 614.37 Sq. Yds.
 STA. 20+16.19 TO STA. 25+69.26 RIGHT & LEFT
 AREA = (553.07 x 5.5 AV. ÷ 9) + (100.4 x 3 ÷ 9) = 371.45 Sq. Yds.
 STA. 25+69.26 (RAMP C) TO STA. 541+48.87 (U.S.R. 40)
 LEFT = 250 x 8 ÷ 9 = 222.22 Sq. Yds.
 STA. 541+48.87 TO STA. 542+48.87 (U.S.R. 40) LEFT = 100 x 9 AV. ÷ 9 = 100.00 Sq. Yds.
 NET AREA = 1,377.74 Sq. Yds.
 TOTAL T-31 BITUMINOUS MATERIAL RAMP C = 1,377.74 x 0.25 = 344.44 Gallons

RAMP D PAVED BERMS

STA. 498+10.19 TO STA. 499+06.19 (U.S.R. 40) LEFT = 96 x 9 AV. ÷ 9 = 96.00 Sq. Yds.
 STA. 499+06.19 (U.S.R. 40) TO STA. 3+25 (RAMP D) LEFT: 8' WIDE
 AREA = 1,408.99 x 8 ÷ 9 = 1,252.44 Sq. Yds.
 STA. 3+25 TO STA. 6+75 (RAMP D) RIGHT & LEFT:
 AREA = (350 x 5.5 AV. ÷ 9) + (44.74 x 2.5 AV. ÷ 9) = 226.32 Sq. Yds.
 STA. 6+75 TO STA. 14+03 RIGHT & LEFT: 2 @ 3' = 6' WIDE
 AREA = (773.91 - 44.37) x 6 ÷ 9 = 486.36 Sq. Yds.
 STA. 14+03 TO STA. 15+08.96 RIGHT & LEFT: LENGTH = 273'
 AREA = 273 x 3 ÷ 9 = 91.00 Sq. Yds.
 NET AREA = 2,152.12 Sq. Yds.
 TOTAL T-31 BITUMINOUS MATERIAL RAMP D = 2,152.12 x 0.25 = 538.03 Gallons

TOTAL T-31 BITUMINOUS MATERIAL FOR I-70-1(13)09

19,610.70 Gallons
 TO SUMMARY, USE 19,611 GALLONS

ITEM T-31 BITUMINOUS SURFACE TREATMENT - NO. 6 AGGREGATE
 RATE OF APPLICATION = 0.008 CU. YD. PER SQ. YD.
 AREAS ARE FROM BITUMINOUS MATERIAL COMPUTATIONS

VOLUME FOR U.S.R. 40 = 71,429.72 x 0.008 = 571.44 Cu. Yds.
 VOLUME FOR RAMP A = 1,354.65 x 0.008 = 10.84 Cu. Yds.
 VOLUME FOR RAMP B = 2,128.54 x 0.008 = 17.03 Cu. Yds.
 VOLUME FOR RAMP C = 1,377.74 x 0.008 = 11.02 Cu. Yds.
 VOLUME FOR RAMP D = 2,152.12 x 0.008 = 17.22 Cu. Yds.

TOTAL T-31 NO. 6 AGGREGATE FOR I-70-1 (13) 09 =

627.55 Cu. Yds.
 TO SUMMARY, USE 628 CU. YDS.

ITEM B-21 3" WATERPROOFED AGGREGATE BASE COURSE

U.S.R. 40 AREA FROM T-31 BITUMINOUS MATERIAL COMPUTATIONS
 VOLUME = 71,429.72 x 3 ÷ 36 = 5,952.48 Cu. Yds.

ITEM B-21 6" WATERPROOFED AGGREGATE BASE COURSE

AREAS FROM T-31 BITUMINOUS MATERIAL COMPUTATIONS
 RAMP A VOLUME = 1,354.65 x 6 ÷ 36 = 225.78 Cu. Yds.
 RAMP B VOLUME = 2,128.54 x 6 ÷ 36 = 354.76 Cu. Yds.
 RAMP C VOLUME = 1,377.74 x 6 ÷ 36 = 229.62 Cu. Yds.
 RAMP D VOLUME = 2,152.12 x 6 ÷ 36 = 358.69 Cu. Yds.
 TOTAL B-21 6" WATERPROOFED AGGREGATE BASE COURSE = 1,168.85 Cu. Yds.

TOTAL B-21 WATERPROOFED AGGREGATE BASE COURSE FOR I-70-1(13) 09 =

7,121.33 Cu. Yds.
 TO SUMMARY, USE 7,122 CU. YDS.

ITEM B-112 POROUS BASE COURSE

U.S.R. 40
 NET LENGTH = 24,169.52 LIN. FT. (FROM T-31 BITUMINOUS MATERIAL COMPUTATIONS)
 AREA = 2 x 5.54 SQ. FT. = 11.08 SQ. FT.
 VOLUME = 24,169.52 x 11.08 ÷ 27 = 9,918.45 Cu. Yds.
 CORRECTIONS FOR ABUTTING RAMPS U.S.R. 127 INTERCHANGE:
 LENGTH = 4,196.37 LIN. FT. (FROM T-31 COMPUTATIONS) AREA = 3.75 SQ. FT.
 DEDUCT VOLUME = 4,196.37 x 3.75 ÷ 27 = 582.83 Cu. Yds.
 AREA = 387.3 SQ. FT. (FROM T-31 COMPUTATIONS) DEPTH = 0.375' (AV.)
 ADD VOLUME = 387.3 x 0.375 ÷ 27 = 5.38 Cu. Yds.
 ADD FOR U-TURN MEDIAN OPENING: 1 @ 86 = + 86.00 Cu. Yds.
 TOTAL B-112 POROUS BASE COURSE FOR U.S.R. 40 = 9,427.00 Cu. Yds.

RAMP AREAS FROM T-31 BITUMINOUS MATERIAL COMPUTATIONS, THICKNESS = 3"

RAMP A VOLUME = 1,354.65 x 3 ÷ 36 = 112.89 Cu. Yds.
 RAMP B VOLUME = 2,128.54 x 3 ÷ 36 = 177.38 Cu. Yds.
 RAMP C VOLUME = 1,377.74 x 3 ÷ 36 = 114.81 Cu. Yds.
 RAMP D VOLUME = 2,152.12 x 3 ÷ 36 = 179.34 Cu. Yds.

TOTAL B-112 POROUS BASE COURSE FOR I-70-1 (13) 09 =

10,011.42 Cu. Yds.
 TO SUMMARY, USE 10,012 CU. YDS.

ITEM I-18 6" STABILIZED CRUSHED AGGREGATE SHOULDERS

U.S.R. 127
 STA. 12+35.365S TO STA. 6+35.36S (END AREA = 1.94 SQ. FT.)
 WEST PAVEMENT EDGE = 600.10 Lin. Ft.
 EAST PAVEMENT EDGE = 601.04 Lin. Ft.
 TOTAL LENGTH FOR I-18 = 1,201.14 Lin. Ft.
 VOLUME = 1201.14 x 1.94 ÷ 27 = 86.30 Cu. Yds.
 STA. 6+35.36S TO STA. 1+66.08S = 469.28 Lin. Ft.
 STA. 1+66.08N TO STA. 14+32N = 1,265.92 Lin. Ft.
 LENGTH ON CONST. C. FOR I-18 = 1,735.20 Lin. Ft.
 END AREA = 2 (4 x 0.5) = 4.00 SQ. FT.
 VOLUME = 1,735.20 x 4.00 ÷ 27 = 257.07 Cu. Yds.
 DEDUCT FOR ABUTTING RAMPS U.S.R. 127 INTERCHANGE:
 RAMP A = 116.3 LIN. FT.
 RAMP B = 123.5 LIN. FT.
 RAMP C = 116.3 LIN. FT.
 RAMP D = 123.1 LIN. FT.
 TOTAL = 479.2 LIN. FT. END AREA = 2.00 SQ. FT.
 VOLUME = 479.2 x 2.00 ÷ 27 = 35.49 Cu. Yds.
 DEDUCT FOR ABUTTING PRICE ROAD (RELOC.) AREA = 37.5 SQ. YDS.
 VOLUME = 37.5 x 6 ÷ 36 = 6.25 Cu. Yds.

STA. 14+32N TO STA. 16+57N EAST PAVEMENT EDGE = 225.50 LIN. FT.
 LENGTH OF I-18 ABUTTING BITUMINOUS PAV. T. = 1,225.50 LIN. FT.
 VOLUME = 225.50 x 1.94 ÷ 27 = 16.20 Cu. Yds.
 STA. 14+32N TO STA. 16+57N LENGTH ABUTTING T-71 = 225.11 LIN. FT.
 VOLUME = 225.11 x 200 ÷ 27 = 16.67 Cu. Yds.
 TOTAL I-18 FOR U.S.R. 127 SHOULDERS = 334.50 Cu. Yds.

YOHE ROAD TURN-A-ROUNDS
 AREA = 2 @ 165.19 SQ. YDS. = 330.38 SQ. YDS.
 VOLUME = 330.38 x 6 ÷ 36 = 55.06 Cu. Yds.
 TOTAL I-18 6" STABILIZED CRUSHED AGGREGATE SHOULDERS FULL PARTICIPATION = 389.56 Cu. Yds.

TO SUMMARY, USE 390 CU. YDS.

COMPUTATIONS

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

10
273

PREBLE COUNTY PRE-40-946

PRE-40-9.46 I-70-1(13)09 (STATE AND B.P.R. PARTICIPATION)

ITEM I-12 CONCRETE CURB, TYPE A

RAMP B STA. 18 + 40 + (RAMP B) TO STA. 537 + 77.7 (U.S.R. 40) = 657.0 Lin. Ft.
RAMP D STA. 510 + 12.4 (U.S.R. 40) TO STA. 6 + 80 + (RAMP D) = 661.0 Lin. Ft.
TOTAL I-12 CONCRETE CURB, TYPE A FOR I-70-1(13)09 = 1,318 Lin. Ft.

TO SUMMARY, USE 1,318 LIN. FT.

ITEM I-12 CONCRETE CURB, STANDARD TYPE 6

RAMP A STA. 4 + 37.67 TO STA. 5 + 37.67 (L.T.) = 100.5 Lin. Ft.
RAMP C STA. 20 + 16.19 TO STA. 21 + 16.19 (RT.) = 100.5 Lin. Ft.
TOTAL I-12 CONCRETE CURB, STD. TYPE 6 FOR I-70-1(13)09 = 201 Lin. Ft.

TO SUMMARY, USE 201 LIN. FT.

ITEM I-12 CONCRETE CURB, STANDARD TYPE 2-A

U.S.R. 40 STA. 513 + 83.24 TO STA. 514 + 83.09 (RT.) = 100.1 Lin. Ft.
RAMP A NOSE AT STA. 4 + 37.67 (L.T.) = 4.5 Lin. Ft.
U.S.R. 40 STA. 533 + 44.14 TO STA. 534 + 44.14 (L.T.) = 100.1 Lin. Ft.
RAMP C NOSE AT STA. 21 + 16.19 (RT.) = 4.5 Lin. Ft.
U.S.R. 127
ISLAND STA. 6+35.36S TO STA. 5+08S (L.T.) = 260.00 Lin. Ft.
ISLAND STA. 4+05S TO STA. 1+65.82S (L.T.) = 477.93 Lin. Ft.
ISLAND STA. 1+65.82N TO STA. 4+15N (L.T.) = 497.93 Lin. Ft.
ISLAND STA. 5+18N TO STA. 11+20N (L.T.) = 1211.05 Lin. Ft.
ISLAND STA. 12+06N TO STA. 14+32 (RT.) = 226.57 Lin. Ft.
ISLAND STA. 14+32N TO STA. 16+57N (RT.) = 225.00 Lin. Ft.
TOTAL CONCRETE CURB, STD. TYPE 2-A FOR U.S.R. 127 = 2,898.5 Lin. Ft.
TOTAL CONCRETE CURB, STD. TYPE 2-A FOR I-70-1(13)09 = 3,107.7 Lin. Ft.

TO SUMMARY, USE 3,108 LIN. FT.

ITEM I-12 COMBINATION CURB AND GUTTER, TYPE 2 AS PER PLAN

U.S.R. 127
ISLAND STA. 7+78.3S TO STA. 6+35.36S (L.T.) = 285.2 Lin. Ft.
ISLAND STA. 14+32N TO STA. 16+57N (RT.) = 225.0 Lin. Ft.
TOTAL COMBINATION CURB AND GUTTER, TYPE 2 FULL PARTICIPATION = 510.2 Lin. Ft.

TO SUMMARY, USE 510. LIN. FT.

ITEM I-21 4" STD. TYPE I PORTLAND CEM. CONC. MEDIAN PAVEMENT

RAMP A STA. 4+36.17 TO STA. 4+77+ (L.T.) = 29.28 Sq. Yds.
RAMP C STA. 20+76+ TO STA. 21+17.69 (RT.) = 29.28 Sq. Yds.
U.S.R. 127
ISLAND STA. 7+76.31S TO STA. 6+35.36S (L.T.) = 124.33 Sq. Yds.
ISLAND STA. 4+04.5S TO STA. 1+40.82S (L.T.) = 29.30 Sq. Yds.
ISLAND STA. 1+40.82N TO STA. 4+14.5N (L.T.) = 30.41 Sq. Yds.
ISLAND STA. 12+06.5N TO STA. 14+32N (RT.) = 24.93 Sq. Yds.
ISLAND STA. 14+32N TO STA. 16+57N (RT.) = 25.00 Sq. Yds.
TOTAL I-21 4" MEDIAN PAVEMENT U.S.R. 127 = 233.97 Sq. Yds.
TOTAL I-21 4" MEDIAN PAVEMENT (FULL PARTICIPATION) = 292.53 Sq. Yds.

TO SUMMARY, USE 293 SQ. YDS.

ITEM I-22 SUBBASE

U.S.R. 40
AREA UNDER APPROACH SLABS = 784.00 Sq. Yds.
AREA OF PAVEMENT FROM T-71 COMPUTATIONS = 128,120.11 Sq. Yds.
AREA OF PAVED BERMS FROM T-31 = 71,429.72 Sq. Yds.
TOTAL AREA FOR I-22 = 200,333.83 Sq. Yds.
TOTAL VOLUME 6" I-22 FOR U.S.R. 40 = 200,333.83 x 6 ÷ 36 = 33,388.97 Cu. Yds.

RAMP A

AREA OF PAVEMENT FROM T-71 COMPUTATIONS = 3,603.27 Sq. Yds.
AREA OF PAVED BERMS FROM T-31 = 1,354.65 Sq. Yds.
TOTAL AREA FOR I-22 UNDER PAVEMENT = 4,957.92 Sq. Yds.
VOLUME I-22 6" THICK = 4,957.92 x 6 ÷ 36 = 826.32 Cu. Yds.
ADD FOR PAVED MEDIAN: THICKNESS = 18" (AVERAGE)
VOLUME = 29.28 x 18 ÷ 36 = 14.64 Cu. Yds.
ADD FOR STD. TYPE 2-A CURB: WIDTH = 1.0' THICKNESS = 6"
VOLUME = 60 x 1 x 0.5 ÷ 27 = 1.11 Cu. Yds.
ADD FOR STD. TYPE 6 CURB: WIDTH = 6" THICKNESS = 3"
VOLUME = 60 x 0.5 x 0.25 ÷ 27 = 0.28 Cu. Yds.
TOTAL I-22 FOR RAMP A = 842.35 Cu. Yds.

RAMP B

AREA OF PAVEMENT FROM T-71 COMPUTATIONS = 4,421.93 Sq. Yds.
AREA OF PAVED BERMS FROM T-31 = 2,128.54 Sq. Yds.
TOTAL AREA FOR I-22 UNDER PAVEMENT = 6,550.47 Sq. Yds.
VOLUME I-22 6" THICK = 6,550.47 x 6 ÷ 36 = 1,091.75 Cu. Yds.
ADD FOR TYPE A CURB: WIDTH = 12" THICKNESS = 6"
VOLUME = 657 x 1.0 x 0.5 ÷ 27 = 12.17 Cu. Yds.
TOTAL I-22 FOR RAMP B = 1,103.92 Cu. Yds.

RAMP C

AREA OF PAVEMENT FROM T-71 COMPUTATIONS = 3,668.56 Sq. Yds.
AREA OF PAVED BERMS FROM T-31 COMPUTATIONS = 1,377.74 Sq. Yds.
TOTAL AREA FOR I-22 UNDER PAVEMENT = 5,046.30 Sq. Yds.
VOLUME I-22 6" THICK = 5,046.30 x 6 ÷ 36 = 841.05 Cu. Yds.
ADD FOR PAVED MEDIAN: (SEE RAMP A) = 14.64 Cu. Yds.
ADD FOR STD. TYPE 2-A CURB: (SEE RAMP A) = 1.11 Cu. Yds.
ADD FOR STD. TYPE 6 CURB: (SEE RAMP A) = 0.28 Cu. Yds.
TOTAL I-22 FOR RAMP C = 857.08 Cu. Yds.

RAMP D

AREA OF PAVEMENT FROM T-71 COMPUTATIONS = 4,472.43 Sq. Yds.
AREA OF PAVED BERMS FROM T-31 = 2,152.12 Sq. Yds.
TOTAL AREA FOR I-22 UNDER PAVEMENT = 6,624.55 Sq. Yds.
VOLUME I-22 6", THICK = 6,624.55 x 6 ÷ 36 = 1,104.09 Cu. Yds.
DEDUCT FOR REDUCED THICKNESS UNDER NORMAL RAMP SECTION PAVED BERMS: END AREA = 2.50 SQ. FT.
STA. 11+71.11 TO STA. 12+14.02 = 42.91 LIN. FT.
VOLUME = 42.91 x 2.50 ÷ 27 = 3.97 Cu. Yds.
ADD FOR TYPE A CURB: WIDTH = 12" THICKNESS = 6"
VOLUME = 661 x 1.0 ÷ 27 = 12.24 Cu. Yds.
TOTAL I-22 FOR RAMP D = 1,112.36 Cu. Yds.

U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)

AREA UNDER APPROACH SLABS = 403.41 Sq. Yds.
AREA OF CONC. PAV' T, FROM T-71 = 12,171.74 Sq. Yds.
AREA OF BIT. CONC. SURFACE COURSE FROM T-35 = 3,346.66 Sq. Yds.
AREA OF PAVED MEDIAN FROM I-21 = 233.97 Sq. Yds.
AREA OF TYPE 2 C&G = 510.2 x 2 ÷ 9 = 113.38 Sq. Yds.
TOTAL AREA FOR I-22 UNDER PAVEMENT = 16,269.16 Sq. Yds.
VOLUME I-22 6" THICK = 16,269.16 x 6 ÷ 36 = 2,711.53 Cu. Yds.
ADD AT PAVEMENT EDGE OF BITUMINOUS PAVEMENT: END AREA = 0.625 SQ. FT.
VOLUME = 1,427 LIN. FT. x 0.625 ÷ 27 = 33.03 Cu. Yds.
ADD AT PAVEMENT EDGE OF CONCRETE PAVEMENT: END AREA = 0.7265 SQ. FT.
VOLUME = 3,695.5 LIN. FT. x 0.7265 ÷ 27 = 99.44 Cu. Yds.
ADD FOR SEED ISLANDS AT STD. TYPE 2-A CURB: END AREA = 0.5 SQ. FT.
VOLUME = 1,471.05 (FROM I-12) x 0.5 ÷ 27 = 27.24 Cu. Yds.
ADD FOR PAVED ISLANDS UNDER ITEM I-21:
VOLUME = 99.93 Cu. Yds.
TOTAL I-22 FOR U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N) = 2,971.17 Cu. Yds.

SHIELDS ROAD

STA. 12+00S TO STA. 1+66.09S = 1,033.91 Lin. Ft.
STA. 1+66.09N TO STA. 8+50N = 683.91 Lin. Ft.
NET LENGTH SHIELDS ROAD = 1,717.82 Lin. Ft.
END AREA FOR I-22 = 11.0 SQ. FT.
VOLUME = 1,717.82 x 11.0 ÷ 27 = 699.85 Cu. Yds.
DEDUCT FOR END TAPERS 2 (42x1) = 3.11 SQ. YDS.
VOLUME = 3.11 x 6 ÷ 36 = 0.52 Cu. Yds.
ADD FOR AREA UNDER APPROACH SLABS = 163.96S. Y. x 6 ÷ 36 = 27.33 Cu. Yds.
TOTAL I-22 FOR SHIELDS ROAD = 726.66 Cu. Yds.
TOTAL I-22 FULL PARTICIPATION = 41,002.51 Cu. Yds.

TO SUMMARY, USE 41,003 CU. YDS.

ITEM T-35 1 1/4" ASPHALTIC CONCRETE SURFACE COURSE

U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)
STA. 12+35.36S TO STA. 6+35.36S AREA = 2,809.16 Sq. Yds.
STA. 14+32N TO STA. 16+57N AREA = 537.50 Sq. Yds.
NET AREA FOR T-35 = 3,346.66 Sq. Yds.
VOLUME = 3,346.66 x 1.25 ÷ 36 = 116.20 Cu. Yds.

SHIELDS ROAD

NET LENGTH FROM I-22 COMPUTATIONS = 1,717.82 LIN. FT.
WIDTH = 20' AREA = 1,717.82 x 20 ÷ 9 = 3,817.38 Sq. Yds.
DEDUCT FOR END TAPERS = 3.11 Sq. Yds.
NET AREA FOR T-35 = 3,814.27 Sq. Yds.
VOLUME = 3,814.27 x 1.25 ÷ 36 = 132.44 Cu. Yds.
TOTAL T-35 1 1/4" THICKNESS (FULL PARTICIPATION) = 248.64 Cu. Yds.

ITEM T-35 1 1/2" ASPHALTIC CONCRETE SURFACE COURSE

PRICE ROAD (RELOC.)
STA. 7+81.45 TO STA. 8+21.45 AREA = 147.41 Sq. Yds.
STA. 8+21.45 TO STA. 24+07 = 1,585.55 LIN. FT.
AREA = 1,585.55 x 16 ÷ 9 = 2,818.76 Sq. Yds.
NET AREA FOR T-35 = 2,966.17 Sq. Yds.
VOLUME = 2,966.17 x 1.5 ÷ 36 = 123.59 Cu. Yds.
TOTAL T-35 1 1/2" THICKNESS = 123.59 Cu. Yds.
TOTAL T-35 ASPHALTIC CONCRETE SURFACE COURSE (FULL PARTICIPATION) = 372.23 Cu. Yds.

TO SUMMARY, USE 372 CU. YDS.

ITEM B-35 1 1/4" ASPHALTIC CONCRETE LEVELING COURSE

U.S.R. 127 AREA = 3,346.66 SQ. YDS. (FROM T-35 COMPUTATIONS)
VOLUME = 3,346.66 x 1.25 ÷ 36 = 116.20 Cu. Yds.
TOTAL B-35 1 1/4" THICK (STA. 12+35.36S TO STA. 16+57N) = 116.20 Cu. Yds.

ITEM B-35 CONTINUED

ITEM B-35 1 3/4" ASPHALTIC CONCRETE LEVELING COURSE

SHIELDS ROAD AREA = 3,814.27 SQ. YDS. (FROM T-35)
VOLUME = 3,814.27 x 1.75 ÷ 36 = 185.42 Cu. Yds.
TOTAL B-35 1 3/4" THICK = 185.42 Cu. Yds.
TOTAL B-35 ASPHALTIC CONCRETE LEVELING COURSE FULL PARTICIPATION = 301.62 Cu. Yds.

TO SUMMARY, USE 302 CU. YDS.

ITEM B-35 3" ASPHALTIC CONCRETE BASE COURSE

U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)
AREA FROM T-35 COMPUTATIONS = 3,346.66 Sq. Yds.
ADD AT PAVEMENT EDGE: WIDTH = 3"
LENGTH = 1427 LIN. FT. (FROM I-22)
AREA = 1427 x 0.25 ÷ 9 = 39.64 Sq. Yds.
TOTAL AREA FOR B-35 = 3,386.30 Sq. Yds.
VOLUME = 3,386.30 x 3 ÷ 36 = 282.19 Cu. Yds.
TOTAL B-35 3" ASPHALTIC CONCRETE BASE COURSE FULL PARTICIPATION = 282.19 Cu. Yds.

TO SUMMARY, USE 282 CU. YDS.

ITEM B-19 8" AGGREGATE BASE COURSE

U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)
AREA FROM B-35 COMPUTATIONS = 3,346.66 Sq. Yds.
ADD AT PAVEMENT EDGE: WIDTH = 6"
LENGTH = 1427 LIN. FT. (FROM I-22)
AREA = 1427 x 0.50 ÷ 9 = 79.28 Sq. Yds.
TOTAL AREA FOR B-19 = 3,425.94 Sq. Yds.
VOLUME = 3,425.94 x 8 ÷ 36 = 761.32 Cu. Yds.

PRICE ROAD (RELOC.)

AREA FROM T-35 COMPUTATIONS = 2,966.17 Sq. Yds.
ADD AT PAVEMENT EDGE: WIDTH = 6"
LENGTH = 3,296.76 LIN. FT.
AREA = 3,296.76 x 0.5 ÷ 9 = 183.15 Sq. Yds.
TOTAL AREA FOR B-19 = 3,149.32 Sq. Yds.
VOLUME = 3,149.32 x 8 ÷ 36 = 699.85 Cu. Yds.

ACCESS DRIVE TO STIVERS PROPERTY (WIDTH OF FULL PARTICIPATION = 12 FT.)

STA. 0+08 TO STA. 8+80.87 = 872.87 LIN. FT.
AREA = 872.87 x 12 ÷ 9 = 1,163.83 Sq. Yds.
ADD FOR ENTRANCE = 20 x 20 ÷ 9 = 44.44 Sq. Yds.
TOTAL AREA FOR B-19 = 1,208.27 Sq. Yds.
VOLUME = 1,208.27 x 8 ÷ 36 = 268.50 Cu. Yds.
TOTAL B-19 8" AGGREGATE BASE COURSE FULL PARTICIPATION = 1,729.67 Cu. Yds.

TO SUMMARY, USE 1,730 CU. YDS.

ITEM B-19 6" AGGREGATE BASE COURSE

SHIELDS ROAD
NET LENGTH FROM I-22 COMPUTATIONS = 1,717.82 LIN. FT.
WIDTH = 21 FT. AREA = 1,717.82 x 21 ÷ 9 = 4,008.25 Sq. Yds.
DEDUCT FOR END TAPERS = 3.11 Sq. Yds.
NET AREA FOR B-19 = 4,005.14 Sq. Yds.
VOLUME = 4,005.14 x 6 ÷ 36 = 667.52 Cu. Yds.
TOTAL B-19 6" AGGREGATE BASE COURSE FOR I-70-1(13)09 = 667.52 Cu. Yds.

TO SUMMARY, USE 668 CU. YDS.

ITEM T-30 BITUMINOUS PRIME COAT

RATE OF APPLICATION = 0.40 GALLONS PER SQ. YD.
AREAS FROM B-19 COMPUTATIONS
U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)
VOLUME = 3,425.94 x 0.40 = 1,370.38 Gallons

PRICE ROAD (RELOC.)

VOLUME = 3,149.32 x 0.40 = 1,259.73 Gallons

SHIELDS ROAD

VOLUME = 4,005.14 x 0.40 = 1,602.06 Gallons
TOTAL T-30 BITUMINOUS PRIME COAT FULL PARTICIPATION = 4,232.17 Gallons

TO SUMMARY, USE 4,232 GALLONS

ITEM E-1 COMPACTED SUBGRADE

TOTAL AREA OF T-71 = 156,458.04 Sq. Yds.
TOTAL AREA OF T-31 = 19,610.70 Gal. x 4 = 78,442.80 Sq. Yds.
TOTAL AREA OF T-35 1 1/4" THICK = 7,160.93 Sq. Yds.
TOTAL AREA OF T-35 1 1/2" THICK = 2,966.17 Sq. Yds.
TOTAL AREA OF I-7 = 1,370.00 Sq. Yds.
TOTAL AREA OF I-12, TYPE A = 1318 LIN. FT. x 1.0 ÷ 9 = 146.44 Sq. Yds.
TOTAL AREA OF I-12, STD. TYPE 6 = 201 LIN. FT. x 0.5 ÷ 9 = 11.17 Sq. Yds.
TOTAL AREA OF I-12, C. & G. STD. TYPE 2 = 510 x 2.0 ÷ 9 = 113.33 Sq. Yds.
TOTAL E-1 COMPACTED SUBGRADE FULL PARTICIPATION = 246,668.88 Sq. Yds.

TO SUMMARY, USE 246,669 SQ. YDS.

COMPUTATIONS

PREBLE COUNTY PRE-40-946

PRE-40-9.46 I-70-1(13)09 (STATE AND B.P.R. PARTICIPATION)

ITEM S.S. CE - 101.04 COMPACTION USING HEAVY PNEUMATIC-TIRED ROLLER

COMPACTED SUBGRADE 246,668.88 SQ. YDS. ÷ 2,000 SQ. YDS. PER HR. = 123.3 Hours

TO SUMMARY, USE 123 HOURS

ITEM I-9 STONE UNDERDRAINS (NO.2)

U.S.R. 127

ESTIMATED NUMBER OF I-9'S REQUIRED UNDER CONCRETE PAVEMENT = 63 EACH
 ESTIMATED LENGTH PER I-9 = 17.4 FT. FOR 2:1 SLOPE AND 23.9 FT. FOR 4:1 SLOPE
 ESTIMATED LENGTH FOR 2:1 SLOPE = 50 × 17.4 = 870.0 Lin. Ft.
 ESTIMATED LENGTH FOR 4:1 SLOPE = 13 × 23.9 = 310.7 Lin. Ft.
 TOTAL LENGTH OF I-9'S UNDER CONCRETE PAVEMENT = 1,180.7 Lin. Ft.
 ESTIMATED NUMBER OF I-9'S REQUIRED UNDER BITUMINOUS PAVEMENT = 30 EACH
 ESTIMATED LENGTH PER I-9 = 18.3 FT. FOR 2:1 SLOPE AND 26.2 FT. FOR 4:1 SLOPE
 ESTIMATED LENGTH FOR 2:1 SLOPE = 6 × 18.3 = 109.8 Lin. Ft.
 ESTIMATED LENGTH FOR 4:1 SLOPE = 24 × 26.2 = 628.8 Lin. Ft.
 TOTAL LENGTH OF I-9'S UNDER BITUMINOUS PAVEMENT = 738.6 Lin. Ft.
 TOTAL LENGTH OF I-9'S FOR U.S.R. 127 = 1,919.3 Lin. Ft.

PRICE ROAD

ESTIMATED NUMBER OF I-9'S REQUIRED = 1625.55 ÷ 25 = 65 EACH
 ESTIMATED LENGTH PER I-9 = 11.5 FT. FOR 2:1 SLOPE, 11.1 FT. FOR 3:1 SLOPE AND 13.2 FT. FOR 4:1 SLOPE
 ESTIMATED LENGTH FOR 2:1 SLOPE = 10 × 11.5 = 115.0 Lin. Ft.
 ESTIMATED LENGTH FOR 3:1 SLOPE = 27 × 11.1 = 299.7 Lin. Ft.
 ESTIMATED LENGTH FOR 4:1 SLOPE = 28 × 13.2 = 369.6 Lin. Ft.
 TOTAL LENGTH OF I-9'S FOR PRICE ROAD = 784.3 Lin. Ft.

SHIELDS ROAD

ESTIMATED NUMBER OF I-9'S REQUIRED = 1717.82 ÷ 25 = 69 EACH
 ESTIMATED LENGTH PER I-9 = 16.6 FT. FOR 2:1 SLOPE, 16.9 FT. FOR 3:1 SLOPE AND 19.9 FT. FOR 4:1 SLOPE
 ESTIMATED LENGTH FOR 2:1 SLOPE = 20 × 16.6 = 332.0 Lin. Ft.
 ESTIMATED LENGTH FOR 3:1 SLOPE = 19 × 16.9 = 321.1 Lin. Ft.
 ESTIMATED LENGTH FOR 4:1 SLOPE = 30 × 19.9 = 597.0 Lin. Ft.
 TOTAL LENGTH OF I-9'S FOR SHIELDS ROAD = 1,250.1 Lin. Ft.
 TOTAL LENGTH OF I-9'S FULL PARTICIPATION = 3,953.7 Lin. Ft.

TO SUMMARY, USE 3,954 LIN. FT.

ITEM M-10 CALCIUM CHLORIDE

RATE OF APPLICATION = 2.1 LBS. PER SQ. YD.

U.S.R. 127

FROM I-18 COMPUTATIONS = 389.56 CU. YD. OF 6" THICK SHOULDER
 AREA OF I-18 = 389.56 × 6 = 2,337.36 Sq. Yds.
 WEIGHT = 2337.36 × 2.1 ÷ 2000 = 2.45 Tons

TOTAL M-10 CALCIUM CHLORIDE FULL PARTICIPATION = 2.45 Tons

TO SUMMARY, USE 2.5 TONS

ITEM SPECIAL - MIXING CALCIUM CHLORIDE AND CRUSHED AGGREGATE

U.S.R. 127

FROM M-10 COMPUTATIONS AREA OF I-18 = 2,337.36 Sq. Yds.
 TOTAL ITEM SPECIAL FULL PARTICIPATION = 2,337.36 Sq. Yds.

TO SUMMARY, USE 2337 SQ. YDS.

ITEM L-1 TOPSOIL STOCKPILED

U.S.R. 40

STATIONING FOR MEDIAN PLANTING:
 STA. 500+00 TO STA. 563+27 = 6,327 Lin. Ft.
 STA. 570+35 TO STA. 656+96 = 8,661 Lin. Ft.
 STA. 665+10 TO STA. 709+05 = 4,395 Lin. Ft.
 STA. 714+95 TO STA. 745+00 = 3,005 Lin. Ft.
 GROSS LENGTH OF MEDIAN PLANTING = 22,388 Lin. Ft.
 DEDUCT FOR PIERS 73+31 = 104 Lin. Ft.
 DEDUCT FOR U-TURN MEDIAN OPENING = 75 Lin. Ft.
 NET LENGTH OF MEDIAN PLANTING = 22,209 Lin. Ft.
 L-1 END AREA = 23.56 SQ. FT.
 ASSUMED COMPACTION FACTOR = 15%
 VOLUME = 22,209 × 23.56 × 1.15 ÷ 27 = 22,286.32 Cu. Yds.

TOTAL L-1 FOR I-70-1(13)09 = 22,286.32 Cu. Yds.

TO SUMMARY, USE 22,287 CU. YDS.

ITEM L-3 PLACING STOCKPILED TOPSOIL, AS PER PLAN

FROM L-1 COMPUTATIONS TOTAL L-3 FOR I-70-1(13)09 = 22,209 × 23.56 ÷ 27 = 19,379.41 Cu. Yds.

TO SUMMARY, USE 19,380 CU. YDS.

SUB - SUMMARY FOR SEEDING - SQ. YDS.

STATION TO STATION	FROM GROSS SECTION SHEETS	SEEDING OUT - SIDE R/W FENCE	TOTAL AREA OF SEEDING
U.S.R. 40:			
500+00 510+00	25,624	2,815	28,439
510+00 520+00	22,350		22,350
520+00 530+00	18,476		18,476
530+00 540+00	21,943	8,482	30,425
540+00 550+00	22,838	6,776	29,614
550+00 560+00	22,182	6,468	28,650
560+00 570+00	21,209	3,116	24,325
570+00 580+00	21,476	3,160	24,636
580+00 590+00	20,178		20,178
590+00 600+00	19,440	3,313	22,753
600+00 610+00	19,440	7,549	26,989
610+00 620+00	19,440	8,111	27,551
620+00 630+00	19,440	8,556	27,996
630+00 640+00	19,440	8,556	27,996
640+00 650+00	20,039	8,779	28,818
650+00 660+00	20,769	7,603	28,372
660+00 670+00	22,476	5,241	27,717
670+00 680+00	21,175	3,159	24,334
680+00 690+00	21,048		21,048
690+00 700+00	20,194	1,653	21,847
700+00 710+00	20,110	5,713	25,823
710+00 720+00	20,993	3,583	24,576
720+00 730+00	20,687	2,040	22,727
730+00 740+00	21,489	1,150	22,639
740+00 745+00	11,367		11,367
SUB - TOTAL			619,646
CROSSROADS:			
U.S.R. 127 (STA. 12+35.36S TO STA. 16+57N)	33,354	14,656	48,010
PRICE ROAD (RELOC.)	13,826	12,313	26,139
ACCESS DRIVE TO STIVERS PROPERTY	3,243	106	3,349
SHIELDS ROAD	19,619	5,034	24,653
SUB - TOTAL			102,151
INTERCHANGE:			
BETWEEN RAMP "A" AND U.S.R. 40	12,060		12,060
BETWEEN RAMP "B" AND U.S.R. 40	7,197		7,197
BETWEEN RAMP "C" AND U.S.R. 40	12,501		12,501
BETWEEN RAMP "D" AND U.S.R. 40	6,706		6,706
RAMP "A"	7,597		7,597
RAMP "B"	7,197		7,197
RAMP "C"	7,940		7,940
RAMP "D"	9,109	1,382	10,491
SUB - TOTAL			71,689
TOTAL SEEDING			793,486
OVERSEEDING FOR L-120			11,085
TOTAL FULL PARTICIPATION			804,571

TO SUMMARY, USE 804,571 SQ. YD. ITEM L-9 SEEDING AND PROTECTING

ITEM L-9 COMMERCIAL FERTILIZER

TOTAL SEEDING FROM SUB-SUMMARY = 793,486 SQ. YDS.
 RATE OF APPLICATION = 20 LBS. PER 1,000 SQ. FT.
 TOTAL L-9 FERTILIZER FULL PARTICIPATION = 793,486 × 9 × 20 ÷ (1,000 × 2,000) = 71.41 Tons

TO SUMMARY, USE 71.41 TONS

ITEM L-9 AGRICULTURAL LIMING MATERIAL

TOTAL SEEDING FROM SUB-SUMMARY = 793,486 SQ. YDS.
 ESTIMATED RATE OF APPLICATION = 100 LBS. PER 1,000 SQ. FT.
 TOTAL L-9 LIMING FULL PARTICIPATION = 793,486 × 9 × 100 ÷ (1,000 × 2,000) = 357.07 Tons

TO SUMMARY, USE 357.07 TONS

SUB-SUMMARY FOR EARTHWORK

STATION TO STATION	EXCAVATION CUBIC YARDS	EMBANKMENT CUBIC YARDS	EMBANKMENT +15% CUBIC YARDS
I.R. 70			
500+00 510+00	4,328	14,897	17,131
510+00 520+00	14,939	9,847	11,324
520+00 530+00	73,176	15,323	17,621
530+00 540+00	79,428		
540+00 550+00	24,580	10,304	11,849
550+00 560+00	16,702	13,178	15,155
560+00 570+00	7,322	20,829	23,953
570+00 580+00	11,643	845	972
580+00 590+00	7,713	1,974	2,270
590+00 600+00	14,940	1,743	2,004
600+00 610+00	10,306	12,117	13,934
610+00 620+00	41,957		
620+00 630+00	21,404	1,607	1,848
630+00 640+00	27,937	8,046	9,253
640+00 650+00	46,370	6,236	7,171
650+00 660+00	5,707	65,409	75,220
660+00 670+00	7,293	53,509	61,535
670+00 680+00	19,033	2,583	2,971
680+00 690+00	8,854	824	948
690+00 700+00	18,905	1,244	1,431
700+00 710+00	12,333	9,982	11,479
710+00 720+00	7,670	16,919	19,457
720+00 730+00	16,387	12,543	14,424
730+00 740+00	15,422	16,544	19,026
740+00 746+12	37,118		
YOHE ROAD TURNAROUNDS	78	10	12
PRICE ROAD RELOCATION			
7+49.45 18+00	4,929	10,696	12,300
18+00 24+06.80	1,778	544	626
SHIELDS ROAD			
15-S 5-S	940	8,170	9,396
5-S 5-N	1,385	13,617	15,660
5-N 15-N	1,281	496	570
L-1 STOCKPILED TOPSOIL			22,287
L-3 PLACING STOCKPILED TOPSOIL			19,380
ACCESS DR. TO STIVERS PROPERTY			
0+00 9+00	578	1,277	1,469
U.S.R. 127			
15-S 5-S	660	18,464	21,234
5-S 5-N	708	52,048	59,855
5-N 15-N	246	47,567	54,702
15-N 22-N	598	5,644	6,491
INTERCHANGE RAMP "A"			
6+00 15+40.07	1,314	12,743	14,655
INTERCHANGE RAMP "B"			
10+00 18+00	8,994	7,282	8,374
INTERCHANGE RAMP "C"			
10+00 19+70	11,427	9,422	10,835
INTERCHANGE RAMP "D"			
7+00 15+42.98	935	29,946	34,438
TOTALS FOR I-70-1(13)09			565,031

TO SUMMARY, USE 564,492 CU. YDS. ITEM E-1 EXCAVATION (FULL PARTICIPATION)

TO SUMMARY, USE 539 CU. YDS. ITEM E-1 EXCAVATION (100% STATE PARTICIPATION)

ITEM E-11 WATER

TOTAL EMBANKMENT + 15% = 569,306.00 Cu. Yds.
 TOTAL I-22 = 41,002.51 Cu. Yds.
 TOTAL I-18 = 389.56 Cu. Yds.
 TOTAL 8" B-19 = 1,729.67 Cu. Yds.
 TOTAL 6" B-19 = 667.52 Cu. Yds.
 TOTAL AGGREGATE AND EMBANKMENT = 613,095.26 Cu. Yds.
 ESTIMATED RATE OF APPLICATION = 5 GALLONS PER CU. YD.
 ESTIMATED E-11 FULL PARTICIPATION = 613,095.26 × 5 ÷ 1,000 = 3,065.47 M. Gals.

TO SUMMARY, USE 3,065 M. GALS.

EARTHWORK BALANCE

EXCAVATION = 565,031
 + CHANNEL EXCAVATION = + 8,095
 TOTAL MATERIAL AVAILABLE FOR EMBANKMENT = 573,126
 LESS EMBANKMENT + SHRINKAGE = 569,306
 EXCESS EXCAVATION = 3,820

COMPUTATIONS

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

11A
273

PREBLE COUNTY PRE-40-9.46

PRE-40-9.46 100% STATE PARTICIPATION

ITEM T-35 2" ASPHALTIC CONCRETE SURFACE COURSE

ACCESS DRIVE TO STIVERS PROPERTY

NET LENGTH = 872.87 LIN. FT. WIDTH = 16 FT.
 AREA = $872.87 \times 16 \div 9 = 1,551.77$ Sq. Yds.
 ADD FOR ENTRANCE = 44.44 Sq. Yds.
 TOTAL AREA FOR T-35 = 1,596.21 Sq. Yds.
 VOLUME $1,596.21 \times 2 \div 36 = 88.68$ Cu. Yds.

TOTAL T-35 2" ASPHALTIC CONCRETE SURFACE COURSE - 100% STATE PARTICIPATION = 88.68 Cu. Yds.

TO SUMMARY, USE 89 CU. YDS.

ITEM B-19 8" AGGREGATE BASE COURSE

ACCESS DRIVE TO STIVERS PROPERTY

(WIDTH OF 100% STATE PARTICIPATION = 5 FT.)
 AREA = $872.87 \times 5 \div 9 = 484.93$ Sq. Yds.
 VOLUME $484.93 \times 8 \div 36 = 77.62$ Cu. Yds.

TOTAL B-19 8" AGGREGATE BASE COURSE - 100% STATE PARTICIPATION = 77.62 Cu. Yds.

TO SUMMARY, USE 78 CU. YDS.

ITEM T-30 BITUMINOUS PRIME COAT

RATE OF APPLICATION = 0.40 GALLONS PER SQ. YD.

ACCESS DRIVE TO STIVERS PROPERTY

AREA OF B-19 FULL PARTICIPATION = 1,208.27 Sq. Yds.
 AREA OF B-19 100% STATE PARTICIPATION = 484.93 Sq. Yds.
 TOTAL AREA FOR T-30 = 1,693.20 Sq. Yds.
 VOLUME = $1,693.20 \times 0.40 = 677.28$ Cu. Yds.

TOTAL T-30 BITUMINOUS PRIME COAT - 100% STATE PARTICIPATION = 677.28 Gallons

TO SUMMARY, USE 677 GALLONS

ITEM E-1 COMPACTED SUBGRADE

TOTAL AREA OF T-35 2" THICK = 1,596.21 Sq. Yds.
 TOTAL E-1 COMPACTED SUBGRADE - 100% STATE PARTICIPATION = 1,596.21 Sq. Yds.

TO SUMMARY, USE 1,596 SQ. YDS.

ITEM S.S. CE-101.04 COMPACTION USING HEAVY PNEUMATIC-TIRED ROLLER

COMPACTED SUBGRADE 1,596 SQ. YDS. + 2,000 SQ. YDS. PER HR. = 0.8 Hours

TO SUMMARY, USE 1 HOUR

ITEM I-18 6" STABILIZED CRUSHED AGGREGATE SHOULDERS

U.S.R. 127

STA. 16+57N TO STA. 22+00N WEST PAVEMENT EDGE = 543.00 Lin. Ft.
 STA. 16+57N TO STA. 22+00N EAST PAVEMENT EDGE = 543.36 Lin. Ft.
 LENGTH OF I-18 ABUTTING PAVEMENT = 1,086.36 Lin. Ft.
 VOLUME = $1,086.36 \times 1.94 \div 27 = 78.06$ Cu. Yds.

TO SUMMARY, USE 78 CU. YDS.

ITEM I-12 COMBINATION CURB AND GUTTER, TYPE 2 AS PER PLAN

U. S. R. 127

ISLAND STA. 16+57N TO STA. 16+65.3N (RIGHT) = 13.1 Lin. Ft.

TO SUMMARY, USE 13 LIN. FT.

ITEM I-21 4" STD. TYPE I PORTLAND CEMENT CONC. MEDIAN PAVEMENT

U.S.R. 127

ISLAND STA. 16+57N TO STA. 16+63.27N (RIGHT) = 0.69 Sq. Yds.

TO SUMMARY, USE 1 SQ. YD.

ITEM I-22 SUBBASE

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

AREA OF BIT. CONC. SURFACE COURSE FROM T-35 = 1,963.50 Sq. Yds.
 AREA OF PAVED MEDIAN FROM I-21 = 0.69 Sq. Yds.
 AREA OF TYPE 2 C & G = $13.1 \times 2 \div 9 = 2.91$ Sq. Yds.
 TOTAL AREA FOR I-22 UNDER PAVEMENT = 1,967.10 Sq. Yds.
 VOLUME OF I-22 6" THICK = $1,967.10 \times 6 \div 36 = 327.85$ Cu. Yds.
 ADD AT PAVEMENT EDGE FOR BITUMINOUS PAVEMENT: END AREA = 0.625 SQ. FT.
 VOLUME = $1,086 \text{ LIN. FT.} \times 0.625 \div 27 = 25.14$ Cu. Yds.
 ADD AT PAVED ISLAND UNDER ITEM I-21
 VOLUME = 0.24 Cu. Yds.
 TOTAL I-22 (STA. 16+57N TO STA. 22+00N) = 353.23 Cu. Yds.

TO SUMMARY, USE 353 CU. YDS.

ITEM T-35 1 1/4" ASPHALT CONCRETE SURFACE COURSE

U.S.R. 127

STA. 16+57N TO STA. 22+00N: AREA = 1,963.50 SQ. YDS.
 VOLUME = $1,963.50 \times 1.25 \div 36 = 68.18$ Cu. Yds.

TO SUMMARY, USE 68 CU. YDS.

ITEM B-35 1 1/4" ASPHALTIC CONCRETE LEVELING COURSE

U. S. R. 127

STA. 16+57N TO STA. 22+00N
 AREA FROM T-35 COMPUTATIONS = 1,963.50 SQ. YDS.
 VOLUME = $1,963.50 \times 1.25 \div 36 = 68.18$ Cu. Yds.

TO SUMMARY, USE 68 CU. YDS.

ITEM B-35 3" ASPHALTIC CONCRETE BASE COURSE

U.S.R. 127

STA. 16+57N TO STA. 22+00N
 AREA FROM T-35 COMPUTATIONS = 1,963.50 SQ. YDS.
 ADD AT PAVEMENT EDGE: WIDTH = 3"
 LENGTH = 1,086 LIN. FT. (FROM I-22)
 AREA = $1,086 \times 0.25 \div 9 = 30.17$ SQ. YDS.
 TOTAL AREA FOR B-35 = 1,993.67 SQ. YDS.
 VOLUME = $1,993.67 \times 3 \div 36 = 166.14$ Cu. Yds.

TO SUMMARY, USE 166 CU. YDS.

ITEM B-19 8" AGGREGATE BASE COURSE

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

STA. 16+57N TO STA. 22+00N
 AREA FROM B-35 COMPUTATIONS = 1,993.67 SQ. YDS.
 ADD AT PAVEMENT EDGE: WIDTH = 6"
 LENGTH = 1,086 LIN. FT. (FROM I-22)
 AREA = $1,086 \times 0.5 \div 9 = 60.33$ SQ. YDS.
 TOTAL AREA FOR B-19 = 2,054.00 SQ. YDS.
 VOLUME = $2,054.00 \times 8 \div 36 = 456.44$ Cu. Yds.

TO SUMMARY, USE 456 CU. YDS.

ITEM T-30 BITUMINOUS PRIME COAT

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

RATE OF APPLICATION = 0.40 GALLONS PER SQ. YD.
 AREA FROM B-19 COMPUTATIONS = 2,054.00 SQ. YDS.
 VOLUME = $2,054.00 \times 0.40 = 821.60$ Gallons

TO SUMMARY, USE 822 GALLONS

ITEM E-1 COMPACTED SUBGRADE

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

TOTAL AREA OF T-35 = 1,963.50 Sq. Yds.
 TOTAL AREA OF I-12 = $13.1 \times 2 \div 9 = 2.91$ Sq. Yds.
 1,966.41 Sq. Yds.

TO SUMMARY, USE 1,966 SQ. YDS.

ITEM S.S. CE-101.04 COMPACTION USING HEAVY PNEUMATIC-TIRED ROLLER

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

COMPACTED SUBGRADE 1,966.41 SQ. YDS + 2,000 SQ. YDS. PER HOUR = 0.98 Hours

TO SUMMARY, USE 1 HOUR

ITEM I-9 STONE UNDERDRAINS (NO. 2)

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

ESTIMATED NUMBER OF I-9'S REQUIRED UNDER BITUMINOUS PAVEMENT = 22 EACH
 ESTIMATED LENGTH PER I-9 = 26.2 FT. FOR 4:1 SLOPE
 TOTAL LENGTH = $22 \times 26.2 = 576.4$ Lin. Ft.

TO SUMMARY, USE 576 LIN. FT.

ITEM M-10 CALCIUM CHLORIDE

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

RATE OF APPLICATION = 2.1 LBS. PER SQ. YD.
 FROM I-18 COMPUTATIONS = 78.06 CU. YDS. OF 6" THICK SHOULDER
 AREA OF I-18 = $78.06 \times 6 = 468.36$ Sq. Yds.
 WEIGHT = $468.36 \times 2.1 \div 2,000 = 0.49$ Tons

TO SUMMARY, USE 0.5 TONS

ITEM SPECIAL - MIXING CALCIUM CHLORIDE AND CRUSHED AGGREGATE

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

FROM M-10 COMPUTATIONS AREA OF I-18 = 468.36 Sq. Yds.
 TOTAL ITEM SPECIAL = 468.36 Sq. Yds.

TO SUMMARY, USE 468 SQ. YDS.

ITEM L-9 SEEDING AND PROTECTING ROADWAY AREAS

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

TOTAL SEEDING = 4,569 Sq. Yds.

TO SUMMARY, USE 4,569 SQ. YDS.

ITEM L-9 COMMERCIAL FERTILIZER

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

TOTAL SEEDING = 4,569 SQ. YDS.
 RATE OF APPLICATION 20 LBS. PER 1,000 SQ. FT.
 TOTAL L-9 FERTILIZER = $4,569 \times 9 \times 20 \div (1,000 \times 2,000) = 0.41$ Tons

TO SUMMARY, USE 0.41 TONS

ITEM L-9 AGRICULTURAL LIMING MATERIAL

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

TOTAL SEEDING = 4,569 SQ. YDS.
 ESTIMATED RATE OF APPLICATION = 100 LB. PER 1,000 SQ. FT.
 TOTAL L-9 LIMING = $4,569 \times 9 \times 100 \div (1,000 \times 2,000) = 2.06$ Tons

TO SUMMARY, USE 2.0 TONS

ITEM E-11 WATER

U.S.R. 127 (STA. 16+57N TO STA. 22+00N)

TOTAL EMBANKMENT + 15% = 4,308.00 Cu. Yds.
 TOTAL I-22 = 353.23 Cu. Yds.
 TOTAL I-18 = 78.06 Cu. Yds.
 TOTAL B-19 = 456.44 Cu. Yds.
 TOTAL AGGREGATE AND EMBANKMENT = 5,195.73 Cu. Yds.

ESTIMATED E-11 WATER = $5,195.73 \times 5 \div 1,000 = 25.98$ M. Gal.

TO SUMMARY, USE 26 M. GAL.

SUB-SUMMARY

PREBLE COUNTY
PRE-40-9.46

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		12 273

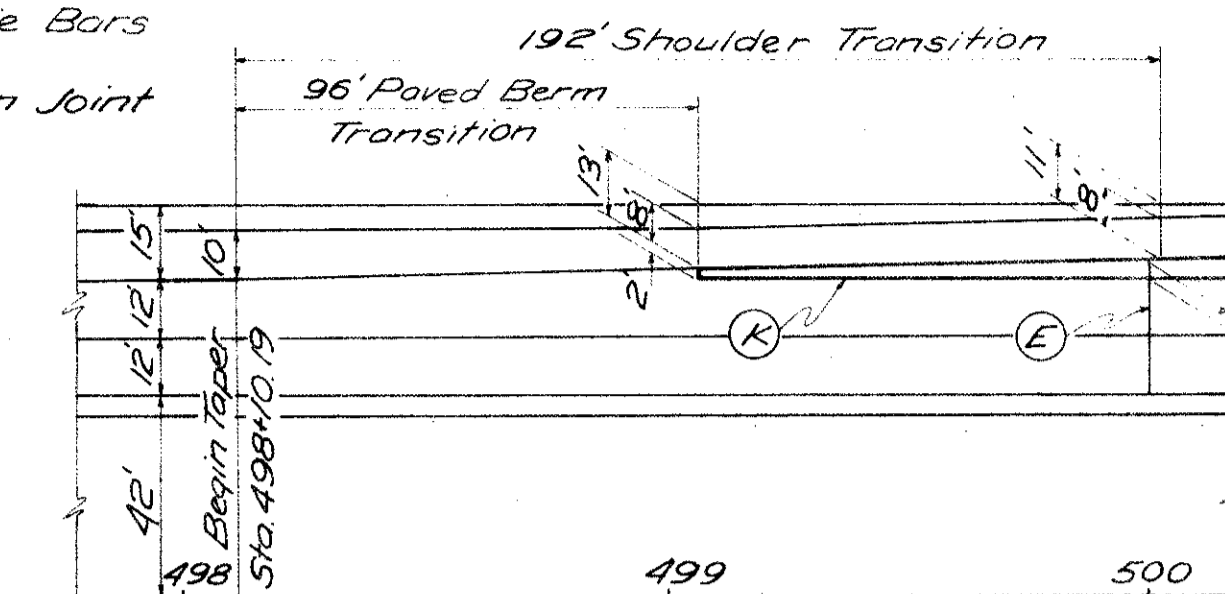
Construction Type Code 7221

ITEM	SHEET NUMBER																								ITEM	TOTAL THIS SHEET	UNIT	DESCRIPTION			
	7+8	9,10,11	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					39	40	41
PAVEMENT																															
B-19	2,398																											B-19	2,398	Cu.Yd.	Aggregate Base Course
B-21	7,122																											B-21	7,122	Cu.Yd.	Waterproofed Aggregate Base Course
B-35	302																											B-35	302	Cu.Yd.	Asphaltic Concrete Leveling Course (85-100)
B-35	282																											B-35	282	Cu.Yd.	Asphaltic Concrete Base Course
B-112	10,012																											B-112	10,012	Cu.Yd.	Porous Base Course
I-7								266.8										133.4	133.4									I-7	800.4	Sq.Yd.	Reinforced Concrete Approach Slab (T=13")
I-12	1,318																											I-12	1,318	Lin.Ft.	Concrete Curb, Type A, As Per Plan
I-12	3,108																											I-12	3,108	Lin.Ft.	Concrete Curb, Standard Type 2-A
I-12	201																											I-12	201	Lin.Ft.	Concrete Curb, Standard Type 6
I-12	510																											I-12	510	Lin.Ft.	Combination Curb and Gutter, Type 2, As Per Plan
I-21	293																											I-21	293	Sq.Yd.	4" Standard Type 1 Portland Cement Concrete Median Pavement
I-22	41,003																											I-22	41,003	Cu.Yd.	Subbase, Grading A or B, As Per Plan
I-23																												I-23	0	Each	Precast White Portland Cement Concrete Traffic Dividers
ROADWAY																															
T-30	4,232																											T-30	4,232	Gal.	Bituminous Prime Coat, Sec. M-5.7, RT-2, or RT-3
T-31	19,611																											T-31	19,611	Gal.	Bituminous Surface Treatment, Bituminous Material, As Per Plan
T-31	628																											T-31	628	Cu.Yd.	Bituminous Surface Treatment, No. 6 Aggregate
T-35	372																											T-35	372	Cu.Yd.	Asphaltic Concrete Surface Course, Type A, (85-100)
T-71	156,458																											T-71	156,458	Sq.Yd.	9" Reinforced Portland Cement Concrete Pavement
E-1	564,492																											E-1	564,492	Cu.Yd.	Roadway Excavation, Method B
E-1	246,669																											E-1	246,669	Sq.Yd.	Compacted Subgrade
E-9	Lump																											E-9	Lump	Sum	Removal of Trees and Stumps
E-11	3,065																											E-11	3,065	M.Gal.	Water
E-8	0																											E-8	0	Sq.Yd.	Removal of Existing Pavement
I-8	0																											I-8	0	Each	Centerline Reference Monuments, As Per Plan
I-15			200	55	420		200		925	75							1325	887.5				62	938	300	100		I-15	5,487.5	Lin.Ft.	Guard Rail, Steel Beam Standard Type (Deep)	
I-15																												I-15	0	Lin.Ft.	Guard Rail, Steel Beam Barrier Type (Deep)
I-18	390																											I-18	390	Cu.Yd.	Stabilized Crushed Aggregate Shoulders and Approaches
I-125																												I-125	0	Miles	4" Edge Lines
I-125																												I-125	0	Miles	6" Center Lines
I-125																												I-125	0	Miles	4" Lane Lines
I-125																												I-125	0	Miles	4" Barrier Lines
I-125																												I-125	Lump	Sum	Curb and Island Marking
L-1	22,287																											L-1	22,287	Cu.Yd.	Topsoil, Stockpiled
L-3	19,380																											L-3	19,380	Cu.Yd.	Placing Stockpiled Topsoil
L-9	804,571																											L-9	804,571	Sq.Yd.	Seeding and Protecting
L-9	71.41																											L-9	71.41	Tons	Commercial Fertilizer (12-12-12), As Per Plan
L-9	357.00																											L-9	357.00	Tons	Agricultural Liming Material, As Per Plan
L-10																												L-10	126	Sq.Yd.	Sodding
L-120																												L-120	8108	Sq.Yd.	Jute Matting
M-10	3.0	2.5	1080	374	364	154	313	357	185	172							3	117	3	111	708	221	576	169	739		M-10	5.5	Tons	Calcium Chloride Furnished and Applied, As Per Plan	
S-15																												S-15	Lump	Sum	Temporary Run-Around Road, As Per Plan, Type A
SS-18																												SS-18	0	Lin.Ft.	Fence, Type D
SS-18																												SS-18	0	Lin.Ft.	Fence, Type D, For Service Drives
SS-18																												SS-18	123	Hours	Compaction, Using Heavy Pneumatic-tired Roller
T-10	100																											T-10	100	Cu.Yd.	Traffic Compacted Surface Course
T-10	50																											T-10	50	Cu.Yd.	Traffic Compacted Surface Course, As Per Plan
Special Lump																												Special Lump	Sum	Sum	Maintaining Traffic
Special Lump																												Special Lump	Sum	Sum	Construction Layout Stakes
Special																												Special	3	Each	Drilled Wells Abandoned
Special	2,337																											Special	2,337	Sq.Yd.	Mixing Calcium Chloride and Crushed Aggregate

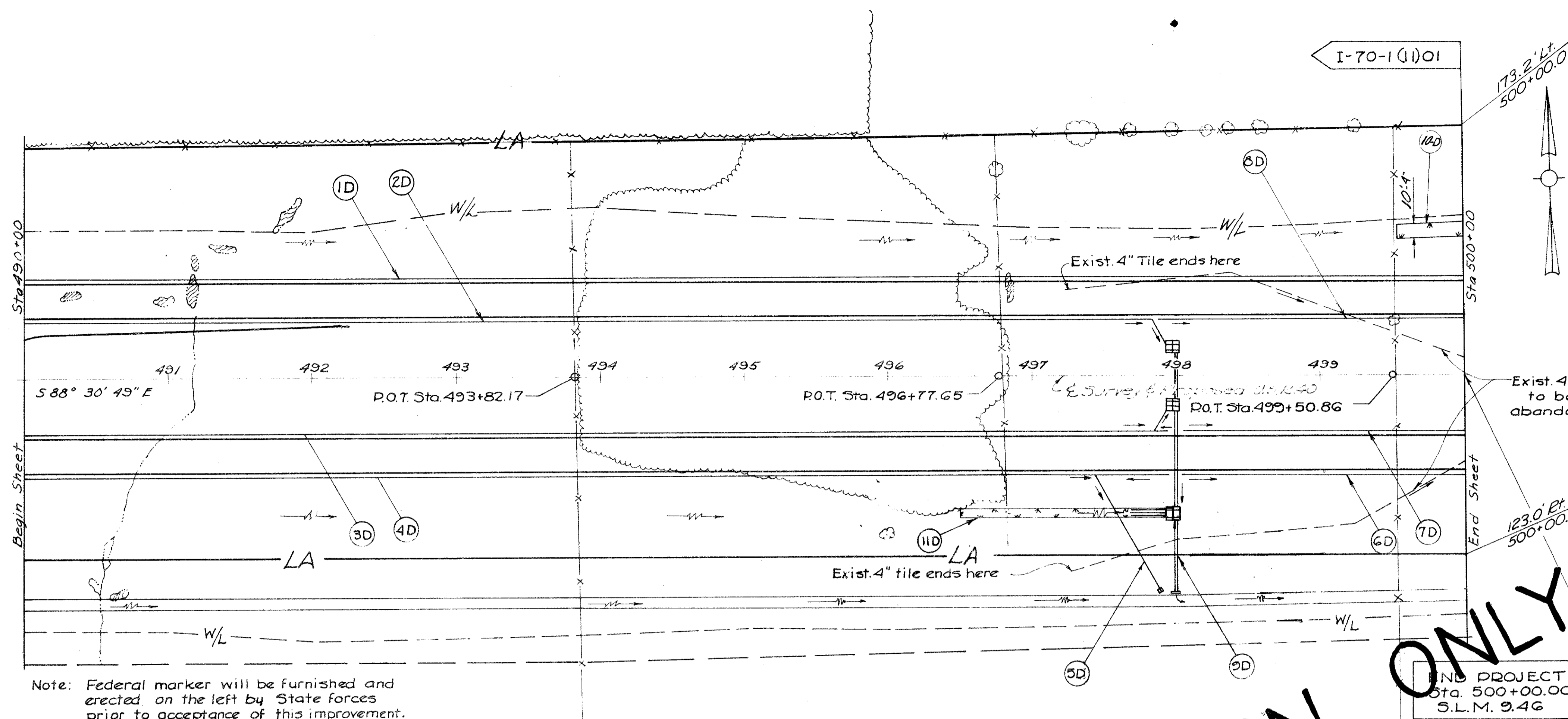
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-70-1(13)09

JOINT LEGEND

- (K) Key Joint without Tie Bars or Hook Bolts
- (E) Standard Expansion Joint



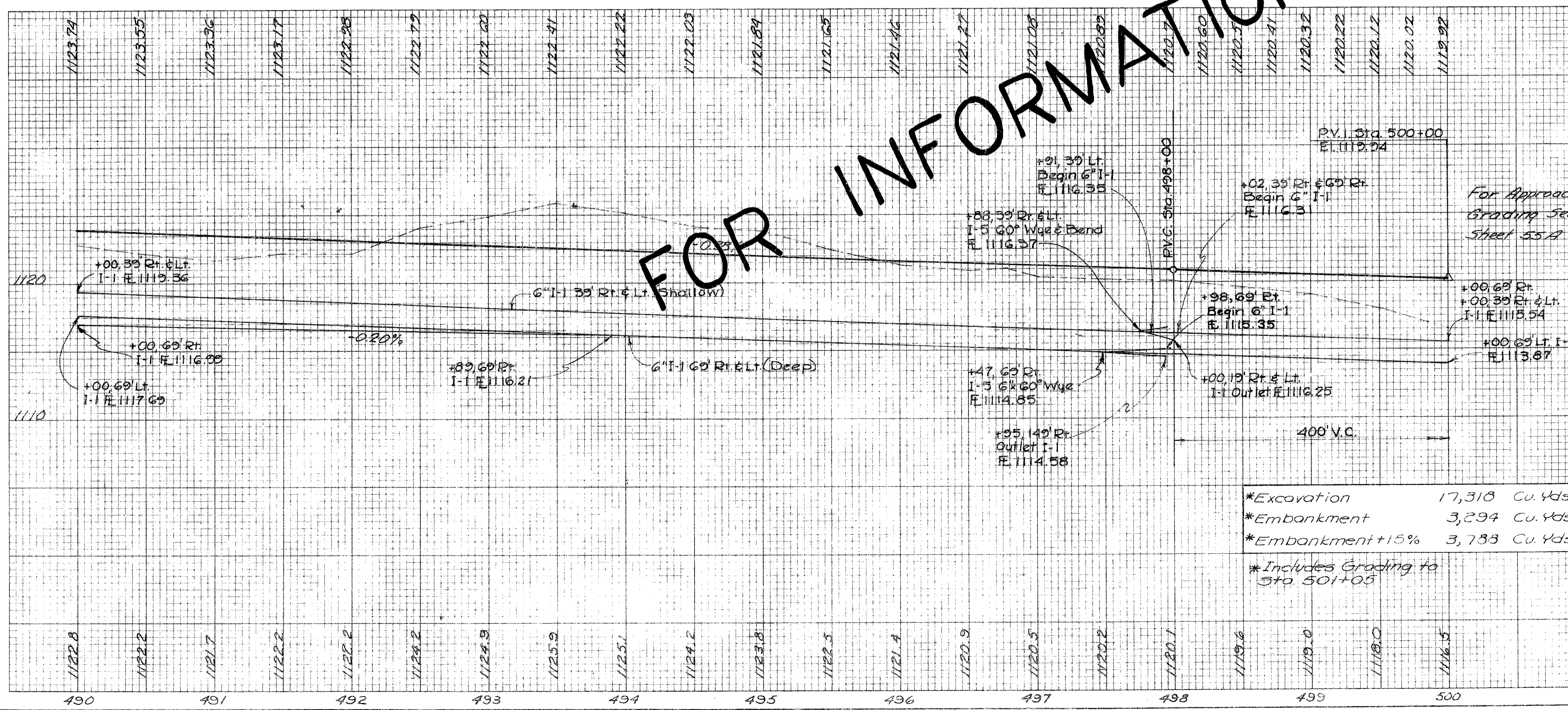
PAVEMENT WIDENING DETAIL RAMP D I-27 INTERCHANGE



Note: Federal marker will be furnished and erected on the left by State forces prior to acceptance of this improvement.

NO PROJECT Sta. 500+00.00 S.L.M. 9.46

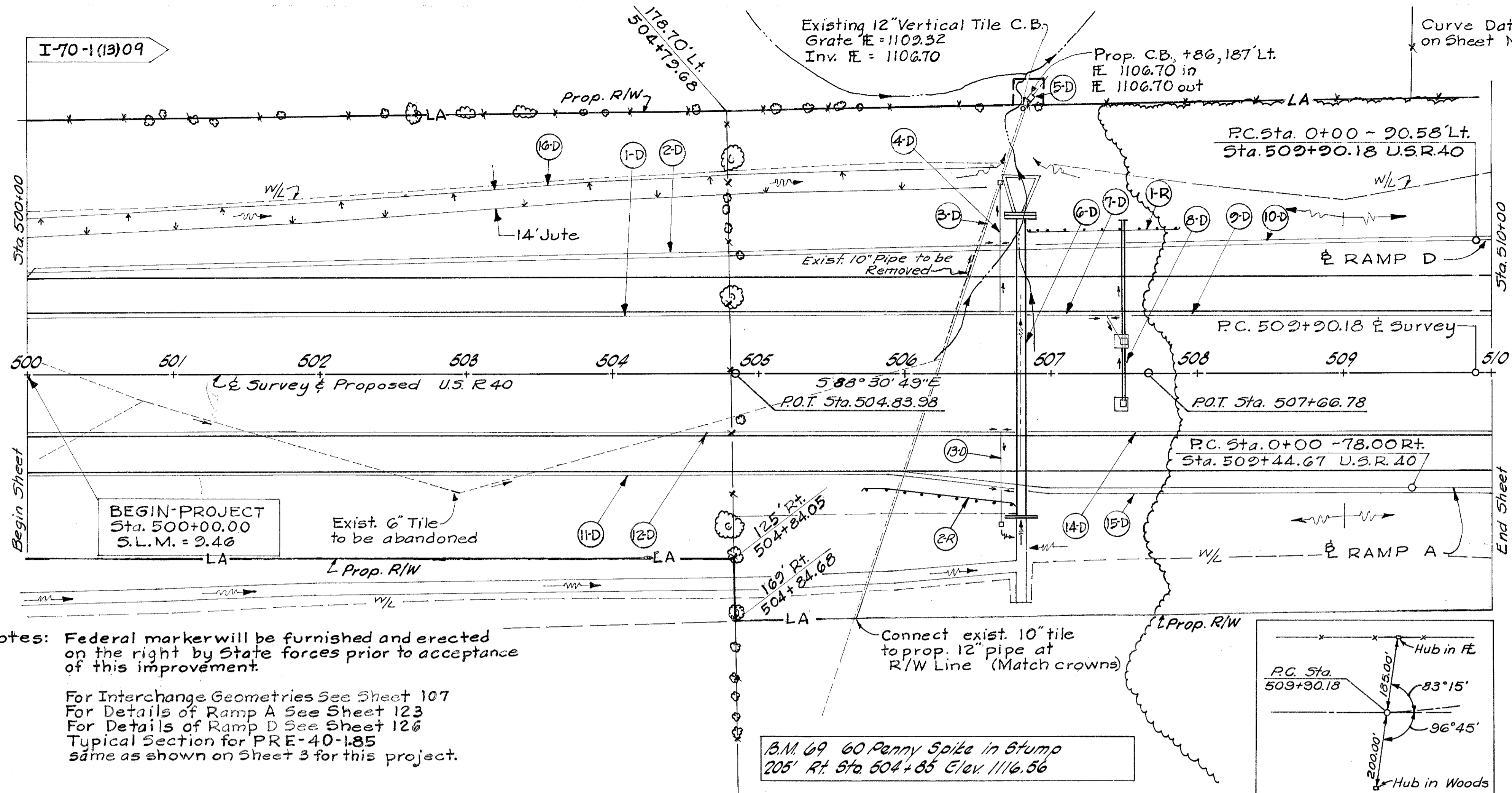
FOR INFORMATION ONLY



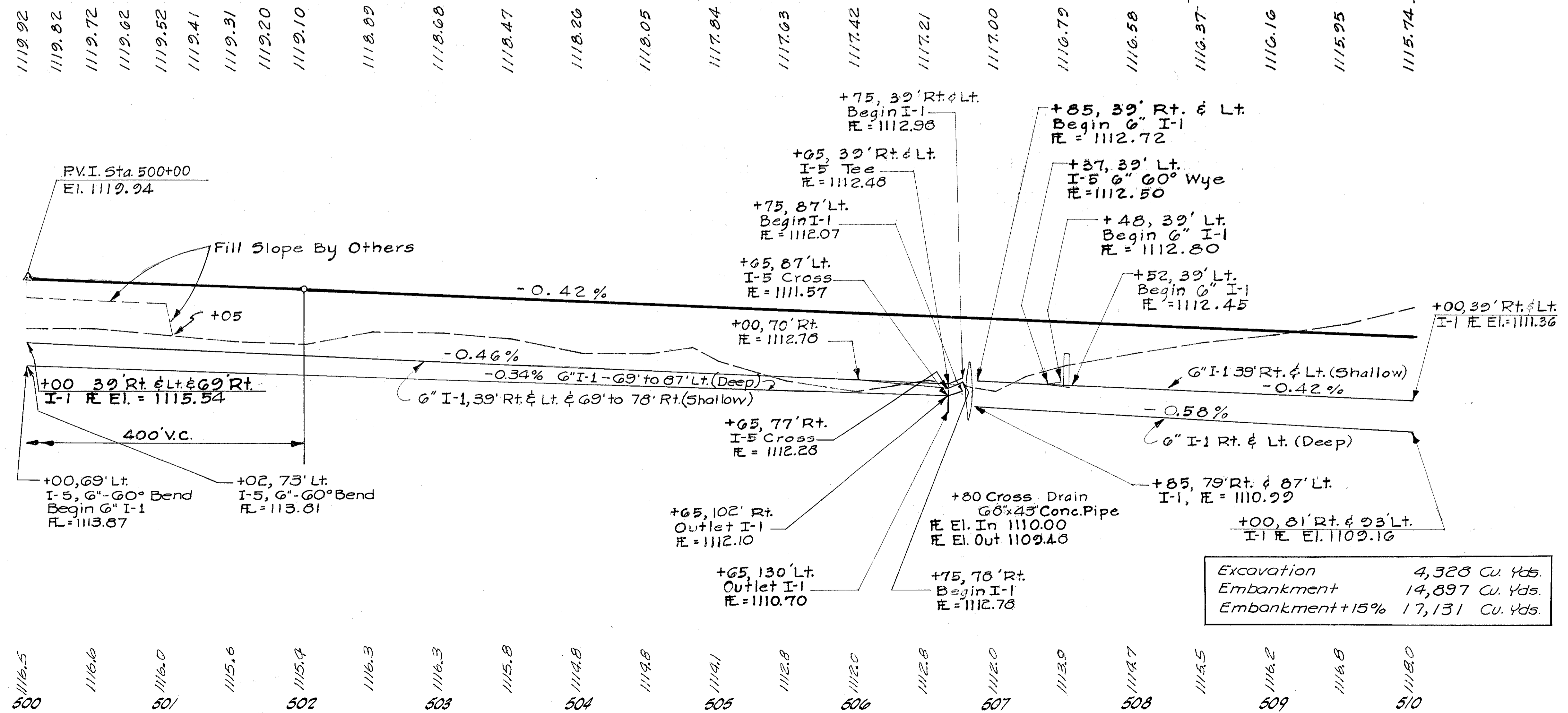
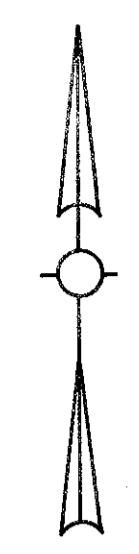
*Excavation	17,318	Cu. Yds.
*Embankment	3,294	Cu. Yds.
*Embankment +15%	3,788	Cu. Yds.
*Includes Grading to Sta. 501+05		

REF. NO.	STATION TO STATION	SIDE	ESTIMATED QUANTITIES	SEE SHEET NO.
I-1	490+00 - 500+00	Lt	10	151
I-1	490+00 - 498+00	Lt	10	
I-1	490+00 - 497+98	Rt	10	
I-1	490+00 - 497+95	Rt	10	
I-1	498+02 - 500+00	Rt	10	
I-1	498+02 - 500+00	Lt	10	
I-1	498+00	Lt	10	
I-1	498+50 - 500+00	Lt	10	
I-1	498+50 - 498+00	Rt	10	
SUB TOTALS				
TOTALS				

Sta. 490+00 To Sta. 500+00



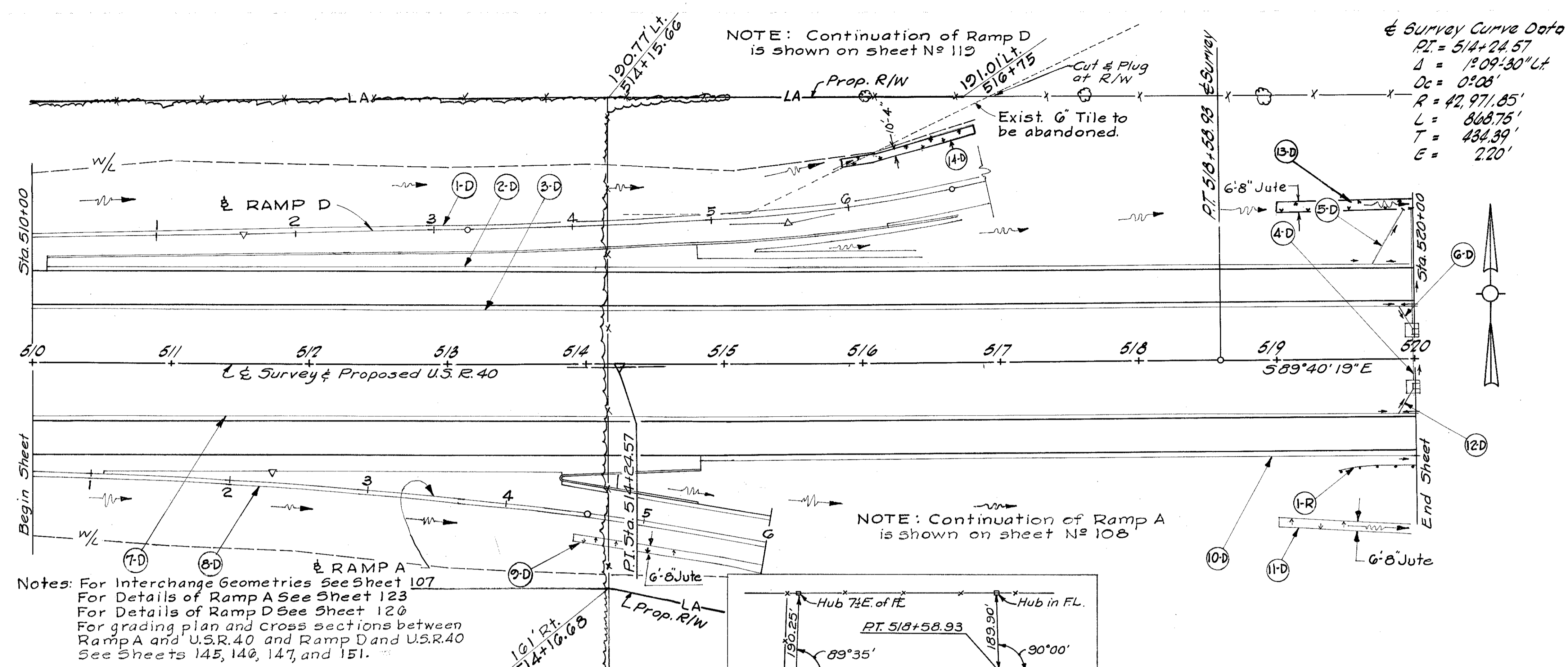
Notes: Federal marker will be furnished and erected on the right by State forces prior to acceptance of this improvement.
For Interchange Geometries See Sheet 107
For Details of Ramp A See Sheet 123
For Details of Ramp D See Sheet 126
Typical Section for PRE-40-1.85 same as shown on Sheet 3 for this project.



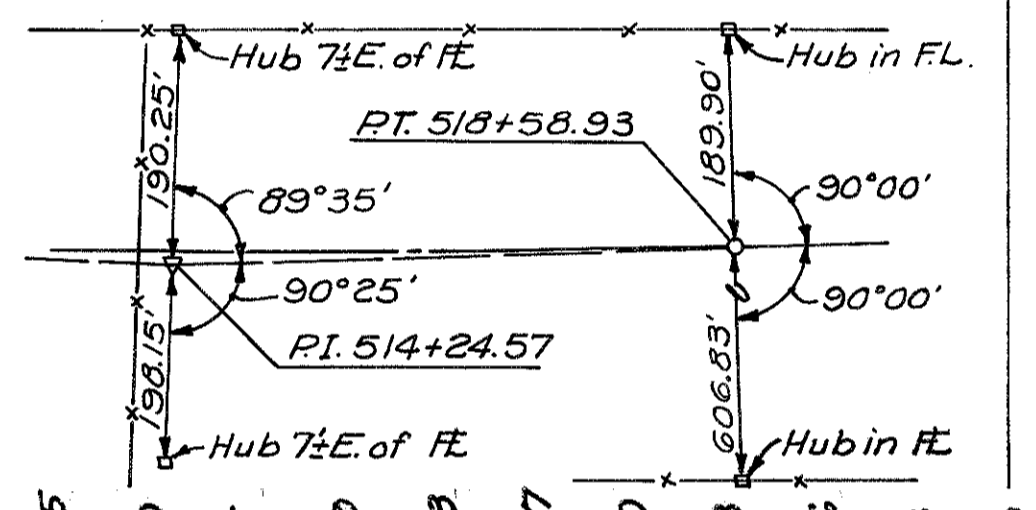
Excavation 4,328 Cu. Yds.
Embankment 14,897 Cu. Yds.
Embankment +15% 17,131 Cu. Yds.

ITEM	I-1, Lin. Ft.	I-5, 6" Specials	I-8	I-15	I-2	Sub-Totals
6" CI 12" Sec. M. 66	6" CI 12" Sec. M. 66	6" CI 12" Sec. M. 66	6" CI 12" Sec. M. 66	6" CI 12" Sec. M. 66	6" CI 12" Sec. M. 66	
1-D	500+00 - 506+75					
2-D	506+75					
3-D	506+75					
4-D	506+75					
5-D	506+75					
6-D	506+75					
7-D	506+75 - 507+48					
8-D	507+50					
9-D	507+52 - 510+00					
10-D	506+85 - 510+00					
11-D	500+00 - 506+75					
12-D	500+00 - 506+75					
13-D	506+65					
14-D	506+85 - 510+00					
15-D	506+85 - 510+00					
16-D	500+00 - 507+86					
17-D	506+86 - 506+75					
18-D	505+75 - 506+75					
19-D	505+75 - 506+75					
20-D	505+75 - 506+75					
21-D	505+75 - 506+75					
22-D	505+75 - 506+75					
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148-D	505+75 - 506+75					
149-D	505+75 - 506+75					
150-D	505+75 - 506+75					

Sta. 500+00 To Sta. 510+00



Notes: For Interchange Geometries See Sheet 107
For Details of Ramp A See Sheet 123
For Details of Ramp D See Sheet 126
For grading plan and cross sections between Ramp A and U.S.R.40 and Ramp D and U.S.R.40 See Sheets 145, 146, 147, and 151.

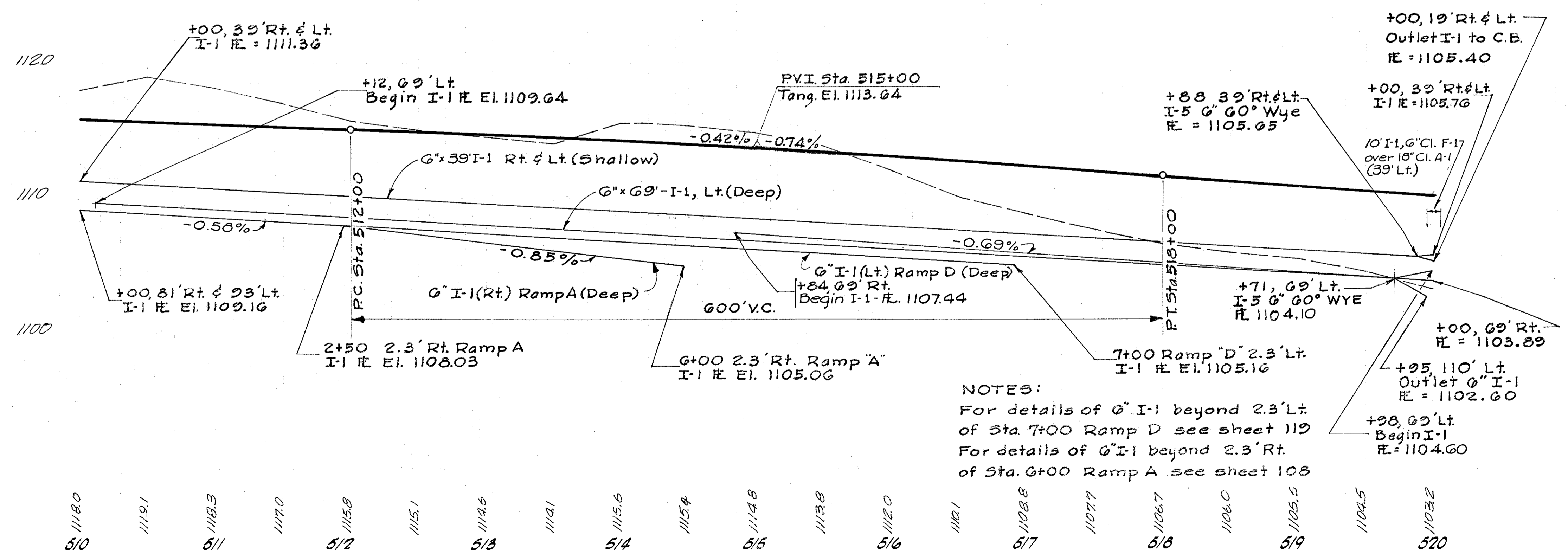


B.M. 70 Bridge Spike in 12" Oak
135' Rt. Sta. 511+00 Elev. 1118.49

B.M. 71 Bridge Spike in Fence Post
180' Lt. Sta. 518+85 Elev. 1104.62

Excavation 14,939 Cu. Yds.
Embankment 9,847 Cu. Yds.
Embankment +15% 11,324 Cu. Yds.

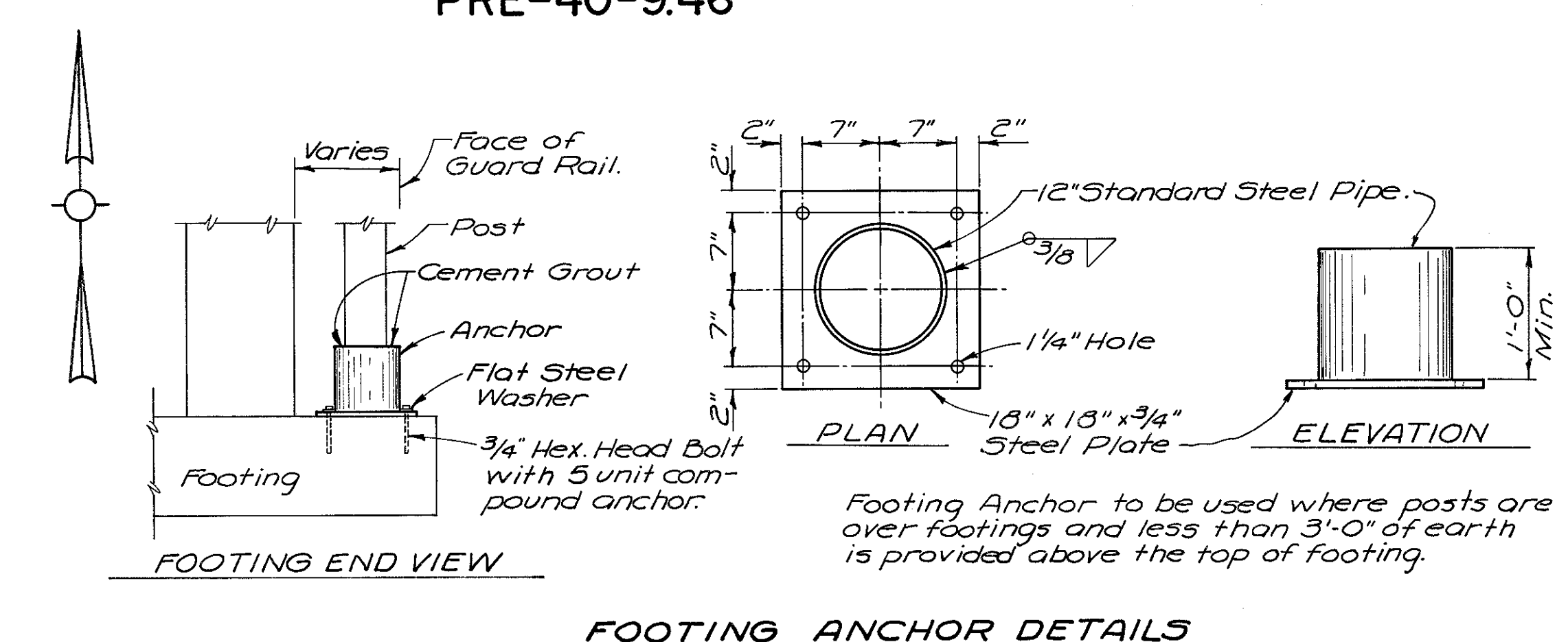
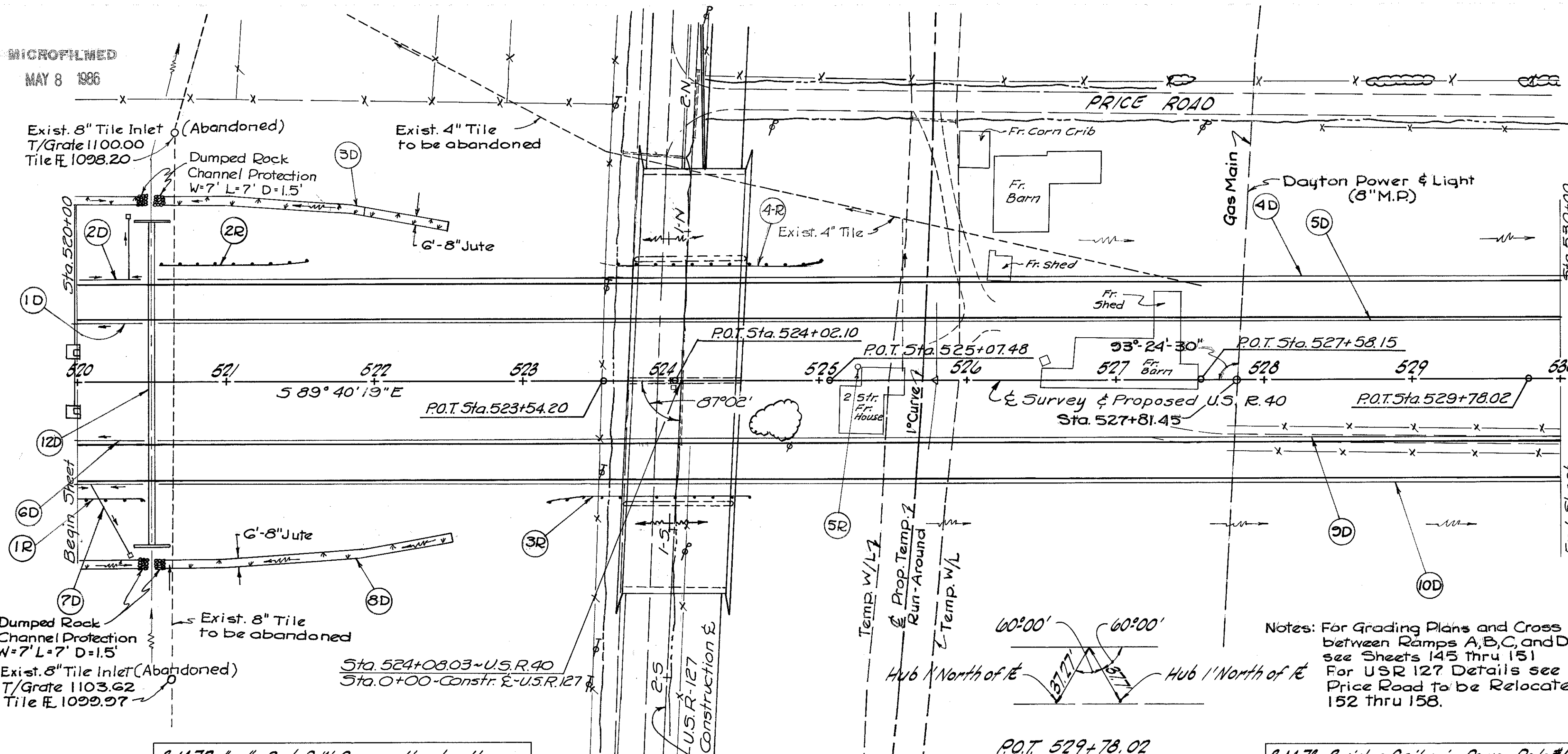
1115.74	1115.53	1115.32	1115.11	1114.90	1114.79	1114.68	1114.57	1114.45	1114.33	1114.21	1114.08	1113.95	1113.82	1113.68	1113.54	1113.40	1113.25	1113.10	1112.95	1112.79	1112.63	1112.47	1112.30	1112.13	1111.96	1111.78	1111.60	1111.42
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NOTES:
For details of 6" I-1 beyond 2.3' Lt. of Sta. 7+00 Ramp D see sheet 119
For details of 6" I-1 beyond 2.3' Rt. of Sta. 6+00 Ramp A see sheet 108

Item	I-1, Pipe, Lin. Ft.	I-2, 6" C.I.F.I. 12" Cl. Sec. 440 (at 66%)	I-3, 6" C.I.F.I. 12" Cl. Sec. 440	I-4, 6" C.I.F.I. 12" Cl. Sec. 440	I-5, 6" C.I.F.I. 12" Cl. Sec. 440	I-6, 6" C.I.F.I. 12" Cl. Sec. 440	I-7, 6" C.I.F.I. 12" Cl. Sec. 440	I-8, 6" C.I.F.I. 12" Cl. Sec. 440	I-9, 6" C.I.F.I. 12" Cl. Sec. 440	I-10, 6" C.I.F.I. 12" Cl. Sec. 440	I-11, 6" C.I.F.I. 12" Cl. Sec. 440	I-12, 6" C.I.F.I. 12" Cl. Sec. 440	I-13, 6" C.I.F.I. 12" Cl. Sec. 440	I-14, 6" C.I.F.I. 12" Cl. Sec. 440	I-15, 6" C.I.F.I. 12" Cl. Sec. 440	
Shallow	995	5	36	91	0.3	2	2									
Deep	690	5	36	91	0.3	2	2									
Sub-Totals	1685	10	72	182	0.6	4	4									

Sta. 510+00 To Sta. 520+00

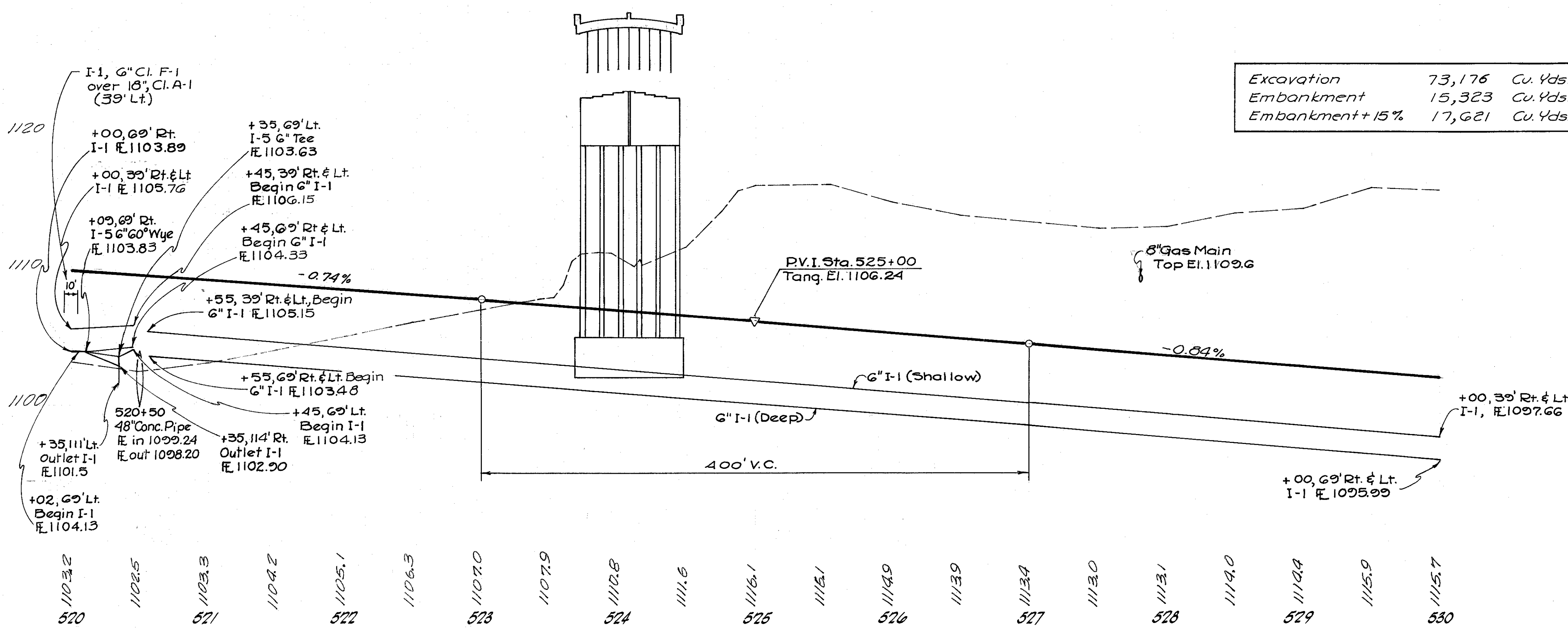


Notes: For Grading Plans and Cross Sections between Ramps A, B, C, and D and U.S.R. 40 see Sheets 145 thru 151. For U.S.R. 127 Details see Sheets 120 thru 144. Price Road to be Relocated see Sheets 152 thru 158.

B.M. 72 "a" Cut S.W. Corner Headwall / 135' Lt. Sta. 523+55 Elev. 1109.04

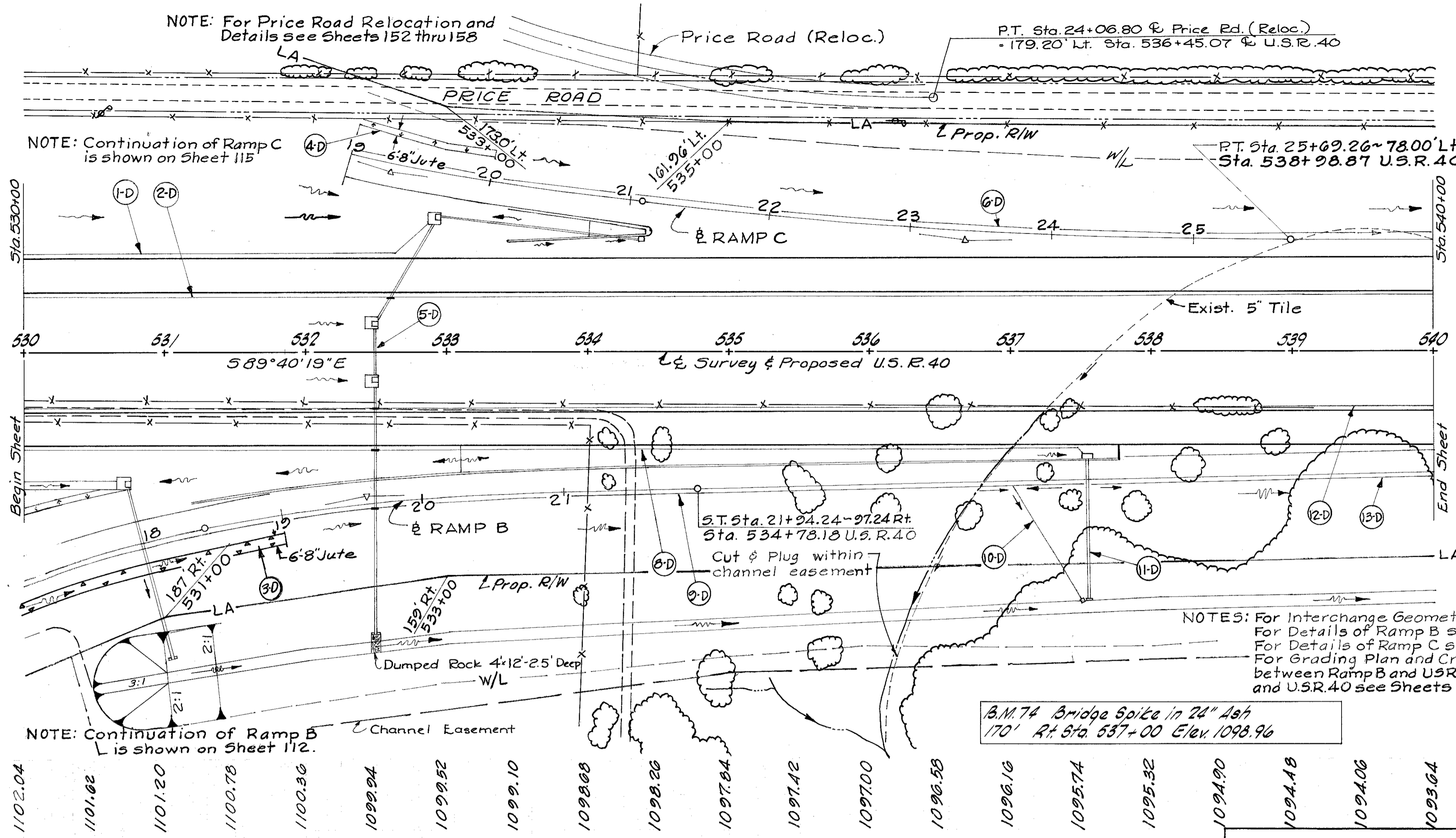
B.M. 73 Bridge Spike in Power Pole #182902 / 170' Lt. Sta. 530+65 Elev. 1115.61

Excavation	73,176	Cu. Yds.
Embankment	15,323	Cu. Yds.
Embankment + 15%	17,621	Cu. Yds.

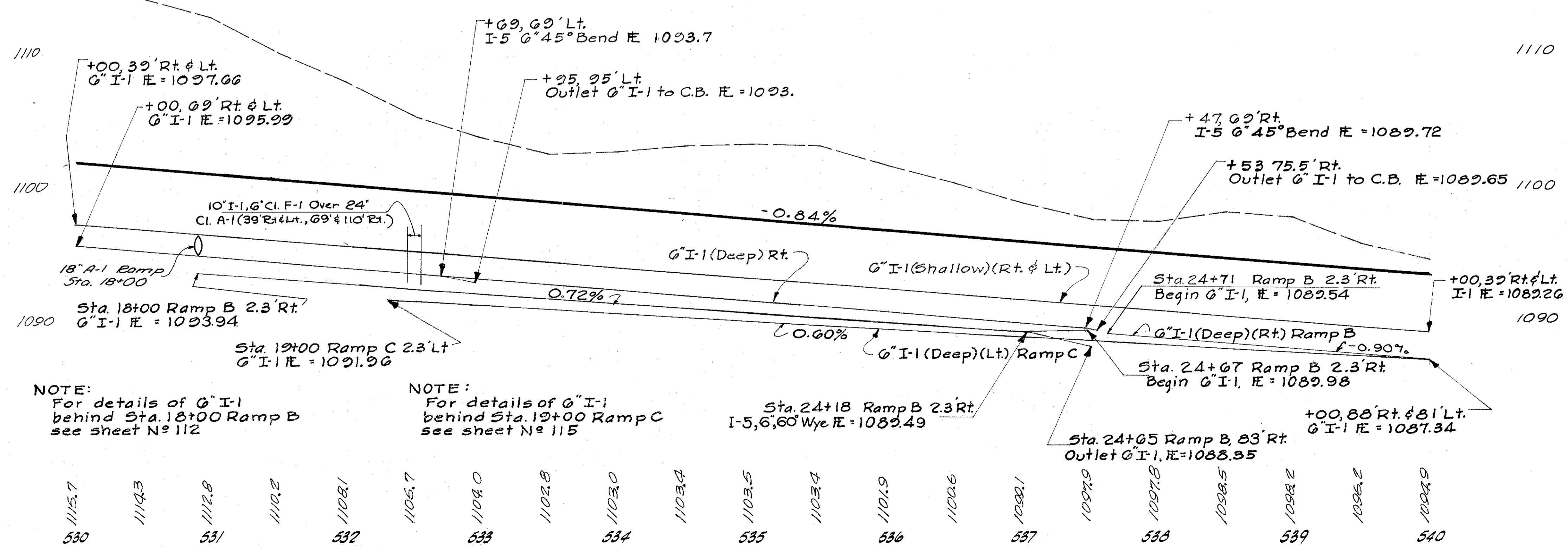


Item	1-1	1-2	1-5	1-10	1-15	1-20	1-25	1-30	1-35	1-40	1-45	1-50	1-55	1-60	1-65	1-70	1-75	1-80	1-85	1-90	1-95	1-100	
6" CI-15	40	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
6" CI-15 Shallow	40	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
6" CI-15 Deep	40	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
Sec. M	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Sec. M (6.4C)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4G)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4H)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4I)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4J)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4K)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4L)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4M)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4N)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4O)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4P)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4Q)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4R)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4S)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4T)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4U)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4V)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4W)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4X)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4Y)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sec. M (6.4Z)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sub-Totals	1975	2052	4027	5	20	218	300	2	1	1	364	1	1	420	11	45	100	137.5	137.5	420	11	11	11

Sta. 520+00 To Sta. 530+00



Excavation	79,428	Cu. Yds.
Embankment	0	Cu. Yds.
Embankment +15%	0	Cu. Yds.



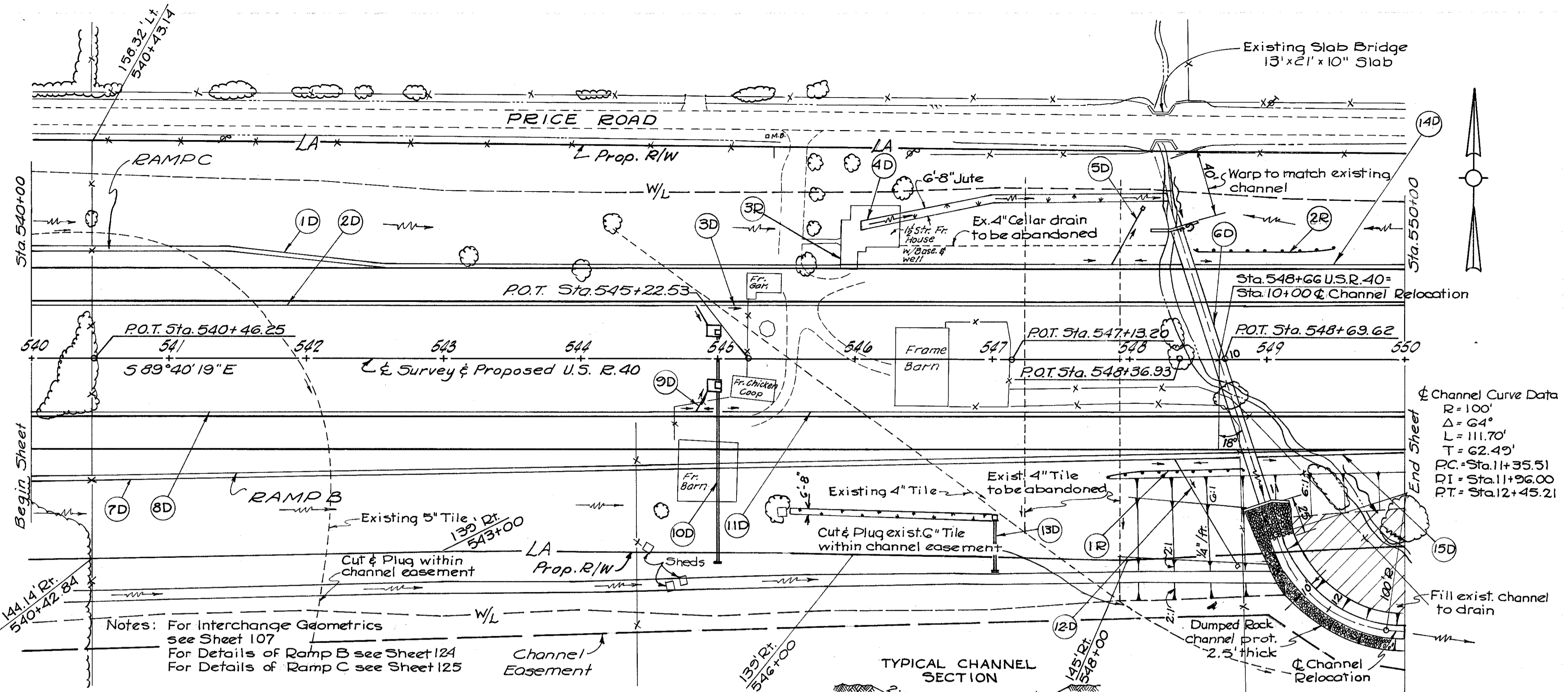
Item	I-1, Pipe, Lin. Ft.	I-2, Masonry Cu. Yd.	I-5, G.P.P. / G.P.	I-5, Catch Basins #	I-8, Catch Basins #	I-10, Jute Dumped Matting Rock Sq. Yd.	Sub Totals	
							190	51
G. CI 13 6" CI 1-1	990	0	1	1	1	0	0	0
G. CI 13 6" CI 1-1	770	0	1	1	1	0	0	0
G. CI 13 6" CI 1-1	746	0	1	1	1	0	0	0
G. CI 13 6" CI 1-1	667	0	1	1	1	0	0	0
G. CI 13 6" CI 1-1	84	0	1	1	1	0	0	0
G. CI 13 6" CI 1-1	990	0	1	1	1	0	0	0
8-D	532+34	0	0	0	0	0	0	0
9-D	530+00	0	0	0	0	0	0	0
10-D	537+02	0	0	0	0	0	0	0
11-D	537+53	0	0	0	0	0	0	0
12-D	530+00	0	0	0	0	0	0	0
13-D	537+55	0	0	0	0	0	0	0
Total							74	4
Total							74	3
Total							154	4

Sta. 530+00 To Sta. 540+00

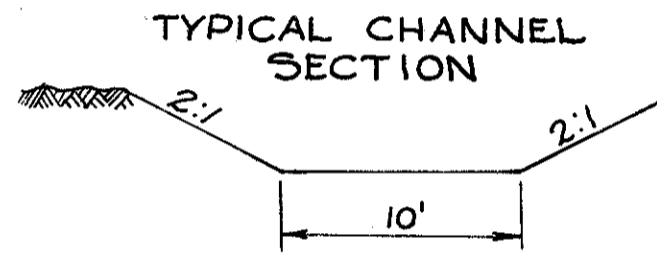
1980 2808
4788

Sub Totals

PREBLE COUNTY
PRE-40-9.46



Notes: For Interchange Geometrics see Sheet 107
For Details of Ramp B see Sheet 124
For Details of Ramp C see Sheet 125



Excavation	24,580 Cu.Yds.
Embankment	10,304 Cu.Yds.
Embankment + 15%	11,849 Cu.Yds.

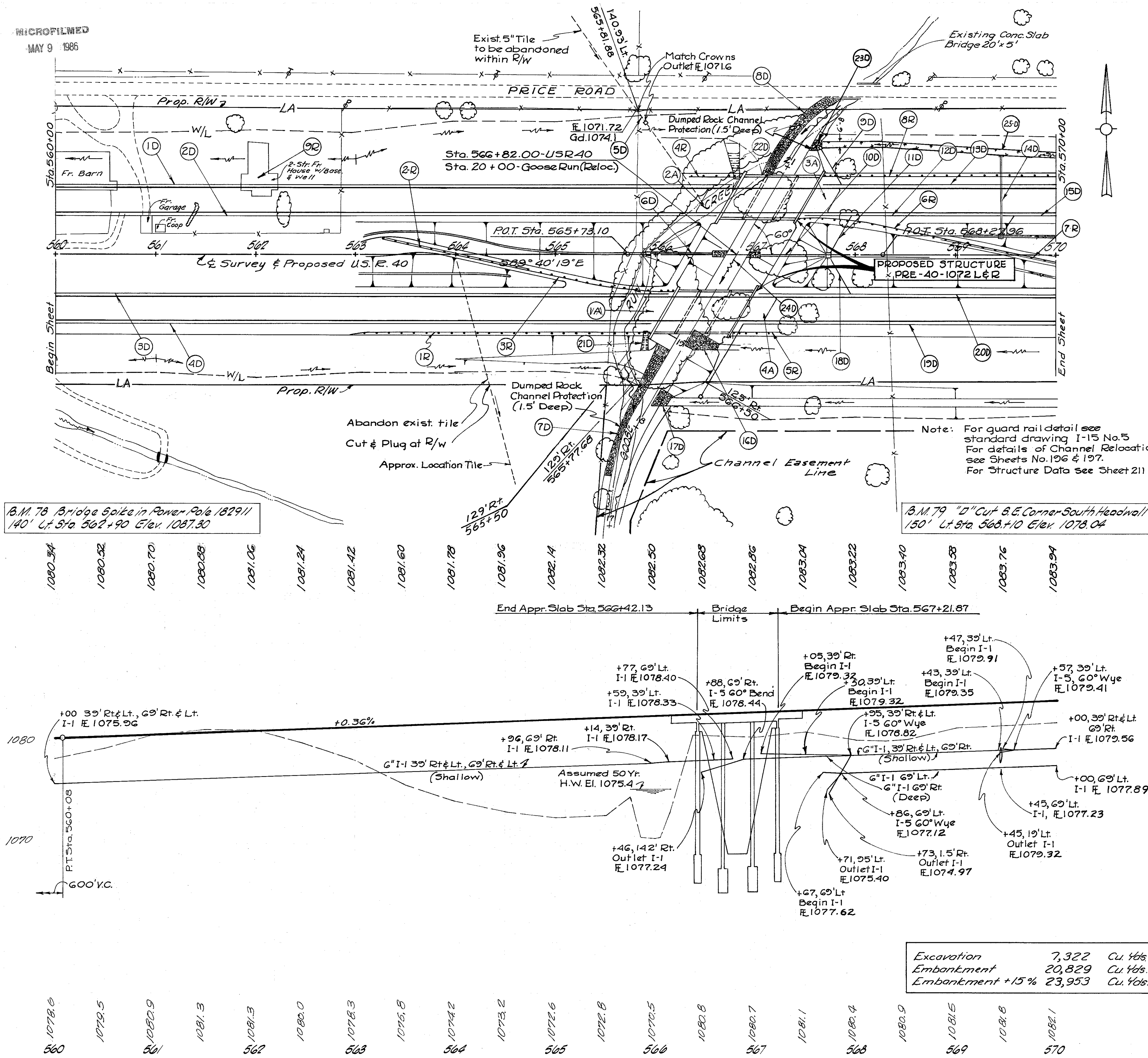
Sta.	Item I-1, Pipe, Lin Ft	Item I-2	Item I-5	Item I-8	Item I-10	Item I-15	Special	Sub-Totals
540	6" CI.F-1 (Shallow) Rt. & Lt.	210 61.5	170	195	530	32		177
541								53
542								53
543								
544								
545								
546								
547								
548								
549								
550								
Sub-Totals								100

Sta. 540+00 To Sta. 550+00

MICROFILMED
MAY 9 1986

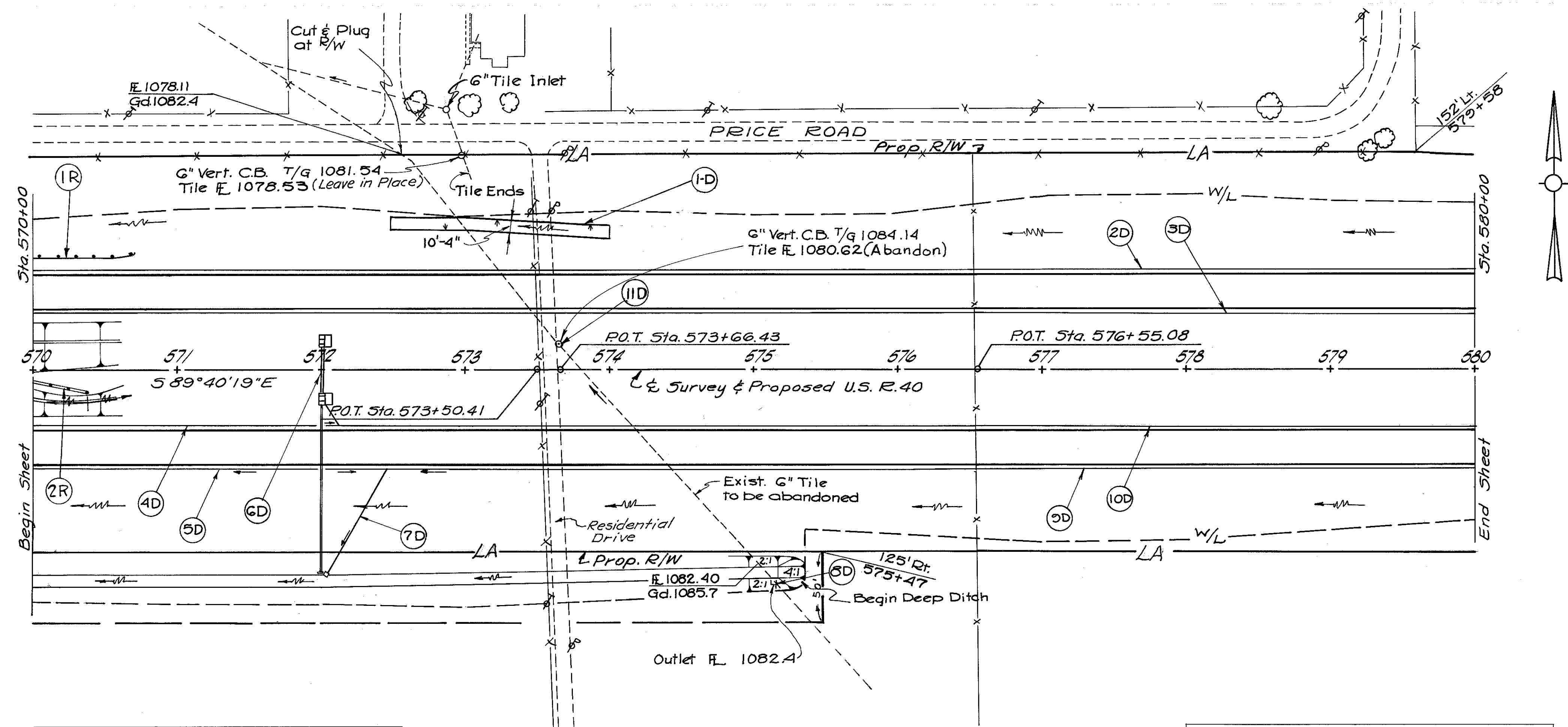
PREBLE COUNTY
PRE-40-9.46

23
273



Item	I-1, Pipe, Lin. Ft.	I-2, Masonry	I-5, Specials	I-8, C.B. #	I-10, Dumped	I-10, L-120	L-10	I-15, Special	I-15, Dinged	I-15, Barrier	E-3, Excav.	19/	19/	60	196	
	Sec. M	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Lin. Ft.	Lin. Ft.	Sq. Yds.	Sq. Yds.	
G.I. 1.5' x 1.5' Shallow	12	68		1	1	3										
G.I. 1.5' x 1.5' Deep																
Excavation																
Embankment																
Embankment +15%																
Sub-Totals	3399	413	3812	40	20	12	218	0.6	4	5	3	251	185	37	4529	
Total	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182	566182

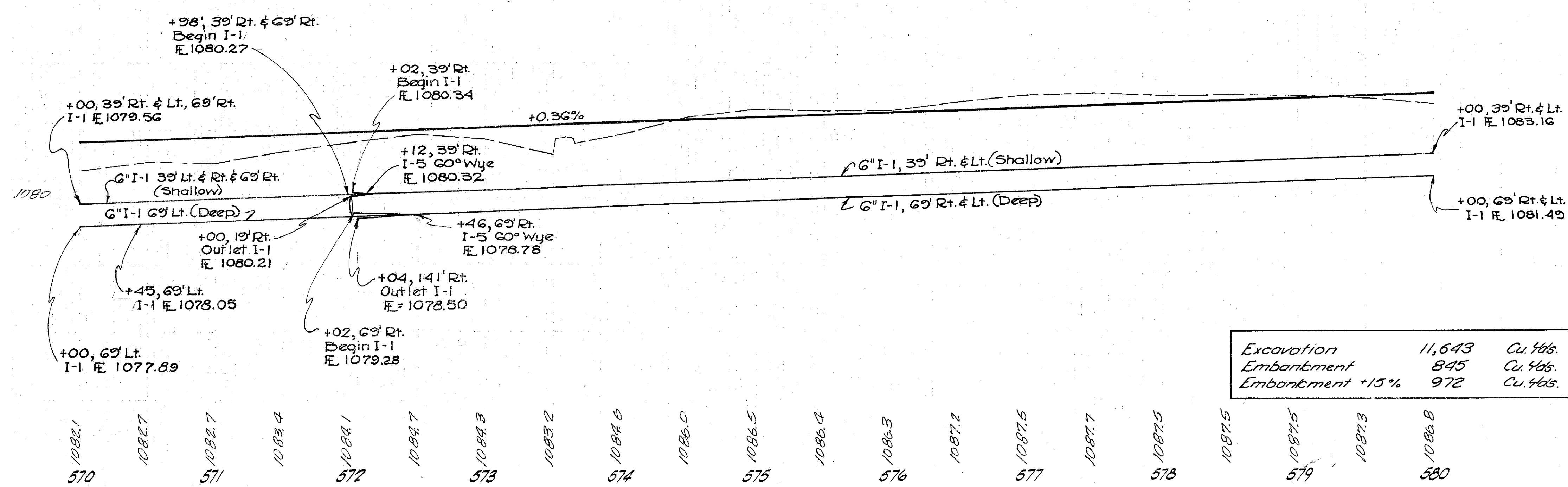
Sta. 560+00 To Sta. 570+00



B.M. 80 S.W. Corner First Step to 25ft. Frame
270' Lt. Sta. 573+25 Elev. 1083.53

B.M. 81 Bridge Spike in 54" Tree
175' Lt. Sta. 578+20 Elev. 1089.96

1083.94	1084.12	1084.30	1084.48	1084.66	1084.84	1085.02	1085.20	1085.38	1085.56	1085.74	1085.92	1086.10	1086.28	1086.46	1086.64	1086.82	1087.00	1087.18	1087.36	1087.54
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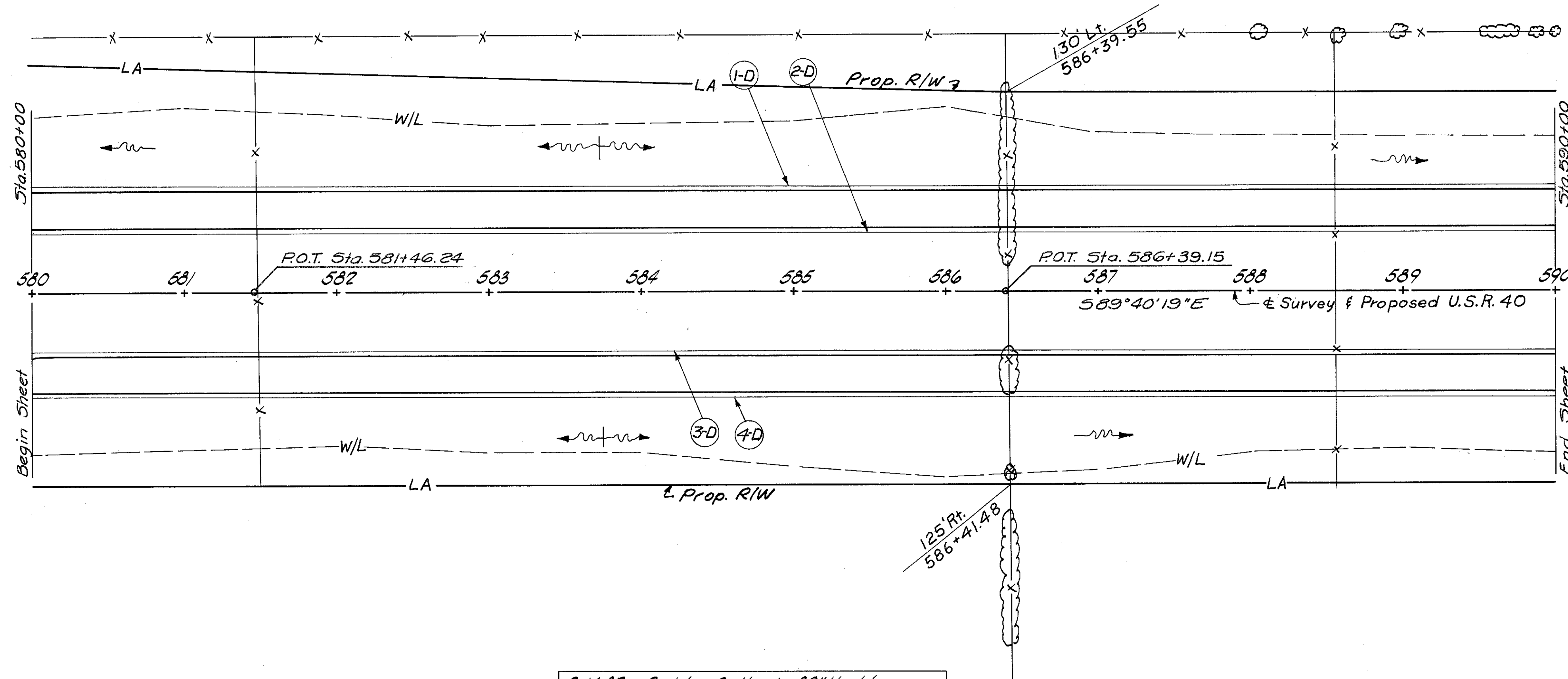
Excavation	11,643	Cu. Yds.
Embankment	845	Cu. Yds.
Embankment +15%	972	Cu. Yds.

Item	I-1	I-2	I-5	I-8	L-120	I-15	I-15	I-16
Description	6" C.I. Pipe	12" C.I. Pipe	6" Special C.B. # 8	6" Catch Basin	Juice Matting	Guardrail	Barrier	Catch Basin
Units	Lin. Ft.	Cu. Yd.	Each	Each	Sq. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.
6" C.I. I-3								
Shallow	1000							
Deep								
6" C.I. I-1	10	38						
6" C.I. I-2		122	0.3					
6" C.I. I-5								
6" C.I. I-8				2				
Guardrail						75		
Barrier								
Catch Basin								
Subtotal	1010	122	0.3	2		75		

Sta. 570+00 To Sta. 580+00

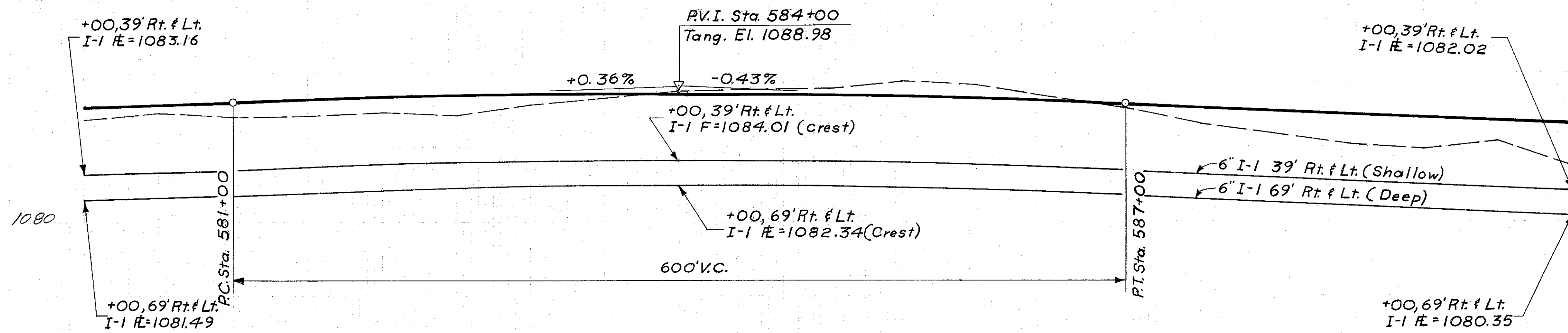
2194 1884
4078

Subtotal



B.M. 82 Bridge Spike in 30" Hackberry
430' Rt. Sta. 586+40 Elev. 1088.57

1087.54	1087.72	1087.90	1087.99	1088.06	1088.13	1088.19	1088.25	1088.29	1088.33	1088.36	1088.38	1088.39	1088.39	1088.39	1088.37	1088.35	1088.32	1088.29	1088.24	1088.19	1088.12	1088.05	1087.98	1087.89	1087.79	1087.69	1087.48	1087.26	1087.05	1086.83	1086.62	1086.40
---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------



Excavation	7,713	Cu. Yds.
Embankment	1,974	Cu. Yds.
Embankment +15%	2,270	Cu. Yds.

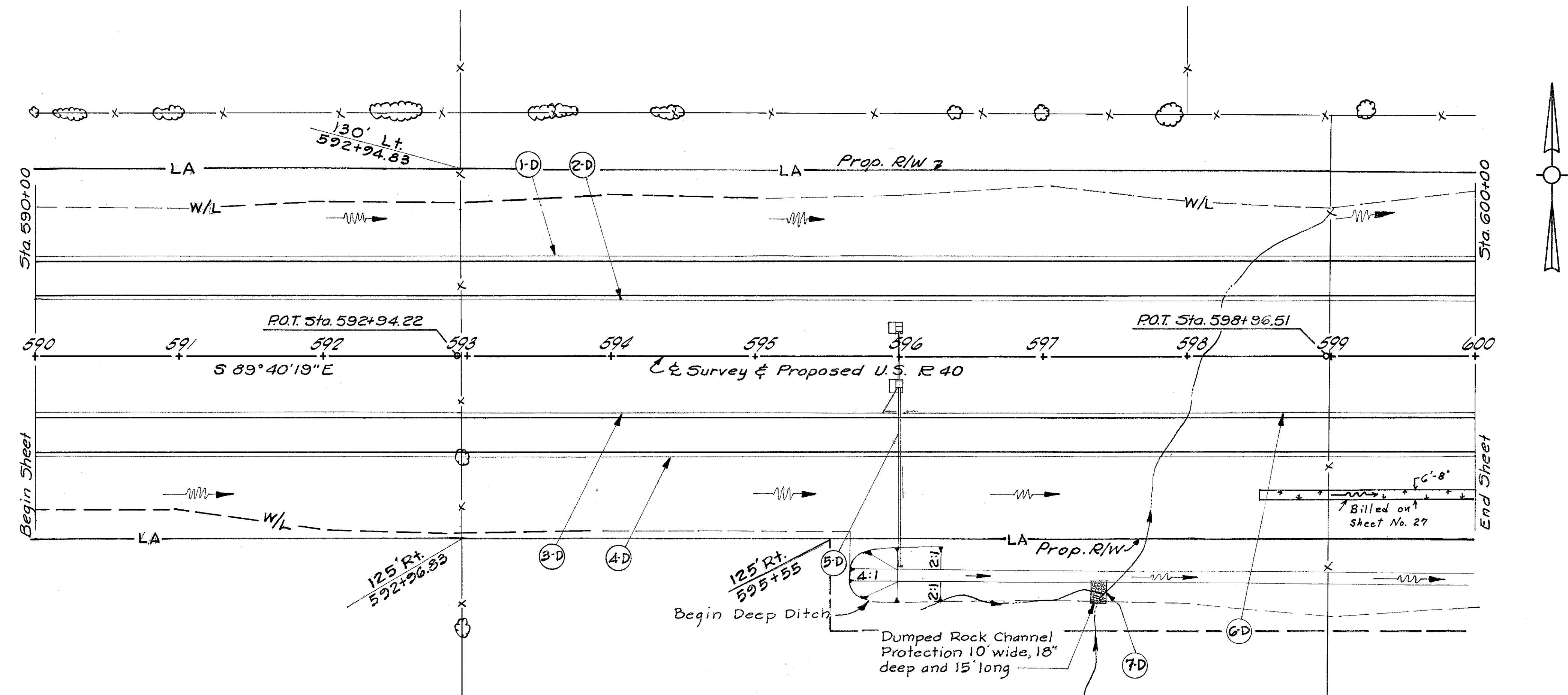
I-1, Pipe Lin. ft.
6" Cl. I-3
Shallow Deep

I-1	580+00 - 590+00	Lt.	1000
2-D	580+00 - 590+00	Lt.	1000
3-D	580+00 - 590+00	Rt.	1000
4-D	580+00 - 590+00	Rt.	1000

Sta. 580+00 To Sta. 590+00

2000 2000
4000

66

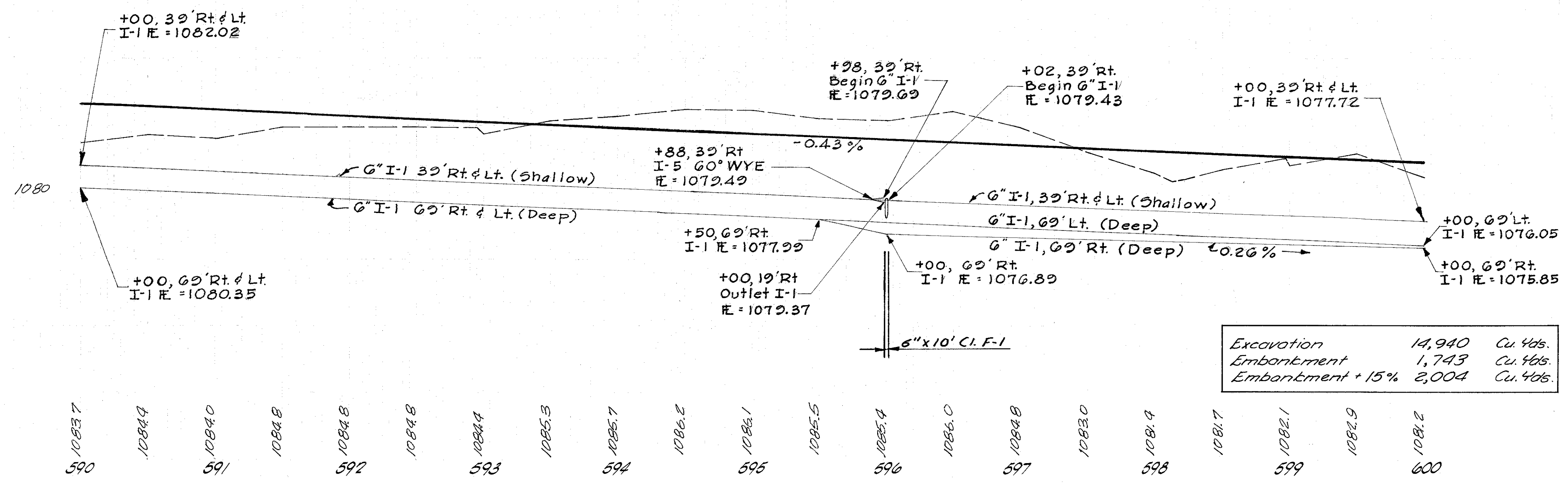


Note: Dumped Rock Channel Protection may be shifted during construction to fit conditions in the field.

B.M. 83 Bridge Spike in 10" Dead Tree
180' Lt. Sta. 592+00 Elev. 1084.43

B.M. 84 Bridge Spike in 14" Tree
165' Lt. Sta. 597+90 Elev. 1084.83

- 1086.40
- 1086.18
- 1085.97
- 1085.76
- 1085.54
- 1085.32
- 1085.11
- 1084.90
- 1084.68
- 1084.46
- 1084.25
- 1084.04
- 1083.82
- 1083.60
- 1083.39
- 1083.18
- 1082.96
- 1082.74
- 1082.53
- 1082.32
- 1082.10



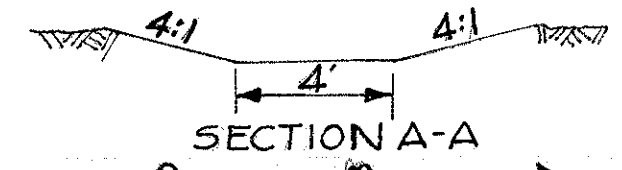
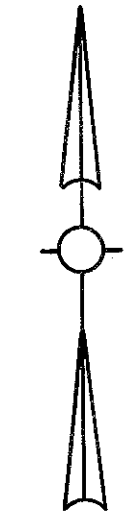
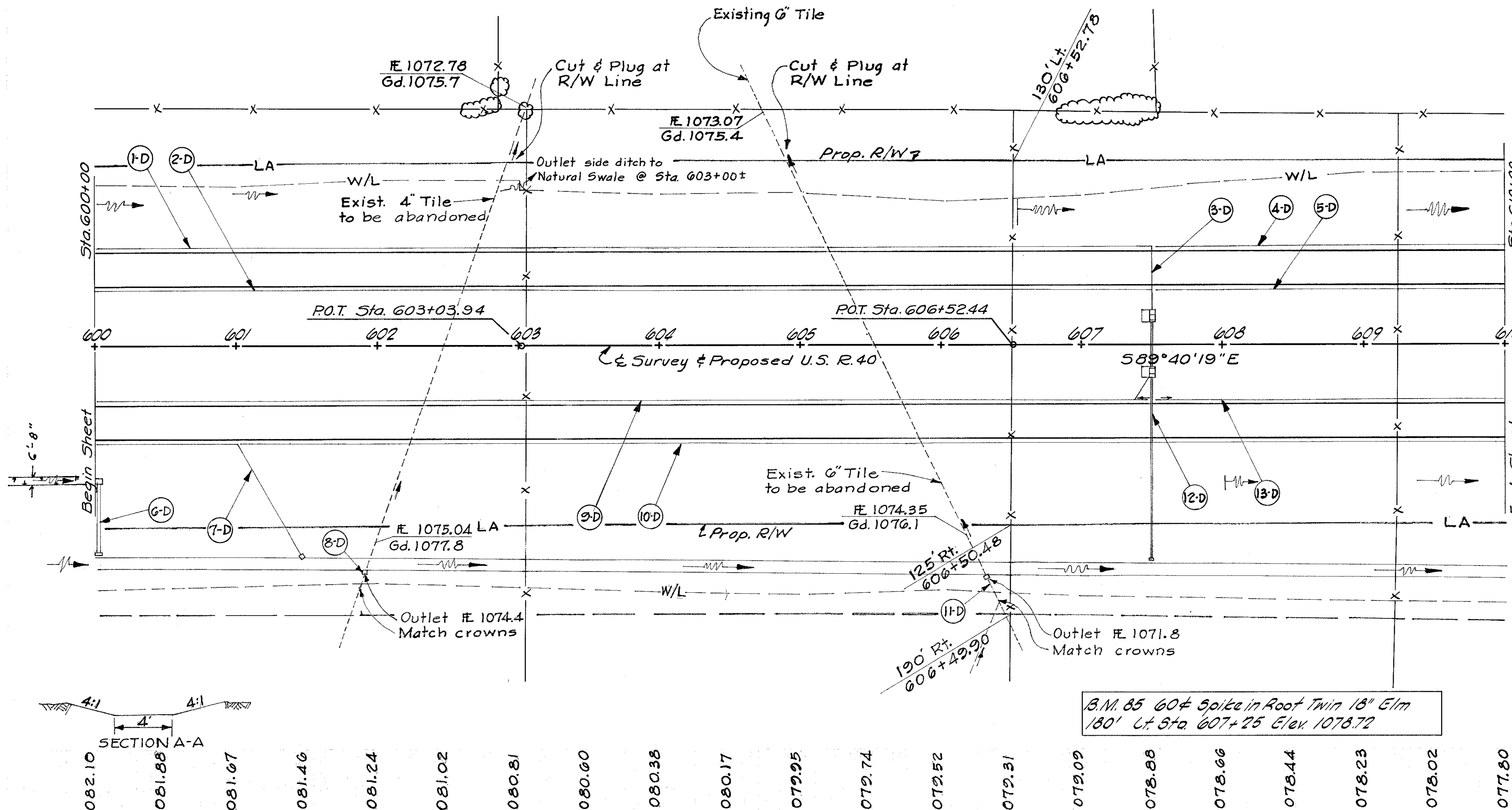
Excavation	14,940	Cu. Yds.
Embankment	1,743	Cu. Yds.
Embankment + 15%	2,004	Cu. Yds.

Item	I-1	Pipes, Lin. Ft.	I-2	I-5	I-8	I-10	L-120
	6" C.I. F-1	12" C.I. E-1	18" C.I. Masonry	Special 6" x 8"	Each	Rock Matting	Life
	Shallow	Deep	Sec. 100' Max. Guardrail	Each	Cu. Yd.	Sq. Yd.	
590+00 - 600+00	1000						
590+00 - 595+00	598	13	10				
590+00 - 600+00	990	10		1			
590+00 - 600+00	398		38	126	0.3		2
590+00 - 600+00							3
590+00 - 600+00							9
590+00 - 600+00							2
590+00 - 600+00							1
590+00 - 600+00							0.3
590+00 - 600+00							38
590+00 - 600+00							126
590+00 - 600+00							0.3
590+00 - 600+00							2
590+00 - 600+00							3

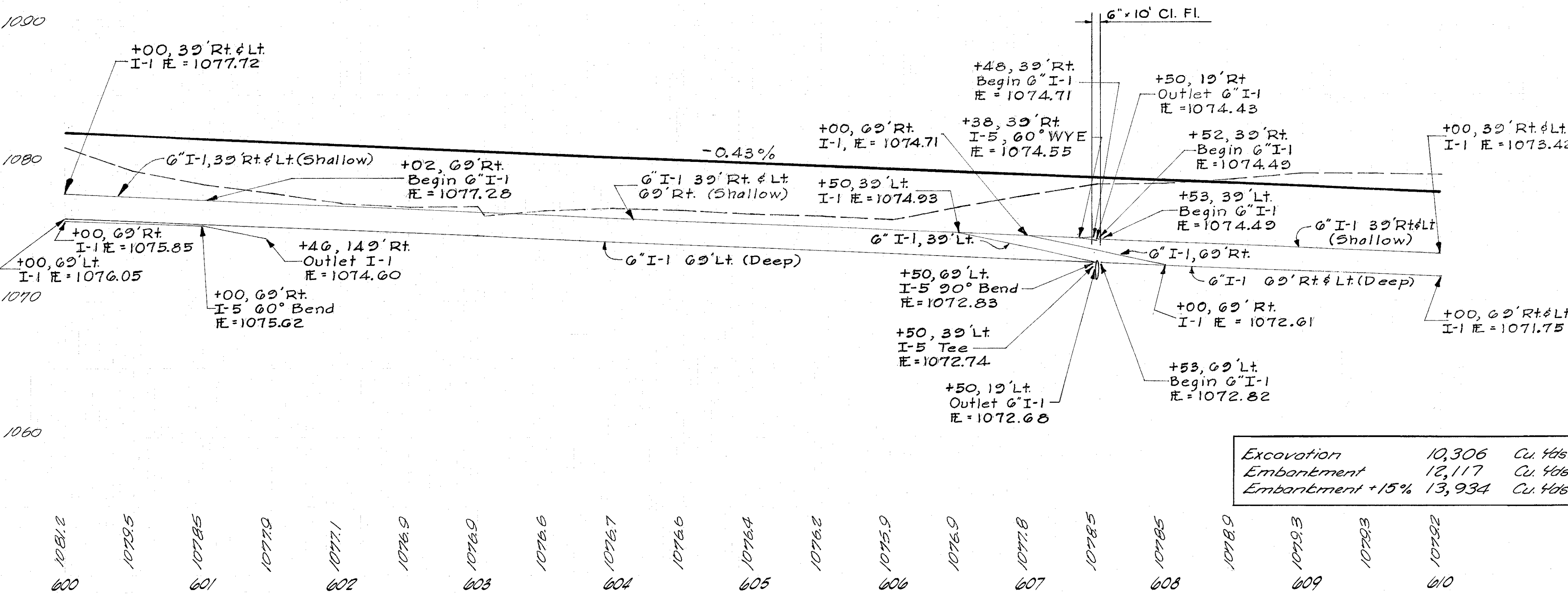
Sub-Total 1996 2003
3999 20 38 126 0.3 1 2 9 3

Sta. 590+00 To Sta. 600+00

Sub-Total 1996 2003
3999 20 38 126 0.3 1 2 9 3



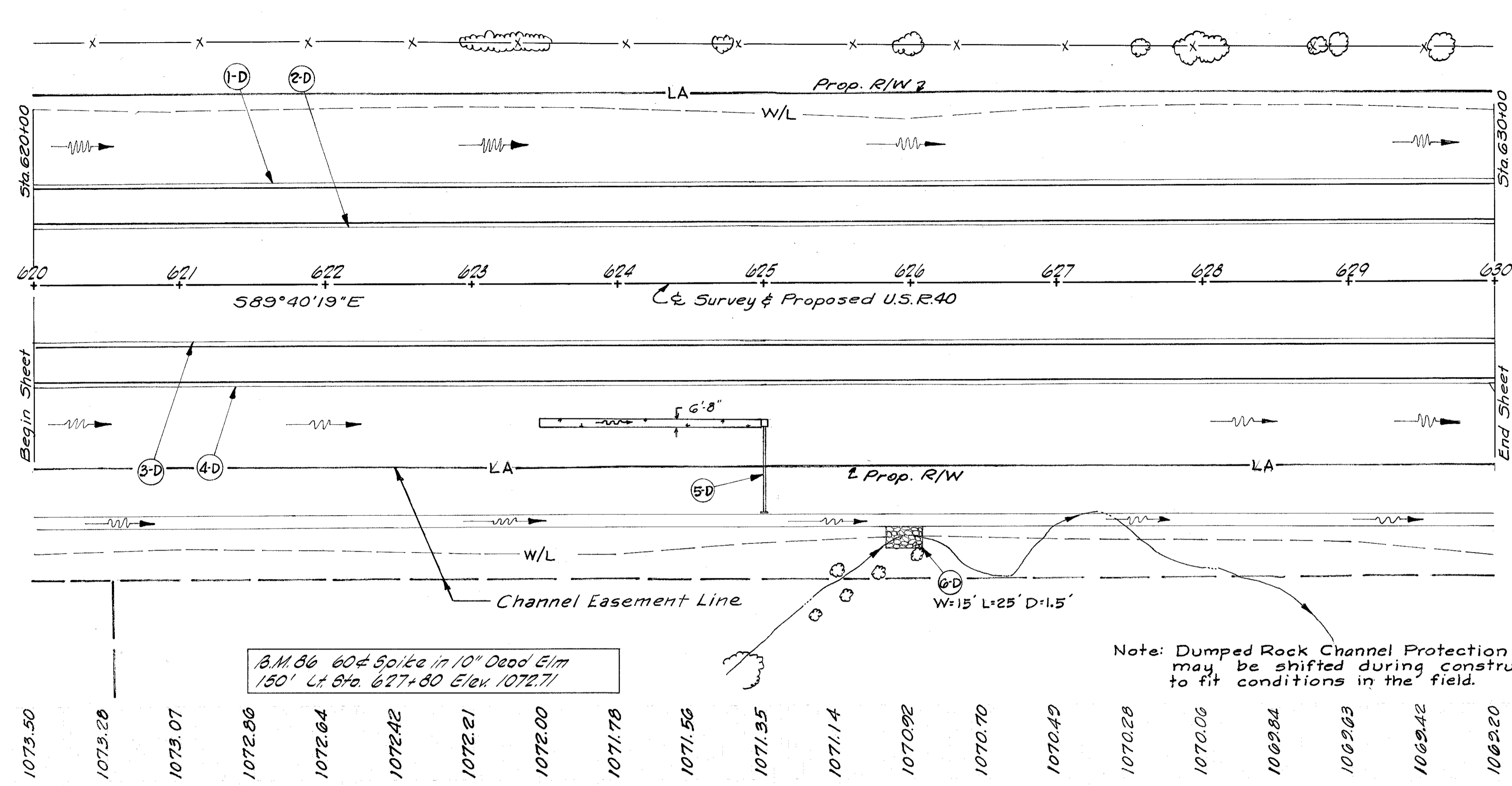
B.M. 65 60# Spike in Root Twin 18" Elm
180' Lt. Sta. 607+25 Elev. 1076.72



Excavation	10,306	Cu. Yds.
Embankment	12,117	Cu. Yds.
Embankment +15%	13,934	Cu. Yds.

Sta.	Pipe	Length	Material	Item I-1, Pipe, Lin. Ft.		Item I-5, 6" Pipe Specials		Item I-8, CBs. L-120 I-2		S	M	C					
				6" CI	6" CI	6" CI	6" CI	No. 8	No. 8								
600+00	6" I-1	39	Shallow	39													
601+00	6" I-1	39	Shallow	39													
602+00	6" I-1	39	Shallow	39													
603+00	6" I-1	39	Shallow	39													
604+00	6" I-1	39	Shallow	39													
605+00	6" I-1	39	Shallow	39													
606+00	6" I-1	39	Shallow	39													
607+00	6" I-1	39	Shallow	39													
608+00	6" I-1	39	Shallow	39													
609+00	6" I-1	39	Shallow	39													
610+00	6" I-1	39	Shallow	39													
SUB-TOTAL											2491	1582	4073	1	2	117	07

Sta. 600+00 To Sta. 610+00



B.M. 86 60# Spike in 10" Dead Elm
150' Lt. Sta. 627+80 Elev 1072.71

Note: Dumped Rock Channel Protection
may be shifted during construction
to fit conditions in the field.

1073.50 1073.20 1073.07 1072.86 1072.64 1072.42 1072.21 1072.00 1071.78 1071.56 1071.35 1071.14 1070.92 1070.70 1070.49 1070.28 1070.06 1069.84 1069.63 1069.42 1069.20

1080

+00.39' Rt. & Lt.
I-1 E=1069.12

+00.09' Rt. & Lt.
I-1 E=1067.45

1060

-0.43%

+50.39' Lt.
E=1065.04

+00.39' Rt.
I-1, E=1064.82

+00.69' Rt.
I-1, E=1063.08

+07.69' Rt.
60° WYE G-I-5
E=1063.16

+00.39' Lt. I-1
E=1063.94

+00.69' Lt.
I-1, E=1063.15

+00.74.2' Rt.
I-1, E=1063.07

Excavation	21,404	Cu. Yds.
Embankment	1,607	Cu. Yds.
Embankment +15%	1,848	Cu. Yds.

I-1 Pipe, Lin. Ft.	I-2 Masonry	I-5 Special	I-8 C.B. No. 5	I-10 L-120	Dumped	Rock	Marl
15'							
Shallow							
Deep							

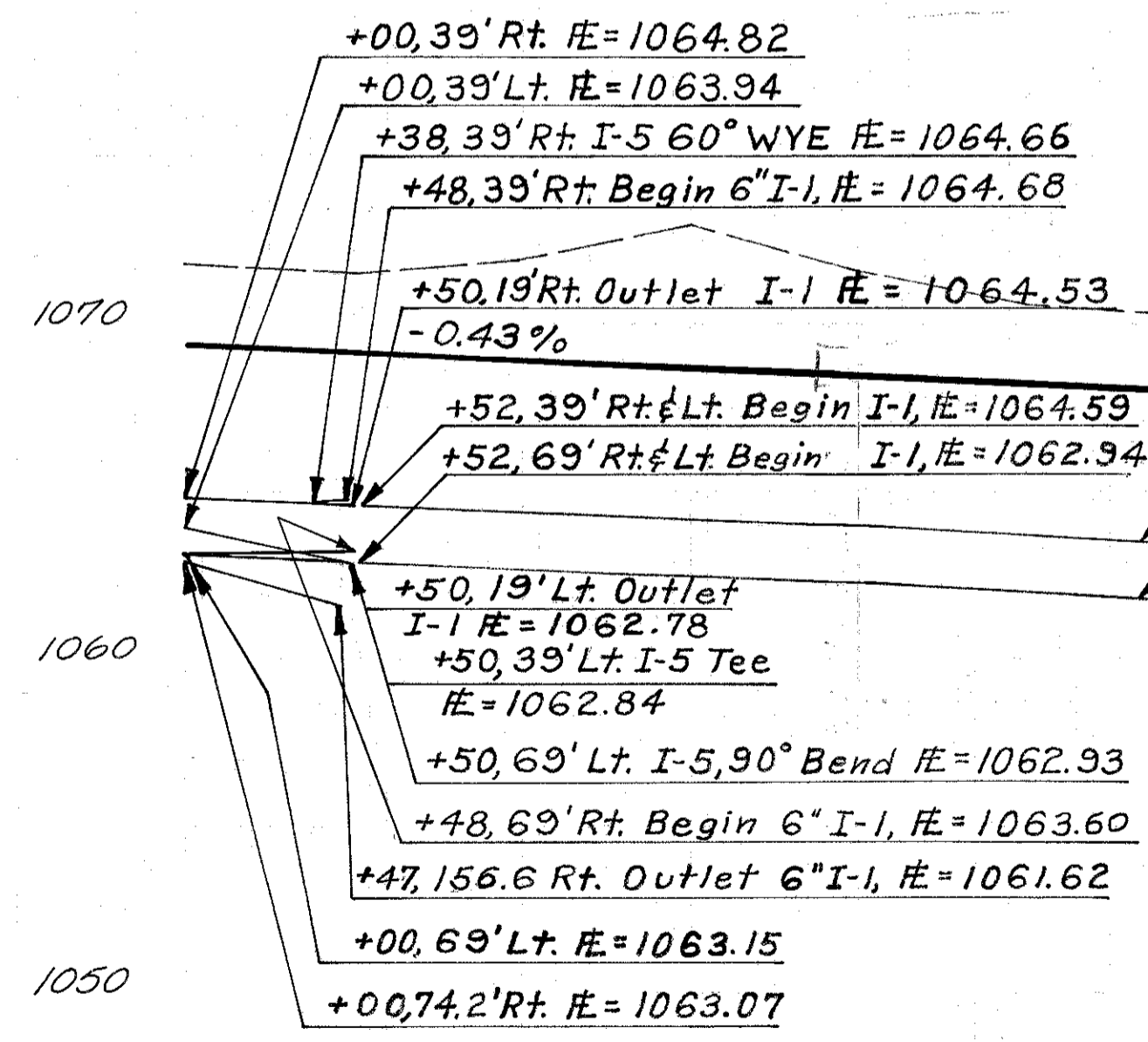
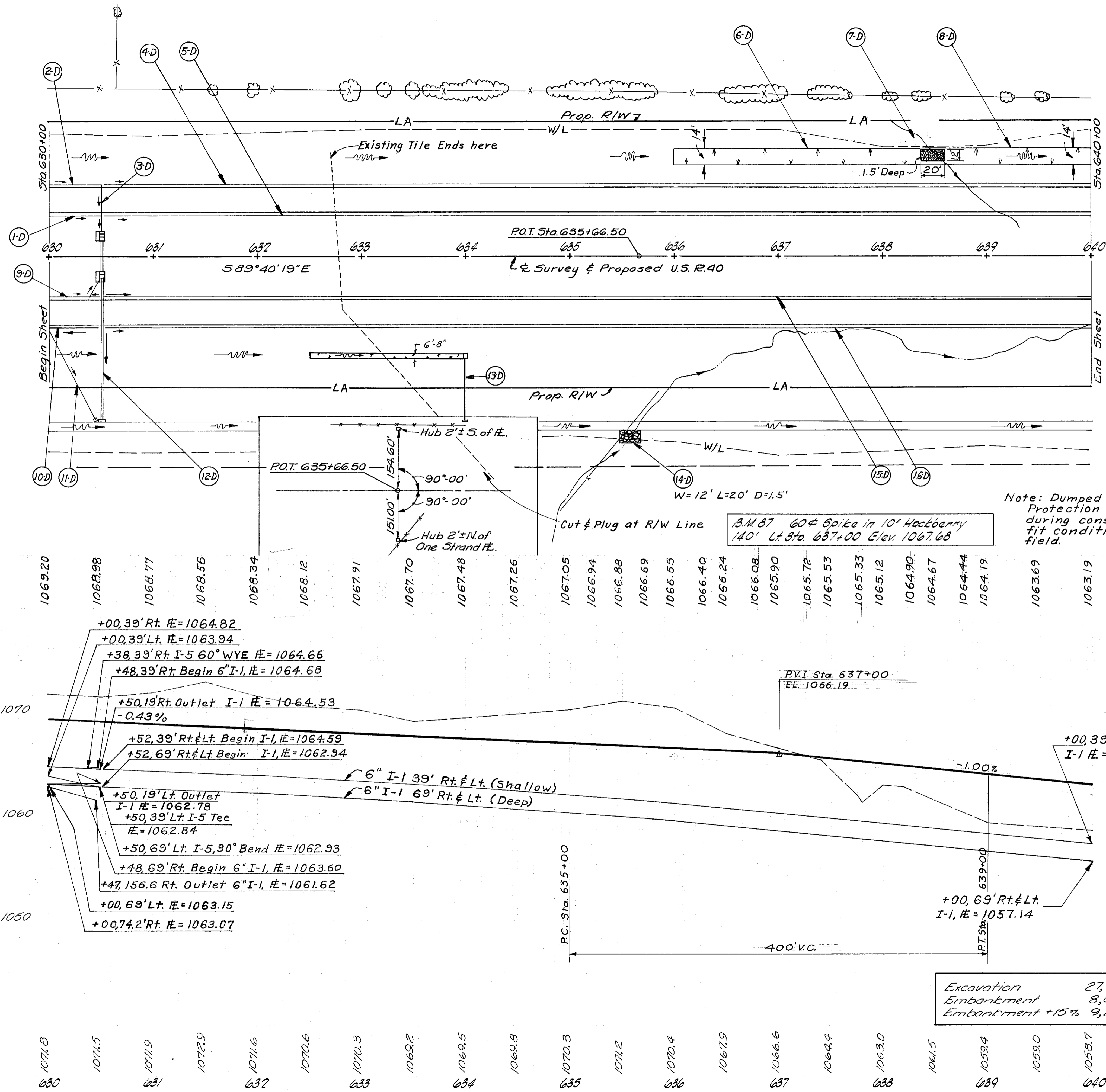
Each	Cu. Yd.	Sp/Yd
55	0.3	1
1003		21
1000		111

Lt.	Rt.
620+00 - 630+00	950
620+00 - 630+00	1000
620+00 - 630+00	1003
625+00 - 625+00	
625+64 - 626+09	

1075.1 1074.3 1073.1 1072.3 1072.9 1073.2 1073.1 1072.6 1071.9 1070.3 1069.0 1067.9 1068.7 1069.0 1069.7 1070.9 1072.6 1073.7 1073.2 1072.3 1071.8 620 621 622 623 624 625 626 627 628 629 630

Sta. 620+00 To Sta. 630+00

Sub-Total 1950 2053
4003 55 0.3 1 1 21 111



Excavation	27,937	Cu. Yds.
Embankment	8,046	Cu. Yds.
Embankment +15%	9,253	Cu. Yds.

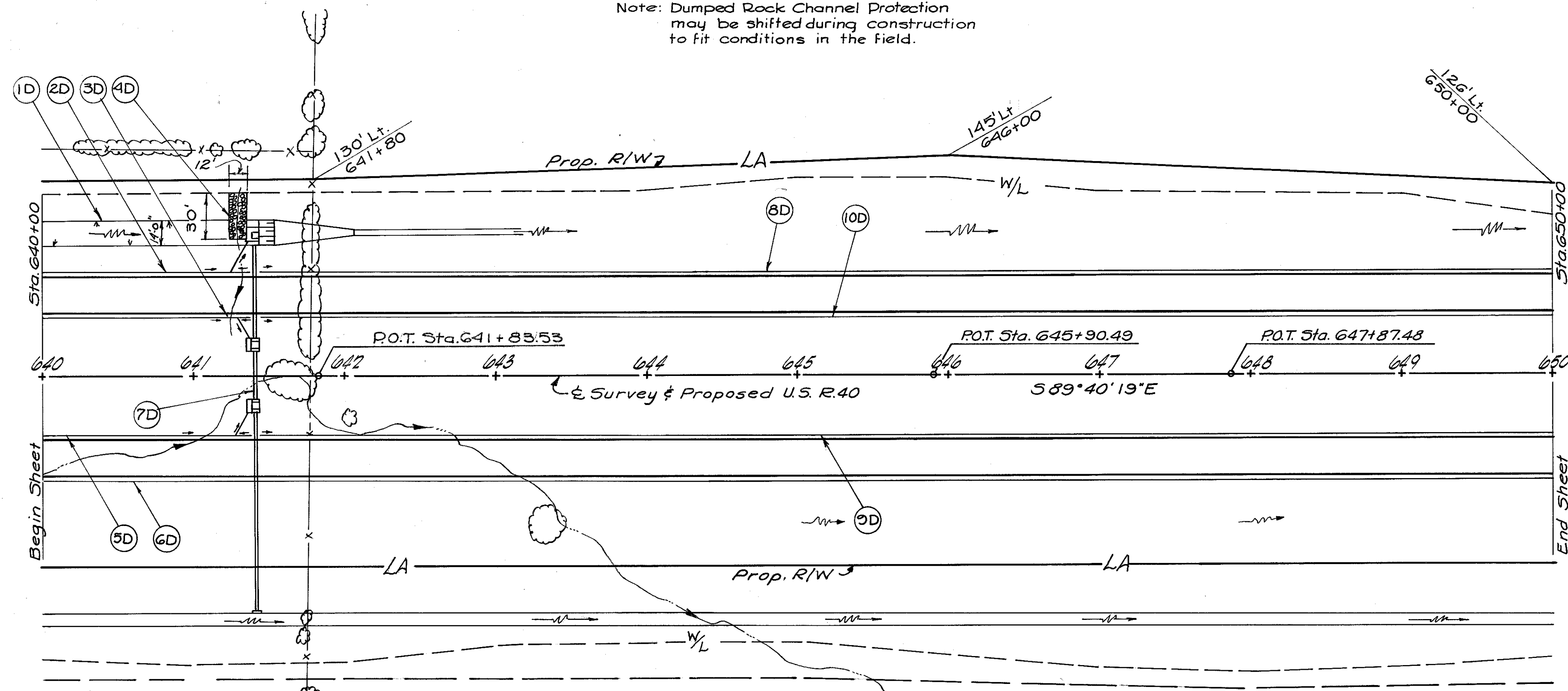
Note: Dumped Rock Channel Protection may be shifted during construction to fit conditions in the field.

B.M. 87 60# Spike in 10" Hackberry
140' Lt. Sta. 637+00 Elev. 1067.68

Item	I-1, Pipe, Lin. Ft.	I-2	I-5, 6" Pipe Specials	Item I-8	C.B.	I-10	L-120
	6" CI 13 Sec. M-66 (N or 68b)	15" CI 13 Sec. M-66 (N or 68b) C.U. Yd.	60° Tee	No. 8	Each	Dumped Rock	Ure Marling
	Shallow Deep		Each	Each	Each	Cu. Yd.	Sq. Yd.
1-D	50		1				
2-D	50						
3-D	948						
4-D	948						
5-D	948						
6-D	61						
7-D	48						
8-D	82						
9-D	48						
10-D	82						
11-D	48						
12-D	82						
13-D	48						
14-D	82						
15-D	48						
16-D	82						
Sub-Totals	1957	2126	4083	2	27	708	76

Sta. 630+00 To Sta. 640+00

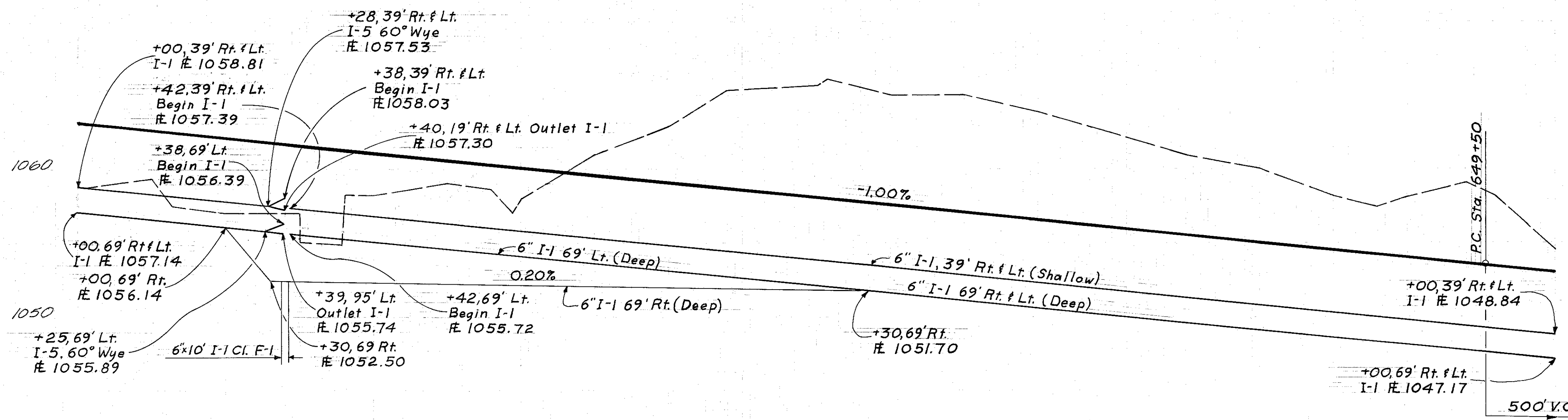
Note: Dumped Rock Channel Protection
may be shifted during construction
to fit conditions in the field.



B.M. 88 60# Spike in Root of Twin 2 1/2" Poplar
75' Rt. Sta. 643+25 Elev. 1054.48

B.M. 89 60# Spike in Root of Triple 1 3/4" Hackberry
335' Rt. Sta. 648+30 Elev. 1050.20

1063.19	1062.69	1062.19	1061.69	1061.19	1060.69	1060.19	1059.69	1059.19	1058.69	1058.19	1057.69	1057.19	1056.69	1056.19	1055.69	1055.19	1054.69	1054.19	1053.69	1053.45	1053.22
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1058.7	1059.4	1057.0	1057.0	1058.3	1059.1	1058.0	1061.0	1062.8	1065.4	1065.7	1065.1	1065.1	1063.8	1062.9	1060.9	1060.0	1058.2	1058.0	1058.7	1054.5
640	641	642	643	644	645	646	647	648	649	650										

Excavation	46,370	Cu. Yds.
Embankment	6,236	Cu. Yds.
Embankment +15%	7,171	Cu. Yds.

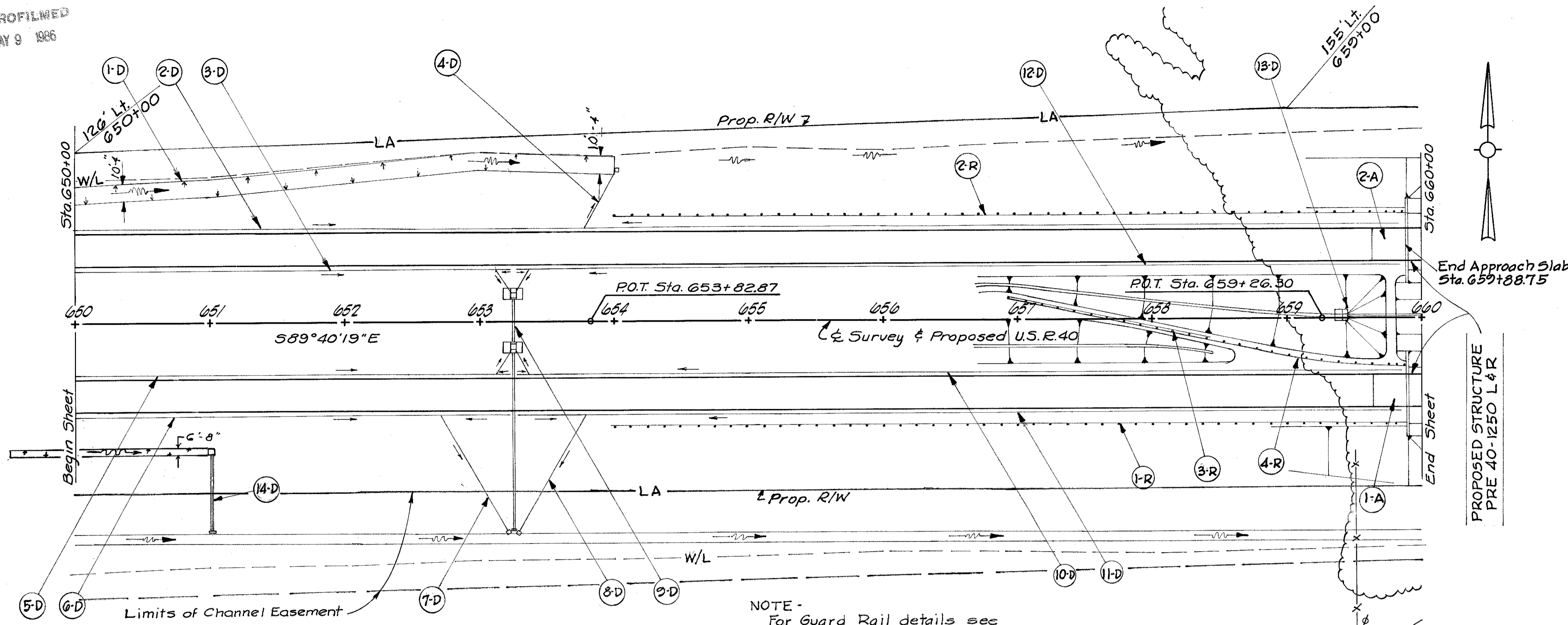
Item	I-1, Pipe, Lin. Ft.	I-2	I-5	I-8	I-8	I-10	I-120	I-8				
	6" C.I.P.-127, C.I.E-127, C.I.A-1	Sec. Man. (6" or 8")	6" Special	C.B.#	C.B.#	Dumped	L-120	C.B.#				
	Shallow	Deep	Each	Each	Each	Rock	Jute	C.B.#				
						Marking	Marking					
						Cu. Yd.	Sq. Yd.					
10												
20												
30												
40												
50												
60												
70												
80												
90												
100												
Sub Totals	192	2032	4024	40	38	214	0.5	3	2	20	22	1

Sta. 640+00 To Sta. 650+00

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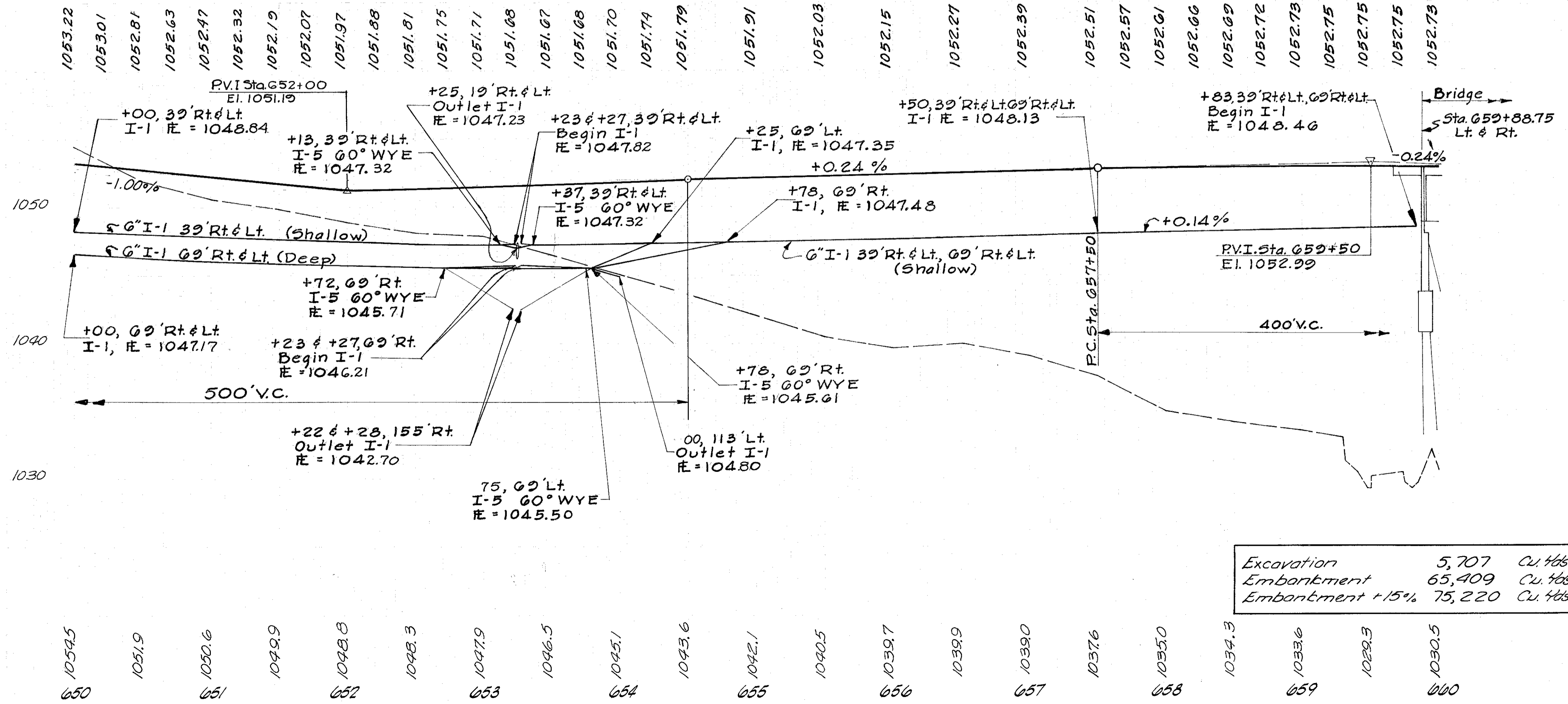
PREBLE COUNTY
PRE-40-9.46

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NOTE -
For Guard Rail details see
Std. Dwg. I-15 No. 5.
For Structure Data see sheet
No. 219.

B.M. 90 60' Spike in 4" Sycamore
155' Rt. Sta. 659+40 Elev. 1033.33

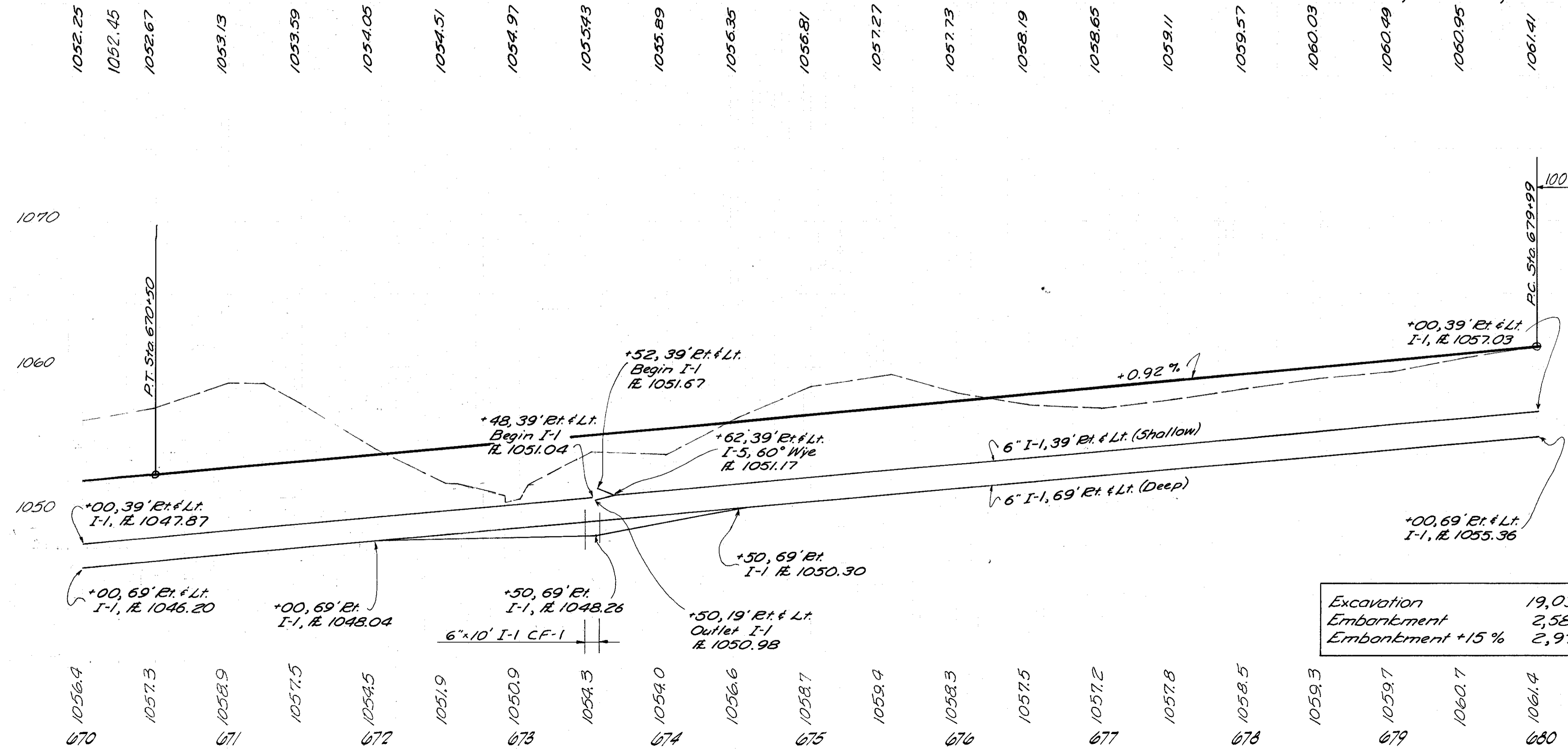
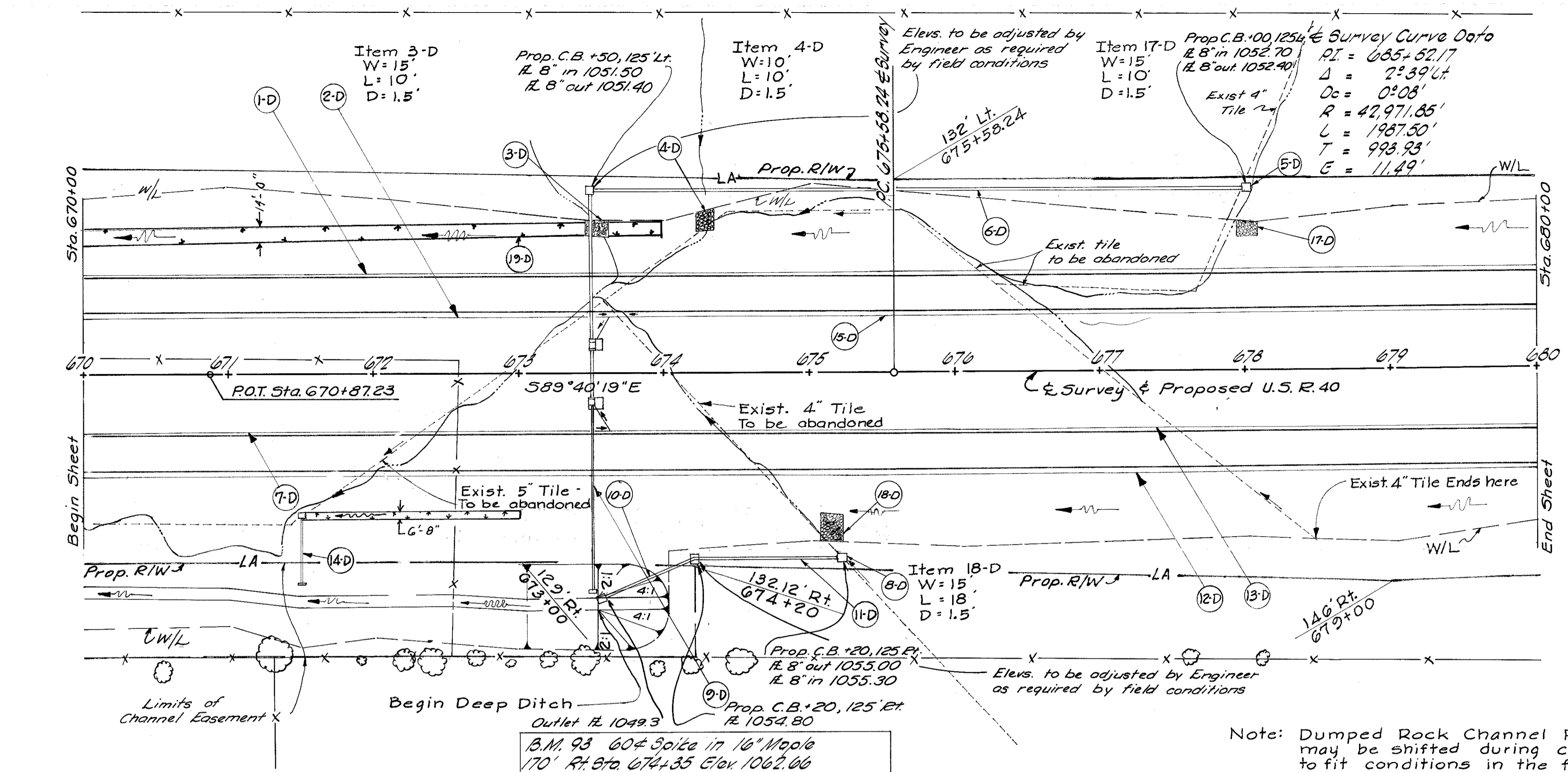


Excavation 5,707 Cu. Yds.
Embankment 65,409 Cu. Yds.
Embankment +15% 75,220 Cu. Yds.

Station	Item I-1, Pipes Lin. Ft.	Item I-2, Masonry	Item I-5, Special Guard	Item I-15, Rail	Item I-15, Barrier	Item I-7, Approach	Subtotal
650	558	323	323	40	10	10	1171
651	425	13	40	10	10	10	92
652	323	13	323	10	10	10	132
653	90	90	90	10	10	10	29
654	650	13	505	13	13	13	1171
655	505	13	505	13	13	13	92
656	650	13	650	13	13	13	132
657	650	13	650	13	13	13	29
658	650	13	650	13	13	13	1171
659	650	13	650	13	13	13	92
660	650	13	650	13	13	13	132
661	650	13	650	13	13	13	29
662	650	13	650	13	13	13	1171
663	650	13	650	13	13	13	92
664	650	13	650	13	13	13	132
665	650	13	650	13	13	13	29
666	650	13	650	13	13	13	1171
667	650	13	650	13	13	13	92
668	650	13	650	13	13	13	132
669	650	13	650	13	13	13	29
670	650	13	650	13	13	13	1171
671	650	13	650	13	13	13	92
672	650	13	650	13	13	13	132
673	650	13	650	13	13	13	29
674	650	13	650	13	13	13	1171
675	650	13	650	13	13	13	92
676	650	13	650	13	13	13	132
677	650	13	650	13	13	13	29
678	650	13	650	13	13	13	1171
679	650	13	650	13	13	13	92
680	650	13	650	13	13	13	132
681	650	13	650	13	13	13	29
682	650	13	650	13	13	13	1171
683	650	13	650	13	13	13	92
684	650	13	650	13	13	13	132
685	650	13	650	13	13	13	29
686	650	13	650	13	13	13	1171
687	650	13	650	13	13	13	92
688	650	13	650	13	13	13	132
689	650	13	650	13	13	13	29
690	650	13	650	13	13	13	1171
691	650	13	650	13	13	13	92
692	650	13	650	13	13	13	132
693	650	13	650	13	13	13	29
694	650	13	650	13	13	13	1171
695	650	13	650	13	13	13	92
696	650	13	650	13	13	13	132
697	650	13	650	13	13	13	29
698	650	13	650	13	13	13	1171
699	650	13	650	13	13	13	92
700	650	13	650	13	13	13	132

Sta. 650+00 To Sta. 660+00

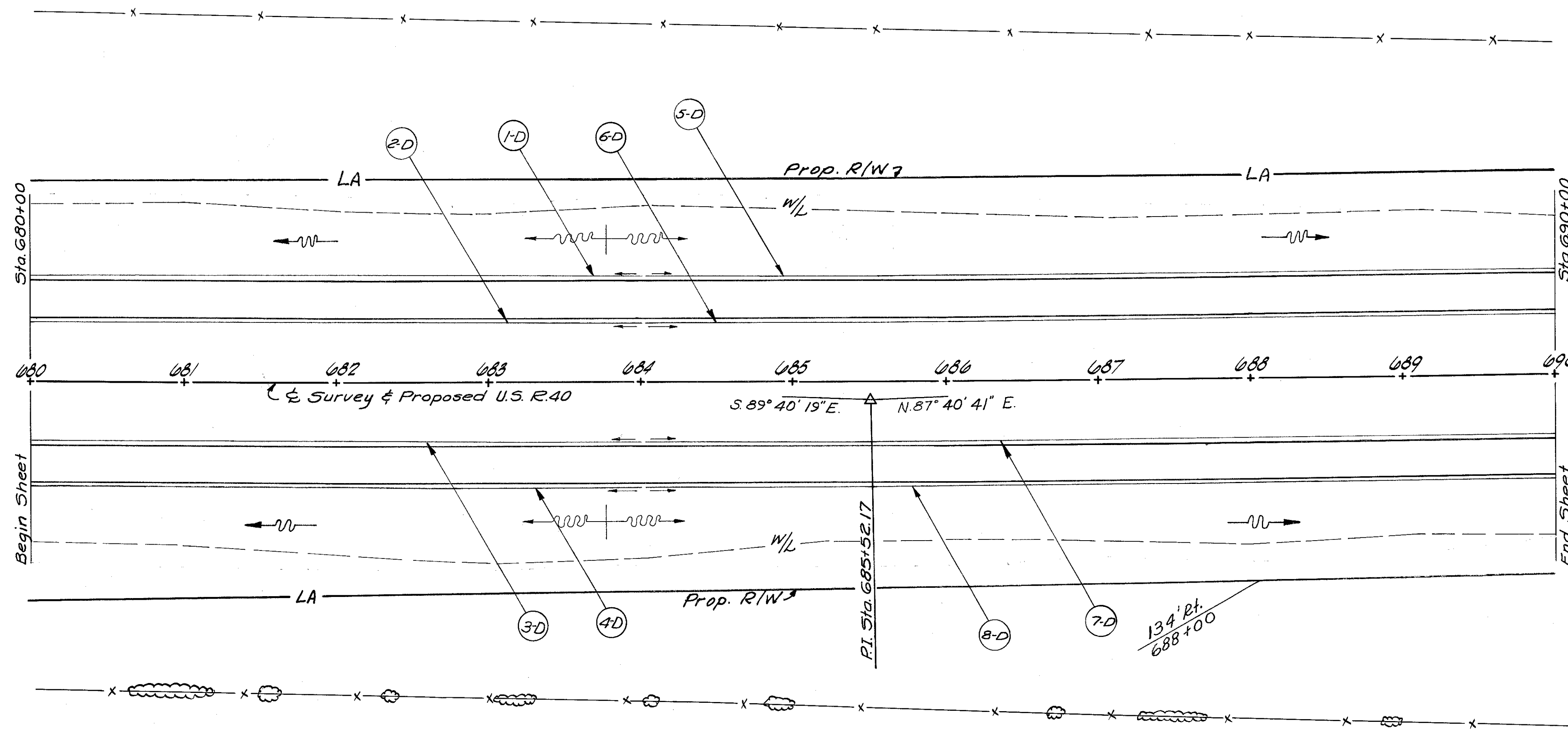
Subtotal



Station	Item I-1	Item I-2	Item I-3	Item I-4	Item I-5	Item I-6	Item I-7	Item I-8	Item I-9	Item I-10	Item I-11	Item I-12	Item I-13	Item I-14	Item I-15
670+00															
671+00															
672+00															
673+00															
674+00															
675+00															
676+00															
677+00															
678+00															
679+00															
680+00															
Sub Totals	1902	2006	3998	30	38	133	50	1	2	37	622	106	625	10	4

Excavation 19,033 Cu. Yds.
Embankment 2,583 Cu. Yds.
Embankment +15% 2,971 Cu. Yds.

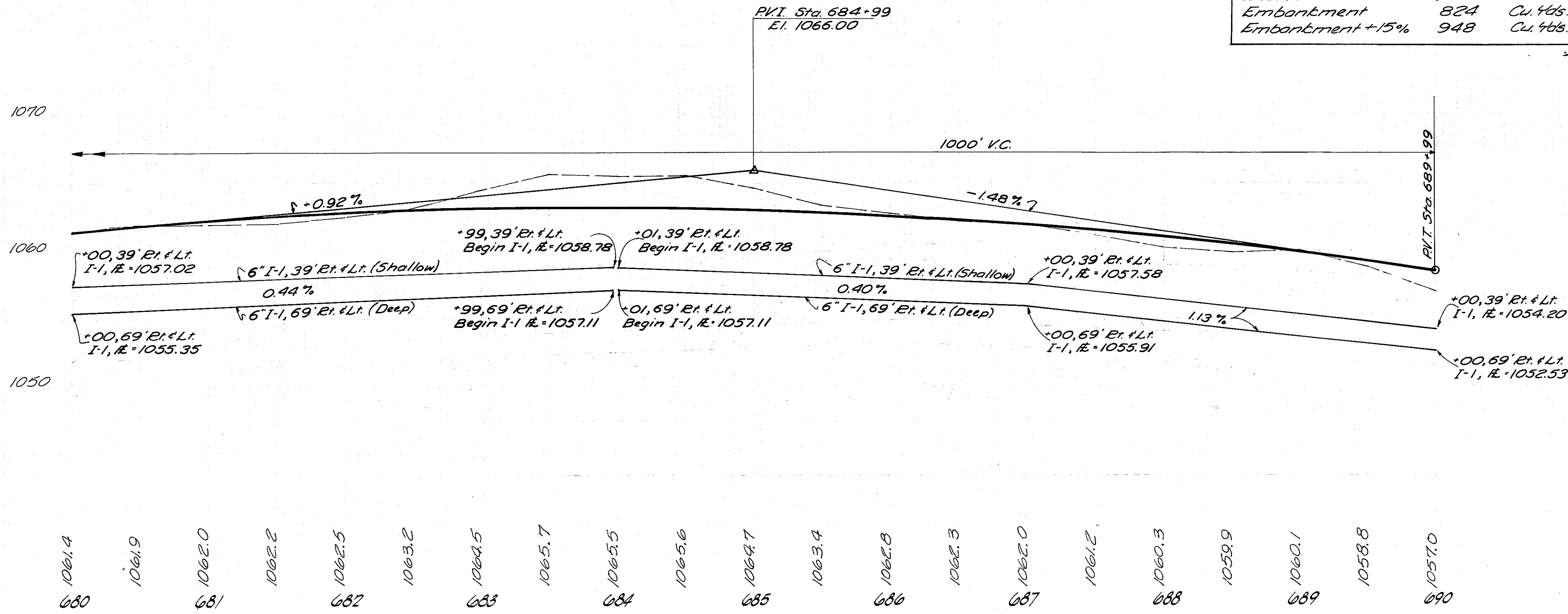
Sta. 670+00 To Sta. 680+00



B.M. 94 60# Spike in 24" Wild Cherry
235' Lt. Sta. 684+80 Elev. 1062.20

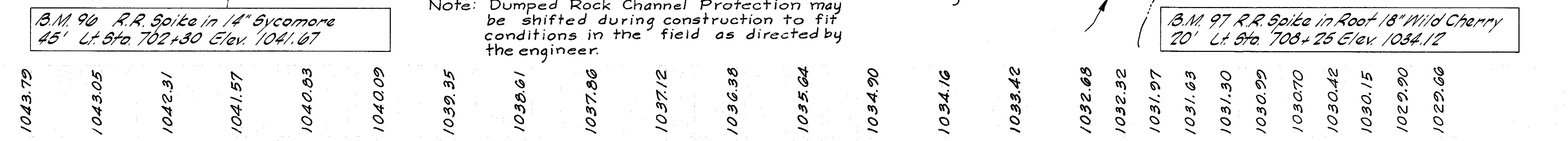
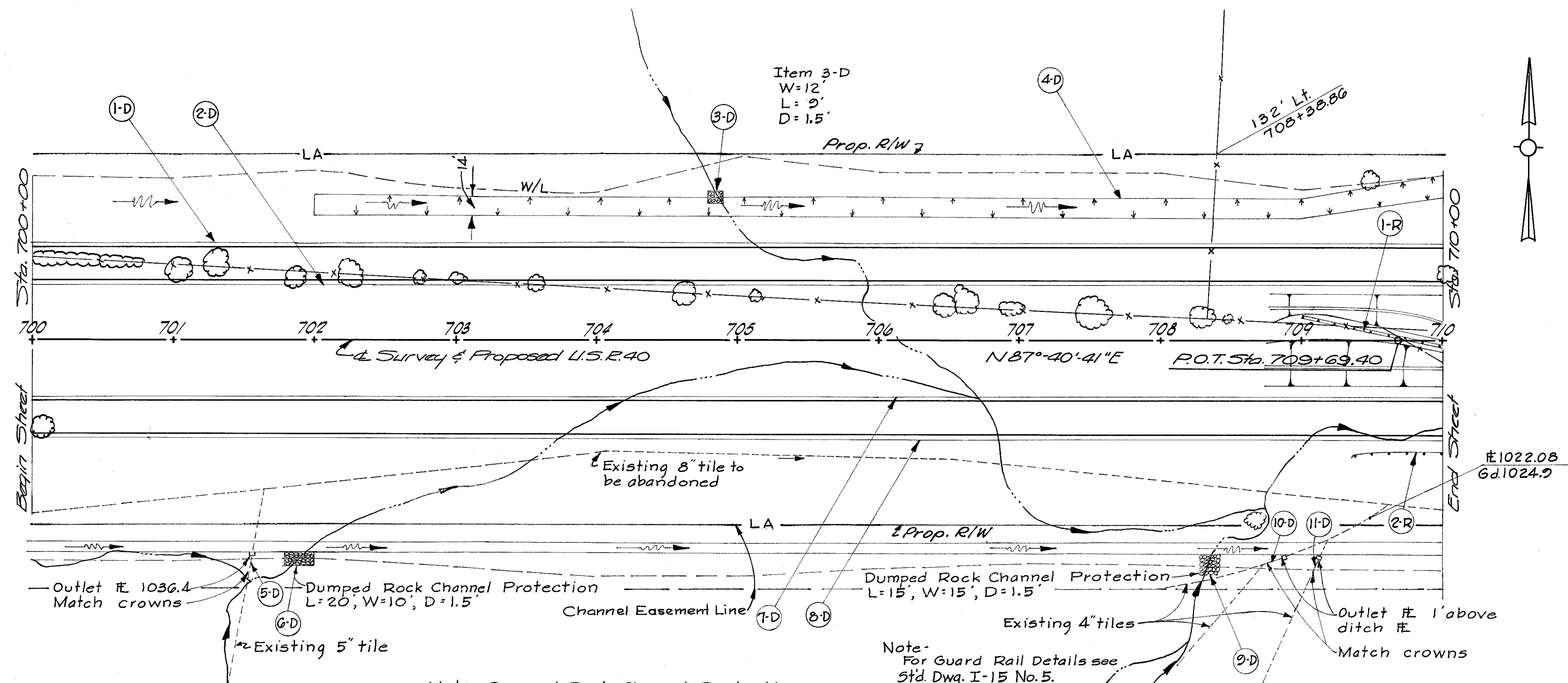
1061.41	1061.63	1061.84	1062.03	1062.21	1062.37	1062.52	1062.65	1062.76	1062.87	1062.95	1063.03	1063.08	1063.12	1063.15	1063.16	1063.16	1063.14	1063.11	1063.06	1063.00	1062.92	1062.83	1062.72	1062.59	1062.46	1062.30	1062.14	1061.95	1061.75	1061.54	1061.31	1061.07	1060.81	1060.54	1060.25	1059.95	1059.63	1059.30	1058.95	1058.58
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Excavation	8,854	Cu. Yds.
Embankment	824	Cu. Yds.
Embankment +15%	948	Cu. Yds.



I-1 Pipe, Lin. Ft.	6" C.I. I-1	
	Shallow	Deep
1-D 680+00	683+99	399
2-D 680+00	683+99	399
3-D 680+00	683+99	399
4-D 680+00	683+99	399
5-D 684+01	690+00	599
6-D 684+01	690+00	599
7-D 684+01	690+00	599
8-D 684+01	690+00	599

Sta. 680+00 To Sta. 690+00



Station	Elevation	Station	Elevation
1043.79	1043.05	1039.35	1038.61
1042.31	1041.57	1037.86	1037.12
1040.63	1040.09	1036.38	1035.64
1039.35	1038.61	1034.90	1034.16
1037.86	1037.12	1033.42	1032.68
1036.38	1035.64	1032.68	1032.32
1035.64	1034.90	1031.97	1031.63
1034.90	1034.16	1031.63	1031.30
1033.42	1033.42	1030.99	1030.70
1032.68	1032.68	1030.42	1030.15
1032.32	1031.97	1029.90	1029.90
1031.97	1031.63	1029.66	1029.66
1031.63	1031.30		
1031.30	1030.99		
1030.99	1030.70		
1030.70	1030.42		
1030.42	1030.15		
1030.15	1029.90		
1029.90	1029.66		

1046.1	1046.2	1044.9	1043.1	1040.8	1038.2	1036.7	1035.3	1033.9	1032.5	1031.5	1031.0	1030.8	1031.1	1033.4	1034.9	1032.4	1030.9	1028.4	1026.0	1023.6
700	701	702	703	704	705	706	707	708	709	710										

Excavation	12,333	Cu. Yds.
Embankment	9,982	Cu. Yds.
Embankment + 15%	11,479	Cu. Yds.

Item	I-1	I-15	I-10	L-120
6" CI F2				
6" CI F3				
Shallow Deep	1000	1000	1000	1000
Sec. M				
Rock Matting				
Cu. Yds.				
Sq. Yd.				

Station	Structure	Length	Area
700+00 - 710+00	1-D	100	1246
700+00 - 704+00	2-D	400	10
704+00 - 710+00	3-D	60	11
701+50 - 702+00	4-D	50	13
701+50 - 702+00	5-D	50	10
700+00 - 710+00	6-D	100	10
700+00 - 710+00	7-D	100	10
700+00 - 708+42	8-D	65	10
708+27 - 709+57	9-D	30	10
709+08 - 709+13	10-D	5	
709+05 - 710+00	11-D	5	
709+38 - 710+00	12-D	5	

Sta. 700+00 To Sta. 710+00

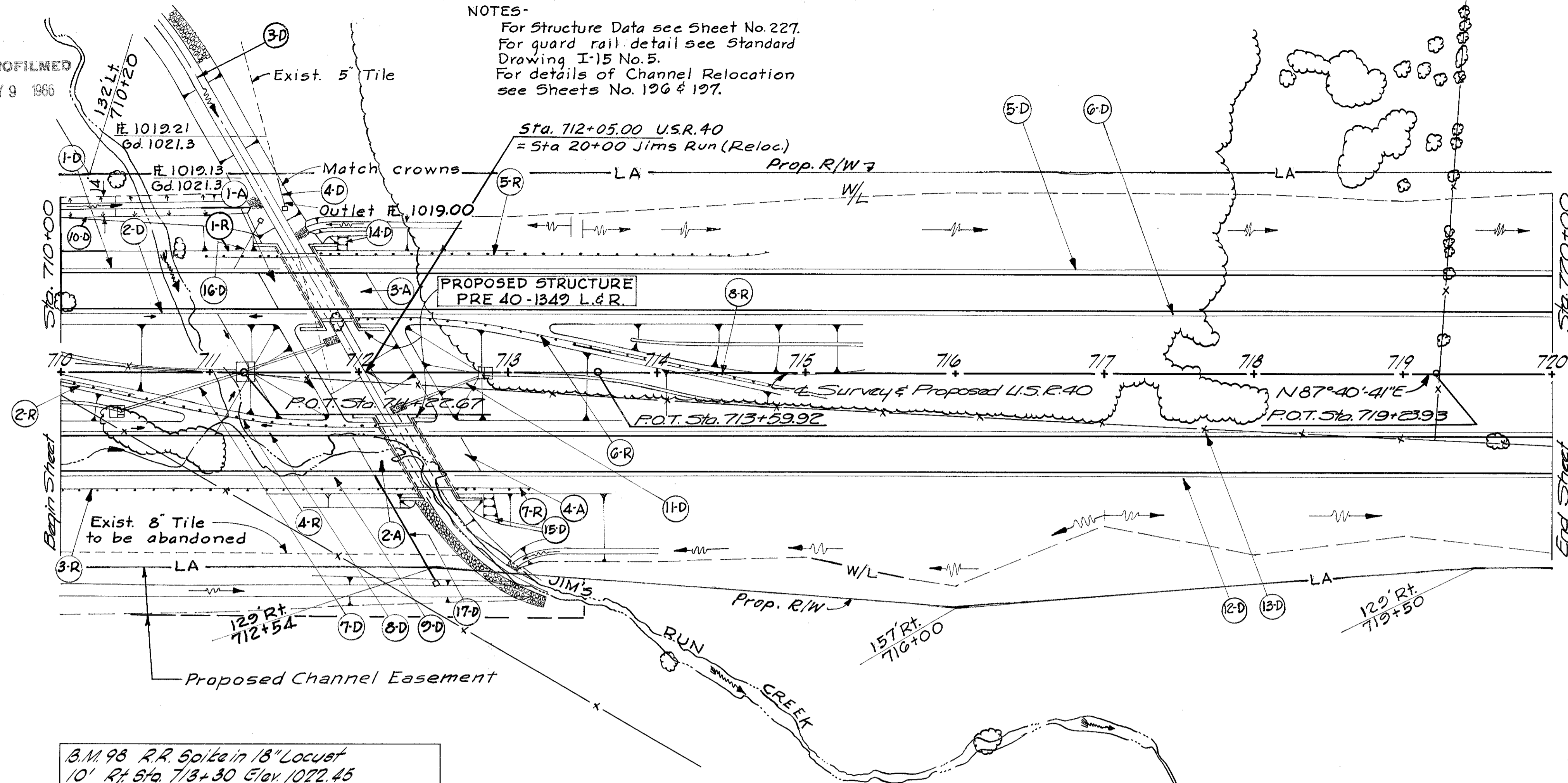
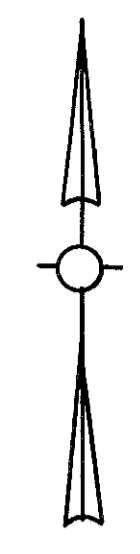
Sub-Total 2650 1350
4000 30 30 1246

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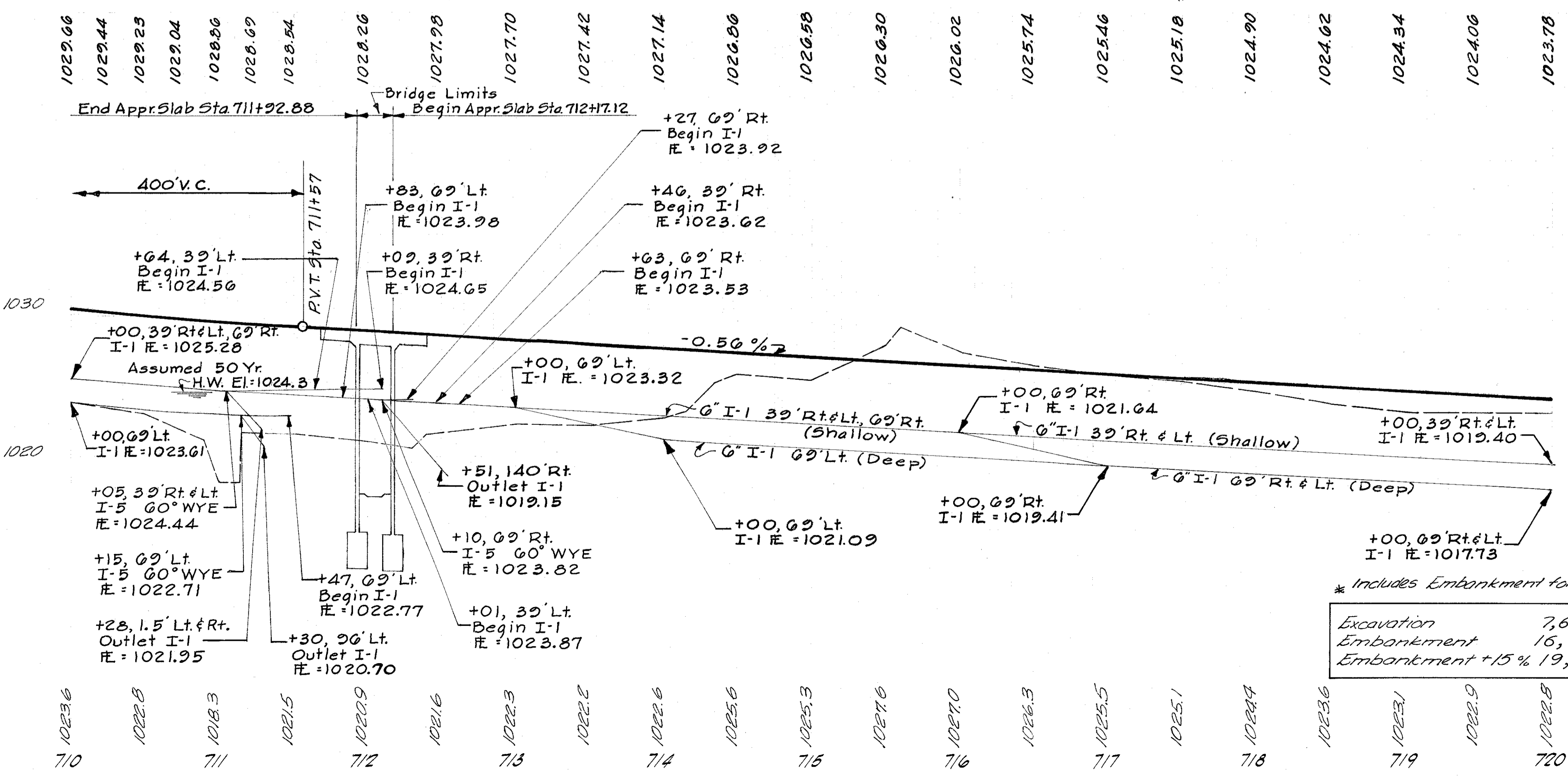
NOTES-
For Structure Data see Sheet No. 227.
For guard rail detail see Standard Drawing I-15 No. 5.
For details of Channel Relocation see Sheets No. 196 & 197.

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B.M. 98 R.R. Spike in 18" Locust
10' Rt Sta. 713+30 Elev. 1022.45



* Includes Embankment for Channel
Excavation 7,670 Cu. Yds.
Embankment 16,919 * Cu. Yds.
Embankment +15% 19,457 * Cu. Yds.

Item	I-1	I-2	I-5	I-8	I-10	L-100	L-150	L-10	I-15	I-15	I-7	E-3
Description	12" CI. Sec. M. 6.4@	Masonry 6" C. I. Each	Special 6" C. I. Each	C.B. # 8 Each	Dumped Rock Cu. Yd.	Julie Matting Sq. Yd.	Soil Matting Sq. Yd.	Sodding As Per Plan Sq. Yd.	Guard Rail 40' Lim. Ft.	April Barrier 40' Lim. Ft.	Remedial 40' Lim. Ft.	Channel Excav. Cu. Yds.
1029.66												
1029.44												
1029.23												
1029.04												
1028.86												
1028.69												
1028.54												
1028.26												
1027.98												
1027.70												
1027.42												
1027.14												
1026.86												
1026.58												
1026.30												
1026.02												
1025.74												
1025.46												
1025.18												
1024.90												
1024.62												
1024.34												
1024.06												
1023.78												
1030	10											
1020	147	35	10									
1023.6	164	35	10									
1022.8	117	700										
1018.3	199			148	0.2							
1021.5	209											
1020.9	227											
1021.6	337	400		64	0.2							
1022.3	154											
1022.8												
710	710+00	Lt.	Rt.									
711	711+00	Lt.	Rt.									
712	712+00	Lt.	Rt.									
713	713+00	Lt.	Rt.									
714	714+00	Lt.	Rt.									
715	715+00	Lt.	Rt.									
716	716+00	Lt.	Rt.									
717	717+00	Lt.	Rt.									
718	718+00	Lt.	Rt.									
719	719+00	Lt.	Rt.									
720	720+00	Lt.	Rt.									

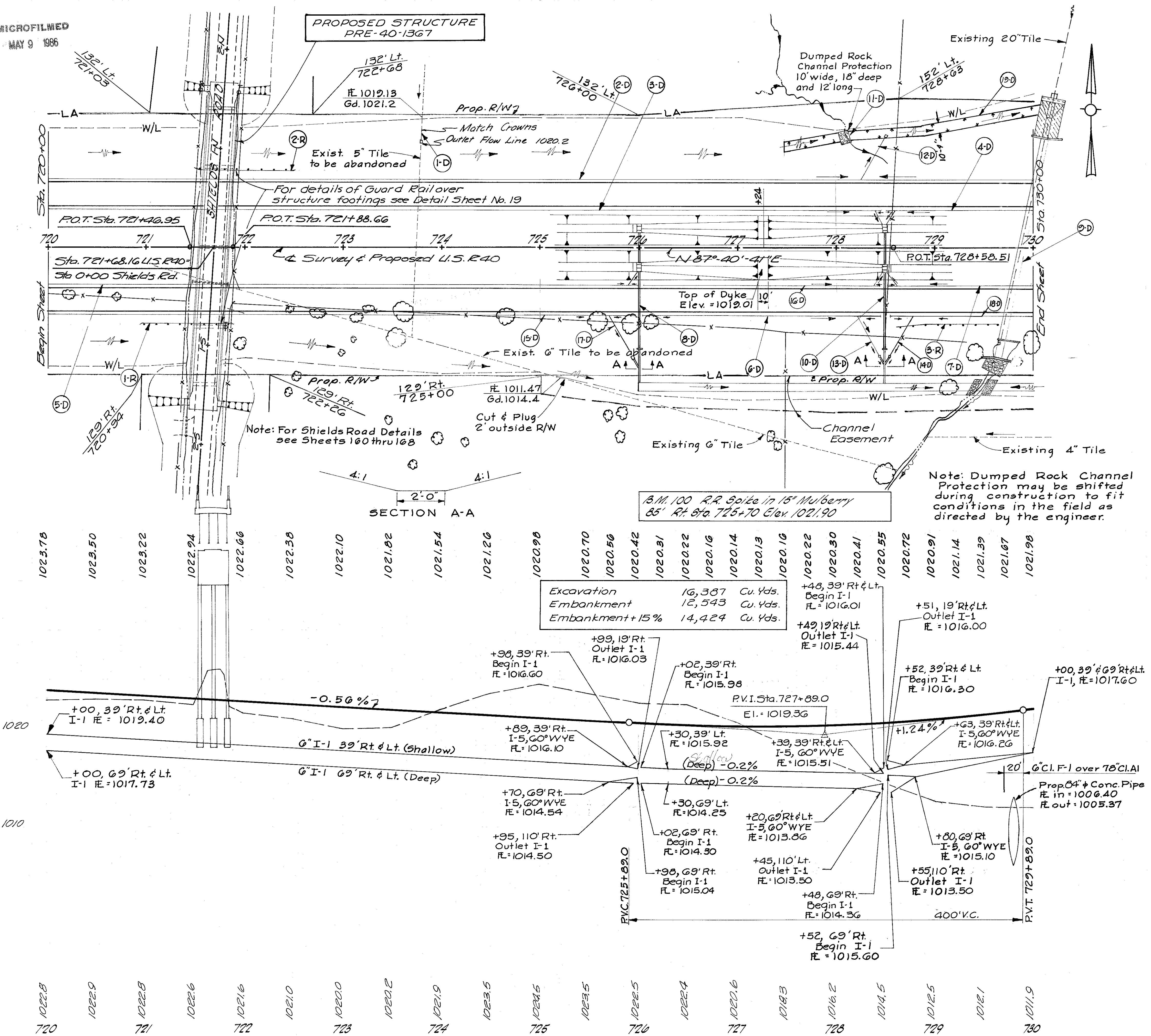
Sub-Total 2607 1417
4024

Sta. 710+00 To Sta. 720+00

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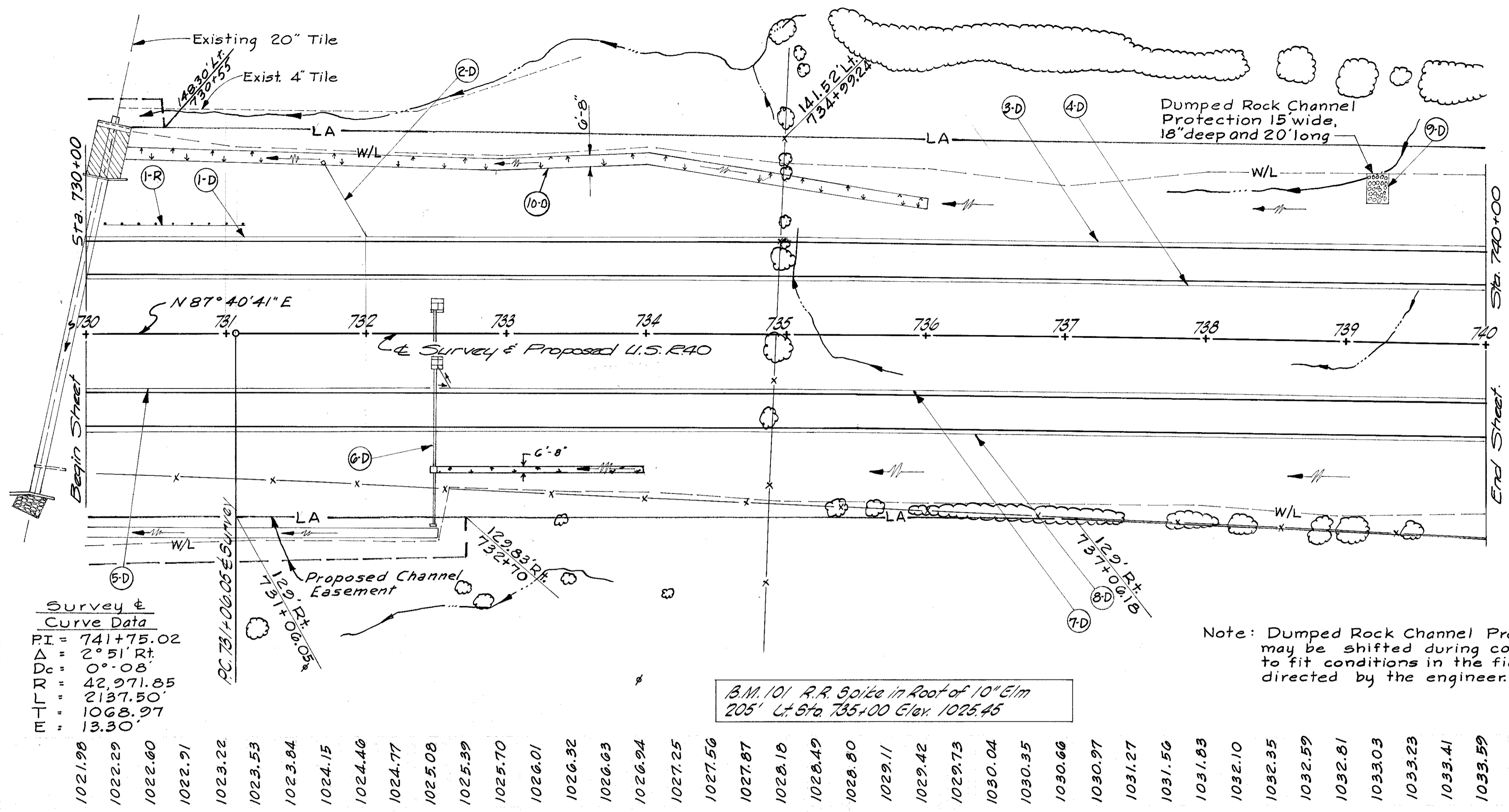
PREBLE COUNTY
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Sta.	1-D	2-D	3-D	4-D	5-D	6-D	7-D	8-D	9-D	10-D	11-D	12-D	13-D	14-D	15-D	16-D	17-D	18-D	19-D	I-R	3-R	Total
720+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
720+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
720+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
721+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
721+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
721+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
722+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
722+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
722+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
723+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
723+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
723+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
724+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
724+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
724+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
725+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
725+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
725+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
726+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
726+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
726+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
727+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
727+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
727+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
728+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
728+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
728+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
729+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
729+40	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
729+80	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
730+00	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Sub-Total	1712	2425	4137	110	20	40	90	76	68	230	24	8	4	72	133	300	730	342	100	100	100	299

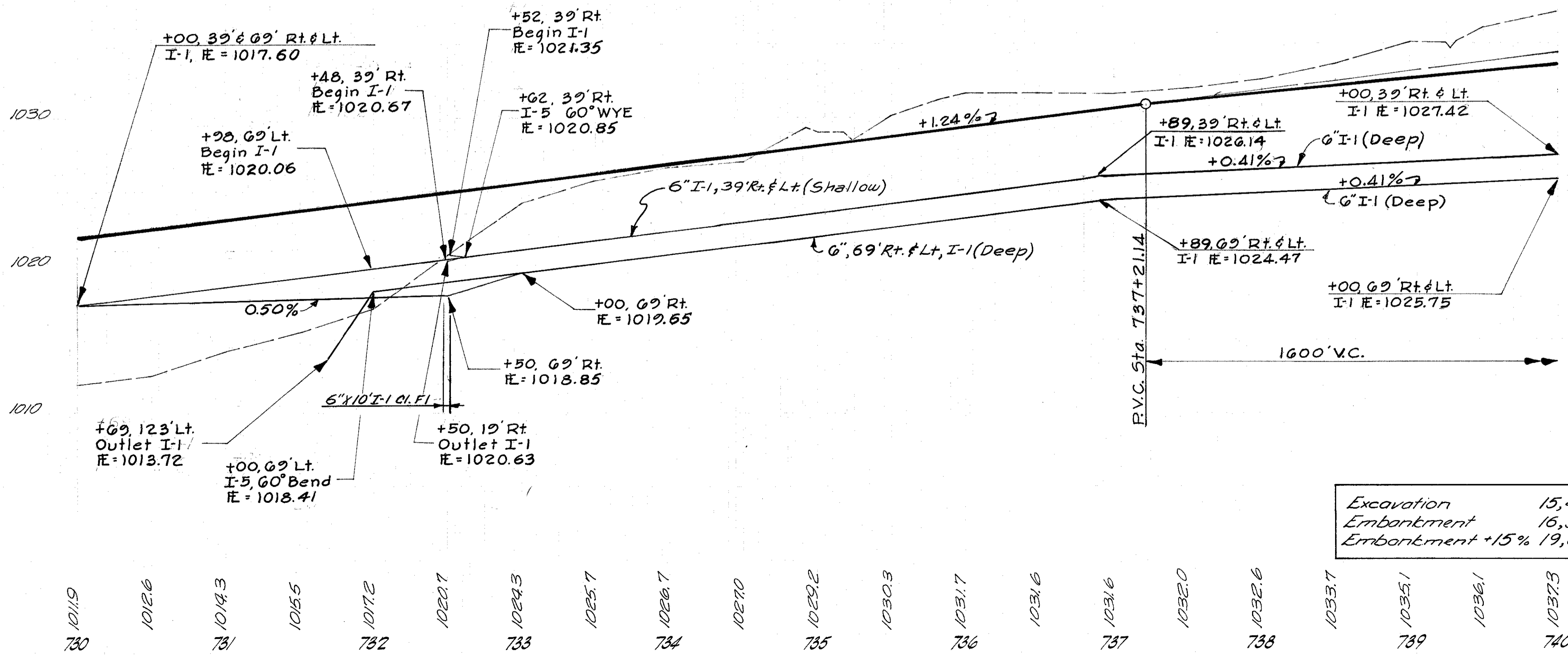
Sta. 720+00 To Sta. 730+00



Survey & Curve Data
 PI = 741+75.02
 Δ = 2° 51' Rt.
 Dc = 0° 08'
 R = 42,971.85
 L = 2137.50
 T = 1068.97
 E = 13.30'

B.M. 101 R.R. Spike in Roof of 10" Elm
 205' Lt. Sta. 735+00 Elev. 1025.45

Note: Dumped Rock Channel Protection may be shifted during construction to fit conditions in the field as directed by the engineer.

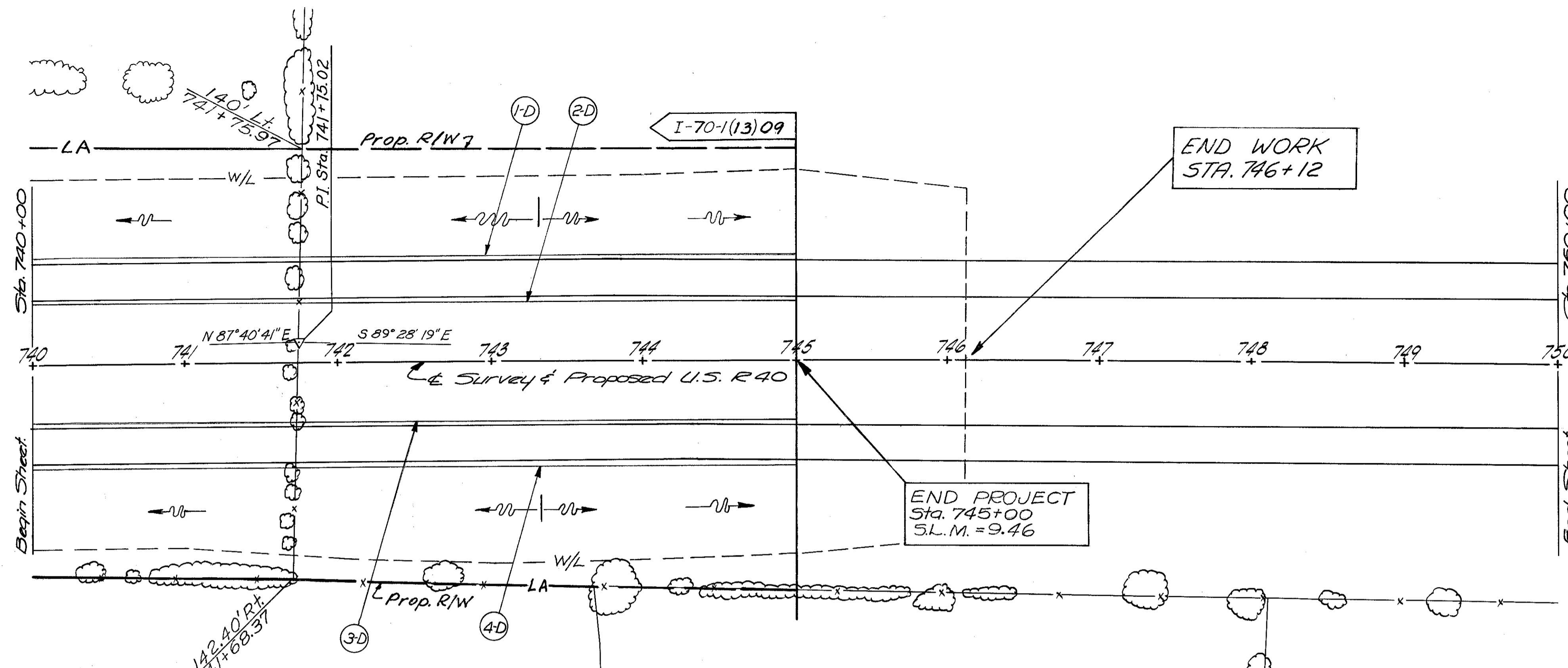


Excavation	15,422	Cu. Yds.
Embankment	16,544	Cu. Yds.
Embankment +15%	19,025	Cu. Yds.

Item	QTY	Unit	Value
I-15 L-120 I-2	100	Linear Ft.	536.04
I-10 Guard Rail Matting	114	Sq. Yd.	0.4
I-10 Dumped Rock	17	Cu. Yd.	422
I-5 Specials	2	Each	100
I-5 60°	1	Each	17
I-5 90°	1	Each	2
21' Cl. E-1	39	Each	39
Item I-1, Pipe, Lin. Ft.	10	Linear Ft.	73
6" CI 13 Shallow Deep	188	Linear Ft.	10
6" CI 13 Shallow	52	Linear Ft.	10
6" CI 13 Deep	800	Linear Ft.	38
6" CI 13 Shallow	679	Linear Ft.	10
6" CI 13 Deep	248	Linear Ft.	10
6" CI 13 Shallow	437	Linear Ft.	10
6" CI 13 Deep	940	Linear Ft.	10
I-D 730+00	731+96	Lt.	
I-D 731+70	732+00	Lt.	
I-D 732+00	740+00	Lt.	
I-D 730+00	740+00	Lt.	
I-D 730+00	732+48	Lt.	
I-D 732+50	732+50	Lt.	
I-D 732+52	740+00	Lt.	
I-D 730+00	740+00	Lt.	
I-D 739+25	739+25	Lt.	
I-D 730+30	736+00	Lt.	
I-R 730+12	731+12	Lt.	

Sta. 730+00 To Sta. 740+00

Sub-Totals 1552 2477
4029 40 10 38 73

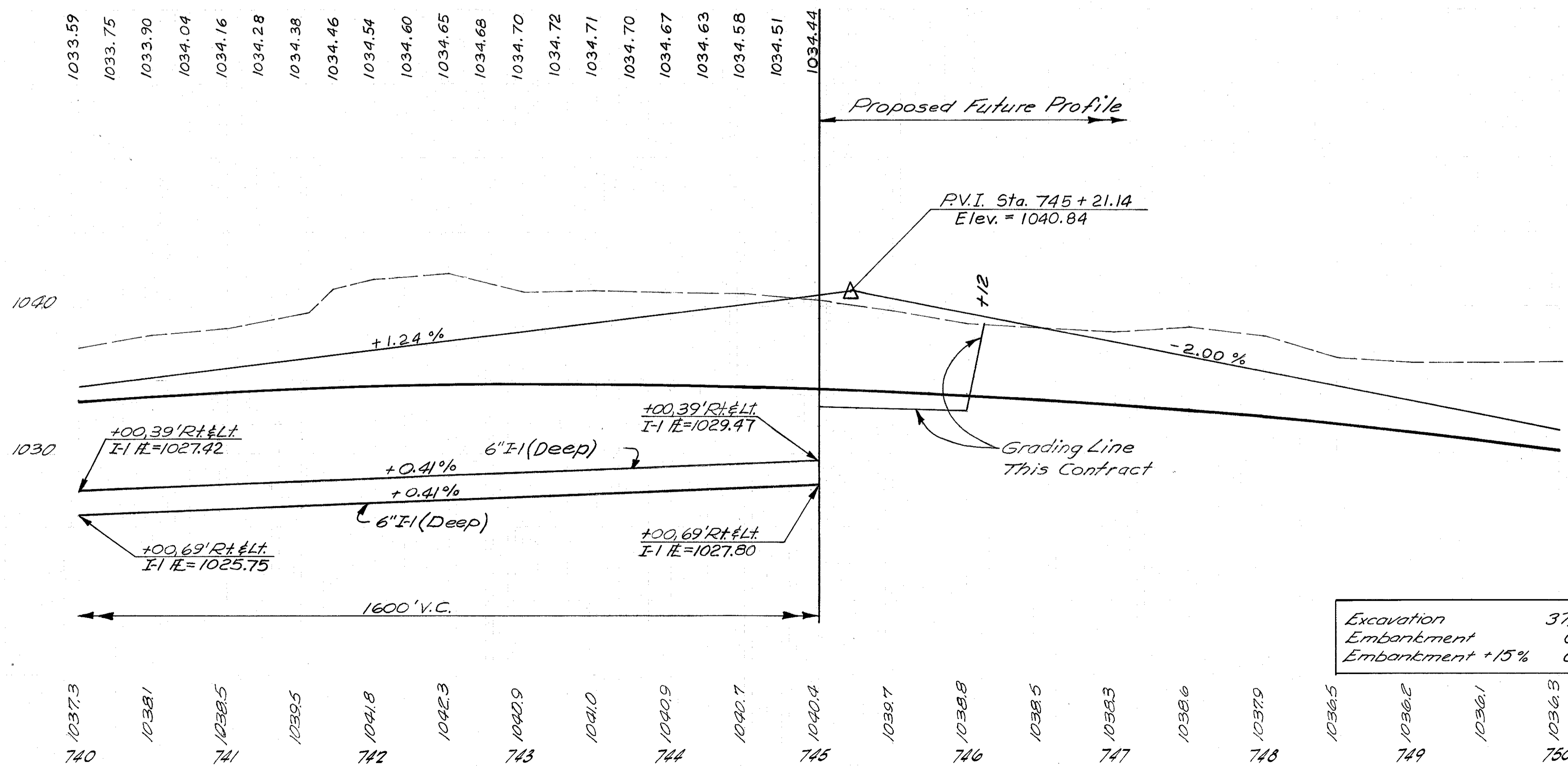


END WORK
STA. 746+12

END PROJECT
Sta. 745+00
S.L.M. = 9.46

B.M. 102 R.R. Spike in Root of 18" Elm
125' Rt. Sta. 742+05 Elev. 1045.58

Notes: Federal marker will be furnished and erected on the left by State forces prior to acceptance of this improvement. Typical Section of adjoining project to the west is same as Typical Section of this project shown on sheet No. 3.



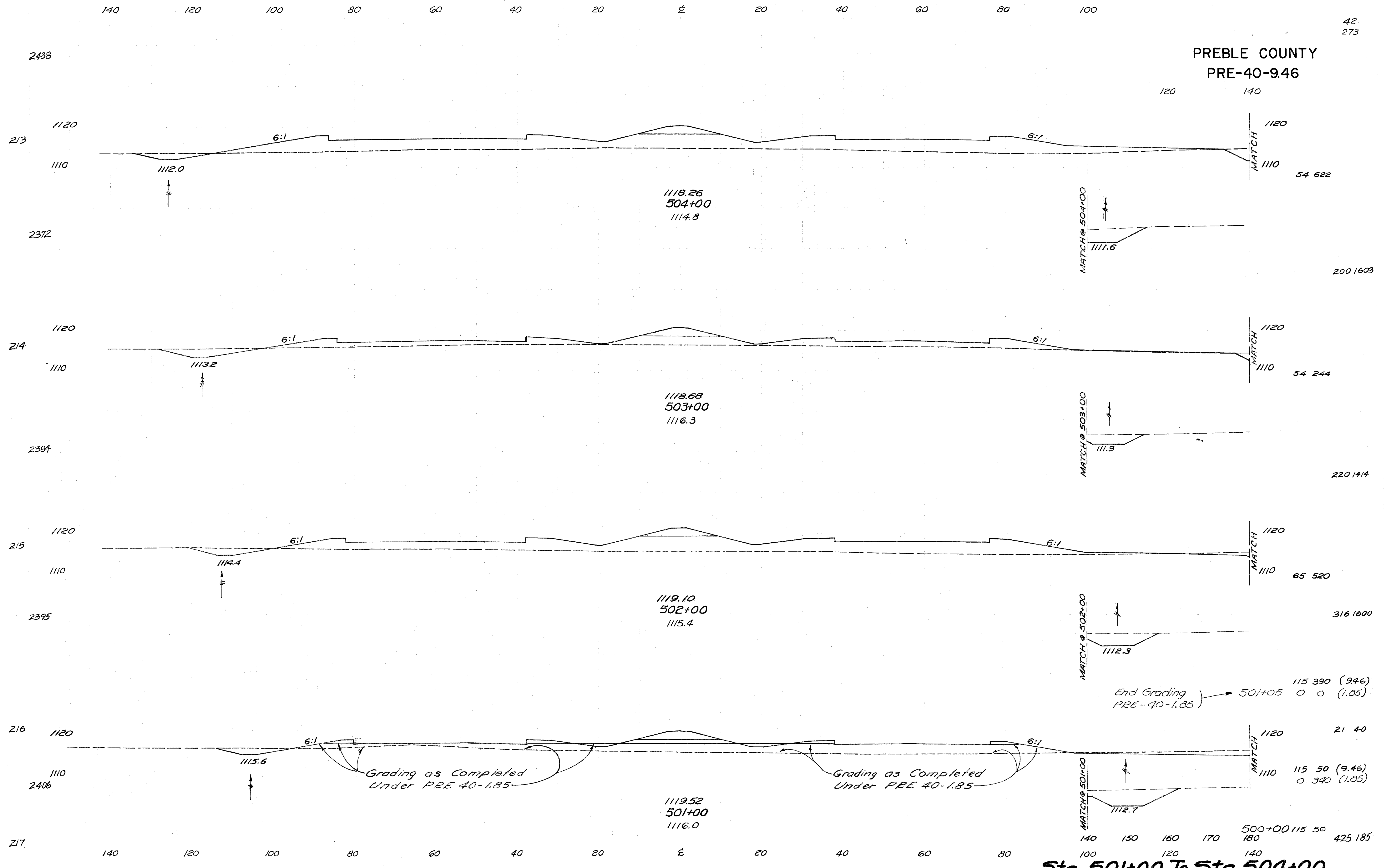
Excavation	37,118	Cu. Yds.
Embankment	0	Cu. Yds.
Embankment +15%	0	Cu. Yds.

