

DESIGN DESIGNATION

Current A.D.T. (1990) = 700
 Design Year A.D.T. (2010) = 860
 D.H.V. = 86
 D = 60 %
 T = 7 %
 V = 55 M.P.H.
 Legal Speed = 55 M.P.H.
 Functional Classification Major Collector (Rural)

Design Exception Approval Date
 Superelevation 7 - 20 - 89

MICROFILMED
 APR 20 1994

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

SCI-125-6.26

NILE TOWNSHIP
 SCIOTO COUNTY

RS-994(3)

SCI-125-6.26

RS-994(3)

OHIO	1
FHWA REGION 5	29
FEDERAL PROJECT	

CONVENTIONAL SIGNS

County Line	-----	Limited Access (only)	-----	LA
Township Line	-----	Right of Way (only)	-----	RW
Section Line	-----	Limited Access & Right of Way	-----	LA & RW
Corporation Line	----- or -----	Existing Right of Way	-----	
Fence Line (existing)	-----x-----	Property Line	----- (in existing fence) -----x-----	
Center Line	----- 352 ----- 353 -----	Railroad	----- or -----	
Trees, Stumps, (to be removed)	-----	Guardrail (existing)	----- (proposed) -----	
Utility Poles: Telephone, Power, Light	-----			

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LINE DATA

Begin Project Sta. 330 + 82.47
 End Project Sta. 331 + 96.60
 Length of Project 114.13 Lin. Ft. or 0.022 Miles

Add for Work
 Begin Work Sta. 329 + 55
 End Work Sta. 332 + 59.10
 Length of Work 304.10 Lin. Ft. or 0.057 Miles

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

Portion to be improved. -----
 State & Federal Routes -----
 Other Roads -----

SCALES

Plan -----
 Profile: Horizontal -----, Vertical -----
 Cross Section: Horizontal -----, Vertical -----

SUPPLEMENTAL SPECIFICATIONS	
802	4-13-90

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS			
	MC-11	8-1-78	
BP-5	10-1-87	AS-1-81	11-27-81
		DBR-2-73	4-10-73
GR-1	1-11-85		
GR-2B	2-5-82	PSBD-1-81	6-20-89
GR-3	10-25-90		
GR-4	2-5-82	MT-97.10	4-29-88
GR-4A	1-30-84	MT-99.10	11-14-86
MC-9A	1-11-85		

Plan Prepared By:
 DISTRICT NO. 9
 OHIO DEPARTMENT OF
 TRANSPORTATION

SEAL

1991 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety of traffic will be as set forth in these plans and estimates.

Approved Richard E. Wilson
 Date 1-24-91 District Deputy Director of Transportation

Approved B. D. H. ...
 Date 3-7-91 Engineer, Bureau of Bridges and Structural Design

Approved ...
 Date 3/26/91 Deputy Director, Planning and Design

Approved Jerry Wray
 Date 3-27-91 Director, Department of Transportation

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
 DIVISION ADMINISTRATOR DATE

Project: **SCI-125-6.26**
 Date of Letting 19, Contract No. _____

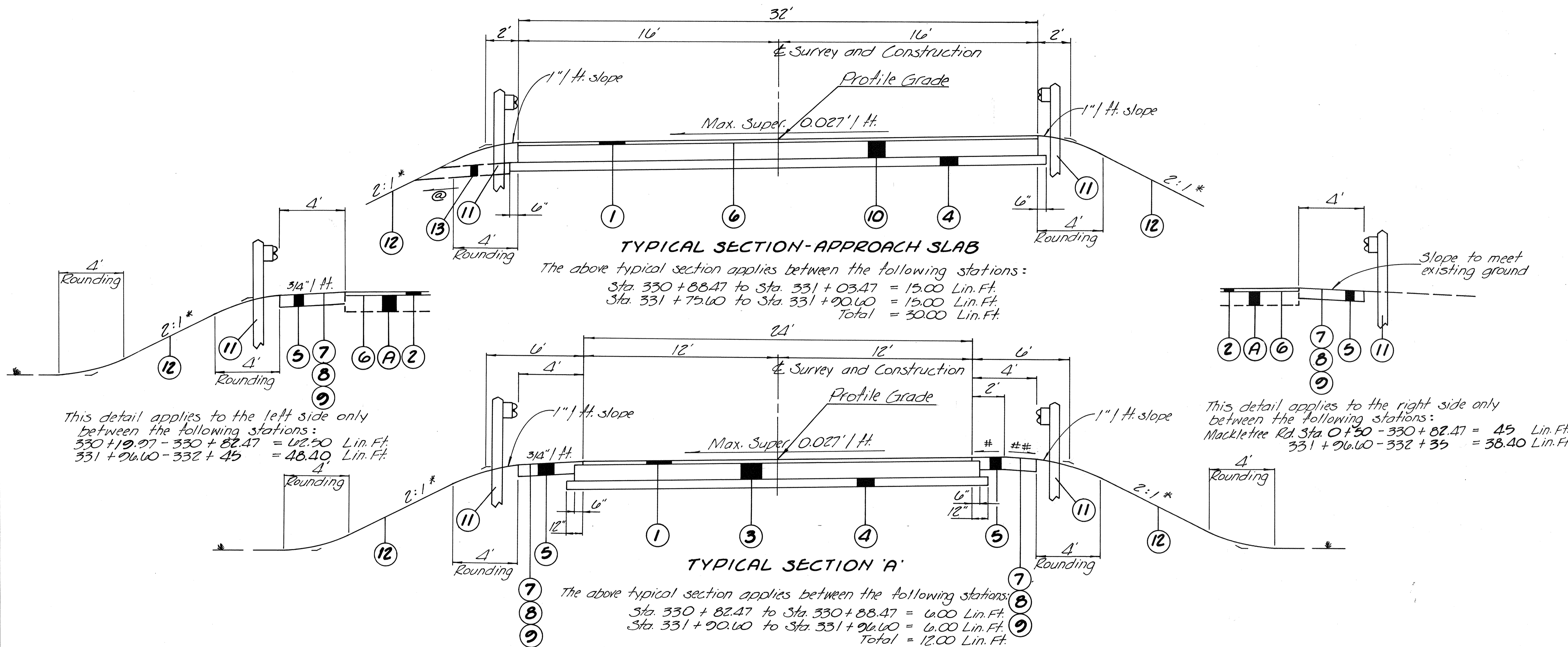
TYPICAL SECTIONS

TYPE 404 ON 301

FHWA REGION	STATE	PROJECT
5	OHIO	

2
20

SCIOTO COUNTY
SCI-125-6.26



This detail applies to the left side only between the following stations:
330 + 19.97 - 330 + 82.47 = 62.50 Lin. Ft.
331 + 96.60 - 332 + 45 = 48.40 Lin. Ft.

This detail applies to the right side only between the following stations:
Mackletree Rd. Sta. 0 + 50 - 330 + 82.47 = 45 Lin. Ft.
331 + 96.60 - 332 + 35 = 38.40 Lin. Ft.

LEGEND

- | | |
|---|---|
| ① 404 2 1/2" Asphalt Concrete, AC-20 | ⑨ 409 Seal Coat Cover Aggregate @ 0.008 C.Y. / S.Y. |
| ② 404 Var.-0" Min. Asphalt Concrete, AC-20 | ⑩ 611 Reinforced Concrete Approach Slabs (T=12") |
| ③ 301 12" Bituminous Aggregate Base, AC-20 | ⑪ 606 Guardrail, Type 5 |
| ④ 304 6" Aggregate Base, As Per Plan | ⑫ 659 Seeding and Mulching |
| ⑤ 304 8" Aggregate Base, As Per Plan | ⑬ 605 Aggregate Drains |
| ⑥ 407 Tack Coat | Ⓐ Existing Pavement (For buildup of existing pavement see sheet 13) |
| ⑦ 408 Bituminous Prime Coat @ 0.4 Gal. / S.Y. | |
| ⑧ 409 Seal Coat Bituminous Material @ 0.3 Gal. / S.Y. | |

Notes:
* Or as shown on Cross Sections
Same slope as pavement (Pavement slope exceeds .0075 ft./ft.)
3/4" ft. slope @ 1" ft. Desirable; 1/2" ft. Minimum

Proposed Bridge Limits
Sta. 331 + 03.47 - Sta. 331 + 75.60

GENERAL NOTES

FHWA REGION	STATE	PROJECT	
5	OHIO		

3
29

SCIOTO COUNTY
SCI-125-6.26

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

THE ROUNDED CORNERS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

SEEDING

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN 10 FEET OUTSIDE THE WORK LIMITS, AS SHOWN ON THE CROSS SECTIONS, OR TO THE RIGHT-OF-WAY LINE, IF SUCH LINE IS LESS THAN 10 FEET FROM THE WORK LIMITS.

WATERING PERMANENT SEEDED AREAS

THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED, AS DIRECTED BY THE ENGINEER, TO PROMOTE GROWTH AND TO CARE FOR THE PERMANENT SEEDED AREAS IN ACCORDANCE WITH 659.09:

659 WATER 714 x 9/1000 x 120/1000 x 2 = 2 M-GAL.

WATER FOR DUST CONTROL

MATERIALS FOR DUST CONTROL, TO BE USED AS DIRECTED BY THE ENGINEER, ARE PROVIDED AS FOLLOWS:

616 WATER 50 M-GAL.

ITEM 304 AGGREGATE BASE, AS PER PLAN

MATERIALS FURNISHED FOR THIS ITEM SHALL EXCLUDE ALL SLAG EXCEPT GRANULATED SLAG OR AIR-COOLED BLAST FURNACE SLAG.

LOCATION OF GUARDRAIL

THE LOCATIONS OF GUARDRAIL RUNS, AS SHOWN ON THESE PLANS, ARE SUBJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 ORC.

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED, TO BE USED AS DIRECTED BY THE ENGINEER, FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

207	STRAW OR HAY BALES	50	EACH
207	TEMPORARY SEEDING AND MULCHING	145	SQ.YD.
659	COMMERCIAL FERTILIZER	.01	TON
659	REPAIR SEEDING AND MULCHING	40	SQ.YD.
659	WATER	1	M-GAL.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

ELECTRIC; OHIO POWER COMPANY
301-315 CLEVELAND AVENUE, S.W.
CANTON, OHIO 44702
(216) 438-7040
(NOT OUPS MEMBER)

TELEPHONE; GENERAL TELEPHONE COMPANY OF OHIO
1315 ALBERT STREET
P.O. BOX 511
PORTSMOUTH, OHIO 45662
(614) 354-0511
(OUPS MEMBER)

WATER: SCIOTO WATER, INC.
ROUTE NO. 1
P.O. BOX 34
WHEELERSBURG, OHIO 45694
(614) 574-2111
(NOT OUPS MEMBER)

407 TACK COAT

PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE

EXISTING RAISED PAVEMENT MARKERS IN THE PROJECT AREA ARE TO BE REMOVED FOR STORAGE AS PER 202.071. AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 605, AGGREGATE DRAINS

THE LOW POINT OF ANY AREA OR AREAS OF THE COURSE BEING DRAINED, WHERE WATER WOULD TEND TO COLLECT IN THE COURSE, SHALL BE PROVIDED WITH AN AGGREGATE DRAIN. EXAMPLES OF SUCH AREAS INCLUDE THE LOW POINTS OF SAG VERTICAL CURVES AND LONGITUDINAL DISCONTINUITIES IN THE SURFACE OF THE SUBGRADE SUCH AS MAY OCCUR AT BUTT JOINTS OR AT PAVEMENT THICKNESS CHANGES.

ITEM 622-PORTABLE CONCRETE BARRIER:

SUPPLEMENTING 622.08. THE METHOD FOR MEASUREMENT FOR PORTABLE CONCRETE BARRIER SHALL INCLUDE THE TOTAL OF EACH INDIVIDUAL PLACEMENT OF PCB REQUIRED BY THE PLANS WITHOUT REGARD TO WHETHER THE SAME SPECIFIC SECTION OF PCB COULD BE RE-USED AGAIN ON THE PROJECT.

COMMERCIAL FERTILIZER

$714 \times 9 / 1000 \times 20 / 2000 = .06$ TON

AGRICULTURAL LIMING

$714 \times 9 / 1000 \times 100 / 2000 = .32$ TON

QUANTITIES CARRIED TO GENERAL SUMMARY SHEETS 11 & 12

MAINTENANCE OF TRAFFIC

ALL SIGNS, DEVICES, PAVEMENT MARKINGS, AND OPERATIONS USED FOR THE TEMPORARY MAINTENANCE AND CONTROL OF TRAFFIC DURING CONSTRUCTION SHALL BE SUBJECT TO THE DIRECTION AND CONTROL OF THE ENGINEER IN RESPECT TO THEIR CONDITIONS, LOCATIONS, AND TIMES OF APPLICATION. VISIBLE SIGNS, DEVICES, AND PAVEMENT MARKINGS SHALL, AT ALL TIMES, REFLECT THE CONDITIONS ACTUALLY EXISTING. INAPPROPRIATE SIGNS OR DEVICES SHALL BE REMOVED OR COVERED; INAPPROPRIATE PAVEMENT MARKINGS SHALL BE REMOVED.

TWO-WAY, TWO-LANE TRAFFIC SHALL BE MAINTAINED ON BOTH SR-125 AND TR-99 (MACKLETREE ROAD) WHENEVER CONSTRUCTION OPERATIONS PERMIT. SIGNAL-CONTROLLED, ONE-WAY OPERATIONS ON SR-125 AND TRAFFIC-ACTUATED SIGNALS FOR TR-99 SHALL BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF THE PROPOSED BRIDGE. FLAGGERS MAY ALSO BE USED TO CONTROL TRAFFIC, IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-97.10, AS NECESSARY TO THE PROGRESS OF THE WORK.

SEE "BRIDGE CONSTRUCTION SEQUENCE" ON SHEET 26 FOR SEQUENCE OF TRAFFIC MAINTENANCE PHASES. SEE BRIDGE PLANS FOR MINIMUM CLEAR TRAFFIC LANE WIDTHS AND METHOD OF MOUNTING TEMPORARY GUARDRAIL ON BRIDGE. SEE SHEET 5 FOR METHOD OF CONNECTING TEMPORARY BRIDGE MOUNTED RAILING TO THE PORTABLE CONCRETE BARRIER TO BE USED OFF THE BRIDGE. SEE SHEETS 6 THROUGH 8 FOR SIGNALIZED TRAFFIC CONTROL DETAILS. SEE SHEET 9 FOR NOTES AND QUANTITIES FOR TEMPORARY RAISED PAVEMENT MARKERS.

ANY PAVEMENT OPENED TO TWO-WAY TRAFFIC SHALL HAVE CENTER LINES IN PLACE. TEMPORARY CENTER LINES, CLASS II, SHALL BE FURNISHED IF PERMANENT MARKINGS ARE NOT IN PLACE WHEN THE ROAD IS OPENED TO TWO-WAY TRAFFIC. TEMPORARY PAVEMENT MARKINGS AND ANY NECESSARY WARNING SIGNS SHALL BE FURNISHED AND PLACED, AND ALL CONFLICTING MARKINGS SHALL BE REMOVED, IN ACCORDANCE WITH SCD MT-99.10.

QUANTITIES OF ITEM 404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, ITEM 410 TRAFFIC COMPACTED SURFACE, ITEM 616 CALCIUM CHLORIDE, AND ITEM 616 WATER ARE PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO MAINTAIN THE TEMPORARY TRAVELED WAY, INCLUDING TEMPORARY WIDENING ON THE BERM FOR PHASE II, AND TO MAINTAIN LOCAL ACCESS.

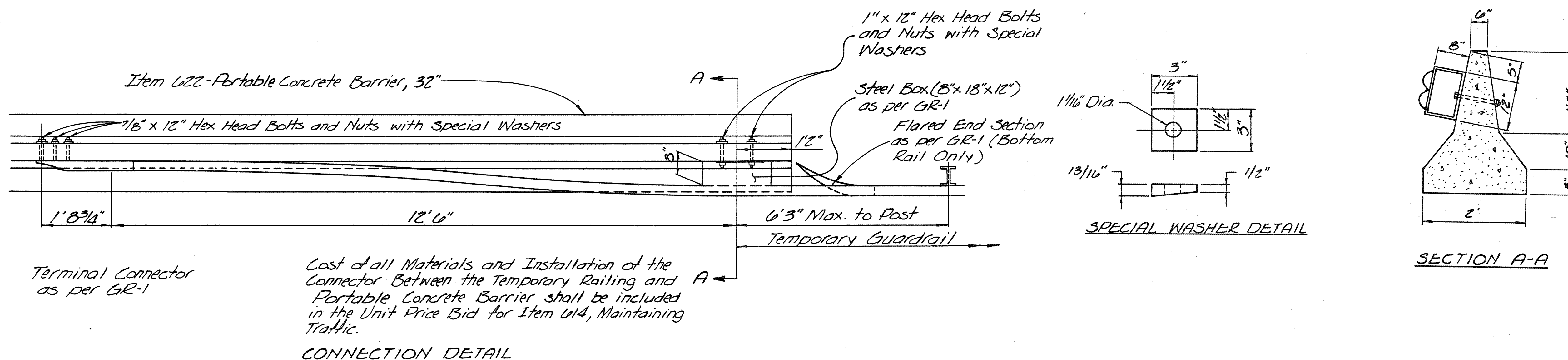
THE CONTRACTOR IS TO PROVIDE PORTABLE CONCRETE BARRIER FOR USE DURING PHASES I AND II OF TRAFFIC MAINTENANCE. IN EACH TRAFFIC MAINTENANCE PHASE EACH EXTREME END OF THE PORTABLE CONCRETE BARRIER SHALL BE PROVIDED WITH A "TEMPORARY END TERMINAL" AS SHOWN ON SCD MC-9A.

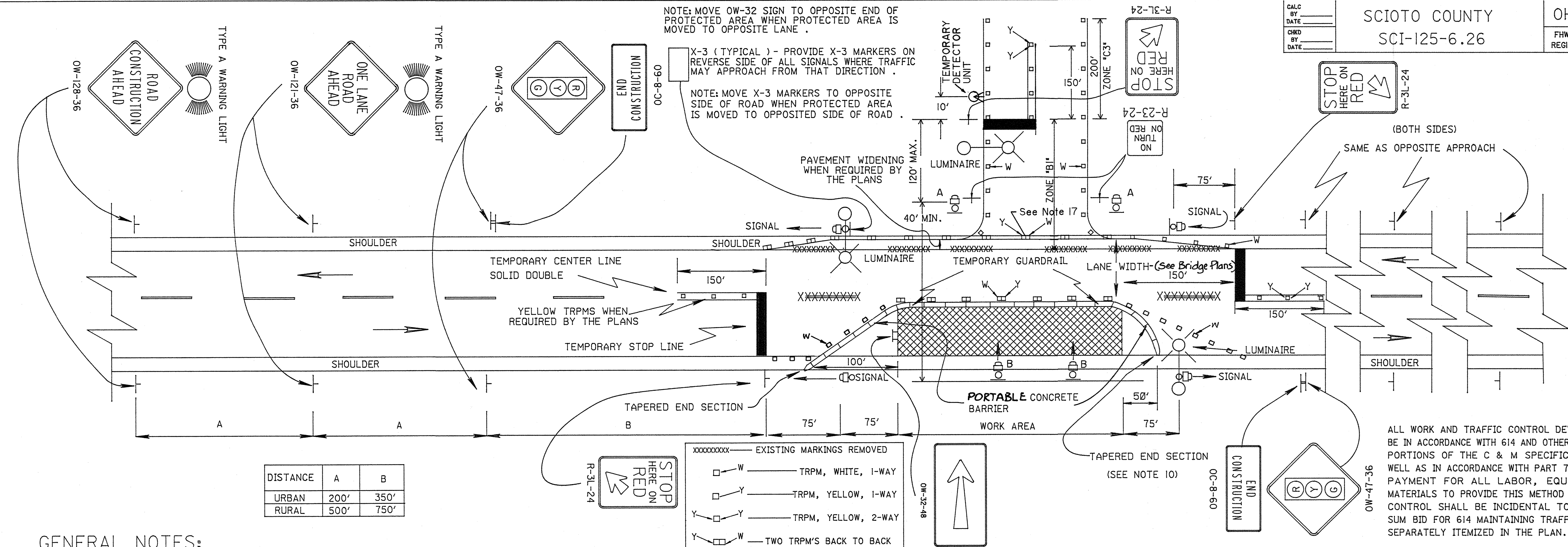
ITEM 614 BARRIER REFLECTORS SHALL BE PROPERLY INSTALLED ON ALL RAILING, GUARDRAIL, AND/OR BARRIER WITHIN THE WORK AREA. ITEM 614 BARRIER REFLECTORS SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 802 EXCEPT THAT THEIR SPACING SHALL BE AS SHOWN IN THE PLANS.

THE CONTRACTOR'S RESPONSIBILITY FOR THE MAINTENANCE OF EXISTING PAVEMENTS UNDER 614 SHALL BE LIMITED TO THOSE AREAS OF EXISTING PAVEMENT WITHIN THE PROPOSED ROADWAY WORK LIMITS, AND SHALL NOT INCLUDE THE WORK LIMITS REQUIRED ONLY FOR TEMPORARY SIGNING AND PAVEMENT MARKING.

PAYMENT FOR ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO ACCOMPLISH THE TEMPORARY MAINTENANCE AND CONTROL OF TRAFFIC SHALL BE MADE UNDER THE APPROPRIATE LUMP SUM OR UNIT PRICES BID FOR THE ESTIMATED QUANTITIES ENUMERATED BELOW. PAYMENT FOR ANY NECESSARY LABOR, MATERIALS, OR INCIDENTALS NOT SPECIFICALLY INCLUDED IN ANY OTHER ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	25 CU.YD.
410 TRAFFIC COMPACTED SURFACE, TYPE A OR B	50 CU.YD.
614 MAINTAINING TRAFFIC	LUMP
614 TEMPORARY CENTER LINE, CLASS I	0.10 MILE
614 TEMPORARY CENTER LINE, CLASS II	0.17 MILE
614 TEMPORARY STOP LINE, CLASS I	36 LIN.FT.
614 TEMPORARY RAISED PAVEMENT MARKER, TYPE A	528 EACH
614 BARRIER REFLECTOR, TYPE A2	6 EACH
614 BARRIER REFLECTOR, TYPE B2	30 EACH
616 WATER	1 M-GAL.
616 CALCIUM CHLORIDE	1 TON
622 PORTABLE CONCRETE BARRIER, 32"	270 LIN.FT.





NOTE: MOVE OW-32 SIGN TO OPPOSITE END OF PROTECTED AREA WHEN PROTECTED AREA IS MOVED TO OPPOSITE LANE.

X-3 (TYPICAL) - PROVIDE X-3 MARKERS ON REVERSE SIDE OF ALL SIGNALS WHERE TRAFFIC MAY APPROACH FROM THAT DIRECTION.

