

OHIO TURNPIKE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE

CONTRACT CIP : 55-90-03
CONSTRUCTION OF INTERCHANGE 4A CONNECTOR
RAMPS & STRUCTURES FROM TOLL PLAZA TO I-75
MILEPOST 64.9

APPROVED FOR
THE OHIO DEPARTMENT OF TRANSPORTATION
BY

Bernard B. Nuss
DIRECTOR

3-22-90
DATE

APPROVED FOR
THE OHIO TURNPIKE COMMISSION
BY

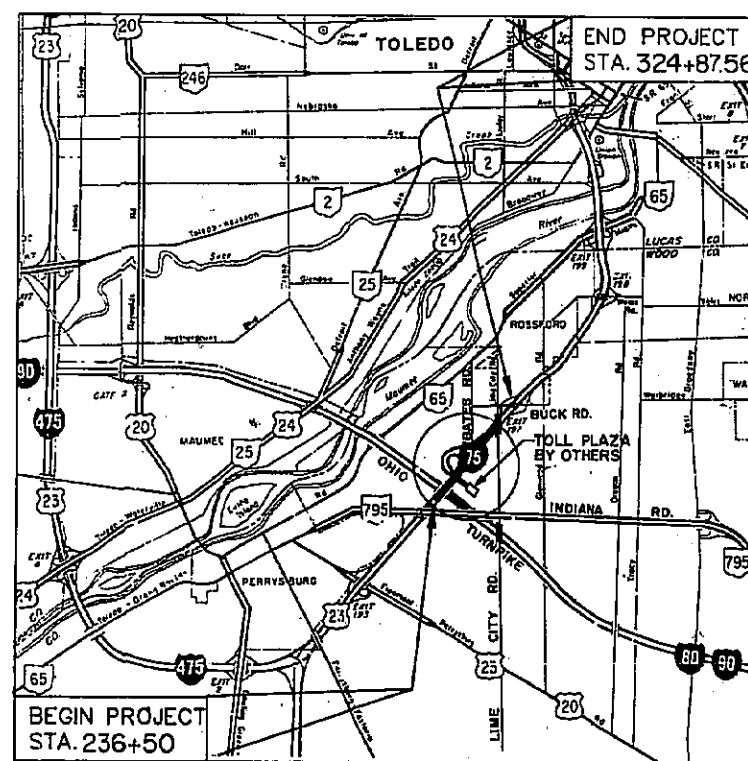
William Plain
CHIEF ENGINEER

3-12-90
DATE

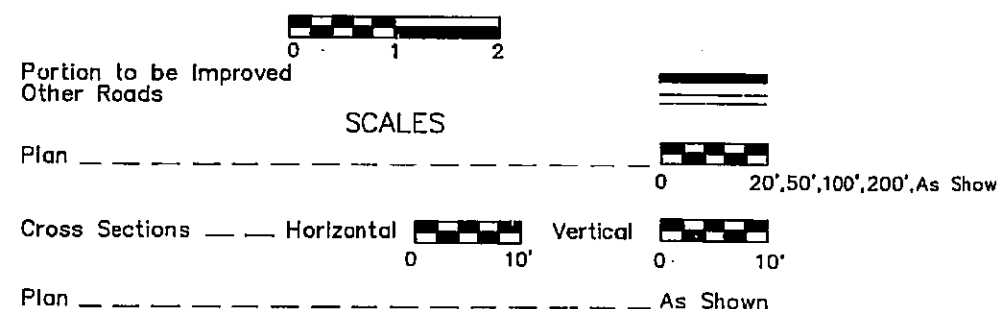
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ORIGINAL CONTRACT SECTION C-45 WOOD COUNTY



LOCATION MAP
SCALE IN MILES



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

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECS.				
BP-1	C-1-G5	GR-1	1-11-85	CB-8	11-10-83	MC-10	5-1-76	HL-20.11	5-1-87	HL-50.11	5-1-87	TC-21.10	1-20-84	TC-42.10	8-19-77	OHIO DEPT. OF TRANSPORTATION (INCLUDED IN PROPOSAL) B02 5-4-BB B14 1-21-BB B47 10-17-B3 B47 10-17-B3 B15 1-21-BB
BP-2	1-11-85	GR-2B	2-5-82	HW-4A	4-1-80	MC-11	8-1-78	HL-20.15	5-1-87	HL-50.21	5-1-87	TC-21.20	1-20-84	TC-42.20	3-26-79	
BP-3	12-6-76	GR-3	1-21-85	HW-4B	4-1-80	MH-1	12-18-84	HL-20.21	5-1-87	HL-60.11	5-1-87	TC-21.40	3-1-79	TC-51.10	1-20-84	
BP-4	10-1-87	GR-4	2-5-82	I-3A&B	4-1-80	MT-95.30	10-10-88	HL-20.22	5-1-87	HL-60.12	5-1-87	TC-22.10	3-1-79	TC-51.11	1-20-84	
BP-7	10-1-87	GR-4A	1-30-84	MH-3	12-18-84	MT-99.10	11-14-86	HL-20.23	5-1-87	HL-60.21	5-1-87	TC-22.20	3-1-79	TC-52.10	4-3-79	
BP-9	12-6-76	GR-5	2-5-82	MC-1	6-13-83			HL-20.31	5-1-87	HL-60.31	5-1-87	TC-31.21	3-6-79	TC-52.20	4-3-79	
BP-10	1-30-84	GR-G	2-5-82	MC-4	7-26-76	HL-10.11	5-1-87	HL-30.11	5-1-87			TC-32.10	3-8-79	TC-61.10	4-5-82	
F-2	5-1-76	GR-GA	2-5-82	MC-7	10-15-76	HL-10.12	5-1-87	HL-30.22	5-1-87	TC-7.05	3-1-79	TC-35.10	8-29-84	TC-72.20	2-26-82	
F-3	5-1-76	CB-5	11-10-83	MC-9	1-30-84	HL-10.13	5-1-87	HL-30.31	5-1-87	TC-12.30	1-20-84	TC-41.10	8-29-84			
F-6	5-1-76	CB-6	5-1-79	MC-9A	1-11-85	HL-10.31	5-1-87	HL-40.10	5-1-87	TC-15.115	3-1-79	TC-41.20	3-26-79	BP-11	1-30-84	

LINE DATA

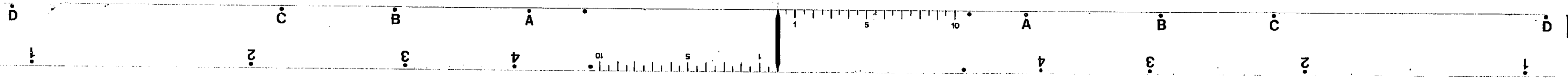
BEGIN PROJECT	STA. 236+50
END PROJECT	STA. 324+87.56
LENGTH OF PROJECT	8837.56 L.F. OR 1.674 MI.

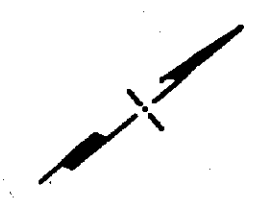
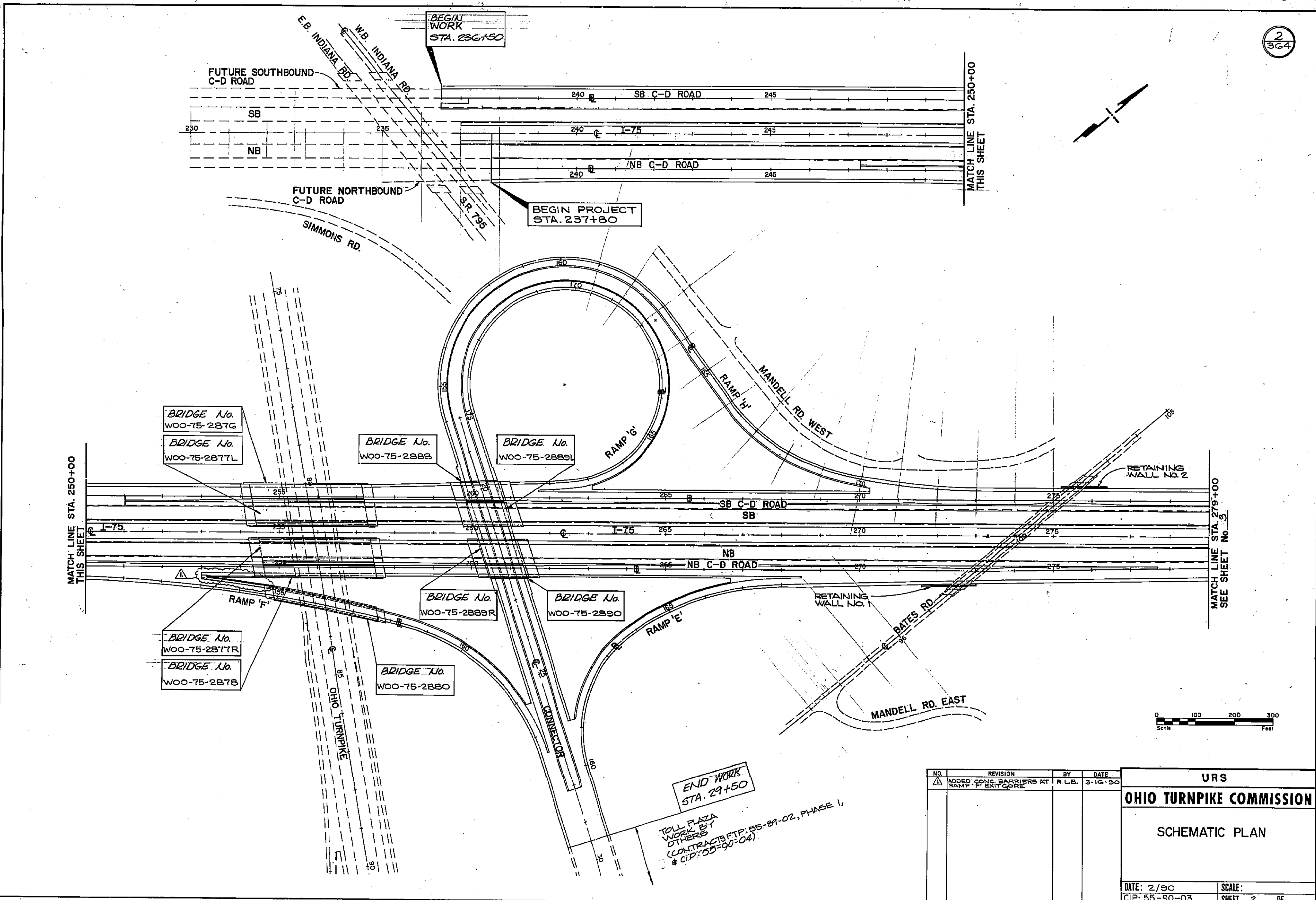
ADD FOR WORK:

I-75		
STA. 192+45.20 TO STA. 236+50	4404.80 L.F.	
STA. 324+87.56 TO STA. 391+50	6662.44	
OHIO TURNPIKE		
STA. 20+23.14 TO STA. 217+36.86	23,760.00 L.F.	
BATES ROAD		
STA. 95+75 TO STA. 114+36	1861.00 L.F.	
LIME CITY ROAD		
STA. 95+70 TO STA. 103+51.54	781.54 L.F.	
LENGTH OF WORK	46,307.34 L.F. OR 8.770 MI.	

PLANS PREPARED BY
URS CONSULTANTS
ARCHITECTS ENGINEERS PLANNERS
AKRON COLUMBUS CLEVELAND

F.J. Richardson
F.J. RICHARDSON REG. ENGINEER NO. 1953T
STATE OF OHIO
FREDERICK J. RICHARDSON
1953T
PROFESSIONAL ENGINEER





NO.	REVISION	BY	DATE
1	ADDED CONC. BARRIERS AT RAMP F EXIT GORE	R.L.B.	3-16-90

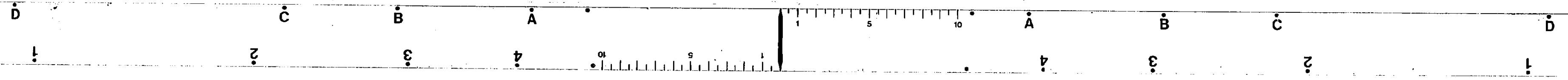
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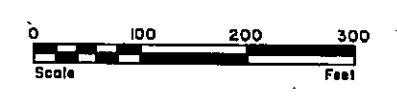
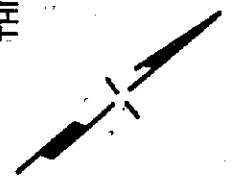
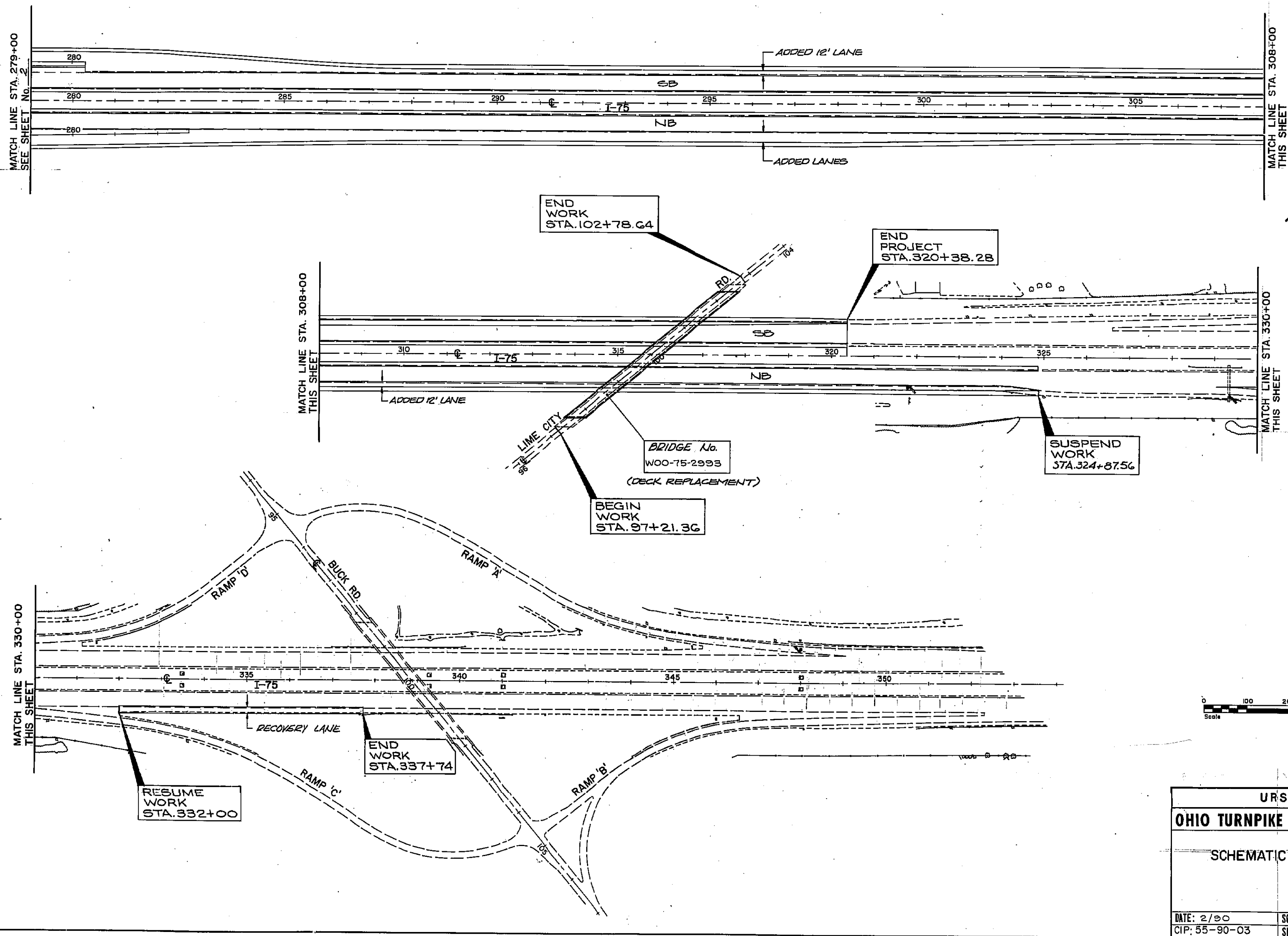
OHIO TURNPIKE COMMISSION

SCHEMATIC PLAN

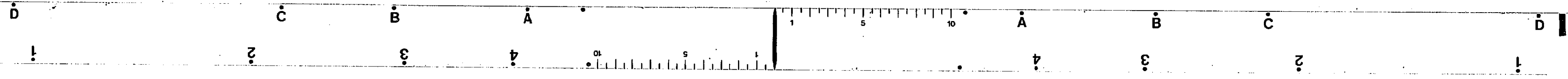
DATE: 2/90 SCALE:

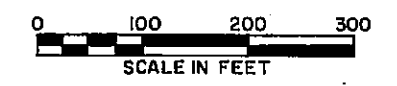
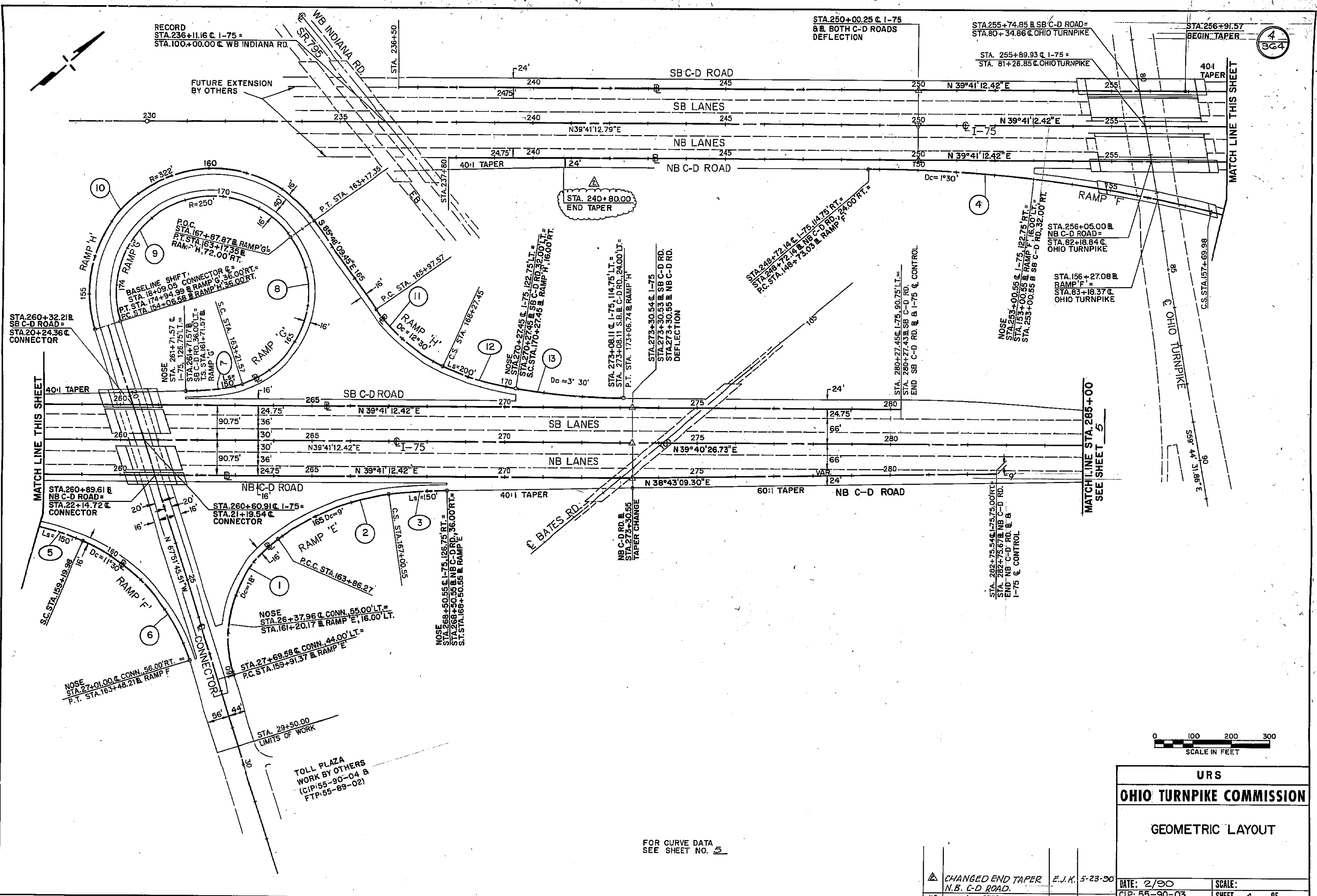
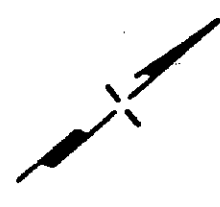
CIP: 55-90-03 SHEET 2 OF





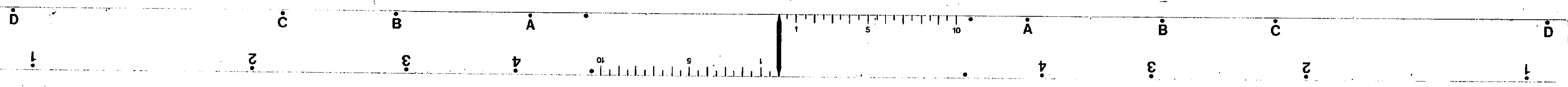
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OHIO TURNPIKE COMMISSION	
SCHEMATIC PLAN	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 3 OF

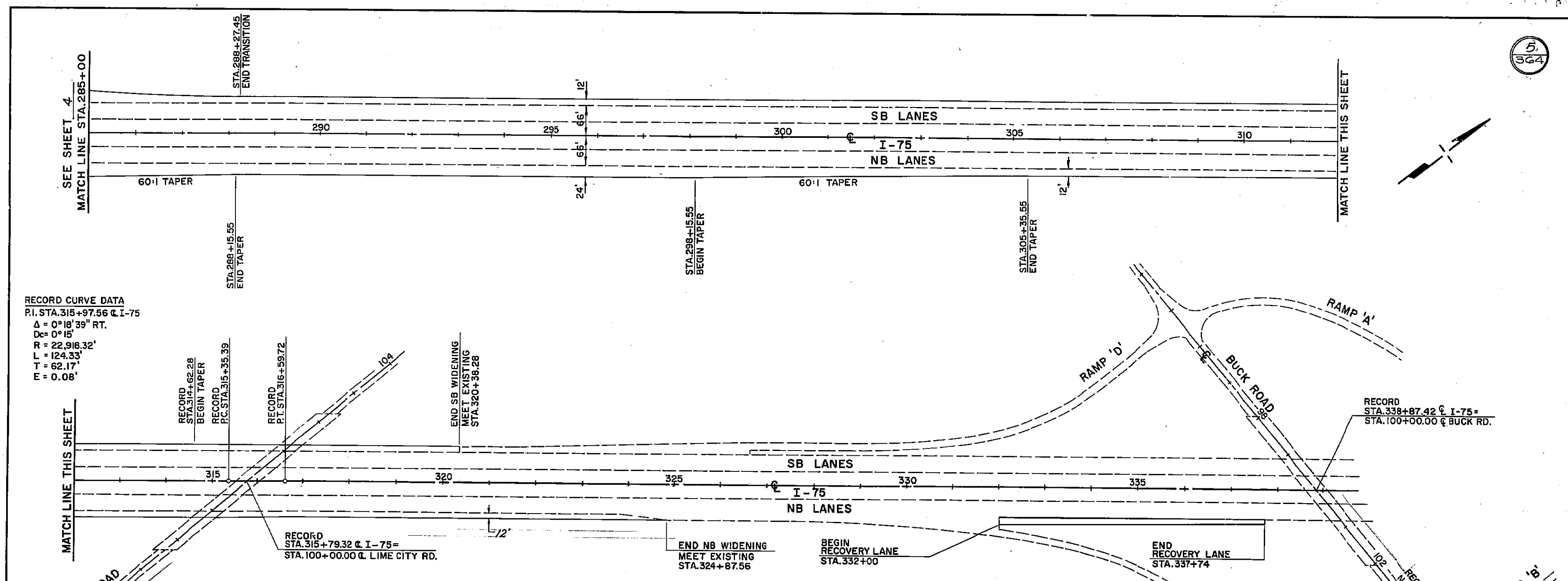




URS	
OHIO TURNPIKE COMMISSION	
GEOMETRIC LAYOUT	
CHANGED END TAPER N.B. C-D ROAD	E.J.K. 5-23-90 DATE: 2/90 CIP: 55-90-03
NO. _____ REVISION _____	BY _____ DATE _____
SCALE: SHEET 4 OF	

FOR CURVE DATA
SEE SHEET NO. 5

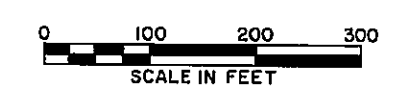




RECORD CURVE DATA
 P.I. STA. 315+97.56 @ I-75
 $\Delta = 0^\circ 18' 39''$ RT.
 $D_c = 0' 15''$
 $R = 22,918.32'$
 $L = 124.33'$
 $T = 62.17'$
 $E = 0.08'$

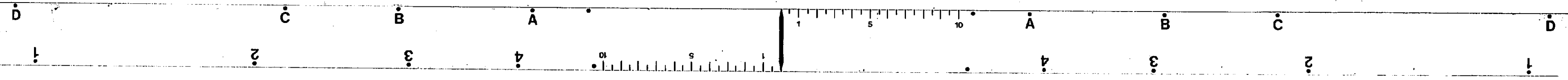
FOR RAMP 'E', 'F', 'G' & 'H' SEE SHEET NO. 4.

IDENTIFICATION	ROADWAY	CURVE OR SPIRAL NO.	CURVE DATA										COORDINATES		
			D _c	Δ OR θ OR ($\Delta_1 + \Delta_2$)	R	L _T OR T ₁	T OR S.T. OR T ₂	L _O OR L _s	E	Ch	P	POINT	NORTH	EAST	
RAMP 'E'		(1)	18' 00" 00"	71' 04" 54"	318.31'	227.33'	334.90'	72.88'	370.06'			P.C. STA. 159+91.37	8206.58	14233.58	
												P.I. 162+18.76	8292.27	14052.95	
													P.C.C. 163+84.27	8519.30	14045.72
(2)			5' 00" 00"	28' 17" 08"	636.62'	160.41'	314.28'	19.90'	311.10'			P.I. 165+46.68	8679.47	14074.73	
													C.S. 167+00.55	8816.23	14158.56
													P.T. 167+50.62	8850.92	14164.72
(3)			6' 45" 00"			100.07'	50.07'	150'			1.47'	S.T. 168+50.55	8937.50	14246.68	
													P.C. STA. 148+73.03	7472.68	12974.05
													P.I. 153+23.58	7763.40	13261.77
RAMP 'F'		(4)	1' 30" 00"	15' 27" 15"	3819.72'	450.55'	896.95'	26.48'	894.89'			C.S. 157+09.98	8039.66	13622.26	
													P.I. 158+44.38	8096.31	13657.82
													S.C. 159+19.98	8121.79	13747.60
(5)			5' 45" 00"			94.40'	65.92'	150'			1.64'	P.I. 161+48.27	8225.85	13950.66	
													P.T. 163+48.21	8139.80	14162.38
													T.S. STA. 161+71.57	8576.88	13818.01
RAMP 'G'		(7)	17' 11" 19"			100.48'	50.43'	150'			3.74'	P.I. 162+72.04	8655.78	13850.22	
													S.C. 163+21.57	8702.84	13958.35
													P.I. 166+58.61	9017.36	13819.50
(8)			27' 55" 06"	106' 52" 07"	250.00'	337.05'	466.30'	165.74'	401.59'			P.O.C. 167+87.87	9042.03	13483.35	
													P.I. 183+71.68	9157.95	11503.75
													P.T. 174+34.99	8561.13	13370.85
RAMP 'H'		(9)	17' 47" 57"	162' 03" 36"	322.00'	2039.94'	910.77'	1745.20'	636.12'			P.C. STA. 154+06.58	8474.44	13343.77	
													P.I. 174+46.82	9263.14	11454.15
													P.T. 163+17.35	9113.84	13488.62
(10)			12' 30" 00"	28' 44" 07"	458.37'	117.41'	223.88'	14.80'	227.48'			P.C. 165+27.57	9023.33	13768.09	
													P.I. 167+14.98	9084.73	13885.19
													C.S. 168+27.45	9133.49	13992.00
(11)			16' 00" 00"			112.38'	81.84'	200'			2.61'	P.I. 169+09.29	9167.46	14064.43	
													S.C. 170+27.45	9245.12	14157.25
													P.T. 171+67.44	9336.11	14233.63
(12)			3' 30" 00"	5' 46" 31"	1637.02'	139.99'	279.29'	5.97'	278.96'			P.T. 173+06.74	9443.85	14353.05	



URS
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 GEOMETRIC LAYOUT

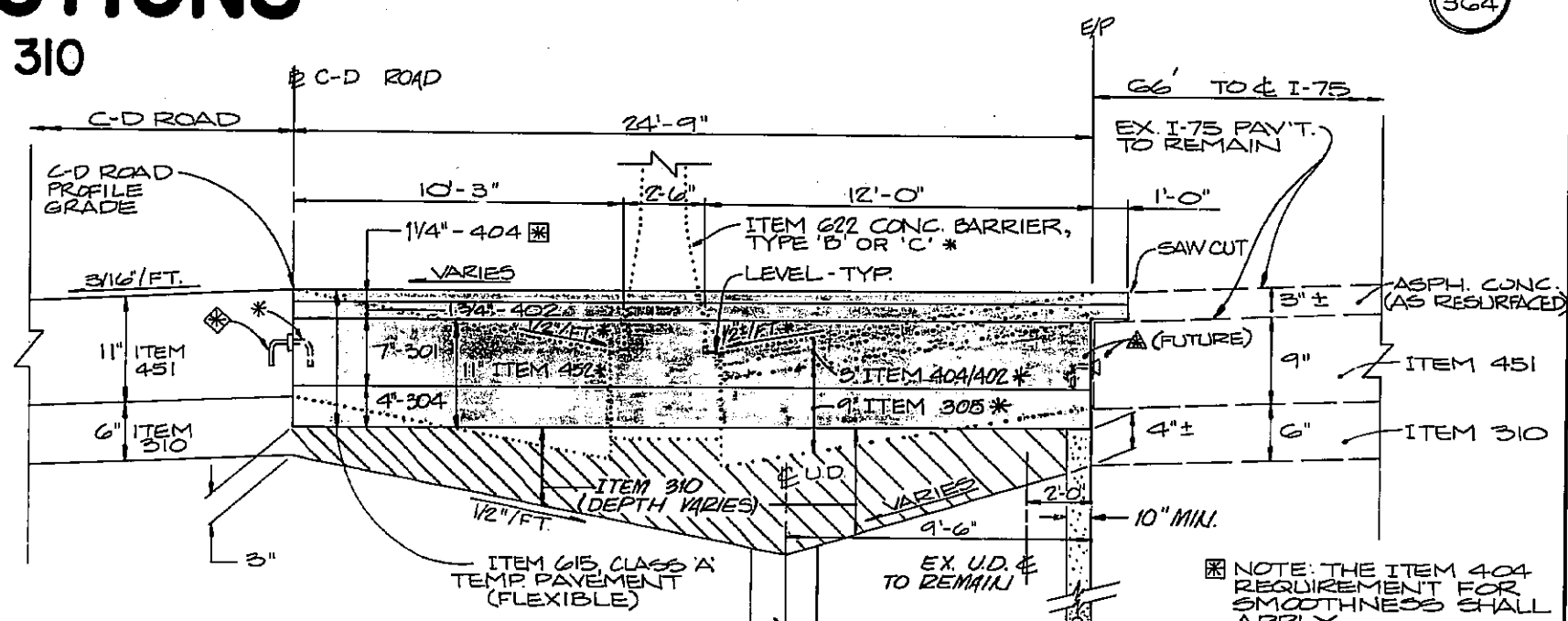
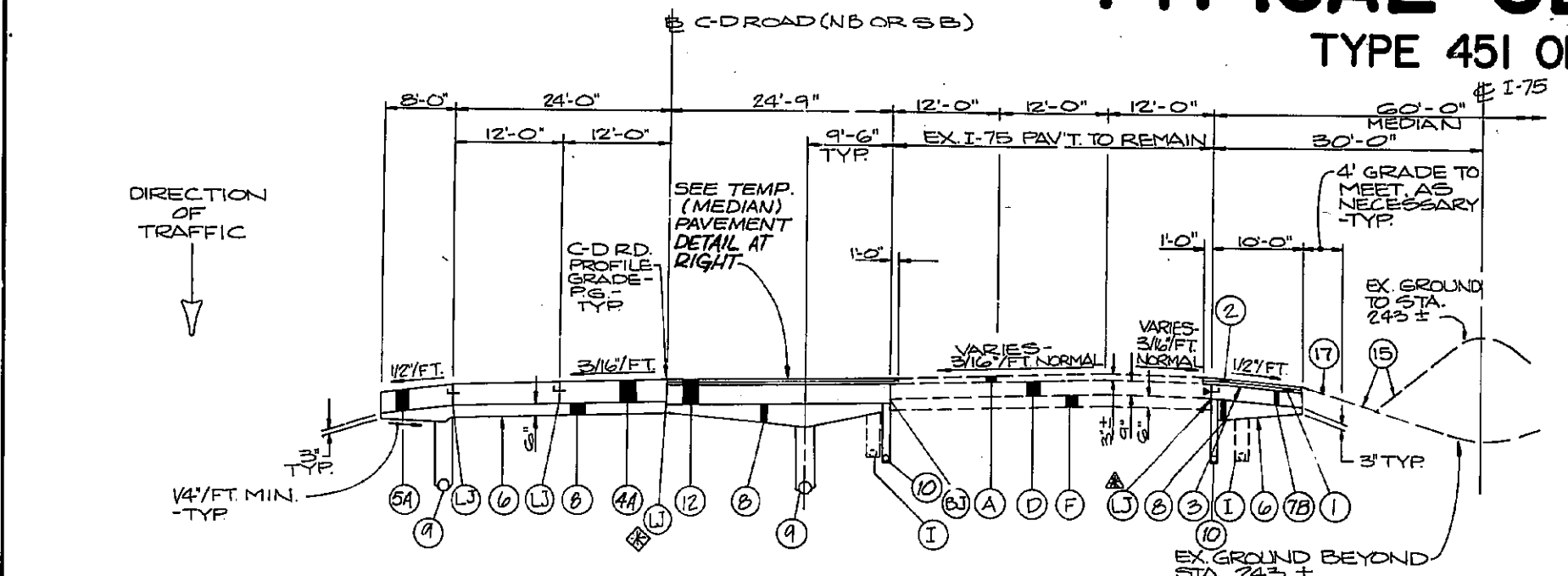
DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 5 OF



TYPICAL SECTIONS

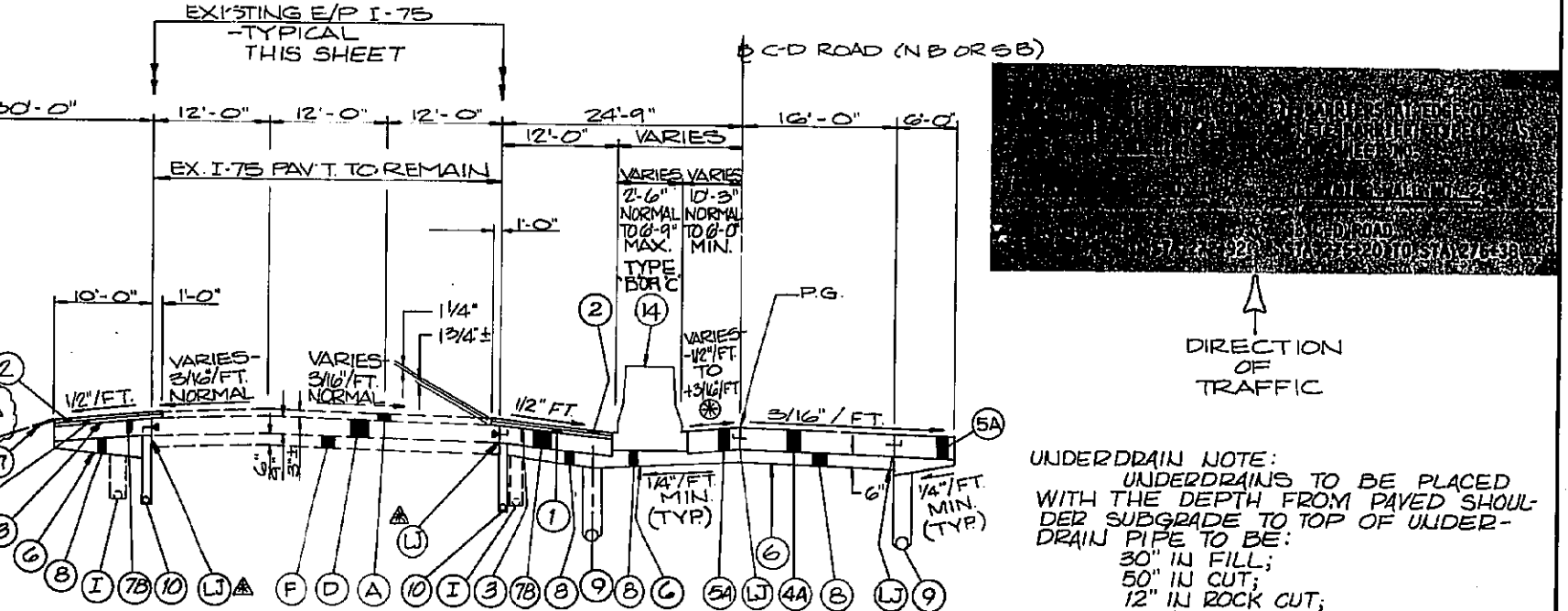
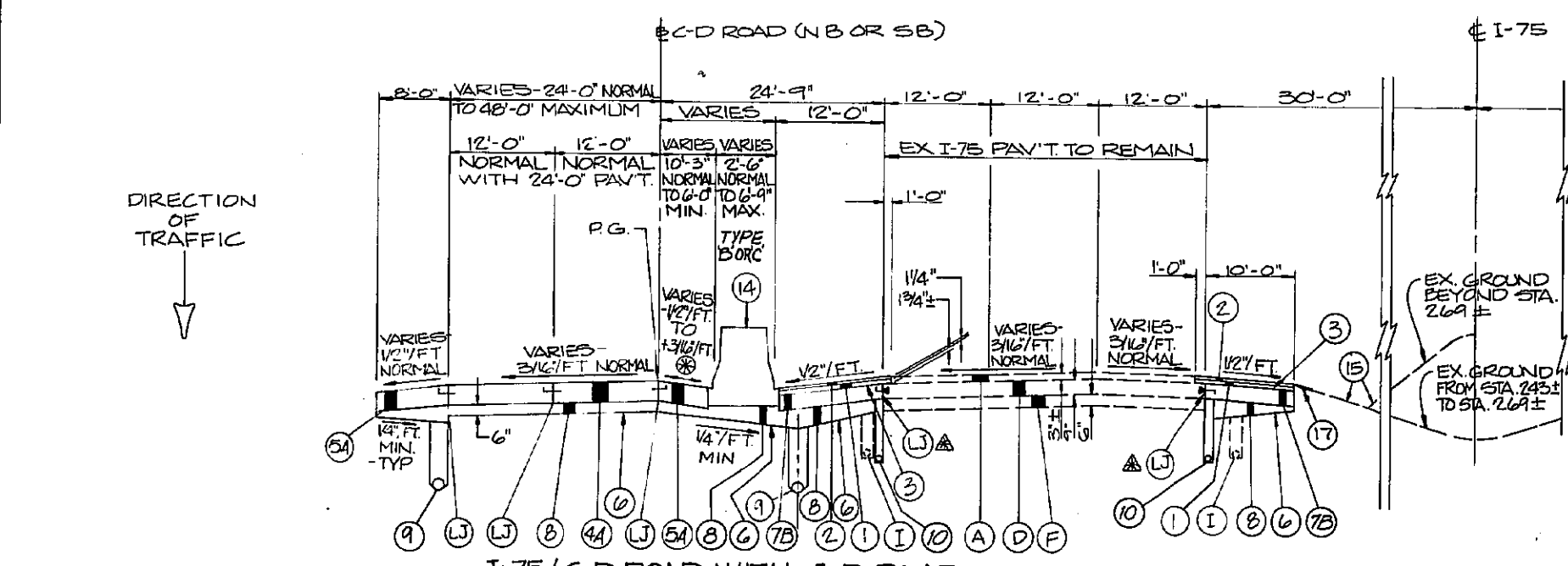
TYPE 451 ON 310

G
364



I-75/C-D ROAD WITH TEMPORARY (MEDIAN) PAVEMENT
 NORTHBOUND LANES: STA. 237+80 TO STA. 247+30
 SOUTHBOUND LANES: STA. 236+80 TO STA. 251+02.50
 NOTE: THE I-75 INSIDE 10' PAVED SHOULDER BEGINS AT STA. 237+00

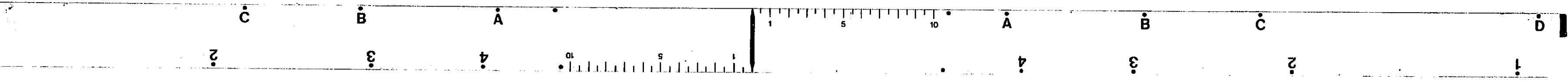
DETAIL OF TEMPORARY (MEDIAN) PAVEMENT
 NOTE: THE ITEM 404 REQUIREMENT FOR SMOOTHNESS SHALL APPLY.
 * FUTURE MEDIAN SHOULDER AND CONK BARRIER REPLACEMENT OF ITEM 404 TEMP. PAV'T WITH SOUTHERLY EXTELL SHOUL BY OTHERS.
 NOTE: HATCHED AREA OF ITEM 310 TO REMAIN IN FUTURE MEDIAN IMPROVEMENTS.



I-75/C-D ROAD WITH C-D ROAD HAVING 24' OR WIDER PAVEMENT
 NORTHBOUND LANES: STA. 247+30 TO STA. 253+00.55
 STA. 248+50.55 TO STA. 275+20.55
 SOUTHBOUND LANES: STA. 251+02.50 TO STA. 254+06.07
 STA. 257+43.63 TO STA. 261+55.85
 STA. 261+02.50 TO STA. 261+71.57
 STA. 270+27.45 TO STA. 280+27.45

I-75/C-D ROAD WITH C-D ROAD HAVING 16' WIDE PAVEMENT
 NORTHBOUND LANES: STA. 253+00.55 TO STA. 254+36.22
 STA. 257+73.78 TO STA. 260+13.25
 STA. 261+02.50 TO STA. 261+55.85
 SOUTHBOUND LANES: STA. 261+71.57 TO STA. 270+27.45

ITEM NO.	ITEM	ITEM NO.	ITEM
1	3/4" ASPHALT CONCRETE, AC-20	10	SMALL DRAIN UNDERDRAIN 707-15" AS PER PLAN
2	1/4" ASPHALT CONCRETE, AC-20	11	GUARDRAIL TYPE 5
3	TACK COAT	12	TEMPORARY PAVEMENT CLASS A (FLEXIBLE), AS PER PLAN
4A	11" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	13	RECONDITIONING SHOULDERS
4B	10" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	14	STONE SHOULDER PROTECTION (TO BE USED WITH GUARDRAIL)
5A	11" PLAIN CONCRETE PAVEMENT, AS PER PLAN	15	CONCRETE BARRIER (TYPE AS SHOWN)
5B	10" PLAIN CONCRETE PAVEMENT, AS PER PLAN	16	FEEDING AND MULCHING
6	SUBGRADE COMPACTION	17	PAVING UNDER GUARDRAIL (SEE GENERAL NOTES)
7A	11" CONCRETE BASE	18	ITEM 408 - BITUMINOUS PRIME COAT
7B	9" CONCRETE BASE	19	ITEM 402 - ASPHALT CONCRETE, AC-20 UNDER GUARDRAIL
8	SUBBASE, TYPE II, AS PER PLAN	20	ITEM 606 - GUARDRAIL, TYPE 5, AS PER PLAN
9	6" PIPE UNDERDRAIN (DEPTH AS INDICATED IN NOTE ON THIS SHEET)	21	ITEM SPECIAL - HERBICIDE APPLICATION UNDER ASPHALT
		22	LINEAR GRADING
		23	BUTT JOINT
		24	LONGITUDINAL JOINT
		25	LONGITUDINAL JOINT WITHOUT TIE BARS



UNDERDRAIN NOTE:
 UNDERDRAINS TO BE PLACED WITH THE DEPTH FROM PAVED SHOULDER SUBGRADE TO TOP OF UNDERDRAIN PIPE TO BE:
 30" IN FILL;
 50" IN CUT;
 12" IN ROCK CUT,
 OR AS SHOWN ON THE DRAINAGE PLANS OR DETAILS.

FOR EX. PAV'T LEGEND (LETTERS) SEE SHEET NO. 111.
 NOTE: TYPICAL SECTIONS SHOWN ALSO APPLY OPPOSITE HAND.
 FOR SLOPES SEE SHEET NO. 8 AND CROSS SECTIONS.

NO.	REVISION	BY	DATE

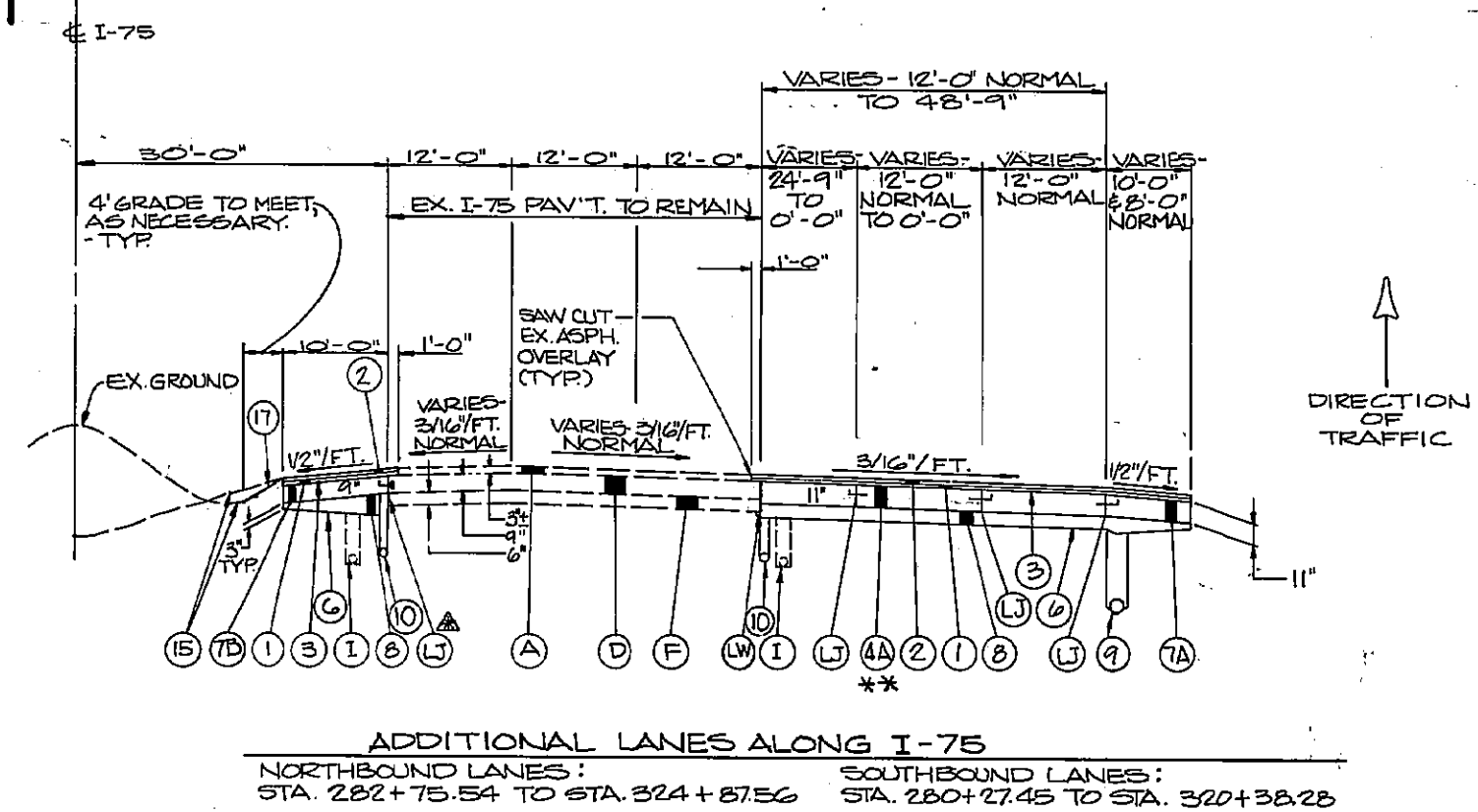
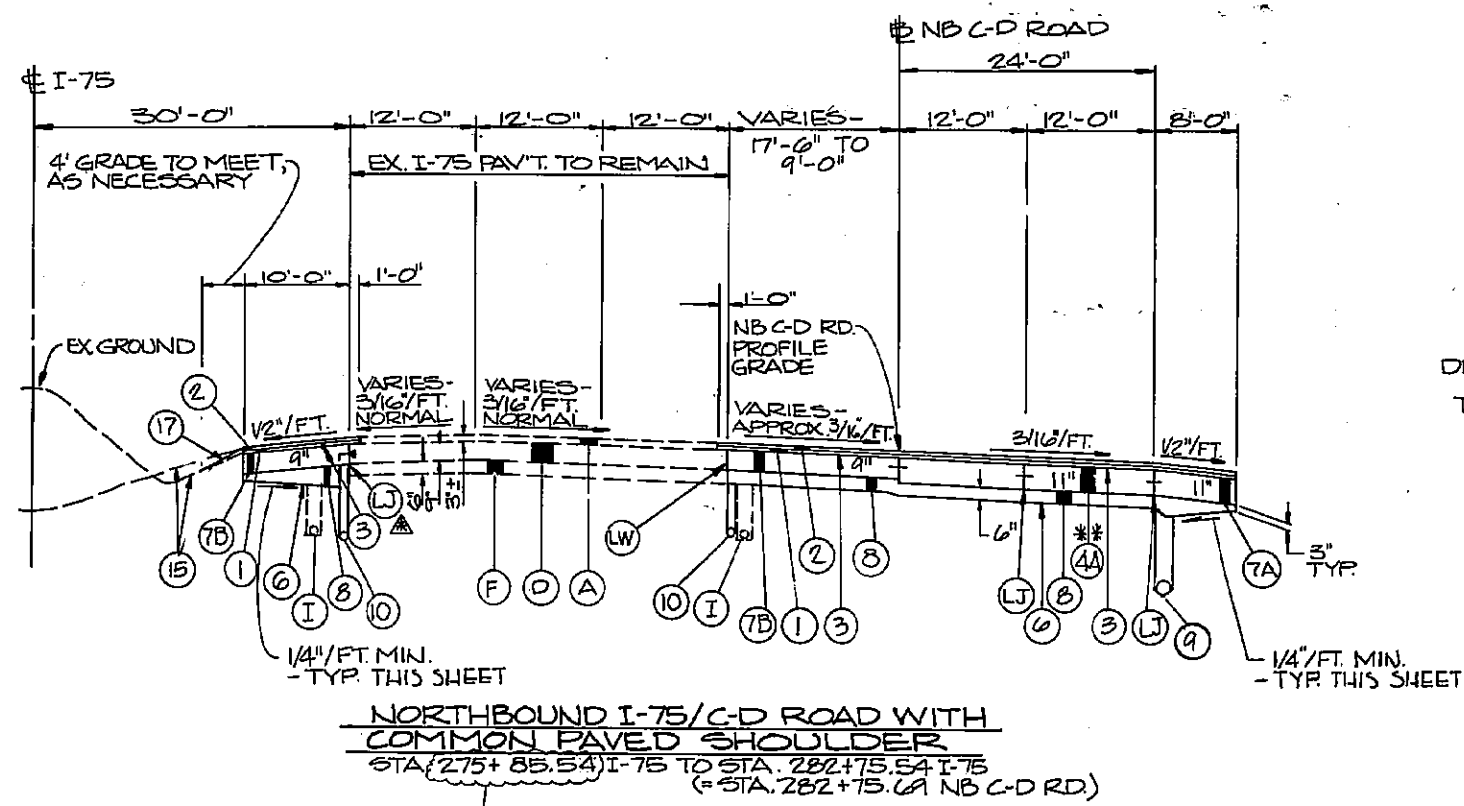
URS
OHIO TURNPIKE COMMISSION
 TYPICAL SECTIONS
 I-75 & C-D ROADS

DATE: 2/90 SCALE: NONE
 CIP: 55-90-03 SHEET G OF 9

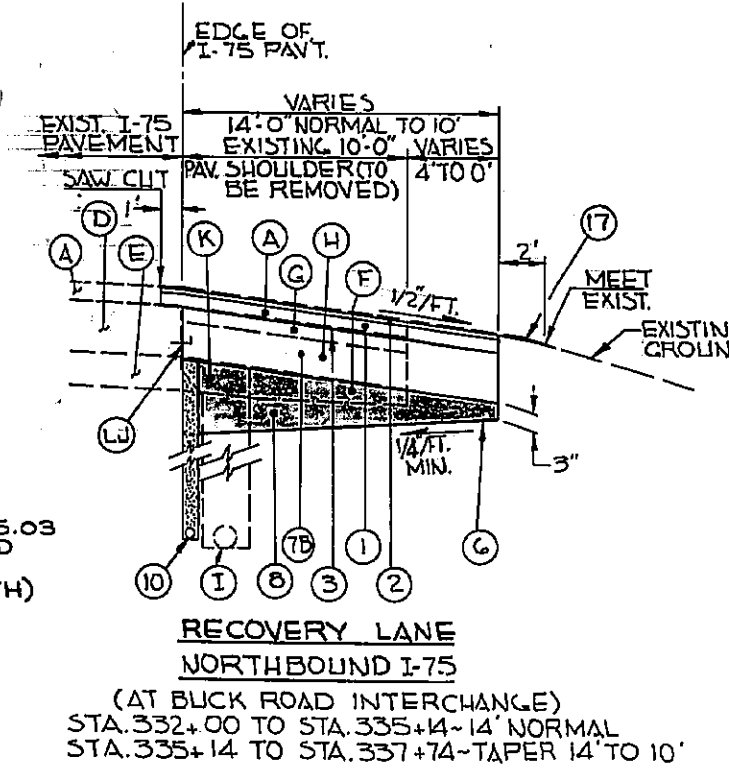
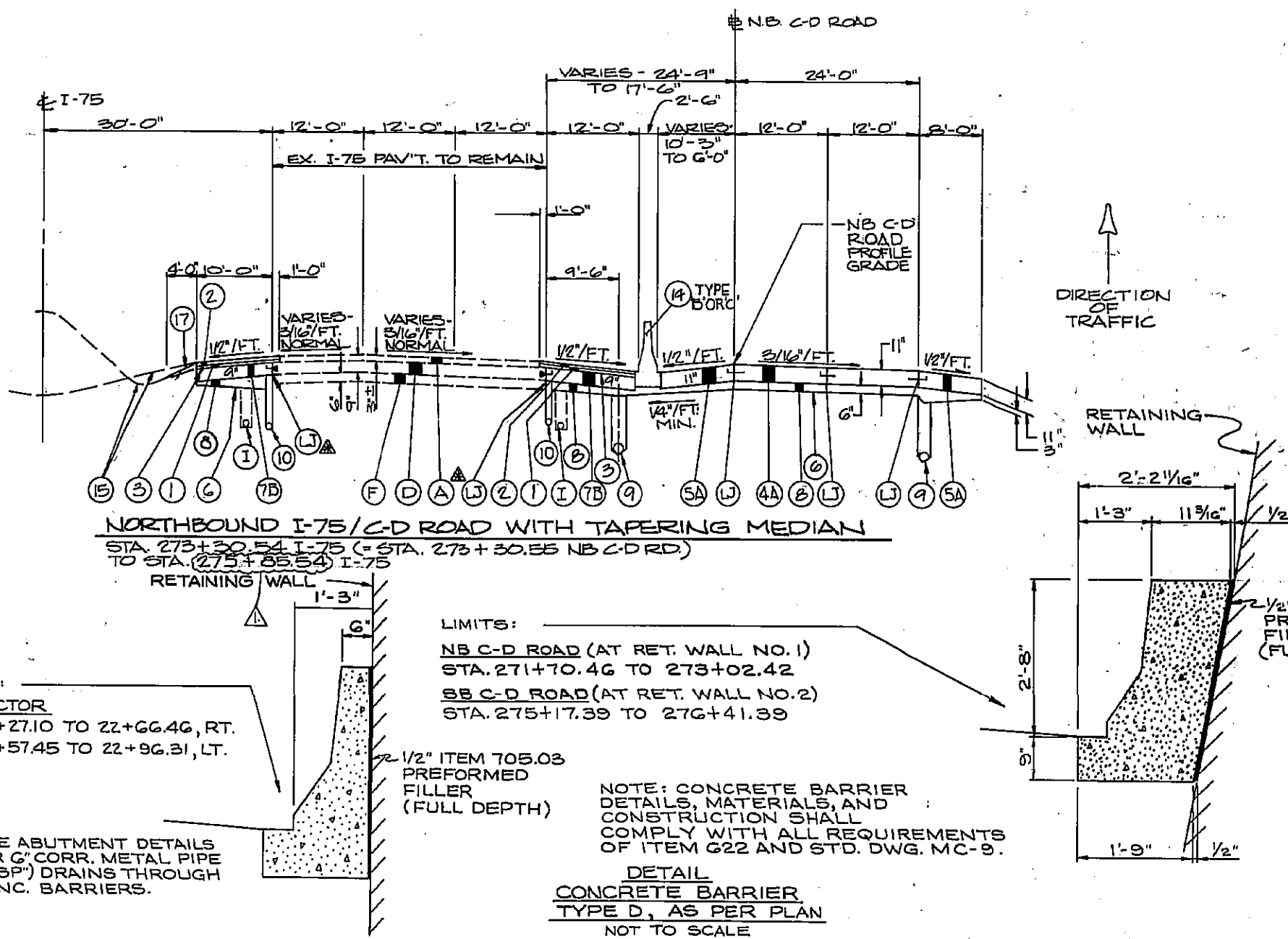
TYPICAL SECTIONS

TYPE 451 ON 310
TYPE 404 ON 451

7
304



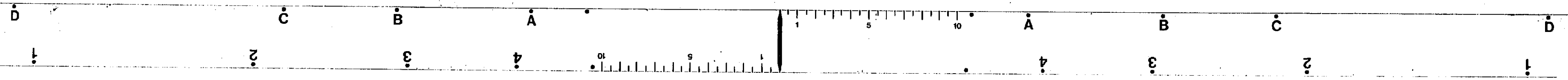
** WHEN ITEM 451 IS TO BE OVERLAPPED WITH ITEM 404 AND 402, ITEM 451.03 REQUIREMENTS FOR STATION IMPRESSIONS SHALL BE WAIVED. ITEM 305.01 LISTED EXCEPTIONS (TO ITEM 451) SHALL ALSO APPLY IN THIS CASE EXCEPT FOR ANNOTATION (D). ITEM 451 STEEL REQUIREMENTS SHALL STILL APPLY.



FOR LEGEND SEE SHEETS NO. C.
FOR SLOPES SEE SHEET NO. B, AND CROSS SECTIONS.
NOTE: TYPICAL SECTIONS SHOWN ALSO APPLY OPPOSITE HAND.
▲ LONGITUDINAL EXPANSION BOLT JOINT.
FOR EXISTING PAVEMENT LEGEND SEE SHEET NO. 11.

URS	
OHIO TURNPIKE COMMISSION	
TYPICAL SECTIONS I-75 & NB C-D ROAD	
DATE: 2/90	SCALE: NONE
CIP: 55-30-03	SHEET 7 OF

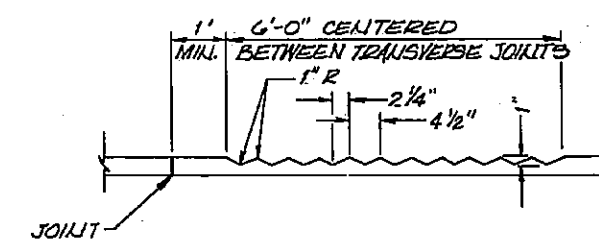
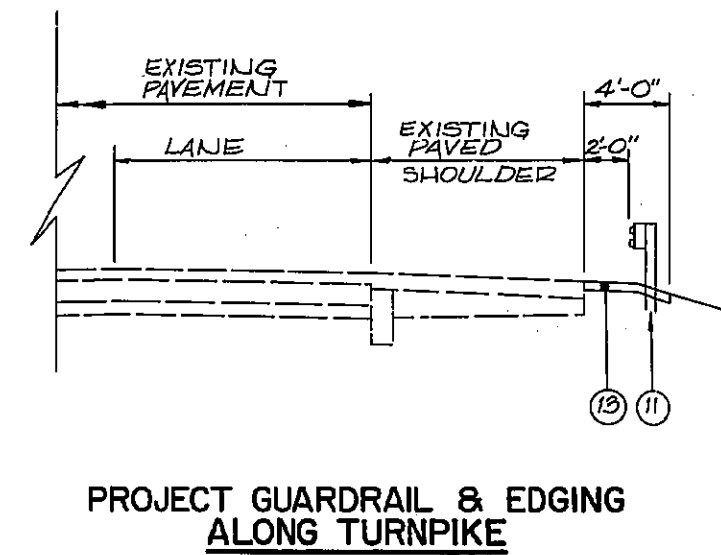
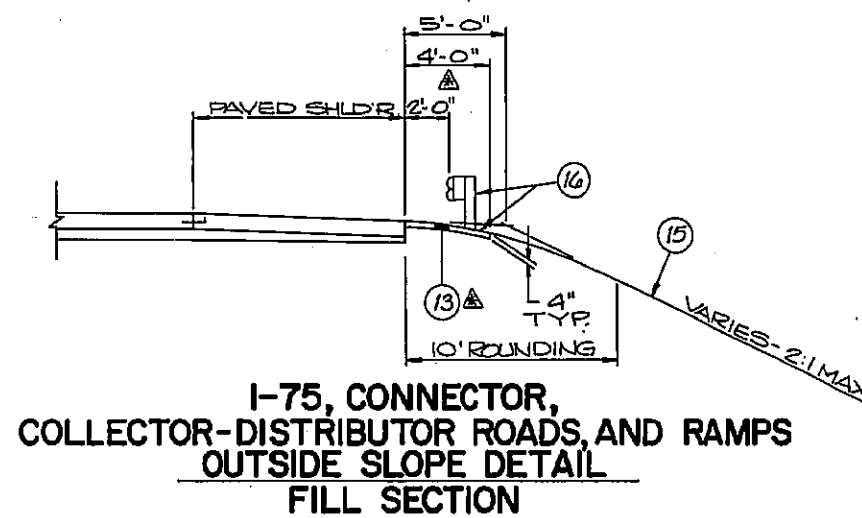
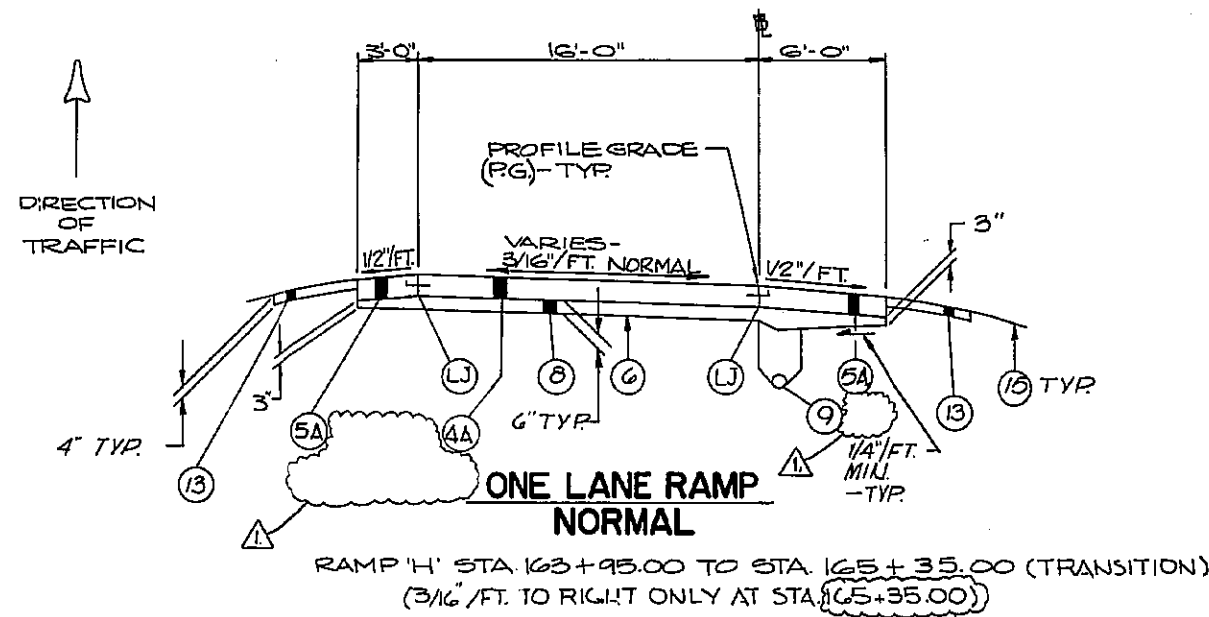
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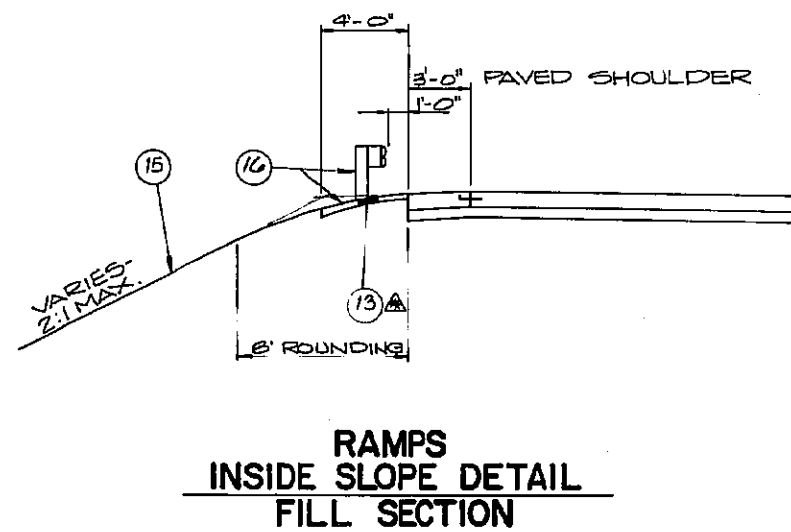
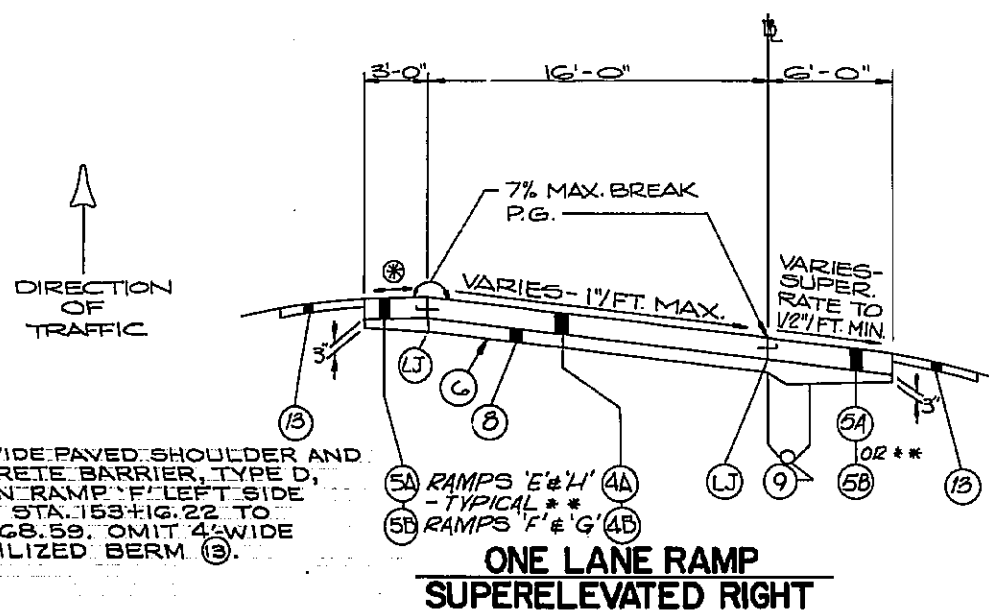
TYPICAL SECTIONS

TYPE 451 ON 310

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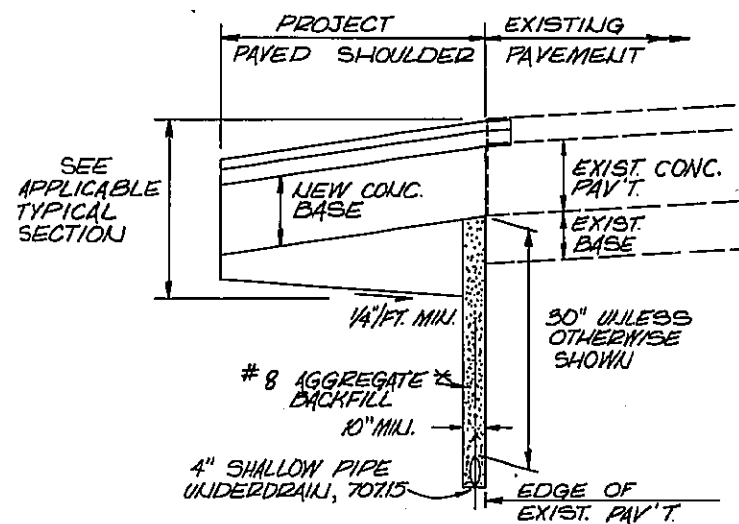
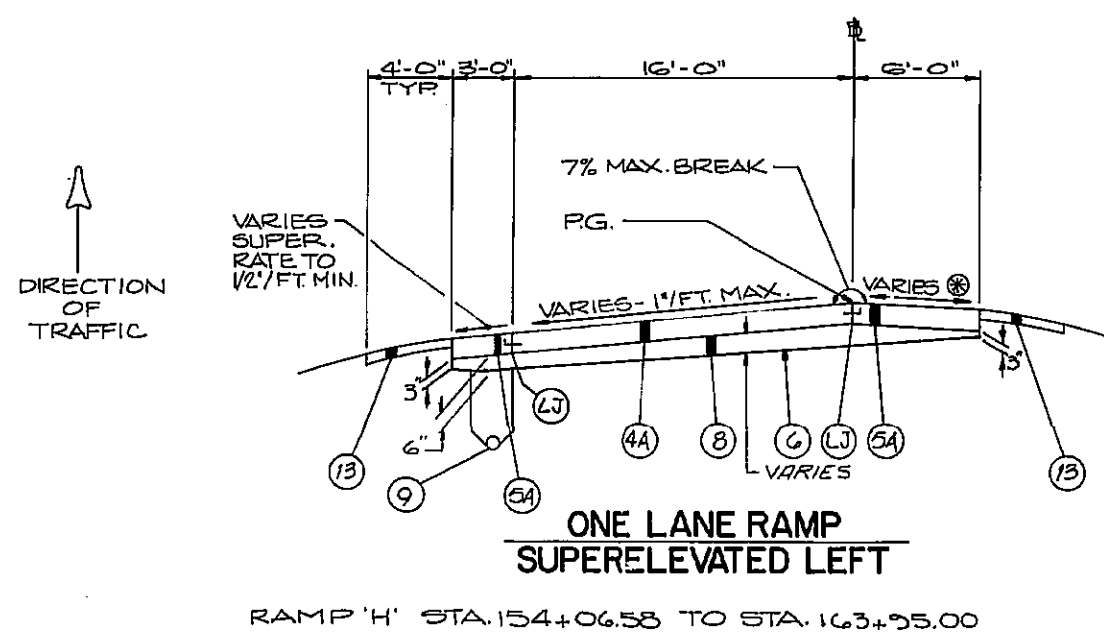


- NOTE: 1. RUMBLE STRIPS GROUPING SHALL BE AT 120' ± INTERVALS, OR AS DIRECTED BY THE ENGINEER.
2. RUMBLE STRIPS SHALL BE PLACED FULL WIDTH.
3. SEE GENERAL NOTES - SHEET 13 FOR CONCRETE SHOULDER RUMBLE STRIP TREATMENT.



4'-4" WIDE PAVED SHOULDER AND CONCRETE BARRIER, TYPE D, ADJOIN RAMP 'F' LEFT SIDE FROM STA. 153+16.22 TO 154+68.59. OMIT 4' WIDE STABILIZED BERM (13).

- RAMP 'E' STA. 161+20.17 (NOSE) TO STA. 162+50.55 (NOSE)
- RAMP 'F' STA. 152+00.55 (NOSE) TO STA. 154+70.34 (NOSE)
- RAMP 'G' STA. 157+85.34 TO STA. 163+48.21 (NOSE)
- RAMP 'H' STA. 163+40.00 TO STA. 170+27.45 (NOSE)



* SLAC, IF USED, SHALL BE GRANULATED OR CRUSHED AIR-COOLED BLAST FURNACE SLAC.

DESCRIPTION: THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING A PIPE UNDERDRAIN SYSTEM IN ACCORDANCE WITH THE SPECIFICATIONS, DETAILS AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER.

MATERIALS: THE UNDERDRAIN SHALL BE A PIPE UNDERDRAIN SYSTEM PER ITEM 605.

THE OUTLETS FOR THE UNDERDRAIN SYSTEM SHALL BE CONSTRUCTED BEFORE, OR AS SOON AS POSSIBLE AFTER, PLACEMENT OF THE UNDERDRAIN, TO DRAIN THE SUBBASE AND SUBGRADE. ALL PIPE BENDS AND BRANCHES NEEDED TO CONNECT UNDERDRAIN TO AN OUTLET OR TO AN EXISTING UNDERDRAIN SHALL BE MANUFACTURED FITTINGS.

METHOD OF MEASUREMENT: COMPLETED AND ACCEPTED UNDERDRAINS WILL BE MEASURED BY THE LINEAR FOOT COMPLETE IN PLACE.

BASIS OF PAYMENT: WORK COMPLETED AND ACCEPTED UNDER THIS ITEM AND MEASURED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR ITEM 605 - 4" SHALLOW PIPE UNDERDRAIN 707.15, AS PER PLAN.

THE PRICE SHALL BE FULL COMPENSATION FOR EXCAVATION AND BACKFILL; FOR FURNISHING MATERIALS, INCLUDING MATERIAL FOR OUTLET AND FITTINGS; FOR ALL LABOR, TOOLS, EQUIPMENT, AND FOR OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK.

PAVED SHOULDER CROSS SLOPE

I. WITH PAVEMENT SUPERELEVATION TO 0.059'/FT.:

1/2"/FT. TO 1/8"/FT., WITH 7% MAXIMUM BREAK AT BASELINE.

II. WITH PAVEMENT SUPERELEVATION FROM 0.059'/FT. TO 0.083'/FT.:

6' OR 3' SYMMETRICAL ROUNDING WITH SAME PAVEMENT SUPERELEVATION RATE FOR BOTH CROSS SLOPES.

FOR LEGEND SEE SHEET No. 6

URS	
OHIO TURNPIKE COMMISSION	
TYPICAL SECTIONS RAMP	
DATE: 2/90	SCALE: NONE
CIP: 55-90-03	SHEET 8 OF

DELETED 48 & 59 FOR 1-LANE RAMP REV. STA. LIMITS; ADDED NOTE

R.L.B. 3-19-90

BY DATE

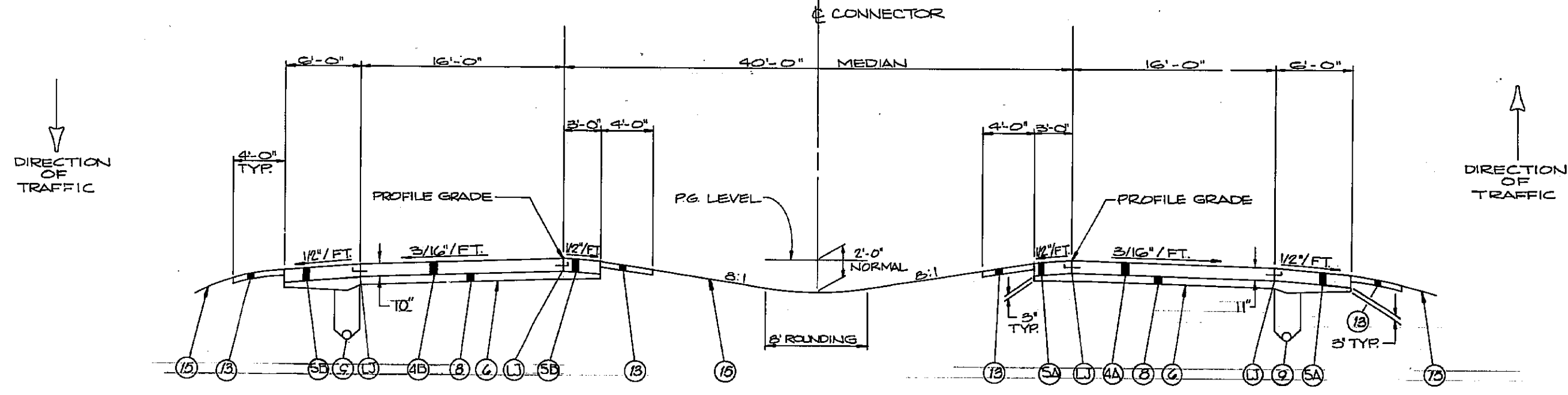
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TYPICAL SECTIONS

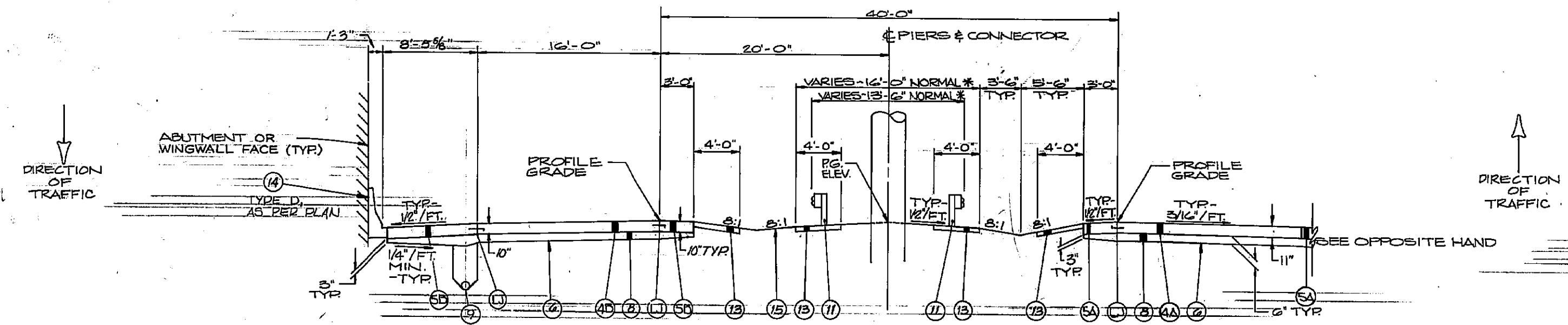
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**CONNECTOR
NORMAL**

STA. 18+09.05 TO STA. 19+32.97
 STA. 22+91.08 TO STA. 26+37.96 LT.
 STA. 22+91.08 TO STA. 27+01.00 RT.



**CONNECTOR
AT UNDERPASS**

STA. 19+32.97 TO STA. 22+91.08

FOR LEGEND SEE SHEET NO. 6
 FOR SLOPES SEE SHEET NO. 8 AND CROSS SECTIONS.

* GUARDRAIL POSITIONING PER STD DWG. GR-GA, DESIGN 'A'.

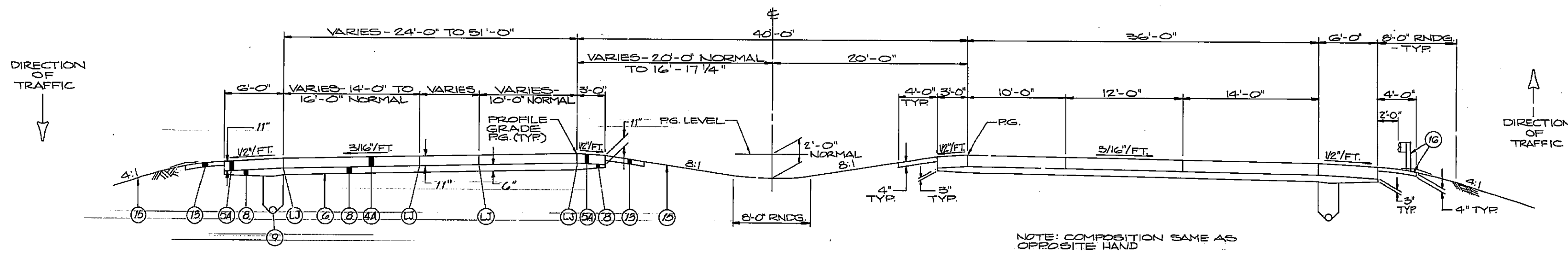
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TYPICAL SECTIONS

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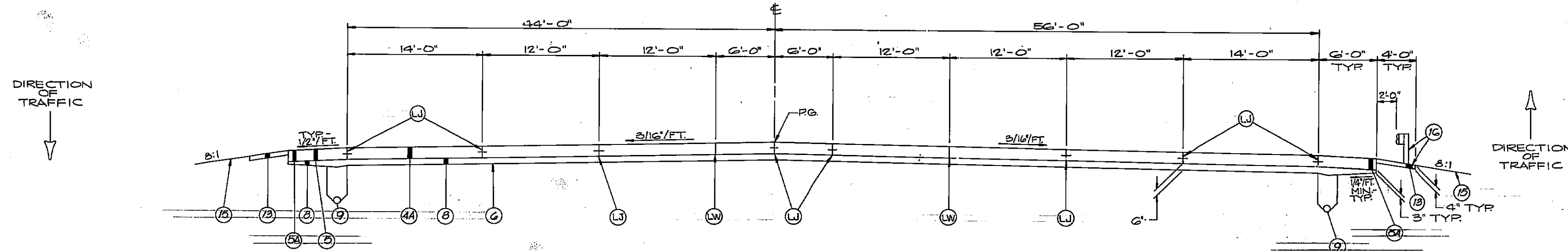
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NOTE: COMPOSITION SAME AS OPPOSITE HAND

CONNECTOR

STA. 27+01.00 RT. TO STA. 28+10.68
STA. 26+37.96 LT. TO STA. 28+10.68

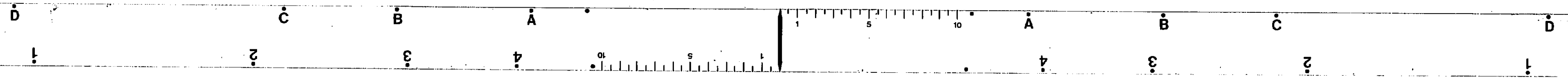


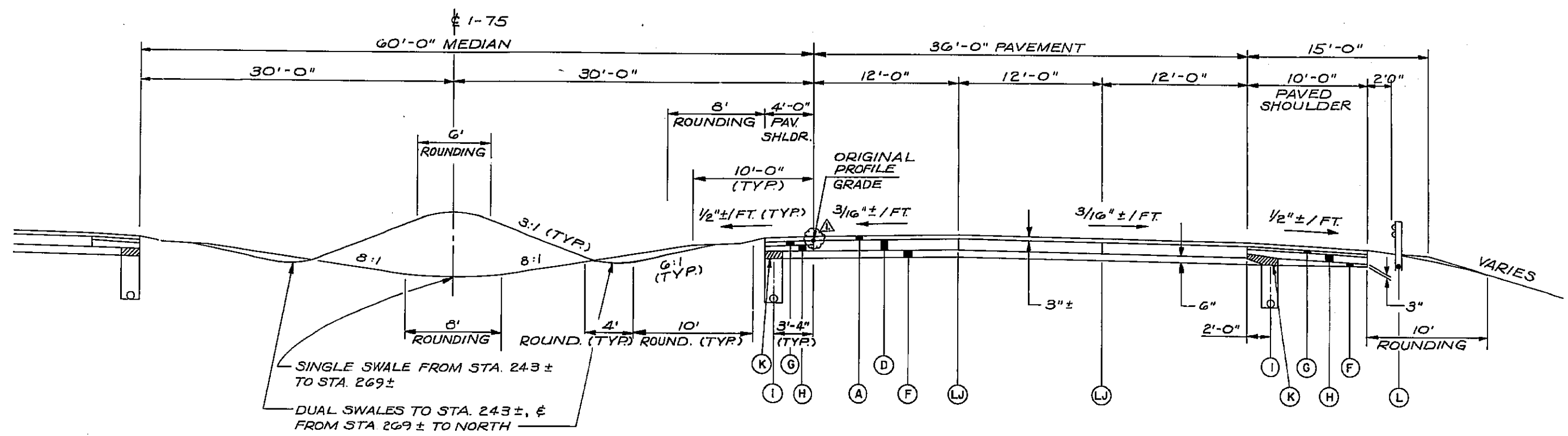
CONNECTOR

STA. 28+10.68 TO STA. 29+50.00

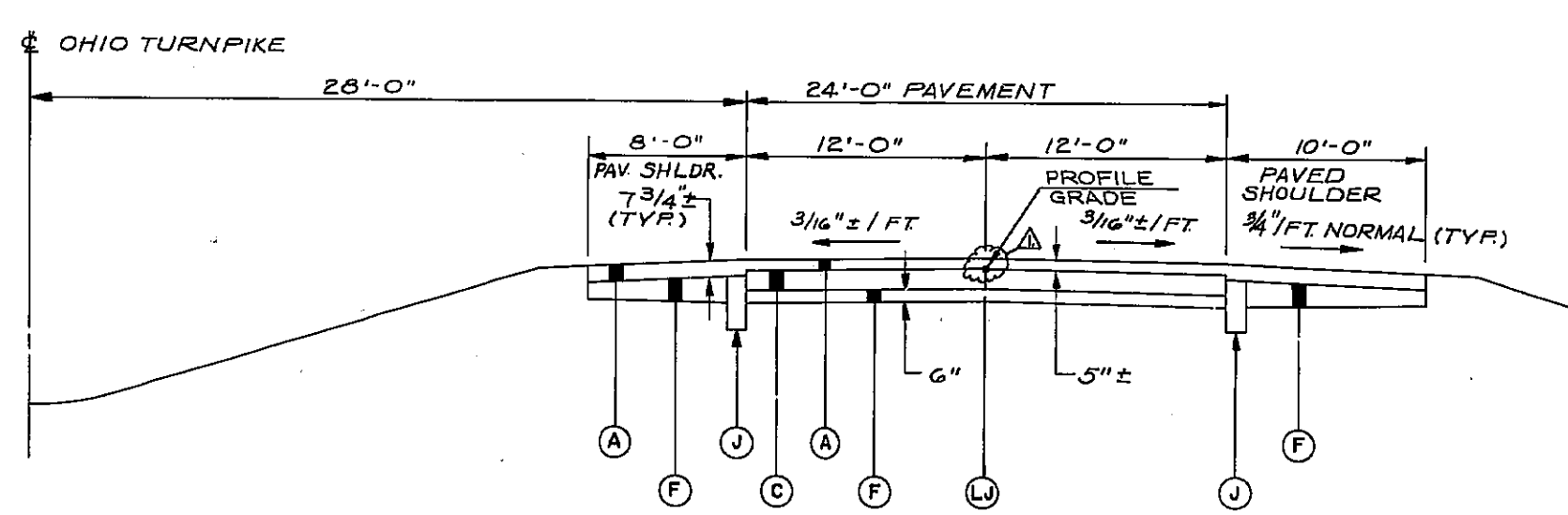
FOR LEGEND SEE SHT. NO. 6

URS	
OHIO TURNPIKE COMMISSION	
TYPICAL SECTIONS CONNECTOR	
DATE: 2-30	SCALE: NONE
CIP: 55-90-03	SHEET: 10 OF

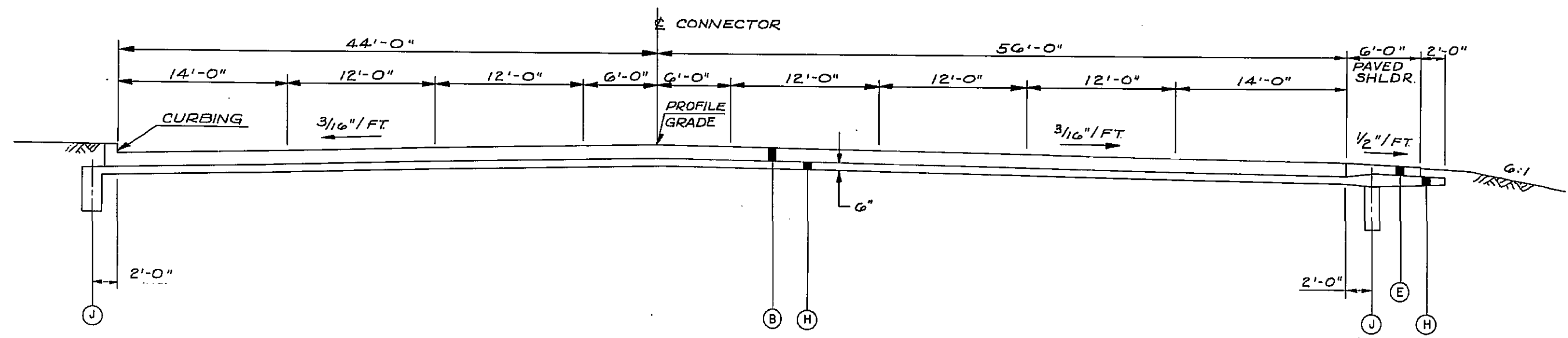




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OHIO TURNPIKE

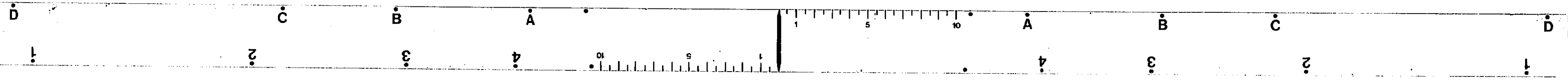


CONNECTOR
(BY OTHERS—
CIP: 55-90-04 & FTP: 55-89-02)

LEGEND

(A)	ASPHALT CONCRETE RESURFACING
(B)	11" REINFORCED CONCRETE PAVEMENT - ITEM (1-71) 451
(C)	10" REINFORCED CONCRETE PAVEMENT - ITEM (1-71) 451
(D)	9" REINFORCED CONCRETE PAVEMENT - ITEM (1-71) 451
(E)	8" REINFORCED CONCRETE PAVEMENT - ITEM (1-71) 451
(F)	SUBBASE - ITEM (1-22) 310
(G)	3" WATERPROOFED AGGREGATE BASE COURSE - ITEM (B-21)
(H)	AGGREGATE BASE COURSE - ITEM (B-19) 304
(I)	6" PIPE UNDERDRAIN - ITEM (1-1) 605
(J)	AGGREGATE UNDERDRAIN - ITEM (1-1) 605
(K)	DRAINAGE CONNECTION OF NO. 6 AGGREGATE - ITEM (SPEC. 11)
(L)	GUARDRAIL - STEEL DEEP BEAM TYPE - ITEM (1-15) 606
(M)	STANDARD LONGITUDINAL JOINT

REV. POINT OF P.C.	R.L.S.	3-19-90
NO.	REVISION	BY DATE
URS		
OHIO TURNPIKE COMMISSION		
EXISTING TYPICAL SECTIONS		
DATE: 2/90	SCALE: NONE	
CIP: 55-90-03	SHEET	11 OF



GENERAL NOTES

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CONSTRUCTION SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS, DATED 1989, AND SUPPLEMENTAL SPECIFICATIONS AND THE OHIO TURNPIKE COMMISSION SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

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.

ELEVATION DATUM

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE U. S. GEODETIC SURVEY AND ARE IN FEET ABOVE SEA LEVEL.

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.

STATION MARKING

PER STANDARD CONSTRUCTION DRAWING MC-9, IMPRESSED STATION NUMBERS SHALL BE PLACED INTO BOTH SIDES OF CONCRETE BARRIERS.

TEMPORARY CONCRETE BARRIER TO REMAIN

APPROXIMATELY 2,580 L.F. OF ITEM SP 622A - TEMPORARY CONCRETE BARRIER (FURNISHED BY COMMISSION) SHALL REMAIN IN PLACE AT THE COMPLETION OF THE PROJECT. THE LOCATION OF THE BARRIER IS INDICATED ON SHEET 36-37. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT COST FOR THE ITEM SP 622A.

CONCRETE BARRIER DRAINAGE SLOTS

THE CONCRETE DRAINAGE SLOTS SHOWN ON SHEET NO. 55 SHALL BE SPACED 20'-0" ON CENTER OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FEET OF ITEM 622-CONCRETE BARRIER, TYPE D.

CONTRACTION JOINTS IN PAVEMENT WIDENING

WHERE NEW CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE PAVEMENT, CONTRACTION JOINTS SHALL BE PROVIDED IN THE NEW PAVEMENT SO AS TO FORM A CONTINUOUS JOINT WITH THAT IN THE EXISTING PAVEMENT. SKEWED JOINTS SPECIFIED IN THE STANDARD CONSTRUCTION DRAWING SP-4 SHALL NOT BE USED. THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN NEW PAVEMENT SHALL BE 20-FEET IF NECESSARY. ADDITIONAL JOINTS SHALL BE PROVIDED IN NEW PAVEMENT AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

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

ITEM 207 - FILTER FABRIC FENCE	1000 LIN FT
ITEM 207 - TEMPORARY SEEDING AND MULCHING	31000 SQ YD
ITEM 207 - STRAW OR HAY BALES	64 EA
ITEM 207 - TEMPORARY SLOPE DRAINS	2590 LIN FT
ITEM 659 - COMMERCIAL FERTILIZER	11 TON
ITEM 659 - REPAIR SEEDING AND MULCHING	7700 SQ YD
ITEM 659 - WATER	67 M GAL

ITEM 207 - TEMPORARY BENCHES, DIKES, DAMS, AND SEDIMENT BASINS

THE SEDIMENT BASIN QUANTITIES LISTED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN ON PAGES 136-137 ARE THE STORAGE VOLUMES REQUIRED FOR THE SEDIMENT BASIN. THE PAY QUANTITY FOR EACH BASIN SHALL BE DETERMINED AS THE ACTUAL AMOUNT OF EXCAVATION OR EMBANKMENT REQUIRED TO PROVIDE THAT STORAGE VOLUME.

ITEM 207 - TEMPORARY EROSION AND SEDIMENT CONTROL ITEMS

THE CONTRACTOR SHALL INSTALL AND MAINTAIN THOSE TEMPORARY EROSION AND SEDIMENT CONTROL ITEMS SHOWN IN THE TEMPORARY EROSION AND SEDIMENT CONTROL PLANS ON PLAN SHEETS 136-137. THESE ITEMS SHALL BE INSTALLED UPON COMMENCEMENT OF ANY CLEARING AND/OR EARTHWORK OPERATIONS.

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.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE PROJECT AREA:

FIBER OPTIC CABLE (ALSO SEE NOTE)

JAYARAM BORAIAH OFFICE (419) 894-0400
HOME (419) 756-6773

TELEPHONE

OHIO BELL
130 NORTH ERIE
TOLEDO, OHIO
(419) 245-7491

ELECTRIC

TOLEDO EDISON COMPANY
300 MADISON AVENUE
TOLEDO, OHIO
249-5000
800-362-2764 (BEFORE YOU DIG)

WATER AND SEWER

WOOD COUNTY SANITARY ENGINEER
COUNTY OFFICE BUILDING
ONE COURTHOUSE SQUARE
BOWLING GREEN, OHIO 43402
JOHN MCDONEL (419) 354-9090

LITEL TELECOMMUNICATIONS CORP. FIBER OPTIC CABLE

EXTREME CARE MUST BE TAKEN BY THE CONTRACTOR TO PRESERVE AND PROTECT THE FIBER OPTIC CABLE DURING ALL PHASES OF CONSTRUCTION. SPECIAL CARE SHALL BE EXERCISED DURING NEW STRUCTURES FOUNDATION CONSTRUCTION. THE FIBER OPTIC CABLE IS BURIED IN THE TURNPIKE MEDIAN. ANY EXCAVATION IN THIS AREA FOR ANY REASON SHALL NOT BE PERFORMED WITHOUT LITEL FIRST LOCATING THE CABLE. AFTER THE CABLE HAS BEEN LOCATED BY LITEL, THE CONTRACTOR MAY EXCAVATE TO WITHIN 12" OF THE CABLE DEPTH AS PROVIDED; LITEL REPRESENTATIVES WILL THEN HAND DIG TO EXPOSE THE CABLE, WHICH SUBSEQUENTLY SHALL BE PROTECTED BY THE CONTRACTOR FROM POSSIBLE DAMAGE. AFTER THE PROXIMITY PROJECT WORK IS COMPLETED, THE CONTRACTOR SHALL BACKFILL OVER THE CABLE AS DIRECTED BY THE ENGINEER.

ITEM 203 - EMBANKMENT

CHANNEL EMBANKMENTS

PORTIONS OF THE EXISTING CHANNEL OUTSIDE THE ROADBED, SHALL BE FILLED AND SLOPED TO DRAIN, AS CALLED FOR ON THE PLANS. THE CONTRACTOR SHALL USE EITHER SUITABLE OR UNSUITABLE MATERIALS, TO THE EXTENT AVAILABLE, FOR CHANNEL EMBANKMENTS.

AREAS WHERE CHANNEL EMBANKMENTS ARE TO BE PLACED SHALL BE CLEARED OF WEEDS AND BRUSH.

THE REQUIREMENTS FOR MOISTURE, DENSITY CONTROL, BENCHING, AND SUITABLE MATERIALS SHALL BE WAIVED.

THE DEPTH OF LAYERS IN WHICH THE EMBANKMENTS ARE PLACED AND THEIR COMPACTION SHALL, IN LIEU OF THE REQUIREMENTS OF ITEM 203 CONFORM WITH ACCEPTABLE CONSTRUCTION PRACTICES AS DETERMINED BY THE ENGINEER.

NO PROVISIONS OF THE SPECIFICATIONS SHALL BE WAIVED FOR EMBANKMENTS WHICH SUPPORT ANY PORTION OF THE NEW ROADBED OR STRUCTURAL MEMBERS.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 - EMBANKMENT.

WATERING AND MOWING PERMANENT SEEDING AREAS

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO PROMOTE GROWTH AND TO CARE FOR THE PERMANENT SEEDING AREAS, AS PER 659.09:

ITEM 659 - WATER	187 M GAL
ITEM 659 - MOWING	1389 M SQ FT

SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEMS

THIS PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT, ANY EXISTING OR NEW DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM WHEN SUCH DRAINS CARRY FLOW FROM ANY PLUMBING FIXTURES, INCLUDING FLOOR DRAINS AND SINK DRAINS, OR DRAINS FROM LIVESTOCK LOTS OR BARNES.

EXISTING PIPE CARRYING FLOW WHICH COMES WITHIN THE CATEGORY OUTLINED ABOVE, SHALL BE PLUGGED WITH CLASS C CONCRETE IN THE RIGHT-OF-WAY LINE. PAYMENT FOR SAID PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 - EXCAVATION (OR THE PERTINENT 202 ITEM).

ITEM 207 - FILTER FABRIC FENCE

MATERIALS

FILTER FABRIC SHALL MEET THE REQUIREMENTS OF ITEM 207.02.

CONSTRUCTION

THE BOTTOM OF THE FENCE SHALL BE BURIED 6" BELOW THE GROUND. THE FENCE SHALL BE HIGH ENOUGH TO RETAIN SEDIMENT LADEN WATER AND ADEQUATELY SUPPORTED TO PREVENT COLLAPSE OR BURSTING. THE GROUND ELEVATION OF THE FENCE SHALL BE HELD CONSTANT WITH THE EXCEPTION OF THE END ELEVATIONS WHICH SHALL BE RAISED TO PREVENT FLOW AROUND THE END OF THE FENCE.

MAINTENANCE

THE FILTER FABRIC FENCE SHALL BE MAINTAINED TO BE FUNCTIONAL. THIS SHALL INCLUDE REMOVAL OF TRAPPED SEDIMENT AND REQUIRED CLEANING, REPAIR, AND/OR REPLACEMENT OF THE FILTER FABRIC.

PAYMENT

THE COST OF ALL MATERIALS, CONSTRUCTION, MAINTENANCE, AND REMOVAL REQUIRED SHALL BE PAID FOR UNDER ITEM 207 LIN. FT. FILTER FABRIC FENCE.

ITEM 659 - AGRICULTURAL LIMING AS PER PLAN

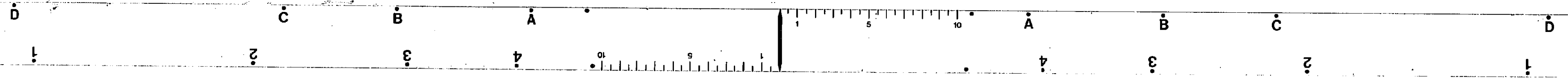
THE LOCATION AND NEED FOR AGRICULTURAL LIMING WILL BE DETERMINED BY LABORATORY TESTS, AFTER ROUGH GRADING OPERATIONS HAVE BEEN PERFORMED. QUANTITIES OF AGRICULTURAL LIMING, AS SHOWN ON THE PLANS, ARE SUFFICIENT FOR THE ENTIRE PROJECT, BUT WILL BE NON-PERFORMED FOR THE AREAS WHERE TESTS SHOW THAT THE LIMING IS NOT REQUIRED.

SEEDING AND MULCHING LIMITS

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

URS	
OHIO TURNPIKE COMMISSION	
GENERAL NOTES	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 12 OF

NO.	REV. TEMP SEEDING & MULCHING, COMM. FERT., REPAIR SEEDING & MULCHING, WATER, & MOWING ADDED CONC. BARRIER DRAINAGE SLOT NOTE	E.J.K.	5-1-90
	REVISION	T.J.U.	3-22-90
BY	DATE		



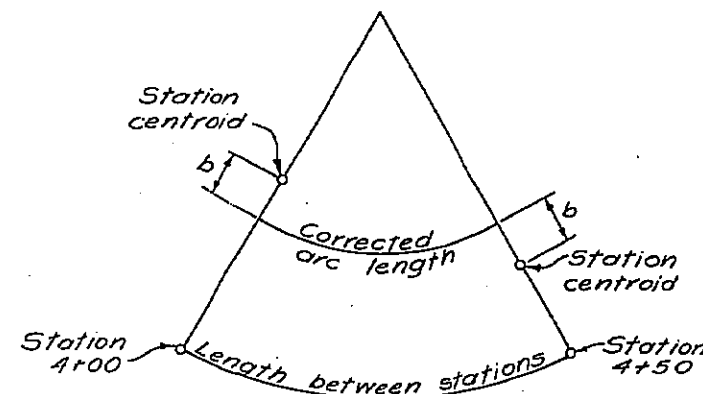
GENERAL NOTES

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EARTHWORK COMPUTATIONS - CURVED ALIGNMENTS

WHEN THE ROADWAY IS ON A CURVED ALIGNMENT, THE CENTER OF GRAVITY OR THE CENTROID FOR THE END AREA MAY NOT BE ON OR NEAR THE BASE LINE OR CENTERLINE. THEREFORE, A CORRECTION FOR THE TRUE ARC LENGTH BETWEEN STATIONS HAS BEEN MADE TO OBTAIN A TRUE MEASUREMENT OF EARTHWORK.

THE DIAGRAM BELOW INDICATES THE METHOD USED TO DETERMINE THE CORRECTED ARC LENGTH FOR COMPUTING THE TRUE MEASUREMENT OF EARTHWORK. THE CORRECTED ARC LENGTHS AND EARTHWORK TABULATIONS APPEAR ON THE AFFECTED CROSS SECTION SHEETS. THE CORRECTED ARC LENGTH HAS BEEN APPLIED TO ITEM 203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION AND ITEM 203 EMBANKMENT.



BORROW - ALTERNATE 2 - FROM DESIGNATED AREA INSIDE RIGHT OF WAY

CONTINGENT UPON APPROVAL BY ODOT, THERE IS A DESIGNATED AREA FOR BORROW MATERIAL THAT MAY BE AVAILABLE TO BALANCE THE EARTHWORK FOR THE PROJECT. THIS AREA IS LOCATED NORTH OF THE OHIO TURNPIKE AND SOUTH OF THE PROPOSED TOLL PLAZA AREA, EXTENDING FROM OHIO TURNPIKE STATION 84+50 TO STATION 90+00, THE WESTERN LIMIT OF AN EXISTING BORROW AREA. IF PERMITTED, THE CONTRACTOR MAY EXCAVATE MATERIAL FROM THE EXISTING BORROW AREA, FROM STATION 90+00 TO STATION 96+00 AND AN AREA EXTENDING TO STATION 97+50. IF THE CONTRACTOR ELECTS TO EXTEND THE BORROW LIMITS INTO THESE AREAS, THE FINAL LIMITS AND GRADING OF THE AREAS WILL BE CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR WILL NOT BE PERMITTED TO HAUL EARTHWORK MATERIAL ON THE OHIO TURNPIKE ROADWAYS THAT ARE OPEN TO TRAFFIC. IF THE CONTRACTOR ELECTS, A HAUL ROAD NORTH OF THE WESTBOUND ROADWAY, AND BETWEEN THE NORTH PIER AND THE NORTH ABUTMENTS OF THE I-75 STRUCTURES OVER THE OHIO TURNPIKE, MAY BE CONSTRUCTED. PRIOR TO CONSTRUCTING SUCH ROAD, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A DETAILED PLAN OF ALL CONSTRUCTION NECESSARY TO PROVIDE SUCH HAUL ROAD, INCLUDING DRAINAGE WORK AND THE RESTORATION OF THE AREA.

ITEM 617 - RECONDITIONING SHOULDERS

RECONDITIONING SHOULDERS

THE EXISTING AGGREGATE SHOULDER SHALL BE PREPARED TO THE SATISFACTION OF THE ENGINEER PRIOR TO BEING OVERLAID WITH ITEM 617.

ITEM 203 - ROADWAY EXCAVATION AND EMBANKMENT

WIDENING EXISTING BERMS

PORTIONS OF THE EXISTING BERM ON THIS PROJECT SHALL BE BUILT UP AND GRADED TO THE WIDTH AND SLOPES INDICATED ON THE TYPICAL SECTIONS. THE EXISTING BERM SHALL BE PREPARED AS REQUIRED IN SPEC. 201.04. ALL EMBANKMENT SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SPEC. 203.09 EXCEPT THAT THE REQUIREMENTS FOR MOISTURE, DENSITY CONTROL, AND BENCHING ARE HEREBY WAIVED FOR WIDENED BERMS WHICH DO NOT SUPPORT ANY PORTION OF NEW PAVEMENT OR SHOULDER. ALL OF THE ABOVE PROVISIONS SHALL BE CONSIDERED INCIDENTAL TO THE NORMAL EARTHWORK ITEMS AND SHALL NOT BE PAID FOR SEPARATELY.

ADDITIONAL SOIL INFORMATION

ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN ON THE SOIL PROFILE AND/OR STRUCTURE FOUNDATION INVESTIGATION SHEETS HAS BEEN SO REPORTED. ADDITIONAL SUBSURFACE INVESTIGATIONS MAY HAVE BEEN MADE PRIOR TO THIS PROJECT. COPIES OF THIS DATA, IF ANY, MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE BUREAU OF TESTS AT 1600 WEST BROAD STREET, THE PAVEMENT AND SOILS SECTION OF THE BUREAU OF LOCATION AND DESIGN, OR IN THE BRIDGE BUREAU AT 25 SOUTH FRONT STREET.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY OF BUILDING PORTIONS OF THIS PROJECT UNDER TRAFFIC AND CONSTRUCTING THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT ON CENTERLINE IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-5.

MEDIAN PAVEMENT ON APPROACH SLABS

THE WIDTH AND TYPE OF MEDIAN PAVEMENT ON APPROACH SLABS SHALL BE TRANSITIONED FROM THE STANDARD SECTION USED ON THE APPROACH PAVEMENT TO THE SECTION USED ON THE BRIDGE WITHIN THE LIMITS OF THE APPROACH SLAB.

CONCRETE SHOULDER RUMBLE STRIP TREATMENT

ITEM 452 - PLAIN CONCRETE PAVEMENT, AS PER PLAN, EXCEPT WHEN LOCATED ON THE RAMPS AND THE CONNECTOR, AND WHERE SHOULDERS WILL BE USED TO MAINTAIN TRAFFIC, OF 4 FEET OR GREATER WIDTH SHALL RECEIVE THE RUMBLE STRIP TREATMENT, AS SHOWN IN THE PLANS. RUMBLE STRIPS ARE TO BE CENTERED BETWEEN TRANSVERSE JOINTS.

COST OF RUMBLE STRIPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 452 - PLAIN CONCRETE PAVEMENT, AS PER PLAN (FOR THE RESPECTIVE THICKNESS AS INDICATED IN THE PLANS).

PAVING UNDER GUARDRAIL

ITEM 408 - BITUMINOUS PRIME COAT
ITEM 402 - ASPHALT CONCRETE, AC-20, UNDER GUARDRAIL
ITEM 606 - GUARDRAIL, TYPE 5, AS PER PLAN
ITEM SPECIAL - HERBICIDE APPLICATION UNDER ASPHALT

A SPECIFIED WIDTH ADJACENT TO THE OUTSIDE PAVED SHOULDER IN GUARDRAIL AREAS SHALL BE PAVED WITH A 4" COMPACTED COURSE OF ITEM 402 - ASPHALT CONCRETE, ATOP ITEM 408 - BITUMINOUS PRIME COAT, AS SHOWN ON THE TYPICAL SECTIONS.

PRIOR TO PLACING THESE MATERIALS, A HERBICIDE SHALL BE APPLIED.

THE APPLICATION OF A HERBICIDE SUCH AS TREFLAN E.C. OR APPROVED EQUAL SHALL BE MADE ONLY WHEN THE FINAL GRADE IS ESTABLISHED AFTER ADDITIONS OF ANY BASE AGGREGATE. ALL PLANT MATERIAL SUCH AS RHIZOMES, ROOTS OR OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED PRIOR TO PLACEMENT OF BASE MATERIAL. PAVING SHOULD FOLLOW HERBICIDE APPLICATIONS AS SOON AS POSSIBLE. THE CONTRACTOR SHALL BE PROPERLY LICENSED TO APPLY HERBICIDES AND ADHERE STRICTLY TO LABEL INSTRUCTIONS OF ANY HERBICIDE APPROVED FOR THIS USE.

PAYMENT FOR ALL LABOR AND MATERIAL REQUIRED TO APPLY THIS HERBICIDE SHALL BE INCLUDED IN THE PRICE PER SQUARE YARD BID FOR ITEM SPECIAL - HERBICIDE APPLICATION UNDER ASPHALT.

AFTER THE 402 ASPHALT CONCRETE HAS FIRST BEEN PLACED AND COMPACTED, HOLES FOR THE GUARDRAIL POSTS SHALL THEN BE BORED THROUGH THE 402 BY THE USE OF A BORING MACHINE OR A METHOD APPROVED BY THE ENGINEER. THE DISTURBED AREA AROUND EACH POST SHALL THEN BE BACKFILLED WITH 402, AND COMPACTED FLUSH WITH THE SURROUNDING SURFACES. THIS WORK SHALL BE INCLUDED WITH AND PAID FOR BY ITEM 606 - GUARDRAIL, TYPE 5, AS PER PLAN.
ITEM 408 - BITUMINOUS PRIME COAT, SHALL BE APPLIED AT THE RATE OF 0.25 GALLON PER SQUARE YARD, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

ALL ITEMS SHALL CONFORM TO THE SPECIFICATIONS AND ANY PERTINENT STANDARD CONSTRUCTION DRAWINGS FOR THE RESPECTIVE ITEM.

ITEM 201 - CLEARING AND GRUBBING

REMOVAL OF TREES OR STUMPS

ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE LUMP SUM PRICE BID FOR ITEM 201 - CLEARING AND GRUBBING, EXCEPT THAT THOSE TREES 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. TREES	NO. STUMPS	TOTAL
18"	3		3
48"	1		1

THE ABOVE ESTIMATE IS APPROXIMATE AND THE COMMISSION RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES OR STUMPS OUTSIDE OF 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 LUMP SUM PRICE BID FOR ITEM 201 - CLEARING AND GRUBBING.

MONUMENTS

NO EXISTING MONUMENTS SHALL BE DESTROYED BY THE CONTRACTOR OR ANY OF HIS SUBCONTRACTORS. IF ANY DISRUPTION OF AN EXISTING MONUMENT OCCURS DUE TO ANY OF THE CONTRACTOR'S OPERATIONS, THE MONUMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

DUST CONTROL

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR DUST CONTROL:

ITEM 616 - WATER	100 M GAL
ITEM 616 - CALCIUM CHLORIDE	10 TON

GUARDRAIL BEHIND CURBS

WHERE A CURB IS PROVIDED AT THE OUTER EDGE OF THE PAVED SHOULDER, ANY NECESSARY GUARDRAIL SHALL BE POSITIONED SO THAT THE FACE OF THE GUARDRAIL IS LOCATED 0" BACK OF THE FACE OF CURB AND THE TOP OF THE RAIL SHALL BE 27" ABOVE THE GUTTER LINE.

PAVEMENT ELEVATIONS

THE ELEVATIONS APPEARING ON THE PAVEMENT DETAILS, ADJACENT TO THE EXISTING PAVEMENT, HAVE BEEN DETERMINED FROM FIELD SURVEY AND REFLECT THE CALCULATED ELEVATIONS REQUIRED TO PROVIDE A SMOOTH TRANSITION OF INTERSECTING GRADES.

THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER, SHALL MAKE MINOR ELEVATION ADJUSTMENTS TO MEET EXISTING FIELD CONDITIONS.

ALL CURB ELEVATIONS SHOWN ARE GUTTER LINE ELEVATIONS.

EROSION CONTROL PADS AND ANIMAL GUARDS

EROSION CONTROL PADS AND ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET END OF ALL FARM DRAINS, AS PER STANDARD CONSTRUCTION DRAWING MC-4, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE.

PAYMENT FOR THE EROSION CONTROL PADS AND THE ANIMAL GUARDS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 603 - 6" 4" 10" CONDUIT, TYPE F.

ITEM 203 - PROOF ROLLING

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 203 PROOF ROLLING 36 HOURS

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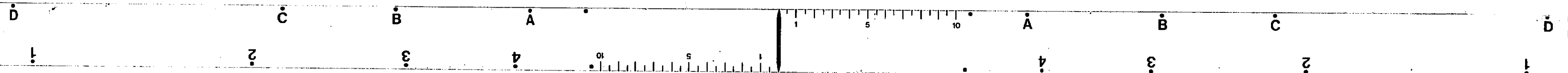
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GENERAL NOTES

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*-A PRODUCT OF
DOWLANCO
SUITE 400
4040 VINCENNES CIRCLE
INDIANAPOLIS, INDIANA 46268
TELEPHONE (800) 352-6776



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ITEM SPECIAL - IMPACT ATTENUATOR

THIS WORK SHALL CONSIST OF FURNISHING A 4-BAY AND AN 8-BAY MEDIUM WIDTH HEX FOAM SYSTEM IMPACT ATTENUATOR AS REQUIRED IN THE PLANS. THIS ITEM SHALL INCLUDE ALL RELATED HARDWARE, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER TO CONSTRUCT A COMPLETE AND FUNCTIONAL HEX FOAM IMPACT ATTENUATOR SYSTEM.

THE BACKUP SYSTEM AND CONCRETE PAD SHALL BE DESIGNED BY THE MANUFACTURER OR SUPPLIER AND DETAILS SHALL BE PROVIDED. THE COSTS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL.

THE NOSE OF THE ATTENUATOR SHALL BE MARKED WITH THREE EVENLY SPACED 4" HORIZONTAL STRIPES OF WHITE REFLECTIVE MATERIAL MEETING THE REQUIREMENTS OF CMS (ITEM) 730.19.

THE IMPACT ATTENUATOR SHALL BE MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO, ILLINOIS 60601; TELEPHONE: (312) 467-6750. THE ATTENUATOR SHALL BE PLACED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION, REPAIRING, AND OTHERWISE RESTORING THE IMPACT ATTENUATOR IN ACCORDANCE WITH THE MANUFACTURER'S MAINTENANCE INSTRUCTIONS WHILE IT IS IN USE ON THE PROJECT. SUCH REPAIRS SHALL BE PERFORMED WITHIN TWELVE (12) HOURS OF THE INCIDENT WHICH CAUSED DAMAGE TO THE ATTENUATOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING ALL NECESSARY MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE DESCRIBED RESTORATION OF THE ATTENUATOR. ONE (1) EXTRA COMPLETE SET OF HEX-FOAM CARTRIDGES, AS MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., FOR THE ATTENUATOR FURNISHED, SHALL BE STOCKED AT ALL TIMES FOR THE ABOVE REPAIRS AND THE COST SHALL BE INCLUDED IN THE COST OF THE ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR EACH ITEM SPECIAL - IMPACT ATTENUATOR, HEX FOAM SYSTEM, MODEL NO. 209509H4S, AND ITEM SPECIAL - IMPACT ATTENUATOR, HEX FOAM SYSTEM, MODEL NO. 209508H8S WHICH PRICE SHALL BE CONSIDERED FULL PAYMENT FOR FURNISHING AND INSTALLING AT THE SPECIFIED LOCATIONS, INCLUDING ALL LABOR, TOOLS, EQUIPMENT, AND MISCELLANEOUS HARDWARE AND MATERIALS NECESSARY TO COMPLETE THIS ITEM IN PLACE.

ITEM SPECIAL - REPLACEMENT OF IMPACT ATTENUATOR

IMPACT ATTENUATORS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENT OF THE PLAN, SPECIFICATION, AND PROPOSAL WHICH BECAME DAMAGED BEYOND REPAIR BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED, AS DIRECTED BY THE ENGINEER, BY THE CONTRACTOR WITHIN TWENTY-FOUR (24) HOURS OF THE INCIDENT WHICH CAUSED THE DAMAGE TO THE ATTENUATOR. REPLACEMENT ATTENUATORS SHALL MEET THE SPECIFICATIONS OF THE ORIGINAL ATTENUATOR (SEE "ITEM SPECIAL - IMPACT ATTENUATOR") AND PAID FOR UNDER ITEM SPECIAL - REPLACEMENT OF IMPACT ATTENUATOR.

PAYMENT FOR EACH NEW REPLACEMENT IMPACT ATTENUATOR SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED IMPACT ATTENUATOR AND FURNISHING, INSTALLING, AND MAINTAINING THE IMPACT ATTENUATOR IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL IMPACT ATTENUATOR.

ONE (1) REPLACEMENT ATTENUATOR SHALL BE STOCKED AT ALL TIMES BY THE CONTRACTOR FOR IMMEDIATE REPLACEMENT ON THE PROJECT.

AN ESTIMATED QUANTITY OF ITEM SPECIAL - REPLACEMENT OF IMPACT ATTENUATOR HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL - REPLACEMENT OF IMPACT ATTENUATOR 3 EACH

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT, FOR ESTIMATING PURPOSES ONLY.

ITEM 451 - REINFORCED CONCRETE PAVEMENT, AS PER PLAN

REINFORCED CONCRETE PAVEMENT SHALL MEET THE REQUIREMENTS OF ITEM 451 AND STANDARD DRAWING BP-4, WITH THE FOLLOWING EXCEPTIONS:

- THE MAXIMUM SPACING BETWEEN JOINTS SHALL BE 20'.
- THE REINFORCING FABRIC SHALL CONSIST OF W8.5 OR DB.5 LONGITUDINAL WIRES SPACED AT 6" C/C AND W4 OR D4 TRANSVERSE WIRES SPACED 12" C/C.

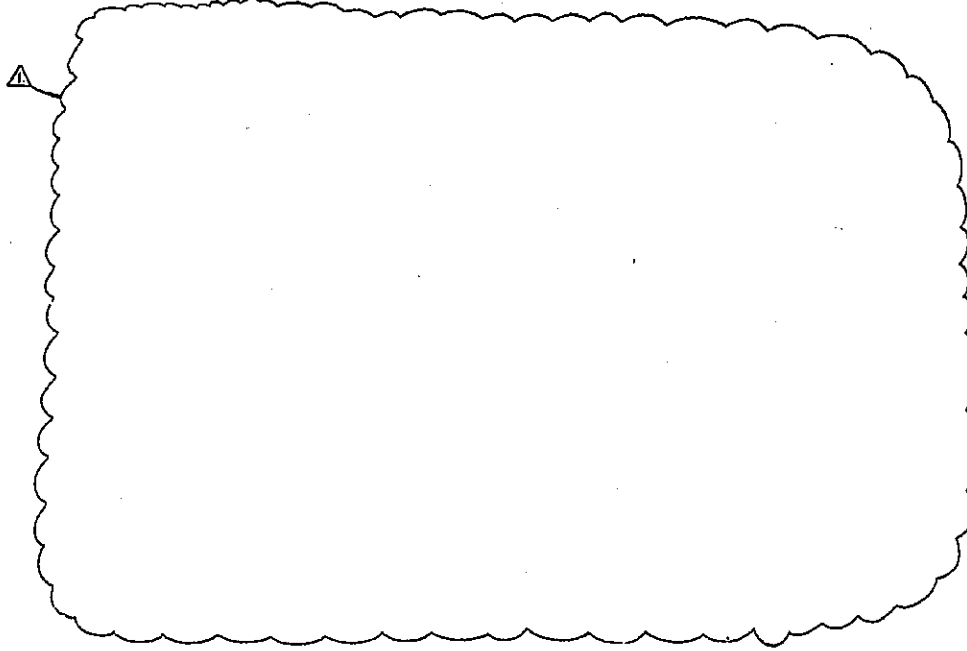
ITEM 452 - PLAIN CONCRETE PAVEMENT, AS PER PLAN

PLAIN CONCRETE PAVEMENT SHALL MEET THE REQUIREMENTS OF ITEM 452 AND STANDARD DRAWING BP-4 WITH THE FOLLOWING EXCEPTION:

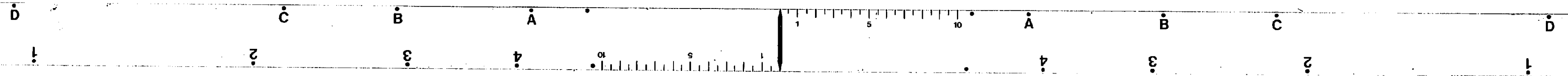
- THE MAXIMUM SPACING BETWEEN JOINTS SHALL BE 20' AND SKEWED JOINTS ARE NOT TO BE USED.

JOINT SEALERS

ALL REFERENCES TO 705.01 OR 705.02, APPEARING ON THE STANDARD DRAWINGS OR ON THE PLANS SHALL BE CONSIDERED TO READ 705.04.



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ITEM 310 - SUBBASE, TYPE II, AS PER PLAN

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

FARM DRAINS

ALL FARM DRAINS, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE DIRECTION OF THE ENGINEER. EXISTING COLLECTORS WHICH CROSS THE ROADWAY, SHALL BE REPLACED WITHIN THE RIGHT-OF-WAY LIMITS BY ITEM 603 - CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES, SHALL BE OUTLETTED INTO THE ROADWAY DITCH BY 603 TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION SHALL BE, IF POSSIBLE, 1' ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL TILE FIELDS WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY 603, TYPE E CONDUIT, AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE, AND GRADE OF REQUIRED REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION, AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS.

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

ITEM 603 - 6" CONDUIT, TYPE B	1,000 LIN FT
ITEM 603 - 8" CONDUIT, TYPE B	750 LIN FT
ITEM 603 - 10" CONDUIT, TYPE B	500 LIN FT
ITEM 603 - 6" CONDUIT, TYPE E	1,000 LIN FT
ITEM 603 - 8" CONDUIT, TYPE E	750 LIN FT
ITEM 603 - 10" CONDUIT, TYPE E	500 LIN FT
ITEM 603 - 6" CONDUIT, TYPE F	1,000 LIN FT
ITEM 603 - 8" CONDUIT, TYPE F	750 LIN FT
ITEM 603 - 10" CONDUIT, TYPE F	500 LIN FT
ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C, WITH FILTER	50 CU YDS

NECESSARY BENDS OR BRANCHES SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEM.

NONE OF THE ABOVE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

ITEM SPECIAL - DITCH CLEANING

PRIOR TO BEGINNING ANY DITCH CLEANING OPERATION, THE CONTRACTOR SHALL NOTIFY THE OWNER(S) AND THE WOOD COUNTY ENGINEER OF WHEN THE WORK WILL BEGIN AND ALSO OBTAIN THE NECESSARY PERMISSION FROM THE OWNERS BEFORE ENTERING THE WORK AREA. THE CONTRACTOR SHALL PERFORM THIS WORK FROM WITHIN THE PAVED ROADWAY LIMITS AND ANY EXCESS MATERIAL SHALL BE DISPOSED OF ACCORDINGLY.

THE EXISTING DITCHES AS NOTED IN THE PLANS SHALL BE TRIMMED, SLOPED, AND CLEANED AND INLETS AND OUTLETS TO EXISTING STRUCTURES OPENED AND SHAPED TO A UNIFORM GRADE, AS DIRECTED BY THE ENGINEER.

THE WORK DONE UNDER THIS ITEM SHALL BE MEASURED IN LINEAL FEET AND PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM SPECIAL - DITCH CLEANING, WHICH SHALL BE FULL COMPENSATION FOR DOING ALL THE WORK, INCLUDING LABOR, TOOLS, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

DRAINAGE STRUCTURES AND REINFORCED CONCRETE RIPRAP REMOVED

THE EXISTING CONCRETE HEADWALLS AND REINFORCED CONCRETE RIPRAP SHALL BE REMOVED FROM THE EXISTING 48" AND 66" CONCRETE CULVERTS CROSSING I-75 AT STATION 273+00.30 AND 314+55.22 RESPECTIVELY. THE REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH ITEM 202.03 OF THE SPECIFICATIONS. THE REMOVAL INCLUDES ONE SECTION OF CONCRETE PIPE FROM EACH END OF THE CULVERTS, SUCH REMOVAL SHALL BE PERFORMED WITH SUFFICIENT CARE AS TO LEAVE THE REMAINING PORTION OF THE PIPE CULVERTS UN Damaged. IN CASE OF DAMAGE TO THE EXISTING PIPE CULVERTS, REPAIR OR REPLACEMENT SHALL BE MADE AT THE CONTRACTOR'S EXPENSE AND TO THE APPROVAL OF THE ENGINEER.

THE EXISTING CONCRETE HEADWALLS AND REINFORCED CONCRETE RIPRAP SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THE EXISTING PIPE REMOVED BECOMES THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH 202.02.

BASIS OF PAYMENT WILL BE LUMP SUM FOR DRAINAGE STRUCTURES AND REINFORCED CONCRETE RIPRAP REMOVED AND IN ACCORDANCE WITH 202.11.

ITEM 603-48" CONDUIT, TYPE A, 706.02, D-LOAD 2000, CLASS A BEDDING, AS PER PLAN

CLASS A BEDDING SHALL BE CONSTRUCTED FOR THE EXTENSION OF THE 48" PIPE CULVERT CROSSING I-75 AT STATION 273+00.30. LIMITS OF THE CLASS A BEDDING ARE AS INDICATED IN THE PLANS. THE BACKFILL MATERIAL SIZE FOR THE LIMITS OF THE CLASS A BEDDING SHALL NOT EXCEED GRANULAR MATERIAL NO. 67 AS NOTED IN TABLE 703.01 OF THE SPECIFICATION AND AS SHOWN ON SHEET NO. 153 OF THE PLANS.

THE GRANULAR MATERIAL SHALL BE COMPACTED IN ACCORDANCE WITH 603.04.

THE CLASS A BEDDING COST SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT FOR THE 48" TYPE B CONDUIT, TYPE A, 706.02, D-LOAD 2000, CLASS A BEDDING, AS PER PLAN.

ITEM 604 - INLET NO. I-3B, AS PER PLAN 'X'

ITEM 604 - INLET NO. I-3B, AS PER PLAN 'X', SHALL BE AS DETAILED ON SHEET 162. THE UNIT PRICE BID FOR ITEM 604 - INLET NO. I-3B, AS PER PLAN 'X', SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCLUDING EXCAVATION AND BACKFILL, AND ALL OTHER INCIDENTALS REQUIRED TO MAKE THIS ITEM COMPLETE.

ITEM 604 - INLET(S), AS PER PLAN

ALL REINFORCING STEEL LISTED IN THE STEEL LIST ON THE STANDARD CONSTRUCTION DRAWING(S) SHALL BE EPOXY COATED IN ACCORDANCE WITH 509.10 OF THE CMS.

ALL COSTS OF THIS COATING SHALL BE INCLUDED IN THE COST OF THIS ITEM.

RIGHT-OF-WAY FENCE ERECTION - SCHEDULE OF OPERATIONS

FOR THE PROTECTION OF PEDESTRIANS, CHILDREN, AND ANIMALS, THE CONTRACTOR SHALL SCHEDULE THE ERECTION OF RIGHT-OF-WAY FENCE AND PERFORM THE WORK PRIOR TO PERFORMING ANY OTHER OPERATION IN THE AREA.

IN HIS PROGRESS SCHEDULE, THE CONTRACTOR SHALL INCLUDE A COMPLETE SCHEDULE OF HOW HE PROPOSES TO ERECT THE RIGHT-OF-WAY FENCE.

EROSION CONTROL

ITEMS 601, 660, AND 670 ARE PROVIDED IN THE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS, AND TURF OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE 670. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT, AND AGAIN BEFORE FINAL ACCEPTANCE BY THE COMMISSION, REPRESENTATIVES OF THE COMMISSION AND THE CONTRACTOR, ALONG WITH THE ENGINEER, SHALL MAKE AN INSPECTION OF THE EXISTING SEWERS WITHIN THE WORK LIMITS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTIONS SHALL BE KEPT IN WRITING BY THE COMMISSION.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE COMMISSION.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 603 ITEM.

CURBS ON APPROACH SLABS

STANDARD TYPE 2-A CURB SHALL BE PROVIDED WHERE SHOWN IN THE PLANS. COST FOR ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 611 - REINFORCED CONCRETE APPROACH SLABS.

CONDUIT END TREATMENT

IMMEDIATELY AFTER PLACEMENT OF ANY CONDUITS, THE CONTRACTOR SHALL CONSTRUCT THE END TREATMENTS REQUIRED BY THE PLANS AT BOTH THE OUTLET AND INLET ENDS. THIS SHALL INCLUDE HEADWALLS, CONCRETE RIPRAP, ROCK CHANNEL PROTECTION, SODDING, ETC.

ITEM SPECIAL - PRECAST REINFORCED CONCRETE OUTLET

PRECAST REINFORCED CONCRETE OUTLETS SHALL BE PROVIDED AT THE OUTLET END OF ALL PIPE UNDERDRAINS, AS DETAILED ON SHEET 165, EXCEPT WHEN OUTLETTED INTO A DRAINAGE STRUCTURE. THE UNIT PRICE BID FOR ITEM SPECIAL - PRECAST REINFORCED CONCRETE OUTLET SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, AND INCIDENTALS REQUIRED TO MAKE THIS ITEM COMPLETE.

CONNECTION TO EXISTING PIPE

WHERE THE PLANS PROVIDE FOR PROPOSED CONDUIT TO BE CONNECTED TO, OR TO CROSS EITHER OVER OR UNDER AN EXISTING SEWER, 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 CONDUIT.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 603 CONDUIT ITEMS.

ITEM 603 - VARIOUS CONDUITS AS PER PLAN

AS A PART OF THIS CONTRACT, IT WILL BE NECESSARY TO INSTALL CONDUITS UNDER THE EXISTING PAVEMENT ON BATES ROAD AND LIME CITY ROAD BY METHOD OF BORING AND JACKING. FOLLOWING ARE THE LOCATIONS AND CONDUIT SIZES FOR THE RESPECTIVE ROADS:

BATES ROAD:	PAY ITEM
STATION 96+68 - 30" CONDUIT, TYPE A, 706.02, D-LOAD 1750, AS PER PLAN	
STATION 104+00 - 18" CONDUIT, TYPE A, 706.02, D-LOAD 2000, AS PER PLAN	
LIME CITY ROAD	
STATION 96+75 - 30" CONDUIT, TYPE A, 706.02, D-LOAD 2250, AS PER PLAN	

THE CONTRACTOR SHALL PLACE THE CONDUIT WITH THE LEAST AMOUNT OF DISTURBANCE TO THE EXISTING PAVEMENT, SUBBASE, BERM PAVEMENT, OR SHOULDERS OF THE ROADWAY. ALL PUSH PITS OR ANY NECESSARY EXCAVATIONS SHALL BE BACKFILLED AND RESTORED IN ACCORDANCE WITH 603.

NO TRENCH EXCAVATION OR EQUIPMENT SHALL BE CLOSER THAN 10'-0" TO THE OUTSIDE EDGE OF SHOULDER. TRENCHES SHALL BE ADEQUATELY SUPPORTED AND THE SPECIFICATION REQUIREMENT FOR CLASS B BEDDING SHALL BE DISREGARDED.

MEASUREMENT OF THE CONDUIT SHALL BE THE ACTUAL AMOUNT OF LINEAL FEET INSTALLED UNDER PAVEMENT AND SHOULDERS, MEASURED IN PLACE, AS ACCEPTED BY THE ENGINEER. THE UNIT PRICE BID FOR ITEM 603 - VARIOUS CONDUITS AS PER PLAN, SHALL BE FULL COMPENSATION FOR EXCAVATION, DRILLING, JACKING, BACKFILLING, COMPACTION, RESTORATION, AND ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED.

LOCATION OF GUARDRAIL

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

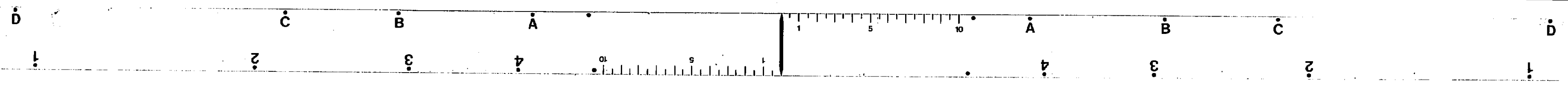
CONNECTIONS BETWEEN EXISTING AND NEW GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE NEW GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "BEAM RAIL SPLICE" AS SHOWN ON STANDARD CONSTRUCTION DRAWING GR-1. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE RESPECTIVE NEW GUARDRAIL.

CONTRACTION AND EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWINGS AND THE SPECIFICATIONS.

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GENERAL SUMMARY

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 CHKD. BY RLB DATE: 3/90

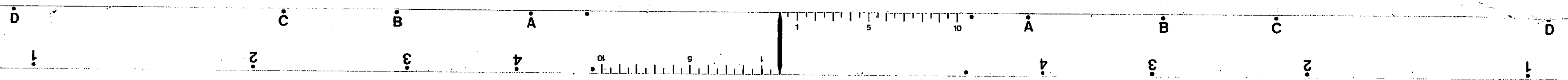
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SHEET NUMBER						PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	LINE NO.
13	14A	21	22	23										
												ROADWAY		
								202		LUMP	LUMP	CLEARING AND GRUBBING		
								202		LUMP	LUMP	PARCEL NO. 1WL, REMOVAL OF ONE(1) ONE-STORY BRICK RESIDENCE, ONE (1) SHED		
			7975					202		7975	LIN. FT.	GUARDRAIL REMOVED		
			12,215					202		12,215	LIN. FT.	FENCE REMOVED		
				160				203		160	STA.	LINEAR GRADING		
				73,249				203		73,249	CU. YD.	EXCAVATION INCLUDING EMBANKMENT CONSTRUCTION		
				144,324				203		144,324	CU. YD.	BORROW-ALTERNATE 1-FROM OUTSIDE RIGHT OF WAY		
				144,324				203		144,324	CU. YD.	BORROW -ALTERNATE 2 -FROM DESIGNATED AREA INSIDE RIGHT OF WAY		
			2591	107,182				203		109,773	SQ. YD.	SUBGRADE COMPACTION		
		36						203		36	HR.	PROOF ROLLING		
								604		3	EACH	REFERENCE MONUMENTS		
								606		5113	LIN. FT.	GUARDRAIL, TYPE 5, AS PER PLAN		
								606		1847	LIN. FT.	GUARDRAIL, TYPE 5		
								606		100	LIN. FT.	GUARDRAIL, BARRIER DESIGN, TYPE 5		
								606		24	EACH	ANCHOR ASSEMBLY, TYPE A		
								606		20	EACH	ANCHOR ASSEMBLY, TYPE T		
								606		1	EACH	ANCHOR ASSEMBLY, TYPE B		
								606		2	EACH	ANCHOR ASSEMBLY, BARRIER DESIGN, TYPE A		
								606		16	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE AA		
								606		6	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE AT		
								606		1977	LIN. FT.	GUARDRAIL, TYPE 5, USING STEEL POSTS		
								607		10,137	LIN. FT.	FENCE, TYPE 47		
								607		1,385	LIN. FT.	FENCE, TYPE CLT		
								SPECIAL		1	EACH	IMPACT ATTENUATOR, HEX FOAM SYSTEM, MODEL NO. 209508H46		
								SPECIAL		2	EACH	IMPACT ATTENUATOR, HEX FOAM SYSTEM, MODEL NO. 209508H66		
								SPECIAL		3	EACH	REPLACEMENT OF IMPACT ATTENUATOR		
								SPECIAL		2673	SQ. YD.	HERBICIDE APPLICATION UNDER ASPHALT		

URS
OHIO TURNPIKE COMMISSION

GENERAL SUMMARY

REV. QUANTS. AS SHOWN AND BUILDING CALL-OUT REV. CHKD. DATE	E.J.K. 5-23-90 R.L.B. 3-19-90 E.K. 3-1-90
DATE: 2/90 CIP: 55-90-03	SCALE: SHEET 15 OF



GENERAL SUMMARY

CALC. BY E.W.K. DATE 12/89
 CHKD. BY T.J.U. DATE 1/90

19
364

SHEET NUMBER				PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	LINE NO.
13	24	28											
											MAINTENANCE OF TRAFFIC		
		1340							1340	LIN. FT.	TEMPORARY CONCRETE BARRIER REMOVED, AS PER PLAN		
		467							467	EACH	PLASTIC SAFETY DRUMS		
		2700							2700	LIN. FT.	TEMPORARY CHANNELIZING LINE, CLASS 1, 947.03, TYPE C		
		31,400							31,400	LIN. FT.	TEMPORARY EDGE LINES WHITE, CLASS 1, 947.03, TYPE C		
		20,200							20,200	LIN. FT.	TEMPORARY EDGE LINES YELLOW, CLASS 1, 947.03, TYPE C		
		9700							9700	LIN. FT.	TEMPORARY LANE LINES, CLASS 1, 947.03, TYPE C		
		1645							1645	SQ. YD.	TEMPORARY PAVEMENT, CLASS A		
		6606.9							6607	SQ. YD.	TEMPORARY PAVEMENT, CLASS A, AS PER PLAN		
		675							675	LIN. FT.	TEMPORARY GUARDRAIL, TYPE 5		
100									100	M. GAL.	WATER		
10									10	TON	CALCIUM CHLORIDE		
	LUMP									LUMP	TEMPORARY CONCRETE BARRIER (FURNISHED BY COMMISSION)		
	40								40	HR.	LAW ENFORCEMENT OFFICER WITH PATROL CAR		
	100								100	EACH	REPLACEMENT OF STEADY BURN LIGHTS		
	100								100	EACH	REPLACEMENT DRUMS		
	16								16	SQ. FT.	REPLACEMENT SIGNS		
											WATER WORK		
									228	LIN. FT.	16" WATERMAIN, DUCTILE IRON PIPE, ANSI CLASS 56, PUSH-ON JOINTS AND FITTINGS		
									1	EACH	FIRE HYDRANT REMOVED AND RESET		
									1	EACH	VALVE BOX REMOVED AND RESET		
									1	EACH	6" GATE VALVE		
									35	LIN. FT.	28" x 3/8" STEEL PIPE ENCASUREMENT		
									8	LIN. FT.	6" WATERMAIN, DUCTILE IRON PIPE, ANSI CLASS 56, PUSH-ON JOINTS AND FITTINGS		
											GENERAL		
									103.05	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND		
									614	LUMP	MAINTAINING TRAFFIC		
									SPG14	LUMP	MAINTAINING TRAFFIC ON THE OHIO TURNPIKE		
									SPG19	LUMP	FIELD OFFICE		
									SPG23	LUMP	CONSTRUCTION LAYOUT SURVEY		
									G23	LUMP	CONSTRUCTION LAYOUT STAKES		
									G24	LUMP	MOBILIZATION		

FOR TRAFFIC CONTROL QUANTITIES SEE SHEET NO. 170-171.

FOR LIGHTING QUANTITIES SEE SHEET NO. 200-201.

FOR STRUCTURE QUANTITIES C-D RD. SB OVER THE OHIO TURNPIKE SEE SHEET NO. 231.

FOR STRUCTURE QUANTITIES I-75 OVER THE OHIO TURNPIKE SEE SHEET NO. 246.

FOR STRUCTURE QUANTITIES C-D RD. NB OVER THE OHIO TURNPIKE SEE SHEET NO. 262.

ADDITIONAL QUANTITIES

FOR STRUCTURE QUANTITIES RAMP 'F' OVER THE OHIO TURNPIKE SEE SHEET NO. 277.

FOR STRUCTURE QUANTITIES C-D RD. SB OVER THE I-75 CONNECTOR SEE SHEET NO. 293.

FOR STRUCTURE QUANTITIES I-75 OVER THE I-75 CONNECTOR SEE SHEET NO. 307.

FOR STRUCTURE QUANTITIES C-D RD. NB OVER THE I-75 CONNECTOR SEE SHEET NO. 322.

FOR STRUCTURE QUANTITIES LIME CITY RD. OVER I-75 SEE SHEET NO. 336.

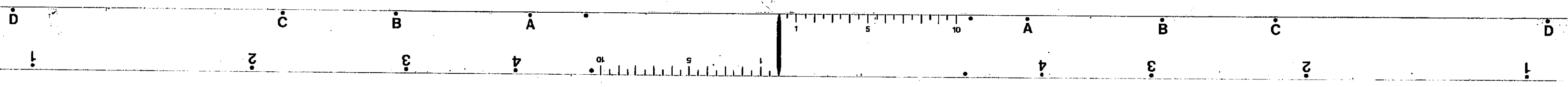
FOR TIEBACK RETAINING WALL QUANTITIES BATES RD. OVER I-75 SEE SHEET NO. 352.

NO.	REVISION	BY	DATE
1	ADDED REFLECTOR QTY.	E.W.K.	3-16-90

URS
OHIO TURNPIKE COMMISSION

GENERAL SUMMARY

DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 19 OF



MAINTENANCE OF TRAFFIC

- THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF HIS CONSTRUCTION CONTRACT WITHIN THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH THESE MAINTENANCE OF TRAFFIC PLANS AND SPECIFICATIONS, THE CURRENT EDITION, LATEST REVISION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD PROCEDURE OF MAINTENANCE AND CONTRACTORS OPERATIONS UNDER TRAFFIC ON THE OHIO TURNPIKE".
- THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR PROVIDING AND MAINTAINING LIGHTS, SIGNS, AND BARRICADES FOR THE MAINTENANCE OF TRAFFIC AND SAFETY OF HIS WORK AT THE LOCATIONS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT THE MINIMUM NUMBER OF TRAFFIC LANES AS INDICATED ON THE MAINTENANCE OF TRAFFIC DRAWINGS IS MAINTAINED AT ALL TIMES. NO WORK WILL BE PERMITTED WHICH WILL REDUCE THE NUMBER, EXCEPT AS NOTED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR IS RESTRICTED FROM PERFORMING ANY WORK OVERHEAD OF A TURNPIKE EASTBOUND OR WESTBOUND TRAVEL LANE OPEN FOR TRAFFIC. ALL WORK OVER OR ON THE OHIO TURNPIKE IS GOVERNED BY THE SPECIAL PROVISION 614 - MAINTAINING TRAFFIC ON THE OHIO TURNPIKE. A OHIO TURNPIKE STANDARD SHEET TITLED "TRAFFIC CONTROL FOR SINGLE LANE ZONE" IS CONTAINED WITH THESE MAINTENANCE OF TRAFFIC PLANS TO REPRESENT THE PROCEDURES USED FOR PARTIAL CLOSURE ALONG THE TURNPIKE. (SEE SHEET 26 OF 364). THE FULL LANE CLOSURE PROCEDURE FOR STEEL ERECTION IS CONTAINED IN THE SPECIAL PROVISION. ALSO SEE SHEET 27 OF 364.
- TRAFFIC ALONG THE I-75 MAINLINE CAN ONLY BE HALTED DURING THE PERIOD REQUIRED FOR ERECTION OF STEEL FOR LIME CITY ROAD BRIDGE. THE SHUTDOWN OF TRAFFIC IS SUBJECT TO THE CONDITIONS STATED ON THE OHIO DEPARTMENT OF TRANSPORTATION APPLICATIONS STANDARD DRAWING AS-7E-1, CONTAINED IN THESE MAINTENANCE OF TRAFFIC PLANS. (SEE SHEET 27 OF 364).
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PUT INTO EFFECT THE NECESSARY WARNING DEVICES, COMMUNICATION EQUIPMENT, AND OTHER EQUIPMENT OR PERSONNEL NECESSARY TO CONTROL THIS ACTIVITY.
THE LAW ENFORCEMENT OFFICER (L.E.O.) IS CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER ACTIONS. ALTHOUGH EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THE L.E.O. PLACEMENT.
PAYMENT SHALL BE AT THE UNIT PRICE BID FOR THE ACTUAL NUMBER OF HOURS FOR THE FOLLOWING:
ITEM SPECIAL - LAW ENFORCEMENT OFFICER WITH PATROL CAR 40 HOURS
- DURING OFF-PEAK TRAFFIC PERIODS THE CONTRACTOR SHALL INSTALL AND SUBSEQUENTLY RESET FOR EACH CONSTRUCTION PHASE ALL TRAFFIC CONTROL DEVICES NECESSARY FOR MAINTAINING TRAFFIC.
- TEMPORARY PAVEMENT MARKINGS WILL BE INSTALLED BY THE CONTRACTOR AS PER MT - 99.10.
- THE TYPE "A" FLASHING BARRICADE WARNING LIGHTS SHALL BE MOUNTED ON NOTED SIGNS AT ALL TIMES.
- TYPE "C" STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON ALL DRUMS.

- STEADY BURN LIGHTS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER AND PAID FOR UNDER ITEM SPECIAL - REPLACEMENT STEADY BURN LIGHTS. PAYMENT FOR EACH NEW STEADY BURN LIGHT SHALL INCLUDE:

- THE COST OF REMOVING AND DISPOSING OF THE DAMAGED STEADY BURN LIGHTS.
- PROVIDING, MAINTAINING, AND REMOVING NEW STEADY BURN LIGHTS IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL STEADY BURN LIGHTS.

PAYMENT DOES NOT INCLUDE WORN-OUT BATTERIES OR BURNED-OUT LAMPS.

AN ESTIMATED QUANTITY OF ITEM SPECIAL - REPLACEMENT OF STEADY BURN LIGHTS HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - REPLACEMENT OF STEADY BURN LIGHTS 100 EACH

- BARRIER REFLECTORS AND THEIR MOUNTING SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 802 EXCEPT THAT SPACING SHALL BE AT 10' INCREMENTS, ONE REFLECTOR PER EACH UNIT OF TEMPORARY CONCRETE BARRIER FOR THE LIMITS AS LISTED BELOW:

PHASE	DIRECTION	FROM	TO	TYPE B	
				WHITE	YELLOW
PHASE 1, OHIO TURNPIKE					
EASTBOUND		76+50	TO 83+50	70	-
		79+50	TO 83+50	-	40
WESTBOUND		79+50	TO 87+50	80	-
		79+50	TO 87+50	-	50
PHASE 1, I-75					
NORTHBOUND		255+00	TO 262+00	70	-
		311+00	TO 316+50	56	-
SOUTHBOUND		259+00	TO 268+00	70	-
		315+00	TO 320+50	56	-
PHASE 2, I-75					
SOUTHBOUND		237+00	TO 251+00	140	-
		260+00	TO 263+00	30	-
		270+30	TO 273+00	27	-
NORTHBOUND		250+00	TO 253+00	30	-
		267+30	TO 270+00	27	-

- ITEM 614 - CONCRETE BARRIER REFLECTORS, TYPE B 746 EACH
DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENT OF THE PLAN, SPECIFICATION, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER AND PAID FOR UNDER ITEM SPECIAL - REPLACEMENT DRUMS. PAYMENT FOR EACH NEW DRUM SHALL INCLUDE (1) THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND (2) PROVIDING, MAINTAINING, AND REMOVING NEW DRUMS IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUMS.

AN ESTIMATED QUANTITY OF ITEM SPECIAL - REPLACEMENT DRUMS, HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - REPLACEMENT DRUMS 100 EACH

- ALL TEMPORARY CONCRETE BARRIER SHOWN ON THE PLANS FOR MAINTENANCE OF TRAFFIC WILL BE SUPPLIED TO THE CONTRACTOR BY THE OHIO TURNPIKE COMMISSION. THE BARRIER WILL BE STORED AT OHIO TURNPIKE INTERCHANGE NO. 5; MILEPOST 11.7. THE CONTRACTOR WILL BE PAID FOR TRANSPORTING, INSTALLING, MAINTAINING, MOVING, AND SUBSEQUENTLY REMOVING AND RESTORING THE BARRIER FOR THE VARIOUS PHASES OF THE CONTRACT IN ACCORDANCE WITH LUMP SUM BID FOR SPECIAL PROVISIONS ITEM SP 622A - TEMPORARY CONCRETE BARRIER (FURNISHED BY COMMISSION). SEE SHEET 12 FOR ADDITIONAL NOTES.

- FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENT OF THE PLAN, SPECIFICATION, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE BID PRICE PER SQUARE FOOT FOR ITEM SPECIAL - REPLACEMENT SIGNS, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARDWARE, AND SUPPORTS AND PROVIDING NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. REPLACEMENT SIGNS SHALL BE NEW BUT OTHER MATERIALS MAY BE USED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

AN ESTIMATED QUANTITY OF ITEM SPECIAL - REPLACEMENT SIGNS, HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - REPLACEMENT SIGNS 16 SQ FT

- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ADEQUATE DRAINAGE OF THE TRAVELLED ROADWAYS DURING ALL PHASES OF CONSTRUCTION BY USING DITCHES, EXISTING DRAINAGE FACILITIES, TEMPORARY DRAINAGE FACILITIES, AND PERMANENT DRAINAGE FACILITIES.

- THE USE AND OPERATION OF FLASHING ARROW PANELS SHALL BE IN ACCORDANCE WITH TC-35.10.

- IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE CHIEF ENGINEER.

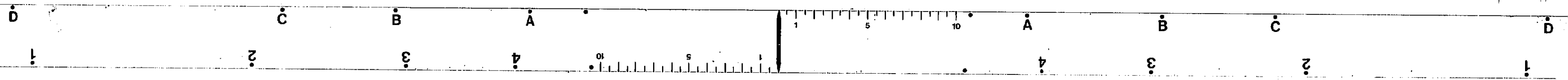
- IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE MANUAL, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

- ITEM 615 - TEMPORARY PAVEMENT, CLASS A, AS PER PLAN (FLEXIBLE)

PAYMENT FOR TEMPORARY PAVEMENT, CLASS A, AS PER PLAN, SHALL BE AS PER ITEM 615, EXCEPT THE PAVEMENT SHALL REMAIN IN PLACE IN LIEU OF BEING REMOVED.

- PAYMENT FOR THE ABOVE, UNLESS SPECIFIED SEPARATELY, SHALL BE AT THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC AND ITEM SP 614 - MAINTAINING TRAFFIC ON THE OHIO TURNPIKE, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO COMPLETE THE ABOVE WORK.

NO.	REVISION	BY	DATE	URS	
1	ADDED REFLECTOR QTY.	E.W.K	3-16-90	OHIO TURNPIKE COMMISSION	
				MAINTENANCE OF TRAFFIC PLAN	
				GENERAL NOTES	
				DATE: 2/90	SCALE:
				CIP: 55-90-03	SHEET 24 OF



SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1

LIME CITY ROAD

PLACE LIME CITY ROAD DETOUR IN EFFECT. DEMOLISH AND RECONSTRUCT LIME CITY ROAD BRIDGE OVER I-75 USING A COMBINATION OF ODOT STANDARD DRAWING MT-95.30 AND LAW ENFORCEMENT OFFICER(S), WHEN TRAFFIC IS HALTED FOR THE GIRDERS. SEE GENERAL NOTE 5. EXTEND THE 66" STORM SEWER SYSTEM ALONG THE WEST SIDE OF LIME CITY ROAD BOTH NORTH AND SOUTH OF I-75. REMOVE THE TRAFFIC DETOUR.

FOR I-75

CONSTRUCTION: THE NORTHBOUND AND SOUTHBOUND COLLECTOR/DISTRIBUTOR ROADS, INCLUDING THE TEMPORARY PAVEMENT. THE TURNPIKE GATE RAMP OF E, F, G, AND H. A PORTION OF THE TURNPIKE GATE CONNECTOR ROAD. THE NORTH AND SOUTH EXTENSIONS OF THE EXISTING 48" CULVERT ALONG THE WEST SIDE OF BATES ROAD. THE TIEBACK RETAINING WALLS UNDER BATES ROAD BRIDGE.

MAINTENANCE OF TRAFFIC: TWO LANES IN EACH DIRECTION WILL BE MAINTAINED AT ALL TIMES. PLACE NORTHBOUND AND SOUTHBOUND I-75 TRAFFIC INTO THE EXISTING TWO MEDIAN SIDE LANES.

OVER THE OHIO TURNPIKE

CONSTRUCTION: THE NORTHBOUND AND SOUTHBOUND COLLECTOR/DISTRIBUTOR ROAD BRIDGES. THE GATE RAMP 'F' BRIDGE. THE 42" STORM SEWER PIPE EXTENSIONS ALONG THE EASTBOUND ROADWAY.

MAINTENANCE OF TRAFFIC: USE THE OHIO TURNPIKE COMMISSION STANDARD SINGLE-LANE ZONE AND LAW ENFORCEMENT OFFICER(S), WHEN TRAFFIC IS HALTED FOR THE GIRDER PLACEMENTS. SEE GENERAL NOTE 4.

PHASE 2

FOR I-75

CONSTRUCTION: THE NORTHBOUND AND SOUTHBOUND MEDIAN SHOULDER. THE I-75 BRIDGE OVER THE TURNPIKE CONNECTOR ROAD. THE REMAINING PORTION OF THE CONNECTOR ROAD PAVEMENT.

MAINTENANCE OF TRAFFIC: PLACE THE NORTHBOUND AND SOUTHBOUND I-75 TRAFFIC ONTO THE COLLECTOR/DISTRIBUTOR ROADS.

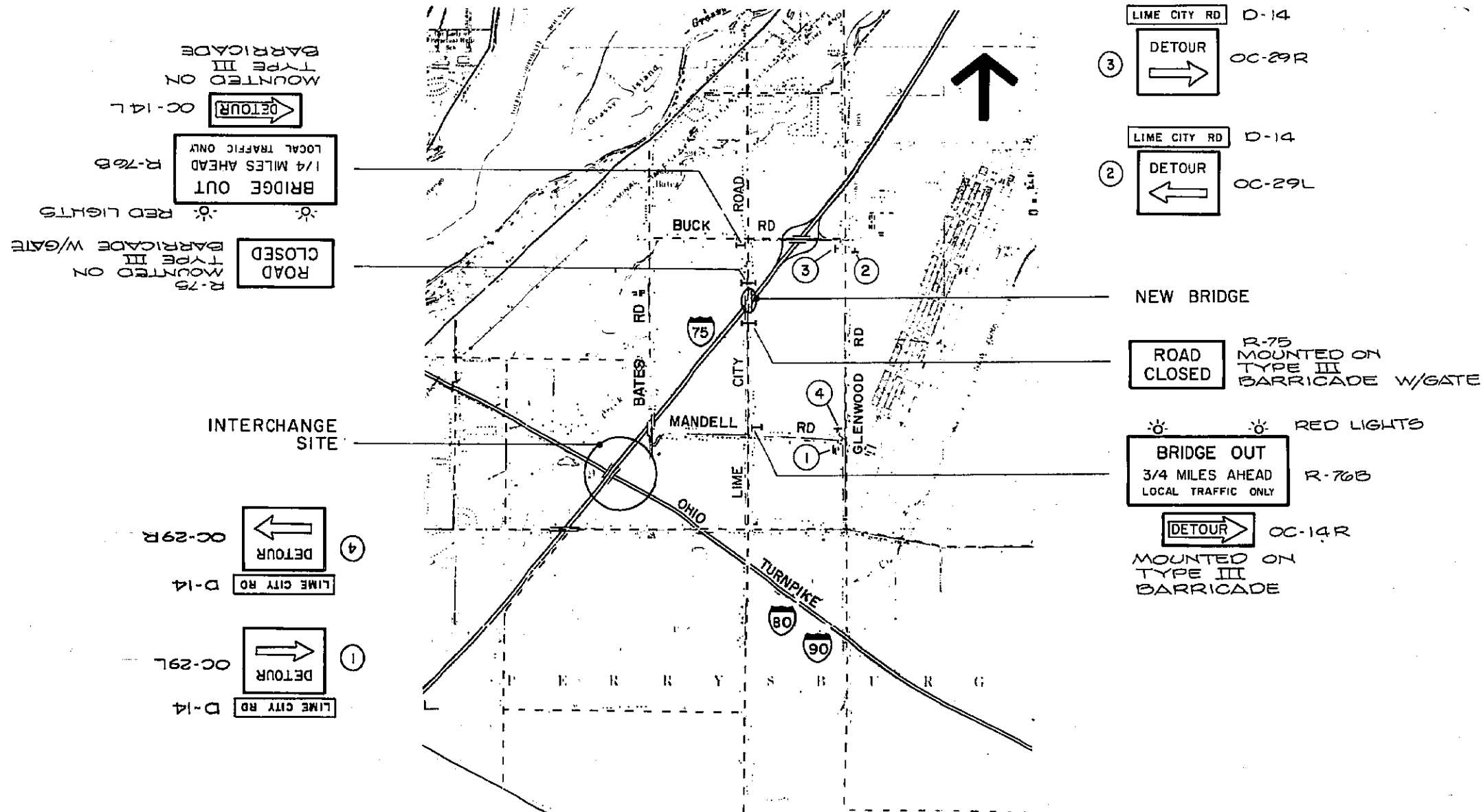
OVER THE OHIO TURNPIKE

CONSTRUCTION: WIDEN THE EXISTING NORTHBOUND AND SOUTHBOUND I-75 BRIDGES.

MAINTENANCE OF TRAFFIC: USE THE OHIO TURNPIKE COMMISSION STANDARD SINGLE-LANE ZONE AND LAW ENFORCEMENT OFFICER(S), WHEN TRAFFIC IS HALTED FOR THE GIRDER PLACEMENTS. SEE GENERAL NOTE 4.

AFTER PHASE 2

REMOVE THE TEMPORARY PAVEMENT ALONG THE COLLECTOR/DISTRIBUTOR ROAD OUTSIDE SHOULDER. REMOVE THE TEMPORARY CONCRETE BARRIER ACROSS RAMPS 'A' AND 'C' ALONG THE TURNPIKE. INSTALL THE PERMANENT PAVEMENT MARKINGS. REMOVE THE BLANK SIGN OVERLAYS ALONG I-75. INSTALL OVERHEAD GUIDE SIGNING FOR THE GATE EXIT ALONG THE TURNPIKE BY USING THE STANDARD SINGLE LANE ZONE.



LIME CITY ROAD DETOUR

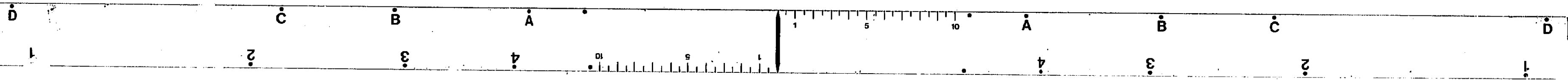
MANDELL ROAD

MAINTENANCE OF TRAFFIC FOR MANDELL ROAD WATER MAIN WORK SHALL CONFORM IN ALL RESPECTS TO THE APPLICABLE PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. DURING THE COURSE OF THE WORK NO UNPROTECTED EXCAVATION WILL BE PERMITTED AND ANY ADDITIONAL PRECAUTIONS SHALL BE MADE AS NECESSARY TO ENSURE THE SAFETY OF THE PUBLIC.

LIME CITY ROAD

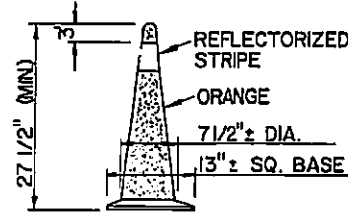
BEFORE DETOURING LIME CITY ROAD TRAFFIC, THE OHIO TURNPIKE COMMISSION AND THE WOOD COUNTY ENGINEER SHALL BE GIVEN AT LEAST TWO WEEKS ADVANCE NOTICE OF SUCH DETOUR.

URS	
OHIO TURNPIKE COMMISSION	
MAINTENANCE OF TRAFFIC PLAN GENERAL NOTES	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 25 OF

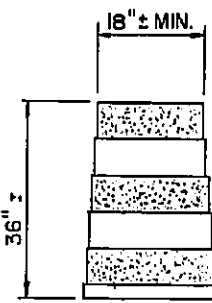


TRAFFIC CONTROL DRAWINGS - GENERAL NOTES AND DETAILS

26
364



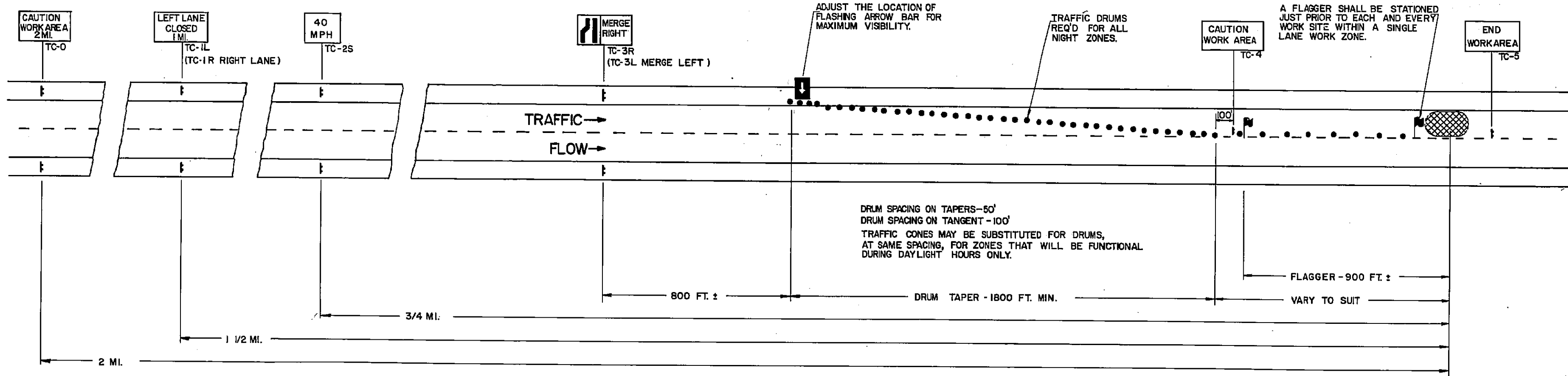
CONE SHAPED TRAFFIC GUIDE:
 THE CONE SHAPED TRAFFIC GUIDE SHALL BE THE SLIMLINE OR TRIMLINE STYLE WITH THE BODY OF THE TRAFFIC GUIDE CONSTRUCTED OF POLYVINYL CHLORIDE MATERIAL. THE BASE OF THE TRAFFIC GUIDE SHALL BE CONSTRUCTED OF POLYVINYL CHLORIDE OR MOLDED RUBBER MATERIAL. THE CONE SHALL BE HOLLOW, THE NET WEIGHT OF THE CONE SHALL NOT BE LESS THAN 55 POUNDS.
 THE EXTERIOR OF THE GUIDE CONE SHALL BE HIGH VISIBILITY, FADE RESISTANT, IMPREGNATED FLUORESCENT ORANGE. THE GUIDE SHALL HAVE ONE HIGHLY REFLECTIVE WHITE OR SILVER STRIPE ENCIRCLING THE CONE AND BE NOT LESS THAN 4" IN WIDTH. THE STRIPE SHALL BE PERMANENTLY APPLIED SO THAT THE TOP EDGE IS APPROXIMATELY 3" FROM THE CONE APEX.
 EACH CONE IS TO HAVE A SLIP-OVER COLLAR BASE. THE SLIP-OVER COLLAR BASE SHALL BE BLACK IN COLOR AND SHALL BE CONSTRUCTED OF A RUBBER MATERIAL AND SHALL WEIGH NOT LESS THAN 5 POUNDS. THE SLIP-OVER COLLAR BASE SHALL BE FULLY COMPATIBLE WITH THE PHYSICAL PROPERTIES OF THE CONE.
 A ONE-PIECE CONE SHAPED TRAFFIC GUIDE MEETING THE ABOVE MATERIAL REQUIREMENTS AND HAVING A NET WEIGHT OF APPROXIMATELY 105 POUNDS, WITH THE HEIGHT DISTRIBUTED IN ACCORDANCE WITH GOOD ENGINEERING DESIGN STANDARDS TO ENSURE MAXIMUM STABILITY SO THAT, IN NORMAL USE IN CONTROL OF HIGH SPEED TRAFFIC, THE GUIDE WILL STAND ERECT WITHOUT USE OF ADDITIONAL WEIGHT OR BALLAST, MAY BE PROVIDED IN LIEU OF THE TWO-PIECE GUIDE CONE.



TRAFFIC DRUM:
 THE TRAFFIC DRUM SHALL BE A TWO PIECE, BREAKAWAY STYLE, DESIGNED THAT DAMAGE AFTER IMPACT WILL BE MINIMAL THROUGH A TEMPERATURE RANGE OF -15F. TO +125F. THE DRUM SHALL BE CONSTRUCTED OF NOT LESS THAN 1/8-INCH THICK, IMPACT RESISTANT, POLYETHYLENE, FORMULATED TO ALLOW THE DRUM TO RETURN TO THE ORIGINAL DESIGN AFTER IMPACT.
 THE DRUM SHALL BE APPROXIMATELY 36" IN HEIGHT AND A MINIMUM OF 18" IN DIAMETER. THE DRUM SHALL CONTAIN 5 RECESSED BANDS WHICH SHALL ACCEPT REFLECTIVE SHEETING BANDS OF APPROXIMATELY 6" WIDTH. THE DRUM SHALL BE DESIGNED WITH ONE OR MORE FLAT SIDES OR WITH AN ANTI-ROLL DEVICE, TO MINIMIZE ROLLING, SHOULD THE UNIT BE KNOCKED OVER. TOTAL WEIGHT OF THE DRUM SHALL BE NOT LESS THAN 12 LBS. TOP OF THE DRUM SHALL BE DESIGNED TO ACCOMMODATE 2 EACH BARRICADE WARNING LIGHTS. COLOR OF THE DRUM SHALL BE COLOR STABILIZED, SAFETY ORANGE. THE DETACHABLE BASE PORTION SHALL BE TRAY TYPE, DESIGNED TO PROVIDE BALLAST STORAGE FOR STABILITY OF THE DRUM.
 THE TRAFFIC DRUM SHALL HAVE 4 EACH, NOMINAL 6" WIDE, REFLECTIVE STRIPES APPLIED TO THE DRUM RECESSED BANDS, STARTING FROM THE TOP, IN ORANGE, WHITE, ORANGE, WHITE SEQUENCE. THE STRIPES SHALL BE FABRICATED OF ENCAPSULATED LENS, HIGH INTENSITY REFLECTIVE SHEETING. THE REFLECTIVE SHEETING SHALL BE NO. 3610 WHITE (SILVER) AND NO. 3614 ORANGE AS MANUFACTURED BY THE 3M COMPANY OR EQUAL, AS APPROVED BY THE CHIEF ENGINEER, CONSIDERING REFLECTIVITY DURABILITY, PLIABILITY AND ADHESION QUALITIES.

- LEGEND:**
- TYPE III PORTABLE BARRICADE WITH SIGN AS PER PLATE, C-5 (PAGE 7-42B) IN THE O.M.U.T.C.D. SIGN TO BE SIMILAR TO R-75.
 - TRAFFIC SIGN ON BREAK-AWAY POSTS.**
 - TRAFFIC SIGN ON WOOD BLOCKS.**
 - REFLECTORIZED TRAFFIC DRUMS.*
 - REFLECTORIZED TRAFFIC CONES.*
 - LOCALIZED WORK AREA.
 - ROADWAY CLOSED TO TRAFFIC.
 - FLAGGER LOCATION (ALL WORKING HOURS)*
 - FLAGGER LOCATION (REQ'D AS CONST. OPERATIONS DICTATE)*
 - CONSTRUCTION ZONE MARKERS*
 - FLASHING ARROW PANEL TYPE C PER STANDARD CONSTRUCTION DRAWING TC-35.10*
- NOTES:**
- * TRAFFIC DEVICES THAT THE CONTRACTOR IS TO FURNISH, INSTALL, MAINTAIN, AND REMOVE AS SHOWN ON THE TRAFFIC CONTROL DRAWINGS.
 - ** SEE SPECIFICATIONS FOR RESPONSIBILITY (SPECIAL PROVISIONS 614)

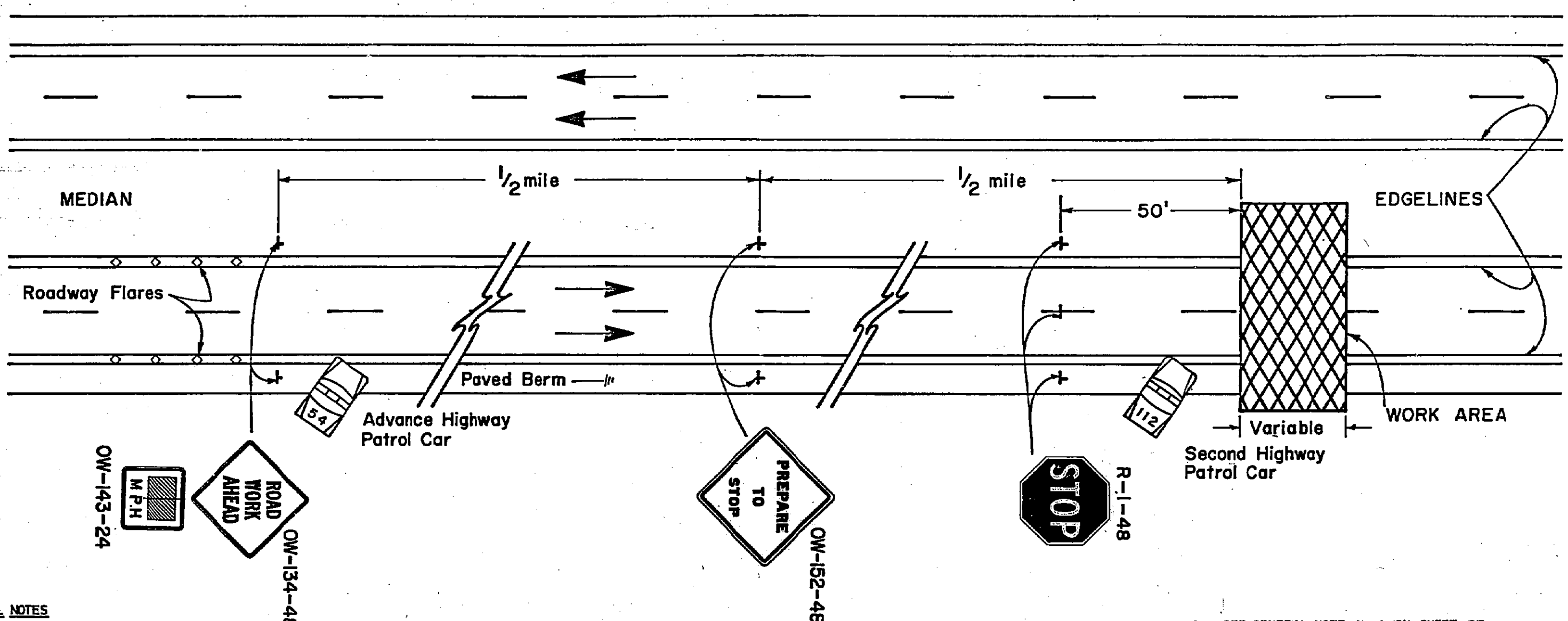
- GENERAL NOTES:**
1. ALL TRAFFIC CONTROL DEVICES, DRUMS, TRAFFIC CONTROL SIGNS, FLAGGERS, ETC., AS SHOWN AND LOCATED ON THE TRAFFIC CONTROL DRAWINGS SHALL BE INCORPORATED AS INDICATED FOR THE VARIOUS TYPES OF STANDARD WORK AREAS UNDER NORMAL TRAFFIC CONDITIONS. IF SPECIAL TRAFFIC CONDITIONS EXIST, THESE TRAFFIC CONTROL PLANS MAY HAVE TO BE MODIFIED. HOWEVER, NO MODIFICATIONS TO THE LAYOUT OF THE TRAFFIC CONTROL DEVICES SHOWN ON THE TRAFFIC CONTROL DRAWINGS IS TO BE MADE UNLESS APPROVED BY THE CHIEF ENGINEER.
 2. THE MAINTENANCE OF TRAFFIC DETAILS ON THIS SHEET IS TO BE USED ALONG THE OHIO TURNPIKE, FOR SINGLE LANE ZONE ALONG I-75, USE ODOT STANDARD DRAWING NT-95.30



STANDARD SINGLE LANE ZONE

OHIO TURNPIKE COMMISSION
 TRAFFIC CONTROL
 GENERAL NOTES, DETAILS
 & STANDARD SINGLE LANE ZONE

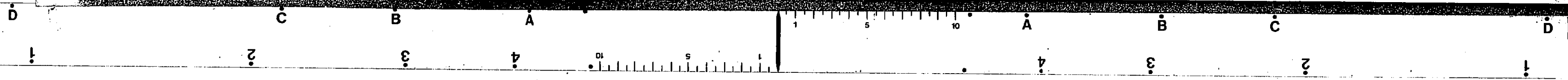
9-17-84	APPROVED TYPE III BARRICADE	DFC	DATE: APRIL 1983	SCALE: N.T.S.
DATE REV.	DESCRIPTION	BY:	SHEET 26 OF	



GENERAL NOTES

- * 1. THIS TYPE OF HIGHWAY CLOSURE SHALL ONLY BE USED FOR EMERGENCIES OR FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 10 MINUTES. AFTER THE RURAL DIVIDED HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE A MINIMUM PERIOD OF 30 MINUTES SHALL ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.
- 2. AT LEAST TWO PATROLMEN AND TWO PATROL CARS SHALL BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH PATROL CAR SHALL HAVE A ROOF MOUNTED ROTATING RED LIGHT OR A LIGHT BAR.
- 3. A MINIMUM OF FOUR FLARES SHALL BE BURNING CONTINUOUSLY ON EACH SIDE OF THE ROADWAY IN ADVANCE OF THE "OW-134-48" SIGN DURING THE TIME THAT TRAFFIC IS STOPPED ON THE RURAL DIVIDED HIGHWAY.
- * 4. ROAD CLOSURES ARE NOT PERMITTED ON HOLIDAYS OR WEEKENDS, EXCEPT BY PERMISSION OF THE ENGINEER.
- 5. THE ADVANCE PATROL CAR AND THE "OW-134-48", "OW-143-24", AND "OW-152-48" SIGNS SHALL BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES. NEW FLARES SHALL BE PLACED WHENEVER THE ADVANCE PATROL CAR IS REQUIRED TO RELOCATE.
- 6. TRAFFIC CONTROL FOR THE CLOSURE SHALL BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - A. ADVANCE PATROL CAR, LIGHTS AND FLASHER ON; AT LEAST FOUR FLARES BURNING ON EACH SIDE OF ROADWAY.
 - B. "OW-134-48" AND "OW-143-24" SIGNS ERECTED.
 - C. "OW-152-48" SIGNS ERECTED.
 - D. SECOND PATROL CAR, LIGHTS AND FLASHERS ON.
 - E. R-1-48 SIGNS ERECTED BY FLAGMEN WITH FLARE OR FLAG USED TO STOP TRAFFIC. THE ORDER OF ERECTION SHALL BE TOWARD THE MEDIAN SHOULDER IN THE FOLLOWING ORDER: RIGHT SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER.
- 7. TRAFFIC CONTROL SHALL BE REMOVED IN THE FOLLOWING ORDER:
 - A. WITH TRAFFIC STOPPED ONE MAN WITH A FLARE OR FLAG SHOULD HOLD TRAFFIC AND OTHER FLAGMAN SHALL REMOVE THE "R-1-48" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: MEDIAN, THEN CENTER, THEN SIGN ON RIGHT SHOULDER.
 - B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "OW-152-48" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - C. AFTER ALL CARS HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE "OW-134-48" AND "OW-143-24" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - D. LIGHTS AND FLASHERS SHALL BE TURNED OFF ON BOTH PATROL CARS.
 - E. REMOVE ALL ROADWAY FLARES IF THEY ARE STILL BURNING.
- * 8. SEE GENERAL NOTE No. 4 ON SHEET 27
- 9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE OW-134 AND R-1 SIGNS, THE "OW-134-48", "OW-143-24", AND THE "OW-152-48" SIGNS SHALL ALSO BE ERECTED ON THE RAMP SHOULDER.
- * ORIGINAL NOTE MODIFIED FOR THIS PLAN.