I-1 Pipes Lin. Ft.
6" C.I. 1-3
Shallow Deep

1-D	740+00 - 745+00	Lt	500
2-D	740+00 - 745+00	Lt	500
3-D	740+00 - 745+00	Rt	500
4-D	740+00 - 745+00	Rt	500

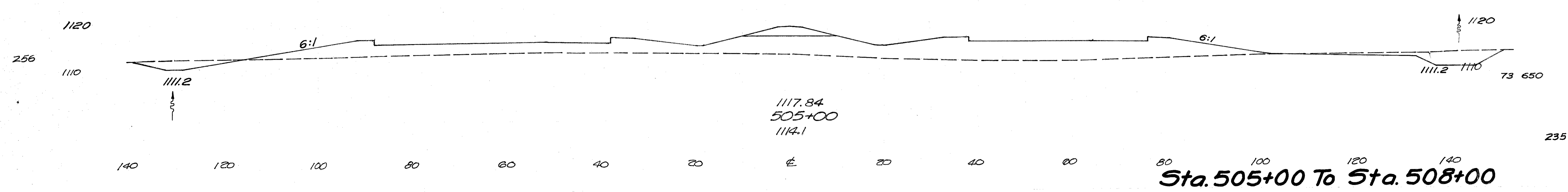
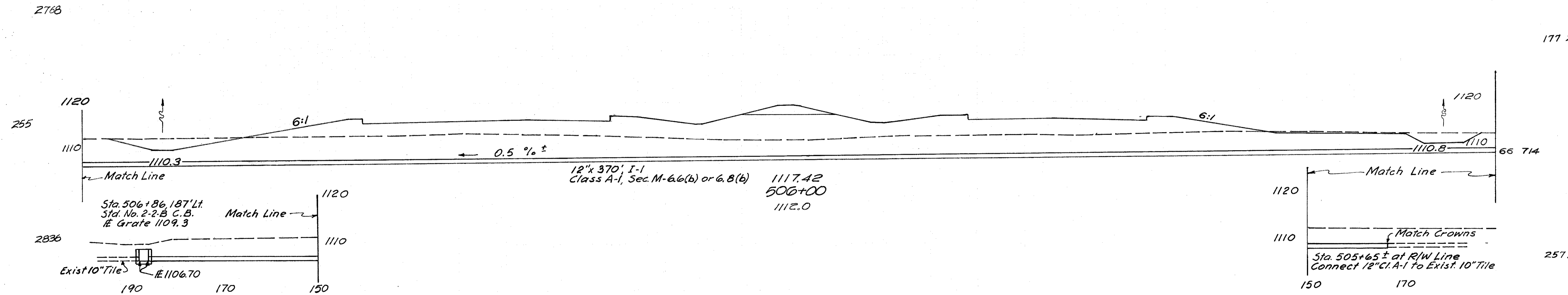
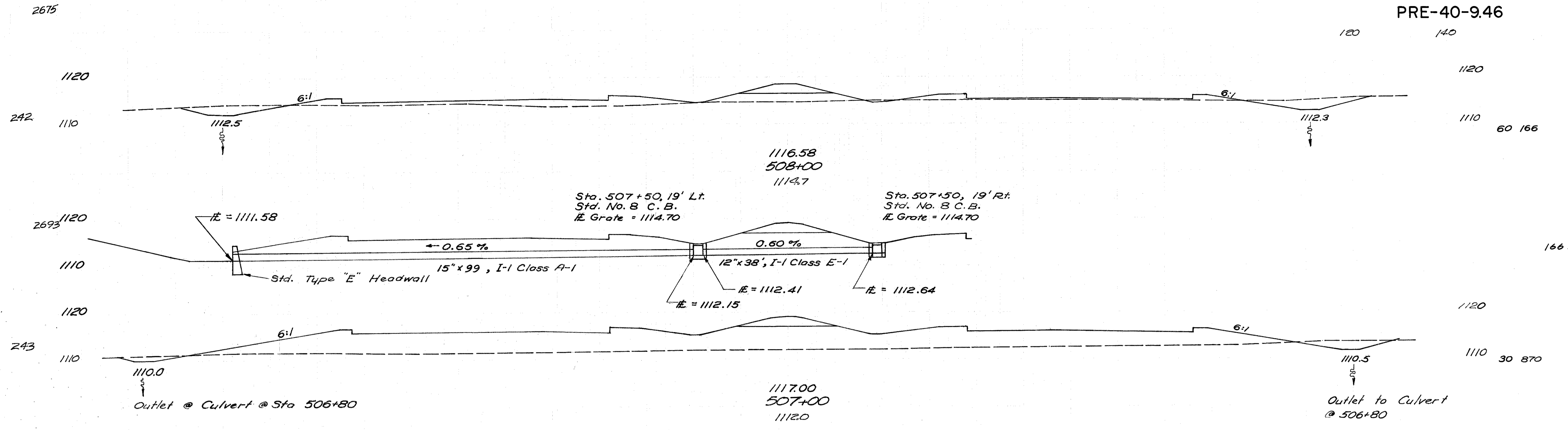
Sta. 740+00 To Sta. 750+00

PREBLE COUNTY
PRE-40-9.46

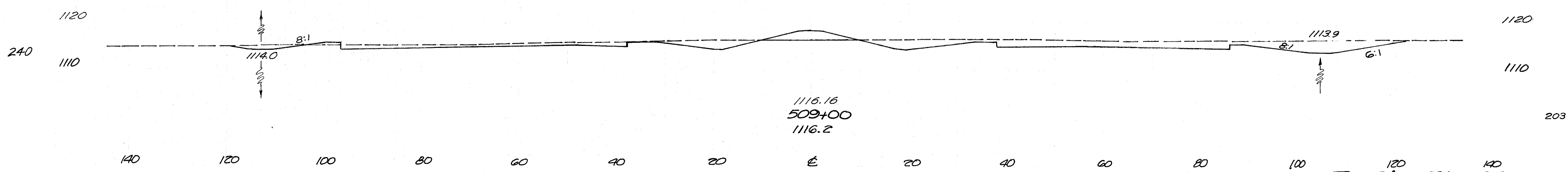
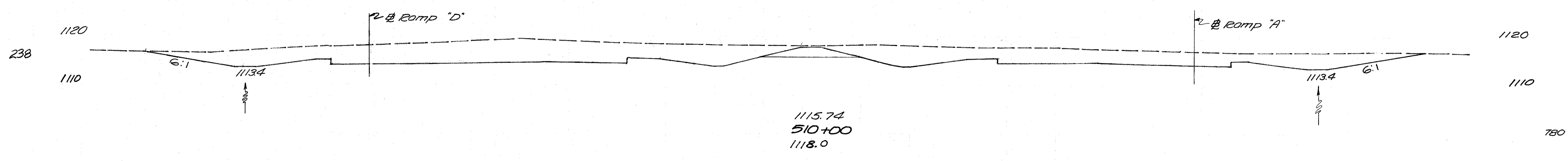
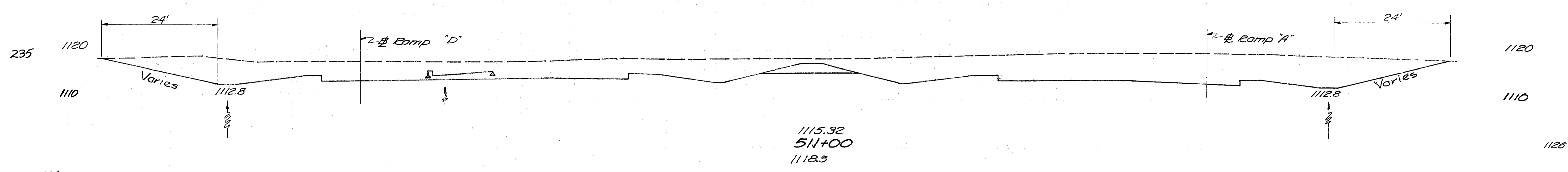
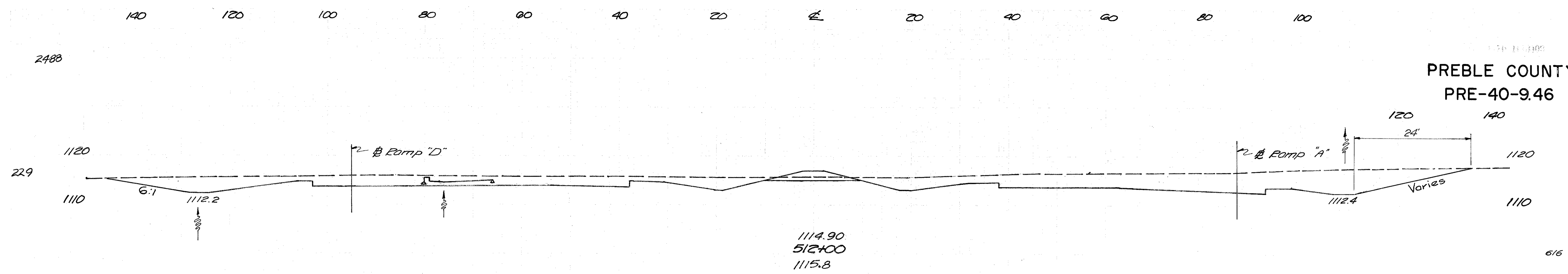


Sta. 501+00 To Sta. 504+00

PREBLE COUNTY
PRE-40-9.46



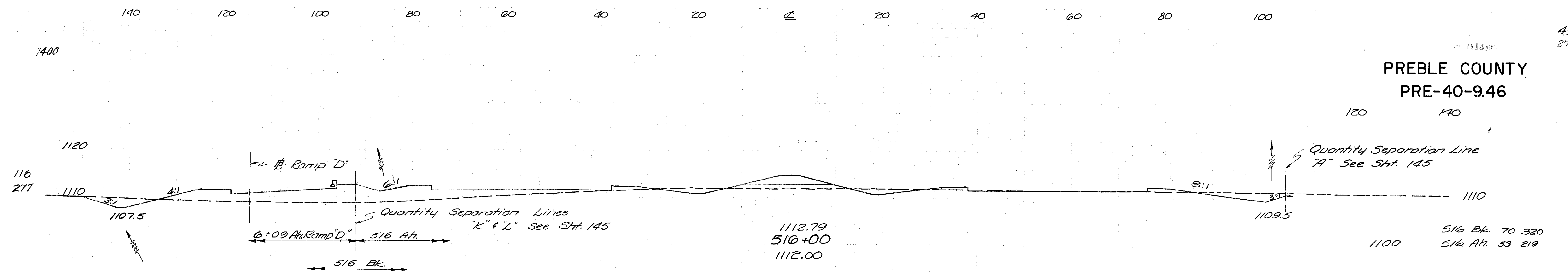
PREBLE COUNTY
PRE-40-9.46



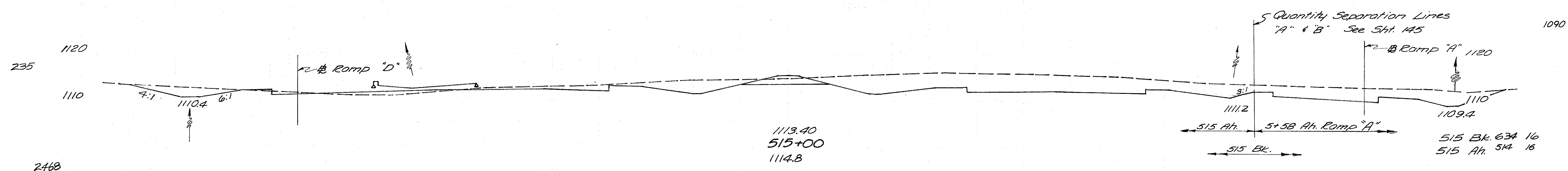
Sta. 509+00 To Sta. 512+00

R.V.B.

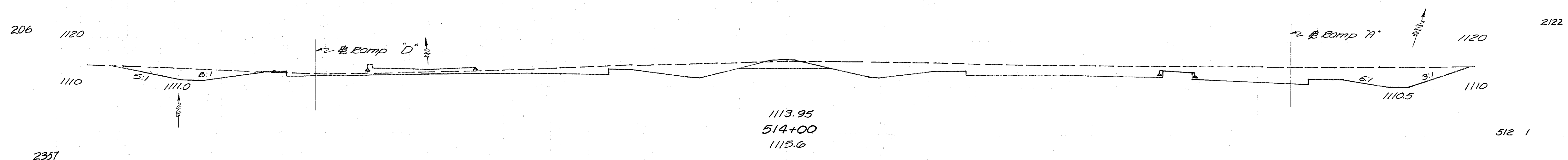
PREBLE COUNTY
PRE-40-9.46



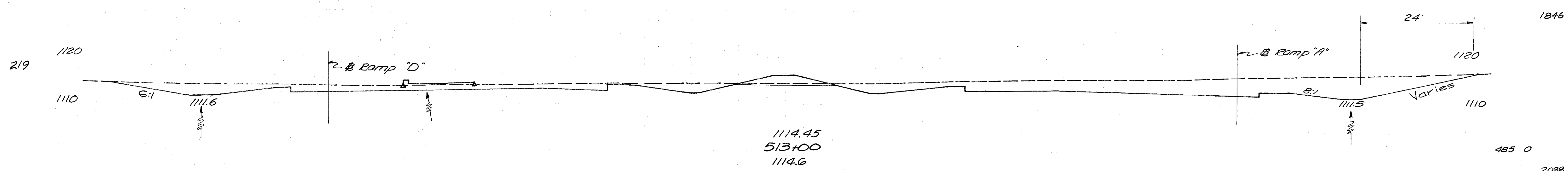
2914



2468



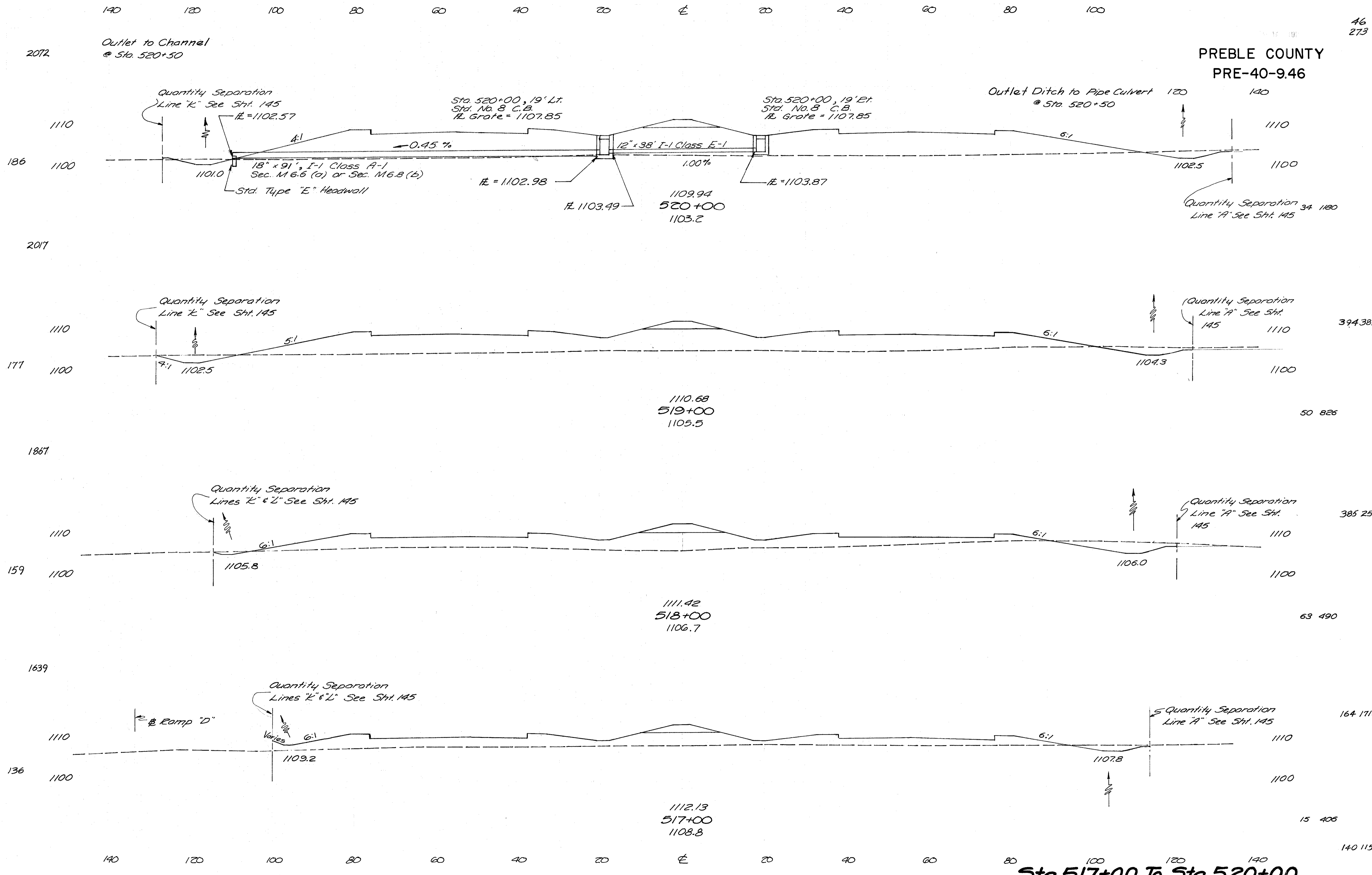
2357



2038 0

Sta. 513+00 To Sta. 516+00

PREBLE COUNTY
PRE-40-9.46



394.3812

50.826

385.2500

63.490

164.1718

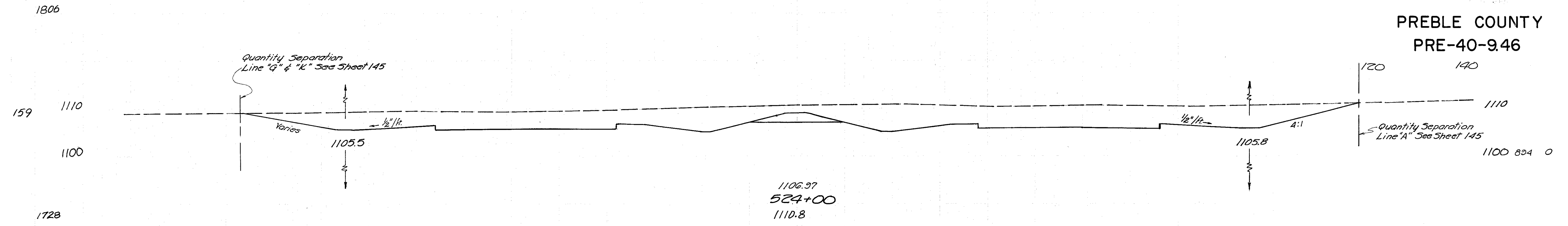
15.406

140.1159

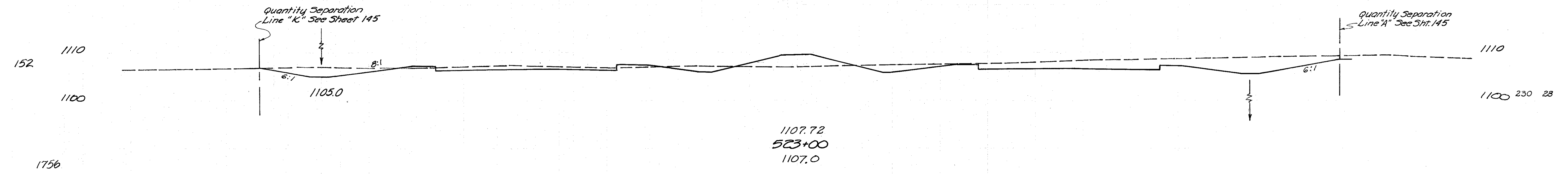
Sta. 517+00 To Sta. 520+00

PREBLE COUNTY
PRE-40-9.46

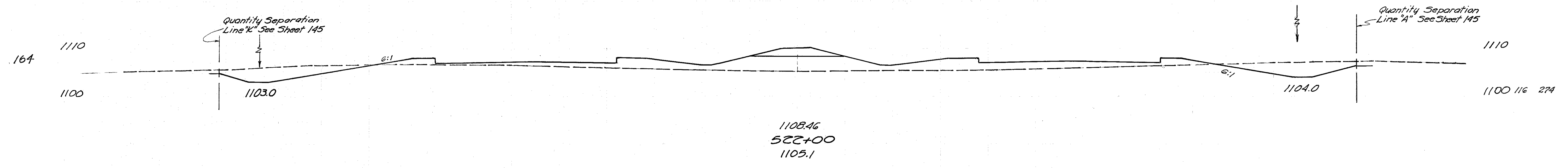
140 120 100 80 60 40 20 E 20 40 60 80 100



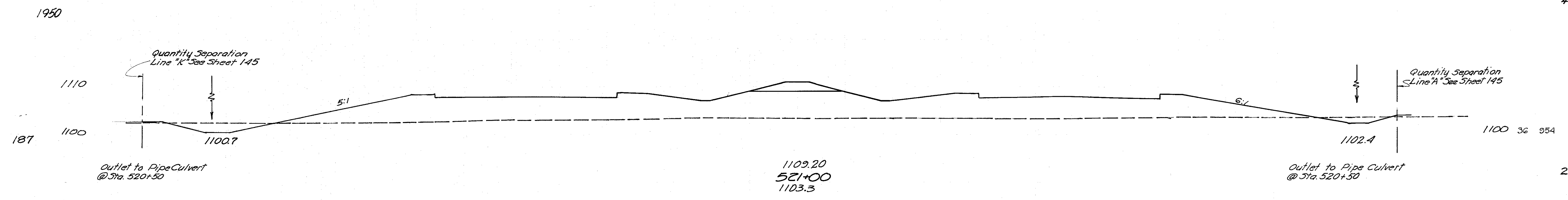
2081 51



1270 2061



427 3485



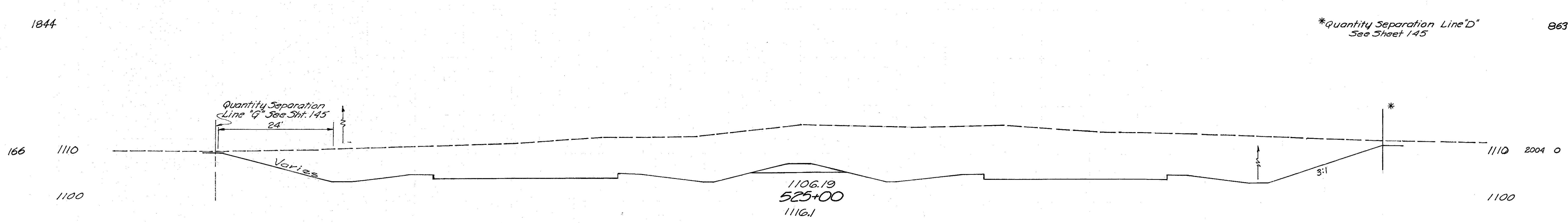
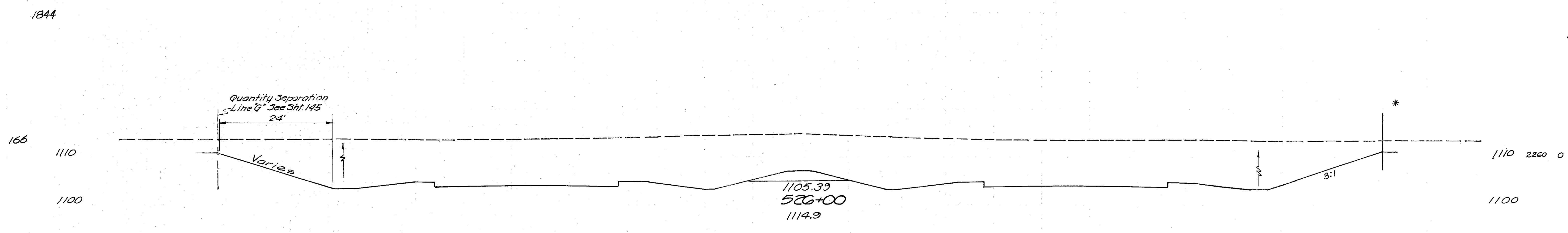
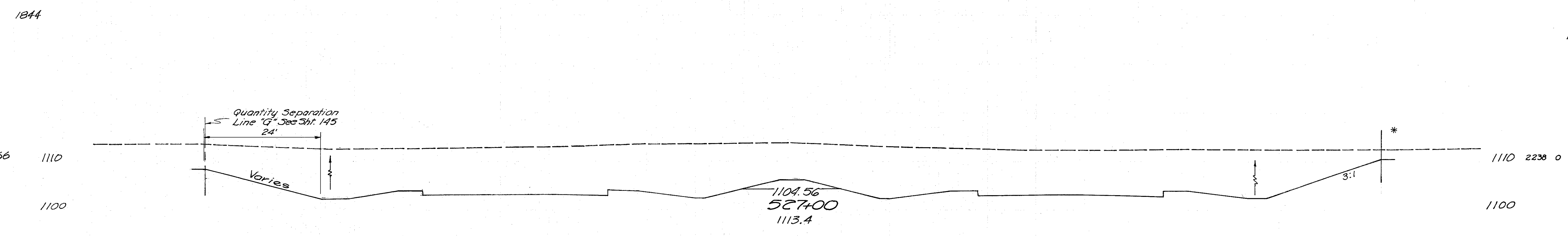
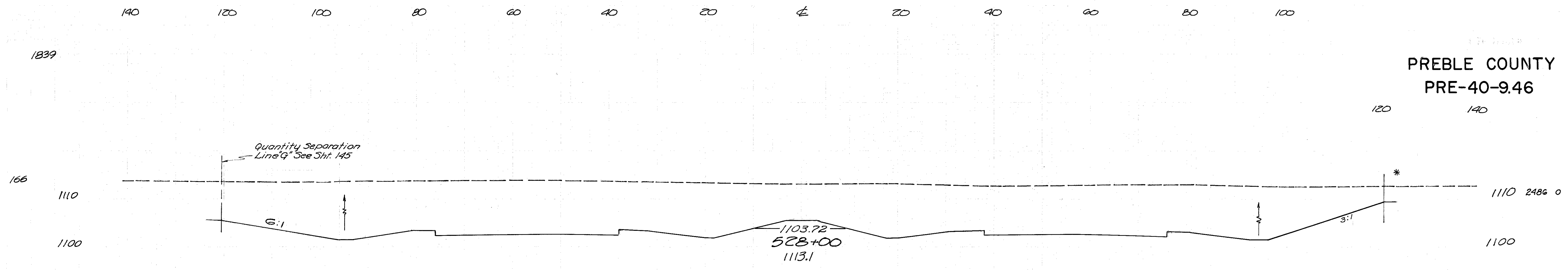
2318 4310

140 120 100 80 60 40 20 E 20 40 60 80 100 120 140

Sta. 521+00 To Sta. 524+00

R.V.B.

PREBLE COUNTY
PRE-40-9.46



*Quantity Separation Line "D"
See Sheet 145

R.V.S.

Sta. 525+00 To Sta. 528+00

12,612 0

10,672 1192

86374153

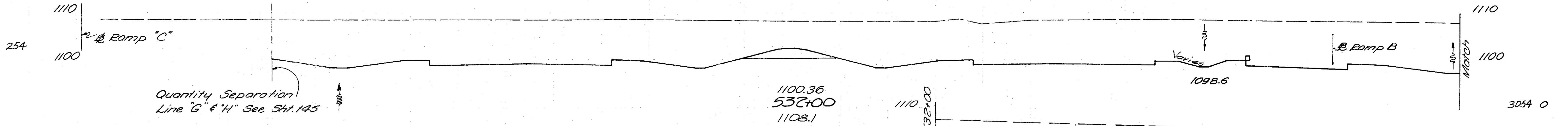
5366 0

PREBLE COUNTY
PRE-40-9.46

120 140

2559

Note:
Outlet ditches to #5 C.B.
@ Sta 532+95 95' Lt
See Sheet 190

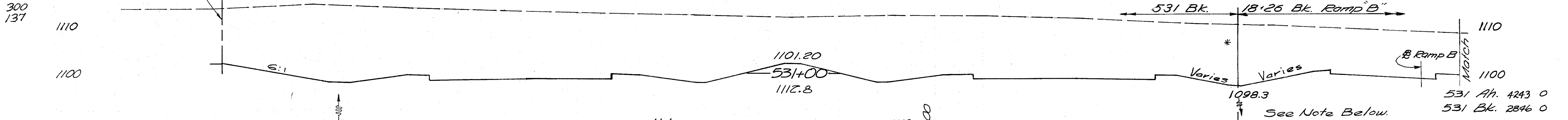


2796

Quantity Separation
Line "G" & "H" See Sht. 145

300
137

Quantity Separation
Line "G" See Sht. 145

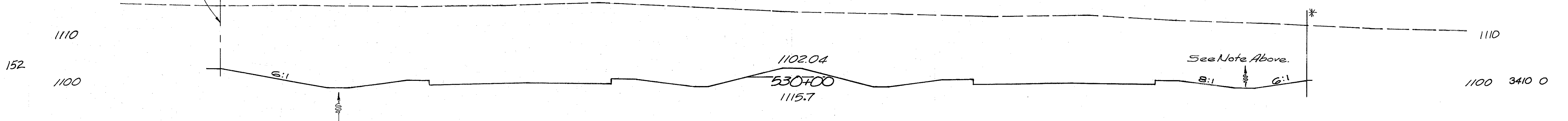


1754

Note:
Outlet ditches to #5 C.B.
@ Sta. 18+00 Ramp B, 425' Lt.
See Sheet 114

152

Quantity Separation
Line "G" See Sht. 145

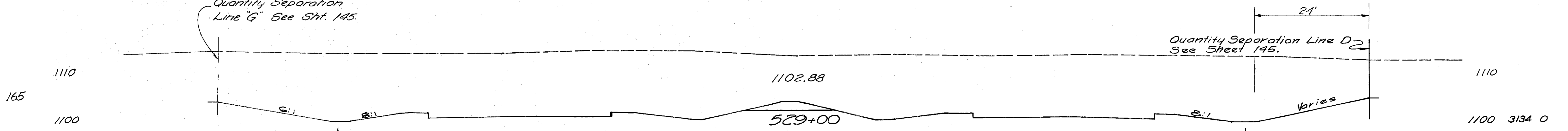


1793

* Quantity Separation Line "D" & "F"
See Sheet 145

165

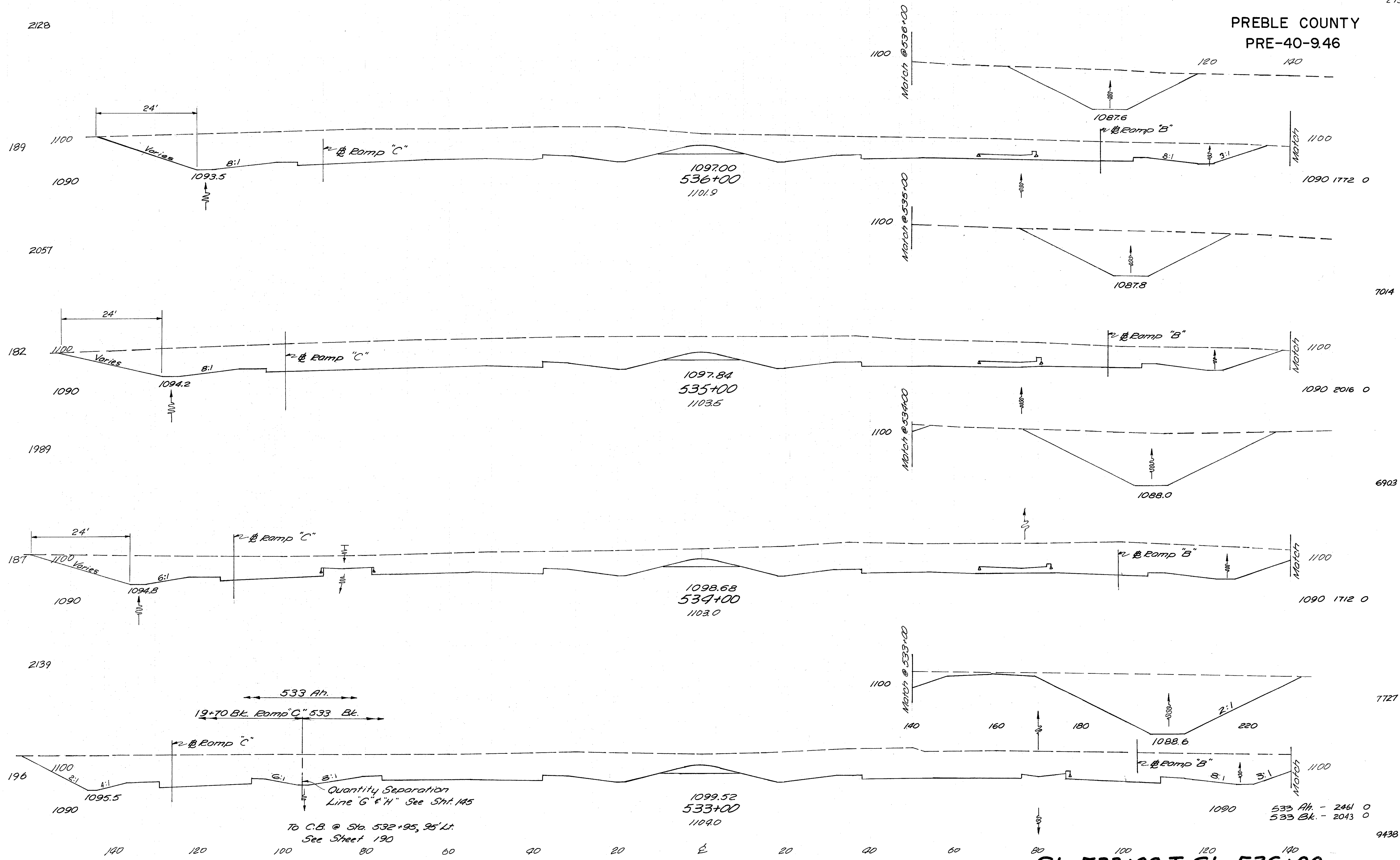
Quantity Separation
Line "G" See Sht. 145



Sta. 529+00 To Sta. 532+00

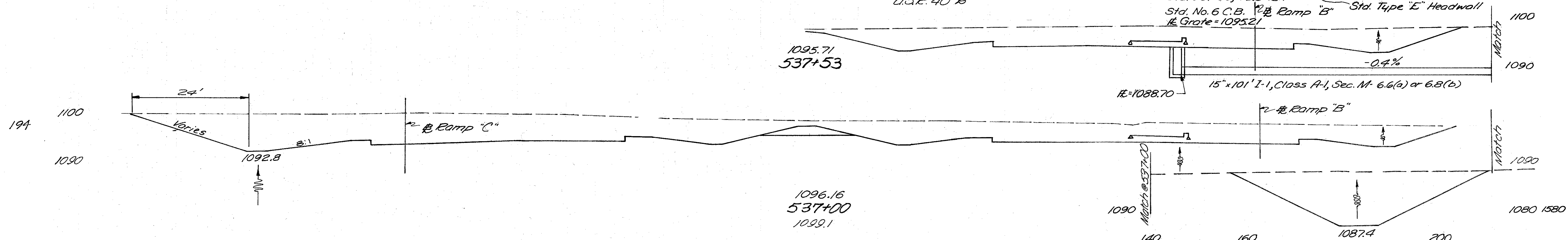
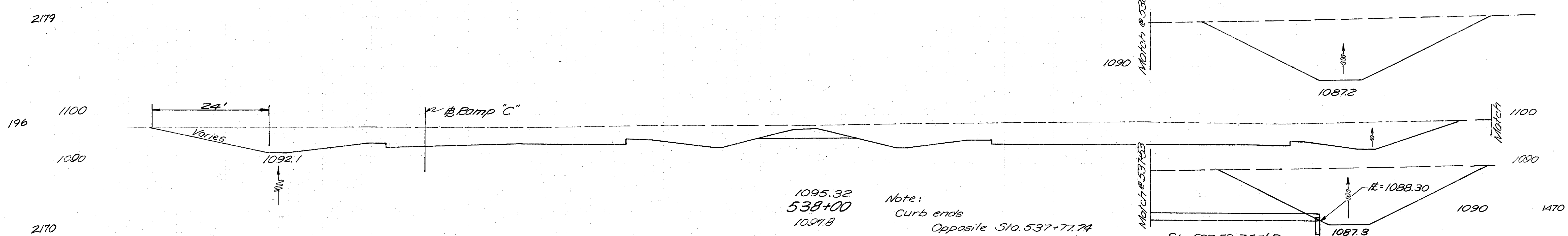
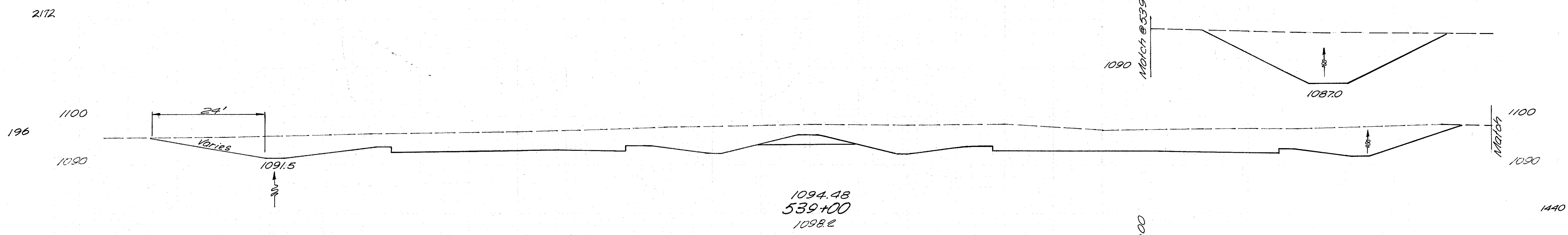
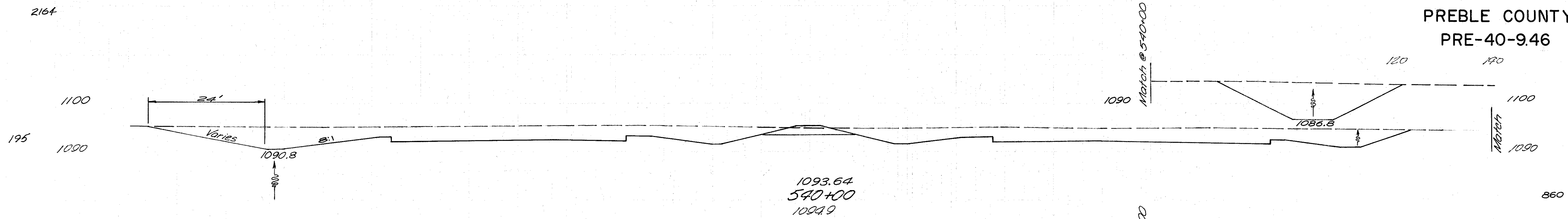
R.V.B.

PREBLE COUNTY
PRE-40-9.46



PREBLE COUNTY
PRE-40-9.46

140 120 100 80 60 40 20 0 20 40 60 80 100



Note:
Curb ends
Opposite Sta. 537+77.74
U.S.R. 40 B

Sta. 537+53, 7.55' Ex.
Std. No. 6 C.B.
Ramp "B"
R. Grate = 1095.21
Std. Type "E" Headwall

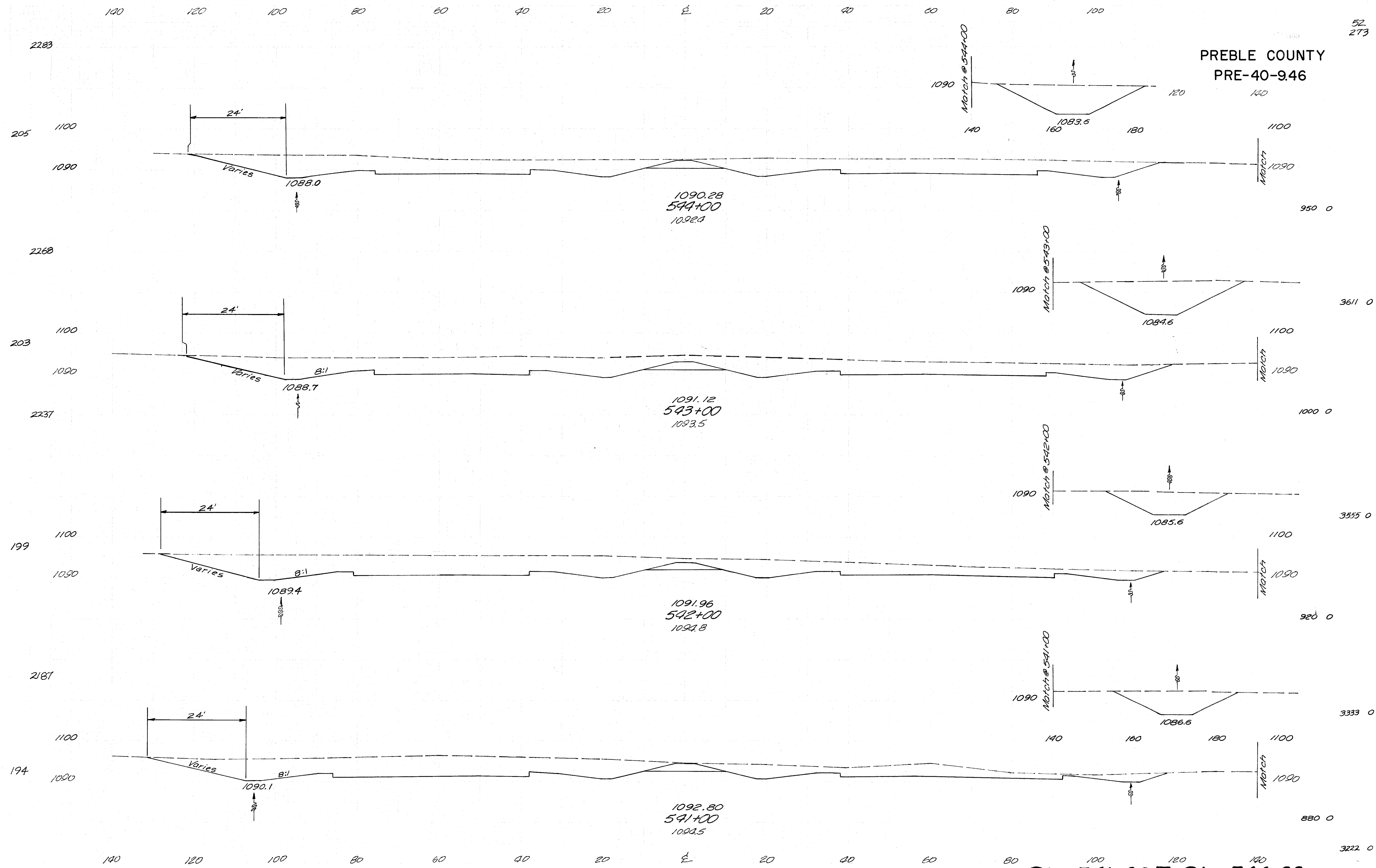
15" x 101' I-1, Class A-1, Sec. Mt. 6.6(a) or 6.8(b)

E.V.B.

140 120 100 80 60 40 20 0 20 40 60 80 100

Sta. 537+00 To Sta. 540+00

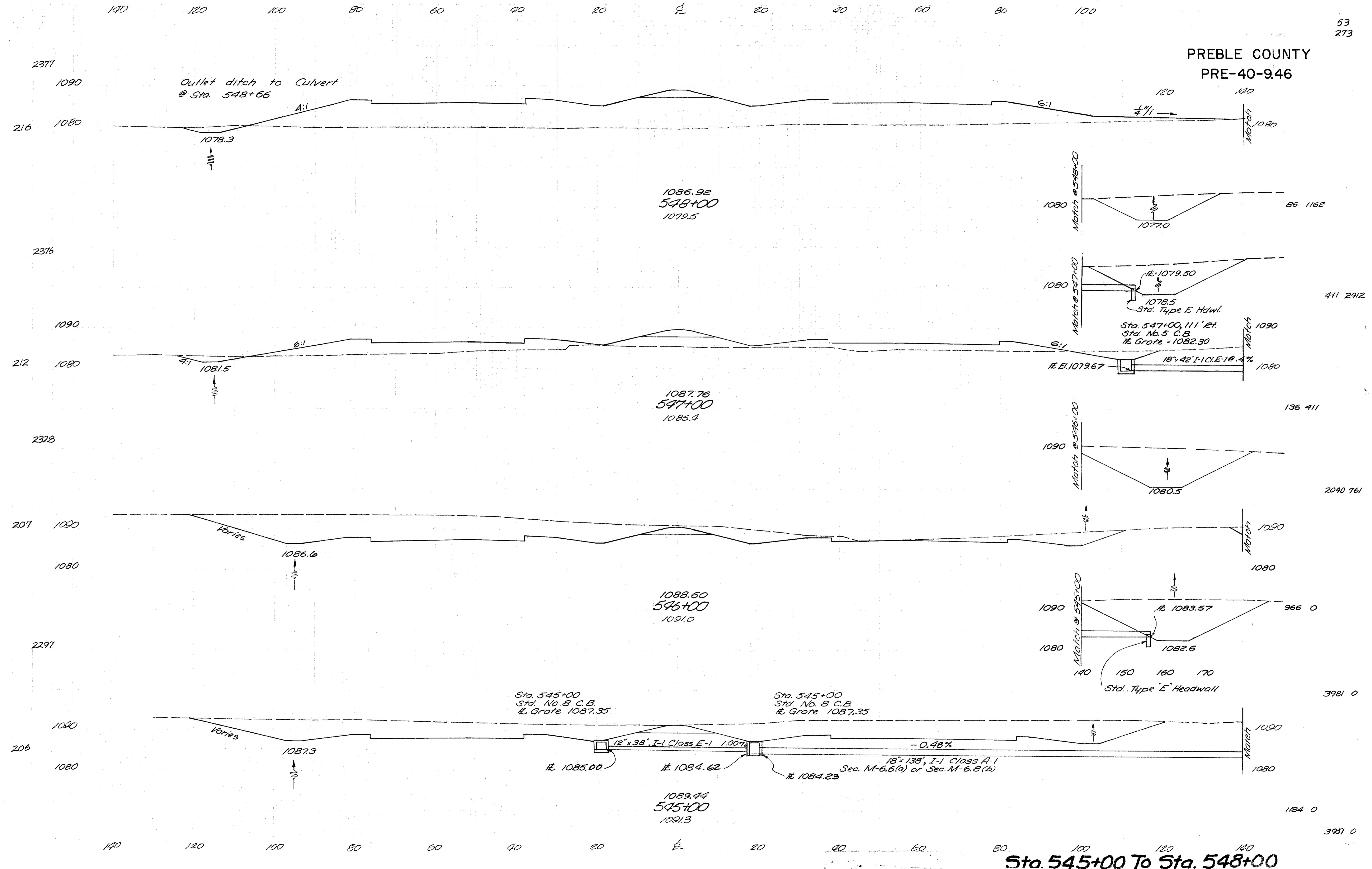
PREBLE COUNTY
PRE-40-9.46



Sta. 541+00 To Sta. 544+00

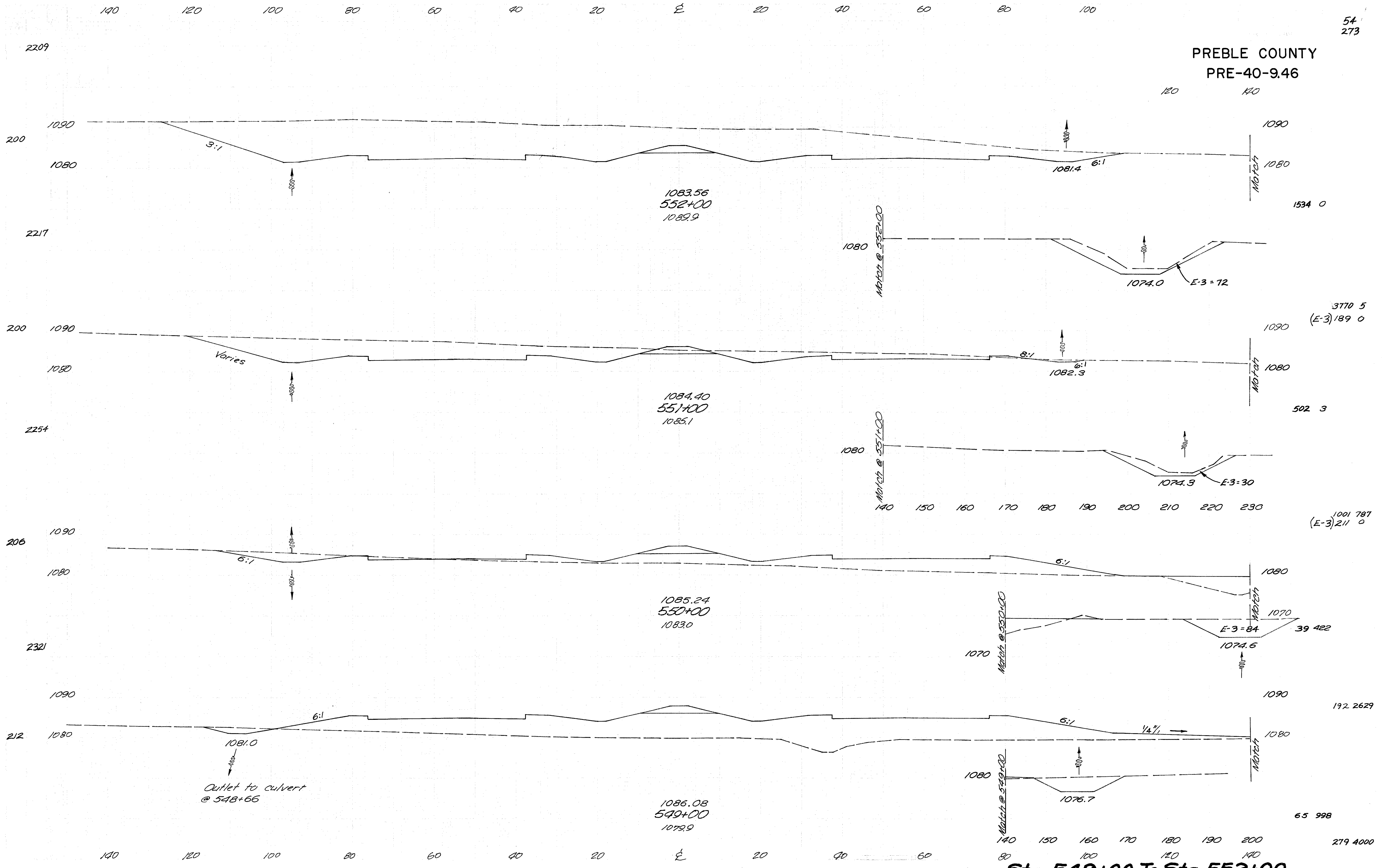
R.V.B.

PREBLE COUNTY
PRE-40-946



Sta. 545+00 To Sta. 548+00

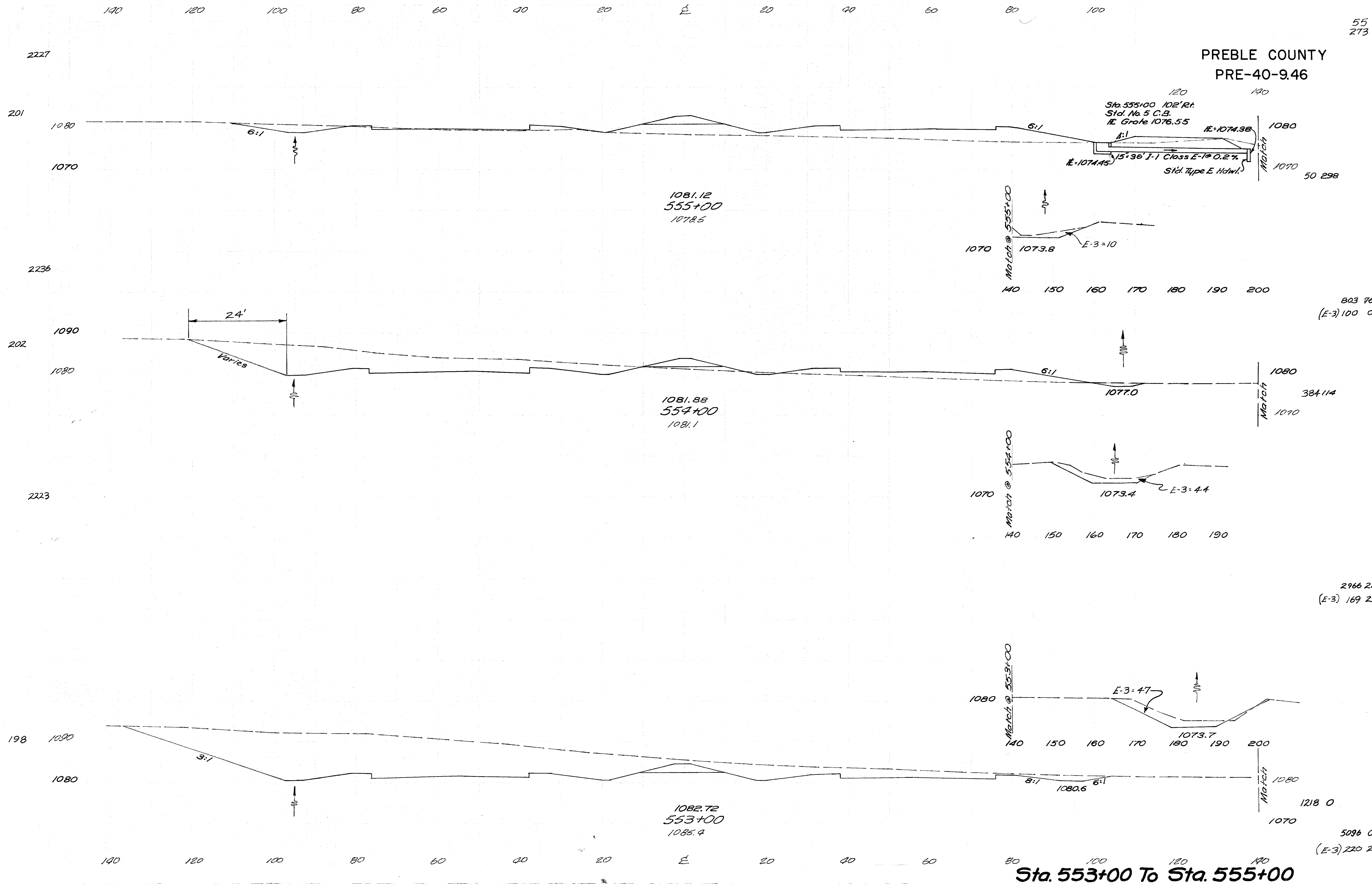
PREBLE COUNTY
PRE-40-9.46



Sta. 549+00 To Sta. 552+00

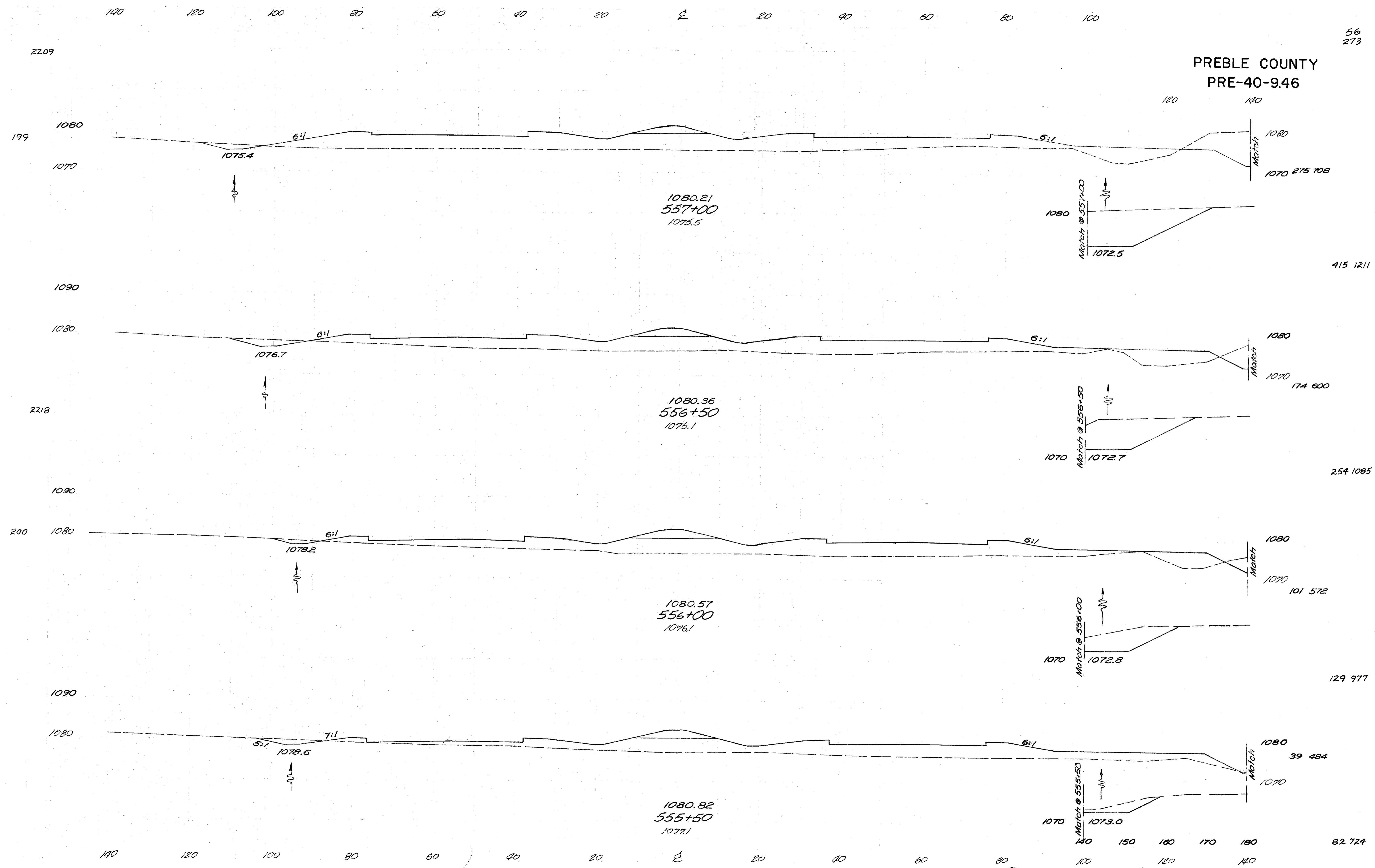
P.V.B.

PREBLE COUNTY
PRE-40-9.46



R.V.B.

PREBLE COUNTY
PRE-40-946



Sta. 555+50 To Sta. 557+00

415 1211

174 600

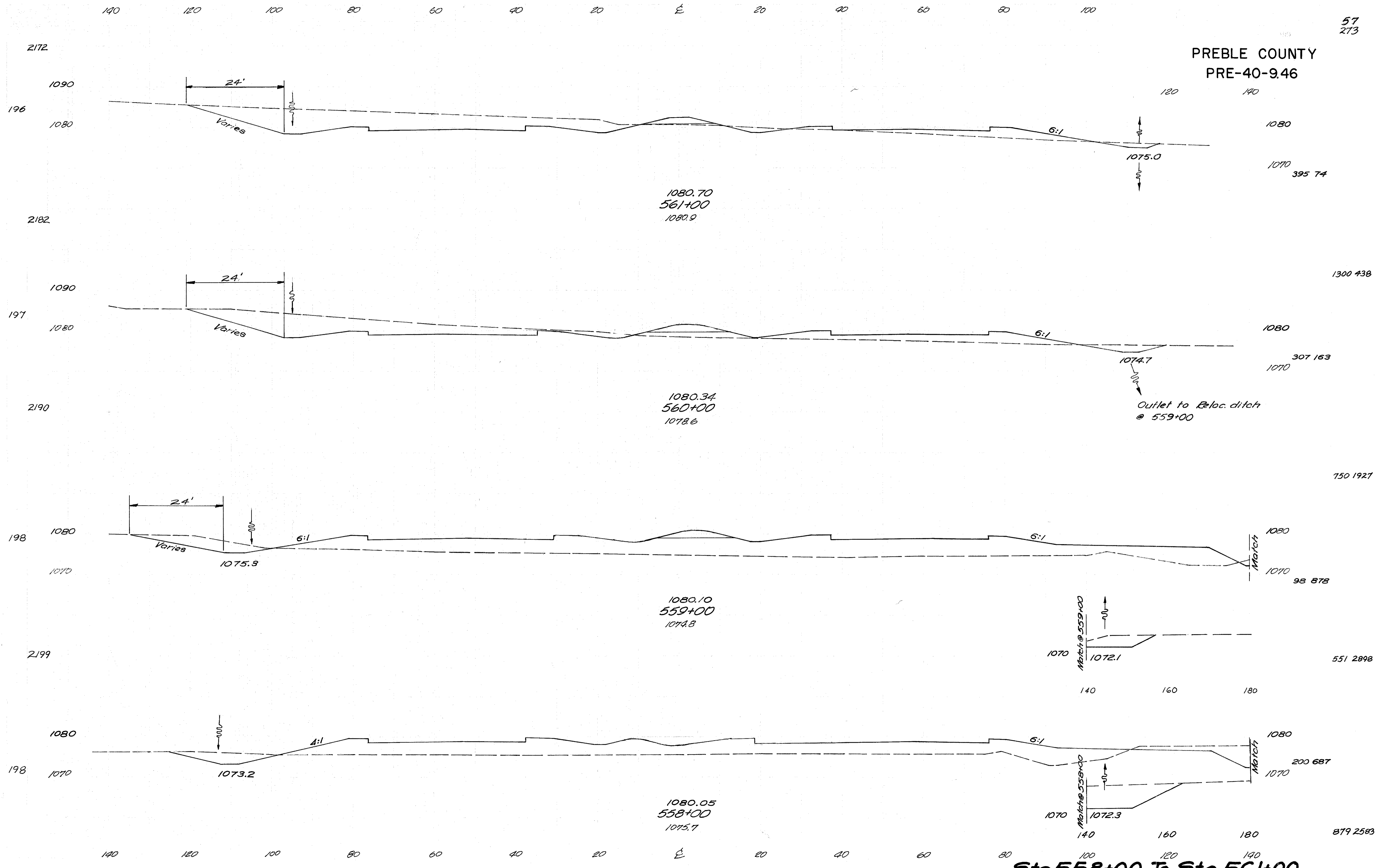
254 1085

101 572

129 977

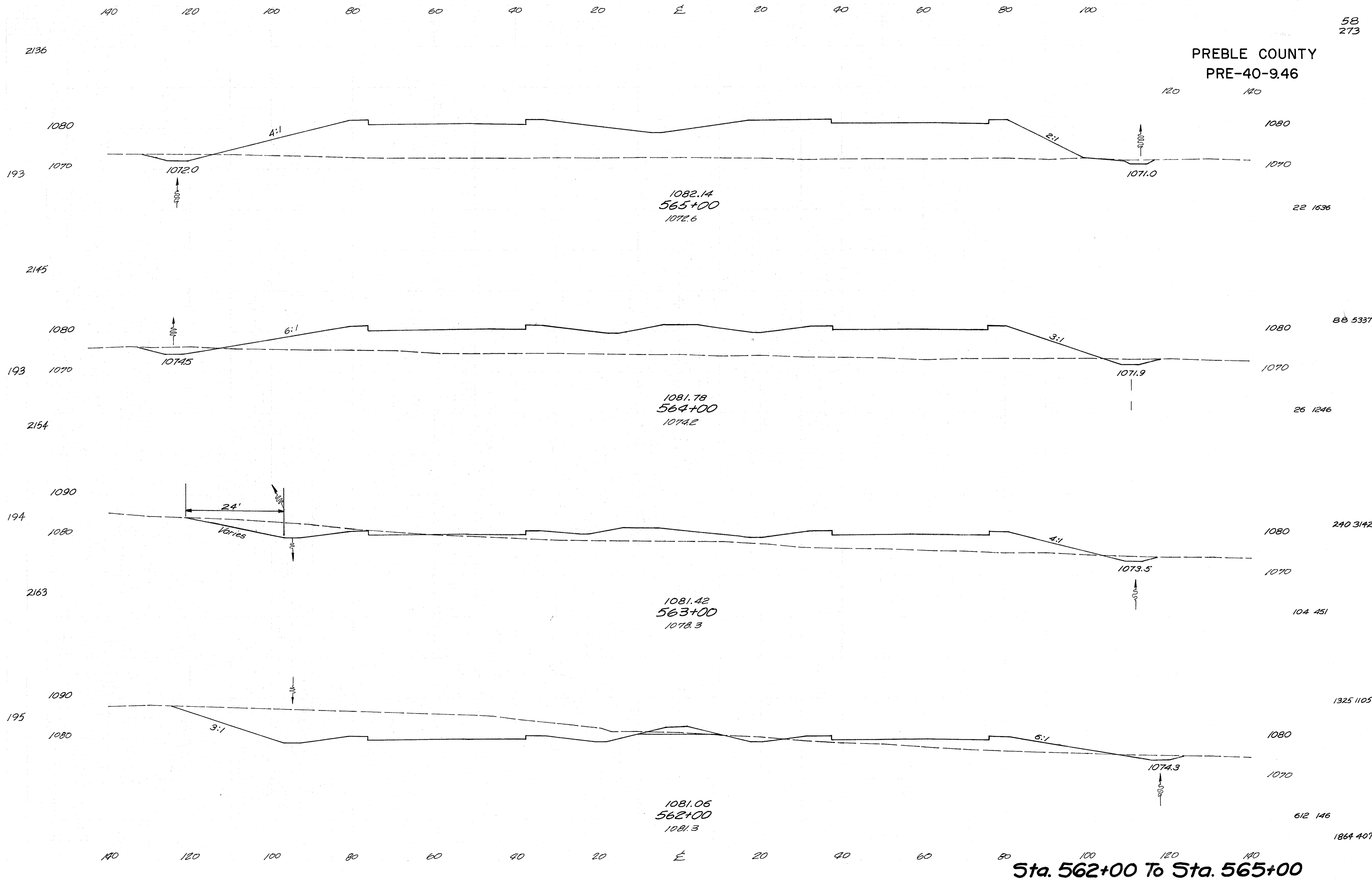
82 724

PREBLE COUNTY
PRE-40-9.46



Sta. 558+00 To Sta. 561+00

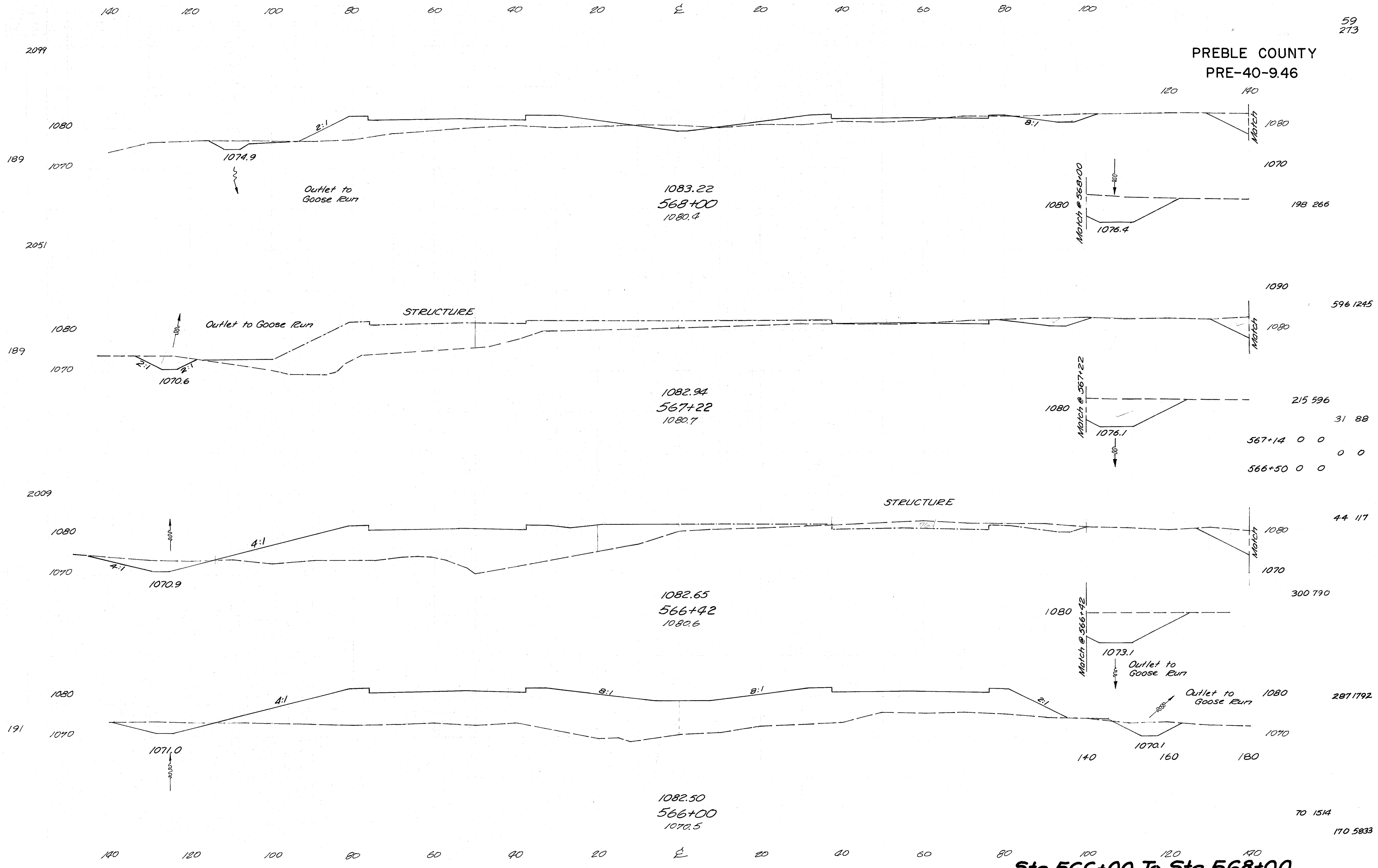
PREBLE COUNTY
PRE-40-9.46



Sta. 562+00 To Sta. 565+00

R.V.B.

PREBLE COUNTY
PRE-40-9.46



Sta. 566+00 To Sta. 568+00

TO 1514

170 5833

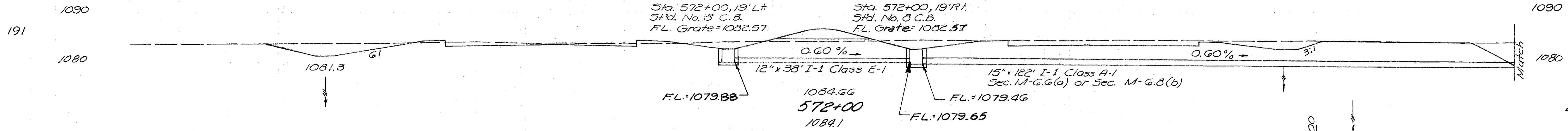
R.V.S.

140 120 100 80 60 40 20 0 20 40 60 80 100

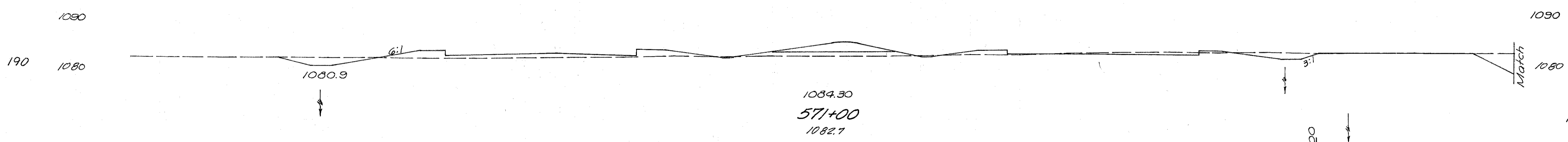
60
273

PREBLE COUNTY
PRE-40-9.46

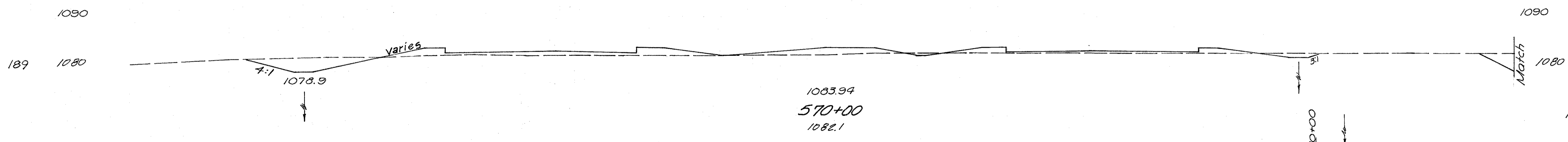
2126



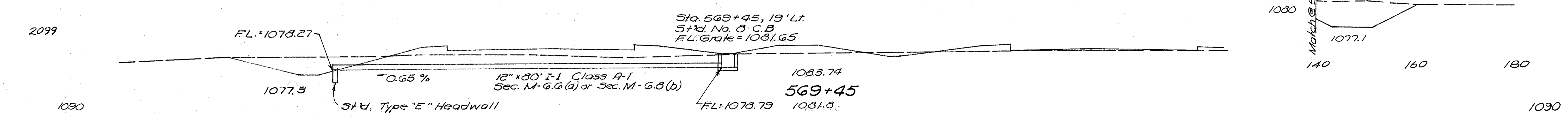
2117



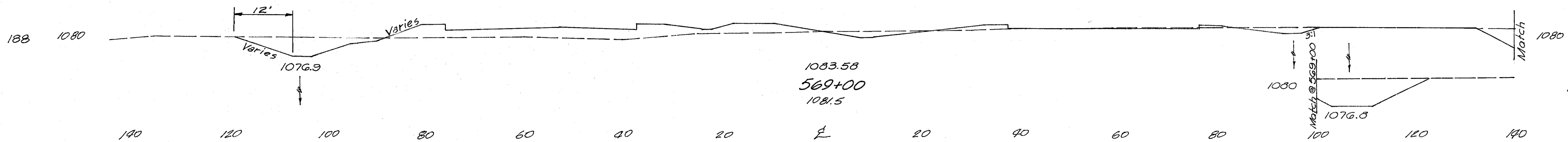
2108



2099

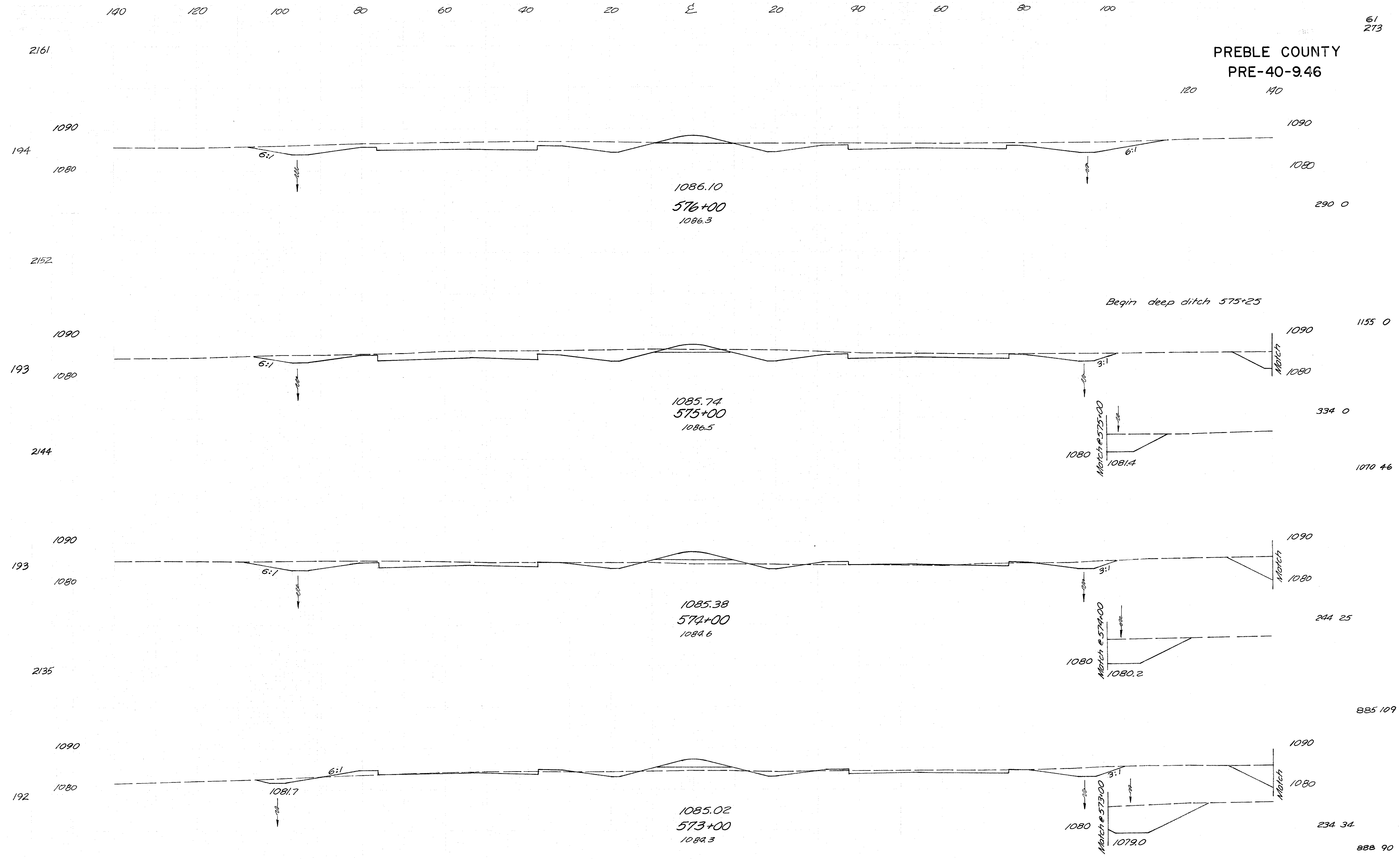


188



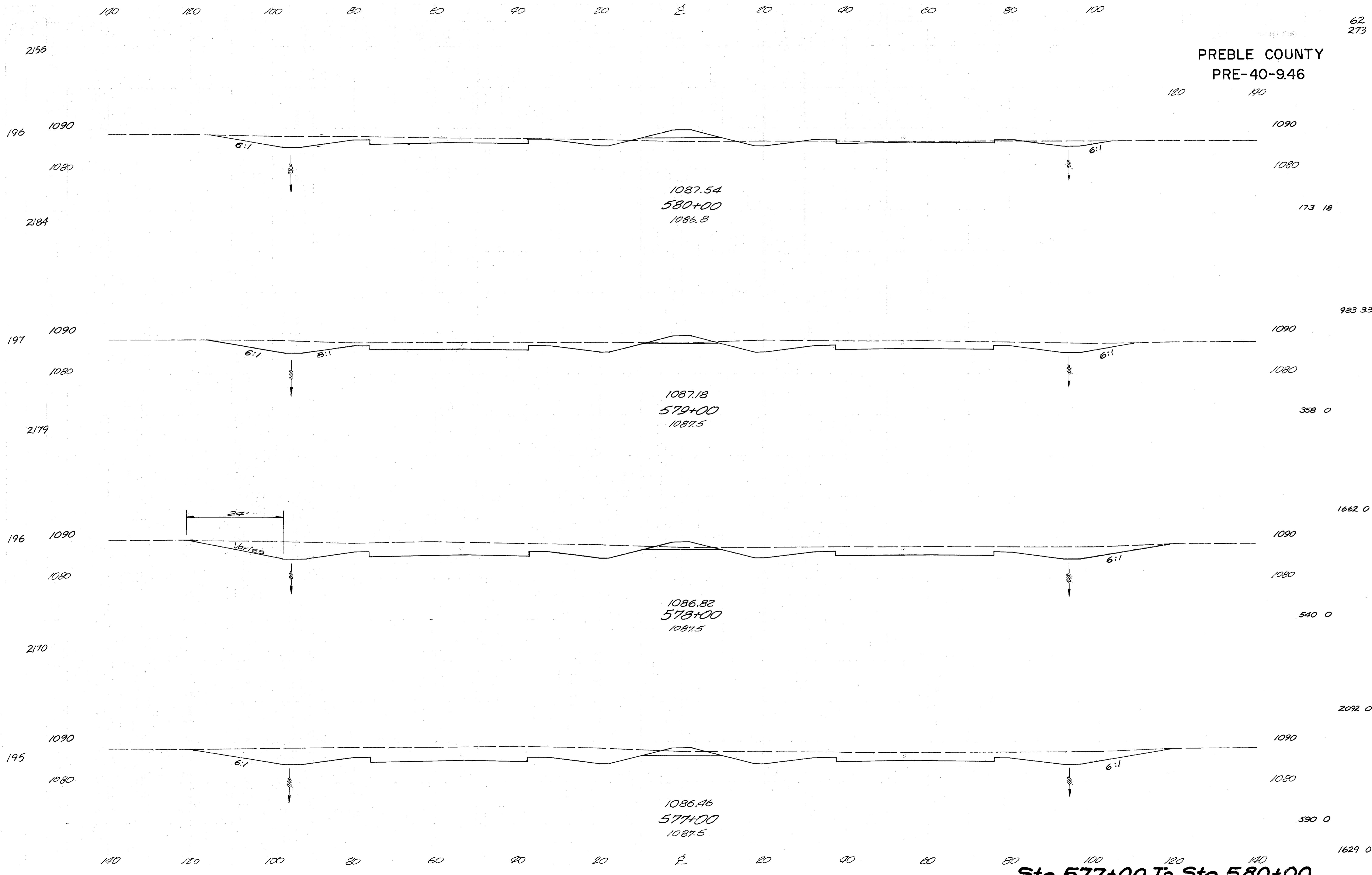
Sta. 569+00 To Sta. 572+00

PREBLE COUNTY
PRE-40-9.46



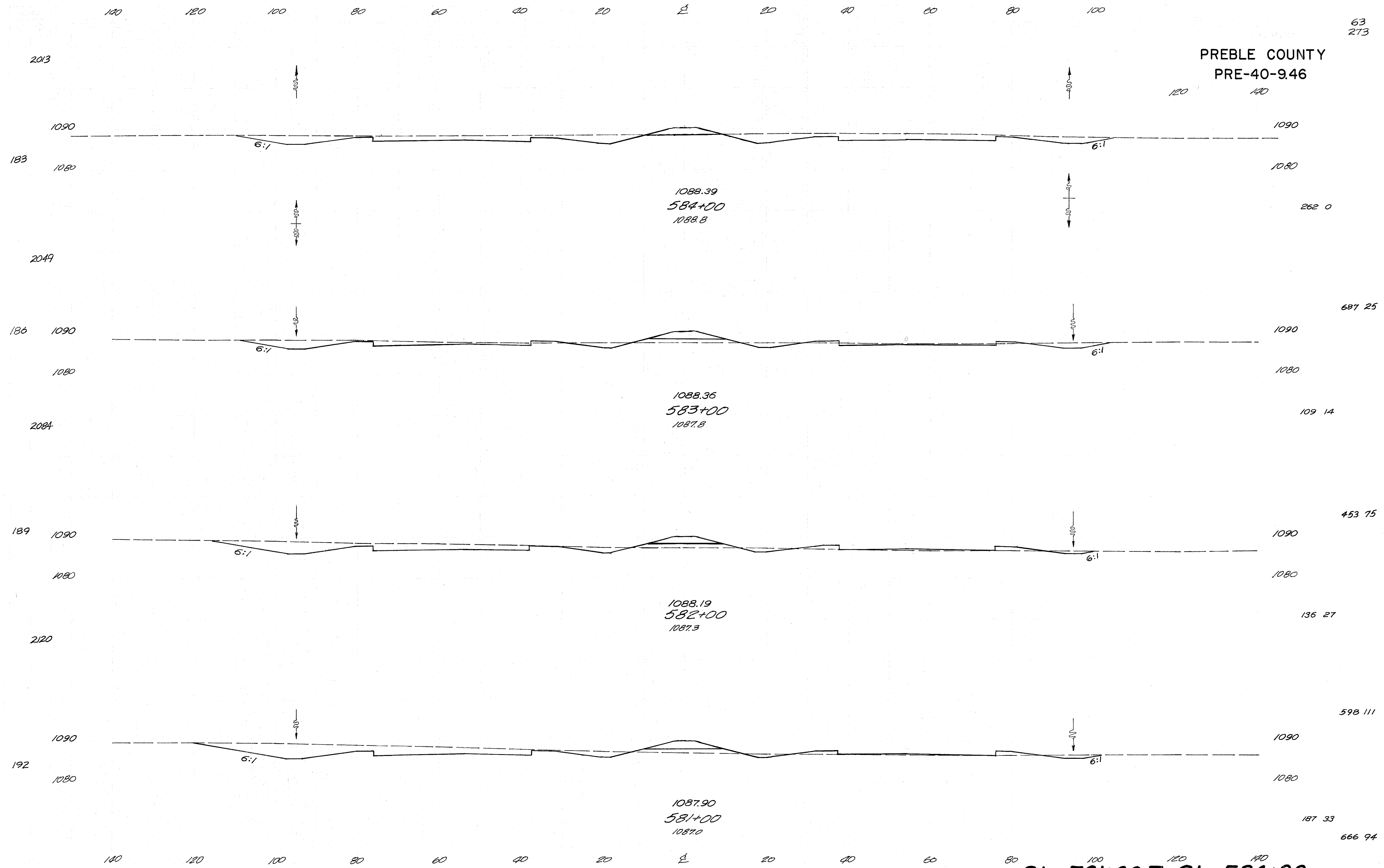
Sta. 573+00 To Sta. 576+00

PREBLE COUNTY
PRE-40-946

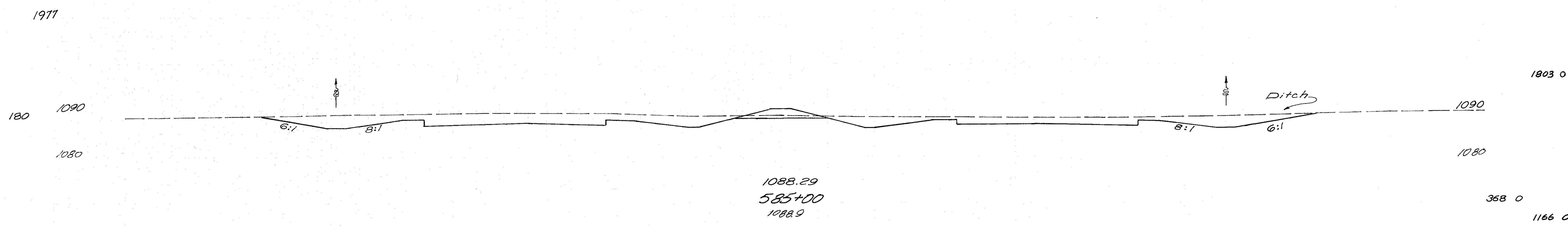
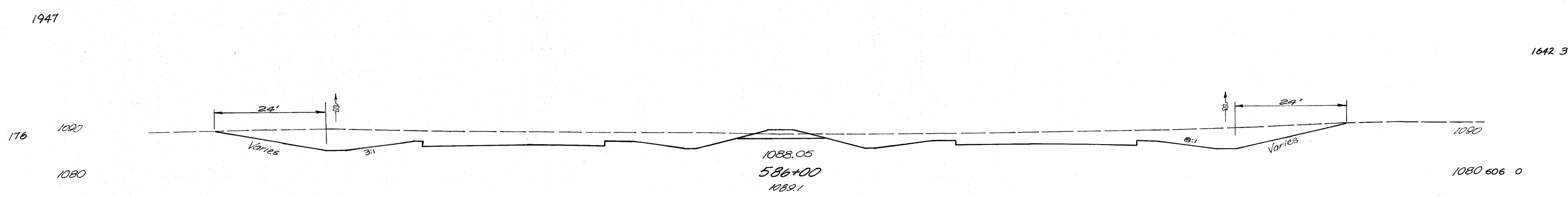
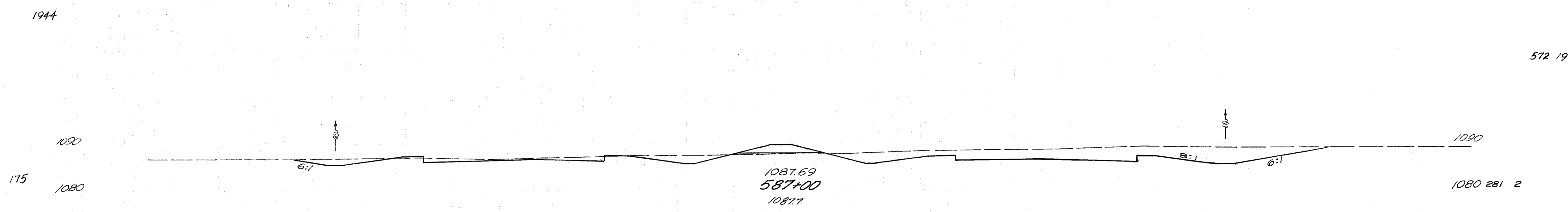
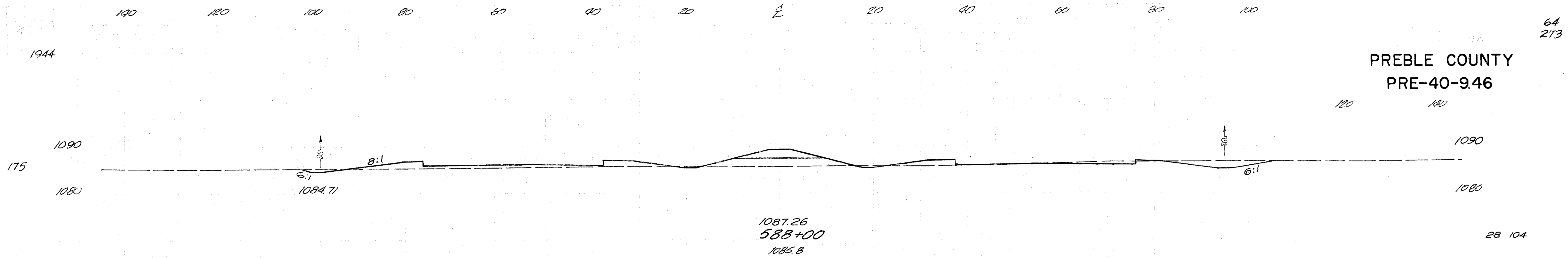


Sta. 577+00 To Sta. 580+00

PREBLE COUNTY
PRE-40-9.46



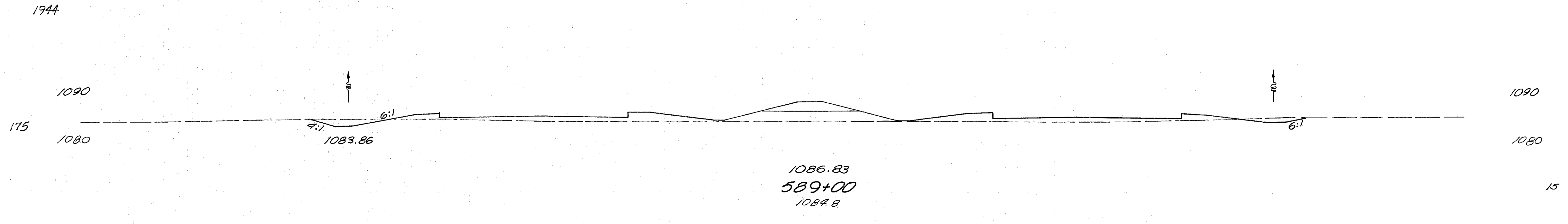
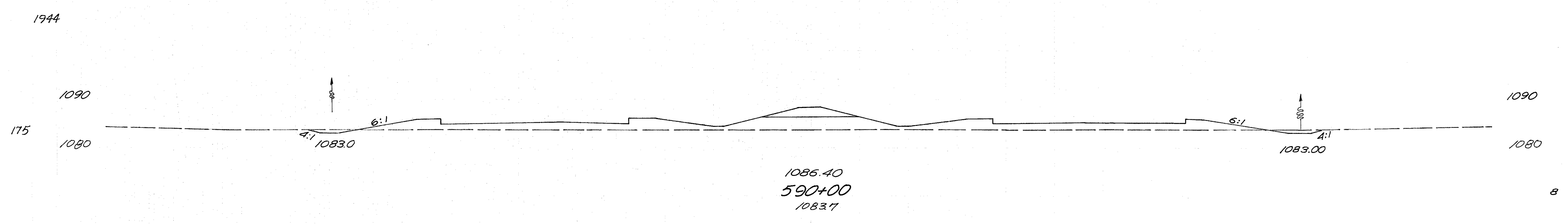
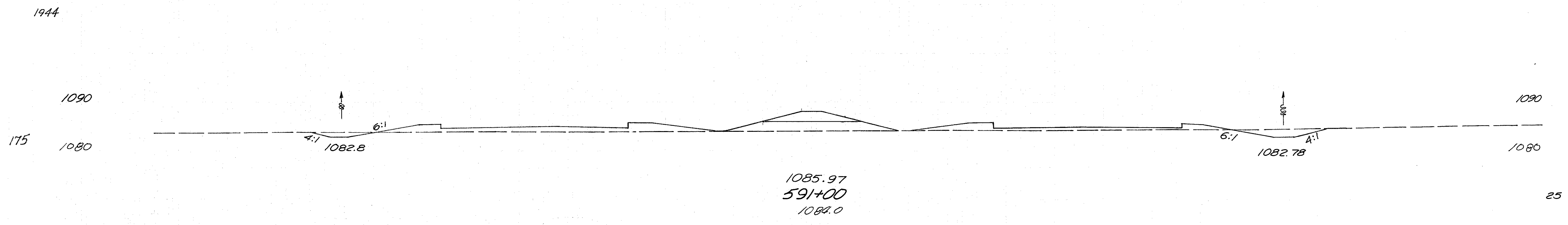
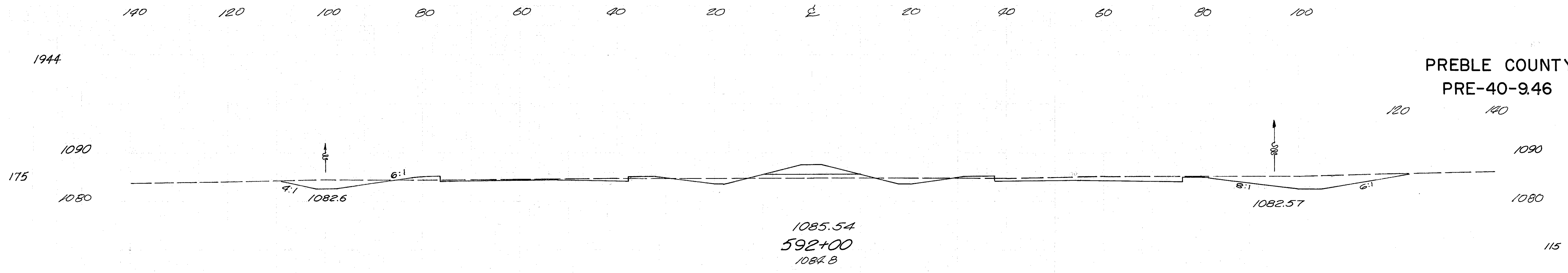
PREBLE COUNTY
PRE-40-9.46



Sta. 585+00 To Sta. 588+00

12.5.8

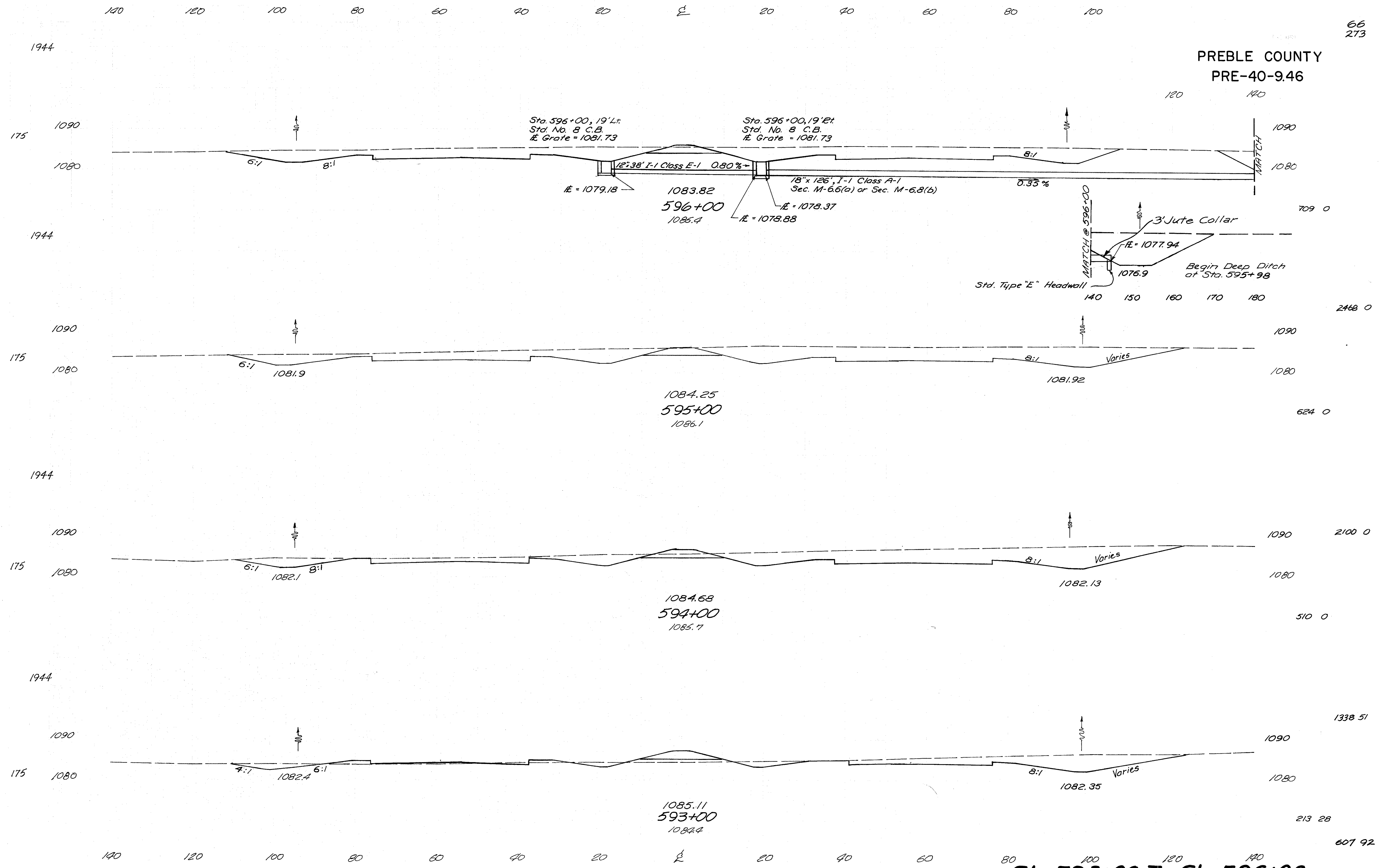
PREBLE COUNTY
PRE-40-9.46



Sta. 589+00 To Sta. 592+00

R.V.S.

PREBLE COUNTY
PRE-40-9.46

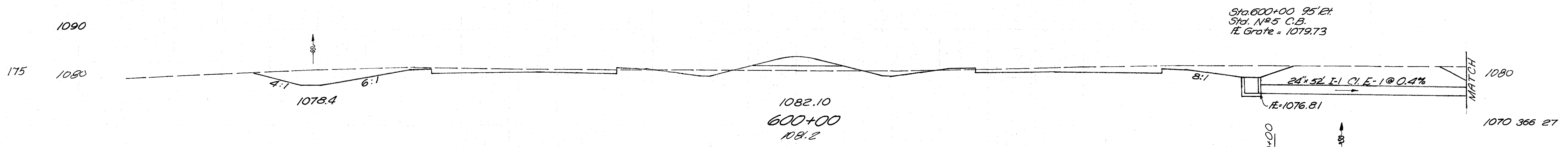


Sta. 593+00 To Sta. 596+00

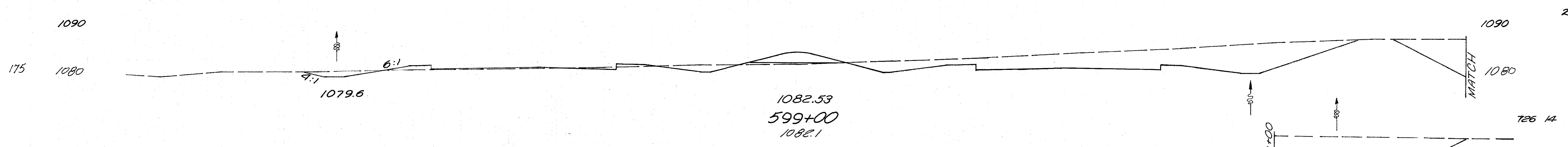
PREBLE COUNTY
PRE-40-9.46

140 120 100 80 60 40 20 E 20 40 60 80 100

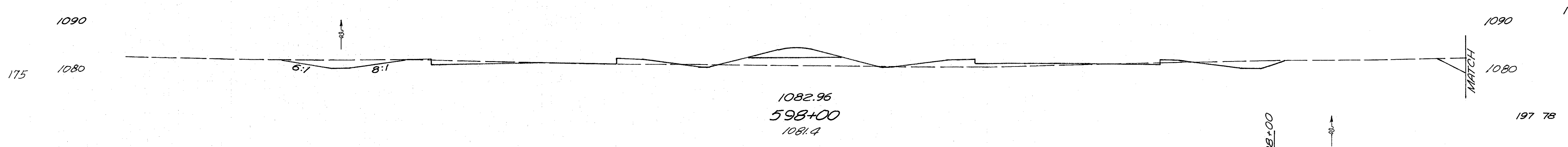
1944



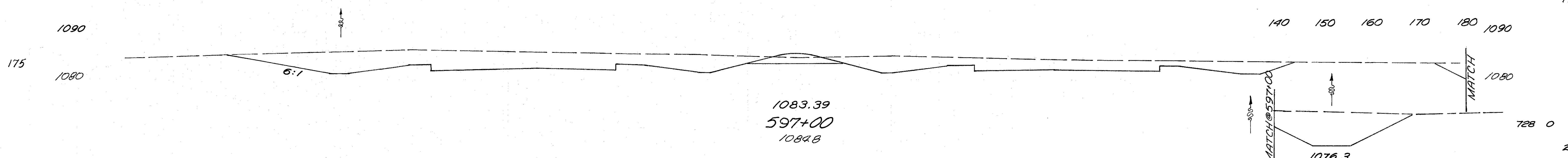
1944



1944



1944



140 120 100 80 60 40 20 E 20 40 60 80 100

Sta. 597+00 To Sta. 600+00

2022 75

726 14

1709 170

197 78

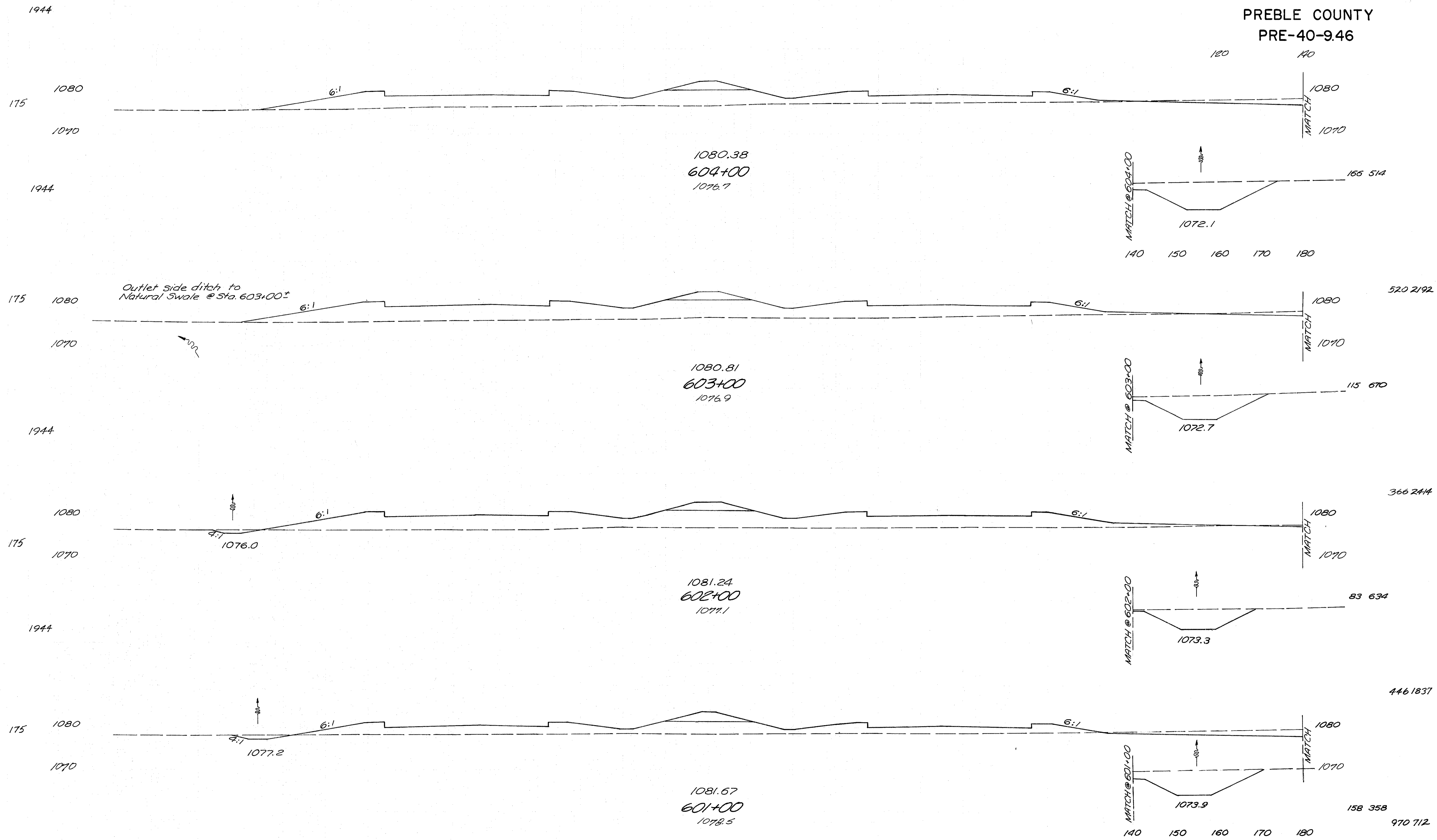
1712 144

728 0

2661 0

PREBLE COUNTY
PRE-40-9.46

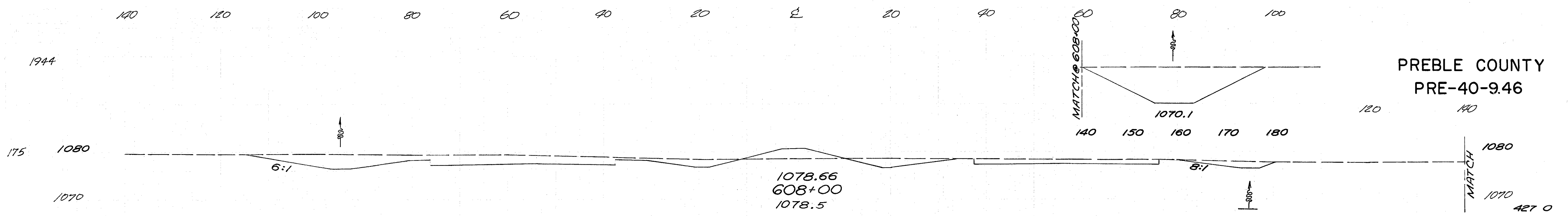
140 120 100 80 60 40 20 0 20 40 60 80 100



Sta. 601+00 To Sta. 604+00

R.V.B.

PREBLE COUNTY
PRE-40-946



Sta. 607+50, 19' Lt.
Std. No. 8 C.B.
E. Grate = 1076.79

Sta. 607+50, 19' Rt.
Std. No. 8 C.B.
E. Grate = 1076.79

1078.66
608+00
1078.5

0.65%

12' x 38' I-1 Class E-1
E = 1072.60

607+50
1078.1

15' x 134' I-1 Class A-1
Sec. M-6.6(a) or Sec. M-6.8(b)
E = 1072.11

E = 1072.37

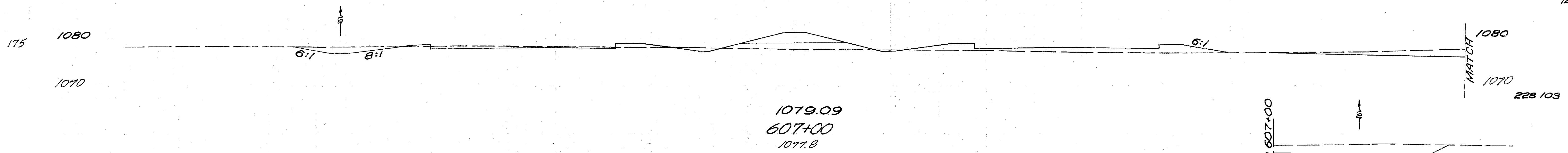
0.80%

3' Jute Collar

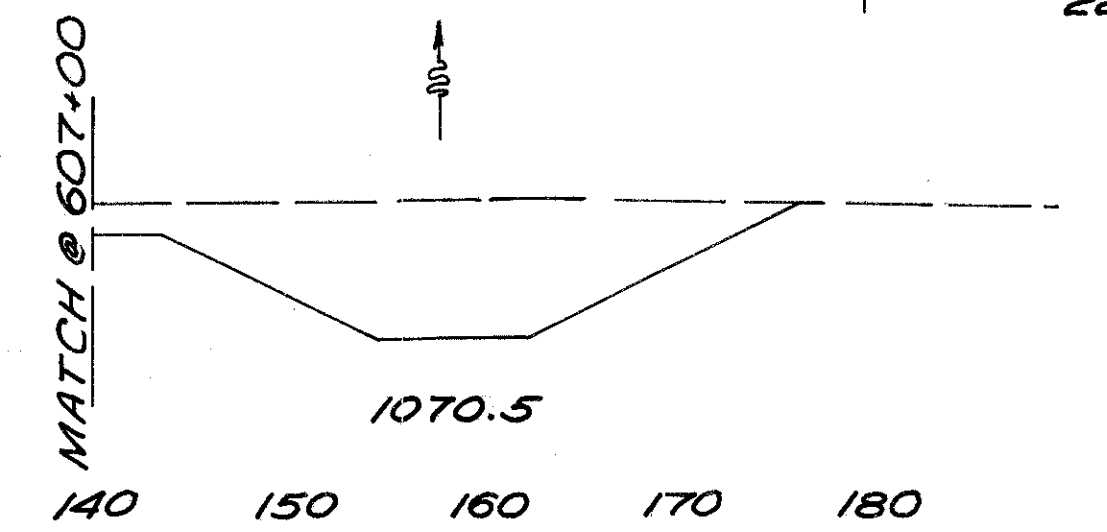
Std. Type "E" Headwall

E = 1071.04

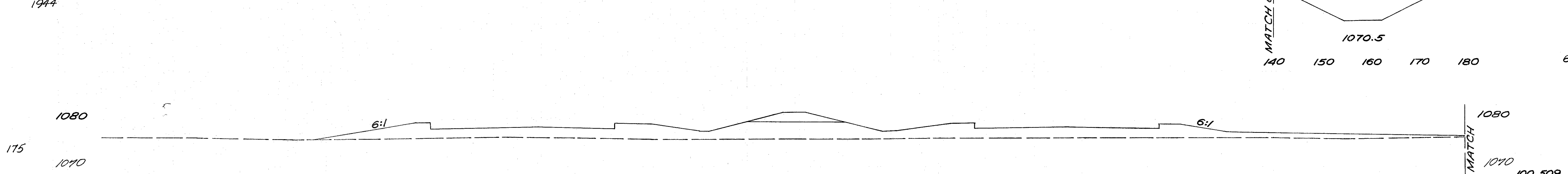
1212 190



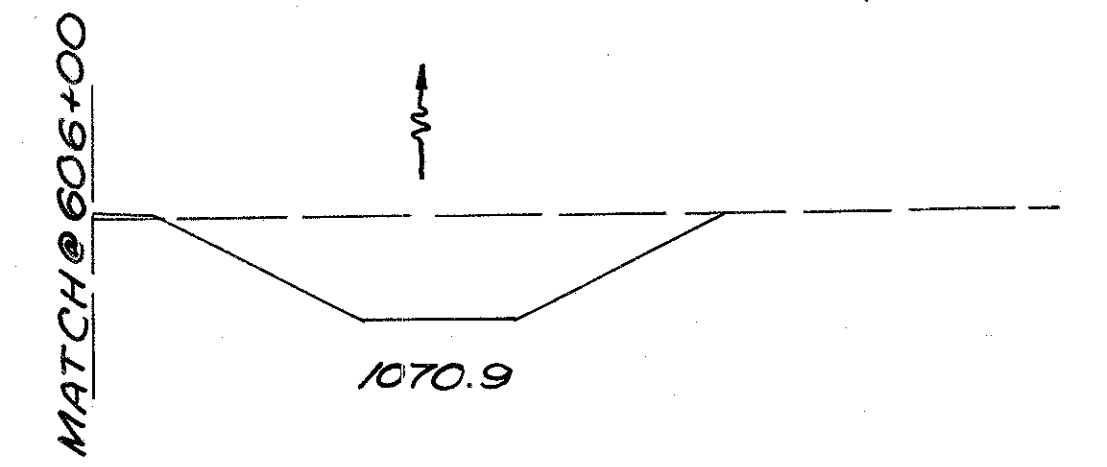
1079.09
607+00
1077.8



607 1133

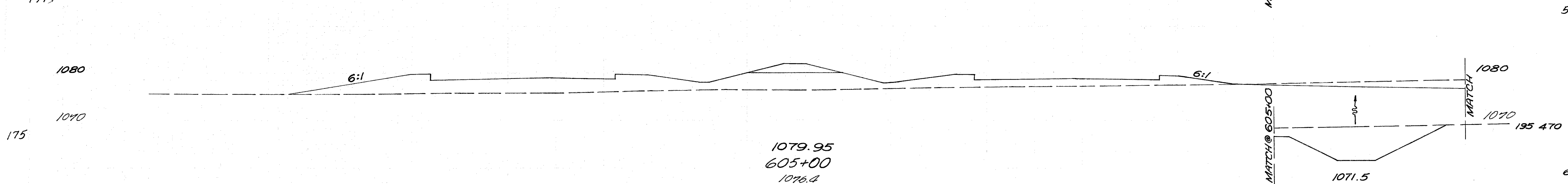


1079.52
606+00
1075.9

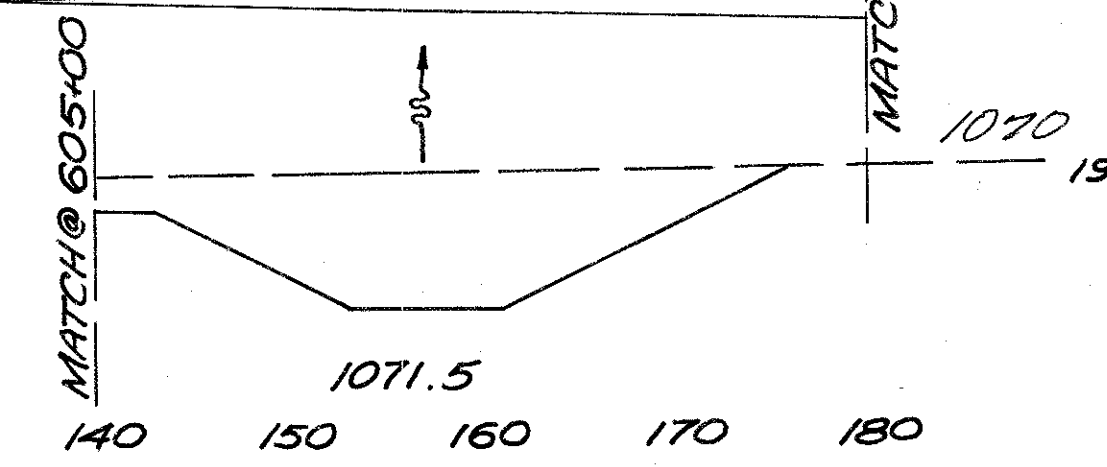


546 1812

Natural Swale Sta. 603± to 606±



1079.95
605+00
1076.4

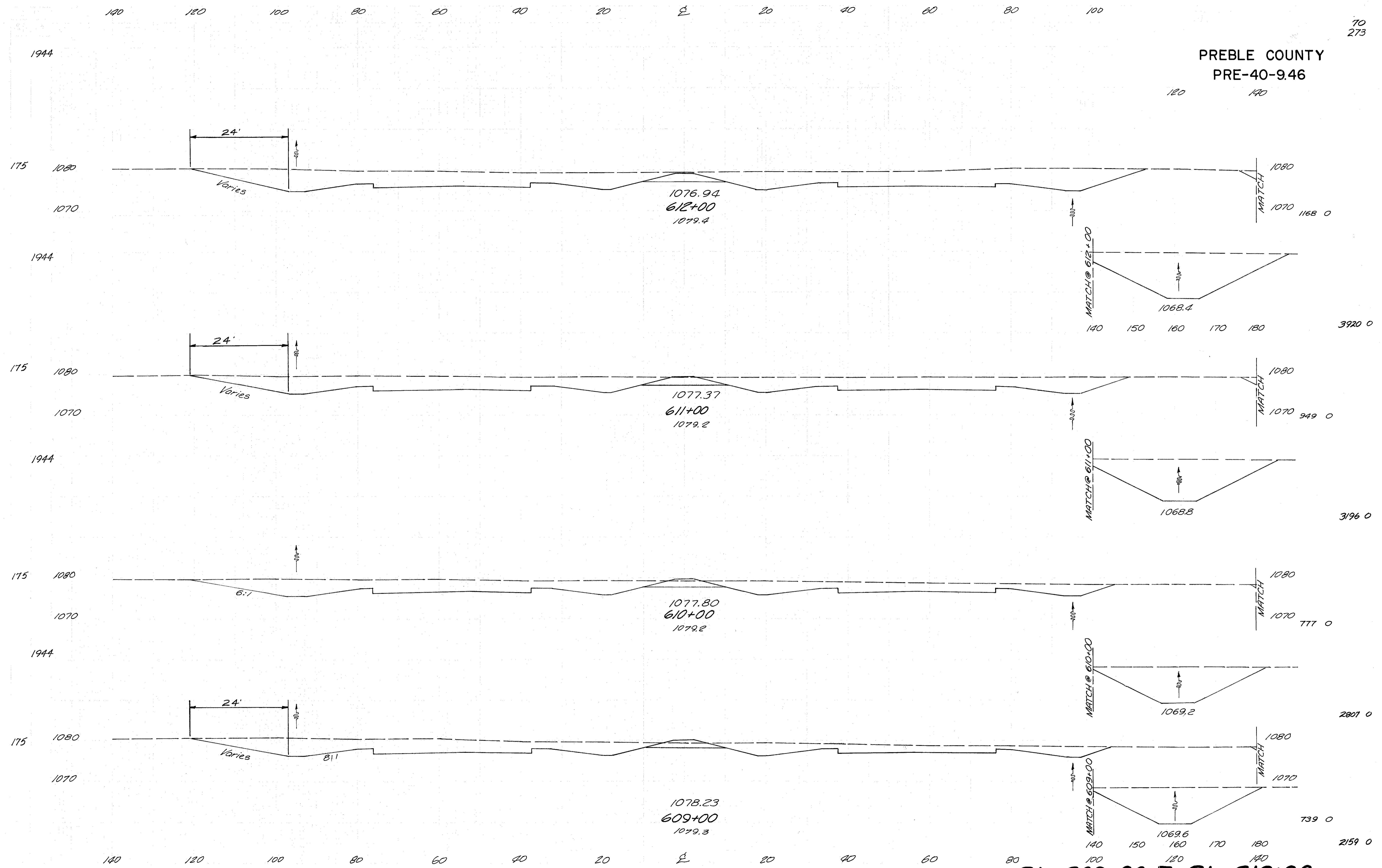


668 1822

Sta. 605+00 To Sta. 608+00

R.V.B.

PREBLE COUNTY
PRE-40-9.46

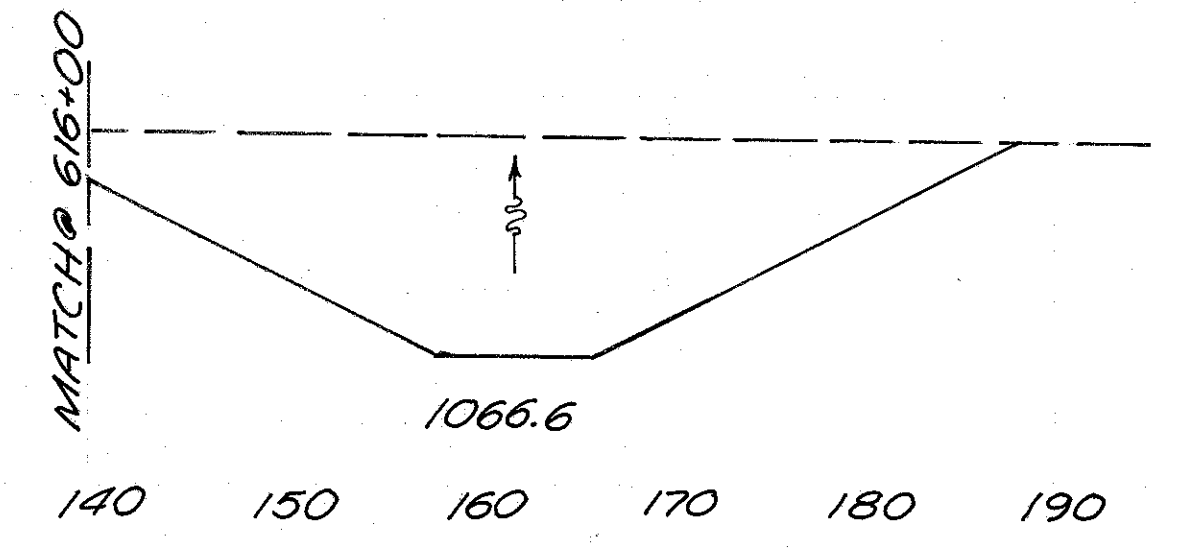


Sta. 609+00 To Sta. 612+00

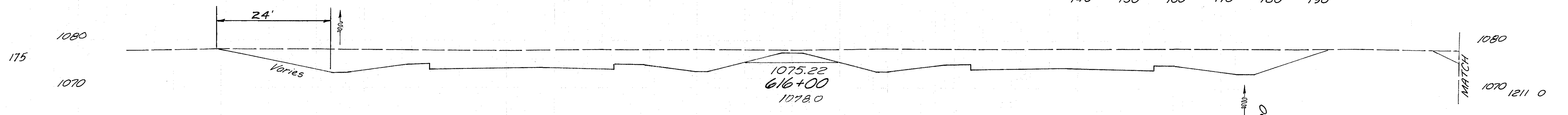
E.V.B.

PREBLE COUNTY
PRE-40-9.46

140 120 100 80 60 40 20 0 20 40 60 80 100

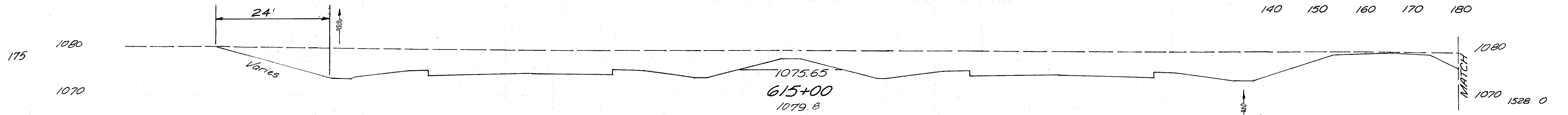


1944

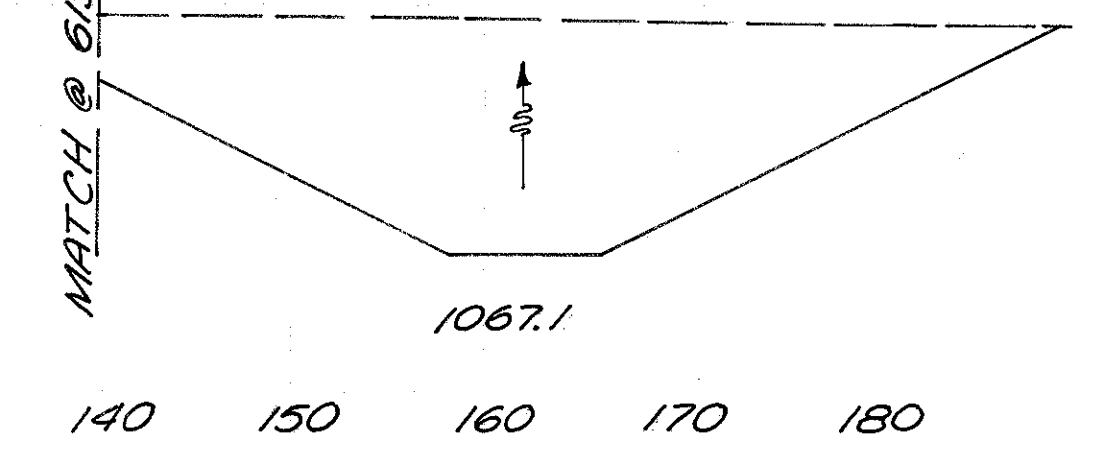


1080
1070
1211 0

1944

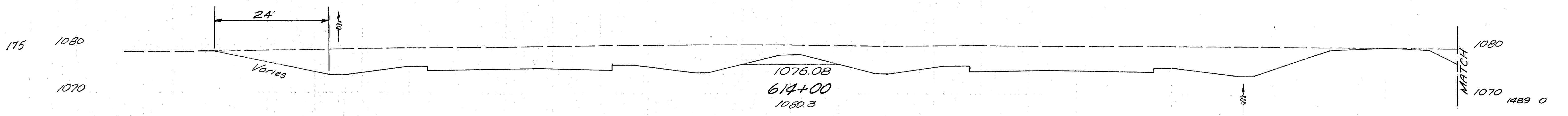


1080
1070
1528 0

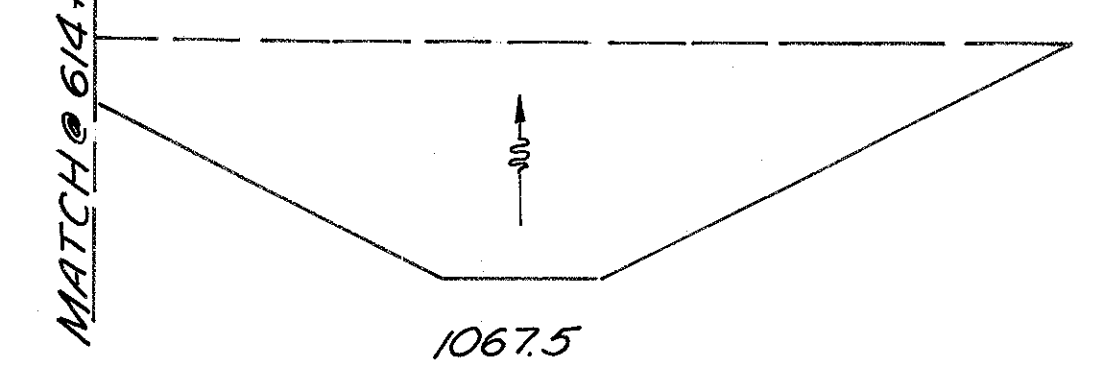


5012 0

1944

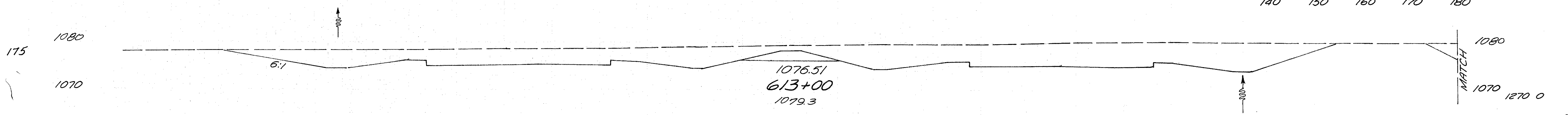


1080
1070
1489 0

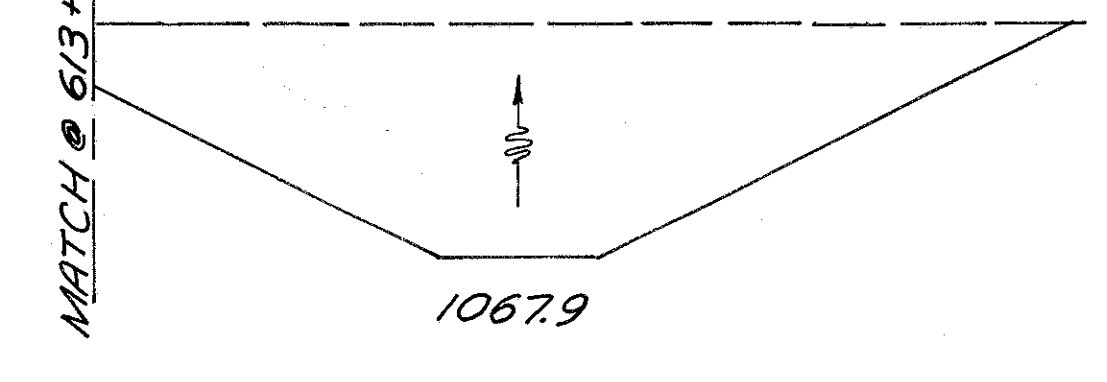


5587 0

1944



1080
1070
1270 0



5109 0

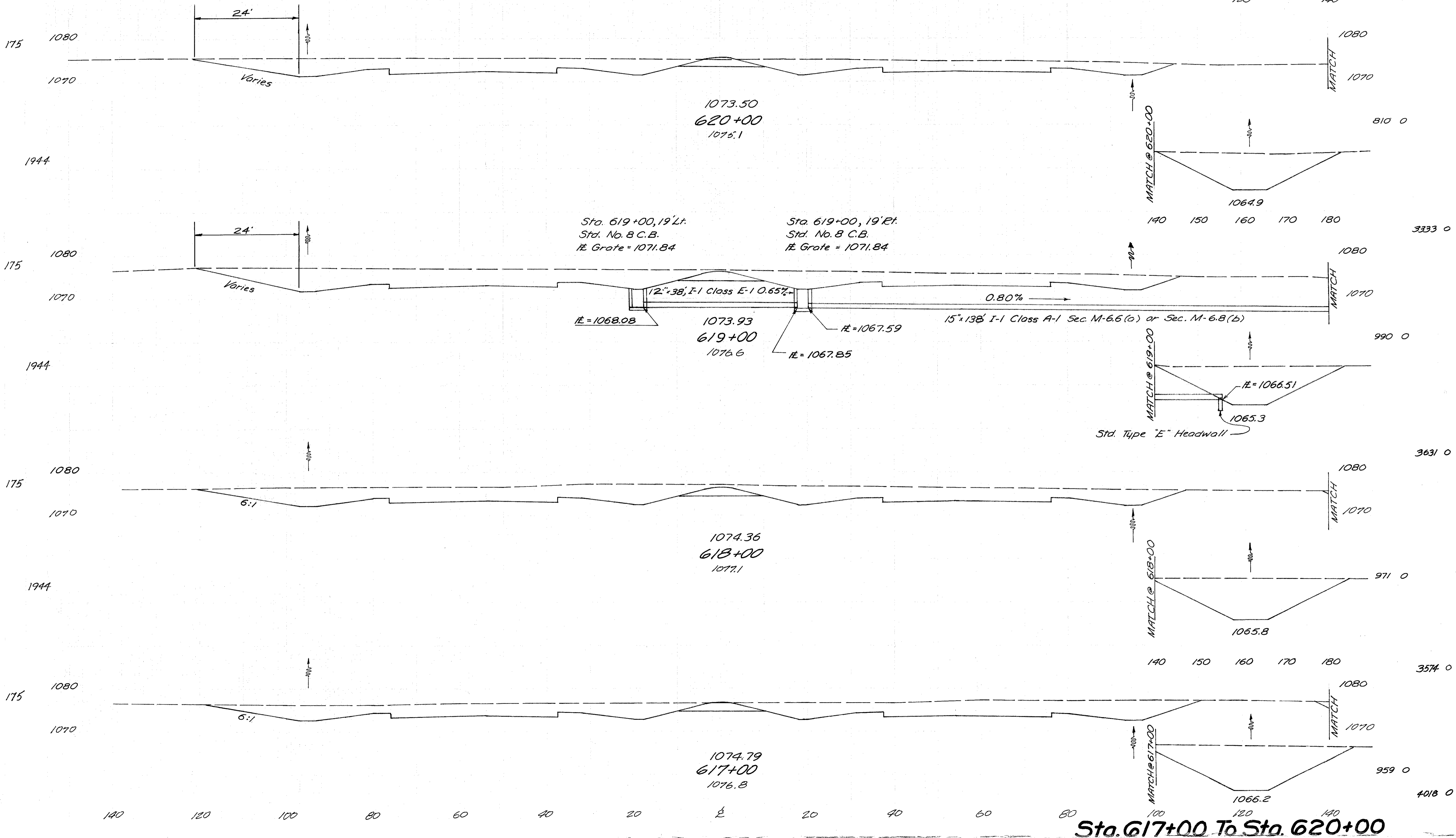
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Sta. 613+00 To Sta. 616+00

R.V.B.

4514 0

PREBLE COUNTY
PRE-40-9.46

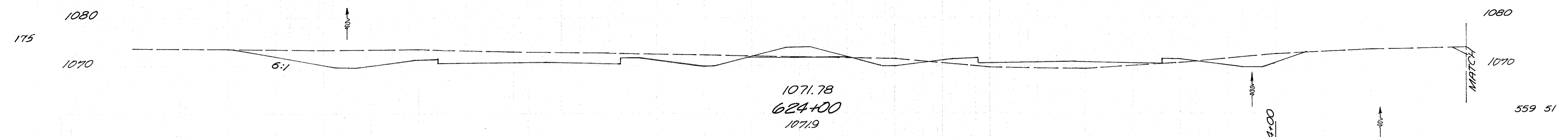


Sta. 617+00 To Sta. 620+00

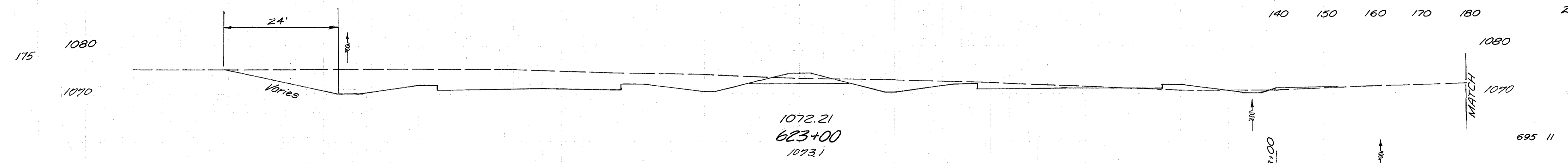
PREBLE COUNTY
PRE-40-9.46

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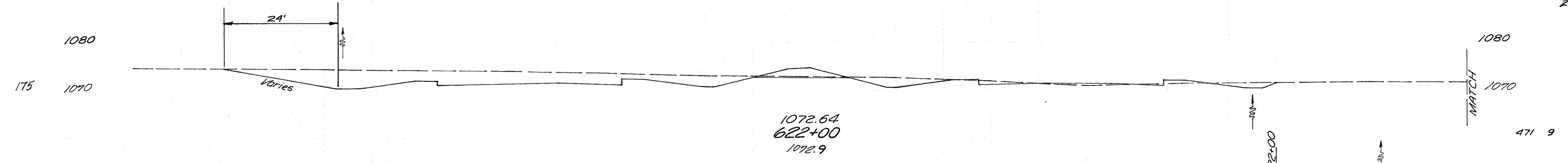
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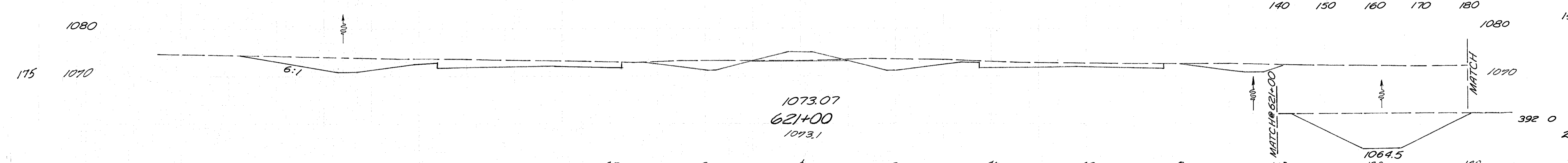
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1944



1944

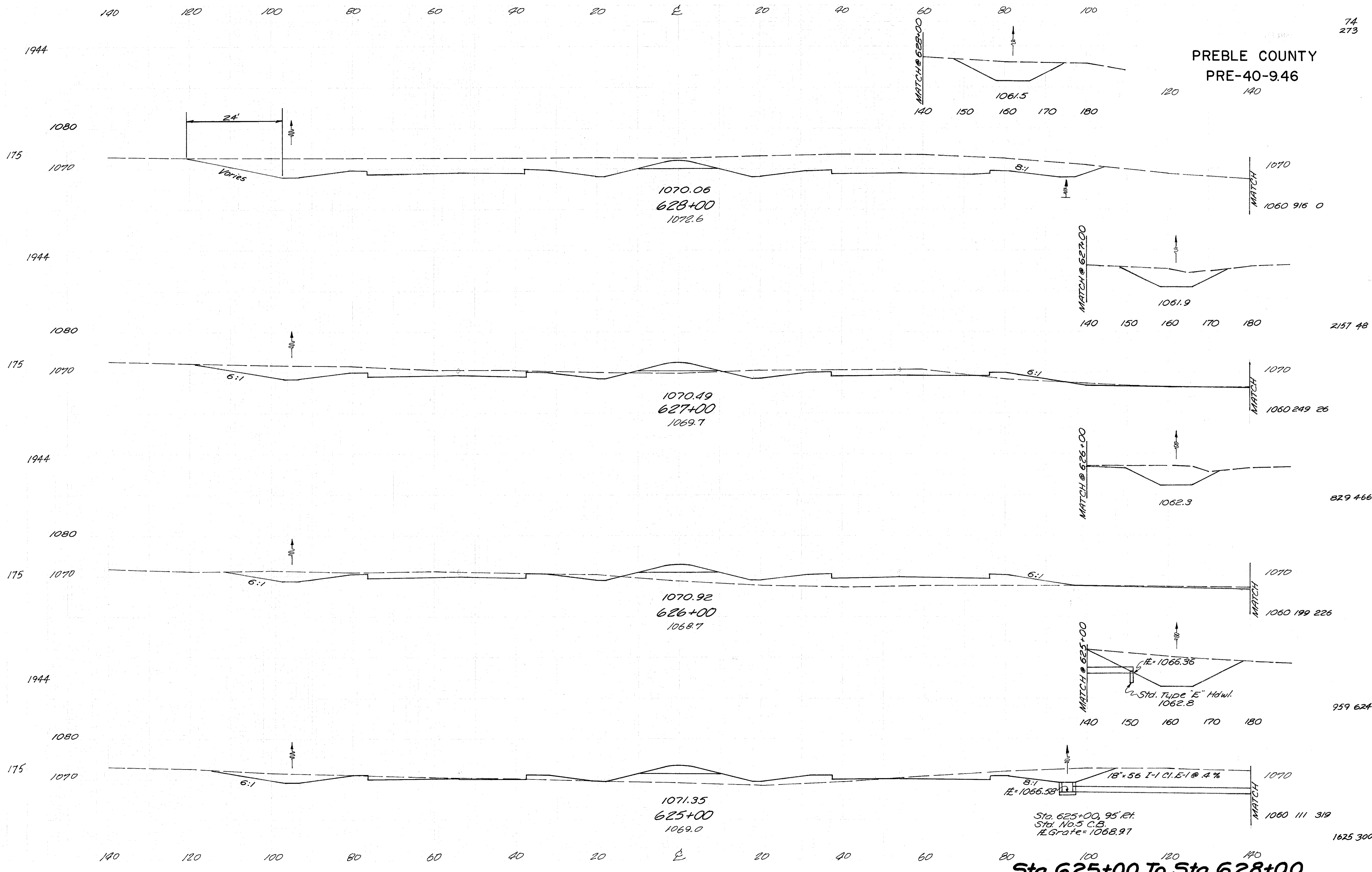


R.V.B.

140 120 100 80 60 40 20 E 20 40 60 80 100

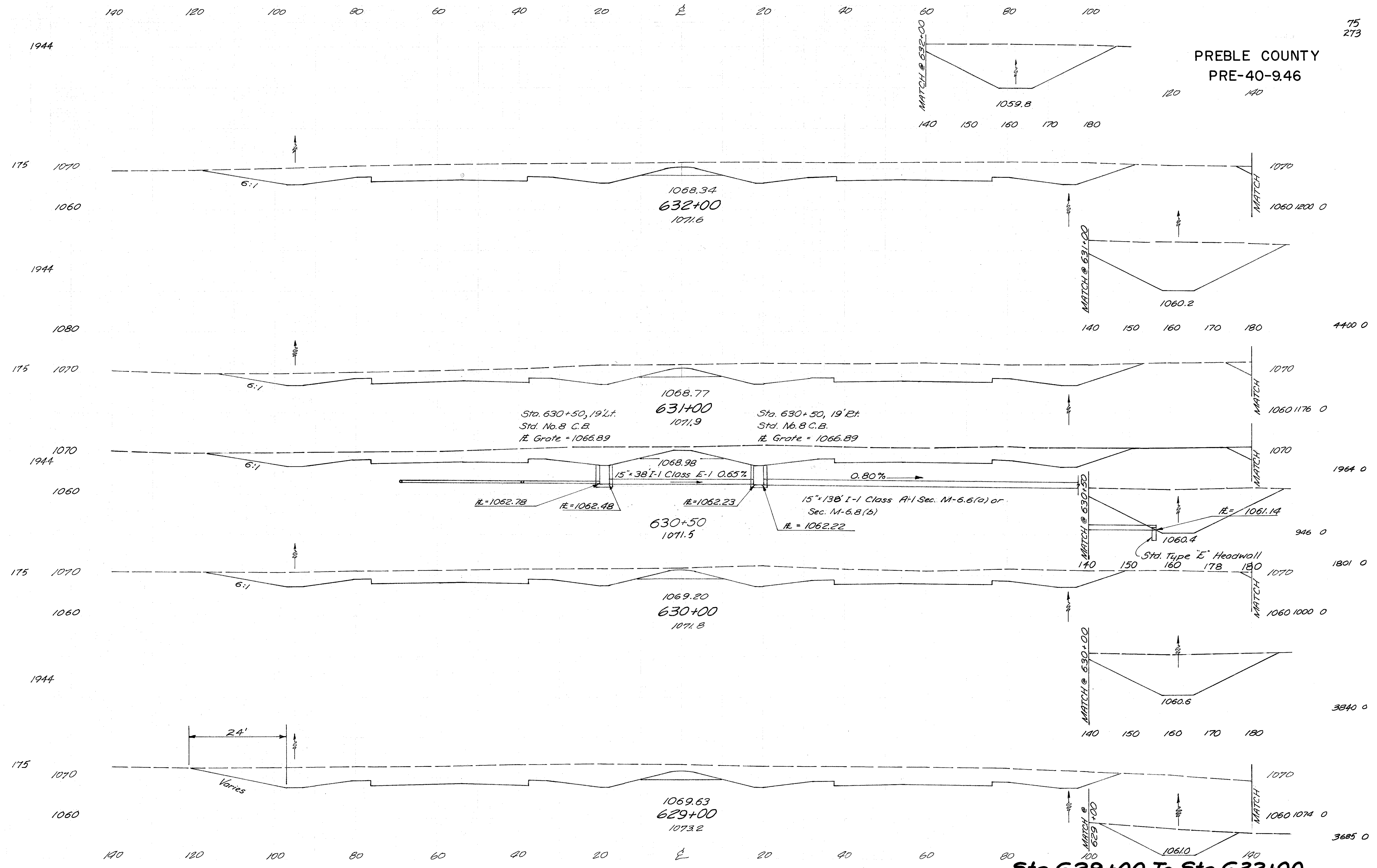
Sta. 621+00 To Sta. 624+00

PREBLE COUNTY
PRE-40-9.46



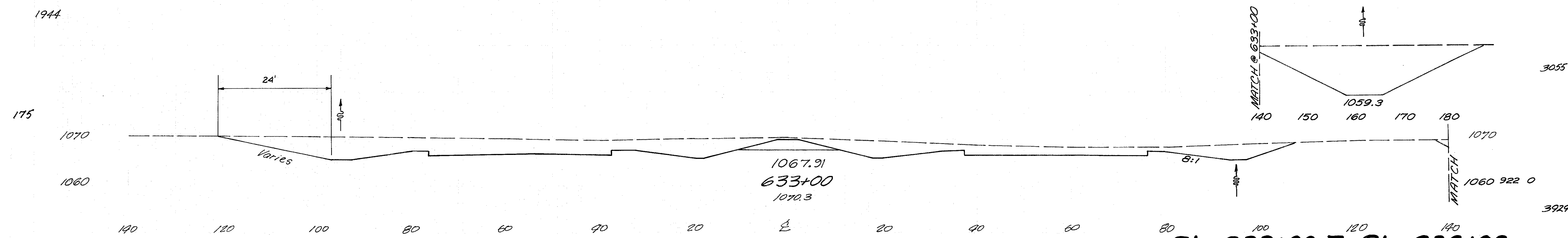
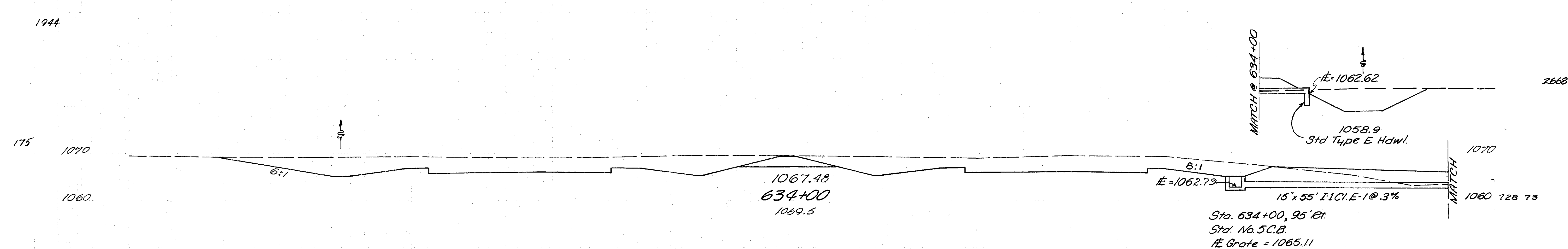
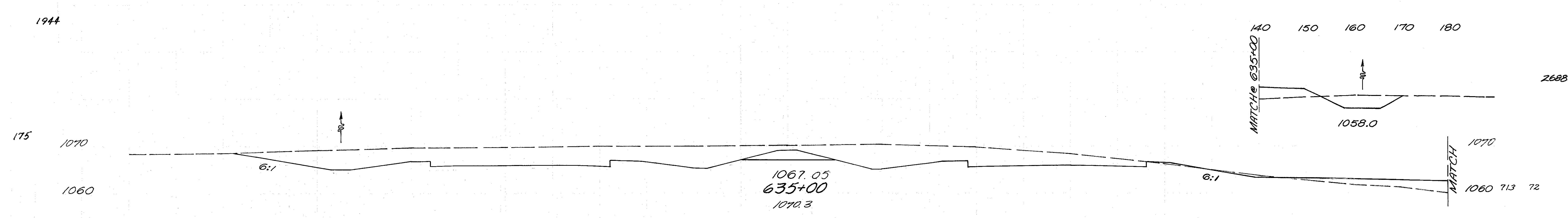
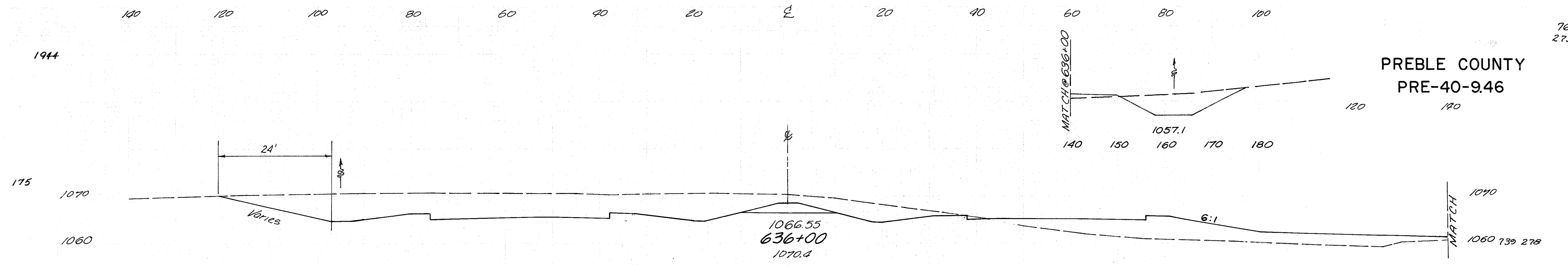
Sta. 625+00 To Sta. 628+00

PREBLE COUNTY
PRE-40-9.46



Sta. 629+00 To Sta. 632+00

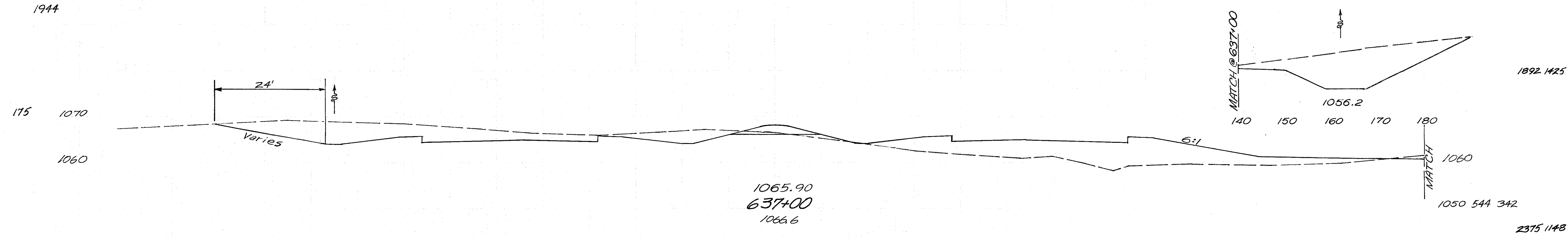
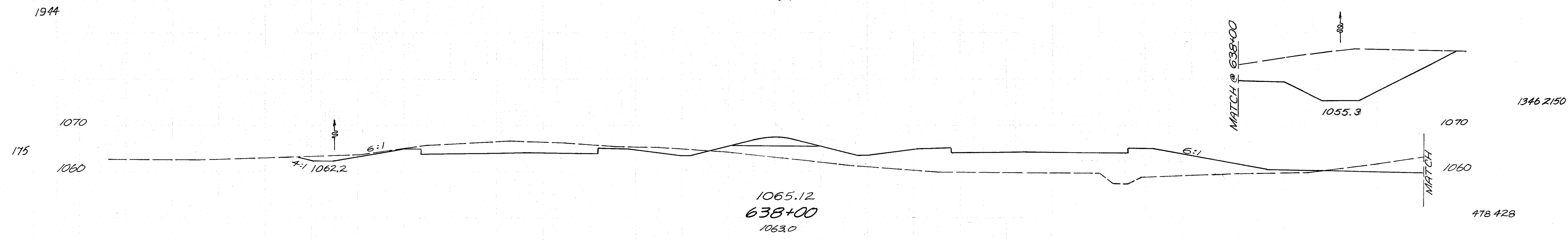
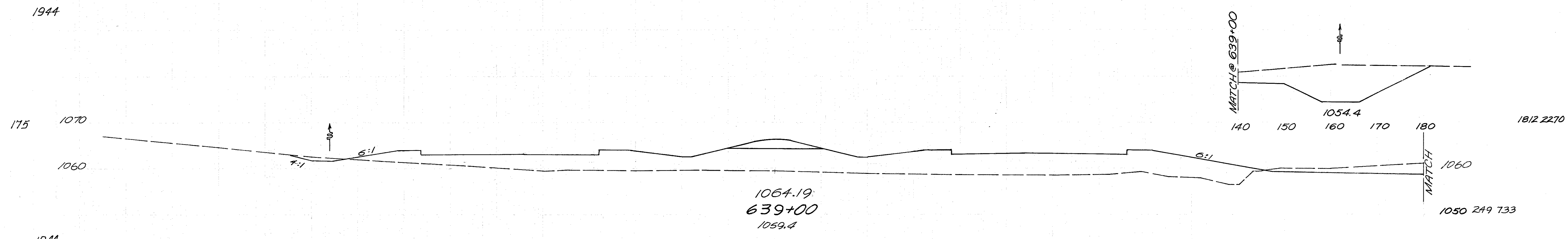
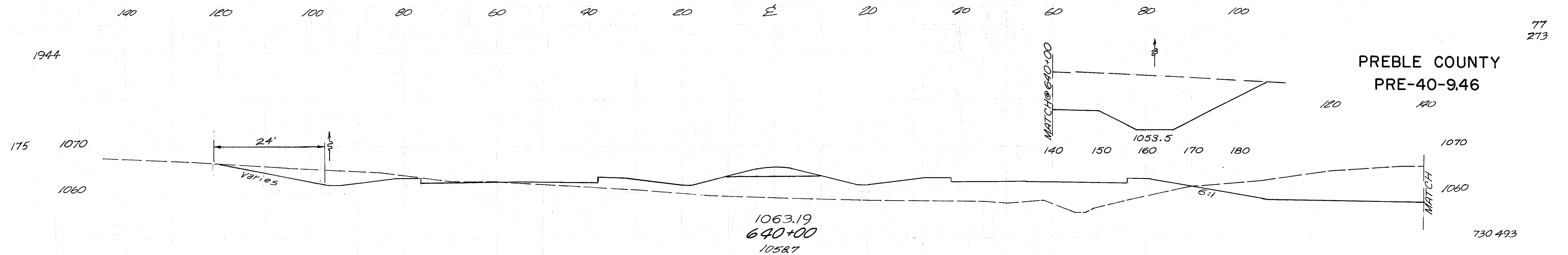
PREBLE COUNTY
PRE-40-9.46



Sta. 633+00 To Sta. 636+00

E.V.B.

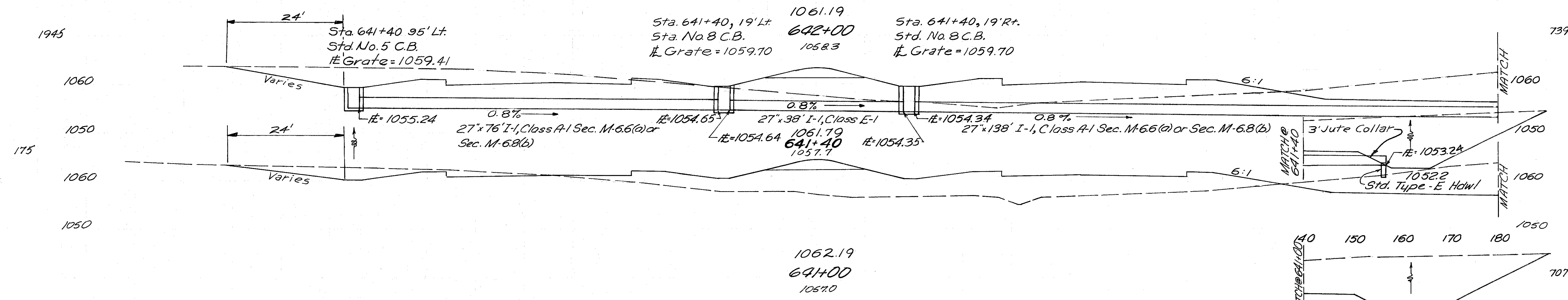
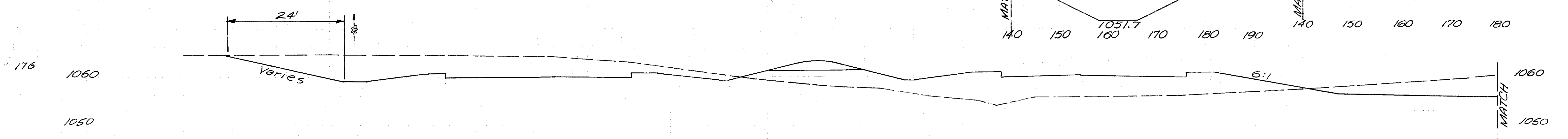
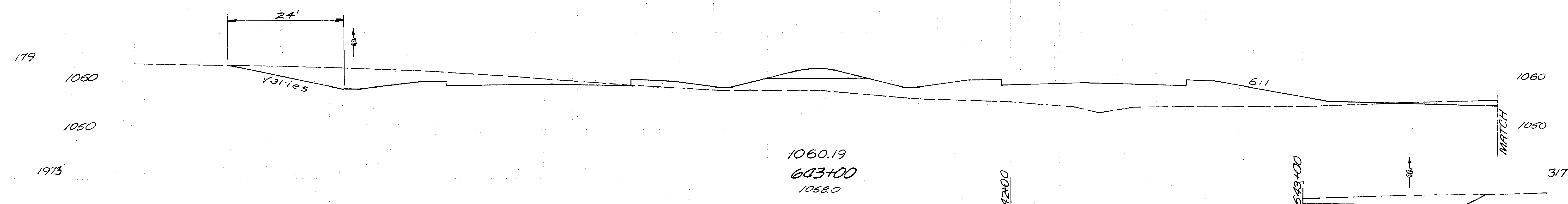
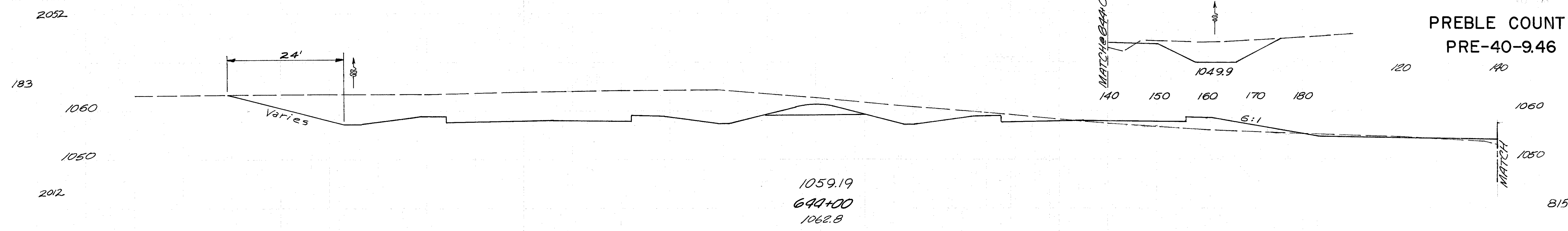
PREBLE COUNTY
PRE-40-9.46



Sta. 637+00 To Sta. 640+00

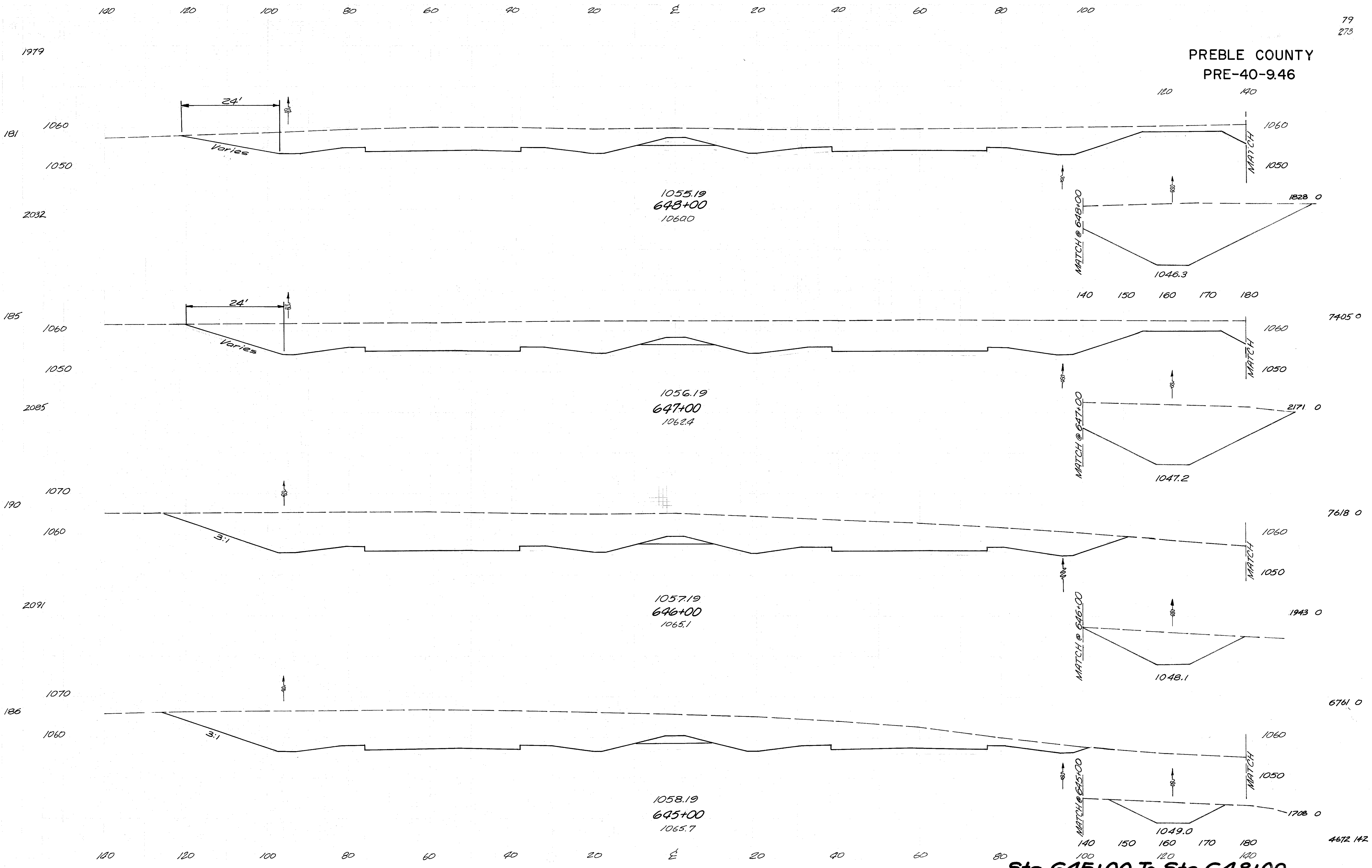
PREBLE COUNTY
PRE-40-9.46

140 120 100 80 60 40 20 E 20 40 60 80 100



Sta. 641+00 To Sta. 644+00

PREBLE COUNTY
PRE-40-9.46

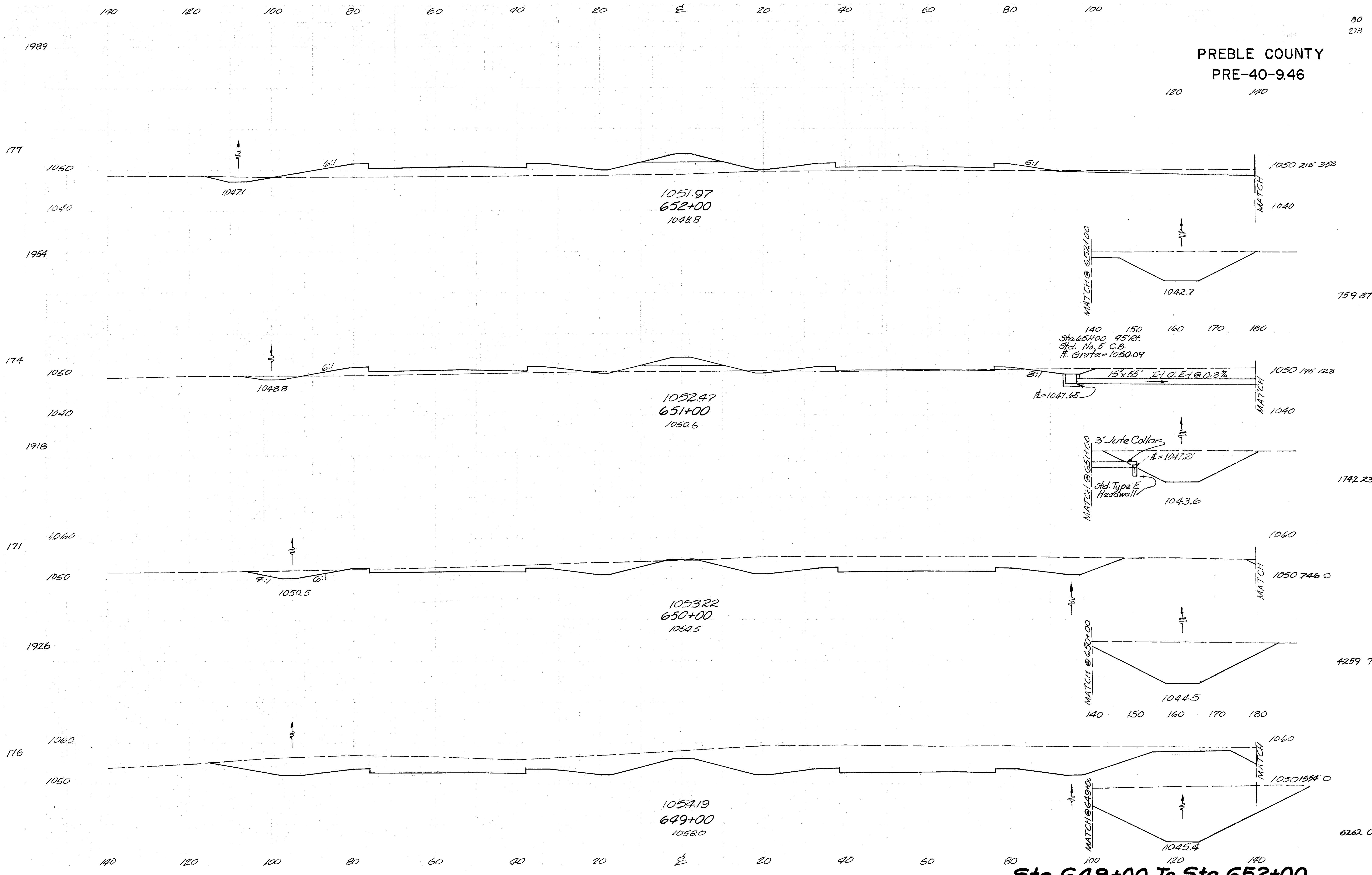


Sta. 645+00 To Sta. 648+00

EX. 18.

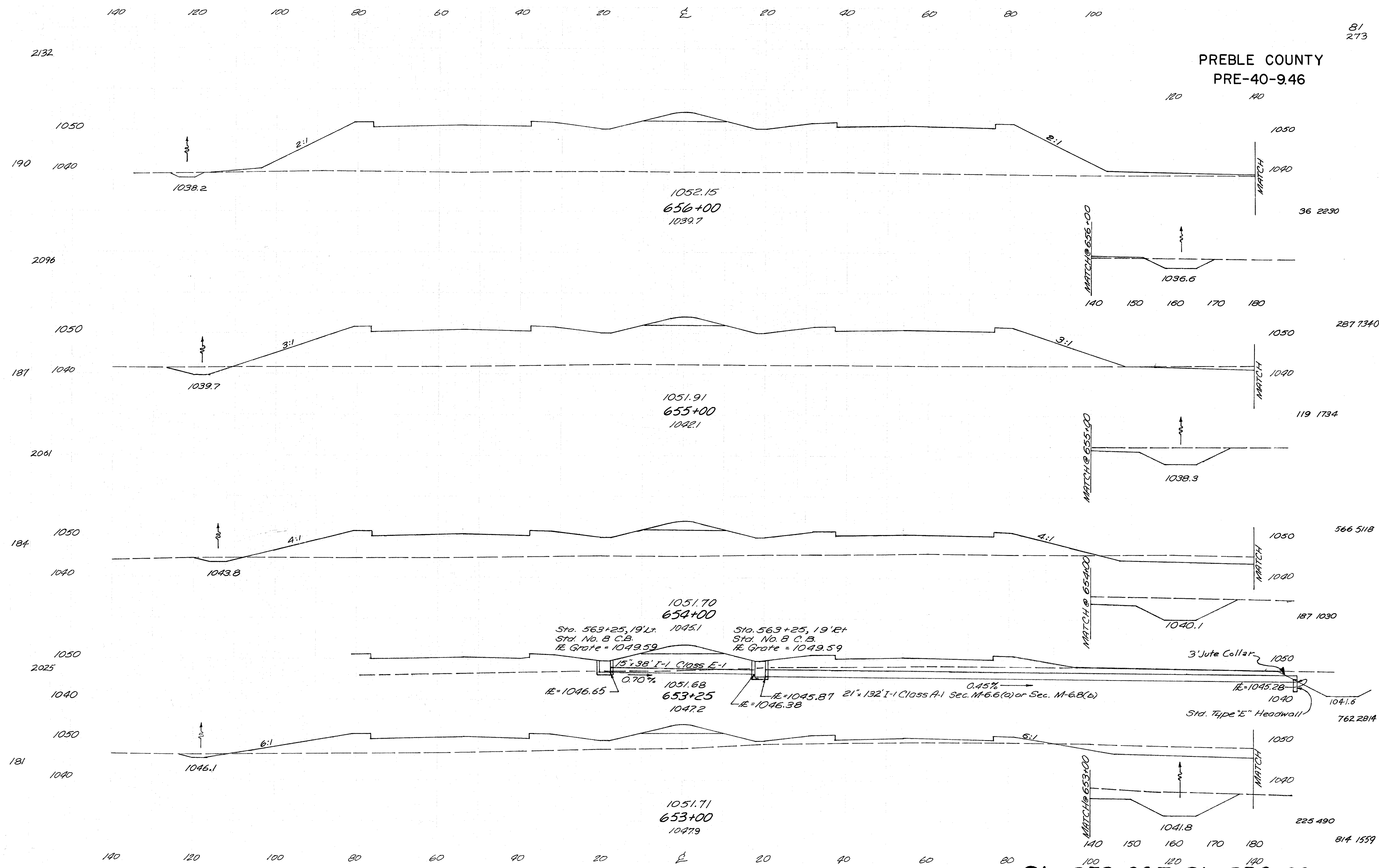
4672 142

PREBLE COUNTY
PRE-40-9.46



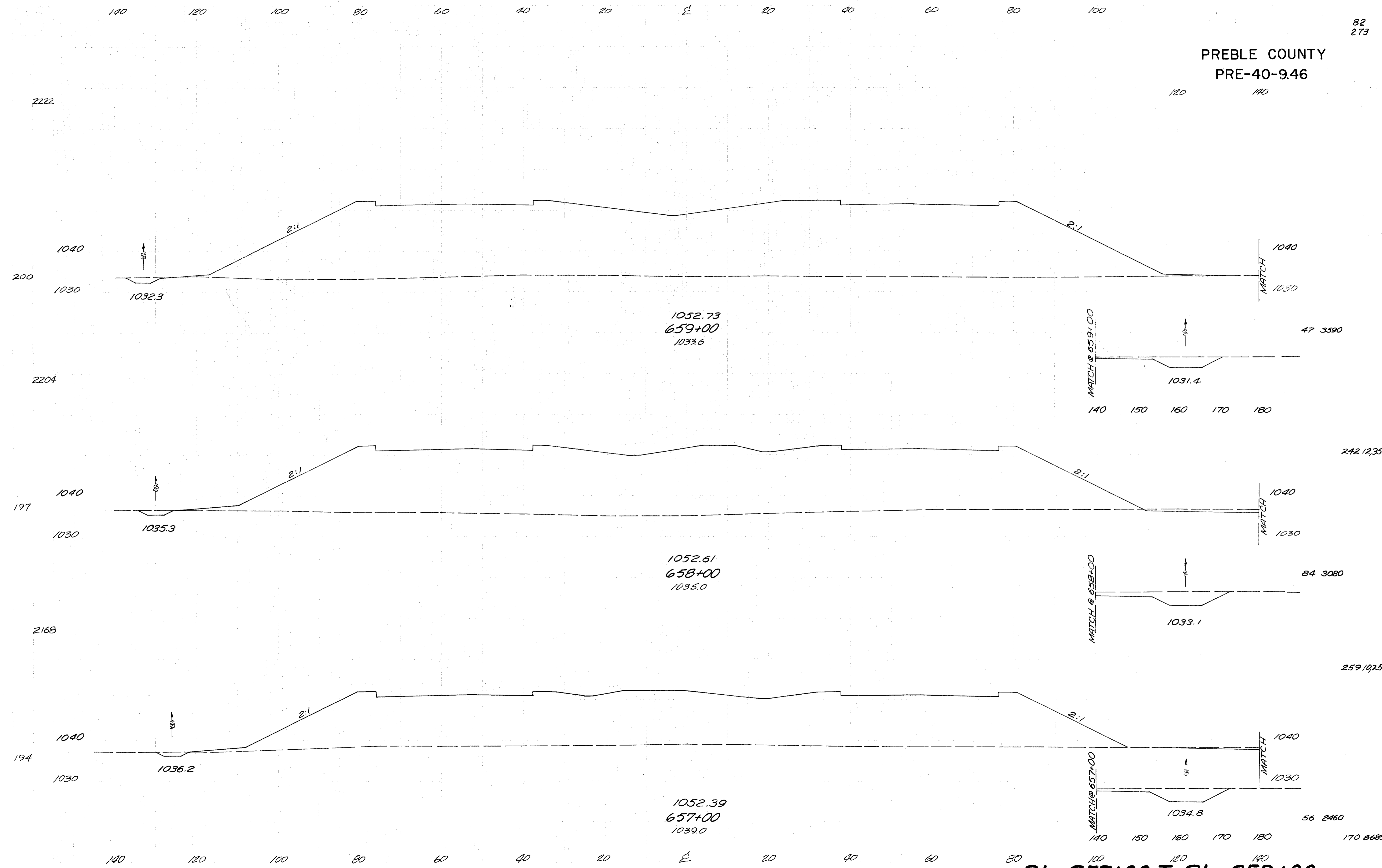
Sta. 649+00 To Sta. 652+00

PREBLE COUNTY
PRE-40-9.46



Sta. 653+00 To Sta. 656+00

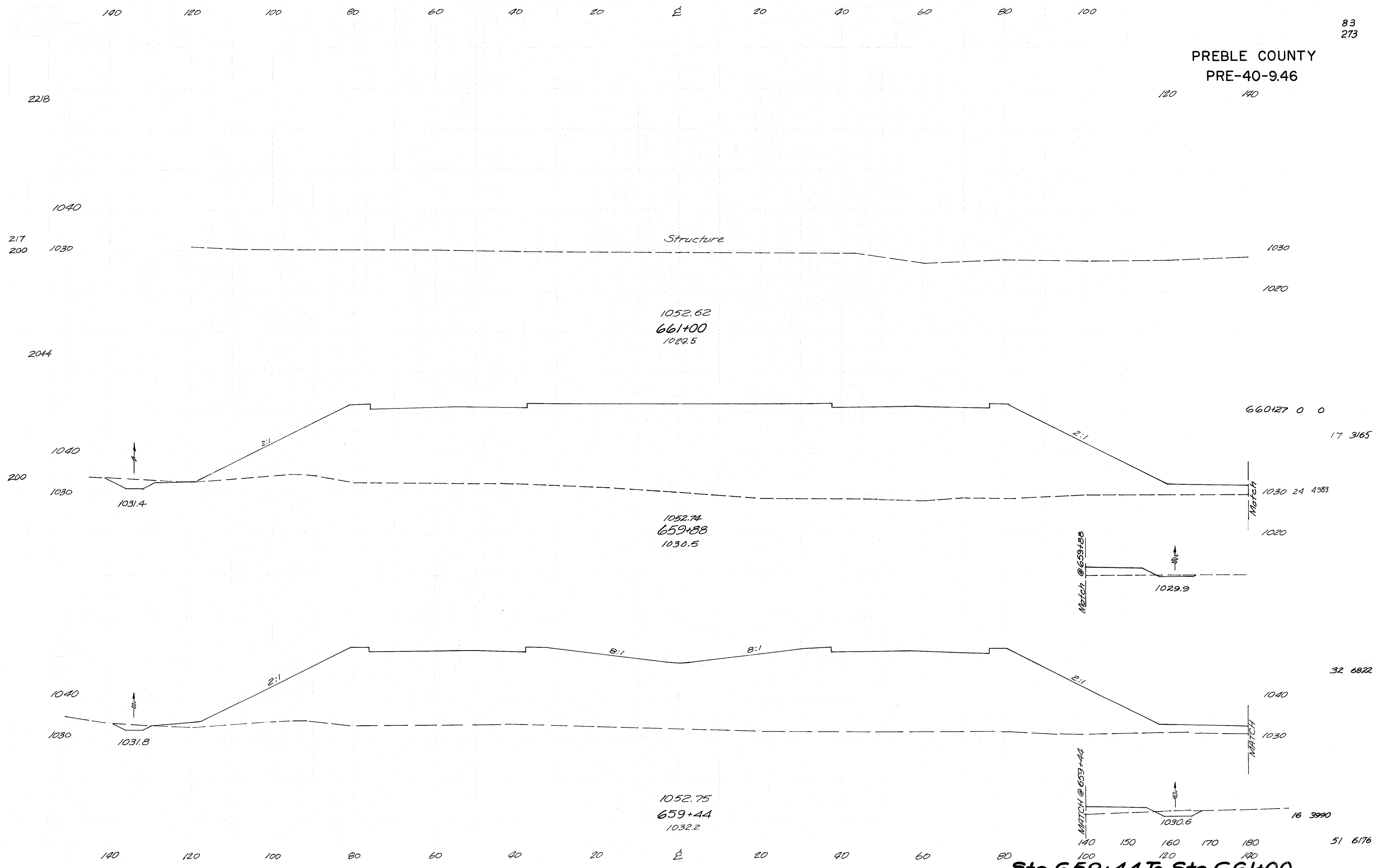
PREBLE COUNTY
PRE-40-9.46



Sta. 657+00 To Sta. 659+00

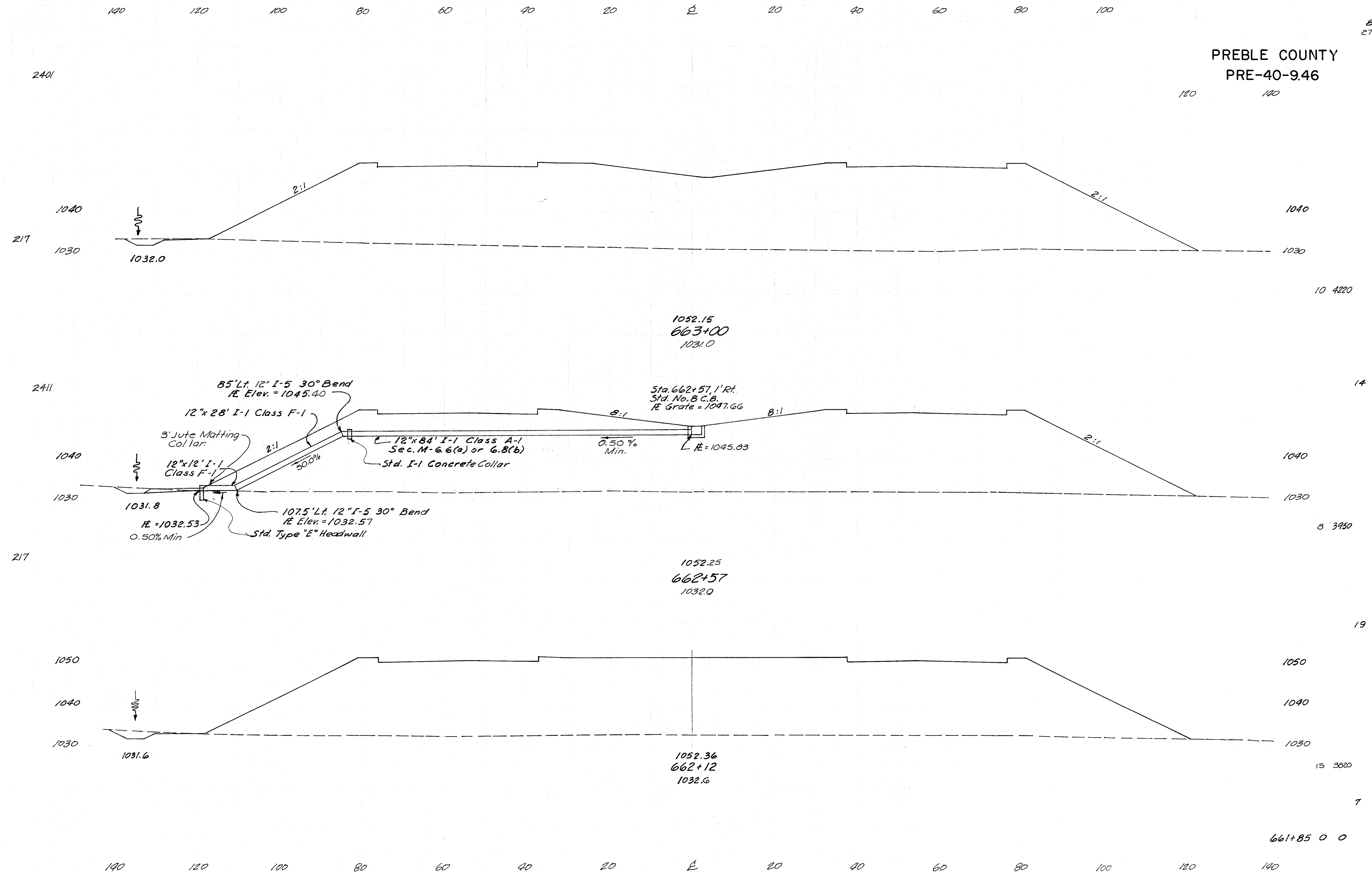
R.V.B.

PREBLE COUNTY
PRE-40-9.46



R.V.B.

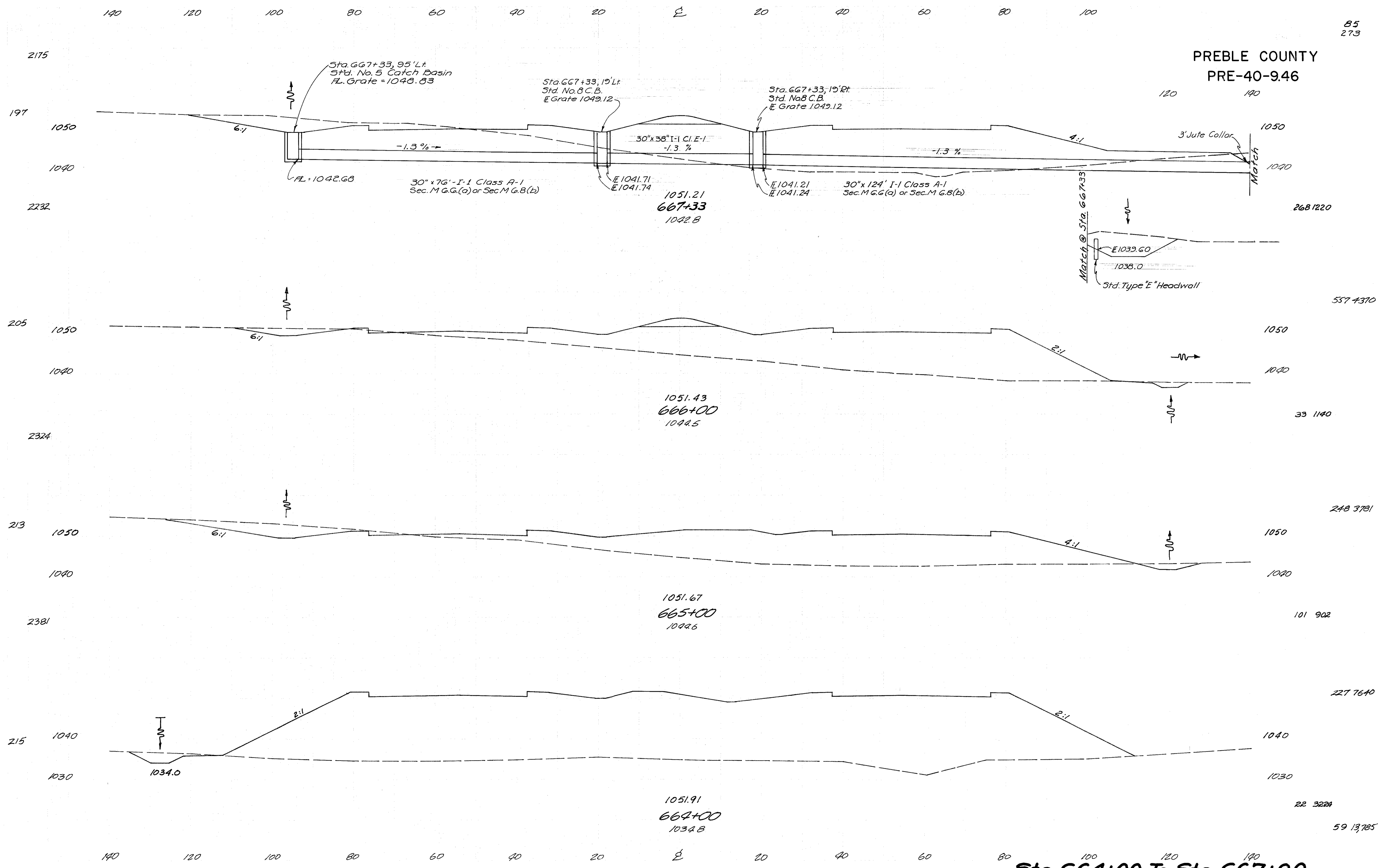
PREBLE COUNTY
PRE-40-9.46



Sta. 661+13 To Sta. 663+00

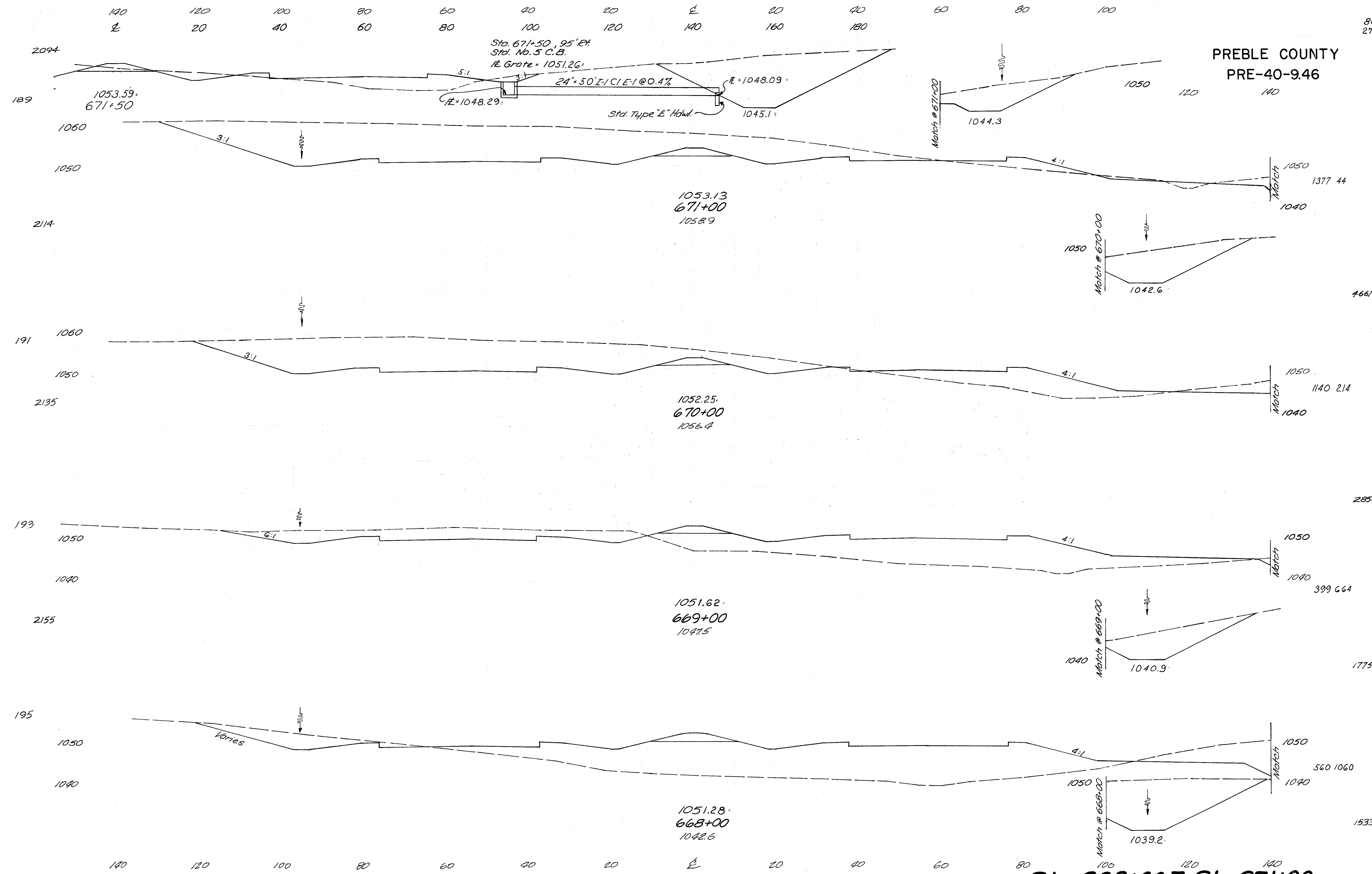
R.V.B.

PREBLE COUNTY
PRE-40-9.46



Sta. 664+00 To Sta. 667+00

PREBLE COUNTY
PRE-40-9.46



Sta. 668+00 To Sta. 671+00

4661 477

1377 44

1140 214

399 664

560 1060

2850 1625

1775 3192

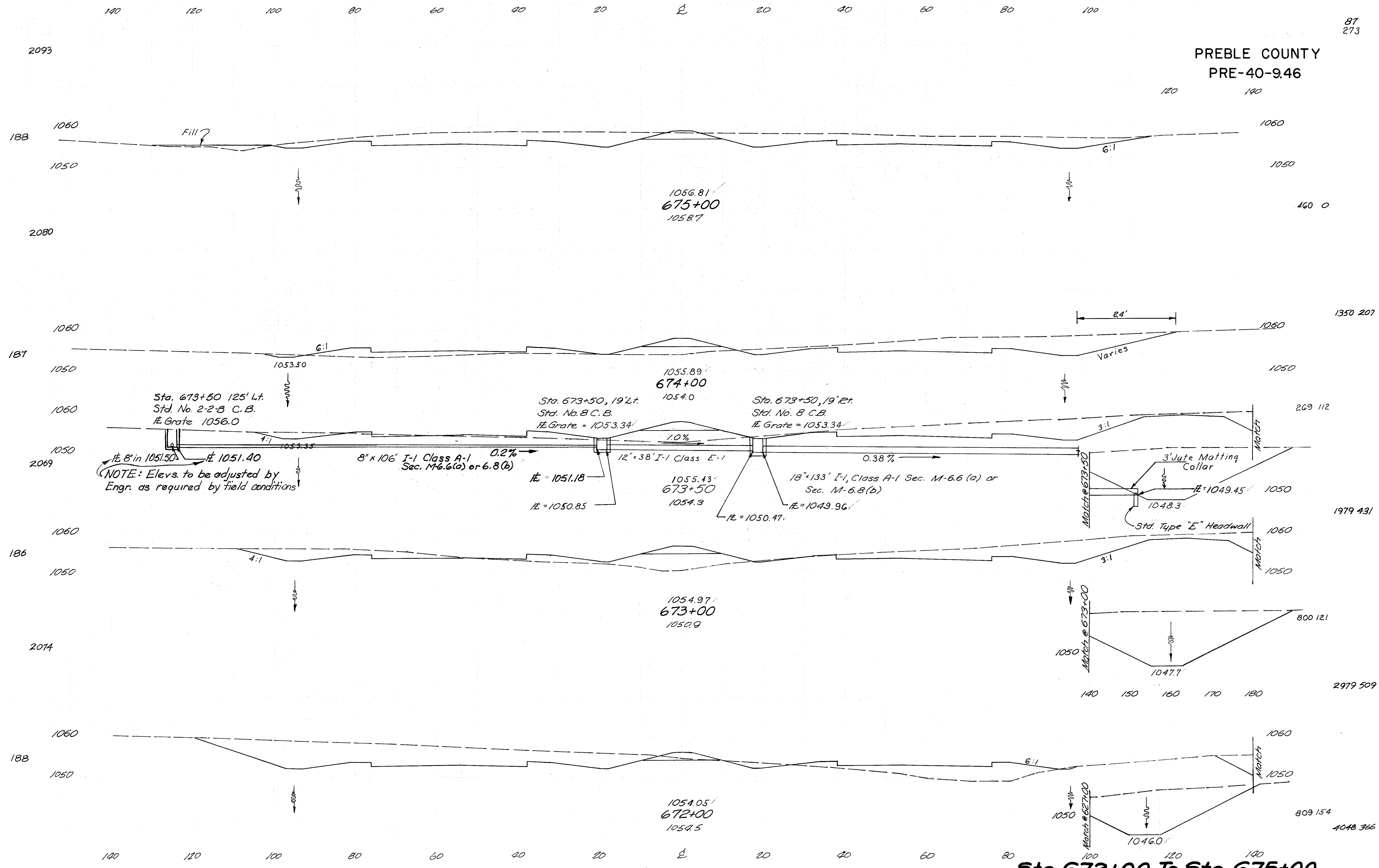
1533 4222

140 120 100 80 60 40 20 E 20 40 60 80 100

20 40 60 80 100 120 140 160 180

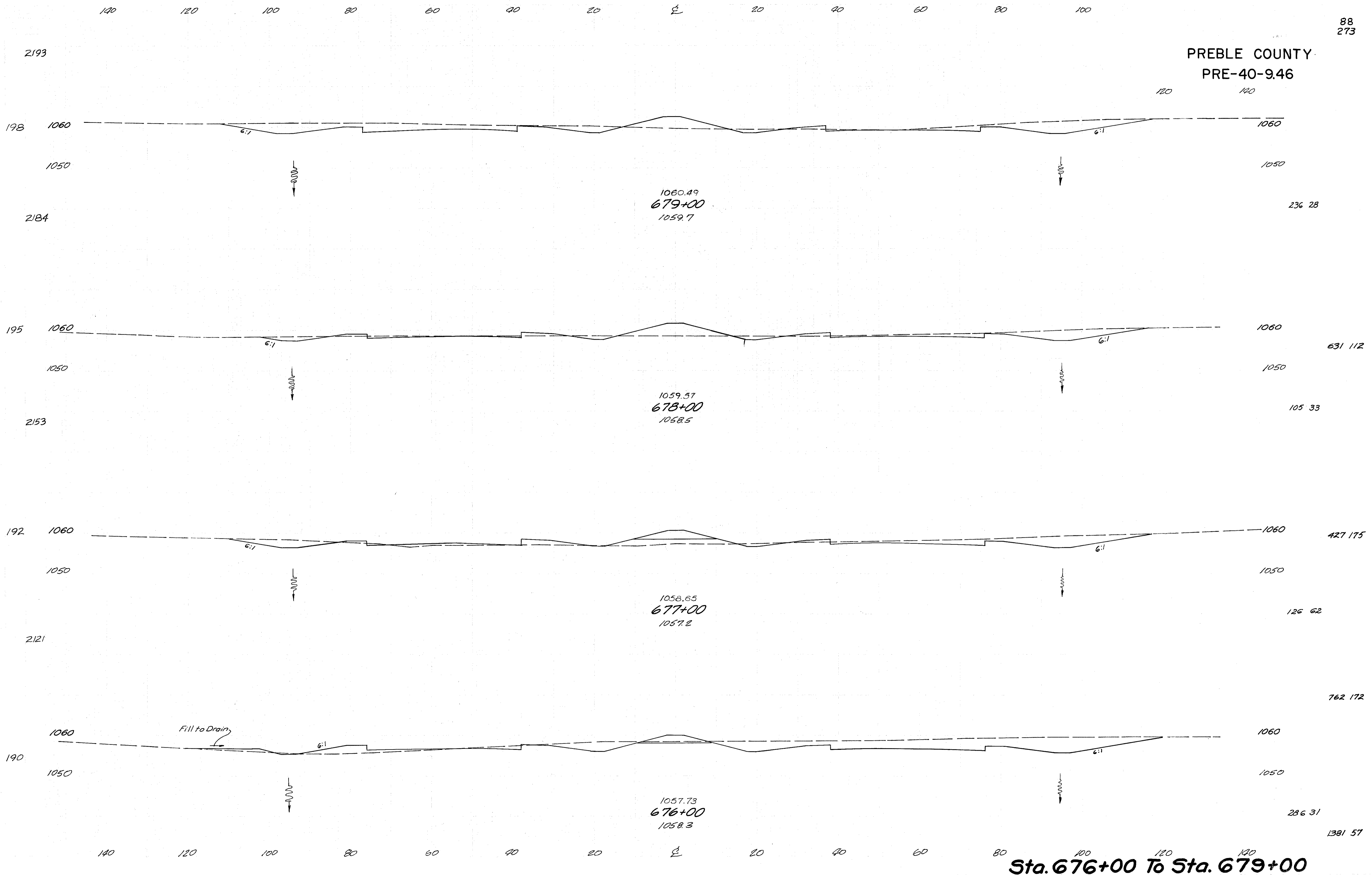
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PREBLE COUNTY
PRE-40-9.46



Sta. 672+00 To Sta. 675+00

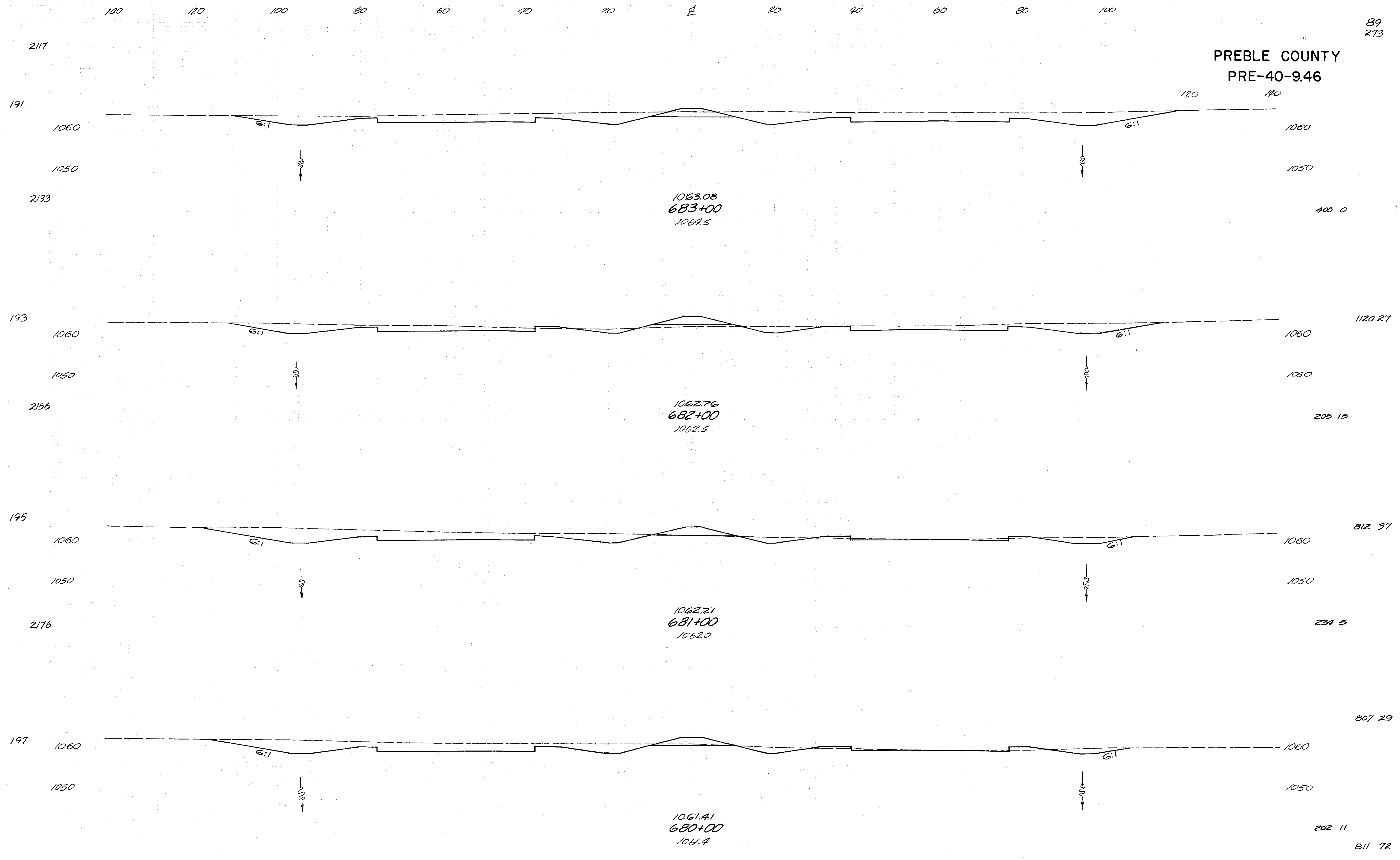
PREBLE COUNTY
PRE-40-9.46



R.V.S.

Sta. 676+00 To Sta. 679+00

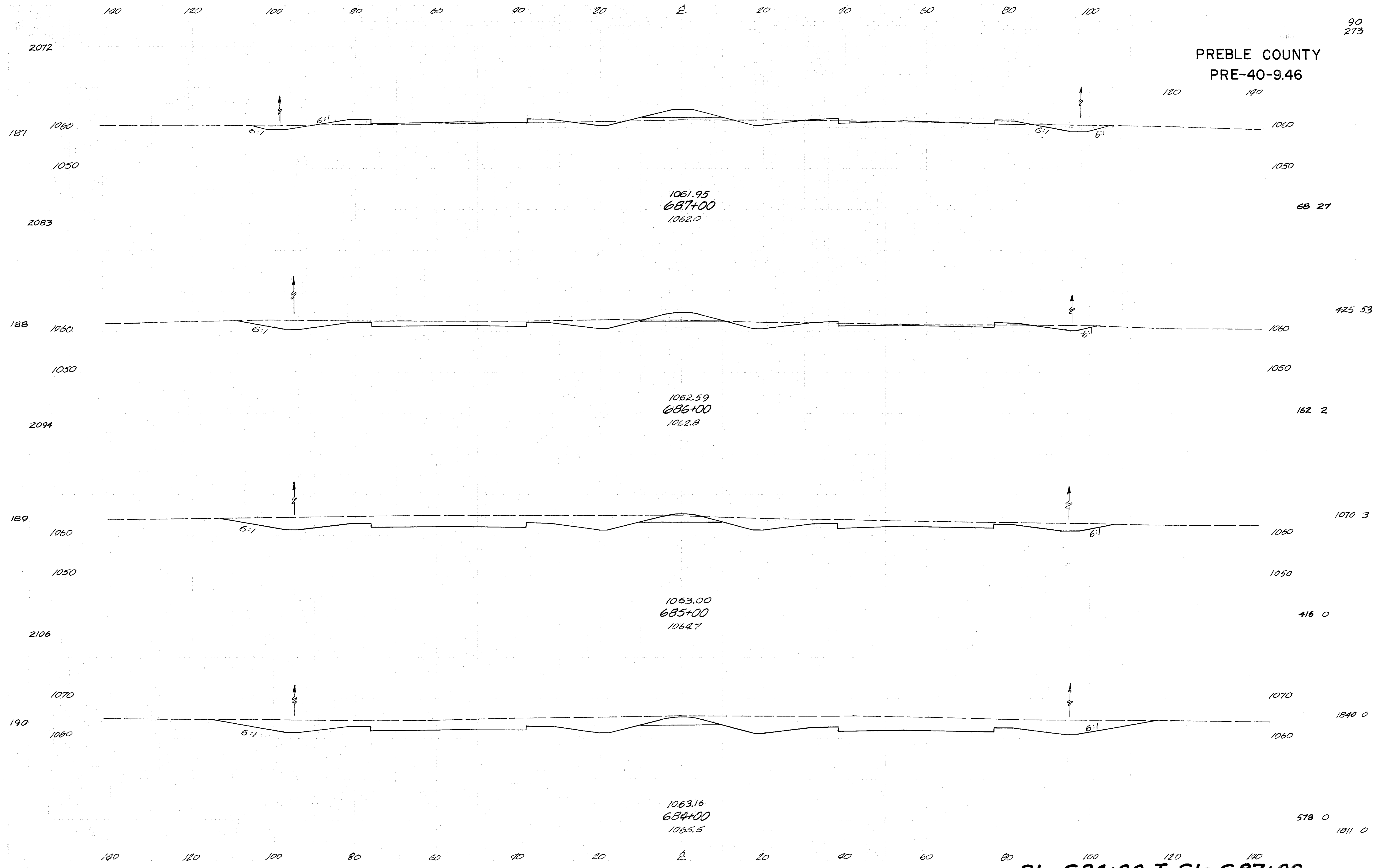
PREBLE COUNTY
PRE-40-9.46



Sta. 680+00 To Sta. 683+00

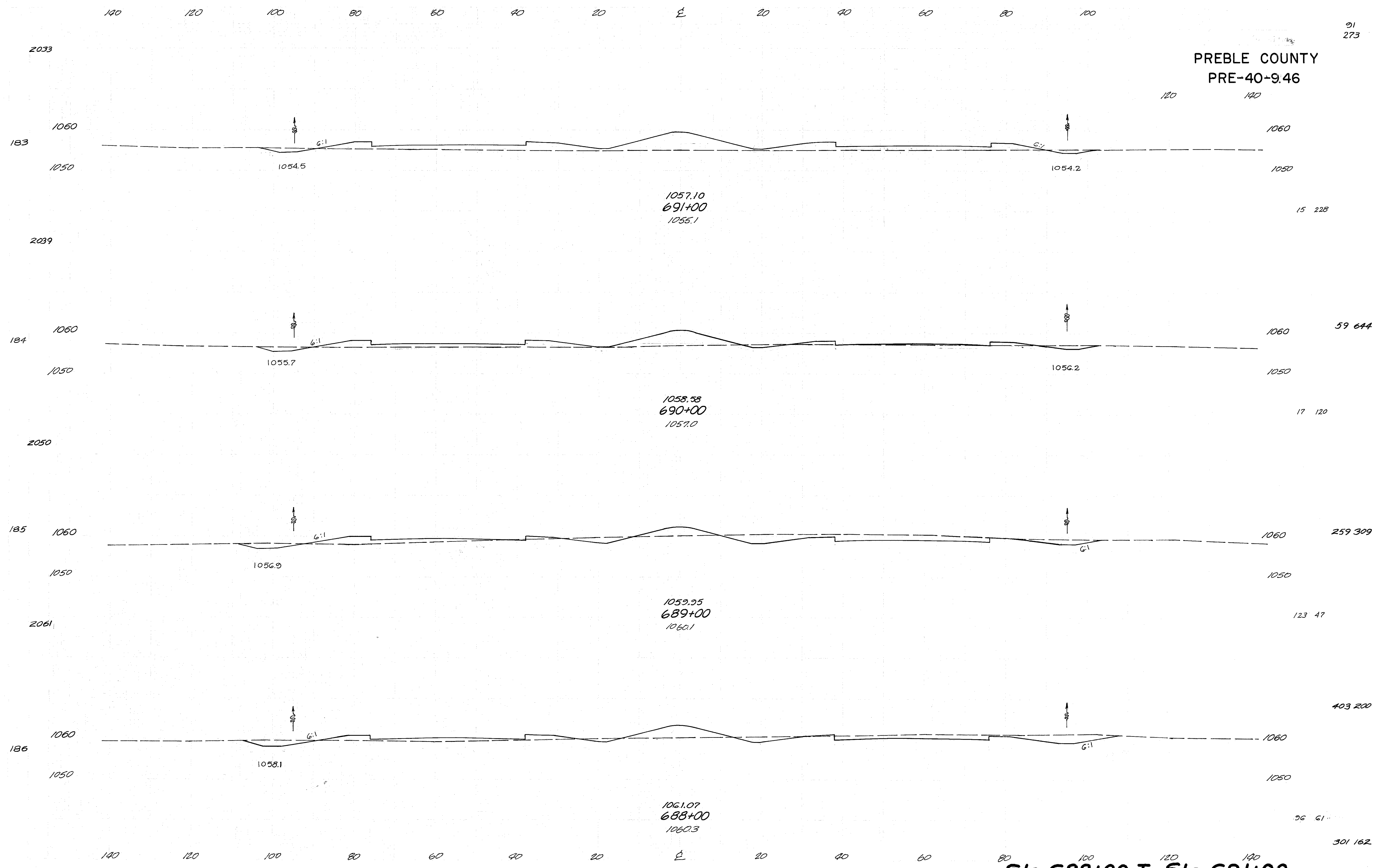
R.V.B.

PREBLE COUNTY
PRE-40-9.46



Sta. 684+00 To Sta. 687+00

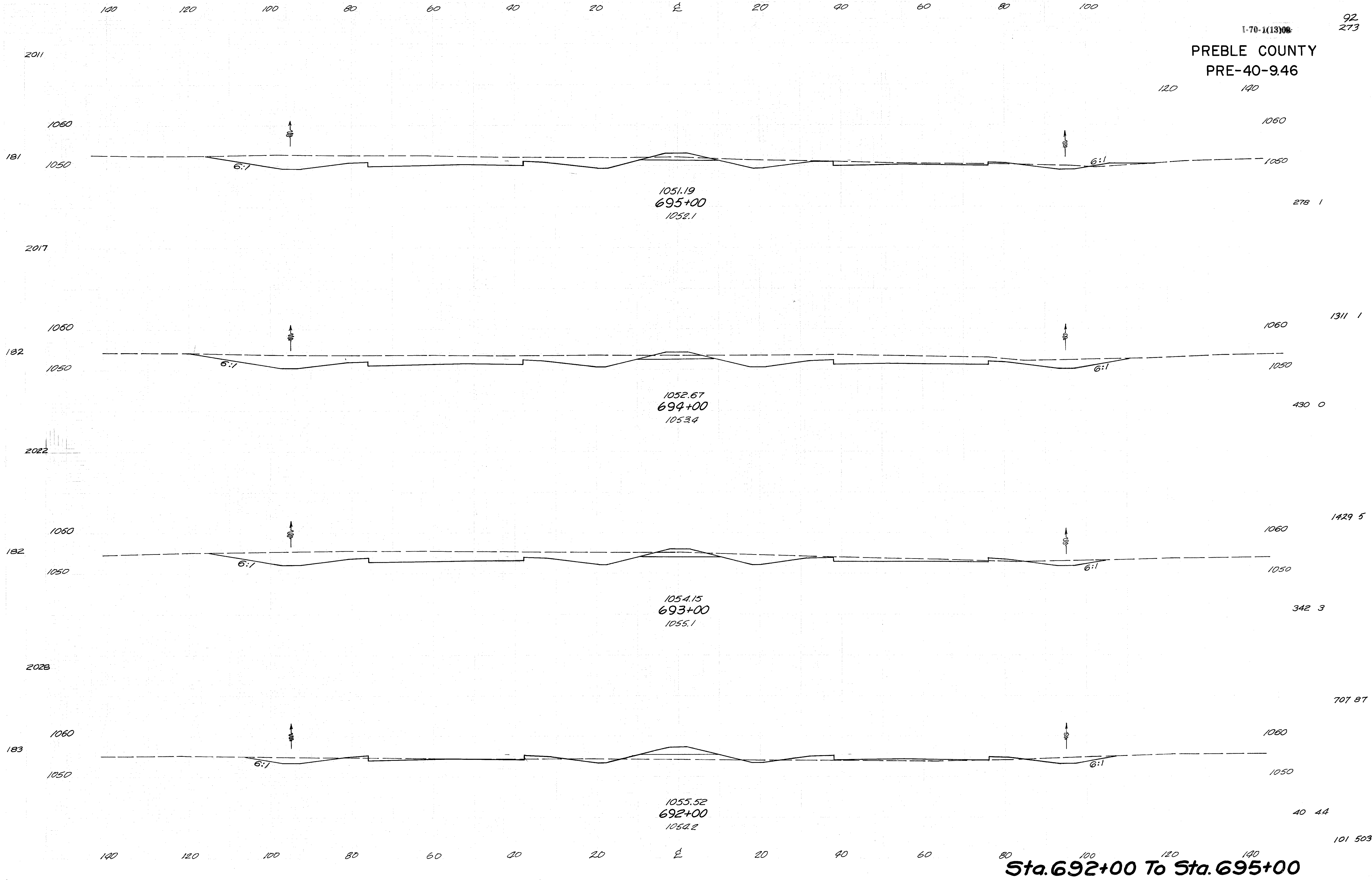
PREBLE COUNTY
PRE-40+9.46



Sta. 688+00 To Sta. 691+00

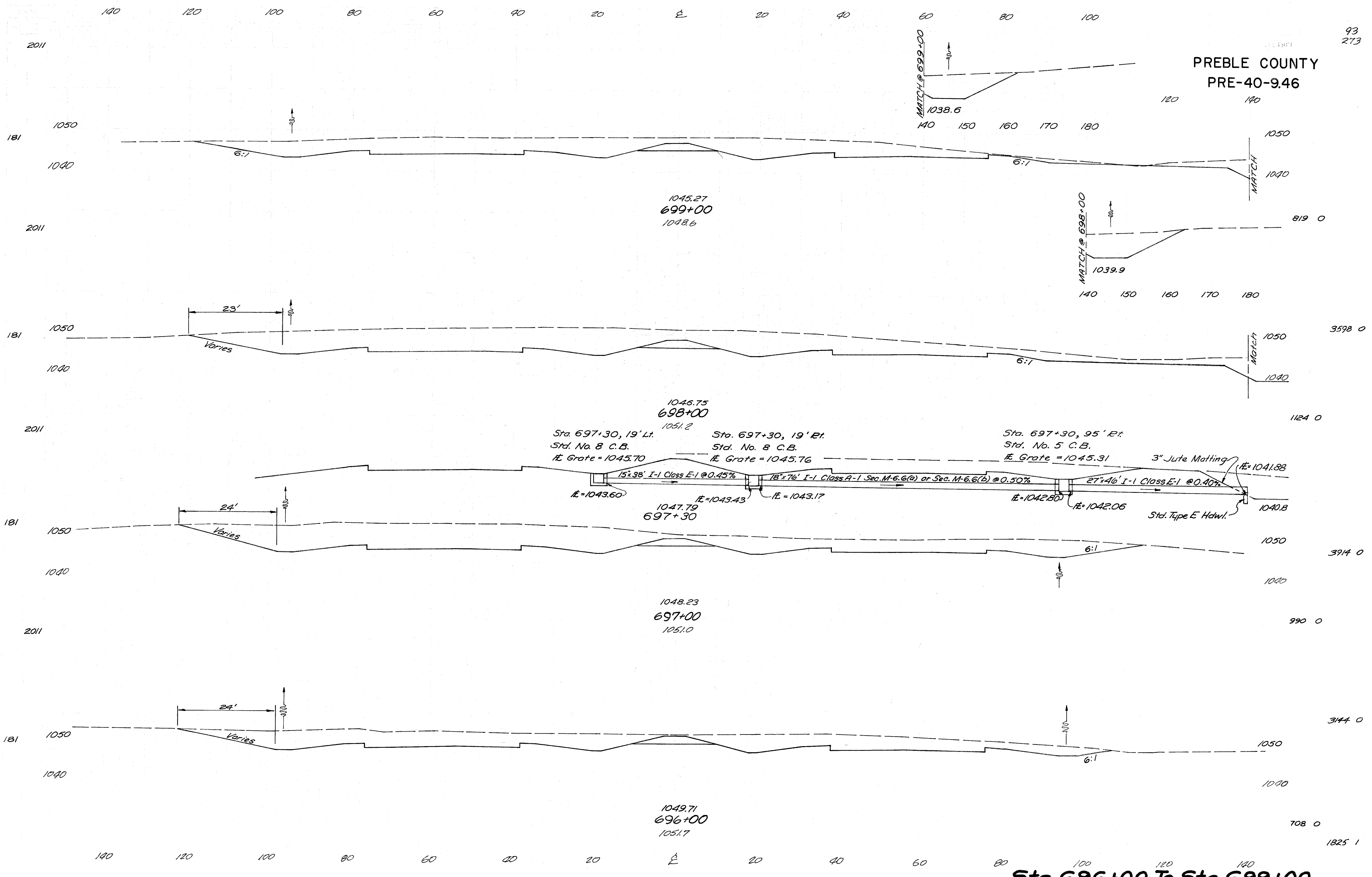
2-V.B.

PREBLE COUNTY
PRE-40-9.46



Sta. 692+00 To Sta. 695+00

PREBLE COUNTY
PRE-40-9.46



Sta. 697+30, 19' Lt.
Std. No. 8 C.B.
R. Grate = 1045.70

Sta. 697+30, 19' Rt.
Std. No. 8 C.B.
R. Grate = 1045.76

Sta. 697+30, 95' Rt.
Std. No. 5 C.B.
R. Grate = 1045.31

15x38' I-1 Class E-1 @ 0.45%

18x76' I-1 Class A-1 Sec. M-6.6(A) or Sec. M-6.6(B) @ 0.50%

27x46' I-1 Class E-1 @ 0.40%

3" Jute Matting

Std. Type E Hdwl.

R. = 1043.60

R. = 1043.43

R. = 1043.17

R. = 1042.80

R. = 1042.06

R. = 1041.88

1040.8

1047.79
697+30

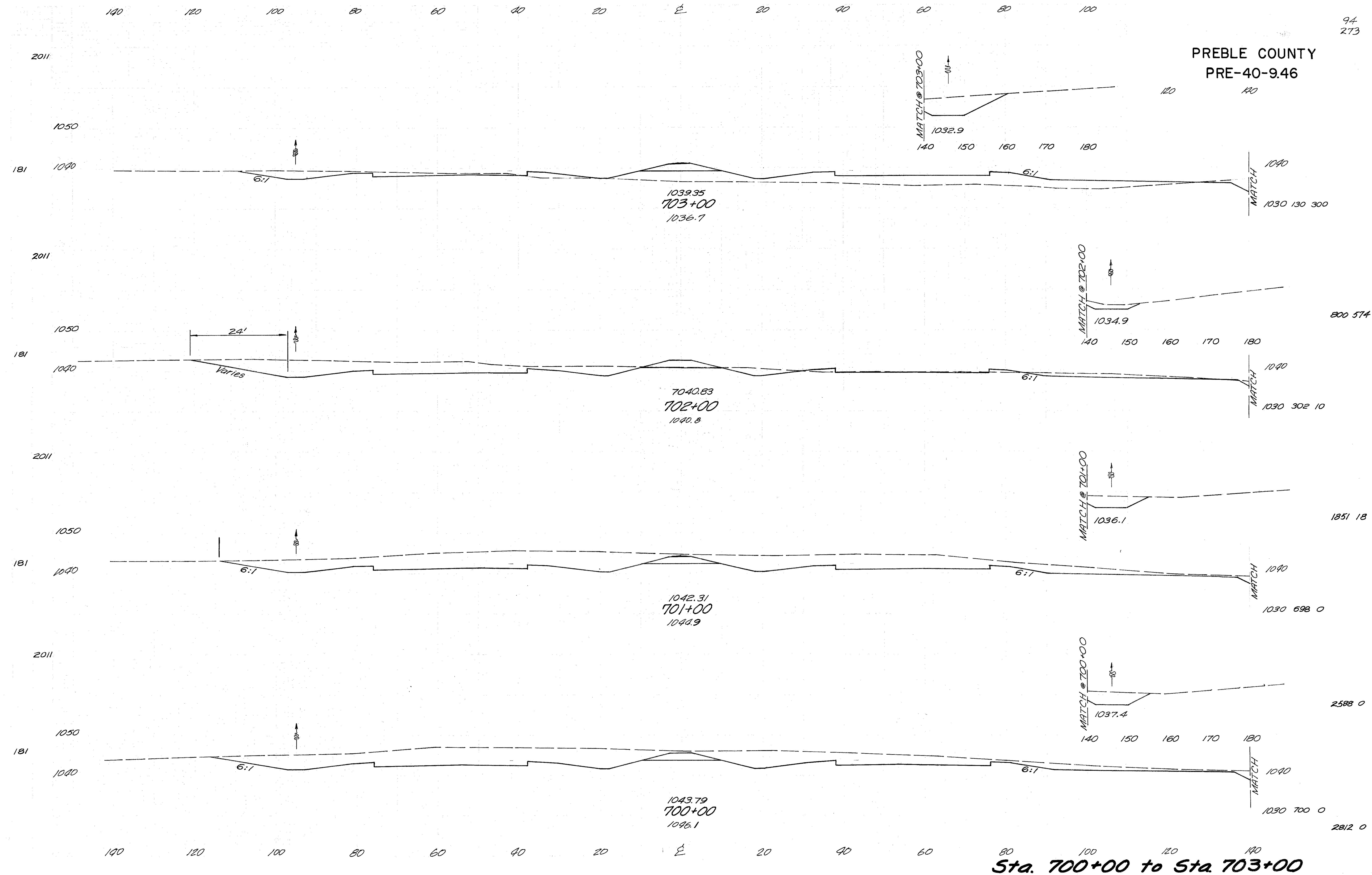
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140 120 100 80 60 40 20 E 20 40 60 80 100

Sta 696+00 To Sta 699+00

E.V.S.

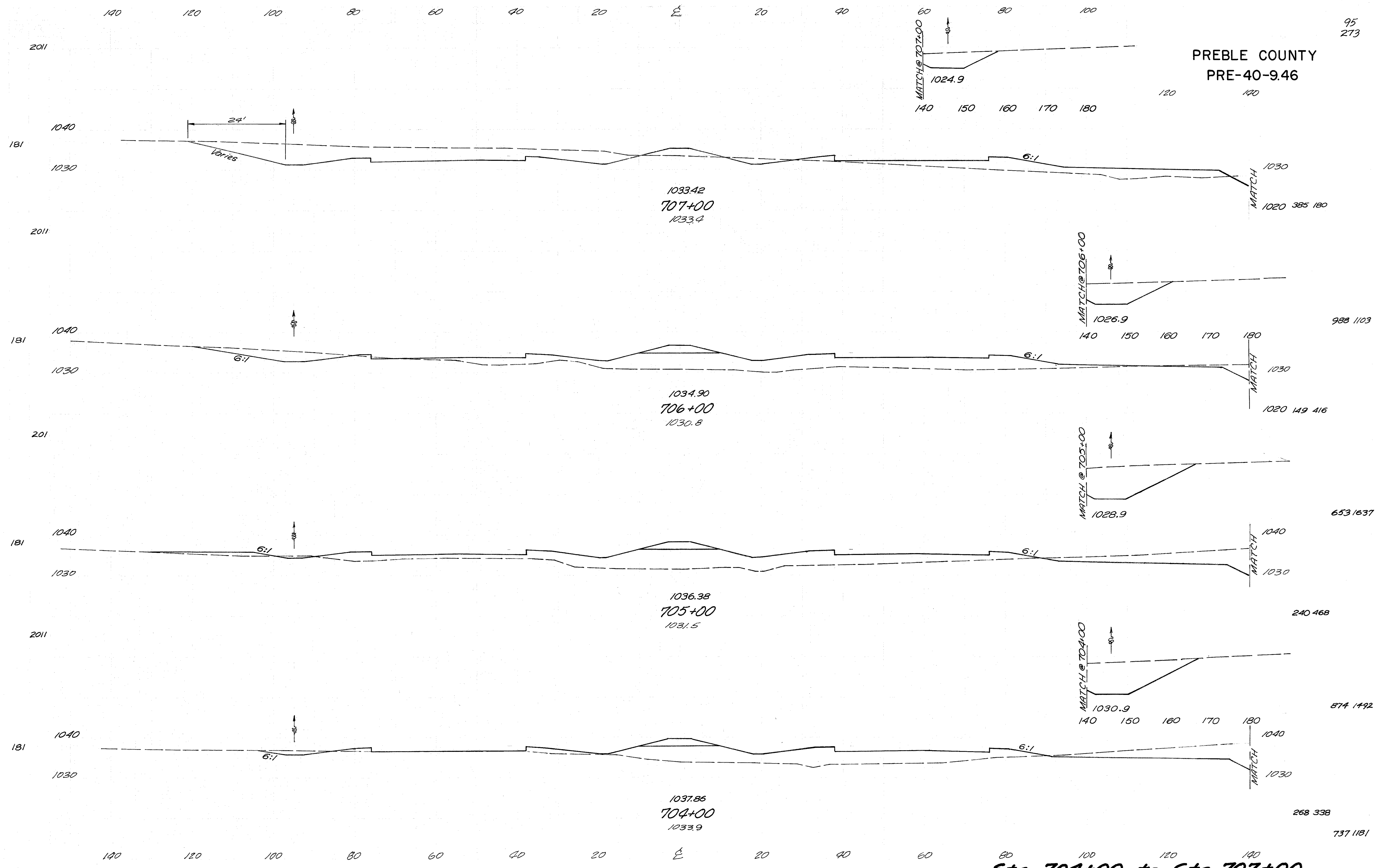
PREBLE COUNTY
PRE-40-9.46



Sta. 700+00 to Sta. 703+00

R.V.B.

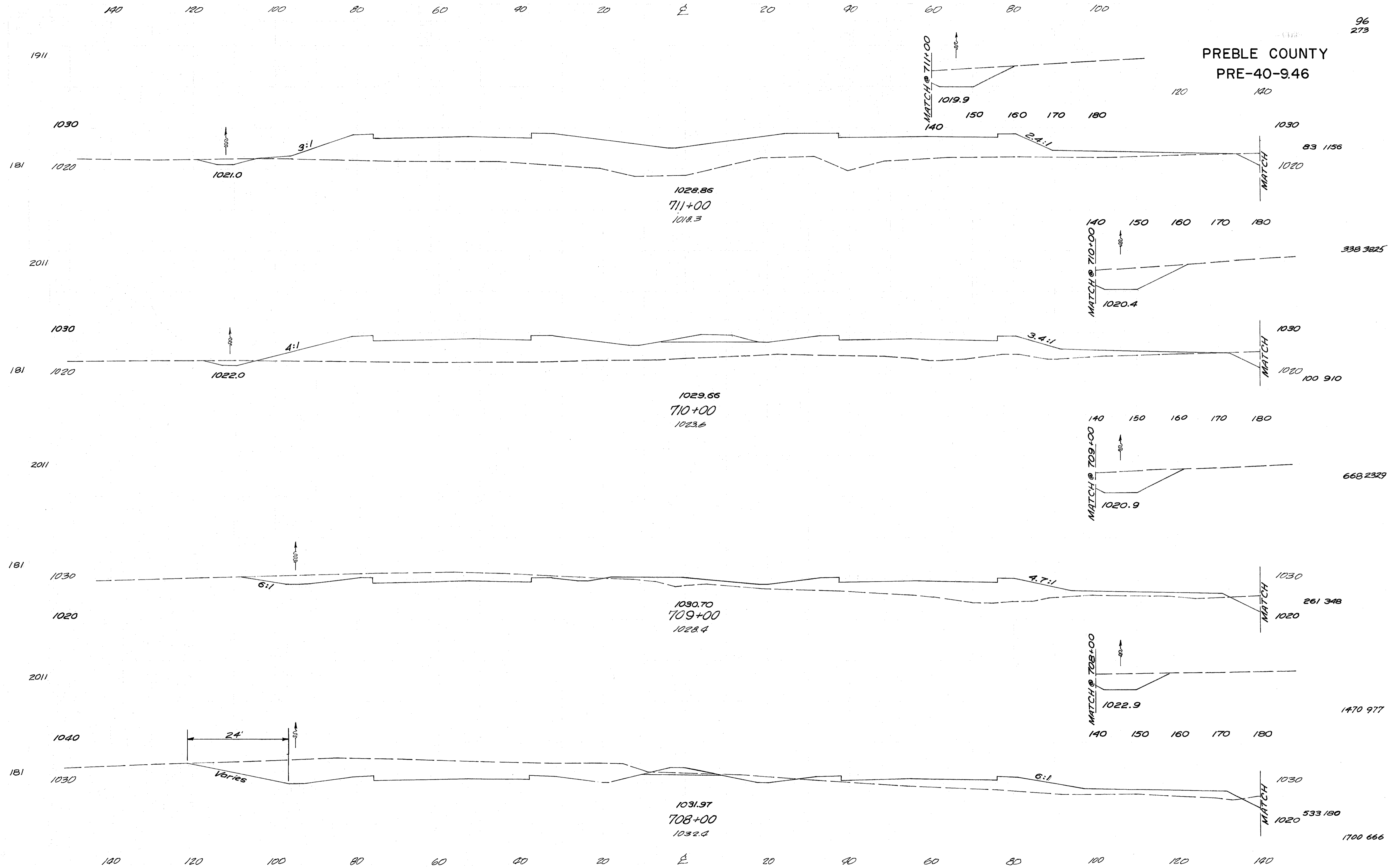
PREBLE COUNTY
PRE-40-9.46



Sta. 704+00 to Sta. 707+00

R.V.B.

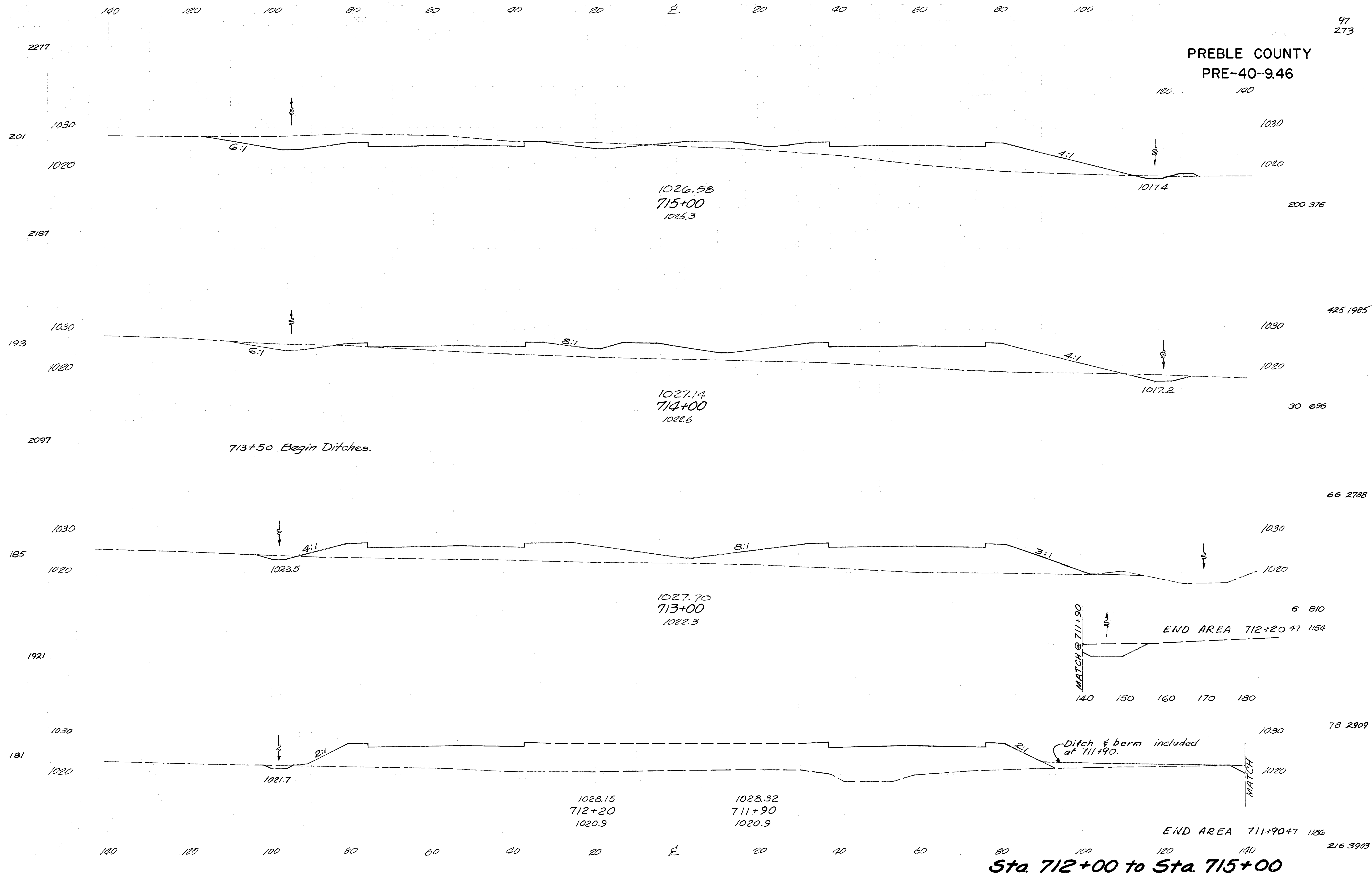
PREBLE COUNTY
PRE-40-9.46



Sta. 708+00 to Sta. 711+00

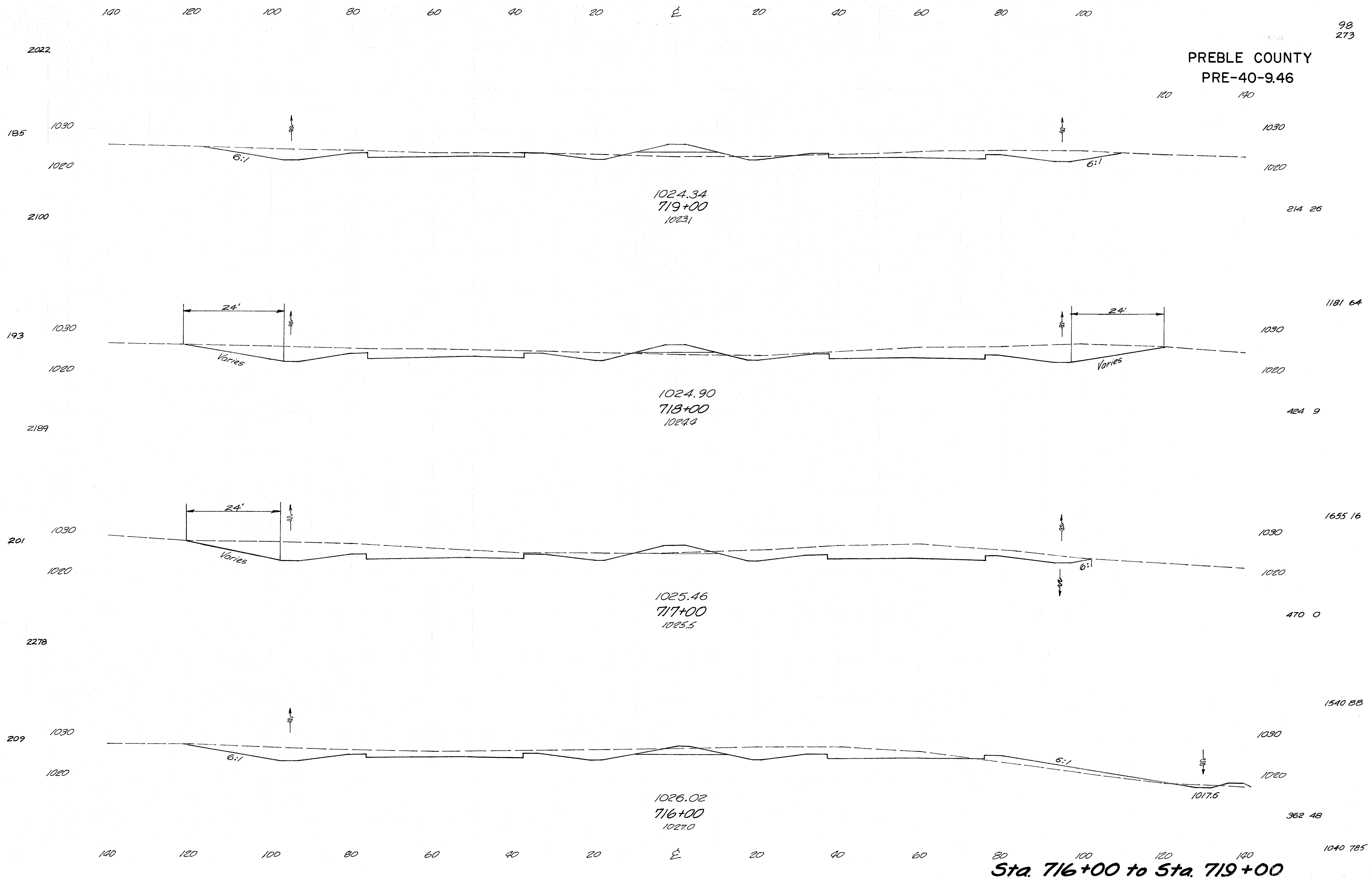
R.V.S

PREBLE COUNTY
PRE-40-9.46



R.V.B.