NOTE: MOVE X-3 MARKERS TO OPPOSITE SIDE OF ROAD WHEN PROTECTED AREA IS MOVED TO OPPOSITE SIDE OF ROAD.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

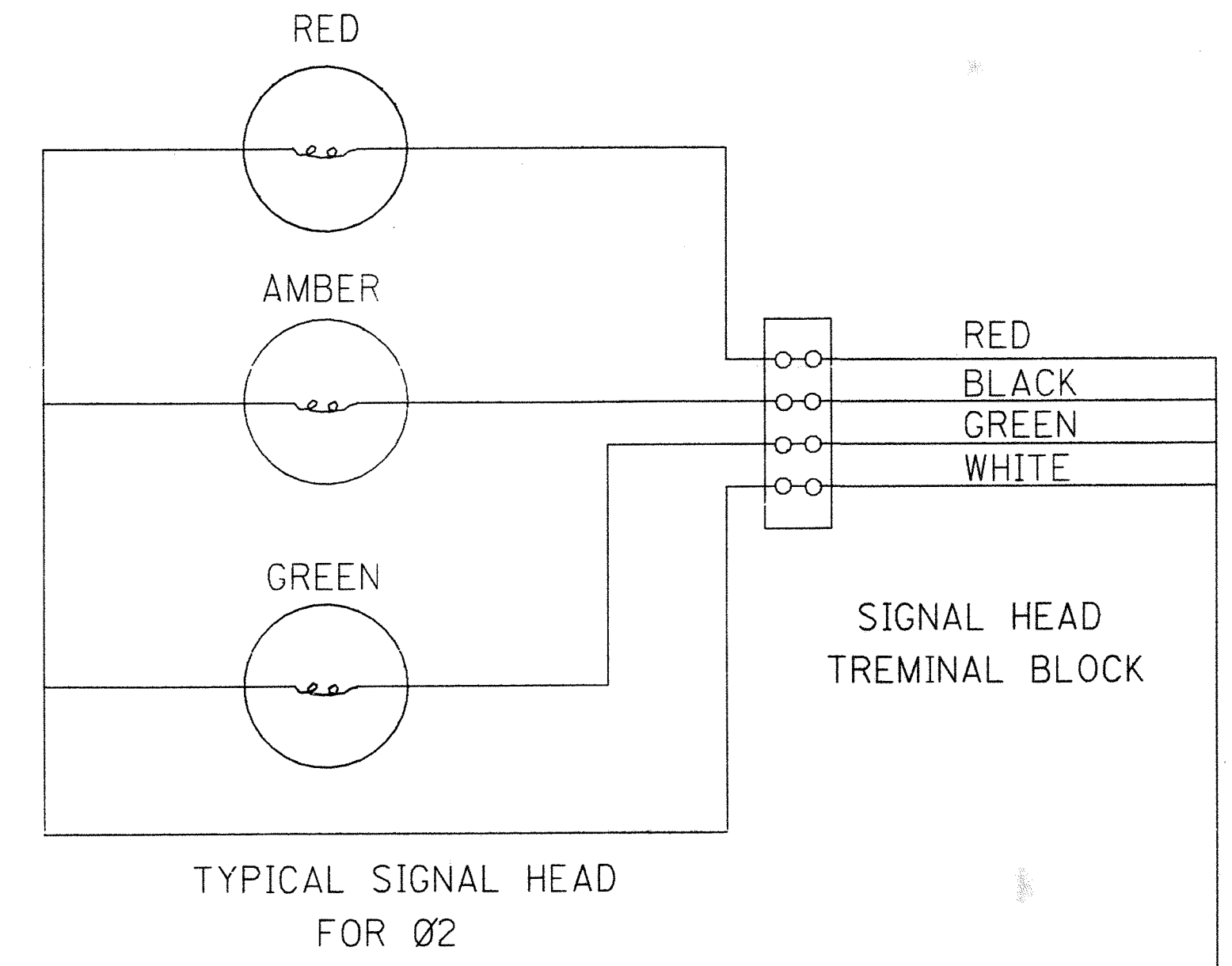
GENERAL NOTES:

- INITIAL SIGNAL TIMING SHALL BE AS SHOWN IN THE PLANS. SIGNAL TIMING CHANGES SHALL BE APPROVED BY THE ENGINEER.
- SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF PART 6 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- ADEQUATE AREA ILLUMINATION TO CLEARLY IDENTIFY ALL ENDS OF THE WORK AREA AT NIGHT SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY LUMINAIRES. LUMINAIRES SHALL BE LOCATED ADJACENT TO THE SIGNAL LOCATIONS AS SHOWN ABOVE. THE MOUNTING HEIGHT FOR LUMINAIRES SHALL BE A MINIMUM OF 27 FEET ABOVE THE PAVEMENT BUT IN NO CASE LESS THAN 15 FEET ABOVE THE TOP OF THE SIGNAL AND MOUNTED ON A SUPPORT OF ADEQUATE STRENGTH TO PROVIDE A SATISFACTORY INSTALLATION. THE OVERHEAD CONDUCTOR CLEARANCE SHALL BE A MINIMUM OF 18 FEET ABOVE THE PAVEMENT. THE LUMINAIRE ARM SHALL BE OF SUFFICIENT LENGTH TO EXTEND TO THE EDGE OF THE PAVEMENT. POLES SHALL BE ERRECTED A MINIMUM OF 5.5 FEET BEHIND FACE OF GUARDRAIL WHERE EXISTING, OR 12 FEET FROM THE EDGE OF PAVEMENT. WHERE POSSIBLE LOCATE BEHIND DITCH.
- TEMPORARY CENTER LINE: SOLID, DOUBLE, AS SHOWN, SHALL BE INSTALLED AND MAINTAINED WHERE NO PASSING LINES ARE NOT ALREADY IN PLACE. 12" STOP LINES SHALL ALSO BE INSTALLED. TEMPORARY RAISED PAVEMENT MARKERS, (TRPM'S) TO SIMULATE A TWO COLOR EDGE LINE SHALL BE PROVIDED. EXISTING CONFLICTING PAVEMENT MARKINGS OR RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE WORK AREA AND THE STOP LINES OR WITHIN THE ONE WAY LANE WIDTH SHALL BE REMOVED. AFTER COMPLETION OF THE WORK. TEMPORARY MARKINGS AND TRPM'S SHALL BE REMOVED IN ACCORDANCE WITH 621.134 AND THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED.
- TYPE C STEADY BURNING WARNING LIGHTS SHALL BE ERRECTED ON BARRIER AT 50FT. SPACING (FT/OSPCING IN TAPERS) FOR NIGHT LANE CLOSURES. BARRIER REFLECTORS (TWO-WAY, WHITE/YELLOW) SHALL BE PROVIDED AT 50 FT. SPACING (10 FT. SPACING IN TAPERS) ON ALL BARRIERS.
- THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS.
- THE HORIZONTAL OR VERTICAL ALIGNMENT OF THE ROADWAY MAY REQUIRE ADJUSTMENTS IN THE LOCATION OF THE ADVANCE WARNING SIGNS OR THE SIGNAL HEADS. TREE OR BRUSH TRIMMING TO PROVIDE ADEQUATE SIGHT DISTANCE TO SIGN AND SIGNALS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. THE DISTANCES SHOWN FOR ADVANCE WARNING SIGN SPACINGS ARE MINIMUM.
- ALL TRAFFIC SIGNAL AND LIGHTING EQUIPMENT USED IN THIS INSTALLATION, SUCH AS SIGNAL OR LIGHTING CABLE, SIGNAL HEADS, LUMINAIRES OR SIGNAL CONTROLLER SHALL BE IN CONFORMANCE WITH SPECIFICATION ITEMS 625, 632, 633, 713, 732 AND 733. HOWEVER, THE PERFORMANCE TESTS OF 625.22E AND 632.27(6). THE WORKING DRAWING REQUIREMENTS OF 625.04, 632.03 AND 633.03. THE WIRING DIAGRAM AND SERVICE MANUAL REQUIREMENT OF 633.04 AND THE TESTING AND PREQUALIFICATION REQUIREMENT OF 633.05 ARE WAIVED. ALSO THE REQUIREMENTS OF 733.01 CONCERNING EXPANSIBLE 3-DIAL UNITS AND TWELVE SIGNAL CIRCUITS ARE WAIVED. USED EQUIPMENT IS ACCEPTABLE. CONFLICT MONITORS SHALL BE USED EXCEPT WITH ELECTROMECHANICAL PRETIMED CONTROLLERS WITH CAM SHAFT.
- IF THE SIGNAL IS CHANGED TO FLASHING OPERATION. RED SHALL BE FLASHED TO ALL APPROACHES ON ALL SIGNAL HEADS.
- DURING WORKING HOURS ONLY A LENGTH OF BARRIER SUFFICIENT TO PROVIDE A 10' ACCESS ON THE SHOULDER AND PART OF ROADWAY, MAY BE REMOVED FOR ACCESS. A SIMILAR BARRIER REMOVAL AT THE OPPOSITE END OF THE WORK AREA MAY ALSO BE PERMITTED ONLY WHEN NECESSARY.
- ITEM 614 TEMPORARY BARRIER REFLECTORS SHALL BE FURNISHED FOR ALL TEMPORARY GUARDRAIL OR PORTABLE CONCRETE BARRIER USED FOR THE MAINTENANCE OF TRAFFIC. ANY EXISTING CONSTRUCT REQUIREING BARRIER REFLECTORS IN ACCORDANCE WITH CURRENT POLICY. BUT FROM WHICH THEY ARE WHOLLY OR IN PART MISSING. SHALL HAVE BARRIER REFLECTORS FURNISHED AND APPLIED. THE ESTIMATED QUANTITY OF BARRIER REFLECTORS PROVIDED IN THE MAINTENANCE OF TRAFFIC PLANS IS SUBJECT TO CHANGE, AT THE DIRECTION OF THE ENGINEER, TO FIT FIELD CONDITIONS.
- 614 TEMPORARY RAISED PAVEMENT MARKERS (TRPM'S) SHALL BE USED TO SIMULATE EDGE LINES AND CENTER LINES THROUGHOUT THE THROUGH TRAFFIC LANES AND APPROACHES, AS SHOWN ABOVE. ALL TRPM'S SHALL BE TYPE A UNITS. SEE SHEET 2 FOR GENERAL NOTES GOVERNING MATERIAL AND APPLICATION REQUIREMENTS OF TEMPORARY RAISED PAVEMENT MARKERS AND A TABULATION OF THE ESTIMATED NUMBER TO BE FURNISHED. TRPM'S IN ZONES 'A' AND 'B1' THROUGH 'Bn' SHALL BE REMOVED AND NEW TRPM'S PROVIDED WHENEVER THE LOCATION OF THE ONE-WAY LANE IS REVISED. TRPM'S IN ZONES 'C1' THROUGH 'Cn' SHALL REMAIN IN PLACE THROUGHOUT THE ONE-LANE OPERATIONS. UNITS DAMAGED AS DEFINED IN THE GENERAL NOTE BEING REPLACED, BUT BEING REMOVED AND RESET ONLY AS REQUIRED BY A RELOCATION OF THE STOP LINES.
- TEMPORARY PAVEMENT MARKINGS AND/OR TEMPORARY RAISED PAVEMENT MARKERS SHALL BE NON-PERFORMED WHERE THE LACK OF A PAVEMENT SURFACE OR OF SUFFICIENT PAVEMENT WIDTH PRECLUDES THEIR USE.
- THE SIGNAL CONTROLLER SHALL BE ACTUATED FOR PHASE 3; PHASES 1 AND 2 SHALL BE PRETIMED.
- A-A AND B-B ARE ALTERNATE LOCATIONS FOR THE DRIVE OR SIDE-ROAD SIGNALS. IF PLACED AT A-A SIGNALS SHALL BE MOUNTED 8' ABOVE GRADE. IF PLACED AT B-B, SIGNALS SHALL BE MOUNTED 15' ABOVE GRADE.
- THE TEMPORARY DETECTOR UNIT SHALL BE ONE OF THE FOLLOWING:
 - A MAGNETIC SENSOR ATTACHED TO A LIGHTWEIGHT WOOD POST AT ROADSIDE IF THERE IS ONLY A SINGLE APPROACH LANE.
 - LOOPS OR MAGNETOMETERS EMBEDDED IN OR FASTENED TO THE APPROACH PAVEMENT SURFACE. (EMBEDMENT SHALL NOT BE USED FOR ASPHALT OR PORTLAND CEMENT CONCRETE SURFACES UNLESS THE SURFACE IS TO BE PAVED OVER AS A PART OF THE PROJECT.)
 - SONIC DETECTORS MOUNTED ON A SUITABLE SUPPORT BE-SIDE OR OVER THE ROAD.
- TEMPORARY RAISED PAVEMENT MARKERS SIMULATING EDGE LINES SHALL NOT BE PROVIDED IN THE SIDE ROAD INTERSECTION AREA OF THE THROUGH ROAD IF THE SIDE ROAD IS A PUBLIC ROAD OR STREET.

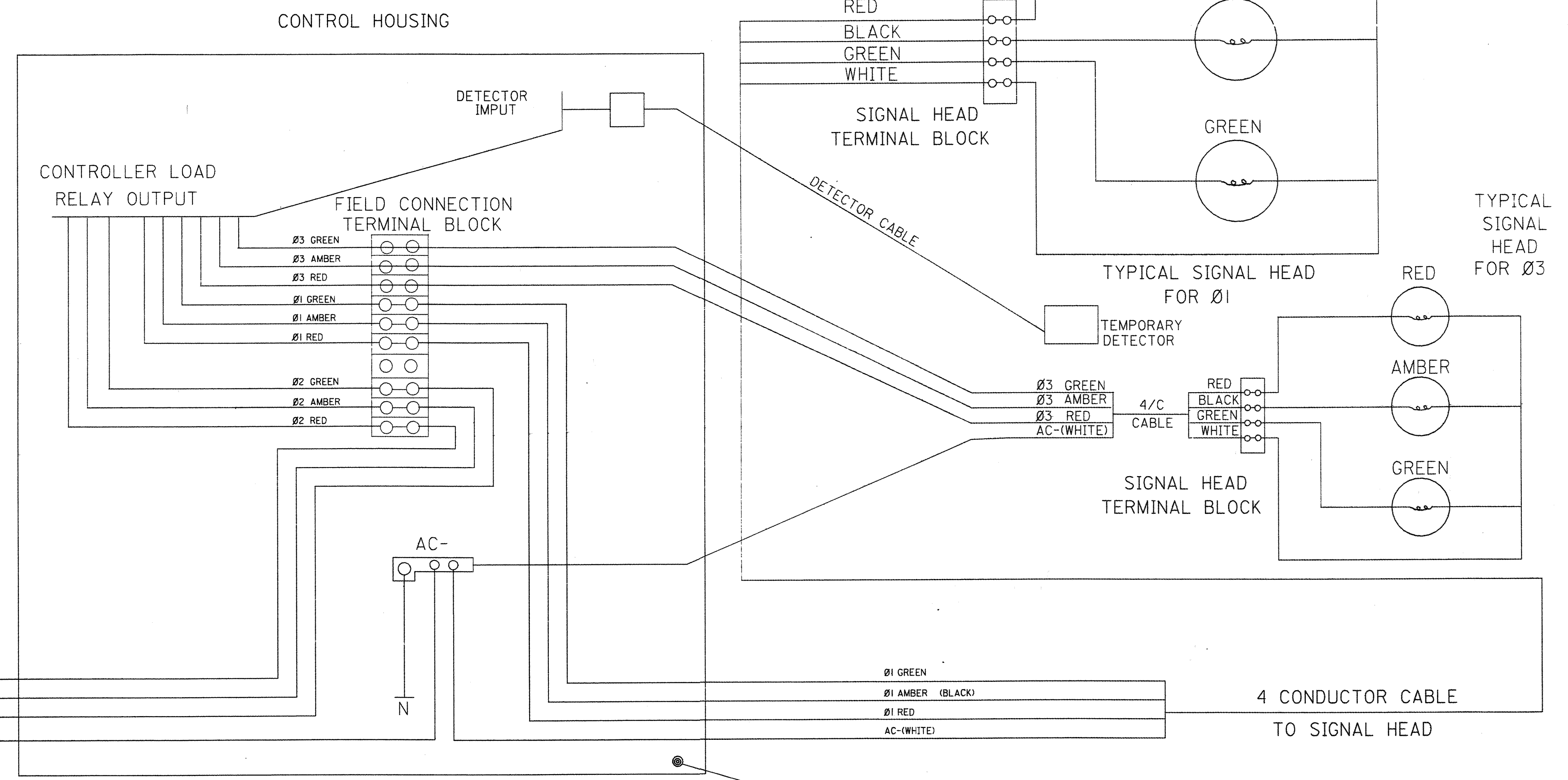
296.11	DATE 08/28/90
SIGNALIZED CLOSING 1 LANE OF A 2 LANE HIGHWAY WITH TCMB'S	
PLAN INSERT SHEET	

PLAN NO. _____

CABLE SHALL BE 4-CONDUCTOR NO. 14 COPPER SIGNAL CABLE, COLOR CODED AND STRANDED. ALL ELECTRICAL CONNECTIONS TO BE MADE AT TERMINAL BLOCKS USING TERMINAL LOCK FORKS. SPLICES IN SIGNAL CABLE SHOULD BE AVOIDED BUT IF NECESSARY SPLICE KITS SHALL BE USED. ALL CONNECTIONS AT SPLICE POINTS SHALL BE SOLDERED.



CABLE SHALL BE RUN INTO SIGNAL HEAD AND CONNECTIONS ARE TO BE MADE AT TERMINAL BLOCKS. WHEN TWO 4-CONDUCTOR CABLES ARE USED AT FIRST HEAD FROM CONTROLLER BOTH CABLES SHALL BE CONNECTED AT TERMINAL BLOCK IN HEAD.



TYPICAL SIGNAL HEAD HOOK-UP

ESTABLISH GROUND CONNECTION USING # 4 OR HEAVIER WIRE

296.25 -A-	DATE 09/09/88 11/27/89
WIRING DIAGRAM FOR SIGNALIZED CLOSING 1 LANE OF A 2 LANE HIGHWAY (3-PHASE)	
PLAN INSERT SHEET	

614 TEMPORARY RAISED PAVEMENT MARKERS

THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING, AND SUBSEQUENTLY REMOVING TEMPORARY RAISED PAVEMENT MARKERS (TRPM'S). THE TRPM'S SHALL BE YELLOW OR WHITE, AS DESCRIBED IN THE PLANS.

MATERIAL

ALL UNITS SHALL BE OF SUFFICIENT STRENGTH AND PROPERLY SHAPED SO AS NOT TO BE DISLODGED OR BROKEN, OR THE REFLECTOR DISLODGED OR DAMAGED, BY IMPACTS FROM VEHICLE TIRES, INCLUDING HIGH-PRESSURE TRUCK TIRES LOADED TO 4500 POUNDS.

RETROREFLECTORS SHALL BE PROVIDED IN ONE OR TWO DIRECTIONS ON EACH UNIT AS REQUIRED BY THE USAGE AND SHALL RETURN WHITE OR YELLOW LIGHT AS IS APPROPRIATE FOR THE APPLICATION.

THE REFLECTOR SHALL HAVE AN EFFECTIVE AREA OF 0.35 SQUARE INCH FOR TYPE A OR 3.0 SQUARE INCH FOR TYPE B. ITS BRIGHTNESS OR SPECIFIC INTENSITY (WHEN TESTED AT 0.2 DEGREE ANGLE OF OBSERVATION AND THE FOLLOWING ANGLES OF INCIDENCE) SHALL MEET OR EXCEED THE FOLLOWING:

INCIDENCE ANGLE (DEGREES)	SPECIFIC INTENSITY	
	TYPE A WHITE	YELLOW
0	1.0	0.6
20	0.4	0.24
45	-	-

INCIDENCE ANGLE (DEGREES)	TYPE B	
	WHITE	YELLOW
0	3.0	1.8
20	1.2	0.72
45	0.3	0.2

ANGLE OF INCIDENCE IS FORMED BETWEEN A RAY FROM THE LIGHT SOURCE TO THE MARKER, AND THE NORMAL TO THE LEADING EDGE OF THE MARKER FACE (ALSO HORIZONTAL ENTRANCE ANGLE).

ANGLE OF OBSERVATION IS FORMED BETWEEN A RAY FROM THE LIGHT SOURCE TO THE MARKER AND THE RETURNED RAY FROM THE MARKER TO THE MEASURING RECEPTOR.

SPECIFIC INTENSITY IS THE MEAN CANDLEPOWER OF THE REFLECTED LIGHT (AT GIVEN INCIDENCE AND DIVERGENCE ANGLES) FOR EACH FOOT-CANDLE AT THE REFLECTOR (ON A PLANE PERPENDICULAR TO THE INCIDENT LIGHT).

TYPE A UNITS ARE INTENDED TO PROVIDE HIGH VISIBILITY BOTH AT NIGHT AND DURING DAYLIGHT. THEIR DAYTIME VISIBILITY SHALL BE ASSURED BY SIZE, SHAPE, AND COLOR AS FOLLOWS:

1) THE UNITS SHALL BE A HIGH VISIBILITY YELLOW OR WHITE COLOR WHICH WILL NOT DEGRADE SUBSTANTIALLY DUE TO TRAFFIC WEAR AND WHICH WILL MATCH THE COLOR OF THE REFLECTOR.

2) WHEN VIEWED FROM ABOVE, THE UNITS SHALL HAVE A VISIBLE AREA OF NOT LESS THAN 14 SQUARE INCHES.

3) WHEN VIEWED FROM THE FRONT, PARALLEL TO THE PAVEMENT, AS FROM APPROACHING TRAFFIC, THE UNIT SHALL HAVE A WIDTH OF APPROXIMATELY 4 INCHES AND A VISIBLE AREA OF NOT LESS THAN 1.5 SQUARE INCHES.

TYPE B UNITS ARE INTENDED TO PROVIDE HIGH VISIBILITY AT NIGHT BY RETROREFLECTING A VEHICLE'S HEADLIGHTS BACK TO ITS DRIVER.

INSTALLATION EACH UNIT SHALL BE ATTACHED TO CLEAN, DRY PAVEMENT BY A BUTYL ADHESIVE PAD, A BITUMINOUS ADHESIVE, OR OTHER CONSTRUCTION GRADE ADHESIVE (SUCH AS FRANKLIN PANEL AND METAL ADHESIVE) SUITABLE FOR ANCHORING THE UNIT. WHEN IT IS NECESSARY TO ATTACH UNITS TO NEW CONCRETE HAVING CURING COMPOUNDS REMAINING ON IT, THE CURING COMPOUND MEMBRANE SHALL BE REMOVED BY SANDBLASTING OR OTHER MECHANICAL CLEANING METHOD ACCEPTABLE TO THE ENGINEER. ALL UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL IMMEDIATELY REPLACE, AT HIS COST, ANY UNITS WHICH FAIL DUE TO: BROKEN HOUSING; HOUSING WORN TO THE EXTENT THAT DAYTIME VISIBILITY IS SIGNIFICANTLY DIMINISHED OR THE HOUSING IS OF AN UNACCEPTABLE COLOR; DETACHED OR BROKEN REFLECTOR; HOUSING DETACHED FROM ADHESIVE; ETC.

TRPM'S ARE LIKELY TO BE REMOVED BY SNOW PLOWING OPERATIONS; THEREFORE, THEY ARE NOT CONSIDERED SUITABLE FOR USE DURING THE PERIOD FROM OCTOBER 15 TO APRIL 30. THE CONTRACTOR IS ADVISED TO SCHEDULE HIS WORK TO AVOID THE NEED TO USE THESE DEVICES DURING THAT PERIOD. SHOULD THE CONTRACTOR CHOOSE TO USE TRPM'S DURING THE TIME SPECIFIED AS INAPPROPRIATE FOR THEIR USE AND THEY ARE REMOVED BY SNOW AND ICE CONTROL ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY, AT HIS COST, PROVIDE A SUBSTITUTE TRAFFIC GUIDANCE SYSTEM WHICH IS EFFECTIVE DURING LIGHT AND DARK AND WHICH IS ACCEPTABLE TO THE ENGINEER.

THE UNITS SHALL BE ACCURATELY PLACED TO FOLLOW LINES BEING SUPPLEMENTED OR TO DEFINE THE INTENDED LOCATIONS OF LINES BEING SIMULATED. UNITS USED TO SUPPLEMENT PAVEMENT MARKINGS MAY BE PLACED ON OR IMMEDIATELY ADJACENT TO THE MARKINGS BEING SUPPLEMENTED; HOWEVER, THEY SHALL NOT BE PLACED DIRECTLY ON PAVEMENT MARKINGS IF THAT PLACEMENT WOULD PREVENT ADEQUATE ADHESION OF THE MARKER TO THE PAVEMENT. MARKER LOCATIONS SHALL BE ADJUSTED UP TO ONE FOOT LONGITUDINALLY AND/OR SIX INCHES LATERALLY TO AVOID PLACEMENT ON JOINTS OR ON CRACKED OR OTHERWISE DETERIORATED PAVEMENT.