OHIO DEPARTMENT OF TRANSPORTATION	
SHORT DURATION CLOSING OF RURAL DIVIDED HIGHWAY	DATE 5/77
MAINTENANCE OF TRAFFIC	
DR-BSE/CK.MOW	AS-7E-1 SHEET 27 OF 27



CALC. BY E.W.K. DATE 10/89
 CHCK. BY T.L.L. DATE 11/90

28
364

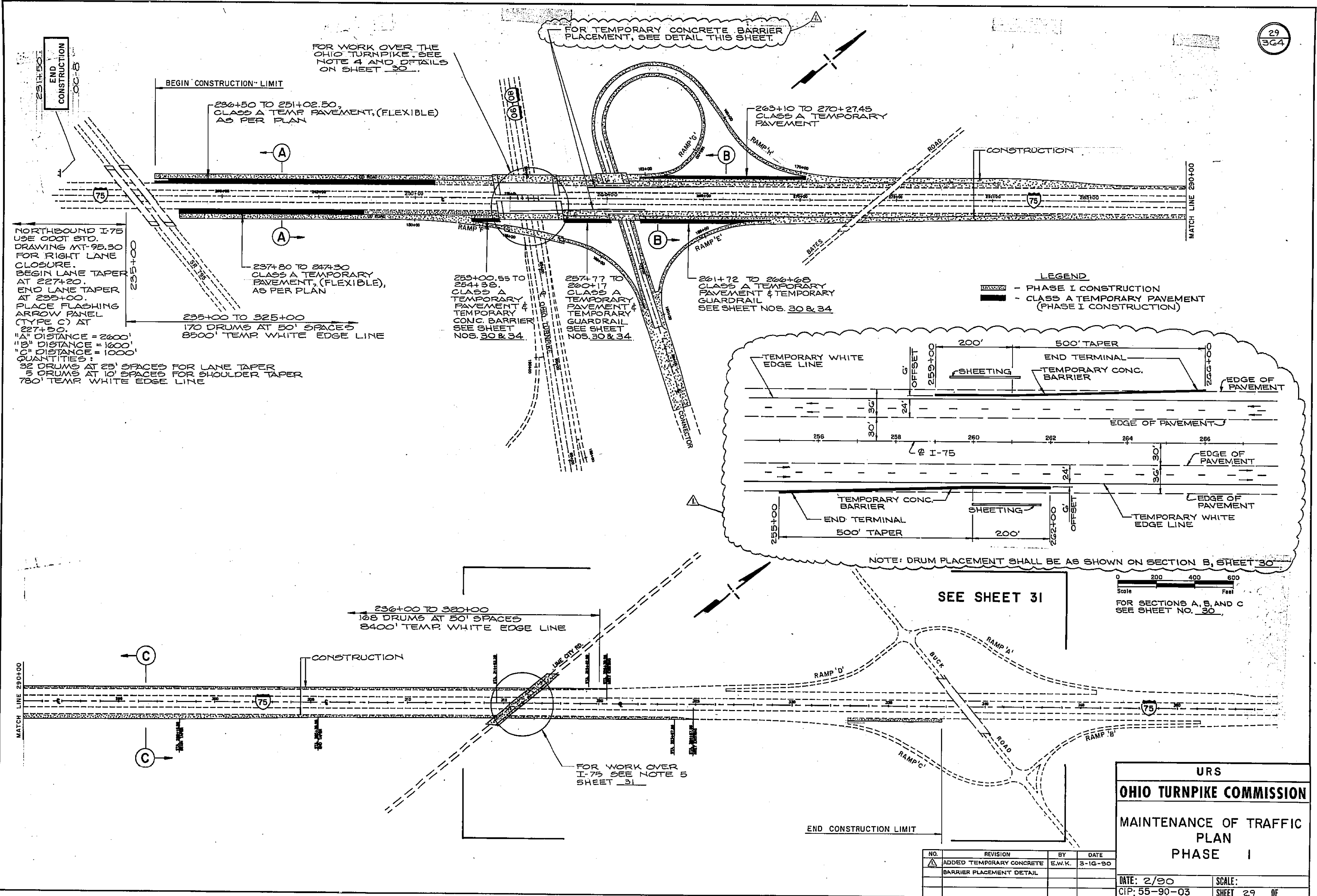
LINE NUMBER	SHEET NUMBER	LOCATION	SIDE	614				615		616		617		618		619		620		621		622	
				EA	LF	MI	LF	MI	LF	SY	SY	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
1		PHASE 1																					
2	29	227+20 TO 235+00	NB	37	780																		
3	29	235+00 TO 325+00	NB	180	9000			927	2612.5			700											
4	27	236+00 TO 320+00	SB	168	8400			718	3994.4			700											
5	30	76+50 TO 87+50	SB									1500											
6	31	320+00 TO 331+20	SB	20	1520																		
7	31	331+20 TO 339+00	SB	37	780																		
8	31	329+00 TO 338+00	NB	25	900																		
9	31	311+00 TO 316+50	NB																				
10	31	315+00 TO 320+50	SB																				
11		TOTAL PHASE 1		467	2,380	0	0	700		1645	6606.9	550											
12		PHASE 2																					
13	32	253+00 TO 277+00	NB		2400	2400	2400					270											
14	32	251+00 TO 280+00	SB		2900	2900	2900				675	270											
15	32	291+00 TO 325+00	NB	93		3400	1000					270											
16	32	291+00 TO 339+00	SB	133		4800						270											
17			NB																				
18	33	228+00 TO 253+00	NB	59	1520	2500	600	1100				670											
19	33	234+00 TO 251+00	SB	23	1400	1700	1400					1400											
20	34	277+00 TO 291+00	NB	21	1400	1400	1400					130											
21	34	280+00 TO 291+00	SB	42	400	1100	900					500											
22	34	RAMPS "A" & "C" ALONG OTP																					
23																							
24		TOTAL PHASE 2		376	10,020	20,200	9700	2000		0	0	675	3780										
25																							
TOTALS				467	31,400	20,200	9700	2700		1645	6606.9	675	7780										
MILES				5.95	3.83	1.84																	

- (A) FOR INFORMATION ONLY, SEE SPECIAL PROVISION SP 622A
- (B) PROPERTY OF OHIO TURNPIKE COMMISSION. TO BE LOADED TRANSPORTED, UNLOADED AND STORED AT INTERCHANGE No. 5, MILEPOST 71.7
- (C) FLEXIBLE

NO.	REVISION	BY	DATE
1	ADDED TEMPORARY CONCRETE BARRIER QUANTITY	E.W.K.	3-16-90

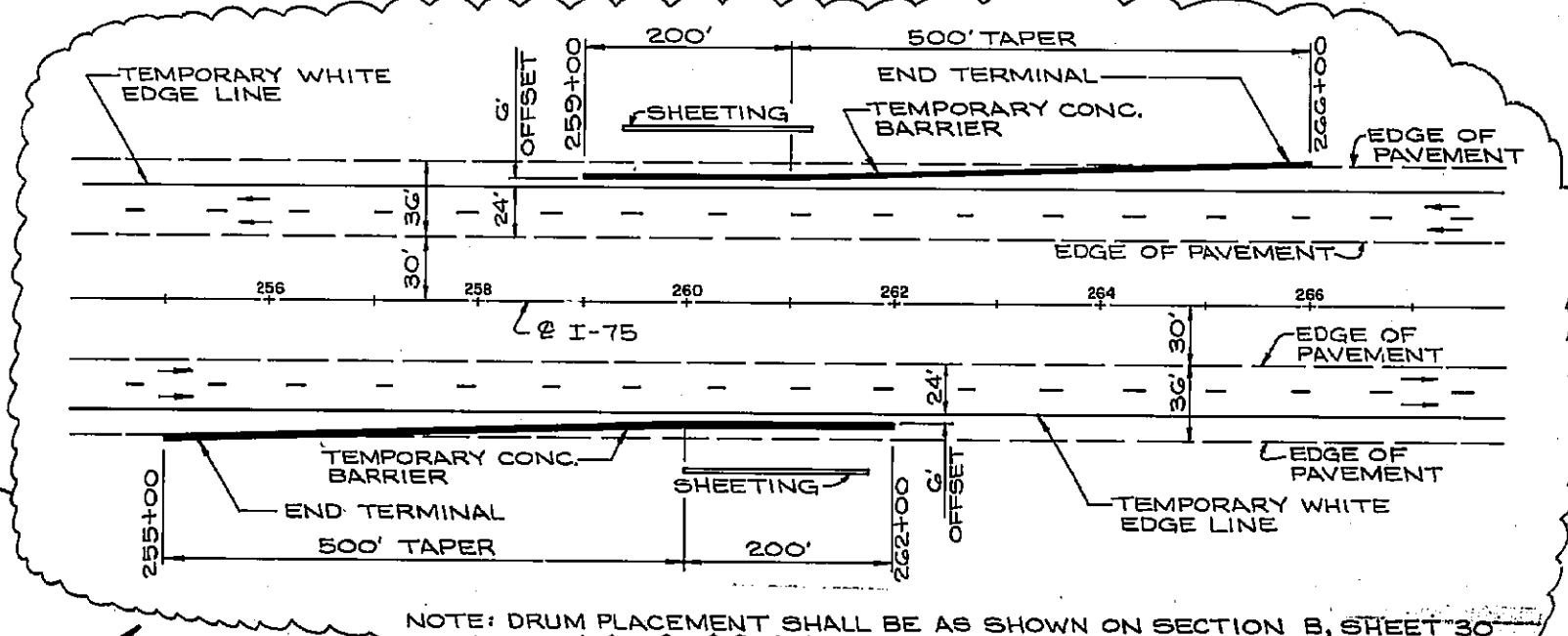
URS
OHIO TURNPIKE COMMISSION
 MAINTENANCE OF TRAFFIC PLAN
 QUANTITIES
 DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 28 OF





NORTHBOUND I-75
USE ODOT STD.
DRAWING MT-95.30
FOR RIGHT LANE
CLOSURE.
BEGIN LANE TAPER
AT 227+20.
END LANE TAPER
AT 235+00.
PLACE FLASHING
ARROW PANEL
(TYPE C) AT
227+50.
170 DRUMS AT 50' SPACES
8500' TEMP WHITE EDGE LINE

LEGEND
 - PHASE I CONSTRUCTION
 - CLASS A TEMPORARY PAVEMENT (PHASE I CONSTRUCTION)



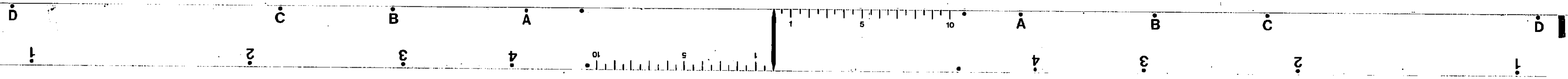
NOTE: DRUM PLACEMENT SHALL BE AS SHOWN ON SECTION B, SHEET 30

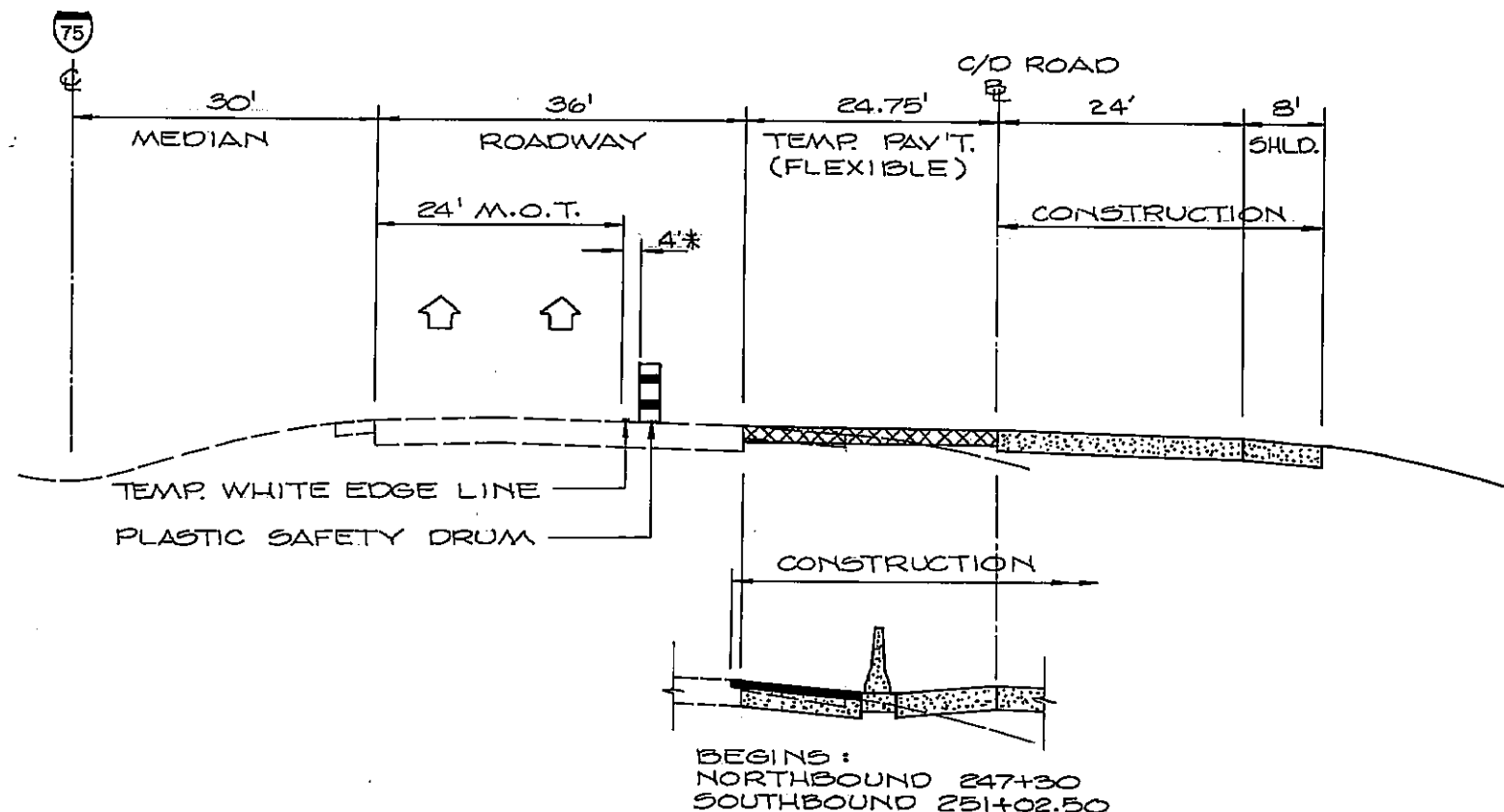
0 200 400 600
Feet
Scale
FOR SECTIONS A, B, AND C
SEE SHEET NO. 30

SEE SHEET 31

URS			
OHIO TURNPIKE COMMISSION			
MAINTENANCE OF TRAFFIC PLAN			
PHASE I			
DATE: 2/90		SCALE:	
CIP: 55-90-03		SHEET 29 OF	

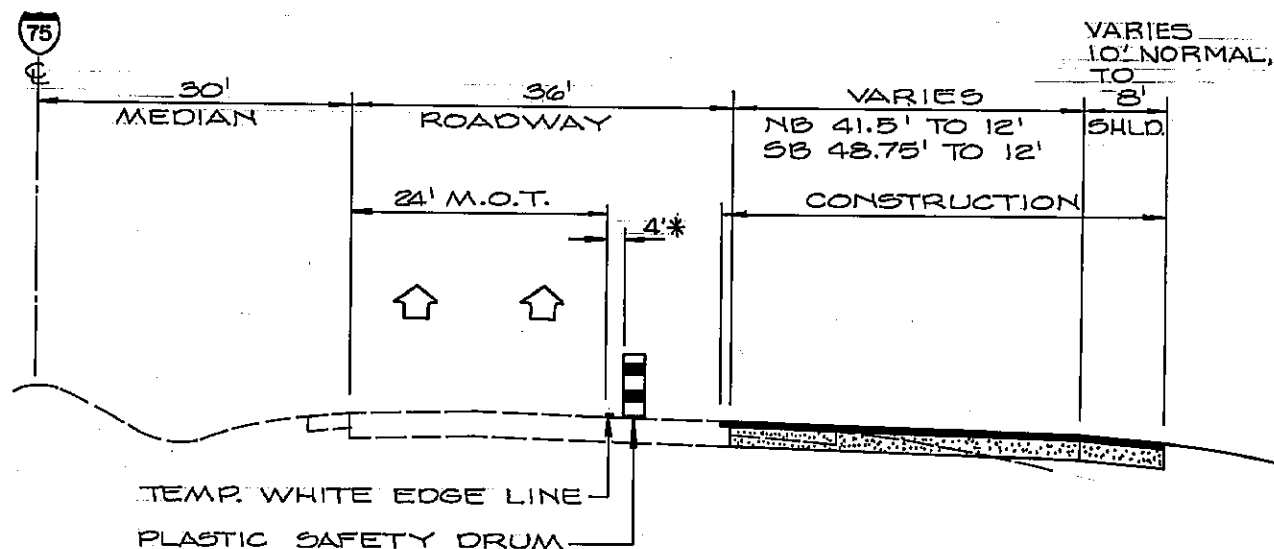
NO.	REVISION	BY	DATE
1	ADDED TEMPORARY CONCRETE BARRIER PLACEMENT DETAIL	E.W.K.	3-16-90



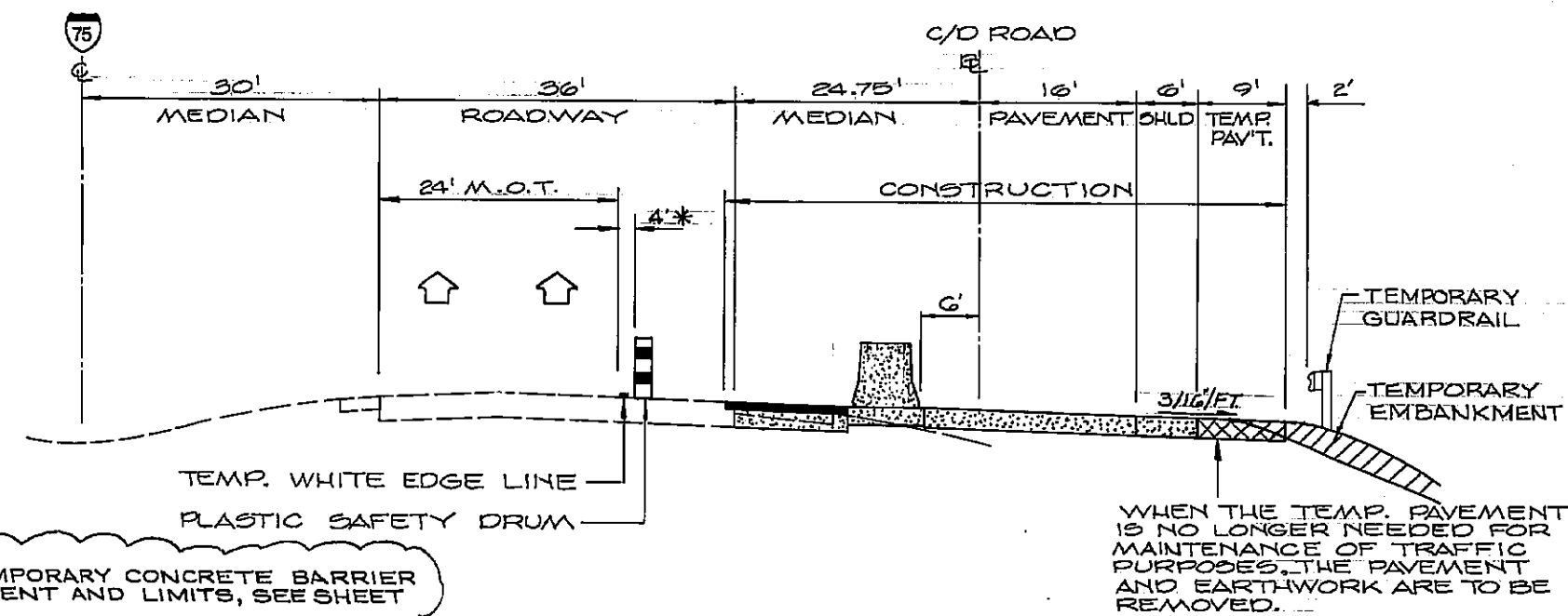


SECTION A
NORTHBOUND LIMITS 237+80 TO 247+30
SOUTHBOUND LIMITS 236+50 TO 251+02.50

*- MAY BE REDUCED TO 1.5' WITH THE DIRECTION OF THE PROJECT ENGINEER.

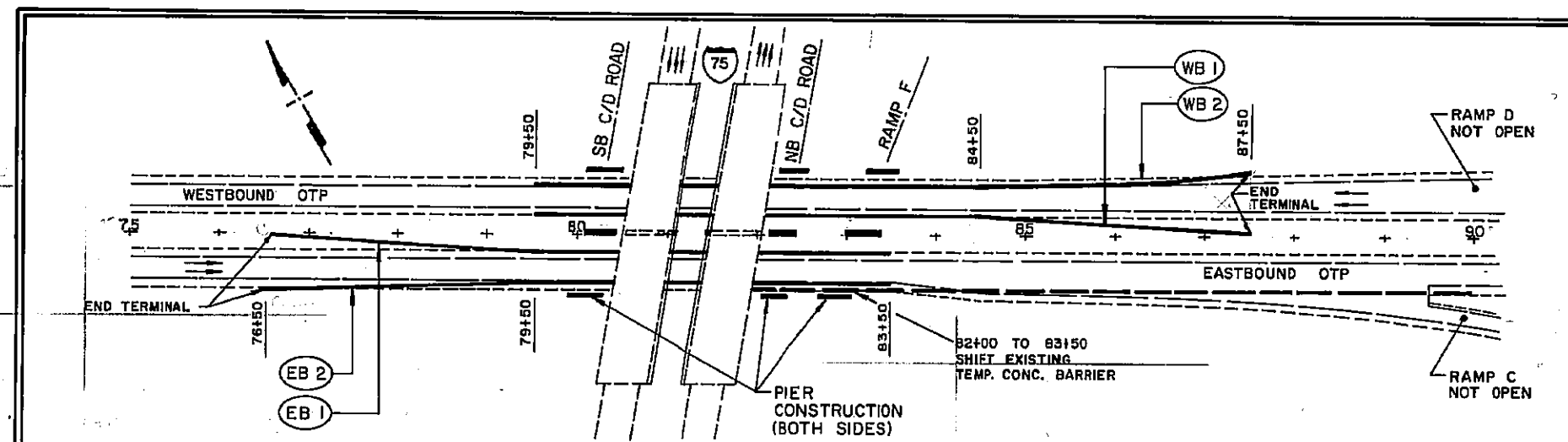


SECTION C
NORTHBOUND LIMITS 277+65 TO 324+88
SOUTHBOUND LIMITS 280+27 TO 320+38



SECTION B
NORTHBOUND LIMITS 253+00 TO 266+68
SOUTHBOUND LIMITS 263+10 TO 270+27

NOTE: FOR TEMPORARY CONCRETE BARRIER PLACEMENT AND LIMITS, SEE SHEET NO. 29



NOTE: TEMPORARY CONCRETE BARRIER WILL NOT BE PERMITTED TO BE ON THE TURNPIKE FROM DECEMBER THRU MARCH

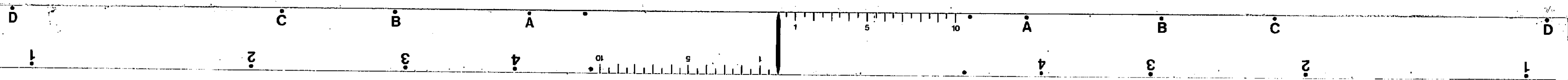
STATION	TEMPORARY CONCRETE BARRIER			
	FACE OF BARRIER OFF EDGE OF PAVEMENT			
	EASTBOUND		WESTBOUND	
	EB 2	EB 1	WB 1	WB 2
76+50	10'	26'	—	—
77+50	6'	19'	—	—
78+50	3'	12'	—	—
79+50	0'	6'	6'	0'
80+50	0'	6'	6'	0'
81+50	0'	6'	6'	0'
82+50	0'	6'	6'	0'
83+50	0'	6'	6'	0'
84+50	—	—	6'	0'
85+50	—	—	12'	3'
86+50	—	—	19'	6'
87+50	—	—	26'	10'

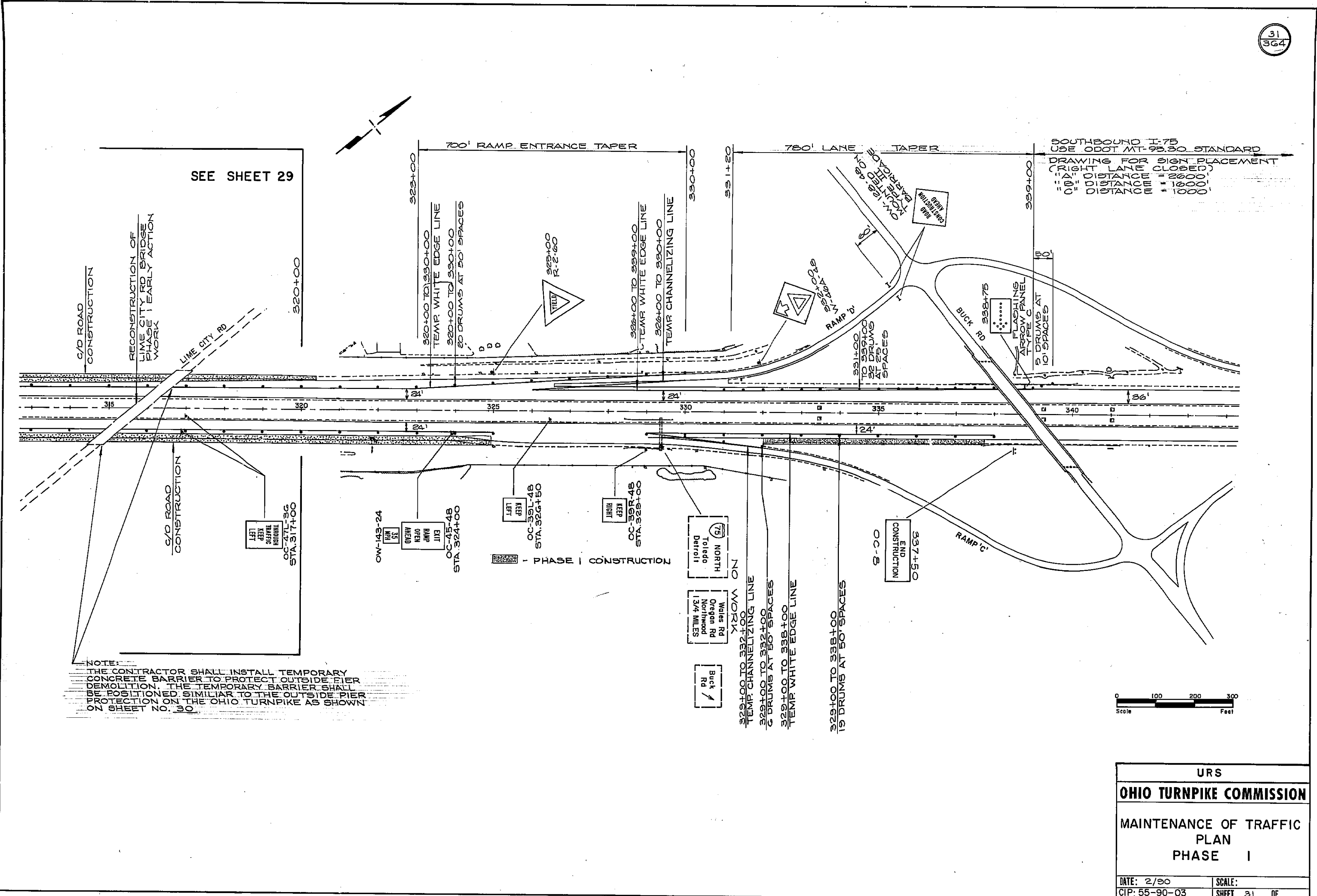
NO.	REVISION	BY	DATE
1	ADDED BARRIER PLACEMENT	E.W.K.	3-16-90
NOTE:			

URS
OHIO TURNPIKE COMMISSION

**MAINTENANCE OF TRAFFIC PLAN
PHASE I**

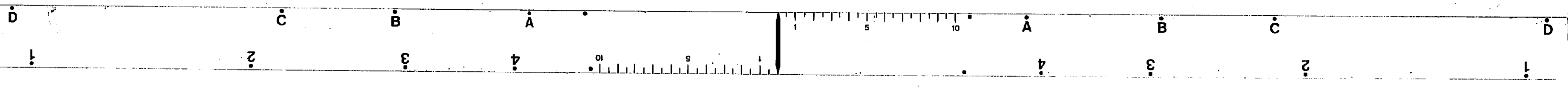
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 30 OF

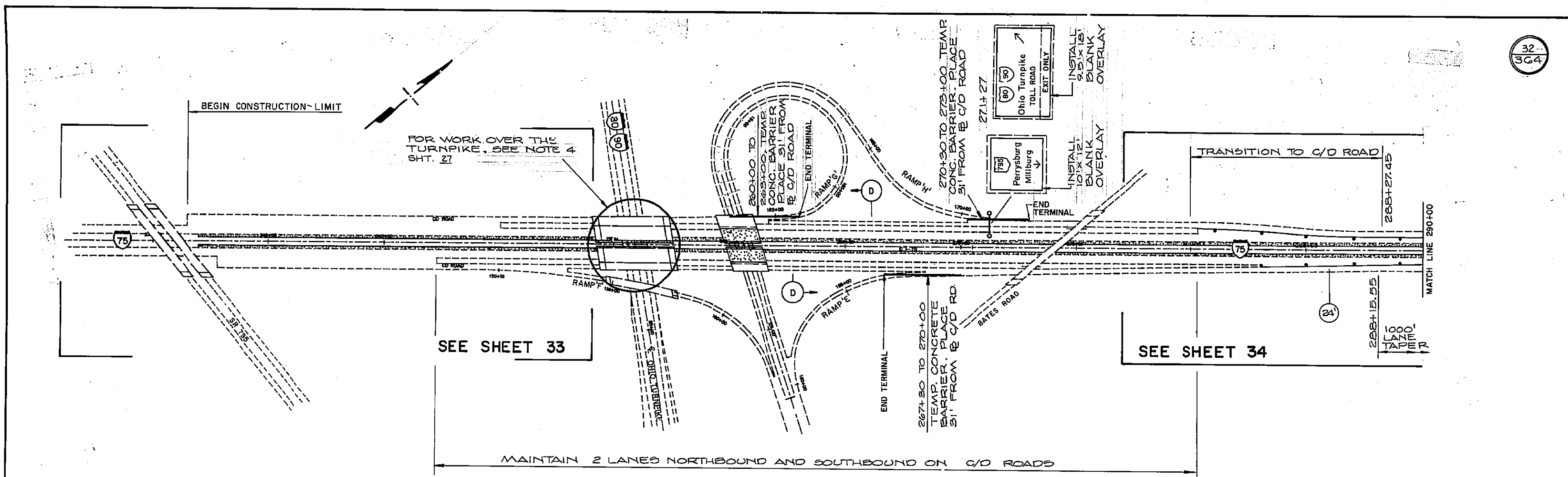




SOUTHBOUND I-75
USE ODOT MT-93.30 STANDARD
DRAWING FOR SIGN PLACEMENT
(RIGHT LANE CLOSED)
 = 00' = 10' DISTANCE = 2000'
 = 00' = 10' DISTANCE = 1000'
 = 00' = 10' DISTANCE = 1000'

URS	
OHIO TURNPIKE COMMISSION	
MAINTENANCE OF TRAFFIC PLAN PHASE I	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 31 OF

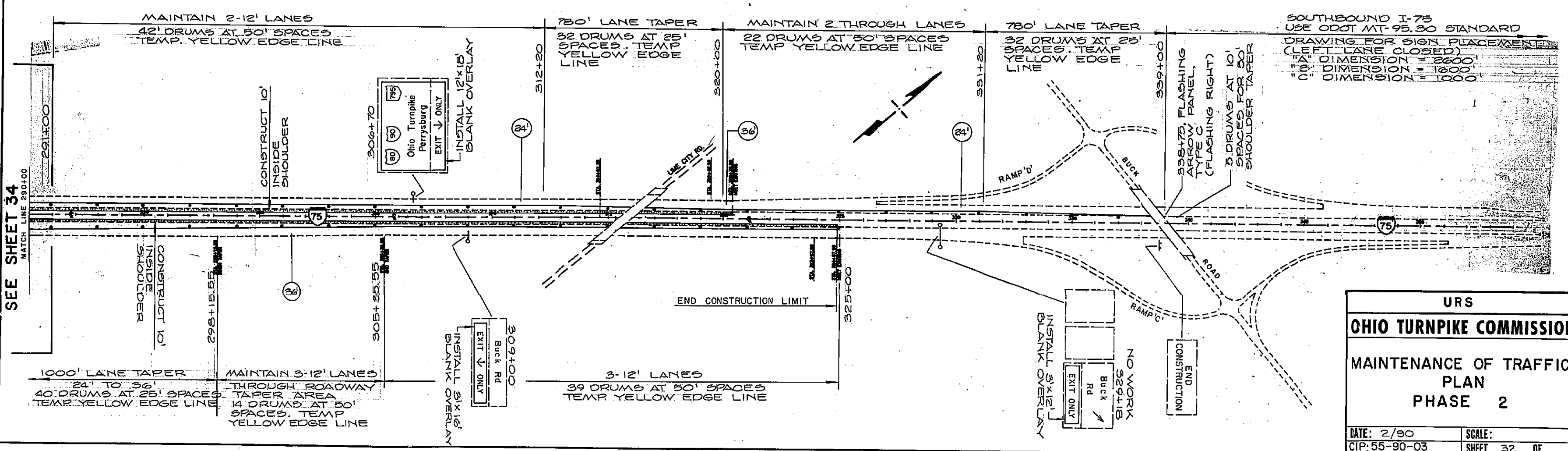




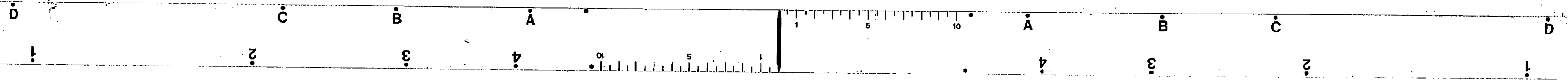
PHASE 2 CONSTRUCTION

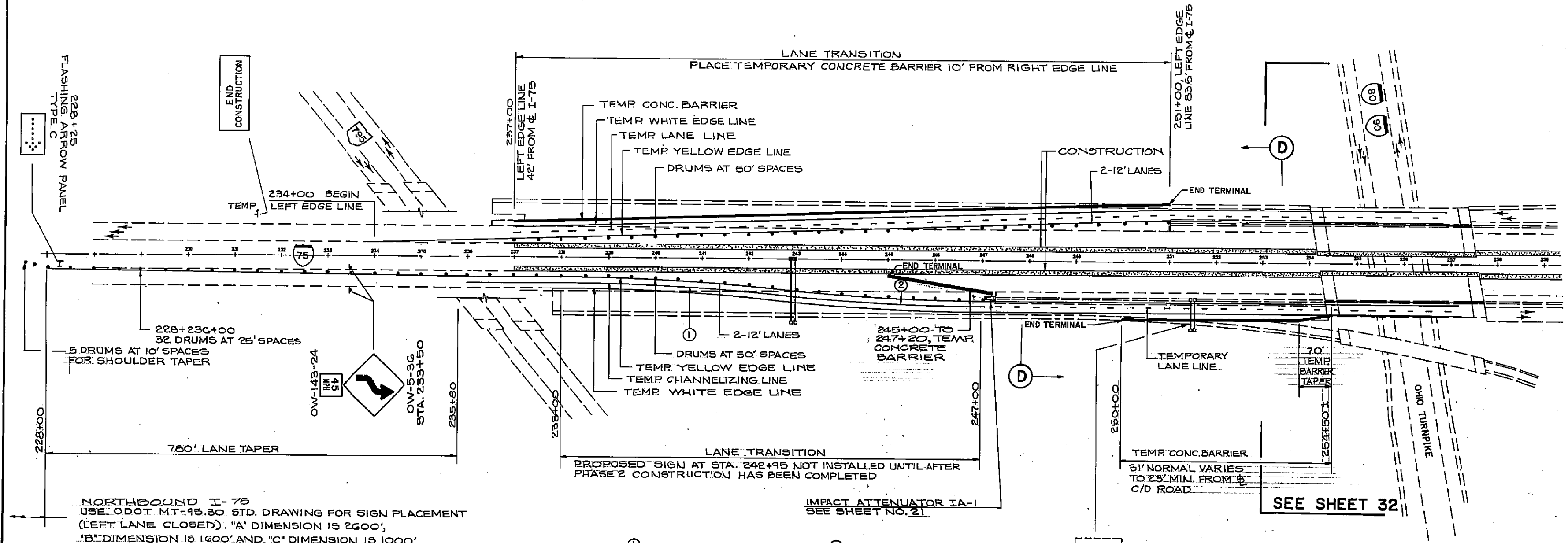
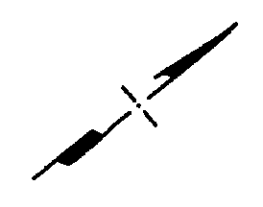
Scale 0 200 400 600 Feet

FOR SECTION D SEE SHEET 34



URS	
OHIO TURNPIKE COMMISSION	
MAINTENANCE OF TRAFFIC PLAN PHASE 2	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 32 OF

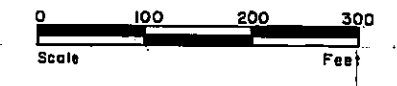
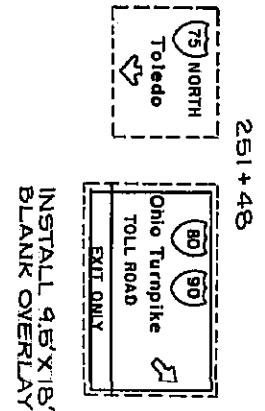
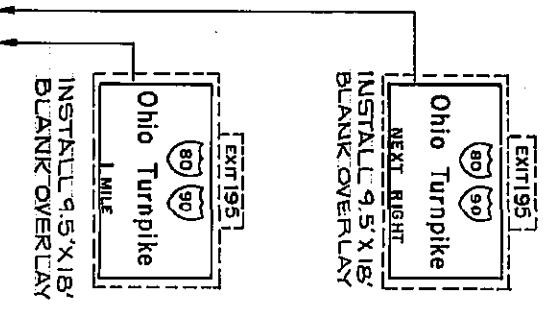




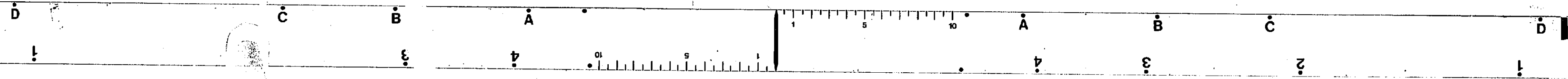
NORTHBOUND I-75
USE ODOT MT-45.30 STD. DRAWING FOR SIGN PLACEMENT
(LEFT LANE CLOSED). "A" DIMENSION IS 2600',
"B" DIMENSION IS 1600' AND "C" DIMENSION IS 1000'

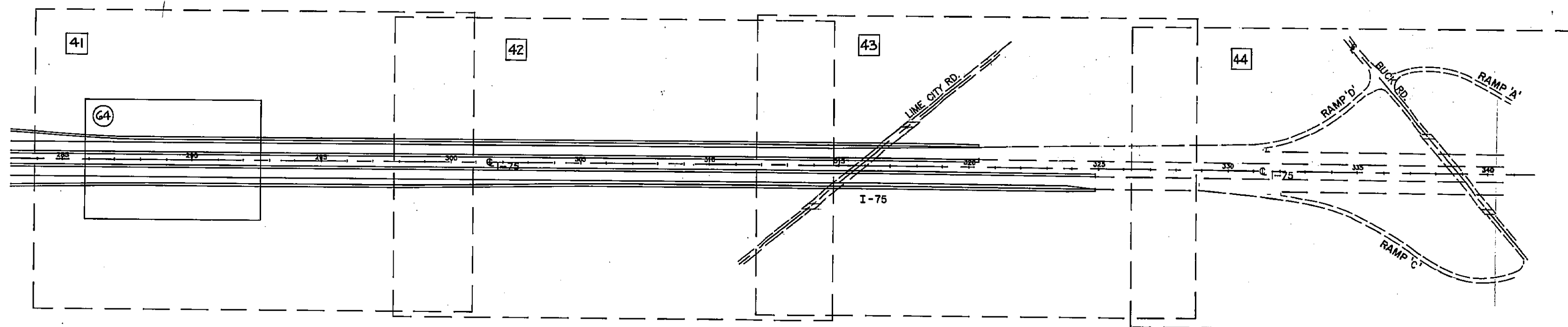
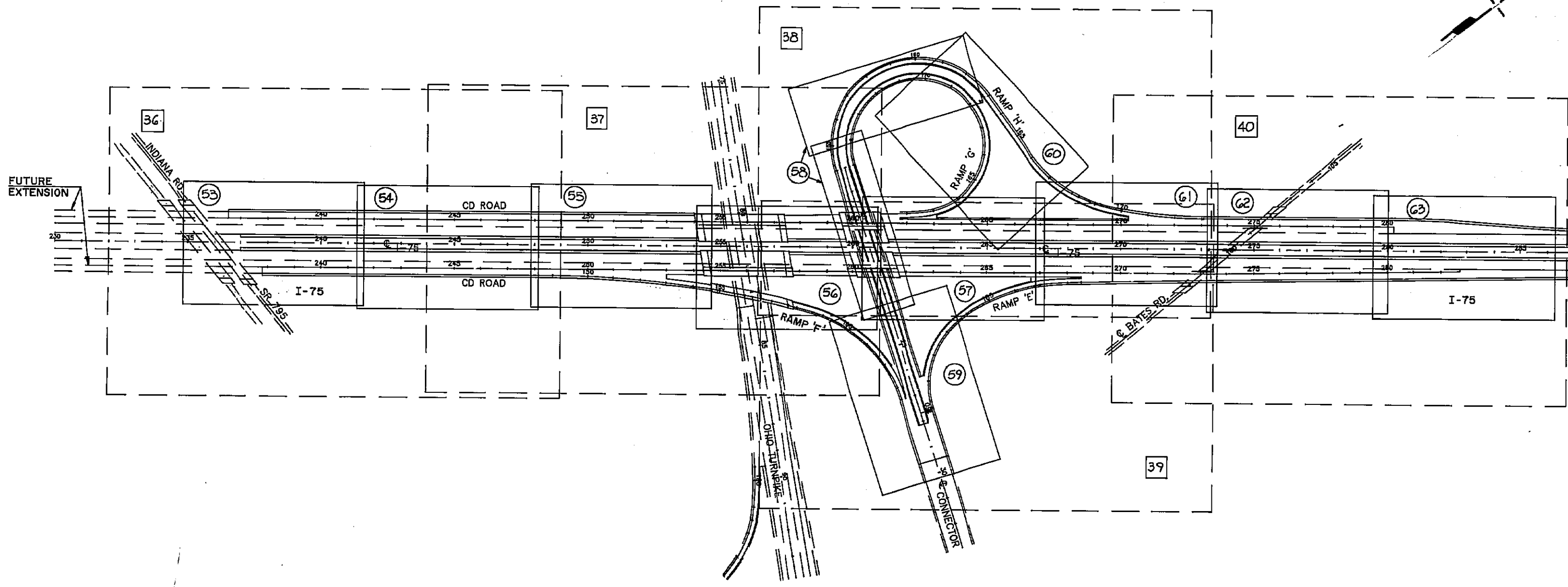
①
CURVE RIGHT
R.I. STA. 240+00
54' RT, ϕ 1-75
D = 1° 15' 00"
 Δ = 4° 45' 00"
TR = 4,585.75'
L = 380.00'
T = 190.11'

②
CURVE LEFT
R.I. STA. 245+00
95.5' RT, ϕ 1-75
D = 1° 15' 00"
 Δ = 4° 45' 00"
R = 4,585.75'
L = 380.00'
T = 190.11'

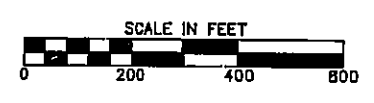


URS	
OHIO TURNPIKE COMMISSION	
MAINTENANCE OF TRAFFIC PLAN PHASE 2	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 33 OF



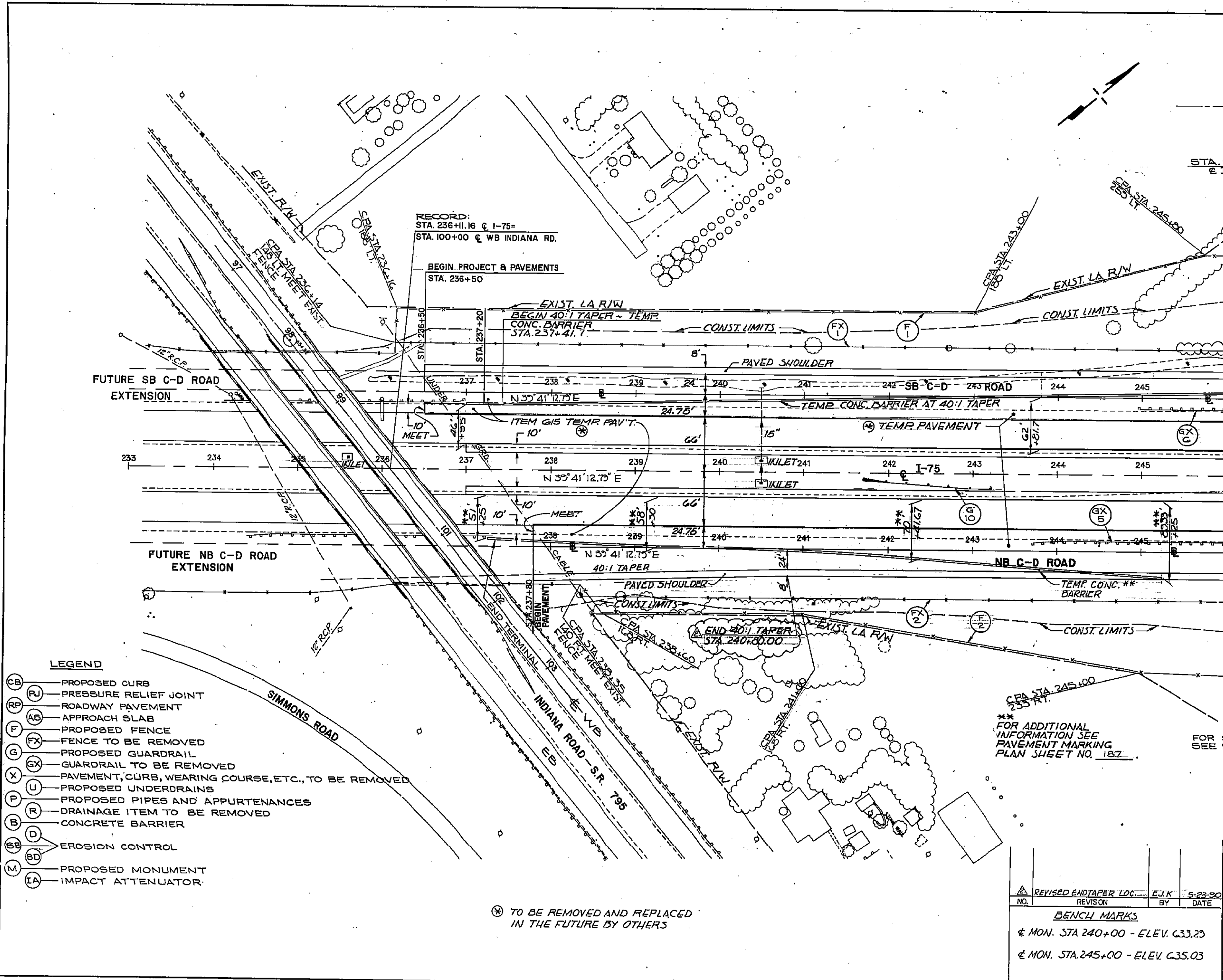
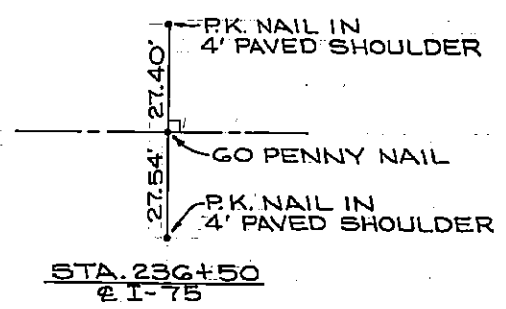


- XX ROADWAY PLANS
- XX PAVEMENT DETAILS



URS	
OHIO TURNPIKE COMMISSION	
KEY PLAN	
FOR ROADWAY PLANS AND PAVEMENT DETAIL PLANS	
DATE: 2/90	SCALE: 1"=200'
CIP: 55-90-03	SHEET 35 OF



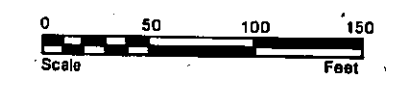


- LEGEND**
- (CB) PROPOSED CURB
 - (PJ) PRESSURE RELIEF JOINT
 - (RP) ROADWAY PAVEMENT
 - (AS) APPROACH SLAB
 - (F) PROPOSED FENCE
 - (FX) FENCE TO BE REMOVED
 - (G) PROPOSED GUARDRAIL
 - (GX) GUARDRAIL TO BE REMOVED
 - (X) PAVEMENT, CURB, WEARING COURSE, ETC., TO BE REMOVED
 - (U) PROPOSED UNDERDRAINS
 - (P) PROPOSED PIPES AND APPURTENANCES
 - (R) DRAINAGE ITEM TO BE REMOVED
 - (B) CONCRETE BARRIER
 - (D) EROSION CONTROL
 - (SB) EROSION CONTROL
 - (M) PROPOSED MONUMENT
 - (IA) IMPACT ATTENUATOR

⊗ TO BE REMOVED AND REPLACED IN THE FUTURE BY OTHERS

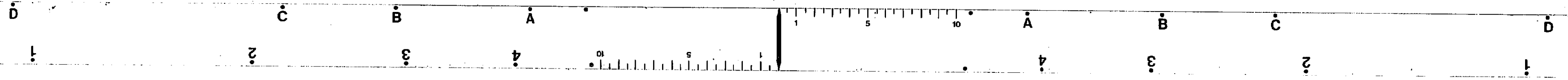
** FOR ADDITIONAL INFORMATION SEE PAVEMENT MARKING PLAN SHEET NO. 187

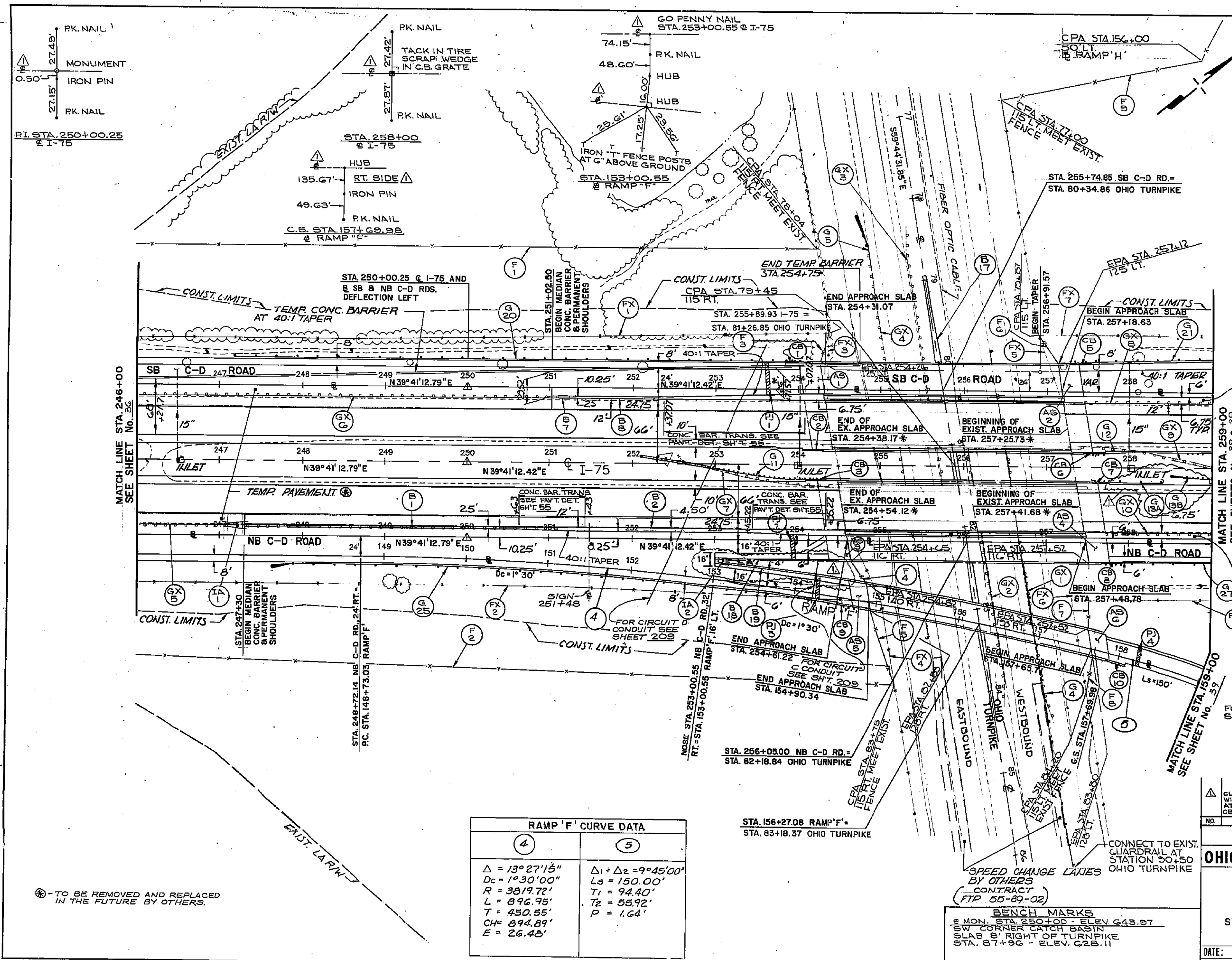
FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23



REVISED END TAPER LOC.		EJK	5-23-90
NO.	REVISION	BY	DATE
BENCH MARKS			
± MON. STA 240+00 - ELEV. G33.23			
± MON. STA 245+00 - ELEV. G35.03			

URS	
OHIO TURNPIKE COMMISSION	
ROADWAY PLAN	
I-75	
STA. 233+00 TO STA. 246+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 36 OF





FOR LIMITS OF CURBING AT BRIDGE APPROACHES SEE PAVEMENT DETAILS SHEETS 56-57

*-LOCATION IS AT CENTER OF BRIDGE

FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23

RAMP 'F' CURVE DATA	
4	5
$\Delta = 13^{\circ}27'13''$	$\Delta_1 + \Delta_2 = 9^{\circ}45'00''$
$D_c = 1^{\circ}30'00''$	$L_s = 150.00'$
$R = 3819.72'$	$T_1 = 94.40'$
$L = 896.95'$	$T_2 = 55.92'$
$T = 450.55'$	$P = 1.64'$
$CH = 894.89'$	
$E = 26.48'$	

⊗ - TO BE REMOVED AND REPLACED IN THE FUTURE BY OTHERS.

Scale: 0 50 100 150 Feet

CLARIFY REF TIES (PAV. SH. WIDTHS & CONC. BAR SHOWN AT RAMP 'F' EXIT NOSE) DEL. CB-4; SPLIT FOR G-13A & B

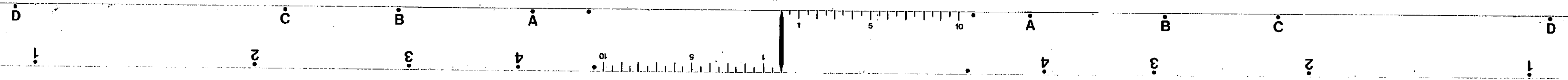
NO.	REVISION	BY	DATE

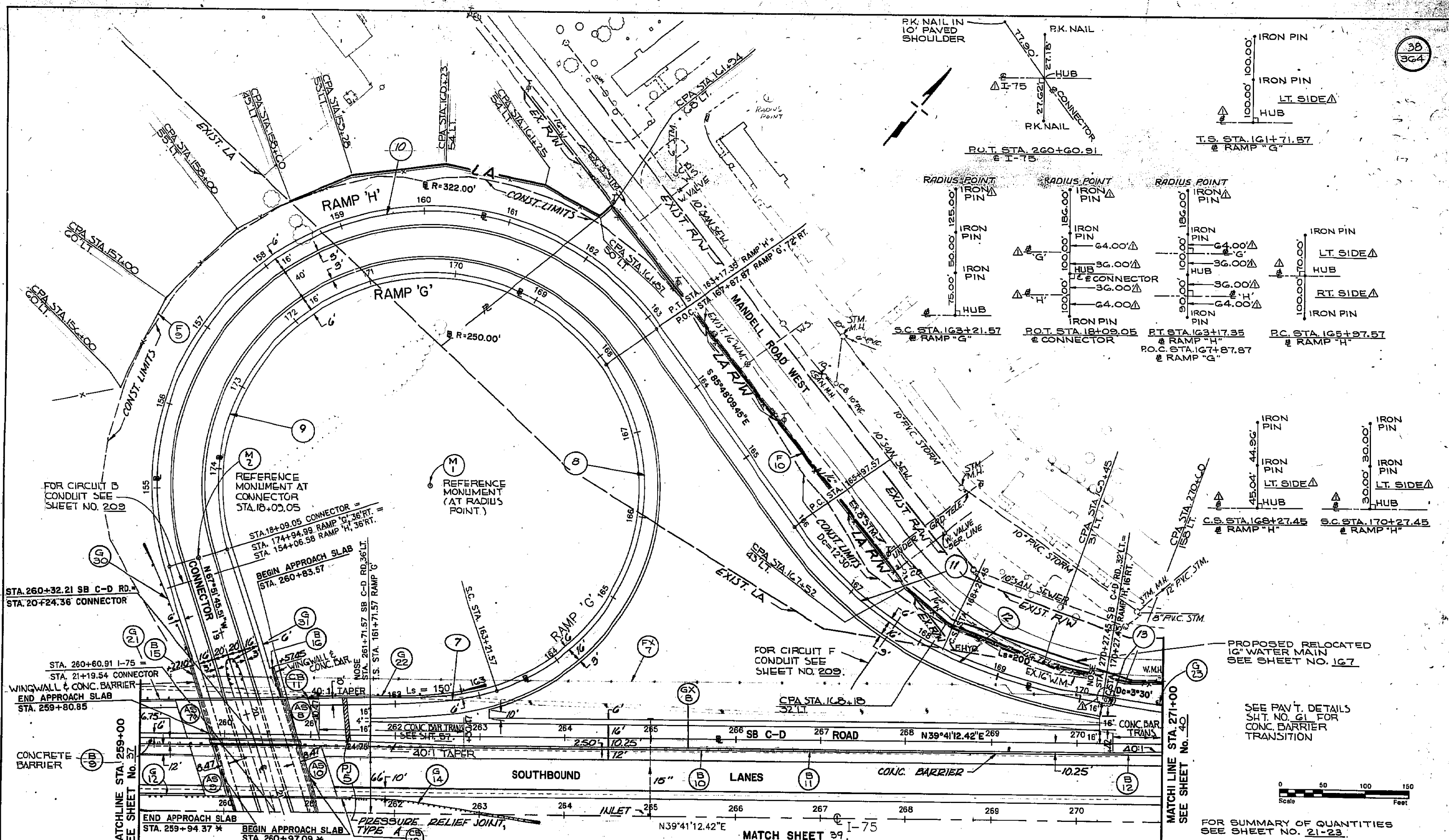
URS

OHIO TURNPIKE COMMISSION

ROADWAY PLAN
I-75
STA. 246+00 TO STA. 259+00

DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 37 OF





FOR CIRCUIT B CONDUIT SEE SHEET NO. 209

REFERENCE MONUMENT AT CONNECTOR STA. 18+03.05

REFERENCE MONUMENT (AT RADIUS POINT)

STA. 18+09.05 CONNECTOR = STA. 174+94.99 RAMP 'G' 36 RT. STA. 154+06.58 RAMP 'H' 36 RT.

BEGIN APPROACH SLAB STA. 260+63.57

STA. 260+80.91 I-75 STA. 21+19.54 CONNECTOR WINGWALL & CONC. BARRIER END APPROACH SLAB STA. 259+80.85

CONCRETE BARRIER

MATCHLINE STA. 259+00 SEE SHEET NO. 37

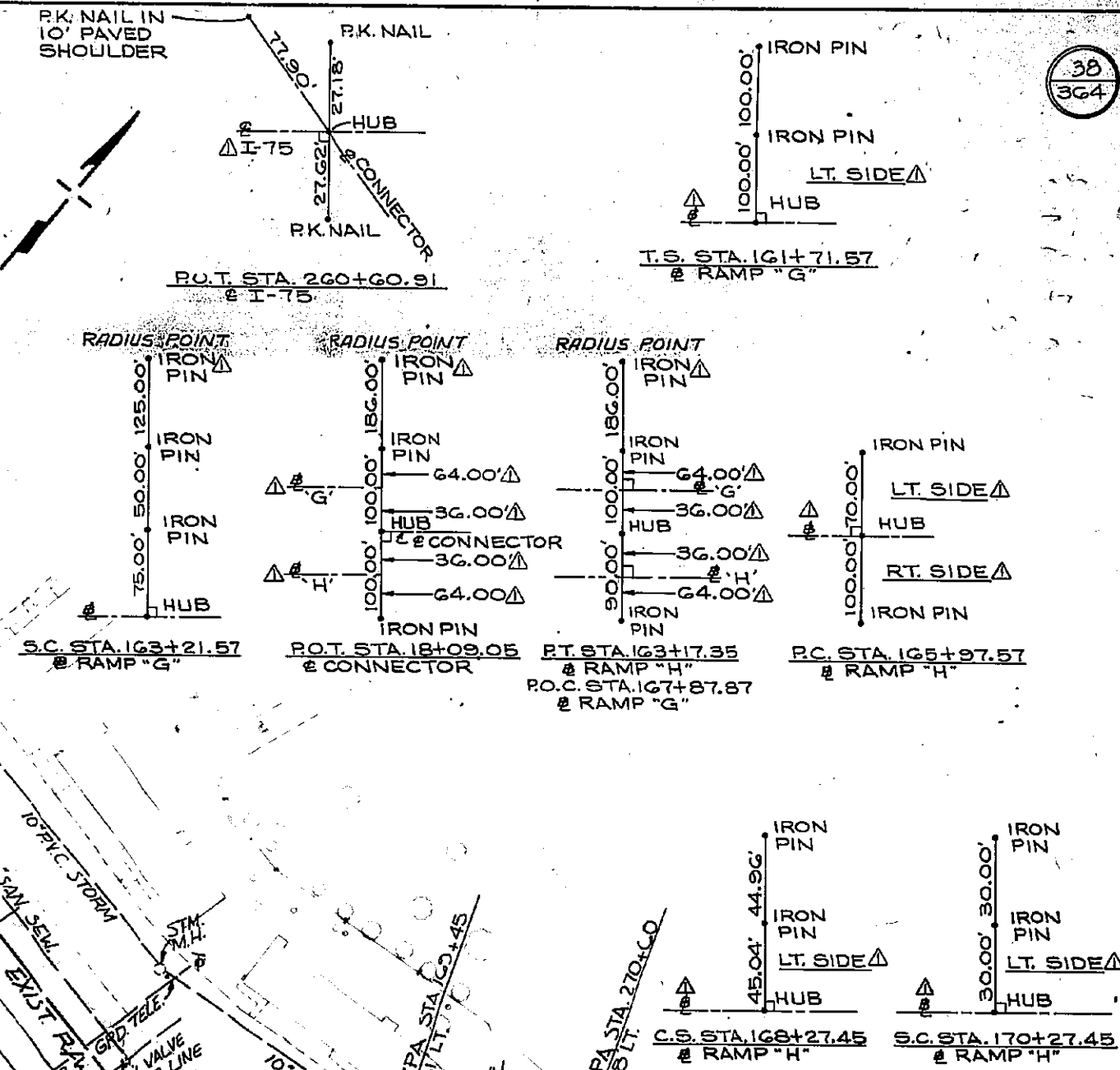
END APPROACH SLAB STA. 259+94.37 * BEGIN APPROACH SLAB STA. 260+97.09 *

FOR CIRCUIT F CONDUIT SEE SHEET NO. 209.

PROPOSED RELOCATED 16" WATER MAIN SEE SHEET NO. 167

SEE PAV'T DETAILS SH'T NO. 61 FOR CONC. BARRIER TRANSITION

FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23.



RAMP 'G' CURVE DATA			RAMP 'H' CURVE DATA			
7	8	9	10	11	12	13
$L_s = 150.00'$	$\Delta = 106^\circ 52' 01''$	$\Delta = 162^\circ 03' 36''$	$\Delta = 162^\circ 03' 36''$	$\Delta = 28^\circ 44' 07''$	$\Delta = 16^\circ 00' 00''$	$\Delta = 9^\circ 46' 31''$
$\theta_s = 17^\circ 11' 19''$	$D_c = 22^\circ 55' 06''$	$D_c = 22^\circ 55' 06''$	$D_c = 17^\circ 47' 37''$	$D_c = 12^\circ 30' 00''$	$L_s = 200.00'$	$D_c = 9^\circ 30' 00''$
$L_T = 100.48'$	$R = 250.00'$	$R = 250.00'$	$R = 322.00'$	$L = 458.37'$	$T_1 = 119.38'$	$R = 1637.02'$
$S_T = 50.43'$	$L = 466.30'$	$L = 707.12'$	$L = 910.77'$	$L = 229.88'$	$T_2 = 81.34'$	$L = 279.29'$
$P = 3.74'$	$T = 337.05'$	$T = 1583.81'$	$T = 2039.94'$	$T = 117.41'$	$P = 2.61'$	$T = 139.99'$
	$CH = 401.59'$	$CH = 403.89'$	$CH = 636.12'$	$CH = 227.48'$		$CH = 278.96'$
	$E = 169.64'$	$E = 1353.42'$	$E = 1743.20'$	$E = 14.80'$		$E = 5.97'$

* LOCATION IS AT CENTER OF BRIDGE

BENCH MARKS		
NO.	REVISION	BY DATE
1		

CLARIFY & REV. REF. TIES; R.L.B. 3-19-90
RAMP 'H' SC. CALLOUT

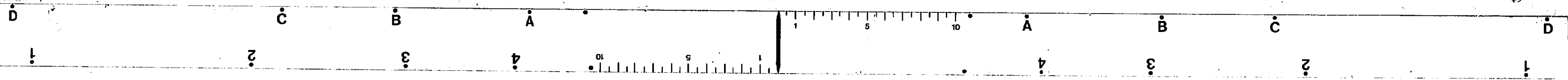
☉ MON. STA. 260+00 - ELEV. 646.51
☉ MON. STA. 270+00 - ELEV. 632.86

URS
OHIO TURNPIKE COMMISSION

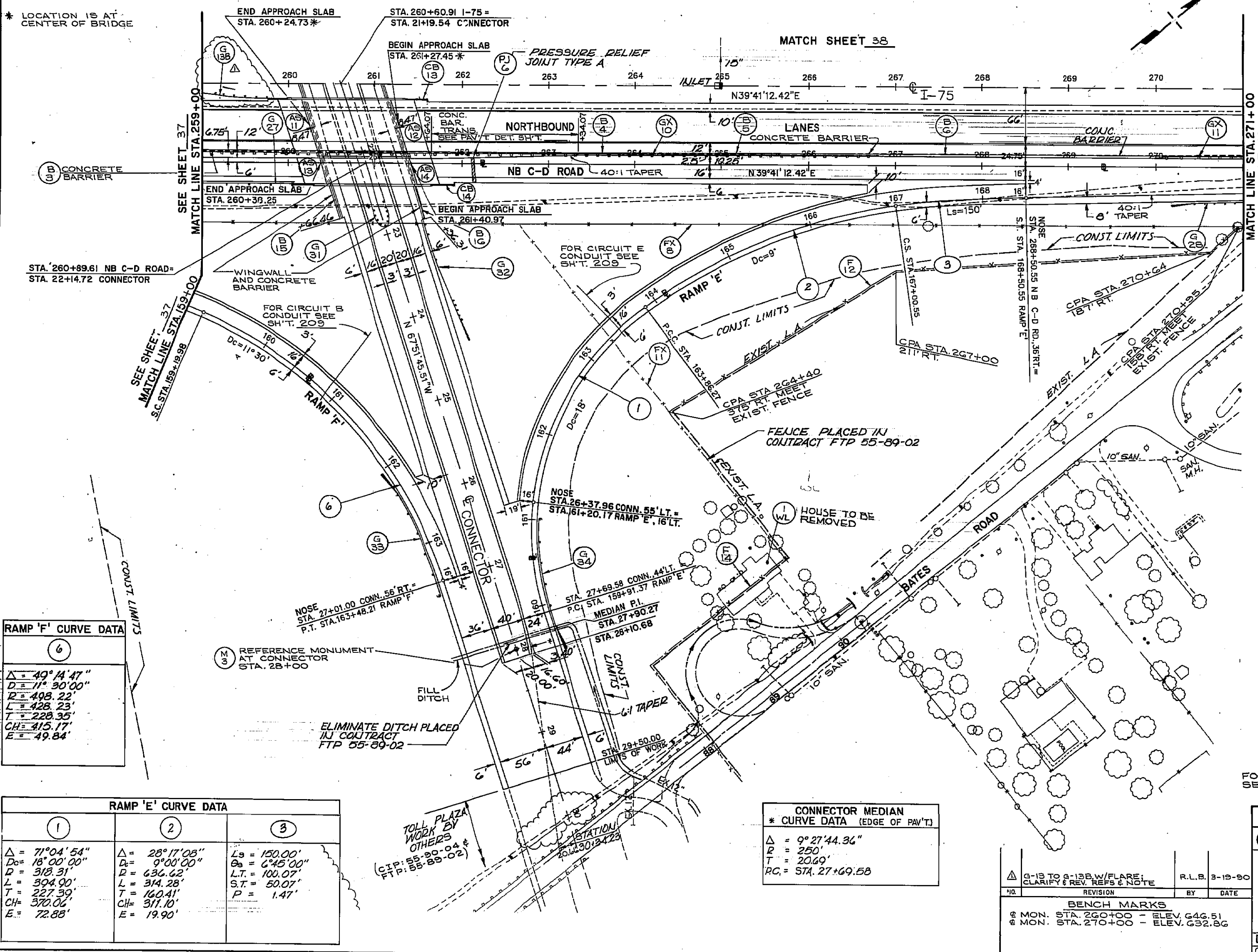
ROADWAY PLAN
I-75

STA. 259+00 TO STA. 271+00
WESTERLY SIDE

DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 38 OF 1



* LOCATION IS AT CENTER OF BRIDGE



RAMP 'F' CURVE DATA

①
$\Delta = 49^{\circ}14'47''$
$D_c = 11^{\circ}30'00''$
$R = 498.22'$
$L = 428.23'$
$T = 228.35'$
$CH = 415.17'$
$E = 49.84'$

RAMP 'E' CURVE DATA

①	②	③
$\Delta = 71^{\circ}04'54''$	$\Delta = 28^{\circ}17'03''$	$L_s = 150.00'$
$D_c = 18^{\circ}00'00''$	$D_c = 9^{\circ}00'00''$	$G_a = 645.00'$
$R = 318.31'$	$R = 636.62'$	$L.T. = 100.07'$
$L = 304.90'$	$L = 314.28'$	$S.T. = 50.07'$
$T = 227.39'$	$T = 160.41'$	$P = 1.47'$
$CH = 370.06'$	$CH = 311.10'$	
$E = 72.88'$	$E = 19.90'$	

CONNECTOR MEDIAN * CURVE DATA (EDGE OF PAV'T.)

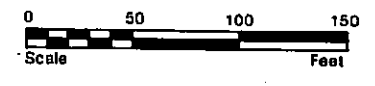
$\Delta = 9^{\circ}27'44.36''$
$R = 250'$
$T = 20.60'$
$P.C. = STA. 27+69.88$

BENCH MARKS

66 MON. STA. 260+00 - ELEV. 646.51
66 MON. STA. 270+00 - ELEV. 632.86

80.00'	85.00'	IRON NAIL	IRON PIN	IRON PIN
P.C. STA. 159+91.97 @ RAMP 'E'				
100.00'	100.00'	IRON NAIL	IRON PIN	IRON PIN
P.C. STA. 163+86.27 @ RAMP 'E'				
102.43'	64.17'	HUB	IRON PIN	IRON PIN
C.S. STA. 167+00.55 @ RAMP 'E'				
109.87'	63.34'	HUB	IRON PIN	IRON PIN
S.T. STA. 168+50.55 @ RAMP 'E'				
79.60'	83.71'	HUB	IRON PIN	IRON PIN
S.C. STA. 169+19.98 @ RAMP 'F'				
74.07'	81.88'	HUB	IRON PIN	IRON PIN
P.T. STA. 163+48.21 @ RAMP 'F'				
99.78'	116.47'	HUB	IRON PIN	RK NAIL
P.O.T. STA. 29+50.00 @ CONNECTOR				

△ REFERENCING IS TO THE RIGHT, LOOKING UP-STATION



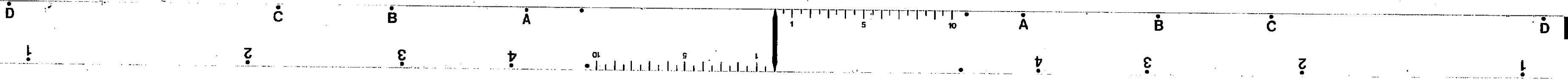
FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23

URS
OHIO TURNPIKE COMMISSION

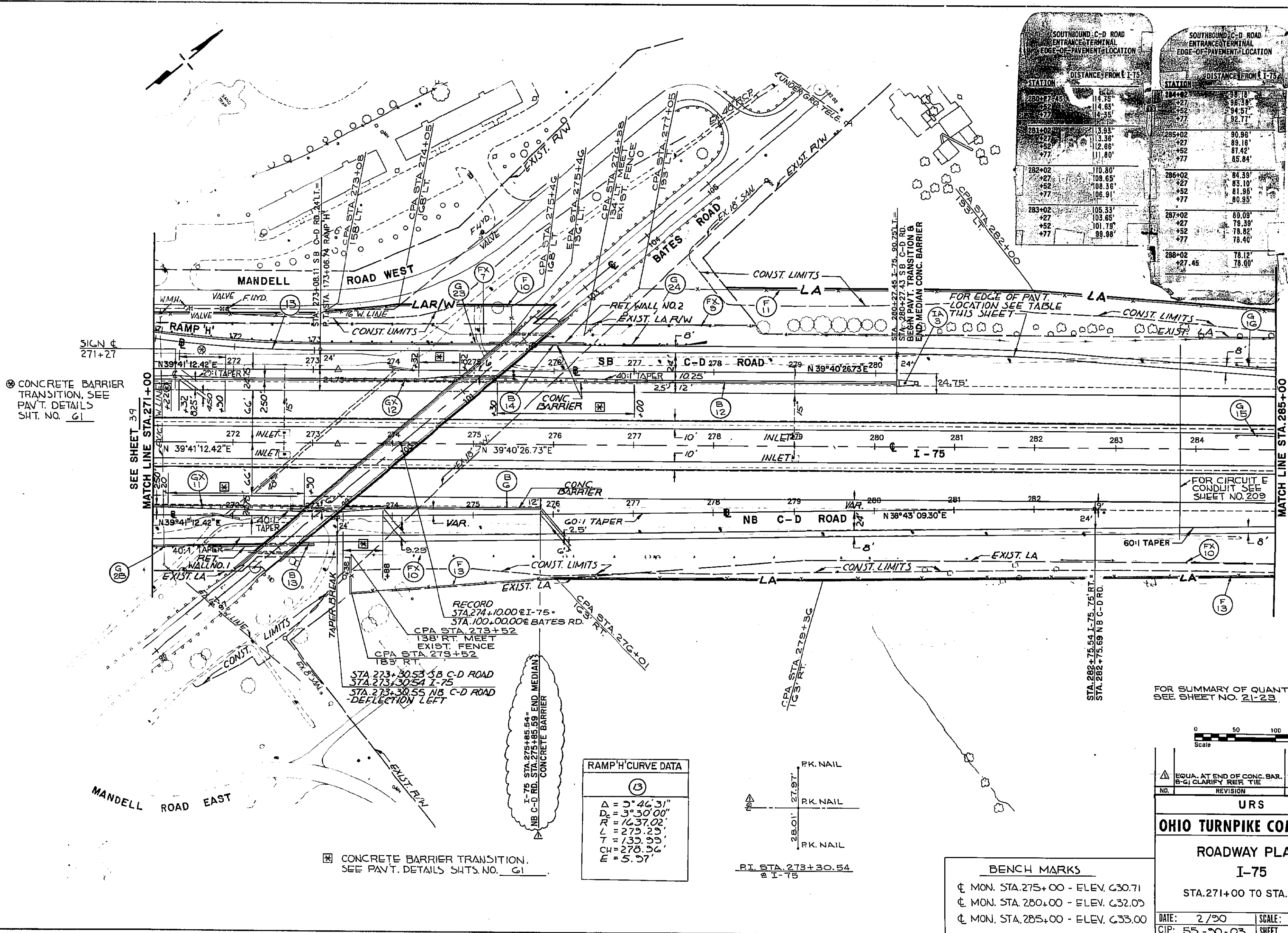
ROADWAY PLAN
I-75

STA. 259+00 TO STA. 271+00
EASTERLY SIDE

DATE: 2/50 SCALE:
CIP: 55-90-03 SHEET 35 OF



SOUTHBOUND C-D ROAD ENTRANCE TERMINAL EDGE-OF-PAVEMENT LOCATION			SOUTHBOUND C-D ROAD ENTRANCE TERMINAL EDGE-OF-PAVEMENT LOCATION		
STATION	DISTANCE FROM I-75		STATION	DISTANCE FROM I-75	
280+00	114.75'	114.75'	284+00	138.10'	138.10'
+27	114.68'	114.68'	+27	138.03'	138.03'
+52	114.51'	114.51'	+52	137.86'	137.86'
+77	114.34'	114.34'	+77	137.69'	137.69'
281+00	113.93'	113.93'	285+00	90.96'	90.96'
+27	113.86'	113.86'	+27	90.89'	90.89'
+52	113.69'	113.69'	+52	90.72'	90.72'
+77	113.52'	113.52'	+77	90.55'	90.55'
282+00	110.80'	110.80'	286+00	84.39'	84.39'
+27	108.65'	108.65'	+27	83.10'	83.10'
+52	108.36'	108.36'	+52	81.89'	81.89'
+77	106.91'	106.91'	+77	80.55'	80.55'
283+00	105.33'	105.33'	287+00	80.09'	80.09'
+27	103.66'	103.66'	+27	79.39'	79.39'
+52	101.75'	101.75'	+52	78.82'	78.82'
+77	99.98'	99.98'	+77	78.40'	78.40'
			288+00	76.12'	76.12'
			+27.45	76.00'	76.00'



CONCRETE BARRIER TRANSITION, SEE PAVT. DETAILS SHT. NO. 61

SEE SHEET 39
MATCH LINE STA. 271+00

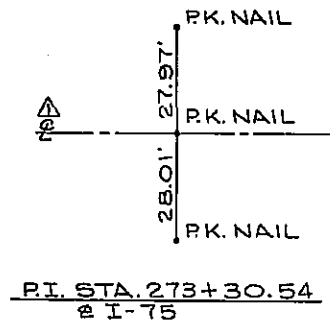
MATCH LINE STA. 285+00
SEE SHEET 41

FOR CIRCUIT OF CONDUIT SEE SHEET NO. 209

FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23

RAMP 'H' CURVE DATA

Δ = 3° 46' 31"
D = 3° 30' 00"
R = 1637.02'
L = 273.23'
T = 135.99'
CH = 278.96'
E = 5.97'

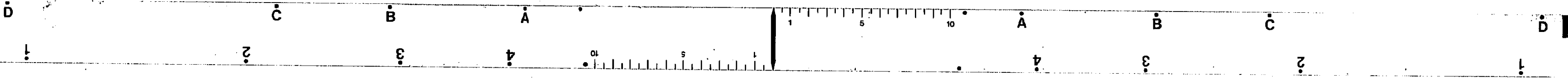


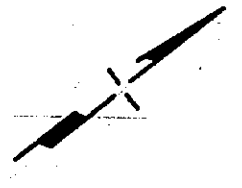
△	EQUA. AT END OF CONC. BAR.	R.L.B.	3-19-90
□	CLARIFY REF. TIE		
NO.	REVISION	BY	DATE

URS
OHIO TURNPIKE COMMISSION

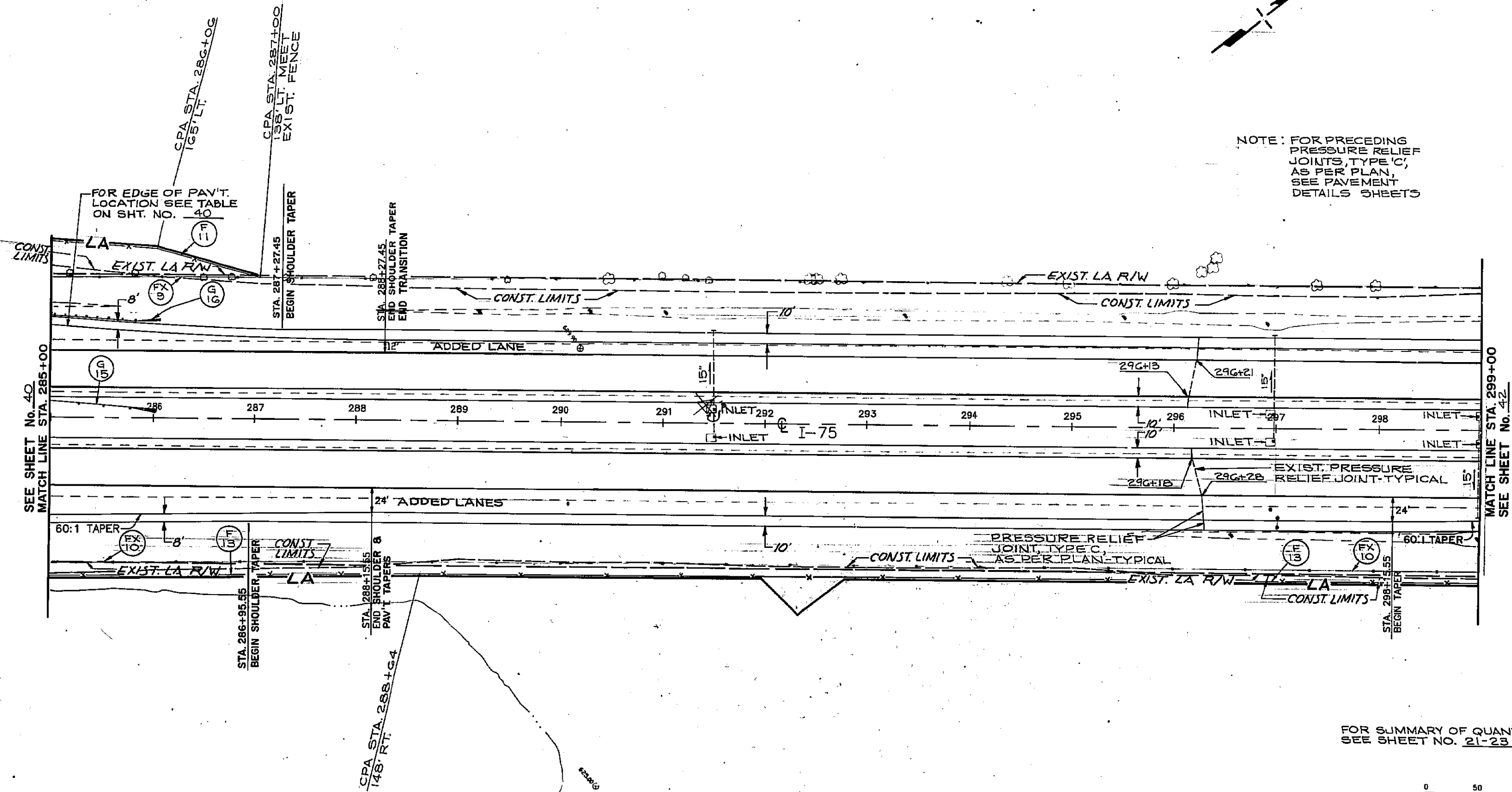
ROADWAY PLAN
I-75
STA. 271+00 TO STA. 285+00

DATE: 2/90	SCALE:
CIP: 55-30-03	SHEET 40 OF





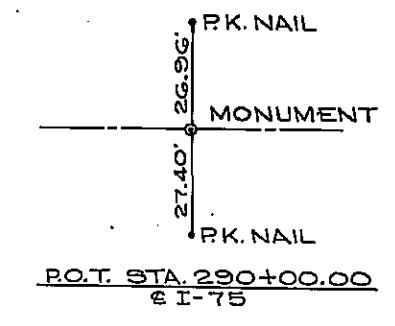
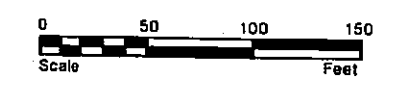
NOTE: FOR PRECEDING PRESSURE RELIEF JOINTS, TYPE 'C', AS PER PLAN, SEE PAVEMENT DETAILS SHEETS



SEE SHEET No. 40
MATCH LINE STA. 285+00

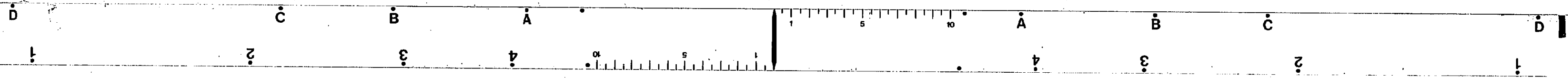
MATCH LINE STA. 299+00
SEE SHEET No. 42

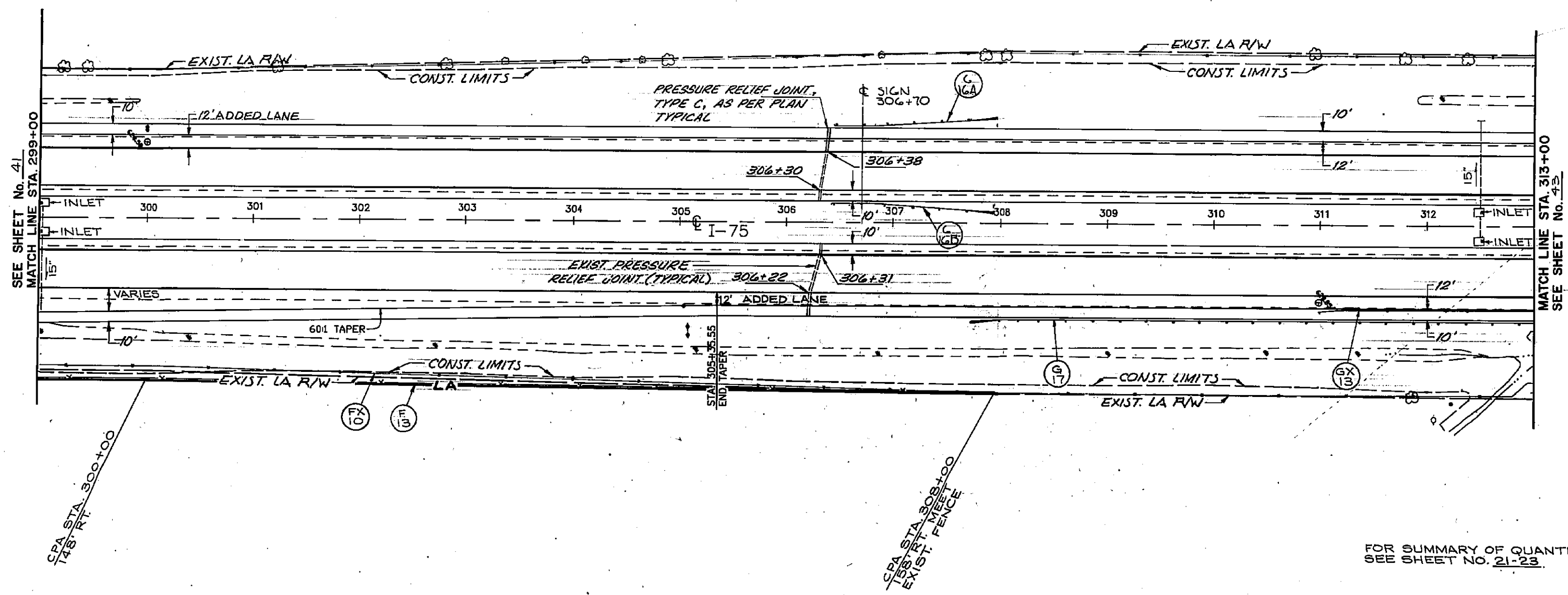
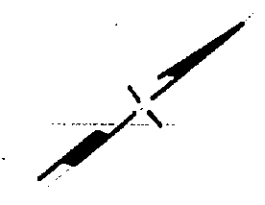
FOR SUMMARY OF QUANTITIES SEE SHEET NO. 21-23.



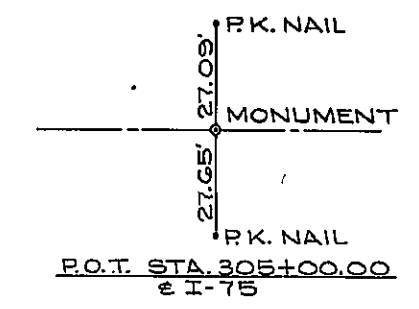
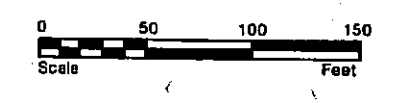
BENCH MARKS
e MON. STA. 285+00 - ELEV. G33.00
e MON. STA. 290+00 - ELEV. G31.73
e MON. STA. 295+00 - ELEV. G30.70

URS	
OHIO TURNPIKE COMMISSION	
ROADWAY PLAN	
I-75	
STA. 285+00 TO STA. 299+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 41 OF





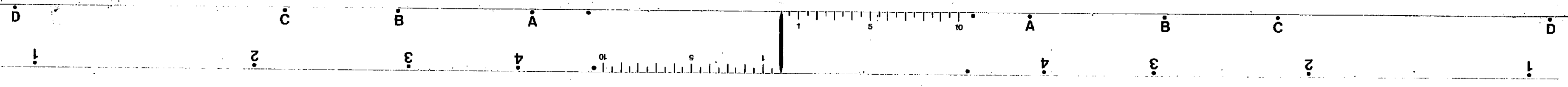
FOR SUMMARY OF QUANTITIES
SEE SHEET NO. 21-23

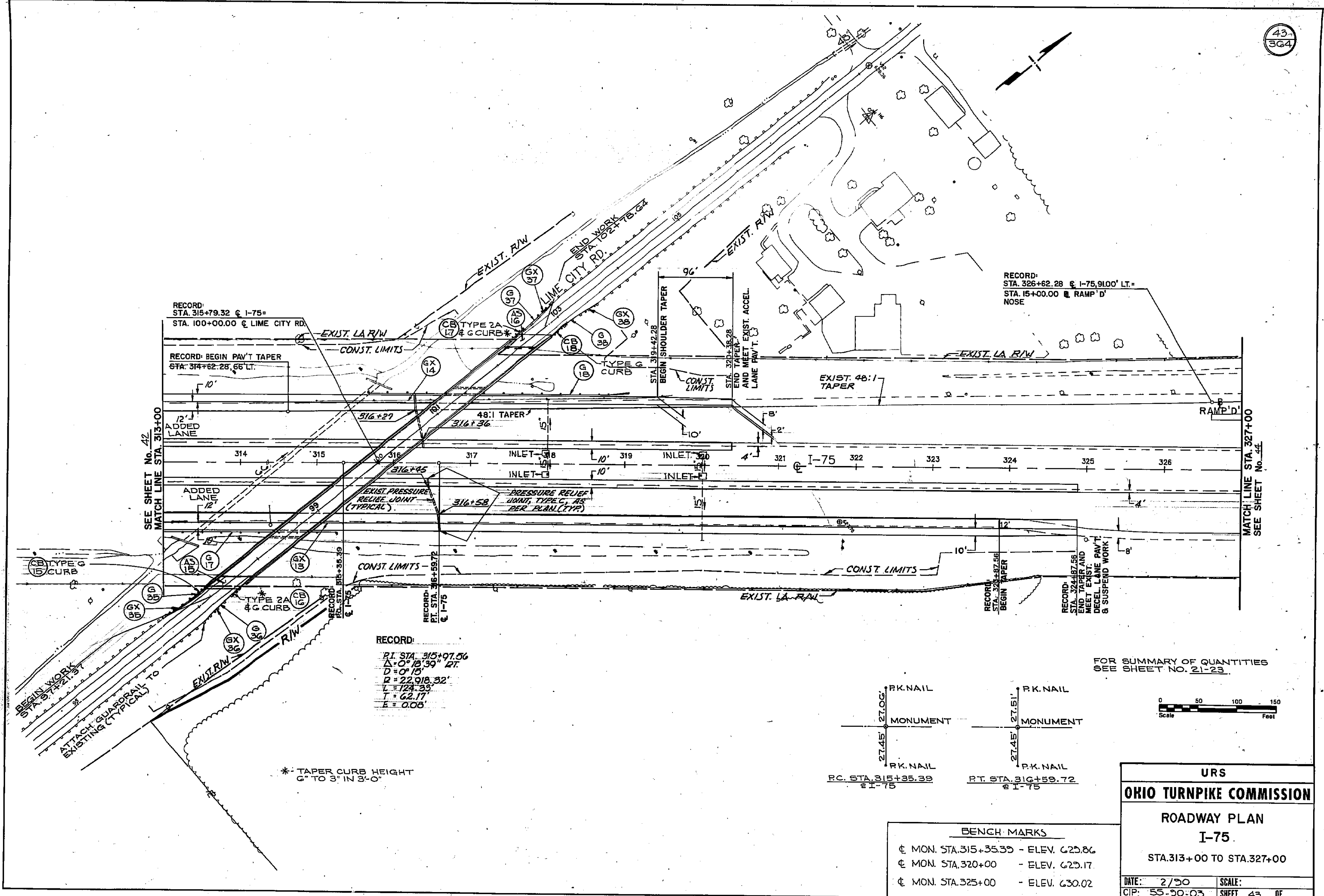


BENCH MARKS

MON. STA. 300+00	ELEV. 630.19
MON. STA. 305+00	ELEV. 631.60
MON. STA. 310+00	ELEV. 630.83

URS	
OHIO TURNPIKE COMMISSION	
ROADWAY PLAN	
I-75	
STA. 299+00 TO STA. 313+00	
DATE: 2/50	SCALE:
CIP: 55-90-03	SHEET 42 OF





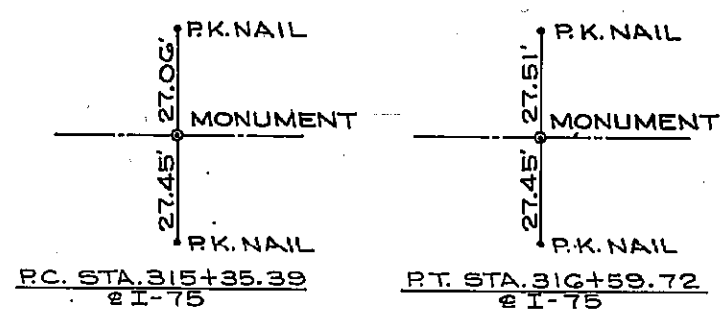
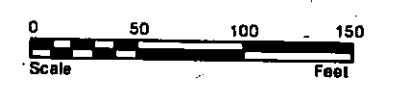
RECORD:
STA. 315+79.32 @ I-75
STA. 100+00.00 @ LIME CITY RD

RECORD: BEGIN PAV'T TAPER
STA. 314+62.28, 66' LT.

RECORD:
STA. 326+62.28 @ I-75, 91.00' LT. =
STA. 15+00.00 @ RAMP 'D'
NOSE

RECORD:
P.I. STA. 315+97.56
 $\Delta = 0^{\circ} 18' 30''$ RT.
 $D = 0^{\circ} 15'$
 $R = 22,918.32'$
 $L = 724.35'$
 $T = 62.17'$
 $E = 0.08'$

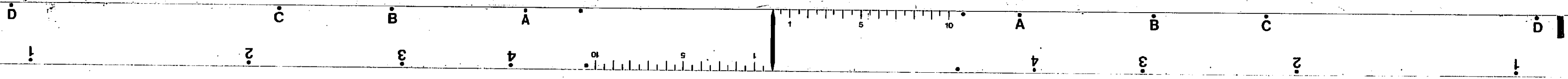
FOR SUMMARY OF QUANTITIES
SEE SHEET NO. 21-23.

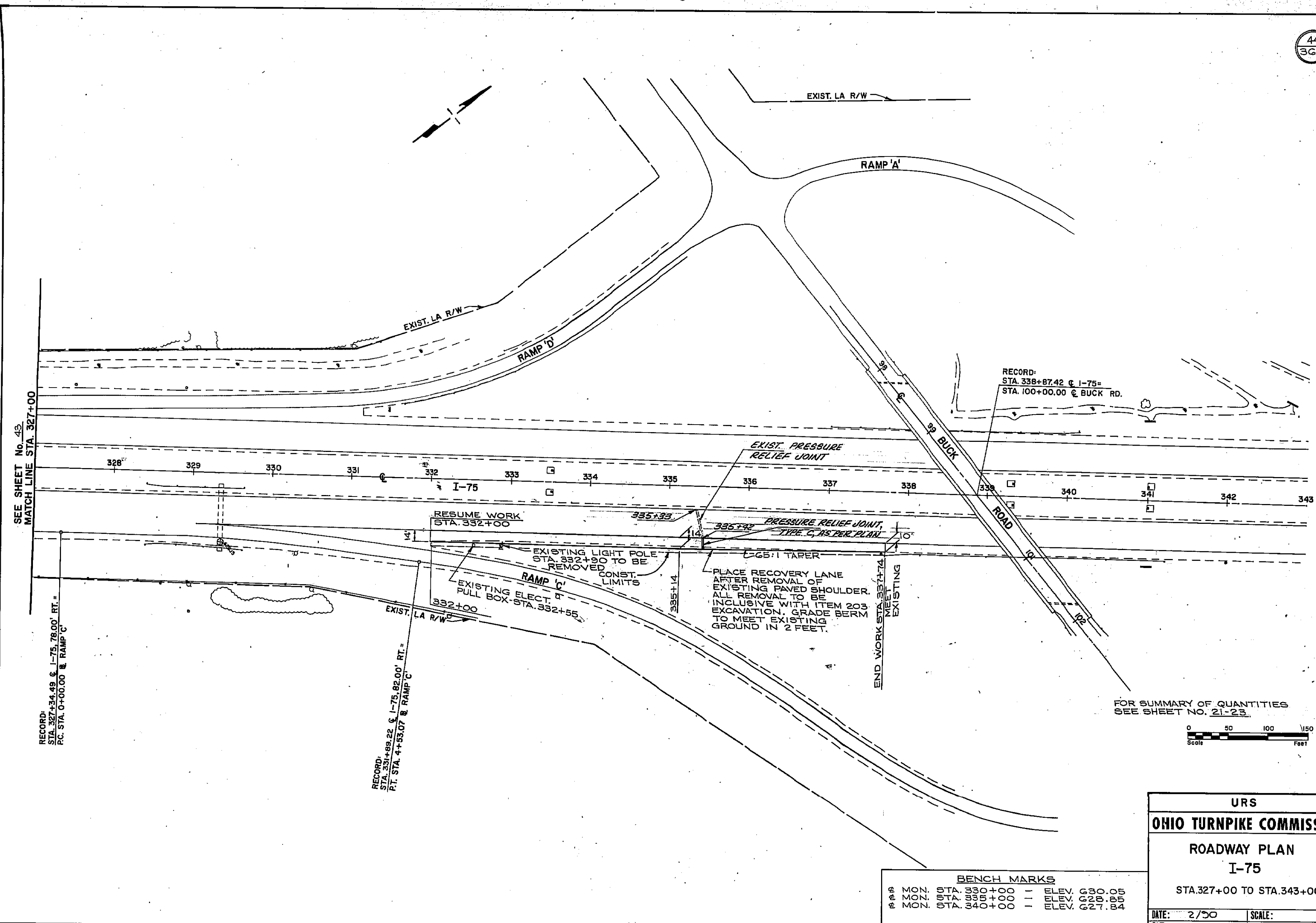


BENCH MARKS

☉ MON. STA. 315+35.39	- ELEV. 625.86
☉ MON. STA. 320+00	- ELEV. 625.17
☉ MON. STA. 325+00	- ELEV. 630.02

URS	
OHIO TURNPIKE COMMISSION	
ROADWAY PLAN	
I-75	
STA. 313+00 TO STA. 327+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 43 OF





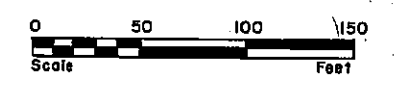
SEE SHEET No. 43
MATCH LINE STA. 327+00

RECORD:
STA. 327+34.49 @ I-75, 78.00' RT. =
P.C. STA. 0+00.00 @ RAMP C

RECORD:
STA. 331+88.22 @ I-75, 82.00' RT. =
P.T. STA. 4+53.07 @ RAMP C

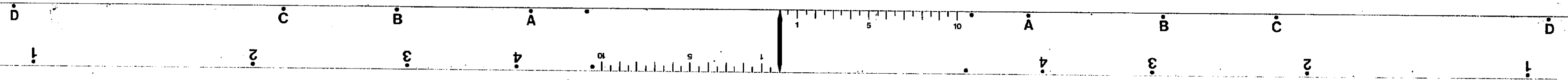
RECORD:
STA. 338+87.42 @ I-75 =
STA. 100+00.00 @ BUCK RD.

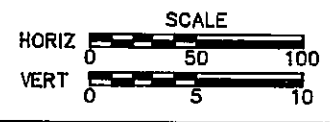
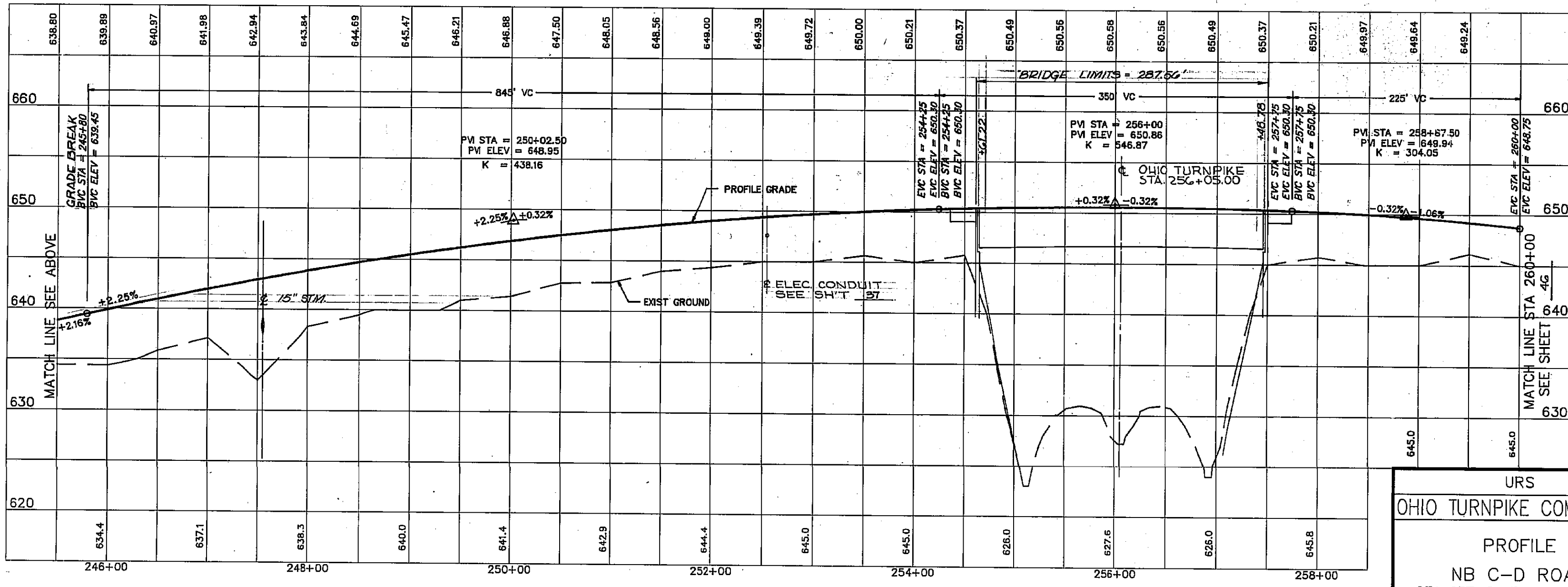
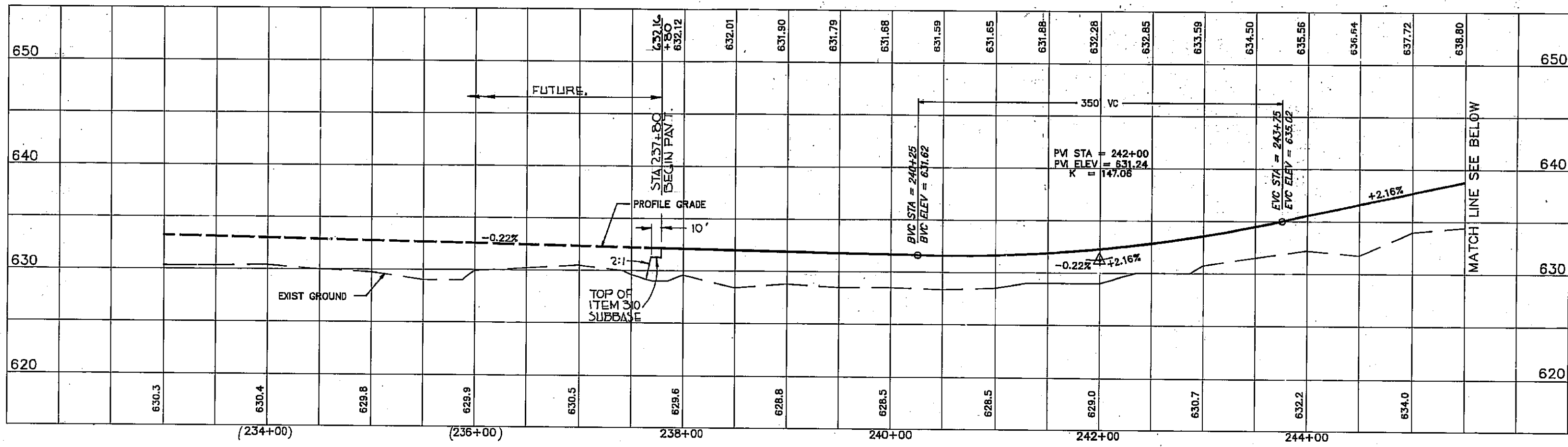
FOR SUMMARY OF QUANTITIES
SEE SHEET NO. 21-23.



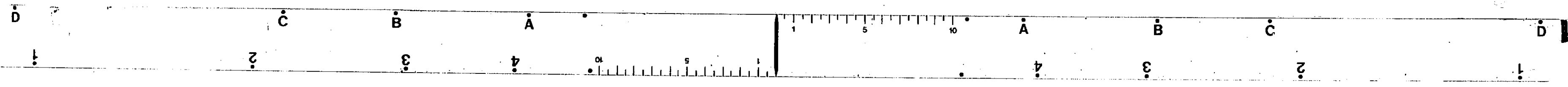
URS	
OHIO TURNPIKE COMMISSION	
ROADWAY PLAN	
I-75	
STA. 327+00 TO STA. 343+00	
DATE: 2/50	SCALE:
CIP: 55-90-03	SHEET 44 OF

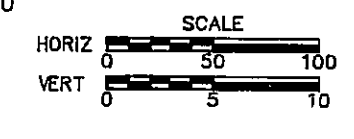
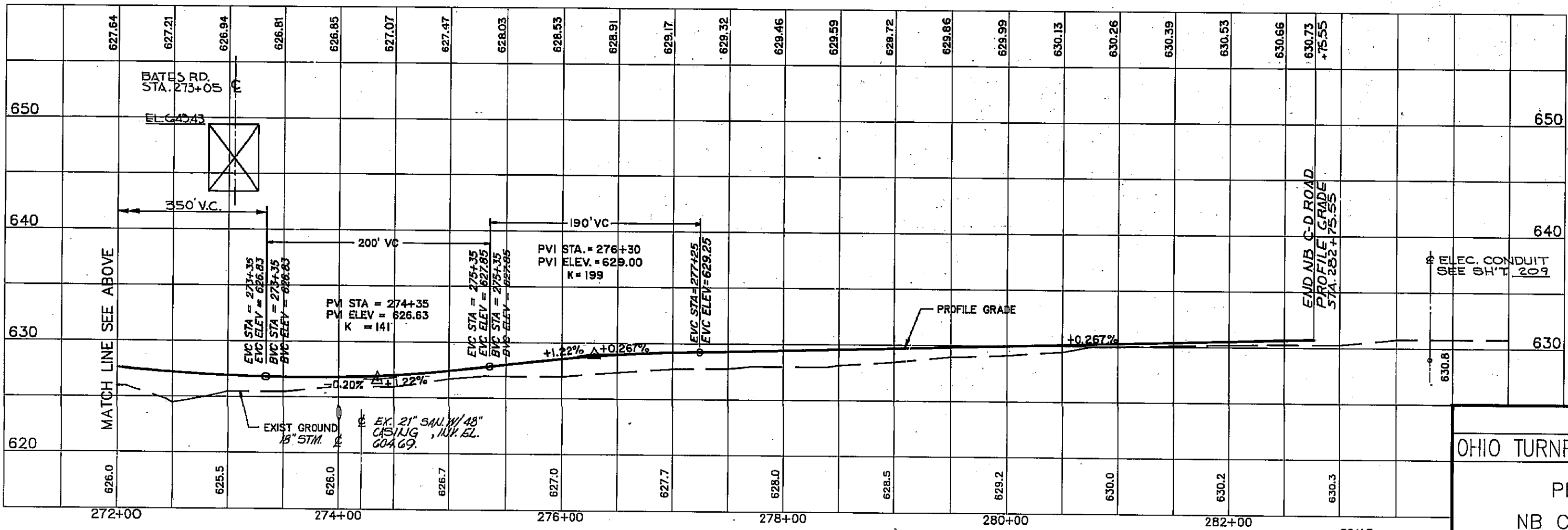
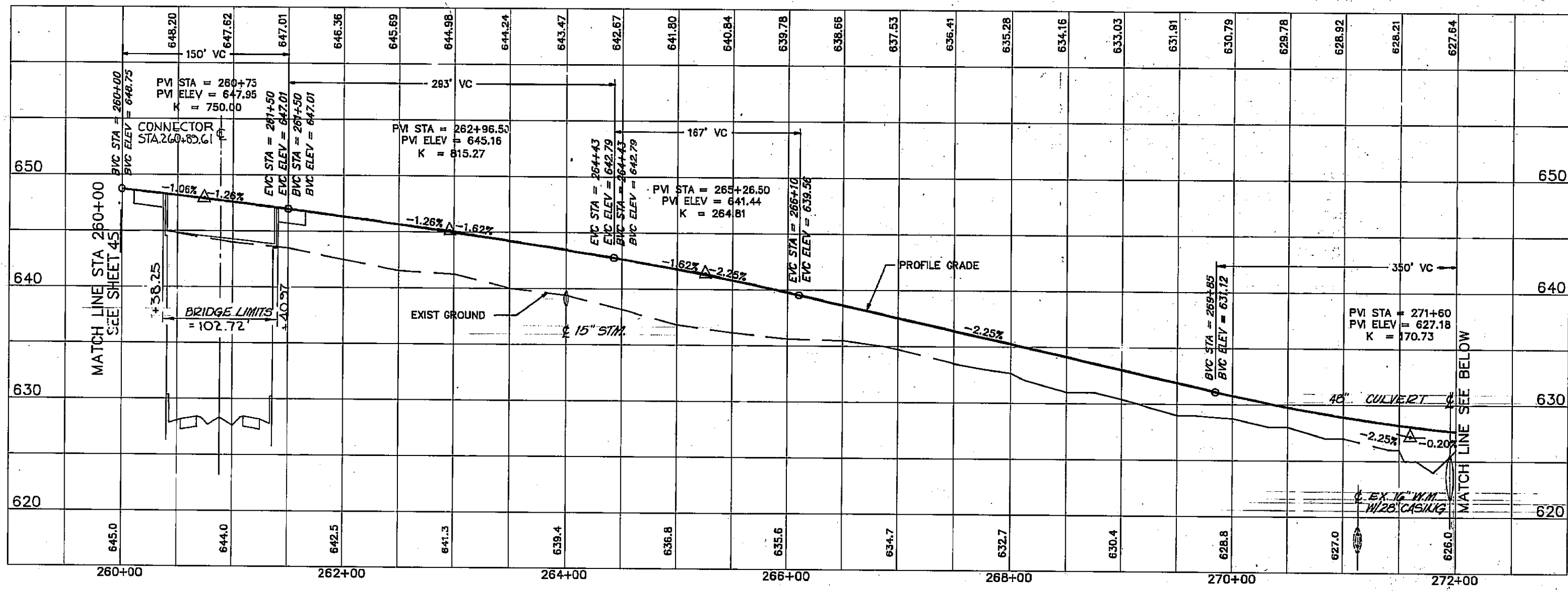
BENCH MARKS		
888	MON. STA. 330+00	ELEV. 630.05
889	MON. STA. 335+00	ELEV. 628.85
890	MON. STA. 340+00	ELEV. 627.84



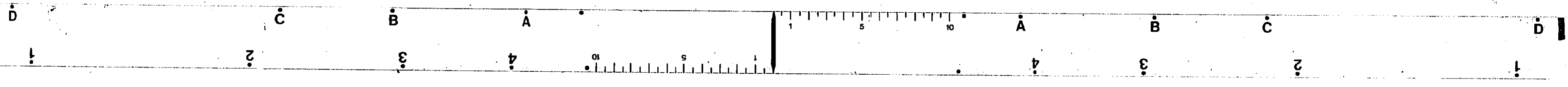


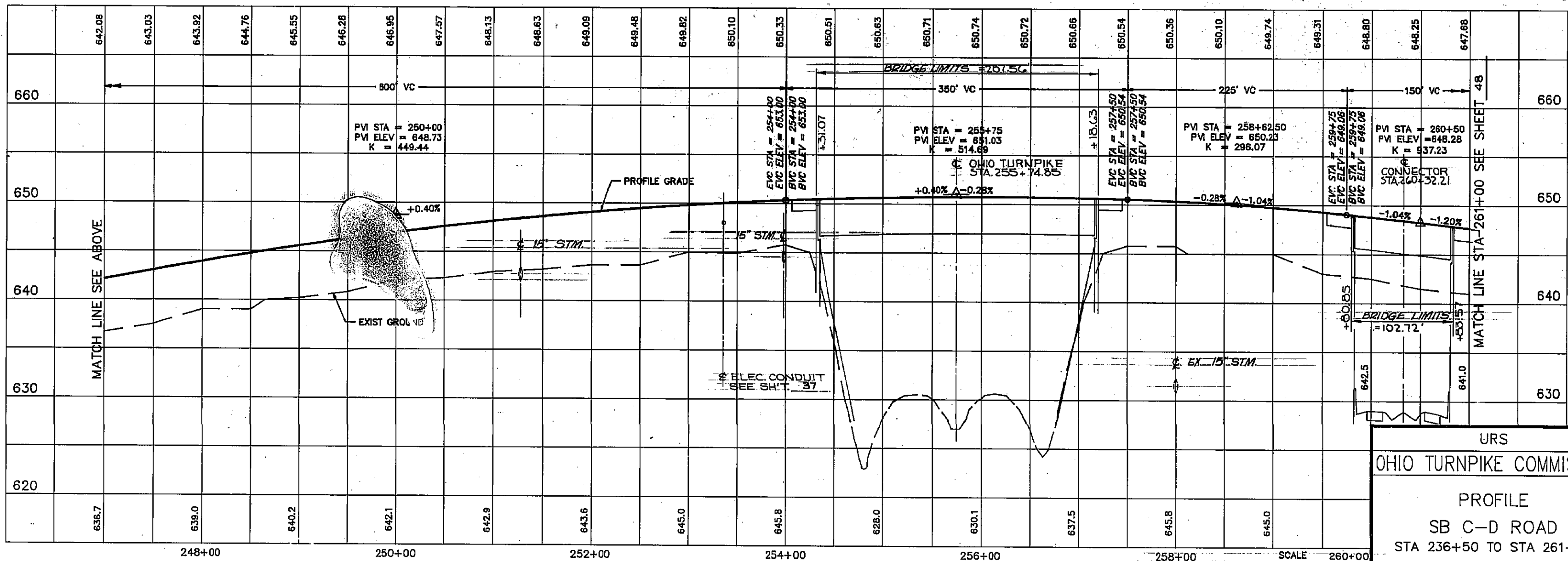
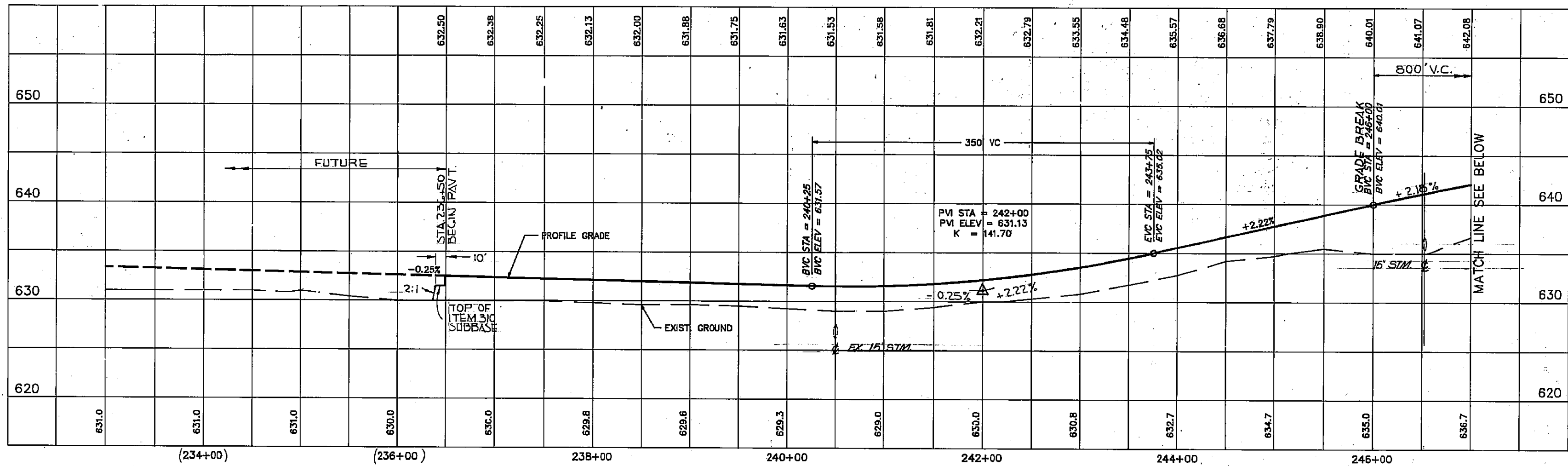
URS
OHIO TURNPIKE COMMISSION
PROFILE
NB C-D ROAD
STA 237+80 TO STA 260+00
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 45 OF



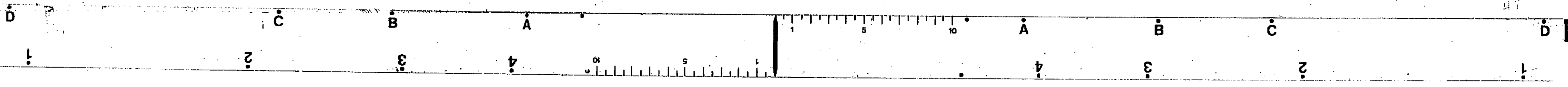
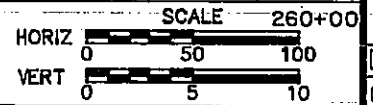


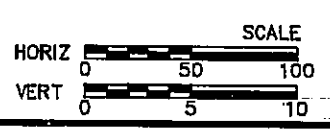
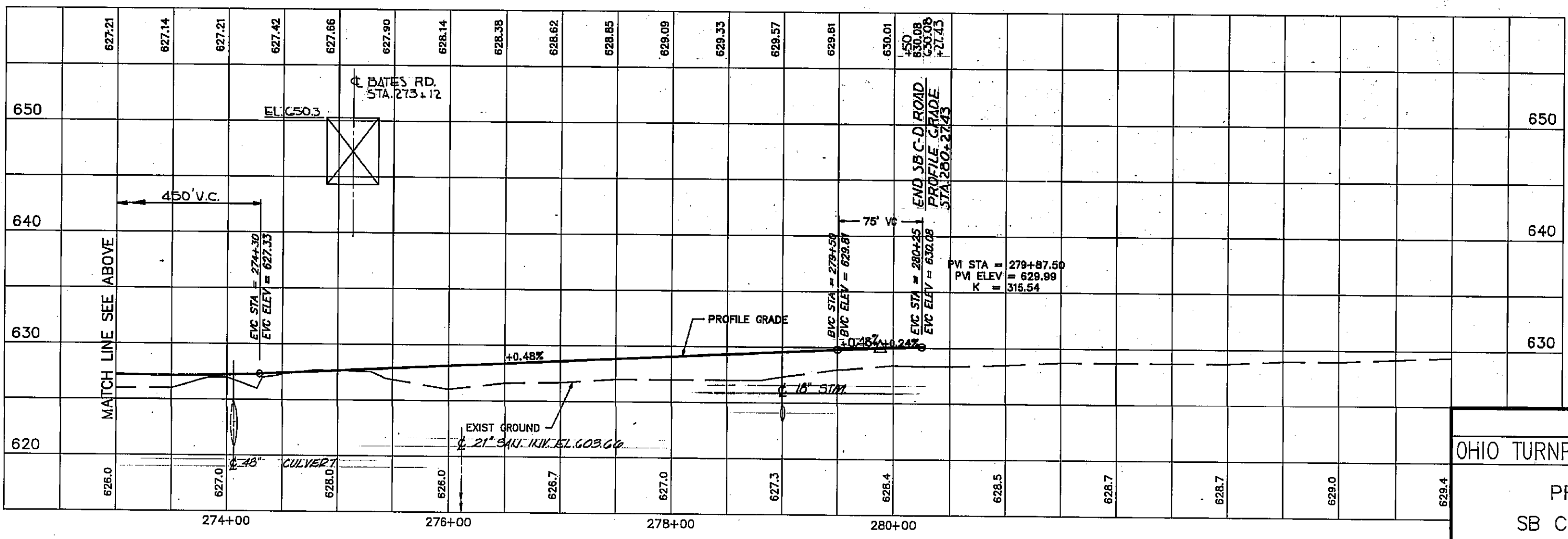
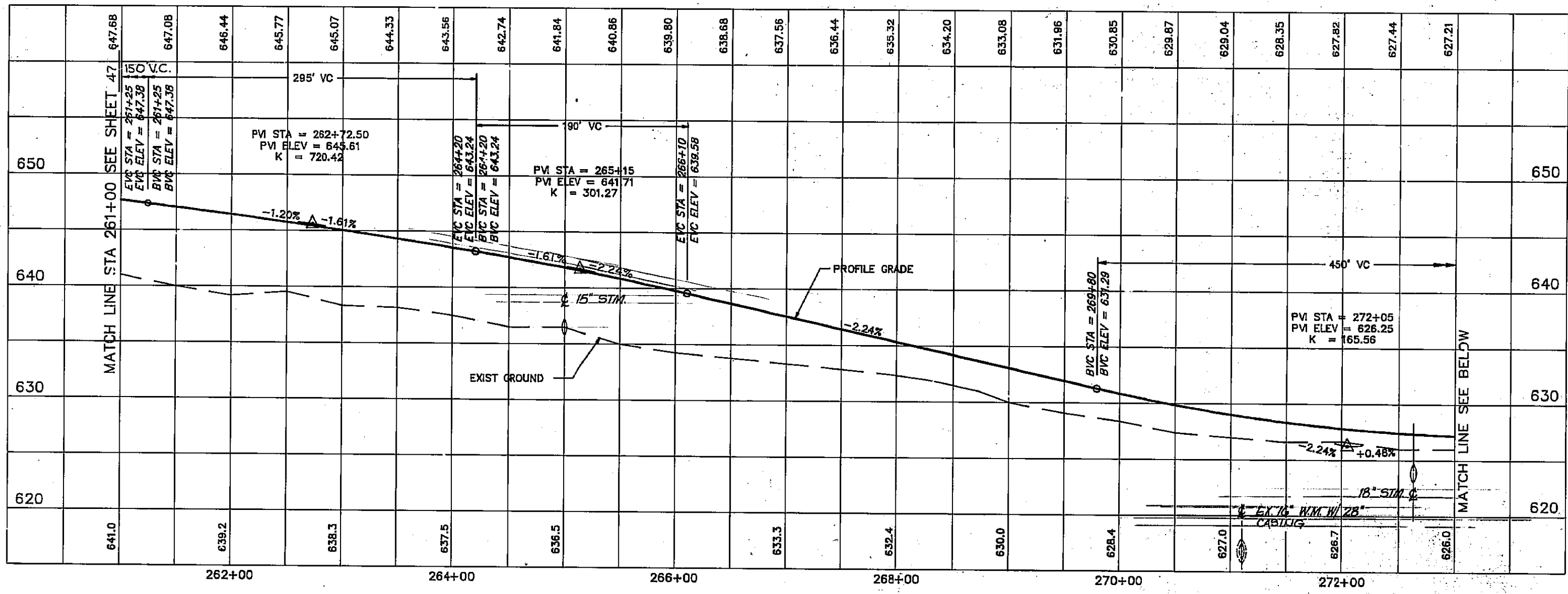
URS
OHIO TURNPIKE COMMISSION
PROFILE
NB C-D ROAD
STA 260+00 TO STA 282+75.55
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 46 OF





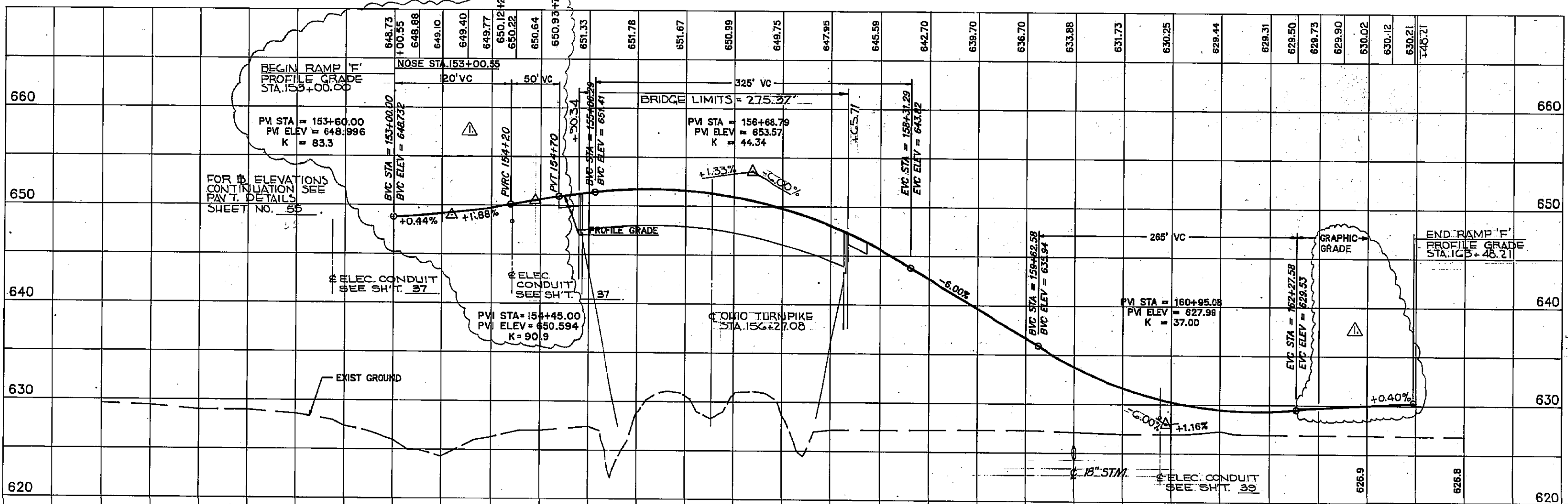
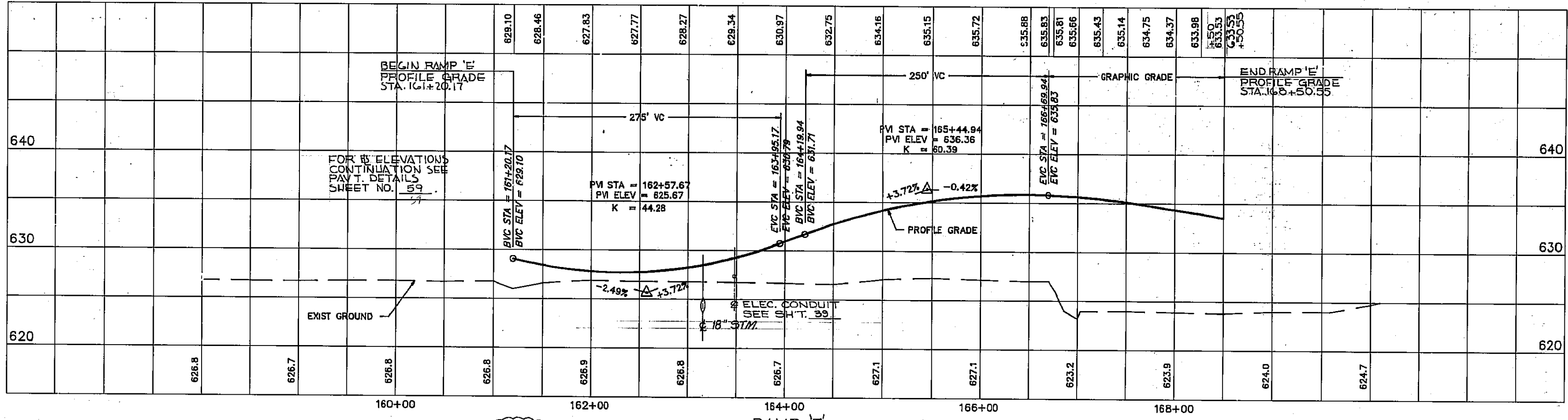
URS
OHIO TURNPIKE COMMISSION
PROFILE
SB C-D ROAD
STA 236+50 TO STA 261+00
SCALE: 260+00
DATE: 2/00
CIP: 55-90-03
SHEET 47 OF





URS
OHIO TURNPIKE COMMISSION
PROFILE
SB C-D ROAD
STA 261+00 TO STA 280+27.43
DATE: 2/00 SCALE:
CIP: 55-90-03 SHEET 48 OF 49





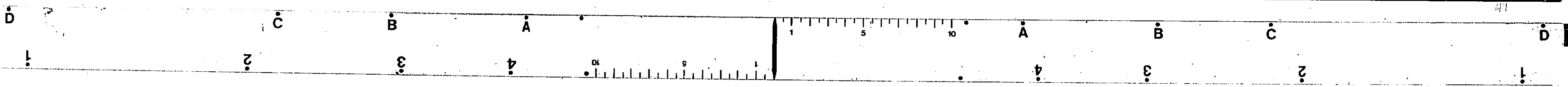
URS
OHIO TURNPIKE COMMISSION

PROFILE
RAMP 'E' &
RAMP 'F'

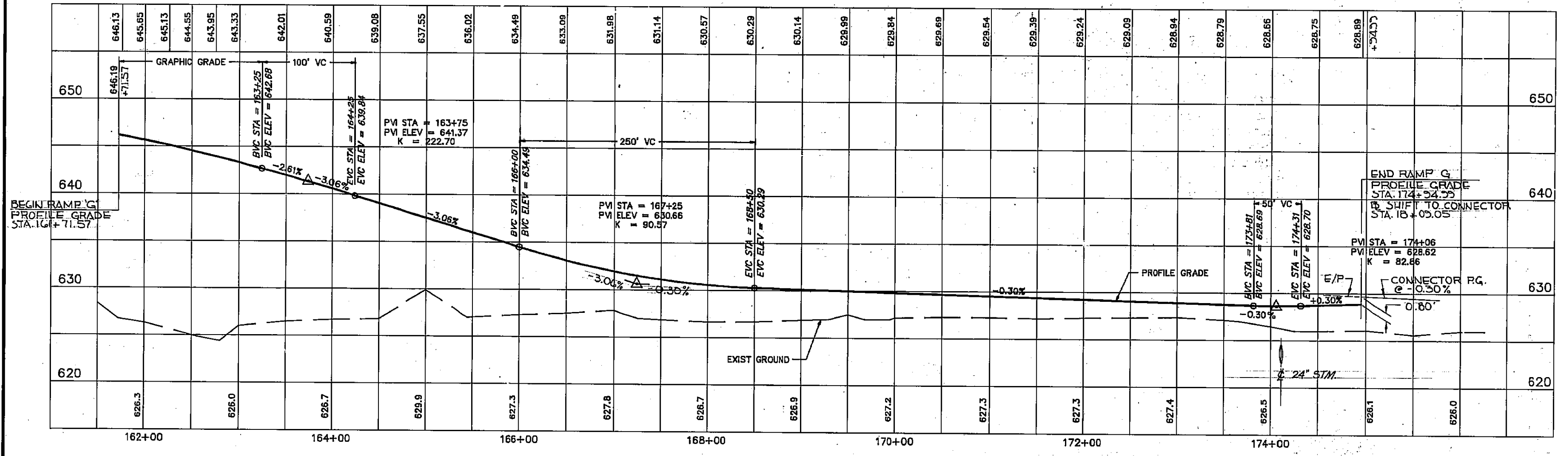
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 49 OF

SCALE
HORIZ 1" = 50'
VERT 1" = 5'

RAMP 'F' PROFILE AT ENDS
R.L.B. 3-19-90
NO. REVISION BY DATE



FOR PROFILE OF
CONNECTOR SEE
SHEET NO. 52



END RAMP 'G'
PROFILE GRADE
STA. 174+54.55
SHIFT TO CONNECTOR
STA. 18+05.05

PVI STA = 174+06
PVI ELEV = 628.62
K = 82.86
CONNECTOR PG.
@ -0.50%

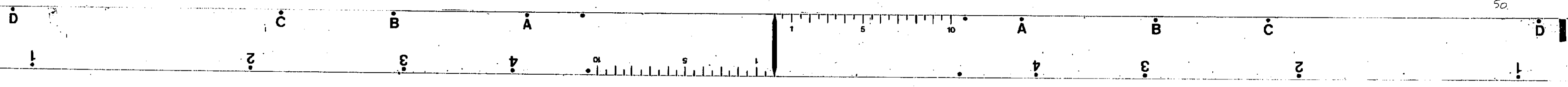
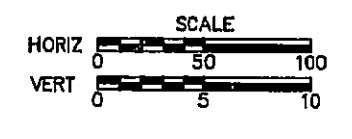
E/P
0.60'

24" STM

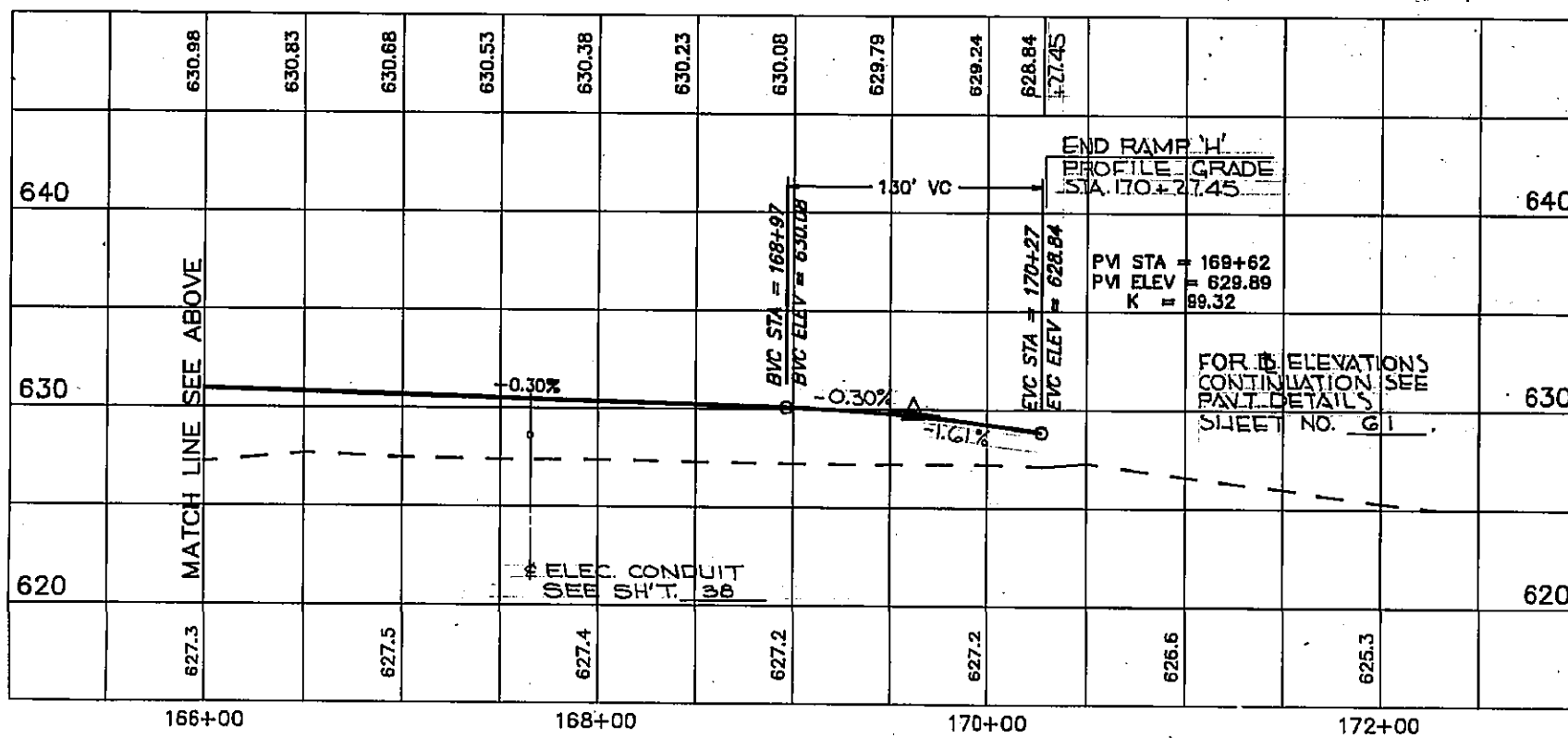
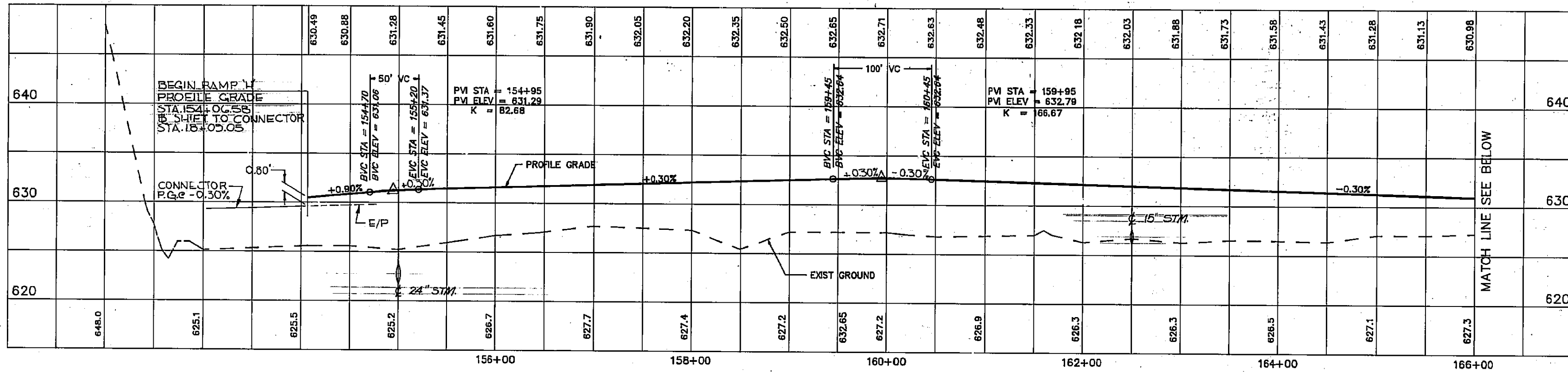
URS
OHIO TURNPIKE COMMISSION

PROFILE
RAMP 'G'

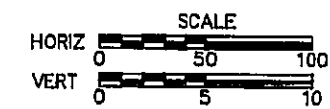
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 50 OF 50

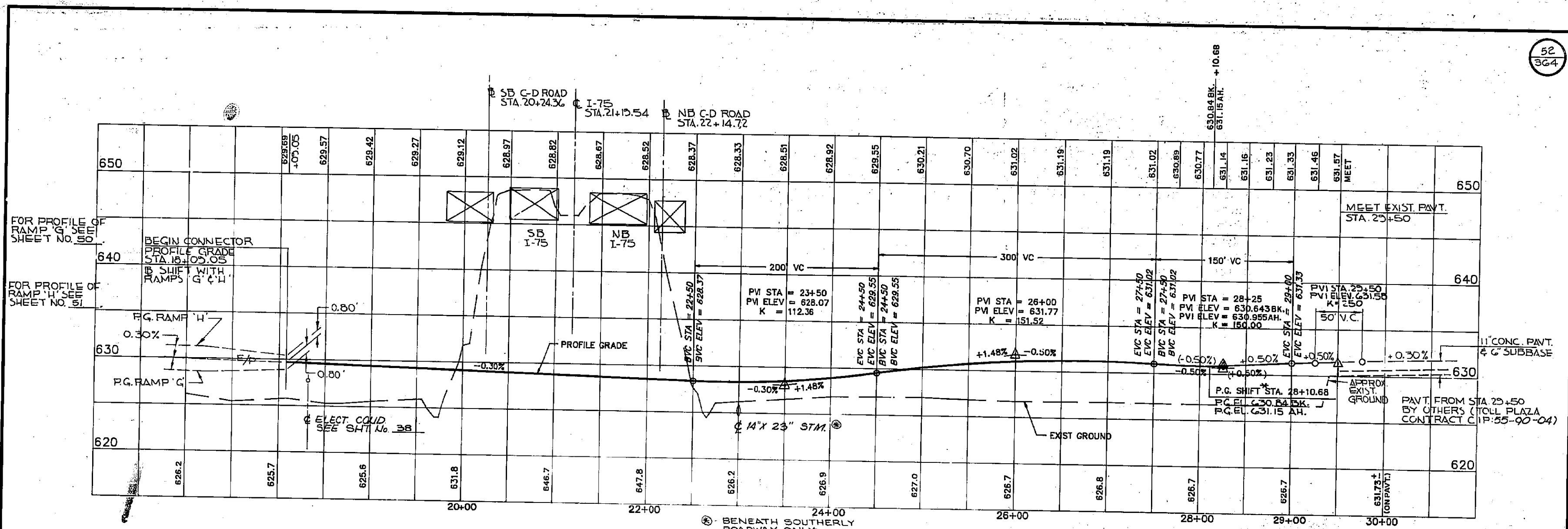


FOR PROFILE OF
CONNECTOR SEE
SHEET NO. 52



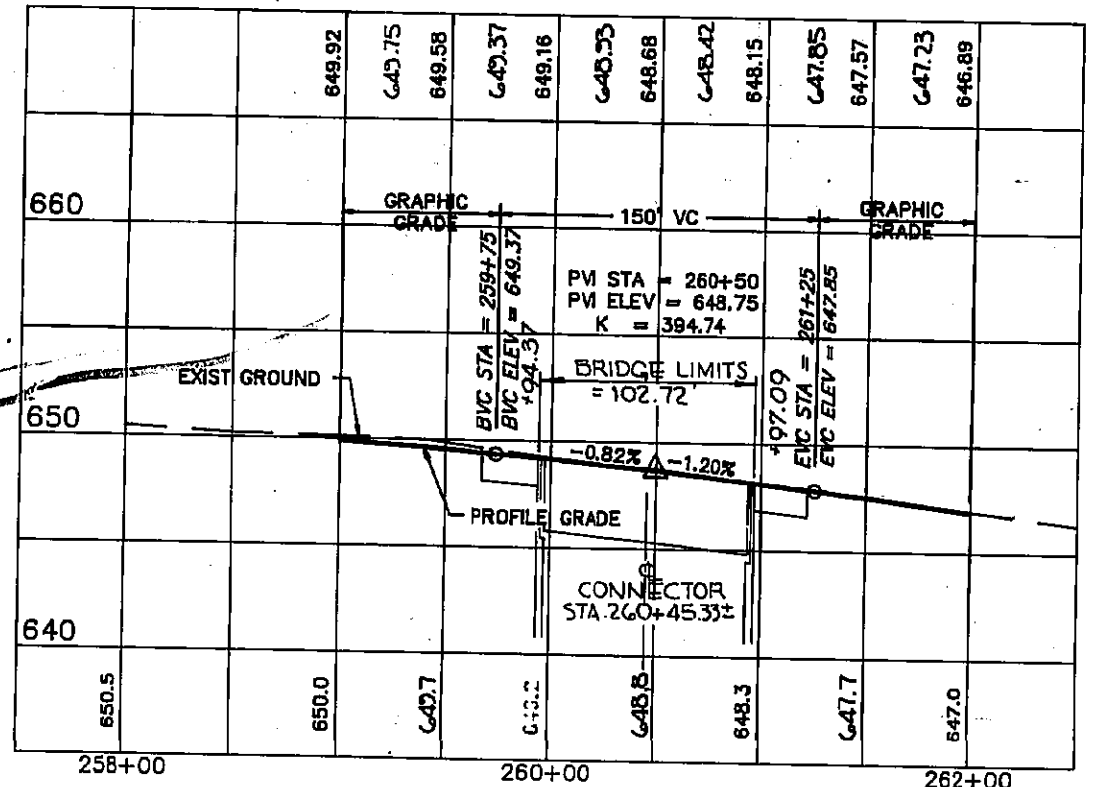
URS	
OHIO TURNPIKE COMMISSION	
PROFILE RAMP 'H'	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 51 OF



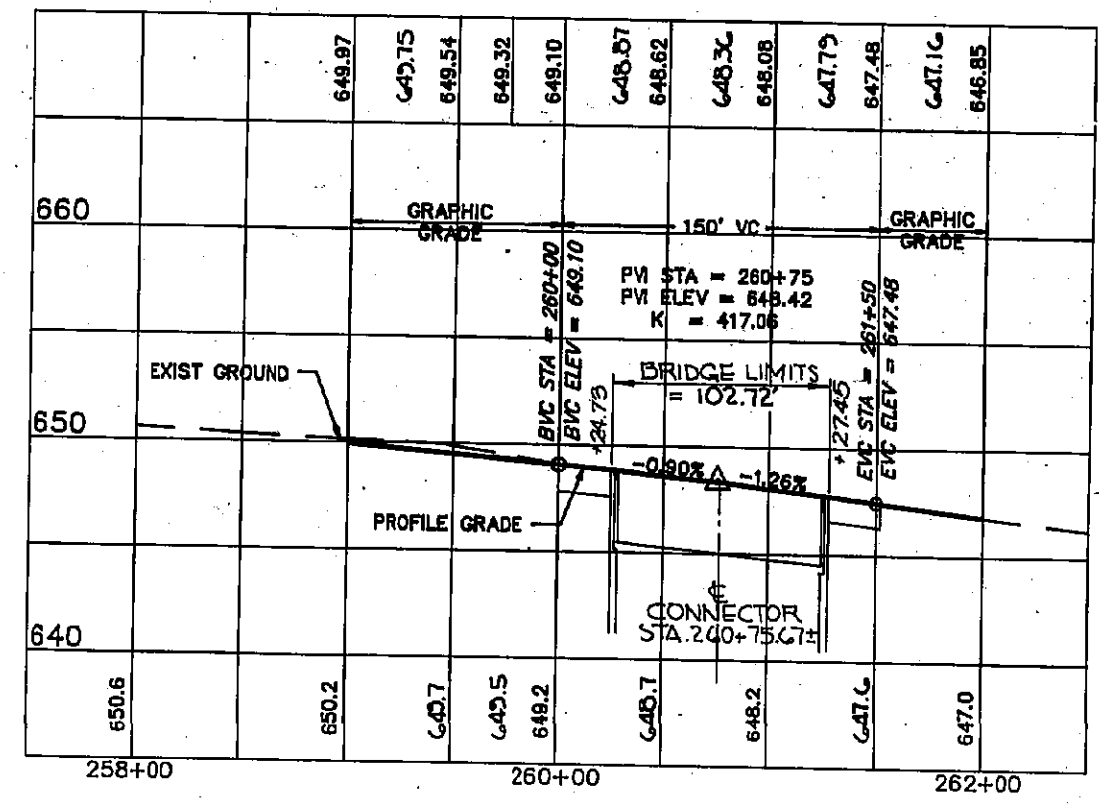


CONNECTOR
BENEATH SOUTHERLY ROADWAY ONLY

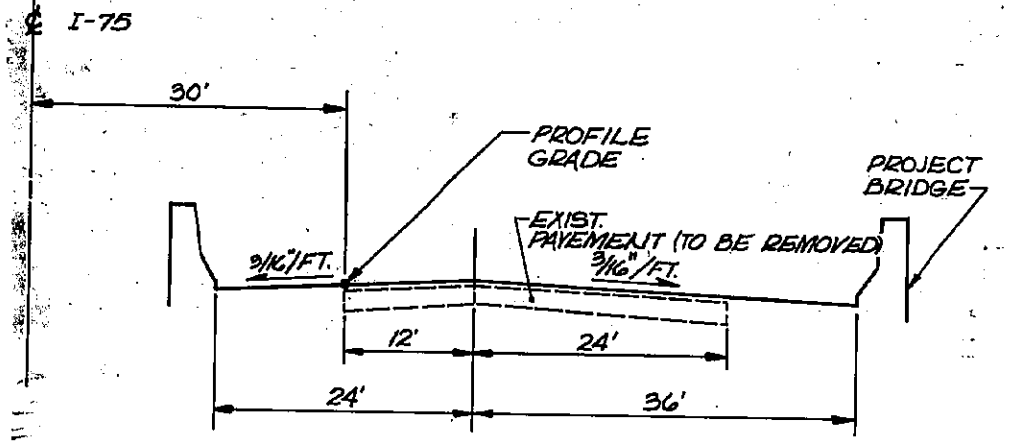
* P.C. SHIFT OF +0.3125' FROM INSIDE EDGES OF PAVT. (AT 20' OFFSET FROM CL) TO THE CENTERLINE, WITHIN VERTICAL CURVE.



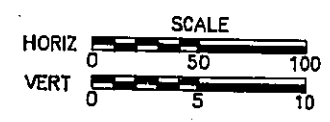
I-75 SB



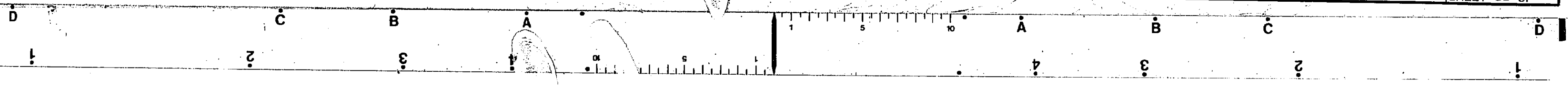
I-75 NB

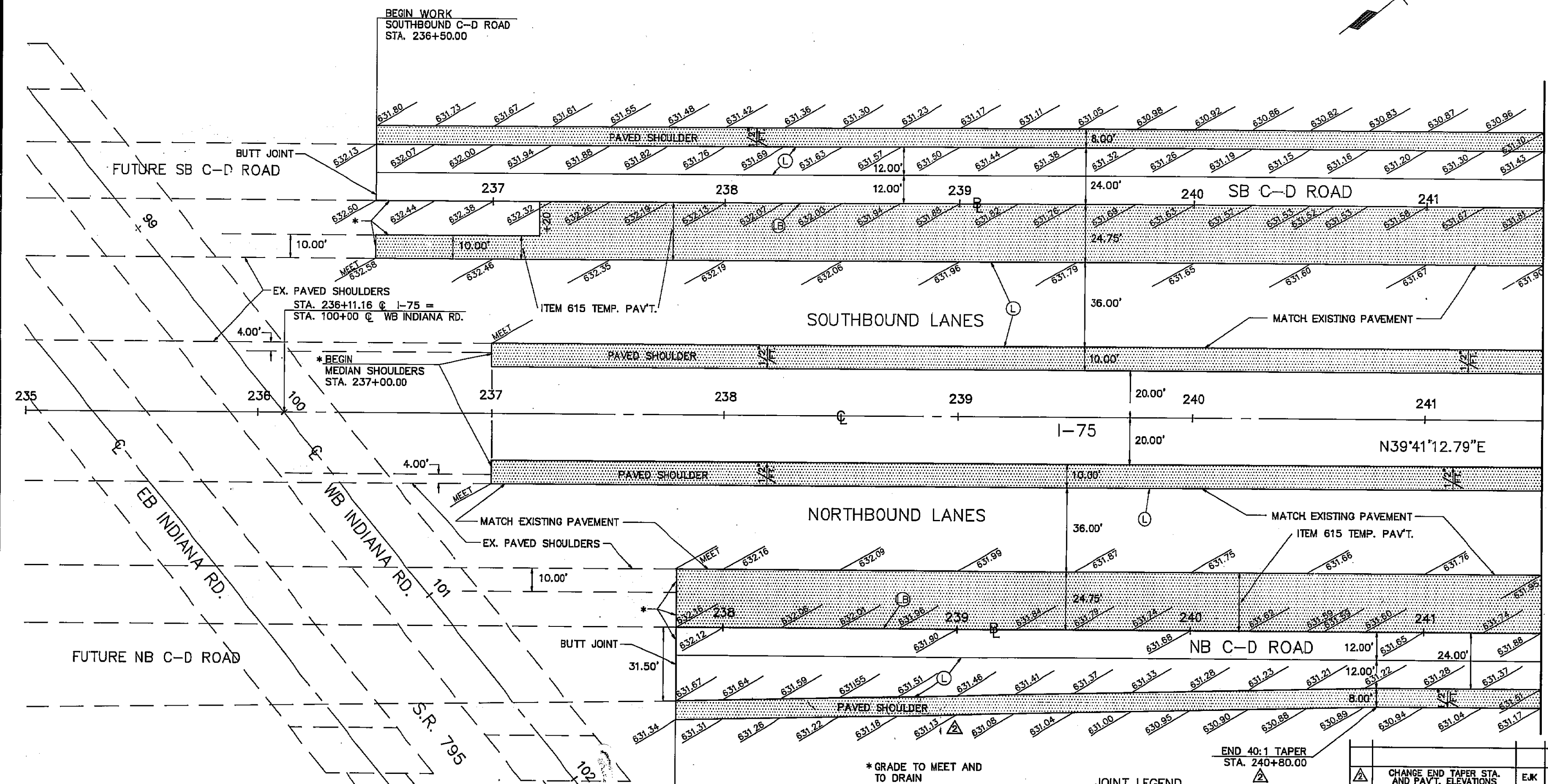
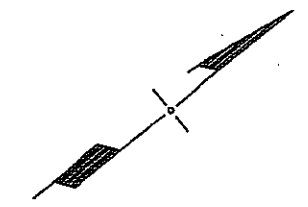


I-75 OVER CONNECTOR TYPICAL SECTION
NO SCALE



URS	
OHIO TURNPIKE COMMISSION	
PROFILE	
CONNECTOR 8	
I-75	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 52 OF





BEGIN WORK
SOUTHBOUND C-D ROAD
STA. 236+50.00

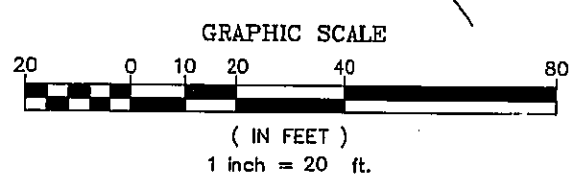
EX. PAVED SHOULDERS
STA. 236+11.16 @ I-75 =
STA. 100+00 @ WB INDIANA RD.

* BEGIN
MEDIAN SHOULDERS
STA. 237+00.00

BEGIN PROJECT
NORTHBOUND C-D ROAD
STA. 237+80.00

* GRADE TO MEET AND
TO DRAIN

END 40:1 TAPER
STA. 240+80.00



ELEVATIONS LEGEND

- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

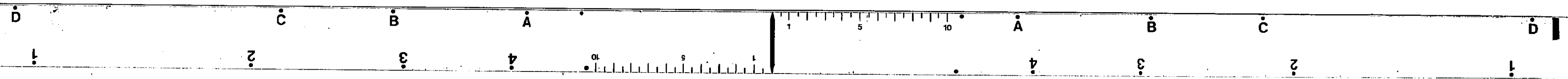
JOINT LEGEND

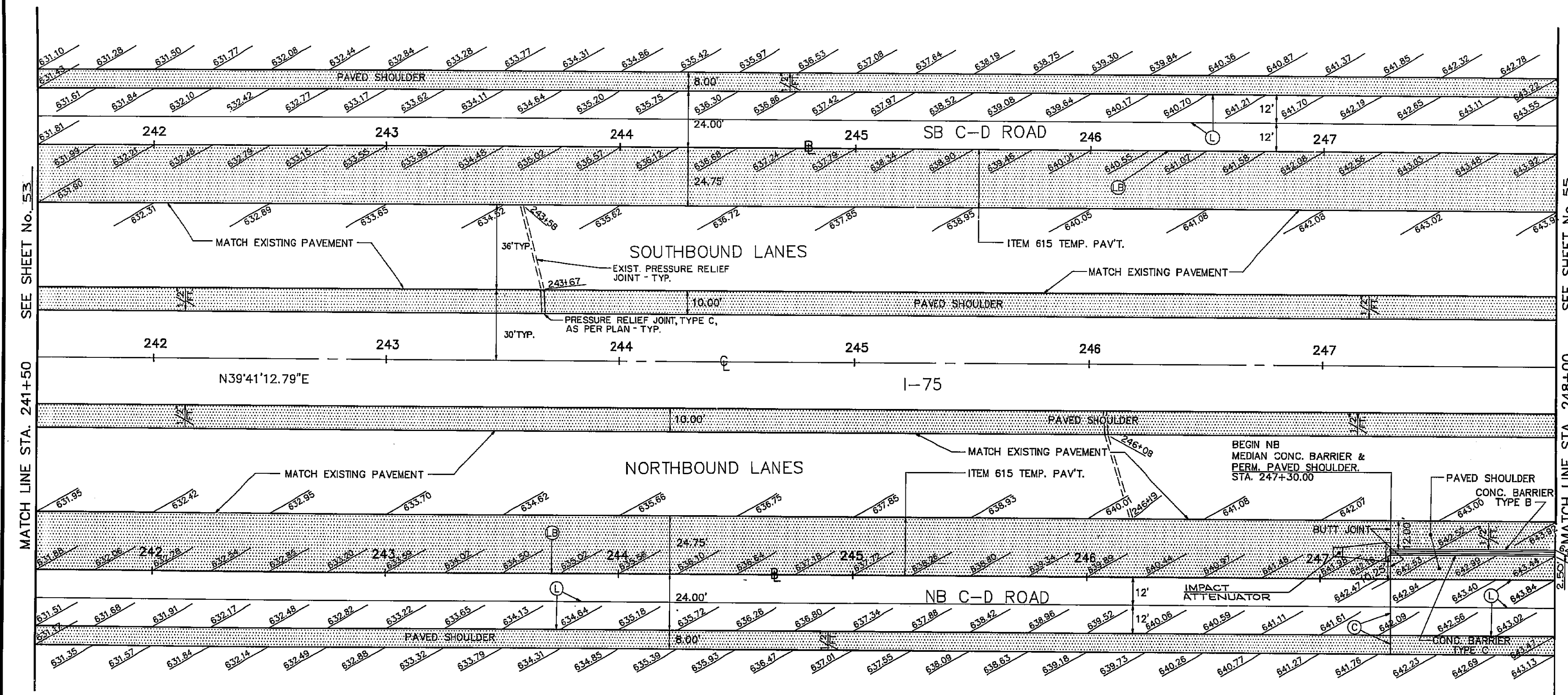
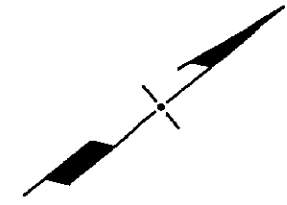
- (L) LONGITUDINAL JOINT
- (E) EXPANSION JOINT
- (C) CONTRACTION JOINT
- (B) LONGITUDINAL BUTT JOINT-
SEE TYPICAL SECTION AND
NOTE ON SHEET No. 6.

NOTE: TRANSVERSE JOINTING
NOT SHOWN.

CHANGE END TAPER STA. AND PAV'T. ELEVATIONS		E.M.	5-90
No.	REVISION	BY	DATE
URS			
OHIO TURNPIKE COMMISSION			
PAVEMENT DETAILS			
I-75 & C-D ROADS			
STA. 236+50 TO STA. 241+50			
DATE: 2/90	SCALE: 1"=20'		
CIP 55-90-03	SHEET 53 OF		

MATCH LINE STA. 241+50 SEE SHEET No. 54





SEE SHEET No. 53
MATCH LINE STA. 241+50

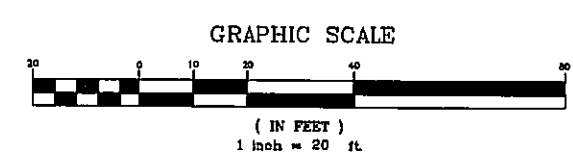
SEE SHEET No. 55
MATCH LINE STA. 248+00

ELEVATIONS LEGEND

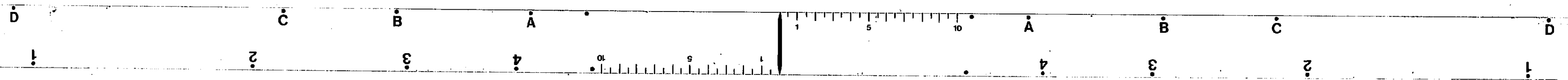
- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

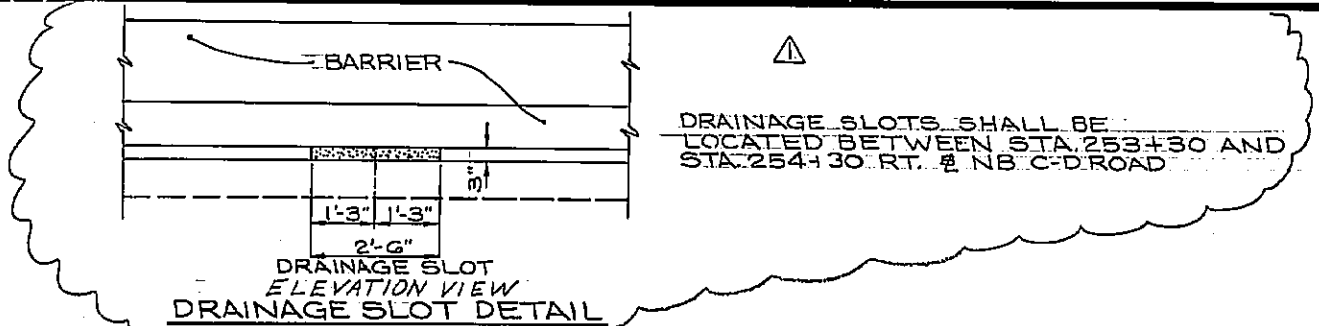
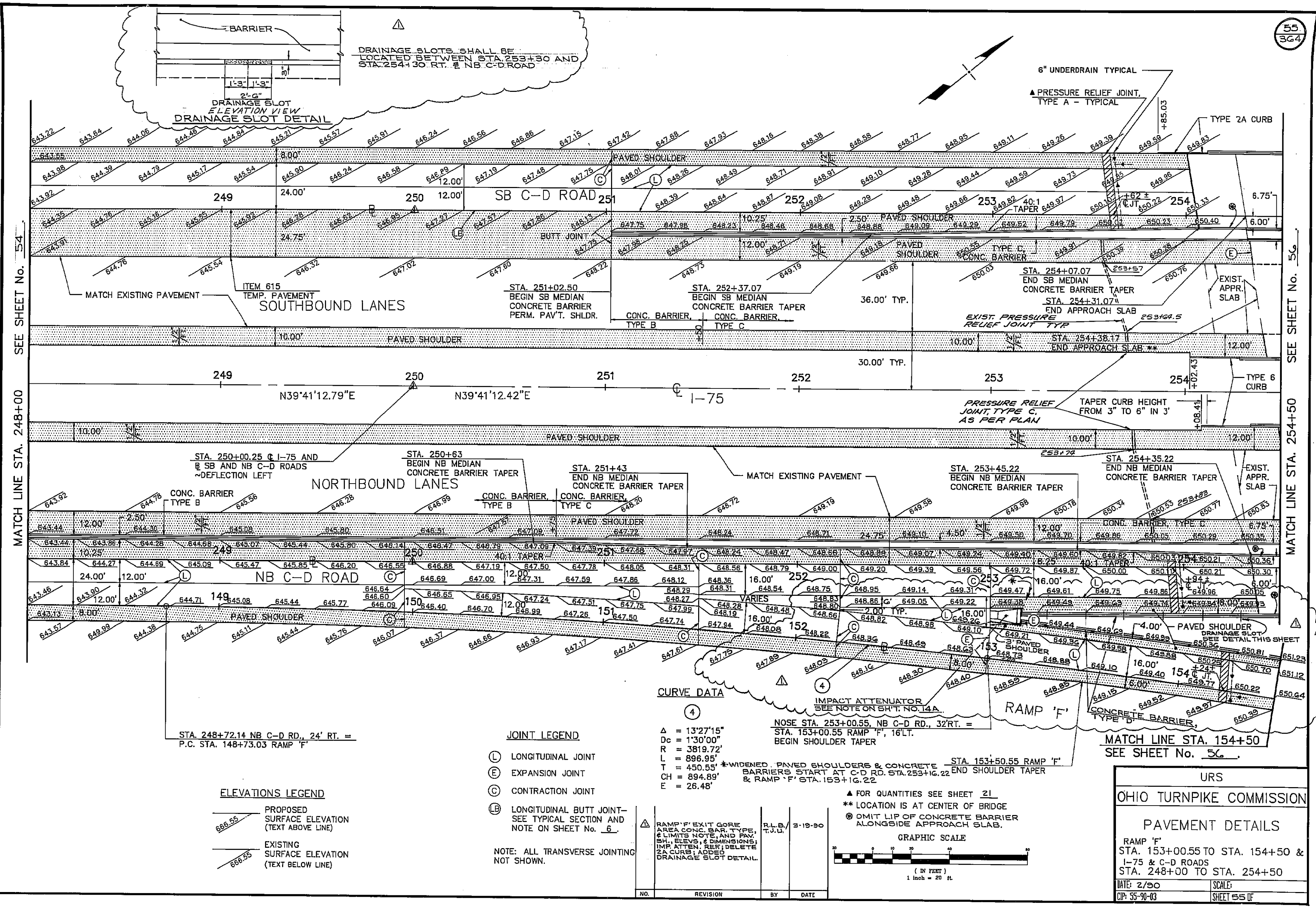
JOINT LEGEND

- (L) LONGITUDINAL JOINT
 - (E) EXPANSION JOINT
 - (C) CONTRACTION JOINT
 - (LB) LONGITUDINAL BUTT JOINT—SEE TYPICAL SECTION AND NOTE ON SHEET No. 65.
- NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.



URS	
OHIO TURNPIKE COMMISSION	
PAVEMENT DETAILS	
I-75 & C-D ROADS	
STA. 241+50 TO STA. 248+00	
DATE: 2/90	SCALE:
DWG: 55-90-03	SHEET 54 OF





MATCH LINE STA. 248+00
SEE SHEET No. 54

MATCH LINE STA. 254+50
SEE SHEET No. 56

ELEVATIONS LEGEND
 PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
 EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

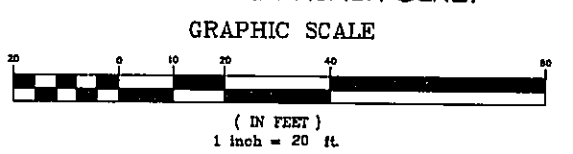
JOINT LEGEND
 (L) LONGITUDINAL JOINT
 (E) EXPANSION JOINT
 (C) CONTRACTION JOINT
 (B) LONGITUDINAL BUTT JOINT - SEE TYPICAL SECTION AND NOTE ON SHEET No. 6

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.

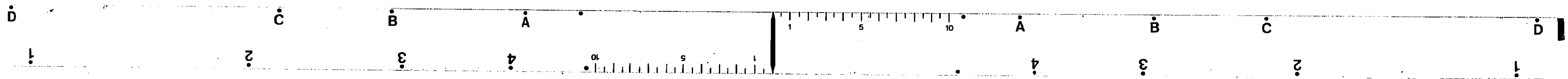
CURVE DATA

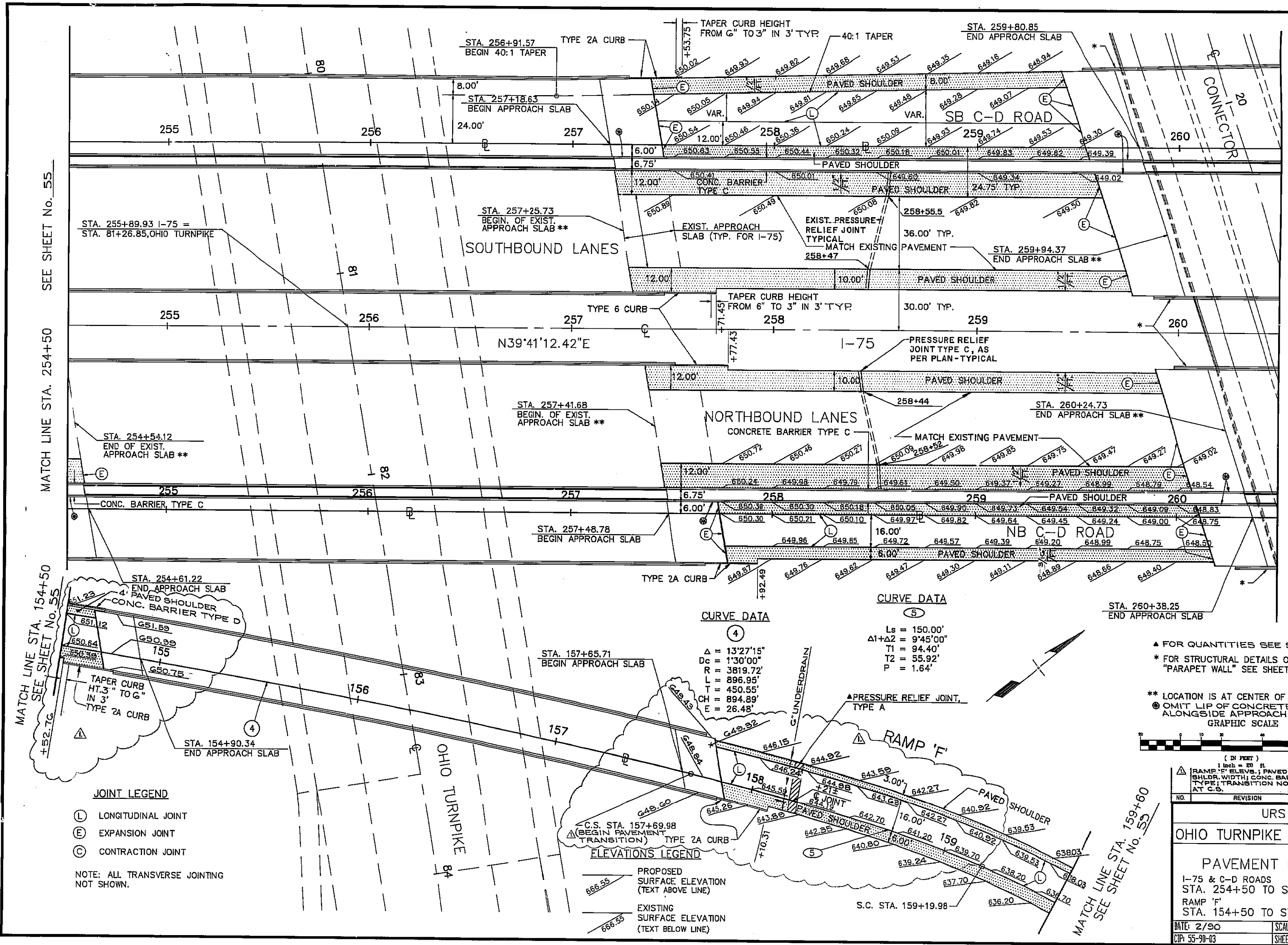
(4)
 Δ = 13°27'15"
 Dc = 1'30'00"
 R = 3819.72'
 L = 896.95'
 T = 450.55' *WIDENED PAVED SHOULDERS & CONCRETE BARRIERS START AT C-D RD. STA. 253+16.22 END SHOULDER TAPER & RAMP 'F' STA. 153+16.22
 CH = 894.89'
 E = 26.48'

NO.	REVISION	BY	DATE



URS
 OHIO TURNPIKE COMMISSION
PAVEMENT DETAILS
 RAMP 'F'
 STA. 153+00.55 TO STA. 154+50 & I-75 & C-D ROADS
 STA. 248+00 TO STA. 254+50
 DATE: 2/90
 SHEET 55 OF 56





MATCH LINE STA. 254+50
SEE SHEET No. 55

MATCH LINE STA. 260+50
SEE SHEET No. 57

MATCH LINE STA. 154+50
SEE SHEET No. 55

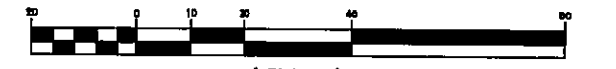
MATCH LINE STA. 159+60
SEE SHEET No. 55

CURVE DATA
(4)

CURVE DATA
(5)

▲ FOR QUANTITIES SEE SHEET 21
* FOR STRUCTURAL DETAILS OF "PARAPET WALL" SEE SHEET No. 227.

** LOCATION IS AT CENTER OF BRIDGE
⊙ OMIT LIP OF CONCRETE BARRIER ALONGSIDE APPROACH SLAB.
GRAPHIC SCALE



JOINT LEGEND

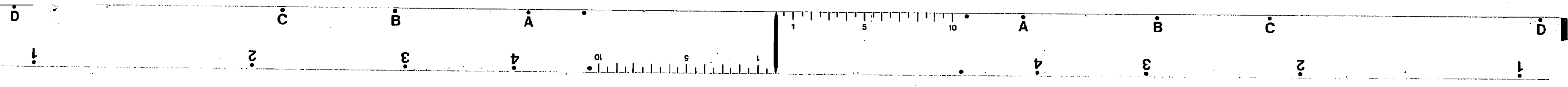
- (L) LONGITUDINAL JOINT
- (E) EXPANSION JOINT
- (C) CONTRACTION JOINT

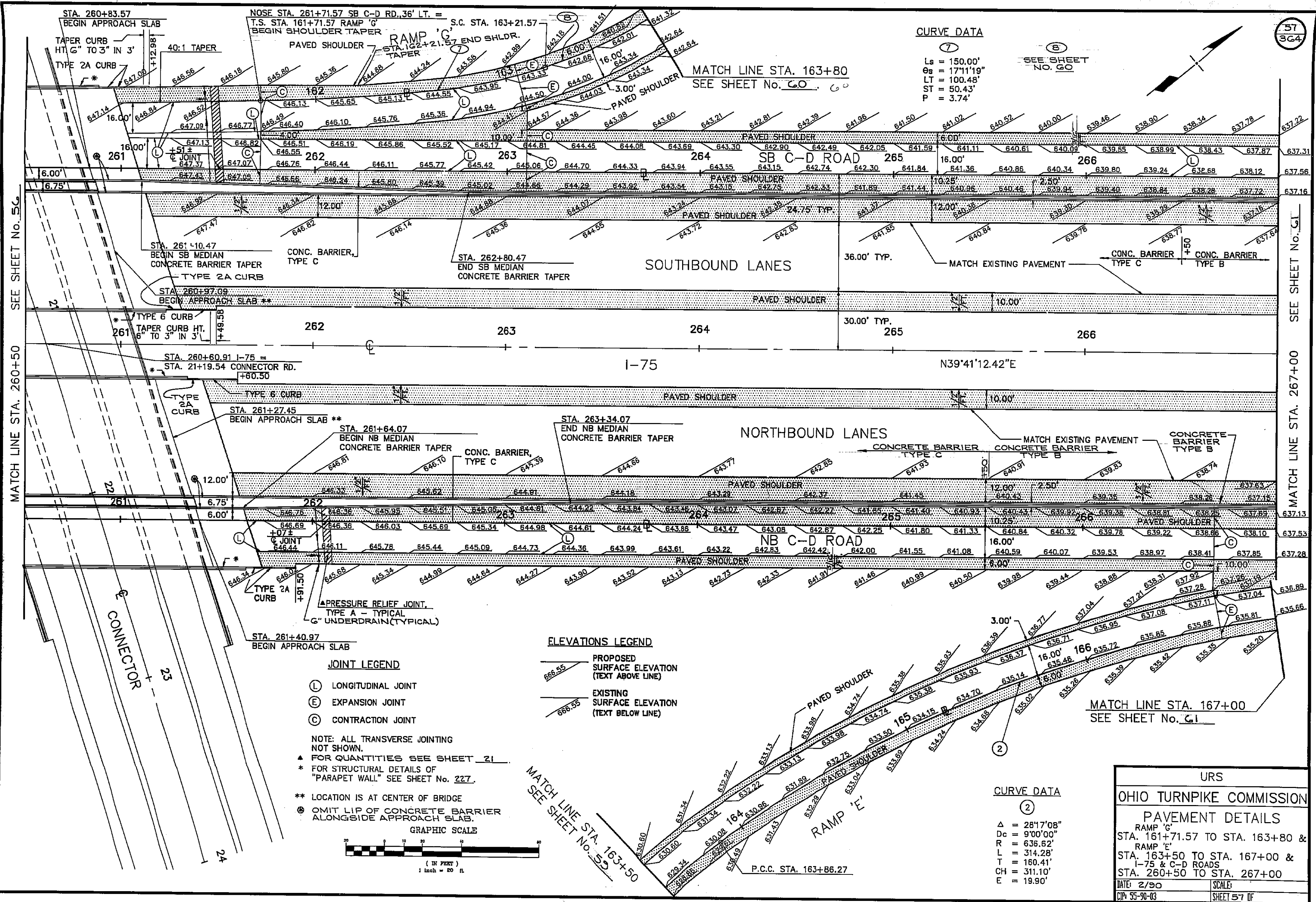
NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.

ELEVATIONS LEGEND

- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

1 inch = 20 feet		R.L.B. 13-19-90
▲ RAMP 'F' ELEV. & PAVED SHOULDR. WIDTH; CONC. BAR. TYPE; TRANSITION NOTE AT C.S.	NO.	REVISION
URS		BY
OHIO TURNPIKE COMMISSION		DATE
PAVEMENT DETAILS		
I-75 & C-D ROADS		
STA. 254+50 TO STA. 260+50 & RAMP 'F'		
STA. 154+50 TO STA. 159+60		
DATE: 2/90	SCALE:	
CIP 55-91-03	SHEET 56 OF	





CURVE DATA

(7)
 Ls = 150.00'
 Os = 1711'19"
 Lt = 100.48'
 St = 50.43'
 P = 3.74'

SEE SHEET NO. 60

MATCH LINE STA. 163+80
 SEE SHEET No. 60

SOUTHBOUND LANES

NORTHBOUND LANES

ELEVATIONS LEGEND

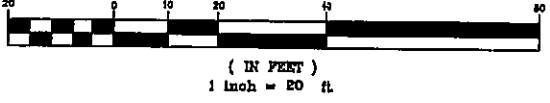
- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND

- (L) LONGITUDINAL JOINT
- (E) EXPANSION JOINT
- (C) CONTRACTION JOINT

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.
 ▲ FOR QUANTITIES SEE SHEET 21
 * FOR STRUCTURAL DETAILS OF "PARAPET WALL" SEE SHEET No. 227.
 ** LOCATION IS AT CENTER OF BRIDGE
 ⊙ OMIT LIP OF CONCRETE BARRIER ALONGSIDE APPROACH SLAB.

GRAPHIC SCALE



CURVE DATA

(2)
 Δ = 28°17'08"
 Dc = 9°00'00"
 R = 636.62'
 L = 314.28'
 T = 160.41'
 CH = 311.10'
 E = 19.90'

URS
 OHIO TURNPIKE COMMISSION

PAVEMENT DETAILS
 RAMP 'G'
 STA. 161+71.57 TO STA. 163+80 &
 RAMP 'E'
 STA. 163+50 TO STA. 167+00 &
 I-75 & C-D ROADS
 STA. 260+50 TO STA. 267+00

DATE: 2/90
 SHEET 57 OF 57

SEE SHEET No. 56

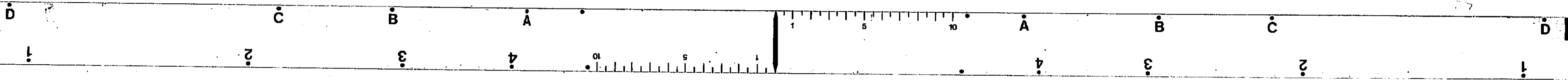
SEE SHEET No. 61

MATCH LINE STA. 260+50

MATCH LINE STA. 267+00

MATCH LINE STA. 163+50
 SEE SHEET No. 56

MATCH LINE STA. 167+00
 SEE SHEET No. 61

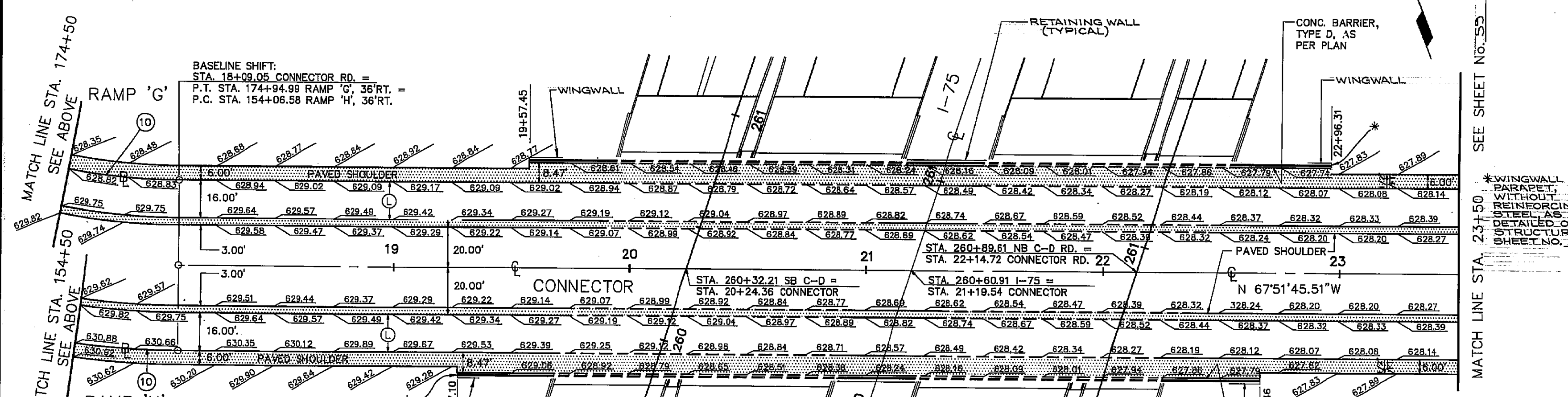
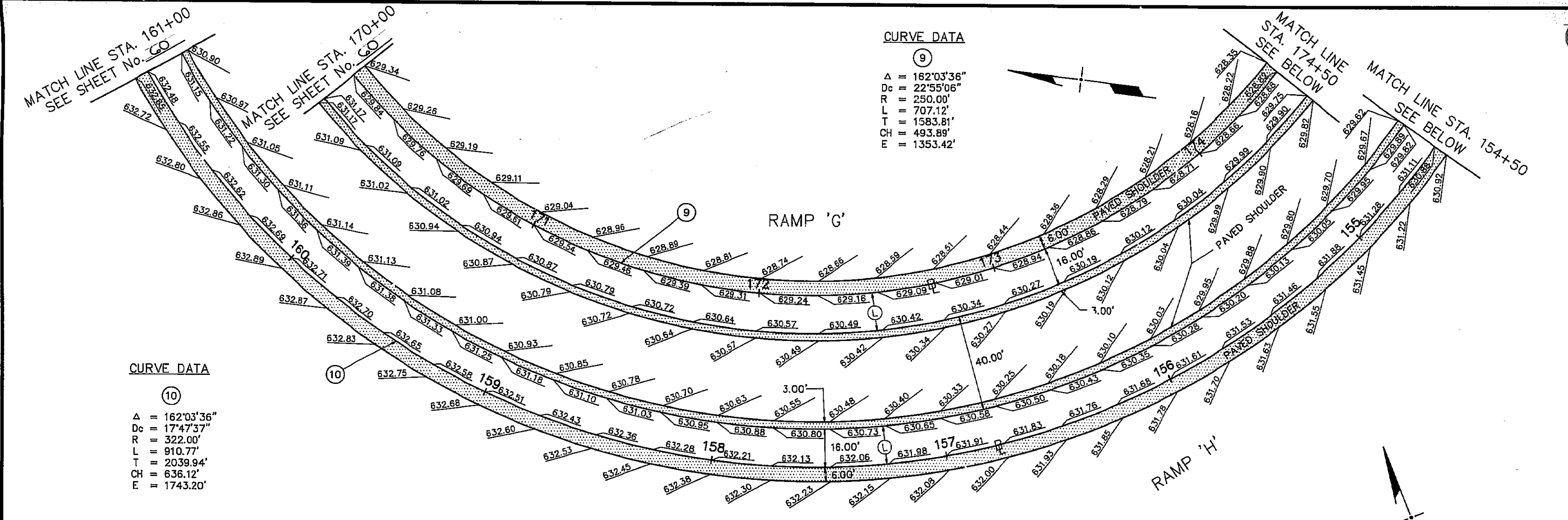


CURVE DATA

⑨
 Δ = 162°03'36"
 Dc = 22°55'06"
 R = 250.00'
 L = 707.12'
 T = 1583.81'
 CH = 493.89'
 E = 1353.42'

CURVE DATA

⑩
 Δ = 162°03'36"
 Dc = 17°47'37"
 R = 322.00'
 L = 910.77'
 T = 2039.94'
 CH = 636.12'
 E = 1743.20'



BASELINE SHIFT:
 STA. 18+09.05 CONNECTOR RD. =
 P.T. STA. 174+94.99 RAMP 'G', 36'RT. =
 P.C. STA. 154+06.58 RAMP 'H', 36'RT.

ELEVATIONS LEGEND

— PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
 — EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND

Ⓛ LONGITUDINAL JOINT
 ⓔ EXPANSION JOINT
 ⓐ CONTRACTION JOINT

NOTE: TRANSVERSE JOINTING NOT SHOWN.

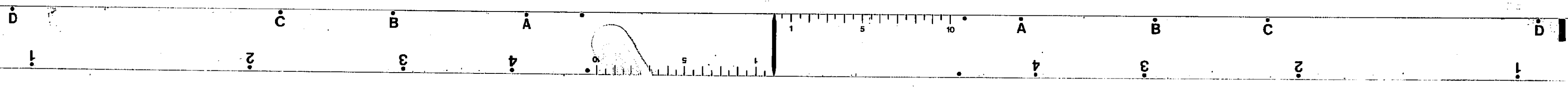
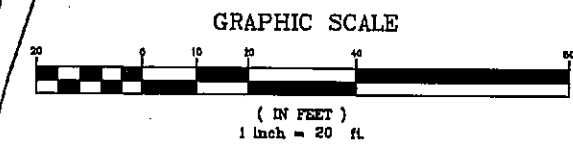
MATCH LINE STA. 174+50 SEE ABOVE

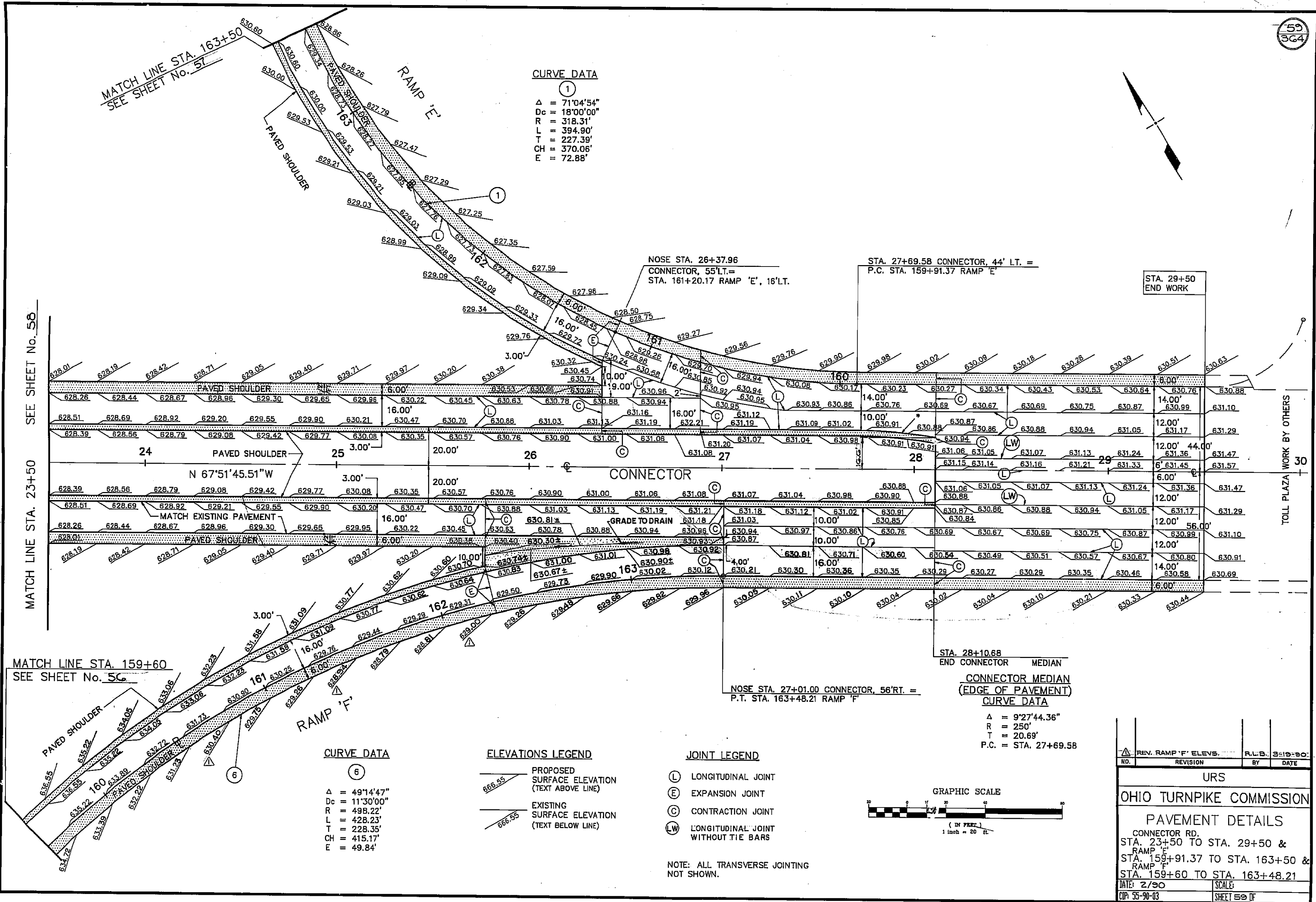
MATCH LINE STA. 154+50 SEE ABOVE

MATCH LINE STA. 23+50 SEE SHEET NO. 59

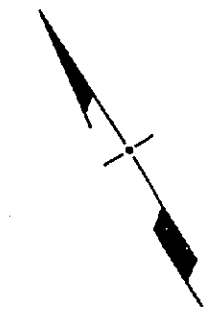
* WINGWALL PARAPET, WITHOUT REINFORCING STEEL, AS DETAILED ON STRUCTURE SHEET NO. 227

URS
 OHIO TURNPIKE COMMISSION
 PAVEMENT DETAILS
 CONNECTOR
 STA. 18+09.05 TO STA. 23+50 &
 RAMP 'G'
 STA. 170+00 TO STA. 174+94.99 &
 RAMP 'H'
 STA. 154+06.58 TO STA. 161+00
 DATE 2/90
 SCALE
 SHEET 58 OF





CURVE DATA
 ①
 $\Delta = 71^{\circ}04'54''$
 $D_c = 18^{\circ}00'00''$
 $R = 318.31'$
 $L = 394.90'$
 $T = 227.39'$
 $CH = 370.06'$
 $E = 72.88'$



SEE SHEET No. 58
 MATCH LINE STA. 23+50

MATCH LINE STA. 159+60
 SEE SHEET No. 5C

STA. 29+50
 END WORK

NOSE STA. 26+37.96
 CONNECTOR, 55' LT. =
 STA. 161+20.17 RAMP 'E', 16' LT.