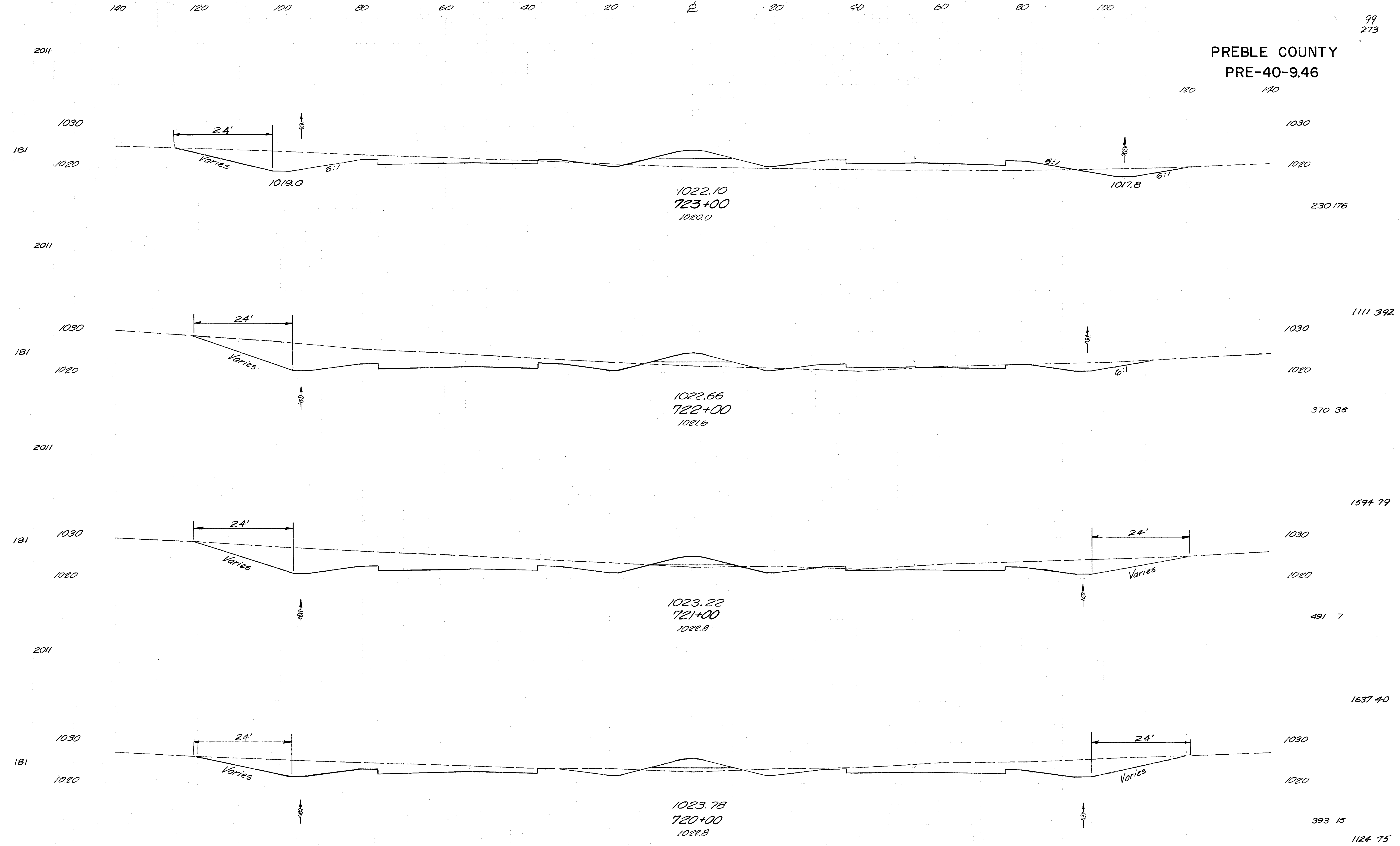
PREBLE COUNTY
PRE-40-9.46



Sta. 716+00 to Sta. 719+00

E.V.B.

PREBLE COUNTY
PRE-40-9.46



Sta. 720+00 to Sta. 723+00

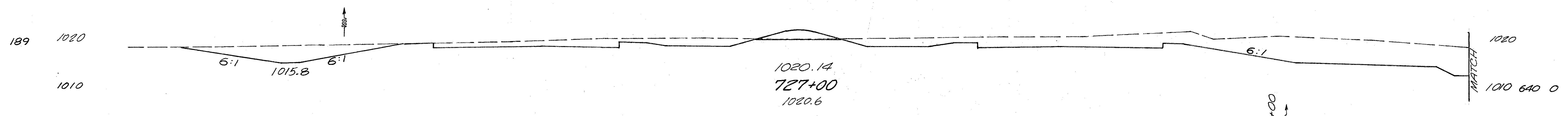
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100
273

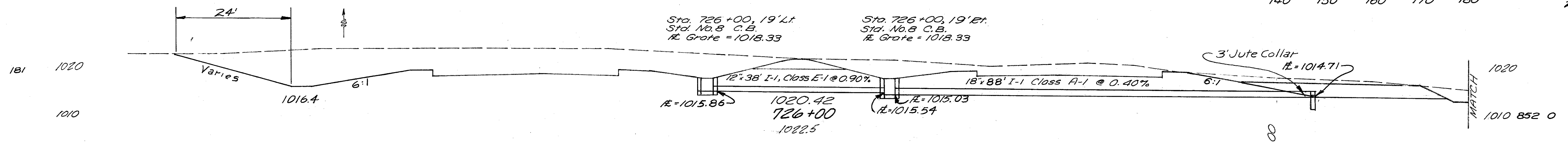
PREBLE COUNTY PRE-40-9.46

120 140

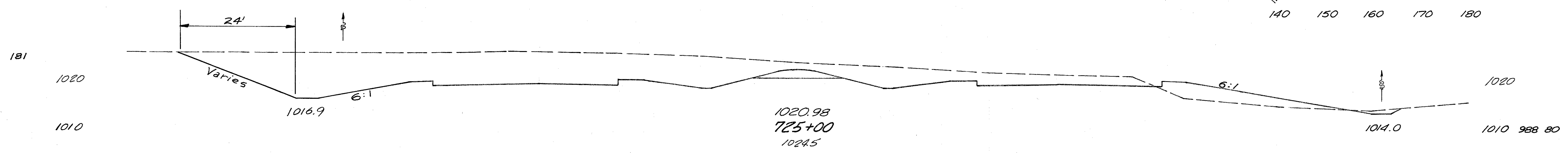
2138



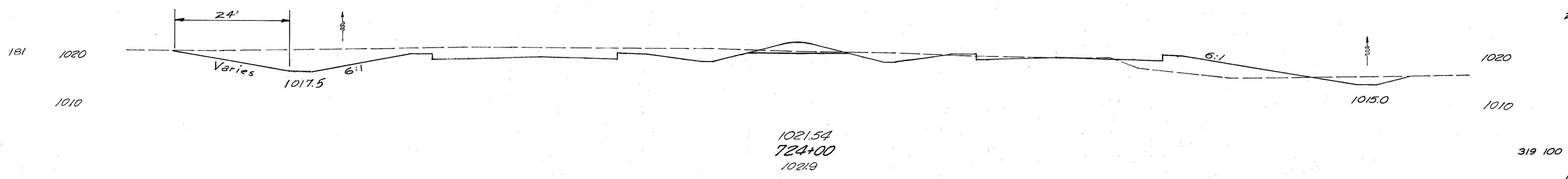
2053



2011



2011



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319 100

1016 511

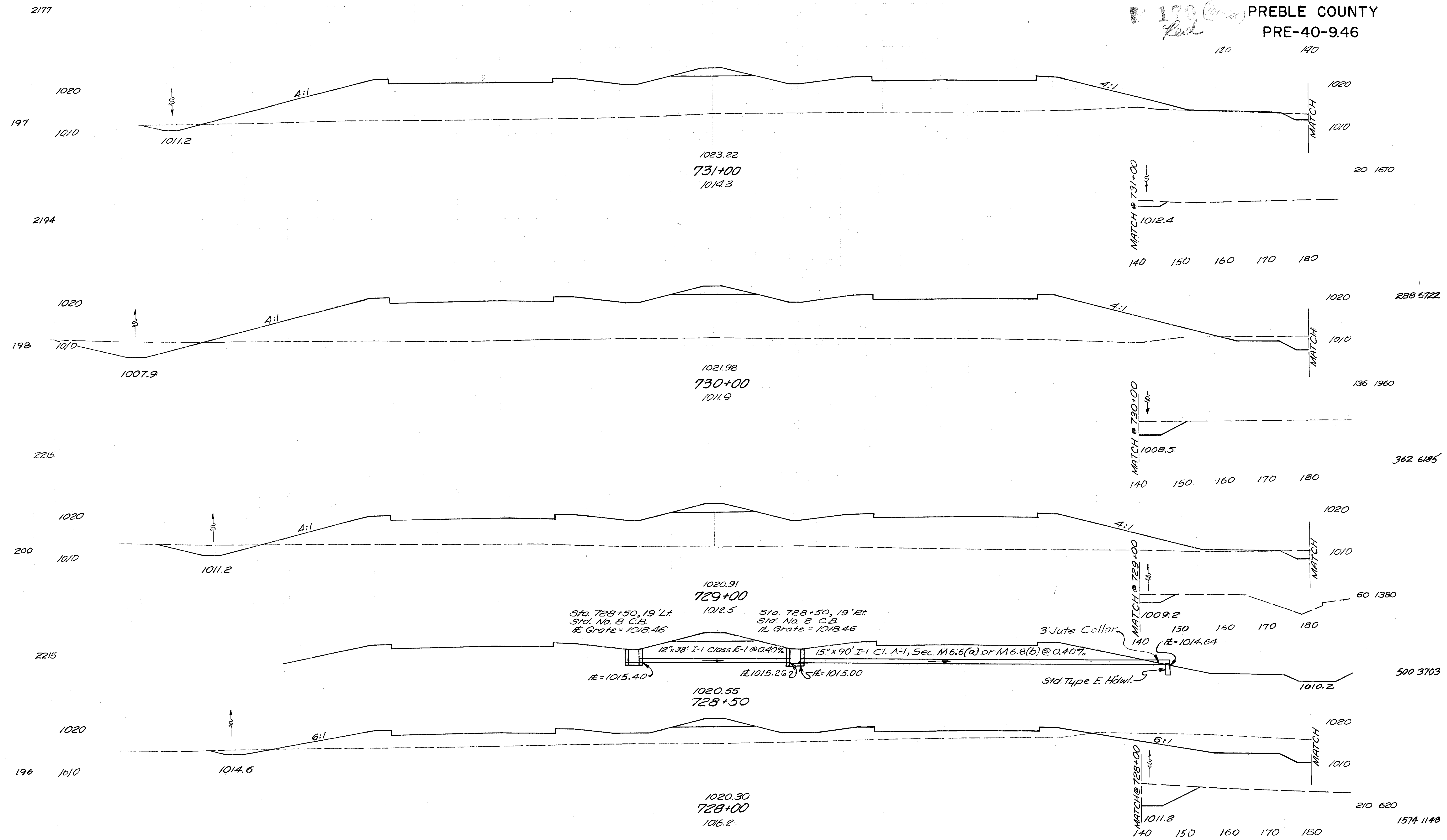
Sta. 724+00 to Sta. 727+00

140 120 100 80 60 40 20 E 20 40 60 80 100

101
273

179 (11-20)
Red
PREBLE COUNTY
PRE-40-946

120 140

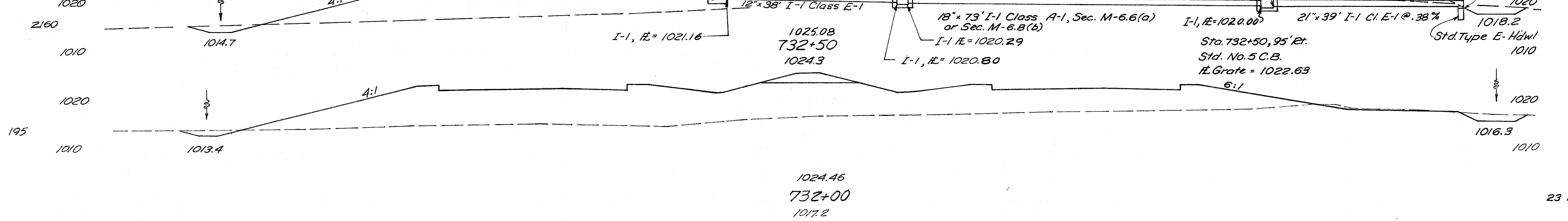
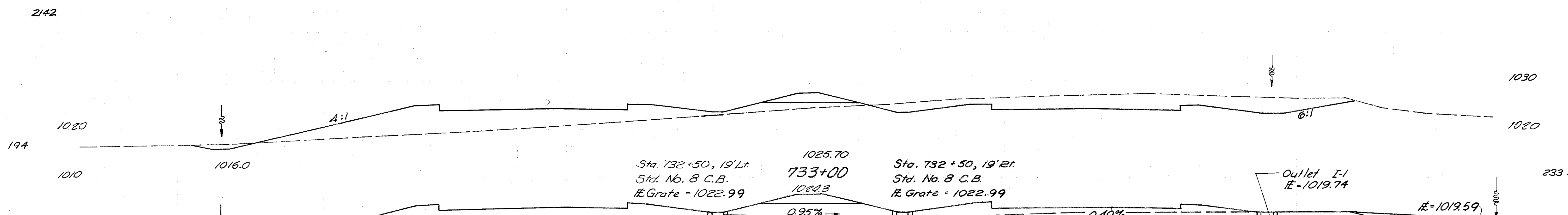
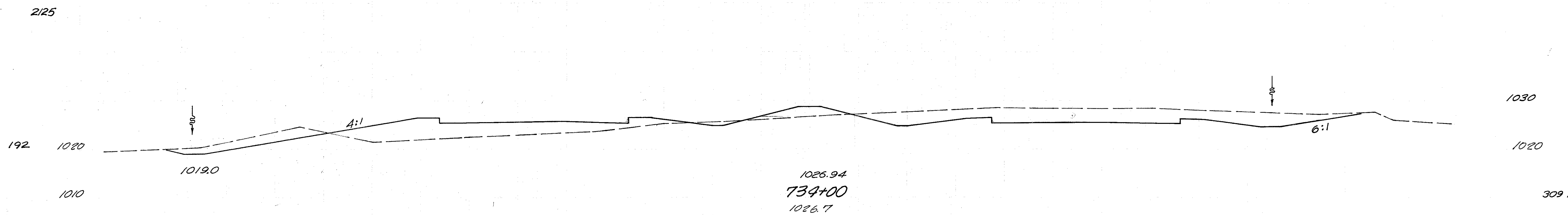
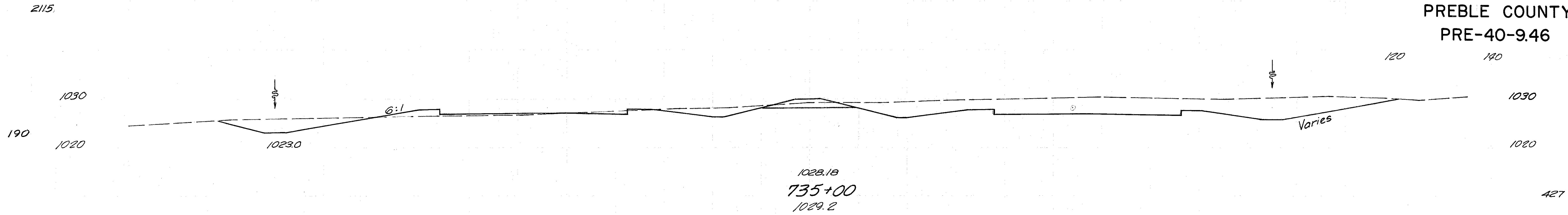


Sta. 728+00 to Sta. 731+00

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102
273

PREBLE COUNTY
PRE-40-9.46



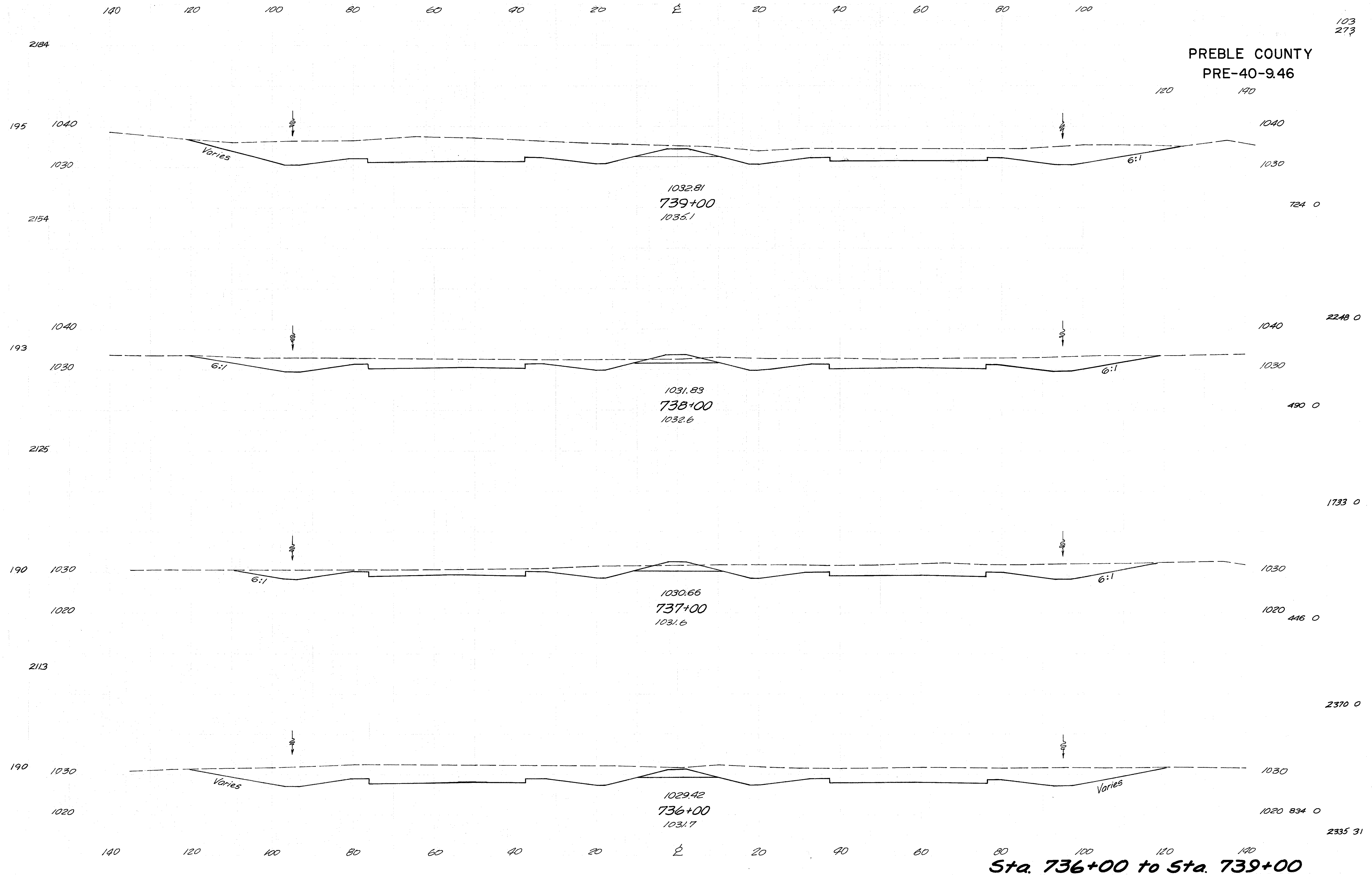
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79 5444

Sta. 732+00 to Sta. 735+00

103
273

PREBLE COUNTY PRE-40-9.46



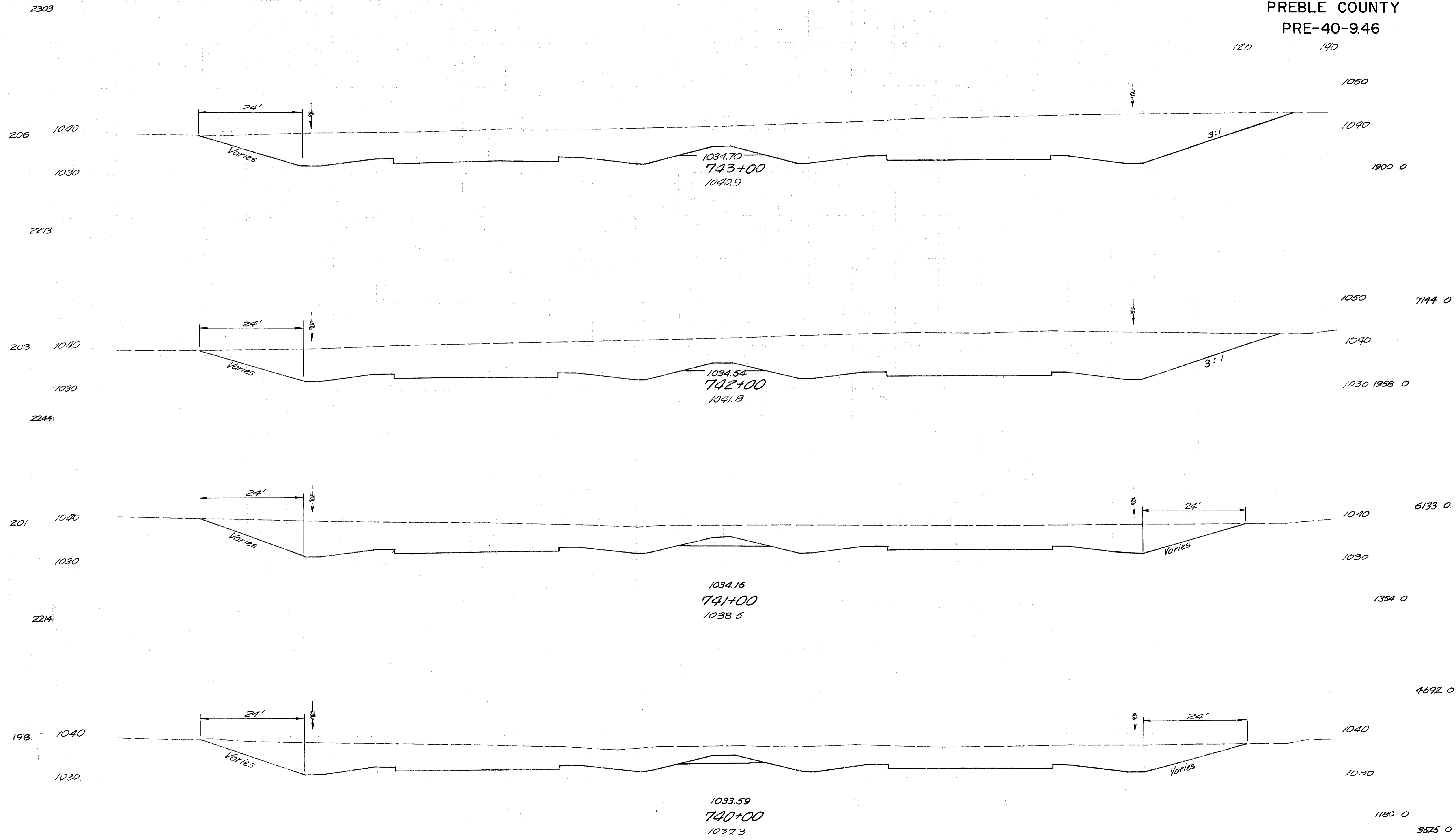
Sta. 736+00 to Sta. 739+00

2335 31

140 120 100 80 60 40 20 0 20 40 60 80 100

104
273

PREBLE COUNTY
PRE-40-9.46



R.V.S.

140 120 100 80 60 40 20 0 20 40 60 80 100

Sta. 740+00 to Sta. 743+00

140 120 100 80 60 40 20 0 20 40 60 80 100

105
273

PREBLE COUNTY
PRE-40-9.46

120 140

1040 1040

1030 1030

747+00
1038.3

0 0

End Grading
This Contract → 745+12 0 0

1040 1040

3:1

3:1

203 0

1030 1030

Grading, This Contract

914 0

746+00
1038.8

211

1040 1040

3:1

3:1

5062 0

1030 1030

2333

1034.44
745+00
1040.4

1820 0

209

1040 1040

24'

Varies

3:1

6866 0

1030 1030

1034.67
744+00
1040.9

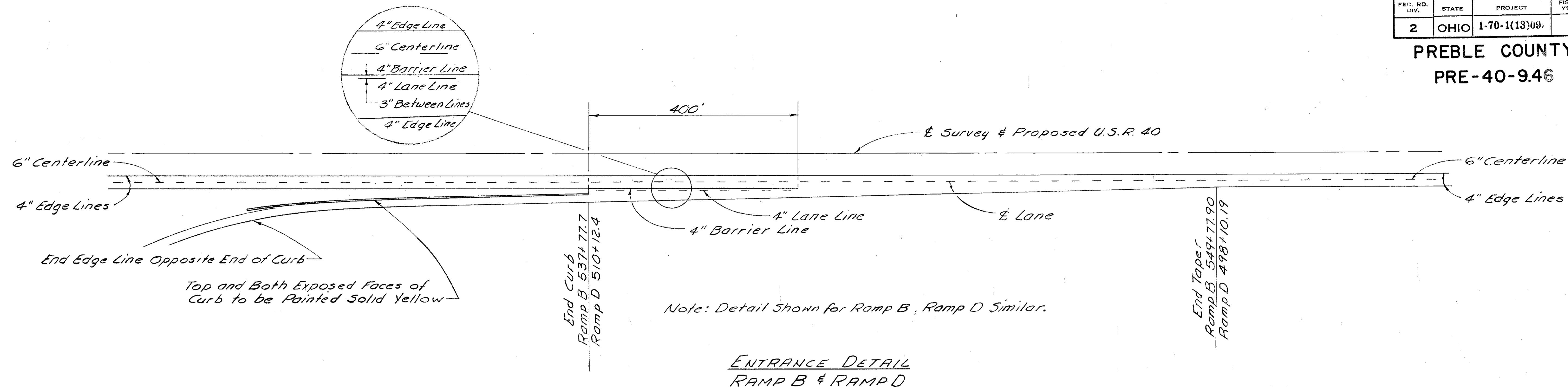
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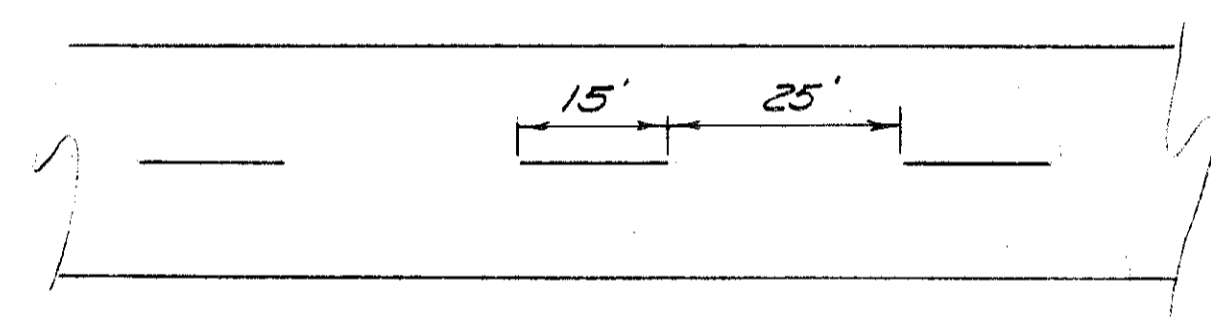
Sta. 744+00 to Sta. 747+00

R.V.B.

PREBLE COUNTY
PRE-40-9.46

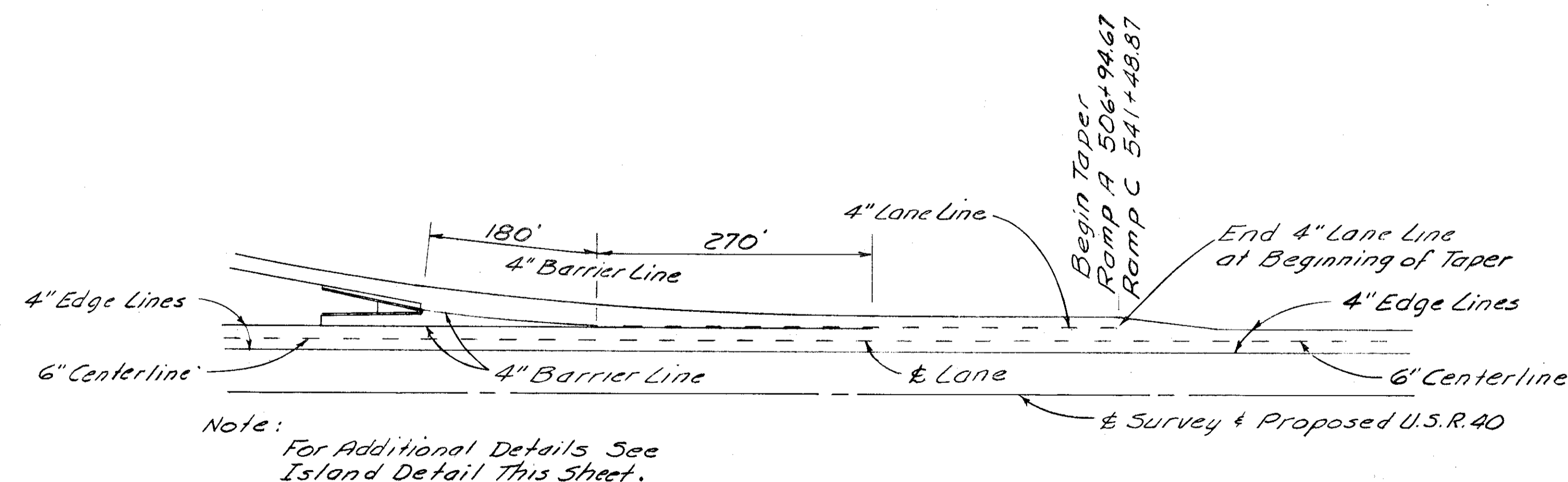


ENTRANCE DETAIL
RAMP B & RAMP D



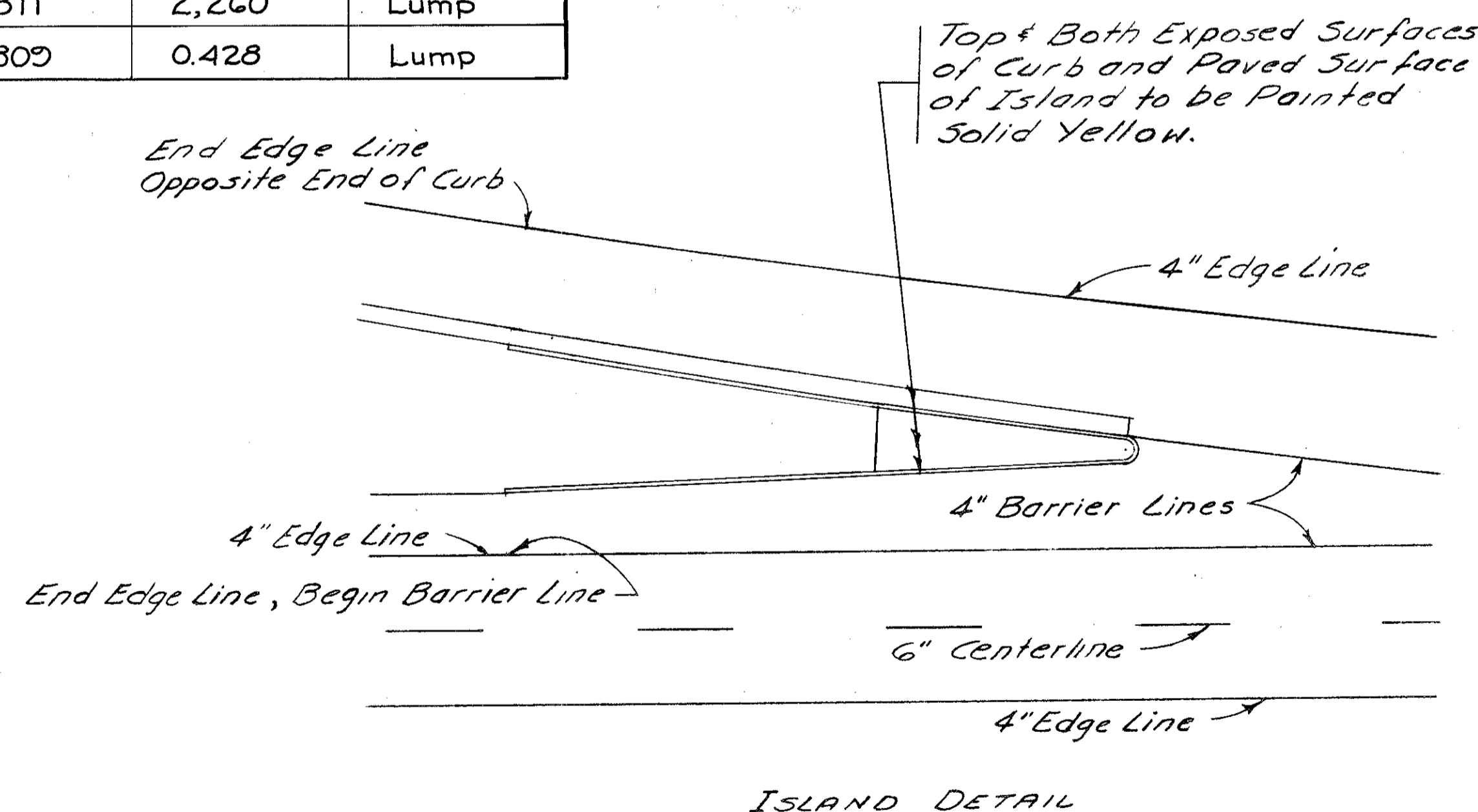
TYPICAL SPACING FOR LANE LINES & CENTERLINES

ITEM I-125 PAVEMENT MARKINGS					
LOCATION	6" CENTER LINE	4" LANE LINE	4" EDGE LINE	4" BARRIER LINE	CURB & ISLAND MARKING
	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LUMP
Main Pavement U.S.R. 40	2,188	0	23,804	0	0
U.S.R. 127 Interchange Ramps	0	687	5,507	2,260	Lump
Totals (Lin. Ft.)	2,188	687	29,311	2,260	Lump
TO SUMMARY I-70-1(13)09 (MILES)	1.740	0.130	18.809	0.428	Lump



Note: Detail Shown for Ramp C, Ramp A Similar.

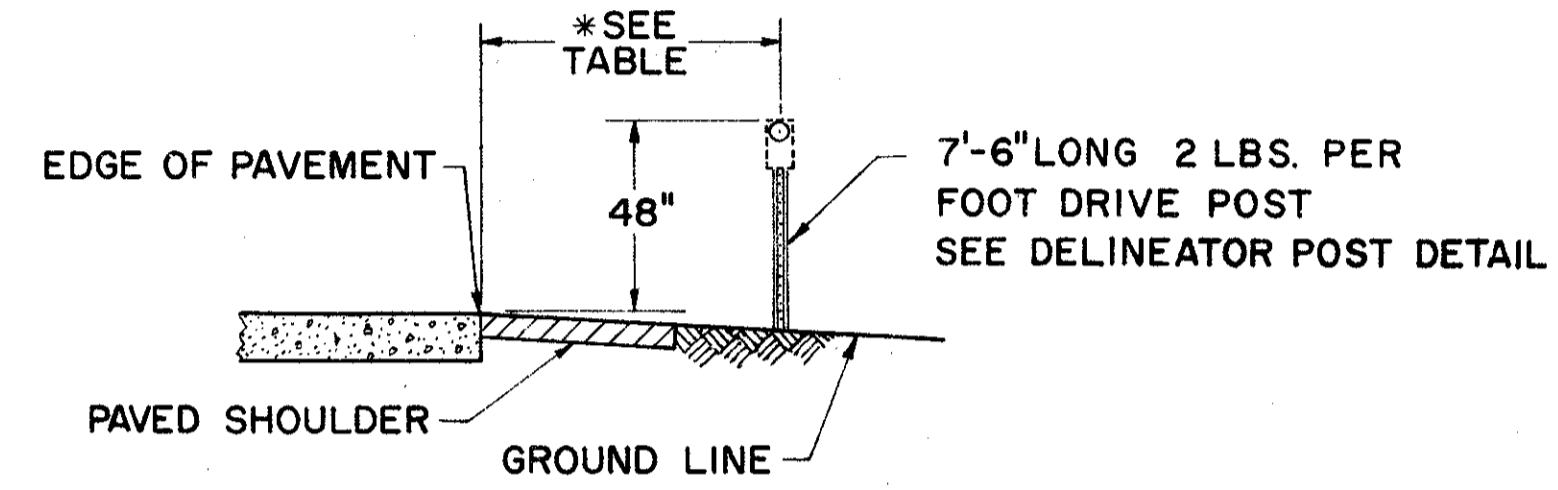
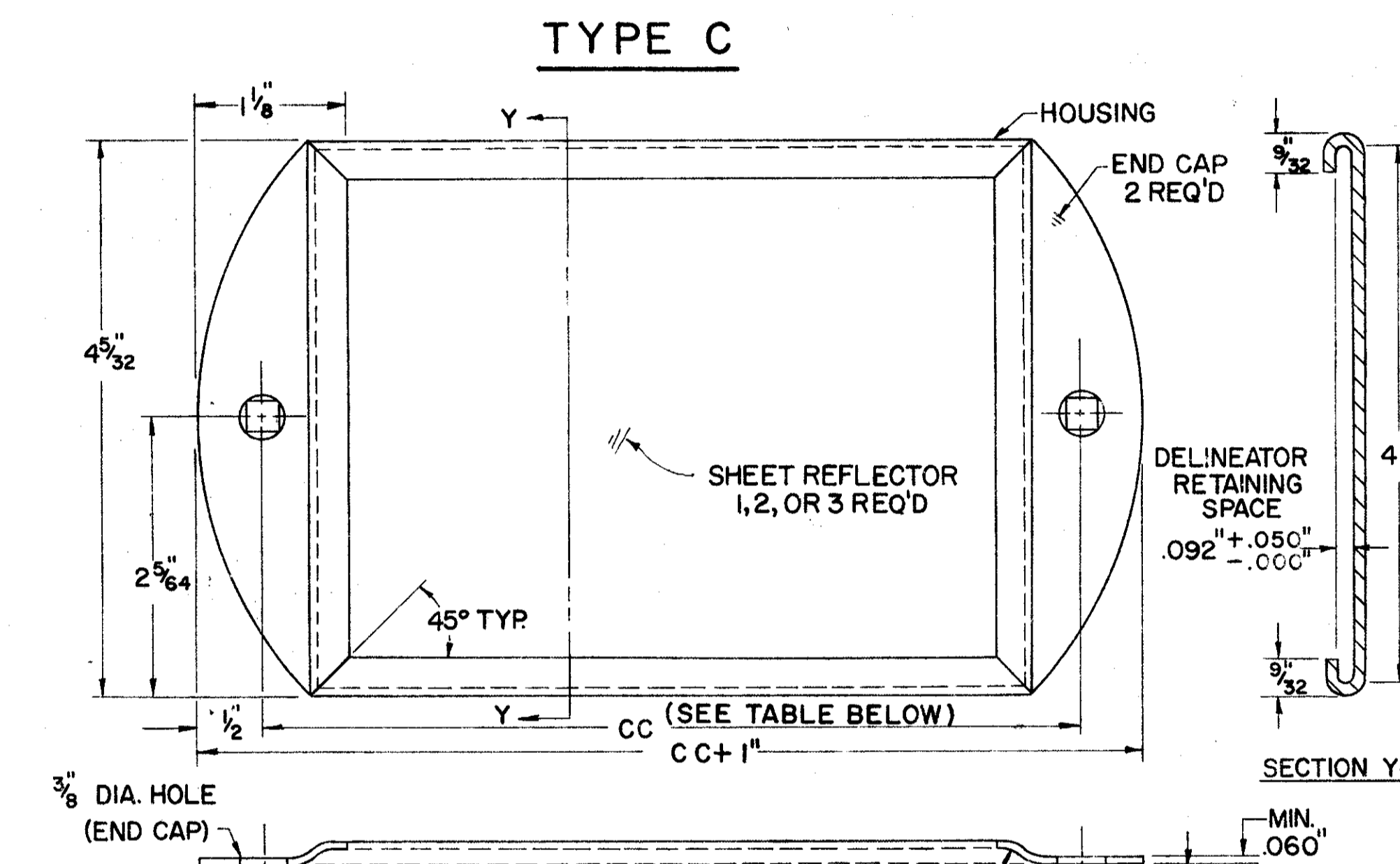
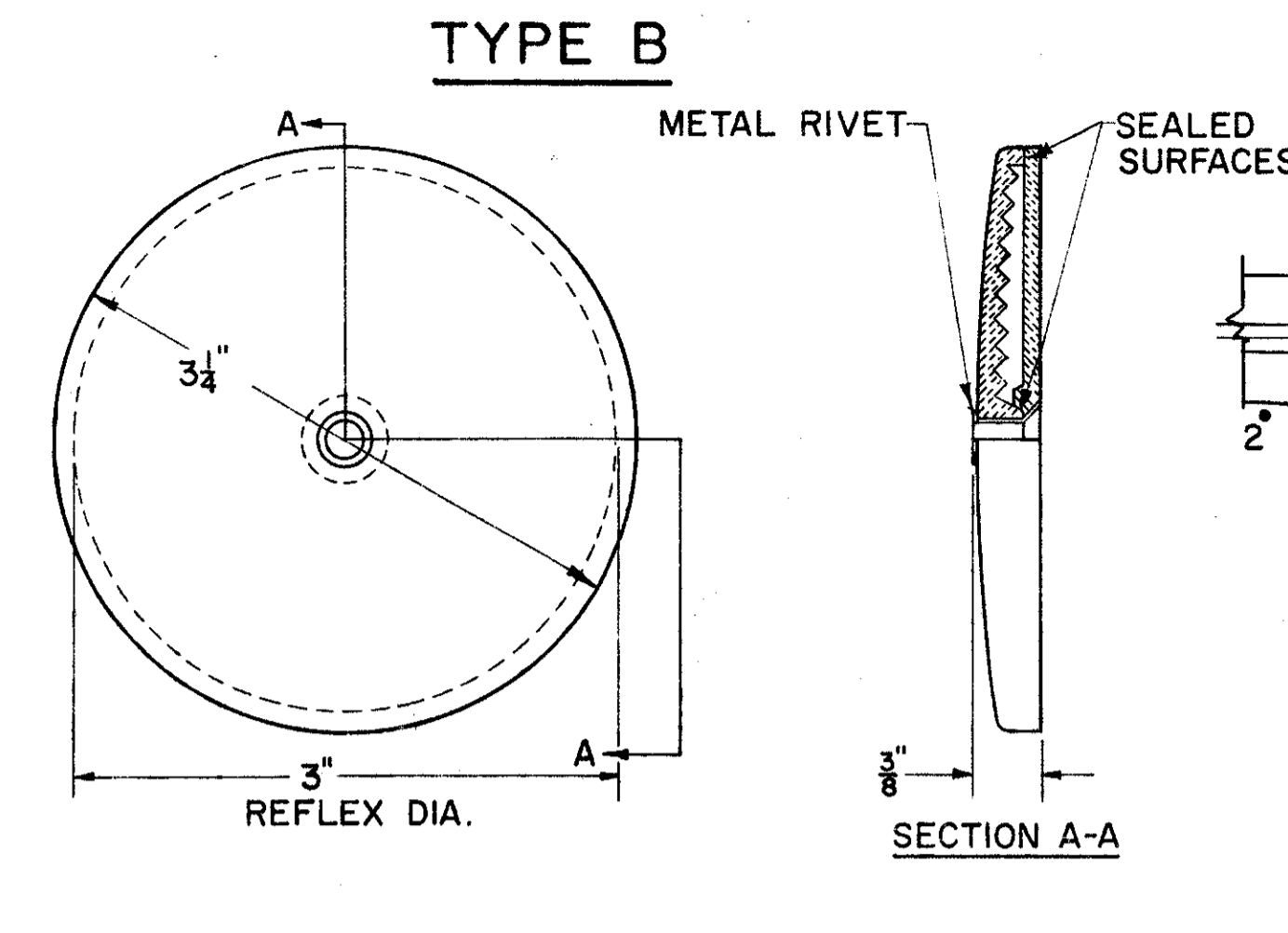
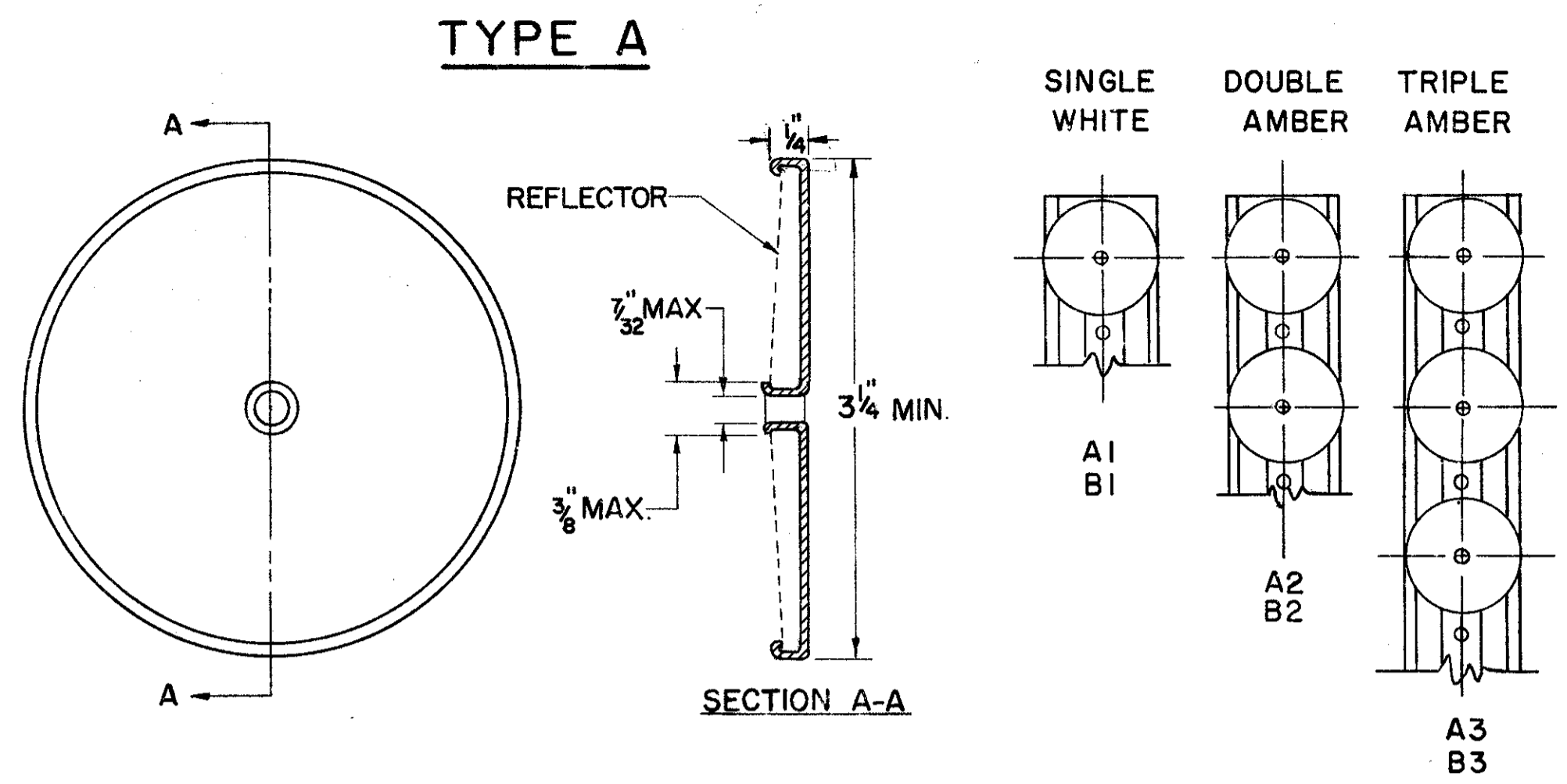
EXIT DETAIL
RAMP A & RAMP C



**PREBLE COUNTY
PRE-40-946**

NOTES

1. TYPE A1 OR B1 DELINEATORS ON THE RIGHT OF THE THROUGH ROADWAY ARE TO BE SPACED AT 200 FT. INTERVALS THROUGHOUT, REGARDLESS OF CURVES.
2. DELINEATORS SHALL BE FURNISHED AND ERECTED IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION NO. I-127, (1-15-62).
3. PAYMENT FOR SUPPORTS (DRIVEPOST OR BRACKET) SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR "ITEM I-127 DELINEATORS".

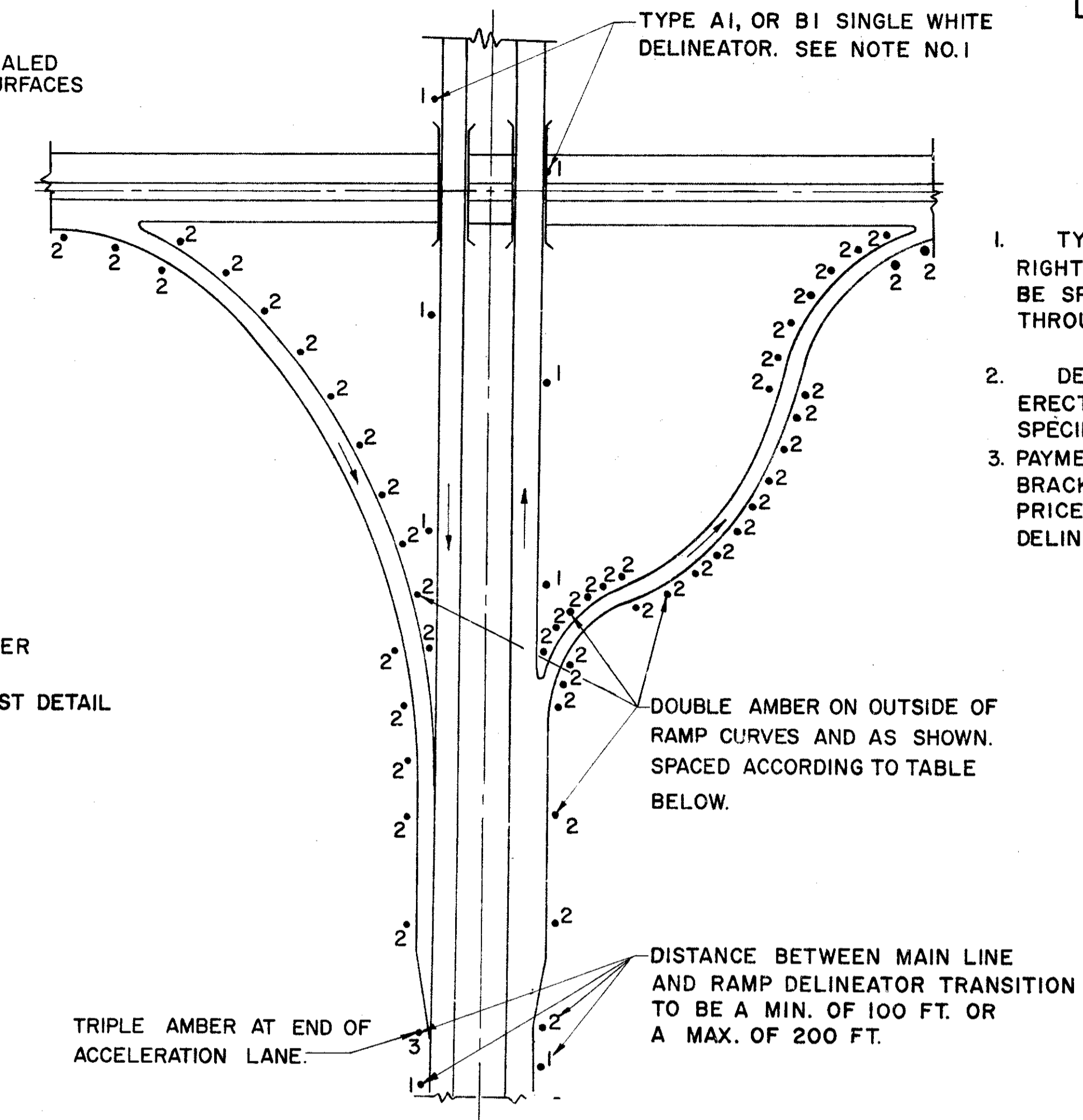


LATERAL PLACEMENT OF DELINEATORS

* TABLE

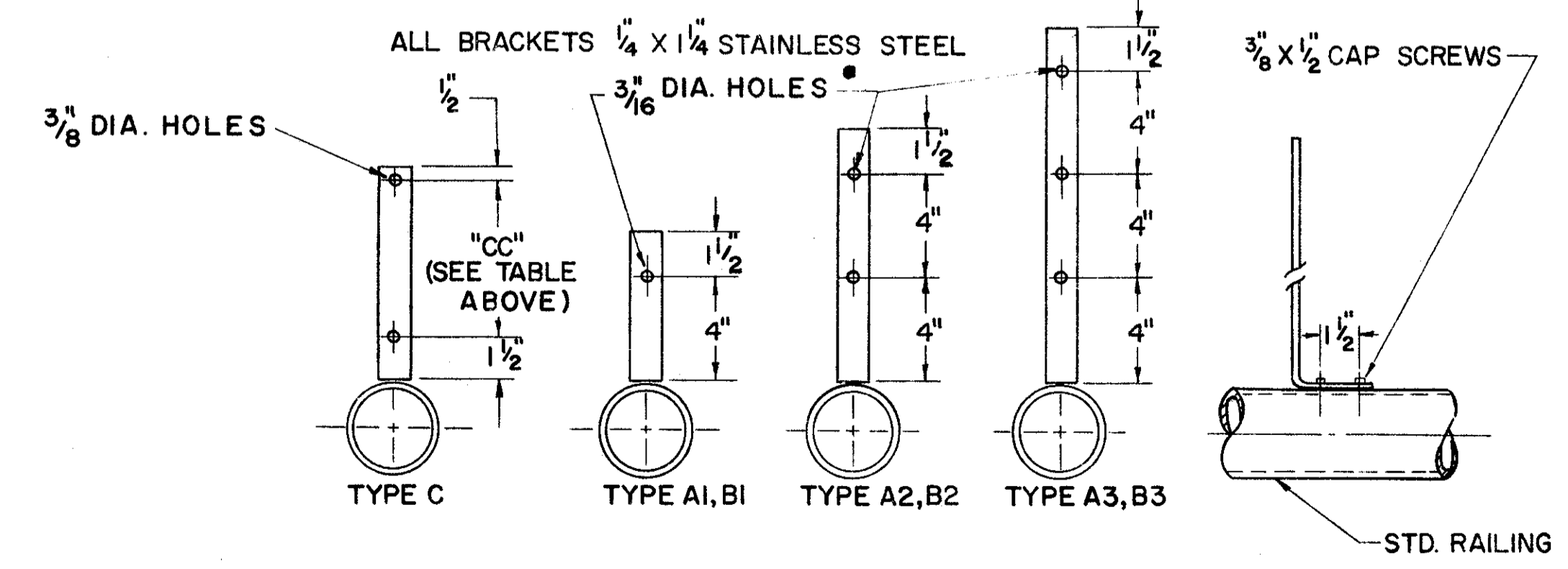
TYPE DELINEATOR	NO GUARDRAIL	GUARDRAIL
SINGLE WHITE	12'-6"	6" OUTSIDE
DOUBLE AMBER RIGHT SIDE	** 8'-6"	6" OUTSIDE
DOUBLE AMBER LEFT SIDE	4'-6"	6" OUTSIDE
TRIPLE AMBER	12'-6"	6" OUTSIDE

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

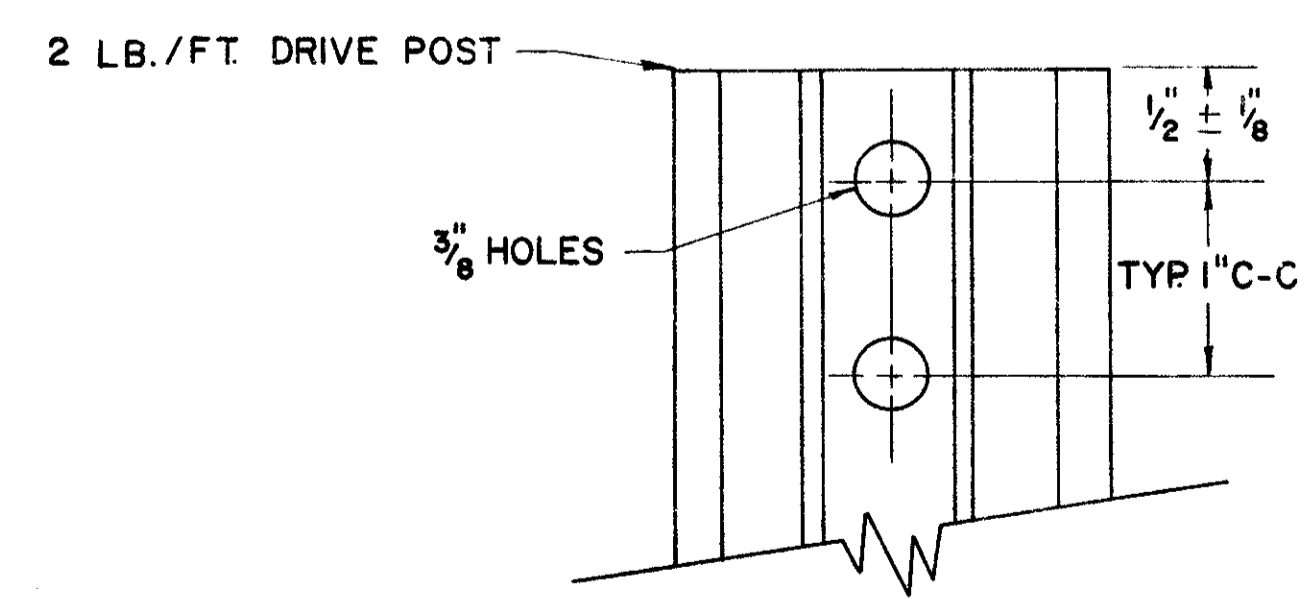
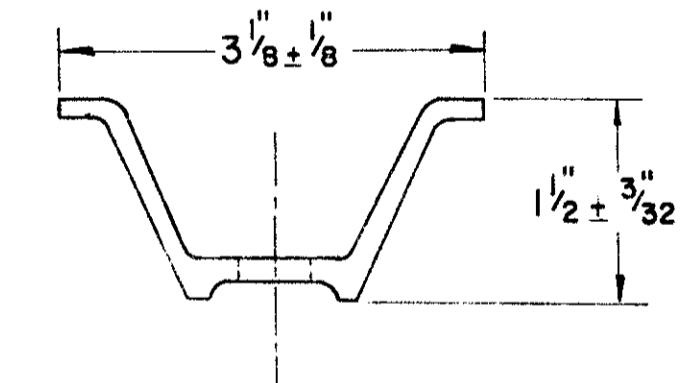


TYPICAL DELINEATOR USE

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



BRIDGE RAIL BRACKET



DELINEATOR POST

DELINEATOR SPACING ON RAMP HORIZONTAL CURVES

RADI, FT.	FROM	TO	SPACING ON CURVE	SPACING 1 ST SPACE*
TANGENT	2,276	1,801	100'	100'
	2,275	1,801	90'	100'
	1,800	1,401	80'	100'
	1,400	1,001	70'	100'
	1,000	751	60'	100'
	750	551	50'	80'
	550	326	40'	70'
	325		30'	60'

* FIRST SPACE IN ADVANCE AND BEYOND CURVE.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

DELINEATOR DETAILS I-127

APPROVED *Robert E. Conner*
ENGINEER OF TRAFFIC

DATE:
12-27-61
1-15-62
5-14-62
7-25-62

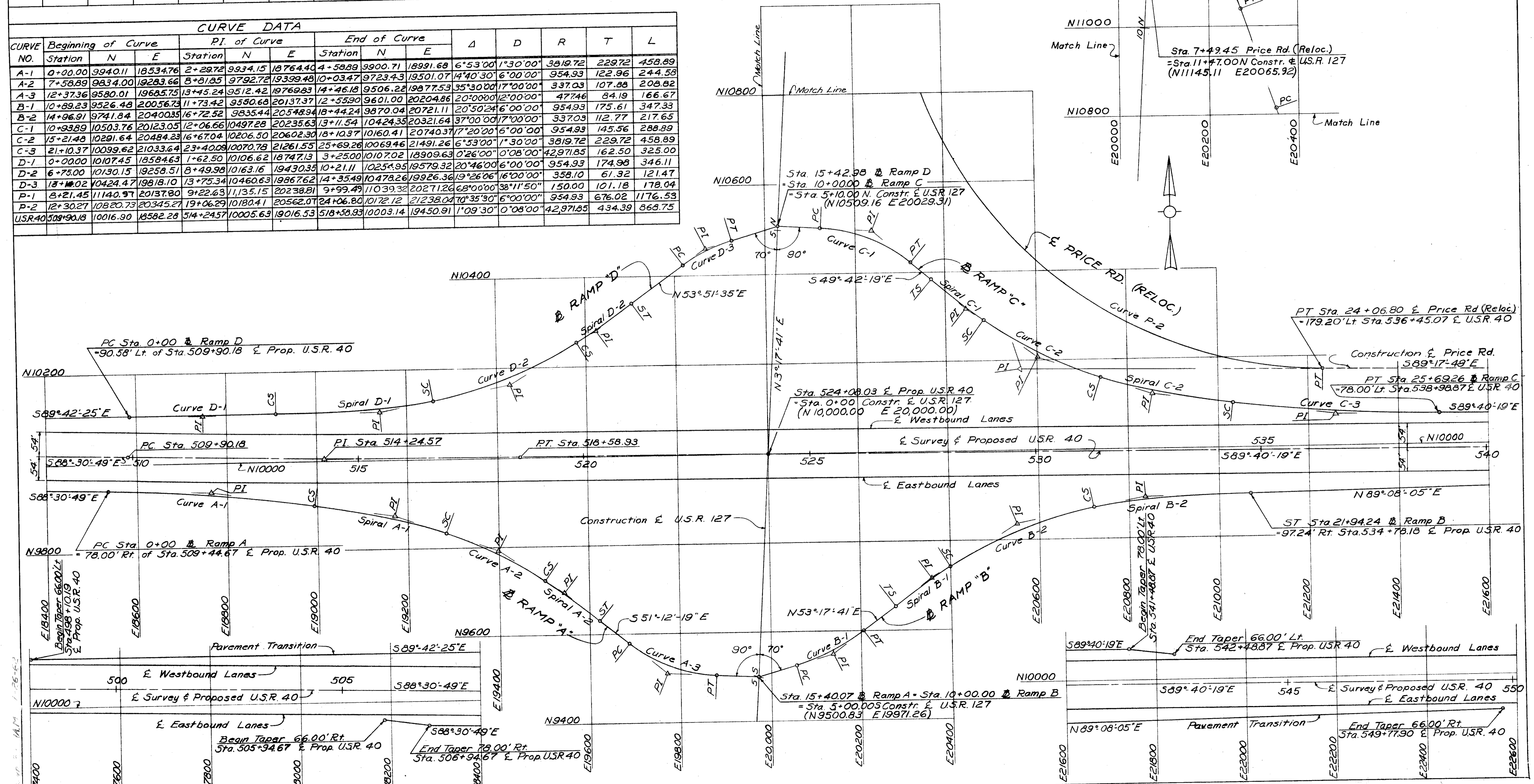
PREBLE COUNTY
PRE-40-9.46

SPIRAL DATA

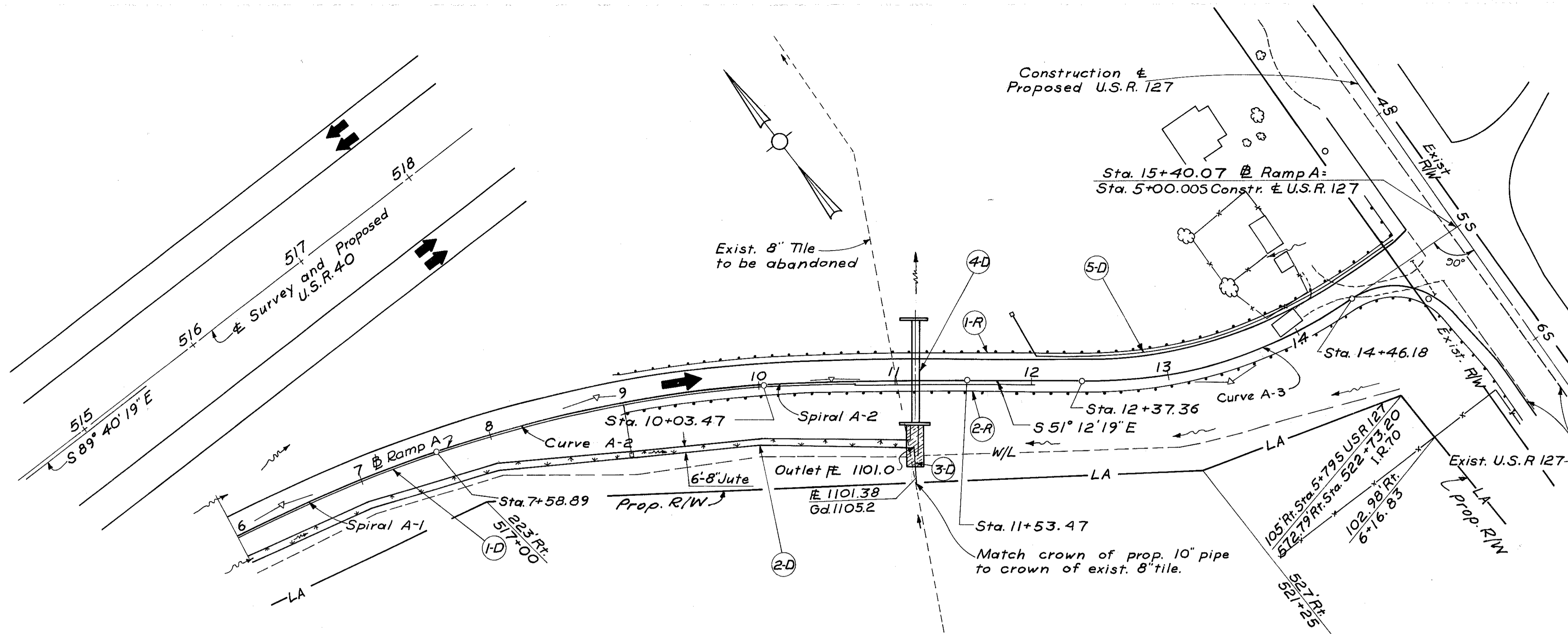
SPIRAL NO.	Tangent to Spiral		Spiral to Curve		Point of Intersection		Curve to Spiral		Spiral to Tangent		θs	Ls	L.T.	S.T.	Remarks		
	Station	N	E	Station	N	E	Station	N	E	Station						N	E
A-1				7+58.89	9834.00	19283.66	6+39.36	9874.44	19170.23	4+58.89	9900.71	18991.68	6°45'00"	300.00	180.47	120.43	Equiv. Spiral, Δ, Δ₂ = 11°15'00"
A-2							10+53.50	9695.24	19542.40	10+03.47	9723.43	19501.07	4°30'00"	150.00	100.03	50.03	
B-1	13+46.91	9655.39	20277.82	14+96.91	9741.84	20400.35	14+46.94	9715.18	20358.02	18+44.24	9870.04	20721.11	10°30'00"	350.00	233.75	117.04	
B-2							19+61.28	9893.11	20835.83	18+44.24	9870.04	20721.11	4°30'00"	150.00	100.03	50.03	
C-1	13+71.48	10385.59	20367.36	15+21.48	10291.64	20484.23	14+71.51	10320.90	20443.65	18+10.37	10160.41	20740.37	6°45'00"	300.00	180.47	120.43	Equiv. Spiral, Δ, Δ₂ = 11°15'00"
C-2							21+10.37	10099.62	21033.64	19+30.80	10122.27	20854.60	10°16'00"	350.00	231.41	119.62	Equiv. Spiral, Δ, Δ₂ = 10°44'00"
D-1							6+75.00	10130.15	19258.51	5+56.41	10107.58	19141.04	4°30'00"	150.00	100.03	50.03	
D-2							10+71.14	10281.19	19621.91	10+21.11	10254.95	19579.32	4°30'00"	150.00	100.03	50.03	

CURVE DATA

CURVE NO.	Beginning of Curve		P.I. of Curve		End of Curve		Δ	D	R	T	L			
	Station	N	E	Station	N	E						Station	N	E
A-1	0+00.00	9940.11	18534.76	2+29.72	9934.15	18764.40	4+58.89	9900.71	18991.68	6°53'00"	1°30'00"	3819.72	229.72	458.89
A-2	7+58.89	9834.00	19283.66	8+81.85	9792.72	19399.48	10+03.47	9723.43	19501.07	14°40'30"	6°00'00"	954.93	122.96	244.58
A-3	12+37.36	9580.01	19685.75	13+45.24	9512.42	19769.83	14+46.18	9506.22	19977.53	35°30'00"	17°00'00"	337.03	107.88	208.82
B-1	10+89.23	9526.48	20056.73	11+73.42	9550.68	20137.37	12+55.90	9601.00	20204.86	20°00'00"	12°00'00"	477.46	84.19	166.67
B-2	14+96.91	9741.84	20400.35	16+72.52	9835.44	20548.94	18+44.24	9870.04	20721.11	20°50'24"	6°00'00"	954.93	175.61	347.33
C-1	10+93.89	10503.76	20123.05	12+06.66	10497.28	20235.63	13+11.54	10424.35	20321.64	37°00'00"	17°00'00"	337.03	112.77	217.65
C-2	15+21.48	10291.64	20484.23	16+67.04	10206.50	20602.30	18+10.37	10160.41	20740.37	17°20'00"	6°00'00"	954.93	145.56	288.89
C-3	21+10.37	10099.62	21033.64	23+40.08	10070.78	21261.55	25+69.26	10069.46	21491.26	6°53'00"	1°30'00"	3819.72	229.72	458.89
D-1	0+00.00	10107.45	18584.63	1+62.50	10106.62	18747.13	3+25.00	10107.02	18909.63	0°26'00"	0°08'00"	42971.85	162.50	325.00
D-2	6+75.00	10130.15	19258.51	8+49.98	10163.16	19430.35	10+21.11	10254.95	19579.32	20°46'00"	6°00'00"	954.93	174.98	346.11
D-3	13+46.02	10424.47	20345.27	13+75.34	10460.63	20562.07	14+35.49	10478.26	20711.20	68°00'00"	38°11'50"	150.00	101.18	178.04
P-1	8+21.45	11140.97	20137.80	9+22.63	11135.15	20238.81	9+99.49	11039.32	20271.20	10°35'30"	6°00'00"	954.93	676.02	1176.53
P-2	12+30.27	10820.73	20345.27	19+06.29	10180.41	20562.07	24+06.80	10172.12	21238.04	10°35'30"	6°00'00"	954.93	676.02	1176.53
USR 40	509+90.18	10016.90	18582.28	514+24.57	10005.63	19016.53	518+58.93	10003.14	19450.91	1°09'30"	0°08'00"	42971.85	434.39	868.75



U.S.R. 127 INTERCHANGE ~ GEOMETRIC LAYOUT

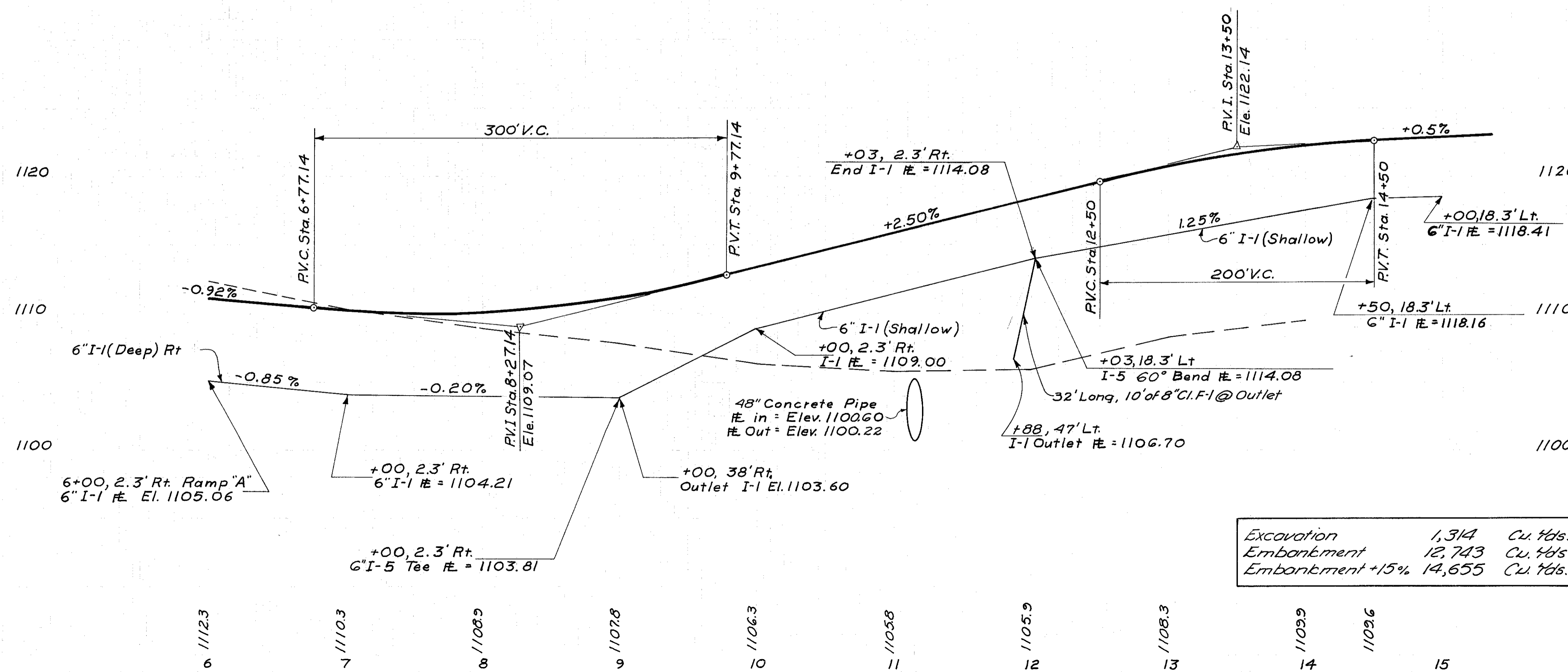


Ramp A Pavement & Shoulder Elevations

Station	Left Shoulder	Left E/P	℄	Right Shoulder	Station	Left Shoulder	Left E/P	℄	Right Shoulder
6+00	1111.92	1111.94	1111.16	1110.62	10+25	1114.93	1114.93	1114.02	1113.40
+25	1111.73	1111.74	1110.93	1110.36	+50	1115.40	1115.42	1114.65	1114.11
+50	1111.54	1111.55	1110.70	1110.11	+75	1115.88	1115.93	1115.29	1114.80
+75	1111.35	1111.35	1110.47	1109.85	11+00	1116.35	1116.43	1115.90	1115.44
7+00	1111.21	1111.20	1110.27	1109.63	+25	1116.82	1116.92	1116.53	1116.07
+25	1111.12	1111.10	1110.14	1109.47	+50	1117.30	1117.42	1117.14	1116.69
+50	1111.09	1111.08	1110.08	1109.39	+75	1117.71	1117.91	1117.78	1117.32
+75	1111.13	1111.11	1110.10	1109.40	12+00	1118.12	1118.40	1118.39	1117.93
8+00	1111.21	1111.19	1110.18	1109.49	+25	1118.60	1118.90	1119.02	1118.55
+25	1111.37	1111.35	1110.34	1109.65	+50	1119.10	1119.40	1119.63	1119.18
+50	1111.60	1111.58	1110.56	1109.87	+75	1119.68	1119.97	1120.22	1119.75
+75	1111.90	1111.88	1110.87	1110.17	13+00	1120.21	1120.50	1120.75	1120.30
9+00	1112.27	1112.25	1111.24	1110.54	+25	1120.68	1120.98	1121.23	1120.77
+25	1112.70	1112.68	1111.67	1110.98	+50	1121.09	1121.38	1121.64	1121.18
+50	1113.22	1113.20	1112.18	1111.49	+75	1121.43	1121.73	1121.98	1121.52
+75	1113.80	1113.78	1112.77	1112.07	14+00	1121.75	1122.06	1122.27	1121.80
10+00	1114.43	1114.41	1113.39	1112.69	+25	1122.08	1122.38	1122.48	1122.02

Ramp A Continued from Sheet 18

For Ramp A Details at U.S.R. 127 See Sheet 127

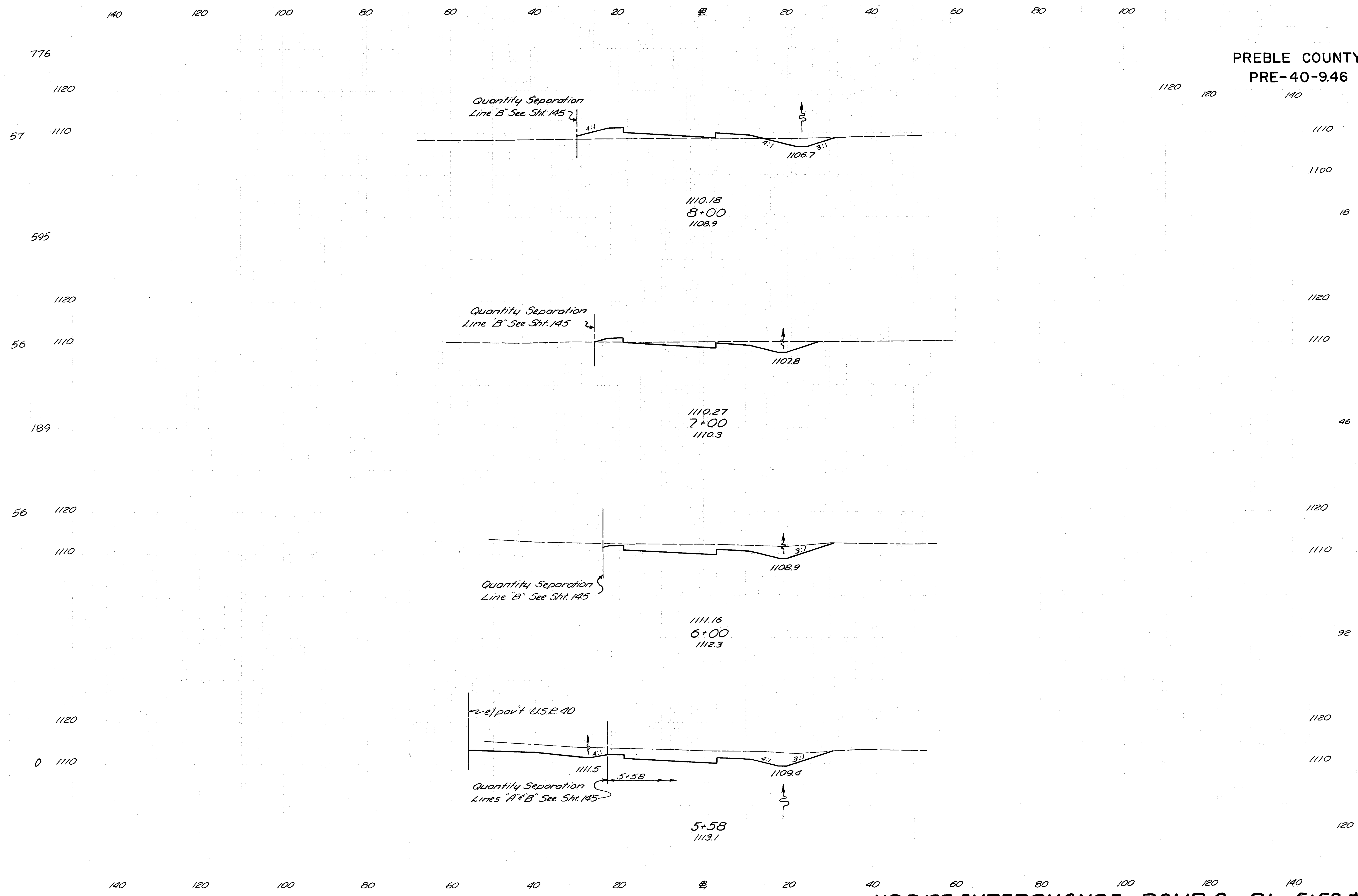


Excavation	1,314	Cu. Yds.
Embankment	12,743	Cu. Yds.
Embankment +15%	14,655	Cu. Yds.

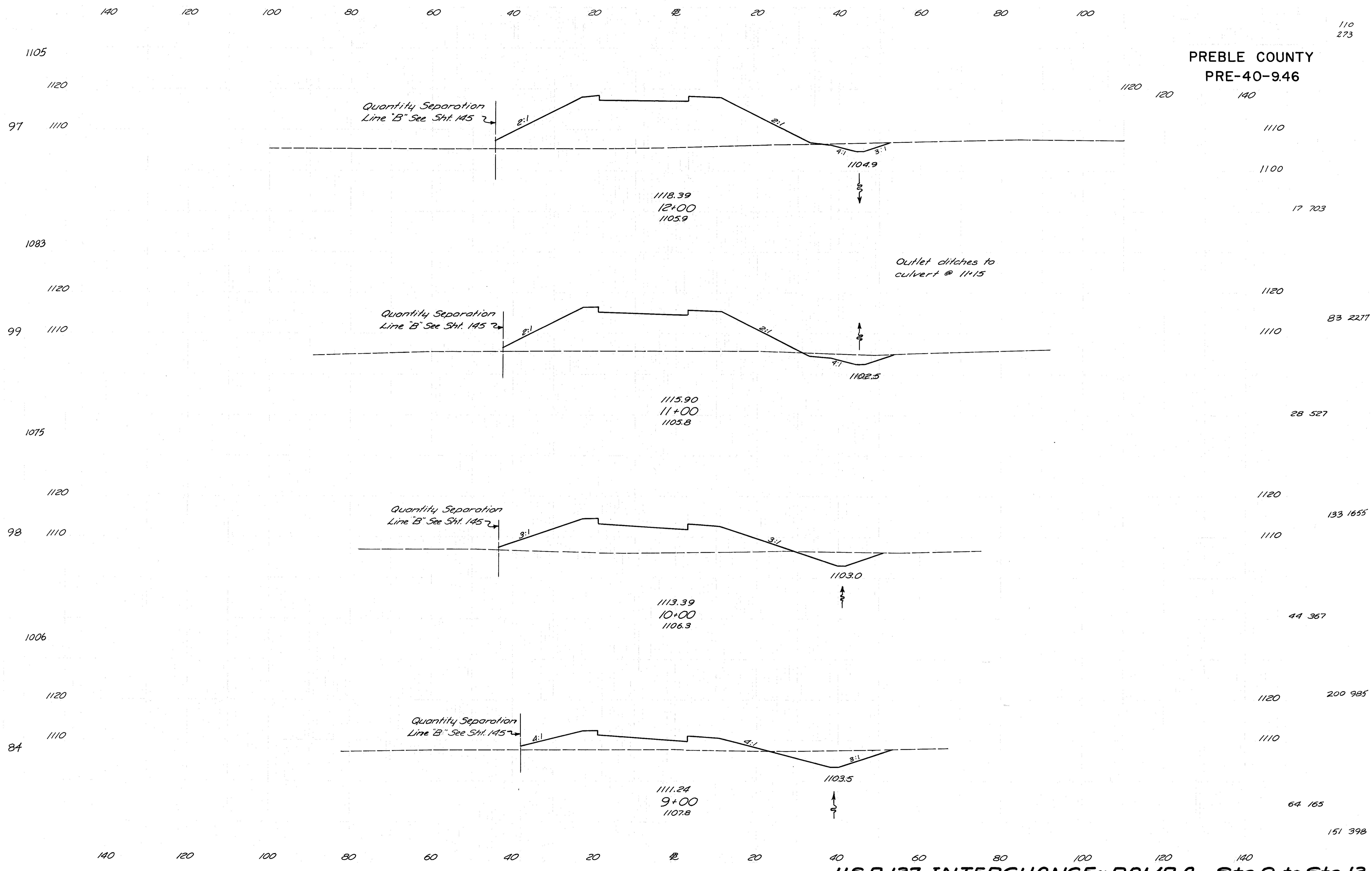
Station	6" I-1 (Shallow)	6" I-1 (Deep)	48" Concrete Pipe	48" Rip Rap	48" Guard Rail	48" Jute Matting	Sub-Totals
6+00	203	426					490
7+00	287	48					474
8+00							474
9+00							474
10+00							474
11+00							474
12+00							474
13+00							474
14+00							474
15+00							474
Total	203	426					964

Sta. 6+00 to Sta. 15+40.07 Ramp A

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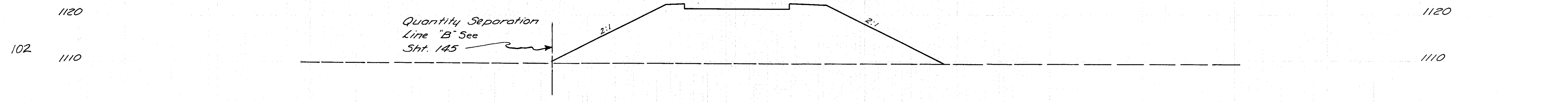


140 120 100 80 60 40 20 0 20 40 60 80 100

111
273

PREBLE COUNTY
PRE-40-9.46

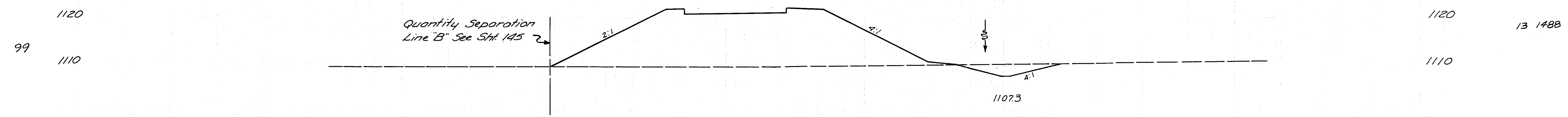
120 140



581

1122.66
14+55
1109.6

14+80 Ahead	0	0
14+80 Back	0	754
	0	754
		0 698

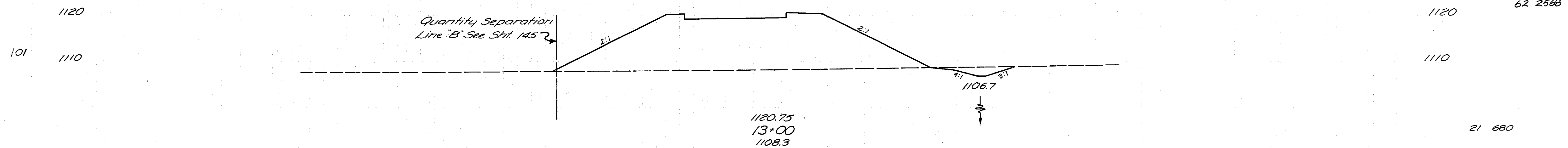


1187

1122.27
14+00
1109.5

13 1488

34 707



101

1120.75
13+00
1108.3

62 2568

21 680

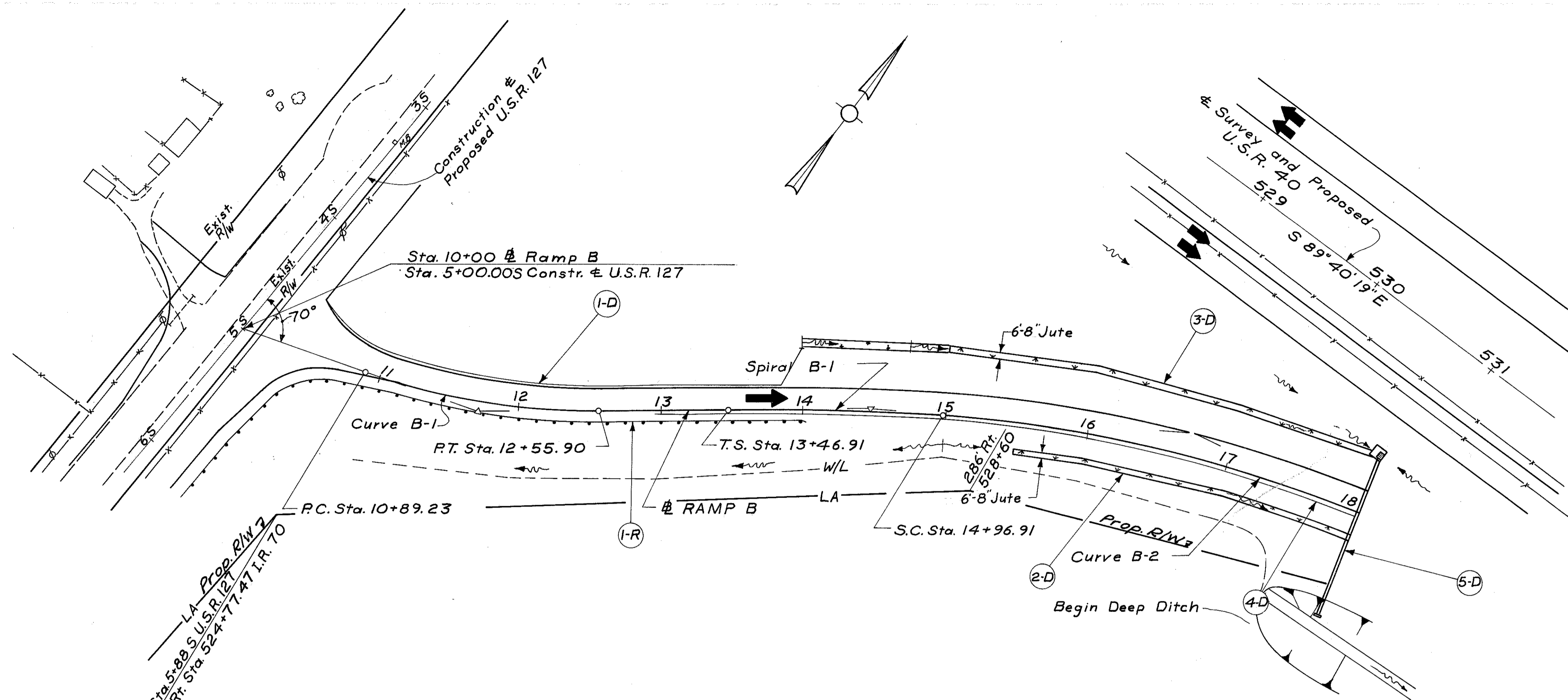
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Ramp B Pavement & Shoulder Elevations

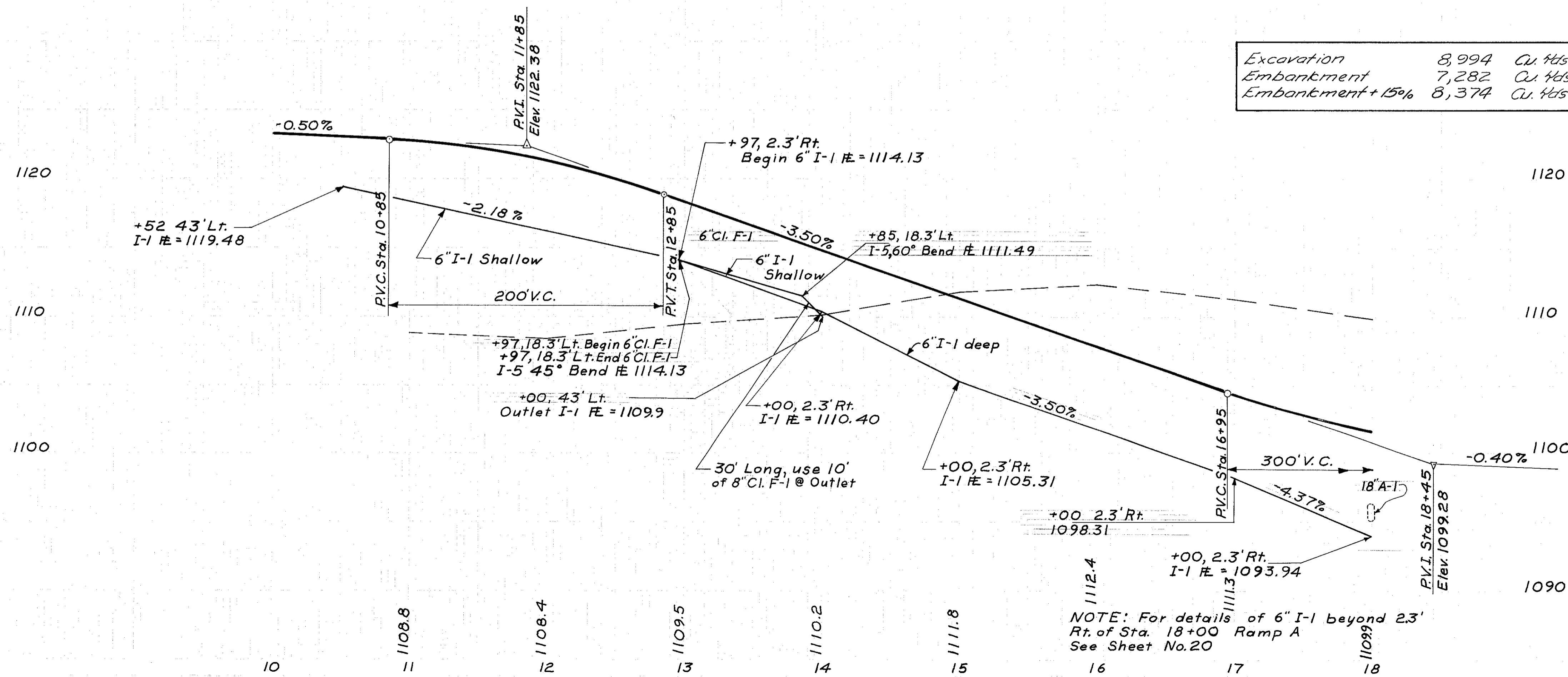
Station	Left Shoulder	Left E/P	E	Right Shoulder	Station	Left Shoulder	Left E/P	E	Right Shoulder
11+25	1122.07	1122.36	1122.56	1122.09	14+75	1113.13	1113.13	1112.23	1111.61
+50	1121.70	1121.99	1122.24	1121.78	15+00	1112.39	1112.37	1111.36	1110.67
+75	1121.28	1121.57	1121.82	1121.36	+25	1111.52	1111.49	1110.48	1109.79
12+00	1120.77	1121.06	1121.31	1120.85	+50	1110.64	1110.62	1109.61	1108.92
+25	1120.17	1120.46	1120.71	1120.25	+75	1109.76	1109.74	1108.73	1108.04
+50	1119.49	1119.78	1120.01	1119.55	16+00	1108.89	1108.87	1107.86	1107.17
+75	1118.83	1119.12	1119.22	1118.76	+25	1108.01	1107.99	1106.98	1106.29
13+00	1118.10	1118.38	1118.36	1117.90	+50	1107.14	1107.12	1106.11	1105.42
+25	1117.42	1117.62	1117.48	1117.02	+75	1106.26	1106.24	1105.23	1104.54
+50	1116.76	1116.88	1116.61	1116.15	17+00	1105.39	1105.37	1104.36	1103.67
+75	1116.03	1116.12	1115.73	1115.27	+25	1104.56	1104.54	1103.53	1102.84
14+00	1115.31	1115.38	1114.86	1114.40	+50	1103.79	1103.77	1102.76	1102.07
+25	1114.58	1114.63	1113.98	1113.52	+75	1103.09	1103.07	1102.06	1101.37
+50	1113.86	1113.88	1113.11	1112.58	18+00	1102.46	1102.44	1101.43	1100.74

See Sheet No. 114



For Ramp B Details at U.S.R. 127 See Sheet 127

For Continuation of Ramp B See Sheet 20



Excavation	8,994	Cu. Yds.
Embankment	7,282	Cu. Yds.
Embankment + 15%	8,374	Cu. Yds.

NOTE: For details of 6" I-1 beyond 23' Rt. of Sta. 18+00 Ramp A See Sheet No. 20

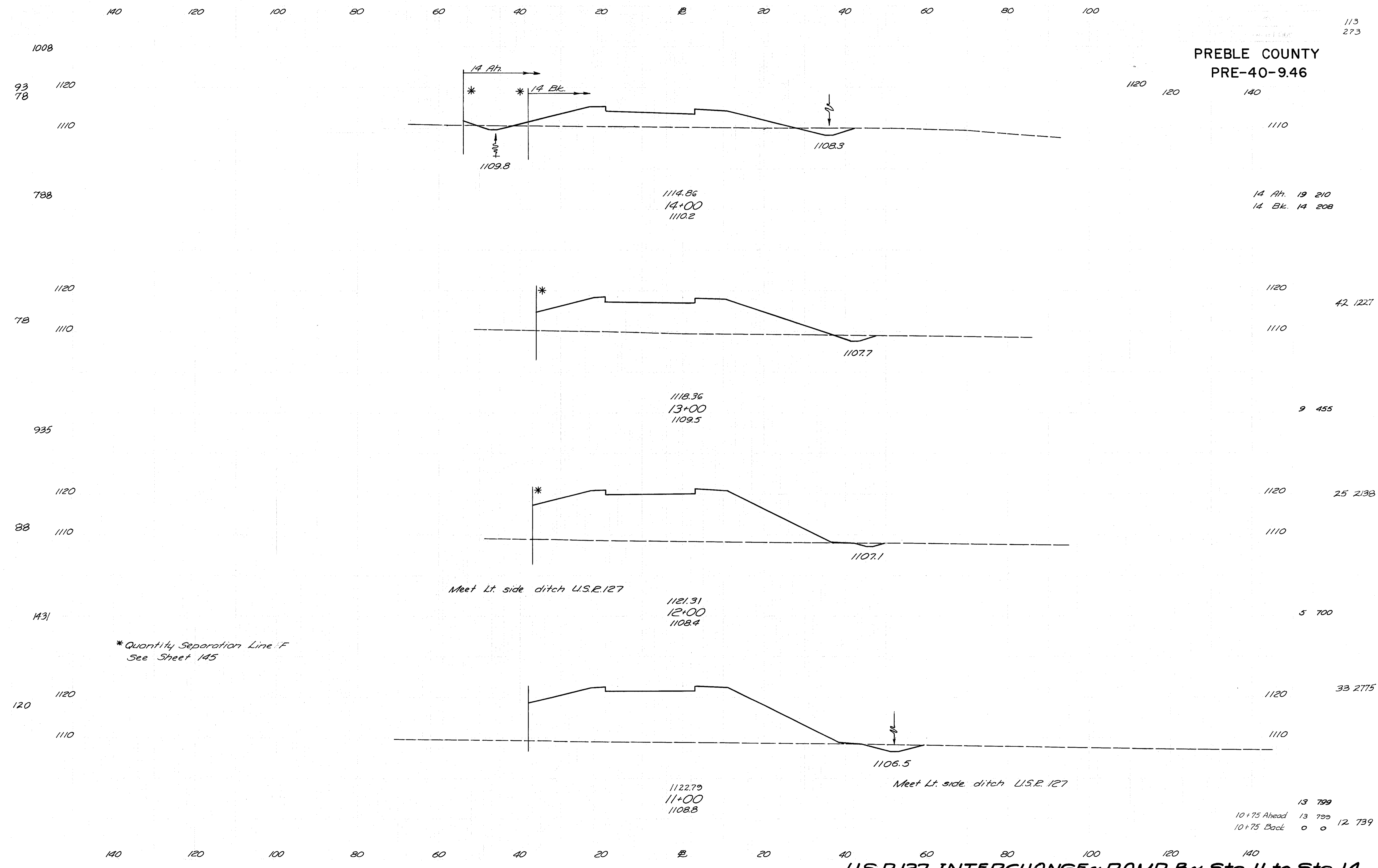
I-1 (Lin. Ft.)	6" I-1 (18' Cl. F-1) Moony 60" Sec. 4(6) Cu. Yds.	Shallow Deep 6" I-1 Each	Class I-3 Sec. 4(6) Cu. Yds.	Shallow Deep 6" I-1 Each	Guard Rail 6" I-1 Moony 60" Sec. 4(6) Cu. Yds.	I-15 Jute Matting 100 Sq. Yds.	I-15 I-15	I-8	I-5	I-2	I-1	I-15	I-15	I-1	425	482	108
103	400	103	103	103	120	100	425	1	1	0.3	1	1	1	1	482	108	

I-D 10+52 - 14+00 Lt
 2-D 15+50 - 18+00 Lt
 3-D 14+00 - 18+00 Rt
 4-D 12+57 - 18+00 Rt
 5-D 10+52 - 18+00 Rt
 I-R 5+66.55 - 14+00 B Rt

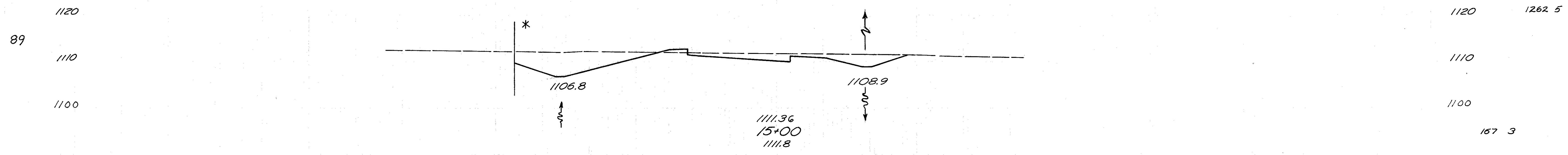
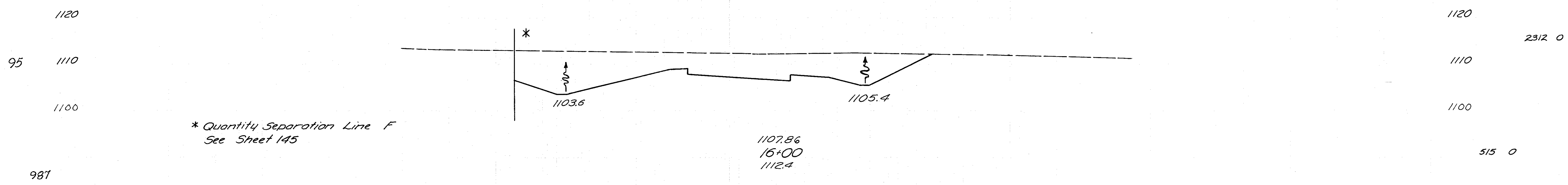
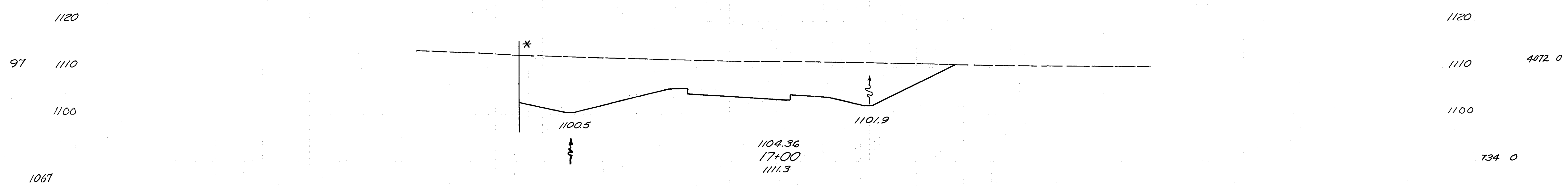
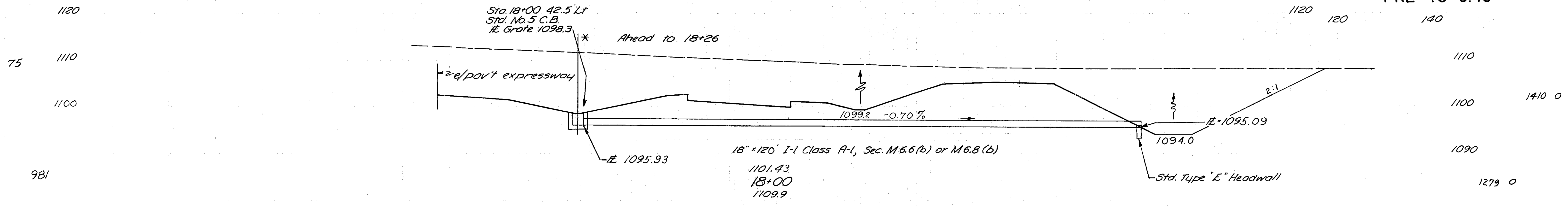
Sta. 10+00 to Sta. 18+00 Ramp B

Profile Plotted by Brower - 4-3-62
 Plan Plotted by Kelley - 2-5-62

PREBLE COUNTY
PRE-40-9.46



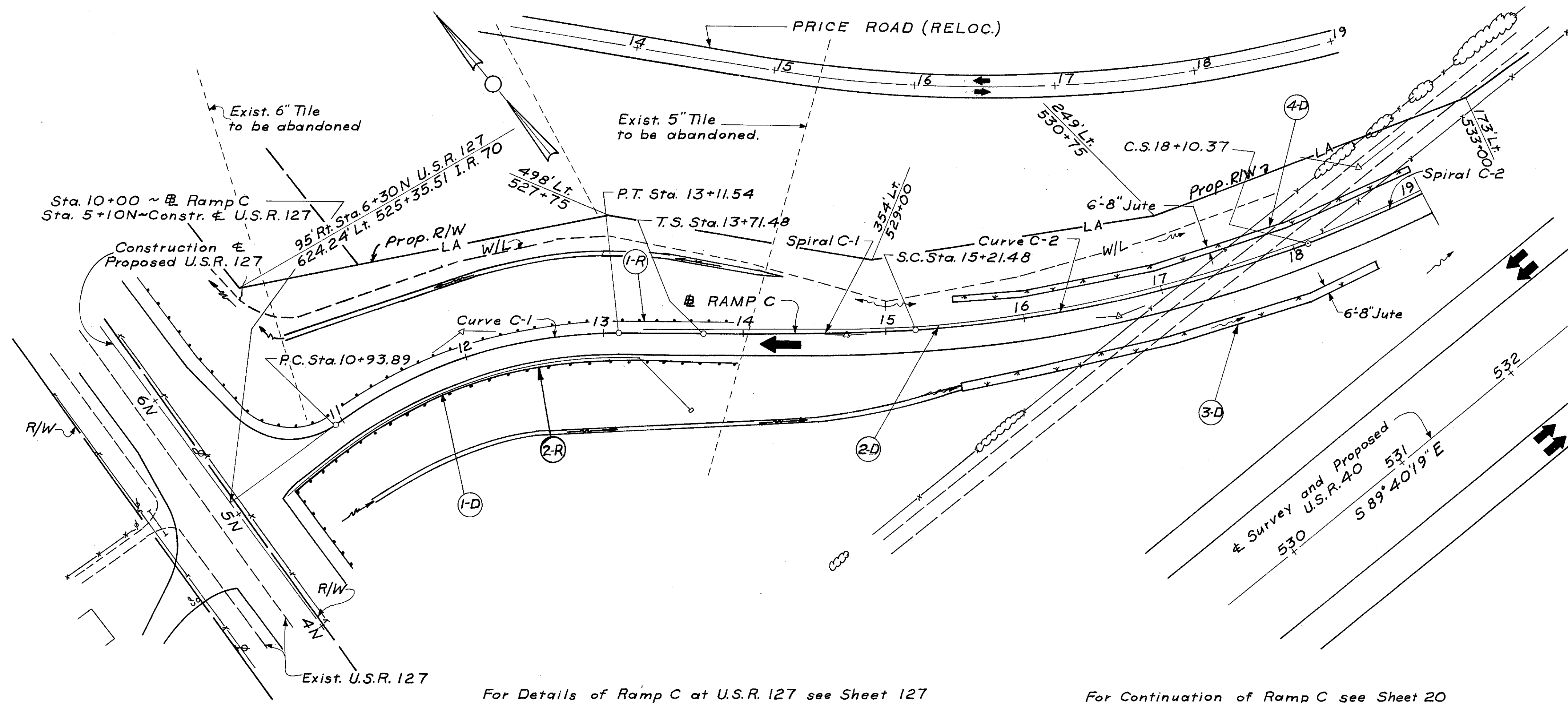
* Quantity Separation Line F
See Sheet 145



Ramp C Pavement & Shoulder Elevations

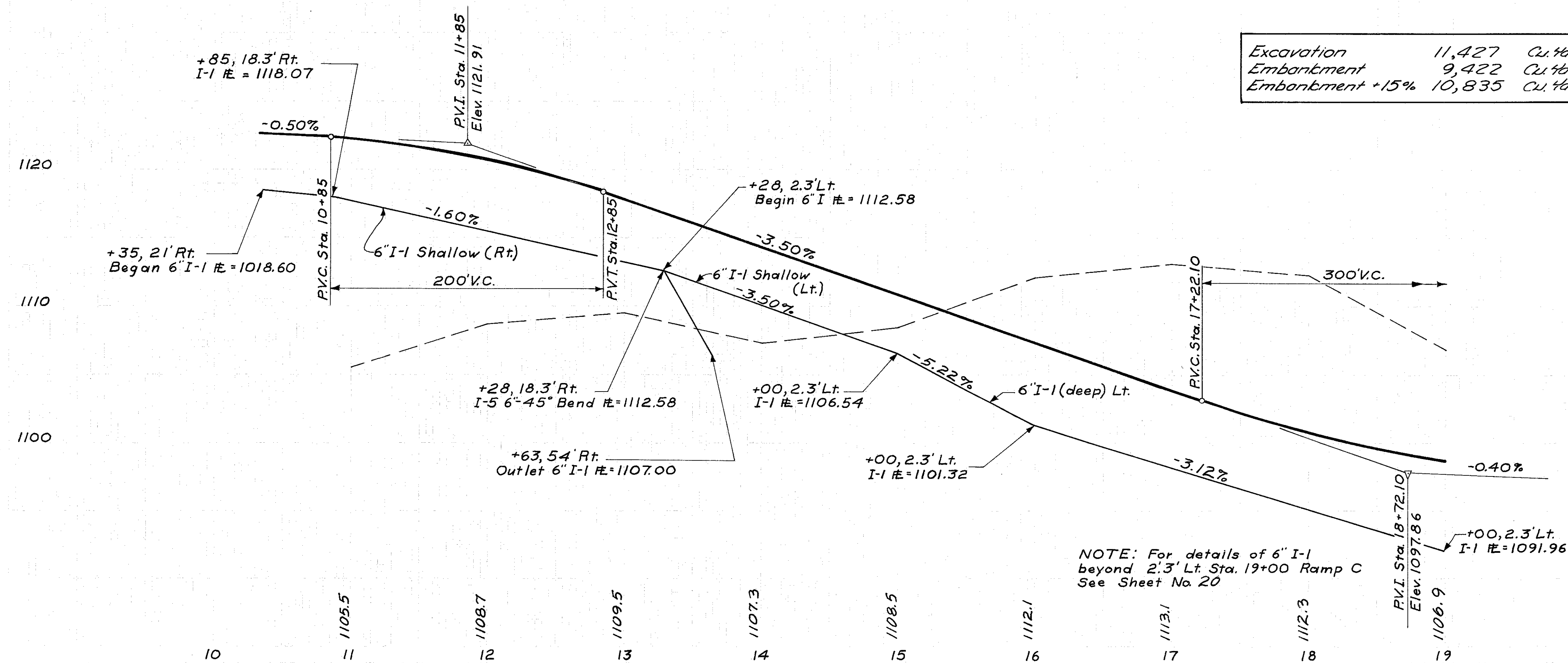
Station	Left Shoulder	E	Right E/P	Right Shoulder	Station	Left Shoulder	E	Right E/P	Right Shoulder
11+00	1121.86	1122.32	1122.27	1121.97	15+25	1109.30	1110.01	1110.99	1111.01
+25	1121.63	1122.09	1121.90	1121.60	+50	1108.42	1109.14	1110.15	1110.17
+50	1121.31	1121.77	1121.52	1121.22	+75	1107.55	1108.26	1109.26	1109.28
+75	1120.89	1121.35	1121.10	1120.80	16+00	1106.70	1107.39	1108.39	1108.41
12+00	1120.38	1120.84	1120.59	1120.30	+25	1105.82	1106.51	1107.52	1107.54
+25	1119.78	1120.24	1119.99	1119.70	+50	1104.95	1105.64	1106.65	1106.67
+50	1119.08	1119.54	1119.30	1118.99	+75	1104.07	1104.76	1105.77	1105.79
+75	1118.27	1118.75	1118.48	1118.17	17+00	1103.20	1103.89	1104.90	1104.92
13+00	1117.43	1117.89	1117.72	1117.43	+25	1102.32	1103.01	1104.02	1104.04
+25	1116.55	1117.01	1116.99	1116.69	+50	1101.49	1102.18	1103.19	1103.21
+50	1115.68	1116.14	1116.25	1116.04	+75	1100.72	1101.41	1102.42	1102.44
+75	1114.80	1115.26	1115.51	1115.38	18+00	1100.01	1100.70	1101.71	1101.73
14+00	1113.93	1114.39	1114.76	1114.66	+25	1099.38	1100.06	1101.05	1101.07
+25	1113.05	1113.51	1114.01	1113.94	+50	1098.83	1099.48	1100.42	1100.44
+50	1112.18	1112.64	1113.26	1113.22	+75	1098.34	1098.97	1099.89	1099.89
+75	1111.22	1111.76	1112.51	1112.50	19+00	1097.91	1098.52	1099.39	1099.39
15+00	1110.25	1110.89	1111.77	1111.77					

See Sht. No.



For Details of Ramp C at U.S.R. 127 see Sheet 127

For Continuation of Ramp C see Sheet 20



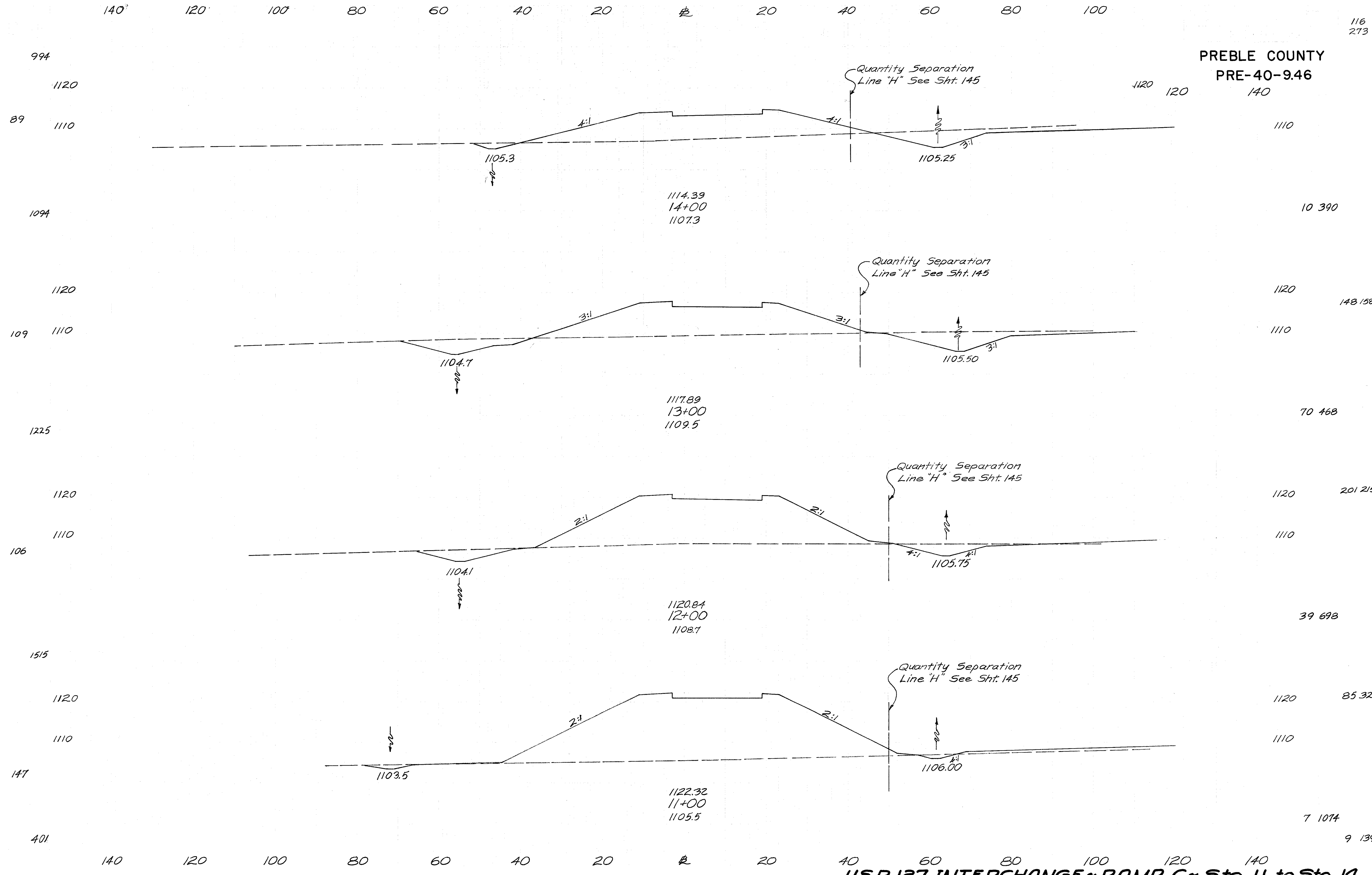
Class	I-1 (Lin. Ft.)	I-5	I-15	L-120
Shallow	293	40	10	1
Deep	172	60	60	60
		Special Guard	Jute	60
		Each	Lin. Ft.	Sq. Yds.
			222	259
			425	350

NOTE: For details of 6" I-1 beyond 2.3' Lt. Sta. 19+00 Ramp C See Sheet No 20

Sta. 10+00 to Sta. 18+00 Ramp C

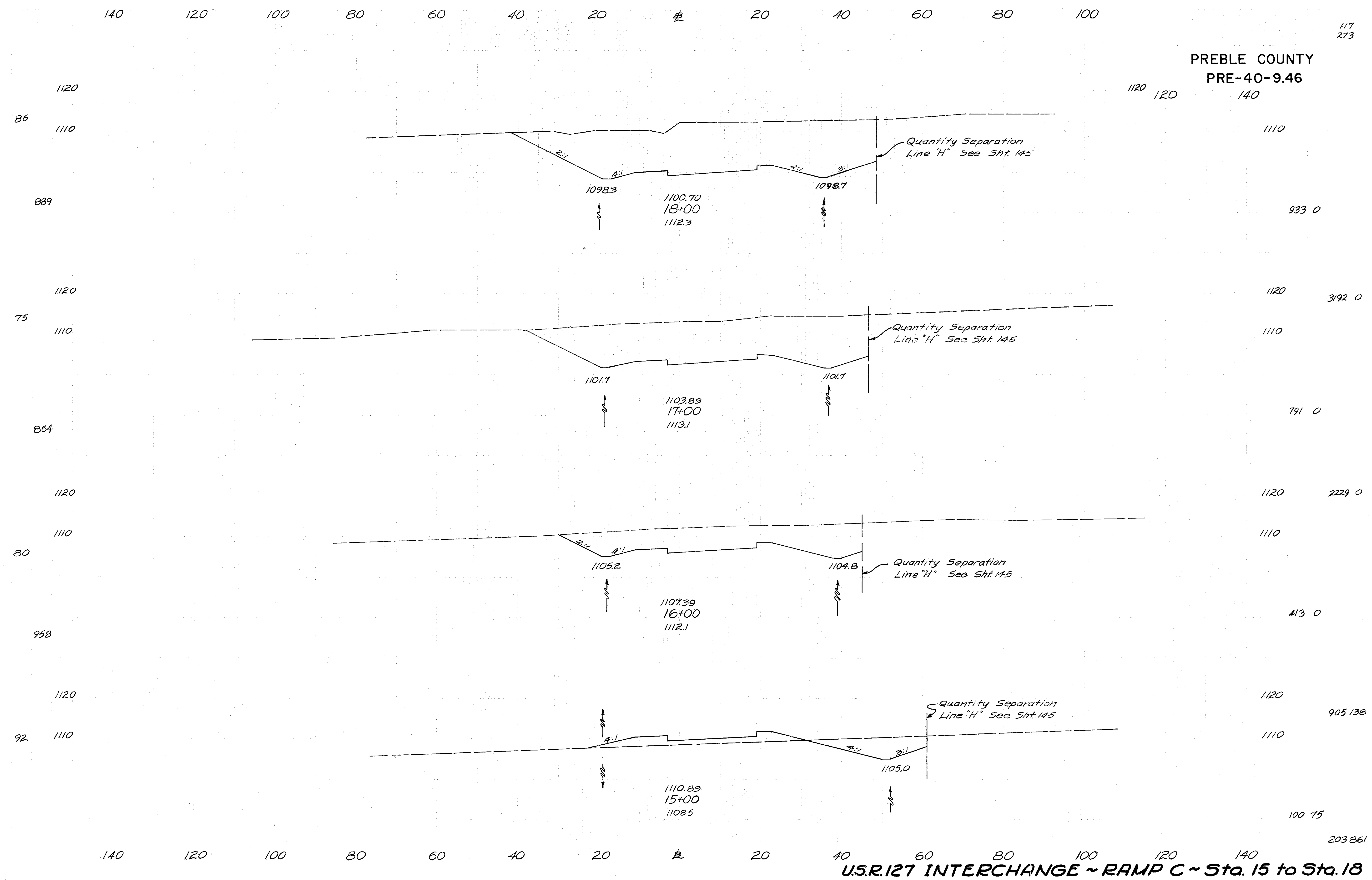
Sub Total 465 440 905 10 1 775 481

PREBLE COUNTY
PRE-40-9.46



U.S.R. 127 INTERCHANGE ~ RAMP C ~ Sta. 11 to Sta. 14

PREBLE COUNTY
PRE-40-9.46



U.S. 127 INTERCHANGE ~ RAMP C ~ Sta. 15 to Sta. 18

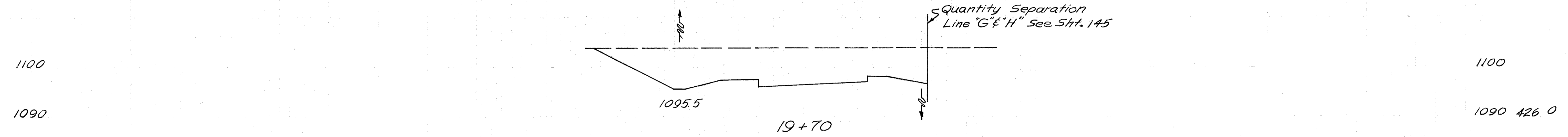
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118
273

PREBLE COUNTY
PRE-40-9.46

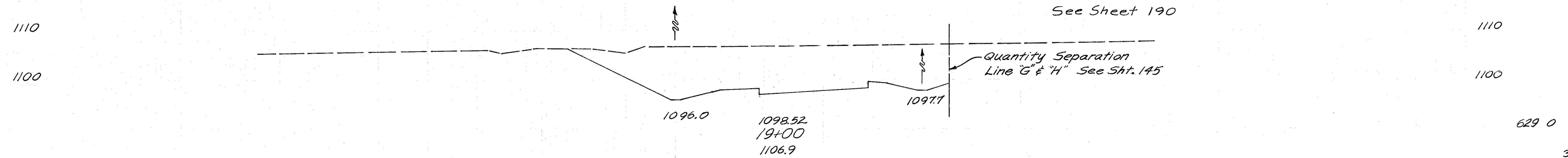
120 140

Note: For continuation of this
ditch see section @ 533+00
U.S.R. 40 Sht. 50



1369 0

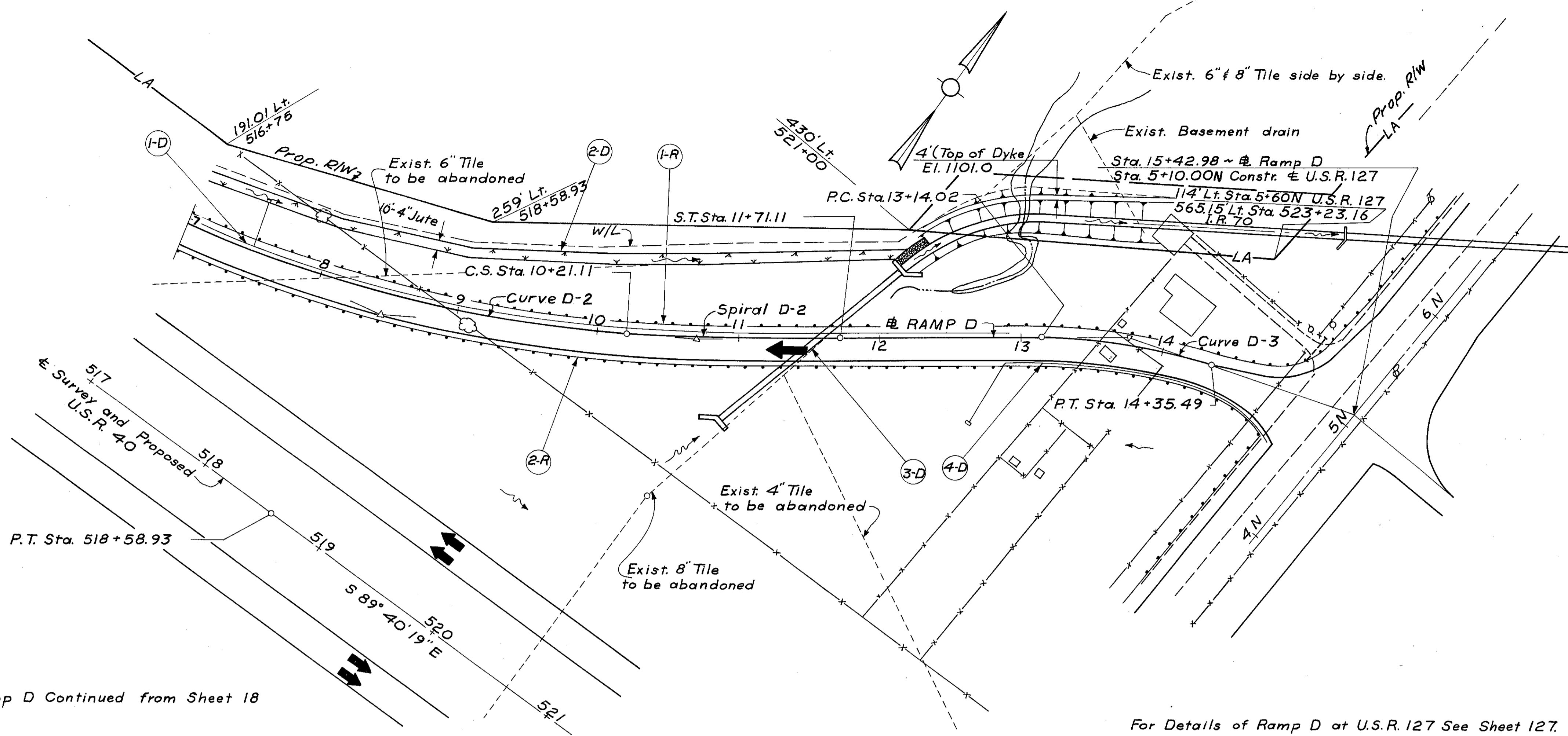
Note:
Outlet right side ditches
to #8 C.B., 32' Rt. of Sta. 19+68 Ramp 'C'
See Sheet 190



140 120 100 80 60 40 20 0 20 40 60 80 100 120 140
U.S.R. 127 INTERCHANGE ~ RAMP C ~ Sta. 19 to 19+70

Ramp D Pavement & Shoulder Elevations

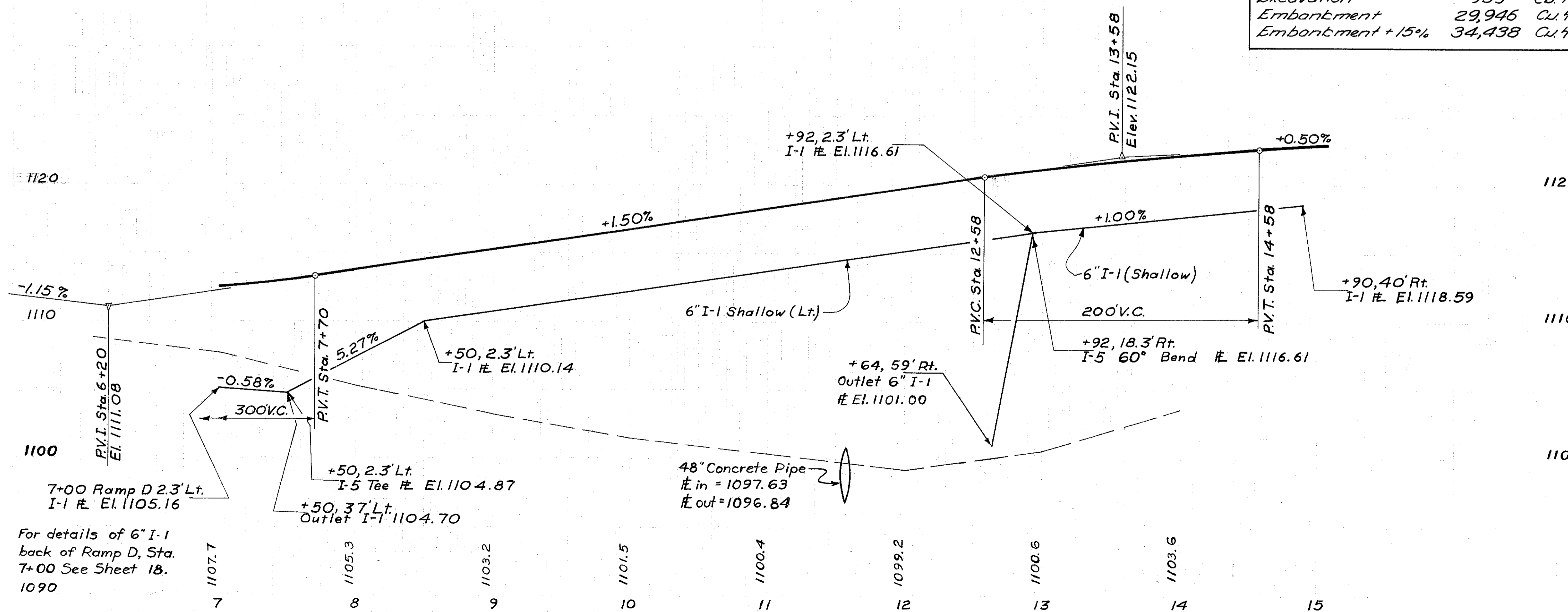
Station	Left Shoulder	EL	Right E/P	Right Shoulder	Station	Left Shoulder	EL	Right E/P	Right Shoulder
7+00	1111.81	1112.50	1113.51	1113.53	11+00	1117.82	1118.28	1118.89	1118.84
+25	1112.05	1112.74	1113.75	1113.77	+25	1118.20	1118.66	1119.14	1119.06
+50	1112.36	1113.05	1114.06	1114.08	+50	1118.57	1119.03	1119.39	1119.29
+75	1112.72	1113.41	1114.42	1114.44	+75	1118.95	1119.41	1119.66	1119.54
8+00	1113.09	1113.78	1114.79	1114.81	12+00	1119.32	1119.78	1120.03	1119.86
+25	1113.47	1114.16	1115.17	1115.19	+25	1119.70	1120.16	1120.36	1120.14
+50	1113.84	1114.53	1115.54	1115.56	+50	1120.07	1120.53	1120.61	1120.34
+75	1114.22	1114.91	1115.92	1115.94	+75	1120.44	1120.90	1120.85	1120.56
9+00	1114.59	1115.28	1116.29	1116.31	13+00	1120.78	1121.24	1121.06	1120.77
+25	1114.97	1115.66	1116.67	1116.69	+25	1121.08	1121.54	1121.29	1121.00
+50	1115.34	1116.03	1117.04	1117.06	+50	1121.36	1121.82	1121.57	1121.28
+75	1115.72	1116.41	1117.42	1117.44	+75	1121.60	1122.06	1121.81	1121.52
10+00	1116.09	1116.78	1117.79	1117.81	14+00	1121.82	1122.28	1122.03	1121.74
+25	1116.48	1117.16	1118.15	1118.17					
+50	1116.94	1117.53	1118.39	1118.39					
+75	1117.40	1117.91	1118.65	1118.61					
See Sheet No	181								



Ramp D Continued from Sheet 18

For Details of Ramp D at U.S.R. 127 See Sheet 127.

Excavation	935	Cu Yds.
Embankment	29,946	Cu Yds.
Embankment + 15%	34,438	Cu Yds.



For details of 6" I-1 back of Ramp D, Sta. 7+00 See Sheet 18. 1090

Station	Class I-3	I-1 (Lin. Ft.)	6" Shallow	I-1 (Sec. M)	48" Ci. A-1 Masonry	I-2	I-5	6" Specials Dumped	I-10	I-15	I-20	Jute	Rock	Matting
7+00		442	175	10										590
8+00					198	43	10	164	32.4	1				23
9+00												875		
10+00												775		
11+00														
12+00														
13+00														
14+00														
15+00														
SUB-TOTALS					640	218	658	20	164	32.4	1			1650

Sta 7+00 to Sta. 15+42.98 Ramp D

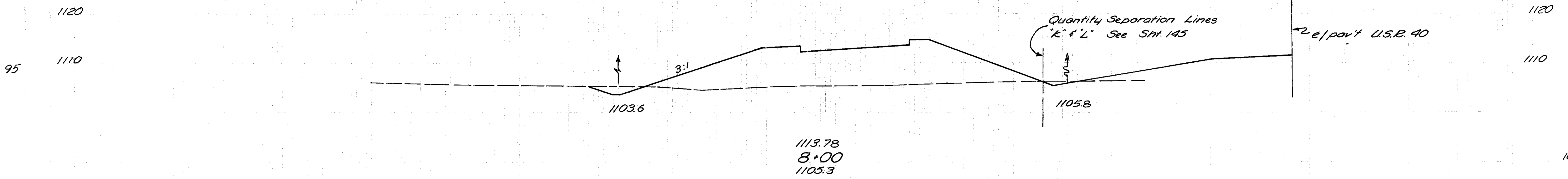
140 120 100 80 60 40 20 0 20 40 60 80 100

120
273

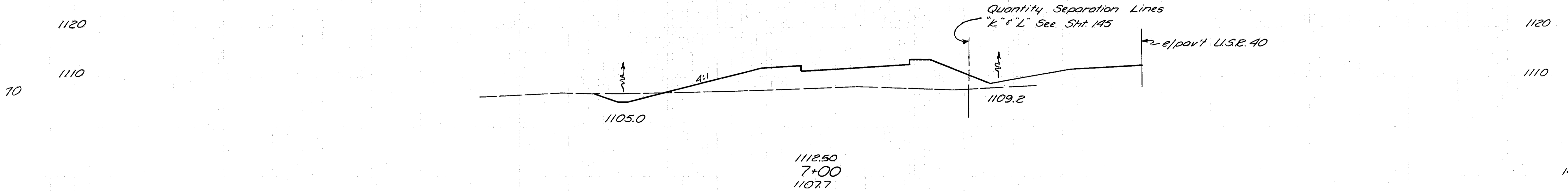
PREBLE COUNTY
PRE-40-9.46

120 140

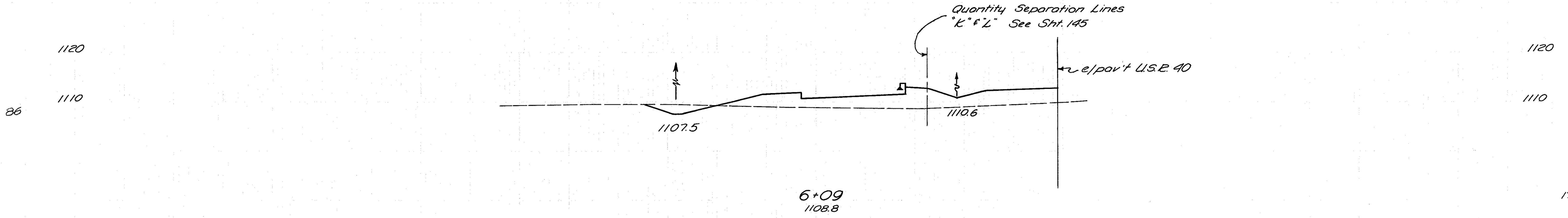
1047



908

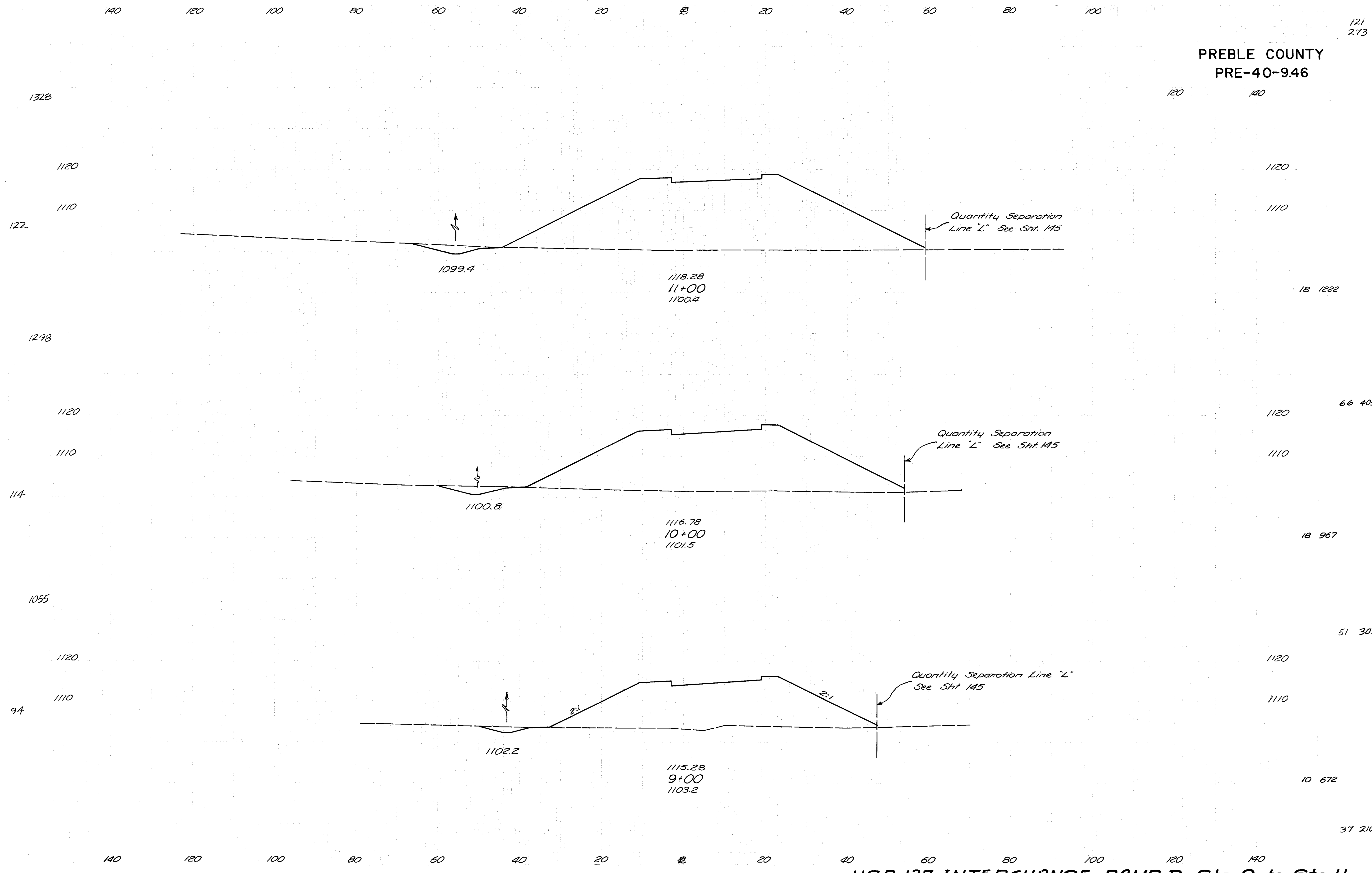


864



140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

PREBLE COUNTY
PRE-40-9.46



18 1222

66 4053

18 967

51 3035

10 672

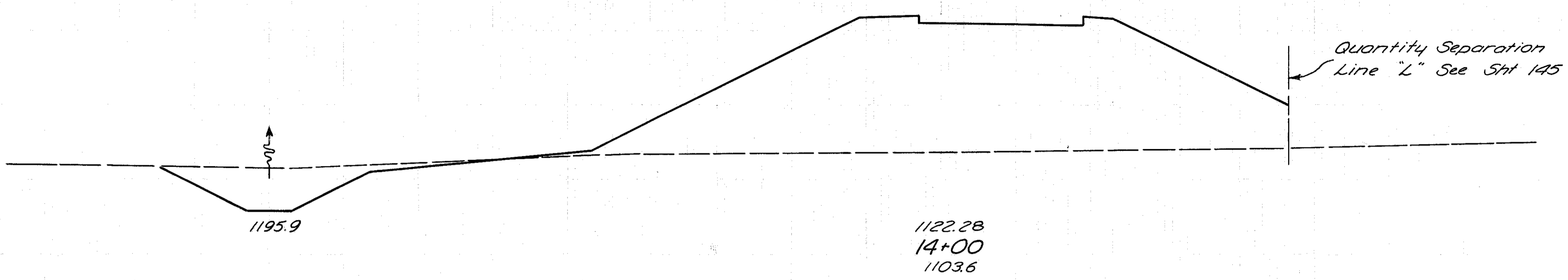
37 2105

PREBLE COUNTY
PRE-40-9.46

120 140

222

1120
1110
101

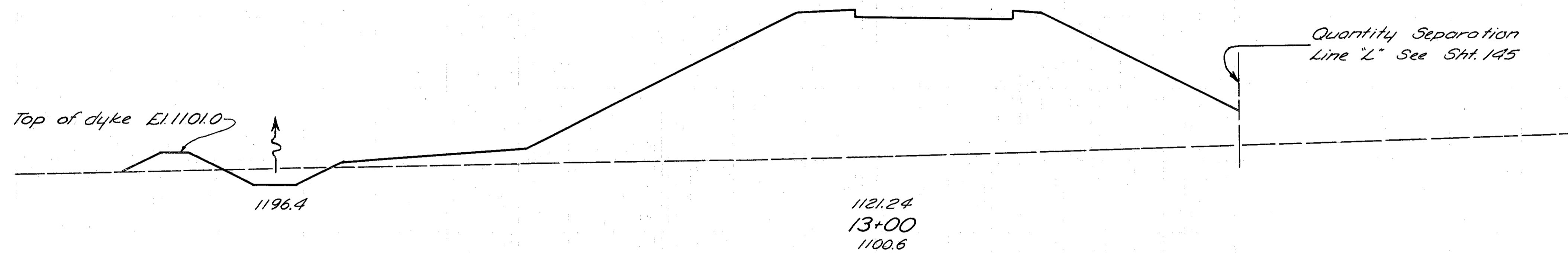


1120
1110
14+80 Ahead - 0 0
14+80 Back - 108.1212

320 3591
108 1212

1173

1120
1110
103

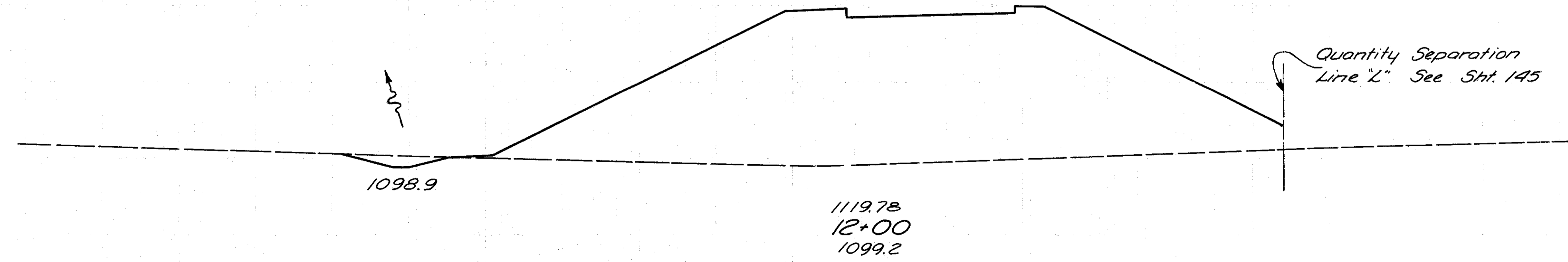


1120 242.5011
1110

23 1494

1214

1120
1110
117



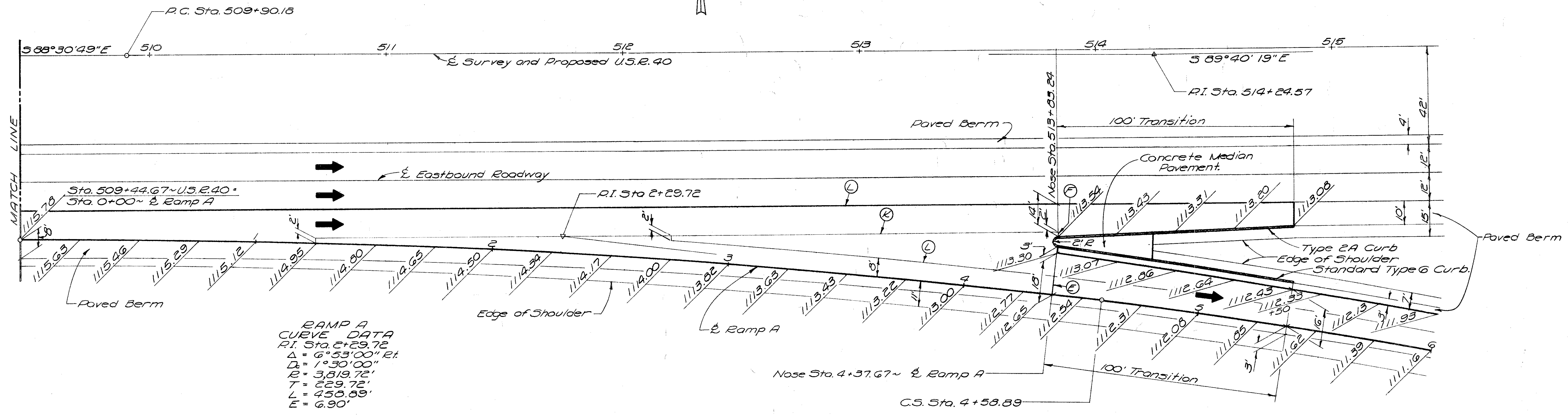
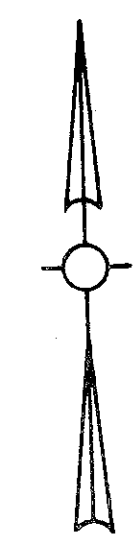
1120 64 5414
1110

12 1430

55 4911

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

PREBLE COUNTY
PRE-40-9.46



RAMP A
CURVE DATA
R.I. Sta. 2+29.72
 $\Delta = 6^{\circ}53'00''$ Rt.
 $D_s = 1^{\circ}30'00''$
 $R = 3,819.72'$
 $T = 229.72'$
 $L = 450.89'$
 $E = 6.90'$

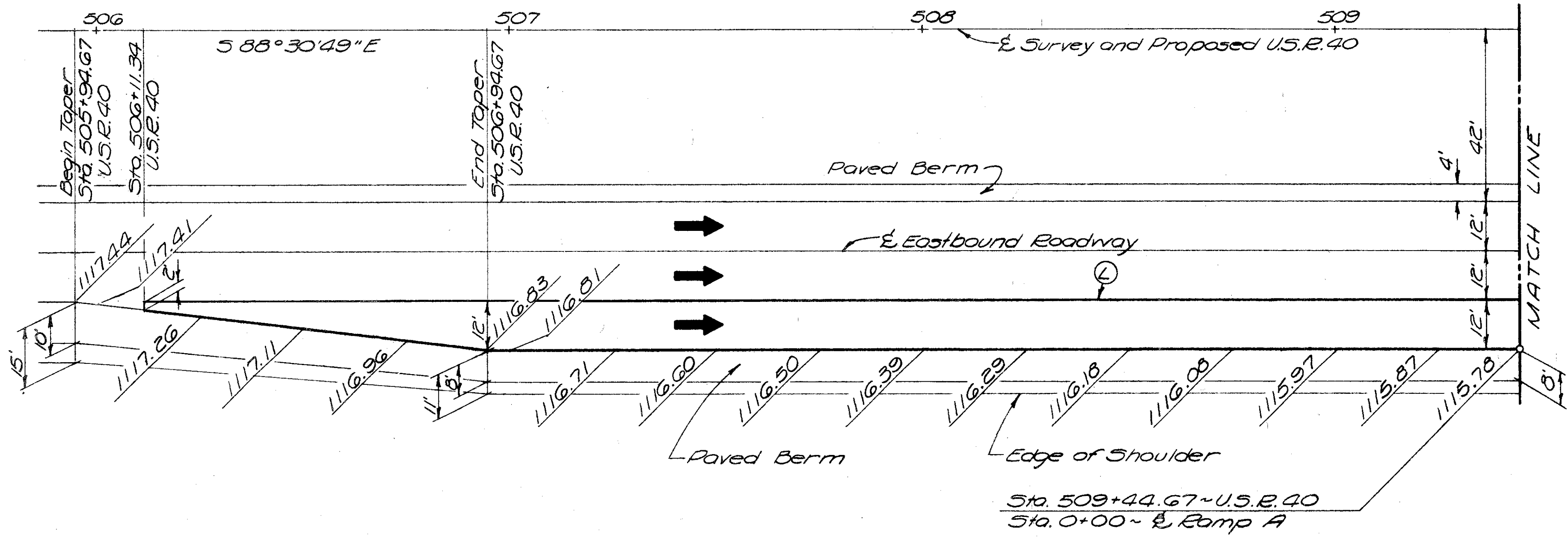
SURVEY &
CURVE DATA
R.I. Sta. 514+24.57
 $\Delta = 1^{\circ}09'30''$ Lt.
 $D_s = 0^{\circ}08'00''$
 $R = 42,971.85'$
 $L = 868.75'$
 $T = 434.39'$
 $E = 2.20'$

RAMP A
SPIRAL DATA
R.I. Sta. 6+39.36
 $\Delta = 11^{\circ}15'00''$ Rt.
 $L_s = 300.00'$
 $D_s = 1^{\circ}30'00''$
 $R = 3,819.72'$
 $R_s = 954.93'$
 $T_s = 180.47'$
 $T_e = 120.43'$

NOTES

Elevations are at 25' intervals unless otherwise indicated.
Nose radius is 2.00 ft. to face of curb.
Paved island is 40 ft. in length. (Item 1-21 Concrete Median Pavement)
Paved berm transitions from 10 ft. width at Sta. 505+94.67 to 8 ft. at Sta. 506+94.67 and from 8 ft. width at Sta. 0+00 to 3 ft. at Sta. 5+37.67
Shoulder transitions from 15 ft. width at Sta. 505+94.67 to 11 ft. at Sta. 506+94.67
Expansion Joints without dowels are 2 ft. long.
Scale 1"=20'

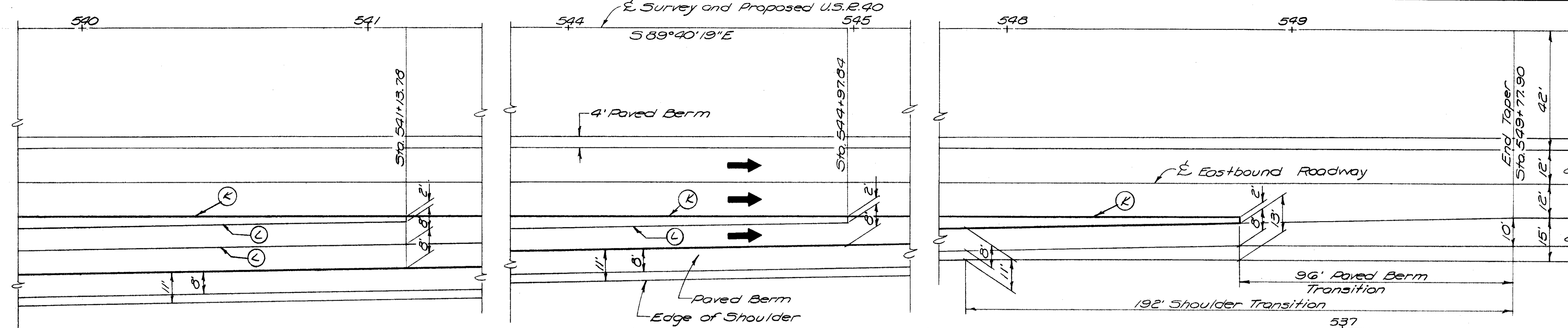
- JOINT LEGEND
- (L) Standard Longitudinal Joint
 - (E) Standard Expansion Joint
 - (K) Standard Key Joint without Tie Bars
 - (F) Expansion Joint without Dowels



Drawn by Kelley 5-4-62

U.S.R. 127 Interchange ~ Ramp A Detail

PREBLE COUNTY
PRE-40-9.46



TAPER WIDTHS AND ELEVATIONS

Station	Width	Elev.	Station	Width	Elev.
538+00	24.54'	1094.94	544+00	12.04'	1090.09
538+50	23.50'	1094.53	544+50	11.00'	1089.69
539+00	22.45'	1094.13	545+00	9.96'	1089.29
539+50	21.41'	1093.73	545+50	8.91'	1088.88
540+00	20.37'	1093.32	546+00	7.87'	1088.48
540+50	19.33'	1092.92	546+50	6.83'	1088.07
541+00	18.29'	1092.52	547+00	5.79'	1087.67
541+50	17.25'	1092.11	547+50	4.75'	1087.27
542+00	16.20'	1091.71	548+00	3.71'	1086.86
542+50	15.16'	1091.30	548+50	2.66'	1086.46
543+00	14.12'	1090.90	549+00	1.62'	1086.06
543+50	13.08'	1090.50	549+50	0.58'	1085.65

RAMP B

CURVE DATA
 P.I. Sta. 16+72.52
 $\Delta = 20^{\circ}50'24''$ Et.
 $D_c = 6^{\circ}00'00''$
 $E = 954.93'$
 $T = 175.61'$
 $L = 347.33'$
 $E = 16.01'$

SPIRAL DATA
 P.I. Sta. 19+61.28
 $\Delta = 10^{\circ}30'00''$ Et.
 $L_s = 350.00'$
 $D_c = 6^{\circ}00'00''$
 $E = 954.93'$
 $T = 117.04'$
 $E = 233.75'$

NOTES

Pavement elevations are at 25' intervals unless otherwise indicated.

Transition the height of curb from 2" to 9" in the first 10' and from 9" to 2" in the last 10'.

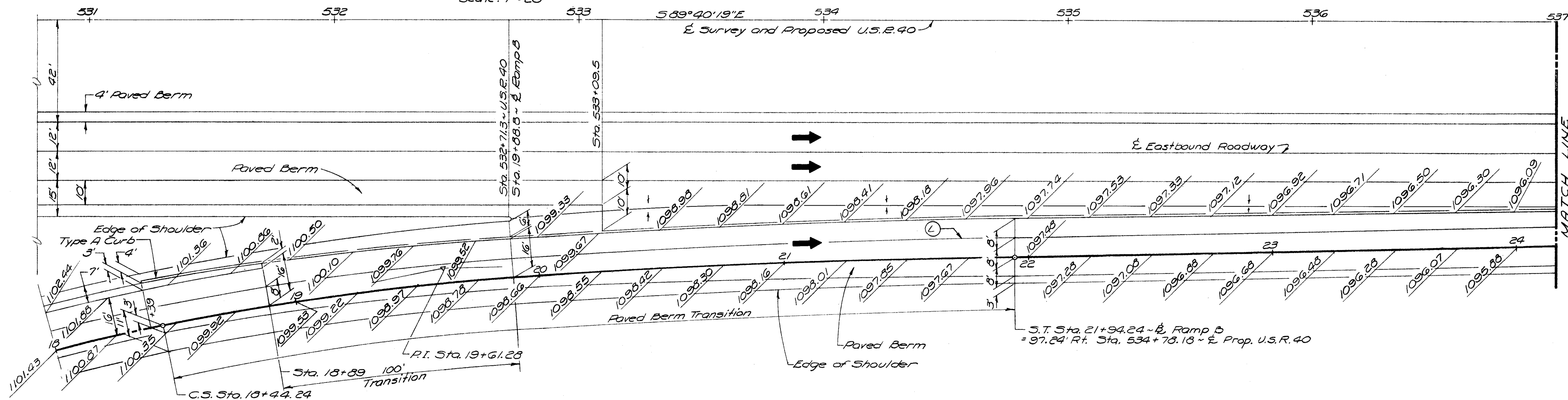
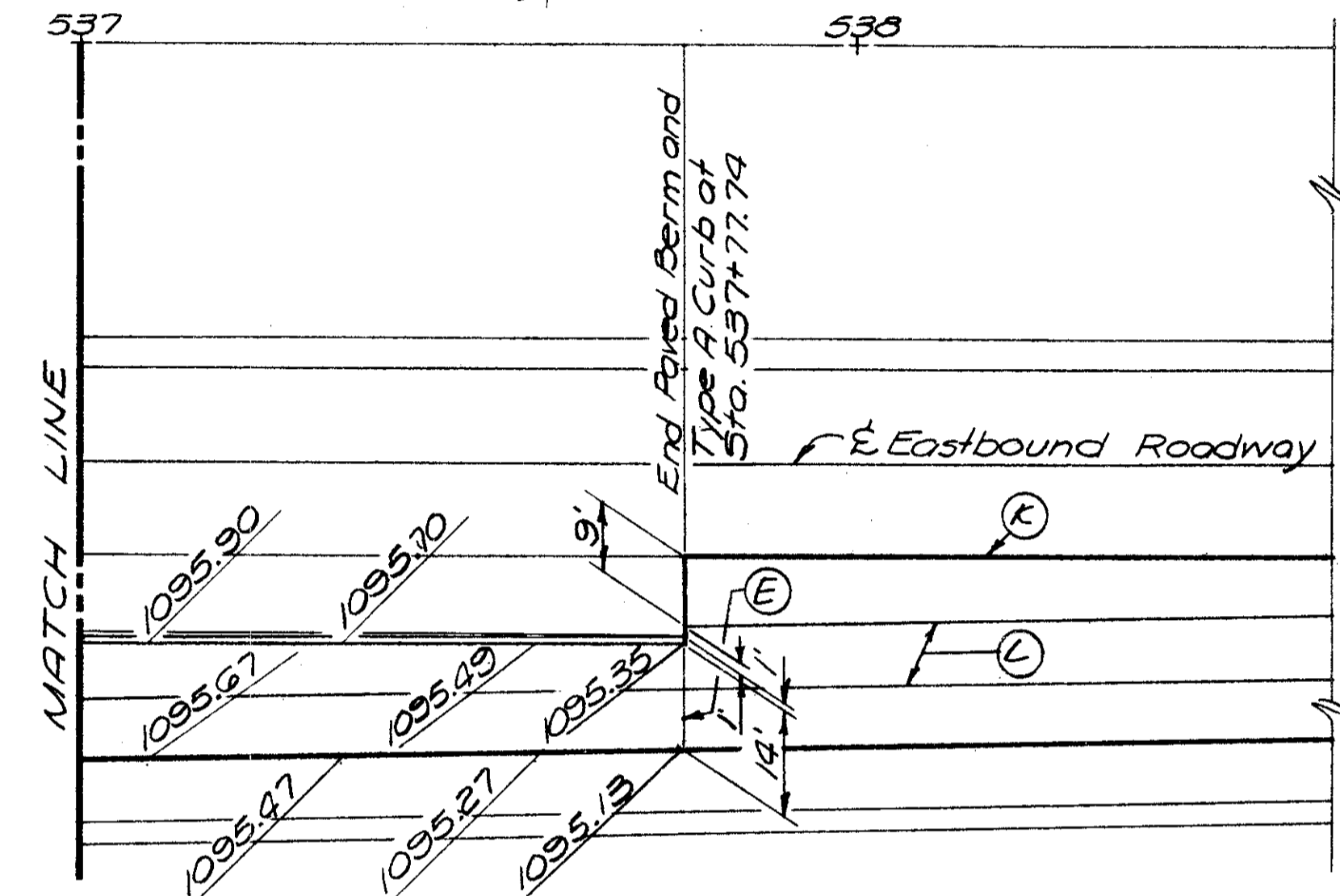
Paved berm transitions from 3' width at Sta. 18+44.24 to 8' at Sta. 21+94.24 and from 8' width at Sta. 548+81.90 to 10' at Sta. 549+77.90. Shoulder transitions from 11' width at 547+85.90 to 15' at Sta. 549+77.90.

Scale: 1" = 20'



JOINT LEGEND

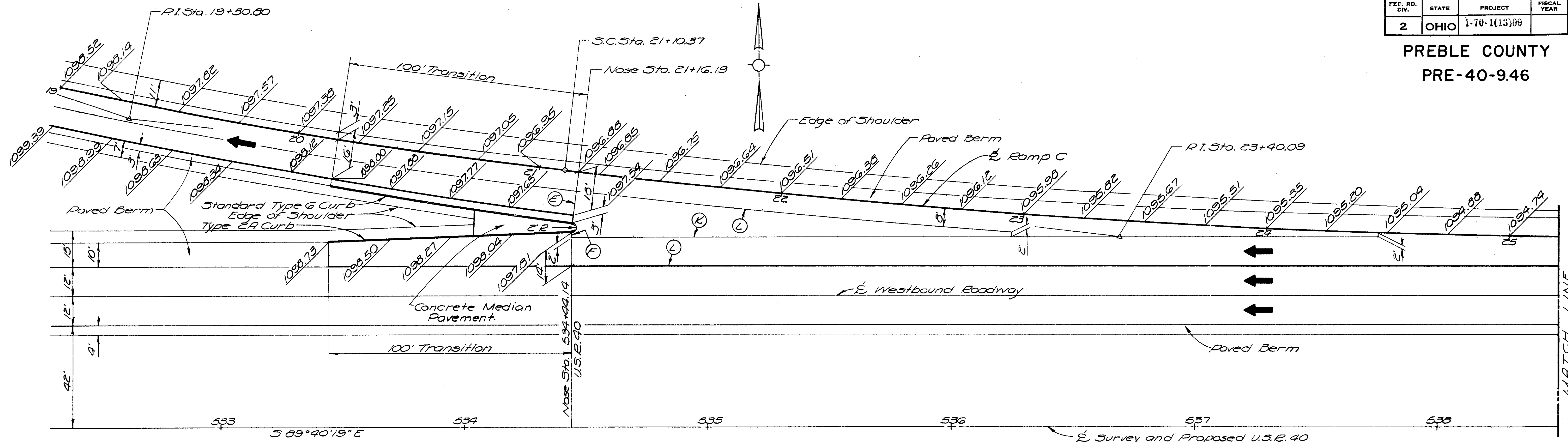
- (L) - Standard Longitudinal Joint
- (K) - Key Joint without Tie Bars or Hook Bolts.
- (E) - Standard Expansion Joint.



FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

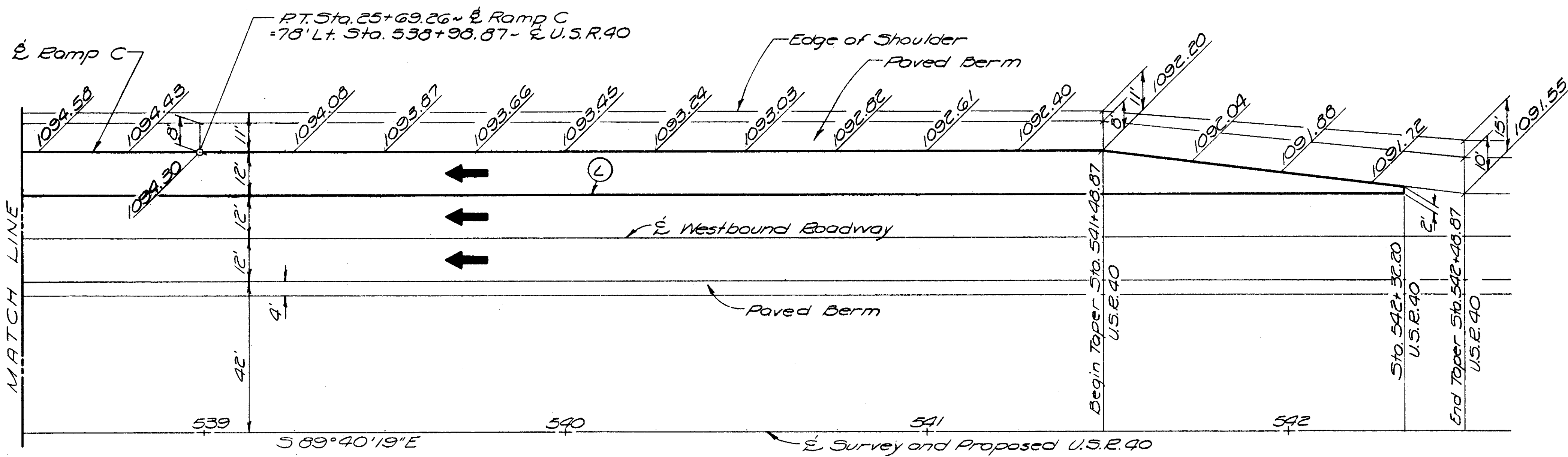
125
273

PREBLE COUNTY
PRE-40-946



RAMP C
SPIRAL DATA
P.I. Sta. 19+30.80
 $\Delta = 11^{\circ}15'00''$ Lt.
 $L_s = 300.00'$
 $D_1 = 6^{\circ}00'$
 $D_2 = 1^{\circ}30'$
 $E_1 = 954.93'$
 $E_2 = 3,819.72'$
 $T_1 = 120.43'$
 $T_2 = 180.47'$

RAMP C
CUEVE DATA
P.I. Sta. 23+40.09
 $\Delta = 6^{\circ}53'00''$ Lt.
 $D_1 = 1^{\circ}30'00''$
 $E = 3,819.72'$
 $T = 229.72'$
 $L = 458.89'$
 $E = 6.90'$

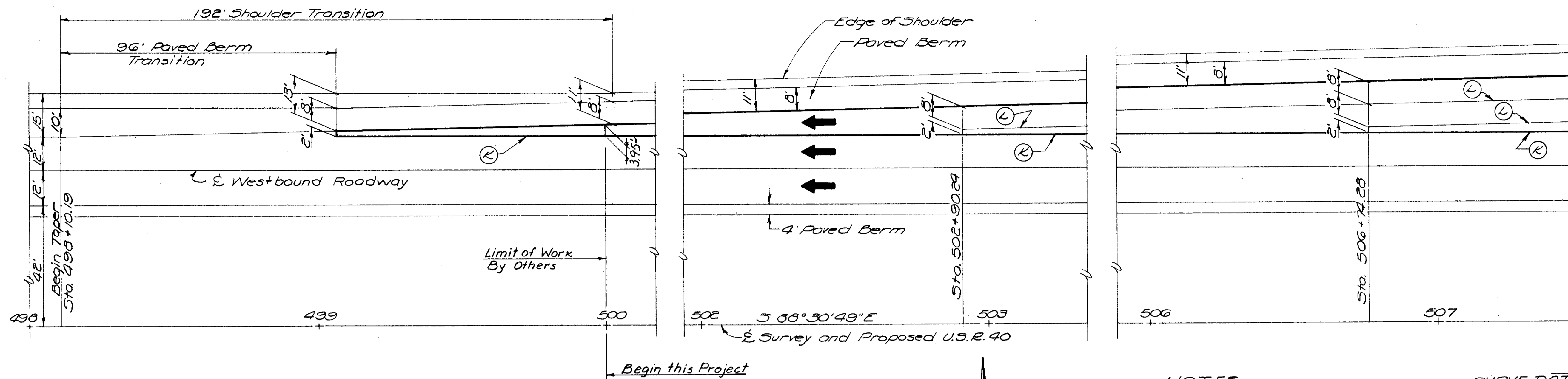


NOTES
Elevations are at 25' intervals unless otherwise indicated.
Nose radius is 2' to face of curb.
Paved island is 40' in length (Item 1-21 Concrete Median Pavement)
Paved berm transitions from 3' width at Sta. 20+16.19 to 8' at Sta. 25+69.26 and from 8' width at Sta. 541+48.87 to 10' at Sta. 542+48.87
Shoulder transitions from 11' width at Sta. 541+48.87 to 15' at Sta. 542+48.87
Expansion joints without dowels are 2' long.
Scale: 1" = 20'

- JOINT LEGEND**
- (L) - Standard Longitudinal Joint
 - (E) - Standard Expansion Joint
 - (K) - Standard Key Joint without Tie Bars
 - (P) - Expansion Joint without Dowels

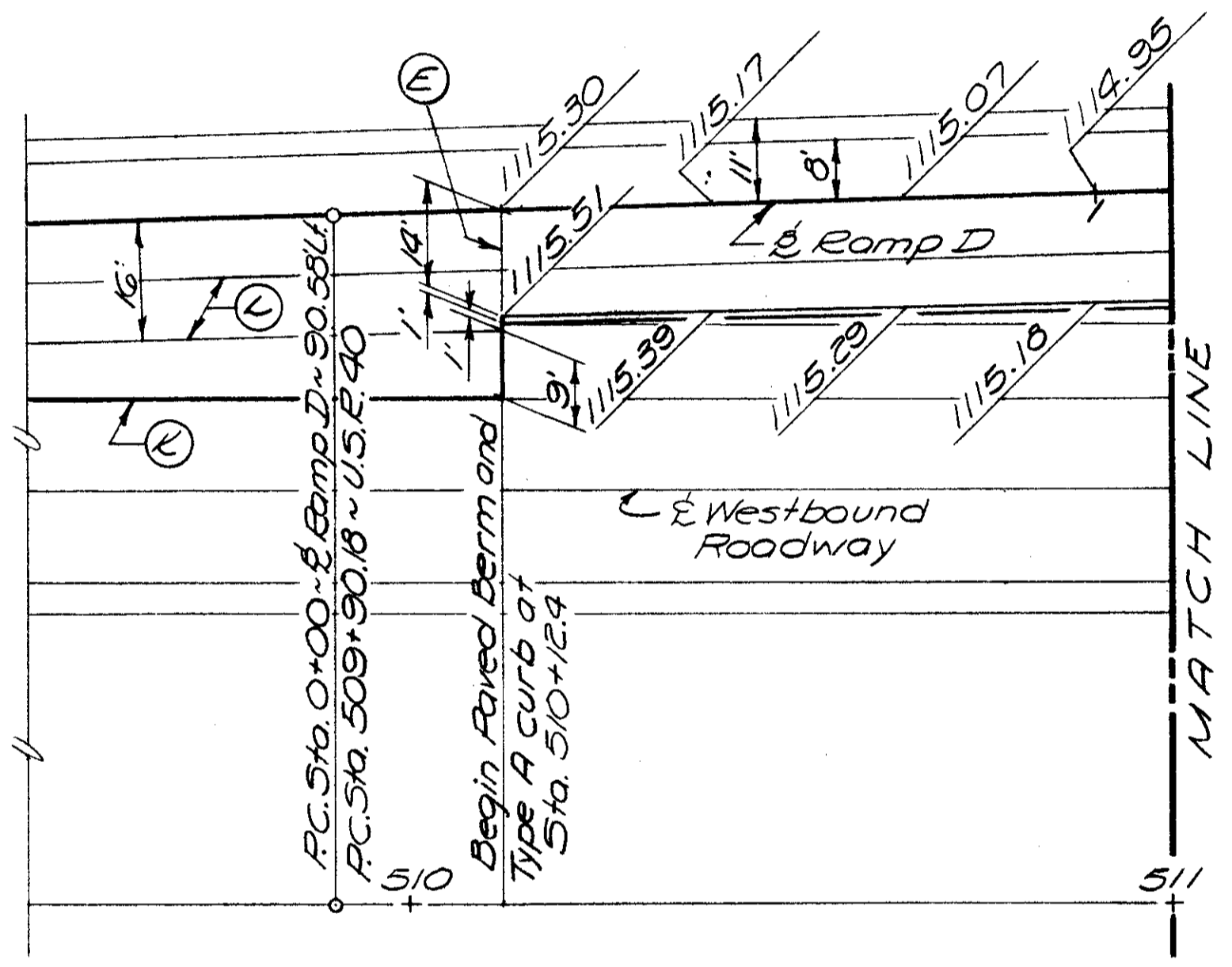
Drawn By: Kelley-5-8-62

PREBLE COUNTY
PRE-40-9.46



CURVE DATA - SURVEY

PI. Sta. 514+24.57
Δ = 1°09'30" Lt.
D _s = 0°08'00"
E = 42,971.85'
L = 668.75'
T = 434.39'
E = 2.20'



TAPER WIDTHS AND ELEVATIONS

Station	Width	Elev.	Station	Width	Elev.
498+50	0.83	1120.50	504+50	13.33	1117.84
499+00	1.87	1120.29	505+00	14.37	1117.62
+50	2.91	1120.08	+50	15.41	1117.39
500+00	3.95	1119.86	506+00	16.45	1117.16
+50	5.00	1119.64	+50	17.49	1116.94
501+00	6.04	1119.43	507+00	18.54	1116.71
+50	7.08	1119.20	+50	19.58	1116.49
502+00	8.12	1118.97	508+00	20.62	1116.26
+50	9.16	1118.75	+50	21.66	1116.03
503+00	10.20	1118.52	509+00	22.70	1115.81
+50	11.24	1118.30	+50	23.74	1115.58
504+00	12.29	1118.07	510+00	24.79	1115.35

NOTES

Pavement elevations are at 25' intervals unless otherwise indicated.

Transition the height of curb from 2" to 9" in the first 10' and from 9" to 2" in the last 10'.

Paved berm transitions from 10ft. width at sta. 498+10.19 to 8 ft. width at sta. 499+06.19 and from 8ft. width at sta. 3+25.00 to 3ft. width at sta. 6+75.00.

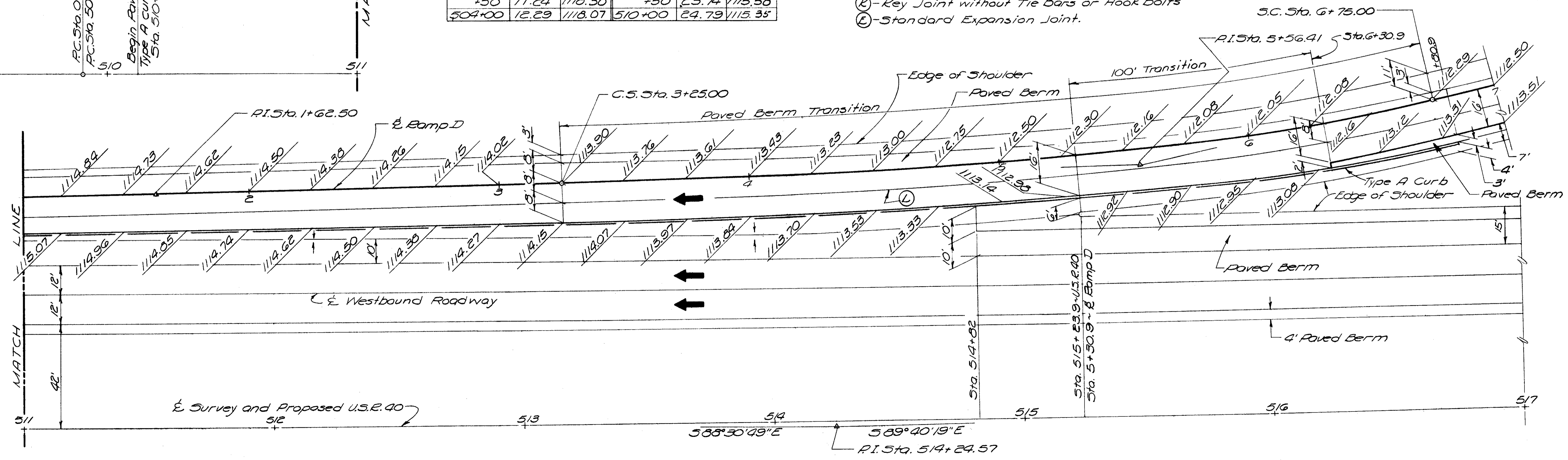
Shoulder transitions from 15 ft. width at sta. 498+10.19 to 11 ft. width at sta. 500+02.19

Scale: 1" = 20'

- JOINT LEGEND**
- ⊕ - Standard Longitudinal Joint
 - ⊗ - Key Joint without Tie Bars or Hook Bolts
 - ⊕ - Standard Expansion Joint

RAMP D

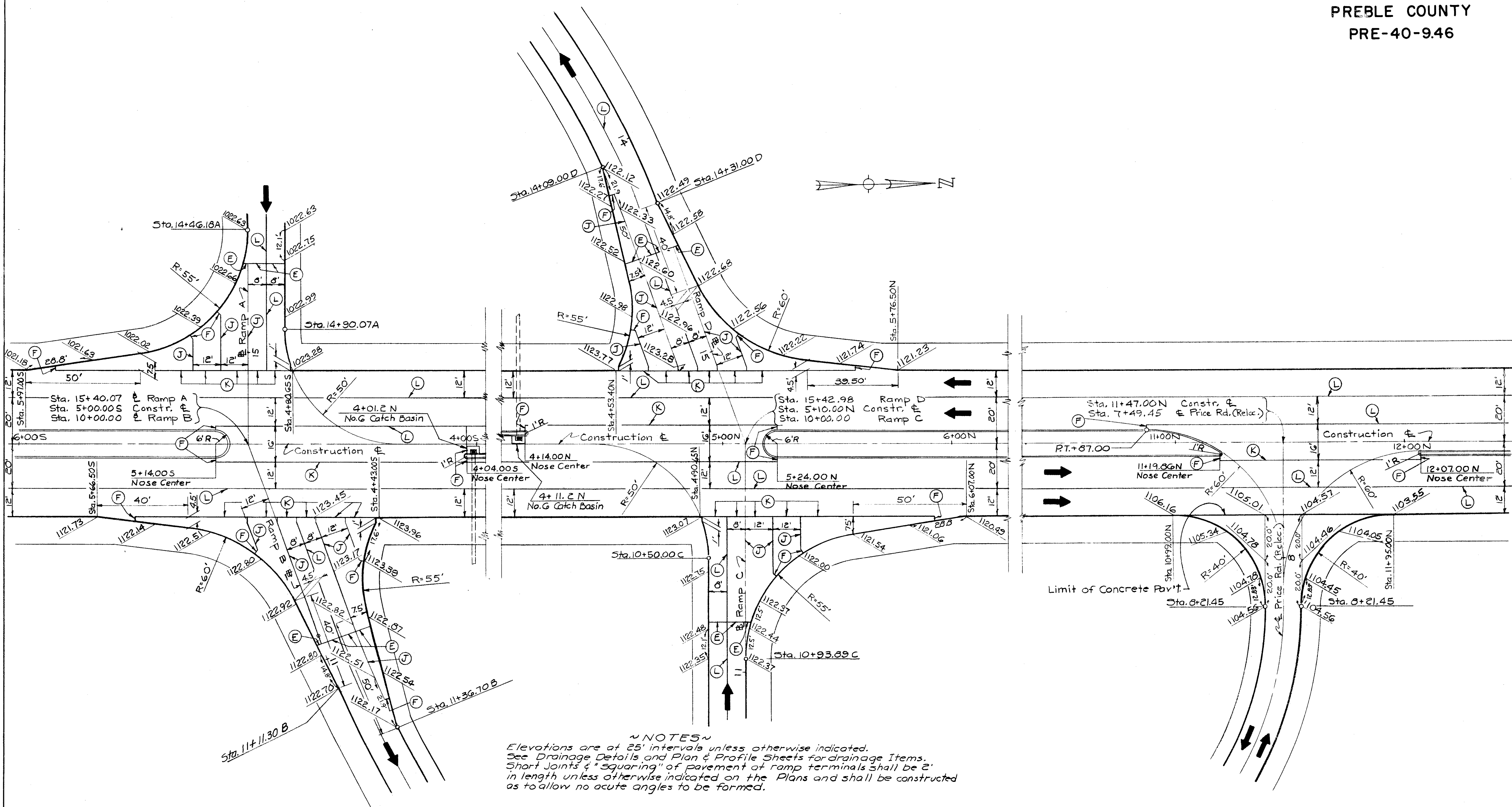
CURVE DATA	SPIRAL DATA
PI. Sta. 1+62.50	PI. Sta. 5+56.41
Δ = 0°26'00" Lt.	Δ = 10°44'00" Lt.
D _s = 0°08'00"	L _s = 350.00'
E = 42,971.85'	D _s = 0°08'00"
T = 162.50'	E = 6900.00'
L = 325.00'	E ₂ = 42,971.85'
E = 0.31'	E ₂ = 954.93'
	T ₂ = 162.50'
	T ₂ = 174.98'



Drawn by Keller-5-15-62

U.S.R. 127 Interchange Entrance Ramp D Detail

PREBLE COUNTY
PRE-40-9.46



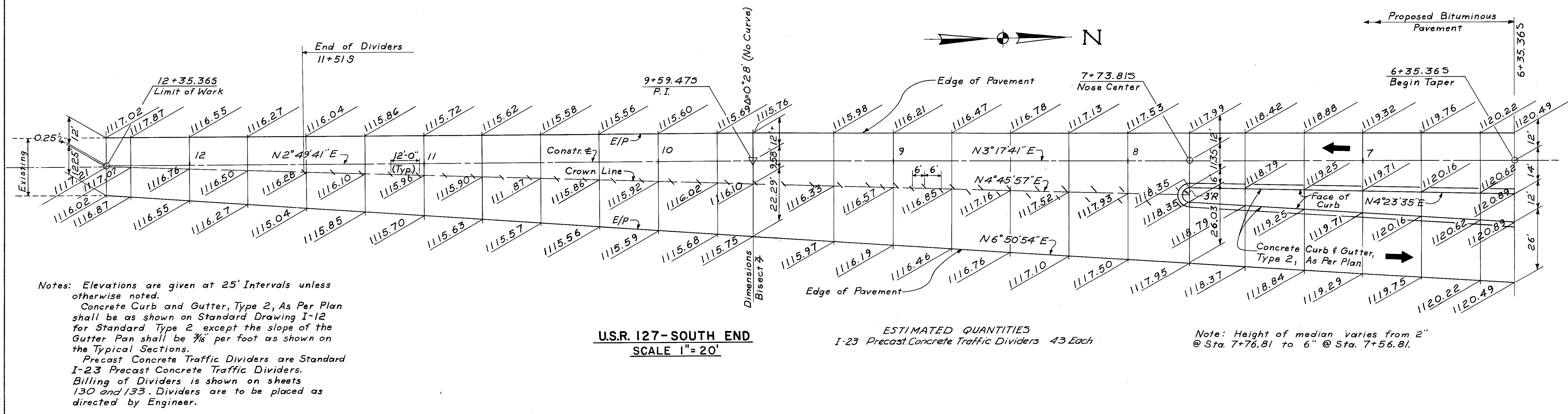
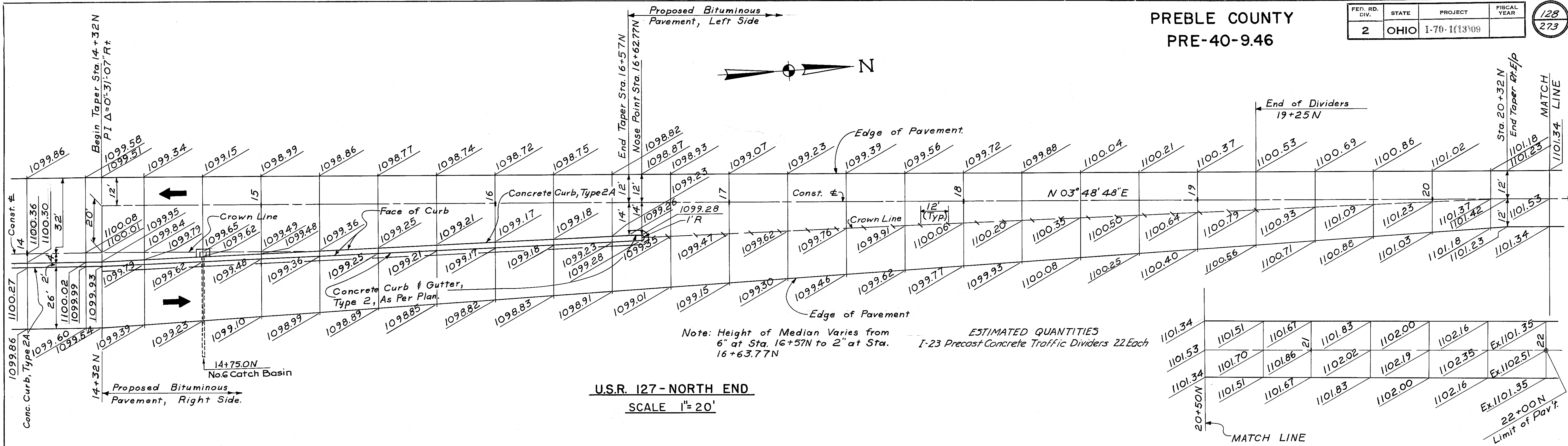
~NOTES~
Elevations are at 25' intervals unless otherwise indicated.
See Drainage Details and Plan & Profile Sheets for drainage items.
Short Joints & "squaring" of pavement at ramp terminals shall be 2' in length unless otherwise indicated on the Plans and shall be constructed as to allow no acute angles to be formed.

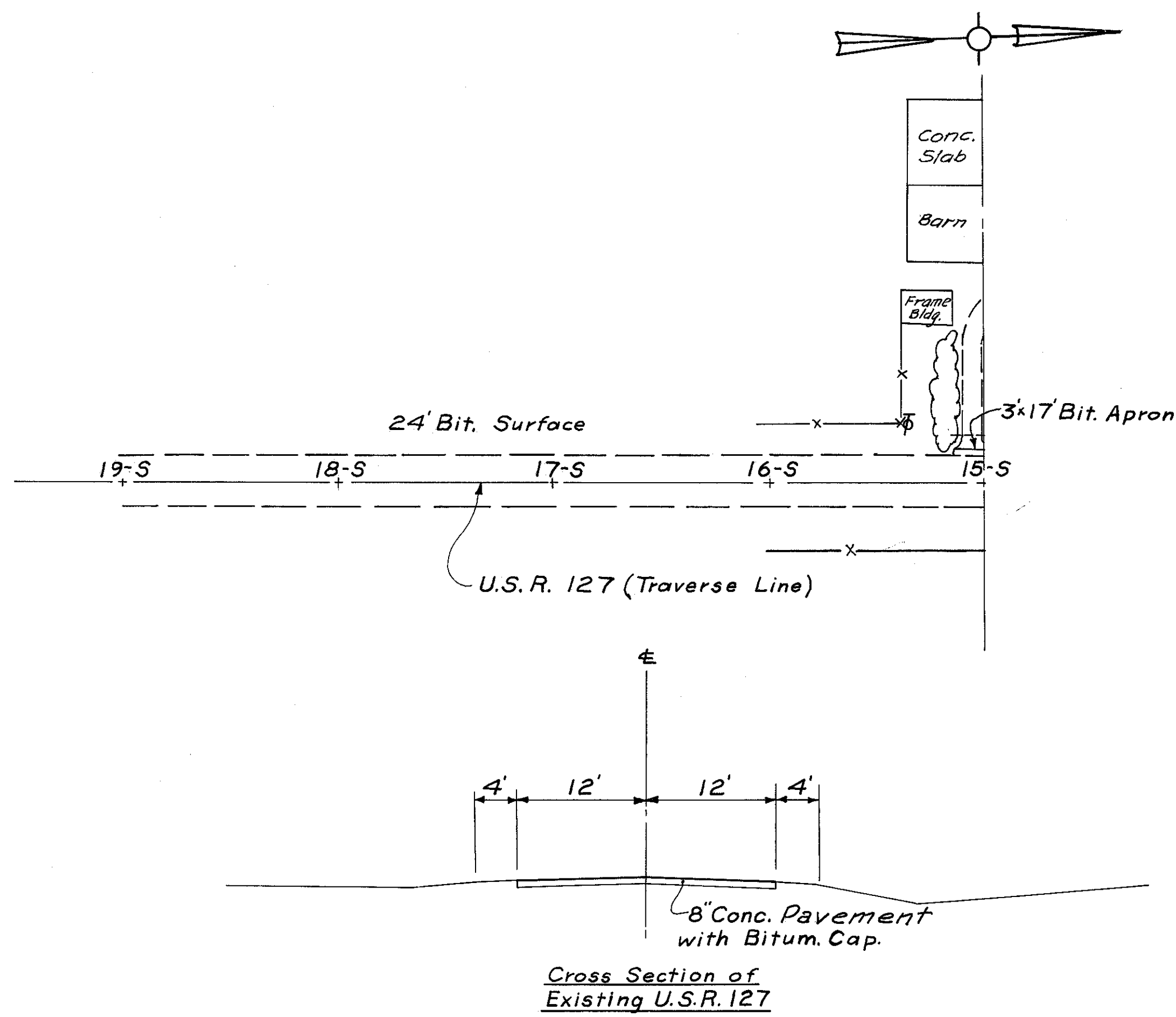
- ~JOINT LEGEND~
- (L) - Standard Longitudinal Joint.
 - (E) - Standard Expansion Joint.
 - (K) - Standard Key Joint without Dowels.
 - (F) - Expansion Joint without Dowels.
 - (J) - Standard Key Joint.

PREBLE COUNTY
PRE-40-9.46

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-11309	

128
273





Note: Existing ground elevations are along Traverse Line.

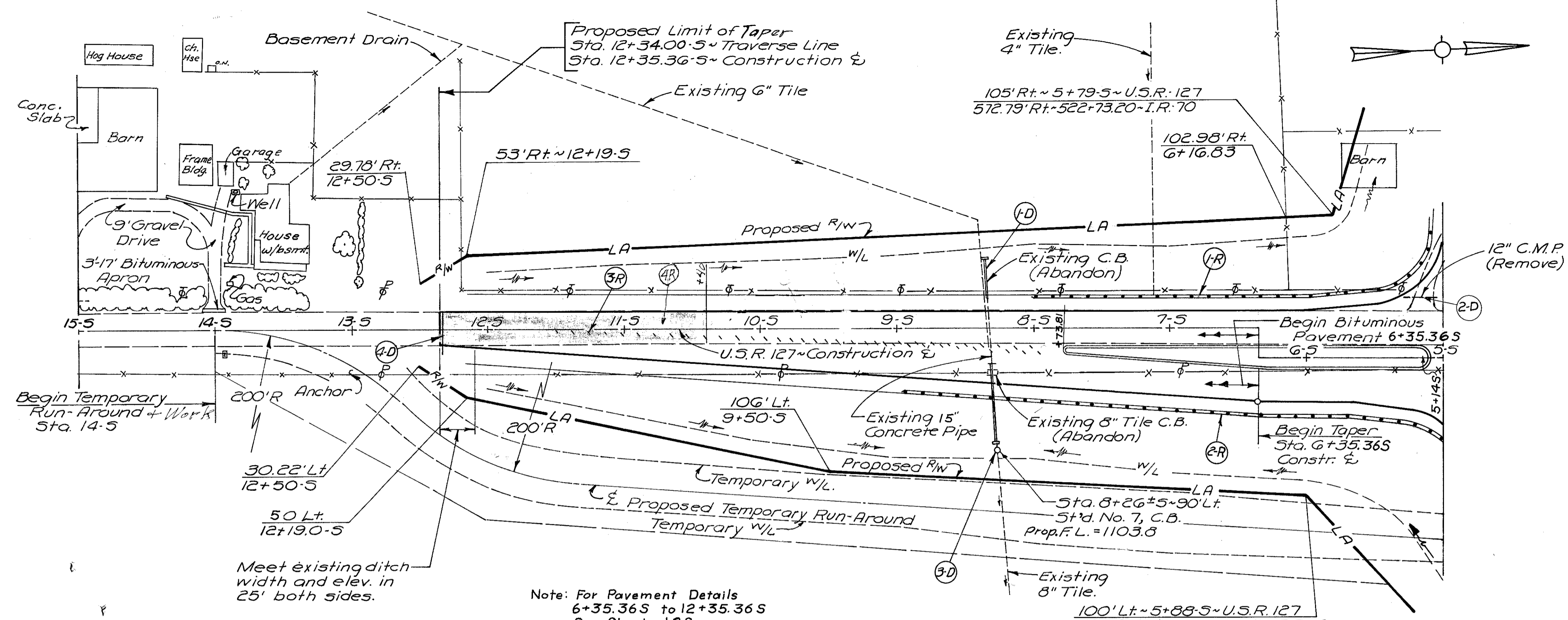
1120

1110

1100

1114.37
20-S
1114.88
19-S
1115.34
1115.91
1116.38
17-S
1116.88
1117.42
1118.40
16-S
1119.05
15-S

U.S.R. 127 Sta. 19-S to Sta. 15-S

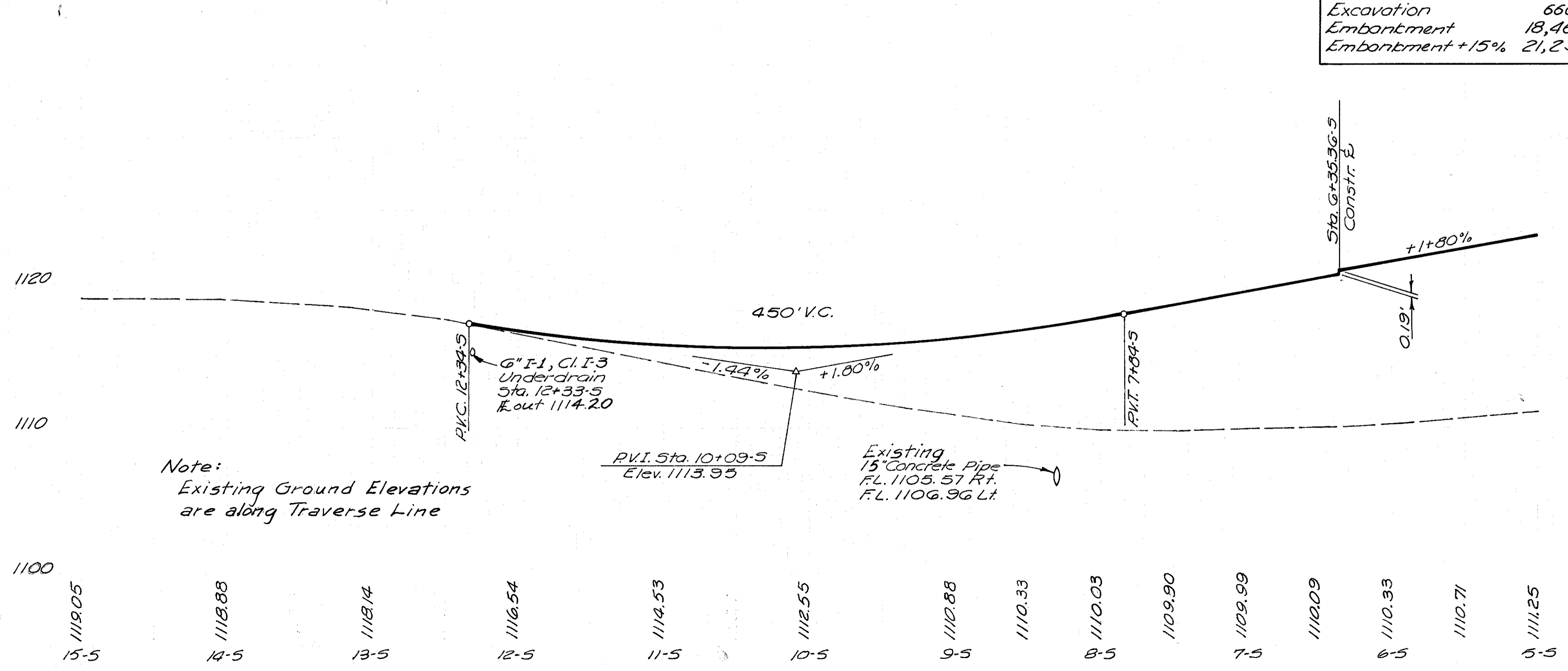


Note: For Pavement Details
6+35.36 S to 12+35.36 S
See Sheet 128
For Details of Intersections
at Ramps See Sheets No. 127.

E-12
Pipe
Removed
15' under
Lin. Ft.
25

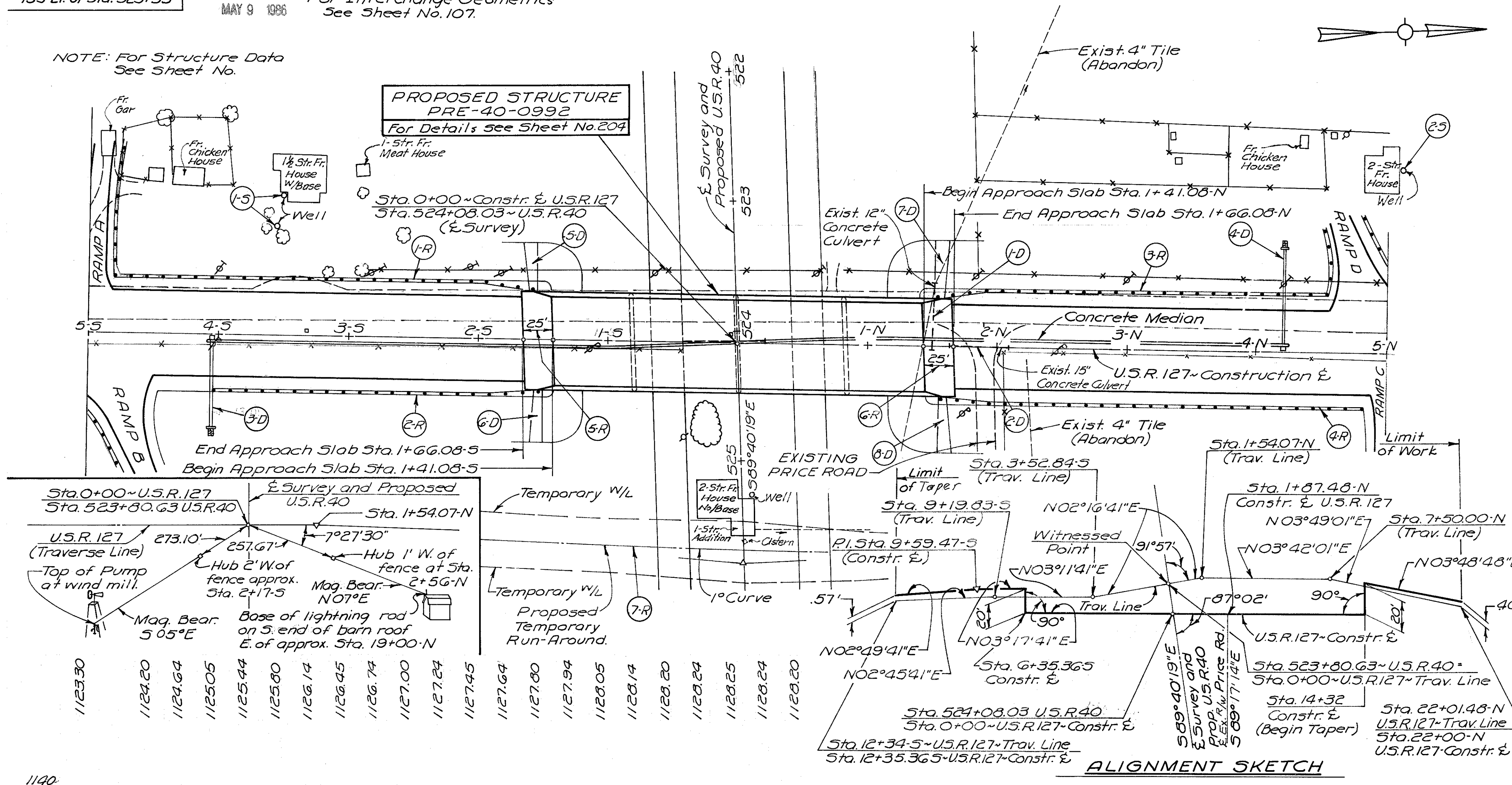
- | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1117.06 | 1116.74 | 1116.47 | 1116.23 | 1116.05 | 1115.91 | 1115.81 | 1115.76 | 1115.75 | 1115.79 | 1115.88 | 1116.00 | 1116.18 | 1116.40 | 1116.66 | 1116.97 | 1117.32 | 1117.72 | 1118.61 | 1119.51 | 1120.41 | 1121.50 | 1122.21 | 1123.30 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|

Excavation	660	Cu Yds.
Embankment	18,464	Cu Yds.
Embankment +15%	21,234	Cu Yds.

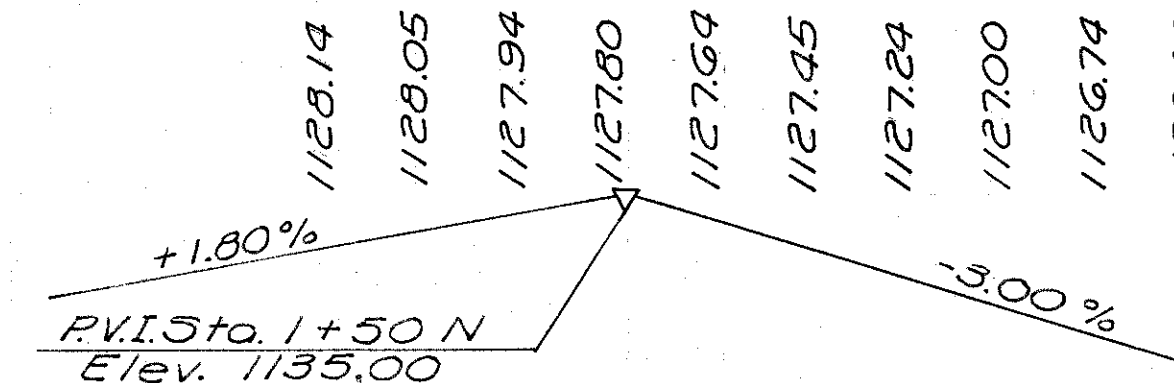


Item	Description	Quantity	Unit	Station
I-15	Guard Rail Dividers	200	Lin. Ft.	200
I-23	Conc. Jule	337.5	Sq. Yds.	337.5
I-8	Rem. C.B.	1	Each	8
E-8	Rem. C.B.	1	Each	8
I-2	Masonry	84	Cu Yds.	84
I-4, G	CL-13	84	Lin. Ft.	84
I-4, G	M-68	84	Lin. Ft.	84
I-2	Exc. P.C.	7.0	Sq. Yds.	7.0
I-2	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40
I-1	Exc. P.C.	40	Sq. Yds.	40

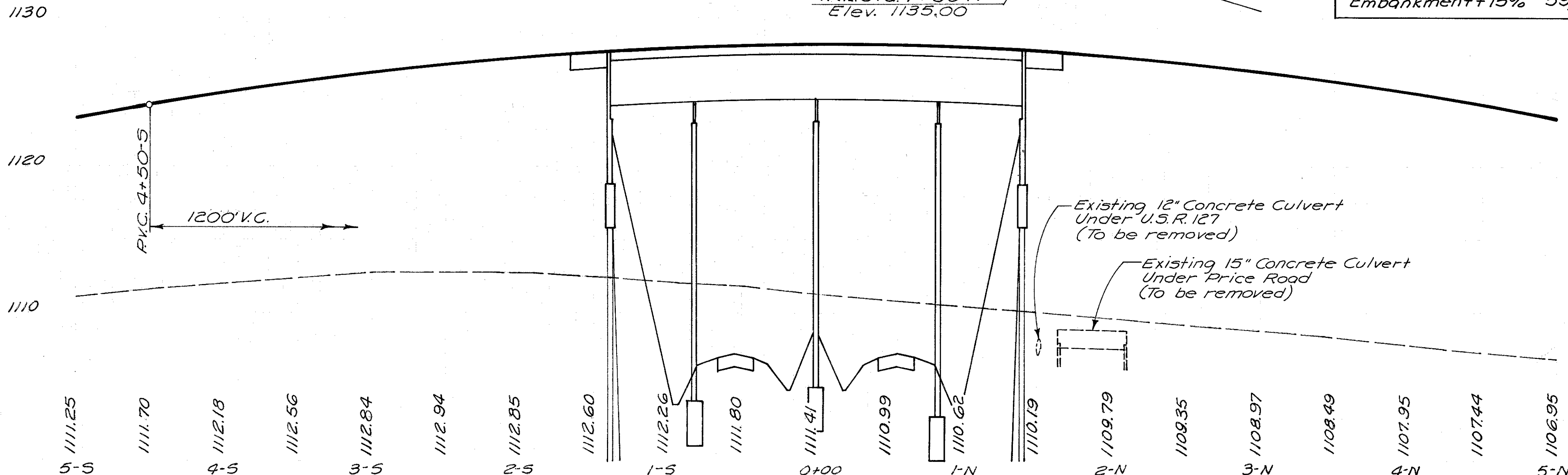
NOTE: For Structure Data See Sheet No.



NOTE: Existing ground elevations are along Traverse Line.

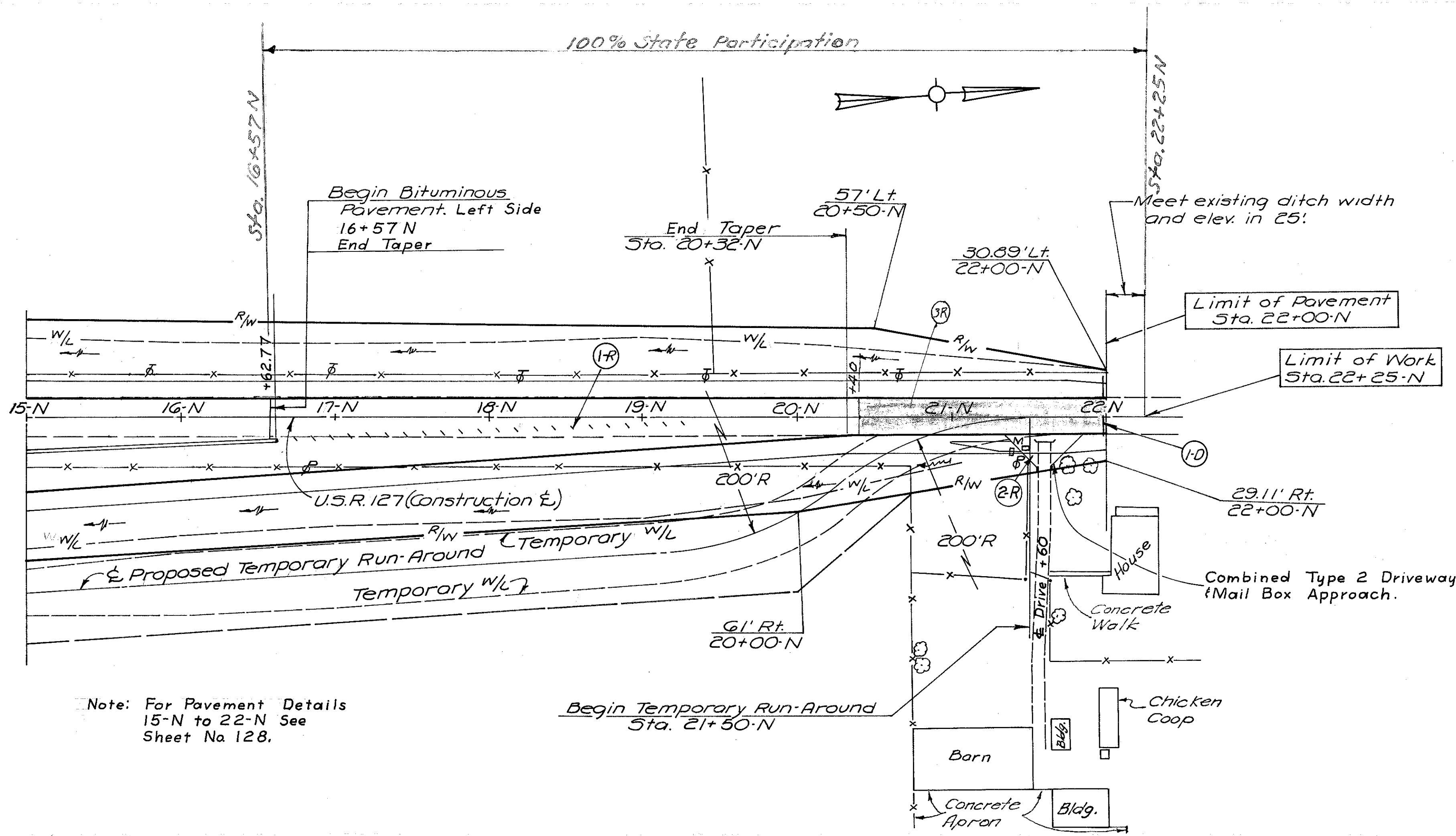


Excavation	708 Cu. Yds.
Embankment	52,048 Cu. Yds.
Embankment + 15%	59,855 Cu. Yds.

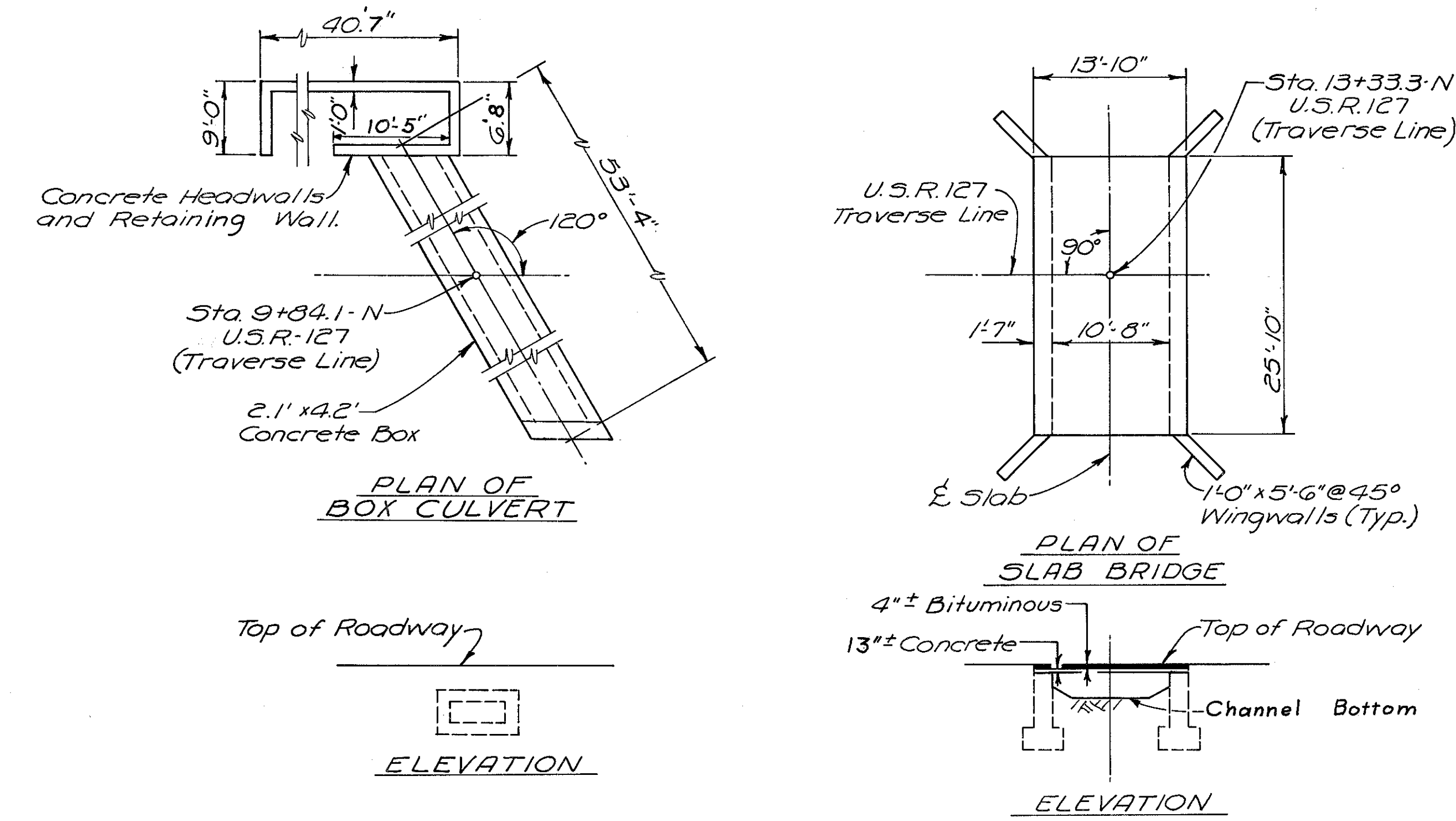


Station	1-1 - Lim. Ft.	1-2 - 15" C.I. 15" Sec. 106	1-3 - 15" C.I. 15" Sec. 106	1-4 - 15" C.I. 15" Sec. 106	1-5 - 15" C.I. 15" Sec. 106	1-6 - 15" C.I. 15" Sec. 106	1-7 - 15" C.I. 15" Sec. 106	1-8 - 15" C.I. 15" Sec. 106	1-9 - 15" C.I. 15" Sec. 106	1-10 - 15" C.I. 15" Sec. 106	1-11 - 15" C.I. 15" Sec. 106	1-12 - 15" C.I. 15" Sec. 106	1-13 - 15" C.I. 15" Sec. 106	1-14 - 15" C.I. 15" Sec. 106	1-15 - 15" C.I. 15" Sec. 106	1-16 - 15" C.I. 15" Sec. 106	1-17 - 15" C.I. 15" Sec. 106	1-18 - 15" C.I. 15" Sec. 106	1-19 - 15" C.I. 15" Sec. 106	1-20 - 15" C.I. 15" Sec. 106	1-21 - 15" C.I. 15" Sec. 106	
5-5																						
4-5																						
3-5																						
2-5																						
1-5																						
0+00																						
1-N																						
2-N																						
3-N																						
4-N																						
5-N																						
Sub-Totals																						

U.S.R. - 127 Sta. 5-5 To Sta. 5-N



Note: For Pavement Details
15-N to 22-N See
Sheet No 128.

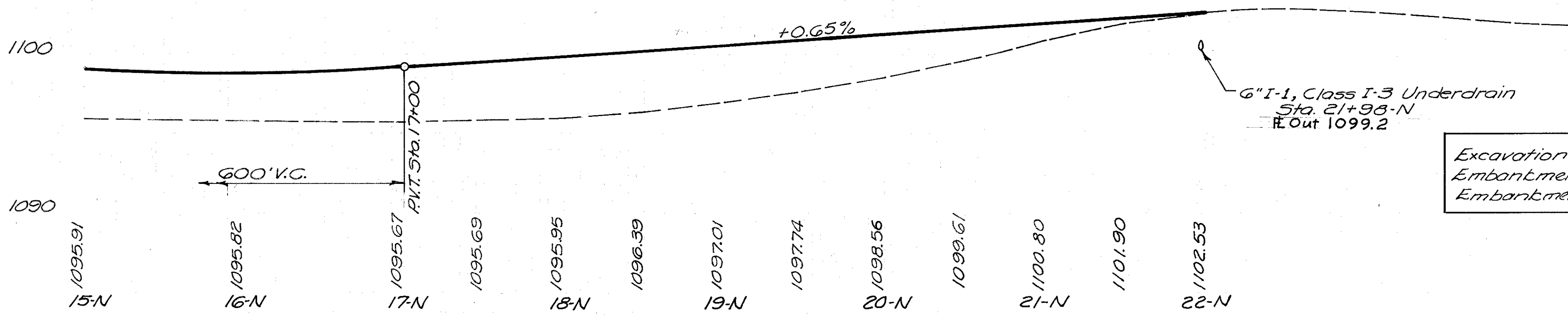


EXISTING STRUCTURES ON U.S.R. 127

See Sheet No. 128

- 1099.18
- 1099.06
- 1098.97
- 1098.92
- 1098.91
- 1098.94
- 1099.01
- 1099.12
- 1099.26
- 1099.59
- 1099.91
- 1100.24
- 1100.56
- 1100.89
- 1101.21
- 1101.54
- 1101.86
- 1102.19
- 1102.51

Note: Existing ground elevations
are along Traverse Line.



Excavation	598	Cu. Yds.
Embankment	5,644	Cu. Yds.
Embankment + 15%	6,491	Cu. Yds.

ESTIMATED QUANTITIES (100% STATE PARTICIPATION)

I-1-3
6" Cl. I-3
Sec. M.
6.4 Cu.
Lim. Ft.

I-2-3 I-18 E-8
Concrete 6" Thick Rein. 1"
Dividers
Each Cu. Yds. S.Y.

I-R 16+63-N to 19+25-N	£	40
2-R 21+60-N	£	426
3-R 20+40-N to 22+00-N	£	40
I-D 21+98-N	£	40

Rev. 3-4-63 By R.E.C.

U.S.R. 127 Sta. 15-N to Sta. 22-N

P.L. 1099.18
 T.O. 3 P.C.T. L.R.S. 9-5-61
 1099.06
 1098.97
 1098.92
 1098.91
 1098.94
 1099.01
 1099.12
 1099.26
 1099.59
 1099.91
 1100.24
 1100.56
 1100.89
 1101.21
 1101.54
 1101.86
 1102.19
 1102.51

22 11 426
 22 11 40

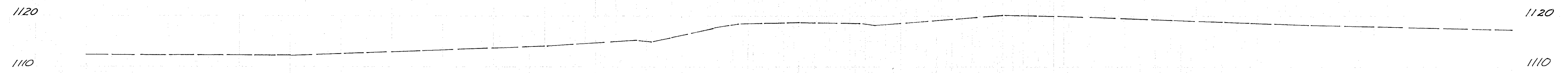
140 120 100 80 60 40 20 Survey E 20 40 60 80 100

134
273

PREBLE COUNTY
PRE-40-9.46

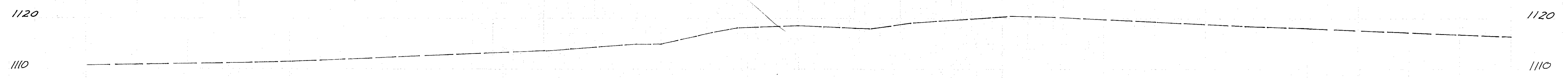
← East West →

120 140



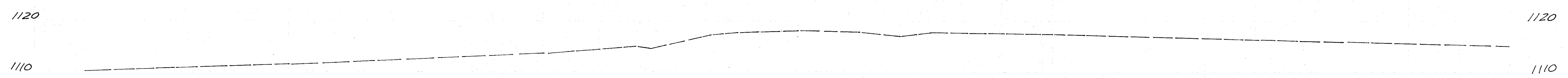
13+72-5
1118.77

0 0



13+30-5
1118.45

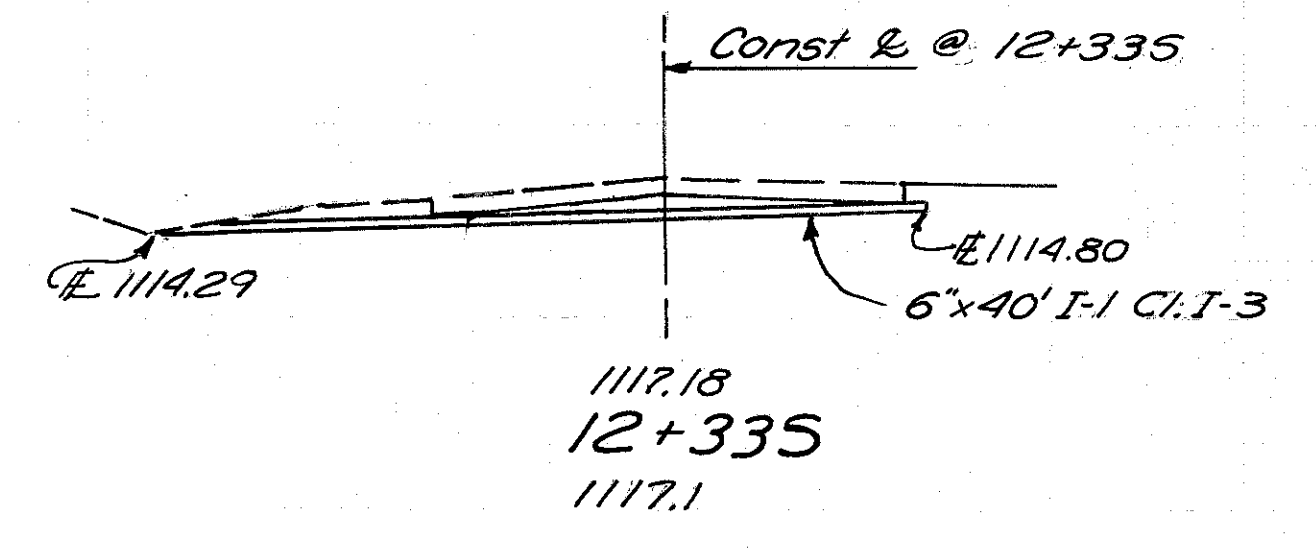
0 0



13+00-5
1118.14

0 0

32



253

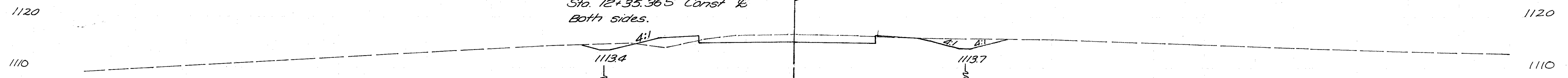
Meet existing ditch elev.
& width at Limit of work
Sta. 12+35.365 Const E
Both sides.