APPLICATION

1) WHEN USED TO SUPPLEMENT PAVEMENT MARKINGS, TRPM'S SHALL BE PLACED AS FOLLOWS:

LINE	TYPE	SPACING
EDGE LINE	A OR B	20' C/C
LANE LINE	A OR B	40' C/C*
CENTER LINE (SINGLE/BROKEN)	A OR B	40' C/C*
CENTER LINE (DOUBLE SOLID)	A OR B	2 UNITS SIDE BY SIDE 4 INCHES APART 20' C/C
CHANNELIZING LINE (INCLUDES EXIT GORE NOSE)	A OR B	10' C/C

* CENTERED IN GAP

2) WHEN USED TO SIMULATE (REPLACE) PAVEMENT MARKINGS, TRPM'S SHALL BE PLACED AS FOLLOWS:

LINE	TYPE	SPACING
EDGE LINE	A	5' C/C
LANE LINE	A	4 @ 3.33' C/C 30' GAP (40' CYCLE)
CENTER LINE (DOUBLE SOLID)	A	2 UNITS SIDE BY SIDE 5' C/C
CENTER LINE (SINGLE BROKEN)	A	4 @ 3.33' C/C 30' GAP (40' CYCLE)
CHANNELIZING LINE (INCLUDES EXIT GORE NOSE)	A	5' C/C
EDGE LINE (TWO COLOR) (WHITE/YELLOW)	A	BACK TO BACK 5' C/C

YELLOW TRPM'S USED TO SEPARATE OPPOSITE FLOWS OF TRAFFIC (CENTER LINES) SHALL PROVIDE RETROREFLECTION IN BOTH DIRECTIONS; ANY OTHER TRPM SHALL PROVIDE RETROREFLECTION IN ONLY ONE DIRECTION.

REMOVAL

REMOVAL SHALL BE ACCOMPLISHED IN A MANNER SUCH THAT LITTLE OR NONE OF THE ADHESIVE REMAINS ON THE PAVEMENT AND PERMANENT PAVEMENT SURFACES SHALL NOT BE SCARRED, BROKEN, OR SIGNIFICANTLY ROUGHENED.

PAYMENT

BASIS OF PAYMENT SHALL BE THE CONTRACT UNIT PRICE BID FOR EACH TRPM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, HARDWARE, AND INCIDENTALS REQUIRED TO PERFORM THE WORK. THE CONTRACT UNIT PRICE BID SHALL ALSO INCLUDE REPLACEMENT, WITHOUT COST TO THE STATE OF OHIO, OF ALL TRPM'S WHICH, IN THE JUDGEMENT OF THE ENGINEER, FAIL FOR ANY REASON OTHER THAN THE FAILURE OF THE PAVEMENT TO WHICH THEY ARE ATTACHED.

STATIONING (FROM-TO)/(SIDE)	TYPE A			TYPE B			SUPPL	SIMUL	LINE TYPE
	W	Y	Y/Y	W	Y	Y/Y			
STAGE I									
329+40-329+82(R)								✓	Edge
330+84-331+00(R)	23	23						✓	"
331+00-333+50(R)	33							✓	"
327+00-329+40(L)			18					✓	Center
333+40-334+00(L)			18					✓	"
329+40-330+00(L)	31							✓	Edge
330+00-331+05(L)	22	22						✓	"
331+05-333+50(L)	32							✓	"
Mackletree Road									
0+24-2+50(R)	47							✓	Edge
0+50-2+00(L)			18					✓	Center
0+07-2+50(L)	50							✓	Edge
STAGE II									
330+84-331+00(R)	23	23						✓	Edge
331+00-333+40(R)	31							✓	"
329+40-330+00(L)	31							✓	"
330+00-331+05(L)	22	22						✓	"
331+05-333+40(L)	30							✓	"
SUB-TOTALS									
TOTALS									
							384	2054	
							528		

PAVEMENT CALCULATIONS

FHWA REGION	STATE	PROJECT
5	OHIO	

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SCIOTO COUNTY
SCI-125-6.26

See Sheet Number	LOCATION AND DESCRIPTION	Side	404			301	304			407	408	409		203	611	617	605							
			Asphalt Concrete AC-20				Bituminous Aggregate Base AC-20	Aggregate Base As Per Plan				Tack Coat @ 0.075 Gal. per Sq. Yd.	Bituminous Prime Coat @ 0.4 Gal. per Sq. Yd.					Seal Coat Bituminous Material @ 0.3 Gal. per Sq. Yd.	Seal Coat Cover Aggregate @ 0.008 Cu. Yd. per Sq. Yd.	Subgrade Compaction	Reinforced Concrete Approach Slabs T=12"	Compacted Aggregate Type A	Aggregate Drains	
			2 1/2"	1 1/4" Avg.	Var.-0" Min.			6"	8"															12"
			Sq. Yd.	Sq. Yd.	Cu. Yd.		Sq. Yd.	Sq. Yd.		Sq. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Lin. Ft.								
2	TYPICAL SECTION A'	℄																						
	12' x 24' x 1/2		32																					
	12' x 25' x 1/2					33.33																		
	12' x 26' x 1/2							34.67																
	Treated Berms	Lt., Rt.																						
	12' x 4' x 2 x 1/2							10.67			10.67	10.67	10.67											
4	FEATHER AREAS	℄																						
	330 + 10.07 - 330 + 82.47																							
	(23.3' + 24' ÷ 2) x 62.5' x 1/2			164.24							164.24													
	Treated Berms	Lt.																						
	62.5' x 4' x 1/2							27.78			27.78	27.78	27.78											
	Mackletree Road Sta. 0+50	Rt.																						
	- Sta. 330 + 82.47																							
	45' x 4' x 1/2							20			20	20	20											
4	331 + 06.60 - 332 + 50.10	℄																						
	(23.8' + 24' ÷ 2) x 62.5' x 1/2			165.07							165.07													
	Treated Berms	Lt.																						
	331 + 06.60 - 332 + 45																							
	48.40' x 4' x 1/2							21.51			21.51	21.51	21.51											
	331 + 06.60 - 332 + 35	Rt.																						
	38.40' x 4' x 1/2							17.07			17.07	17.07	17.07											
2	APPROACH SLABS	℄																						
	15' x 32' x 2 x 1/2		106.67																					
	15' x 33' x 2 x 1/2							110			106.67			106.67	106.67									
13	FEATHER FOR MACKLETREE ROAD RT. STA. 330 + 50				1.50						60													
13	FEATHER FOR PARKING LOT LEFT STA. 332 + 45				.05						7													
13	FEATHER FOR DRIVE RT. STA. 332 + 55																							
	AGGREGATE DRAINS	Lt.																						
	Sta. 330 + 04																5							
	Sta. 332 + 00	Lt.															10							
	Sub-Total		138.67	330.21	1.55	33.33		144.67	07.03		503.88	07.03	07.03	07.03	138.67	106.67	1							
	Conv. to Cu. Yd., Gal., Tons, etc.		0.6	11.4	1.55	11.11		24.11	21.56		37.70	38.81	20.11	.78	138.67	106.67	1							
	Total			22.55		11.14		45.67			37.70	38.81	20.11	.78	138.67	106.67	1							
	Use			23		4		46			38	30	30	1	130	107	1							

Quantities carried to General Summary Shts 11 & 12

GENERAL SUMMARY

FHWA REGION	STATE	PROJECT
5	OHIO	

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SCIOTO COUNTY
SCI-125-6.26

ITEM	SHEET NUMBER						ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
	3	10	13	14							
ROADWAY											
201							201	11000	Lump		Clearing and Grubbing
202			493				202	38000	493	Lin.Ft.	Guardrail Removed
202	5						202	54100	5	Each	Raised Pavement Marker Removed for Storage
203				72			203	12000	72	Cu.Yd.	Excavation Not Including Embankment Construction
203				110			203	20000	110	Cu.Yd.	Embankment
203		139					203	50000	139	Sq.Yd.	Subgrade Compaction
606			256.25				606	13000	256.25	Lin.Ft.	Guardrail, Type 5
606			2				606	25000	2	Each	Anchor Assembly, Type A
606			2				606	20500	2	Each	Anchor Assembly, Type T
606			4				606	30500	4	Each	Bridge Terminal Assembly, Type B
DRAINAGE											
605		15					605	31100	15	Lin.Ft.	Aggregate Drains
EROSION CONTROL											
207	145						207	10000	145	Sq.Yd.	Temporary Seeding and Mulching
207	50						207	70000	50	Each	Straw or Hay Bales
659			714				659	10000	714	Sq.Yd.	Seeding and Mulching
659	40						659	14000	40	Sq.Yd.	Repair Seeding and Mulching
659	.07						659	20000	.07	Ton	Commercial Fertilizer
659	.32						659	30000	.32	Ton	Agricultural Liming
659	3						659	35000	3	M-Gal.	Water

GENERAL SUMMARY

FHWA REGION	STATE	PROJECT
5	OHIO	

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SCIOTO COUNTY
SCI-125-6.26

ITEM	SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	
	3	5	9	10						29						
<i>PAVEMENT</i>																
301				11								301	10002	11	Cu.Yd.	Bituminous Aggregate Base, AC-20
304				46								304	20001	46	Cu.Yd.	Aggregate Base, As Per Plan
404				23								404	20000	23	Cu.Yd.	Asphalt Concrete, AC-20
407				38								407	10000	38	Gal.	Tack Coat
408				39								408	10000	39	Gal.	Bituminous Prime Coat
409				1								409	12000	1	Cu.Yd.	Seal Coat Cover Aggregate, No. 8
409				30								409	20000	30	Gal.	Seal Coat Bituminous Material
611				107								611	10000	107	Sq.Yd.	Reinforced Concrete Approach Slab (T=12")
617				1								617	10100	1	Cu.Yd.	Compacted Aggregate, Type A
<i>TRAFFIC CONTROL</i>																
642												642	00080	.23	Mile	Edge Line
642												642	00290	.17	Mile	Center Line
642												642	00490	18	Lin.Ft.	Stop Line
802												802	00100	8	Each	Barrier Reflector, Type A
<i>MAINTENANCE OF TRAFFIC</i>																
404		25										404	35000	25	Cu.Yd.	Bituminous Concrete for Maintaining Traffic
410		50										410	12000	50	Cu.Yd.	Traffic Compacted Surface, Type A or B
614				528								614	12000	528	Each	Temporary Raised Pavement Marker, Type A
614		6										614	13202	6	Each	Barrier Reflector, Type A2
614		30										614	13302	30	Each	Barrier Reflector, Type B2
614		.10										614	21000	.10	Mile	Temporary Center Line, Class I
614		.17										614	21400	.17	Mile	Temporary Center Line, Class II
614		36										614	26000	36	Lin.Ft.	Temporary Stop Line, Class I
616	50	1										616	10000	51	M-Gal.	Water
616		1										616	20000	1	Ton	Calcium Chloride
622		270										622	40020	270	Lin.Ft.	Portable Concrete Barrier, 32"
<i>For Bridge Quantities See Sheet 10</i>																
614		Lump										614	11000	Lump		Maintaining Traffic
619												619	10000	Lump		Field Office, Type A
623												623	10000	Lump		Construction Layout Stakes
624												624	10000	Lump		Mobilization

ACAD/PROTO/GS/IM

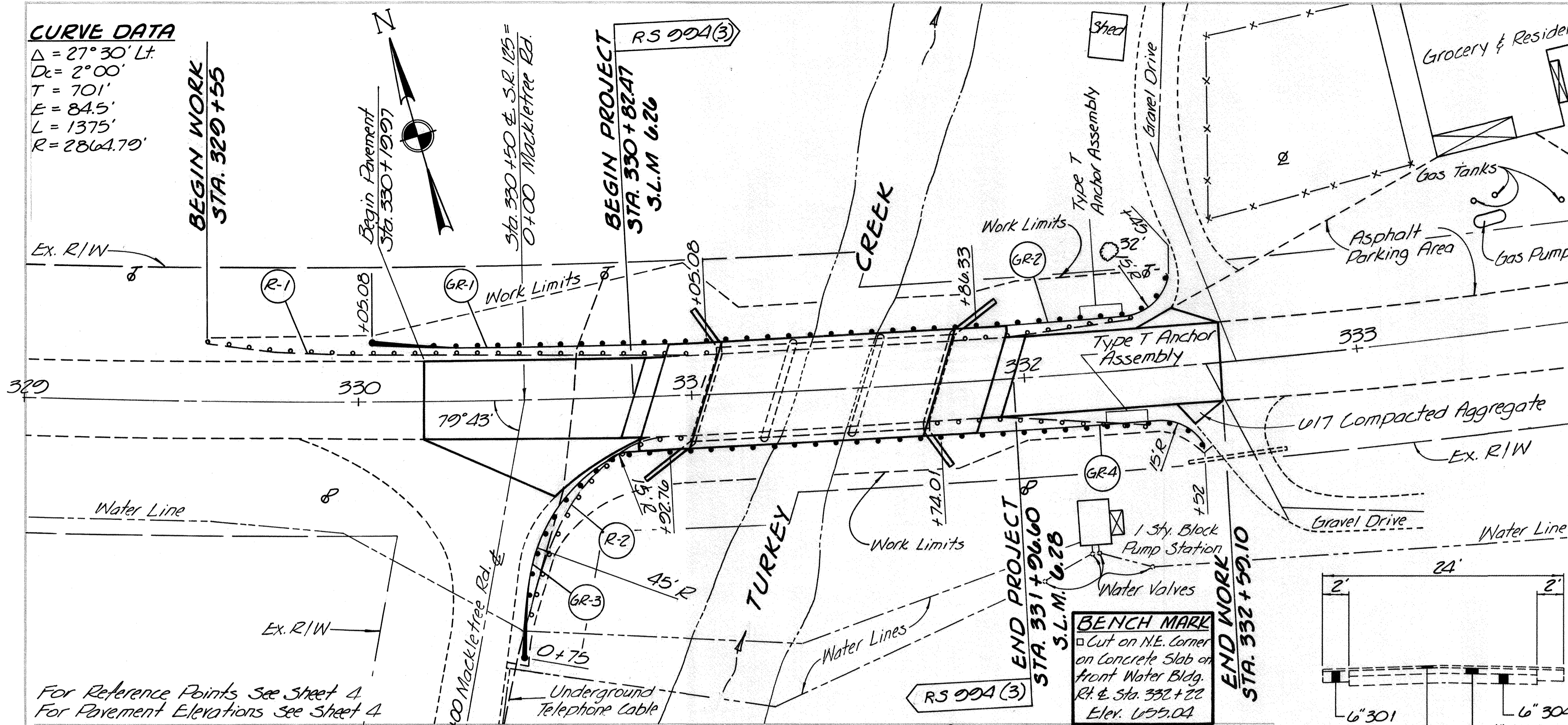
CURVE DATA

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 $T = 701'$
 $E = 84.5'$
 $L = 1375'$
 $R = 2864.79'$

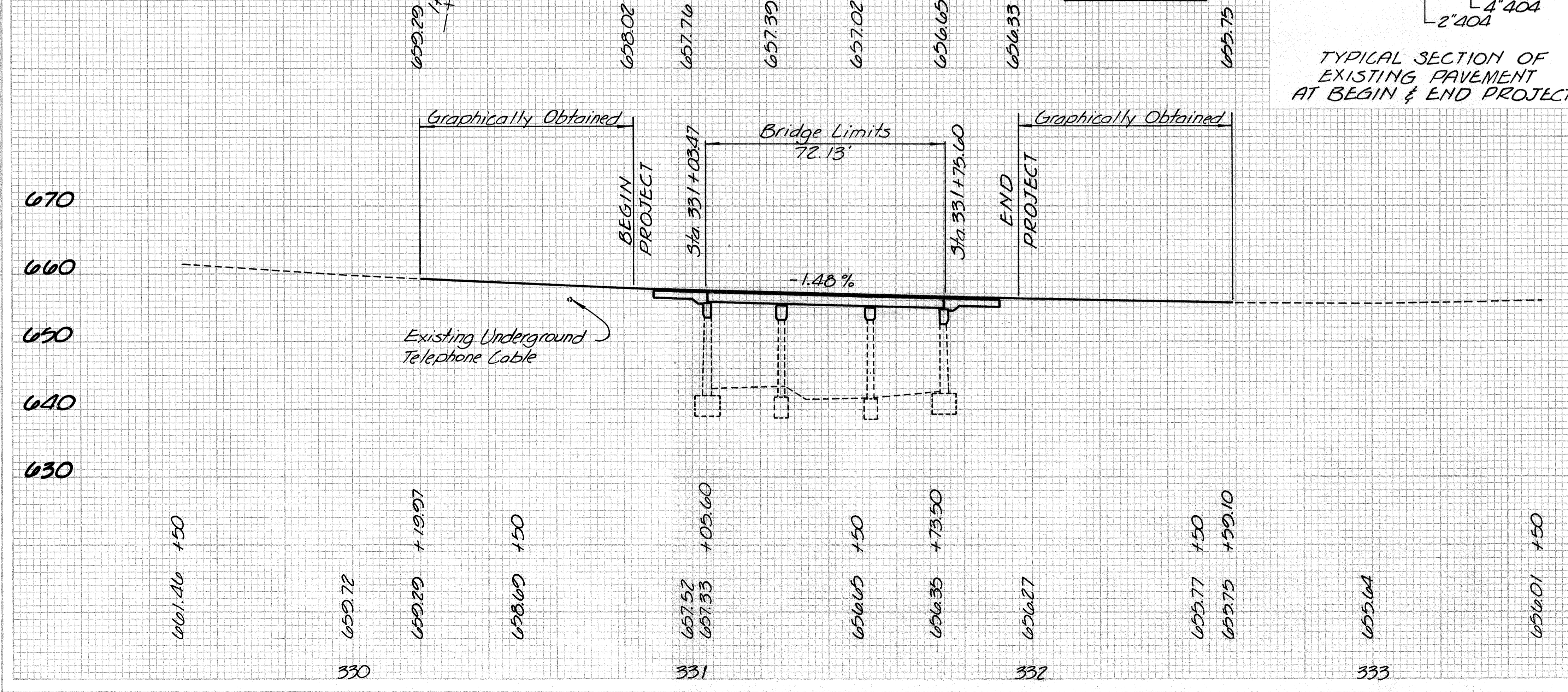
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FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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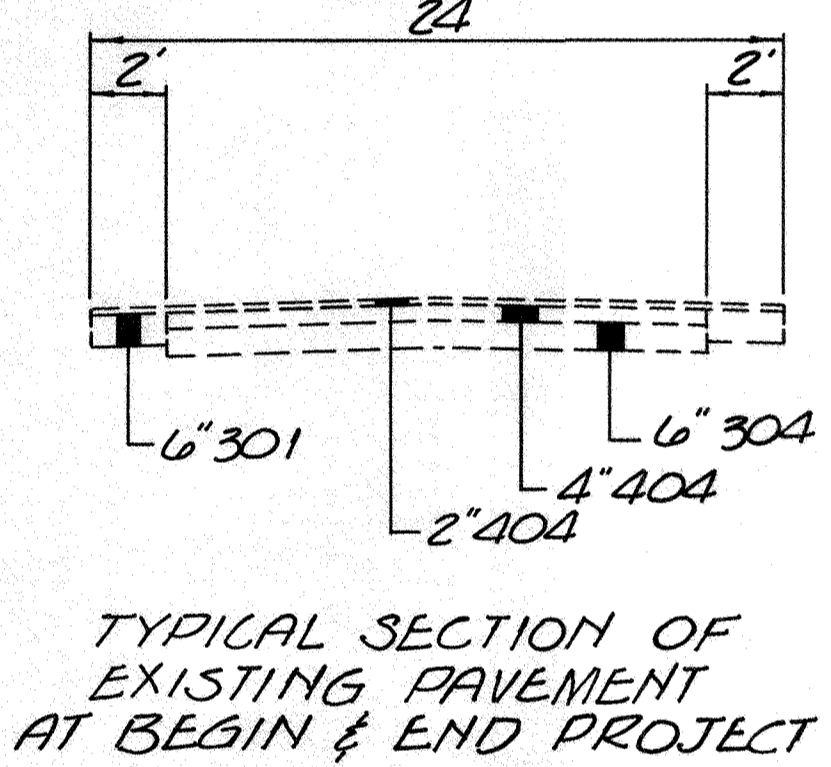
For Reference Points See Sheet 4
 For Pavement Elevations See Sheet 4



EXISTING STRUCTURE	
Type:	Reinforced Concrete Slab
Spans:	20' x 25' x 20'
Roadway:	24'-0" w/ Curbs
Alignment:	2" Curve Left
Skew:	20' L.F.
Wearing Surface:	3" Bituminous
Loading:	S-12.6
Super-elevation:	0.027 H/ Ft. max.
Condition:	Poor
Date Built:	1931

PROPOSED STRUCTURE	
Type:	Stressed Non-Composite
Spans:	Box Beams
Roadway:	21.43' x 25.13' x 21.60'
Alignment:	52'-0" w/ Guardrails
Skew:	2" Curve Left
Surface Course:	2 1/2" min. Asphalt Concrete
Loading:	H5-20-44 and the Alternate Military Loading
Approach Slabs:	AS-1-81 (15' Long)
Super-elevation:	0.027 H/ Ft. max.
Deck Protection:	Membrane Waterproofing and Asphalt Concrete Overlay Protection
Method:	

BENCH MARK
 S.E. Corner on Concrete Slab of Groc. & Res. Lt. & Sta. 332+22 Elev. 655.04

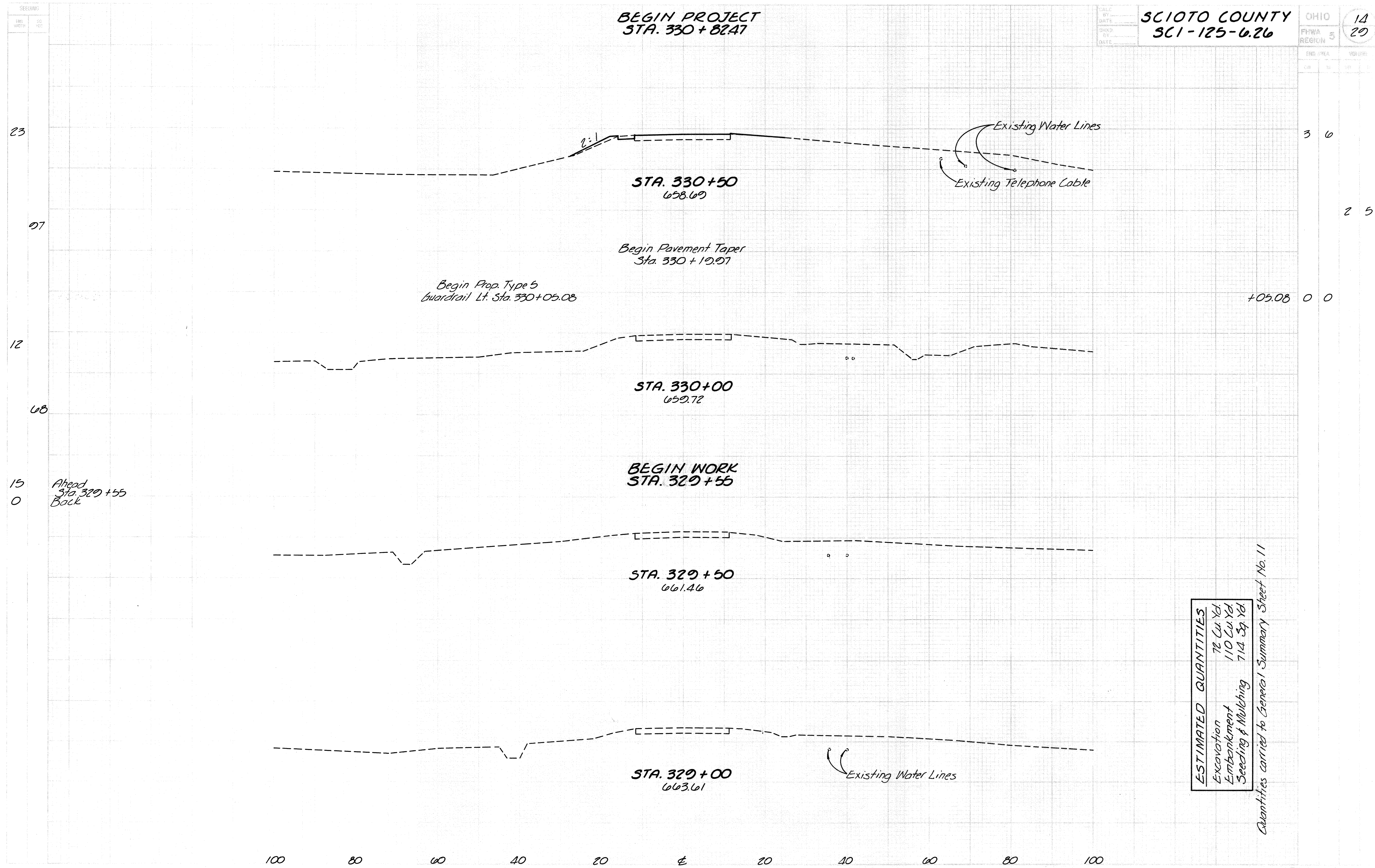


TYPICAL SECTION OF EXISTING PAVEMENT AT BEGIN & END PROJECT

ESTIMATED QUANTITIES							
606	Guardrail Anchor B.T.A. Assm. Type B	1	1	1	1		
606	Guardrail Type A	1	1	1	1		
606	Guardrail Lin. Ft.	75	50	62.50	66.75		
202	Guardrail Removed					276	215
REF. NO.	STATION TO STATION	SIDE					
GR-1	330+05.08-331+05.08	Lt.					
GR-2	331+05.08-332+45	Lt.					
GR-3	330+75-330+92.76	Rt.					
GR-4	331+74.01-332+92	Rt.					
R-1	320+55-332+53	Lt.					
R-2	0+63-332+55	Rt.					
TOTALS						256.25	2

Note: Quantities carried to General Summary Sheet No. 11

BEGIN PROJECT
STA. 330 + 62.47



Begin Prop. Type 5
Guardrail Lt. Sta. 330+05.08

STA. 330+50
658.69

Begin Pavement Taper
Sta. 330+19.07

STA. 330+00
659.72

BEGIN WORK
STA. 329+55

STA. 329+50
661.46

STA. 329+00
663.61

Existing Water Lines
Existing Telephone Cable

Existing Water Lines

ESTIMATED QUANTITIES	
Excavation	76 Cu. Yd.
Embankment	110 Cu. Yd.
Seeding & Mulching	714 Sq. Yd.