STA. 27+69.58 CONNECTOR, 44' LT. =
 P.C. STA. 159+91.37 RAMP 'E'

CONNECTOR

STA. 28+10.88
 END CONNECTOR MEDIAN

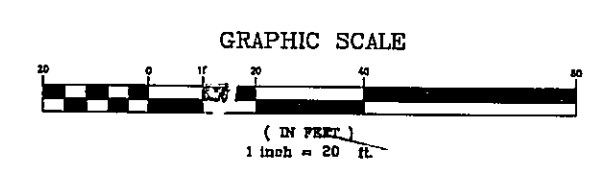
CONNECTOR MEDIAN
 (EDGE OF PAVEMENT)
 CURVE DATA

$\Delta = 9^{\circ}27'44.36''$
 $R = 250'$
 $T = 20.69'$
 P.C. = STA. 27+69.58

CURVE DATA
 ⑥
 $\Delta = 49^{\circ}14'47''$
 $D_c = 11^{\circ}30'00''$
 $R = 498.22'$
 $L = 428.23'$
 $T = 228.35'$
 $CH = 415.17'$
 $E = 49.84'$

ELEVATIONS LEGEND
 PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
 EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND
 (L) LONGITUDINAL JOINT
 (E) EXPANSION JOINT
 (C) CONTRACTION JOINT
 (LW) LONGITUDINAL JOINT WITHOUT TIE BARS



NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.

NO.	REV.	REVISION	BY	DATE

URS
 OHIO TURNPIKE COMMISSION
 PAVEMENT DETAILS
 CONNECTOR RD.
 STA. 23+50 TO STA. 29+50 &
 RAMP 'E'
 STA. 159+91.37 TO STA. 163+50 &
 RAMP 'F'
 STA. 159+60 TO STA. 163+48.21
 DATE: 2/90
 CIP: 55-90-03



CURVE DATA

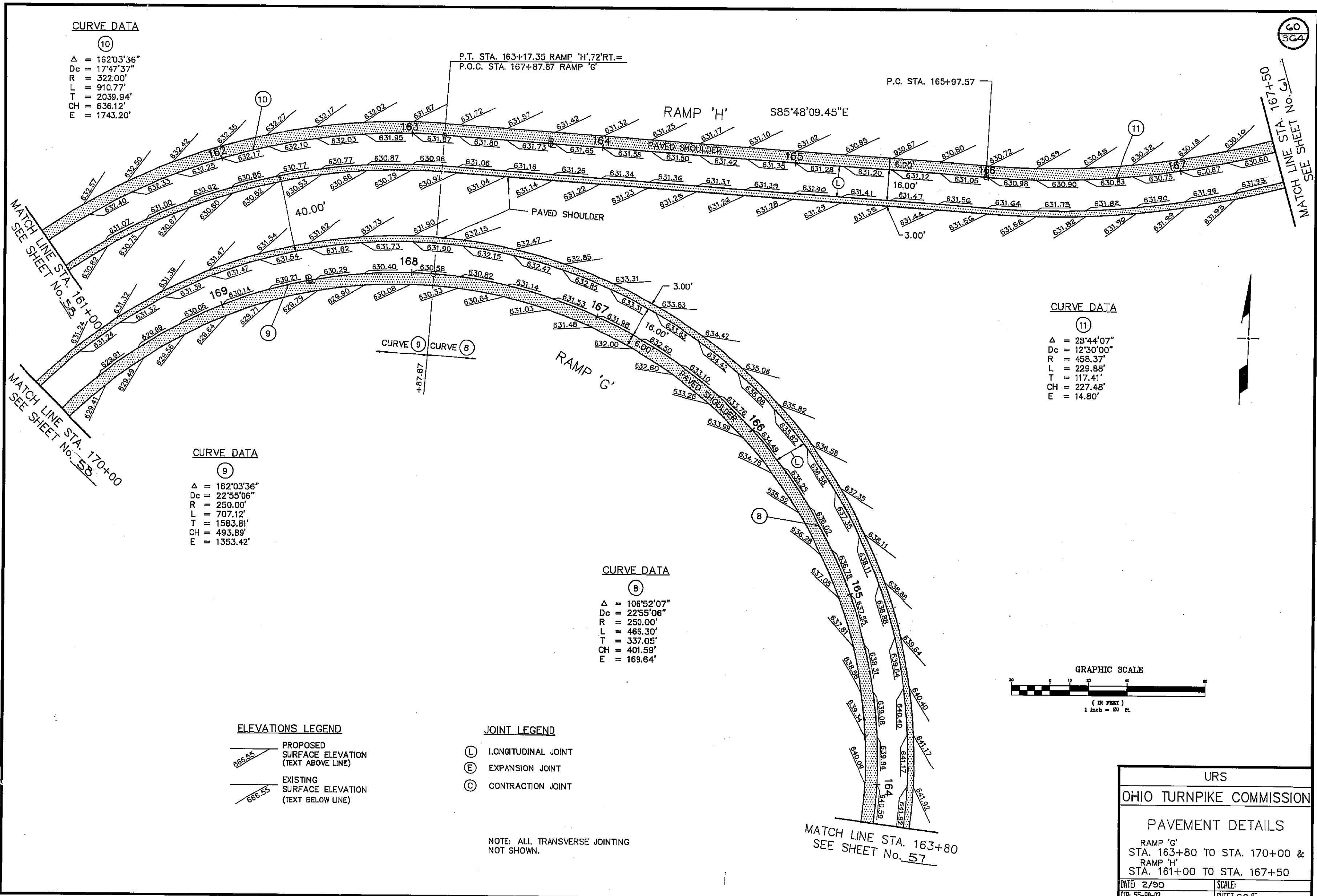
(10)

Δ = 162°03'36"
 Dc = 17'47'37"
 R = 322.00'
 L = 910.77'
 T = 2039.94'
 CH = 636.12'
 E = 1743.20'

P.T. STA. 163+17.35 RAMP 'H', 72°RT. =
 P.O.C. STA. 167+87.87 RAMP 'G'

P.C. STA. 165+97.57

RAMP 'H' S85°48'09.45"E



CURVE DATA

(11)

Δ = 28°44'07"
 Dc = 12°30'00"
 R = 458.37'
 L = 229.88'
 T = 117.41'
 CH = 227.48'
 E = 14.80'

CURVE DATA

(9)

Δ = 162°03'36"
 Dc = 22°55'06"
 R = 250.00'
 L = 707.12'
 T = 1583.81'
 CH = 493.89'
 E = 1353.42'

CURVE DATA

(8)

Δ = 108°52'07"
 Dc = 22°55'06"
 R = 250.00'
 L = 486.30'
 T = 337.05'
 CH = 401.59'
 E = 169.64'

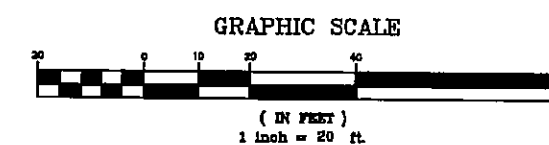
ELEVATIONS LEGEND

PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
 EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

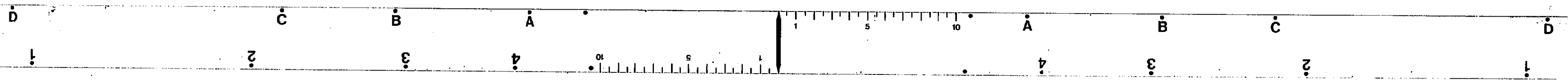
JOINT LEGEND

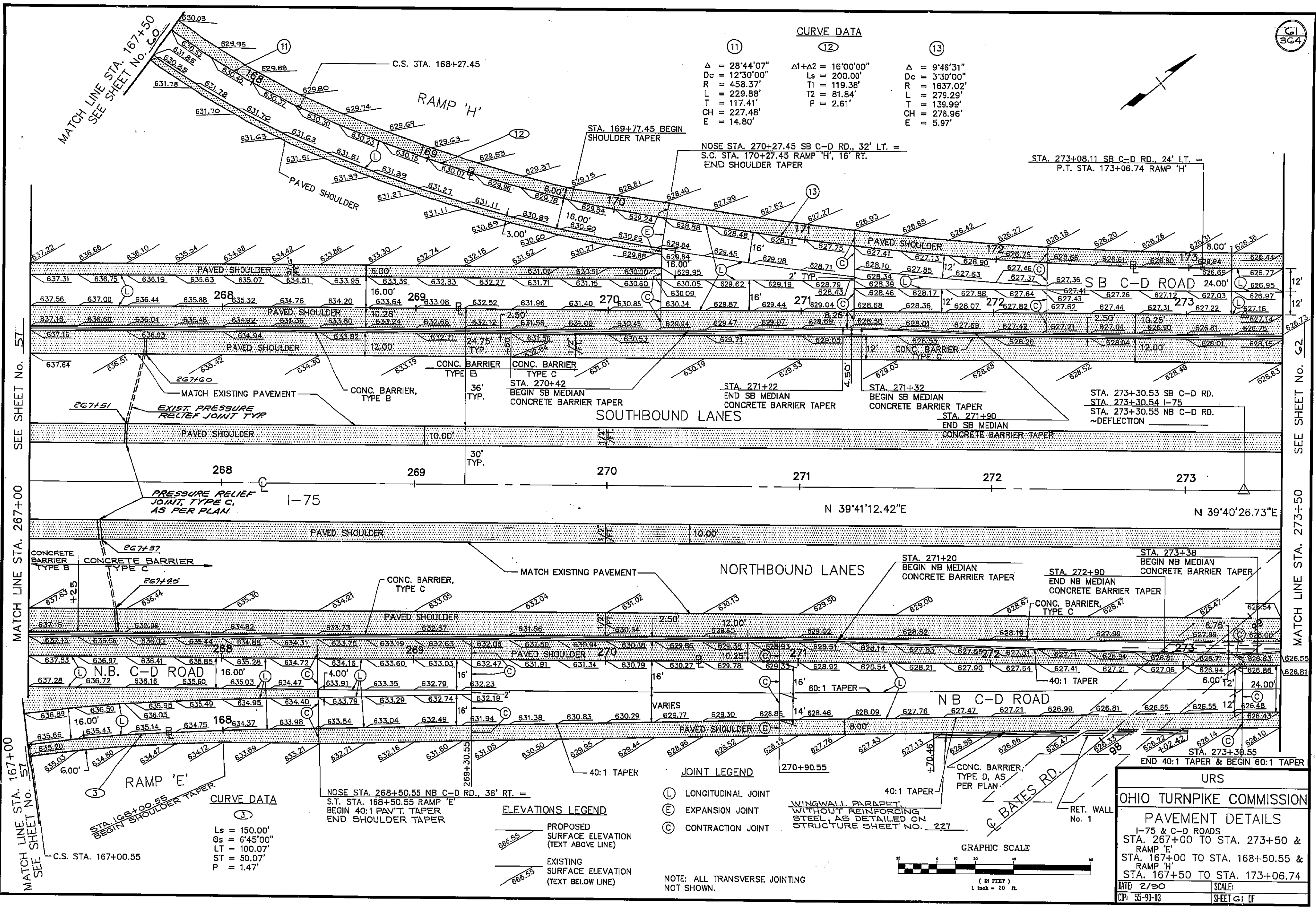
(L) LONGITUDINAL JOINT
 (E) EXPANSION JOINT
 (C) CONTRACTION JOINT

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.



URS	
OHIO TURNPIKE COMMISSION	
PAVEMENT DETAILS	
RAMP 'G' STA. 163+80 TO STA. 170+00 & RAMP 'H' STA. 161+00 TO STA. 167+50	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 60 OF





CURVE DATA

11	12	13
$\Delta = 28^{\circ}44'07''$	$\Delta 1+\Delta 2 = 16^{\circ}00'00''$	$\Delta = 9^{\circ}48'31''$
$D_c = 12^{\circ}30'00''$	$L_s = 200.00'$	$D_c = 3^{\circ}30'00''$
$R = 458.37'$	$T_1 = 119.38'$	$R = 1637.02'$
$L = 229.88'$	$T_2 = 81.84'$	$L = 279.29'$
$T = 117.41'$	$P = 2.61'$	$T = 139.99'$
$CH = 227.48'$		$CH = 278.96'$
$E = 14.80'$		$E = 5.97'$

CURVE DATA

$L_s = 150.00'$
$G_s = 6^{\circ}45'00''$
$LT = 100.07'$
$ST = 50.07'$
$P = 1.47'$

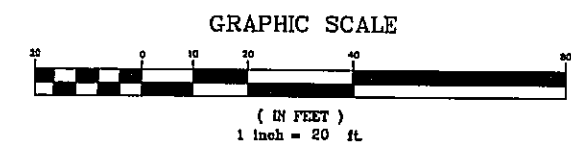
ELEVATIONS LEGEND

- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND

- (L) LONGITUDINAL JOINT
- (E) EXPANSION JOINT
- (C) CONTRACTION JOINT

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.



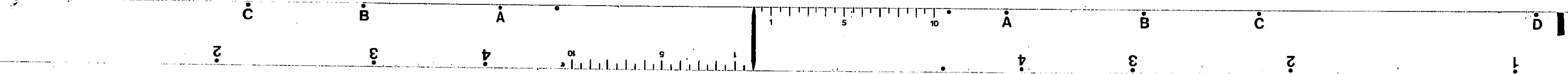
URS
OHIO TURNPIKE COMMISSION

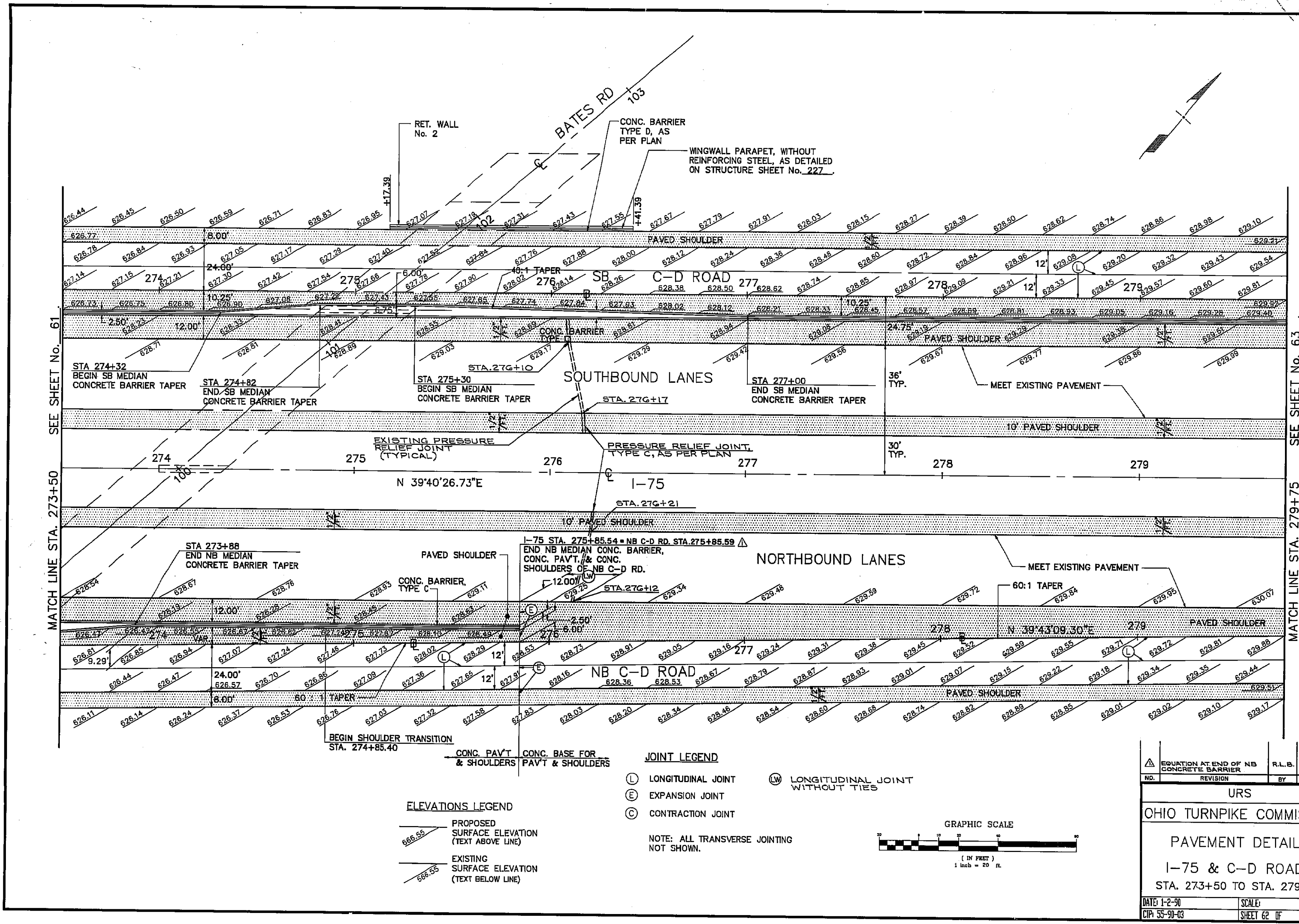
PAVEMENT DETAILS
I-75 & C-D ROADS
STA. 267+00 TO STA. 273+50 &
RAMP 'E'
STA. 167+00 TO STA. 168+50.55 &
RAMP 'H'
STA. 167+50 TO STA. 173+06.74

DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET: G1 OF

MATCH LINE STA. 167+00 SEE SHEET No. 57

MATCH LINE STA. 273+50 SEE SHEET No. 62





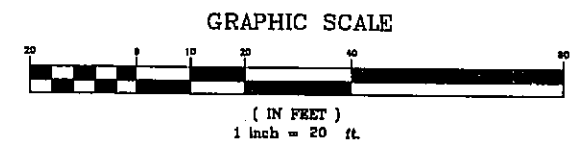
SEE SHEET No. 61
MATCH LINE STA. 273+50

SEE SHEET No. 63
MATCH LINE STA. 279+75

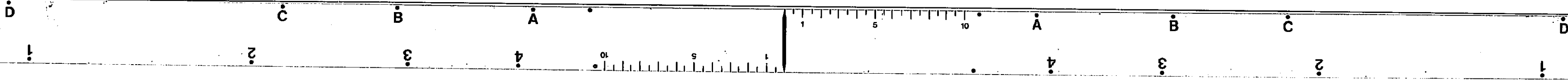
ELEVATIONS LEGEND
 PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
 EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

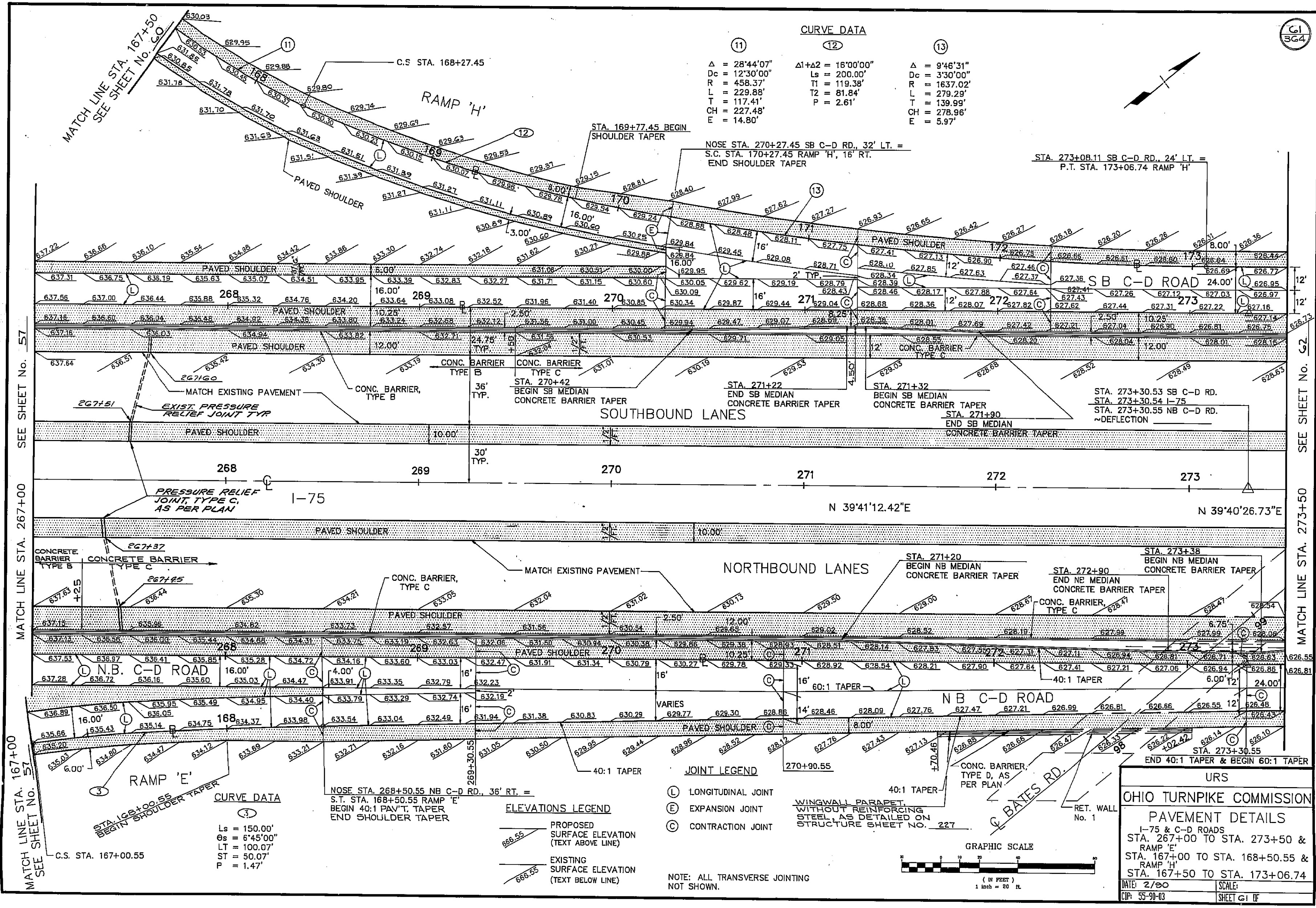
JOINT LEGEND
 (L) LONGITUDINAL JOINT
 (E) EXPANSION JOINT
 (C) CONTRACTION JOINT
 (LW) LONGITUDINAL JOINT WITHOUT TIES

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.



EQUATION AT END OF NB CONCRETE BARRIER ND. REVISION URS OHIO TURNPIKE COMMISSION		R.L.B. 3-19-90 BY DATE
PAVEMENT DETAILS I-75 & C-D ROADS STA. 273+50 TO STA. 279+75		
DATE: 1-2-90 CIP: 55-90-03	SCALE: SHEET 62 OF	





CURVE DATA

Curve No.	Δ	Dc	R	L	T	CH	E
11	28°44'07"	12°30'00"	458.37'	229.88'	117.41'	227.48'	14.80'
12	Δ1+Δ2 = 16°00'00"	Ls = 200.00'	T1 = 119.38'	T2 = 81.84'	P = 2.61'		
13	9°46'31"	3°30'00"	1637.02'	279.29'	139.99'	278.96'	5.97'

CURVE DATA

Ls = 150.00'
Os = 6°45'00"
LT = 100.07'
ST = 50.07'
P = 1.47'

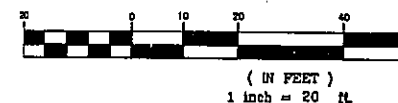
ELEVATIONS LEGEND

- PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
- EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND

- LONGITUDINAL JOINT
- EXPANSION JOINT
- CONTRACTION JOINT

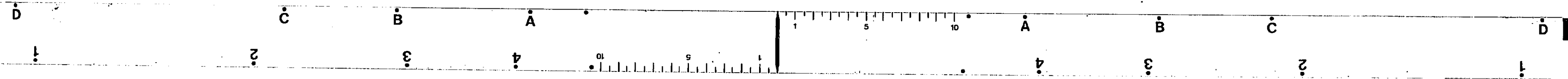
GRAPHIC SCALE

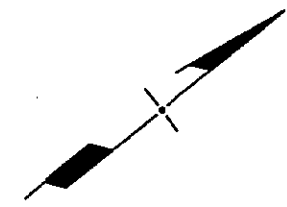


URS
OHIO TURNPIKE COMMISSION
PAVEMENT DETAILS
I-75 & C-D ROADS
STA. 267+00 TO STA. 273+50 &
RAMP 'E'
STA. 167+00 TO STA. 168+50.55 &
RAMP 'H'
STA. 167+50 TO STA. 173+06.74
DATE: 2/90
SCALE:
CIP: 55-90-03 SHEET C1 OF

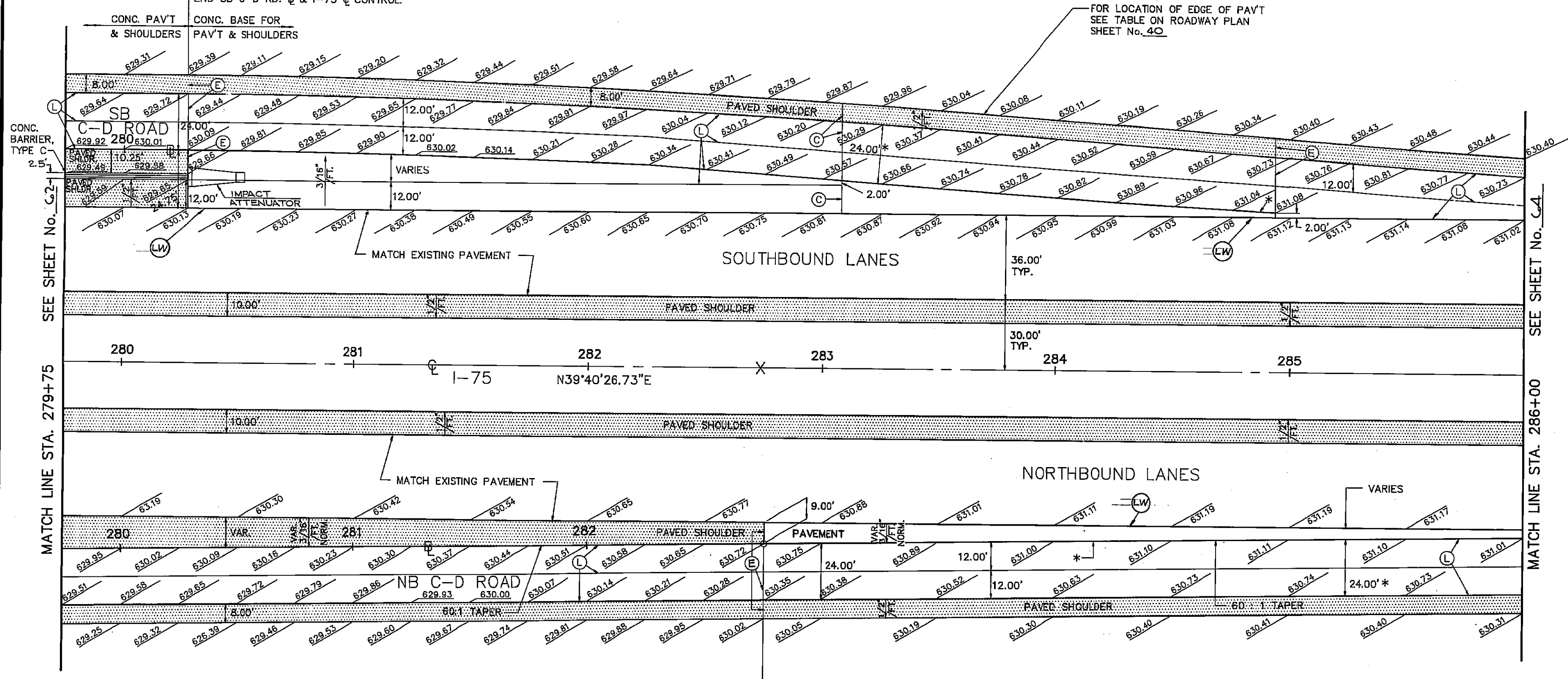
MATCH LINE STA. 167+00 SEE SHEET No. 57

MATCH LINE STA. 273+50 SEE SHEET No. 52





STA. 280+27.45 I-75, 90.75'LT.=
STA. 280+27.43 SB C-D RD.
BEGIN PAVEMENT TRANSITION, &
END MEDIAN CONCRETE BARRIER
END SB C-D RD. @ I-75 @ CONTROL.



MATCH LINE STA. 279+75 SEE SHEET No. C-2

MATCH LINE STA. 286+00 SEE SHEET No. C-4

FOR LOCATION OF EDGE OF PAVT
SEE TABLE ON ROADWAY PLAN
SHEET No. 40

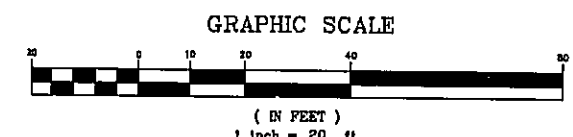
* FOR JOINT
IN ITEM 451
PAVT BASE

ELEVATIONS LEGEND
 PROPOSED
SURFACE ELEVATION
(TEXT ABOVE LINE)
 EXISTING
SURFACE ELEVATION
(TEXT BELOW LINE)

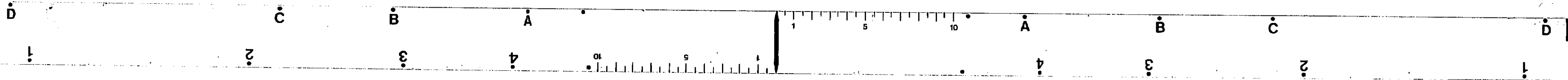
JOINT LEGEND
 (L) LONGITUDINAL JOINT
 (E) EXPANSION JOINT
 (C) CONTRACTION JOINT
 (LW) LONGITUDINAL JOINT
WITHOUT TIES

NOTE: ALL TRANSVERSE JOINTING
NOT SHOWN.

STA. 282+75.54 I-75, 75'RT.=
STA. 282+75.69 NB C-D RD.
END NB C-D RD. @ I-75 @ CONTROL.



URS	
OHIO TURNPIKE COMMISSION	
PAVEMENT DETAILS	
SB C-D ROAD STA. 279+75 TO STA. 280+27.43 & I-75 & NB C-D ROAD STA. 279+75 TO STA. 286+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 63 OF



EXISTING PAVEMENT ELEVATIONS

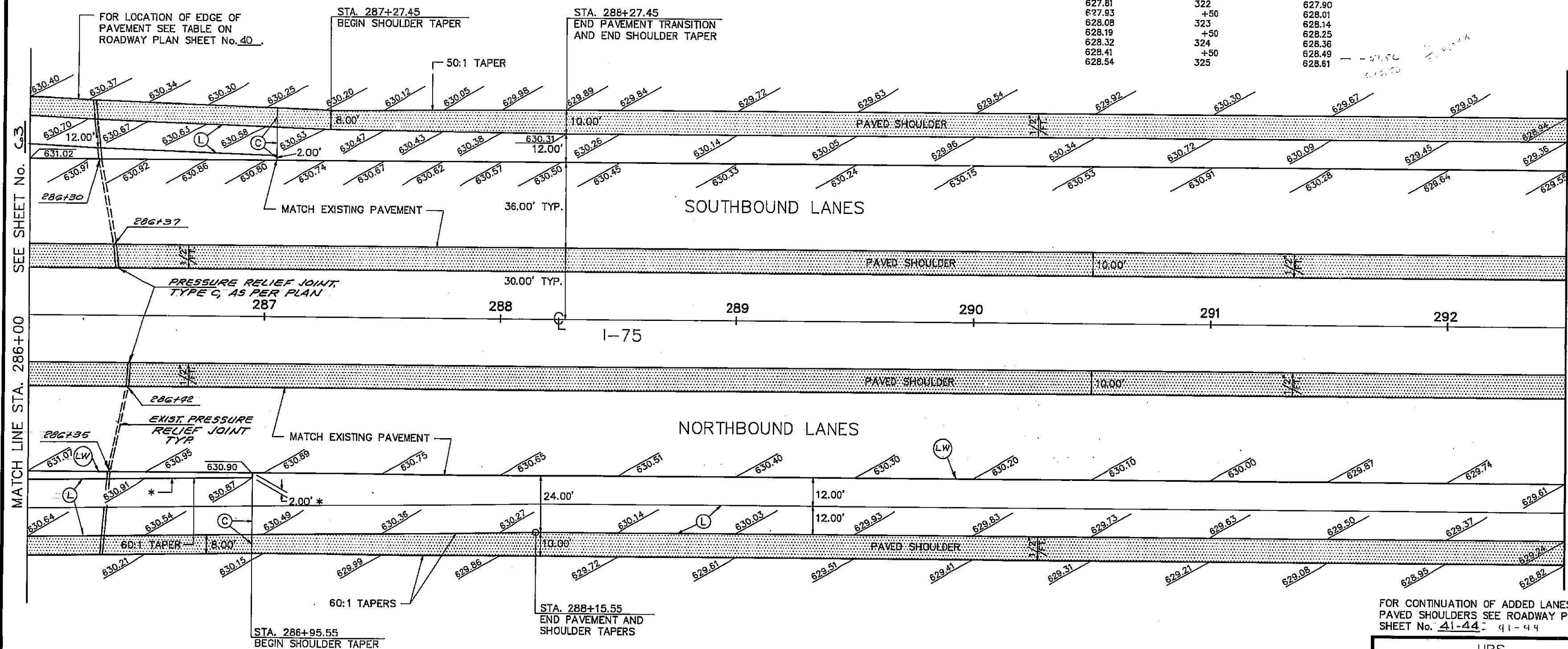
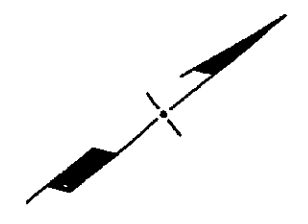
EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' LEFT OF C	I-75 C STA.	EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' RIGHT OF C
629.45	293+00	629.48
629.20	294	629.21
628.92	295	629.03
628.70	296	628.76
628.47	297	628.48
628.31	+75	628.34
628.30	298	628.33
628.29	+25	628.34
628.45	299	628.50
628.70	300	628.76
628.00	301	628.96
628.21	302	629.23
628.41	303	629.45
628.69	304	629.67
628.85	+75	629.87

EXISTING PAVEMENT ELEVATIONS

EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' LEFT OF C	I-75 C STA.	EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' RIGHT OF C
629.85	305+00	629.90
629.93	+25	629.94
629.96	+50	629.95
629.98	+75	629.96
629.95	306	629.92
629.94	+25	629.95
629.90	+50	629.96
629.86	+75	629.91
629.83	307	629.84
629.84	+25	629.83
629.62	308	629.64
629.35	309	629.42
629.19	310	629.22
628.90	311	628.99
628.70	312	628.76
628.48	313	628.52
628.30	314	628.32

EXISTING PAVEMENT ELEVATIONS

EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' LEFT OF C	I-75 C STA.	EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATION AT 66' RIGHT OF C
628.07	315+00	628.00
627.90	+50	627.87
627.77	316	627.81
627.60	+50	627.74
627.54	317	627.63
627.46	+50	627.50
627.36	318	627.37
627.31	+25	627.30
627.24	+50	627.28
627.19	+75	627.23
627.17	319	627.21
627.19	+25	627.23
627.21	+50	627.26
627.32	320	627.35
627.47	+50	627.49
627.60	321	627.61
627.72	+50	627.77
627.81	322	627.90
627.83	+50	628.01
628.08	323	628.14
628.19	+50	628.25
628.32	324	628.36
628.41	+50	628.49
628.54	325	628.61



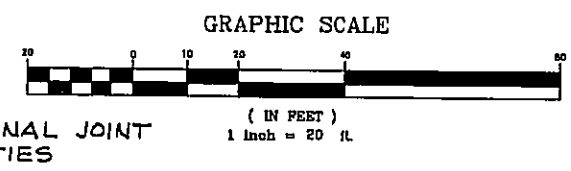
ELEVATIONS LEGEND

	PROPOSED SURFACE ELEVATION (TEXT ABOVE LINE)
	EXISTING SURFACE ELEVATION (TEXT BELOW LINE)

JOINT LEGEND

	LONGITUDINAL JOINT
	EXPANSION JOINT
	CONTRACTION JOINT

NOTE: ALL TRANSVERSE JOINTING NOT SHOWN.

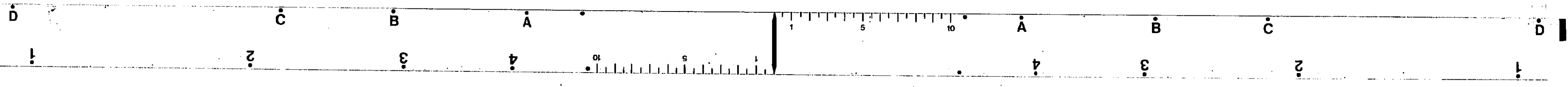


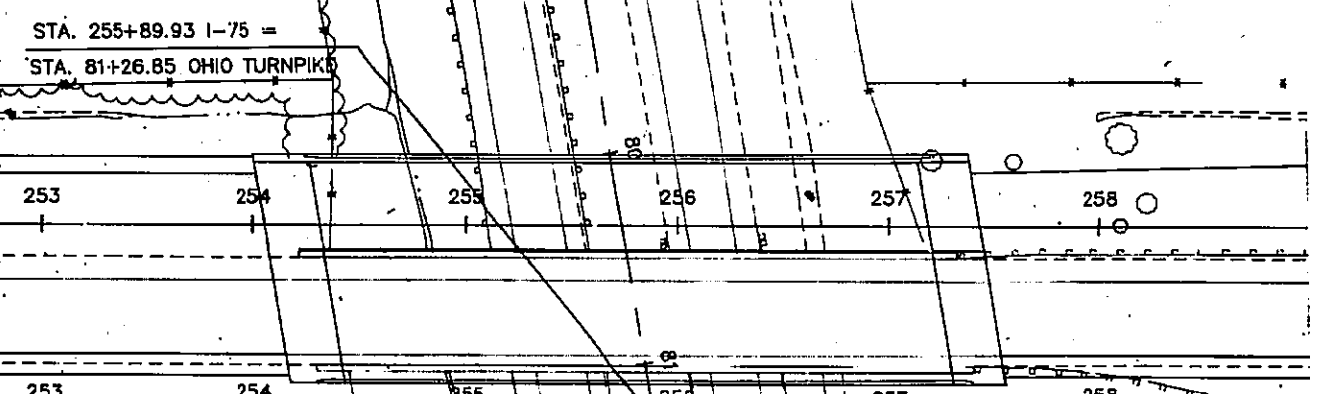
* FOR JOINT IN ITEM 451 PAVEMENT BASE

FOR CONTINUATION OF ADDED LANES AND PAVED SHOULDERS SEE ROADWAY PLANS SHEET No. 41-44 91-44

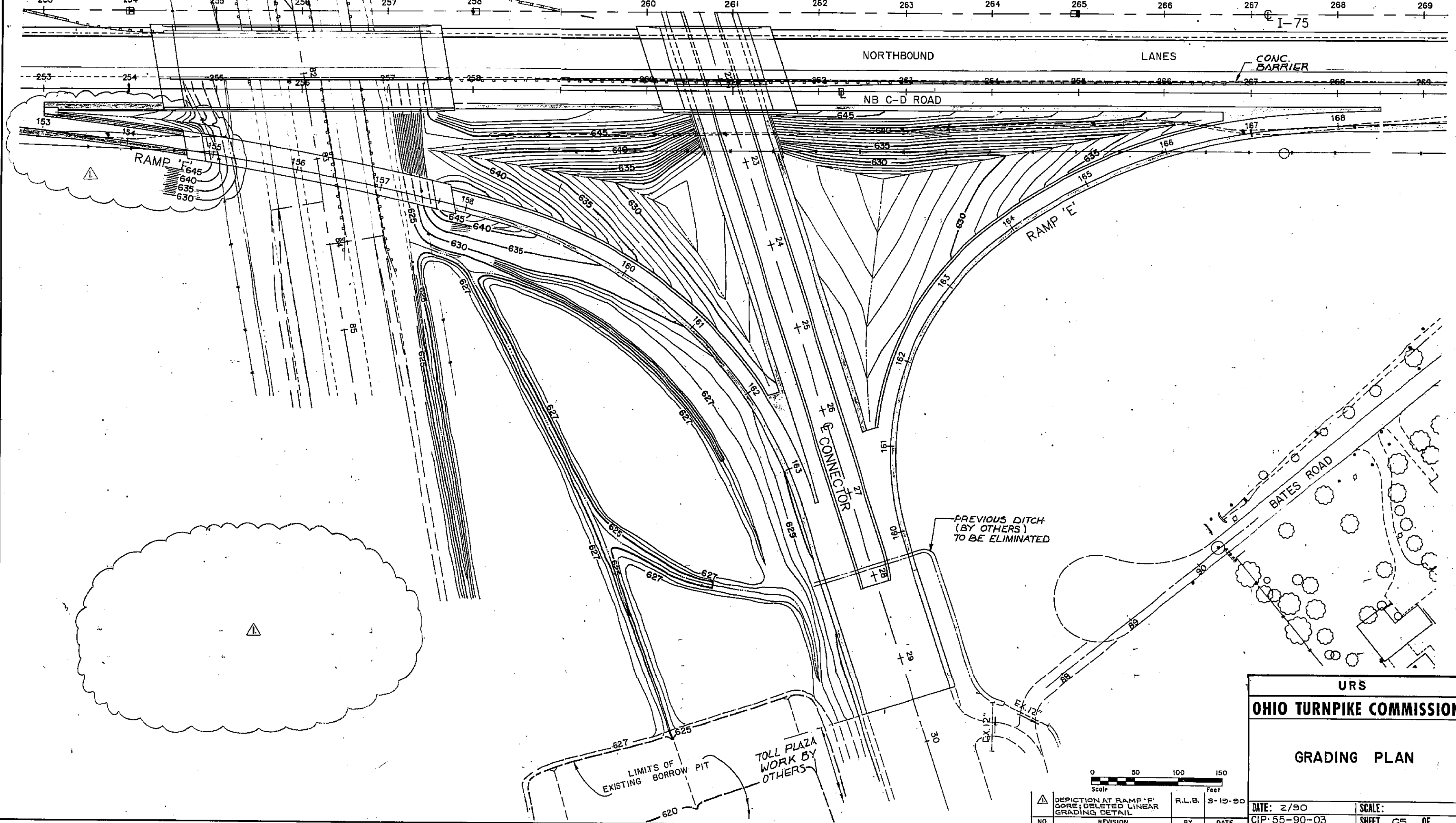
URS	
OHIO TURNPIKE COMMISSION	
PAVEMENT DETAILS	
I-75	
STA. 286+00 TO STA. 292+50	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET C4 OF

FOR EXISTING OUTSIDE EDGE OF PAVEMENT ELEVATIONS STA. 293+00 TO STA. 325+00 SEE TABLES THIS SHEET





MATCH SHEET GG

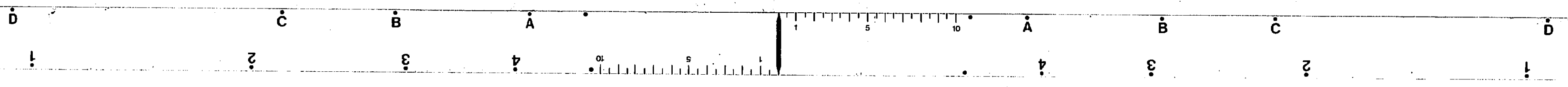


URS
OHIO TURNPIKE COMMISSION
GRADING PLAN

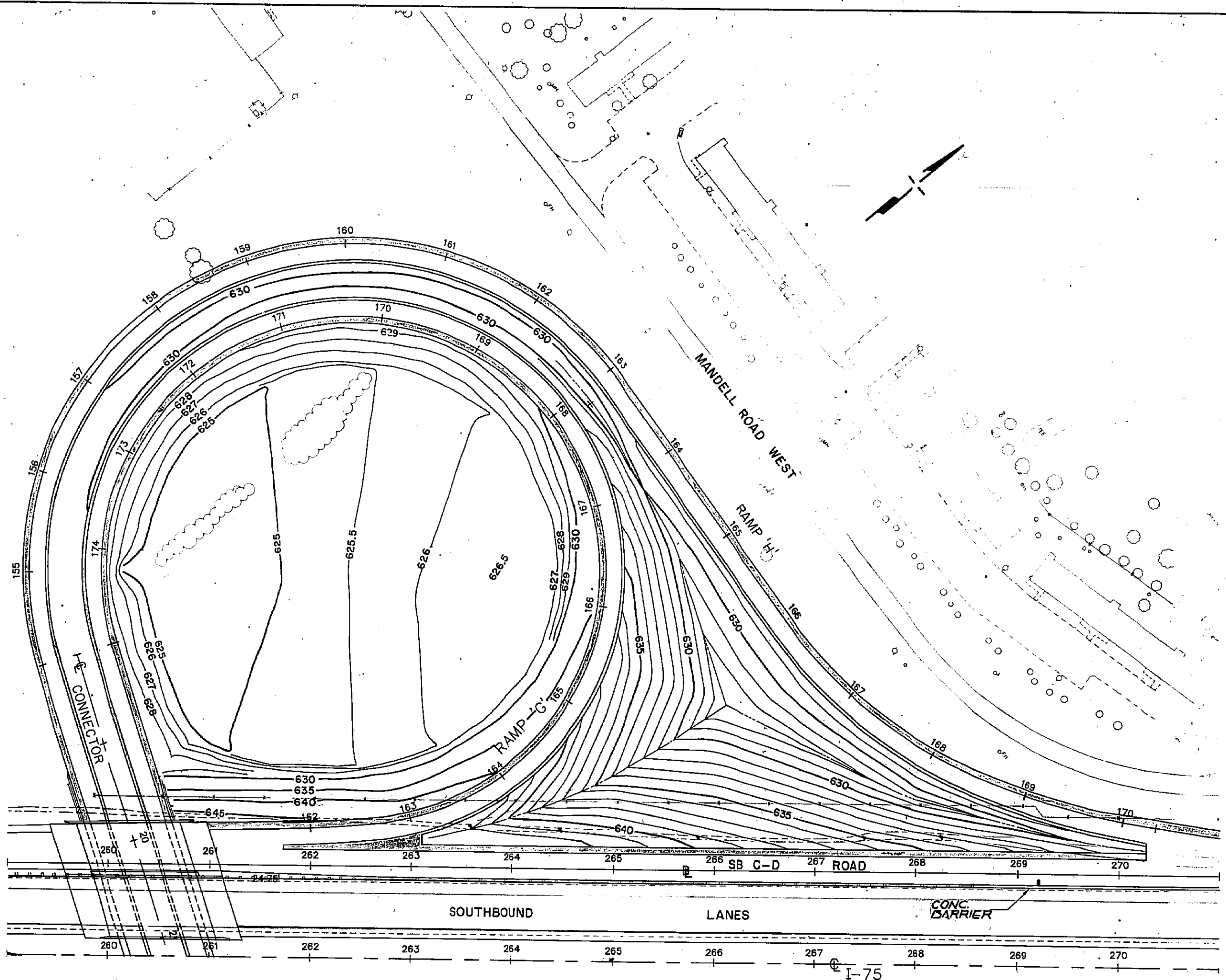
Scale: 0 50 100 150 Feet

NO.	REVISION	BY	DATE

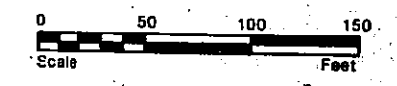
R.L.B. 3-10-90
DATE: 2/90
CIP: 55-90-03
SCALE: SHEET GS OF



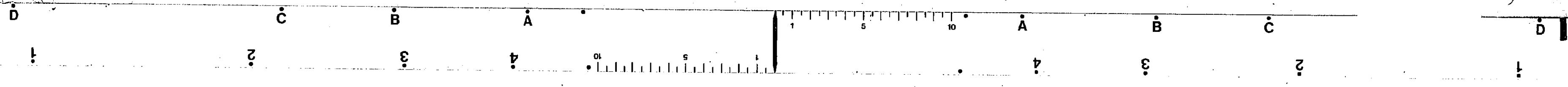
66
364

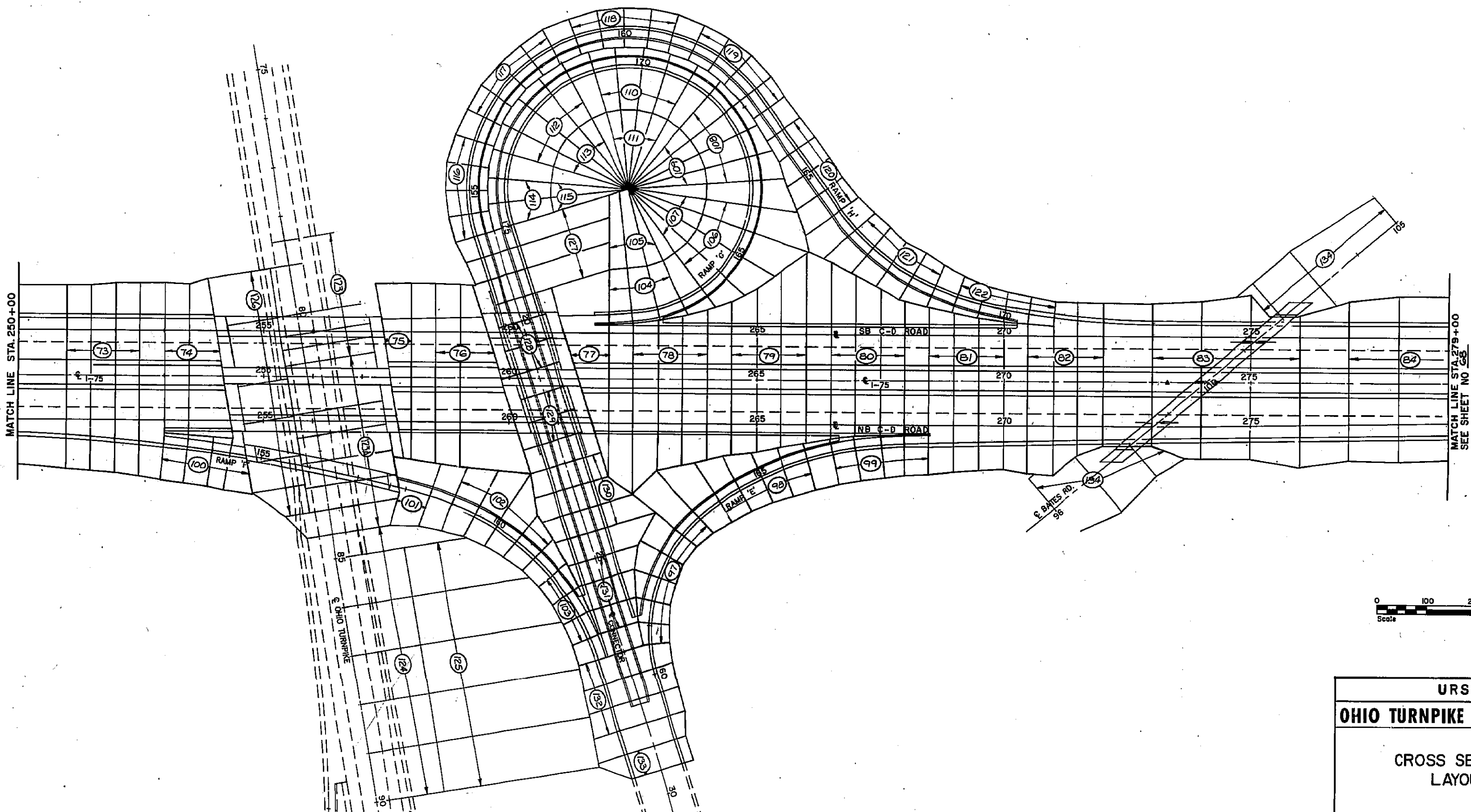
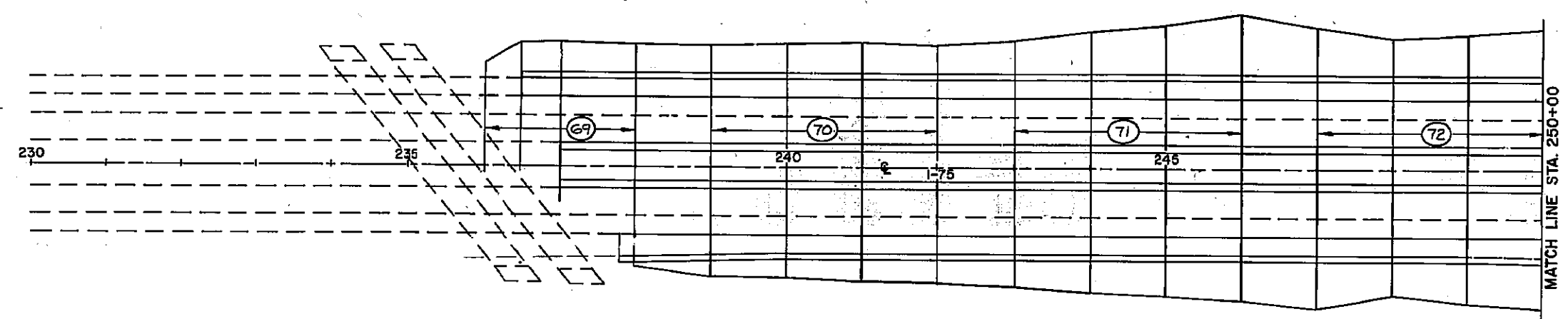


MATCH SHEET C5

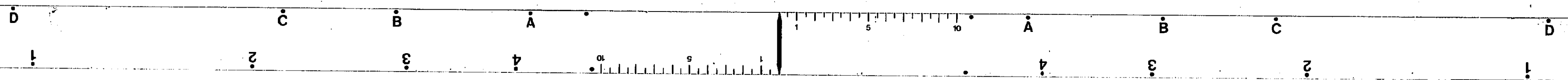


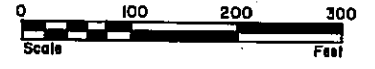
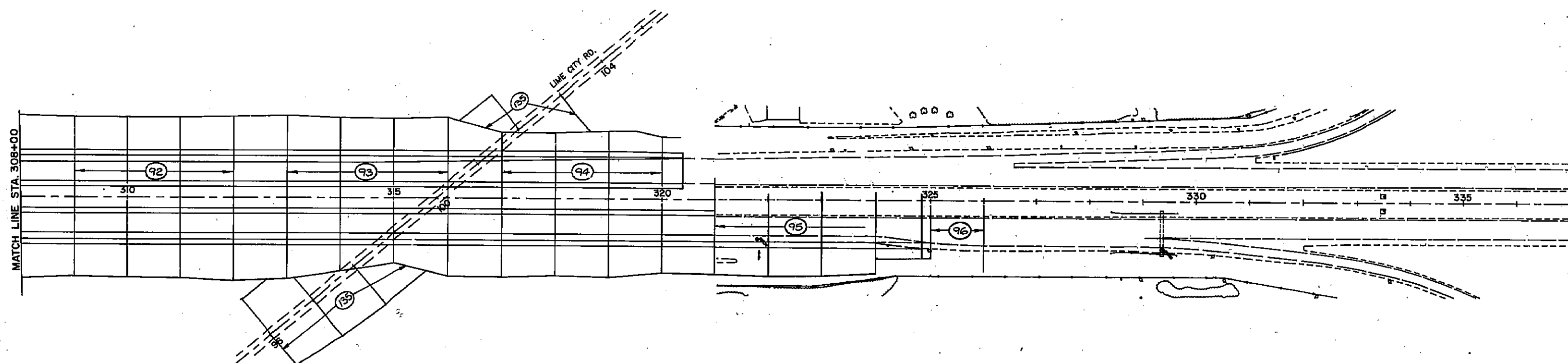
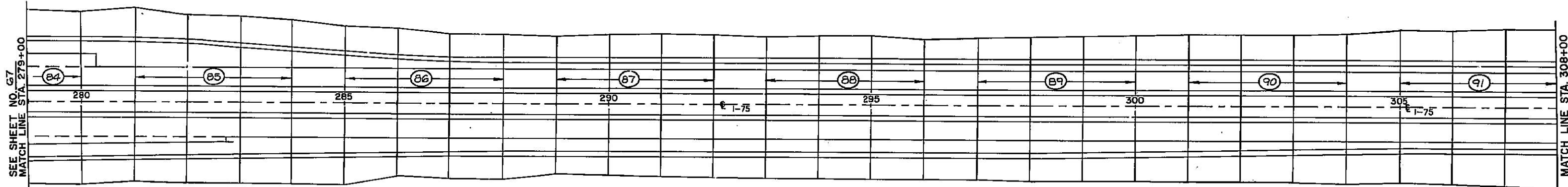
URS	
OHIO TURNPIKE COMMISSION	
GRADING PLAN	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 66 OF



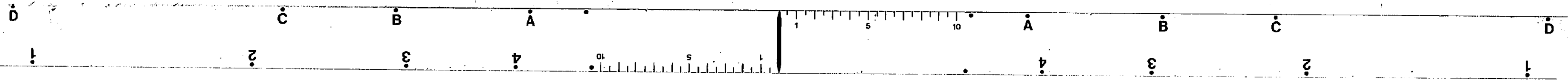


URS
OHIO TURNPIKE COMMISSION
 CROSS SECTIONS
 LAYOUT
 DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 67 OF





URS	
OHIO TURNPIKE COMMISSION	
CROSS SECTIONS LAYOUT	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET: 68 OF



SEEDING & MULCHING
(L.F.) (S.Y.)

NO.	REVISION	BY	DATE

E.V.K. 5-23-90

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

67
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE	BY	APPROVED
ORIGINAL SURVEY		
REVISION		
DATE		
BY		
APPROVED		

DATE	BY	APPROVED
ORIGINAL SURVEY		
REVISION		
DATE		
BY		
APPROVED		

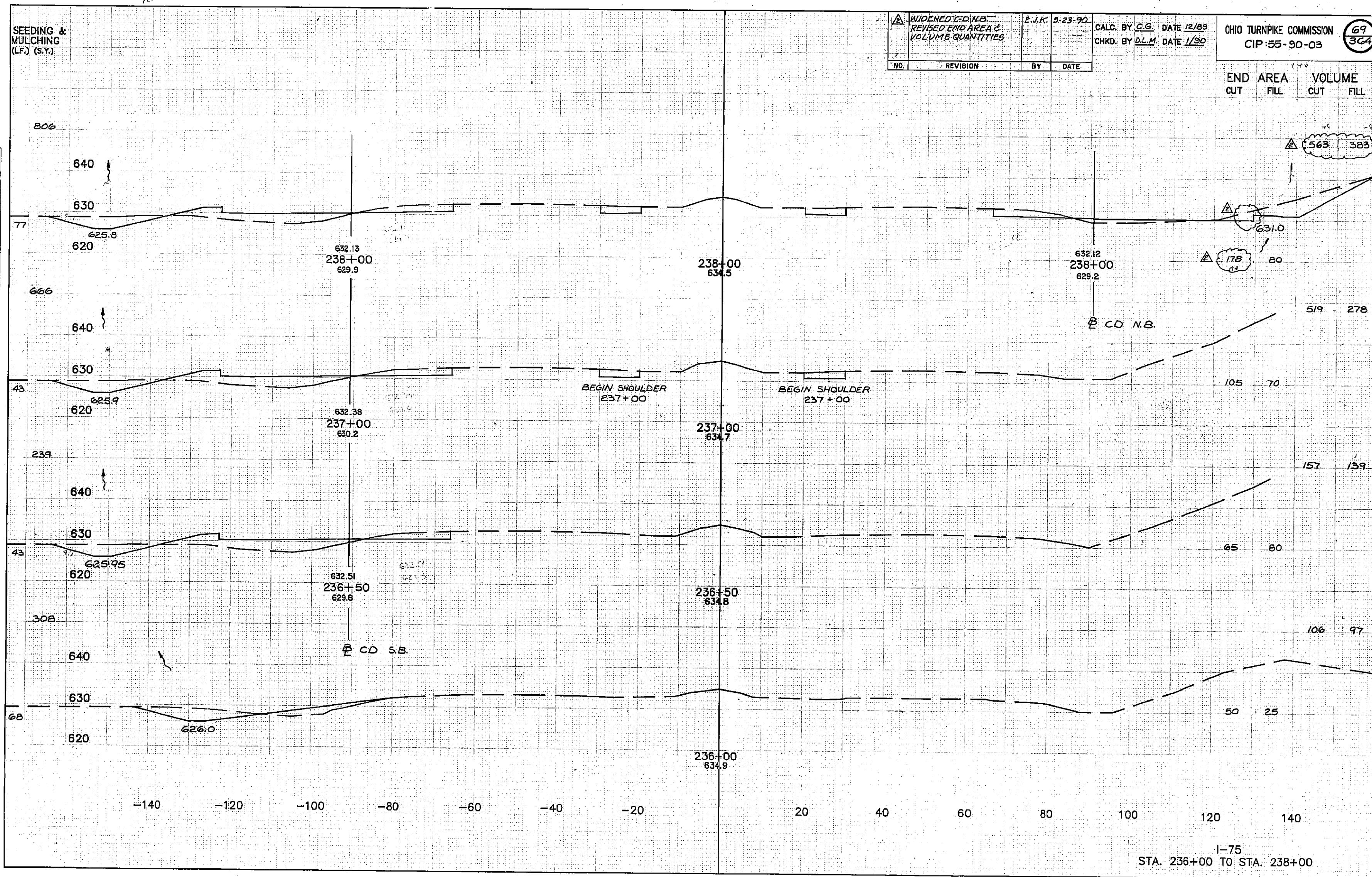
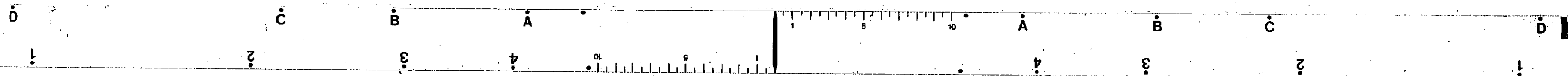


PLATE 3, CROSS SECTION
SQUIRY & ESSER CO.

I-75
STA. 236+00 TO STA. 238+00



SEEDING & MULCHING (L.F.) (S.Y.)

DATE	
BY	
ORIGINAL SURVEY	
CORRECTED SURVEY	
AREA CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
CORRECTED SURVEY	
AREA CHECKED	
NO.	

WIDENED C.D. N.B.		EJK. 5-27-90	
REVISED END AREA & VOLUME QUANTITIES			
NO.	REVISION	BY	DATE

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

70
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

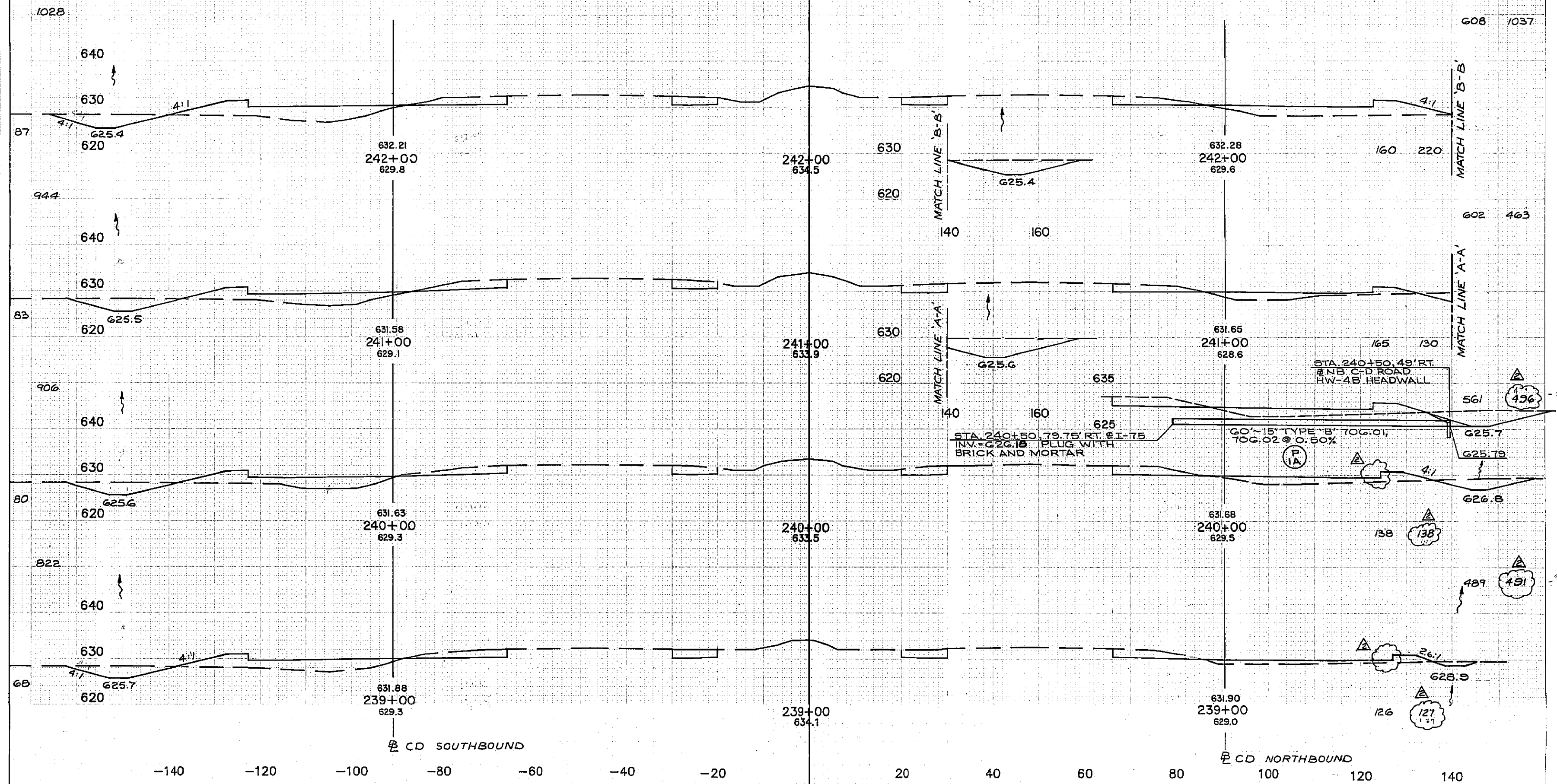
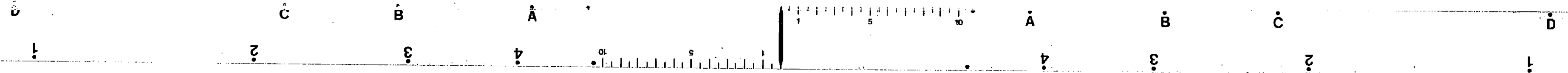


PLATE 3, CROSS SECTION
TEMPLE & LECK CO.



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

71
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
1539		595	4093
1489		610	3240
1344		613	2256
1194		610	1519

DATE	BY	REVISION

DATE	BY	REVISION

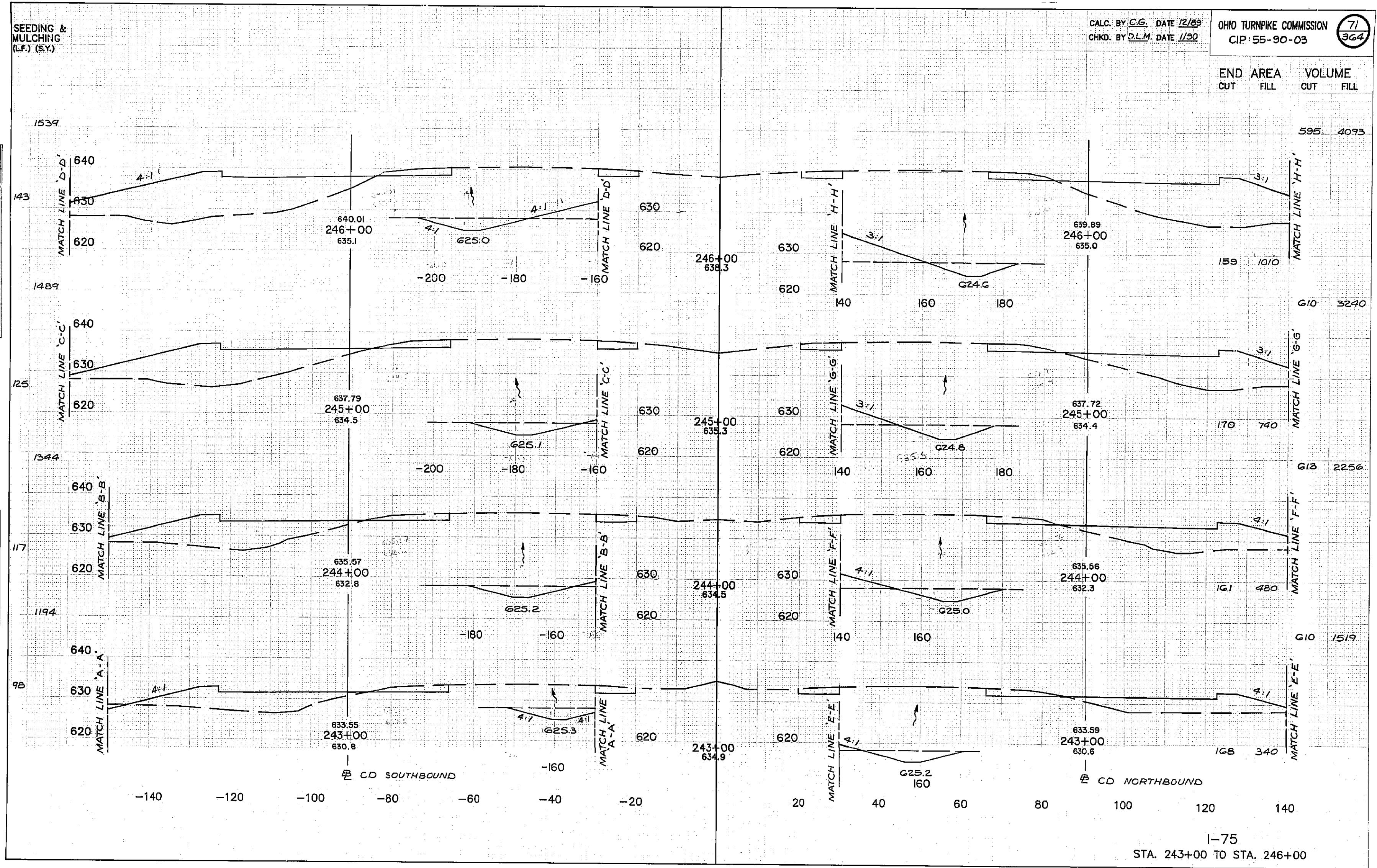
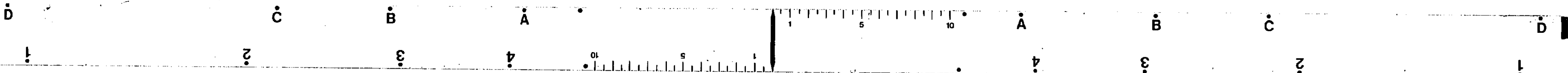


PLATE 2, CROSS SECTION
KMP/K&S/ESSEX CO

I-75
STA. 243+00 TO STA. 246+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

72
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
595	6223	584	5704
545	5519	556	5000

DATE: _____ BY: _____
NO. _____
FINAL SURVEY PLOTTED
SURVEY INSTRUMENT
NOTE BOOK AREA
AREAS CHECKED:

DATE: _____ BY: _____
NO. _____
ORIGINAL SURVEY PLOTTED
SURVEY INSTRUMENT
NOTE BOOK AREA
AREAS CHECKED:

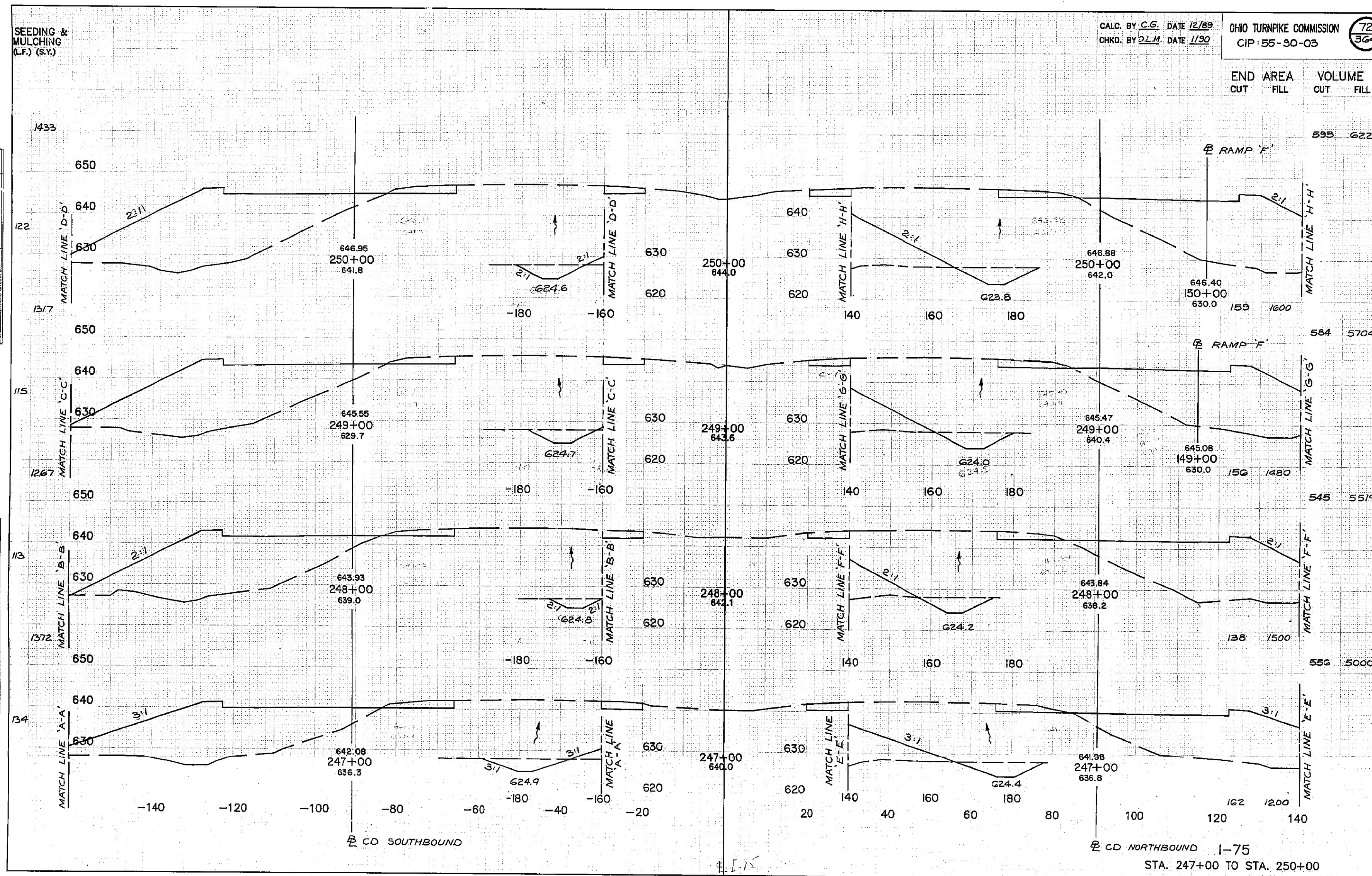


PLATE 3 CROSS SECTION
K&L ENGINEERS & ARCHITECTS



SEEDING & MULCHING
(L.F.) (S.Y.)

CALC. BY C.E. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

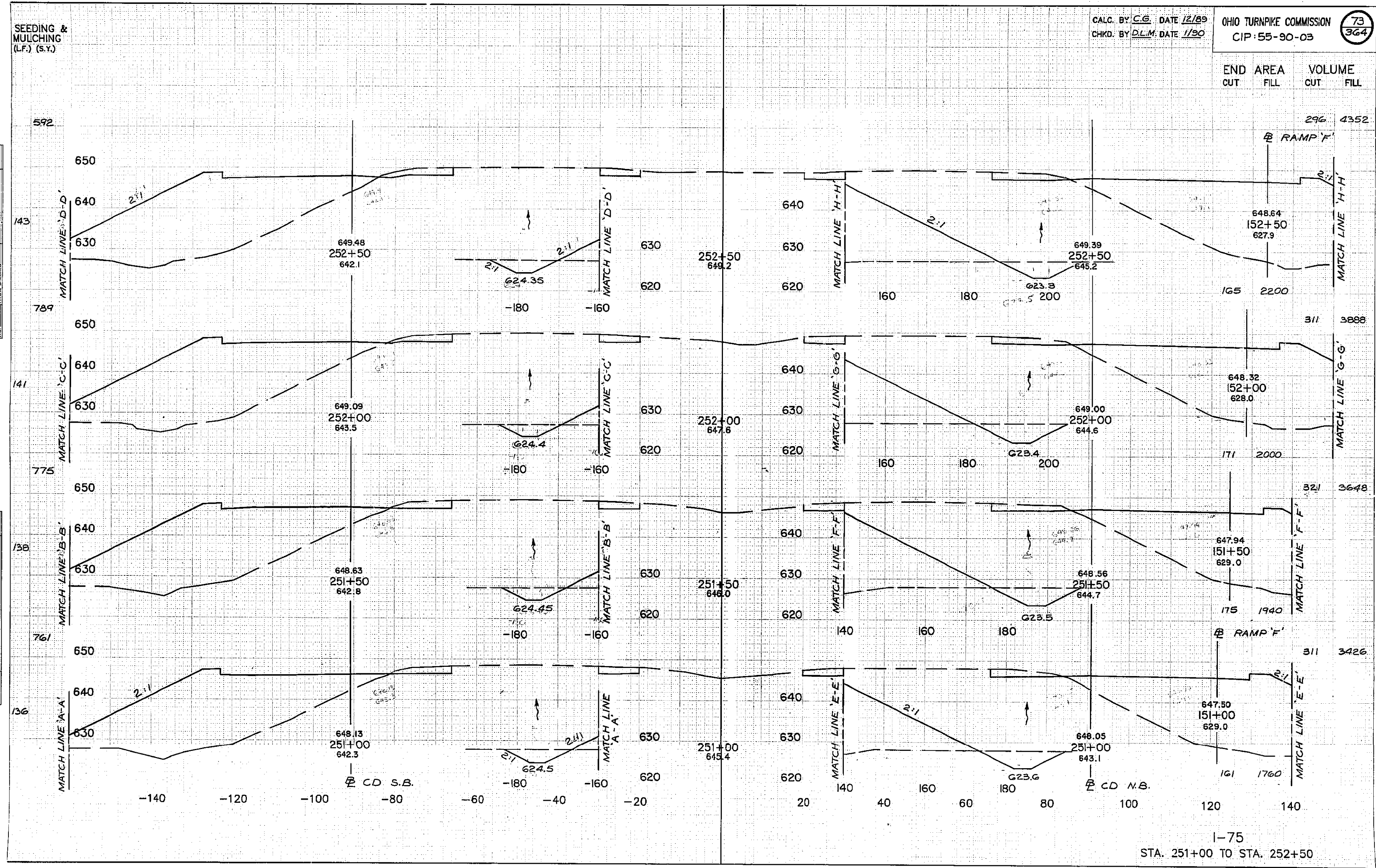
OHIO TURNPIKE COMMISSION
CIP: 55-90-03

73
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
296		4352	

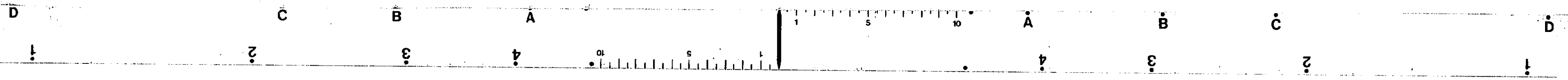
DATE	BY

DATE	BY



I-75
STA. 251+00 TO STA. 252+50

PLATE 3 CROSS SECTION
CENTRAL & EAST



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

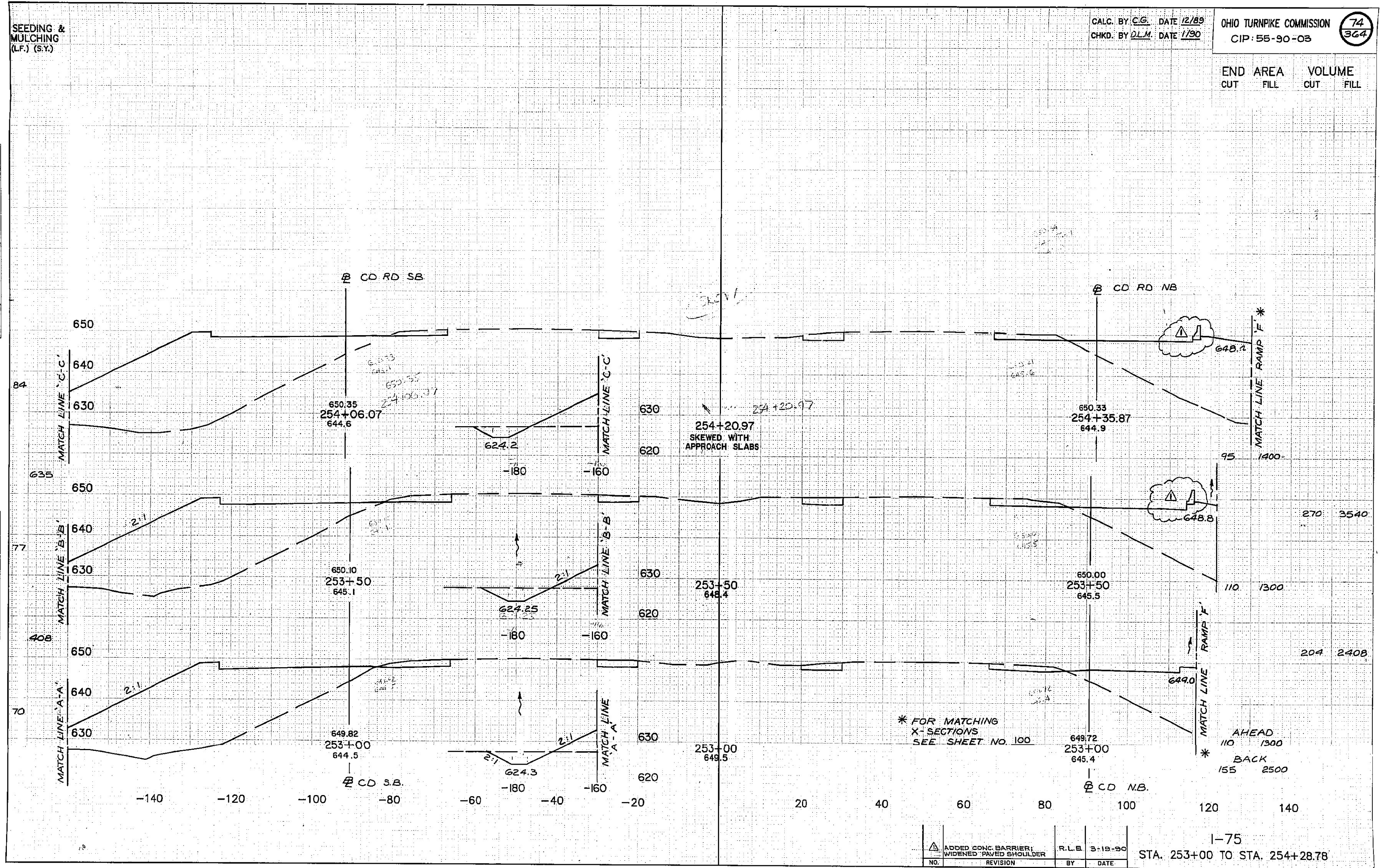
OHIO TURNPIKE COMMISSION
CIP: 55-90-03

74
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

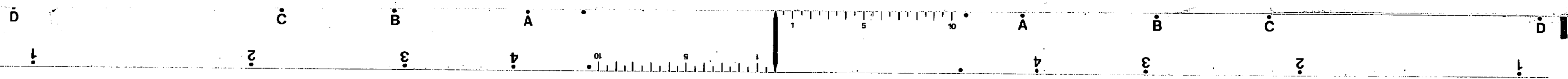
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	



NO.	ADDED CONC. BARRIER, WIDENED PAVED SHOULDER	REVISION	R.L.B.	3-19-90	BY	DATE
-----	---	----------	--------	---------	----	------

PLATE 3 CROSS SECTION



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

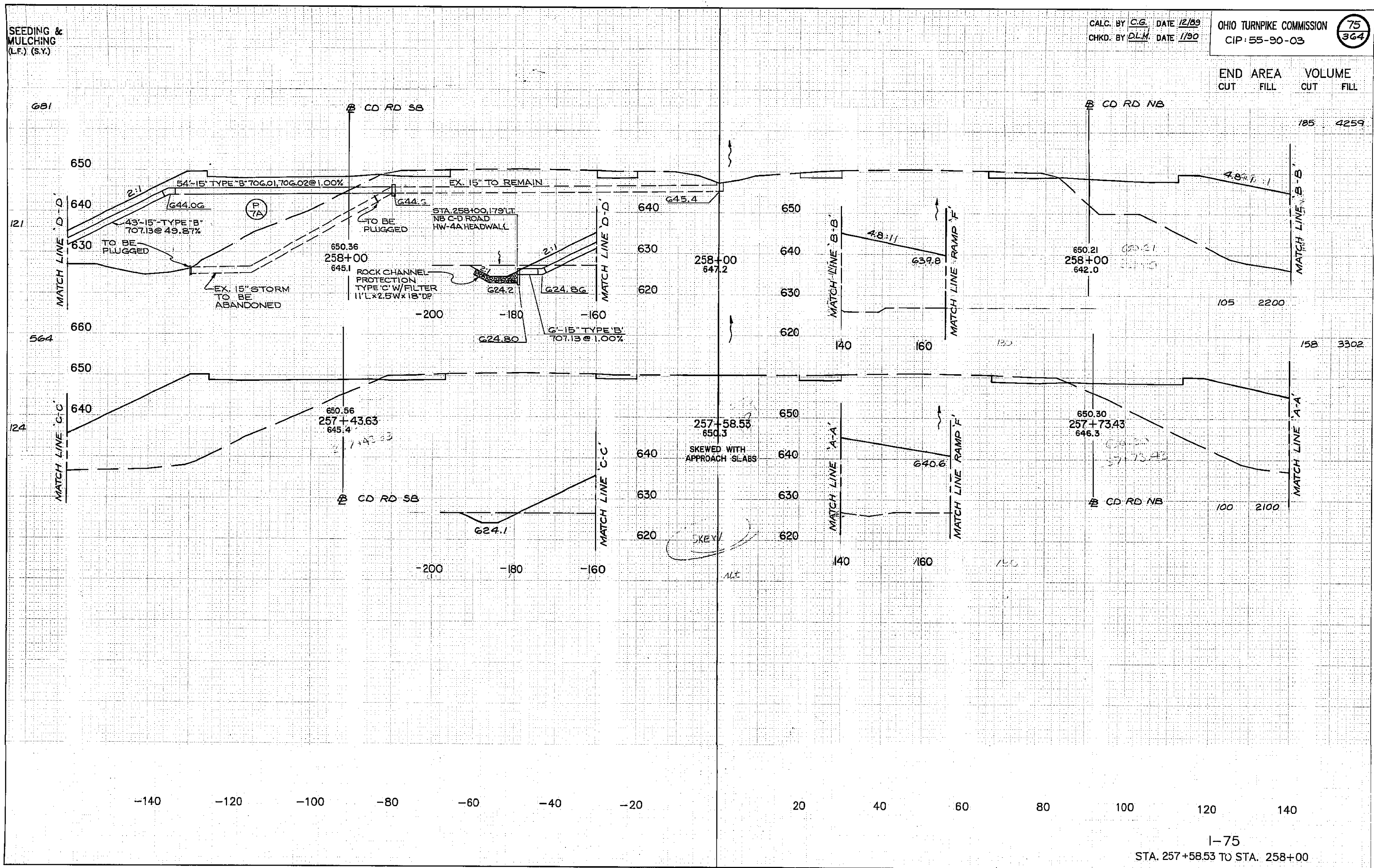
OHIO TURNPIKE COMMISSION
CIP: 55-90-03

75
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
185		4259	
105	2200		
158		3302	
100	2100		

DATE	
BY	
FINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	

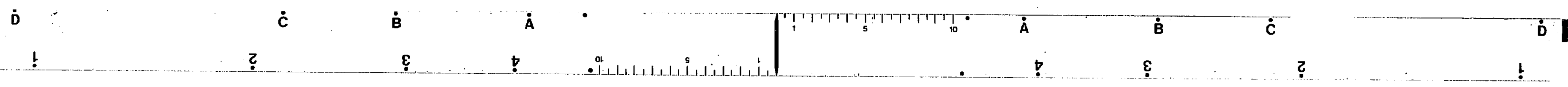
DATE	
BY	
ORIGINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	



-140 -120 -100 -80 -60 -40 -20 20 40 60 80 100 120 140

I-75
STA. 257+58.53 TO STA. 258+00

PLATE 3, CROSS SECTION
K&E



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

76
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
70	2200	272	6990
105	2300	185	4351

DATE
BY
SURVEY
FINAL SURVEY
NOTED BOOK
NO. 1240

DATE
BY
ORIGINAL SURVEY
SURVEY
NOTED BOOK
NO. 706

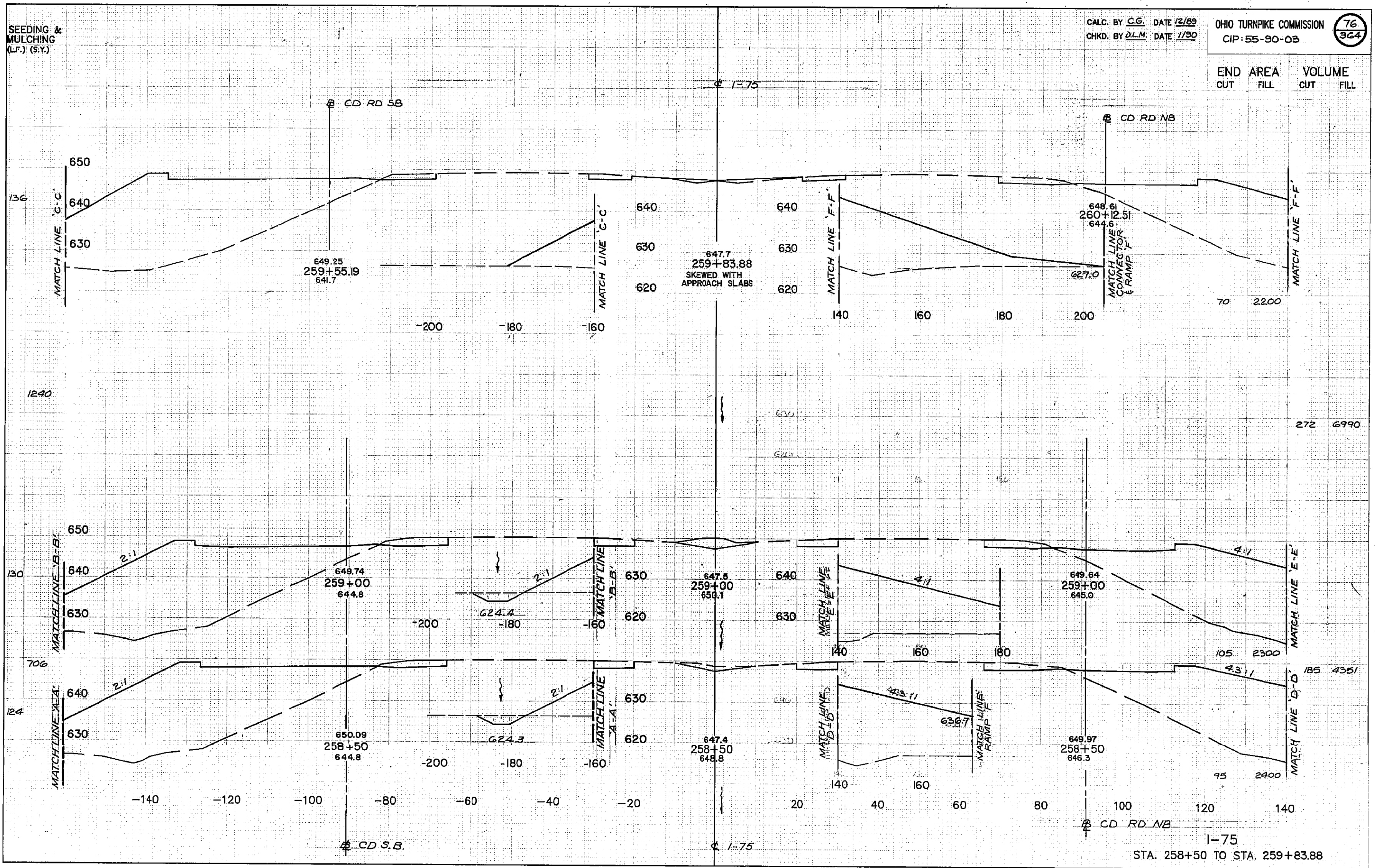
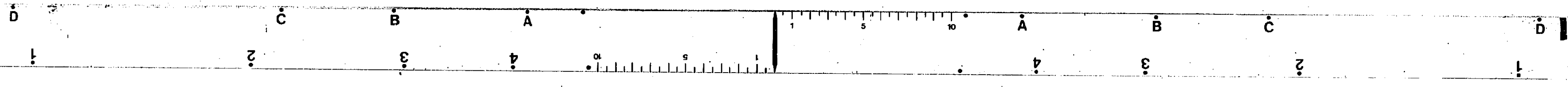


PLATE 3, CROSS SECTION
STATION 258+50 TO 259+83.88



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

77
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		125	2005

DATE	BY	REVISION

FINAL SURVEY ROUTING
ROUTE BOOK
AREA
AREA CHECKED

DATE	BY	REVISION

ORIGINAL SURVEY ROUTING
ROUTE BOOK
AREA
AREA CHECKED

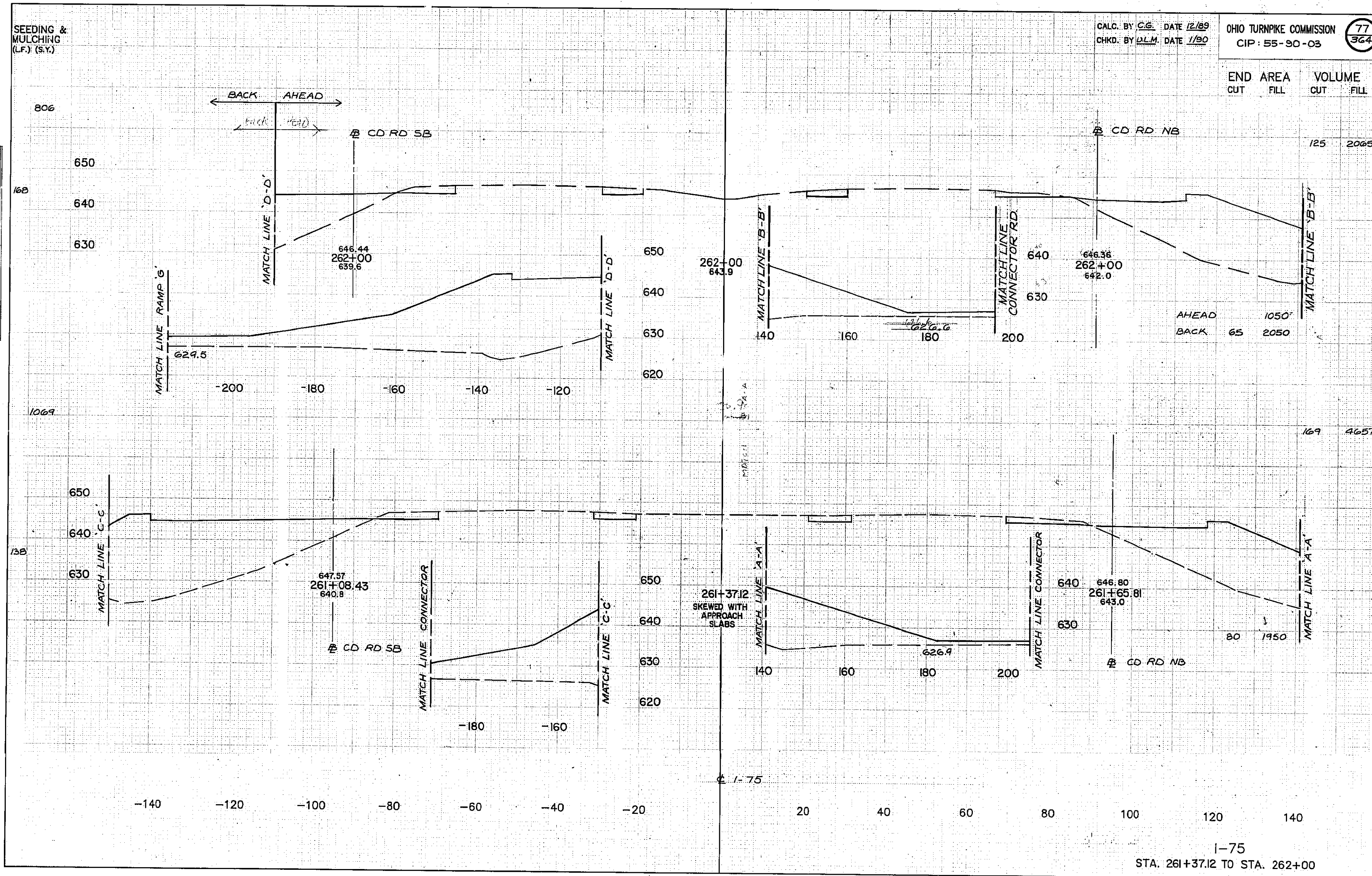
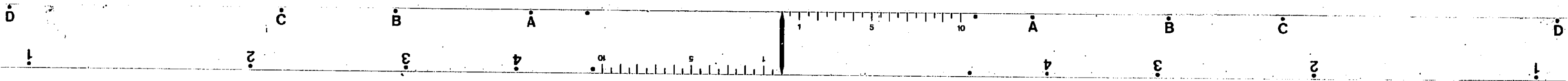


PLATE 3, CROSS SECTION
ACQUIS & ESTIM CO.



SEEDING & MULCHING
(L.F.) (S.Y.)

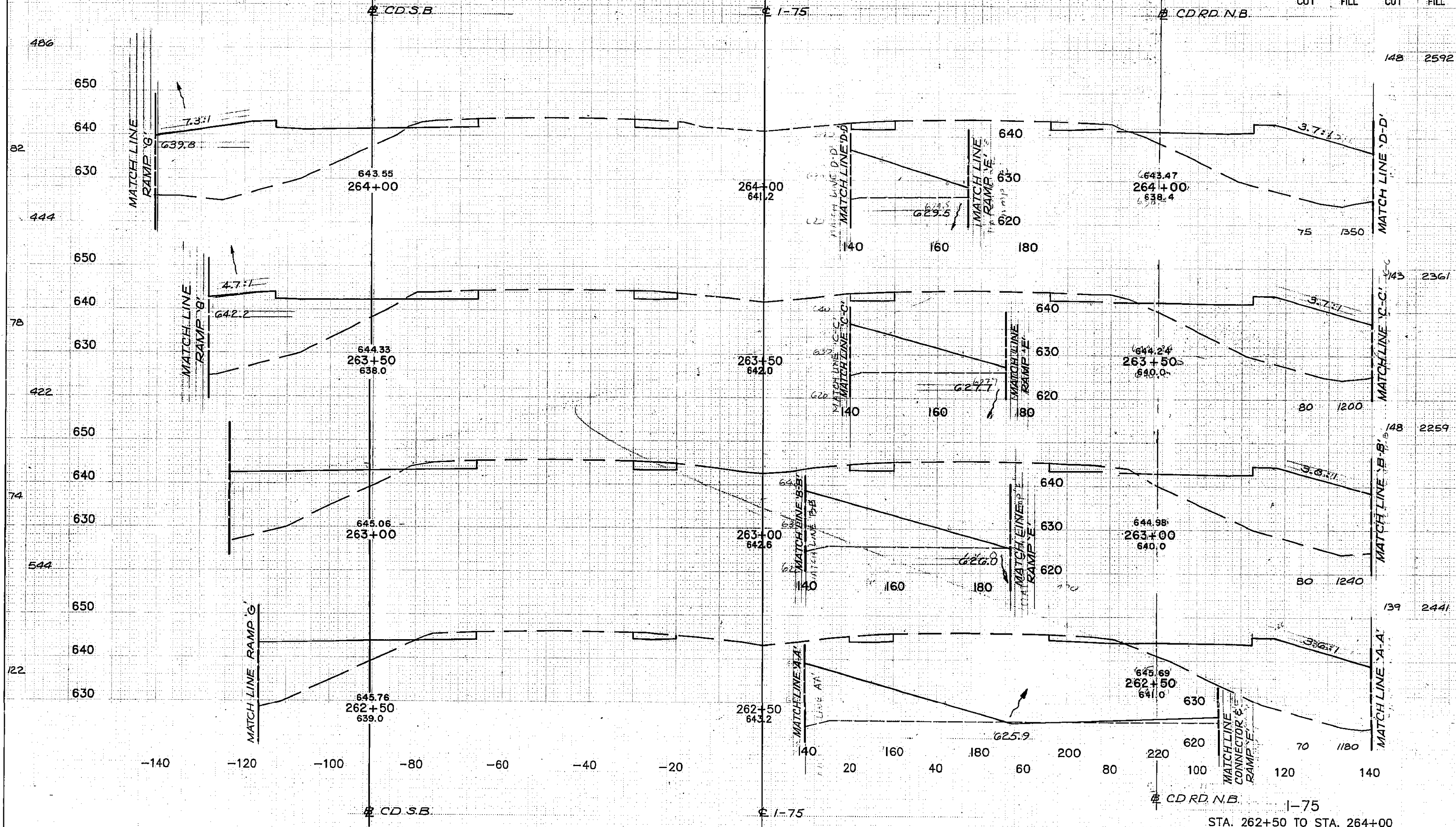
FOR RAMP 'G' CROSS SECTIONS
SEE SHEET 104

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

78
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
148	2592		
143	2361		
148	2259		
139	2441		



DATE	
BY	
APPROVED	
SURVEY	
TEMPERATURE	
NOTE BOOK	
AREA CHECKED	
NO.	

DATE	
BY	
APPROVED	
SURVEY	
TEMPERATURE	
NOTE BOOK	
AREA CHECKED	
NO.	

PLATE 3. CROSS SECTION
40' X 10' & 10' X 20'



SEEDING & MULCHING (L.F.) (S.Y.)

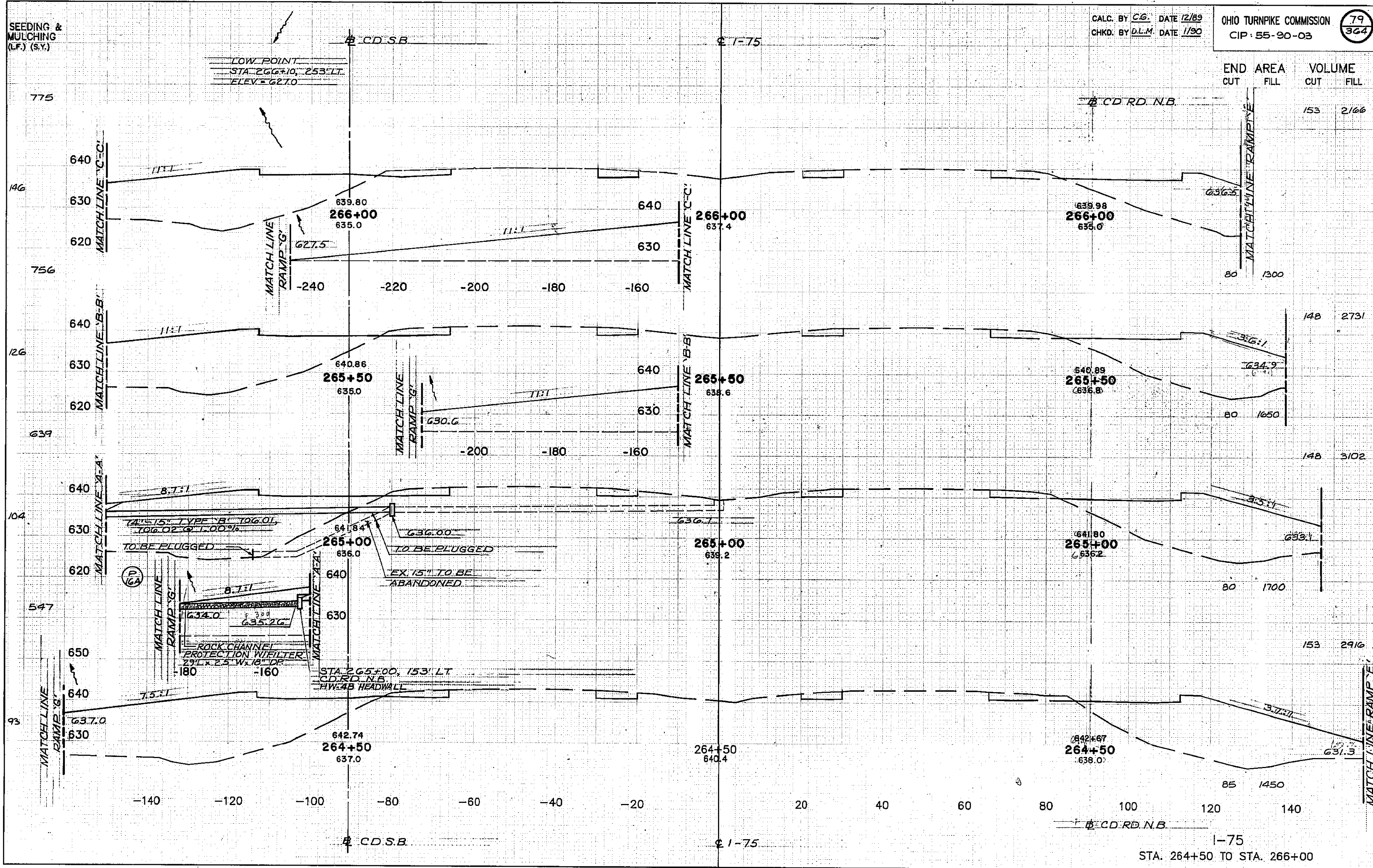
CALC. BY CG. DATE 12/89
CHKD. BY DLM. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP 55-90-03

79
324

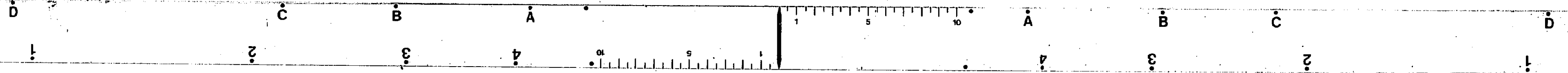
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		153	2166
		148	2731
		148	3102
		153	2916

PLATE 3, CROSS SECTION
ELEVATION & STAKE CO.



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY O.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

80
364

END CUT	AREA FILL	VOLUME CUT	FILL
		213	722

80	400		
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		148	952
--	--	-----	-----

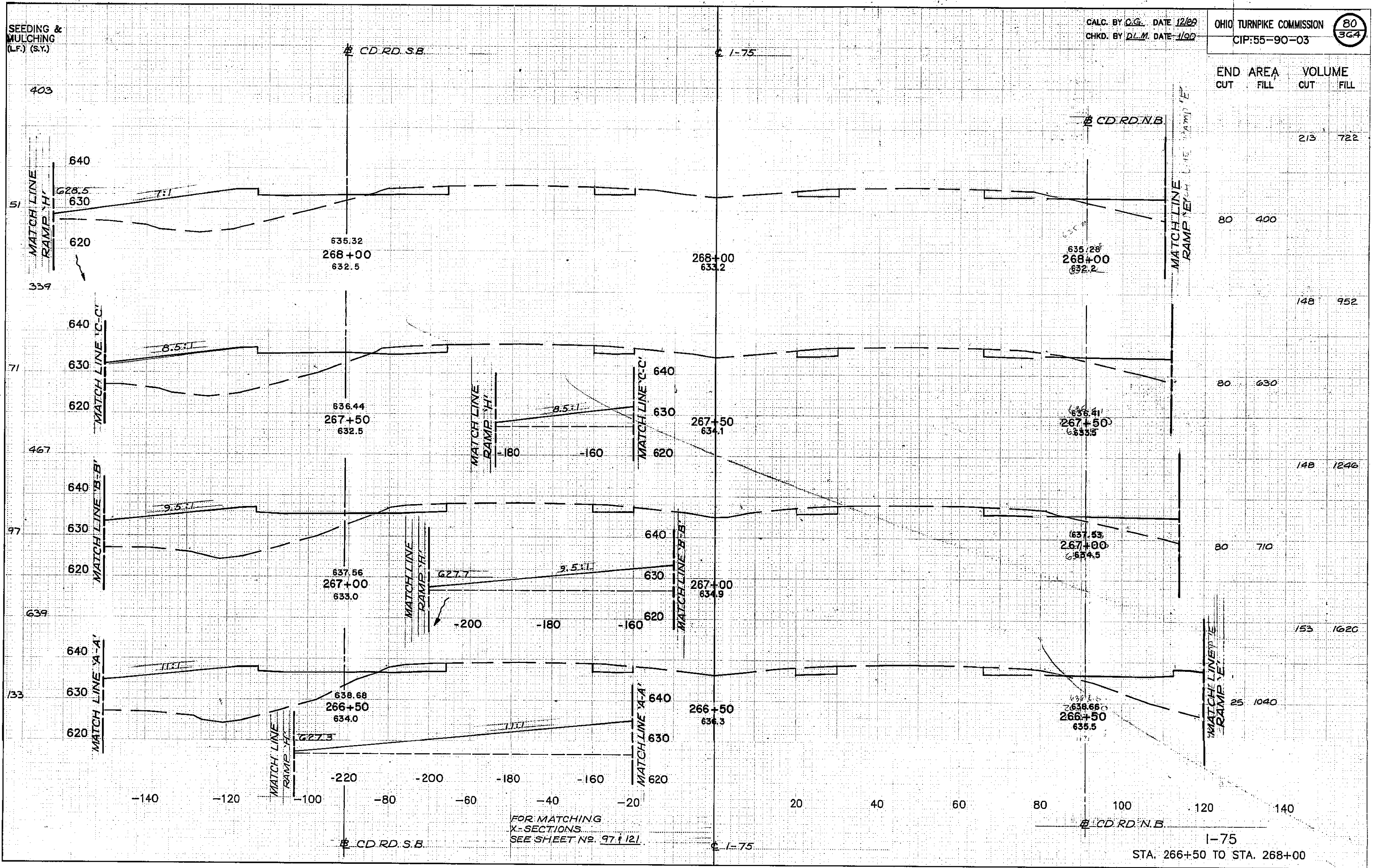
80	630		
----	-----	--	--

		148	1246
--	--	-----	------

80	710		
----	-----	--	--

		153	1620
--	--	-----	------

25	1040		
----	------	--	--



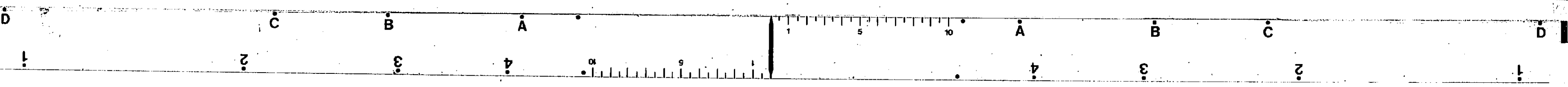
FOR MATCHING X-SECTIONS SEE SHEET NO. 97+121

I-75
STA. 266+50 TO STA. 268+00

PLATE 3, CROSS SECTION
NEUFEL & ISSER CO.

DATE: _____
BY: _____
REVIEWED: _____
DATE: _____
NO. _____

DATE: _____
BY: _____
REVIEWED: _____
DATE: _____
NO. _____



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

81
364

DATE	
BY	
ORIGINAL COURSE	
SURVEY PLOTTED	
NOTE BOOK	
AREA	
AREA CHECKED	
NO.	

DATE	
BY	
ORIGINAL COURSE	
SURVEY PLOTTED	
NOTE BOOK	
AREA	
AREA CHECKED	
NO.	

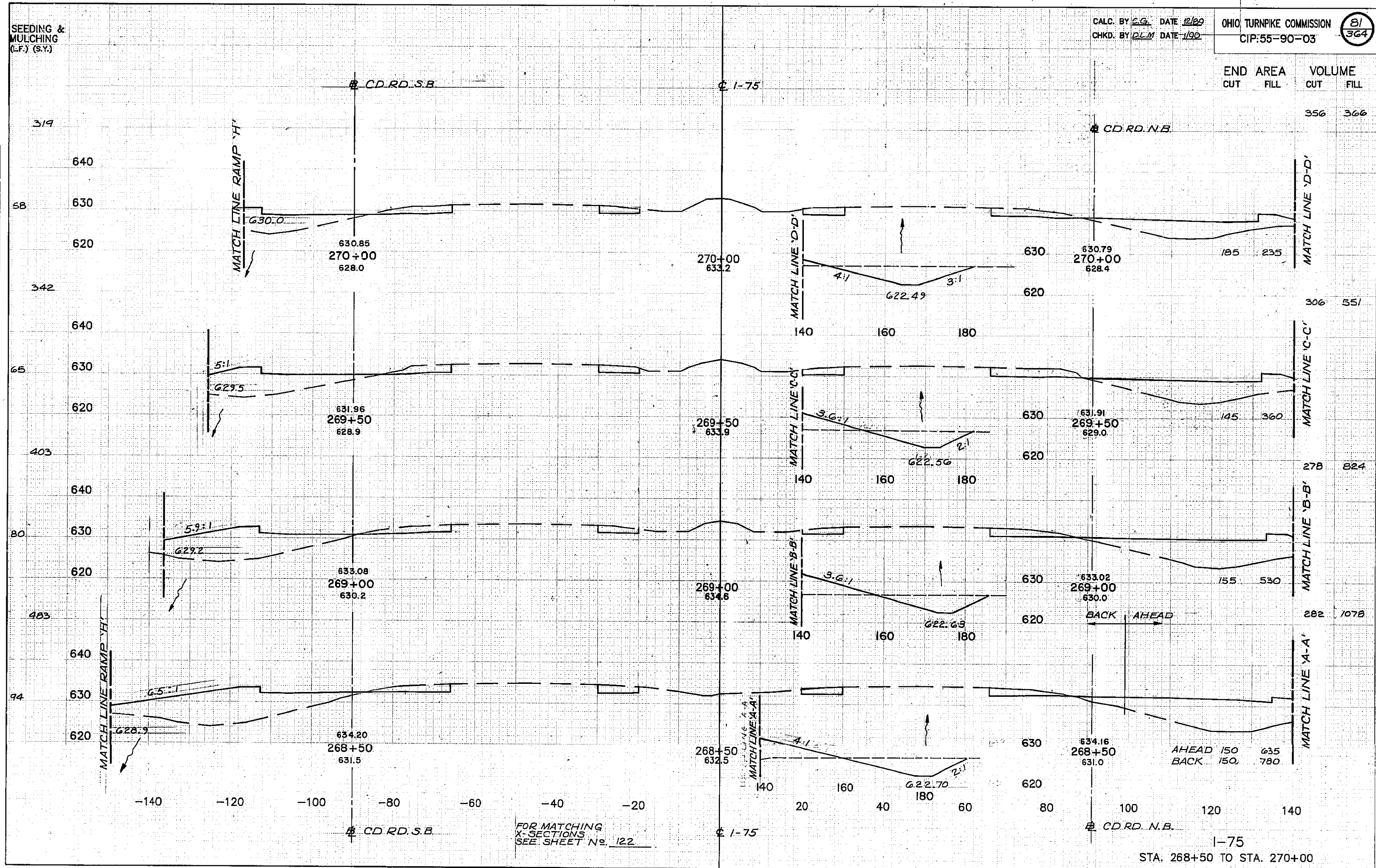
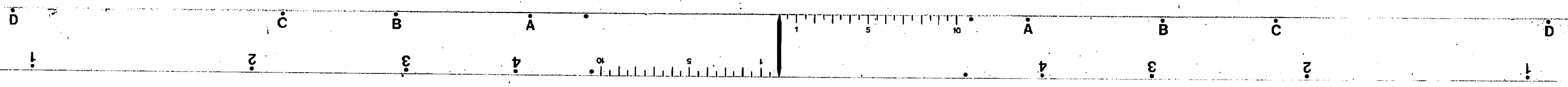


PLATE 2, CROSS SECTION
K&E
KLEINFELDER & ESKER CO.

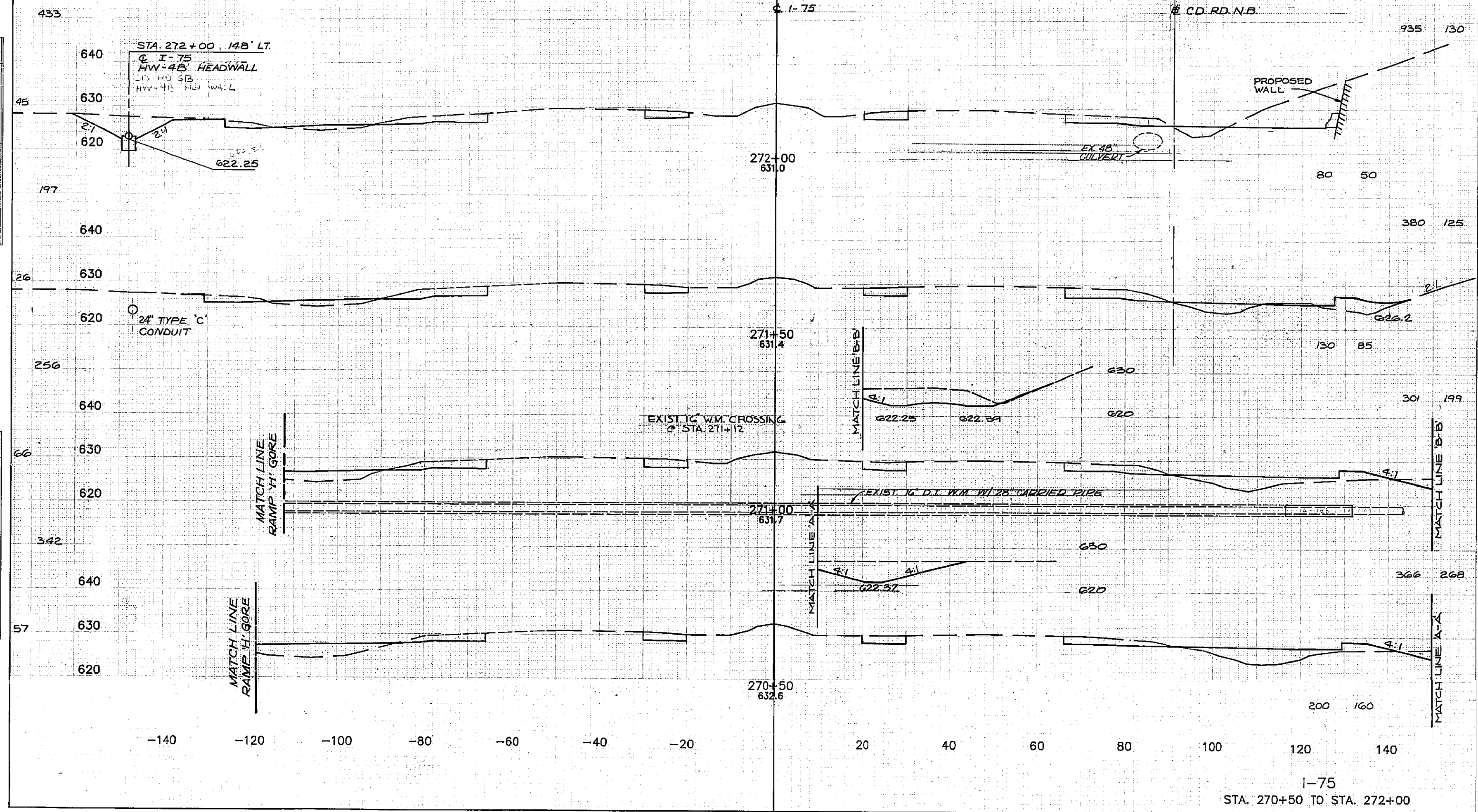


SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY CG. DATE 12/89
 CHKD. BY DLM. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

82
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
433	197	935	130
26	256	380	125
66	342	301	199
57		366	268
		200	160



DATE	BY	REVISION

DATE	BY	REVISION

PLATE 3 CROSS SECTION
 1/8" = 1'-0" (VERTICAL)
 1" = 100'-0" (HORIZONTAL)



SEEDING & MULCHING (L.F.) (5.Y.)

CALC. BY CG DATE 12/22
CHKD. BY DLM DATE 1/20

OHIO TURNPIKE COMMISSION
CIP:55-90-03

83
324

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		981	306
		935	148
		843	83
		255	20
		225	20

DATE	BY	REVISIONS
		1. SURVEY
		2. PLANTING
		3. CHECKED

DATE	BY	REVISIONS
		1. ORIGINAL SURVEY
		2. PLANTING
		3. CHECKED

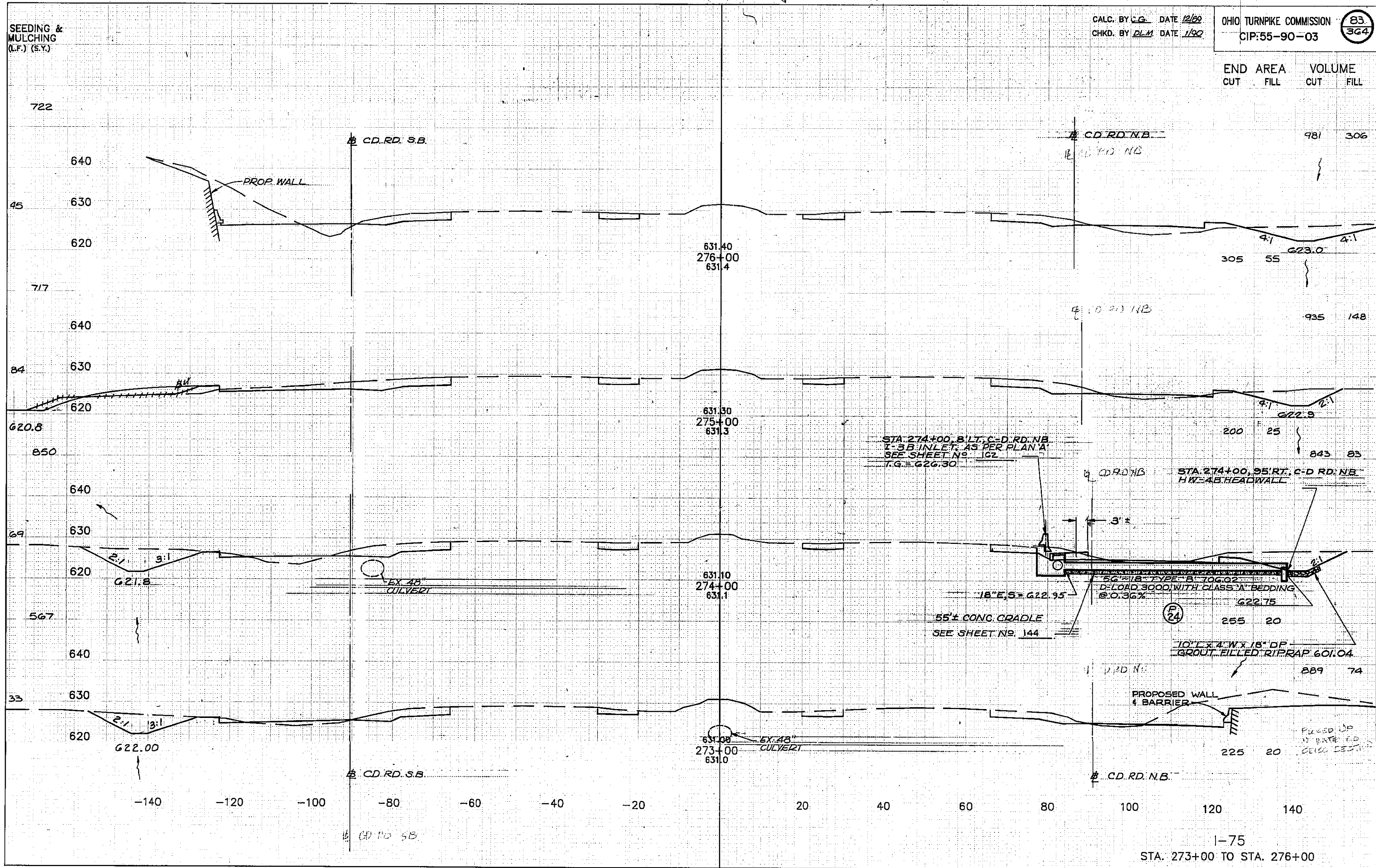
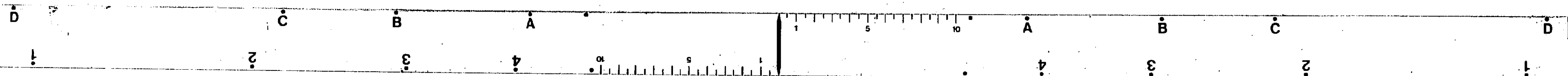


PLATE 3. CROSS SECTION

1-75
STA. 273+00 TO STA. 276+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/85
CHKD. BY D.L.M. DATE 1/86

OHIO TURNPIKE COMMISSION
CIP:55-90-03

84
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		880	704
		759	722
		861	685
		889	519
		225	110

DATE
BY
SUBJECT
SURVEY POINTS
TEMPERATURE
NOTE BOOK
NO.
AREAS CHECKED

DATE
BY
SUBJECT
SURVEY POINTS
TEMPERATURE
NOTE BOOK
NO.
AREAS CHECKED

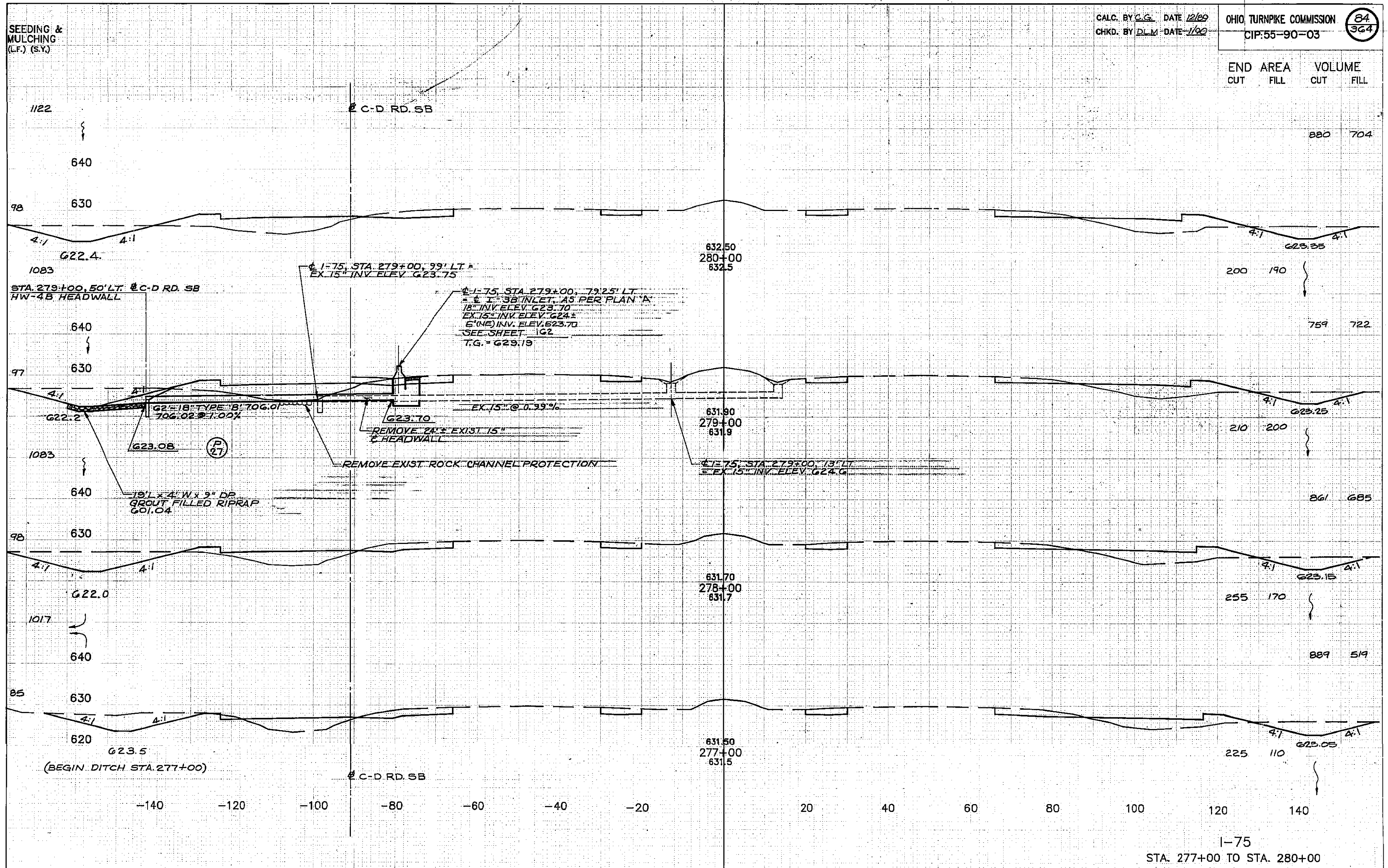
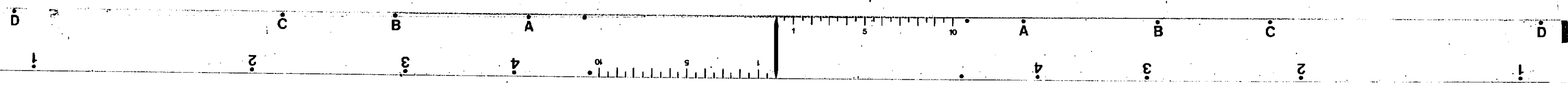


PLATE 3. CROSS SECTION
10/11/85 & 1/86



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY DLM DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

85
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		694	556

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

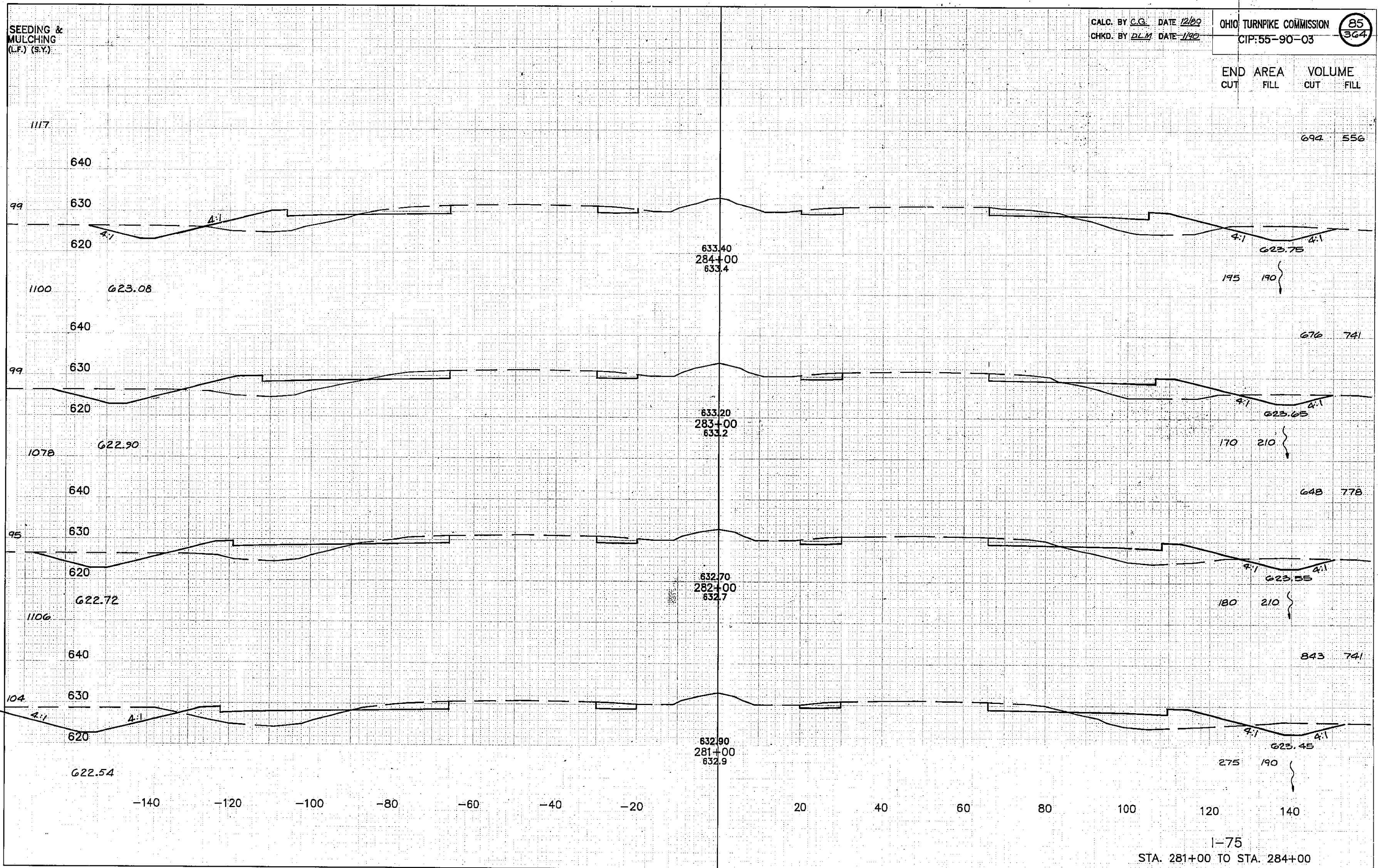
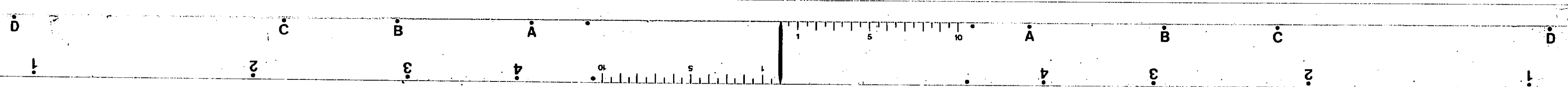


PLATE 3, CROSS SECTION
K&E ENGINEERS & ARCHITECTS

1-75
STA. 281+00 TO STA. 284+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

86
304

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		519	278
		574	306
		611	463
		639	463

DATE
BY
DESIGNED
SURVEY
ROUTE BOOK
NO.
REVISIONS
DATE
BY
NO.

DATE
BY
DESIGNED
SURVEY
ROUTE BOOK
NO.
REVISIONS
DATE
BY
NO.

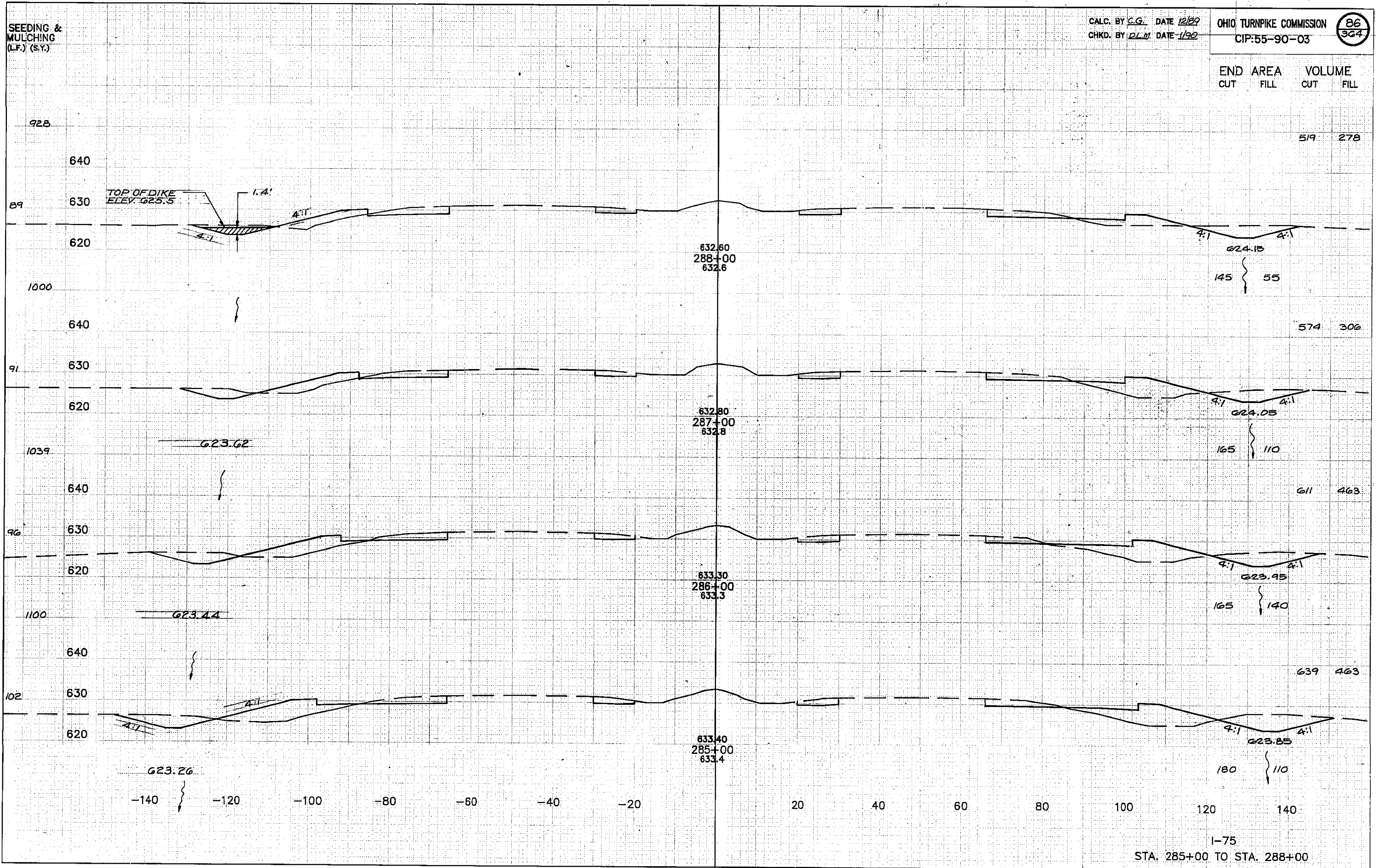


PLATE 3, CROSS SECTION
K&S ENGINEERING & SURVEY CO.

1-75
STA. 285+00 TO STA. 288+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

87
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE	
BY	
ORIGINAL SURVEY	
PROTOD.	
NOTE BOOK	
NO. AREA CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PROTOD.	
NOTE BOOK	
NO. AREA CHECKED	

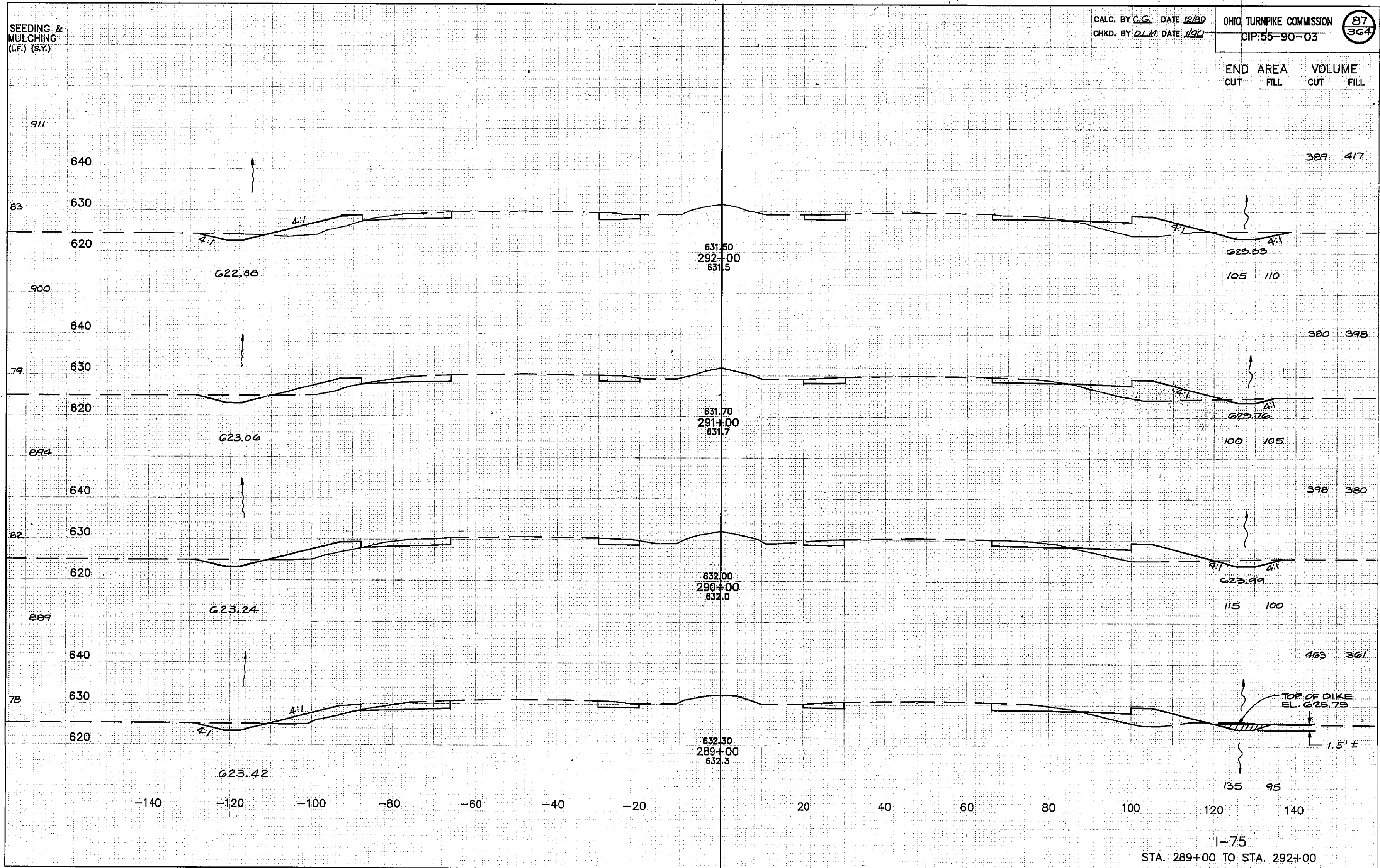
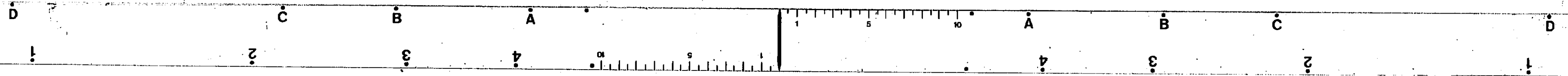


PLATE 3. CROSS SECTION
KUMHILL & ASSOC. CO.



SEEDING & MULCHING
(L.F.) (S.Y.)

CALC. BY C.G. DATE: 12/82
CHKD. BY D.L.M. DATE: 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

88
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		509	417
		500	370
		444	361
		407	398
		105	115

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREA CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREA CHECKED	
NO.	

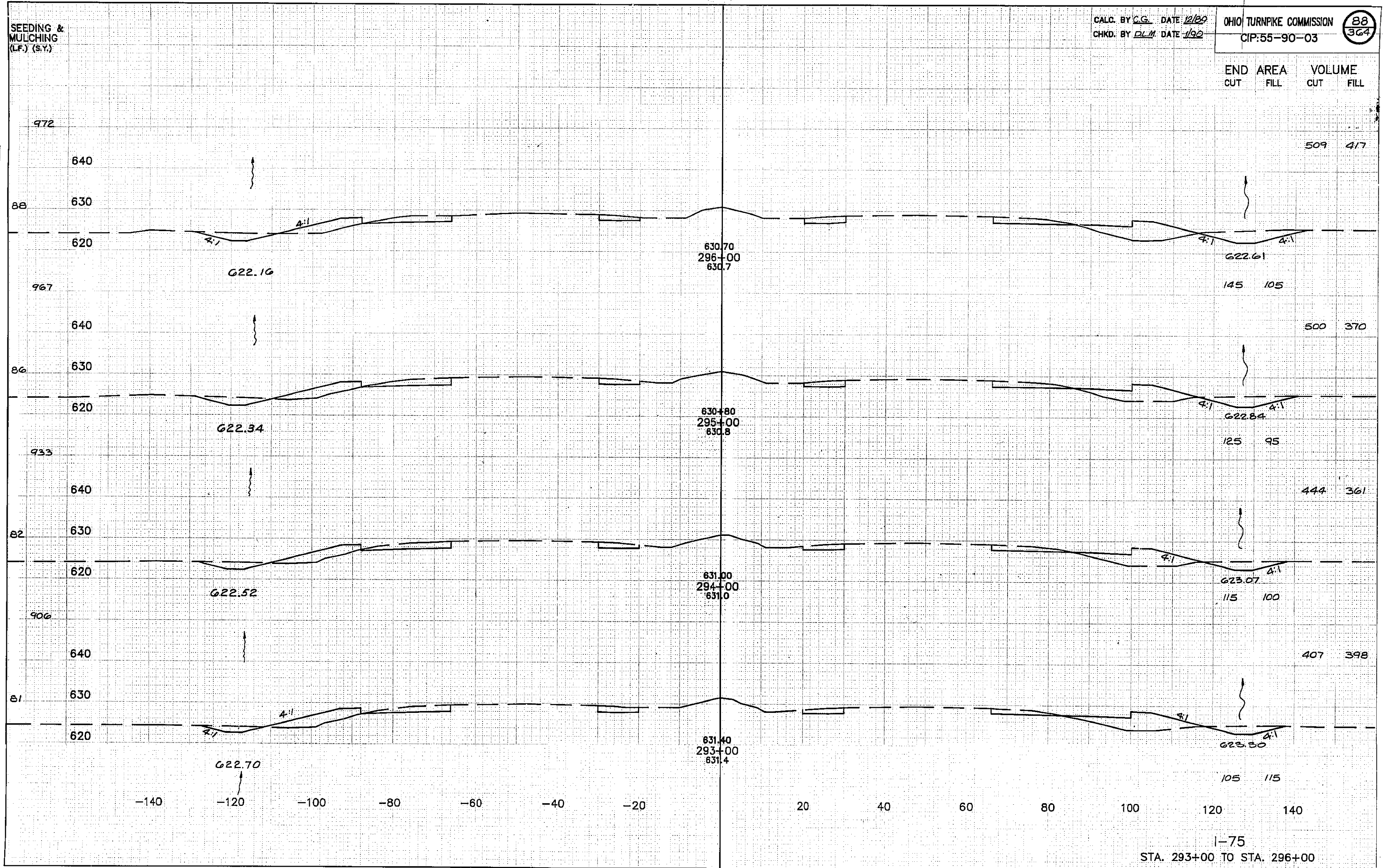


PLATE 2, CROSS SECTION
KEEFE & EDER CO.



1-75
STA. 293+00 TO STA. 296+00

SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

89
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		463	463

DATE	BY

DATE	BY

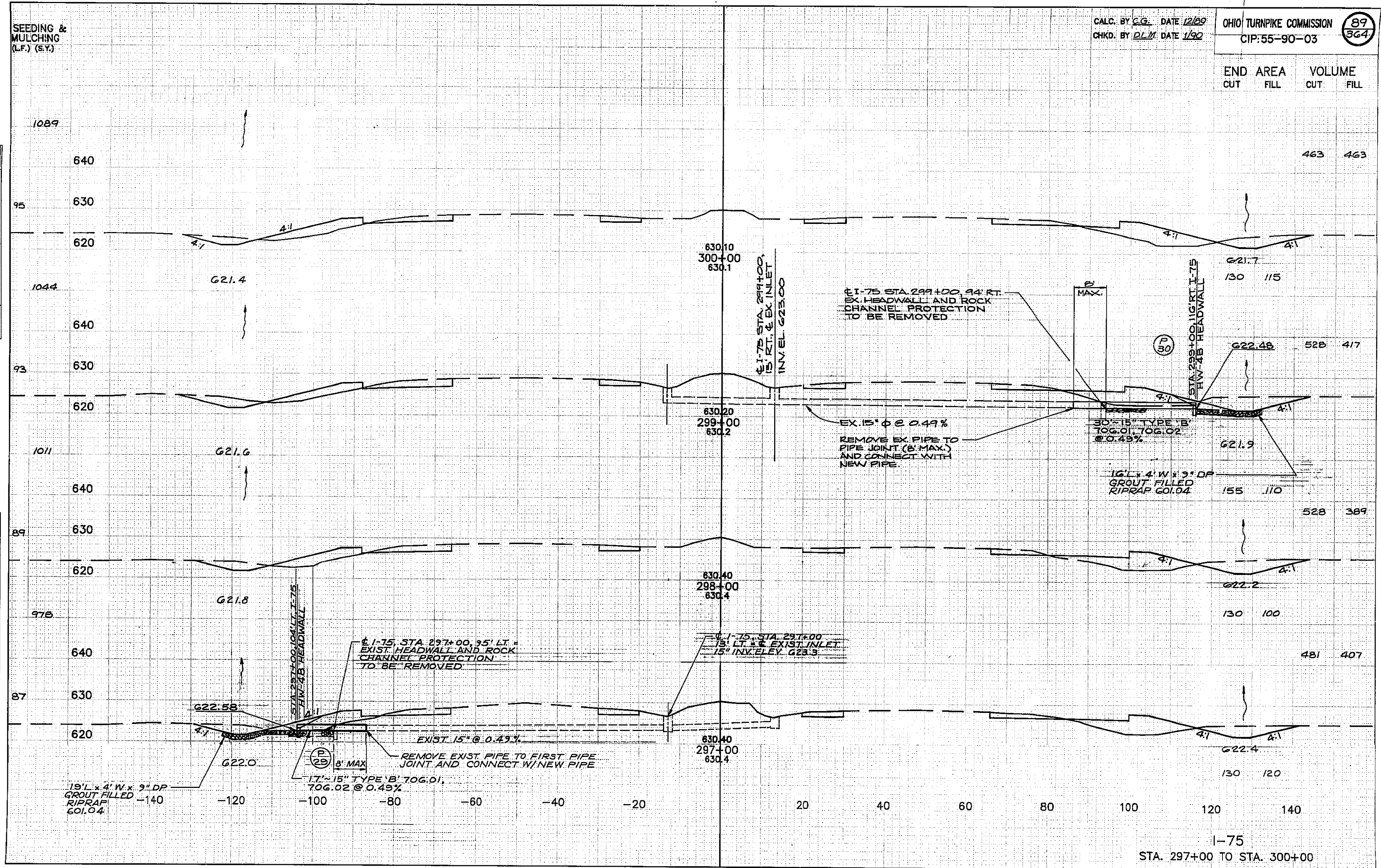
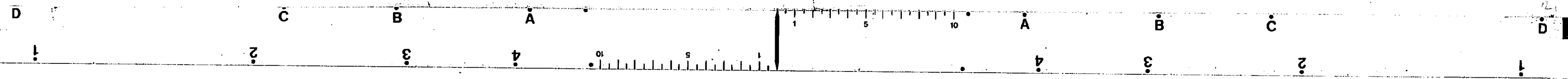


PLATE 3. CROSS SECTION
KIEWIT & ESSER CO.



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY G.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

90
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE: _____
BY: _____
CHECKED: _____
NO. _____
FINAL SURVEY: _____
REVISION: _____
NOTE BOOK: _____
AREAS CHECKED: _____

DATE: _____
BY: _____
CHECKED: _____
NO. _____
ORIGINAL SURVEY: _____
REVISION: _____
NOTE BOOK: _____
AREAS CHECKED: _____

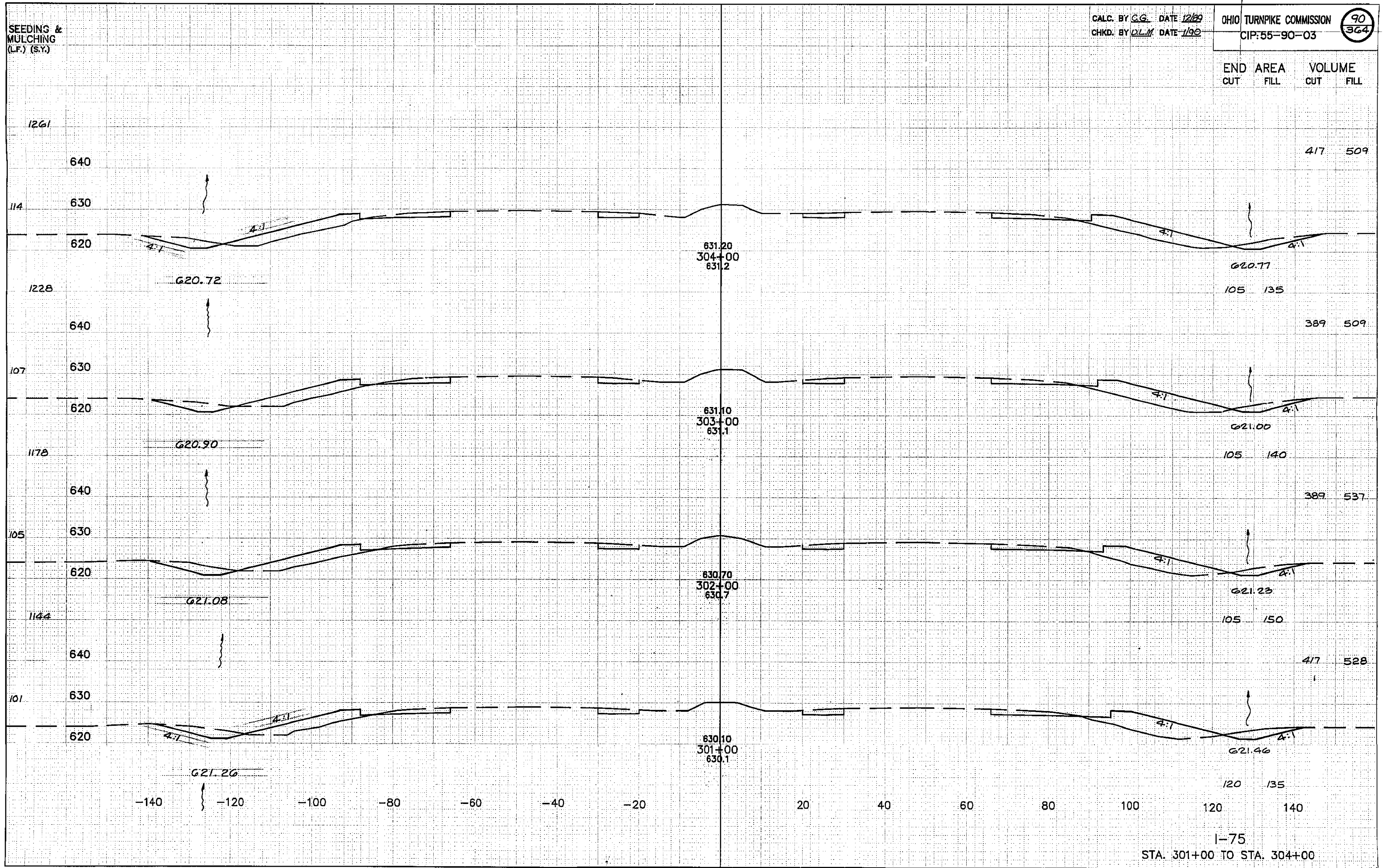


PLATE 3, CROSS SECTION
K&E ENGINEERS & SURVEYORS

I-75
STA. 301+00 TO STA. 304+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

91
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		519	426
		519	472
		481	426
		454	454

DATE	BY

NO.	REVISIONS	DATE	BY	REASON

DATE	BY

NO.	REVISIONS	DATE	BY	REASON

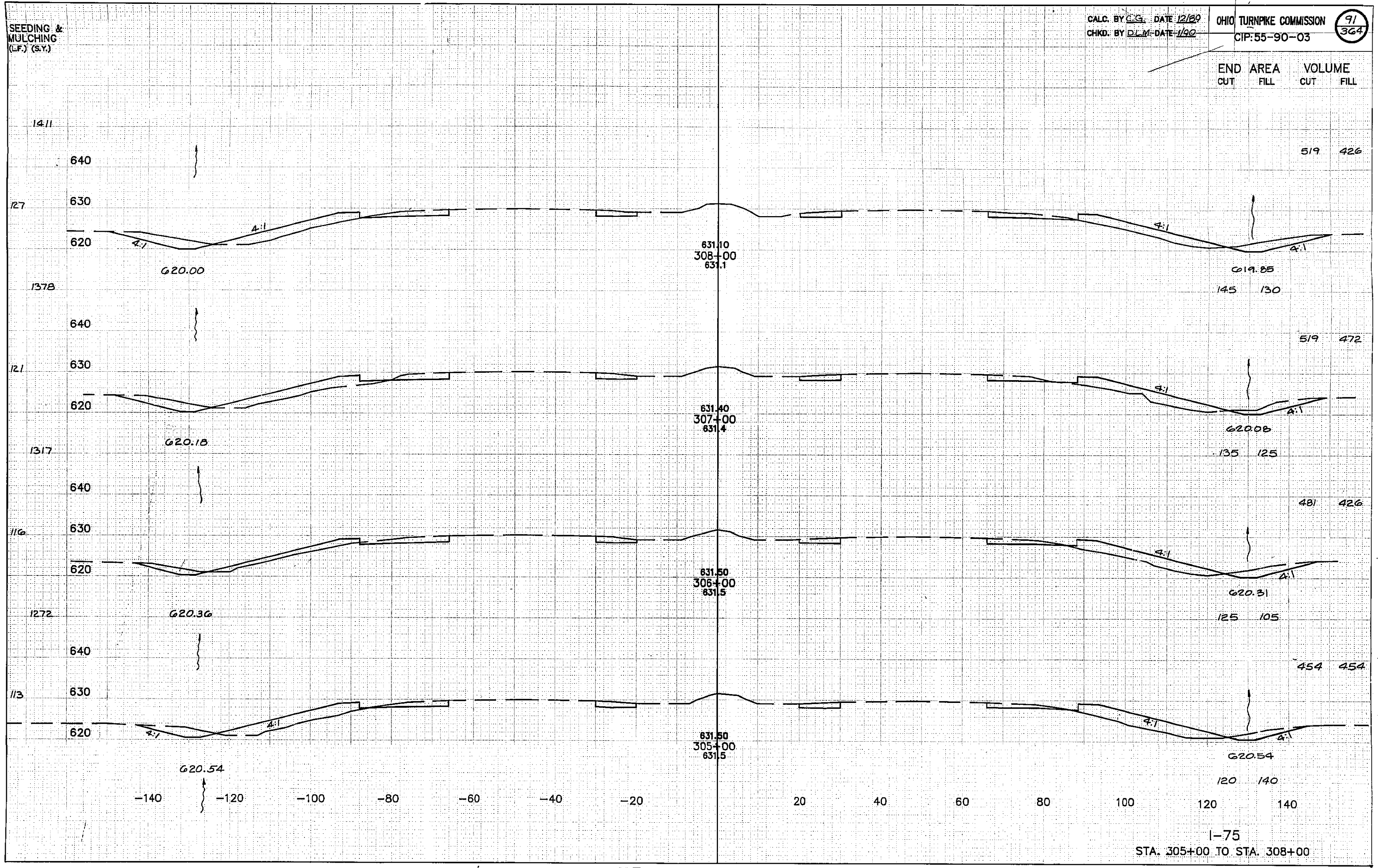
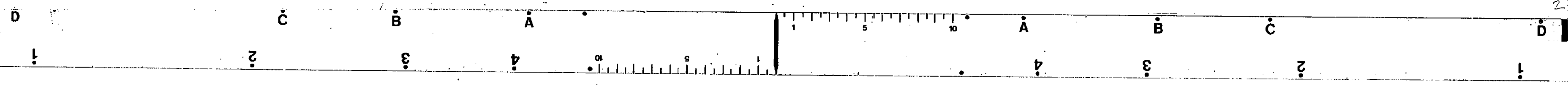


PLATE 3, CROSS SECTION
REVISED 8/83 BY C.C.



SEEDING & MULCHING (L.F.) (\$/Y)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

92
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE: _____
BY: _____
FINAL SURVEY PLOTTED: _____
NOTE BOOK: _____
NO. _____
AREAS CHECKED: _____

DATE: _____
BY: _____
ORIGINAL SURVEY PLOTTED: _____
NOTE BOOK: _____
NO. _____
AREAS CHECKED: _____

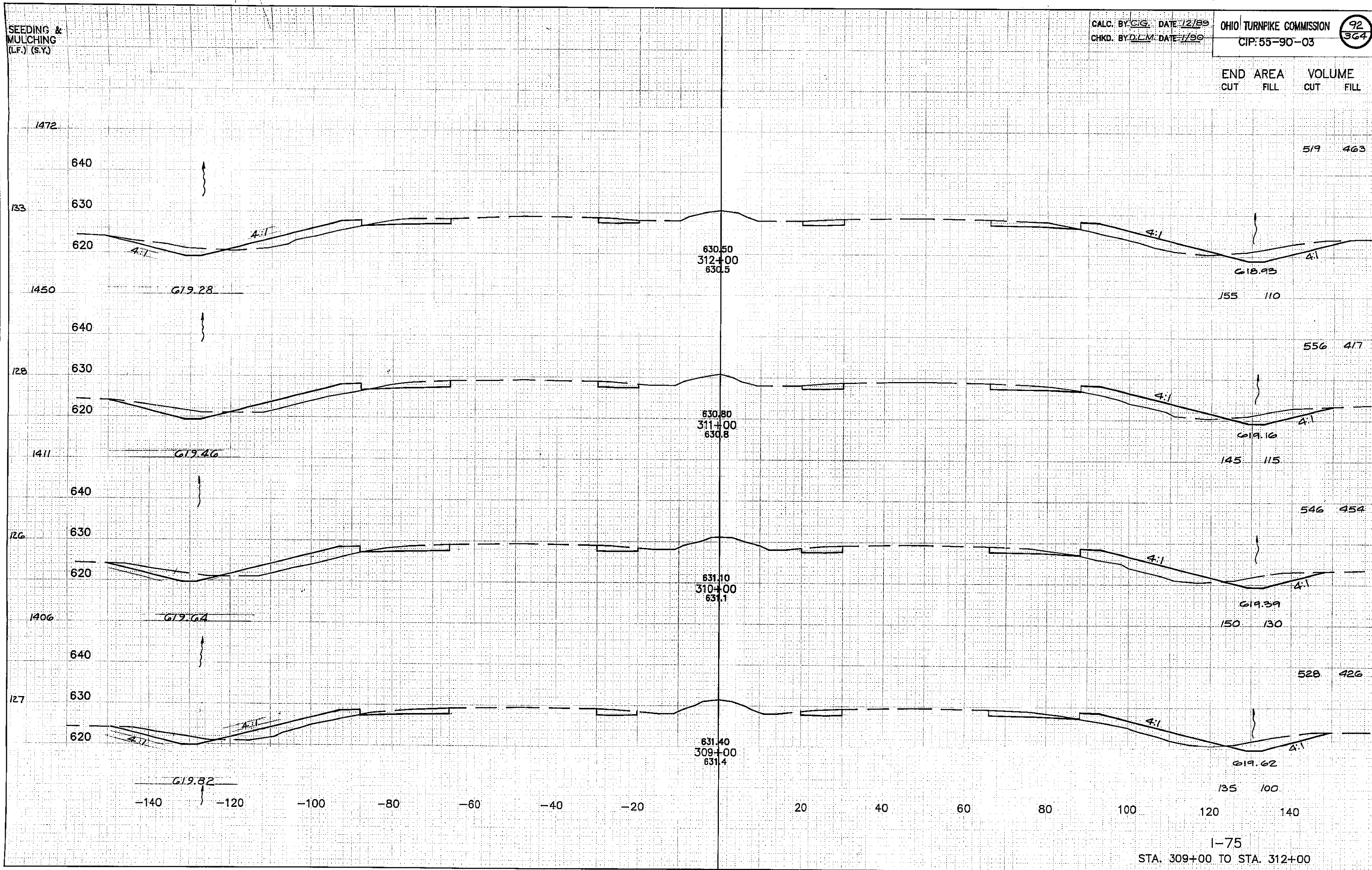
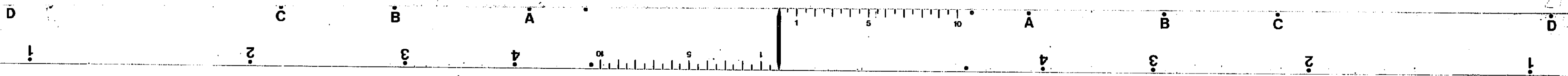


PLATE 3, CROSS SECTION
KEUPH & ESSEX CO.

1-75
STA. 309+00 TO STA. 312+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION 93
CIP:55-90-03 364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
509	278		
500	398		
370	519		
407	546		

DATE	BY	REVISION

DATE	BY	REVISION

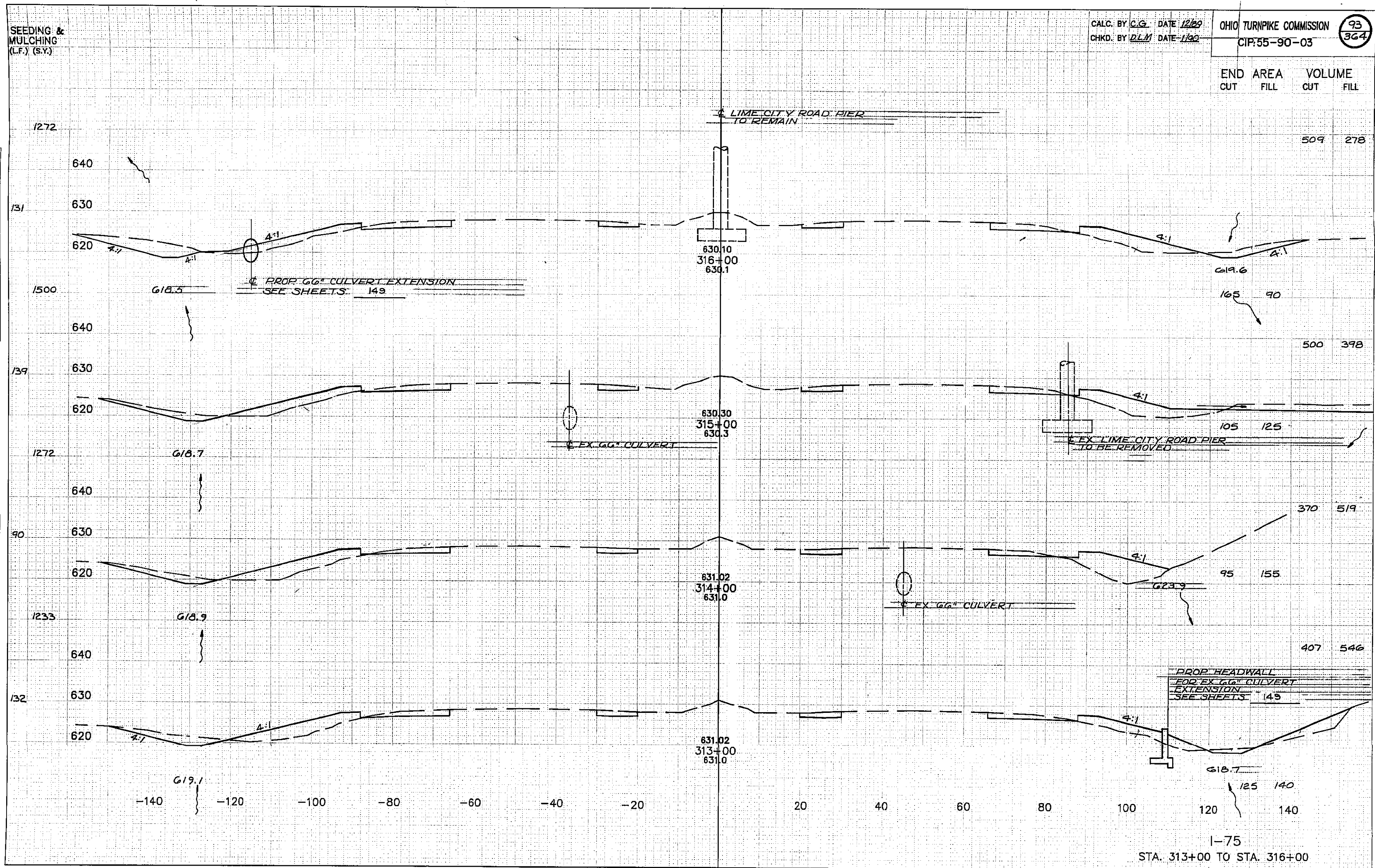


PLATE J. CROSS SECTION
REDFIELD & ESTER CO.



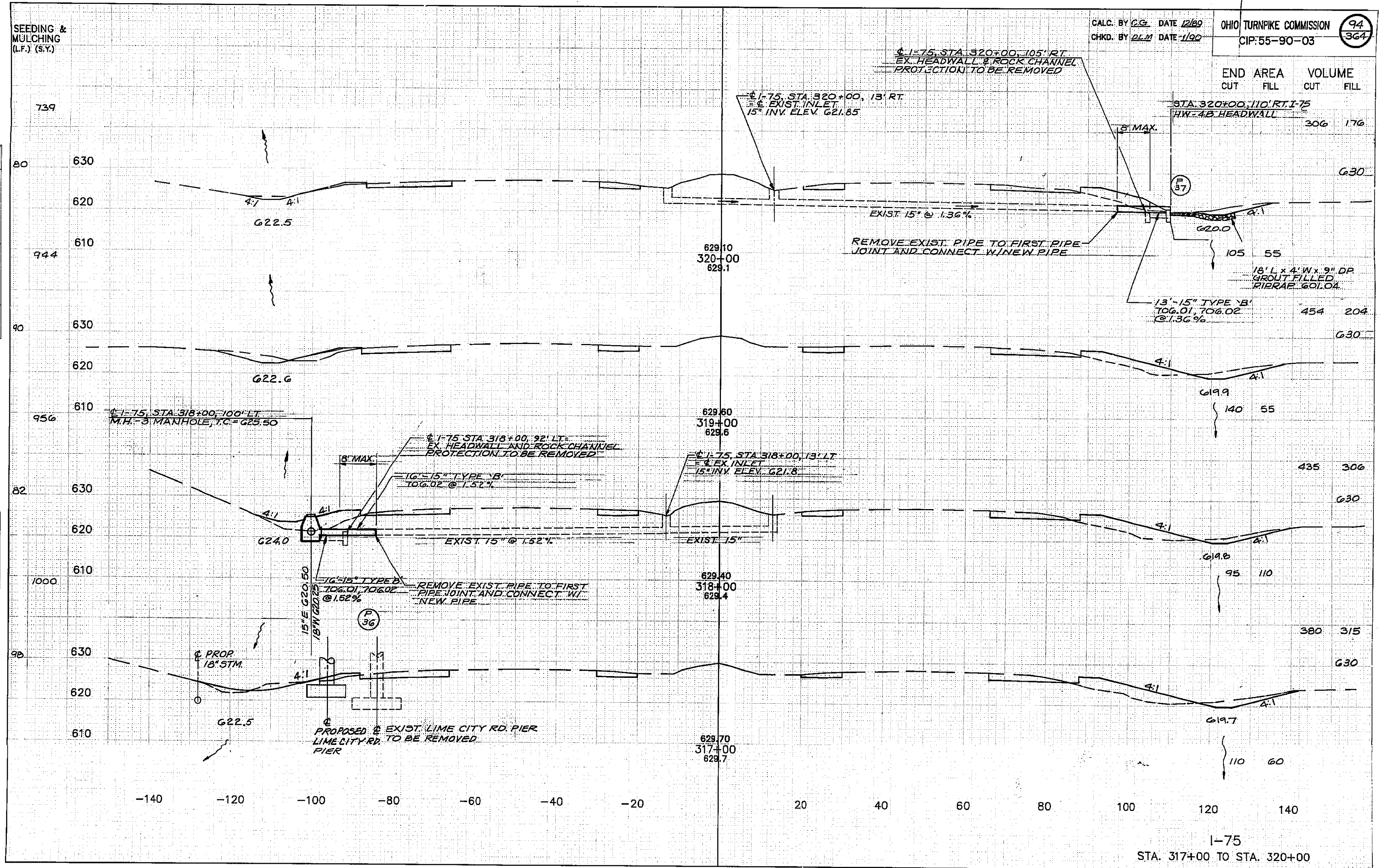
SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION 94
CIP:55-90-03 364

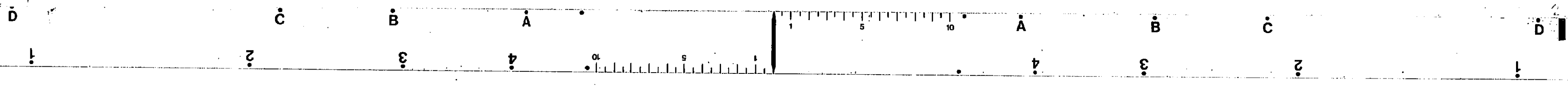
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
306	176		
454	204		
435	306		
380	315		
110	60		

PLATE 3, CROSS SECTION



SEEDING & MULCHING (L.F.) (\$/Y)

CALC. BY C.G. DATE 12/89
 CHKD. BY D.L.M. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

95
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE
BY
NO.
NO. CHECKED

DATE
BY
NO.
NO. CHECKED

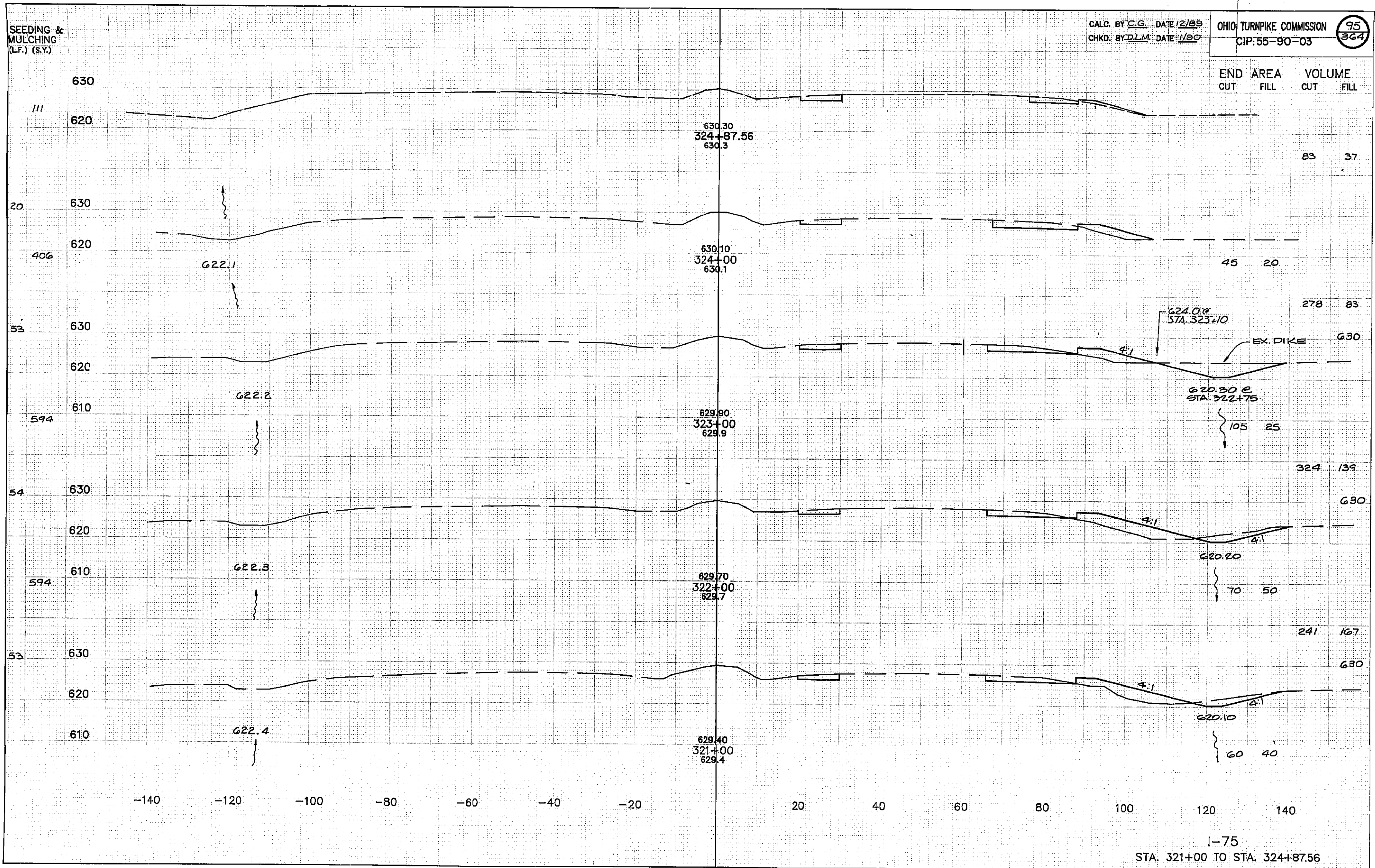
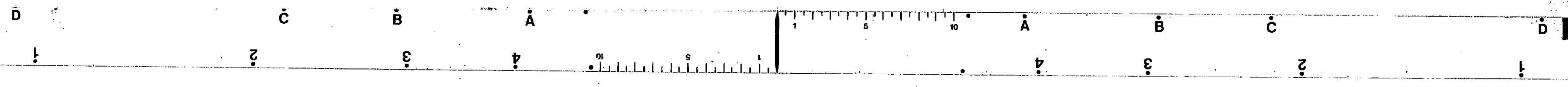


PLATE 3, CROSS SECTION
 K&S ENGINEERS & ARCHITECTS

I-75
 STA. 321+00 TO STA. 324+87.56



SEEDING & MULCHING
(L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY L.M. DATE 1/90

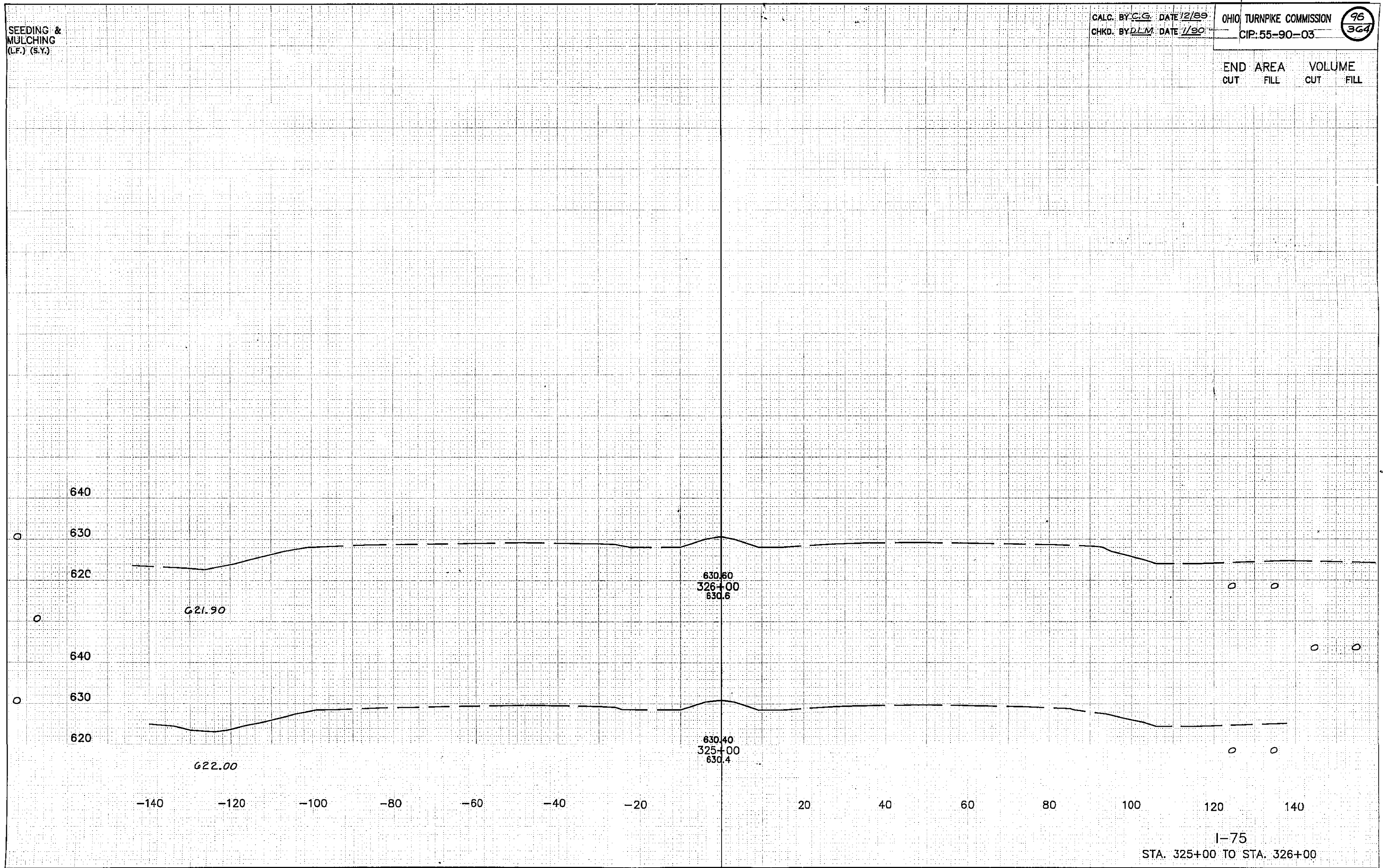
OHIO TURNPIKE COMMISSION
CIP: 55-90-03

96
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

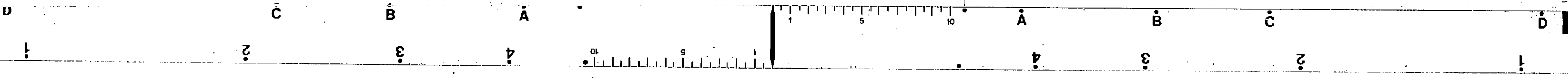
DATE _____
BY _____
NO. _____
FINAL SURVEY PLOTTED _____
NOTE BOOK AREA CHECKED _____

DATE _____
BY _____
NO. _____
ORIGINAL SURVEY PLOTTED _____
NOTE BOOK AREA CHECKED _____



I-75
STA. 325+00 TO STA. 326+00

PLATE 3, CROSS SECTION
K&E



ORIGINAL SURVEY PLANT, NOTE BOOK, AREAS CHECKED.
 NO. _____ DATE _____
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____
 FINAL SURVEY PLANT, NOTE BOOK, AREAS CHECKED.
 NO. _____ DATE _____
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____

ORIGINAL SURVEY PLANT, NOTE BOOK, AREAS CHECKED.
 NO. _____ DATE _____
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____
 FINAL SURVEY PLANT, NOTE BOOK, AREAS CHECKED.
 NO. _____ DATE _____
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____

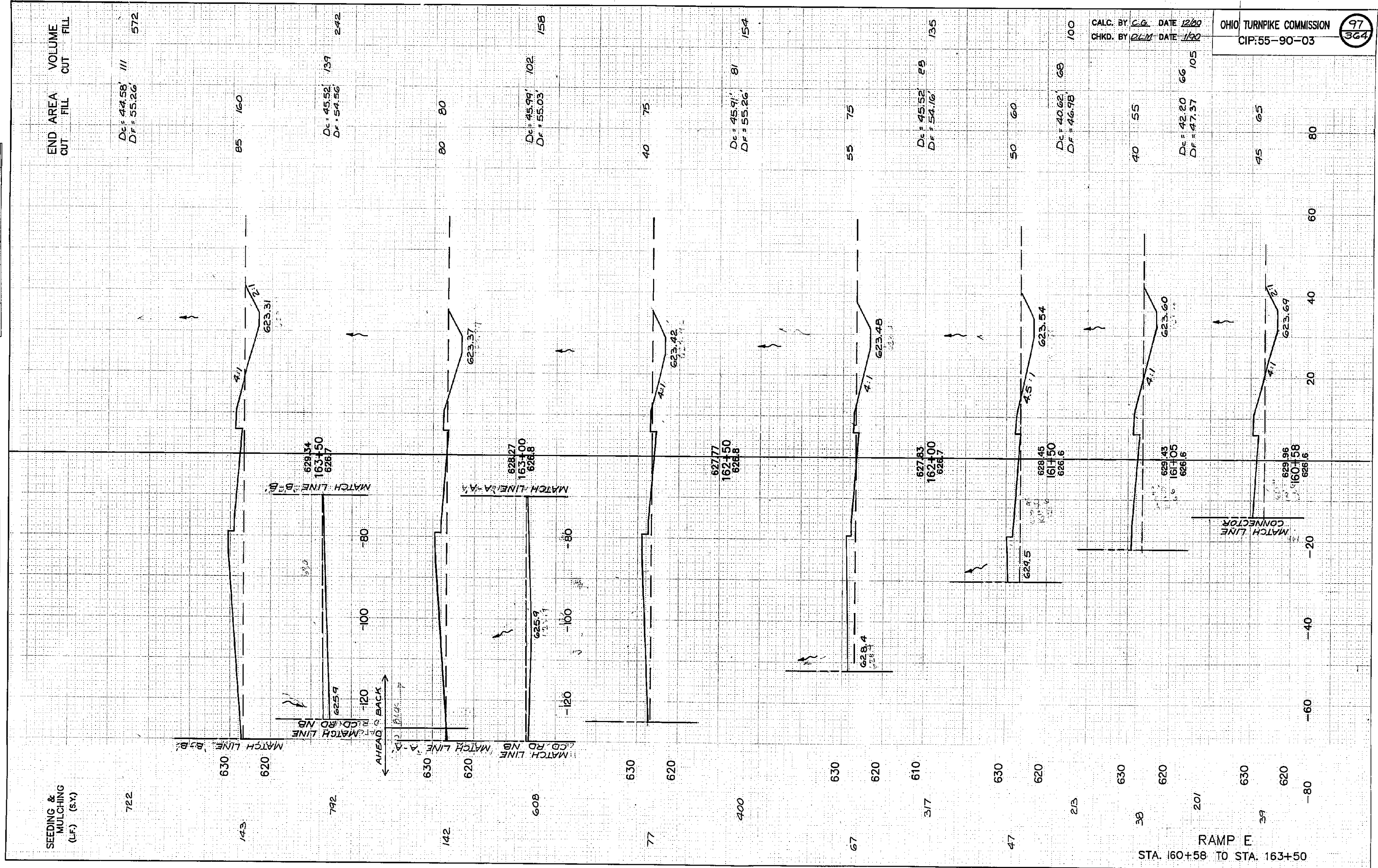
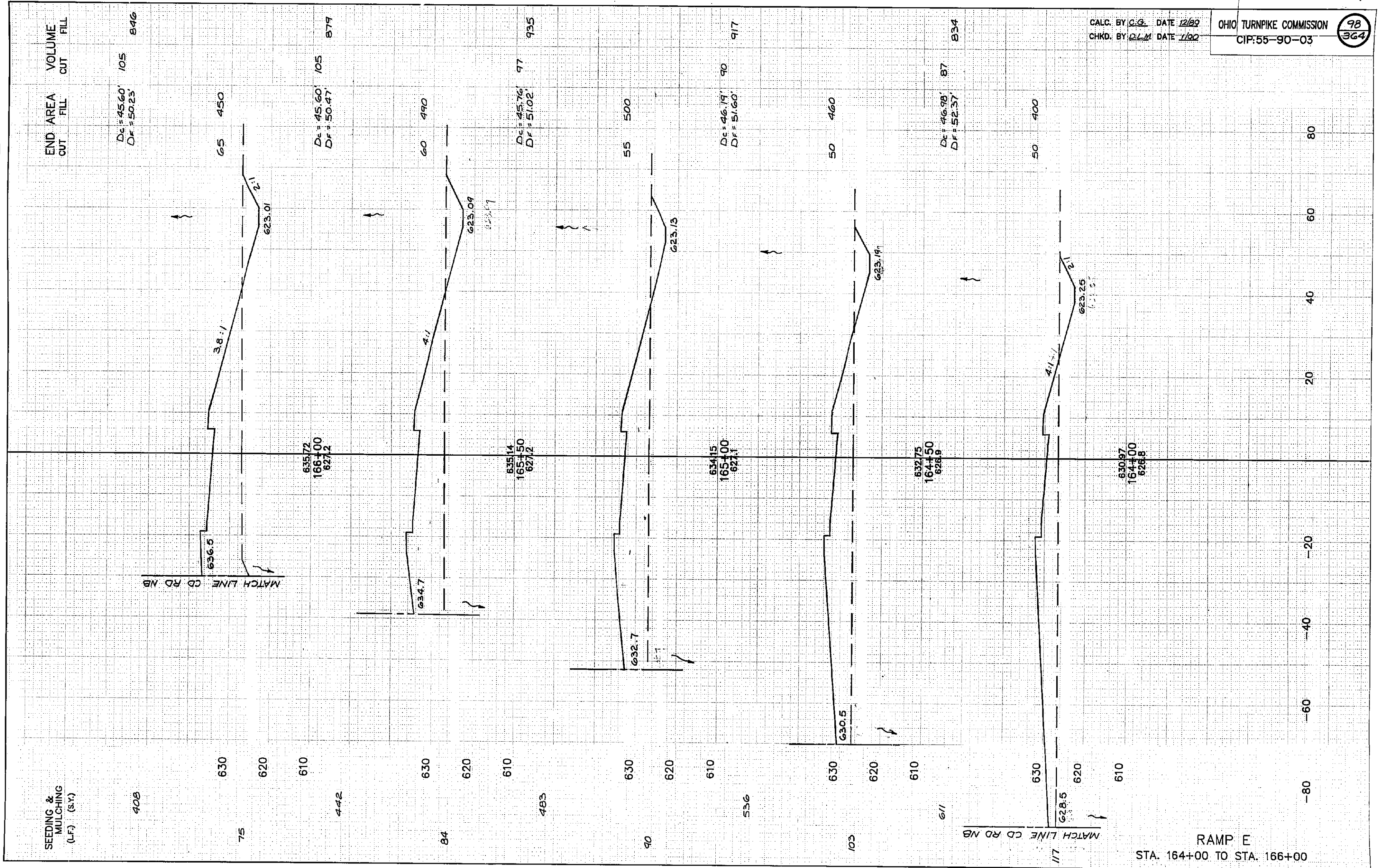


PLATE 3, CROSS SECTION
 1/2" = 1' HORIZ. SCALE
 1" = 10' VERT. SCALE

FINAL SURVEY PLOTTED
 NOTE BOOK NO. AREA CHECKED.