Const. E

1116.74
12+00-5
1116.54

95 19

69



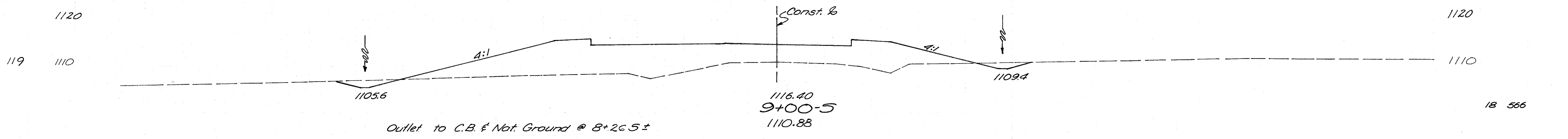
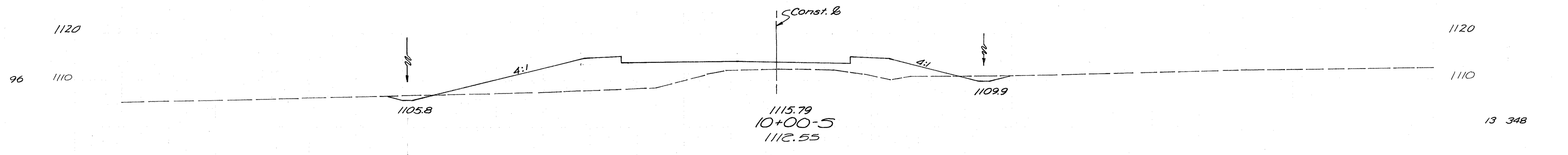
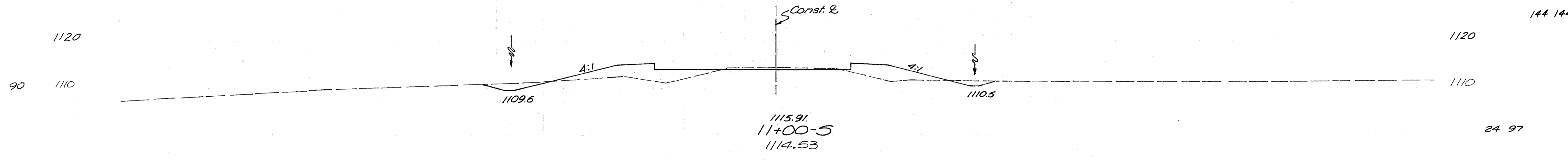
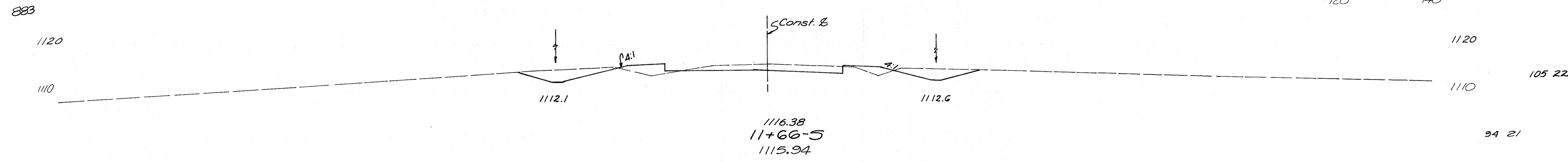
74 15

140 120 100 80 60 40 20 Survey E 20 40 60 80 100 120 140

U.S.R. 127 Sta. 12-5 to Sta. 13+72-5

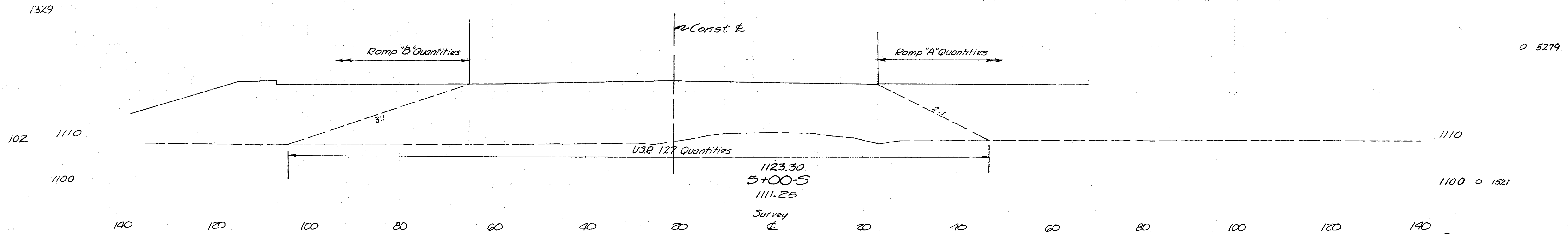
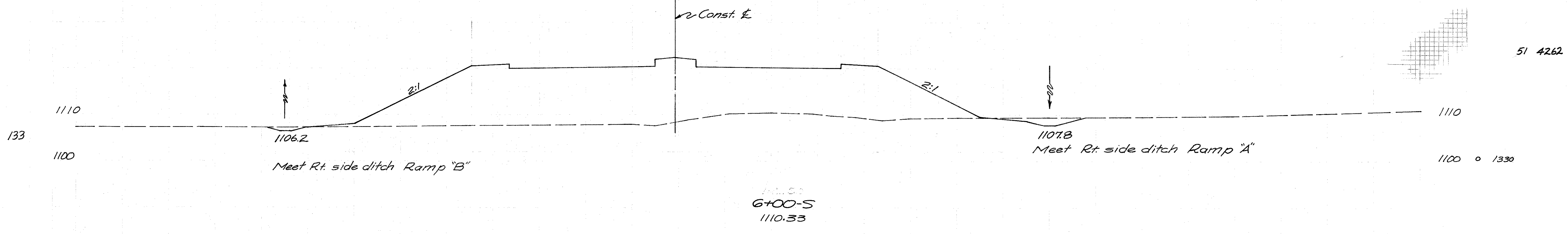
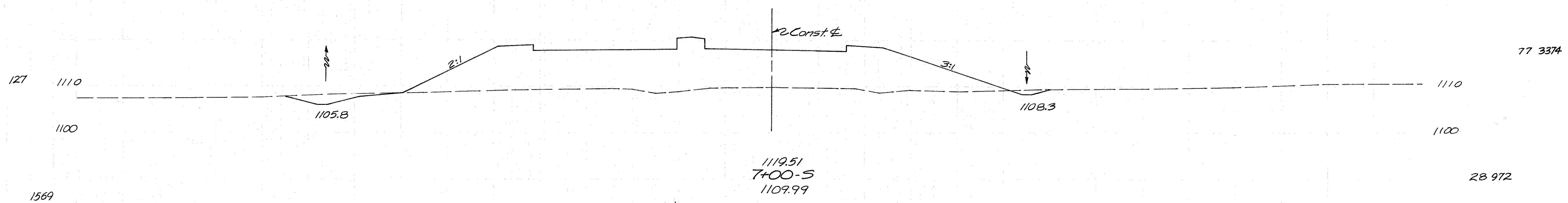
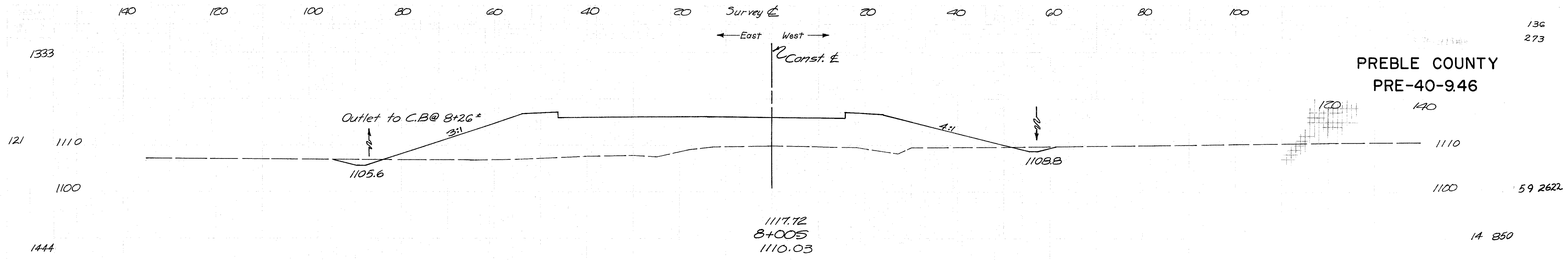
PREBLE COUNTY
PRE-40-9.46

← East West →



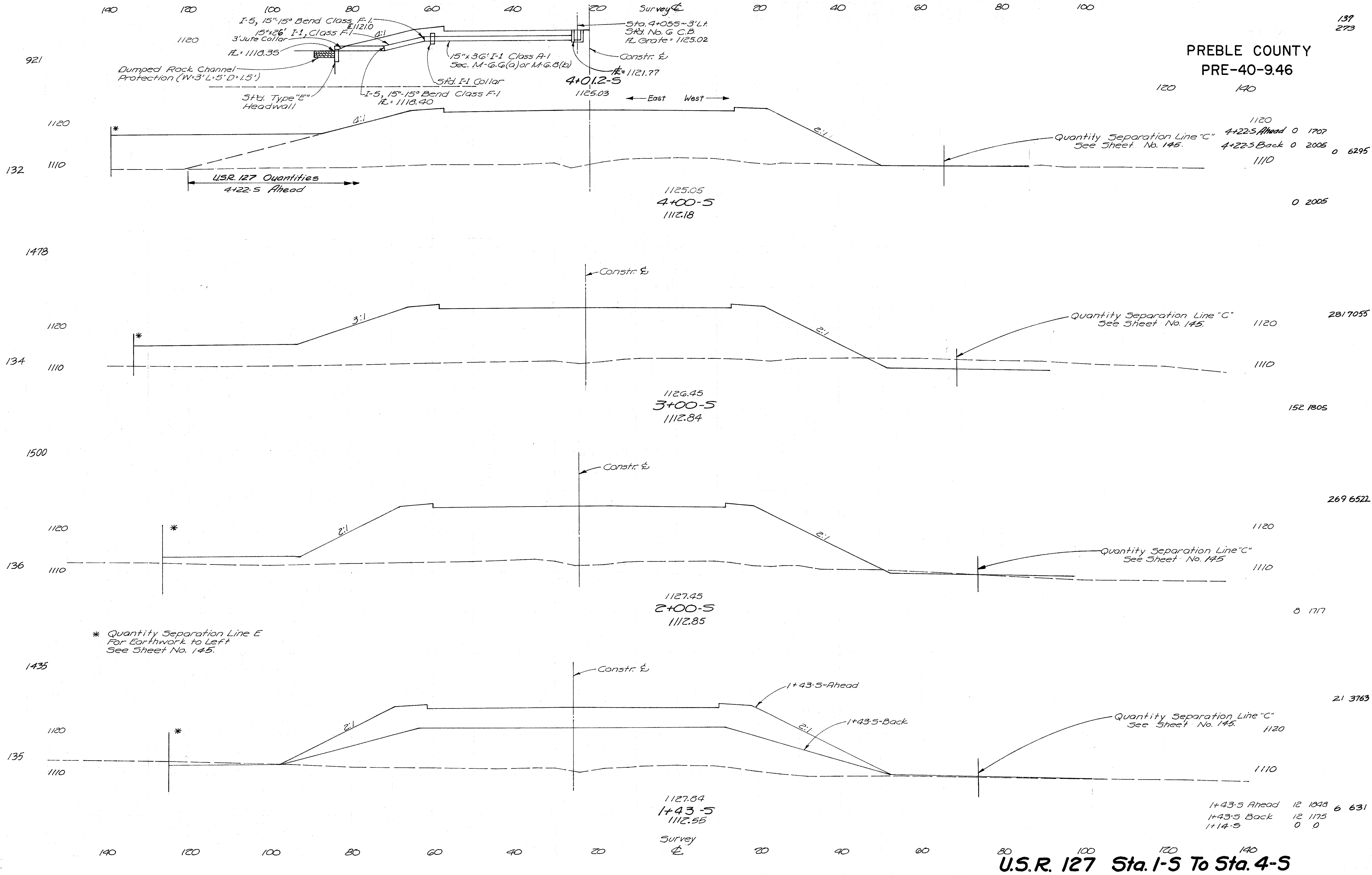
Outlet to C.B. & Nat. Ground @ 8+26.5±

PREBLE COUNTY
PRE-40-9.46

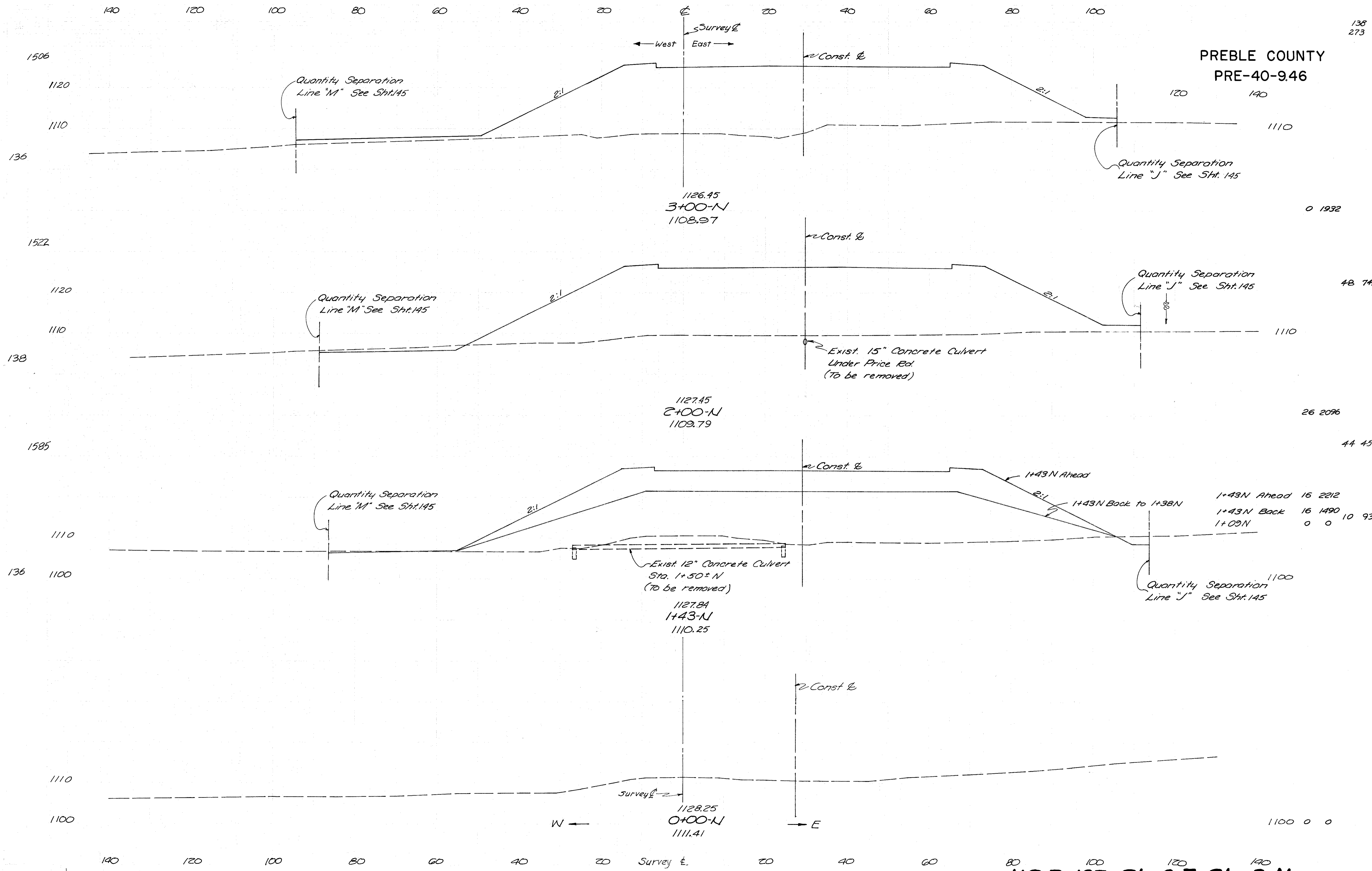


PREBLE COUNTY
PRE-40-9.46

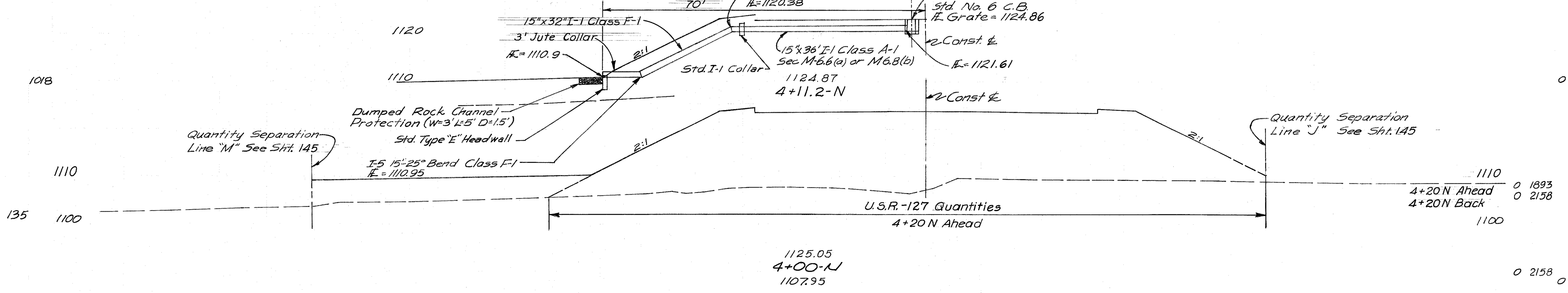
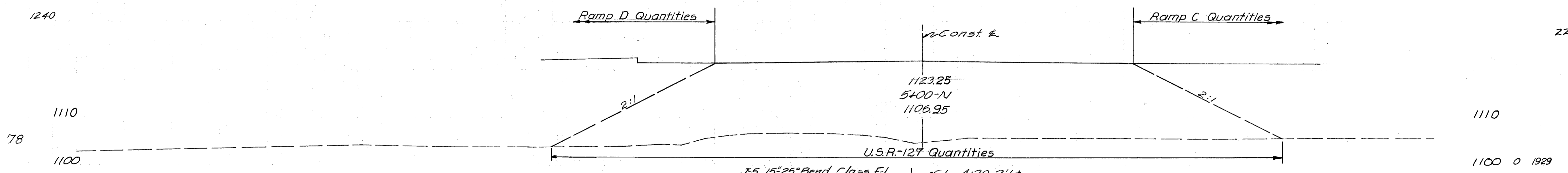
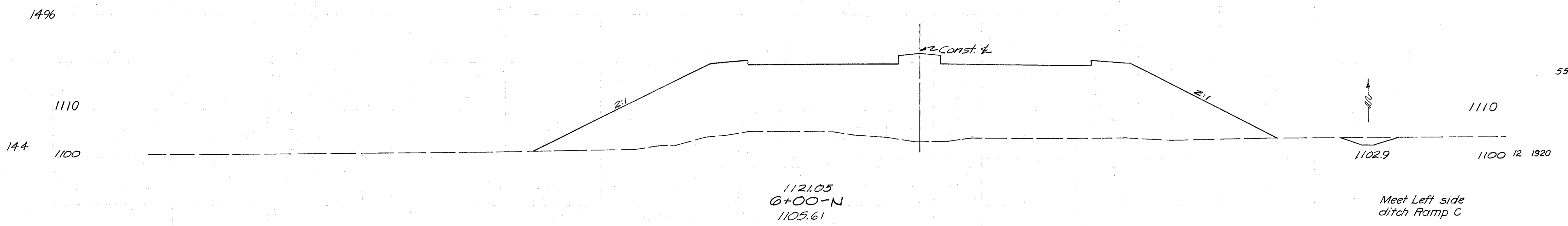
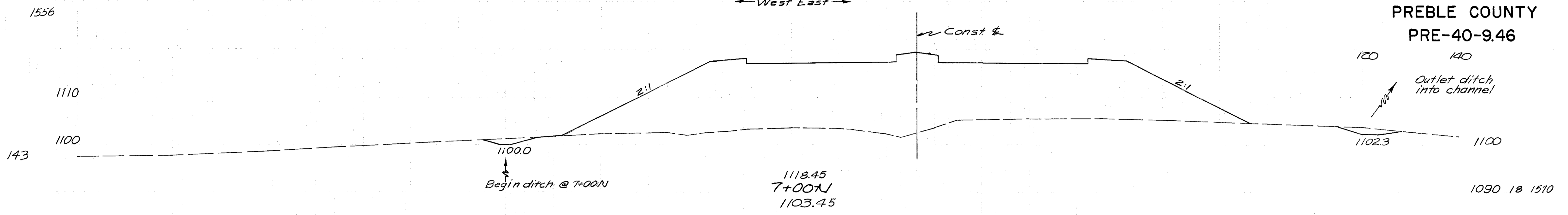
137
273



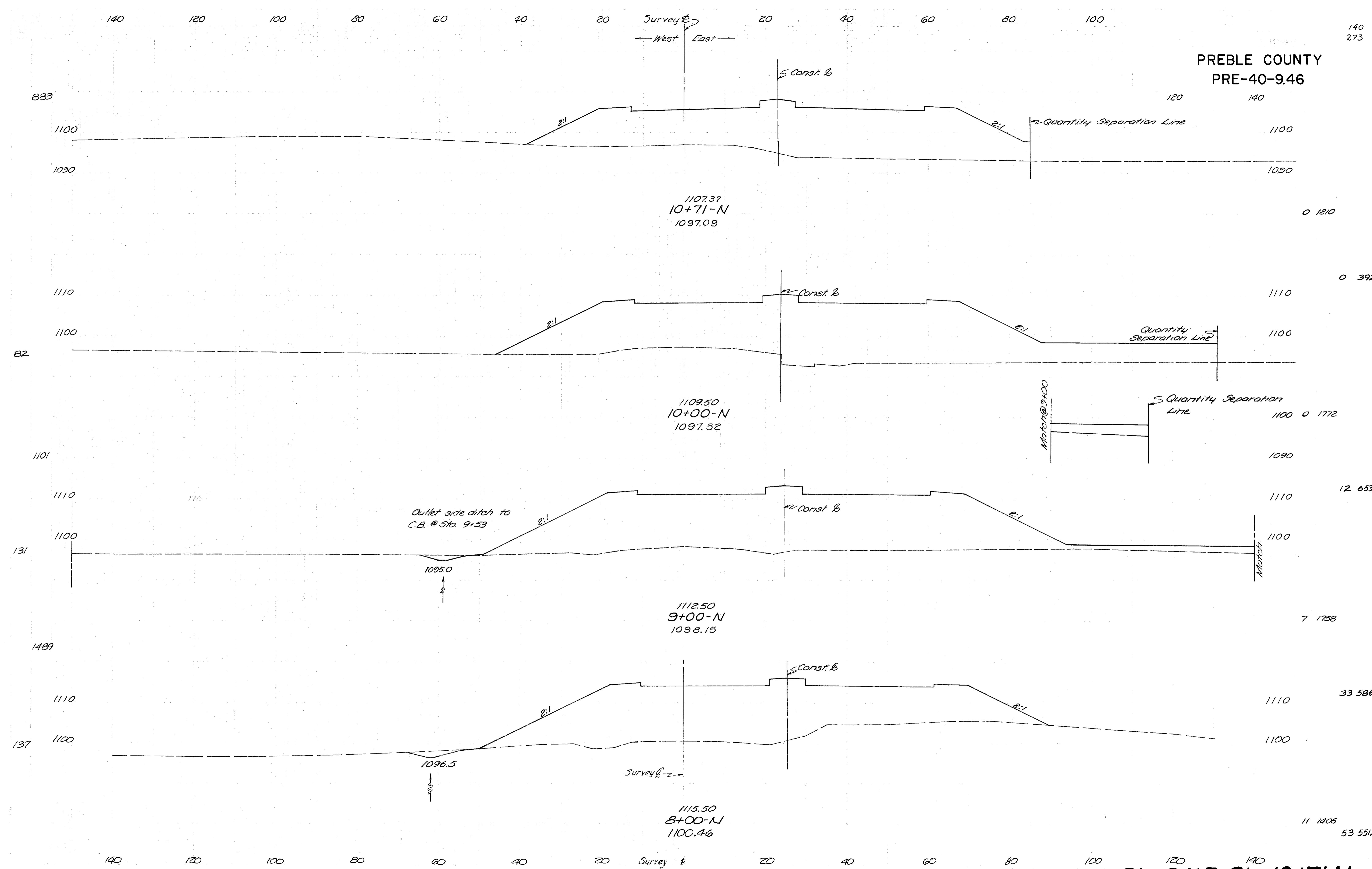
PREBLE COUNTY
PRE-40-9.46



PREBLE COUNTY
PRE-40-9.46



PREBLE COUNTY
PRE-40-9.46



0 1210

0 3920

1100 0 1772

12 6537

7 1758

33 5861

11 1406

53 5512

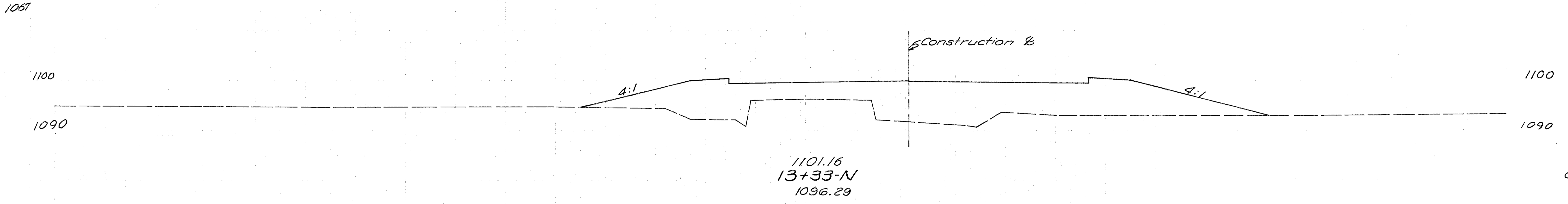
140 120 100 80 60 40 20 0 20 40 60 80 100

Survey
West East

141
273

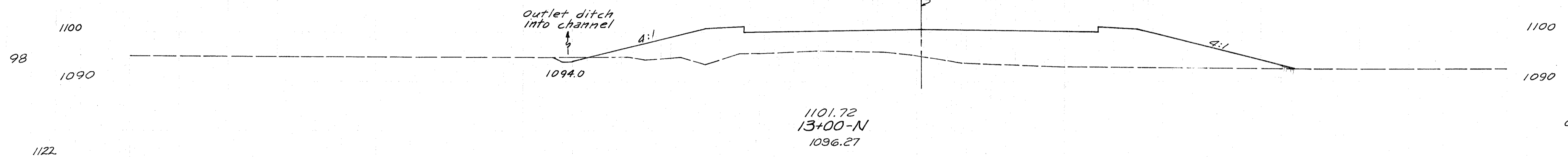
PREBLE COUNTY
PRE-40-9.46

120 140

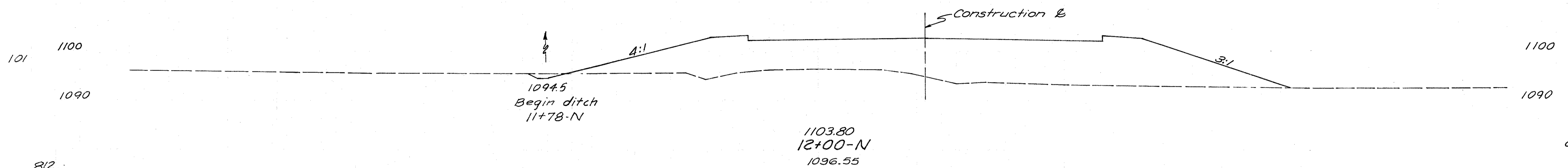


0 736

0 888

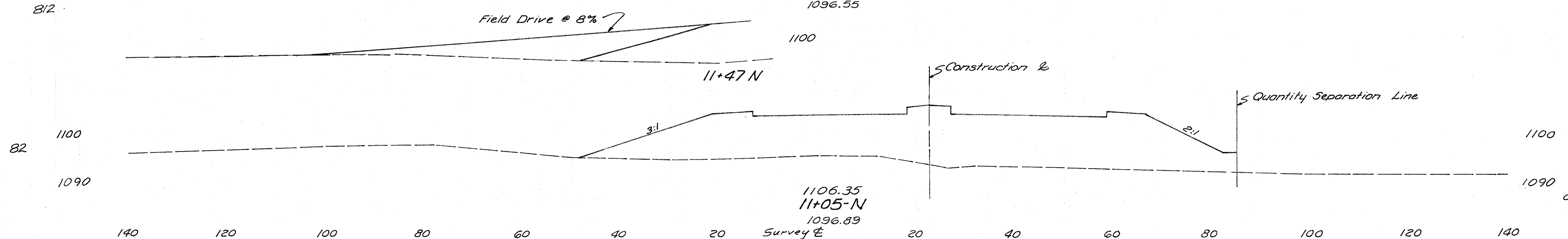


0 718



0 3085

0 948



0 3662

0 1134

0 1475

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

Survey E

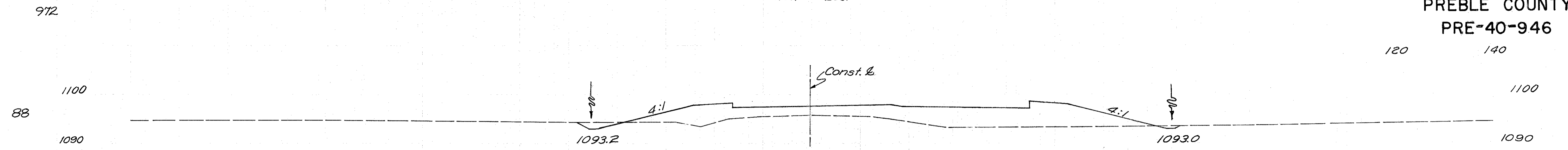
U.S.R. 127 Sta. 11+05-N to Sta. 13+33-N

140 120 100 80 60 40 20 0 20 40 60 80 100

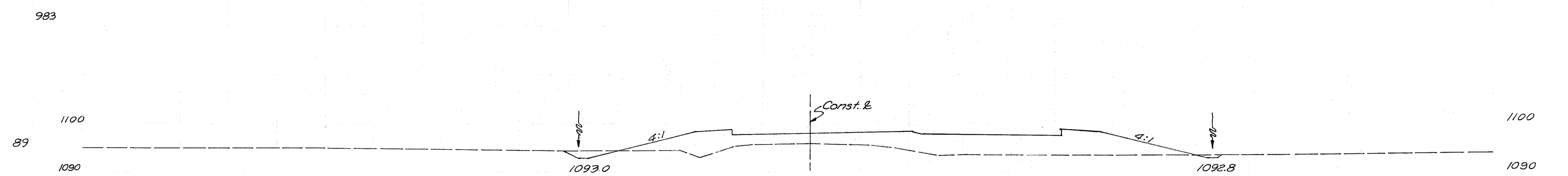
Survey
West East

PREBLE COUNTY
PRE-40-946

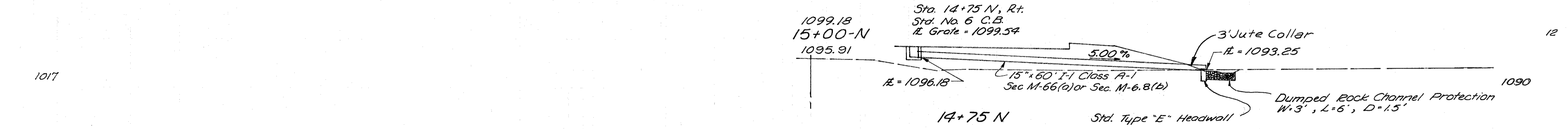
142
273



10 308

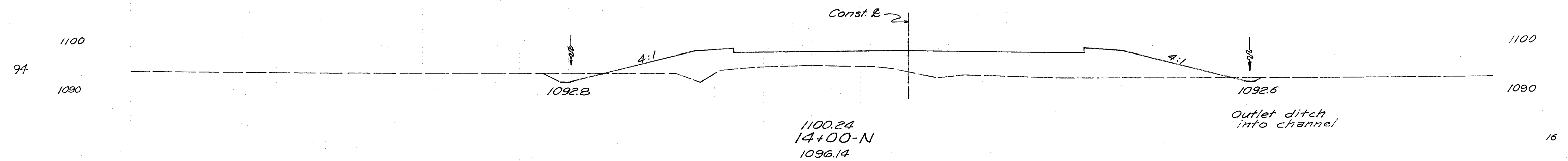


40 1251

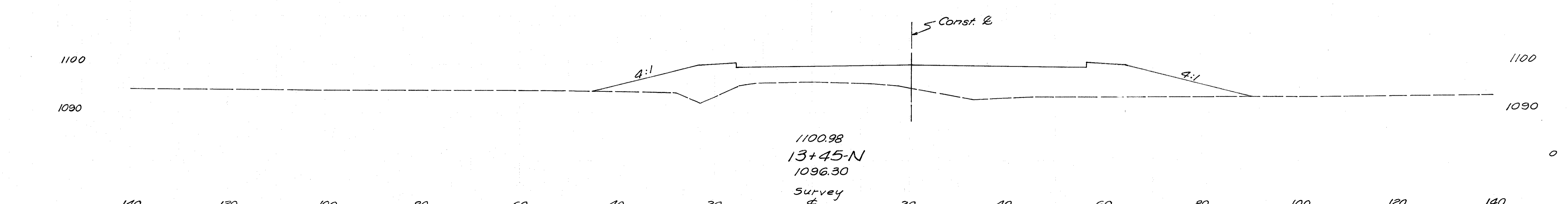


12 368

51 1596



16 494



16 1134

0 620

0 301

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

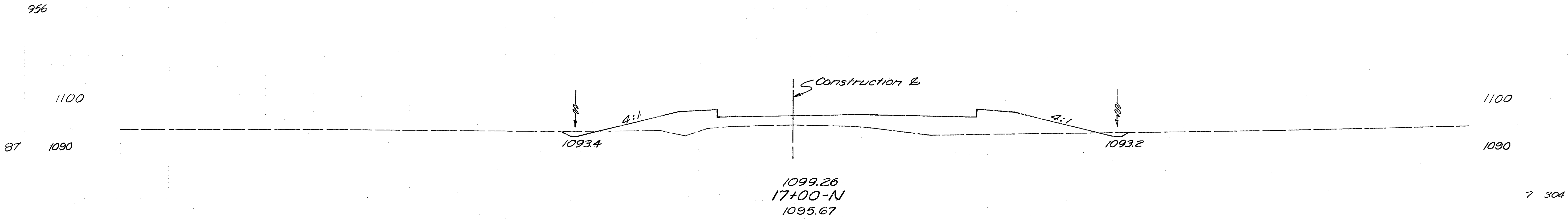
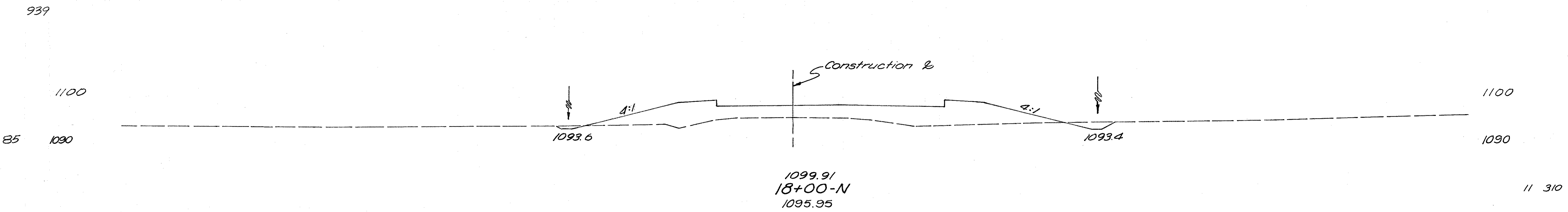
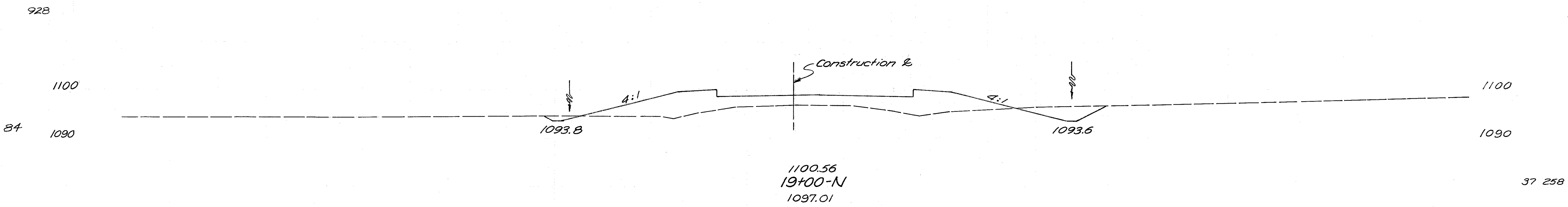
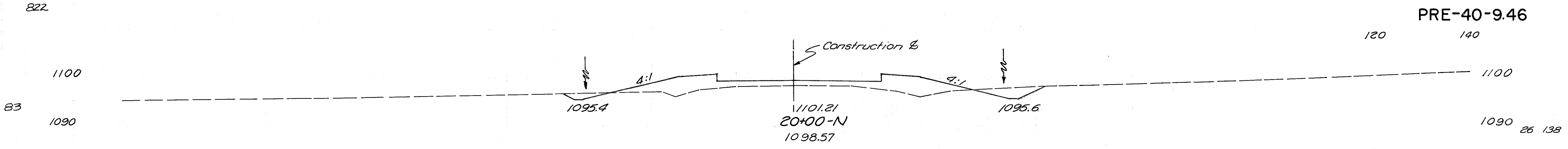
U.S.R. 127 Sta. 13+45N to Sta. 16+00-N

140 120 100 80 60 40 20 0 20 40 60 80 100

Survey
West East

143
273

PREBLE COUNTY
PRE-40-9.46

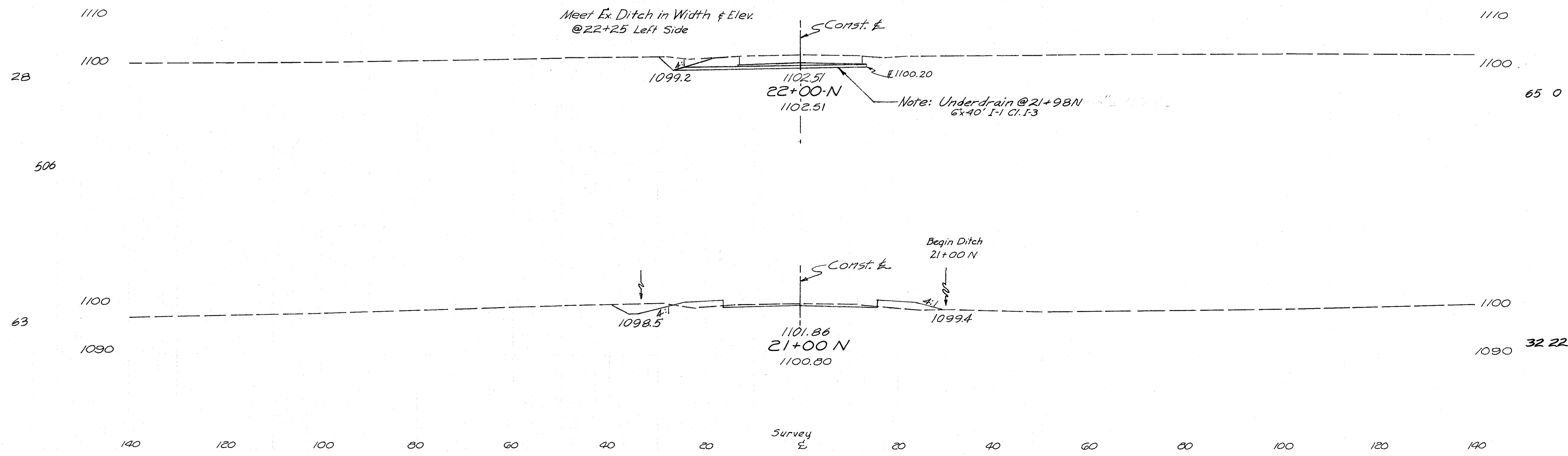
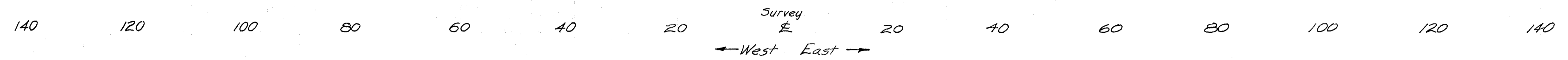
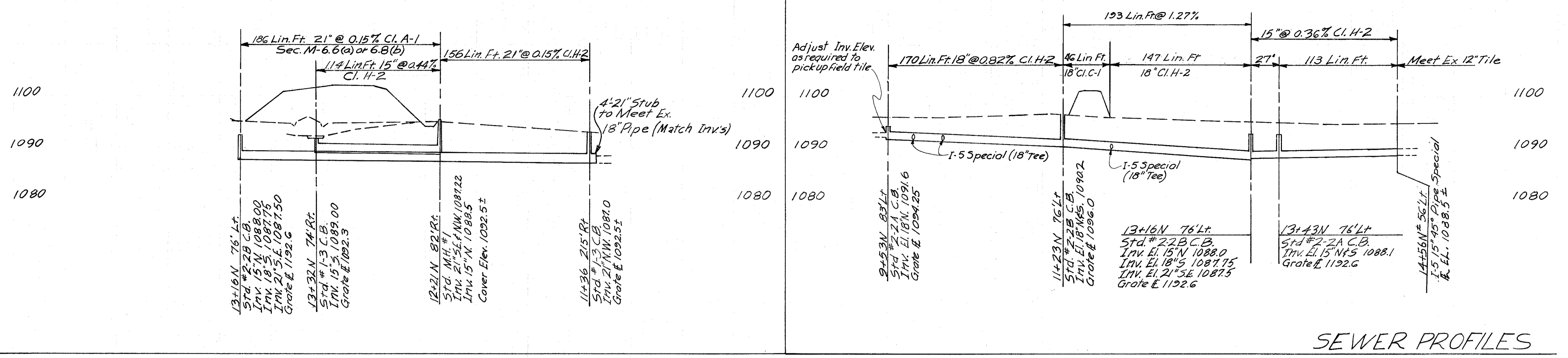


140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

U.S.R. 127 Sta. 17-N to Sta. 20-N

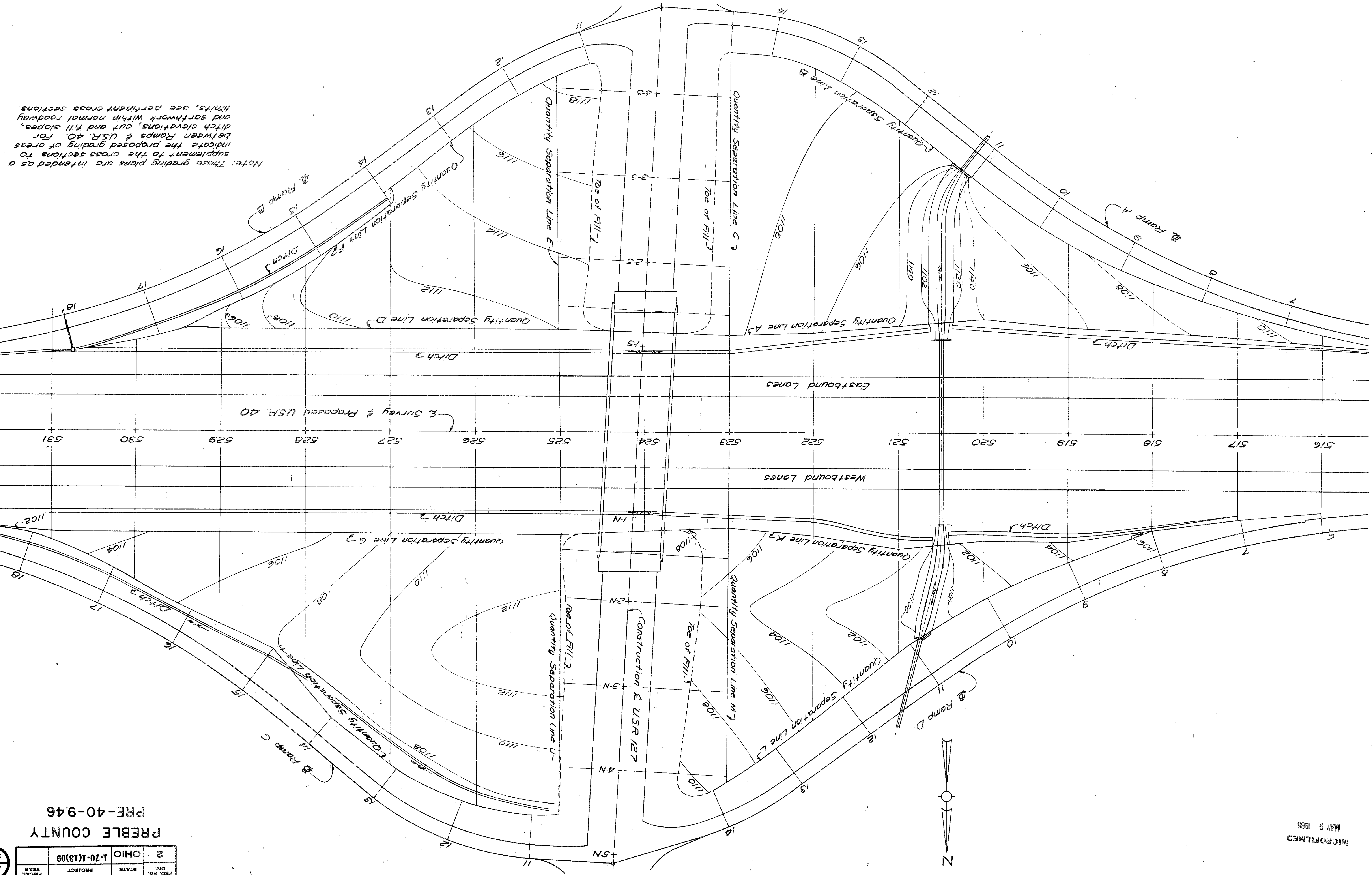
7 304
31 1133

PREBLE COUNTY
PRE-40-9.46



U.S.R. 127 Sta. 21+00 N to Sta. 22+00-N

U.S.R. 127 INTERCHANGE - Ramp Grading Plans



Note: These grading plans are intended as a supplement to the cross sections to indicate the proposed grading of areas between Ramps & U.S.R. 40. For ditch elevations, cut and fill slopes, and earthwork within normal roadway limits, see pertinent cross sections.

MICROFILMED
 MAY 9 1986

PREBLE COUNTY
 PRE-40-946

145	273
FISCAL YEAR	PROJECT
DIV.	STATE
2	OHIO
1-70-1(13)09	

100

150

200

250

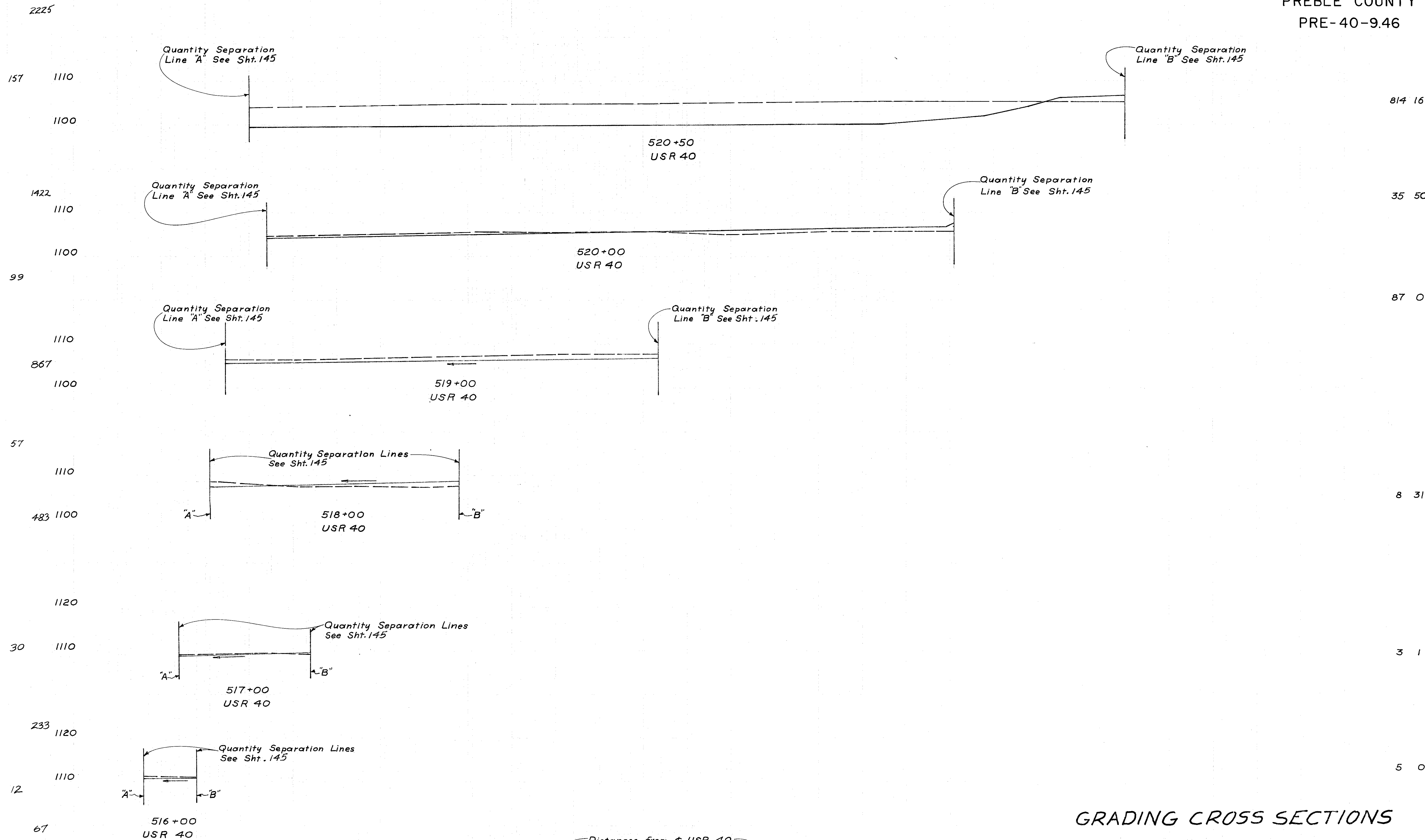
300

350

146
273

PREBLE COUNTY
PRE-40-9.46

Distances from \pm U.S.R. 40



Included with U.S.R. 40 Quantities

GRADING CROSS SECTIONS

U.S.R. 127 INTERCHANGE ~ BETWEEN RAMP A & U.S.R. 40

100

150

200

250

300

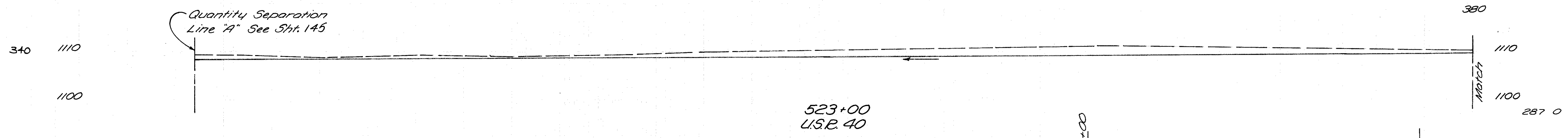
350

380

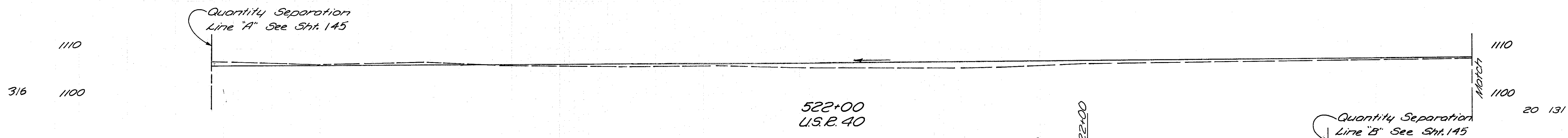
Distances from \pm USR 40

PREBLE COUNTY
PRE-40-9.46

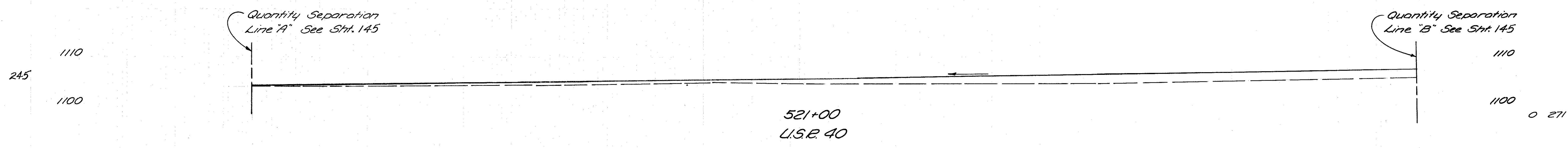
Distances from & U.S.R. 40



3644



3119



Included with U.S.R. 40 Quantities
Included with U.S.R. 40 Quantities

Distances from & U.S.R. 40

GRADING CROSS SECTIONS

U.S.R. 127 INTERCHANGE ~ Between RAMP-A & U.S.R. 40

100

150

300

350

100

150

300

350

380

100

150

200

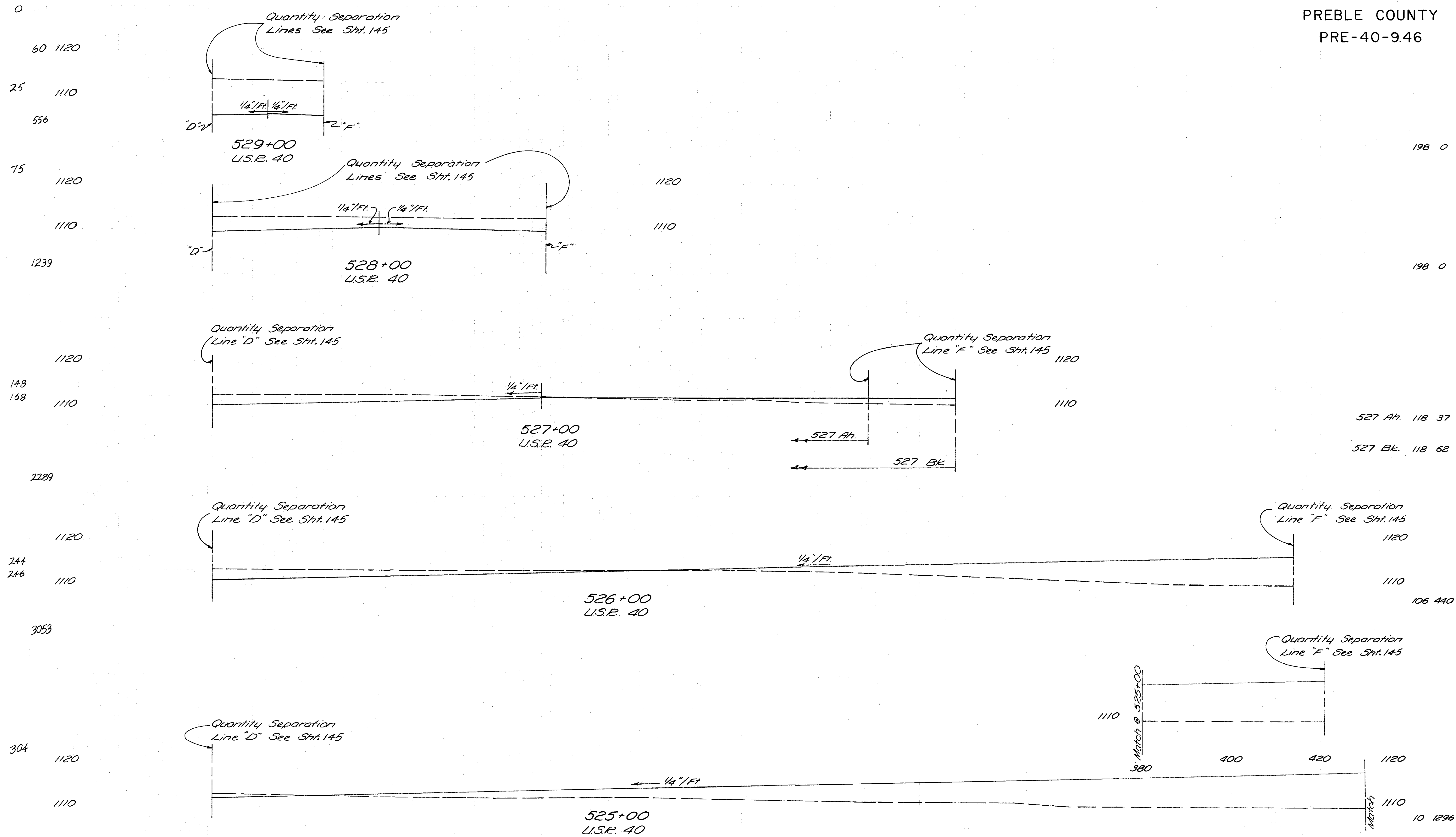
250

300

350

148
273

PREBLE COUNTY
PRE-40-9.46



Included with U.S.R. 40 Quantities
Included with U.S.R. 40 Quantities

GRADING CROSS SECTIONS

U.S.R. 127 INTERCHANGE - Between RAMP B & U.S.R. 40

350

300

250

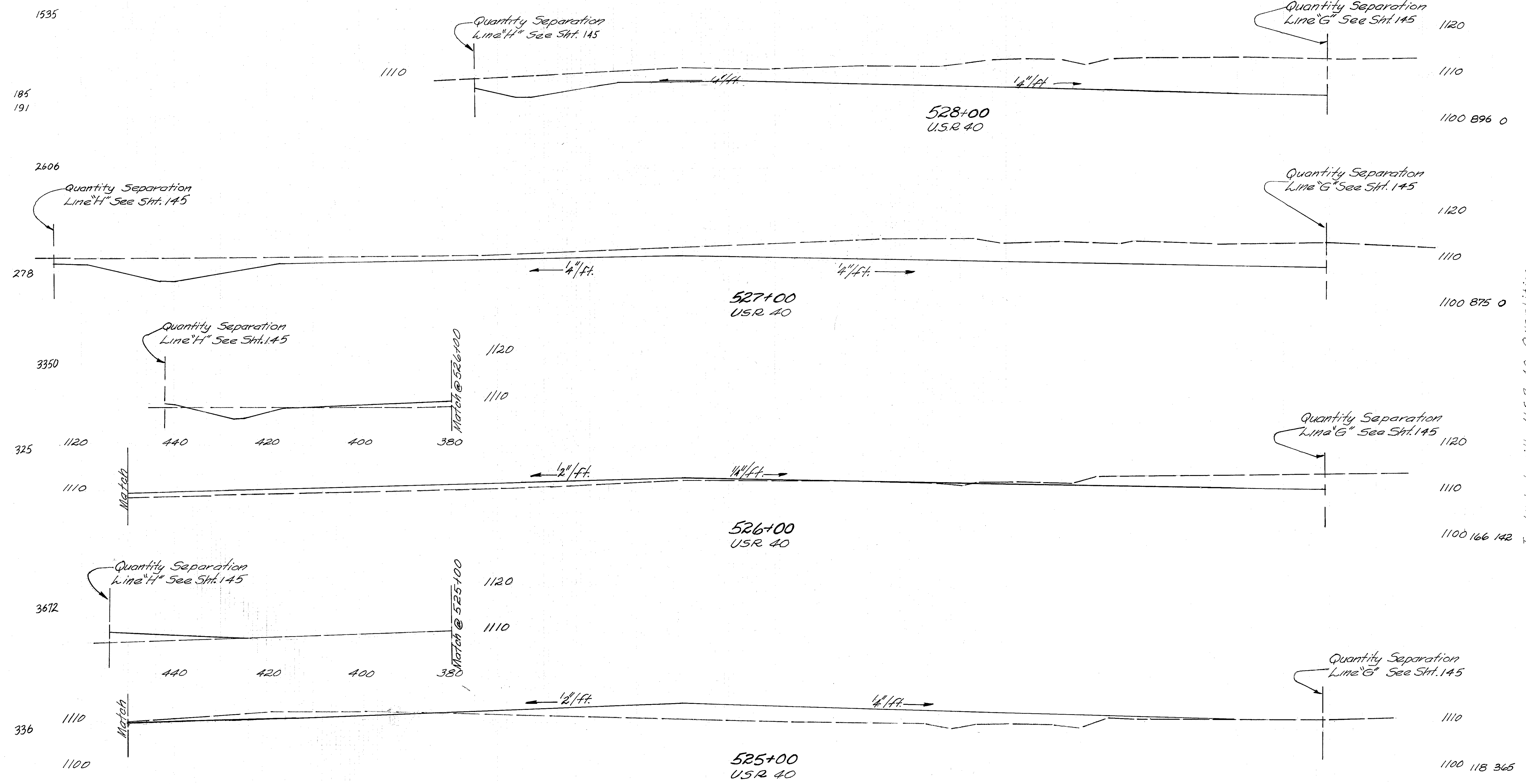
200

150

149
273

PREBLE COUNTY
PRE-40-9.46

Distances from E. U.S.R. 40



Included with U.S.R. 40 Quantities
Included with U.S.R. 40 Quantities

Distances from E. U.S.R. 40
GRADING CROSS SECTIONS
U.S.R. 127 INTERCHANGE BETWEEN RAMP C & U.S.R. 40

350

300

250

200

150

100

0

300

250 ← Distances from U.S.R. 40 → 200

150

150
273

PREBLE COUNTY
PRE-40-9.46
100

0

44

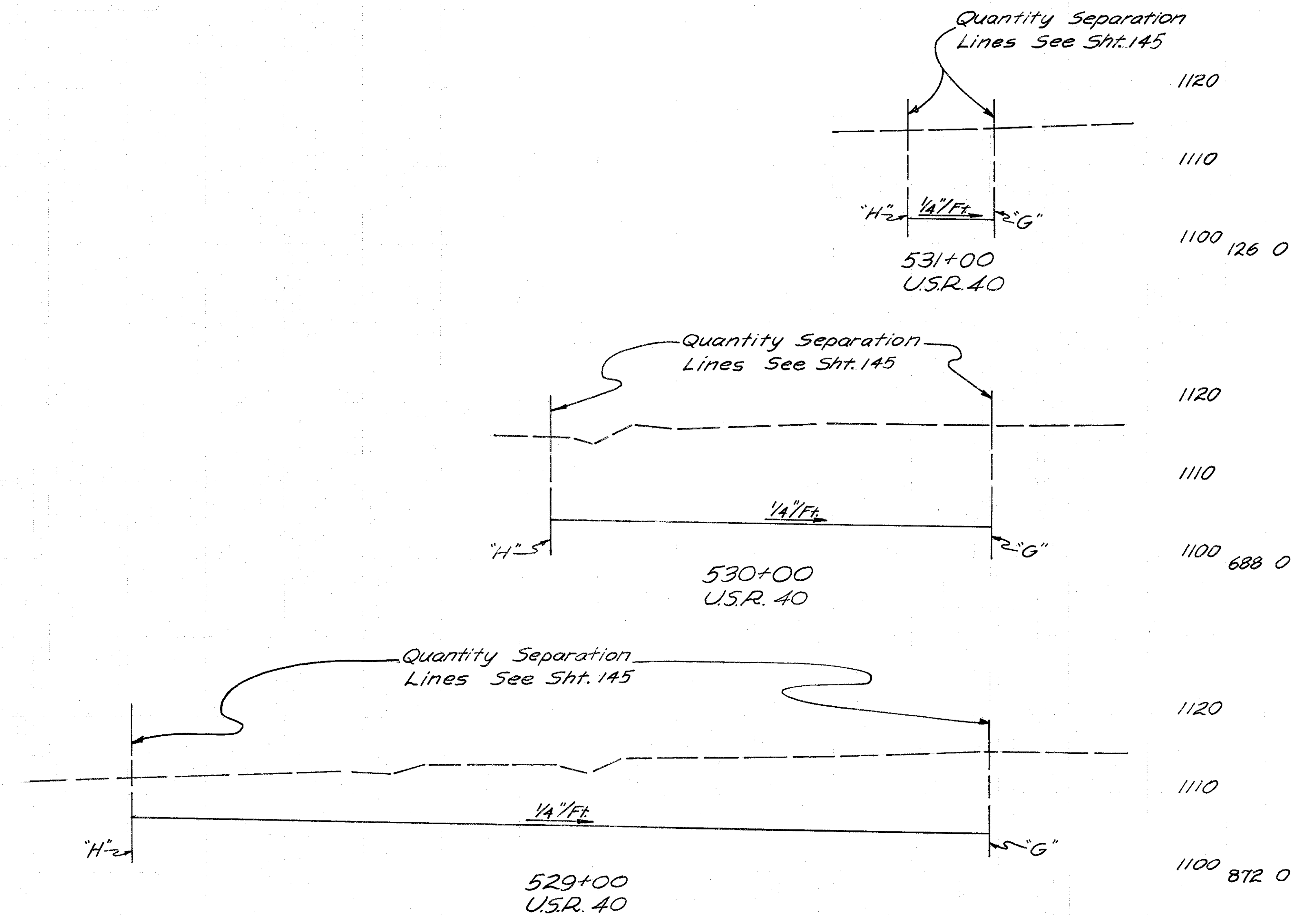
11

312

56

922

110



Distances from U.S.R. 40

GRADING CROSS SECTIONS

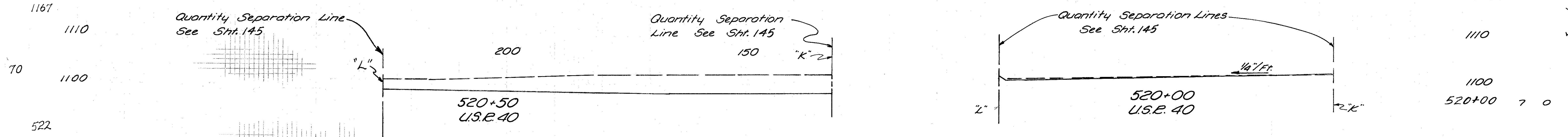
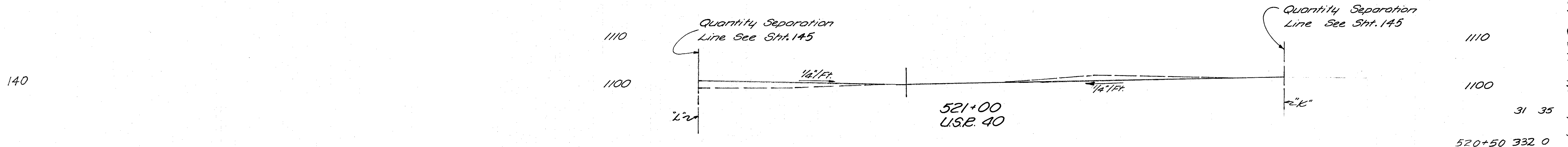
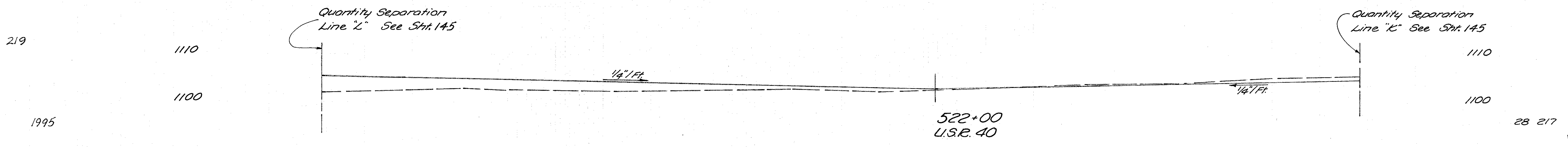
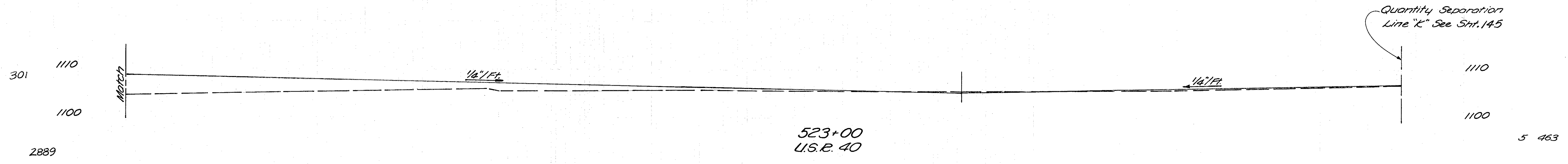
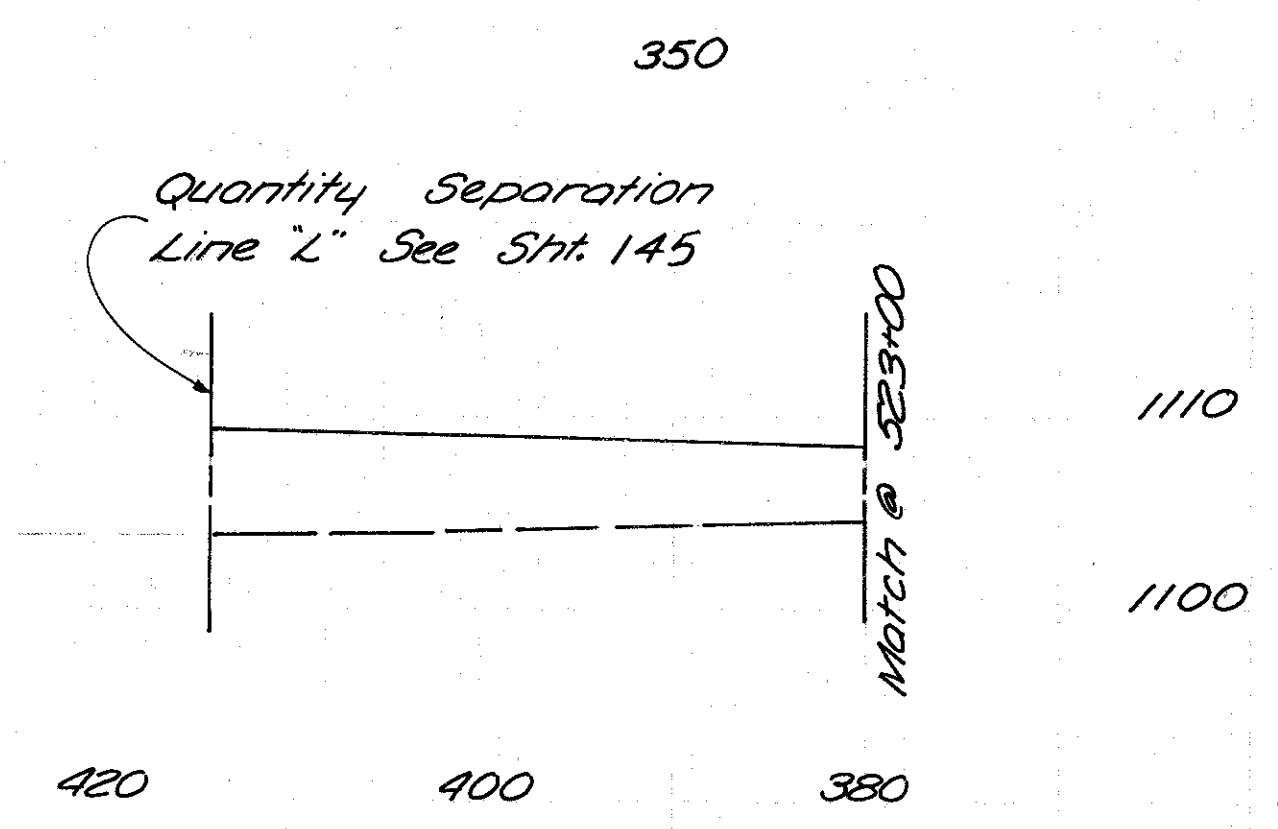
300

250

200 150 100
U.S.R. 127 INTERCHANGE ~ Between RAMP C & U.S.R. 40

PREBLE COUNTY
PRE-40-9.46
100

250 200
Distances from & U.S.R. 40



250 200
Distances from & U.S.R. 40

GRADING CROSS SECTIONS

U.S.R. 127 INTERCHANGE ~ Between RAMP D & U.S.R. 40

Included with U.S.R. 40 Quantities
Included with U.S.R. 40 Quantities

PRE-40-946

PRICE ROAD PAVEMENT & SHOULDER ELEVATIONS

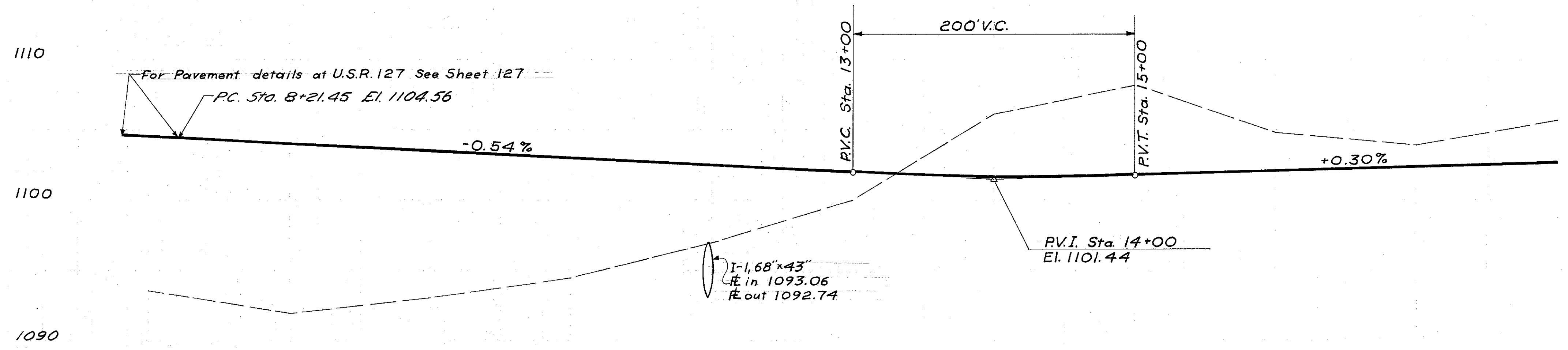
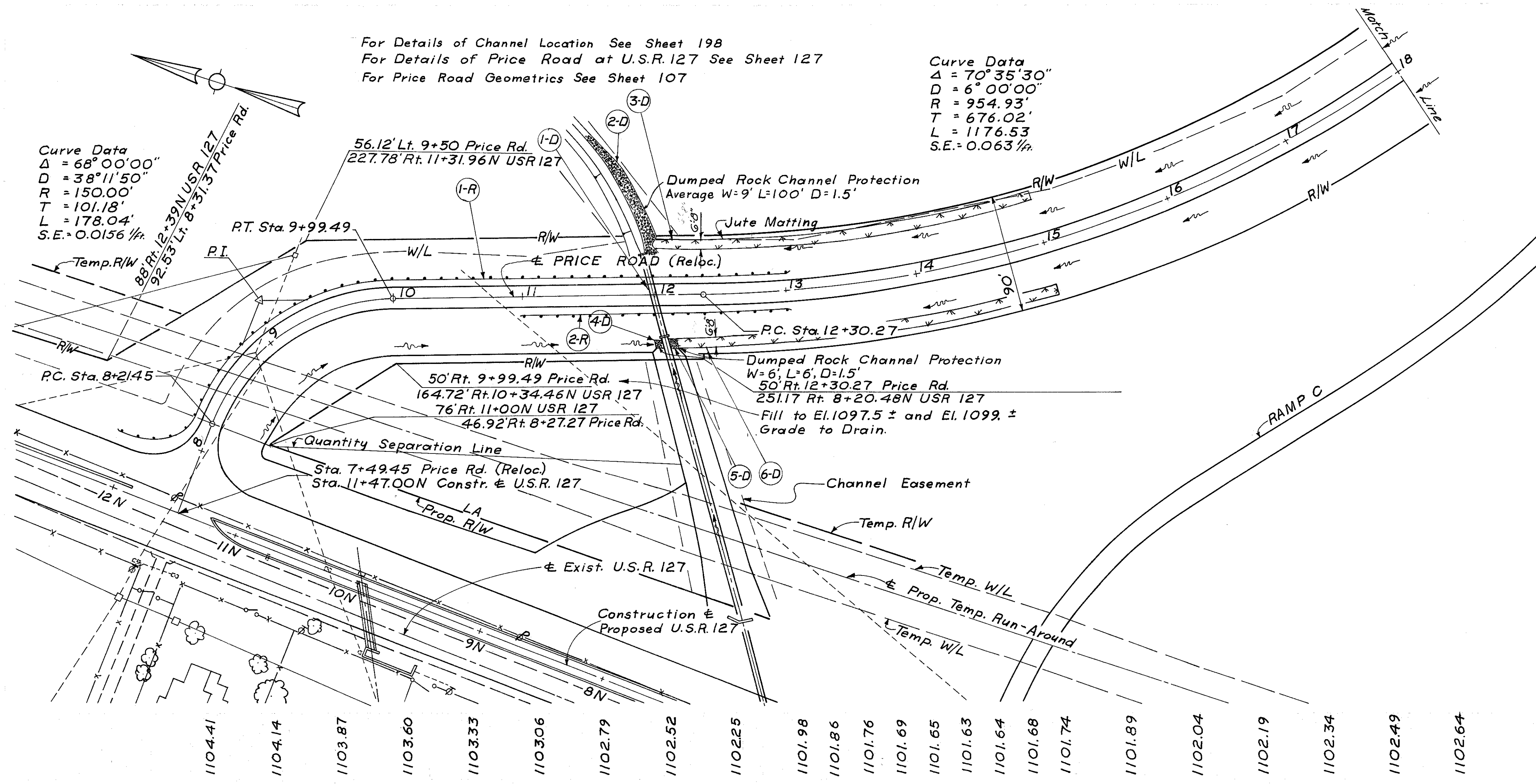
Station	Left Shoulder	Left E/P	Right E/P	Right Shoulder	Station	Left Shoulder	Left E/P	Right E/P	Right Shoulder
8+25	1103.88	1104.56	1104.53	1103.95	13+50	1101.05	1101.64	1102.47	1102.25
+50	1104.02	1104.54	1104.29	1103.72	+75	1100.99	1101.57	1102.47	1102.25
+75	1103.93	1104.40	1104.15	1103.57	14+00	1100.94	1101.53	1102.48	1102.27
9+00	1103.80	1104.27	1104.01	1103.43	+25	1100.93	1101.51	1102.50	1102.29
+25	1103.66	1104.13	1103.88	1103.30	+50	1100.94	1101.52	1102.53	1102.32
+50	1103.51	1104.00	1103.75	1103.16	+75	1100.98	1101.56	1102.56	1102.36
+75	1103.27	1103.80	1103.61	1103.02	15+00	1101.04	1101.62	1102.62	1102.41
10+00	1102.98	1103.60	1103.47	1102.89	+25	1101.11	1101.70	1102.70	1102.49
+25	1102.70	1103.40	1103.34	1102.76	+50	1101.19	1101.77	1102.77	1102.56
+50	1102.48	1103.20	1103.22	1102.62	+75	1101.26	1101.85	1102.85	1102.65
+75	1102.32	1103.07	1103.15	1102.60	16+00	1101.34	1101.92	1102.92	1102.71
11+00	1102.19	1102.94	1103.09	1102.60	+25	1101.41	1102.00	1103.00	1102.78
+25	1102.05	1102.80	1103.02	1102.55	+50	1101.49	1102.07	1103.07	1102.86
+50	1101.92	1102.66	1102.95	1102.49	+75	1101.56	1102.15	1103.15	1102.94
+75	1101.78	1102.53	1102.89	1102.43	17+00	1101.64	1102.22	1103.22	1103.01
12+00	1101.65	1102.40	1102.82	1102.37	+25	1101.71	1102.30	1103.30	1103.09
+25	1101.52	1102.26	1102.75	1102.31	+50	1101.79	1102.37	1103.37	1103.16
+50	1101.38	1102.13	1102.69	1102.26	+75	1101.86	1102.45	1103.45	1103.24
+75	1101.25	1101.99	1102.62	1102.20	18+00	1101.94	1102.52	1103.52	1103.31
13+00	1101.11	1101.85	1102.55	1102.14					
+25	1101.08	1101.74	1102.50	1102.18					

SEE SHEET NO. 183

For Details of Channel Location See Sheet 198
For Details of Price Road at U.S.R. 127 See Sheet 127
For Price Road Geometrics See Sheet 107

Curve Data
Δ = 70° 35' 30"
D = 6° 00' 00"
R = 954.93'
T = 676.02'
L = 1176.53'
S.E. = 0.063 1/4

Curve Data
Δ = 68° 00' 00"
D = 38° 11' 50"
R = 150.00'
T = 101.18'
L = 178.04'
S.E. = 0.0156 1/4



Item	Quantity	Unit
I-1 68"x43"	1	Each
C.I. G.I.		
Sec. M. Masonry	2.7	Sq. Yds.
Sec. M. Rock	50	Cu. Yds.
Sec. M. Jute Channel	2	Sq. Yds.
Sec. M. Matting	2	Sq. Yds.
Sec. M. Exca.	2.0	Sq. Yds.
Lin. Ft. Cu. Yds. Cu. Yds. Lin. Ft. Sq. Yds. Cu. Yds.	66	2.7 50 2 2 2.0
		12 1515
		563
		200

Excavation	4,929	Cu. Yds.
Embankment	10,696	Cu. Yds.
Embankment + 15%	12,300	Cu. Yds.

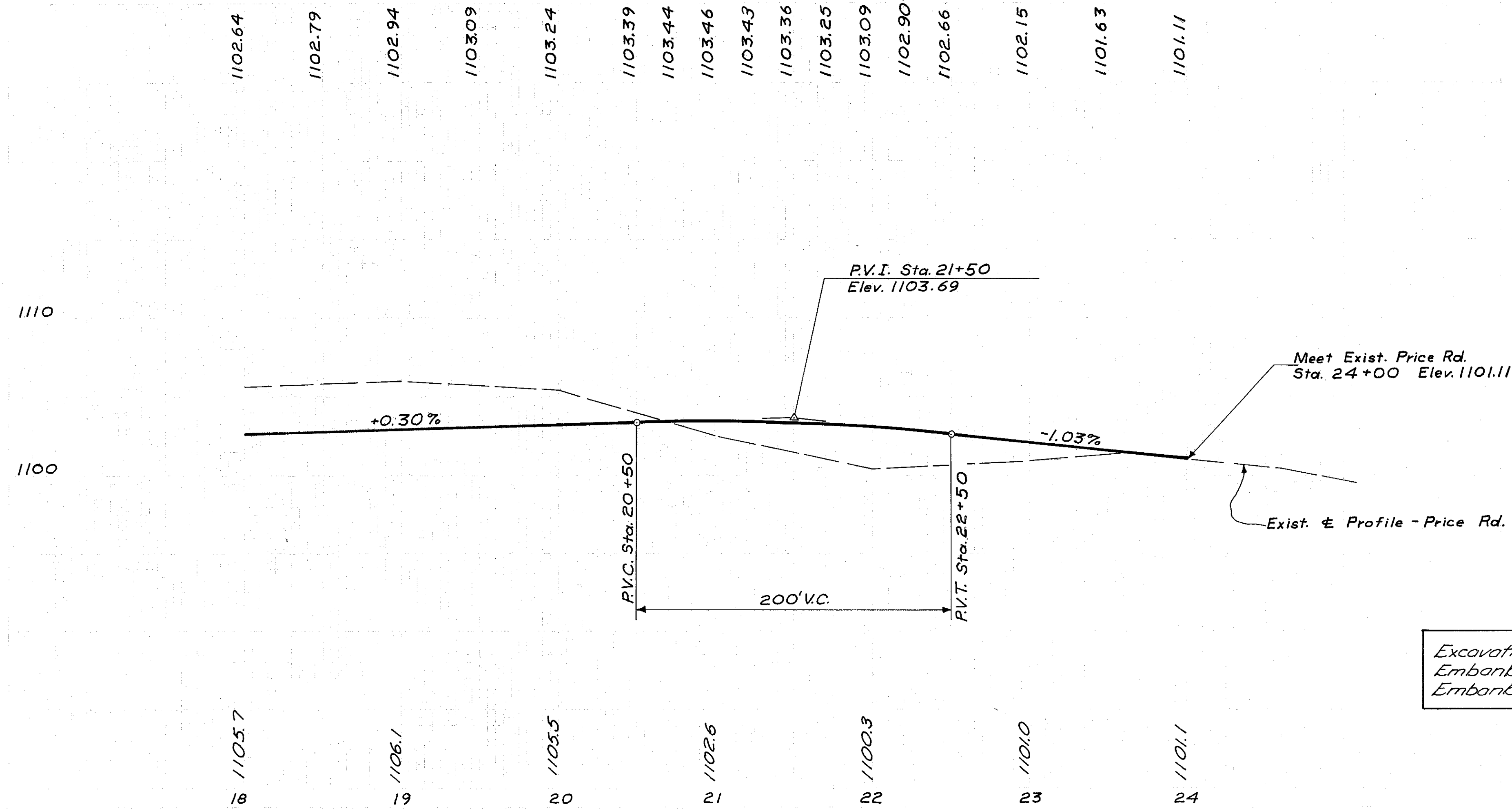
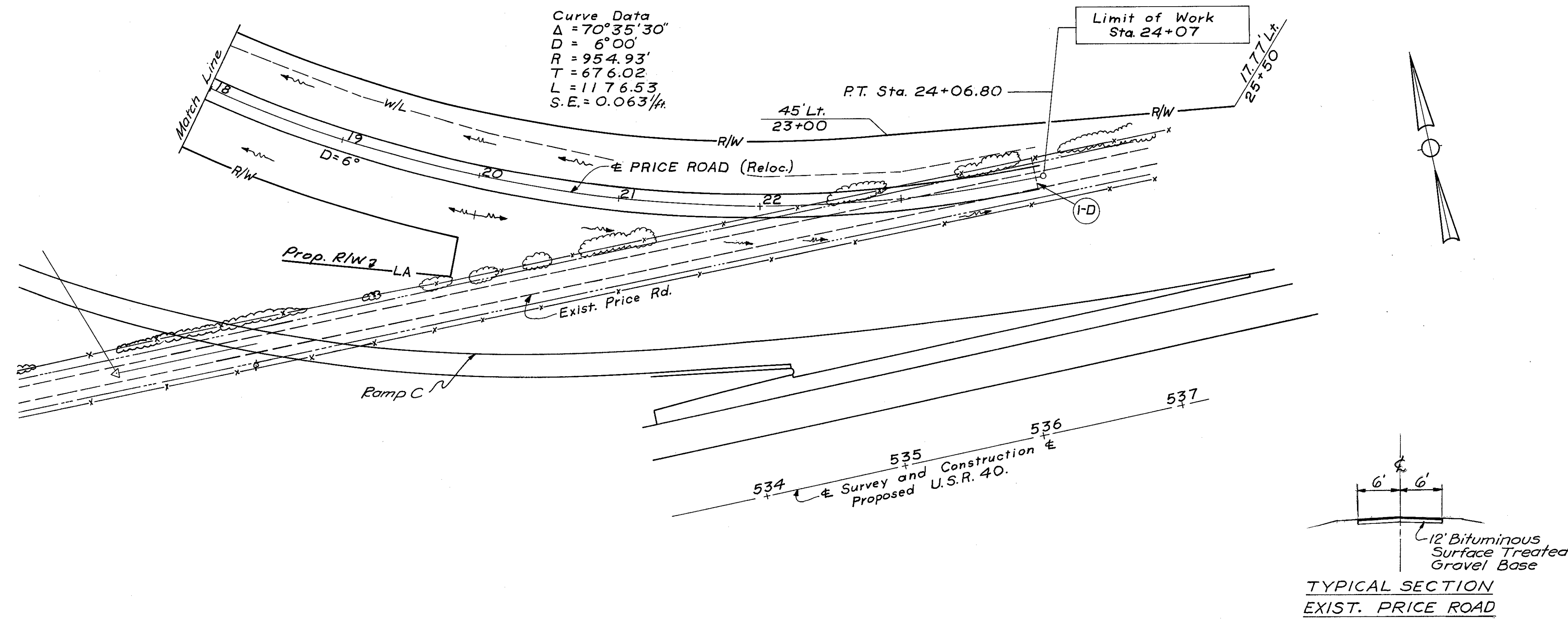
Station	Left Shoulder	Left E/P	Right E/P	Right Shoulder
11+98				
11+94				
11+90				
12+02				
12+10				
12+18				
7+92				
11+00				

U.S.R. 127 INTERCHANGE ~ PRICE ROAD ~ Sta. 7+49.45 to Sta. 18+00

66 2.7 54 763 449 1515

PRICE ROAD PAVEMENT & SHOULDER ELEVATIONS

Station	Left Shoulder	Left E/P	Right E/P	Right Shoulder	Station	Left Shoulder	Left E/P	Right E/P	Right Shoulder
18+00	1101.94	1102.52	1103.52	1103.31	21+25	1102.72	1103.31	1104.31	1104.10
+25	1102.02	1102.60	1103.60	1103.38	+50	1102.65	1103.23	1104.24	1104.03
+50	1102.09	1102.67	1103.67	1103.46	+75	1102.54	1103.12	1104.13	1103.92
+75	1102.16	1102.74	1103.74	1103.53	22+00	1102.38	1102.97	1103.93	1103.72
19+00	1102.24	1102.82	1103.82	1103.61	+25	1102.19	1102.77	1103.64	1103.43
+25	1102.32	1102.90	1103.90	1103.68	+50	1101.95	1102.54	1103.25	1103.05
+50	1102.39	1102.97	1103.97	1103.76	+75	1101.70	1102.28	1102.86	1102.62
+75	1102.47	1103.05	1104.05	1103.84	23+00	1101.45	1102.02	1102.46	1102.08
20+00	1102.54	1103.12	1104.12	1103.91	+25	1101.18	1101.77	1102.06	1101.50
+25	1102.61	1103.20	1104.20	1103.99	+50	1100.93	1101.51	1101.67	1101.07
+50	1102.69	1103.27	1104.27	1104.06	+75	1100.67	1101.25	1101.33	1100.75
+75	1102.75	1103.32	1104.33	1104.12	24+00	1100.42	1101.00	1101.02	1100.44
21+00	1102.75	1103.34	1104.34	1104.14					

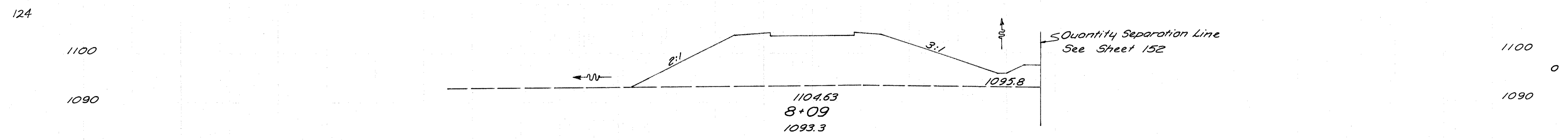
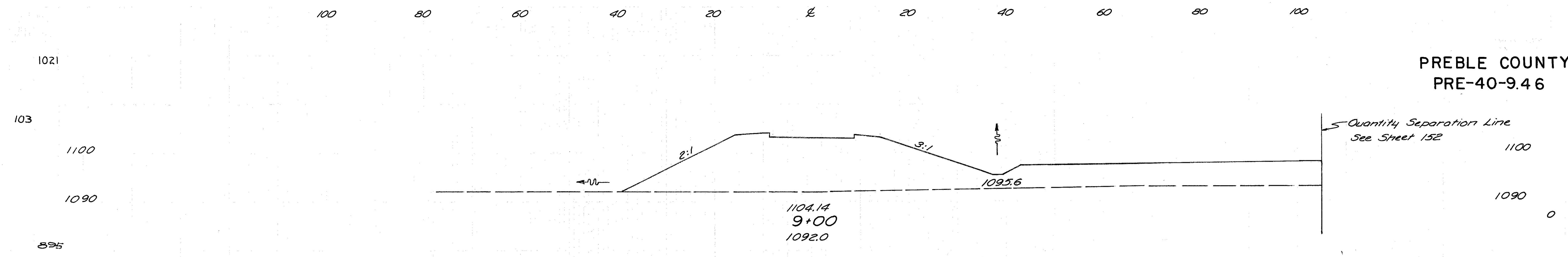


Excavation	1,778	Cu. Yds.
Embankment	544	Cu. Yds.
Embankment +15%	626	Cu. Yds.

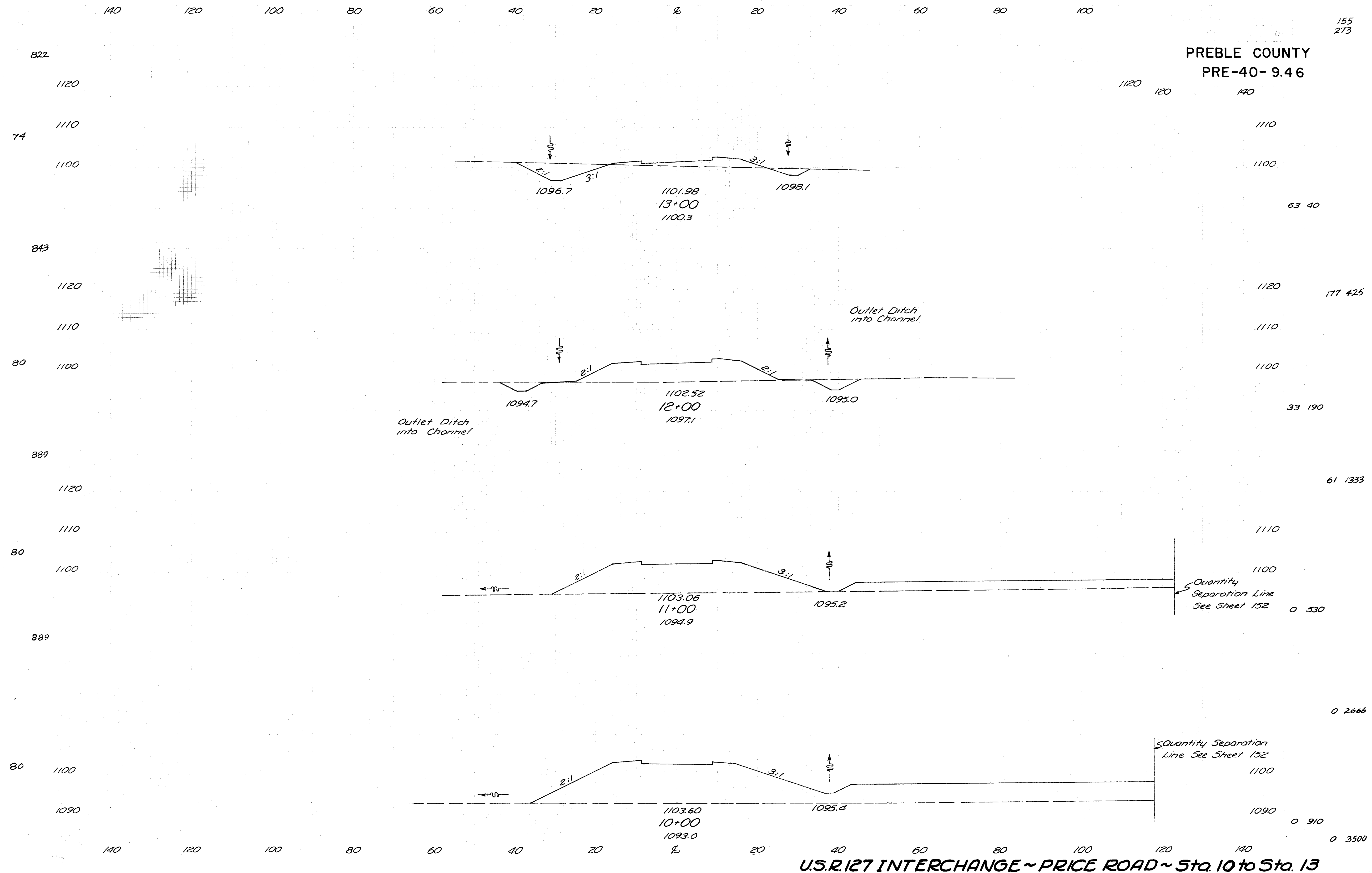
I-1
6' C
5' M
6' H
Lin. Ft.
26

1-0 24+04

PREBLE COUNTY
PRE-40-9.46

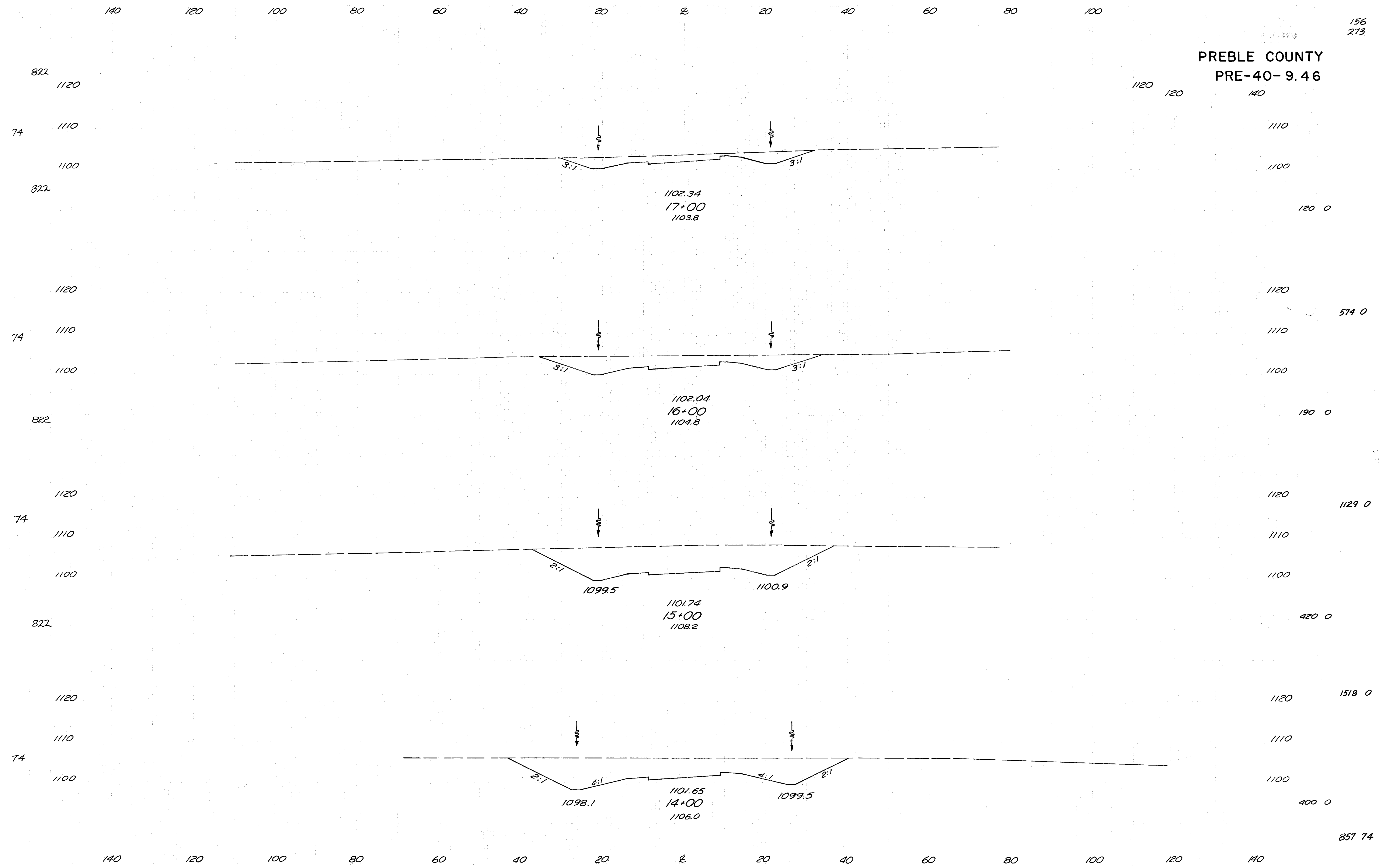


PREBLE COUNTY
PRE-40-9.46



U.S.R. 127 INTERCHANGE ~ PRICE ROAD ~ Sta. 10 to Sta. 13

PREBLE COUNTY
PRE-40-9.46

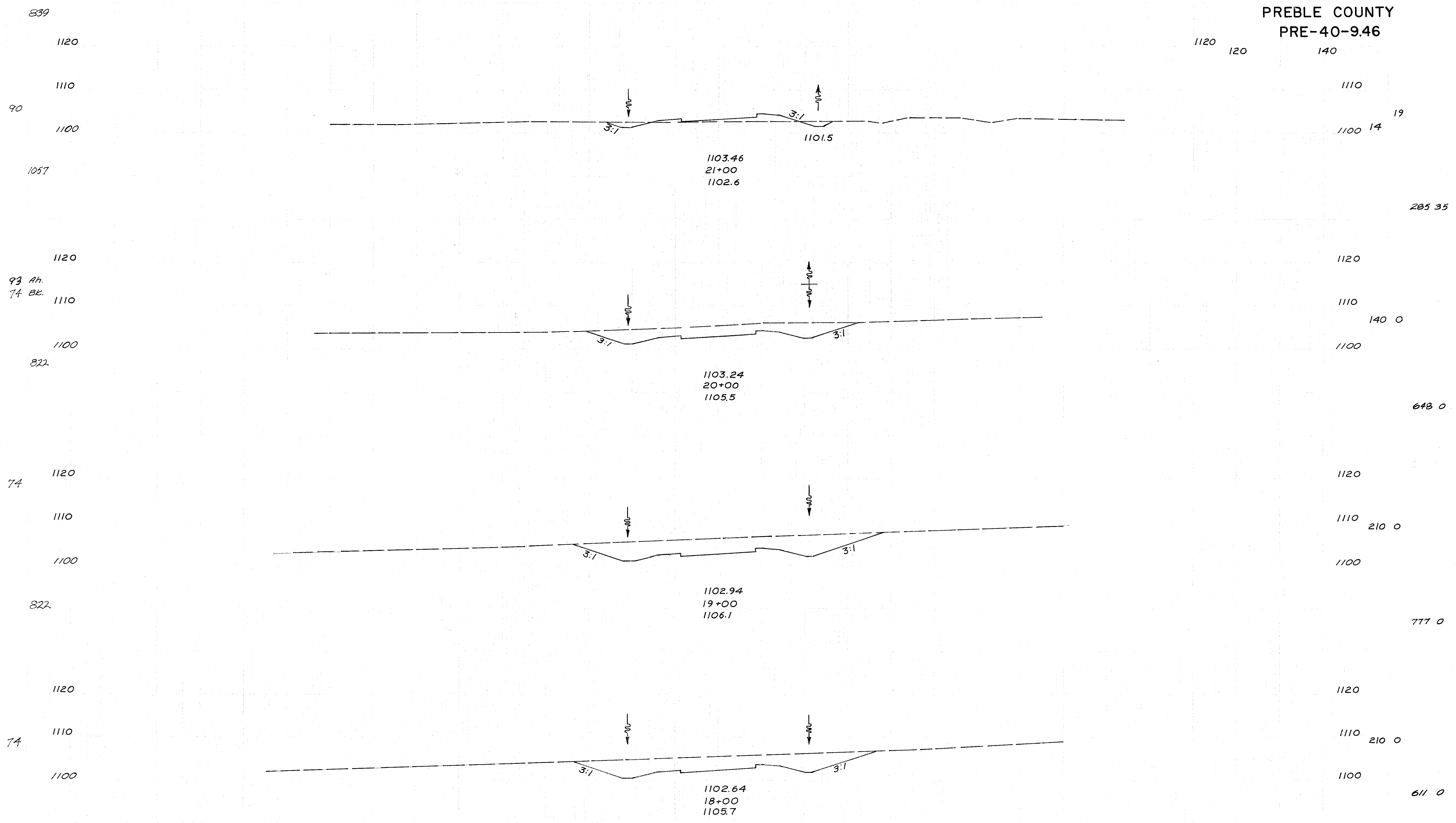


U.S.R. 127 INTERCHANGE ~ PRICE ROAD ~ Sta. 14 to Sta. 17

140 120 100 80 60 40 20 0 20 40 60 80 100

157
273

PREBLE COUNTY
PRE-40-9.46



839
1120
1110
90
1100
1057
1120
93 Ah.
74 BE.
1110
1100
822
1120
74
1110
1100
822
1120
74
1110
1100

1120
120
140
1110
1100 14
19
285 35
1120
1110
140 0
1100
648 0
1120
1110
210 0
1100
777 0
1120
1110
210 0
1100
611 0

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

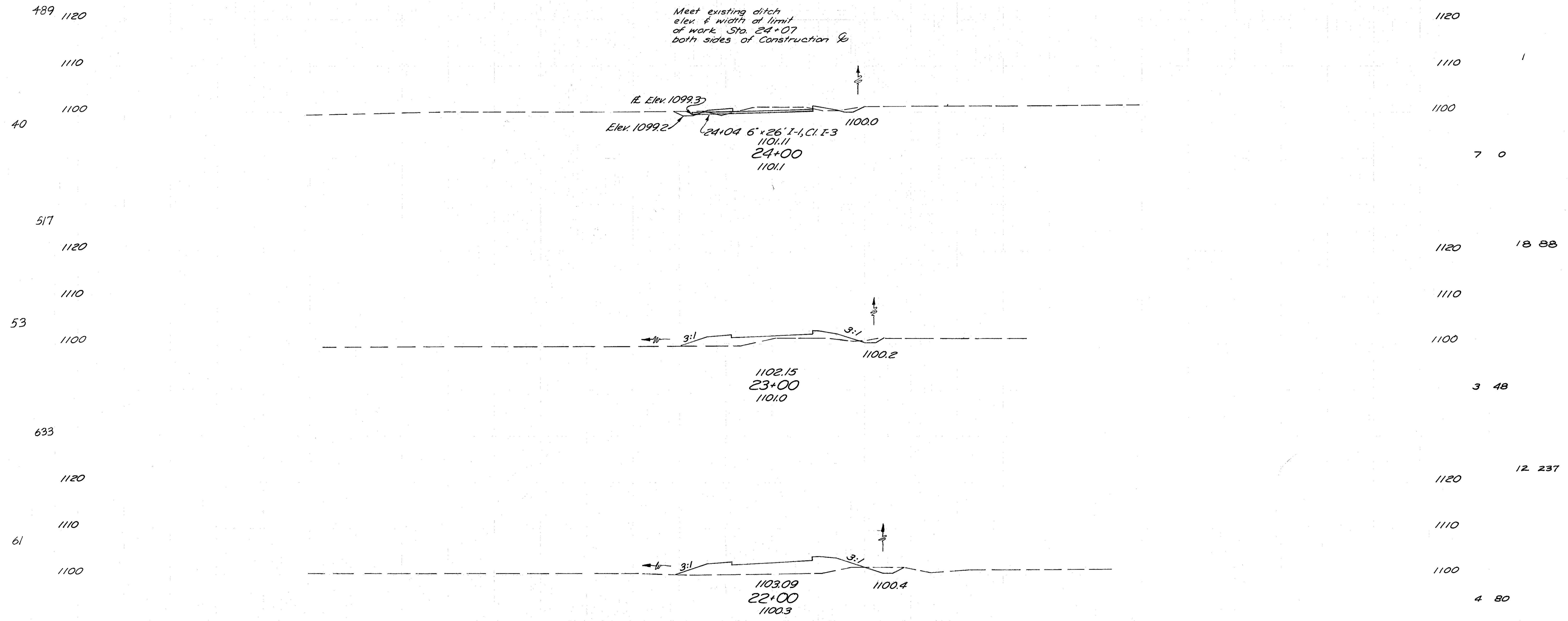
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1-70-1(13)09

158
273

PREBLE COUNTY
PRE-40-9.46

120 140

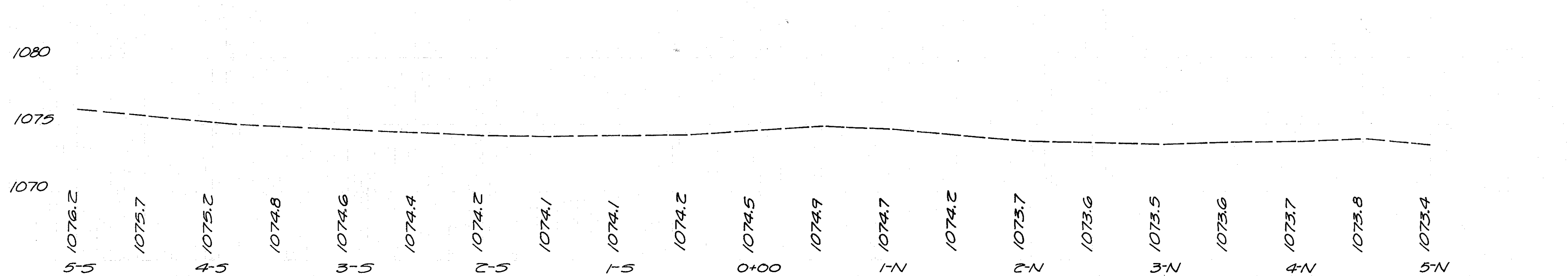
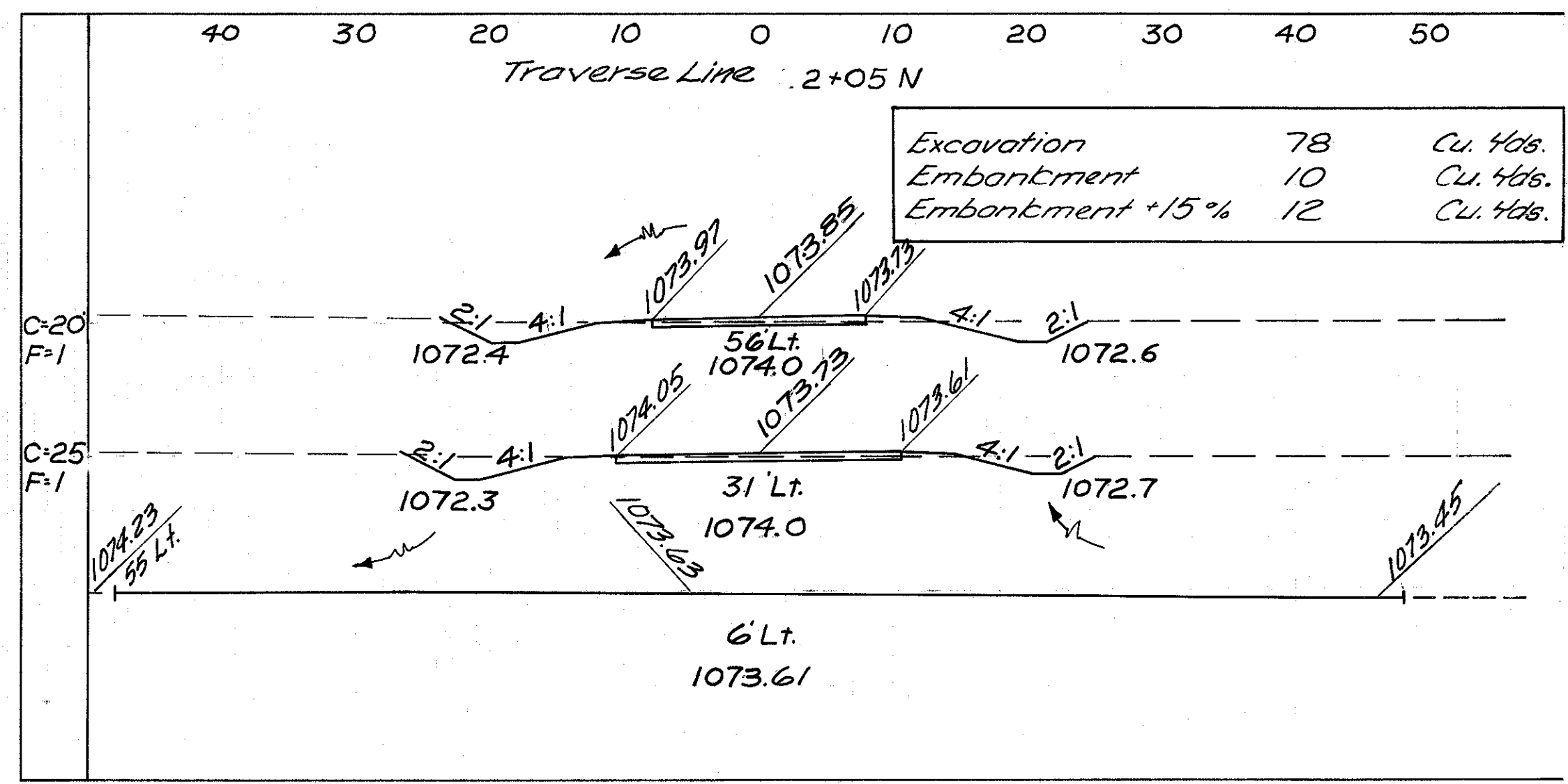
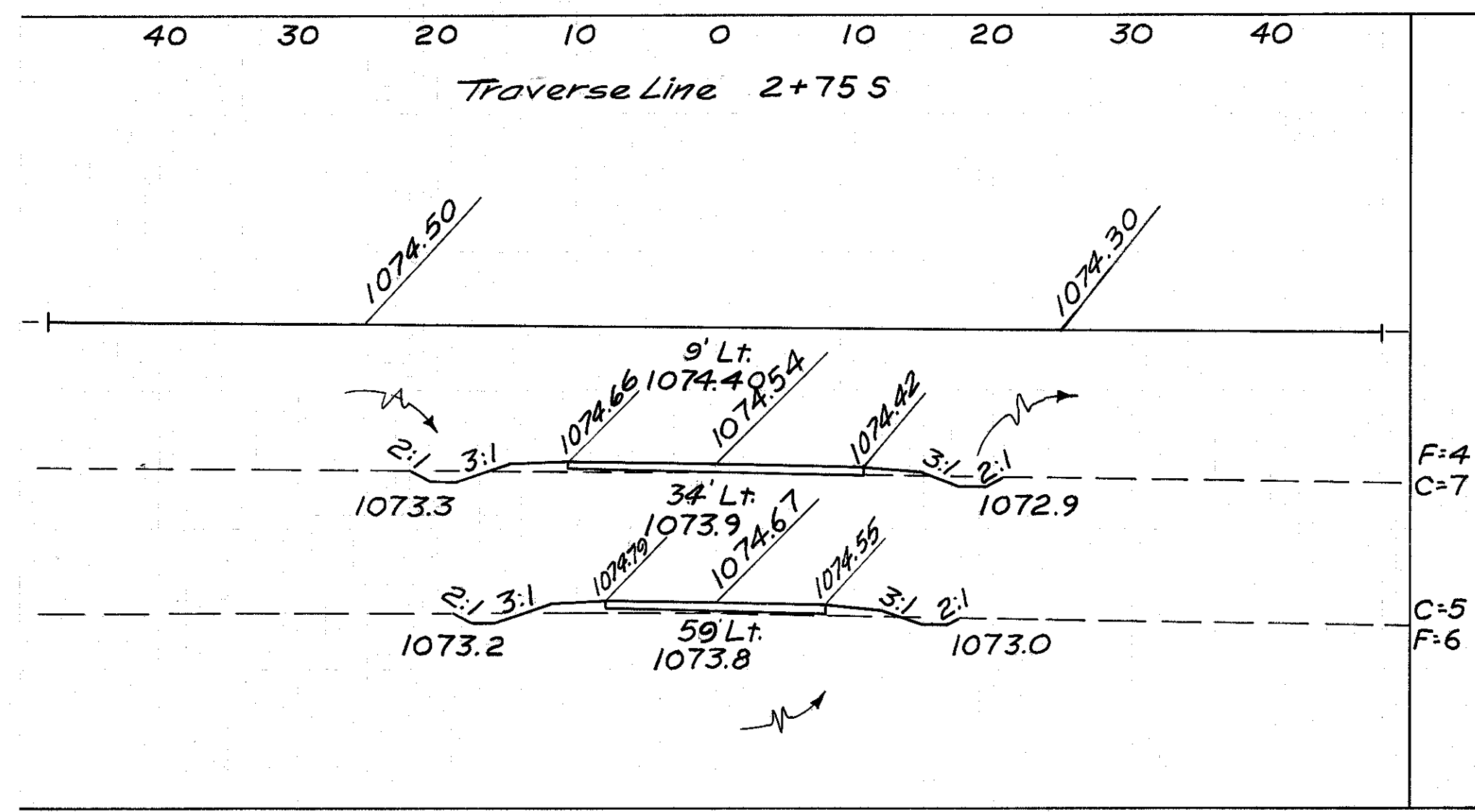
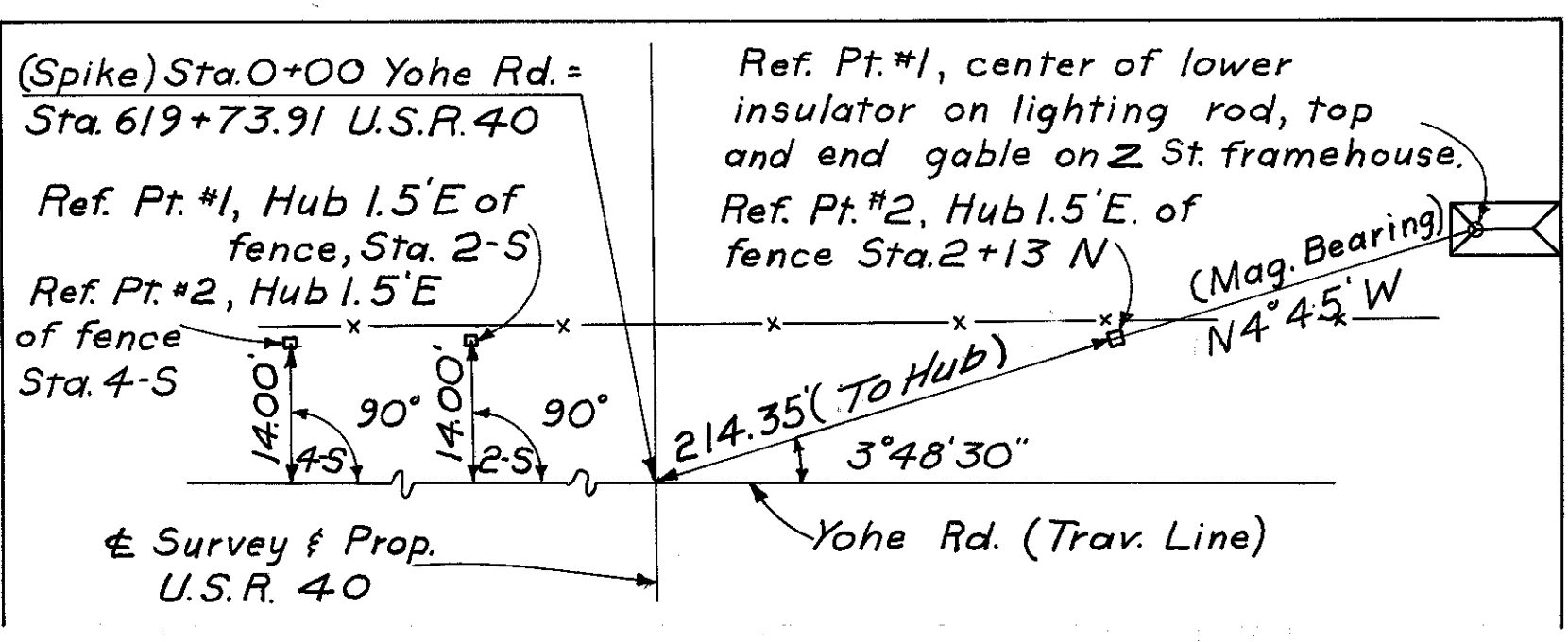
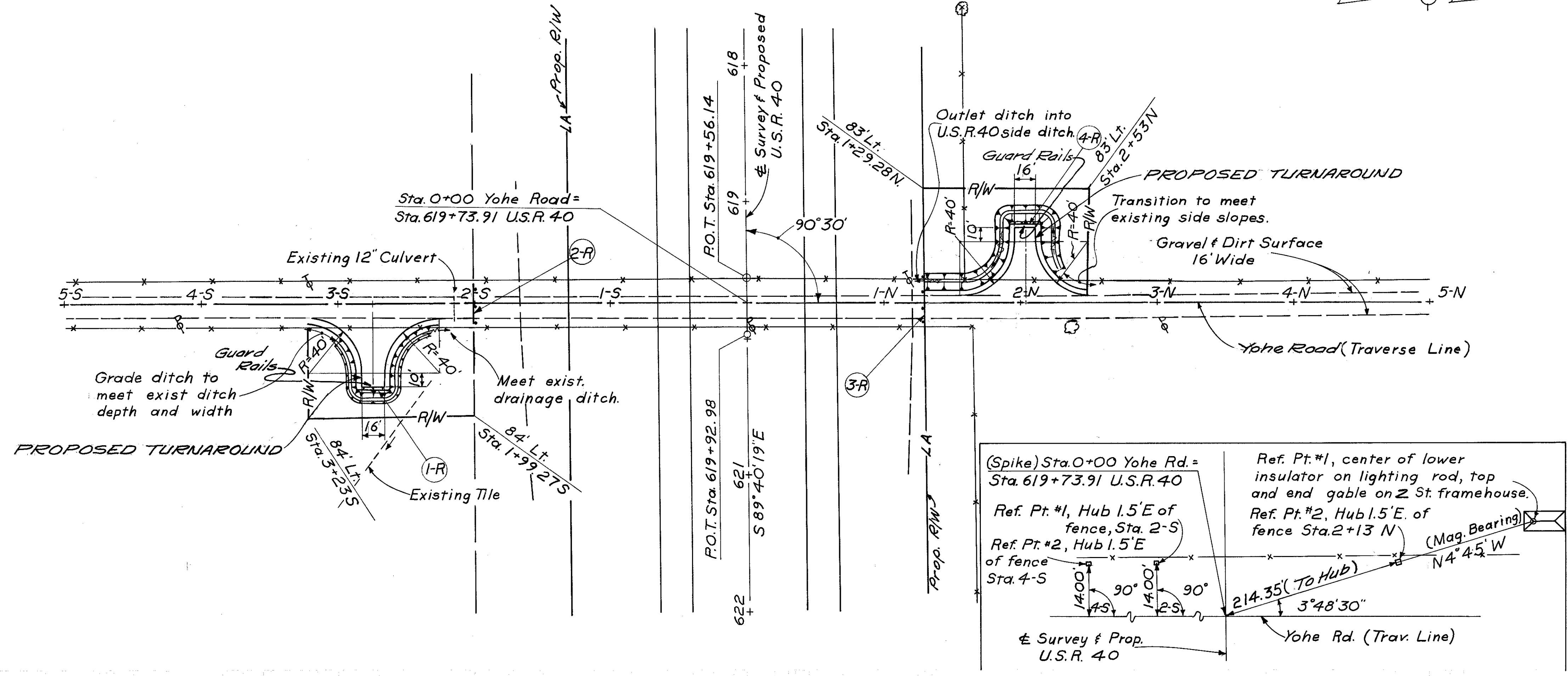
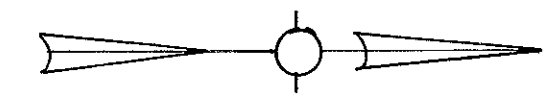


140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

U.S.R. 127 INTERCHANGE ~ PRICE ROAD ~ Sta. 22 to Sta. 24

33 183

B.M. - Elev. 1075.62
 Spike in 15" Stump
 230' E. of Sta. 619+55



I-15
 Guard
 Rail
 Lim. Ft.
 25
 25
 25
 25
 Lt.
 Lt.

I-R
 2+75-S
 2+00-S
 1+30-N
 4-R
 2+05-N

YOHE ROAD Sta. 5-S to Sta. 5-N

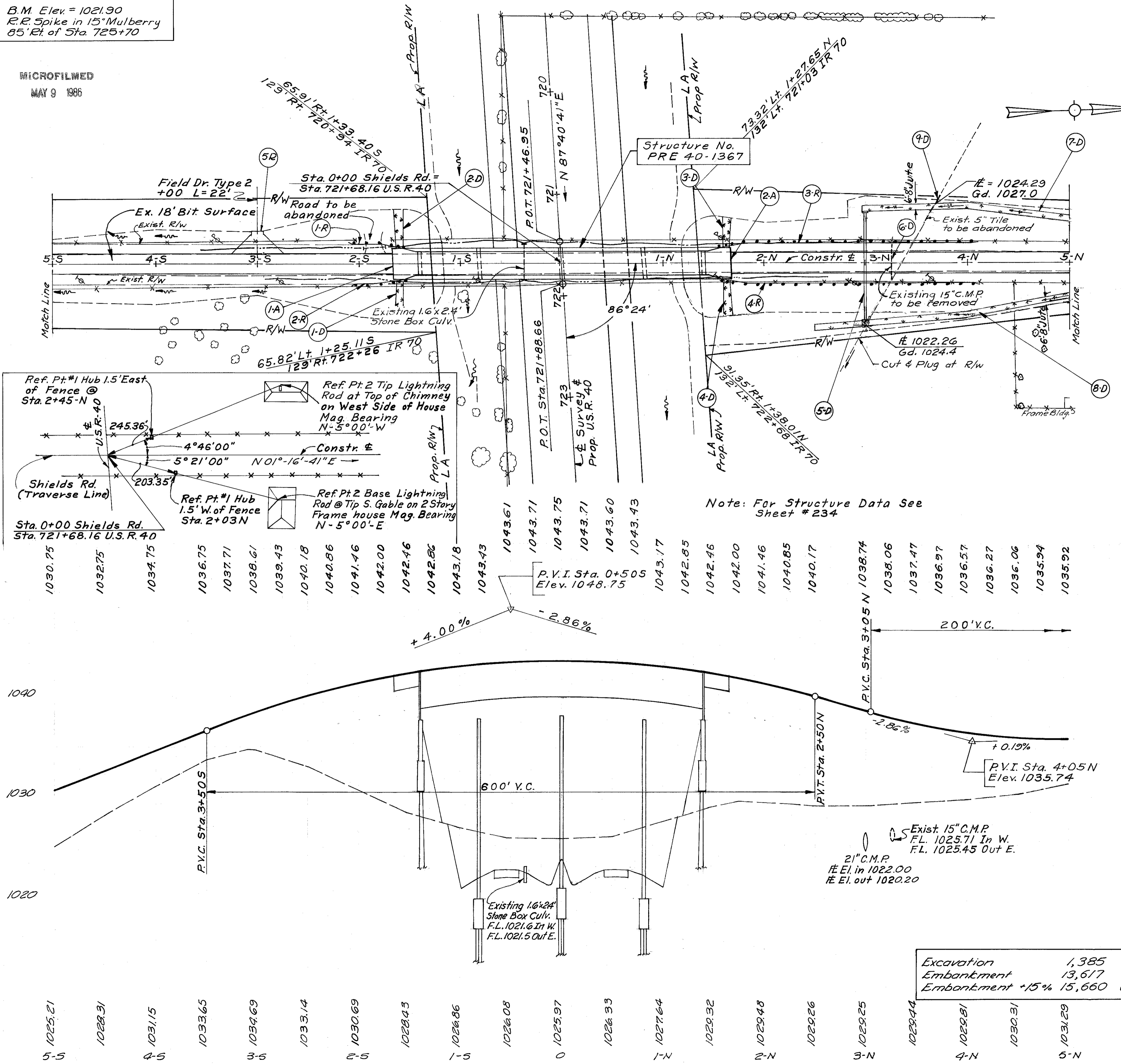
B.M. Elev. = 1021.90
 R.R. Spike in 15' Mulberry
 85' Rt. of Sta. 725+70

PREBLE COUNTY
 PRE-40-9.46

161
 273

MICROFILMED
 MAY 9 1986

201
 201
 201
 185
 203
 203



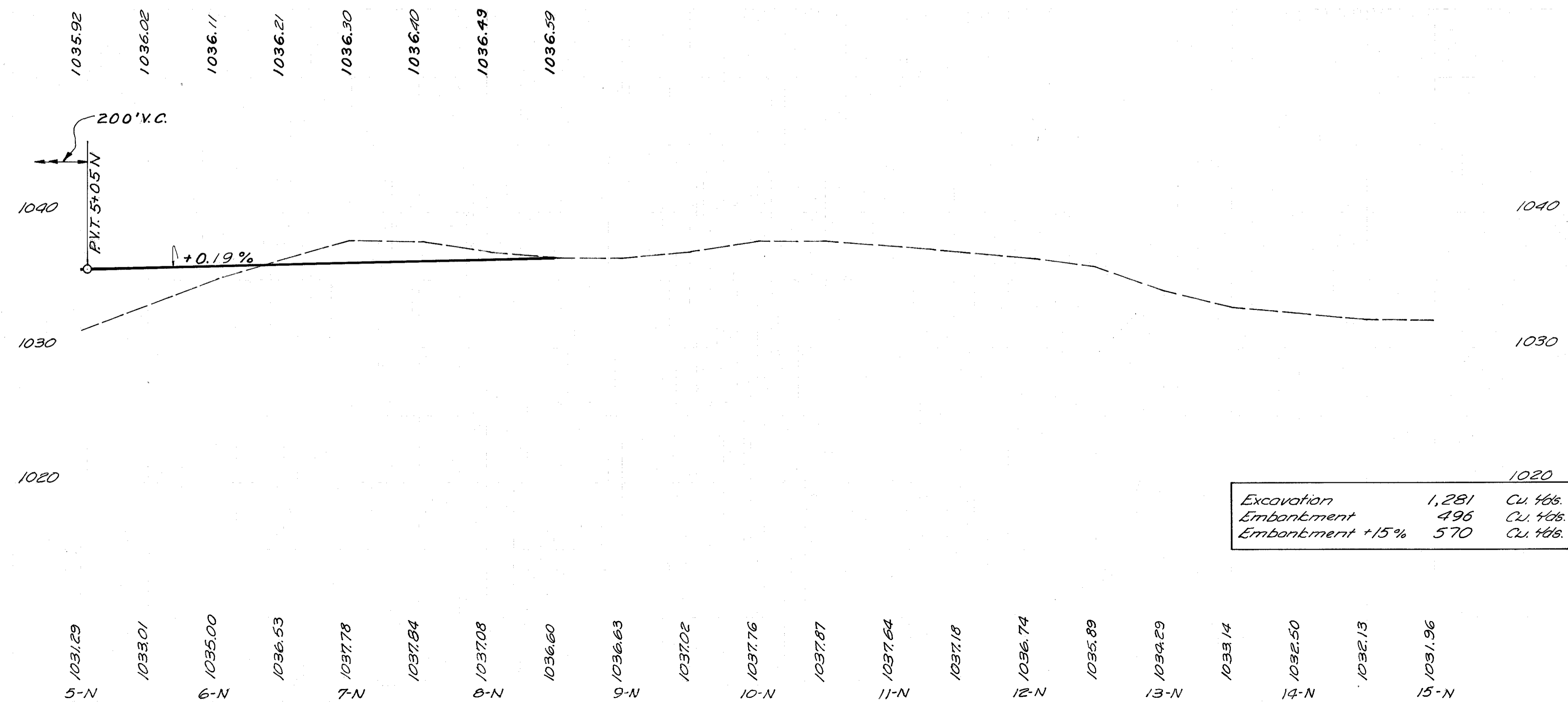
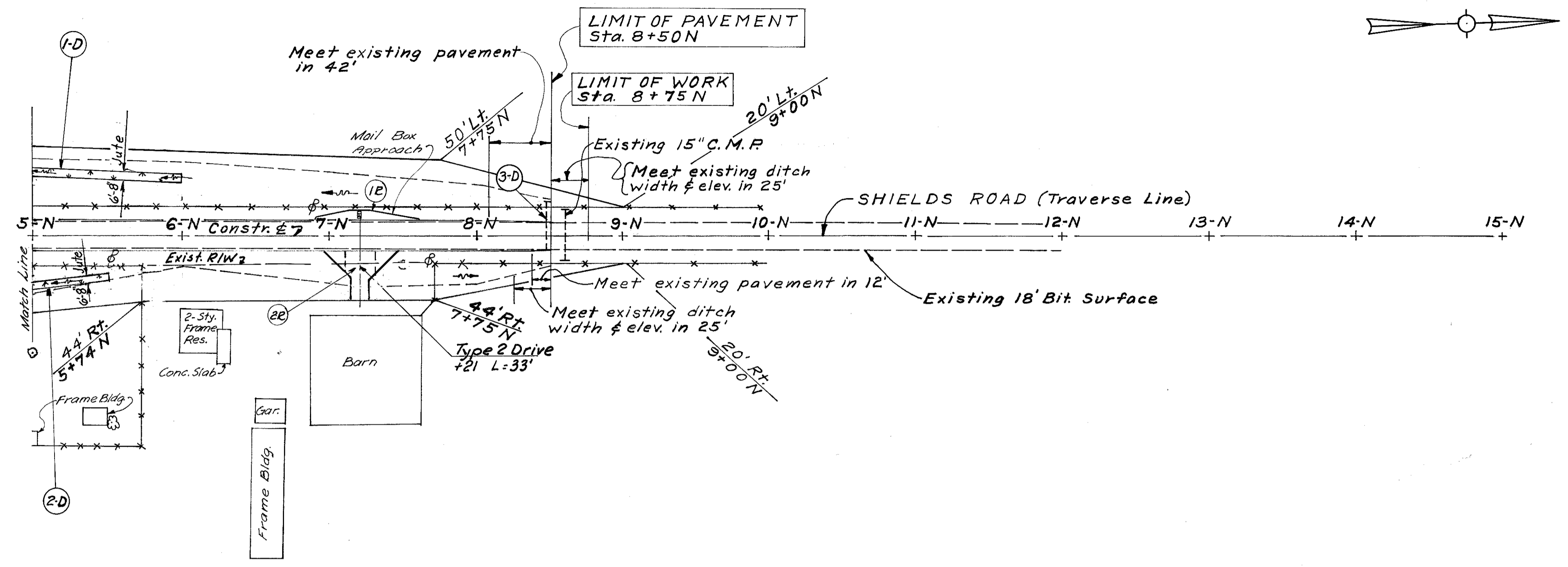
L-10 Soding	E-12
34	35
36	35
29	35
35	35

L-120	I-2	I-10	I-15	I-18
0	0.7	2	110	10
148				84
185				84

Excavation	Embarkment	Embarkment +15%
1,385	13,617	15,660

SHIELDS ROAD Sta. 5-S To Sta. 5-N

342 0.7 35 110 168 600 10 13



Excavation	1,281	Cu. Yds.
Embankment	496	Cu. Yds.
Embankment +15%	570	Cu. Yds.

L-120 2-1/2" I-18
Jute C-2-3, Crushed
Matting 54" x 18" @ 100 lbs.
54 Yds. Lin. Ft. Cu. Yds.
74
37
28
5
15

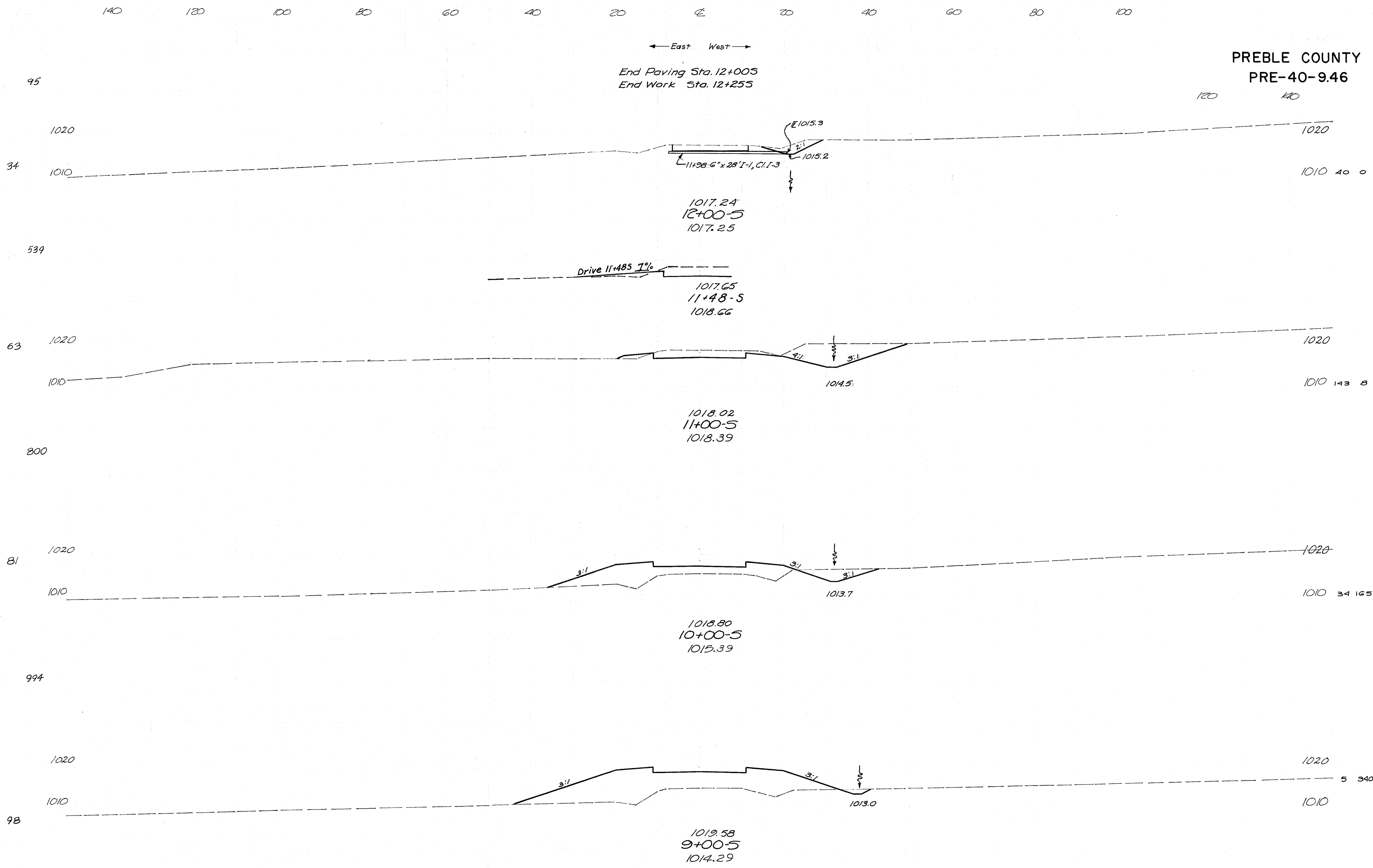
1-D 5+00N - 6+00N W
2-D 5+00N - 5+50N E
3-D 8+48N
1-B 6+90N - 7+60N W
2-B 7+21N E

SHIELDS ROAD Sta. 5-N To Sta. 15-N

PREBLE COUNTY
PRE-40-9.46

← East West →

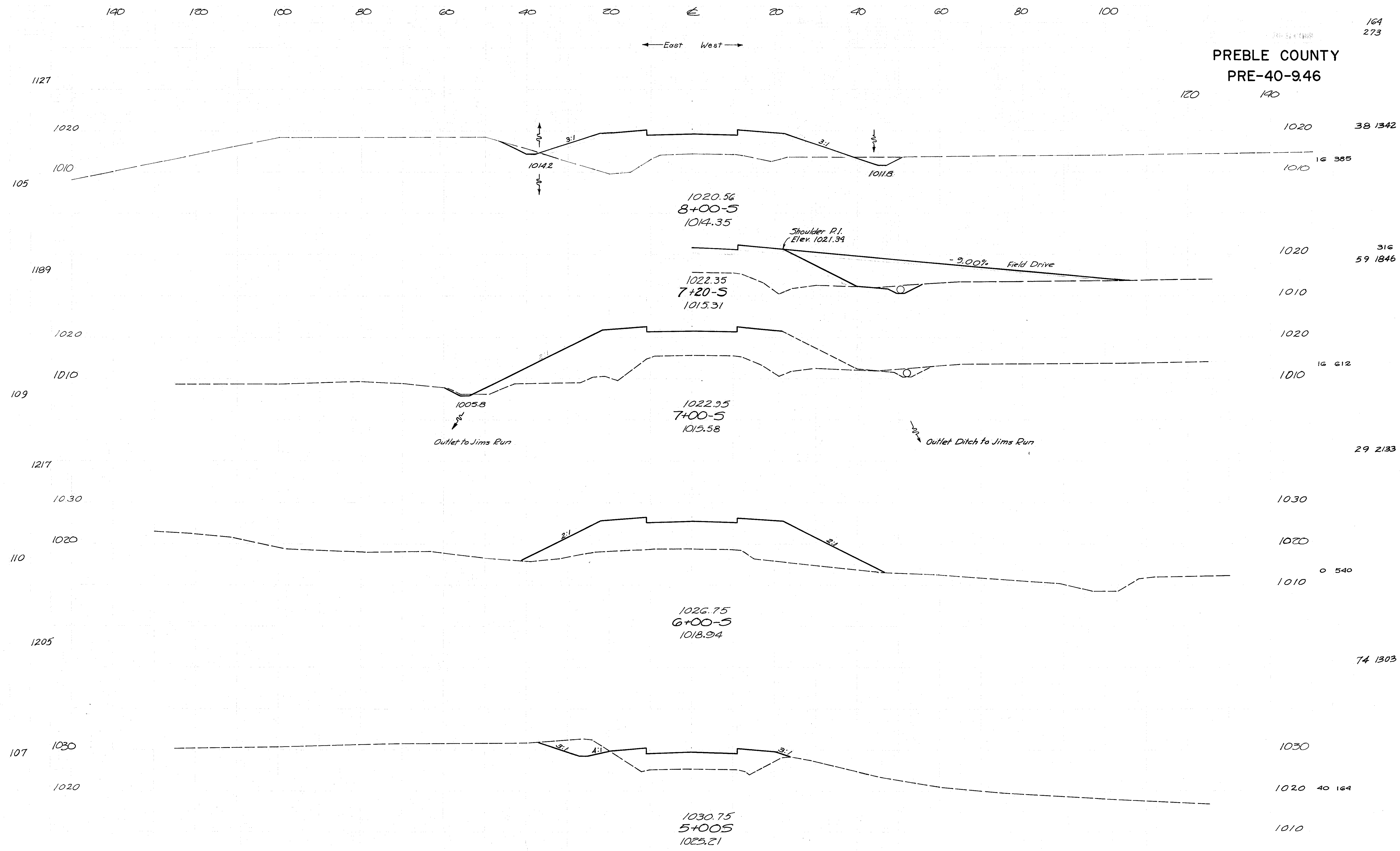
End Paving Sta. 12+005
End Work Sta. 12+255



SHIELDS RD. Sta. 9-5 to Sta. 12-5

PREBLE COUNTY
PRE-40-9.46

← East West →



1020.56
8+00-5
1014.35

Shoulder P.I.
(Elev. 1021.39)

-2.00% Field Drive

1022.35
7+20-5
1015.31

1022.95
7+00-5
1015.58

1026.75
6+00-5
1018.94

1030.75
5+00-5
1023.21

Outlet to Jims Run

Outlet Ditch to Jims Run

SHIELDS RD. Sta. 5-5 To Sta. 8-5

1020 38 1342

1010 16 385

1020 316
59 1846

1010 16 612

1020 16 612

1010 16 612

1020 16 612

1010 16 612

1030 29 2133

1020 29 2133

1010 29 2133

1020 29 2133

1010 29 2133

1020 29 2133

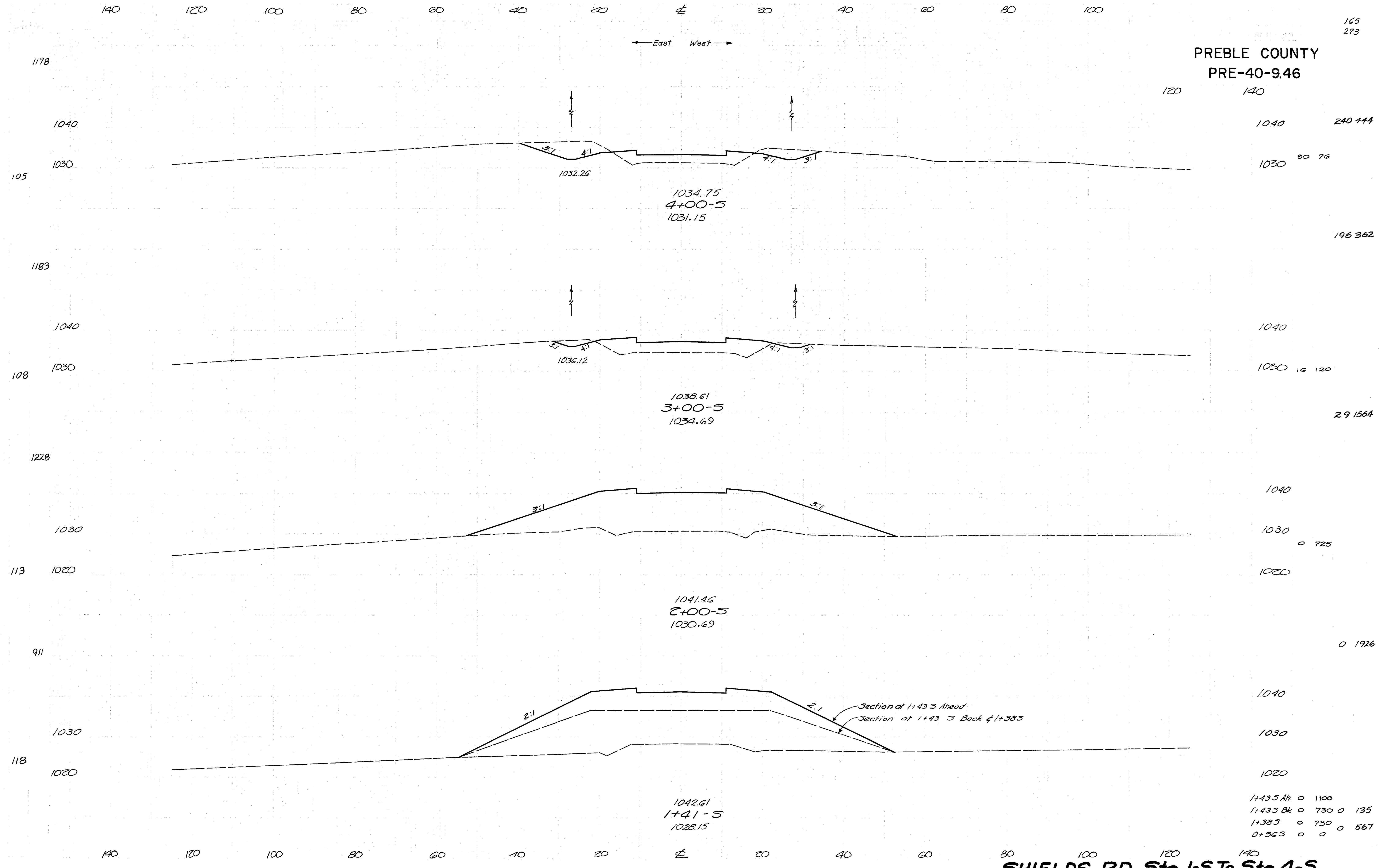
1010 29 2133

1030 74 1303

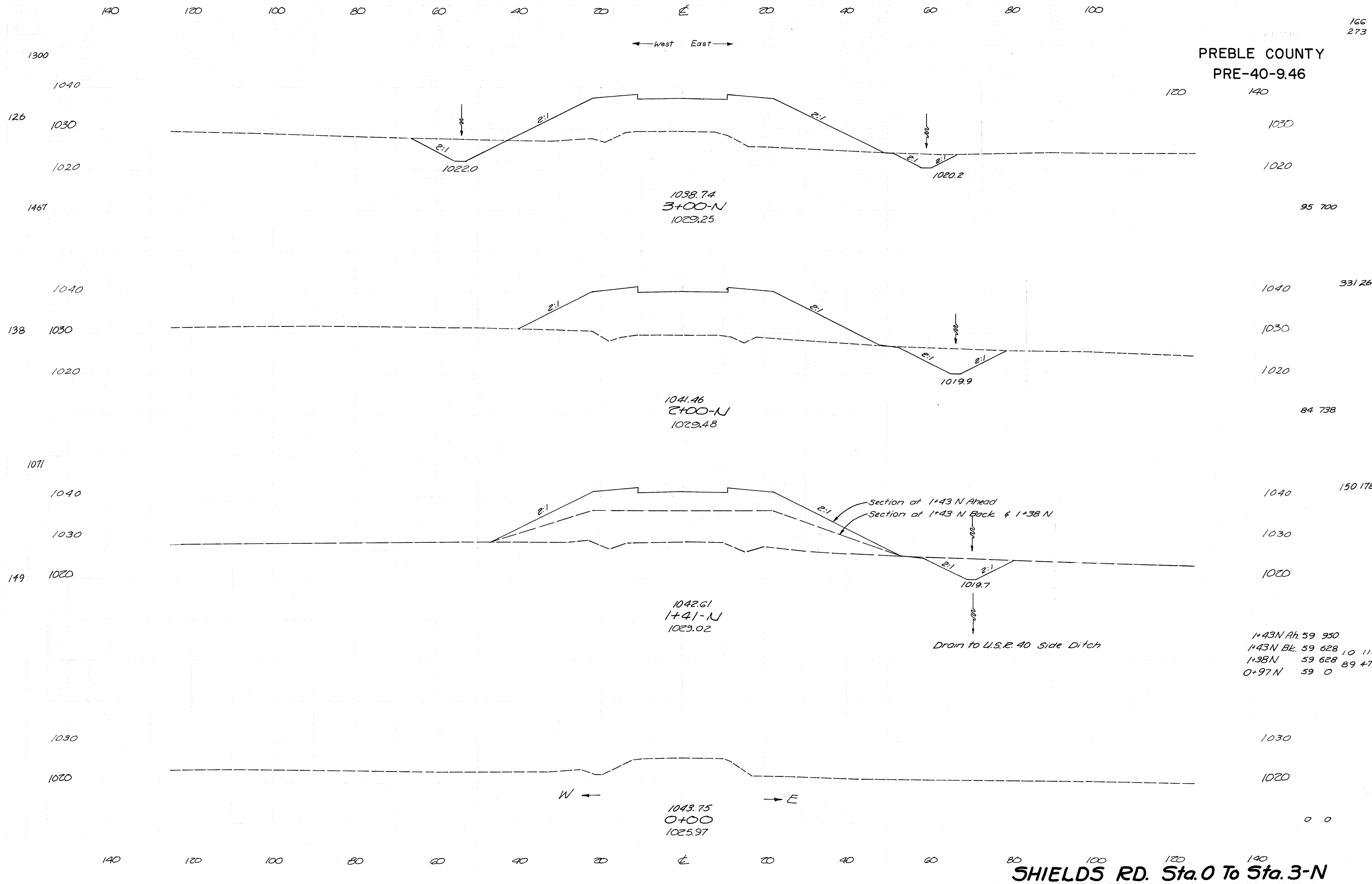
1020 40 164

1010 40 164

PREBLE COUNTY PRE-40-9.46

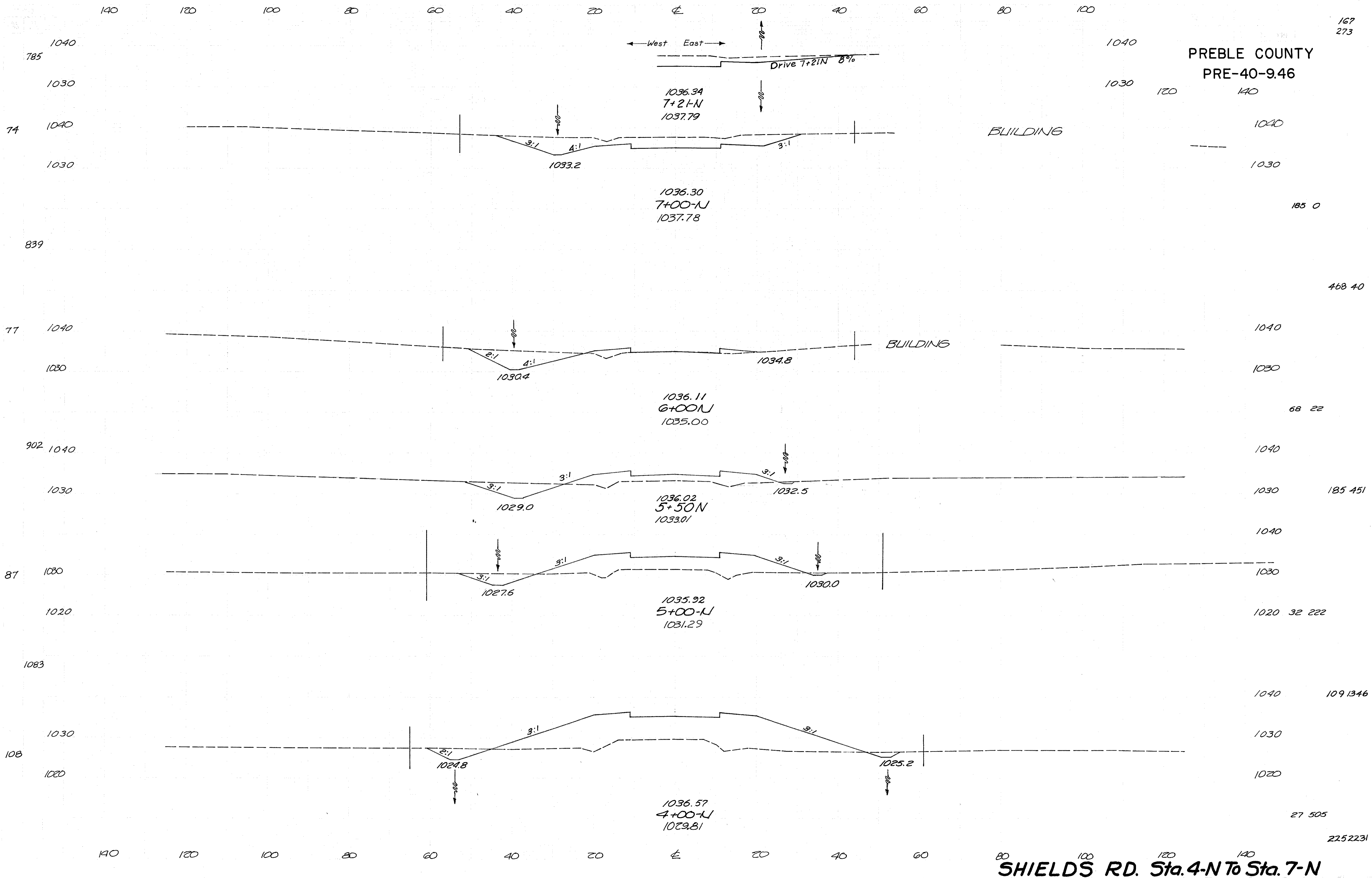


PREBLE COUNTY
PRE-40-9.46



1+43N Ah.	59	950
1+43N Bl.	59	628 10 116
1+38N	59	628 89 476
0+97N	59	0

PREBLE COUNTY
PRE-40-9.46



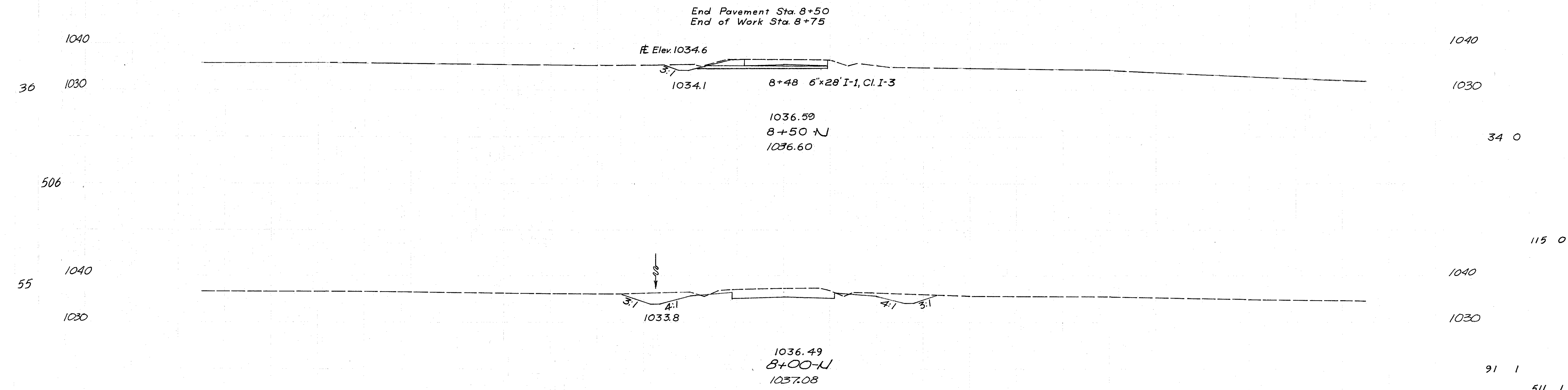
SHIELDS RD. Sta. 4-N To Sta. 7-N

PREBLE COUNTY
PRE-40-9.46

← West East →

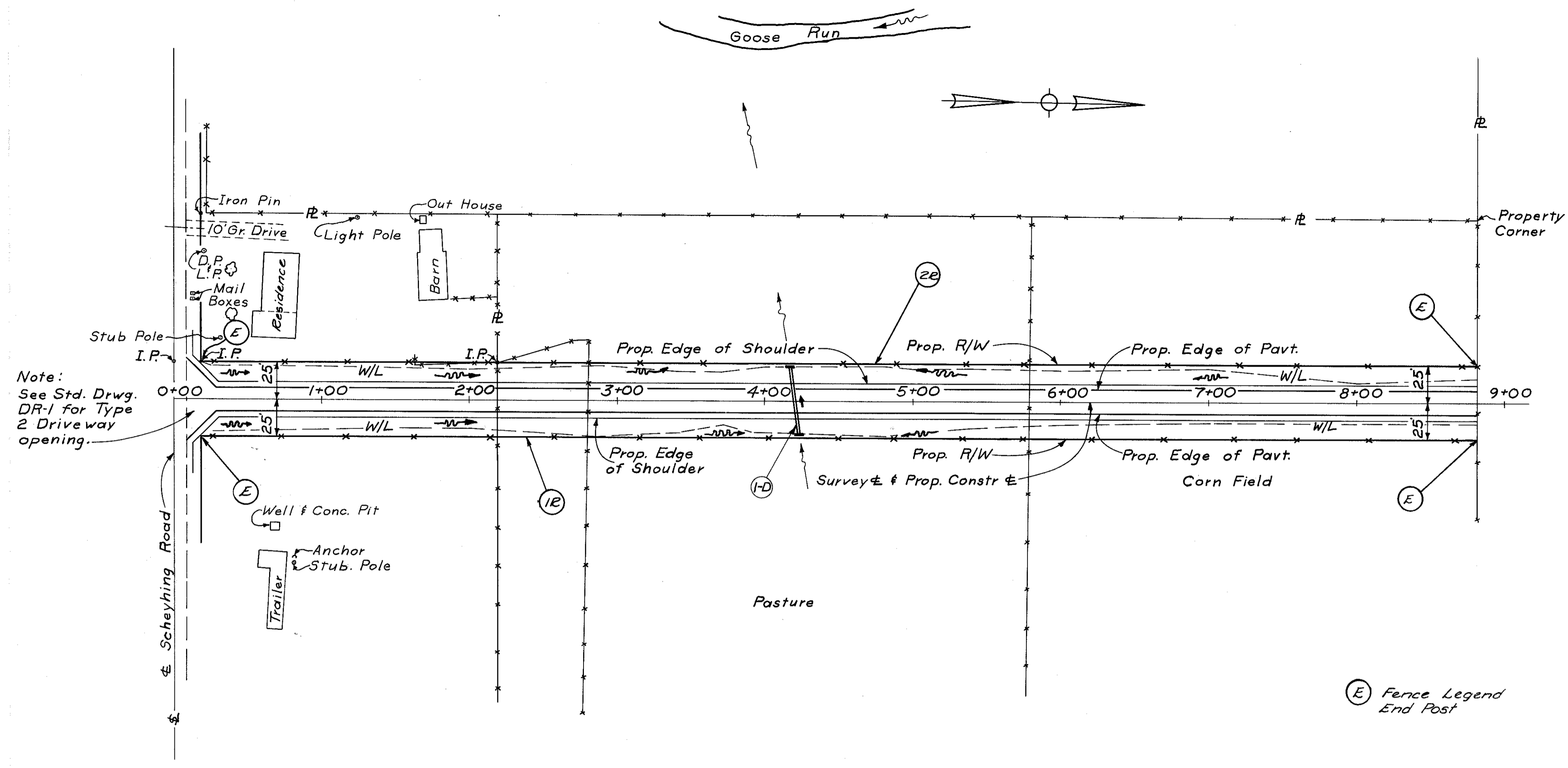
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120 140



140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

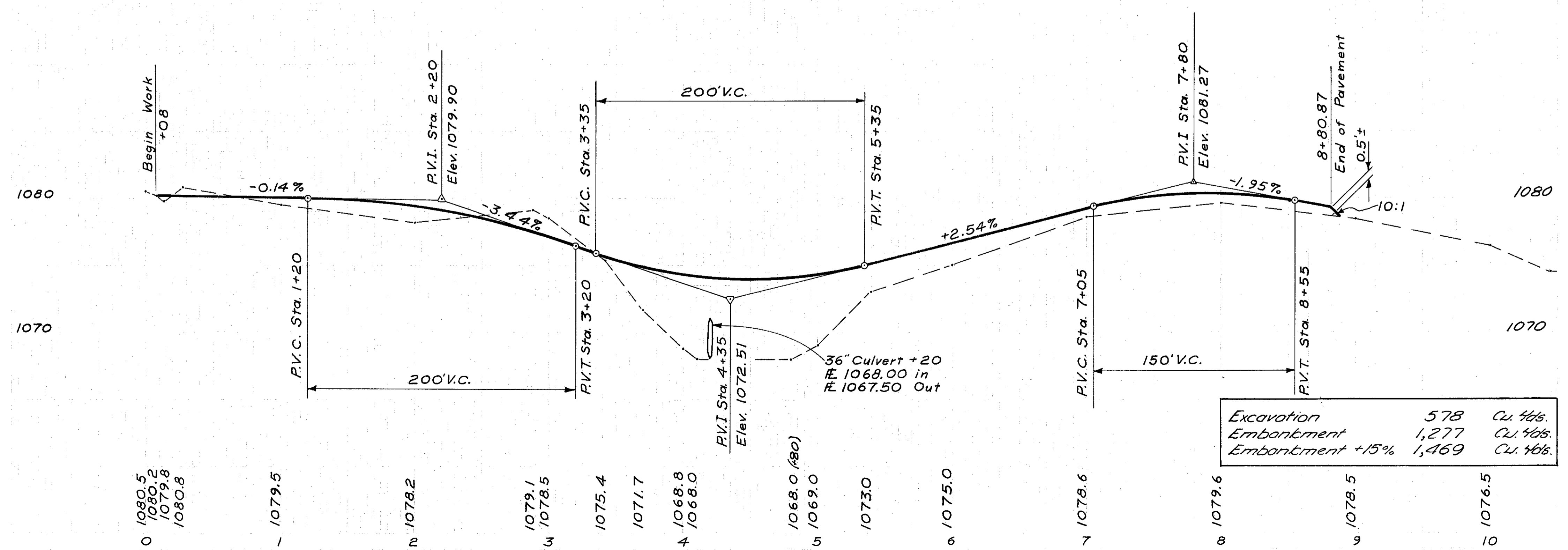
SHIELDS RD. Sta. 8-N To Sta. 9-N



Note:
See Std. Drwg.
DR-1 for Type
2 Driveway
opening.

(E) Fence Legend
End Post

1080.17	1080.14	1080.07	1080.03	1079.92	1079.71	1079.40	1078.98	1078.46	1077.84	1077.12	1076.29	1075.47	1074.81	1074.34	1074.06	1073.97	1074.06	1074.34	1074.81	1075.43	1076.70	1077.97	1079.24	1079.81	1080.21	1080.41	1080.43	1080.26	1079.90	1079.42
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Excavation	578	Cu. Yds.
Embankment	1,277	Cu. Yds.
Embankment +15%	1,469	Cu. Yds.

55 18
L-120 I/36" I-2
Jute Cloth
Matting M6.4(10) Masonry
Sq. Yds. Lin. Ft. Cu. Yds. Lin. Ft.
6 48 1.2
862
862

1-D 4+20
1-E 0+19 to 8+80.87
2-E 0+19 to 8+80.87

ACCESS DRIVE TO STIVERS PROPERTY Sta. 0+00 to Sta 9+00

170
273

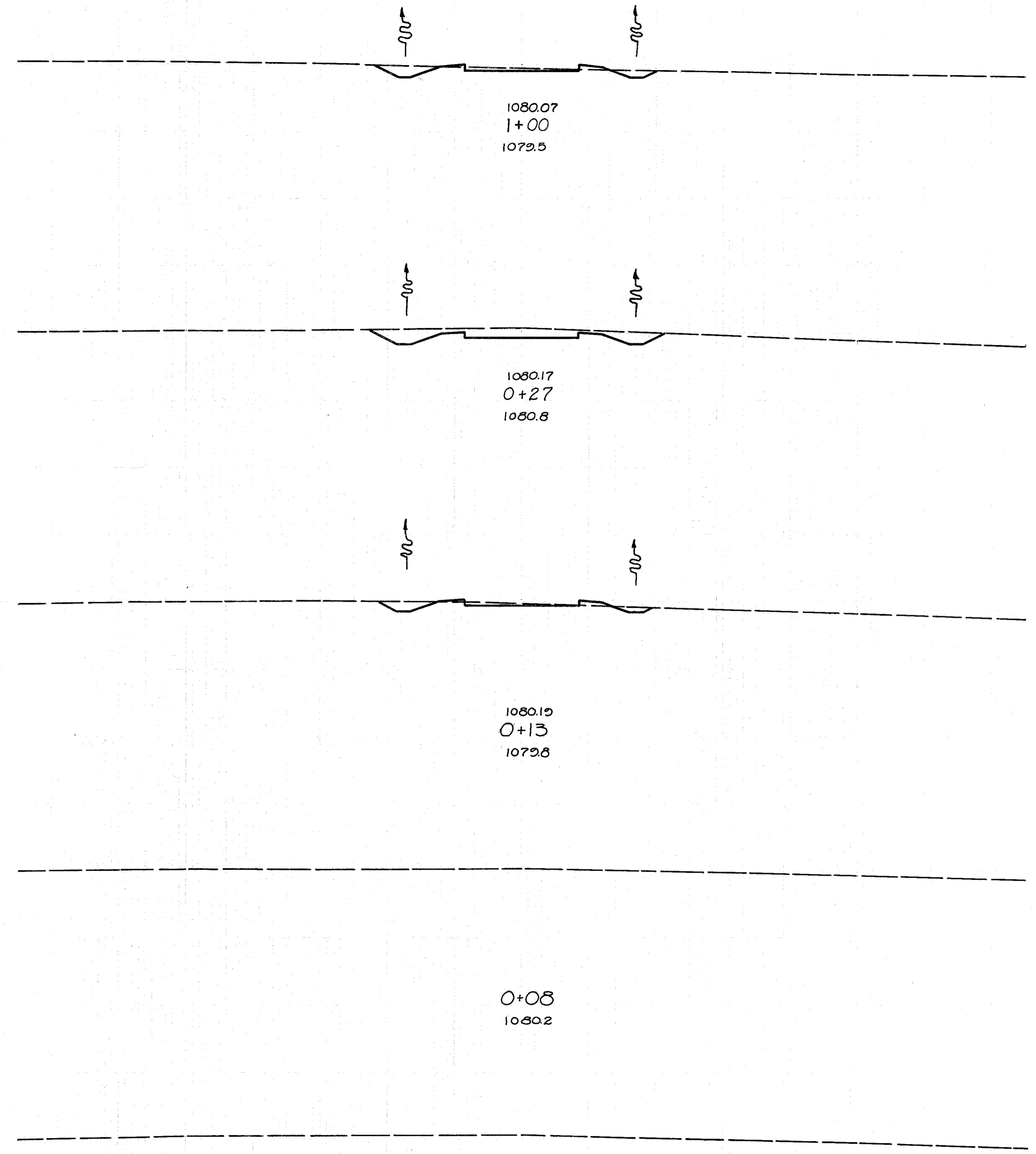
PREBLE COUNTY
PRE-40-946

378
34
291
34

1080
1070
1080
1070
1080
1070
1080
1070

100 80 60 40 20 0 20 40 60 80 100

100 80 60 40 20 0 20 40 60 80 100



1080
1070 15 3
94 4
1080
1070 51 0
16 1
1080
1070 12 5
1080 0 0
1070
0 0
1080
1070 0 0

PREBLE COUNTY
PRE-40-946

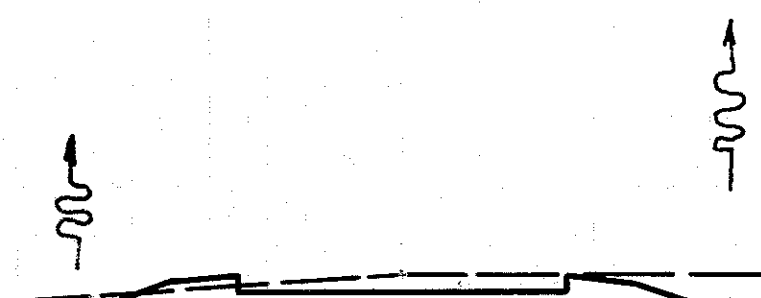
100 80 60 40 20 0 20 40 60 80 100

378 1080

1070

1080

1070 29 3



1075.72
3+42
1075.4

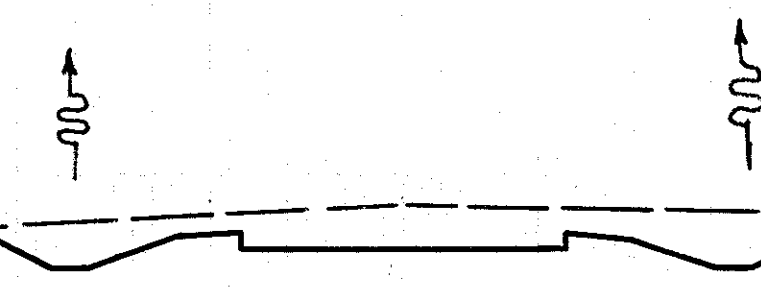
87 2

1080

1070

1080

1070 83 0



1077.12
3+00
1078.5

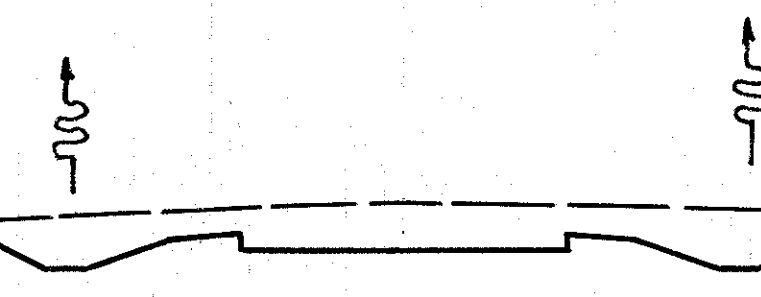
41 0

1080

1070

1080

1070 102 0



1077.48
2+88
1079.1

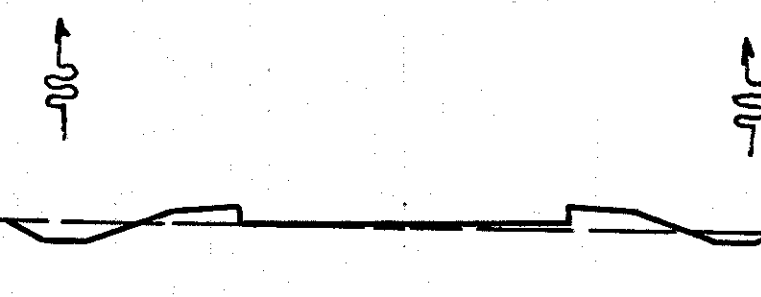
177 16

1080

1070

1080

1070 7 10



1079.40
2+00
1078.2

48 24

100 80 60 40 20 0 20 40 60 80 100

ACCESS DRIVE-STIVERS Sta. 2+00 to Sta. 3+42

34

378

34

PREBLE COUNTY
PRE-40-9.46

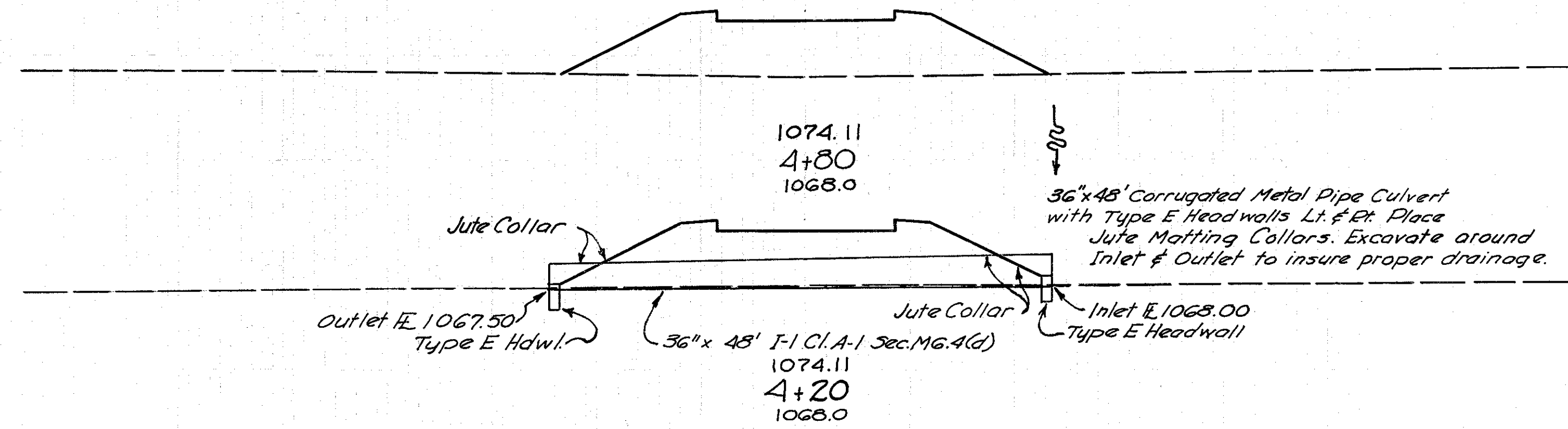
378

1080

1080

1070

1070 0 206



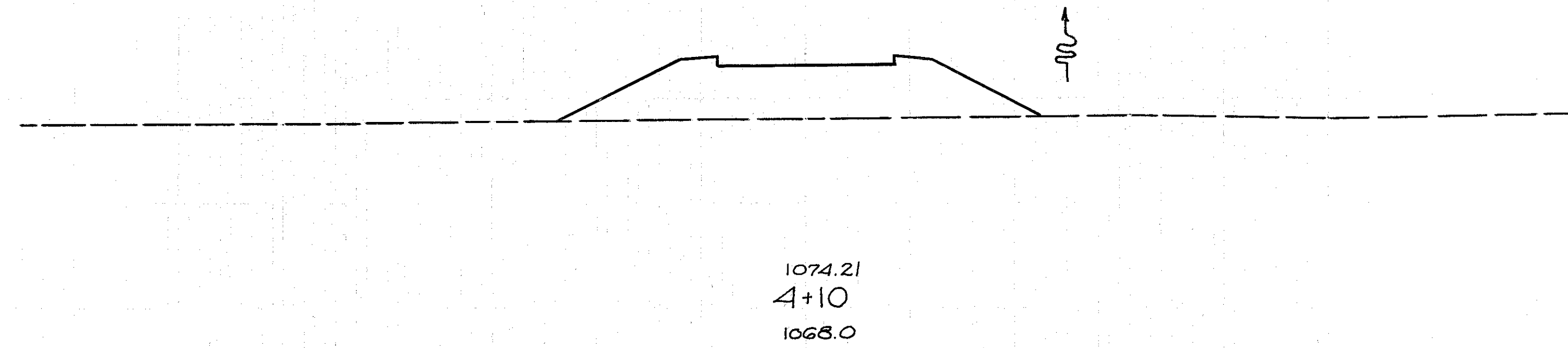
0 513

1080

1080

1070

1070 0 190



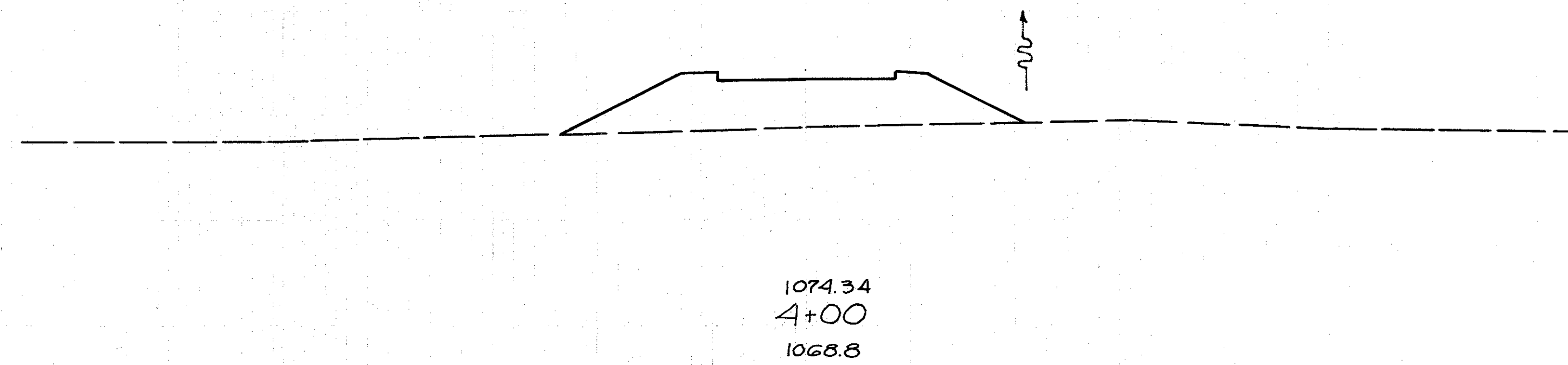
0 65

1080

1080

1070

1070 0 163



0 135

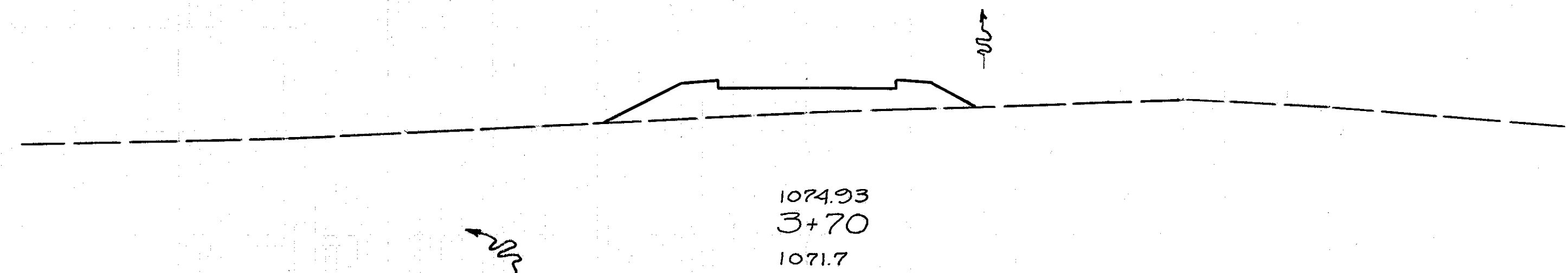
34

1080

1080

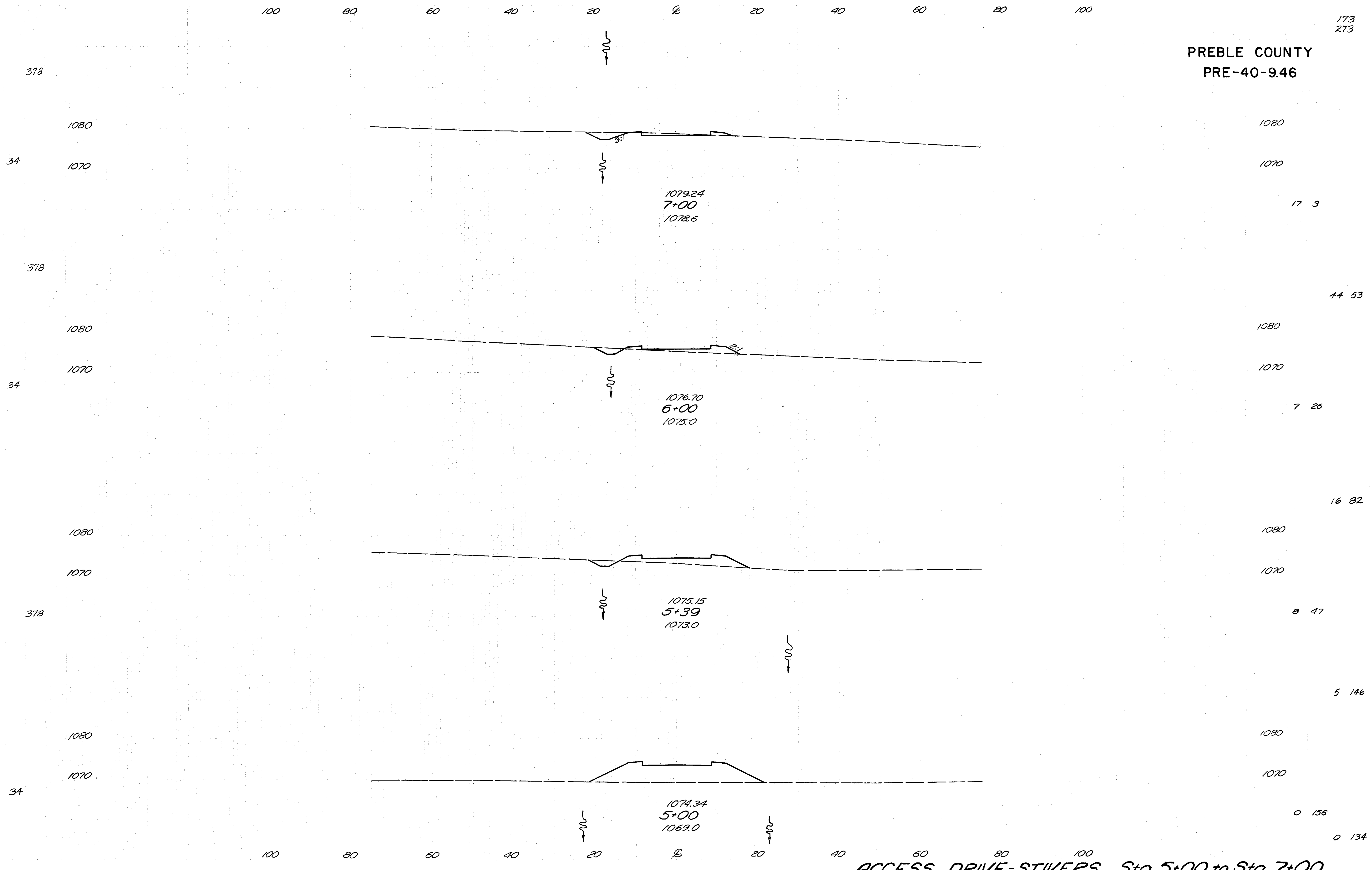
1070

1070 0 80



15 43

PREBLE COUNTY
PRE-40-9.46



17 3

44 53

7 26

16 82

8 47

5 146

0 156

0 134

ACCESS DRIVE-STIVERS Sta. 5+00 to Sta. 7+00

PREBLE COUNTY
PRE-40-9.46

100 80 60 40 20 2 20 40 60 80 100

1080

1080

1070

1070

11+00
1074.0

1080

1080

1070

1070

10+44
1074.5

1080

1080

1070

1070

10+00
1076.5

1080

1080

1070

1070

9+00
1078.5

1079.30
8+81

1078.72

1080

1070

1080

1070

1080.43
8+00

1079.6

0 7

100 80 60 40 20 2 20 40 60 80 100

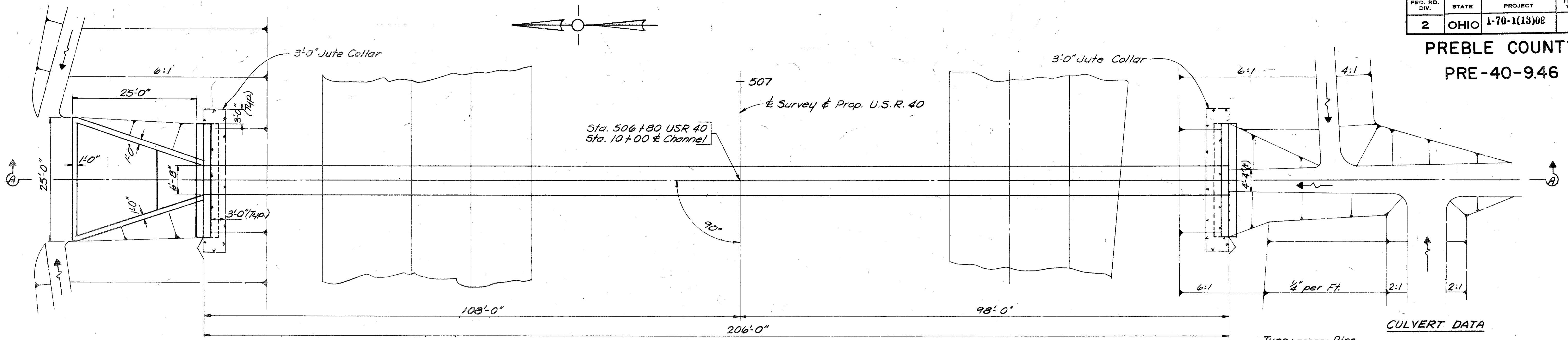
ACCESS DRIVE-STIVERS Sta. 8+00 to Sta. 11+00

34

306

34

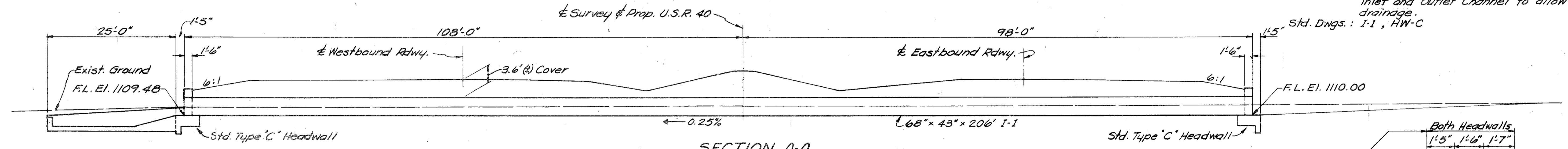
PREBLE COUNTY
PRE-40-946



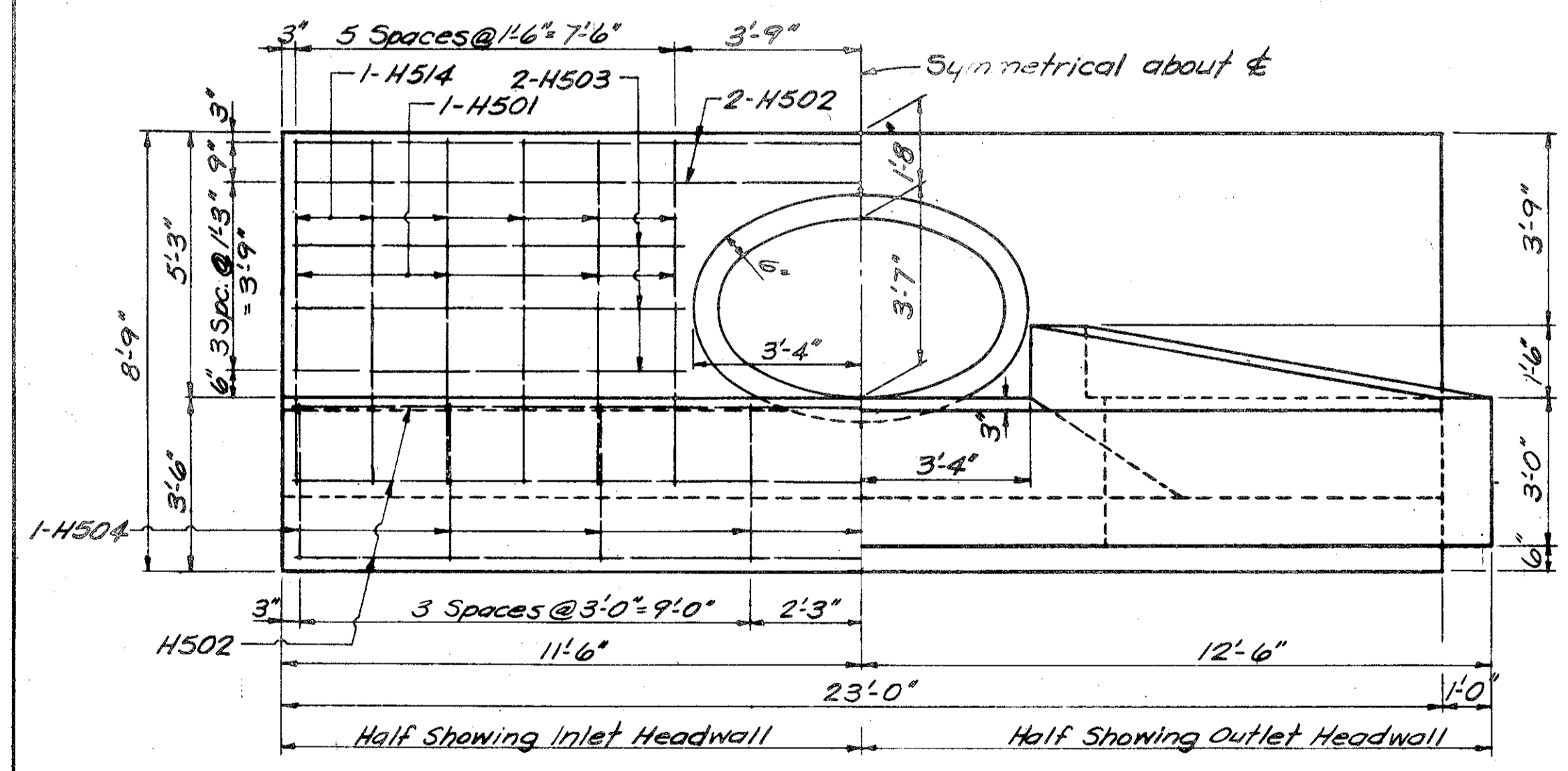
PLAN

CULVERT DATA

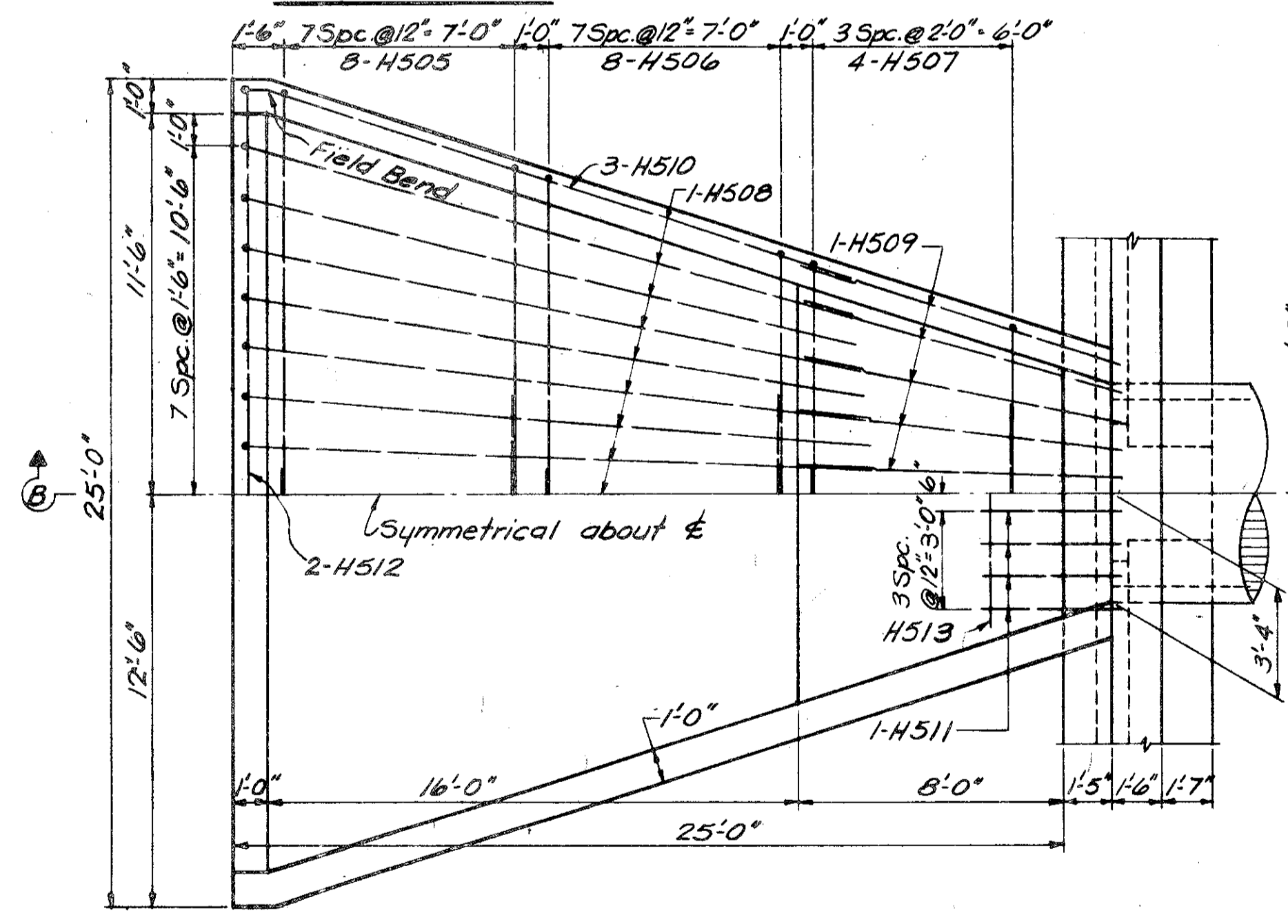
Type: ----- Pipe
 Size: ----- 68" x 43"
 Work Req'd: Build a 68" x 43" x 206' Pipe Culvert with Std. Type 'C' Headwalls Lt. & Rt. Place Jute Collars. Construct Stilling Basin as shown. Excavate Inlet and Outlet Channel to allow proper drainage.
 Std. Dwgs.: I-1, HW-C



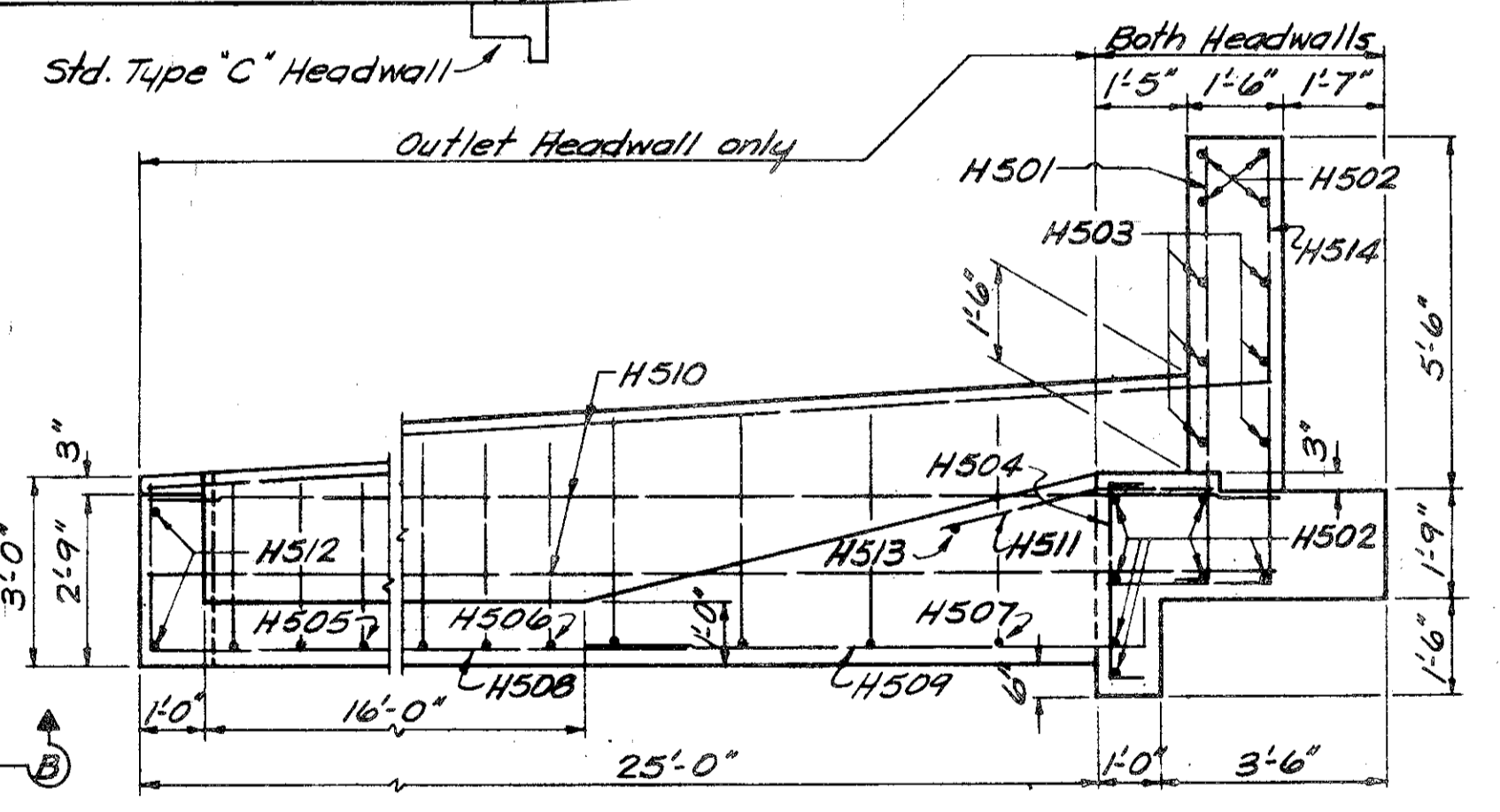
SECTION A-A



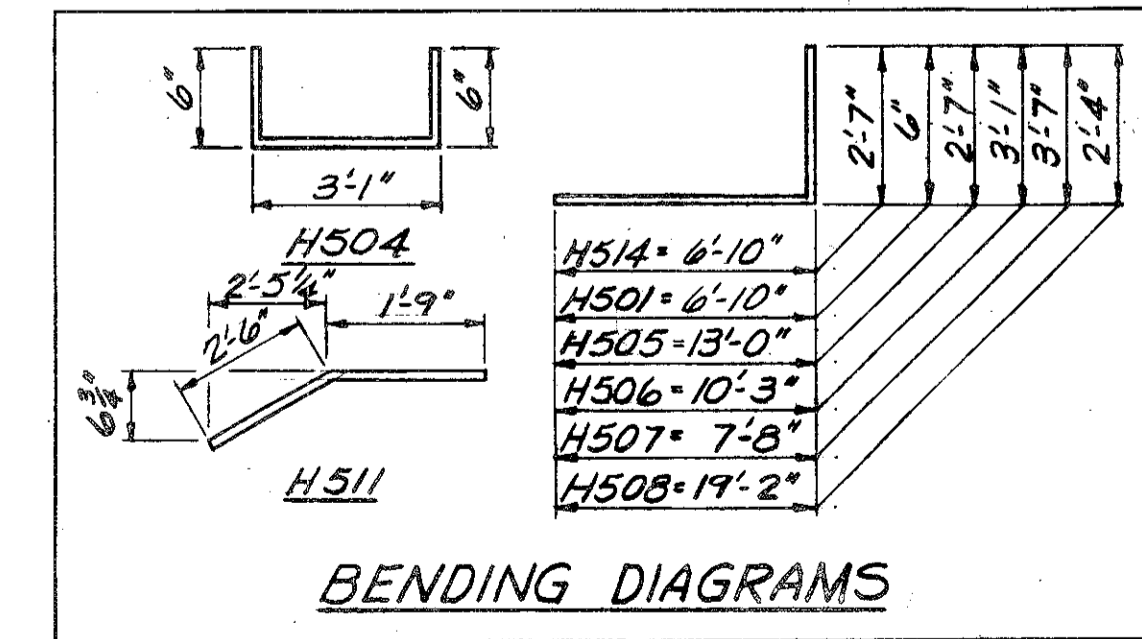
END ELEVATION



PLAN OF STILLING BASIN



SECTION B-B



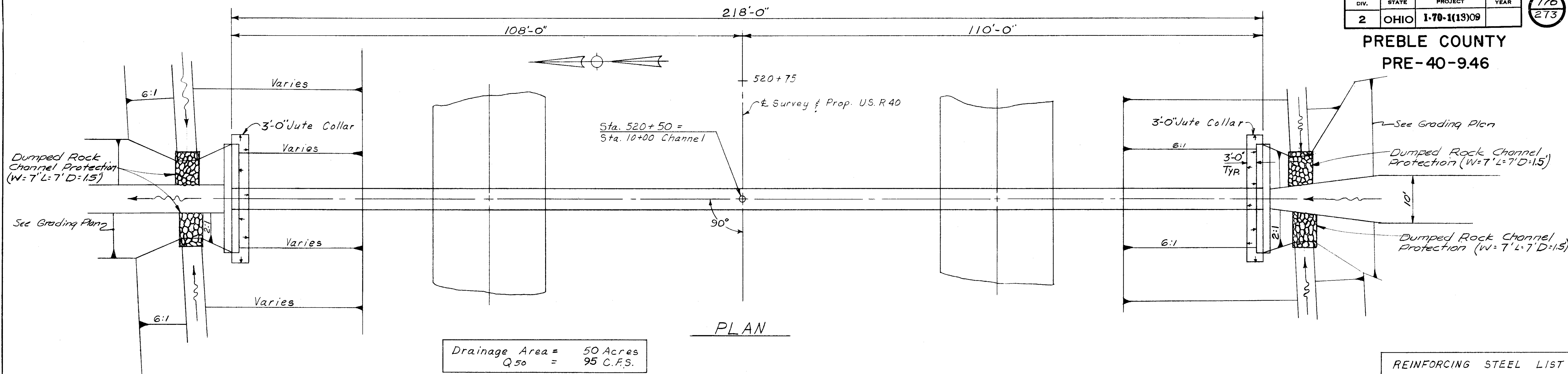
BENDING DIAGRAMS

MARK	SIZE	SHAPE	LENGTH	NO.	WEIGHT
H501	#5	Bent	7'-2"	16	120
H502		Str.	22'-8"	22	520
H503		Str.	7'-10"	24	196
H504		Bent	3'-11"	18	74
H505		Bent	15'-6"	16	259
H506		Bent	13'-3"	16	221
H507		Bent	11'-2"	8	93
H508		Bent	21'-5"	17	380
H509		Str.	10'-3"	10	107
H510		Str.	28'-11"	6	181
H511		Bent	4'-3"	6	35
H512		Str.	24'-8"	2	51
H513		Str.	7'-1"	1	7
H514	#5	Bent	9'-3"	24	232
TOTAL					2476

ESTIMATE OF QUANTITIES

I-1	68" x 43" Pipe, Class G-1, Sec. M-6.7(a)	206	Lin. Ft.
I-2	Masonry-Concrete (Cast-in-place)	56	Cu. Yds.
L-120	Jute Matting	22	Sq. Yds.

PREBLE COUNTY
PRE-40-9.46



Drainage Area = 50 Acres
Q₅₀ = 95 C.F.S.

PLAN

CULVERT DATA

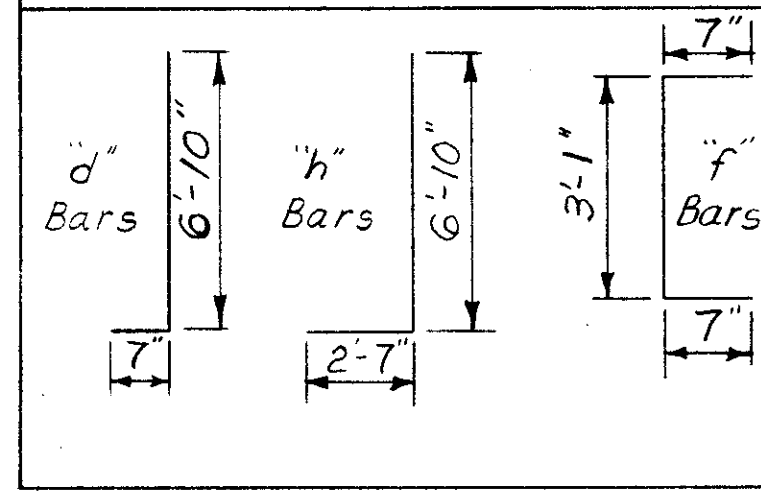
Type: Pipe
Size: 48" x 218"
Work Req'd: Build a 48" x 218" Pipe Culvert with Std. Type "C" Headwalls Rt. & Lt. Place Jute Collars as indicated. Excavate Inlet & Outlet Channels to allow proper drainage.
Std. Dwg's: I-1, H.W.-C.

ESTIMATED QUANTITIES

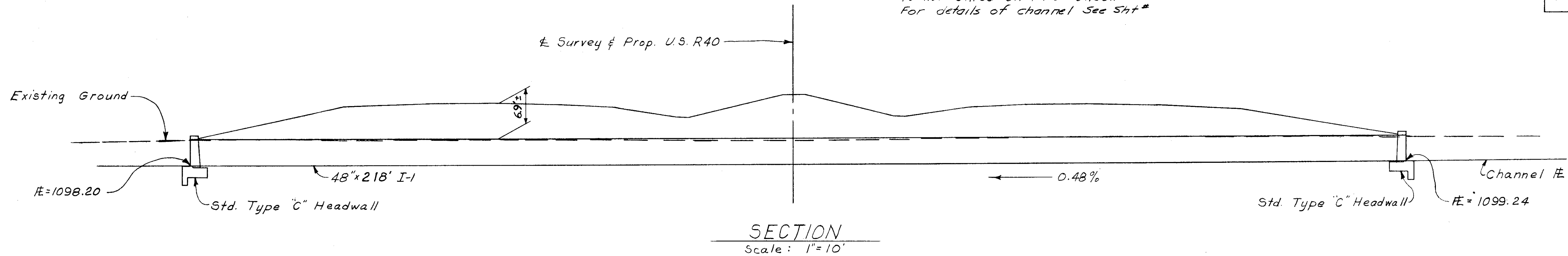
I-1 48" x 218' Pipe Class A-1, Sec. M-6.6 (a) 218 Lin. Ft.
I-2 Masonry - Concrete (Cast-in-Place) 30 Cu Yds.
L-120 Jute Matting 22 Sq. Yds.
E-10 Dumped Rock Channel Protection 11 C Yds.

REINFORCING STEEL LIST			
SYMBOL	NUMBER	LENGTH	WEIGHT LBS
a	11	22'-8"	260
c	12	8'-8"	109
d	8	7'-4"	61
f	8	4'-1"	34
h	14	9'-3"	135
TOTAL			599

STEEL BENDING DIAGRAM

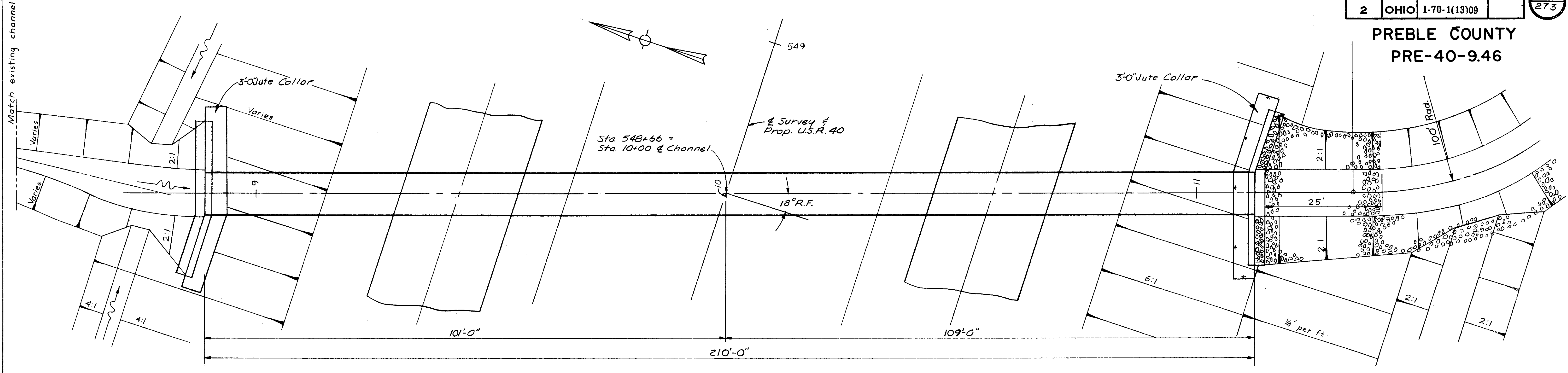


Notes:
For Headwall Details not shown See Std. Dwg. H.W.-C.
Reinforcing Steel List is for One Headwall only.
Bar Symbols shown in the Reinforcing Steel List are the same as shown on Std. Dwg. H.W.-C.
All bars shall be #5
The jute matting for the channel & side ditches is not billed on this sheet.
For details of channel See Sht #



SECTION
Scale: 1" = 10'

PREBLE COUNTY
PRE-40-9.46



PLAN

Drainage Area = 501 acres
Q₅₀ = 373 c.f.s.

CULVERT DATA

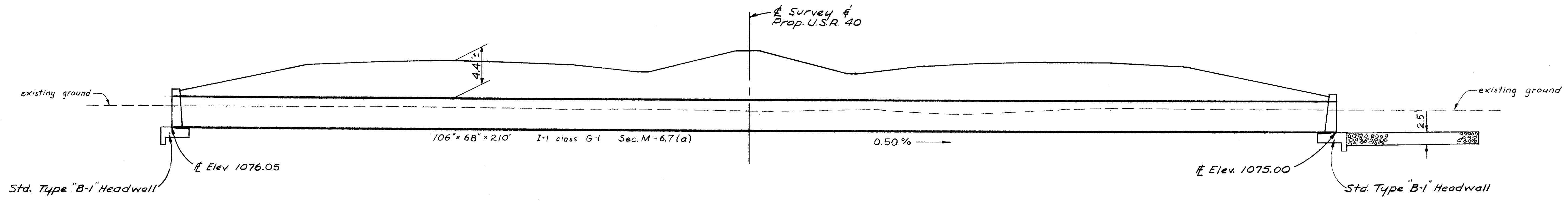
Type: Pipe
Size: 106" x 68" x 210'
Work Req'd.: Build a 106" x 68" x 210' Pipe Culvert With Type "B-1" Headwall Left and Right as Shown. Excavate Inlet and Outlet Channels to Allow Proper Drainage. Place Dumped Rock at Outlet End and Along Channel as Shown. Place Jute Collar Left and Right as Shown.

ESTIMATED QUANTITIES

I-1	106" x 68" Pipe Class G-1 Sec. M-6.7 (a)	210	Lin. ft.
I-2	Masonry (Concrete Cast in Place)	61.5	Cu. Yds.
I-10	Dumped Rock Channel Protection	195	Cu. Yds.
L-120	Jute Matting	32	Sq. Yds.
E-3	Channel Excavation	530	Cu. Yds.

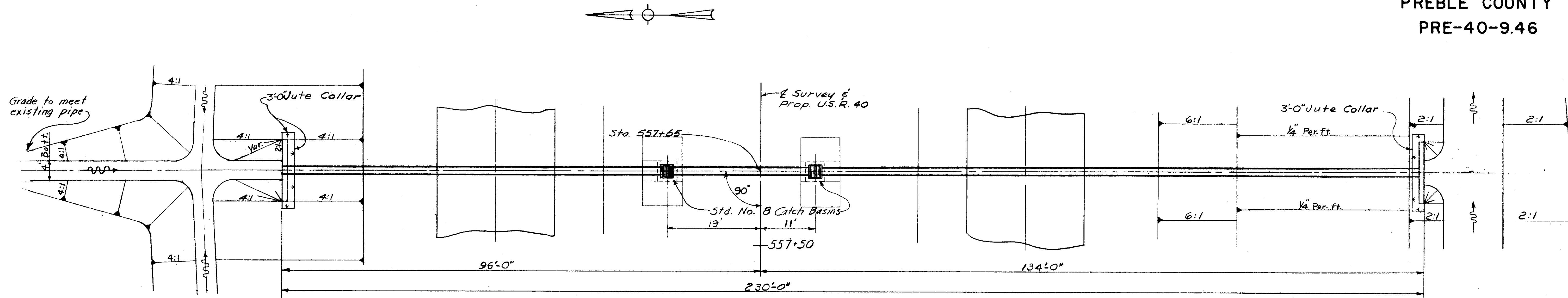
STD. DWGS: HW-A&B, I-1

Notes: For Dimensions & Reinforcing Steel Details of Type "B-1" See Sheet No. 193
For Channel Alignment See Sheet No. 21



SECTION

PREBLE COUNTY
PRE-40-9.46



PLAN

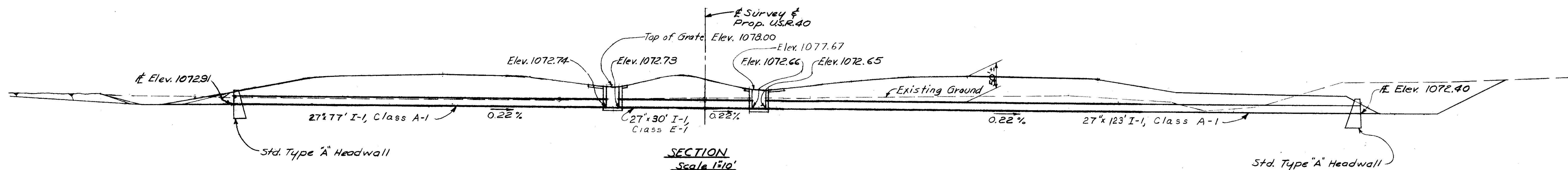
CULVERT DATA

Type: Pipe
 Size: 27" x 230'
 Work Req'd.: Build a 27" x 230' Pipe Culvert with Std. Type "A" Headwalls Right & Left & Std. No. 8 Catch Basins 19' Rt & Lt; Place Jute Collar; Excavate Inlet & Outlet Channels to Allow Proper Drainage.
 Std. Drawings: I-1; HW-A&B; I-8 C.B. No. 8

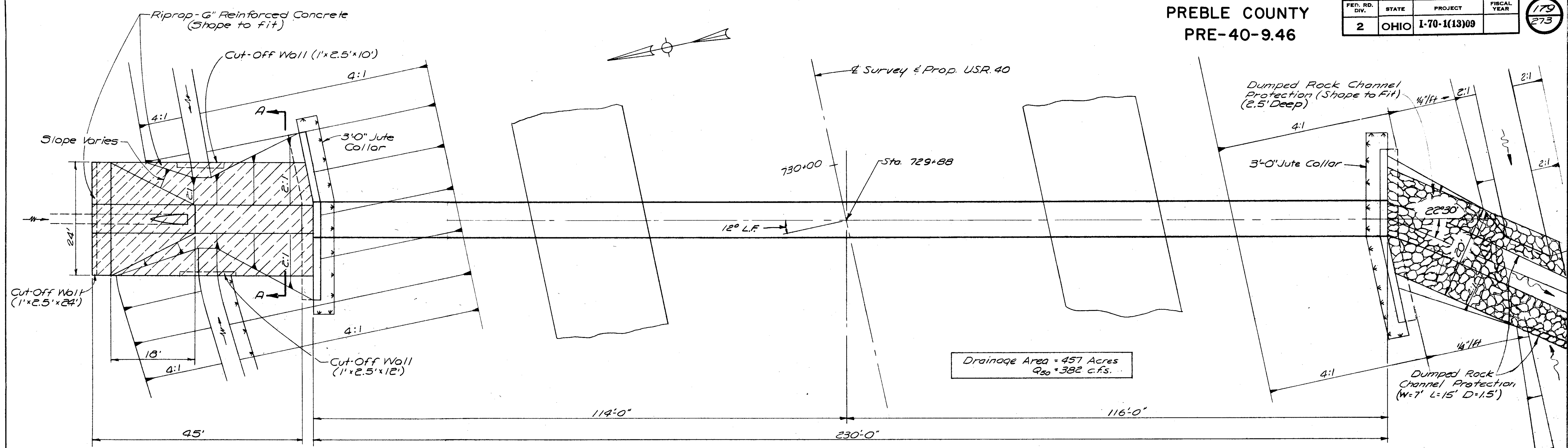
ESTIMATED QUANTITIES

I-1 27" Pipe, Class E-1	30 Lin. Ft.
I-1 27" Pipe, Class A-1, Sec. M-6.6(a), M-6.8(b)	200 Lin. Ft.
I-2 Masonry-Concr. (Cast-in-Place)	14.8 Cu. Yds.
I-8 Catch Basins-Std. No. 8	2 Each
L-120 Jute Matting	17 Sq. Yds.
E-3 Channel Excavation	30 Cu. Yds.

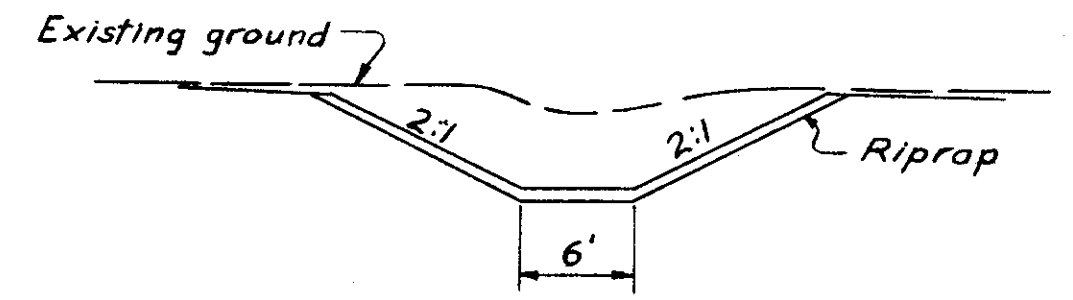
Notes: For Type "A" Headwall Dimensions & Reinforcing Steel, See Sheet No. 192



FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	



PLAN



SECTION A-A

CULVERT DATA

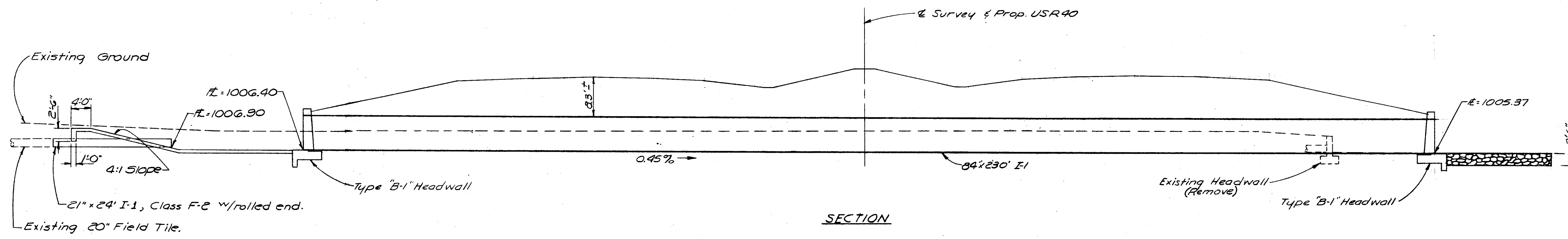
Type: Pipe
Size: 84"x230'
Work Req'd: Build a 84"x230' Pipe Culvert with Type "B-1" Headwalls Lt & Rt, Place Jute Collars, Dumped Rock Channel Protection, Riprap, & 3 Cut Off Walls as Shown. Excavate Inlet & Outlet Channels to Allow Proper Drainage. Place 21"x24' Pipe as shown.

Std. Drawings: I-1, HW-B-1.

ESTIMATED QUANTITIES

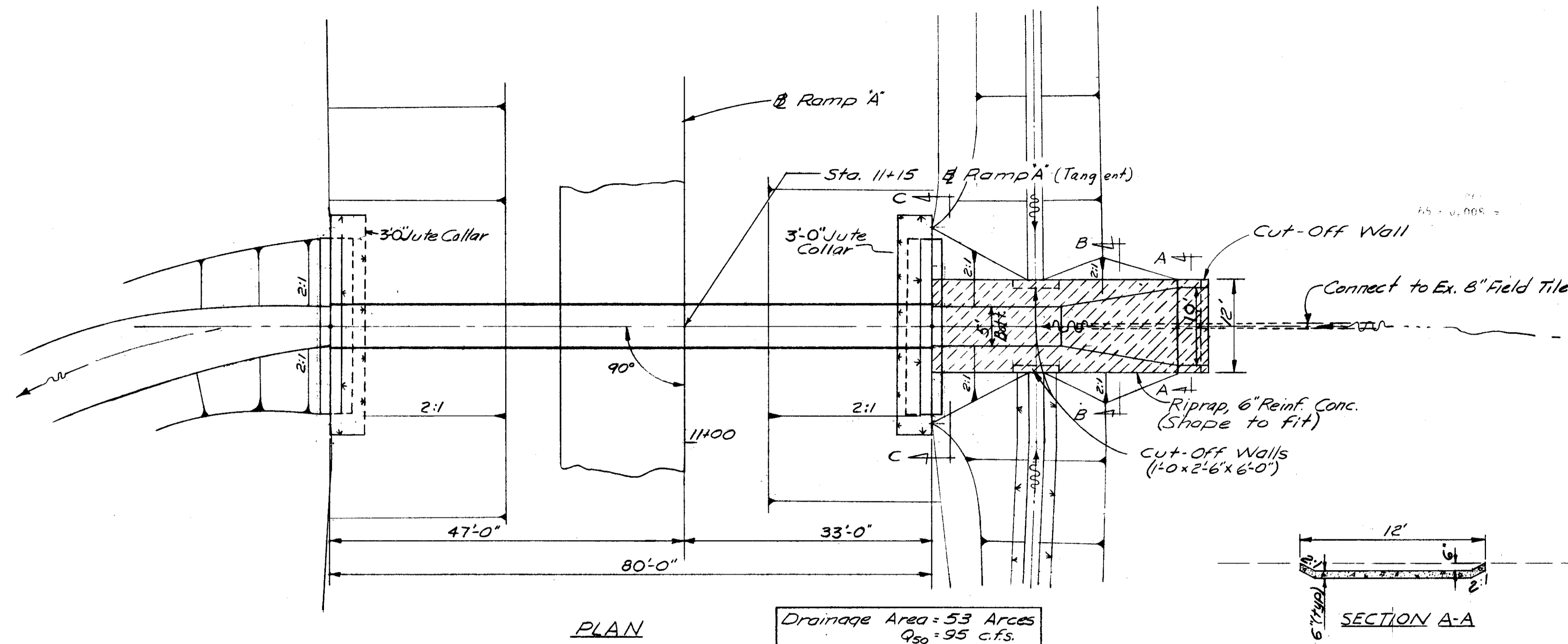
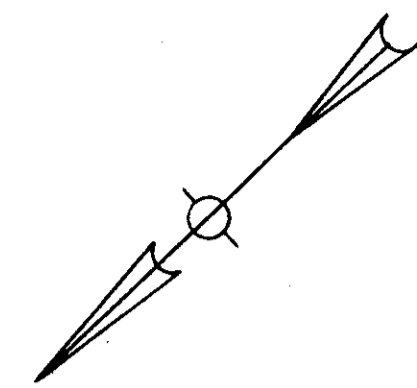
I-1 84" Pipe Class A-1 Sec. M 6.6(a)	230 Lin. Ft.
I-2 Masonry-Concrete (Cast-in-Place)	72 Cu. Yds.
I-10 Dumped Rock Channel Protection	65 Cu. Yds.
I-10 Riprap	133 Sq. Yds.
L-120 Jute Matting	31 Sq. Yds.
E-1 21" Pipe Class F-2	24 Lin. Ft.

Notes:
For Type "B-1" Headwall Dimensions & Reinforcing Steel See Sht # 193.
The Price of the Cutoff Walls is to be Included in the Unit Bid Price for the Item I-10 Riprap.

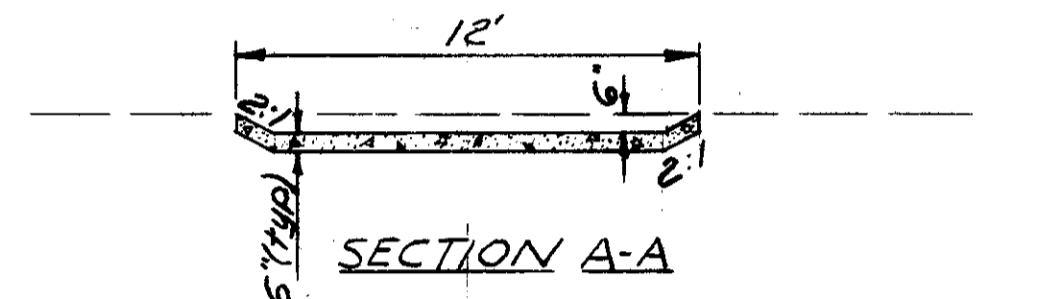


SECTION

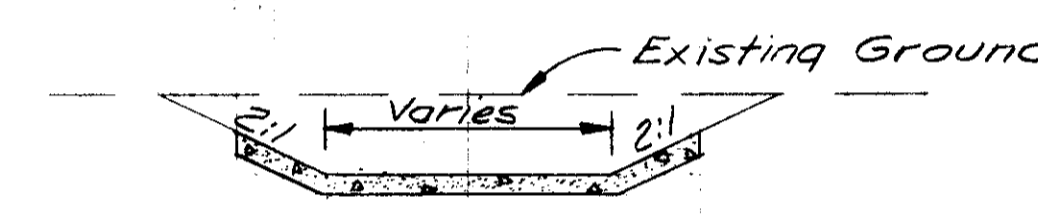
PREBLE COUNTY
PRE-40-9.46



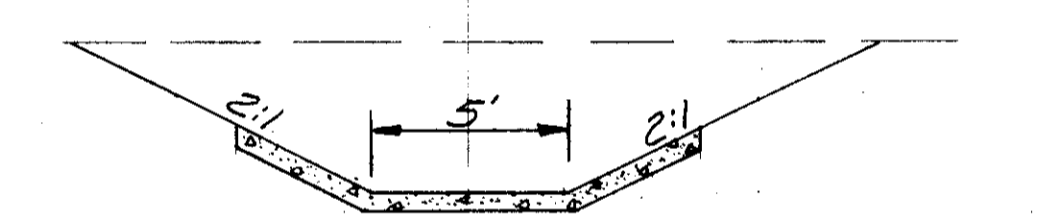
PLAN



SECTION A-A

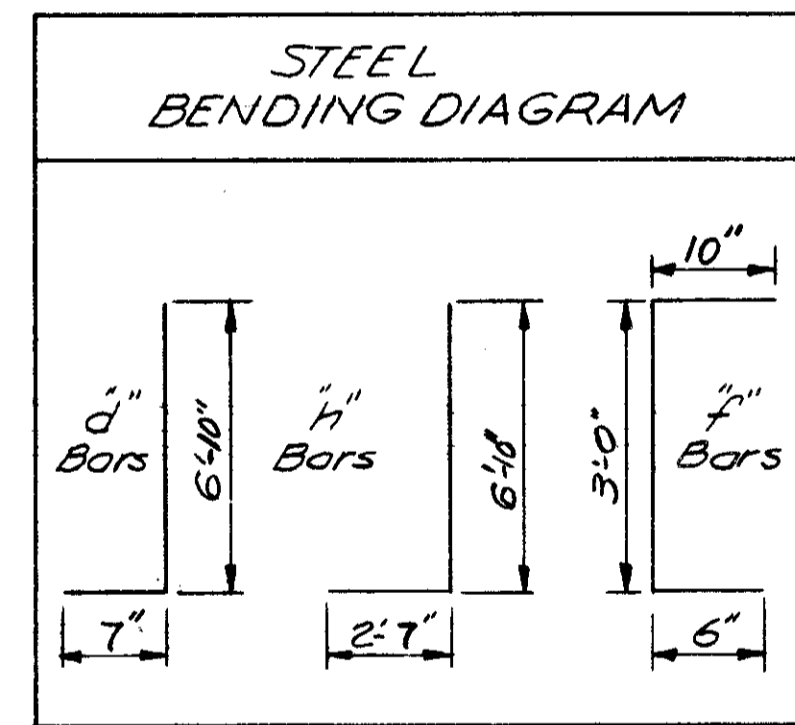


SECTION B-B



SECTION C-C

REINFORCING STEEL LIST			
SYMBOL	NUMBER	LENGTH	WEIGHT LBS.
a	11	22'-8"	260
c	12	8'-8"	109
d	8	7'-4"	61
f	8	4'-1"	34
h	14	9'-3"	135
TOTAL			599



CULVERT DATA

Type: Pipe
Size: 48" x 80"
Work Req'd: Build a 48" x 80" Pipe Culvert with Std. Type "C" Headwalls Lt. & Rt. Place Jute Collars, Riprap & Construct Cut-Off Walls as Shown. Excavate Inlet & Outlet Channels to allow proper drainage.

Std. Drawings: I-1, HW-C

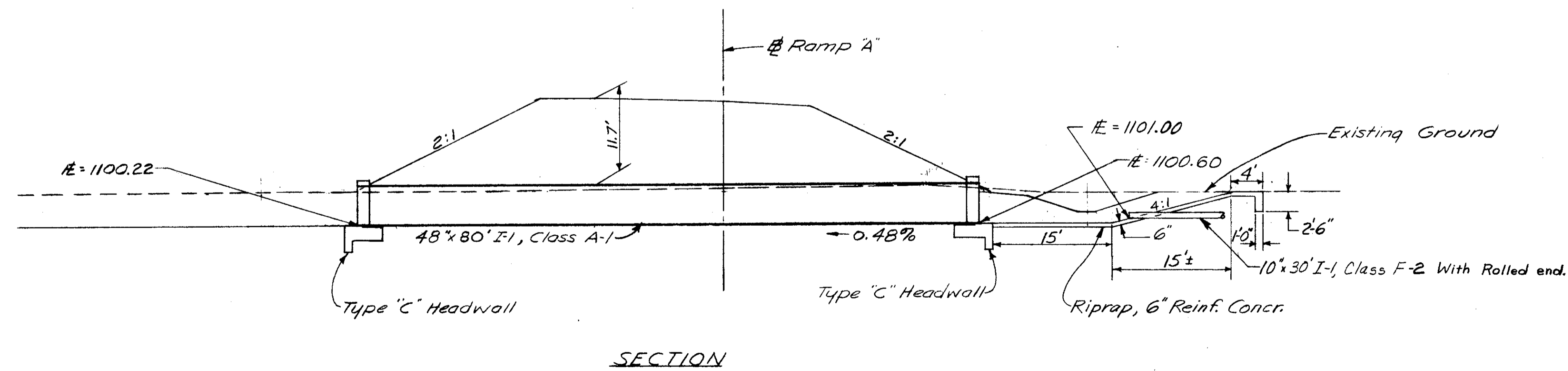
ESTIMATED QUANTITIES

I-1 48" Pipe Class A-1 Sec. M-60(b)	80	Lin. Ft.
I-2 Masonry - Concrete (Cast-in-Place)	30	Cu. Yds.
I-10 Riprap	49	Sq. Yds.
I-120 Jute Matting	22	Sq. Yds.
I-1 10" Pipe Class F-2	30	Lin. Ft.

Notes:

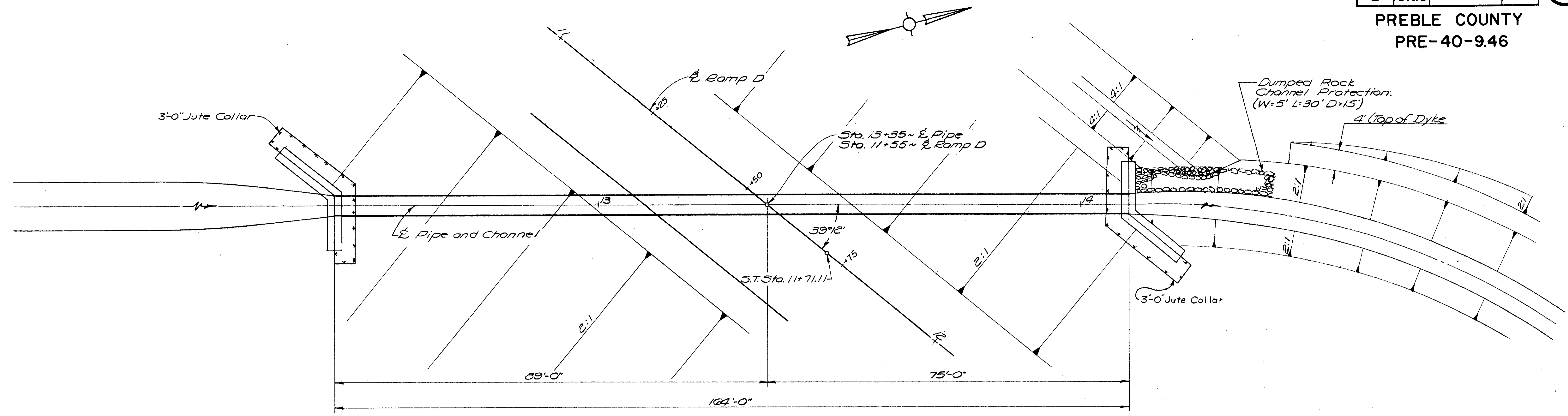
For Details of Headwalls Not Shown - See Std. Drawing HW-C. Reinforcing Steel List is for One Headwall Only. Bar Symbols Shown on the Reinforcing Steel List on this Sheet are the Same as those Shown on Std. Drawing HW-C. All bars are #5.

For Details of Channel, See Sht. No. 145. The Jute Matting for the side ditches is not billed on this Sheet.



SECTION

PREBLE COUNTY
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PLAN

CULVERT DATA

Type : Pipe
 Size : 48" x 164'
 Work Req'd.: Build a 48" x 164' Pipe Culvert with "B-1" Headwall left and right as shown. Excavate inlet and outlet channels to allow proper drainage. Place Jute Collar left and right as shown. Place Dumped Rock at outlet end and along channel as shown.
 Std. Drawings: HW-A & B, I-1.

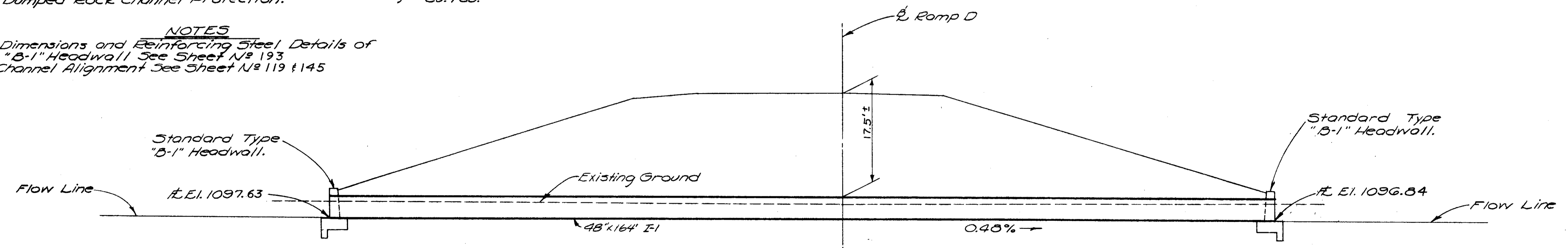
Drainage Area = 65 Acres
 Q₅₀ = 107 c.f.s.

ESTIMATED QUANTITIES

I-1 48" Pipe Class A-1 Sec. M-G.G(c)	164	Lin. Ft.
I-2 Masonry (Concrete-Cast-in-Place)	32.4	Cu. Yds.
L-120 Jute Matting	23	Sq. Yds.
I-10 Dumped Rock Channel Protection.	9	Cu. Yds.

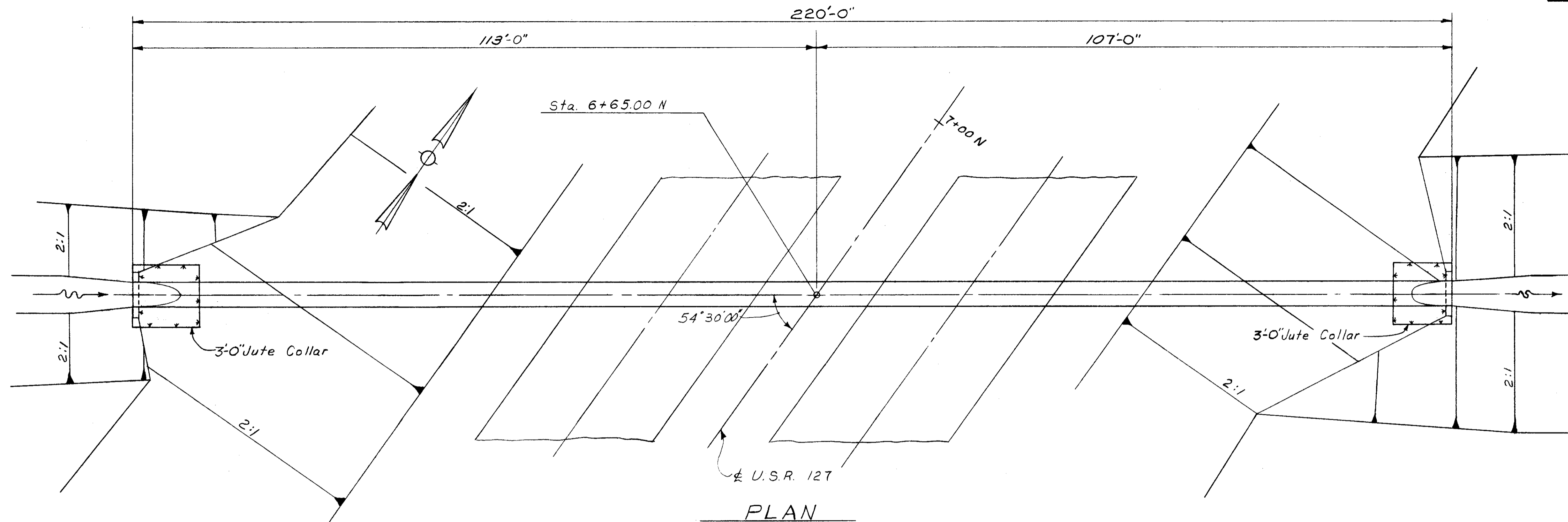
NOTES

For Dimensions and Reinforcing Steel Details of Type "B-1" Headwall See Sheet No 193
 For Channel Alignment See Sheet No 119 & 145



SECTION

PREBLE COUNTY
PRE-40-9.46



CULVERT DATA

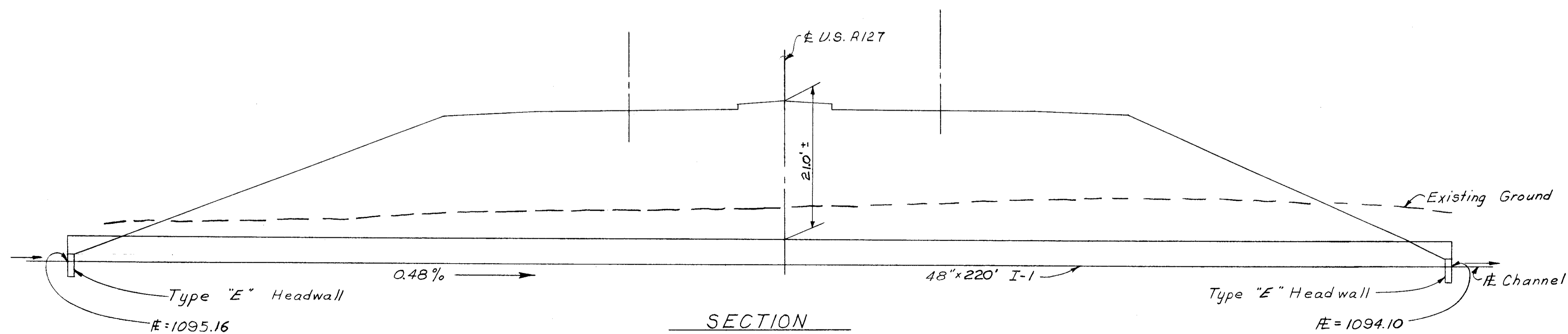
Type: Pipe
 Size: 48" x 220'
 Work Req'd: Build a 48" x 220' Pipe Culvert with Type "E" Headwalls Rt. & Lt. Place Jute Collars as indicated. Excavate Inlet & Outlet Channels to Allow Proper Drainage.
 Std. Dwg's: I-1, H.W.-E.

Drainage Area = 65 Acres
 Q 50 = 107 C.F.S.

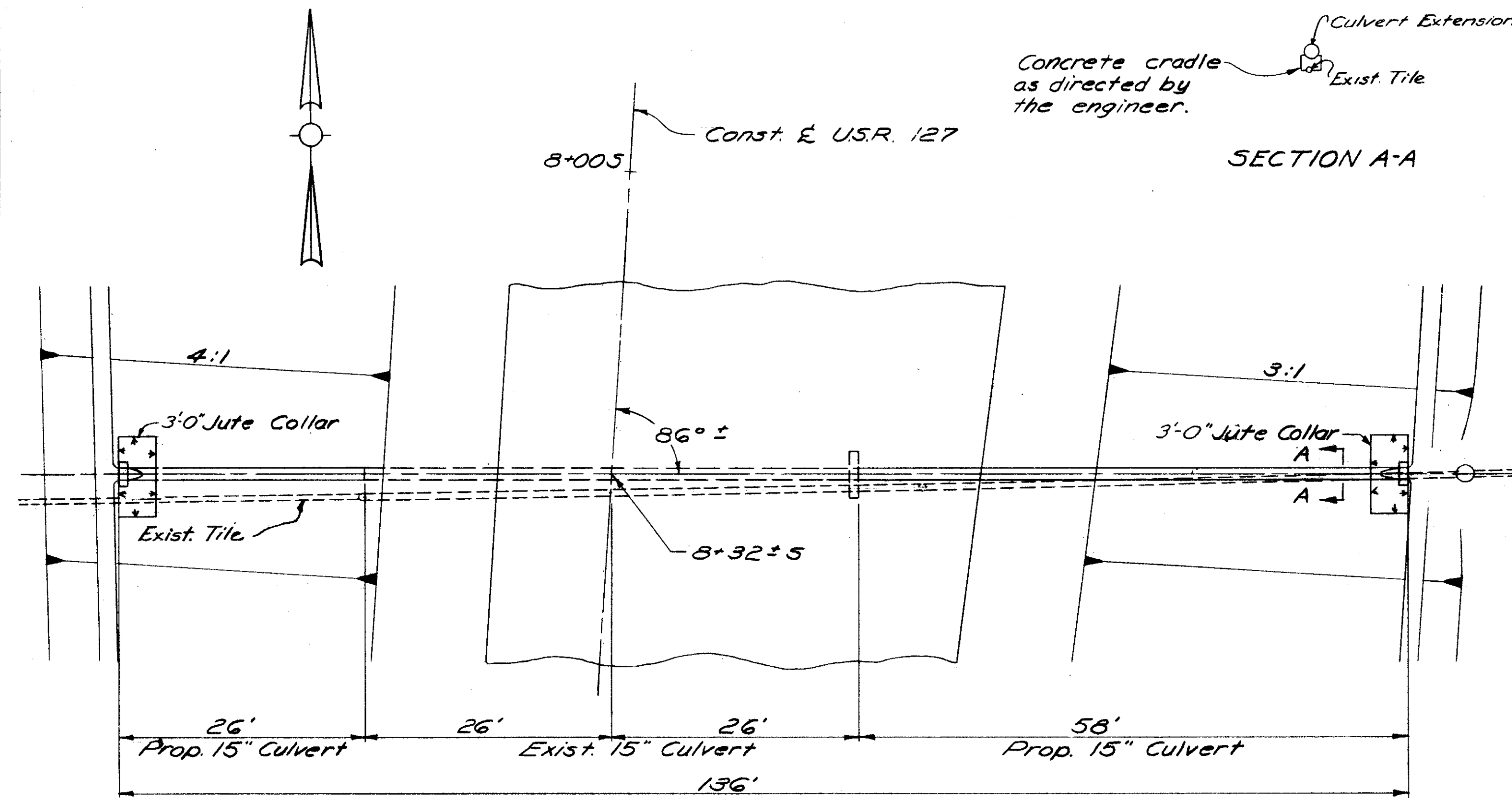
ESTIMATED QUANTITIES

L-120 Jute Matting = 13 SQ. YDS.
 I-2 Masonry (Conc. - Cast-in-Place) = 1.7 CU. YDS.
 I-1 48" Pipe Class A-1, Sec. M-6.6(d) = 220 LIN. FT.