Quantities carried to General Summary Sheet No. 11

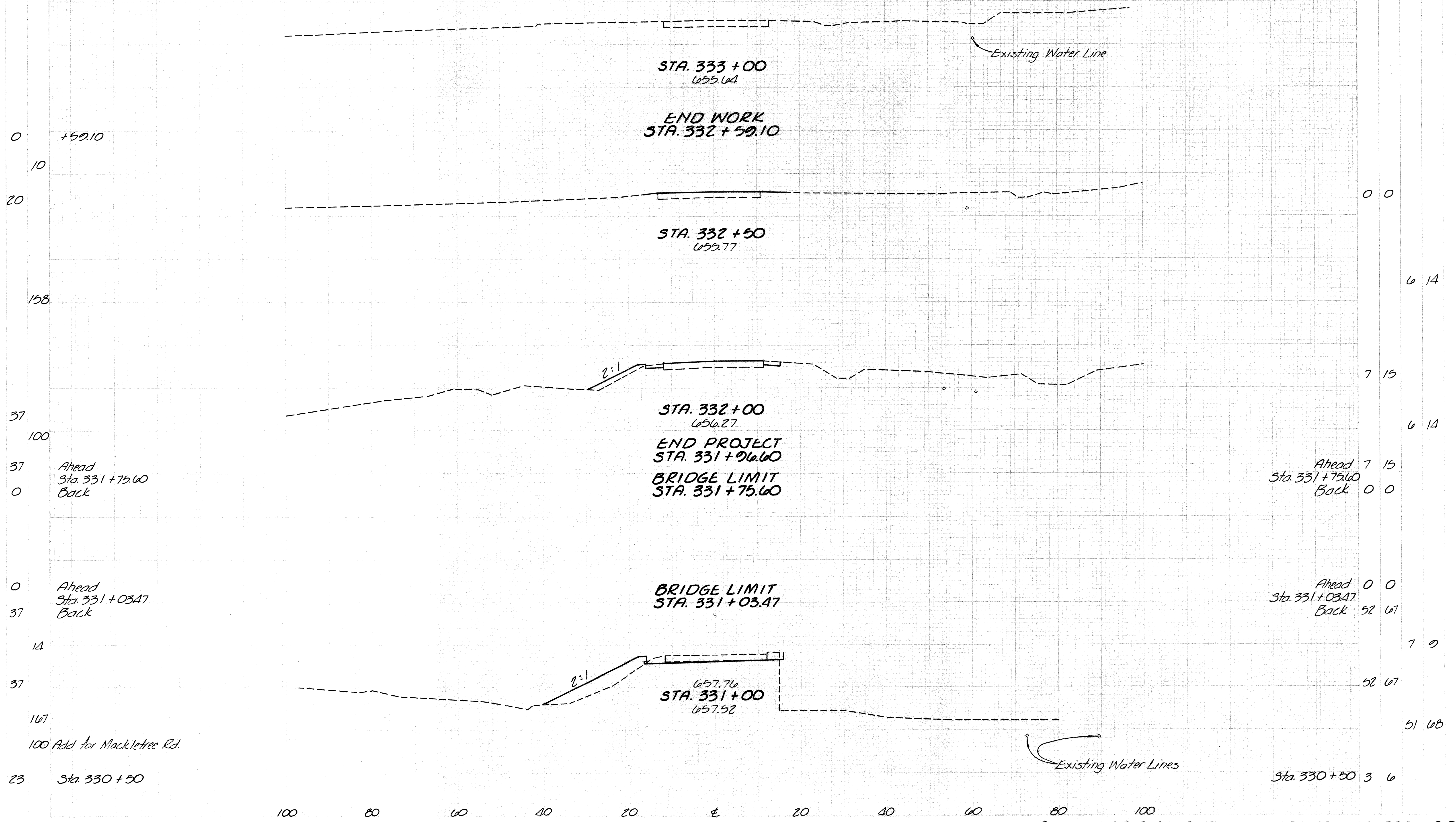
SEEDING
SQ. YDS.
DATE

CHECKED BY
DATE

SCIOTO COUNTY
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OHIO
FHWA REGION 5
15
20

END AREA
VOL. (cu yds.)



0 +59.10

10

20

158

37

100

37

0

0

37

14

37

167

23

0 0

6 14

7 15

6 14

7 15

0 0

0 0

52 67

7 9

52 67

51 68

3 6

CROSS SECTIONS STA. 331+00 TO STA. 333+00

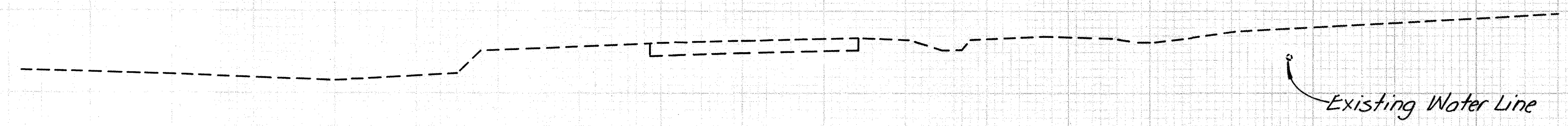
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JOB NO. 50
PAGE 10

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DATE
CHKD BY
DATE

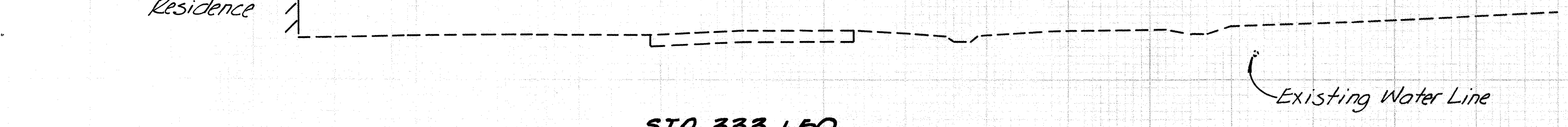
SCIOTO COUNTY
SCI-125-6.26

OHIO
FHWA REGION 5
10
20

END AREA
VOLUME



Grocery
and
Residence



100 80 60 40 20 0 20 40 60 80 100

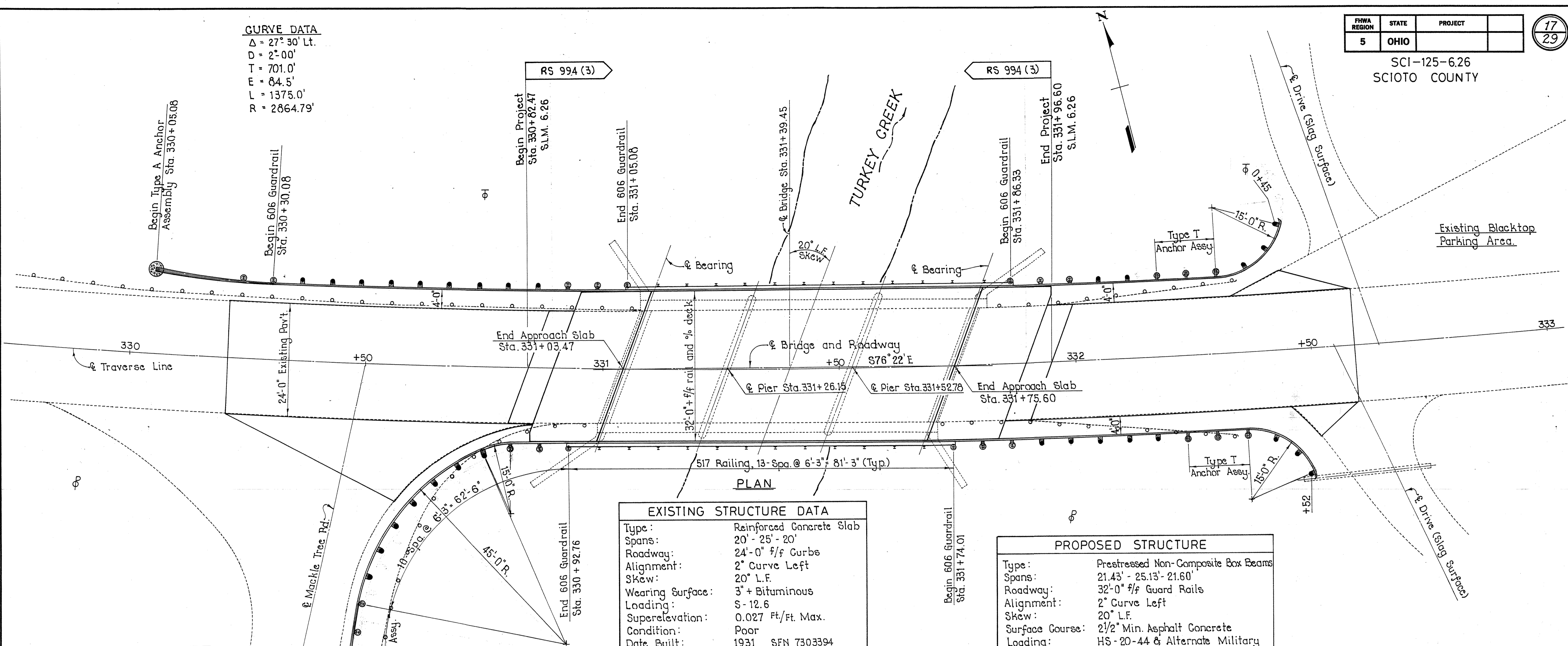
CROSS SECTIONS STA. 333+50 TO STA. 334+00

FHWA REGION	STATE	PROJECT
5	OHIO	

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SCIOTO COUNTY

CURVE DATA
 $\Delta = 27^\circ 30' \text{ Lt.}$
 $D = 2^\circ 00'$
 $T = 701.0'$
 $E = 84.5'$
 $L = 1375.0'$
 $R = 2864.79'$



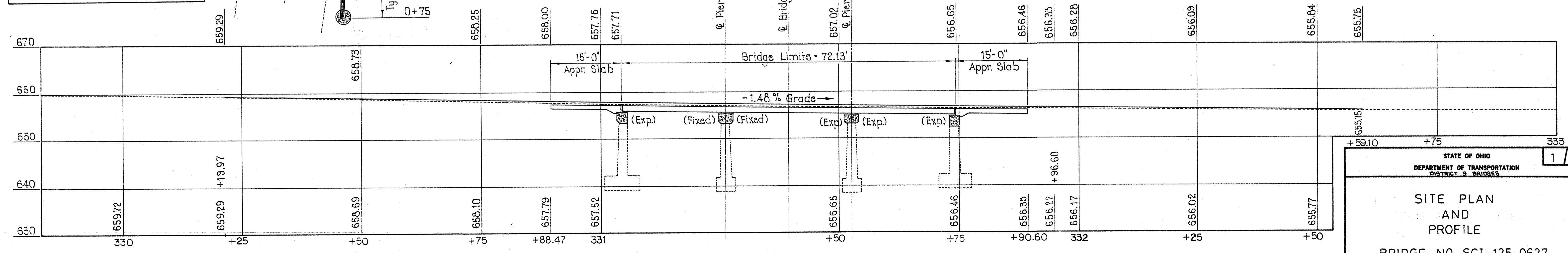
EXISTING STRUCTURE DATA

Type:	Reinforced Concrete Slab
Spans:	20' - 25' - 20'
Roadway:	24'-0" f/f Curbs
Alignment:	2° Curve Left
Skew:	20° L.F.
Wearing Surface:	3" + Bituminous
Loading:	S-12.6
Superelevation:	0.027 Ft./Ft. Max.
Condition:	Poor
Date Built:	1931 SFN 7303394

PROPOSED STRUCTURE

Type:	Prestressed Non-Composite Box Beams
Spans:	21.43' - 25.13' - 21.60'
Roadway:	32'-0" f/f Guard Rails
Alignment:	2° Curve Left
Skew:	20° L.F.
Surface Course:	2 1/2" Min. Asphalt Concrete
Loading:	HS-20-44 & Alternate Military
Approach Slabs:	AS-1-81, 15'-0" long (Thickness = 12")
Superelevation:	0.027 Ft./Ft. Max.
Deck Protection Method:	Membrane Waterproofing & Asphalt Concrete Overlay Protection

Bench Mark
 □ Cut On N.E. Corner On Concrete Slab On Front Of Water Bldg. Rt. & Sta. 332+22 Elev. = 655.04



PROFILE

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 9, BRIDGES

1 / 12

SITE PLAN AND PROFILE

BRIDGE NO. SCI-125-0627

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.G.H.	M.G.H.	M.G.H.	G.L.B.	James D. Williams	8-3-90	

GENERAL NOTES

FRWA REGION	STATE	PROJECT	
5	OHIO		

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SCIOTO COUNTY

REFERENCE Shall be made to Standard Drawing:

AS-1-81	Dated 11-27-81
BP-5	Dated 10-1-87
DBR-2-73	Dated 4-10-73
GR-1	Dated 1-11-85
GR-2B	Dated 2-5-82
GR-3	Dated 2-22-90
GR-4	Dated 2-5-82
GR-4A	Dated 1-30-84
PSBD-1-81	Dated 6-20-89

DESIGN SPECIFICATIONS: This structure "Modification" conforms to "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway and Transportation Officials, 1989 and the Ohio Supplement to these Specifications.

DESIGN DATA:

Design Loading - HS 20-44 and Alternate Military Loading.
 Concrete Class C - $F_c = 4,000$ p.s.i. for substructure.
 Reinforcing Steel - ASTM A615, A616 or A617 $F_y = 60,000$ p.s.i. for substructure (Grade 40 for Prestressed Beams).
 Concrete for Prestressed Concrete Beams - $F_c = 5,500$ p.s.i. at 28 days (Min.)
 Unit Stress - 2,200 p.s.i. Compression, 444 p.s.i. Tension.
 Prestressing Strand - ASTM A416 - $F_s = 270,000$ p.s.i. Initial Stress 0.70 F_s .
 Concrete Class S - $F_c = 4,500$ p.s.i.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic, the existing structure shall be removed. See sheet No. 10 of 12 for Staged Construction.

EXISTING STRUCTURE VERIFICATION: Details and dimensions shown on these plans pertaining to the existing structure have been obtained from plans of the existing structure and or from field observations and measurements. Consequently, they are indicative of the existing structure and the proposed work but they shall be considered tentative and approximate. The Contractor is referred to CMS sections 102.05, 105.02 and 513.02

ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY) A epoxy sealer, (tinted white) shall be applied to the concrete surfaces as shown on sheet No. 7 and 10 of 12. See Proposal Note for surface preparation requirements, application rates, materials requirements and application procedures.

BRIDGE SEAT REINFORCING: Reinforcing steel in the vicinity of the bridge seat shall be accurately placed to avoid interference with the drilling of anchor bar holes.

POROUS BACKFILL shall extend upward to the approach slab and laterally to the surface of the embankment slopes.

LAMINATED ELASTOMERIC BEARINGS: The laminated elastomeric bearing manufacturer shall proof load each laminated elastomeric bearing with a compressive load equal to 1.5 times the maximum design load as per Article 25.7, Bearing Tests and Acceptance Criteria, Division II, Construction of the "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway and Transportation Officials, Thirteenth Edition, 1989. The testing shall be included in the price bid for the bearings. Acceptance of the bearing shall be according to Level I acceptance criteria of Article 25.7 and 711.23 of the Construction and Material Specifications. The manufacture shall furnish certified test data.

The maximum design load is 20,000 Lbs.

STATE OF OHIO						2 / 12
DEPARTMENT OF TRANSPORTATION						
DISTRICT 9 BRIDGES						
GENERAL NOTES						
BRIDGE No. SCI-125-0627						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
			G.L.B.		9-25-89	

STEEL LIST

MARK	NO.	LENGTH	WEIGHT	SHP.	DIMENSIONS			BENDING DIAGRAMS
					A	B	C	
ABUTMENTS								
EA500	42	7'-4"	322	Bnt.	2'-7"	1'-8"	8 1/2"	
EA501	4	15'-8 3/4"	66	Sfr.				
EA502	4	16'-8 3/4"	70	Sfr.				
EA503	4	14'-10 7/8"	63	Sfr.				
EA504	4	16'-10 7/8"	71	Sfr.				
EA505	2	6'-11"	15	Bnt.	2'-2"	1'-8"	8 1/2"	
EA506	6	3'-3"	21	Bnt.	1'-8"	1'-7"	-	
EA507	6	3'-3"	21	Bnt.	1'-7"	1'-8"	-	
EA508	2	7'-0"	15	Bnt.	2'-3"	1'-8"	8 1/2"	
EA509	2	6'-7"	14	Bnt.	1'-10"	1'-8"	8 1/2"	
EA600	16	2'-5"	58	Sfr.				
EA900	2	15'-8 3/4"	107	Sfr.				
EA901	2	17'-3 7/8"	118	Sfr.				
EA902	2	17'-0 7/8"	116	Sfr.				
EA903	2	16'-9 7/8"	115	Sfr.				
EA904	2	15'-1 1/2"	103	Sfr.				
EA905	2	16'-3 1/2"	111	Sfr.				
EA906	2	16'-6 1/2"	113	Sfr.				
EA907	2	16'-10 1/2"	115	Sfr.				
ED800	44	4'-11"	578	Bnt.	3'-0"	1'-0"	9"	
PIERS								
EP500	46	7'-5"	356	Bnt.	2'-8"	1'-8"	8 1/2"	
EP501	4	7'-7"	32	Bnt.	2'-10"	1'-8"	8 1/2"	
EP502	4	16'-7"	70	Sfr.				
EP503	4	14'-8 5/16"	62	Sfr.				
EP504	4	15'-6 7/8"	65	Sfr.				
EP505	4	15'-7 3/8"	65	Sfr.				
EP506	64	3'-4"	223	Bnt.	2'-2"	5"	-	
EP600	32	2'-0"	97	Sfr.				
EP900	2	18'-11 7/8"	130	Bnt.	17'-8 7/8"	10 1/4"	-	
EP901	2	18'-7 7/8"	127	Bnt.	17'-4 7/8"	10 1/4"	-	
EP902	2	18'-3 7/8"	125	Bnt.	17'-0 7/8"	10 1/4"	-	
EP903	2	17'-11 7/8"	123	Bnt.	16'-8 7/8"	10 1/4"	-	
EP904	2	17'-2 5/8"	117	Bnt.	15'-11 5/8"	10 1/4"	-	
EP905	2	17'-6 5/8"	120	Bnt.	16'-3 5/8"	10 1/4"	-	
EP906	2	17'-10 5/8"	122	Bnt.	16'-7 5/8"	10 1/4"	-	
EP907	2	18'-2 5/8"	124	Bnt.	16'-11 5/8"	10 1/4"	-	
EP400	8	16'-9 3/4"	90	Sfr.				
EP401	8	16'-10 7/8"	91	Sfr.				
WINGWALLS								
EW500	2	9'-2"	19	Sfr.				
EW501	2	5'-3"	11	Sfr.				
EW502	2	9'-4"	20	Sfr.				
EW503	2	8'-0"	17	Sfr.				
EW504	2	4'-0"	9	Sfr.				
EW505	2	14'-9"	31	Sfr.				
EW506	8	4'-11"	41	Sfr.				
EW507	8	4'-9"	40	Sfr.				
EW508	8	4'-7"	39	Sfr.				
EW509	8	4'-5"	37	Sfr.				
EW510	8	4'-3"	36	Sfr.				
EW511	8	4'-1"	34	Sfr.				
EW512	2	3'-6"	8	Sfr.				
EW513	2	2'-11"	6	Sfr.				
EW514	2	2'-4"	5	Sfr.				

STEEL LIST

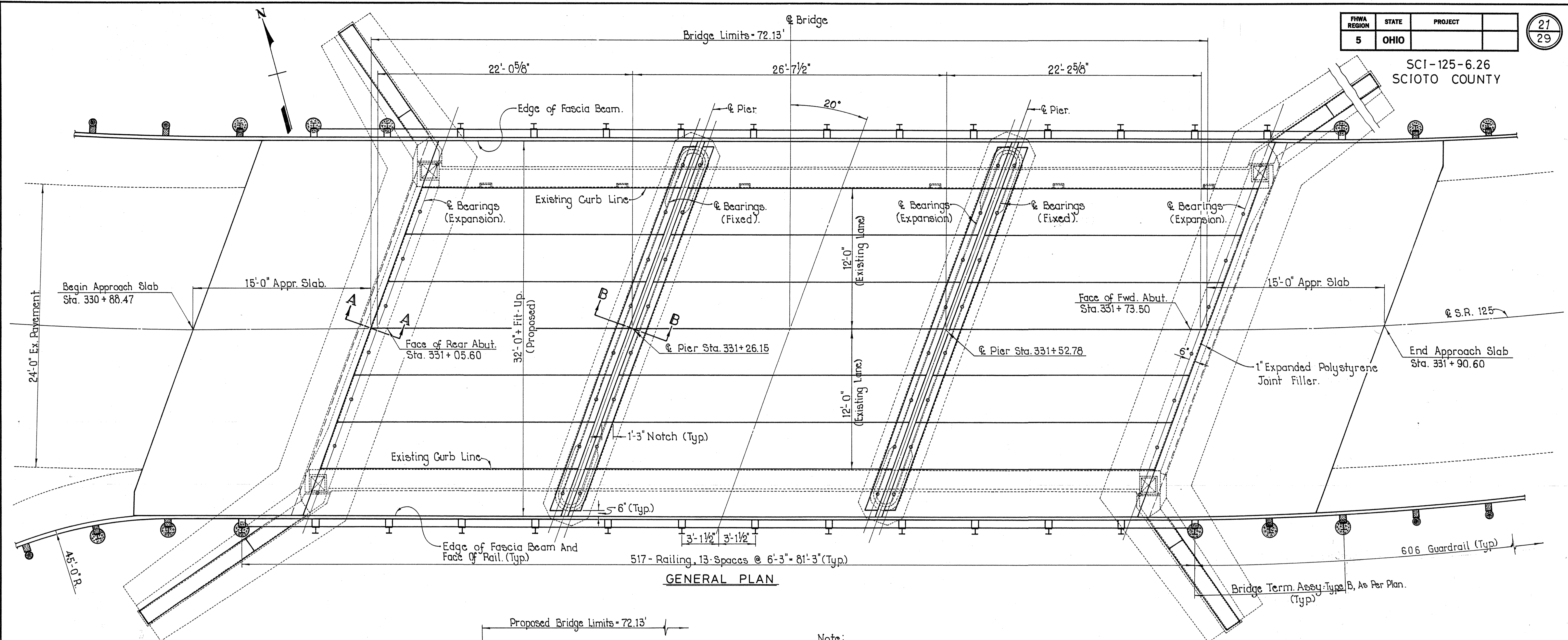
MARK	NO.	LENGTH	WEIGHT	SHP.	DIMENSIONS			BENDING DIAGRAMS
					A	B	C	
WINGWALLS (CONT.)								
EW515	2	1'-11"	4	Sfr.				
EW516	4	3'-5"	15	Sfr.				
EW517	4	2'-9"	12	Sfr.				
EW518	4	2'-2"	9	Sfr.				
EW519	4	3'-2"	14	Sfr.				
EW520	2	5'-7"	12	Sfr.				
EW521	2	6'-7"	14	Sfr.				
EW522	2	4'-10"	10	Sfr.				
EW523	2	2'-2"	5	Sfr.				
EW524	2	13'-0"	27	Sfr.				
EW525	2	9'-2"	19	Sfr.				
EW526	2	11'-8"	25	Sfr.				
EW527	2	4'-10"	10	Sfr.				
EW528	2	9'-0"	19	Sfr.				
EW529	2	10'-2"	22	Sfr.				
EW530	2	6'-2"	13	Sfr.				
EW531	2	2'-1"	5	Sfr.				
EW532	2	17'-1"	36	Sfr.				
EW533	2	3'-11"	8	Sfr.				
EW534	2	3'-9"	8	Sfr.				
EW535	2	3'-5"	7	Sfr.				
EW536	2	2'-10"	6	Sfr.				
EW537	2	2'-4"	5	Sfr.				
EW538	2	2'-0"	4	Sfr.				
EW539	2	6'-0"	13	Sfr.				
EW540	2	7'-4"	16	Sfr.				
EW541	2	4'-7"	10	Sfr.				
EW542	2	13'-2"	28	Sfr.				
EW543	2	1'-9"	4	Sfr.				
EW544	2	9'-4"	20	Sfr.				
TOTAL WEIGHT = 5,104 Lbs.								