ORIGINAL SURVEY PLOTTED
 NOTE BOOK NO. AREA CHECKED.



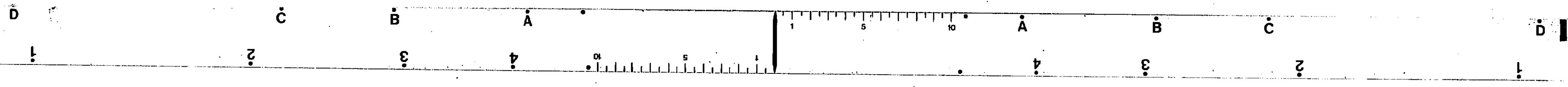
CALC. BY C.G. DATE 12/89
 CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
 CIP:55-90-03

98
 364

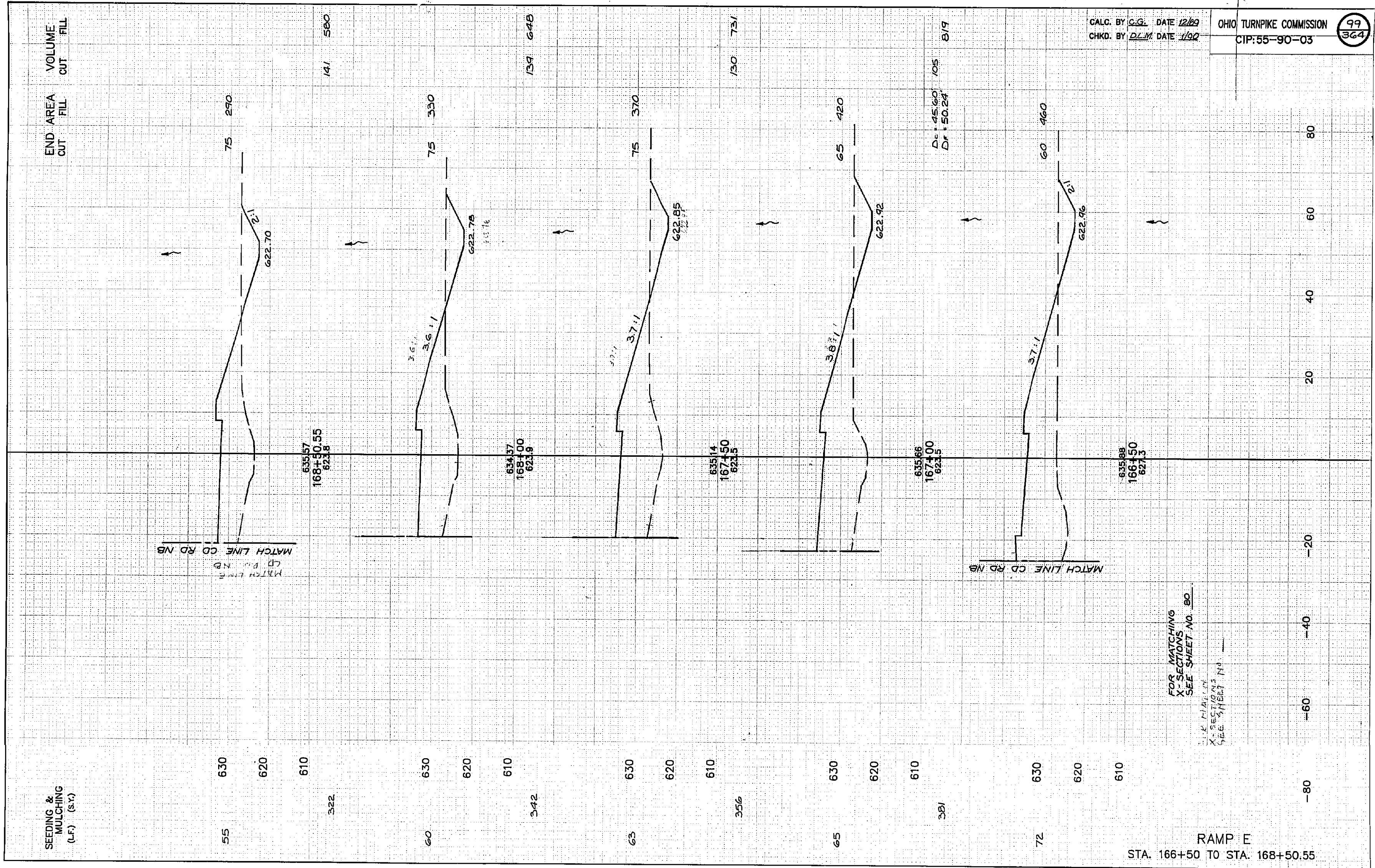
PLATE 2, CROSS SECTION
 K&M ENGINEERS & SURV CO

RAMP E
 STA. 164+00 TO STA. 166+00



FINAL SURVEY	DATE
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	



CALC. BY G.G. DATE 12/69
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

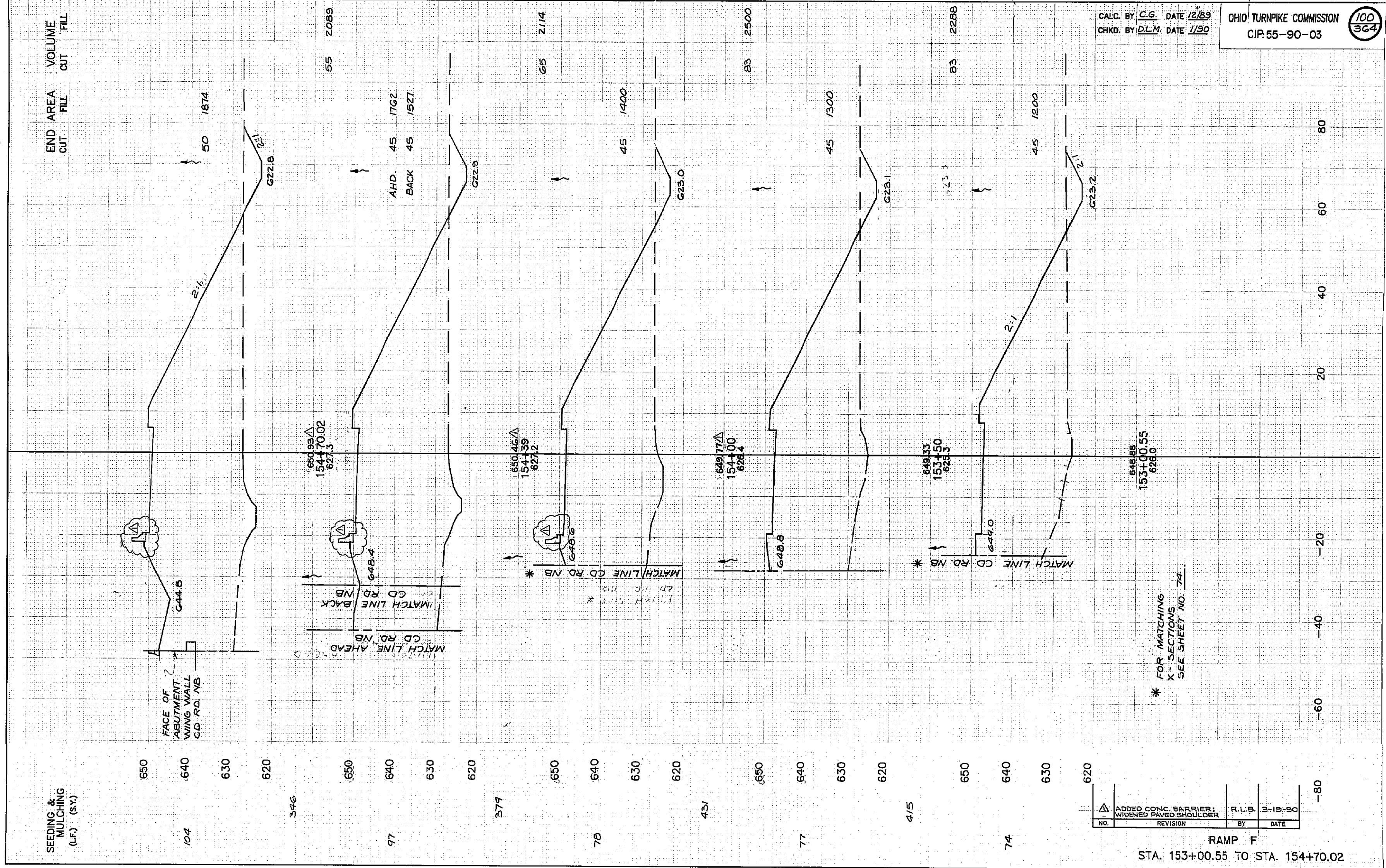
99
364

PLATE 3, CROSS SECTION
KOPPEL & SISK CO.

RAMP E
STA. 166+50 TO STA. 168+50.55

DATE	BY

DATE	BY



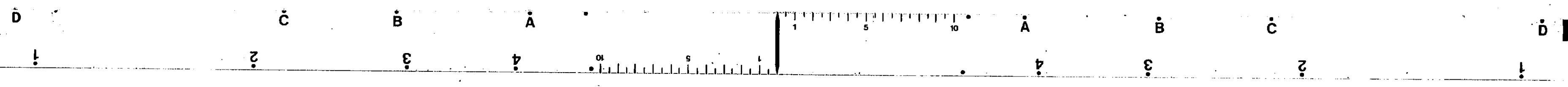
CALC. BY C.G. DATE 12/89
 CHKD. BY D.L.M. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP-55-90-03

100
364

NO.	REVISION	BY	DATE
1	ADDED CONC. BARRIER; WIDENED PAVED SHOULDER	R.L.B.	3-19-90

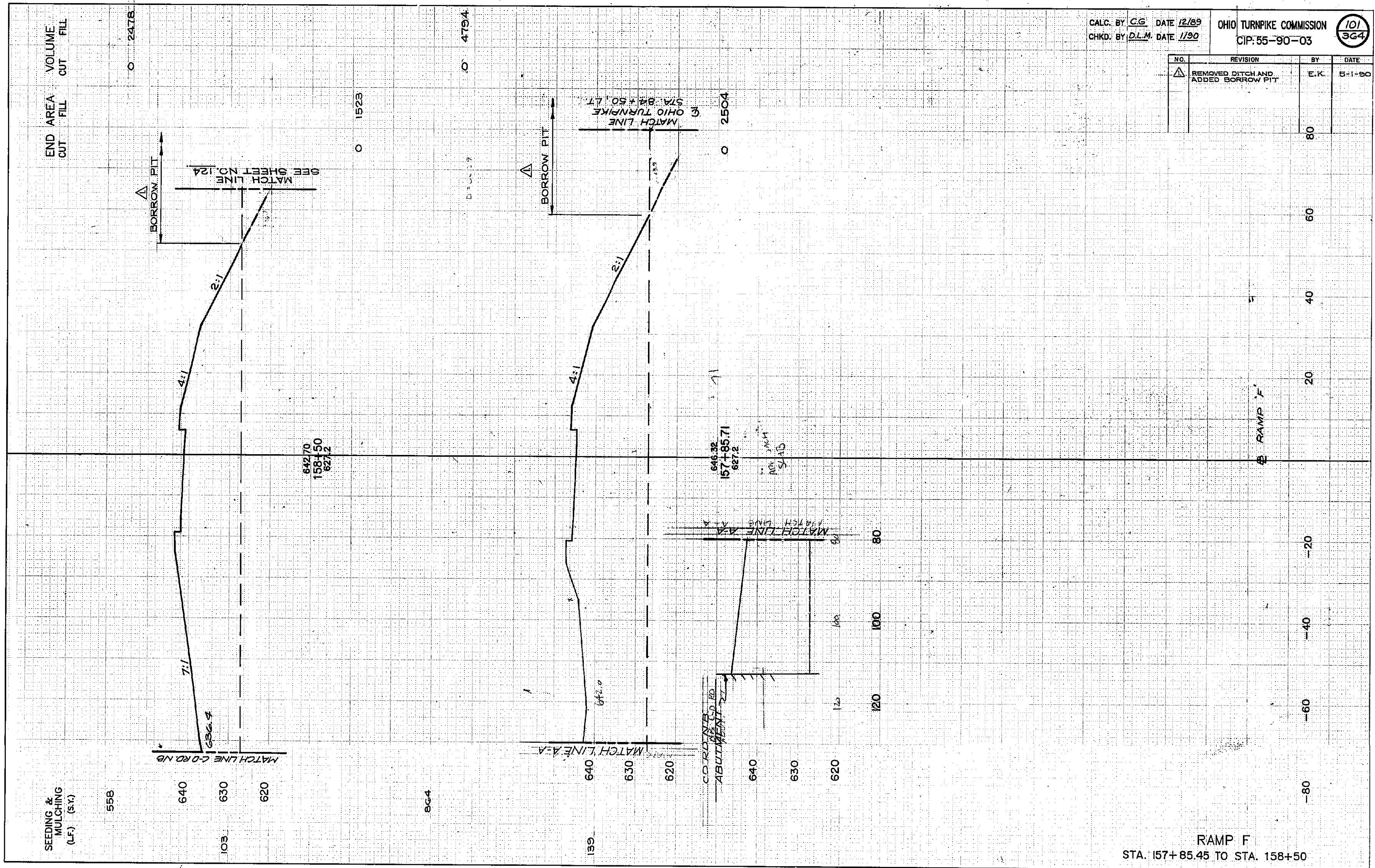
RAMP F
 STA. 153+00.55 TO STA. 154+70.02

PLATE 3, CROSS SECTION
 K&M ENGINEERS & SURVEYORS



DATE	
BY	
FINAL SURVEY	
REVISION	
NOTE BOOK	
NO.	
REVISION	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
REVISION	
NOTE BOOK	
NO.	
REVISION	
NO.	



CALC. BY: CG DATE 12/89
 CHKD. BY: DLM DATE 1/90

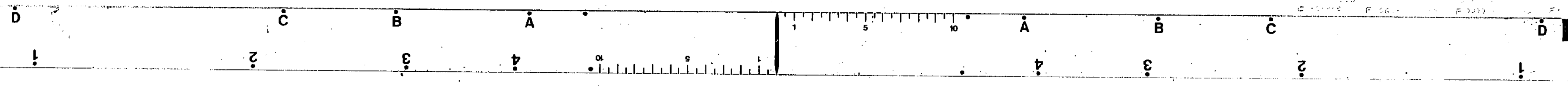
OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

101
 364

NO.	REVISION	BY	DATE
1	REMOVED DITCH AND ADDED BORROW PIT	E.K.	5-1-90

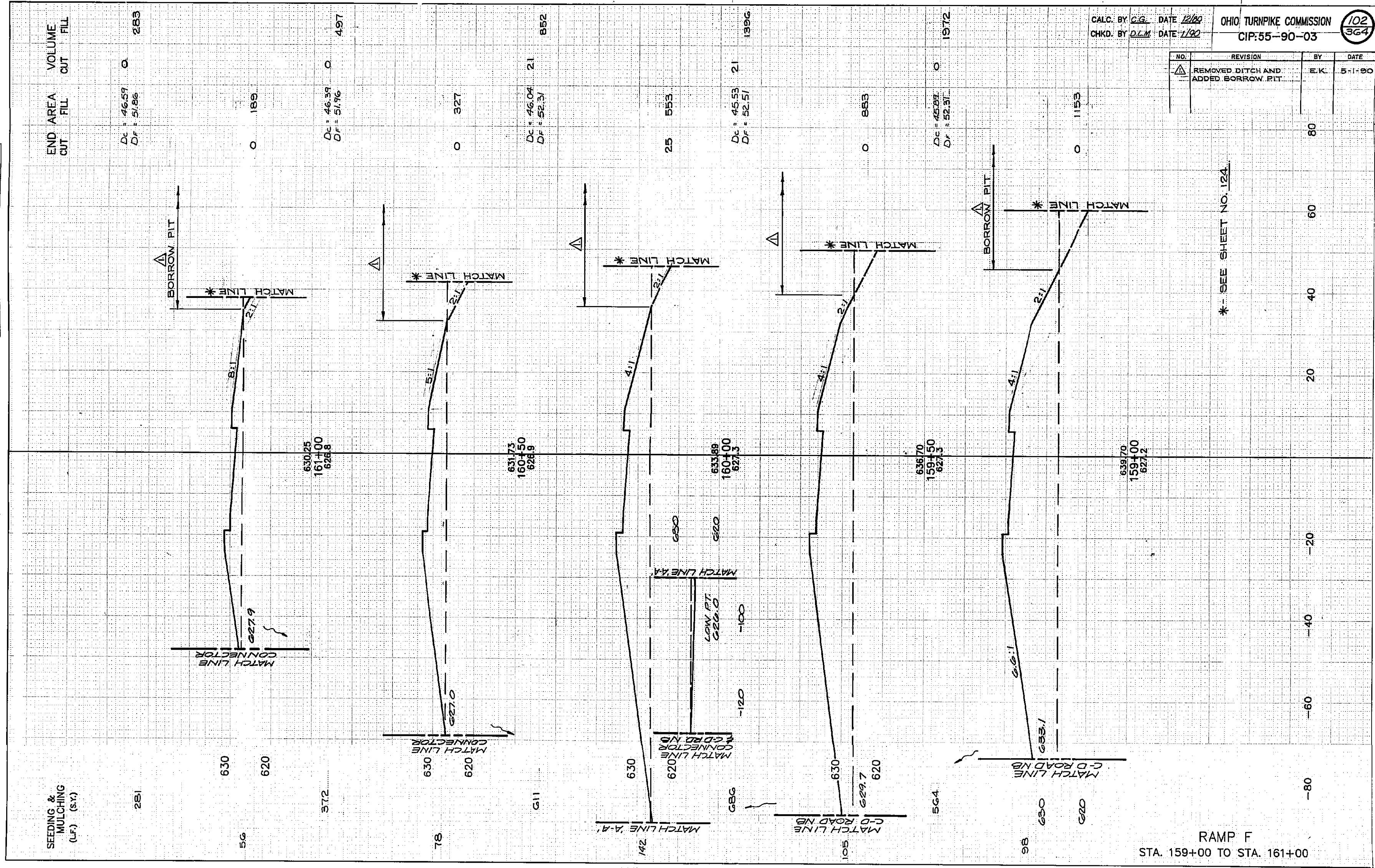
PLATE 3, CROSS SECTION
 FURTEL & FISER CO.

RAMP F
 STA. 157+85.45 TO STA. 158+50



FINAL SURVEY	DATE
APPROVED	
AREA CHECKED	
NO.	

ORIGINAL SURVEY	DATE
APPROVED	
AREA CHECKED	
NO.	



SEEDING & MULCHING (L.F.) (S.Y.)

END AREA CUT FILL

VOLUME CUT FILL

Dc = 46.57
Df = 51.86

0 189

283

Dc = 46.39
Df = 51.76

0 327

852

Dc = 45.53
Df = 52.51

0 853

1972

Dc = 45.98
Df = 52.51

0 1153

1996

CALC. BY C.G. DATE 12/80
CHKD. BY D.L.M. DATE 1/92

OHIO TURNPIKE COMMISSION
CIP:55-90-03

102
364

NO.	REVISION	BY	DATE
1	REMOVED DITCH AND ADDED BORROW PIT	E.K.	5-1-90

*- SEE SHEET NO. 124

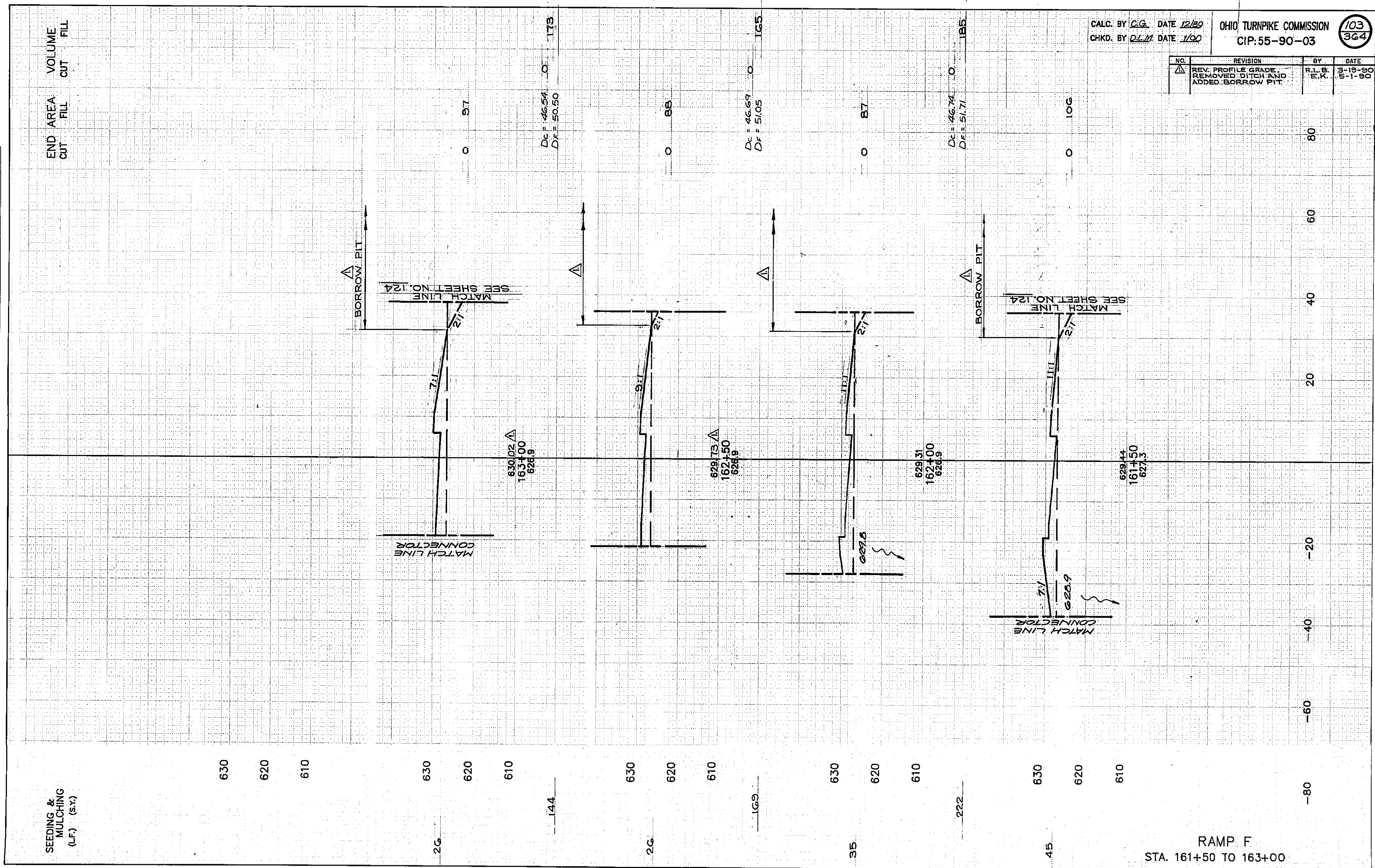
RAMP F
STA. 159+00 TO STA. 161+00

PLATE 3, CROSS SECTION
KLEVER & ESKER CO.



FINAL	SUBMITTED	DATE
DESIGNED	BY	
CHECKED	BY	
APPROVED	BY	
NO. OF SHEETS	TOTAL SHEETS	
NO.		

ORIGINAL	SUBMITTED	DATE
DESIGNED	BY	
CHECKED	BY	
APPROVED	BY	
NO. OF SHEETS	TOTAL SHEETS	
NO.		



CALC. BY: C.G. DATE: 12/89
 CHKD. BY: D.L.M. DATE: 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

103
364

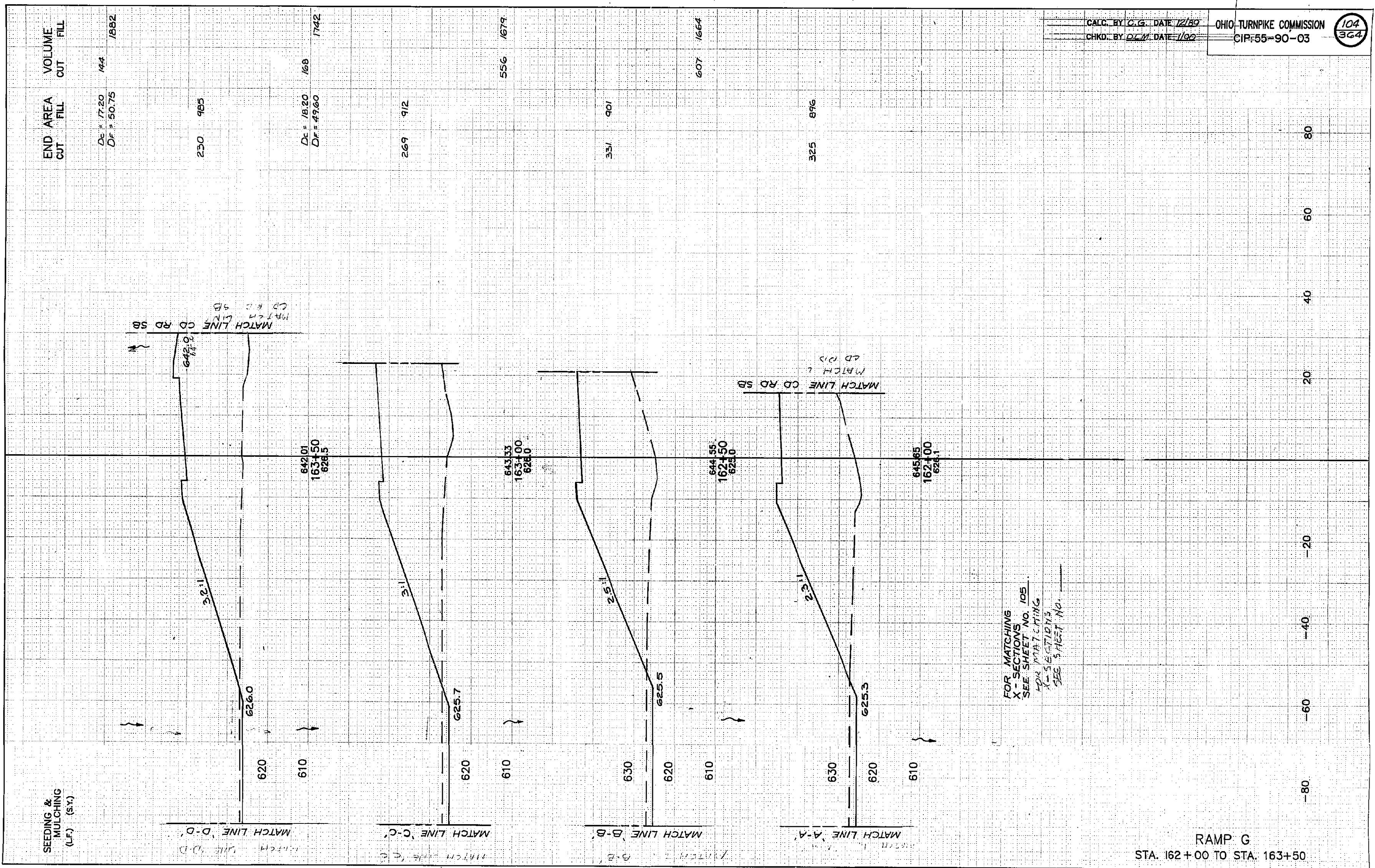
NO.	REVISION	BY	DATE
1	REV. PROFILE GRADE, REMOVED DITCH AND ADDED BORROW PIT	R.L.B. E.K.	3-19-90 5-1-90

PLATE 1. CROSS SECTION
 REVISED & ISSUED FOR

C 257 F 657 C 120 F 510 C-159 F 1139

DATE	
BY	
ORIGINAL SURVEY	PLOTTED
REPLATE	
NOTE BOOK	
AREA CHECKED	

DATE	
BY	
ORIGINAL SURVEY	PLOTTED
REPLATE	
NOTE BOOK	
AREA CHECKED	



FOR MATCHING
X-SECTIONS
SEE SHEET NO. 105
FOR MATCHING
X-SECTIONS
SEE SHEET NO. 104

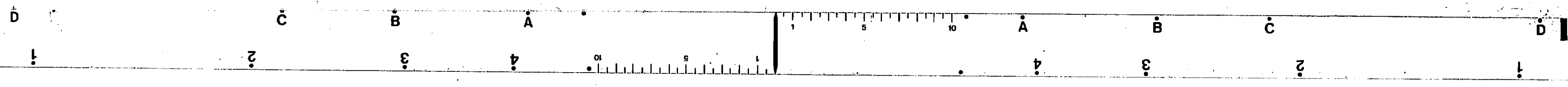
CALC. BY C.G. DATE 12/89
CHKD. BY D.C.M. DATE 1/92

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

104
364

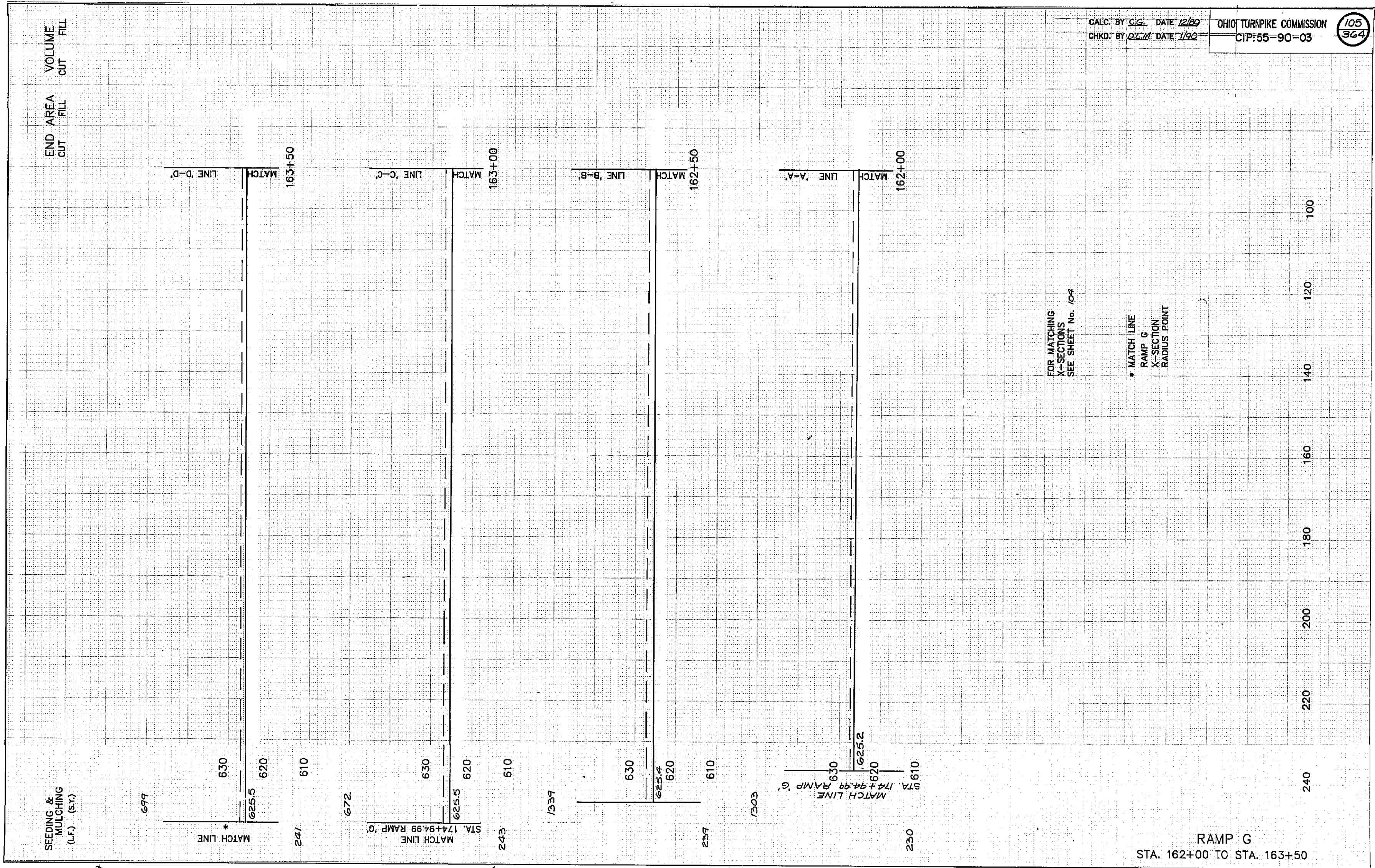
RAMP G
STA. 162+00 TO STA. 163+50

PLATE 3, CROSS SECTION
STURTELL & ESSER CO.



DATE	
BY	
APPROVED	
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	
FINAL	
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
APPROVED	
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	
ORIGINAL	
SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	



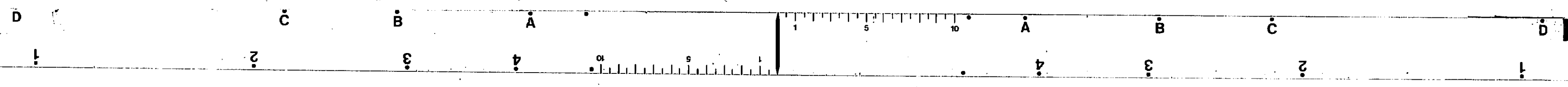
CALC. BY G.G. DATE 12/89 OHIO TURNPIKE COMMISSION
 CHKD. BY D.L.M. DATE 1/92 CIP:55-90-03 105
364

FOR MATCHING
 Y-SECTIONS
 SEE SHEET No. 104

* MATCH LINE
 RAMP G
 X-SECTION
 RADIUS POINT

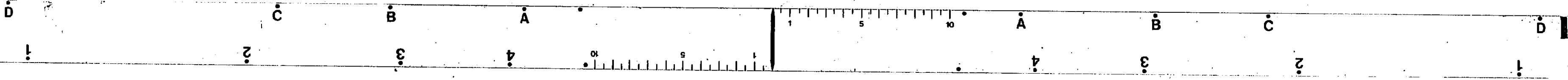
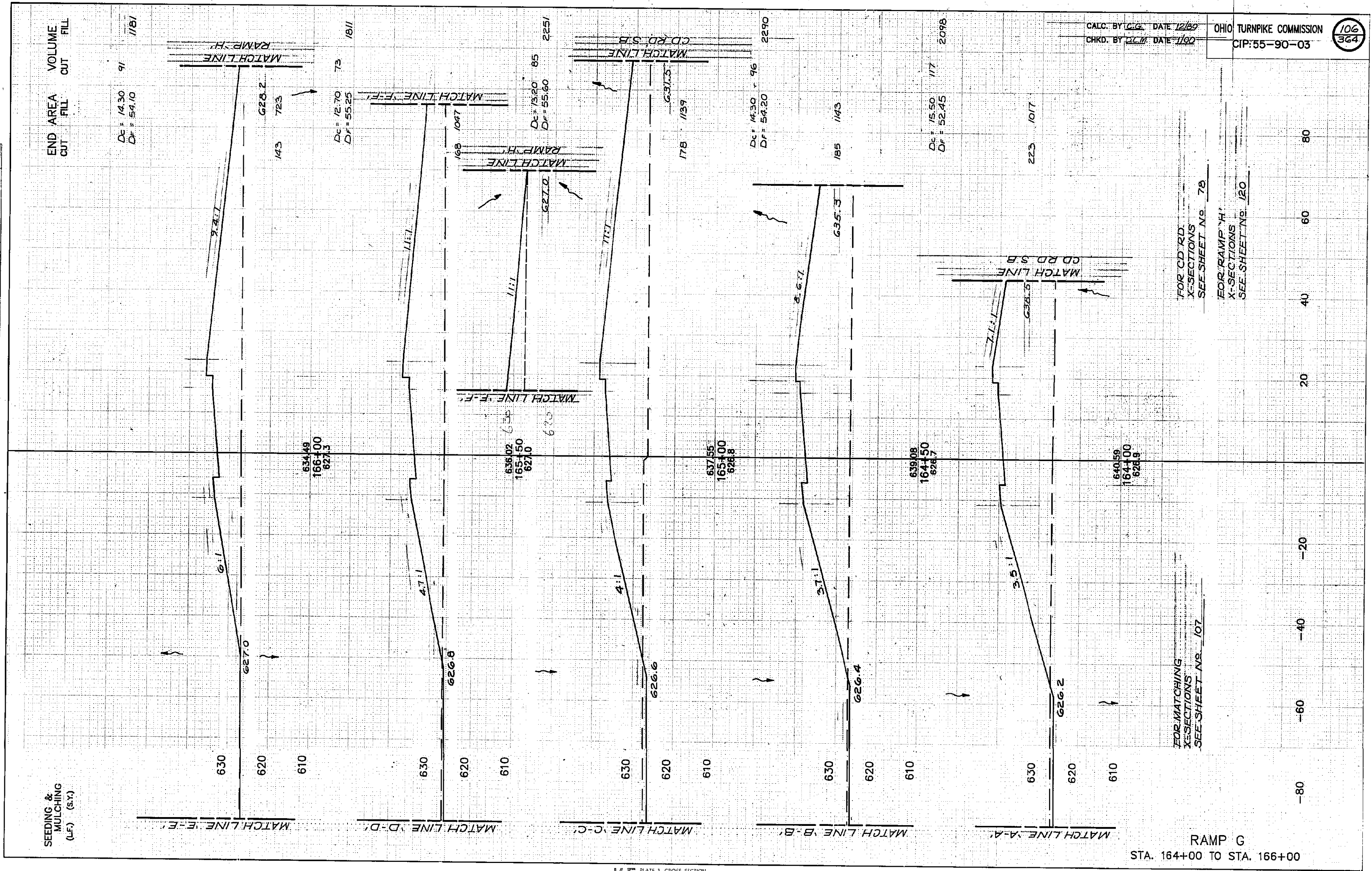
RAMP G
 STA. 162+00 TO STA. 163+50

PLATE 3, CROSS SECTION
 KOPPEL & BEECH CO.



DATE	
BY	
ORIGINAL SURVEY	
SUBMITTED	
PLATTED	
NOTE BOOK	
AREA	
AREAS CHECKED	
NO.	

DATE	
BY	
FINAL SURVEY	
PROVED	
REMARKS	
NOTE BOOK	
AREAS CHECKED	
NO.	



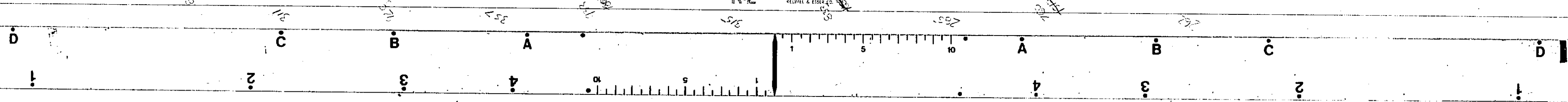
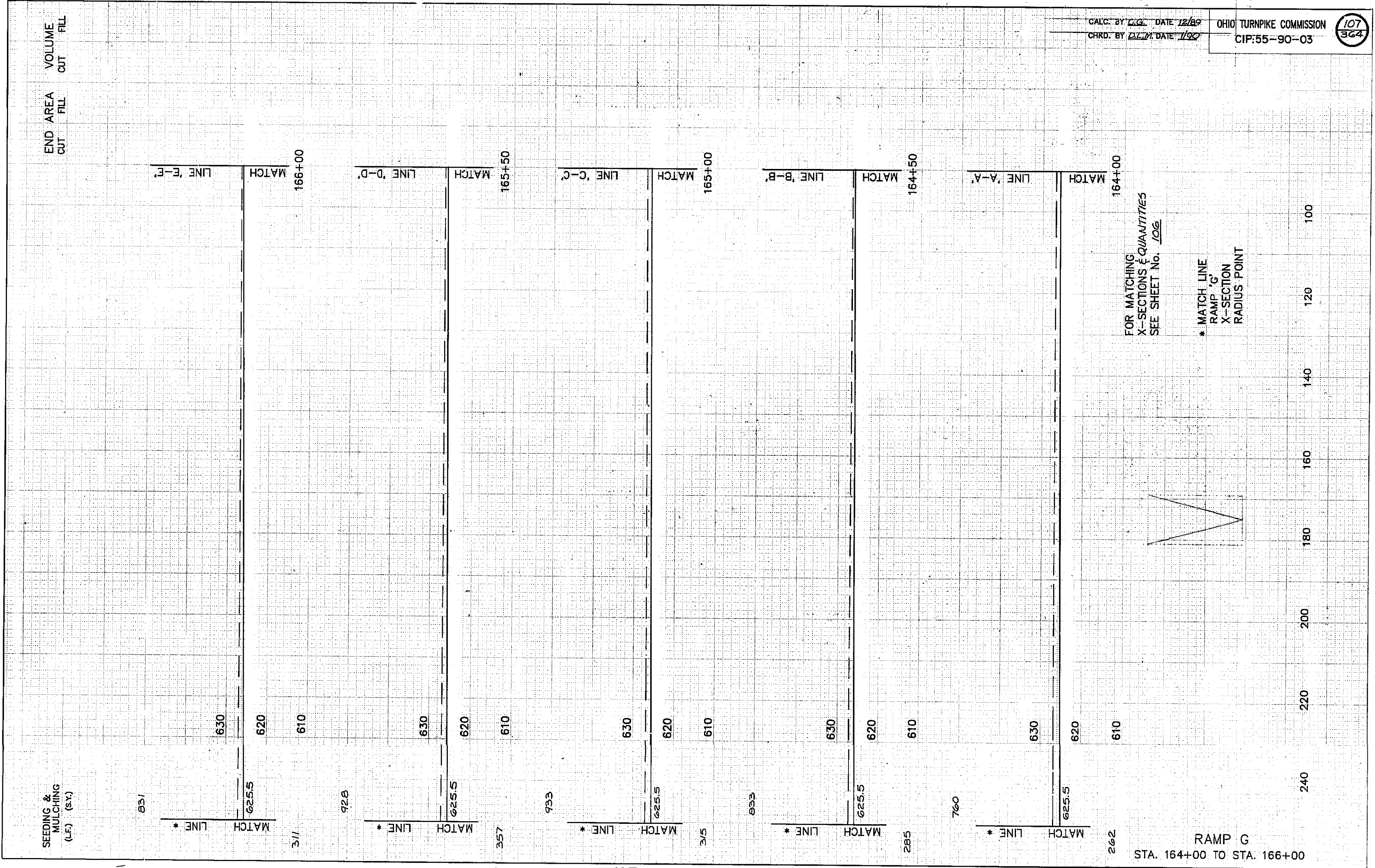
ORIGINAL	DATE
SURVEY	BY
NOTED	
NO. 1	
AREAS CHECKED	

ORIGINAL	DATE
SURVEY	BY
NOTED	
NO. 2	
AREAS CHECKED	

CALC. BY C.G. DATE 12/89
 CRD. BY D.L.M. DATE 1/90

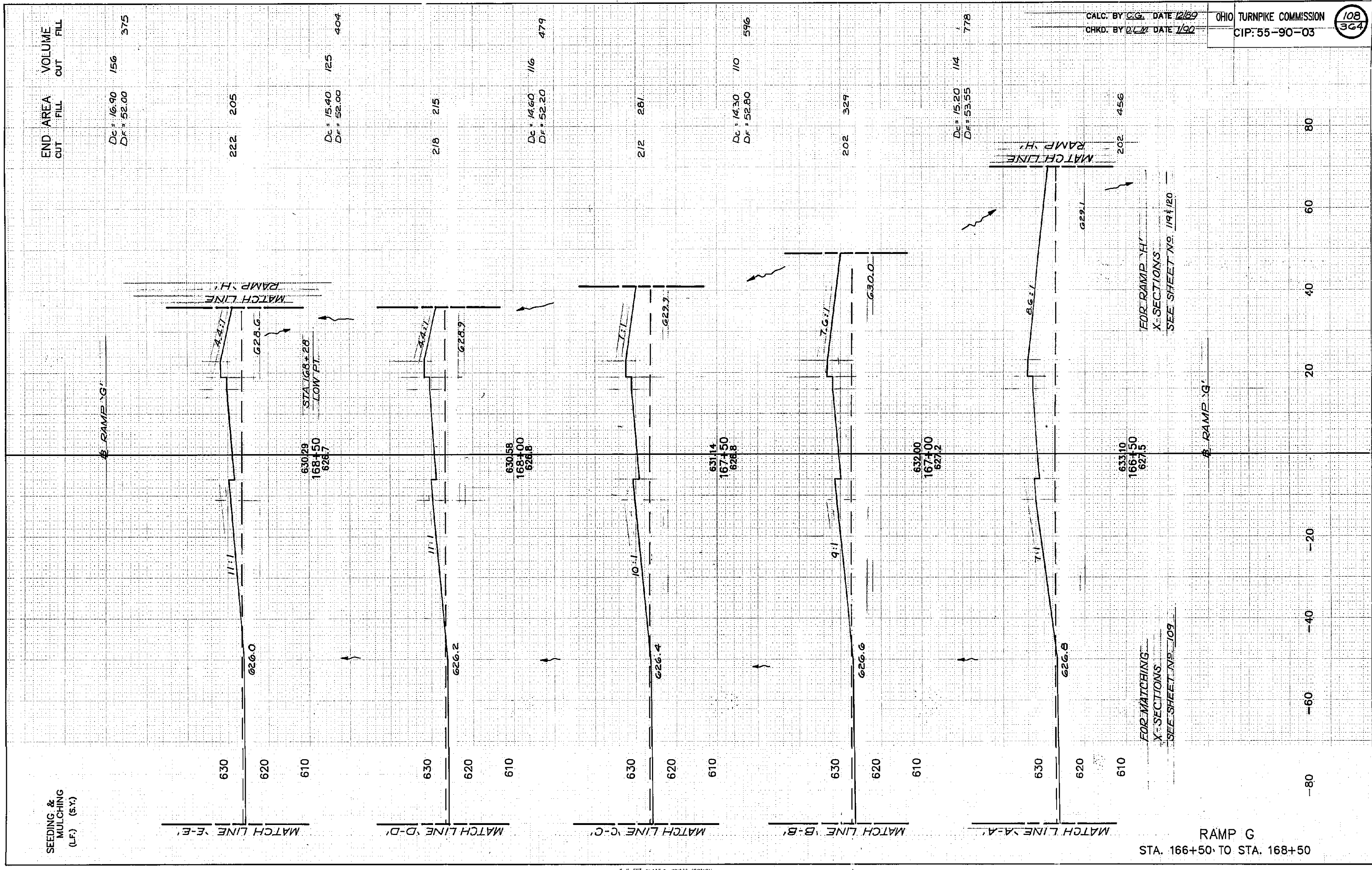
OHIO TURNPIKE COMMISSION
 CIP:55-90-03

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 364



DATE	
BY	
APPROVED	
FINAL SURVEY	
NOTED	
NOTE BOOK	
AREA CHECKED	

DATE	
BY	
APPROVED	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
AREA CHECKED	



SEEDING & MULCHING (LF) (S.Y.)

END AREA CUT FILL VOLUME CUT FILL

Dc = 16.90
Df = 52.00
156
375

222 205

Dc = 15.40
Df = 52.00
125
404

218 215

Dc = 14.60
Df = 52.20
116
479

212 281

Dc = 14.30
Df = 52.80
110
596

202 329

Dc = 15.20
Df = 53.95
114
778

202 456

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

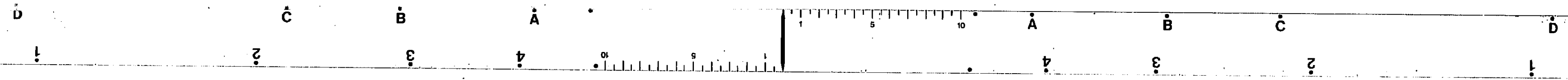
108
364

FOR MATCHING
X-SECTIONS
SEE SHEET NO. 109

FOR RAMP 'H'
X-SECTIONS
SEE SHEET NO. 111/120

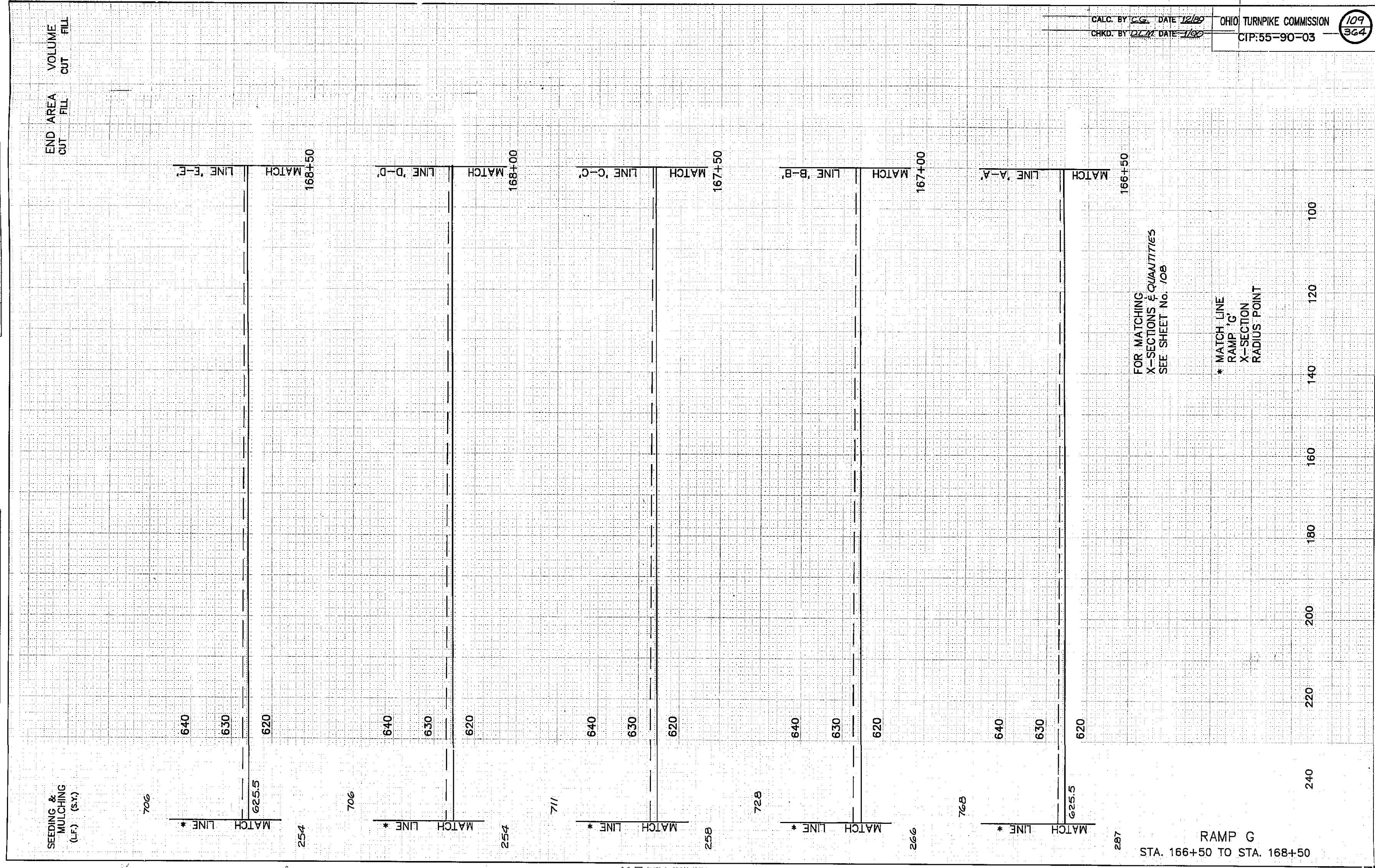
RAMP G
STA. 166+50 TO STA. 168+50

PLATE 3, CROSS SECTION
QUINN & ESSER CO.



ORIGINAL SURVEY DATE: _____	BY: _____
DATE: _____	DATE: _____
SURVEYED BY: _____	DATE: _____
NOTED BY: _____	DATE: _____
APPROVED BY: _____	DATE: _____

ORIGINAL SURVEY DATE: _____	BY: _____
DATE: _____	DATE: _____
SURVEYED BY: _____	DATE: _____
NOTED BY: _____	DATE: _____
APPROVED BY: _____	DATE: _____



CALC. BY: C.G. DATE: 12/89
 CHKO. BY: D.L.M. DATE: 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

109
324

FOR MATCHING
 X-SECTIONS & QUANTITIES
 SEE SHEET No. 108

* MATCH LINE
 RAMP 'C'
 X-SECTION
 RADIUS POINT

RAMP G
 STA. 166+50 TO STA. 168+50

PLATE 3, CROSS SECTION
 EQUIP. A & B (SEE 2D)



FINAL SURVEY	DATE
SUPPLEMENT	
REVISION	
NOTE BOOK	
NO. CHECKED	

ORIGINAL SURVEY	DATE
PLANNED	
NOTE BOOK	
NO. CHECKED	

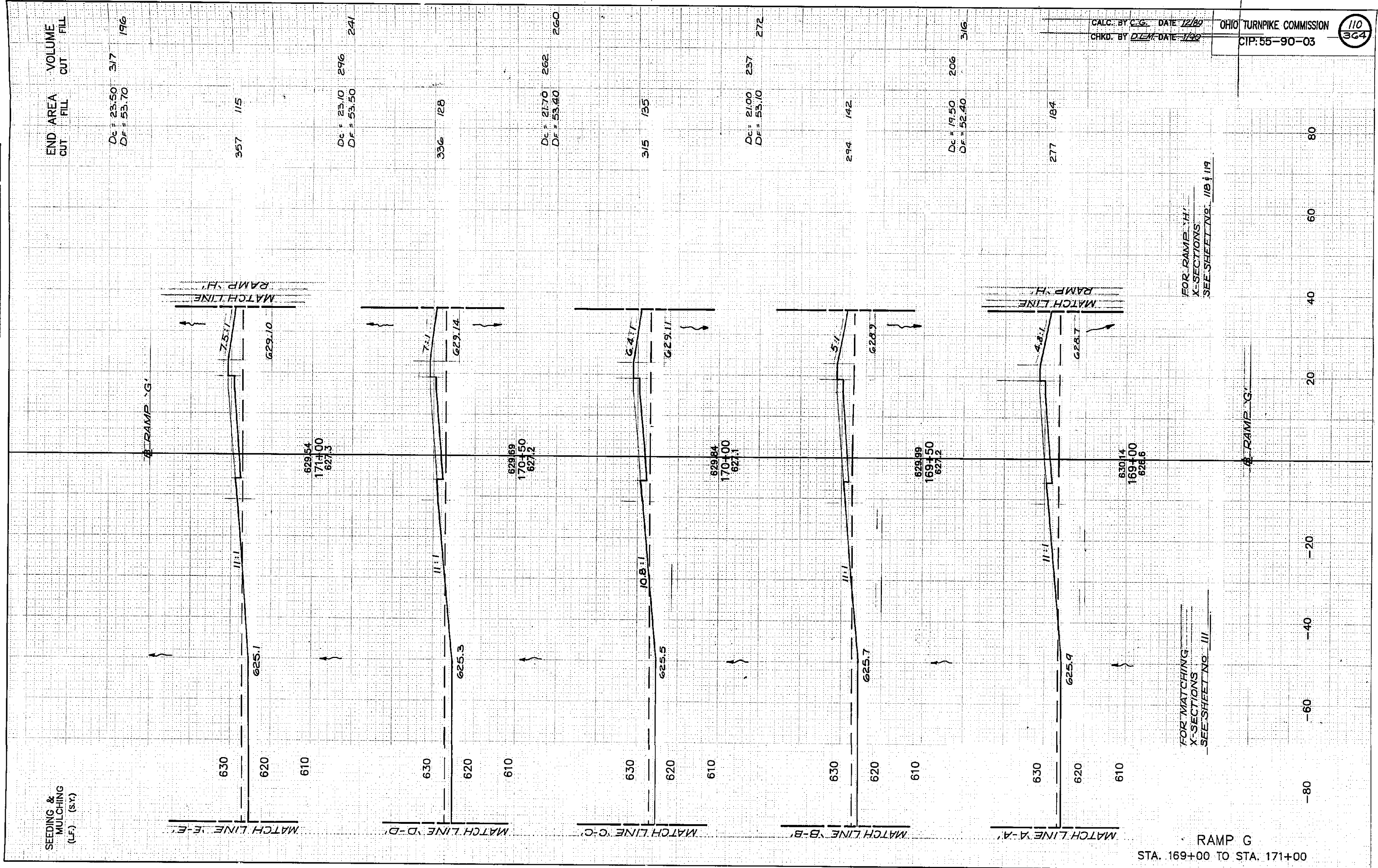
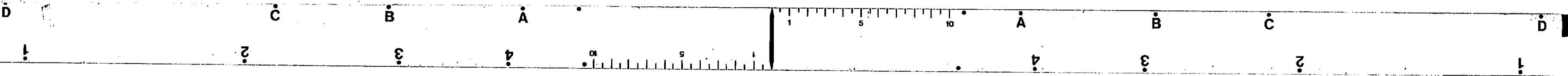


PLATE 3. CROSS SECTION
EARTH & COVER CO.

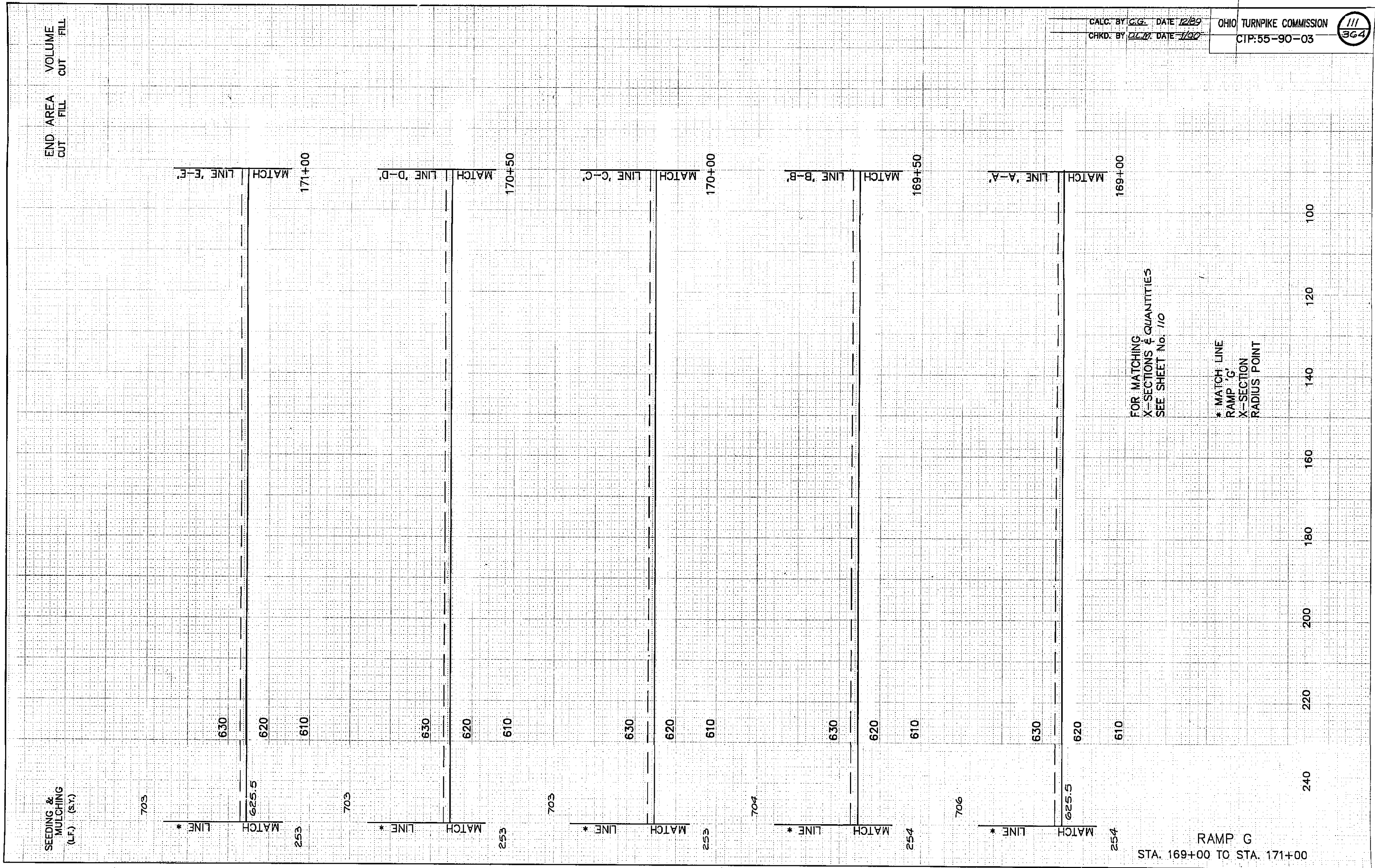


DATE	
BY	
REVIEWED	
SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
REVIEWED	
SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

CALC. BY C.G. DATE 12/69
 CHKD. BY LLM DATE 1/69

OHIO TURNPIKE COMMISSION
 CIP:55-90-03

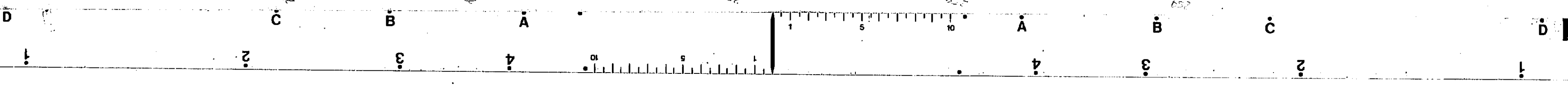


FOR MATCHING
 X-SECTIONS & QUANTITIES
 SEE SHEET No. 110

* MATCH LINE
 RAMP 'G'
 X-SECTION
 RADIUS POINT

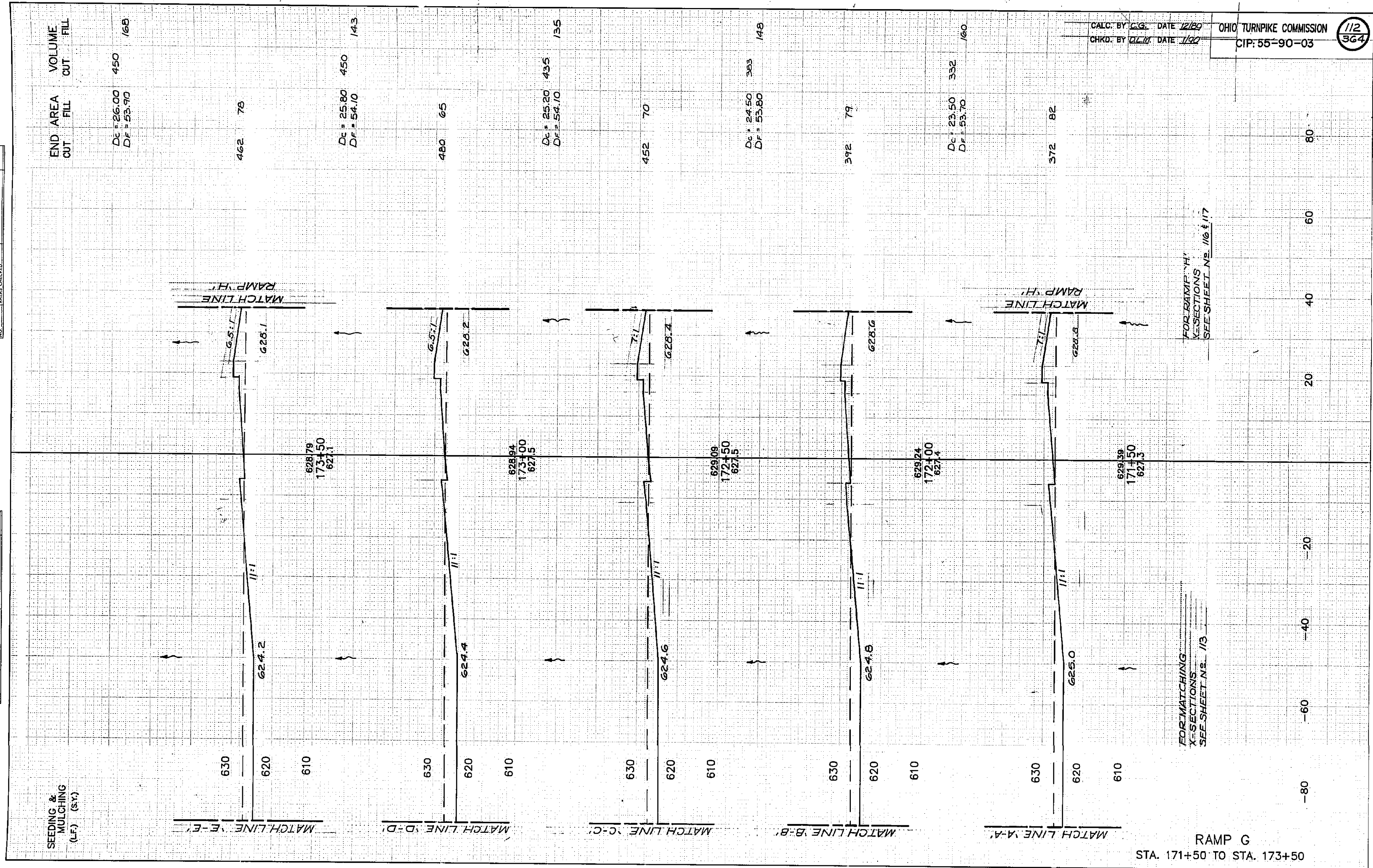
RAMP G
 STA. 169+00 TO STA. 171+00

PLATE 3, CROSS SECTION
 KUMPF & ESSER CO.



FINAL SURVEY	DATE
SURVEY	BY
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEY	BY
NOTE BOOK	
AREAS CHECKED	



CALC. BY: C.G. DATE: 12/89
 CHKD. BY: C.L. DATE: 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

112
364

FOR RAMP "H"
X-SECTIONS
SEE SHEET NO. 106 & 117

FOR MATCHING
X-SECTIONS
SEE SHEET NO. 113

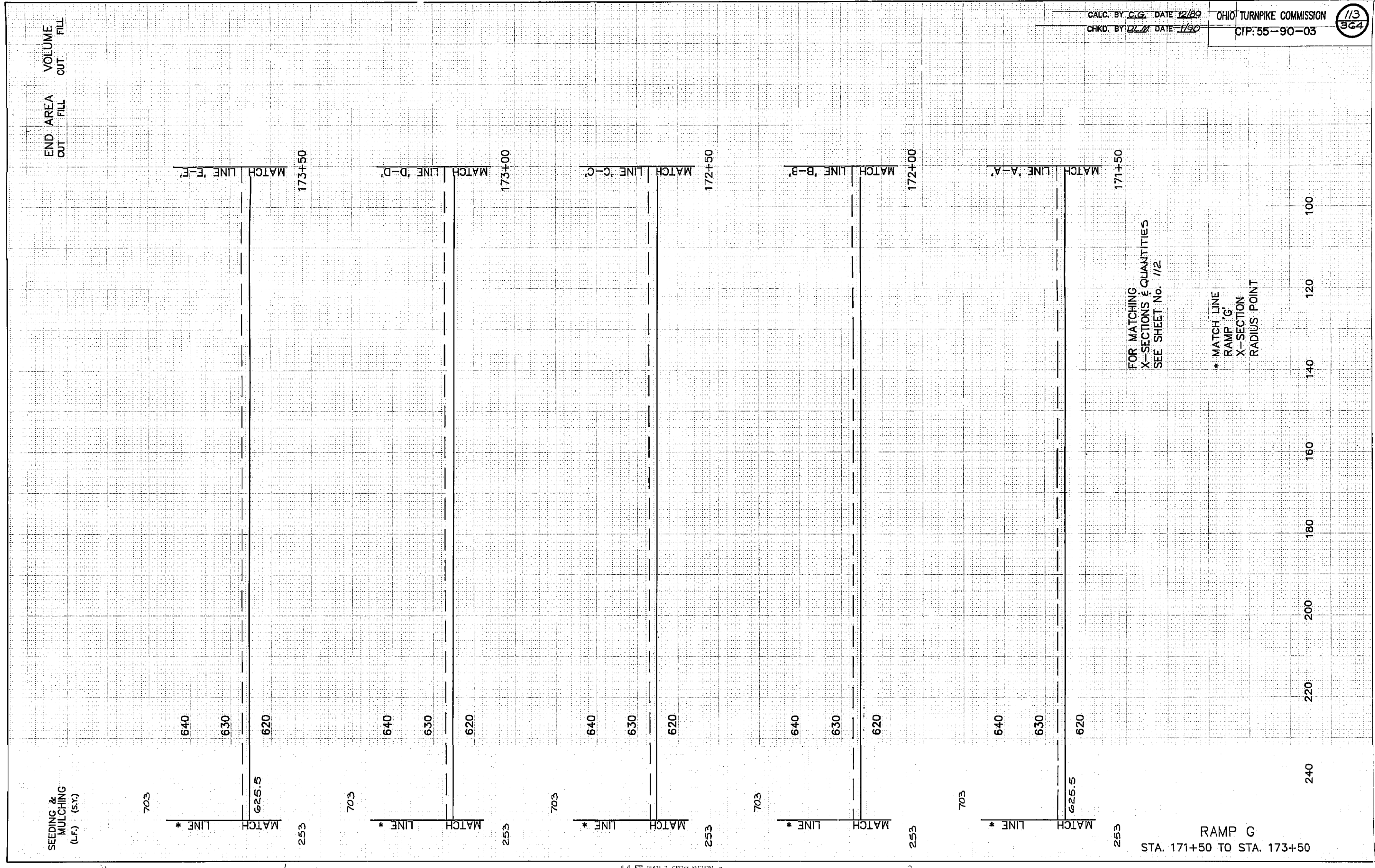
PLATE 3, CROSS SECTION
KUPFL & ISSER CO.

DATE	
BY	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	

DATE	
BY	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	
NO.	
AREA CHECKED	

CALC. BY C.G. DATE 12/89
 CHKD. BY D.W. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

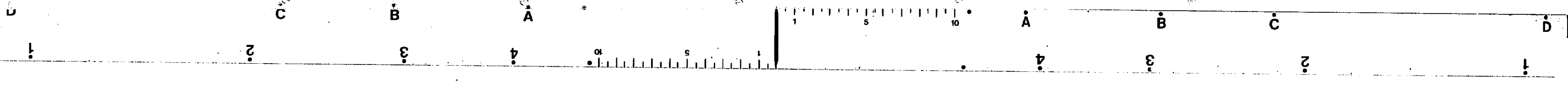
113
364



FOR MATCHING
 X-SECTIONS & QUANTITIES
 SEE SHEET No. 112

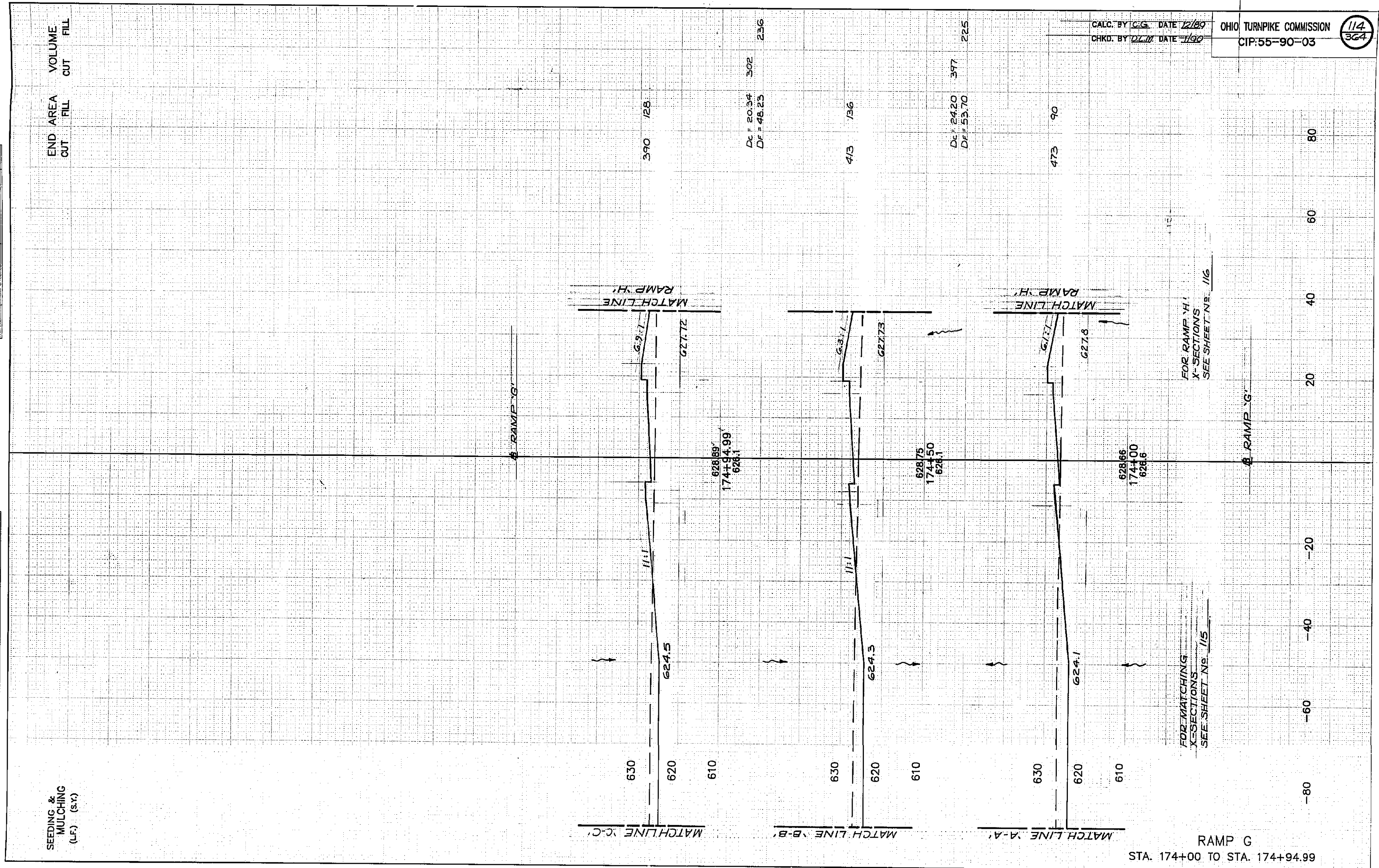
* MATCH LINE
 RAMP 'G'
 X-SECTION
 RADIUS POINT

PLATE 3. CROSS SECTION
OF RAMP G & ELEV. 70.



ORIGINAL SURVEY	BY	DATE
SURVEY		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

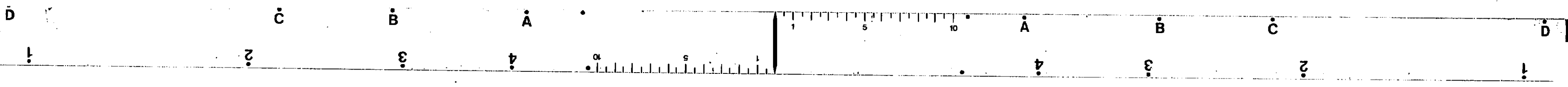
FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



CALC. BY CG DATE 12/89
 CHKD. BY DLW DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP:55-90-03

114
364

PLATE 3. CROSS SECTION
 K&M ENGINEERS & ARCHITECTS



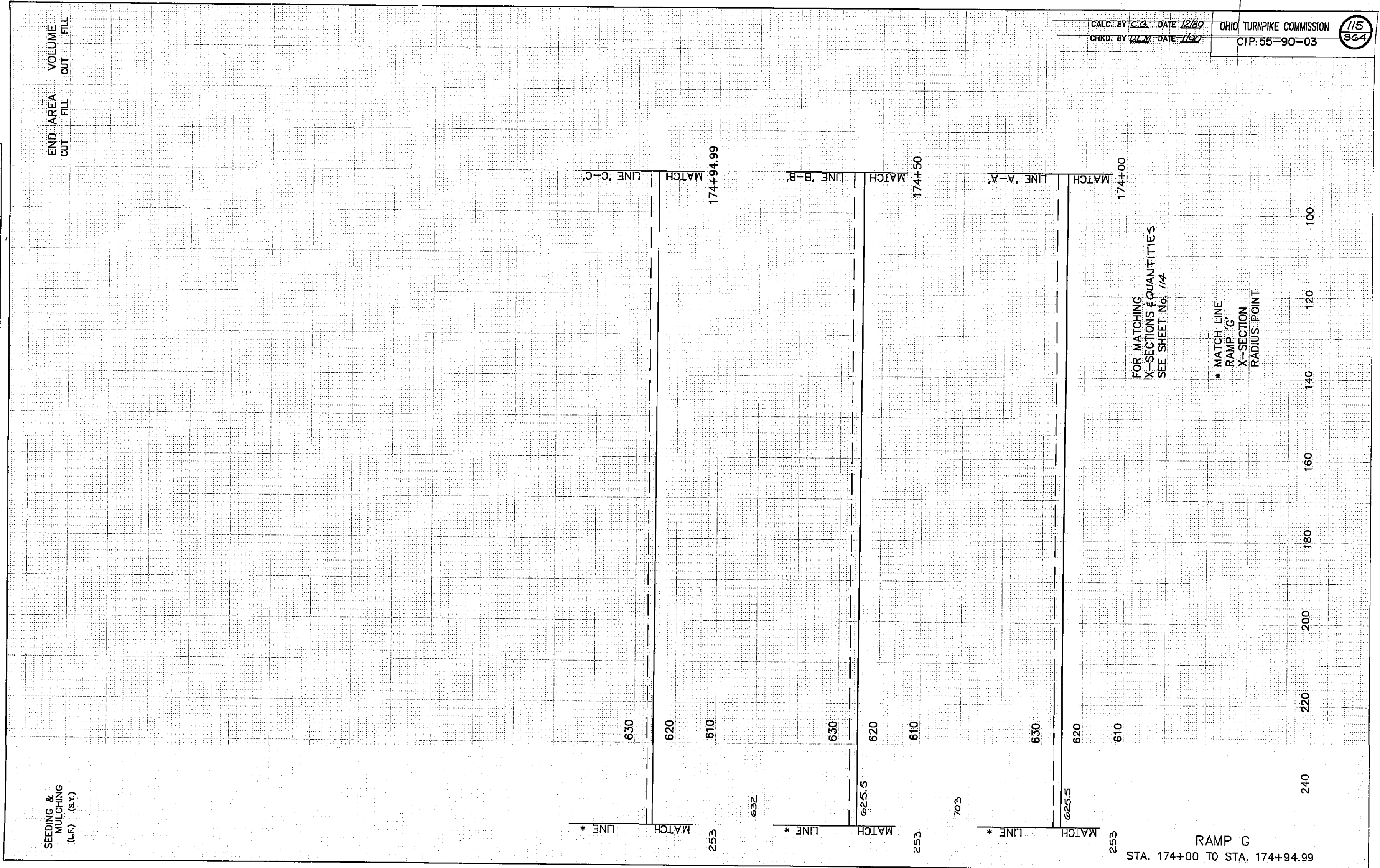
DATE	BY
SUBMITTED	
SURVEY	
NOTE BOOK	
NO. AREAS CHECKED	

DATE	BY
ORIGINAL	
SURVEY	
NOTE BOOK	
NO. AREAS CHECKED	

SEEDING &
MULCHING
(L.F.) (S.Y.)

END AREA
CUT FILL

VOLUME
CUT FILL

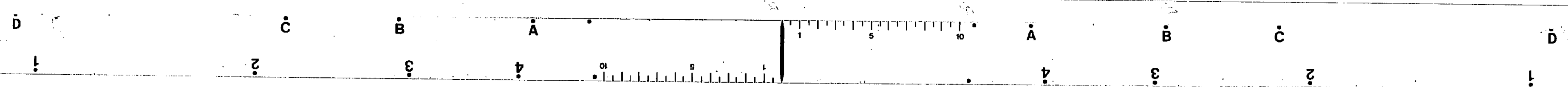


CALC. BY: C.G. DATE: 12/89
CRKD. BY: D.L.M. DATE: 1/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

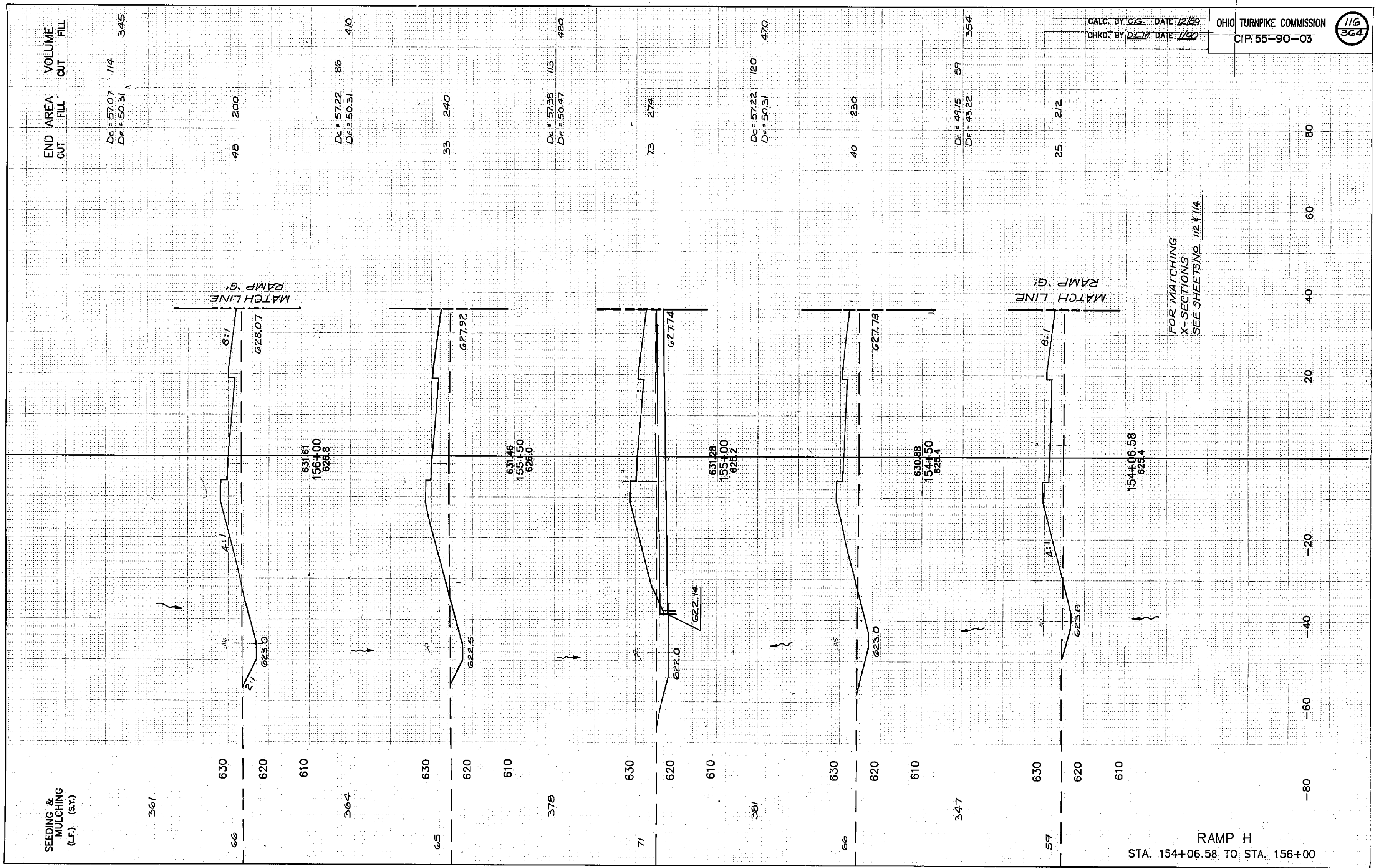
115
364

PLATE 3. CROSS SECTION
MAY 1988



DATE	
BY	
REVISION	
NO. _____	
DATE	
BY	
REVISION	
NO. _____	
DATE	
BY	
REVISION	
NO. _____	

DATE	
BY	
REVISION	
NO. _____	
DATE	
BY	
REVISION	
NO. _____	
DATE	
BY	
REVISION	
NO. _____	



CALC. BY CG DATE 12/29
 CHKD. BY DLW DATE 1/20

OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

116
364

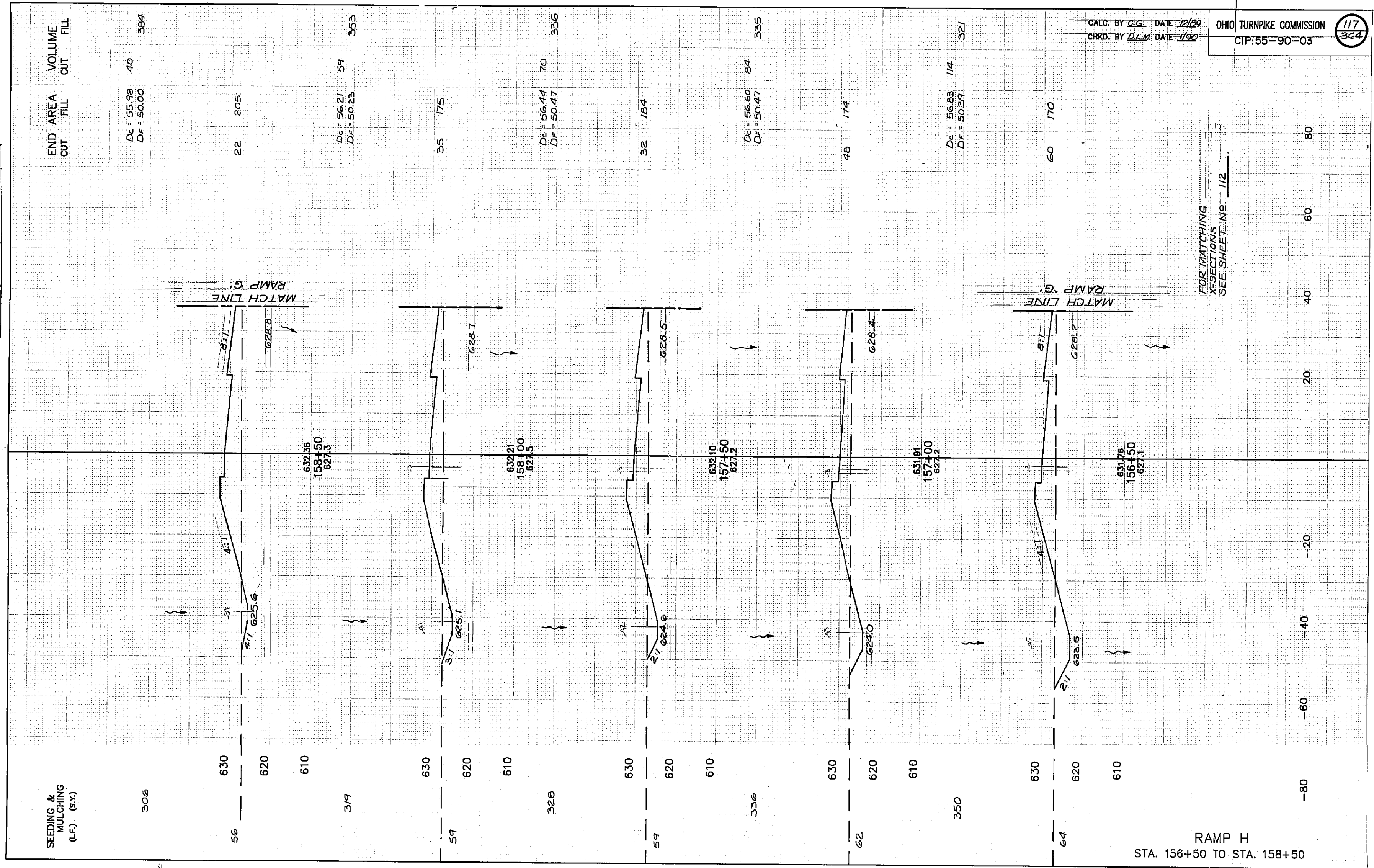
FOR MATCHING
 X-SECTIONS
 SEE SHEETS NO. 112 & 114

RAMP H
 STA. 154+06.58 TO STA. 156+00

PLATE 3, CROSS SECTION
 KURTZ & ISSER CO.

ORIGINAL SURVEY PHOTO. NO. _____
 SUPPLEMENTED SURVEY PHOTO. NO. _____
 BY _____ DATE _____
 CHECKED BY _____ DATE _____
 REVISIONS: _____

ORIGINAL SURVEY PHOTO. NO. _____
 SUPPLEMENTED SURVEY PHOTO. NO. _____
 BY _____ DATE _____
 CHECKED BY _____ DATE _____
 REVISIONS: _____



CALC. BY G.G. DATE 12/89
 CRD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
 CIP:55-90-03
 117
 324

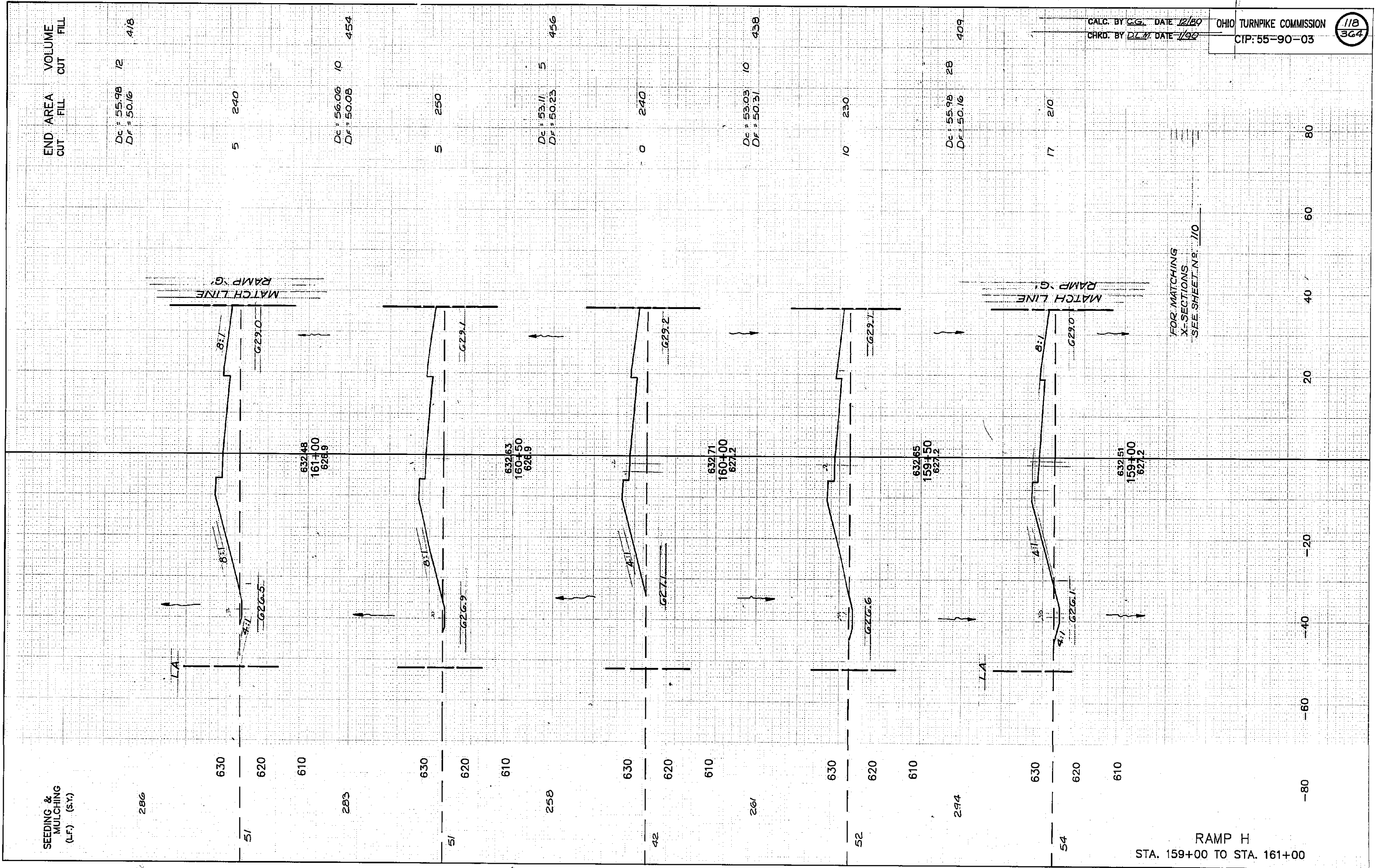
FOR MATCHING
 X-SECTIONS
 SEE SHEET NO. 112

RAMP H
 STA. 156+50 TO STA. 158+50

PLATE 3, CROSS SECTION
 RAMP H, STA. 156+50 TO STA. 158+50

FINAL SURVEY	DATE
SUPPLEMENTED	BY
NOTE BOOK	NO.
REVISIONS	
NO.	

ORIGINAL SURVEY	DATE
REVISIONS	BY
NO.	
NO.	
NO.	

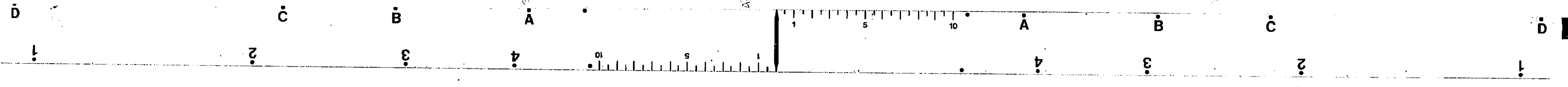


CALC. BY CG DATE 12/89 OHIO TURNPIKE COMMISSION
 CHD. BY DLW DATE 1/90 CIP: 55-90-03 118
364

FOR MATCHING
 X-SECTIONS
 SEE SHEET NO. 110

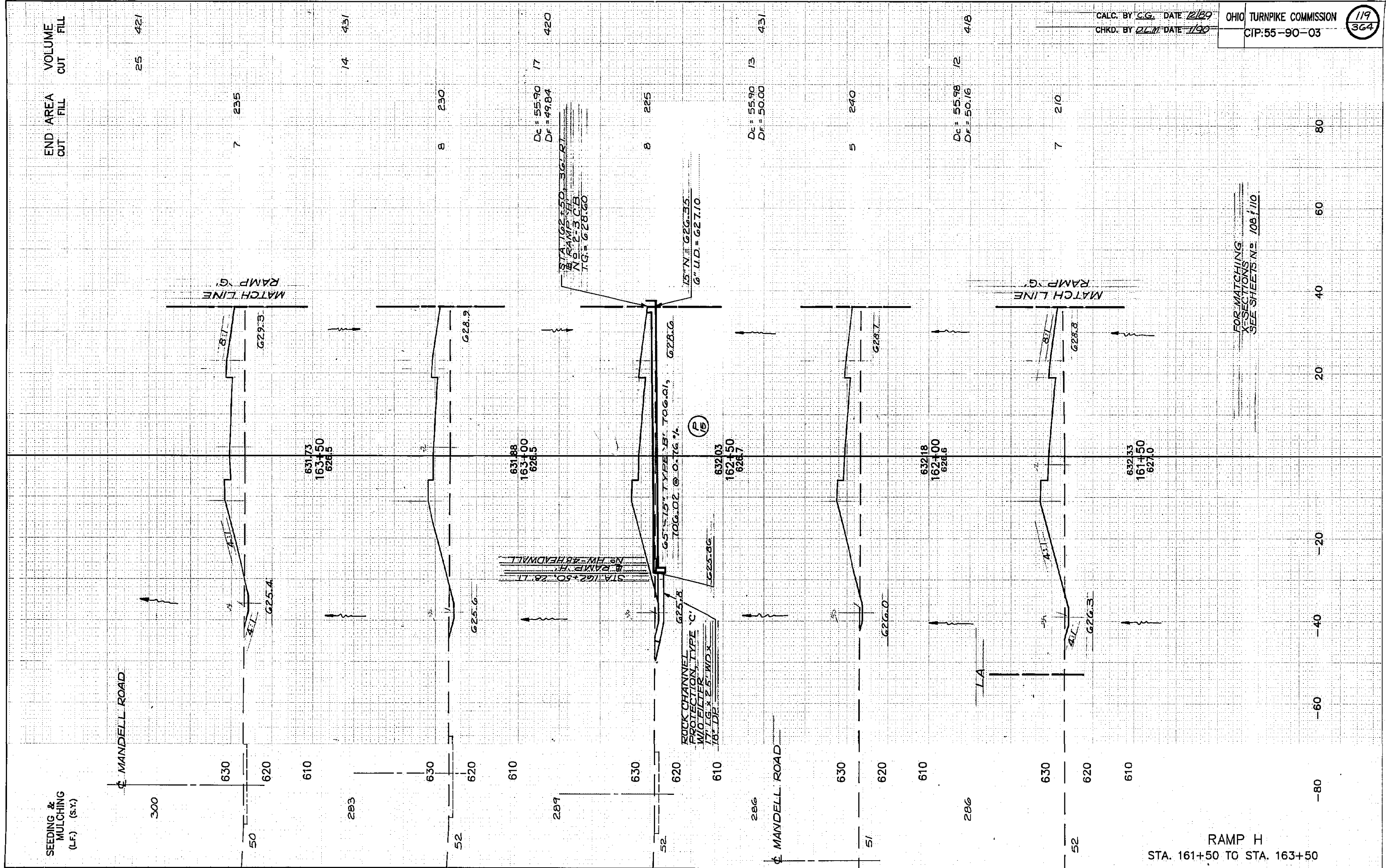
RAMP H
 STA. 159+00 TO STA. 161+00

PLATE 3. CROSS SECTION
 SCALE: 1" = 40' H & 1" = 100' V



DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY

DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY
DATE	BY
REVISION	BY



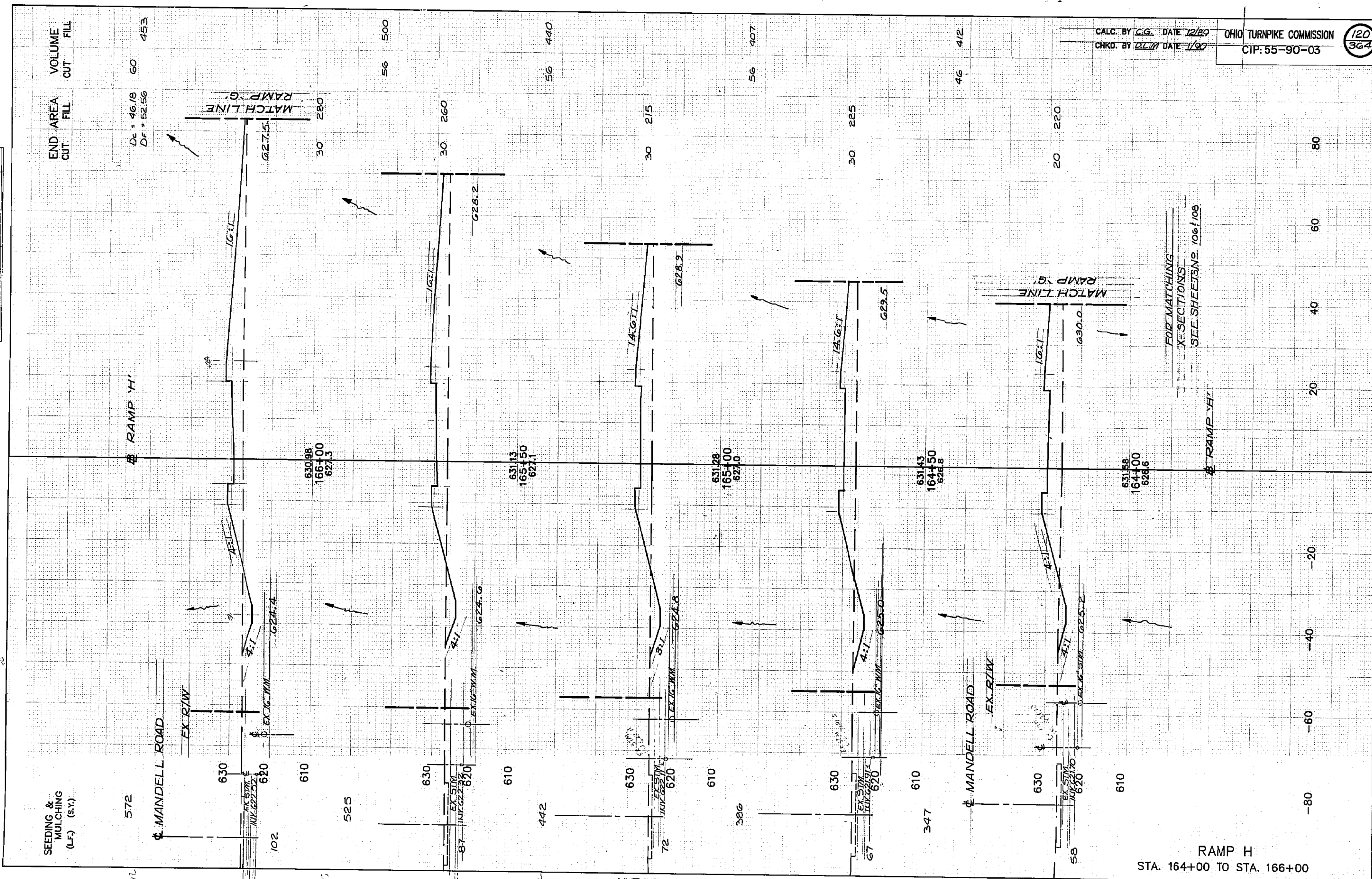
END AREA	VOLUME
CUT	FILL
7	235
8	230
17	420
8	225
5	240
7	210
25	421
14	431
13	431
12	418

CALC. BY C.G. DATE 12/69
 CHKD. BY C.L.M. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP:55-90-03
 119
 364

PLATE 3, CROSS SECT. C2
 REVISIONS & EDITIONS

FINAL SURVEY	DATE
SURVEY	BY
PROTECT	
NOTE BOOK	
AREA CHECKED	

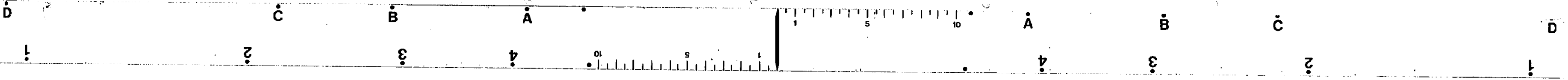
ORIGINAL SURVEY	DATE
SURVEY	BY
PROTECT	
NOTE BOOK	
AREA CHECKED	



CALC. BY C.G. DATE 12/89
 CRKD. BY D.L.M. DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

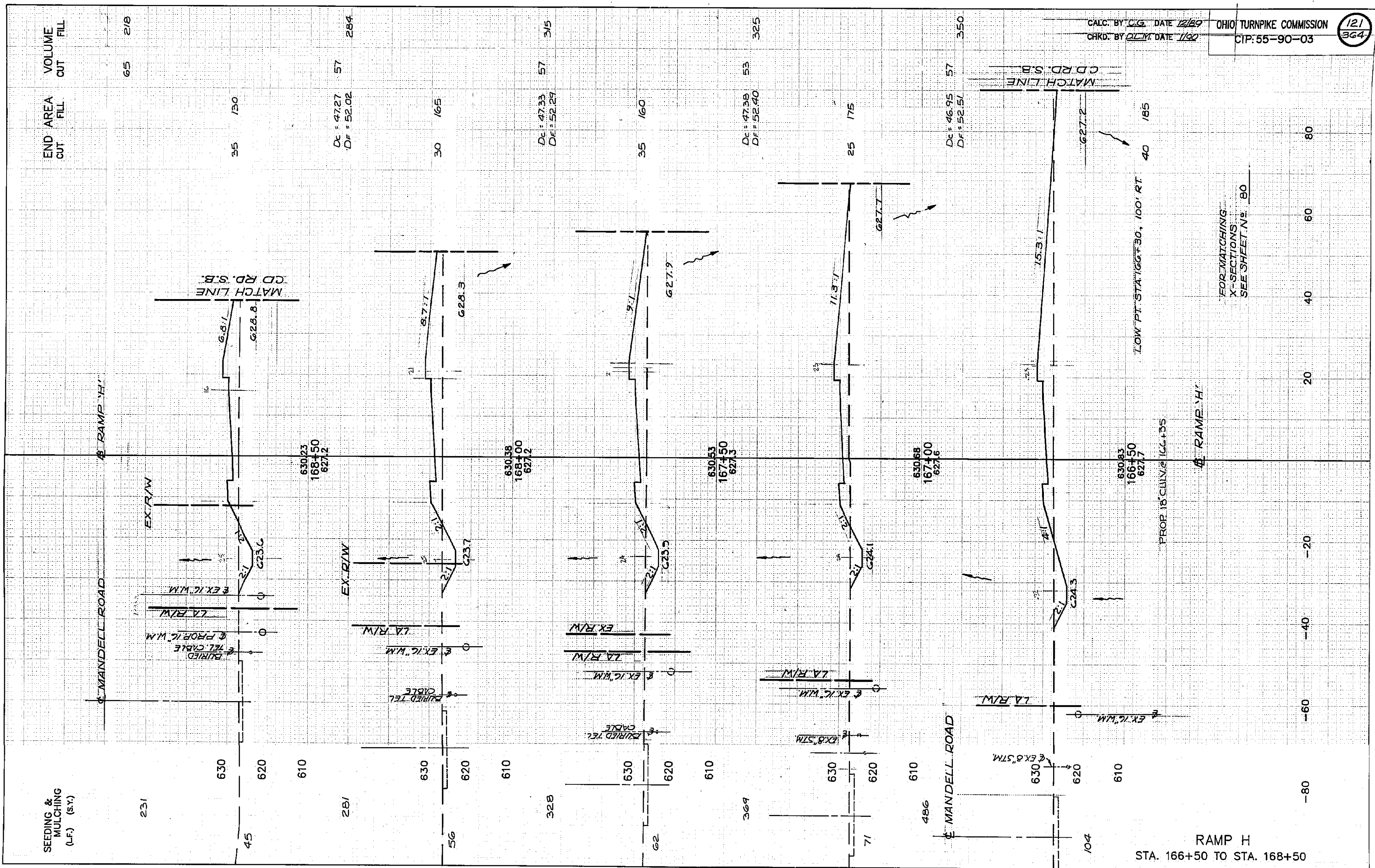
120
364

RAMP H
 STA. 164+00 TO STA. 166+00



DATE	
BY	
FINAL SURVEY	
PLANT	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLANT	
NOTE BOOK	
AREAS CHECKED	



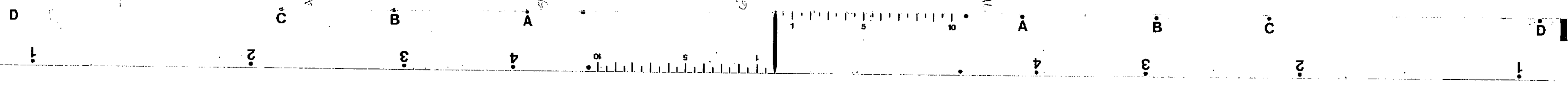
CALC. BY C.G. DATE 1/89
 CHRD. BY C.L.M. DATE 1/89
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03
121
364

FOR MATCHING
 X-SECTIONS
 SEE SHEET N° 180

LOW PT. STA. 166+50, 100' RT.
 PROP. 15' CURV. 166+55

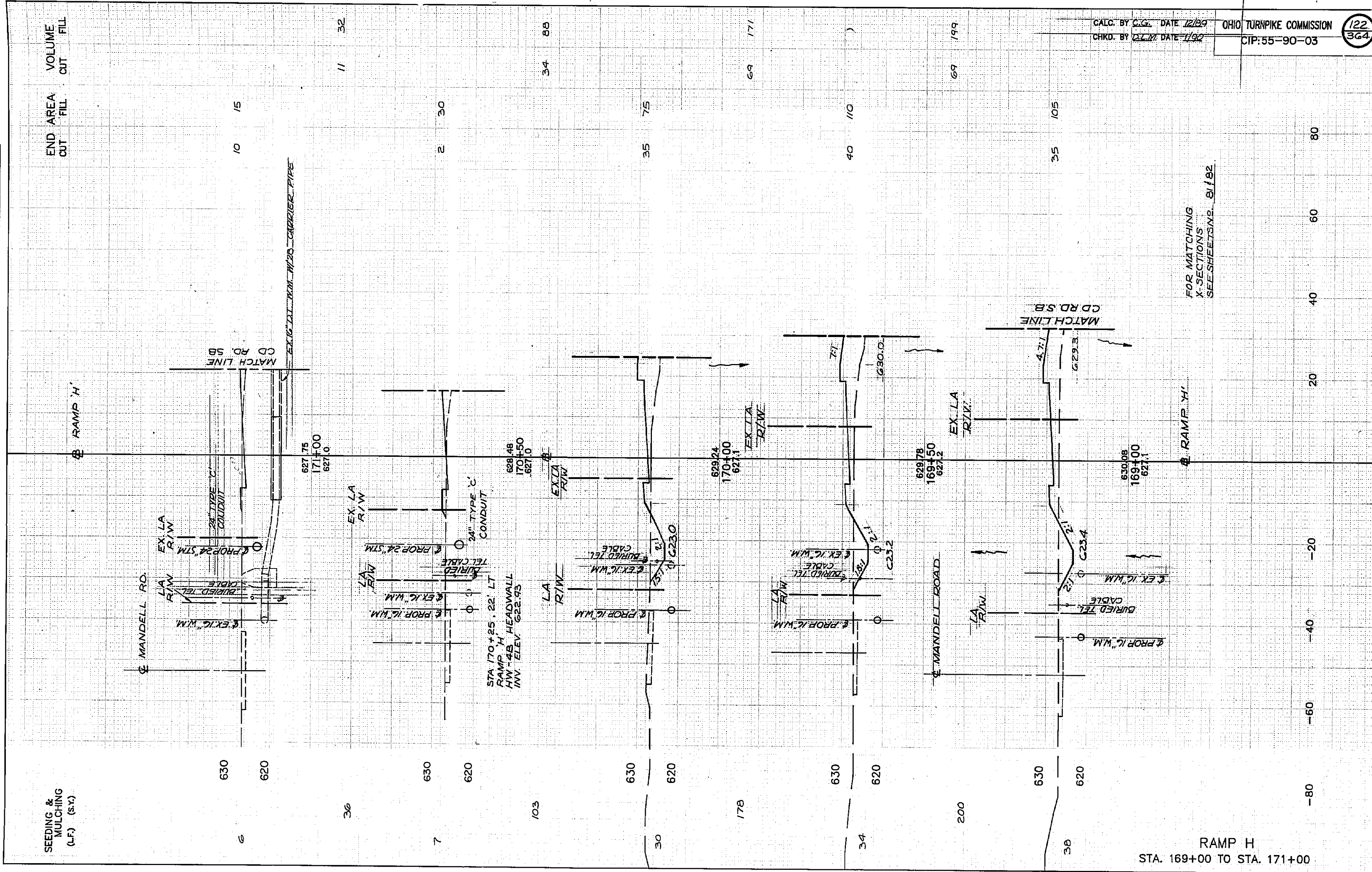
RAMP H
 STA. 166+50 TO STA. 168+50

PLATE 3, CROSS SECTION
 KOSHY & FISKE CO.



DESIGNED BY	
CHECKED BY	
DRAWN BY	
DATE	

NO.	
DATE	
DESCRIPTION	
BY	



SEEDING & MULCHING (L-F) (S-X)

END AREA CUT

FILL

VOLUME CUT

FILL

11 32

10 15

2 30

34 89

35 75

40 110

69 171

69 199

35 105

35 105

20 40

60 60

80 80

-20 -20

-40 -40

-60 -60

-80 -80

630 620

630 620

630 620

630 620

630 620

630 620

630 620

630 620

630 620

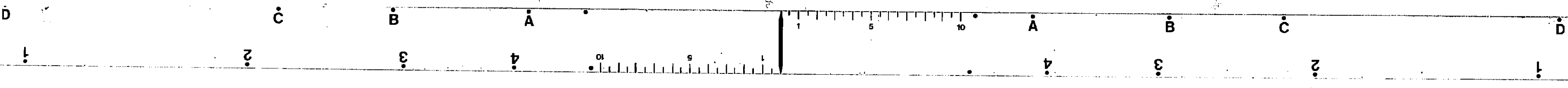
CALC. BY: G.C. DATE: 12/89
 CHKD. BY: J.L.M. DATE: 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

122
 364

FOR MATCHING X-SECTIONS SEE SHEETS 81 & 82

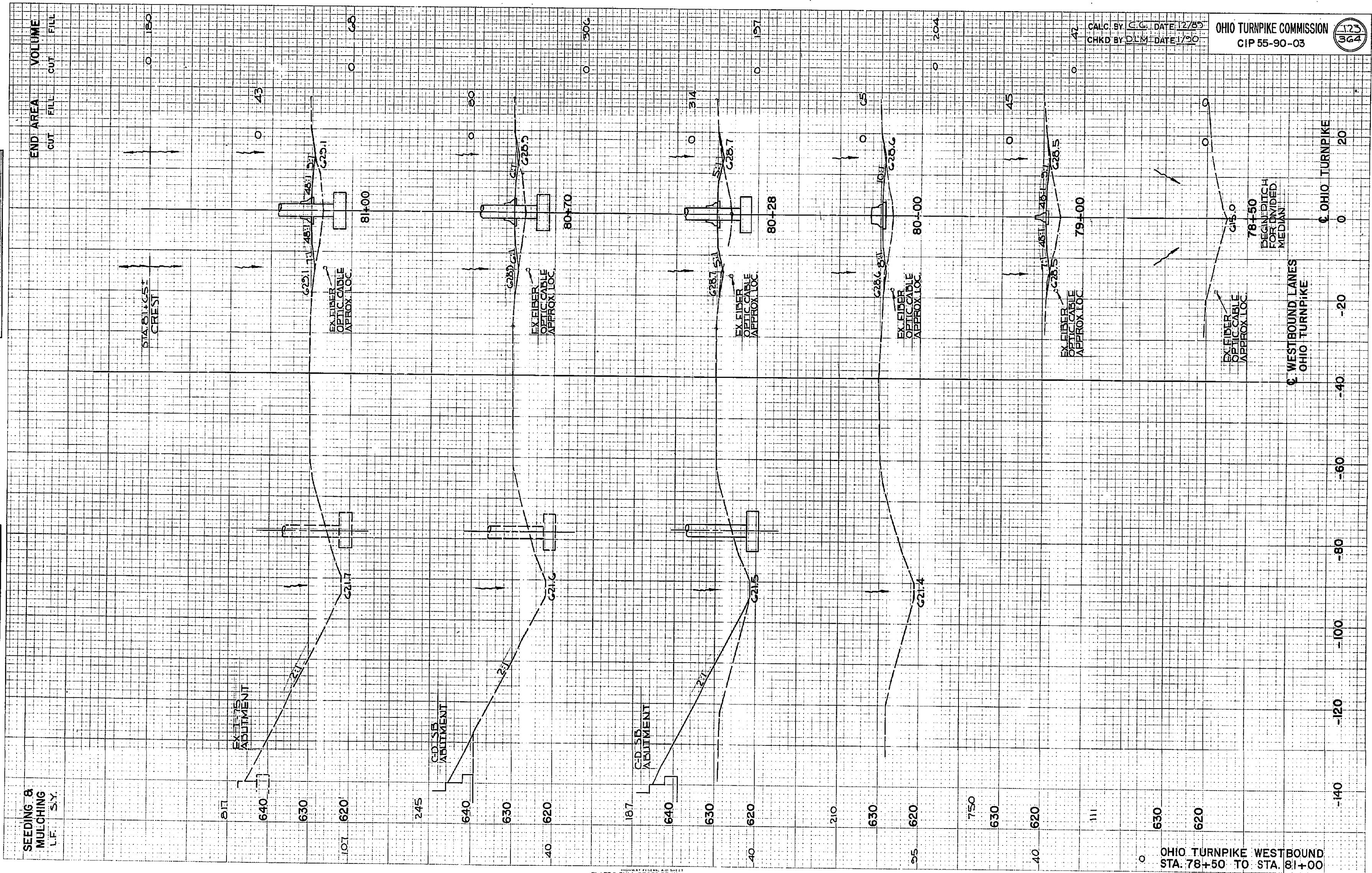
RAMP H
 STA. 169+00 TO STA. 171+00

SCALE 1" = 10'



FINAL SURVEY DATE
 DRAWN BY
 CHECKED BY
 DATE

FINAL SURVEY DATE
 DRAWN BY
 CHECKED BY
 DATE



CALC. BY: C.C. DATE: 12/89
 CHKD BY: D.L.M. DATE: 1/90

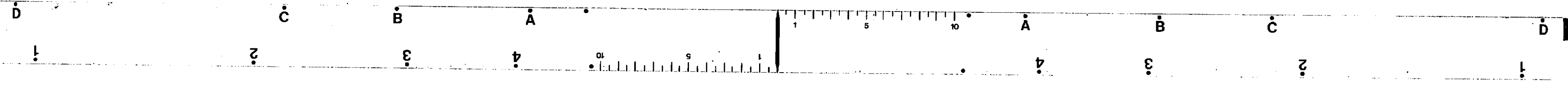
OHIO TURNPIKE COMMISSION
 CIP 85-90-03

123
 364

SEEDING & MULCHING L.F. S.Y.

OHIO TURNPIKE WESTBOUND
 STA. 78+50 TO STA. 81+00

PLATE 3-FULL CROSS SECTION FULL LINE



DATE	BY

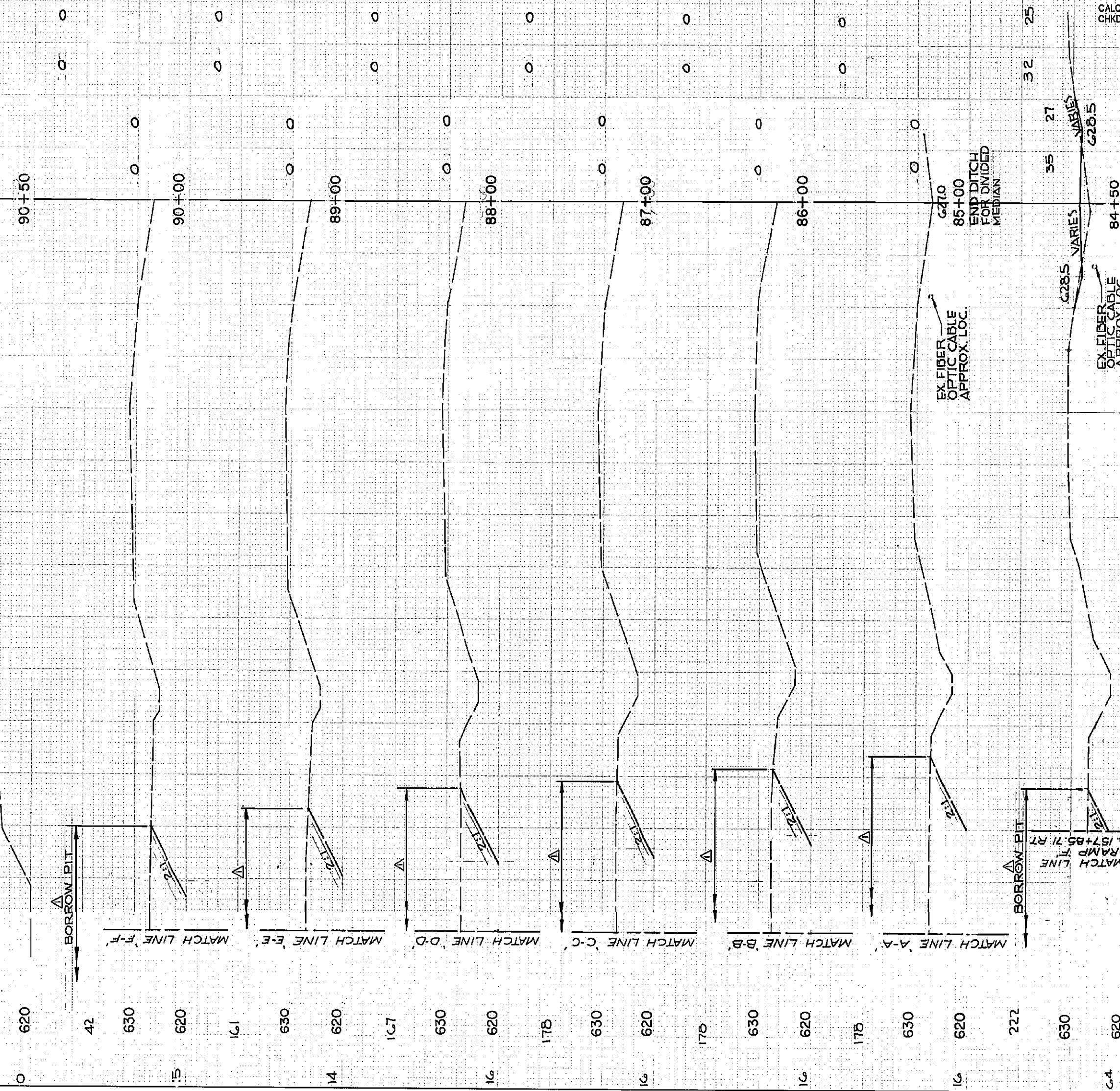
DATE	BY

NO.	REVISION	BY	DATE
1	ADDED BORROW PIT	E.L.K.	12/18/00

SEEDING & MULCHING
L.F. SY.

END AREA VOLUME
CUT FILL CUT FILL

§ OHIO TURNPIKE



CALC. BY: DLM DATE 12/00
CHKD. BY: DLM DATE 1/00

OHIO TURNPIKE COMMISSION
FTP: 55-90-03

124
364

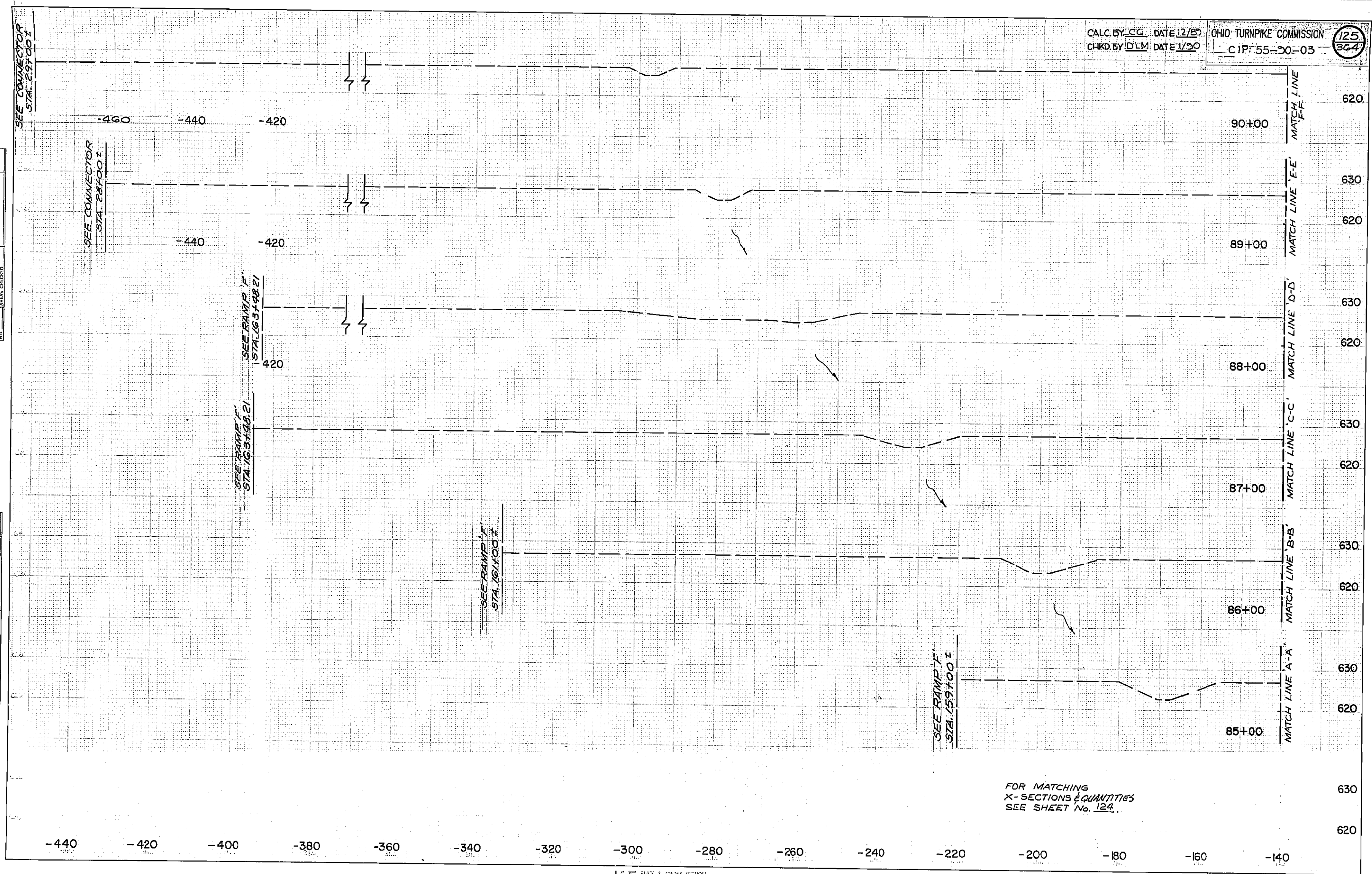
FOR MATCHING
X-SECTIONS
SEE SHEET No. 125

OHIO TURNPIKE WESTBOUND
STA. 84+50 TO STA. 90+50

PLATE 3, CROSS SECTION
SCALE 1" = 10' HORIZONTAL
SCALE 1" = 4' VERTICAL

CALC BY: CG DATE 12/83
 CHKD BY: DLM DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP: 55-30-03

125
 364



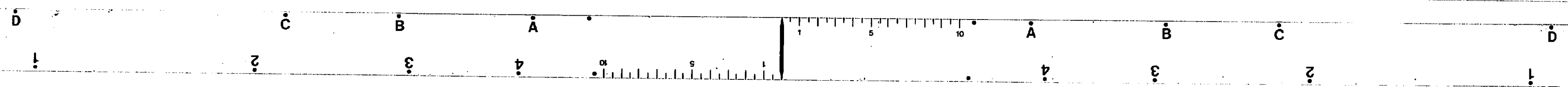
DATE	
BY	
FINAL SURVEY	
NOTED	
NO. 1000	
NO.	
AREAS CHECKED	

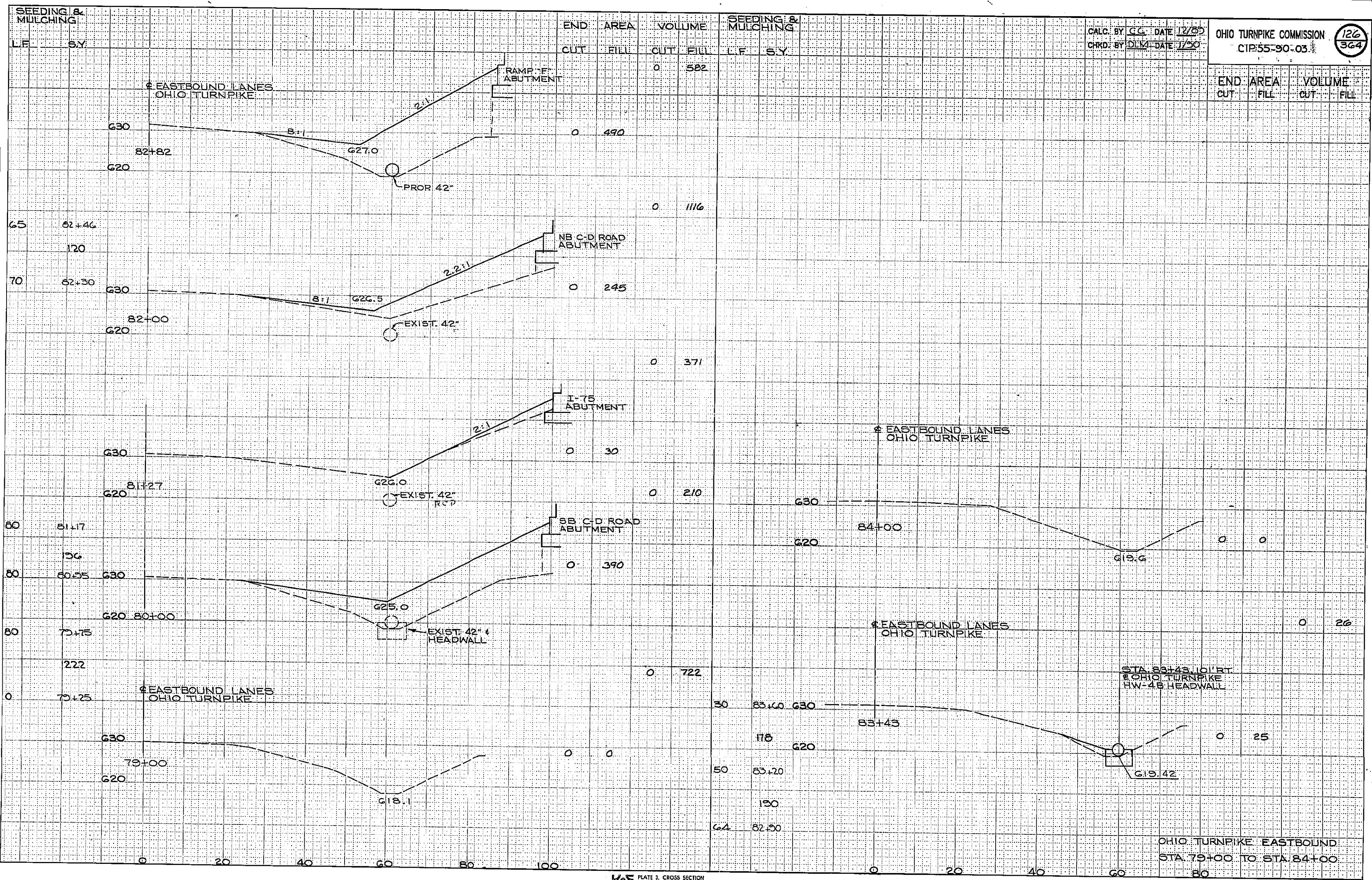
DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NO. 1000	
NO.	
AREAS CHECKED	

FOR MATCHING
 X-SECTIONS & QUANTITIES
 SEE SHEET No. 124

PLATE 2, CROSS SECTION
 1/2" = 1' HORIZ. SCALE
 1" = 10' VERT. SCALE

OHIO TURNPIKE WESTBOUND STA. 85+00 TO STA. 90+00





SEEDING & MULCHING		END AREA		VOLUME		SEEDING & MULCHING	
L.F.	S.Y.	CUT	FILL	CUT	FILL	L.F.	S.Y.

SEEDING & MULCHING		END AREA		VOLUME	
L.F.	S.Y.	CUT	FILL	CUT	FILL

CALC. BY: CC DATE 12/89
 CHD. BY: DLW DATE 1/90
 OHIO TURNPIKE COMMISSION
 CIP:55-90-03

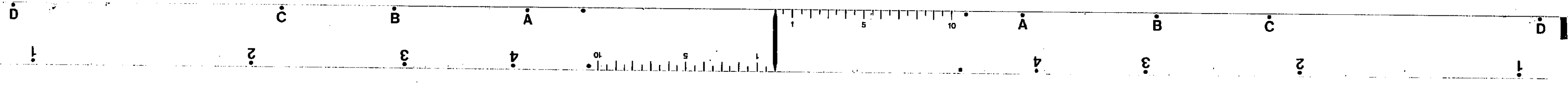
126
 364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DATE	
BY	
APPROVED	
DATE	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

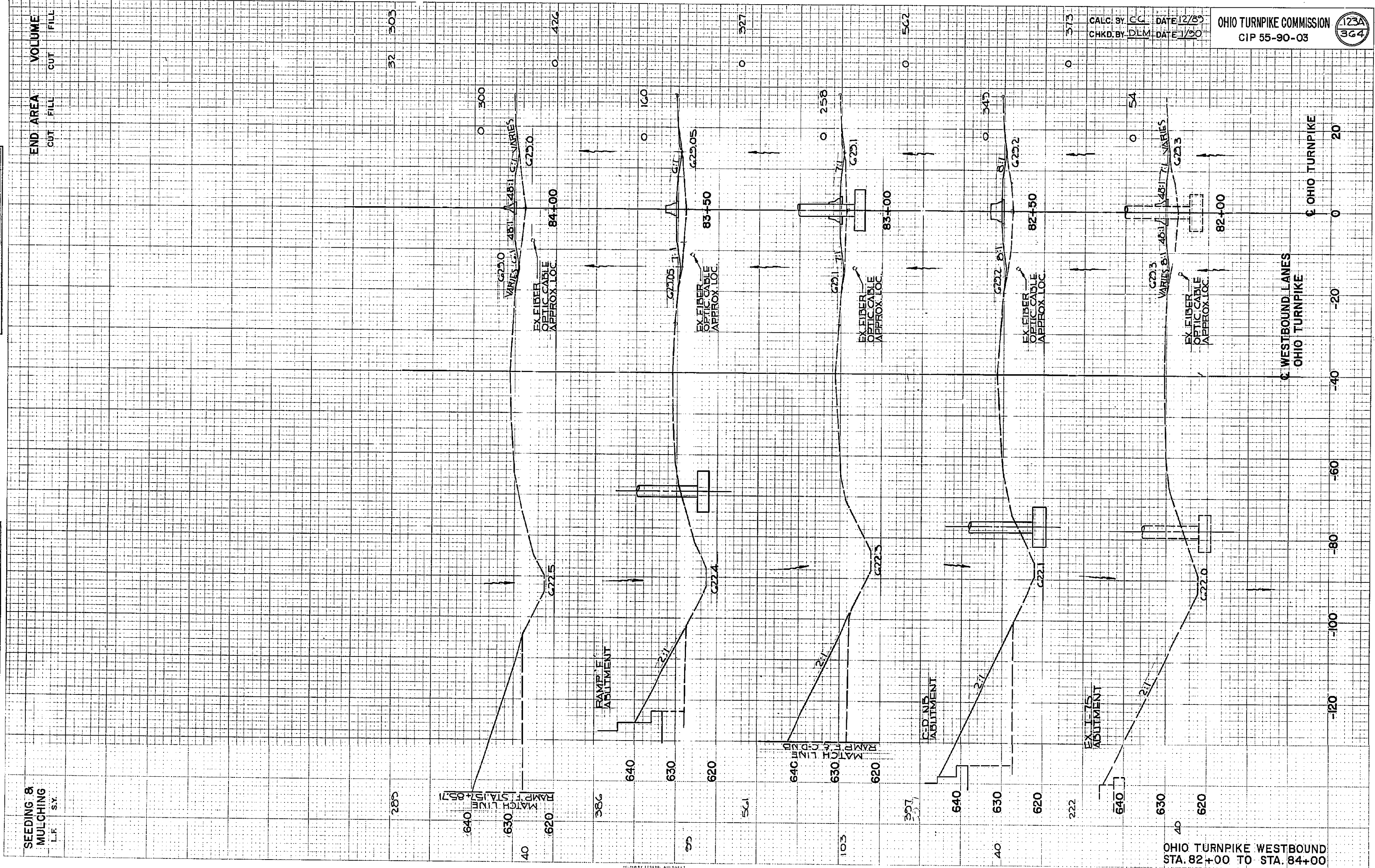
DATE	
BY	
APPROVED	
DATE	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

K&E PLATE 3, CROSS SECTION
 REUFEL & BAKER CO.



FINAL SURVEY DATE
 REVISIONS
 NO. DATE
 BY
 CHECKED
 DATE

ORIGINAL SURVEY DATE
 REVISIONS
 NO. DATE
 BY
 CHECKED
 DATE

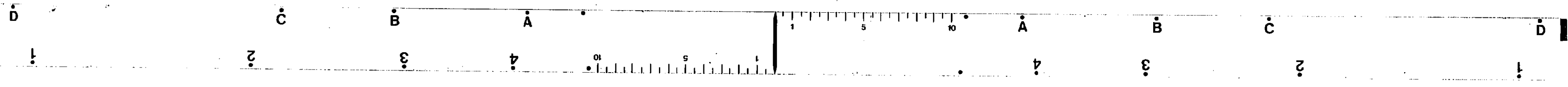


CALC. BY: J.C.C. DATE: 12/83
 CHKD. BY: D.L.M. DATE: 1/90
 OHIO TURNPIKE COMMISSION
 CIP 55-90-03



PLATE 3-FULL CROSS SECTION FULL LINE

OHIO TURNPIKE WESTBOUND
 STA. 82+00 TO STA. 84+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/85
 CHRD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
 CIP:55-90-03

127
 364

END CUT	AREA FILL	VOLUME CUT	FILL
		477	380
115	400		
		347	667
260	320		
		560	600
345	328		
		603	507
450	340		

DATE	BY

DATE	BY

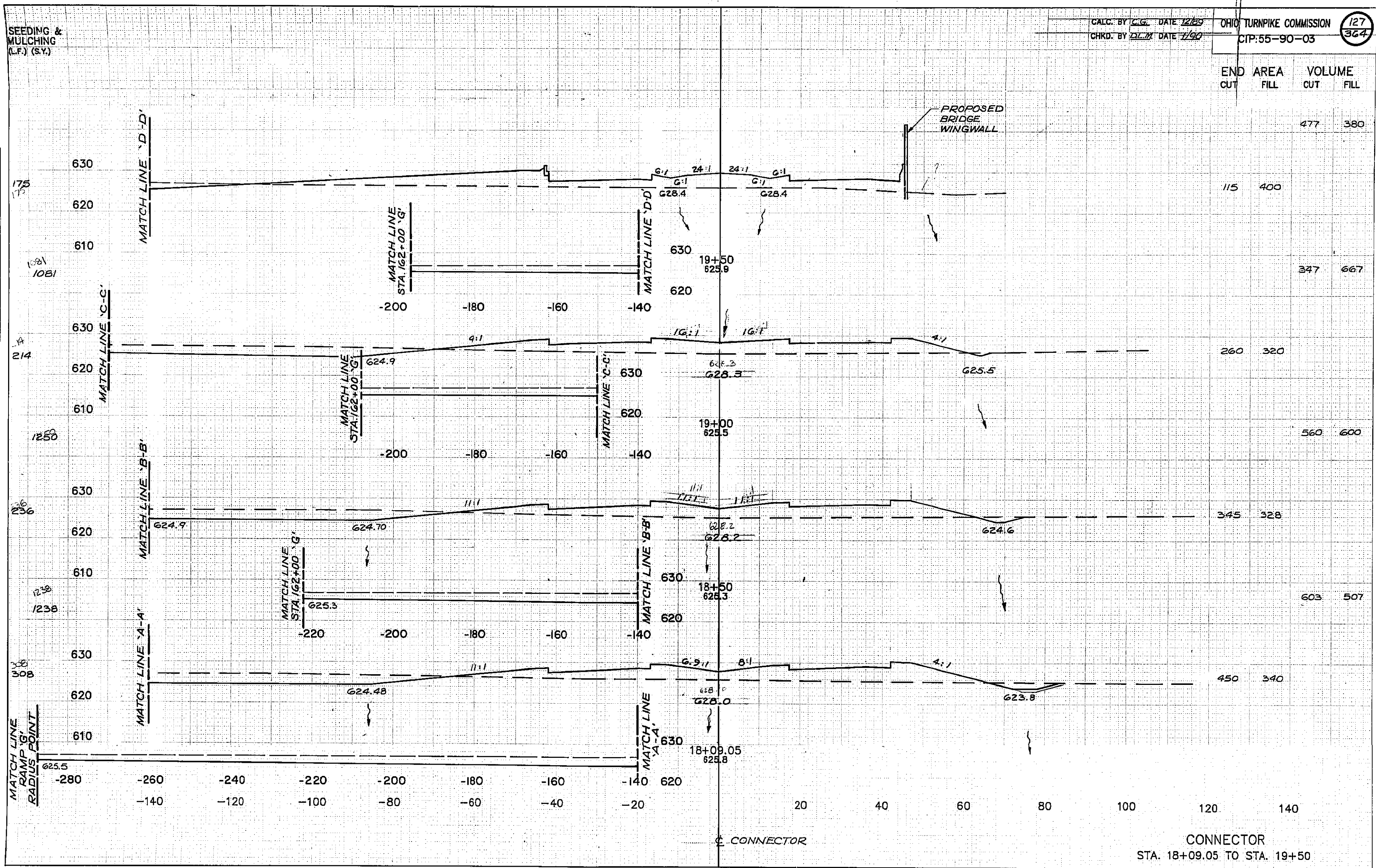


PLATE 3. CROSS SECTION
 K&M ENGINEERS & SURVEYORS

CONNECTOR
 STA. 18+09.05 TO STA. 19+50



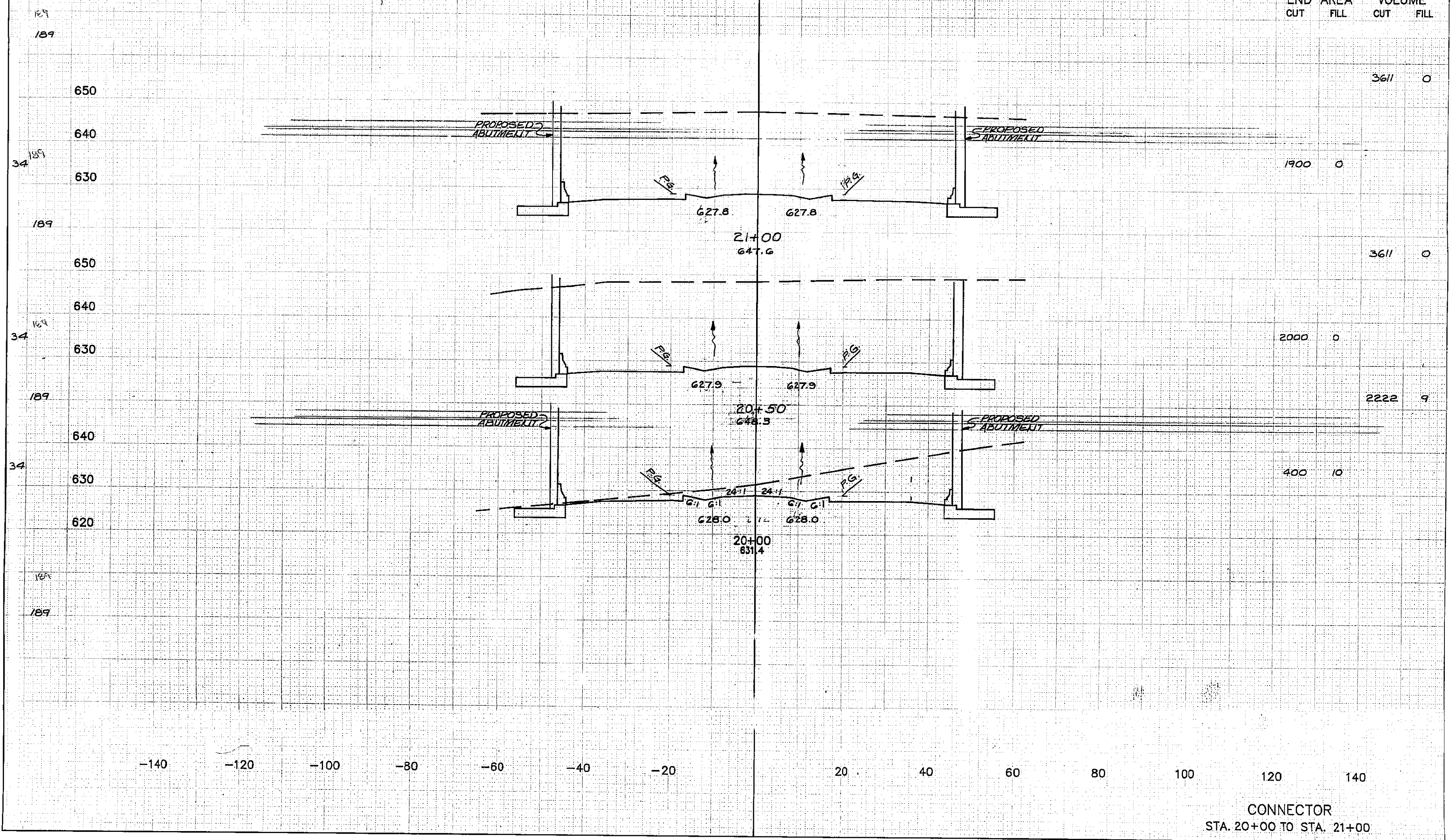
SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY D.L.M. DATE 1/90

OHIO TURNPIKE COMMISSION
CIP:55-90-03

128
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		3611	0
		1900	0
		3611	0
		2000	0
		2222	9
		400	10

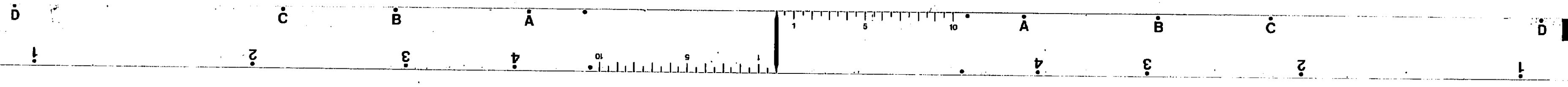


DATE	BY	REVISION

DATE	BY	REVISION

K&E PLATE 3, CROSS SECTION
KEEFE & KEEFE CO.

CONNECTOR
STA. 20+00 TO STA. 21+00



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY CG. DATE 12/89
CHKD. BY DLM. DATE 1/90

OHIO TURNPIKE COMMISSION
CTP:55-90-03

129
564

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		19	379
130	380		
		1685	129

DATE	BY	REVISION

DATE	BY	REVISION

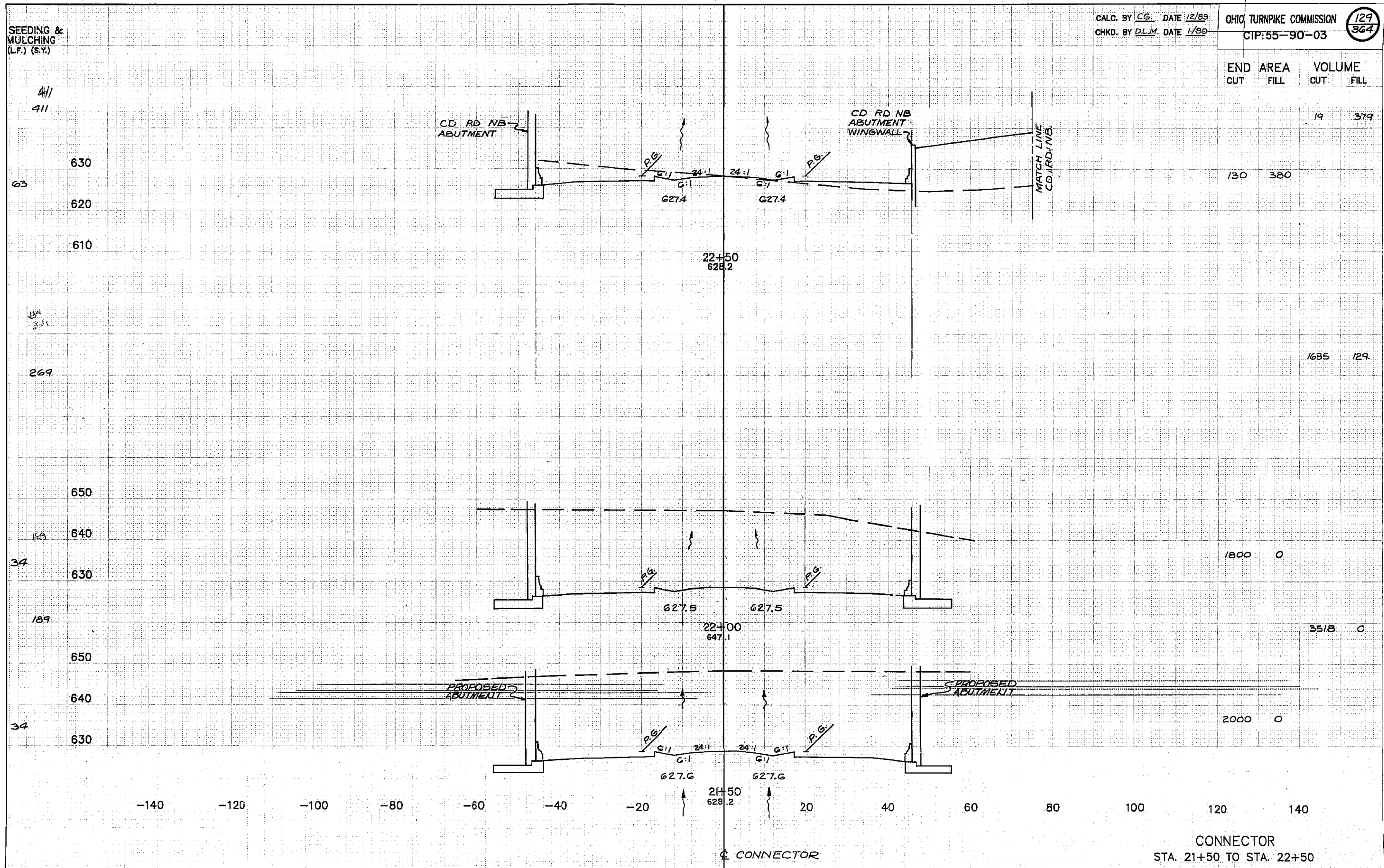


PLATE 3. CROSS SECTION
K&E ENGINEERS & ARCHITECTS

CONNECTOR
STA. 21+50 TO STA. 22+50



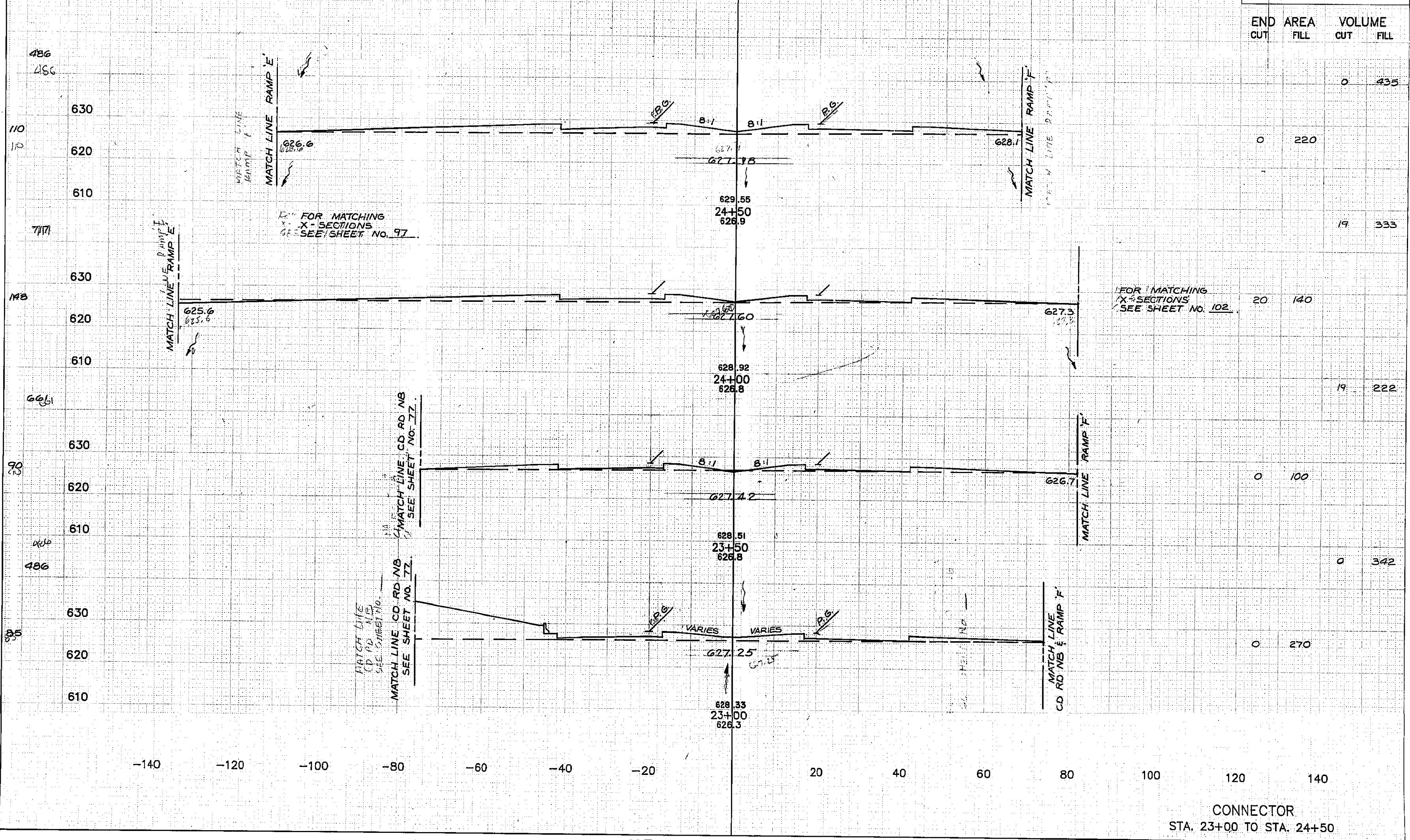
SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.G. DATE 12/89
CHKD. BY DLM DATE 7/90

OHIO TURNPIKE COMMISSION
CIP: 55-90-03

DATE	BY	NO.

DATE	BY	NO.



FOR MATCHING X-SECTIONS SEE SHEET NO. 102

FOR MATCHING X-SECTIONS SEE SHEET NO. 97

MATCH LINE CD RD NB
SEE SHEET NO. 17

MATCH LINE CD RD NB
SEE SHEET NO. 17

CONNECTOR
STA. 23+00 TO STA. 24+50

SEEDING & MULCHING (L.F.) (S.Y.)

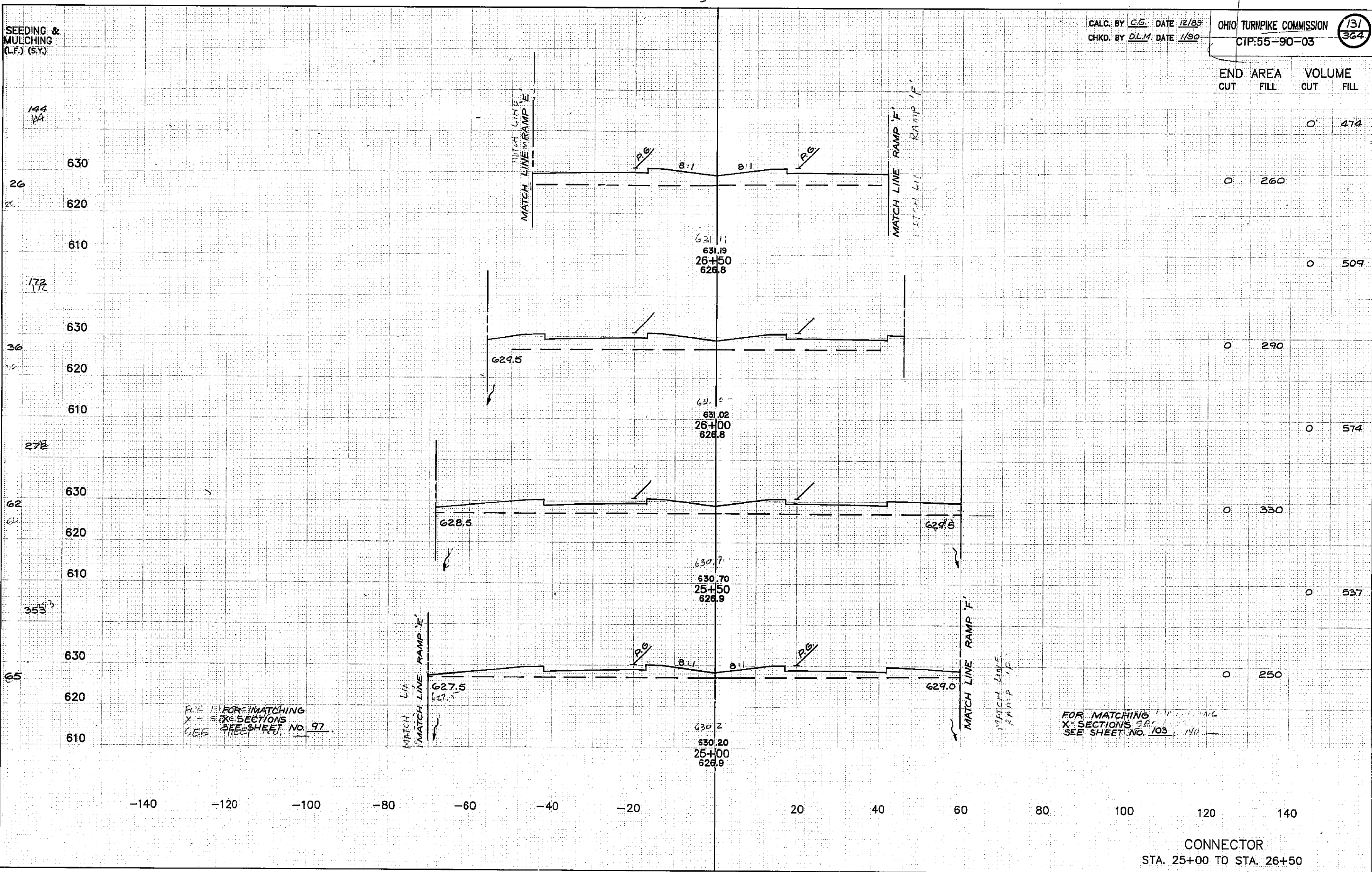
OHIO TURNPIKE COMMISSION
 CIP:55-90-03

131
364

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	260	0	474
0	290	0	509
0	330	0	574
0	353	0	537
0	250		

DATE	
BY	
APPROVED	
FINAL SURVEY	
NOTED	
NO. AREAS CHECKED	

DATE	
BY	
APPROVED	
ORIGINAL SURVEY	
NOTED	
NO. AREAS CHECKED	



-140 -120 -100 -80 -60 -40 -20 20 40 60 80 100 120 140

CONNECTOR
 STA. 25+00 TO STA. 26+50

PLATE 3. CROSS SECTION



SEEDING & MULCHING (L.F.) (S.Y.)

NO.	REVISION	BY	DATE
1	REMOVED DITCH AND ADDED BORROW PIT	E.K.	5-1-90

CALC. BY C.G. DATE 12/89
CHKD. BY P.M. DATE 1/90

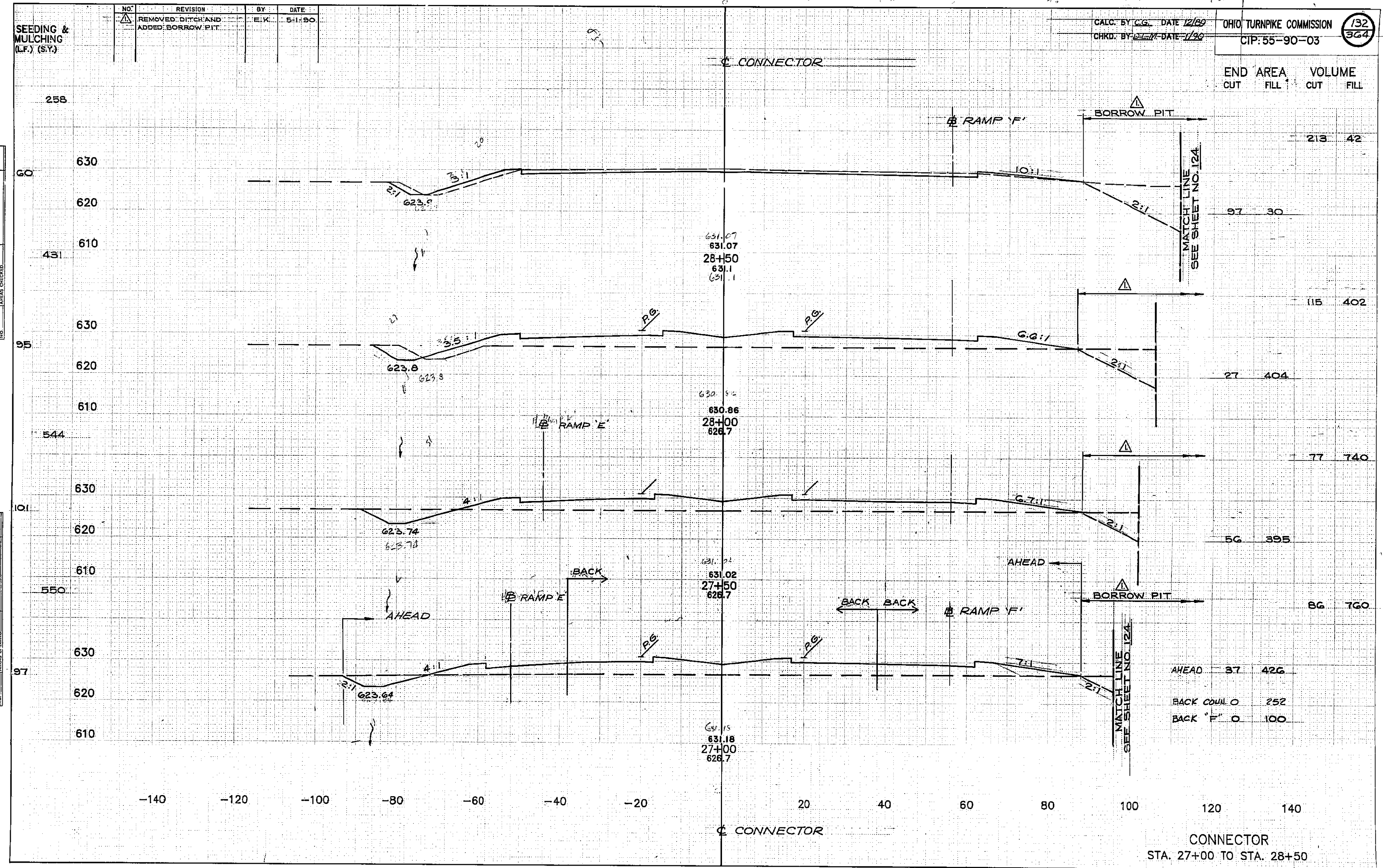
OHIO TURNPIKE COMMISSION
CIP: 55-90-03

132
364

END AREA VOLUME
CUT FILL CUT FILL

DATE	BY

DATE	BY



MATCH LINE SEE SHEET NO. 124

MATCH LINE SEE SHEET NO. 124

AHEAD 37 426
BACK COUN. 0 252
BACK "F" 0 100

CONNECTOR
STA. 27+00 TO STA. 28+50

PLATE 3, CROSS SECTION



SEEDING & MULCHING (L.F.) (S.Y.)

CALC. BY C.S. DATE 12/80
 CHKD. BY D.L.M. DATE 1/80

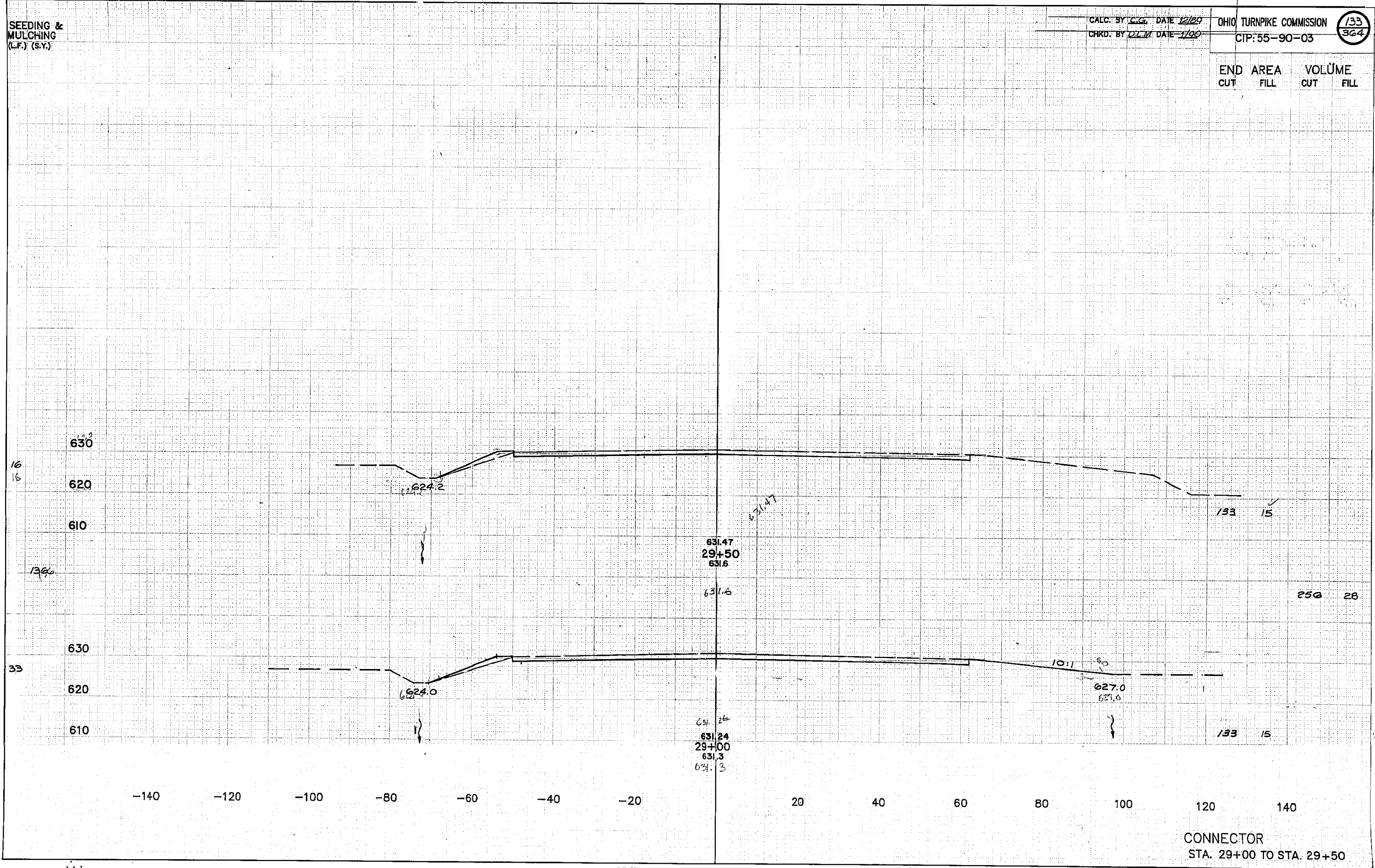
OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

133
 364

END AREA		VOLUME	
CUT	FILL	CUT	FILL

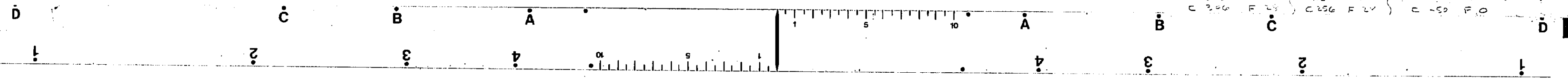
DATE _____
 BY _____
 SUPERVISOR _____
 SURVEY ENGINEER _____
 NOTE BOOK NO. _____
 PLATE NO. _____
 AREAS CHECKED _____

DATE _____
 BY _____
 SUPERVISOR _____
 SURVEY ENGINEER _____
 NOTE BOOK NO. _____
 PLATE NO. _____
 AREAS CHECKED _____



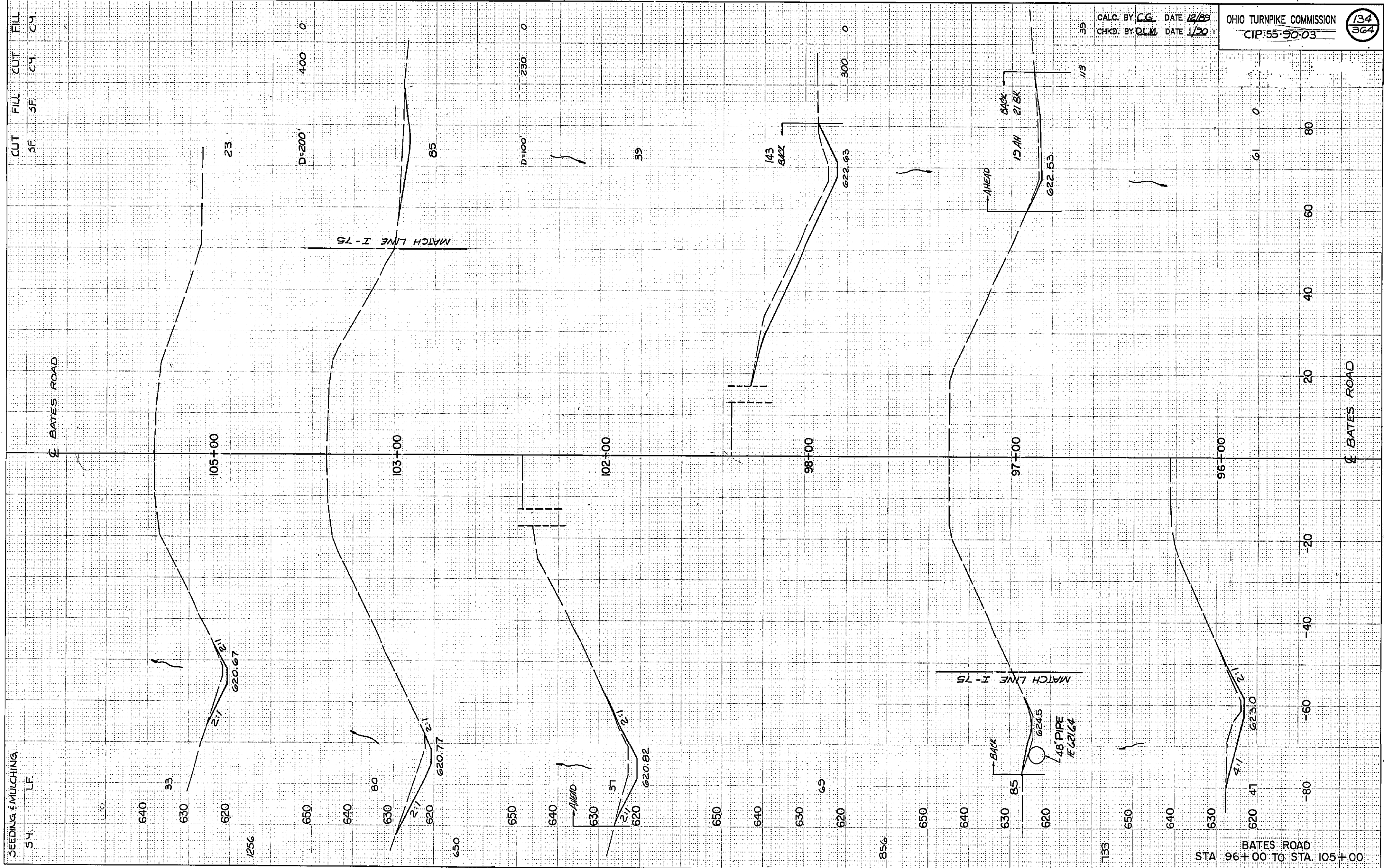
CONNECTOR
 STA. 29+00 TO STA. 29+50

PLATE 3, CROSS SECTION
 SURVEY & ENGINEERING



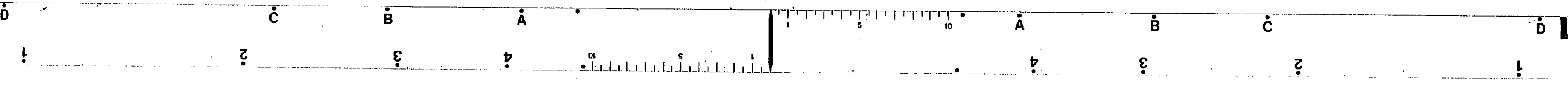
DATE	
BY	
FINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	



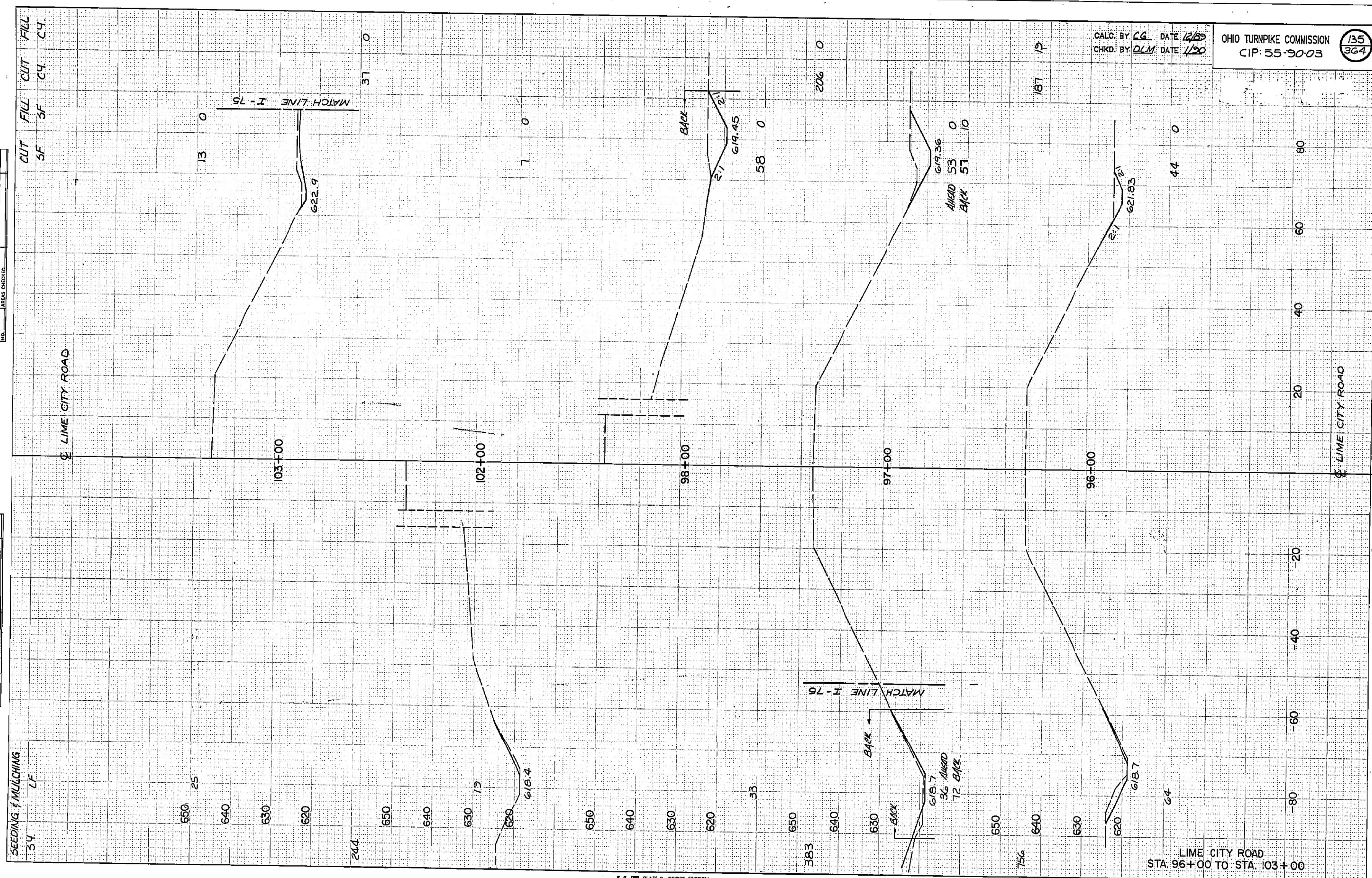
OHIO TURNPIKE COMMISSION
 CIP: 55-90-03
 CALC. BY: C.G. DATE: 12/89
 CHKD. BY: D.L.M. DATE: 1/20
 134
 364

PLATE 3, CROSS SECTION
 K&E
 STUPPEL & ESSER CO.



DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
TRIAL DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
FINAL SURVEY	
FOOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



CALC. BY: CG DATE: 12/83
 CHKD. BY: DLM DATE: 1/90

OHIO TURNPIKE COMMISSION
 CIP: 55-90-03

135
 364

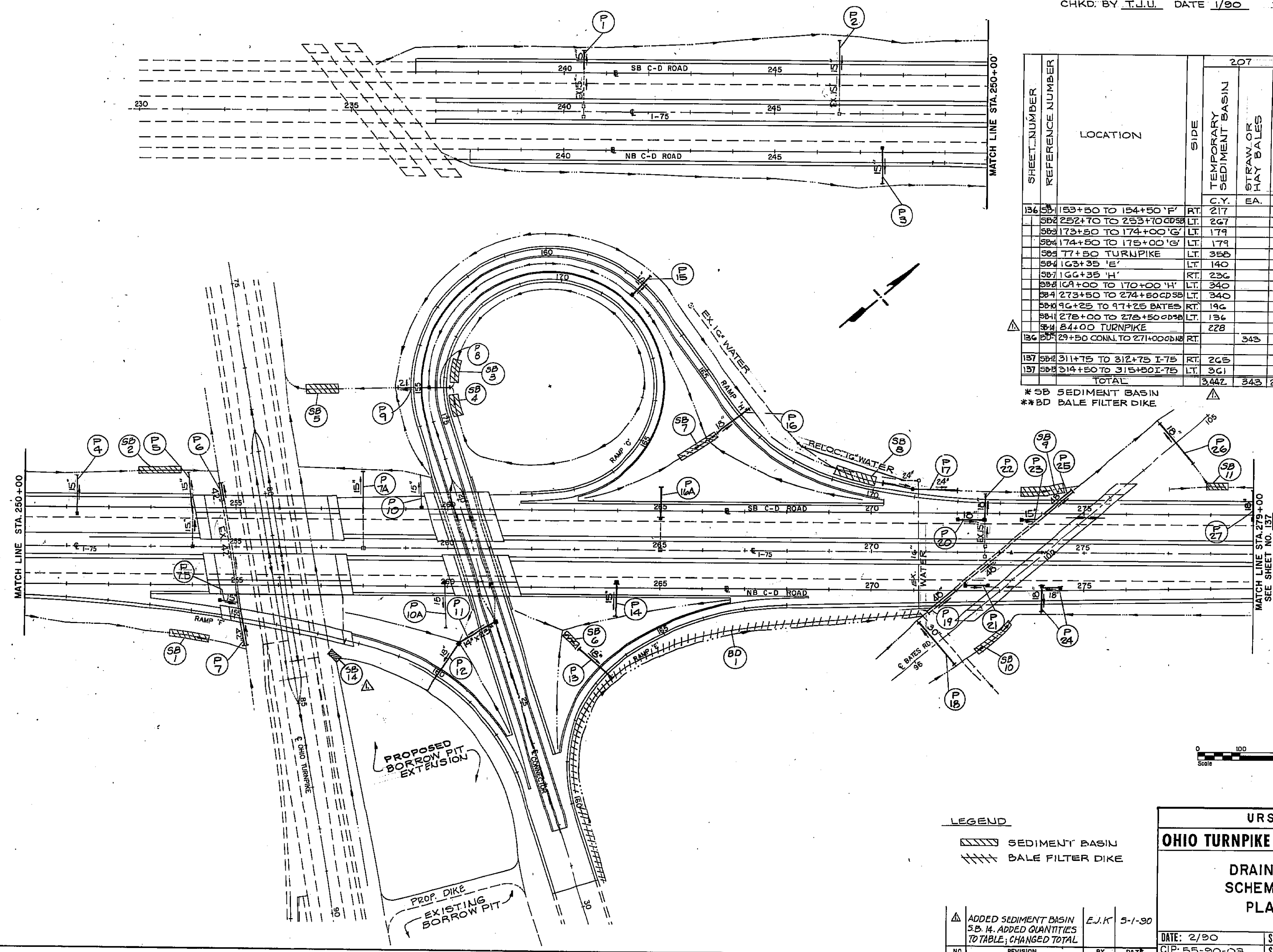
PLATE 3, CROSS SECTION
 K&E ENGINEERS & ARCHITECTS

443004 E1941

LIME CITY ROAD
 STA. 96+00 TO STA. 103+00

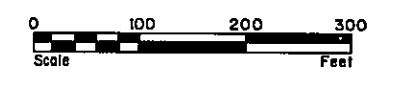
CALC. BY E.J.K. DATE 12/89
 CHKD. BY T.J.U. DATE 1/90

136
324



SHEET NUMBER REFERENCE NUMBER	LOCATION	SIDE	207		601	
			TEMPORARY SEDIMENT BASIN C.Y.	STRAW OR HAY BALES EA.	ROCK CHANNEL PROTECTION TYPE C.Y.	W/O FILTER
136 SB	153+50 TO 154+50 'F'	RT	217		1.84	
SB2	252+70 TO 253+70 CD SB	LT	267		2.11	
SB3	173+50 TO 174+00 'G'	LT	179		1.62	
SB4	174+50 TO 175+00 'G'	LT	179		1.62	
SB4	77+50 TURNPIKE	LT	358		3.24	
SB4	163+35 'E'	LT	140		1.37	
SB7	166+35 'H'	RT	236		1.94	
SB8	169+00 TO 170+00 'H'	LT	340		2.48	
SB4	273+50 TO 274+50 CD SB	LT	340		2.48	
SB10	96+25 TO 97+25 BATES	RT	196		1.71	
SB11	278+00 TO 278+50 CD SB	LT	136		1.34	
SB14	84+00 TURNPIKE	LT	278		1.90	
136 BD	29+50 CONN. TO 271+00 CD NB	RT		343		
137 SB2	311+75 TO 312+75 I-75	RT	268		2.10	
137 SB5	314+50 TO 315+50 I-75	LT	361		2.59	
TOTAL			3,442	343	28.34	

* SB SEDIMENT BASIN
 ** BD BALE FILTER DIKE

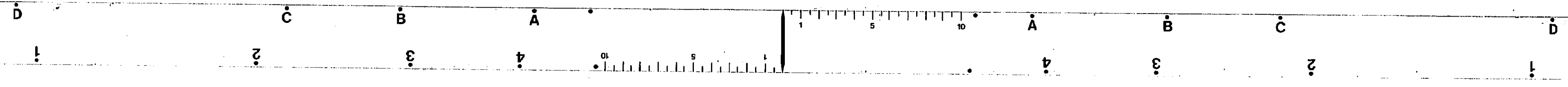


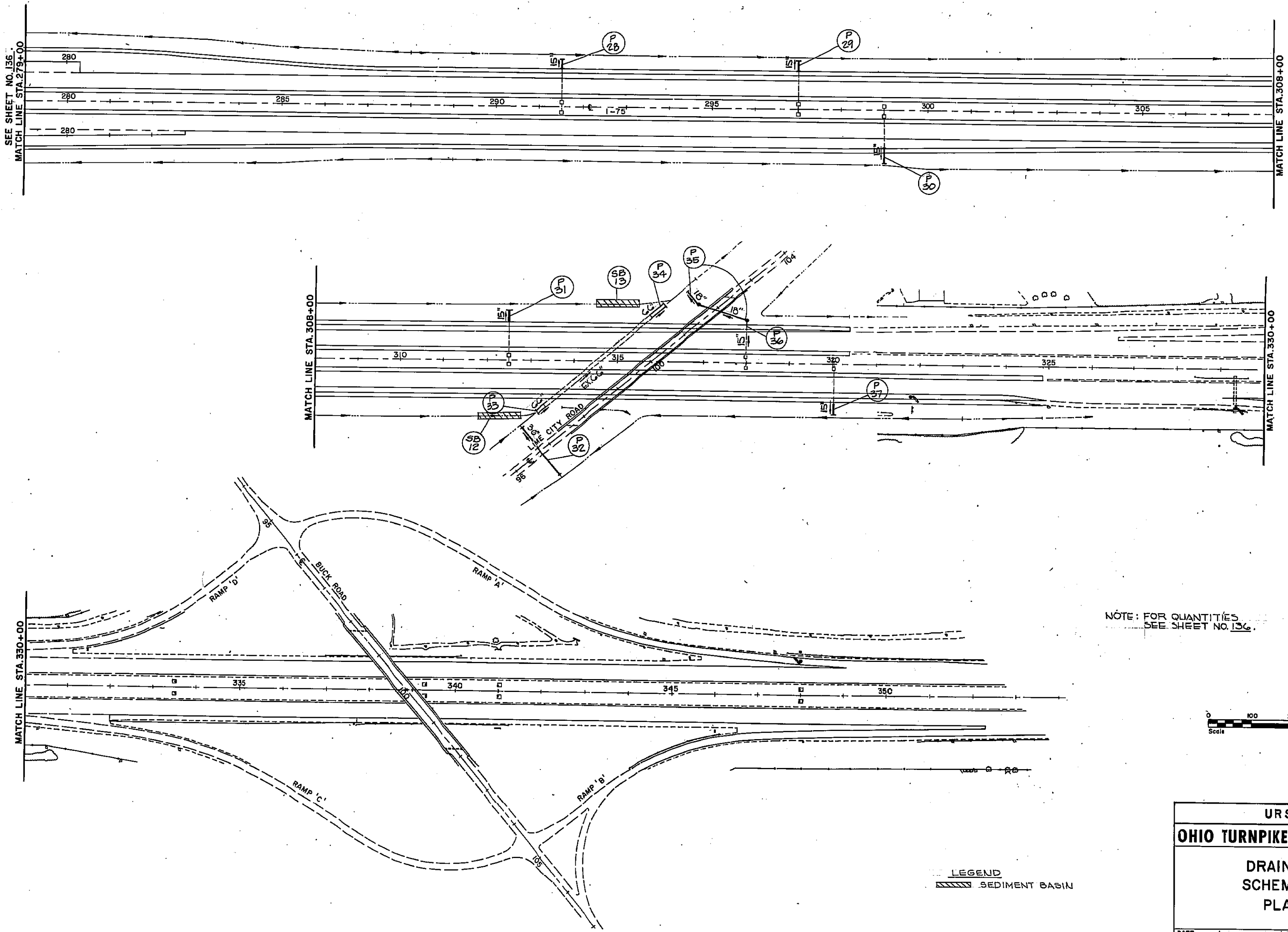
LEGEND
 [Symbol] SEDIMENT BASIN
 [Symbol] BALE FILTER DIKE

URS
OHIO TURNPIKE COMMISSION
 DRAINAGE
 SCHEMATIC
 PLAN

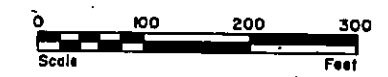
DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 136 OF

NO.	REVISION	BY	DATE
1	ADDED SEDIMENT BASIN SB 14. ADDED QUANTITIES TO TABLE; CHANGED TOTAL	E.J.K.	5-1-90

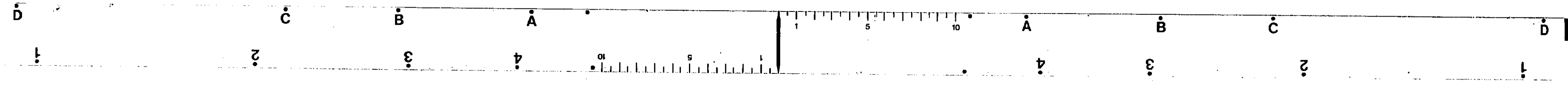




NOTE: FOR QUANTITIES
SEE SHEET NO. 136.



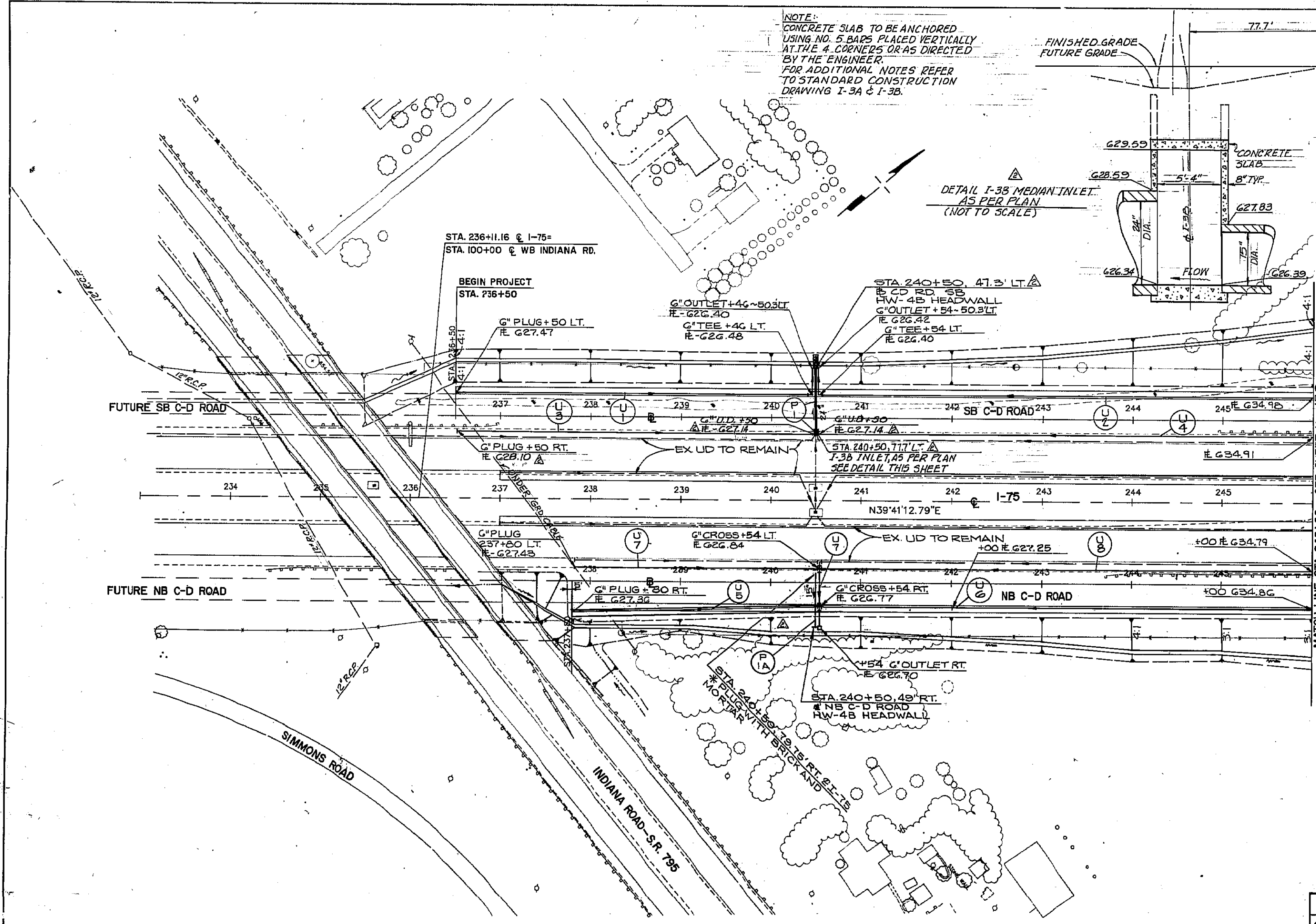
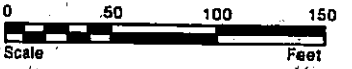
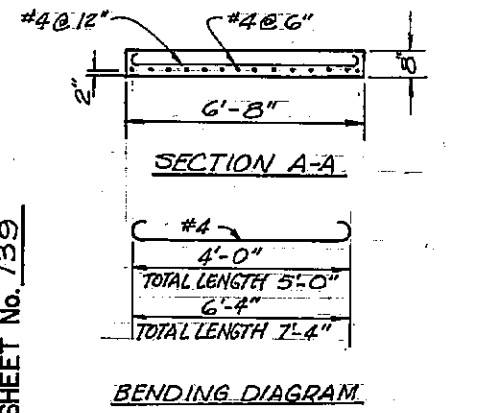
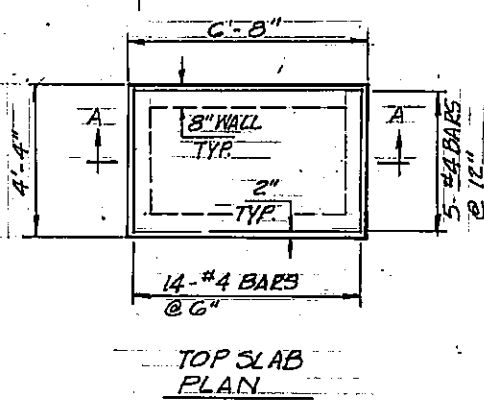
URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE SCHEMATIC PLAN	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 137 OF



NOTE:
CONCRETE SLAB TO BE ANCHORED
USING NO. 5 BARS PLACED VERTICALLY
AT THE 4 CORNERS OR AS DIRECTED
BY THE ENGINEER.
FOR ADDITIONAL NOTES REFER
TO STANDARD CONSTRUCTION
DRAWING I-3A & I-3B.

FINISHED GRADE
FUTURE GRADE

DETAIL I-33 MEDIAN INLET
AS PER PLAN
(NOT TO SCALE)



MATCH LINE STA. 246+00 SEE SHEET NO. 139

URS
OHIO TURNPIKE COMMISSION

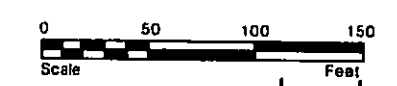
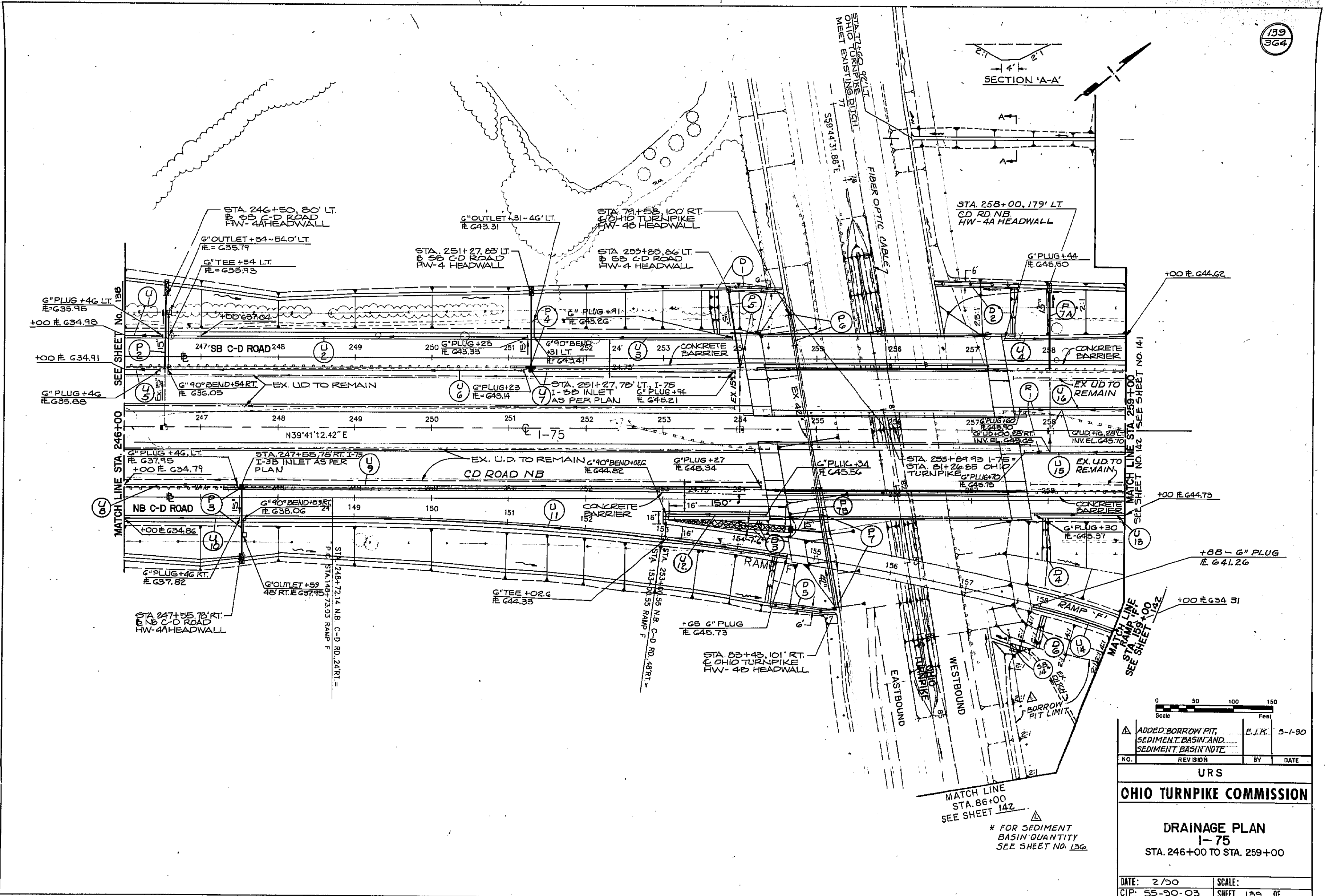
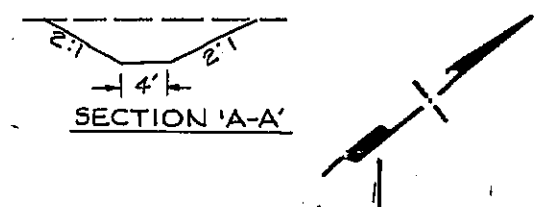
DRAINAGE PLAN
STA. 233+00 TO STA. 246+00

DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 138 OF

* THE COST OF THE PLUG SHALL BE
CONSIDERED INCIDENTAL TO
THE PERTINENT GOB ITEM.

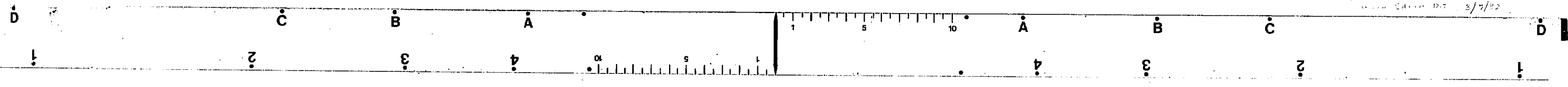
CHANGED END TAPER N.B. CD ADDED I-33 MED. INLET AS PER PLAN. REV. INV. EL. ON 6" UD. U3, U4 ADDED I-33 DETAIL.	E.J.K.	5-23-90
NO.	REVISION	BY DATE

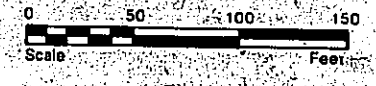
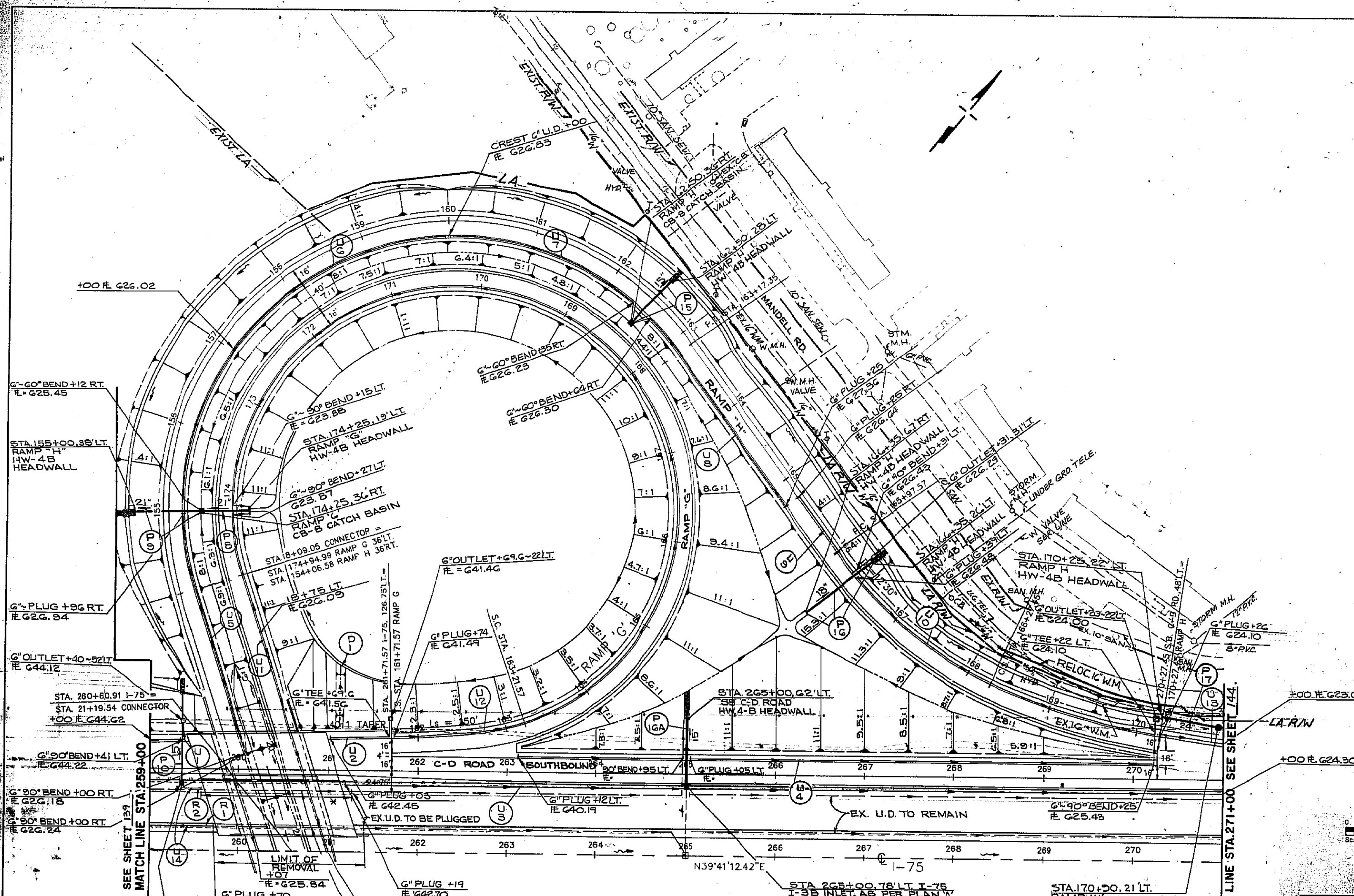




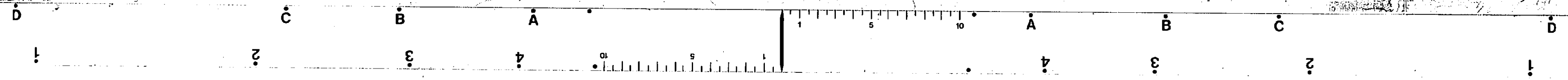
ADDED BORROW PIT, SEDIMENT BASIN AND SEDIMENT BASIN NOTE		E.J.K.	5-1-90
NO.	REVISION	BY	DATE
URS			
OHIO TURNPIKE COMMISSION			
DRAINAGE PLAN			
I-75			
STA. 246+00 TO STA. 259+00			
DATE:	2/90	SCALE:	
CIP:	55-50-03	SHEET	139 OF

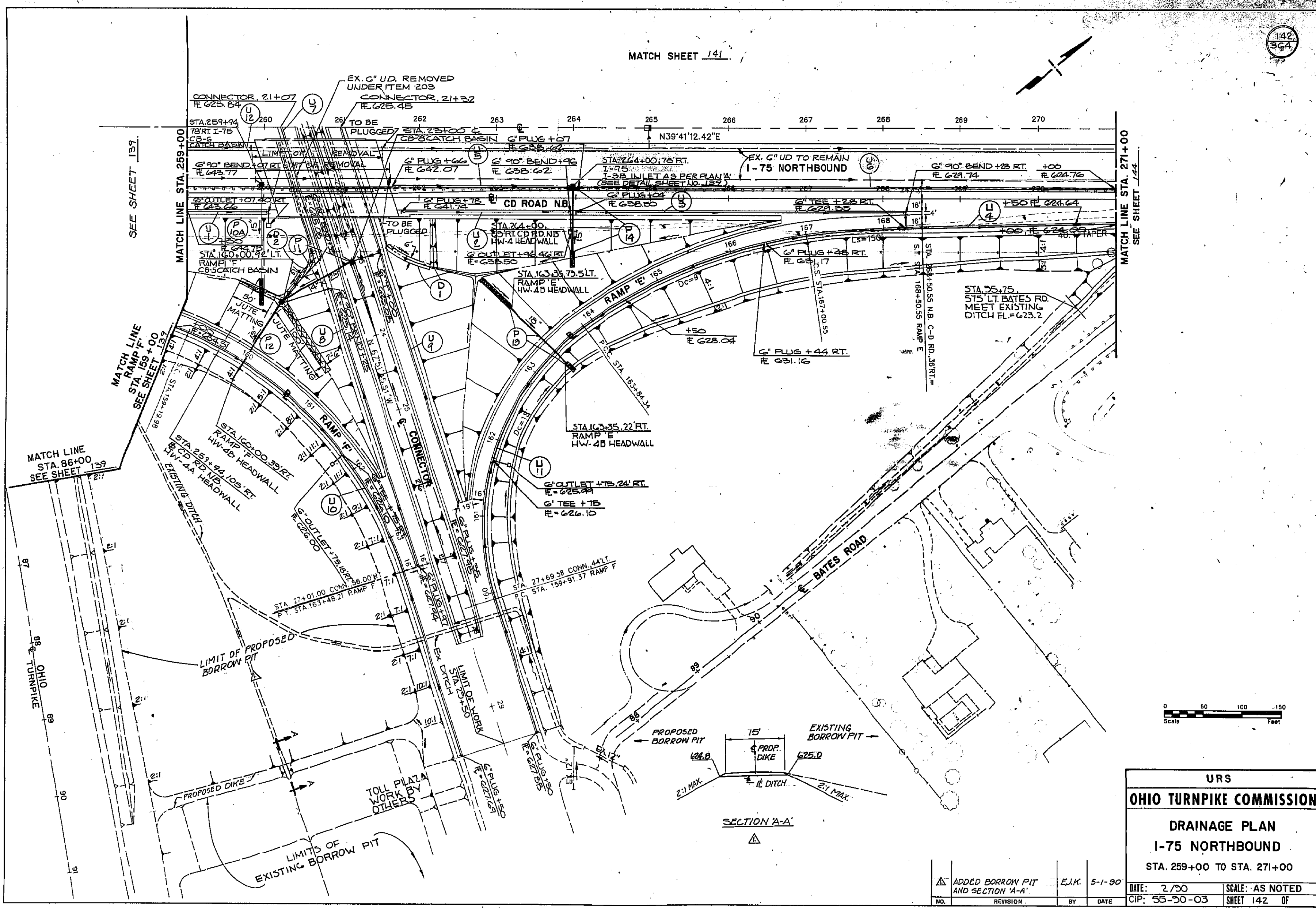
* FOR SEDIMENT BASIN QUANTITY SEE SHEET NO. 136





URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN	
1:75	
STA. 259+00 TO STA. 271+00.	
DATE: 2/75	SCALE: AS NOTED
CIP: 55-50-03	SHEET 141 OF 1



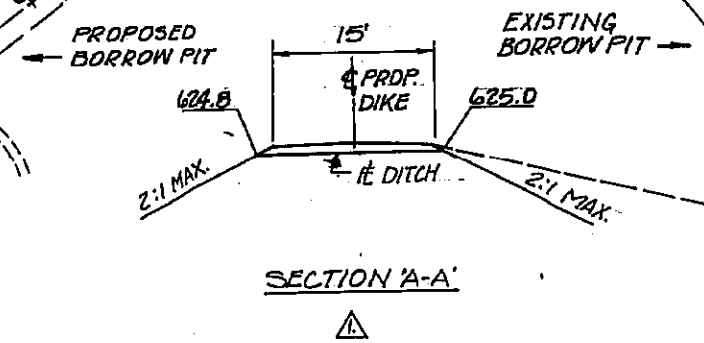
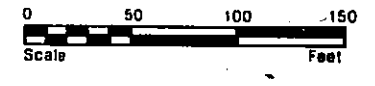


SEE SHEET 137

MATCH LINE STA. 159+00 SEE SHEET 139

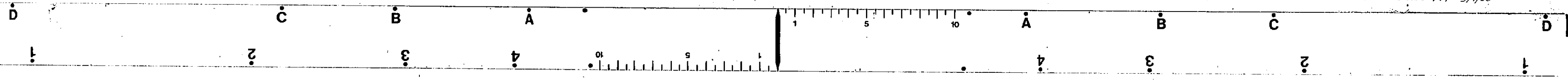
MATCH LINE STA. 86+00 SEE SHEET 139

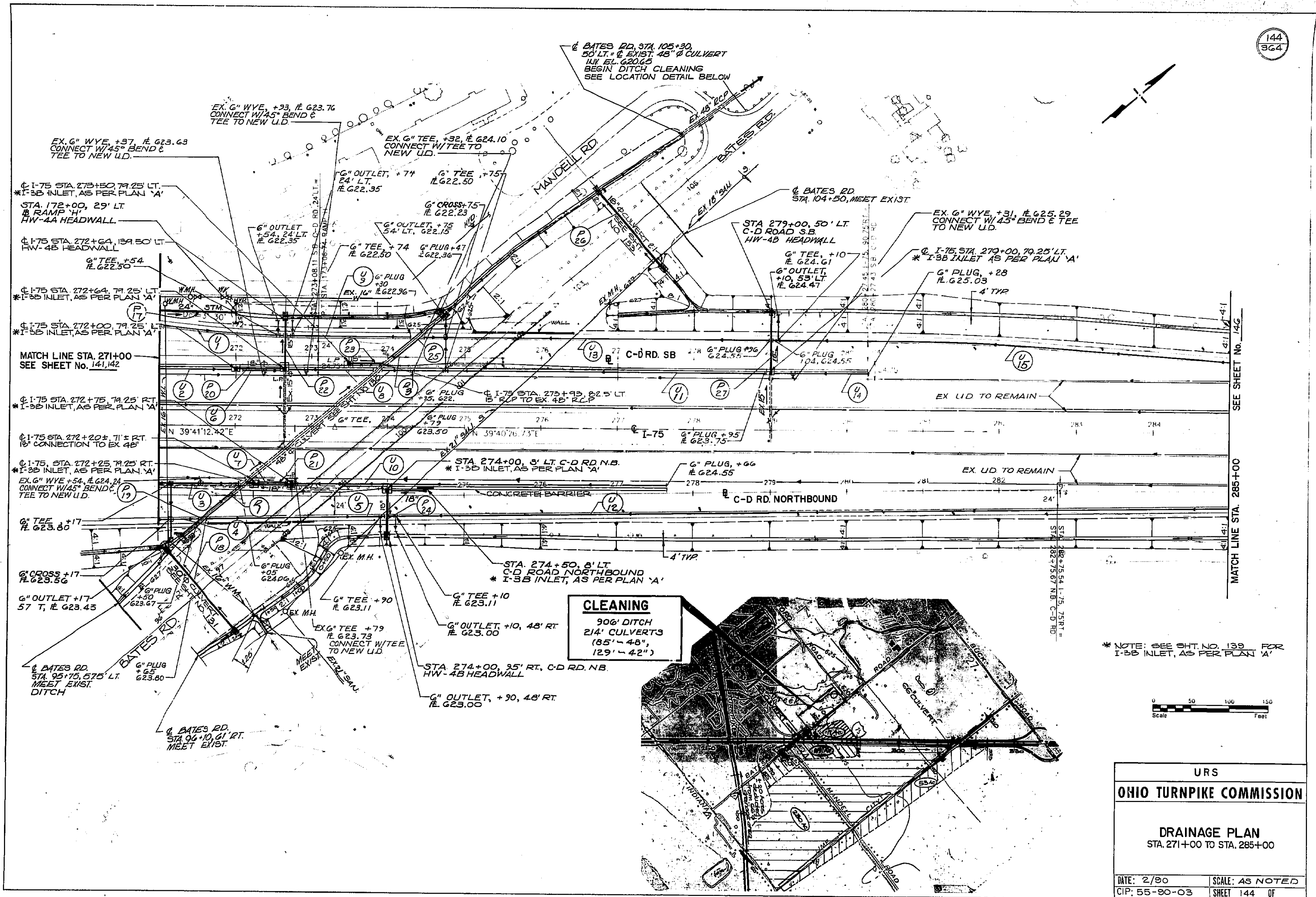
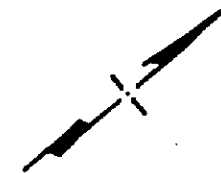
MATCH LINE STA. 271+00 SEE SHEET 144



URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN	
I-75 NORTHBOUND	
STA. 259+00 TO STA. 271+00	
NO.	REVISION
E.J.K.	5-1-90
DATE:	2/90
CIP:	55-50-03
SCALE:	AS NOTED
SHEET 142 OF	

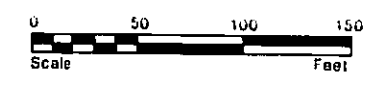
WITH BORROW PIT 3/1/90





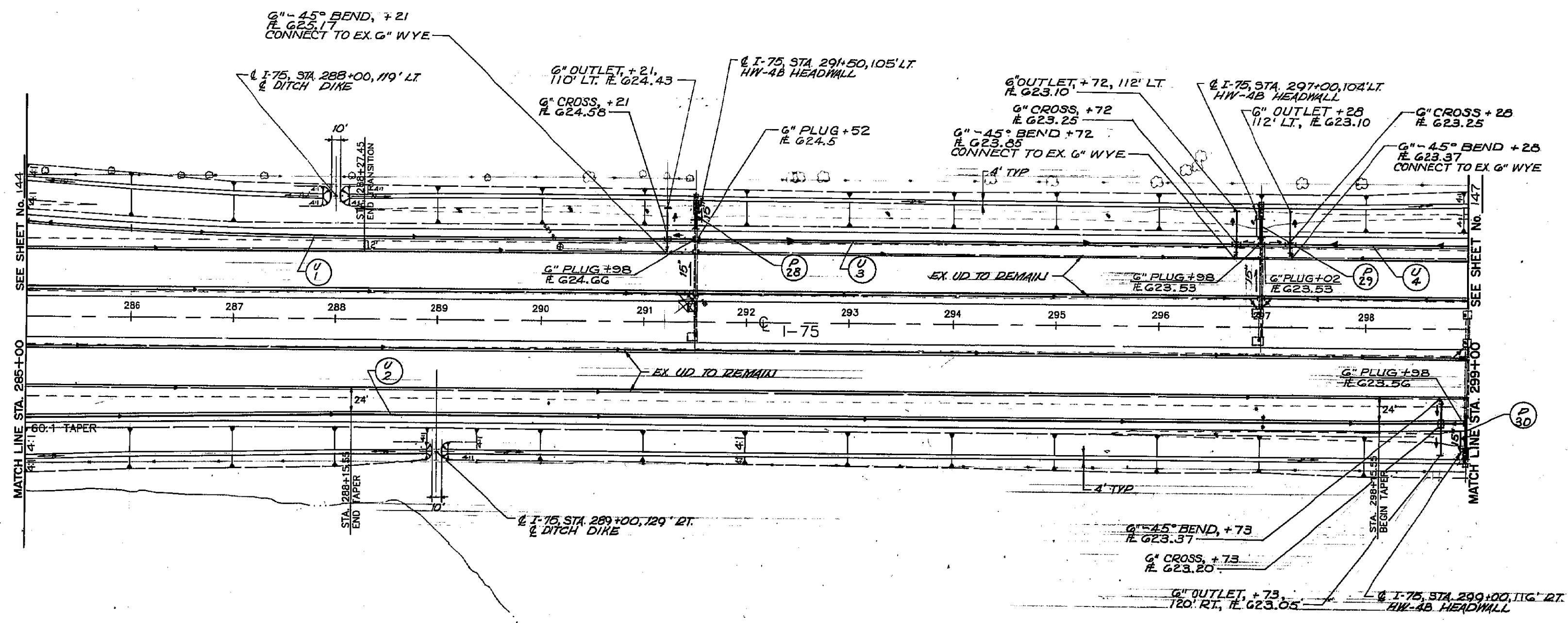
CLEANING
 906' DITCH
 214' CULVERTS
 (85' x 48",
 129' x 42")

* NOTE: SEE SHT. NO. 139 FOR I-75 INLET, AS PER PLAN 'A'



URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN STA. 271+00 TO STA. 285+00	
DATE: 2/90	SCALE: AS NOTED
CIP: 55-90-03	SHEET 144 OF



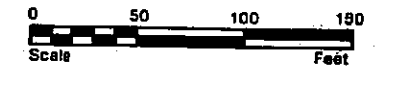


SEE SHEET No. 144

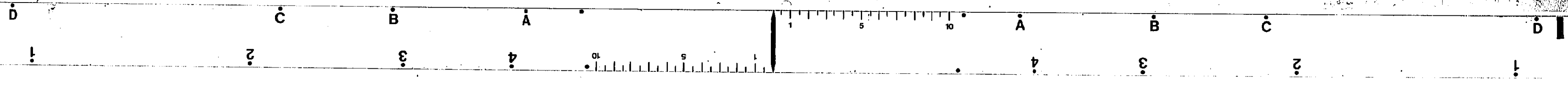
MATCH LINE STA. 285+00

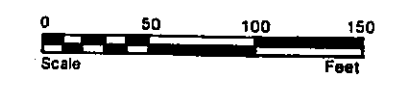
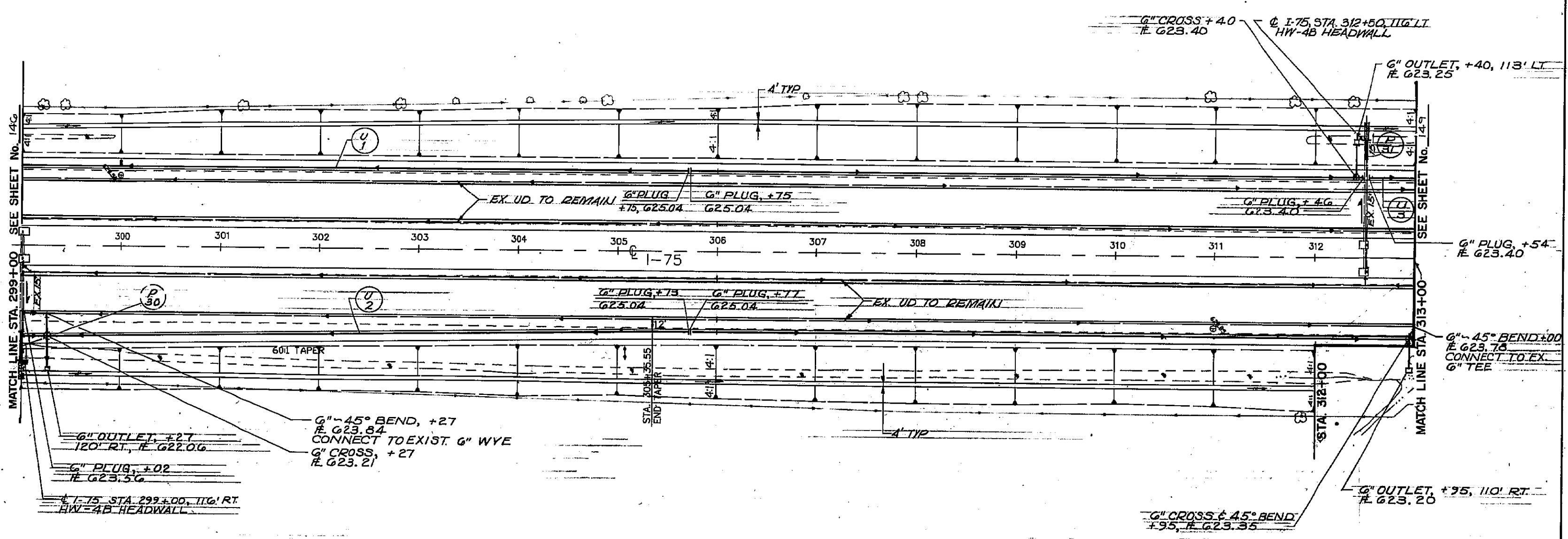
SEE SHEET No. 147

MATCH LINE STA. 299+00

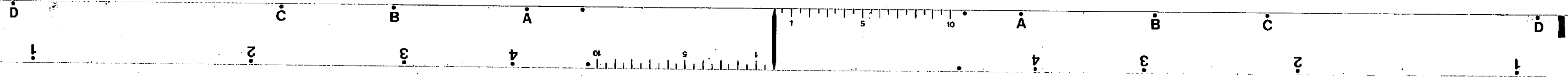


URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN	
STA. 285+00 TO STA. 299+00	
DATE: 2/90	SCALE: AS NOTED
CIP: 55-90-03	SHEET 146 OF





URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN	
STA. 299+00 TO STA. 313+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 147 OF



* NON-PERFORATED,
ASTM 3034 SDR35,
OR SS 931.

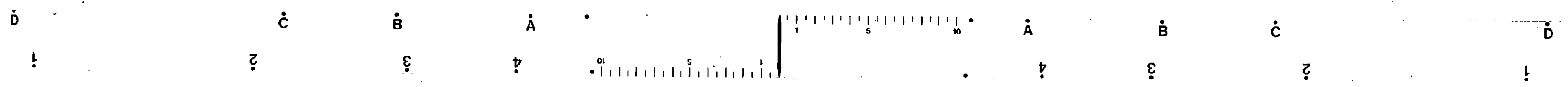
DRAINAGE SUB-SUMMARY

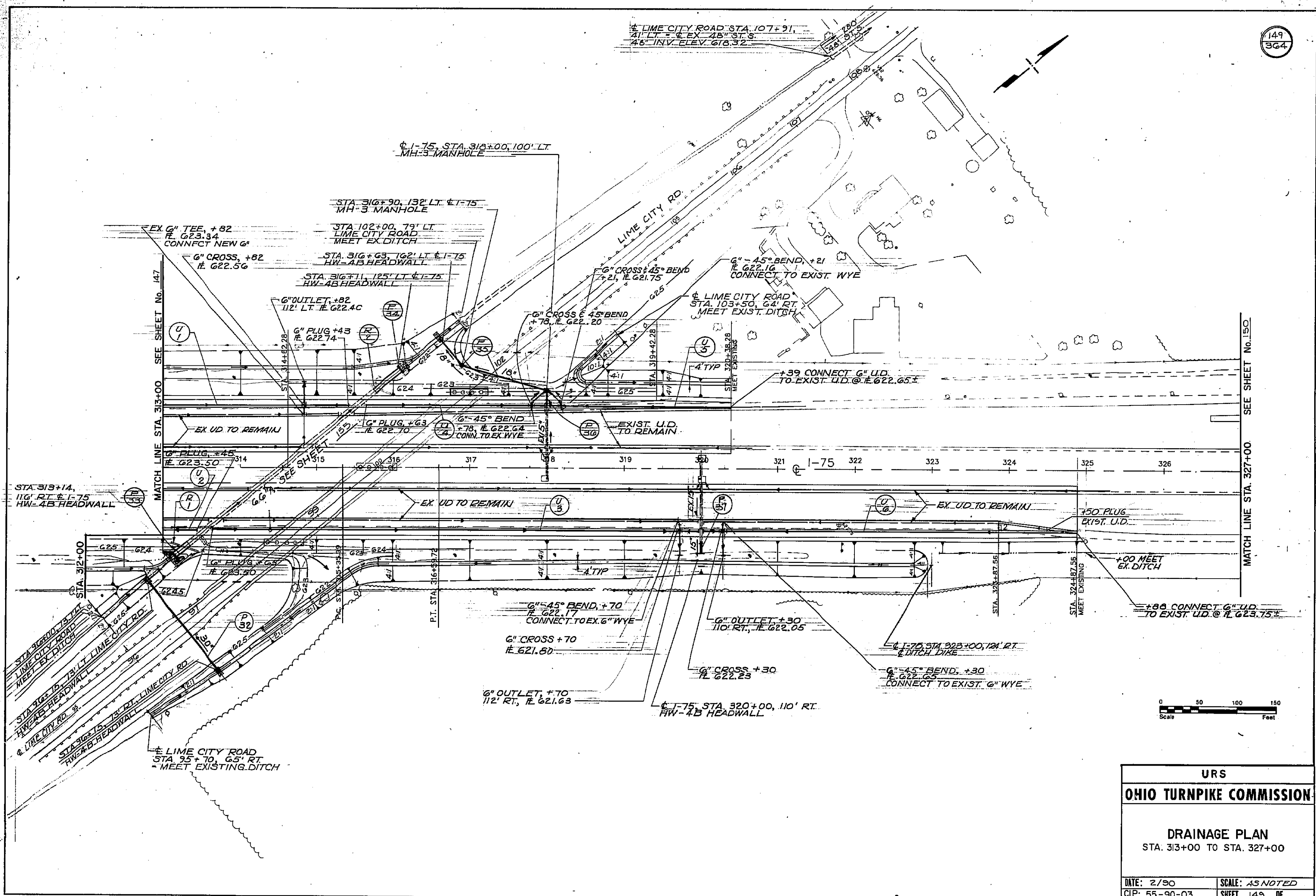
CALC. BY E.J.K. DATE 12/89
CHKD. BY T.J.U. DATE 1/90

148
324

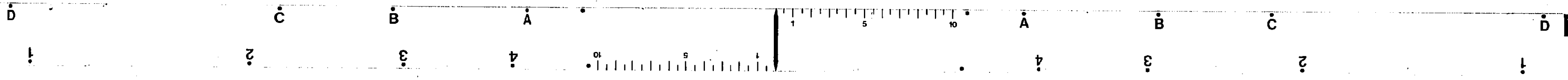
SHEET NUMBER	REFERENCE NUMBER	LOCATION STATION TO STATION	SIDE	601			602			603			604			605			SEWER PROFILE SHEET NUMBER
				RIPRAP, GROUTED	CONCRETE MASONRY	6" CONDUIT TYPE B	6" CONDUIT TYPE F 70.1F*	15" CONDUIT TYPE B, 706.01, 706.02	PRECAST REINFORCED CONCRETE OUTLET	6" BENDS AND BRANCHES			6" UNCLASSIFIED PIPE UNDERDRAIN	6" SHALLOW PIPE UNDERDRAIN					
										EACH	45°	T			LF	LF			
SO. YD.	C.Y.	L.F.	L.F.	L.F.	EACH														
146	P-28	291+50 I-75	LT	8.0	0.25			15										161	
	P-29	297+00 I-75	LT	8.4	0.25			17										89	
146	P-30	299+00 I-75	RT	7.1	0.25			30										89	
146	U-1	285+00 TO 291+46 I-75	LT			12	30		1		1	25	621						
	U-2	285+00 TO 288+96 I-75	RT			24	30		1		1	27	1373						
	U-3	291+54 TO 296+96 I-75	LT			12	32		1		1	22	520						
146	U-4	297+04 TO 299+00 I-75	LT			12	32		1		1	72	24						
147	P-31	312+50 I-75	LT	8.0	0.25			18										161	
147	U-1	299+00 TO 312+46 I-75	LT				33		1		1	6	1338						
	U-2	299+04 TO 313+00 I-75	RT				50		2	3	2	28	1360						
147	U-3	312+54 TO 313+00	LT										40						
TOTALS				31.50	1.00	60	213	80	7				180	5288					

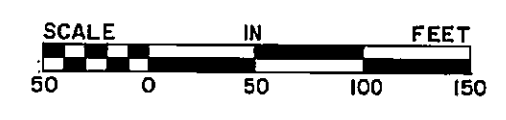
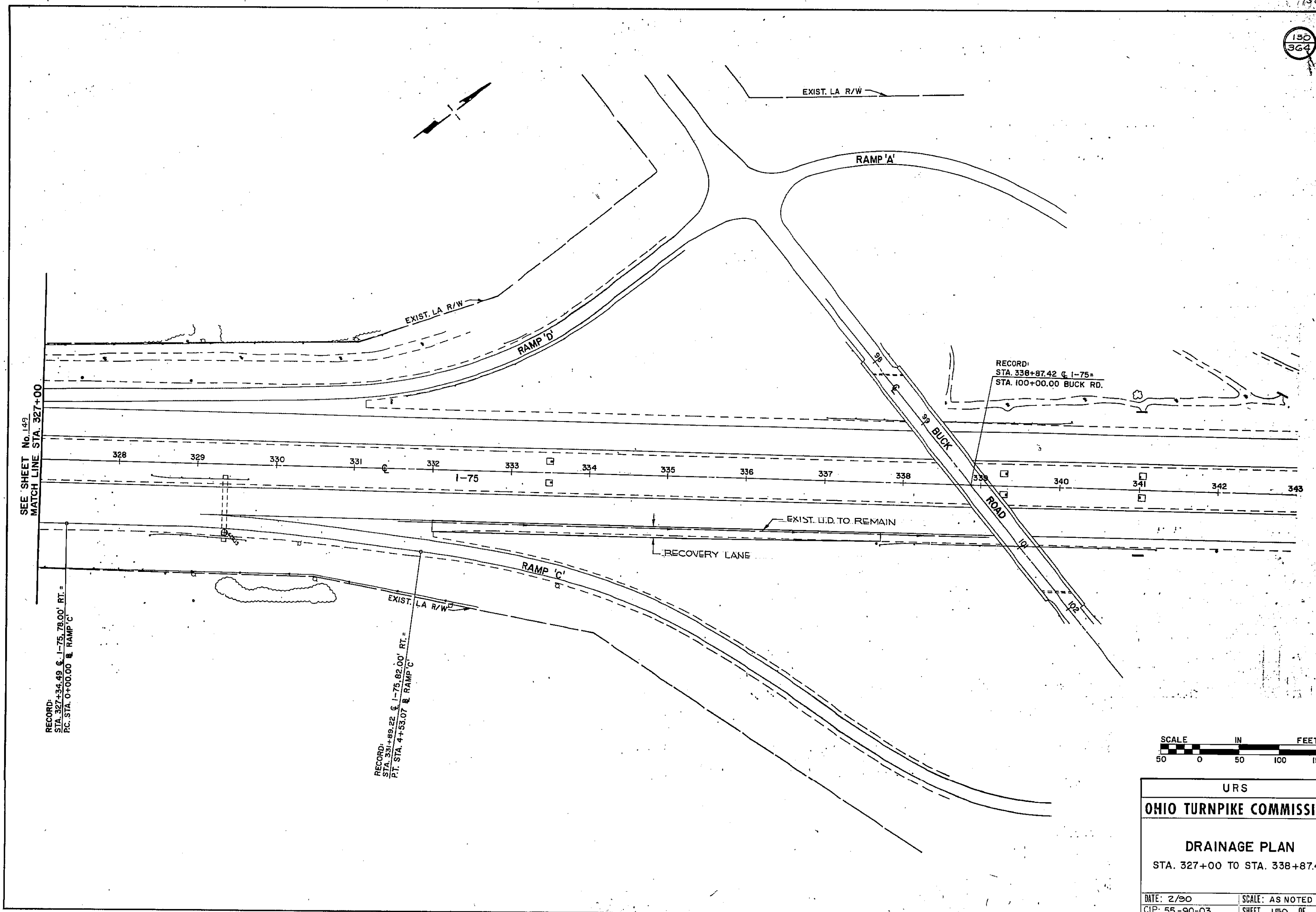
URS
OHIO TURNPIKE COMMISSION
DRAINAGE
SUB-SUMMARY
DATE: 2/90 SCALE:
CIP: 55-80-03 SHEET 148 OF





URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PLAN	
STA. 313+00 TO STA. 327+00	
DATE: 2/90	SCALE: AS NOTED
CIP: 55-90-03	SHEET 149 OF

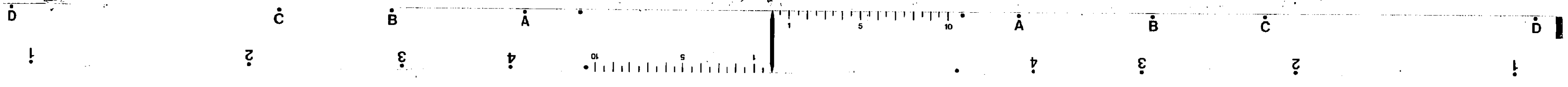




URS
OHIO TURNPIKE COMMISSION

DRAINAGE PLAN
STA. 327+00 TO STA. 338+87.42

DATE: 2/90 SCALE: AS NOTED
CIP: 55-90-03 SHEET 150 OF



* NON-PERFORMED
ASTM 3034 SDR 35,
OR SS 931

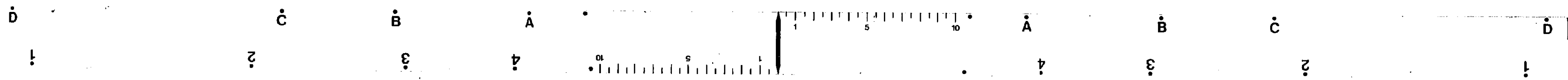
DRAINAGE SUB-SUMMARY

CALC. BY E.J.K. DATE 12/89
CHKD. BY T.J.U. DATE 1/90

151
364

SHEET NUMBER	REFERENCE NUMBER	LOCATION	SIDE	202			601	602		603						604		605		SEWER PROFILE SHEET NUMBER		
				PIPE REMOVED OVER 24"	REINFORCED RIPRAP, REMOVED	STRUCTURE REMOVED	RIPRAP GROUTED	CONCRETE MASONRY	6" CONDUIT, TYPE B	6" CONDUIT, TYPE F, 107.17 *	15" CONDUIT, TYPE B, 706.02	18" CONDUIT, TYPE C, 706.01, 706.02	30" CONDUIT, TYPE N, 706.02, 9" CAP 250" AS PER PLAN	6" CONDUIT, TYPE N, 706.02	MH-3 MANHOLE	PRECAST REINFORCED CONCRETE OUTLET	6" BENDS AND BRANCHES	6" UNCLASSIFIED PIPE UNDERDRAIN	6" SHALLOW PIPE UNDERDRAIN			
		STATION TO STATION		LF	SQ YD	LUMP	SQ YD	CY	LF	LF	LF	LF	LF	LF	EACH	EACH	45°	+	LF	LF		
149	R-1	313+28 I-75	RT	8	110	LUMP																
149	R-2	315+80 I-75	LT	8		LUMP																
149	P-32	96+75 LIME CITY ROAD	LT/RT				11.7						146									156
	P-33	313+13.92 I-75	RT				16.0	16.00					24									155
	P-34	316+10.84 I-75	LT				16.7	2.42					44									155
	P-35	316+63 TO 318+00 I-75	LT				4.4	0.31							2							160
	P-36	318+00 I-75	LT									16	158									94
149	P-37	320+00 I-75	RT				7.1	0.25				13										94
149	U-1	313+00 TO 315+43 I-75	LT						12	32					1				1	58		
	U-2	313+00 TO 313+45 I-75	RT																	45		
	U-3	313+65 TO 313+96 I-75	RT						12	32					1	1			1	70	560	
	U-4	315+63 TO 317+96 I-75	LT						8	30					2				1	18	215	
	U-5	318+04 TO 320+39 I-75	LT						7	30					2				1	90	139	
149	U-6	320+04 TO 324+88 I-75	RT						12	30					1	1			1	26	458	
TOTALS				16	110	LUMP	55.9	20.10	51	154	29	158	146	68	2	3	X		X	3/3	1557	

URS
OHIO TURNPIKE COMMISSION
DRAINAGE
SUB-SUMMARY
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 151 OF



605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

152
324

SHEET No.	STATIONING	SHALLOW UNDER-DRAIN OUTLETS			605 4" SHALLOW PIPE UNDERDRAIN AS PER PLAN		603 6" CONDUIT TYPE F *	STD. END CAP	BENDS AND BRANCHES								
		STATION	STATION	TYPE & LOCATION	C.B. DEPTH	LIN. FT.	LIN. FT.		EACH	6" TEE	6" DBL. TEE	6" 45° WYE	CONC. OUTLET	6"x4" REDCR	4"x90'	6"x90'	4" STD. TEE
NORTHBOUND I-75																	
237+00 TO 240+40, 30'RT.																	
240+60 TO 246+00, 30'RT.																	
SOUTHBOUND I-75																	
237+00 TO 240+35, 30'LT.																	
240+70 TO 246+00, 30'LT.																	
NORTHBOUND I-75																	
246+00 TO 248+50, 30'RT.																	
246+50 TO 254+20, 30'RT.																	
257+75 TO 259+00, 66'RT.																	
SOUTHBOUND I-75																	
246+00 TO 246+70, 30'LT.																	
246+70 TO 253+95, 30'LT.																	
257+50 TO 259+00, 66'LT.																	
SOUTHBOUND I-75																	
259+00 TO 259+60, 66'LT.																	
261+45 TO 265+00, 30'LT.																	
265+00 TO 271+00, 30'LT.																	
NORTHBOUND I-75																	
259+00 TO 260+00, 30'RT.																	
261+50 TO 265+00, 30'RT.																	
265+00 TO 271+00, 30'RT.																	
NORTHBOUND I-75																	
271+00 TO 279+00, 30'RT.																	
279+00 TO 285+00, 30'RT.																	
277+66 TO 285+00, 66'RT.																	
SOUTHBOUND I-75																	
271+00 TO 272+64, 30'LT.																	
272+64 TO 279+00, 30'LT.																	
279+00 TO 285+00, 30'LT.																	
280+28 TO 285+00, 66'LT.																	
NORTHBOUND I-75																	
285+00 TO 291+50, 30'RT.																	
291+50 TO 297+00, 30'RT.																	
297+00 TO 299+00, 30'RT.																	
SOUTHBOUND I-75																	
285+00 TO 298+73, 66'RT.																	
285+00 TO 291+50, 30'LT.																	
291+50 TO 297+00, 30'LT.																	
297+00 TO 299+00, 30'LT.																	
285+00 TO 291+50, 66'LT.																	
NORTHBOUND I-75																	
299+00 TO 306+00, 30'RT.																	
306+00 TO 313+00, 30'RT.																	
299+00 TO 306+00, 66'RT.																	
SOUTHBOUND I-75																	
299+00 TO 312+50, 30'LT.																	
312+50 TO 313+00, 30'LT.																	
TOTALS FOR THIS TABLE					18009	448											

SHEET No.	STATIONING	SHALLOW UNDER-DRAIN OUTLETS			605 4" SHALLOW PIPE UNDERDRAIN AS PER PLAN		603 6" CONDUIT TYPE F *	STD. END CAP	BENDS AND BRANCHES								
		STATION	STATION	TYPE & LOCATION	C.B. DEPTH	LIN. FT.	LIN. FT.		EACH	6" TEE	6" DBL. TEE	6" 45° WYE	CONC. OUTLET	6"x4" REDCR	4"x90'	6"x90'	4" STD. TEE
NORTHBOUND I-75																	
313+00 TO 314+10, 30'RT.																	
314+35 TO 320+00, 30'RT.																	
320+00 TO 324+88, 30'RT.																	
SOUTHBOUND I-75																	
313+00 TO 314+82, 30'LT.																	
315+00 TO 318+00, 30'LT.																	
318+00 TO 320+39, 30'LT.																	
NORTHBOUND I-75																	
332+00 TO 337+74, 66'RT.																	
TOTALS FOR THIS TABLE					2458	126											
TOTALS FOR THIS SHEET					20467	574											

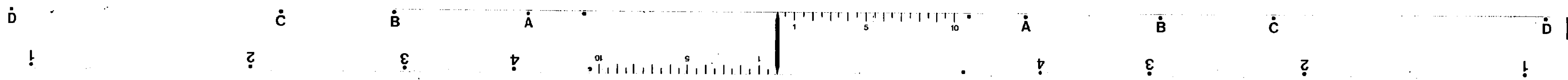
* 603
6" CONDUIT, TYPE F
707.17 NON-PERFORATED
ASTM 3034 SDR 35 OR SS 931

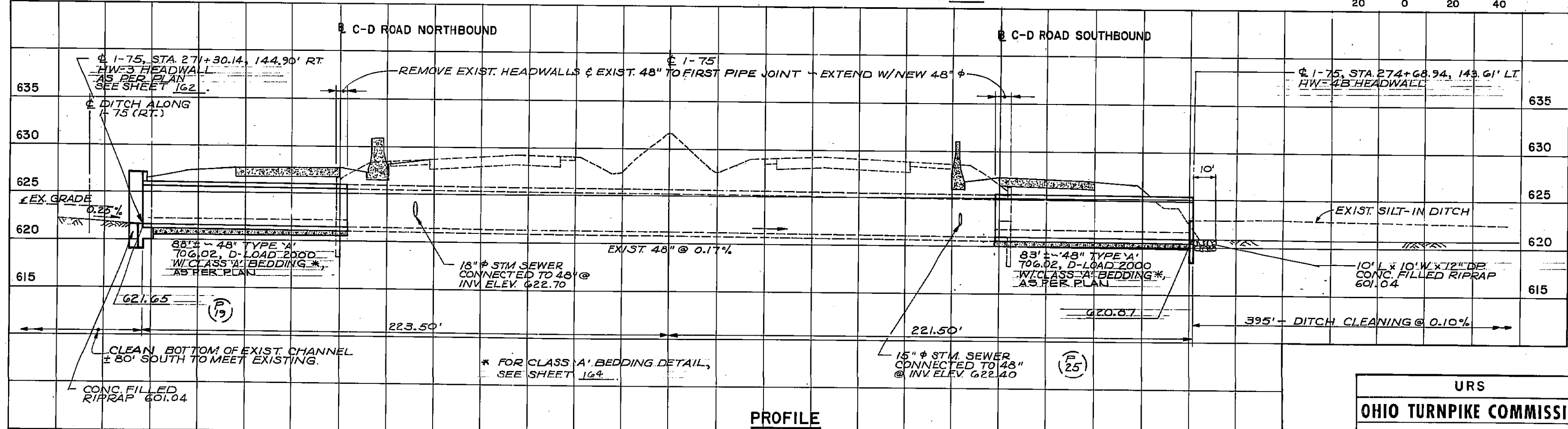
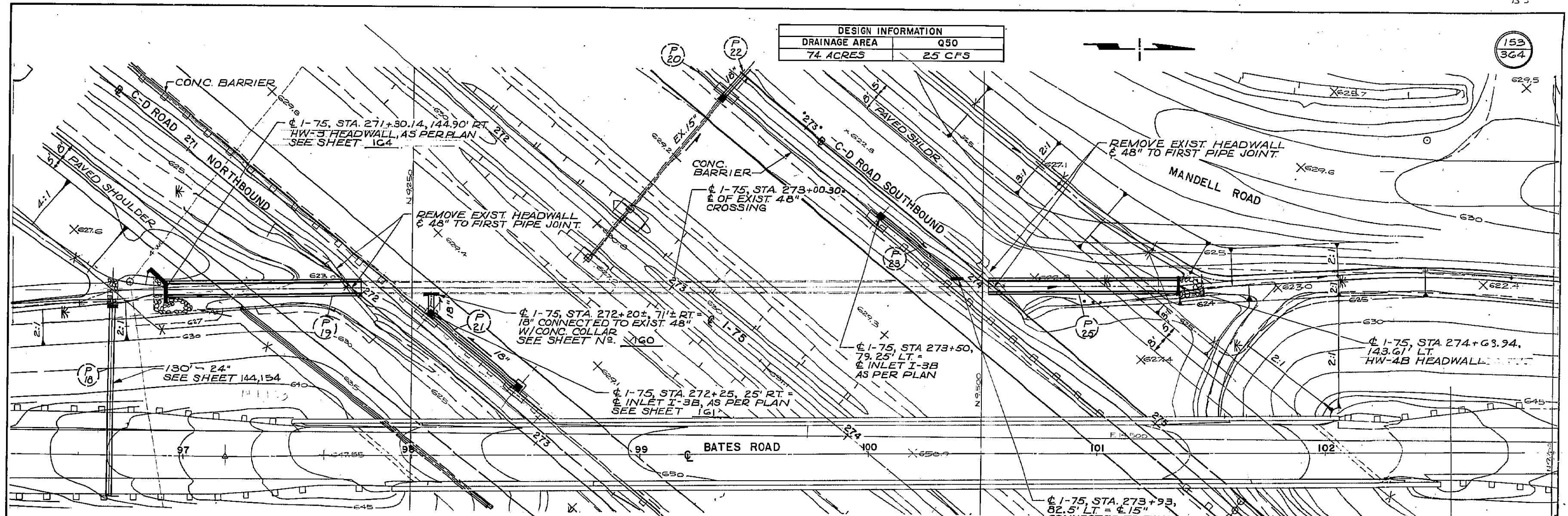
** SPECIAL
PRECAST REINFORCED CONCRETE
OUTLET

URS
OHIO TURNPIKE COMMISSION

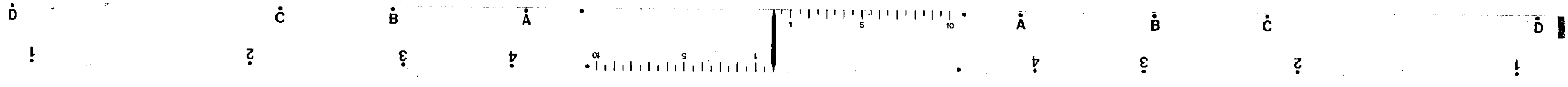
605 SHALLOW UNDERDRAIN
DRAINAGE QUANTITIES

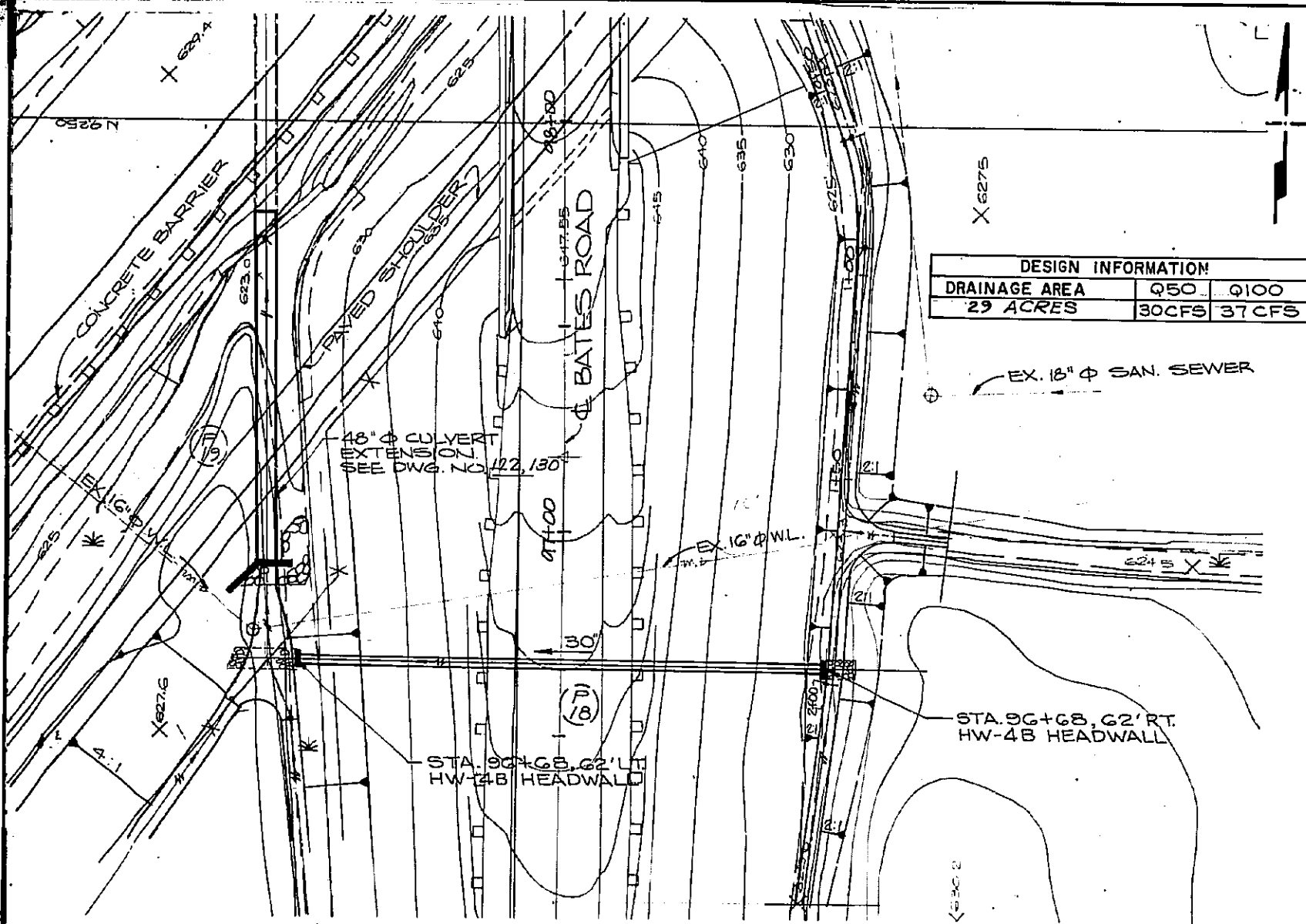
DATE: 2/90 SCALE: NONE
CIP: 55-90-03 SHEET 152 OF





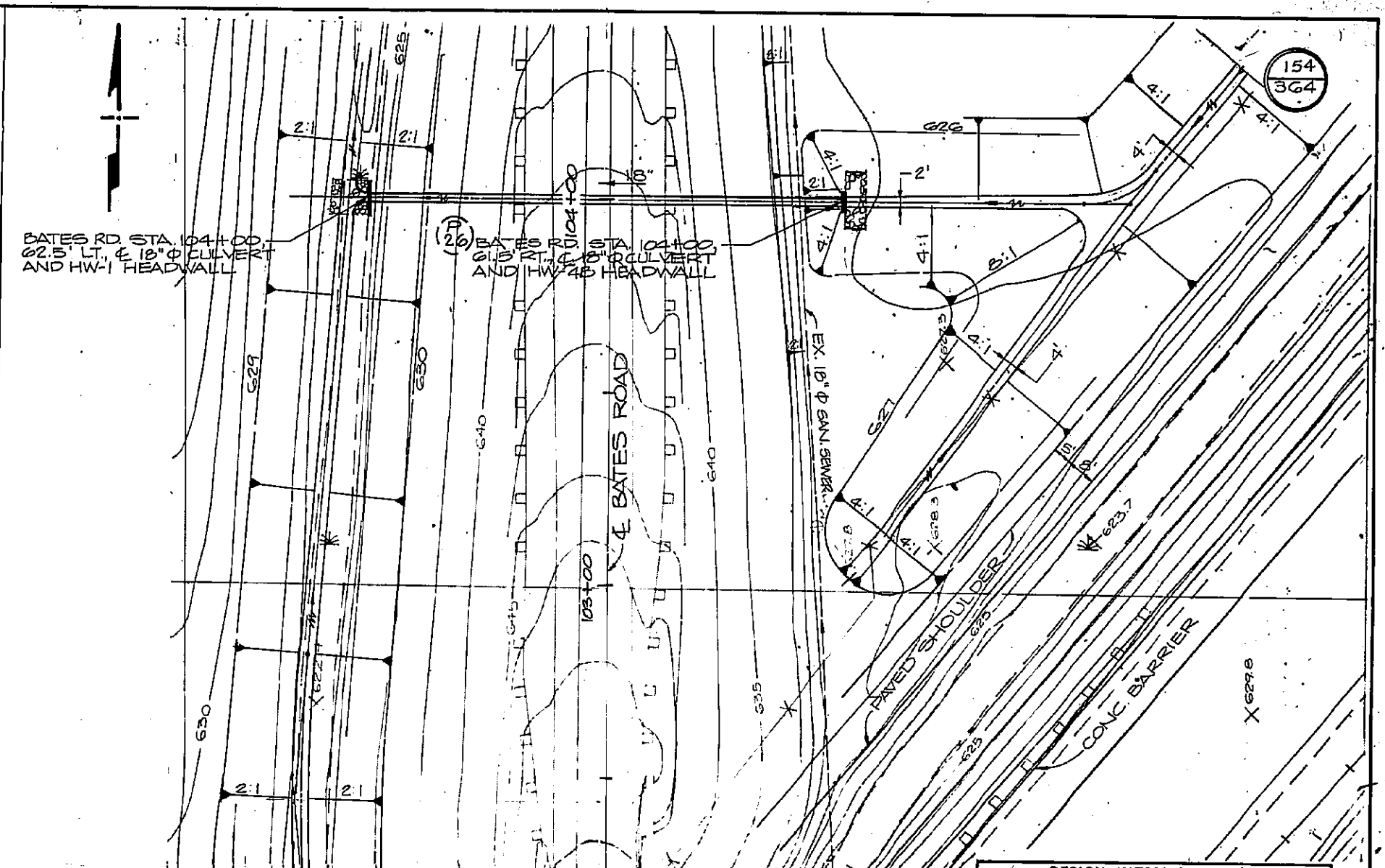
URS	
OHIO TURNPIKE COMMISSION	
48" φ CULVERT	
STA. 273+00.30	
I-75	
DATE: 2/90	SCALE: AS NOTED
CIP: 55-90-03	SHEET 153 OF





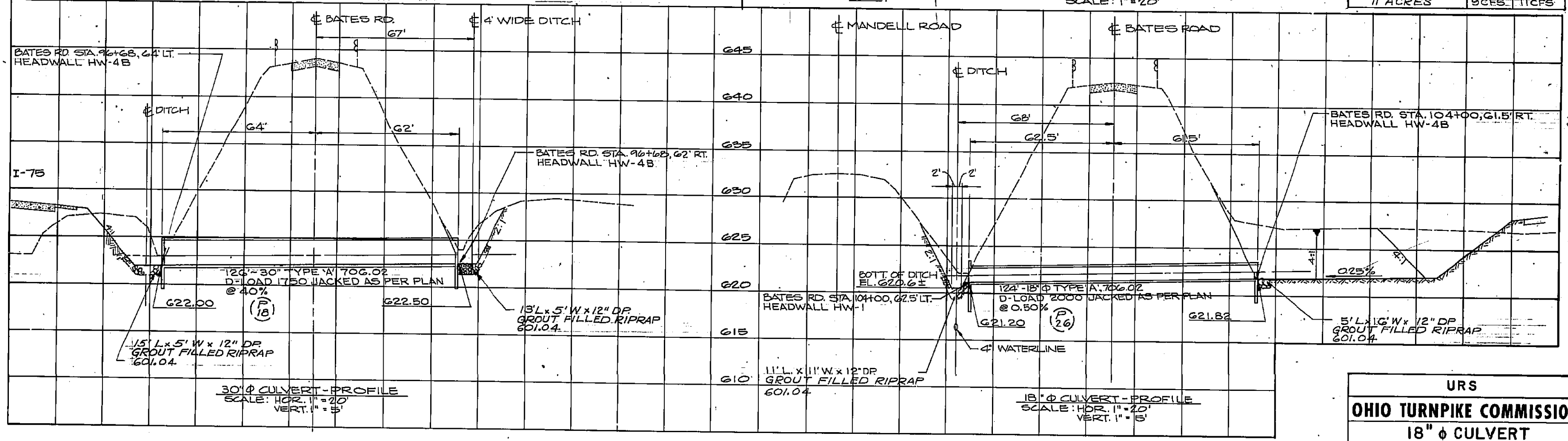
30" ϕ CULVERT - PLAN
SCALE: 1" = 20'

NOTE: FOR QUANTITIES, SEE SHEET 145



18" ϕ CULVERT - PLAN
SCALE: 1" = 20'

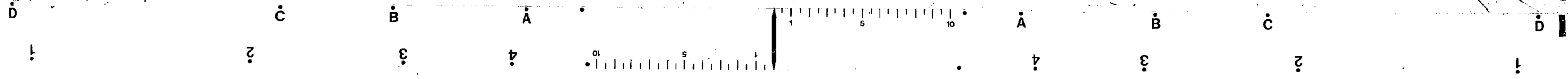
NOTE: FOR QUANTITIES, SEE SHEET 145

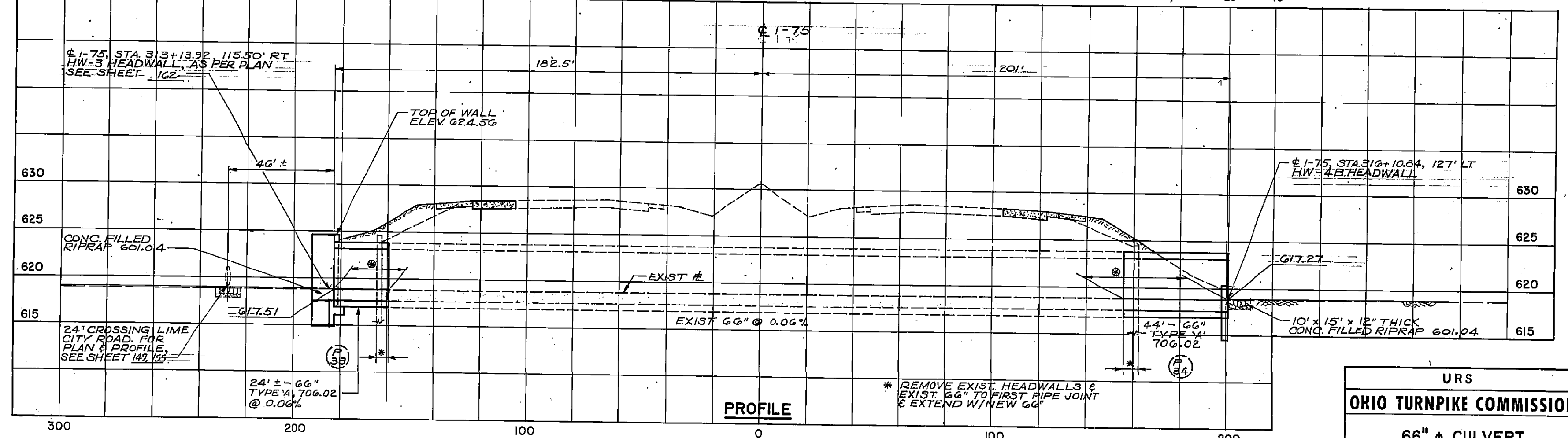
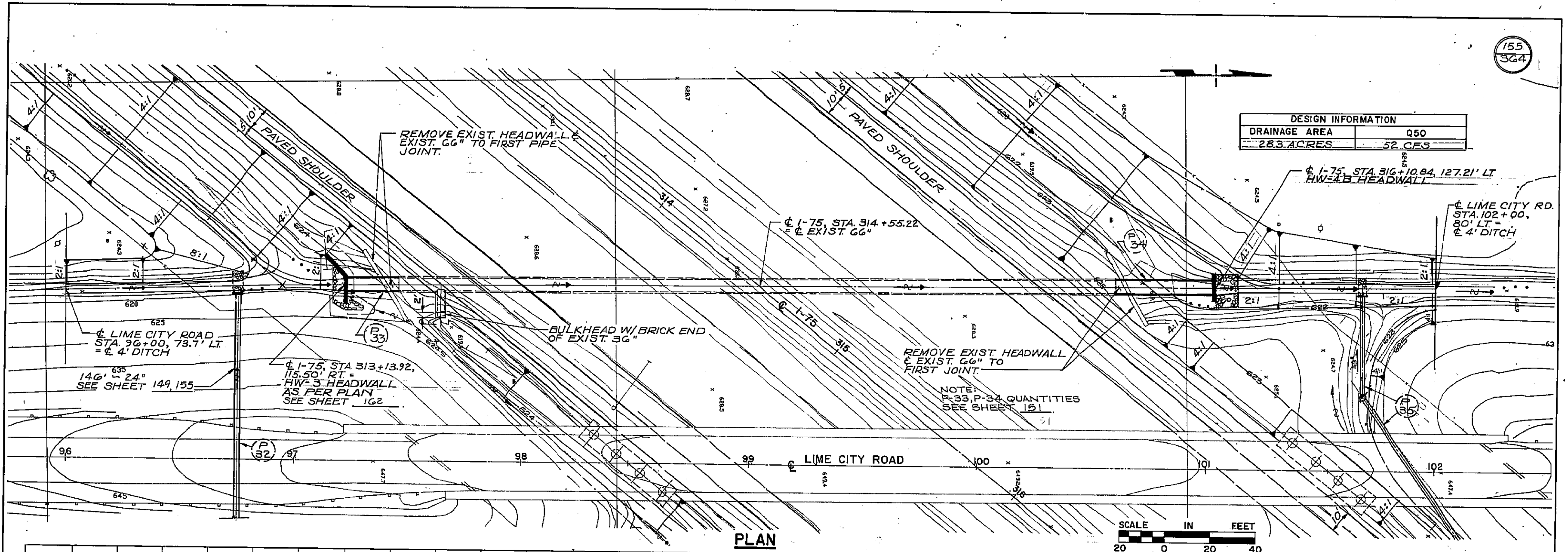


30" ϕ CULVERT - PROFILE
SCALE: HOR. 1" = 20'
VERT. 1" = 5'

18" ϕ CULVERT - PROFILE
SCALE: HOR. 1" = 20'
VERT. 1" = 5'

URS
OHIO TURNPIKE COMMISSION
18" ϕ CULVERT
BATES ROAD
STA. 104+00
30" ϕ CULVERT
BATES ROAD
STA. 96+68
DATE: 2/90 SCALE: AS NOTED
CIP: 55-90-03 SHEET 154 OF

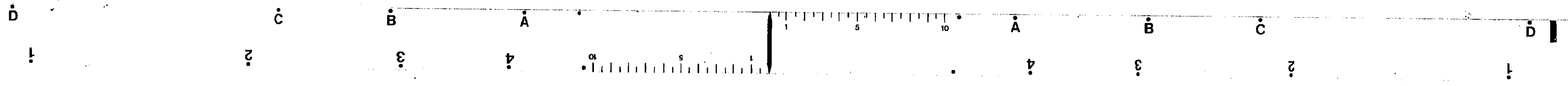


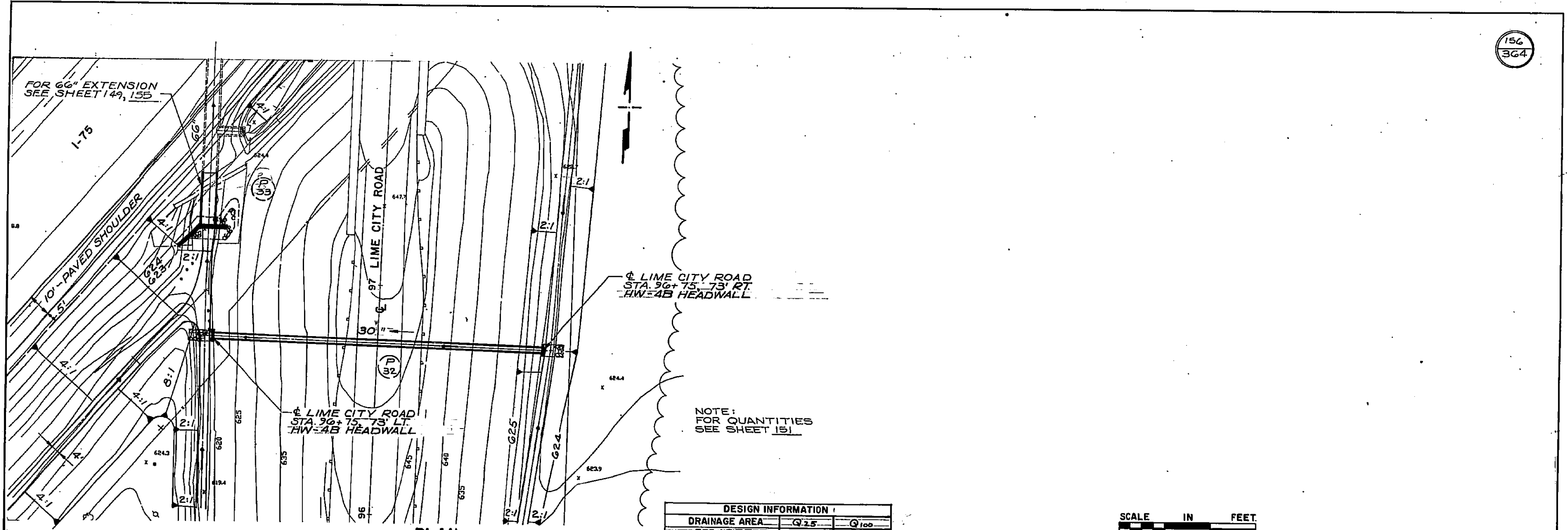


URS
OHIO TURNPIKE COMMISSION

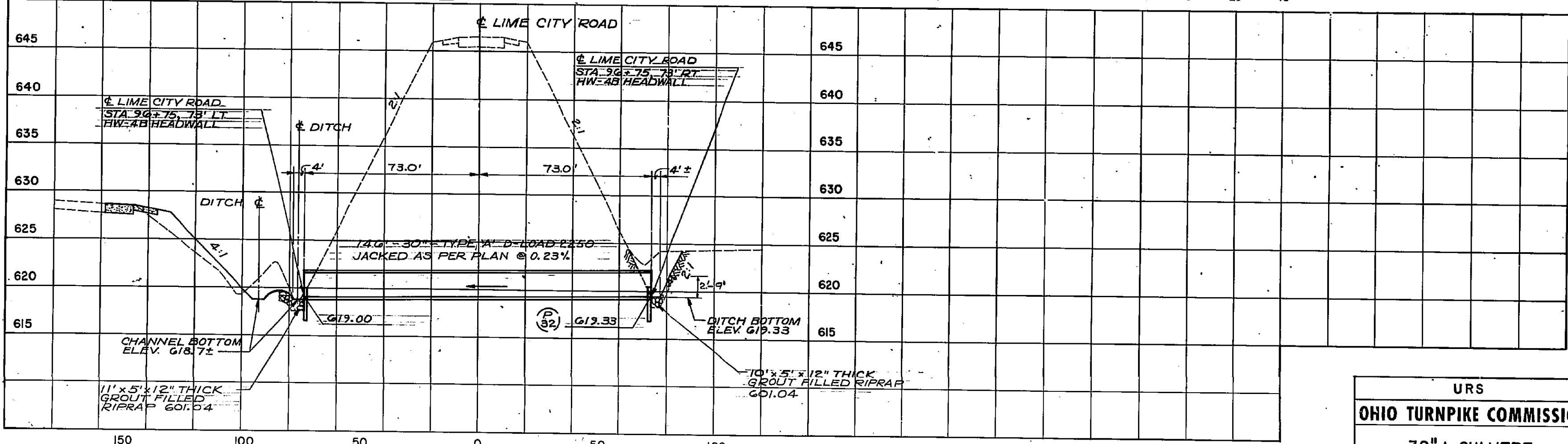
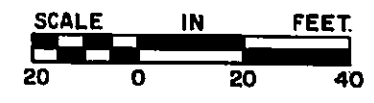
66" φ CULVERT
STA. 314+55.22
I-75

DATE: 2/90 SCALE: AS NOTED
CIP-55-90-03 SHEET 155 OF

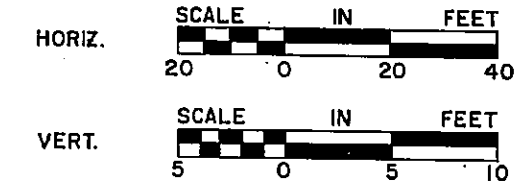




DESIGN INFORMATION		
DRAINAGE AREA	Q ₂₅	Q ₁₀₀
53 ACRES	30 CFS	37 CFS



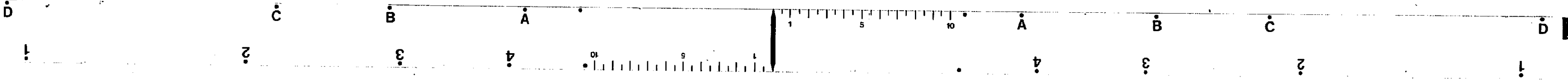
PROFILE
30" φ CULVERT



URS
OHIO TURNPIKE COMMISSION

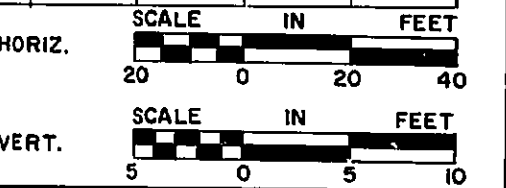
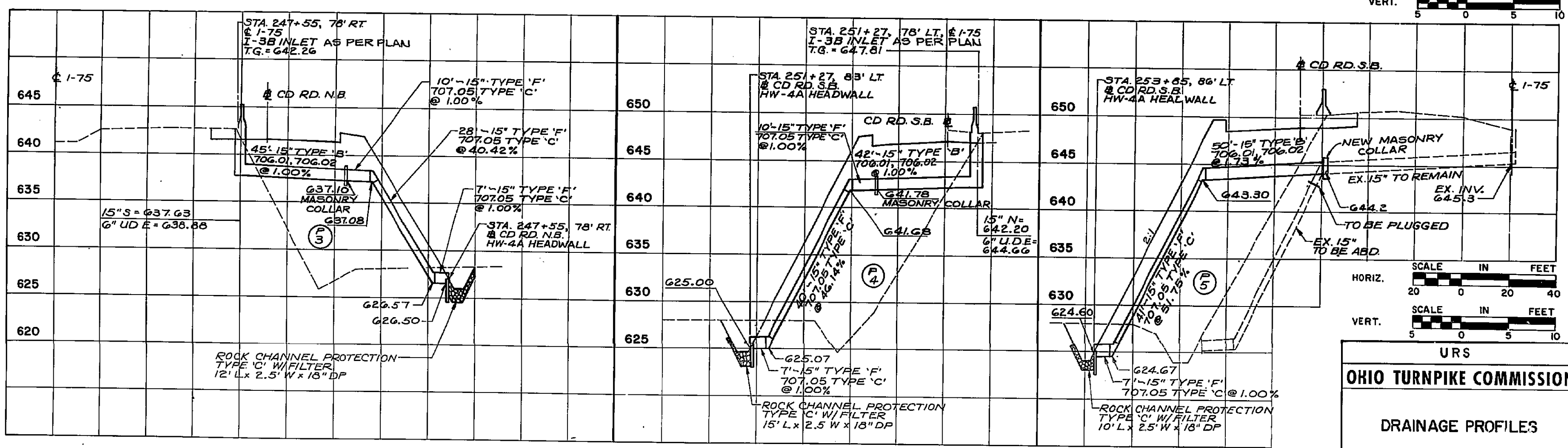
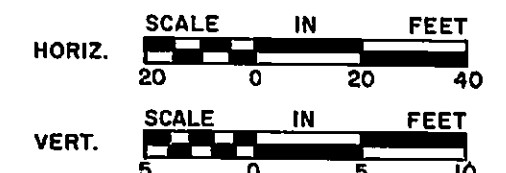
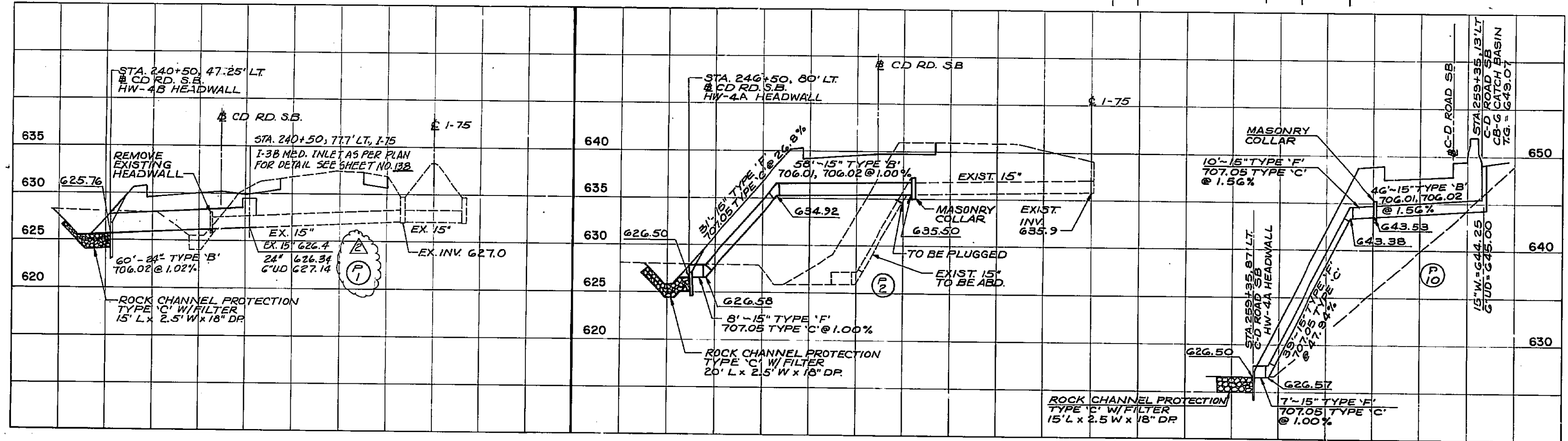
30" φ CULVERT
LIME CITY ROAD
STA. 96+75.00

DATE: 2/90 SCALE: AS NOTED
CIP: 55-90-03 SHEET 156 OF

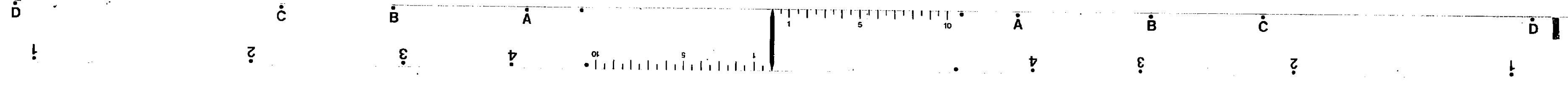


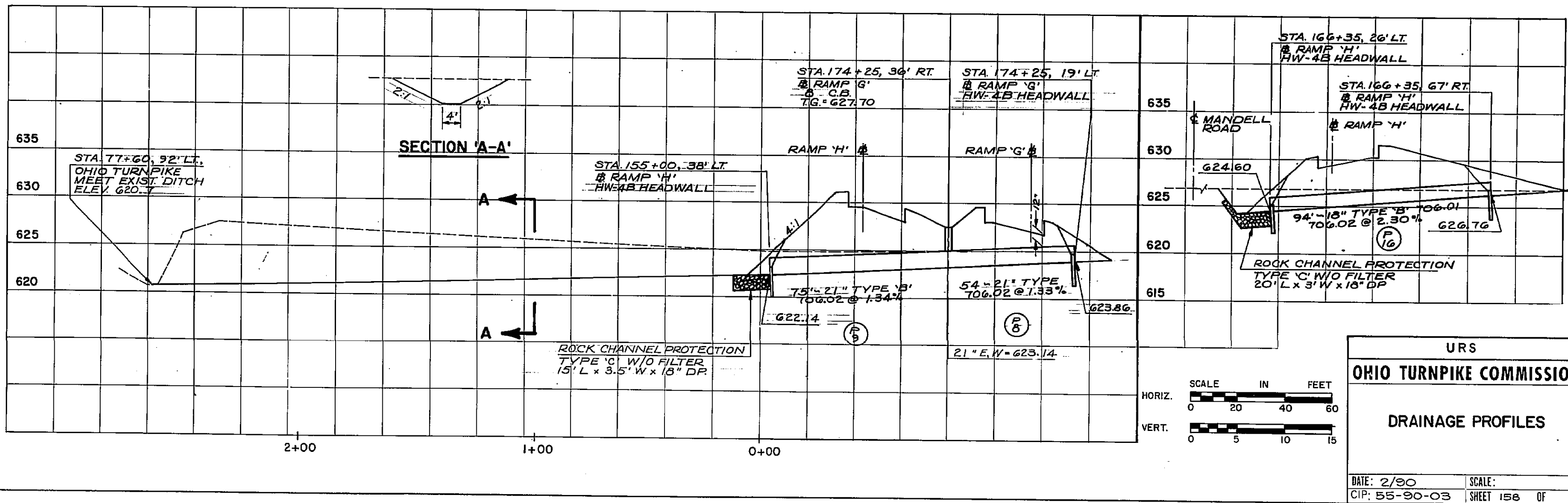
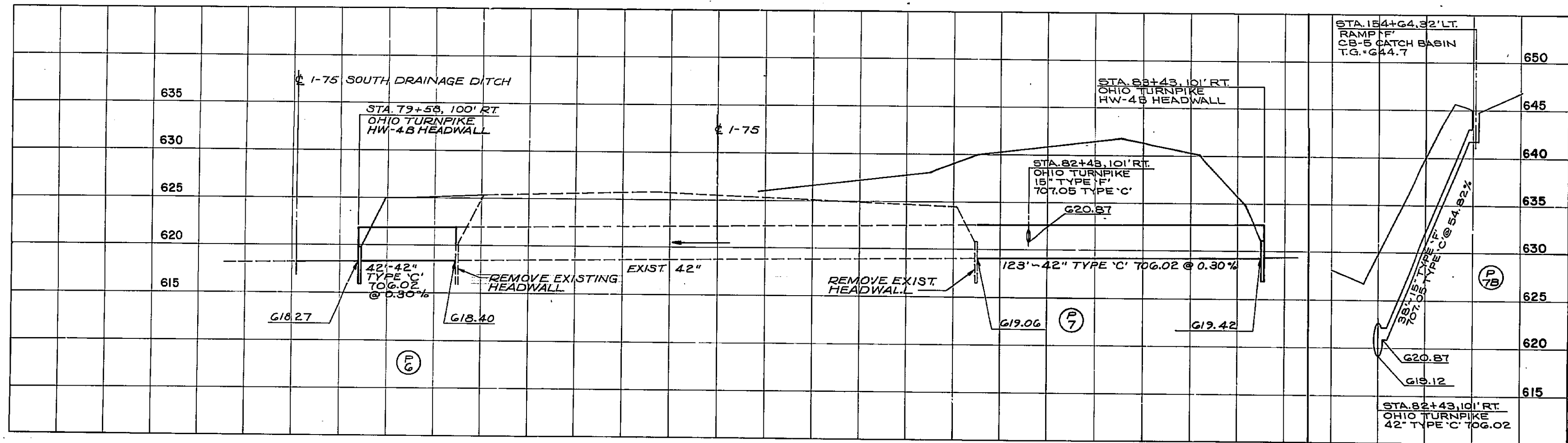
NO.	REVISION	BY	DATE
1	REVISED PROFILE P-1	E.J.K.	5-23-90

157
364



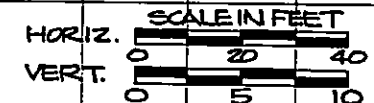
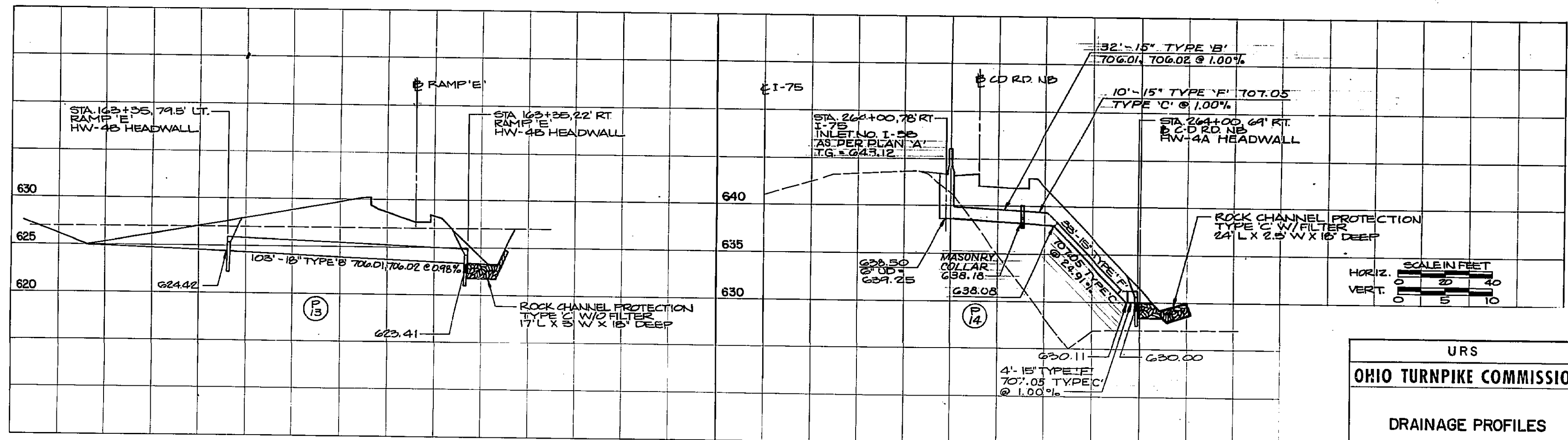
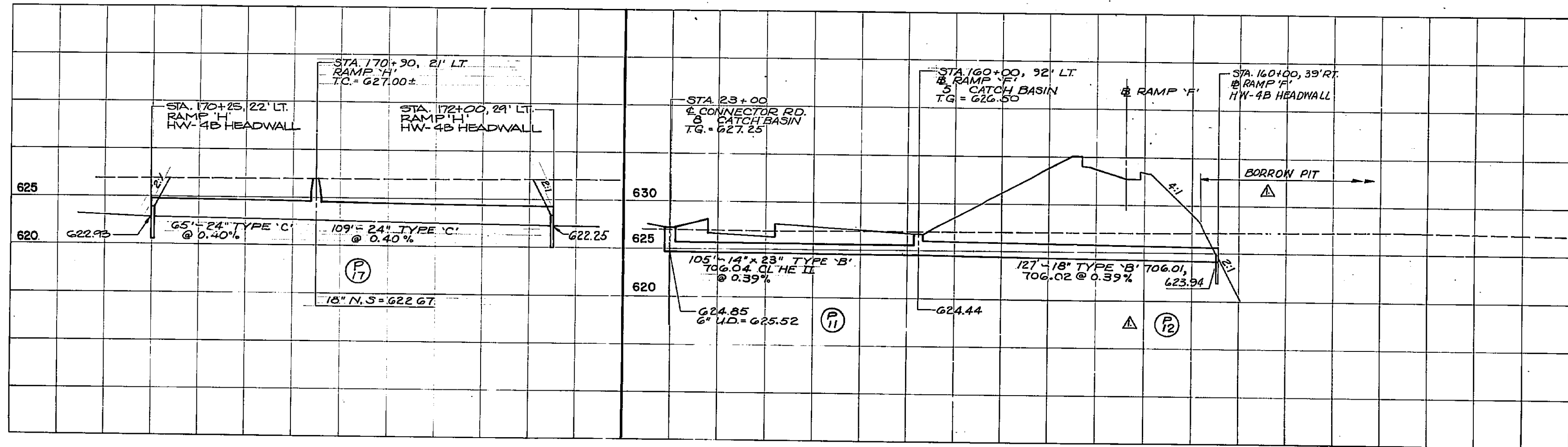
URS
OHIO TURNPIKE COMMISSION
DRAINAGE PROFILES
DATE: 2/90
CIP: 55-90-03
SCALE:
SHEET 157 OF





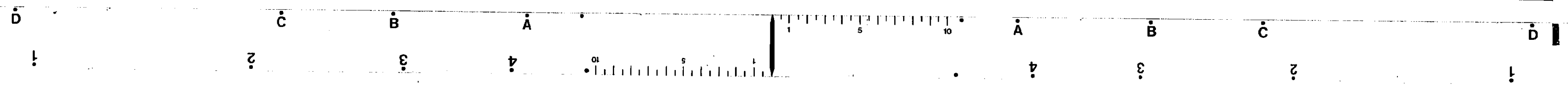
URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE PROFILES	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 158 OF

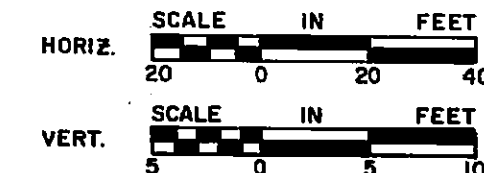
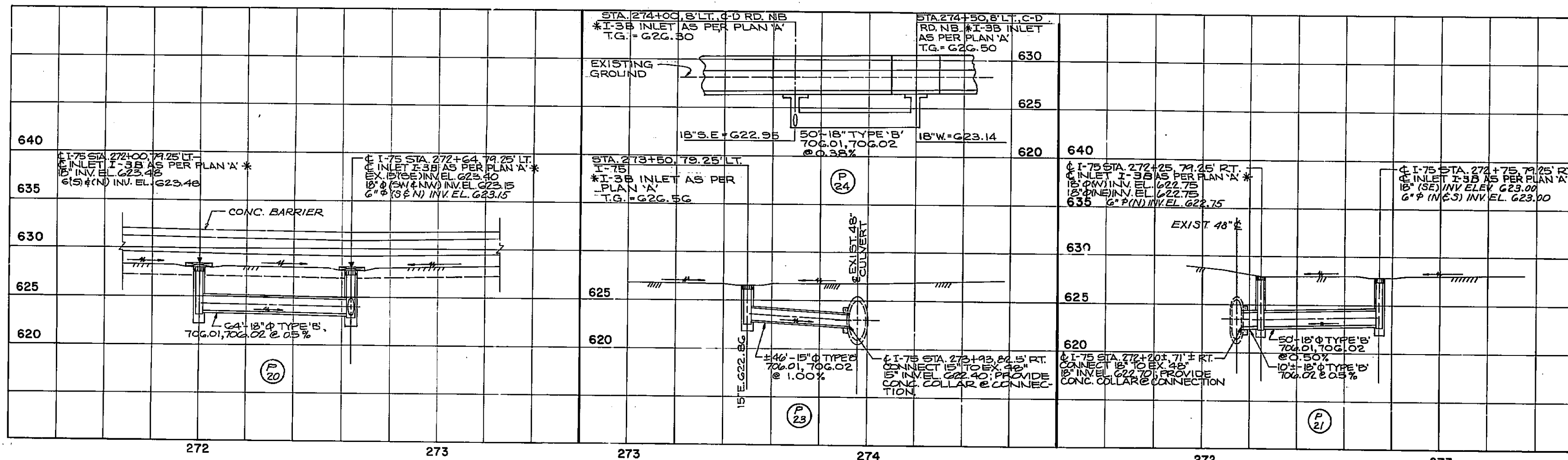




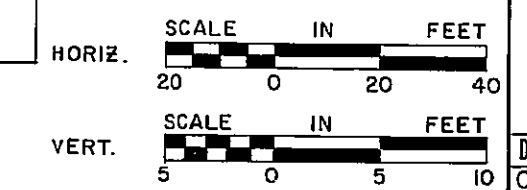
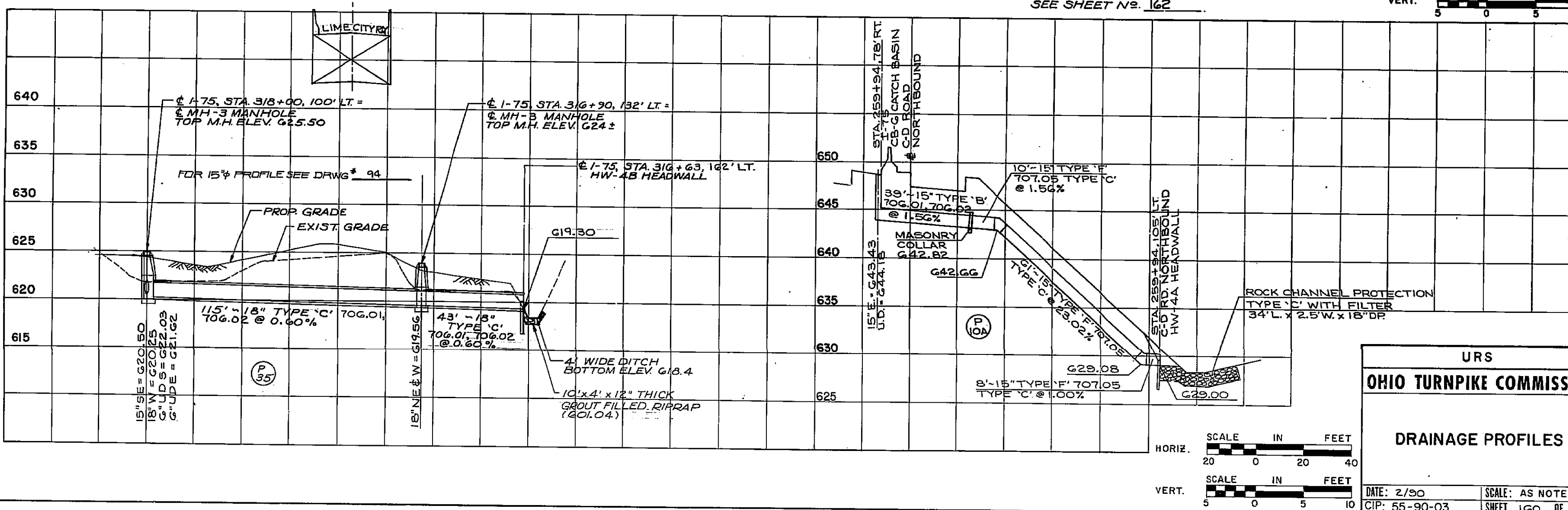
CHANGED STORM SEWER PROFILE P-12, AND INDICATED BORROW PIT		E.J.K. 5-1-90	
NO.	REVISION	BY	DATE

URS
OHIO TURNPIKE COMMISSION
DRAINAGE PROFILES
DATE: 2/90 SCALE:
CIP: 55-90-03 SHEET 159 OF





* NOTE: FOR INLET I-3B AS PER PLAN 'A' SEE SHEET No. 162

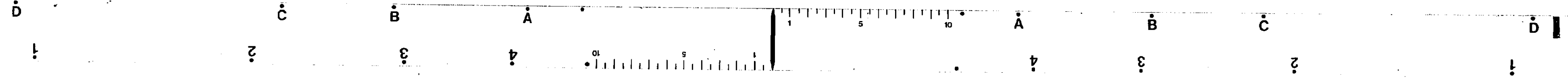


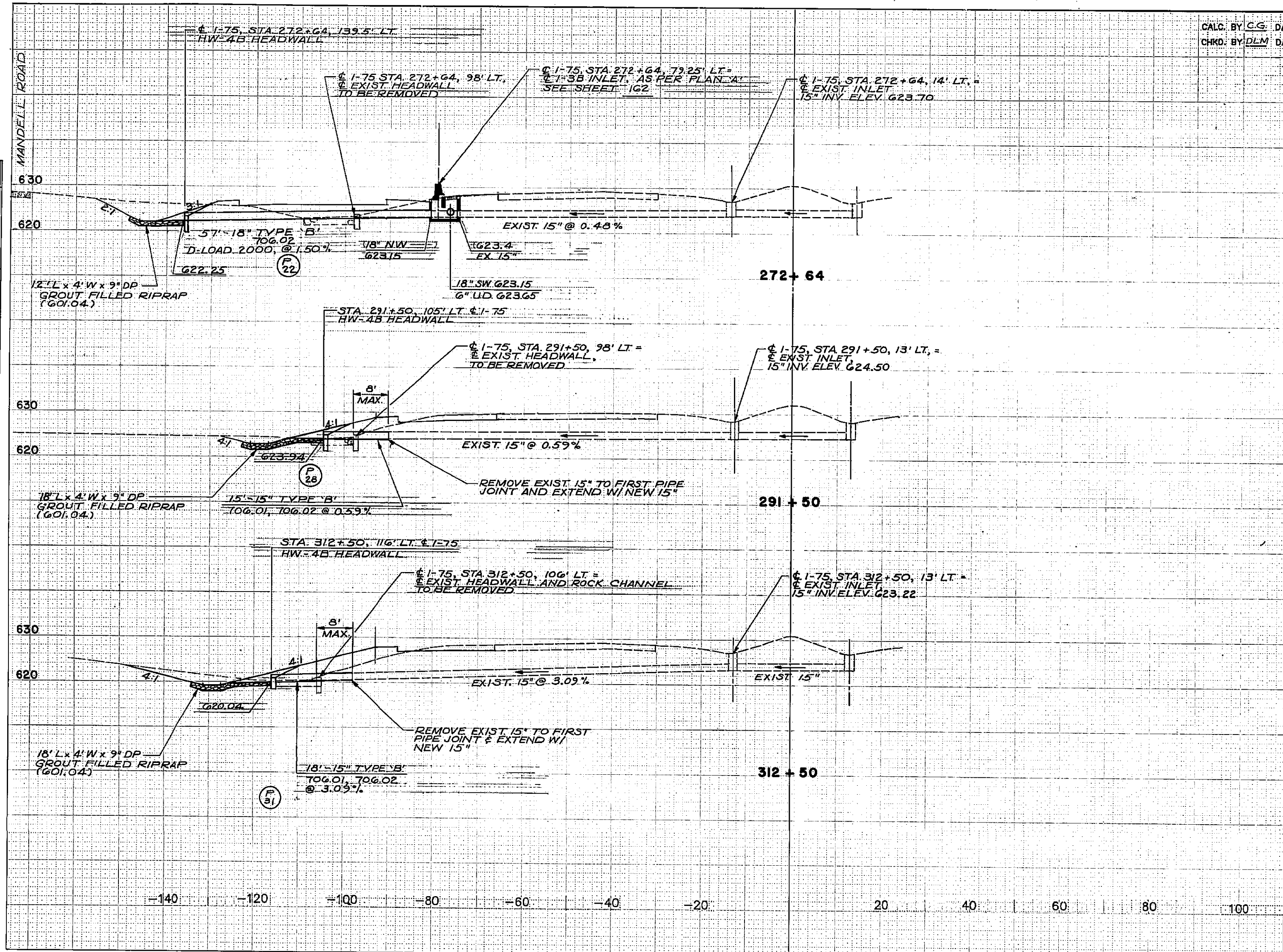
URS
OHIO TURNPIKE COMMISSION

DRAINAGE PROFILES

DATE: 2/90
CIP: 55-90-03

SCALE: AS NOTED
SHEET 160 OF





CALC. BY: CG DATE: 12/89
 CHKO. BY: DLM DATE: 1/90

OHIO TURNPIKE COMMISSION
 FTP: 55-90-02

END CUT	AREA FILL	VOLUME CUT	VOLUME FILL

DATE	
BY	
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

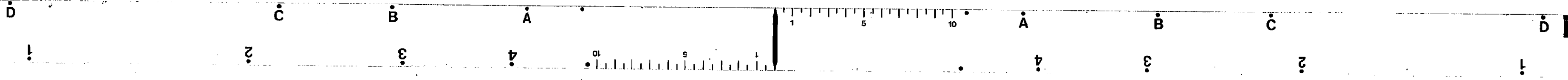
DATE	
BY	
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

URS
OHIO TURNPIKE COMMISSION

DRAINAGE PROFILES

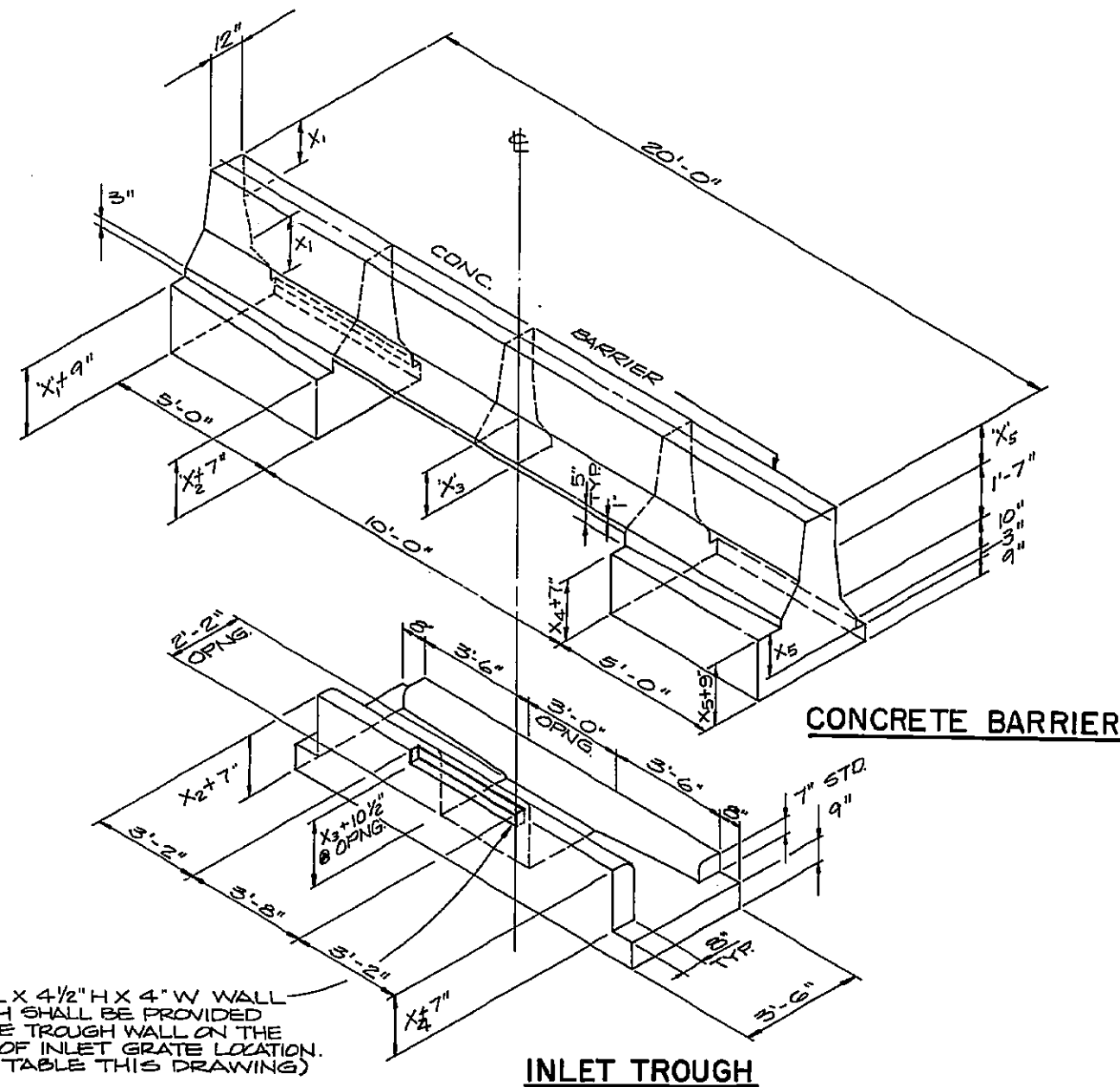
DATE: 2/90 SCALE: AS NOTED
 CIP: 55-90-03 SHEET 161 OF

K&E PLATE 3, CROSS SECTION
 ZEPPEL & ESSER CO.

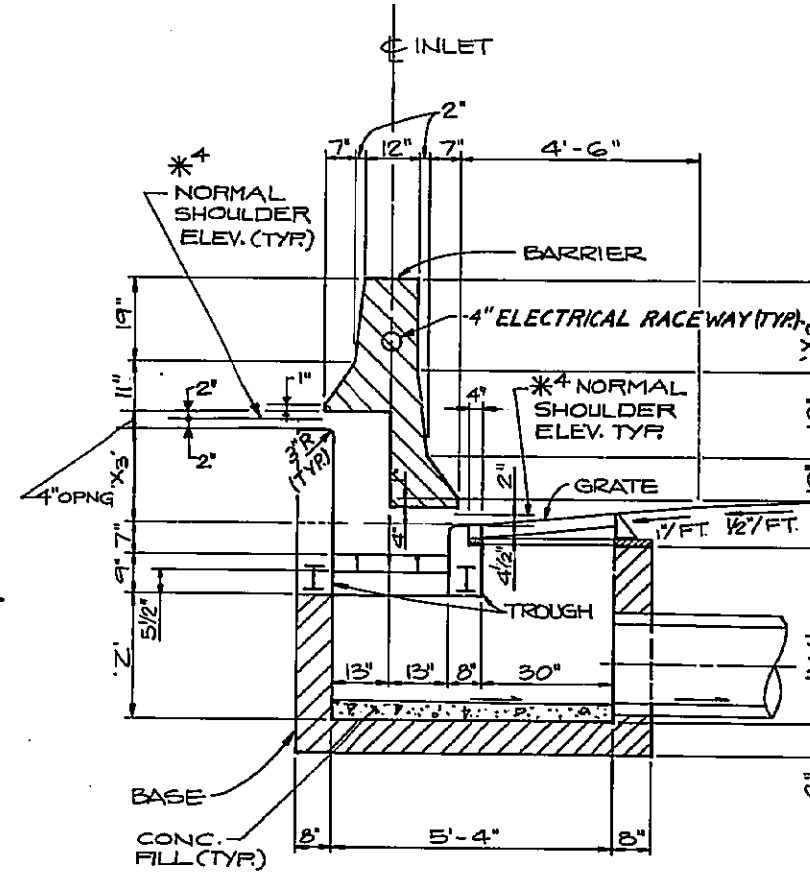
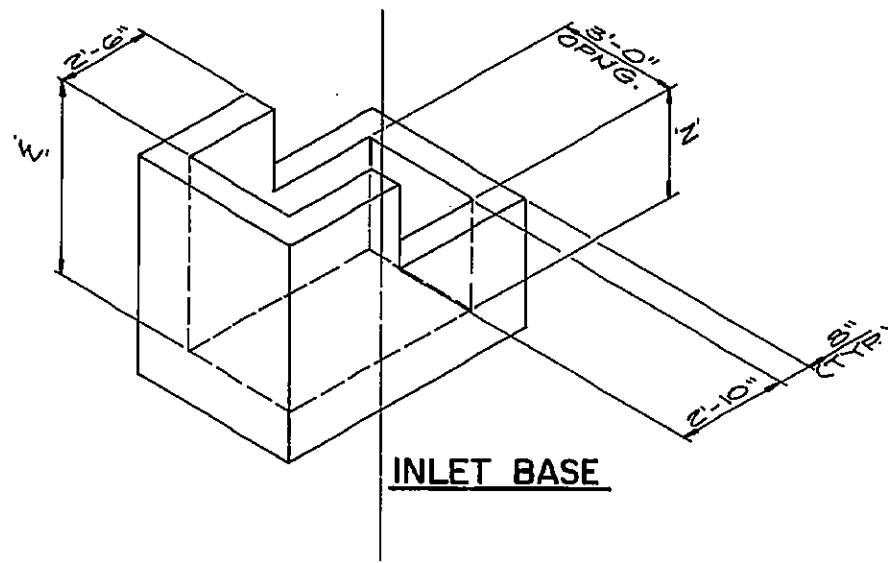


NOTES

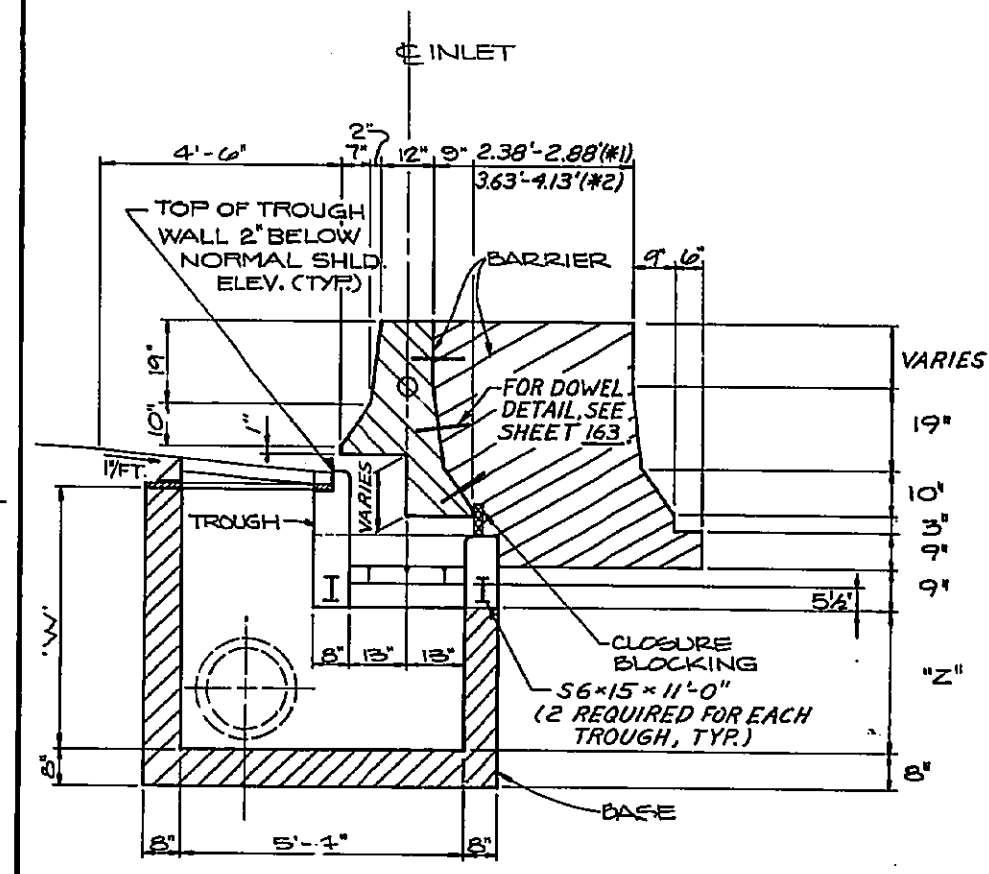
① FOR ADDITIONAL NOTES AND REINFORCING DETAILS, SEE SHEET 163.



3'-8" L X 4-1/2" H X 4" W WALL NOTCH SHALL BE PROVIDED AT THE TROUGH WALL ON THE SIDE OF INLET GRATE LOCATION. (SEE TABLE THIS DRAWING)



TYPICAL SECTION AT \ominus OF INLET WINDOW & GRATE (*3 SHOWN)



SECTION AT CONCRETE BARRIER & BRIDGE PIER TRANSITION (*1 & *2 SHOWN)

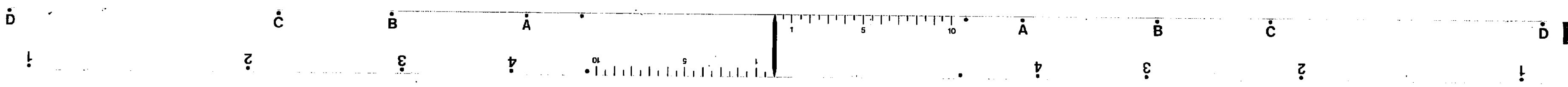
SCALE: 1/2" = 1'-0"

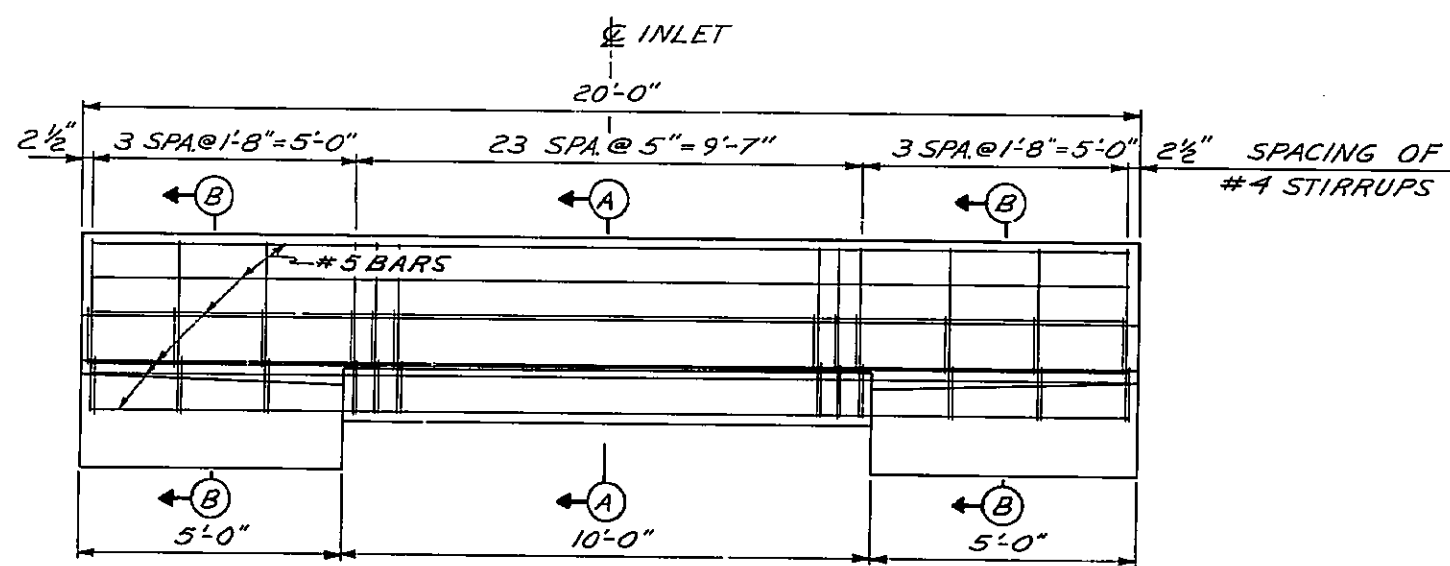
INLET STATION	LT. OF \ominus	RT. OF \ominus	GRATE LOCATION ON SIDE OF ELEV. OF 1-75 GDRD	DIMENSION					*4 NORMAL SHOULDER REL.		PIPE-IN		PIPE-OUT		BOTTOM OF INLET ELEV.	NOTE:		
				X ₁	X ₂	X ₃	X ₄	X ₅	Z	W	CT OF BARRIER	RT. OF BARRIER	SIZE	INV. ELEV.			SIZE	INV. ELEV.
272+00	✓	✓		8 3/8	9 1/4	9 3/8	9 3/8	9 3/8	12 7/8	4.50	627.42	628.20	6"	623.48	18"	623.48	623.16	
272+25 *1	✓	✓		11 1/4	11 1/4	11 1/4	12	12	13.10	3.10	628.09	627.11	18"	622.75	18"	622.75	622.45	
272+64	✓		LOW PT.	12 1/2	12 1/2	12 1/2	12 3/4	13 1/2	2.67	4.68	626.96	628.01	18"	623.15	18"	623.15	622.79	
272+75 *2	✓		LOW PT.	13 3/8	13 3/8	14 3/8	14 3/8	14 3/8	2.67	4.81	627.99	626.81	6"	623.00	18"	623.00	622.64	
273+50	✓		LOW PT.	16 3/8	16 3/8	17	17 1/8	17 1/8	2.67	3.63	626.75	628.15	—	—	15"	622.86	622.56	
274+00 *3	✓		LOW PT.	19 3/8	19 3/8	20 3/8	20 3/8	20 3/8	2.33	3.29	628.19	626.47	15"	622.89	18"	622.64	622.64	
279+00	✓	✓		2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	4.4	5.59	629.16	629.38	EX. 15"	624 ±	18"	623.70	623.25	
265+00	✓	✓		7/4	7/4	7/6	7/6	1	3.04	4.82	641.44	641.37	—	—	15"	636.00	636.00	
274+50	✓	✓		18 3/8	18 3/8	18 3/8	18 3/8	17 1/8	2.03	2.99	628.28	626.67	—	—	15"	623.14	623.14	
264+00	✓	✓		2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2.85	4.24	643.29	643.07	—	—	15"	638.50	638.50	

NOTE:
ALL DIMENSIONS SHOWN ON THE DRAWING ARE TO CONFORM WITH DIMENSIONS ON THE STANDARD DRAWINGS "BARRIER MEDIAN INLETS" NO. I-35 AND CONC. BARRIER STD. DWG. NO. MC-9. ABOVE TABLE SHOWS MODIFICATION OF STANDARD INLETS.

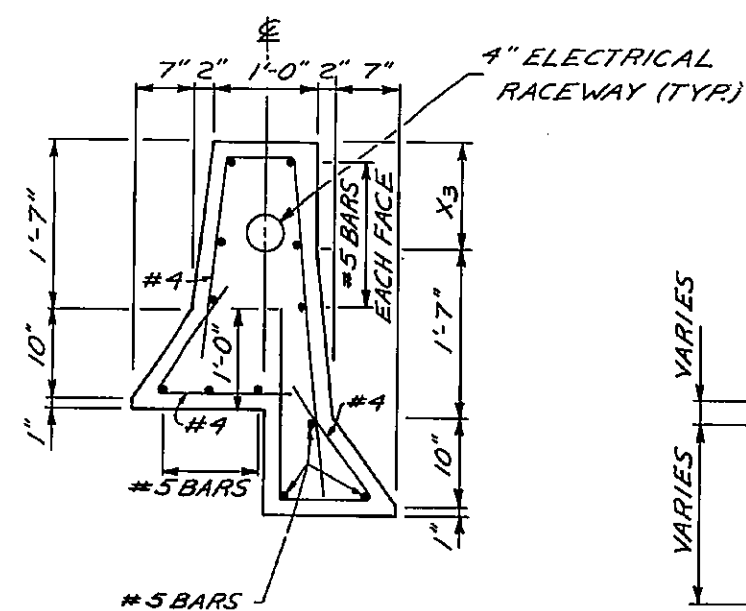
BARRIER MEDIAN INLET I-35
AS PER PLAN 'A'

URS
OHIO TURNPIKE COMMISSION
DRAINAGE DETAILS
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CIP: 55-90-03 SHEET 162 OF

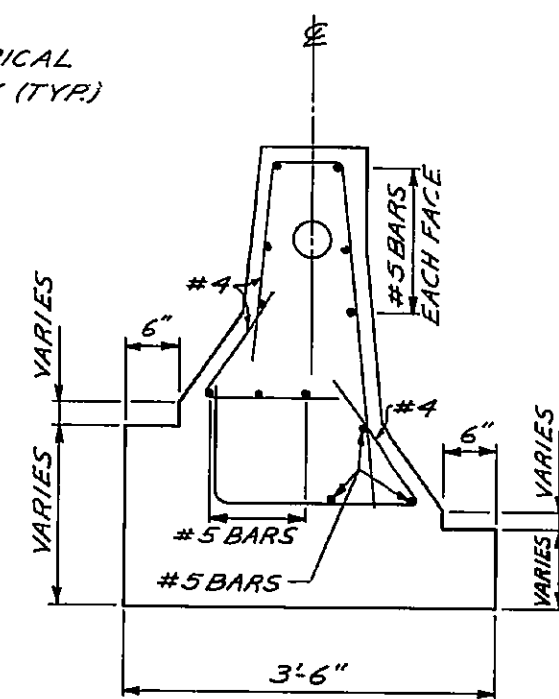




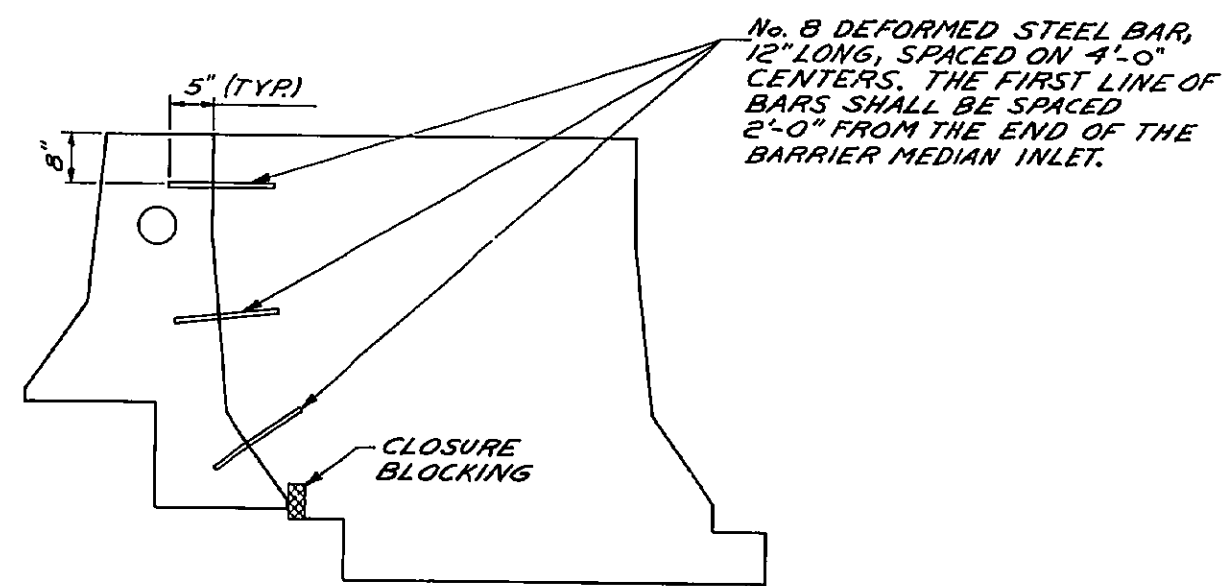
VIEW OF BARRIER MEDIAN INLET I-3B AS PER PLAN 'A'
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1" = 1'-0"



SECTION B-B
SCALE: 1" = 1'-0"



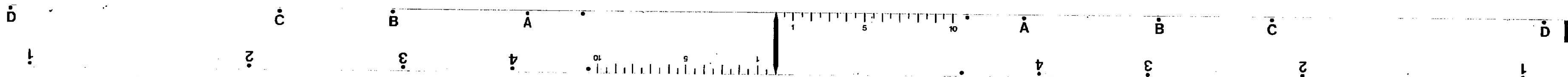
DOWELING DETAIL FOR PIER TRANSITION AT BARRIER MEDIAN INLET I-3B AS PER PLAN 'A' (*1 & *2)

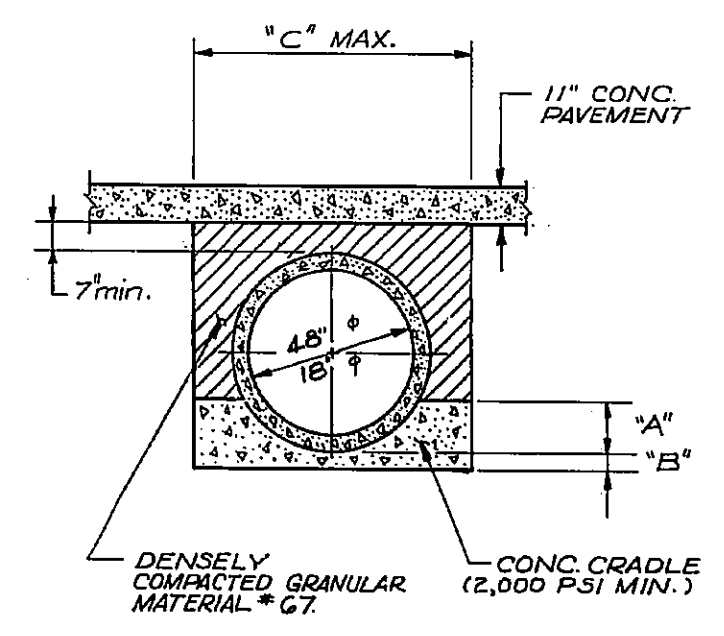
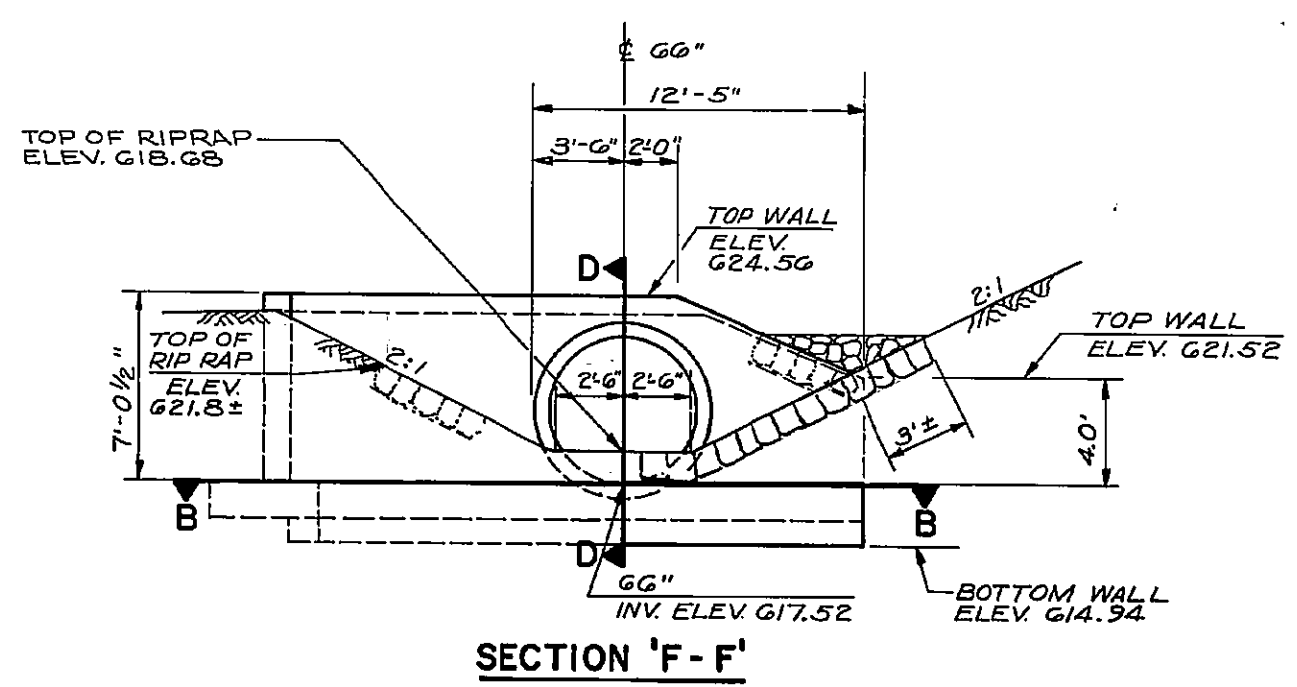
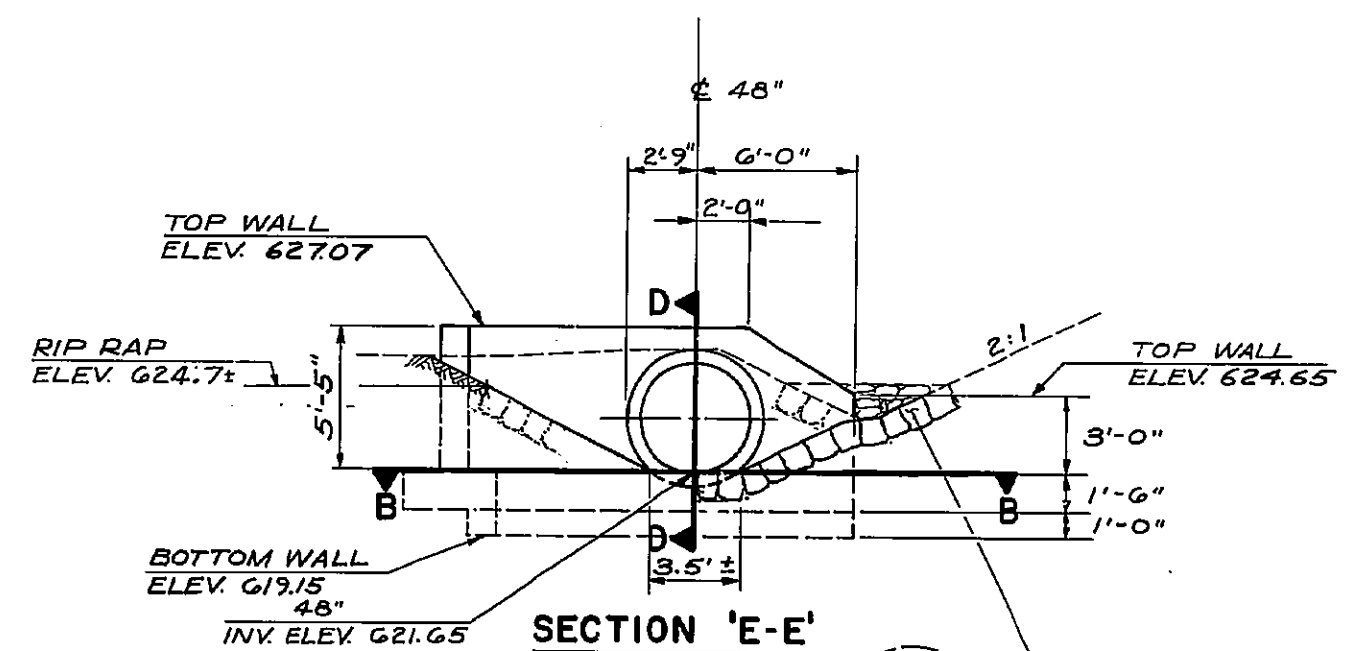
SEE NOTE ④

NOTES

- 1 FOR ADDITIONAL NOTES AND DETAILS, SEE ODOT STANDARD DRAWING I-3B, BARRIER MEDIAN INLET.
- 2 IN ADDITION TO THE WORK OF FURNISHING AND PLACEMENT OF REINFORCEMENT BARS FOR CEMENT CONCRETE CONSTRUCTION, THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PERFORMING THE FOLLOWING:
 - a. PRIOR TO FABRICATING ANY REINFORCEMENT, PREPARE AND SUBMIT SHOP DRAWINGS (BAR LISTS AND BENDING DIAGRAM) FOR THE FABRICATION, BENDING, AND PLACEMENT OF THE REINFORCEMENT BARS.
 - b. SHOW BAR SCHEDULES, STIRRUP SPACING, DIAGRAMS OF BENT BARS, ARRANGEMENTS, AND ASSEMBLIES, AS REQUIRED FOR THE FABRICATION AND PLACEMENT OF REINFORCEMENT BARS. NO MATERIAL SHALL BE FABRICATED UNTIL THE SHOP DRAWINGS HAVE BEEN APPROVED.
 - c. APPROVAL OF SHOP DRAWINGS (BAR LISTS AND BENDING DIAGRAM) SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR THE CORRECTNESS OF SUCH LISTS AND DIAGRAMS. ANY EXPENSE INCIDENT TO THE REVISION OF MATERIAL FURNISHED IN ACCORDANCE WITH SUCH LISTS AND DIAGRAMS TO MAKE IT COMPLY WITH THE DESIGN DRAWINGS SHALL BE BORNE BY THE CONTRACTOR.
- 3 THE CONTRACTOR SHALL INSURE THAT THE ELECTRICAL RACEWAY IS CLEAR OF INTERNAL OBSTRUCTIONS. COST OF THE 4" POLYVINYL CHLORIDE RACEWAY AND NO. 10 AWG COPPER-CLAD OR ALUMINUM CLAD PULL WIRE IF NEEDED FOR FUTURE INSTALLATION OF CIRCUITS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 604 - BARRIER MEDIAN INLET I-3B, AS PER PLAN.
- 4 THE DOWELING OF THE NO. 8 DEFORMED BARS SHALL BE ACCORDING TO ITEM 510 - DOWEL HOLES. COST OF THE DOWEL HOLES, THE NO. 8 DEFORMED BARS AND THE CEMENT GROUT SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 622 - CONCRETE BARRIER.
- 5 FOR DIMENSIONS NOT SHOWN, SEE SHEET 162.

URS	
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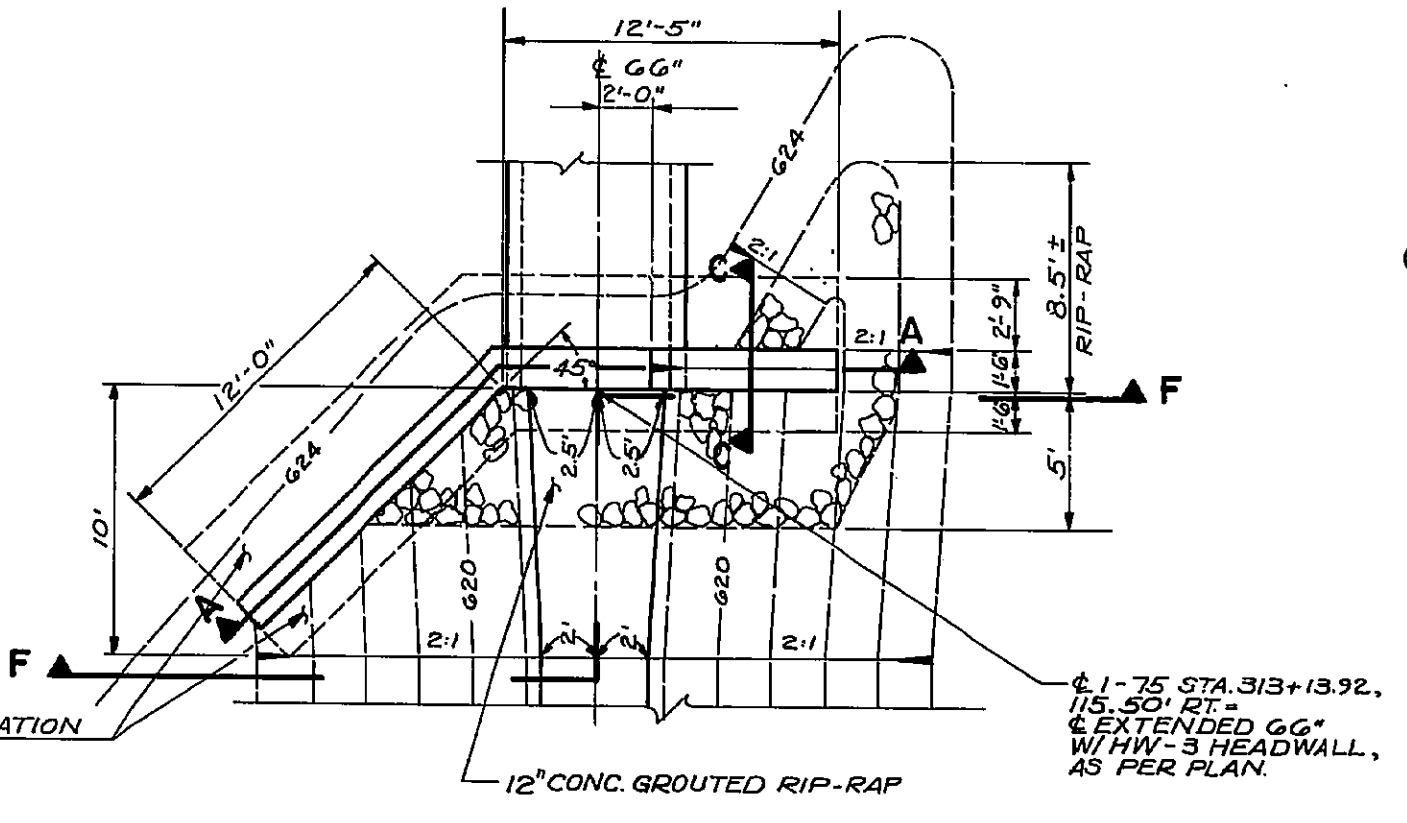
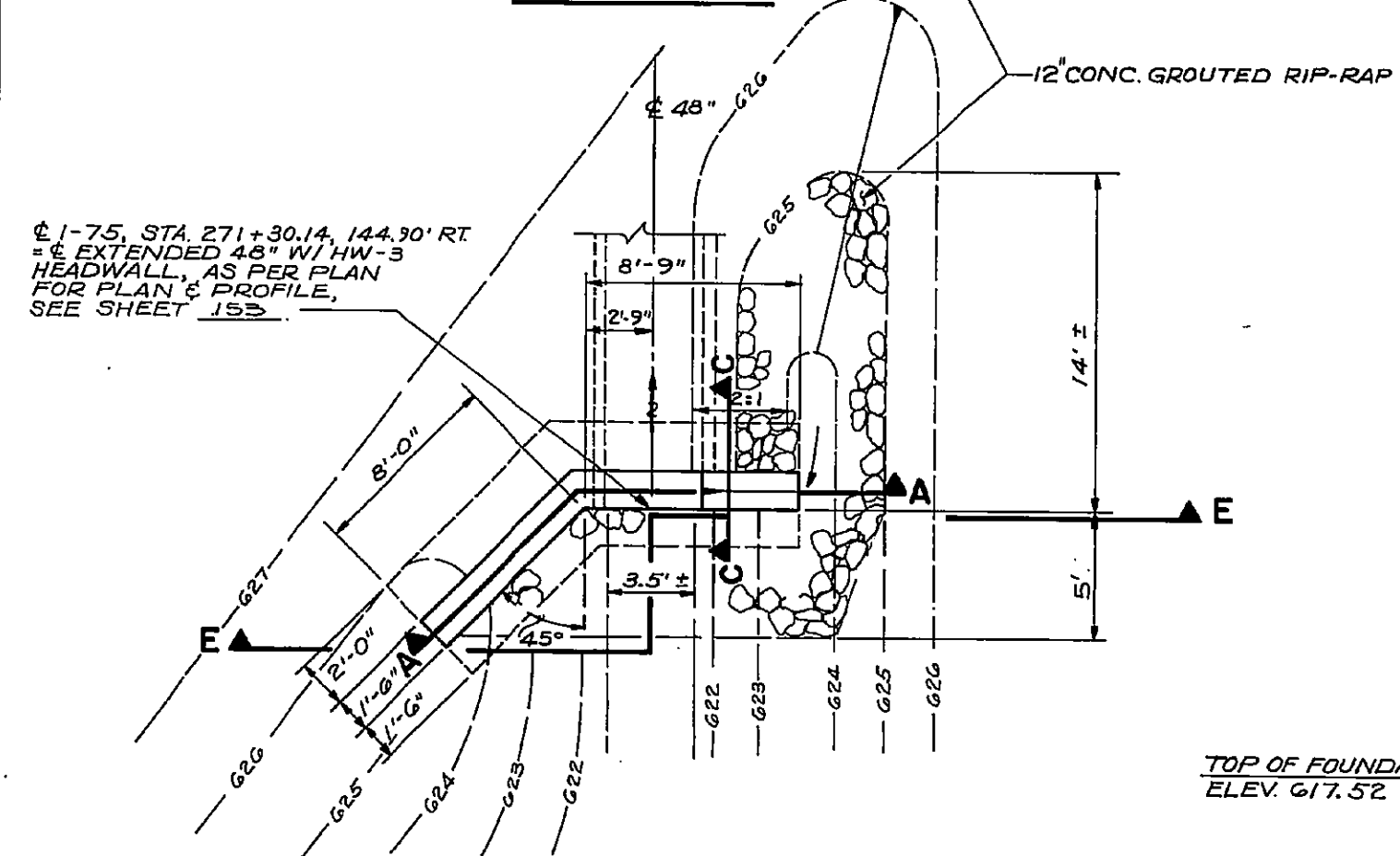


BEDDING CLASS 'A'

SIZE	'A'	'B'	'C'
18"φ	6"	4"	3'-6"
48"φ	1'-3"	6"	5'-10"

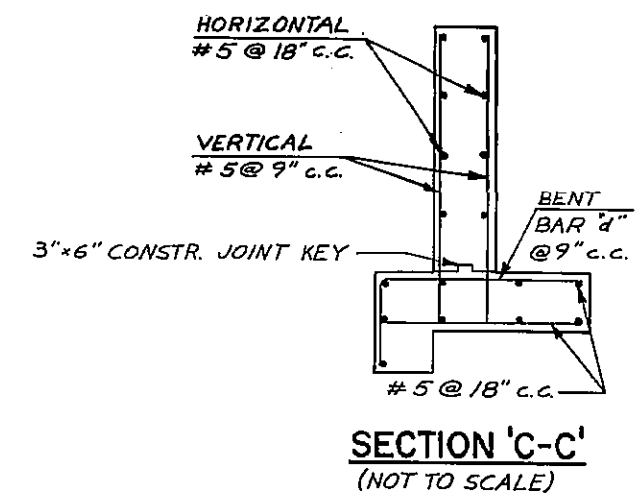
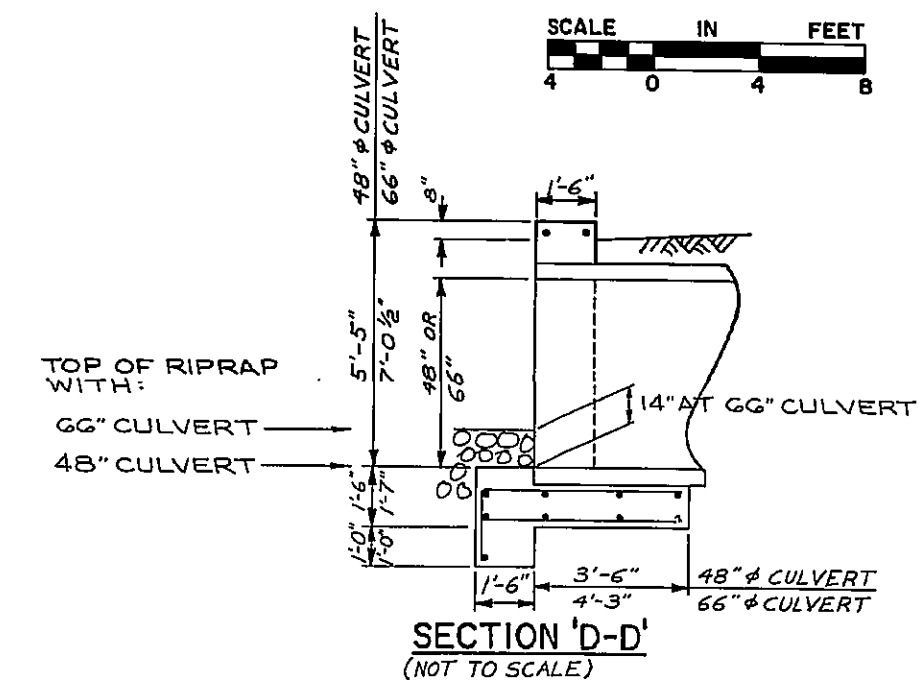
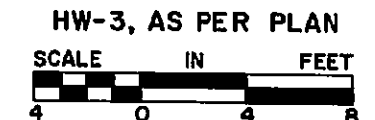
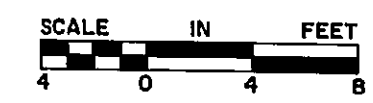
NOTES

① FOR HALF-SECTIONS 'A-A' AND 'B-B' AND ADDITIONAL NOTES AND DETAILS REFER TO STANDARD DRAWING HW-3.

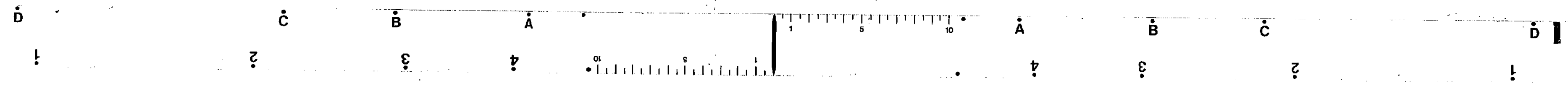


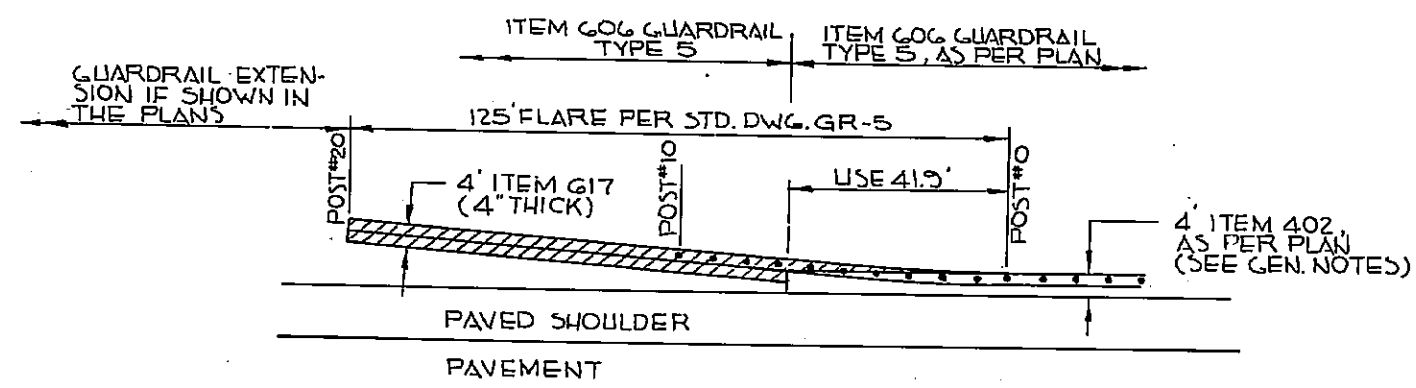
48" φ CULVERT INLET HEADWALL
HW-3, AS PER PLAN

66" φ CULVERT INLET HEADWALL
HW-3, AS PER PLAN

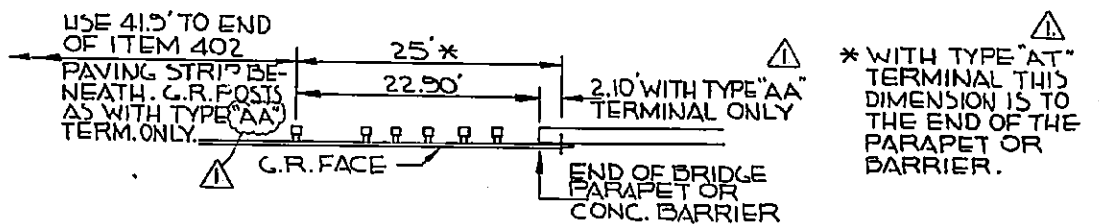


URS	
OHIO TURNPIKE COMMISSION	
DRAINAGE DETAILS	
DATE: 2/90	SCALE: AS NOTED
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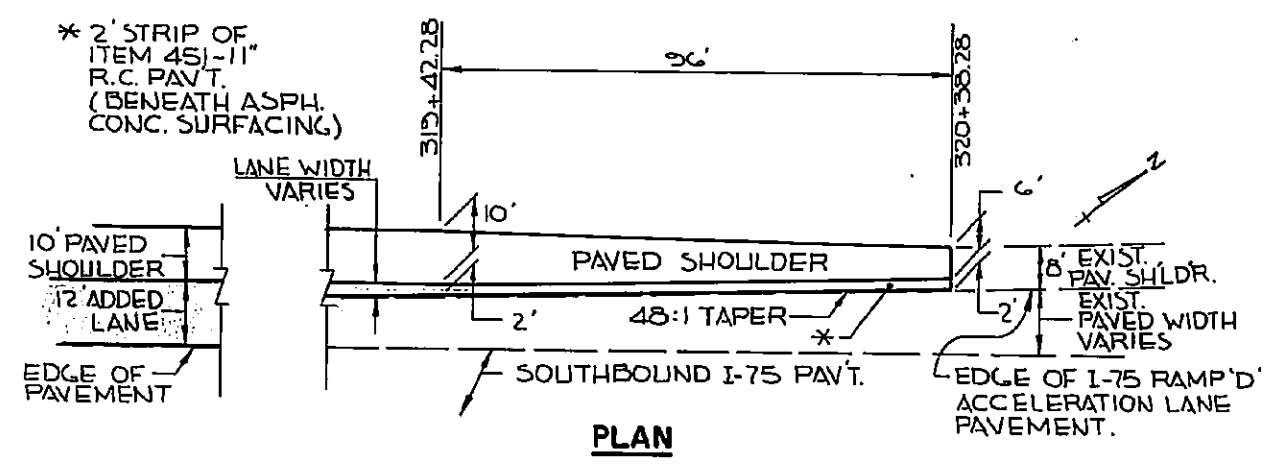


PLAN

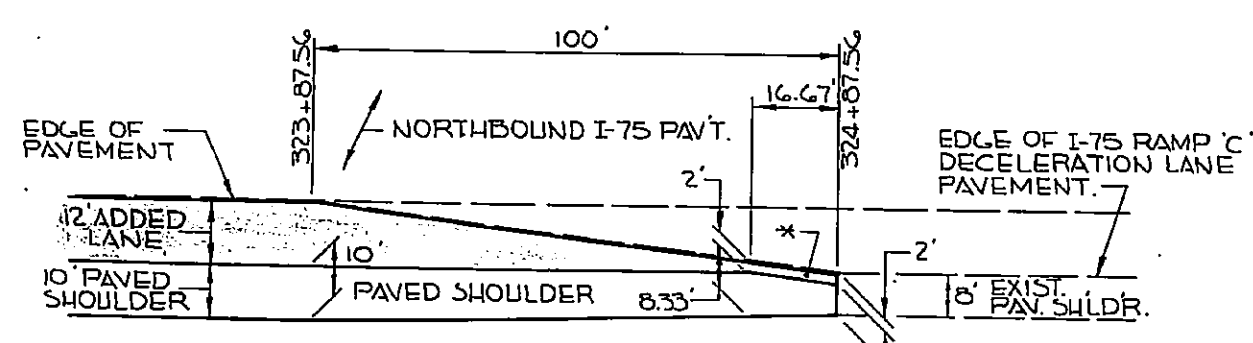


PLAN AT ATTACHMENTS

DETAIL (AND DERIVATION OF LIMITS) OF GUARDRAIL AND GROUND SURFACING AT 125' FLARES

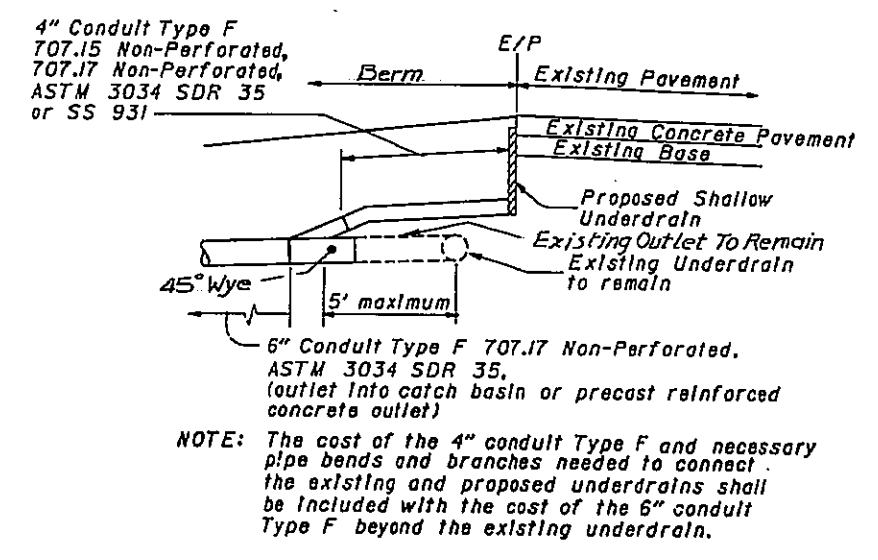


PLAN



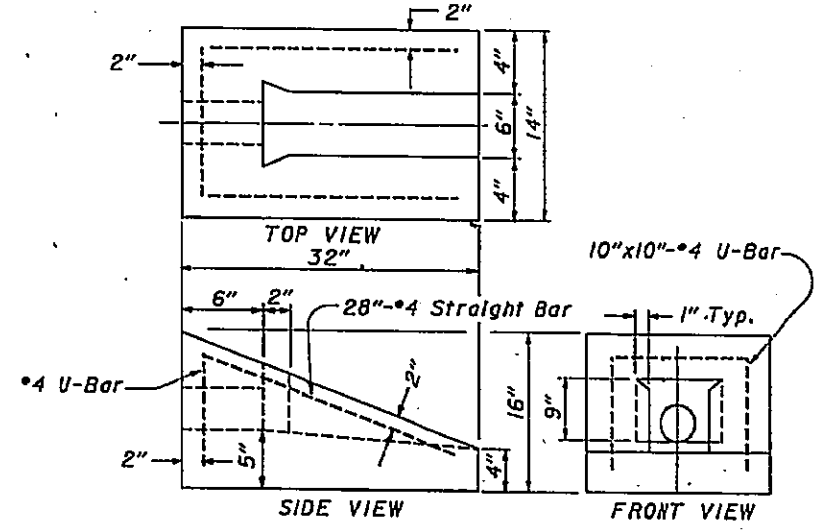
PLAN

DETAIL OF ITEM 451 11" REINFORCED CONCRETE PAVEMENT (BENEATH ASPHALT CONCRETE SURFACING) AT NORTHERLY TERMINALS OF I-75 ADDED LANES

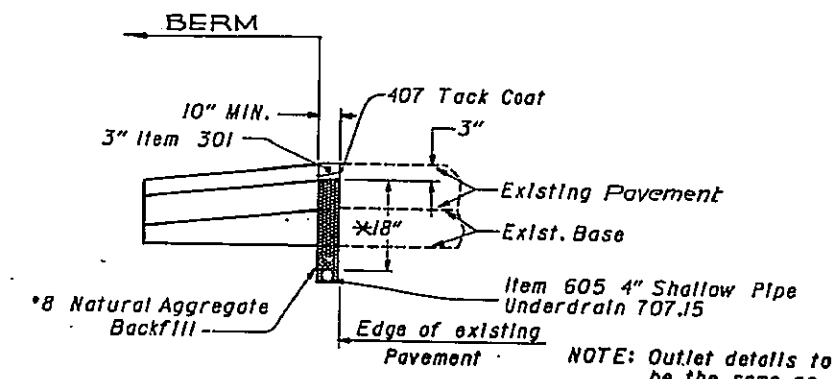


NOTE: The cost of the 4" conduit Type F and necessary pipe bends and branches needed to connect the existing and proposed underdrains shall be included with the cost of the 6" conduit Type F beyond the existing underdrain.

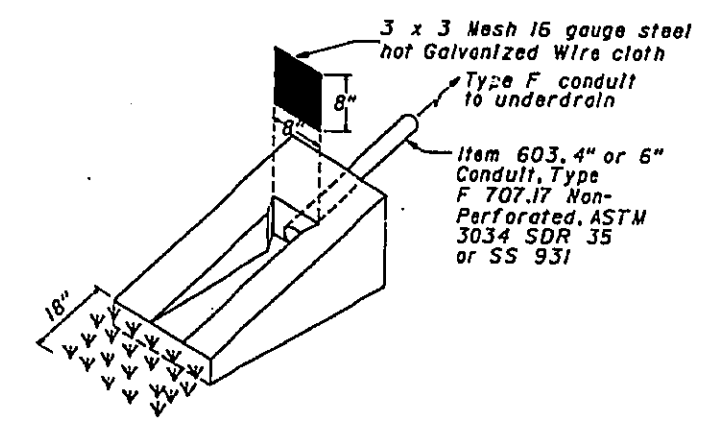
The Concrete outlet shall meet the requirements of Item 604 in the Construction & Materials Specifications. Payment shall be made on an Each basis. Payment shall include the cost of the Sod & Wire Cloth.



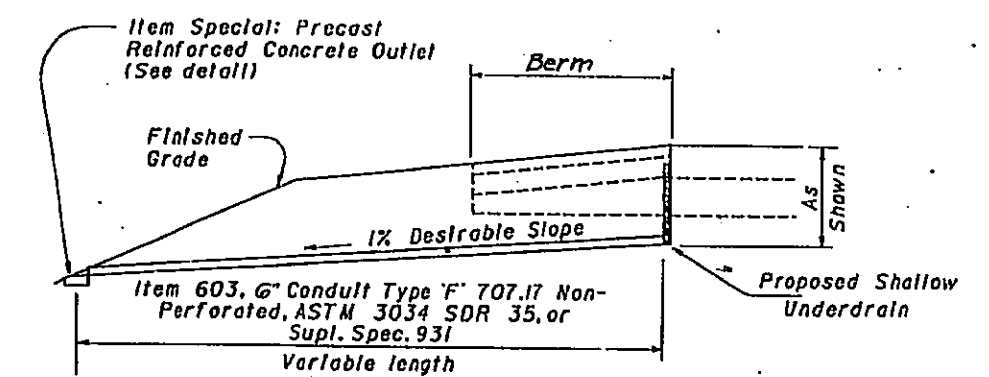
ITEM SPECIAL PRECAST REINFORCED CONCRETE OUTLET



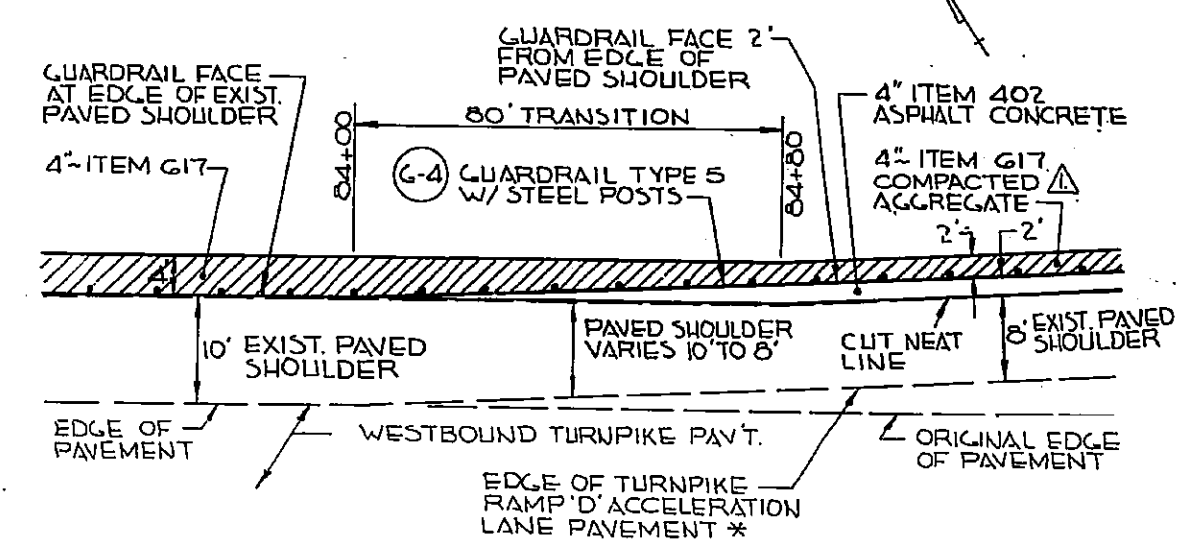
NOTE: Outlet details to be the same as shown above, *OR AS SHOWN ON THE PLANS



NOTE: The Sod shall be in accordance with Item 660 and staked at each corner approximately 3 inches in from the edge.



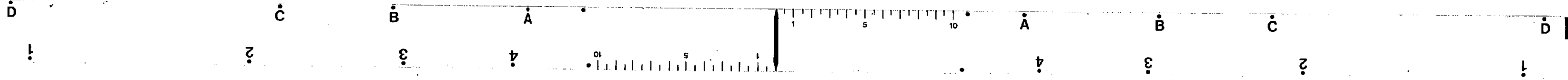
NOTE: For underdrain outlets into catch basins the above Type F Conduit shall be used entirely between the underdrain & catch basin.



DETAIL OF GUARDRAIL (G-4) POSITIONING AND SHOULDER EDGING TRANSITIONS AT WESTBOUND TURNIPIKE

* PLACED IN CONTRACT FTP: 55-80-02 (PHASE I)

CLARIFY ITEM G17 MATERIAL & G.R. TERMINAL TYPES				R.L.B.	3-19-90
NO.	REVISION	BY	DATE		
URS					
OHIO TURNPIKE COMMISSION					
DRAINAGE AND ROADWAY DETAILS					
DATE: 2/90			SCALE:		
CIP: 55-90-03			SHEET 165 OF		



WATERWORK NOTES

166
364

WATERLINE RELOCATION

ATTENTION IS CALLED TO THE FACT THAT THE WORK ON THIS CONTRACT INCLUDES CERTAIN PERFORMANCES AS INCIDENTAL TO THE ITEMIZED REQUIREMENTS HEREOF AND, THOUGH NOT EXCLUSIVE, ARE AS FOLLOWS: TO PERFORM ALL EXCAVATION, BACKFILLING, BRACING, PLUGGING EXISTING WATER MAIN, DISINFECTION OF COMPLETED WATERWORK, AND TO TEST THE INSTALLATION. FOR THE PERFORMANCES HEREIN DESCRIBED AND FOR OTHER INCIDENTAL PERFORMANCES OF LIKE NATURE, THE COMMISSION WILL MAKE NO SPECIFIC OR SEPARATE PAYMENT OF ALLOWANCE, BUT THE COST THEREOF SHALL BE INCLUDED IN THE PRICES STIPULATED TO BE PAID FOR THE VARIOUS ITEMS OF THE WORK TO BE DONE UNDER THIS CONTRACT.

PRELIMINARY FLUSHING: BEFORE BEING PLACED IN SERVICE, ALL DIRT AND FOREIGN MATTER SHALL BE REMOVED FROM THE NEW WATER MAIN OR EXTENSIONS TO EXISTING MAINS BY A THOROUGH FLUSHING THROUGH THE HYDRANTS OR BY OTHER APPROVED MEANS. EACH VALVED SECTION OR NEWLY LAID PIPE SHALL BE FLUSHED INDEPENDENTLY. THIS SHALL BE DONE AFTER THE PRESSURE TEST AND MAY BE DONE BEFORE OR AFTER THE TRENCH HAS BEEN BACKFILLED.

CHLORINATION: FOLLOWING PRELIMINARY FLUSHING, THE NEWLY LAID WATER PIPE SHALL BE CHLORINATED. THE CONTRACTOR SHALL FURNISH THE NECESSARY LABOR AND MATERIAL REQUIRED FOR SUCH CHLORINATION AND INSTALL THE NECESSARY TAPS AT THE ENDS OF THE WATER MAIN SECTIONS TO BE CHLORINATED. A CHARGE WILL BE ASSESSED TO THE CONTRACTOR BY THE WOOD COUNTY SANITARY ENGINEER'S DEPARTMENT FOR CONSTRUCTION INSPECTION OF THE WATERLINE WORK AT A RATE OF (\$25.00) TWENTY FIVE DOLLARS PER HOUR. A CHARGE FOR WATER SAMPLE TESTING BY THE TOLEDO WATER DEPARTMENT LABORATORY, AT A COST OF (\$18.00) EIGHTEEN DOLLARS PER SAMPLE WITH A MINIMUM OF TWO SAMPLES, WILL ALSO BE ASSESSED TO THE CONTRACTOR.

FINAL FLUSHING AND TEST: FOLLOWING CHLORINATION, ALL TREATED WATER SHALL BE THOROUGHLY FLUSHED FROM THE NEWLY LAID PIPE AT ITS EXTREMITIES UNTIL THE REPLACEMENT WATER THROUGHOUT ITS LENGTH SHALL, UPON TEST, BOTH CHEMICALLY AND BACTERIOLOGICALLY, BE PROVEN EQUAL TO THE WATER QUALITY SERVED THE PUBLIC FROM THE EXISTING WATER SUPPLY SYSTEM.

FOR THE PERFORMANCE DESCRIBED ABOVE THE COMMISSION WILL MAKE NO SPECIFIC OR SEPARATE PAYMENT OR ALLOWANCES, BUT THE COST THEREOF SHALL BE INCLUDED IN THE PRICES STIPULATED TO BE PAID FOR EACH LINEAR FOOT OF PIPE FURNISHED AND INSTALLED.

MAINTENANCE OF SERVICE AND CONNECTING RELOCATED MAIN

WHEN THE NEW MAIN HAS BEEN TESTED AND CHLORINATED AND IS READY TO BE CONNECTED TO THE OLD MAIN, THE CONTRACTOR SHALL MAKE SUCH CONNECTIONS AT A TIME DESIGNATED BY THE WOOD COUNTY SANITARY ENGINEERS OFFICE. A MINIMUM 48-HOUR ADVANCE NOTICE PRIOR TO SHUTTING DOWN THE EXISTING MAIN IS REQUIRED. THE CONTRACTOR SHALL TAKE SUITABLE PRECAUTIONS TO ASSURE THAT THE MAXIMUM INTERRUPTION TO SERVICES WILL LAST NO LONGER THAN 6 HOURS.

PAYMENT

THE FOOTAGE MEASURED AS PROVIDED ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR "ITEM B14 - WATER MAIN" CLASSIFIED AS TO SIZE AND TYPE, WHICH PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR EXCAVATING AND FOR FURNISHING, HAULING, PLUGGING, PLACING, CUTTING INTO AND CONNECTING THE PIPE, PIPE BENDS, C.I. PLUGS AND CLAMPS, CONCRETE THRUST BLOCKS, BACKFILL, COMPACTION, INCIDENTAL CONCRETE, THE REMOVAL OF ALL SURPLUS EXCAVATION AND DISCARDED MATERIAL, REPAVING, AND FOR THE FURNISHING OF ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM, EXCEPT FOR THE ITEMS SPECIFICALLY LISTED AS SEPARATE PAY ITEMS.

REMOVING AND RESETTING OF HYDRANT

WORK INCLUDED

THE CONTRACTOR SHALL PERFORM ALL OPERATIONS NECESSARY FOR THE PROPER REMOVAL OF THE HYDRANT AT THE LOCATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL INSPECT, CLEAN, AND RESET THE HYDRANT AT THE LOCATION SHOWN ON THE CONTRACT DRAWINGS, FURNISHING ALL MATERIAL, LABOR, TOOLS, AND EQUIPMENT REQUIRED FOR THE PROPER COMPLETION OF THE WORK INCLUDED UNDER THIS CONTRACT.

PAYMENT

THE UNIT PRICE STIPULATED TO BE PAID FOR EACH "ITEM B14 - FIRE HYDRANT REMOVED AND RESET" WHICH PRICE AND PAYMENT SHALL INCLUDE THE REMOVING, INSPECTION, CLEANING, SETTING, CONNECTING, TESTING, EXCAVATION, BACKFILLING, SEEDING, REPAVING, AND THE FURNISHING OF ALL LABOR MATERIAL, TOOLS, AND APPLIANCES NECESSARY TO COMPLETE THE WORK AS SPECIFIED OR AS SHOWN.

ANCHORAGE FOR HYDRANT: THE HYDRANT SHALL BE SET ON A STONE SLAB OR SIMILAR FOUNDATION AND BASE OF HYDRANT AND HYDRANT TEE WELL BRACED AGAINST UNEXCAVATED EARTH AT THE END OF THE TRENCH WITH CONCRETE BACKING OR IT SHALL BE TIED TO THE PIPE WITH SUITABLE RODS OR CLAMPS AS DIRECTED BY THE ENGINEER. SEE HYDRANT SETTING DETAIL SHEET 168.

CLEANING: HYDRANT SHALL BE THOROUGHLY CLEANED OF DIRT OR FOREIGN MATTER BEFORE SETTING.

TEMPORARY PLUGS

WHEN THE CONTRACTOR INSTALLS A WATER MAIN PLUG AND SUBSEQUENTLY REMOVES THE SAME PLUG, SAID PLUG SHALL BE CLASSIFIED AS A TEMPORARY PLUG.

TEMPORARY PLUGS WILL NOT BE PAID FOR UNDER A SEPARATE PAY ITEM.

PAYMENT FOR TEMPORARY PLUGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR LINEAL FEET OF ITEM B14 - WATER MAINS TYPE AND SIZE SPECIFIED ON THE PLANS.