Note: For Details of Headwall not shown here See Std. Dwg. H.W.-E



PREBLE COUNTY
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PLAN

CULVERT DATA

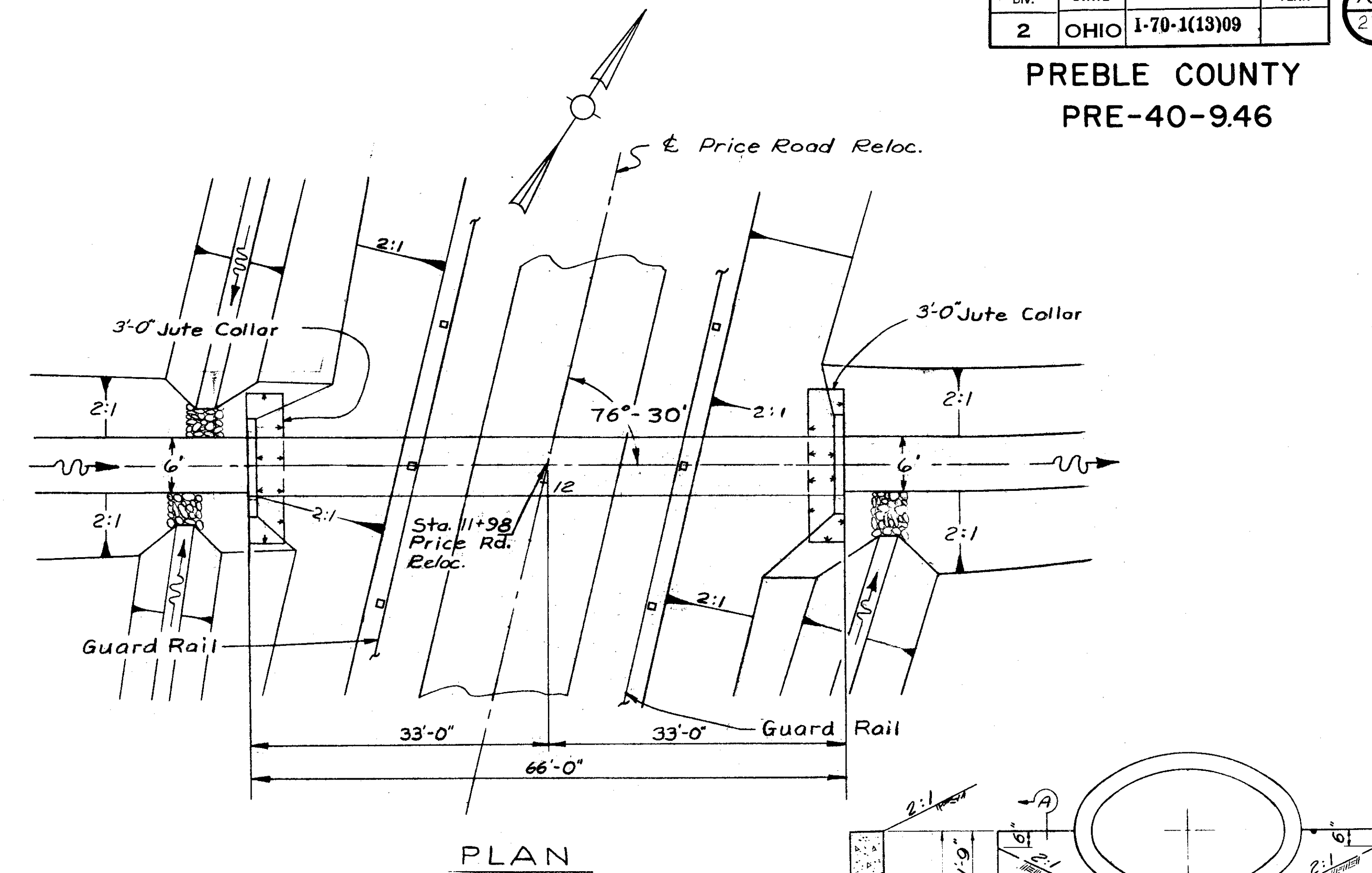
Type: Pipe
Size: 15"x26' and 15"x58'
Work Req'd: Construct a 15"x26' and a 15"x58' pipe culvert connecting them to the existing culvert. Construct two Std. Type "E" Headwalls and a Std. No. 7 Catch Basin. Place concrete cradle between pipe and tile as directed by the engineer. Remove existing headwall and place jute matting.

Std. Drawings - I-1, HW-E, I-8

ESTIMATED QUANTITIES

I-1 15" Pipe Class A-1 Sec. M-6.6(d) 84 Lin. Ft.
I-2 Masonry-Concrete (Cast-in-Place) * 7.0 Cu. Yds.
L-120 Jute Matting 4 Sq. Yds.
I-8 No. 7 Catch Basin 1 Each

* Includes 6.5 cu yds. for cradle and 0.5 cu yds. for headwalls.



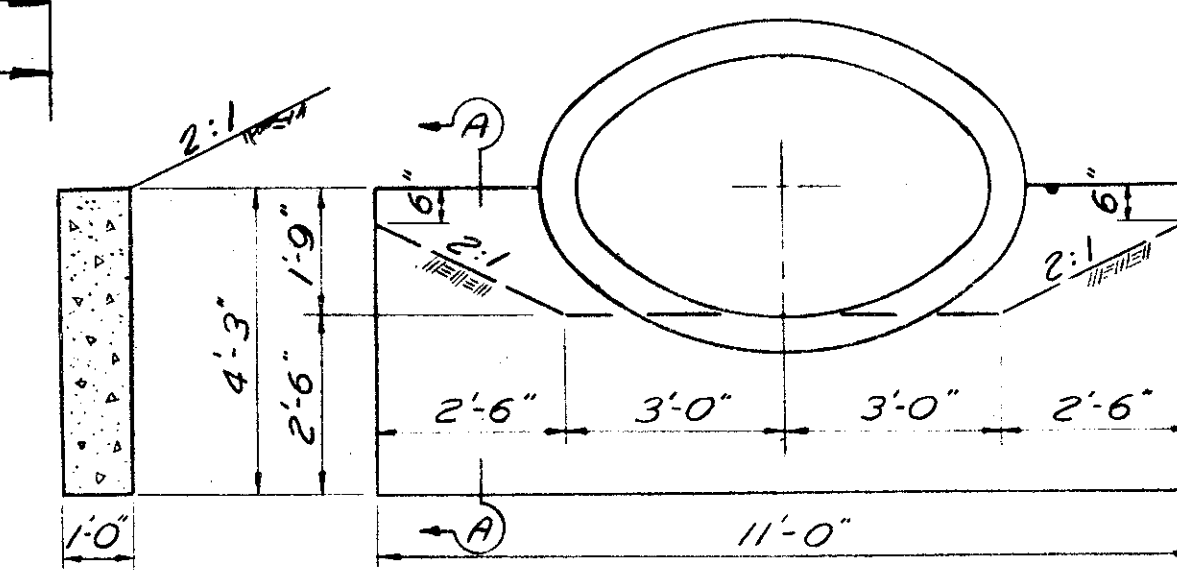
PLAN

Drainage Area = 65 Acres
Q 50, 107 C.F.S.

CULVERT DATA

Type: Elliptical Pipe
Size: 68"x43"x66'
Work Req'd: Build a 68"x43"x66' Pipe Culvert with Headwalls as shown Rt. & Lt, Excavate Inlet & Outlet Channels to Allow Proper Drainage.

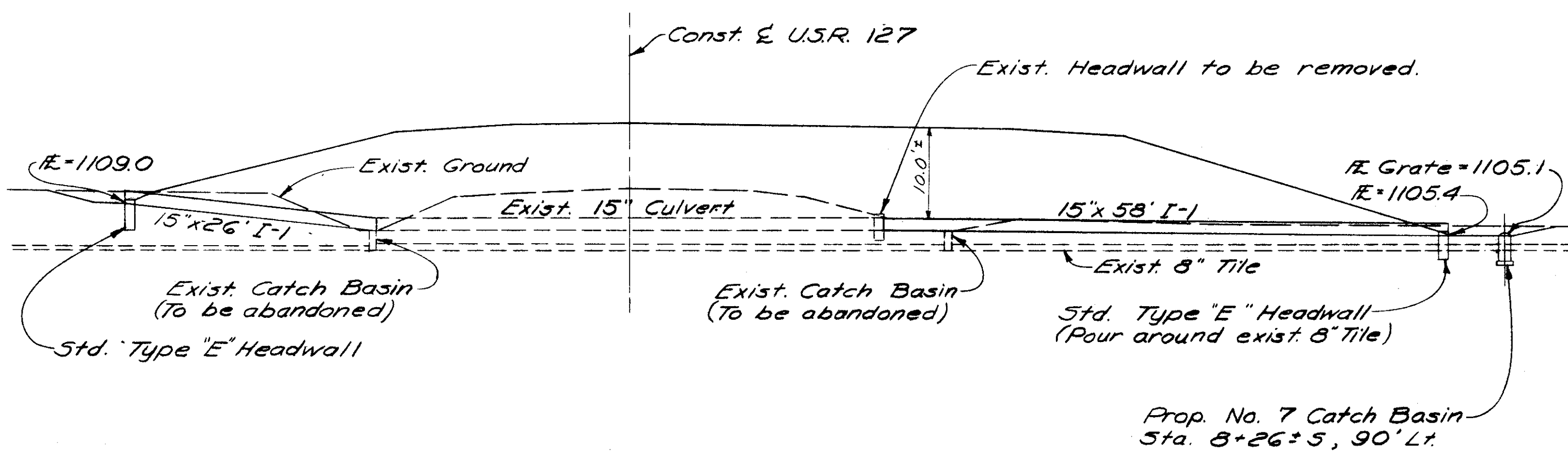
Std. Dwgs. I-1, HW-E



SECTION A-A END ELEVATION HEADWALL DETAIL

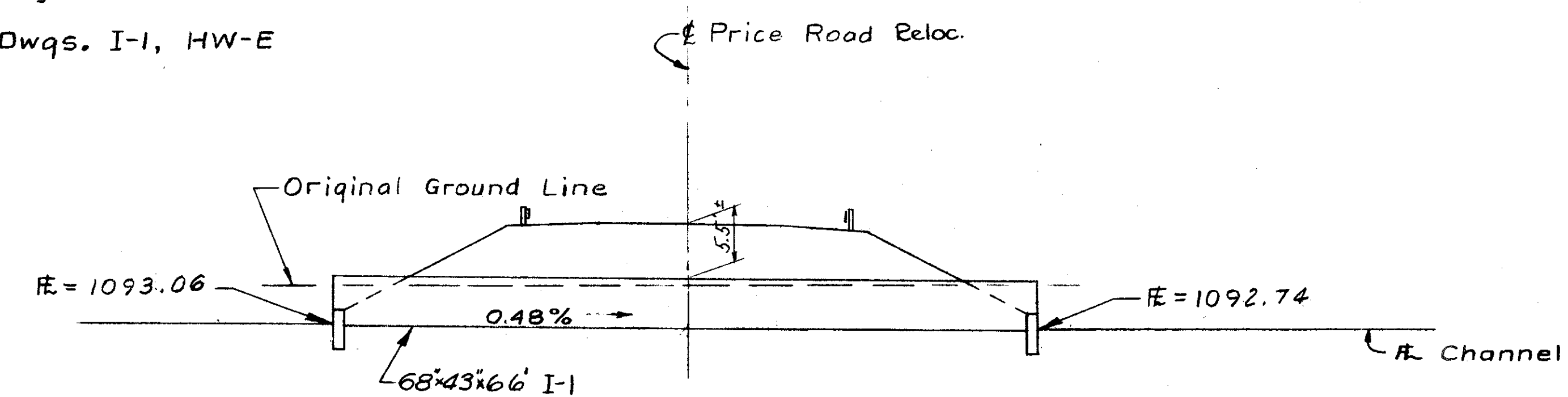
ESTIMATED QUANTITIES

I-1 68x43 Pipe Class G-1 Sec. M-6.7(b) = 66 Lin. Ft.
I-2 Masonry-Class "C" Conc. (Cast in Place) = 2.7 Cu. Yds.
L-120 Jute Matting = 12 Sq. Yds.



SECTION

PIPE CULVERT - U.S.R. 127 Sta. 8+325



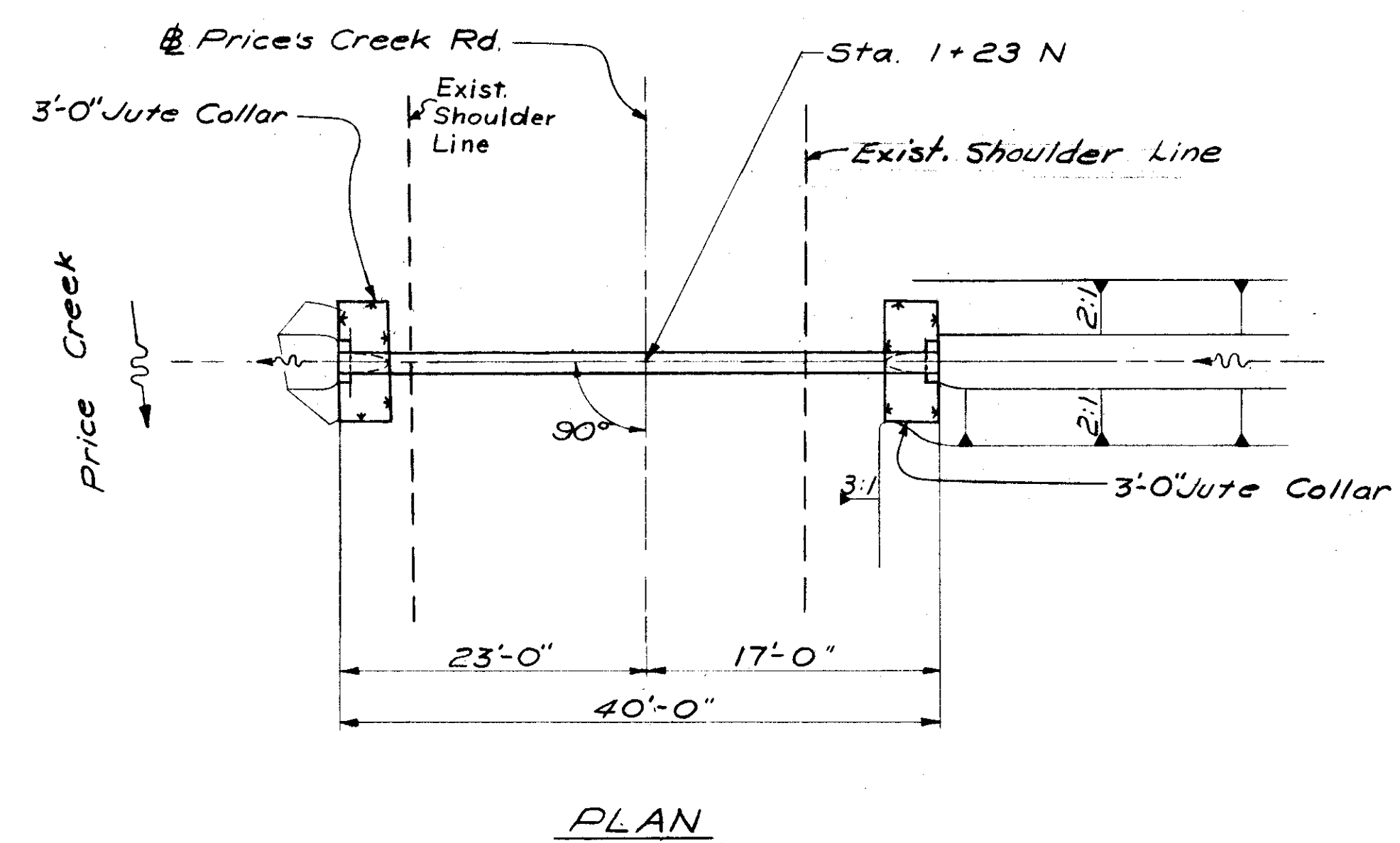
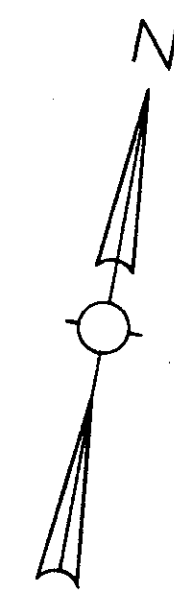
SECTION

PIPE CULVERT - PRICE ROAD RELOCATED, STA. 11+98

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(10)09	

184
273

PREBLE COUNTY
PRE-40-9.46



PLAN

CULVERT DATA

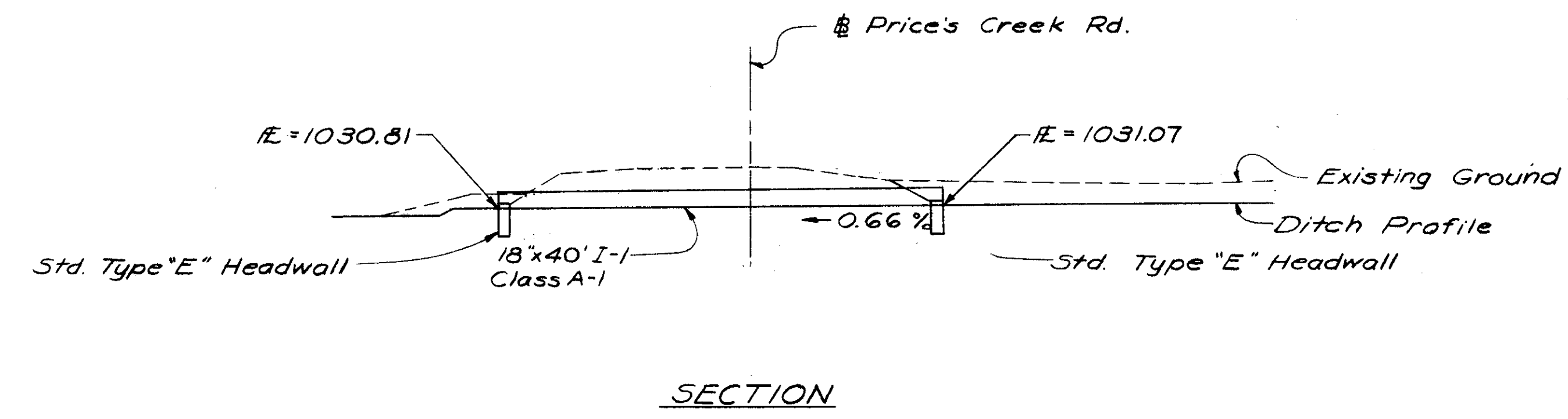
Type: Pipe
Size: 18" x 40'
Work Req'd: Construct a 18" x 40' Pipe Culvert with Std. Type "E" Headwalls Lt. & Rt. Place Jute Matting, Excavate Inlet & Outlet Channels to Allow Proper Drainage.

Std. Drwg's: I-1, HW-E

Drainage Area = 2.2 Acres
Q₂₅ = 10.9 c.f.s.

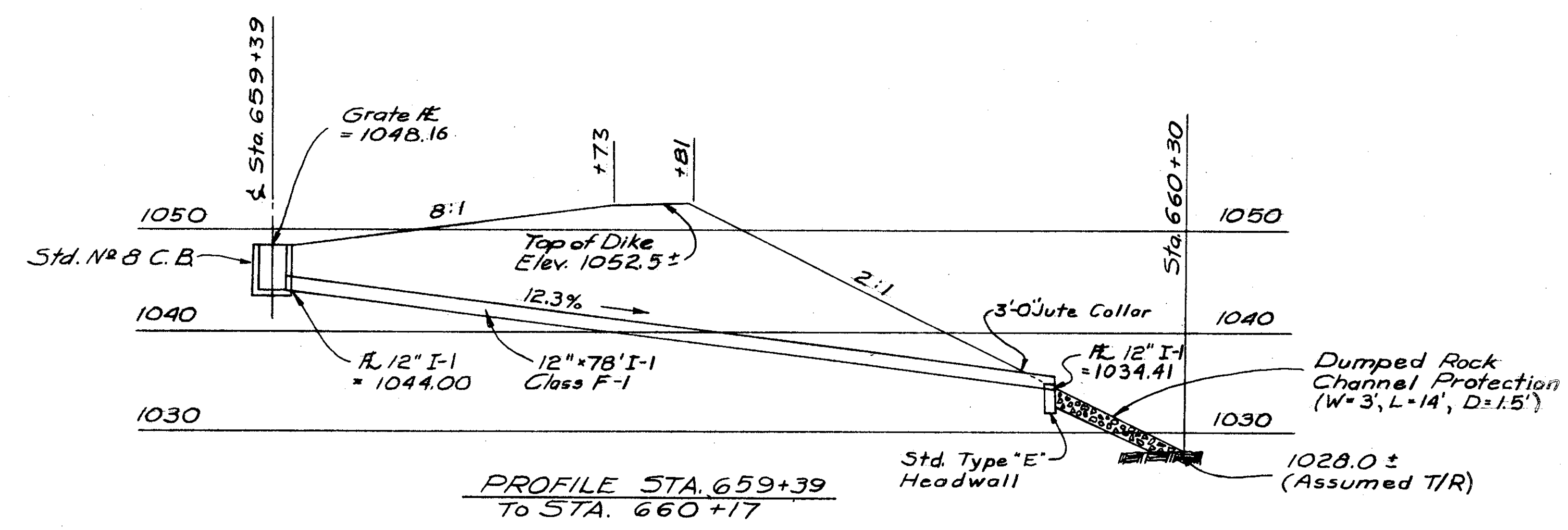
ESTIMATED QUANTITIES

I-1 18" Class A-1 Sec M-6.6(a) or M6.8(b) 40 Lin. Ft.
I-2 Masonry - Concrete (Cast in Place) 0.6 Cu. Yds.
L-120 Jute Matting 8 Sq. Yds.



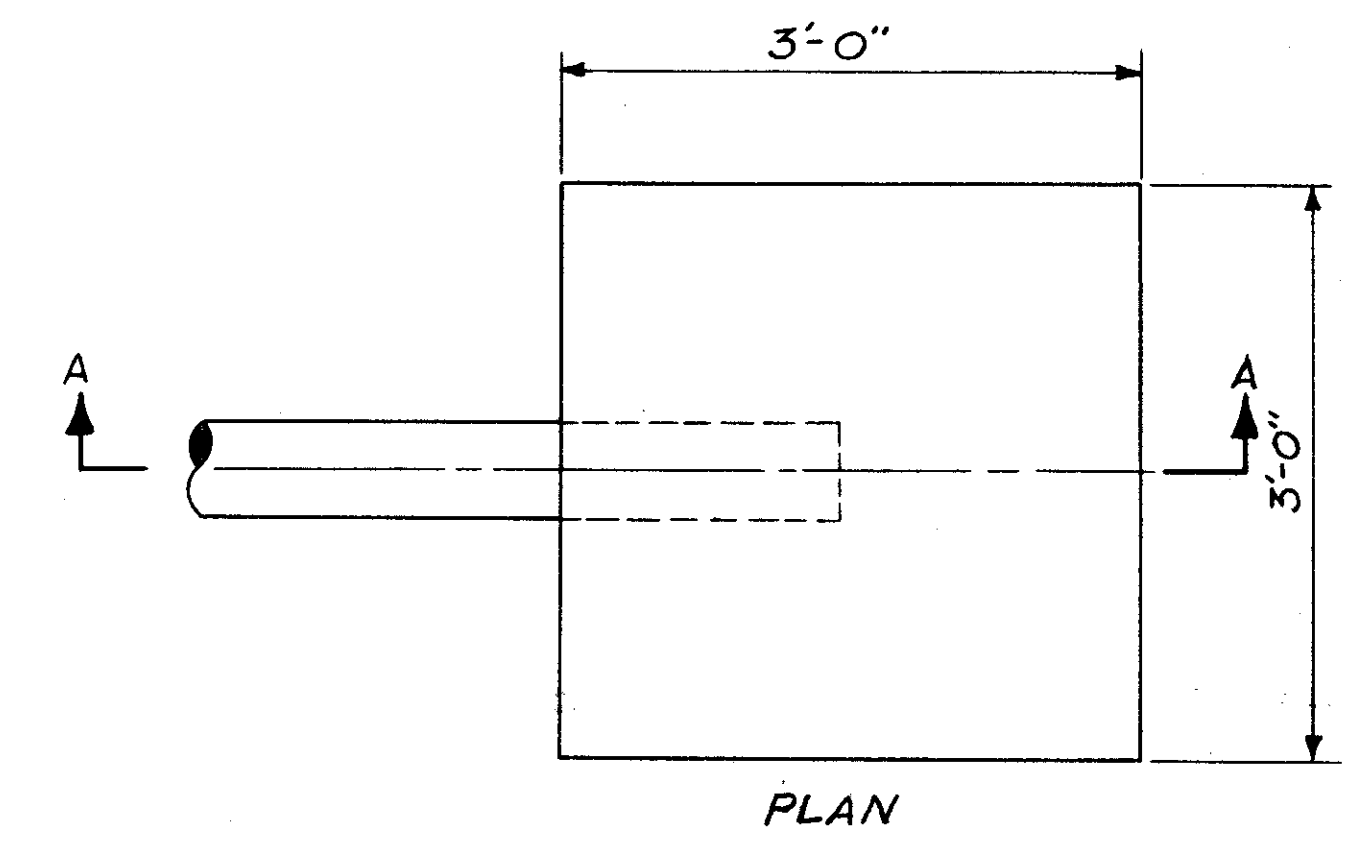
SECTION

PIPE CULVERT - PRICE'S CREEK ROAD

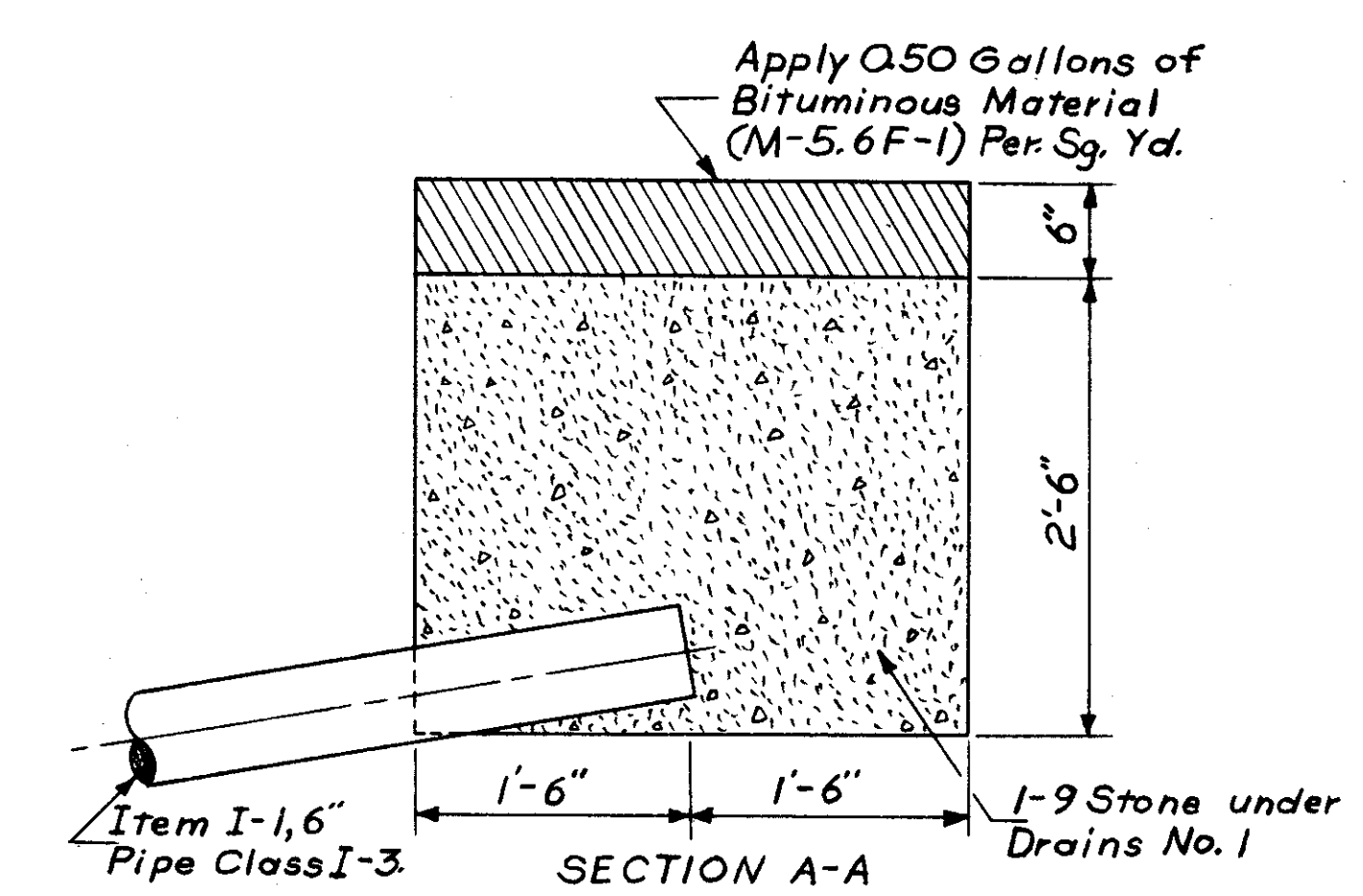


PROFILE STA. 659+39
TO STA. 660+17

MEDIAN OUTLET @ PRICE CREEK



PLAN



SECTION A-A

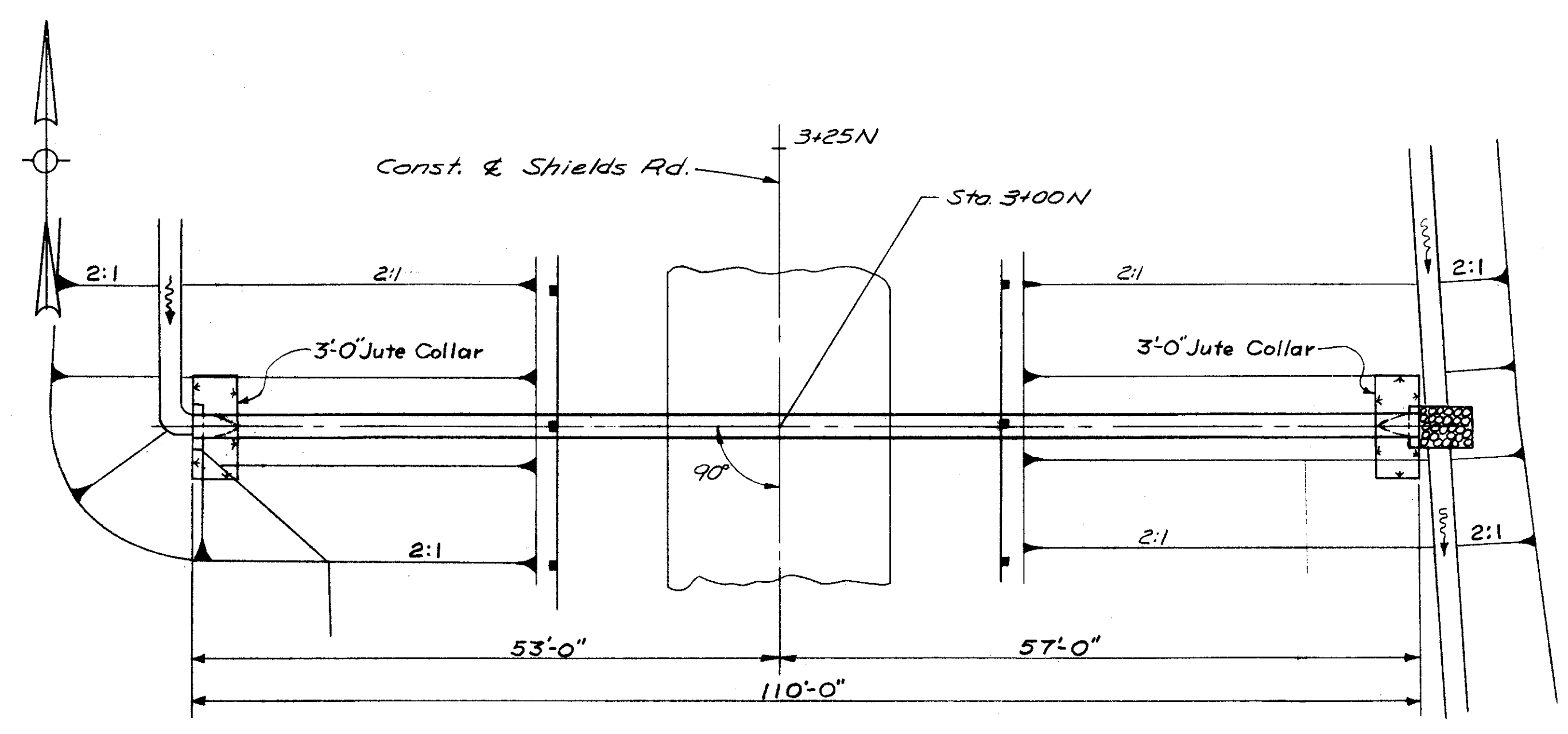
Note: No. 34 Aggregate shall be used with 6" Layer of No. 6 Aggregate Over the Top and Sealed with Bituminous Material. Aggregates, Bituminous Material and Necessary Excavation for Spring Drains shall be Paid for at the Unit Price Bid Per Lin. Ft. of "Item 1-9, Stone Underdrains, No. 1, As Per Plan." Spring Drains to be Placed at Locations Designated by Engineer.

Estimated Quantities of 15 Lin. Ft. of 1-9 Stone Underdrains, No. 1 and 200 Lin. Ft. of 6" I-1 with Porous Backfill are Carried in the General Summary for Draining Springs. This Item shall be Nonperformed in Event None are Encountered.

SPRING DRAIN DETAIL

SPRING DRAIN, CULVERT & MEDIAN OUTLET - PRICE CREEK

Drawn By J.M.



Drainage Area = 4.7 Acres
Q₅₀ = 19.5 c.f.s.

PLAN

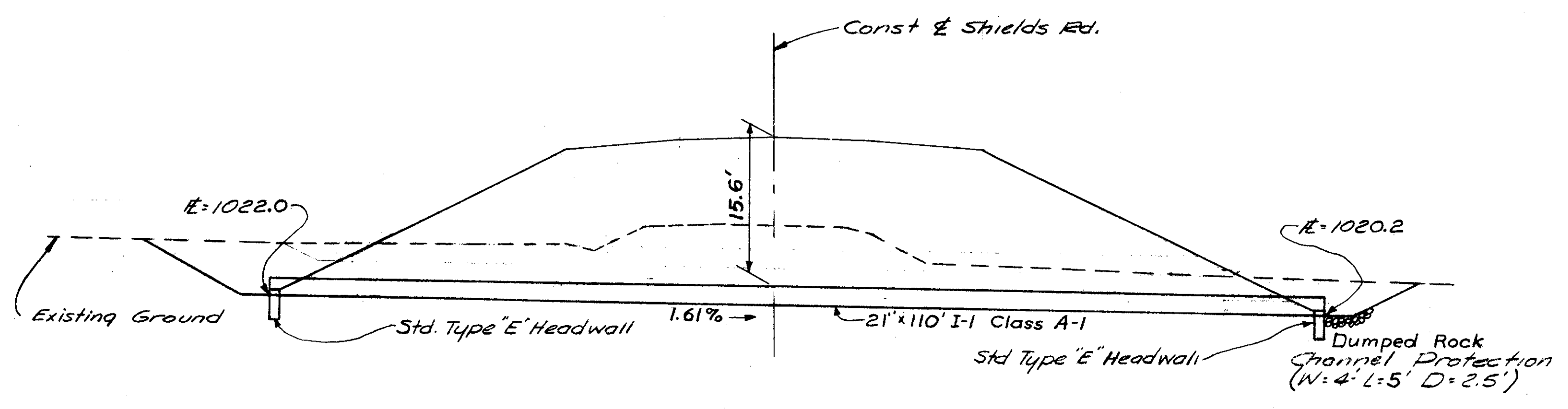
CULVERT DATA

Type: Pipe
Size: 21x110
Work Req'd: Construct a 21x110' Pipe Culvert with Std. Type "E" Headwalls Lt & Rt. Place Jute Matting Collars & Dumped Rock Channel Protection. Excavate Inlet & Outlet Channels to Allow Proper Drainage.

Std. Drawings: I-1, HW&E.

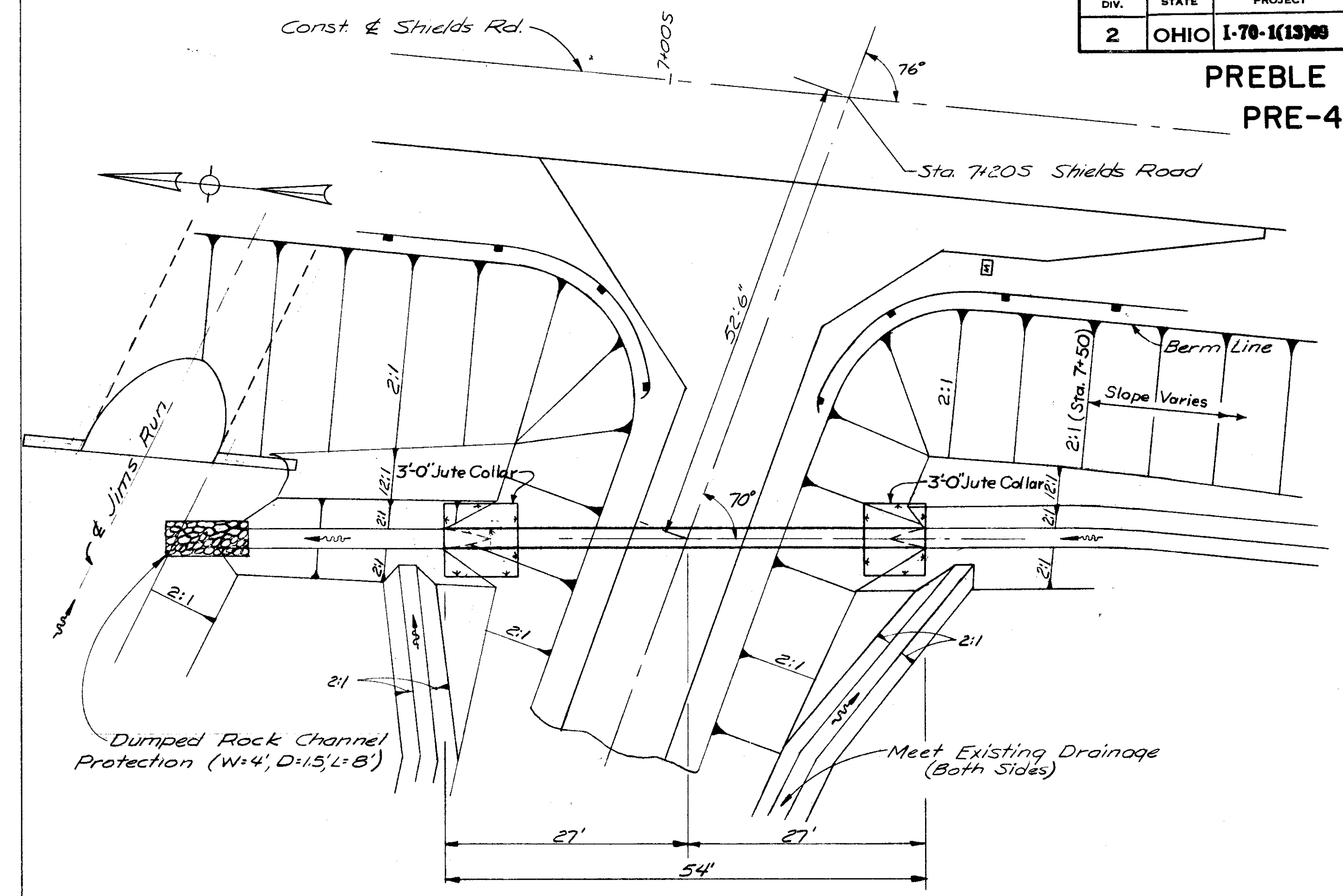
ESTIMATED QUANTITIES

I-1 21" Class A-1 Sec M 66(C) ----- 110 Lin. Ft.
I-2 Masonry - Concrete (Cast in Place) ----- 07 Cu. Yds.
I-10 Dumped Rock Channel Protection ----- 2 Cu. Yds.
I-10 Jute Matting ----- 9 Sq. Yds.



SECTION

PIPE CULVERT 3+00N



PLAN

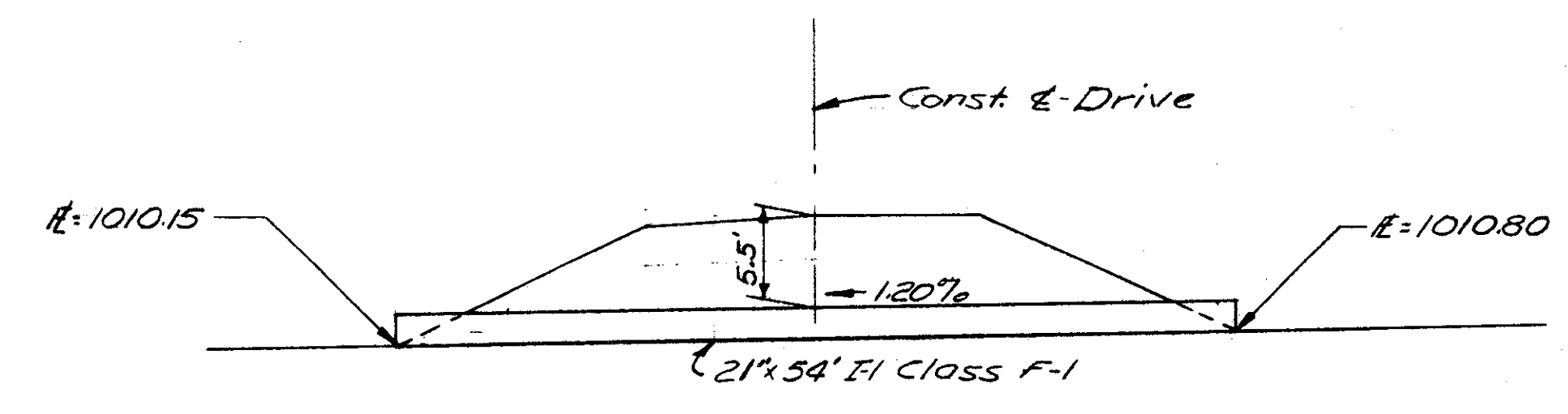
CULVERT DATA

Type: Pipe
Size: 21x54
Work Req'd: Construct a 21x54' Pipe Culvert Place Jute Matting Collars & Dumped Rock Channel Protection as shown. Excavate inlet & outlet to allow proper drainage.

Std. Drawings: I-1,

ESTIMATED QUANTITIES

E1 21" Class F-1 ----- 54 Lin. Ft.
I-10 Dumped Rock Channel Protection ----- 1.8 Cu. Yds.
I-10 Jute Matting ----- 12 Sq. Yds.



SECTION

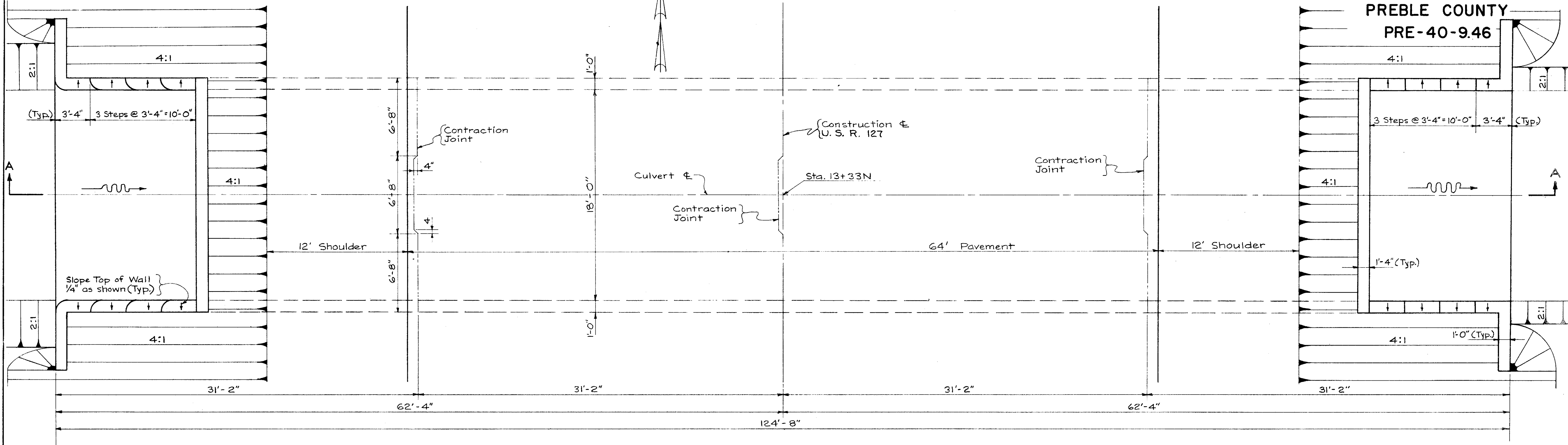
PIPE CULVERT 52.5' RT. STA 7+205

MICROFILMED
MAY 9 1986

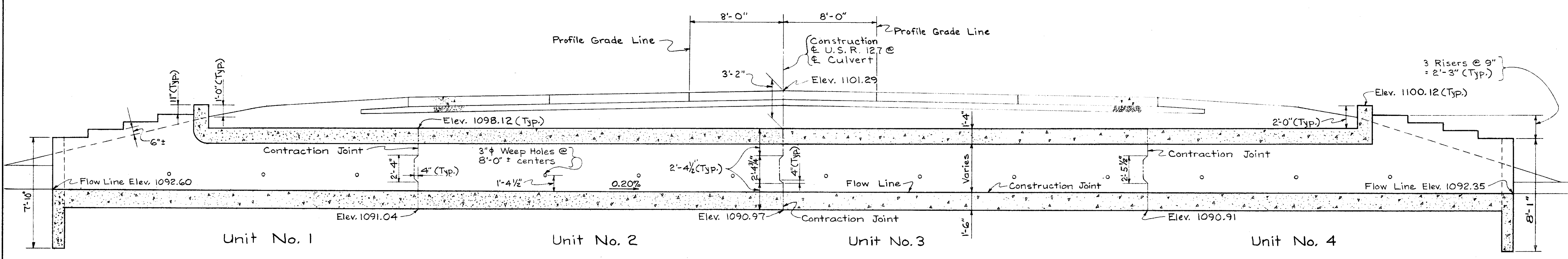
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

186
273

PREBLE COUNTY
PRE-40-9.46



PLAN



SECTION A-A

NOTE:

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof dated 2-21-58.

CONCRETE shall be Class "C"

EMBANKMENT shall be placed symmetrically on both sides of the culvert after the top slab is in place. Embankment over the barrel shall be placed in horizontal layers simultaneously with that on each side of culvert.

FOUNDATION MATERIAL of approximately uniform bearing capacity is contemplated. Spots of soft earth shall be removed and be replaced with thoroughly compacted granular material.

SLOPE OF FLOW LINE shall in general be made the same as slope of stream bed at the site.

ESTIMATED QUANTITIES			
ITEM	TOTAL	UNIT	DESCRIPTION
E-2	190	Cu. Yds.	Unclassified Excavation
S-1	290	Cu. Yds.	Class "C" Concrete
S-4	47,134	Lbs.	Reinforcing Steel
S-24	Lump Sum		Removal of Existing Structures
S-29	2	Cu. Yds.	Porous Backfill

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

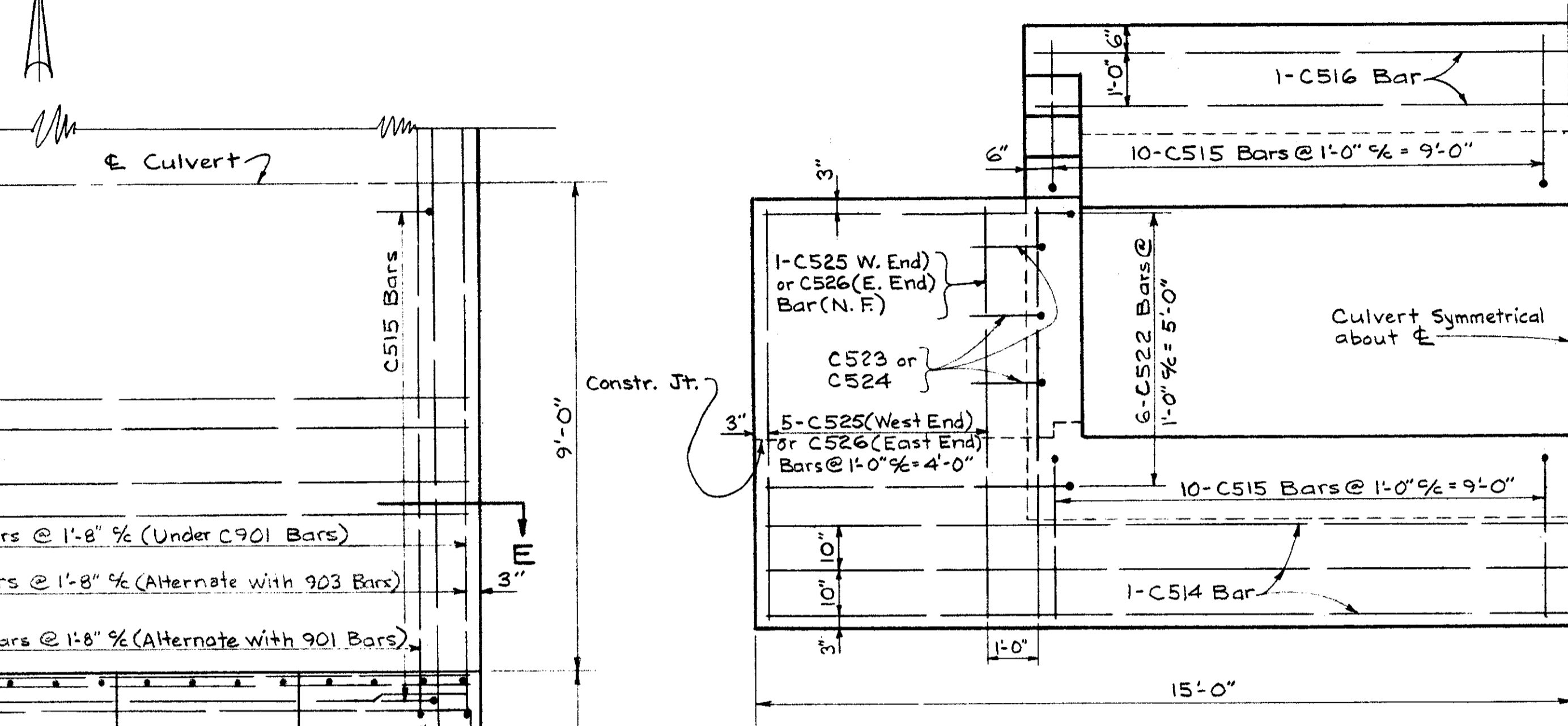
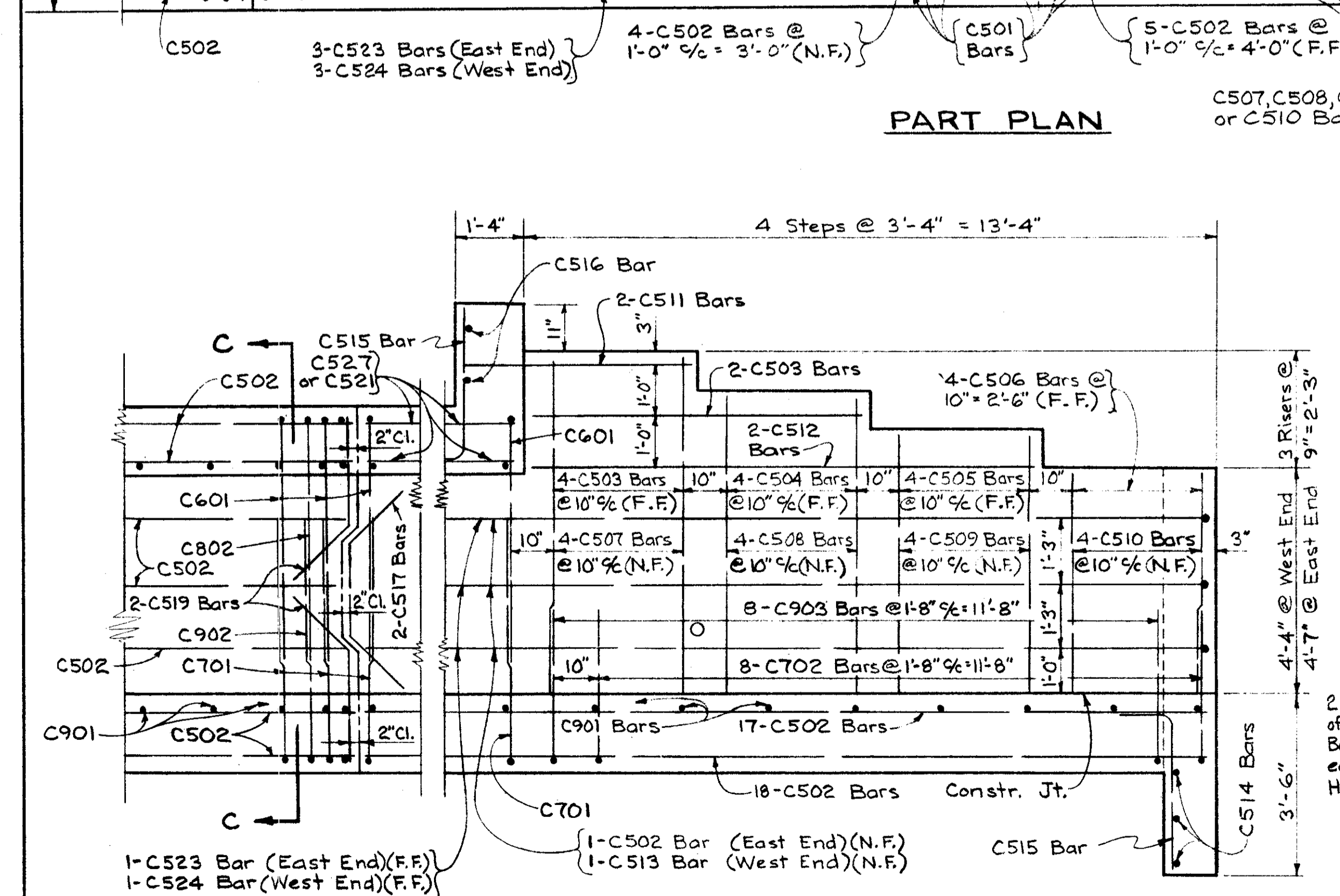
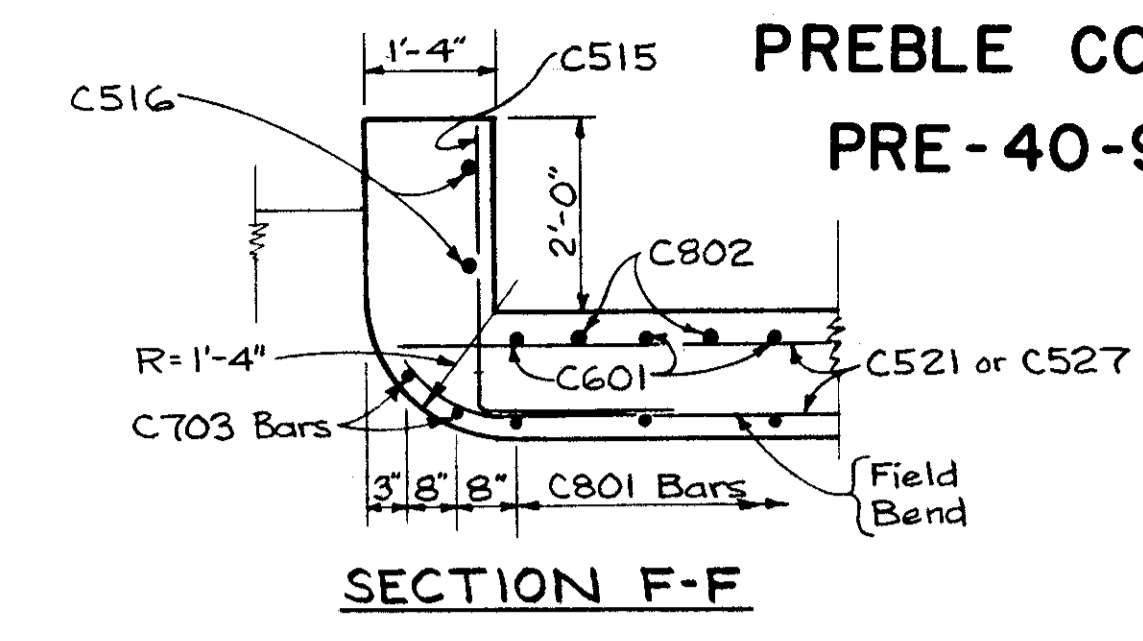
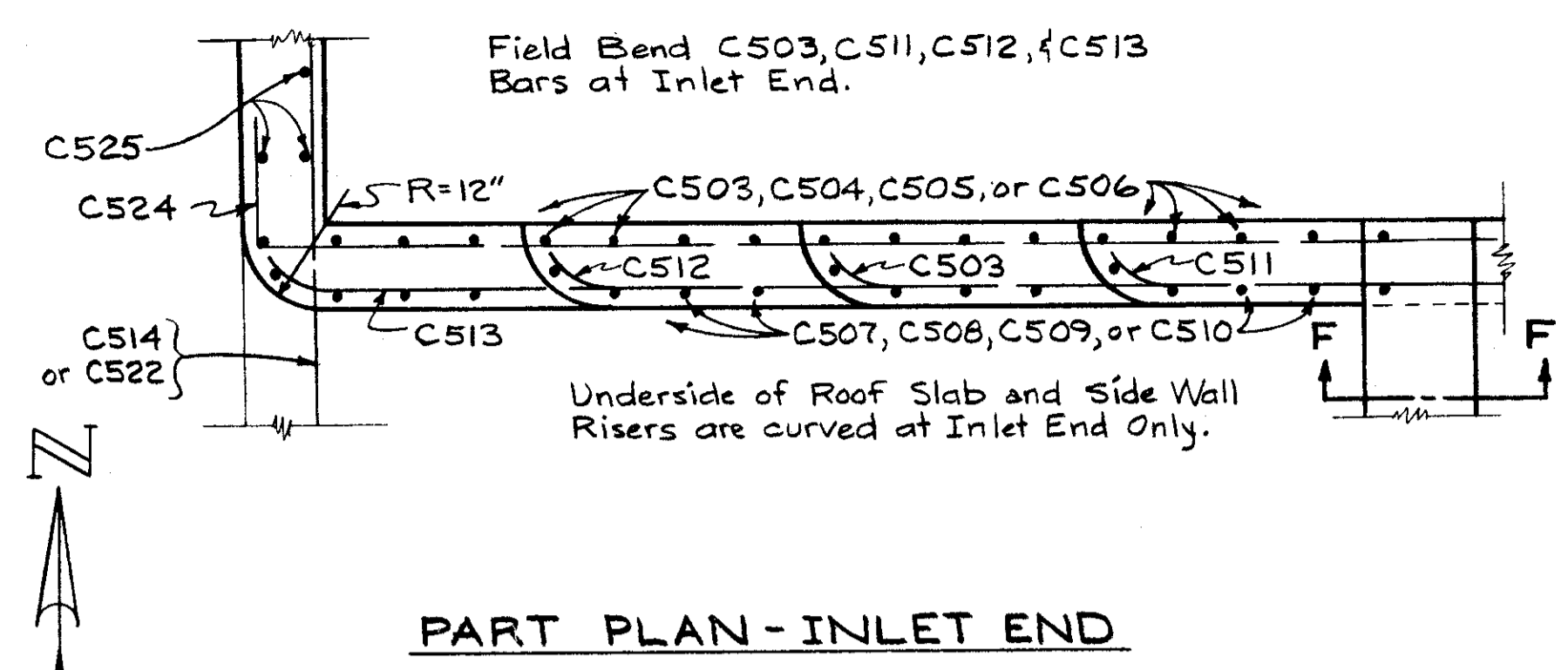
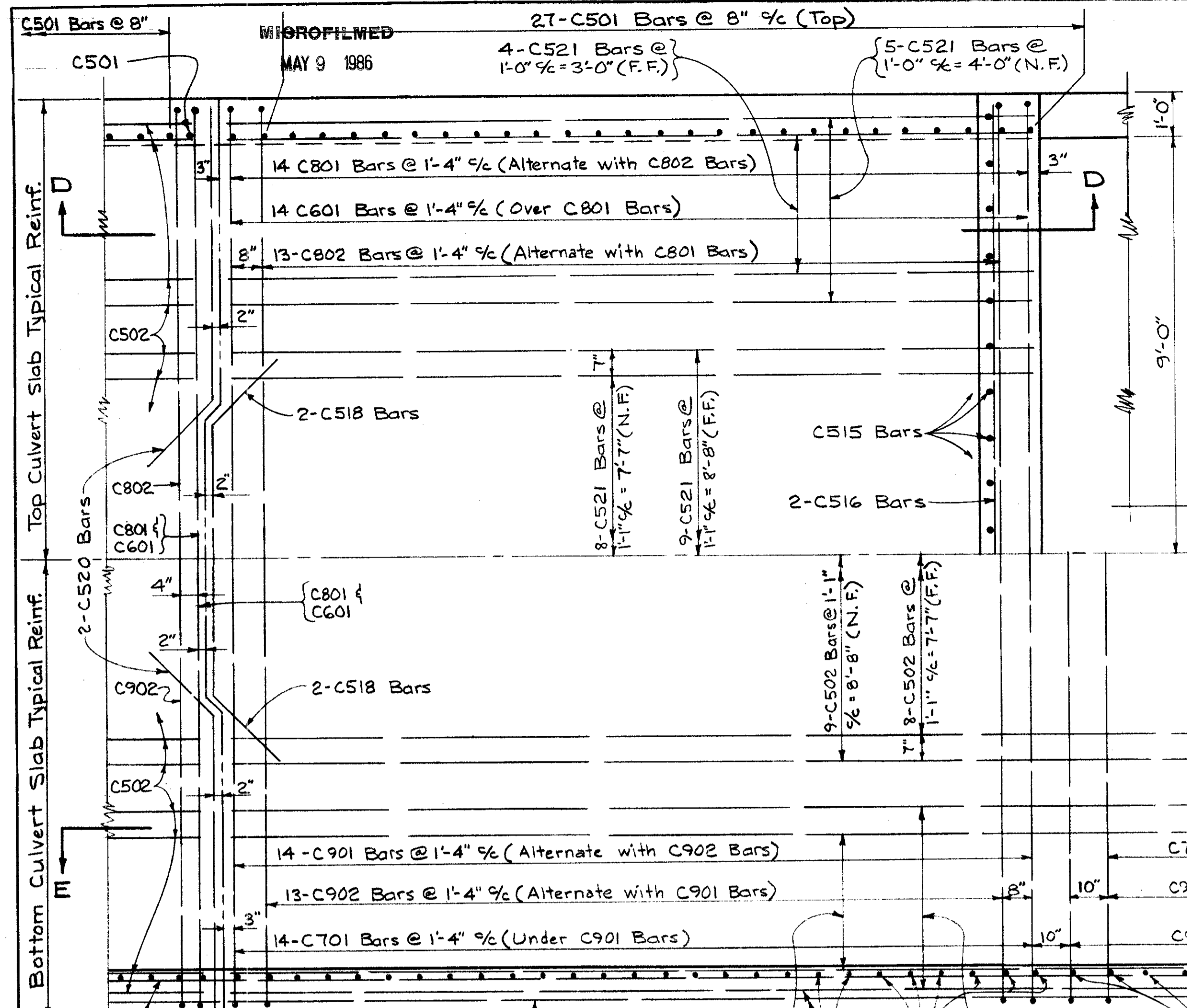
CULVERT DETAILS
18' x 4' REINFORCED CONCRETE CULVERT
U. S. R. 127 STA. 13+33N
PREBLE COUNTY U. S. R. 40

DESIGNED R.E.M.	DRAWN R.E.M.	TRACED H.L.L.	CHECKED H.L.L.	REVIEWED DATE 10-4-62	REVISED
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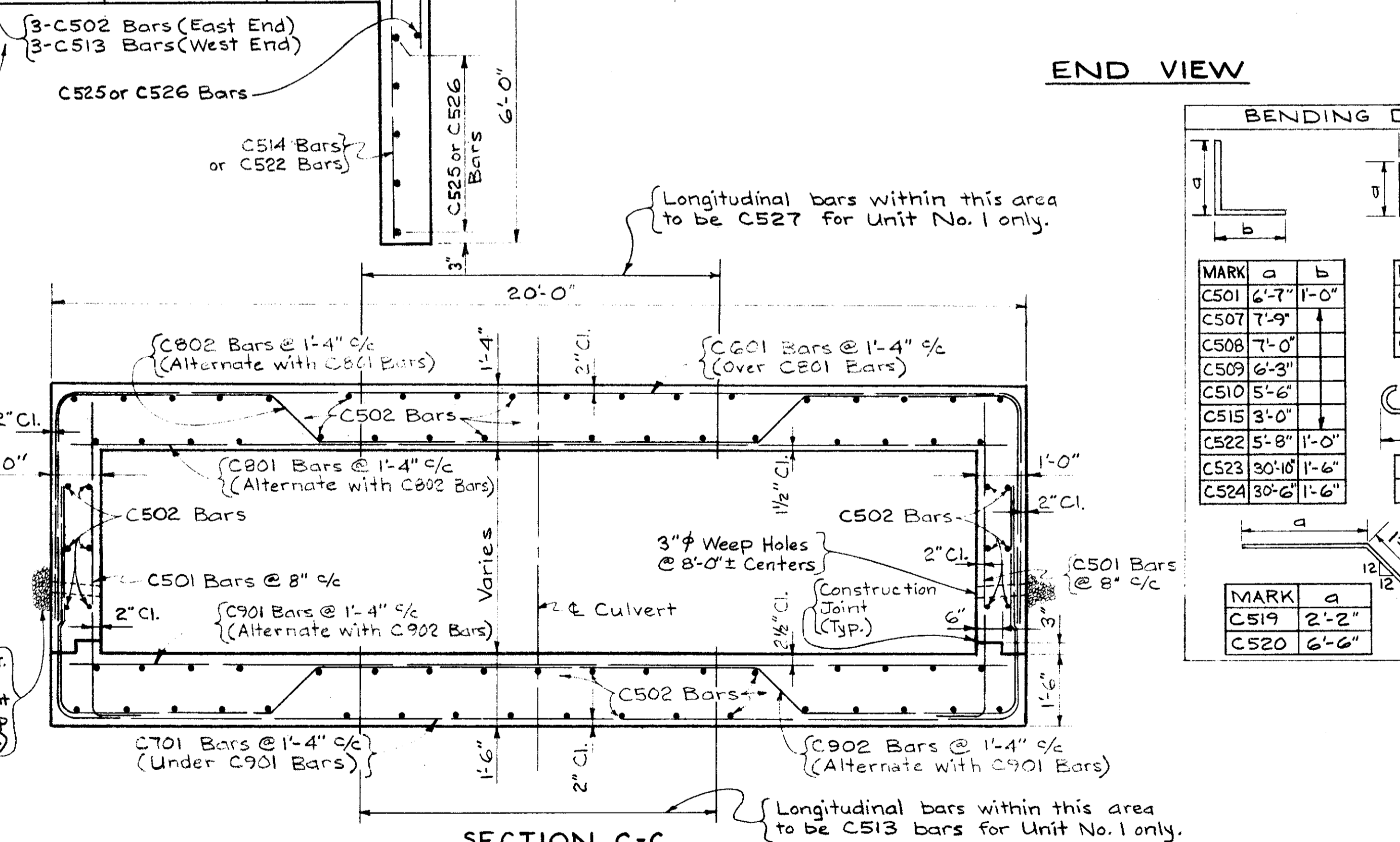
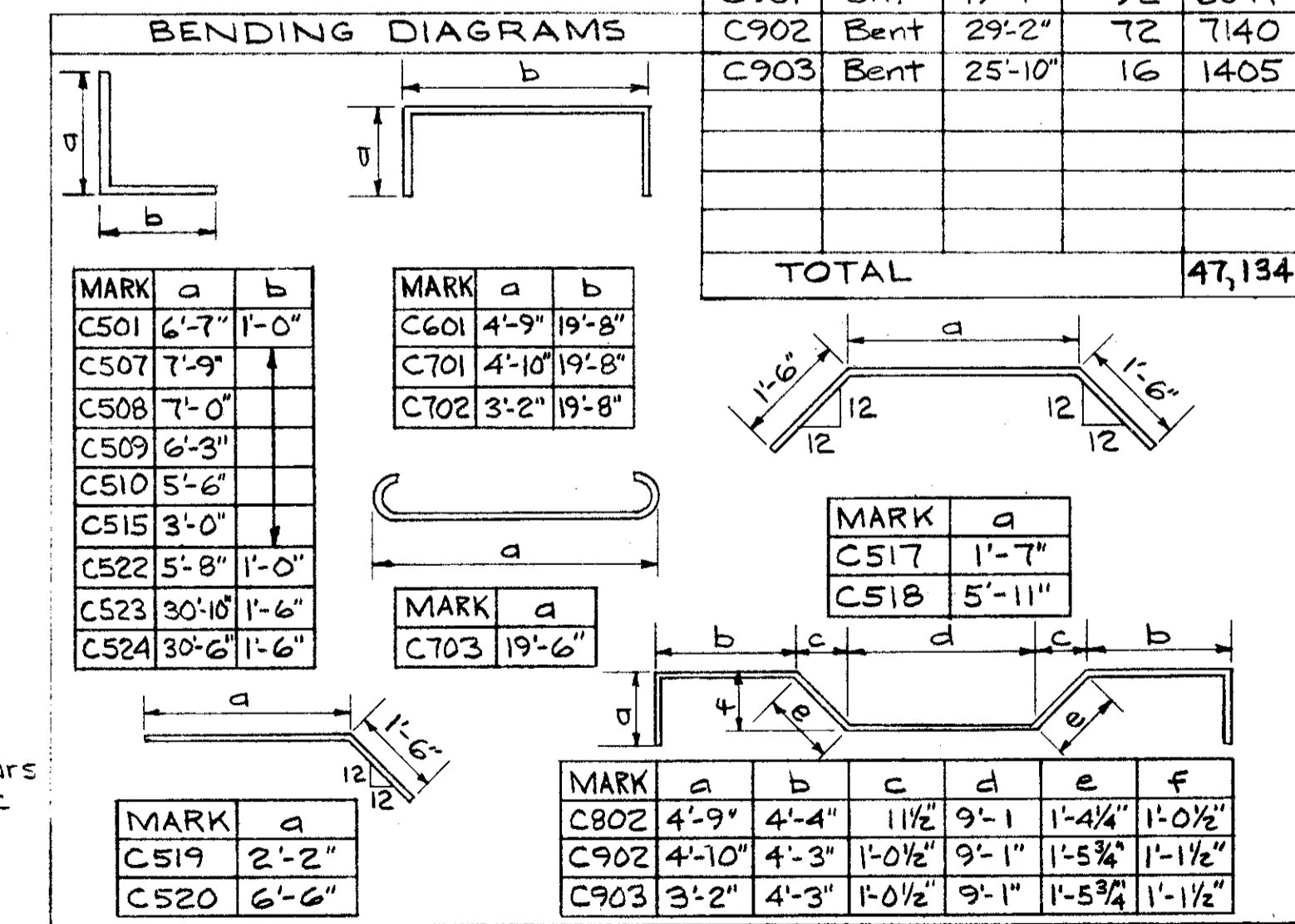
**PREBLE COUNTY-
PRE-40-946**

REINFORCING STEEL LIST

MARK	SHAPE	LENGTH	TOTAL	WEIGHT
C501	Bent	7'-5"	296	2290
C502	Str.	30'-11"	227	7320
C503	Str.	6'-5"	24	161
C504	Str.	5'-8"	16	95
C505	Str.	4'-11"	16	82
C506	Str.	4'-2"	16	70
C507	Bent	8'-7"	16	143
C508	Str.	7'-10"	16	131
C509	Str.	7'-1"	16	118
C510	Bent	6'-4"	16	106
C511	Str.	4'-4"	8	36
C512	Str.	9'-10"	8	82
C513	Str.	30'-7"	19	606
C514	Str.	29'-8"	6	186
C515	Bent	3'-10"	80	320
C516	Str.	19'-8"	4	82
C517	Str.	4'-5"	12	55
C518	Str.	8'-9"	12	110
C519	Str.	3'-7"	24	90
C520	Bent	7'-11"	24	198
C521	Str.	17'-6"	57	1040
C522	Bent	6'-6"	24	163
C523	Bent	32'-2"	6	201
C524	Bent	31'-10"	6	199
C525	Str.	7'-5"	12	93
C526	Str.	7'-8"	12	96
C527	Str.	17'-2"	13	233
C601	Bent	28'-10"	76	3291
C701	Bent	29'-0"	76	4505
C702	Bent	25'-8"	16	839
C703	Bent	21'-2"	2	87
C801	Str.	19'-4"	76	3923
C802	Bent	29'-1"	72	5591
C901	Str.	19'-4"	92	6047
C902	Bent	29'-2"	72	7140
C903	Bent	25'-10"	16	1405
TOTAL				47,134



END VIEW



SECTION C-C

(Typical Interior Section Except As Noted)

SECTION D-D or E-E

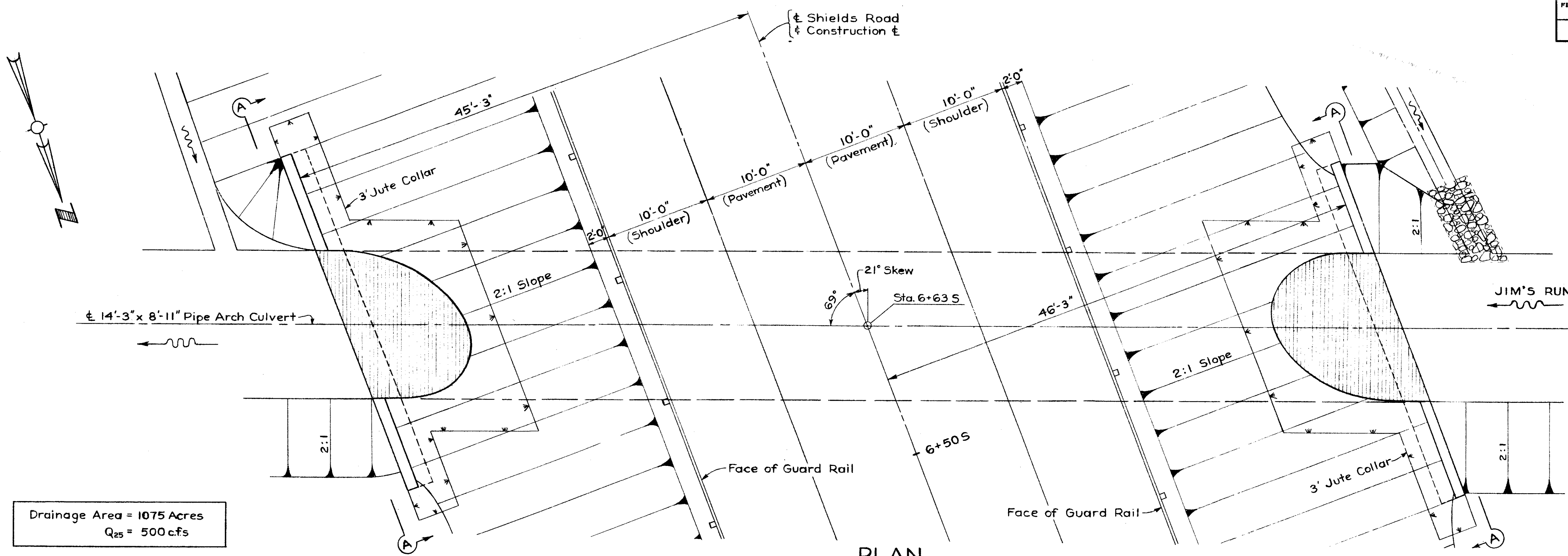
(Section D-D As Shown)
(Section E-E Opposite Shown)

**HAZLET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO**

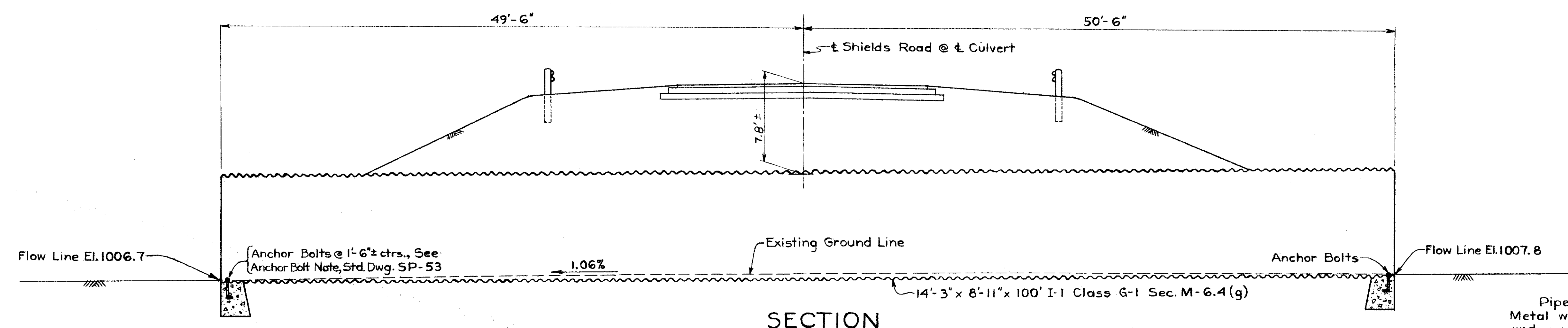
CULVERT DETAILS
18'x4' REINFORCED CONCRETE CULVERT
U. S. R. 127 STA. 13+33N
PREBLE COUNTY U. S. R. 40

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R. E. M.	R. E. M.		H. L. L.	10-4-62	
8-26-62	9-3-62				

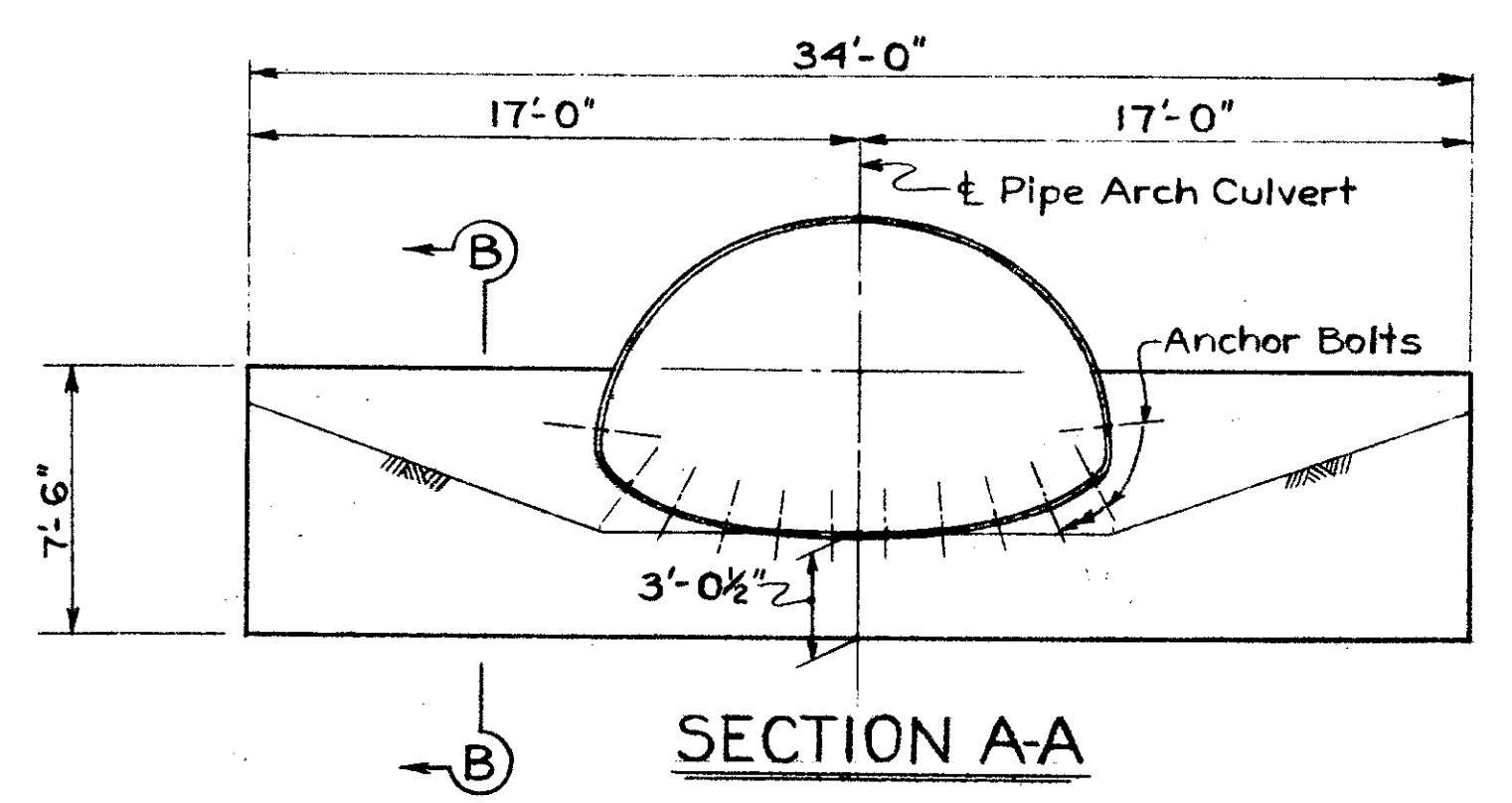
PREBLE COUNTY
PRE-40-9.46



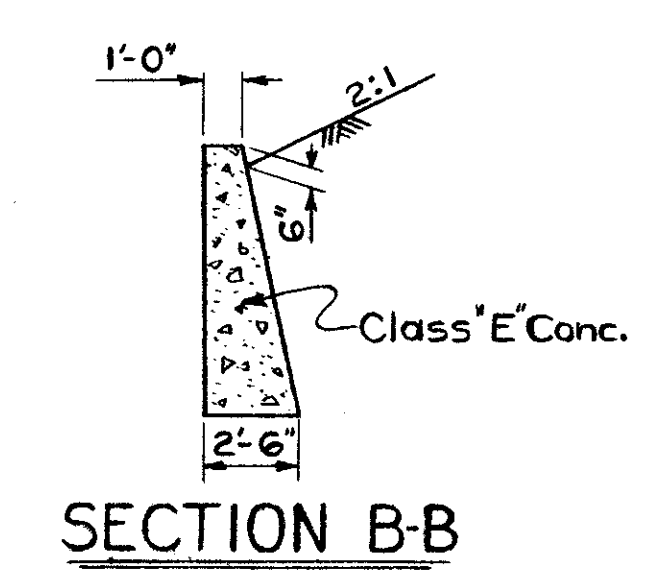
PLAN



SECTION



SECTION AA



SECTION B-B

For Construction Procedure, see "End Wall" note, Std. Dwg. SP-53

NOTES

- Pipe shall be Sectional Plate Corrugated Metal with bottom & corner plate gauge = 5 and gauge of other plates = 7.
- For Details not shown, See Standard Drawing SP-53.
- Concrete in end walls shall be Class "E".

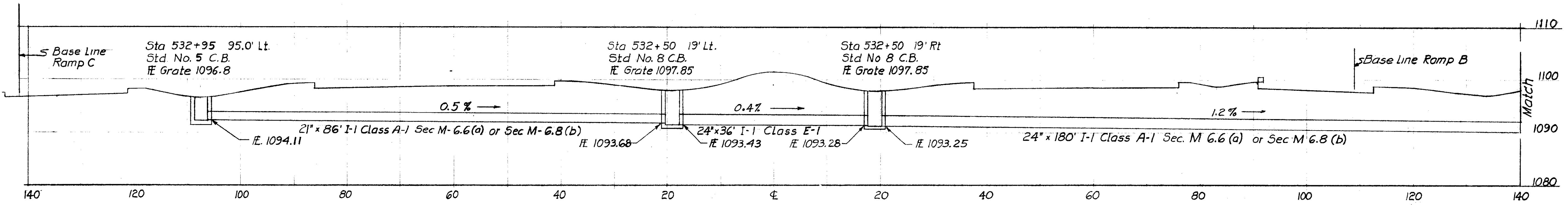
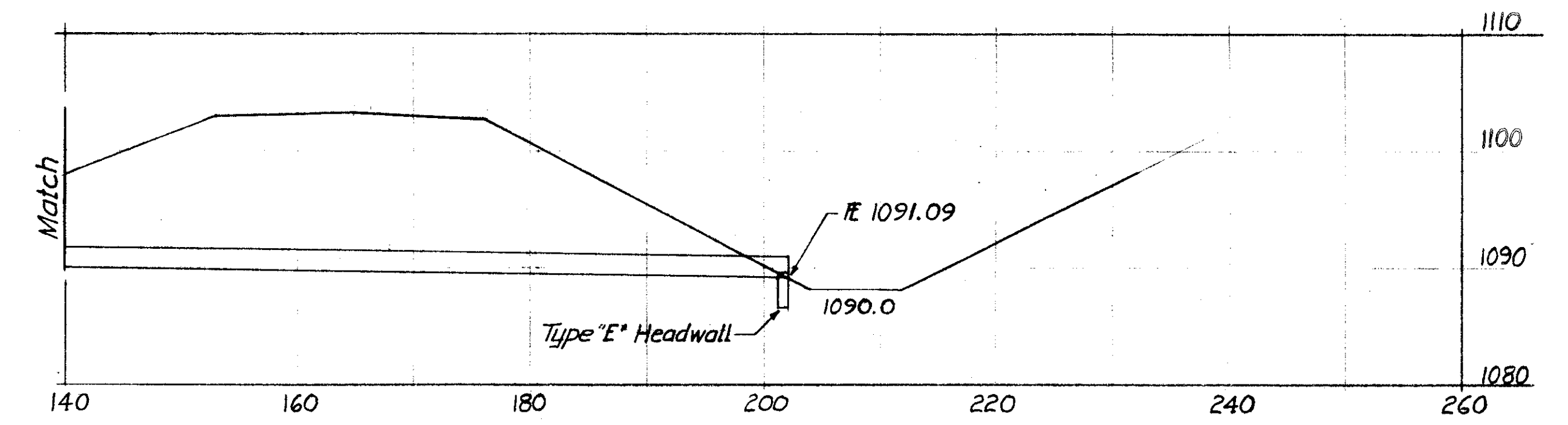
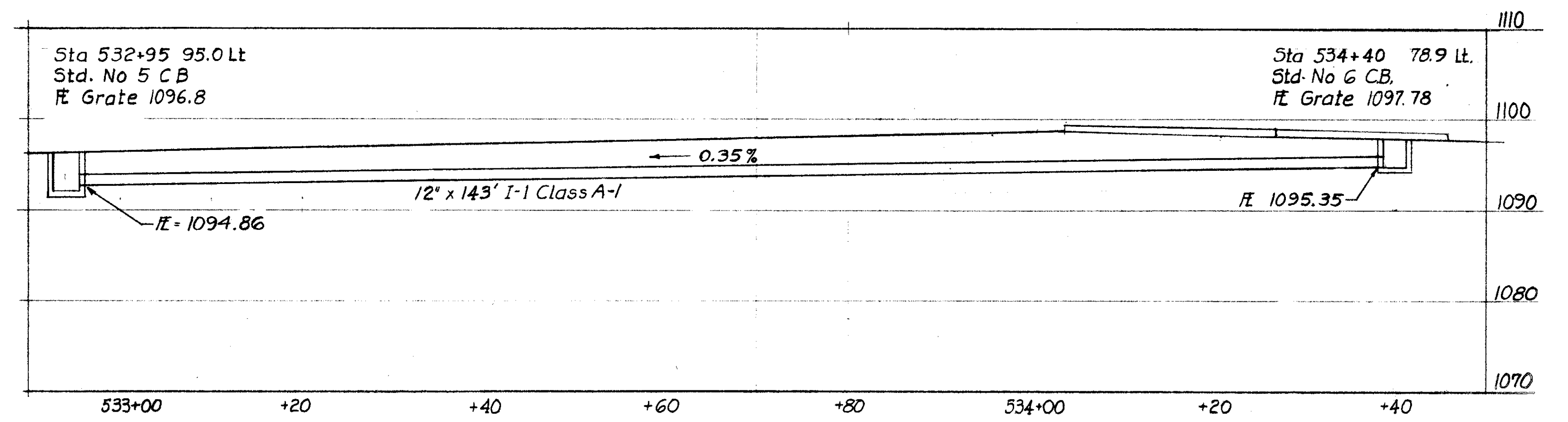
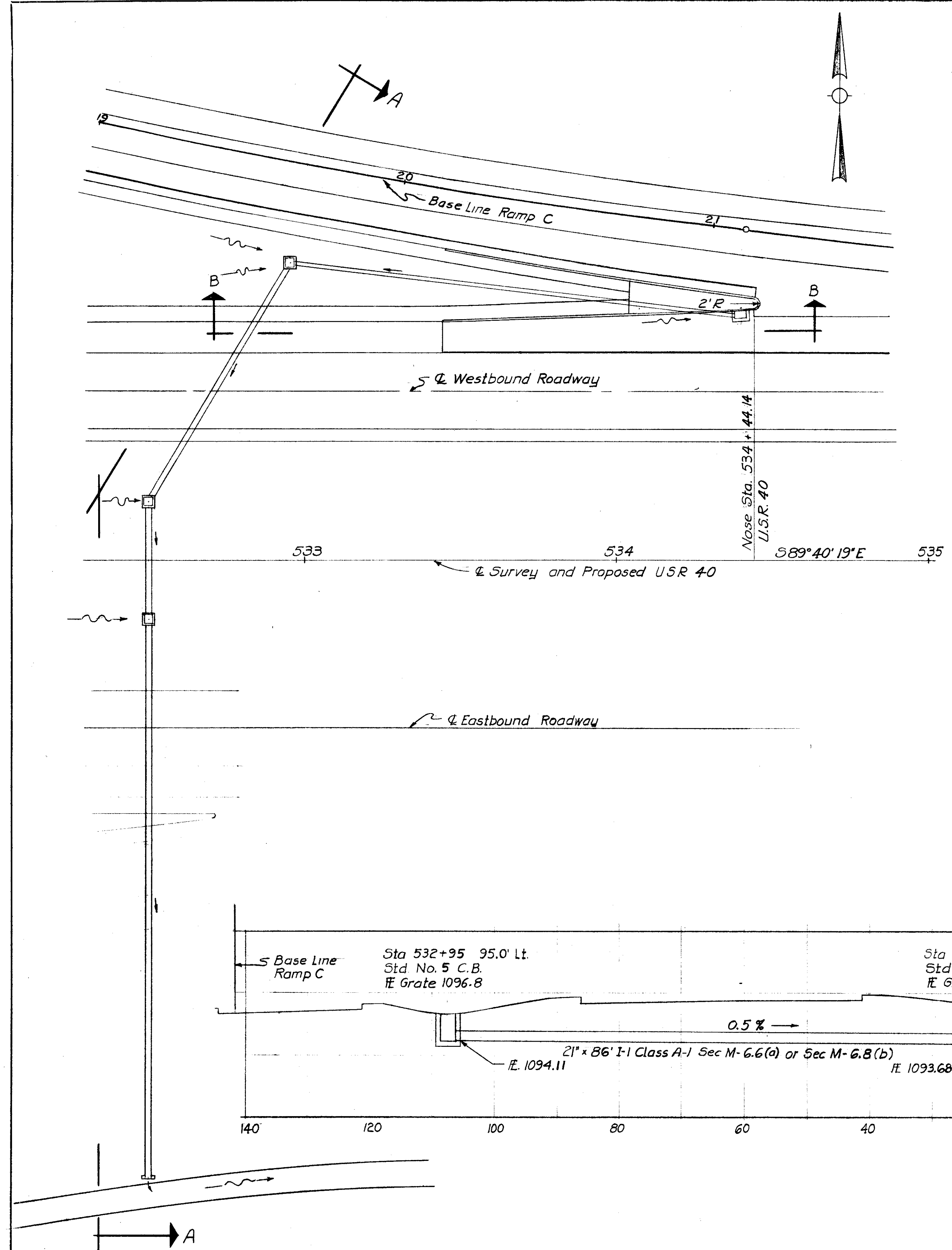
ESTIMATED QUANTITIES

- I-1 14'-3" x 8'-11" Pipe Class G-1 Sec. M-6.4 (g) ----- 100 Lin. Ft.
- I-2 Masonry - Concrete (Cast-in-Place) ----- 29 Cu. Yds.
- L-120 Jute Matting ----- 52 Sq. Yds.
- S-24 Removal of Existing Structure ----- Lump Sum

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(18)00	

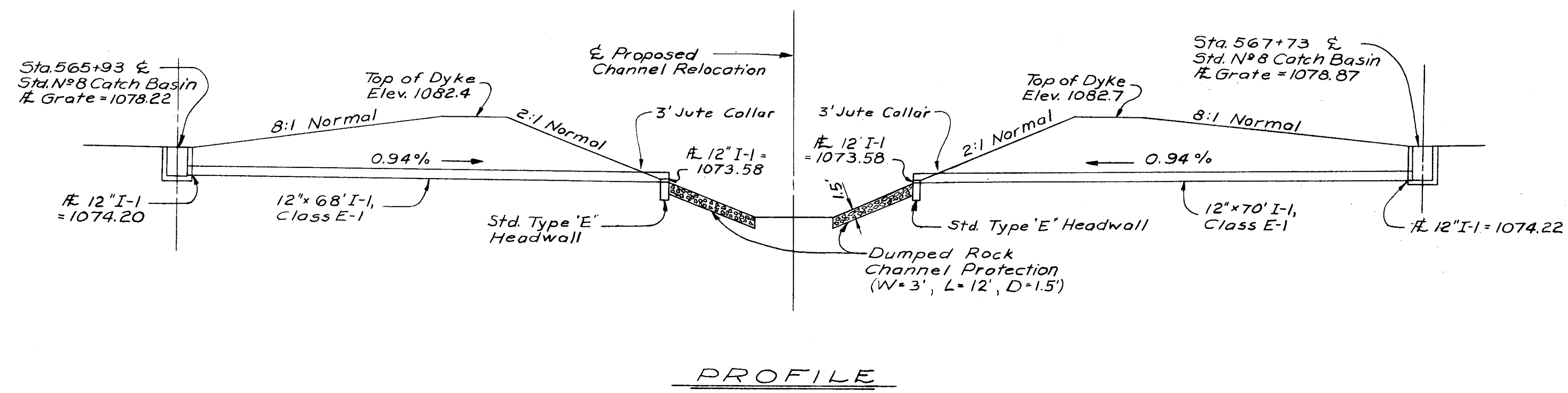
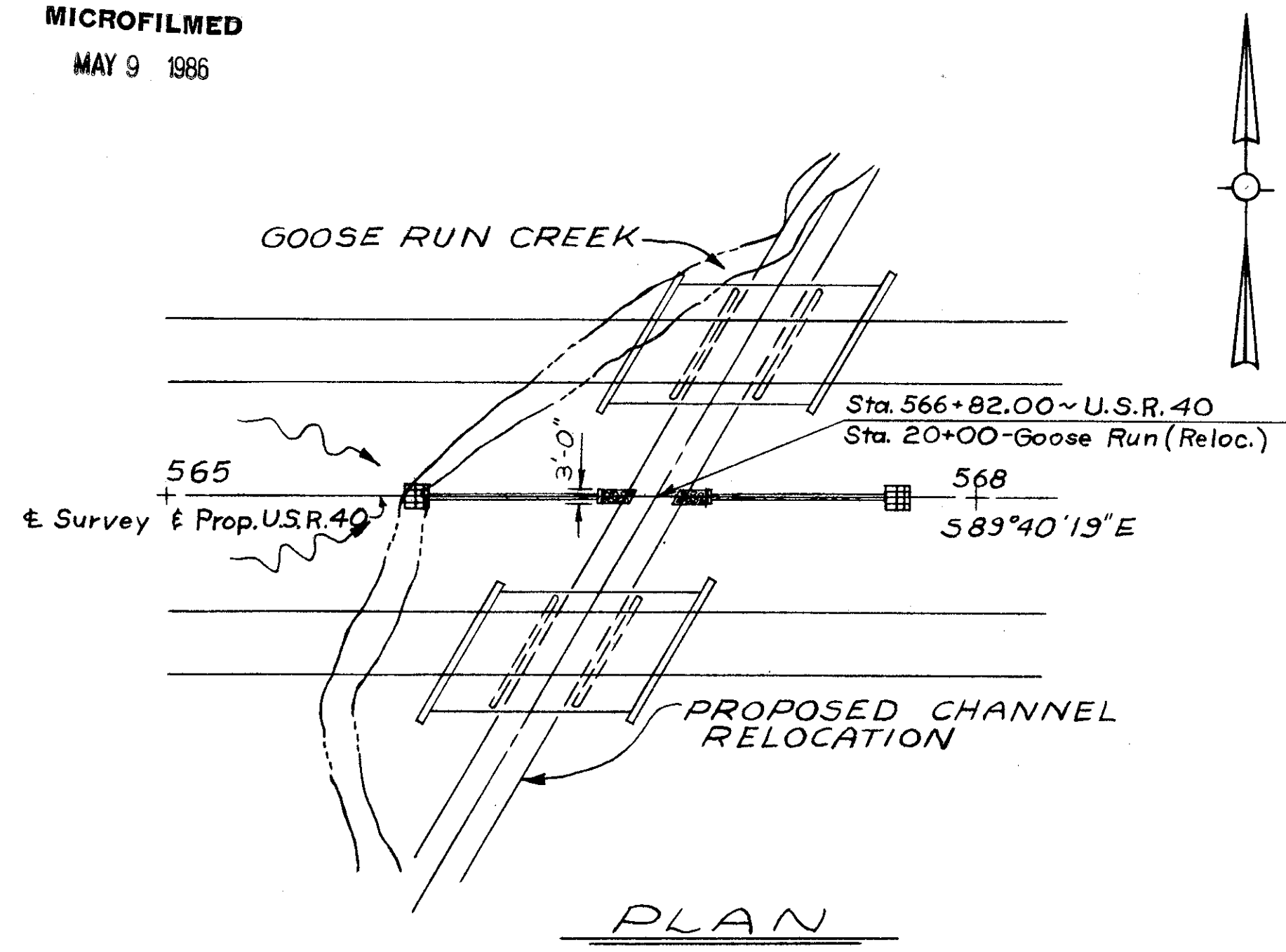
190
273

PREBLE COUNTY
PRE-40-9.46

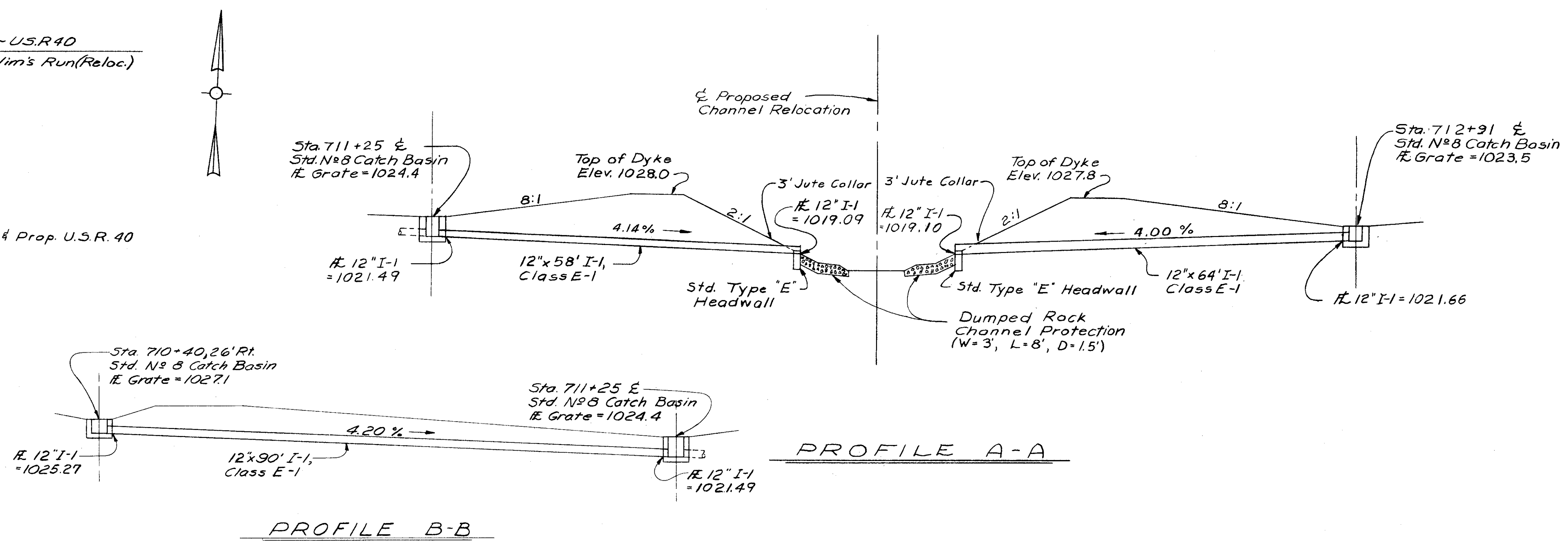
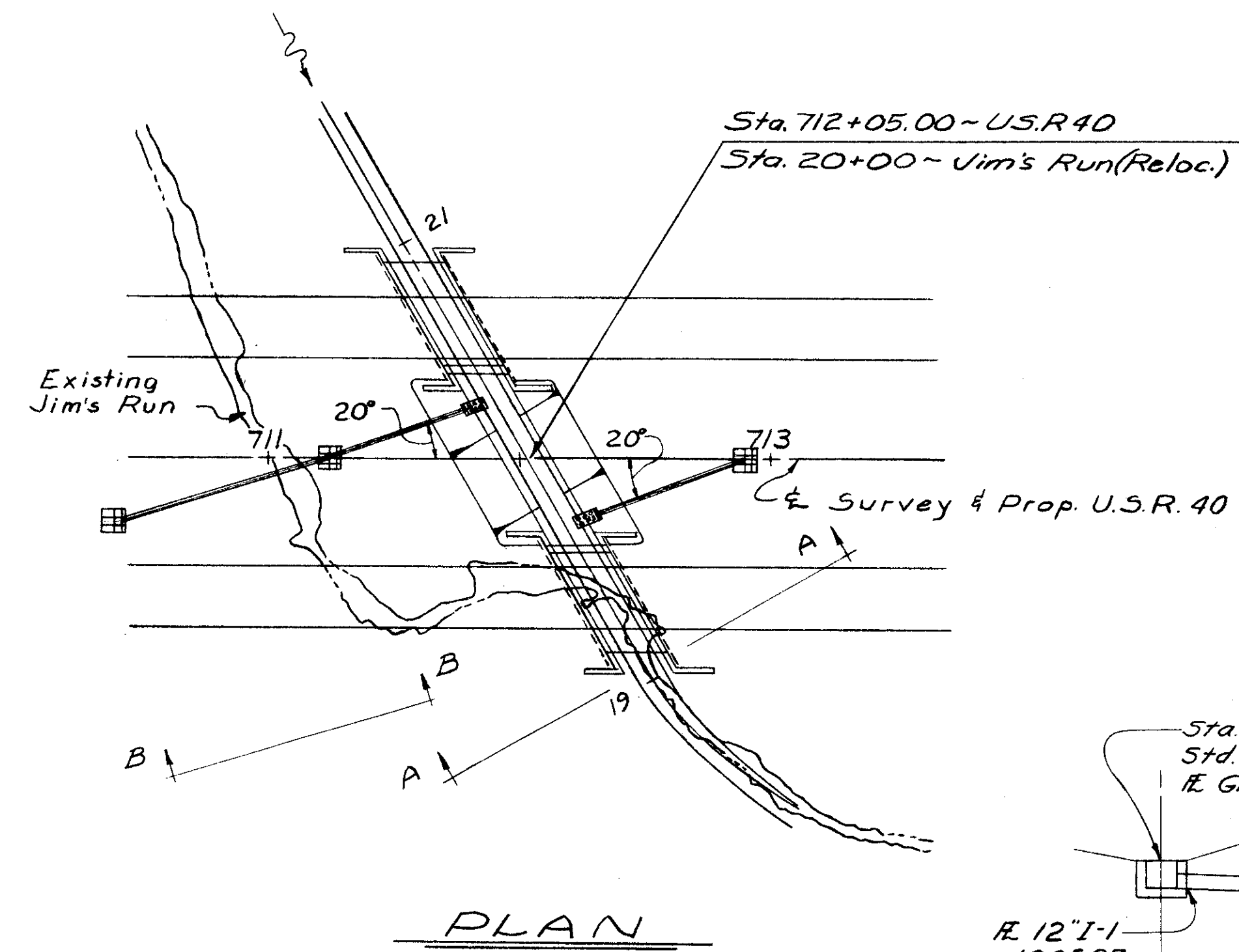


PREBLE COUNTY
PRE-40-9.46

MICROFILMED
MAY 9 1986



MEDIAN OUTLETS @ GOOSE RUN



MEDIAN OUTLETS @ JIM'S RUN

HEADWALL TYPE "A"

(QUANTITIES FOR ONE HEADWALL)

HEADWALL DIMENSIONS					REINF. BARS SCHEDULE				Reinforcing Steel Pounds	Concrete Cu. Yds.		
Station	Pipe Size	A	H	L	a	b	c	d				
					No.	Length	No.	Length	No.	Length	No.	Length
557+65 Rt.	27"	1'-0"	6'-6"	15'-5"	10	15'-0"	4	6'-0"	8	6'-0"	8	6'-4"
557+65 Lt.	27"	1'-0"	6'-6"	15'-5"	10	15'-0"	4	6'-0"	8	6'-0"	8	6'-4"

HEADWALL DIMENSIONS					REINF. BARS SCHEDULE				Reinforcing Steel Pounds	Concrete Cu. Yds.		
Station	Pipe Size	A	H	L	a	b	c	d				
					No.	Length	No.	Length	No.	Length	No.	Length

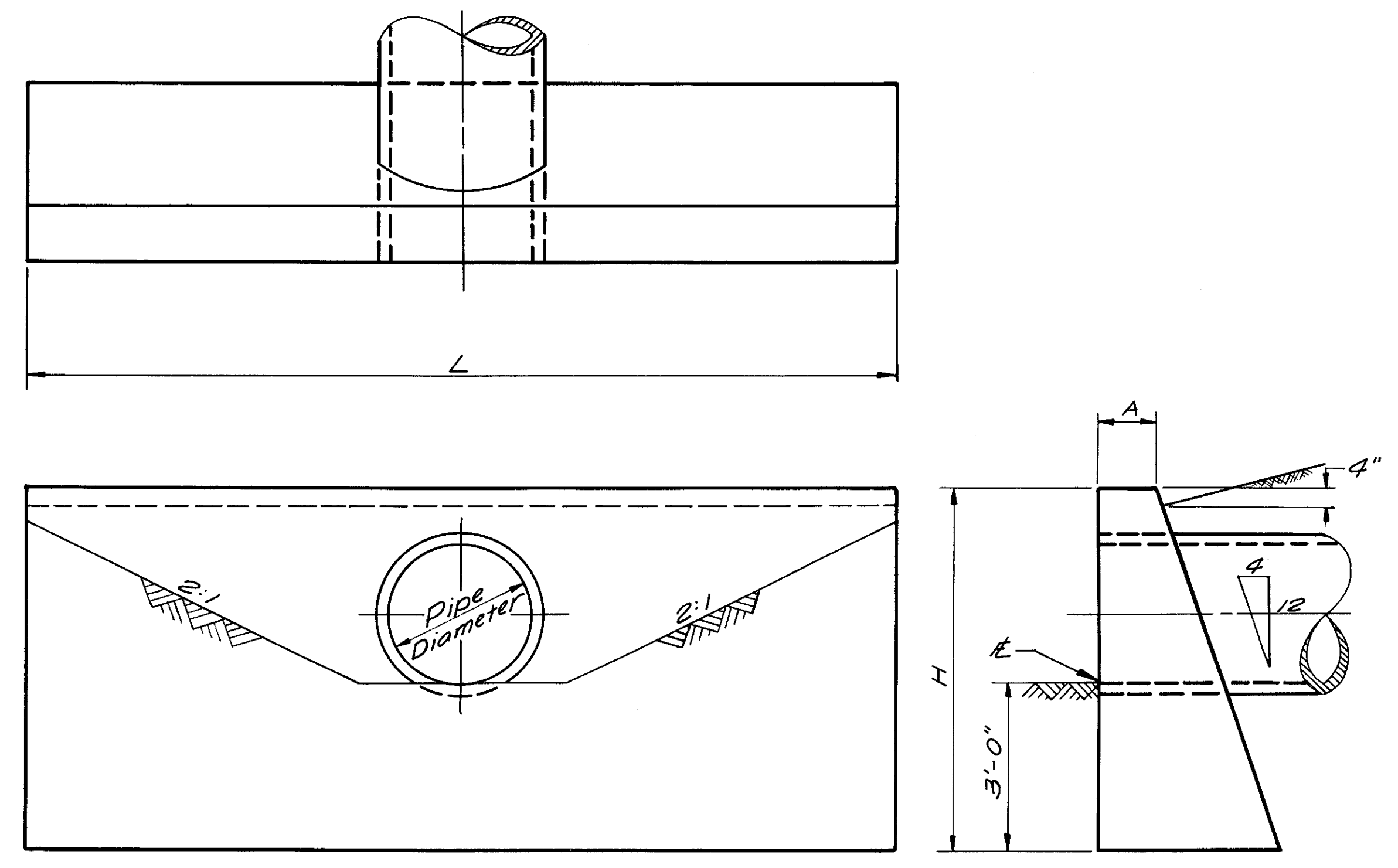
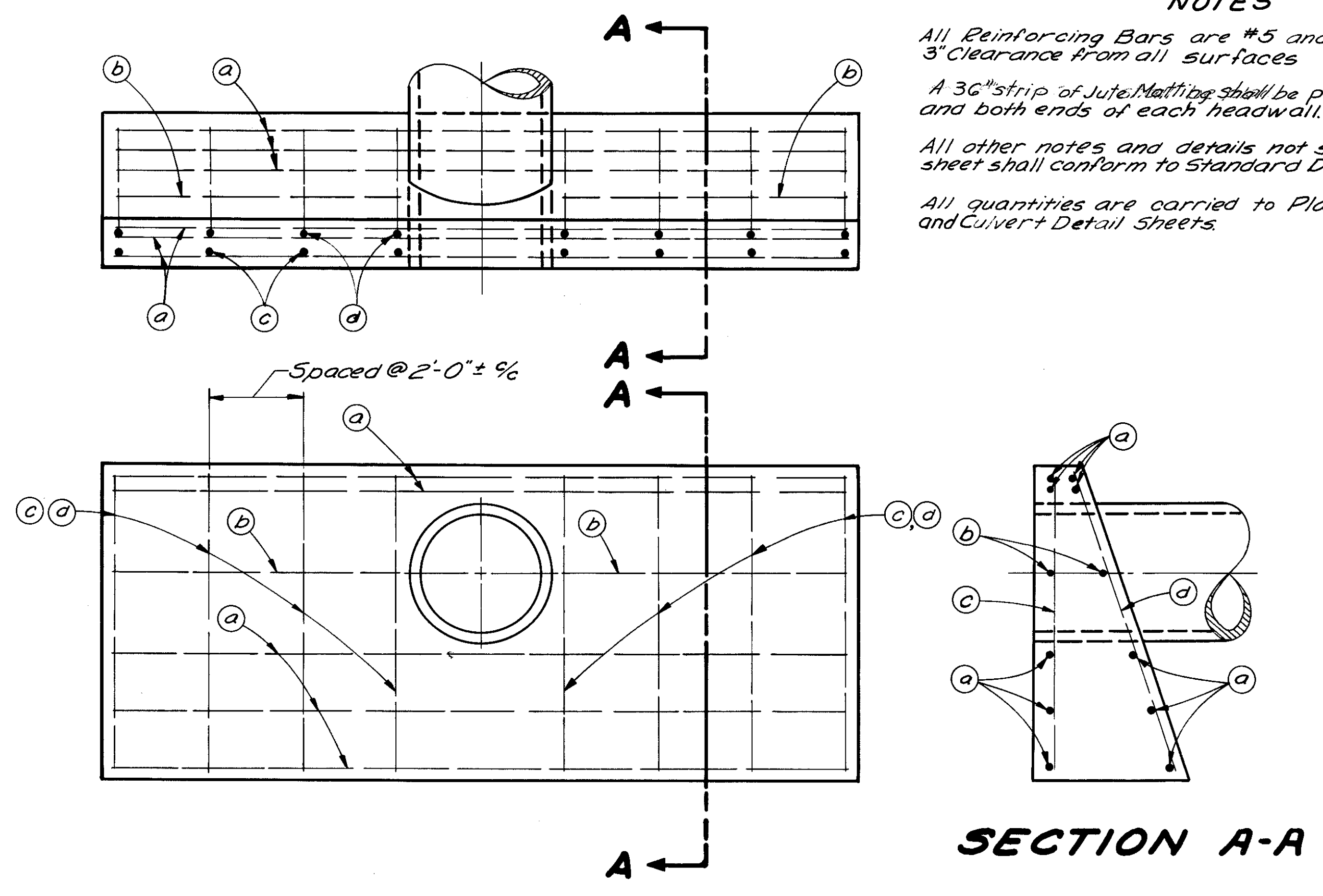
NOTES

All Reinforcing Bars are #5 and shall have a 3" Clearance From all surfaces

A 36" strip of Jute Matting shall be placed along the back and both ends of each headwall.

All other notes and details not shown on this sheet shall conform to Standard Drawing HW-A & B.

All quantities are carried to Plan & Profile Sheets and Culvert Detail Sheets.



HEADWALL TYPE "B-1"

(QUANTITIES FOR ONE HEADWALL)

PREBLE COUNTY
PRE-40-946

* Use 3/4" φ bars ** Use 7/8" φ bars

HEADWALL DIMENSIONS										REINFORCEMENT BAR SCHEDULE																		QUANTITIES															
Station	Skew	Pipe Size	H	W	A	B	C	D	E	a	b	c	d	e	f	g	h	i	j	k	l	m	n	p		q		Rein. Steel Lbs.	Concrete Cu. Yds.														
										No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length														
548+66 Rt.	18° R.F.	106"x68"	7'-4"	5'-6"	2'-0"	14'-3"	22'-6"	13'-0"	8"	10	12'-6"	5	10'-0"	2	15'-0"	2	15'-8"	5	14'-0"	13	5'-6"	5	14'-0"	4	22'-1"	4	15'-10"	2	23'-6"	2	22'-4"	8	11'-11"	1	23'-0"	1	22'-6"	5	3 each - 11'-10", 12'-1", 12'-4"	5	1 each - 9'-4", 9'-6", 9'-8", 9'-10", 10'-0"	1131	30.6
548+66 Lt.	18° R.F.	106"x68"	7'-4"	5'-6"	2'-0"	14'-3"	22'-6"	13'-0"	8"	10	12'-6"	5	10'-0"	2	15'-0"	2	15'-8"	5	14'-0"	13	5'-6"	5	14'-0"	4	22'-1"	4	15'-10"	2	23'-6"	2	22'-4"	8	11'-11"	1	23'-0"	1	22'-6"	5	3 each - 11'-10", 12'-1", 12'-4"	5	1 each - 9'-4", 9'-6", 9'-8", 9'-10", 10'-0"	1131	30.6
729+88 Rt.	12° L.F.	78"	8'-6"	6'-0"	2'-3"	18'-9"	22'-3"	15'-3"	10"	13	14'-3"	7	11'-2"	2	19'-6"	2	20'-2"	5	18'-6"	14	5'-9"	5	18'-6"	4	22'-0"	4	20'-0"	2	23'-3"	2	22'-0"	10	14'-2"	1	22'-6"	1	22'-3"	5	3 each - 13'-5", 13'-8", 13'-11"	5	1 each - 10'-4", 10'-6", 10'-8", 10'-10", 11'-0"	1591	38.7
729+88 Lt.	12° L.F.	78"	8'-6"	6'-0"	2'-3"	15'-3"	21'-0"	14'-0"	9"	11	14'-3"	6	11'-2"	2	16'-0"	2	16'-8"	5	15'-0"	13	5'-9"	5	15'-0"	4	22'-9"	4	15'-7"	2	22'-0"	2	20'-10"	10	13'-0"	1	21'-3"	1	21'-0"	5	3 each - 13'-5", 13'-8", 13'-11"	5	1 each - 10'-4", 10'-6", 10'-8", 10'-10", 11'-0"	1411	33.7
Ramp D11+55 Rt.	39°-12' L.F.	48"	5'-3"	4'-6"	1'-5"	14'-0"	11'-0"	6'-6"	1'-9"	11	10'-0"	6	7'-11"	2	14'-9"	2	16'-0"	3	13'-9"	9	4'-10"	3	14'-5"	4	11'-0"	4	15'-1"	2	11'-9"	2	11'-6"	6	5'-10"	1	12'-0"	1	11'-0"	5	1 each - 8'-4", 8'-9", 9'-1", 9'-6", 9'-10"	3	1 each - 6'-3", 7'-0", 7'-9"	649	16.8
Ramp D11+55 Lt.	39°-12' L.F.	48"	5'-3"	4'-6"	1'-5"	14'-0"	11'-0"	6'-6"	1'-9"	11	10'-0"	6	7'-11"	2	14'-9"	2	16'-0"	3	13'-9"	9	4'-10"	3	14'-5"	4	11'-0"	4	15'-1"	2	11'-9"	2	11'-6"	6	5'-10"	1	12'-0"	1	11'-0"	5	1 each - 8'-4", 8'-9", 9'-1", 9'-6", 9'-10"	3	1 each - 6'-3", 7'-0", 7'-9"	649	16.8

NOTES

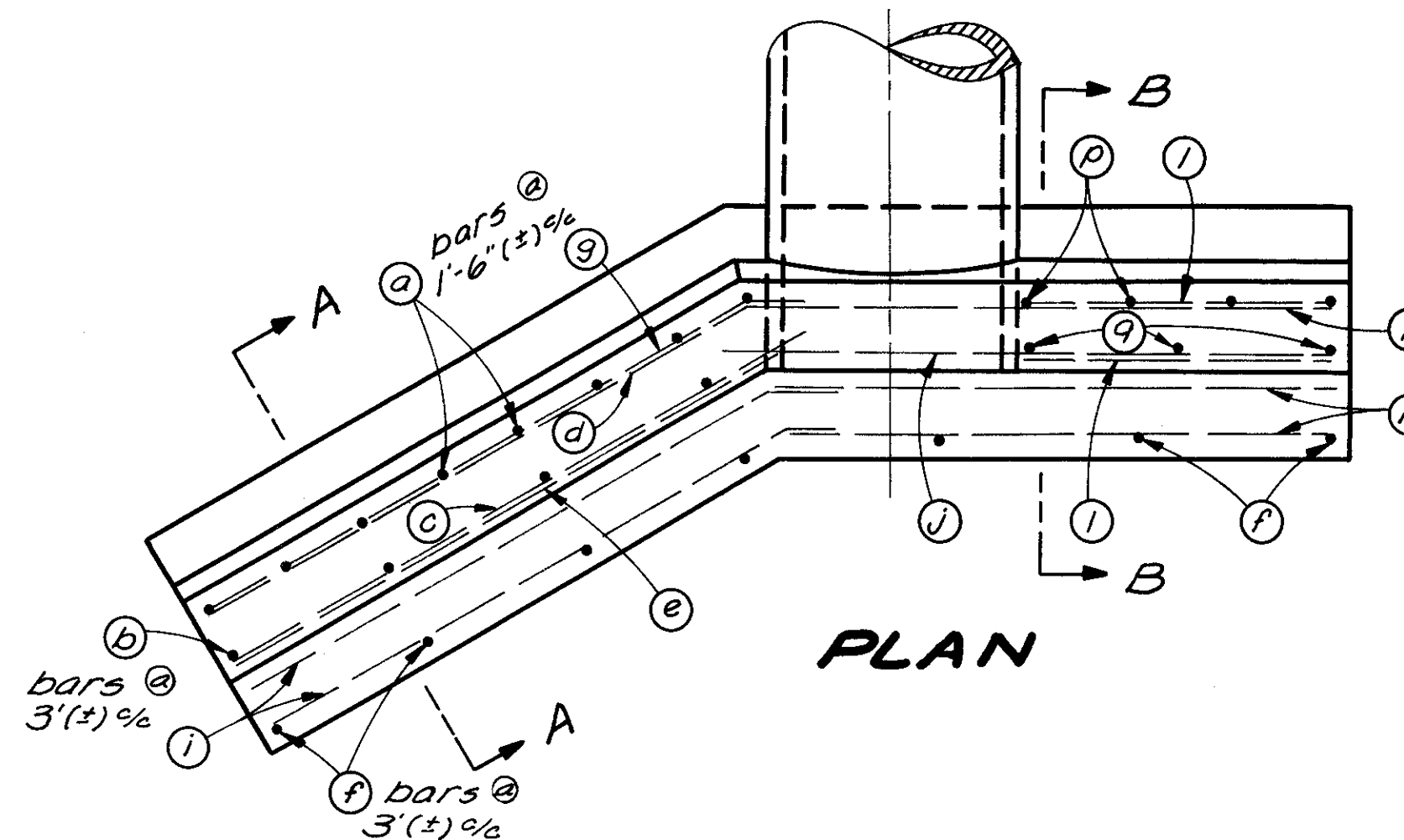
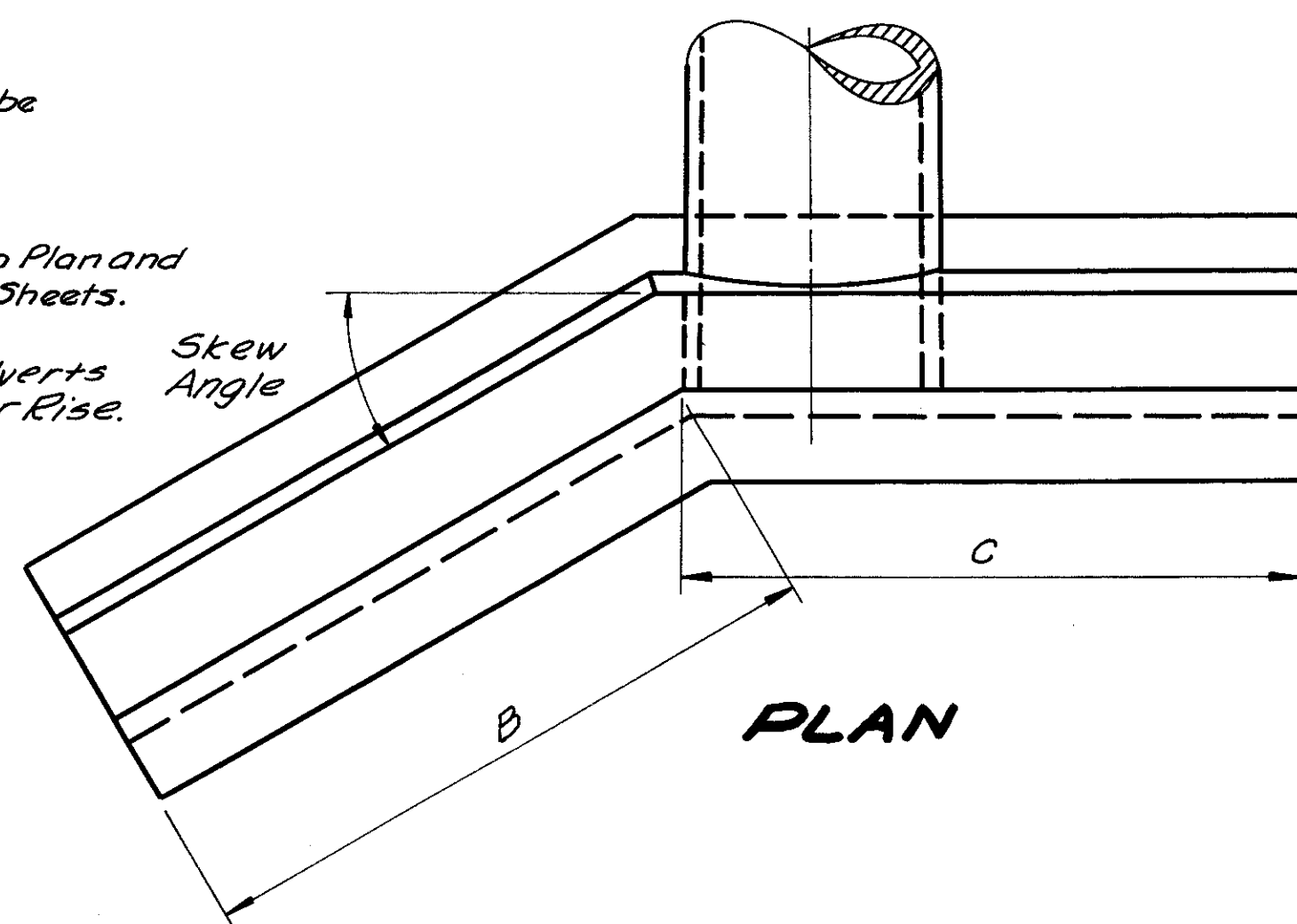
Reinforcing Bars are #5 except as noted.

A 36" strip of Jute Matting shall be placed along the back and both ends of each Headwall.

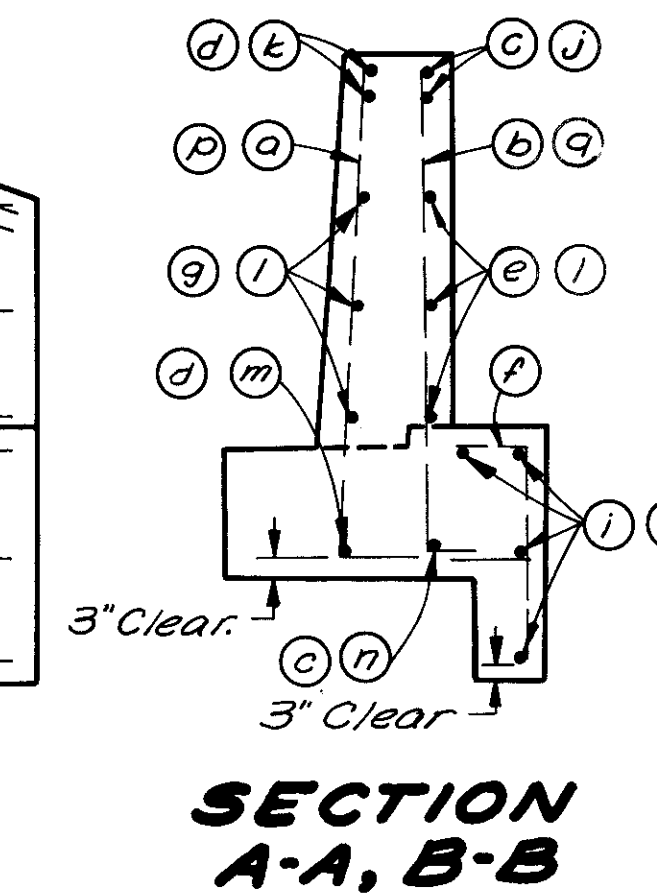
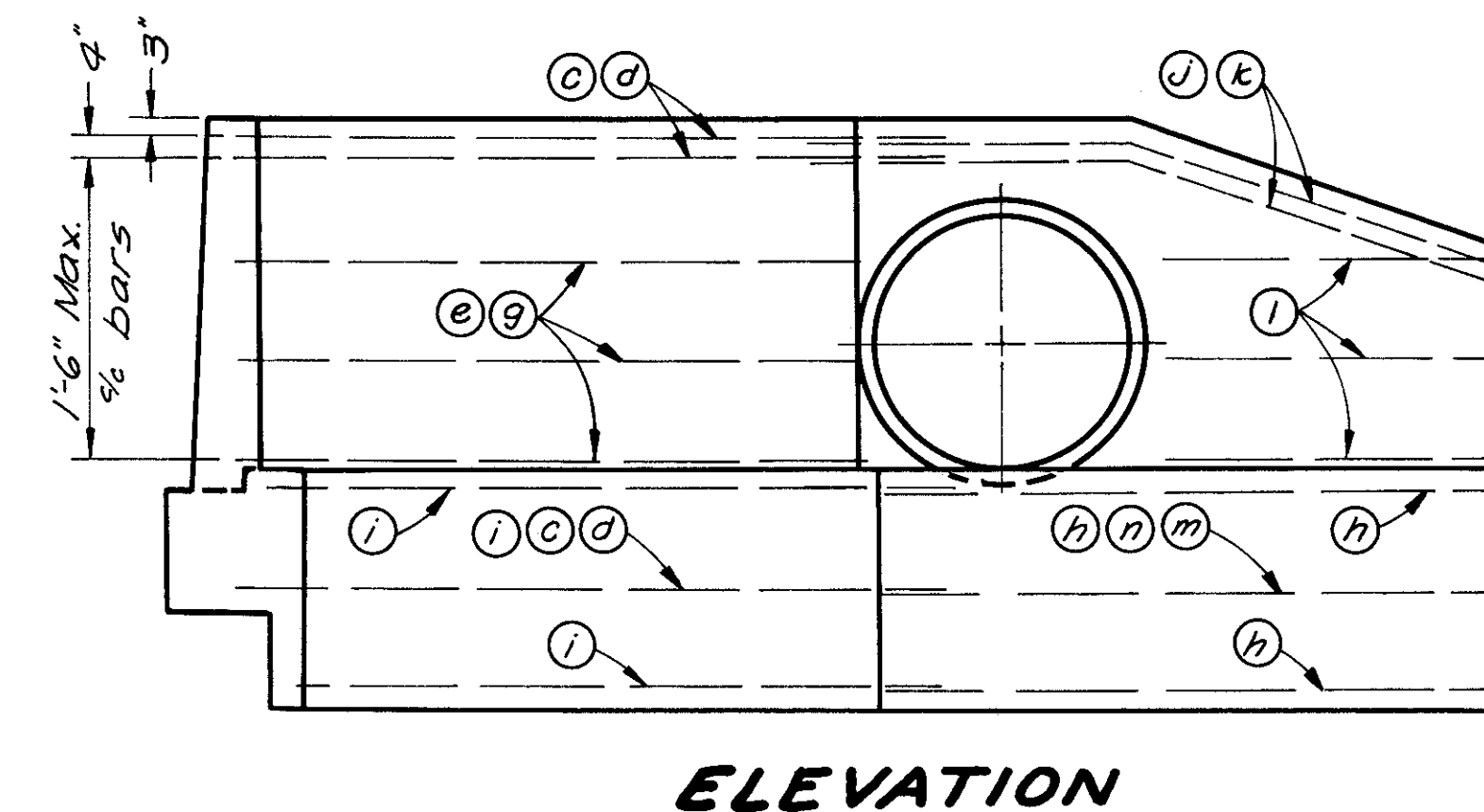
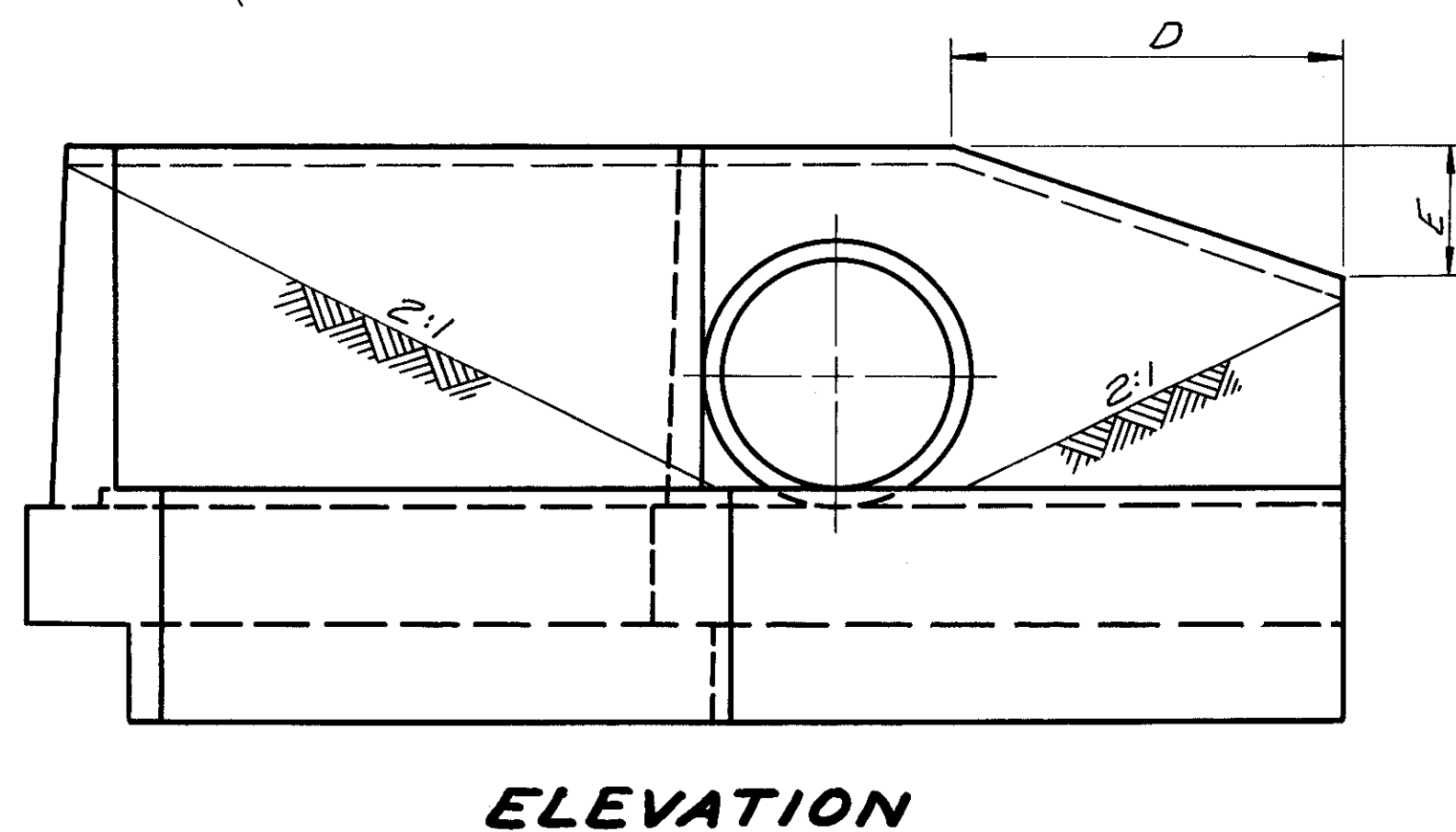
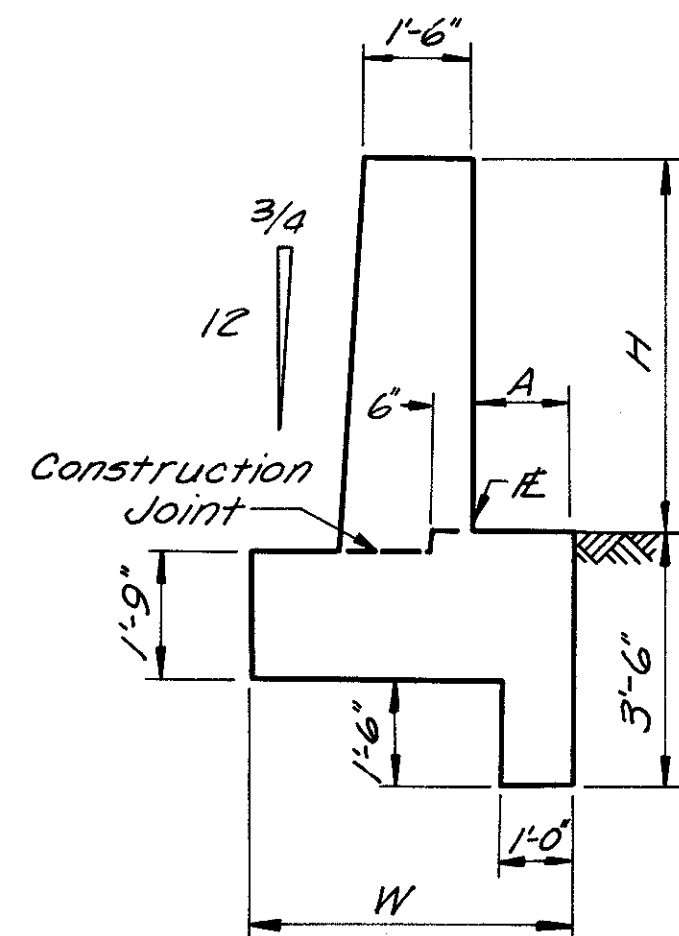
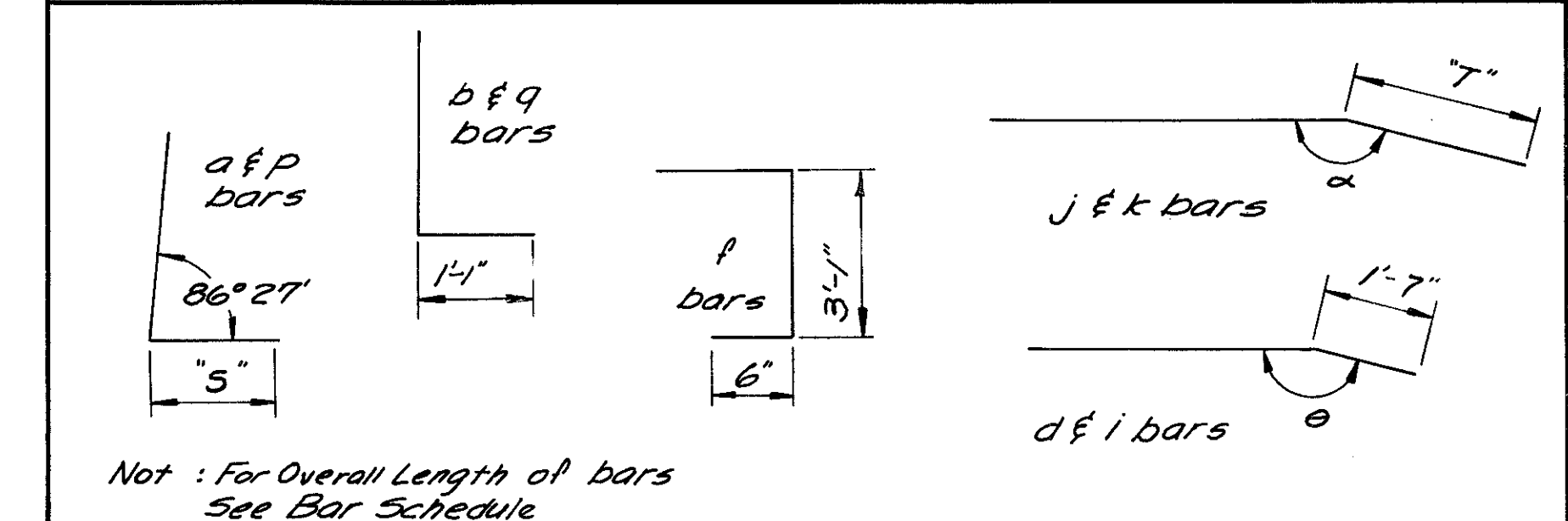
All Quantities are carried to Plan and Profile Sheets and Culvert Detail Sheets.

The Type B-1 Headwall shall be used with all Skewed Culverts over 35 inches diameter or Rise.

All other notes and details not shown on this sheet will conform to Standard Drawings HW A&B and HW-C.

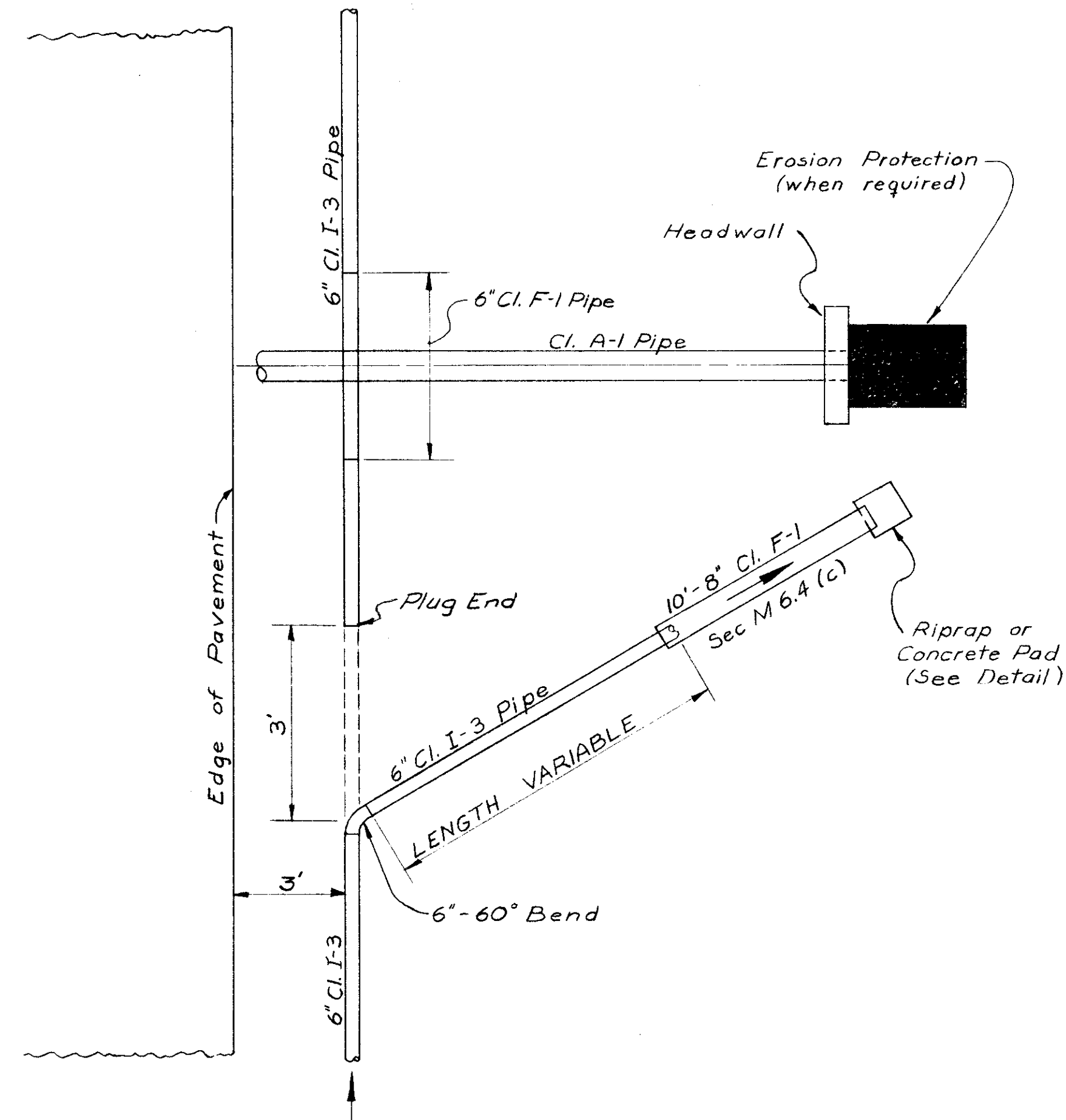


TYPICAL BENDING DIAGRAMS FOR TYPE "B-1" HEADWALL

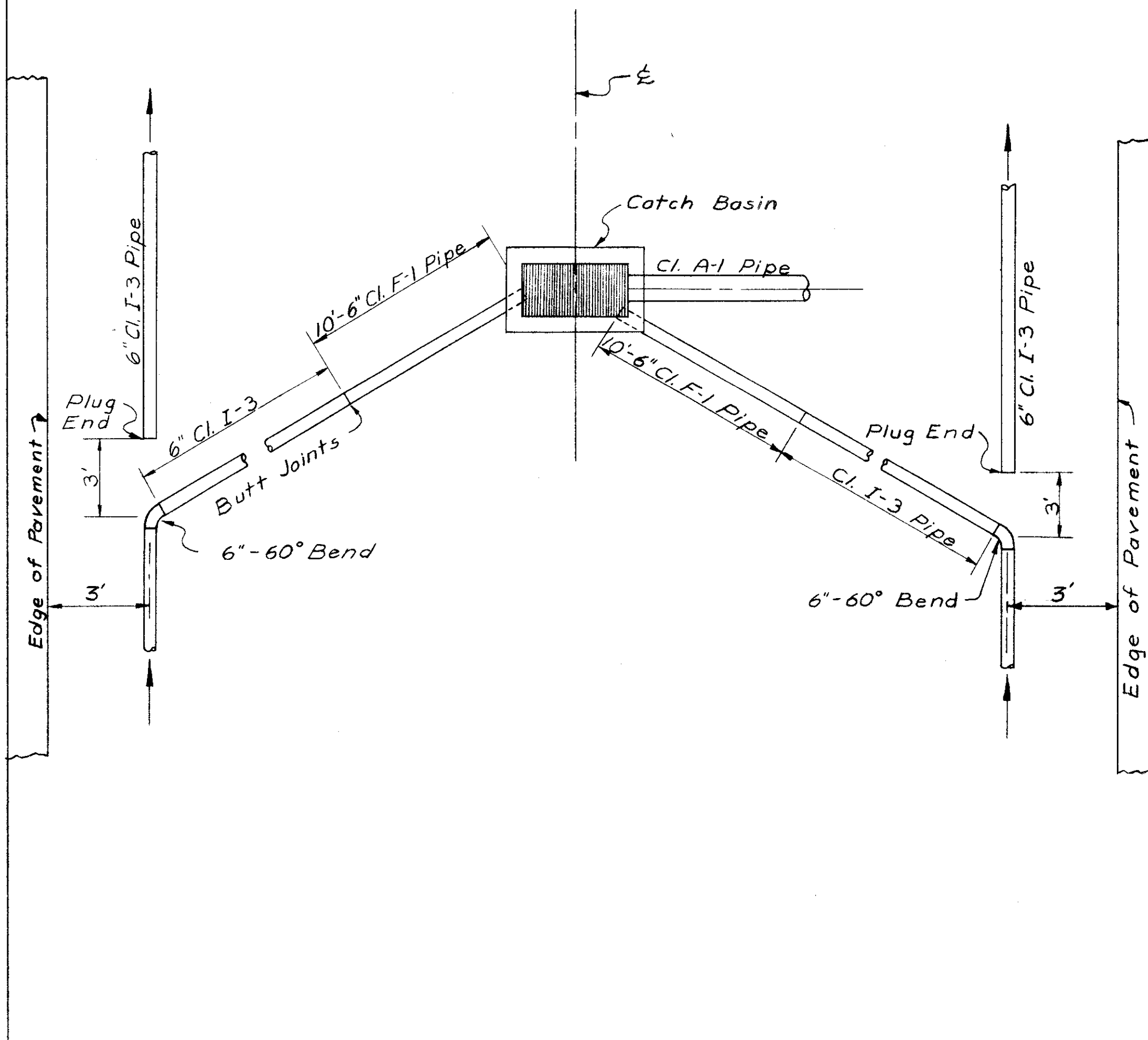


Station	"S"	"T"	θ	α
548+66 Rt.	3'-7"	12'-10"	162°-0'	175°-36'
548+66 Lt.	3'-7"	12'-0"	162°-0'	176°-53'
729+88 Rt.	4'-2"	15'-0"	168°-0'	176°-52'
729+88 Lt.	4'-2"	13'-9"	168°-0'	176°-56'
Ramp D11+55 Rt.	3'-2"	6'-6"	140°-58'	164°-56'
Ramp D11+55 Lt.	3'-2"	6'-6"	140°-58'	164°-56'

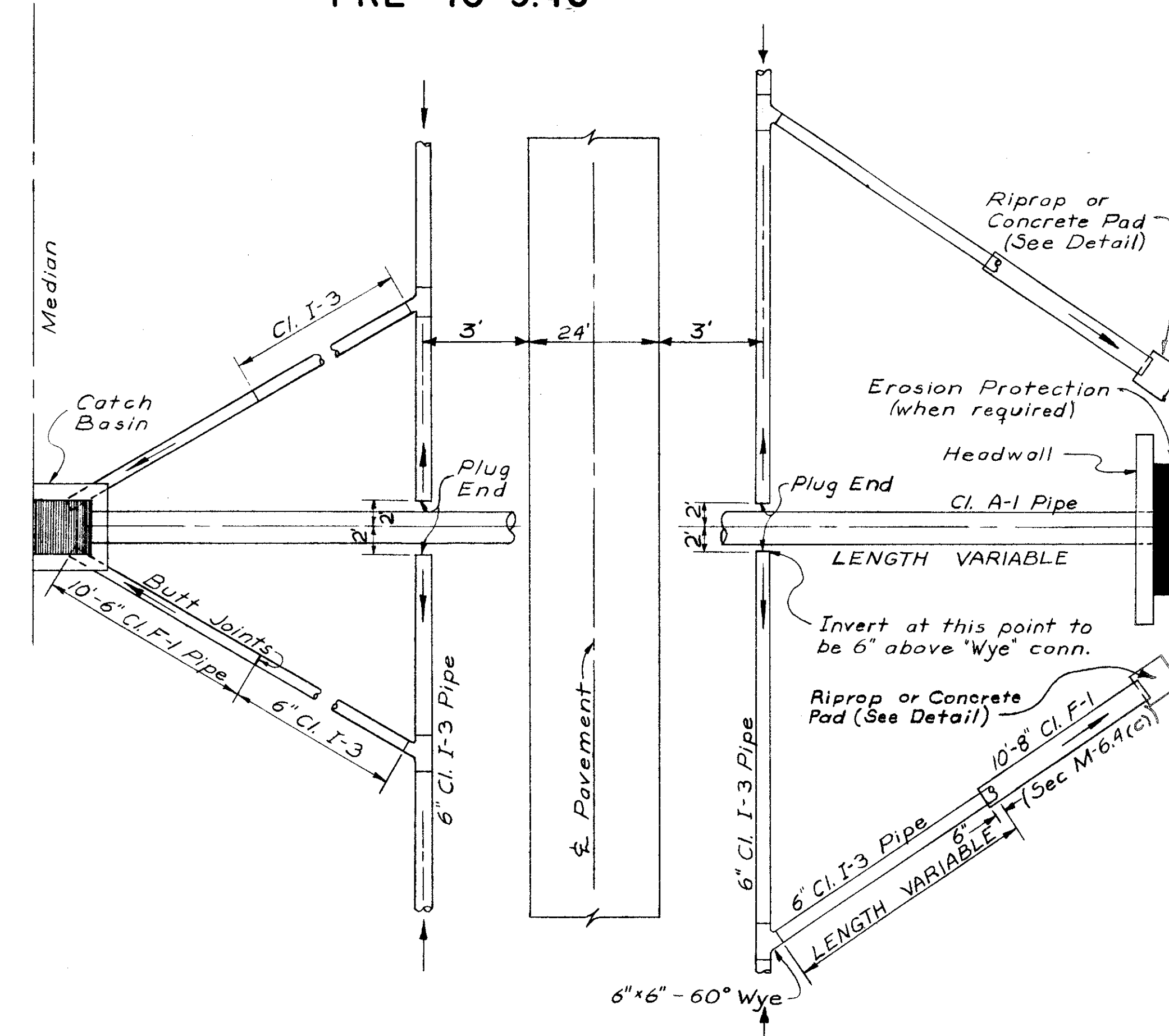
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	



UNDERDRAIN OUTLET DETAIL "A"

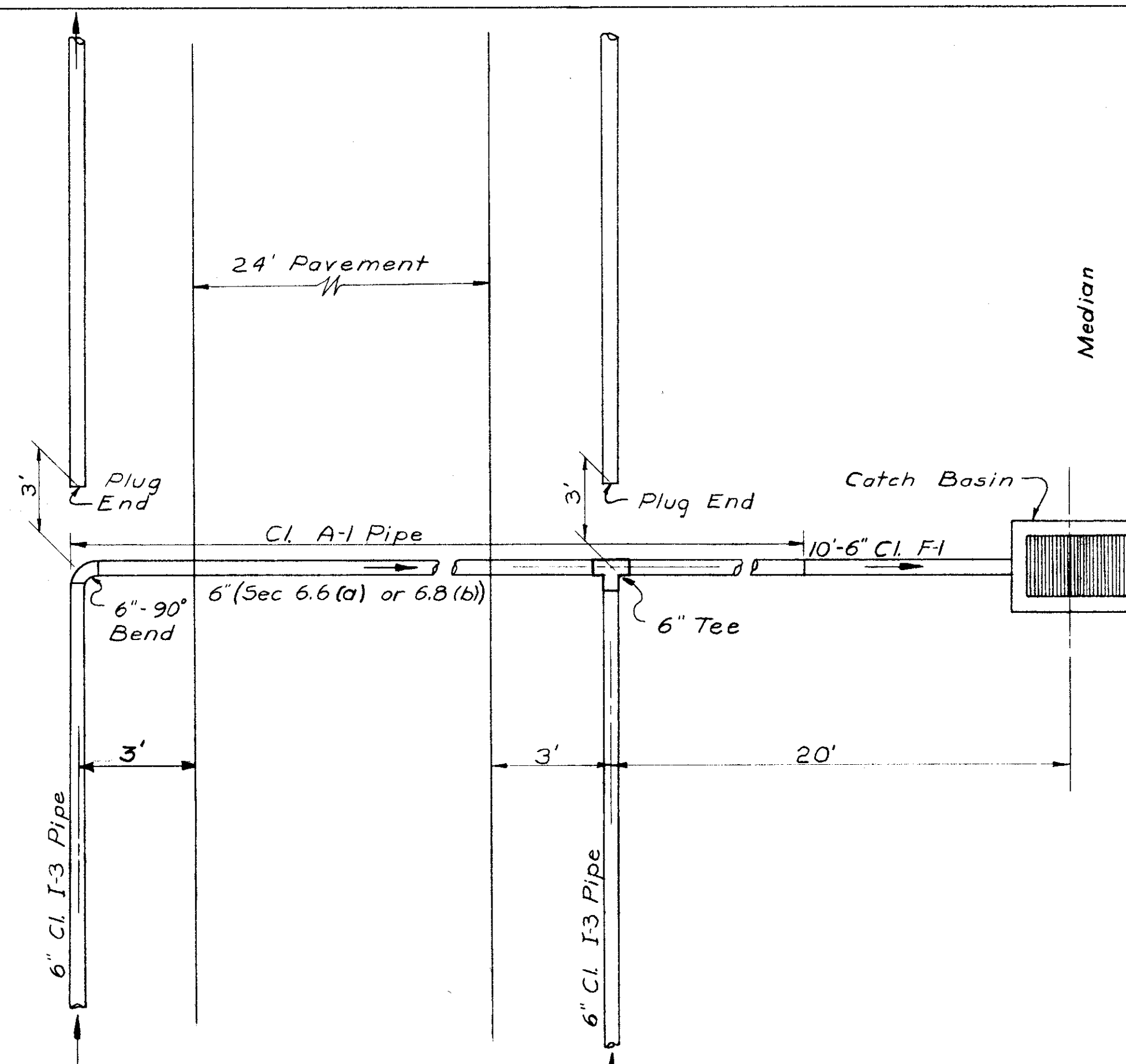
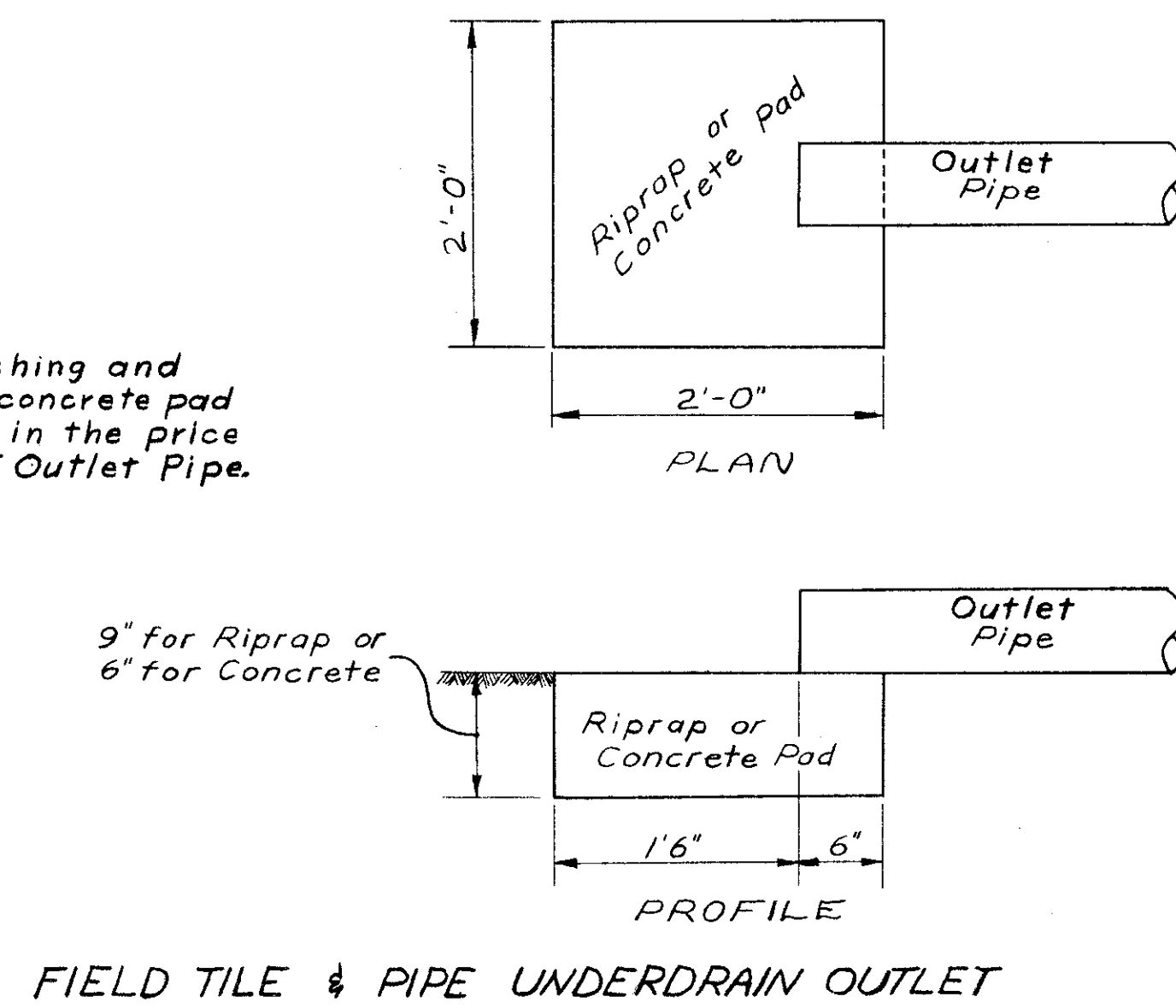


UNDERDRAIN OUTLET DETAIL "B"

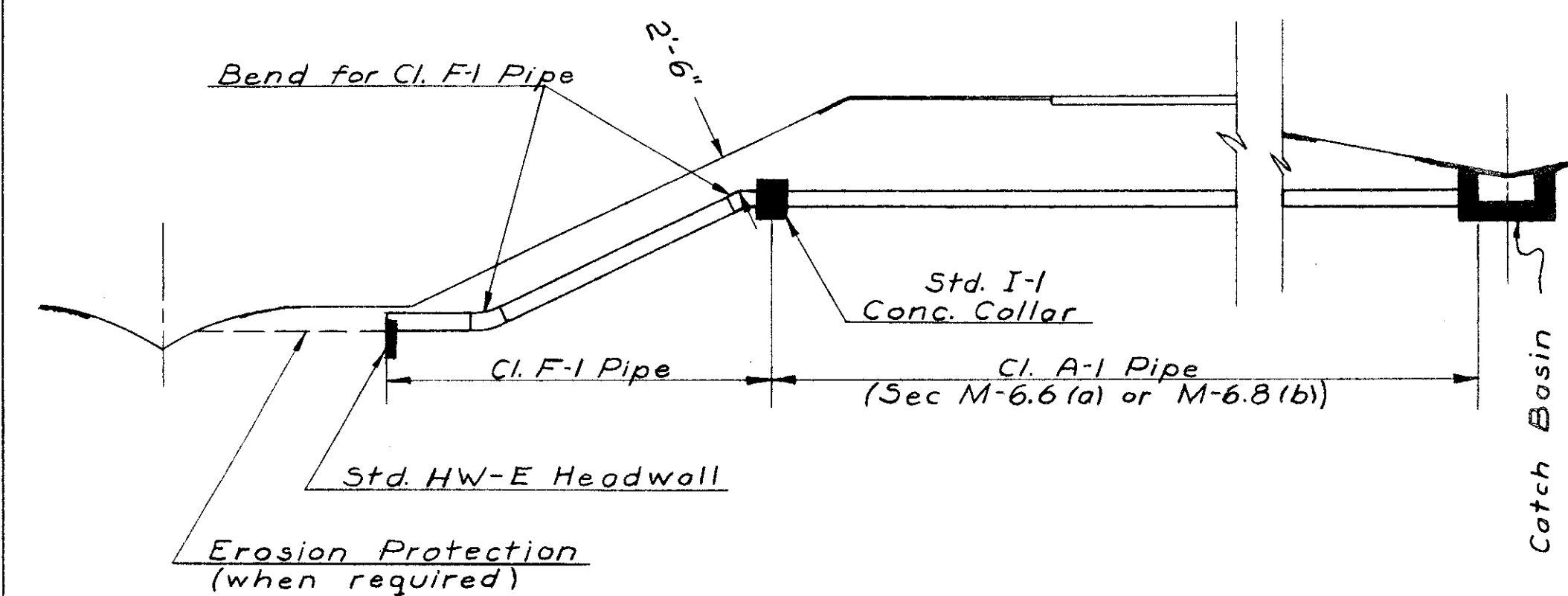


UNDERDRAIN OUTLET DETAIL "C"

Note:
The cost of furnishing and placing riprap or concrete pad shall be included in the price per linial foot of Outlet Pipe.



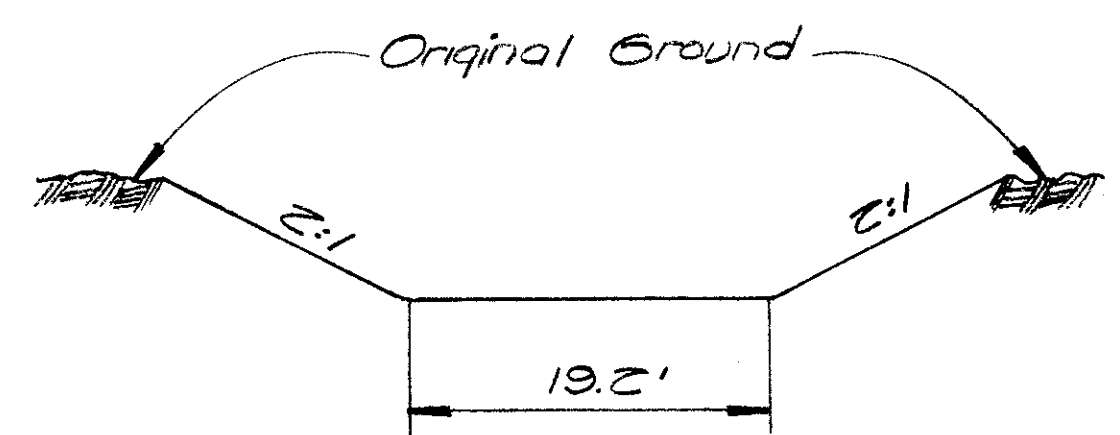
UNDERDRAIN OUTLET DETAIL "D"



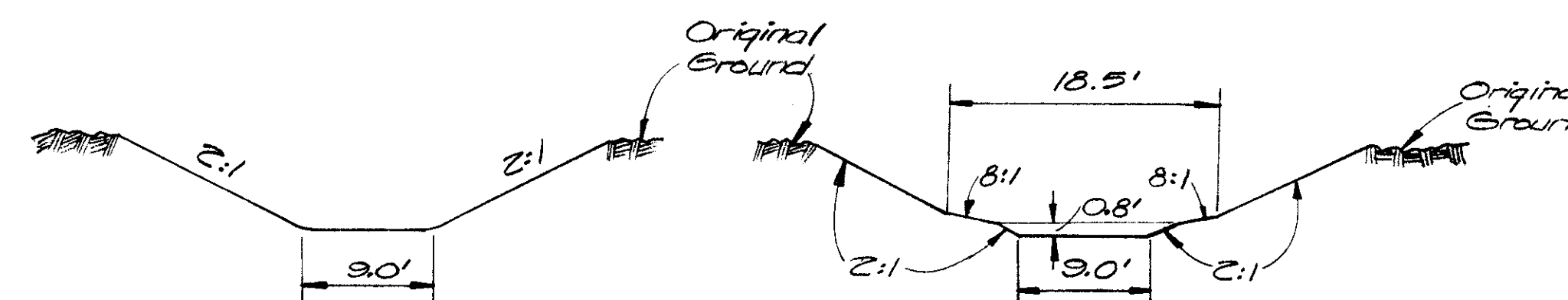
MEDIAN OUTLET DETAIL IN HIGH FILL

TYPICAL DETAILS OF UNDERDRAIN OUTLETS

PREBLE COUNTY
PRE-40-9.46



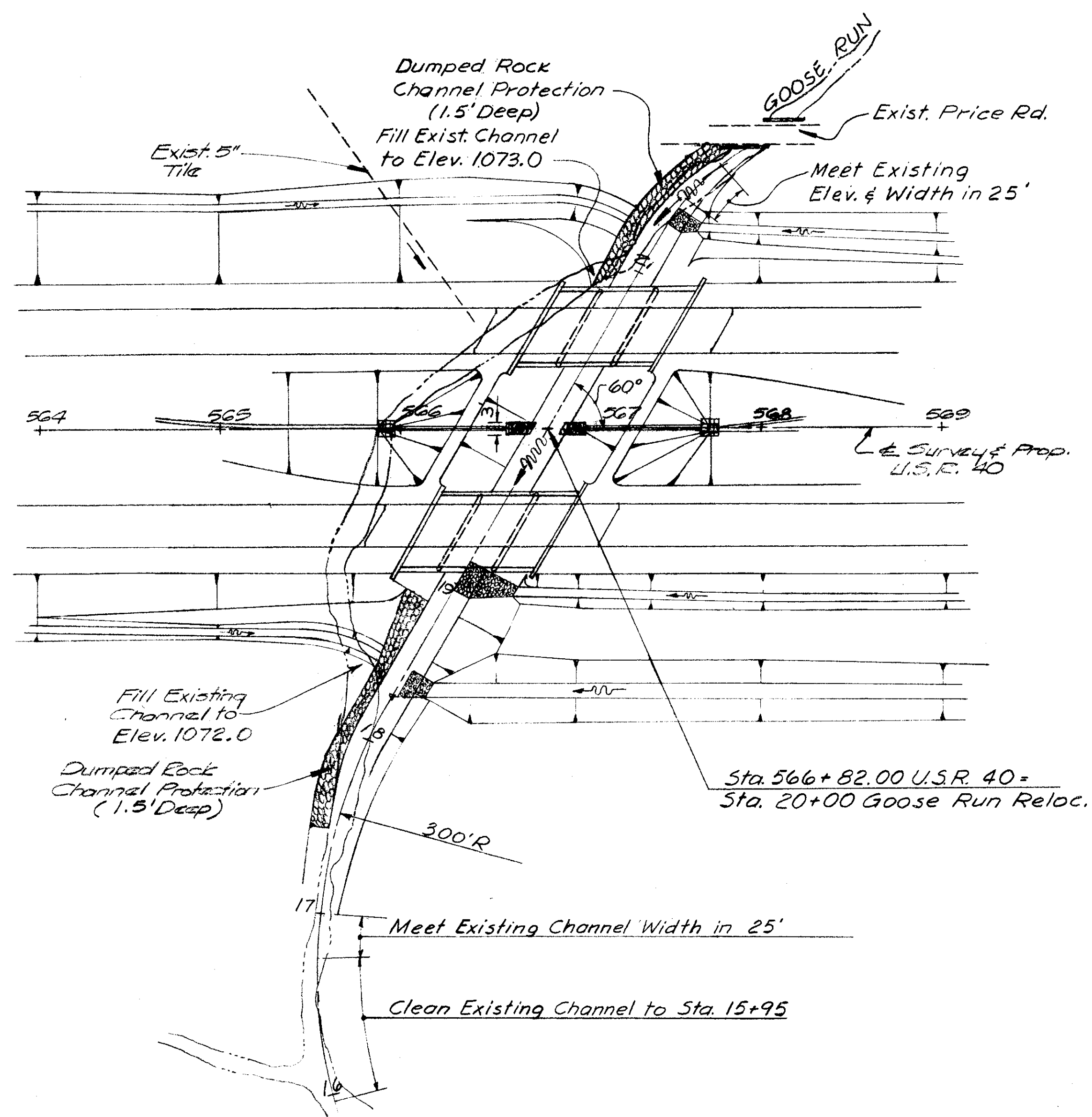
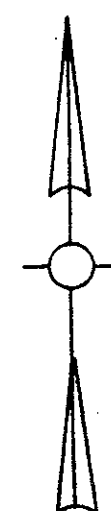
TYPICAL CHANNEL SECTION



TYPICAL CHANNEL SECTION
OUTSIDE STRUCTURE

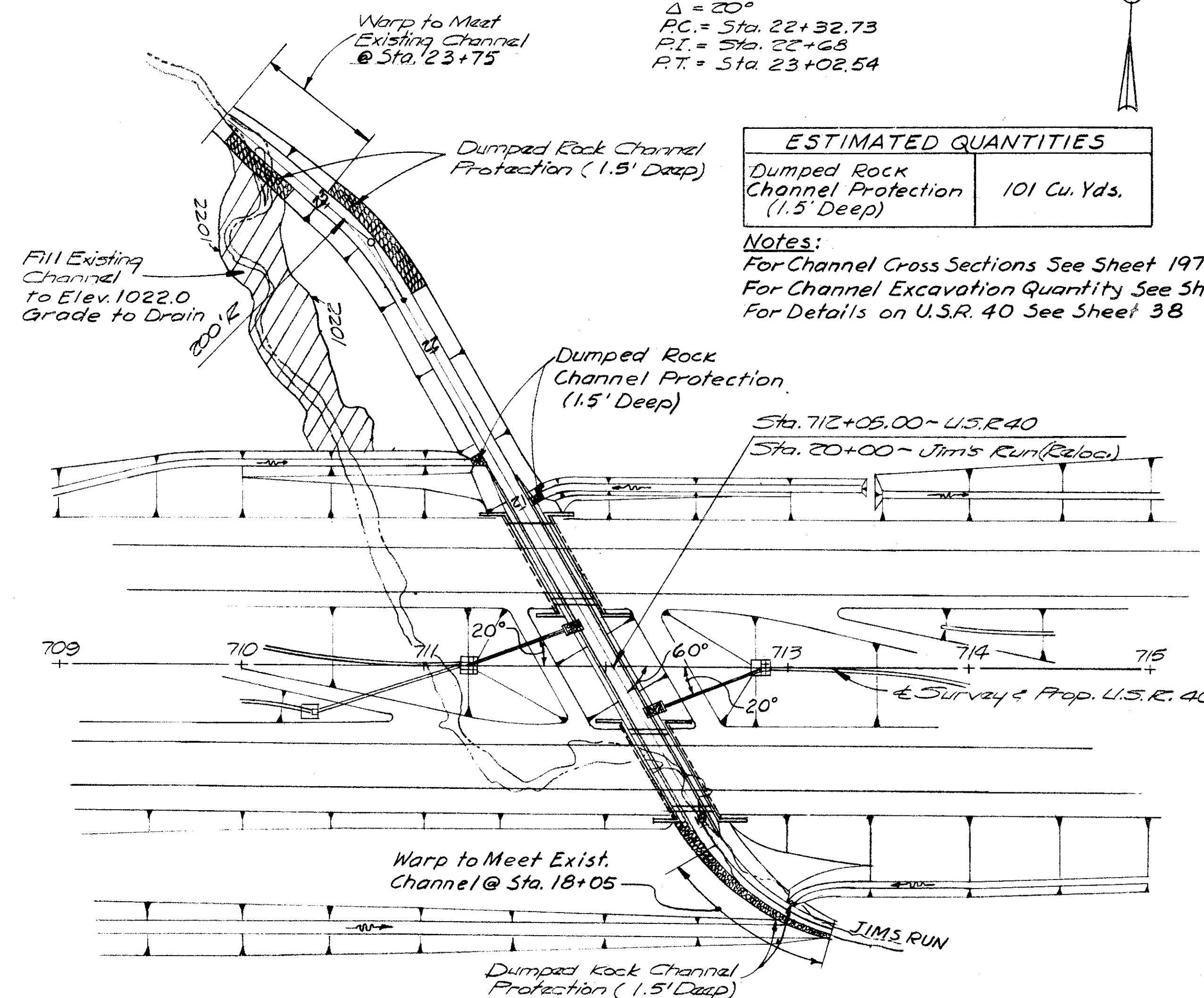
TYPICAL CHANNEL SECTION
THRU STRUCTURE

Notes:
For Channel Cross Sections See Sheet 197
For Channel Excavation Quantity See Sheet 23
For Dumped Rock Channel Protection Quantity See Sheet 23
For Details on U.S.R. 40 See Sheet 23



CHANNEL RELOCATION STA. 566+82.00

Curve Data:
 $\Delta = 20^\circ$
P.C. = Sta. 22+32.73
P.I. = Sta. 22+63
P.T. = Sta. 23+02.54



ESTIMATED QUANTITIES	
Dumped Rock Channel Protection (1.5' Deep)	101 Cu. Yds.

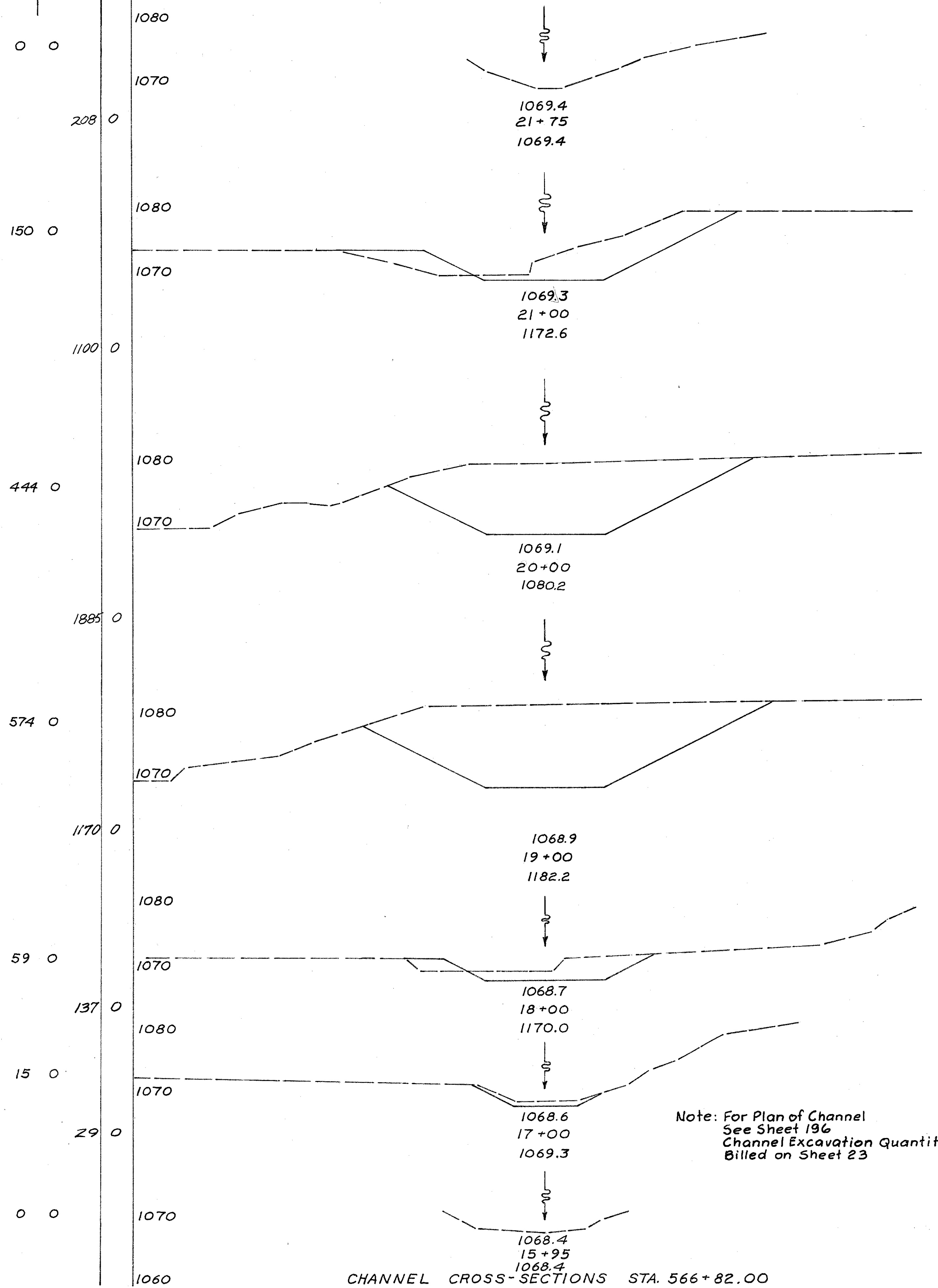
Notes:
For Channel Cross Sections See Sheet 197
For Channel Excavation Quantity See Sheet 38
For Details on U.S.R. 40 See Sheet 38

CHANNEL RELOCATION STA. 712+05.00

DEV. R.W.P. 2-27-65

END AREA VOLUME Lt. 50 40 30 20 10 ± 10 20 30 40 50 Rt.

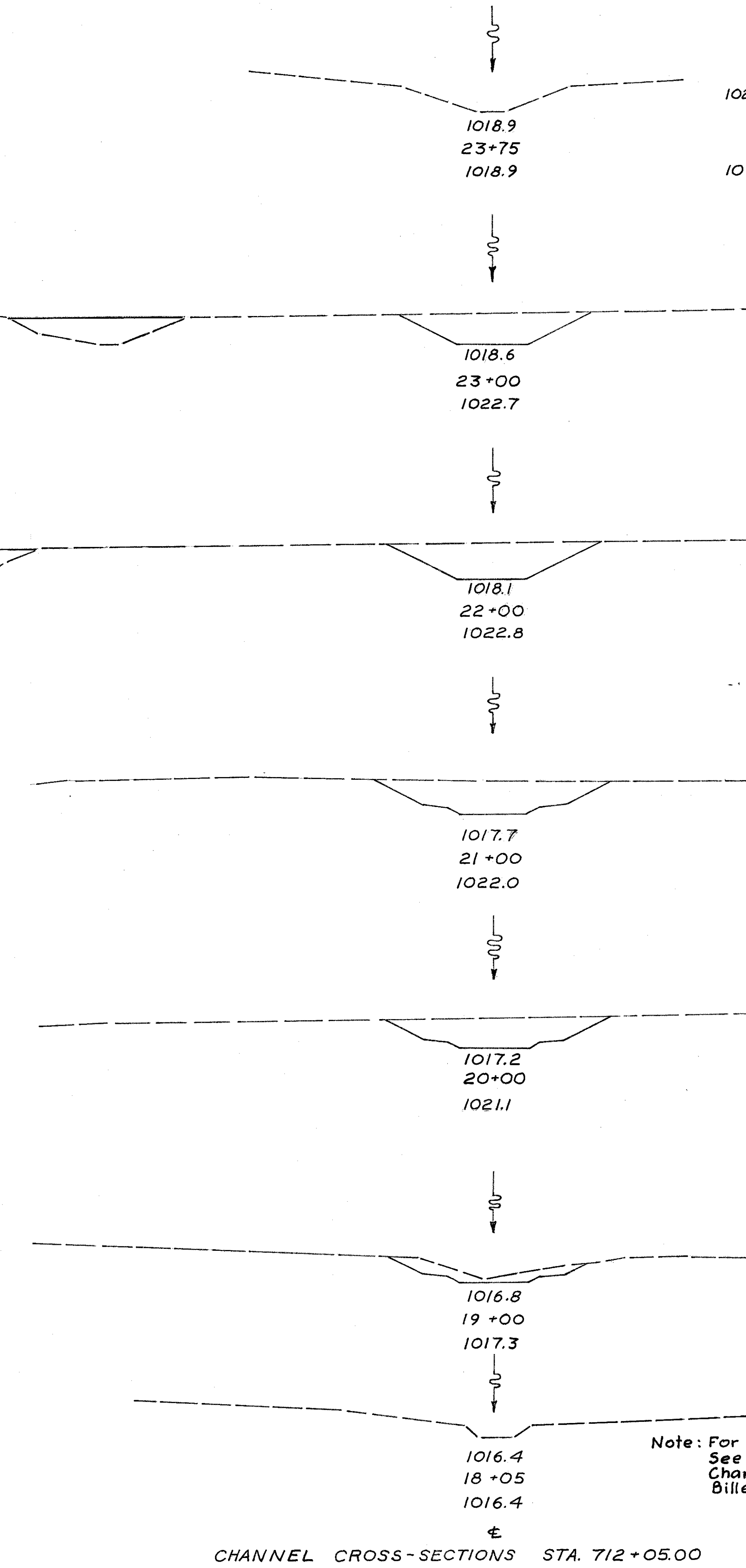
CUT FILL CUT FILL



CHANNEL CROSS-SECTIONS STA. 566+82.00

Lt. 50 40 30 20 10 ± 10 20 30

70-1(13)09
PREBLE COUNTY
PRE-40-946

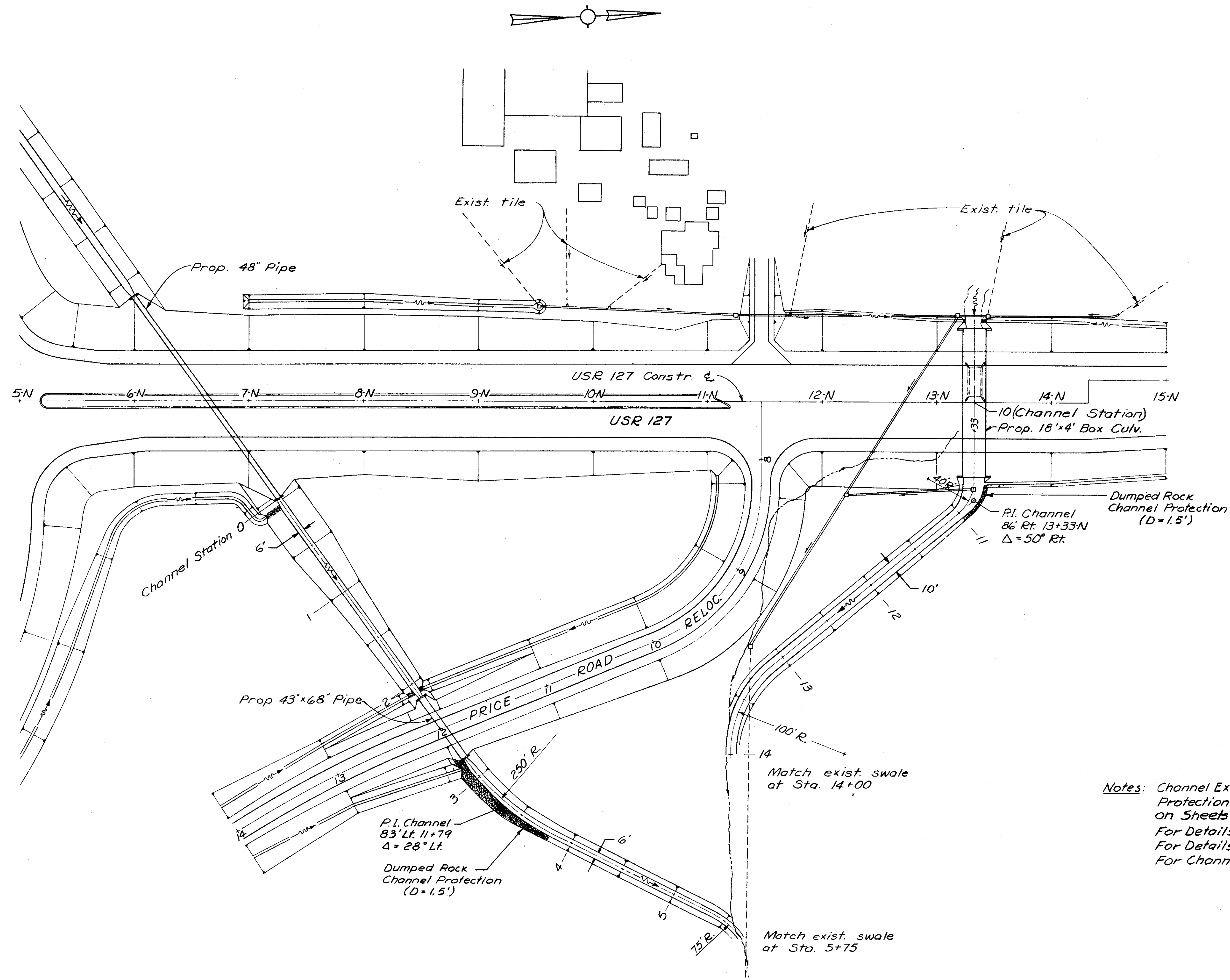


CHANNEL CROSS-SECTIONS STA. 712+05.00
CHANNEL RELOC. SECTIONS - 566+82 ± 712+05

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

198
273

PREBLE COUNTY
PRE-40-9.46

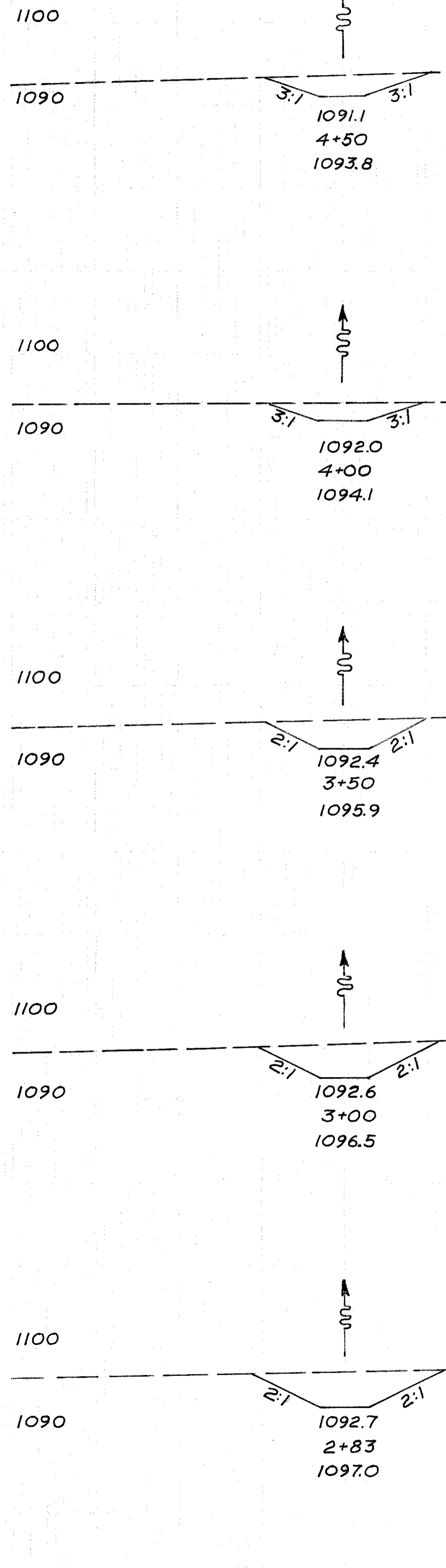
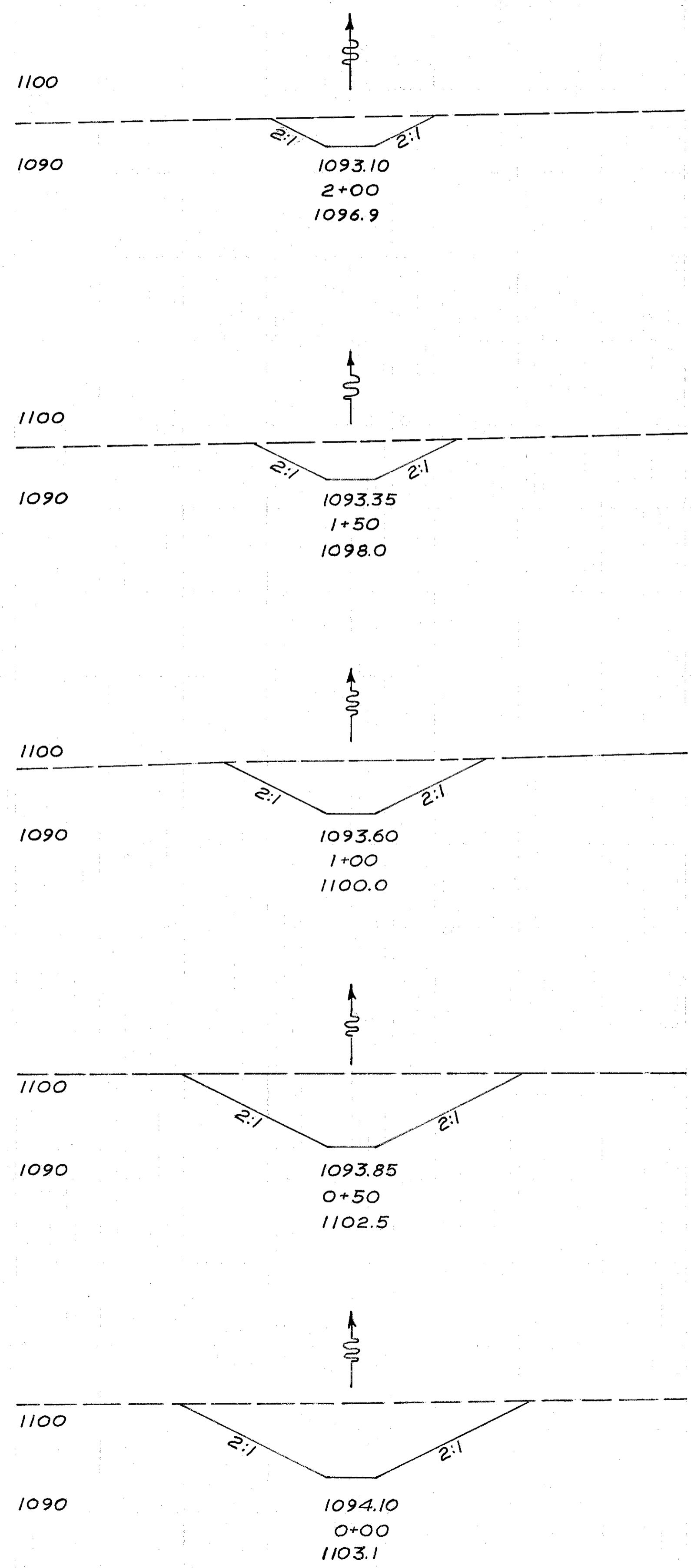


Notes: Channel Excavation and Dumped Rock Channel Protection quantities are included on Sheets 132 & 152
For Details on U.S.R. 127 See Sheet 132
For Details on Price Rd. Reloc. See Sheet 152
For Channel Cross Sections See Sheets 199 & 200

CHANNEL LOCATION USR 127 & PRICE ROAD RELOC.

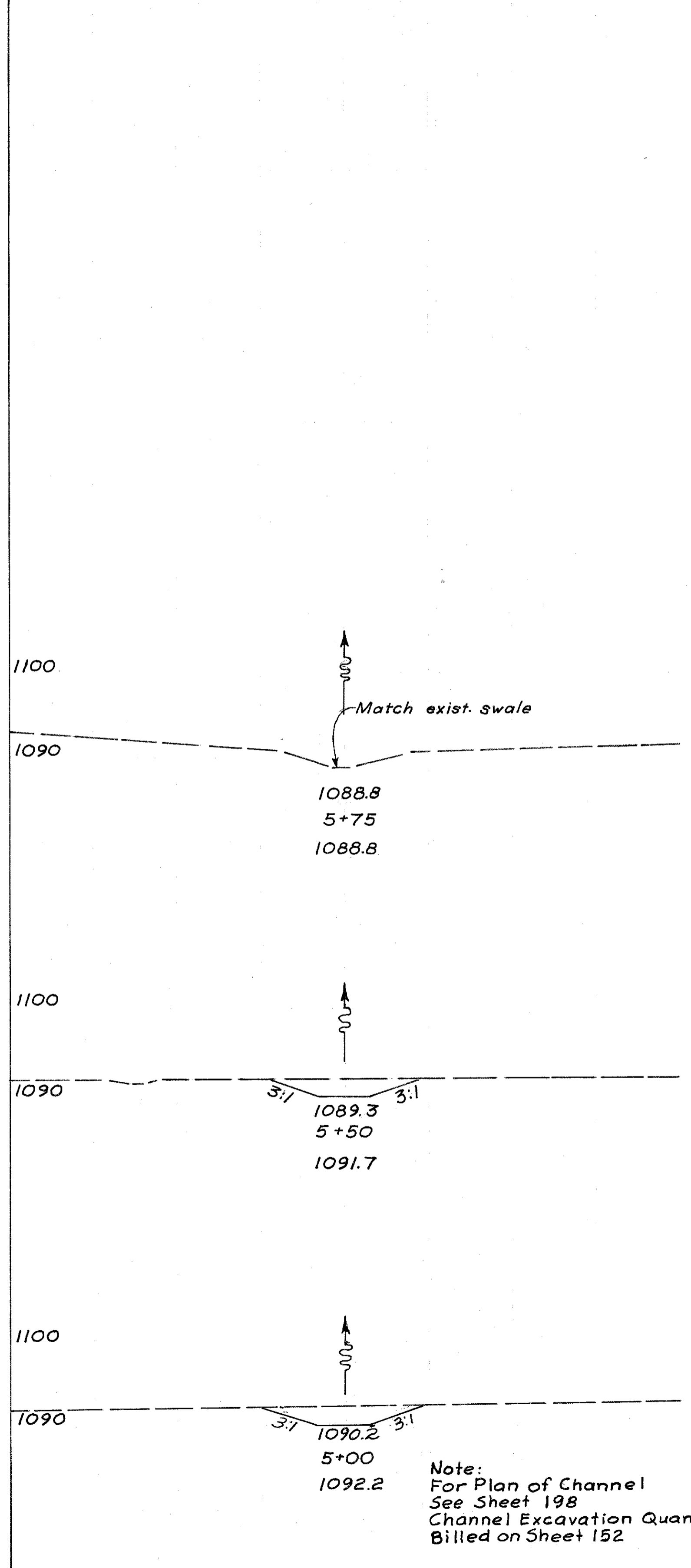
END AREA VOLUME
CUT FILL CUT FILL

46 0
106 0
68 0
174 0
120 0
303 0
207 0
392 0
216 0



END AREA VOLUME
CUT FILL CUT FILL

33 0
56 0
27 0
46 0
46 0
56 0
39 0
68 0
175 0



0 0
11 0
24 0
44 0
24 0
53 0

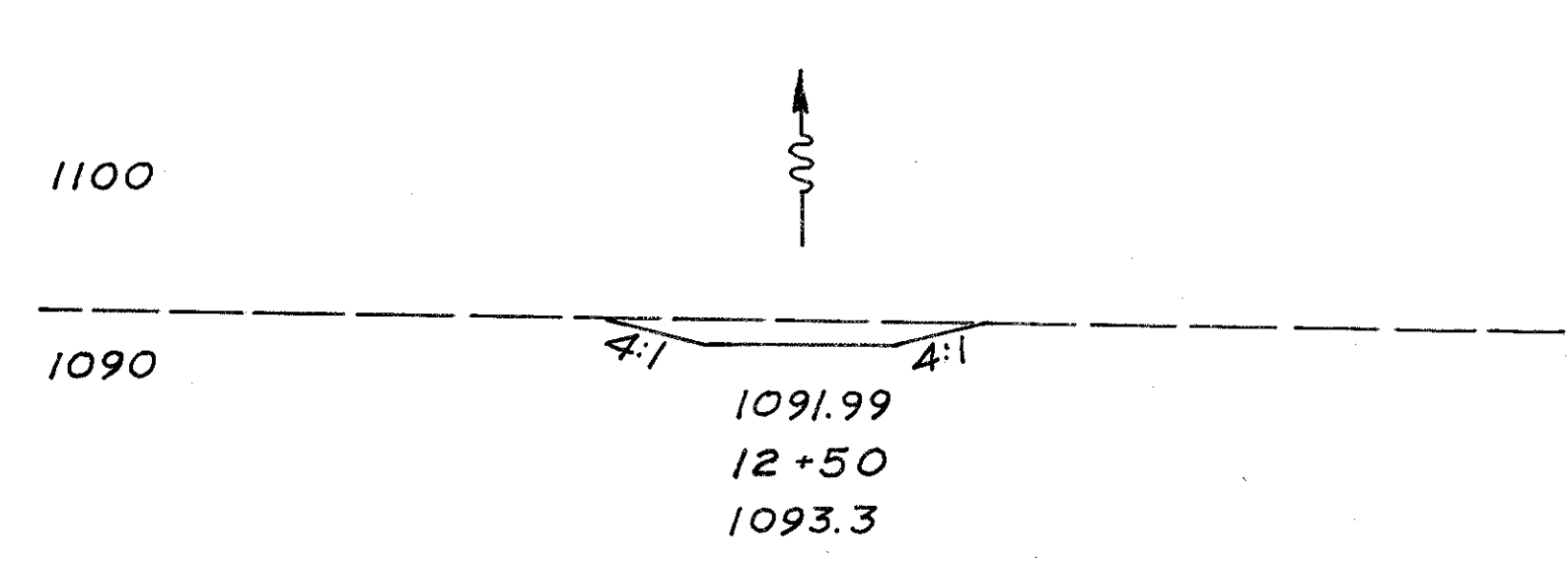
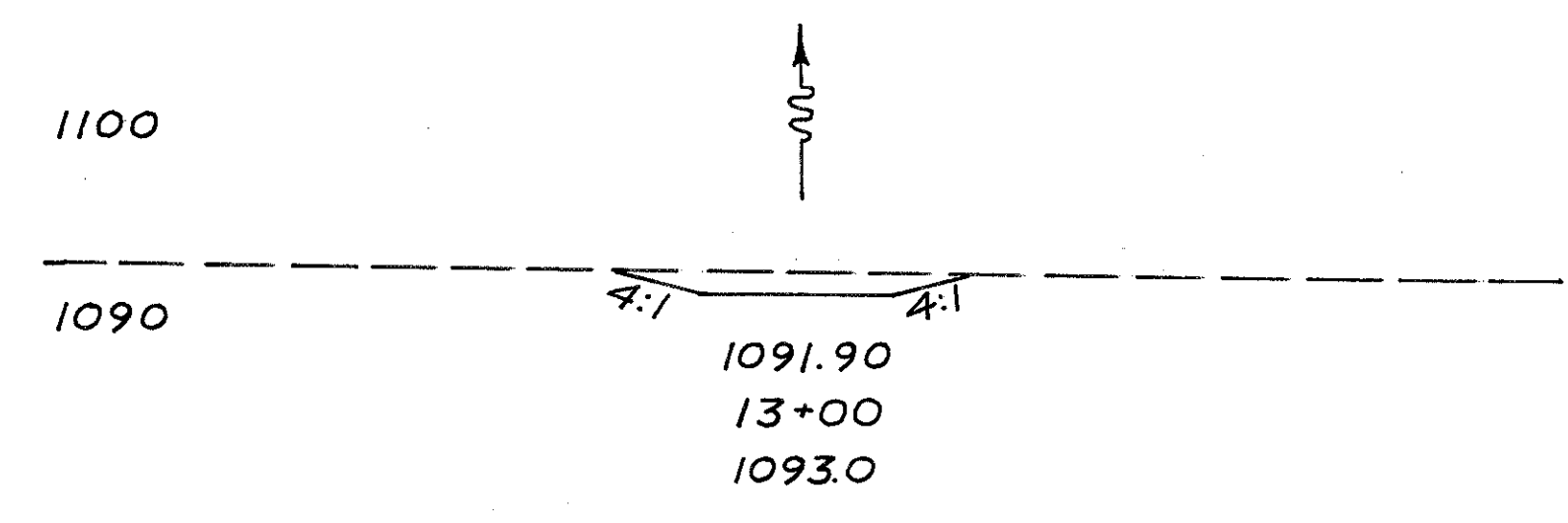
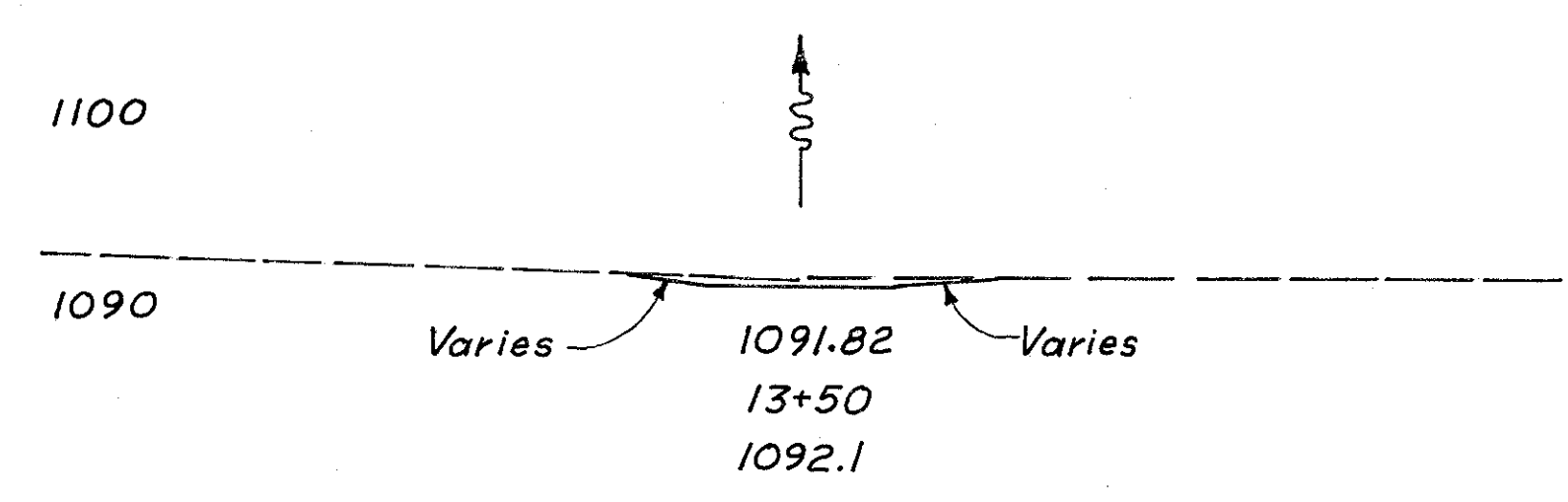
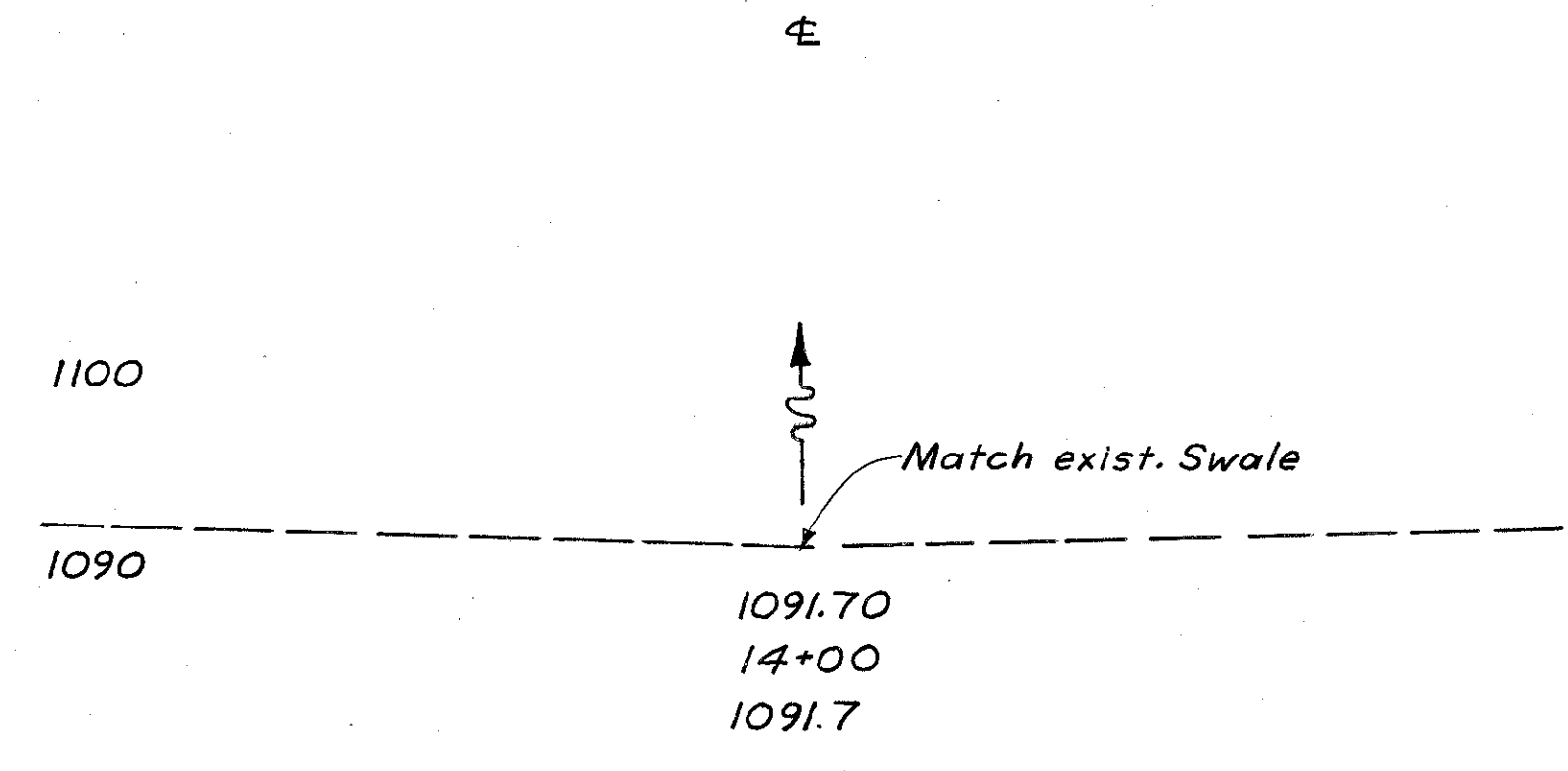
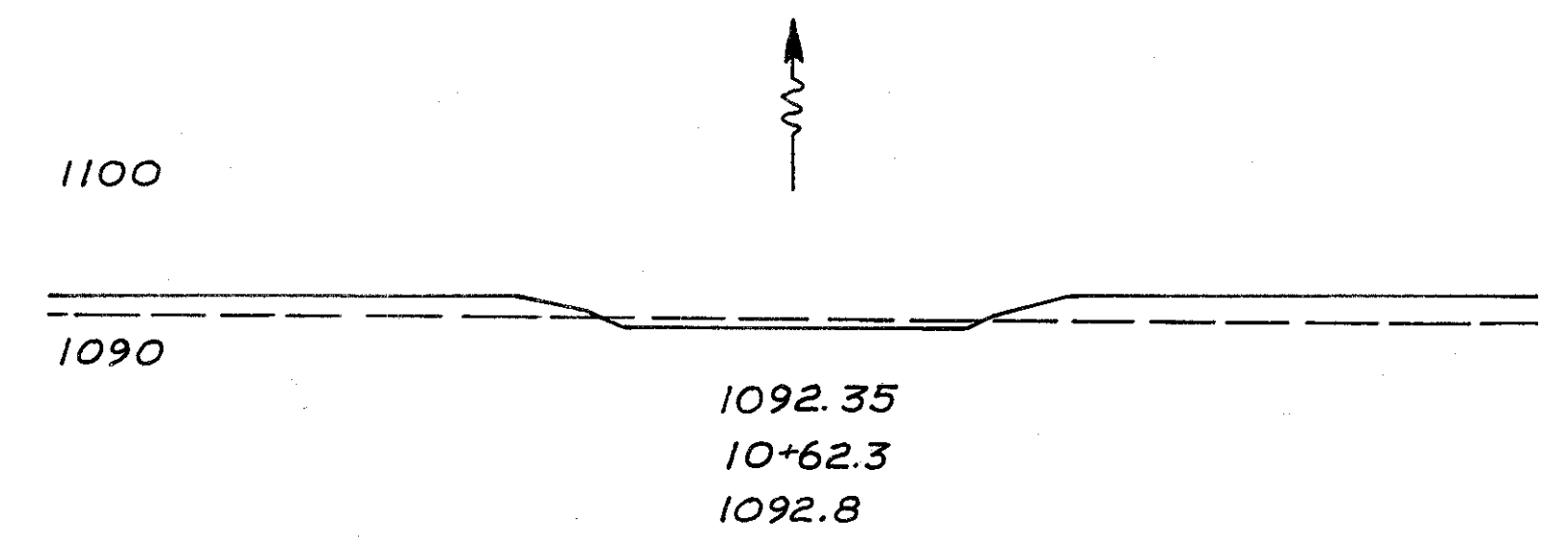
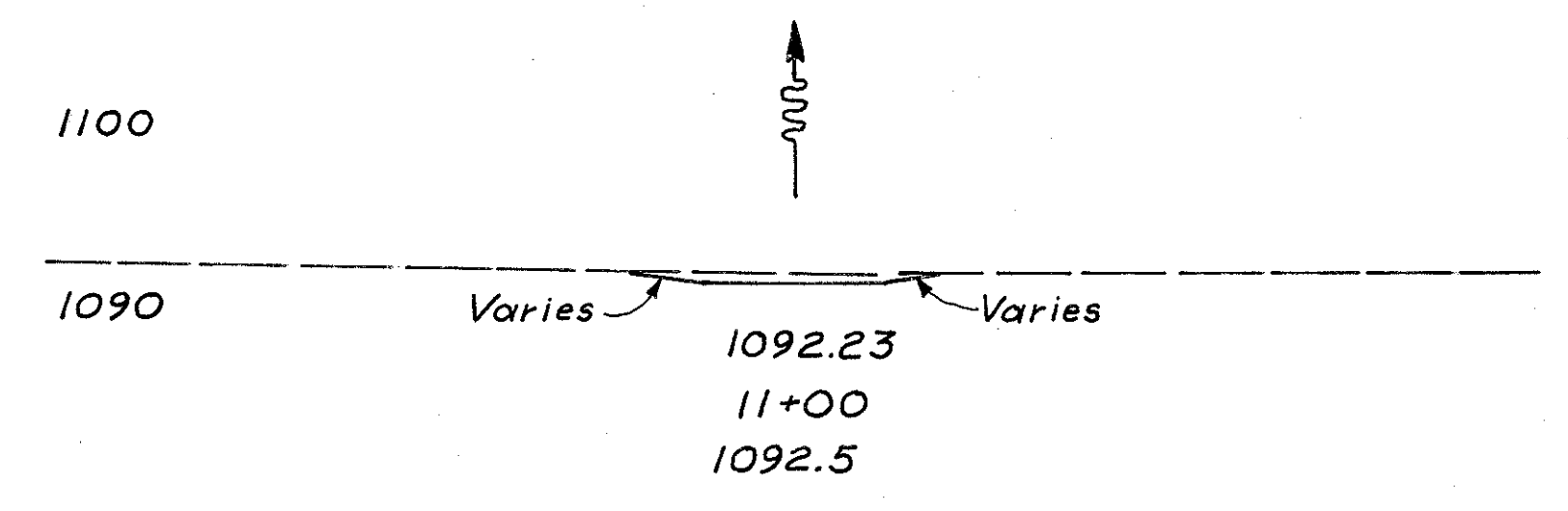
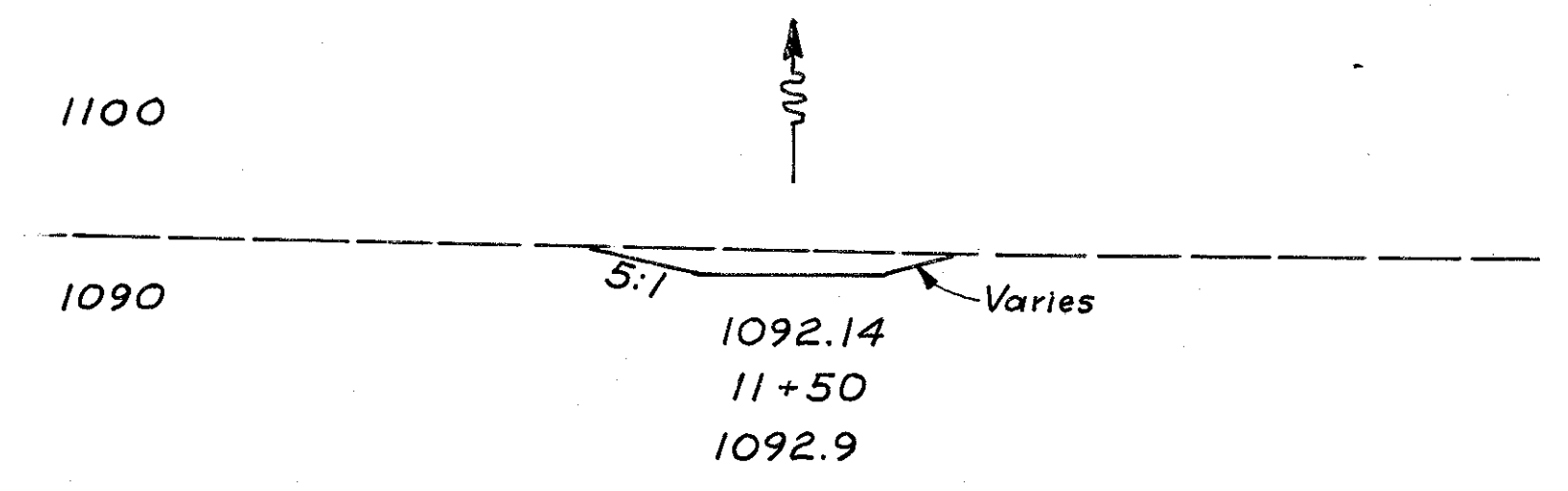
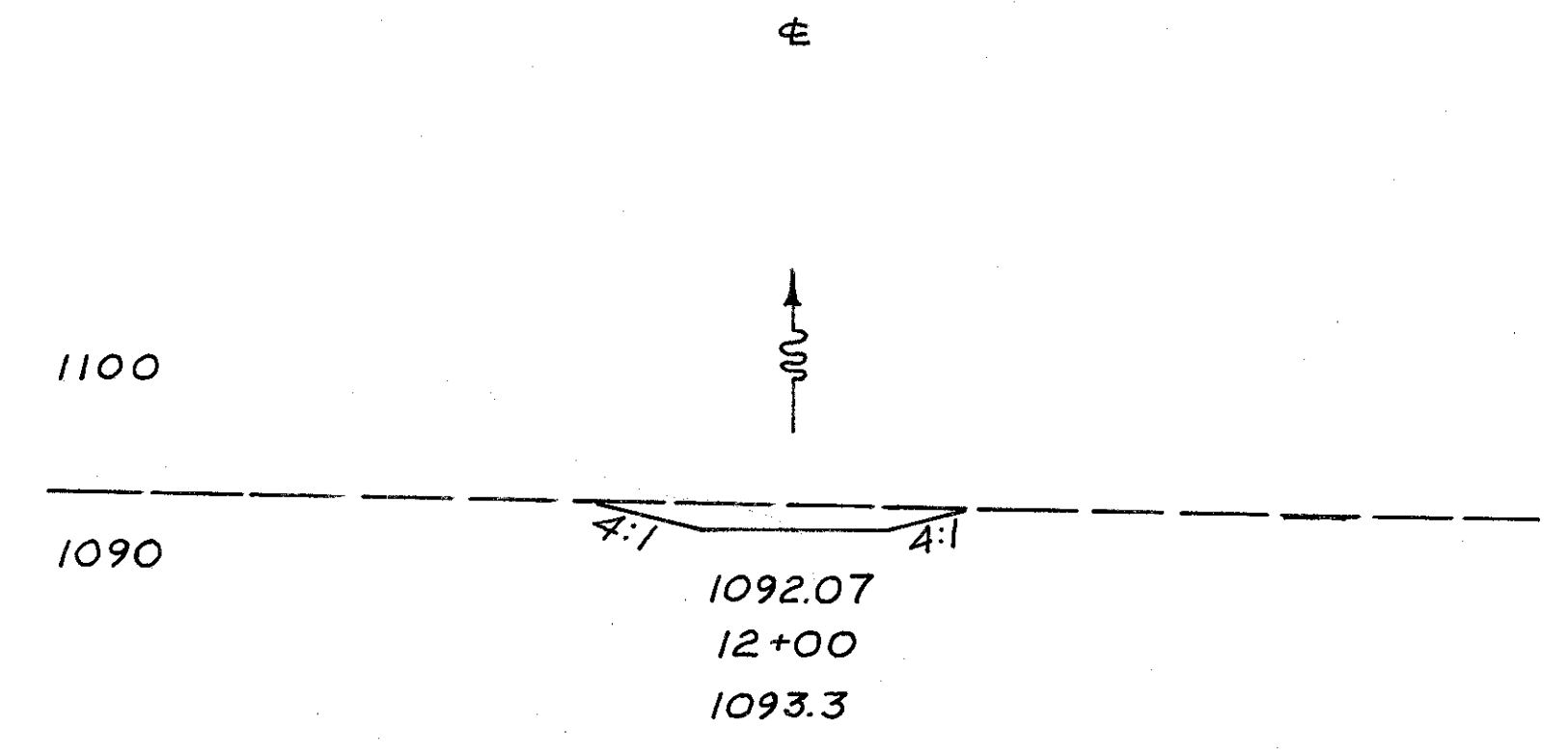
Note:
For Plan of Channel
See Sheet 198
Channel Excavation Quantity
Billed on Sheet 152

CHANNEL CROSS SECTIONS USR 127 & PRICE ROAD RELOC.

END AREA VOLUME
CUT FILL CUT FILL

23 0
38 0
18 0
23 0
7 0
12 0
10 0

I-70-1(13)09 200
273
PREBLE COUNTY
PRE-40-9.46



0 0
7 0
7 0
19 0
14 0
30 0
18 0

Note: For Plan of Channel
See Sheet 198
Channel Excavation Quantity
Billed on Sheet 132

38 0

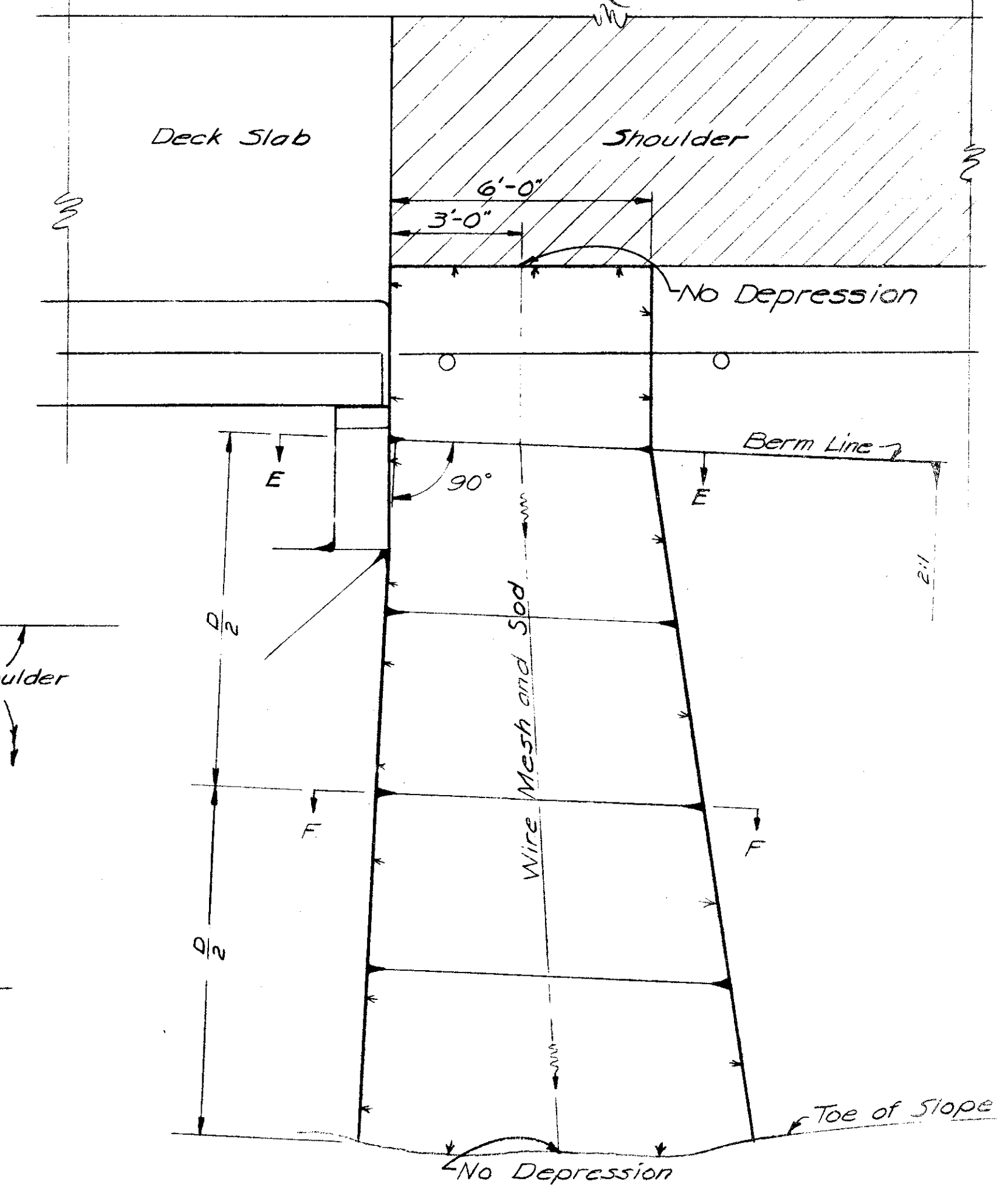
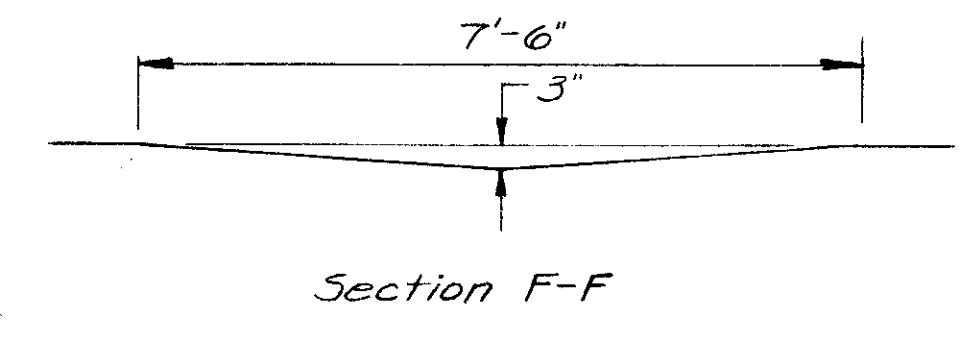
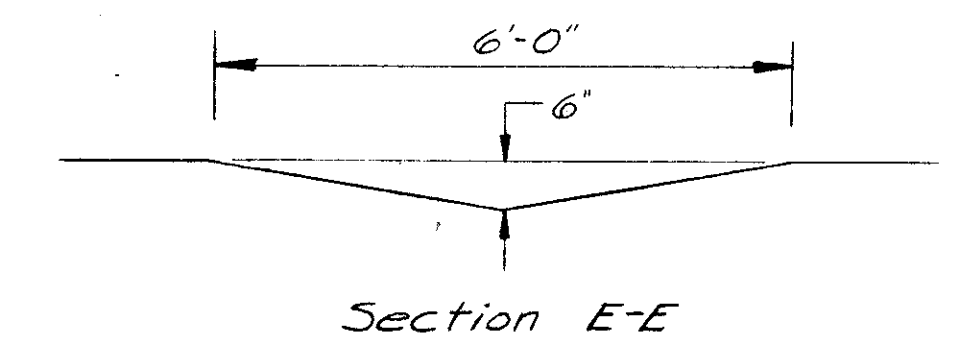
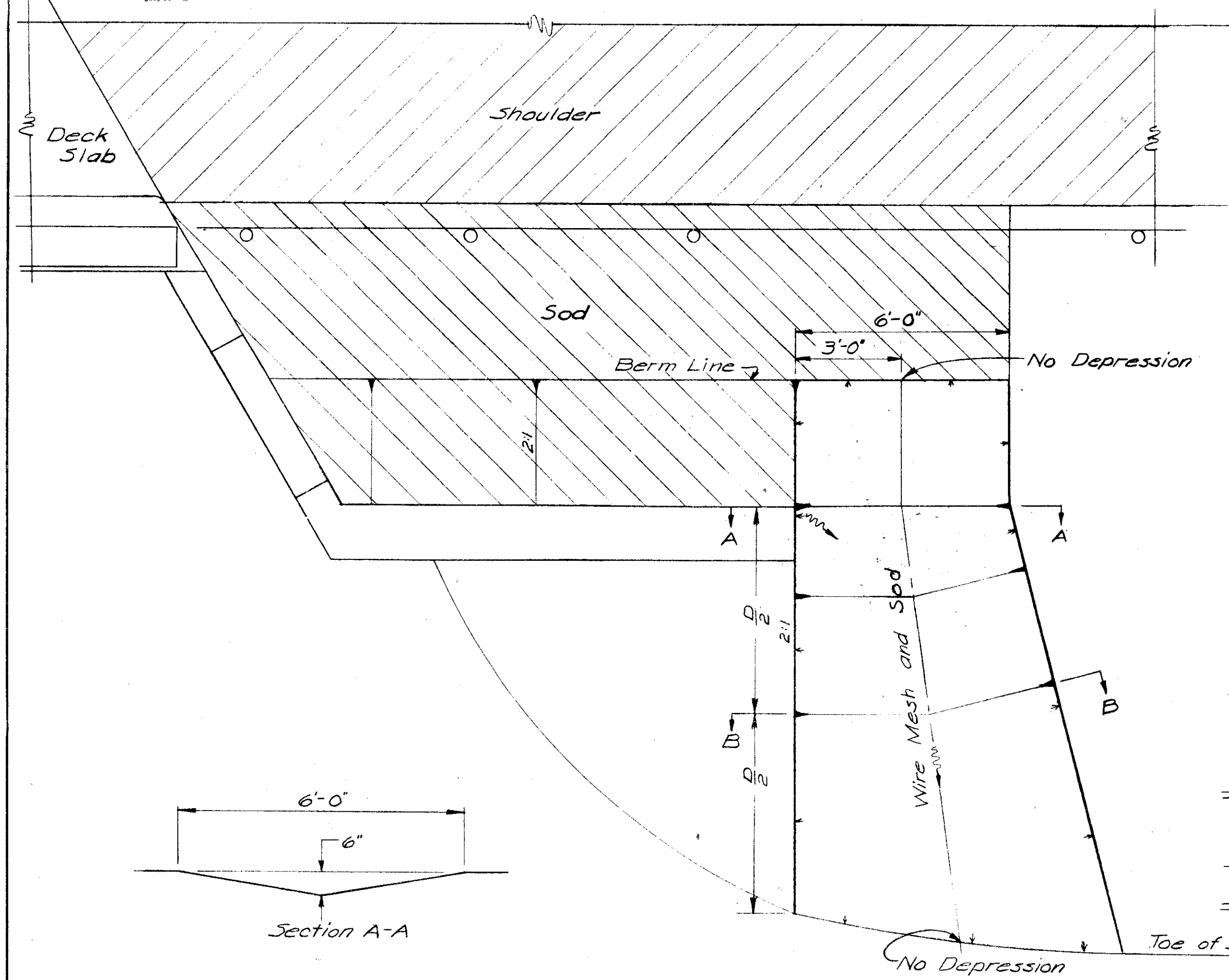
CHANNEL CROSS SECTIONS USR 127 & PRICE ROAD RELOC

MICROFILMED
MAY 9 1986

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

201
237

PREBLE COUNTY PLUS
Soil Profile
180 Red PRE-40-946
(201-273)



USR 40 over Price Creek & Price's Creek Rd.,
U.S.R. 40 over Goose Run

SPECIAL BERM AND SLOPE PROTECTION

Prior to placing Sod on the berm and slope, galvanized poultry fence shall be placed on the finished grade in strands which shall be at right angle to the direction of flow. Each strand shall be staked securely on top and bottom with stakes placed at four foot intervals and alternated in rows four feet apart.

Stakes shall be 1"x1"x8" wood stakes and shall be perpendicular to the ground and flush with the finished grade.

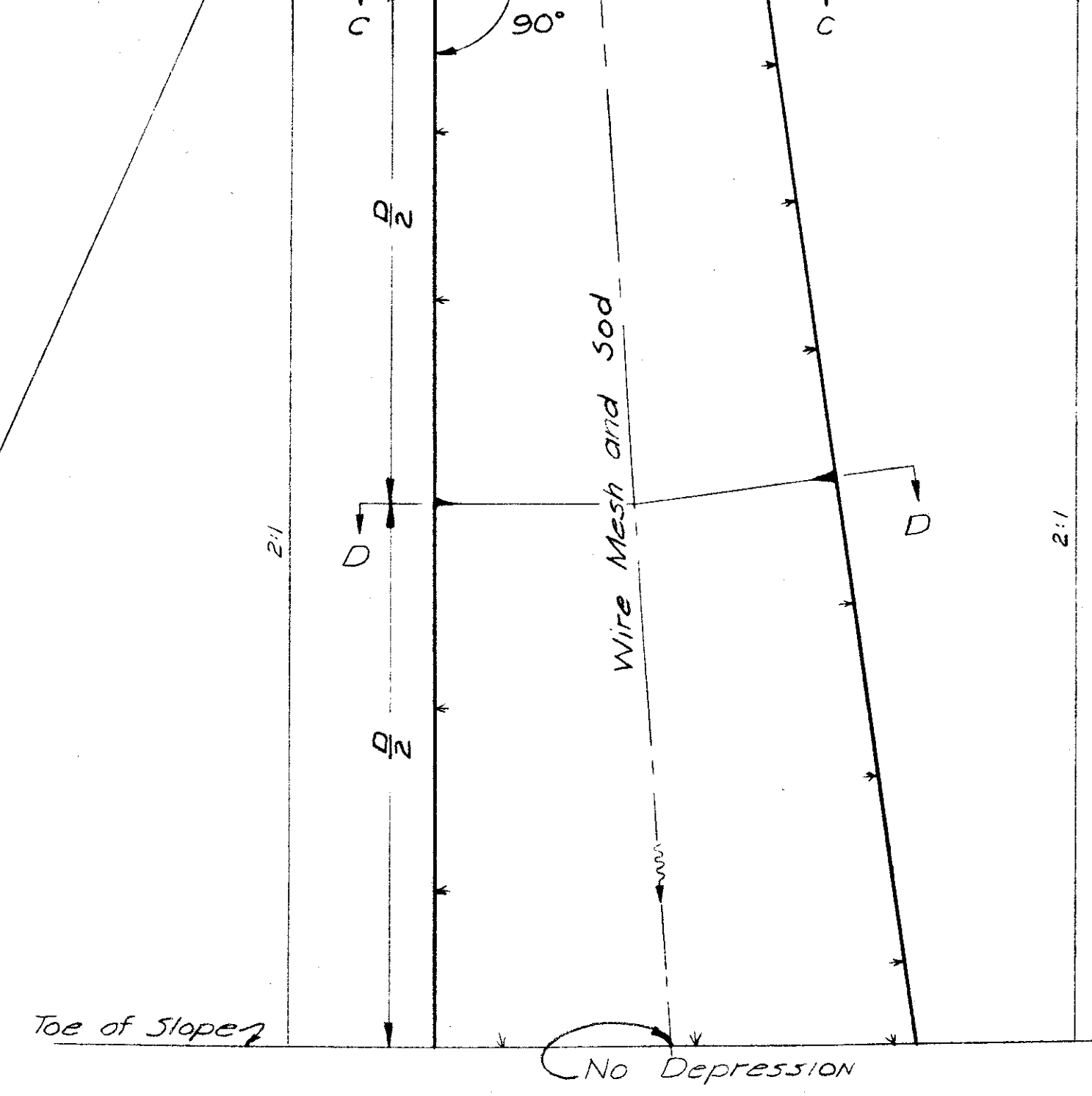
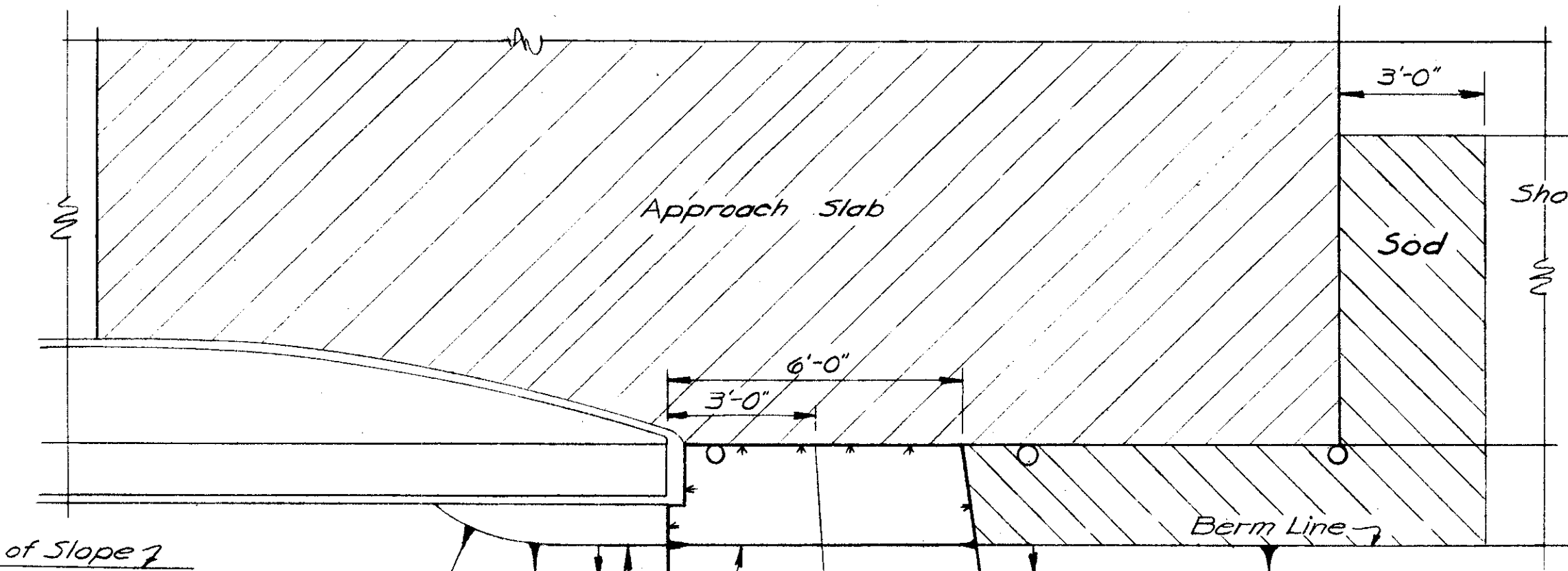
The fence shall be straight line poultry fence or equivalent with strand width of four feet having a two inch mesh and all wires NO. 20 gauge.