Prefix "E" in the bar mark denotes an epoxy coated reinforcing bar.

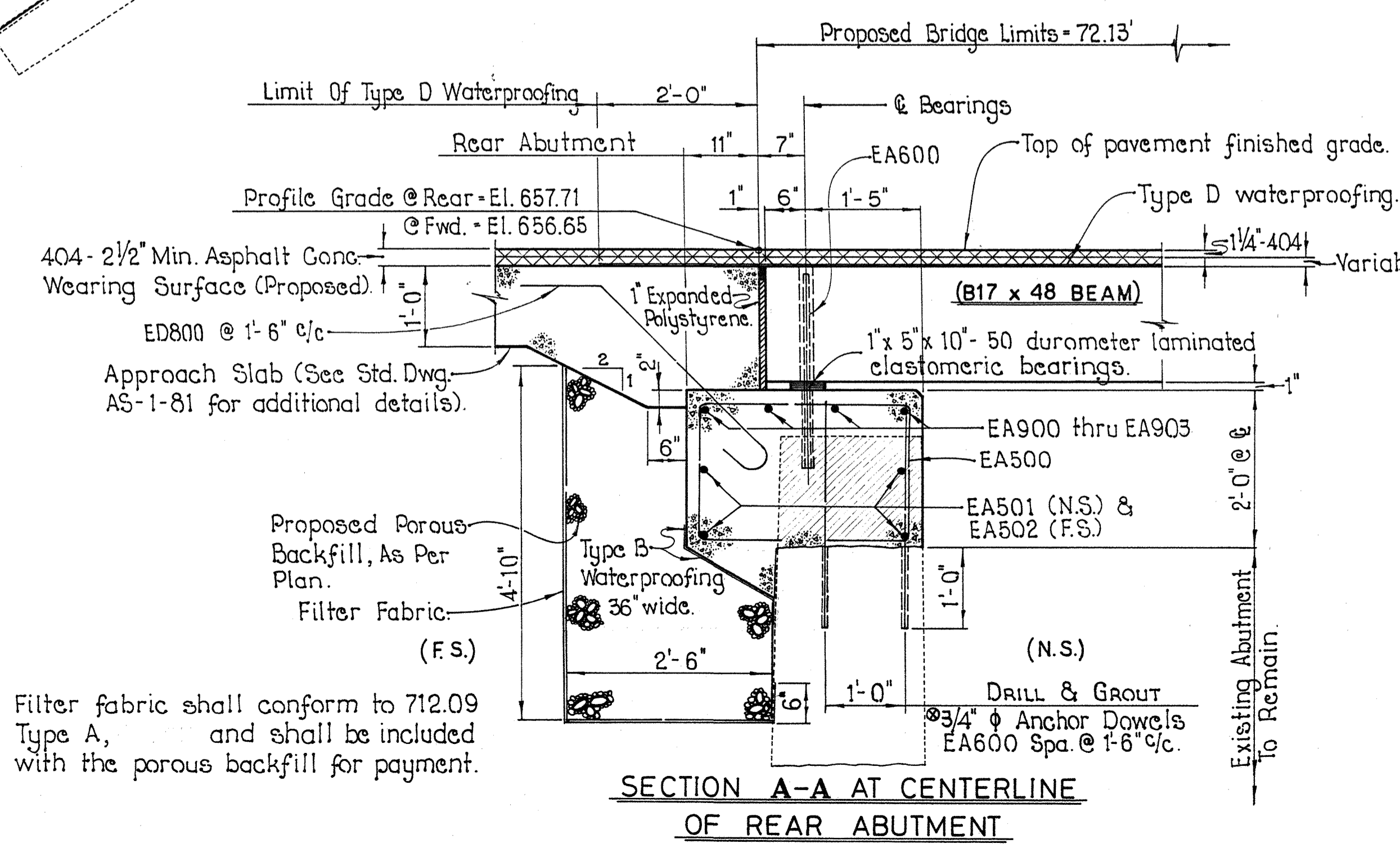
STEEL LIST

BRIDGE No. SCI-125-0627

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
			G.L.B.		9-25-89	



GENERAL PLAN

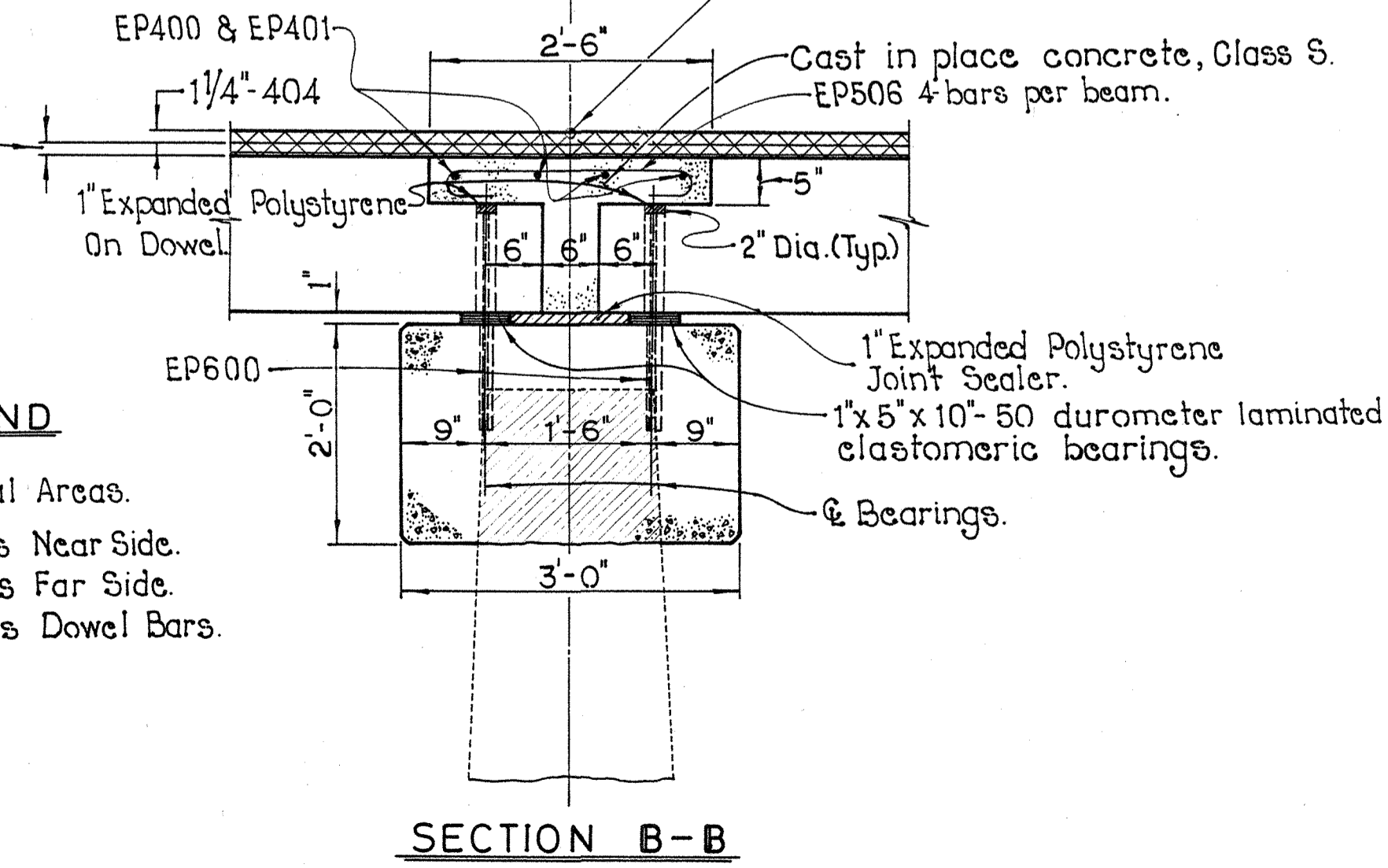


SECTION A-A AT CENTERLINE OF REAR ABUTMENT

Filter fabric shall conform to 712.09 Type A, and shall be included with the porous backfill for payment.

Note:

Superstructure and Approach Slab shown with Bituminous Wear Surf.



LEGEND

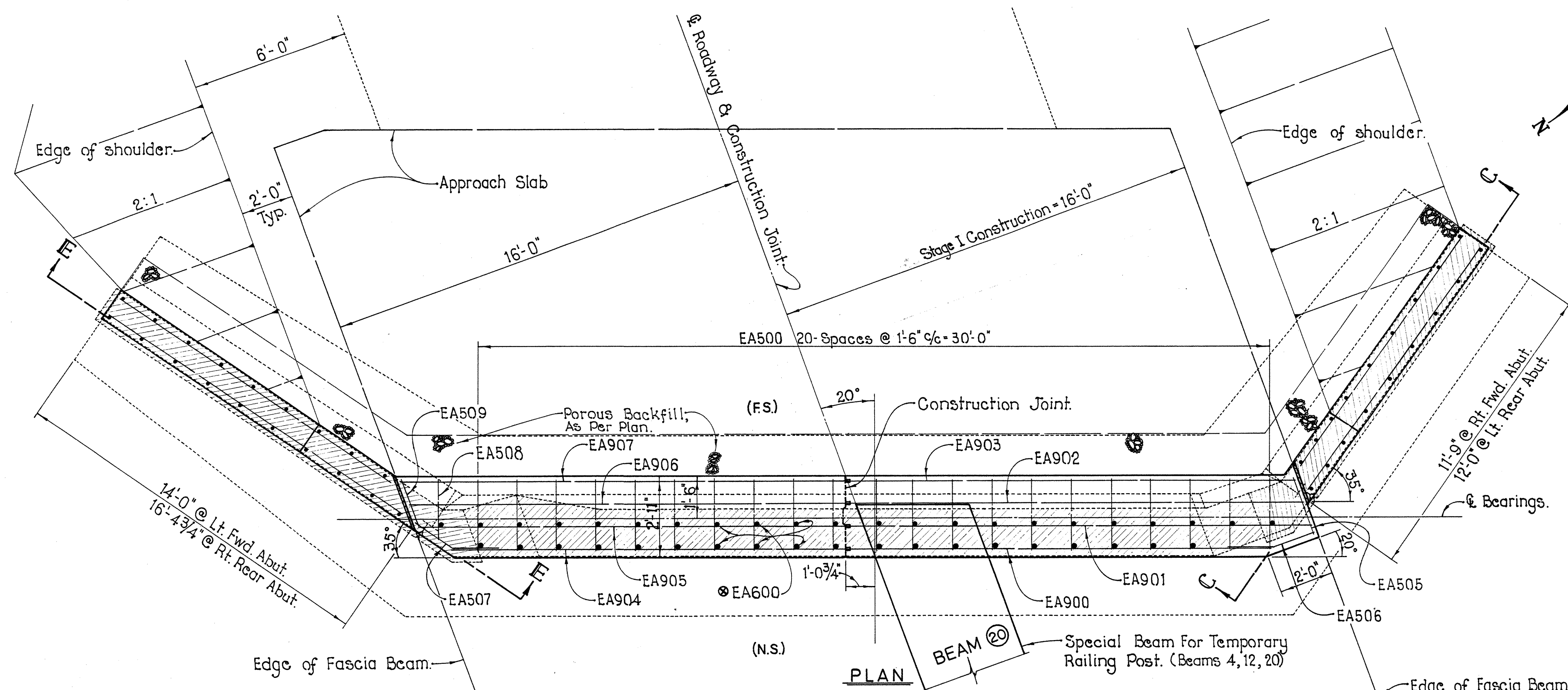
- Removal Areas.
- (N.S.) Denotes Near Side.
- (F.S.) Denotes Far Side.
- ⊗ Denotes Dowel Bars.

Note: Fixed

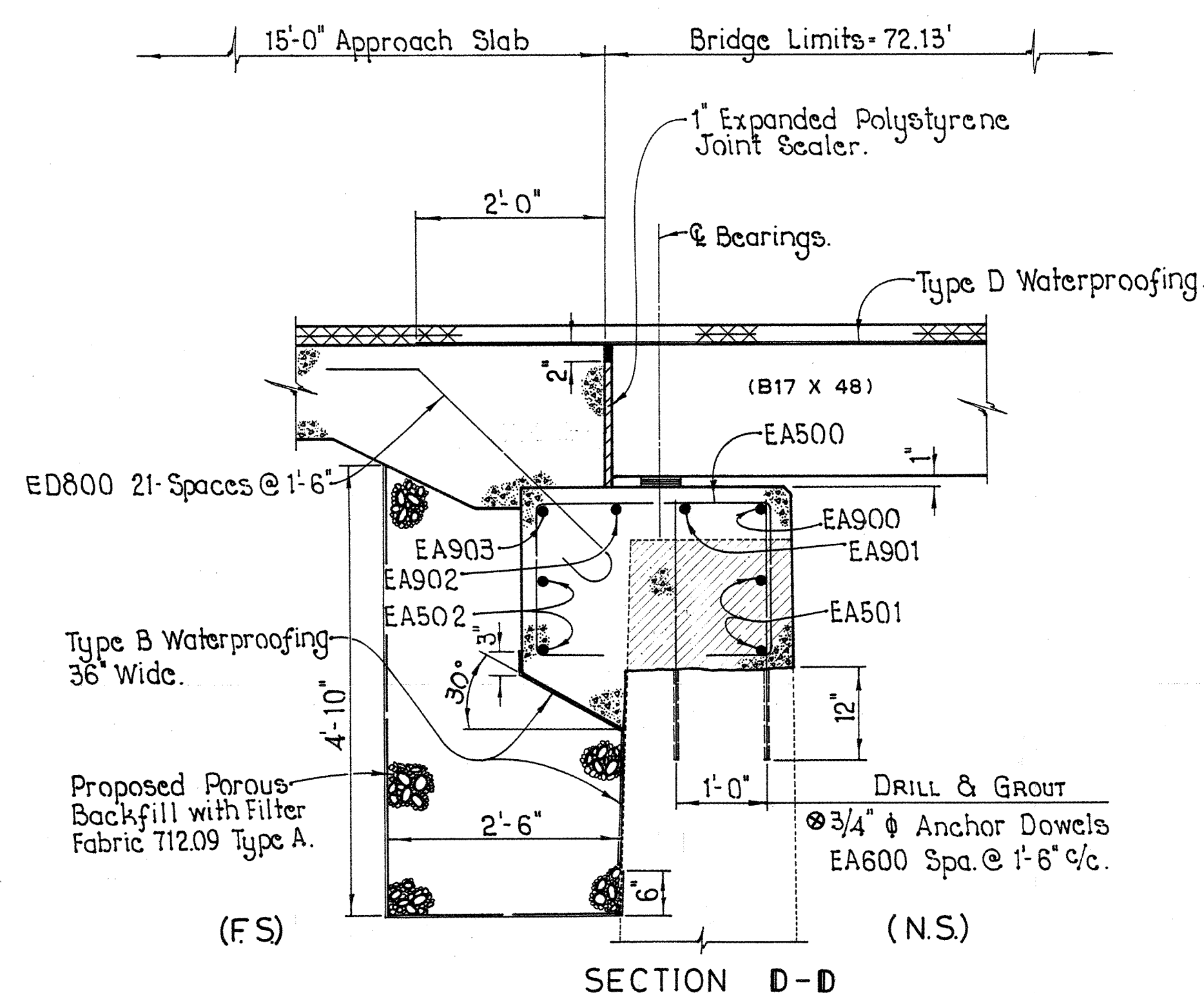
Beam anchor dowels at Piers shall be 3/4" Dia. plain round bars. Bond breaker shall be applied to dowel above bridge seat.

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DEPARTMENT OF TRANSPORTATION DISTRICT 9 BRIDGES			
GENERAL PLAN & DETAILS			
BRIDGE NO. SCI-125-0627			
DESIGNED	DRAWN	TRACED	CHECKED
REVIEWED	DATE	REVISED	
			9-25-89

See Sheet No. **7/12** for Sections C-C and E-E.

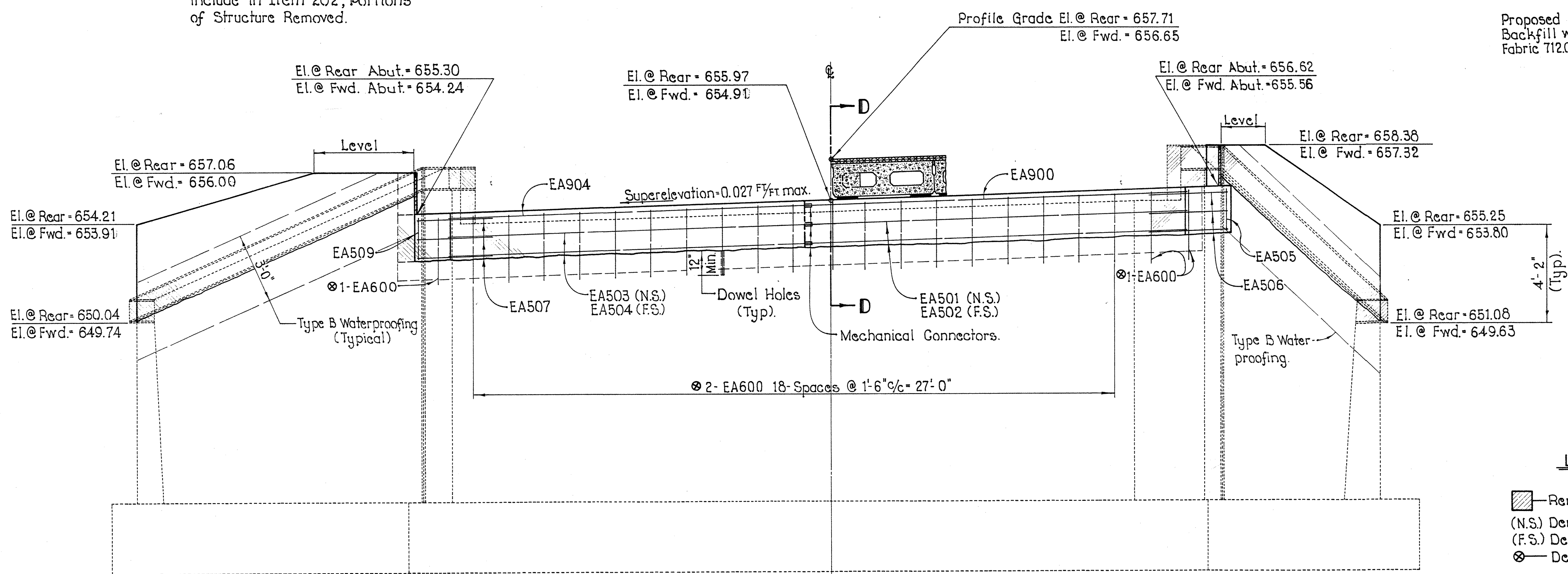


■ Portion to be removed (Typical) include in Item 202, Portions of Structure Removed.



Note:
Bridge Seat Reinforcing:
Reinforcing steel in the vicinity of the bridge seat shall be accurately placed to avoid interference with the drilling of the anchor bar holes.

Note:
Concrete for wingwalls above the level of the bridge seat shall not be placed until after the beams are erected.