CLOSING VALVES

THE CLOSING OF ALL GATE VALVES ON EXISTING MAINS FOR MAKING CONNECTIONS, TESTS, OR FOR ANY OTHER CAUSE SHALL BE DONE BY THE WOOD COUNTY SANITARY ENGINEER OR TOLEDO WATER DEPARTMENT PERSONNEL ONLY. A MINIMUM 48-HOUR NOTICE SHALL BE GIVEN TO THE WOOD COUNTY SANITARY ENGINEER, BY THE CONTRACTOR, SO THAT THE WORK MAY BE DONE WITH A MINIMUM OF INCONVENIENCE TO THE PUBLIC.

CUTTING AND PLUGGING ABANDONED WATER MAIN

WORK INCLUDED: THE WORK INCLUDED UNDER THIS ITEM CONSISTS OF THE PLUGGING OF THE ABANDONED WATER MAIN AT THE LOCATIONS SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH AND INSTALL THE CALK TYPE C.I. PLUGS AND STEEL CLAMPS AND ACCESSORIES FOR THE LOCATIONS SHOWN ON THE PLANS OR AS REQUIRED BY THE ENGINEER FOR THE PROPER COMPLETION OF THE WORK UNDER THIS CONTRACT.

PAYMENT:

COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PERTINENT ITEMS OF WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM B14 - 16" WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 56, PUSH-ON JOINTS AND FITTINGS.

SUGGESTED SEQUENCE OF WATER MAIN CONSTRUCTION

STAGE I

ENTIRELY CONSTRUCT THE WATER MAIN BETWEEN THE APPROXIMATE LIMITS STA. 2+20 TO STA. 0+03. THIS SHALL BE DONE WITHOUT CUTTING INTO THE EXISTING WATER MAIN.

STAGE II

PROVIDE TEMPORARY PLUG INLET AND DISCHARGE CONNECTIONS FOR THE NEW SECTION OF LINE.

HYDROSTATICALLY TEST AND DISINFECT THE NEW SYSTEM.

STAGE III

SCHEDULE A 6 HOUR MAXIMUM WATER OUTAGE.

CUT INTO THE EXISTING WATER MAIN.

REMOVE TEMPORARY PLUGS FROM THE NEW WATER MAIN.

DISINFECT AND CONNECT THE CLOSING WATER MAIN ELEMENTS.

STAGE IV

REMOVE, DISINFECT, AND RESET THE HYDRANT.

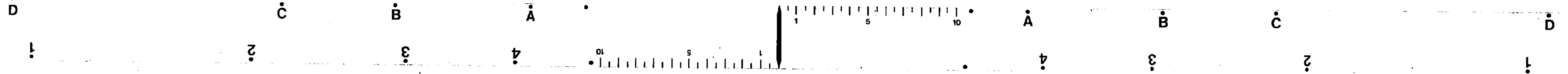
STAGE V

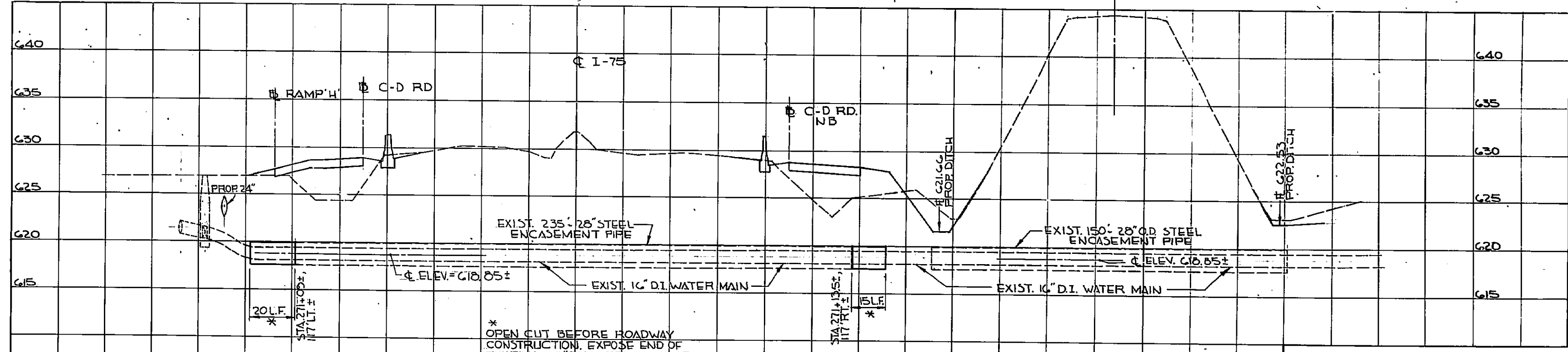
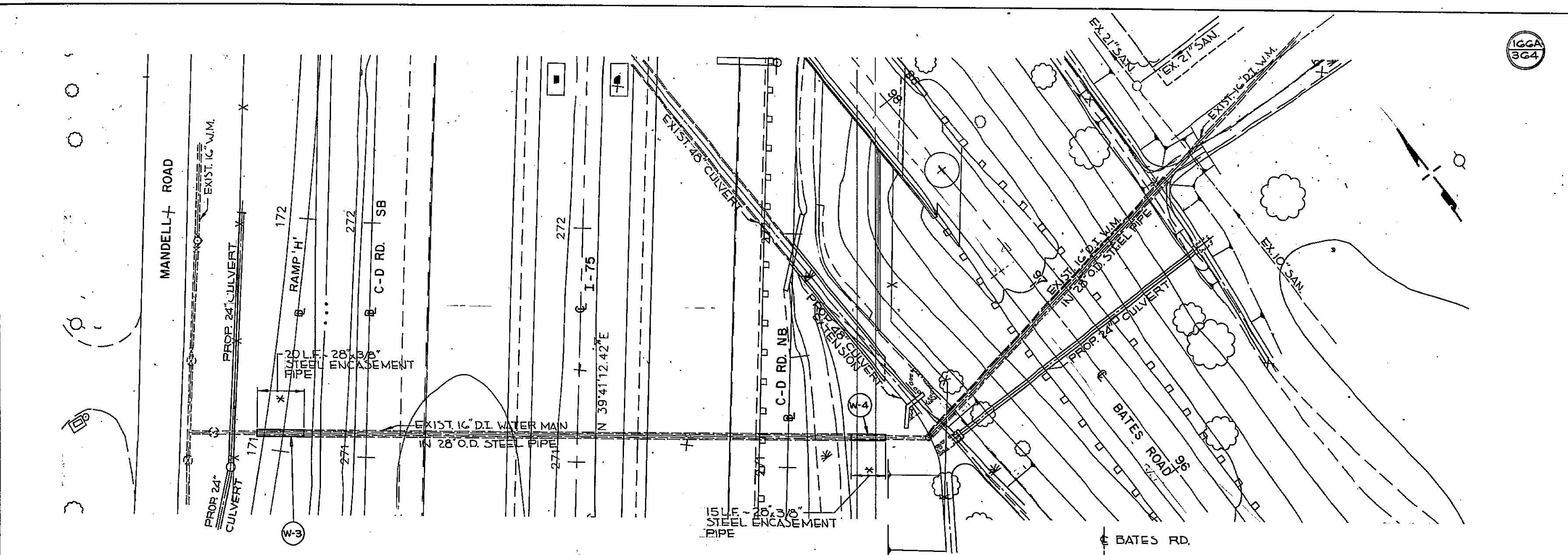
RESTORE AREA (ROADWAY PAVEMENT, GRADING, SEEDING AND MULCHING, ETC.)

THE SUGGESTED SEQUENCE OF WATER MAIN CONSTRUCTION SHALL BE CONSIDERED AS TENTATIVE, AND NO WAIVER OF THE APPLICABLE SPECIFICATIONS IS INTENDED. THE ACTUAL SEQUENCE MAY BE REVISED BUT ONLY AFTER APPROVAL BY THE ENGINEER ALONG WITH THE WOOD COUNTY SANITARY ENGINEER.

ITEM B14 - ESTIMATED QUANTITIES					
PLAN SHT. NO.	REF. NO.	DESCRIPTION	QUAN.	UNIT	
1G7	W-1	16" WATERMAIN, DUCTILE IRON PIPE, ANSI CLASS 52, PUSH-ON JOINTS AND FITTINGS	228	L.F.	
1G7	W-2	FIRE HYDRANT REMOVED AND RESET	1	EACH	
1G7	W-2	VALVE BOX REMOVED AND RESET	1	EACH	
1G7	W-2	G" GATE VALVE	1	EACH	
1G7	W-2	6" WATERMAIN, DUCTILE IRON PIPE, ANSI CLASS 52, PUSH-ON JOINTS AND FITTINGS	8	L.F.	
1G6A	W-3	28" x 3/8" STEEL PIPE ENCASEMENT	20	L.F.	
1G6A	W-4	28" x 3/8" STEEL PIPE ENCASEMENT	15	L.F.	

URS	
OHIO TURNPIKE COMMISSION	
WATERWORK NOTES AND QUANTITIES	
DATE: 2/90	SCALE:
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* OPEN CUT BEFORE ROADWAY CONSTRUCTION. EXPOSE END OF EXISTING 28\"/>

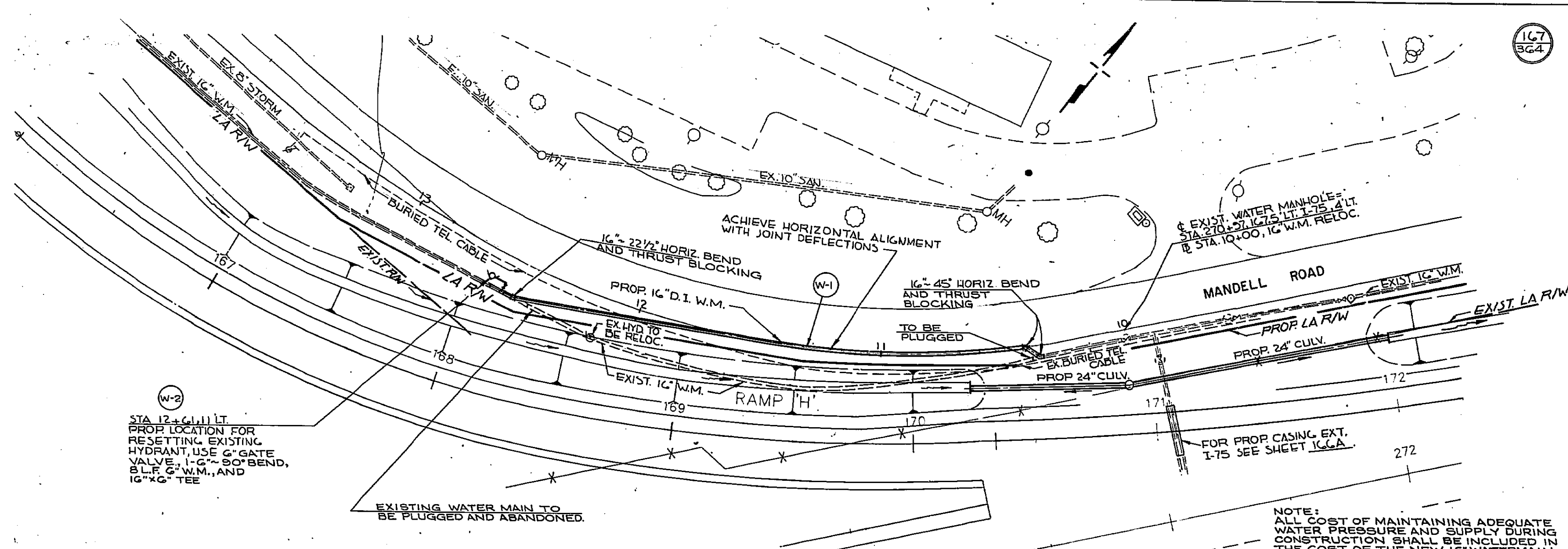
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OHIO TURNPIKE COMMISSION	
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HORIZ. SCALE IN FEET
0 20 40

VERT. SCALE IN FEET
0 5 10

FOR GENERAL NOTES SEE AND QUANTITIES SEE SHEET NO. 166.



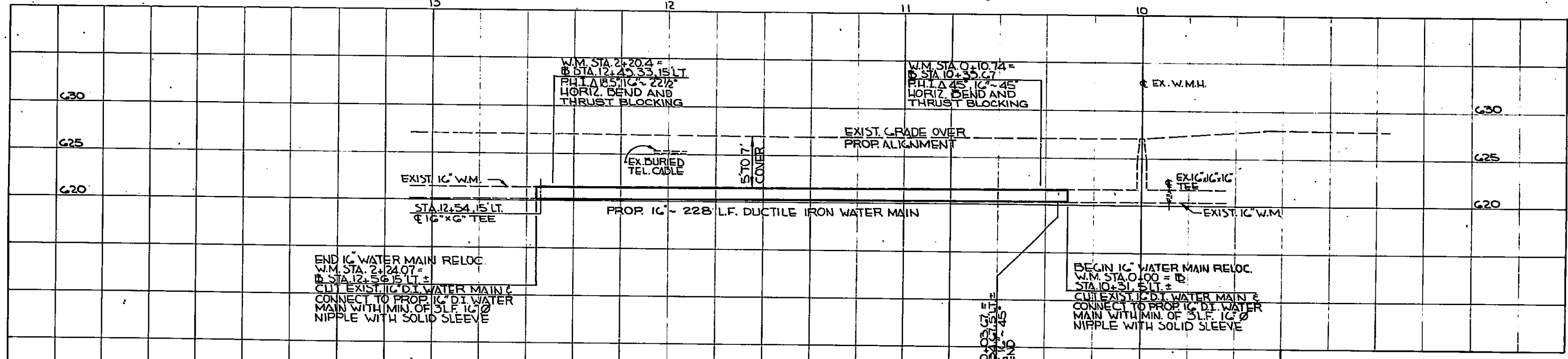


W-2
STA 12+61.11 LT.
PROP LOCATION FOR
RESETTING EXISTING
HYDRANT, USE 6" GATE
VALVE, 1-6" 90° BEND,
BLF 6" W.M., AND
16" X 6" TEE

EXISTING WATER MAIN TO
BE PLUGGED AND ABANDONED.

EXIST. WATER MANHOLE =
STA 270+57.14 15 LT. 1.75' 4" LT.
@ STA 10+00, 16" W.M. RELOC.

NOTE:
ALL COST OF MAINTAINING ADEQUATE
WATER PRESSURE AND SUPPLY DURING
CONSTRUCTION SHALL BE INCLUDED IN
THE COST OF THE NEW 16" WATERMAIN.



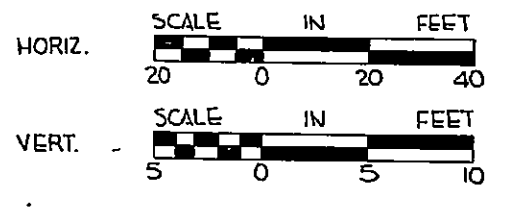
END 16" WATER MAIN RELOC.
W.M. STA. 2+24.07 =
@ STA 12+56.15 LT =
CUT EXIST. 16" D.I. WATER MAIN &
CONNECT TO PROP. 16" D.I. WATER
MAIN WITH MIN. OF 3LF. 16" Ø
NIPPLE WITH SOLID SLEEVE

W.M. STA. 2+20.4 =
@ STA 12+45.33 15 LT
PH. 16" 16" 22 1/2°
HORIZ. BEND AND
THRUST BLOCKING

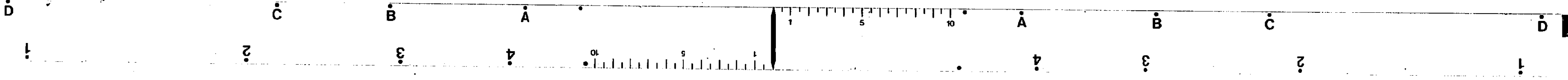
W.M. STA. 0+10.74 =
@ STA 10+33.67
PH. 16" 16" 45°
HORIZ. BEND AND
THRUST BLOCKING

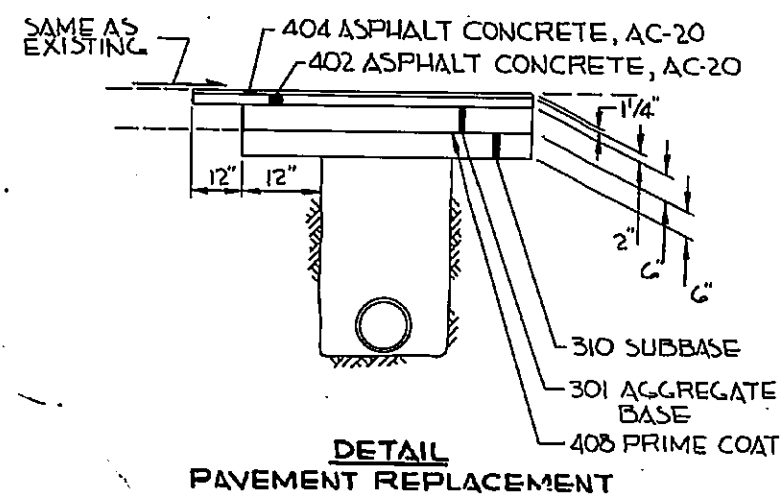
BEGIN 16" WATER MAIN RELOC.
W.M. STA. 0+00 = 10
STA 10+31.51 LT =
CUT EXIST. 16" D.I. WATER MAIN &
CONNECT TO PROP. 16" D.I. WATER
MAIN WITH MIN. OF 3LF. 16" Ø
NIPPLE WITH SOLID SLEEVE

FOR GENERAL NOTES AND
QUANTITIES SEE SHEET NO. 1GG.

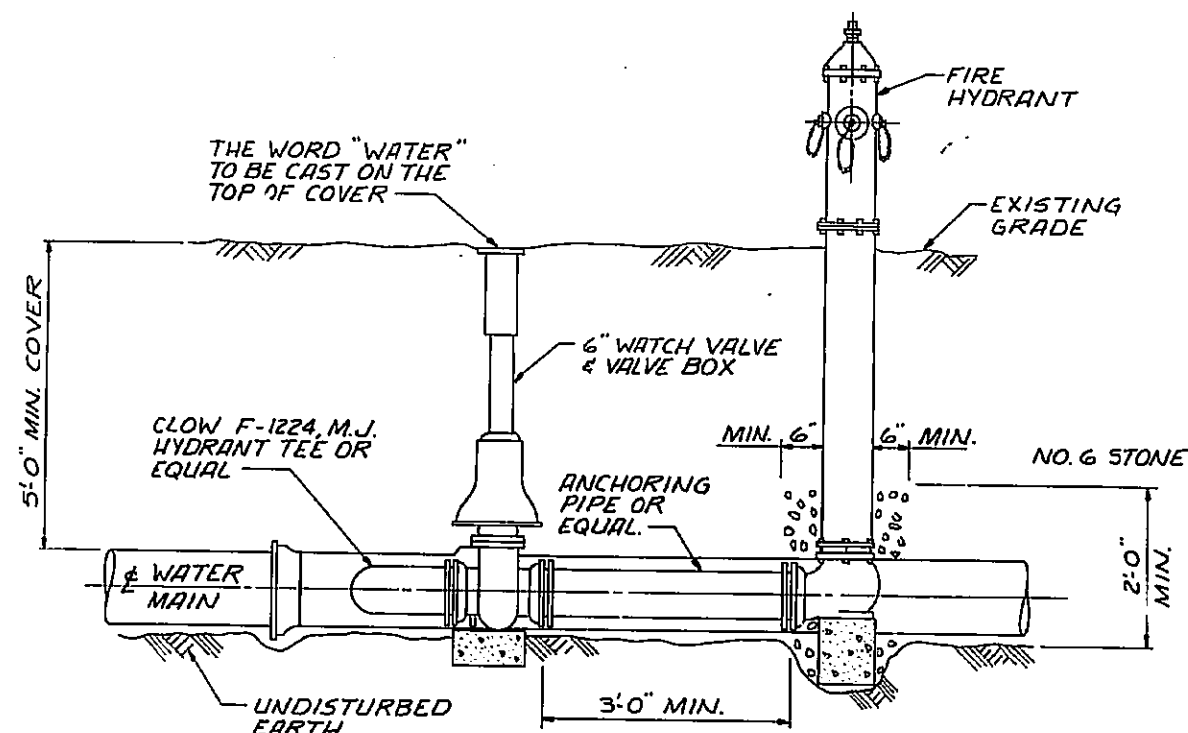


URS	
OHIO TURNPIKE COMMISSION	
16" WATER MAIN RELOCATION MANDELL ROAD	
DATE: 2/90	SCALE: AS NOTED
CIP: 55-90-03	SHEET 1G7 OF

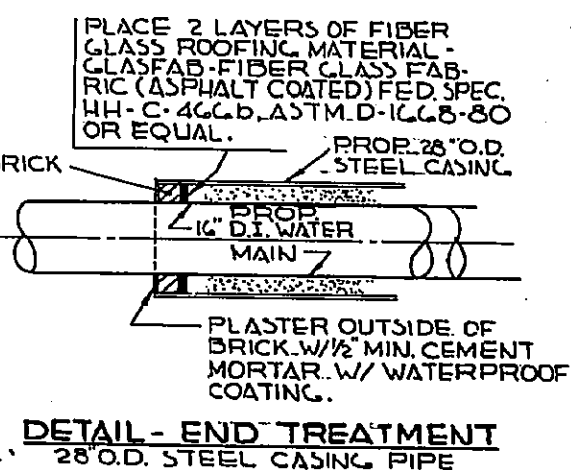
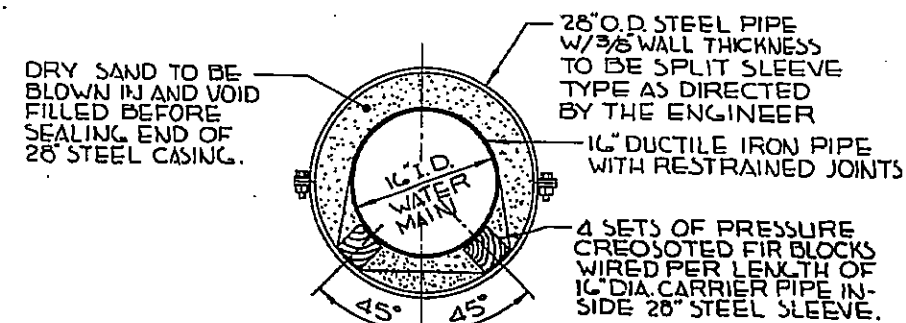




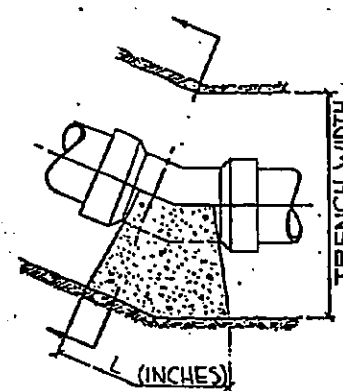
DETAIL PAVEMENT REPLACEMENT



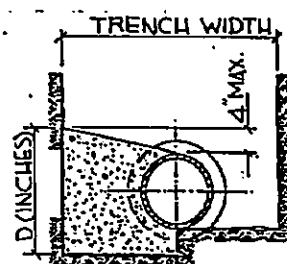
DETAIL FIRE HYDRANT SETTING



DETAIL - END TREATMENT 26" O.D. STEEL CASING PIPE



PLAN (BENDS LESS THAN 90°)



SECTION

SIZE OF PIPE	DEGREE OF BEND			
	15°	22 1/2°	45°	90°
16"	27	27	30	27

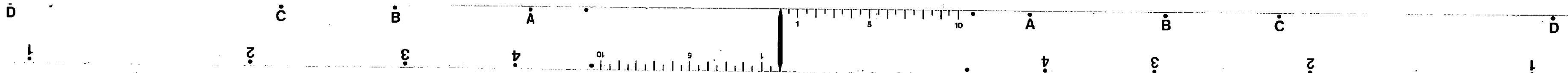
(HORZ. AND VERT. SAG BENDS)

THRUST BLOCKING DETAILS



DETAILS - 26" O.D. STEEL CASING

URS	
OHIO TURNPIKE COMMISSION	
WATERWORKS DETAILS	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 108 OF



TRAFFIC CONTROL GENERAL NOTES

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TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS

REFERENCES TO SUPPLEMENTAL SPECIFICATIONS 857, 858, 861, 957, 958, AND 961 ON THE TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS IN THIS PLAN SHALL BE CONSIDERED TO READ AS RESPECTIVE REFERENCES TO ITEMS 630, 631, 633, 730, 731, AND 733.

ITEM 630 - GROUND-MOUNTED SUPPORTS, 54 X 7.7 BEAM, AS PER PLAN

THE 54 X 7.7 BEAM SHALL BE ERECTED AS DETAILED ON SHEET NO. 188. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND HARDWARE NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER LINEAR FEET OF ITEM 630 - GROUND-MOUNTED SUPPORTS 54 X 7.7 BEAM, AS PER PLAN.

ITEM 630 - REMOVAL OF GROUND-MOUNTED SIGN AND STORAGE

ALL GROUND-MOUNTED SIGNS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 630 - REMOVAL OF GROUND-MOUNTED MAJOR SIGN AND STORAGE

ALL GROUND-MOUNTED MAJOR SIGNS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 630 - REMOVAL OF GROUND-MOUNTED BEAM SUPPORT AND STORAGE

ALL GROUND-MOUNTED BEAM SUPPORTS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 630 - REMOVAL OF OVERHEAD-MOUNTED SIGN AND STORAGE

ALL OVERHEAD-MOUNTED SIGNS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 630 - REMOVAL OF OVERHEAD SIGN SUPPORT AND STORAGE, BY TYPE

ALL OVERHEAD SIGN SUPPORTS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 630 - SIGNS ERECTED, EXTRUSHEET, AS PER PLAN

IN LIEU OF THE REQUIREMENTS OF 630.14, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MOUNTING HARDWARE. SIGNS SHALL BE FURNISHED BY THE OHIO TURNPIKE COMMISSION. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND HARDWARE NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER SQUARE FOOT OF ITEM 630 - SIGNS ERECTED, EXTRUSHEET, AS PER PLAN.

ITEM 630 - GROUND-MOUNTED SUPPORTS, NO. 3 POST, AS PER PLAN

THE NO. 3 POST SHALL BE ERECTED AS DETAILED ON SHEET NO. 191. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND HARDWARE NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER LINEAR FEET OF ITEM 630 - GROUND-MOUNTED SUPPORTS, NO. 3 POST, AS PER PLAN.

ITEM 630 - OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN _____ FEET ARM, AS PER PLAN

ITEM 630 - OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN _____ FEET SPAN, AS PER PLAN

ITEM 630 - OVERHEAD SIGN SUPPORT, TYPE TC-15.115, 137 FEET SPAN, AS PER PLAN

IN LIEU OF SPECIFICATION 711.02, ALL STEEL COMPONENTS OF THE OVERHEAD SIGN SUPPORT SHALL HAVE A HIGH-GLOSS, HIGH-SOLID, LONG-TERM CORROSION PROTECTIVE URETHANE SURFACE COATING.

THE COATING SHALL BE AS FOLLOWS:

1. MATERIALS

- THE BASE COAT IS TO BE SEMIGLOSS, TWO (2) COMPONENTS, HIGH-SOLID (MINIMUM OF 70% BY VOLUME) EPOXY COATING.
- THE FINISH COAT IS TO BE A HIGH GLOSS, TWO (2) COMPONENTS, HIGH-SOLID (MINIMUM OF 70% BY VOLUME) URETHANE COATING.

2. SURFACE PREPARATION

SURFACES TO BE COATED SHALL BE PREPARED IN ACCORDANCE WITH THE MATERIAL MANUFACTURERS' SPECIFICATIONS PRIOR TO THE COATING APPLICATION. IF THE SURFACE IS DEGRADED OR CONTAMINATED SUBSEQUENT TO SURFACE PREPARATION AND PRIOR TO PAINTING, THE SURFACE SHALL BE RESTORED TO THE MANUFACTURERS' RECOMMENDED CONDITION BEFORE COATING APPLICATION.

3. APPLICATION

THE COATINGS ARE TO BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS' APPROVED METHODS. THINNERS, ACCELERATORS, OR FLOW CONTROL ADDITIVES MAY BE USED ONLY IN ACCORDANCE WITH THE MANUFACTURERS' RECOMMENDATIONS AND SPECIFICATIONS. POWER MIXING WILL BE UTILIZED TO INSURE THAT A TOTALLY HOMOGENEOUS MATERIAL IS BEING APPLIED.

AIR TEMPERATURE, SURFACE TEMPERATURE, AND RELATIVE HUMIDITY, AT THE TIME OF APPLICATION, MUST MEET THE MANUFACTURERS' MINIMUM RECOMMENDATIONS.

BOTH BASE AND FINISH COATS SHALL BE APPLIED IN A WET COAT, IN EVEN PARALLEL PASSES WITH 50% OVERLAP TO AVOID BARE AREAS AND PINHOLES. INACCESSIBLE AREAS MAY BE BRUSHED TO INSURE PRIOR COVERAGE. MINIMUM DRY FILM THICKNESS OF THE COATINGS SHALL BE AS FOLLOWS:

- BASE COAT 6-8 MILS
- FINISH COAT 3-5 MILS

4. REPAIR

THE CONTRACTOR WILL BE RESPONSIBLE FOR RECOATING ANY SURFACE AREAS THAT ARE DEFECTIVE OR DAMAGED DURING SHIPPING, WHILE BEING STORED OR DURING ERECTION OF THE SIGN SUPPORT. HE SHALL MATCH THE ORIGINAL COLOR AND FOLLOW ALL OF THE MANUFACTURERS' RECOMMENDATIONS AS TO THE SURFACE PREPARATION AND METHOD APPLICATION.

5. WARRANTY

THE SURFACE CORROSION CONTROL COATING IS TO BE GUARANTEED BY THE MANUFACTURER FOR A MINIMUM OF FOUR (4) YEARS AGAINST CHIPPING, CRACKING, DELAMINATING OR EXTREME SURFACE DULLING UNDER NORMAL SERVICE.

THE CONTRACTOR SHALL FURNISH THE FOLLOWING ITEMS:

- A SAMPLE PIECE OF STEEL COATED WITH THE MATERIAL.
- A LIST OF PROJECTS IN WHICH THE PROPOSED COATING MATERIALS WERE USED WHERE ATMOSPHERIC CONDITION AND CORROSIVE ELEMENTS ARE SIMILAR OR WORSE THAN THOSE FOUND IN NORTHERN OHIO.

ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND HARDWARE NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE.

ITEM 631 - SIGN SERVICE, AS PER PLAN

IN LIEU OF THE REQUIREMENTS OF 631.06, ONLY THE SIGN SERVICE CABLE SHALL BE FURNISHED AND INSTALLED IN THE EXISTING SIGN SERVICE CONDUIT. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND HARDWARE NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH ITEM 631 - SIGN SERVICE, AS PER PLAN.

ITEM 631 - REMOVAL OF LUMINAIRE AND STORAGE

ALL LUMINAIRES REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

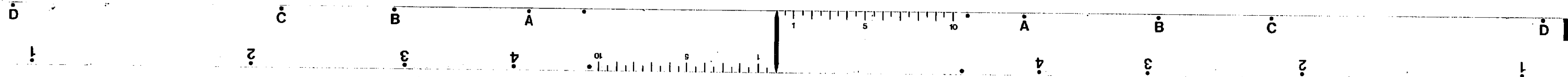
ITEM 631 - REMOVAL OF BALLAST AND STORAGE

ALL BALLASTS REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

ITEM 631 - REMOVAL OF DISCONNECT SWITCH AND STORAGE

ALL DISCONNECT SWITCH REMOVED SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE STATE OF OHIO.

URS	
OHIO TURNPIKE COMMISSION	
TRAFFIC CONTROL GENERAL NOTES	
DATE: 10/89	SCALE:
CIP: 55-20-03	SHEET 169 OF



TRAFFIC CONTROL GENERAL SUMMARY

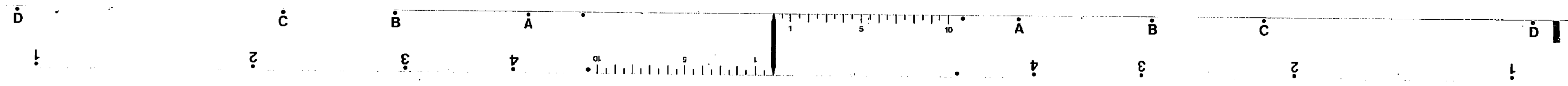
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364

SHEET NUMBER										PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
185	186	187	188	189	190	191	192	193	194	PROJECT							
																	DELINEATORS
									25		25		620		25	EACH	DELINEATOR, TYPE C, FLEXIBLE POST MOUNTED
									45		45		620		45	EACH	DELINEATOR, TYPE D, FLEXIBLE POST MOUNTED
									123		123		802		123	EACH	BARRIER REFLECTOR, TYPE A
									185		185		802		185	EACH	BARRIER REFLECTOR, TYPE B
																	PAVEMENT MARKING
									11.43		11.43		621		11.43	MILE	EDGE LINES
									2.60		2.60		621		2.60	MILE	LANE LINES
									3638		3638		621		3638	L.F.	CHANNELIZING LINES
									1293		1293		621		1293	L.F.	TRANSVERSE LINES
									8813		8813		621		8813	L.F.	REMOVAL OF PAVEMENT MARKINGS
									0.10		0.10		621		0.10	MILE	CENTER LINES
																	HIGHWAY LIGHTING
																	GROUND ROD
																	TRAFFIC SIGNS AND SIGN SUPPORTS
																	CONCRETE FOR ANCHOR BASE FOUNDATIONS
																	CONCRETE FOR EMBEDDED FOUNDATIONS
																	GROUND-MOUNTED SUPPORTS, NO. 4 POST
																	GROUND-MOUNTED SUPPORTS, S4 X 7.7 BEAM, AS PER PLAN
																	GROUND-MOUNTED SUPPORTS, W10 X 12 BEAM
																	GROUND-MOUNTED SUPPORTS, W10 X 22 BEAM
																	GROUND-MOUNTED SUPPORTS, W12 X 30 BEAM
																	BREAKAWAY BEAM CONNECTION
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 6, 61 FEET SPAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 6, 73 FEET SPAN, AS PER PLAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 83 FEET SPAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 97 FEET SPAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 104 FEET SPAN, AS PER PLAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 108 FEET SPAN, AS PER PLAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 120 FEET SPAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 85 FEET SPAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 6, 27 FEET ARM, AS PER PLAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 8, 26 FEET ARM
																	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 10, 30 FEET ARM
																	OVERHEAD SIGN SUPPORT, TYPE TC-15.115, 137 FEET SPAN, AS PER PLAN
																	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 80 FEET SPAN
																	GROUND-MOUNTED SUPPORTS, NO. 3 POST, AS PER PLAN
																	SIGNS, FLAT SHEET, TYPE G
																	SIGNS, EXTRUSHEET, TYPE G
																	SIGNS, TEMPORARY OVERLAY
																	SIGNS ERRECTED, EXTRUSHEET, AS PER PLAN
																	GROUND-MOUNTED SUPPORTS, S4 X 7.7 BEAM
																	REMOVAL OF GROUND-MOUNTED SIGN AND REERECTION

URS
OHIO TURNPIKE COMMISSION

TRAFFIC CONTROL
GENERAL SUMMARY

DATE: 10/89 SCALE:
CIP: 55-90-03 SHEET 170 OF



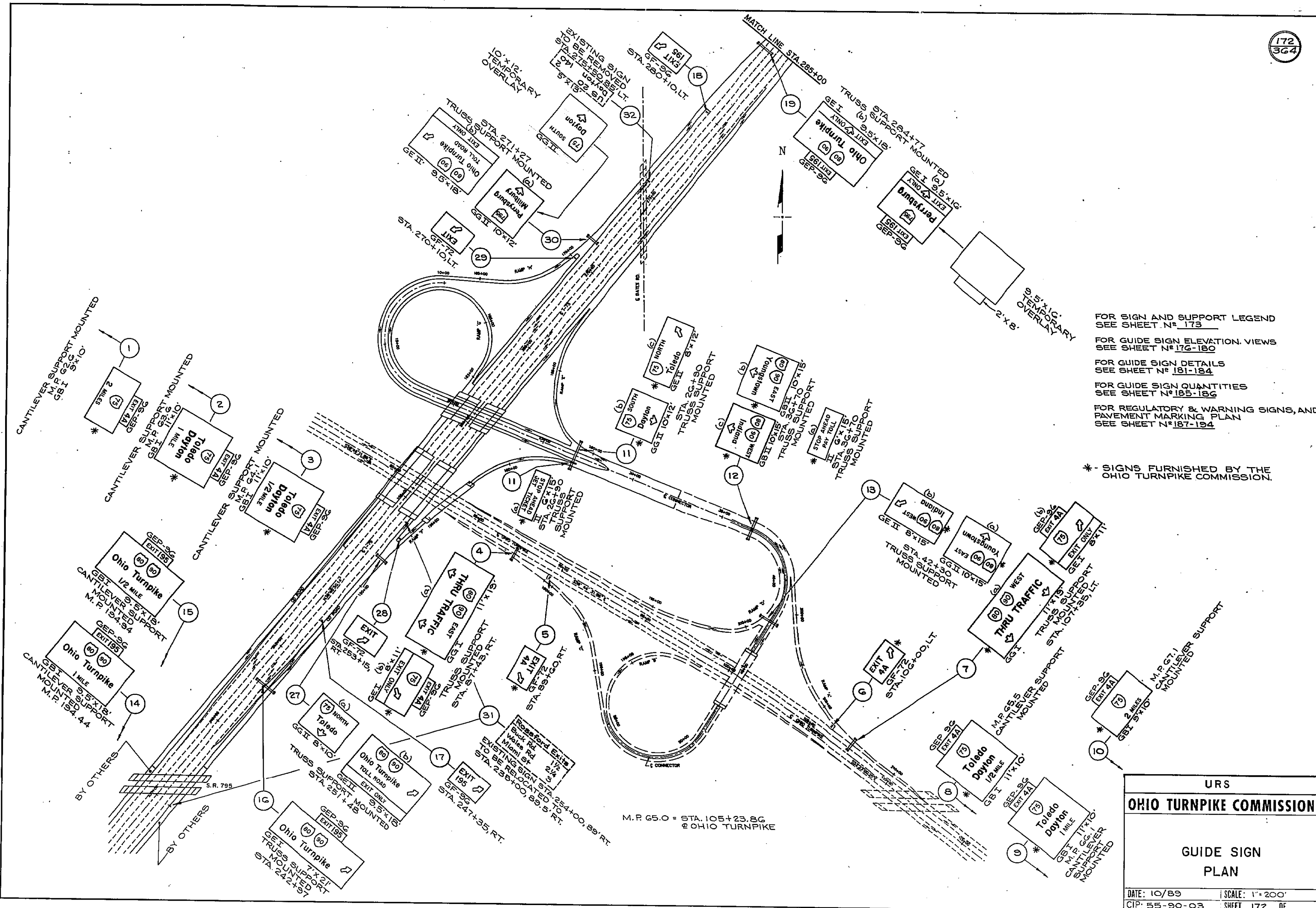
TRAFFIC CONTROL GENERAL SUMMARY

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SHEET NUMBER										PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
185	186	187	188	189	190	191	192	193	194	PROJECT							
	2									2			630		2	EACH	REMOVAL OF OVERHEAD SIGN AND REERECTION
						4				4			630		4	EACH	REMOVAL OF GROUND-MOUNTED SIGN AND STORAGE
										1			630		1	EACH	REMOVAL OF GROUND-MOUNTED MAJOR SIGN AND STORAGE
2	3									5			630		5	EACH	REMOVAL OF GROUND-MOUNTED MAJOR SIGN AND REERECTION
	3									13			630		13	EACH	REMOVAL OF GROUND-MOUNTED POST SUPPORT AND DISPOSAL
4	6					10				10			630		10	EACH	REMOVAL OF GROUND-MOUNTED BEAM SUPPORT AND STORAGE
1	2									3			630		3	EACH	REMOVAL OF OVERHEAD-MOUNTED SIGN AND STORAGE
1	1									2			630		2	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND STORAGE, TYPE TC-12.30
	1									1			630		1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND STORAGE, TYPE TC-7.65
																	SIGN LIGHTING AND ELECTRICAL SIGNS
4										4			631		4	EACH	SIGN SERVICE, AS PER PLAN
5	4									9			631		9	EACH	SIGN SERVICE
19	9									28			631		28	EACH	SIGNS WIRED
9	4									13			631		13	EACH	DISCONNECT SWITCH WITH ENCLOSURE, TYPE X
33	12									45			631		45	EACH	BALLAST INTEGRAL, TYPE CHRI-175(480)
4	4									8			631		8	EACH	BALLAST INTEGRAL, TYPE CHRI-250(480)
33	12									45			631		45	EACH	MERCURY VAPOR LUMINAIRE, TYPE TC-31.21, WITH 175-WATT LAMP
4	4									8			631		8	EACH	MERCURY VAPOR LUMINAIRE, TYPE TC-31.21, WITH 250-WATT LAMP
	6									6			631		6	EACH	REMOVAL OF LUMINAIRE AND STORAGE
	6									6			631		6	EACH	REMOVAL OF BALLAST AND STORAGE
	2									2			631		2	EACH	REMOVAL OF DISCONNECT SWITCH AND STORAGE

URS	
OHIO TURNPIKE COMMISSION	
TRAFFIC CONTROL GENERAL SUMMARY	
DATE: 10/89	SCALE:
CIP: 55-90-03	SHEET 171 OF





FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173

FOR GUIDE SIGN ELEVATION VIEWS
SEE SHEET N° 176-180

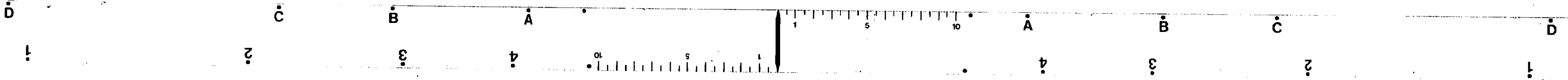
FOR GUIDE SIGN DETAILS
SEE SHEET N° 181-184

FOR GUIDE SIGN QUANTITIES
SEE SHEET N° 185-186

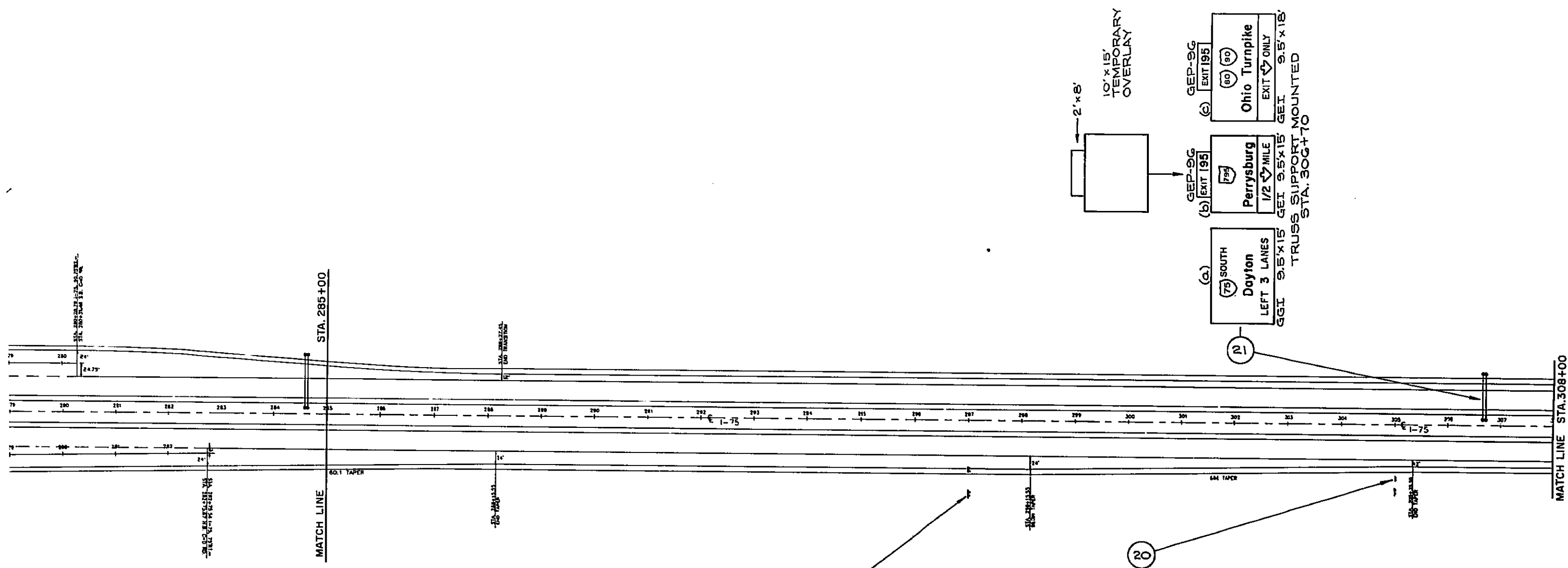
FOR REGULATORY & WARNING SIGNS, AND
PAVEMENT MARKING PLAN
SEE SHEET N° 187-194

* SIGNS FURNISHED BY THE
OHIO TURNPIKE COMMISSION.

URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN PLAN	
DATE: 10/89	SCALE: 1" = 200'
CIP: 55-90-03	SHEET 172 OF



M.P. 65.0 = STA. 105+23.86
@ OHIO TURNPIKE

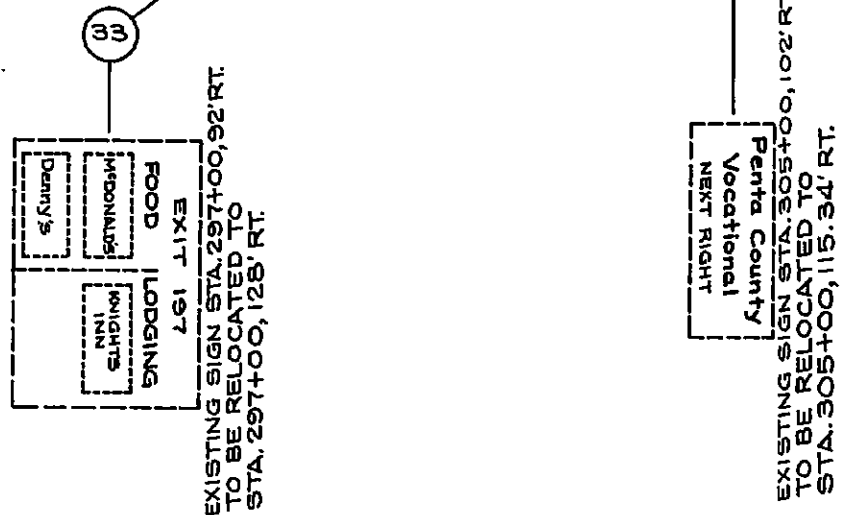


LEGEND FOR SIGNS AND SUPPORTS

SIGNS	
NEW	
EXISTING, TO REMAIN	
EXISTING, TO BE RELOCATED	
EXISTING, TO BE REMOVED	

OVERHEAD SUPPORTS	
NEW	EXISTING
CANTILEVER	
CENTER MOUNT	
SPAN	
SPAN WIRE	

GROUND MOUNTED SUPPORTS	
NEW	EXISTING
SINGLE	
TWO	
SINGLE, BACK TO BACK	
TWO, BACK TO BACK	
STOP, ONE WAY, DO NOT ENTER	
BANDED TO POLE	



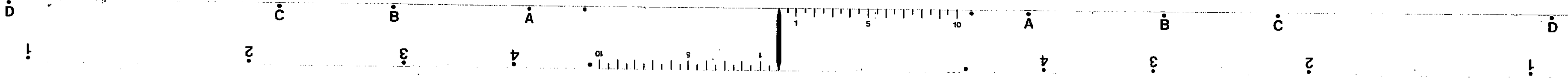
FOR GUIDE SIGN ELEVATION VIEWS
SEE SHEET N° 176-180

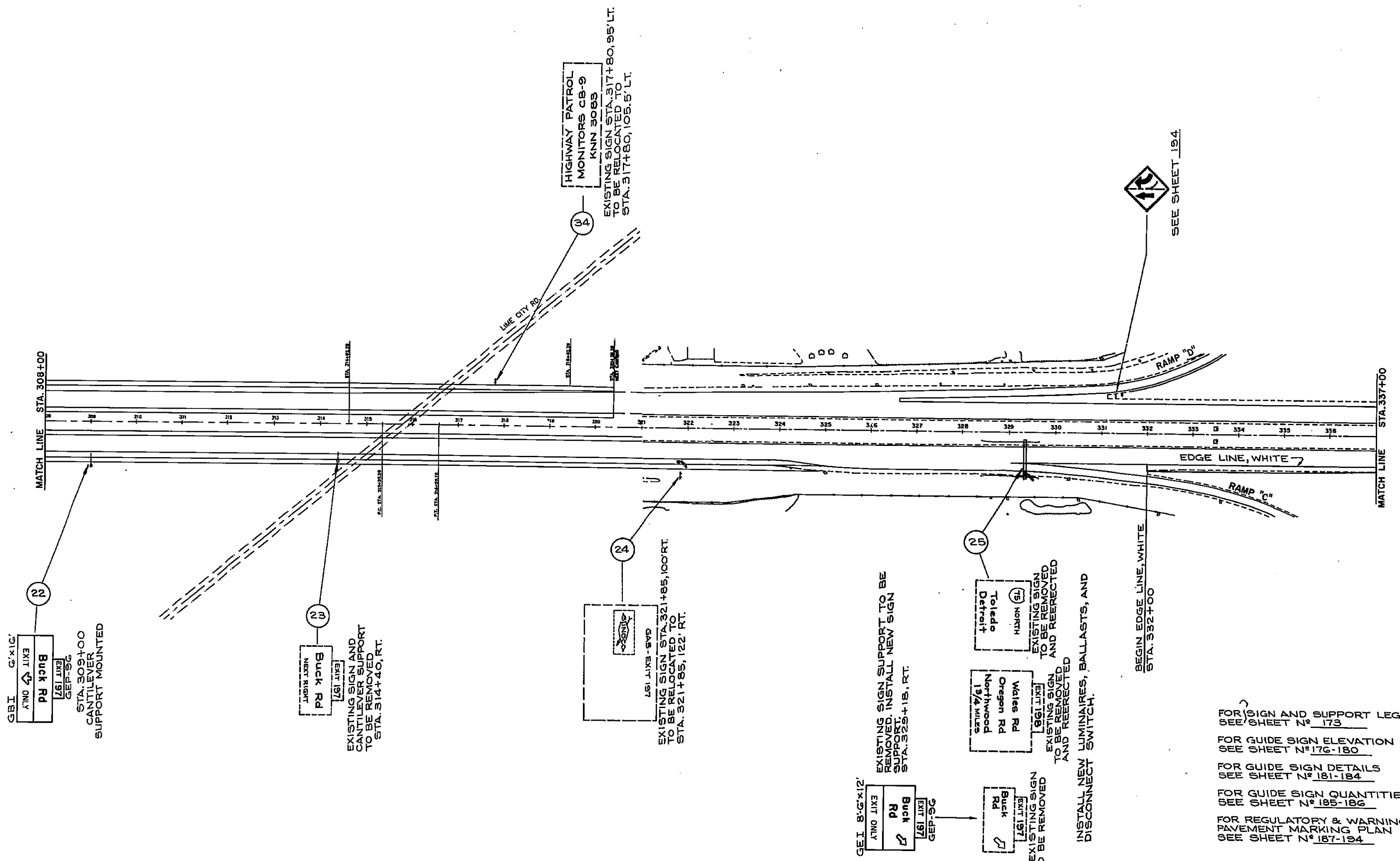
FOR GUIDE SIGN DETAILS
SEE SHEET N° 181-184

FOR GUIDE SIGN QUANTITIES
SEE SHEET N° 185-186

FOR REGULATORY & WARNING SIGNS, AND
PAVEMENT MARKING PLAN
SEE SHEET N° 187-194

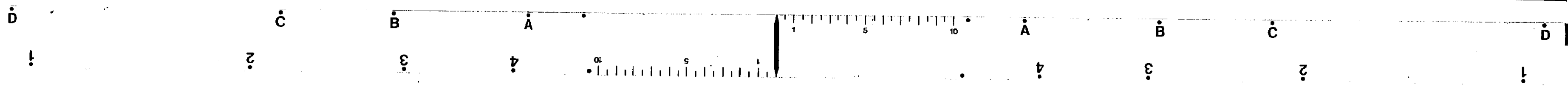
URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN PLAN	
DATE: 10/89	SCALE: 1" = 100'
CIP: 55-90-03	SHEET 173 OF

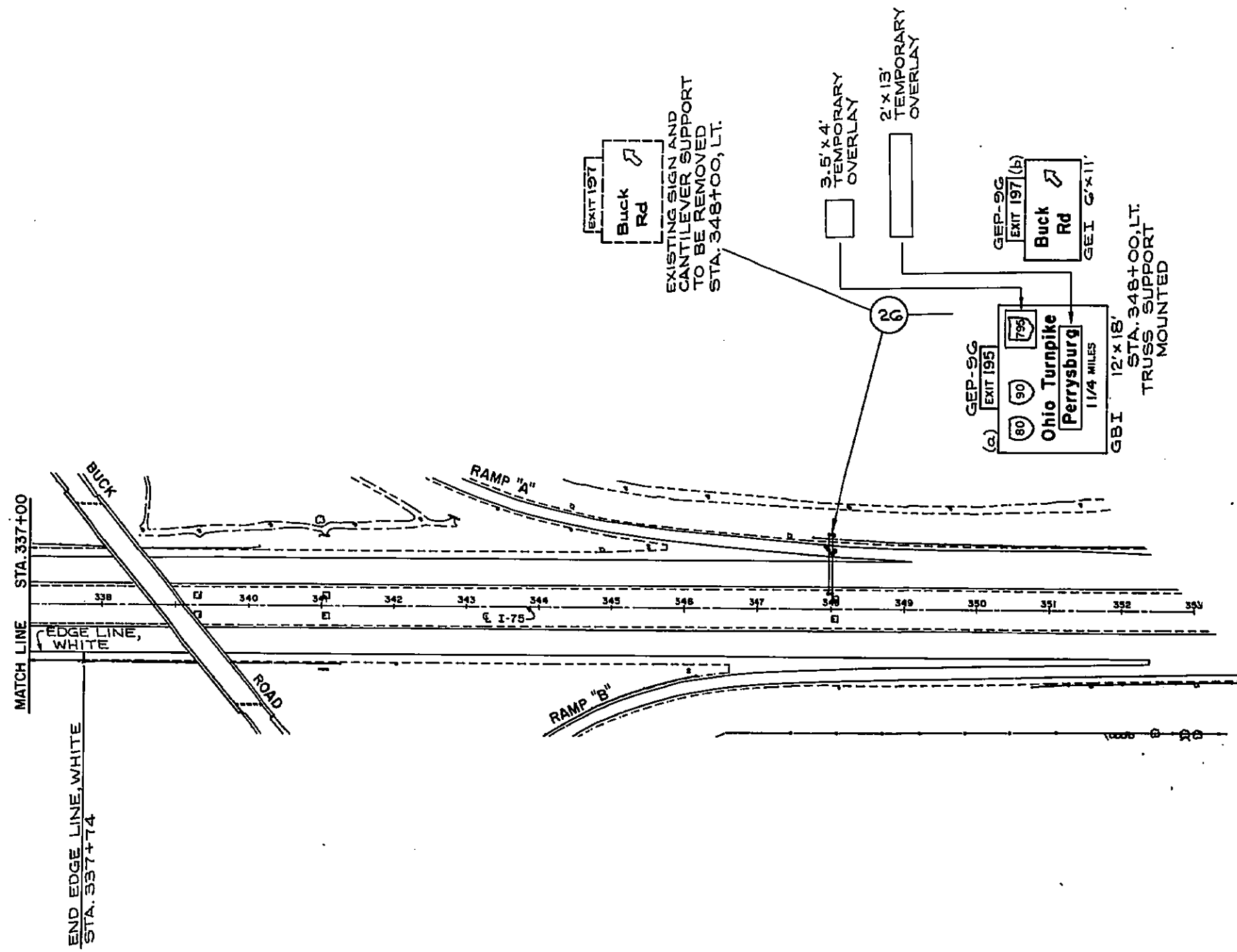




- FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173
- FOR GUIDE SIGN ELEVATION VIEWS
SEE SHEET N° 176-180
- FOR GUIDE SIGN DETAILS
SEE SHEET N° 181-184
- FOR GUIDE SIGN QUANTITIES
SEE SHEET N° 185-186
- FOR REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN
SEE SHEET N° 187-194

URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN PLAN	
DATE: 10/89	SCALE: 1"=100'
CIP: 55-90-03	SHEET 174 OF





FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173

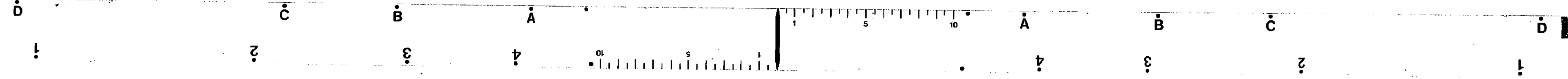
FOR GUIDE SIGN ELEVATION VIEWS
SEE SHEET N° 176-180

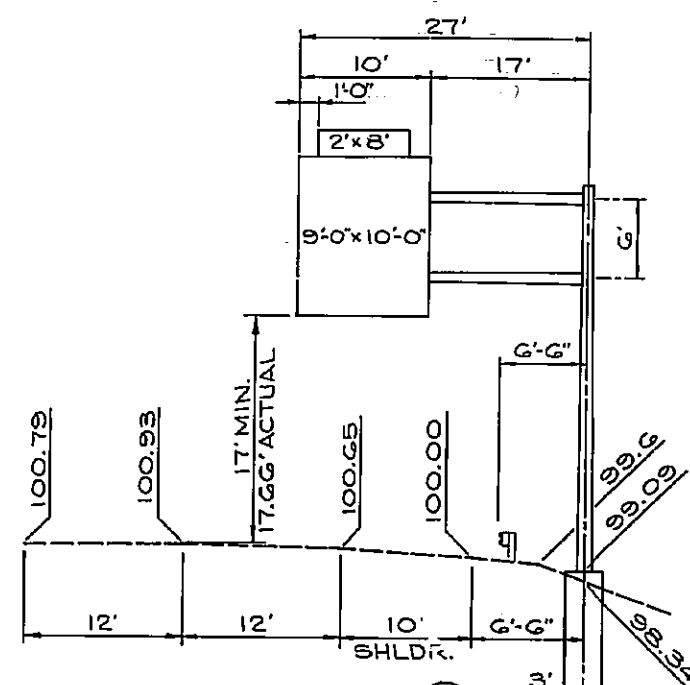
FOR GUIDE SIGN DETAILS
SEE SHEET N° 181-184

FOR GUIDE SIGN QUANTITIES
SEE SHEET N° 185-186

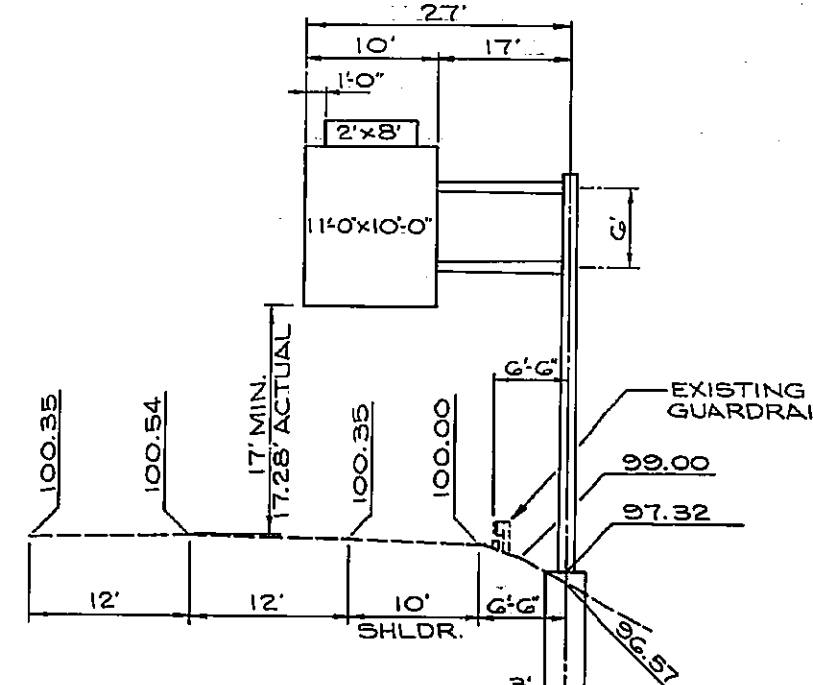
FOR REGULATORY & WARNING SIGNS, AND
PAVEMENT MARKING PLAN
SEE SHEET N° 187-194

URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN PLAN	
DATE: 10/89	SCALE: 1"=100'
CIP: 55-90-03	SHEET 175 OF

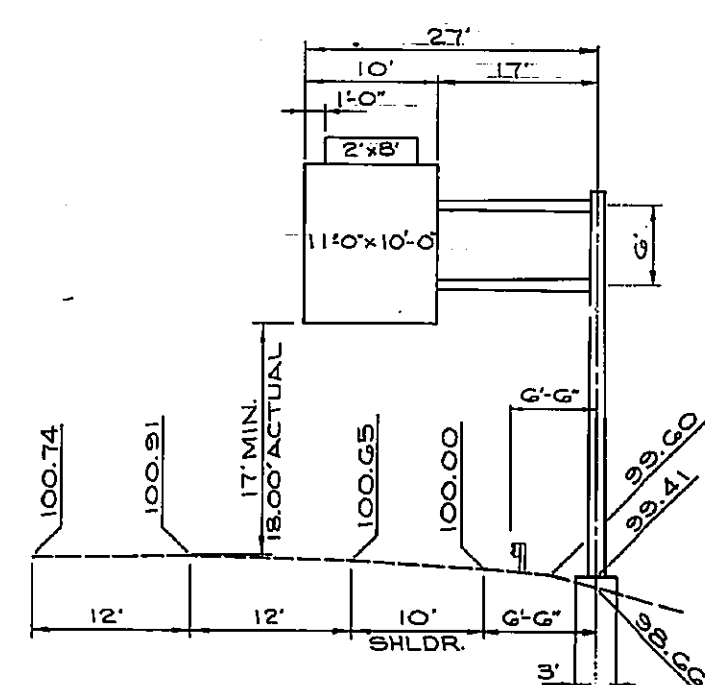




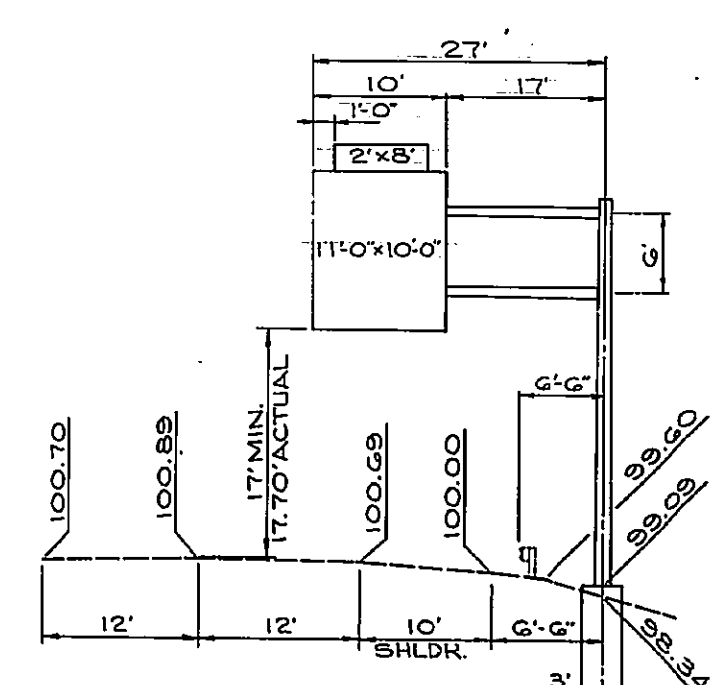
OVERHEAD SIGN SUPPORT
M.P. G2.G EASTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 28'-0"
SIGN - (9' x 10') + (2' x 8') = 106 SQ. FT.



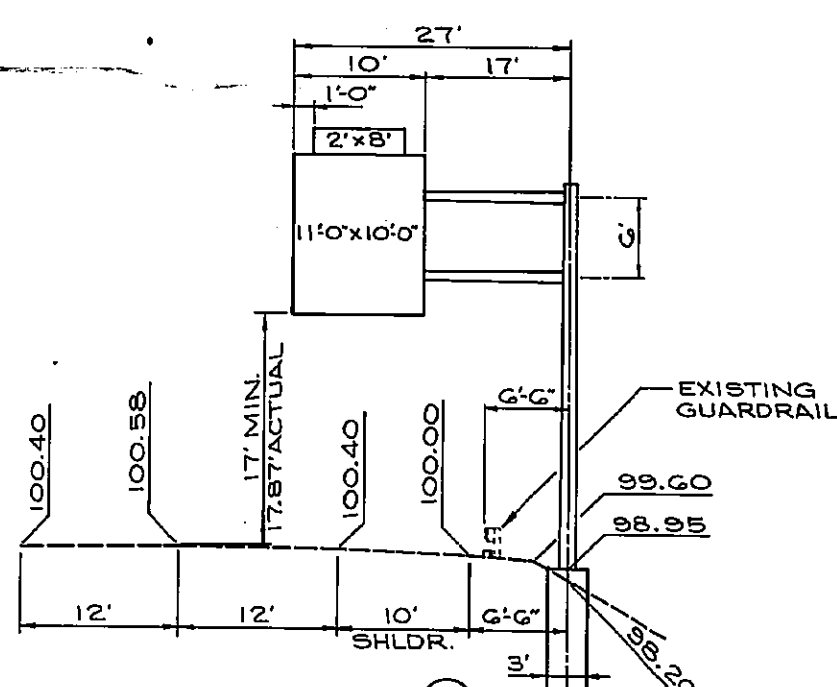
OVERHEAD SIGN SUPPORT
M.P. G3.G EASTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 30'-0"
SIGN - (11' x 10') + (2' x 8') = 126 SQ. FT.



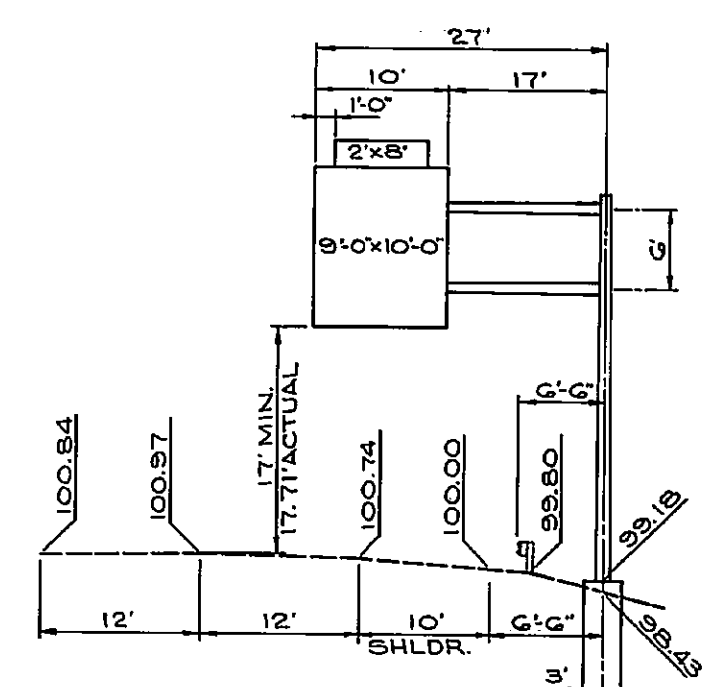
OVERHEAD SIGN SUPPORT
M.P. G4.1 EASTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 29'-0"
SIGN - (11' x 10') + (2' x 8') = 126 SQ. FT.



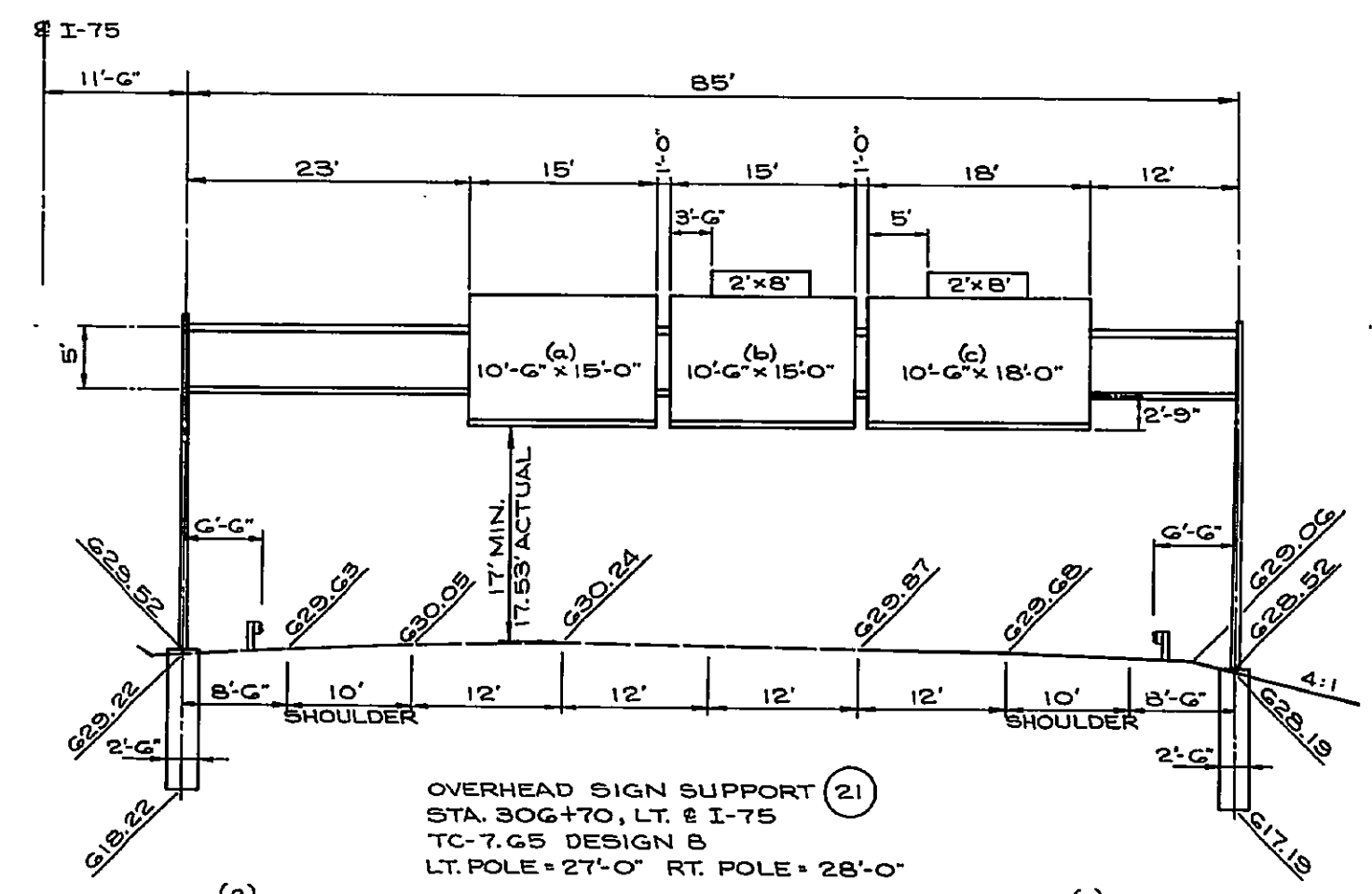
OVERHEAD SIGN SUPPORT
M.P. G6.5 WESTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 29'-0"
SIGN - (11' x 10') + (2' x 8') = 126 SQ. FT.



OVERHEAD SIGN SUPPORT
M.P. G6.1 WESTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 29'-0"
SIGN - (11' x 10') + (2' x 8') = 126 SQ. FT.

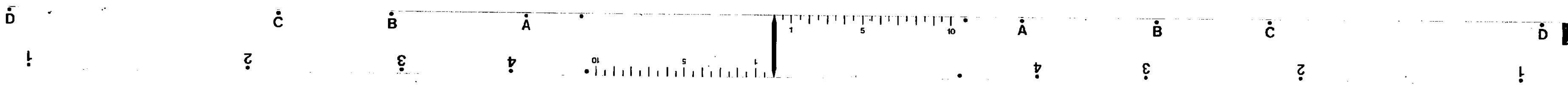


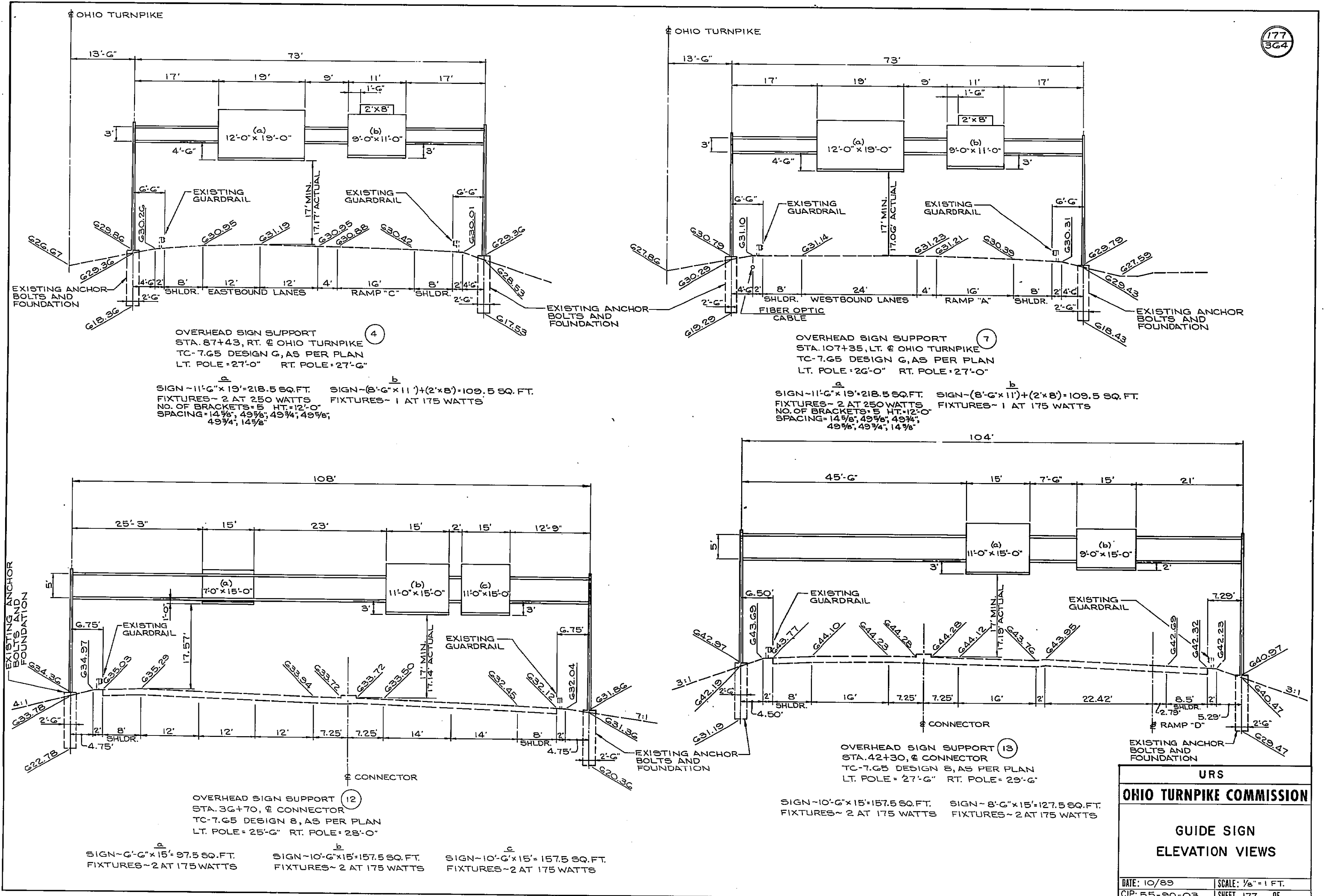
OVERHEAD SIGN SUPPORT
M.P. G7.1 WESTBOUND TURNPIKE
TC-12.30 DESIGN G, AS PER PLAN
ARM = 27'-0" POLE = 28'-0"
SIGN - (9' x 10') + (2' x 8') = 106 SQ. FT.



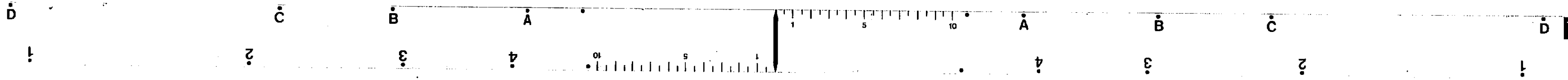
OVERHEAD SIGN SUPPORT (21)
STA. 306+70, LT. # I-75
TC-7.G5 DESIGN B
LT. POLE = 27'-0" RT. POLE = 28'-0"
SIGN - (a) 10' x 15' = 150 SQ. FT.
FIXTURES - 2 AT 175 WATTS
SIGN - (b) 10' x 15' + (2' x 8') = 166 SQ. FT.
FIXTURES - 2 AT 175 WATTS
SIGN - (c) 10' x 18' + (2' x 8') = 196 SQ. FT.
FIXTURES - 2 AT 175 WATTS

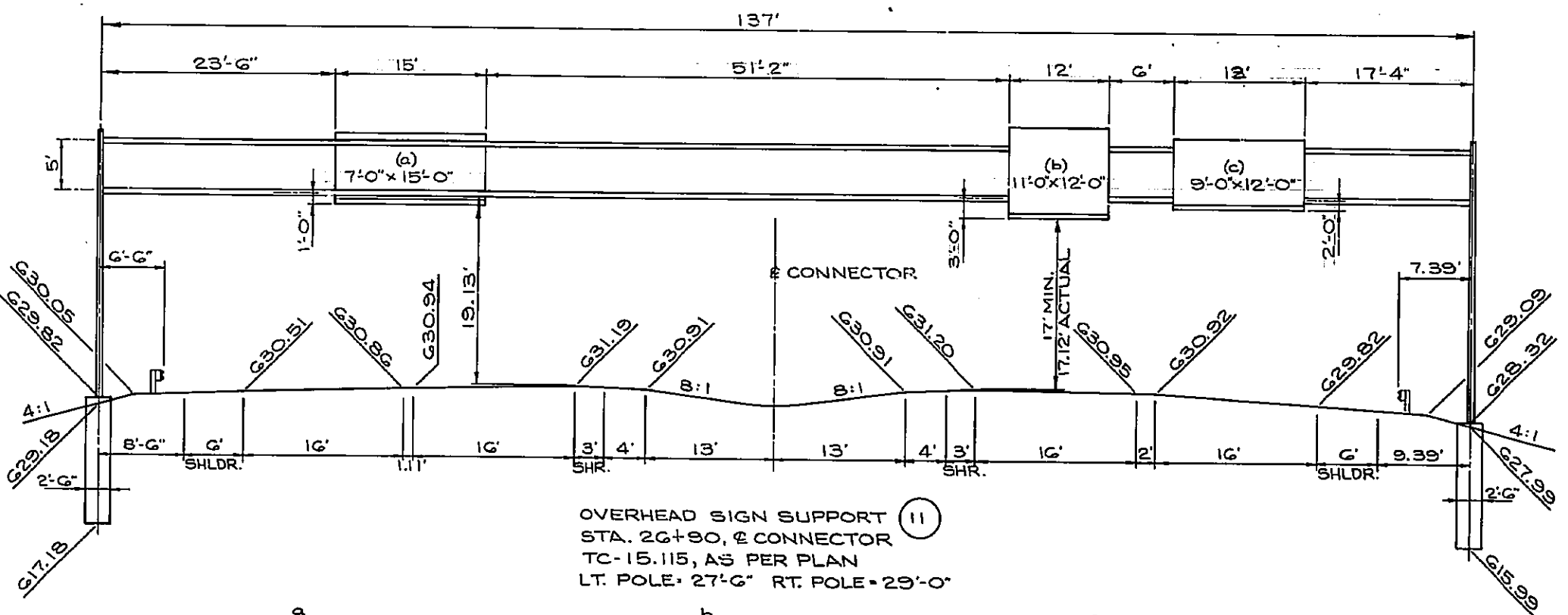
URS
OHIO TURNPIKE COMMISSION
GUIDE SIGN
ELEVATION VIEWS
DATE: 10/89 SCALE: 1/8" = 1 FT.
CIP: 55-90-03 SHEET 17G OF





URS
OHIO TURNPIKE COMMISSION
GUIDE SIGN
ELEVATION VIEWS
DATE: 10/89 SCALE: 1/8" = 1 FT.
CIP: 55-90-03 SHEET 177 OF

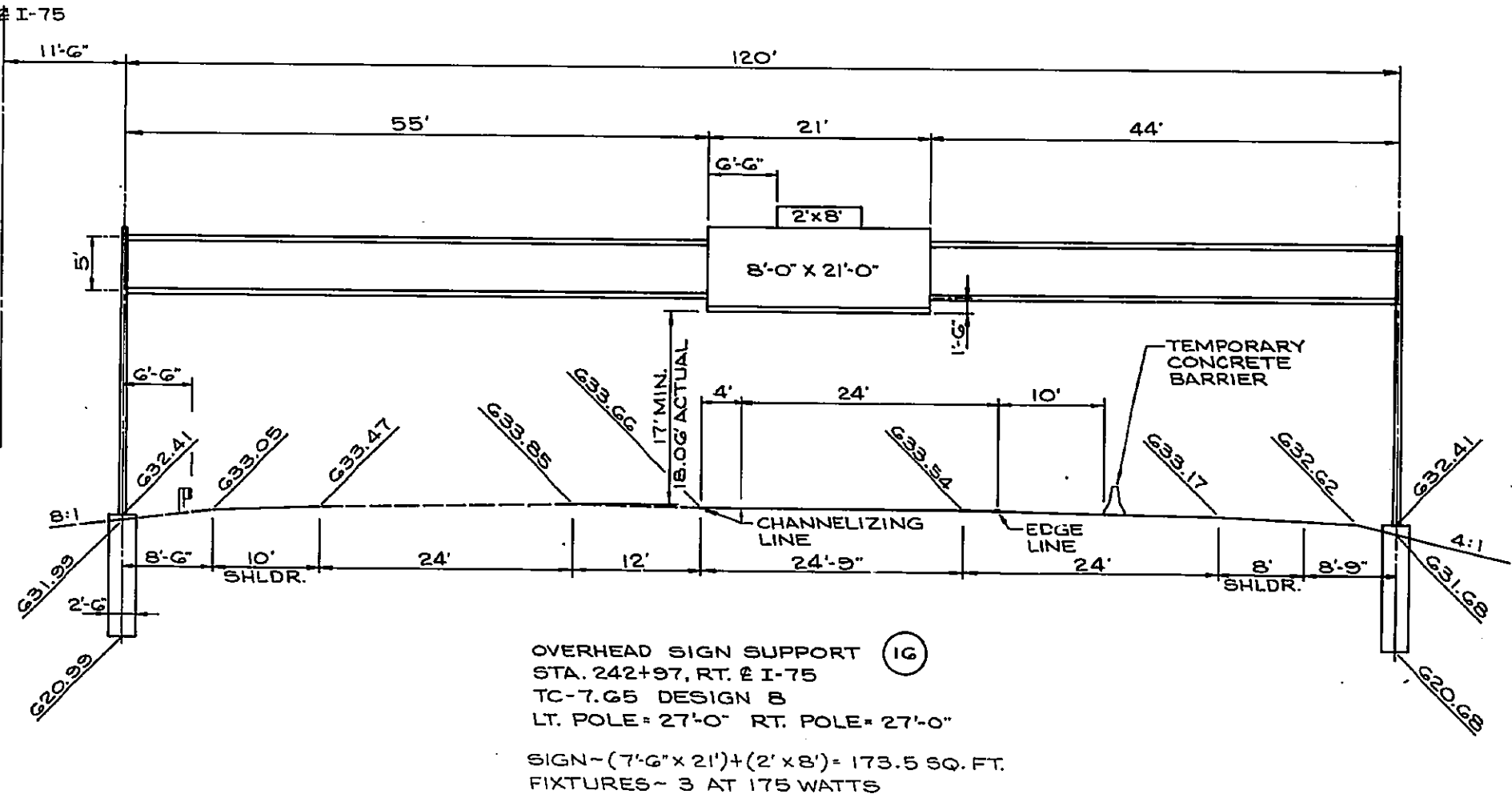
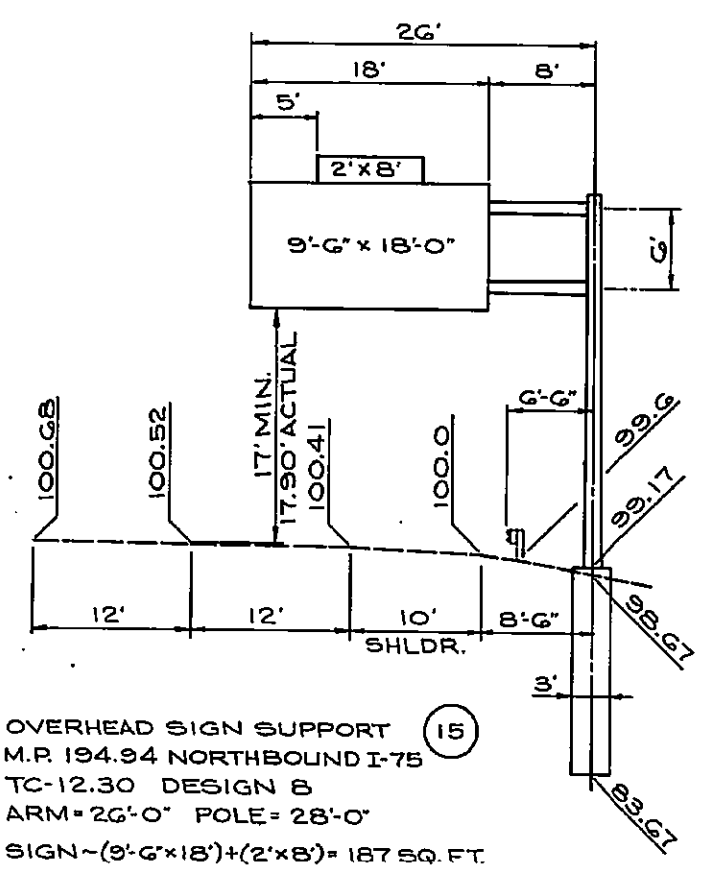
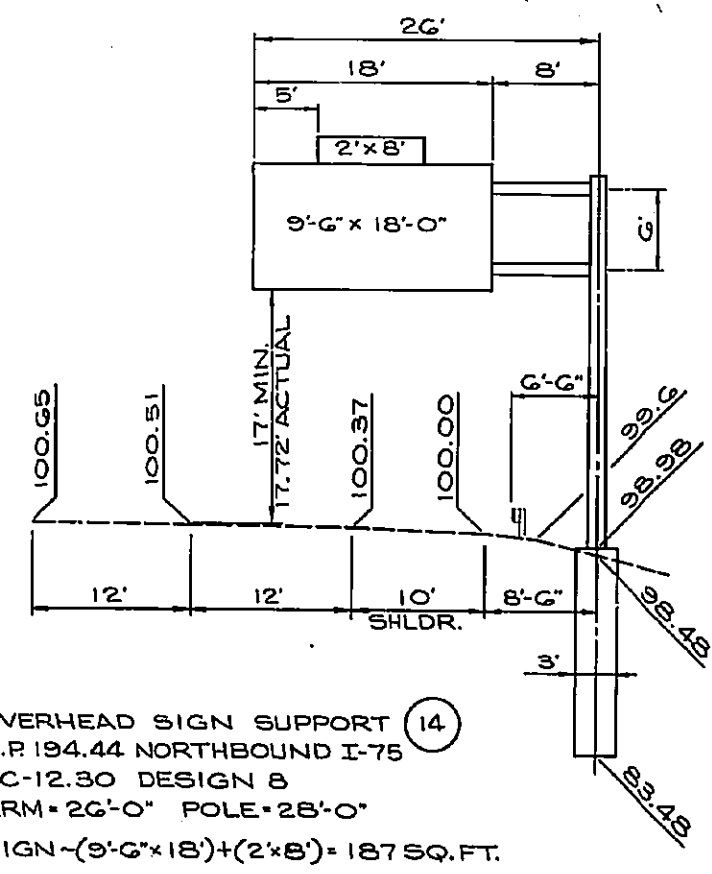




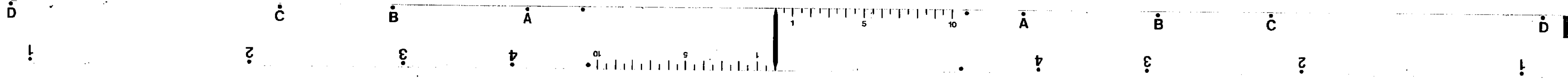
a
SIGN-6'-6" x 15'=97.5 SQ. FT.
FIXTURES-2 AT 175 WATTS

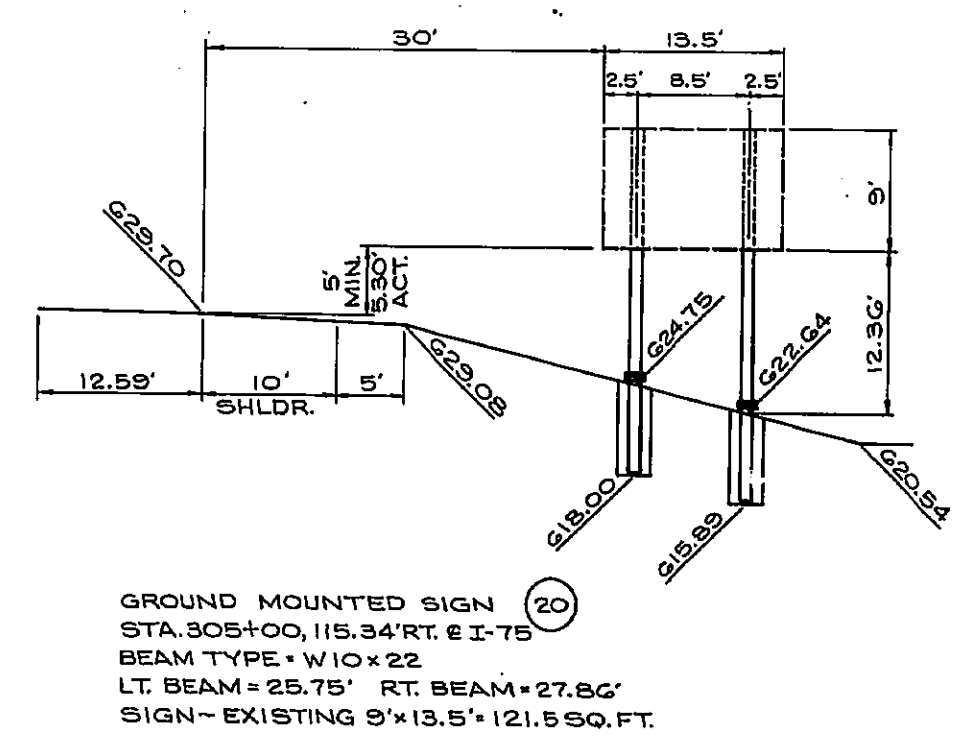
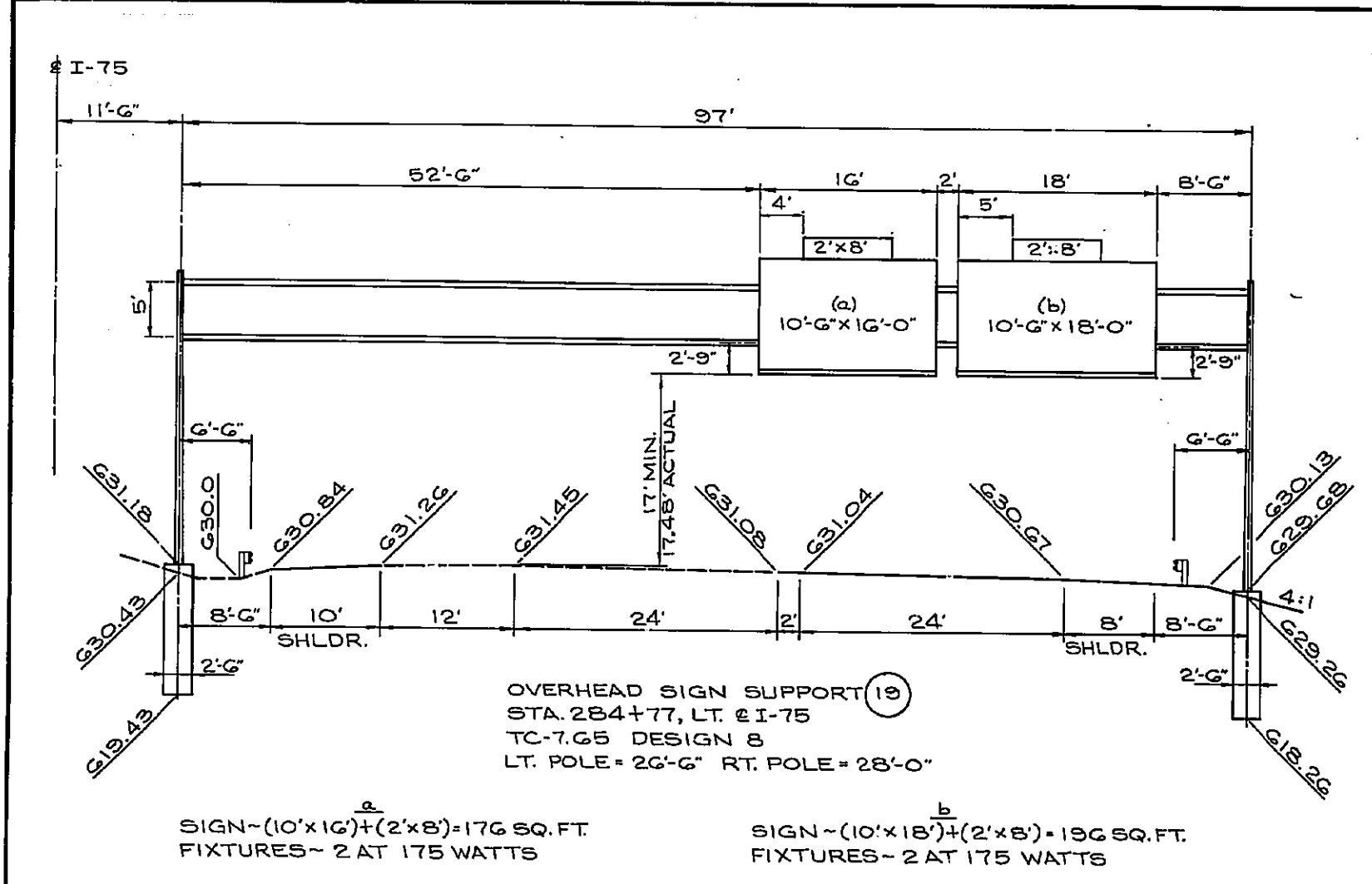
b
SIGN-10'-6" x 12'=126 SQ. FT.
FIXTURES-2 AT 175 WATTS

c
SIGN-8'-6" x 12'=102 SQ. FT.
FIXTURES-2 AT 175 WATTS

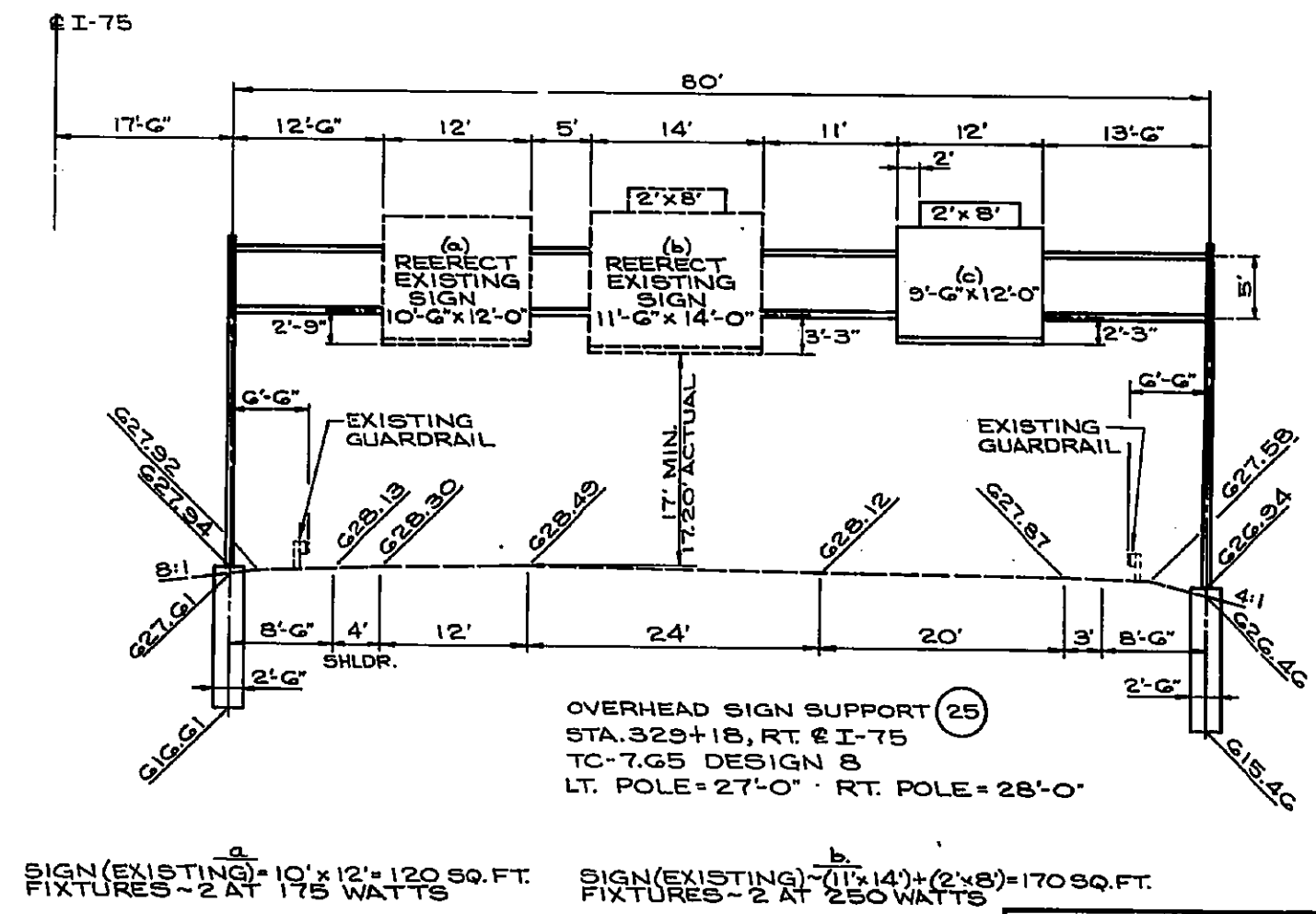
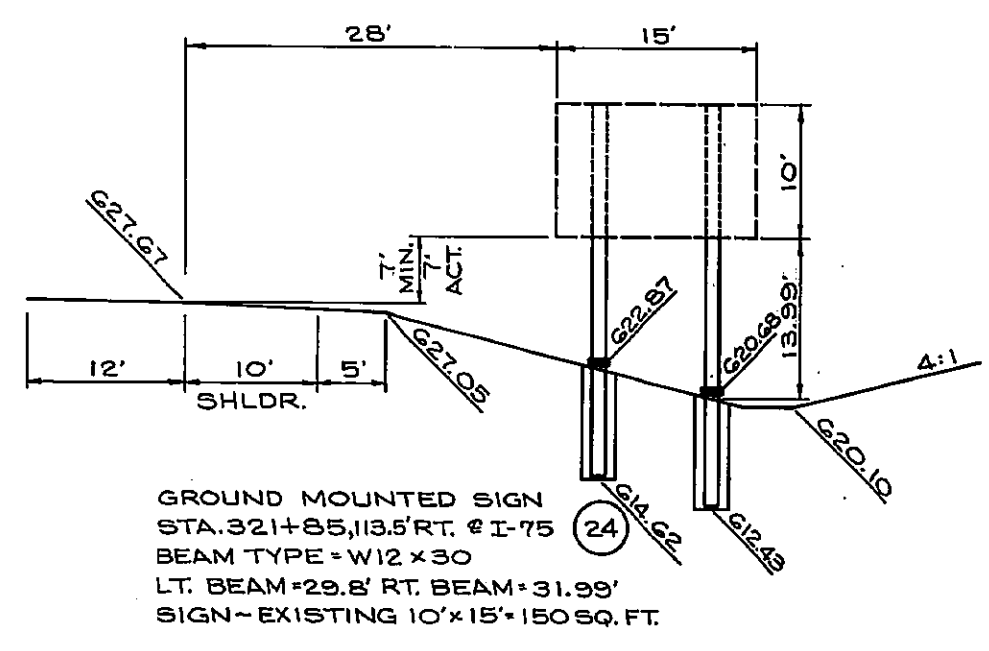
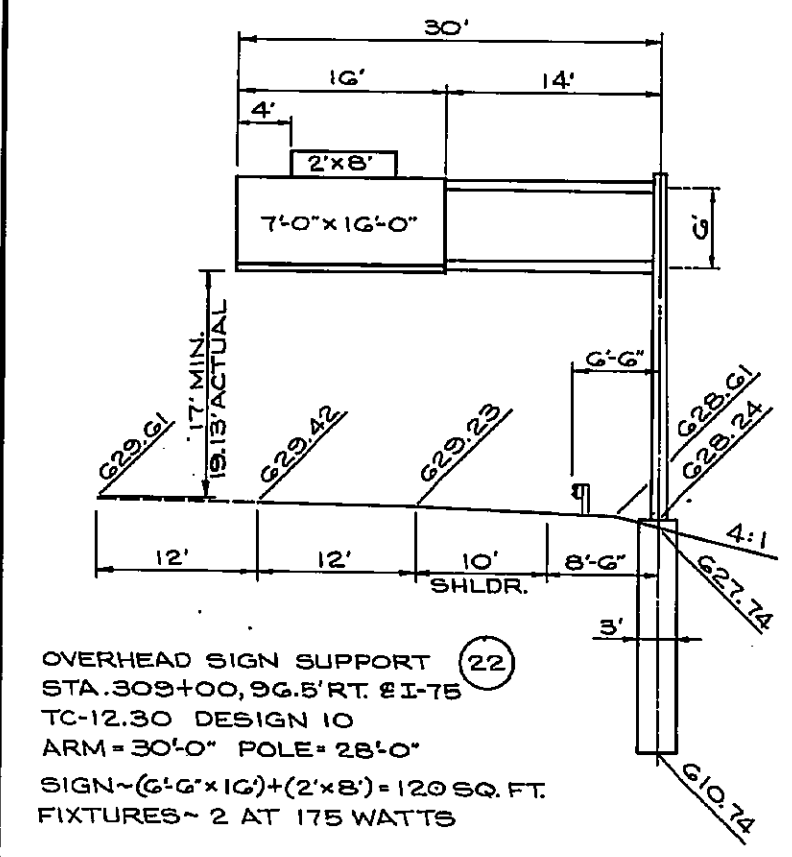


URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN ELEVATION VIEWS	
DATE: 10/89	SCALE: 1/8"=1 FT.
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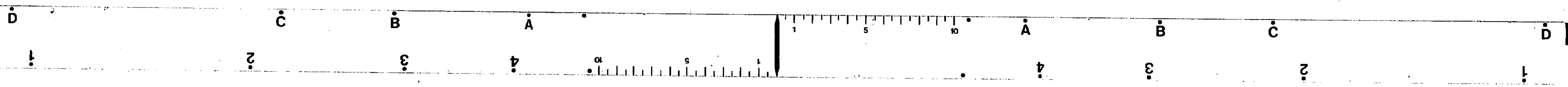


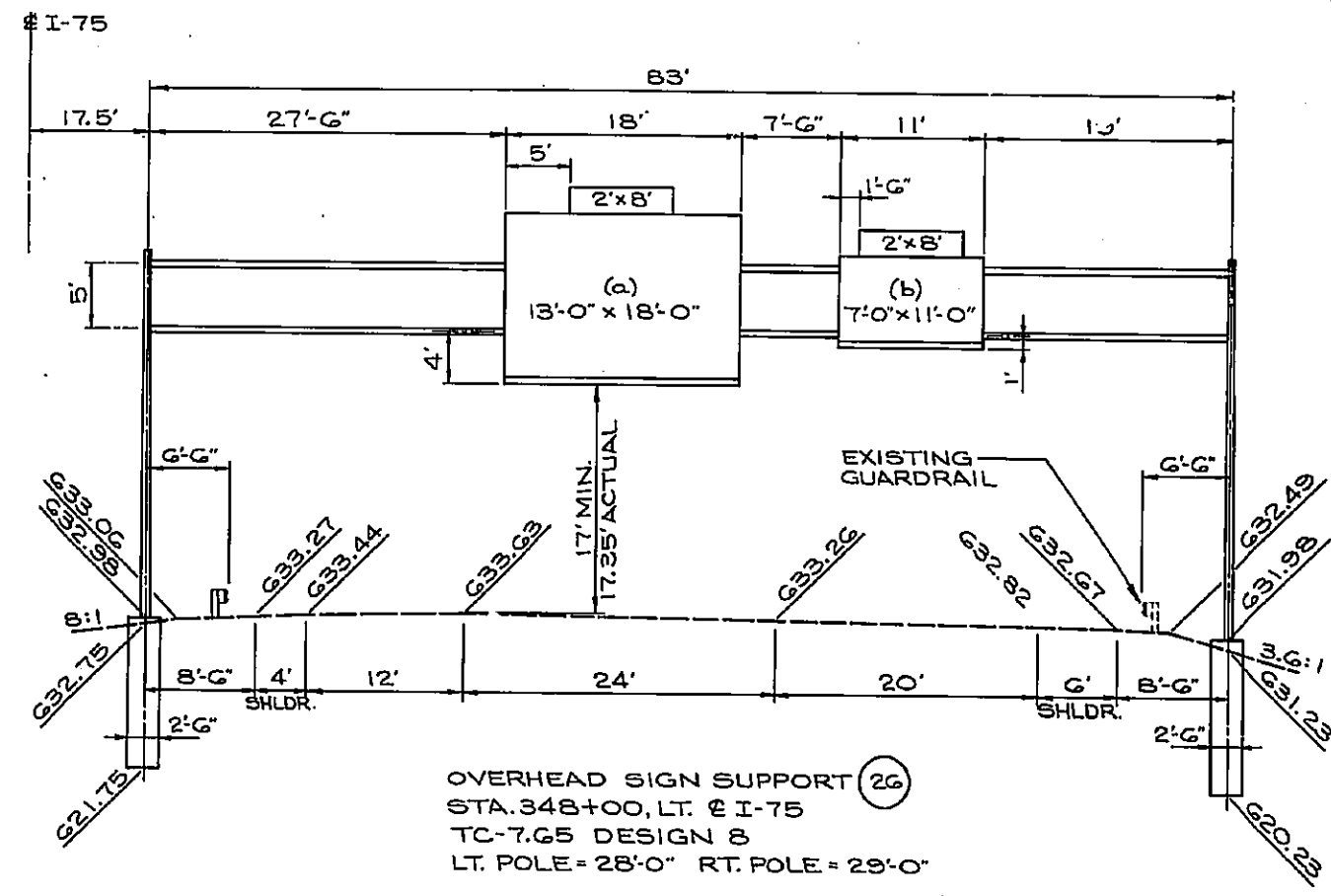


FOR OVERHEAD SIGN SUPPORT (21)
SEE SHEET NO. 176.

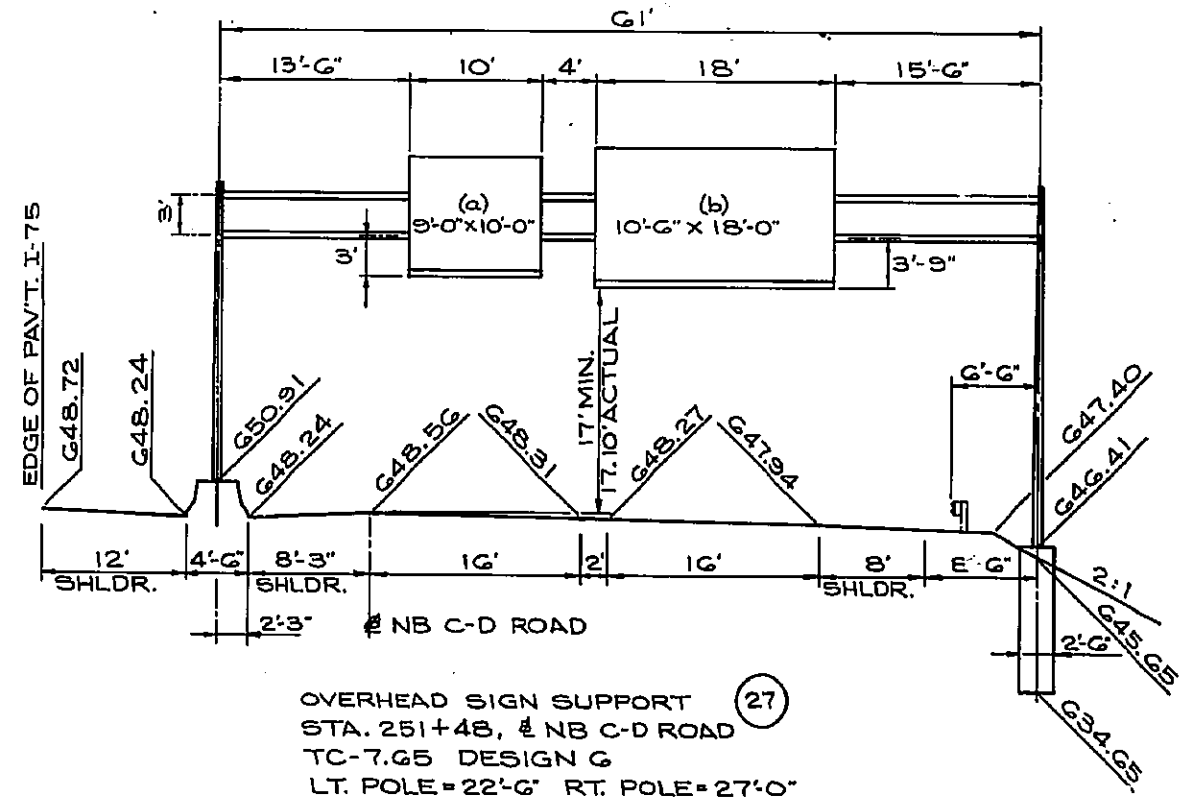


URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN ELEVATION VIEWS	
DATE: 10/89	SCALE: 1/8" = 1 FT.
CIP: 55-90-03	SHEET 179 OF

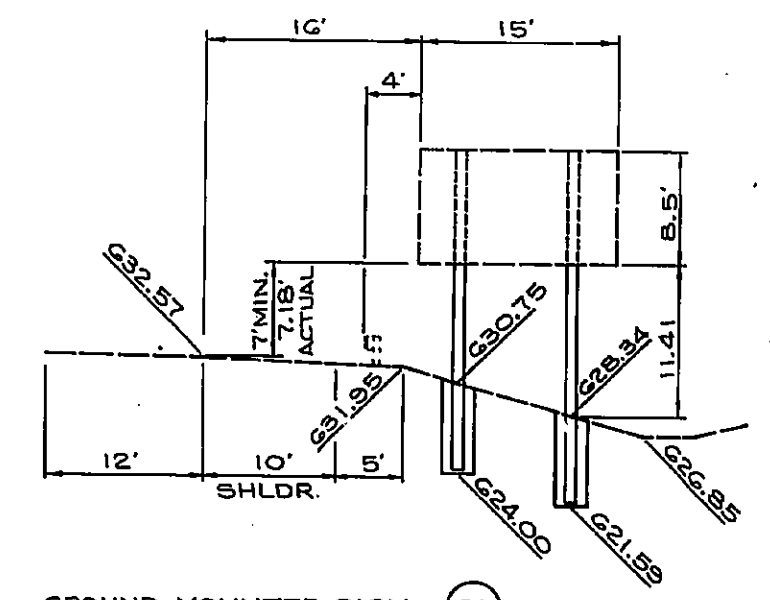




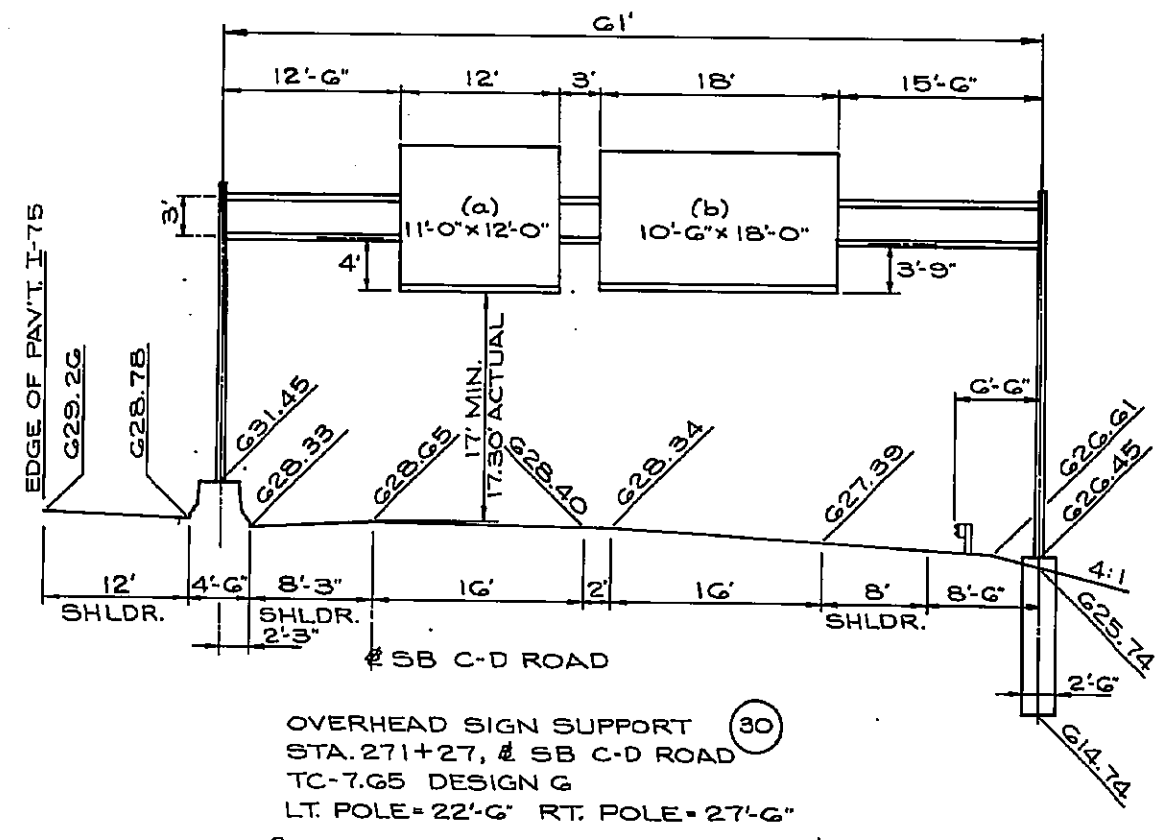
OVERHEAD SIGN SUPPORT (26)
 STA. 348+00, LT. of I-75
 TC-7.G5 DESIGN B
 LT. POLE = 28'-0" RT. POLE = 29'-0"
 SIGN - (12'-6" x 18") + (2' x 8") = 241 SQ. FT.
 FIXTURES - 2 AT 250 WATTS
 BRACKET SPACING = 5 7/8", 50", 49 3/8",
 50", 49 3/8", 5 7/8"
 SIGN - (6'-6" x 11") + (2' x 8") = 87.5 SQ. FT.
 FIXTURES - 1 AT 175 WATTS



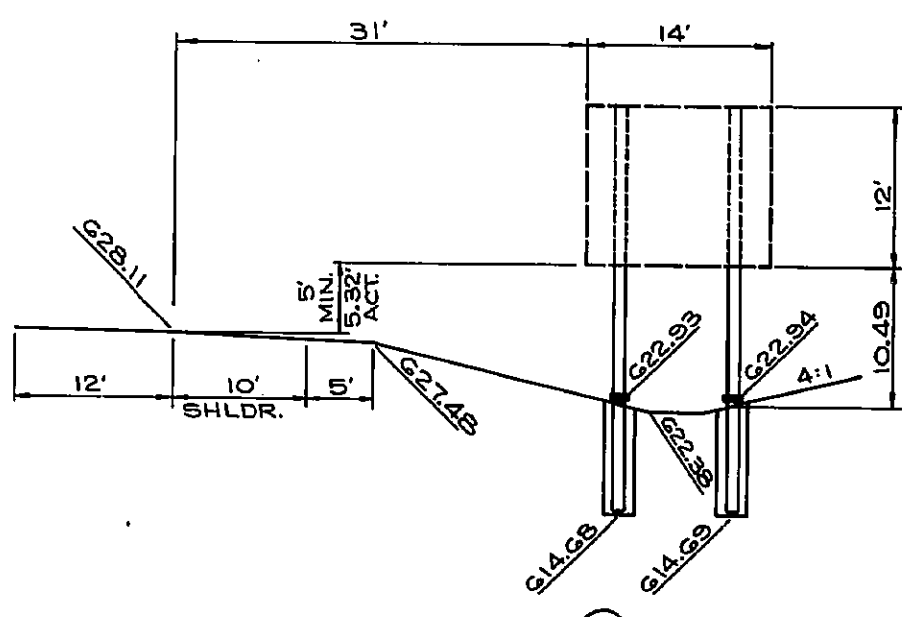
OVERHEAD SIGN SUPPORT (27)
 STA. 251+48, NB C-D ROAD
 TC-7.G5 DESIGN G
 LT. POLE = 22'-6" RT. POLE = 27'-0"
 SIGN - 8'-6" x 10" = 85 SQ. FT. FIXTURES - 1 AT 175 WATTS
 SIGN - 10'-6" x 18" = 180 SQ. FT. FIXTURES - 2 AT 175 WATTS



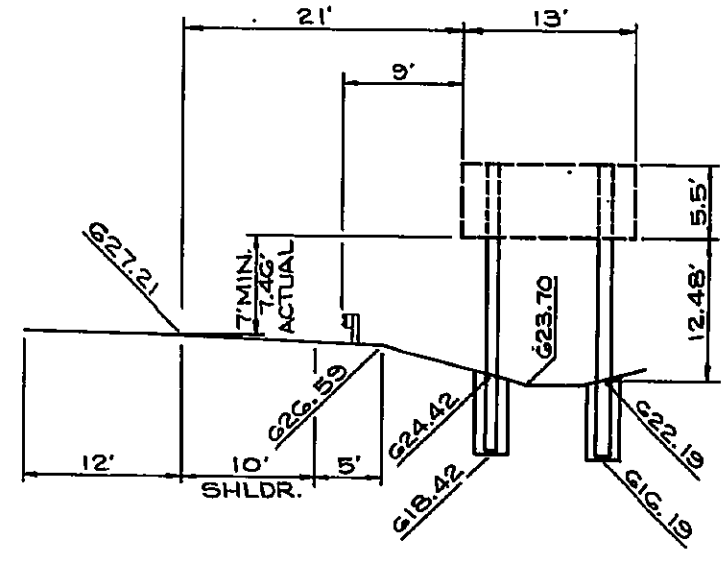
GROUND MOUNTED SIGN (31)
 STA. 235+00, 89.5' RT. of I-75
 BEAM TYPE - W10 x 22
 LT. BEAM = 24.0' RT. BEAM = 26.41'
 SIGN - EXISTING 8.5' x 15' = 127.5 SQ. FT.



OVERHEAD SIGN SUPPORT (30)
 STA. 271+27, SB C-D ROAD
 TC-7.G5 DESIGN G
 LT. POLE = 22'-6" RT. POLE = 27'-6"
 SIGN - 10'-6" x 12" = 126 SQ. FT. FIXTURES - 2 AT 175 WATTS
 BRACKET SPACING = 6", 33", 33",
 33", 33", 6"
 SIGN - 10'-6" x 18" = 180 SQ. FT. FIXTURES - 2 AT 175 WATTS

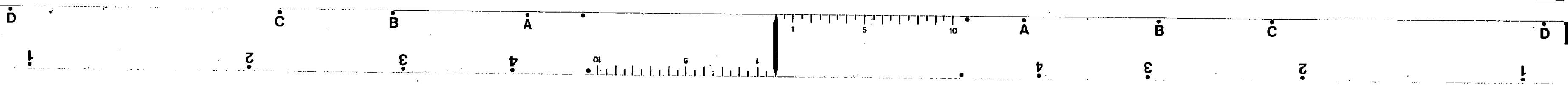


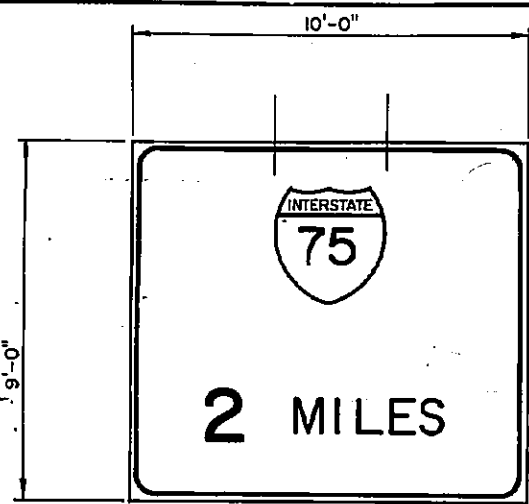
GROUND MOUNTED SIGN (33)
 STA. 297+00, 128' RT. of I-75
 BEAM TYPE - W12 x 30
 LT. BEAM = 30.5' RT. BEAM = 30.49'
 SIGN - EXISTING 12' x 14' = 168 SQ. FT.



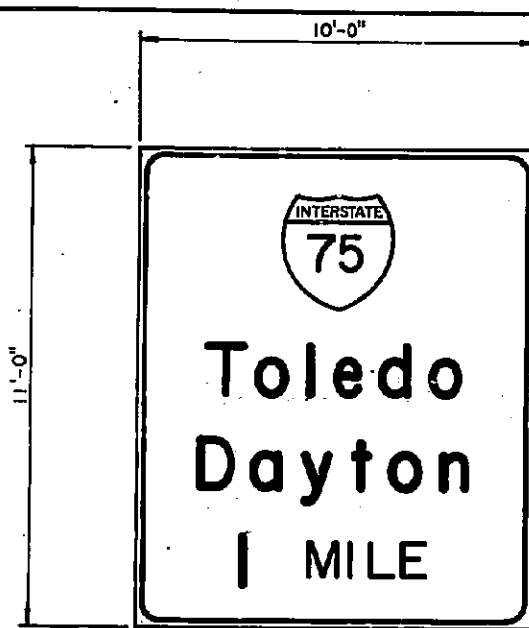
GROUND MOUNTED SIGN (34)
 STA. 317+80, 105.5' LT. of I-75
 BEAM TYPE - W10 x 12
 LT. BEAM = 21.5' RT. BEAM = 23.73'
 SIGN - EXISTING 5.5' x 13' = 71.5 SQ. FT.

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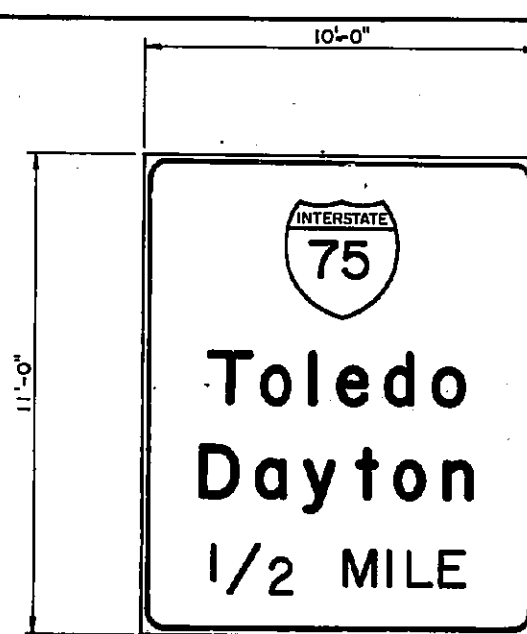




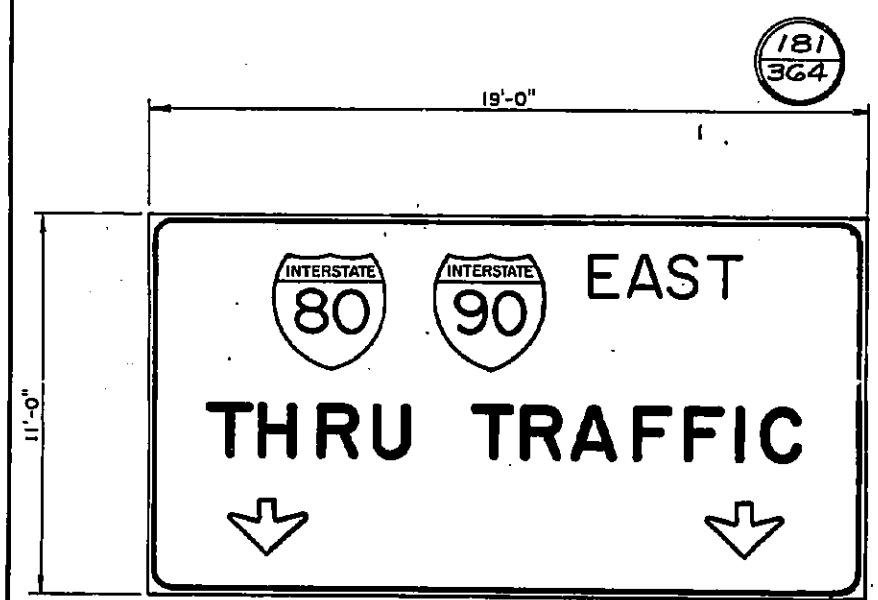
①⑩
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



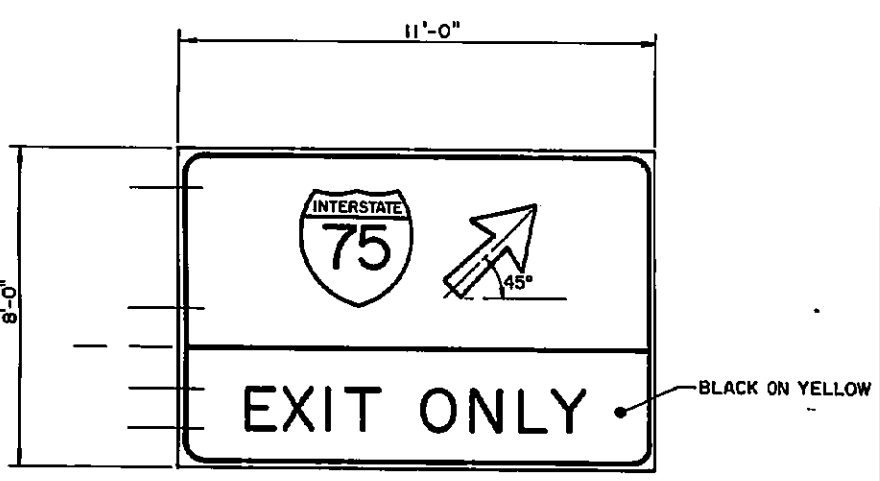
②⑨
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



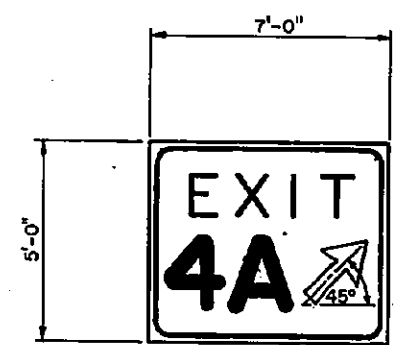
③⑧
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



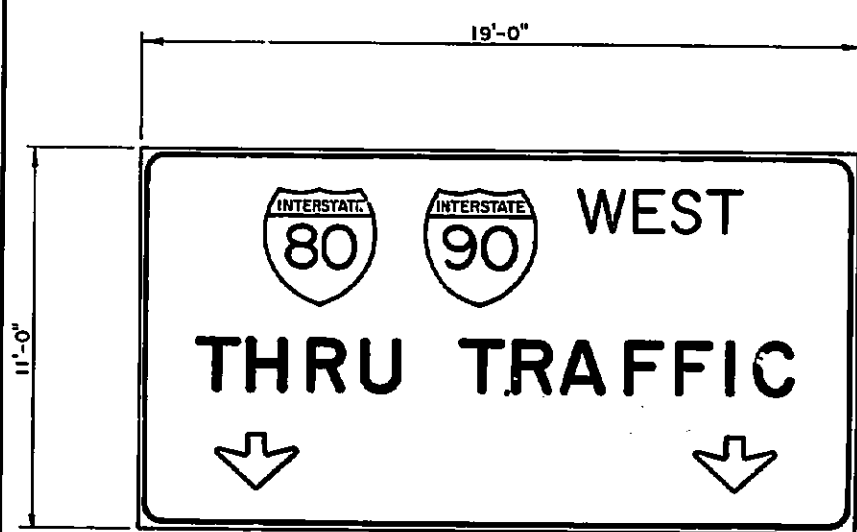
④a
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



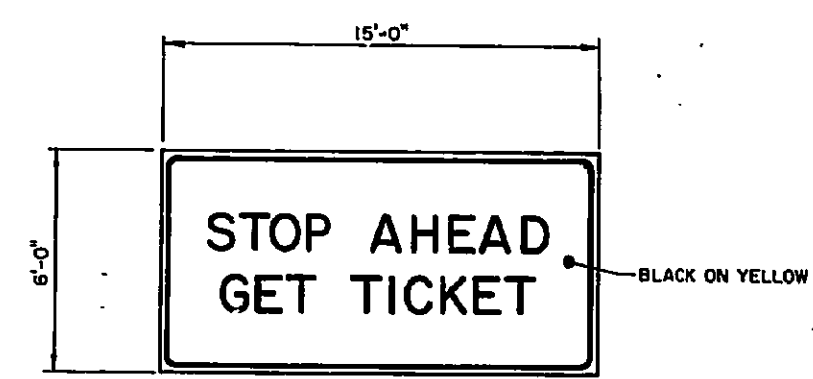
④⑦
b b
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



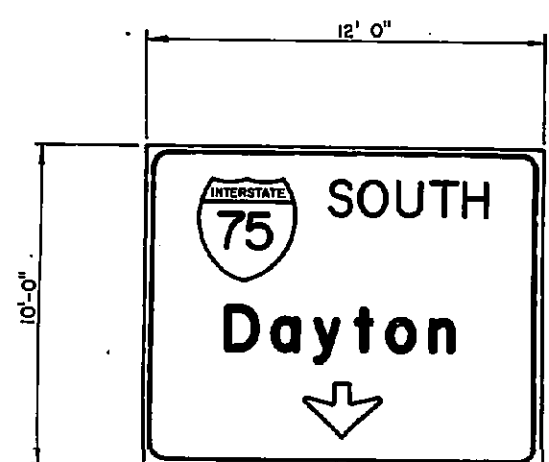
⑤⑥
FURNISHED BY O.T.C.



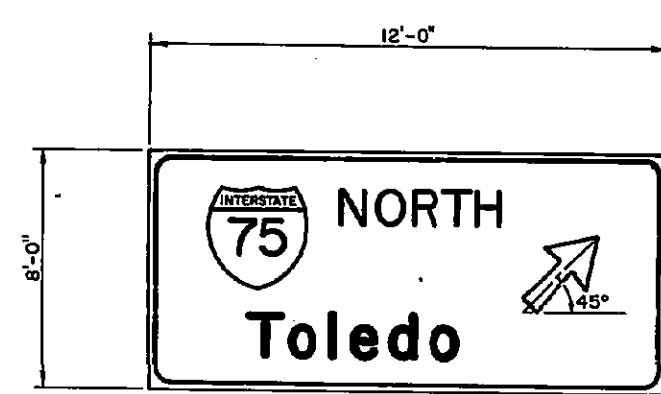
⑦a
SHIELD TYPE = M-5C-36-2
FURNISHED BY O.T.C.



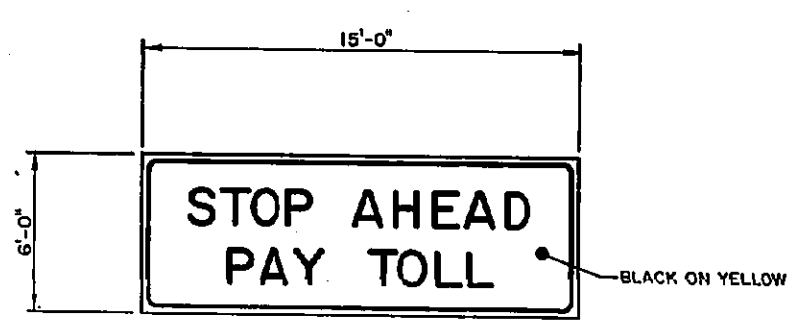
⑪a
FURNISHED BY O.T.C.



⑪b
SHIELD TYPE = M-5C-30-2
FURNISHED BY O.T.C.



⑪c
SHIELD TYPE = M-5C-30-2
FURNISHED BY O.T.C.



⑫a
FURNISHED BY O.T.C.

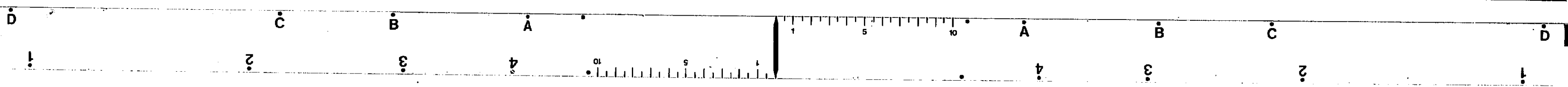
ALL DIMENSIONS ARE INCHES AND EIGHTHS OF INCHES UNLESS OTHERWISE SHOWN.

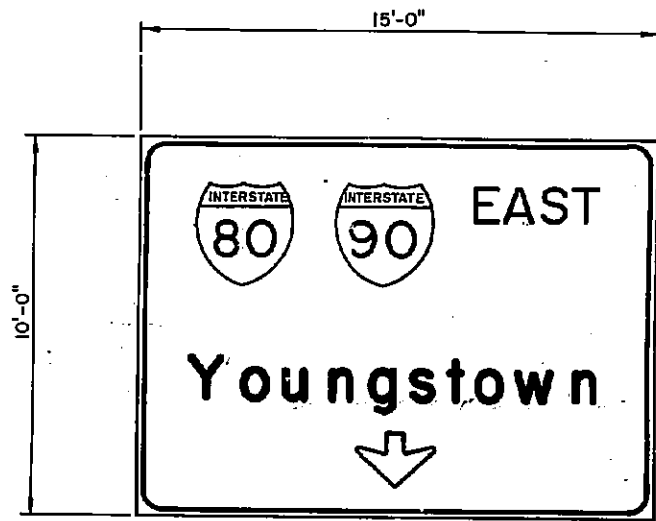
ALL LETTERING SHALL BE SERIES E, MODIFIED BY WIDENING THE STROKE WIDTH TO APPROXIMATELY ONE-FIFTH OF THE LETTER OR NUMERAL HEIGHT, AS PER THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AS PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION, UNLESS OTHERWISE NOTED.

ALL SIGNS SHALL BE WHITE ON GREEN UNLESS OTHERWISE NOTED.

FOR EXIT PANELS, ARROWS, AND SHIELD DETAILS, SEE SHEET NO. 183

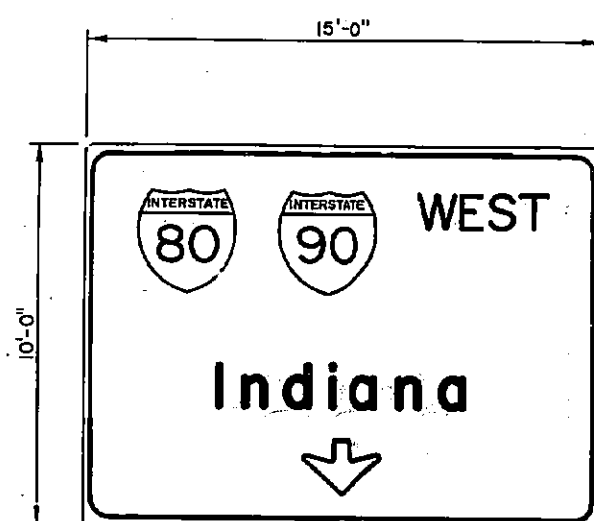
URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN DETAILS	
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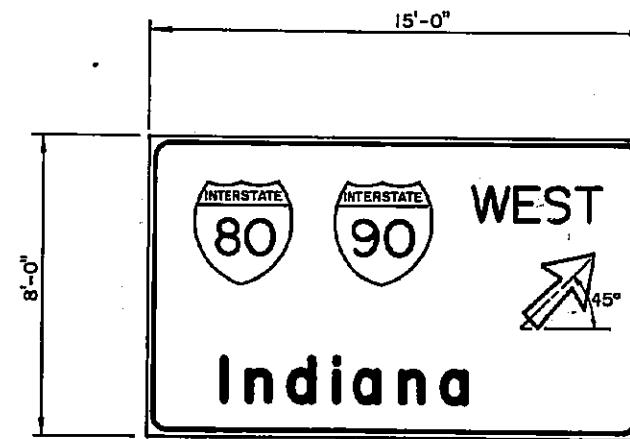
12 13
b a

FURNISHED BY O.T.C.



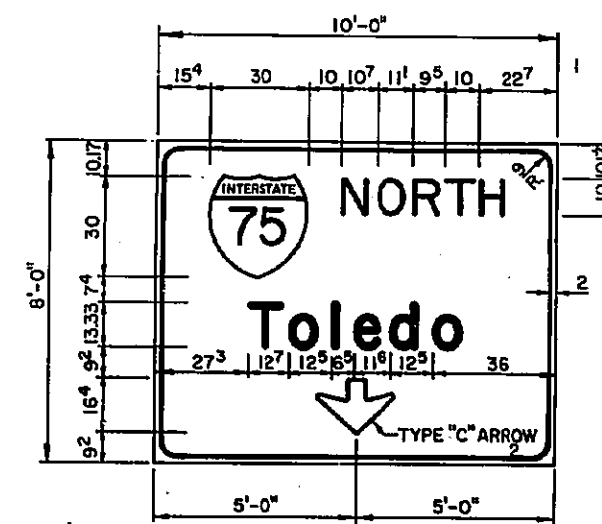
12 c

FURNISHED BY O.T.C.



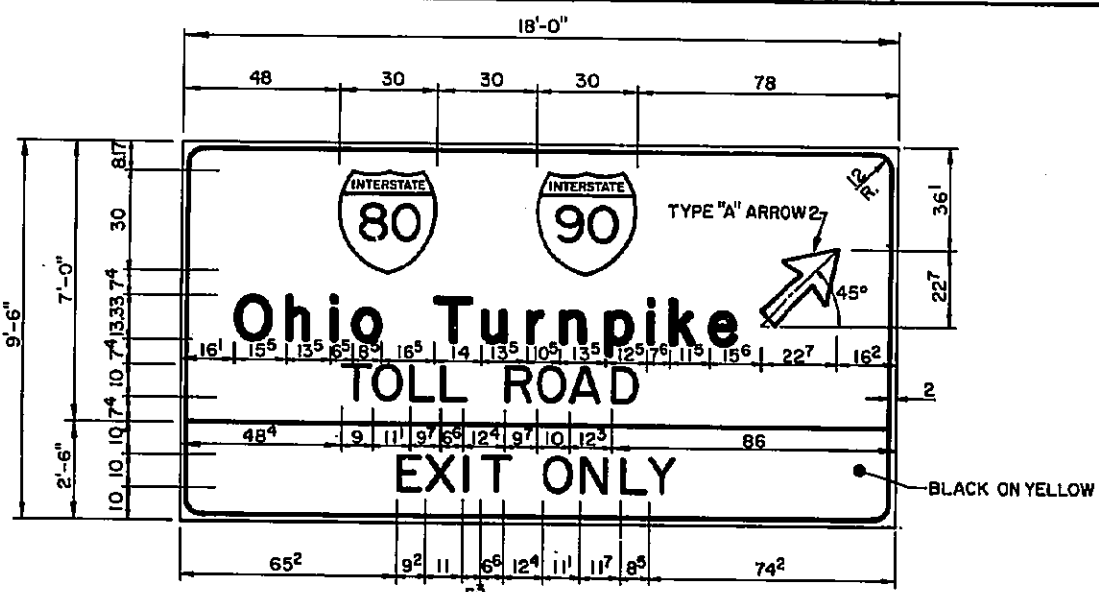
13 b

FURNISHED BY O.T.C.

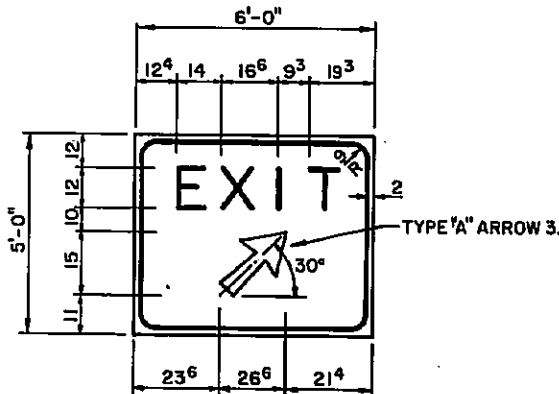


182
364

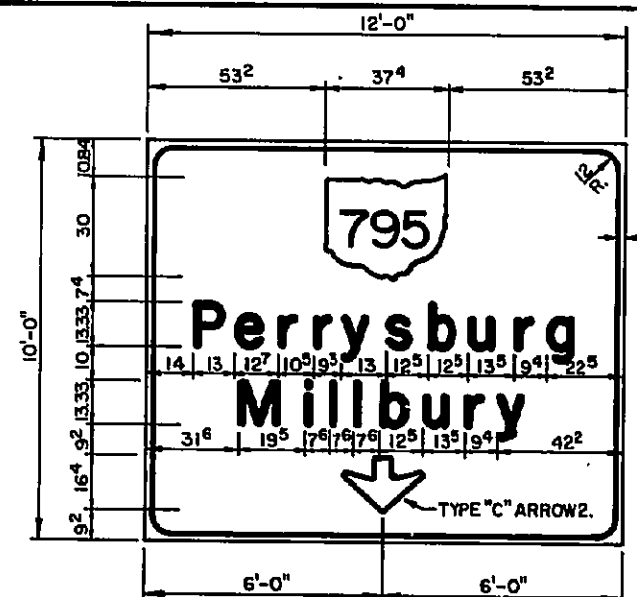
27 a



27 30
b b

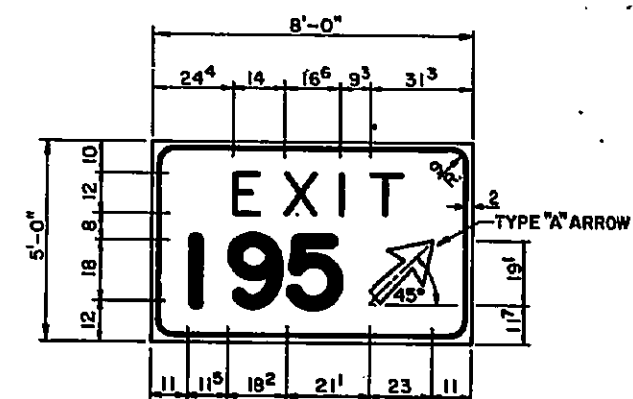


28 29

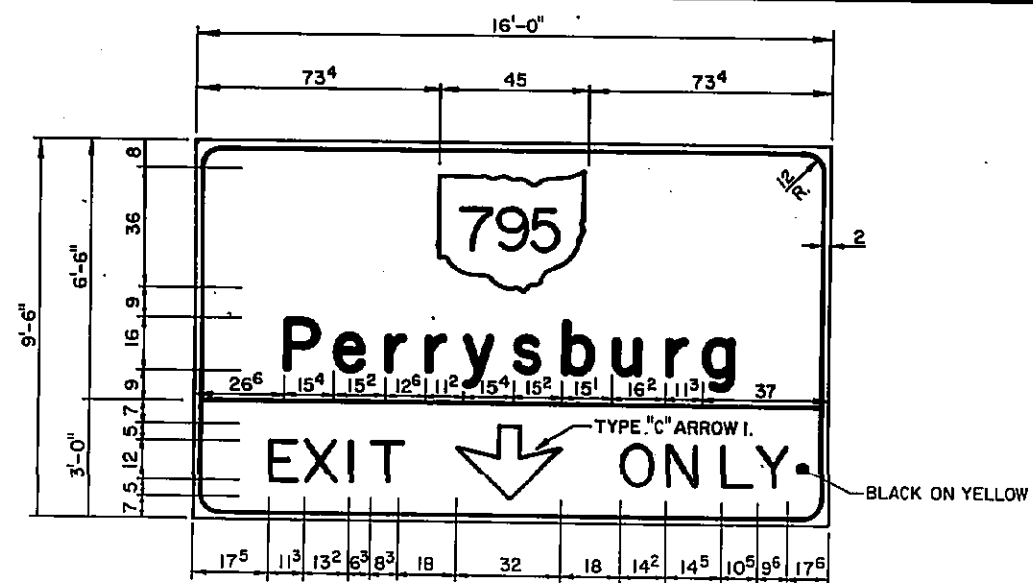


30 a

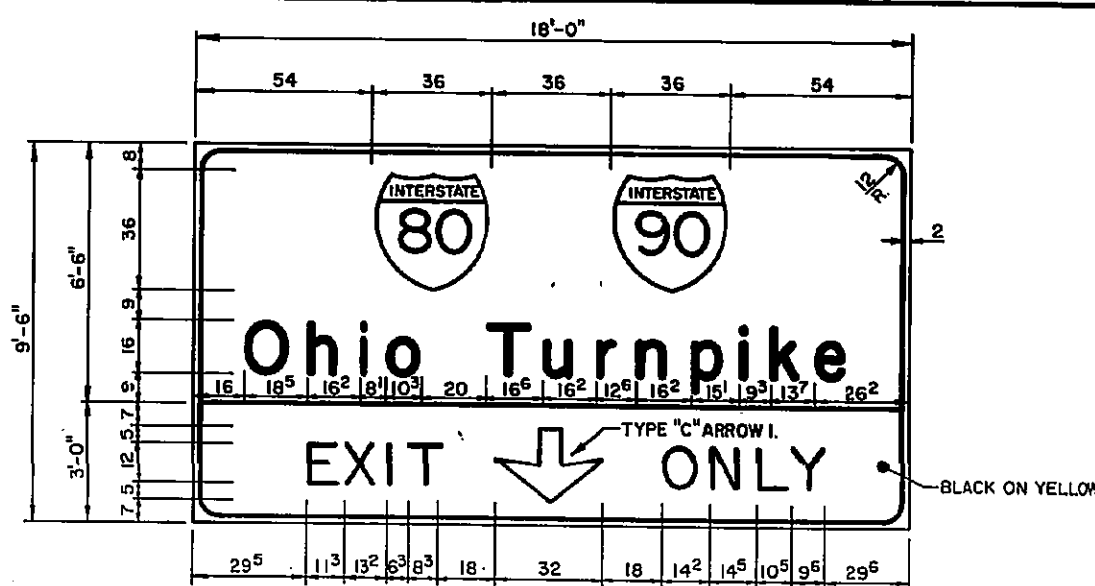
FOR TEMPORARY OVERLAY
SEE SHEET NO. 184



17 18



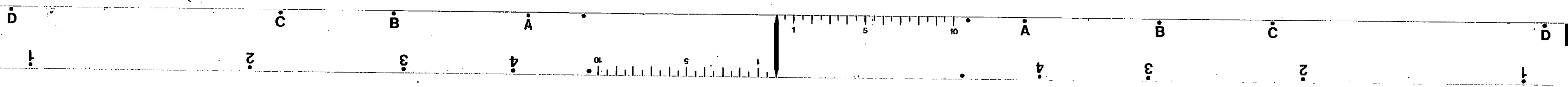
19 21
a b

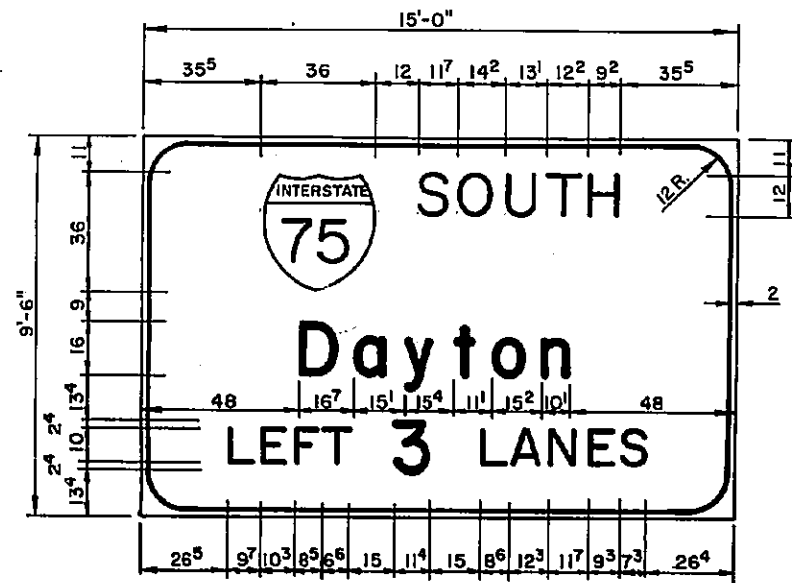


19 21
b c

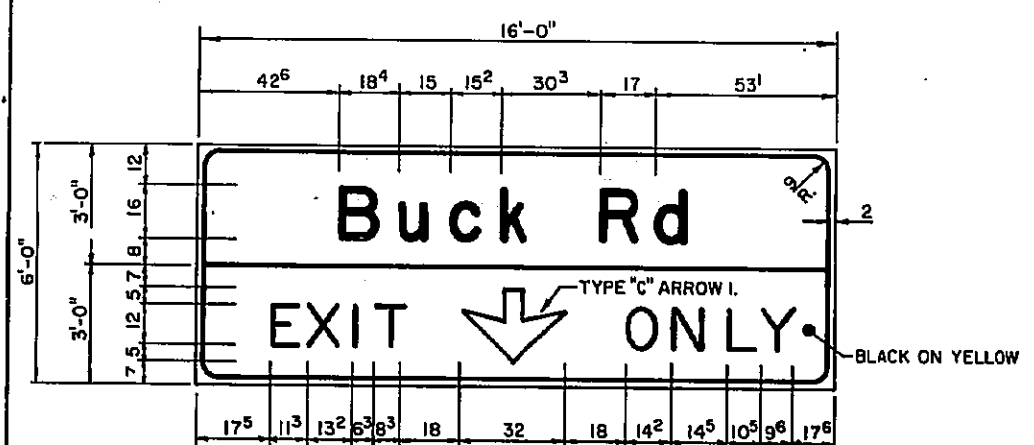
SEE NOTES ON SHEET NO. 181

URS	
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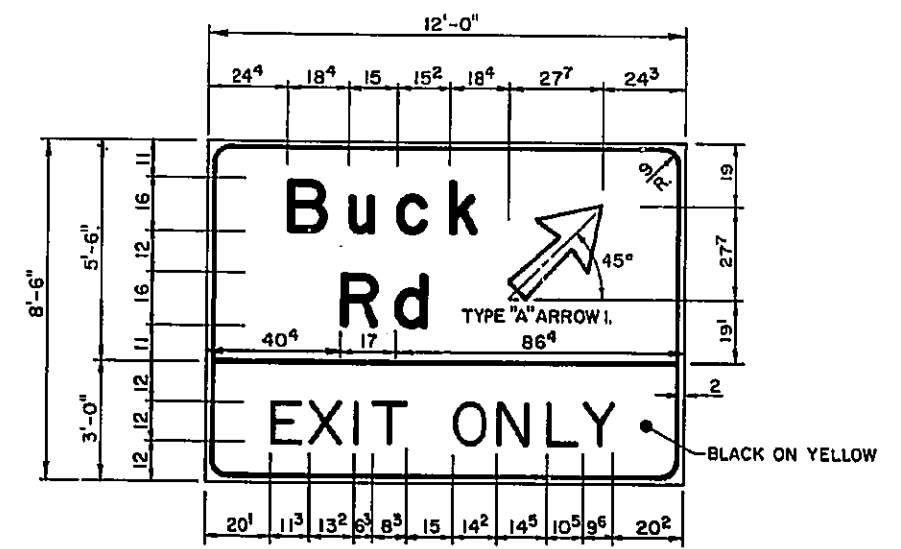




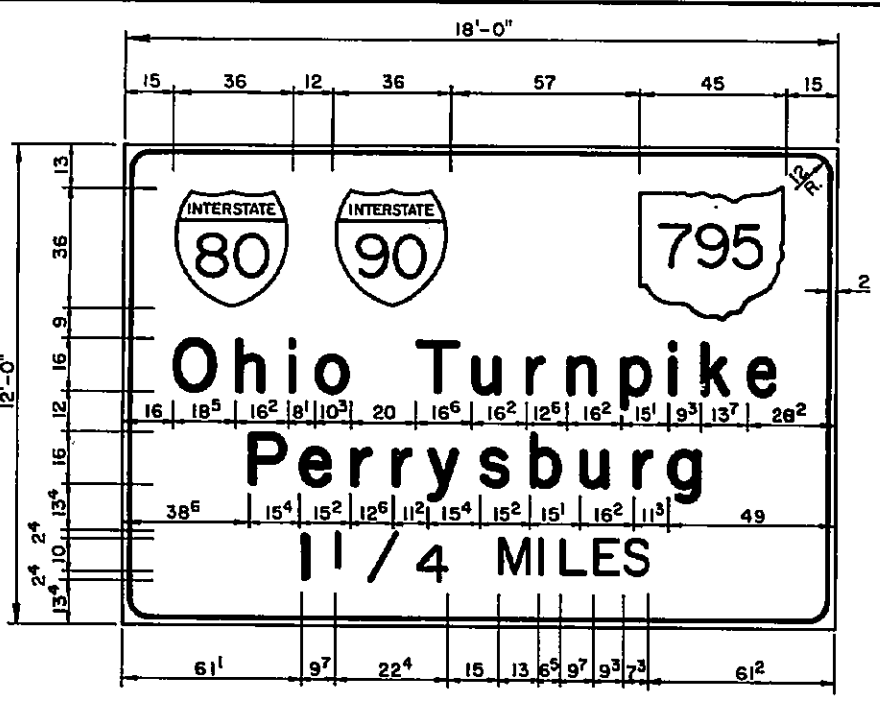
21a



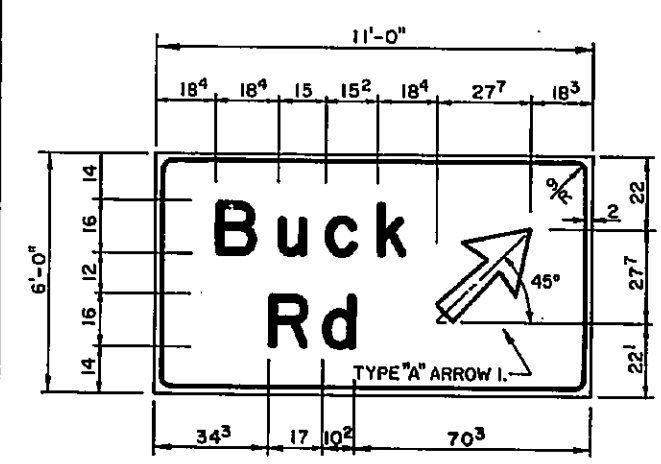
22



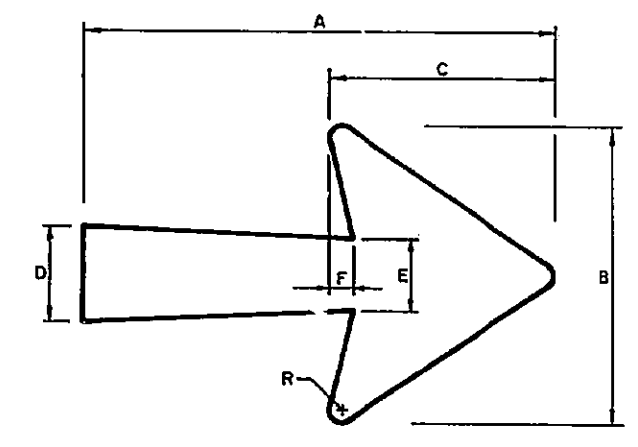
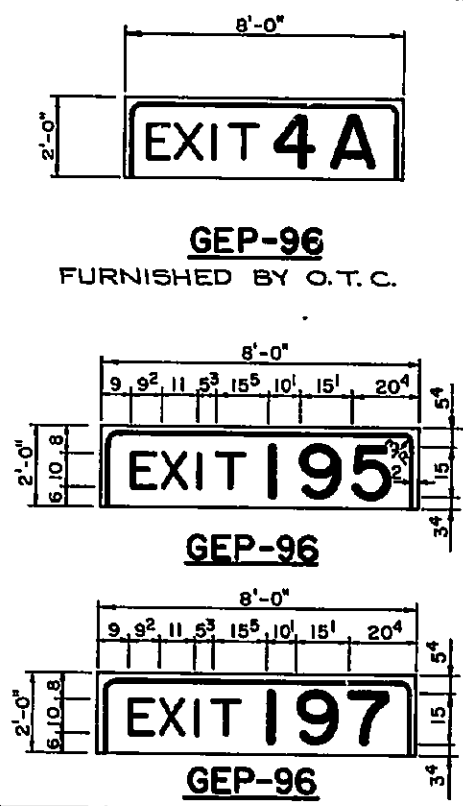
25



26a

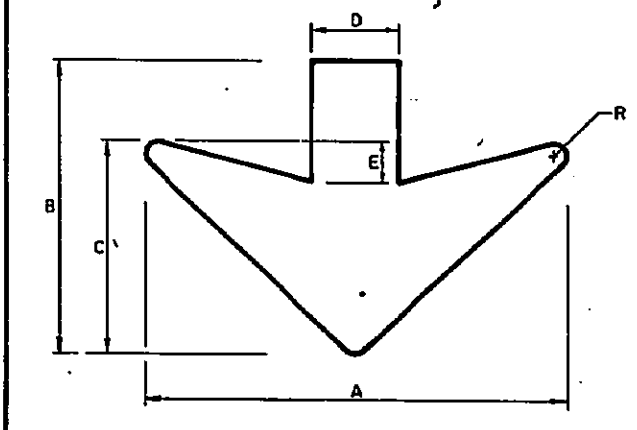


26b



	A	B	C	D	E	F	R
TYPE "A" ARROW 1	35 3/8"	22 1/4"	17"	7 1/8"	5 3/8"	1 3/4"	1"
TYPE "A" ARROW 2	29 1/4"	18 1/4"	14"	6"	4 1/2"	1 1/2"	3/4"
TYPE "A" ARROW 3	24 1/4"	15 1/8"	11 9/16"	5"	3 3/4"	1 5/8"	13/16"

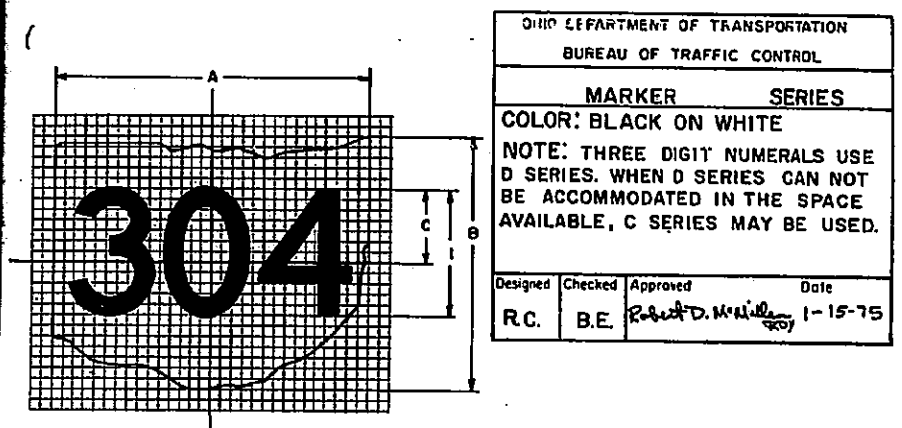
TYPE "A" ARROW



	A	B	C	D	E	R
TYPE "C" ARROW 1	32"	22"	16"	6 1/2"	3"	1"
TYPE "C" ARROW 2	24"	16 1/2"	12"	5"	2 1/4"	3/4"

TYPE "C" ARROW

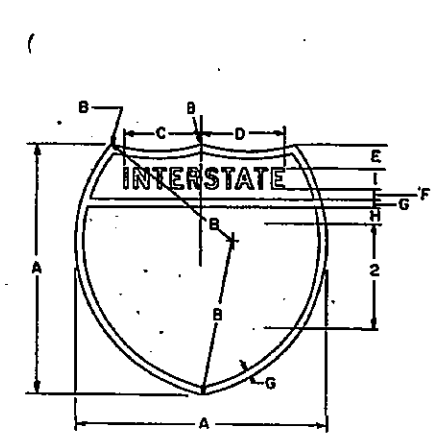
STANDARD SIGN DESIGN
CODE NO. M-2C-3



DESIGNED	CHECKED	APPROVED	DATE
R.C.	B.E.	P. J. WILSON	1-15-75

CODE NO.	A	B	LETTER SIZES																
			1	2	3	4	5	C	D	E	F	G	H	J	K	L	M	N	
M-2C-24-3	30	24	2 1/2"								7								
M-2C-30-3	37 1/2	30	3 1/2"								9								
M-2C-36-3	45	36	4 1/2"								11								

STANDARD SIGN DESIGN
CODE NO. M-5C-2



DESIGNED	CHECKED	APPROVED	DATE
R.C.	B.E.	P. J. WILSON	1-15-75



CODE NO.	A	B	LETTER SIZES																
			1	2	3	4	5	C	D	E	F	G	H	J	K	L	M	N	
M-5C-24-2	24	15	2 1/2"	10"							7 1/2	7 3/4	2 1/4	1	3/4	1 5/8			
M-5C-30-2	30	18 1/2	2 1/2"	10"							9 1/2	9 1/2	2 1/2	1	1 1/8	2			
M-5C-36-2	36	22 1/2	3"	10"							11 1/8	11 1/2	3 1/2	1 1/4	1 5/8	2 1/2			

LETTER SPACING SUMMARY
CODE NO. M-5C-2

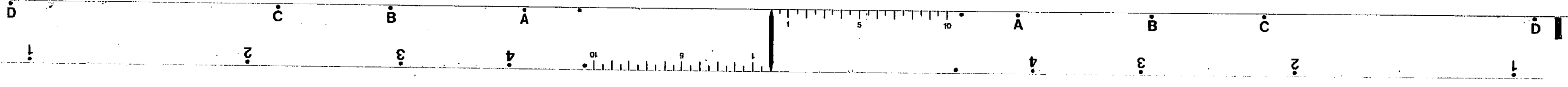
■ = Space between letters or words
Is = Letter size

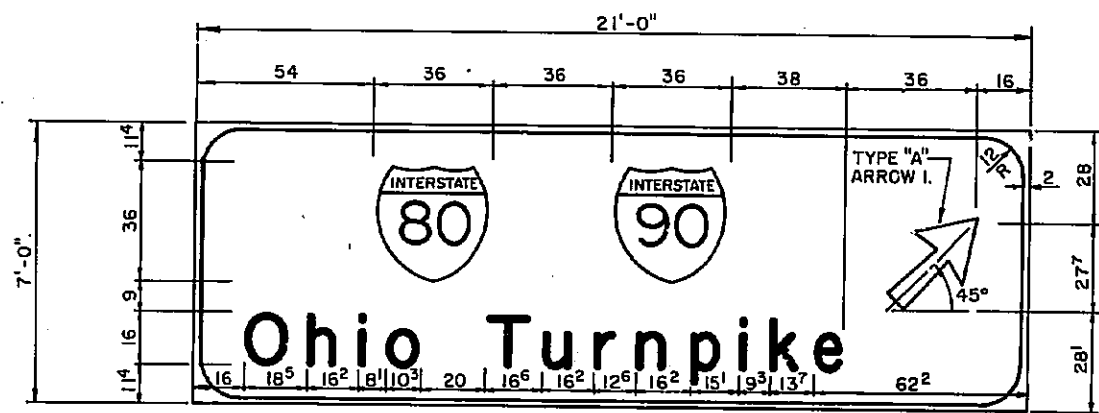
CODE NO.	Is	I	N	T	E	R					
M-5C-24-2	2 1/2"	31	66	134	41	22	41	22	52	134	36
M-5C-30-2	2 1/2"	39	82	168	50	52	50	52	61	168	45
M-5C-36-2	3"	47	98	202	60	63	60	63	77	202	54

CODE NO.	Is	S	T	A	T	E					
		134	25	122	67	68	122	41	122		15 1/2
		168	30	152	69	209	69	152	50	152	19
		202	36	183	11	250	11	183	60	183	22 1/8

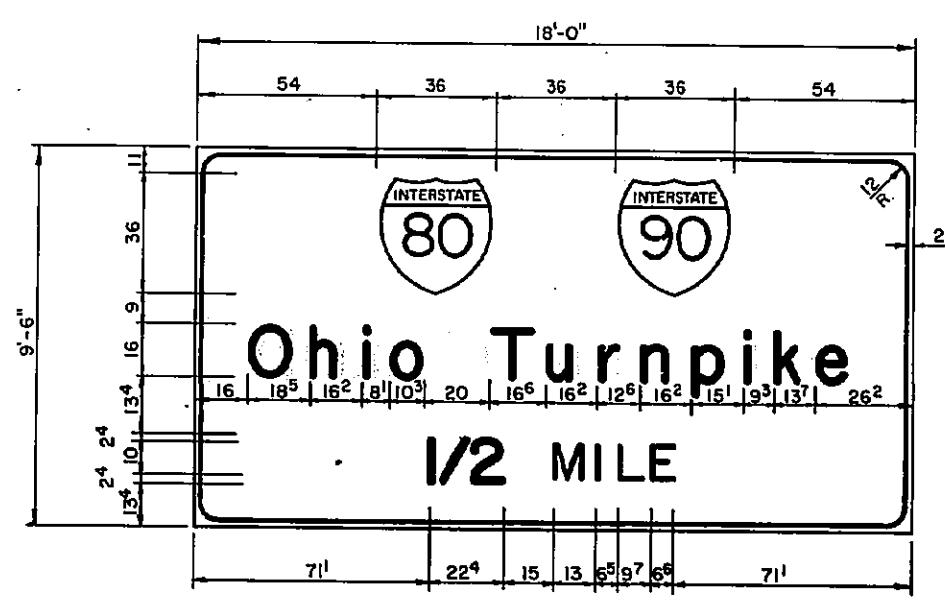
SEE NOTES ON SHEET NO. 181

URS	
OHIO TURNPIKE COMMISSION	
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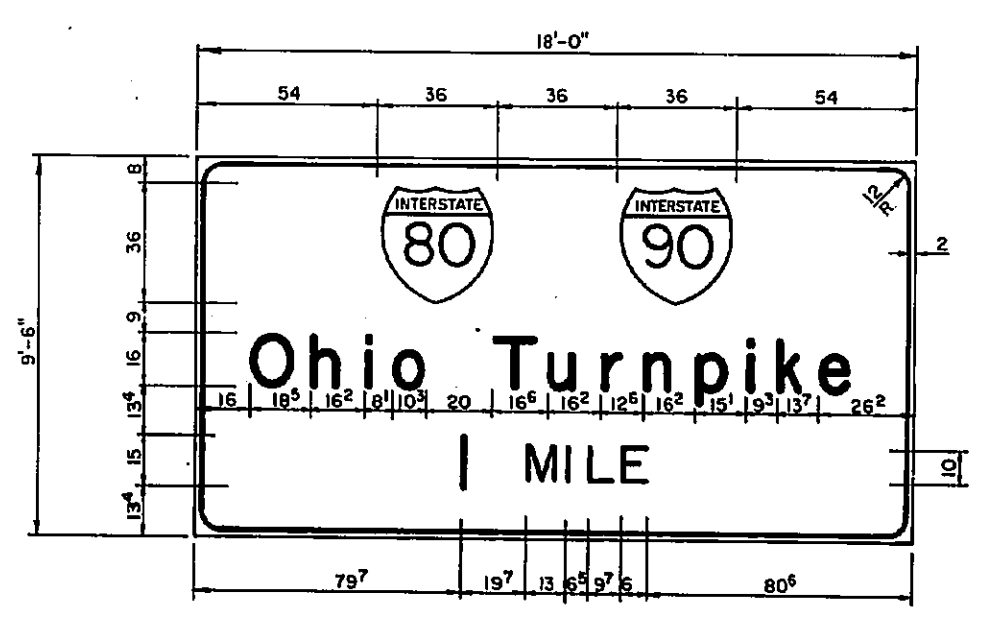




16

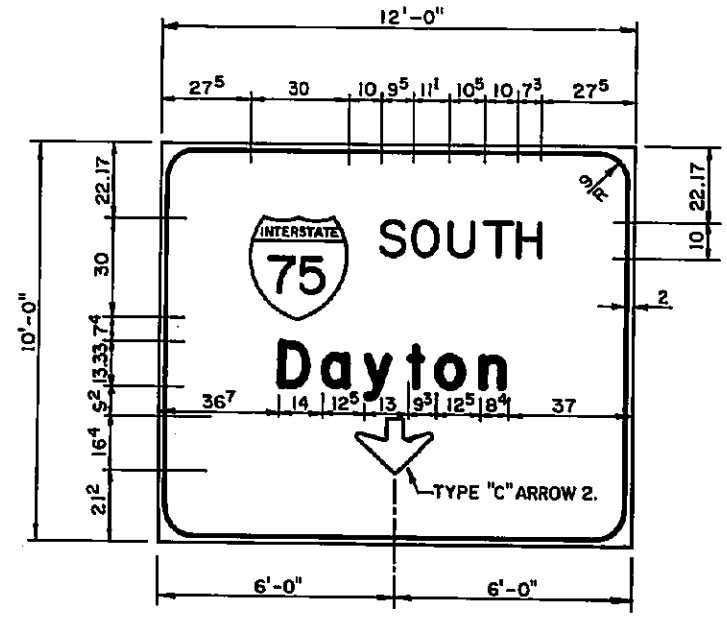


15



14

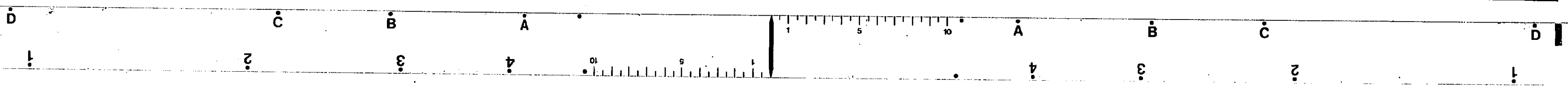
184
364



30a
TEMPORARY OVERLAY

SEE NOTES ON SHEET NO. 181

URS	
OHIO TURNPIKE COMMISSION	
GUIDE SIGN	
DETAILS	
DATE: 10/89	SCALE:
CIP: 55-90-03	SHEET 184 OF

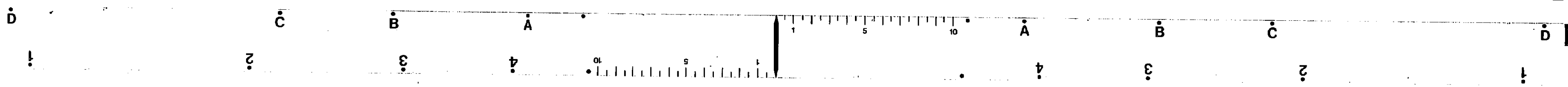


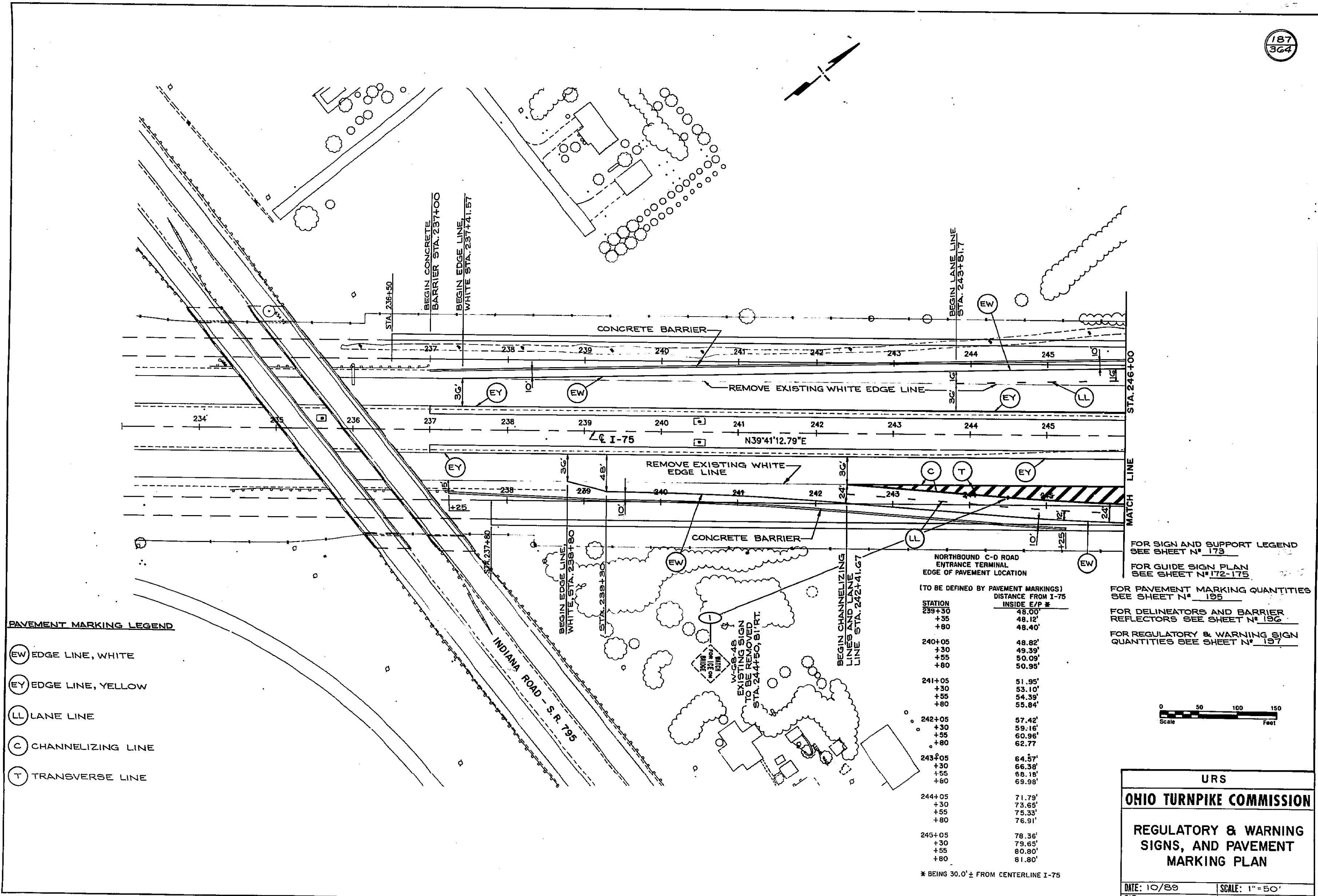


REFERENCE NUMBER	REFERENCE LETTER	LOCATION	SIDE	625								630								631						630																											
				EA	C.Y.	C.X.	L.F.	L.F.	EA	L.F.	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA																													
	I-75																																																				
25	-	329+18	RT	1	10.88																																																
26	a	348+00	LT	1	10.99																																																
	b																																																				
				NB C-D ROAD																																																	
27	a	251+48		1	12.68																																																
	b																																																				
28	-	253+15	RT		0.54		32	2																																													
				SB C-D ROAD																																																	
29	-	270+10	LT		0.54		32	2																																													
30	a	271+27		1	12.68																																																
	b																																																				
				I-75																																																	
31	-	235+00	RT		2.46		50.41																																														
32	-	275+50	LT																																																		
33	-	297+00	RT		3.0		2	60.99																																													
34	-	317+80	LT		2.2																																																
TOTALS				4	47.21	8.74	50.41	64	6	60.99	2	1	1			1	1083.5	160	3	2	1	6	3			45.23	4	12	4	4	12	4	9	6	6	2					1	2											

URS
 OHIO TURNPIKE COMMISSION
 SIGNING
 SUB-SUMMARY

DATE: 10/89 SCALE:
 CIP: 55-90-03 SHEET 186 OF





PAVEMENT MARKING LEGEND

- EW EDGE LINE, WHITE
- EY EDGE LINE, YELLOW
- LL LANE LINE
- C CHANNELIZING LINE
- T TRANSVERSE LINE

(TO BE DEFINED BY PAVEMENT MARKINGS)
DISTANCE FROM I-75

STATION	INSIDE E/P *
239+30	48.00'
+35	48.12'
+80	48.40'
240+05	48.82'
+30	49.39'
+55	50.09'
+80	50.95'
241+05	51.95'
+30	53.10'
+55	54.39'
+80	55.84'
242+05	57.42'
+30	59.16'
+55	60.96'
+80	62.77'
243+05	64.57'
+30	66.38'
+55	68.18'
+80	69.98'
244+05	71.79'
+30	73.65'
+55	75.33'
+80	76.91'
245+05	78.36'
+30	79.65'
+55	80.80'
+80	81.80'

* BEING 30.0' ± FROM CENTERLINE I-75

FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173

FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175

FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195

FOR DELINEATORS AND BARRIER
REFLECTORS SEE SHEET N° 196

FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 197

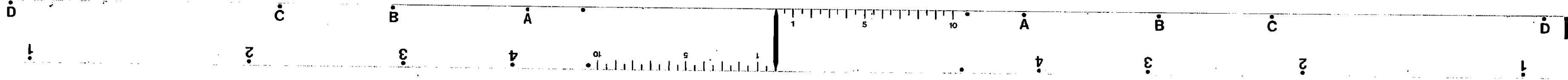


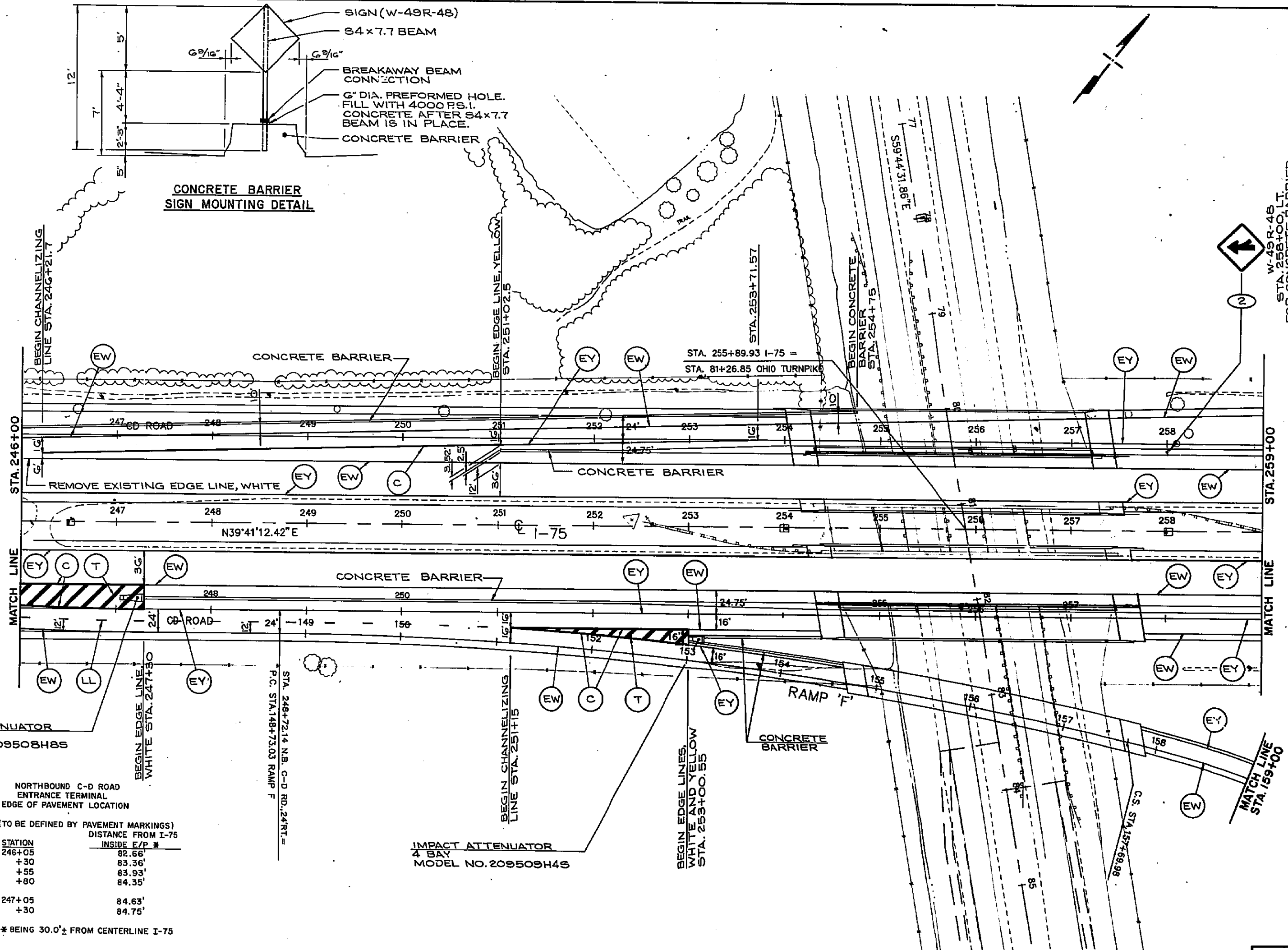
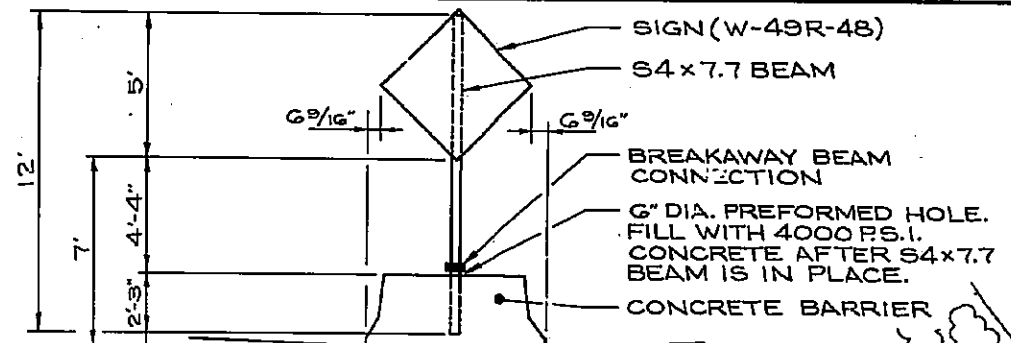
URS

OHIO TURNPIKE COMMISSION

**REGULATORY & WARNING
SIGNS, AND PAVEMENT
MARKING PLAN**

DATE: 10/89	SCALE: 1"=50'
CIP: 55-90-03	SHEET 187 OF

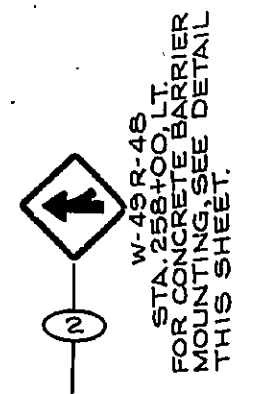




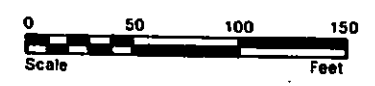
NORTHBOUND C-D ROAD
ENTRANCE TERMINAL
EDGE OF PAVEMENT LOCATION
(TO BE DEFINED BY PAVEMENT MARKINGS)
DISTANCE FROM I-75

STATION	INSIDE E/P *
246+05	82.66'
+30	83.36'
+55	83.93'
+80	84.35'
247+05	84.63'
+30	84.75'

* BEING 30.0'± FROM CENTERLINE I-75



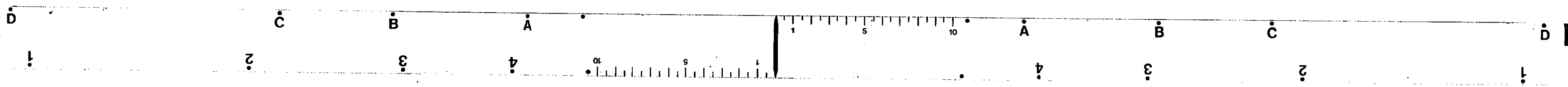
SEE SHEET 189
SEE SHEET 190

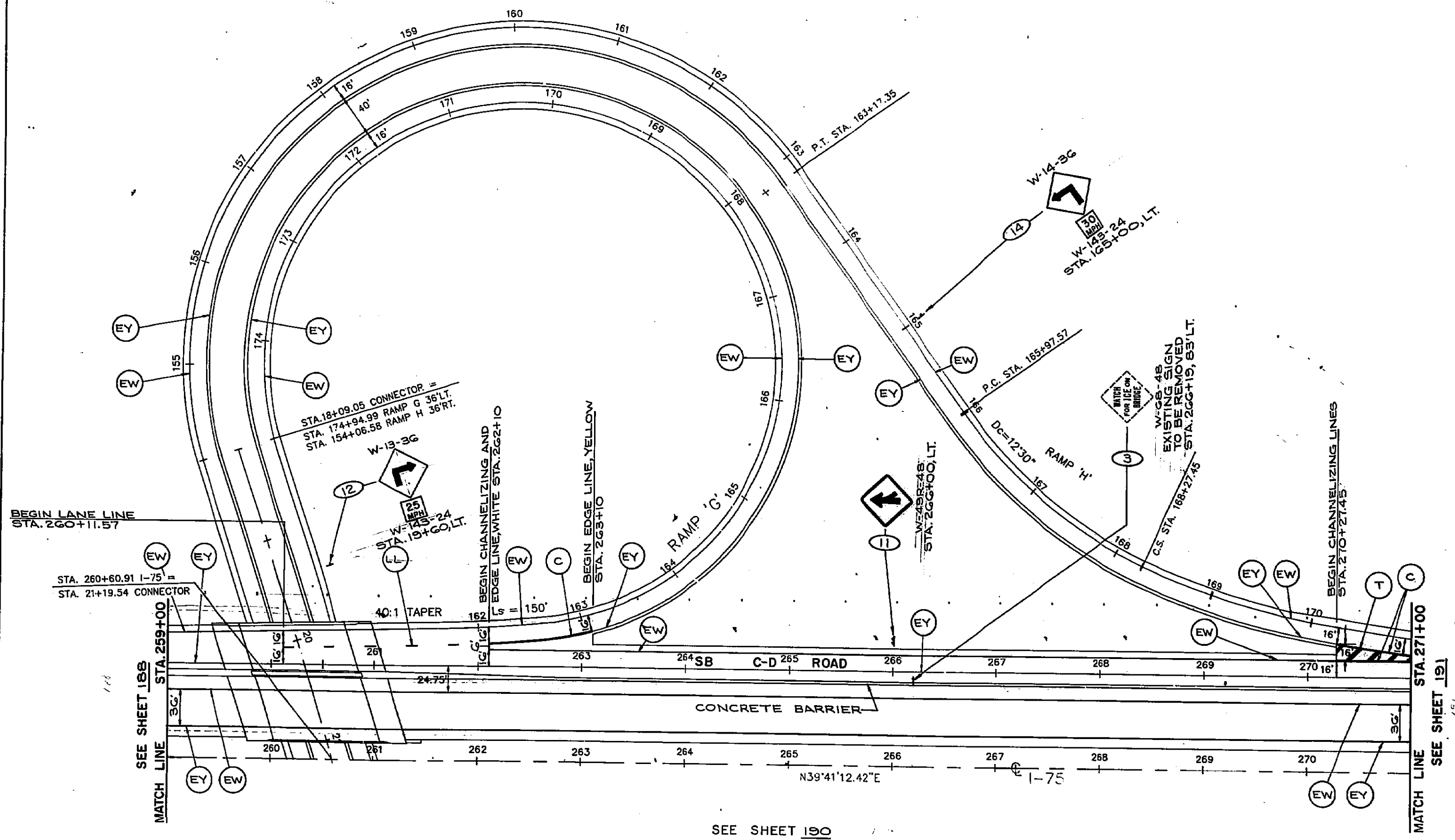
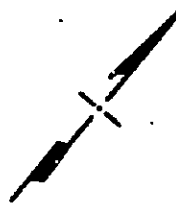


FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 175
FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175
FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187

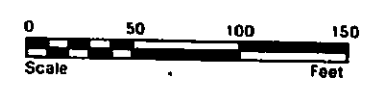
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195
FOR DELINEATORS AND BARRIER REFLECTORS
SEE SHEET N° 196
FOR REGULATORY & WARNING SIGN QUANTITIES
SEE SHEET N° 197

URS
OHIO TURNPIKE COMMISSION
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN
DATE: 10/88 SCALE: 1"=50'
CIP: 55-90-03 SHEET 188 OF

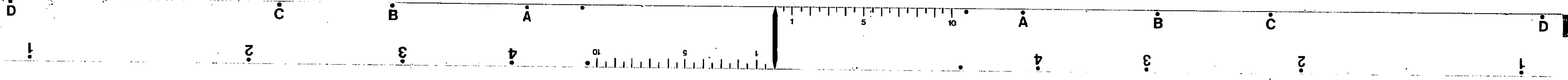




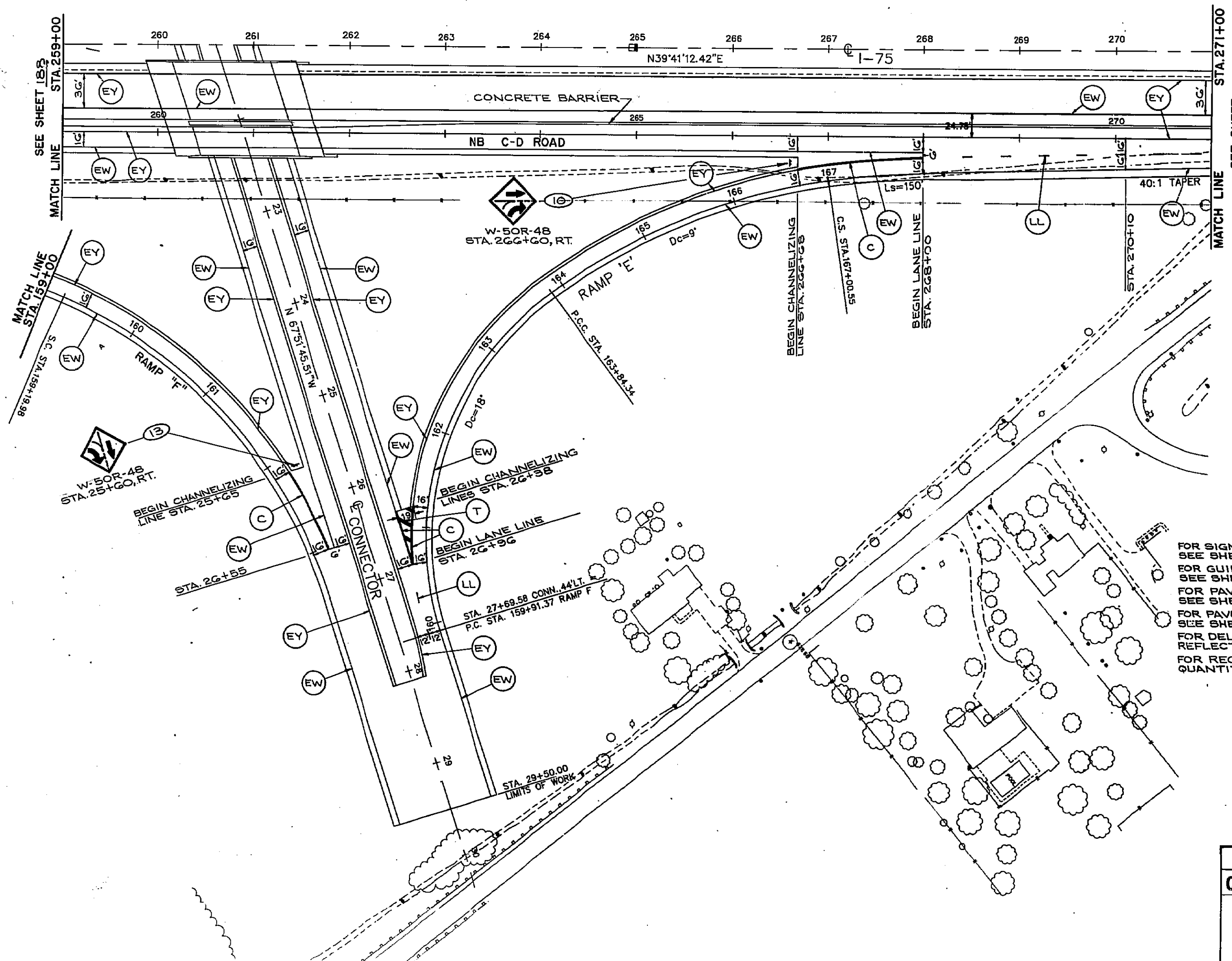
- FOR SIGN AND SUPPORT LEGEND SEE SHEET N° 173
- FOR GUIDE SIGN PLAN SEE SHEET N° 172-175
- FOR PAVEMENT MARKING LEGEND SEE SHEET N° 187
- FOR PAVEMENT MARKING QUANTITIES SEE SHEET N° 195
- FOR DELINEATORS AND BARRIER REFLECTORS SEE SHEET N° 196
- FOR REGULATORY & WARNING SIGN QUANTITIES SEE SHEET N° 197



URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1" = 50'
CIP: 55-90-03	SHEET 189 OF



SEE SHEET 189



FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173

FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175

FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187

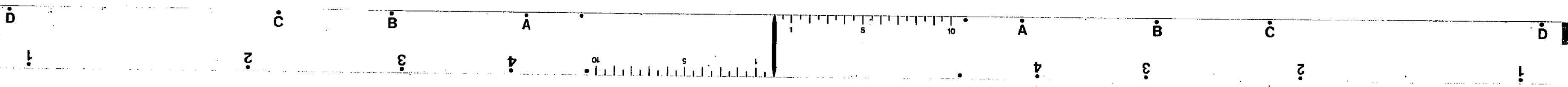
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195

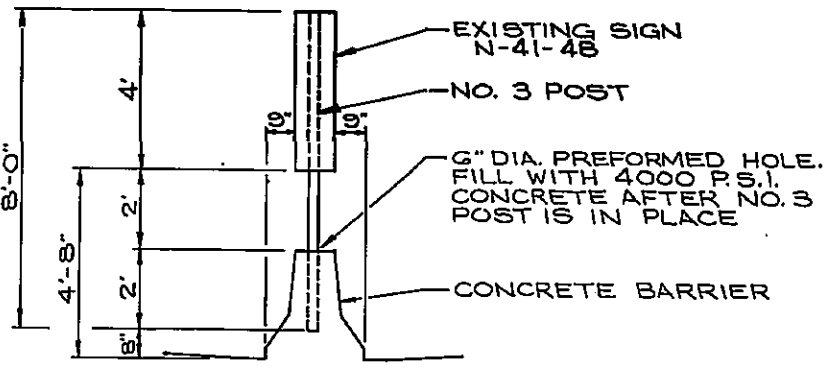
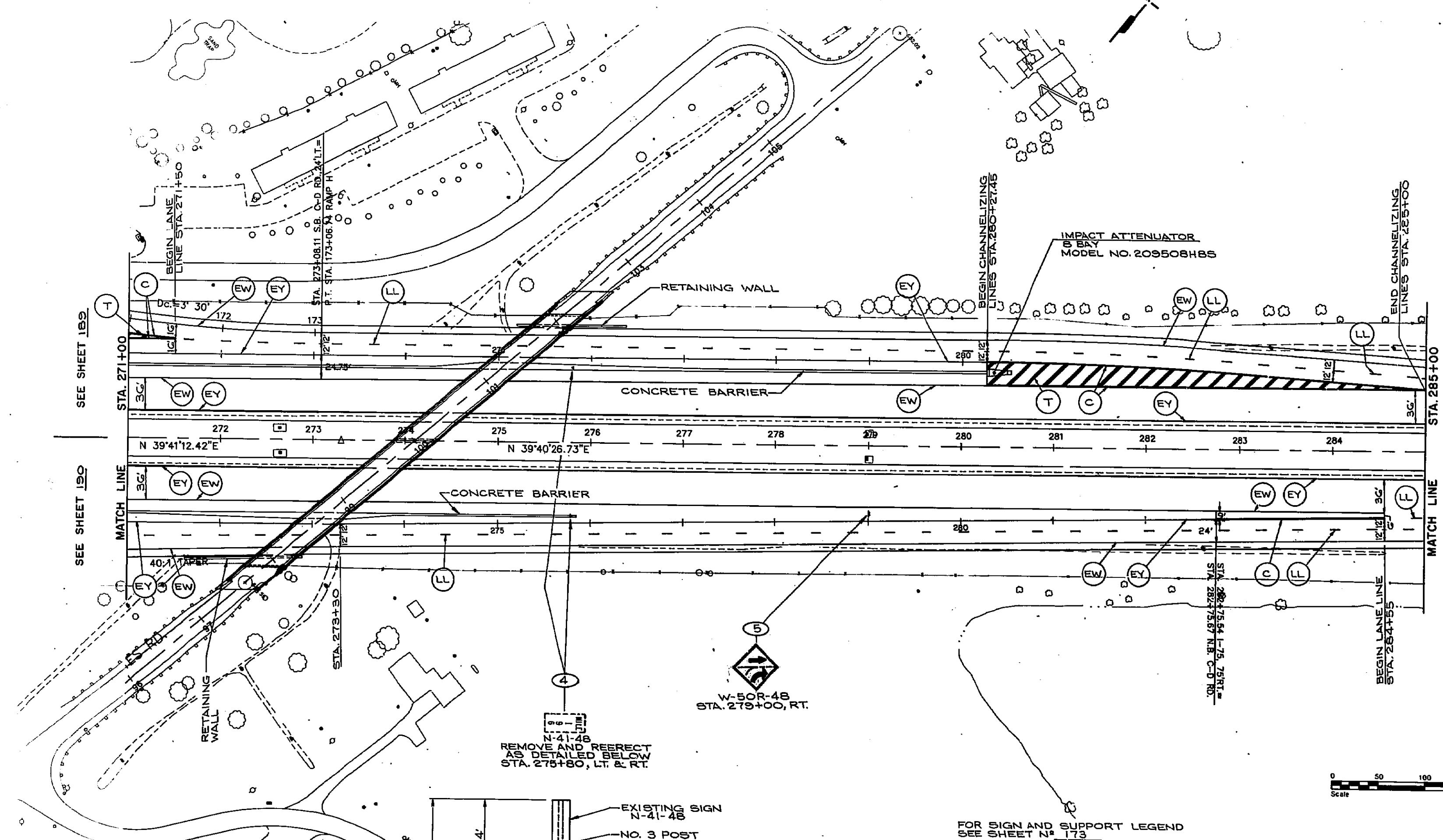
FOR DELINEATORS AND BARRIER
REFLECTORS SEE SHEET N° 196

FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 197



URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1" = 50'
CIP: 55-90-03	SHEET 190 OF



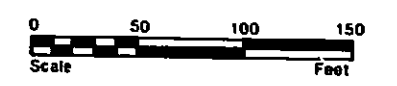


CONCRETE BARRIER
SIGN MOUNTING DETAIL

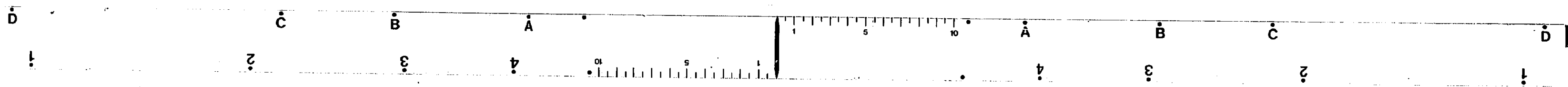
W-50R-48
STA. 279+00, RT.