The strands of fencing shall be fastened together at twelve inch intervals by means of hog rings.

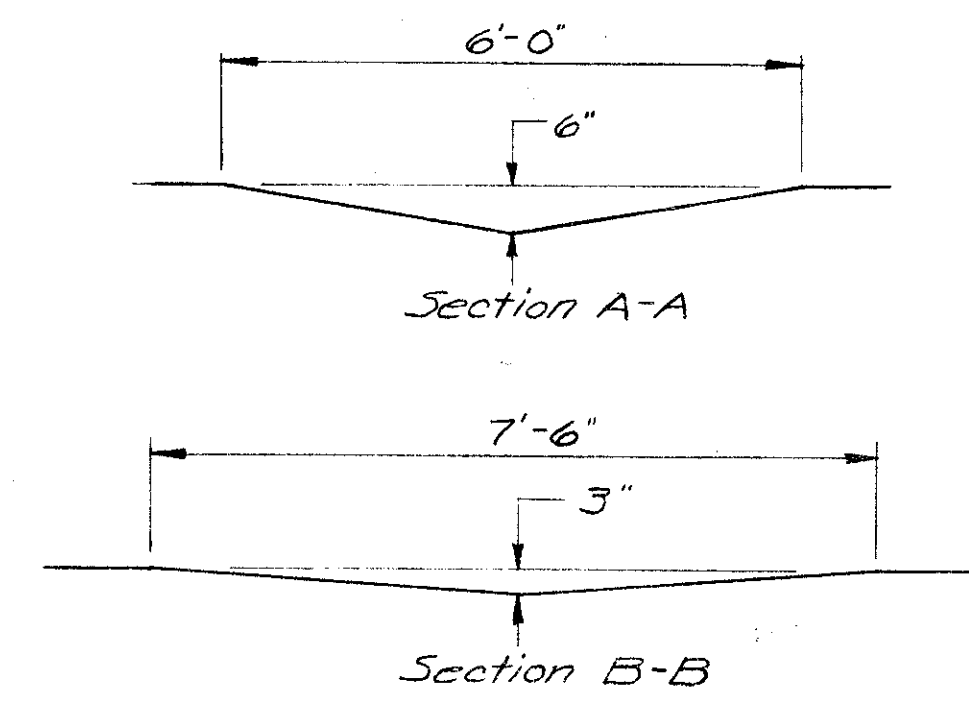
The fence shall be secured to the wood stakes by metal staples.

Sod shall be laid in accordance with Construction and Materials Specifications Section L-10.07.

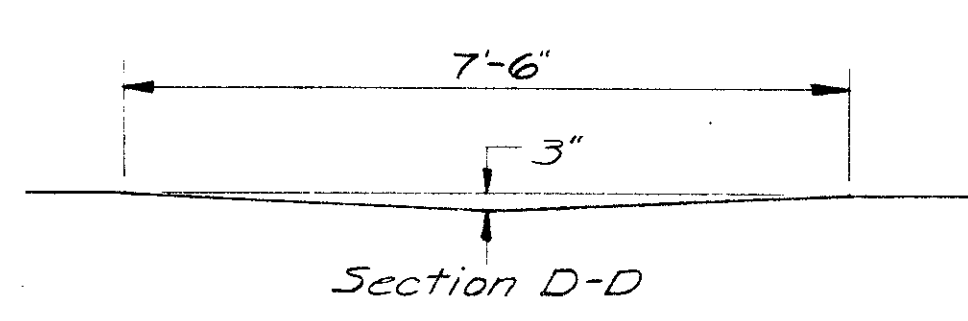
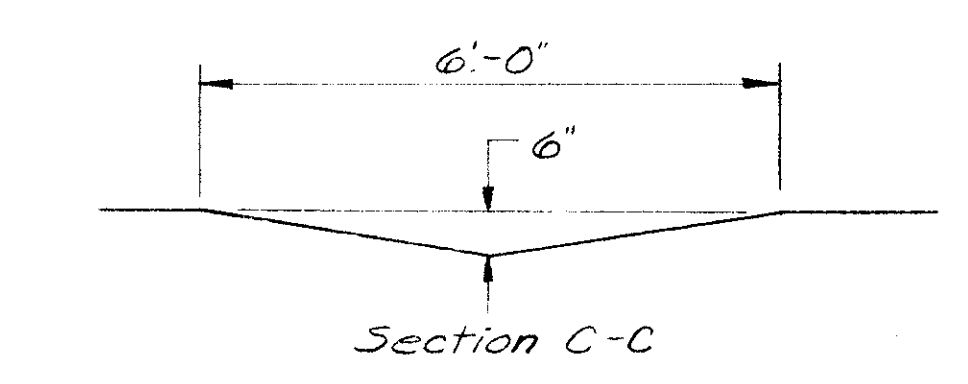
Payment for all the above shall be included in the unit price bid for Item L-10, Sodding, As Per Plan



Shields Rd. & U.S.R. 127

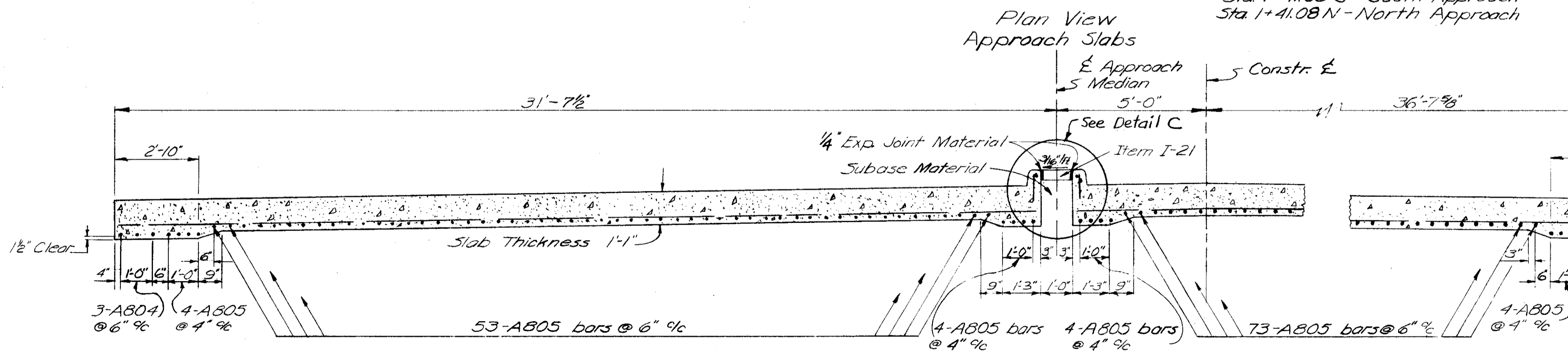
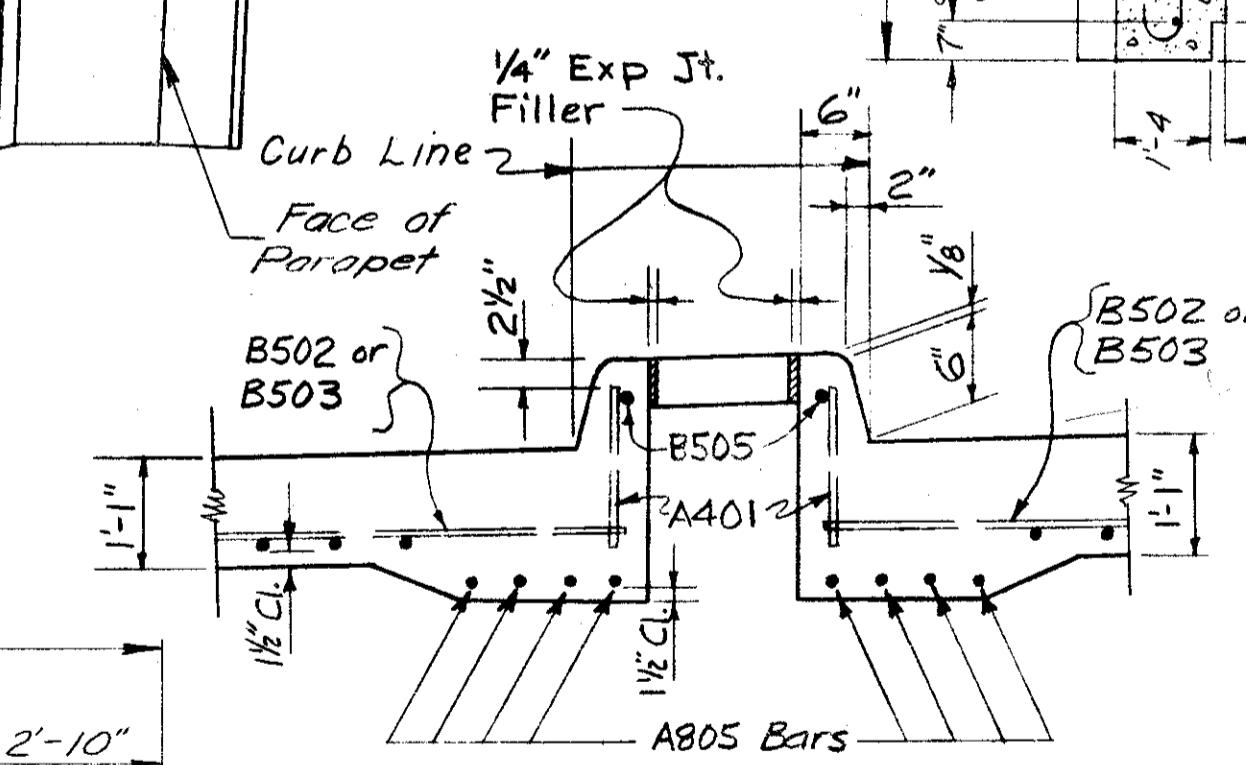
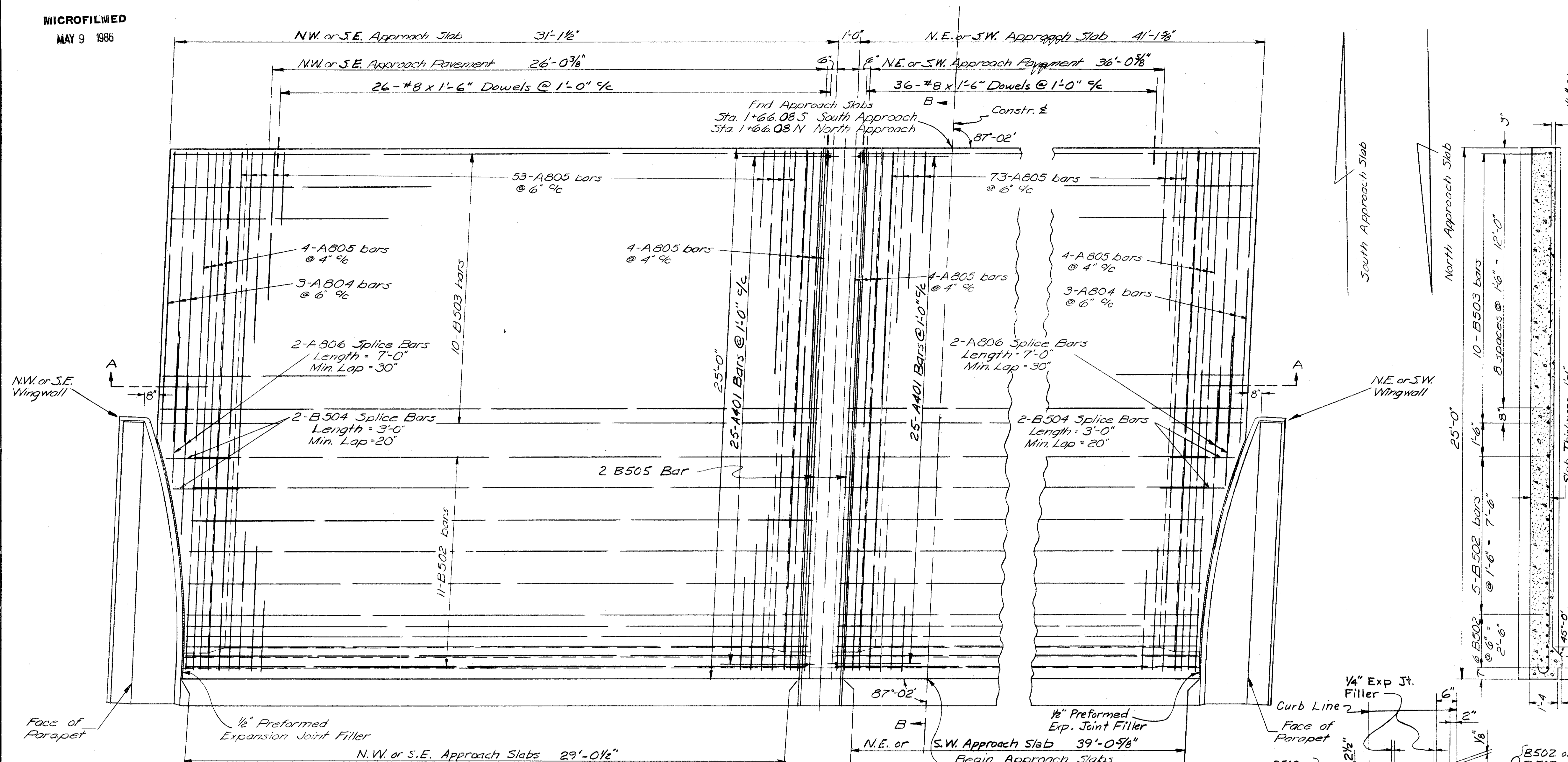


U.S.R40 over Jim's Run



APPROACH SLAB EROSION CONTROL

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Reinforcing Steel List For One Approach Slab

Mark	N.E. or S.W. Approach Slab			N.W. or S.E. Approach Slab		
	No.	Length	Weight	No.	Length	Weight
A401	25	1'-1"	18	25	1'-1"	18
B505	1	24'-6"	26	1	24'-6"	26
A804	3	13'-9"	110	3	13'-9"	110
A805	61	25'-7"	5533	61	25'-7"	4167
A806	2	7'-0"	37	2	7'-0"	37
B502	11	39'-0"	447	11	29'-0"	333
B503	10	40'-8"	424	10	30'-8"	320
B504	2	3'-0"	6	2	3'-0"	6
Dowels	36	1'-6"	144	26	1'-6"	104

Bending Diagram

A805
24'-6" %

Notes: Pertinent notes & details on Standard Drawings AS-1-54 & I-21-23 shall apply except as modified here on. The cost of furnishing and placing preformed expansion joint material shall be included in the unit price per square yard for Item I-7.

Scale: 3/8" = 1'-0"

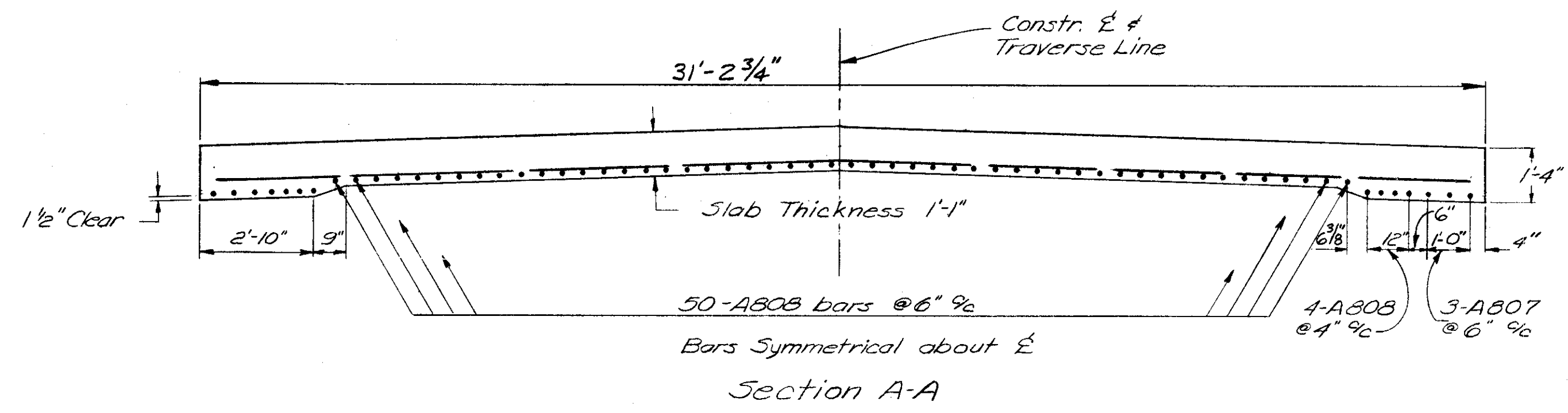
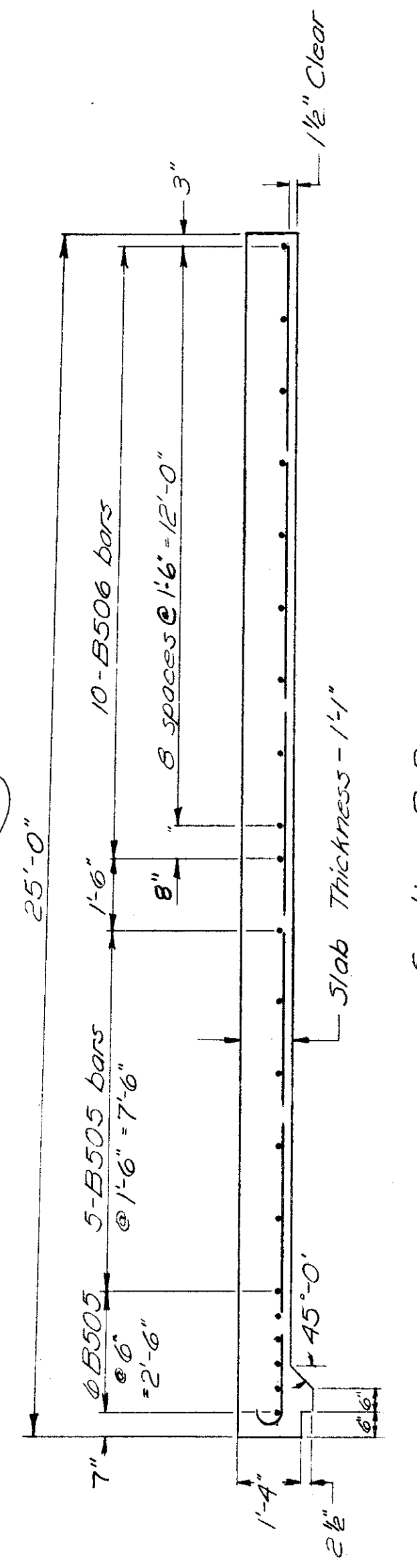
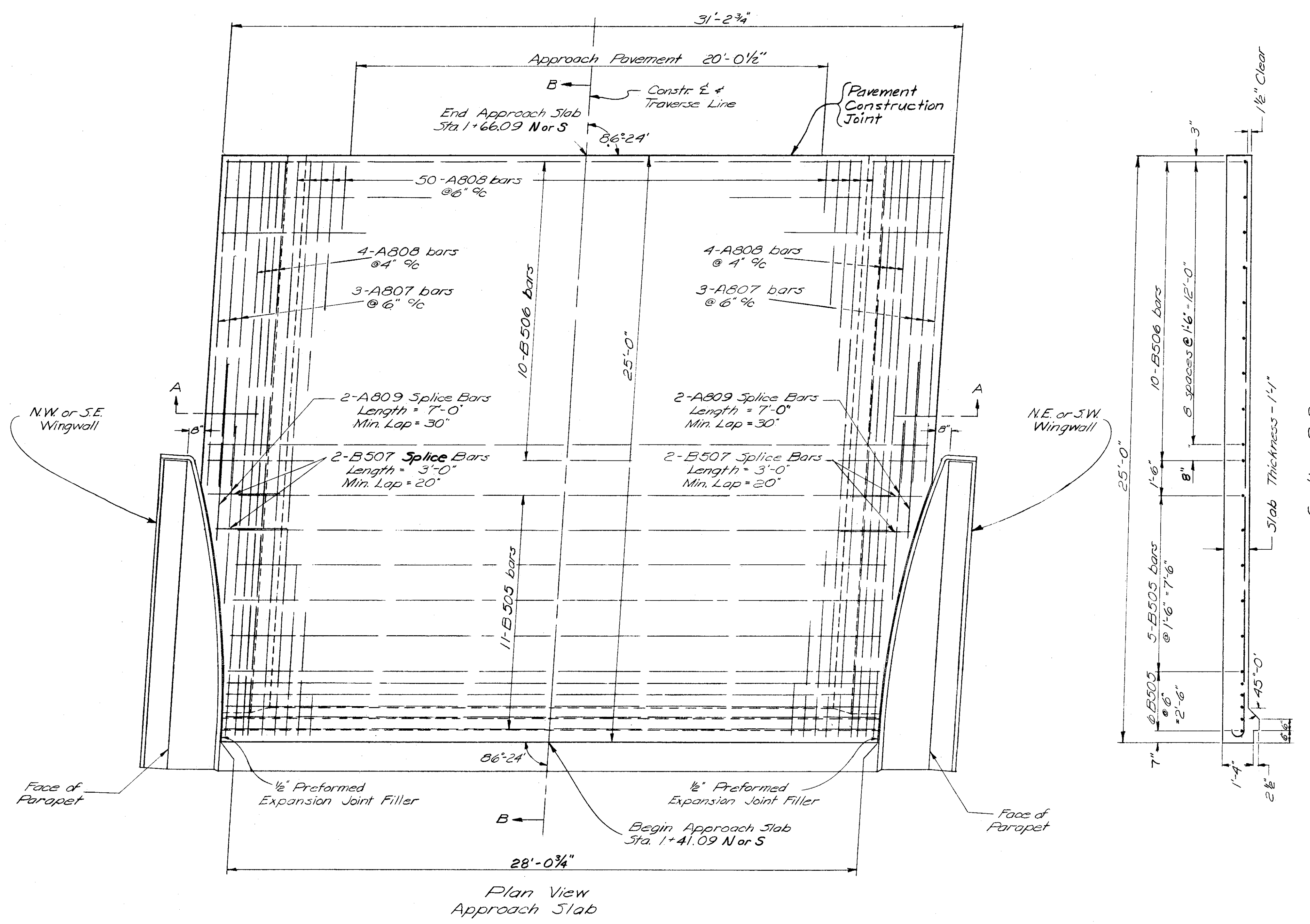
Drawn by - J.B. 5-23-62
Checked by - R.E.M. 7-24-62

PREBLE COUNTY
PRE-40-946

Reinforcing Steel List for One Approach Slab

Mark	No.	Length	Weight	Shape
A807	6	13'-9"	220	Straight
A808	58	25'-7"	3962	Bent
A809	4	7'-0"	75	Straight
B505	11	27'-7"	316	Straight
B506	10	30'-9"	321	Straight
B507	4	3'-0"	13	Straight

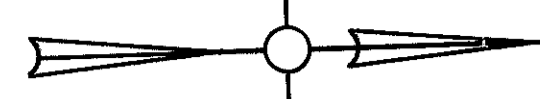
Bending Diagram



NOTES:
Pertinent notes & details on Standard Drawing AS-1-54 shall apply except as modified here on.
The cost of furnishing and placing preformed expansion joint material shall be included in the unit price per square yard for Item I-7.

Drawn J.B. 5-25-62
Checked R.E.M. 7-24-62

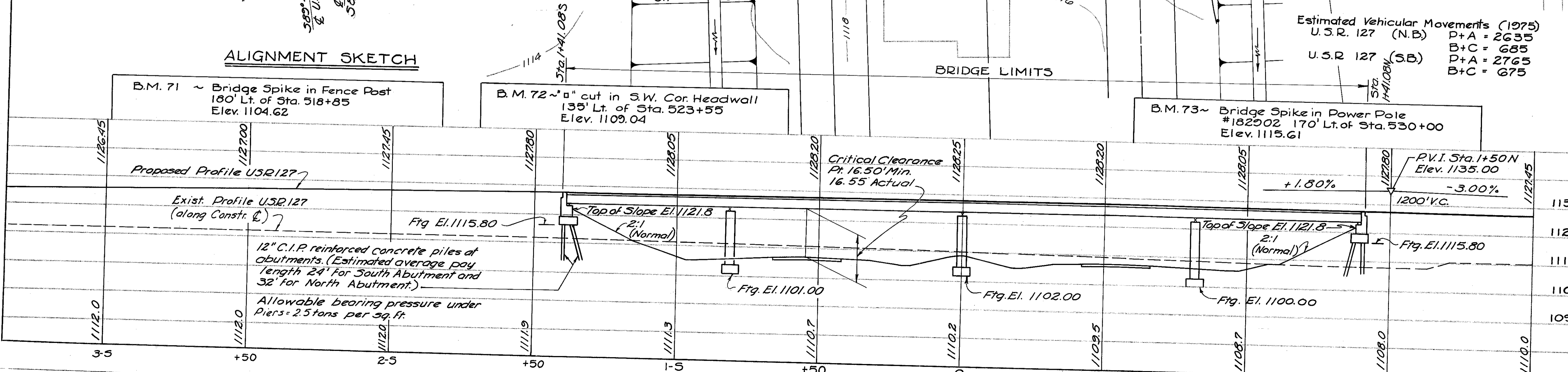
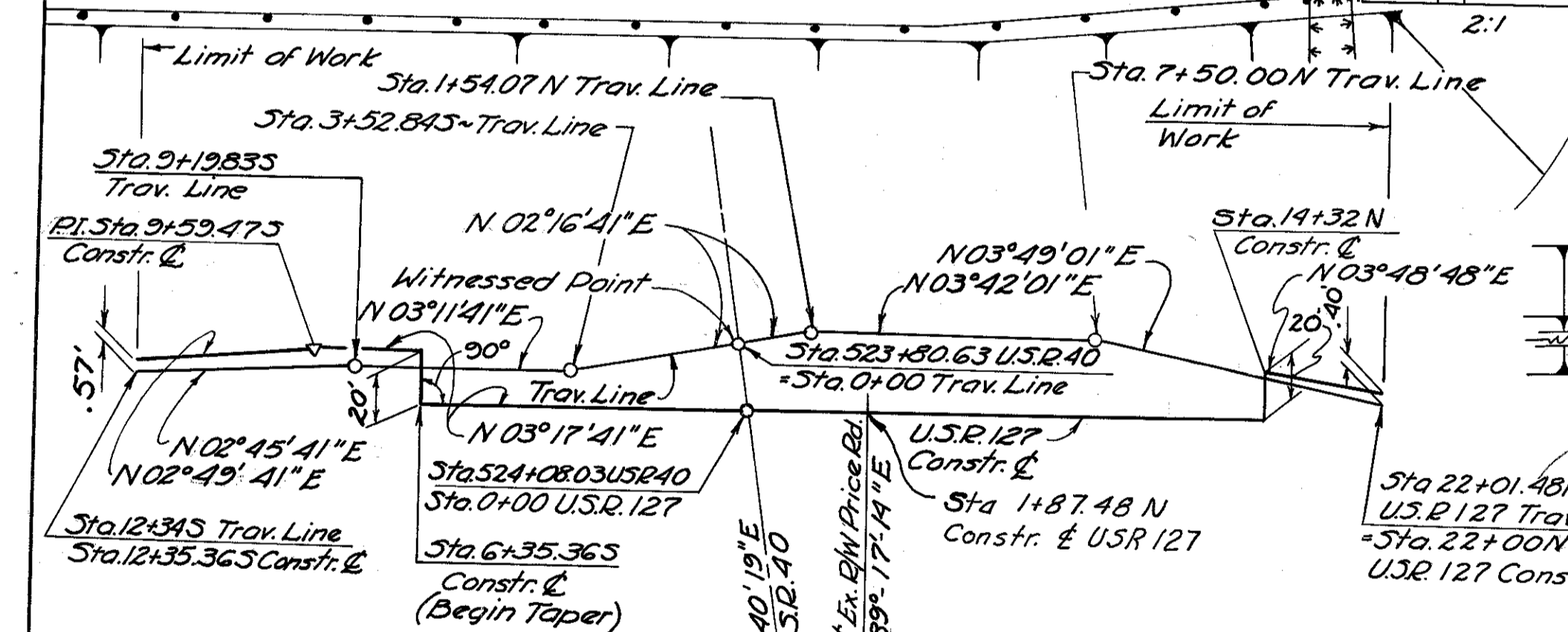
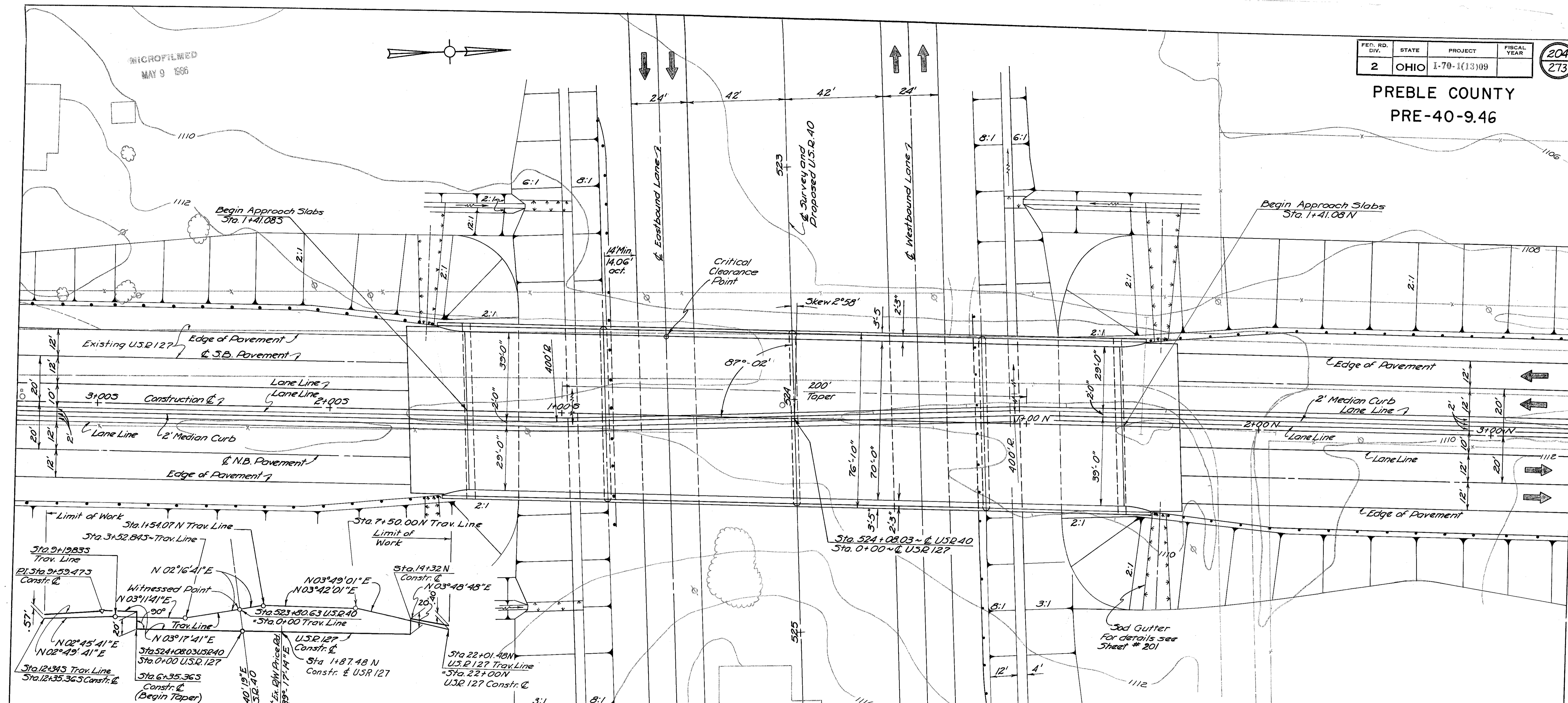
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FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

204
273

PREBLE COUNTY
PRE-40-9.46



Estimated Vehicular Movements (1975)

U.S.R. 127 (N.B)	P+A = 2635
	B+C = 685
U.S.R. 127 (S.B)	P+A = 2765
	B+C = 675

PROPOSED STRUCTURE

Type: Continuous steel beams with reinforced concrete deck & substructure
 Spans: 57'-2", 81'-8", 81'-8" and 57'-2" c/c brgs.
 Roadway: 70'-0" P/F 2'-3" safety curbs with 2' median
 Load Frequency: CF=400
 Skew: 2°58' RF
 Wearing Surface: 1" monolithic concrete
 Approach Slabs: A5-1-54 Special (25' long)
 Alignment: Tangent

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CINCINNATI OHIO

SITE PLAN

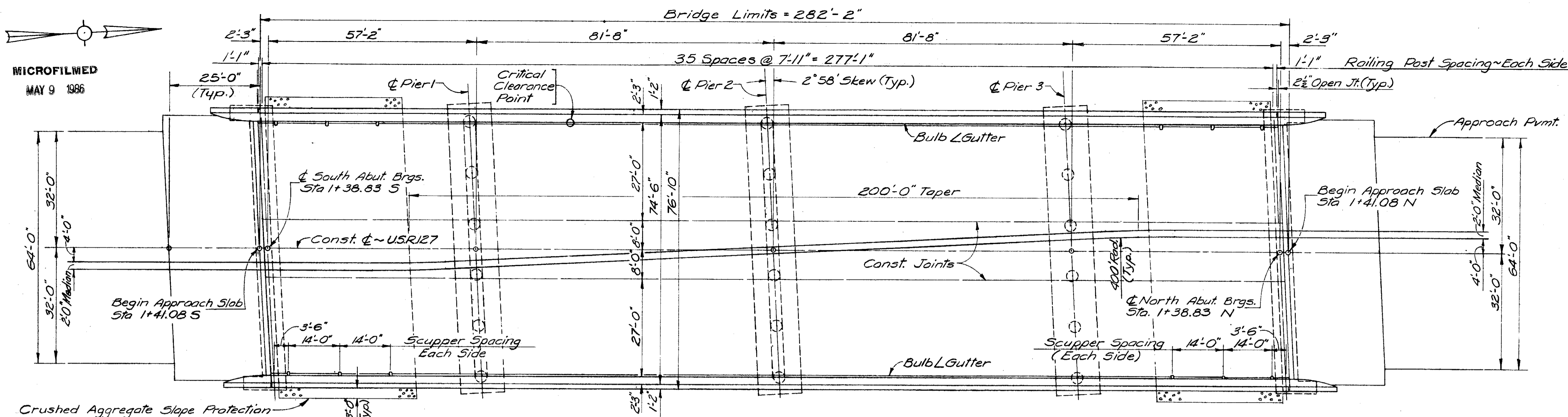
BRIDGE NO. PRE-40-0992
PREBLE CO. UNDER U.S.R. 127
U.S.R. 40

SEC. STA. 524+08.03

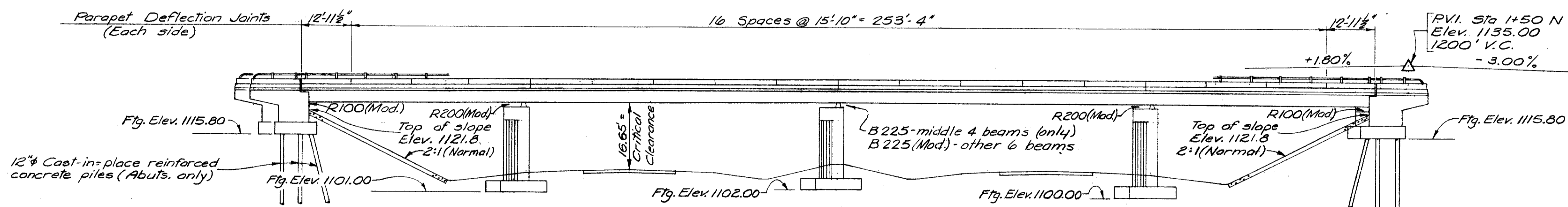
SCALE 1"=20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
Arval Survey	Arval Survey	Y.D.G.	W.D.K.	C.P.L.	J.H.O.

PREBLE COUNTY
PRE-40-9.96



GENERAL PLAN



ELEVATION

Estimated Quantities

Item	Total	Unit	Description	Super.	Piers	Abuts.	General
E-2	989	Cu.Yds.	Unclassified excavation		603	386	
S-1	634	Cu.Yds.	Class "C" concrete, superstructure	634			
S-1	160	Cu.Yds.	Class "C" concrete, pier caps and columns		160		
S-1	264.6	Cu.Yds.	Class "E" concrete, pier footings		264.6		
S-1	279.4	Cu.Yds.	Class "E" concrete, abutments			279.4	
S-3	18	Lin.Ft.	Waterproofing, Premolded Sealing Strip			18	
S-4	288,531	Lbs.	Reinforcing Steel	177,590	90,389	20,552	
S-7	738,000	Lbs.	Structural Steel		738,000		
S-8	738,000	Lbs.	Field Painting of Structural Steel		738,000		
S-14	609	Lin.Ft.	Railing (Aluminum Rail and supports, concrete Parapet)	555		54	
S-16	Lump	Sum	First Test Pile				
S-18	1232	Lin.Ft.	12" Cast-in-place Reinforced Concrete Piles			1232	
S-29	59	Cu.Yds.	Porous Backfill			59	
S-29	12	Each	Scuppers	12			
I-10	755	Sq.Yds.	Crushed aggregate slope protection				755
Special	634	Each	Water-reducing, set-retarding admixture *	634			

* See Proposal Note

GENERAL NOTES

REFERENCE shall be made to Standard Drawings "CSB-2-56", Sheets 1, 2 & 3 and "RB-1-55" revised 2-2-59 and "AR-1-57" revised 4-2-62. For reinforcing steel list see Sh #241.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways dated 9-1-57 together with current revisions thereof.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments.

PILES shall be driven to a minimum bearing capacity of 33 tons per pile.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress up grade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

SHEET LEAD shall conform to the requirements of ASTM Designation B 29 without restriction to the Common Desilvered Type.

SHOP PAINTING STEEL: The surface preparation of all steel, requiring shop painting as per the Plans and Specifications, shall be accomplished by blast cleaning or power tool cleaning, except as noted in the specifications regarding the use of chromate primers.

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 2.5 tons per sq. ft.

CONTINUOUS BEAM SPLICES: If beams having depths differing by more than 1/8" are to be spliced by butt welding, the depth of the smaller-depth beam shall be increased by splitting the web longitudinally, at a distance of 1/2" below the bottom of the top flange and for a distance sufficient to allow the flange to be bent up at a slope of not more than 3/8" per foot, after which the split in the web shall be completely welded with full penetration and ground flush.

SURFACE FINISH OF CONCRETE: The requirements of Sec. 5-1.22, Rubbed Finish, shall apply to the following exposed concrete surfaces:

- (a) The entire superstructure except the top and bottom surfaces of sidewalks and roadways.
- (b) The entire surface of piers and abutments except bridge seats, backwalls and the face of spill-through abutments between outside beams.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine within the limits of the longitudinal construction joints and the bulb angle gutters.

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CINCINNATI, OHIO

**GENERAL PLAN, ELEVATION,
NOTES & ESTIMATED QUANTITIES**

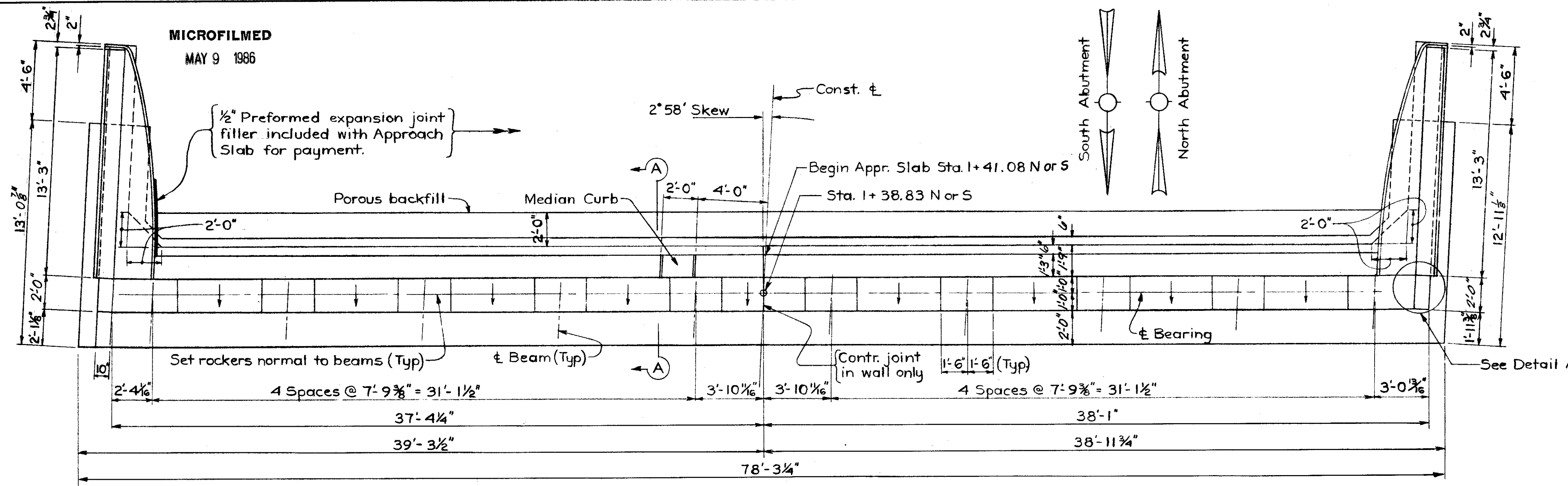
**BRIDGE NO. PRE-40-0992
UNDER U.S.R.127**

PREBLE COUNTY Sta. 524+08.03

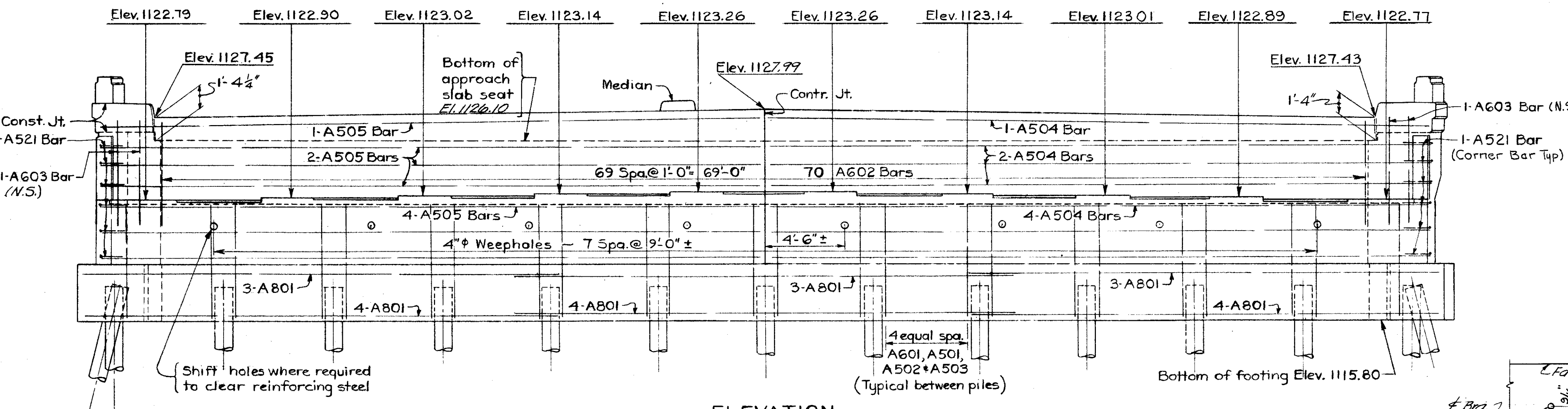
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	MPC		CPL	JHO 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**

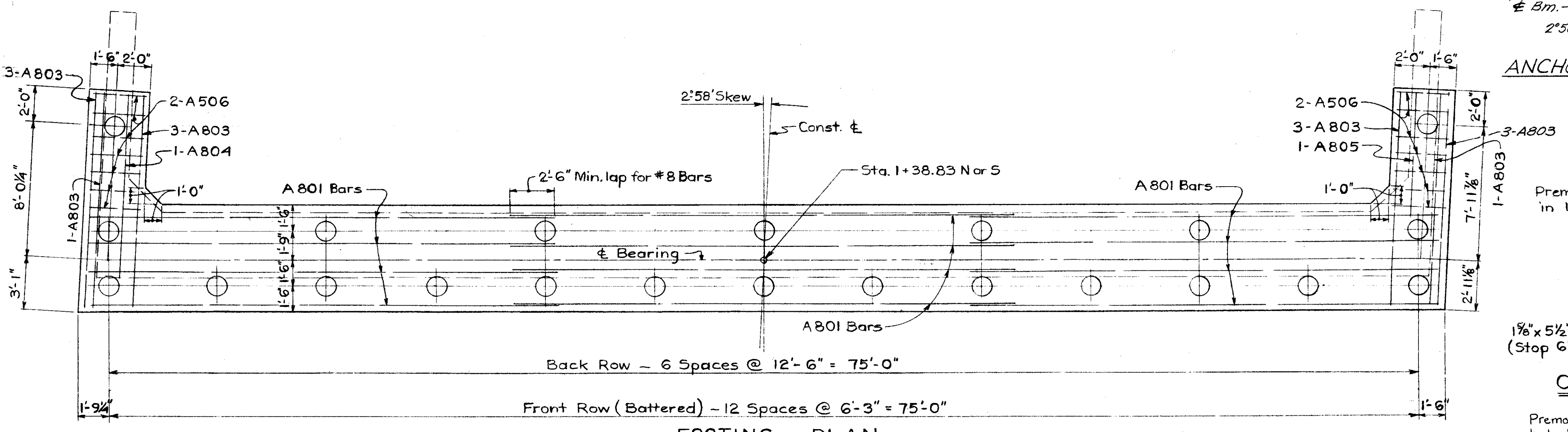
NOTE: Provide an open joint in the 2" edge bar and the 2 6x4x1/2 at the contraction joint in the backwall.



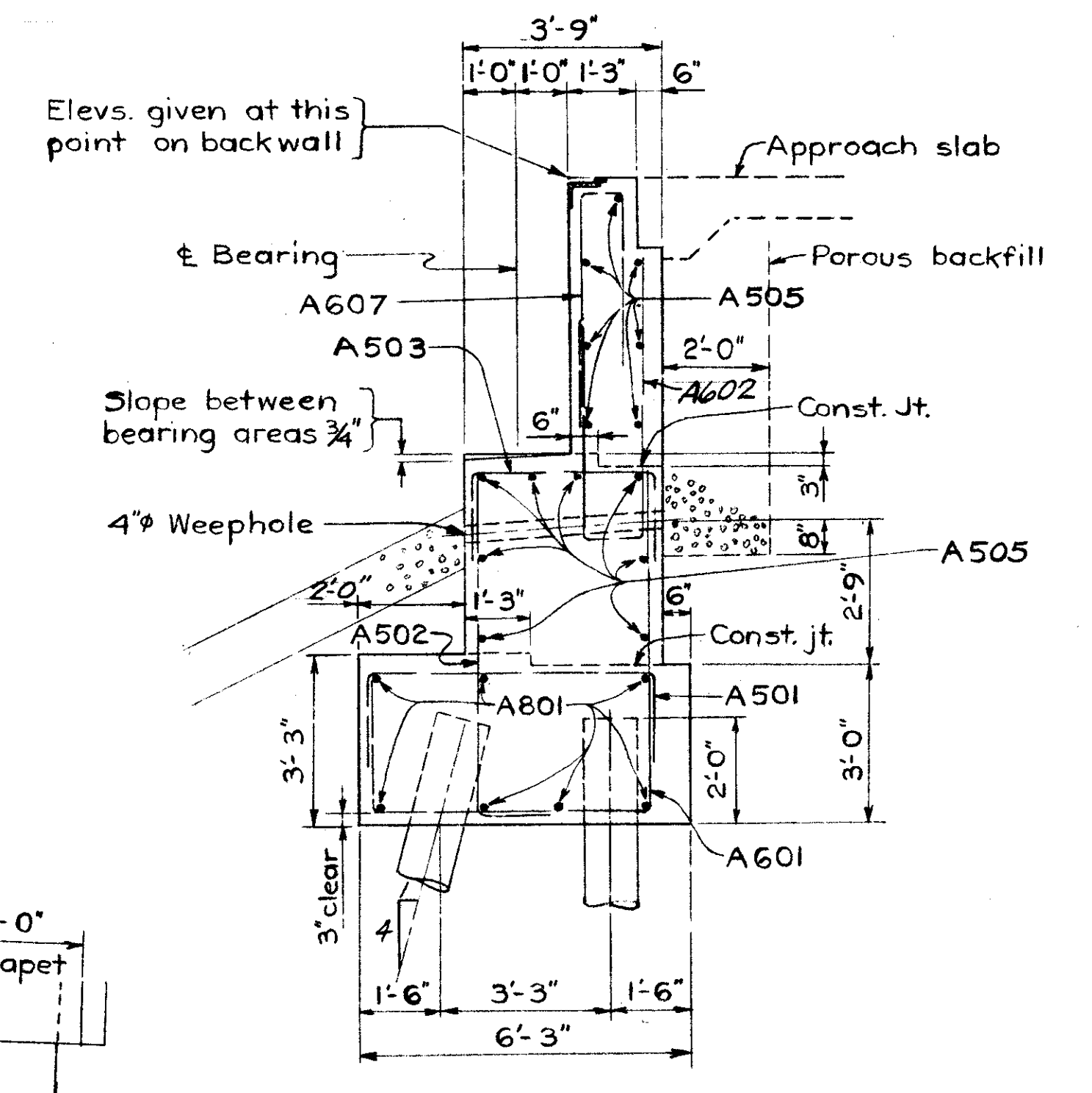
PLAN



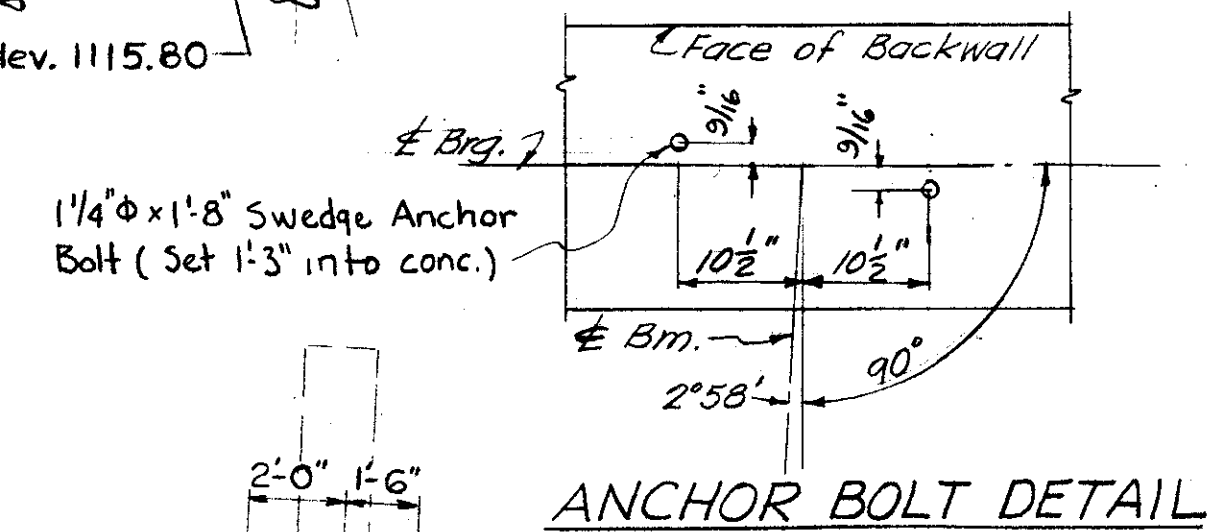
ELEVATION



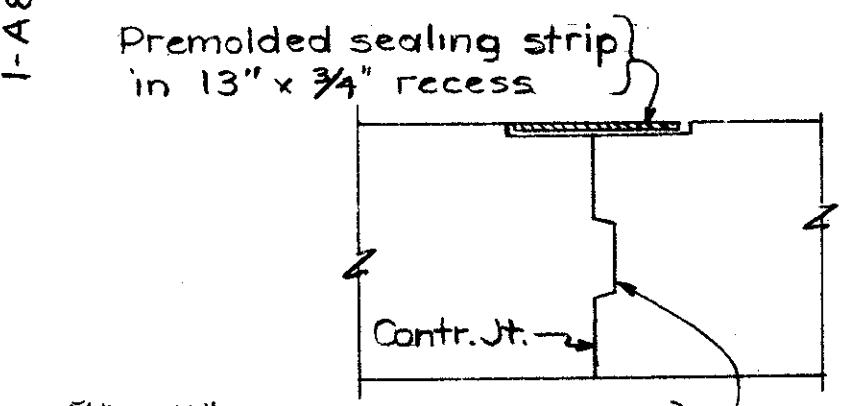
Note: All piling shall be 12" Cast-In-Place Reinf. Conc. Piling



DETAIL A



ANCHOR BOLT DETAIL



CONTRACTION JOINT DETAIL

Premolded sealing strip to extend from top of footing to bottom of approach slab.

NOTES:

Provide 3" clearance to reinforcing steel in footing.

Special care shall be taken in placing reinforcing in the abutment seat so that it will not interfere with the masonry plate anchor bolts.

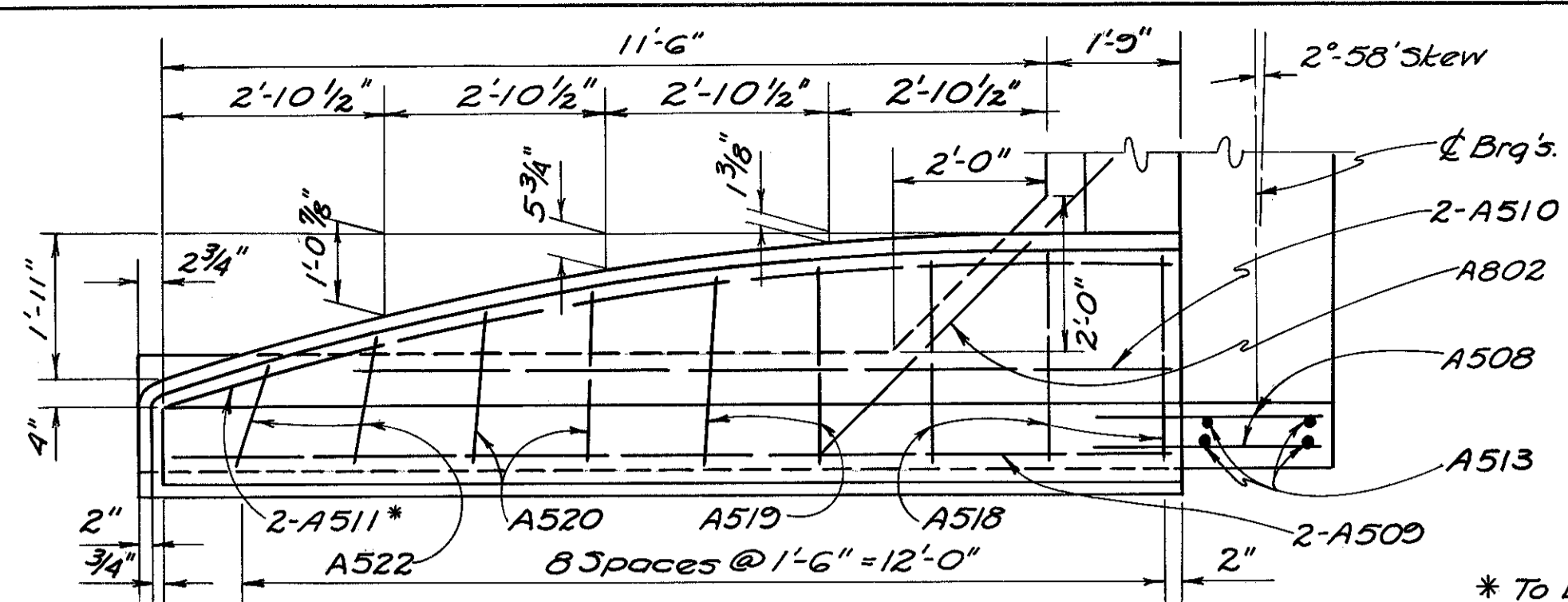
Concrete above bridge seat construction joint shall not be placed until after superstructure steel is in place.

Porous backfill shall extend upward to approach slab and outward to the turn-back wings. Excavation therefor in excess of that required for construction of the abutments shall be considered as paid for in the bid price per cubic yard paid for porous backfill.

The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the sub-grade for a distance of 200' back of the abutments, after which excavation shall be made for the abutments.

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ABUTMENT DETAILS					
BRIDGE NO. PRE-40-0992 UNDER USR 127					
PREBLE COUNTY Sta. 524+08.03					
DESIGNED HLL	DRAWN HLL	TRACED	CHECKED BOG	REVIEWED DATE JHO 10/14/62	REVISION

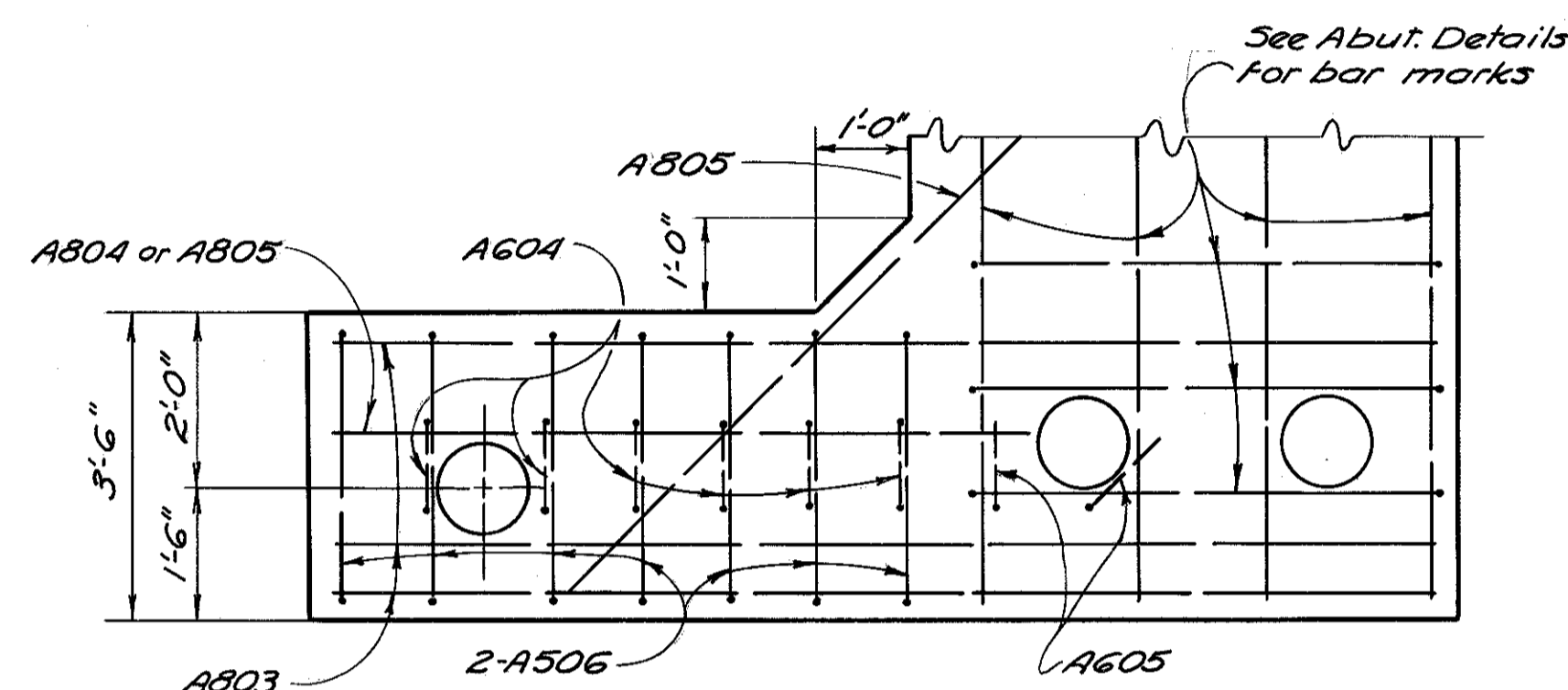
**PREBLE COUNTY
PRE-40-9.46**



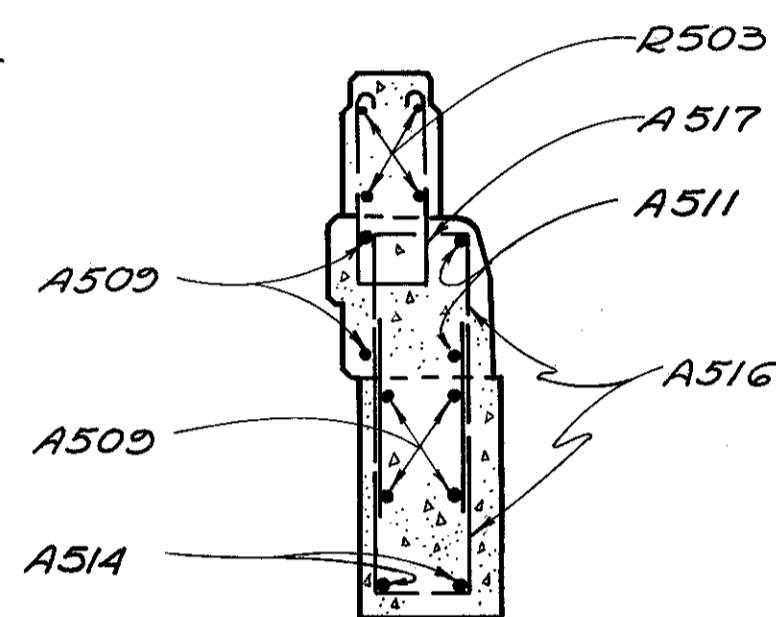
PLAN OF WING WALL

See Abut. Details for Skew Angle

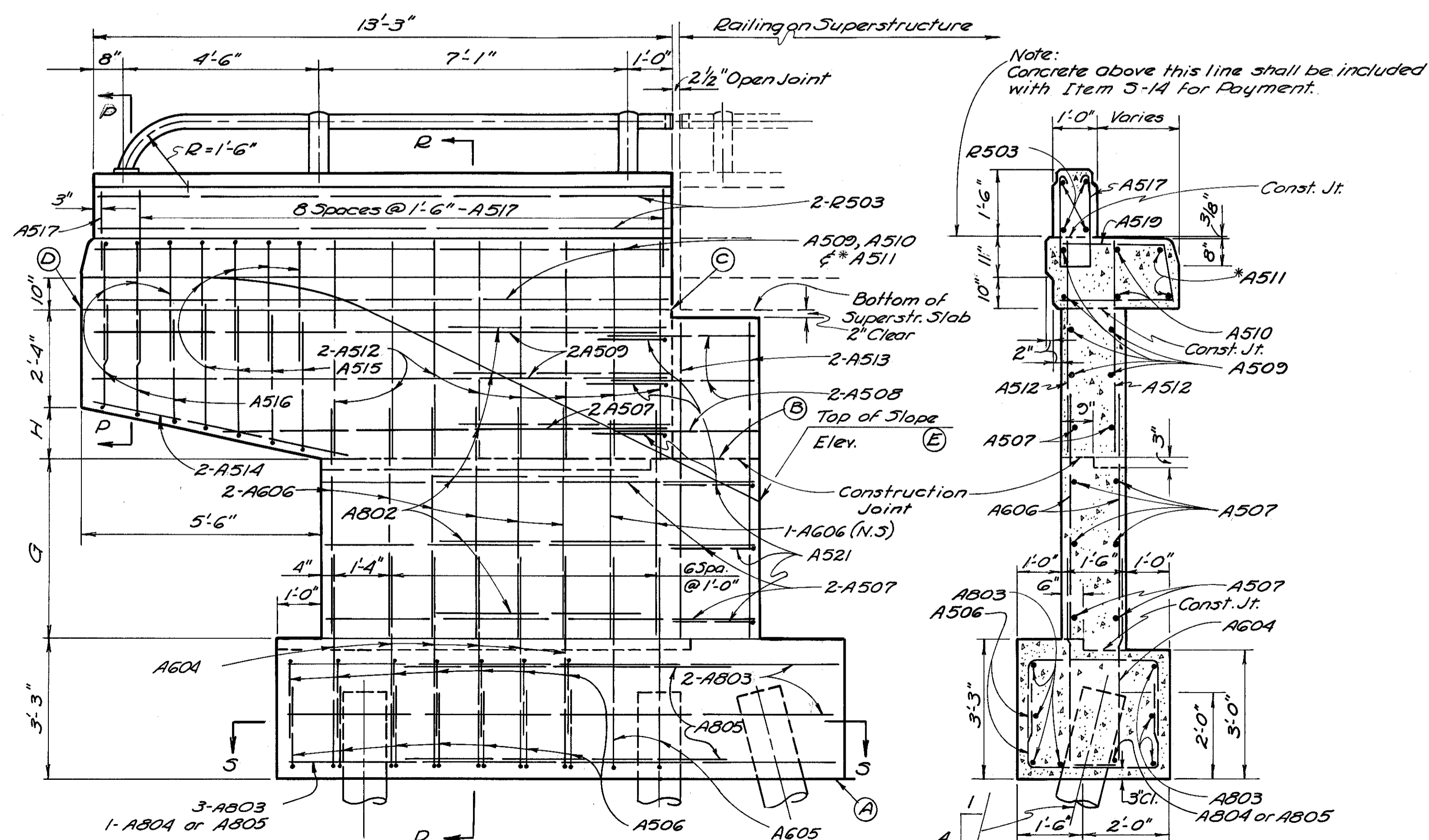
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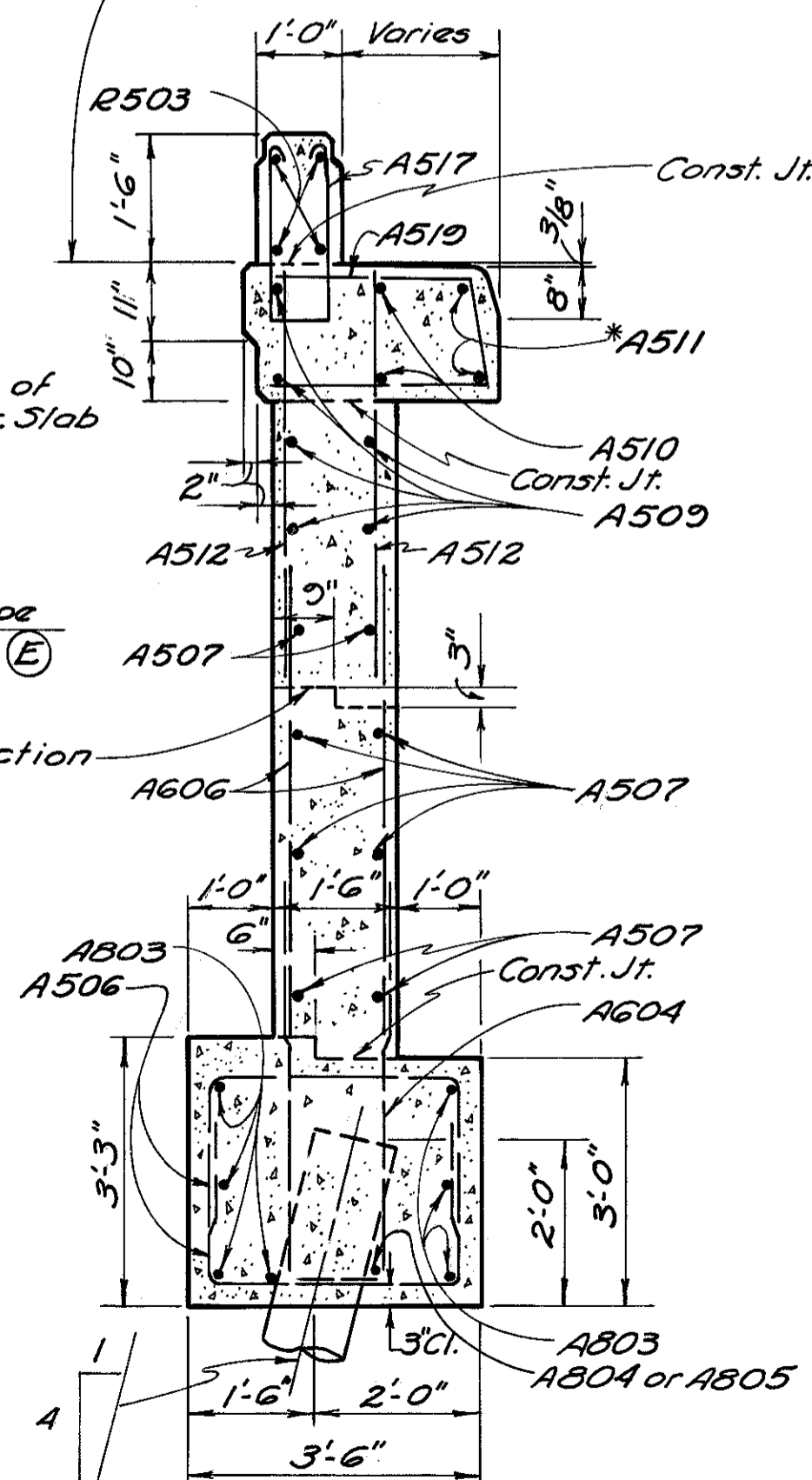
SECTION S-S



SECTION P-P



ELEVATION OF WING WALL



SECTION R-R

Note: For Railing Details see Std. Dwg. AR-1-57

	ELEVATIONS					DIMENSIONS	
	A	B	C	D	E	G	H
South East Wing	1115.80	1122.79	1126.56	1126.46	1121.80	3'-8 7/8"	1'-4"
South West Wing	1115.80	1122.77	1126.54	1126.43	1121.80	3'-8 5/8"	1'-3 7/8"
North East Wing	1115.80	1122.77	1126.54	1126.43	1121.80	3'-8 5/8"	1'-3 7/8"
North West Wing	1115.80	1122.79	1126.56	1126.46	1121.80	3'-8 7/8"	1'-4"

N.S. denotes Near Side
For Additional dimensions and details see Abutment Details, Sheet no. 206

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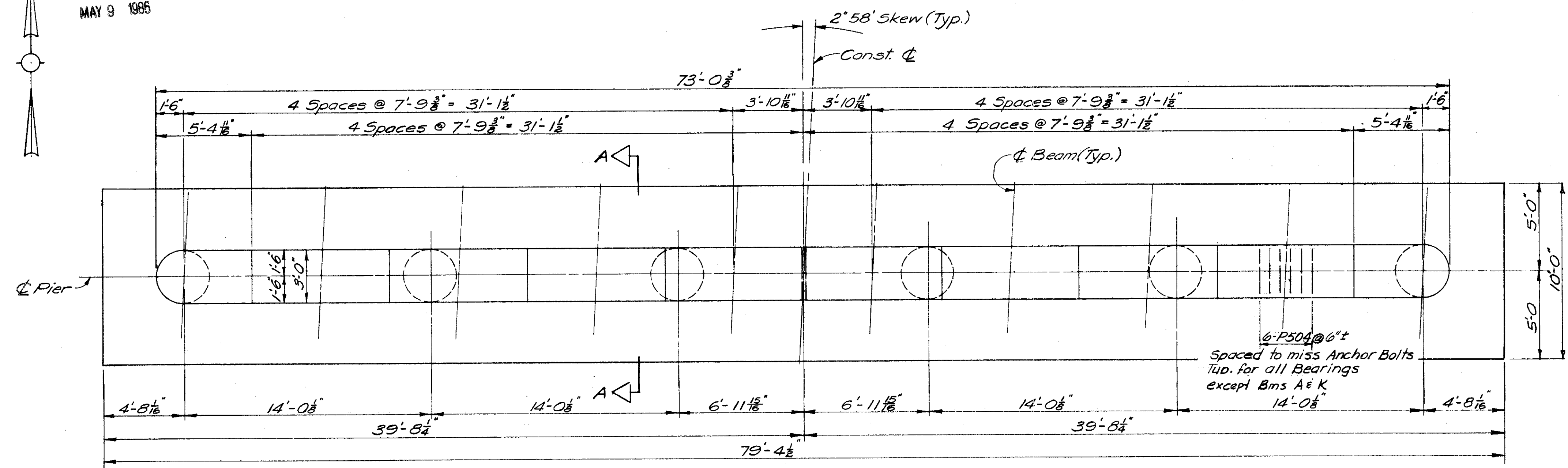
WING WALL DETAILS

BRIDGE NO. PRE-40-0992
U.S.R.40 UNDER U.S.R 127
PREBLE COUNTY STA. 524+08.03

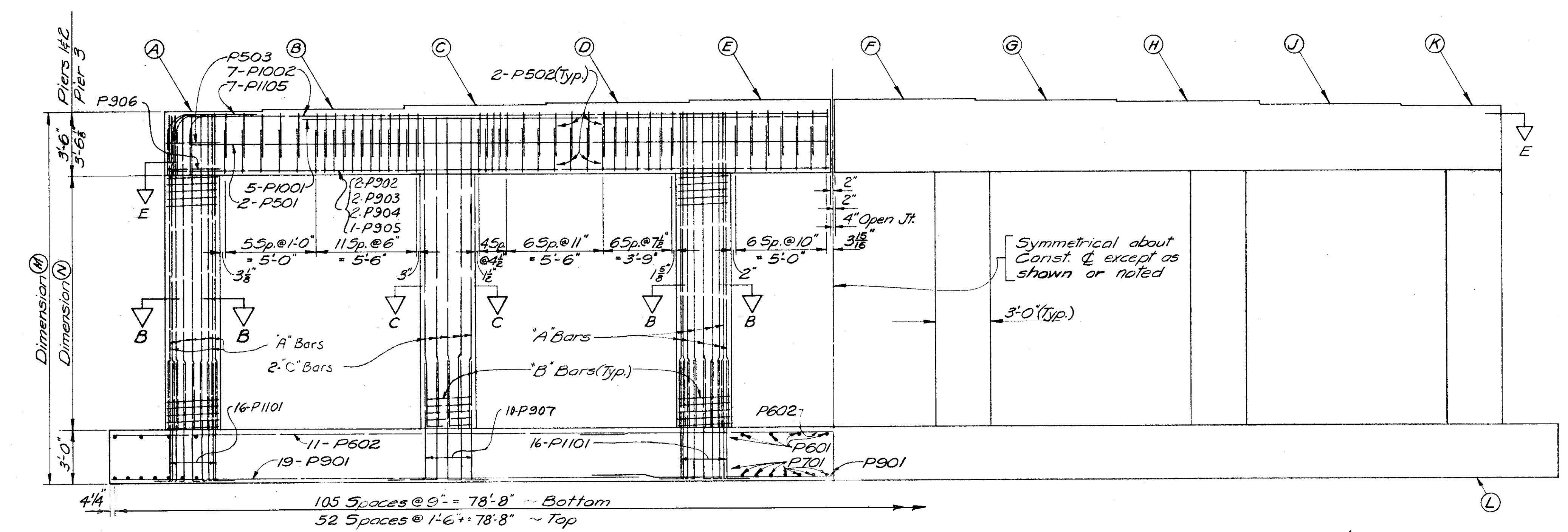
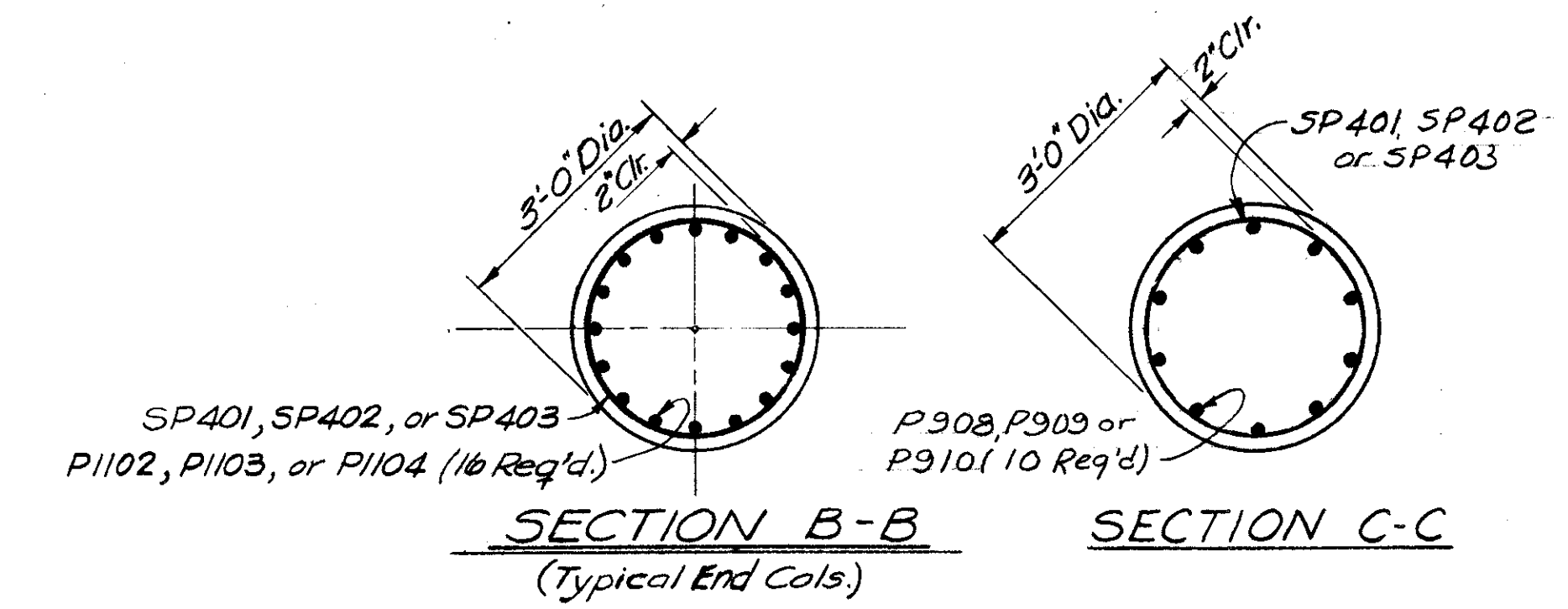
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HCL	JAM	MPC	CPL	JHO 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**

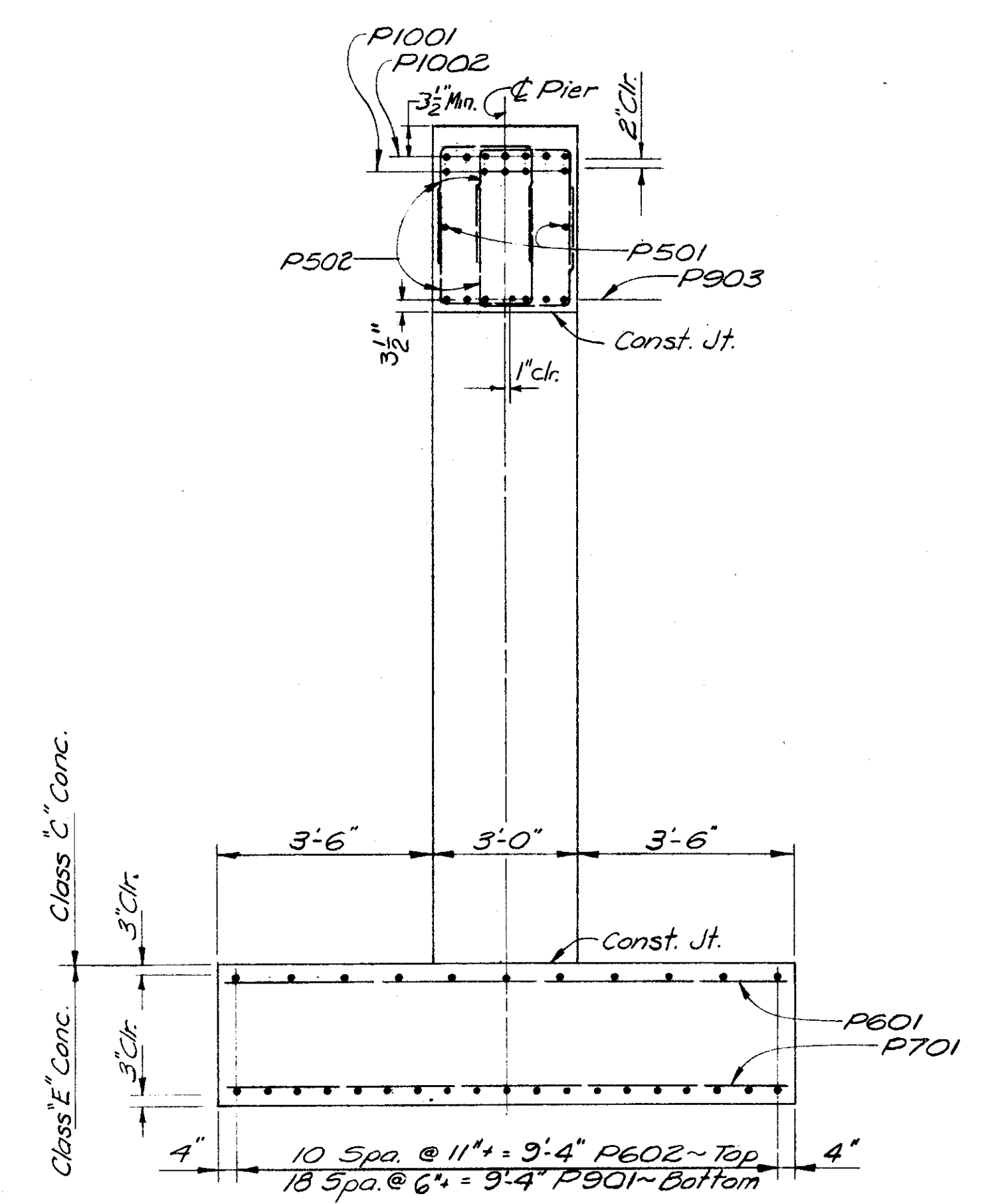
MICROFILMED
MAY 9 1986



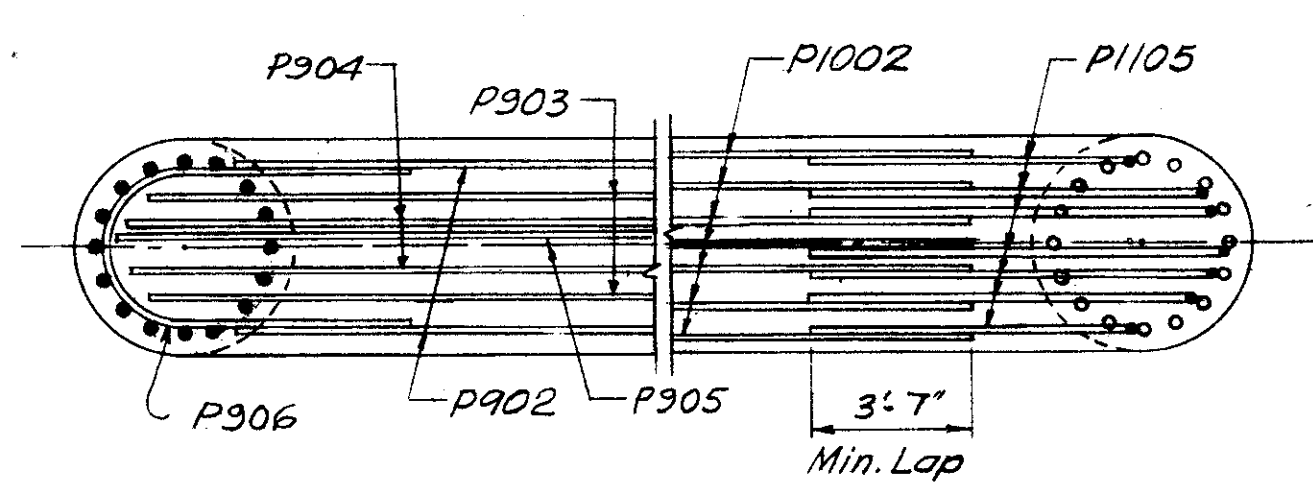
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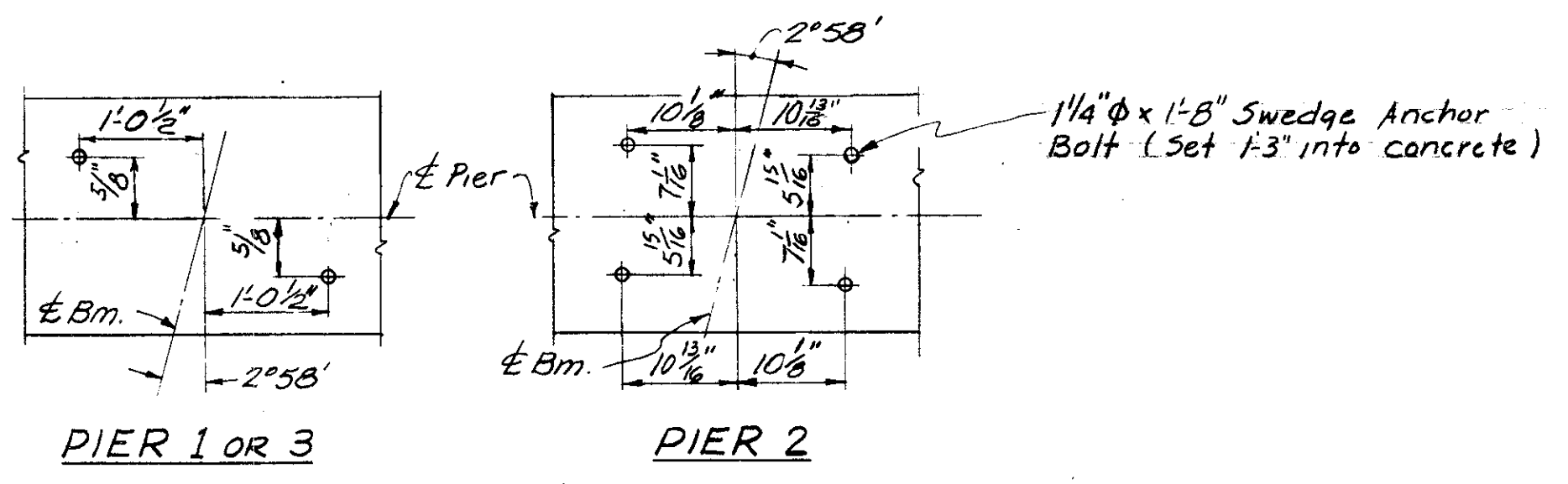
ELEVATION



SECTION A-A



SECTION E-E



ANCHOR BOLT DETAILS

Special care shall be taken in placing reinforcing steel in the top of footings at Piers 1 & 3 so as to avoid interference with the drilling of anchor bolt holes for anchoring guard rail posts to footings as shown on Sheet #19.

BRIDGE SEAT REINFORCING: In Piers special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bolt holes.

Pier	Elev. (A)	Elev. (B)	Elev. (C)	Elev. (D)	Elev. (E)	Elev. (F)	Elev. (G)	Elev. (H)	Elev. (J)	Elev. (K)	Elev. (L)	Dimension (M)	Dimension (N)	"A" Bars	"B" Bars	"C" Bars
Pier 1	1122.47	1122.59	1122.71	1122.84	1122.96	1122.96	1122.84	1122.72	1122.60	1122.48	1101.00	21'-5 3/4"	14'-11 3/8"	P1102	SP401	P908
Pier 2	1122.58	1122.70	1122.83	1122.95	1123.07	1123.07	1122.95	1122.83	1122.70	1122.58	1102.00	20'-7"	14'-1"	P1103	SP402	P909
Pier 3	1122.48	1122.60	1122.72	1122.84	1122.96	1122.96	1122.84	1122.71	1122.59	1122.47	1100.00	22'-5 3/4"	15'-11 5/8"	P1104	SP403	P910

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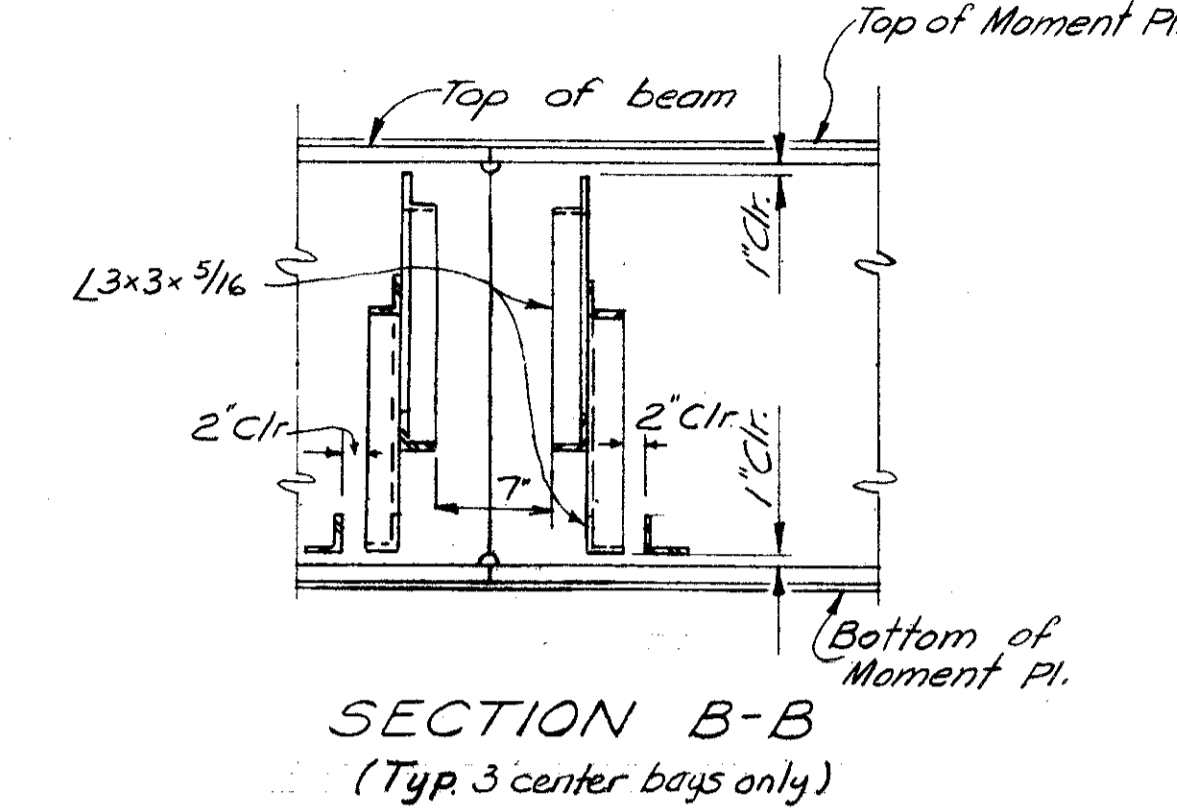
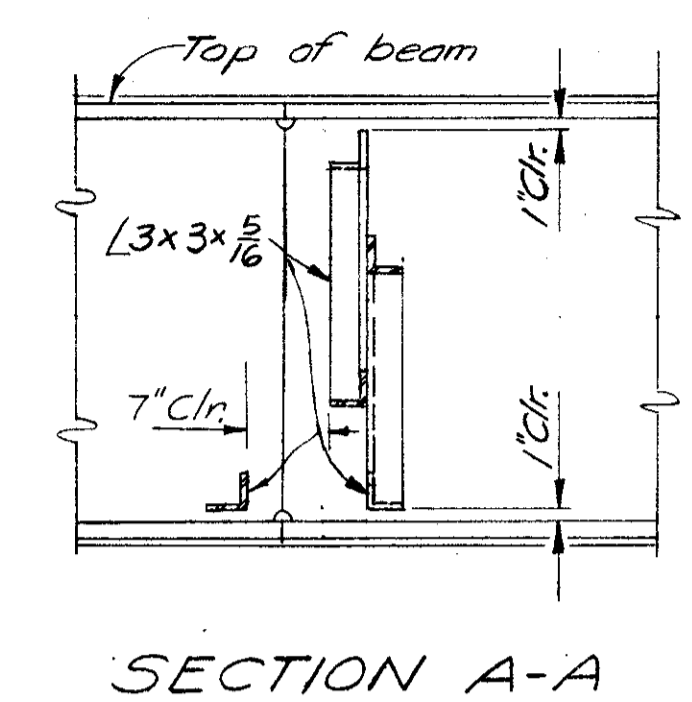
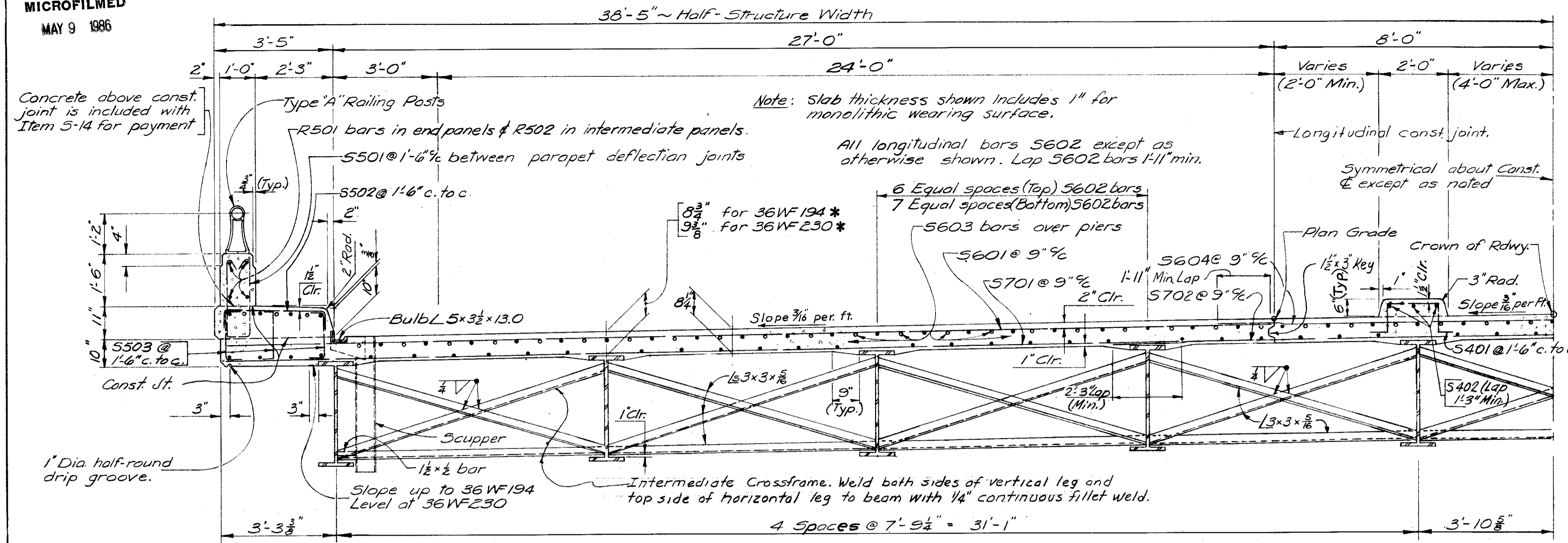
PIER DETAILS
BRIDGE NO. PRE-40-0992
UNDER USR 127

PREBLE COUNTY Sta. 524+08.03

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
MPC	MPC		CPL	JHO 10/14/62	

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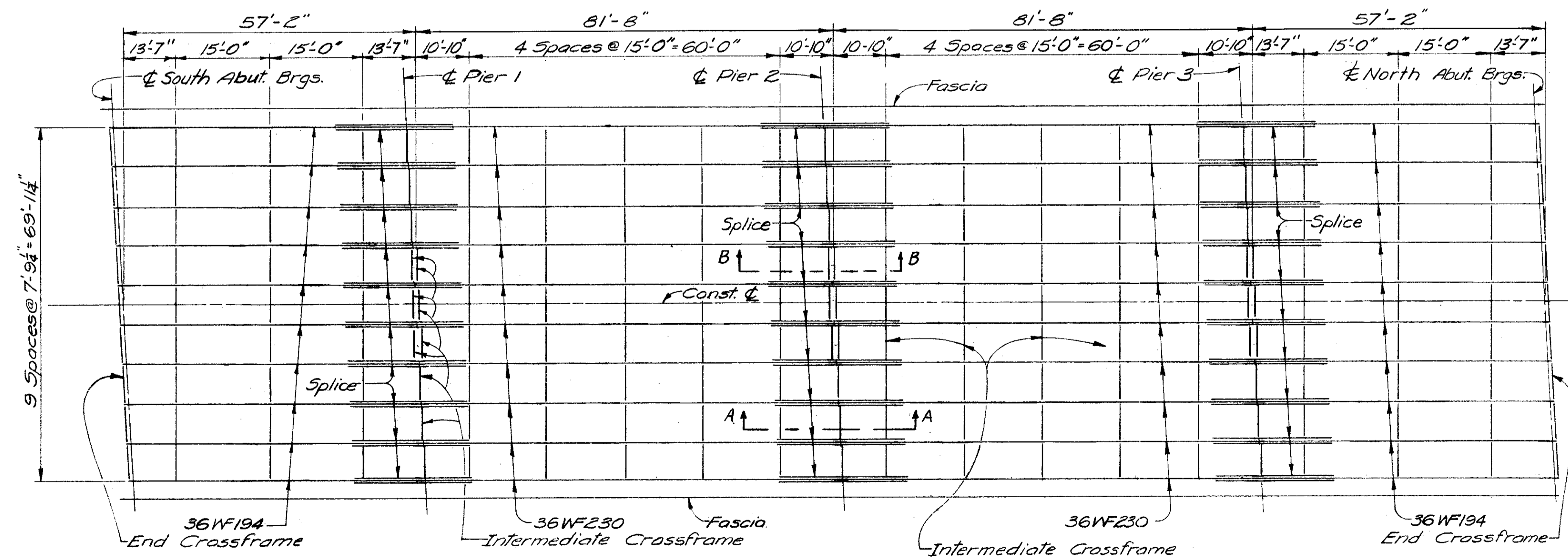
**PREBLE COUNTY
PRE-40-9.46**



DECK SLAB HAUNCH:
The haunch in the deck slab adjacent to the top of steel beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3" per foot. Payment for deck slab concrete shall be based on the 9" width.

TYPICAL TRANSVERSE DECK HALF-SECTION

* These are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beams may not have the exact camber or conformation required to place them parallel to the finished grade.



OUTLINE OF STEEL FRAMING

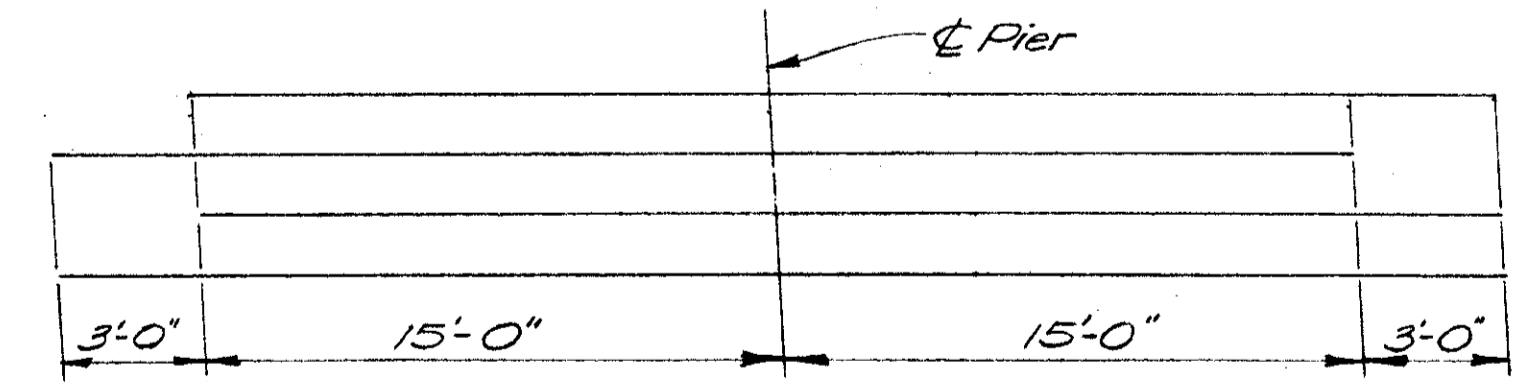
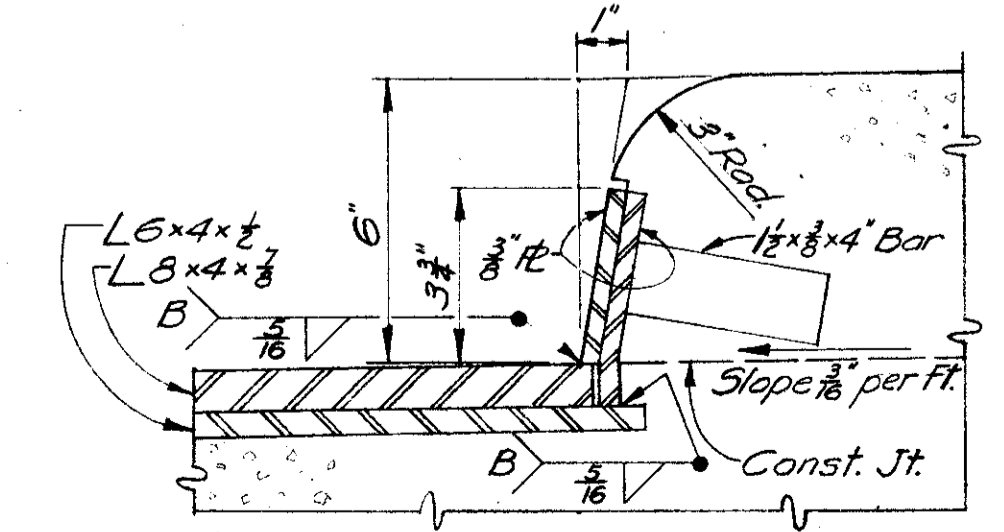


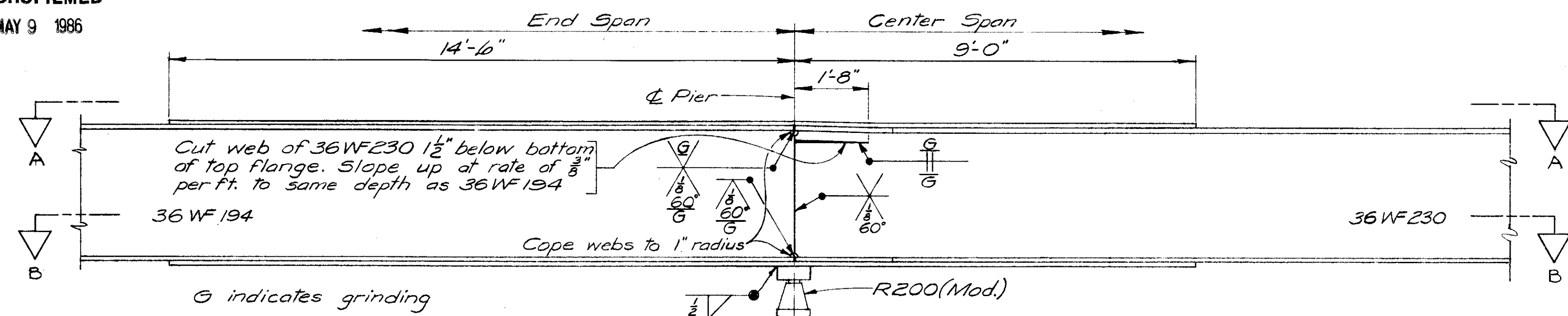
DIAGRAM SHOWING STAGGER OF 5603 BARS OVER PIERS



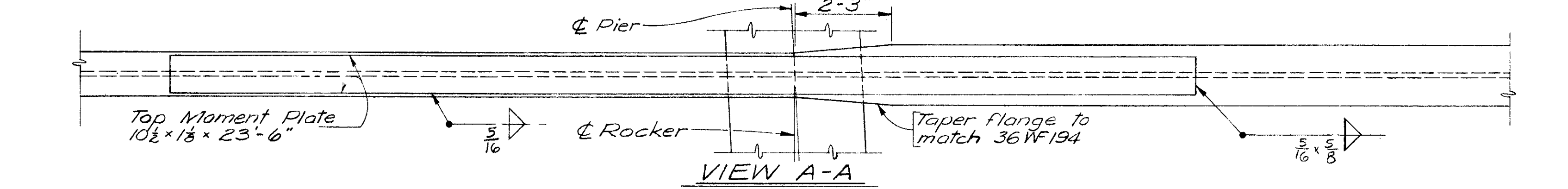
SECTION THROUGH END DAM AT MEDIAN CURB
(For additional details see CSB-2-56, Shs. 2#3)

HAZLET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
SUPERSTRUCTURE DETAILS					
BRIDGE NO. PRE-40-0992 UNDER USR 127					
PREBLE COUNTY STA. 524+08.03					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
H.C.L.	M.P.C.		C.P.L.	J.H.O. 10/14/62	

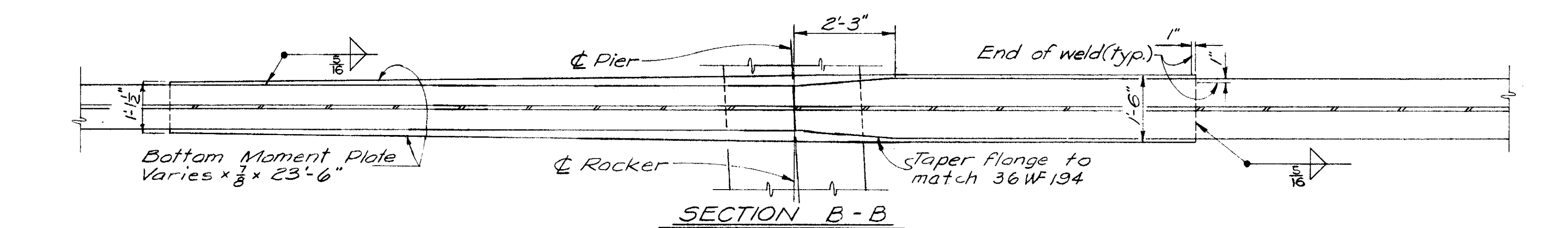
**PREBLE COUNTY
PRE-40-9.46**



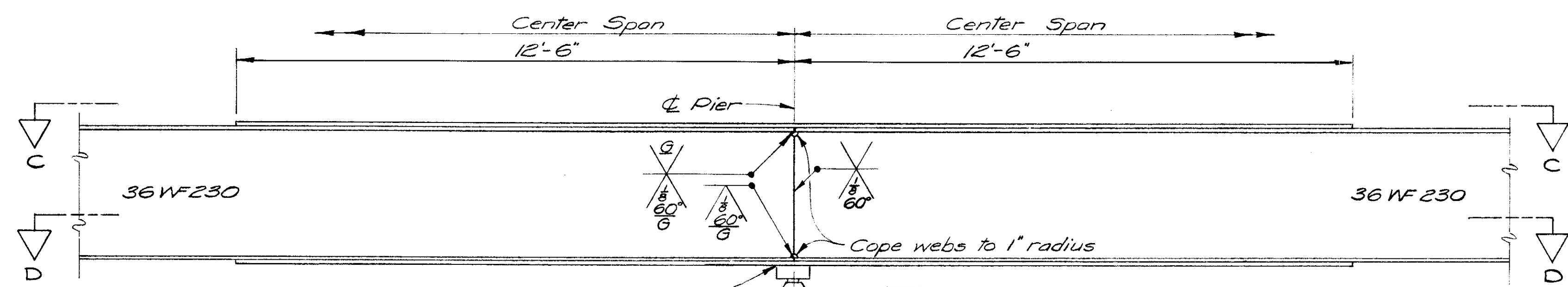
BEAM SPLICE DETAILS AT PIER 1 AND 3



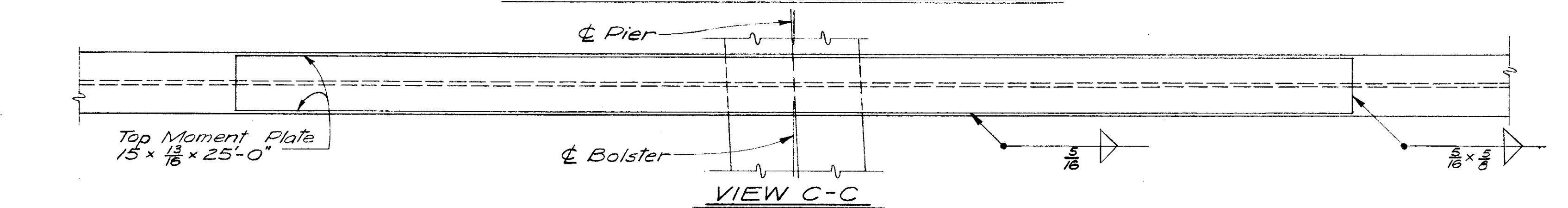
VIEW A-A



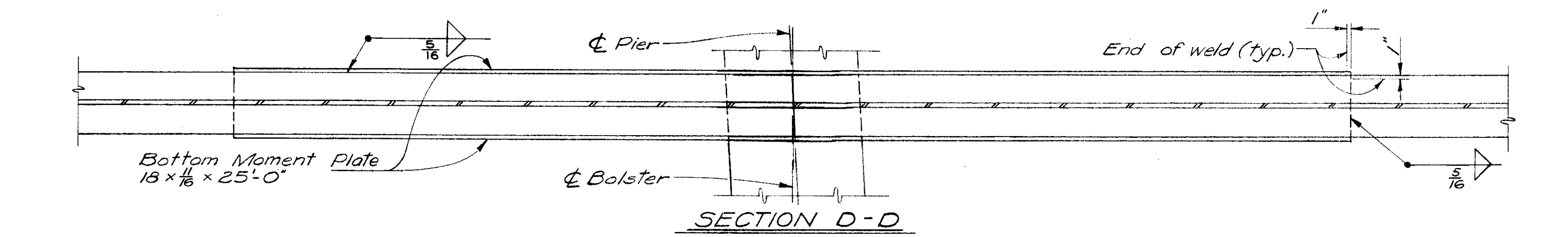
SECTION B-B



BEAM SPLICE DETAIL AT PIER 2



VIEW C-C



SECTION D-D

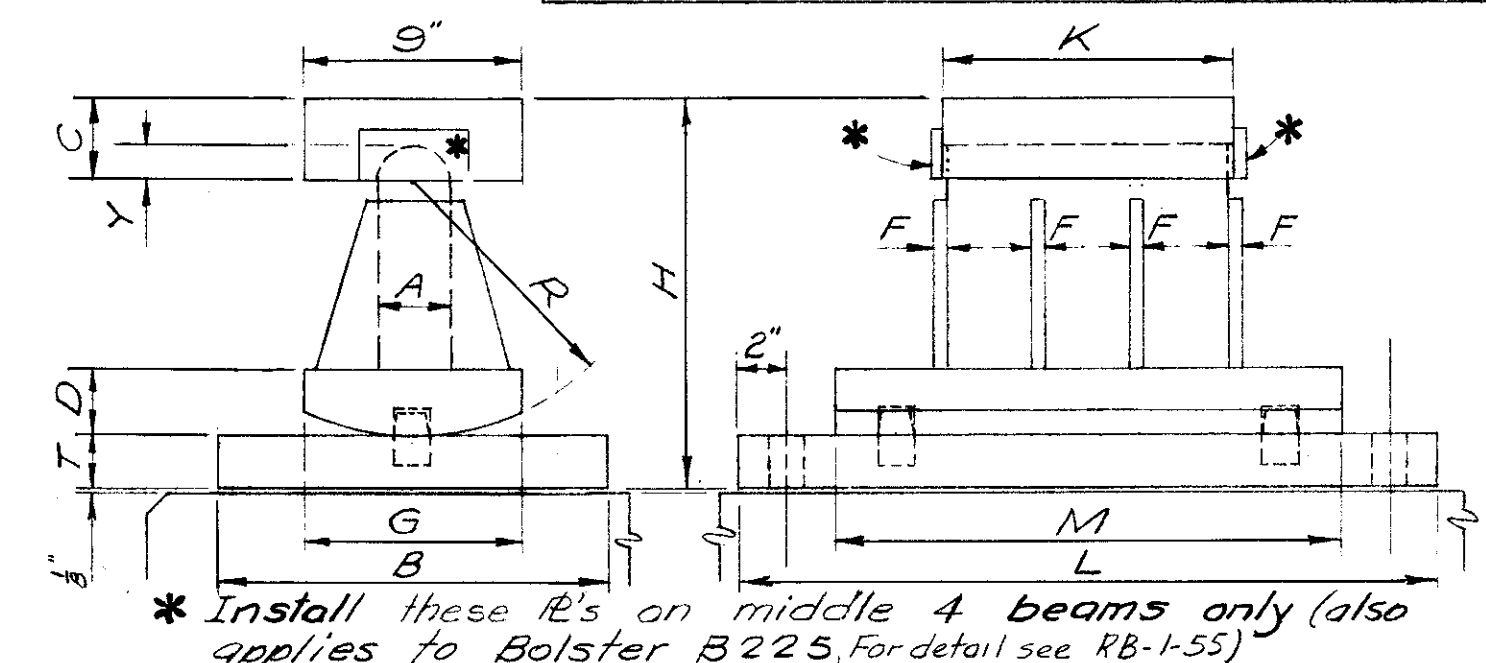
REFERENCE SHALL BE MADE TO STANDARD DRAWING CSB-2-56, REVISED 2-2-59 FOR THE FOLLOWING DETAILS

- 1) PART PLAN AT ABUTMENT for 2" diameter standard pipe drain, Sheet 2
- 2) SECTION C-C SHOWING ROADWAY END DAM FOR MONOLITHIC WEARING SURFACE, Sheet 2
SEE NOTE ON SH. #206 FOR JOINT ON END DAM.
- 3) END CROSSFRAMES, Sheet 2
- 4) GUTTER AND SCUPPER DETAILS, Sheet 3
- 5) CURB PLATE DETAILS, Sheet 3

BEAM SPLICE WELDING PROCEDURE

- 1) Raise end of beam at Pier 1 or 3 : 3/8"
- 2) Butt-weld beam flanges and web at Pier 2, using the following sequence: make one pass on each flange, then two on the web; repeat using one pass at each location, until welds are completed.
- 3) Weld top and bottom flange moment plates at Pier 2.
- 4) Lower end of beam at Pier 1 or 3
- 5) Make splice at Pier 1 and Pier 3 in the same manner raising the ends of the beams 3/8" at the abutments.
- 6) Lower ends of the beams at the abutments.

LOCATION	DEFLECTION AND CAMBER			
	OUTSIDE BEAMS End Spans	INSIDE BEAMS Center Spans	OUTSIDE BEAMS End Spans	INSIDE BEAMS Center Spans
Deflection due to weight of steel	0	3/8"	0	3/8"
Deflection due to remaining dead load	3/4"	3/8"	3/8"	3/8"
Convexity required for vertical curve	3/4"	3/8"	3/4"	3/8"
Sum of Deflection and Convexity	3/2"	3/4"	3/8"	3/4"
Required Camber	0	1"	0	1"



Rocker No.	A	B	C	D	E	F	G	H	K	L	M	R	T	Y
R100(Mod.)	2 1/2	10"	2 1/2	2"	1/2"	7 1/2	10 3/8	9"	25"	17"	6 1/2	1 1/2	1 1/2	
R200(Mod.)	3"	16"	3 1/2	2 1/2	3/8"	9"	16 3/8	12"	29"	21"	10 1/2	2 1/2	1 1/2	

For additional dimensions and details see RB-1-55, revised 2-2-59

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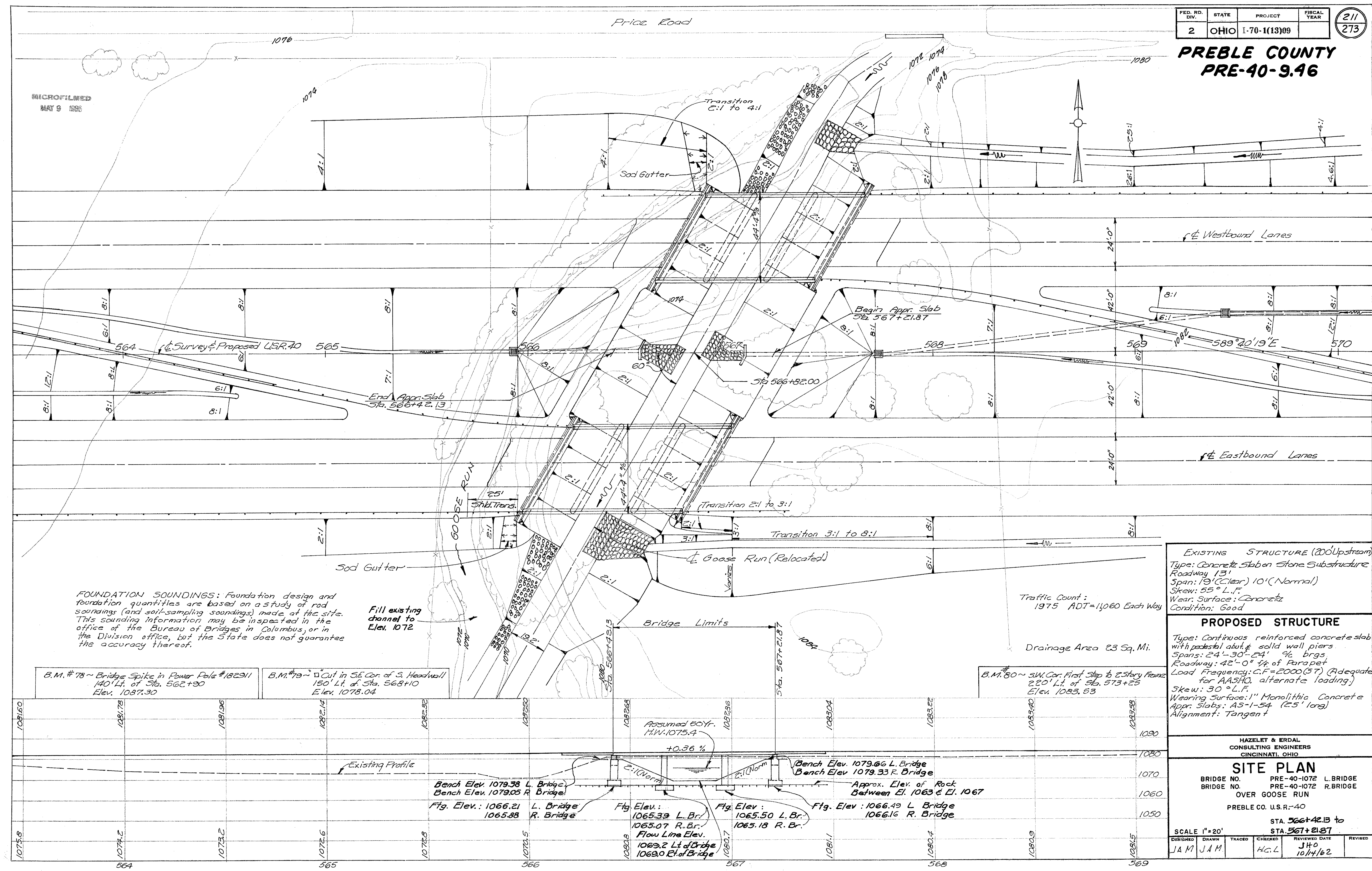
**SUPERSTRUCTURE
DETAILS**

BRIDGE NO. PRE-40-0992
UNDER U.S.R. 127

PREBLE COUNTY Sta. 524+08.03

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
HCL	MPC		CPL	JHO 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**



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FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings (and soil-sampling soundings) made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus, or in the Division office, but the State does not guarantee the accuracy thereof.

Fill existing channel to Elev. 1072

Traffic Count:
1975 ADT=1,060 Each Way

Drainage Area 23 Sq. Mi.

B.M. #78 ~ Bridge Spike in Power Pole #182911
140' Lt. of Sta. 562+90
Elev. 1087.30

B.M. #79 ~ Cut in SE cor. of S. Headwell
150' Lt. of Sta. 568+10
Elev. 1078.04

B.M. #80 ~ SW Cor. First Step to 2-Story frame
220' Lt. of Sta. 573+25
Elev. 1083.83

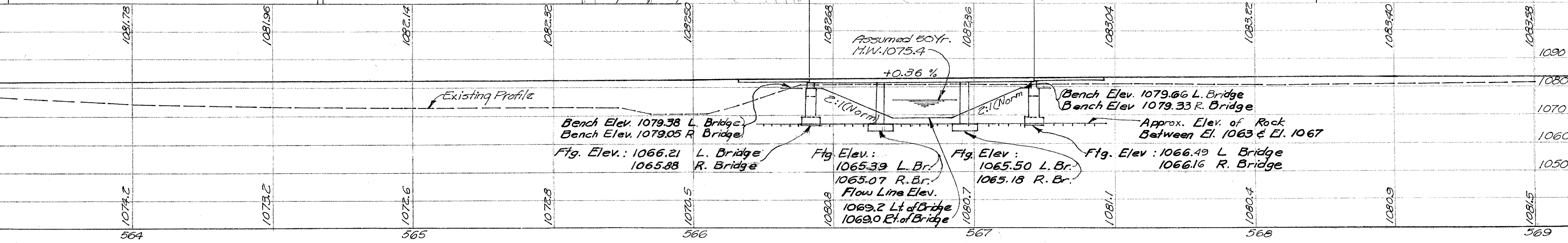
EXISTING STRUCTURE (200' Upstream)
Type: Concrete Slab on Stone Substructure
Roadway 13'
Span: 19' (Clear) 10' (Normal)
Skew: 55° L.F.
Wear Surface: Concrete
Condition: Good

PROPOSED STRUCTURE
Type: Continuous reinforced concrete slab with pedestal abut. & solid wall piers.
Spans: 24'-30'-24' 1/2 brgs
Roadway: 42'-0" 1/4 of Parapet
Load Frequency: C.F.=2000 (ST) (adequate for AASHTO, alternate loading)
Skew: 30° L.F.
Wearing Surface: 1" Monolithic Concrete
Appr. Slabs: A5-1-54 (25' long)
Alignment: Tangent

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SITE PLAN
BRIDGE NO. PRE-40-1072 L. BRIDGE
BRIDGE NO. PRE-40-1072 R. BRIDGE
OVER GOOSE RUN
PREBLE CO. U.S.R.-40

SCALE 1"=20'
DESIGNED JAM
DRAWN JAM
TRACED H.G.L.
CHECKED H.G.L.
REVIEWED DATE JHO 10/14/62
REVISED



MICROFILMED
MAY 9 1986

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

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PREBLE COUNTY

PRE-40-9.46

4 1/2 Miles West of Lewisburg

NOTES

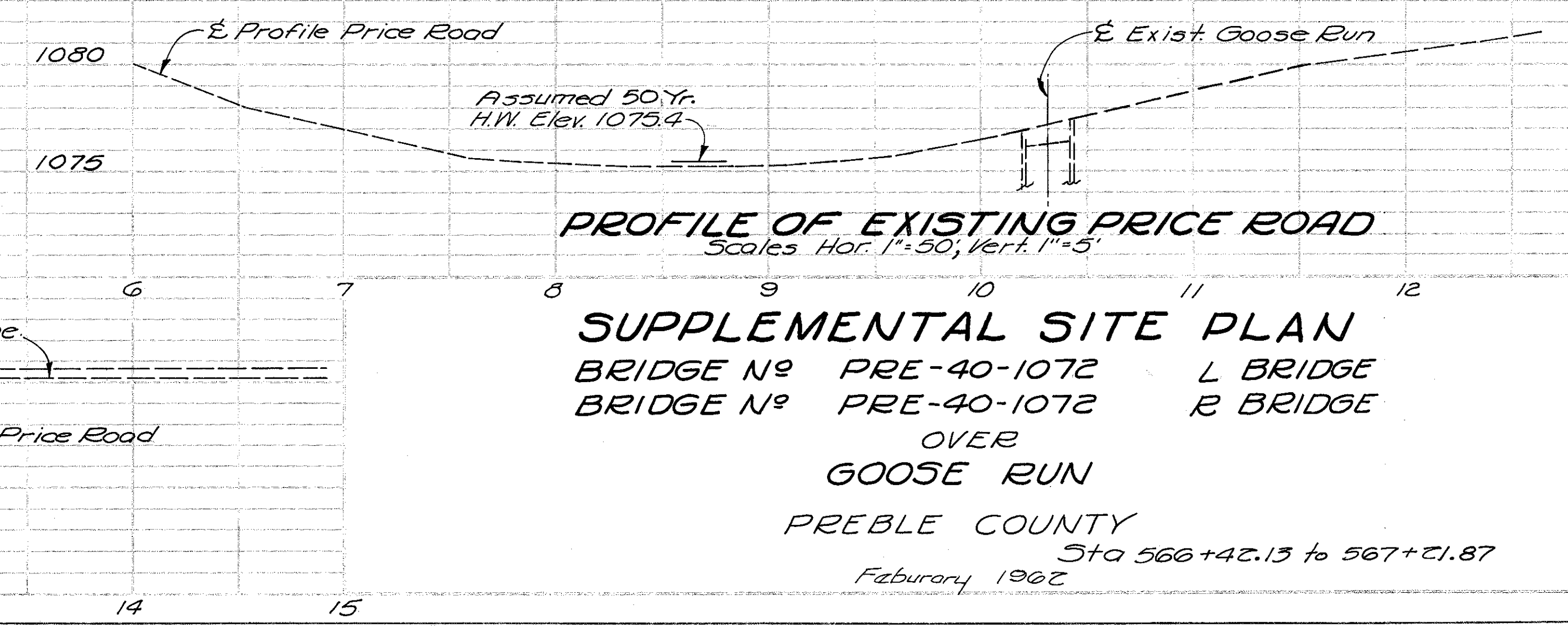
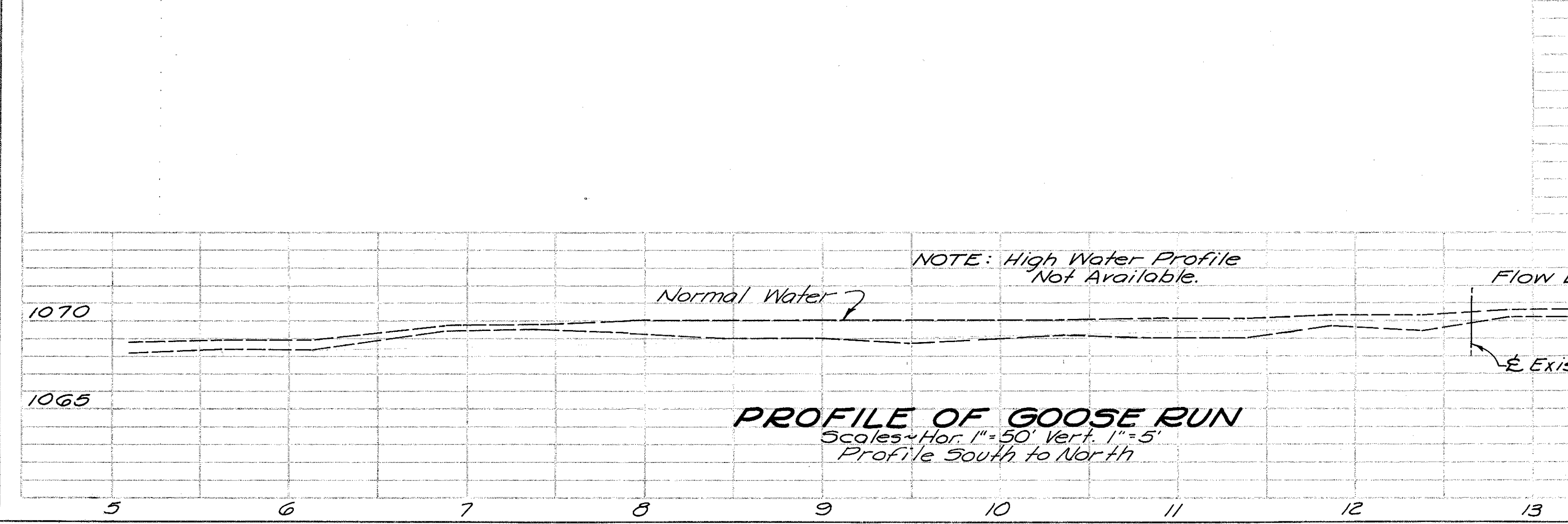
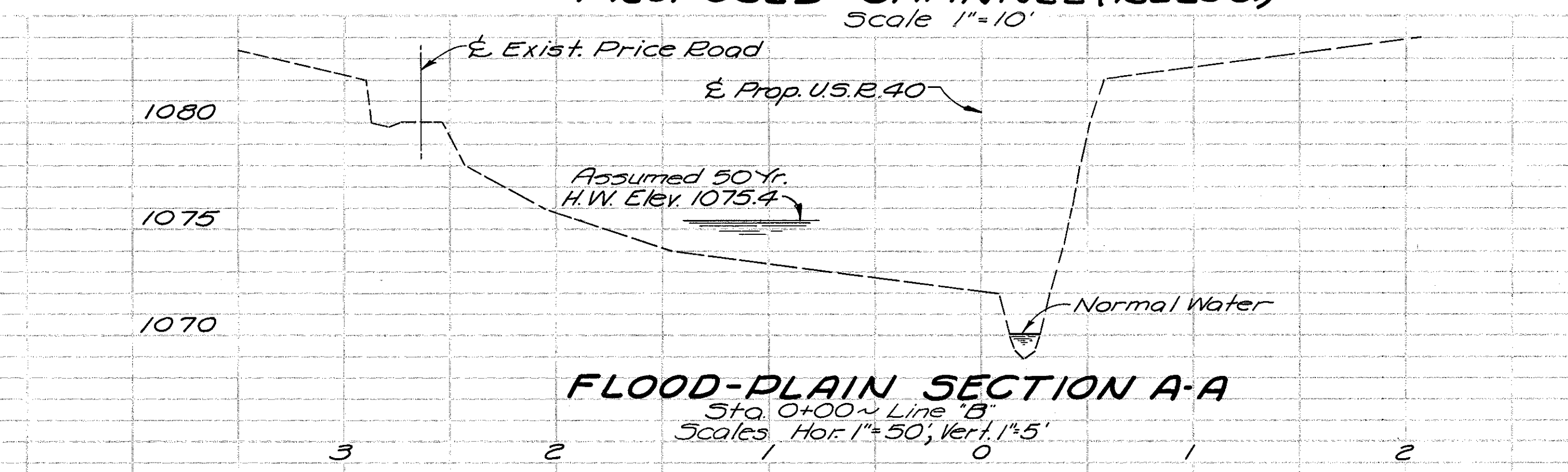
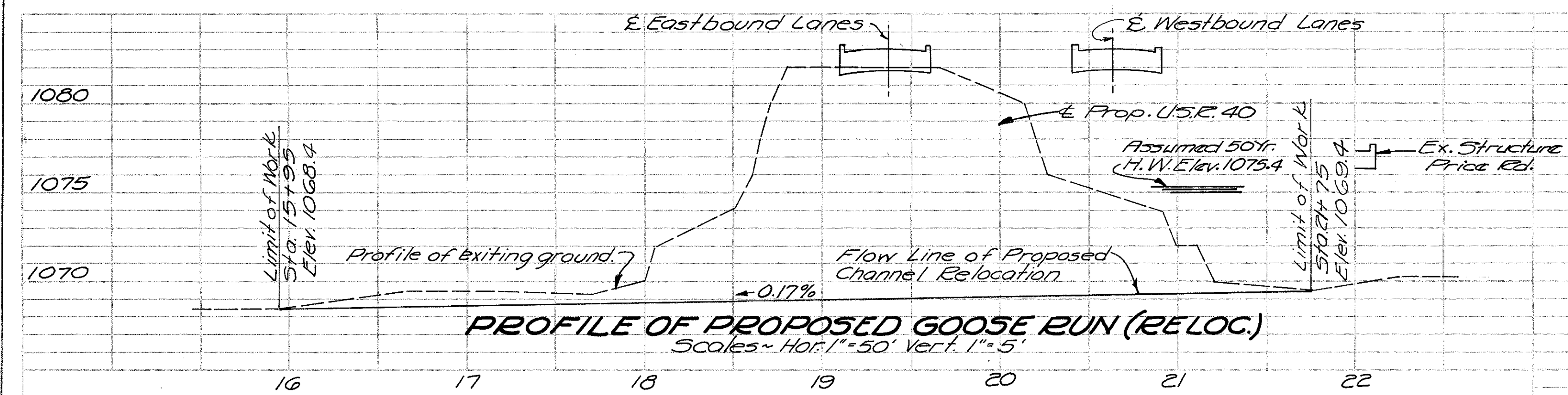
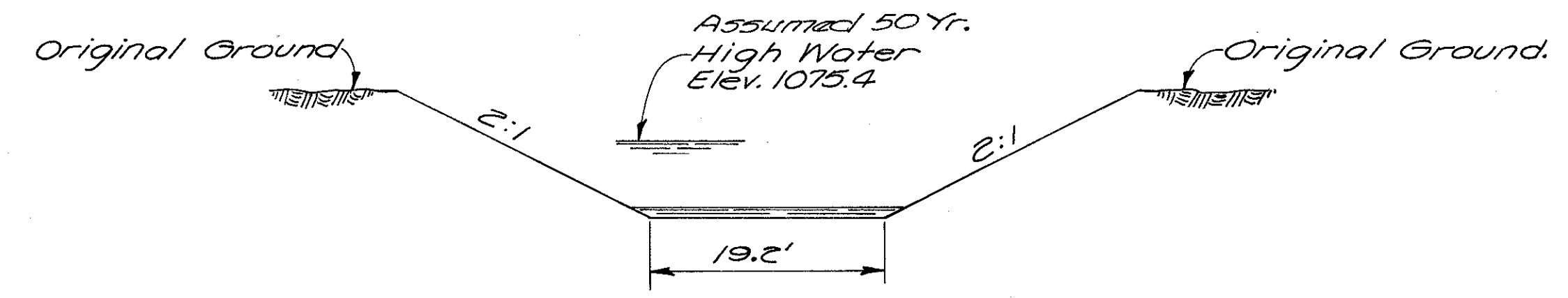
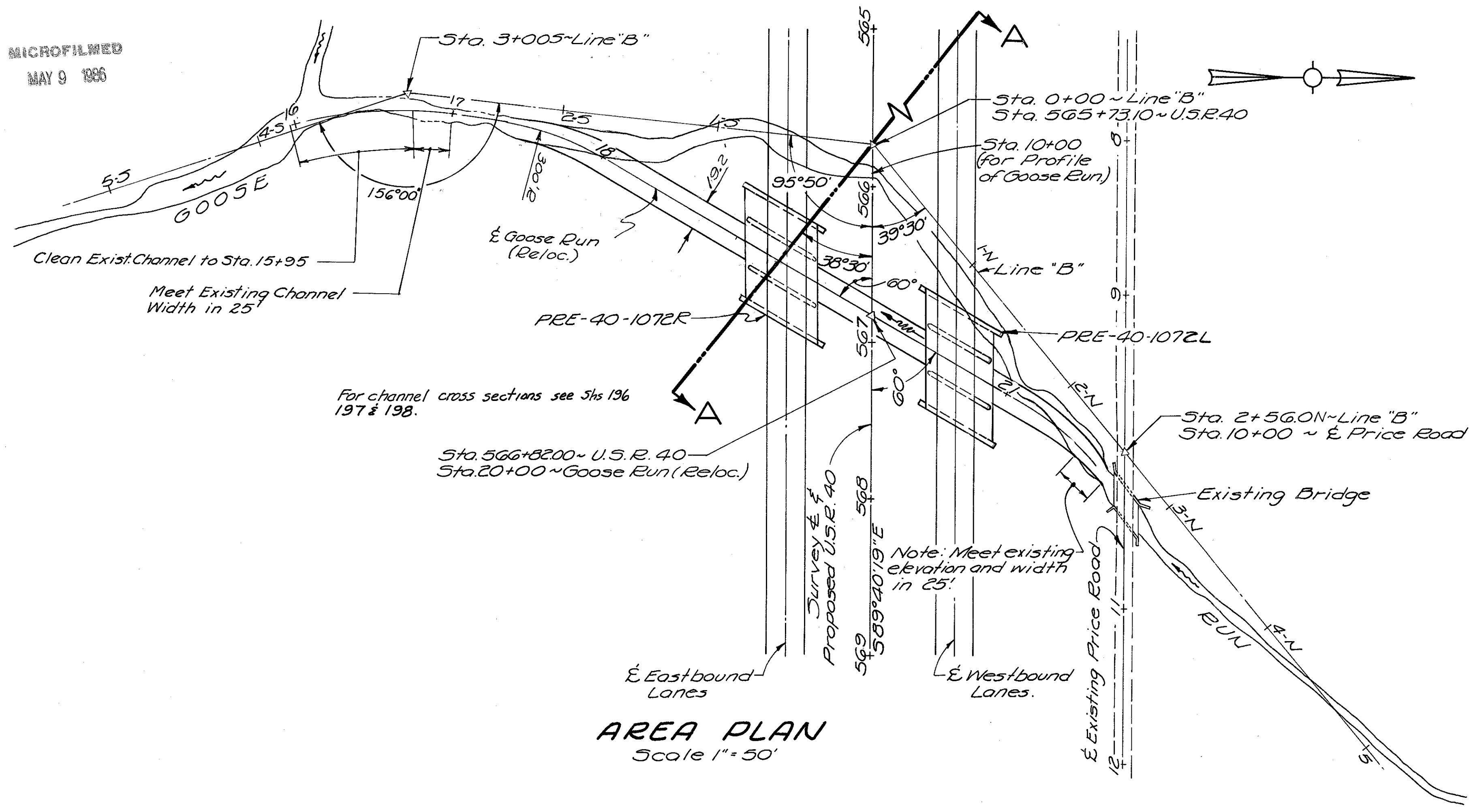
Field investigations indicate that High Water at the existing structure on Price Road, 200 feet upstream, has exceeded Elev. 1075.4 several times. From this data 50 Yr. H.W. at the proposed bridge was established at Elev. 1075.4.

The waterway opening required by Table I of the Design Specifications for Highway Structures, using a percentage factor of 70, is 162 sq. ft. The waterway opening provided below High Water is 1 sq. ft.

The stream channel is well defined. Its banks are stable and are intermittently lined with trees and shrubs.

The cross-section of the valley at line A-A is taken at the narrowest point in the vicinity of the proposed bridge site.

Latitude 39° 50' 09"
Longitude 84° 36' 51"



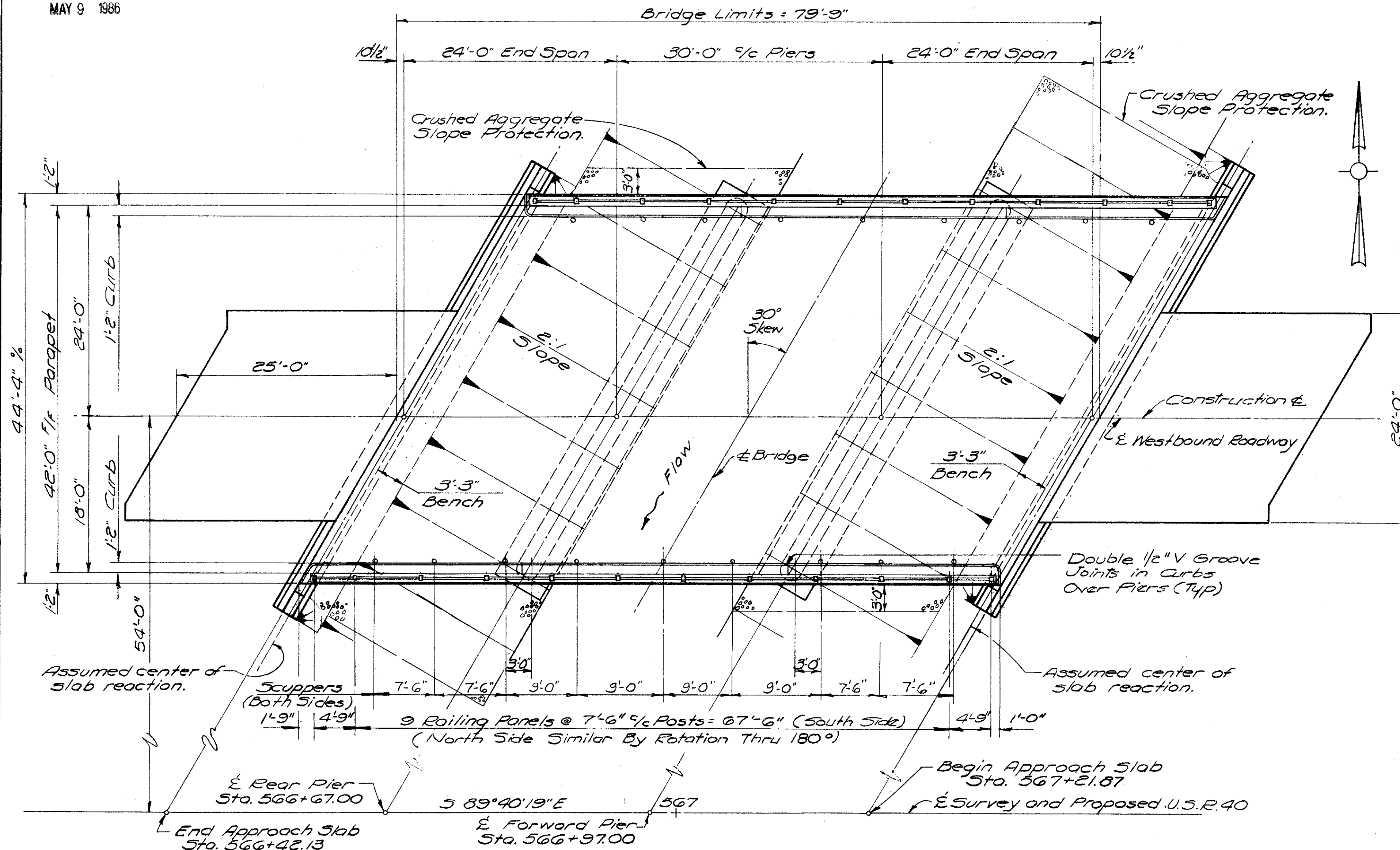
SUPPLEMENTAL SITE PLAN

BRIDGE No PRE-40-1072 L BRIDGE
BRIDGE No PRE-40-1072 R BRIDGE
OVER
GOOSE RUN

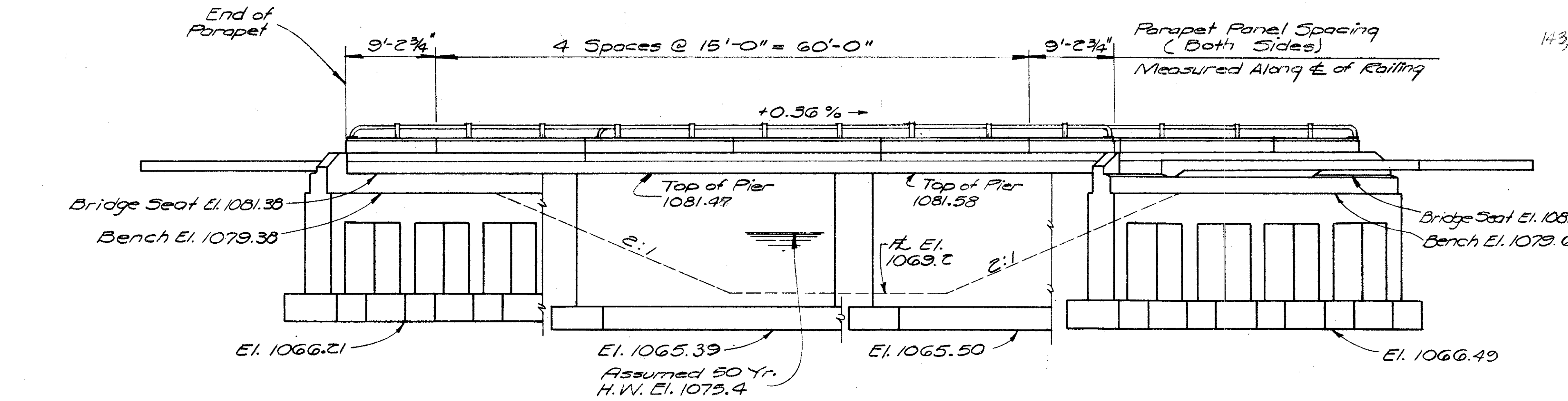
PREBLE COUNTY
Sta 566+42.13 to 567+21.87
February 1962

Checked by H.C.L. - 4-2-62

PREBLE COUNTY
PRE-40-9.46



PLAN



ELEVATION

GENERAL NOTES
(To Apply For All Slab Bridges)

REFERENCE shall be made to Standard Drawing AS-1-54 revised 7-5-62.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof.

UTILITIES LINE: All labor and expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and the Owner are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

GENERAL NOTES (THIS BRIDGE)

REFERENCE shall be made to Standard Drawing AB-1-57 revised 4-2-62. For reinforcing steel list see Sh. # 242.

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 3.2 tons per sq. ft. Pier footings are designed for a maximum bearing pressure of 2.1 tons per sq. ft.

SLAB THICKNESS is 14 3/4" which includes 1" for monolithic wearing surface.

FOOTINGS shall extend a minimum of 3" into the bouldery zone or the undisturbed rock or to the elevation shown, whichever is lower.

Item	Total	Unit	Description	Super	Piers	Abuts.	Gen'l.
E-2	Lump Sum		Cofferdams, cribs, and sheeting				
E-2	3029	Cu.Yds	Unclassified Excavation		1611	1418	
E-2	160	Cu.Yds	Rock Excavation		130	30	
S-1	351	Cu.Yds.	Class "C" concrete, superstructure	351			
S-1	4073	Cu.Yds.	Class "C" concrete, piers & abutments above footings		2473	160.0	
S-1	2948	Cu.Yds.	Class "E" concrete, footings		114.8	180.0	
S-4	137,570	Lbs.	Reinforcing steel	53,803	88,322	16,260	32,988
S-14	314	Lin. Ft.	Railing (aluminum rail & supports, concrete parapet)	314			
S-29	44	Cu.Yds	Porous backfill			44	
S-29	36	Each	Scuppers 4" Ø cast or wrought iron pipe	36			
S-9	21	Sq. Ft.	1/2" Preformed expansion joint filler (M10.02, 4yp.1)			21	
I-10	752	Sq.Yds.	Crushed aggregate slope protection				752
Special	351	Each	Water-reducing, set-retarding admixture *	351			

* See Proposal Note

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**GENERAL PLAN, ELEVATION,
NOTES & ESTIMATED QUANTITIES**

BRIDGE NO. PRE-40-1072-L
OVER GOOSE RUN

PREBLE COUNTY Sta. 566+42.13 to
Sta. 567+21.87

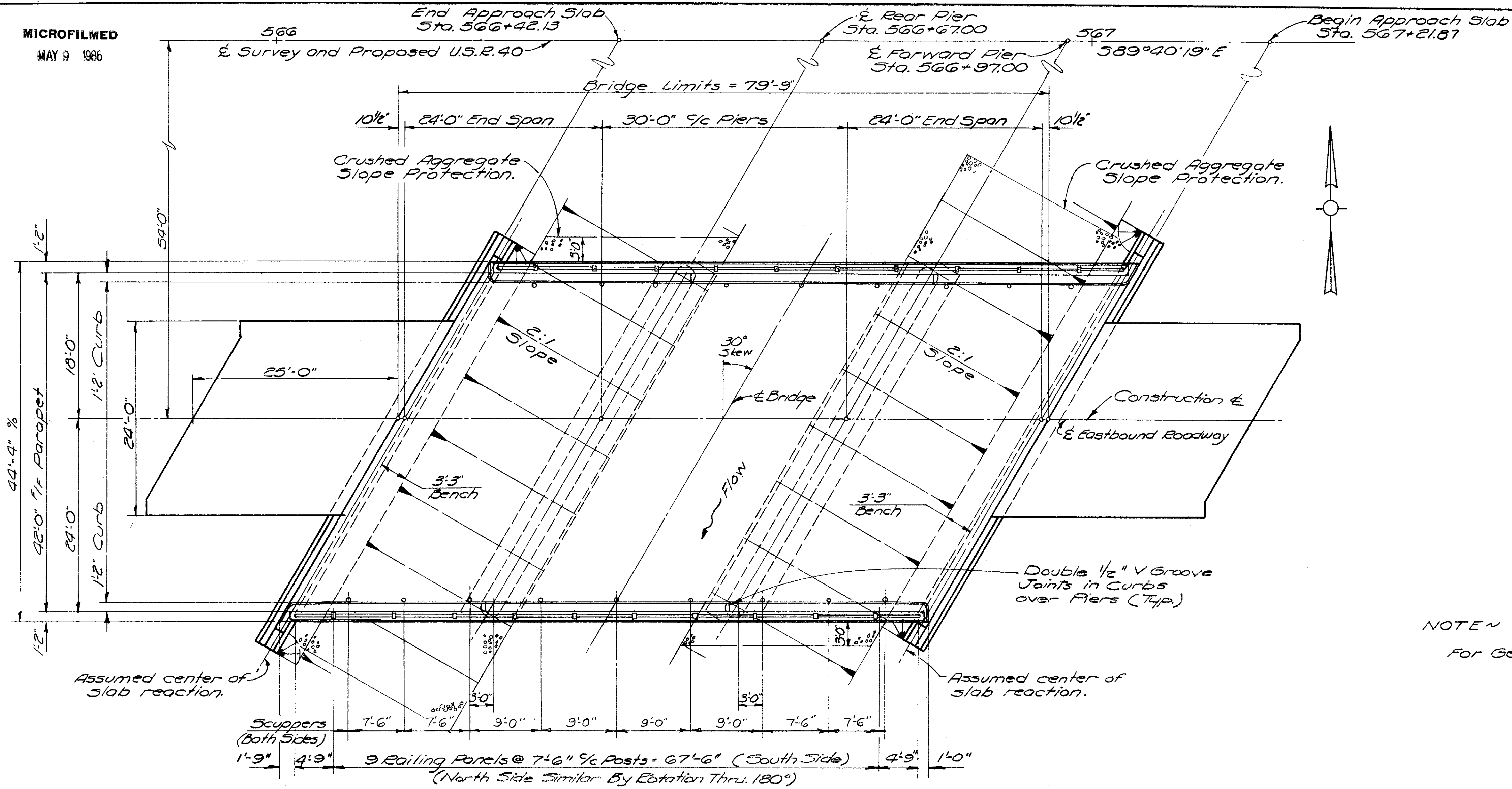
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	WOK.		H.C.L.	JHO 10/14/62	8-27-63

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MAY 9 1986

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

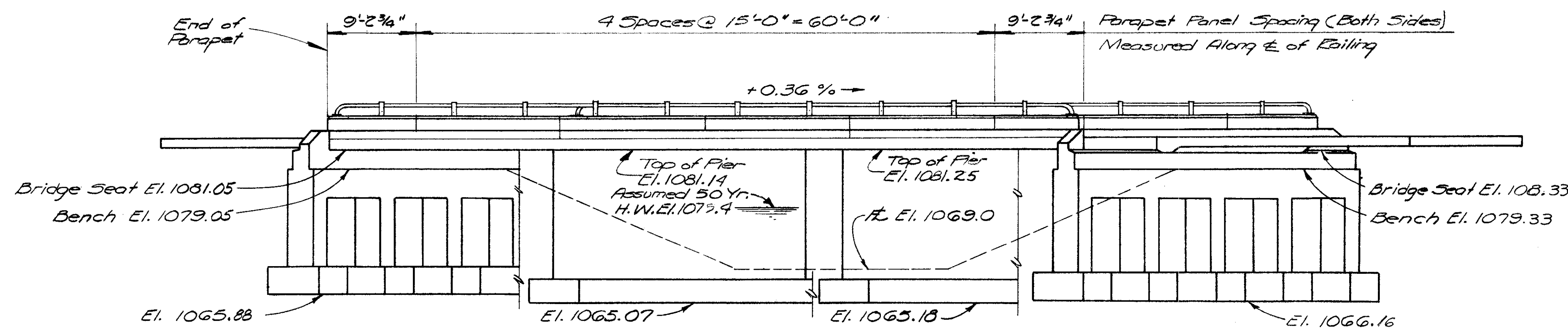
214
273

PREBLE COUNTY
PRE-40-9.46



NOTE
For General Notes see sheet # 213

PLAN



ELEVATION

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CONSULTING ENGINEERS
CINCINNATI, OHIO

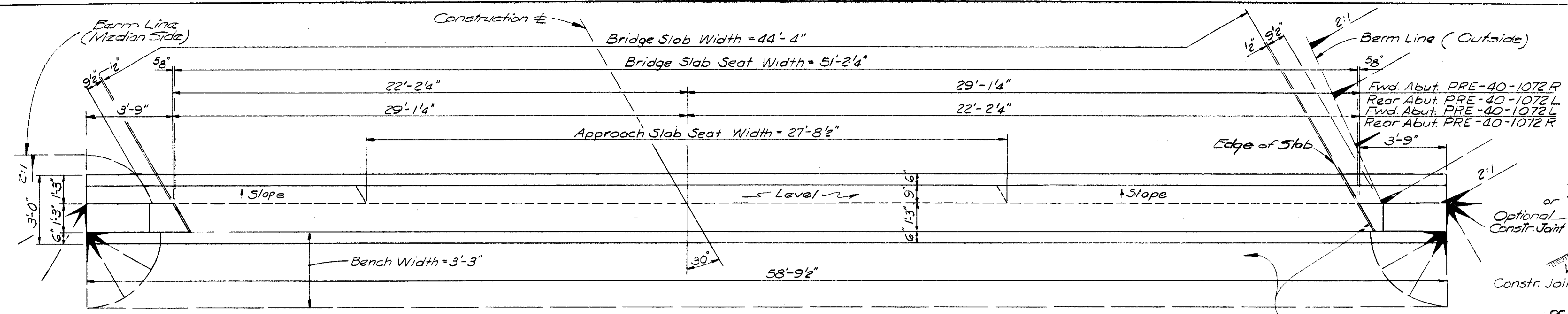
GENERAL PLAN & ELEVATION

Bridge No. PRE-40-1072-E
OVER GOOSE RUN

PREBLE COUNTY Sta. 566+42.13 to Sta. 567+21.87

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	W.D.K.		H.G.L.	J.H.O. 10/14/62	

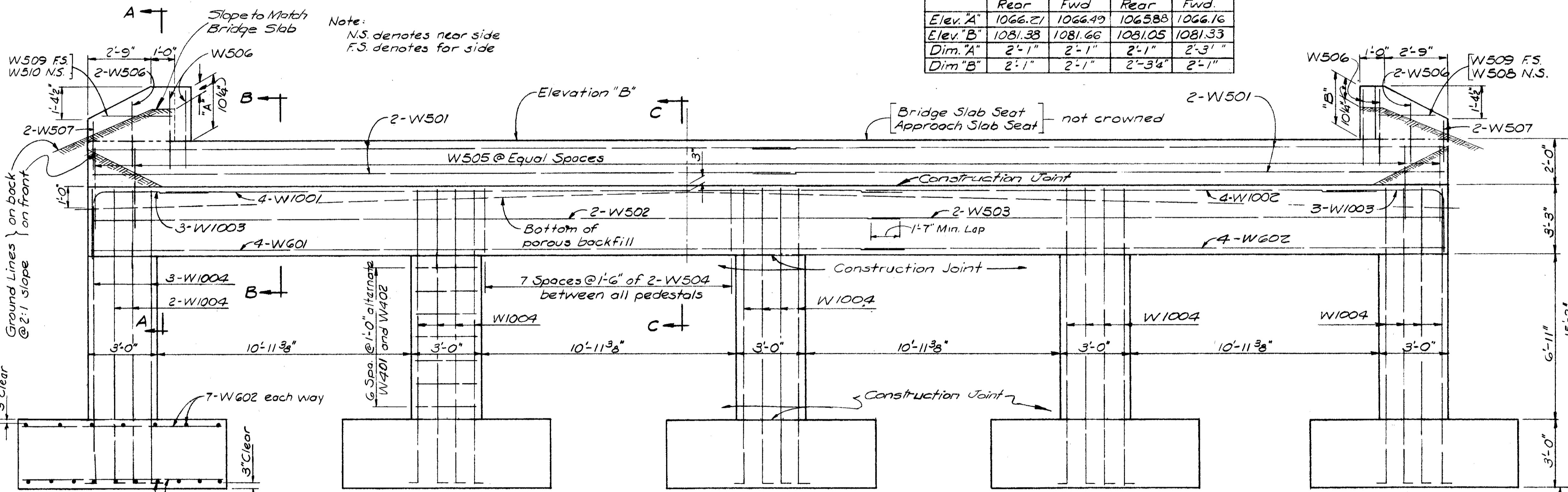
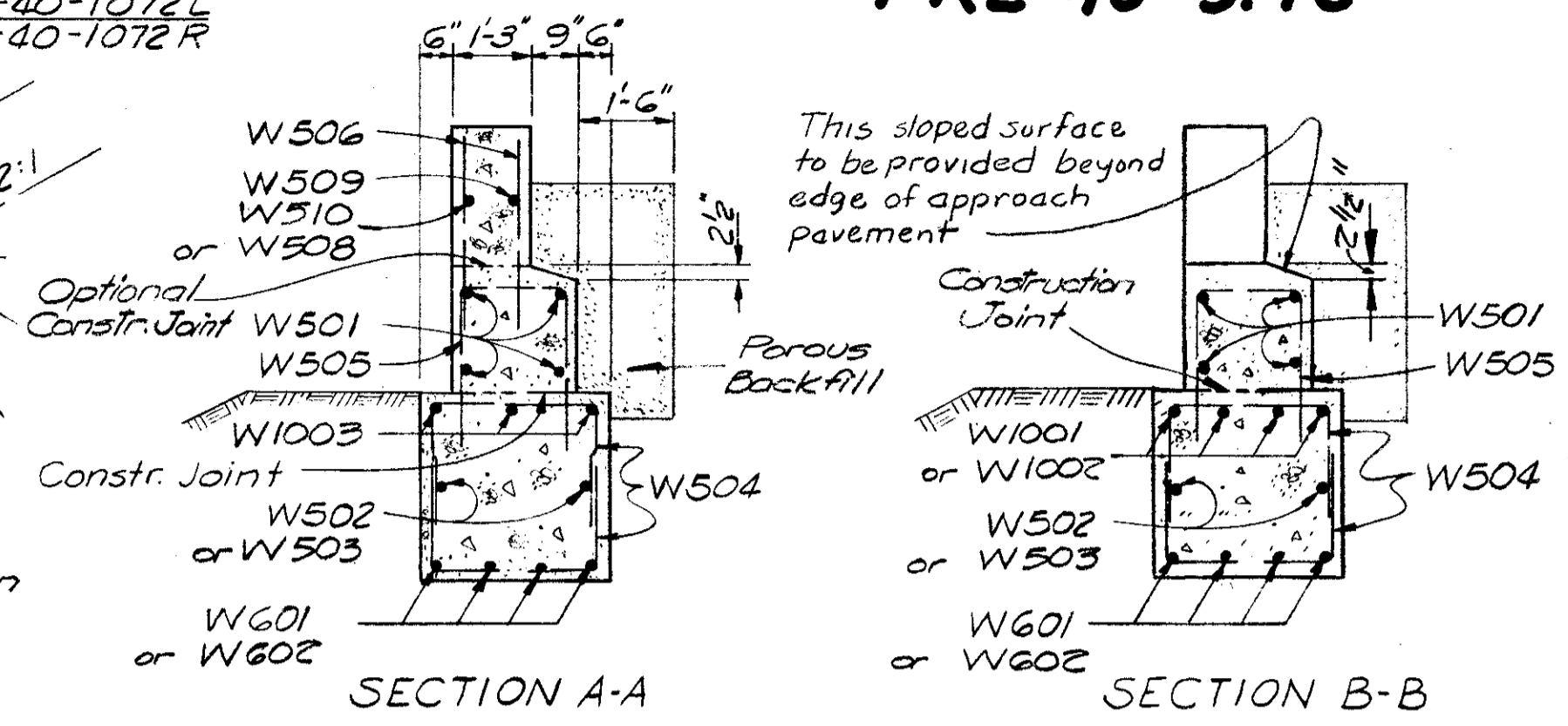
PREBLE COUNTY PRE-40-9.46



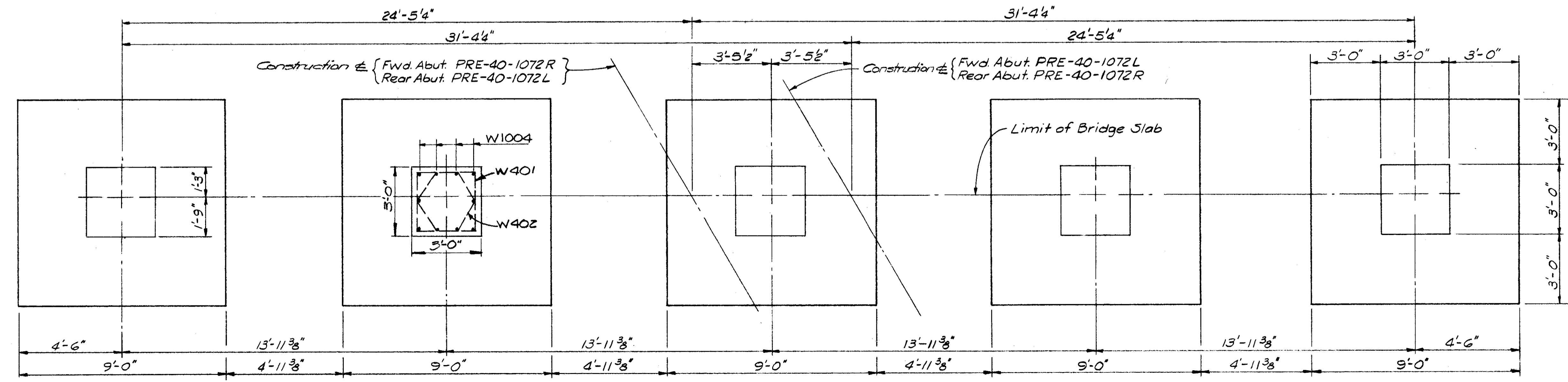
PLAN OF TOP

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MAY 9 1986

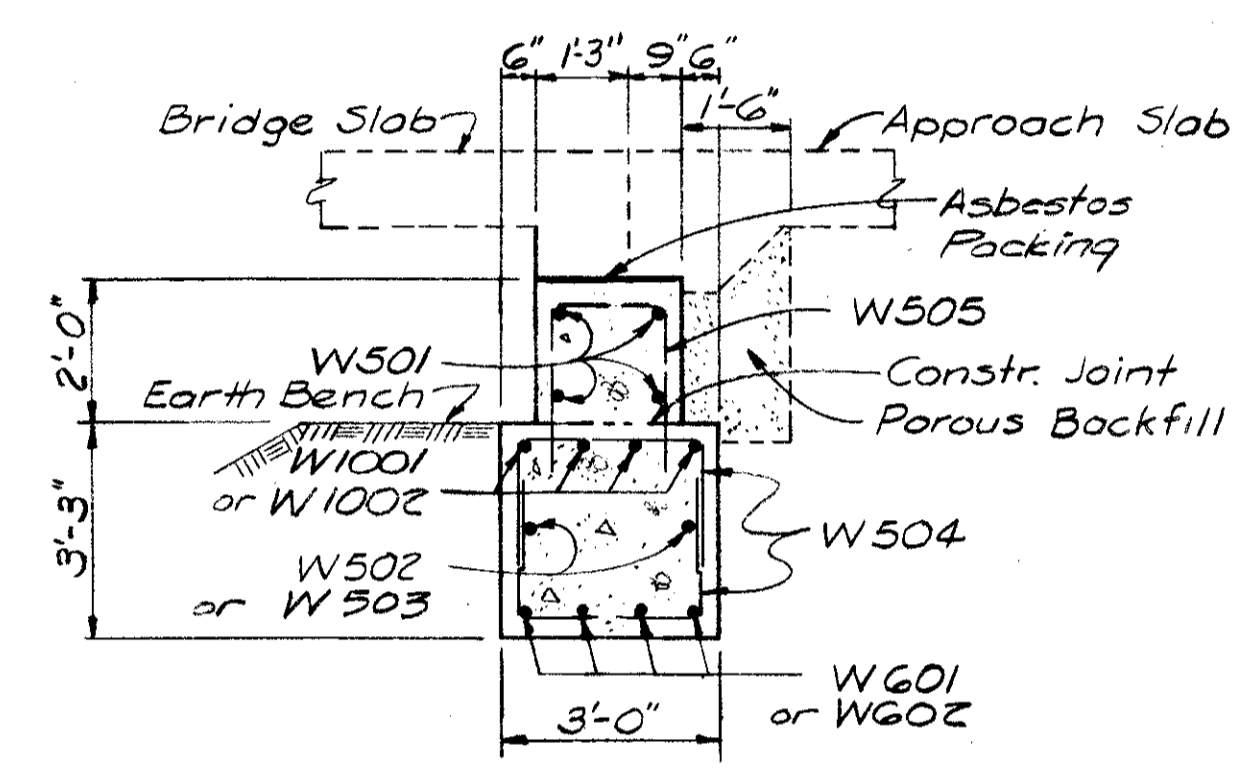
	PRE-40-1072L		PRE-40-1072R	
	Rear	Fwd	Rear	Fwd
Elev. "A"	1066.21	1066.49	1065.88	1066.16
Elev. "B"	1081.38	1081.66	1081.05	1081.33
Dim. "A"	2'-1"	2'-1"	2'-1"	2'-3"
Dim. "B"	2'-1"	2'-1"	2'-3 1/4"	2'-1"



ELEVATION



PLAN OF FOOTING



SECTION C-C

NOTES

PROCEDURE: After the pedestals are placed the earth fill shall be made to the height of the earth bench and the excavation made for the crossbeam.

POREOUS BACKFILL: shall extend upward to the approach slab and to the surface of the subgrade and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.

CONCRETE: Concrete for footings shall be Class "E". Concrete above footings shall be Class "C".

THE TOP of the abutment shall be trowelled smooth & two layers of 1/16" thick sheet asbestos packing placed thereon before depositing the superstructure concrete. Include with Item 5-1, Concrete quantities for payment.

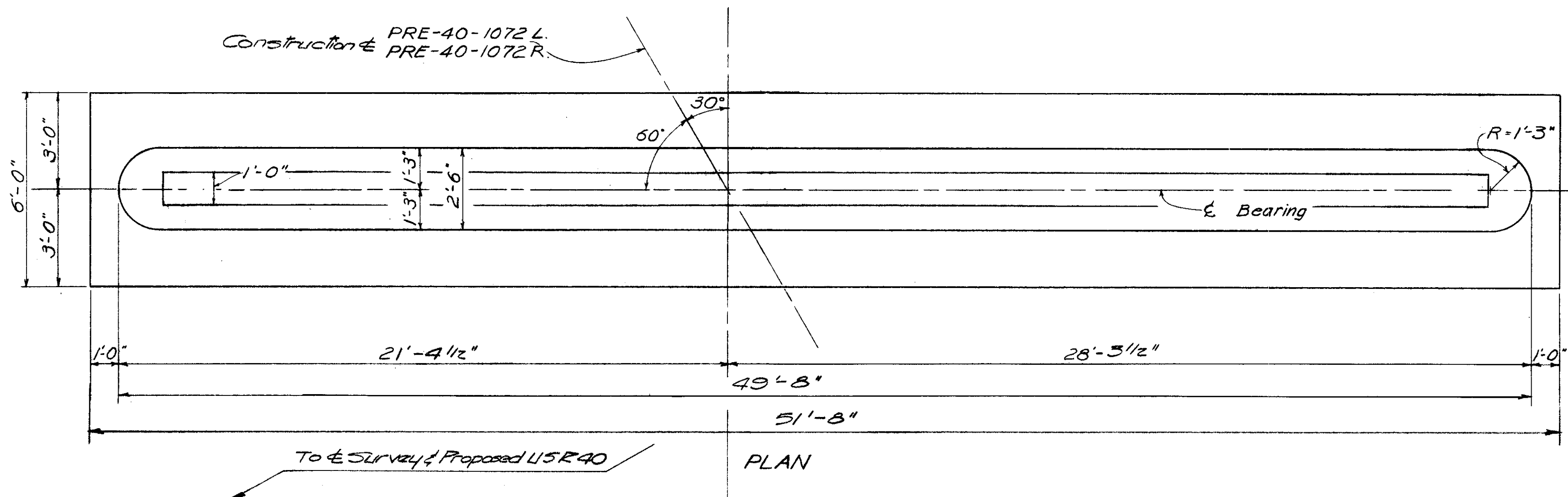
HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
ABUTMENT DETAILS					
Bridge No PRE-40-1072L&R over Goose Run					
PREBLE COUNTY U.S.R. 40					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED
MLV	MLV		H.C.L.	JHO 10/14/62	

MICROFILMED
MAY 9 1986

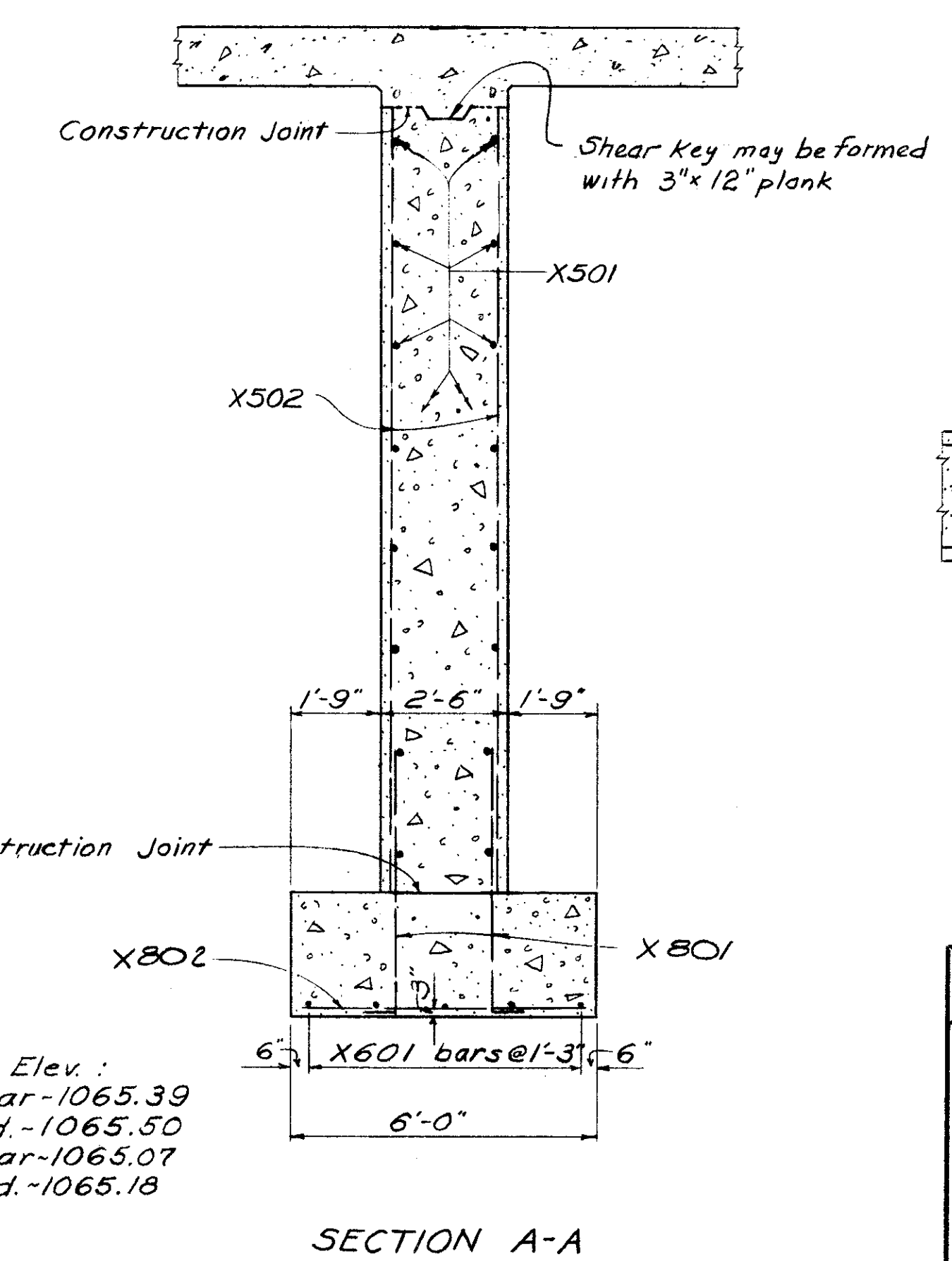
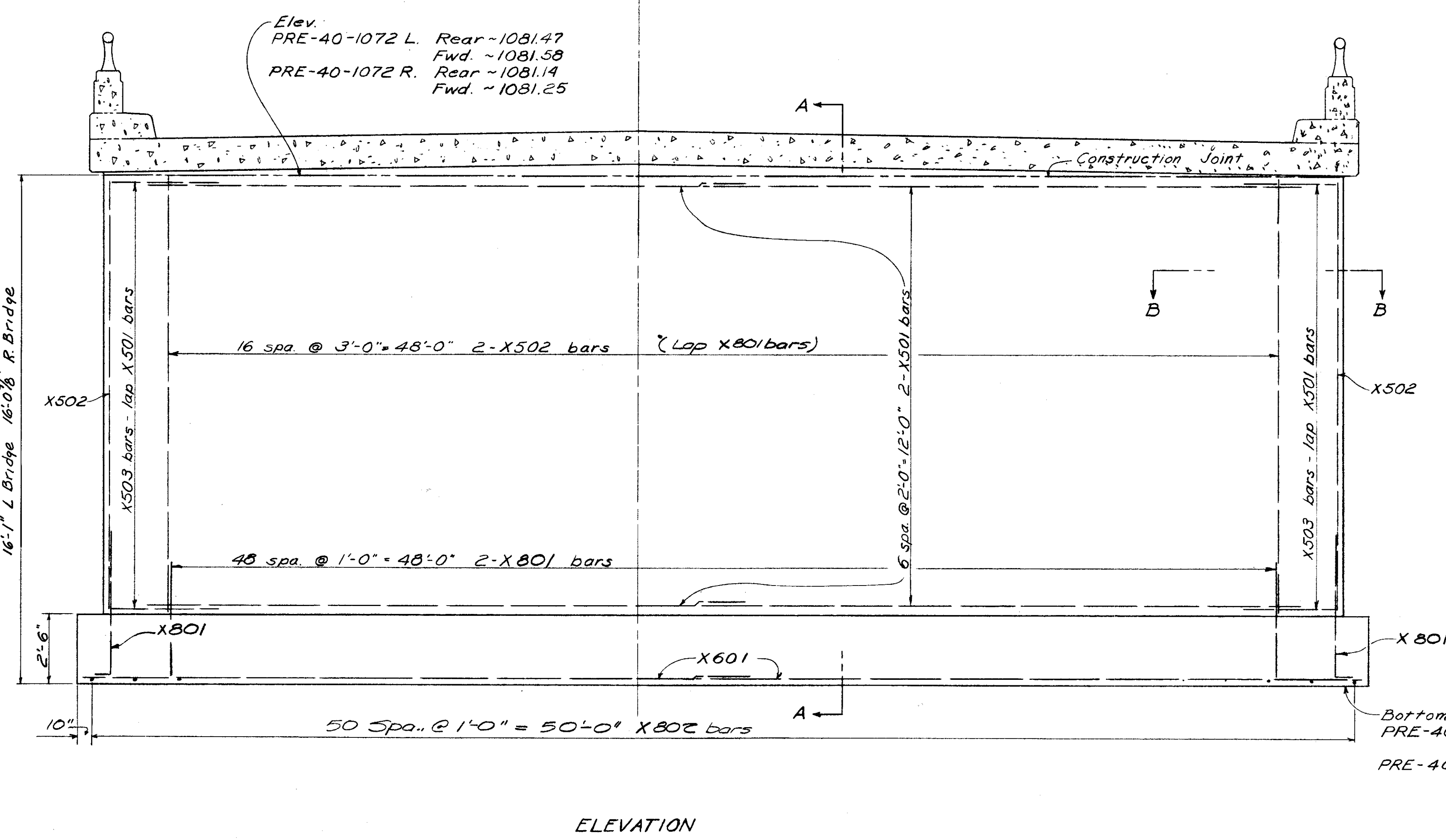
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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273

PREBLE COUNTY
PRE-40-9.46



NOTES
CONCRETE: Concrete in footings shall be class "E"
Concrete above footings shall be class "C"



SECTION B-B

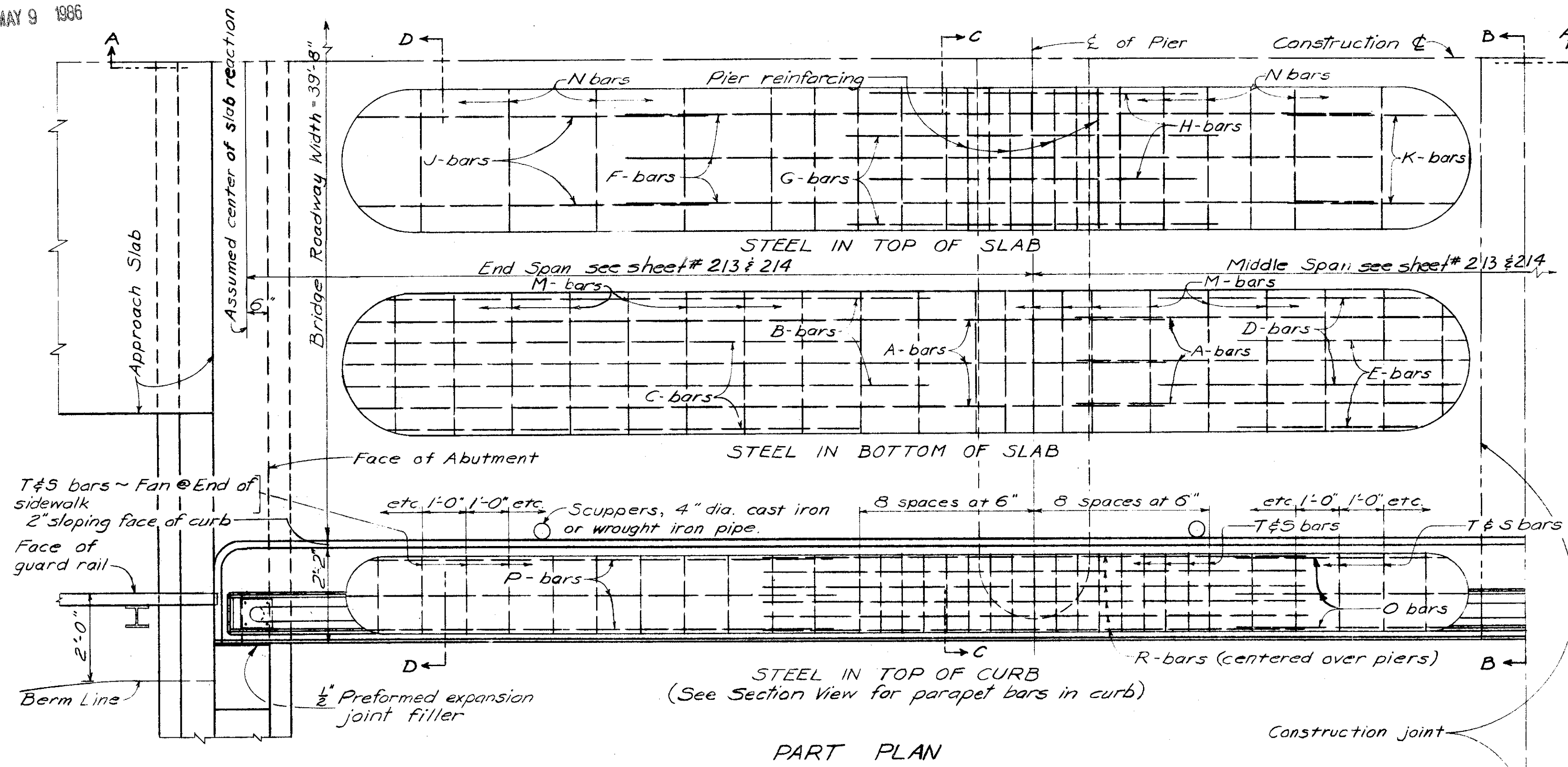
SECTION A-A

HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
PIER DETAILS					
Bridge No. PRE-40-1072 L & R over Goose Run					
PREBLE COUNTY U.S.R. 40					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	J.A.M.		H.C.L.	J.H.O. 10/14/62	

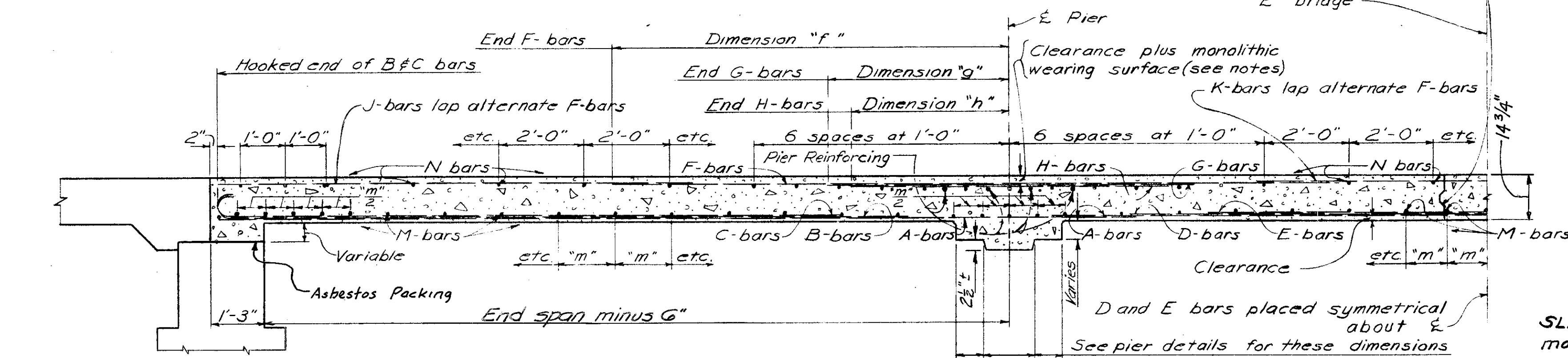
MICROFILMED
MAY 9 1966

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR	217 273
2	OHIO	1-70-1(13)09		

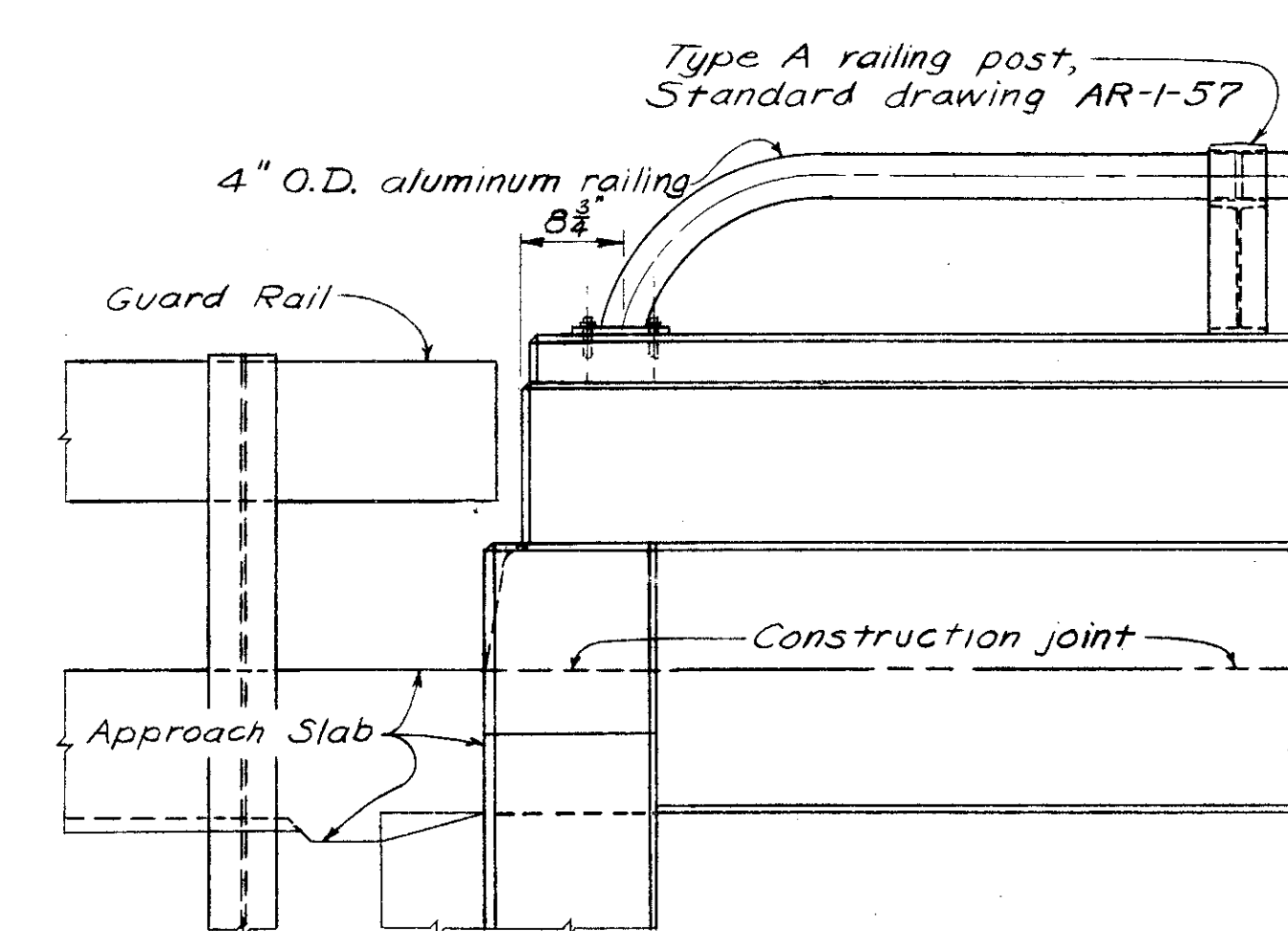
PREBLE COUNTY
PRE-40-9.46



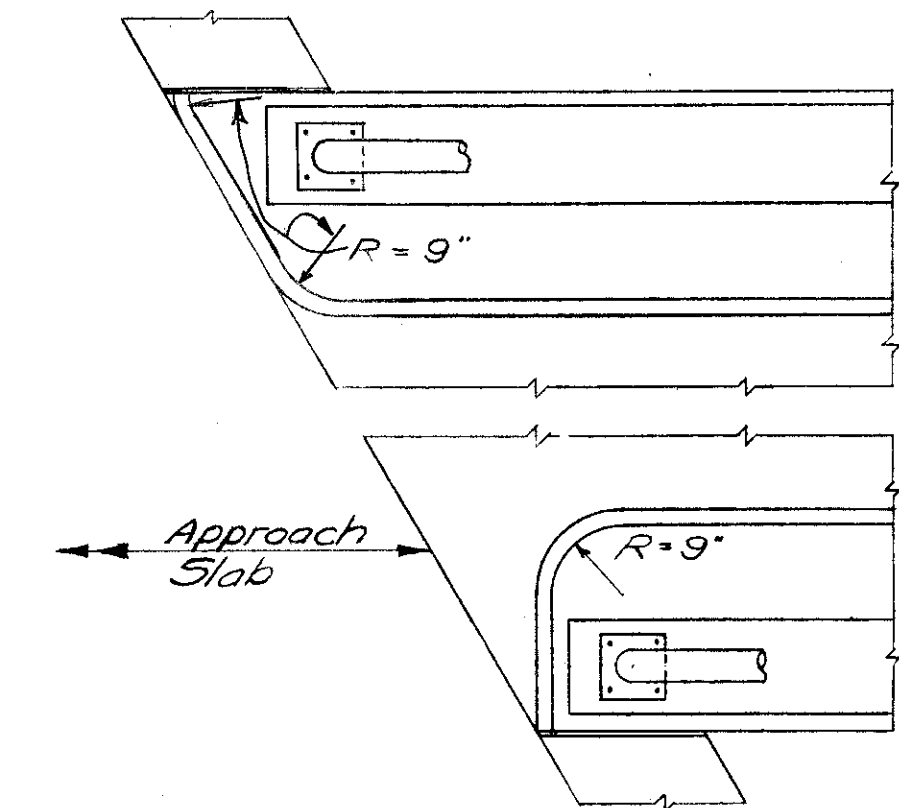
PART PLAN



SECTION A-A



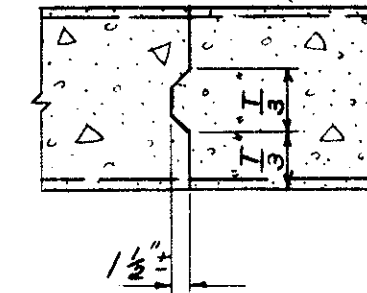
ELEVATION OF RAILING POSTS AND END PANEL



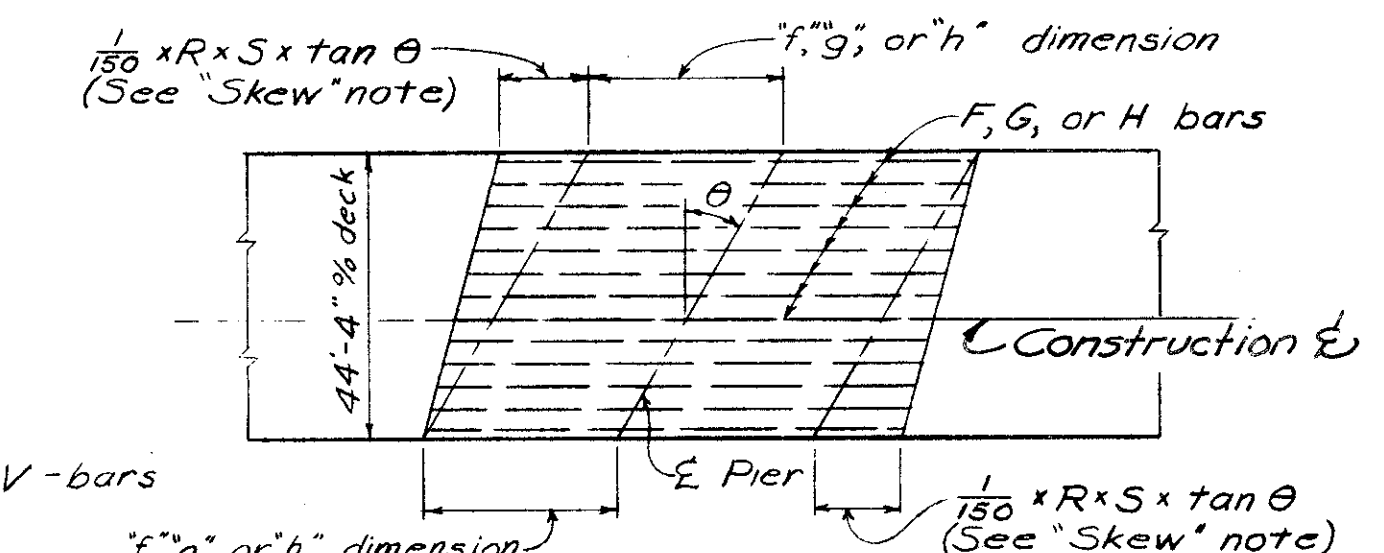
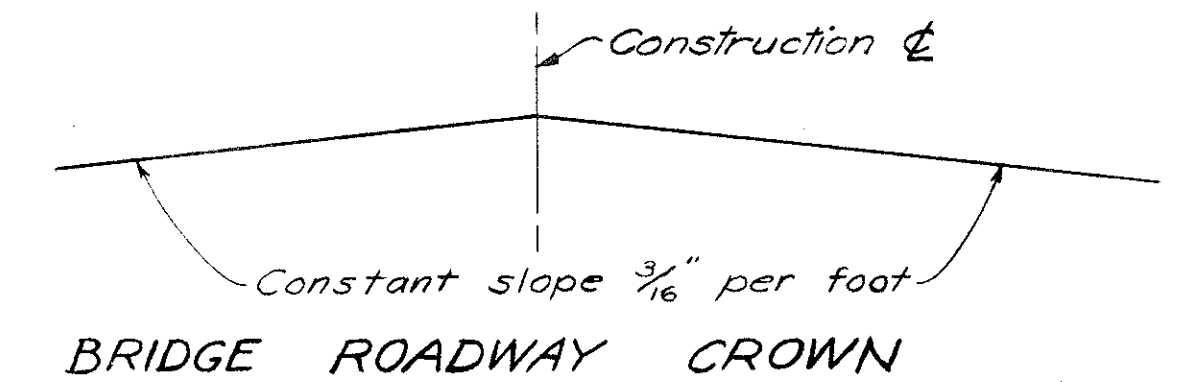
CURB ENDS OF SKEWED BRIDGE

SLAB THICKNESS shown includes 1" for monolithic wearing surface.

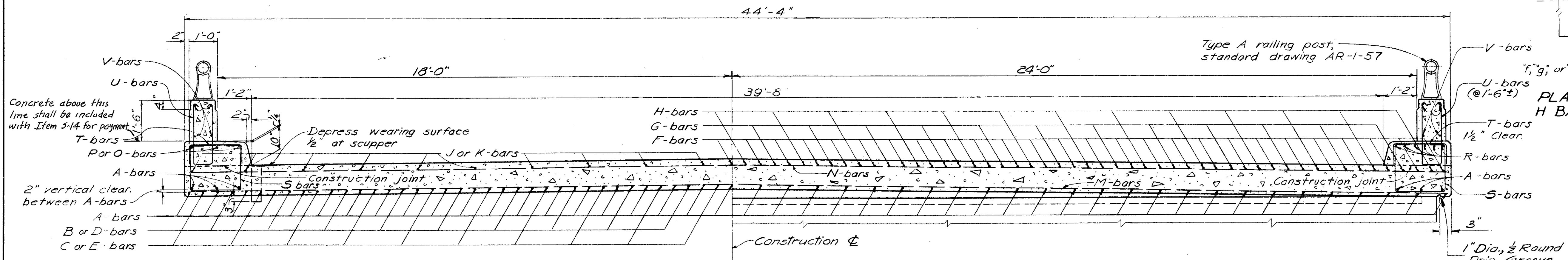
Note:
For railing spacing see
General Plan Sheets 213&214.
For Notes see Sheet 218



CONSTRUCTION JOINT
(See Note Sheet #218)



PLACEMENT DIAGRAM FOR F, G, AND H BARS IN SKEWED STRUCTURES



SECTION B-B AND D-D
WITH MONOLITHIC WEARING SURFACE

SECTION C-C
WITH MONOLITHIC WEARING SURFACE

HAZLET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
SUPERSTRUCTURE DETAILS BRIDGE NO PRE-40-107E L&R OVER GOOSE RUN					
PREBLE COUNTY U.S.R. 40					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
J.A.M.	J.A.M.		H.C.L.	JHO 10/14/62	

PREBLE COUNTY
PRE-40-9.46

BRIDGE	LOAD FREQUENCY C.F.	SPANS "T" in inches	SLAB DATA																																	
			A, B, C, D, and E bars									F, G, and H bars									J-bars	K-bars	M-bars	N-bars	O-bars	P-bars	Q-bars	R-bars	S-bars	T-bars	U-bars	X-bars	V-bars			
			A-bars		B-bars		C-bars		D-bars		E-bars		F-bars			G-bars			H-bars			JG01	KG01	Mark	Spq	Mark	Mark	Mark	Mark	Mark	Mark	Mark	Mark			
			Mark	Spq In.	Mark	Spq In.	Mark	Spq In.	Mark	Spq In.	Mark	Spq In.	Mark	Spq In.	Spq dim. f' In. Ft.-In.	Mark	Spq dim. g' In. Ft.-In.	Mark	Spq dim. h' In. Ft.-In.	Spq In.	Spq In.	Mark	Spq In.	Mark	Mark	Mark	Mark	Mark	Mark	Mark	Mark	Mark				
PRE-40-1072 L&R	2000	24'-30'-24'	13 3/4	A864	12	B864	24	C864	24	D864	24	E864	24	F864	12 1/2	12-5	G864	25	5-6	H964	25	4-1	25	25	M701	16	N601	O501	P501	R864	S501	T501	U501	V501		
PRE-40-1349 L&R	2000	22.5'	16	A901		B901	6																24		M601	8	N601		P501	P502	P503	S501	T501	U501	X601	V501

* Dimension "T" does not include monolithic wearing surface

BAR SIZE: is indicated in the bar mark. The first digit where three digits are used and the first two digits where four are used, indicate the bar size number. For example, A-700 is a No. 7 size bar and A1014 is a No. 10 size bar.

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CONCRETE:
Shall be Class "C"

CURBS:
Shall be placed after the shoring under the slab has been released sufficiently to permit the slab spans to attain full dead load deflections.

SKEW:
For bridges with skew, the longitudinal bars shall be placed parallel to the Centerline of roadway, and the transverse bars parallel to the piers and abutments.
R = Width of slab in feet
S = Length of middle span in feet
φ = Skew angle
The F, G, and H bars shall be placed as shown in the placement Diagram.

CONSTRUCTION JOINTS:
For PRE-40-1072 L&R one construction joint in the bridge slab may be placed on the transverse centerline of the middle span or 1'-0"± off the transverse centerline if necessary to miss railing posts and transverse reinforcing bars. One longitudinal joint on the Construction C will be permitted. A horizontal construction joint shall be placed between each curb and the top of slab.

REINFORCING STEEL CLEARANCE:
except as otherwise shown, the clearance of reinforcing steel from face of concrete shall be 1" for all bars, plus (at the top of the slab) the thickness of the monolithic wearing surface.

CAMBER:
of 1/800 of the span shall be provided in each span (in addition to any required for conformance with the profile of the highway) to allow for dead load deflection. This is the amount of camber required before falsework is released. To obtain this, proper allowance shall be made for the deflection of falsework members.

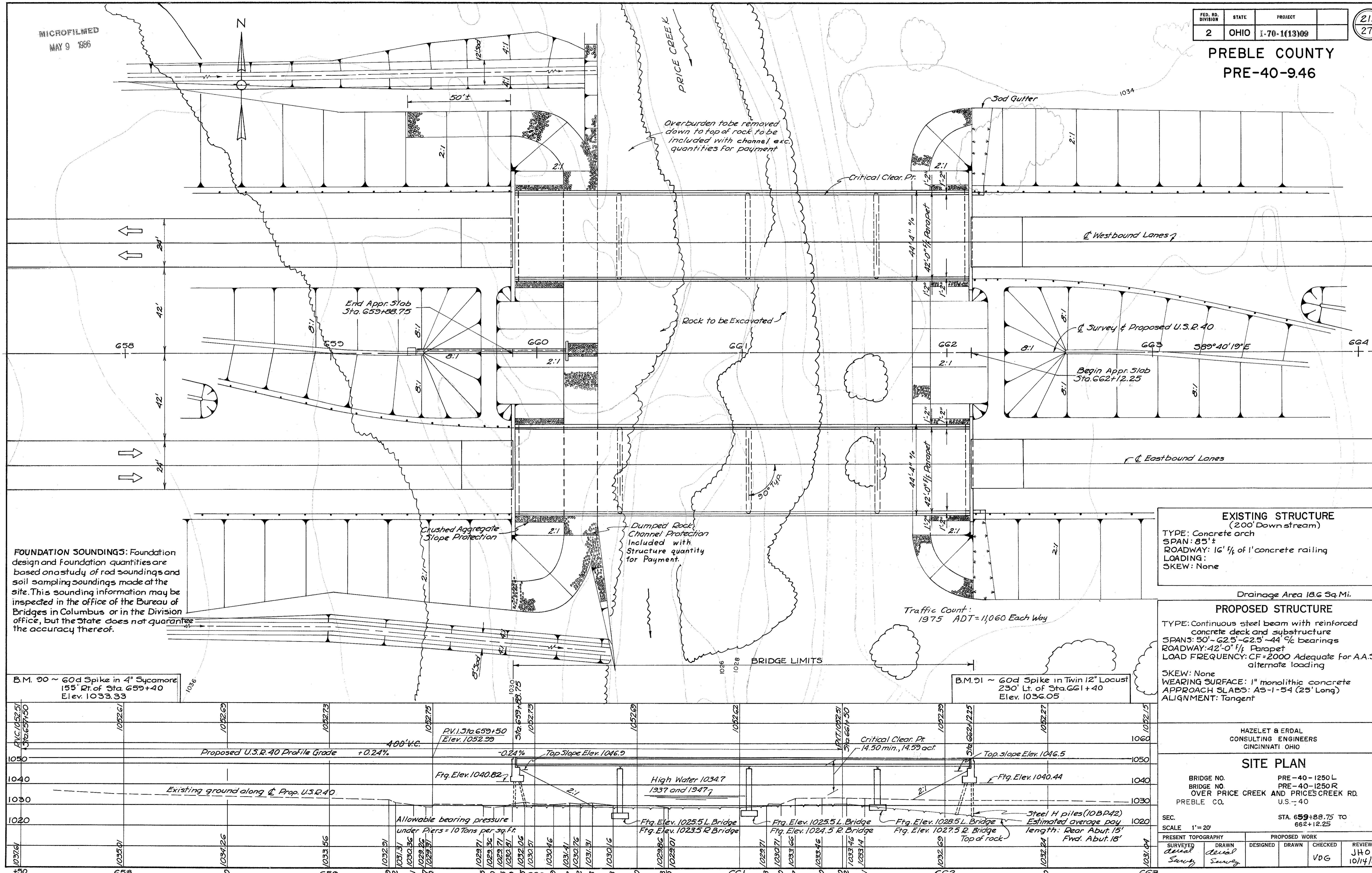
HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
SUPERSTRUCTURE DETAILS					
Bridge No PRE-40-1072 L&R over Goose Run Bridge No PRE-40-1349 L&R over Jim's Run					
PREBLE COUNTY U.S.R. 40					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	J.A.M.		H.C.L.	J.H.O. 10/14/62	

MICROFILMED
MAY 9 1986

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-70-1(13)09	

219
273

PREBLE COUNTY
PRE-40-9.46



FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division office, but the State does not guarantee the accuracy thereof.

EXISTING STRUCTURE
(200' Down stream)
TYPE: Concrete arch
SPAN: 85'±
ROADWAY: 16' f/c of 1' concrete railing
LOADING:
SKEW: None

Drainage Area 18.6 Sq. Mi.
PROPOSED STRUCTURE
TYPE: Continuous steel beam with reinforced concrete deck and substructure
SPANS: 50'-62.5'-62.5'-44' % bearings
ROADWAY: 42'-0" f/c Parapet
LOAD FREQUENCY: CF=2000 Adequate for A.A.S.H.O alternate loading
SKEW: None
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: A5-1-54 (25' Long)
ALIGNMENT: Tangent

Traffic Count:
1975 ADT = 11,060 Each Way

B.M. 20 ~ 60d Spike in 4" Sycamore,
155' Rt. of Sta. 659+40
Elev. 1033.33

B.M. 21 ~ 60d Spike in Twin 12" Locust
230' Lt. of Sta. 661+40
Elev. 1036.05

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SITE PLAN
BRIDGE NO. PRE-40-1250 L
BRIDGE NO. PRE-40-1250 R
OVER PRICE CREEK AND PRICES CREEK RD.
PREBLE CO. U.S.-40

SEC. STA. 659+88.75 TO 662+12.25
SCALE 1"=20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
Survey	Survey			VDG	JHO
					10/14/62

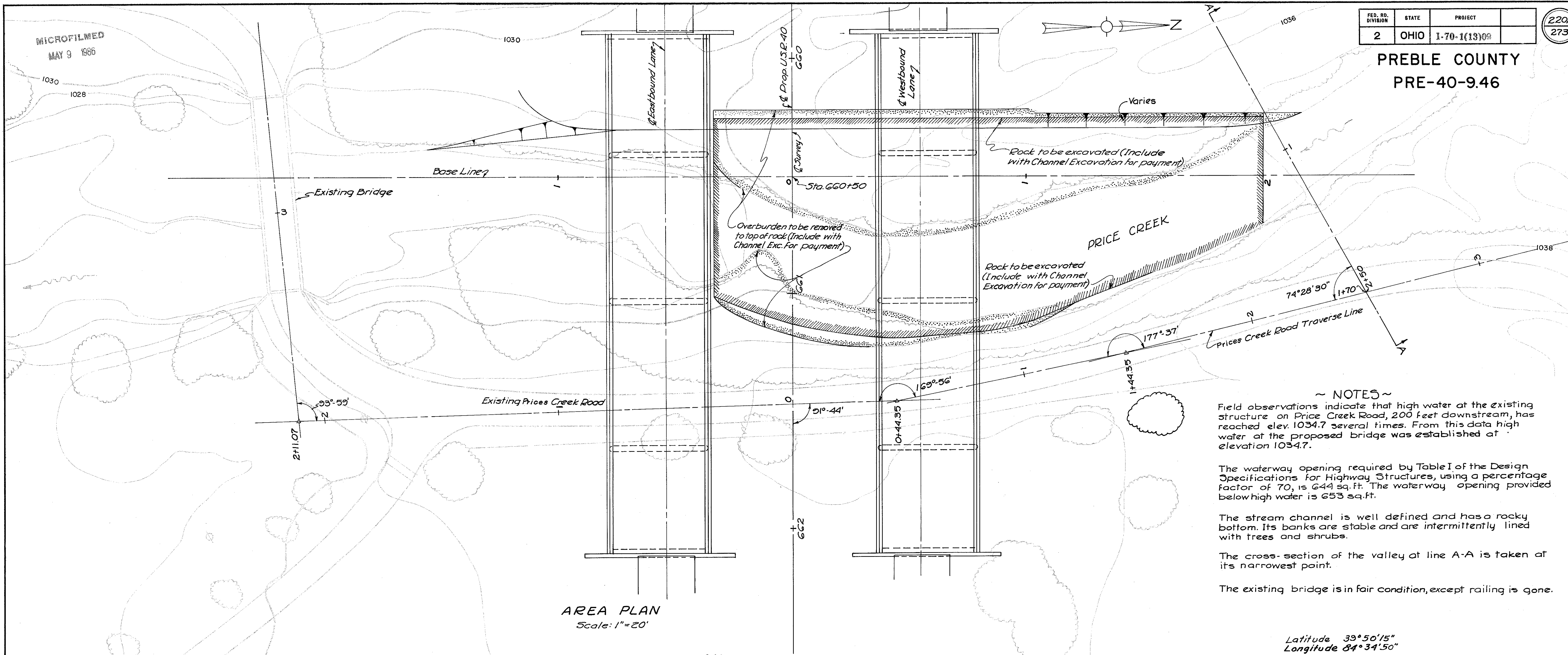
1037.61	1035.51	1034.26	1033.56	1032.91	1031.51	1030.46	1029.71	1029.56	1029.17	1028.81	1028.106	1027.51	1026.9	1026.62	1025.51	1024.5	1023.99	1023.27	1022.15
1037.61	1035.51	1034.26	1033.56	1032.91	1031.51	1030.46	1029.71	1029.56	1029.17	1028.81	1028.106	1027.51	1026.9	1026.62	1025.51	1024.5	1023.99	1023.27	1022.15
1037.61	1035.51	1034.26	1033.56	1032.91	1031.51	1030.46	1029.71	1029.56	1029.17	1028.81	1028.106	1027.51	1026.9	1026.62	1025.51	1024.5	1023.99	1023.27	1022.15
1037.61	1035.51	1034.26	1033.56	1032.91	1031.51	1030.46	1029.71	1029.56	1029.17	1028.81	1028.106	1027.51	1026.9	1026.62	1025.51	1024.5	1023.99	1023.27	1022.15
1037.61	1035.51	1034.26	1033.56	1032.91	1031.51	1030.46	1029.71	1029.56	1029.17	1028.81	1028.106	1027.51	1026.9	1026.62	1025.51	1024.5	1023.99	1023.27	1022.15

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2	OHIO	1-70-1(13)09

220A
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PREBLE COUNTY
PRE-40-9.46



AREA PLAN
Scale: 1"=20'

~ NOTES ~
Field observations indicate that high water at the existing structure on Price Creek Road, 200 feet downstream, has reached elev. 1034.7 several times. From this data high water at the proposed bridge was established at elevation 1034.7.

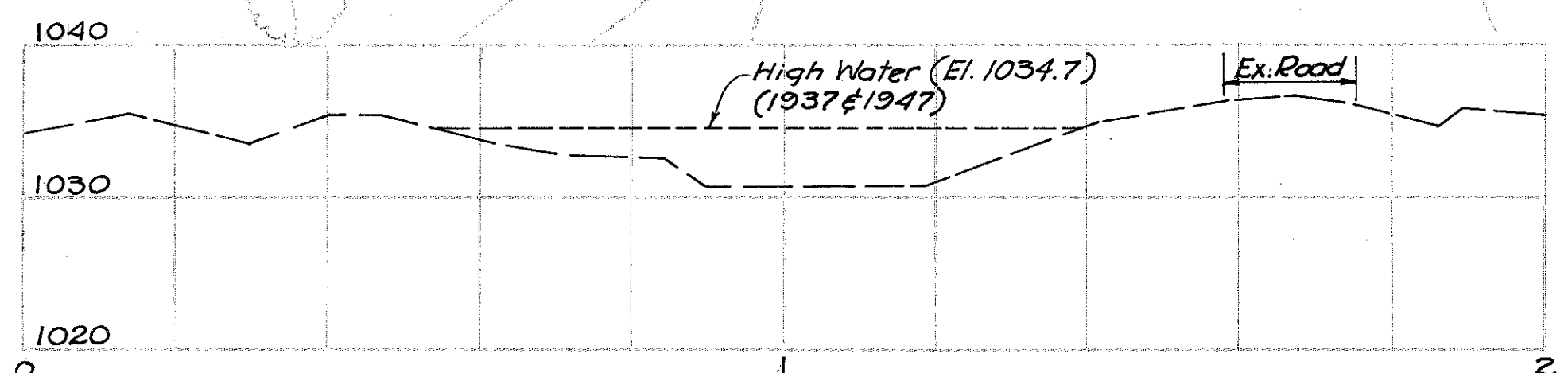
The waterway opening required by Table I of the Design Specifications for Highway Structures, using a percentage factor of 70, is 644 sq.ft. The waterway opening provided below high water is 653 sq.ft.

The stream channel is well defined and has a rocky bottom. Its banks are stable and are intermittently lined with trees and shrubs.

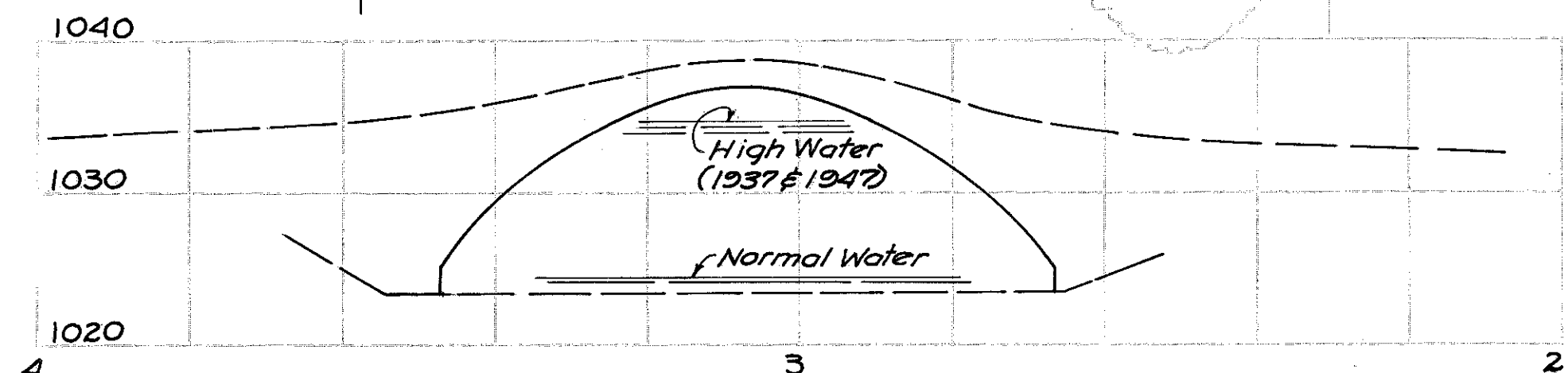
The cross-section of the valley at line A-A is taken at its narrowest point.

The existing bridge is in fair condition, except railing is gone.

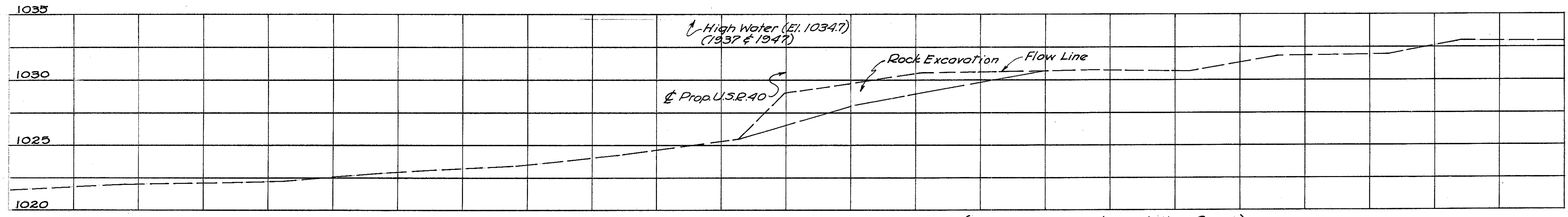
Latitude 39°50'15"
Longitude 84°34'50"



FLOOD PLAIN SECTION A-A
(Sta. 2+50-N. Prices Creek Rd. Trvs. Line)
Scale: Horz. 1"=20', Vert. 1"=10'



PROFILE OF EXISTING PRICES CREEK ROAD
(Crossing Price Creek)
Scale: Horz. 1"=20', Vert. 1"=10'

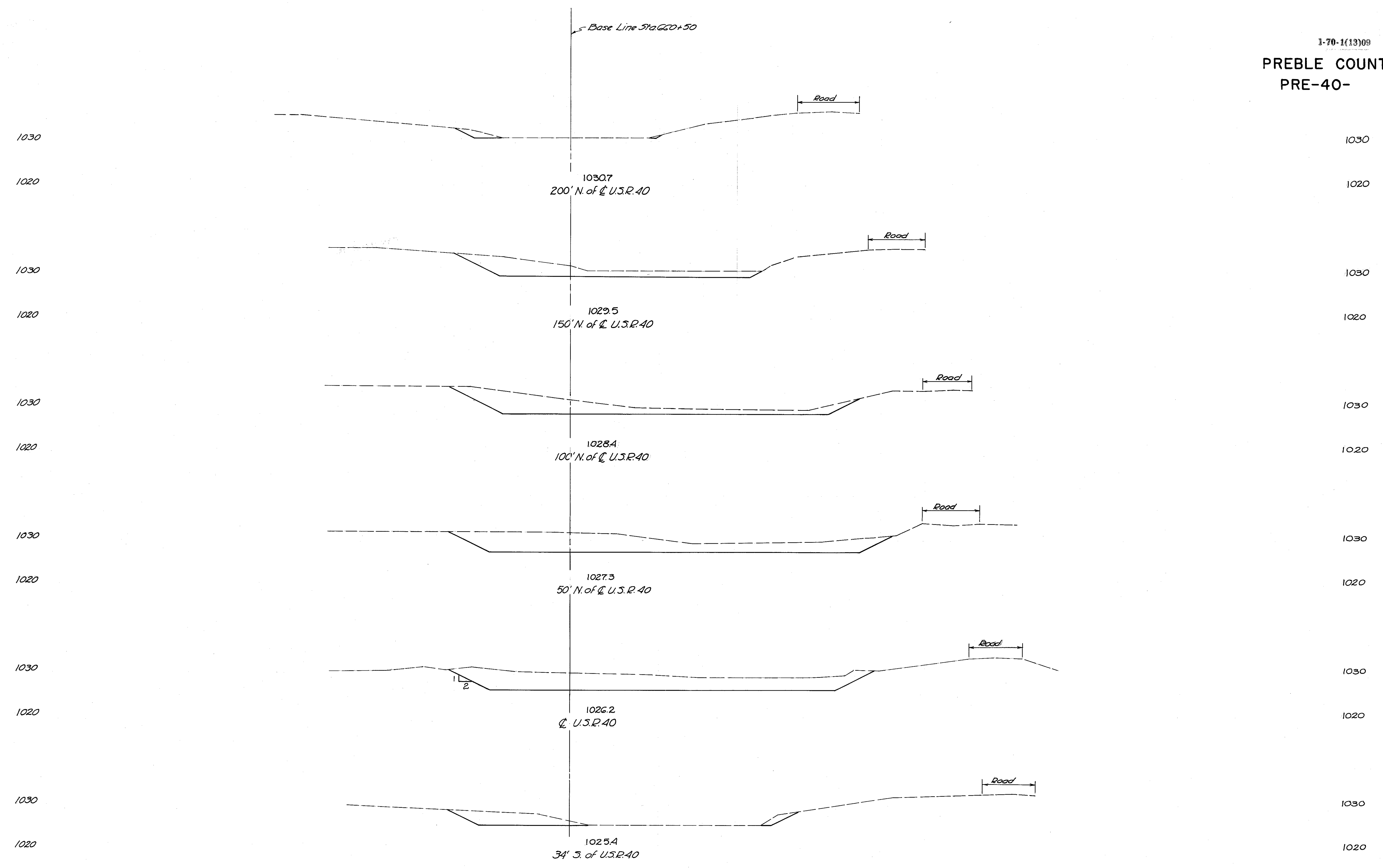


PROFILE OF PRICE CREEK (At approximate center of existing Creek)
Scale: Horz. 1"=50', Vert. 1"=5'

SUPPLEMENTAL SITE PLAN

BRIDGE NO. PRE-40-1250 L. BRIDGE
BRIDGE NO. PRE-40-1250 R. BRIDGE
OVER
PRICES CREEK AND PRICES CREEK ROAD
PREBLE COUNTY
SEC. - PRE-40-9.46 STA. 659+88.75 to STA. 662+12.25

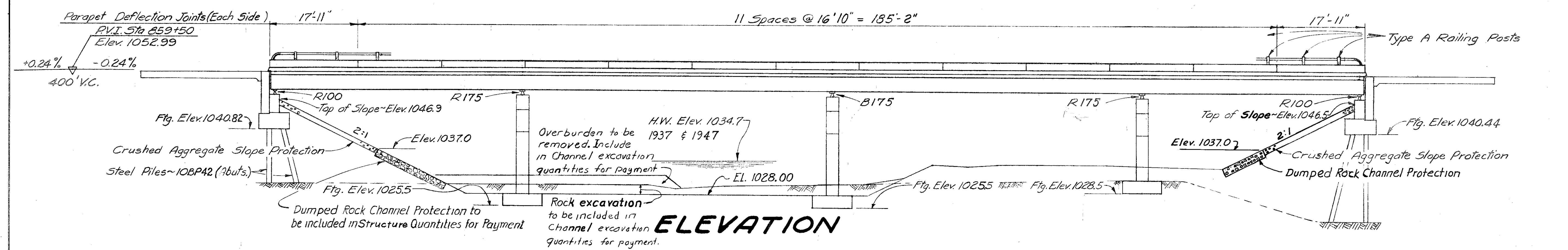
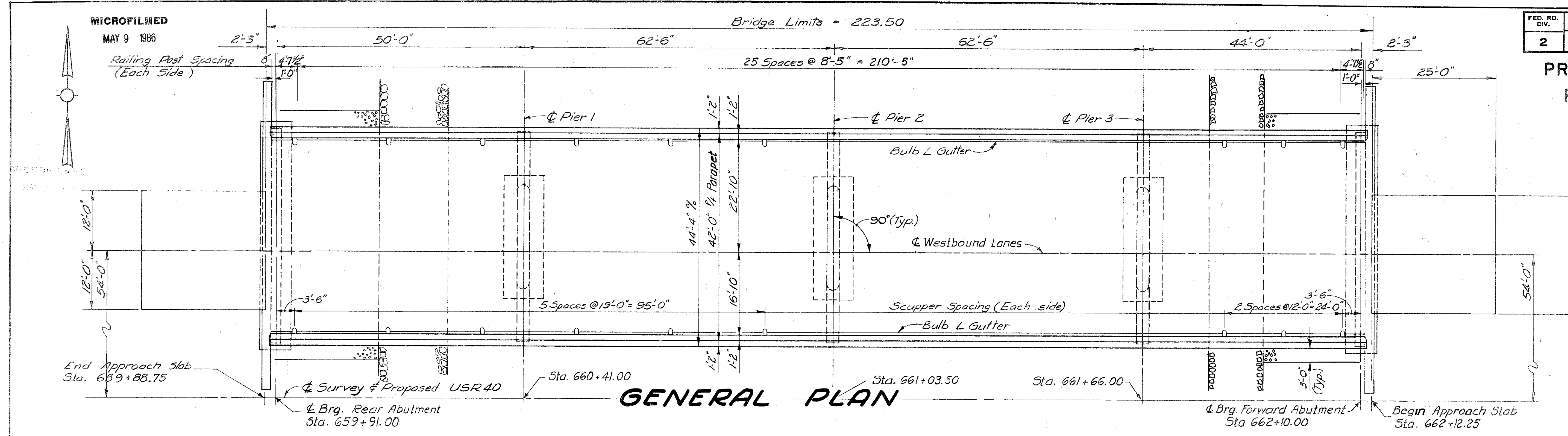
PREBLE COUNTY
PRE-40-



Note: For location of sections see Sht. 220A

CHANNEL WIDENING - PRICE CREEK at Sta. 660+50

PREBLE COUNTY
PRE-40-9.46



GENERAL NOTES

REFERENCE: shall be made to Standard Drawings CSB-2-56 Sheets 1, 2 & 3 and RB-1-55 revised 2-2-59 and AR-1-57 revised 4-2-62. For reinforcing steel list see Sh. # 241.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof.

EXCAVATION QUANTITY: includes the removal of fill material required for construction of the abutments (Unclassified Excavation).

PILES shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. 5-18.05 is not less than the following value for a pile hammer of the indicated energy rating:
 44 tons per pile using a 7000 ft. lb. hammer
 37 tons per pile using a 11000 ft. lb. hammer
 35 tons per pile using a 15000 ft. lb. or greater hammer.
 If the energy rating of the hammer is between the ratings as shown above, the required formula capacity shall be determined by interpolation. The design load is 24 tons per pile.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

WELDING: of structural steel shall be class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

FOOTINGS of piers shall extend a minimum of 2'-6" into undisturbed Rock

GENERAL NOTES CONTINUED See Sh. No. 222.

Estimated Quantities (2 BRIDGES)

Item	Total	Unit	Description	Super	Piers	Abuts.	General
E-2	Lump	Sum	Cofferdams, cribs and sheeting				
E-2	514	Cu. Yds.	Unclassified excavation		52	462	
E-2	124	Cu. Yds.	Rock excavation		124		
E-3	1675	Cu. Yds.	Channel excavation				1675
S-1	598	Cu. Yds.	Class "C" concrete, superstructure	598			
S-1	342.5	Cu. Yds.	Class "C" concrete, piers above footings		342.5		
S-1	111.2	Cu. Yds.	Class "E" concrete, pier footings		111.2		
S-1	317.0	Cu. Yds.	Class "E" concrete, abutments			317.0	
S-4	240,760	Lbs.	Reinforcing steel	180,863	38,845	21,052	
S-7	531,000	Lbs.	Structural steel	531,000			
S-8	531,000	Lbs.	Field painting of structural steel	531,000			
S-14	881	Lin. Ft.	Railing (aluminum rail and supports, concrete parapets)	881			
S-16	Lump	Sum	First test pile				
S-18	924	Lin. Ft.	Steel piles, 10BP42			924	
S-29	82	Cu. Yds.	Porous backfill			82	
S-29	36	Each	Scuppers	36			
I-10	435	Cu. Yds.	Dumped rock channel protection				435
I-10	565	Sq. Yds.	Crushed aggregate slope protection				565
Special	598	Each	Water reducing, self-retarding admixture *	598			

* See Proposal Note

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**GENERAL PLAN, ELEVATION,
NOTES & ESTIMATED QUANTITIES**

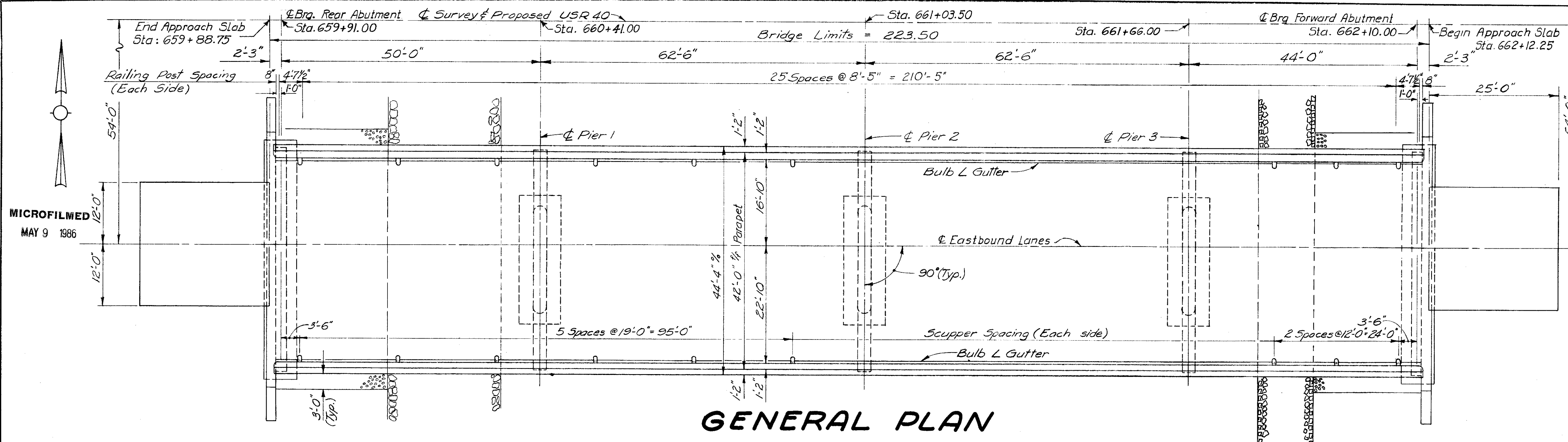
BRIDGE No. PRE-40-1250-L
OVER PRICE CREEK & PRICES CREEK RD.
PREBLE COUNTY Sta. 659+88.75 to 662+12.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED
	MPC		VDG	JH0 10/14/62	

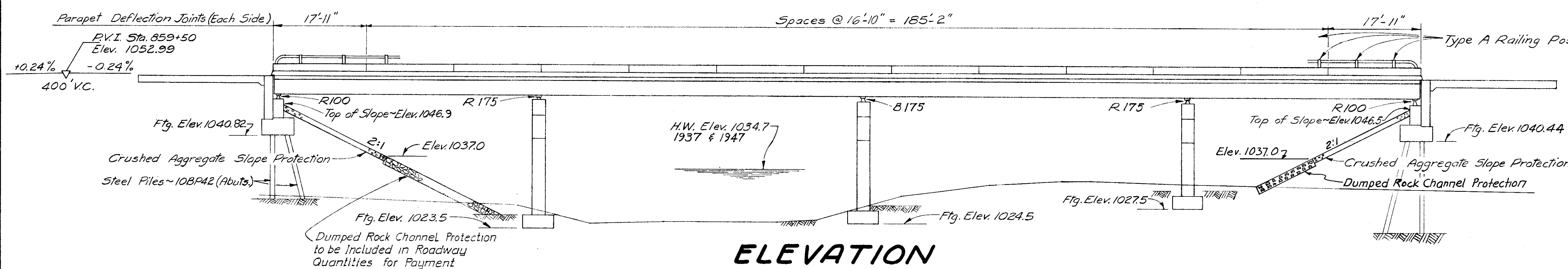
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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PREBLE COUNTY
PRE-40-9.46



GENERAL PLAN



ELEVATION

GENERAL NOTES (CONTINUED)

- SHEET LEAD** shall conform to the requirements of A.S.T.M. Designation B-29 without restriction to the Common Desilverized type.
- SHOP PAINTING STEEL.** The surface preparation of all steel, requiring shop painting as per the plans and specifications, shall be accomplished by blast cleaning or power tool cleaning, except as noted in the Specifications regarding the use of Chromate Primers.
- MACHINE FINISH.** The concrete bridge deck shall be finished by the use of a finishing machine.
- FIRST TEST PILE.** Payment will be made for only one first test pile. Item S-16. It may be driven at either PRE-40-1250 L or PRE-40-1250 R.
- FOUNDATION BEARING PRESSURE.** Pier footings are designed for a minimum bearing pressure of 5 1/2 tons per sq. ft.
- CONTINUOUS BEAM SPLICES:** If beams having depths differing by more than 1/8" are to be spliced by butt welding, the depth of the smaller-depth beam shall be increased by splitting the web longitudinally at a distance of 1 1/2" below the bottom of the top flange and for a distance sufficient to allow the flange to be bent up at a slope of not more than 3/8" per foot, after which the split in the web shall be completely welded with full depth penetration and ground flush.