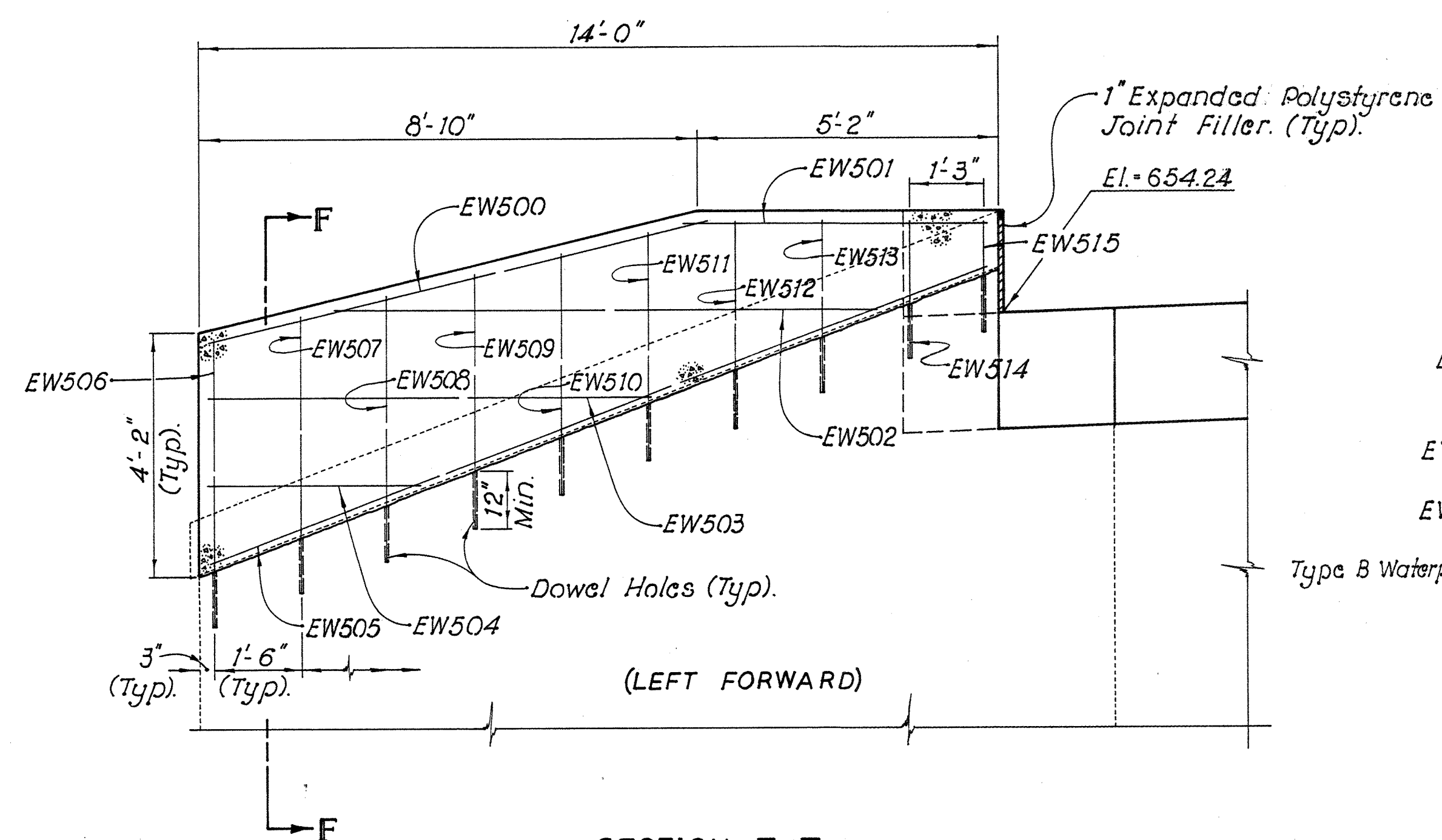


LEGEND

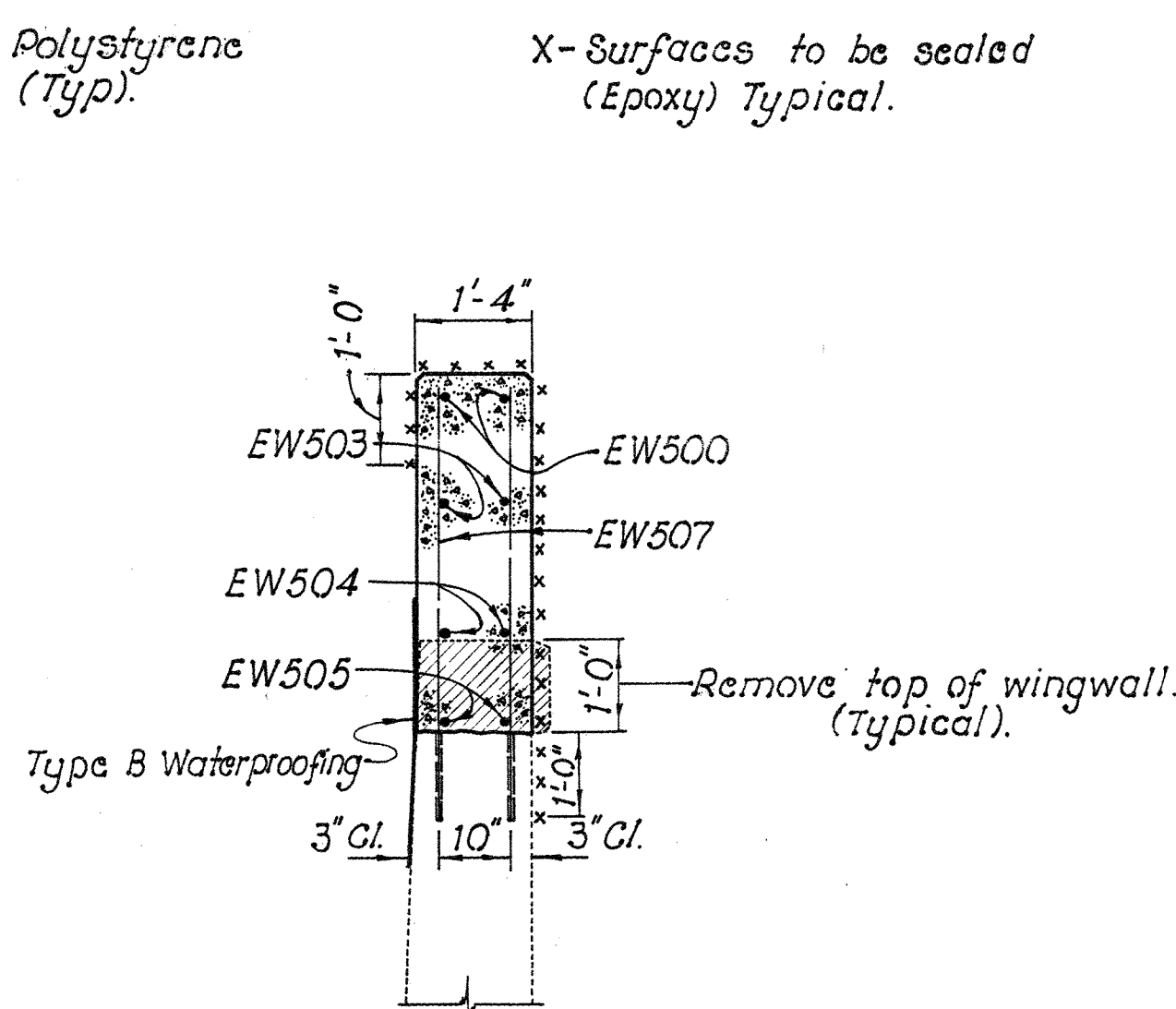
- Removal Areas
- (N.S.) Denotes Near Side
- (F.S.) Denotes Far Side
- ⊗ Denotes Dowel Bars

ELEVATION OF FORWARD ABUTMENT
(Forward Abutment Shown-Rear Abutment Similar But Opposite Hand)

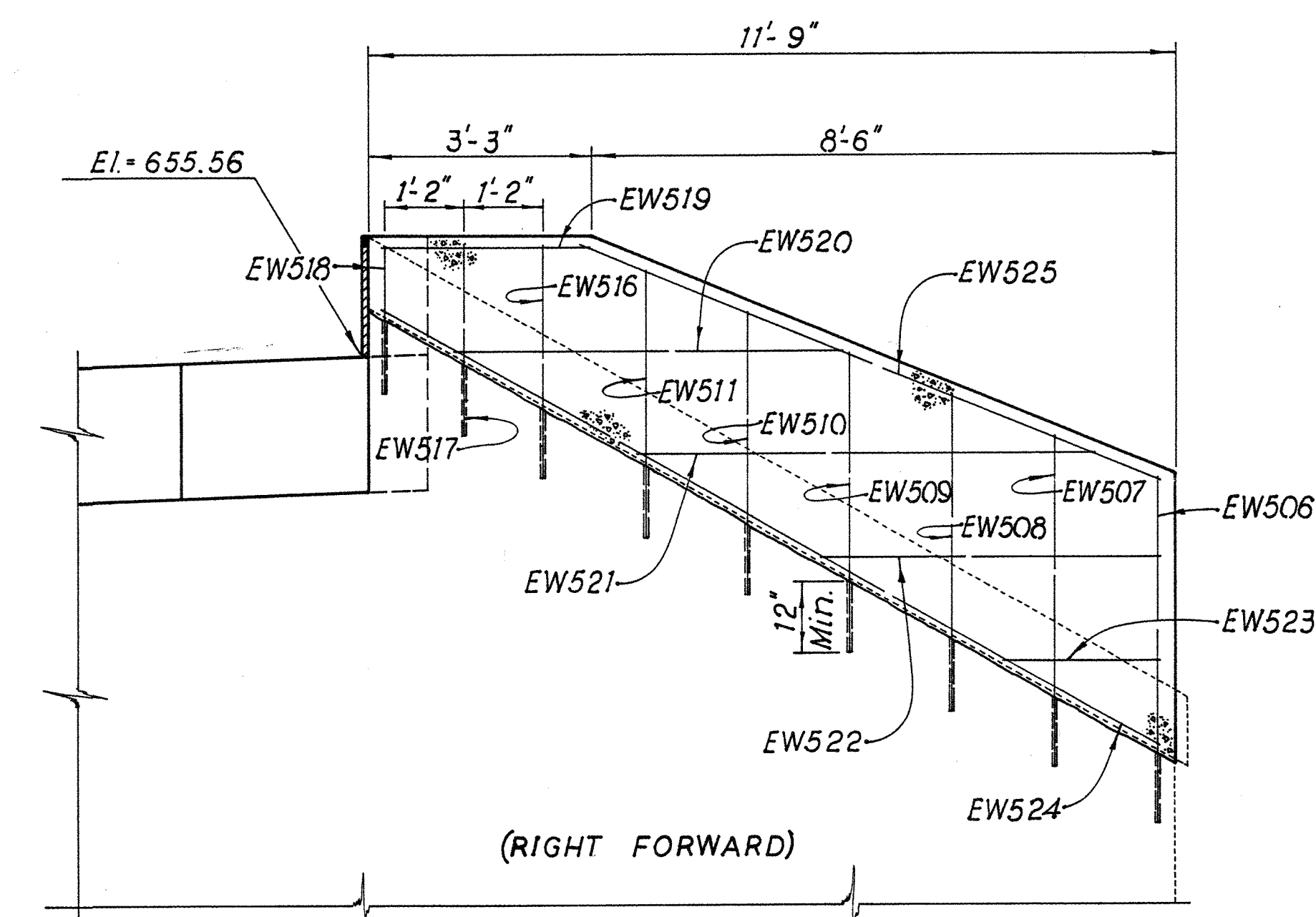
STATE OF OHIO		6 / 12	
DEPARTMENT OF TRANSPORTATION DISTRICT 9 BRIDGES			
ABUTMENT DETAILS			
BRIDGE NO. SCI-125-0627			
DESIGNED	DRAWN	TRACED	CHECKED
REVIEWED	DATE	REVISED	
			9-25-89



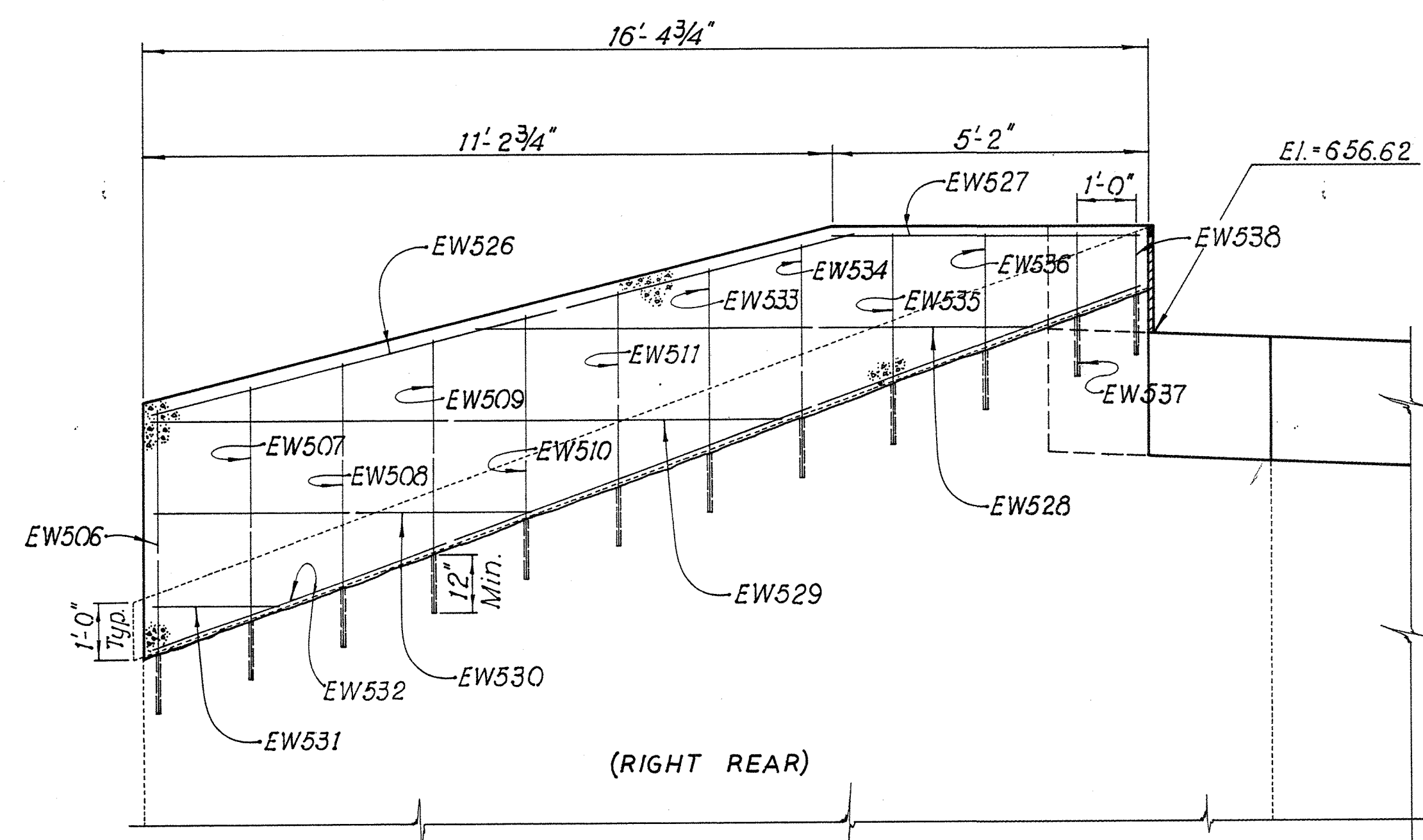
SECTION E-E
SEE PLAN VIEW, SHEET NO. 6/12



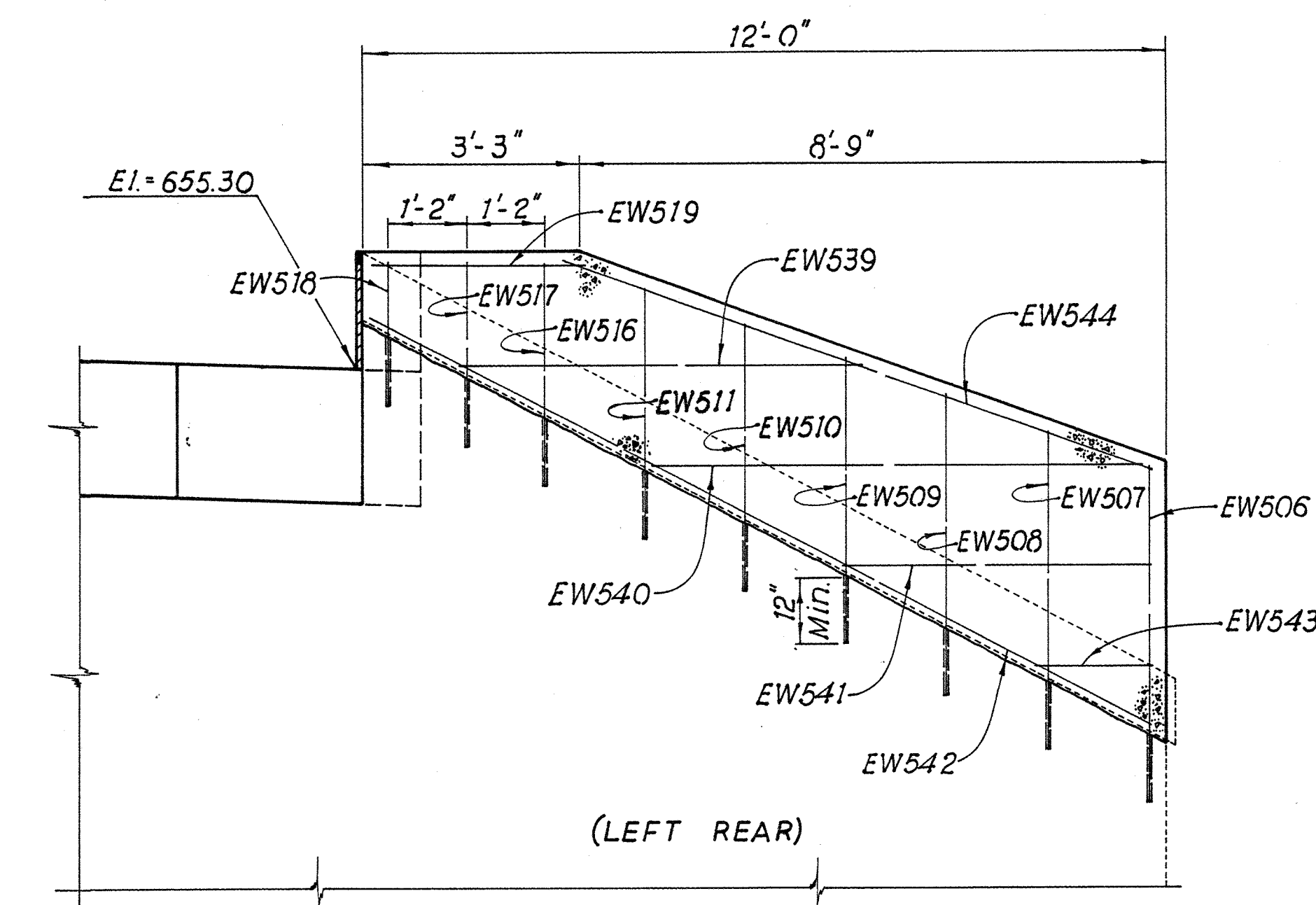
SECTION F-F



SECTION C-C
SEE PLAN VIEW, SHEET NO. 6/12

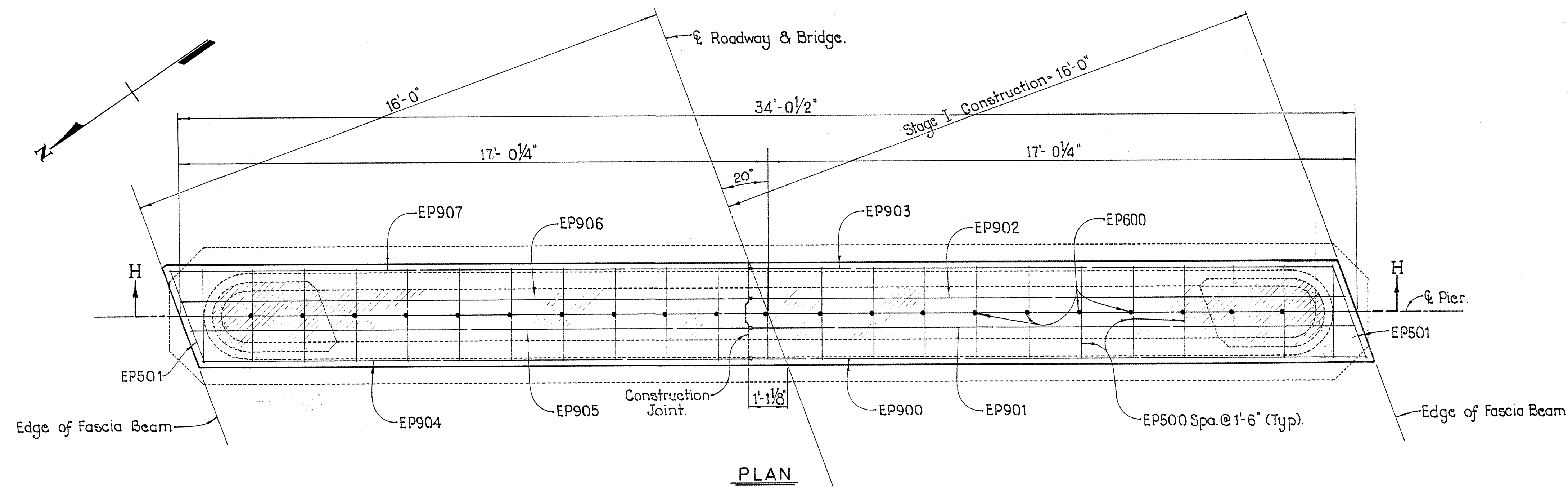


SECTION E-E



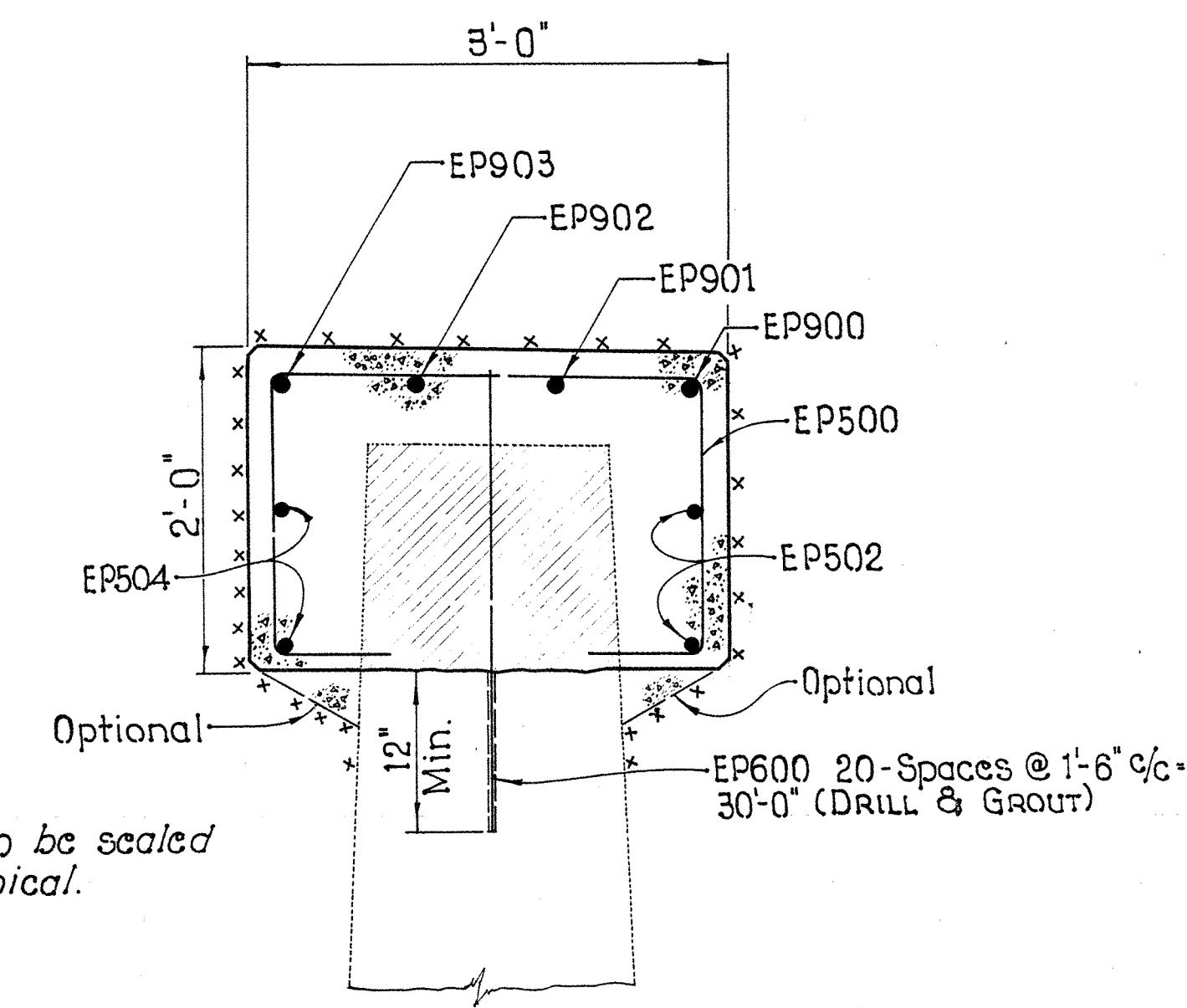
SECTION C-C

STATE OF OHIO						7/12
DEPARTMENT OF TRANSPORTATION						
DISTRICT 9 BRIDGES						
ABUTMENT WINGWALL DETAILS						
BRIDGE NO. SCI-125-0627						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
			G.L.B.	Thomas C. Williams	9-28-89	

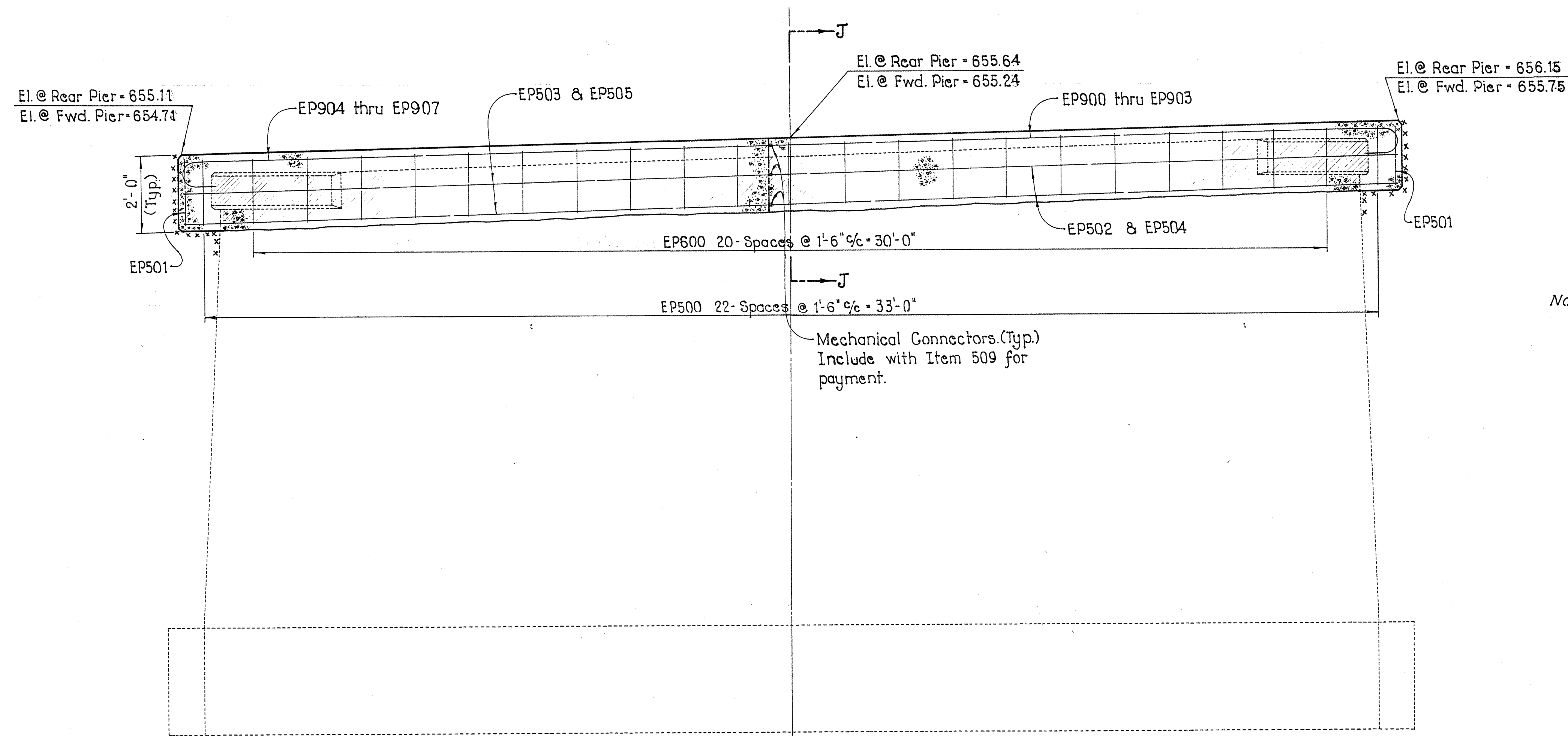


PLAN

■ Removal Areas.