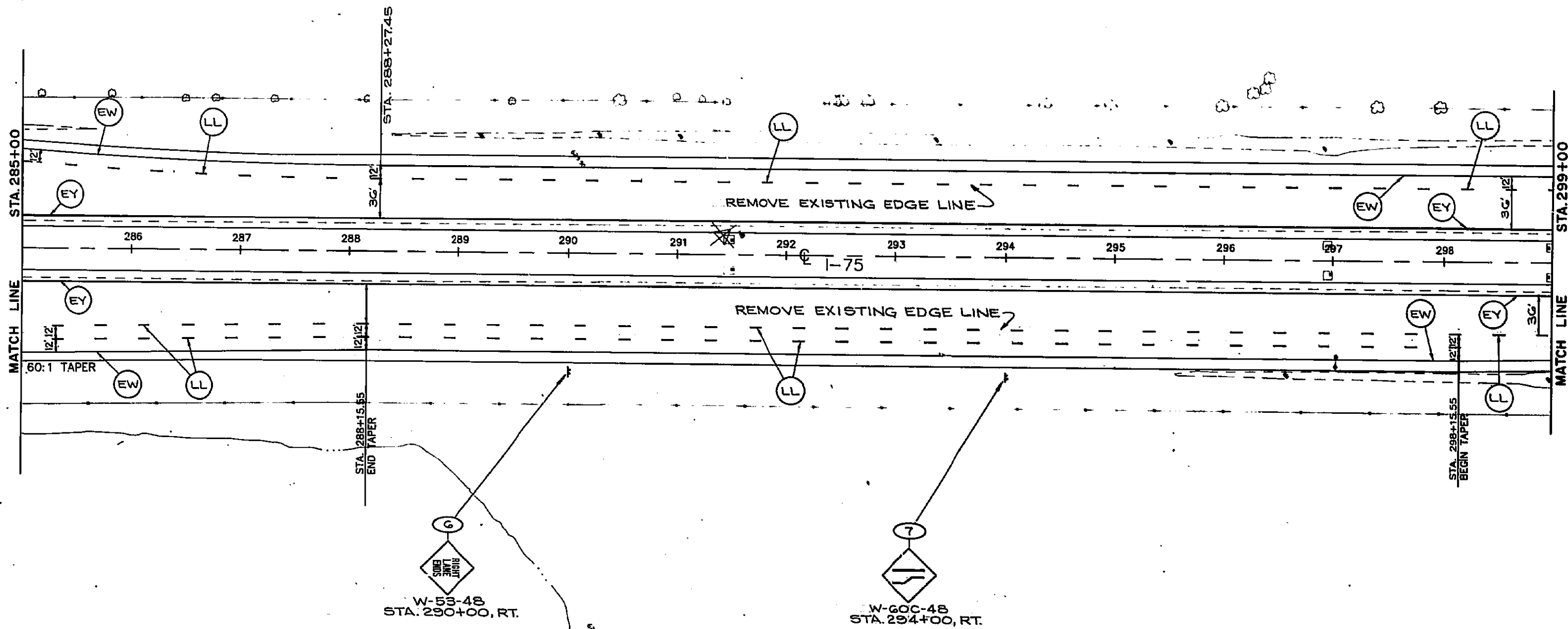
REMOVE AND REERECT
AS DETAILED BELOW
STA. 275+80, LT. & RT.

FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173
FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175
FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195
FOR DELINEATORS AND BARRIER
REFLECTORS SEE SHEET N° 196
FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 197



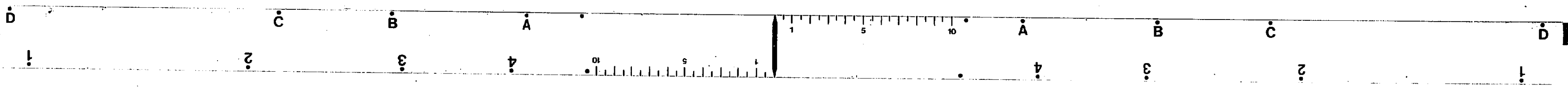
URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1"=50'
CIP: 55-90-03	SHEET 191 OF

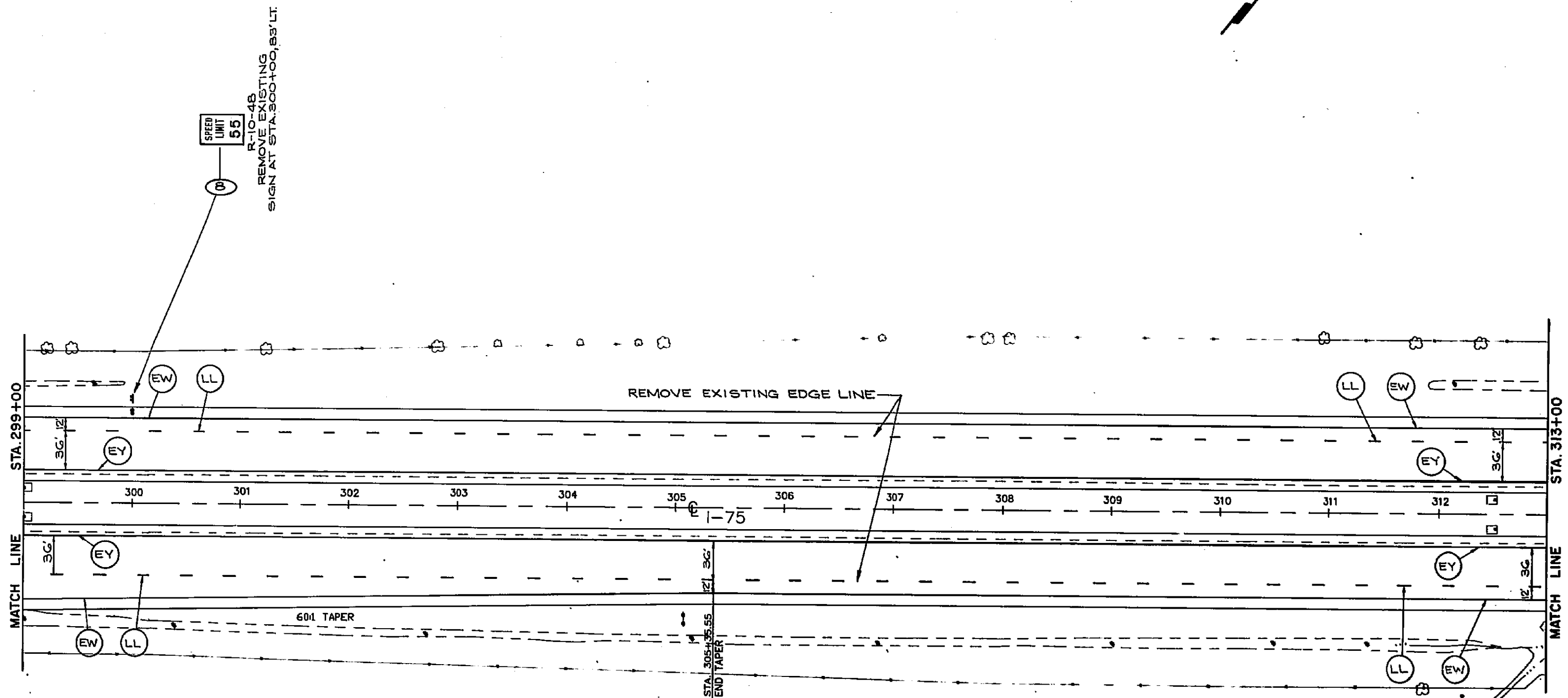




FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173
FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175
FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195
FOR DELINEATORS AND BARRIER
REFLECTORS SEE SHEET N° 196
FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 197

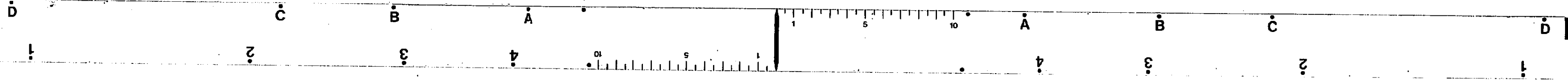
URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1"=50'
CIP: 55-90-03	SHEET 192 OF

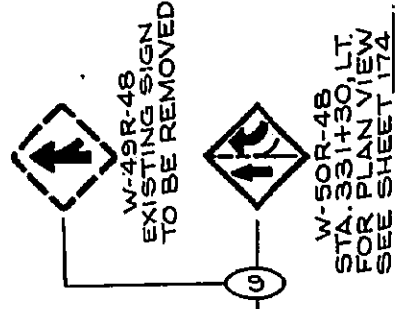
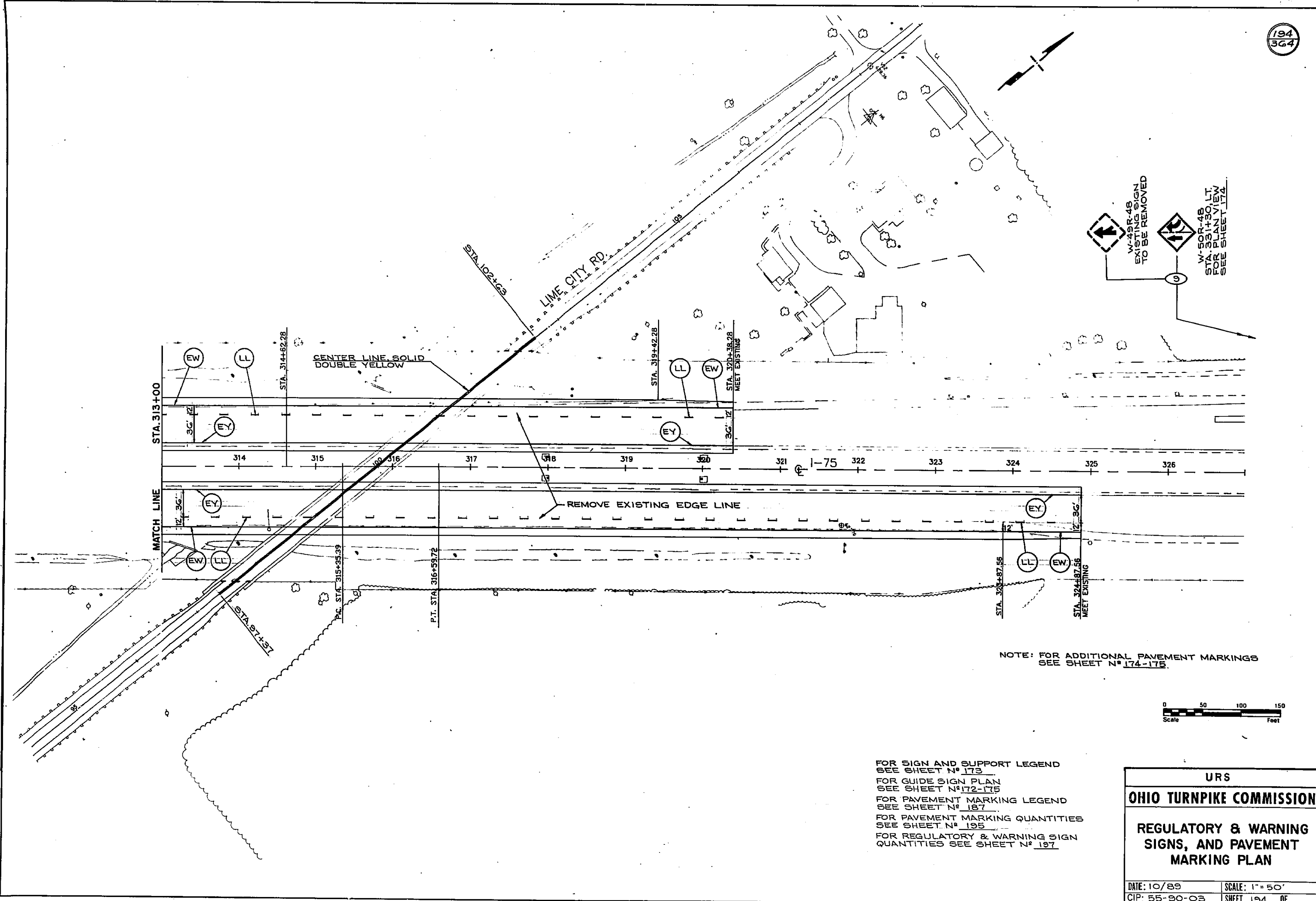




FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173
FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175
FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195
FOR DELINEATORS AND BARRIER
REFLECTORS SEE SHEET N° 196
FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 197

URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1" = 50'
CIP: 55-90-03	SHEET 193 OF



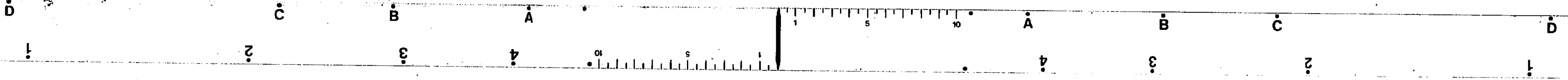


NOTE: FOR ADDITIONAL PAVEMENT MARKINGS
SEE SHEET N° 174-175.



FOR SIGN AND SUPPORT LEGEND
SEE SHEET N° 173
FOR GUIDE SIGN PLAN
SEE SHEET N° 172-175
FOR PAVEMENT MARKING LEGEND
SEE SHEET N° 187
FOR PAVEMENT MARKING QUANTITIES
SEE SHEET N° 195
FOR REGULATORY & WARNING SIGN
QUANTITIES SEE SHEET N° 187

URS	
OHIO TURNPIKE COMMISSION	
REGULATORY & WARNING SIGNS, AND PAVEMENT MARKING PLAN	
DATE: 10/89	SCALE: 1" = 50'
CIP: 55-90-03	SHEET 194 OF



ITEM 621 - EDGE LINES

WHITE		
<u>I-75</u>		
237+42 TO 251+03 LT	1,361 L.F.	
246+22 TO 320+38 LT	7,416 L.F.	
238+80 TO 284+55 RT	4,575 L.F.	
282+76 TO 324+88 RT	4,212 L.F.	
232+00 TO 237+74 RT	574 L.F.	
<u>NORTHBOUND C-D ROAD</u>		
247+30 TO 268+00 RT	2,070 L.F.	
666+68 TO 282+76 RT	1,608 L.F.	
<u>SOUTHBOUND C-D ROAD</u>		
251+03 TO 263+10 LT	1,207 L.F.	
262+10 TO 280+27 RT	1,817 L.F.	
<u>CONNECTOR</u>		
18+09 TO 26+55 RT	846 L.F.	
25+65 TO 29+50 RT	385 L.F.	
18+09 TO 29+50 LT	1,141 L.F.	
<u>RAMP E</u>		
161+20 TO 166+68 BASELINE	548 L.F.	
<u>RAMP "F"</u>		
153+01 TO 162+15 BASELINE	914 L.F.	
<u>RAMP "G"</u>		
163+10 TO 174+95 BASELINE	1,185 L.F.	
<u>RAMP "H"</u>		
154+07 TO 170+27 BASELINE	1,620 L.F.	
SUBTOTAL	31,479 L.F.	

YELLOW		
<u>I-75</u>		
237+00 TO 320+38 LT	8,338 L.F.	
237+00 TO 324+88 RT	8,788 L.F.	
<u>CONNECTOR</u>		
18+09 TO 28+11 LT & RT	1,002 L.F.	
<u>NORTHBOUND C-D ROAD</u>		
247+30 TO 282+76 BASELINE	3,546 L.F.	
<u>SOUTHBOUND C-D ROAD</u>		
251+03 TO 280+27 BASELINE	2,924 L.F.	
<u>RAMP E</u>		
161+20 TO 166+68 LT	548 L.F.	
<u>RAMP "F"</u>		
153+01 TO 162+15 LT	914 L.F.	
<u>RAMP "G"</u>		
163+10 TO 174+95 RT	1,185 L.F.	
<u>RAMP "H"</u>		
154+07 TO 170+27 RT	1,620 L.F.	
SUBTOTAL	28,865 L.F.	

TOTAL ITEM 621 - EDGE LINES
80,344 L.F./5,280 = 11.43 MILES

ITEM 621 - LANE LINES

<u>I-75</u>		
242+42 TO 247+30 RT	488 L.F.	
282+76 TO 284+55 RT	179 L.F.	
284+55 TO 298+16 RT X 2	2,722 L.F.	
298+16 TO 324+88 RT	2,572 L.F.	
243+82 TO 246+22 LT	240 L.F.	
280+27 TO 320+38 LT	4,011 L.F.	
<u>NORTHBOUND C-D ROAD</u>		
247+30 TO 251+15 RT	385 L.F.	
268+00 TO 282+76 RT	1,476 L.F.	
<u>SOUTHBOUND C-D ROAD</u>		
260+12 TO 262+10 LT	198 L.F.	
271+50 TO 280+27 LT	877 L.F.	
<u>CONNECTOR</u>		
26+96 TO 28+11 LT	115 L.F.	
SUBTOTAL	13,736 L.F.	

TOTAL ITEM 621 - LANE LINES
13,736 L.F./5,280 = 2.60 MILES

ITEM 621 - CHANNELIZING LINES

<u>I-75</u>		
242+42 TO 247+30 RT X 2	976 L.F.	
282+76 TO 284+55 RT	179 L.F.	
246+22 TO 251+03 LT	481 L.F.	
280+27 TO 285+00 LT X 2	946 L.F.	
<u>NORTHBOUND C-D ROAD</u>		
251+15 TO 253+01 RT X 2	372 L.F.	
266+68 TO 268+00 RT	132 L.F.	
<u>SOUTHBOUND C-D ROAD</u>		
262+10 TO 263+10 LT	100 L.F.	
270+27 TO 271+50 LT	246 L.F.	
<u>CONNECTOR</u>		
25+65 TO 26+55 RT	90 L.F.	
26+38 TO 26+96 LT X 2	116 L.F.	
SUBTOTAL	3,638 L.F.	

TOTAL ITEM 621 - CHANNELIZING LINES
3,638 L.F.

ITEM 621 - TRANSVERSE LINES (WHITE)

<u>I-75</u>		
242+42 TO 247+30 RT	552 L.F.	
280+27 TO 285+00 LT	532 L.F.	
<u>NORTHBOUND C-D ROAD</u>		
251+15 TO 253+01 RT	103 L.F.	
<u>SOUTHBOUND C-D ROAD</u>		
270+27 TO 271+50 LT	66 L.F.	

<u>CONNECTOR</u>		
26+38 TO 26+96 LT	40 L.F.	
SUBTOTAL	1,293 L.F.	

TOTAL ITEM 621 - TRANSVERSE LINES
1,293 L.F.

REMOVAL OF PAVEMENT MARKINGS

<u>I-75</u>		
237+41.57 TO 246+21.7 LT	880 L.F.	
238+80 TO 242+41.67 RT	362 L.F.	
285+00 TO 320+38.28 LT	3,538 L.F.	
284+55 TO 324+87.56 RT.	4,033 L.F.	
SUBTOTAL	8,813 L.F.	

TOTAL ITEM 621 - REMOVAL OF PAVEMENT MARKINGS
8,813 L.F.

ITEM 621 - CENTER LINES

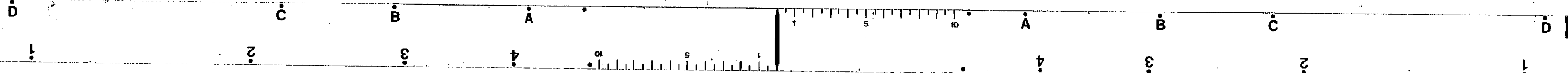
<u>LIME CITY ROAD</u>		
97+37 TO 102+63 CENTERLINE	526 L.F.	

TOTAL ITEM 621 - CENTER LINES
526 L.F./5,280 = 0.10 MILES

CALC. BY T.K.L. DATE 10-89
CHCK. BY R.E.R. DATE 12-89

195
364

URS	
OHIO TURNPIKE COMMISSION	
PAVEMENT MARKING SUB-SUMMARY	
DATE: 10/89	SCALE:
CIP: 55-90-03	SHEET 195 OF



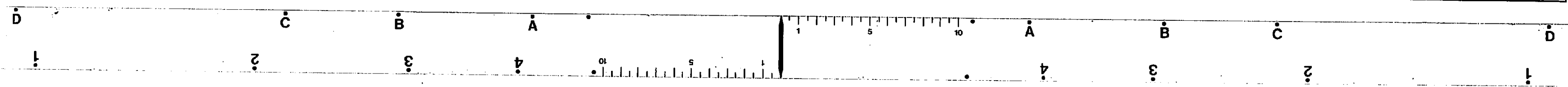
ITEM 802 - BARRIER REFLECTORS

LOCATION	SIDE	SPACING	TYPE A		TYPE B	
			Y	W	Y	W
OHIO TURNPIKE						
M.P. 62.6	FR	50'		3		
M.P. 64.1	EB	50'		3		
79+52 TO 83+77	LT/RT	100'	10			
79+98 TO 84+85.5	LT	100'		6		
78+00 TO 83+25	RT	100'		6		
M.P. 65.5	WB	50'		3		
M.P. 67.1	WB	50'		3		
I-75						
M.P. 194.44	NB	50'		3		
M.P. 194.94	NB	50'		3		
237+00 TO 263+09.88 SB C-D	LT	100'		5		22
237+25 TO 245+25	RT	100'				9
241+72 TO 243+22	RT	50'	3			
247+30 TO 275+85.40	RT	100'				30
252+86.51 TO 257+51.43	RT	100'	2		3	
251+02.5 TO 280+00	LT	100'				30
254+28.43 TO 258+93.35	LT	100'	2		3	
258+50.35 TO 261+34.5	RT	100'	2		2	
259+87.33 TO 262+71.48	LT	100'	2		2	
284+52 TO 286+02	LT	50'	3	3		
307+75 TO 315+25	RT	100'		9		
315+67.5 TO 319+05	LT	100'		5		
347+75.5 TO 349+25	LT	50'	3			
SB C-D ROAD						
247+00 TO 254+75	LT	100'		8		
251+02.5 TO 280+00	RT	100'			30	
270+95 TO 278+20	LT	100'		6		1
NB C-D ROAD						
247+30 TO 275+85.40	LT	100'			30	
247+55.86 TO 157+84.31 RAMP "F"	RT	100'		8		4
253+27.82 TO 257.66.49	RT	100'				5
258+56.42 TO 261+65.60	RT	100'		2		2
269+87 TO 273+00	RT	100'		2		1
RAMP "F"						
153+20.69 TO 157+71.39	LT	100'			5	
CONNECTOR						
154+61.43 RAMP "H" TO 22+66.46	RT	100'		2		3
19+33 TO 22+83	LT/RT	100'	8			
19+57.45 TO 24+69.21	LT	100'		2		3
25+65 TO 27+15	RT	50'		3		
26+65 TO 28+15	LT	50'		3		
Subtotal			35	88	75	110
TOTAL			123			185

ITEM 620 - DELINEATORS

LOCATION	SIDE	SPACING	FLEXIBLE POST	
			C	D
RAMP "E"				
161+40 TO 163+80	LT	60'		5
164+60 TO 166+20	LT	80'		3
166+20 TO 167+00	RT	80'	2	
NB C-D ROAD				
268+60	RT	-		1
277+65 TO 281+65	RT	200'		3
SB C-D ROAD				
278+52	LT	-		1
I-75				
280+52 TO 282+52	LT	-		2
RAMP "F"				
158+40 TO 159+40	LT	100'		2
160+10 TO 162+20	LT	70'		4
RAMP "G"				
163+25 TO 174+75	RT	50'		24
RAMP "H"				
154+80 TO 162+60	LT	60'	14	
163+80 TO 165+80	LT	200'	2	
165+80 TO 167+00	RT	120'		2
167+60 TO 170+00	RT	60'		5
TOTAL			25	45

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LIGHTING GENERAL NOTES

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SPECIFICATIONS

THESE NOTES ARE SUPPLEMENTAL TO ITEMS 625 AND 713 OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

REFERENCE SHALL BE MADE TO STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET OF THESE PLANS.

ITEM 625.03 - GENERAL

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS TOLEDO EDISON COMPANY, EDISON PLAZA, 300 MADISON AVENUE, TOLEDO, OHIO 43656-002 (419) 249-6108.

THE PROJECT HAS BEEN DESIGNED ON THE BASIS OF FIVE PERCENT VOLTAGE DROP PERMISSIBLE ON BRANCH CIRCUITS. THE PROJECT WILL RECEIVE 480 VOLT TWO-WIRE SECONDARY SERVICE ONE SIDE GROUNDED FROM TOLEDO EDISON COMPANY.

THE PROJECT HAS BEEN DESIGNED ON THE BASIS OF FULL LIGHTING WITH 1.2 FOOT CANDLE AVERAGE INITIAL, WITH A MAXIMUM UNIFORMITY RATIO OF 4.0 TO 1 FOR CONVENTIONAL UNITS AND 3.0 TO 1 FOR TOWERS.

ITEM 625 - LUMINAIRES

STYLE C LUMINAIRES SHALL HAVE SINGLE RATED 480 VOLT, 310 WATT, INTEGRAL REGULATOR BALLASTS FOR USE WITH HIGH-PRESSURE SODIUM LAMPS AND SHALL BE GENERAL ELECTRIC M-1,000, CROUSE-HINDS OVL, AMERICAN 327/328 OR EQUAL APPROVED BY THE ENGINEER.

ITEM 625 - UNDERPASS LUMINAIRES

UNDERPASS LUMINAIRES SHALL BE HOLOPHANE "UNDERPASS WALLPACK," WESTINGHOUSE, OR GENERAL ELECTRIC WL-250 UNDERPASS UNIT OR EQUAL APPROVED BY THE ENGINEER, AND SHALL BE FURNISHED WITH AN INTEGRAL FUSE HOLDER AND 10-AMPERE FUSE. THE INTEGRAL HIGH-PRESSURE SODIUM BALLAST SHALL BE OF A REGULATOR TYPE RATED FOR 480 VOLTS, 100 WATTS. ALL UNDERPASS LUMINAIRES SHALL CONFORM TO SECTION 713.13 OF THE SPECIFICATIONS.

HIGH-PRESSURE SODIUM LAMPS

HIGH-PRESSURE SODIUM LAMPS SHALL BE GENERAL ELECTRIC "LUCALOX", SYLVANIA "LUMALUX", WESTINGHOUSE "CERAMALUX", OR EQUAL APPROVED BY THE ENGINEER AND SHALL CONFORM TO SECTION 713.14 OF THE SPECIFICATIONS.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, MASTER NO. 4 BKA, WILSON BOHANNAN 660A, OR APPROVED EQUAL AND SHALL BE KEYPED IN ACCORDANCE WITH SPECIFICATION 631.08, PARAGRAPH 3. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

ELECTRICAL SERVICE FOR ILLUMINATED SIGNS

THE PAY ITEMS IN THE LIGHTING GENERAL SUMMARY INCLUDE THE PULL BOX OR JUNCTION BOX ADJACENT TO EACH LIGHTED SIGN AND THE ELECTRICAL SERVICE CONNECTIONS LEADING INTO THE BOX, INCLUDING SPLICES OR CONNECTOR KITS IN THE PULL BOX OR JUNCTION BOX. QUANTITIES FOR ELECTRICAL SERVICE FROM THE CONNECTION IN THE PULL BOX OR JUNCTION BOX TO THE SIGN ARE INCLUDED IN THE TRAFFIC CONTROL SUMMARY.

UNDERDRAINS FOR PULL BOXES

REFERENCE IS MADE TO STANDARD DRAWING HL-30.11 FOR DETAILS OF DRAINING PULL BOXES. UNDERDRAINS FOR PULL BOXES SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE PROVIDED WHERE THE LENGTH REQUIRED FOR A SATISFACTORY OUTLET DOES NOT EXCEED APPROXIMATELY 20'. AN ESTIMATED QUANTITY OF 460 LIN FT OF ITEM 603, 4" CONDUIT, TYPE E" IS INCLUDED IN THE LIGHTING GENERAL SUMMARY FOR THIS PURPOSE.

ITEM SPECIAL - MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF ANY EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF THE STATE, THE MAINTAINING AGENCY, AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF THE EXISTING LIGHTING SHALL BE MADE BY THE STATE'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF THE STATE, THE MAINTAINING AGENCY, AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED-DOWN UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED-DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENTS.

SHOULD THE CONTRACTOR DESIRE THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL THEN BE RESPONSIBLE FOR ADEQUATE TEMPORARY LIGHTING OF THAT PORTION OF THE EXISTING ROADWAY AFFECTED BY THE REMOVAL OF THE EXISTING LIGHTING.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR (4) SETS OF THE TEMPORARY LIGHTING PLAN TO THE DIRECTOR FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATION OF POLES, LENGTH OF BRACKET ARMS, STYLE OF LUMINAIRES, MOUNTING HEIGHT, WIRING METHODS, AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 4:1. MOUNTING HEIGHT FOR TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 27' AND MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20'. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "A" FOR STRENGTH REQUIREMENT AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL, AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL - MAINTAINING EXISTING LIGHTING, SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS, AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

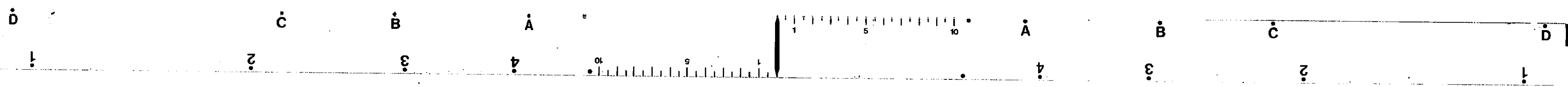
CONDUIT ON STRUCTURES

EXPANSION FITTINGS FOR CONDUIT ON STRUCTURES SHALL BE OZ TYPE AX, SPRING CITY TYPE AF, APPLETON TYPE XJ-4, OR EQUAL APPROVED BY THE ENGINEER FOR THE FOLLOWING BRIDGES:

(W00-75-2876) CD ROAD SOUTHBOUND OVER OHIO TURNPIKE
(W00-75-2878) CD ROAD NORTHBOUND OVER OHIO TURNPIKE
(W00-75-2888) CD ROAD SOUTHBOUND OVER CONNECTOR
(W00-75-2890) CD ROAD NORTHBOUND OVER CONNECTOR

EACH EXPANSION FITTING SHALL HAVE A COPPER EXTERNAL BONDING JUMPER.

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LIGHTING GENERAL NOTES

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ITEM 625 - SERVICE TO UNDERPASS LIGHTING

THIS ITEM SHALL CONSIST OF PROVIDING COMPLETE ELECTRICAL SERVICE, EXCEPT FOR LUMINAIRES AND STRUCTURE GROUNDING, FOR AN UNDERPASS LIGHTING SYSTEM ON THE FOLLOWING BRIDGES:

(W00-75-2876) CD ROAD SOUTHBOUND OVER OHIO TURNPIKE
(W00-75-2877L) I-75 SOUTHBOUND OVER OHIO TURNPIKE
(W00-75-2877R) I-75 NORTHBOUND OVER OHIO TURNPIKE
(W00-75-2878) CD ROAD NORTHBOUND OVER OHIO TURNPIKE
(W00-75-2888) CD ROAD SOUTHBOUND OVER CONNECTOR
(W00-75-2889L) I-75 SOUTHBOUND OVER CONNECTOR
(W00-75-2889R) I-75 NORTHBOUND OVER CONNECTOR
(W00-75-2890) CD ROAD NORTHBOUND OVER CONNECTOR

THE INSTALLATION WORK SHALL INCLUDE CONDUITS, CONDUIT GROUNDING, MOUNTINGS, FITTINGS, JUNCTION BOXES, CABLES, AND ALL INCIDENTALS NECESSARY TO COMPLETE, READY FOR USE, THE SERVICE AS DETAILED ON SHEET 213.21. THE UNIT PRICE BID FOR ITEM 625 - SERVICE TO UNDERPASS LIGHTING SHALL INCLUDE PAYMENT FOR ALL EQUIPMENT, LABOR, AND MATERIALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED. COMPONENT PARTS NOT SPECIFICALLY MENTIONED BUT REQUIRED FOR SATISFACTORY OPERATION OF THIS ITEM SHALL BE FURNISHED AND CONSIDERED PAID FOR AS PART OF THE ITEM.

ITEM SPECIAL - PLASTIC CAUTION TAPE

THE LOCATION OF UNDERGROUND DUCT CABLE OR NON-METALLIC CONDUIT, WHEN INSTALLED IN LOCATIONS OTHER THAN THE NORMAL OR ALTERNATE TRENCH ALIGNMENT SHOWN ON STANDARD CONSTRUCTION DRAWING HL-2011 SHALL BE MARKED BY THE USE OF A CONTINUOUS IDENTIFYING TAPE BURIED IN THE TRENCH ABOVE THE LINE. THE IDENTIFYING TAPE SHALL BE AN INERT MATERIAL, APPROXIMATELY 6" WIDE, COMPOSED OF POLYETHYLENE PLASTIC, HIGHLY RESISTANT TO ALKALIS, ACID OR OTHER CHEMICAL COMPONENTS LIKELY TO BE ENCOUNTERED IN SOILS. THE TAPE SHALL BE BRIGHT YELLOW WITH IDENTIFYING PRINTING "ELECTRIC" IN BLACK LETTERS, ONE SIDE ONLY. TAPES SHALL BE SUPPLIED IN CONTINUOUS ROLLS WITH THE IDENTIFYING LETTERING REPEATED CONTINUOUSLY THE FULL LENGTH OF THE TAPE. IDENTIFYING TAPES SHALL BE BURIED IN THE ELECTRIC LINE TRENCH WITH ONE STRIP PLACED APPROXIMATELY DOWN THE CENTERLINE AND LOCATED APPROXIMATELY 8" TO 12" BELOW THE FINAL FINISHED GRADE. THE TAPE SHALL BE PLACED IN THE TRENCH WITH PRINTED SIDE UP AND SHALL BE ESSENTIALLY PARALLEL WITH THE FINISHED SURFACE. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO INSURE THAT THE TAPE IS NOT PULLED, DISTORTED, OR OTHERWISE MISPLACED IN COMPLETING THE TRENCH BACKFILL. TAPE SHALL BE ALLEN SYSTEM'S, TERRA TAPE, TECTA TAPE, OR EQUAL AS APPROVED BY THE ENGINEER.

THE TAPE SHALL BE PAID FOR PER LINEAR FEET OF "ITEM SPECIAL - PLASTIC CAUTION TAPE," COMPLETE AND IN PLACE.

ITEM SPECIAL - TOWER FOUNDATION GRADING

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO GRADE THE GROUND AROUND A LIGHT TOWER FOUNDATION WHERE SHOWN ON THE PLANS AND AS DETAILED ON STANDARD DRAWINGS HL-20.21.

PAYMENT WILL BE MADE FOR EACH ITEM SPECIAL - TOWER FOUNDATION GRADING, AND SHALL BE FULL COMPENSATION TO COMPLETE THE WORK IN A SATISFACTORY MANNER.

PORTABLE POWER UNIT, 713.21

THE CONTRACTOR SHALL SUPPLY A PORTABLE POWER UNIT AS SPECIFIED IN THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS. A QUANTITY OF "1 EACH" OF ITEM 625 - PORTABLE POWER UNIT, 713.21, IS INCLUDED IN THE GENERAL SUMMARY OF THIS PURPOSE.

LIGHT TOWER DETAILS

STANDARD DRAWING HL-10.31, AS OF 2-09-88, HAS BEEN REVISED AS FOLLOWS: THE TWO DIMENSIONS SHOWN AS 4 3/4" BETWEEN THE CENTER LINES OF THE DRIVE SUPPORT TUBE AND THE WINCH INPUT SHAFT SHOULD READ 3 3/4".

TOWER LIGHTNING PROTECTION SYSTEM

THIS ITEM SHALL CONSIST OF PROVIDING AND INSTALLING AN APPROVED TOWER LIGHTNING PROTECTION SYSTEM AS DETAILED IN THE STANDARD DRAWINGS FOR EACH TOWER ERECTED. THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NEEDED TO INSTALL THIS PROTECTION SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EACH ITEM 625 - LIGHT TOWER, 713.21.

HIGH MAST LIGHT TOWERS

THE MANUFACTURER SHALL SUBMIT A REPORT FROM AN INDEPENDENT TESTING LABORATORY TO SHOW THAT THE LUMINAIRES DO NOT RECEIVE MORE THAN THE SPECIFIED ACCELERATION LOAD. THE TESTING LABORATORY'S REPORT SHALL SPECIFY IN DETAIL THE MOUNTING LOCATIONS OF THE ACCELEROMETERS AND THE TEST PROCEDURES USED. IN ADDITION TO THIS REPORT, ODOT RESERVES THE RIGHT TO CONDUCT FIELD MEASUREMENTS OF THOSE ACCELERATION LOADS AND TO ACCEPT ONLY THOSE DESIGNS IN WHICH THE TESTED INSTALLATIONS MEET THE SPECIFICATIONS.

THE TERMINAL BLOCK SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS SHALL BE INCLUDED IN THE PRICE OF THE TOWER.

ITEM SPECIAL - DISCONNECT EXISTING CIRCUIT

THIS ITEM OF WORK SHALL CONSIST OF THE DISCONNECTION OF AN EXISTING LIGHT CIRCUIT AT A PULL BOX OR MEDIAN PULL BOX.

DISCONNECTION AT A PULL BOX SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL SPLICE KITS. ANY CABLE THAT IS TO BE ABANDONED SHALL BE TERMINATED IN A MANNER SUCH THAT NO CABLE IS LEFT IN THE PULL BOX. ALL EXISTING CABLE THAT IS DISCONNECTED BY CUTTING SHALL BE CUT IN A MANNER SO THAT THERE IS A SUFFICIENT LENGTH OF CABLE LEFT FOR RECONNECTION.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH ITEM SPECIAL - DISCONNECT EXISTING CIRCUIT, AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE DISCONNECTION IN A SATISFACTORY WORKMANLIKE MANNER.

ITEM 202 - LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LUMINAIRE AND STORING IT ON THE PROJECT SITE FOR REMOVAL BY STATE FORCES.

PAYMENT WILL BE MADE FOR EACH ITEM 202 - LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN.

ITEM 202 - LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE INCLUDING THE BRACKET ARM(S) AND TRANSFORMER BASE (IF USED). THE EXISTING WIRING SHALL BE REMOVED FROM THE POLE AND BRACKET ARM AND DISPOSED OF. THE POLE, BRACKET ARM(S) AND TRANSFORMER BASE SHALL BE SEPARATED AND STORED ON THE SITE FOR REMOVAL BY STATE FORCES.

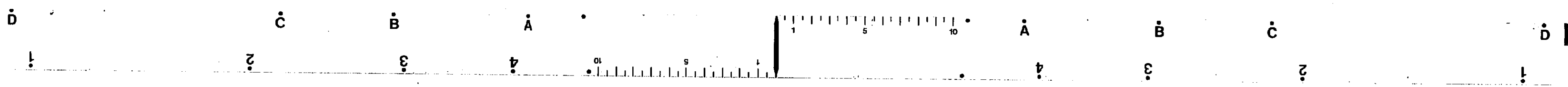
PAYMENT WILL BE MADE AT THE UNIT BID FOR EACH ITEM 202 - LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN.

ITEM 202 - LIGHT POLE FOUNDATION REMOVED

THIS ITEM OF WORK WILL CONSIST OF REMOVING AN EXISTING LIGHT POLE FOUNDATION TO A MINIMUM OF 1' BELOW FINISH GRADE. BACKFILLING THE RESULTANT DEPRESSION WITH COMPACTED SOIL AND RESTORING THE DISTURBED AREA.

PAYMENT WILL BE EACH ITEM 202 - LIGHT POLE FOUNDATION REMOVED.

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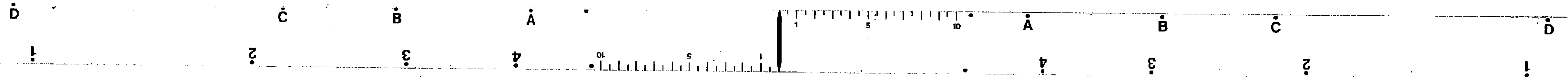
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SHEET LEGEND = PLAN SHEET NO. / SUB-SUMMARY SHEET NO.										PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	LINE NO.
198	199	208 202	209 202, 203	210 203	211 204	212 204	213 205	214 205											
				18	7							625		25	EACH	LIGHT POLE DESIGN, A1088417	1		
				18	7							625		25	EACH	LIGHT POLE FOUNDATION, 24" X 8"	2		
		1	2									625		3	EACH	LIGHT TOWER 88888, 100, 713.21	3		
			1									625		1	EACH	LIGHT TOWER 8888 100, 713.21	4		
		3	6	1								625		10	EACH	LIGHT TOWER 88888, 100, 713.21	5		
			1									625		1	EACH	LIGHT TOWER 888888 100, 713.21	6		
		2	7	1								625		10	EACH	LIGHT TOWER FOUNDATION, 36" X 20" DEEP	7		
		1	1									625		2	EACH	LIGHT TOWER FOUNDATION, 36" X 25" DEEP	8		
		1	2									625		3	EACH	LIGHT TOWER FOUNDATION, 36" X 30" DEEP	9		
		1	2									625		3	EACH	LIGHT TOWER MAINTENANCE PLATFORM, TYPE C	10		
				8	4							625		12	EACH	LUMINAIRE, STYLE C, TYPE II, 310 WATT, HIGH-PRESSURE SODIUM, 713.11, 480V.	11		
				10	3							625		13	EACH	LUMINAIRE, STYLE C, TYPE III, 310 WATT, HIGH-PRESSURE SODIUM, 713.11, 480V.	12		
		24	50	6								625		10	EACH	LUMINAIRE, LONG AND NARROW, 400 W.HPS. 713.11, 480 V	13		
								12	8			625		80	EACH	LUMINAIRE, SYMMETRIC 400 W.HPS. 713.11, 480 V	14		
												625		20	EACH	LUMINAIRE, UNDERPASS, 100 WATT, HIGH-PRESSURE SODIUM, 480 V	15		
		8	20	20	7							625		55	EACH	GROUND ROD, 713.16	17		
		1	16	2	1	1						625		21	EACH	PULL BOX, CONCRETE, 18", 713.08	18		
			2									625		2	EACH	PULL BOX, CONCRETE, 24", 713.08	19		
		2056	8458	5810	1425	30	30	15				625		17824	LIN. FT.	TRENCH, 24" DEEP	20		
		2056	8458	5810	1425	30	30	15				625		17824	LIN. FT.	PLASTIC CAUTION TAPE	21		
			1083									625		1083	LIN. FT.	CONDUIT, 713.04, 2 INCH	22		
			409									625		409	LIN. FT.	CONDUIT, 713.04, 3 INCH	23		
			92									625		92	LIN. FT.	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, 3 INCH	24		
			3566									625		3566	LIN. FT.	NO. 2 AWG 5,000 VOLT DISTRIBUTION CABLE	25		
			800									625		800	LIN. FT.	NO. 4 AWG 5,000 VOLT, DISTRIBUTION CABLE	26		
				2160	840							625		3000	LIN. FT.	NO. 10 AWG POLE AND BRACKET CABLE	27		
		2096	7367	592								625		10055	LIN. FT.	1 1/2" DUCT CABLE WITH 2 NO. 2 AWG, 5,000 VOLT CABLES	28		
			420	5433	1459	40						625		7352	LIN. FT.	1 1/2" DUCT CABLE WITH 2 NO. 4 AWG, 5,000 VOLT CABLES	29		
				18	7							625		25	EACH	CONNECTOR KIT, TYPE II	30		
				18	7							625		25	EACH	CONNECTOR KIT, TYPE III	31		
		2	48	4	2	4						625		60	EACH	CABLE SPLICING KIT	32		
			1									625		1	EACH	POWER SERVICE	33		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2876) CD ROAD SB OVER TURNPIKE	34		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2877L) OVER TURNPIKE	35		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2877R) OVER TURNPIKE	36		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2878) CD ROAD NB OVER TURNPIKE	37		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2888) CD ROAD SB OVER CONNECTOR	38		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2889L) I-75 SB OVER CONNECTOR	39		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2889R) I-75 NB OVER CONNECTOR	40		
												625		1	EACH	STRUCTURE GROUNDING SYSTEM FOR BRIDGE (W00-75-2890) CD ROAD NB OVER CONNECTOR	41		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2876) CD ROAD SB OVER TURNPIKE	42		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2877L) OVER TURNPIKE	43		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2877R) OVER TURNPIKE	44		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2878) CD ROAD NB OVER TURNPIKE	45		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2888) CD ROAD SB OVER CONNECTOR	46		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2889L) I-75 SB OVER CONNECTOR	47		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2889R) I-75 NB OVER CONNECTOR	48		
												625		1	EACH	SERVICE TO UNDERPASS LIGHTING FOR BRIDGE (W00-75-2890) CD ROAD NB OVER CONNECTOR	49		

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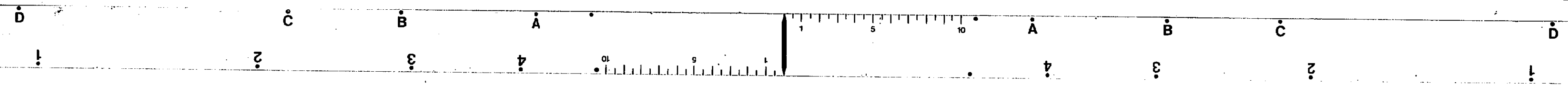
LIGHTING GENERAL SUMMARY

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SHEET LEGEND - PLAN SHEET NO. / SUB-SUMMARY SHEET NO.								PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	LINE NO.
198	199	208 202	209 202	210 203	211 204	212 204	213 205	214 205								
											625	1	EACH	PORTABLE POWER UNIT	50	
											SPEC.	LUMP		MAINTAIN EXISTING LIGHTING	51	
											625	LUMP		HIGH VOLTAGE TEST	52	
460											603	460	LIN. FT.	CONDUIT, 4" TYPE "E"	53	
		3'	2'	1'							SPEC.	7	EACH	TOWER FOUNDATION GRADING	54	
						1'					SPEC.	1	EACH	DISCONNECT EXISTING CIRCUIT	55	
					1						202	1	EACH	LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN	56	
					1						202	1	EACH	LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN	57	
					1						202	1	EACH	LIGHT POLE FOUNDATION REMOVED	58	
															59	

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LIGHTING PLAN SUB-SUMMARY

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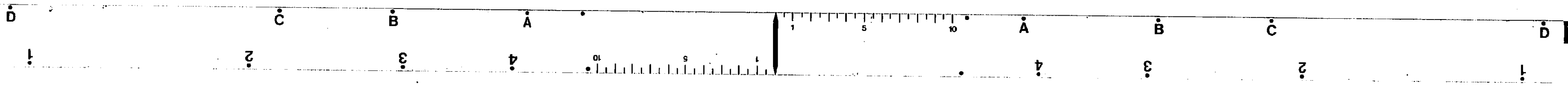
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LINE NUMBER	REFERENCE NUMBER	LOCATION		SIDE	SPEC.		625		625		SPEC.		625		625		625		625		625		
		STATION	STATION		EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
1		SHEET NO. 208																					
2		STATIONING REF. TO C I-75																					
3	14	237+84	237+84	LT.																			
4	15	237+84	245+60	LT.	1	1																	
5		245+60	250+00	LT.	1	1																	
6	13	241+60	241+60	RT.	1	1																	
7	6516	241+60	245+07	RT.																			
8	12	243+07	249+70	RT.																			
9		249+70	250+00	RT.																			
10																							
11		TOTAL SHEET NO. 208			3	3	1																
12																							
13		SHEET NO. 209																					
14		STATIONING REF. TO C I-75																					
15																							
16	16	250+00	253+60	LT.																			
17		253+60	253+87	LT.																			
18		253+87	257+50	LT.																			
19		257+50	259+30	LT.																			
20		259+30	261+05	LT.																			
21	20	261+05	267+34	LT.																			
22	6530	267+34	271+27	LT.	1	1																	
23	22	271+27	274+94	LT.																			
24		274+94	277+00	LT.																			
25		277+00	279+00	LT.																			
26	6527	250+00	251+58	RT.																			
27		251+58	254+25	RT.																			
28		254+25	257+90	RT.																			
29	11	257+82	257+90	RT.																			
30		257+82	260+05	RT.																			
31		260+05	261+85	RT.																			
32	19	261+85	163+48"E"	RT.																			
33		163+48"E"	163+48"E"	LT.																			
34	6511	163+48"E"	26+90	RT.																			
35																							
36	21	163+48"E"	270+94	RT.																			
37		270+94	276+90	RT.																			
38	P52	276+90	276+90	RT.																			
39	23	276+90	279+00	RT.																			
40																							
41																							
SHEET 209 SUB-TOTAL					3	5	2																
					42	14	12	2	2	5557	5557	1083	332	92	3046	800	4896	420	34	1	4	1	2

URS
OHIO TURNPIKE COMMISSION

LIGHTING PLAN
 SUB-SUMMARY

DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 202 OF 364



LIGHTING PLAN SUB-SUMMARY

CALC. BY E.R.R. DATE 1/90
 CHCK. BY K.E.R. DATE 2/90

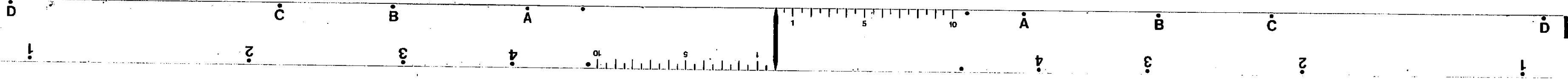
204
364

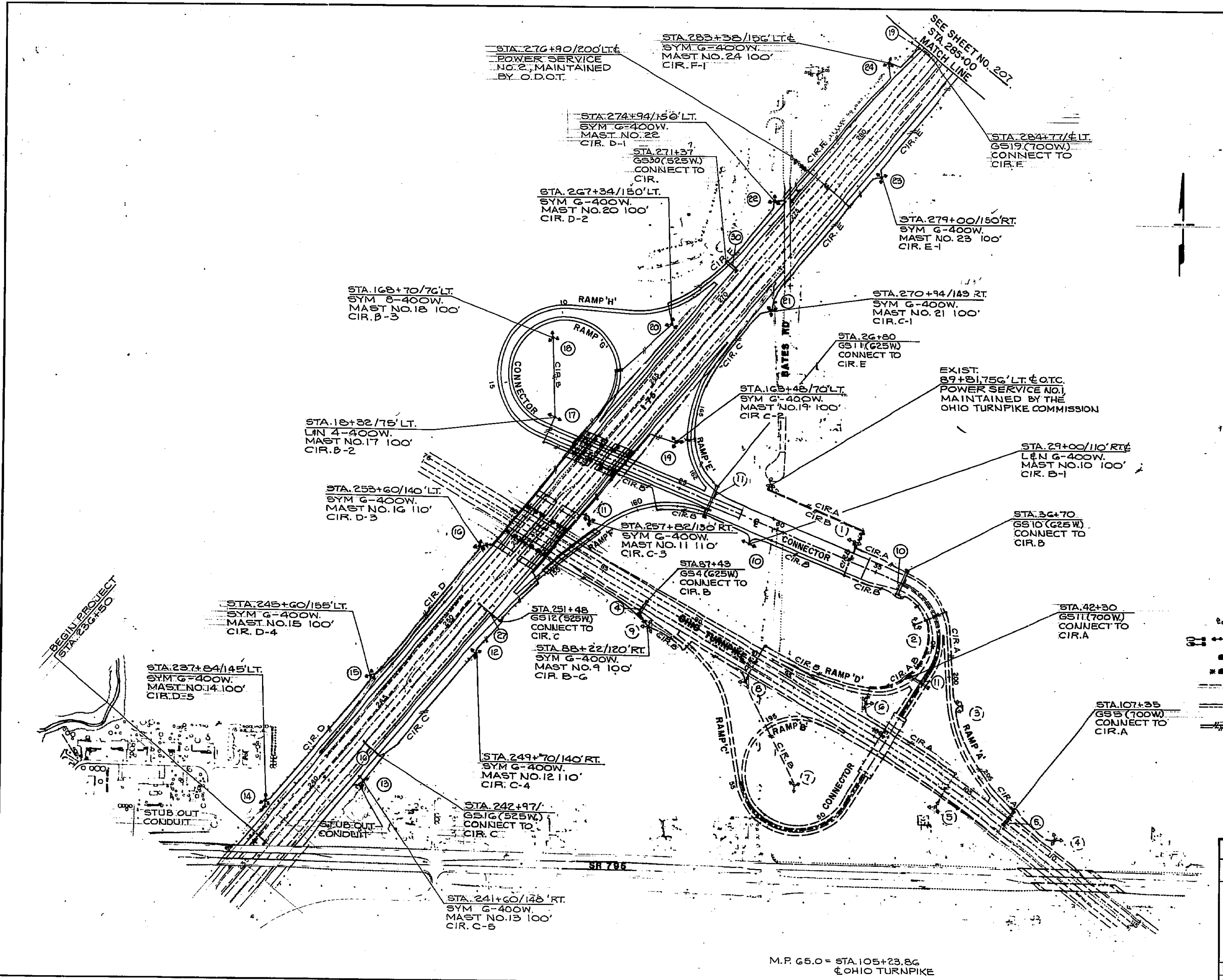
LINE NUMBER	REFERENCE NUMBER	LOCATION		SIDE	LIGHT POLE DESIGN AT 1004.1.7		LUMINAIRE, STYLE C, TYPE II, 310 W., H.P.S., 713.11, 480V.		LUMINAIRE, STYLE C, TYPE III, 310 W., H.P.S., 713.11, 480V.		GROUND ROD 713.16.		PULL BOX, CONCRETE, 18", 713.08		TRENCH, 24" DEEP		PLASTIC GANTION TAPE		NO. 10 ANG POLE AND BRACKET CABLE		1 1/2" DUCT-CABLE #/2 NO. 4 ANG 5,000 V. CABLES		CONNECTOR KIT TYPE II		CONNECTOR KIT TYPE III		CABLE SPLICING KIT		DISCONNECT EXISTING CIRCUIT		LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN		LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN		LIGHT POLE FOUNDATION REMOVED		
		STATION	STATION		EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA		
83		SHEET NO. 211																																			
84		STATIONING REF TO & I-75																																			
85	10	308+00	308+21	LT.	1	1									21	21			120	26	1	1															
86	11	308+21	310+76	LT.	1	1									255	255			120	265	1	1															
87	12	310+76	313+31	LT.	1	1									255	255			120	265	1	1															
88	13	313+31	315+86	LT.	1	1									255	255			120	265	1	1															
89	6322	308+00	309+10	RT.											110	110																					
90	12	309+10	309+79	RT.	1	1									69	69			120	79	1	1		2													
91	13	309+79	312+09	RT.	1	1									230	230			120	209	1	1															
92	14	312+09	314+39	RT.	1	1									230	230			120	235	1	1															
93		332+55	332+90	RT.																																	
94		TOTAL SHEET NO. 211			7	7		4	3			7	1		1425	1425			840	1459	7	7	2	1					1	1	1						
95		SHEET NO. 212																																			
96		STATIONING REF TO & I-75																																			
97			347+90	LT.																																	
98		347+90	348+20	LT.											30	30																					
99																																					
100		TOTAL SHEET NO. 212													30	30																					
101															30	30																					

URS
OHIO TURNPIKE COMMISSION

LIGHTING PLAN
 SUB-SUMMARY

DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 204 OF 364



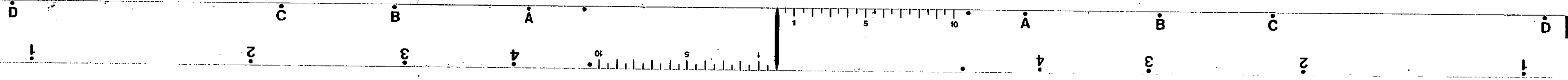


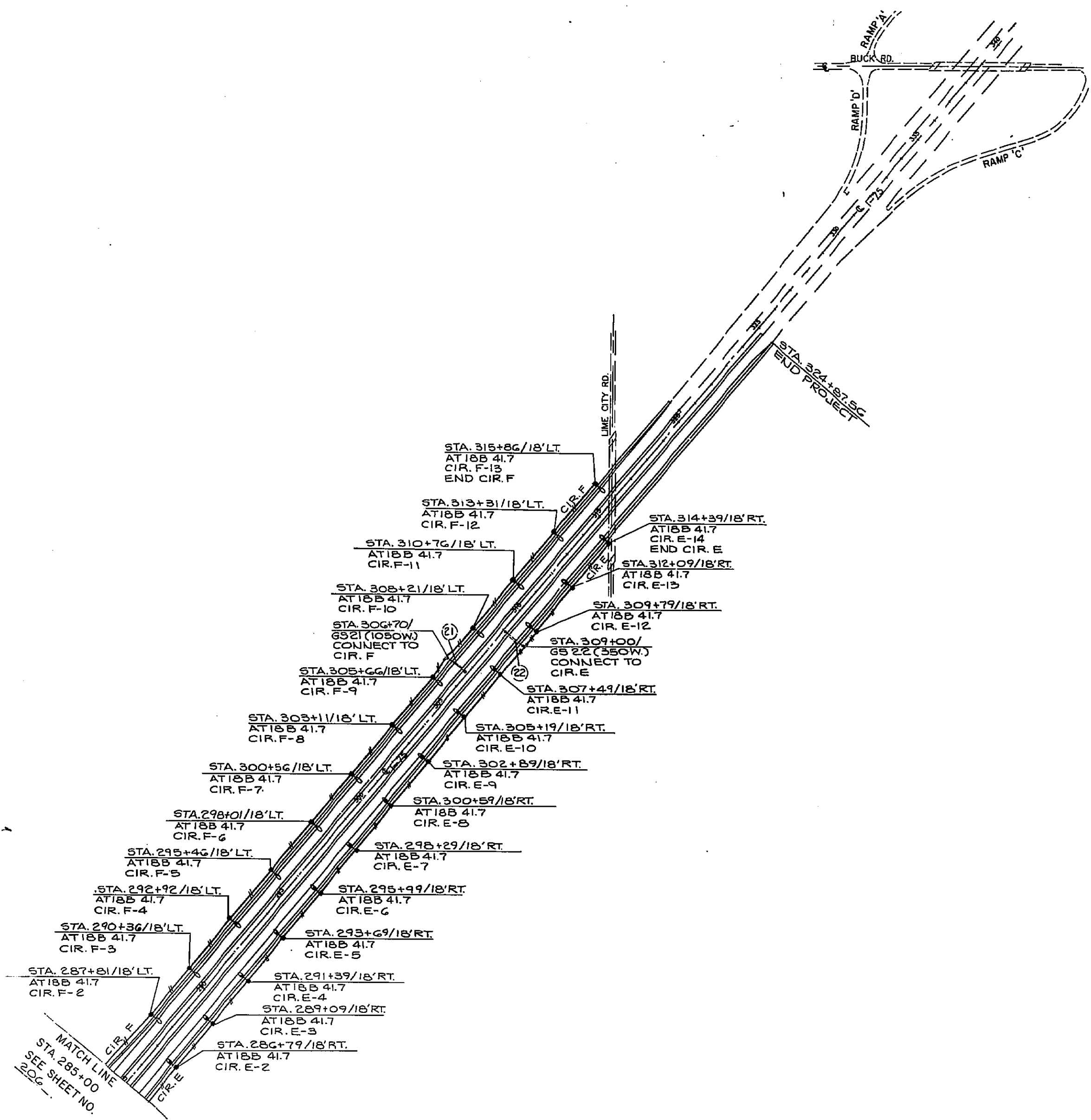
- LEGEND**
- ▲ LIGHTING PHASE I
 - ▲ LIGHTING PHASE II
 - UNDERPASS LIGHTING PHASE I
 - UNDERPASS LIGHTING PHASE II
 - UNDERGROUND CABLE OR CONDUIT PHASE I
 - UNDERGROUND CABLE OR CONDUIT PHASE II
 - INDICATES NUMBER OF WIRES IN CABLE OR CONDUIT



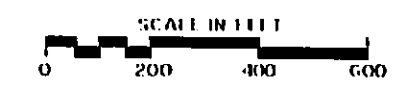
URS	
OHIO TURNPIKE COMMISSION	
LIGHTING SCHEMATIC PLAN	
DATE: 2/90	SCALE: AS SHOWN
CIP: 55-90-03	SHEET 206 OF 364

M.P. 65.0 = STA. 105+23.86
 OHIO TURNPIKE





- LEGEND PHASE II**
- LUMINAIRE, STYLE C, 310W. H.P.S. TYPE II, 41.7'M.H
 - LUMINAIRE, STYLE C, 310W. H.P.S. TYPE III, 41.7'M.H

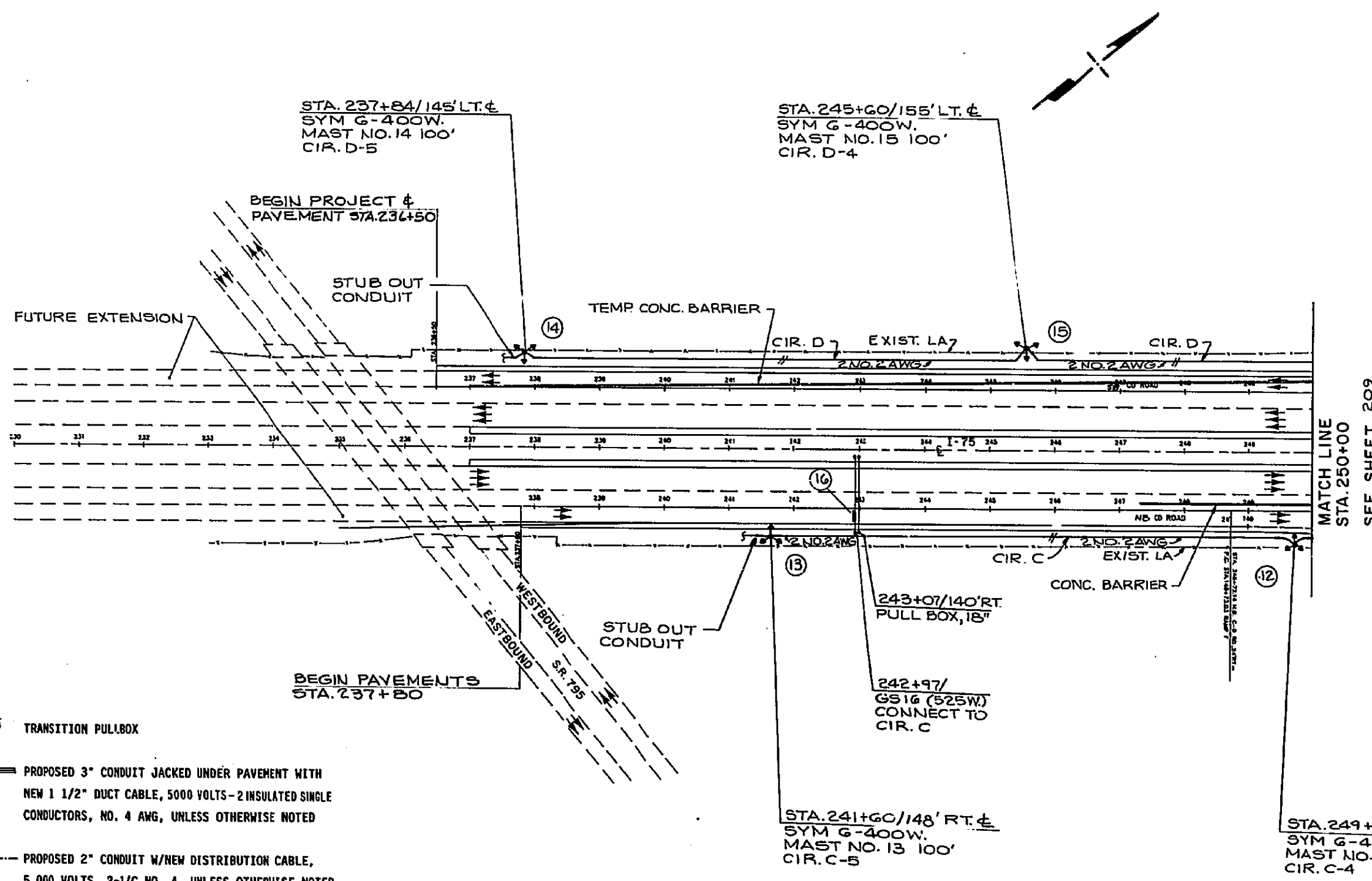


URS	
OHIO TURNPIKE COMMISSION	
LIGHTING SCHEMATIC PLAN	
DATE: 2/90	SCALE: AS SHOWN
CIP: 55-90-03	SHEET 207 OF 364



NOTES

1. ALL WIRING BETWEEN UNITS BEING REMOVED SHALL BE ABANDONED.
2. FOR LIGHTING DETAILS, SEE SHEET NO. 215, 216
3. ALL WIRE TO BE 2 #4, UNLESS OTHERWISE NOTED.
4. FOR QUANTITIES, SEE SHEET NO. 202.
5. FOR HI-MAST CROSS SECTIONS, SEE SHEET NO. 217-219
6. FOR HIGH-MAST DETAILS, SEE STANDARD DRAWINGS.
7. FOR CIRCUIT SCHEMATIC, SEE SHEET NO. 220
8. FOR HIGH-MAST FOUNDATION QUANTITIES, SEE SHEET NO. 220



- LIGHTING KEY**
- LIGHT POLE, LUMINAIRE, STYLE C, 310 WATT H.P.S., TYPE II, 41.7 FT. MOUNTING HEIGHT
 - LIGHT POLE, LUMINAIRE, STYLE C, 310 WATT, H.P.S., TYPE III, 41.7 FT. MOUNTING HEIGHT
 - TOWER LIGHT POLE W/4 OR W/6 400 WATT H.P.S. LUMINAIRES, TYPE I, LONG & NARROW DISTRIBUTION
 - TOWER LIGHT POLE W/6 OR W/8 400 WATT H.P.S. LAMPS, SYMMETRICAL DISTRIBUTION AND MATCHING INTEGRAL BALLAST. ARROWS SPECIFY ALIGNMENT OF OPTICAL ASSEMBLY
 - ILLUMINATED OVERHEAD SIGNS
 - MEDIAN PULLBOX
 - PROPOSED 18" PULLBOX OR CABLE SPLICING KITS AS NOTED ON THE PLANS. 24' PULLBOXES NOTED ON PLANS

- TRANSITION PULLBOX
- PROPOSED 3" CONDUIT JACKED UNDER PAVEMENT WITH NEW 1 1/2" DUCT CABLE, 5000 VOLTS - 2 INSULATED SINGLE CONDUCTORS, NO. 4 AWG, UNLESS OTHERWISE NOTED
- PROPOSED 2" CONDUIT W/NEW DISTRIBUTION CABLE, 5,000 VOLTS, 2-1/C NO. 4, UNLESS OTHERWISE NOTED
- 1 1/2" DUCT CABLE 5,000 VOLT - 2 INSULATED SINGLE CONDUCTORS IN 24" DEEP TRENCH NO. 4 AWG, UNLESS OTHERWISE NOTED
- CONDUIT, 713.04, 3"
- UNDERPASS LUMINAIRE, 100 WATT H.P.S.
- POWER SERVICE



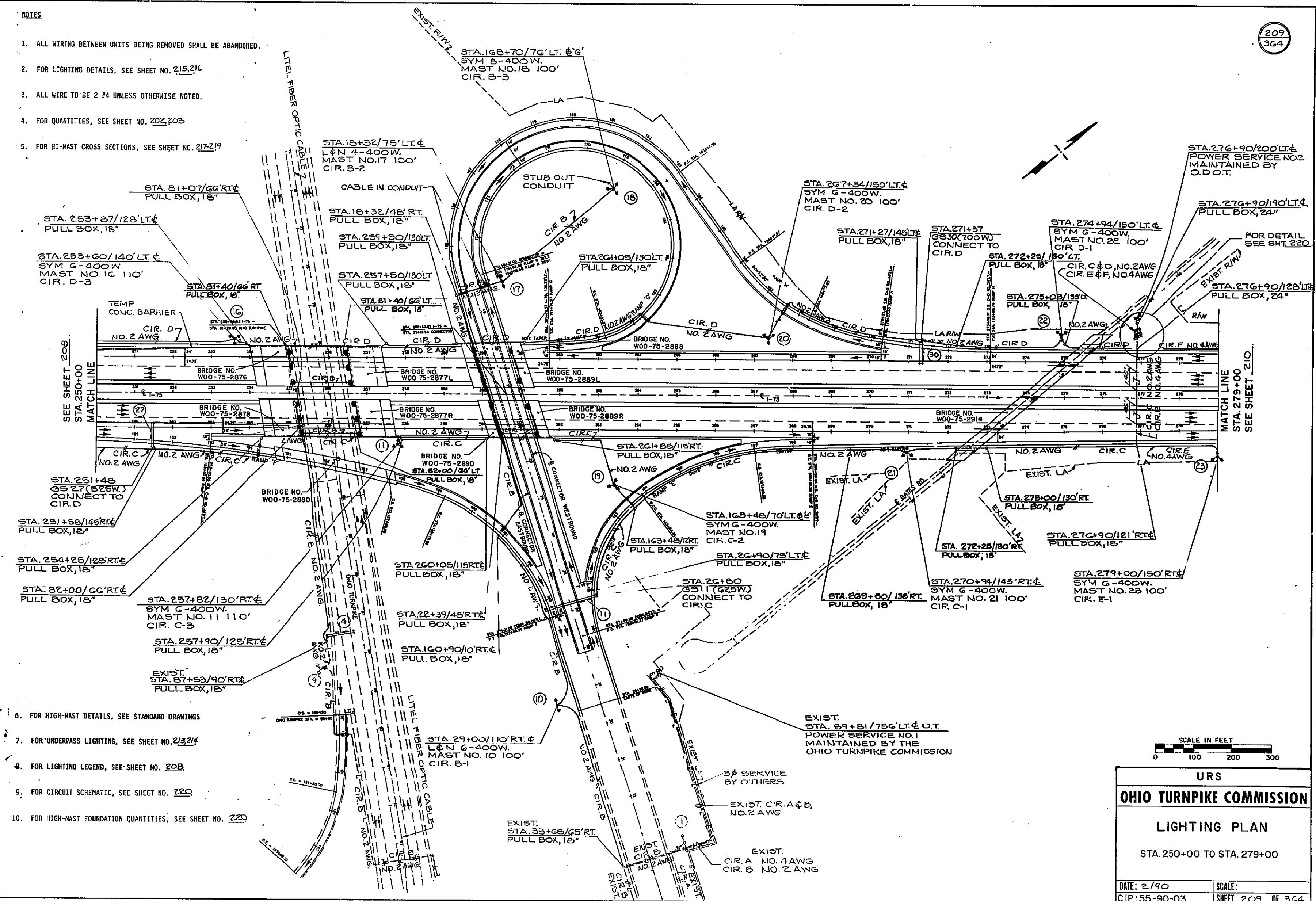
URS	
OHIO TURNPIKE COMMISSION	
LIGHTING PLAN	
STA. 230+00 TO STA. 250+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 208 OF 364



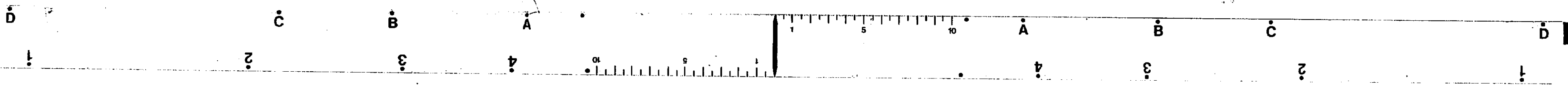
NOTES

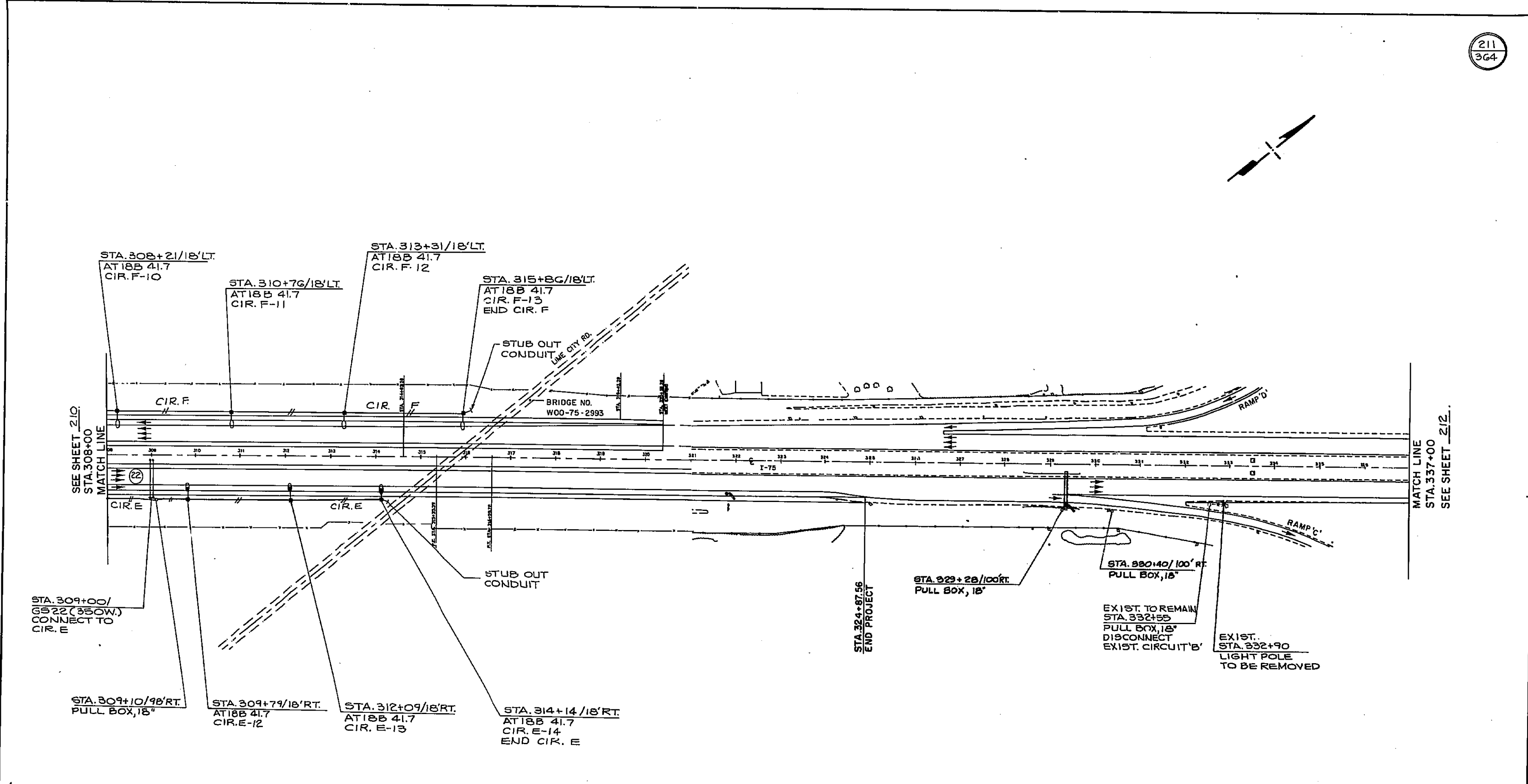
1. ALL WIRING BETWEEN UNITS BEING REMOVED SHALL BE ABANDONED.
2. FOR LIGHTING DETAILS, SEE SHEET NO. 215, 216
3. ALL WIRE TO BE 2 #4 UNLESS OTHERWISE NOTED.
4. FOR QUANTITIES, SEE SHEET NO. 202, 203
5. FOR HI-MAST CROSS SECTIONS, SEE SHEET NO. 217-219

6. FOR HIGH-MAST DETAILS, SEE STANDARD DRAWINGS
7. FOR UNDERPASS LIGHTING, SEE SHEET NO. 213, 214
8. FOR LIGHTING LEGEND, SEE SHEET NO. 208
9. FOR CIRCUIT SCHEMATIC, SEE SHEET NO. 220
10. FOR HIGH-MAST FOUNDATION QUANTITIES, SEE SHEET NO. 220



URS	
OHIO TURNPIKE COMMISSION	
LIGHTING PLAN	
STA. 250+00 TO STA. 279+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 209 OF 364





STA. 308+21/18'LT.
 AT 18B 41.7
 CIR. F-10

STA. 310+76/18'LT.
 AT 18B 41.7
 CIR. F-11

STA. 313+31/18'LT.
 AT 18B 41.7
 CIR. F-12

STA. 315+86/18'LT.
 AT 18B 41.7
 CIR. F-13
 END CIR. F

BRIDGE NO.
 WOOD-75-2993

STA. 309+00/
 GS 227 (350W.)
 CONNECT TO
 CIR. E

STA. 309+10/18'RT.
 PULL BOX, 18"

STA. 309+79/18'RT.
 AT 18B 41.7
 CIR. E-12

STA. 312+09/18'RT.
 AT 18B 41.7
 CIR. E-13

STA. 314+14 /18'RT.
 AT 18B 41.7
 CIR. E-14
 END CIR. E

STA. 324+87.56
 END PROJECT

STA. 323+28/100RT.
 PULL BOX, 18"

STA. 330+40/100' RT.
 PULL BOX, 18"

EXIST. TO REMAIN
 STA. 332+58
 PULL BOX, 18"
 DISCONNECT
 EXIST. CIRCUIT 'B'

EXIST.
 STA. 332+90
 LIGHT POLE
 TO BE REMOVED

- NOTES
1. ALL WIRING BETWEEN UNITS BEING REMOVED SHALL BE ABANDONED.
 2. FOR LIGHTING DETAILS, SEE SHEET NO. 215214
 3. ALL WIRE TO BE 2 #4 UNLESS OTHERWISE NOTED.
 4. FOR QUANTITIES, SEE SHEET NO. 204
 5. FOR LIGHTING LEGEND, SEE SHEET NO. 208
 6. FOR CIRCUIT SCHEMATIC, SEE SHEET NO. 220



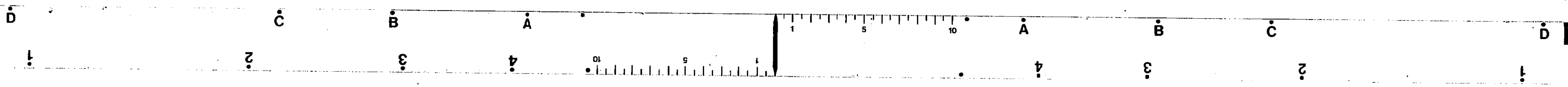
URS

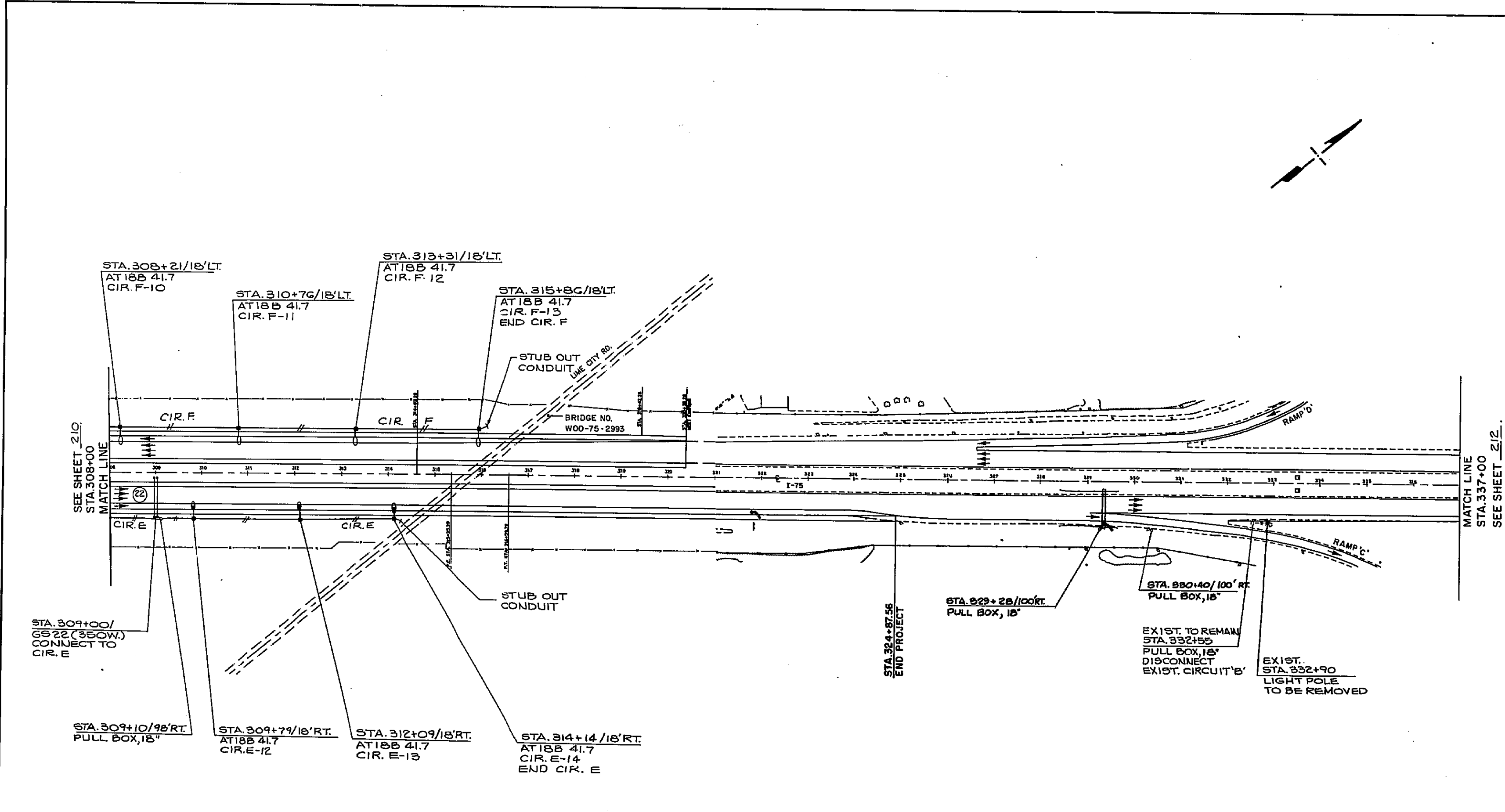
OHIO TURNPIKE COMMISSION

LIGHTING PLAN

STA. 308+00 TO STA. 338+00

DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 211 OF 364

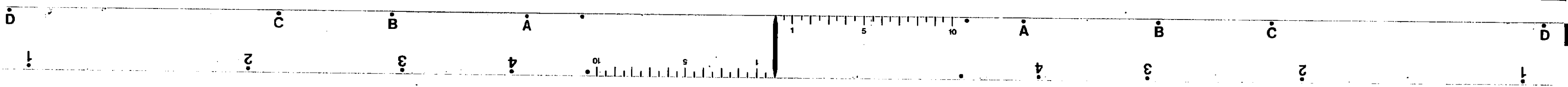


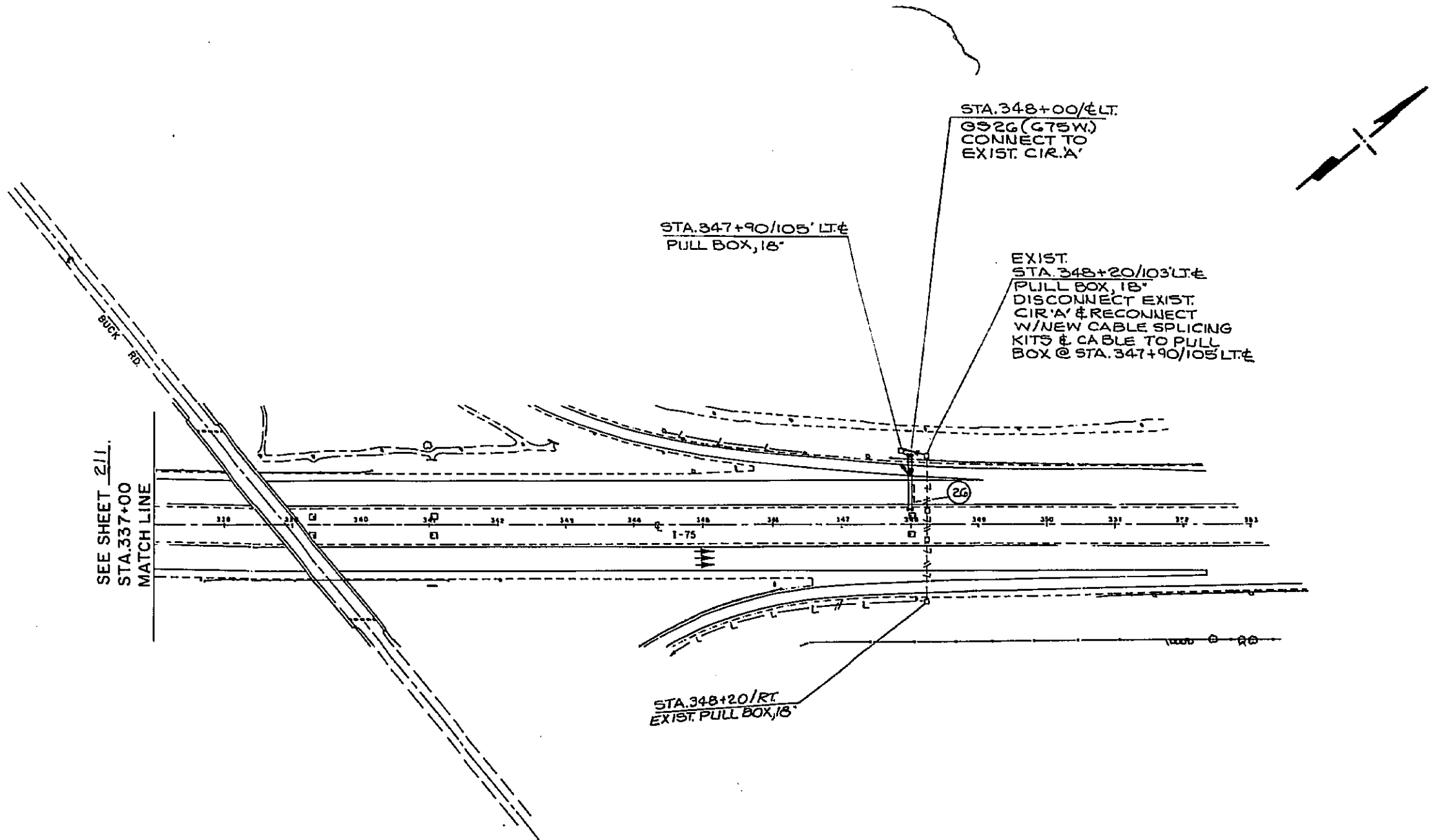


- NOTES**
1. ALL WIRING BETWEEN UNITS BEING REMOVED SHALL BE ABANDONED.
 2. FOR LIGHTING DETAILS, SEE SHEET NO. 215214
 3. ALL WIRE TO BE 2 #4 UNLESS OTHERWISE NOTED.
 4. FOR QUANTITIES, SEE SHEET NO. 204
 5. FOR LIGHTING LEGEND, SEE SHEET NO. 208
 6. FOR CIRCUIT SCHEMATIC, SEE SHEET NO. 220



URS	
OHIO TURNPIKE COMMISSION	
LIGHTING PLAN	
STA. 308+00 TO STA. 338+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 211 OF 364

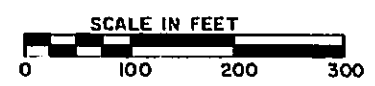




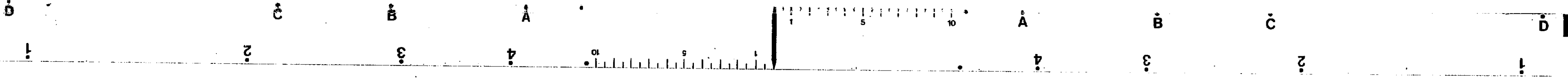
SEE SHEET 211
STA. 337+00
MATCH LINE

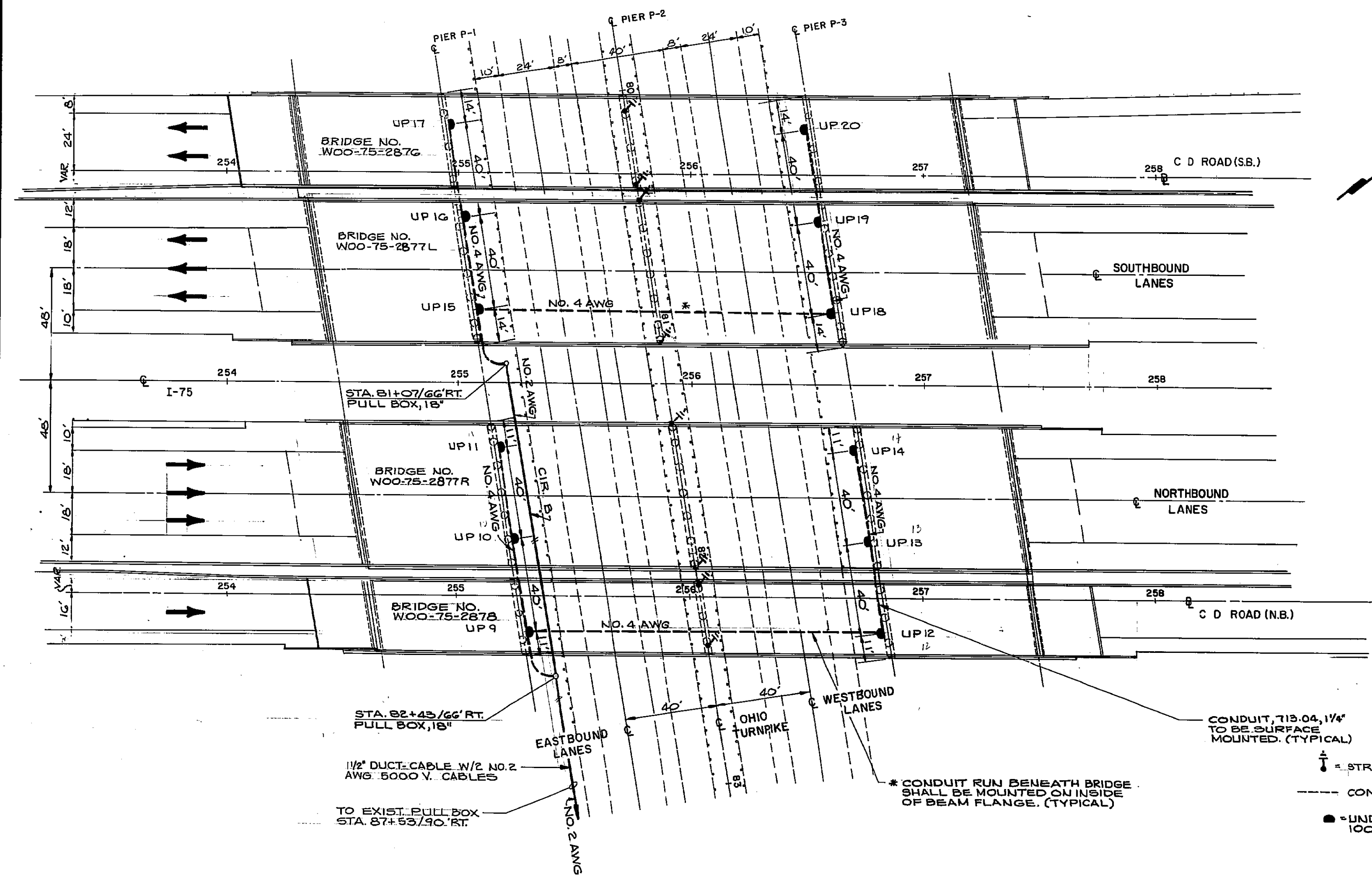
NOTES

1. ALL WIRE TO BE 2-#4 UNLESS OTHERWISE NOTED.
2. FOR QUANTITIES, SEE SHEET NO. 205.
3. FOR LIGHTING LEGEND, SEE SHEET NO. 206.



URS	
OHIO TURNPIKE COMMISSION	
LIGHTING PLAN	
STA. 338+00 TO STA. 354+00	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 212 OF 364

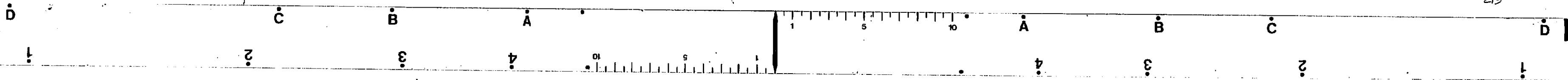


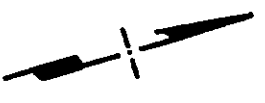
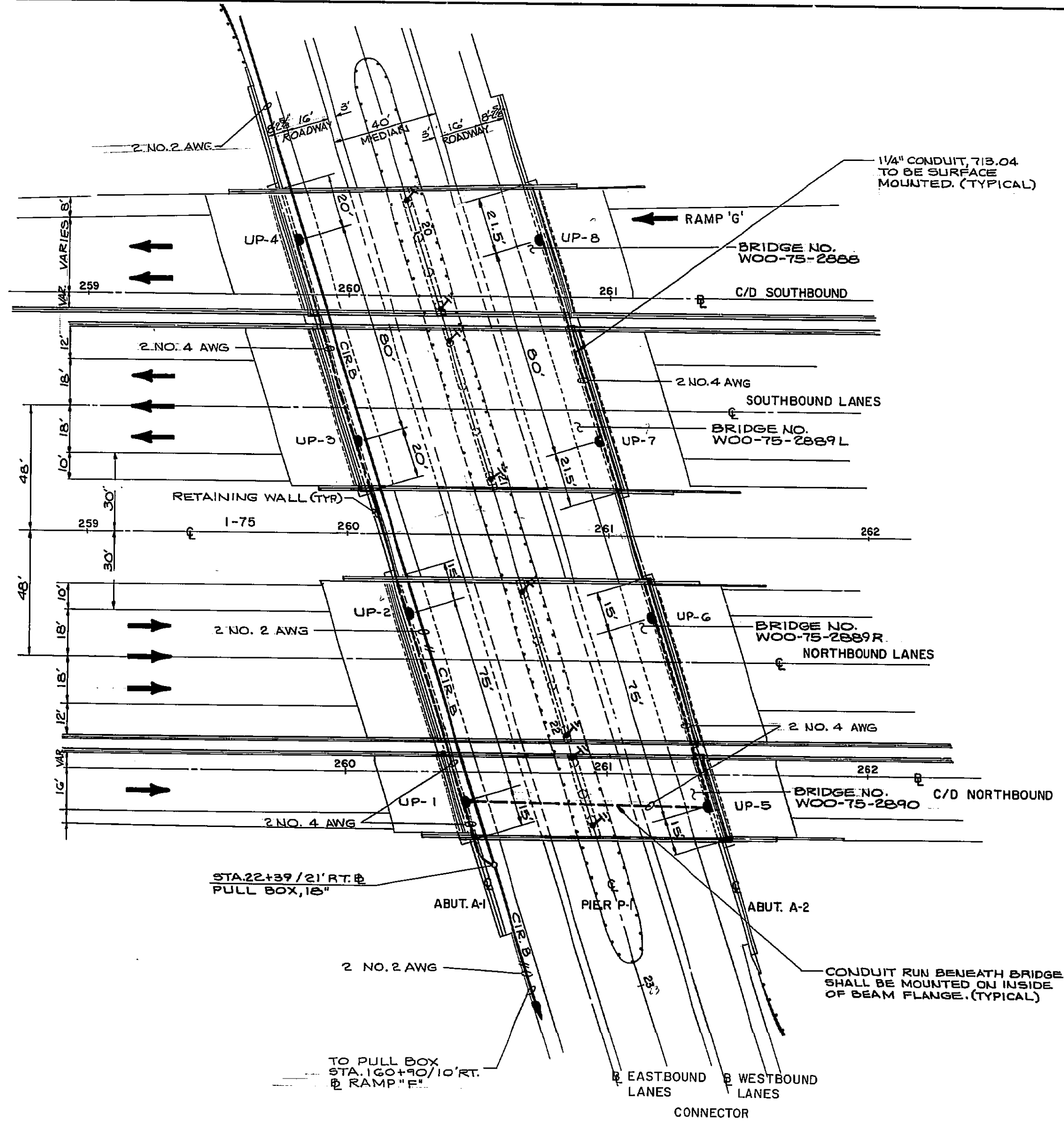


- ▲ STRUCTURE GROUND
- CONDUIT, 713.04, 1 1/4"
- UNDERPASS LUMINAIRE 100W. H.P.S.



URS	
OHIO TURNPIKE COMMISSION	
UNDERPASS LIGHTING	
FOR BRIDGES: WOO-75-2876, WOO-75-2877L, WOO-75-2877R, WOO-75-2878 OVER THE OHIO TURNPIKE	
DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 213 OF 364





- ⊥ = STRUCTURE GROUNDING
- = UNDERPASS LUMINAIRE 100W. H.R.S.



URS

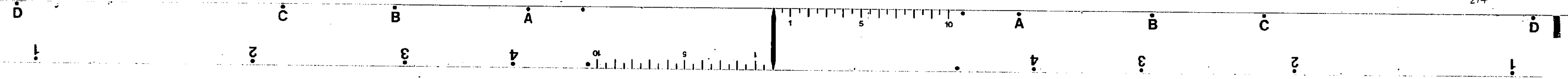
OHIO TURNPIKE COMMISSION

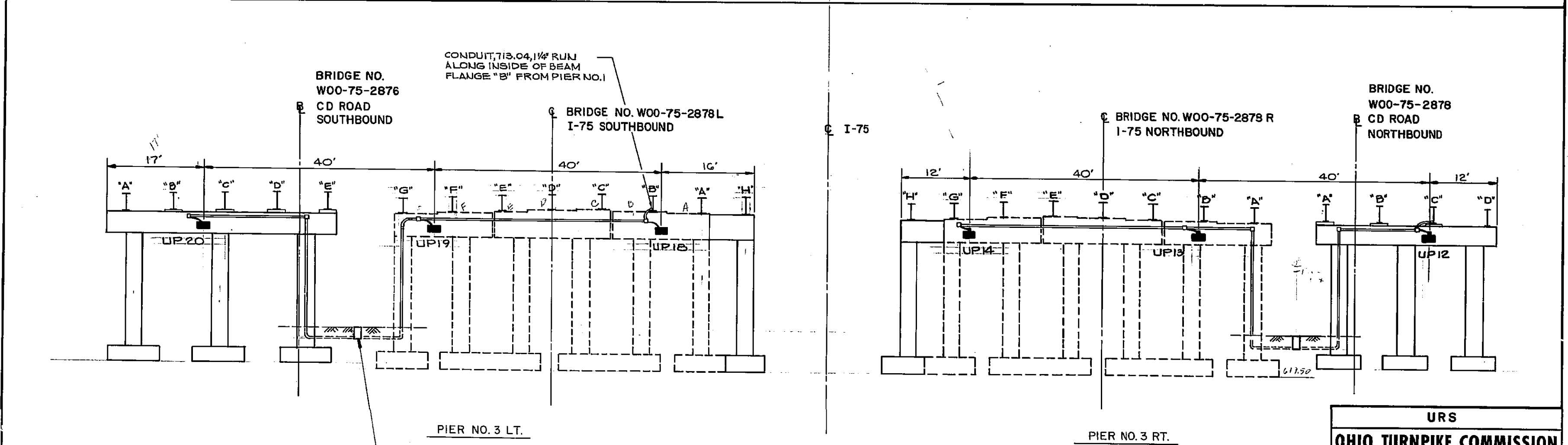
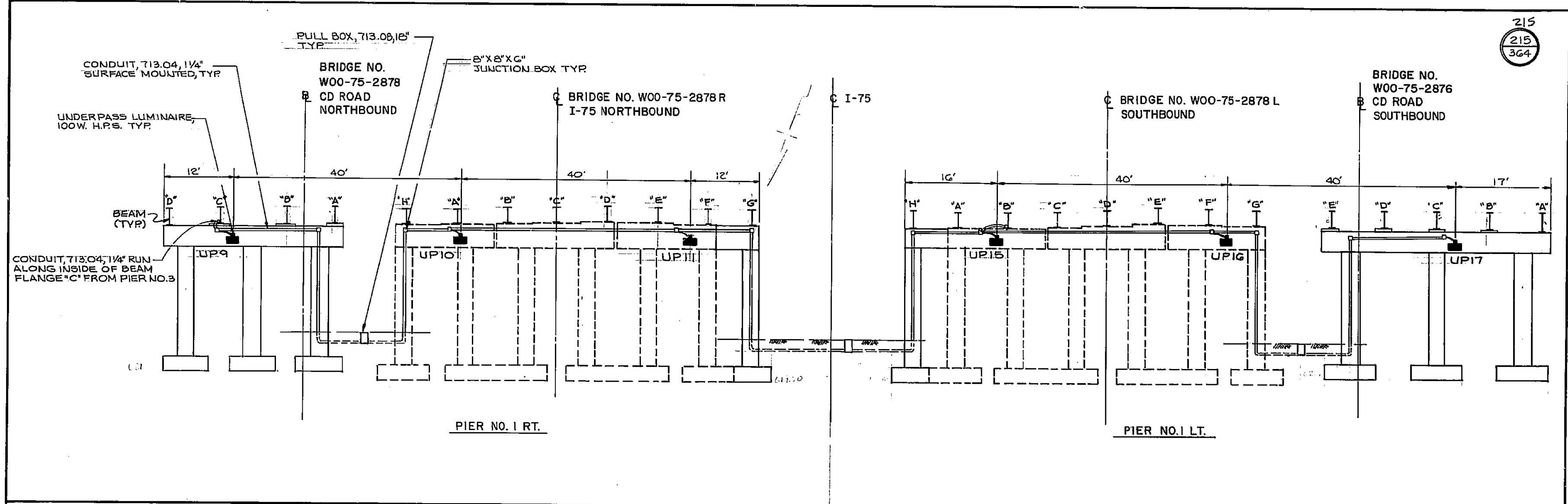
UNDERPASS LIGHTING

FOR BRIDGES: WOO-75-2888,
WOO-75-2889L, WOO-75-2889R,
WOO-75-2890 OVER THE CONNECTOR

DATE: 2/90	SCALE:
CIP: 55-90-03	SHEET 214 OF 364

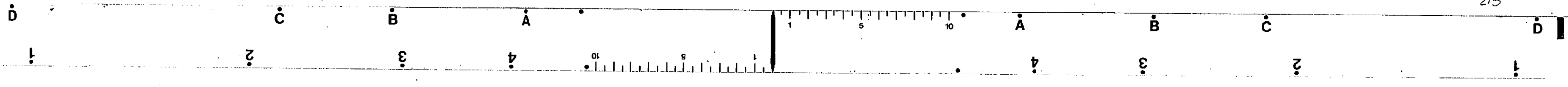
214

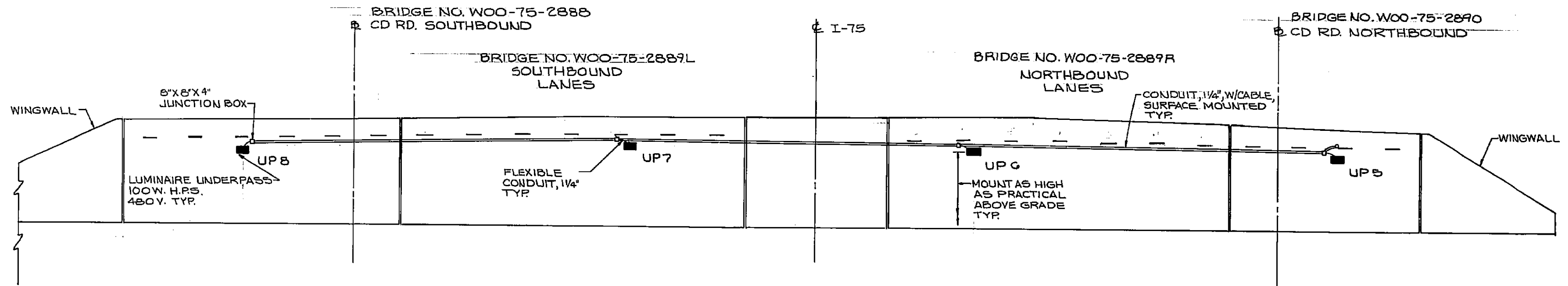




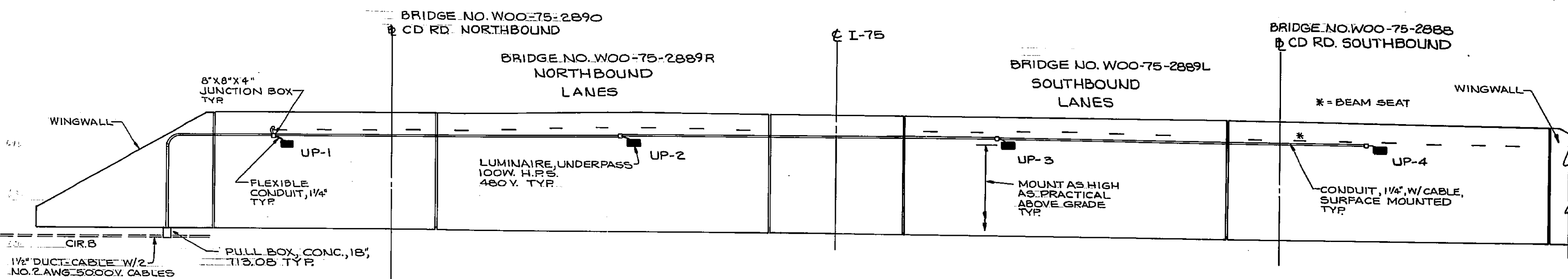
ELEVATION - TYPICAL PIER-CAP MOUNTING

URS	
OHIO TURNPIKE COMMISSION	
LIGHTING DETAILS	
FOR BRIDGES: W00-75-2876, W00-75-2877L, W00-75-2877R, W00-75-2878 OVER THE OHIO TURNPIKE	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 215 OF 364



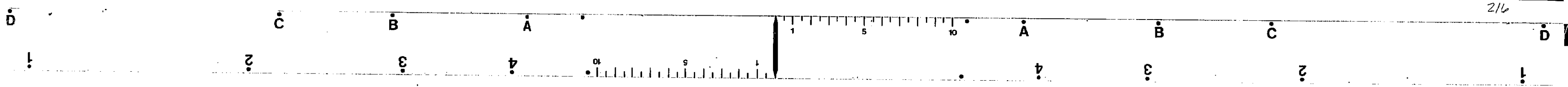


ALONG ABUTMENT A-2
TYPICAL LUMINAIRE MOUNTING
SEE STANDARD DRAWING HL-20.31
FOR ADDITIONAL DETAILS



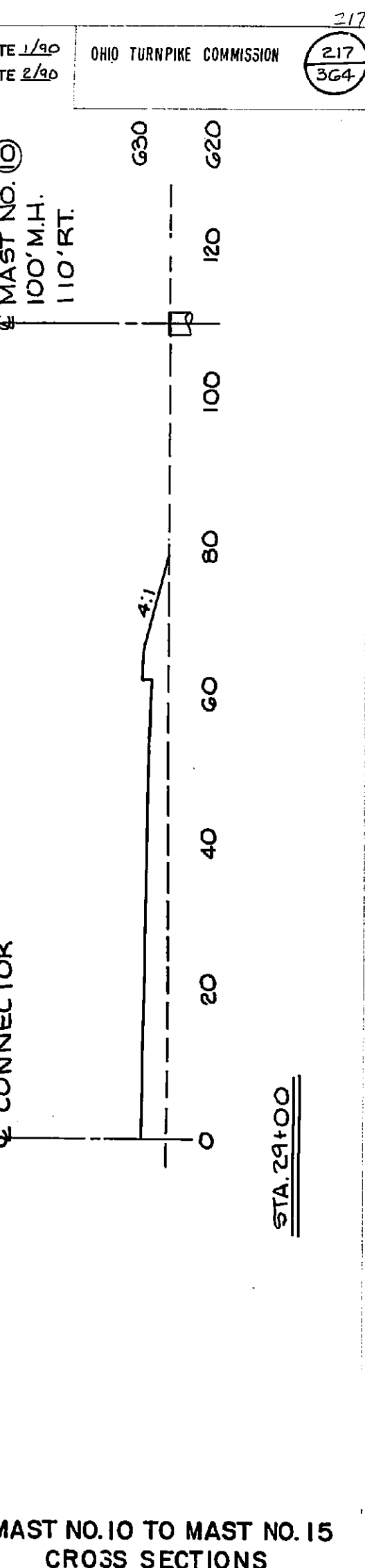
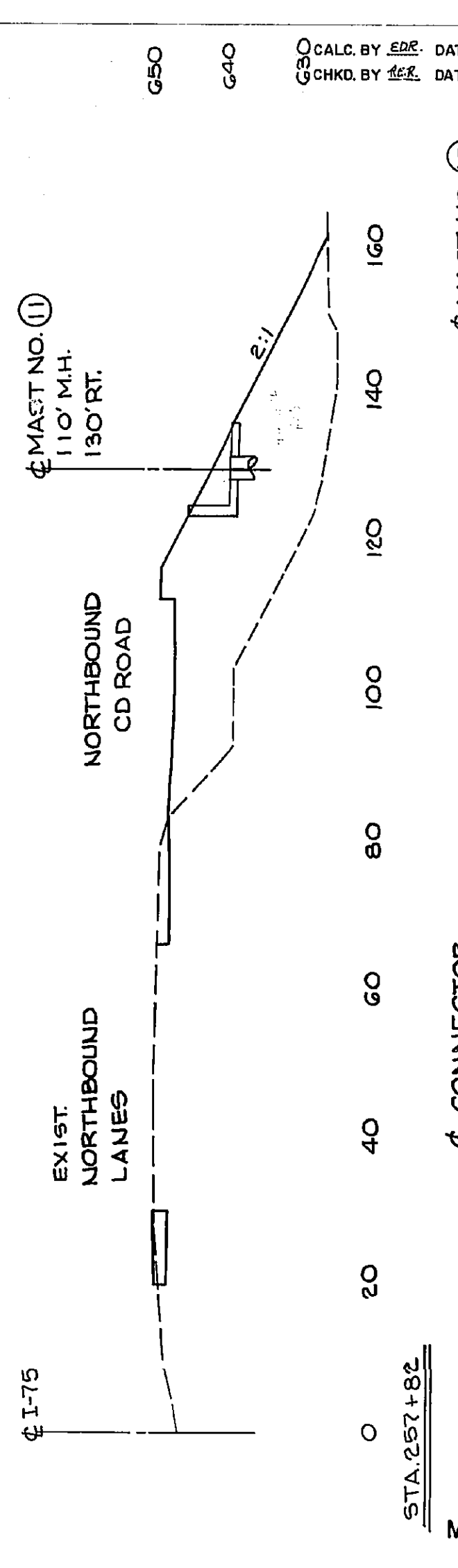
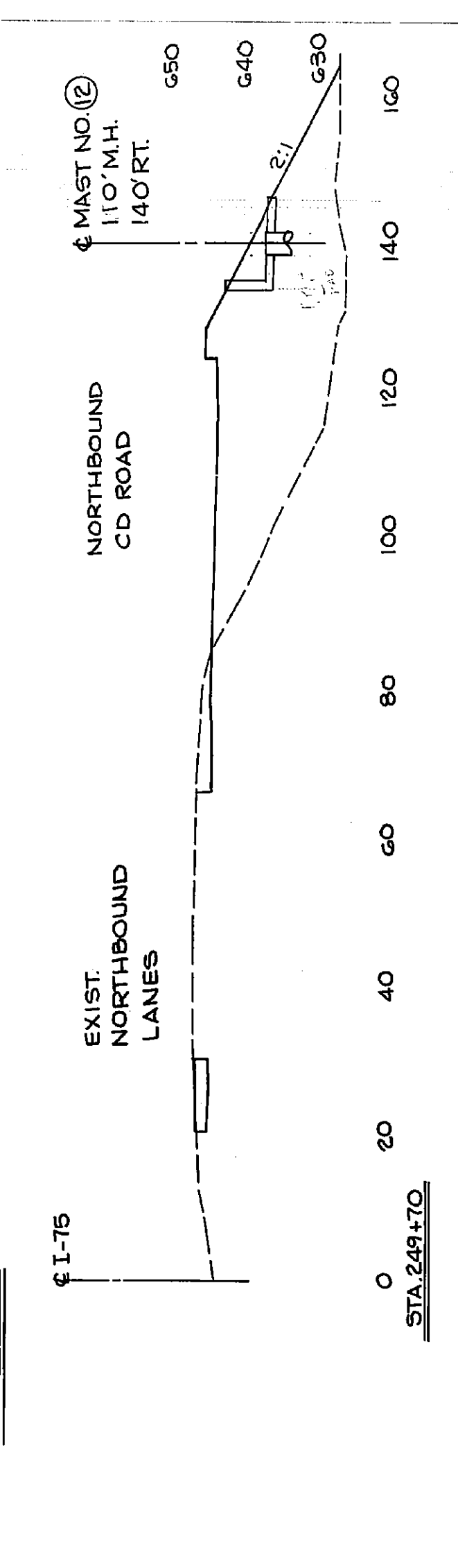
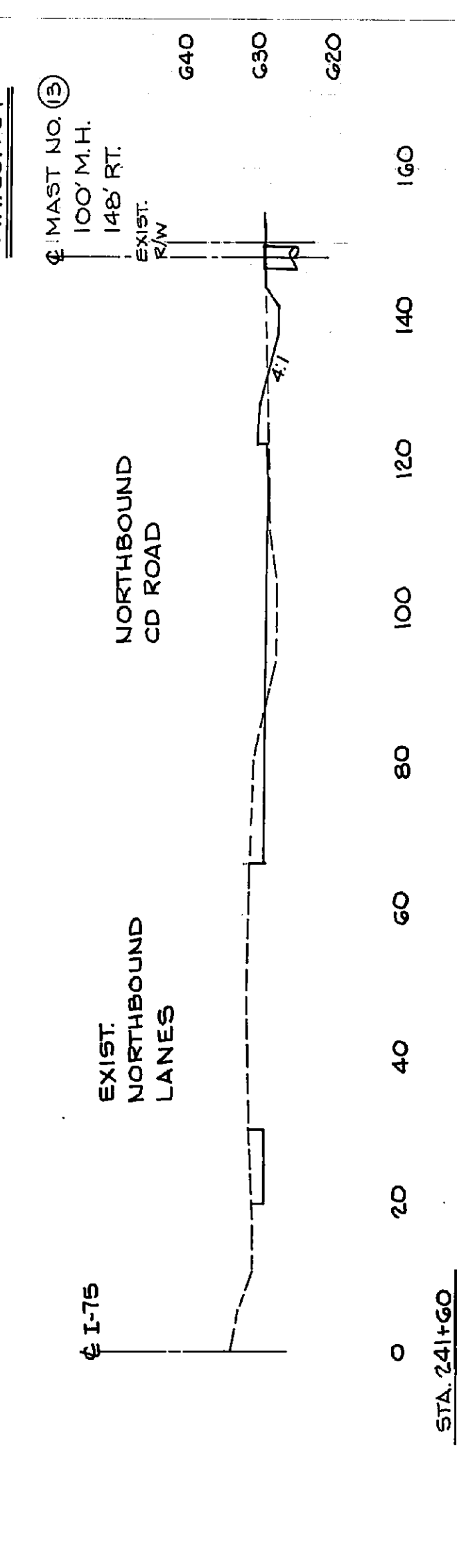
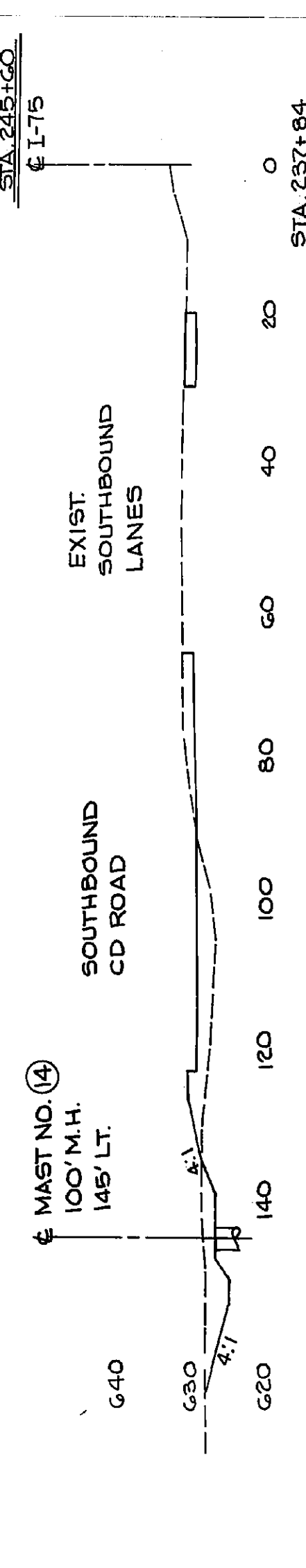
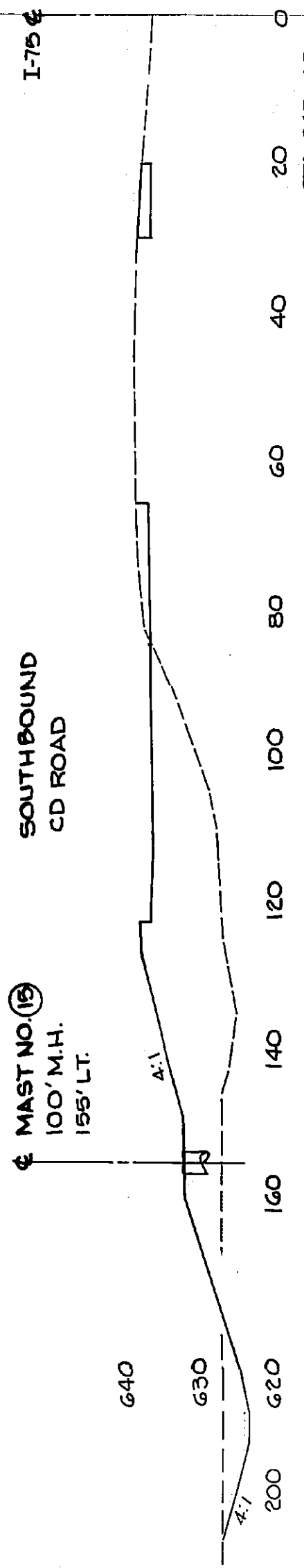
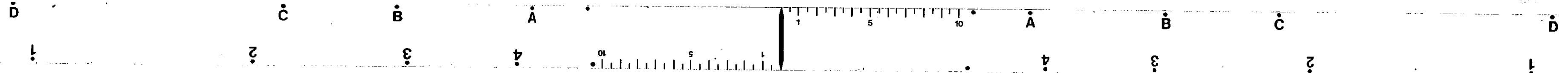
ALONG ABUTMENT A-1
TYPICAL LUMINAIRE MOUNTING

URS	
OHIO TURNPIKE COMMISSION	
LIGHTING DETAILS	
FOR BRIDGES: WOO-75-2888, WOO-75-2889L, WOO-75-2889R, WOO-75-2890 OVER THE CONNECTOR	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 216 OF 364



ORIGINAL SURVEY	BY	DATE
ADJUSTED		
REVISIONS		
DATE		
BY		
REASON		
DATE		
BY		
REASON		
DATE		
BY		
REASON		
DATE		

FINAL SURVEY	DATE	BY
ADJUSTED		
REVISIONS		
DATE		
BY		
REASON		
DATE		
BY		
REASON		
DATE		
BY		
REASON		
DATE		



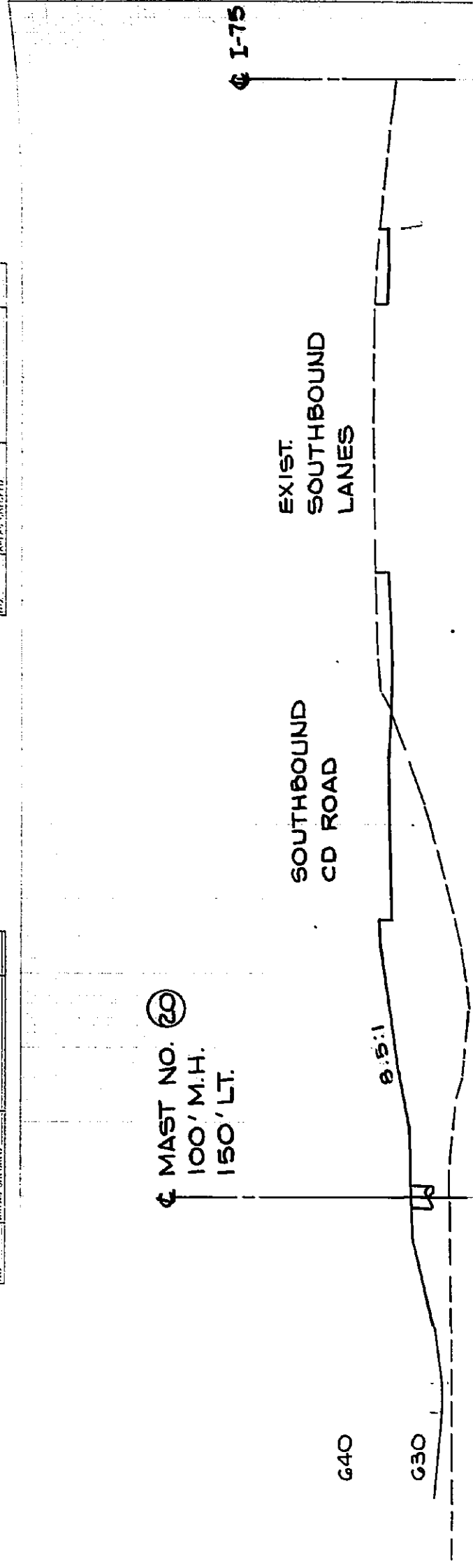
CALC. BY EDR DATE 1/90
 CHKD. BY AEK DATE 2/90

OHIO TURNPIKE COMMISSION
 217
 364

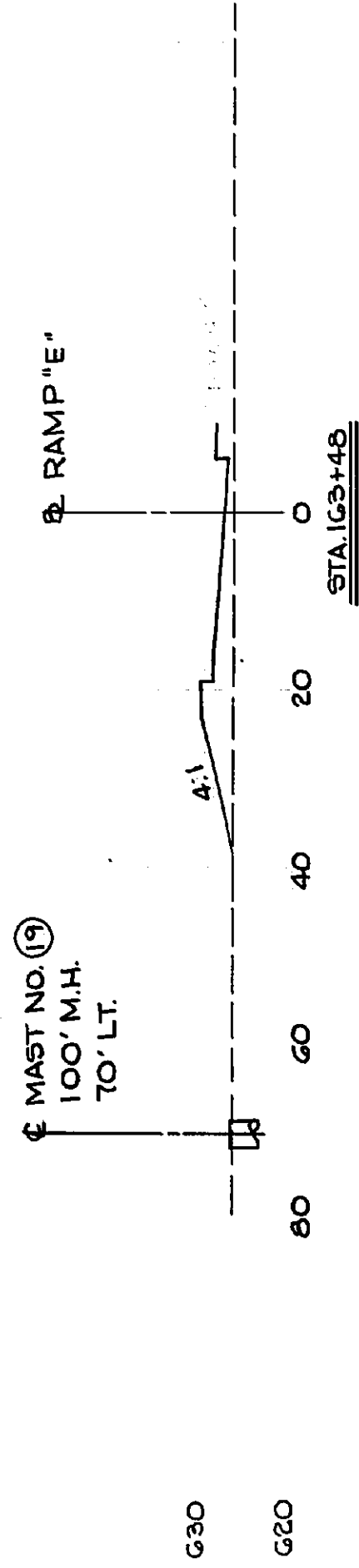
MAST NO. 10 TO MAST NO. 15 CROSS SECTIONS

ORIGINAL	DATE
SURVEY	
ROUTE	
APPX.	
DATE	

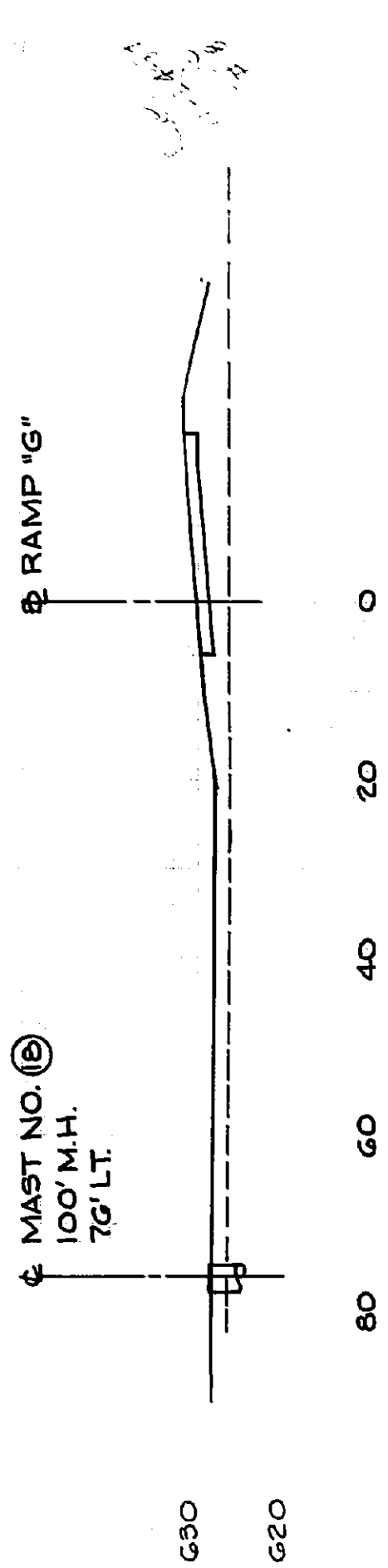
FINAL	DATE
SURVEY	
ROUTE	
APPX.	
DATE	



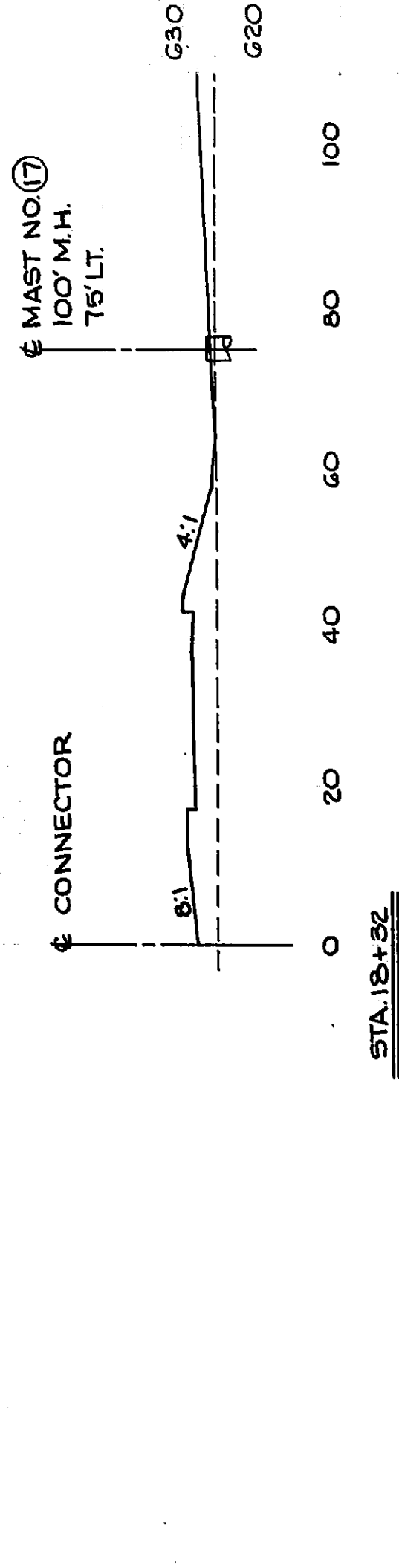
STA. 257+34



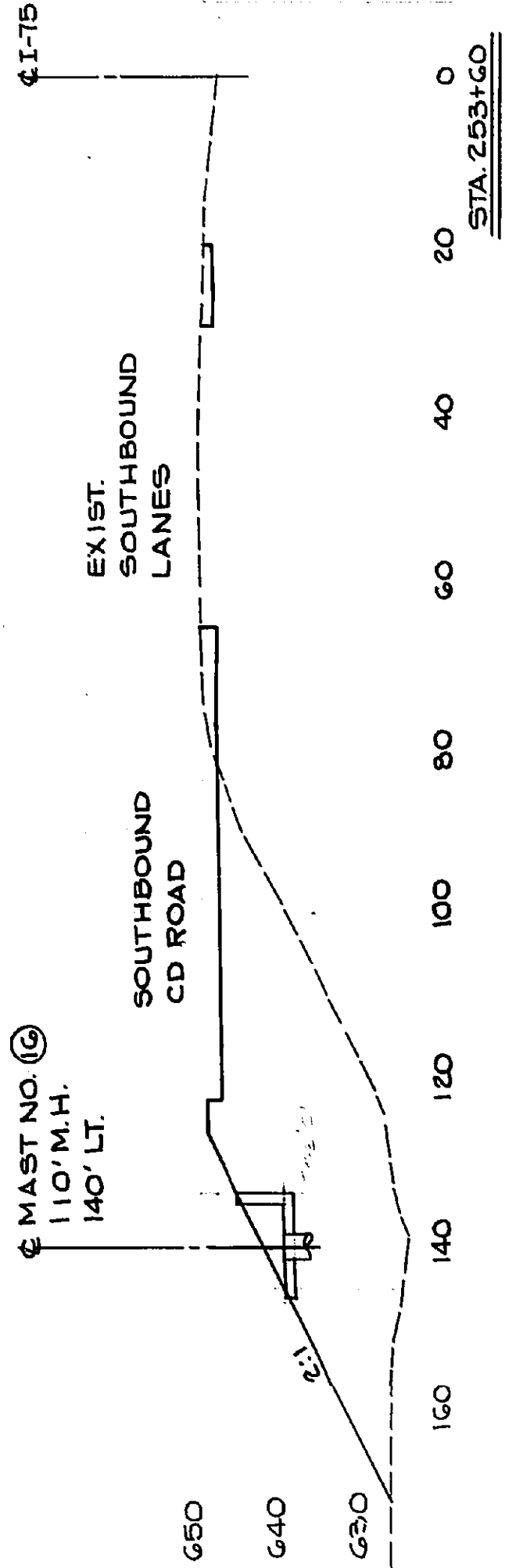
STA. 163+48



STA. 168+10



STA. 18+32

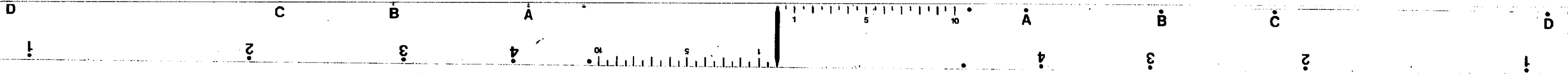


MAST NO. 16 TO MAST NO. 20
CROSS SECTIONS

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CHKD. BY: 253 DATE 2/90

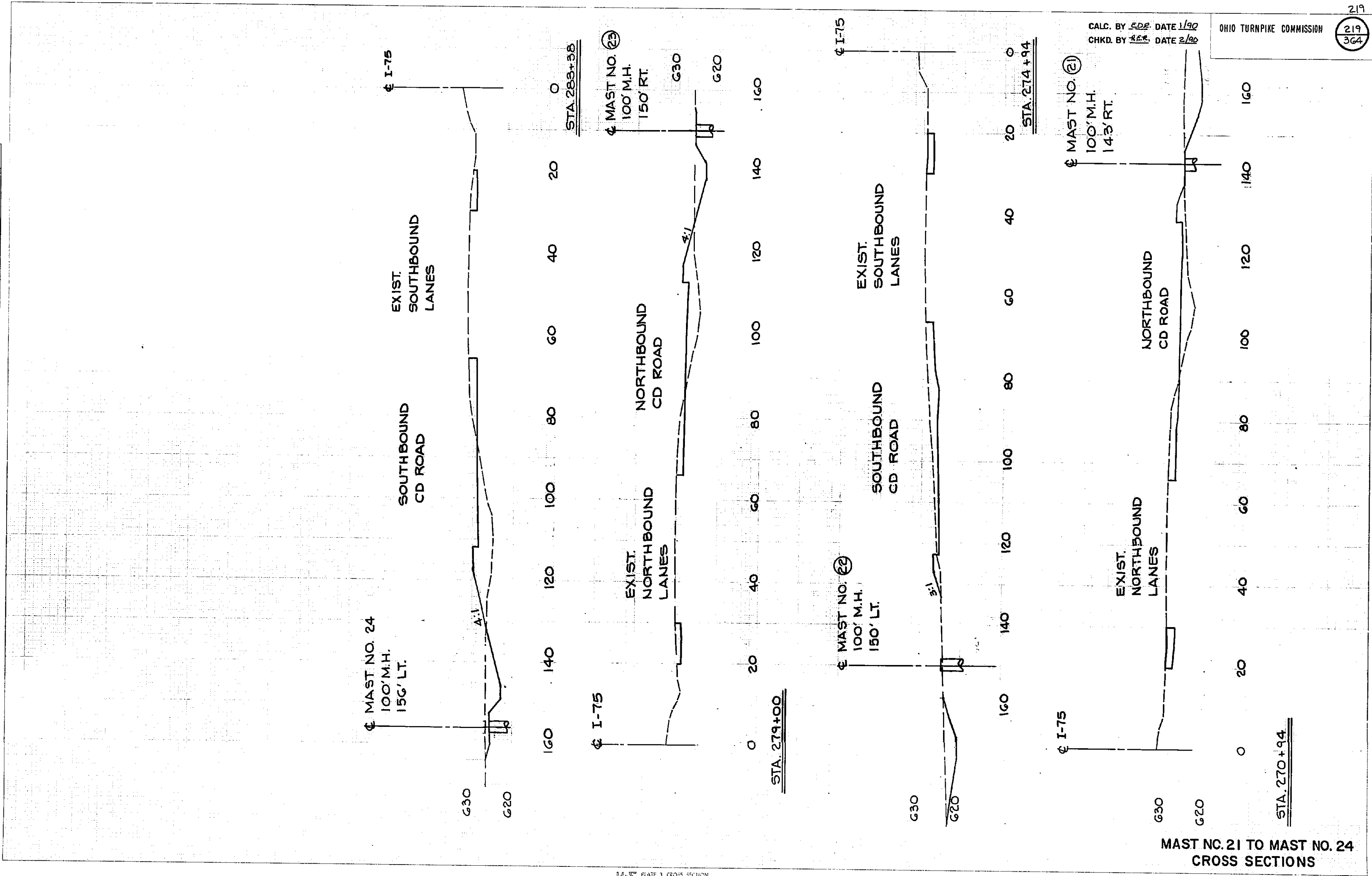
OHIO TURNPIKE COMMISSION

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364



ORIGINAL	DATE
SURVEY	
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	

NO.	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	



MAST NO. 21 TO MAST NO. 24
CROSS SECTIONS

PLATE 3. CROSS SECTION
HAYES & HAZEL CO.

OHIO TURNPIKE COMMISSION

219
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CALC. BY ESB DATE 1/90
CHKD. BY LES DATE 2/90

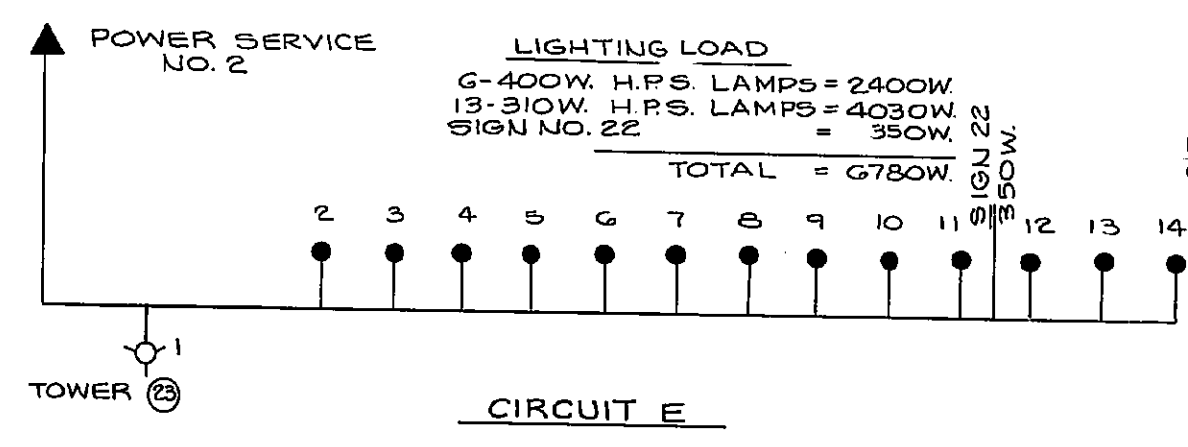
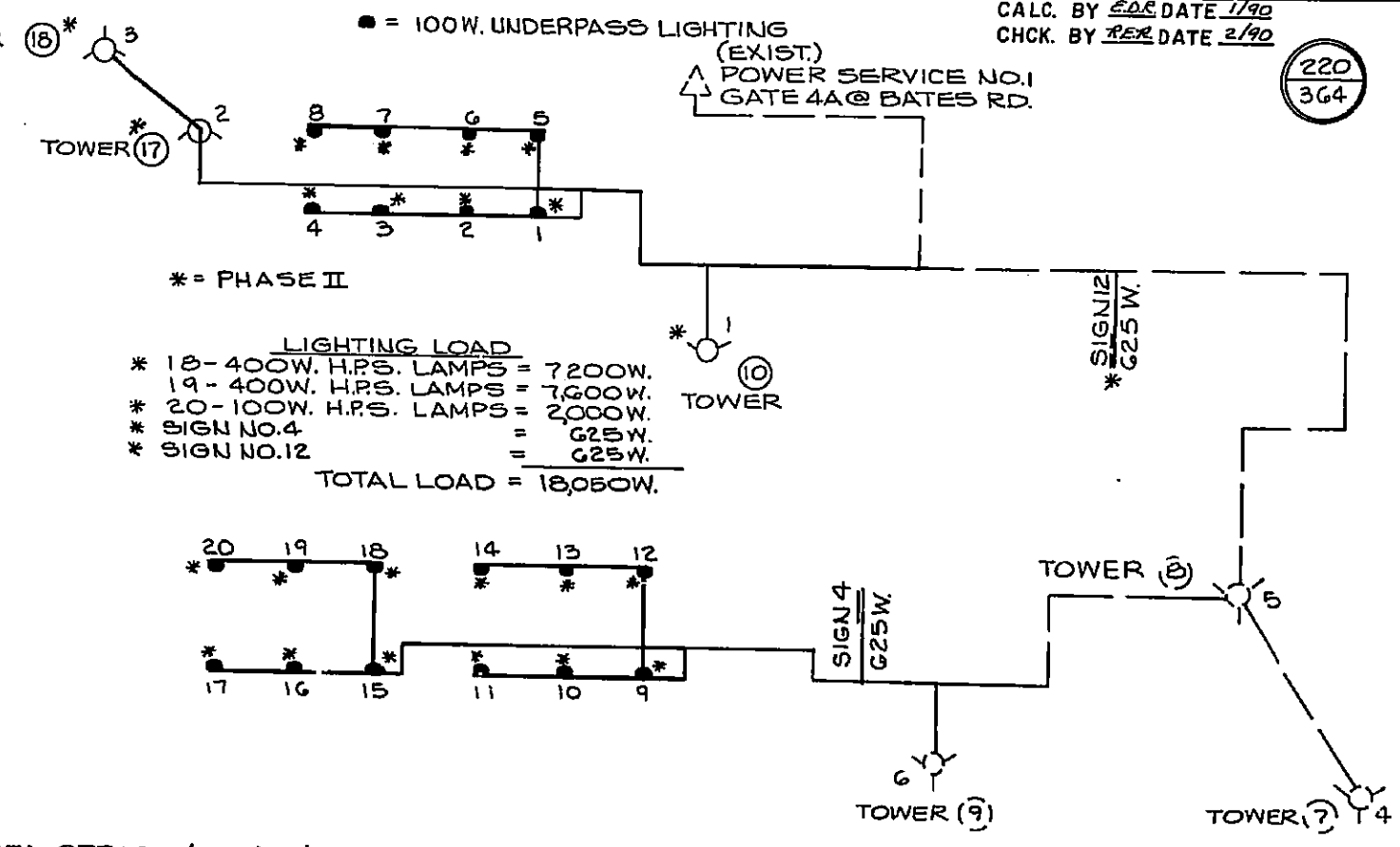
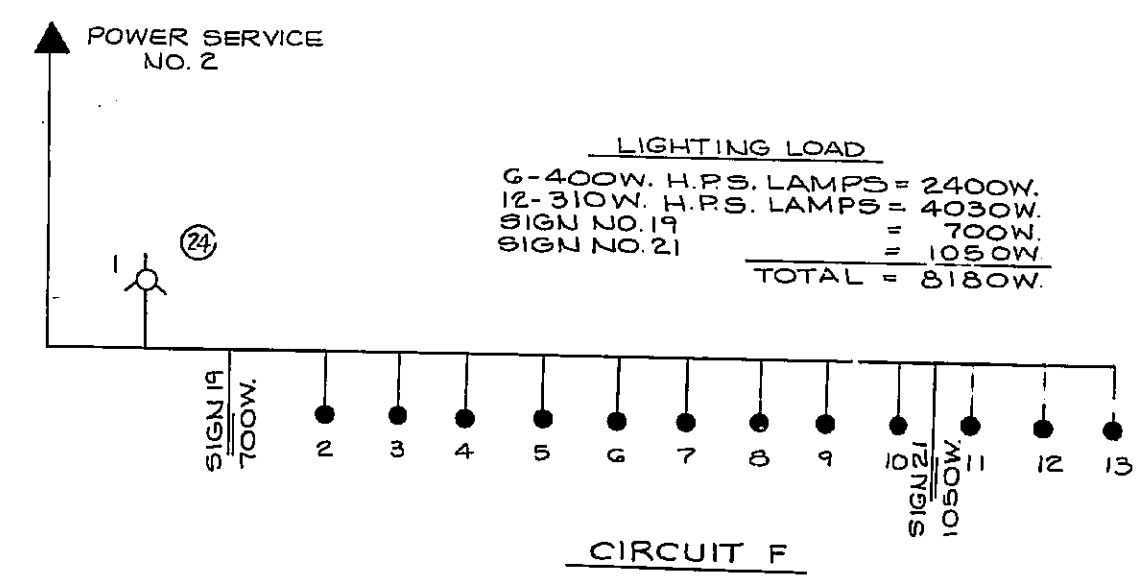
CALC. BY ELC DATE 1/90
 CHK. BY PER DATE 2/90

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MAST #10 TO MAST #24

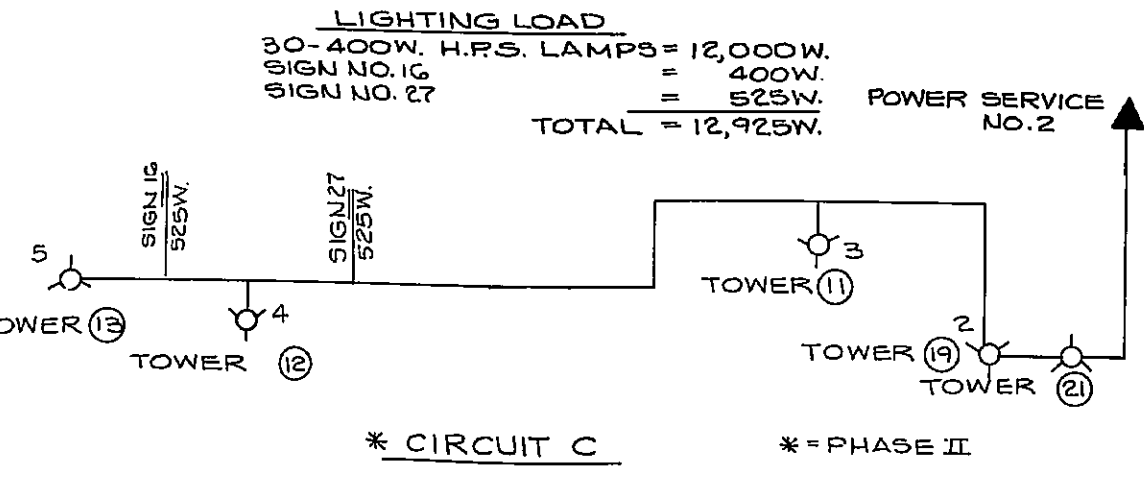
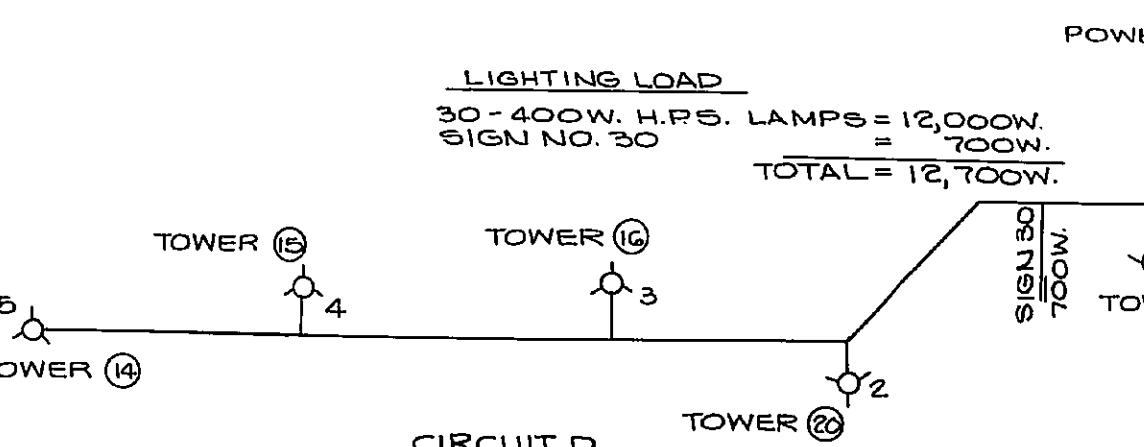
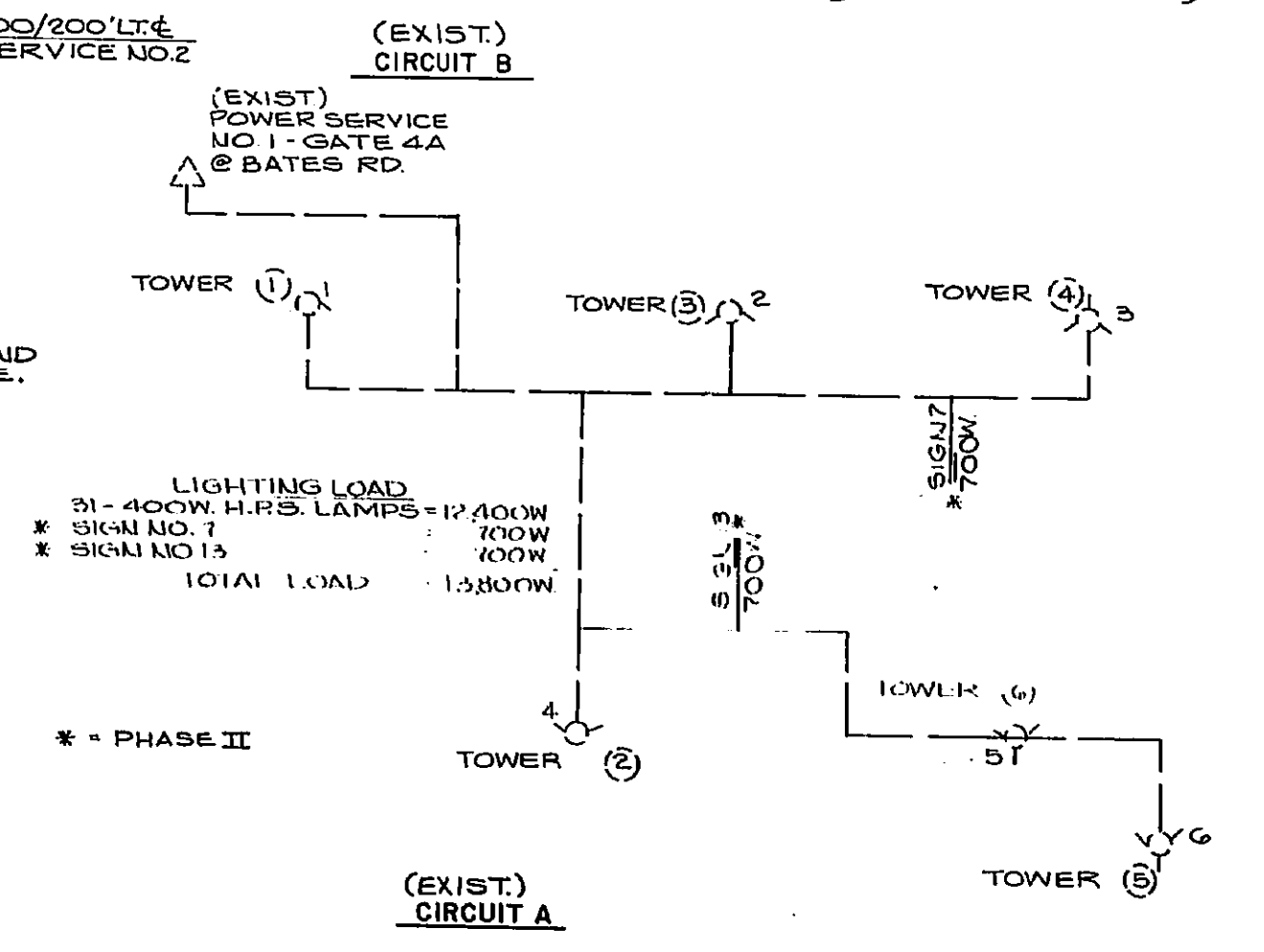
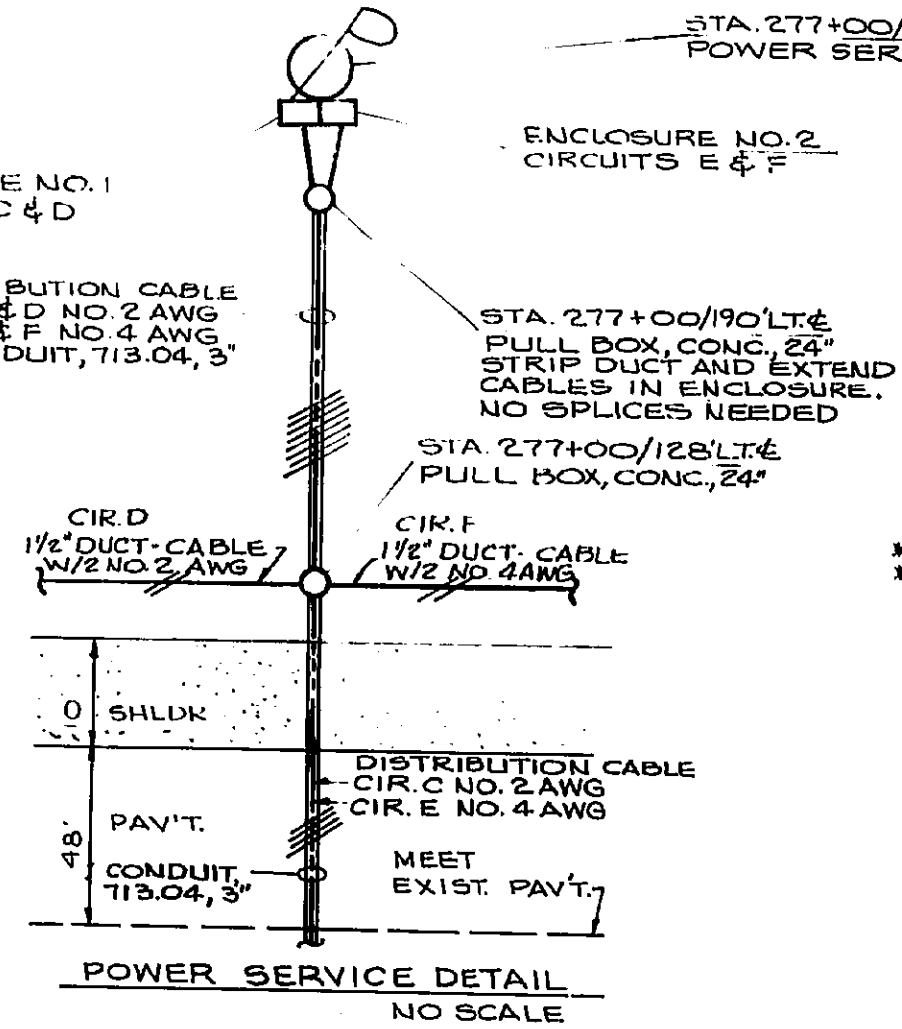
FOUNDATION SCHEDULE

MAST NO.	POLE HEIGHT	CAISSON TYPE	ELEVATION A	CAISSON LENGTH	RETAINING WALL TYPE	FOUNDATION GRADING
10	100'	I	627.0	20'	N.R.	
11	110'	I	640.3	30'	"C"	
12	110'	I	638.0	30'	"C"	
13	100'	I	630.0	20'	N.R.	YES
14	100'	I	627.0	20'	N.R.	YES
15	100'	I	633.0	25'	N.R.	YES
16	110'	I	640.0	30'	"C"	
17	100'	I	627.0	20'	N.R.	
18	100'	I	628.2	20'	N.R.	
19	100'	I	627.0	20'	N.R.	
20	100'	I	632.2	25'	N.R.	YES
21	100'	I	626.0	20'	N.R.	YES
22	100'	I	625.0	20'	N.R.	YES
23	100'	I	626.0	20'	N.R.	YES
24	100'	I	625.0	20'	N.R.	YES



ENCLOSURE NO. 1
CIRCUITS C & D

DISTRIBUTION CABLE
 CIR. C & D NO. 2 AWG
 CIR. E & F NO. 4 AWG
 IN CONDUIT, 713.04, 3"

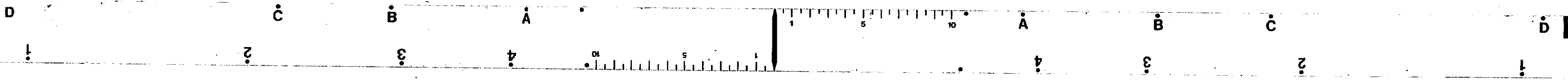


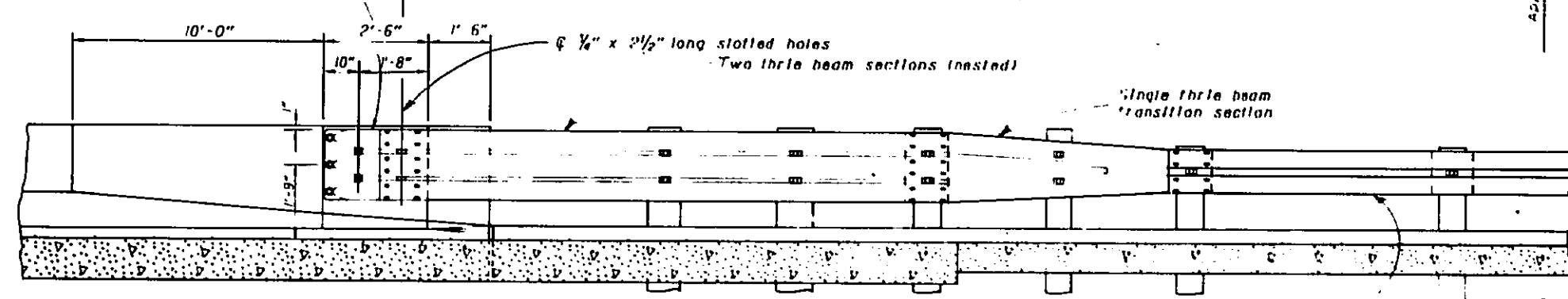
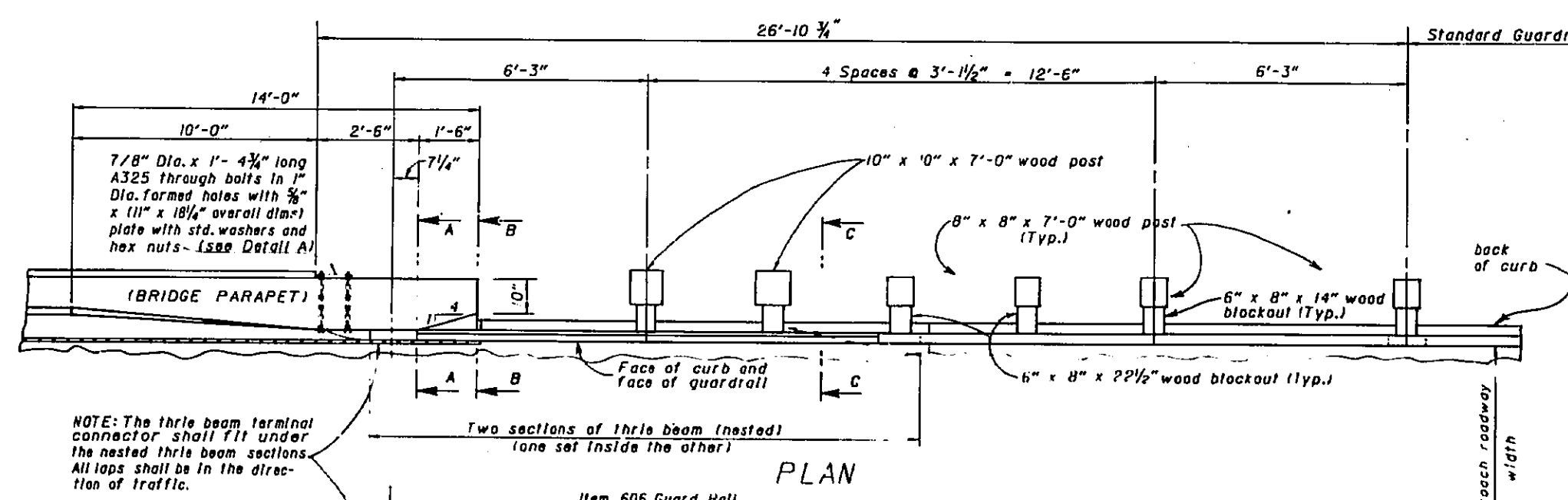
CONTROL CENTER DATA

CONTROL CENTER	CONNECTED LOAD KVA	CONTACTOR RATING VOLTS	ENCLOSURE RATING AMPS	CIRCUIT NUMBER	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE	MAINTAINING AGENCY	SERVICE ENTRANCE CONDUCTOR SIZE
EXIST. NO. 1	37.4	480, 2W	60	A	33.9	50	OHIO TURNPIKE	No. 2 AWG
				B	44.1	60		
NO. 2	43.0	480, 2W	60	C	33.5	50	QDOT.	No. 2 AWG
				D	31.5	50		
				E	11.9	30		
				F	12.7	30		

NOTE: SIGN WATTAGE REVISED IN EXIST. CIRCUITS A & B

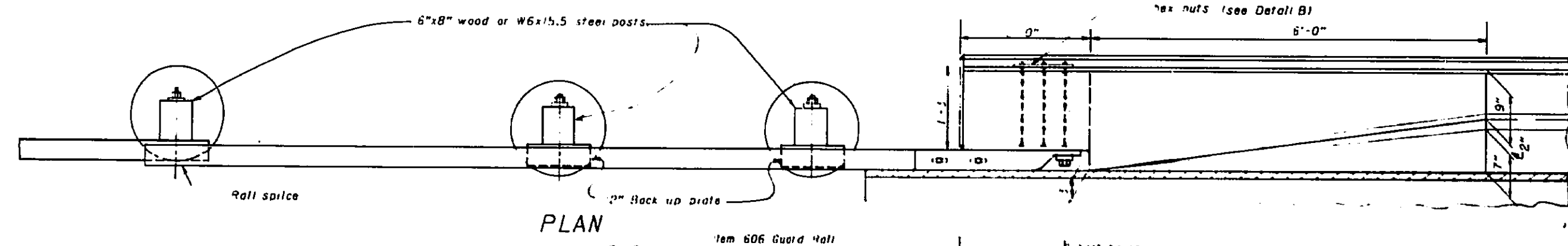
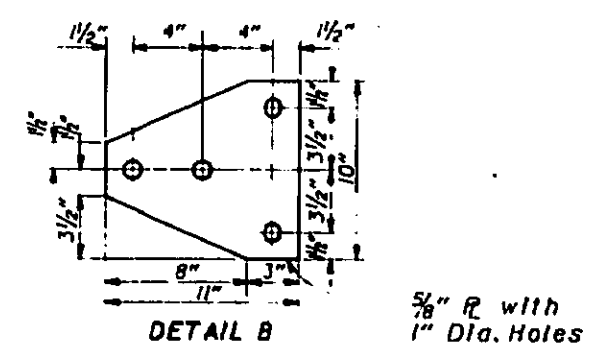
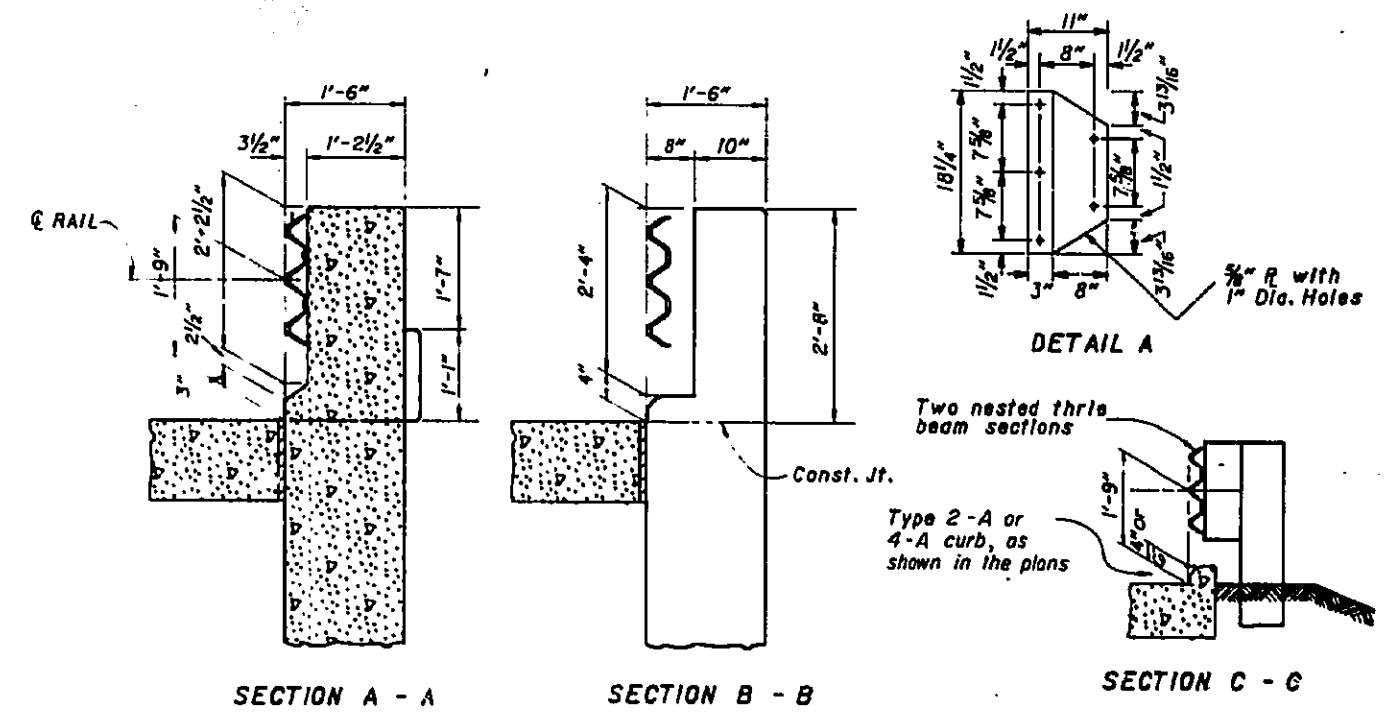
URS
OHIO TURNPIKE COMMISSION
 LIGHTING DETAILS
 &
 CIRCUIT SCHEMATIC
 DATE: 2/90 SCALE:
 CIP: 55-90-03 SHEET 220 OF 364





TYPE AA (APPROACH END)

ELEVATION



TYPE AT (TRAILING END)

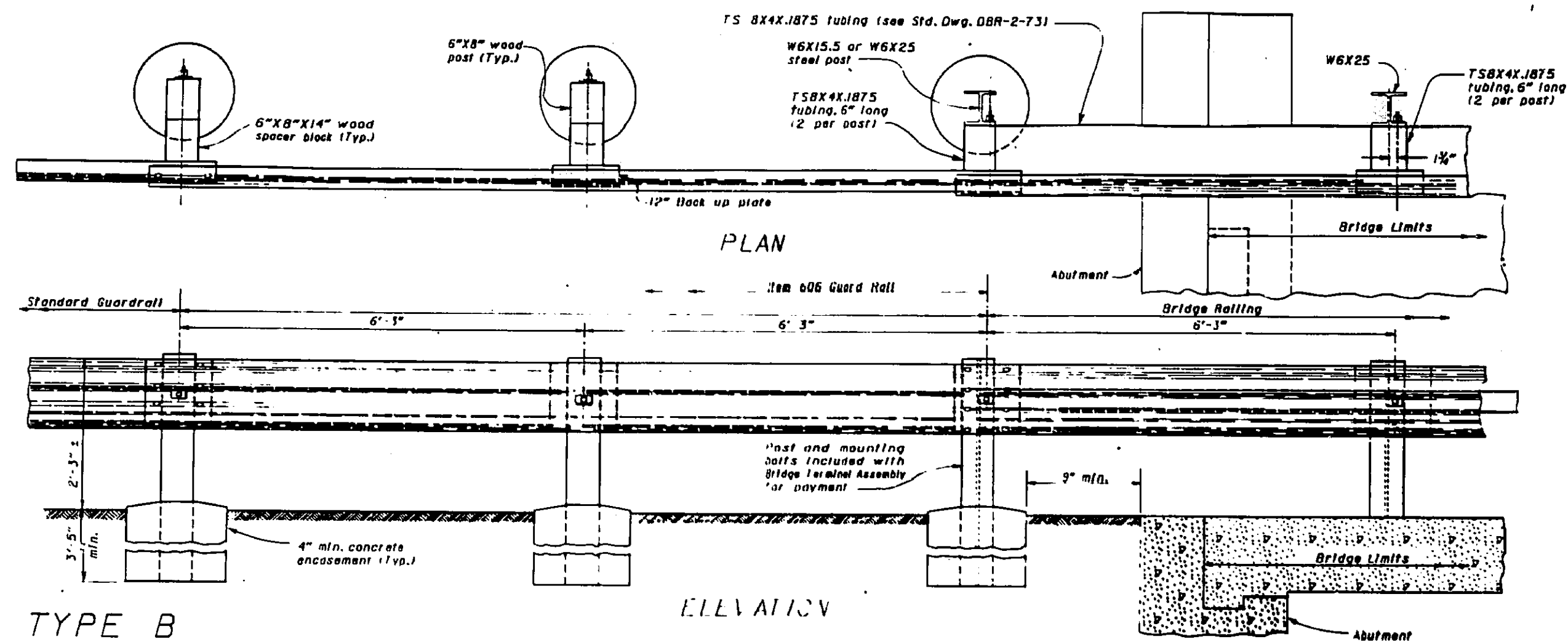
ELEVATION

Terminal connectors fastened to the parapet with 8" Dia. x 5 1/2" long A325 through bolts in 1" Dia. formed holes with 3/8" x 11" x 18 1/2" overall dims) plate with std. washers and hex nuts (see Detail B)

FOR NOTES, SEE NEXT SHEET (SHEET 2 OF 2)

URS	
OHIO TURNPIKE COMMISSION	
BRIDGE TERMINAL ASSEMBLIES TYPES AA, AT, AND B	
DATE: 2/90	SCALE:
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TYPE B

ELEVATION

NOTES

GENERAL

For additional details, see Std. Dwg. GR-1 and other Standard Drawings pertaining to design of specific guardrail types.

APPLICATION

GENERAL- Types AA and AT Bridge Terminal Assemblies shall be used to connect guardrail runs to bridges having concrete deflector parapet railing. The Type B Bridge Terminal Assembly shall be used to connect guardrail runs to bridges having deep beam railing.

TYPE AA (APPROACH END)- The Type AA Bridge Terminal Assembly shall be used to connect guardrail runs to the approach end of bridges. It shall also be used to anchor guardrail runs to the trailing end of bridges where the horizontal distance to the near lane of opposing traffic flow is less than the clear zone width as defined in the Location and Design Manual.

TYPE AT (TRAILING END)- The Type AT Bridge Terminal Assembly shall be used to connect guardrail runs to the trailing end of bridges where the horizontal distance to the near lane of opposing traffic flow equals or exceeds the clear zone width as defined in the Location and Design Manual.

DETAIL INFORMATION

TYPE B The first post off the bridge shall be steel (W6X15.5 or W6X25). All holes in the off structure end of the approach panel deep beam rail section that spans the abutment shall be stopped 1/4" and bolts shall be tightened as specified for expansion joints in 606.05.

POSTS

GENERAL Posts may be set in drilled holes or driven to grade.

WOOD POSTS shall be square-sawn pressure treated wood as per 710.14 and fabricated with square ends. Bolt holes shall be bored and tops of posts trimmed, if required, after posts are set.

STEEL POSTS and blackouts for Types AA, AT and B Bridge Terminal Assemblies may be furnished as an alternate. The steel alternates for the wood posts are listed below.