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**GENERAL PLAN, ELEVATION,
& NOTES**

BRIDGE NO PRE-40-1250-R
OVER PRICE CREEK & PRICES CREEK RD.
PREBLE COUNTY Sta. 659+88.75 to 662+12.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISIONS
	MPC		VDG	JH O 10/14/62	

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± Eastbound or Westbound Lanes

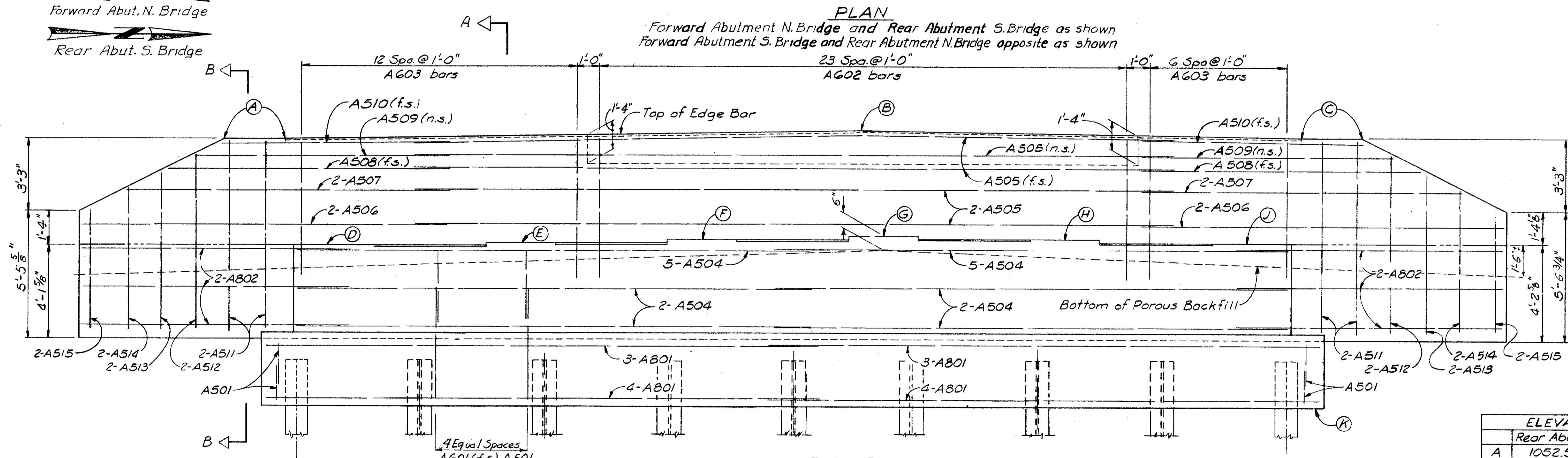
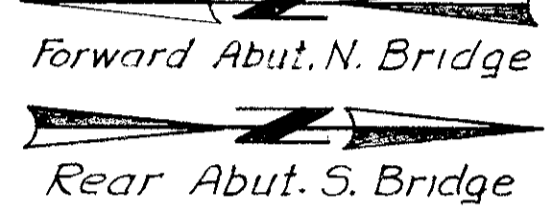
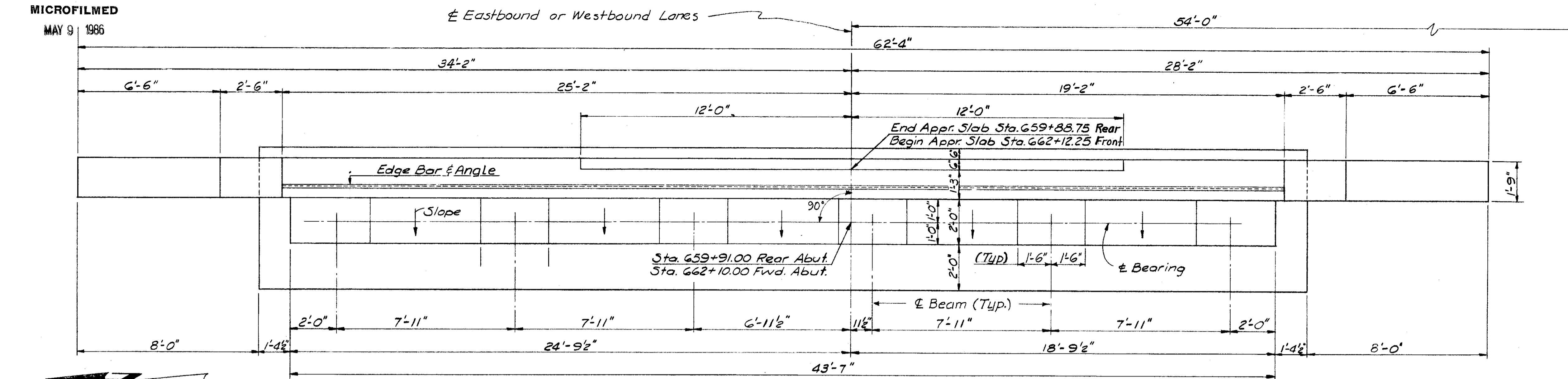
54'-0"

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

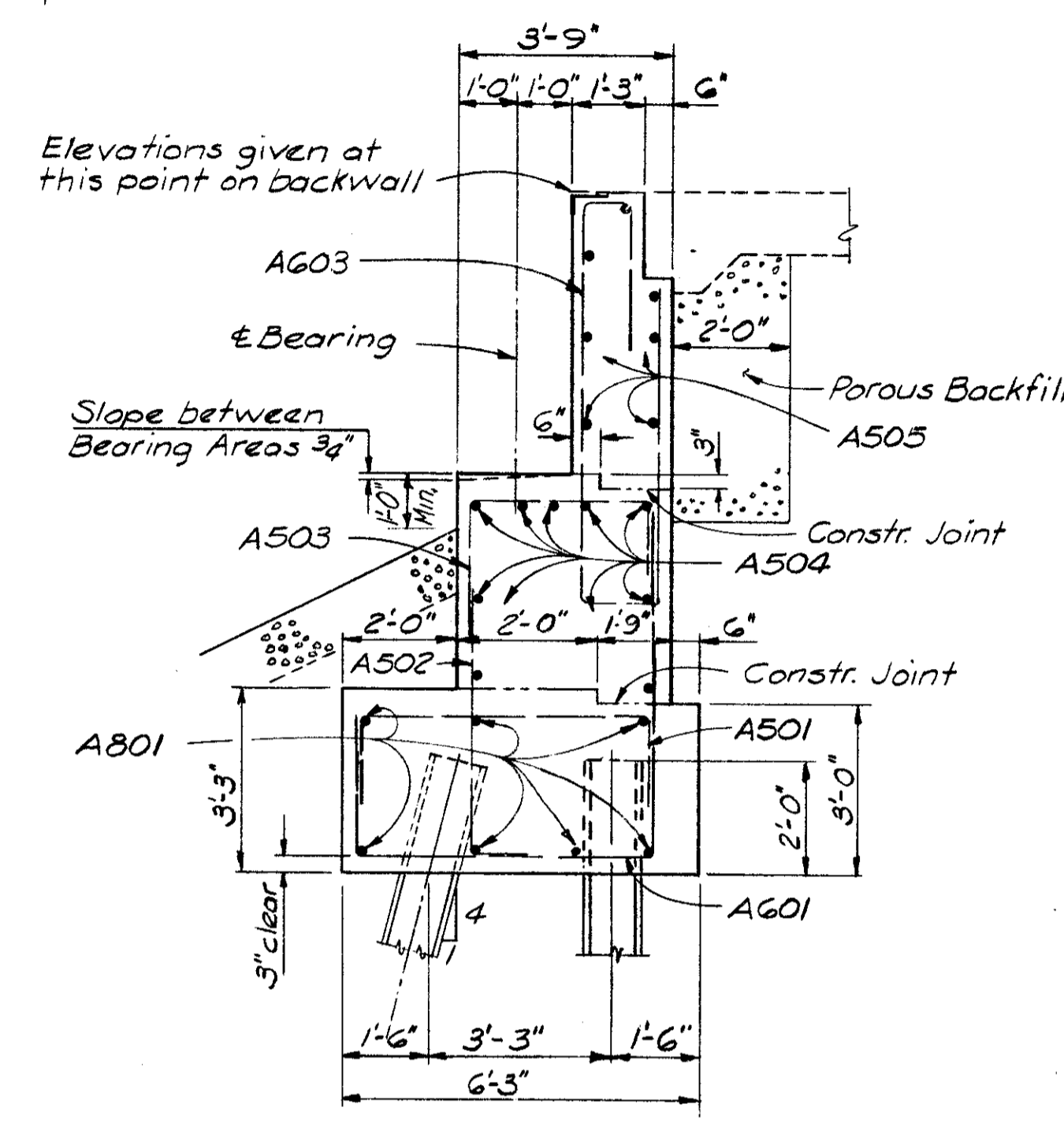
223
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PREBLE COUNTY
PRE-40-9.46

± Survey & Proposed USR 40



Concrete above bridge seat construction joint shall not be placed until after superstructure steel is in place.

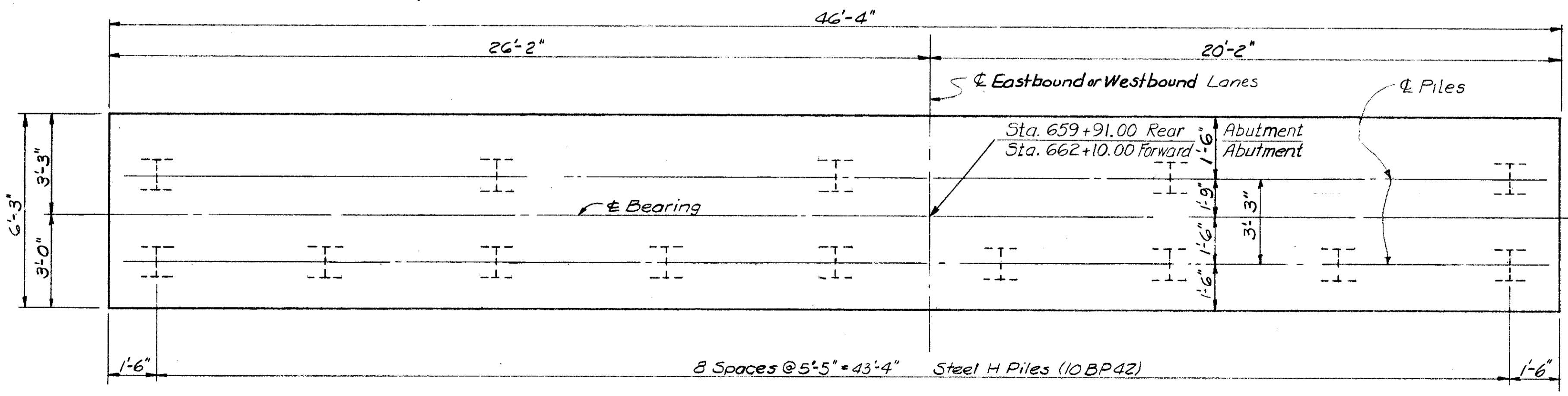


ELEVATIONS	
	Rear Abut. Fwd. Abut.
A	1052.54 1052.16
B	1052.93 1052.55
C	1052.63 1052.25
D	1047.95 1047.57
E	1048.07 1047.70
F	1048.19 1047.82
G	1048.29 1047.91
H	1048.16 1047.79
J	1048.04 1047.66
K	1040.82 1040.44

Notes: The embankment shall be placed and compacted to the finished spill-thru slope and to the level of the subgrade for a distance of 200' back of the abutments after which excavation shall be made for the abutments and piles driven.

POROUS BACKFILL shall extend upward to the approach slab and subgrade, and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill. Provide 3" clearance to reinforcing steel in footing.

LEGEND: n.s. denotes near side f.s. denotes far side



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ABUTMENT DETAILS

PRE-40-1250 L&R
Over Price Creek and Prices Creek Rd.

PREBLE COUNTY USR 40

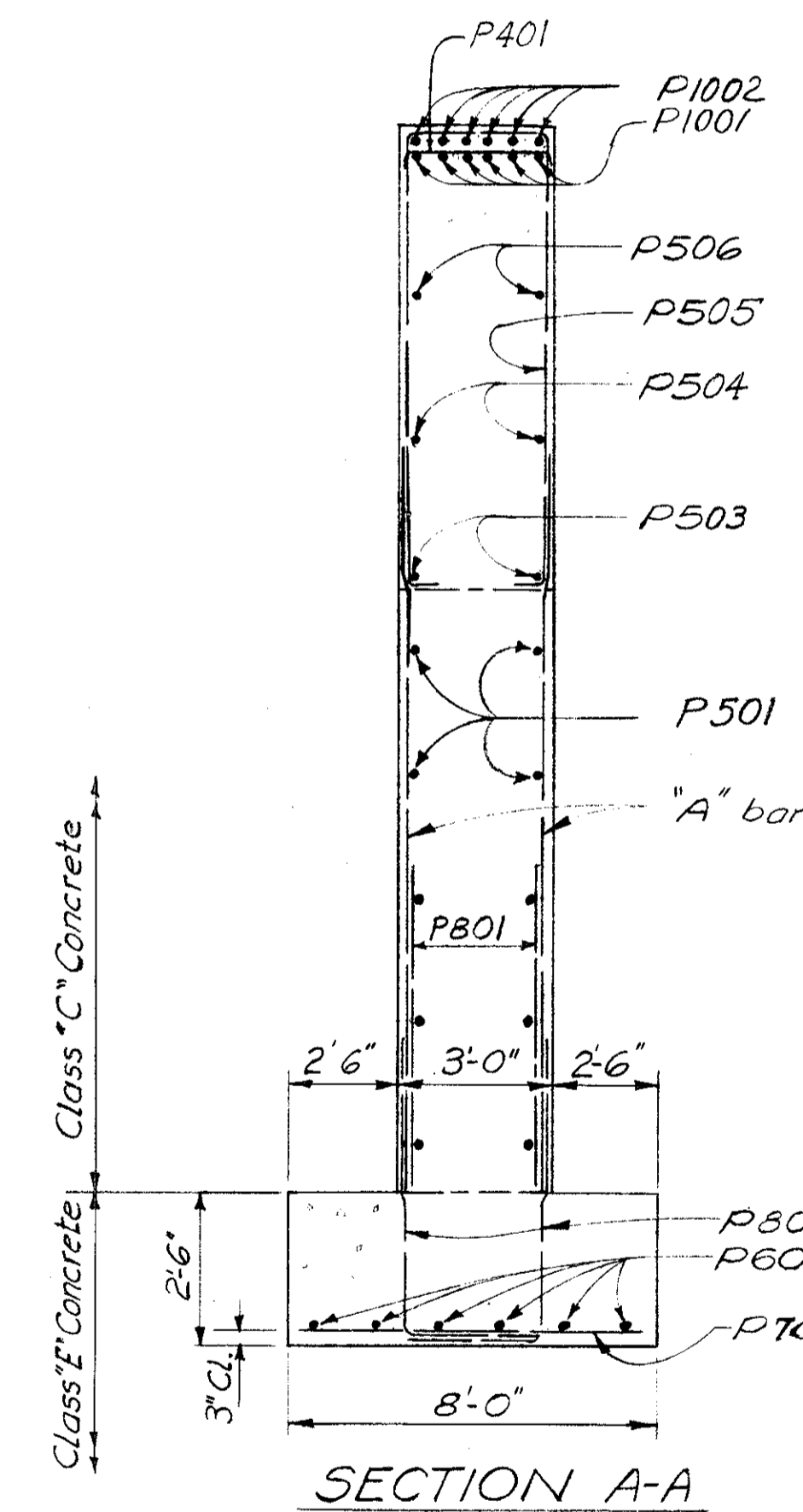
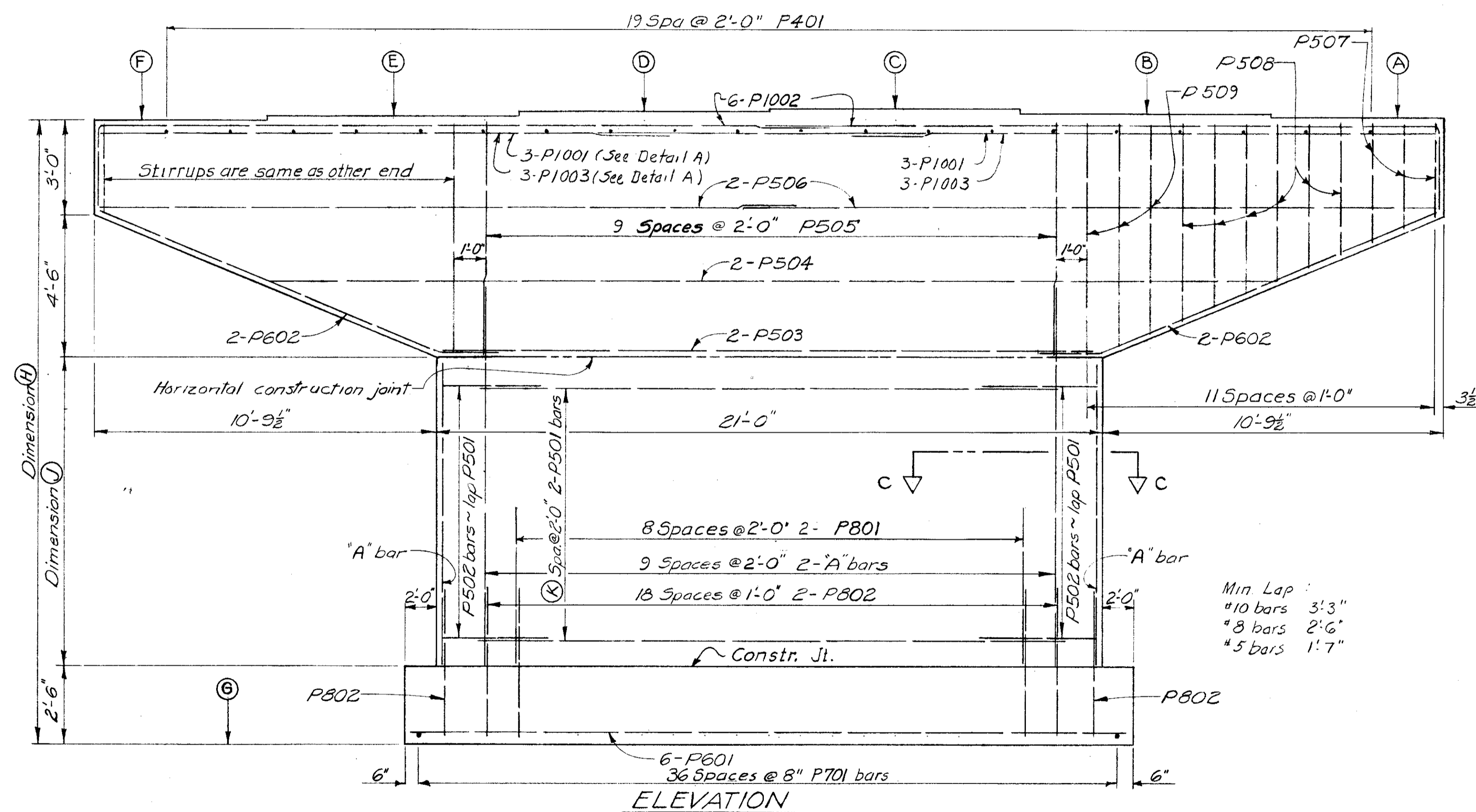
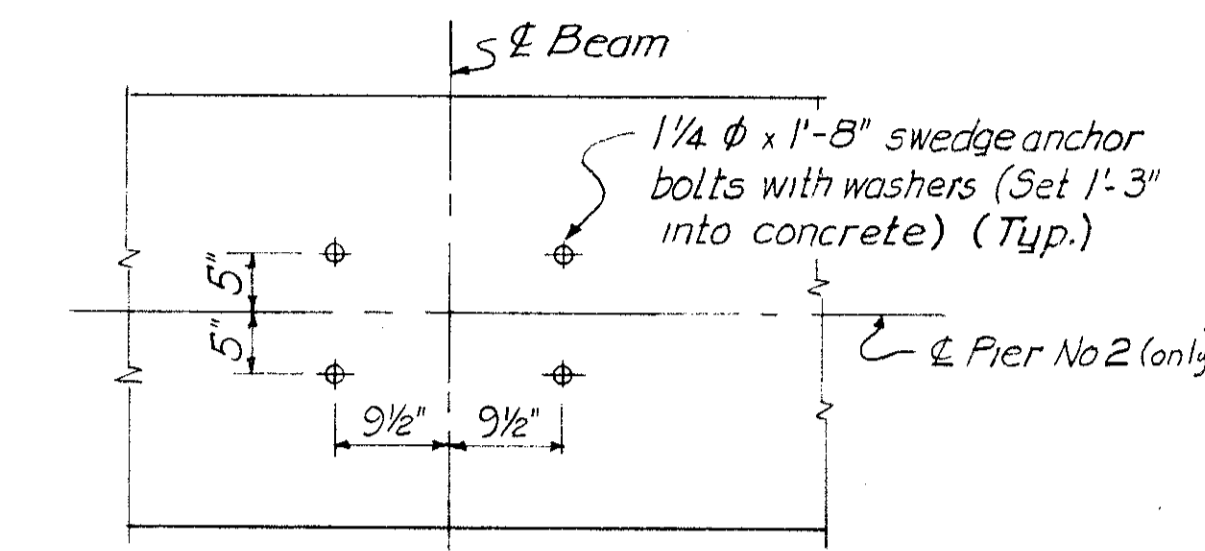
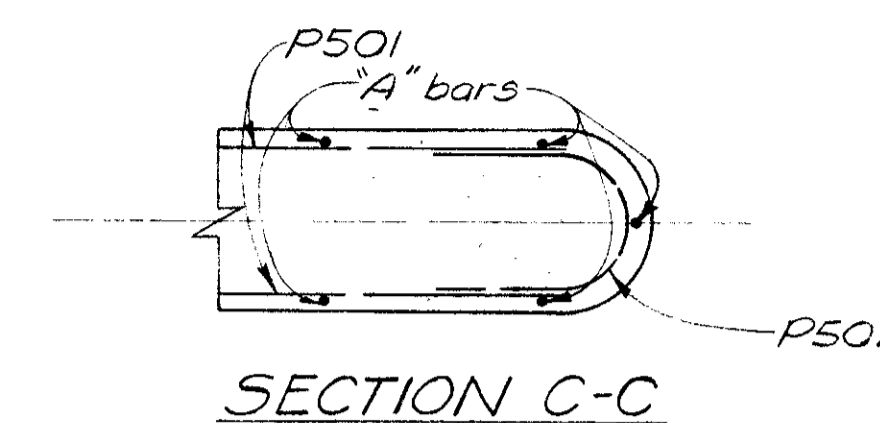
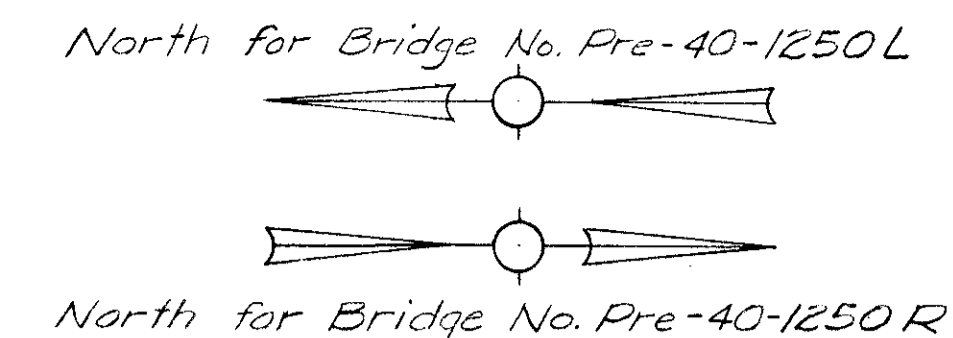
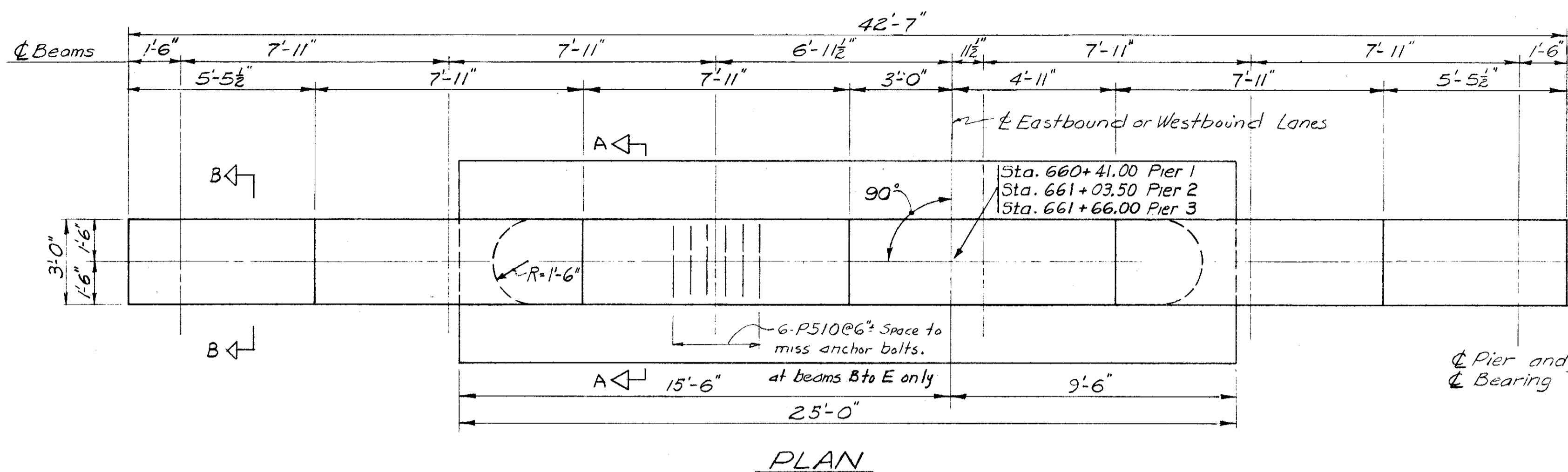
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
MLV	MLV		VDG	JHO 10/14/62	

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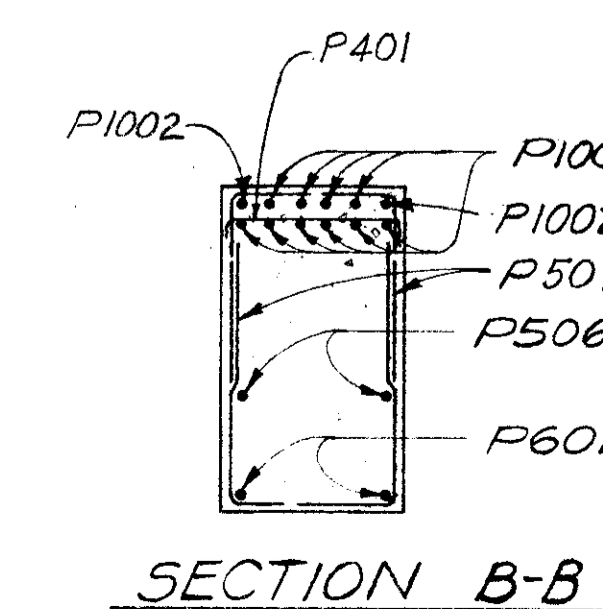
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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PREBLE COUNTY
PRE-40-946



NOTE: Special care shall be taken in placing reinforcing steel in the bridge seat of Pier # 2 so that it will not interfere with the drilling of anchor bolt holes.



Bridge	Pier	A	B	C	D	E	F	G	H	J	K	"A" bars
Bridge No. Pre-40-1250L (Westbound)	Pier #1	1047.58	1047.71	1047.83	1047.74	1047.61	1047.49	1025.50	21'-11 7/8"	11'-11 7/8"	5	P803
	Pier #2	1047.48	1047.61	1047.73	1047.64	1047.51	1047.39	1025.50	21'-10 5/8"	11'-10 5/8"	5	P803
	Pier #3	1047.37	1047.49	1047.61	1047.52	1047.40	1047.27	1028.50	18'-9 1/4"	8'-9 1/4"	4	P804
Bridge No. Pre-40-1250R (Eastbound)	Pier #1	1047.58	1047.71	1047.83	1047.74	1047.61	1047.49	1023.50	23'-11 3/8"	13'-11 3/8"	6	P805
	Pier #2	1047.48	1047.61	1047.73	1047.64	1047.51	1047.39	1024.50	22'-10 3/8"	12'-10 3/8"	6	P806
	Pier #3	1047.37	1047.49	1047.61	1047.52	1047.40	1047.27	1027.50	19'-9 1/4"	9'-9 1/4"	4	P807

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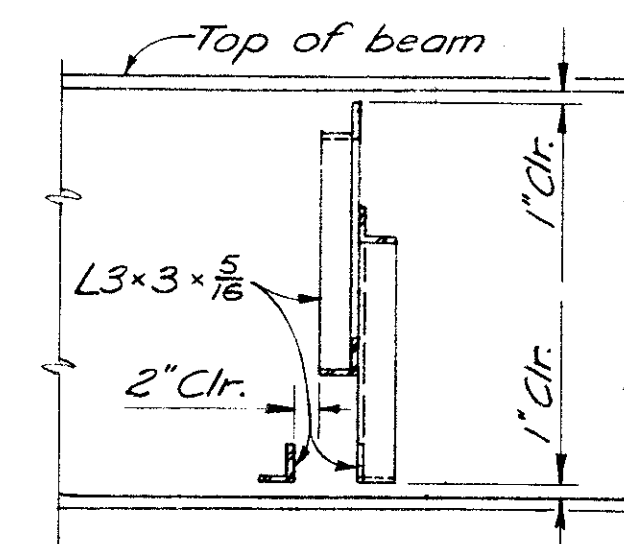
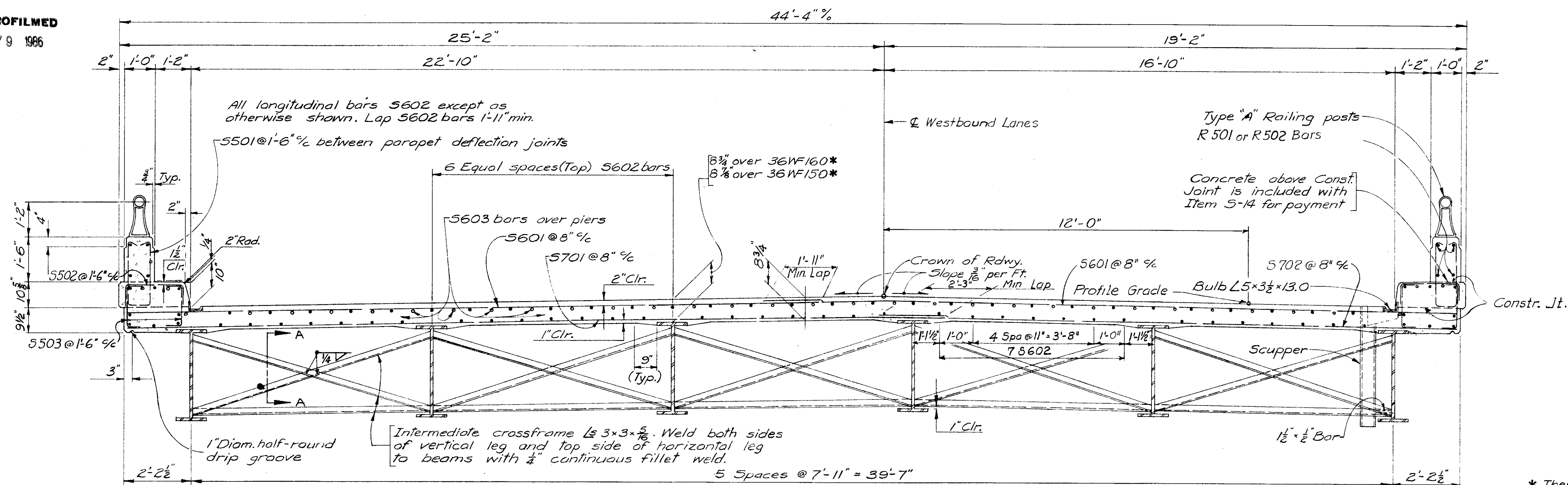
PIER DETAILS

BRIDGE NO. PRE-40-1250 L & R
OVER PRICE CREEK & PRICES CREEK RD.
PREBLE COUNTY Sta. 659+88.75 to 662+12.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
V.D.G.	O.E.		V.D.G.	JH0 10/14/62	

**PREBLE COUNTY
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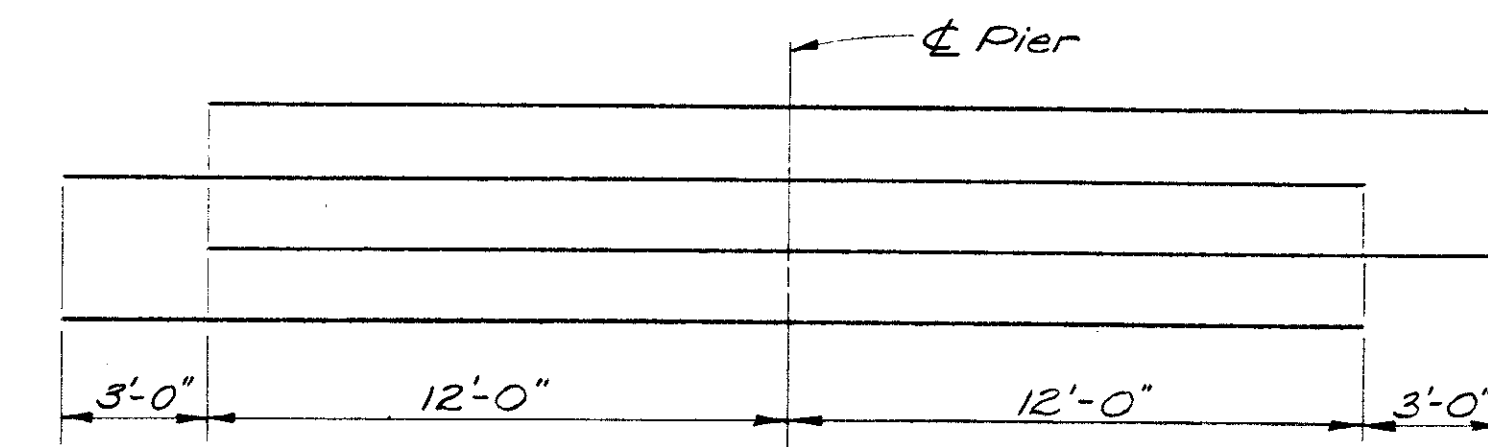
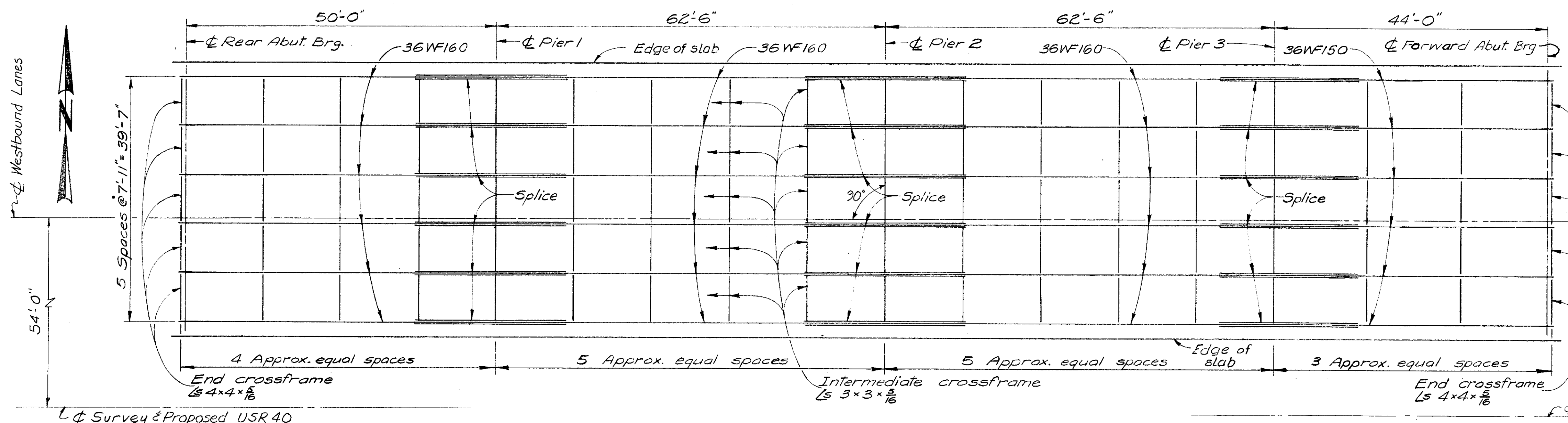


TYPICAL TRANSVERSE DECK SECTION
Looking East at PRE-40-1250L

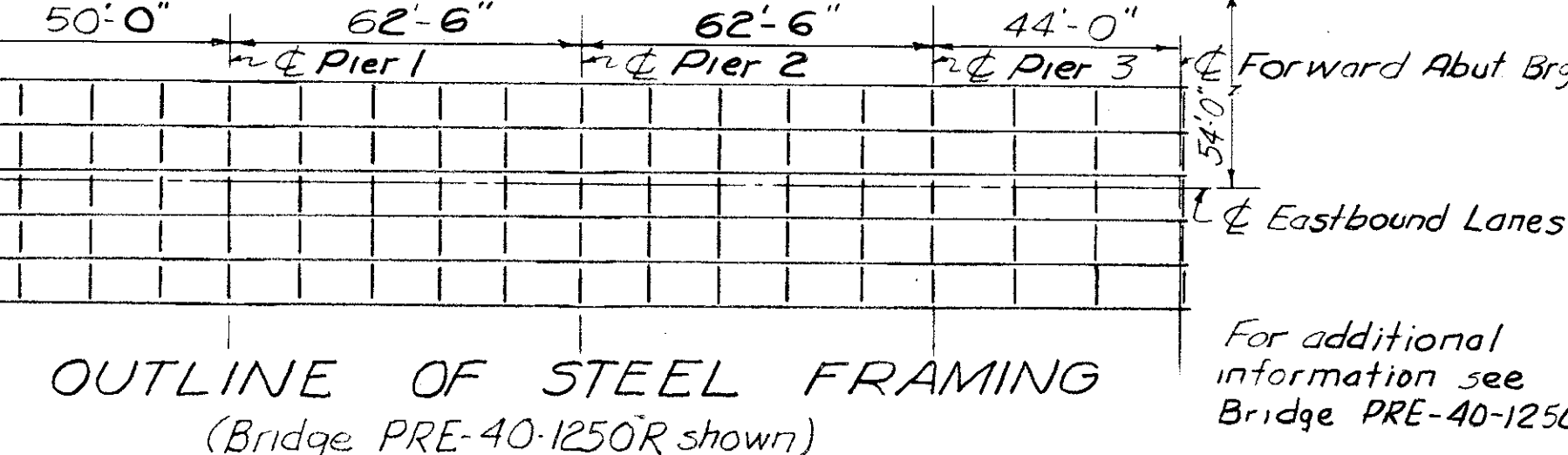
DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of steel beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3" Per foot. Payment for deck slab concrete shall be based on the 9" width.

SLAB THICKNESS is 8 3/4" which includes 1" for monolithic wearing surface

* These are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beams may not have the exact camber or conformation required to place them parallel to the finished grade.



OUTLINE OF STEEL FRAMING
(Bridge PRE-40-1250L shown)



OUTLINE OF STEEL FRAMING
(Bridge PRE-40-1250R shown)

DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS

Survey & Proposed USR 40

For additional information see Bridge PRE-40-1250L

HAZLET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
SUPERSTRUCTURE DETAILS					
BRIDGE NO. PRE-40-1250 L&R OVER PRICE CREEK AND PRICES CREEK ROAD					
PREBLE COUNTY STA. 659+88.75					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
MLV	MPC		VDG	J40 10/14/62	

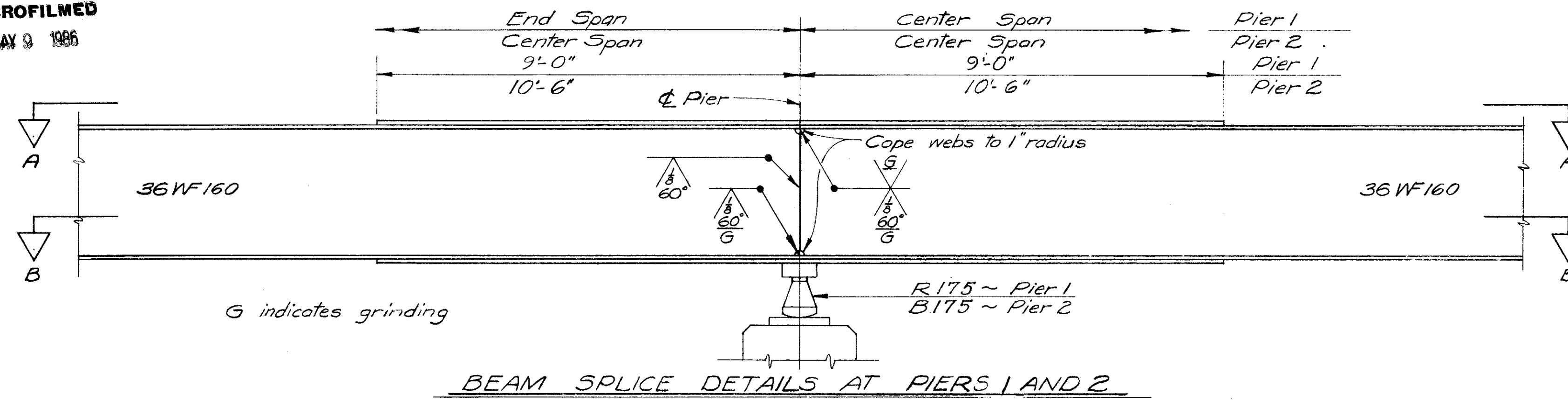
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FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	273

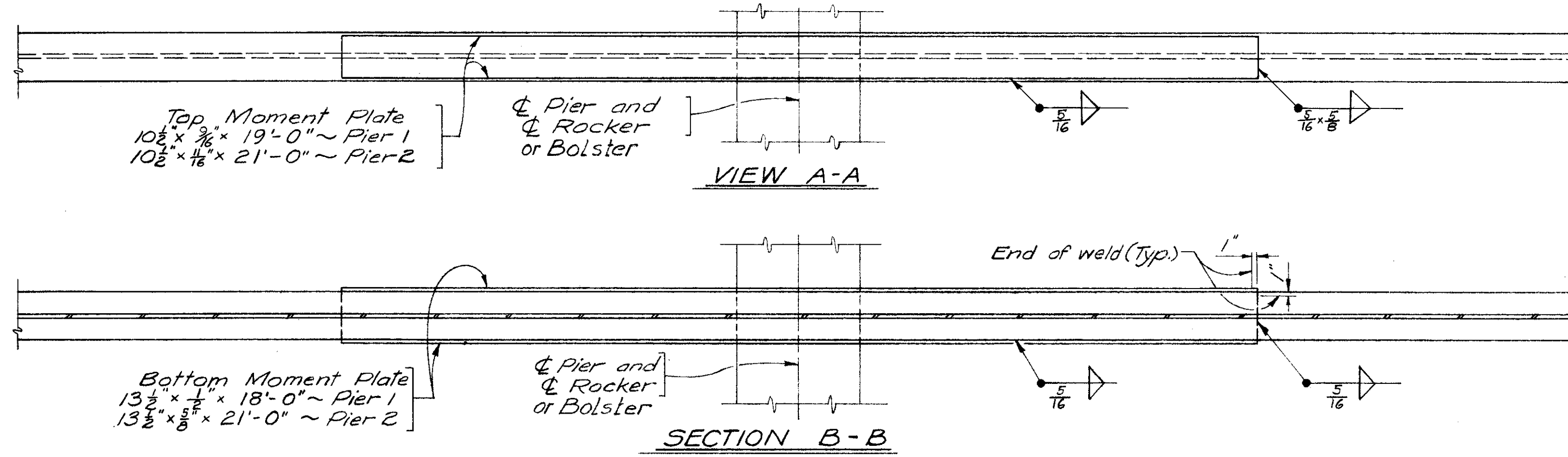
**PREBLE COUNTY
PRE-40-9.46**

REFERENCE SHALL BE MADE TO STANDARD DRAWING CSB-2-56, REVISED 2-2-59, FOR THE FOLLOWING DETAILS.

- 1) PART PLAN AT ABUTMENT for 2" diameter standard pipe drain Sheet 2. Required at forward Abutments only.
- 2) SECTION C-C SHOWING ROADWAY END DAM FOR MONOLITHIC WEARING SURFACE Sheet 2
- 3) END CROSSFRAMES Sheet 2.
- 4) GUTTER AND SCUPPER DETAILS Sheet 3
- 5) CURB PLATE DETAILS Sheet 3



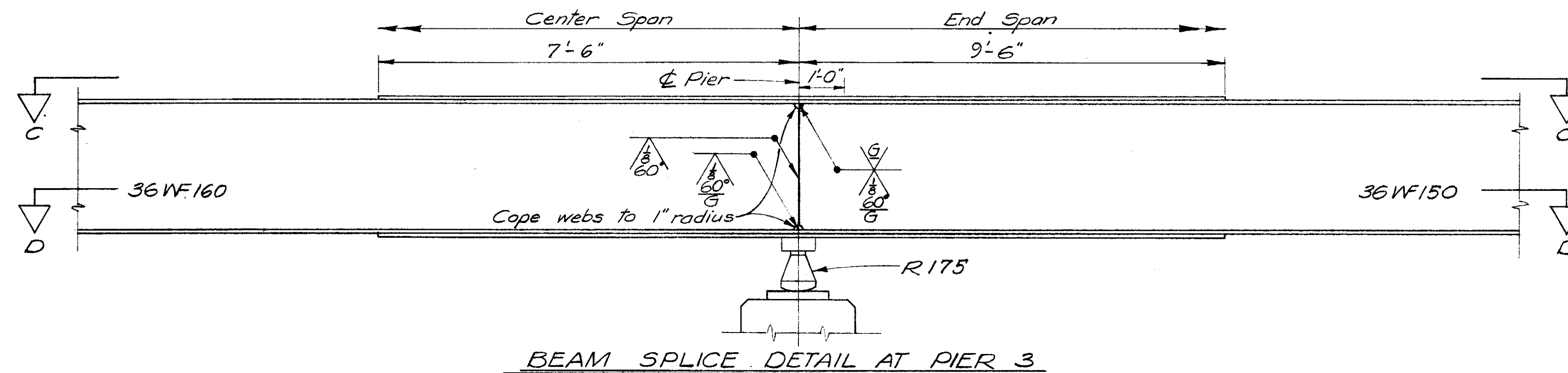
BEAM SPLICE DETAILS AT PIERS 1 AND 2



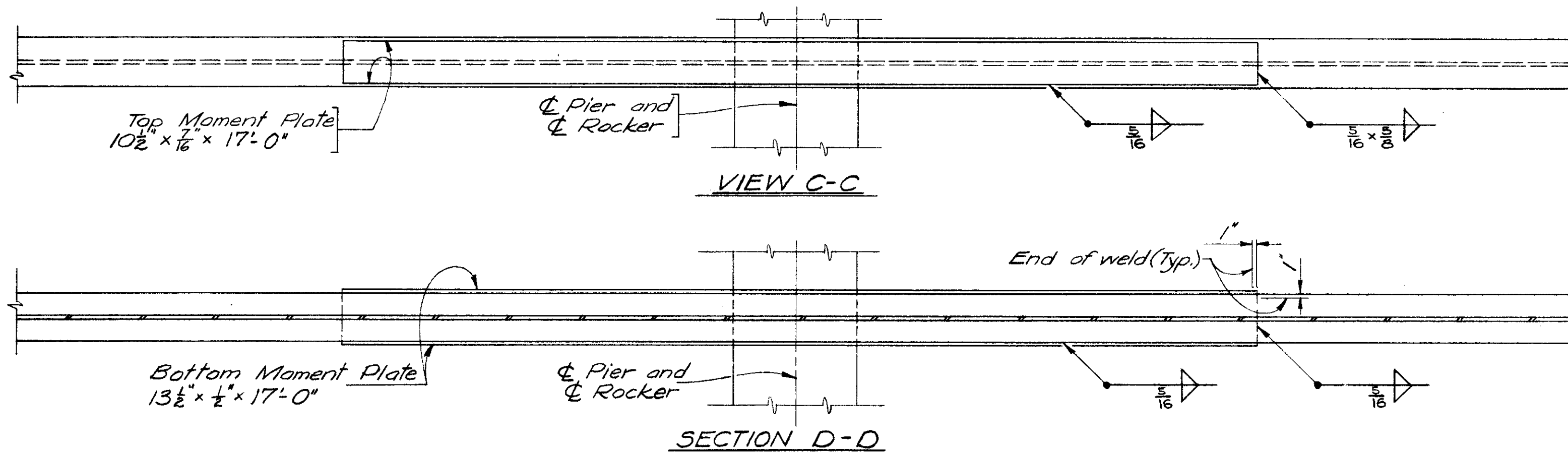
BEAM SPLICE WELDING PROCEDURE

- 1) Raise end of beam at Pier 1 or 3: 1/4"
- 2) Butt-weld beam flanges and web at Pier 2, using the following sequence: make one pass on each flange, then two on the web; repeat using one pass at each location, until welds are completed.
- 3) Weld top and bottom flange moment plates at Pier 2.
- 4) Lower end of beam at Pier 1 or 3
- 5) Make splice at Pier 1 and Pier 3, in the same manner raising the end of the beam 1/2" at the Abutments.
- 6) Lower ends of the beams at the abutment.

For Rocker & Bolster Details see RB-1-55, revised 2-2-59



BEAM SPLICE DETAIL AT PIER 3



DEFLECTION AND CAMBER

LOCATION	OUTSIDE BEAMS			INSIDE BEAMS		
	End Spans	Span 2	Span 3	End Spans	Span 2	Span 3
Deflection due to weight of steel	0	0	0	0	0	0
Deflection due to remaining dead load	3/8"	1/8"	1/4"	3/8"	1/8"	1/4"
Convexity required for vertical curve	0	0	0	0	0	0
Sum of Deflection and Convexity	3/8"	1/8"	1/4"	3/8"	1/8"	1/4"
Required Camber	0	0	0	0	0	0

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CINCINNATI, OHIO

**SUPERSTRUCTURE
DETAILS**
BRIDGE NO. PRE-40-1250 L&R
OVER PRICE CREEK AND
PRICE'S CREEK ROAD
PREBLE COUNTY STA. 659+88.75

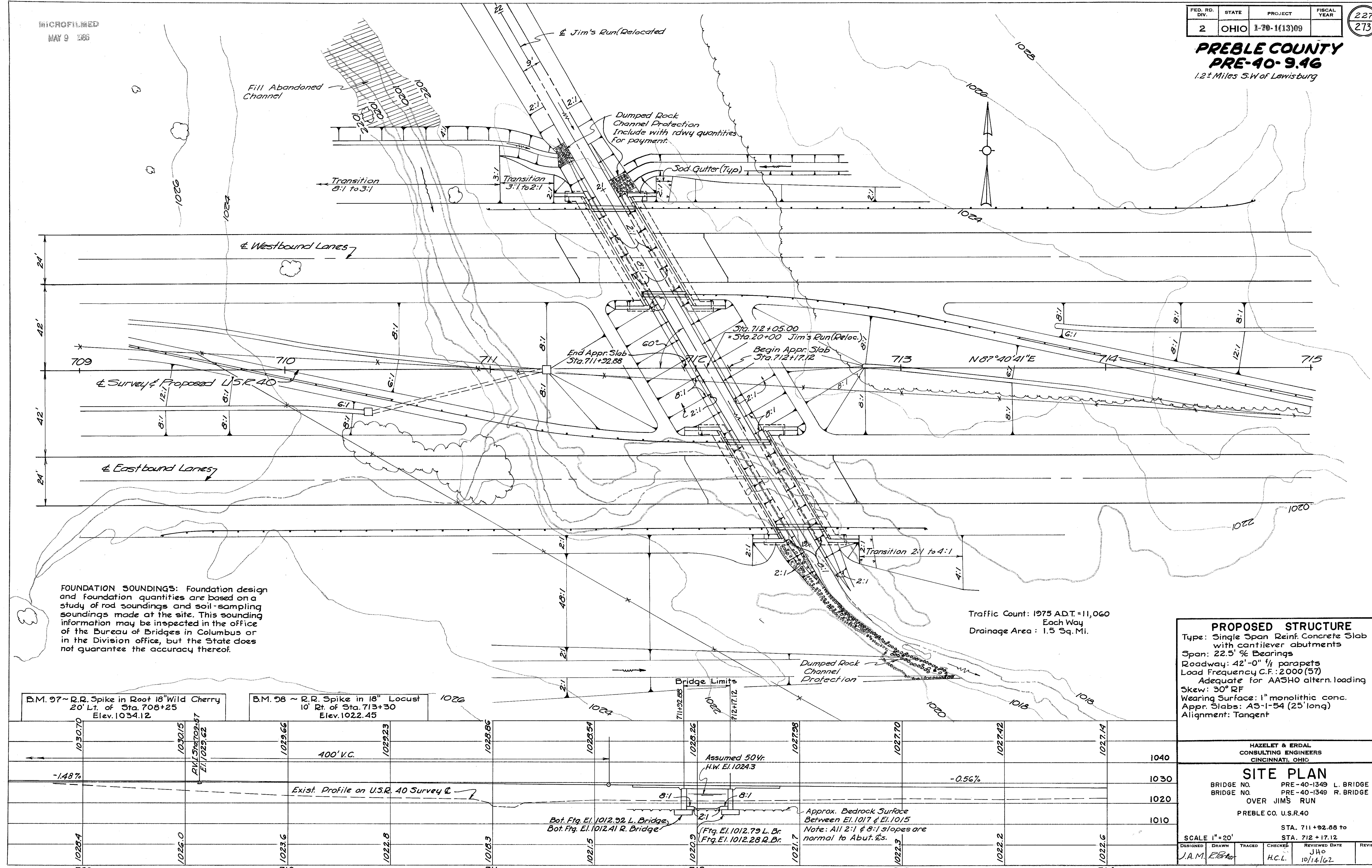
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MLV	MPC		VDG	JHO 10/14/62	

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FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

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PREBLE COUNTY
PRE-40-9.46
1.2 Miles S.W of Lewisburg



FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division office, but the State does not guarantee the accuracy thereof.

Traffic Count: 1975 ADT=11,060
Each Way
Drainage Area: 1.5 Sq. Mi.

PROPOSED STRUCTURE
Type: Single Span Reinf. Concrete Slab with cantilever abutments
Span: 22.5' $\frac{1}{4}$ Bearings
Roadway: 42'-0" $\frac{1}{4}$ parapets
Load Frequency C.F.: 2000 (57)
Adequate for AASHO altern. loading
Skew: 30° RF
Wearing Surface: 1" monolithic conc.
Appr. Slabs: A5-1-54 (25' long)
Alignment: Tangent

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

SITE PLAN
BRIDGE NO. PRE-40-1349 L. BRIDGE
BRIDGE NO. PRE-40-1349 R. BRIDGE
OVER JIM'S RUN
PREBLE CO. U.S.R. 40

SCALE 1"=20'
DESIGNED: J.A.M. DRAWN: E.P. TRACED: H.C.L. CHECKED: J.H. REVIEWED DATE: 10/14/62

B.M. 97 ~ R.R. Spike in Root 18" Wild Cherry
20' Lt. of Sta. 708+25
Elev. 1034.12

B.M. 98 ~ R.R. Spike in 18" Locust
10' Rt. of Sta. 713+30
Elev. 1022.45

1030.70	1030.15	1029.66	1029.23	1028.86	1028.54	1028.26	1027.98	1027.70	1027.42	1027.14
	400' V.C.									
-1.48%									-0.56%	
1028.4	1028.0	1023.6	1022.8	1018.3	1021.5	1020.9	1021.7	1022.3	1022.2	1022.6

Bot. Ftg. El. 1012.92 L. Bridge,
Bot. Ftg. El. 1012.41 R. Bridge

(Ftg. El. 1012.79 L. Br.
Ftg. El. 1012.28 R. Br.)

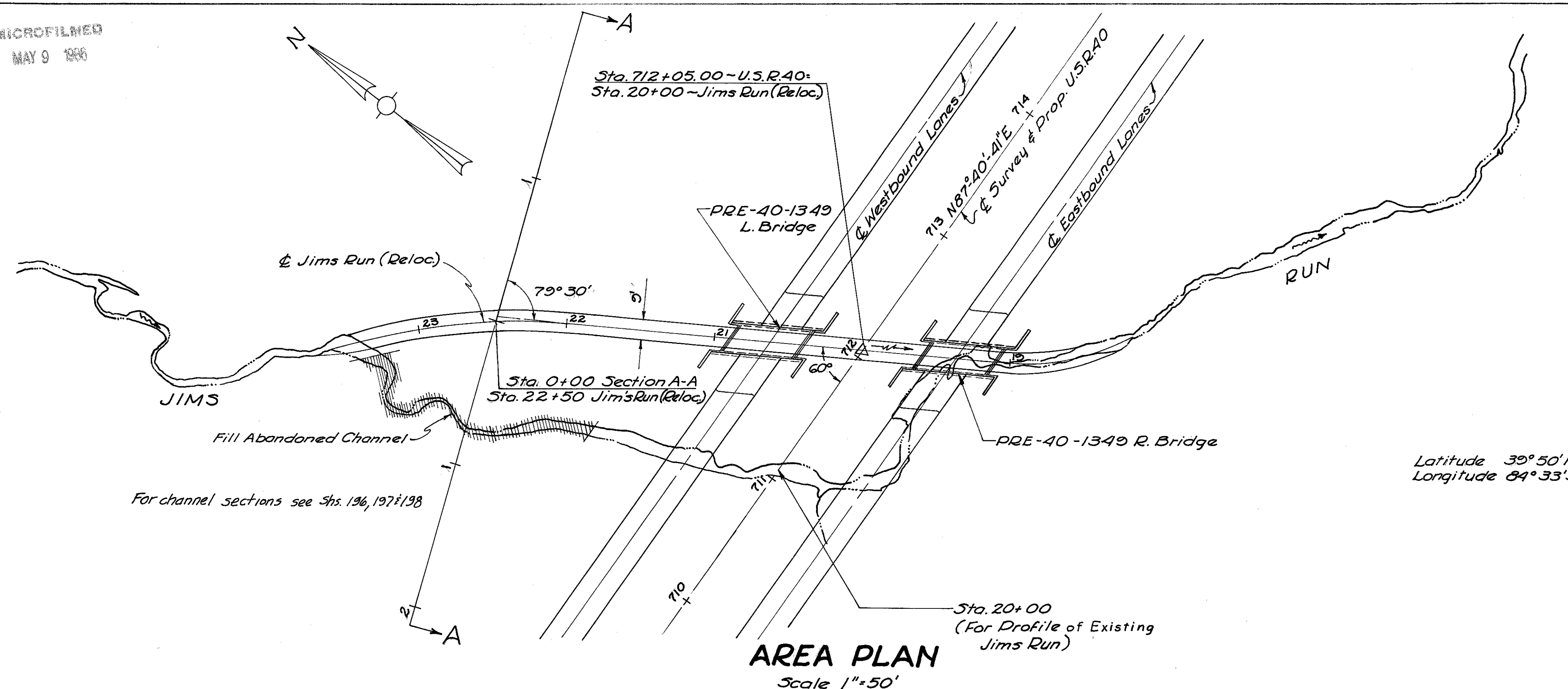
Approx. Bedrock Surface
Between El. 1017 & El. 1015
Note: All 2:1 & 8:1 slopes are
normal to Abut. Es.

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FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	E-70-1(13)09	

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**PREBLE COUNTY
PRE-40-946**
1.2³ Miles S.W. of Lewisburg



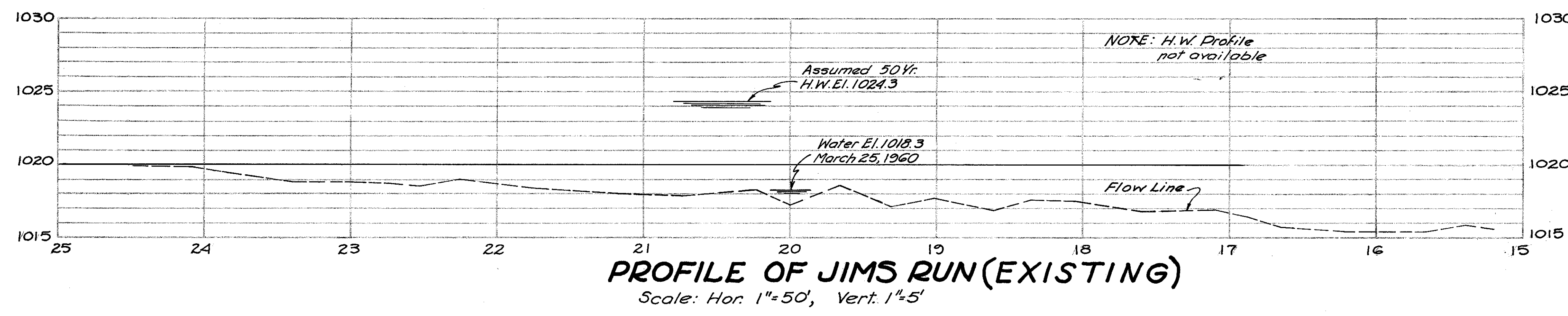
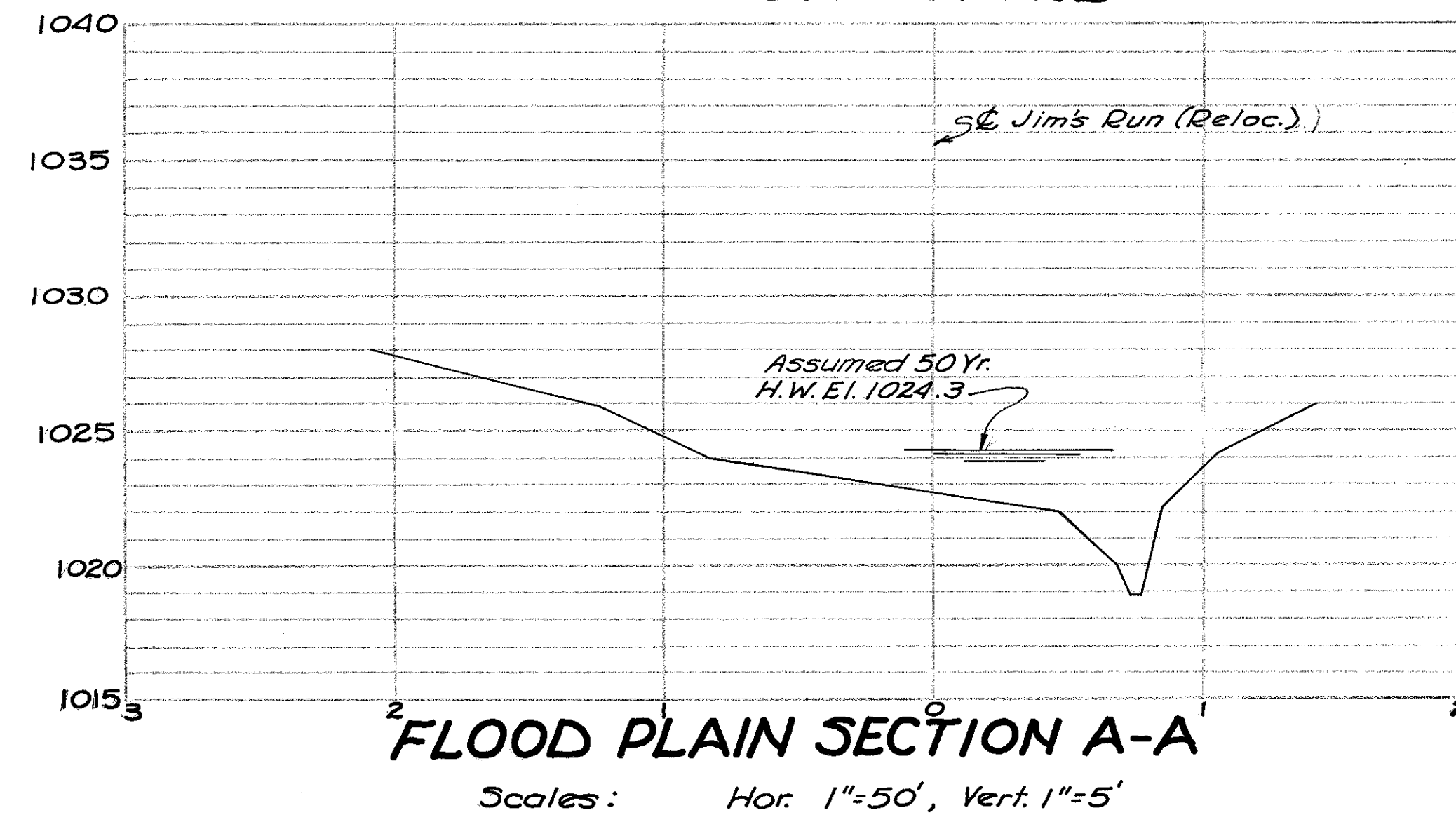
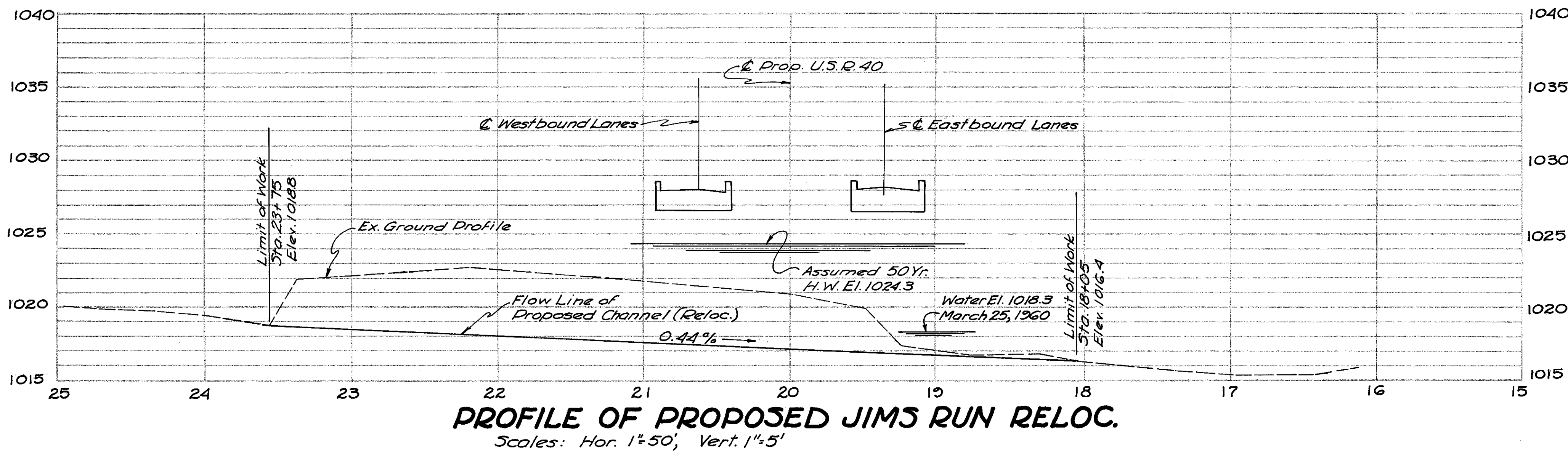
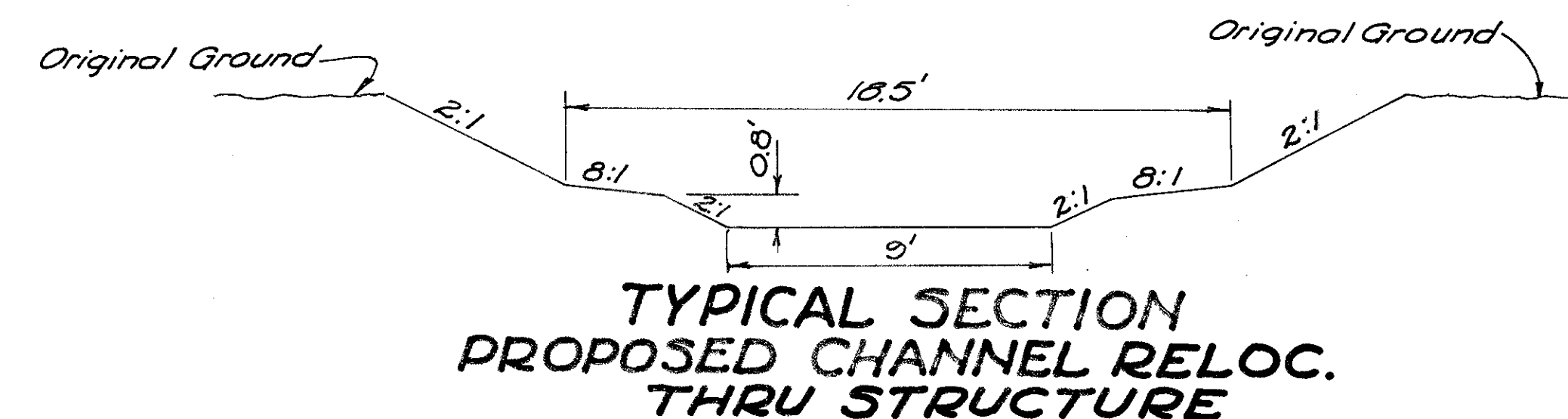
~NOTES~

Field investigation indicates that high water at the existing structure on Shields Road, 1350 feet downstream, was elev. 1014.1 or a rise above the present water surface of 6.4 feet. High water at the existing structure on Lewisburg-Western Rd., 4200 ft. upstream, was elev. 1046.5 or a rise above the present water surface of 4.7 ft. From this data high water at the proposed structure was established by assuming the water would rise 6.0 ft. above the present water surface elev. of 1018.3 giving a high water elev. of 1024.3.

The waterway opening required by Table I of the Design Specifications for Highway Structures, using a percentage factor of 70, is 107 sq. ft. The minimum waterway opening provided below high water is 112 sq. ft.

The stream channel is well defined with very few trees and shrubs lining the banks.

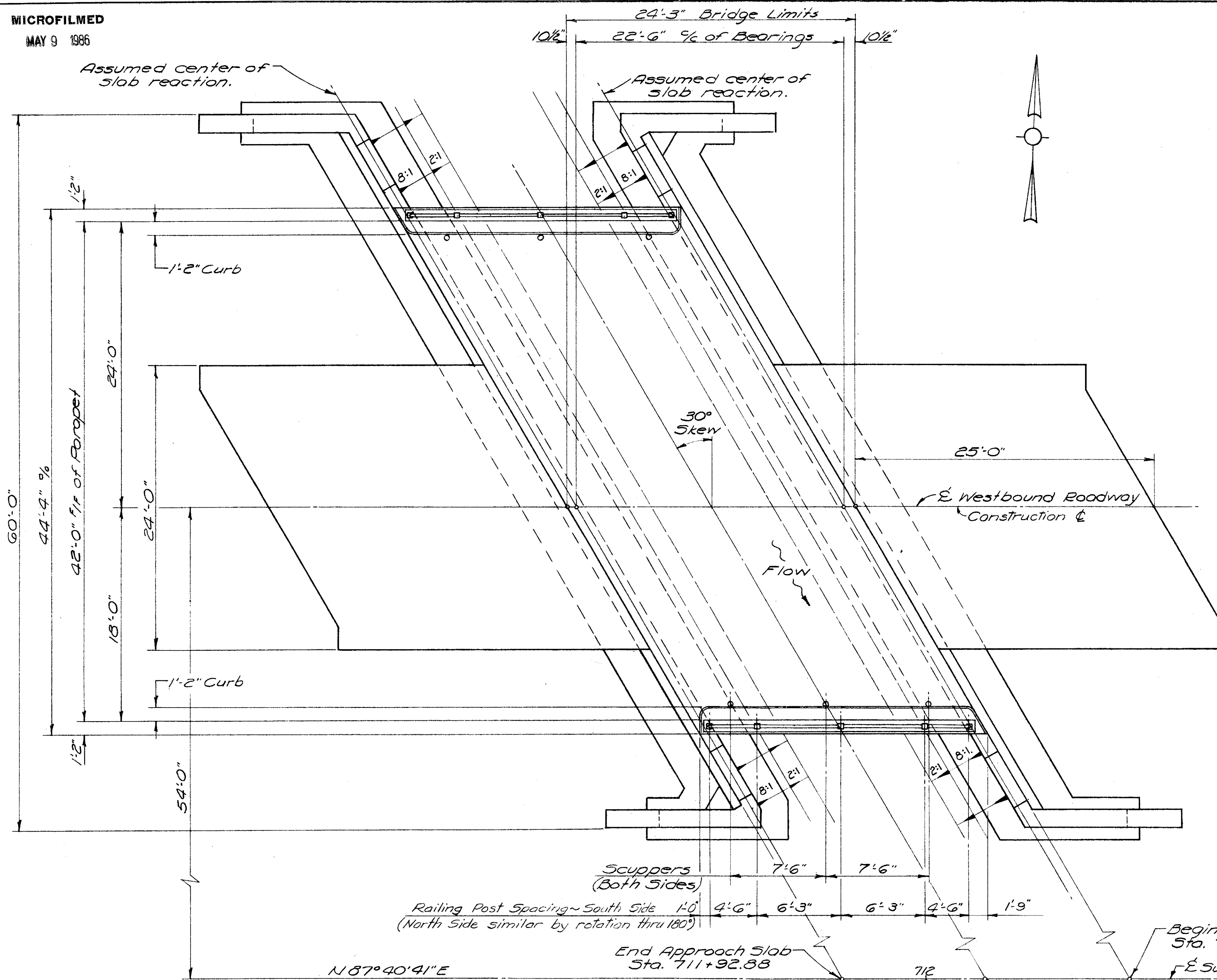
The cross-section of the valley at section A-A is taken at the narrowest point in the vicinity of the proposed bridge site.



SUPPLEMENTAL SITE PLAN
BRIDGE N° PRE-40-1349 L. BRIDGE
BRIDGE N° PRE-40-1349 R. BRIDGE
OVER
JIMS RUN
PREBLE COUNTY
Sta. 711+32.88 to 712+17.12
Date: 9-14-61

Checked By H.C.L. 4-2-61

PREBLE COUNTY
PRE-40-9.46



GENERAL NOTES (THIS BRIDGE)

REFERENCE shall be made to Standard Drawing AR-1-57 revised 4-2-62. For additional superstructure details see Sheet No. 218. For reinforcing steel list see Sh. # 242.

FOUNDATION BEARING PRESSURE: Abutments footings are designed for a maximum bearing pressure of 2.3 tons per sq. ft.

SLAB THICKNESS is 17" which includes 1" for monolithic wearing surface.

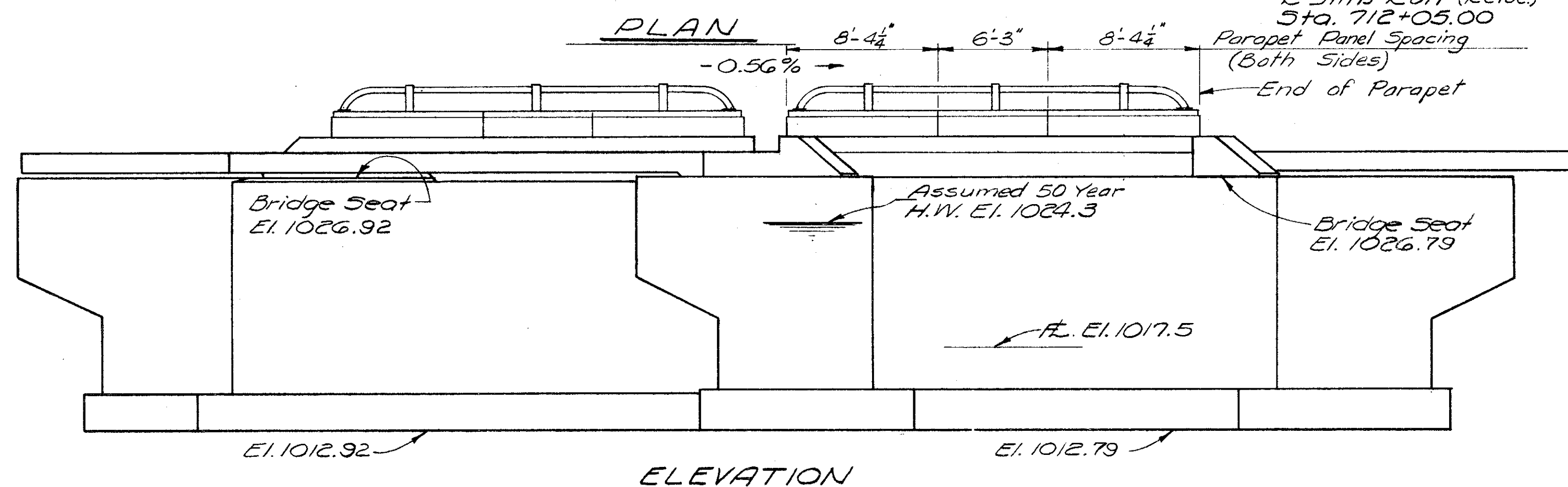
ADDITIONAL NOTES: For General Notes (For All Slab Bridges) see Sheet No. 213

FOOTINGS shall extend a minimum of 1' into solid rock or to the elevations shown, whichever is lower. Excavations into rock shall be made such that the footings are keyed into the rock to prevent sliding.

ESTIMATED QUANTITIES (2 BRIDGES)

Item	Total	Unit	Description	Super.	Abuts	Gen'l.
E-2	Lump	Sum	Cofferdams, cribs and sheeting			
E-2	532	Cu. Yds.	Unclassified excavation		532	
E-2	269	Cu. Yds.	Rock excavation		269	
S-1	123	Cu. Yds.	Class "C" Concrete, Superstructure	123		
S-1	158	Cu. Yds.	Class "E" Concrete, Footing		158	
S-1	306	Cu. Yds.	Class "E" Concrete, Abutments		306	
S-4	61,277	Lbs.	Reinforcing Steel	29,555	31,722	
S-14	92	Lin. Ft.	Foiling (aluminum rail & supports, concrete parapet)	92		
S-29	179	Cu. Yds.	Porous Backfill		179	
S-29	12	Each	Scuppers, 4" cast or wrought iron pipe			
S-9	18	Sq. Ft.	1/2" Preformed expansion joint filler (M 10.02, type 1)		18	
Special	123	Each	Water-reducing, set-retarding admixture *	123		
S-3	47	Lin. Ft.	Waterproofing, premolded sealing strip		47	

* See Proposal Note



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CINCINNATI, OHIO

GENERAL PLAN, ELEVATION
NOTES & ESTIMATED QUANTITIES

BRIDGE No. PRE-40-1349-L
OVER JIMS RUN

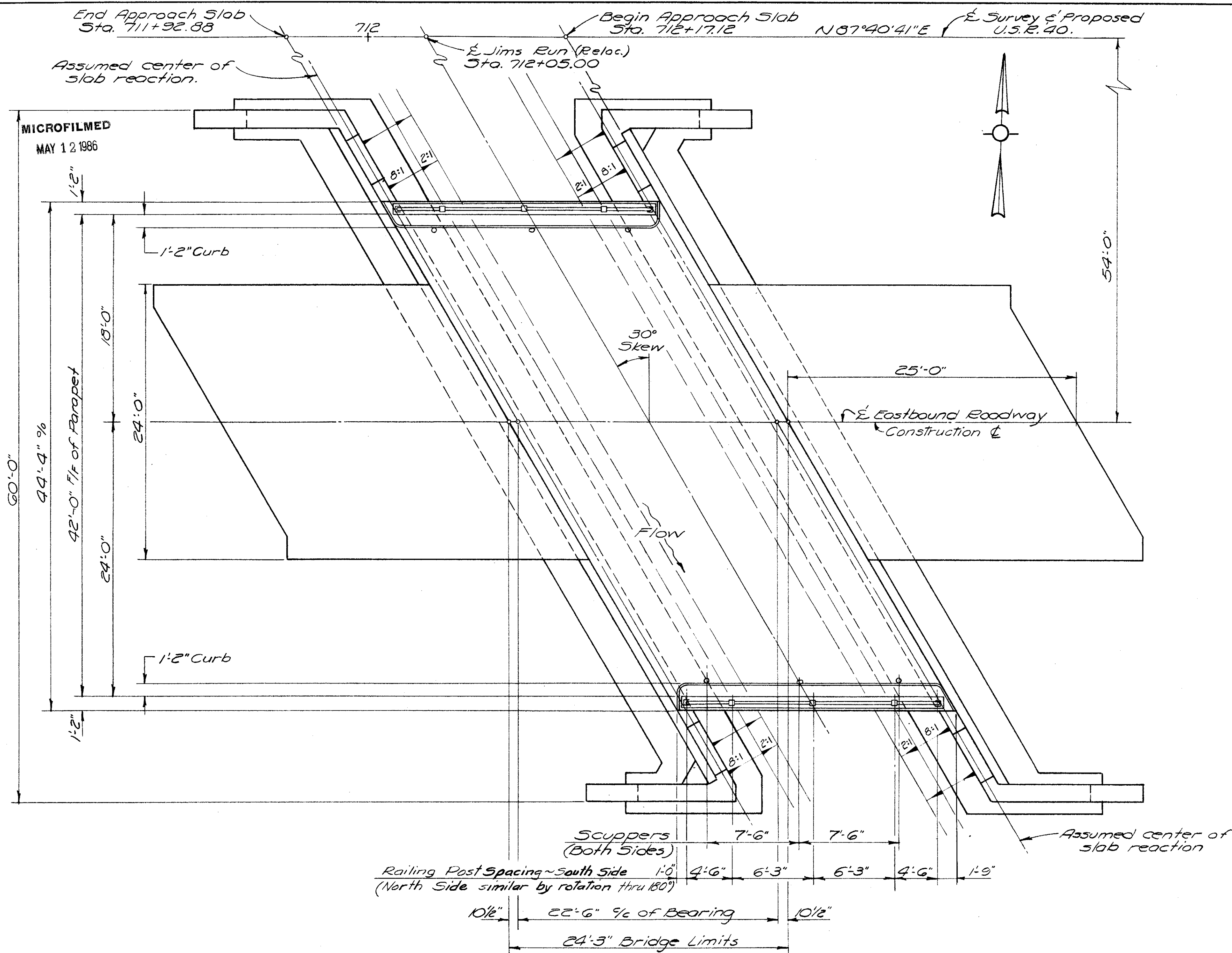
PREBLE COUNTY Sta. 711+92.88 to 712+17.12

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REV
J.A.M.	E/ey		H.C.L.	JHO 10/14/62	

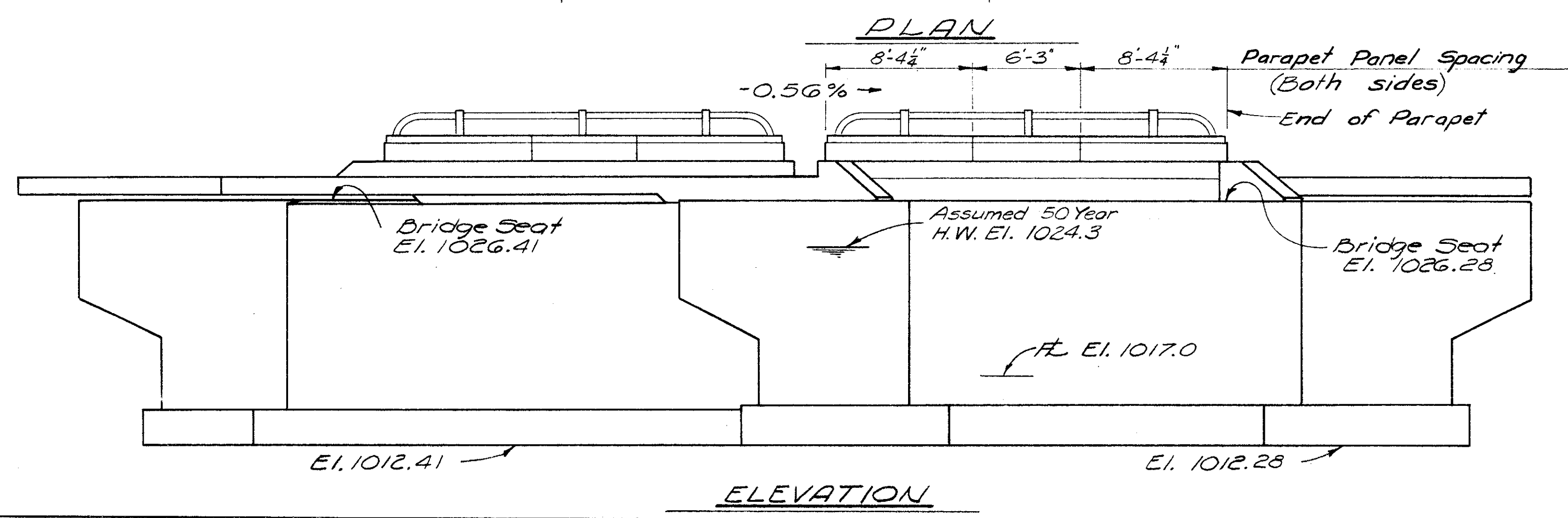
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	1-70-1(13)09	

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PREBLE COUNTY
PRE-40-946

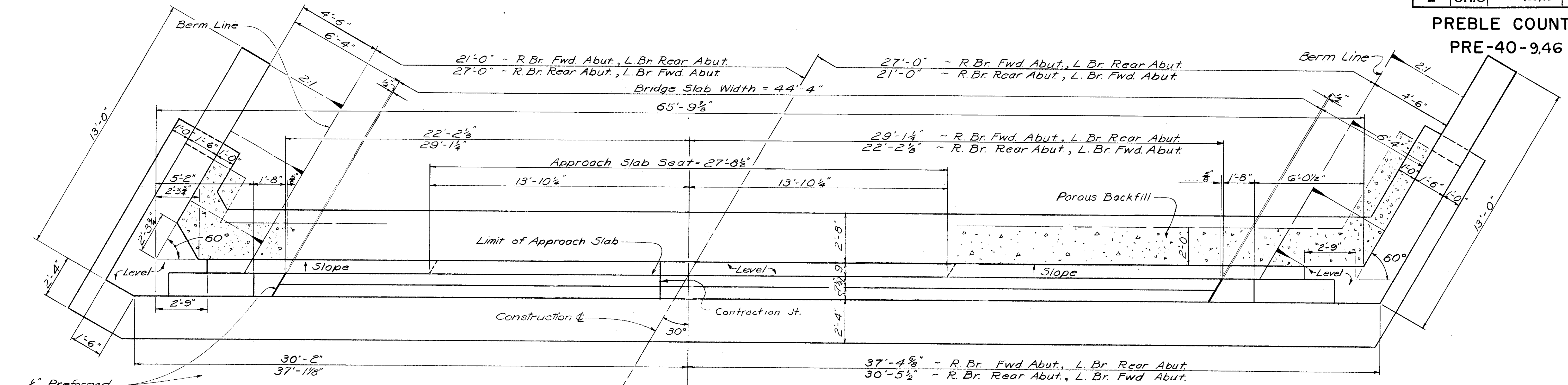


For General Notes see sheet # 229

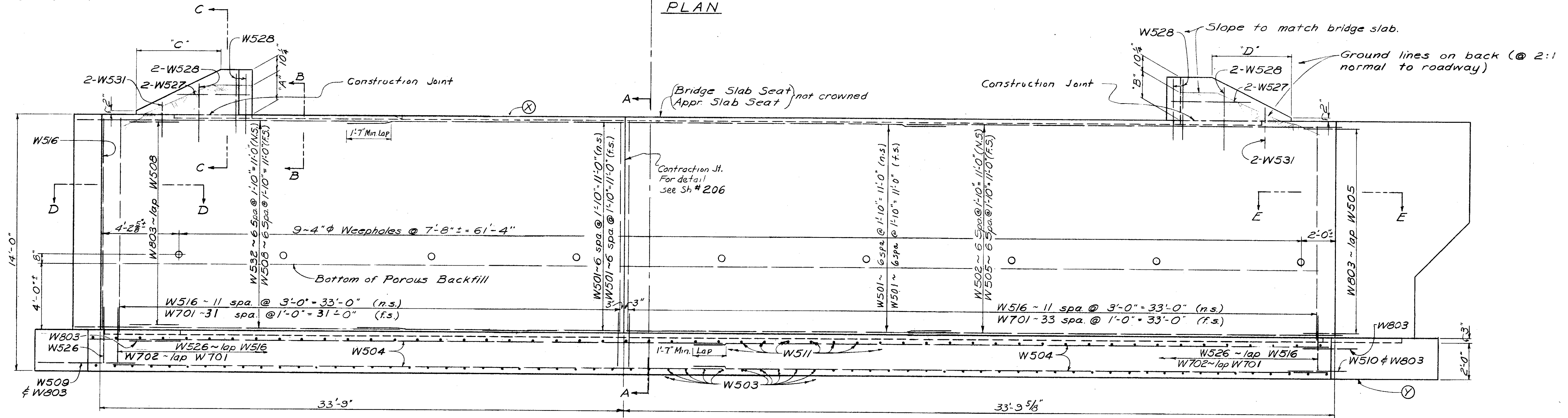


HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
GENERAL PLAN & ELEVATION					
BRIDGE NO. PRE-40-1349-E OVER JIMS RUN					
PREBLE COUNTY Sta. 711+92.88 to 712+17.12					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	Kelley		H.C.L.	JH0 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**



PLAN



ELEVATION

PROCEDURE: Backfill and porous backfill shall be placed and compacted not higher than Elevation 1019 before the deck slab is in place.

BRIDGE	Abutment	*A*	*B*	*C*	*D*	⊗	⊙
PRE-40-1349 R.	Rear	1'-5"	1'-7 ³ / ₈ "	4'-2 ¹ / ₂ "	4'-8 ³ / ₄ "	1026.41	1012.41
	Fwd.	1'-7 ³ / ₈ "	1'-5"	4'-8 ³ / ₄ "	4'-2 ¹ / ₂ "	1026.28	1012.28
PRE-40-1349 L.	Rear	1'-4 ³ / ₈ "	1'-5"	4'-1 ¹ / ₂ "	4'-2 ¹ / ₂ "	1026.92	1012.92
	Fwd.	1'-5"	1'-4 ³ / ₈ "	4'-2 ¹ / ₂ "	4'-1 ¹ / ₂ "	1026.79	1012.79

NOTES:

POROUS BACKFILL shall extend upward to the approach slab and to the surface of the subgrade, and outward to the turn-back wings. Excavation therefor, in excess of that required for construction of the footing, shall be considered as paid for in the bid price per cubic yard paid for porous backfill.

LEGEND: f.s. denotes far side, n.s. denotes near side

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CINCINNATI, OHIO

ABUTMENT DETAILS
BRIDGE No PRE-40-1349 L & R over
Jim's Run
PREBLE COUNTY U.S.R. 40

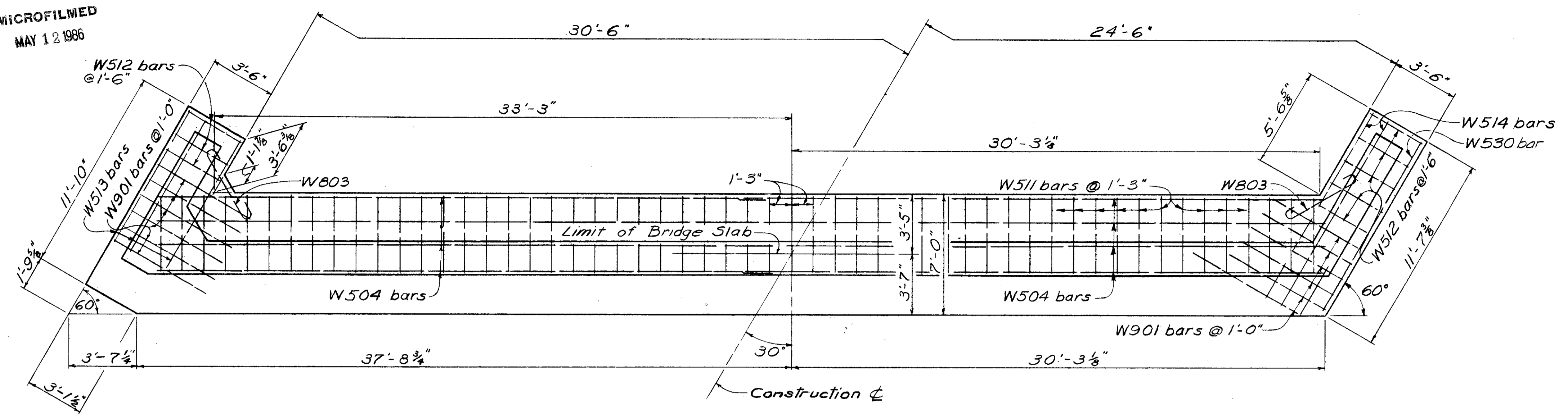
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JAM.	JAM.		H.C.L.	JHO 10/14/62	

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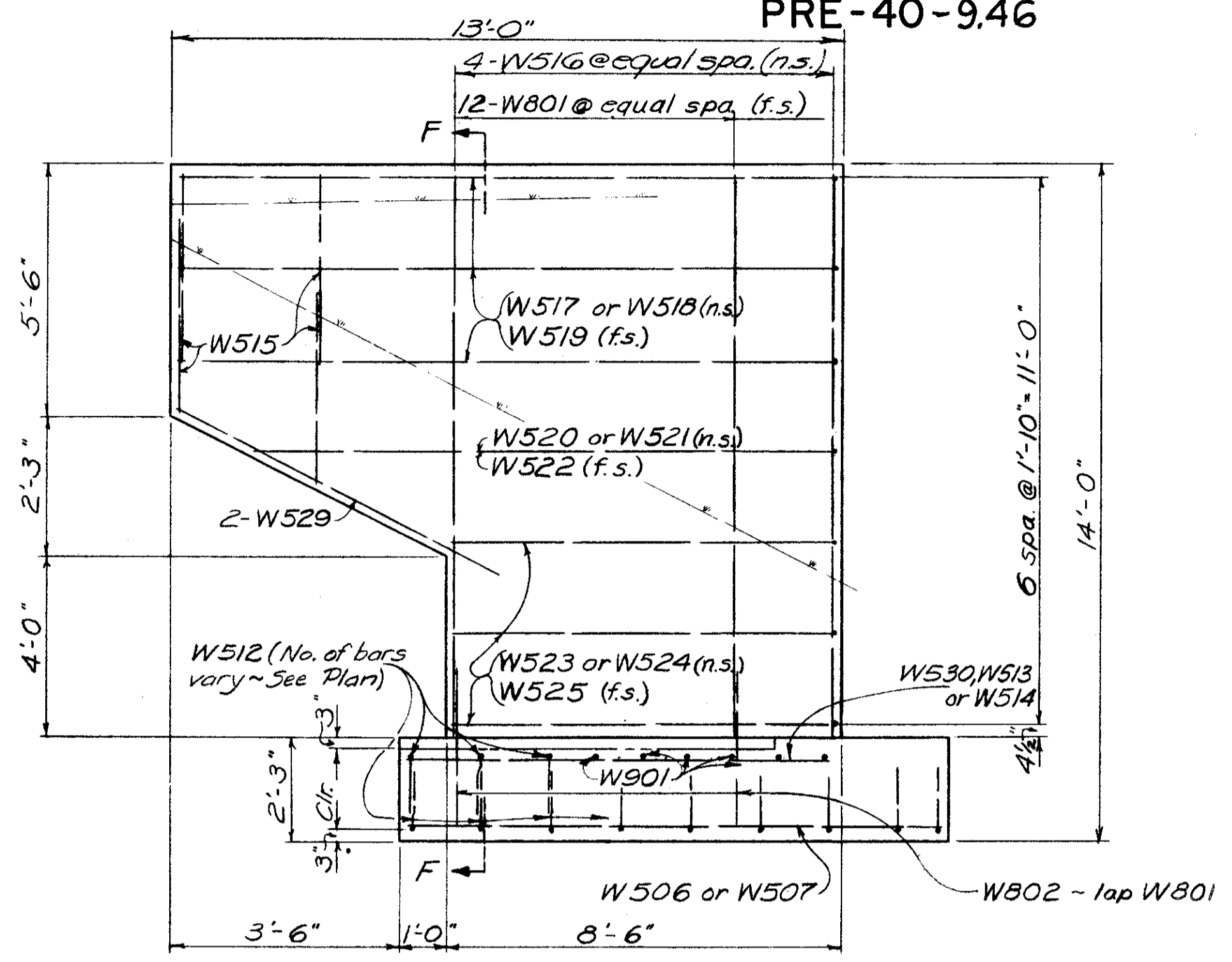
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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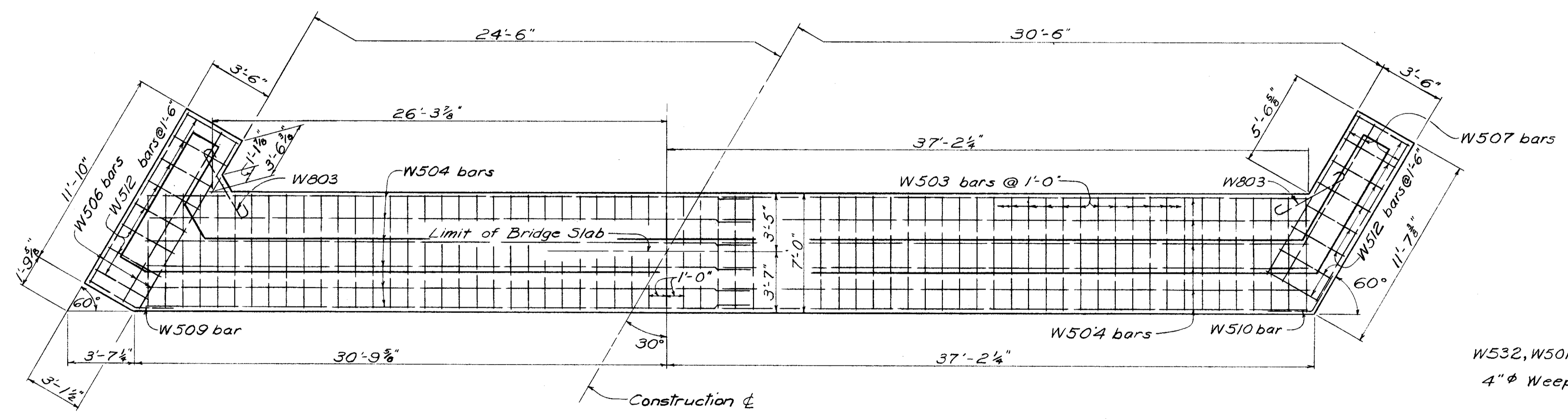
PREBLE COUNTY
PRE-40-9.46



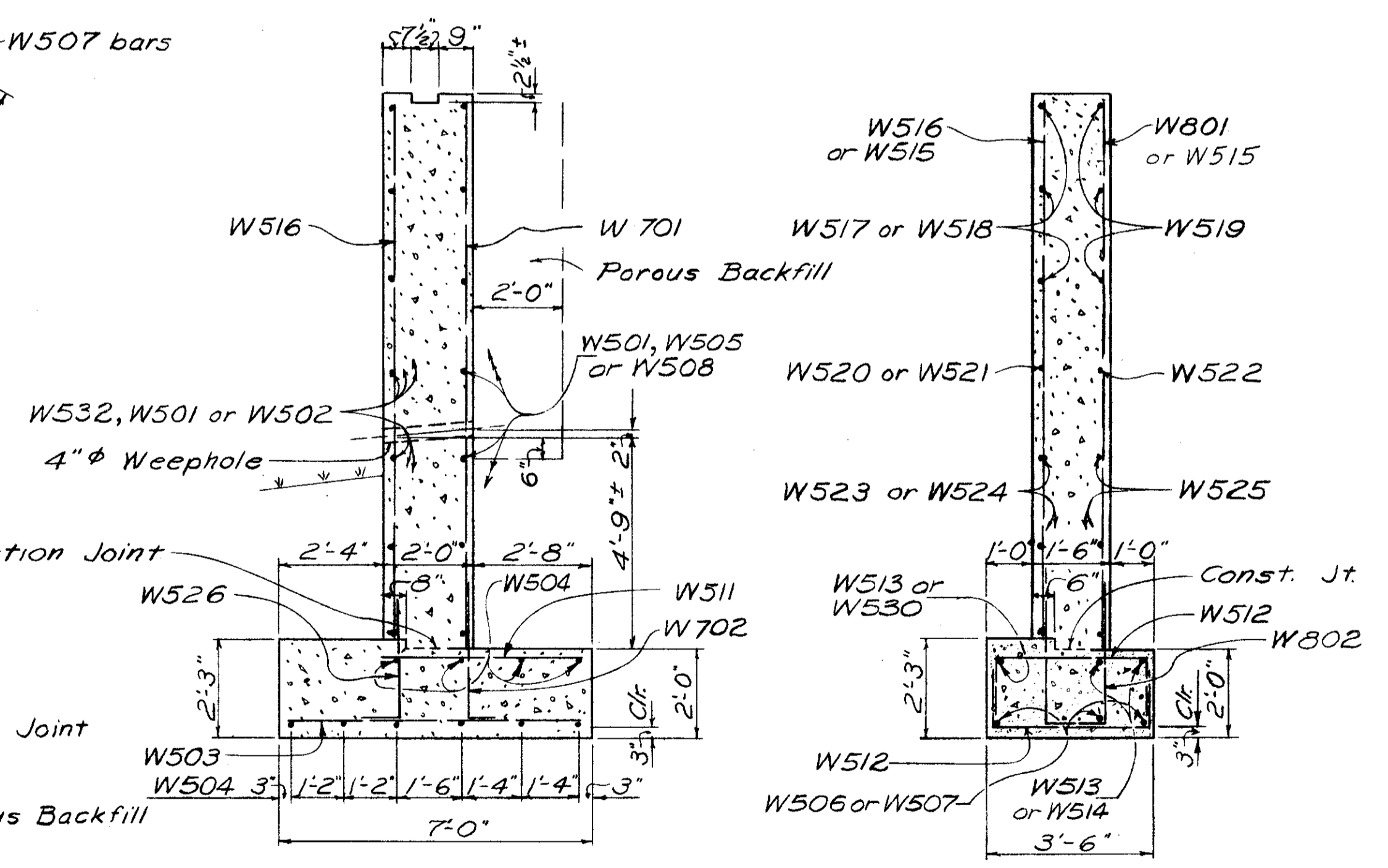
FOOTING PLAN R. Bridge, Rear Abut.
L. Bridge, Fwd. Abut.
(Showing Top Steel)



ELEVATION OF WING WALL

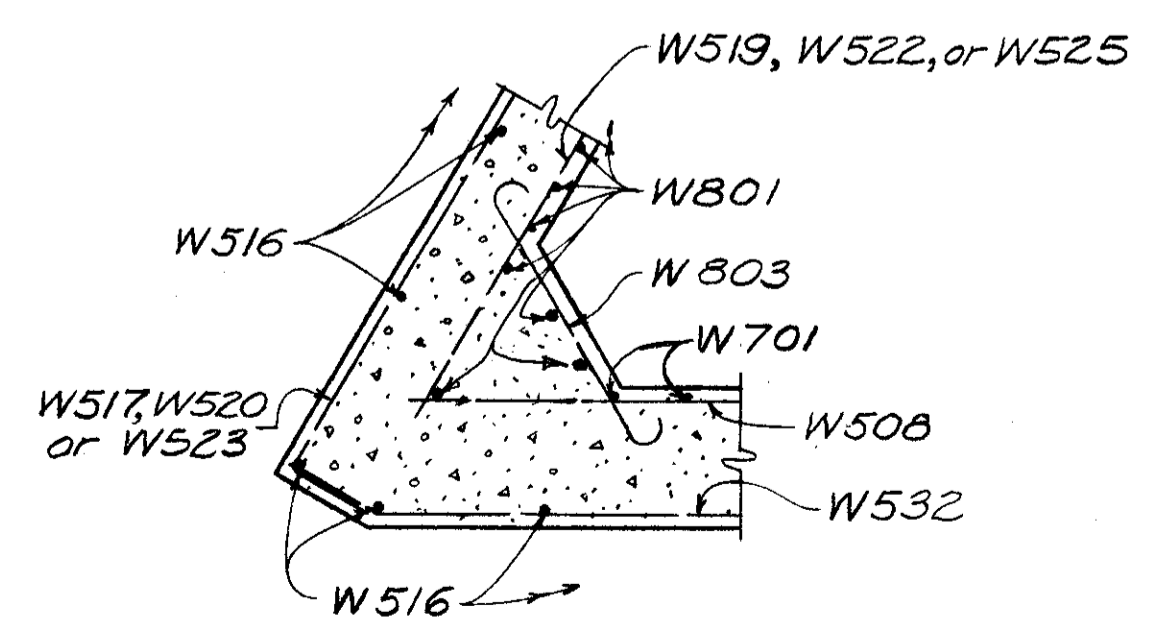


FOOTING PLAN R. Bridge, Fwd Abut.
L. Bridge, Rear Abut.
(Showing Bottom Steel)

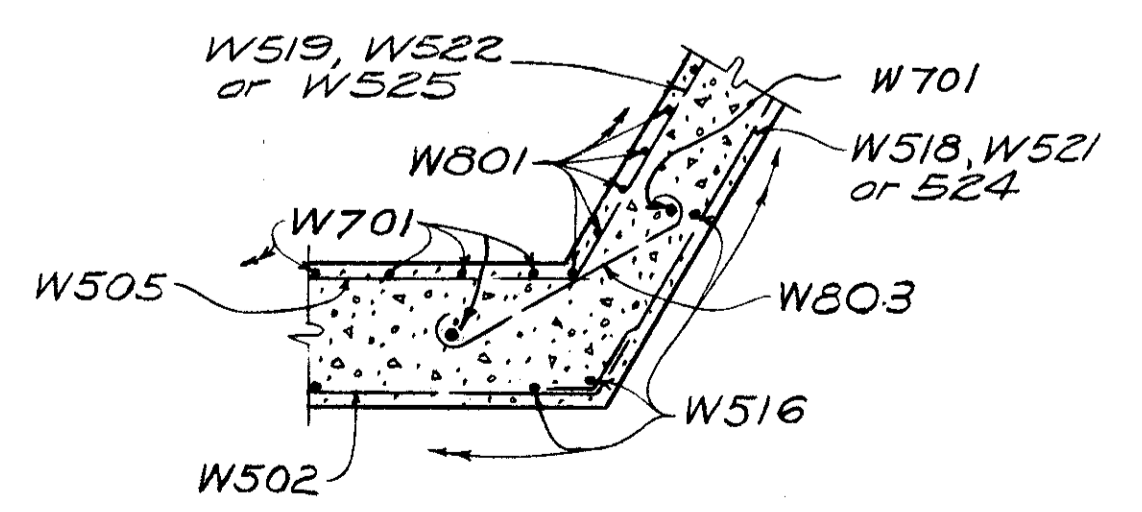


SECTION A-A

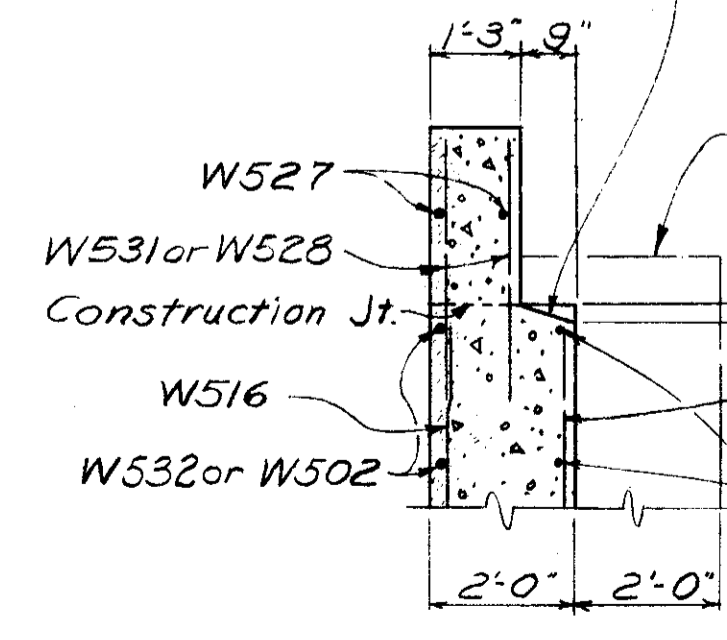
SECTION F-F



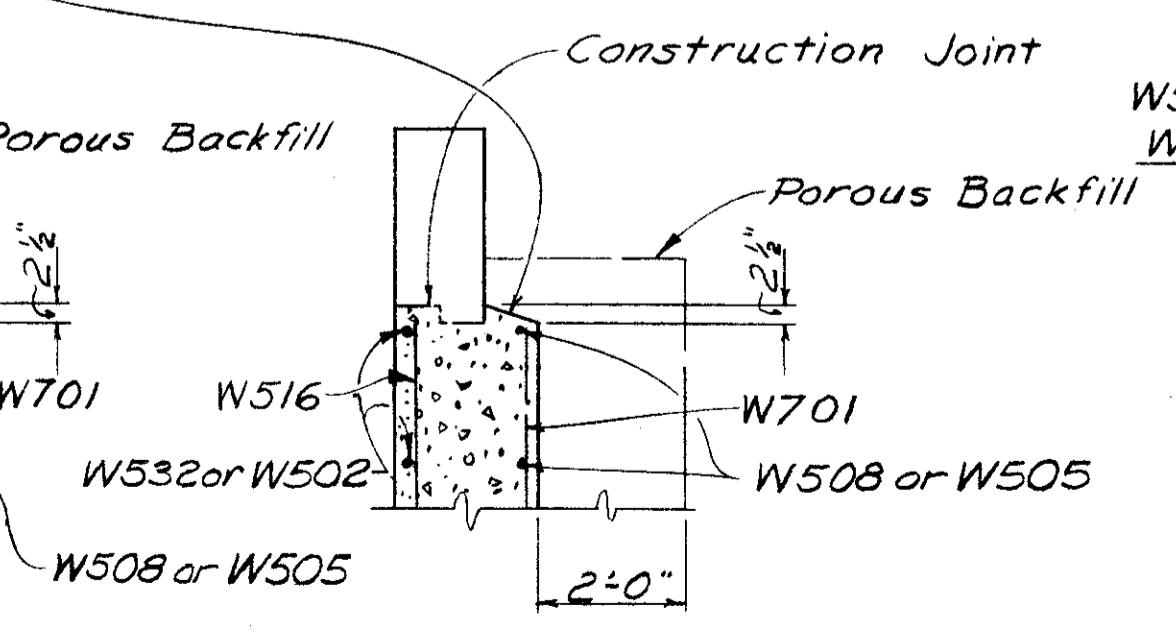
SECTION D-D



SECTION E-E



SECTION C-C

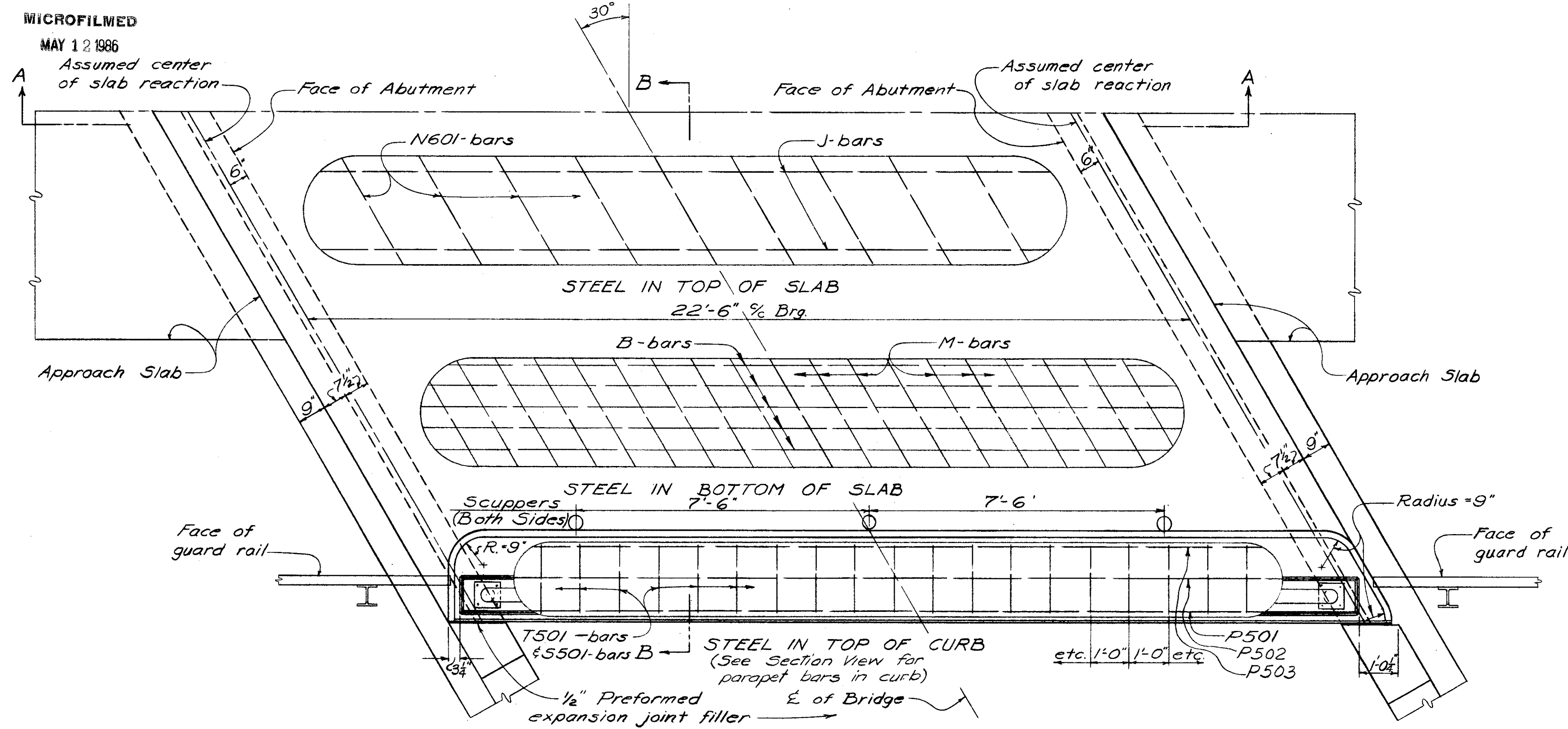


SECTION B-B

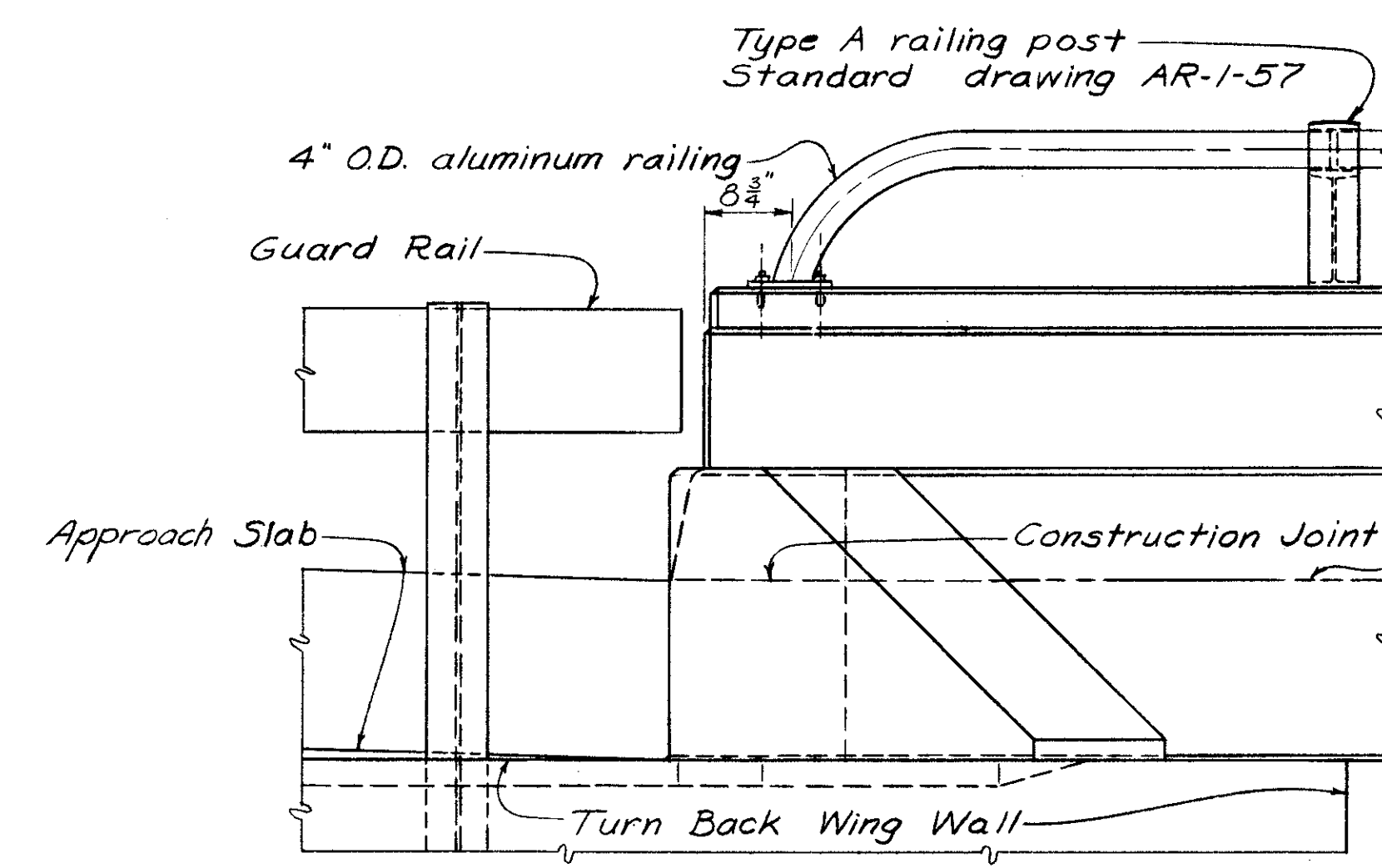
This sloped surface to be provided beyond edge of approach pavement to limit shown on plan.

HAZLET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
ABUTMENT DETAILS BRIDGE No PRE-40-1349 L&R over Jim's Run PREBLE COUNTY U.S.R. 40					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
J.A.M.	J.A.M.		H.C.L.	J.H.O. 10/14/62	

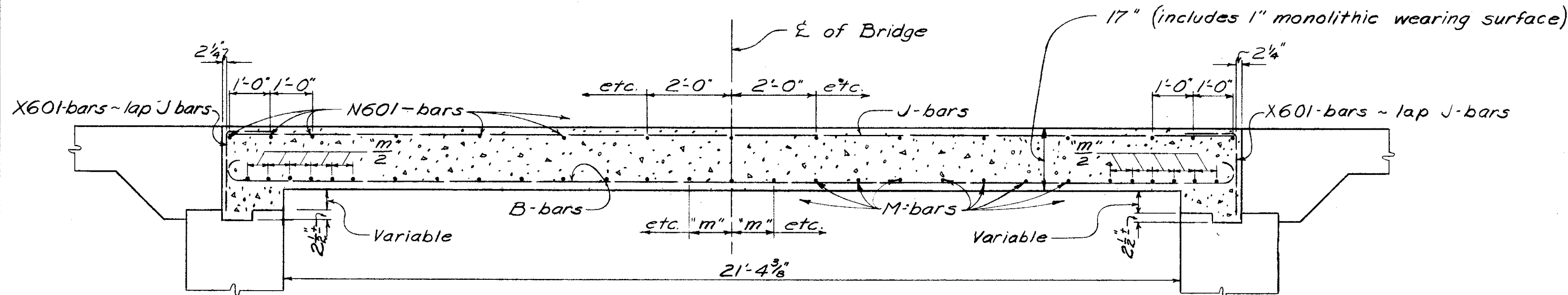
PREBLE COUNTY
PRE-40-946



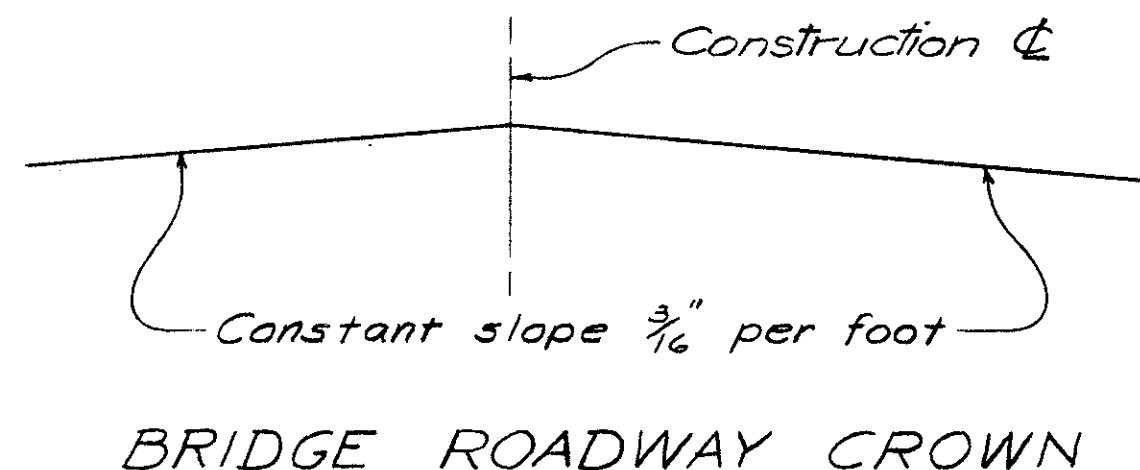
PART PLAN



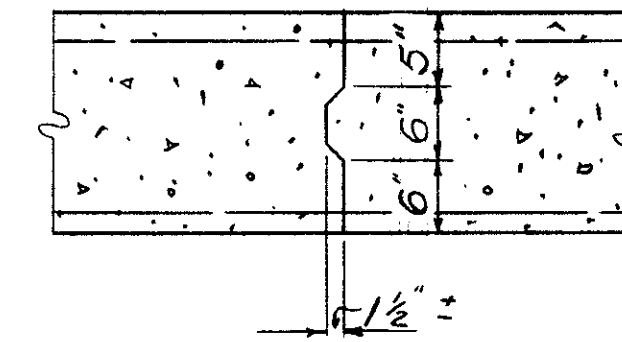
ELEVATION OF RAILING POSTS AND END PANEL



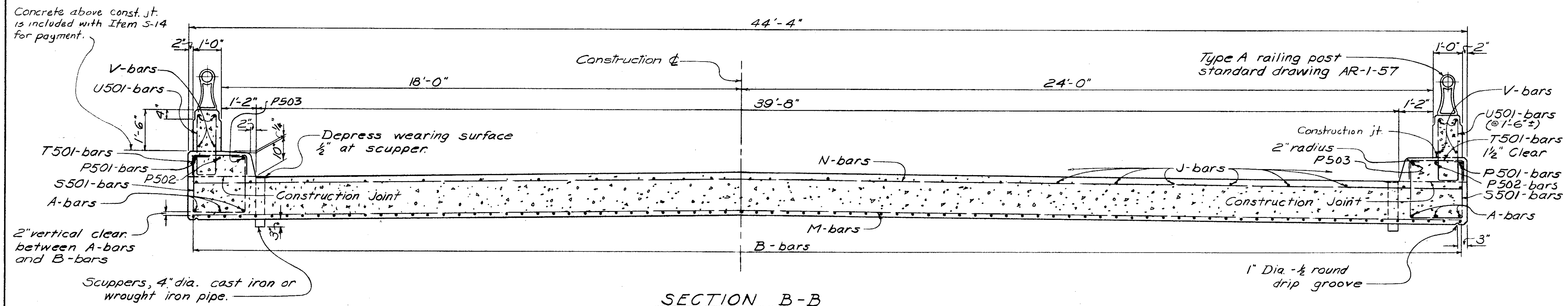
SECTION A-A



BRIDGE ROADWAY CROWN



CONSTRUCTION JOINT
(See Note Sh. No. 218)



SECTION B-B

Work this sheet with sheet no. 218

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CONSULTING ENGINEERS
CINCINNATI, OHIO

SUPERSTRUCTURE DETAILS
BRIDGE NO PRE-40-1349 L&R
Over Jim's Run

PREBLE COUNTY U.S.R. 40

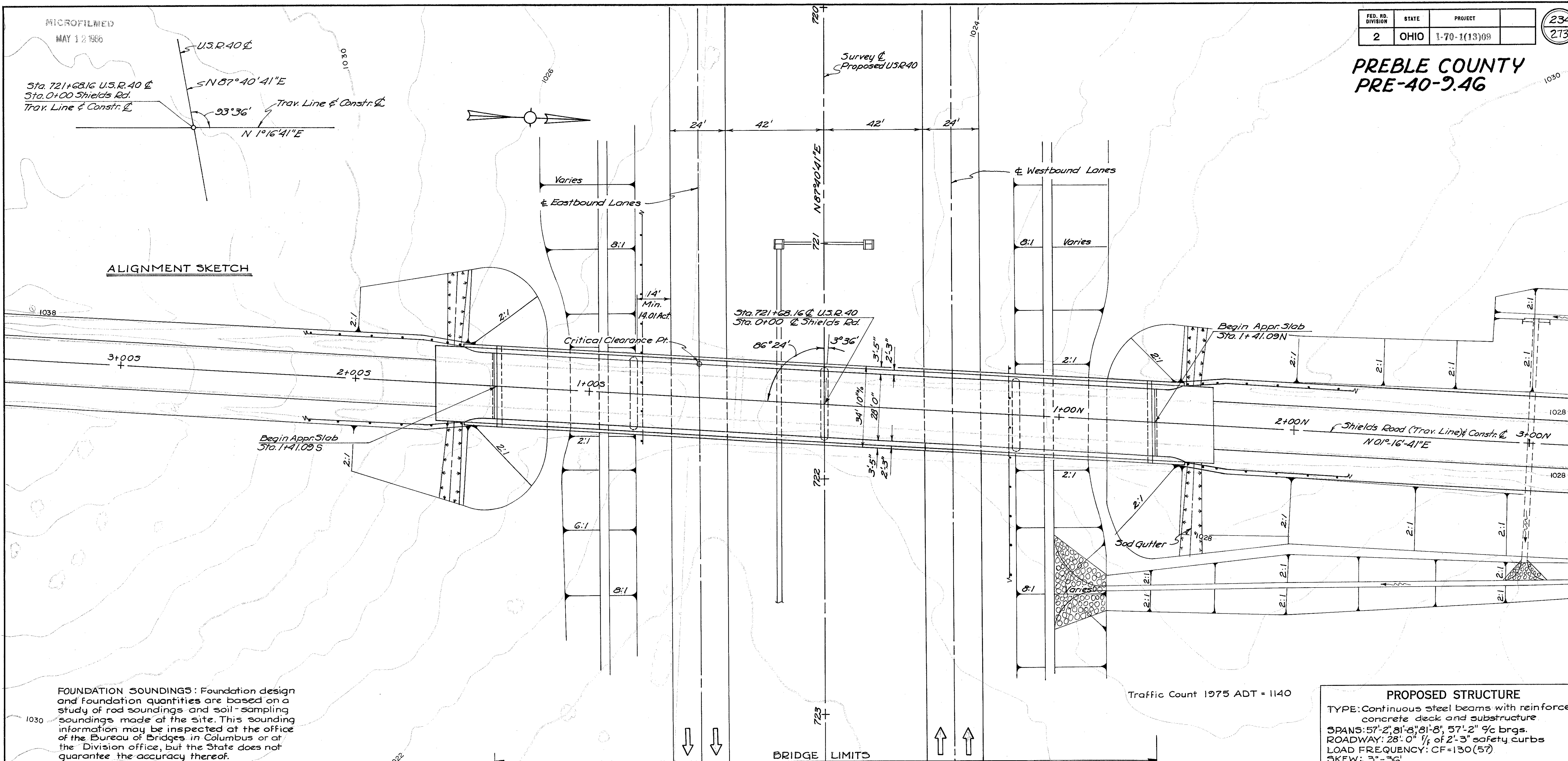
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.A.M.	J.A.M.		H.C.L.	J40 10/14/62	

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FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	1-70-1(13)09	

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**PREBLE COUNTY
PRE-40-9.46**



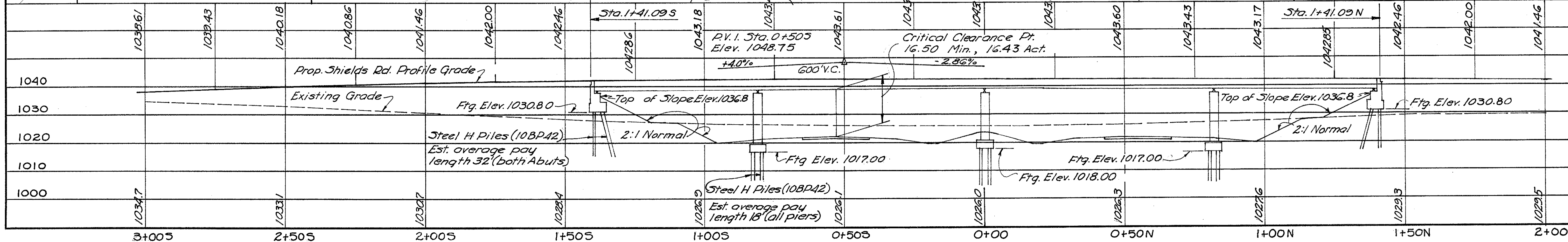
Traffic Count 1975 ADT = 1140

FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings made at the site. This sounding information may be inspected at the office of the Bureau of Bridges in Columbus or at the Division office, but the State does not guarantee the accuracy thereof.

PROPOSED STRUCTURE
 TYPE: Continuous steel beams with reinforced concrete deck and substructure.
 SPANS: 57'-2", 81'-8", 81'-8", 57'-2" 1/4 brgs.
 ROADWAY: 28' 0" 1/2 of 2'-3" safety curbs
 LOAD FREQUENCY: CF=130(57)
 SKEW: 3°-36'
 WEARING SURFACE: 3/4" monolithic concrete.
 APPROACH SLABS: A5-1-54 special (25' long)
 ALIGNMENT: Tangent

B.M. 98 ~ R.R. Spike in 18" Locust
10' Rt. of Sta. 713+30
Elev. 1022.45

B.M. 100 ~ R.R. Spike in 15" Mulberry
85' Rt. of Sta. 725+70
Elev. 1021.20



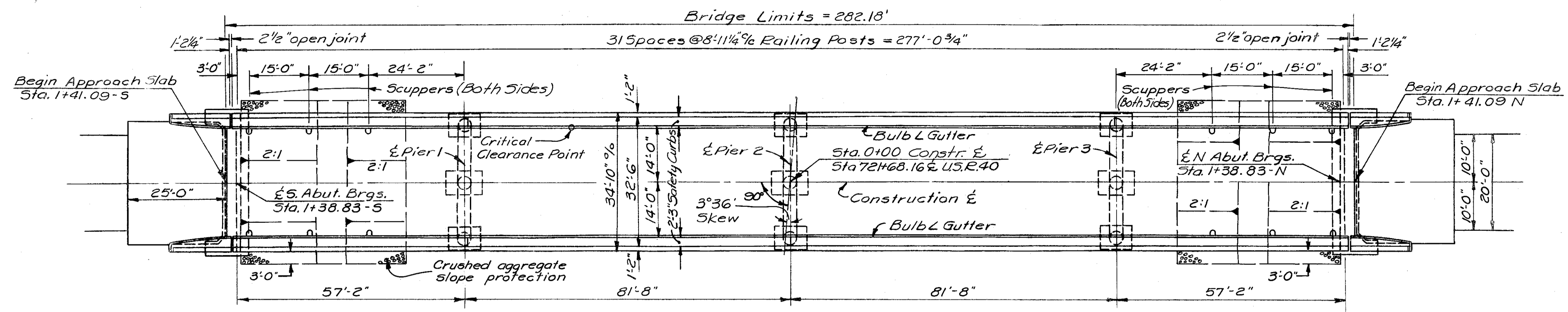
HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

SITE PLAN
 BRIDGE NO. PRE-40-1367
 UNDER SHIELDS RD.
 PREBLE CO. U.S. - 40
 SEC. STA. 721+68.16 USR 40
 SCALE 1"=20'

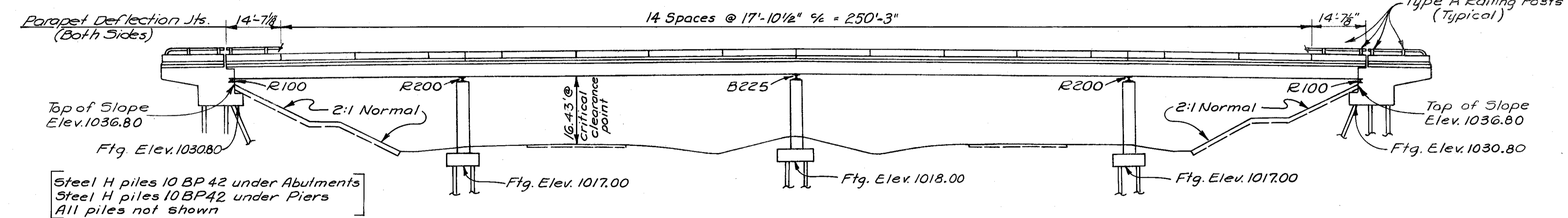
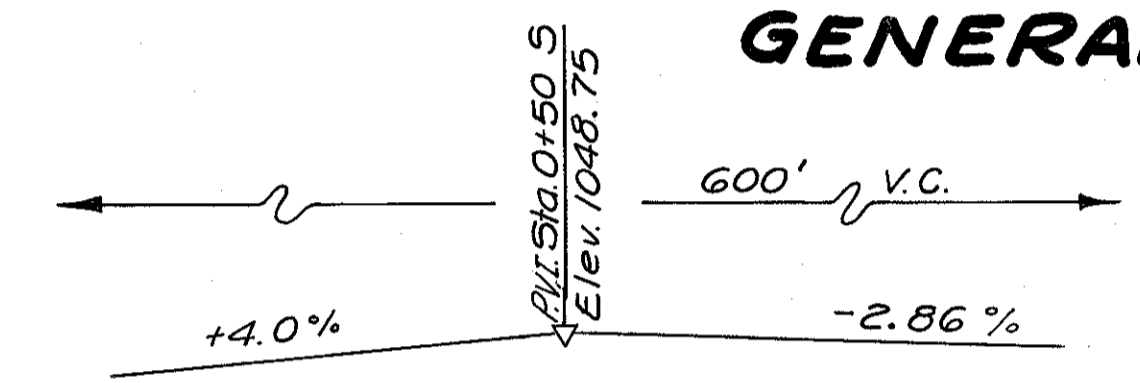
PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
<i>As per Survey</i>	<i>Allen Scovill</i>			VOG	JHO 10/14/62

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MAY 12 1986

**PREBLE COUNTY
PRE-40-9.46**



GENERAL PLAN



ELEVATION

GENERAL NOTES

GENERAL NOTES (CONT.)

CONTINUOUS BEAM SPLICES: If beams having depths differing by more than 1/8" are to be spliced by butt welding, the depth of the smaller depth beam shall be increased by splitting the web longitudinally at a distance of 1 1/2" below the bottom of the top flange and for a distance sufficient to allow the flange to be bent up at a slope of not more than 3/8" per foot, after which the split in the web shall be completely welded with full depth penetration and ground flush.

SHOP PAINTING STEEL: The surface preparation of all steel, requiring shop painting as per the Plans and Specifications, shall be accomplished by blast cleaning or power tool cleaning, except as noted in the Specifications regarding the use of Chromate Primers.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

SURFACE FINISH OF CONCRETE: The requirements of Sec. 5-1.22, Rubbed Finish, shall apply to the following exposed concrete surfaces:
(a) The entire superstructure except the top and bottom surfaces of sidewalks and roadways.
(b) The entire surface of piers and abutments except bridge seats, backwalls and the face of spill-through abutments between outside beams.

REFERENCE: shall be made to Standard Drawings "CSB-2-56", Sheets 1, 2 & 3 "RB-1-55" revised 2-2-59 and "AE-1-57" revised 4-2-62. For reinforcing steel list see Sh # 241.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof.

EXCAVATION AND BACKFILL: Excavation quantity includes the removal of fill material required for construction of the abutment.

SHEET LEAD shall conform to the requirements of ASTM Designation B 29 without restriction to the Common Desilverized type.

PILES: shall be driven with a hammer of not less than 11,000 ft. lbs. per blow to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. 5-13.05 is not less than the following value for a pile hammer of the indicated energy rating:
For the Abutment piles: 46 tons per pile using a 11,000 ft. lb. hammer

For the Pier piles: 58 tons per pile using a 15,000 ft. lb. or greater hammer.
51 tons per pile using a 11,000 ft. lb. hammer.

If the energy rating of the hammer is between the ratings as shown above, the required formula capacity shall be determined by interpolation. The design load is 35 tons per pile for the Abutment piles and 35 tons per pile for the pier piles.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress up grade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

WELDING: of structural steel shall be class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

* See Proposal Note

Estimated Quantities

Item	Total	Unit	Description	Superstr.	Piers	Abuts.	General
E-2	369	Cu. Yds.	Unclassified excavation		152	217	
S-1	305	Cu. Yds.	Class "C" concrete, superstructure	305			
S-1	69.3	Cu. Yds.	Class "C" concrete, pier caps and columns		69.3		
S-1	53.9	Cu. Yds.	Class "E" concrete, pier footings		53.9		
S-1	146.2	Cu. Yds.	Class "E" concrete, abutments			146.2	
S-4	117,403	Lbs.	Reinforcing steel	84,282	21,760	11,361	
S-7	296,500	Lbs.	Structural steel	296,500			
S-8	296,500	Lbs.	Field painting of structural steel	296,500			
S-14	609	Lin. Ft.	Railing, (aluminum rail and supports and concrete parapets)		583	26	
S-16	Lump	Sum	First Test Pile				
S-18	1740	Lin. Ft.	Steel Piles, 10 BP 42		972	768	
S-29	23	Cu. Yds.	Porous backfill			23	
S-29	12	Each	Scuppers		12		
I-10	408	Sq. Yds.	Crushed aggregate slope protection				408
Special	305	Each	Water-reducing, set-retarding admixture *	305			

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CINCINNATI, OHIO

**GENERAL PLAN, ELEVATION
NOTES & ESTIMATED QUANTITIES**

**BRIDGE NO. PRE-40-1367
USR40 UNDER SHIELDS RD.
PREBLE COUNTY STA. 721+68.16**

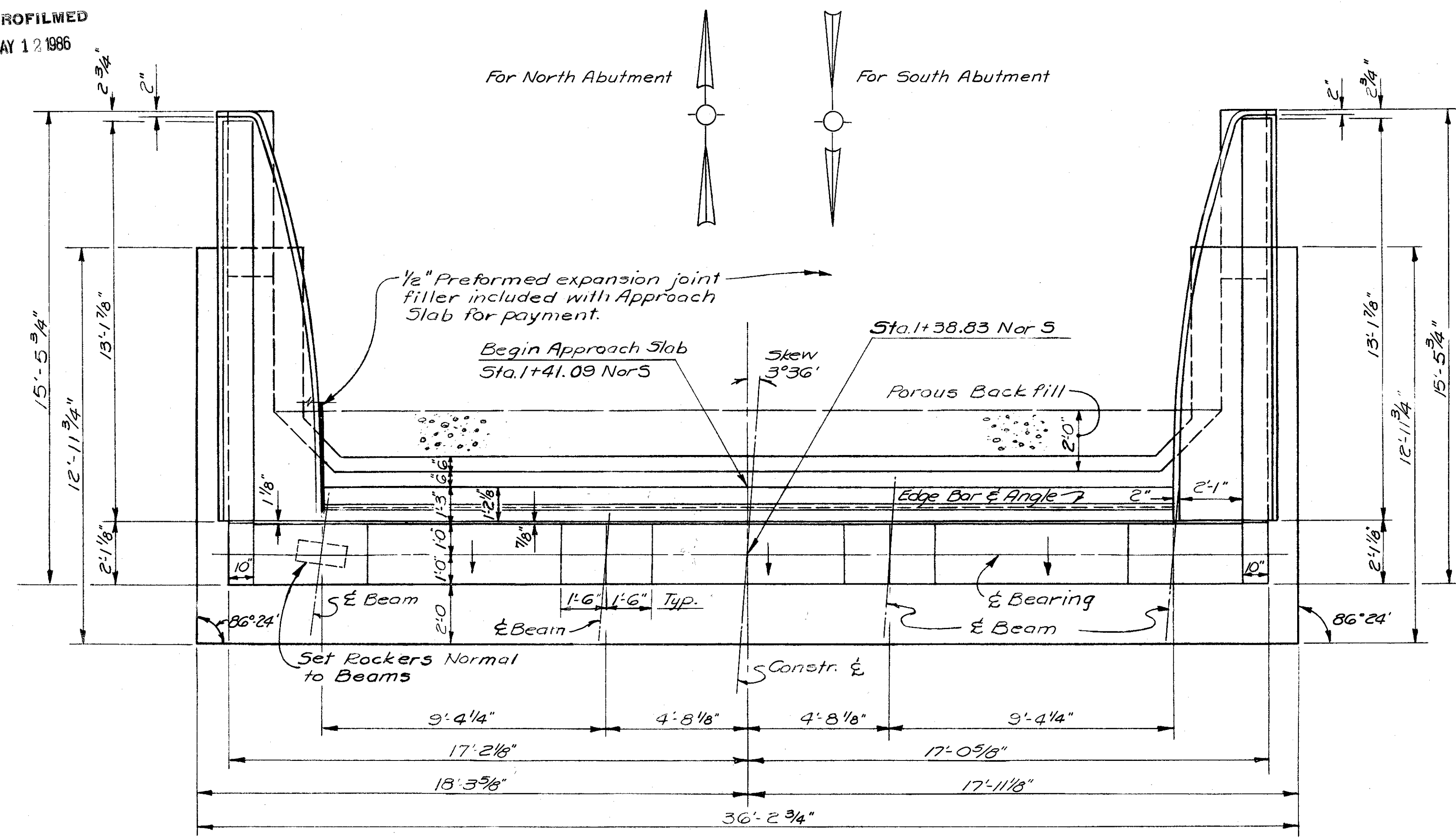
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
J.M.	R.M.E.		V.D.G.	J.H.O. 10/14/62	

MICROFILMED
MAY 12 1986

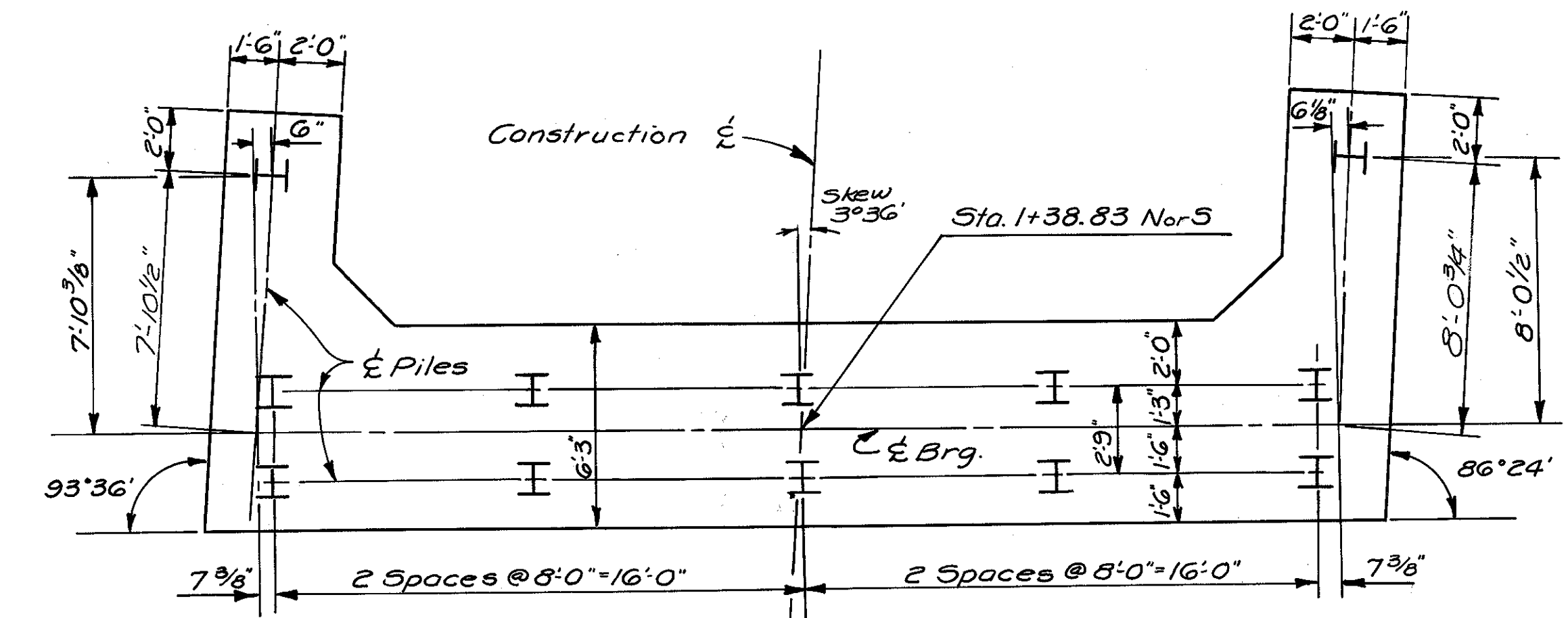
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

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**PREBLE COUNTY
PRE-40-9.46**

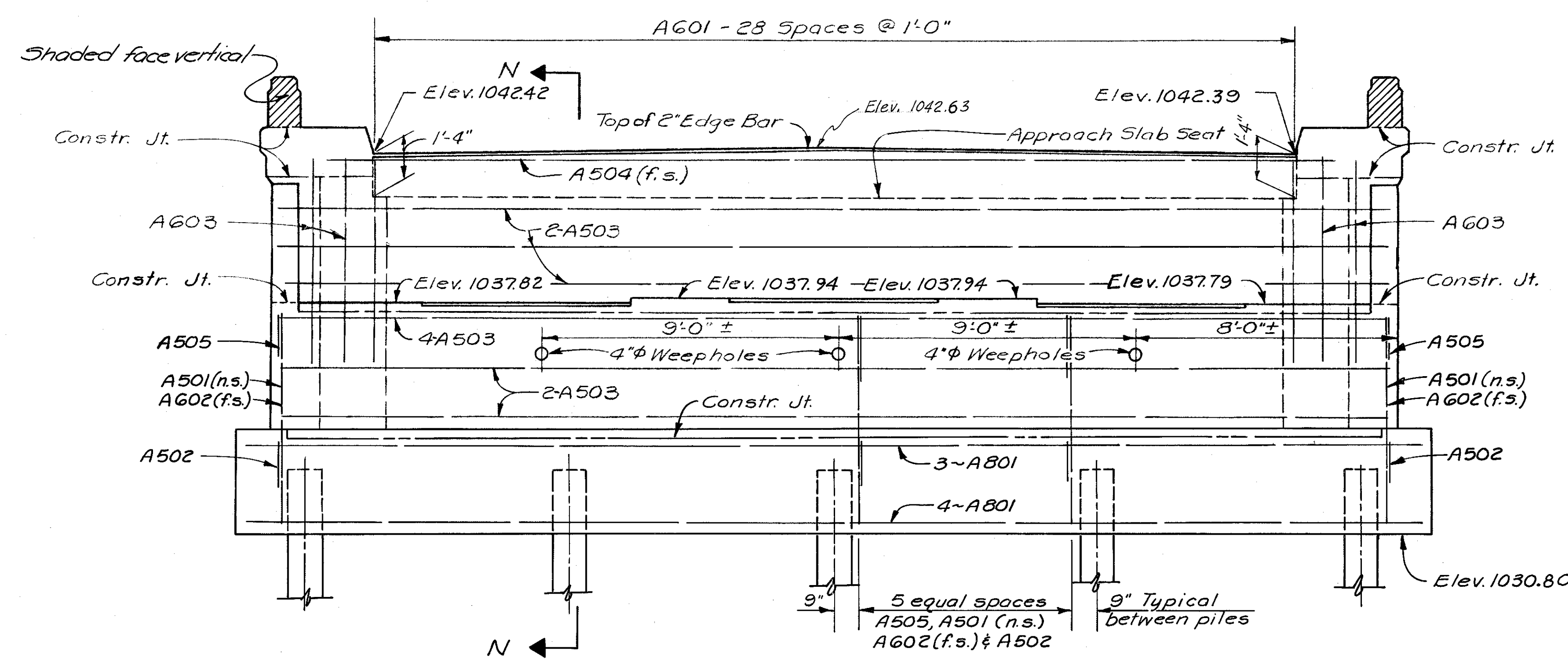


PLAN

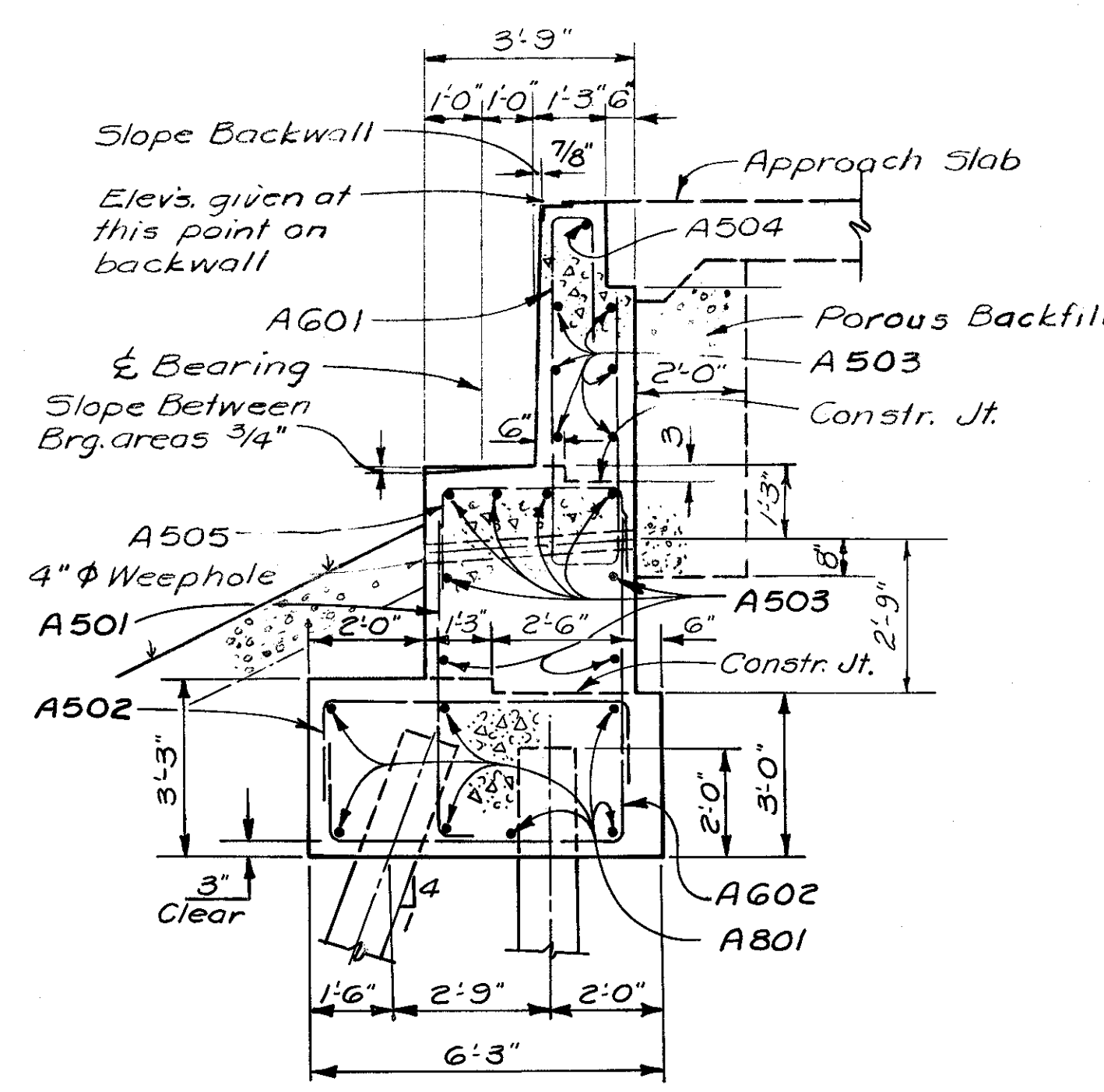


All piles steel H piles (10BP 42)

PILE PLAN



ELEVATION



SECTION N-N

NOTES

PROCEDURE: The embankment shall be placed and compacted up to the spill-thru slopes and to Elev. 1036.80, after which excavation shall be made for the Abutments and piles driven.

POROUS BACKFILL shall extend upward to approach slab and outward to the turn-back wings. Excavation therefor, in excess of that required for construction of the abutments, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.

LEGEND fs. denotes for side
n.s. denotes near side

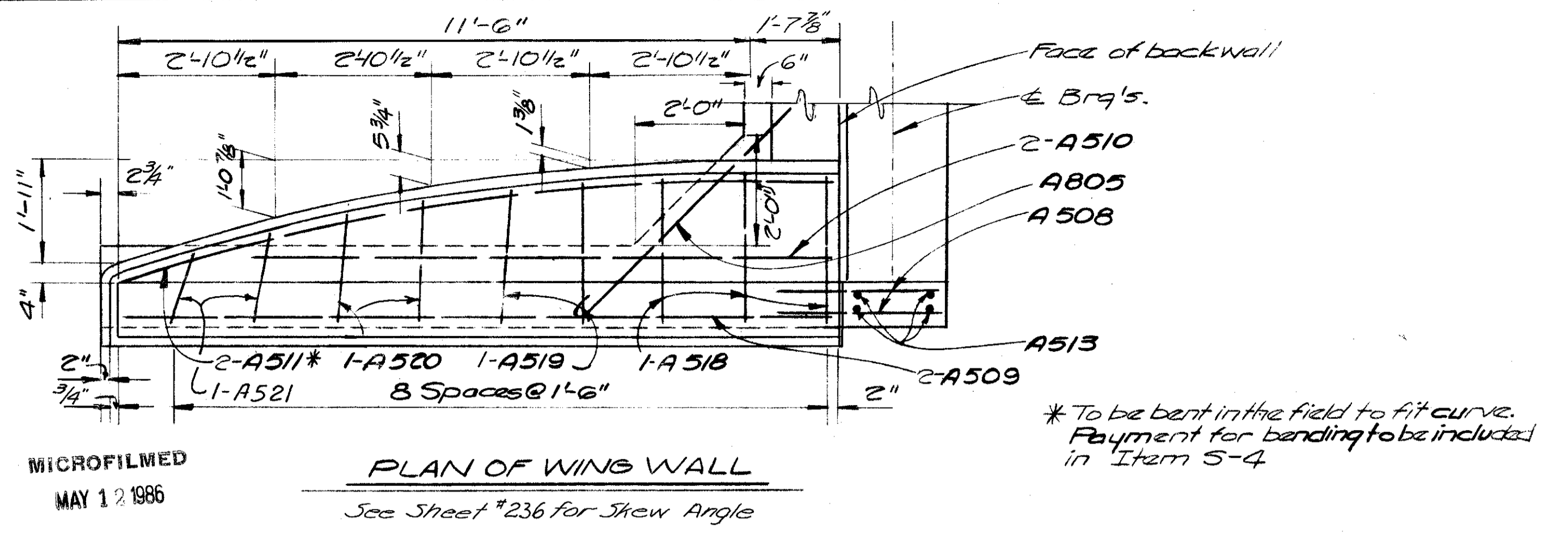
FOR ADDITIONAL DETAILS See Sheet No. 237

Provide 3" clearance to reinforcing steel in footing. (Typ.)

Concrete above bridge seat construction joint shall not be placed until after superstructure steel is in place.

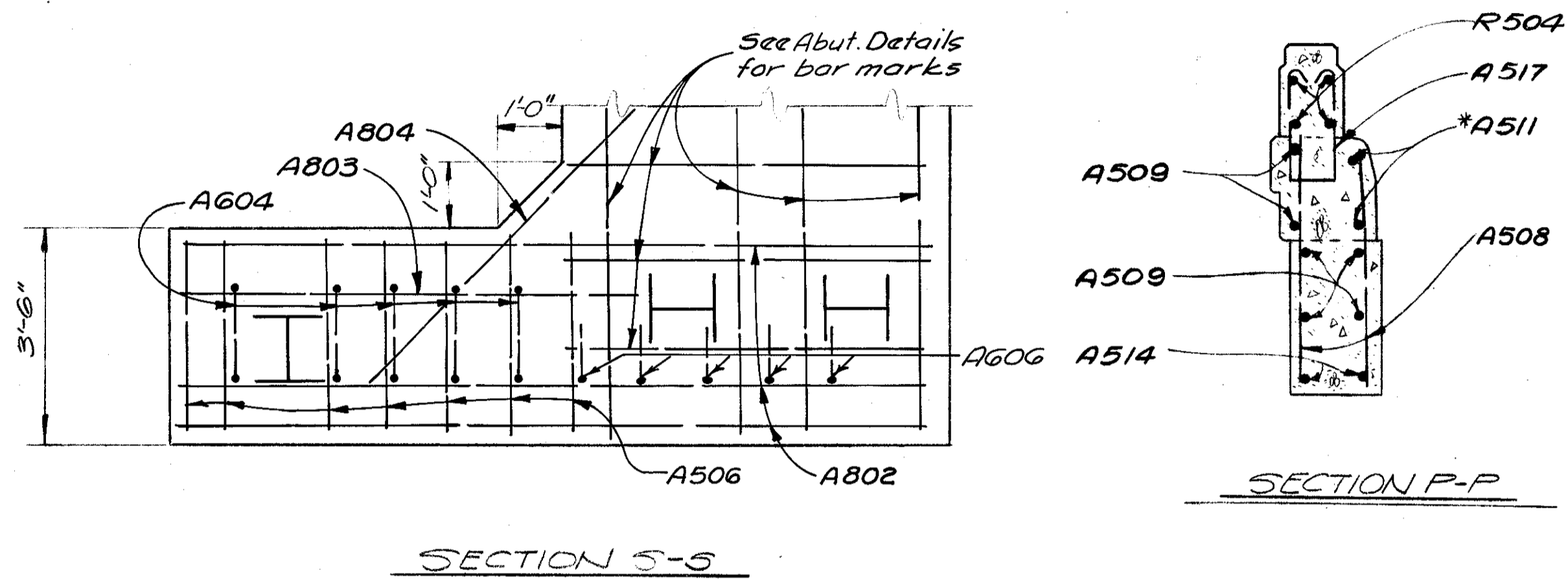
HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
ABUTMENT DETAILS					
BRIDGE No PRE-40-1367 USR40 UNDER SHIELDS RD. PREBLE COUNTY STA. 721+68.16					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED
J.M.	R.M.S.		V.D.G.	J.H.O. 10/14/62	

PREBLE COUNTY
PRE-40-9.46

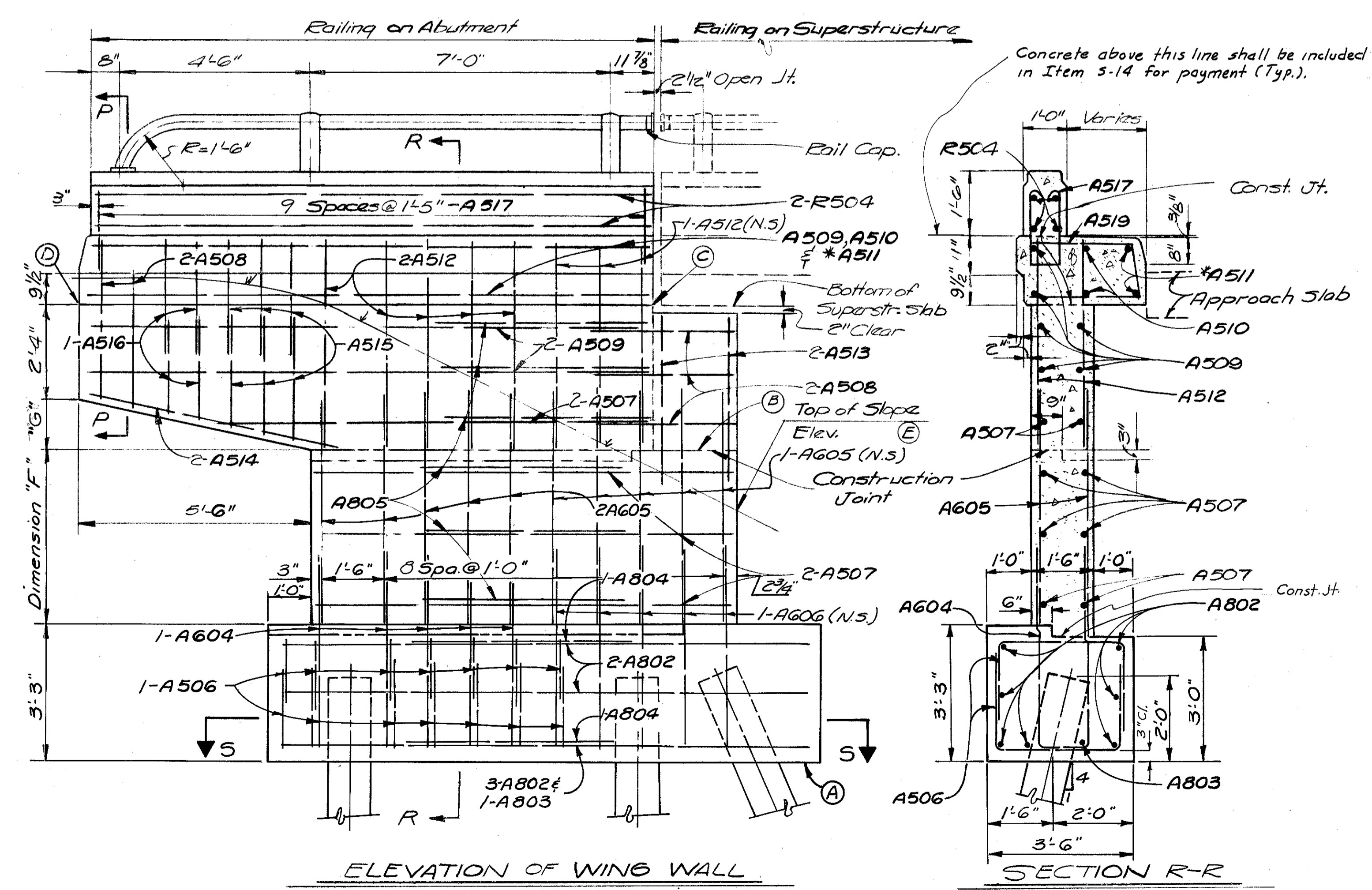


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PLAN OF WING WALL
See Sheet #236 for Skew Angle



SECTION P-P



ELEVATION OF WING WALL

SECTION R-R

For railing details see Std. Draw. AR-1-57

	ELEVATIONS					DIMEN.	
	A	B	C	D	E	"F"	G
South East Wing	1030.80	1037.82	1041.58	1041.33	1036.80	3'-9 1/4"	1'-2 1/8"
South West Wing	1030.80	1037.79	1041.55	1041.29	1036.80	3'-8 7/8"	1'-2"
North East Wing	1030.80	1037.79	1041.55	1041.29	1036.80	3'-8 7/8"	1'-2"
North West Wing	1030.80	1037.82	1041.58	1041.33	1036.80	3'-9 1/4"	1'-2 1/8"

For Additional dimensions and details see Abutment Details, sheet no. 236

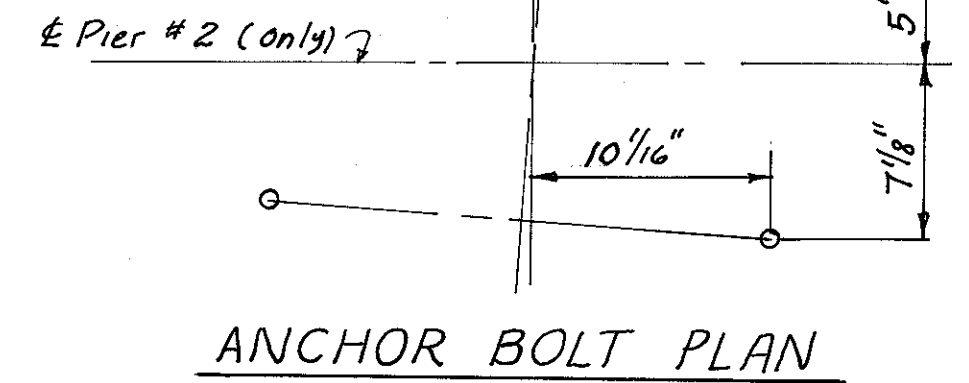
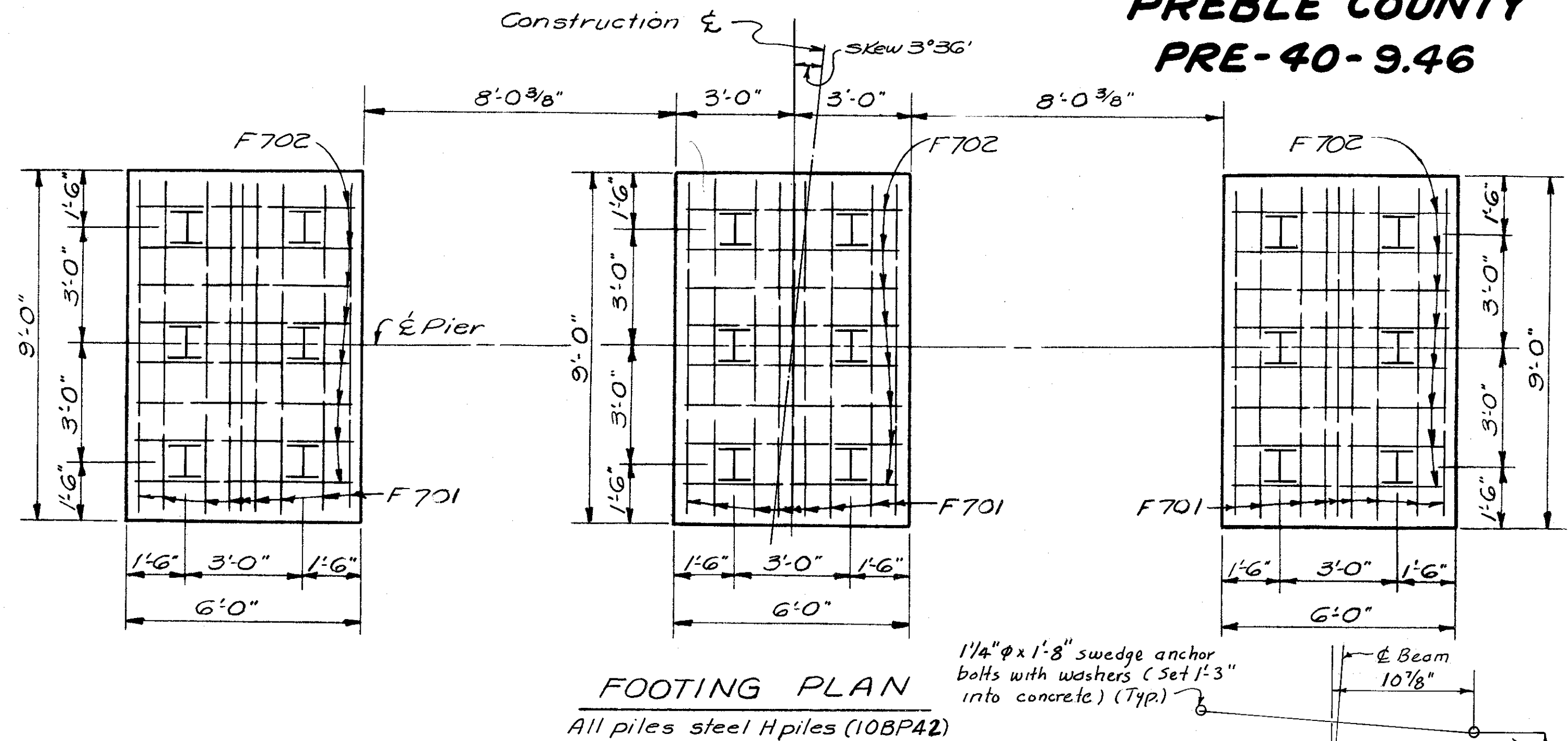
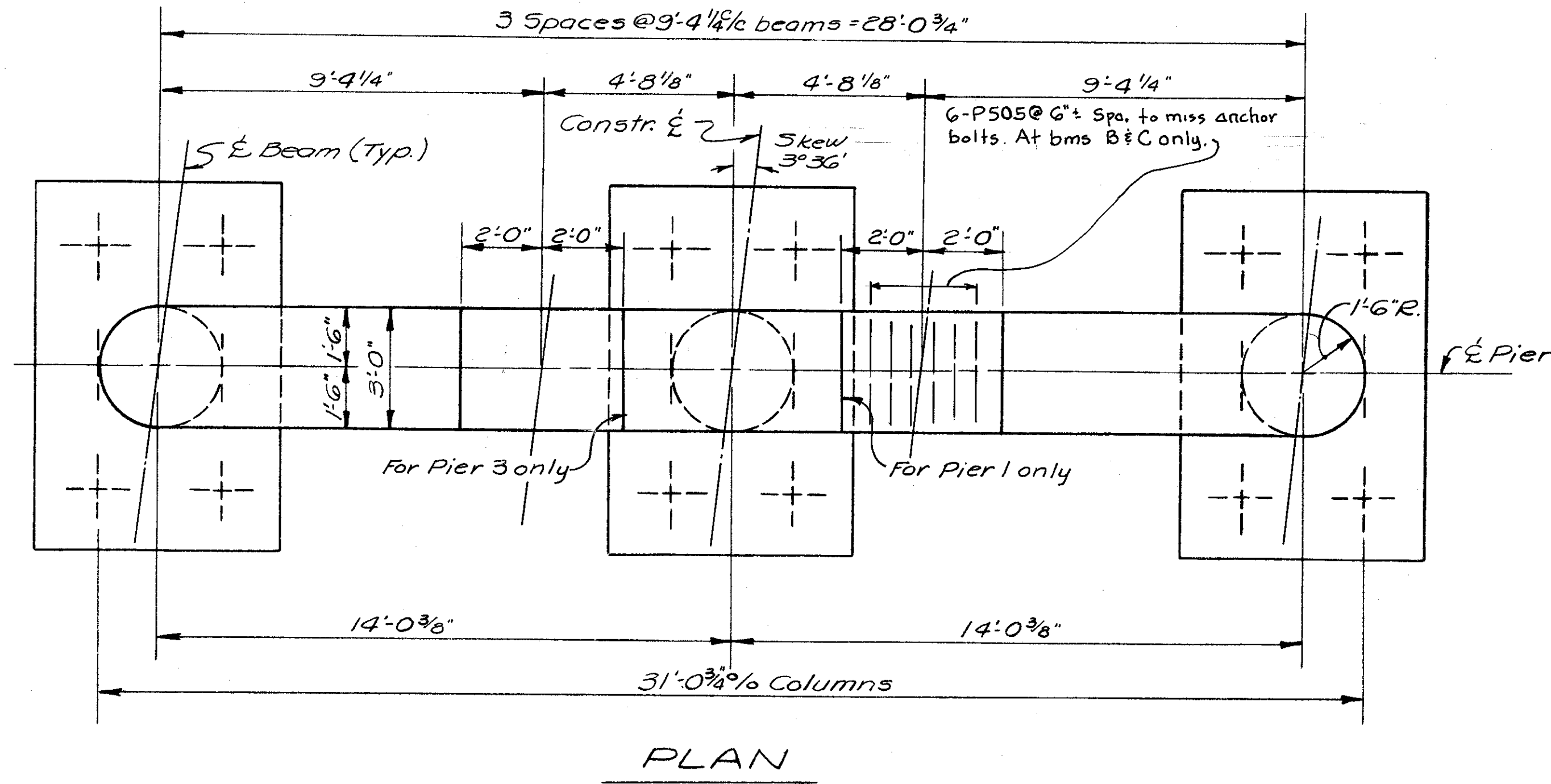
HAZELET & ERDAL
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CINCINNATI, OHIO

WING WALL DETAILS

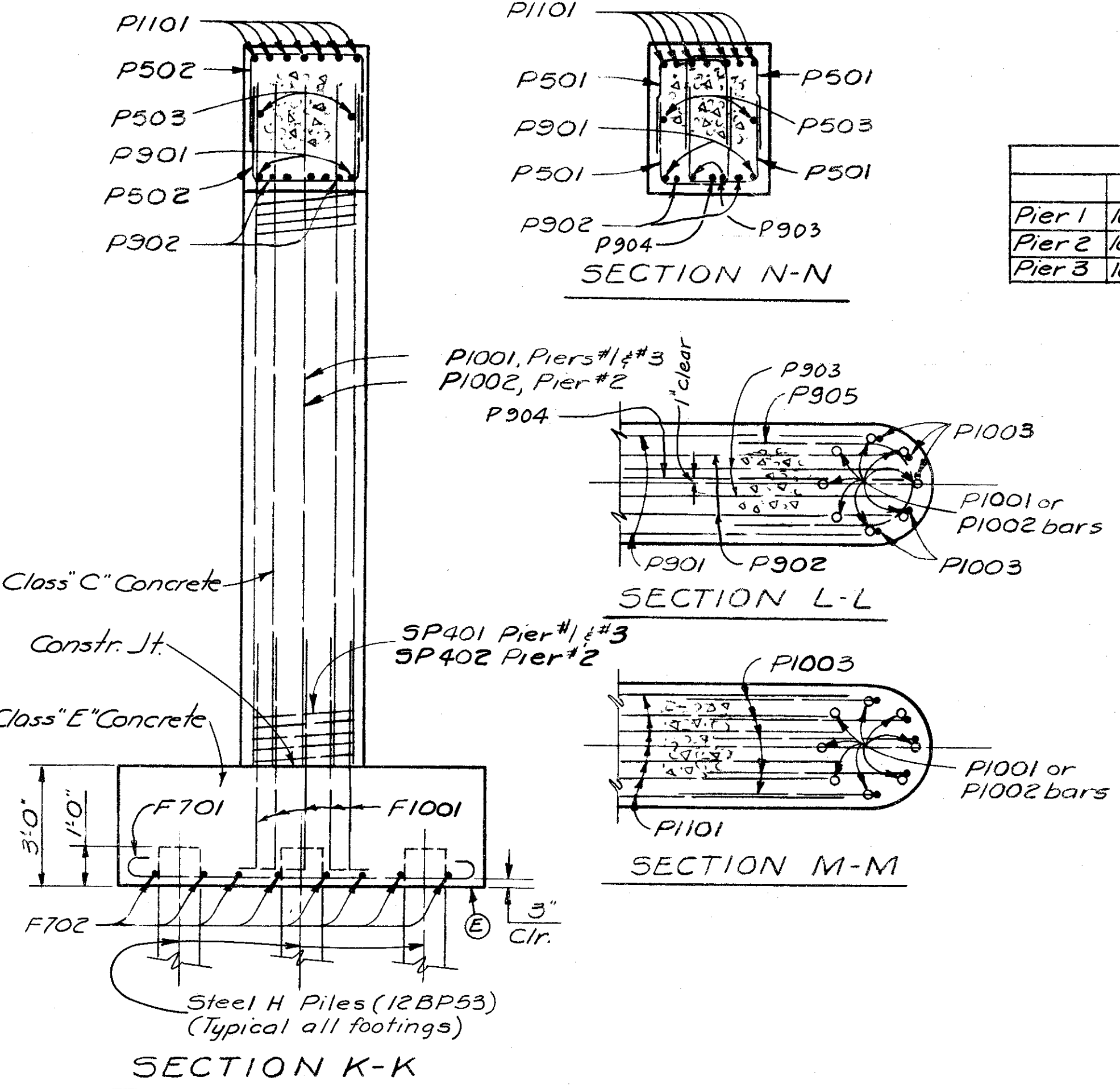
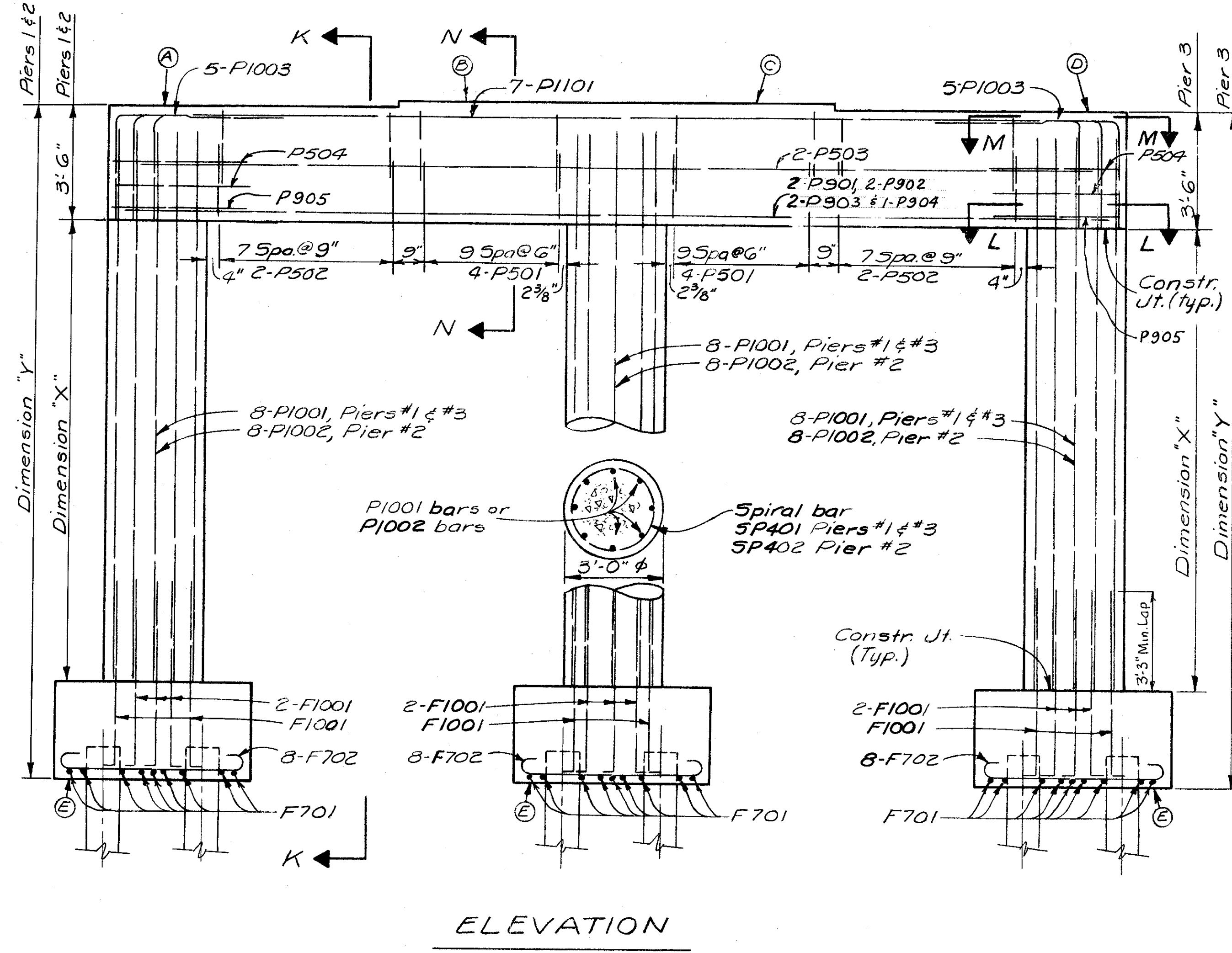
BRIDGE NO. PRE-40-1367
U.S.R. 40 UNDER SHIELDS RD.
PREBLE COUNTY STA. 721+68.16

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
J.M.	R.M.S.		VDG	JHO 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**



	ELEVATIONS					DIMENSIONS	
	A	B	C	D	E	X	Y
Pier 1	1037.96	1038.11	1038.11	1037.98	1017.00	14'-5 1/2"	20'-11 1/2"
Pier 2	1038.33	1038.47	1038.47	1038.33	1018.00	13'-10"	20'-4"
Pier 3	1037.98	1038.11	1038.11	1037.96	1017.00	14'-5 1/2"	20'-11 1/2"



Special care shall be taken in placing reinforcing steel in the bridge seat of Pier #2, so that it will not interfere with the drilling of anchor bolt holes.

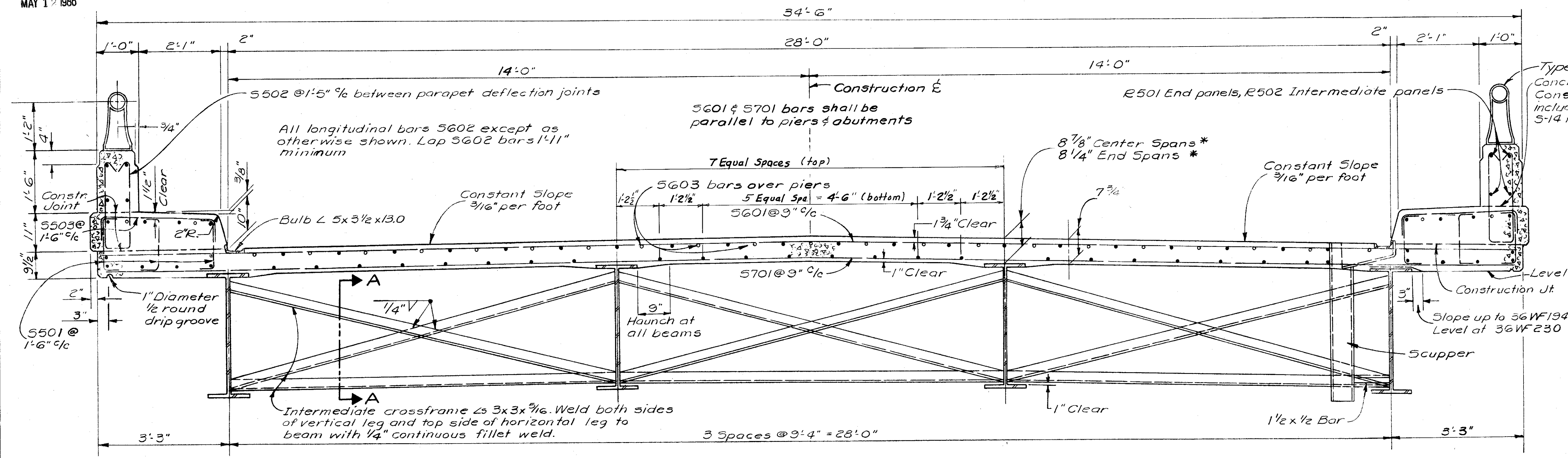
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PIER DETAILS

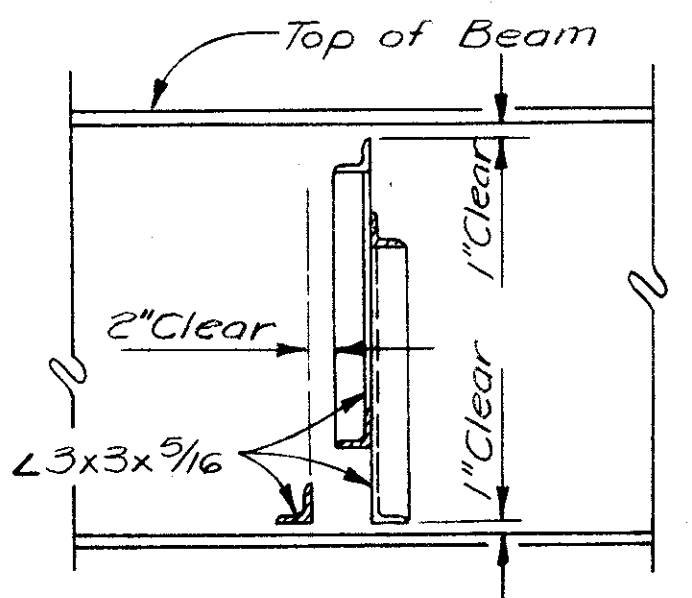
BRIDGE NO. PRE-40-1367
U.S.R. 40 UNDER SHIELDS RD.
PREBLE COUNTY STA. 721+68.16

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
JM	RMS		VDG	JH 10/14/62	

**PREBLE COUNTY
PRE-40-9.46**

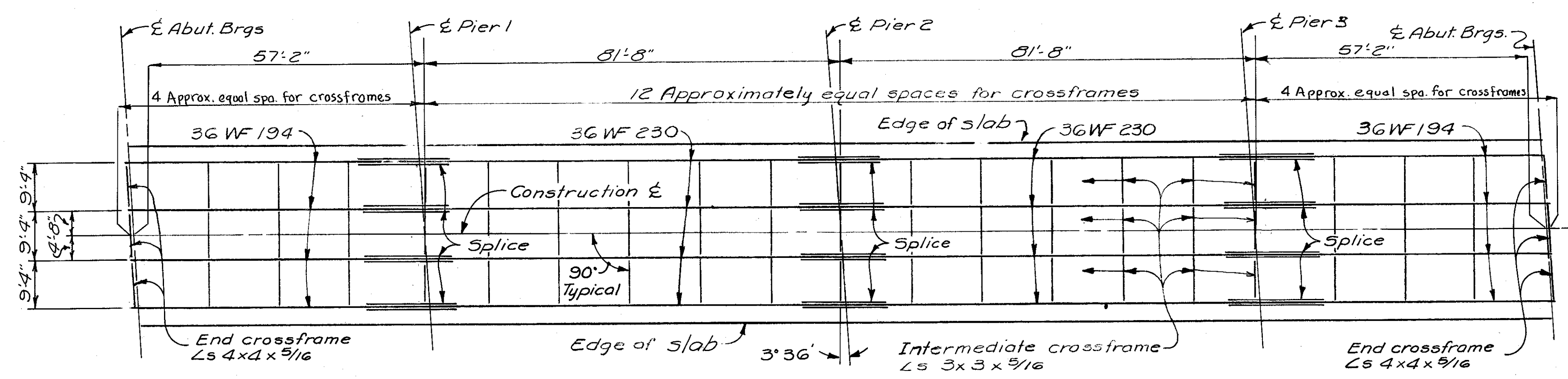


Type A Bailing Post
Concrete above
Constr. Jt. is
included with item
5-14 for payment.

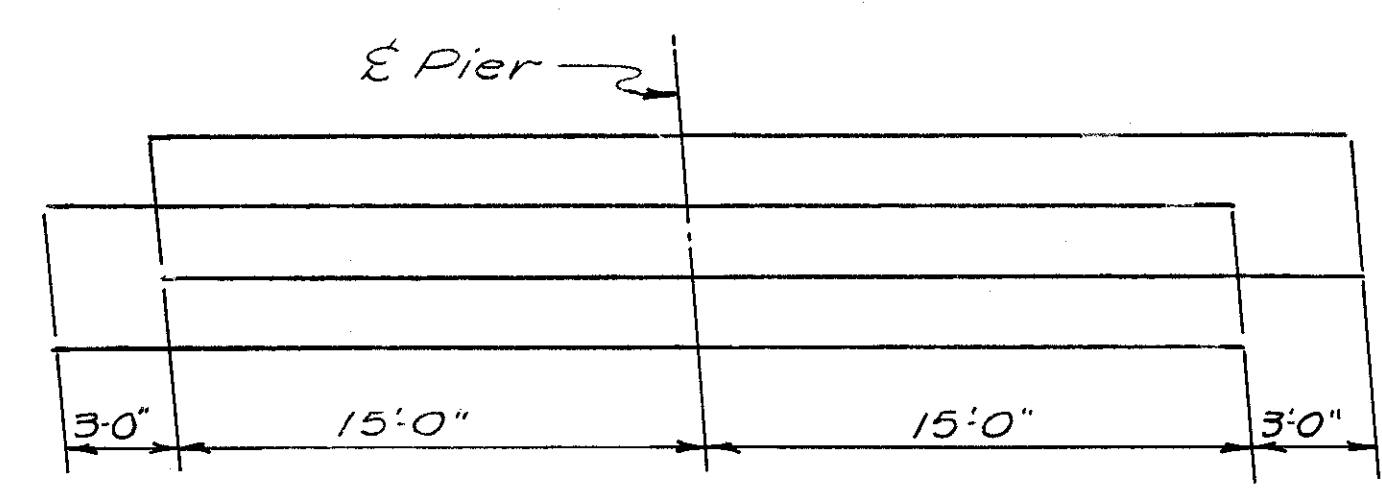


DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of steel beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3" per foot. Payment for deck slab concrete shall be based on the 9" width.

SLAB THICKNESS shown includes 3/4" for monolithic wearing surface.



* These are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beams may not have the exact camber or conformation required to place them parallel to the finished grade.



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SUPERSTRUCTURE DETAILS

BRIDGE NO. PRE-40-1367
USR.40 UNDER SHIELDS RD.
PREBLE COUNTY STA. 721+68.16

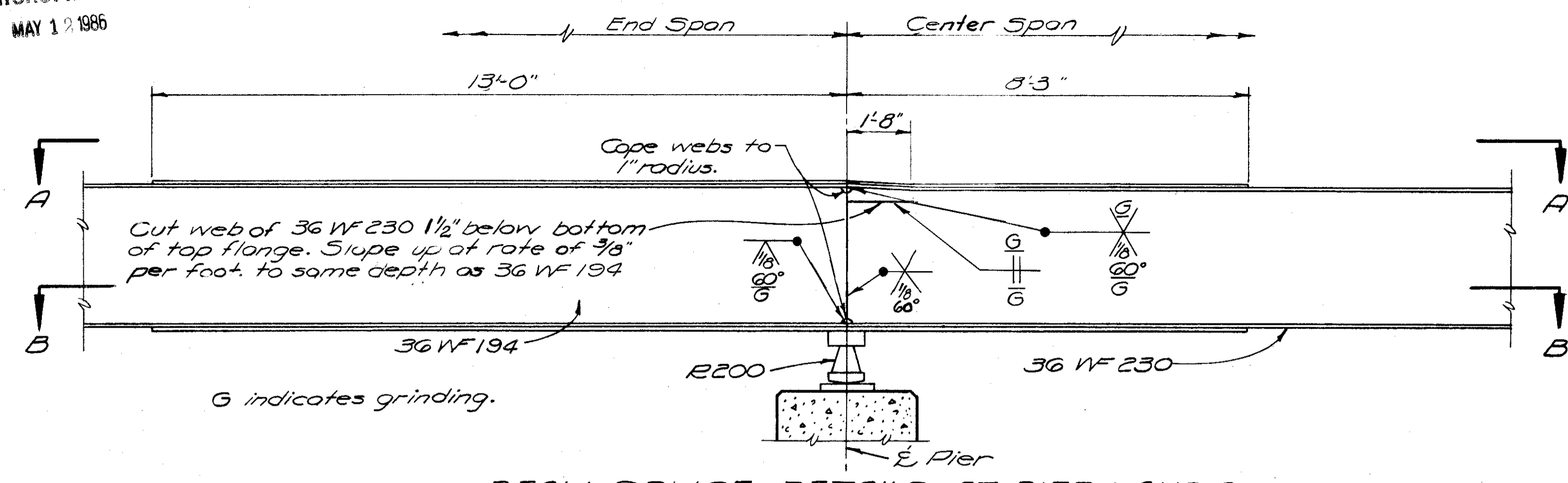
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
J.M.	EM		VDG	JHO 10/14/62	

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MAY 1 1986

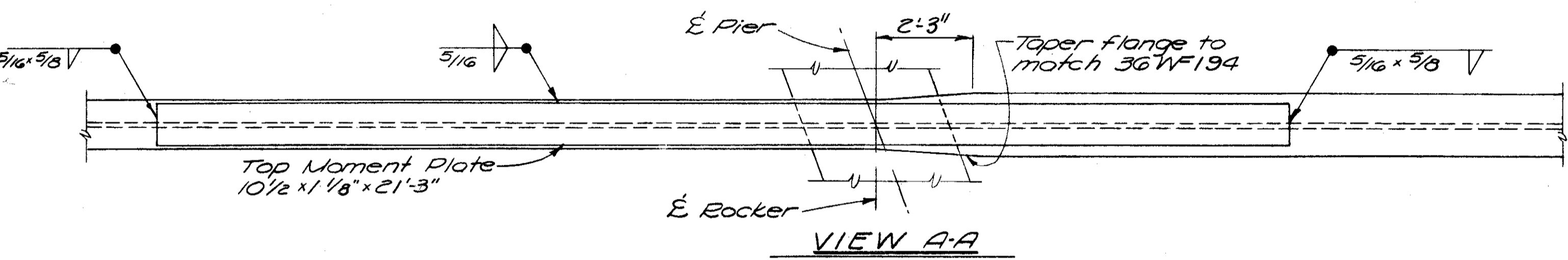
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	I-70-1(13)09	

240
273

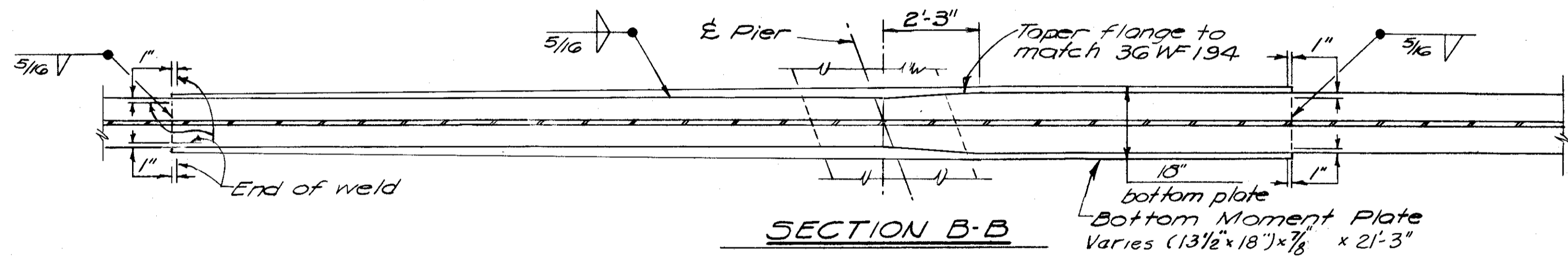
PREBLE COUNTY
PRE-40-9.46



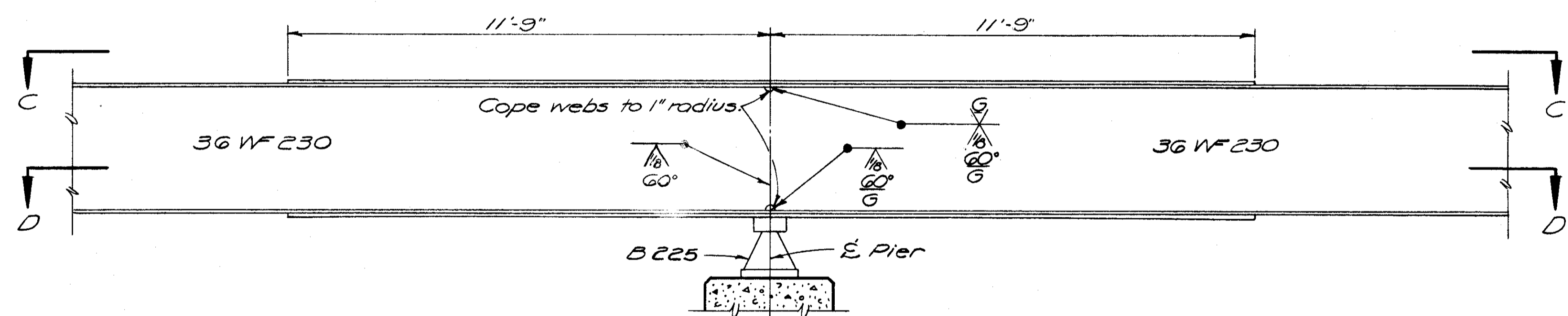
BEAM SPLICE DETAILS AT PIER 1 AND 3



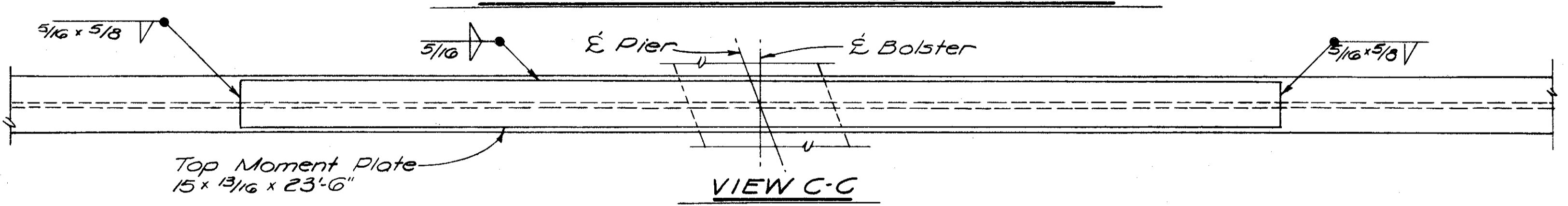
VIEW A-A



SECTION B-B



BEAM SPLICE DETAILS AT PIER 2



VIEW C-C



SECTION D-D
(See SECTION B-B for "End of weld")

REFERENCE SHALL BE MADE TO STANDARD DRAWING C5B-2-56, REVISED 2-2-59, FOR THE FOLLOWING DETAILS.

- 1) PART PLAN AT ABUTMENT for 2" diameter standard pipe drain sheet 2.
- 2) SECTION C-C SHOWING ROADWAY END DAM FOR MONOLITHIC WEARING SURFACE Sheet 2
- 3) End crossframes sheet 2
- 4) GUTTER AND SCUPPER DETAILS. Sheet 3
- 5) CURB PLATE DETAILS sheet 3.

BEAM SPLICE WELDING PROCEDURE

- 1) Raise end of beam at Pier 1 or 3 : 3 3/8"
- 2) Butt-weld beam flanges and web at Pier 2, using the following sequence: make one pass on each flange, then two on the web; repeat using one pass at each location, until welds are completed.
- 3) Weld top and bottom flange moment plates at Pier 2.
- 4) Lower end of beam at Pier 1 or 3.
- 5) Make splice at pier 1 and Pier 3 in the same manner raising the ends of the beams 3/8" at the abutments

For Rocker & Bolster Details see RB-1-55, revised 2-2-59

DEFLECTION AND CAMBER				
LOCATION	OUTSIDE BEAMS		INSIDE BEAMS	
	End Spans	Middle Spans	End Spans	Middle Spans
Deflection due to weight of steel	0	1/8"	0	1/8"
Deflection due to remaining dead load	1/4"	3/8"	1/8"	3/8"
Convexity required for vertical curve	1/2"	1 1/8"	1/2"	1 1/8"
Sum of Deflection and Convexity	3/4"	1 5/8"	5/8"	1 5/8"
Required Camber	1"	1 3/8"	0	1 5/8"

HAZLET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

**SUPERSTRUCTURE
DETAILS**

BRIDGE NO PRE-40-1367
U.S.R. 40 UNDER SHIELDS RD.
PREBLE COUNTY Sta. 721+68.16

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
J.M.	J.M.	W.D.K.	VDG	JH0 10/14/62	

PREBLE COUNTY
PRE-40-9.46

BRIDGE NO. PRE-40-1367					
ABUTMENTS					
MARK	SHAPE	LENGTH	NO.	WEIGHT	
A501	Bent	6'-1"	52	330	
A502	Bent	9'-1"	52	493	
A503	Str.	33'-10"	28	988	
A504	Str.	31'-2"	2	65	
A505	Bent	8'-2"	52	443	
A506	Bent	6'-11"	56	404	
A507	Str.	9'-8"	32	323	
A508	↑	3'-9"	40	156	
A509	↑	13'-2"	24	330	
A510	↑	11'-6"	8	96	
A511	↑	13'-6"	8	113	
A512	↑	5'-0"	52	271	
A513	↓	5'-0"	16	83	
A514	Str.	6'-0"	8	50	
A515	Bent	7'-3"	24	181	
A516	↑	6'-9"	16	113	
A517	↑	5'-1"	40	212	
A518	↑	6'-11"	12	87	
A519	↑	6'-7"	8	55	
A520	↓	5'-11"	8	49	
A521	Bent	4'-7"	8	38	
A601	Bent	14'-10"	58	1,292	
A602	Bent	12'-9"	52	996	
A603	Str.	6'-11"	8	83	
A604	Bent	10'-8"	20	320	
A605	Str.	6'-0"	60	541	
A606	Bent	6'-0"	20	180	
A801	Str.	35'-9"	14	1,336	
A802	Str.	12'-6"	28	935	
A803	Str.	7'-9"	4	83	
A804	Str.	7'-6"	8	160	
A805	Bent	8'-8"	24	555	
R504	Str.	12'-10"	16	★	
PIERS					
MARK	SHAPE	LENGTH	TOTAL	WEIGHT	
P501	Bent	6'-7"	240	1,648	
P502	Bent	7'-3"	96	726	
P503	Str.	28'-3"	6	177	
P504	Bent	11'-0"	12	138	
P505	Bent	4'-5"	36	166	
P901	Str.	28'-6"	6	581	
P902	Str.	29'-3"	6	597	
P903	Str.	29'-9"	6	607	
P904	Str.	30'-3"	3	309	
P905	Bent	10'-11"	6	223	
P1001	Str.	17'-7"	48	3,632	
P1002	Str.	16'-11"	24	1,747	
P1003	Bent	8'-11"	30	1,151	
P1101	Str.	26'-1"	21	2,910	
F701	Bent	10'-2"	81	1,683	
F702	Bent	7'-2"	72	1,055	
F1001	Bent	6'-8"	72	2,065	
SUPERSTRUCTURE					
MARK	SHAPE	LENGTH	TOTAL	WEIGHT	
S501	Bent	2'-10"	1116	3,298	
S502	Bent	5'-5"	408	2,305	
S503	Bent	3'-9"	372	1,455	
S601	Str.	34'-2"	372	19,090	
S602	Str.	29'-7"	640	28,438	
S603	Str.	33'-0"	75	3,717	
S701	Str.	34'-2"	372	25,979	
R501	Str.	17'-6"	112	★	
R502	Str.	14'-3"	16	★	

BRIDGE NO. PRE-40-1250 R.&L.					
ABUTMENTS					
MARK	SHAPE	LENGTH	NO.	WEIGHT	
A501	Bent	9'-4"	176	1,713	
A502	Bent	5'-5"	160	904	
A503	Bent	7'-6"	160	1,252	
A504	Str.	22'-5"	72	1,683	
A505	↑	30'-0"	28	876	
A506	↑	17'-7"	16	293	
A507	↑	16'-0"	16	267	
A508	↑	14'-2"	8	118	
A509	↑	13'-0"	8	108	
A510	↑	11'-9"	8	98	
A511	↑	8'-3"	32	275	
A512	↑	7'-8"	16	128	
A513	↑	6'-10"	16	114	
A514	↑	6'-2"	16	103	
A515	Str.	5'-4"	16	89	
A601	Bent	14'-6"	160	3,485	
A602	Bent	16'-4"	96	2,355	
A603	Bent	17'-2"	80	2,063	
A801	Str.	24'-1"	56	3,601	
A802	Str.	11'-11"	48	1,527	
PIERS					
MARK	SHAPE	LENGTH	TOTAL	WEIGHT	
P401	Bent	4'-6"	120	361	
P501	Str.	18'-0"	72	1,352	
P502	Bent	6'-10"	72	513	
P503	Str.	20'-10"	12	261	
P504	Str.	31'-6"	12	394	
P505	Bent	17'-9"	60	1,111	
P506	Str.	21'-10"	24	547	
P507	Bent	7'-9"	72	582	
P508	Bent	10'-3"	144	1,539	
P509	Bent	11'-3"	72	845	
P510	Bent	4'-5"	144	663	
P601	Str.	24'-6"	36	1,325	
P602	Bent	13'-5"	24	484	
P701	Str.	7'-6"	222	3,403	
P801	Str.	5'-0"	108	1,442	
P802	Bent	6'-7"	240	4,219	
P803	Str.	14'-6"	44	1,703	
P804	↑	11'-3"	22	661	
P805	↑	16'-6"	22	969	
P806	↓	15'-5"	22	906	
P807	Str.	12'-3"	22	720	
P1001	Str.	26'-3"	36	4,066	
P1002	Bent	25'-2"	72	7,797	
P1003	Str.	19'-3"	36	2,982	
SUPERSTRUCTURE					
MARK	SHAPE	LENGTH	TOTAL	WEIGHT	
S501	Bent	5'-7"	632	3,680	
S502	Bent	3'-0"	588	1,840	
S503	Bent	3'-1"	1176	3,782	
S601	Str.	22'-10"	1320	45,270	
S602	Str.	29'-2"	1280	56,075	
S603	Str.	27'-0"	204	8,273	
S701	Str.	27'-0"	660	36,424	
S702	Str.	18'-11"	660	25,519	
R501	Str.	16'-6"	176	★	
R502	Str.	17'-7"	32	★	

BRIDGE NO. PRE-40-0992					
ABUTMENTS					
MARK	SHAPE	LENGTH	NO.	WEIGHT	
A501	Bent	8'-3"	124	1,067	
A502	Bent	7'-9"	124	1,002	
A503	Bent	6'-4"	124	819	
A504	Str.	37'-10"	30	1,184	
A505	Str.	37'-8"	30	1,179	
A506	Bent	6'-11"	56	404	
A507	Str.	9'-8"	32	323	
A508	↑	4'-0"	24	100	
A509	↑	12'-9"	24	319	
A510	↑	10'-8"	8	89	
A511	↑	12'-10"	8	107	
A512	↑	5'-1"	64	339	
A513	↑	7'-0"	16	117	
A514	Str.	6'-0"	8	50	
A515	Bent	7'-9"	32	259	
A516	↑	7'-1"	24	177	
A517	↑	5'-1"	40	212	
A518	↑	6'-11"	12	87	
A519	↑	6'-7"	8	55	
A520	↑	5'-11"	8	49	
A521	↑	3'-1"	24	77	
A522	Bent	4'-7"	8	38	
A601	Bent	13'-11"	124	2,592	
A602	Bent	11'-3"	140	2,366	
A603	Str.	6'-3"	8	75	
A604	Bent	10'-10"	24	391	
A605	Bent	6'-2"	8	74	
A606	Str.	5'-8"	56	477	
A607	Bent	8'-8"	140	1,822	
A801	Str.	27'-7"	42	3,093	
A802	↑	6'-10"	24	438	
A803	↓	12'-5"	28	928	
A804	↓	10'-5"	2	56	
A805	Str.	7'-0"	10	187	
R503	Str.	12'-11"	16	★	
PIERS					
MARK	SHAPE	LENGTH	TOTAL	WEIGHT	
P501	Str.	34'-10"	12	436	
P502	Bent	6'-3"	984	6,414	
P503	Bent	7'-1"	6	44	
P504	Bent	4'-5"	144	663	
P601	Str.	9'-6"	159	2,269	
P602	Str.	27'-7"	99	4,102	
P701	Str.	9'-6"	318	6,175	
P901	Str.	28'-2"	171	16,376	
P902	Str.	34'-0"	12	1,387	
P903	Str.	35'-3"	12	1,438	
P904	Str.	35'-6"	12	1,448	
P905	Str.	35'-9"	6	729	
P906	Bent	11'-1"	6	226	
P907	Bent	6'-11"	60	14,111	
P908	Str.	17'-6"	20	1,190	
P909	Str.	16'-8"	20	1,133	
P910	Str.	18'-6"	20	1,258	
P1001	Str.	28'-9"	30	3,711	
P1002	Str.	32'-9"	42	5,919	
P1101	Bent	8'-0"	192	8,161	
P1102	Str.	18'-3"	64	6,206	
P1103	Str.	17'-5"	64	5,922	
P1104	Str.	19'-3"	64	6,546	
P1105	Bent	9'-11"	42	2,213	

BRIDGE NO. PRE-40-0992					
SUPERSTRUCTURE					
MARK	SHAPE	LENGTH	NO.	WEIGHT	
S401	Bent	3'-9"	186	466	
S402	Str.	29'-1"	30	583	
S501	Bent	5'-8"	388	2,293	
S502	Bent	4'-2"	372	1,617	
S503	Bent	2'-1"	1116	2,425	
S601	Str.	30'-0"	744	33,525	
S602	Str.	29'-8"	1,230	54,808	
S603	Str.	33'-0"	180	8,922	
S604	Str.	20'-4"	372	11,361	
S701	Str.	27'-8"	744	42,074	
S702	Str.	25'-8"	372	19,516	
R501	Str.	12'-8"	16	★	
R502	Str.	15'-6"	128	★	

BRIDGE NO. PRE-40-1367						
MARK	NO.	Core Diam.	LENGTH	PITCH	No. Turns	WEIGHT
SP401	6	32"	14'-3 3/8"	4 1/2"	41	1,589
SP402	3	32"	13'-8"	4 1/2"	39	756
BRIDGE NO. PRE-40-0992						
MARK	NO.	Core Diam.	LENGTH	PITCH	No. Turns	WEIGHT
SP401	6	32"	14'-11 3/8"	4 1/2"	43	1,667
SP402	6	32"	14'-0 3/4"	4 1/2"	40.5	1,567
SP403	6	32"	15'-11 3/8"	4 1/2"	46	1,778

Total Weight of Reinforcing Steel PRE-40-1367 under SHIELDS ROAD = 117,403#

Total Weight of Reinforcing Steel PRE-40-1250 R.&L. over PRICE CREEK = 240,760#

Total Weight of Reinforcing Steel PRE-40-0992 under U.S.R. 127 = 288,531#

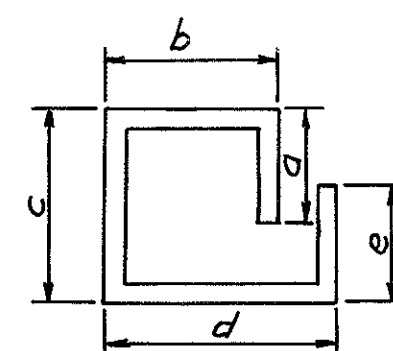
REPLACEMENT BARS			
MARK	SHAPE	LENGTH	TOTAL
RE401	Str.	5'-3"	1
RE501	↑	5'-7"	5
RE601	↑	5'-11"	17
RE701	↑	6'-3"	10
RE801	↑	6'-6"	4
RE901	↑	6'-10"	4
RE1001	↑	7'-3"	3
RE1101	Str.	7'-7"	2

Spiral Reinforcing Bars: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap. The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral Reinforcing bars shall not have deformations but shall in other respects conform to Item S-4. 1/2 closed coils shall be provided at the ends of each spiral unit.

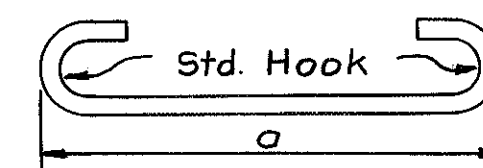
Four steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 lbs. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

Bar Size: Bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A501 is a No.5 size bar and P1001 is a No.10 size.

★ Reinforcement bars R501, R502, R503, and R504 are to be included with Item S-14 (Railing) for payment.

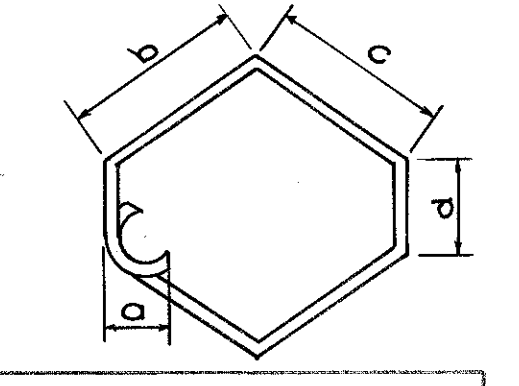


PRE-40-1367					
MARK	a	b	c	d	e
A601	2'-3"	0'-10"	6'-3"	1'-4"	4'-9"
PRE-40-1250 R.&L.					
MARK	a	b	c	d	e
A602	2'-6"	0'-11"	6'-10"	1'-5"	5'-4"

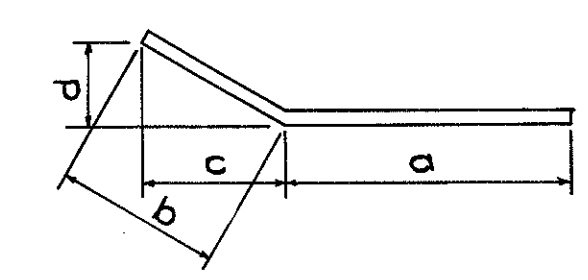


PRE-40-1367		
MARK	a	b
A805	6'-6"	
F701	8'-6"	
F702	5'-6"	

**PREBLE COUNTY
PRE-40-9.46**



GOOSE RUN				
MARK	a	b	c	d
W402	8"	1'-8"	1'-8"	10"



JIM'S RUN				
MARK	a	b	c	d
W502	15'-2"	1'-4"	8"	1'-1 3/4"
W532	15'-2"	1'-4"	1'-1 3/4"	8"
W509	2'-10"	2'-9"	2'-4 3/4"	1'-4 1/2"
W510	2'-0"	2'-0"	1'-0"	1'-8 3/4"
W518	12'-8"	1'-7"	9 1/2"	1'-4 1/2"
W521	11'-11"	1'-7"	9 1/2"	1'-4 1/2"
W524	8'-2"	1'-7"	9 1/2"	1'-4 1/2"
B901	23'-11"			

BRIDGE NO. PRE-40-1072. R. & L.

ABUTMENTS

MARK	SHAPE	LENGTH	NO.	WEIGHT
W401	Bent	11'-6"	80	615
W402	Bent	9'-2"	60	367

W501	Str.	30'-0"	32	1,001
W502	Str.	35'-0"	8	292
W503	Str.	25'-0"	8	209
W504	Bent	6'-11"	256	1,847
W505	Bent	7'-9"	160	1,293
W506	Str.	3'-3"	32	108
W507	Str.	2'-6"	16	42
W508	Str.	2'-8"	4	11
W509	Str.	3'-4"	8	28
W510	Str.	3'-10"	4	16

W601	Str.	35'-3"	16	847
W602	Str.	25'-3"	16	607
W603	Str.	8'-6"	680	8,682

W1001	Str.	32'-0"	16	2,203
W1002	Str.	23'-3"	16	1,601
W1003	Bent	9'-3"	24	955
W1004	Bent	14'-3"	200	12,264

PIERS

MARK	SHAPE	LENGTH	TOTAL	WEIGHT
X501	Str.	24'-6"	112	2,861
X502	Str.	13'-6"	144	2,028
X503	Bent	6'-4"	56	370

X601	Str.	26'-7"	40	1,597
------	------	--------	----	-------

X801	Bent	6'-0"	400	6,408
X802	Str.	5'-6"	204	2,996

SUPERSTRUCTURES

MARK	SHAPE	LENGTH	TOTAL	WEIGHT
O501	Str.	16'-8"	12	209
P501	Str.	17'-11"	24	448
S501	Bent	5'-9"	396	2,375
T501	Bent	3'-0"	396	1,239
U501	Bent	5'-7"	216	1,258

J601	Str.	14'-1"	84	1,777
K601	Str.	12'-5"	42	783
N601	Str.	26'-5"	216	8,570

M701	Str.	26'-7"	268	14,562
------	------	--------	-----	--------

A864	Str.	28'-1"	306	22,945
B864	Bent	21'-0"	88	4,934
C864	Bent	18'-4"	88	4,308
D864	Str.	19'-6"	44	2,291
E864	Str.	15'-10"	44	1,860
R864	Str.	16'-6"	40	1,762

Total Weight of Reinforcing Steel BRIDGE NO. PRE-40-1072 R. & L. over GOOSE RUN = 137,570 #

BRIDGE NO. PRE-40-1349. R. & L.

ABUTMENTS

MARK	SHAPE	LENGTH	NO.	WEIGHT
W501	Str.	20'-0"	112	2,336
W502	Bent	16'-6"	28	482
W503	Str.	6'-6"	272	1,844
W504	Str.	34'-4"	80	2,865
W505	Str.	15'-3"	28	445
W506	Str.	11'-4"	12	142
W507	Str.	11'-1"	12	139
W508	Str.	15'-0"	28	438
W509	Bent	5'-7"	4	23
W510	Bent	4'-0"	4	17
W511	Str.	4'-5"	216	995
W512	Bent	6'-1"	96	609
W513	Str.	8'-9"	12	110
W514	Str.	12'-0"	8	100
W515	Str.	4'-0"	64	267
W516	Str.	11'-10"	132	1,629
W517	Bent	13'-10"	12	173
W518	Bent	14'-3"	12	178
W519	Str.	11'-8"	24	292
W520	Bent	13'-1"	4	55
W521	Bent	13'-6"	4	56
W522	Str.	10'-11"	8	91
W523	Bent	9'-4"	12	117
W524	Bent	9'-9"	12	122
W525	Str.	7'-2"	24	179
W526	Bent	4'-3"	100	443
W527	Str.	3'-0"	16	50
W528	Str.	3'-10"	32	128
W529	Str.	6'-6"	16	108
W530	Str.	11'-0"	4	46
W531	Str.	2'-6"	16	42
W532	Bent	16'-6"	28	482

W701	Str.	11'-10"	272	6,579
W702	Bent	4'-7"	272	2,548

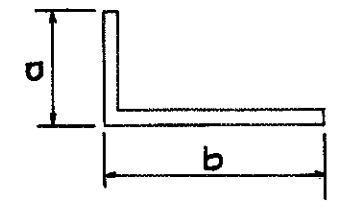
W801	Str.	11'-10"	96	3,033
W802	Bent	9'-3"	96	2,371
W803	Bent	6'-6"	72	1,250

W901	Str.	5'-9"	48	938
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SUPERSTRUCTURES

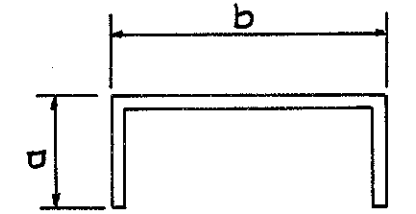
MARK	SHAPE	LENGTH	TOTAL	WEIGHT
P501	Str.	23'-9"	4	99
P502	Str.	23'-3"	4	97
P503	Str.	22'-9"	4	95
S501	Bent	6'-0"	96	601
T501	Bent	2'-11"	96	292
U501	Bent	5'-7"	68	396
J601	Str.	23'-11"	46	1,652
M601	Str.	26'-5"	164	6,507
N601	Str.	26'-5"	60	2,381
X601	Bent	3'-5"	92	472
A901	Str.	23'-11"	12	976
B901	Bent	26'-5"	178	15,987
V501	Str.	8'-0"	32	*
V502	Str.	5'-11"	16	*

Total Weight of Reinforcing Steel BRIDGE NO. PRE-40-1349 R. & L. over JIM'S RUN = 61,277 #



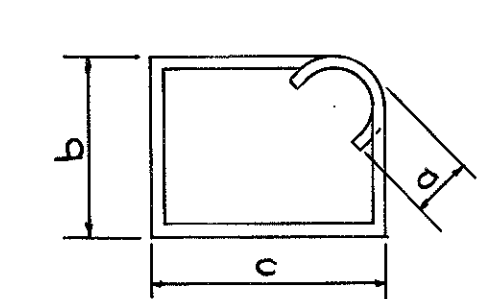
GOOSE RUN		
MARK	a	b
W1003	3'-0"	6'-6"
W1004	1'-10"	12'-8"
X801	1'-5"	4'-9"

JIM'S RUN		
MARK	a	b
W702	9"	4'-0"
W517	1'-4"	12'-8"
W520	1'-4"	11'-11"
W523	1'-4"	8'-2"
W526	9"	3'-2"
X601	1'-11"	1'-8"

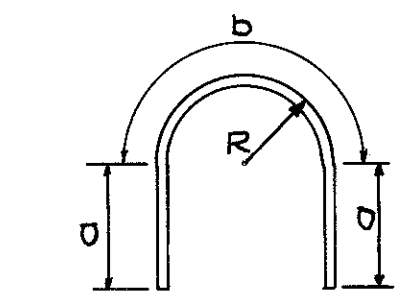


GOOSE RUN		
MARK	a	b
W504	2'-3"	2'-8"
W505	3'-2"	1'-8"
T501	8"	1'-11"

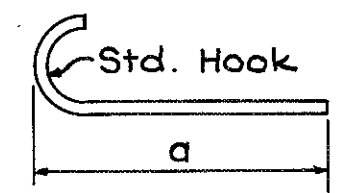
JIM'S RUN		
MARK	a	b
W702	9"	4'-0"
W517	1'-4"	12'-8"
W520	1'-4"	11'-11"
W523	1'-4"	8'-2"
W526	9"	3'-2"
X601	1'-11"	1'-8"



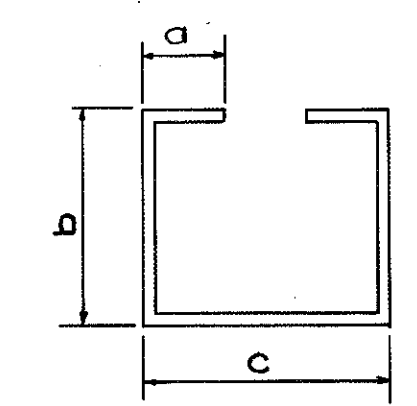
GOOSE RUN			
MARK	a	b	c
W401	8"	2'-6"	2'-8"



GOOSE RUN				
MARK	a	b	c	d
X503	1'-7"	3'-2"	1'-0 3/4"	

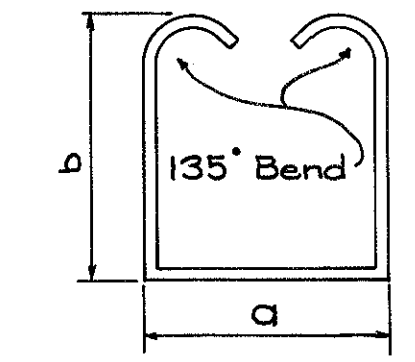


GOOSE RUN	
MARK	a
B864	19'-11"
C864	17'-3"



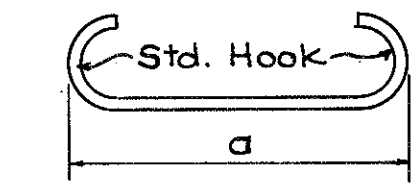
GOOSE RUN			
MARK	a	b	c
S501	6"	1'-10"	1'-10"

JIM'S RUN		
MARK	a	b
U501	8"	2'-2"



GOOSE RUN		
MARK	a	b
U501	8"	2'-2"

JIM'S RUN		
MARK	a	b
U501	8"	2'-2"



JIM'S RUN	
MARK	a
W803	4'-4"
B901	23'-11"

* Bars V501 and V502 are to be included in Item S-14 (Railing) for payment.
See Sheet No. 241 for notes on Replacement Bars and Bar Size.

Work this Sheet with Sheet No. 241

HAZELT & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

REINFORCING STEEL LIST
PRE-40-1072 L. & R. over GOOSE RUN
PRE-40-1349 L. & R. over JIM'S RUN
PREBLE COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
	J.P.B.	J.P.B.	Q.E.	JHO 10/14/62	8-27-63

LOCATION PLAN

DEPARTMENT OF HIGHWAYS

I.R. 70 LIMITED ACCESS HIGHWAY

MONROE TOWNSHIP
PREBLE COUNTY

THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 500+00 TO STATION 745+00 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME 45, PAGE 745 OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.

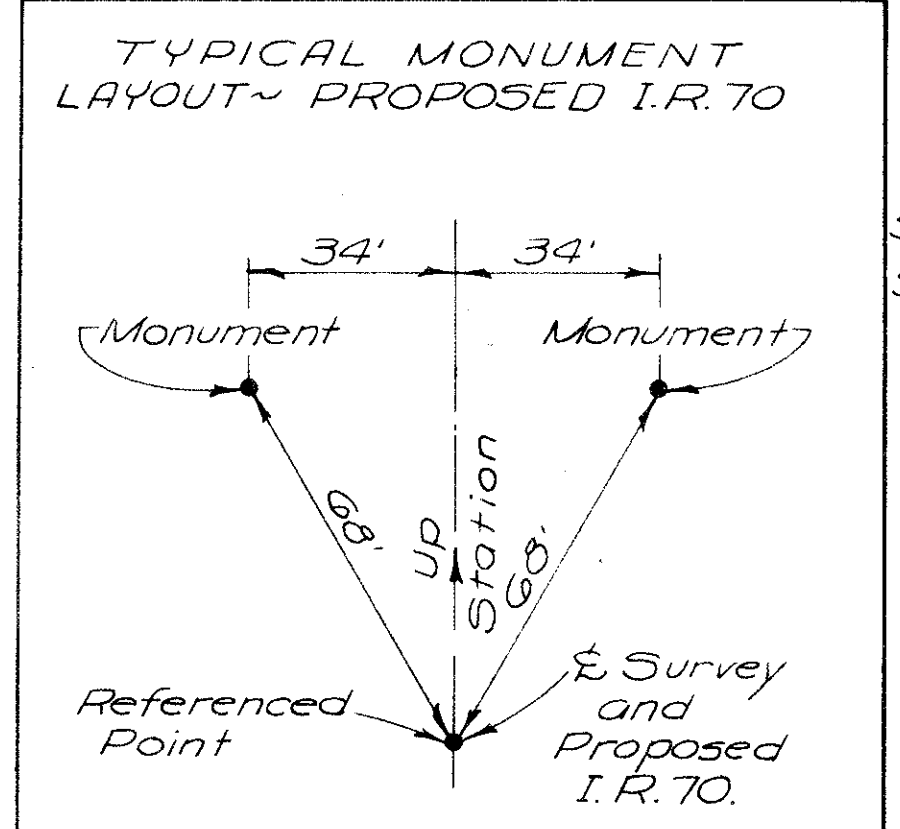
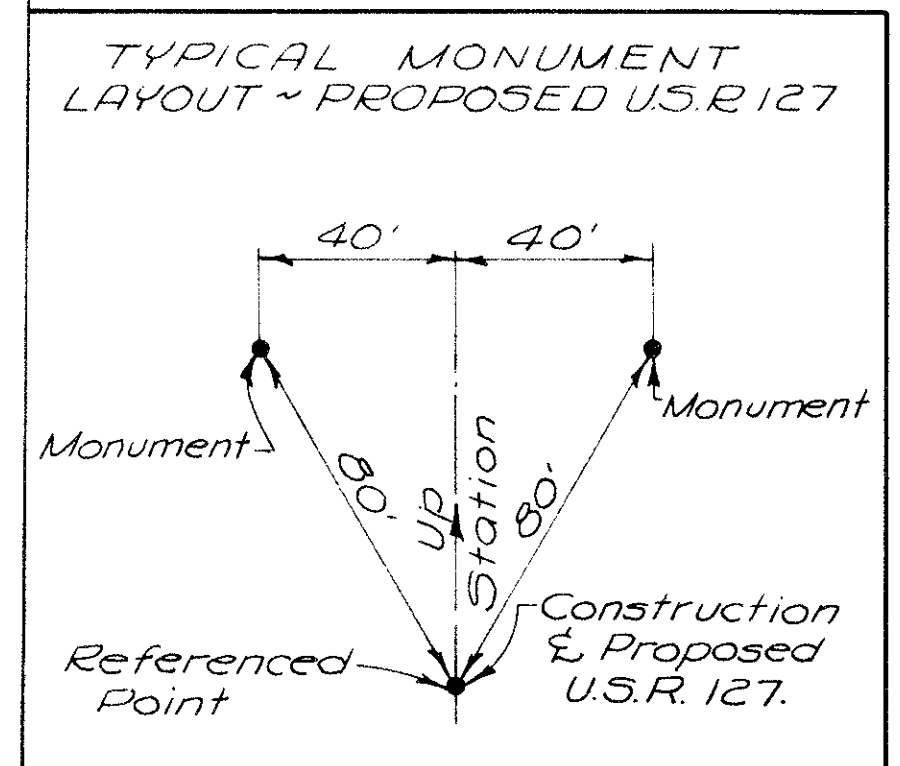
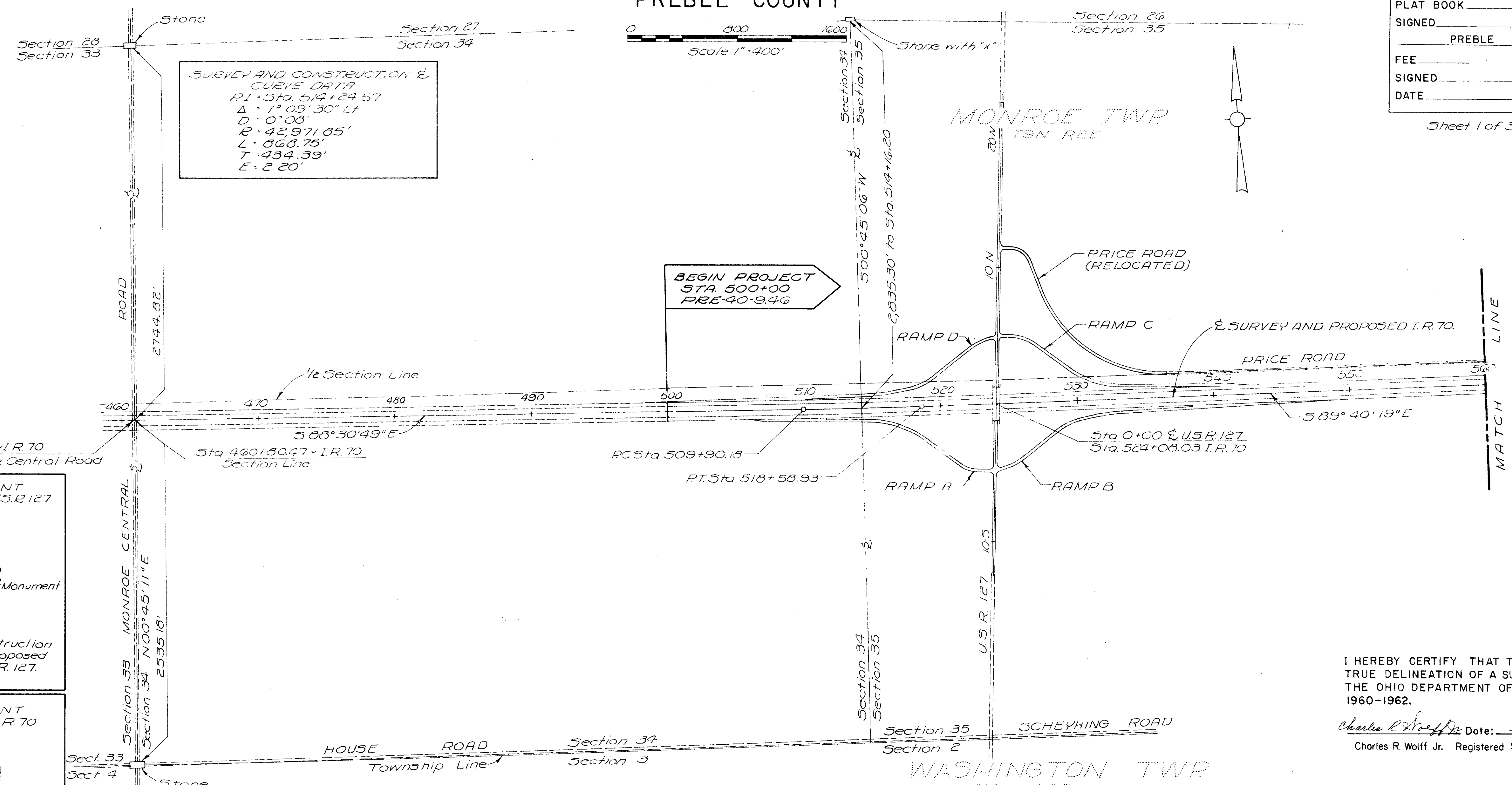
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

243
273
1
31

PREBLE COUNTY
PRE-40-946

RECEIVED _____ AT _____
 RECORDED _____
 PLAT BOOK _____ PAGE _____
 SIGNED _____ RECORDER
 _____ PREBLE COUNTY, OHIO
 FEE _____
 SIGNED _____
 DATE _____ DIVISION ENGINEER

Sheet 1 of 3 Sheets



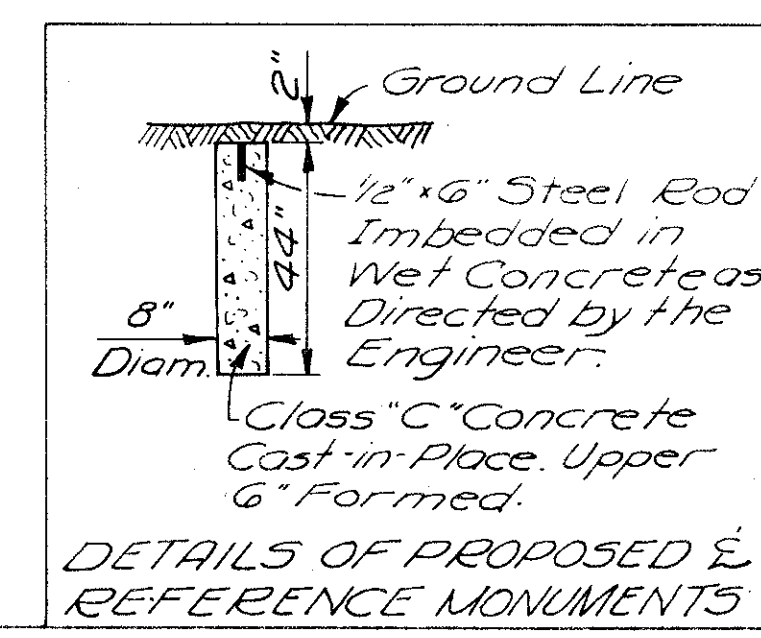
CENTERLINE REFERENCE MONUMENTS
To be set 2" underground after construction

Station	Point	Remarks	Station	Point	Remarks
I.R. 70			U.S.R. 127		
500+00	P.O.T.	Set under Project PRE-40-1.85	6+35.365	P.O.T.	
509+90.18	P.C.		2+00 S	P.O.T.	
518+58.93	P.T.		2+00 N	P.O.T.	
530+00	P.O.T.		8+00 N	P.O.T.	
540+00	P.O.T.		14+32 N	P.O.T.	
550+00	P.O.T.				
560+00	P.O.T.				

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1960-1962.

Charles R. Wolff Jr. Date: Sept. 24, 1962
 Charles R. Wolff Jr. Registered Surveyor No. 4223

THIS PLAN PREPARED BY THE OHIO DEPARTMENT OF HIGHWAYS



DATE OF COMPLETION Sept. 24, 1962
 Revision Date Description of Revision

LOCATION PLAN

DEPARTMENT OF HIGHWAYS
I.R. 70 LIMITED ACCESS HIGHWAY
MONROE & HARRISON TOWNSHIPS
PREBLE COUNTY

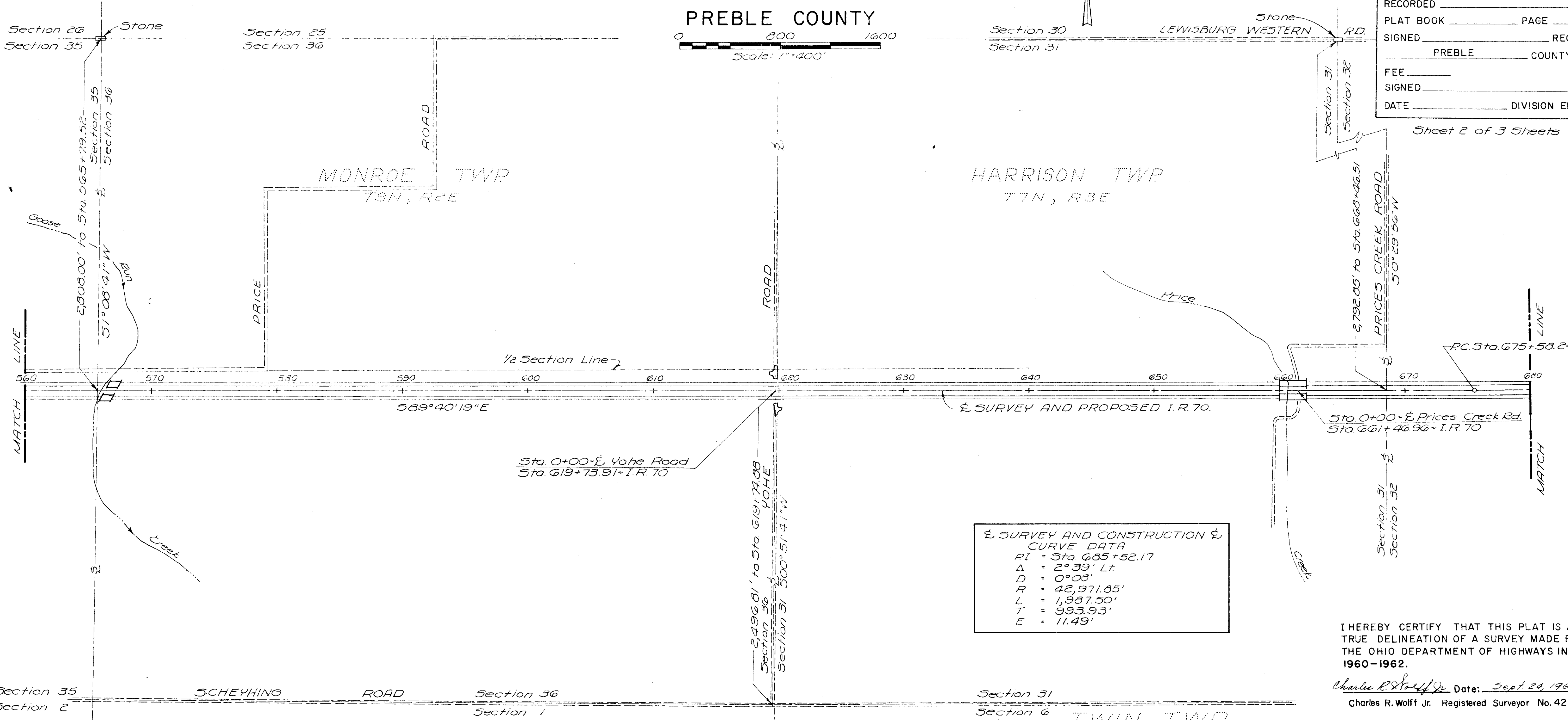
THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 500+00 TO STATION 745+00 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME 45, PAGE 745 OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

PREBLE COUNTY
PRE-40-9.46

RECEIVED _____ AT _____
 RECORDED _____
 PLAT BOOK _____ PAGE _____
 SIGNED _____ RECORDER
 _____ PREBLE COUNTY, OHIO
 FEE _____
 SIGNED _____
 DATE _____ DIVISION ENGINEER

Sheet 2 of 3 Sheets



I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1960-1962.