SECTION J-J



SECTION H-H

Note:
Rebar lengths given are based upon the use of Lenton couplers. If another type or make of mechanical splice coupler is used, the rebar lengths shall be adjusted accordingly at no additional cost to the Department.

STATE OF OHIO						9 / 12
DEPARTMENT OF TRANSPORTATION						
DISTRICT 9 BRIDGES						
PIER DETAILS						
BRIDGE NO. SCI-125-0627						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W.B.H.	W.B.H.	W.B.H.	G.L.B.	W.B.H.	9-25-89	

BRIDGE CONSTRUCTION SEQUENCE

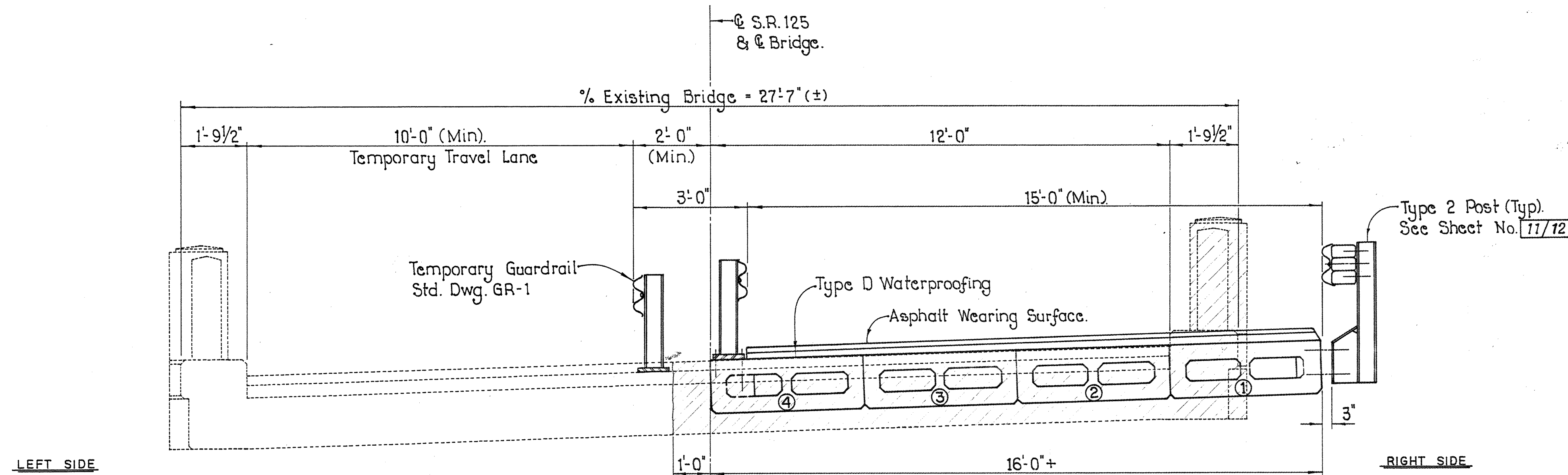
SCI-125-6.26
SCIOTO COUNTY

STAGE I:

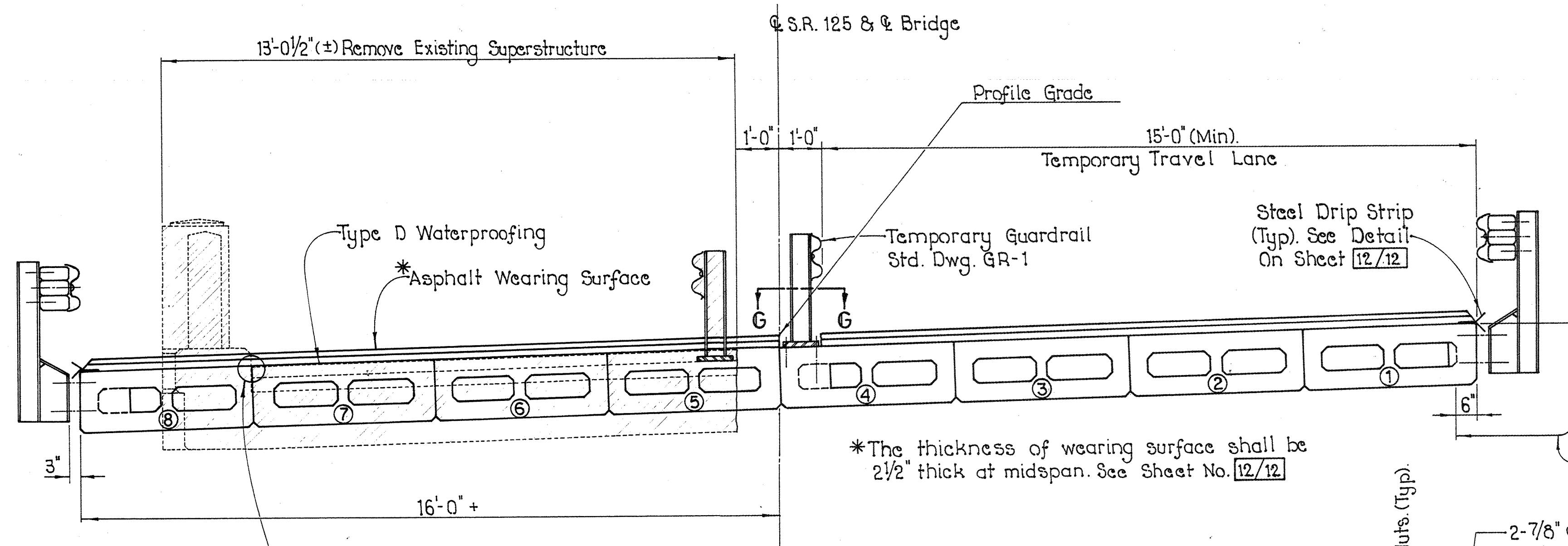
- 1- Close eastbound lane.
- 1A- Erect temporary railing on existing bridge. Temporary guardrail, including posts and anchors, shall conform to bridge plans and cost shall be included in the lump sum price bid for Item 614, Maintaining Traffic.
- 2- Maintain one lane, two-way traffic on north side of existing bridge.
- 3- Remove south side of existing superstructure, rear abutment and forward abutment backwalls. The contractor shall erect temporary sheeting where needed to retain fill for supporting bridge approach pavement. Payment for temporary sheeting shall be included in the lump sum price bid for Item 614, Maintaining Traffic.
- 4- Construct south side of rear and forward abutments, bridge seats and pier seats. Apply epoxy sealer to abutments, piers and wingwalls.
- 5- Erect prestressed concrete box beams 1 thru 4, 9 thru 12, and 17 thru 20. See Sheet No. 11/12.
- 6- Construct south side of both approach slabs.
- 7- Erect permanent and temporary railing on south side of proposed deck.
- 8- Place asphalt concrete wearing surface on south side of rehabilitated bridge.

STAGE II:

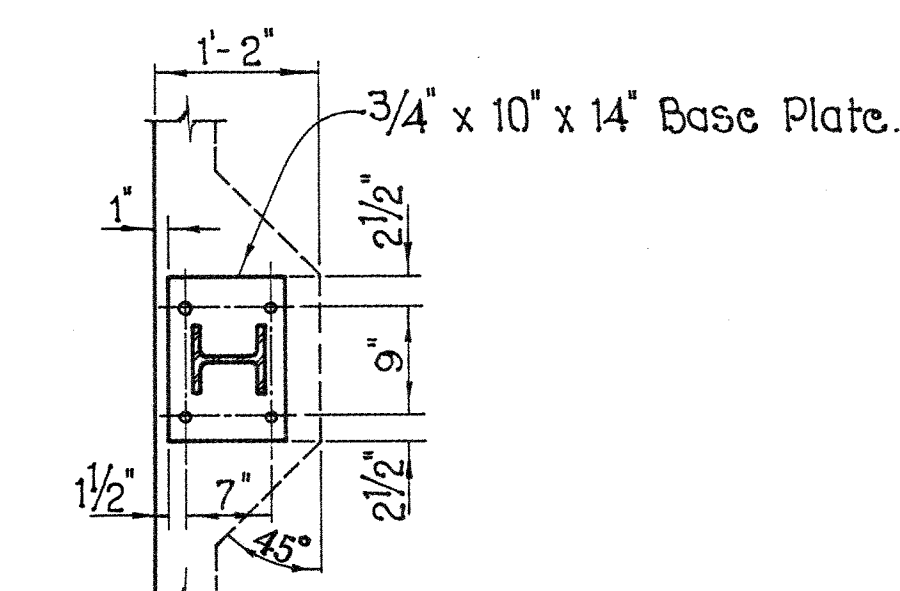
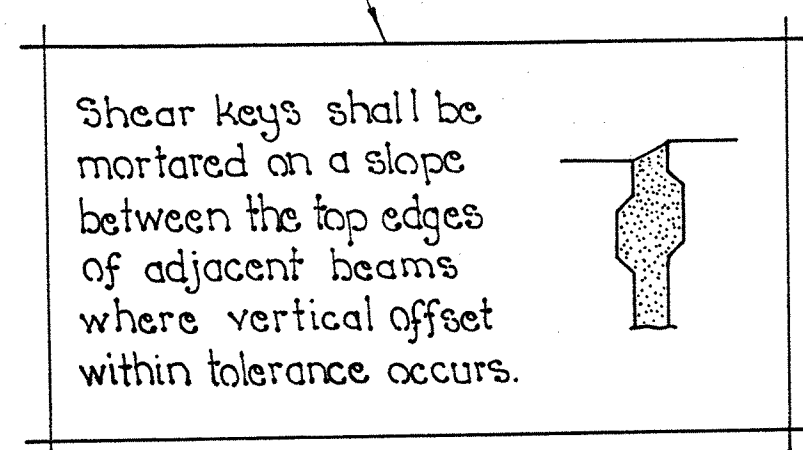
- 9- Transfer traffic to and maintain one lane, two-way traffic on south side of proposed bridge.
- 10- Remove north side of existing superstructure, rear abutment and forward abutment backwalls.
- 11- Construct north side of rear and forward abutments new bridge seats and pier seats. Apply epoxy sealer to abutments, piers and wingwalls.
- 12- Erect prestressed concrete box beams 5 thru 8, 13 thru 16, and 21 thru 24. See Sheet No. 11/12.
- 13- Construct north side of both approach slabs.
- 14- Erect permanent railing on north side of proposed deck.
- 15- Remove temporary railing.
- 16- Place asphalt concrete wearing surface on north side of rehabilitated bridge.
- 17- Open westbound lane to traffic.



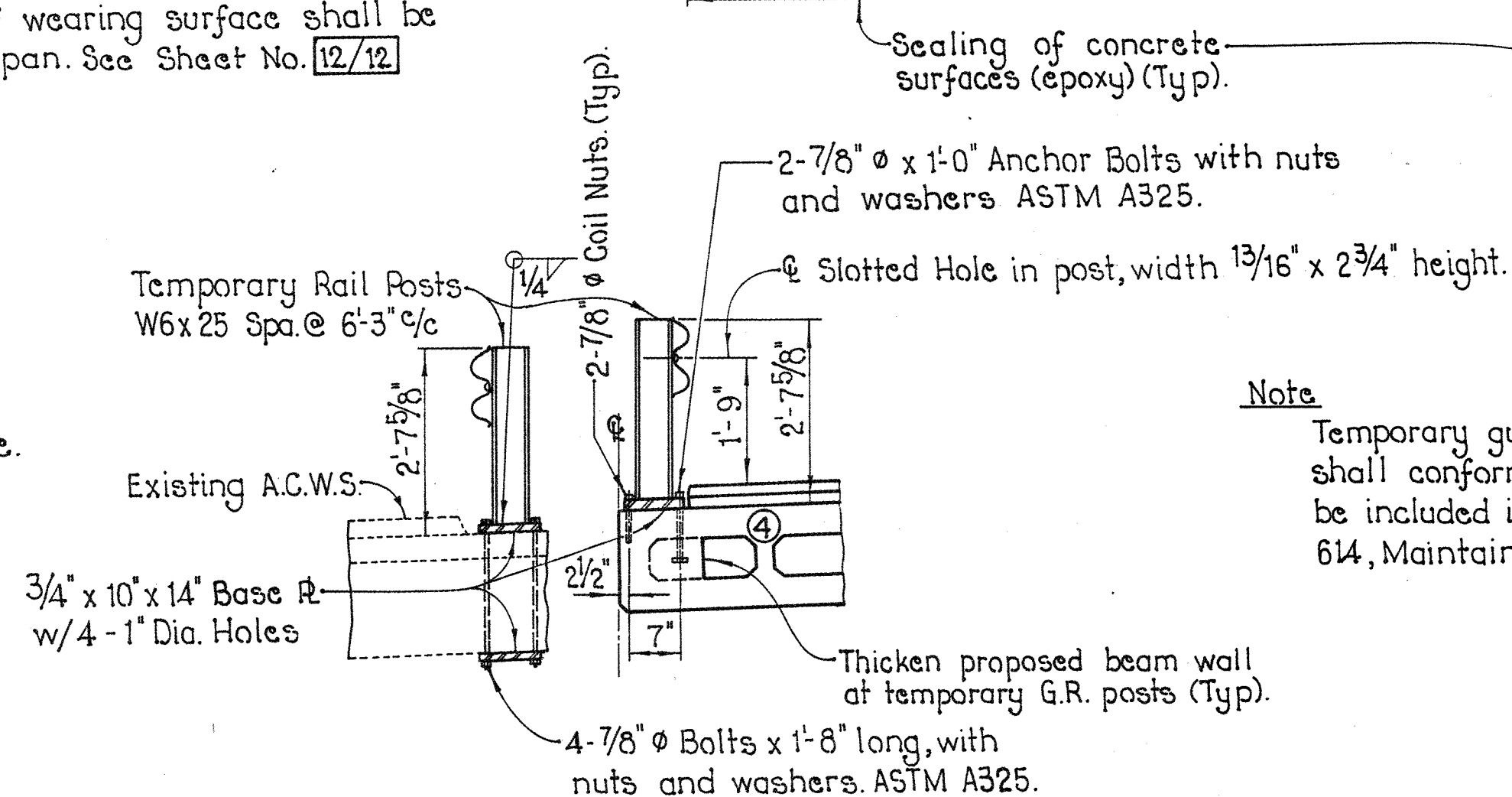
CONSTRUCTION STAGE I
(Looking Forward)



CONSTRUCTION STAGE II
(Looking Forward)

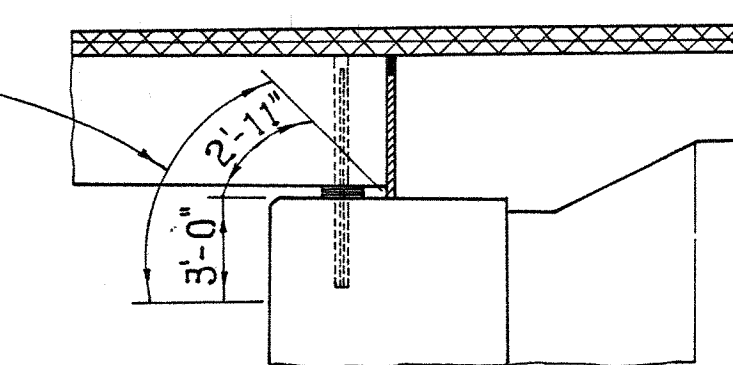


SECTION G-G
(BASE PLATE DETAIL)



TEMPORARY RAILING DETAIL

Note: For Additional Details See "Inlet Mounted Post" Detail on Std. Dwg. GR-1.



ABUTMENT (TYP)

Note

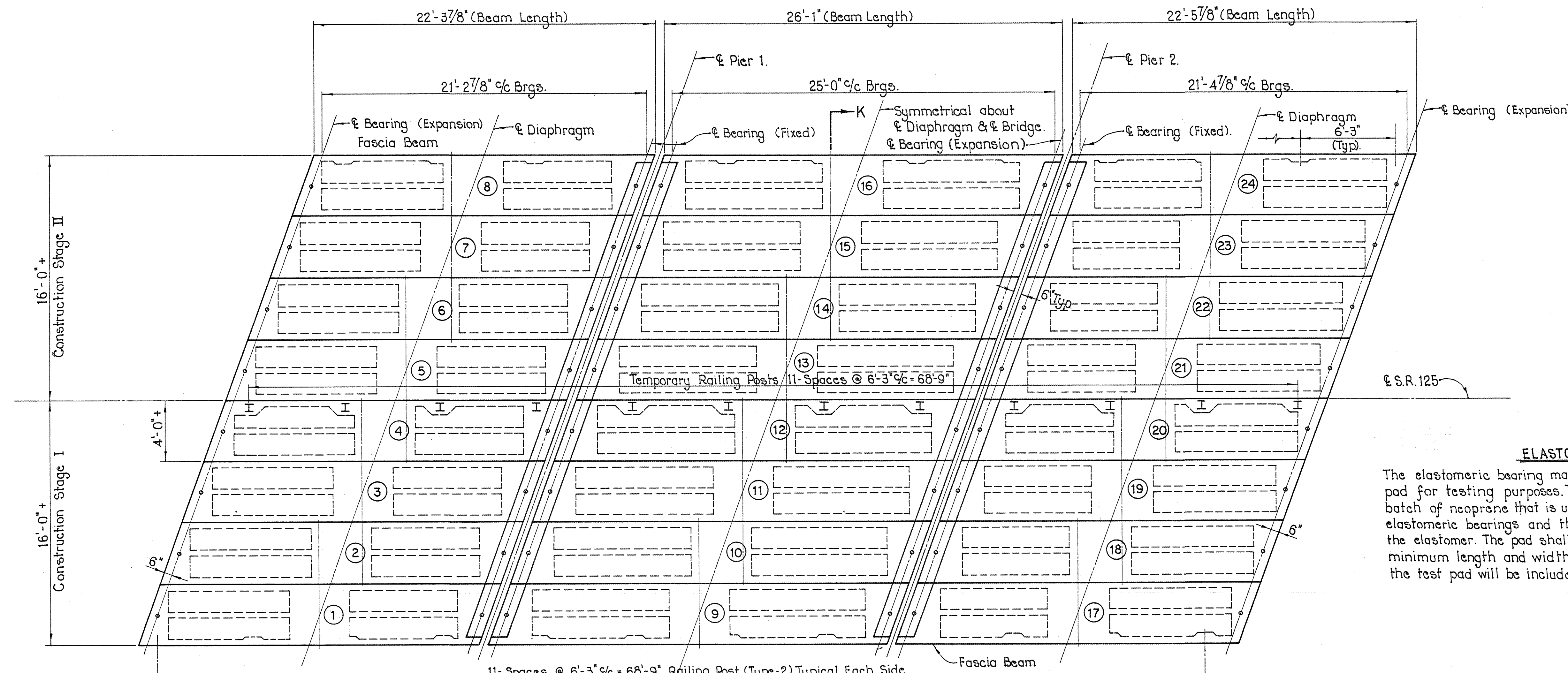
Temporary guardrail, including posts and anchors shall conform to bridge plans and payment shall be included in the lump sum price bid for Item 614, Maintaining Traffic.

STATE OF OHIO						10/12
DEPARTMENT OF TRANSPORTATION						
DISTRICT 9 BRIDGES						
CONSTRUCTION SEQUENCE						
BRIDGE No. SCI-125-0627						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISD
M. G. G.	M. G. G.	M. G. G.	G. L. B.	James A. Wells	2-25-89	

FHWA REGION	STATE	PROJECT
5	OHIO	

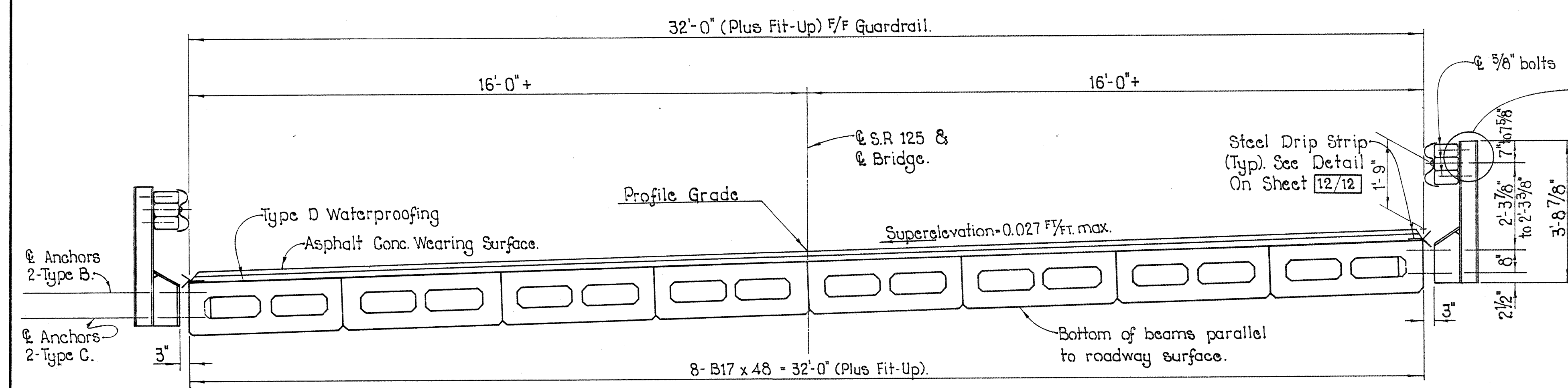
27
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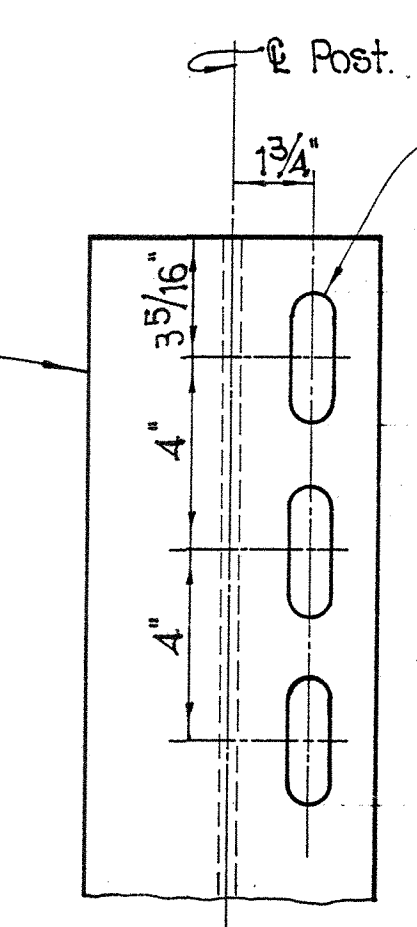


DECK PLAN

ELASTOMERIC TEST PAD
The elastomeric bearing manufacturer shall supply a plain elastomeric pad for testing purposes. The pad shall be furnished from the same batch of neoprene that is used in the fabrication of the laminated elastomeric bearings and the fabricator shall certify the identity of the elastomer. The pad shall have a 1/2 inch thickness, and shall have minimum length and width dimensions of 6 inches. Payment for the test pad will be included in the price bid for the bearings.



TRANSVERSE SECTION K-K



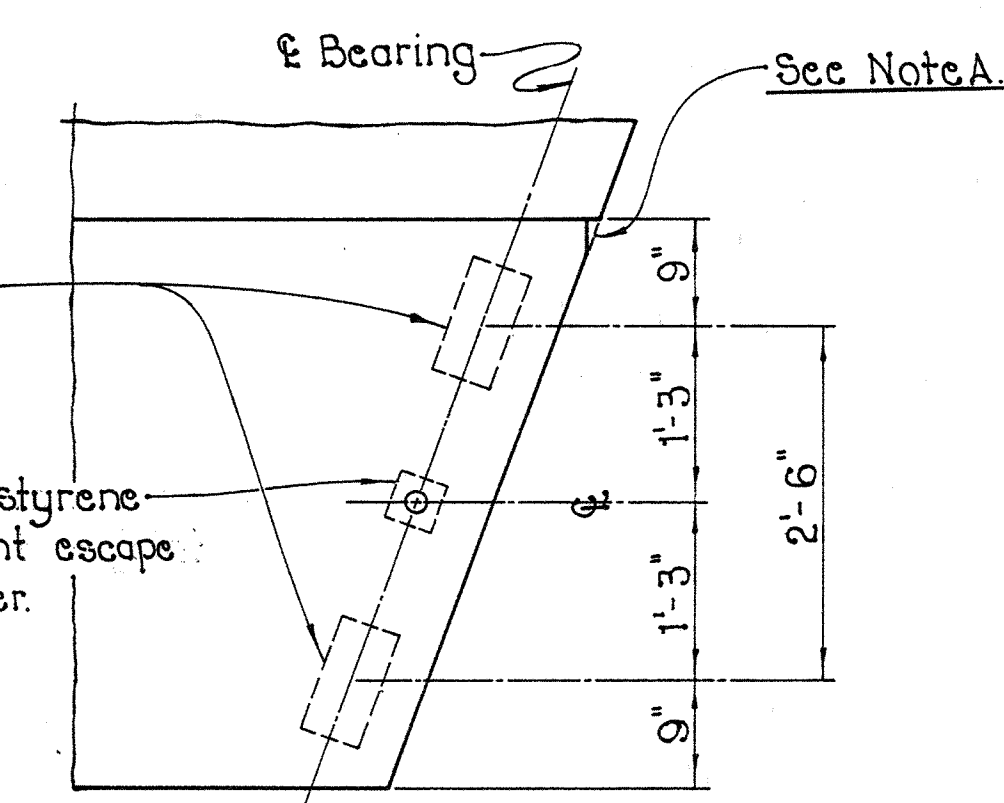
POST DETAIL
(On Bridge)

1" x 5" x 10" Laminated Elastomeric Bearings at Abutments and Piers.

1" x 4" x 4" expanded polystyrene around dowel to prevent escape of grout or joint filler.

Note A:
Fill triangular spaces as shown with mortar. (Typ.)

Note: For additional details, see Std. Dwg. DBR-2-73



BEARING DETAILS

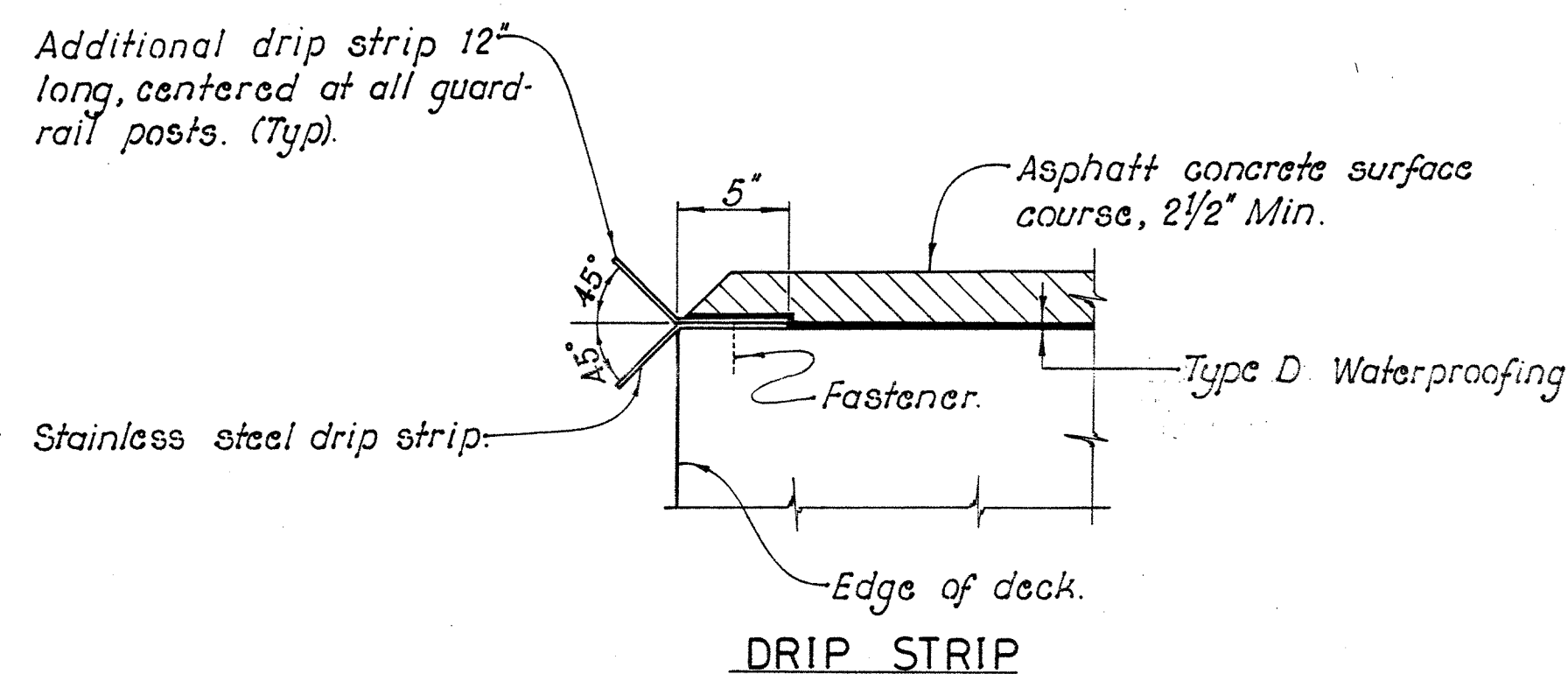
5" x 10" LAMINATED ELASTOMERIC BEARING DETAIL

STATE OF OHIO		11/12
DEPARTMENT OF TRANSPORTATION		
DISTRICT 9 BRIDGES		
SUPERSTRUCTURE DETAILS		
BRIDGE NO. SCI-125-0627		
DESIGNED	DRAWN	TRACED
CHECKED	REVIEWED	DATE
REVIS	DATE	REVISED

FHWA REGION	STATE	PROJECT
5	OHIO	

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SCIOTO COUNTY



Drip Strip: Prior to applying deck membrane waterproofing, a bent drip strip shall be installed along the edges of the deck as shown. The strips shall be fastened at 1'-6" c/c maximum with 1/4" x 5/32" x 1/4" flat head drive pin and washer. (Length x Shank Dia. x Head Dia.) or #10 galvanized screws and expansion anchors, subject to the approval of the Engineer. The strips shall be placed the full length of the deck, ending at the face of the abutment wingwall. Where splices are required a 3" (Min.) lap shall be used with a fastener through the lap. Stainless steel shall be 20 gauge ASTM A167, type 304 mill finish. Payment shall be at the contract price bid for Item Special, Lin. Ft., Steel Drip Strip, which shall include all materials, labor, tools and incidentals necessary to complete the Item. The final pay quantity shall be the actual overall length of the drip strip. Laps and additional strips at posts shall not be measured for payment.

Additional Details: See Standard Drawing PSBD-1-81, sheets 1, 2, 3, 4 of 4 for beam lifting inserts, end details of transverse tie rod anchorage, normal crown treatment at centerline of roadway, beam dimensional tolerances, anchor dowels, details and reinforcement of beam ends and transverse tie rods.

Asphalt Concrete Surface Course: Shall consist of a variable thickness of 403 and 1/4" thickness of 404. The 403 shall be placed in two operations. The first course shall be of 1/4" uniform thickness. The second course shall be feathered to place the surface parallel to and 1/4" below final pavement elevation.

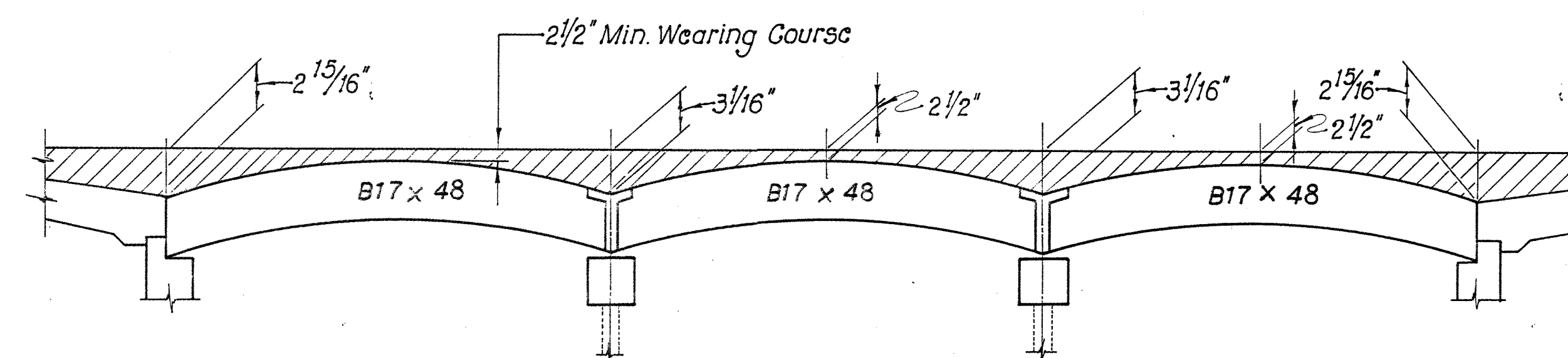
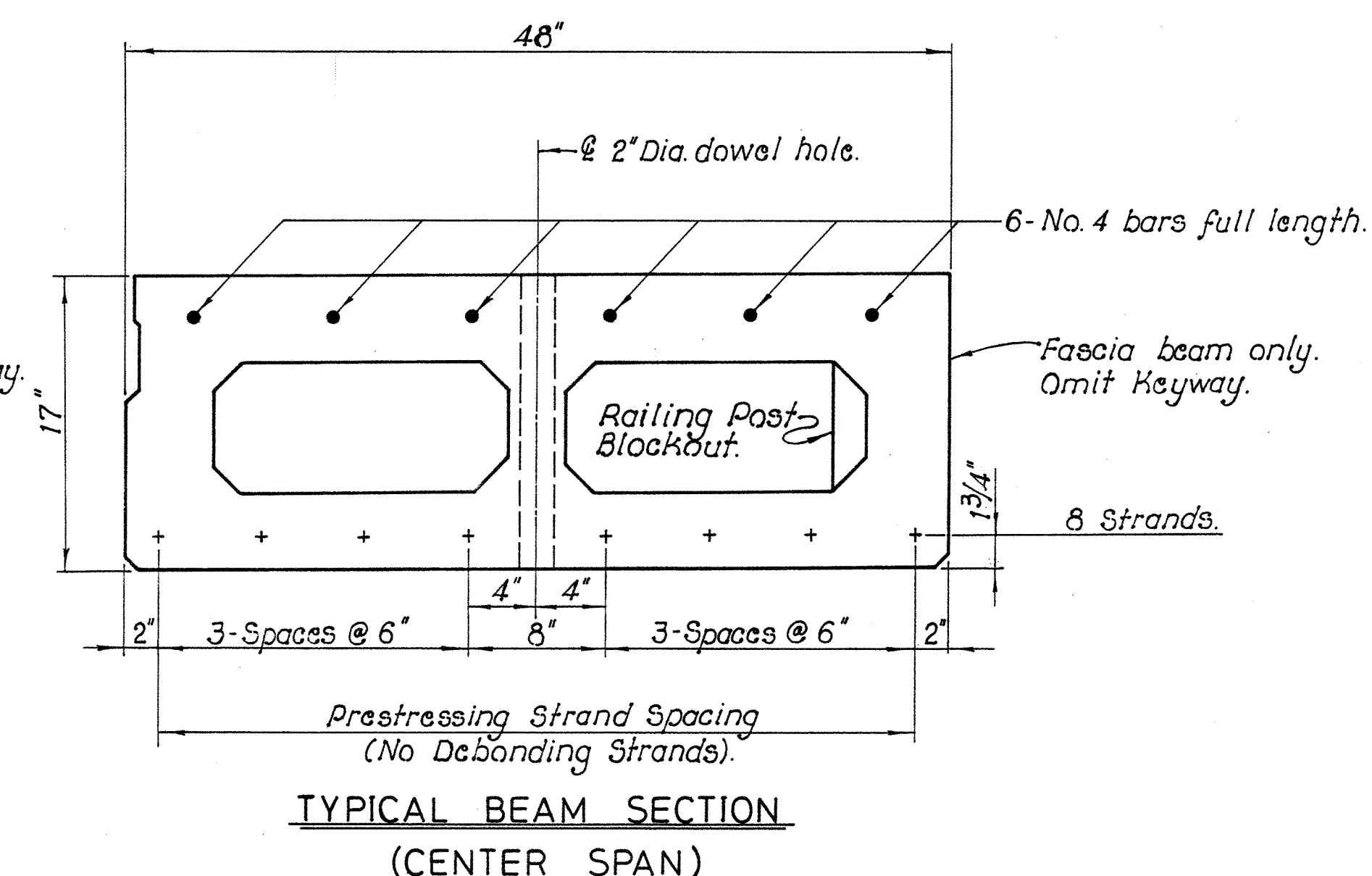
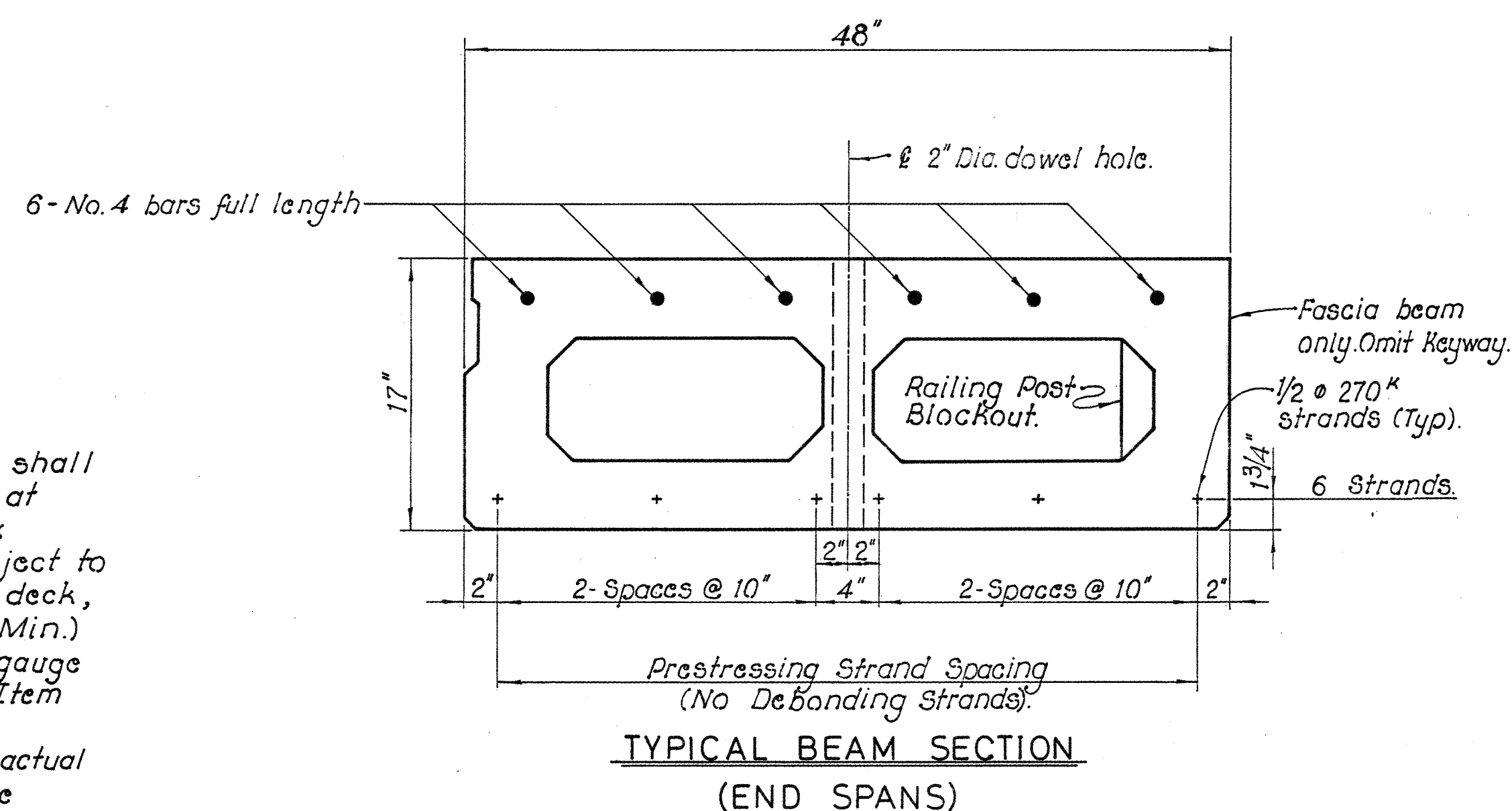
Calculated Camber at time of paving, including allowance for camber growth due to creep, is 9/16" for center span and 7/16" for end spans. Net final camber of beams is 9/16" for center span and 7/16" for end spans. This is in excess of the amount required to place the top of the beam parallel to profile grade. This excess amount shall be compensated for by thickening the 403 leveling course from 1/4" at center of span to 1 3/16" at piers and 1 1/16" at Abuts. See Schematic Diagram.

Non-Shrinking Mortar: Mortar or grout for keyways between prestressed concrete box beams, for tie rod recesses and for anchor dowel holes shall be a non-shrinking, non-metallic mortar having a minimum compressive strength at 28 days of 5,000 p.s.i. according to the Corps of Engineers Specification CRD-C621-83 when prepared to a moderate fluidity (124-145%). The mortar or grout shall also meet all other requirements of Specification CRD-C621-83. The mortar shall be prepared, placed and cured in accordance with the manufacturer's recommendations, against surfaces as specified below.

Preparation Of Concrete Surfaces In Contact With Non-Shrinking Mortar: The keyway surfaces shall be given a medium sandblast at the plant within four days before the beams leave the plant. Before mortaring, the keyways shall be thoroughly clean of all dirt, dust and other foreign matter. The keyway surfaces shall be wetted, but no free water shall be allowed to remain in the keyways.

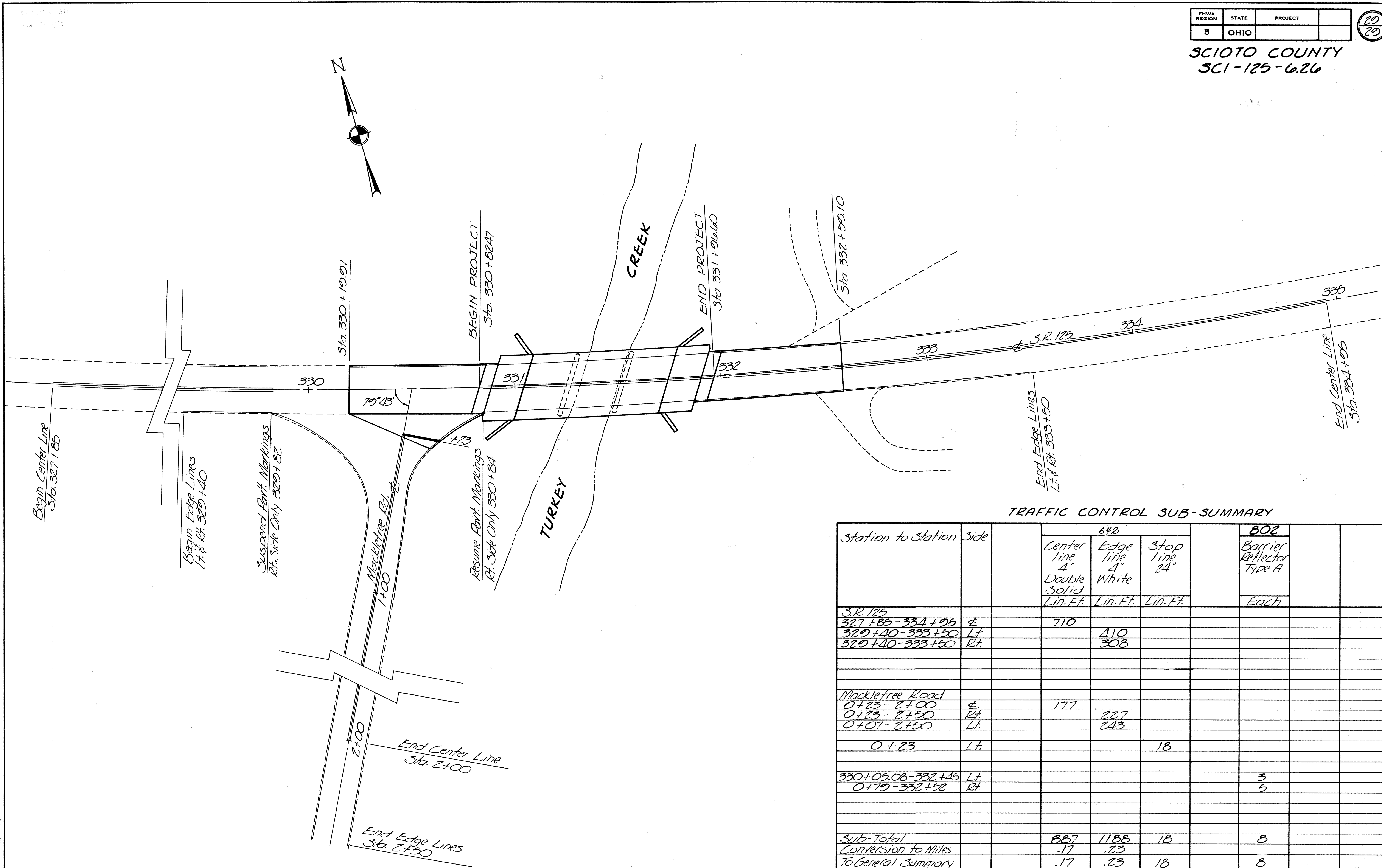
Bearing Pad Shims: Two (2) 1/8" thick preformed bearing pads per beam shall be used as shims to accommodate any non-parallelism between bottom of concrete beams and bridge abutment seats. 48 pads required (per CMS 711.21) Shims shall have same plan dimensions as Elastomeric Bearings.

Concrete For Prestressed Concrete Beams: Minimum concrete strength at time of initial prestress $f'_{ci} = 4000$ p.s.i.



SCHEMATIC DIAGRAM

STATE OF OHIO		12 / 12	
DEPARTMENT OF TRANSPORTATION DISTRICT 9 BRIDGES			
SUPERSTRUCTURE DETAILS			
BRIDGE NO. SCI-125-0627			
DESIGNED	DRAWN	TRACED	CHECKED
REVIEWED	DATE	REVISED	
			9-25-89



TRAFFIC CONTROL SUB-SUMMARY

Station to Station	Side	642			802	
		Center line 4" Double Solid Lin. Ft.	Edge line 4" White Lin. Ft.	Stop line 24" Lin. Ft.	Barrier Reflector Type A Each	
S.R. 125						
327+85-334+96	±	710				
320+40-333+50	Lt.		410			
320+40-333+50	Rt.		308			
Mackletree Road						
0+23-2+00	±	177				
0+23-2+50	Rt.		227			
0+07-2+50	Lt.		243			
0+23	Lt.			18		
330+05.08-332+45	Lt.				3	
0+70-332+52	Rt.				5	
Sub-Total		887	1188	18	8	
Conversion to Miles		.17	.23			
To General Summary		.17	.23	18	8	