Charles R. Wolff Jr. Date: Sept. 24, 1962
 Charles R. Wolff Jr. Registered Surveyor No. 4223

THIS PLAN PREPARED BY THE OHIO DEPARTMENT OF HIGHWAYS

CENTERLINE REFERENCE MONUMENTS To be set 2" underground after construction					
Station	Point	Remarks	Station	Point	Remarks
560+00	P.O.T.	See Sheet No. 1	620+00	P.O.T.	
570+00	P.O.T.		630+00	P.O.T.	
580+00	P.O.T.		640+00	P.O.T.	
590+00	P.O.T.		650+00	P.O.T.	
600+00	P.O.T.		660+00	P.O.T.	
610+00	P.O.T.		670+00	P.O.T.	
			675+58.24	P.C.	
			680+00	P.O.C.	

DATE OF COMPLETION Sept. 24, 1962
 Revision Date _____ Description of Revision _____

LOCATION PLAN

DEPARTMENT OF HIGHWAYS
 IR. 70 LIMITED ACCESS HIGHWAY
 HARRISON TOWNSHIP
 PREBLE COUNTY

THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 500+00 TO STATION 745+00 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME 45, PAGE 745 OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.

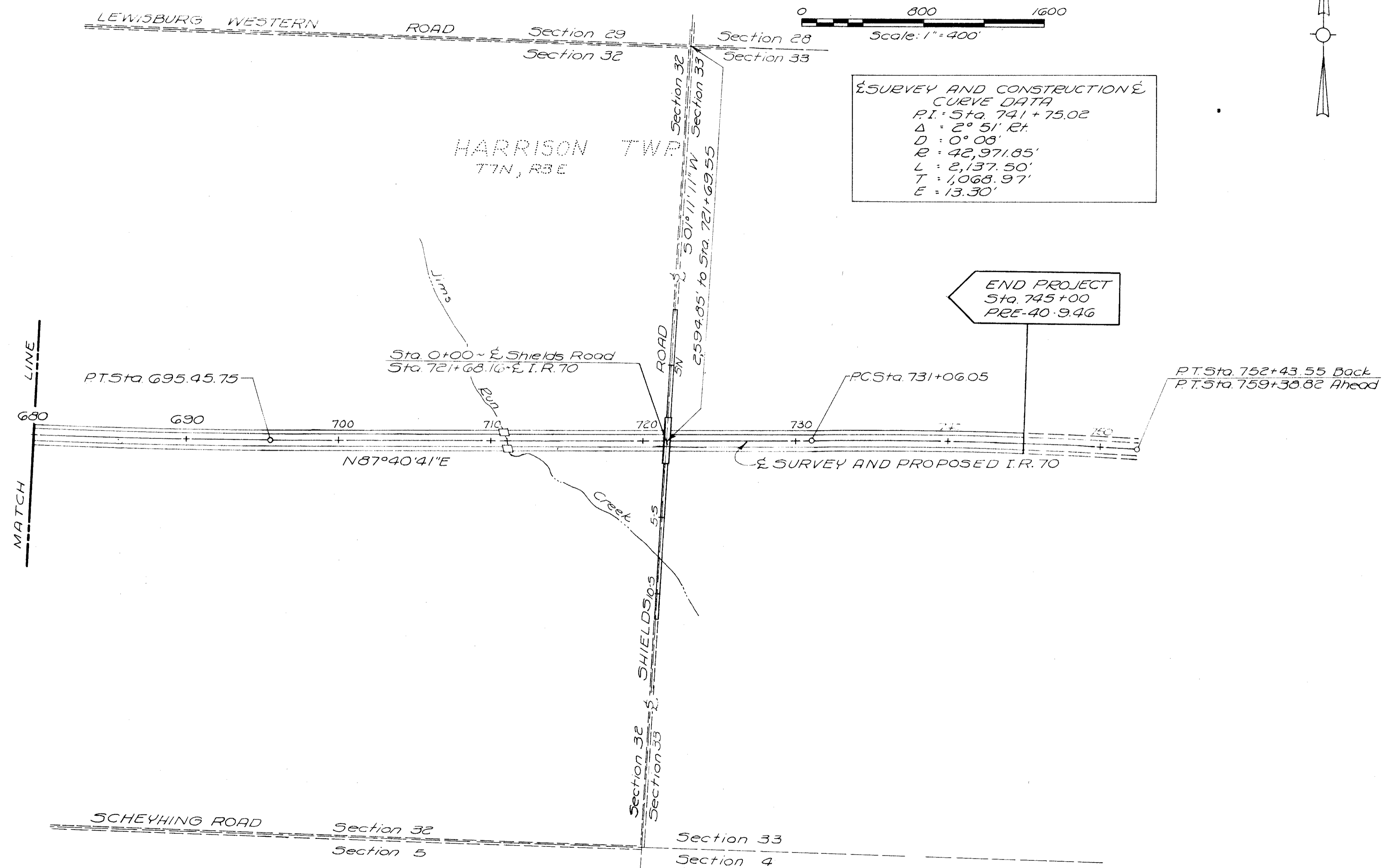
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

PREBLE COUNTY
 PRE-40-9.46

245
 273
 3
 31

§ SURVEY AND CONSTRUCTION §
 CURVE DATA
 P.I. = Sta. 685+52.17
 Δ = 2° 39' Lt
 D = 0° 08'
 R = 42,971.85'
 L = 1987.50'
 T = 993.93'
 E = 11.49'

§ SURVEY AND CONSTRUCTION §
 CURVE DATA
 P.I. = Sta. 741+75.02
 Δ = 2° 51' Rt
 D = 0° 08'
 R = 42,971.85'
 L = 2,137.50'
 T = 1,068.97'
 E = 13.30'



RECEIVED _____ AT _____
 RECORDED _____
 PLAT BOOK _____ PAGE _____
 SIGNED _____ RECORDER
 _____ PREBLE COUNTY, OHIO
 FEE _____
 SIGNED _____
 DATE _____ DIVISION ENGINEER

Sheet 3 of 3 Sheets

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1960-1962.

Charles R. Wolff Jr. Date: Sept 24, 1962
 Charles R. Wolff Jr. Registered Surveyor No. 4223

THIS PLAN PREPARED BY THE OHIO DEPARTMENT OF HIGHWAYS

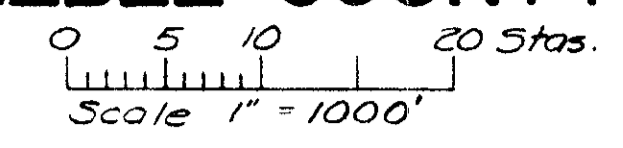
CENTERLINE REFERENCE MONUMENTS To be set 2" underground after construction		
Station	Point	Remarks
680+00	P.O.C.	See Sheet No. 2
690+00	P.O.C.	
695+45.75	R.T.	
700+00	H.O.T.	
710+00	P.O.T.	
720+00	P.O.T.	
731+06.05	P.C.	
740+00	P.O.C.	
745+00	P.O.C.	

TWIN TWP
 T6N R3E

DATE OF COMPLETION <u>Sept 24, 1962</u>	
Revision Date	Description of Revision

PROPERTY MAP

PREBLE COUNTY



FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO	PRE-40-9.46	273

PREBLE COUNTY

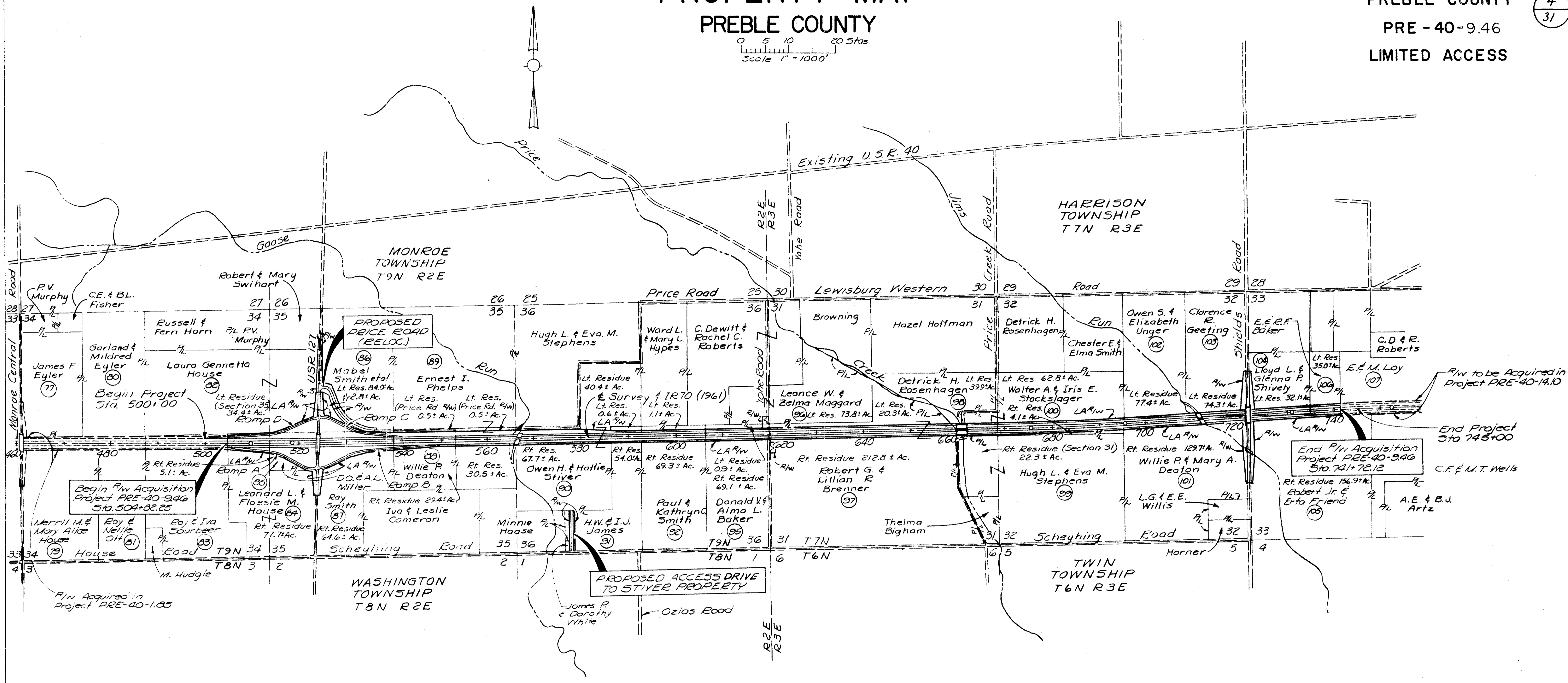
PRE - 40-9.46

LIMITED ACCESS

246

4

31



Traced By E.M.s 7-24-61

DATE OF COMPLETION	Sept. 24, 1962
Revision Date	Description of Revision

R/W SUMMARY

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

PARCEL NO.	OWNER	DEED RECORD		RECORD AREA	TO BE ACQUIRED		SHEET NO.	RESIDUE		REMARKS	PARCEL NO.	OWNER	DEED RECORD		RECORD AREA	TO BE ACQUIRED		SHEET NO.	RESIDUE		REMARKS				
		BOOK	PAGE		LAND	BLDG'S		LEFT	RIGHT				BOOK	PAGE		LAND	BLDG'S		LEFT	RIGHT					
82-WL	Laura Gennetta House	142	360	40.22	3.485	Yes	8-26-27	34.4±			93												Not Used		
82-DE	" " "				0.284	Yes	8-26				94												Not Used		
82	" " "				0.736	No	27																		
82-WA-1	" " "					No	7				95 WL	Donald V Baker and Alma L Baker	196	484	80.0	7.694	No	14	0.9±	69.1±					
82-WA-2	" " "					No	27				95 DE	" " " " " " "				2.174	No	14							
82-T	" " "				0.156	No	27				95	" " " " " " "				0.043	No	14							
											96	Leonce W. Maggard and Zelma Maggard	190	581	74.0	0.146	No	14	73.8±						
83-WL	Ray Sourbeer and Iva Sourbeer	157	459				7			Acquired Under PRE-40-1-95	97 WL	Robert G. Brenner and Lillian R. Brenner	221	79	271.78	23.501	No	14-17	20.3±	212.8±					
83-DE	" " " " " "						7				97 DE	" " " " " " "				14.829	No	14-17							
											97	" " " " " " "				0.186	No	15							
84-WL-1	Leonard L. House and Flossie M. House	156	519	48.15	7.499	No	7	40.7±			98 WL	Detrick H. Rosenhagen	151	635	40.65	0.766	No	17	39.9±						
84-WL-2	" " " " " " "	156	519	38.0	0.514	No	25-26	37.0±																	
84	" " " " " " "				0.008	No	25																		
											99 WL	Hugh L. Stephens and Eva M. Stephens	176	36	22.75	0.301	No	17		22.3±					
85-WL	David Oscar Miller and Annie L. Miller	188	519	17.46	11.784	Yes	7-8 25-26	5.1±*	*Landlocked		99 DE	" " " " " " "				0.170	No	17							
											100 WL	Walter A. Stockslager and Iris E. Stockslager	137	209	89.60	21.322	No	17-20	62.8±	*4.1±	*3.8± Landlocked				
86-WL	Nobel Smith, Minnie Smith, Fannie Dyffield, Ray Smith, Myrl Smith and Paul Smith	194	134	98.0	4.943	No	8-9 26-27	86.8±	*Includes 28±± of Pure R/R		100 DE	" " " " " " "				1.190	No	18							
86	" " " " " " "				4.346	No	27-28				101 WL	Willie R. Deaton and Mary A. Deaton	207	575	142.0	8.956	No	19-21		129.7±					
86-X-1	" " " " " " "				0.216	No	26-27				101 DE	" " " " " " "				1.704	No	20-21							
86-X-2	" " " " " " "				0.265	No	27				101	" " " " " " "				1.018	No	21,30							
86-X-3	" " " " " " "				0.398	No	27				101 X	" " " " " " "				0.027	No	30							
86-T-1	" " " " " " "				0.897	No	26-27				101 WA	" " " " " " "					No	30							
86-T-2	" " " " " " "				0.814	No	27																		
											102 WL	Owen S. Unger and Elizabeth Unger	205	562	80.0	2.554	No	20	77.4±						
											103 WL	Clarence R. Geeting	129	420	80.0	4.587	No	20-21	74.3±						
87-WL	Ray Smith	185	21	84.49	16.718	Yes	8-9 25-26	64.6±			103 X	" " " " " " "				0.263	No	20-21							
87	" " " " " " "				0.007	No	25				103 T	" " " " " " "				0.213	No	20-21							
87-DE	" " " " " " "				1.768	No	9				103	" " " " " " "				0.660	No	31							
87-T	" " " " " " "				1.125	No	25-26																		
											104 WL	Lloyd L. Shively and Glenna R. Shively	220	45	40.0	6.894	No	21-22	32.1±						
											104	" " " " " " "				0.626	No	31							
88-WL	Willie R. Deaton	154	509	40.0	8.509	Yes	9-10	0.5±* 29.4±	*P&O Price Road Left Residue		104 X	" " " " " " "				0.043	No	22							
88-DE	" " " " " " "				1.626	Yes	9-10				105 WL	Robert Friend, Jr. and Erta Friend	229	255	160.0	1.222	No	21-22		156.9±					
88-T	" " " " " " "				0.110	No	10				105	" " " " " " "				0.831	No	30							
											105 DE	" " " " " " "				0.575	No	22							
											105 X	" " " " " " "				0.026	No	30							
89-WL	Ernest I. Phelps	224	148	40.0	7.968	Yes	10-11	0.5±* 30.5±	*P&O Price Road Left Residue																
89-DE-1	" " " " " " "				0.858	No	10				106 WL	Ernest Baker and E. Francine Baker	207	480	39.23	4.247	No	22-23	35.0±						
89-DE-2	" " " " " " "				0.205	No	11																		
											90 WL	Owen H. Stiver and Hattie Stiver	148	506	122.0	12.760	No	11-12	40.4±	67.7±	67.7 may be landlocked				
											90 DE	" " " " " " "				1.146	No	11-12							
											90 WA	" " " " " " "					No	29							
91 WL	Harold W. James and Idella J. James	232	369	59.5	3.836	No	12-13	*0.6± 54.0±	*Landlocked																
91 T	" " " " " " "				1.089	No	29		Temp Parcel - Not Included in Parcel 90																
92 WL	Paul Smith and Kathryn C. Smith	203	96	80.0	7.937	No	13-14	*1.1± 69.3±	*Landlocked																
92 DE	" " " " " " "				1.634	No	13-14																		

DATE OF COMPLETION Sept. 29, 1962
REVISION DATE DESCRIPTION OF REVISION

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

UTILITIES

COMPANY NAME AND MAILING ADDRESS	LOCATION	SIDE OF ROAD	TYPE	APPROX VOLTAGE	NO. OF WIRES OR PIPE SIZE	CROSSING & OR PARALLEL
Darke Rural Electric Co-op, Inc. Greenville, Ohio	Yohe Road Sta. 619+50 IR 70	East	Electric	7200V	3 Wires	Crossing
	Prices Creek Road Sta. 667+15 IR 70	East	Electric	7200V Single Phase	2 Wires	Crossing
Dayton Power & Light Co. 200 W. Main St. Eaton, Ohio	USR 127 Sta. 524+14 IR 70	East	Electric	7200V Single Phase	2 Wires	Crossing
	Sta. 524+20 to Sta. 573+60 IR 70	Left	Electric	7200V Single Phase	2 Wires	Parallel
	Sta. 527+81 IR 70	---	Gas	---	8" Metal Pipe	Crossing
	Drive Sta. 573+65 IR 70	East	Electric	7200V Single Phase	2 Wires	Crossing
Ohio Telephone Service Co. Eaton, Ohio	Shields Road Sta. 721+45 IR 70	West	Electric	7200V	2 Wires	Crossing
	USR 127 Sta. 523+56 IR 70	West	Telephone	---	10 Wires	Crossing
General Telephone Co. Brookville, Ohio	Sta. 540+00 to Sta. 573+20 IR 70	Left	Telephone	---	2 Wires	Parallel
	Drive Sta. 573+50 IR 70	West	Telephone	---	2 Wires	Crossing
	Yohe Road Sta. 619+58 IR 70	West	Telephone	---	2 Wires	Crossing
	Prices Creek Road Sta. 661+60 IR 70	East	Telephone	---	4 Wires	Crossing
	Shields Rd Sta. 721+84 IR 70	East	Telephone	---	4 Wires	Crossing

R/W LEGEND PRE-40-9.46

EASEMENT	PARCEL NO.	R/W FENCE SYMBOLS
Standard Highway Easement	82	End Post Assembly _____ (E)
Agreement for Channel Change	82 X	Corner Post Assembly _____ (C)
Agreement for Channel Change	82 X-1	Intermediate Anchor Post Assembly _____ (I)
Temporary Right of Way & Waiver of Damages	82 T	
Temporary Right of Way & Waiver of Damages	82 T-1	
Work Agreement	82 WA	
Work Agreement	82 WA-1	
Warranty Deed Including Limitation of Access	82 WL	
Warranty Deed Including Limitation of Access	82 WL-1	
Drainage Easement	82 DE	
Drainage Easement	82 DE-1	

R/W SHEET INDEX - PRE-40-9.46		
SHEET TITLE	R/W SHEET NO.	NO.
Centerline Plot	1 thru 3	3
Property Map	4	1
R/W Summary	5	1
R/W Legend and Fence Details	6	1
R/W Alignment Sheets	7 thru 31	25

R/W FENCE STREAM CROSSING TABLE

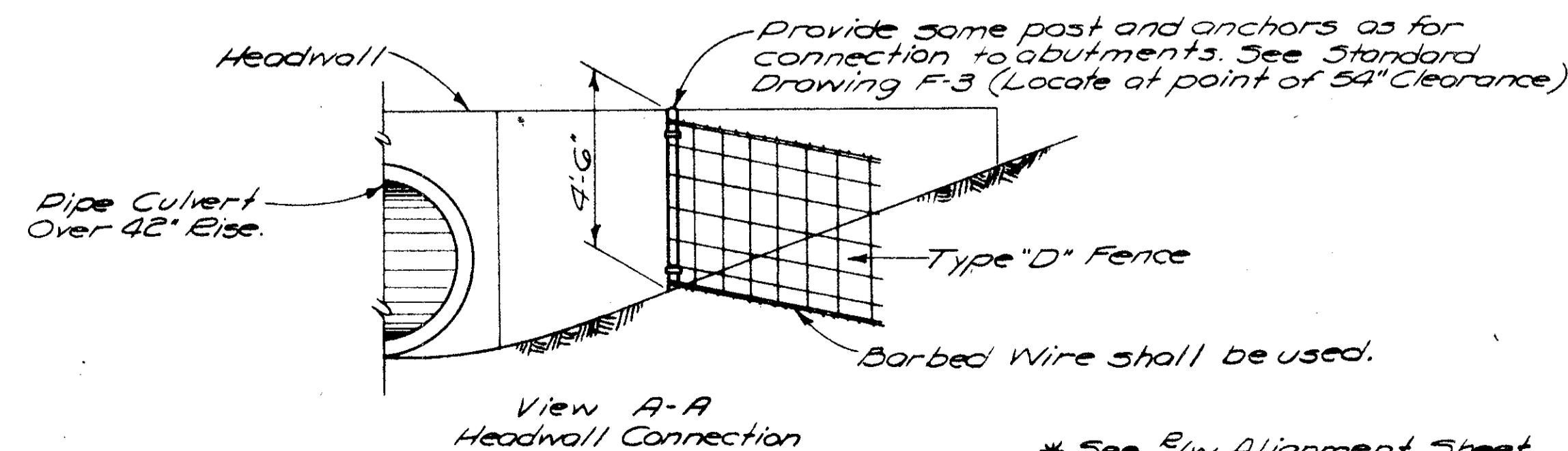
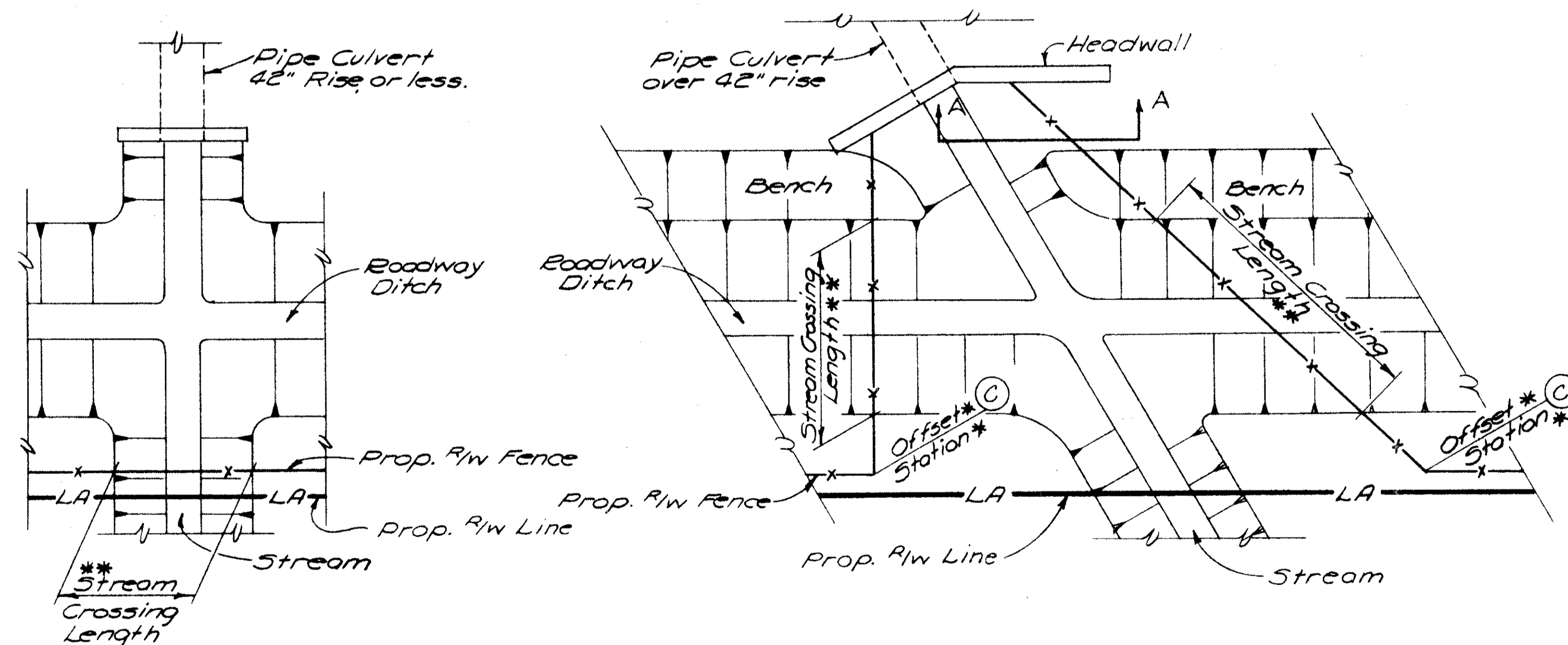
STATION	SIDE	STREAM CROSSING TYPE			LENGTH-I-10 (30'D x 6' W)
		1	2	3	
504+84	Rt.	1			22'
506+67	Lt.	1			34'
506+95	Lt.	1			36'
548+15	Lt.	1			16'
548+38	Lt.	1			16'
557+67	Lt.	1			10'
565+78	Rt.	1			20'
566+50	Rt.	1			20'
567+25	Lt.	1			28'
567+95	Lt.	1			20'
638+12	Lt.	1			16'
662+10	Lt.	1			16'
673+21	Lt.	1			16'
674+28	Lt.	1			16'
678+06	Lt.	1			16'
711+30	Lt.	1			40'
730+00	Lt.	1			31'
730+30	Lt.	1			32'
732+48	Rt.	1			12'
Total					417

Volume I-10 = (2.5X6X417)/27 = 232 Cu. Yds (To Summary)

SUMMARY ITEM SS18 TYPE D R/W FENCE

SHEET NO	LENGTH	SHEET NO	LENGTH	SHEET NO	LENGTH
7	3133	14	3000	21	3021
8	2314	15	3000	22	3032
9	3035	16	3001	23	1000
10	3085	17	2994	25	1045
11	3260	18	3002	26	1242
12	3000	19	3000	27	860
13	3000	20	3000	Total	52,024 *

* The fence shown on this table and throughout right of way plans is not a part of this contract.



R/W FENCE DETAILS
AT PIPE CULVERTS

* See R/W Alignment Sheet
* Type Specified R/W Alignment Sheet.
See Standard Drawing F-2.
I-10 Dimensions shown this sheet.

I-8 CENTERLINE REFERENCE MONUMENTS AS PER PLAN

PRE-40-9.46 & Reference Monuments

66 Each
(To Summary)

DATE OF COMPLETION Sept 24, 1962

Date of Revision 11-2-62 Description of Revision Deleted fence quantities from contract items

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

249
273

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

7
31

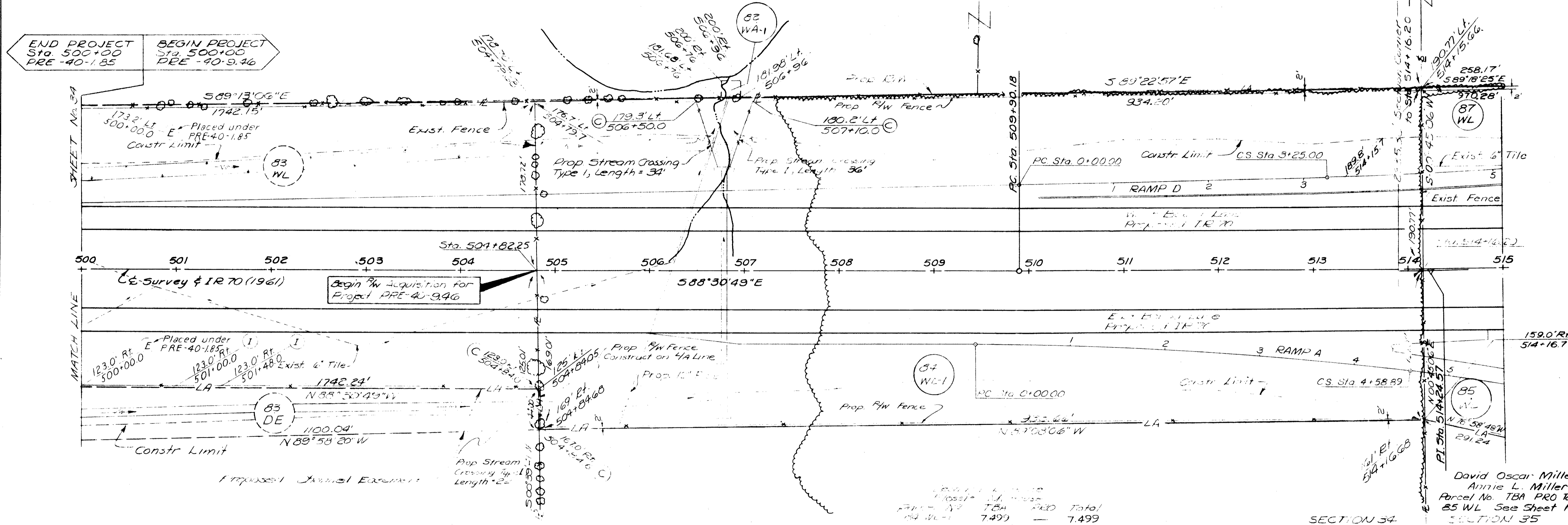
Scale: 1"=50'

MONROE
TOWNSHIP
Sec. 34, T9N, R2E

Laura Gennetta House
Parcel No. TBA PRO Total
02-WA-1

END PROJECT
Sta. 500+00
PRE-40-1.85

BEGIN PROJECT
Sta. 500+00
PRE-40-9.46



SECTION 34

David Oscar Miller
Annie L. Miller
Parcel No. TBA PRO Total
85 WL See Sheet N88
SECTION 35

5.1A. Land locked

Roy Sourbeer
Iva Sourbeer
Parcel No. TBA PRO Total
83-WL See Project PRE-40-1.85
83-DE

Parcel No. TBA PRO Total
84 WL-1 7.499 - 7.499

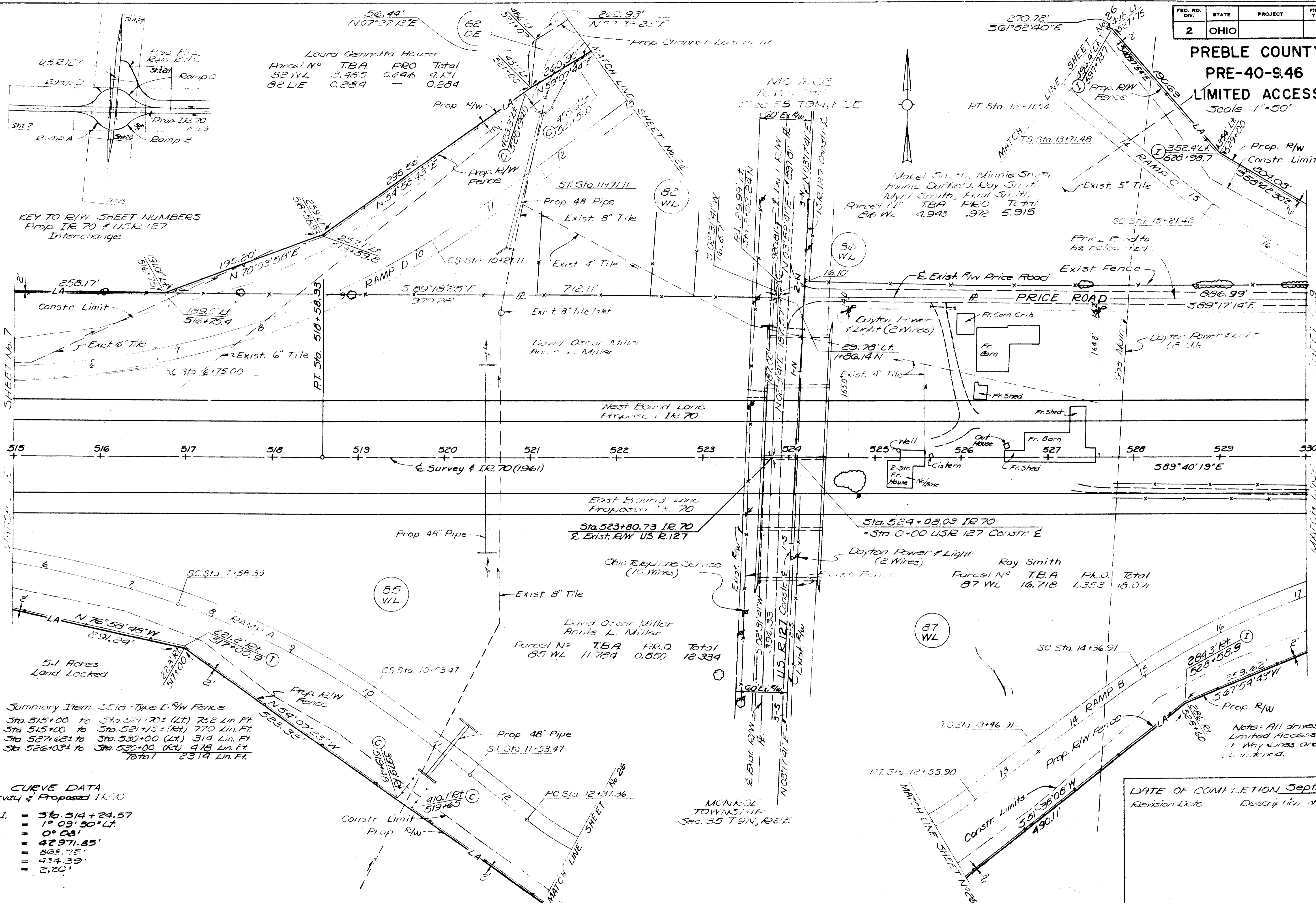
Summary Item 55-18 Type D R/W Fence
Sta. 500+00 to Sta. 515+00 (LT) = 1589 Lin. Ft.
Sta. 500+00 to Sta. 515+00 (RT) = 1544 Lin. Ft.
Total = 3133 Lin. Ft.

CURVE DATA
Survey Proposed U.S. C-20
 $PI = Sta. 514+24.57$
 $\Delta = 1^{\circ}09'30''$ LT
 $D = 0^{\circ}08'$
 $C = 42.971.85'$
 $L = 368.75'$
 $T = 434.39'$
 $E = 2.70'$

DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

Sheet Checked M.C.L. 8-2-62

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
 Scale: 1"=50'



KEY TO R/W SHEET NUMBERS
 Prop. IR 70 & USR 127
 Interchange

Summary Item 551a - Type D R/W Fence
 Sta 515+00 to Sta 521+70 (Lt) 752 Lin. Ft.
 Sta 515+00 to Sta 521+15 (Rt) 770 Lin. Ft.
 Sta 527+68 to Sta 530+00 (Lt) 314 Lin. Ft.
 Sta 526+03 to Sta 530+00 (Rt) 476 Lin. Ft.
 Total 2314 Lin. Ft.

CURVE DATA
 & Survey & Proposed IR 70

P.I.	= Sta. 514 + 24.57
Δ	= 1° 03' 30" Lt.
D	= 0° 08'
R	= 42971.85'
L	= 888.75'
T	= 454.39'
E	= 2.20'

DATE OF COMPLETION Sept. 24, 1962

Revision Date	Description of Revision

**PREBLE COUNTY
PRE-40-946
LIMITED ACCESS**

Scale: 1" = 50'

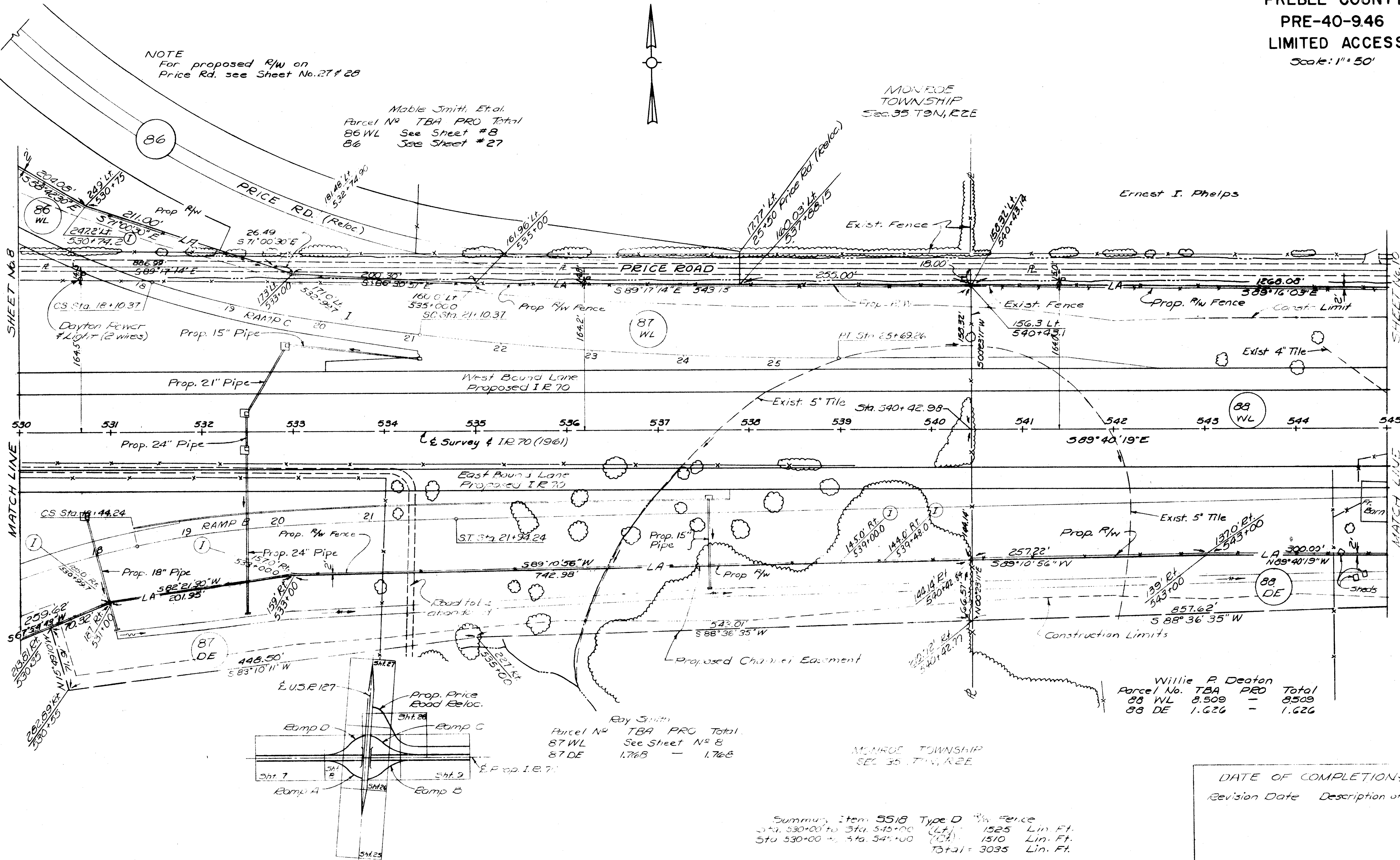
NOTE
For proposed R/W on
Price Rd. see Sheet No. 27 & 28



Mable Smith, Et.al.
Parcel No TBA PRO Total
86 WL See Sheet #8
86 DE See Sheet #27

MONROE
TOWNSHIP
Sec. 35 T9N, R2E

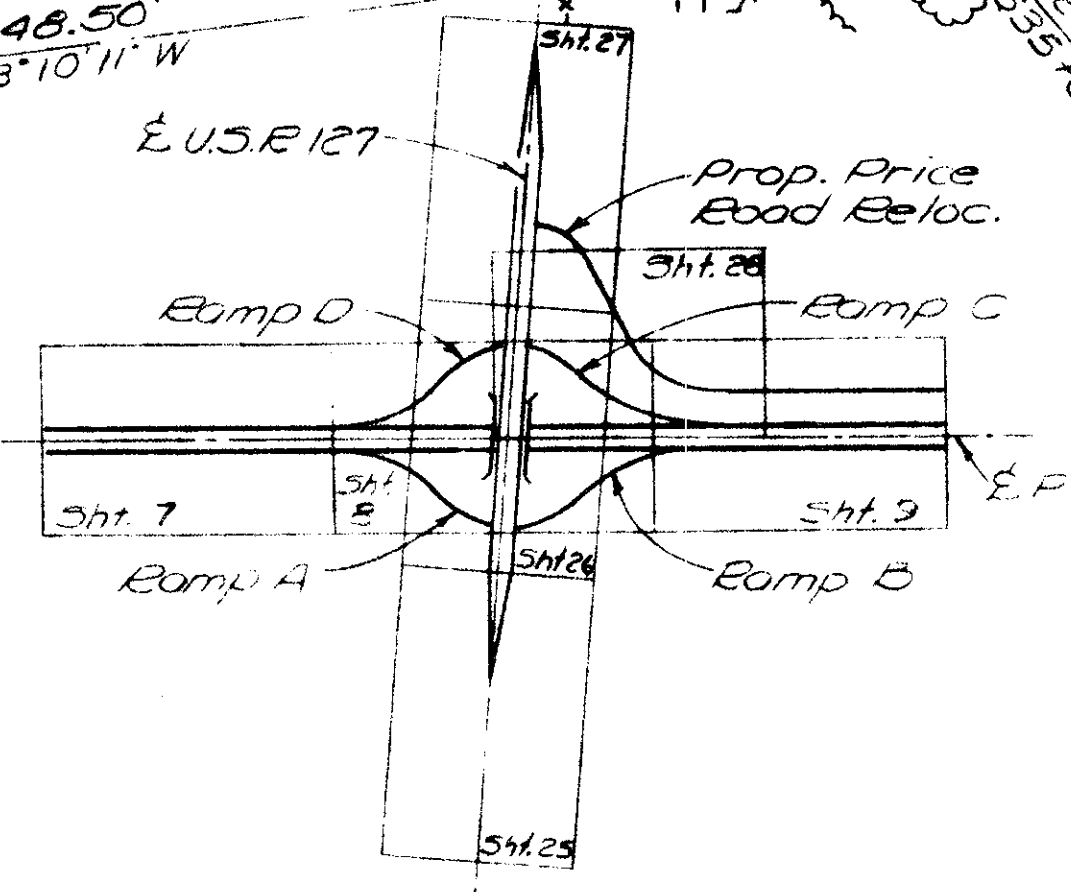
Ernest I. Phelps



Willie P. Deaton
Parcel No. TBA PRO Total
88 WL 8.509 - 8.509
88 DE 1.626 - 1.626

Roy Smith
Parcel No TBA PRO Total
87 WL See Sheet No 8
87 DE 1.768 - 1.768

MONROE TOWNSHIP
SEC. 35, T9N, R2E

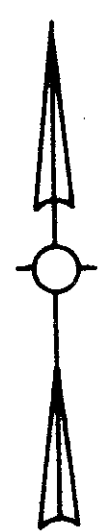


KEY TO R/W SHEET NUMBERS
Prop. I.R. 70 and U.S.R. 127
Interchanges

Summary Item 5518 Type D R/W Fence
Sta. 530+00 to Sta. 545+00 (LT) 1525 Lin. Ft.
Sta. 530+00 to Sta. 545+00 (CH) 1510 Lin. Ft.
Total = 3035 Lin. Ft.

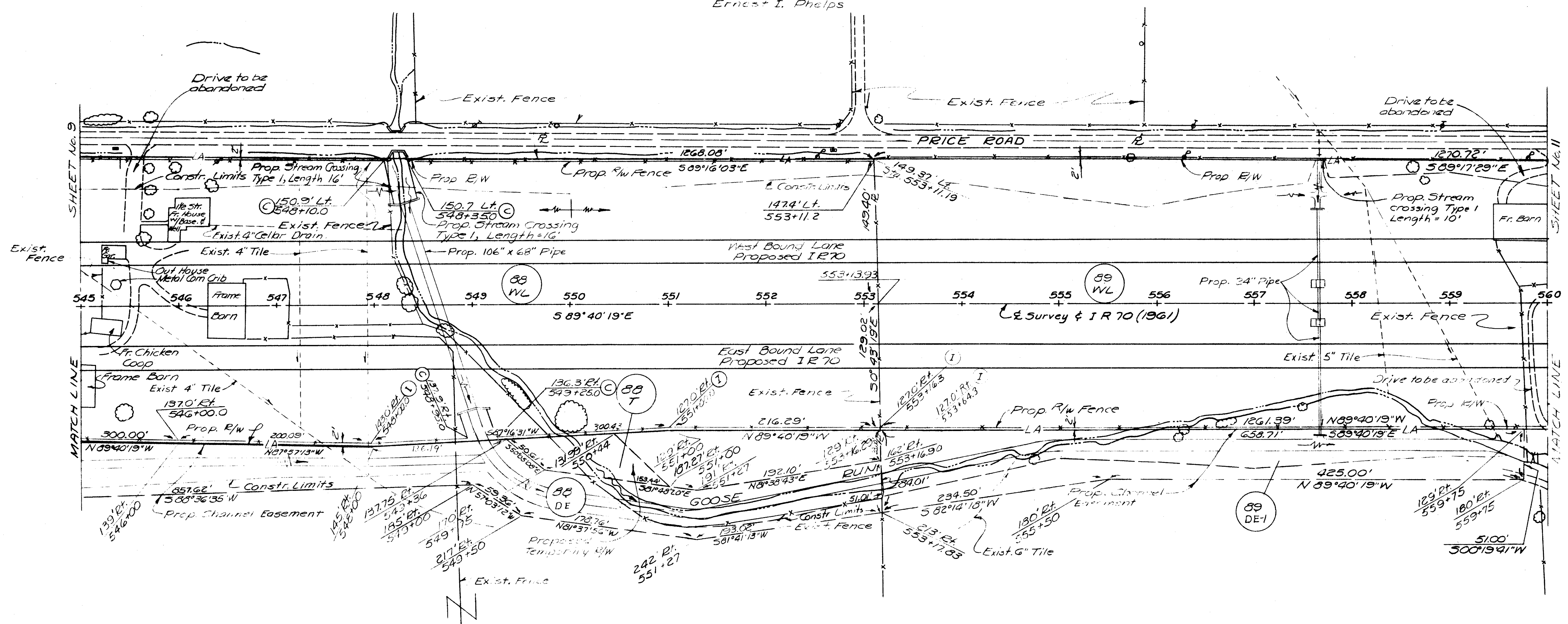
DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1" = 50'



MONROE
 TOWNSHIP
 Sec. 35 T9N, R2E

Ernest I. Phelps



Willie P. Deaton

Parcel No	TBA	P30	Total
88 WL	See Sheet No 9		
88 DE	See Sheet No 9		
88 T	0.110		0.110

Ernest I. Phelps

Parcel No	TBA	P20	Total
89 WL	7.968		7.968
89 DE-1	0.858		0.858

DATE OF COMPLETION Sept. 24, 1962
 Date of Revision Description of Revision

Summary Item 5513 - Type D R/W Fence
 Sta. 545+00 to Sta. 560+00 (LT) = 1560 Lin. Ft.
 Sta. 545+00 to Sta. 560+00 (RT) = 1525 Lin. Ft.
 Total 3085 Lin. Ft.

R/W STA. 545 TO STA. 560

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

253
273
11
31

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1" = 50'

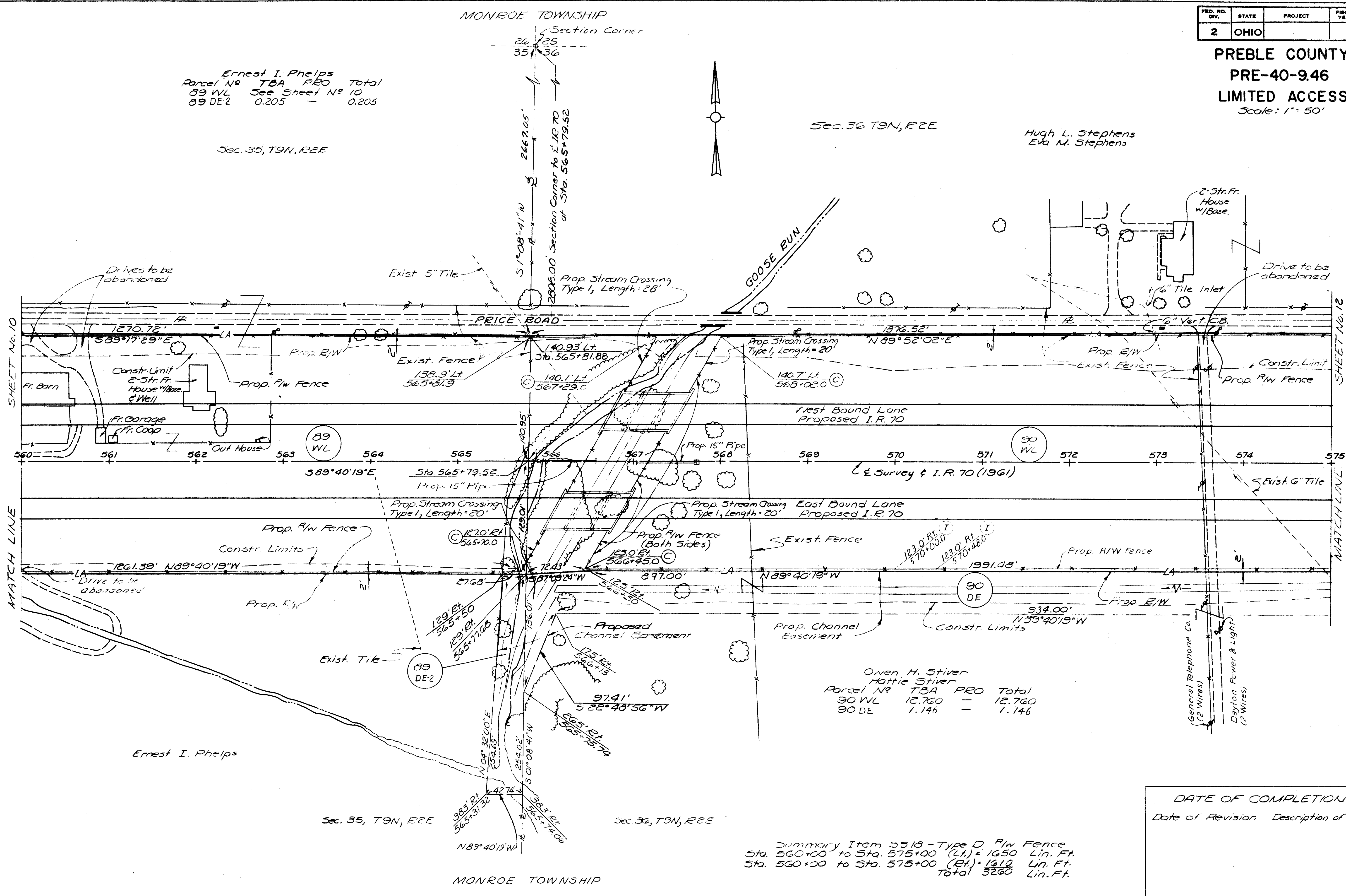
MONROE TOWNSHIP

Ernest I. Phelps
Parcel No TBA PRO Total
89 WL Sec Sheet No 10
89 DE-2 0.205 - 0.205

Hugh L. Stephens
Eva M. Stephens

Sec. 35, T9N, R2E

Sec. 36 T9N, R2E



Owen H. Stiver
Mattie Stiver

Parcel No	TBA	PRO	Total
90 WL	12.760	-	12.760
90 DE	1.146	-	1.146

Summary Item 5518 - Type D R/W Fence
Sta. 560+00 to Sta. 575+00 (Lt.) = 1650 Lin. Ft.
Sta. 560+00 to Sta. 575+00 (Rt.) = 1610 Lin. Ft.
Total 3260 Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
Date of Revision Description of Revision

R/W STA. 560 TO STA. 575

Revised 5/27/62 1049 Revised 10/6 8/22/62

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

254
273

12
31

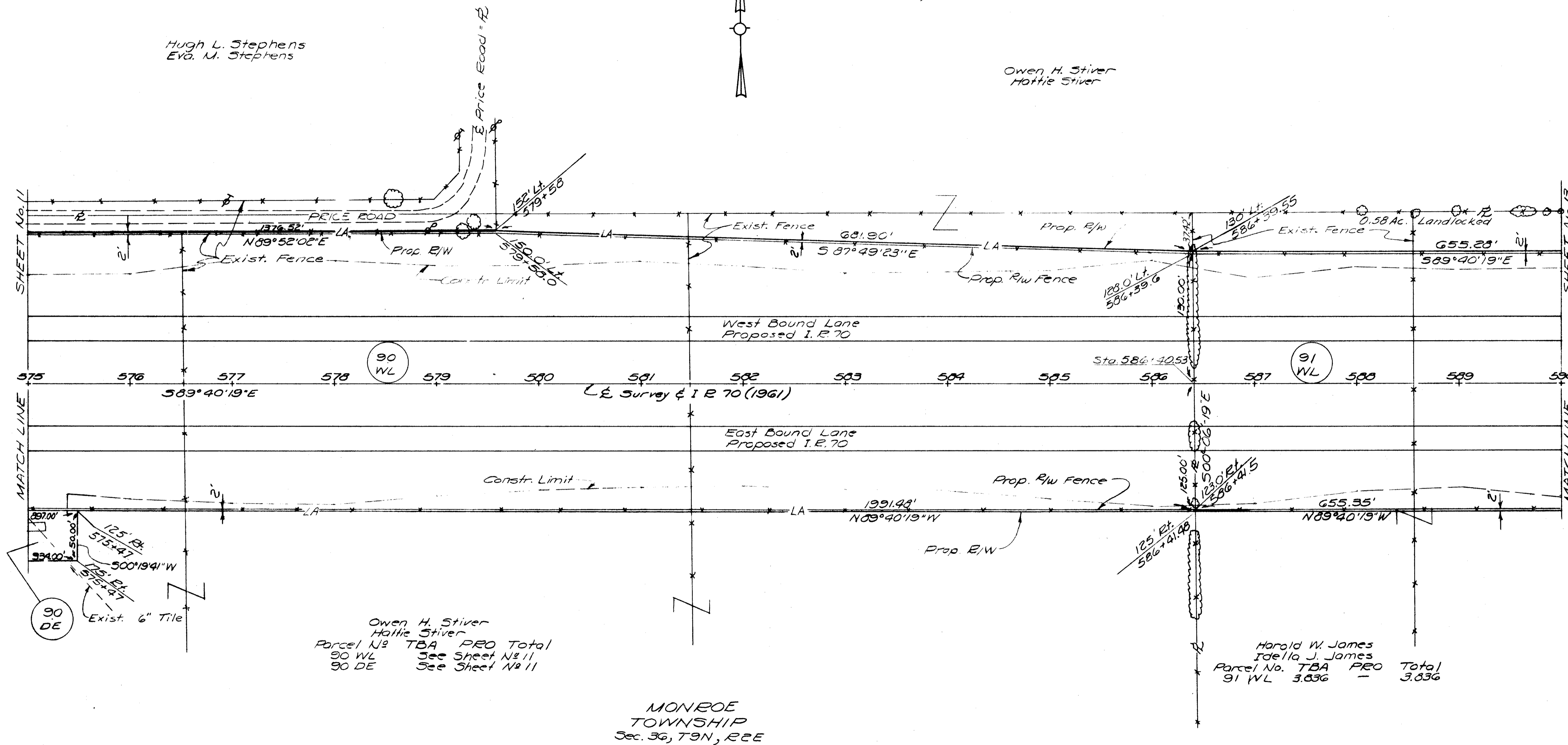
PREBLE COUNTY
PRE-40-946
LIMITED ACCESS

Scale: 1" = 50'

MONROE
TOWNSHIP
Sec 36 T9N, R2E

Hugh L. Stephens
Eva. M. Stephens

Owen H. Stiver
Hattie Stiver



MONROE
TOWNSHIP
Sec. 36, T9N, R2E

Owen H. Stiver
Hattie Stiver
Parcel No. TBA PRO Total
90 WL See Sheet No. 11
90 DE See Sheet No. 11

Harold W. James
Idella J. James
Parcel No. TBA PRO Total
91 WL 3.836 - 3.836

Summary Item 5518 Type D R/W Fence
Sta. 575+00 to Sta. 590+00 (Lt.) = 1500 Lin. Ft.
Sta. 575+00 to Sta. 590+00 (Rt.) = 1500 Lin. Ft.
Total = 3000 Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
Date of Revision Description of Revision

Topp Traced by - Keiley - G-2-G1 - G.N.W. 6-26-61

R/W Sta. 575 to Sta. 590

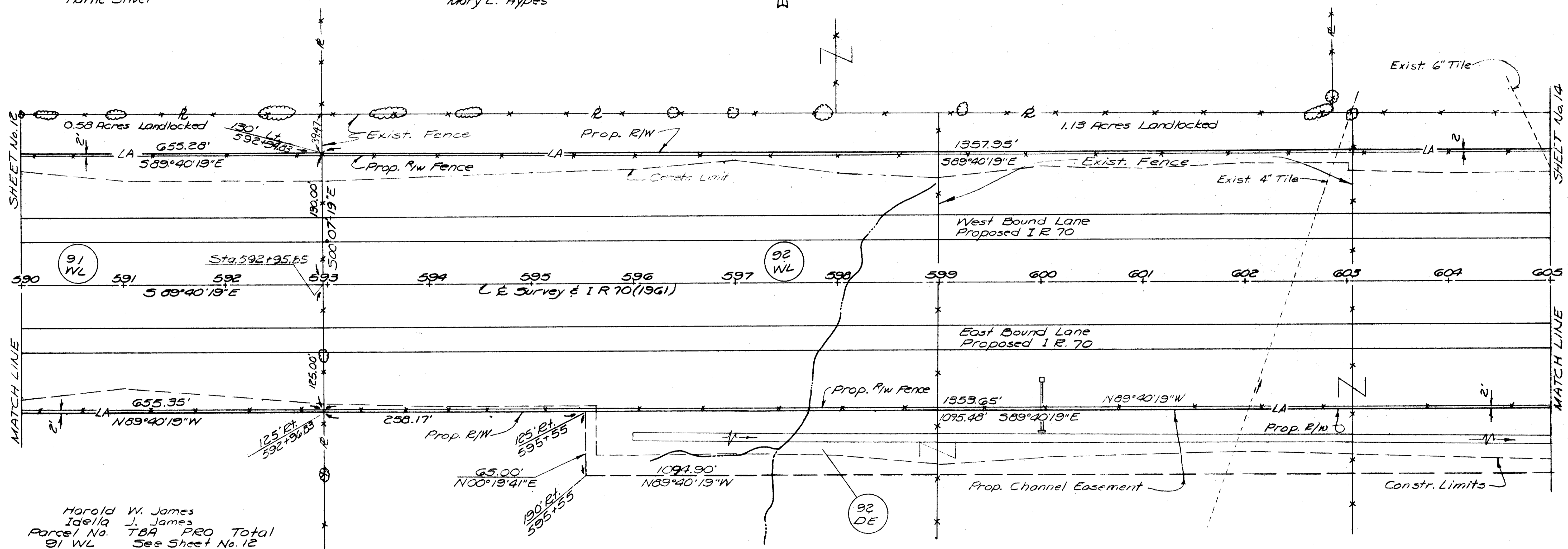
PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1" = 50'

C. Dewitt Roberts
Rachel C. Roberts

MONROE
TOWNSHIP
Sec. 36 T9N, R2E

Owen H. Stiver
Hattie Stiver

Ward L. Hypes
Mary L. Hypes



Harold W. James
Idella J. James
Parcel No. TBA PRO Total
91 WL See Sheet No. 12

Paul Smith
Kathryn C. Smith
Parcel No. TBA PRO Total
92 WL 7.937 - 7.937
92 DE 1.634 - 1.634

MONROE
TOWNSHIP
Sec. 36, T9N, R2E

Summary Item 5518 Type D R/W Fence
Sta. 590+00 to Sta. 605+00 (Lt.) = 1500 Lin. Ft.
Sta. 590+00 to Sta. 605+00 (Rt.) = 1500 Lin. Ft.
Total = 3000 Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
Date of Revision Description of Revision

Topo Traced by: 1-11-62 v. G.M.W. 6-26-61

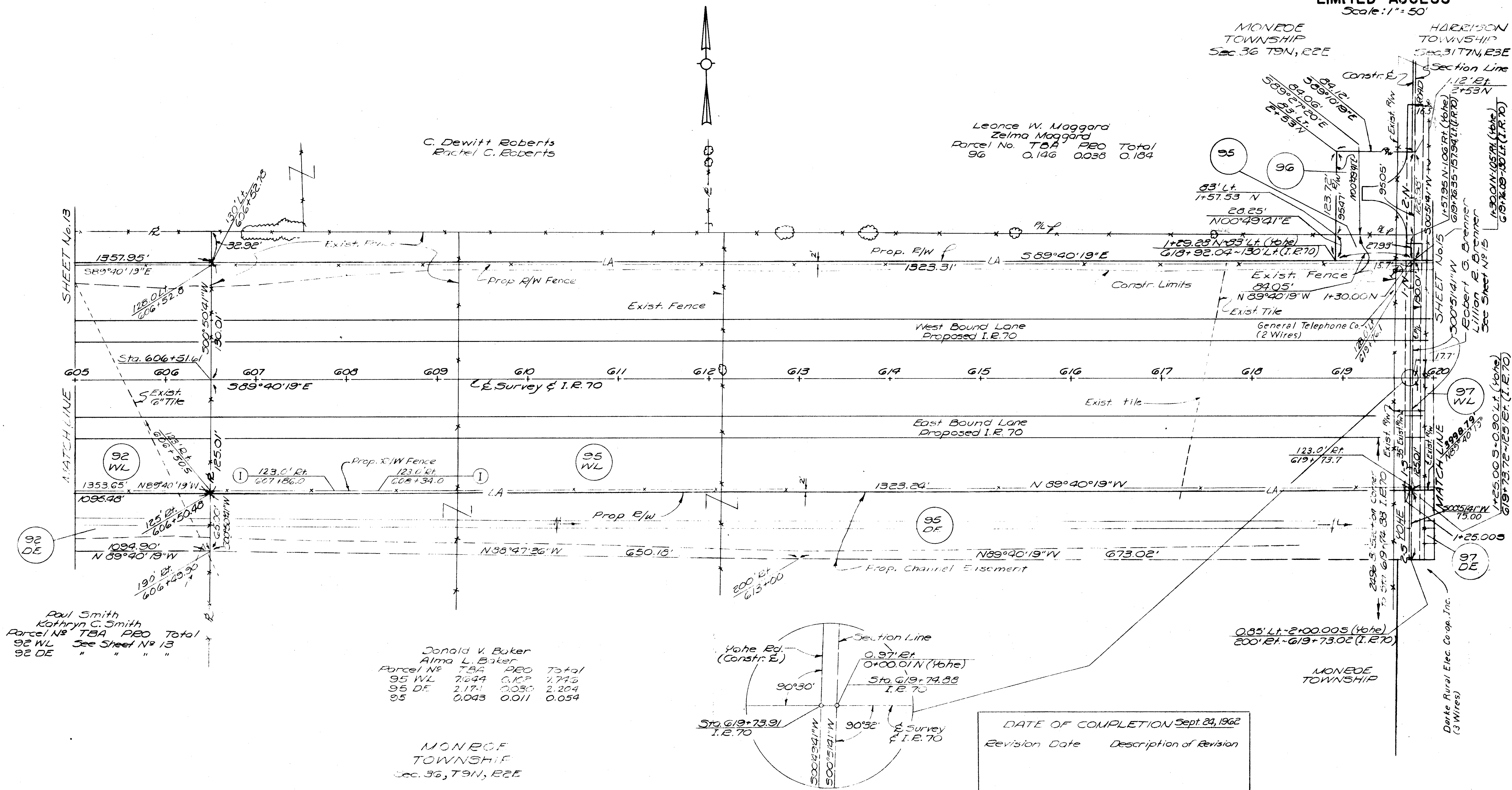
R/W Sta. 590 to Sta. 605

PREBLE COUNTY
PRE-40-946
LIMITED ACCESS
 Scale: 1" = 50'

MONROE TOWNSHIP Sec. 36 T9N, R2E HARRISON TOWNSHIP Sec. 31 T7N, R3E

Leonce W. Maggard
 Zelma Maggard
 Parcel No. TBA PEO Total
 96 0.146 0.038 0.184

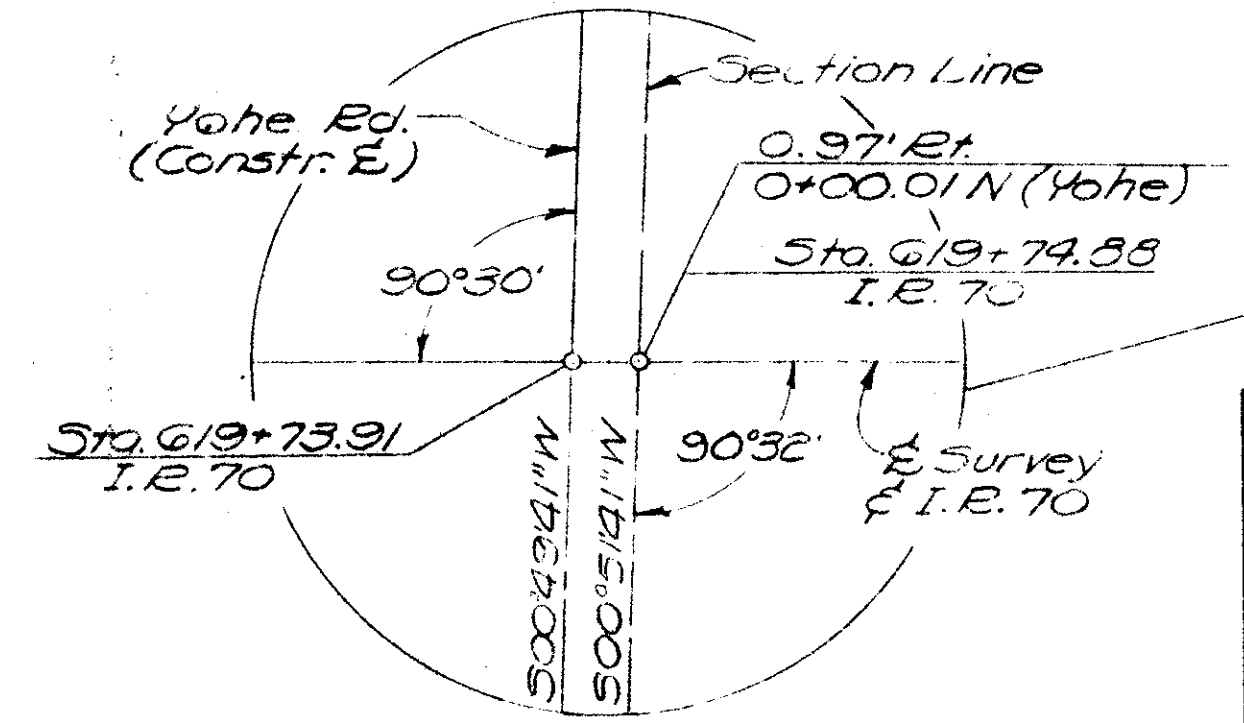
C. Dewitt Roberts
 Rachel C. Roberts



Paul Smith
 Kathryn C. Smith
 Parcel No. TBA PEO Total
 92 WL See Sheet No. 13
 92 DE " " " "

Donald V. Baker
 Alma L. Baker
 Parcel No. TBA PEO Total
 95 WL 7644 0.102 7.745
 95 DE 2.171 0.030 2.204
 95 0.043 0.011 0.054

MONROE TOWNSHIP
 Sec. 36, T9N, R2E



DATE OF COMPLETION	Sept. 24, 1962
Revision Date	
Description of Revision	

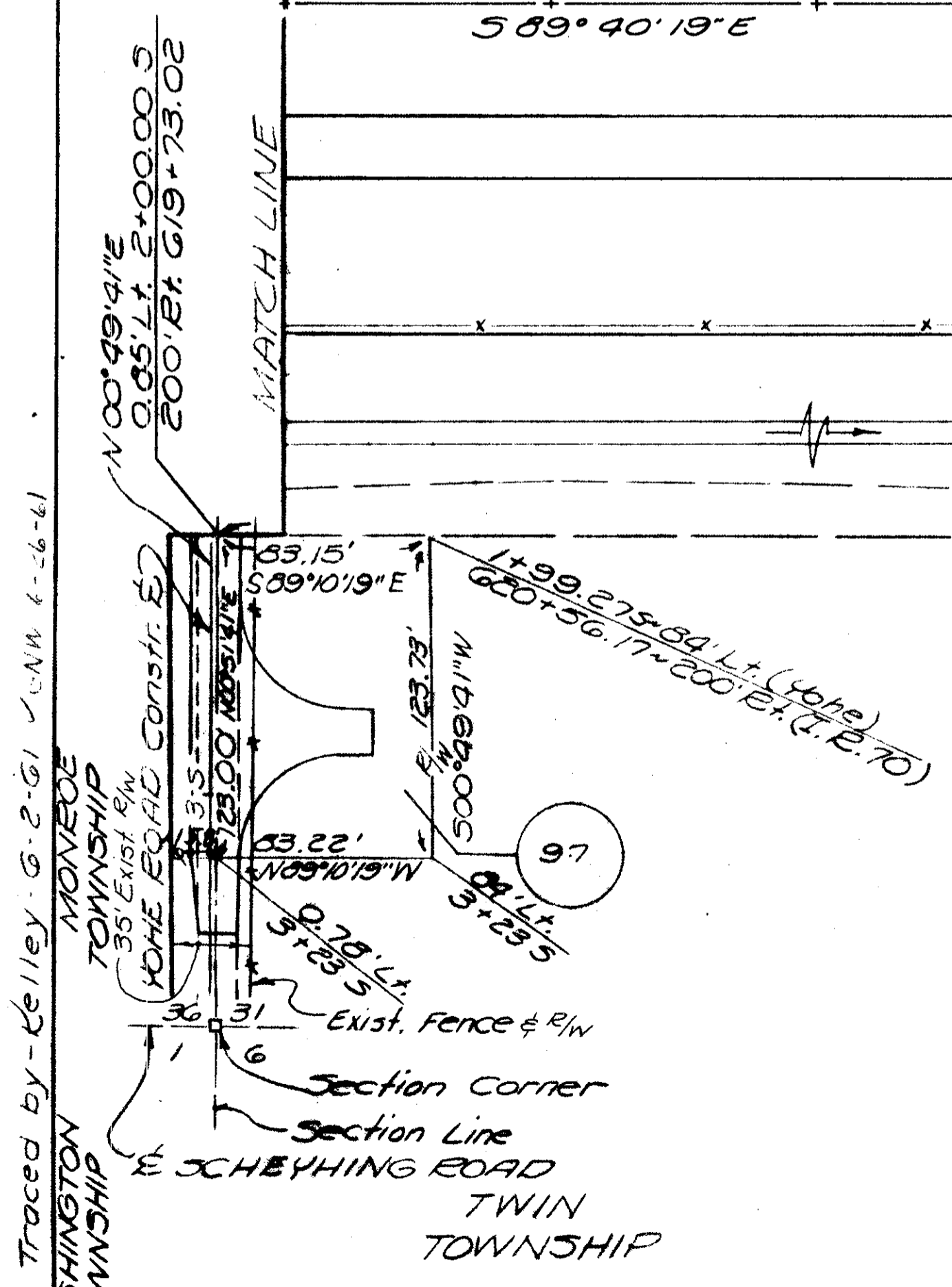
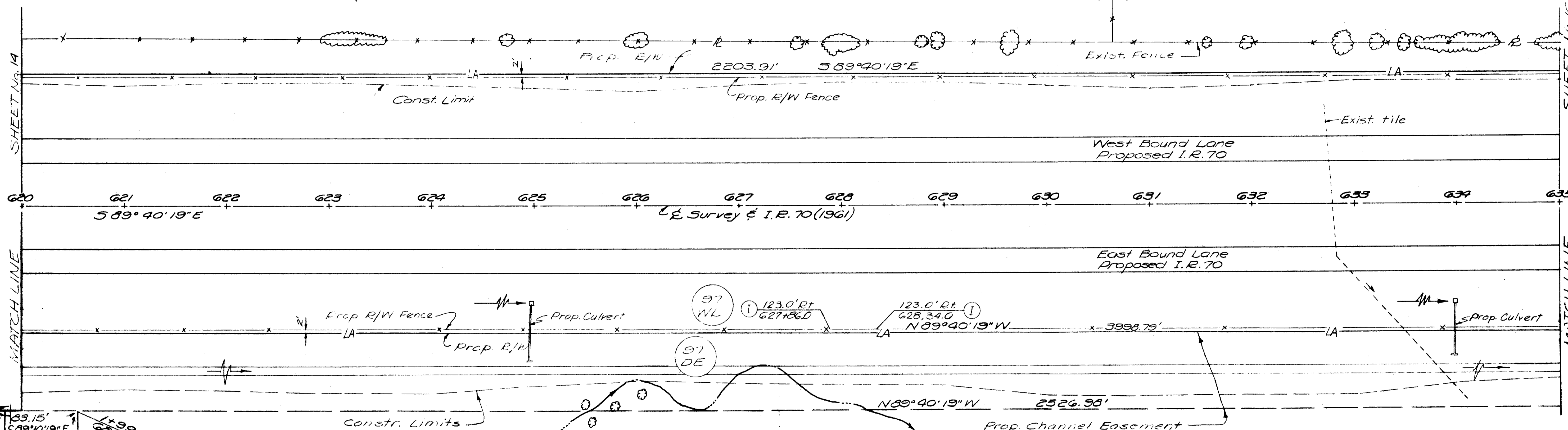
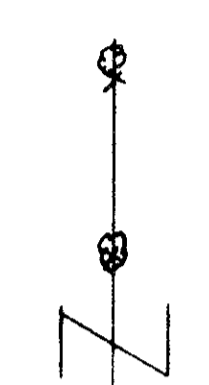
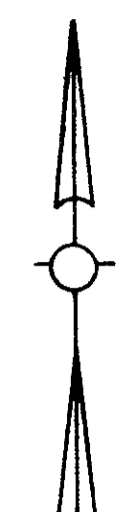
Summary Item 5513 Type D R/W Fence
 Sta. 605+00 to Sta. 620+00 (Lt.) = 1500 Lin. Ft.
 Sta. 605+00 to Sta. 620+00 (Et.) = 1500 Lin. Ft.
 Total 3000 Lin. Ft.

R/W Sta. 605 to Sta. 620

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1"=50'

HARRISON
TOWNSHIP
Sec. 31 T7N, R3E

Leonce W. Maggard
Zelma Maggard



Robert G. Brenner
Lillian B. Brenner

Parcel No	TBA	PEO	Total
97 WL	23.501	0.102	23.603
97 DE	0.186	0.050	0.236
97 DE	14.829	0.030	14.859

HARRISON
TOWNSHIP
Sec. 31, T7N, R3E

Summary Item 5518 Type D R/W Fence

Station Range	(Lt.)	(Et.)	Total	Lin. Ft.
Sta. 620+00 to Sta. 635+00	1500	1500	3000	Lin. Ft.
Sta. 620+00 to Sta. 635+00			5000	Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

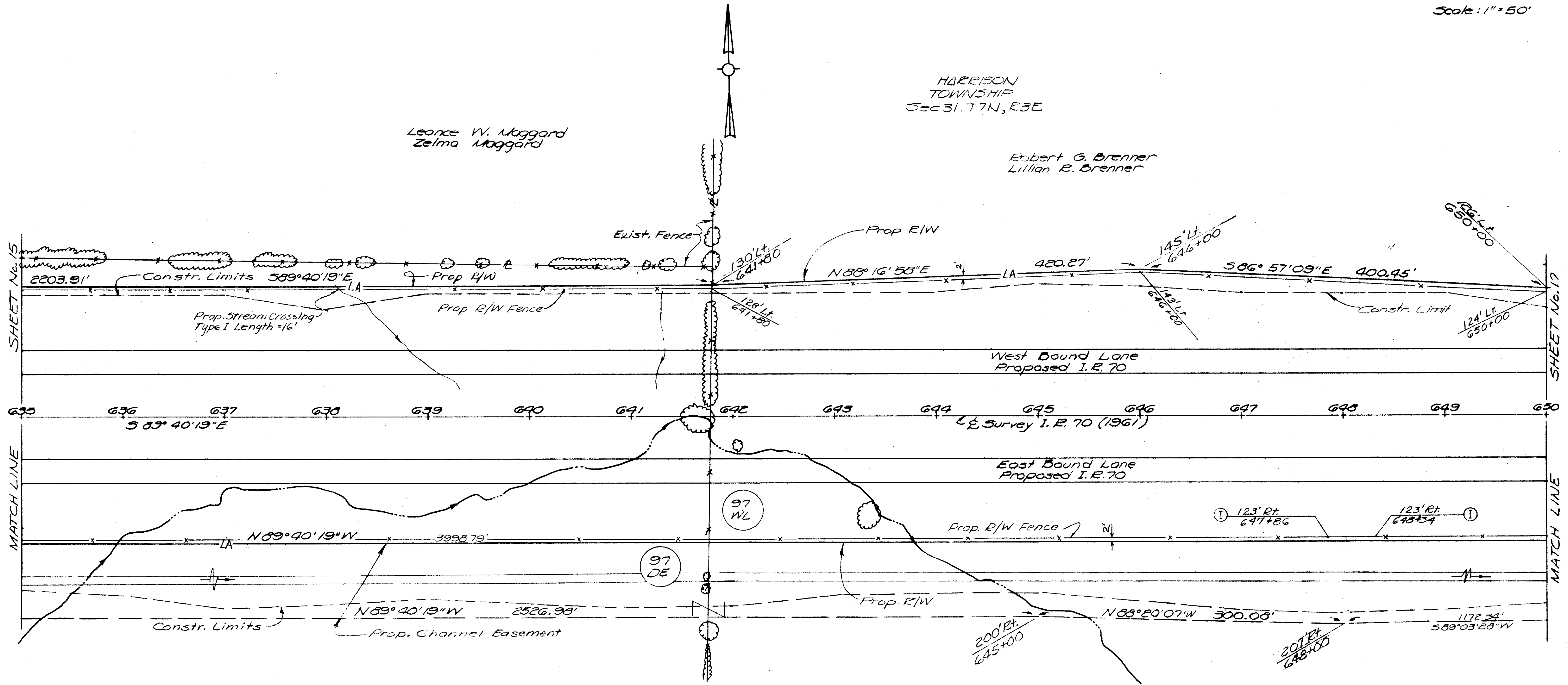
PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

Scale: 1" = 50'

HARRISON
TOWNSHIP
Sec 31, T7N, R3E

Leonce W. Moggard
Zelma Moggard

Robert G. Brenner
Lillian E. Brenner



HARRISON
TOWNSHIP
Sec. 31, T7N, R3E

Robert G. Brenner
Lillian E. Brenner
Parcel No TBA P20 Total
97 WL See Sheet No 15
97 DE " " " "

DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

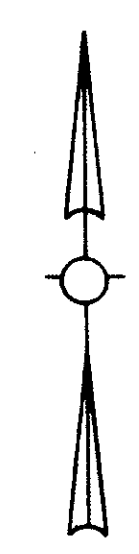
Summary Item 5518 Type D R/W Fence
Sta. 635+00 to Sta. 650+00 (Lt.) = 1501 Lin. Ft.
Sta. 635+00 to Sta. 650+00 (Rt.) = 1500 Lin. Ft.
Total = 3001 Lin. Ft.

Topo Traced by Kelley, G. E. G. I. V. G. N. W. 6-26-61

R/W Sta. 635 to Sta. 650

**PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS**

Scale: 1" = 50'



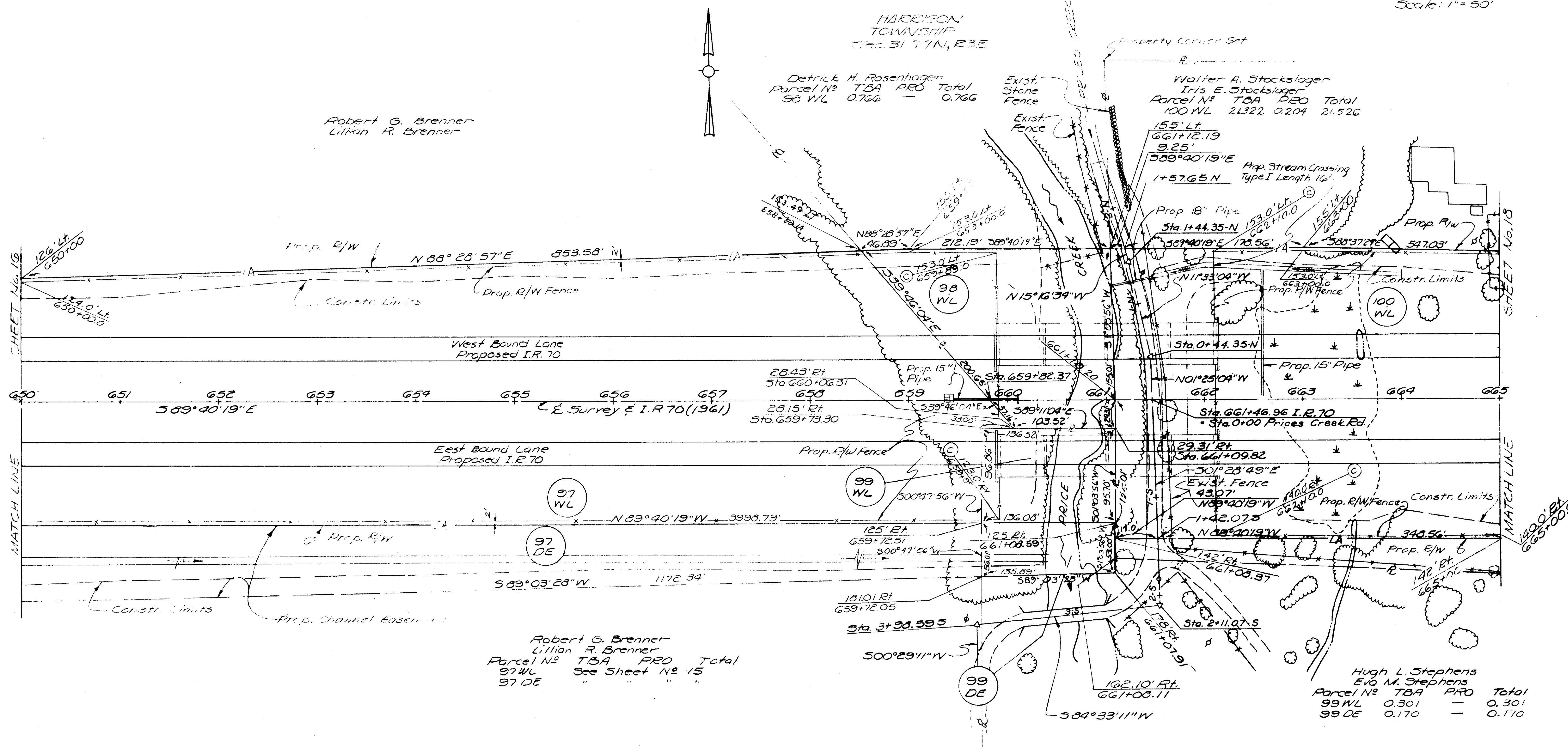
Robert G. Brenner
Lillian R. Brenner

HARRISON
TOWNSHIP
Sec. 31 T7N, R3E

Detrick H. Rosenhagen
Parcel No TBA PEO Total
98 WL 0.766 - 0.766

Property Corner Set

Walter A. Stockslager
Iris E. Stockslager
Parcel No TBA PEO Total
100 WL 2.122 0.209 2.126



Robert G. Brenner
Lillian R. Brenner
Parcel No TBA PEO Total
97 WL See Sheet No 15
97 DE " " " "

Hugh L. Stephens
Eva M. Stephens
Parcel No TBA PEO Total
99 WL 0.301 - 0.301
99 DE 0.170 - 0.170

HARRISON
TOWNSHIP
Sec. 31, T7N, R3E

Summary Item 5518 Type D R/w Fence
Sta. 650+00 to Sta. 665+00 (LT) = 1497 Lin. Ft.
Sta. 650+00 to Sta. 665+00 (RT) = 1497 Lin. Ft.
Total = 2994 Lin. Ft.

DATE OF COMPLETION Sept. 23, 1962
Revision Date Description of Revision

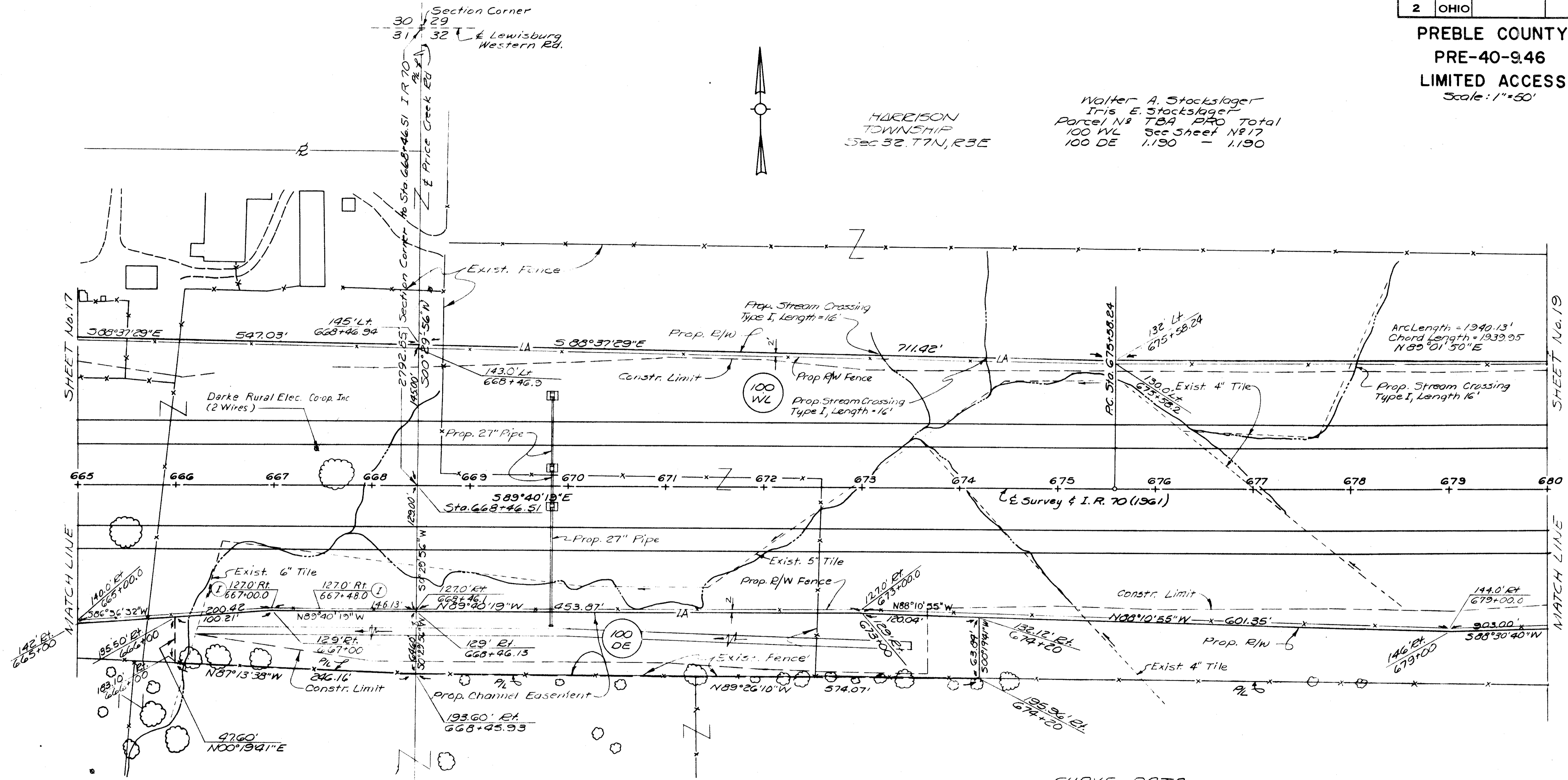
Topo Traced by Kelley G. E. G. 6-26-61 G.N.W. 6-26-61

R/W Sta. 650 to Sta. 665

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1"=50'

HARRISON
TOWNSHIP
Sec 32, T7N, R3E

Walter A. Stockslager
Iris E. Stockslager
Parcel No TBA PRO Total
100 WL Sec Sheet No 17
100 DE 1.190 - 1.190



SHEET No. 17

SHEET No. 19

MATCH LINE

MATCH LINE

Hugh L. Stephens
Eva M. Stephens

HARRISON
TOWNSHIP
Sec. 32, T7N, R3E

CURVE DATA
E SURVEY & I.R. 70
P.I. = Sta. 685+52.17
Δ = 02° 39' Lt.
D = 00° 08'
R = 42,971.85'
L = 1987.50'
T = 993.93'
E = 11.49'

Summary Item 5518 - Type D R/W Fence
Sta. 665+00 to Sta. 680+00 (Lt.) = 1500 Lin. Ft.
Sta. 665+00 to Sta. 680+00 (Rt.) = 1502 Lin. Ft.
Total 3002 Lin. Ft.

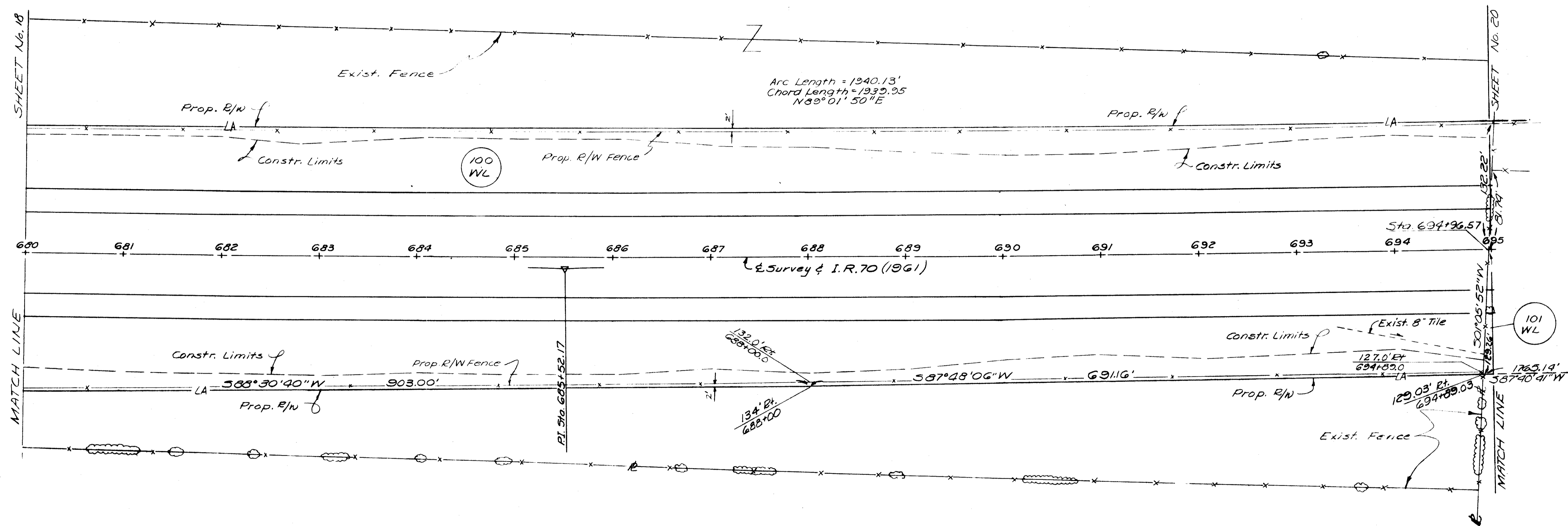
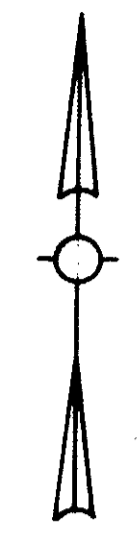
Revision Date	Description of Revision
Sept. 24, 1962	DATE OF COMPLETION

Plotted by Mr. J. W. 6-26-61

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1"=50'

Walter A. Stockslager
Tris E. Stockslager
Parcel No TBA PEO Total
100 WL See Sheet No 17

HARRISON
TOWNSHIP
Sec. 32, T7N, R3E



Hugh L. Stephens
Eva M. Stephens

HARRISON
TOWNSHIP
Sec. 32, T7N, R3E

CURVE DATA
E. Survey & I.R. 70

PI	=	Sta 685+52.17
Δ	=	2° 39' Lt
D	=	0° 08'
E	=	42,971.85'
L	=	1987.50'
T	=	993.93'
E	=	11.49'

Summary Item 5518-Type D R/W Fence

Sta. 680+00 to Sta. 695+00 (Lt.)	1500	Lin. Ft.
Sta. 680+00 to Sta. 695+00 (Rt.)	1500	Lin. Ft.
Total	3000	Lin. Ft.

DATE OF COMPLETION Sept 23, 1962

Revision Date	Description of Revision

R/W STA. 680 TO STA. 695

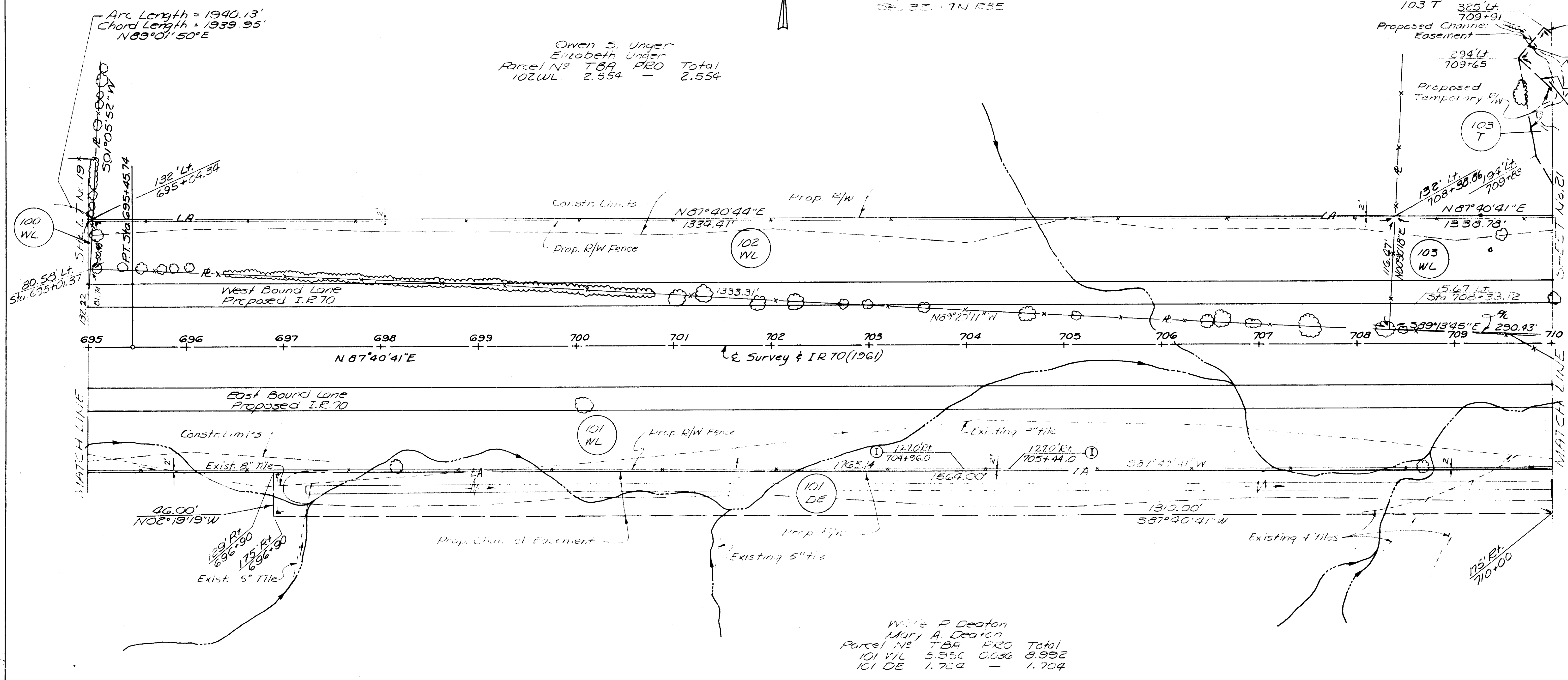
Plotted E.M.S. J.G.N.W. 6-26-61

PREBLE COUNTY
PRE-40-946
LIMITED ACCESS
 Scale: 1"=50'

Clarence R. Geeting
 Parcel No TBA P20 Total
 103WL See Sheet N821
 103 X " " "
 103 T 325' Lt.
 709+91
 Proposed Channel Easement

HARRISON
 TOWNSHIP
 Sec. 32, T7N, R3E

Owen S. Unger
 Elizabeth Unger
 Parcel No TBA P20 Total
 102WL 2.554 - 2.554



Willa P. Deaton
 Mary A. Deaton
 Parcel No TBA P20 Total
 101 WL 5.956 0.036 5.992
 101 DE 1.704 - 1.704

HARRISON
 TOWNSHIP
 Sec. 32, T7N, R3E

Curve Data
 & Survey I.R. 70 (1961)

PI	= Sta. 695+52.17
LC	= 24.39' Lt.
LC	= 24.39' Rt.
LC	= 42.671.85
LC	= 1967.50'
LC	= 93.35'
LC	= 11.49'

Summary Item 5518 Type D R/W Fence
 Sta. 695+00 to Sta. 710+00 (Lt.) 1500 Lin. Ft.
 Sta. 695+00 to Sta. 710+00 (Rt.) 1500 Lin. Ft.
 Total 3000 Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
 Revision Date Description of Revision

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

263
273
21
31

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1" = 50'

Clarence R. Geeting
Parcel No TBA PRO Total
103 WL 4.587 0.092 4.679
103 X 0.263 - 0.263
103 T 0.213 - 0.213
103 See Sheet No 31

Lloyd L. Shively
Glenna P. Shively
Parcel No TBA PRO Total
104 WL 6.894 0.081 6.975
104 See Sheet No 31

Willie R. Deaton
Mary A. Deaton
Parcel No TBA PRO Total
101 WL See Sheet No 20
101 DE " " " " 30
101 " " " " 30

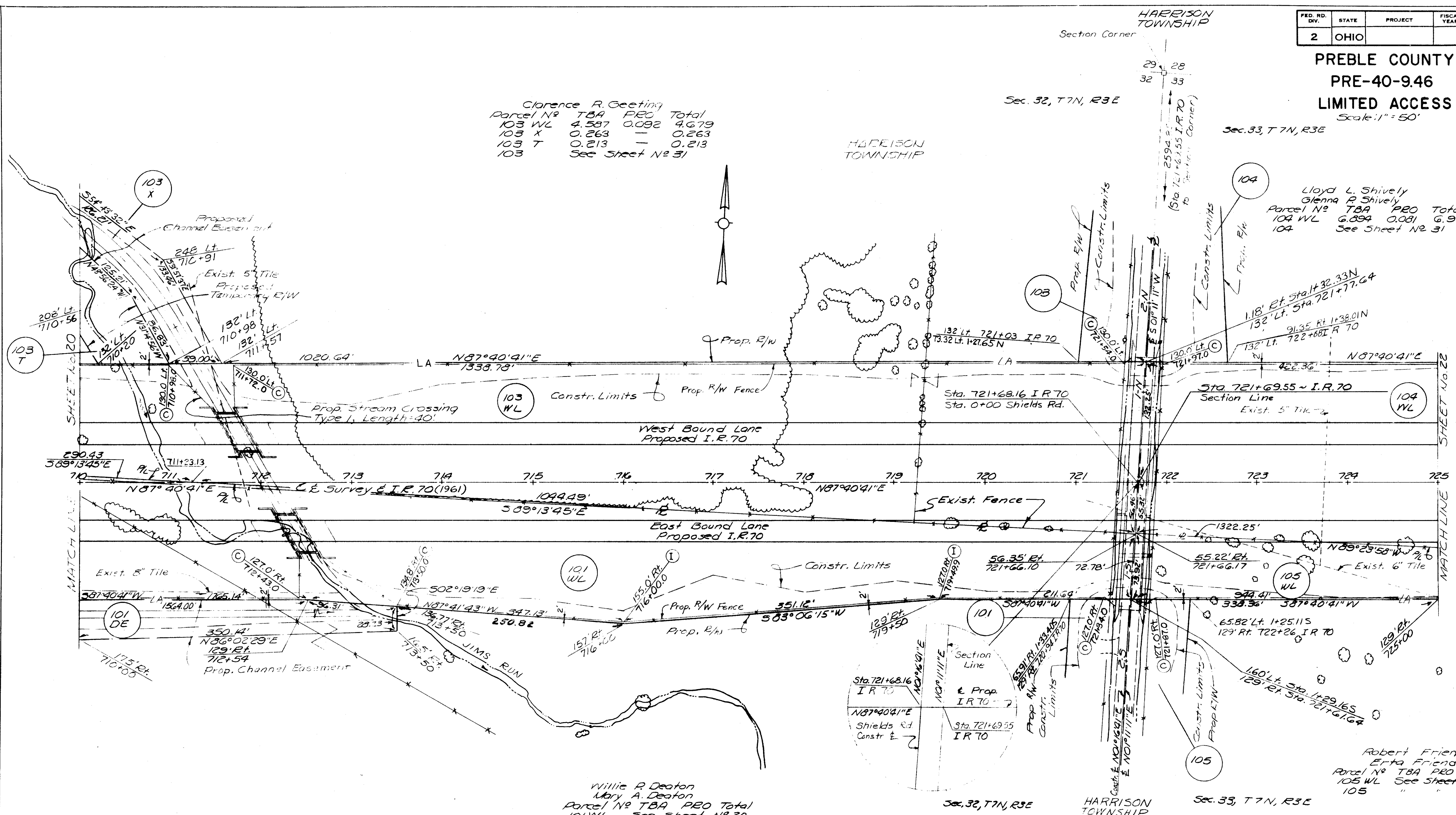
Summary Item 5518 - Type D R/W Fence
Sta. 710+00 to Sta. 725+00 (LA) = 1510 Lin. Ft.
Sta. 710+00 to Sta. 725+00 (Rt.) = 1511 Lin. Ft.
Total = 3021 Lin. Ft.

Note:
For Proposed R/W on
Shields Rd. See Sheet
Nos. 30 & 31

DATE OF COMPLETION Sept. 24, 1962

Revision Date Description of Revision

R/W Sta. 710 to Sta. 725

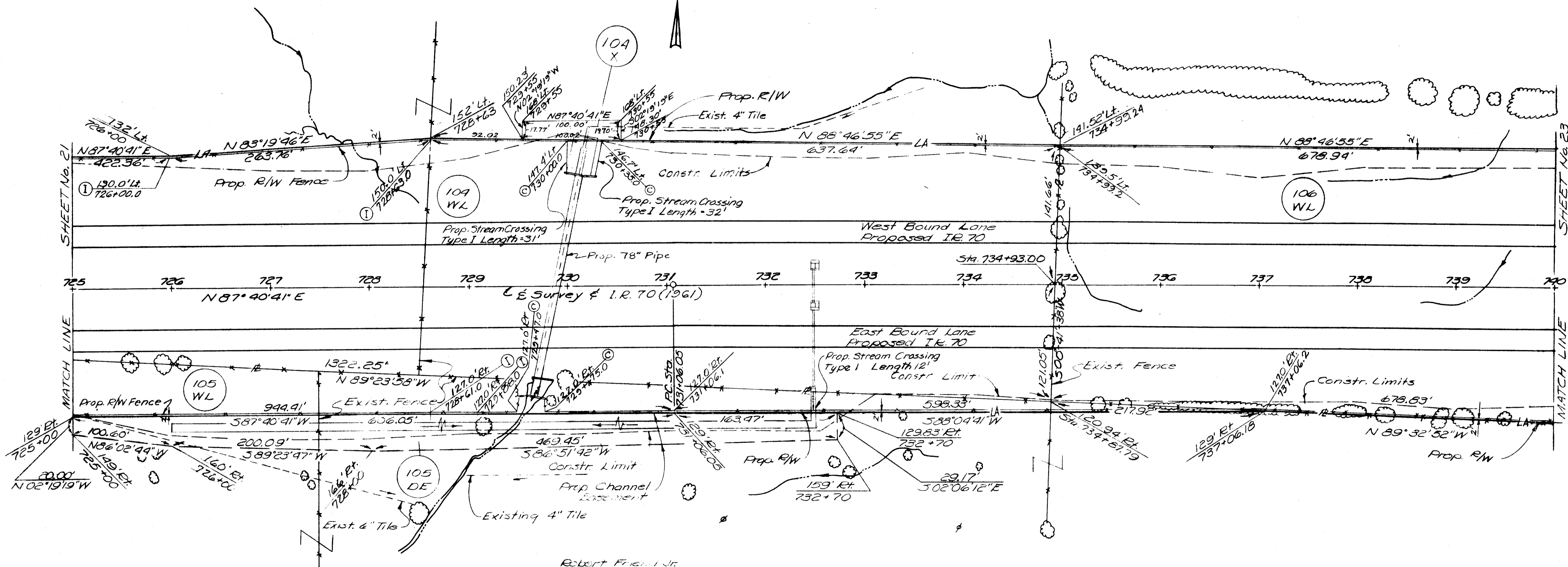


PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
 Scale: 1"=50'

Lloyd L. Shively
 Glenna R. Shively
 Parcel No. T.B.A. A.R.O. Total
 104 WL See Sheet No. 21
 104 X 0.043 — 0.043

HARRISON
 TOWNSHIP
 Sec. 33, T7N, R3E

Ernest Baker
 R. Francine Baker
 Parcel No. T.B.A. A.R.O. Total
 106 WL 4.247 — 4.247



Robert Friend Jr.
 Erta Friend
 Parcel No. T.B.A. A.R.O. Total
 105 WL 1.222 0.021 1.253
 105 DE 0.575 — 0.575

HARRISON
 TOWNSHIP
 Sec. 33, T7N, R3E

Summary Item 5518 Type D R/W Fence
 Sta. 725+00 to Sta. 740+00 (L) 1538 Lin. Ft.
 Sta. 725+00 to Sta. 740+00 (R) 1474 Lin. Ft.
 Total 3032 Lin. Ft.

CURVE DATA
 L. Survey & I.R. 70 (1961)

PI	= Sta. 741+75.02
Δ	= 2°-51' Et
D	= 0'-66"
R	= 42971.85'
L	= 2137.50'
T	= 1069.97'
E	= 13.30'

DATE OF COMPLETION Sept. 24, 1962
 Revision Date Description of Revision

Topo Traced by Kelley-G-2-G1 VSMW 6-26-61

R/W Sta. 725 to Sta. 740

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

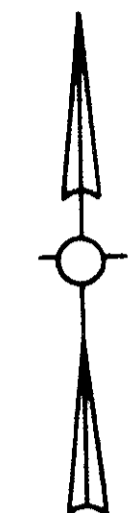
265
273

23
31

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

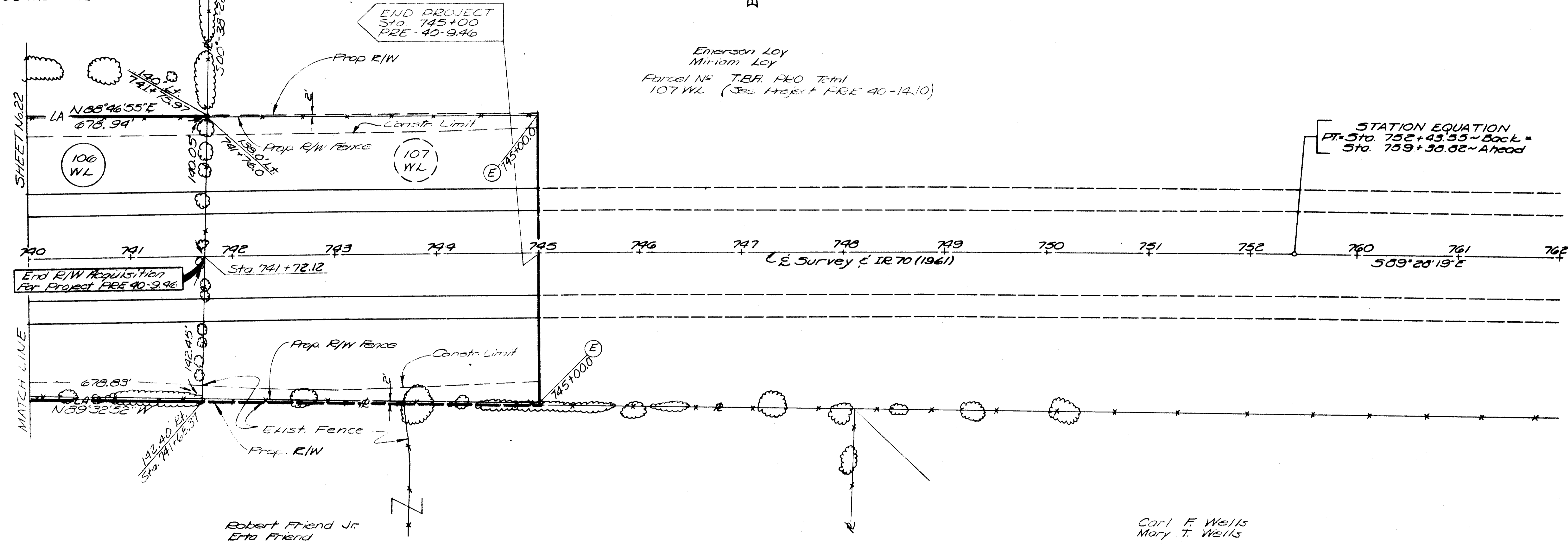
Scale: 1"=50'

HARRISON
TOWNSHIP
Sec. 33 T7N, R3E



Ernest Baker
R. Francine Baker
Parcel No TBA PRO Total
106 WL See Sheet No 22

Emerson Loy
Miriam Loy
Parcel No TBA PRO Total
107 WL (See Project PRE 40-14.10)



CURVE DATA
E Survey # IR 70 (1961)

PI	= Sta 741+75.02
Δ	= 20° 51' R+
D	= 0° 08'
R	= 42.971.35'
L	= 2137.50'
T	= 1068.97'
E	= 13.30'

Summary Item 5519 Type D R/W Fence

Sta 740+00 to Sta 745+00 (Lt.)	500 Lin. Ft.
Sta 740+00 to Sta. 745+00 (Rt.)	500 Lin. Ft.
Total	1000 Lin. Ft.

DATE OF COMPLETION	Revision Date	Description of Revision
Sept. 24, 1962		

R/W Sta. 740 to Sta. 762

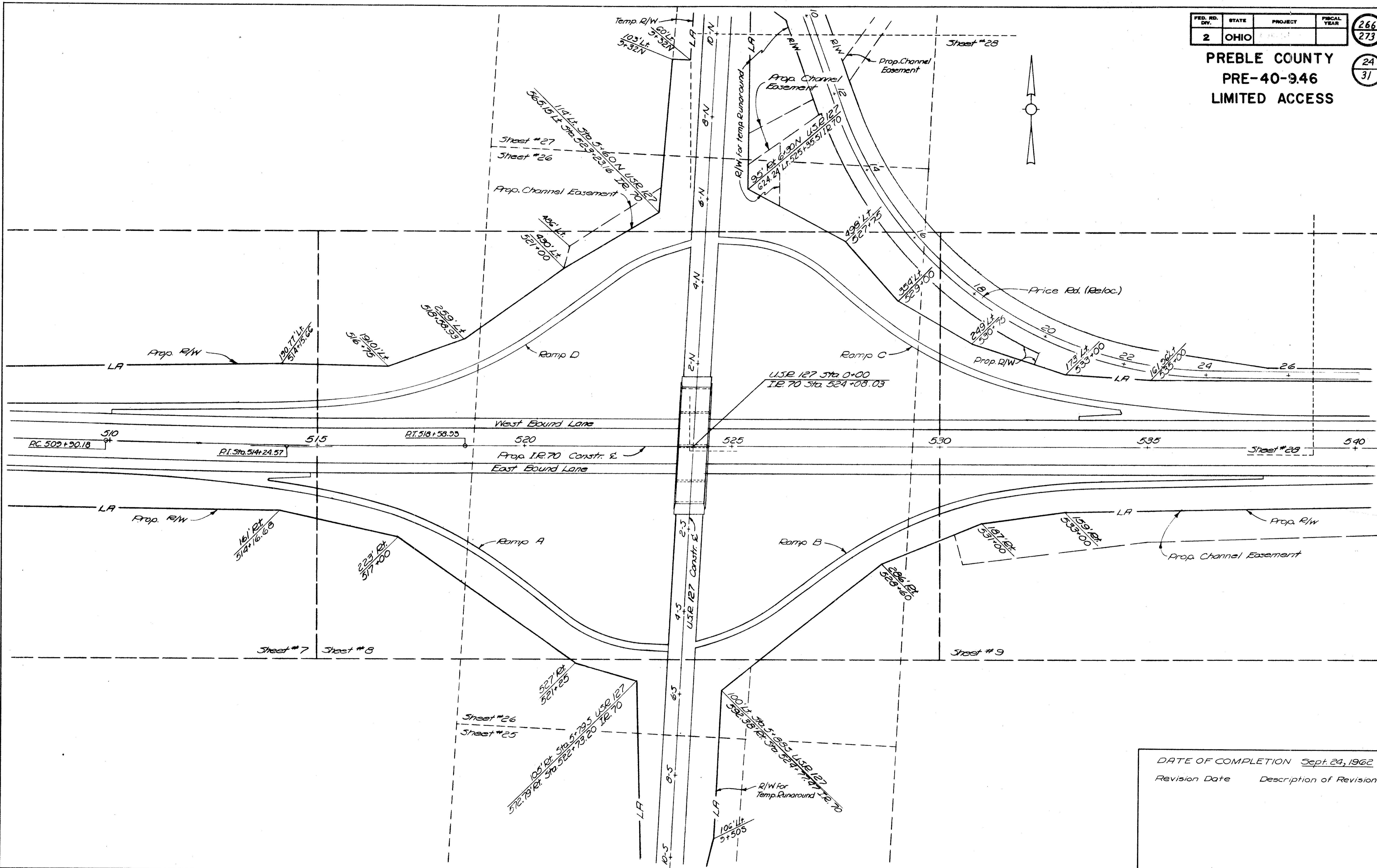
Type Traced by - Kelly - G-2-G1 JGNS 6-27-61

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

266
273

PREBLE COUNTY
PRE-40-946
LIMITED ACCESS

24
31



DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

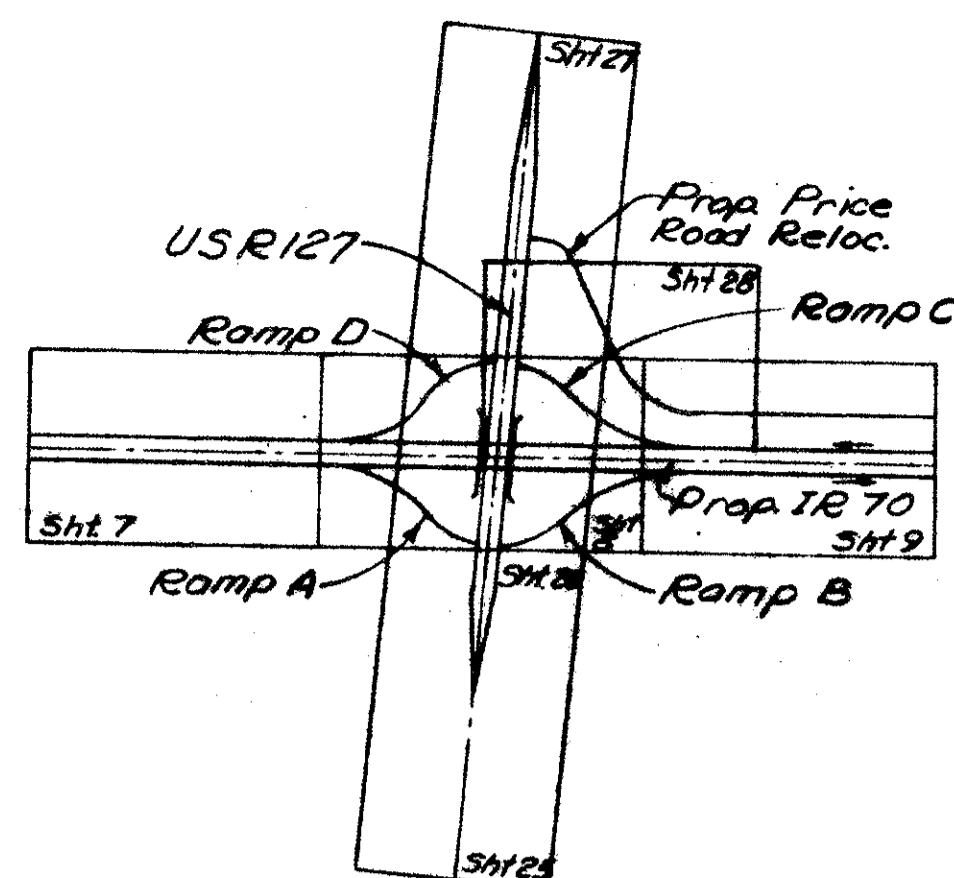
INTERCHANGE - LAYOUT

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

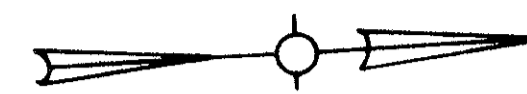
267
273

25
31

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
Scale: 1" = 50'

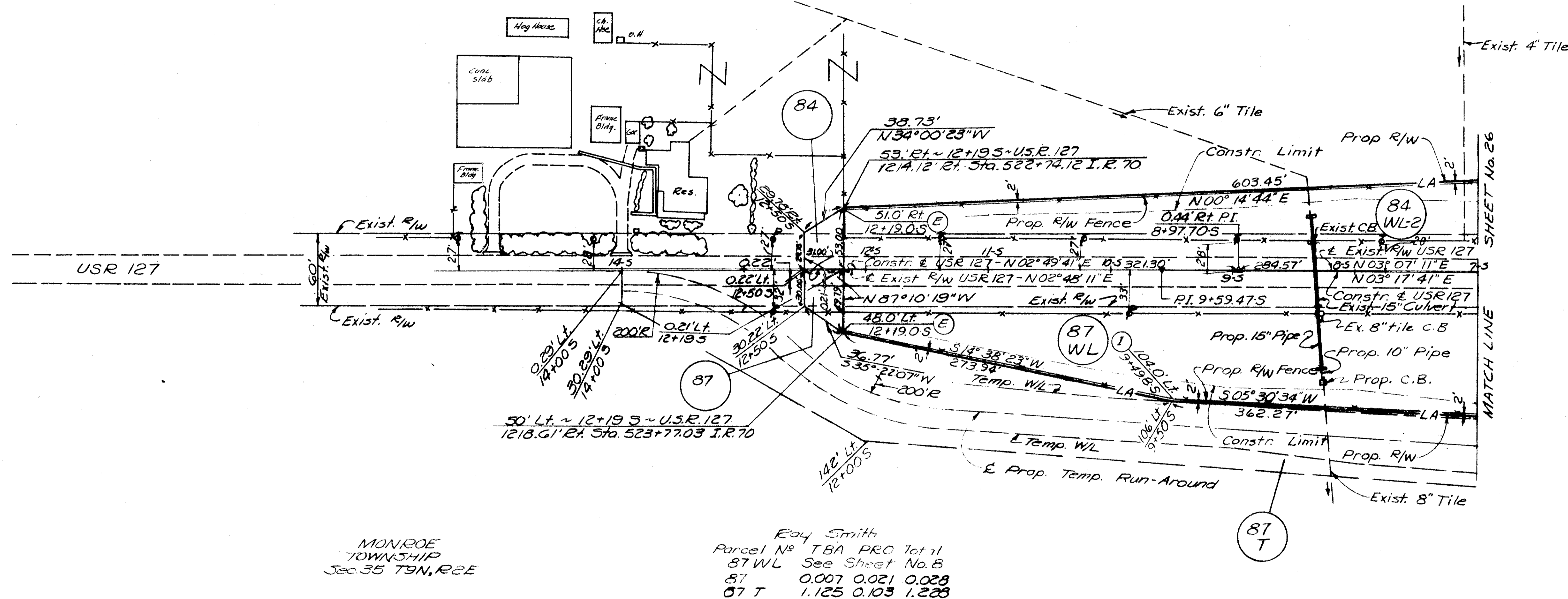


KEY TO R/W SHEET NUMBERS
Prop. I.R. 70 f USR 127
Interchange



MONROE
TOWNSHIP
Sec. 35 T9N, R2E

Leonard L. House
Flossie M. House
Parcel No TBA PRO Total
84 WL-2 0.514 0.417 0.931
84 0.008 0.021 0.029



MONROE
TOWNSHIP
Sec. 35 T9N, R2E

Ray Smith
Parcel No TBA PRO Total
87 WL See Sheet No. 8
87 0.007 0.021 0.028
87 T 1.125 0.103 1.228

Summary Item	SS18 - Type D	R/W Fence	
Sta. 7+00.5	to Sta. 12+19.5 (Lt)	525	Lin. Ft.
Sta. 7+00.5	to Sta. 12+19.5 (Rt)	520	Lin. Ft.
		Total 1045	Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

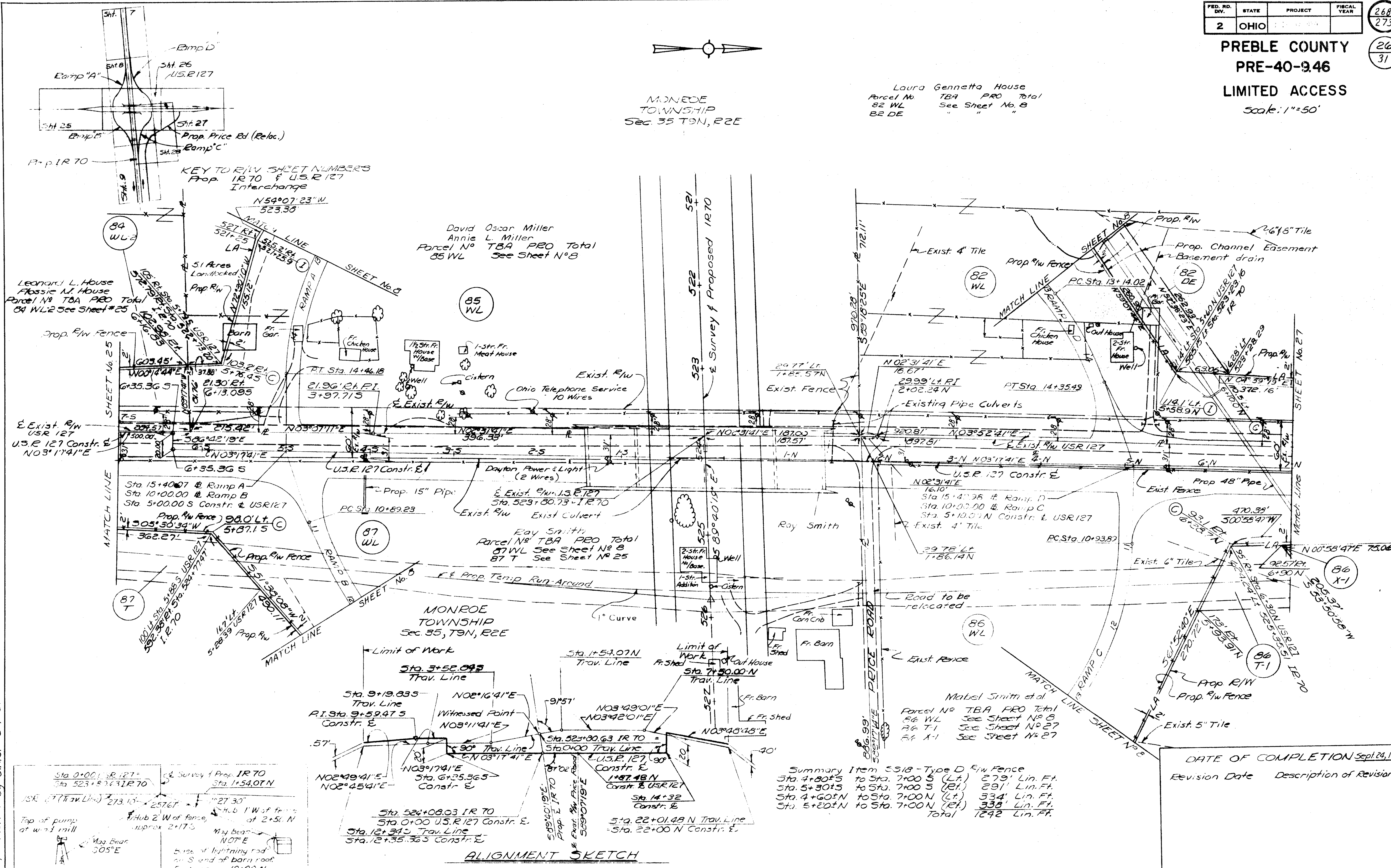
Checked GAW 8-27-62
Topo Party SWF 5-7-61 / JAW 9-23-61

R/W U.S.R. 127 Sta. 14.5 To Sta. 7-5

**PREBLE COUNTY
PRE-40-946
LIMITED ACCESS**
Scale: 1"=50'

MONROE
TOWNSHIP
Sec. 35 T9N, R2E

Laura Gennetta House
Parcel No TBA PRO Total
82 WL See Sheet No. 8
82 DE " " " "

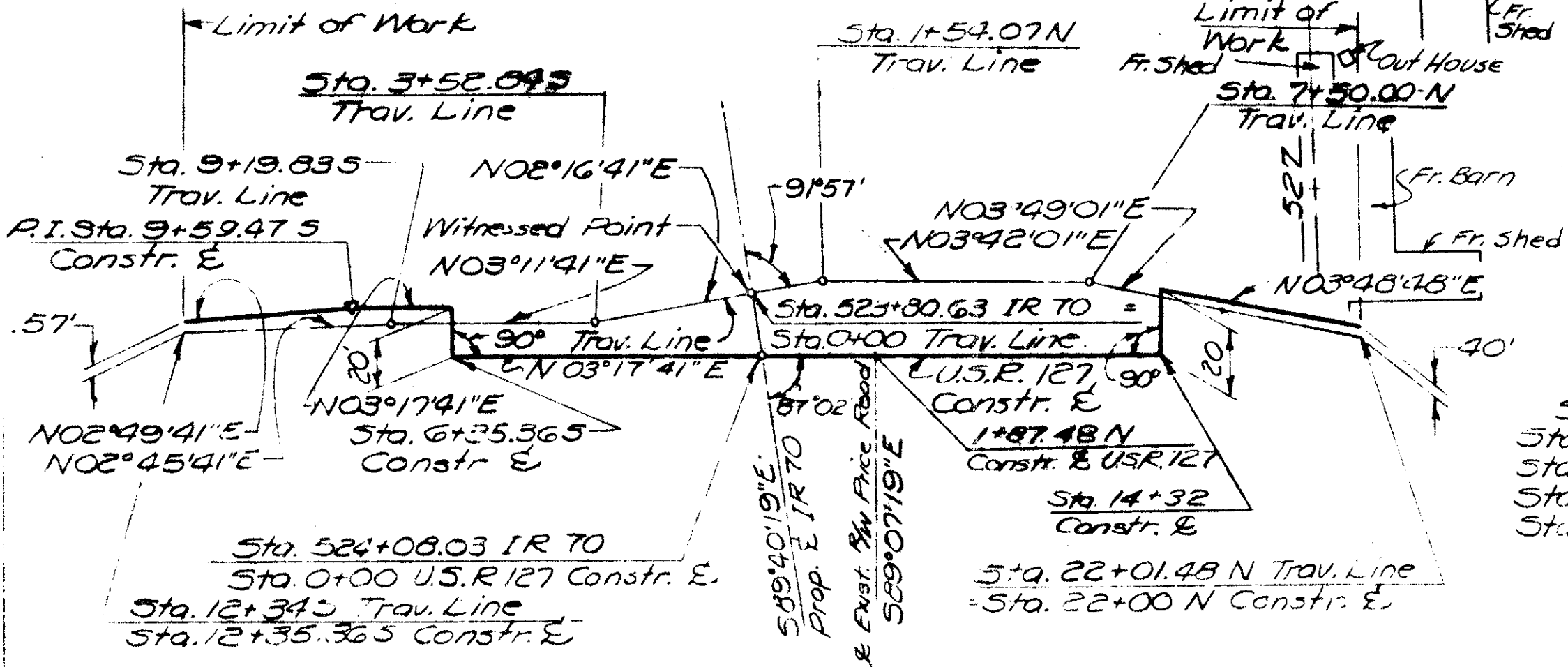


KEY TO R/W SHEET NUMBERS
Prop. IR 70 & U.S.R. 127
Interchange

David Oscar Miller
Annie L. Miller
Parcel No TBA PRO Total
85 WL See Sheet No. 8

Ray Smith
Parcel No TBA PRO Total
87 WL See Sheet No. 8
87 T See Sheet No. 25

Mabel Smith et al
Parcel No TBA PRO Total
86 WL See Sheet No. 8
86 T-1 See Sheet No. 27
86 X-1 See Sheet No. 27



Summary Item 5318 - Type D R/W Fence

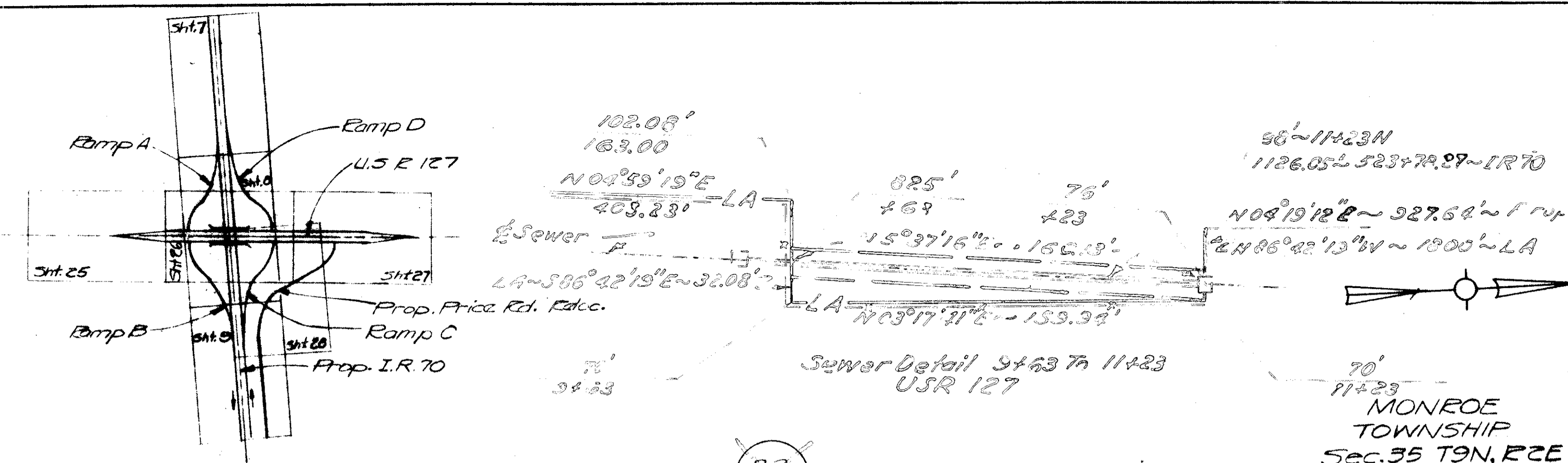
Sta. 4+80±5	to Sta. 7+00 S (Lt.)	279' Lin. Ft.
Sta. 5+30±5	to Sta. 7+00 S (Rt.)	291' Lin. Ft.
Sta. 4+60±N	to Sta. 7+00 N (Lt.)	334' Lin. Ft.
Sta. 5+20±N	to Sta. 7+00 N (Rt.)	338' Lin. Ft.
Total		1242 Lin. Ft.

Revision Date	Description of Revision
Sept. 24, 1962	DATE OF COMPLETION

Checked GNW 5-27-62
Type PL. by J.H.C. 8-1-61

R/W U.S.R. 127 Sta. 7-5 To Sta. 7-N

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS
 Scale: 1"=50'

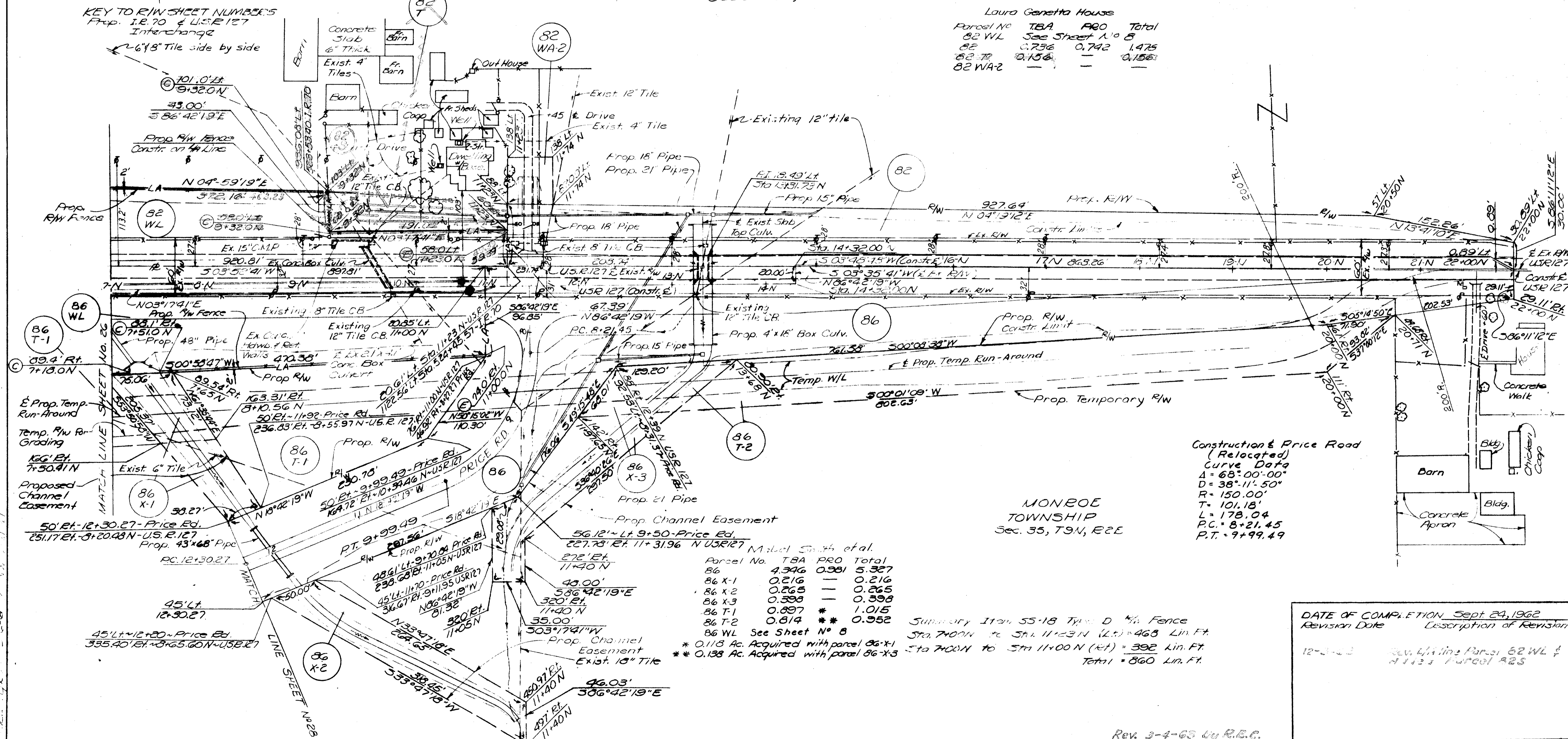


MONROE TOWNSHIP
 Sec. 35 T9N, R2E

Laura Genetta House

Parcel No	TBA	PRO	Total
82 WL	See Sheet No 8		
82	0.736	0.742	1.478
82 T-1	0.156		0.156
82 WA-2			

KEY TO R/W SHEET NUMBERS
 Prop. I.R. 70 & U.S. 127
 Interchange



Construction & Price Road
 (Relocated)
 Curve Data
 Δ = 68° 00' 00"
 D = 38' 11" 50"
 R = 150.00'
 T = 101.18'
 L = 178.04'
 P.C. = 8+21.45
 P.T. = 9+99.49

MONROE TOWNSHIP
 Sec. 35, T9N, R2E

Parcel No.	TBA	PRO	Total
86	4.346	0.981	5.327
86 X-1	0.216		0.216
86 X-2	0.265		0.265
86 X-3	0.398		0.398
86 T-1	0.897	*	1.015
86 T-2	0.814	*	0.952
86 WL	See Sheet No 8		

* 0.118 Ac. Acquired with parcel 86-X-1
 * 0.138 Ac. Acquired with parcel 86-X-3

Summary Item 55-18 Type D 4" W. Fence
 Sta. 7+00N to Sta. 11+23N (L.T.) = 468 Lin. Ft.
 Sta. 7+00N to Sta. 11+00N (R.T.) = 392 Lin. Ft.
 Total = 860 Lin. Ft.

DATE OF COMPLETION Sept. 24, 1962
 Revision Date Description of Revision
 12-3-63 Rev. Utility Parcel 82 WL & 8123 Parcel 82S

Rev. 3-4-63 by R.E.C.

R/W U.S. 127 Sta. 7-N to Sta. 22-N

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

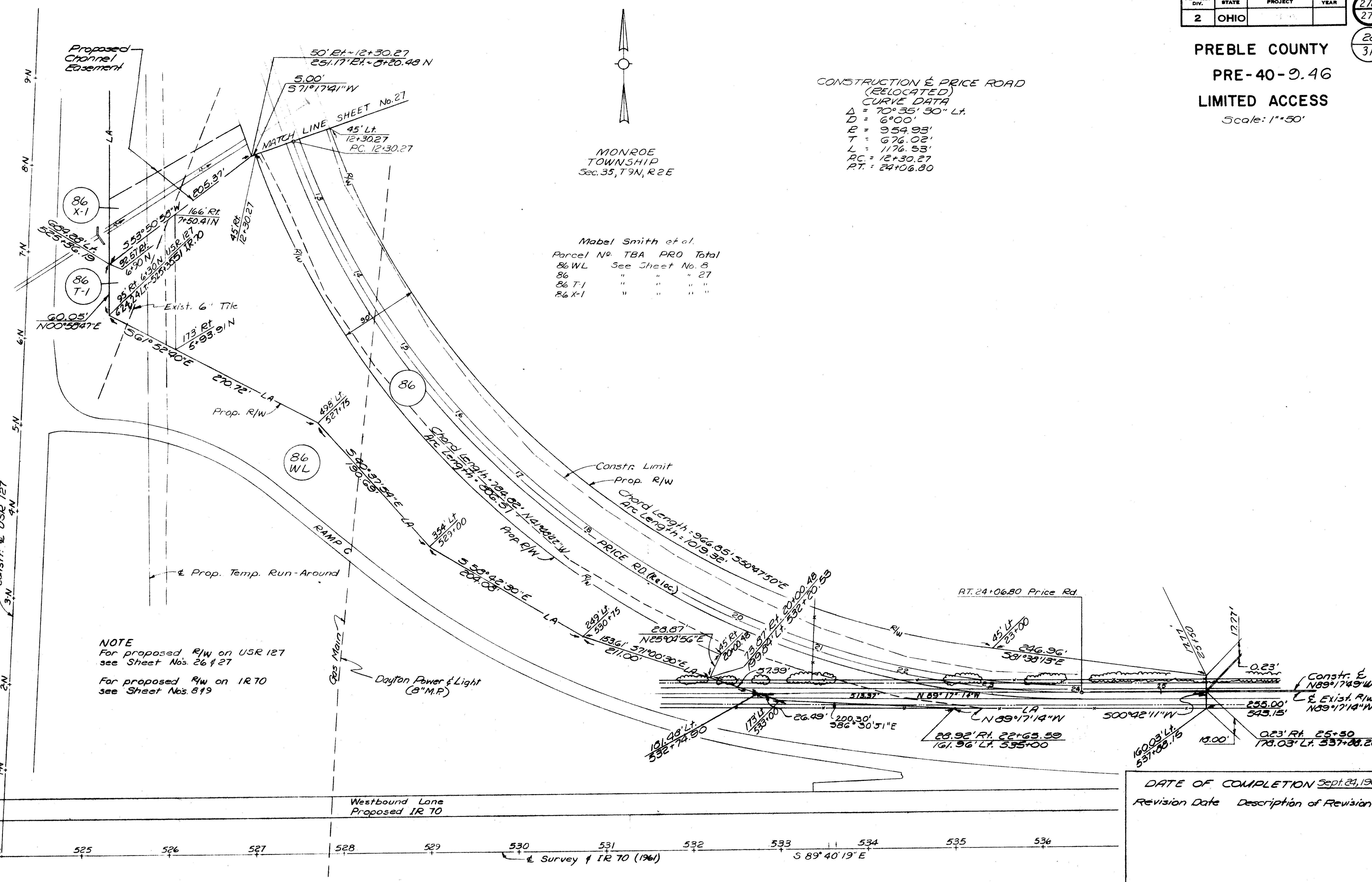
Scale: 1"=50'

CONSTRUCTION & PRICE ROAD
 (RELOCATED)
CURVE DATA
 $\Delta = 70^{\circ}35'30''$ LT.
 $D = 6^{\circ}00'$
 $R = 954.93'$
 $T = 676.02'$
 $L = 1176.53'$
 $PC = 12+30.27$
 $PT = 24+06.80$

MONROE
 TOWNSHIP
 Sec. 35, T9N, R2E

Mabel Smith et al.

Parcel No.	TBA	PRO	Total
86 WL	See Sheet No. 8		
86	"	"	27
86 T-1	"	"	"
86 X-1	"	"	"



NOTE
 For proposed R/W on USR 127 see Sheet Nos. 26 & 27
 For proposed R/W on IR 70 see Sheet Nos. 819

DATE OF COMPLETION Sept. 24, 1962
 Revision Date Description of Revision

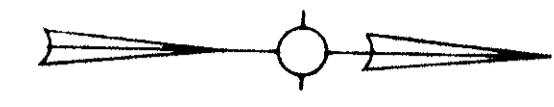
R/W PRICE RD. (Reloc.) Sta. 12+30.27 to Sta. 25+50

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

271
273

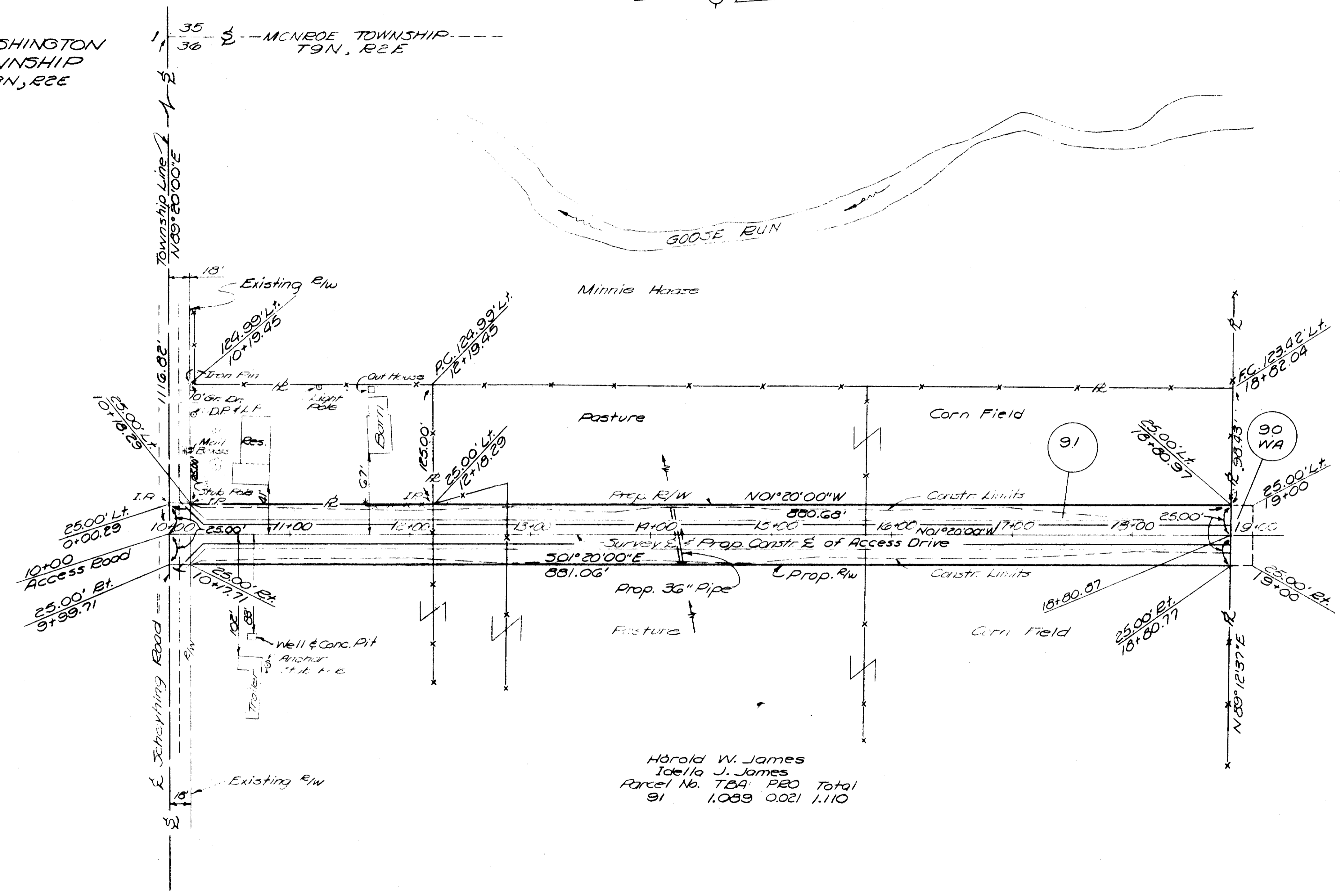
PREBLE COUNTY
PRE-40-9.46
Scale: 1"=50'

29
31



WASHINGTON
TOWNSHIP
T8N, R2E

35
36
MCNEOE TOWNSHIP
T9N, R2E



Owen H. Stiver
Hattie Stiver
Parcel No. TBA PEO Total
90 WA

Harold W. James
Idella J. James
Parcel No. TBA PEO Total
91 1.089 0.021 1.110

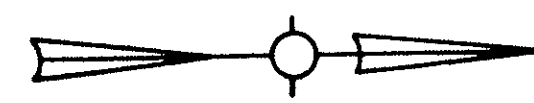
DATE OF COMPLETION Sept. 24, 1962
Revision Date Description of Revision

ACCESS DRIVE TO STIVERS PROPERTY R/W STA. 0+00 TO 9+00

J.B. 8-3

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

Scale 1"=50



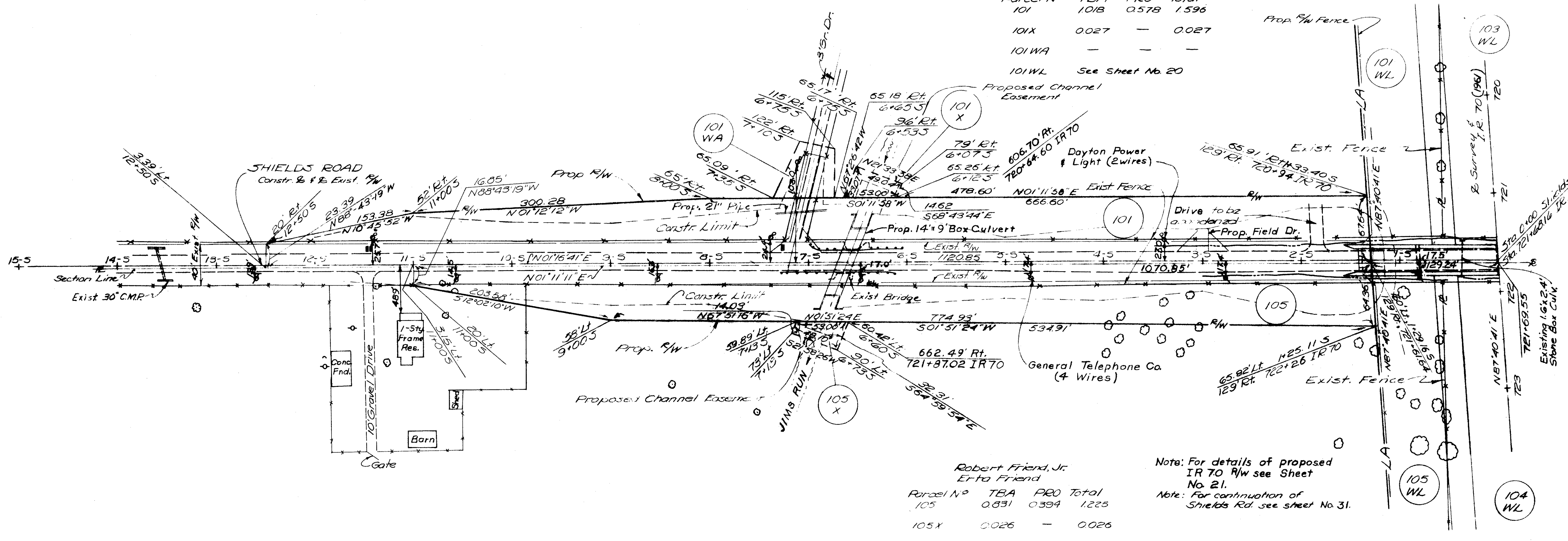
HARRISON
TOWNSHIP
Sec. 32 T7N, R3E

Willie R. Deaton
Mary A. Deaton

Parcel No	TBA	PRO	Total
101	1018	0.578	1.596
101X	0.027	-	0.027
101WA	-	-	-
101WL	See Sheet No 20		

Clarence R. Geeting

Parcel No	TBA	PRO	Total
103WL	See Sheet No 21		



Robert Friend, Jr.
Et-to Friend

Parcel No	TBA	PRO	Total
105	0.331	0.394	1.225
105X	0.026	-	0.026
105WL	See Sheet No 22		

Note: For details of proposed IR 70 R/W see Sheet No 21.
Note: For continuation of Shields Rd. see sheet No 31.

HARRISON
TOWNSHIP
Sec. 33 T7N, R3E

Lloyd L. Shiveley
Gloria P. Shiveley

Parcel No	TBA	PRO	Total
104WL	See Sheet No 21		

DATE OF COMPLETION	Sept. 24, 1962
Revision Date	Description of Revision

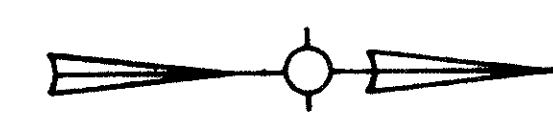
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

273
273

PREBLE COUNTY
PRE-40-9.46
LIMITED ACCESS

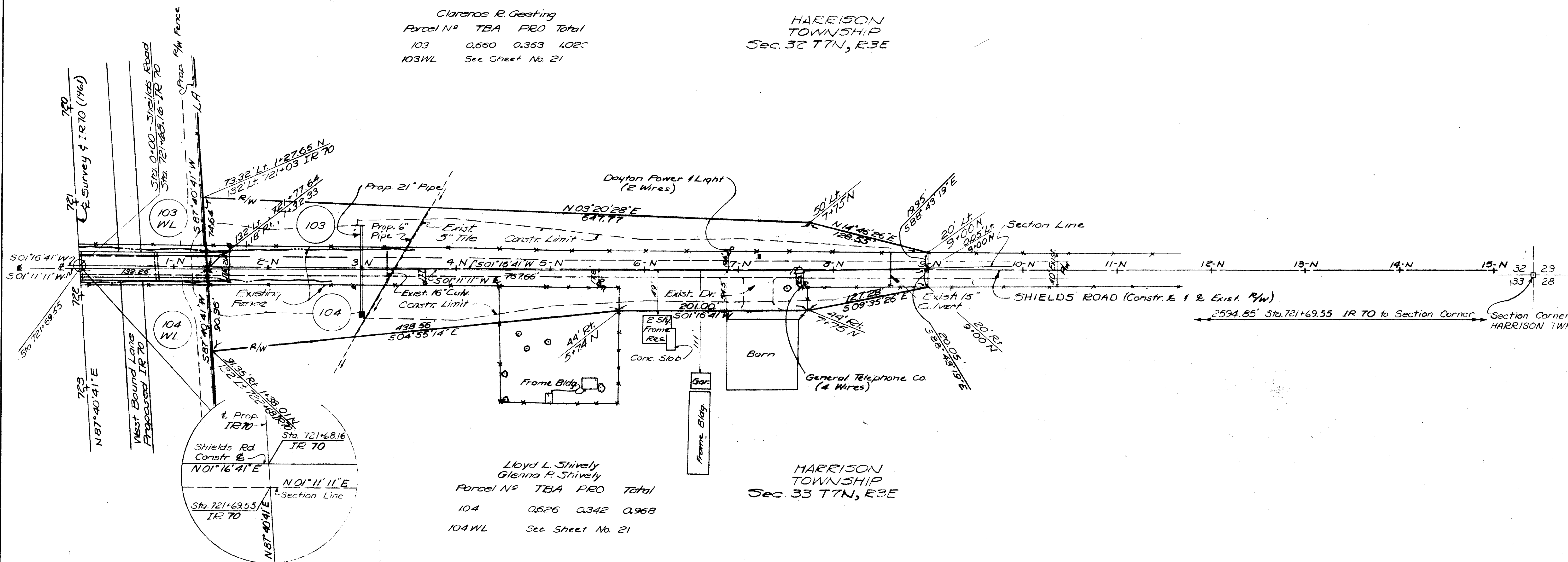
31
31

Scale 1"=50'



Clarence R. Gesting
Parcel No TBA PRO Total
103 0.660 0.363 1.023
103WL See Sheet No. 21

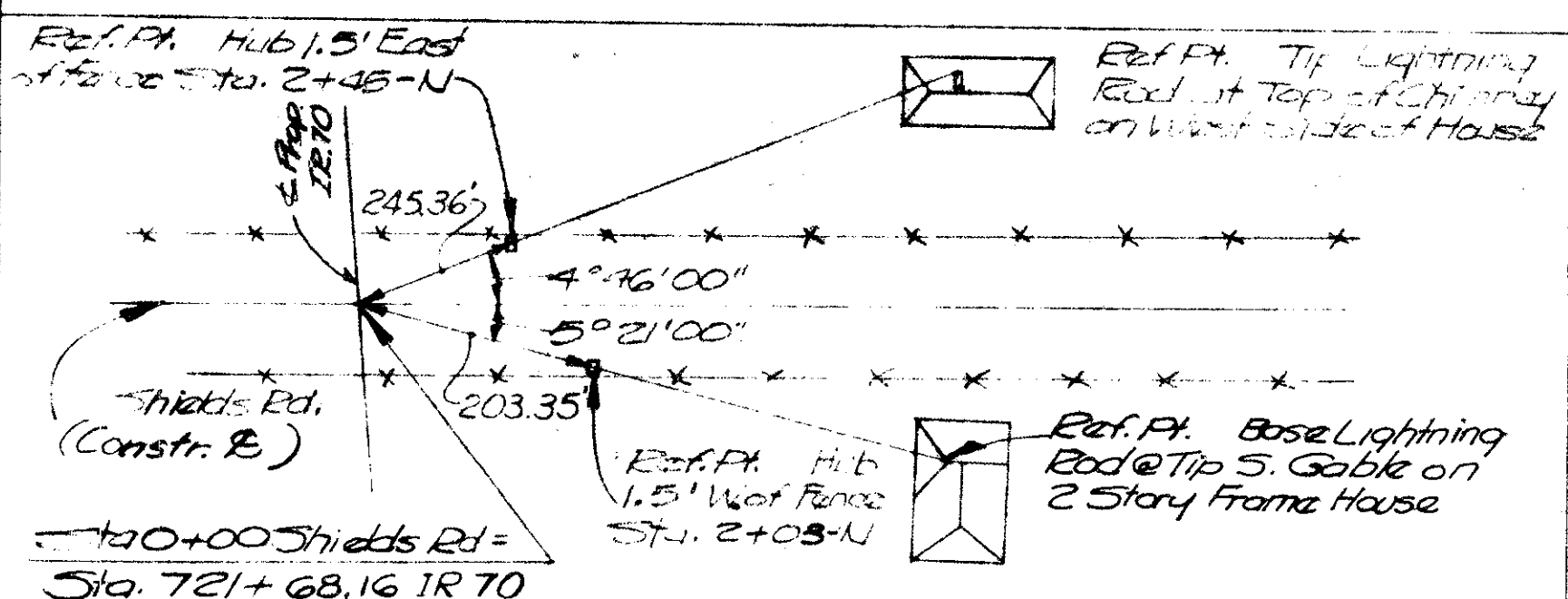
HARRISON
TOWNSHIP
Sec. 32 T7N, R3E



Lloyd L. Shively
Glenna R. Shively
Parcel No TBA PRO Total
104 0.525 0.342 0.968
104WL See Sheet No. 21

HARRISON
TOWNSHIP
Sec. 33 T7N, R3E

Note: For continuation of Shields Rd.
see sheet No. 30
For details of proposed IR70 R/W
see sheet No. 21

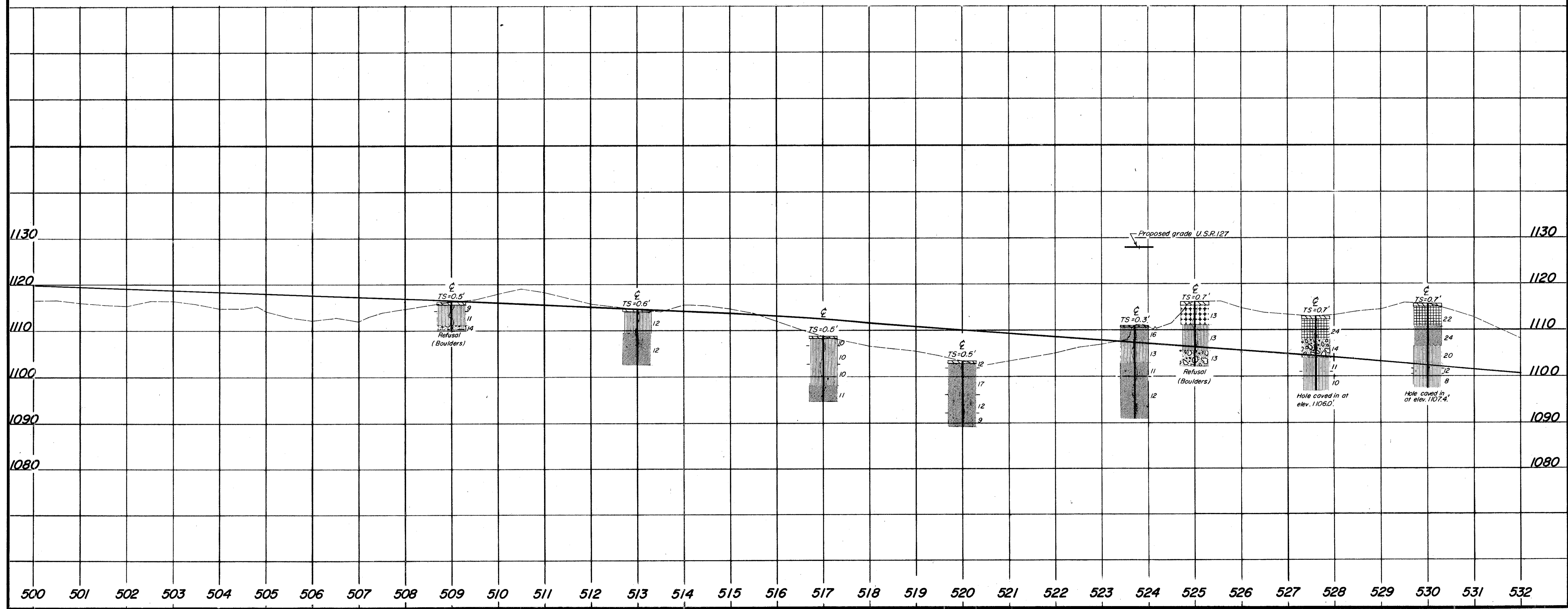
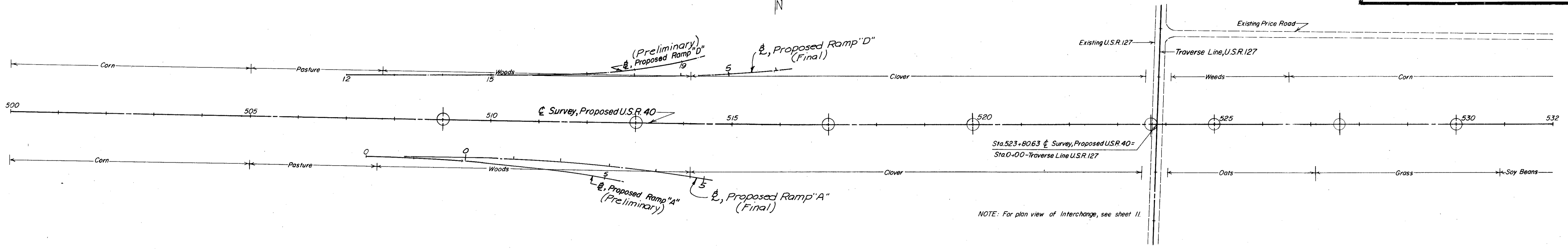


DATE OF COMPLETION Sept. 29, 1962
Revision Date Description of Revision

Checked G.W. 9-10-61
Exist. Topo Plotted By U.H.C. 6-14-61 - G.W. 6-27-61

Alignment & Profile Index	
Alignment & Profile	Sheet No.
Ramp "A"	12
Ramp "D"	13

SOIL PROFILE
PREBLE COUNTY
PRE-40-9.46
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 COLUMBUS, OHIO

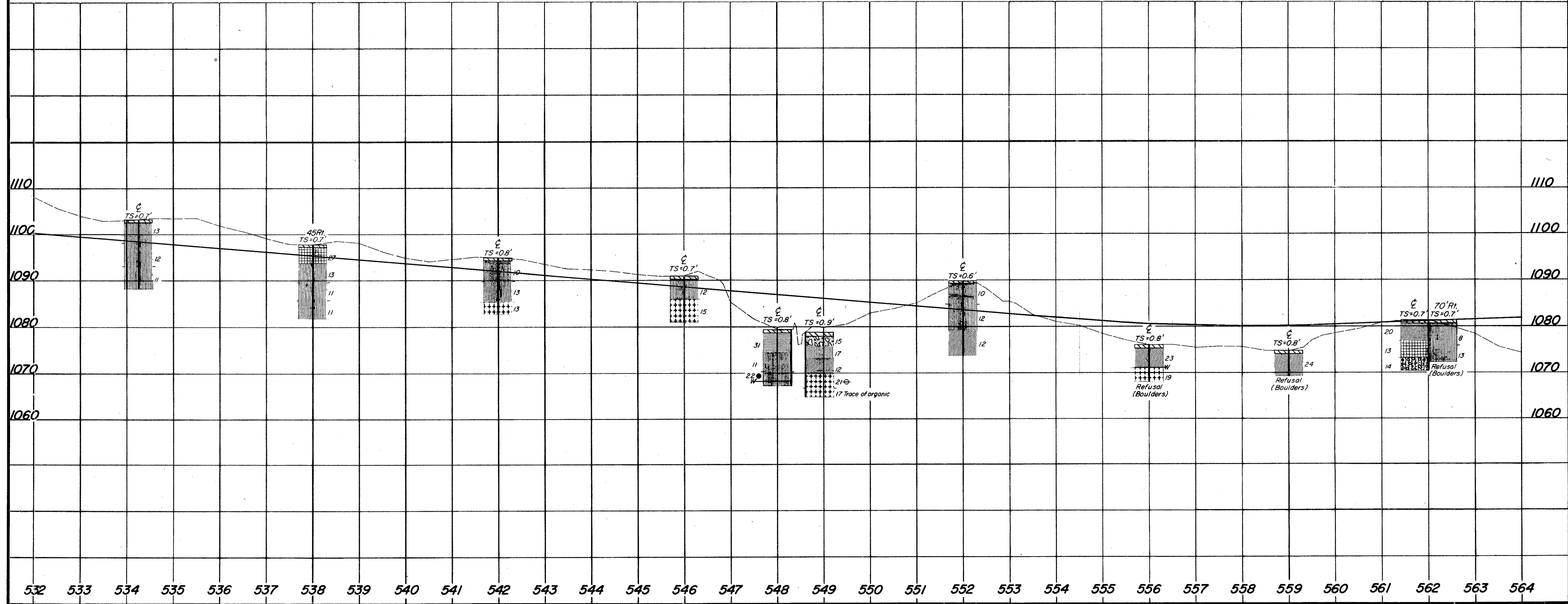
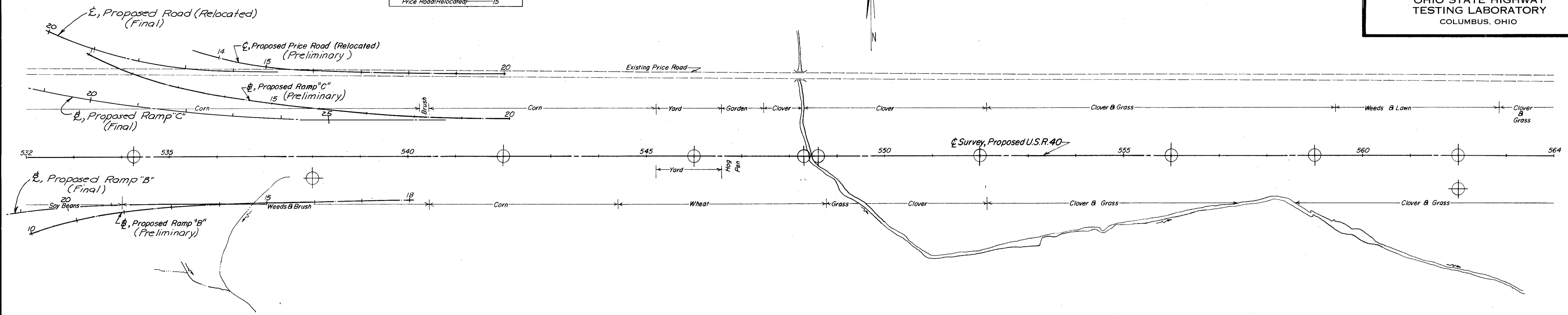


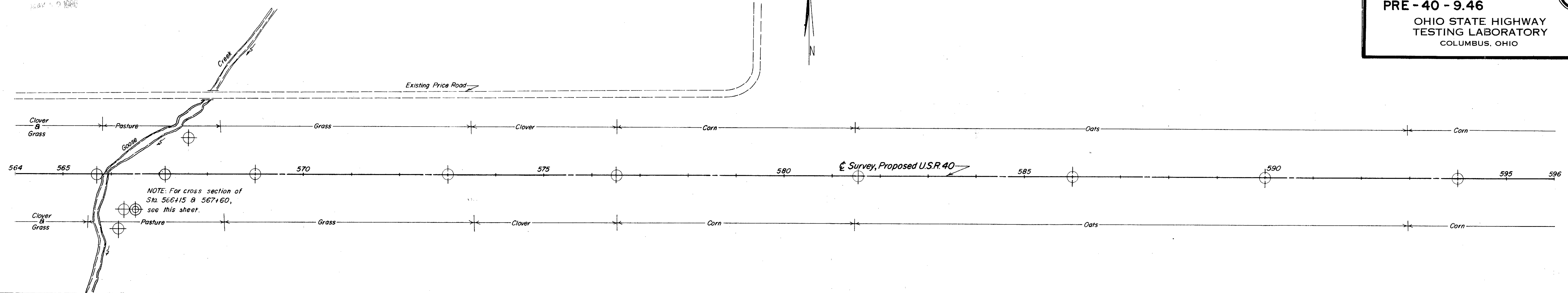
MAY 19 1946

Alignment & Profile Index	
Alignment & Profile	Sheet No.
Ramp "B"	12
Ramp "C"	13
Price Road (Relocated)	15

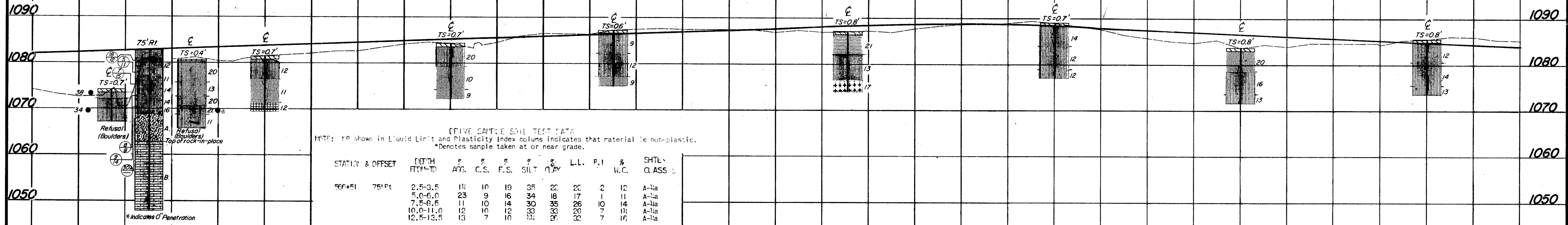
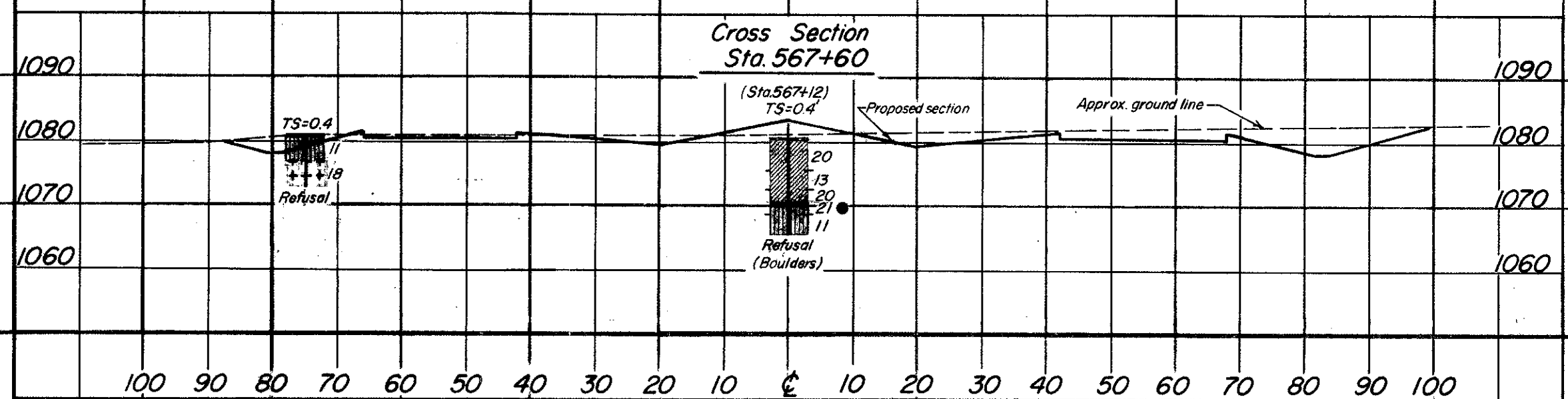
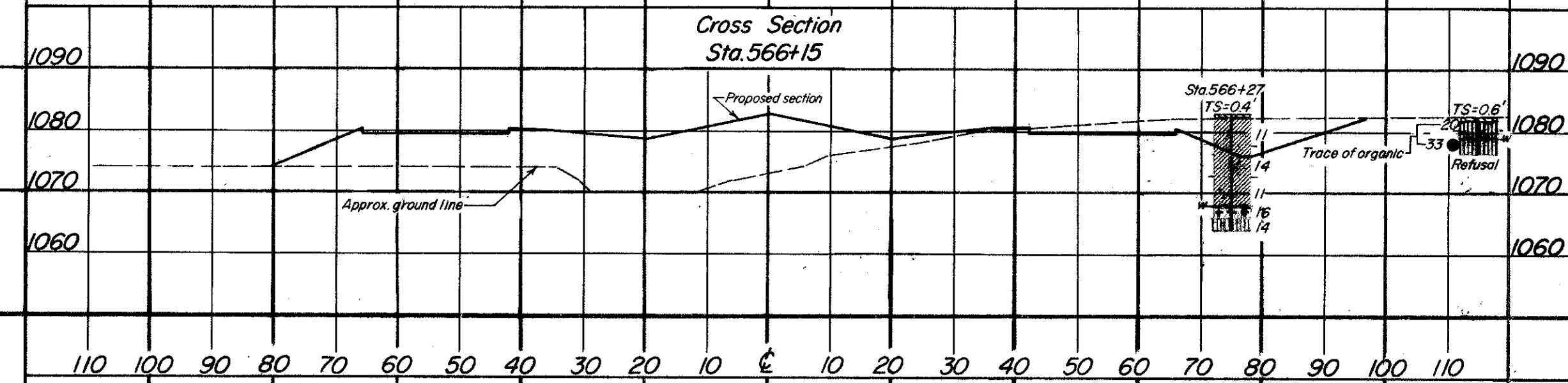
SOIL PROFILE
PREBLE COUNTY
PRE-40-9.46
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 COLUMBUS, OHIO

4
17





NOTE: For cross section of Sta. 566+15 & 567+60, see this sheet.



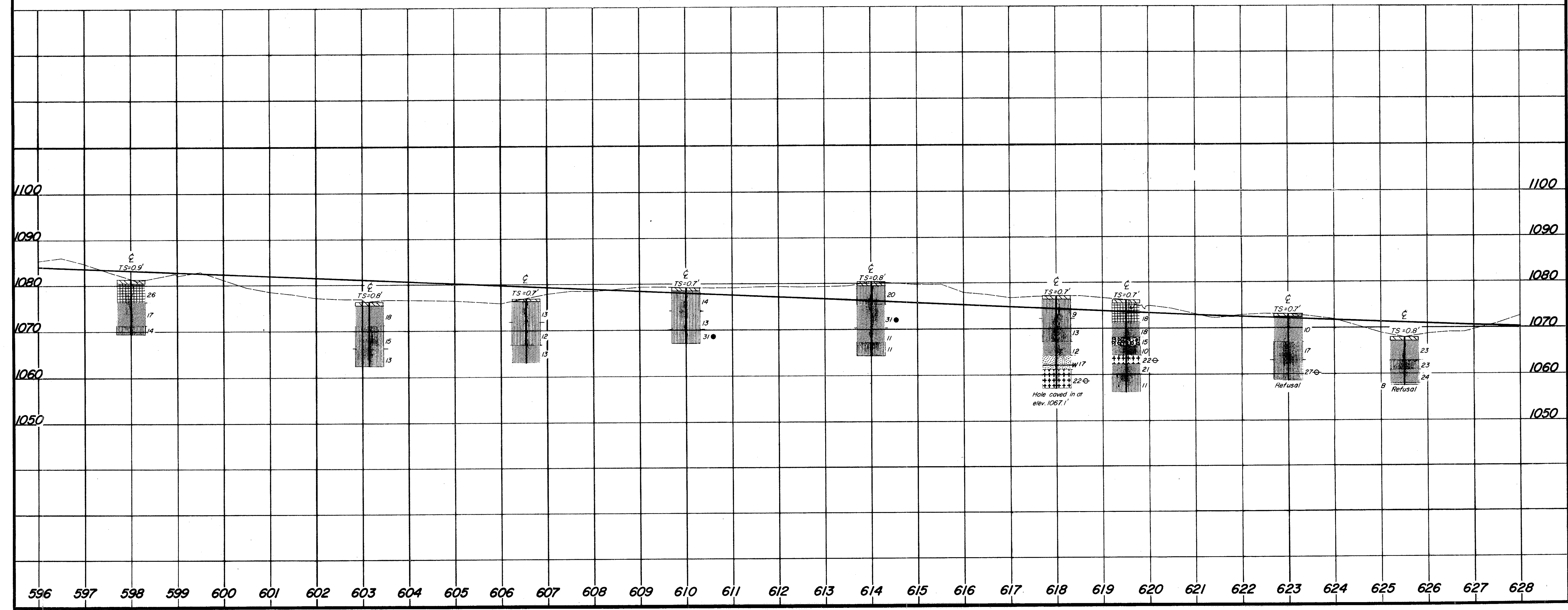
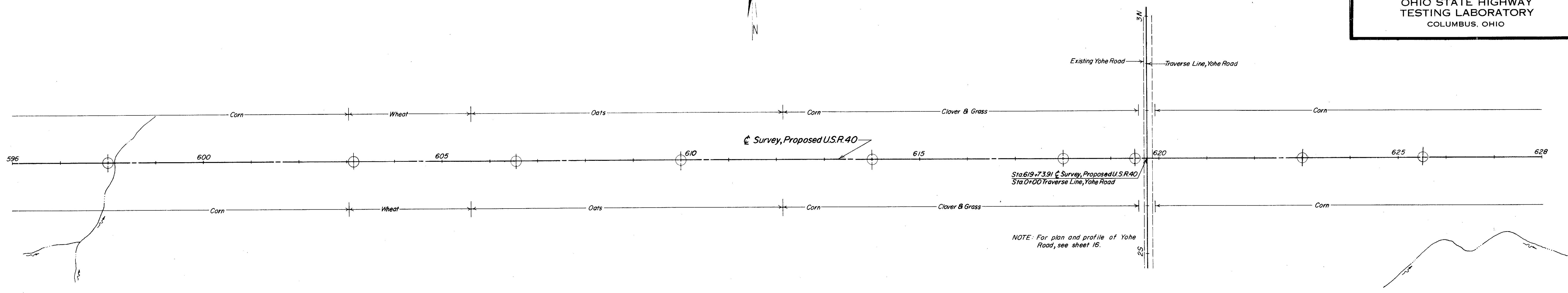
FIVE-CANTILE SOIL TEST DATA
NOTE: PR shown in Liquid Limit and Plasticity Index columns indicates that material is non-plastic.
*Denotes sample taken at or near grade.

STATION & OFFSET	DEPTH FROM TO	AVG.	C.S.	F.S.	% SILT	% CLAY	L.L.	P.I.	% H.C.	SHLE. CLASS
566+51 75' Pt	2.5-3.5	14	10	19	35	22	22	2	12	A-1a
	5.0-6.0	23	9	16	34	16	17	1	11	A-1a
	7.5-8.6	11	10	14	30	35	26	10	14	A-1a
	10.0-11.0	12	10	12	33	33	20	7	11	A-1a
	12.5-13.5	13	7	10	11	26	32	7	16	A-1a

A. Dolomite boulders, cobbles, and fragments with few limestone gravel.
B. Dolomite, light brown, crystalline, hard, thin-bedded broken to body broken, much of interval is vertically jointed. Core loss: 26%

MAY 12 1966

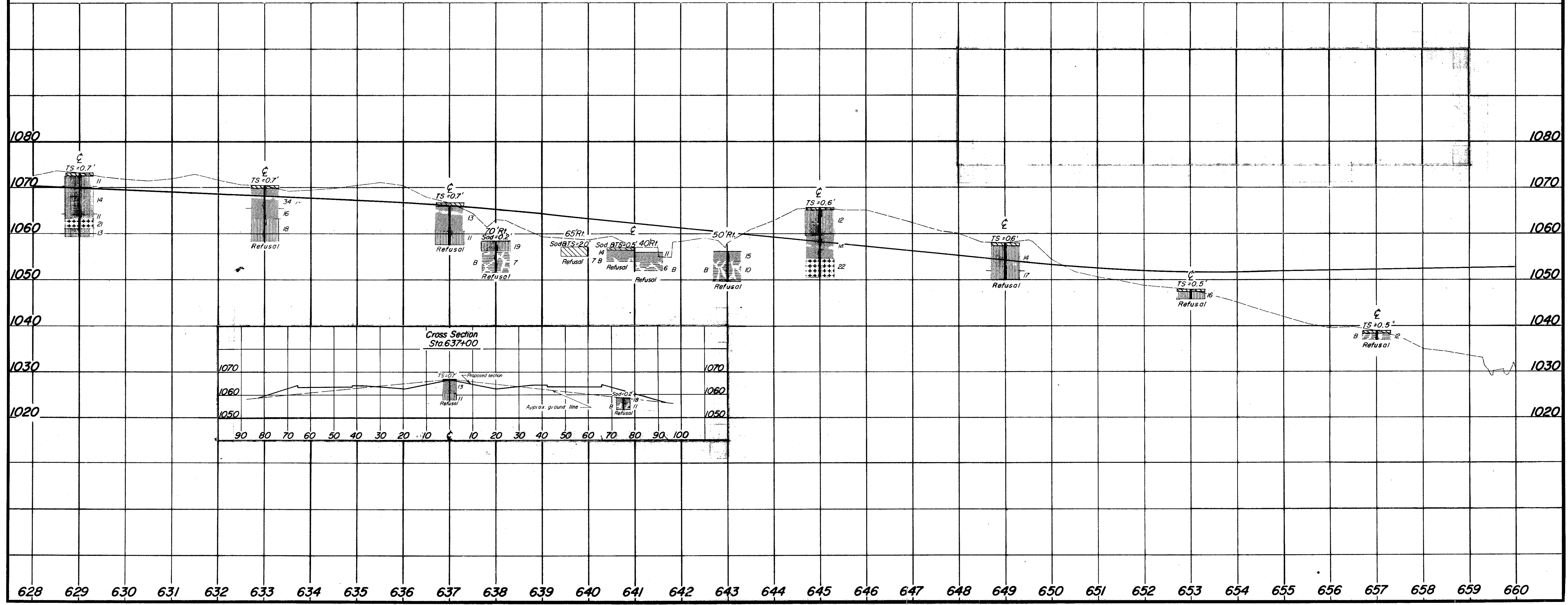
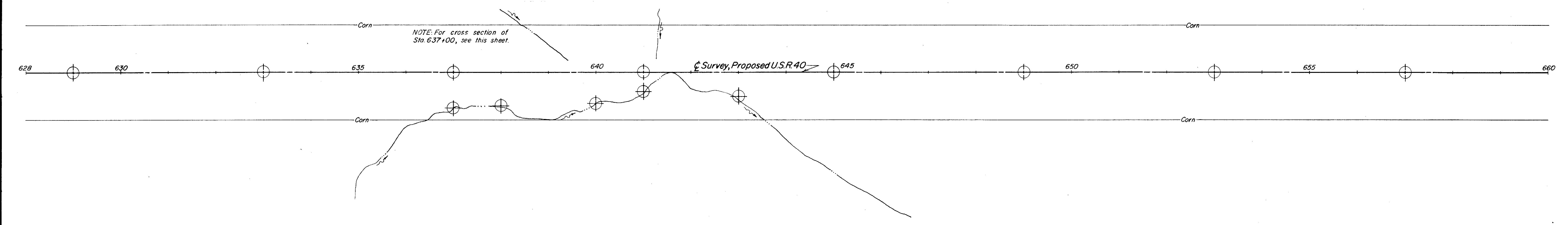
SOIL PROFILE
PREBLE COUNTY
PRE-40-9.46
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 COLUMBUS, OHIO



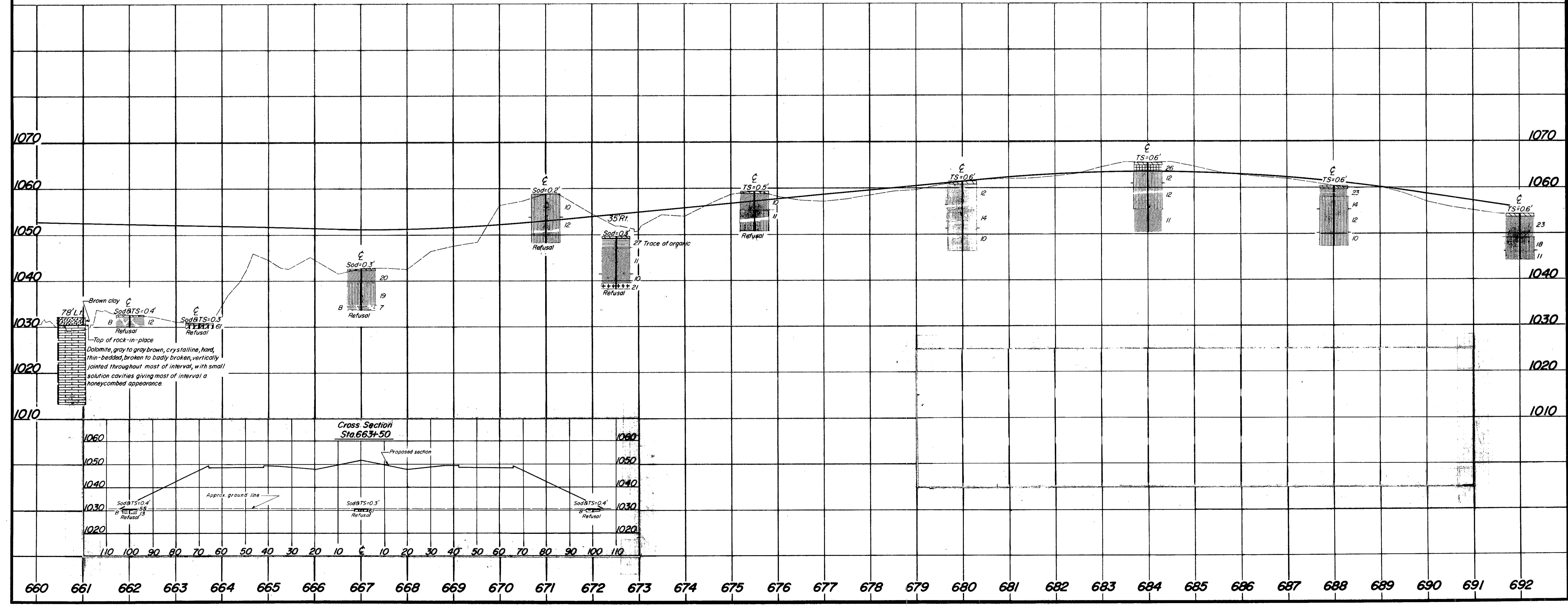
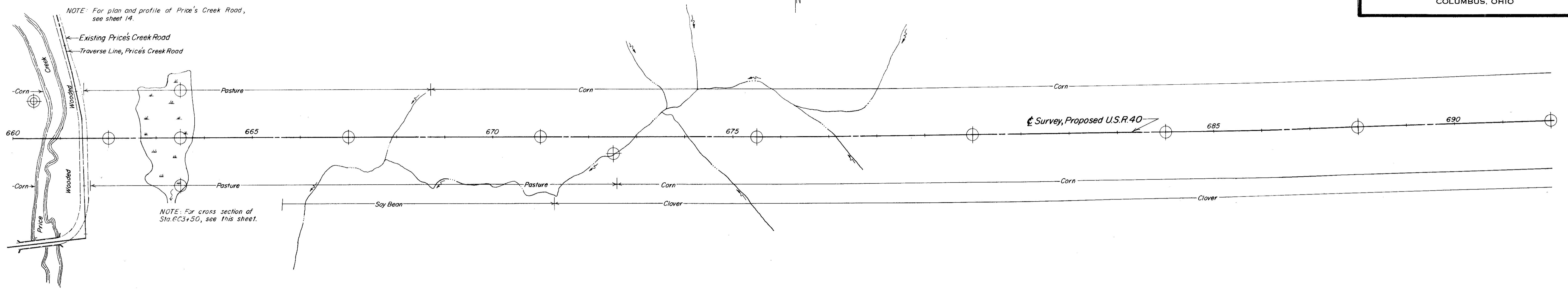
RECEIVED
MAY 12 1966

SOIL PROFILE
PREBLE COUNTY
PRE-40-9.46
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 COLUMBUS, OHIO

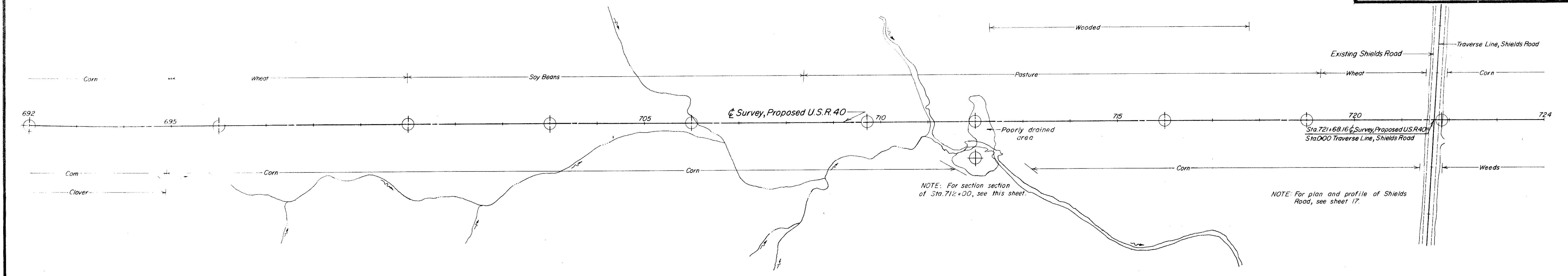
7
17



MAY 12 1960

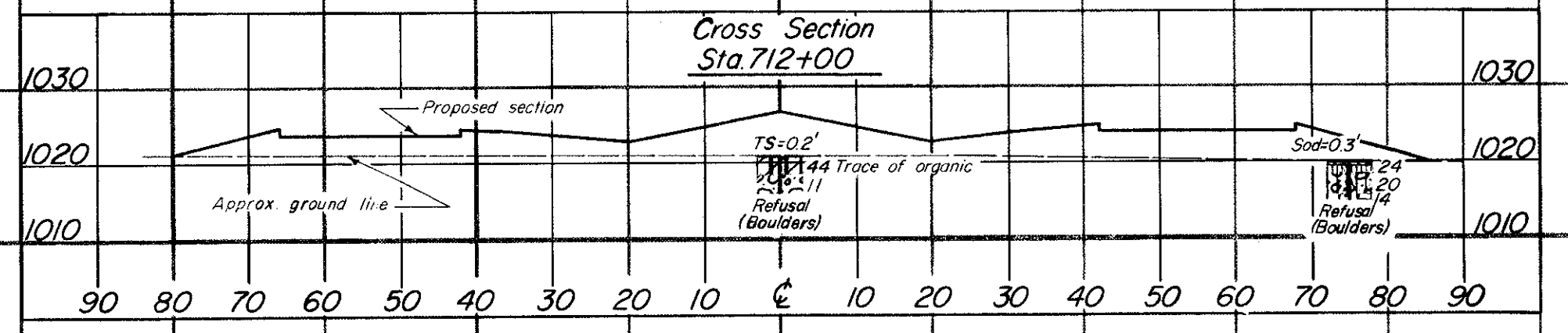
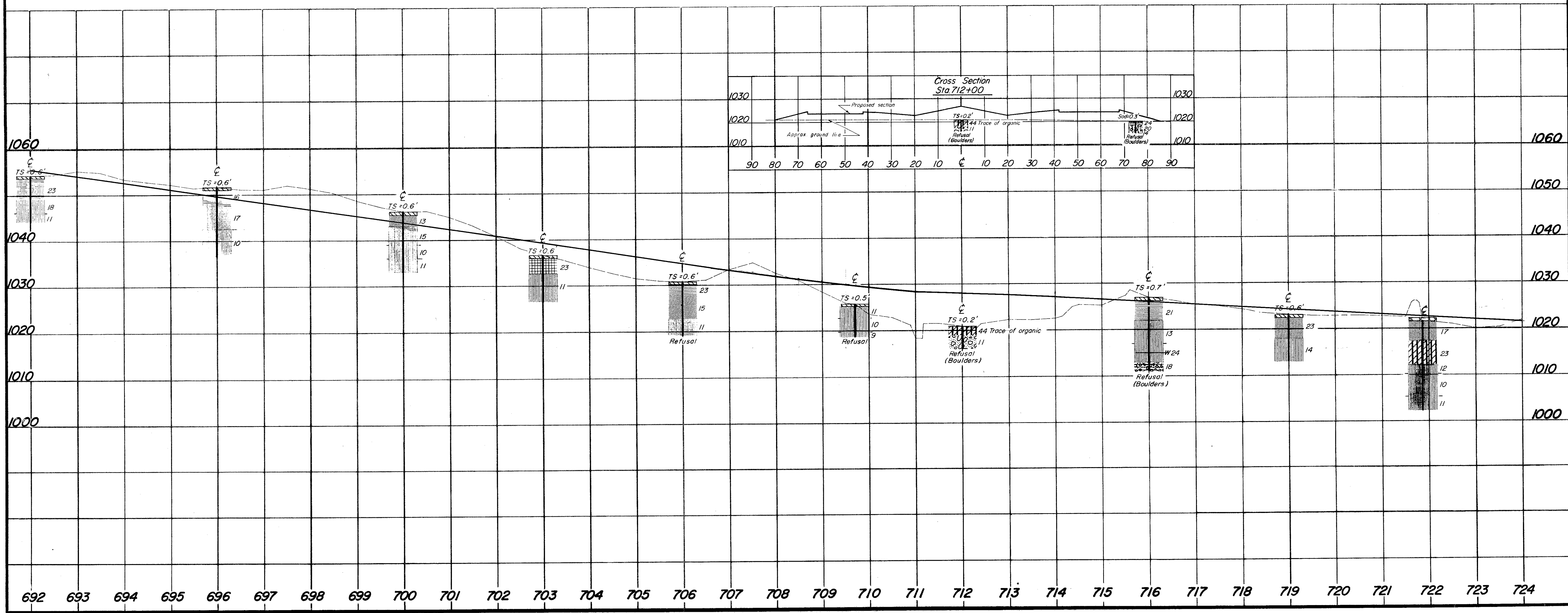


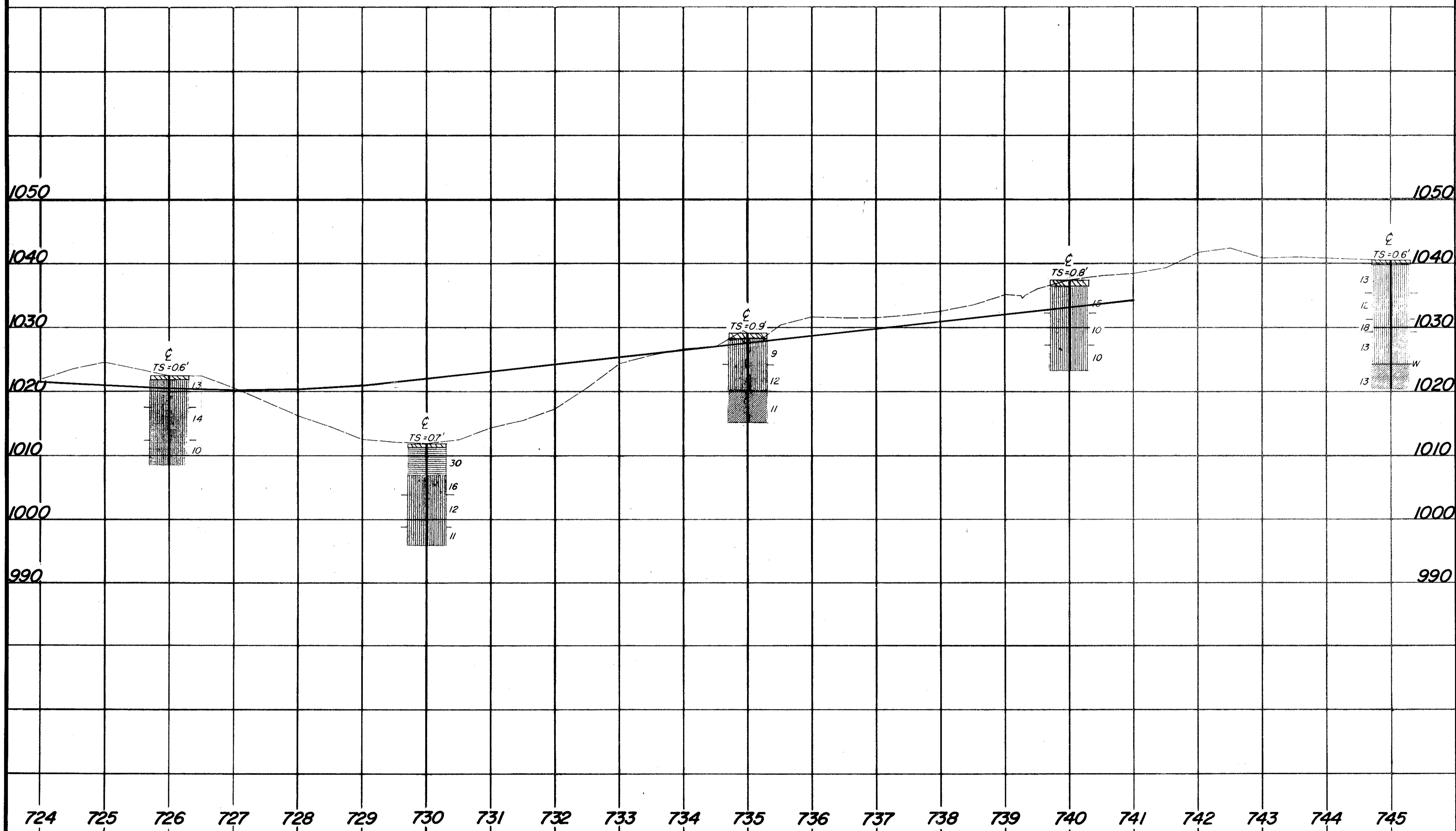
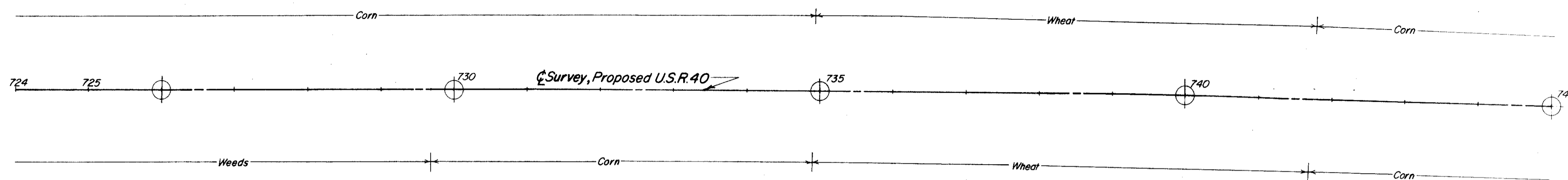
12 1966

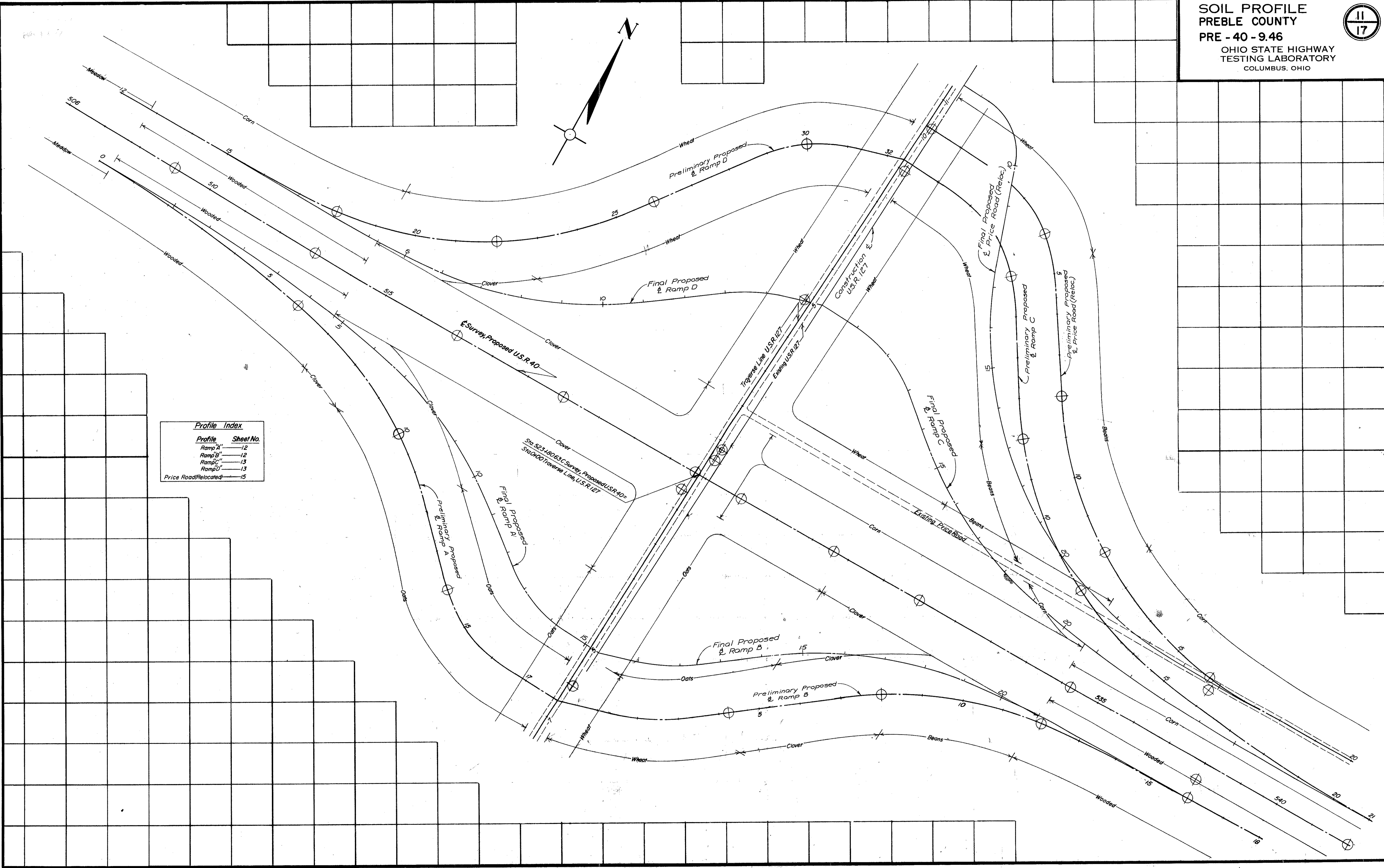
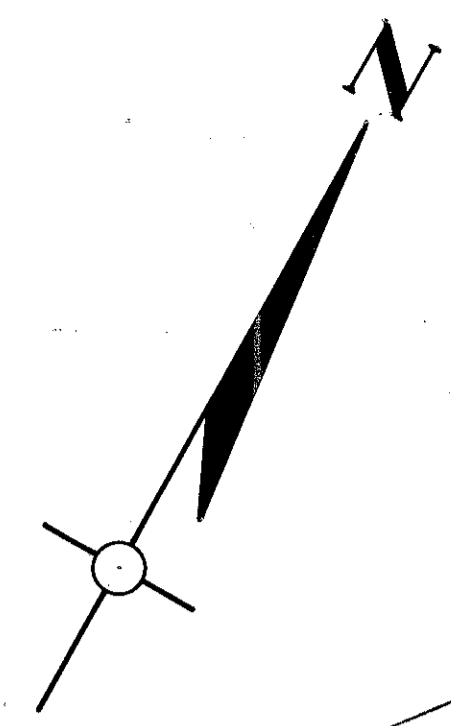


NOTE: For section section of Sta. 712+00, see this sheet.

NOTE: For plan and profile of Shields Road, see sheet 17.

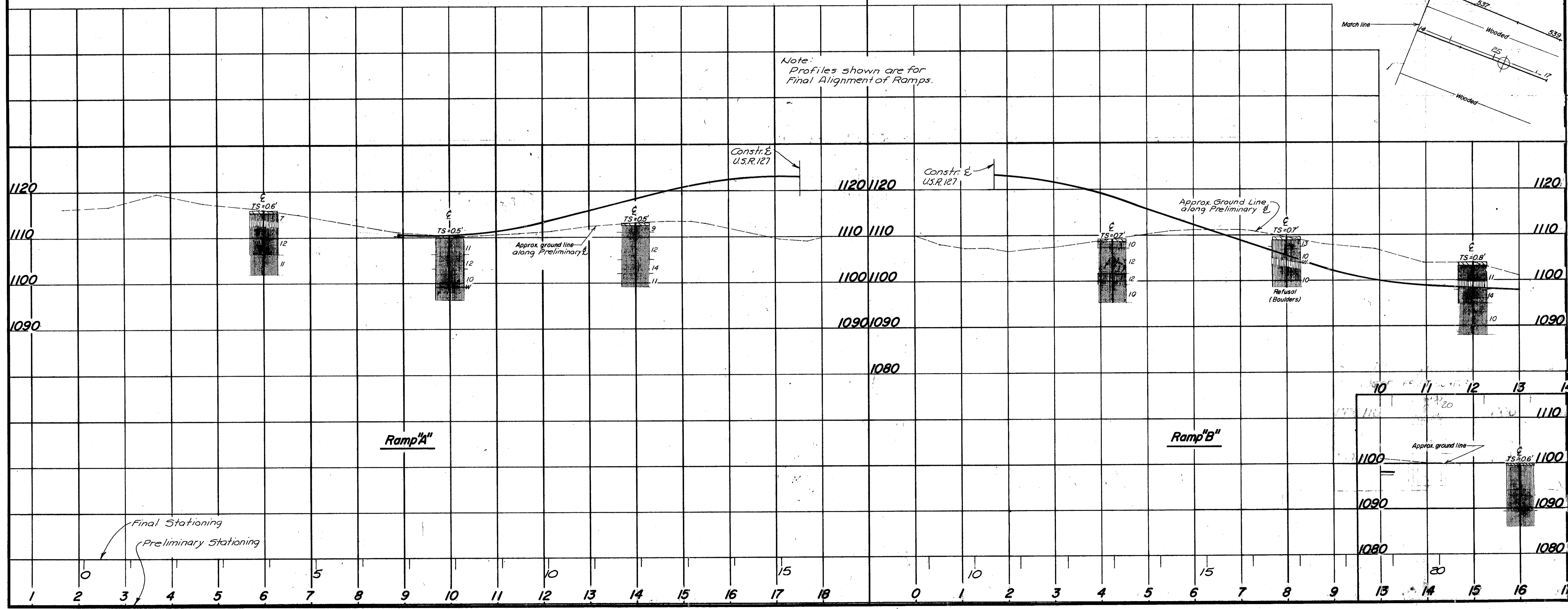
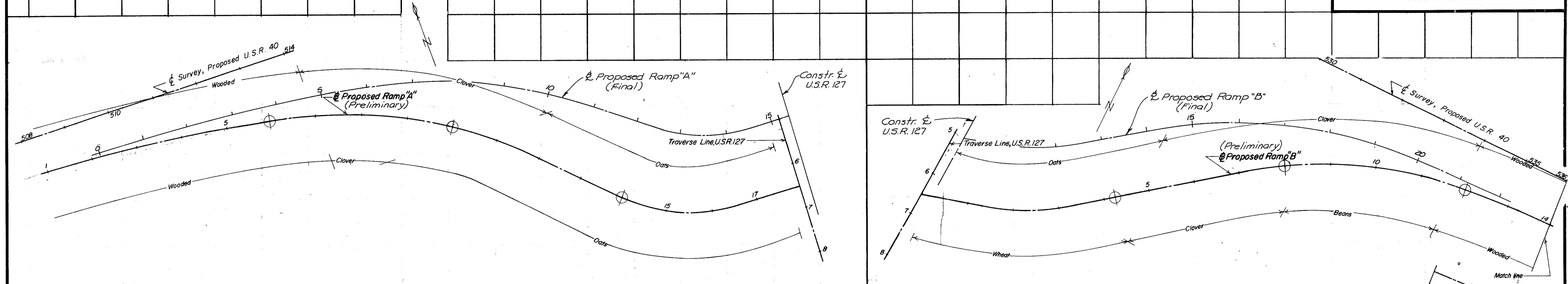


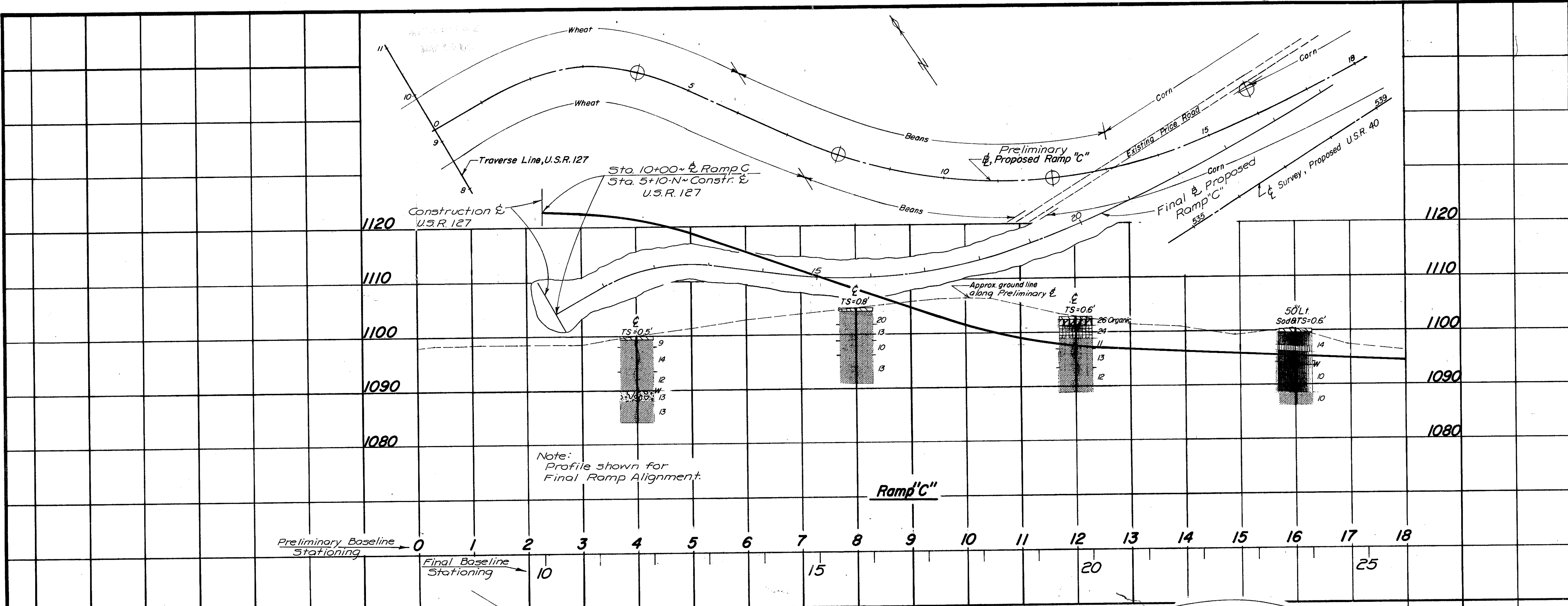




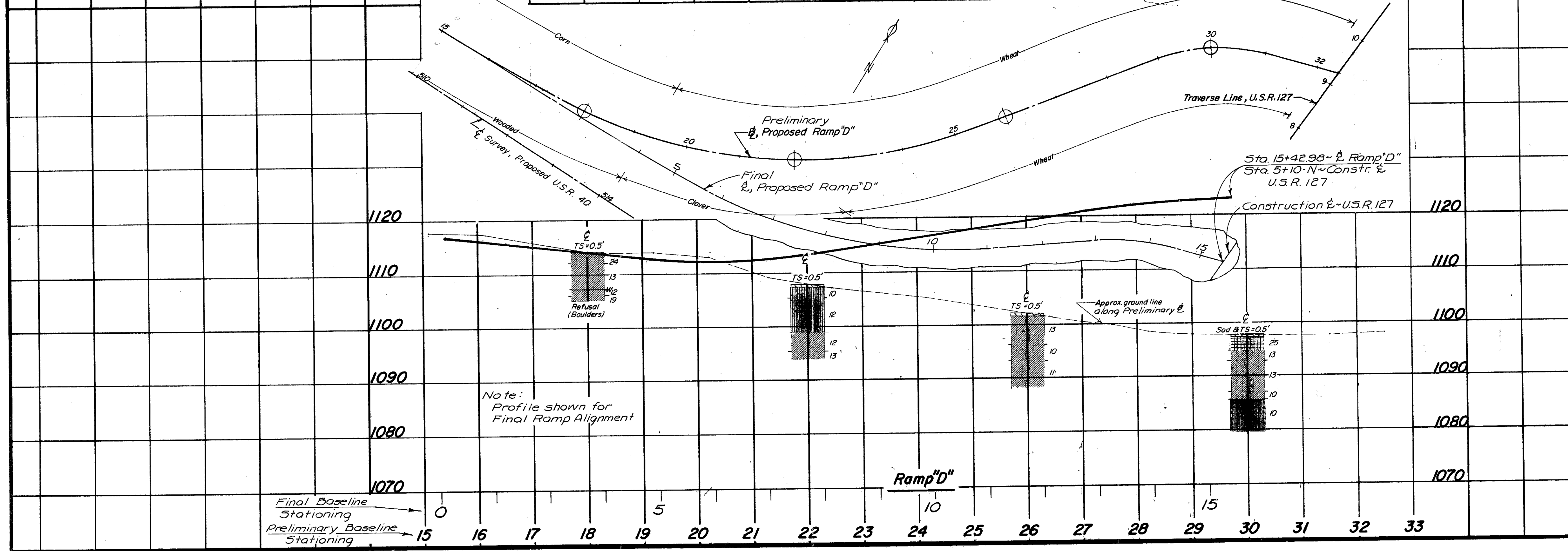
Profile Index

Profile	Sheet No.
Ramp A	12
Ramp B	12
Ramp C	13
Ramp D	13
Price Road (Relocated)	15





Note:
Profile shown for
Final Ramp Alignment.



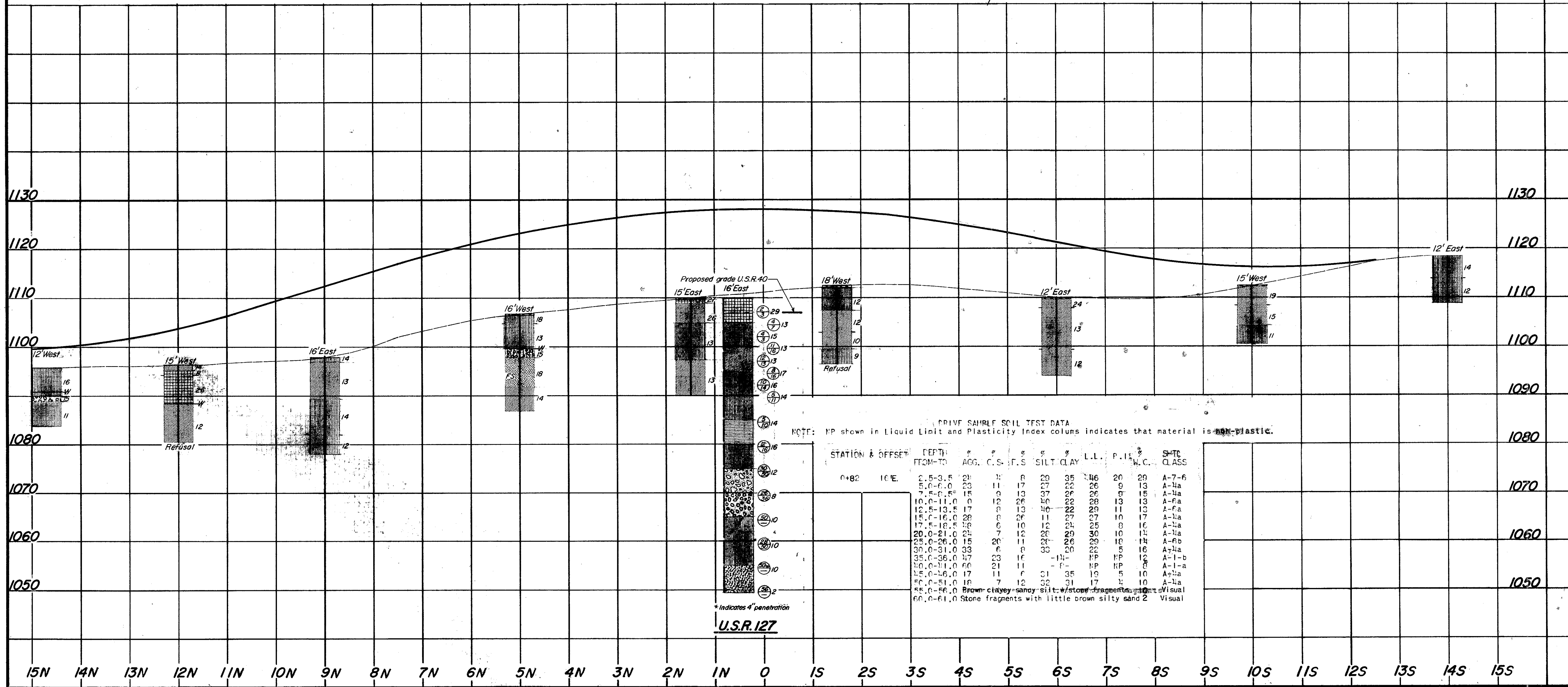
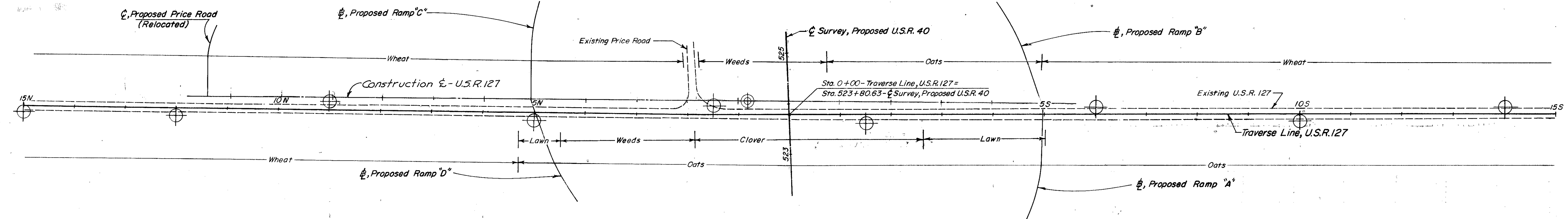
Note:
Profile shown for
Final Ramp Alignment.

TS-54 B
1500.10 60

Note: For complete alignment and profile of Price Road (Relocated), see sheet 15.

Note: For complete alignment and profile of ramps 'C' and 'D', see sheet 13.

Note for complete alignment and profile of ramps 'A' and 'B', see sheet 12.



DRIVE SAMPLE SOIL TEST DATA
NOTE: NP shown in Liquid Limit and Plasticity Index columns indicates that material is non-plastic.

STATION & OFFSET	DEPTH FROM-TO	AGG.	C.S.	F.S.	% SILT	% CLAY	L.L.	P. I.	W.C.	SHR. CLASS
0+82 10'E	2.5-3.5	21	14	8	29	35	46	20	29	A-7-6
	5.0-6.0	23	11	17	27	26	26	9	13	A-1a
	7.5-8.5	15	9	13	37	26	26	9	13	A-1a
	10.0-11.0	0	12	26	40	22	28	13	13	A-fa
	12.5-13.5	17	8	13	40	22	29	11	13	A-fa
	15.0-16.0	28	8	26	11	27	27	10	17	A-1a
	17.5-18.5	18	6	10	12	24	25	8	16	A-1a
	20.0-21.0	24	7	12	20	29	30	10	14	A-1a
	25.0-26.0	15	20	11	20	26	29	18	14	A-fb
	30.0-31.0	33	6	8	33	20	22	5	16	A-1a
	35.0-36.0	47	23	16	-	-	NP	NP	12	A-1-b
	40.0-41.0	60	21	11	-	-	NP	NP	8	A-1-a
	45.0-46.0	17	11	6	31	35	19	5	10	A-1a
	50.0-51.0	18	7	12	32	31	17	1	10	A-1a
	55.0-56.0	18	7	12	32	31	17	1	10	A-1a
	60.0-61.0	18	7	12	32	31	17	1	10	A-1a

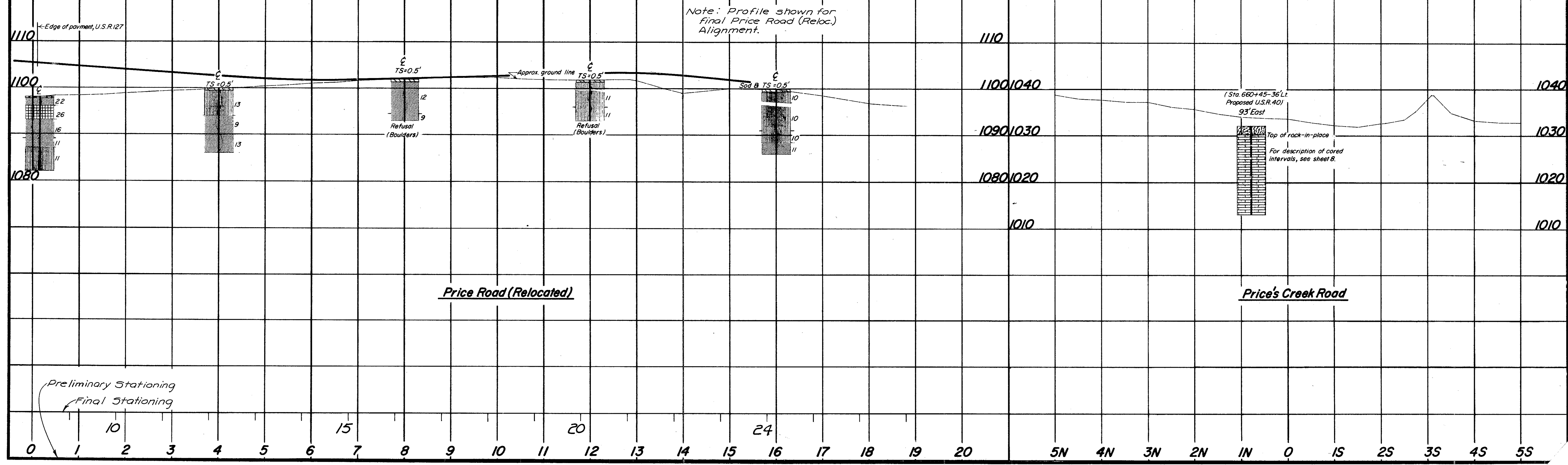
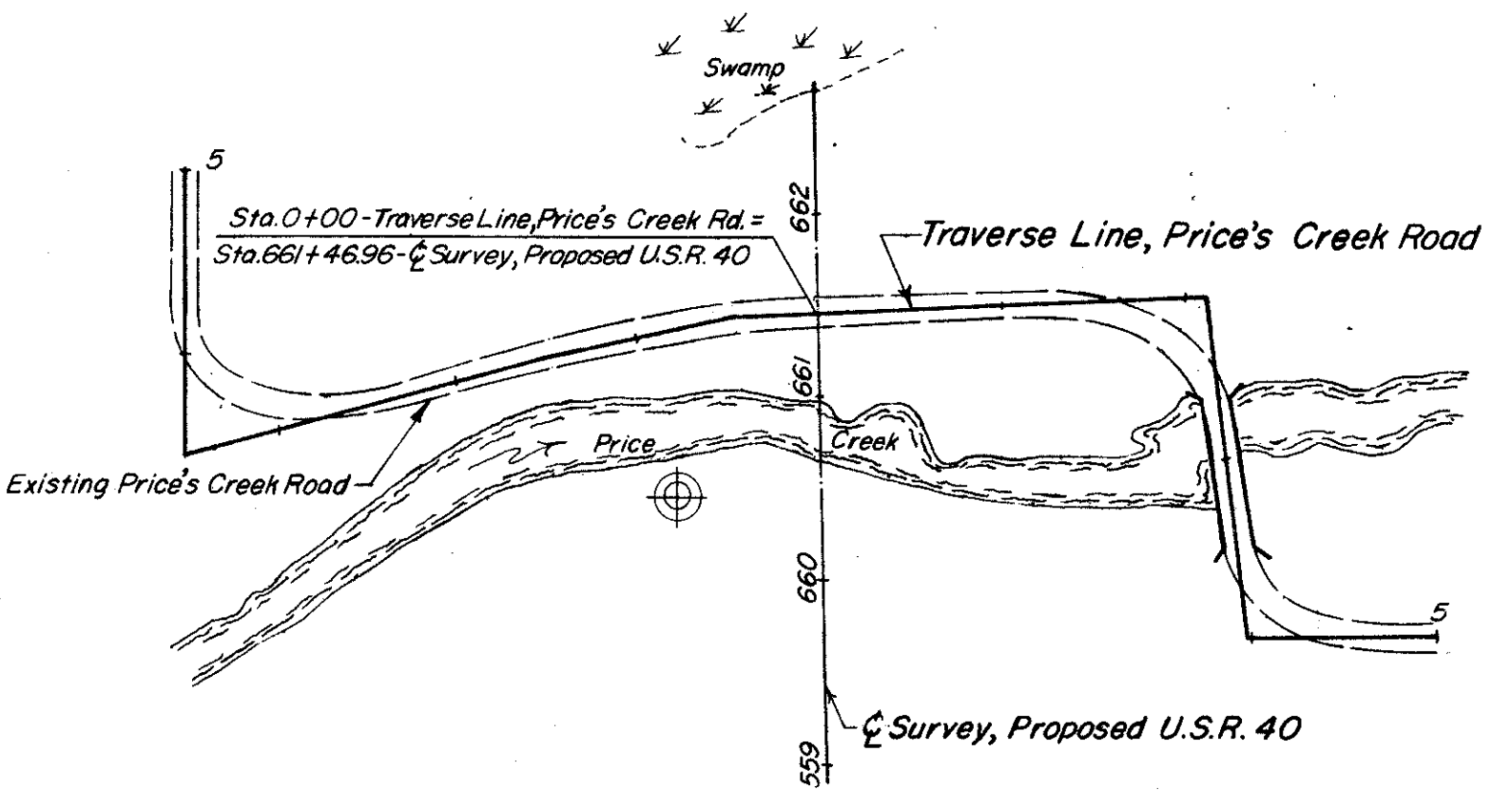
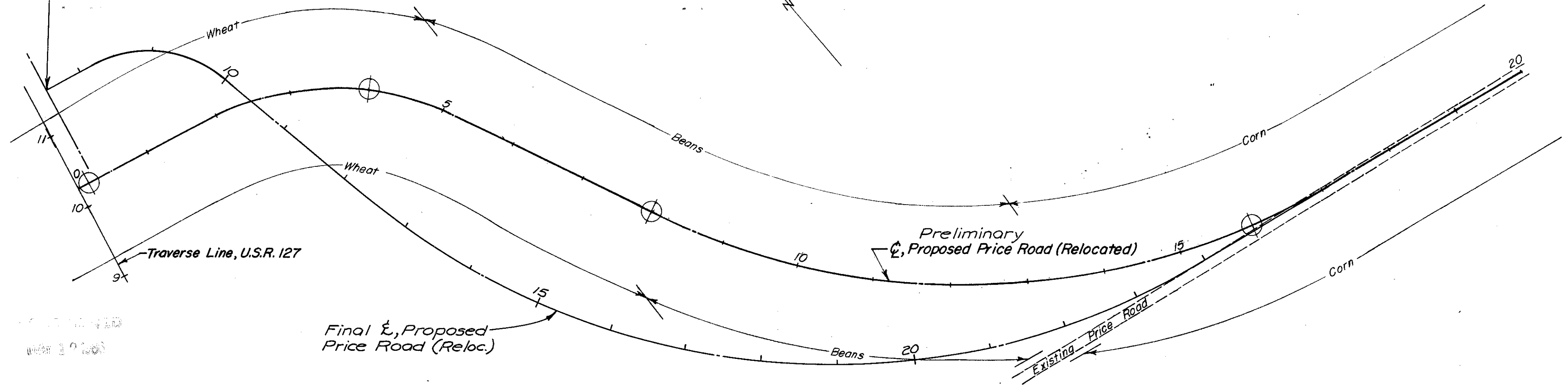
Brown clayey-sandy silt w/stone fragments 10% Visual
60.0-61.0 Stone fragments with little brown silty sand 2 Visual

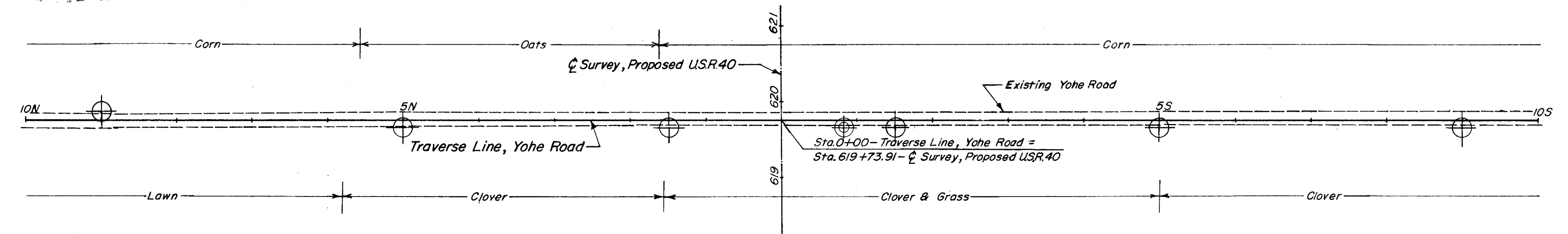
* Indicates 4" penetration

U.S.R. 127

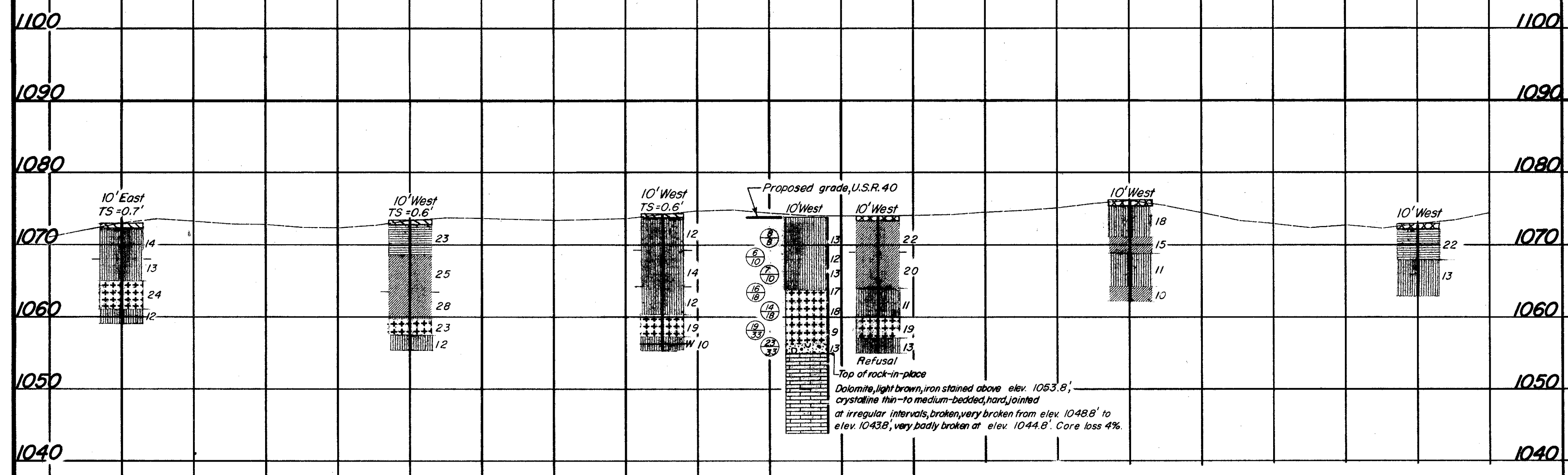
15N 14N 13N 12N 11N 10N 9N 8N 7N 6N 5N 4N 3N 2N 1N 0 1S 2S 3S 4S 5S 6S 7S 8S 9S 10S 11S 12S 13S 14S 15S

Sta. 7+49.45 ~ B Price Road (Reloc.)
Sta. 11+47.00 ~ N ~ Constr. E ~ U.S.R. 127





Note: Yohe Road to be Closed



DRIVE SAMPLE SOIL TEST DATA
NOTE: NP shown in Liquid Limit and Plasticity Index columns indicates that the material is non-plastic.

STATION & OFFSET	DEPTH FROM TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	U.C.	SPTL CLASS
0+01S 10'W	2.5-5.0	22	10	19	30	19	20	1	10	A-1a
	5.0-6.0	14	9	17	37	23	18	0	12	A-1a
	7.5-8.5	10	9	14	32	26	24	0	12	A-1b
	10.0-11.0	5	1	1	57	33	26	2	12	A-1b
	12.5-13.5	0	0	0	63	19	NP	NP	0	A-1b
	15.0-16.0	0	12	14	55	19	NP	NP	0	A-1b
	17.5-18.5	33	20	17	-	-21	NP	NP	13	A-1-b

Yohe Road