WOOD	10"X10"	8"X8"	6"X8"
STEEL	W8X24	W6X25	W6X15.5

PAYMENT

TYPE AA- Payment for Item 606- Each, Bridge terminal assembly, Type AA, shall include the extra cost, in excess of normal guardrail cost, for additional and different type posts, nested thru beam sections, terminal connector, thru beam transition section, steel plate, bolts, hex nuts, washers, and other hardware.

TYPE AT- Payment for Item 606- Each, Bridge terminal assembly, Type AT, shall include the extra cost, in excess of normal guardrail cost, for additional posts, concrete encasements, terminal connector, steel plate, bolts, hex nuts, washers and other hardware.

TYPE B- Payment for Item 606- Each, Bridge terminal assembly, Type B, shall include the extra cost, in excess of normal guardrail cost, for heavier posts, concrete encasements, steel plate and other hardware. The TS 8x4 spacers and tubular back-up rail extending to the first post off the bridge shall be included with Item 517 - Railing, for payment.

URS	
OHIO TURNPIKE COMMISSION	
BRIDGE TERMINAL ASSEMBLIES TYPES AA, AT, AND B	
DATE: 2/90	SCALE:
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STRUCTURE GENERAL NOTES

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM 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 (CASE I) AND ALTERNATE MILITARY FOR I-75 MAINLINE STRUCTURES - HS 20-44 (CASE II) AND ALTERNATE MILITARY FOR C/D ROADS, RAMP F, AND LINE CITY ROAD STRUCTURES
CONCRETE CLASS S	- COMPRESSIVE STRENGTH 4,500 P.S.I. FOR SUPER-STRUCTURE
CONCRETE CLASS C	- COMPRESSIVE STRENGTH 4,000 P.S.I. FOR SUB-STRUCTURE
STRUCTURAL STEEL	- ASTM A572 YIELD STRESS 50,000 P.S.I. - ASTM A36 YIELD STRESS 36,000 P.S.I.
REINFORCING STEEL	- ASTM A615, A616, OR A617 - GRADE 60, MINIMUM YIELD STRENGTH 60,000 P.S.I. SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615
DECK PROTECTIVE METHOD	- EPOXY COATED REINFORCING STEEL, TOP AND BOTTOM MAT, AND MONOLITHIC CONCRETE WEARING SURFACE
MONOLITHIC WEARING SURFACE	- FOR DESIGN PURPOSES, MONOLITHIC WEARING SURFACE IS ASSUMED TO BE 1" THICK

UTILITY LINES

THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO PROTECT THE EXISTING UTILITY LINES IN THE VICINITY OF THE STRUCTURES WHILE PERFORMING HIS WORK. THE CONTRACTOR AND OWNERS ARE REQUESTED TO COOPERATE BY ARRANGING WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER BE HELD TO A MINIMUM.

FOR A LIST OF VARIOUS UTILITY OWNERS IN THE AREA OF THE PROJECT, SEE ROADWAY GENERAL NOTES.

REFERENCE

REFERENCE SHALL BE MADE TO THE FOLLOWING:

STANDARD DRAWING AS-1-81, SHEET 1, 2, AND 3	DATED 11-27-81
STANDARD DRAWING BP-5	DATED 10-01-87
STANDARD DRAWING BR-1	DATED 5-29-79
(TO BE USED FOR GENERAL NOTES AND DETAIL A ONLY)	
STANDARD DRAWING EXJ-4-87, SHEETS 1 THRU 5	DATED 1-05-89
STANDARD DRAWING FB-1-82	DATED 5-10-82
STANDARD DRAWING SD-1-69, SHEETS 1 AND 2 OF 4	DATED 6-12-69
SUPPLEMENTAL SPECIFICATION 836	DATED 11-12-85
SUPPLEMENTAL SPECIFICATION 853	DATED 6-26-78
SUPPLEMENTAL SPECIFICATION 927	DATED 10-19-81
SUPPLEMENTAL SPECIFICATION 956	DATED 6-26-78

REMOVAL OF PORTIONS OF EXISTING STRUCTURE

REMOVAL OF PORTIONS OF THE EXISTING STRUCTURE AS SHOWN ON THE CONTRACT DRAWINGS SHALL CONFORM IN ALL RESPECTS TO ITEM 202 OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS, AND ITEM SP202 AS SPECIFIED.

MAJOR ITEMS OF REMOVAL SHALL BE, BUT NOT BE LIMITED TO THE FOLLOWING:

- ITEM 202
PORTIONS OF THE SUPERSTRUCTURE AND PORTIONS OF THE SUBSTRUCTURE FOR THE I-75 OVER THE OHIO TURNPIKE STRUCTURES.
- ITEM SP202
THE ENTIRE SUPERSTRUCTURE, PORTIONS OF PIERS P-1 AND P-3 AND PORTIONS OF THE ABUTMENTS FOR LINE CITY ROAD OVER I-75 STRUCTURE.

THE EXISTING STRUCTURE SHALL BE REMOVED TO THE ELEVATIONS INDICATED OR AS DIRECTED BY THE ENGINEER. PIER P-1, ELEVATION 625.00 AND PIER P-3, ELEVATION 624.44.

THE CONTRACTOR SHALL PREPARE DETAILED PROCEDURES AND PLANS FOR REMOVAL OF THE EXISTING STRUCTURE INCLUDING METHODS OF PROTECTING EXISTING OR RELOCATED UTILITIES AND PROTECTING THE PEDESTRIAN AND THE VEHICULAR TRAFFIC WITHIN THE LIMITS OF THE PROJECT. SUCH PLANS SHALL INCLUDE INFORMATION AS TO EQUIPMENT AND MATERIALS TO BE USED, PERSONNEL, SUPERVISION, THE HOURS OF OPERATION, AND DURATION OF THE JOB.

THESE PLANS SHALL BE APPROVED BY THE ENGINEER BEFORE COMMENCING ANY DEMOLITION OPERATION. THE REVIEW AND APPROVAL BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF HIS FULL RESPONSIBILITY FOR SAFE DEMOLITION OPERATIONS. THE CONTRACTOR SHALL BE AND SHALL REMAIN RESPONSIBLE FOR A SAFE DEMOLITION OPERATION.

ITEM SPECIAL - REMOVAL OF EXISTING PILES

THE WORK OF THIS ITEM SHALL CONSIST OF REMOVAL OF EXISTING PILES WHERE NECESSARY TO ACCOMMODATE THE INSTALLATION OF NEW PILES FOR CONSTRUCTION OF PIERS P-1 AND P-3 OF THE LINE CITY ROAD STRUCTURE AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE DONE AS PER ITEM 202 OF THE STANDARD SPECIFICATIONS.

THE EXISTING PILES ARE HP 12 X 53 STEEL PILES AND ARE APPROXIMATELY 55' LONG AS SHOWN IN THE EXISTING STRUCTURE PLANS.

EXCAVATE ALONG THE SIDE OF THE EXISTING FOOTINGS (PIERS P-1 AND P-3) TO EXPOSE THE PILING THAT IS ADJACENT TO THE PROPOSED FOOTINGS. THIS WORK SHALL BE IN ACCORDANCE WITH CMS 503 AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR SUCH EXCAVATION SHALL BE MADE PER CONTRACT UNIT PRICE BID LUMP SUM OF ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN.

THE LOCATION OF EACH PILE TO BE REMOVED SHALL BE DETERMINED BY THE ENGINEER.

THE REMOVAL OF PORTIONS OF THE EXISTING FOOTINGS FOR PILE REMOVAL SHALL BE INCLUDED IN ITEM SPECIAL - REMOVAL OF EXISTING PILES.

THE PAYMENT WILL BE MADE FOR EACH PILE REMOVED PER PRICE BID FOR ITEM SPECIAL - REMOVAL OF EXISTING PILES.

AS A CONTINGENCY, 12 EACH OF ITEM SPECIAL - REMOVAL OF EXISTING PILES, HAS BEEN INCLUDED ON THE STRUCTURE'S SUMMARY OF QUANTITIES FOR USE AS DIRECTED BY THE ENGINEER.

PILE DRIVING CONSTRAINTS AT RAMP F OVER THE OHIO TURNPIKE

PRIOR TO DRIVING PILES FOR THE ABUTMENTS, PIER P-1 AND PIER P-3 OF THE RAMP F OVER THE OHIO TURNPIKE STRUCTURE, THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENTS SHALL BE CONSTRUCTED UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200' BEHIND THE ABUTMENTS. THE EXCAVATION FOR THE FOOTINGS AND INSTALLATION OF PILES FOR THE ABUTMENTS, PIER P-1 AND PIER P-3 SHALL NOT BEGIN UNTIL AFTER THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED AND THE EMBANKMENT HAS EXPERIENCED A WAITING PERIOD OF AT LEAST 30 DAYS.

PILE DRIVING

IF EQUIPMENT FOR PILE DRIVING OPERATIONS OCCUPIES ANY PORTION OF THE EXISTING OR PROPOSED STRUCTURE, STRESS CALCULATIONS BY A REGISTERED STRUCTURAL ENGINEER SHALL BE SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH CMS 501.09.

ITEM 518 - POROUS BACKFILL, AS PER PLAN

FOR ALL PROPOSED ABUTMENTS AND RETAINING WALLS FOR THIS PROJECT:

TO ENSURE THAT THE FINE SOIL PARTICLES INCLUDED WITHIN THE EMBANKMENT BEHIND THE ABUTMENTS DO NOT MIGRATE INTO AND THROUGH THE VOIDS OF THE POROUS BACKFILL MATERIALS AT THE ABUTMENTS, FILTER FABRIC, 712.09 TYPE A, SHALL BE PLACED BETWEEN THE 518 POROUS BACKFILL MATERIAL AND THE 203 EMBANKMENT MATERIAL TO THE LIMITS AS SHOWN IN THE PLANS. PAYMENT FOR THE FILTER FABRIC SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD FOR THE ITEM 518 - POROUS BACKFILL, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

HEAT CURVING OF BEAMS AND GIRDERS

FOR BRIDGE NO. W00-75-2880 (RAMP F OVER THE OHIO TURNPIKE)

THE HORIZONTALLY CURVED BEAMS SHALL BE HEAT CURVED AS PER 513.10 OF THE STANDARD SPECIFICATIONS.

GRAVEL AGGREGATE

GRAVEL AGGREGATE WILL NOT BE PERMITTED IN ANY PORTLAND CEMENT CONCRETE EXPOSED TO VIEW. GRAVEL AGGREGATE MAY BE USED ONLY IN CONCRETE THAT WILL BE PLACED ONE FOOT OR MORE BELOW THE FINISHED GROUND LINE.

FINISHING MACHINE SUPPORTS

AREAS ALONG THE FASCIA STRINGERS HAVE BEEN DESIGNATED IN THE CONTRACT PLANS WHERE WELDED ATTACHMENTS MAY BE MADE FOR THE CONCRETE FINISHING MACHINE SUPPORTS. ATTACHMENT DETAILS, WHERE PERMITTED, SHOULD NOT EMPLOY FILLET WELDS LONGER THAN TWO INCHES. TO MINIMIZE THE POSSIBILITY OF EDGE DAMAGE, WELDS SHOULD NOT BE CLOSER THAN ONE INCH FROM THE EDGE OF FLANGE.

CUTTING OR BENDING OF REINFORCING BARS

ANY EPOXY COATED BARS WHICH ARE DAMAGED DUE TO FIELD CUTTING OR BENDING SHALL BE FIELD REPAIRED WITH LIQUID EPOXY.

ANY CUTTING OR BENDING OF REINFORCING BARS NECESSARY TO ACCOMMODATE THE UTILITY OPENINGS OR ANY OTHER ESSENTIAL ELEMENT OF WORK RELATED TO THE PROJECT AND FIELD REPAIR OF EPOXY COATED BARS, SHALL BE INCLUDED IN THE PRICE BID PER POUND FOR ITEM 509 - REINFORCING STEEL - GRADE 60 AND/OR ITEM 509 - EPOXY COATED REINFORCING STEEL, GRADE 60, UNLESS OTHERWISE NOTED.

BRIDGE DECK ELEVATIONS AND SLAB THICKNESS

IN ORDER TO ASSURE THE CONSTRUCTION OF THE REQUIRED THICKNESS OF DECK SLAB AND TO ASSURE THE PROPER LOCATION OF THE REINFORCING STEEL IN THE DECK SLAB, THE CONTRACTOR SHALL OBTAIN THE ELEVATIONS OF THE TOP OF THE STEEL BEAMS AT THE LOCATIONS SHOWN IN THE TABLES OF THE FINISHED PAVEMENT ELEVATIONS. THE CONTRACTOR SHALL COMPUTE THE DECK SCREED ELEVATIONS UTILIZING THE DEAD LOAD DEFLECTIONS. THEN, THE CONTRACTOR SHALL CALCULATE THE DECK THICKNESS OVER THE BEAMS USING THE DECK SCREED ELEVATIONS AND THE TOP OF BEAM ELEVATIONS. IF THE COMPUTED DECK THICKNESS IS FOUND TO BE LESS THAN THE MINIMUM THICKNESS REQUIRED, THE FINAL PAVEMENT ELEVATIONS SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER (SEE THE SLAB TRANSVERSE SECTIONS FOR THE MINIMUM THICKNESSES REQUIRED).

PAYMENT FOR THE ABOVE MENTIONED WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE BID FOR ITEM SP 623.

ITEM 513 - STRUCTURAL STEEL (A-36), AISC CATEGORY 1, AS PER PLAN

FOR BRIDGE NO. W00-75-2877 L&R 'TOUCH UP' PAINTING REQUIRED WHERE THE PROPOSED CROSS-FRAME ANGLES ARE WELDED TO THE EXISTING BEAMS SHALL BE INCIDENTAL TO ITEM 513 - STRUCTURAL STEEL (A-36), AISC CATEGORY 1, AS PER PLAN.

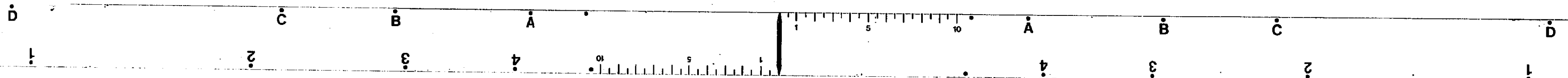
THE PRIMER COAT SHALL BE IN ACCORDANCE WITH SP 514.

ITEM 513 - STRUCTURAL STEEL, AS PER PLAN

THIS ITEM SHALL CONFORM TO CMS 513 WITH THE FOLLOWING EXCEPTION: ALL STEEL SURFACES TO BE FIELD PAINTED WITH ITEM SP514 SHALL RECEIVE A SHOP APPLIED PRIME COAT IN ACCORDANCE WITH ITEM SP514, PAINTING. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 513 STRUCTURAL STEEL, AS PER PLAN.

URS	
OHIO TURNPIKE COMMISSION	
STRUCTURE GENERAL NOTES	
WOOD COUNTY	
DATE: 8/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 223 OF 364

DESIGNED	CHECKED	DATE
RER	P.J.P.	2-12-90



STRUCTURE GENERAL NOTES

ITEM SPECIAL - FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM OZEU

ALL PROVISIONS OF THE PROPOSAL NOTE SHALL APPLY TO THE NEW STRUCTURAL STEEL THAT IS TO BE PAINTED UNDER THIS ITEM.

THE URETHANE FINISH COAT SHALL BE A GREEN COLOR FOR THE RAMP F STRUCTURE, THE C/D NORTHBOUND STRUCTURE, AND THE C/D SOUTHBOUND STRUCTURE OVER THE OHIO TURNPIKE.

REPLACEMENT OF EXISTING REINFORCING STEEL

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER WITH NEW STEEL AT THE EXPENSE OF THE CONTRACTOR. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. PAYMENT FOR SUCH NEW STEEL SHALL BE MADE PER CONTRACT UNIT PRICE BID PER POUND OF ITEM 509 - REINFORCING STEEL, GRADE 60, OR ITEM 509 - EPOXY COATED REINFORCING STEEL, GRADE 60.

MINIMUM BAR LAPS

THE FOLLOWING MINIMUM REINFORCING BARS LAPS SHALL BE USED UNLESS OTHERWISE SHOWN ON THE DETAIL DRAWINGS:

BAR SIZE	LAP LENGTH
#4	1'-7"
#5	1'-11"
#6	2'-3"

ABBREVIATIONS

E.F.	EACH FACE
N.F.	NEAR FACE
F.F.	FAR FACE
U.N.O.	UNLESS NOTED OTHERWISE
EXP.	EXPANSION
BOTT.	BOTTOM
C.J.	CONSTRUCTION JOINT
EQ.	EQUAL
PEJF	PERFORMED EXPANSION JOINT FILLER
T.O.S.	TOP OF SLAB
B.O.S.	BOTTOM OF SLAB
OPT. C.J.	OPTIONAL CONSTRUCTION JOINT

CONCRETE INSERT ASSEMBLIES

THE CONCRETE INSERT ASSEMBLIES, AS SHOWN ON STANDARD CONSTRUCTION DRAWING GR-1 AND GR-3, SHALL BE PROVIDED AT ALL WINGWALL TERMINALS FOR ATTACHMENT OF GUARDRAIL TERMINAL CONNECTORS. INCLUDE WITH ITEM SP 511A FOR PAYMENT.

EXISTING STRUCTURE VERIFICATION

DETAILS, DIMENSIONS, AND ELEVATIONS 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 OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIALS SPECIFICATIONS, SECTION 513.02 AND THE OHIO TURNPIKE COMMISSION'S GENERAL CONDITIONS G-2.04 AND G-5.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD. THE STRUCTURAL STEEL AND STRUCTURAL STEEL DECK JOINTS SHALL NOT BE FABRICATED UNTIL THE ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

ANY ADDITIONAL COST RESULTING FROM VARIATIONS FROM PLAN DIMENSIONS IS THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT OVER THE UNIT PRICE BID WILL BE AWARDED BY THE COMMISSION.

NO SEPARATE PAYMENT WILL BE MADE FOR ANY FIELD MEASUREMENTS BUT COST THEREOF SHALL BE INCLUDED IN THE COST OF OTHER ITEMS OF WORK ON THIS PROJECT.

THE EXISTING STRUCTURE PLANS MAY BE REVIEWED AT THE OFFICES OF THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 2, BOWLING GREEN, OHIO.

LAMINATED ELASTOMERIC BEARINGS

DESCRIPTION

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING IN PLACE BEARING DEVICES OF THE TYPE AND KIND SHOWN ON THE CONTRACT DRAWINGS AND AS SPECIFIED HEREIN. ALL APPLICABLE PROVISIONS OF ITEM 516 AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION SHALL APPLY, UNLESS MODIFIED HEREIN, AND THE FOLLOWING SHALL BE CONSIDERED SUPPLEMENTAL TO THE PROVISIONS SET FORTH THEREIN.

GENERAL

BEARING FABRICATOR: IN ADDITION TO THE PROVISIONS OF SECTION 500 OF THE SPECIFICATIONS, AND PARTICULARLY THOSE OF ITEM 501.04, ADDITIONALLY, THE BEARING FABRICATOR SHALL BE ONE THAT HAS HAD EXPERIENCE IN CONSTRUCTING, TESTING, AND FURNISHING BEARINGS SIMILAR TO THOSE DESCRIBED HEREIN FOR OTHER TRANSPORTATION PROJECTS.

MATERIALS

- LAMINATED ELASTOMERIC BEARINGS

LAMINATED ELASTOMERIC BEARINGS SHALL MEET THE REQUIREMENTS OF SECTION 711.23 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

2. METALS

STRUCTURAL STEEL FOR ALL MAJOR BEARING COMPONENTS SHALL BE ASTM A572. ALL EXPOSED ELEMENTS SHALL BE PAINTED ACCORDING TO ITEM SPECIAL - FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM OZEU.

ANCHOR BOLTS SHALL BE ASTM A325, TYPE 3.

SHEET LEAD SHALL MEET THE REQUIREMENTS OF ASTM B-29.

3. BONDING MATERIALS

WHERE IT IS NECESSARY TO BOND ELASTOMERIC PADS TO EXTERNAL LOAD OR MASONRY PLATES WITHOUT THE HEAT AND PRESSURE OF THE NORMAL MOLDING PROCESS, THE FOLLOWING MATERIALS MAY BE USED FOR BONDING.

ADHESIVES SHALL BE SIKASTIX 360, FEL-POXY FP-101 OR AN APPROVED ALTERNATE.

METAL SURFACE PRIMERS ARE NOT REQUIRED.

THE CONTRACTOR SHALL FURNISH CERTIFIED TEST DATA SHOWING COMPLIANCE WITH THE ABOVE REQUIREMENTS FOR STRUCTURAL STEEL AND LAMINATED ELASTOMERIC BEARINGS.

CONSTRUCTION REQUIREMENTS

- SHOP BONDING PROCEDURE FOR ELASTOMERIC BEARINGS

SURFACE PREPARATION

A. ELASTOMER

TO AVOID THE SUBSEQUENT CONTAMINATION OF PREPARED SURFACES, ALL ELASTOMERIC SURFACES SHALL BE CLEANED WITH METHYL ETHYL KEYTONE (MEK), TOLUENE (T) OR OTHER APPROVED SOLVENTS USING CLEAN DISPOSABLE CLOTHS.

B. STEEL

NOT MORE THAN 4 HOURS PRIOR TO ADHESIVE BONDING, ALL METAL SURFACES SHALL BE CLEANED WITH SOLVENTS AFTER WHICH THE BONDING SURFACES SHALL BE PREPARED IN CONFORMANCE WITH ASTM D 2200 BY BLAST CLEANING TO GRADE SA3. ABRASIVES USED SHALL BE SUITABLE TO PRODUCE A STEEL SURFACE HAVING A NOMINAL HEIGHT OF PROFILE EQUAL TO OR GREATER THAN 1 MIL, BUT NOT GREATER THAN 3 MILS, HAVING A TEXTURE SIMILAR TO THAT OBTAINED BY THE USE OF GRIT OR SAND. AFTER MECHANICAL PREPARATION, THE FRESH SURFACES SHALL BE WIPED WITH MEK, T, OR OTHER APPROVED SOLVENTS TO REMOVE CONTAMINANT TRACES. CLEANED SURFACES SHALL BE PROTECTED WITH CLEAN COVERS UNTIL BONDING ADHESIVE IS APPLIED.

BONDING

IMMEDIATELY PRIOR TO ADHESIVE APPLICATION, BONDING SURFACES SHALL BE CLEAN, DRY, AND WARMER THAN 65°F, AND THEY SHALL BE MAINTAINED AT OR ABOVE THIS TEMPERATURE UNTIL THE ADHESIVE HAS CURED.

CLEAN GLOVES SHALL BE WORN AS NECESSARY TO ENSURE THAT THE BONDING SURFACES ARE NOT CONTAMINATED PRIOR TO THE APPLICATION OF BONDING ADHESIVES.

ADHESIVE COMPONENTS SHALL BE COMBINED IN THE EXACT RATIOS RECOMMENDED BY THE ADHESIVE MANUFACTURER AND BE CAREFULLY AND THOROUGHLY MIXED TO ENSURE A UNIFORM MATERIAL FREE FROM ENTRAPPED AIR.

THE ENTIRE BONDING SURFACES OF BOTH ELASTOMER AND STEEL SHALL BE GIVEN A UNIFORM COATING OF ADHESIVE, USING A "DOCTOR" BLADE TO ACHIEVE A 7.5 MIL THICKNESS OF ADHESIVE ON EACH SURFACE. AFTER BEING ALLOWED TO SIT FOR 10-30 MINUTES, DEPENDING UPON THE DRYNESS OF THE ADHESIVE, THE BEARING PARTS SHALL BE ASSEMBLED AND PRESSED TOGETHER. FOR PROPER CONTROL DURING CURING, LIGHT PRESSURE SHOULD BE MAINTAINED AND LATERAL MOVEMENT PREVENTED.

TESTING

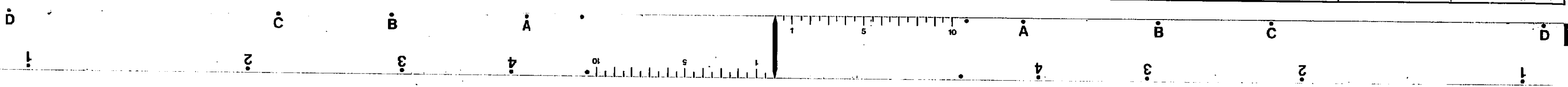
PRIOR TO BONDING BEARING COMPONENTS TOGETHER, THE ABOVE PROCEDURES AND THE ADHESIVE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS SHALL BE APPLIED TO SAMPLE MATERIALS TO SIMULATE ACTUAL PRODUCTION APPLICATIONS. THE RESULTING BONDS SHALL MEET THE ADHESION REQUIREMENTS OF 711.23. THE COMPLETE PROCEDURES AND PRECAUTIONS USED TO ACHIEVE SUITABLE SAMPLES SHALL BE APPLIED TO THE BONDING OF PRODUCTION BEARINGS, BUT ONLY AFTER THEY HAVE BEEN APPROVED BY THE ENGINEER.

- PROOF LOADING THE BEARINGS

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" THICKNESS, AND SHALL HAVE MINIMUM LENGTH AND WIDTH DIMENSIONS OF 6". PAYMENT FOR THE TEST PAD WILL BE INCLUDED IN THE PRICE BID FOR THE BEARINGS.

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STRUCTURE GENERAL NOTES

3. WELDING

WELDING, AS A MEANS OF ATTACHMENT, SHALL BE DONE IN CONTROLLED MANNER USING MULTIPLE PASSES OR STITCH WELDING TECHNIQUES TO CONTROL THE HEAT BUILDUP WHICH MIGHT ADVERSELY AFFECT THE BEARING. WELDING TO A STEEL PLATE WHICH HAS A BONDED ELASTOMERIC BEARING MAY BE PERMITTED PROVIDING THE WELDING PROCEDURES ARE ESTABLISHED WHICH RESTRICT THE MAXIMUM TEMPERATURE REACHED BY THE BOND AREA TO LESS THAN 400°F AS DETERMINED BY TEMPERATURE INDICATING WAX PENCILS OR OTHER SUITABLE MEANS. ALL WELDING SHALL BE DONE IN ACCORDANCE WITH SECTION 513.17 OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

4. ASSEMBLY AND SHIPMENT

INITIAL ASSEMBLY OF BEARINGS SHALL NOT BEGIN UNTIL AFTER THE VARIOUS BEARING COMPONENTS HAVE BEEN INSPECTED AND APPROVED.

EACH BEARING SHALL BE ASSEMBLED AT THE PLANT AND SHALL BE MARKED FOR PERMANENT IDENTIFICATION AND TRACEABILITY UTILIZING WEATHER-RESISTANT TAGS. THEY SHALL BE DELIVERED TO THE SITE OF CONSTRUCTION AS A COMPLETE UNIT. THE BEARING SHALL BE HELD TOGETHER WITH REMOVABLE RESTRAINTS SO THAT THE SLIDING SURFACES ARE NOT DAMAGED. THEY SHALL HAVE CENTERLINES MARKED ON BOTH TOP AND BASE PLATES FOR ALIGNMENT IN THE FIELD. THE BEARINGS SHALL BE SHIPPED IN MOISTURE-PROOF AND DUST-PROOF COVERS.

THE CONTRACTOR SHALL SUPPLY AT LEAST 1/8" THICK STEEL TEMPLATE FOR EACH BEARING TO ENSURE ACCURATE PLACEMENT OF ANCHOR BOLTS.

5. METHOD OF MEASUREMENT

THE QUANTITY SHALL BE ACTUAL NUMBER OF VARIOUS SIZES AND TYPES OF LAMINATED ELASTOMERIC BEARINGS FURNISHED AND INSTALLED IN PLACE TO THE SATISFACTION OF THE ENGINEER.

6. BASIS OF PAYMENT

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 516 - LAMINATED ELASTOMERIC BEARINGS, WHICH SHALL CONSTITUTE FULL COMPENSATION FOR ALL LABOR, MATERIAL, TESTING, AND EQUIPMENT NECESSARY TO COMPLETE THIS ITEM ACCORDING TO THESE SPECIFICATIONS. NO EXTRA PAYMENT WILL BE MADE FOR FURNISHING AND INSTALLING THE 1/8" LEAD PAD, TEMPLATES, SIDE RETAINER ANGLES, ANCHOR BOLTS, PAINTING, AND ALL INCIDENTALS BUT COST THEREOF SHALL BE INCLUDED IN THE UNIT PRICE BID PER ITEM 516 - LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN.

MECHANICAL SPLICING OF REINFORCING BARS

MECHANICAL CONNECTORS FOR SPLICING OF REINFORCING BARS SHALL CONFORM TO ITEM 509.08 OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS WITH THE FOLLOWING ADDITIONS. THE PROCESS SHALL BE APPROVED BY THE ENGINEER. EXCEPT AS OTHERWISE SPECIFIED, SPLICING SHALL BE DONE IN ACCORDANCE WITH THE MANUFACTURERS' RECOMMENDATIONS AS APPROVED BY THE ENGINEER. AS A CONDITION OF APPROVAL, THE CONTRACTOR SHALL MAKE THREE TEST SPLICES IN THE PRESENCE OF THE ENGINEER OF EACH OF THE BAR SIZES TO BE SPLICED BY THIS METHOD. THESE TEST SPLICES SHALL BE TENSION TESTED AS DESCRIBED BELOW.

A. TESTING

SAMPLES SHALL BE SENT TO THE OHIO DEPARTMENT OF TRANSPORTATION TESTING LABORATORY, OR AN APPROVED INDEPENDENT TESTING LABORATORY AT THE CONTRACTOR'S EXPENSE, FOR TESTING. SAMPLES SHALL BE TESTED TO VERIFY THAT THE SPLICE IS CAPABLE OF DEVELOPING 125% OF THE YIELD STRENGTH OF THE BAR. TENSION TESTS SHALL BE PERFORMED ON FULL CROSS SECTION SPECIMENS IN ACCORDANCE WITH ASTM E8. IN ADDITION TO THE PRIOR-TO-USE TESTING OF SPLICES, TWO (2) SPLICES PER ABUTMENT, (ONE (1) FOR EACH HALF) RANDOMLY SELECTED, SHALL BE TESTED. NO CONCRETE SHALL BE PLACED IN THE ABUTMENTS ABOVE FOOTINGS UNTIL THE TEST RESULTS ARE KNOWN AND APPROVAL IS GIVEN BY THE ENGINEER. SAMPLES SHALL BE CUT 1'-6" ABOVE AND BELOW THE SPLICE POINT FOR A TOTAL OF 3'-0". SAMPLES FOR TESTING SHALL BE TAKEN FROM BARS HAVING A SPLICE LOCATED A MINIMUM OF 3'-0" FROM A CONSTRUCTION JOINT. THE CONTRACTOR SHALL REPLACE THE SAMPLE TO BE TESTED WITH AN EQUAL LENGTH OF BAR AND ADDITIONAL MECHANICAL SPLICES. IF A TESTED SAMPLE FAILS TO DEVELOP 125% OF THE YIELD STRENGTH OF THE BAR, ALL WORK INVOLVING MECHANICAL SPLICING OF REINFORCING BARS SHALL STOP UNTIL THE REASON FOR FAILURE CAN BE DETERMINED AND CORRECTIVE ACTION TAKEN.

B. SUBMITTALS

IN ADDITION TO THE SAMPLES REQUIRED UNDER "TESTING", THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER'S COMPLETE WRITTEN INSTRUCTIONS FOR INSTALLATION OF MECHANICAL REINFORCING BAR SPLICES.

C. MEASUREMENT AND PAYMENT

NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR MECHANICAL SPLICING OF REINFORCING BARS. THE COST OF THIS WORK SHALL BE INCLUDED FOR PAYMENT WITH ITEM 509 - REINFORCING STEEL.

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.

ITEM 404 - ASPHALT CONCRETE WITH VERGLIMIT ADDITIVE, AS PER PLAN

THE ASPHALT CONCRETE MIXTURE SHALL MEET 404 WITH THE FOLLOW EXCEPTIONS:

COMPOSITION OF MIX: THE CONTRACTOR SHALL DEVELOP THE JOB MIX FORMULA (JMF) TO MEET THE COMPOSITION REQUIREMENTS OF 404.02 AND SUBMIT IT TO THE LABORATORY FOR APPROVAL PRIOR TO THE START OF PRODUCTION. THE MARSHALL METHOD OF MIX DESIGN SHALL BE USED WITH THE FOLLOWING EXCEPTIONS.

1. THE JMF SHALL REFLECT THE AGGREGATE GRADATION PRIOR TO ADDITION OF THE VERGLIMIT.

2. THE RATIO BETWEEN THE PERCENT PASSING THE NO. 200 SIEVE AND ASPHALT CEMENT CONTENT SHALL NOT EXCEED 1.7:1 BY TOTAL WEIGHT OF THE MIX.

3. VERGLIMIT SHALL BE ADDED AS 5 1/2% BY TOTAL WEIGHT OF MIX.

4. VERGLIMIT, AT ROOM TEMPERATURE, SHALL BE ADDED LAST IN THE LABORATORY MIX.

5. THE TEST SPECIMENS SHALL BE COMPACTED USING 50 BLOWS ON EACH SIDE.

6. FOR THE STABILITY TEST, DO NOT IMMERSE THE TEST SPECIMEN IN WATER BATH FOR 1/2 HOURS BEFORE TEST.

7. THE FINAL JMF SHALL HAVE THE FOLLOWING PROPERTIES:

STABILITY, LB.	750 MINIMUM
PERCENT AIR VOIDS	2.5

MIX PREPARATION AT PLANT: THE SACKS OF VERGLIMIT ARE TO BE HANDLED WITH CARE TO KEEP CRUSHING TO A MINIMUM AND SHALL BE STORED IN A DRY PLACE AND NOT OPENED UNTIL IMMEDIATELY BEFORE ADDITION TO THE MIX. ALL WORKERS IN DIRECT CONTACT WITH VERGLIMIT GRANULES SHALL WEAR GOGGLES, GLOVES, AND BREATH PROTECTIVE MASKS. SACKS SHALL BE EMPTIED OVER A SIEVE WITH 3/4" OPENINGS AND WILL BE ADDED IN A MINIMUM OF 5 AND A MAXIMUM OF 10 SECONDS. VERGLIMIT SHALL NOT BE ADDED BEFORE A MINIMUM OF ONE-THIRD OF THE ASPHALT CEMENT HAS BEEN ADDED TO THE MIX. THE FOLLOWING MIXING SYSTEMS MAY BE USED:

1. FUNNEL OR CONVEYOR BELT DIRECTLY INTO THE PUGHILL.

2. ADDITION DIRECTLY OVER THE FILLER SCALE.

AUGER SYSTEMS SHALL NOT BE PERMITTED.

MIXING TIME AFTER ALL COMPONENTS HAVE BEEN ADDED SHALL REMAIN UNCHANGED FROM NORMAL MIXING PROCEDURES PROVIDED THAT VERGLIMIT IS ADEQUATELY COATED WITH BITUMEN (WHITE GRANULES SHOULD NOT BE VISIBLE.)

PLACING AND COMPACTION: VERGLIMIT SURFACES SHALL NOT BE PLACED AT AIR TEMPERATURES LESS THAN 50°F OR WHEN RAINING. COMPACTION OF THE MIX IS VERY IMPORTANT. THEREFORE, DENSITIES OF DRILLED CORES SHALL MEET THE FOLLOWING REQUIREMENTS:

1. THE AVERAGE OF 10 CORES SHALL BE GREATER THAN 95.0% OF THE MAXIMUM THEORETICAL DENSITY (MTD).

2. NO INDIVIDUAL CORE SHALL BE LESS THAN 93.0% OF MTD.

A MINIMUM OF TWO ROLLERS ARE REQUIRED. THESE ARE:

1. PNEUMATIC TIRE ROLLER.
2. TANDEM ROLLER WEIGHING A MINIMUM OF 12 TONS.

NO WATER SHALL BE USED ON THE ROLLERS, BUT THEY MAY BE WIPED WITH RAW LINED OIL. PLACING TEMPERATURE OF THE MIX BEHIND THE PAVER SHALL BE AT LEAST (285°F). IMMEDIATELY AFTER THE FINISH ROLL, THE SURFACE SHALL BE SEEDED WITH CRUSHED SCREENINGS, 703.10, AT APPROXIMATE RATE OF 2 LB./SQ. YD. CARE SHALL BE EXERCISED TO PREVENT MARKING THE NEW MIX WITH WHEEL TRACKS.

LONGITUDINAL JOINTS MUST BE COMPACTED VERY CAREFULLY. A TACK COAT AND/OR INFRA-RED HEATING OF THE JOINT AND SEALING TO A WIDTH OF 6" THE SAME DAY IS REQUIRED.

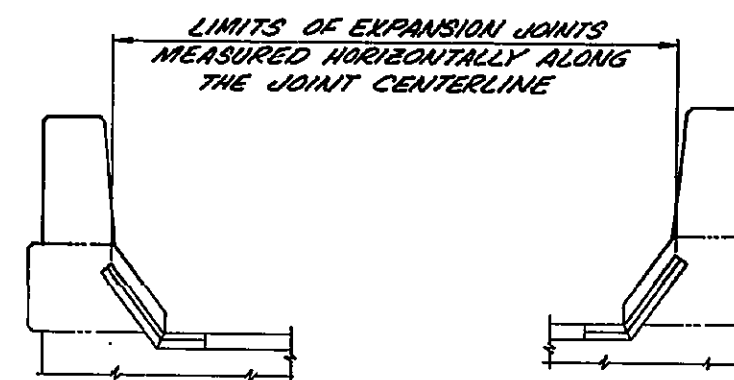
DURING PLACEMENT OF THIS ITEM THE CONTRACTOR SHALL ARRANGE FOR A VERGLIMIT MANUFACTURER'S REPRESENTATIVE TO BE PRESENT AT ALL TIMES.

BASIS OF PAYMENT: PAYMENT FOR THIS ITEM SHALL CONSTITUTE FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, AND TOOLS NECESSARY TO COMPLETE THIS ITEM INCLUDING JOINT AND EDGE SEALING OF PAVEMENT AND SEEDING THE SURFACE WITH SCREENINGS.

ITEM	UNIT	DESCRIPTION
404	CUBIC YARD	ASPHALT CONCRETE WITH VERGLIMIT ADDITIVE, AC-20

LEGEND

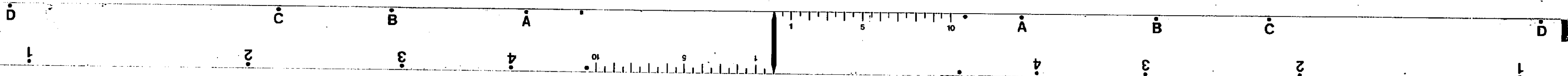
CONSTRUCTION JOINT



LIMITS OF PAYMENT FOR ITEM 516 - STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS

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STRUCTURE GENERAL NOTES

TIEBACK RETAINING WALLS

DESIGN SPECIFICATIONS

TIEBACK WALLS CONFORM TO "RECOMMENDATIONS FOR PRESTRESSED ROCK AND SOIL ANCHORS" PUBLISHED BY POST TENSIONING INSTITUTE, PHOENIX, ARIZONA, EXCEPT AS MODIFIED IN THE "TIEBACK RETAINING WALLS - SPECIAL PROVISIONS" INCLUDED WITH THIS PROJECT.

DESIGN DATA FOR TIEBACK WALLS

- STRAND TYPE TENDON - ASTM A416 OR A779 0.6" DIAMETER - 7 WIRE STRAND YIELD STRESS 270 KSI. WORKING CAPACITY 35 KIPS (MAXIMUM) PER STRAND. DO NOT USE LESS THAN TWO STRANDS PER ANCHOR.
- BAR TYPE TENDON - ASTM A722 UNCOATED HIGH STRENGTH STEEL BARS FOR PRESTRESSED CONCRETE, YIELD STRESS 150 KSI OR 160 KSI. MAXIMUM ALLOWABLE STRESS = 0.6 OF YIELD STRESS.
- STRUCTURAL STEEL - ASTM A36. ALLOWABLE STRESS 20 KSI FOR SOLDIER PILES.
- TIMBER LAGGING - AASHTO M168 WITH MODIFICATIONS AS PER 711.26 OF ODOT, C&M SPECIFICATIONS. ALLOWABLE BENDING STRESS = 1,450 PSI. ALLOWABLE SHEAR STRESS = 90 PSI.

SPECIAL PROVISIONS

THE CONTRACTOR SHALL MAKE REFERENCE TO AND MAKE AVAILABLE TO HIS SUBCONTRACTORS THE FOLLOWING SPECIAL PROVISIONS WHICH ARE PART OF THE CONTRACT DOCUMENT FOR THIS PROJECT:

- TIEBACK RETAINING WALLS

SEQUENCE OF CONSTRUCTION FOR TIEBACK WALLS

THE CONSTRUCTION SEQUENCE SHOWN ON THE PLANS FOR EACH WALL IS A SUGGESTED SEQUENCE AND IT SHOULD BE FOLLOWED SO THAT THE LOAD CASES WHICH OCCUR DURING CONSTRUCTION DO NOT EXCEED THE DESIGN CAPACITY OF THE WALL SYSTEM.

FOR TYPE 'A' SOLDIER PILES LOAD CASES ARE STAGE I, STAGE II (FOR 1 OR 2-TIEBACK PILES), STAGE III (FOR 2-TIEBACK PILES) AND PERMANENT.

THE STAGE I CASE ASSUMES THE PASSIVE SOIL PRESSURE BEGINS ACTING ON THE CANTILEVER PORTION OF THE SOLDIER PILE AT THE BASE OF THE WALL (FOR PILES WITHOUT TIEBACKS) OR AT 3' BELOW THE TOP TIEBACK LEVEL PRIOR TO TIEBACK LOADING, WITH A 120 PSF CONSTRUCTION LOAD APPLIED TO THE UPPER GROUND SURFACE.

THE STAGE II CASE (AFTER LOCK-OFF OF TOP TIEBACK) ASSUMES THE PASSIVE SOIL PRESSURE BEGINS ACTING ON THE SOLDIER PILE AT THE BASE OF THE WALL (FOR 1-TIEBACK PILES) OR AT 3' BELOW THE BOTTOM TIEBACK LEVEL PRIOR TO ITS LOADING (FOR 2-TIEBACK PILES), WITH THE CONSTRUCTION LOAD APPLIED TO THE UPPER GROUND SURFACE.

THE STAGE III CASE (AFTER LOCK-OFF OF BOTH TIEBACKS AND DURING CONSTRUCTION OF THE CONCRETE FACING) ASSUMES THE LATERAL SOIL PRESSURE ACTS ON THE SOLDIER PILE TO THE BASE OF THE WALL, WITH THE CONSTRUCTION LOAD APPLIED TO THE UPPER GROUND SURFACE.

THE PERMANENT CASE (WITH CONCRETE FACING IN PLACE) ASSUMES THE PASSIVE SOIL PRESSURE BEGINS ACTING ON THE SOLDIER PILE AT 2' BELOW THE PROPOSED FRONT GRADE (FOR CANTILEVER AND 1-TIEBACK PILES) OR THE LATERAL SOIL PRESSURE ACTS ON THE SOLDIER PILE TO 2' BELOW THE PROPOSED FRONT GRADE (FOR 2-TIEBACK PILES), WITH A 120 PSF SURCHARGE LOAD APPLIED TO THE UPPER SURFACE.

FOR TYPE 'B' SOLDIER PILES LOAD CASES ARE TEMPORARY AND PERMANENT. THE TEMPORARY AND PERMANENT CASES ARE AS DESCRIBED ABOVE FOR THE TYPE 'A' SOLDIER PILE STAGE III AND 2-TIEBACK PILE PERMANENT CASE RESPECTIVELY.

FOR BOTH SOLDIER PILE TYPES, THE WATER TABLE BEHIND AND IN FRONT OF THE WALL FOR ALL TEMPORARY CASES IS AT THE TOP OF PASSIVE SOIL PRESSURE OR BASE OF LATERAL SOIL PRESSURE AS DESCRIBED ABOVE. FOR THE PERMANENT CASE THE WATER TABLE IS ASSUMED AT 2' BELOW THE PROPOSED FRONT GRADE IN FRONT OF THE WALL AND AT 1/2 THE EXPOSED WALL HEIGHT BEHIND THE WALL.

THE CONTRACTOR MAY WISH TO USE TEMPORARY BRACING TO FACILITATE CONSTRUCTION OF THE WALL IN A DIFFERENT SEQUENCE. IF HE DOES, THE COST OF ALL TEMPORARY BRACING SHALL BE INCLUDED IN THE COST OF THE APPROPRIATE SOLDIER PILE PAY ITEM.

THE CONTRACTOR MAY SUBMIT TO THE ENGINEER AN ALTERNATE SEQUENCE OF CONSTRUCTION WHICH DOES NOT CHANGE THE BASIC TIEBACK RETAINING WALL SYSTEM SHOWN ON THE DRAWINGS. SUCH ALTERNATE SEQUENCE OF CONSTRUCTION BY THE CONTRACTOR SHALL BE ACCOMPANIED BY APPROPRIATE CALCULATION AND DRAWINGS, PREPARED BY AN ENGINEER REGISTERED IN THE STATE OF OHIO, DEMONSTRATING THAT THE WALL CAN SAFELY BE CONSTRUCTED USING THAT SEQUENCE. THE ENGINEER MIGHT NOT APPROVE THE ALTERNATE SEQUENCE, IN WHICH CASE, THE SUGGESTED SEQUENCE SHALL BE FOLLOWED.

WHETHER THE CONTRACTOR USES THE SUGGESTED SEQUENCE OF CONSTRUCTION OR PROPOSES AN ALTERNATE SEQUENCE OF CONSTRUCTION, HE SHALL SUBMIT DETAILS OF HIS METHOD OF CONSTRUCTION WHICH SHALL DESCRIBE THE WORK TO BE PERFORMED, THE METHOD OF DOING WORK, EQUIPMENT AND MATERIALS TO BE USED, PERSONNEL, SUPERVISION, HOURS OF OPERATION, AND DURATION OF WORK FOR APPROVAL. IF APPROVED, SUCH AN APPROVAL BY THE DIRECTOR SHALL NOT RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR SAFE AND PROPER CONSTRUCTION OF THE RETAINING WALLS.

NO EXTRA PAYMENT WILL BE MADE FOR THE ABOVE WORK INCLUDING ANY WORK ASSOCIATED WITH ALTERNATE SEQUENCE OF CONSTRUCTION, IF PROPOSED BY THE CONTRACTOR, BUT THE COST THEREOF SHALL BE INCLUDED IN THE COST OF OTHER ITEMS OF WORK FOR THE PROJECT.

ITEM 518 - 6" # CONDUCTOR PIPE, INCLUDING SPECIALS, AS PER PLAN

THE DRAINAGE MODIFICATIONS TO THE BATES ROAD BRIDGE OVER I-75 SHALL BE ACCORDING TO ITEM 518 OF THE ODOT C.&M.S. WITH THE FOLLOWING EXCEPTIONS:

MATERIALS

STEEL PIPE SHALL MEET THE REQUIREMENTS OF 707.08 AND SHALL BE GALVANIZED. PLASTIC PIPE (707.19) AS LISTED IN 518.02 WILL NOT BE ALLOWED.

PIPE SPECIALS SHALL BE ASTM A234 AND SHALL BE GALVANIZED.

CONSTRUCTION

THE CONTRACTOR SHALL CLEAN OUT THE EXISTING SCUPPERS AND DOWNSPOUTS AS NEEDED.

HE SHALL CAREFULLY REMOVE PORTIONS OF THE EXISTING DOWNSPOUTS AS NOTED IN THE PLANS IN ACCORDANCE WITH ITEM 202.

CONNECTION OF NEW CONDUCTOR PIPES TO THE REMAINING PORTIONS OF DOWNSPOUTS SHALL BE MADE BY WELDING.

METHOD OF MEASUREMENT

CONDUCTOR PIPE INCLUDING PIPE SPECIALS SHALL BE MEASURED ALONG THEIR CENTERLINES.

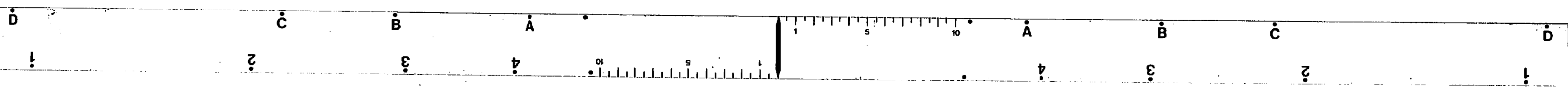
BASIS OF PAYMENT

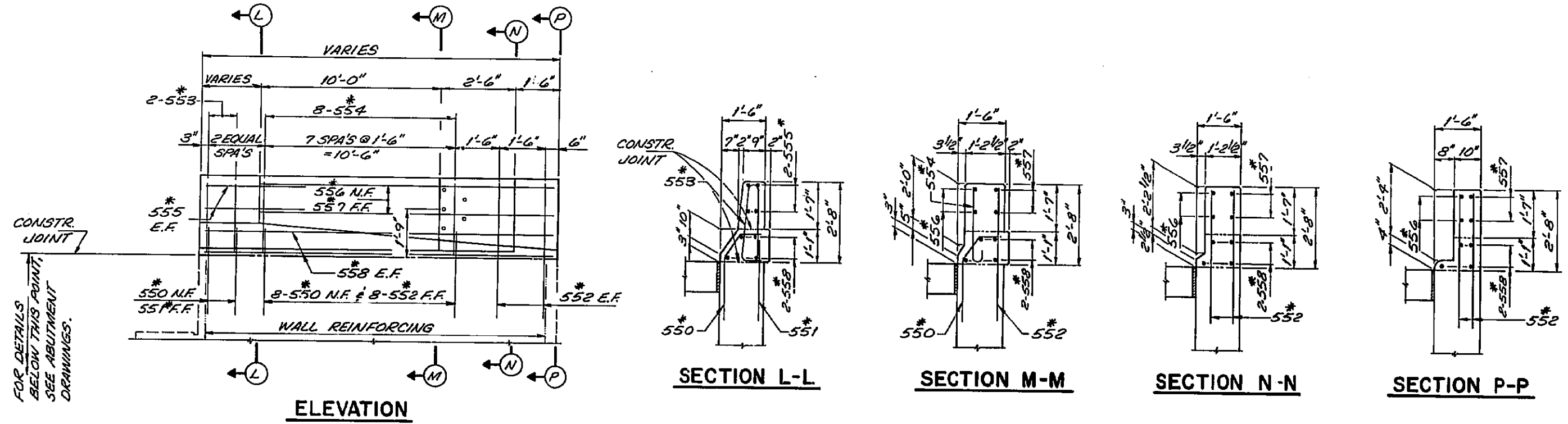
CLEAN OUT OF THE BRIDGE SCUPPERS AND REMOVAL OF PORTIONS OF THE EXISTING DOWNSPOUTS SHALL BE INCLUDED IN THE COST OF:

ITEM	UNIT	DESCRIPTION
518	LINEAR FOOT	6" # CONDUCTOR PIPE, INCLUDING SPECIALS, AS PER PLAN

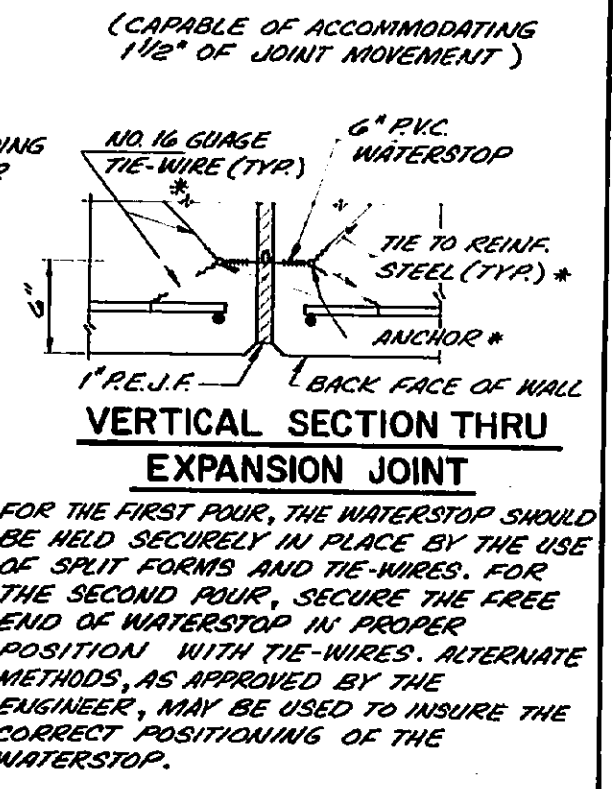
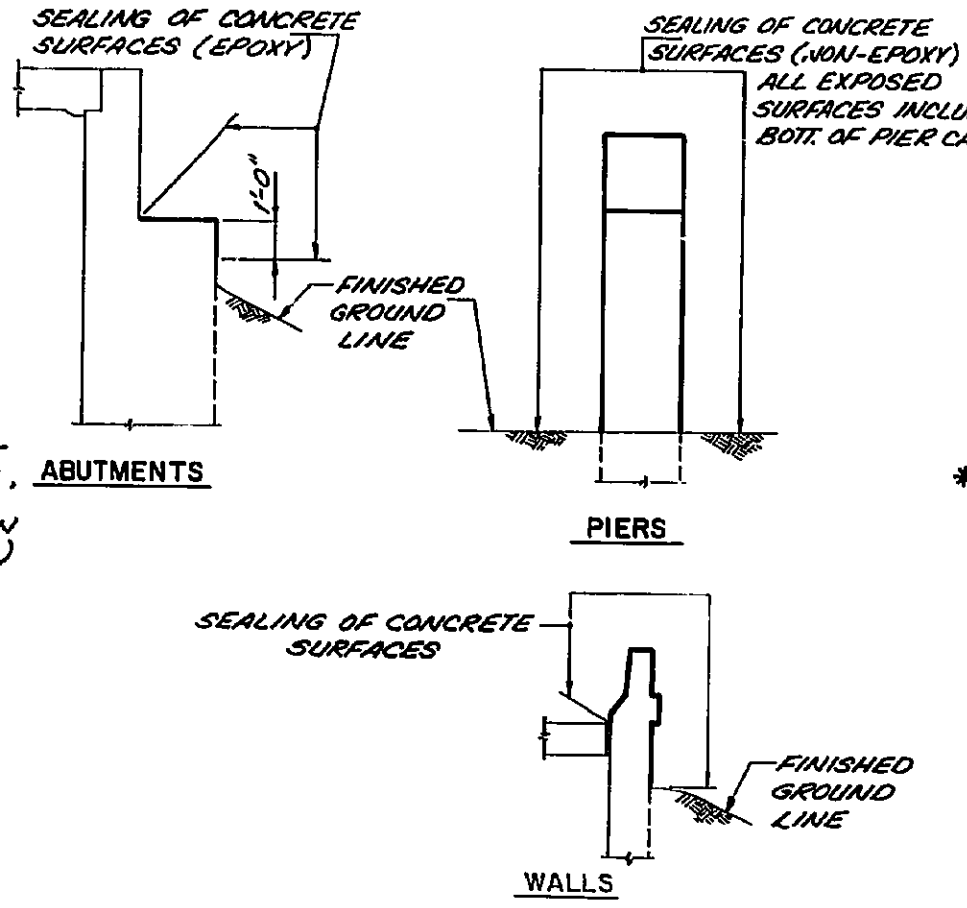
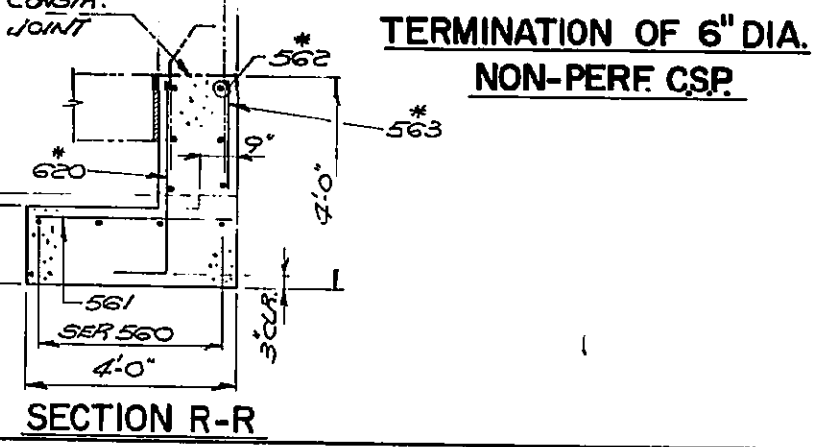
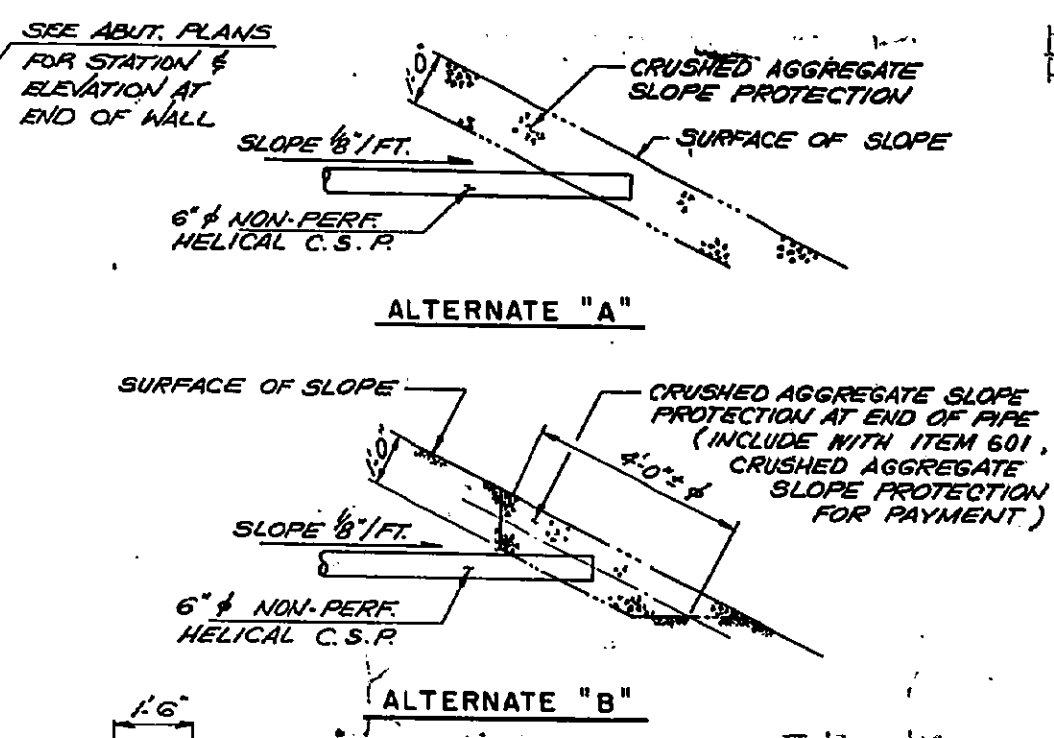
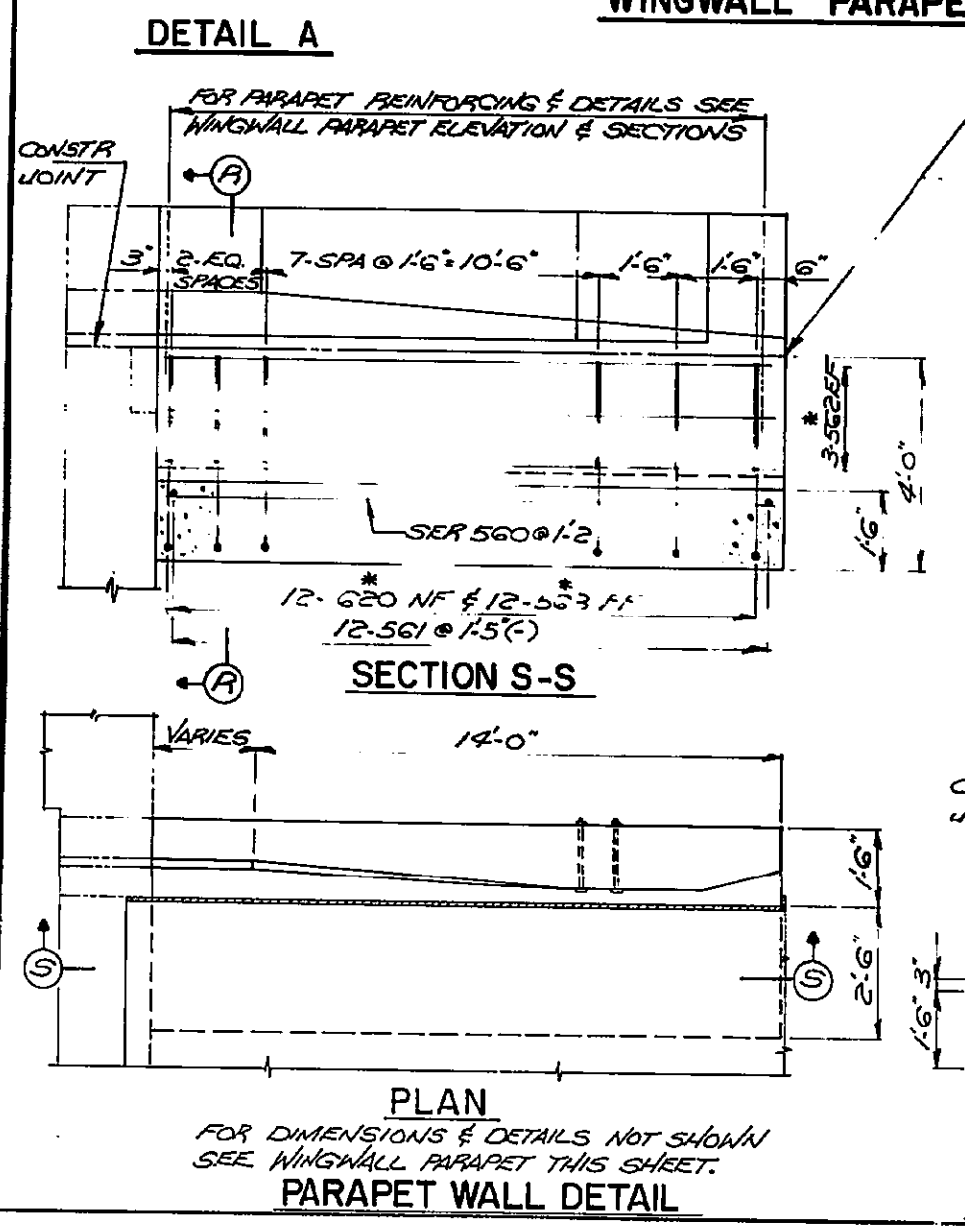
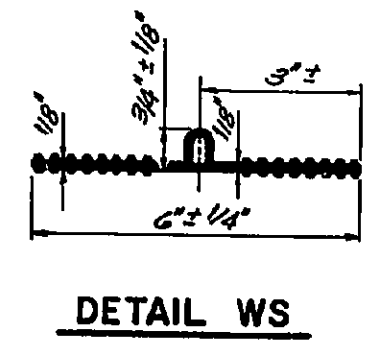
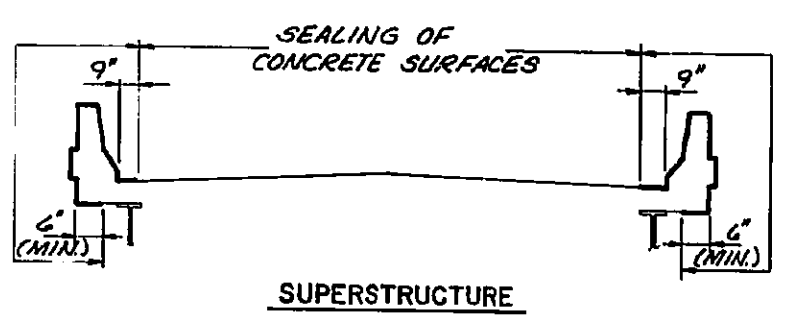
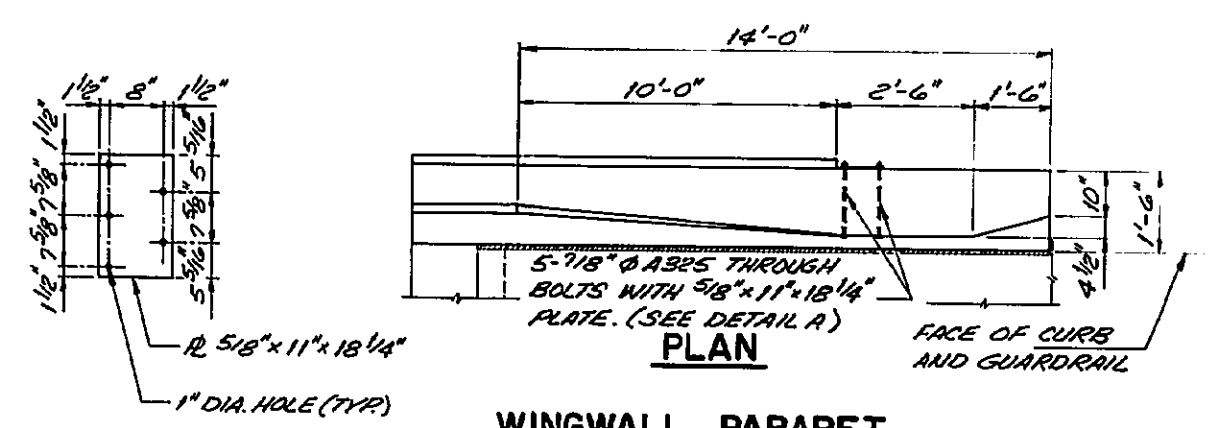
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- NOTES**
- FOR ITEM SPECIAL "SEALING OF CONCRETE SURFACES" SEE PROPOSAL NOTE.
 - PVC WATERSTOP SHALL EXTEND FROM TOP OF FOOTING TO THE APPROACH SLAB SEAT OR 1'-0" BELOW TOP OF WALL.
 - * - DENOTES REINFORCING BARS TO BE EPOXY COATED.

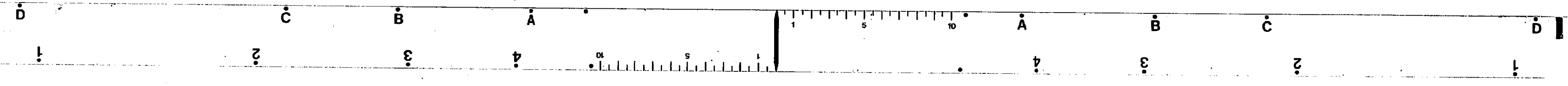


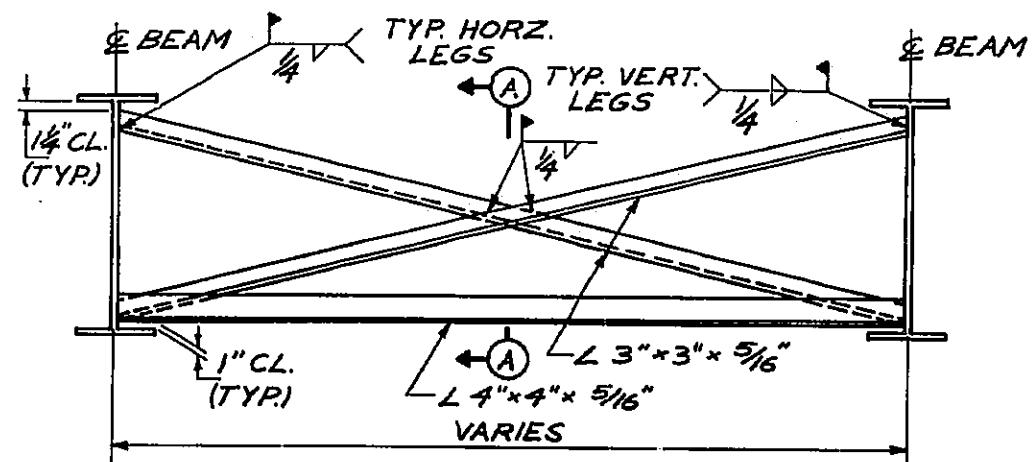
* FOR THE FIRST FOUR, THE WATERSTOP SHOULD BE HELD SECURELY IN PLACE BY THE USE OF SPLIT FORMS AND TIE-WIRES. FOR THE SECOND FOUR, SECURE THE FREE END OF WATERSTOP IN PROPER POSITION WITH TIE-WIRES. ALTERNATE METHODS, AS APPROVED BY THE ENGINEER, MAY BE USED TO INSURE THE CORRECT POSITIONING OF THE WATERSTOP.

WATERSTOP DETAILS

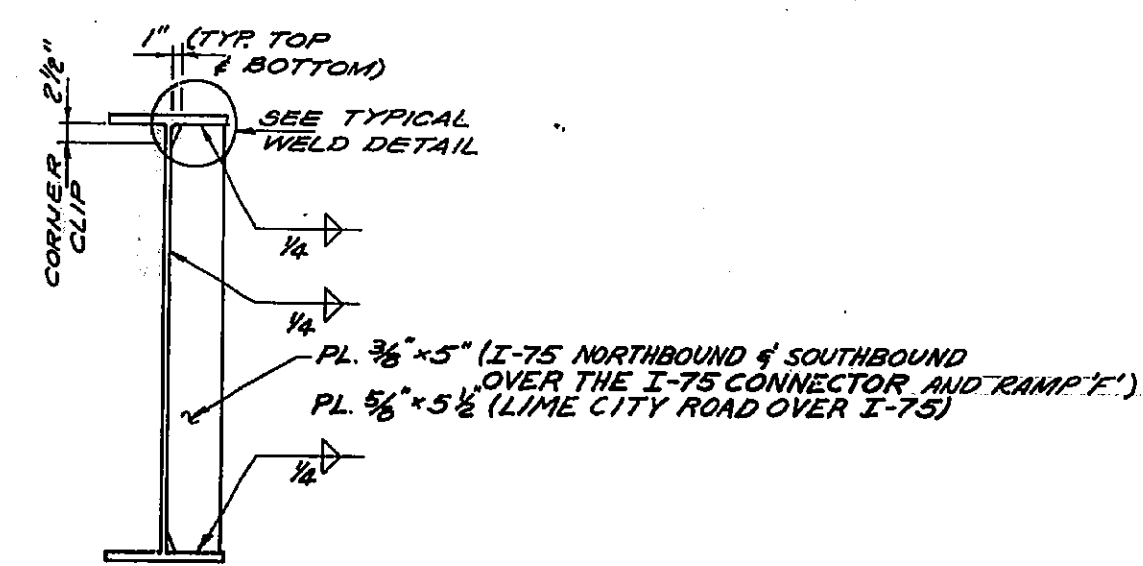
URS	
OHIO TURNPIKE COMMISSION	
COMMON DETAILS	
WOOD COUNTY	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 227 OF 364

RER D.M. R.J.P. J.P.P. 2-12-90



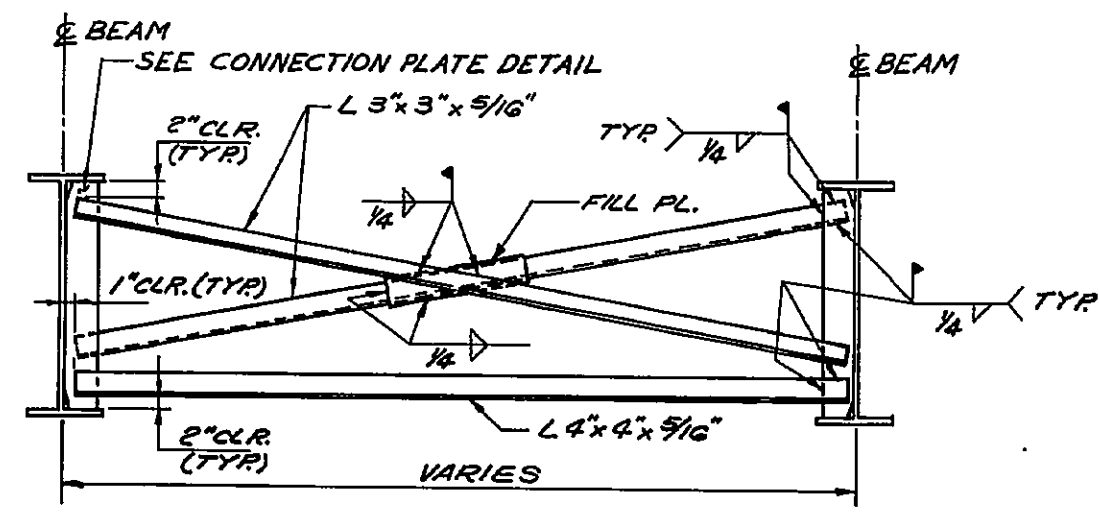


CROSSFRAMES TYPE X-1

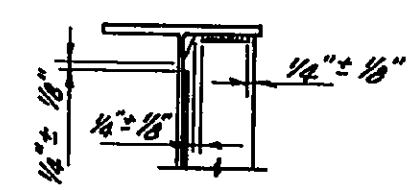


**CONNECTION PLATE
DETAIL**

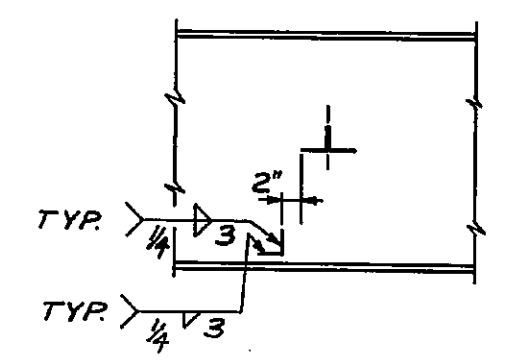
- NOTES**
- ① ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM. A572 GRADE 50, UNLESS NOTED OTHERWISE.
 - ② FOR END DIAPHRAGMS AND END CROSSFRAMES, SEE STANDARD DRAWING EXJ-4-87 SHEETS 1 THRU 5.
 - ③ FOR LOCATIONS OF INTERMEDIATE CROSSFRAMES SEE FRAMING PLAN OF EACH STRUCTURE.
 - ④ FILL PLATE SHALL BE SAME THICKNESS AS CONNECTION PLATE.
 - ⑤ ALL CONTACT SURFACES BETWEEN CROSSFRAME MEMBERS AND FILL PLATES OR CONNECTION PLATES WHERE A WELD IS NOT CALLED OUT SHALL BE SEAL WELDED TO PREVENT FUTURE PACK RUST FORMATION.



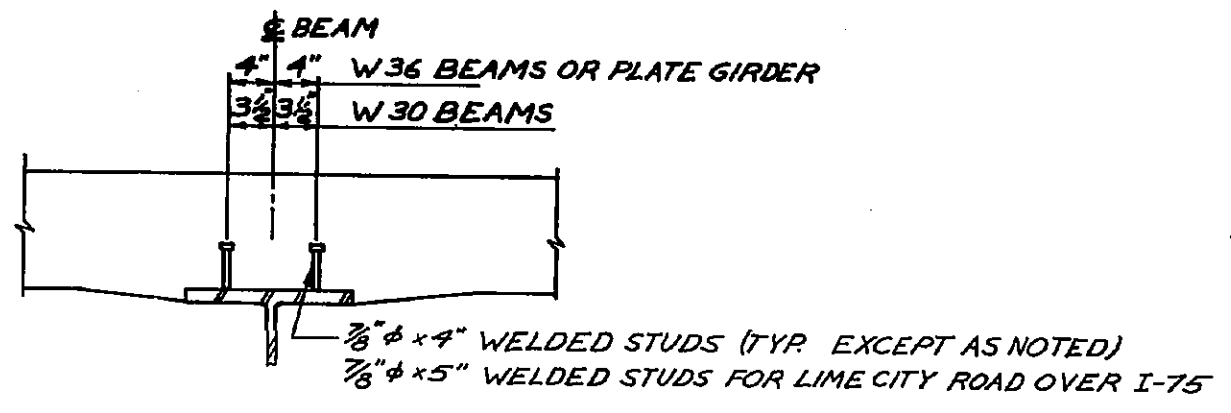
CROSSFRAMES TYPE X-2



**TYPICAL WELD
DETAIL**



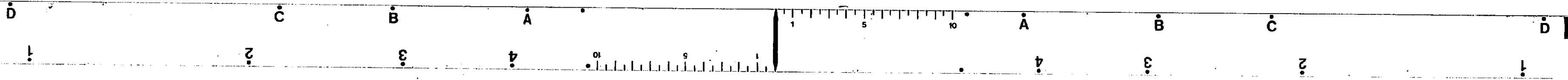
SECTION A-A

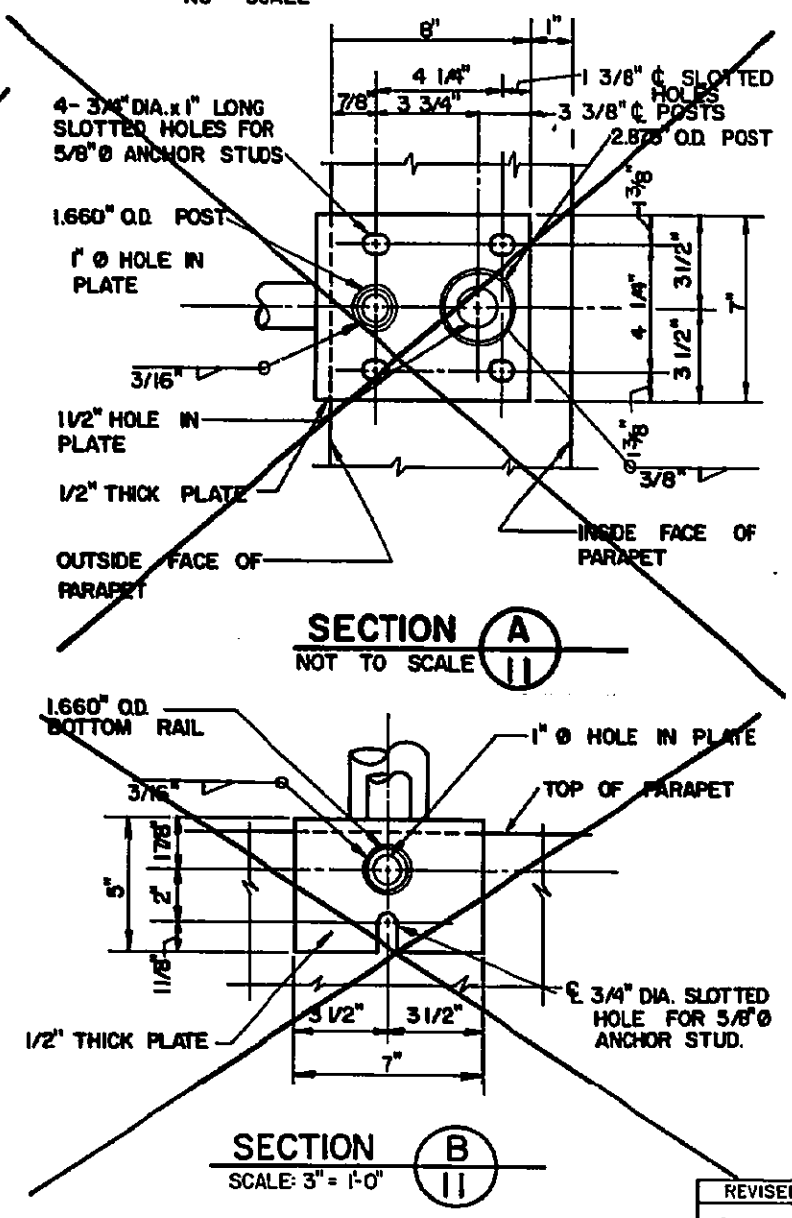
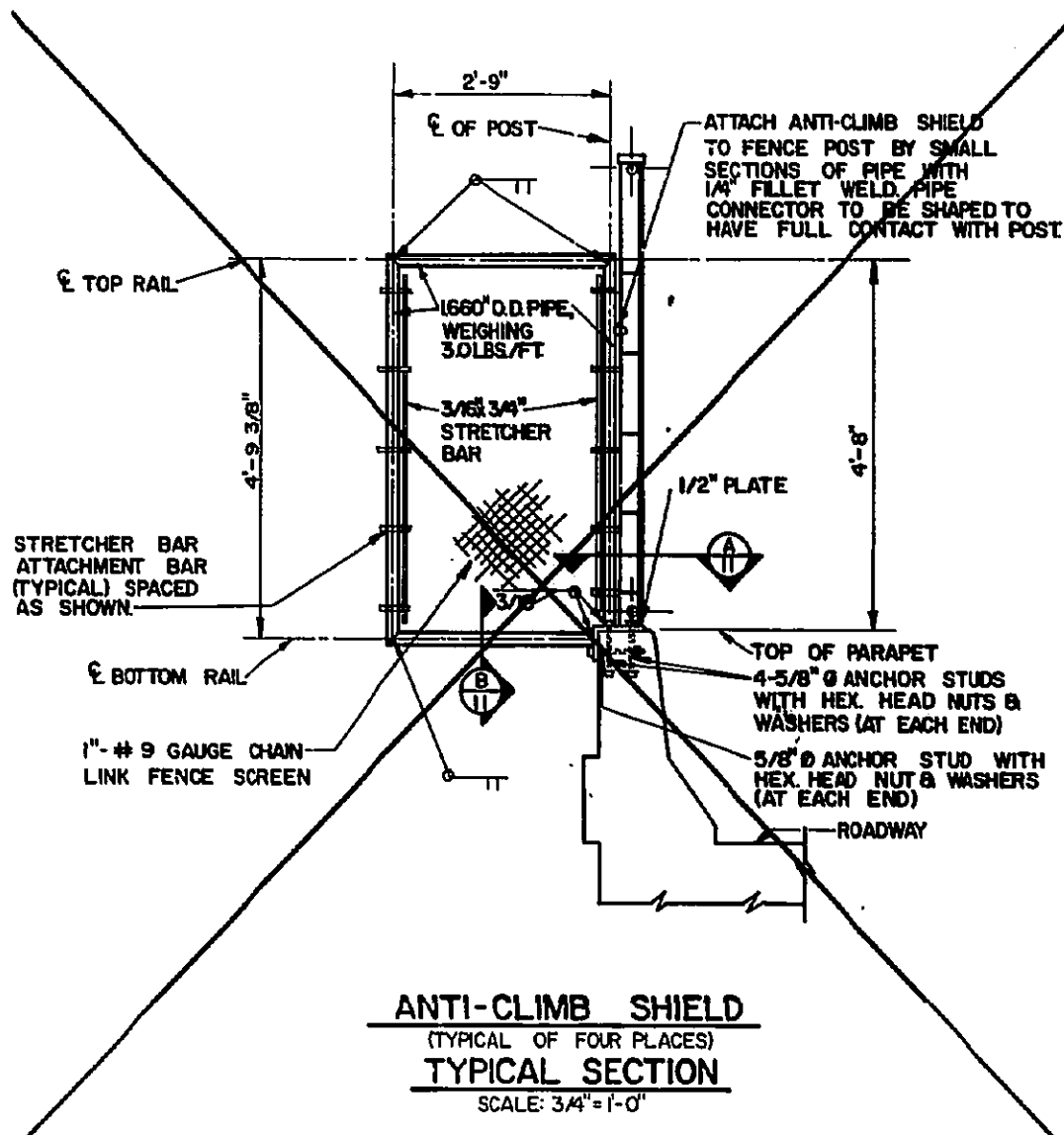
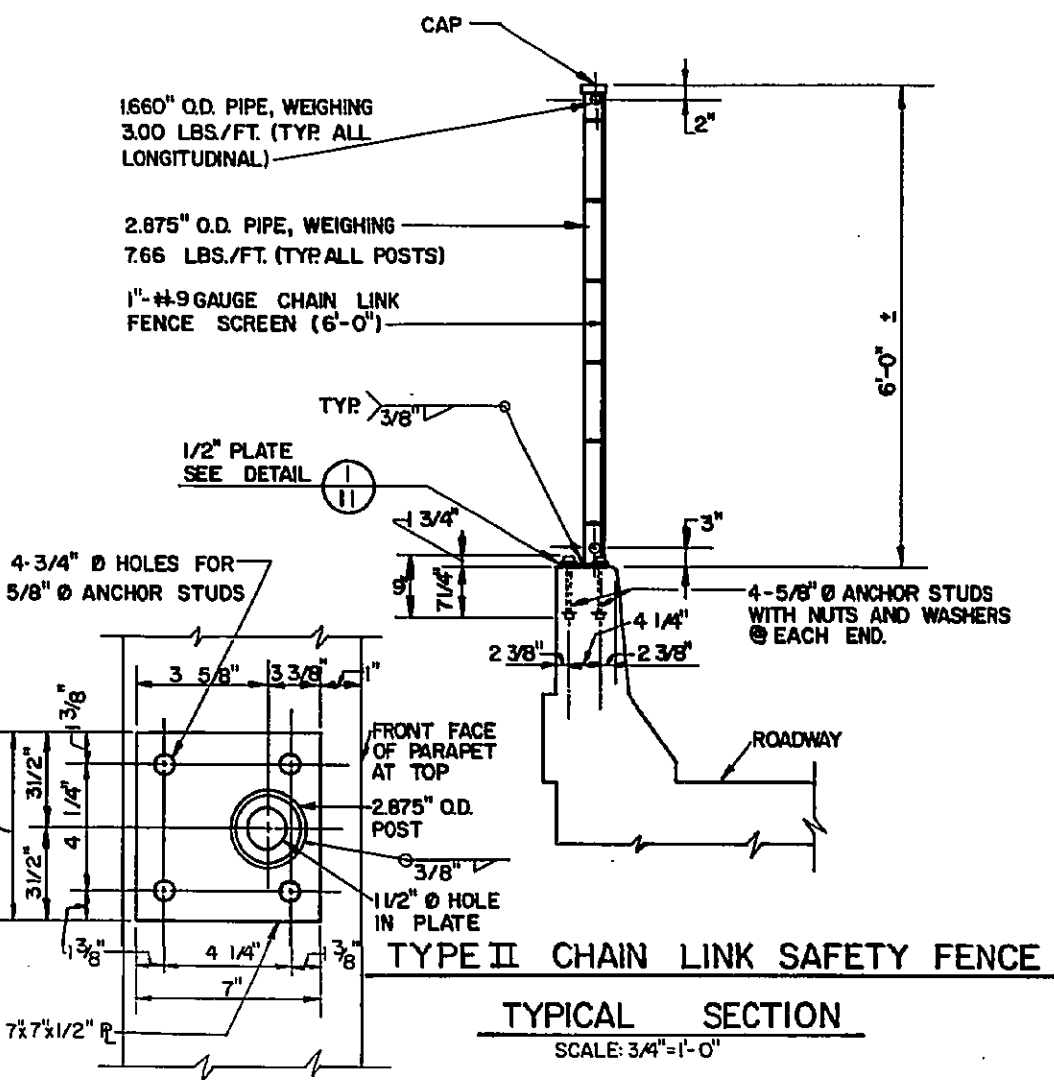
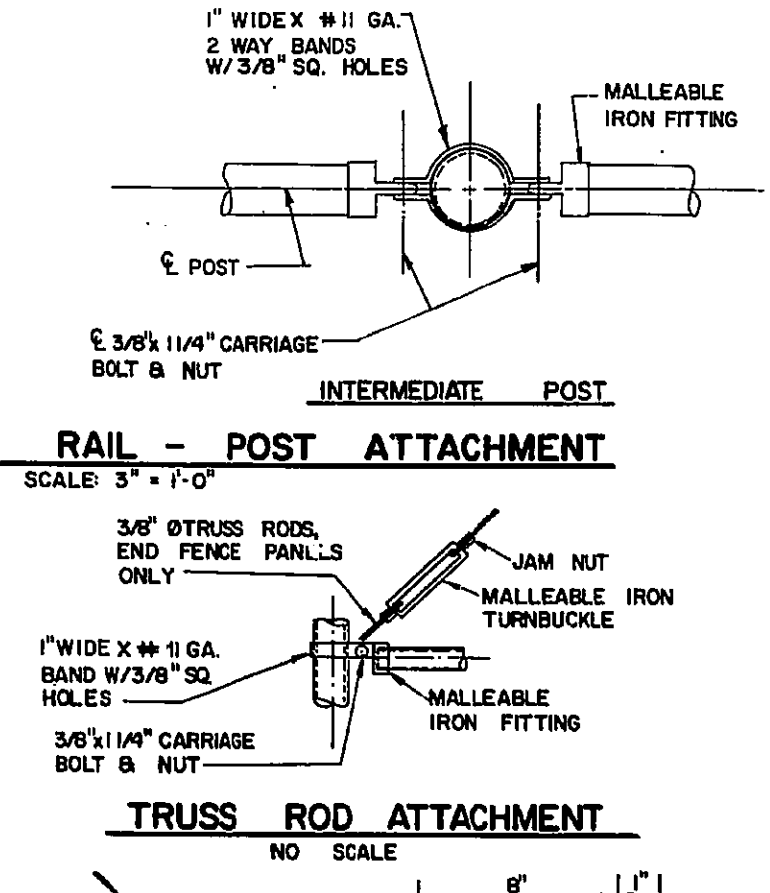
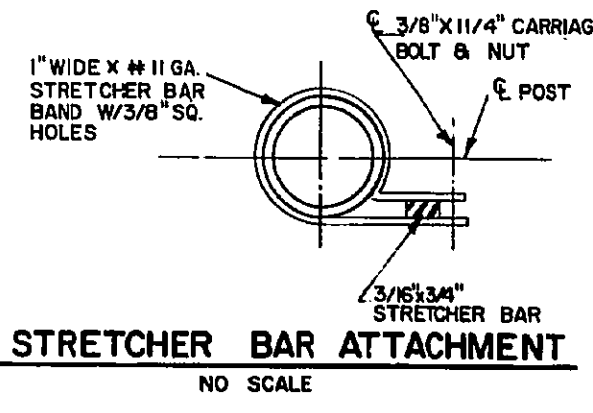
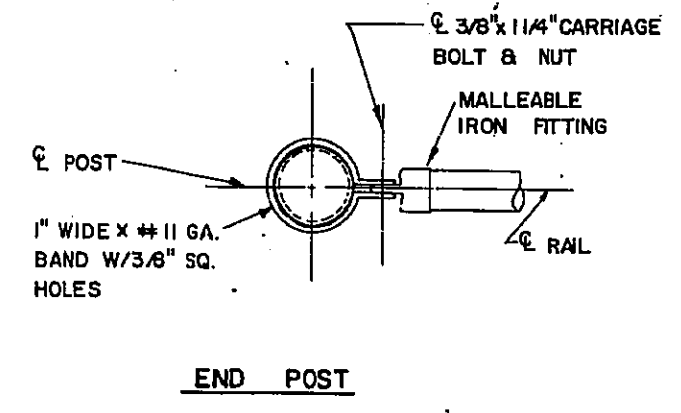
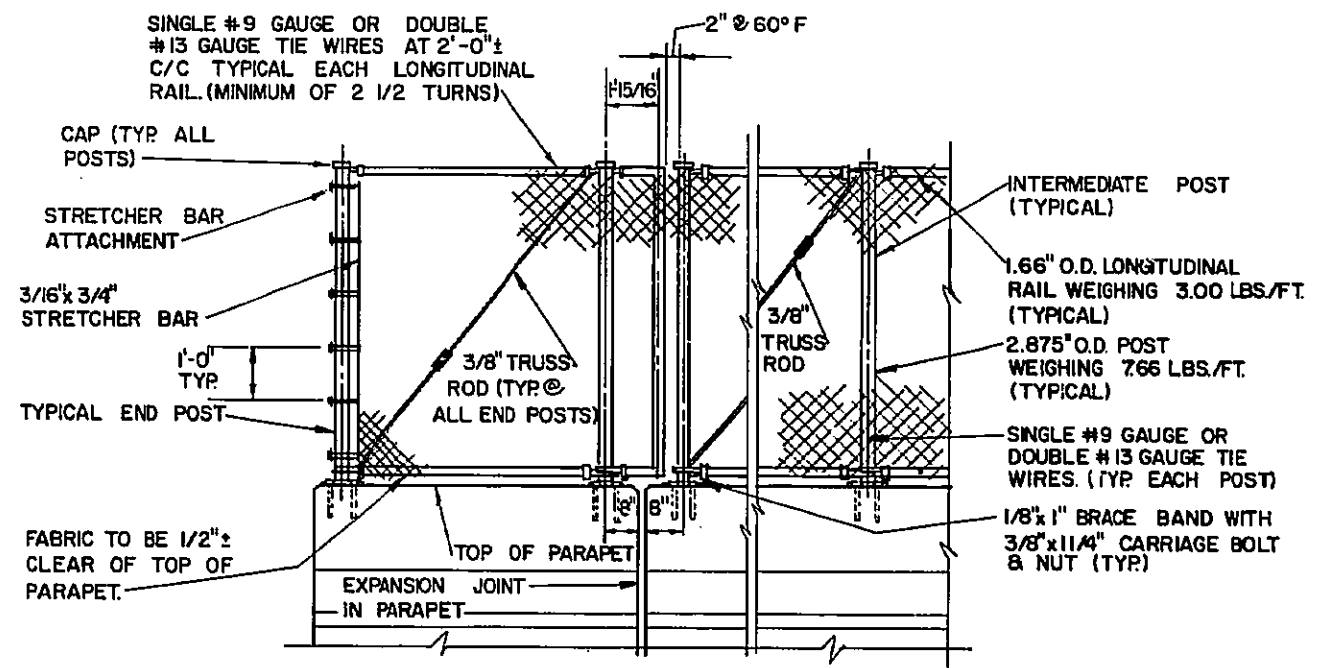


TYPICAL STUD SPACING

URS	
OHIO TURNPIKE COMMISSION	
COMMON FRAMING DETAILS	
WOOD COUNTY	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 228 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	P.P.P.	R.J.R.	J.P.P.	2-12-90





SPECIFICATIONS: 1983 O.D.T. CONSTRUCTION AND MATERIAL SPECIFICATIONS. LATEST A.A.S.H.T.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES FOR DESIGN.

MATERIALS: FABRIC SHALL BE 1" MESH WOVEN FROM NO.9 GAUGE, ALUMINUM COATED STEEL WIRE CONFORMING TO A.A.S.H.T.O. M181, TYPE II. THE ENDS OF THE FABRIC SHALL BE KNUCKLED SELVAGE AT THE TOP AND BOTTOM.

ALL POSTS, BRACES, FITTINGS AND HARDWARE SHALL MEET THE REQUIREMENTS OF A.A.S.H.T.O. M181. THEY SHALL BE ZINC COATED STEEL EXCEPT CASTINGS FOR OTHER THAN ORNAMENTAL PURPOSES WHICH SHALL BE ZINC COATED MALLEABLE IRON.

ALL PLATES SHALL BE STEEL CONFORMING TO A.S.T.M. DESIGNATION: A-36. ALL PARTS SHALL BE STEEL GALVANIZED UNLESS OTHERWISE NOTED AND ALL GALVANIZING SHALL BE DONE AFTER FABRICATION. PRECOATED LONGITUDINAL RAILS, IF CUT, WILL HAVE CUT END COATED WITH WITH A ZINC-RICH PRIMER MEETING THE REQUIREMENTS OF FEDERAL SPECIFICATIONS TT-P-641 TYPE II, PRIOR TO ERECTION.

ANCHOR STUDS: MATERIAL FOR ANCHOR STUDS SHALL CONFORM TO A.S.T.M. DESIGNATION: A-276 TYPE 430 TO TYPE 304 STAINLESS STEEL ANNEALED, HOT-FINISHED, ULTIMATE STRENGTH 70,000 P.S.I. MIN., 20% MIN. ELONGATION. THREADS MAY BE ROLLED OR CUT.

POST SPACING: FOR POST SPACING SEE PERTINENT STRUCTURE SHEETS. POST SPACING SHALL BE 8'-0" MAXIMUM.

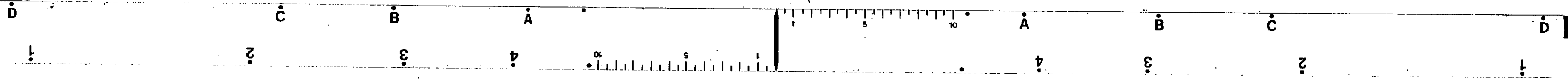
ERECTION: ALL LONGITUDINAL RAILS TO BE PARALLEL TO TOP OF PARAPET.

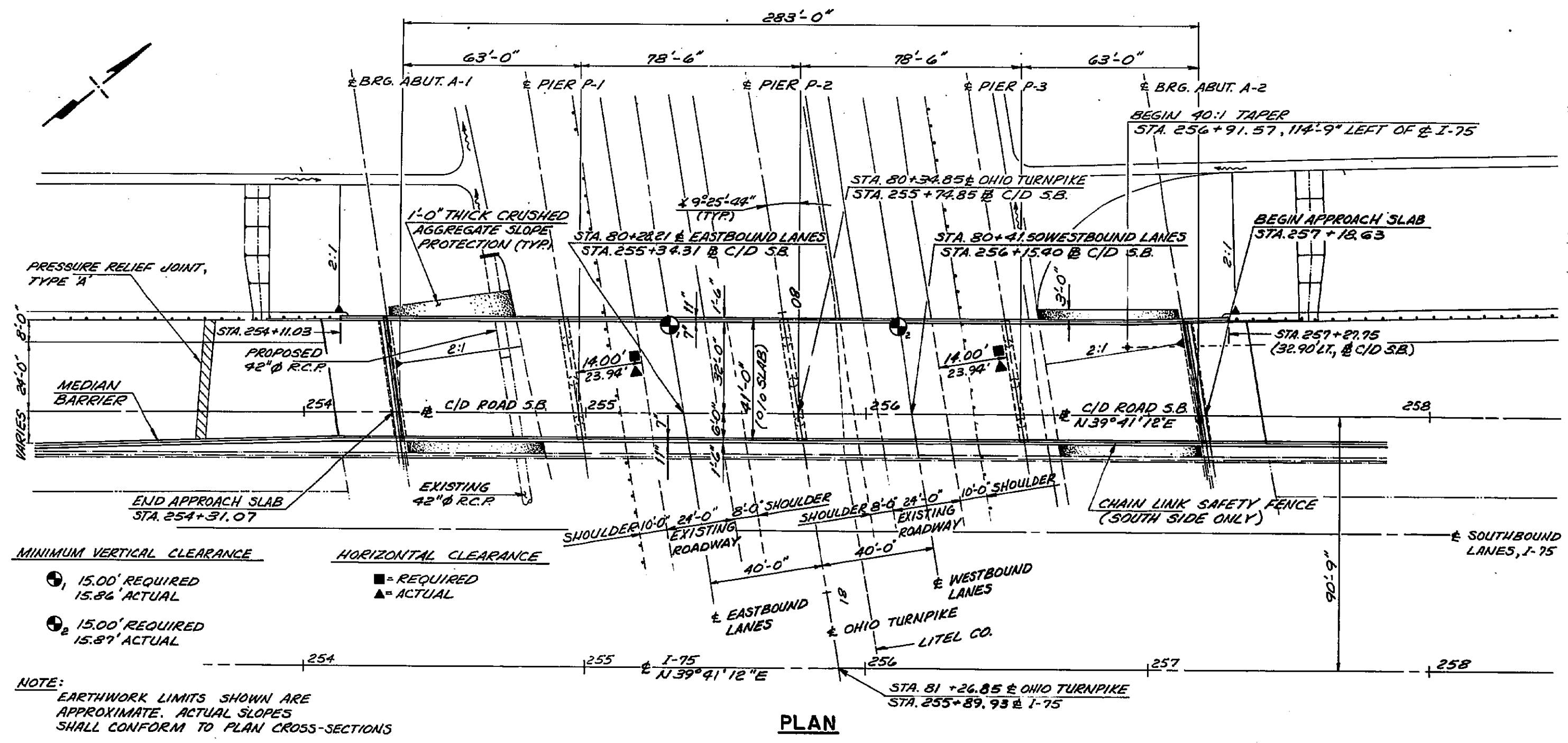
ALL POSTS TO BE SET NORMAL TO TOP OF PARAPET.

OHIO TURNPIKE COMMISSION	
CHAIN LINK SAFETY FENCE DETAILS, TYPE II	
DESIGNED	DATE: JUNE 1983
DRAWN	SCALE: AS NOTED
CHECKED	CIP: 55-90-03
REVIEWED	SHEET 229 OF 364

DESIGNED	D.M.	CHECKED	R.J.P.	REVIEWED	J.P.P.	DATE	2-12-90
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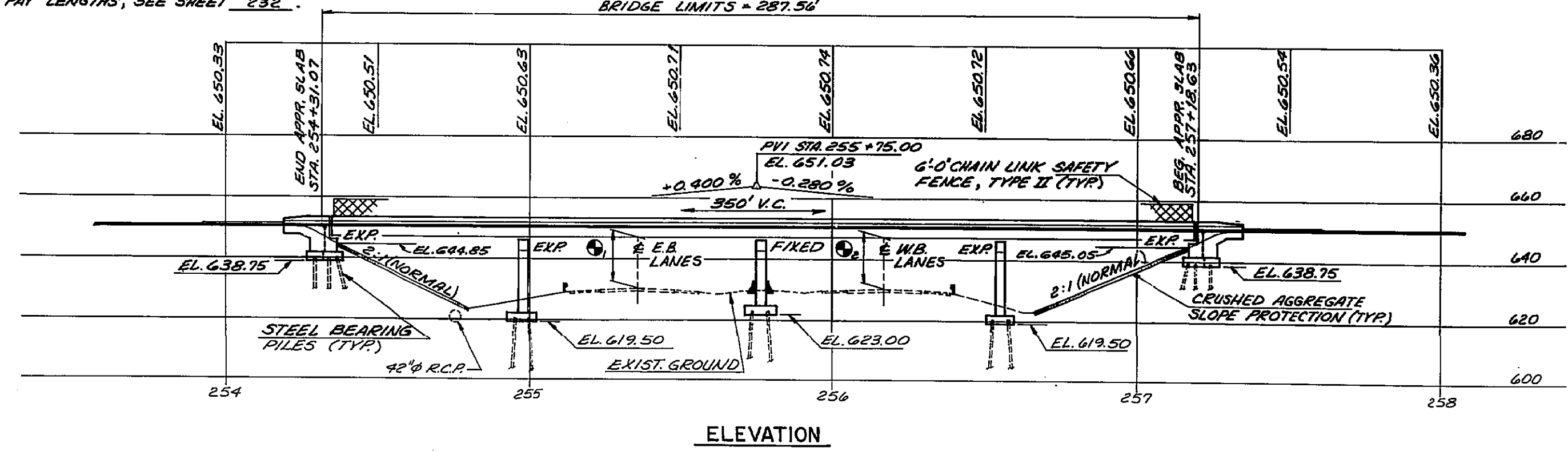
REVISED
2-2-84
7-12-88





- MINIMUM VERTICAL CLEARANCE**
- ① 15.00' REQUIRED
15.86' ACTUAL
 - ② 15.00' REQUIRED
15.87' ACTUAL
- HORIZONTAL CLEARANCE**
- = REQUIRED
 - ▲ = ACTUAL

NOTE:
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS FOR THE PILING PLAN AND THE ESTIMATED PILE PAY LENGTHS, SEE SHEET 232.



PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEW: 9° 25' 44" R.F.

SPANS: c/c BEARINGS ALONG BASELINE, 90'-9" LEFT OF CENTRELINE OF I-75:
63'-0", 78'-6", 78'-6", 63'-0"

ROADWAY: VARIES

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (ODOT STANDARD AS-1-81)

ALIGNMENT: TANGENT WITH 40:1 TAPER

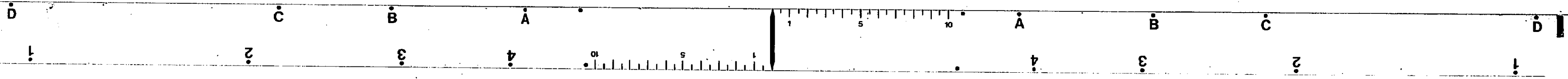
SUPERELEVATION: NONE

SLOPE PROTECTION: CRUSHED AGGREGATE

TRAFFIC: 11,580 A.D.T. 2316 A.D.T.T. (2010)

URS	
OHIO TURNPIKE COMMISSION	
GENERAL PLAN & ELEVATION	
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE BR. N ^o WOO-75-2876 WOOD COUNTY	
STA. 254+31.07 TO STA. 257+18.63	DATE: 2/90
CIP: 55-90-03	SCALE: N.T.S.

DES. BY	CHKD. BY	INCHG. BY	REVISED BY
RER	OK	P.J.P.	JFP 2-12-90

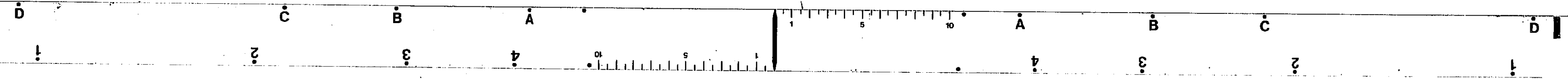


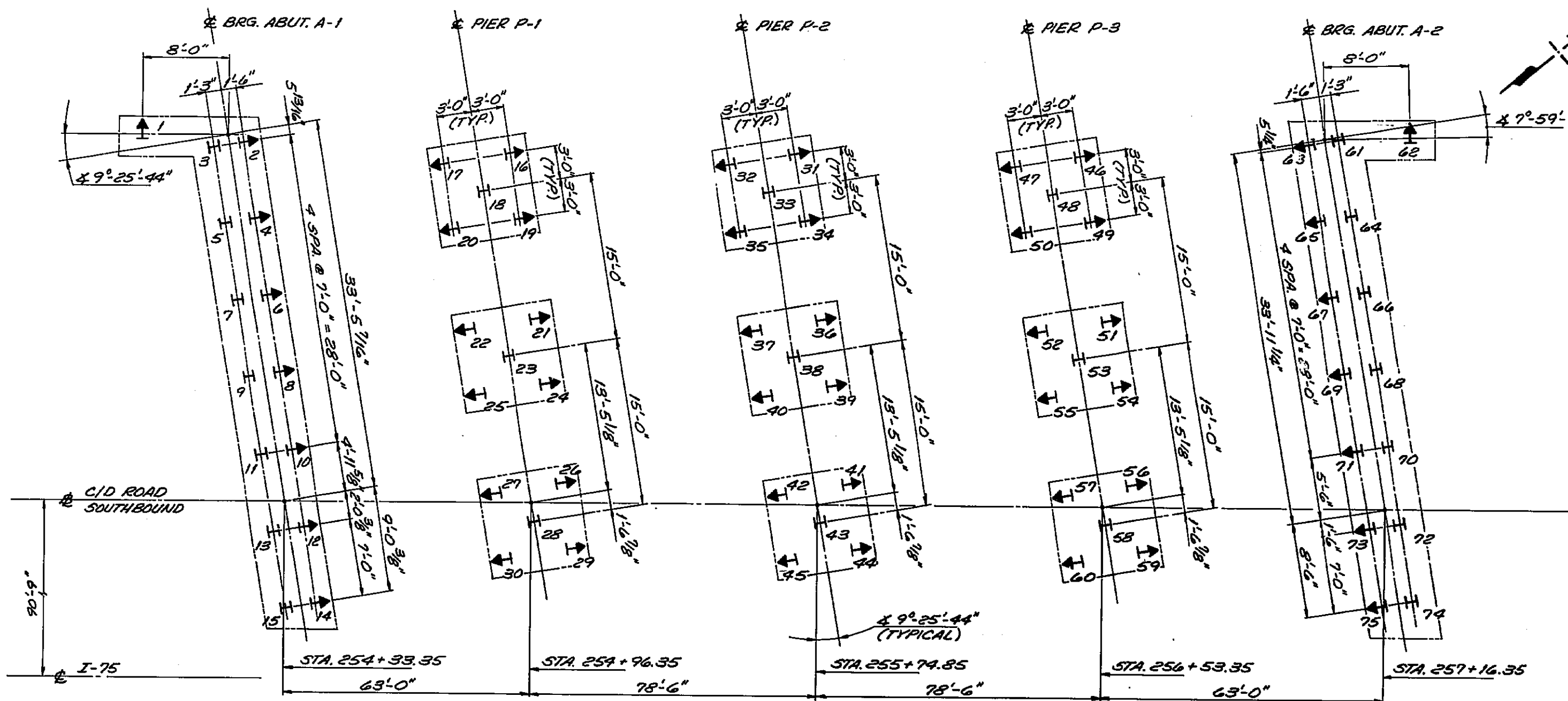
ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				LUMP
503	442	CY	UNCLASSIFIED EXCAVATION		218	224	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	1650	LF	STEEL PILES HP 12X53		2175	2475	
507	75	EA	STEEL POINTS (OR SHOES), AS PER PLAN		30	45	
509	39,135	LBS	REINFORCING STEEL, GRADE 60		6099	28,036	
509	104,714	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	98,165	6549		
511	68	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			68	
511	158	CY	CLASS 'C' CONCRETE, ABUTMENTS		158		
511	92	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			92	
SP511A	392	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	392			
SP511A	4	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		4		
SP511A	3	CY	CLASS 'S' CONCRETE, USING SHRINKAGE COMPENSATING CEMENT, FOR PRE-POUR TESTING				3
512	G	SY	TYPE B WATERPROOFING		G		
513	222,800	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY I	222,800			
513	3090	EA	WELDED STUD SHEAR CONNECTORS	3090			
516	804	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	804			
516	27	SF	1" PREFORMED EXPANSION JOINT FILLER		27		
516	25	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		10	15	
518	50	CY	POROUS BACKFILL, AS PER PLAN		50		
518	42	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 7070I		42		
518	87	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 7070I		87		
SP527E	LUMP	LS	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP			
601	178	SY	CRUSHED AGGREGATE SLOPE PROTECTION		178		
SP607	283	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	283			
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	28	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		28		
SPECIAL	520	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	520	28		
SPECIAL	344	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			344	
SPECIAL	222,800	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM 1ZEU (SEE PROPOSAL NOTE)	222,800			

QUANTITIES
 CALCULATED BY : P.R.P. DATE : 10-12-89
 CHECKED BY : B.A.B. DATE : 10-19-89

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
P.R.P.	P.R.P.	P.R.P.	JFP	2-2-90

URS
 OHIO TURNPIKE COMMISSION
 ESTIMATED QUANTITIES
 C/D ROAD SOUTHBOUND OVER THE
 OHIO TURNPIKE
 BR. N^o W00-75-2876
 WOOD COUNTY
 STA. 254+31.07 TO STA. 257+18.63
 DATE: 2/90 SCALE: N.T.S.
 OP: 55-90-03 SHEET 231 OF 364





- NOTES**
- ① PILES SHOWN THIS ↑ SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
 - ② THE HP12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 39.4 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 48.5 TONS PER PILE FOR THE PIER PILES.
 - ③ FOR PILE CUT-OFF ELEVATIONS AND ESTIMATE PILE LENGTHS SEE PILE TABLE.
 - ④ PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
 - ⑤ STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL 'H' PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTINGS CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07011; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL, INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559, PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A27 (GRADE 65/35) OR ASTM A148 (GRADE 90/60).

PILING PLAN

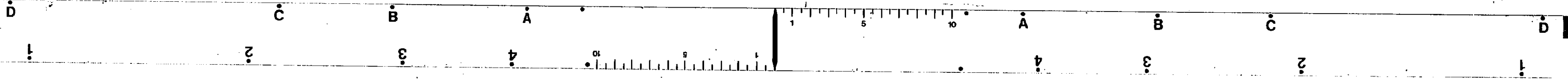
PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-15	HP 12x53	565.75	690.75	75'
PIER P-1	16-30	HP 12x53	565.50	620.50	55'
PIER P-2	31-45	HP 12x53	569.00	624.00	55'
PIER P-3	46-60	HP 12x53	565.50	620.50	55'
ABUTMENT A-2	61-75	HP 12x53	570.75	690.75	70'

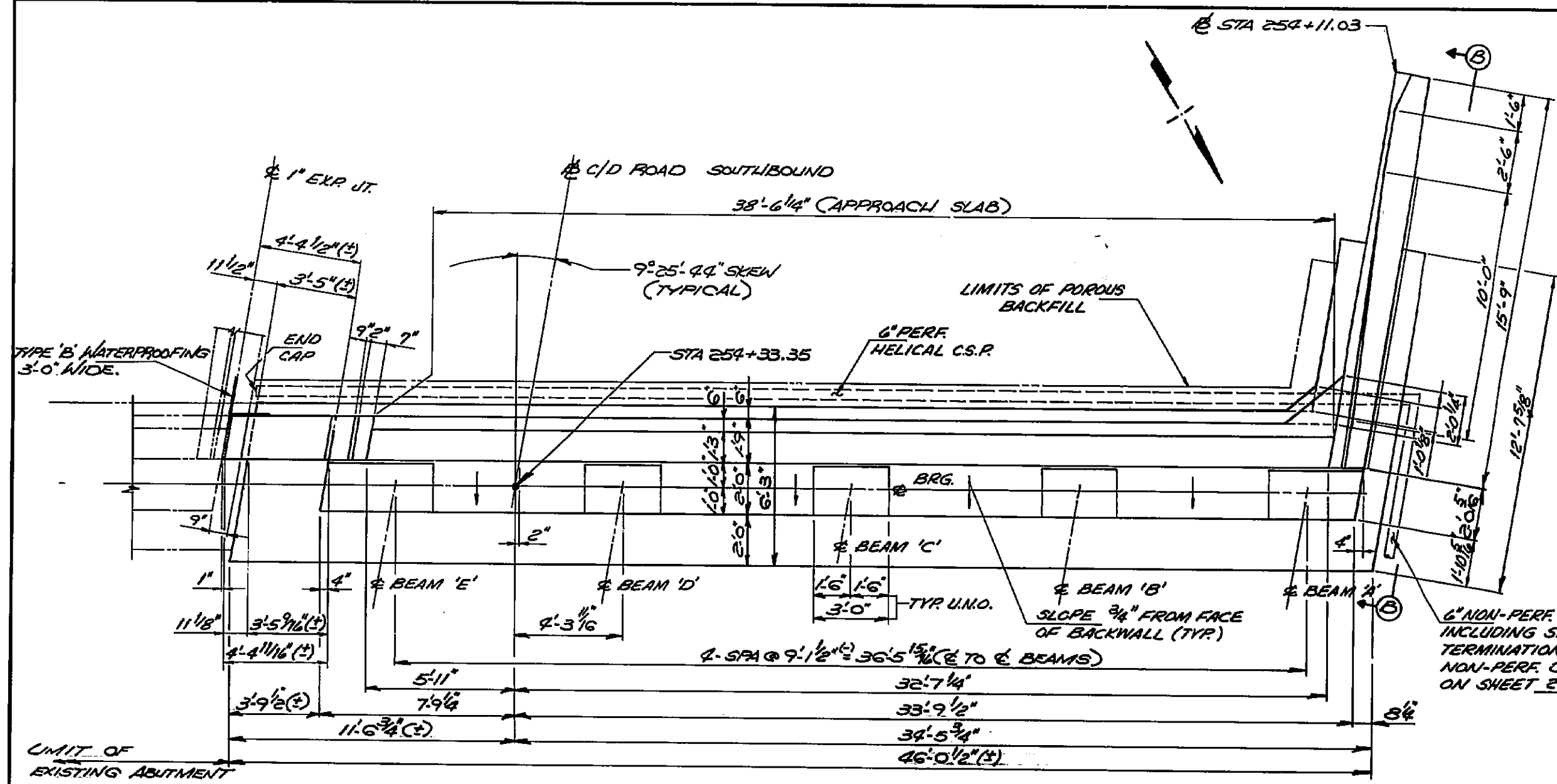
URS
OHIO TURNPIKE COMMISSION

PILING PLAN
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
BR. N^o WOOD-75-2876
WOOD COUNTY

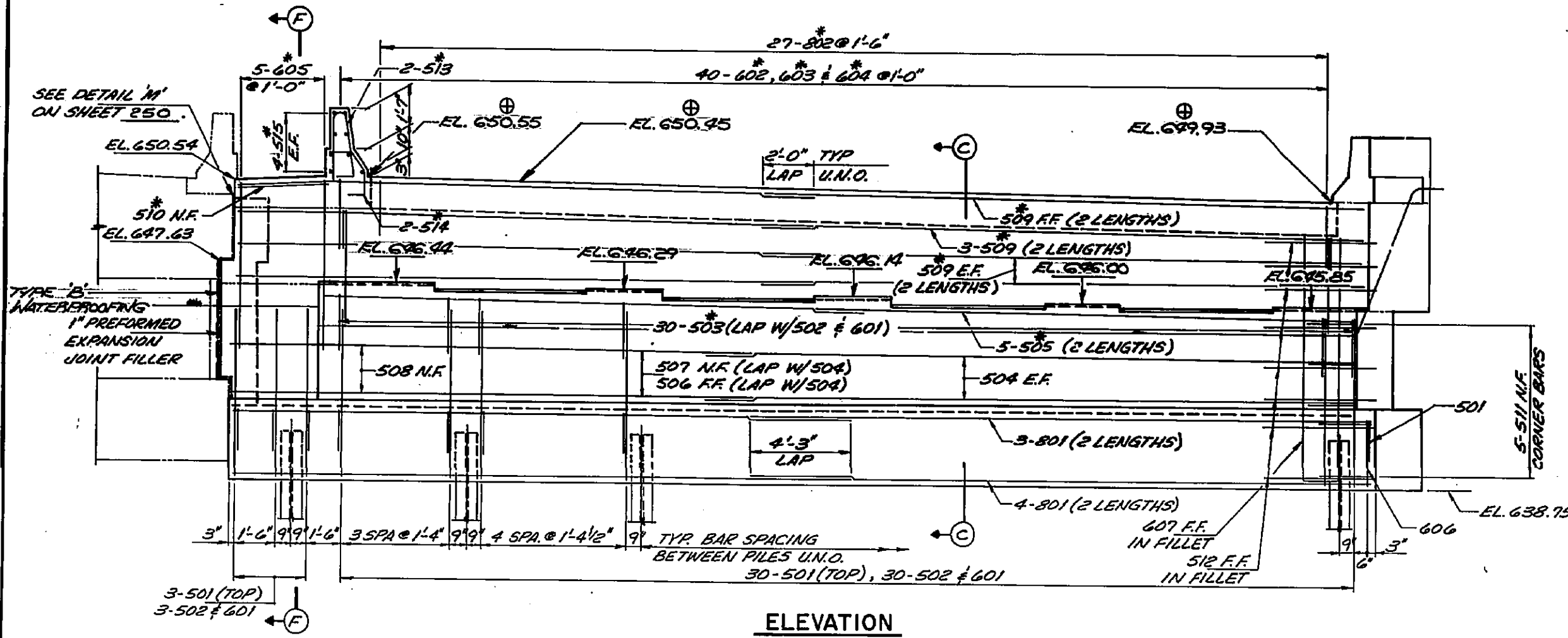
STA. 254+31.07 TO STA. 257+18.63
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 232 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAS	DAM	R.J.R.	J.P.P.	2-12-90





PLAN - ABUTMENT A-1



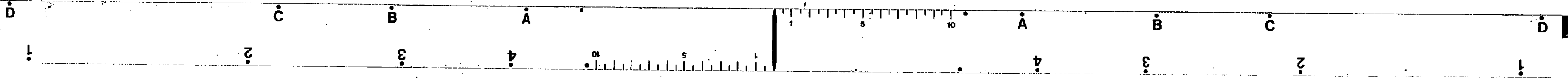
ELEVATION

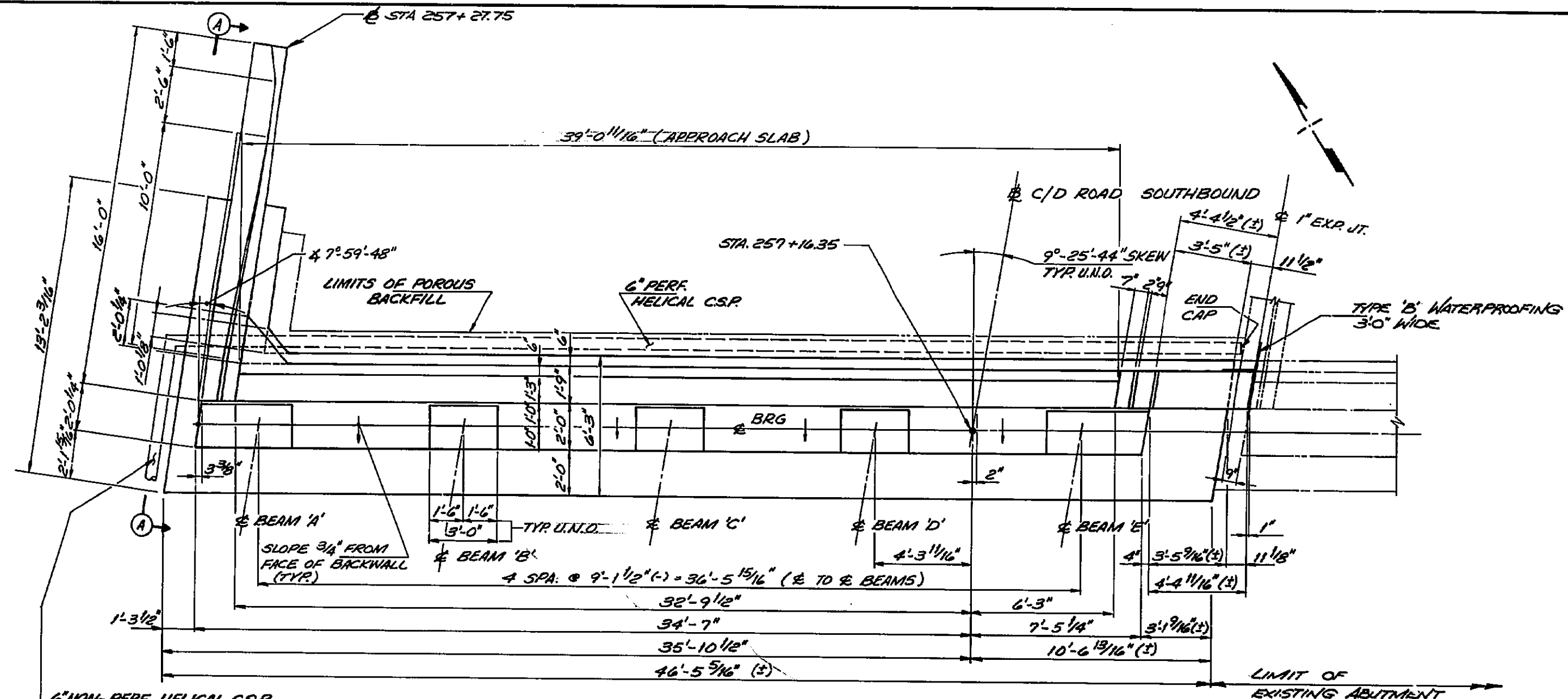
- NOTES**
- ① THE PREFIX "M" OR "EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-1.
 - ② * INDICATES REINFORCING BARS TO BE EPOXY COATED. (PREFIX 1EA)
 - ③ ABBREVIATIONS USED ARE:
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
 - ④ THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP 511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM 511 - CLASS 'C' CONCRETE, ABUTMENTS.
 - ⑤ POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS 1.5 FT. THICK AT THE ABUTMENT AND 20 FT. THICK AT THE WINGS
 - ⑥ BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF 511.08, BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
 - ⑦ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.
 - ⑧ FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXU-9-87, SHEETS 1 THRU 5.
 - ⑨ FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 240.
 - ⑩ FOR PILING PLAN SEE SHEET 232.
 - ⑪ FOR SECTIONS C-C & F-F AND VIEW B-B SEE SHEET 235.
 - ⑫ ⊕ INDICATES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL.

⑬ TYPICAL BAR LAP SHALL BE AS FOLLOWS:
#4 BARS - 1'-0"
#5 BARS - 1'-6"
#6 BARS - 2'-0"

URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-1	
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE BR. NO. W00-75-2876 WOOD COUNTY	
STA. 254+31.07 TO STA. 257+18.63	DATE: 2/90
CIP: 55-90-03	SCALE: N.T.S. SHEET 233 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	D.M.	R.J.P.	JFP	2-12-90

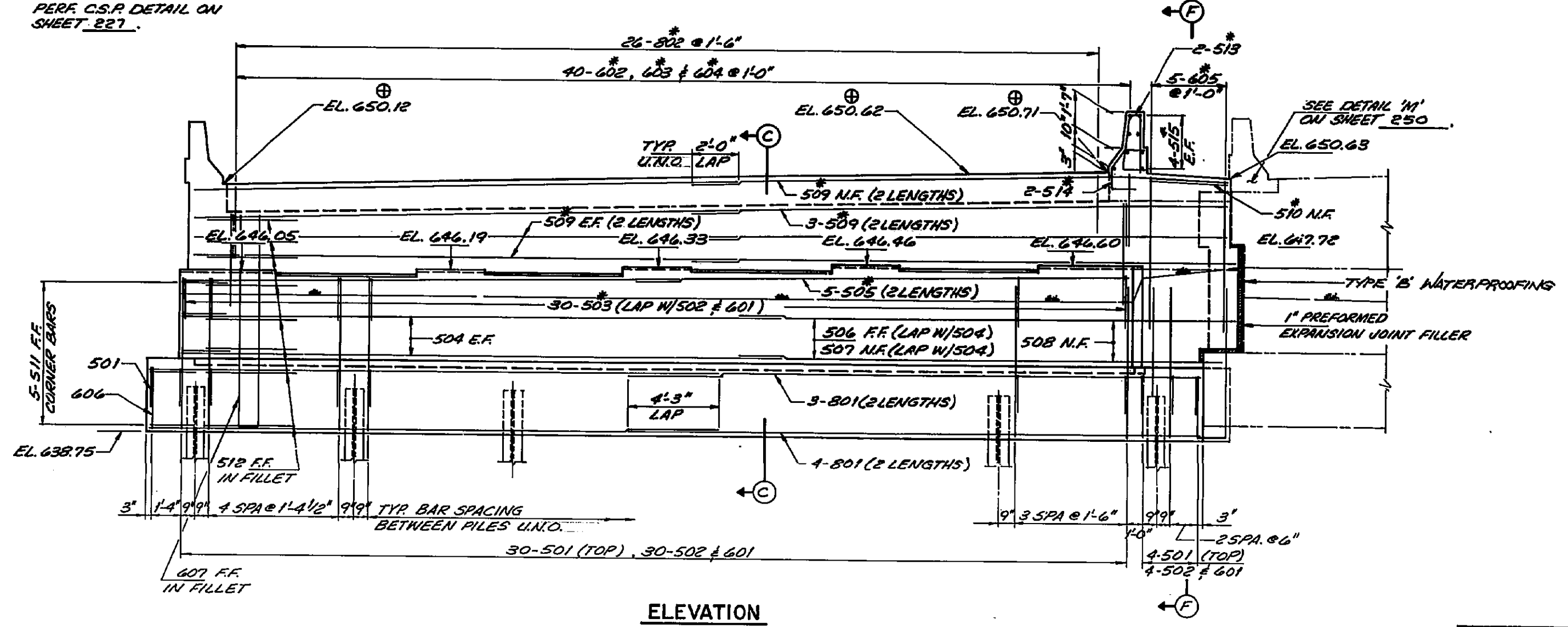




PLAN - ABUTMENT A-2

6\"/>

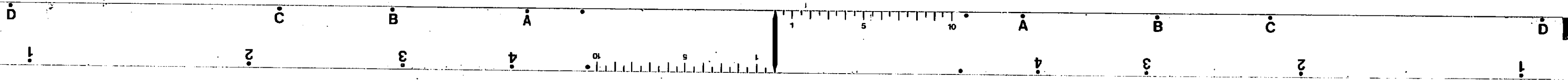
- NOTES**
- ① THE PREFIX "2A" OR "2EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
 - ② FOR SECTIONS C-C & F-F AND VIEW A-A SEE SHEET 235.
 - ③ FOR ADDITIONAL NOTES SEE SHEET 233.

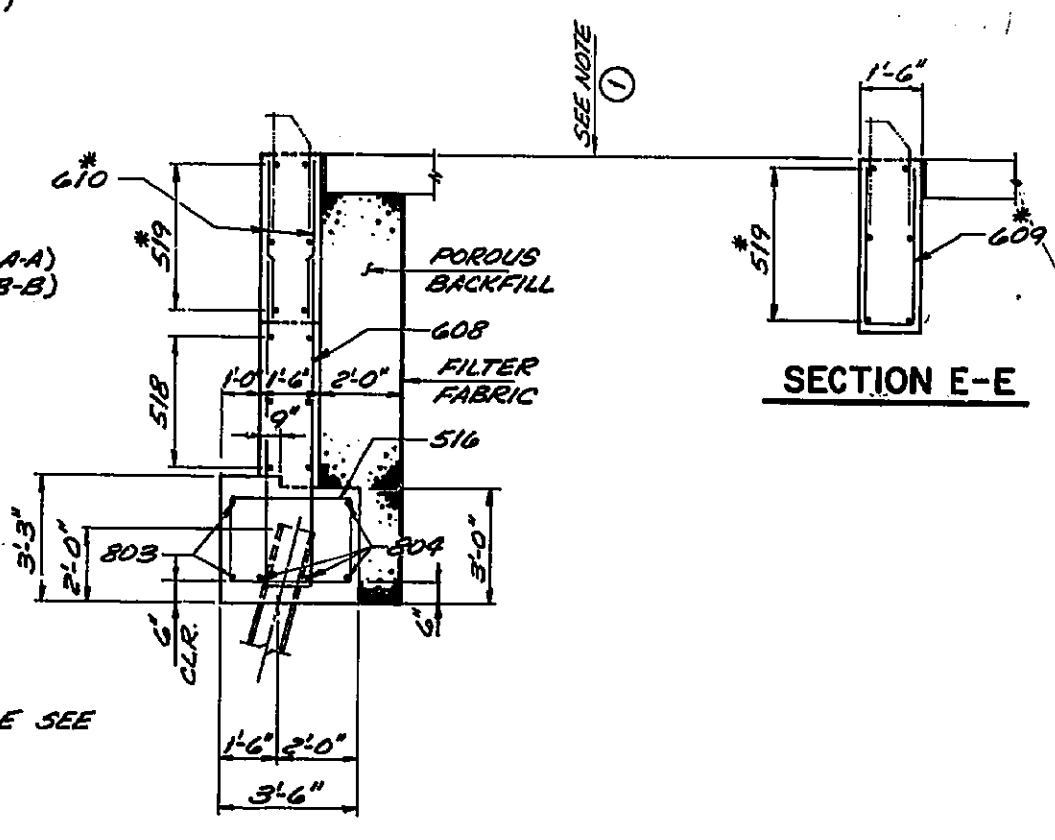
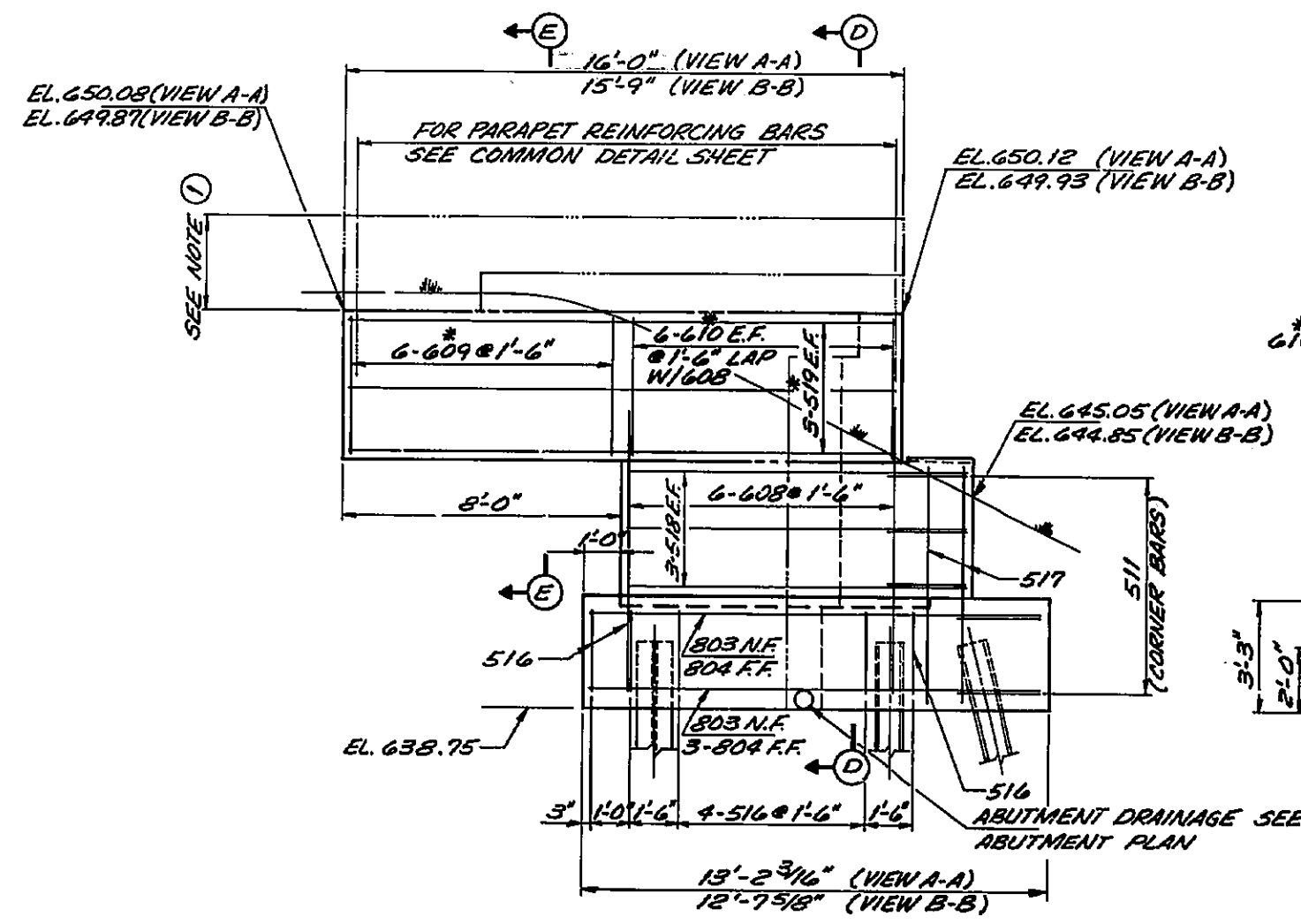


ELEVATION

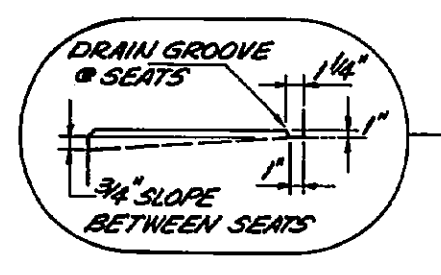
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-2	
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE BR. NO. WOO-75-2876 WOOD COUNTY STA. 254+31.07 TO STA. 257+18.63	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 234 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	D.M.	R.J.P.	JFP	2-11-90



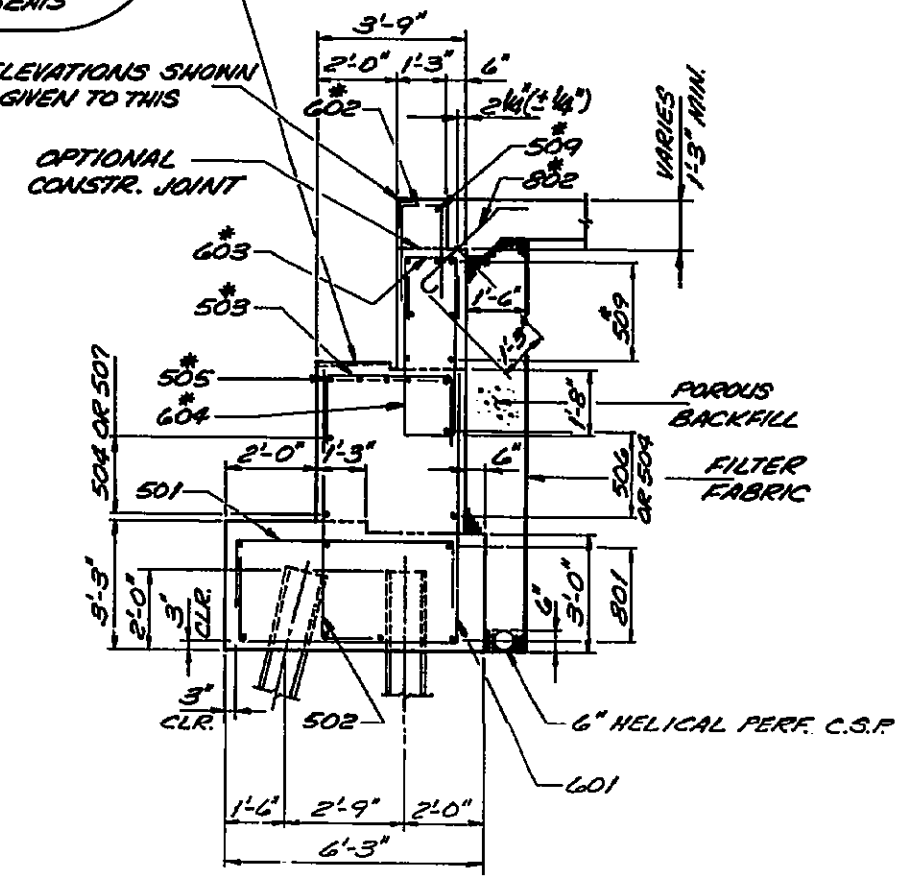


SECTION E-E

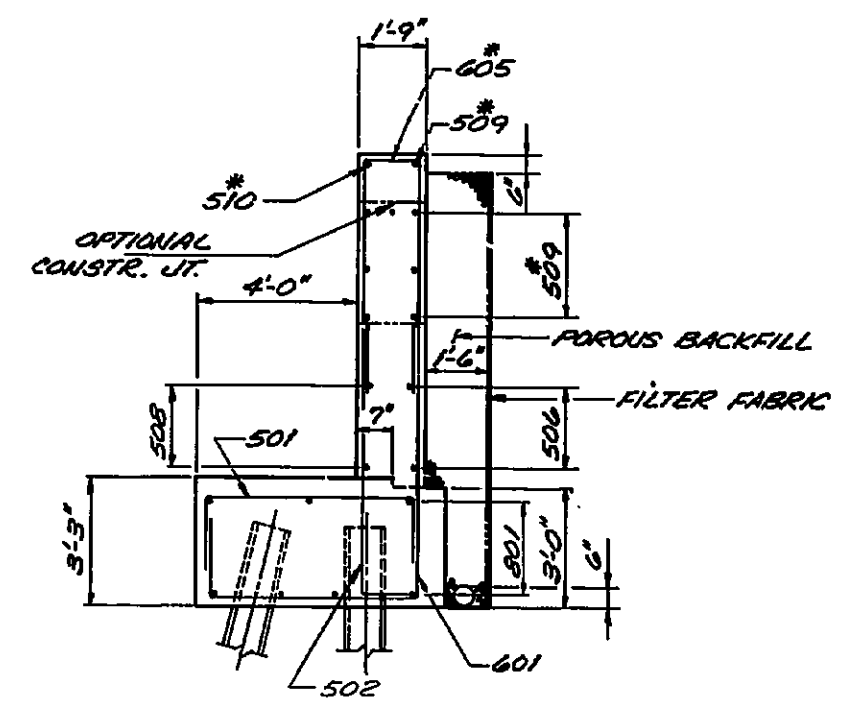


VIEW A-A
(AS SHOWN & NOTED)
VIEW B-B
(OPP. HAND & AS NOTED)

BACKWALL ELEVATIONS SHOWN
THUS ARE GIVEN TO THIS
POINT.



SECTION C-C

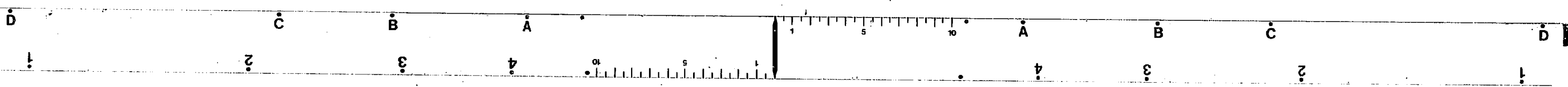


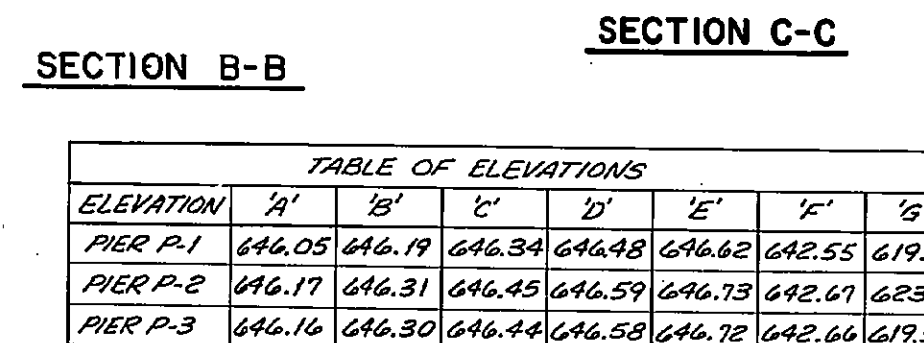
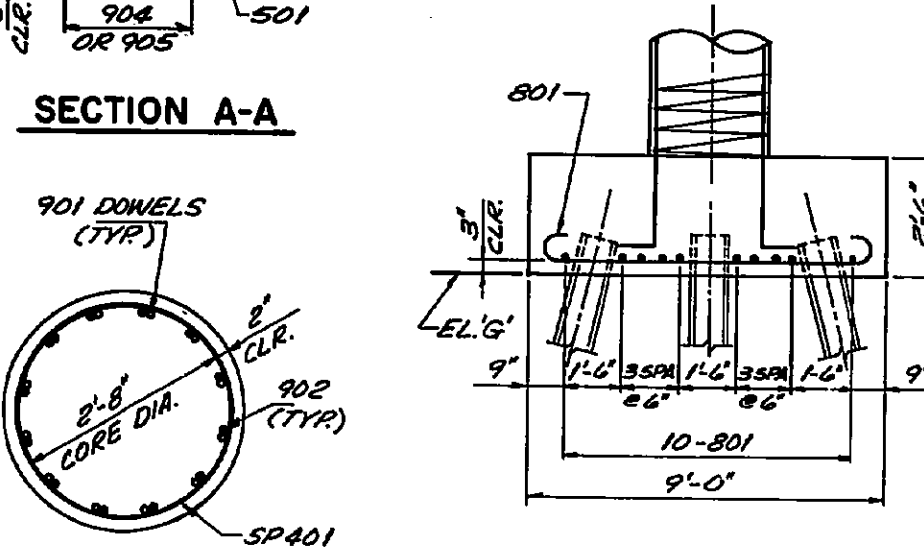
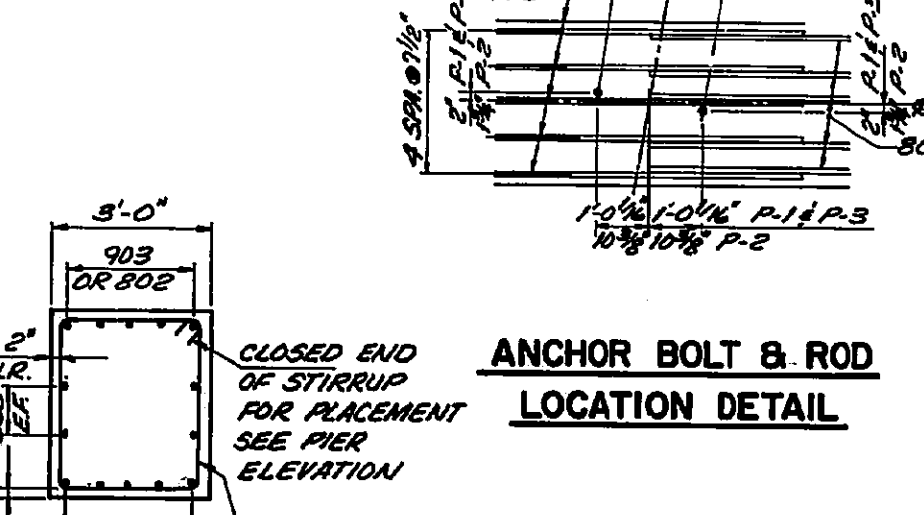
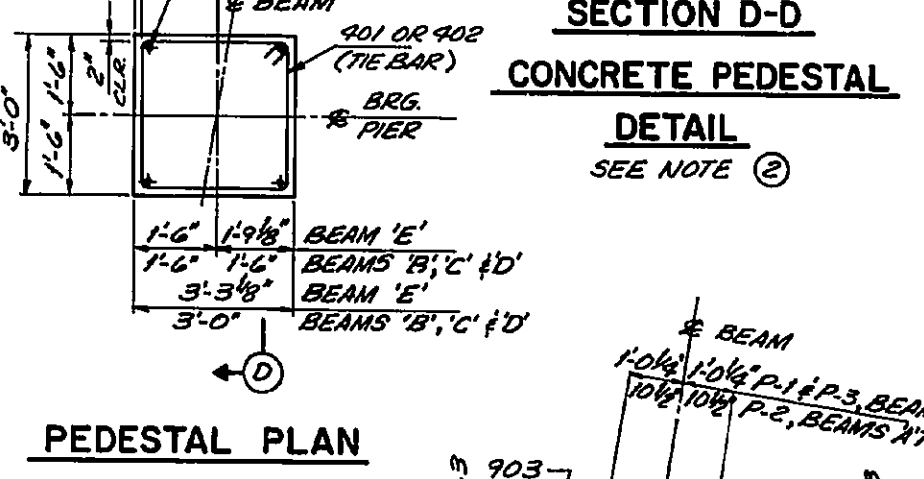
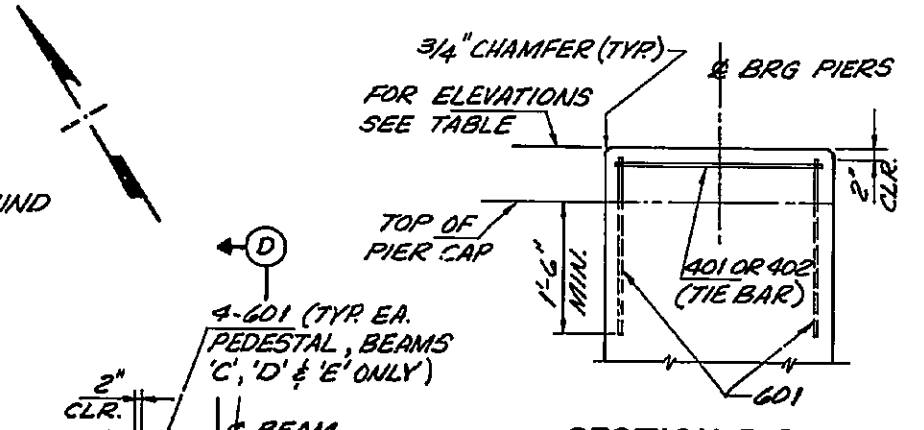
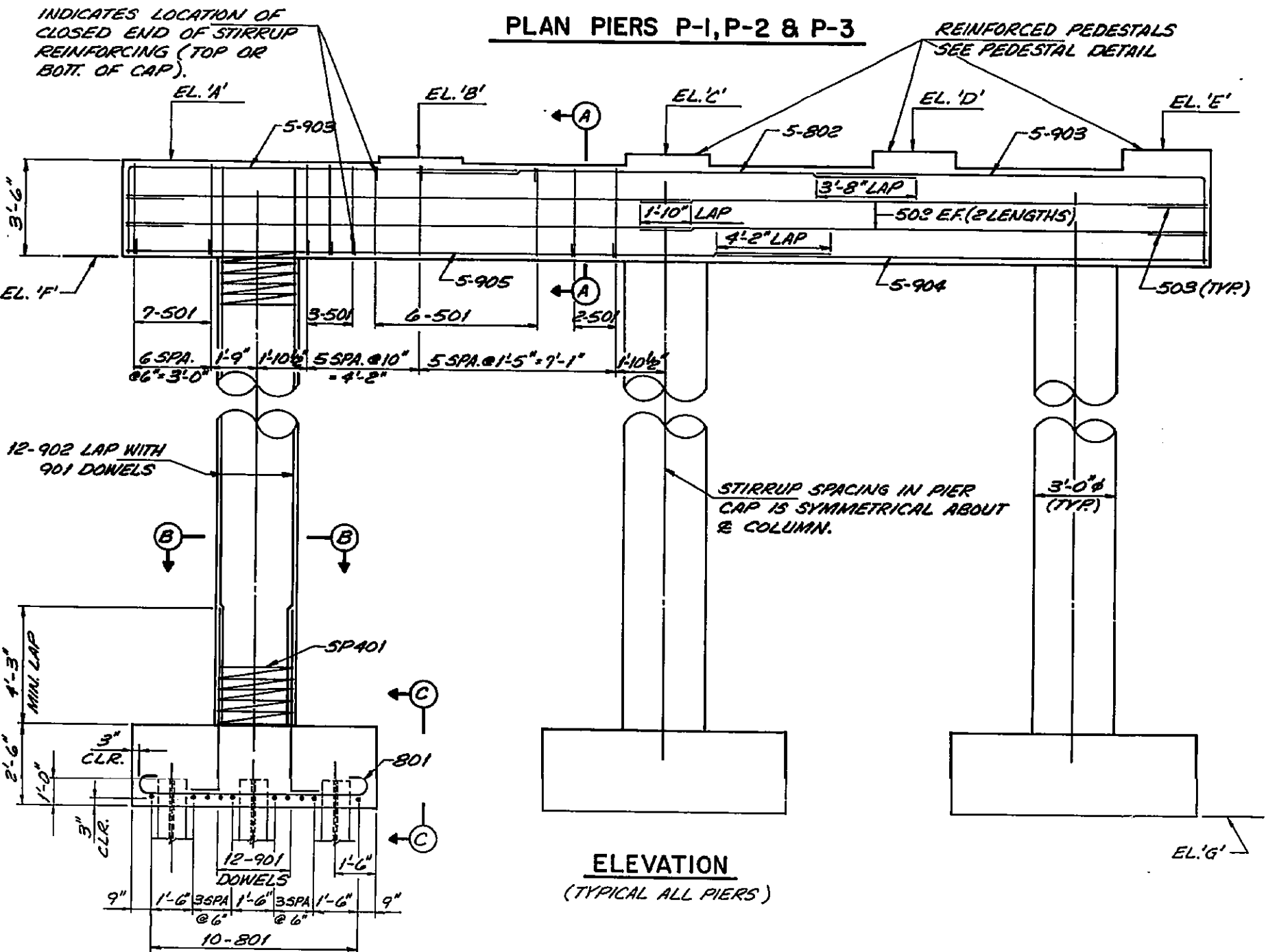
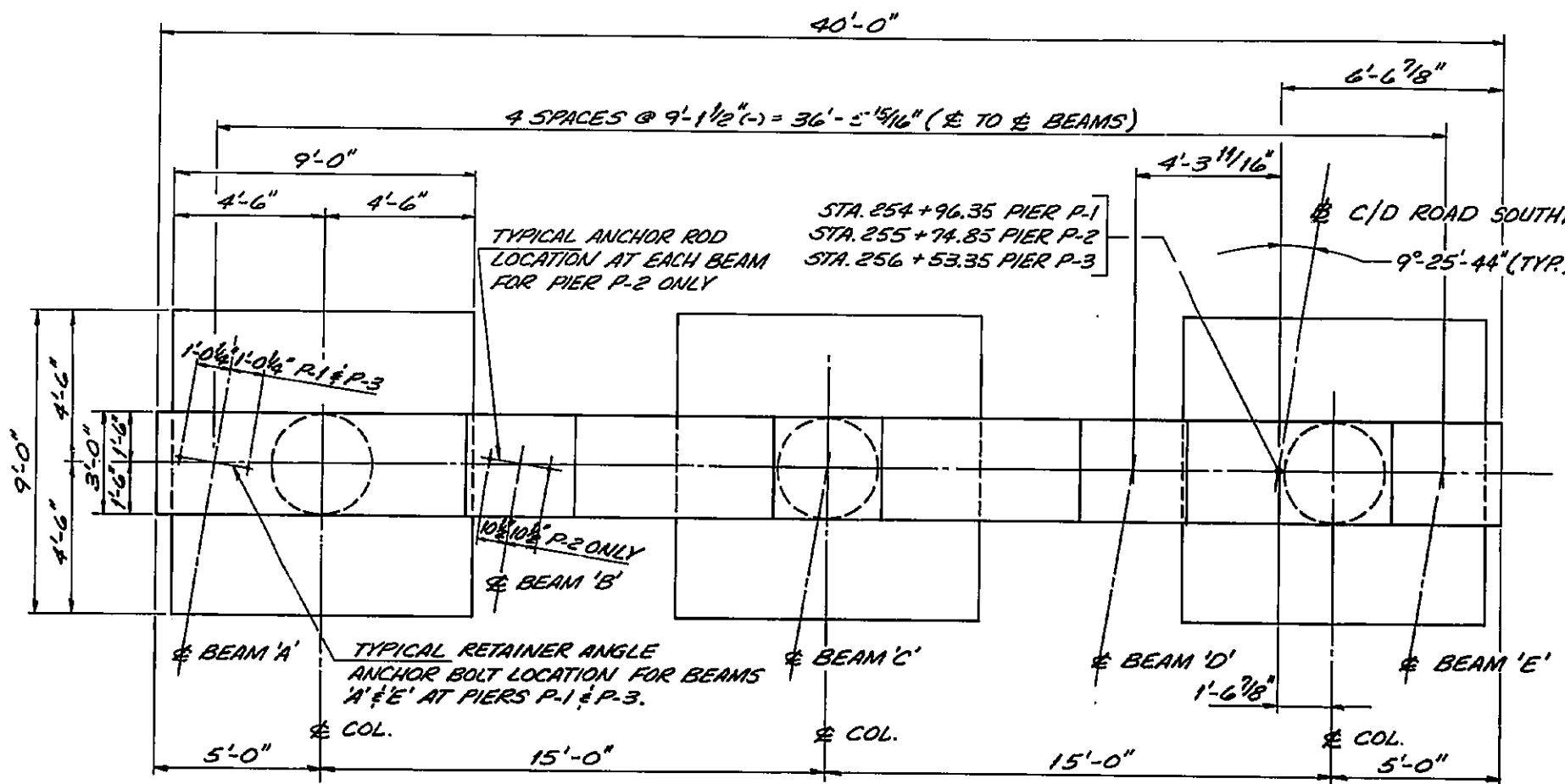
SECTION F-F

- NOTES
- ① FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR, SEE WINGWALL PARAPET DETAILS ON THE COMMON DETAIL SHEET 227.
 - ② FOR ADDITIONAL NOTES SEE SHEET 233.

URS			
OHIO TURNPIKE COMMISSION			
ABUTMENT DETAILS			
C/D ROAD SOUTHBOUND OVER THE			
OHIO TURNPIKE			
BR. N ^o WOO-75-2876			
WOOD COUNTY			
STA. 254+31.07 TO		STA. 257+18.63	
DATE:	2/90	SCALE:	N.T.S.
CIP:	55-90-03	SHEET	235 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	P.M.	P.J.P.	J.P.P.	2-12-90



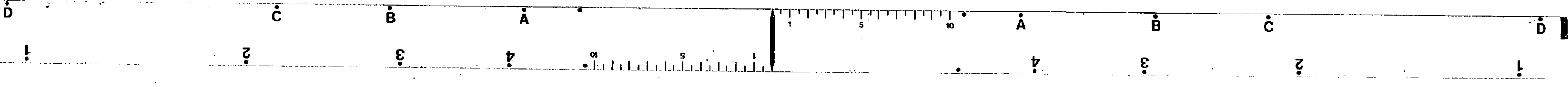


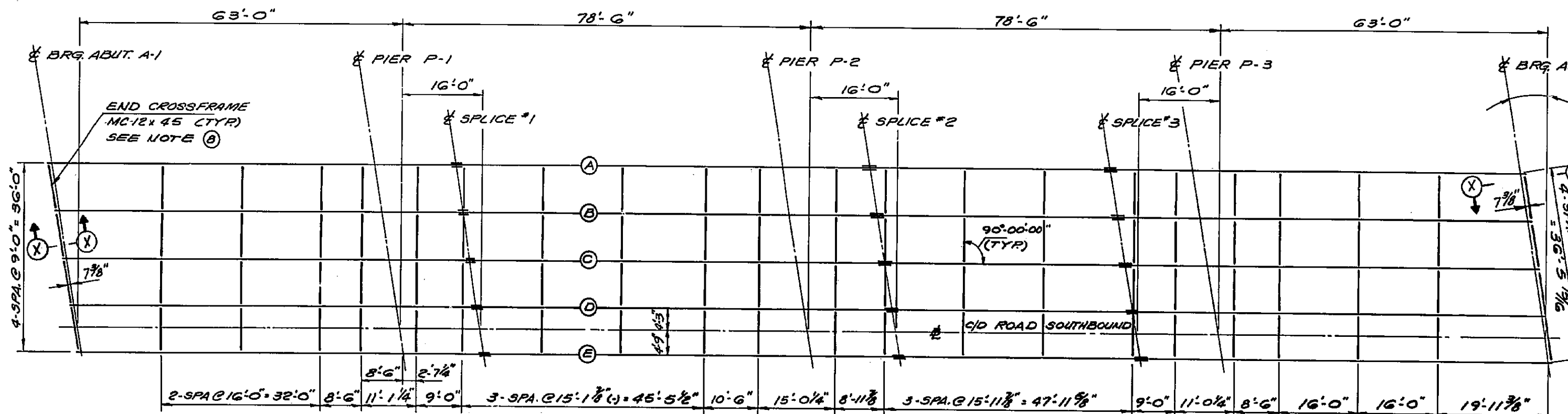
- NOTES**
- THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:
PIER P-1 ~ 1P # 15P
PIER P-2 ~ 2P # 25P
PIER P-3 ~ 3P # 35P
 - CONCRETE PEDESTAL SHALL BE CAST MONOLITHIC WITH PIER CAP.
 - BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED A MINIMUM OF 2' INTO THE PIER CAP CONCRETE.
 - BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

TABLE OF ELEVATIONS

ELEVATION	'A'	'B'	'C'	'D'	'E'	'F'	'G'
PIER P-1	646.05	646.19	646.34	646.48	646.62	642.55	619.50
PIER P-2	646.17	646.31	646.45	646.59	646.73	642.67	623.00
PIER P-3	646.16	646.30	646.44	646.58	646.72	642.66	619.50

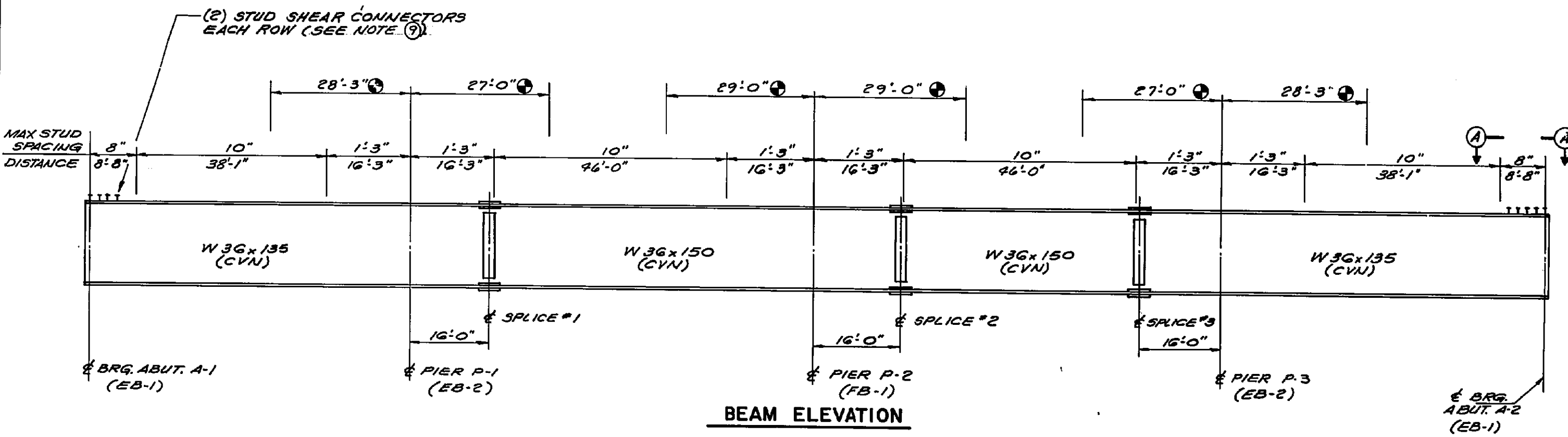
DESIGNED BAB	DRAWN J.J.	CHECKED R.J.P.	APPROVED -H	DATE 2-12-90
URS				
OHIO TURNPIKE COMMISSION				
PIER DETAILS				
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE				
BR. NO. WOOD-75-2876				
WOOD COUNTY				
STA. 354 + 31.07 TO STA. 257 + 18.63				
DATE: 2/90		SCALE: N.T.S.		
CIP: 55-90-03		SHEET 236 OF 369		



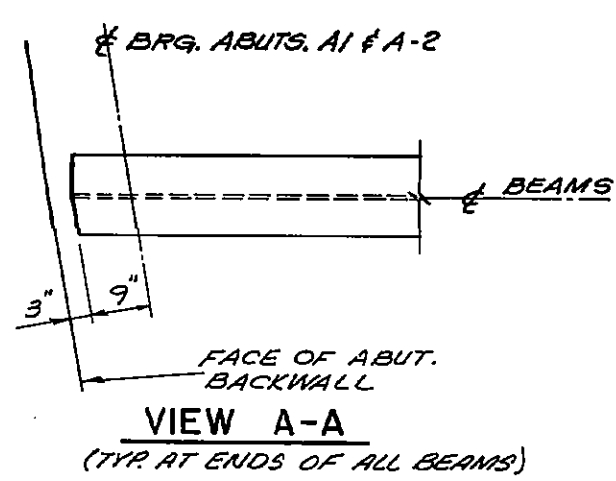


FRAMING PLAN

TYPE X-1 CROSSFRAMES
SPACING ALONG BEAM "E"



BEAM ELEVATION



VIEW A-A
(TYR AT ENDS OF ALL BEAMS)

STRIP SEAL SIZE	JOINT SETTING DIMENSION "A" TEMPERATURE °F						
	30	40	50	60	70	80	90
3"	2 3/16"	2 1/2"	2"	1 7/8"	1 3/4"	1 1/2"	1 1/16"

10. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER VERTICAL FIT OF THE SUPPORT ARMOR ON THE BEAMS SHALL BE ACHIEVED BY USE OF SLOTTED HOLES IN THE SUPPORT ANGLES RATHER THAN BY CLAMPING FORCE.

11. THE EXPANSION JOINTS AT ABUTMENTS A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.

DESIGN	DRAWN	CHECKED	REVIEWED	DATE
BAB	K.F.	R.J.P.	JFP	2-12-90

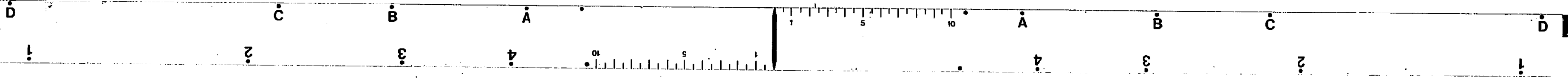
- NOTES
- ALL STRUCTURAL STEEL SHALL BE ASTM A572 GRADE 50 UNLESS NOTED OTHERWISE.
 - HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
 - WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 710.1 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
 - WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANYWHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THIS WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE, BE NOT MORE THAN 2" LONG, AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO/ AWS BRIDGE WELDING CODE, 1988.
 - WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CMS 513, AASHTO M-167.
 - FOR LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS, SEE SHEET 239.
 - FOR FIELD SPLICE DETAILS SEE SHEET 238.
 - FOR SECTION X-X, EXPANSION JOINT, AND END CROSSFRAME DETAILS SEE STANDARD DRAWING EXJ-4-87 SHEETS 1 THRU 5.
 - FOR INTERMEDIATE CROSSFRAME AND STUD DETAILS SEE SHEET 228.
 - FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 240.

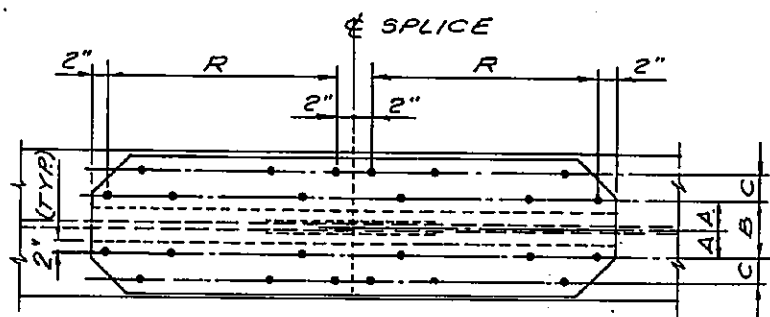
URS
OHIO TURNPIKE COMMISSION

FRAMING PLAN

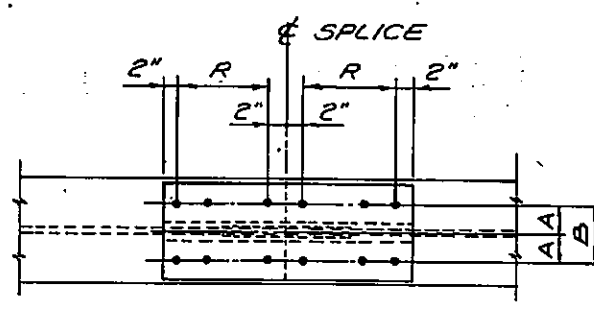
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
BR. N^o W00-75-2876
WOOD COUNTY

STA. 254+31.07 TO STA. 257+18.63
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 237 OF 364

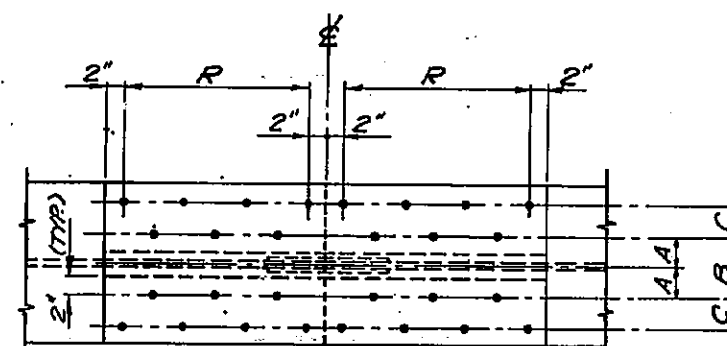




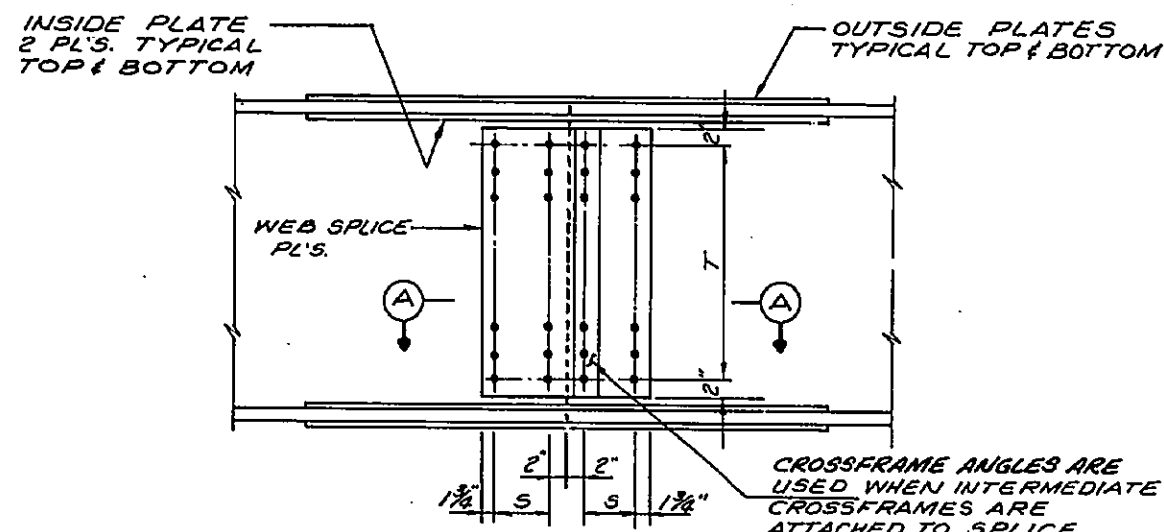
PLAN VIEW
FLANGE SPLICE TYPE "B"



PLAN VIEW
FLANGE SPLICE TYPE "A"

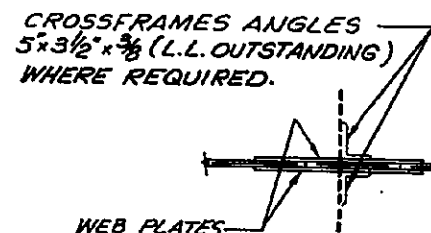


PLAN VIEW
FLANGE SPLICE TYPE "D"

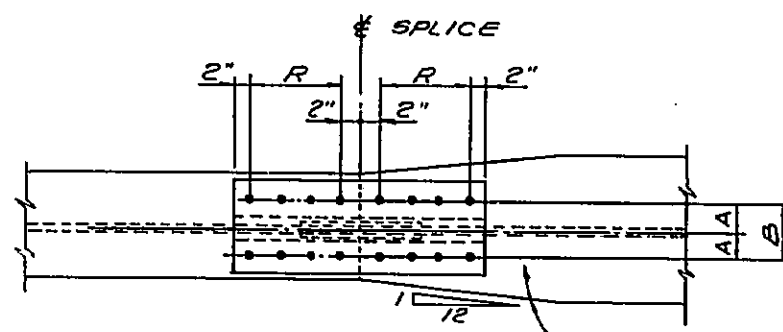


SPLICE DETAIL
WEB SPLICE TYPE "A"

CROSSFRAME ANGLES ARE USED WHEN INTERMEDIATE CROSSFRAMES ARE ATTACHED TO SPLICE FOR CROSSFRAME WELDING DETAIL SEE SHEET 228, CROSSFRAMES TYPE X-2.



SECTION A-A



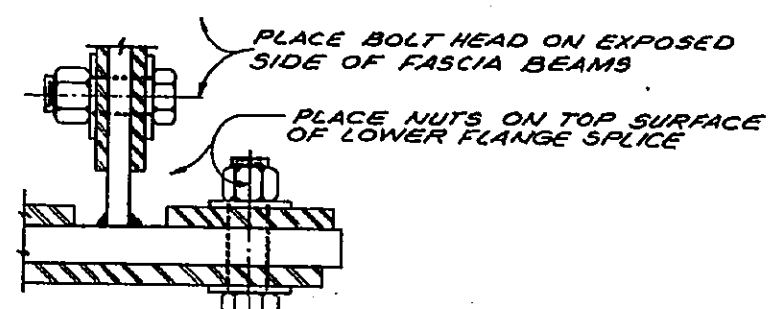
PLAN VIEW
FLANGE SPLICE TYPE "C"

TAPER TOP AND BOTTOM FLANGES TO SAME WIDTH AT & SPLICE

- NOTES**
- FOR FRAMING PLAN & FRAMING DETAILS SEE SHEET 227.
 - FILL PLATES SHALL BE OF THE THICKNESS AS REQUIRED AND OF THE SAME WIDTH AS SPLICE PLATE WHERE USED. A TOTAL FILL THICKNESS OF 1/4" OR MORE AT ANY ONE FLANGE LOCATION SHALL CONSIST OF NOT MORE THAN TWO PLATES UNLESS NOTED OTHERWISE. SEE CMS SECTION 513.09 FOR ADDITIONAL INFORMATION.
 - ALL FIELD SPLICES FOR NEW BEAMS SHALL BE MADE WITH 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING TO A-325. THE BOLTS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES, AND TOP OF THE TOP FLANGE PLATES.
 - ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).

BEAM SPLICE DATA													
SPLICE NO	TYPE	FLANGE PLATES				SPLICE			WEB SPLICE				
		OUTSIDE 2-REQUIRED	INSIDE 4-REQUIRED	N#	R	A	B	C	TYPE	WEB PLATES 2-REQUIRED	WEB BOLTS	S	T
1 & 3	A	3/8" x 11" x 2'-5"	3/8" x 4 1/2" x 2'-5"	32	3-SPA @ 3 1/2"	3 1/2"	7"		A	3/8" x 1'-1 1/2" x 2'-7"	40	1-SPA @ 3"	9-SPA @ 3"
2	A	3/8" x 11" x 3'-0"	3/8" x 4 1/2" x 3'-0"	40	4-SPA @ 3 1/2"	3 1/2"	7"		A	3/8" x 1'-7 1/2" x 2'-7"	48	2-SPA @ 3"	7-SPA @ 3 1/2"

FABRICATOR TO PROVIDE FILL PLATES AS REQUIRED



PARTIAL SECTION

URS
OHIO TURNPIKE COMMISSION

SPLICE DETAILS

C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
BR. N# W00-75-2876
WOOD COUNTY

STA. 254+31.07 TO STA. 257+18.63

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 238 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	J.F.	R.J.P.	J.P.P.	2-12-90

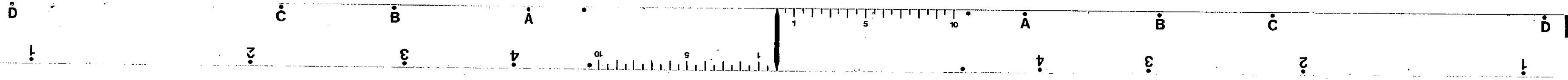


TABLE OF FINISHED PAVEMENT ELEVATIONS					
LOCATION	A	B	C	D	E
CENTERLINE BRIDGE ABUTMENT A-1	649.95	650.09	650.24	650.38	650.53
1/4 PT.	650.00	650.14	650.29	650.43	650.58
1/2 PT.	650.05	650.19	650.34	650.48	650.63
3/4 PT.	650.09	650.23	650.38	650.52	650.67
CENTERLINE BRIDGE PIER P-1	650.13	650.27	650.41	650.56	650.70
1/4 PT.	650.17	650.31	650.45	650.60	650.74
1/2 PT.	650.20	650.34	650.48	650.63	650.77
3/4 PT.	650.22	650.37	650.51	650.65	650.79
CENTERLINE BRIDGE PIER P-2	650.24	650.38	650.52	650.67	650.81
1/4 PT.	650.25	650.39	650.53	650.67	650.81
1/2 PT.	650.26	650.39	650.53	650.67	650.82
3/4 PT.	650.25	650.39	650.53	650.67	650.81
CENTERLINE BRIDGE PIER P-3	650.24	650.38	650.51	650.65	650.79
1/4 PT.	650.22	650.36	650.50	650.64	650.78
1/2 PT.	650.20	650.34	650.48	650.62	650.75
3/4 PT.	650.18	650.31	650.45	650.59	650.73
CENTERLINE BRIDGE ABUTMENT A-2	650.15	650.28	650.42	650.56	650.70

SEE NOTE (1)

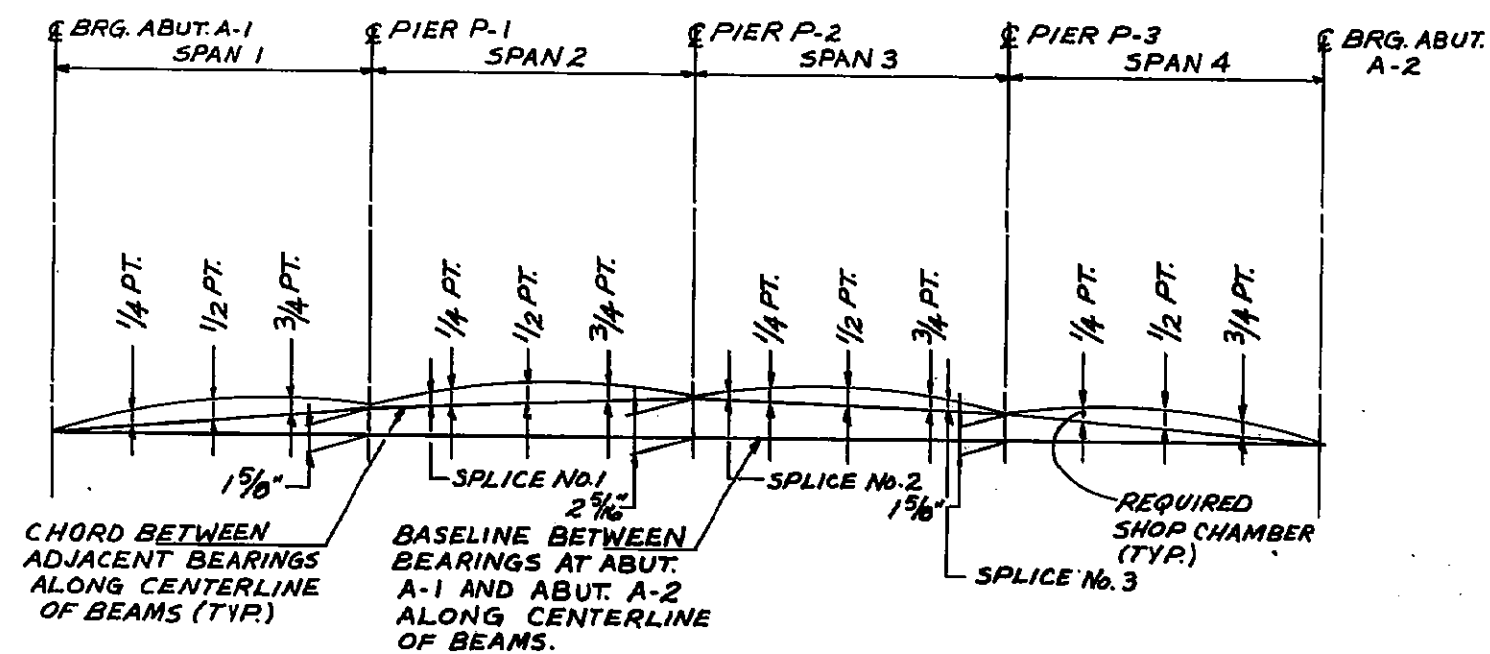
DEFLECTION AND CAMBER TABLE						
LOCATION	ALL BEAMS		BEAMS A AND E		BEAMS B THRU D	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/4 PT.	0.07	0.09	0.34	0.50	0.53	0.69
1/2 PT.	0.09	0.12	0.51	0.72	0.64	0.85
3/4 PT.	0.04	0.09	0.24	0.37	0.30	0.43
CENTERLINE PIER P-1						
CENTERLINE SPLICE NO. 1	0.05	0.11	0.26	0.42	0.32	0.48
1/4 PT.	0.07	0.14	0.34	0.55	0.42	0.63
1/2 PT.	0.12	0.18	0.57	0.87	0.71	1.01
3/4 PT.	0.06	0.14	0.31	0.51	0.39	0.59
CENTERLINE PIER P-2						
CENTERLINE SPLICE NO. 2	0.05	0.11	0.26	0.42	0.32	0.48
1/4 PT.	0.07	0.13	0.31	0.51	0.39	0.59
1/2 PT.	0.12	0.18	0.57	0.87	0.71	1.01
3/4 PT.	0.07	0.13	0.34	0.54	0.42	0.62
CENTERLINE SPLICE NO. 3	0.05	0.11	0.26	0.42	0.32	0.48
CENTERLINE PIER P-3						
1/4 PT.	0.04	0.09	0.24	0.37	0.30	0.43
1/2 PT.	0.09	0.12	0.51	0.72	0.64	0.85
3/4 PT.	0.07	0.09	0.34	0.50	0.53	0.69
CENTERLINE BRIDGE ABUTMENT A-2						

LEGEND

- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
- d REQUIRED SHOP CAMBER

NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

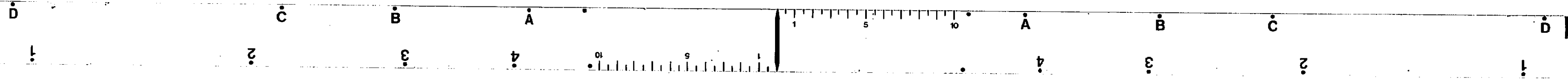
(1) THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCES SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

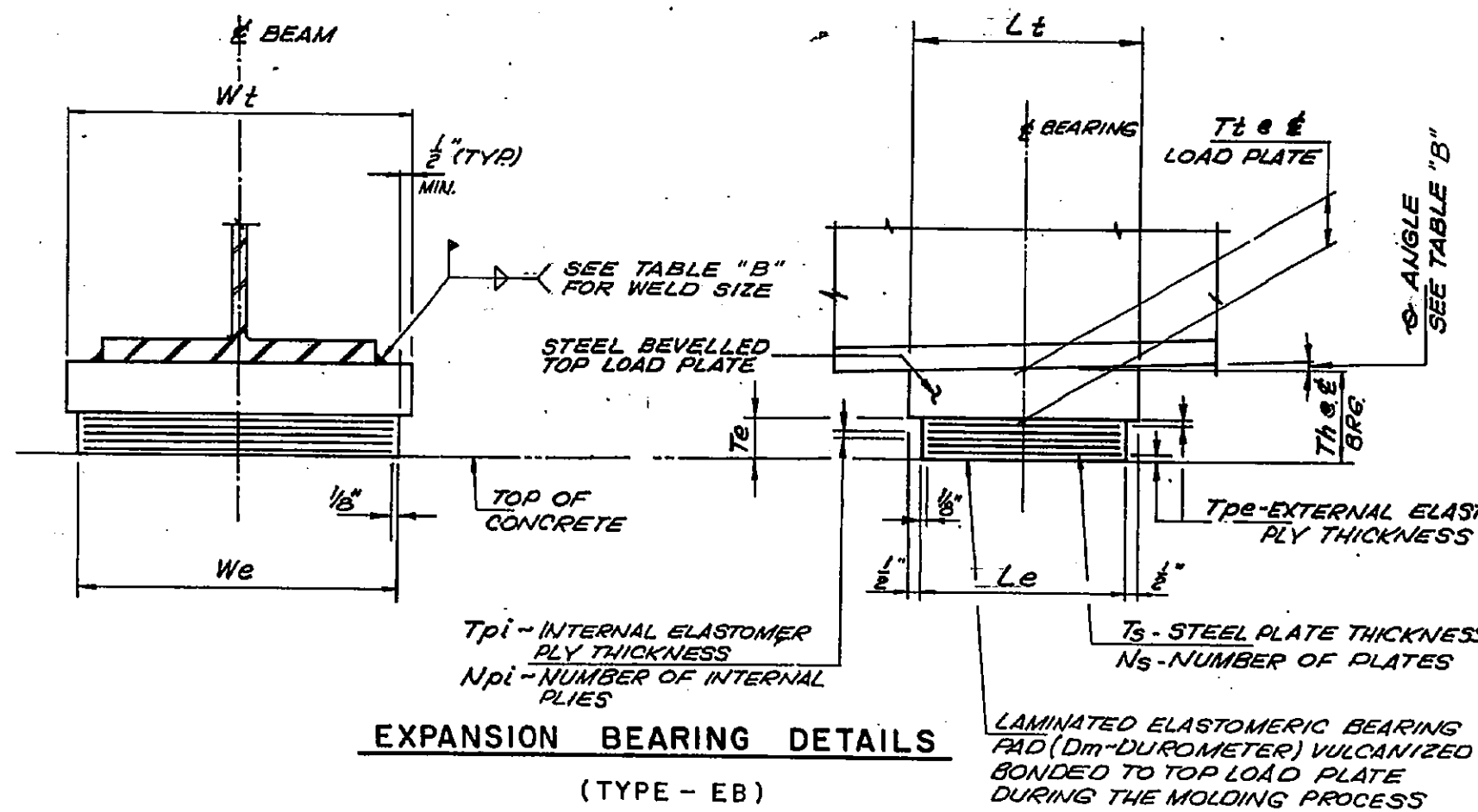


LAYOUT DIAGRAM

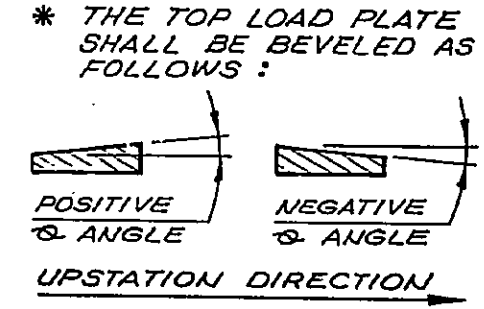
URS
OHIO TURNPIKE COMMISSION
 FRAMING DETAILS & PAVEMENT ELEVATIONS
 C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
 BR. N^o WOO-75-2876 WOOD COUNTY
 STA. 254 + 31.07 TO STA. 257 + 18.63
 DATE: 8/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 239 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	J.J.	R.J.R.	J.P.P.	2-2-90

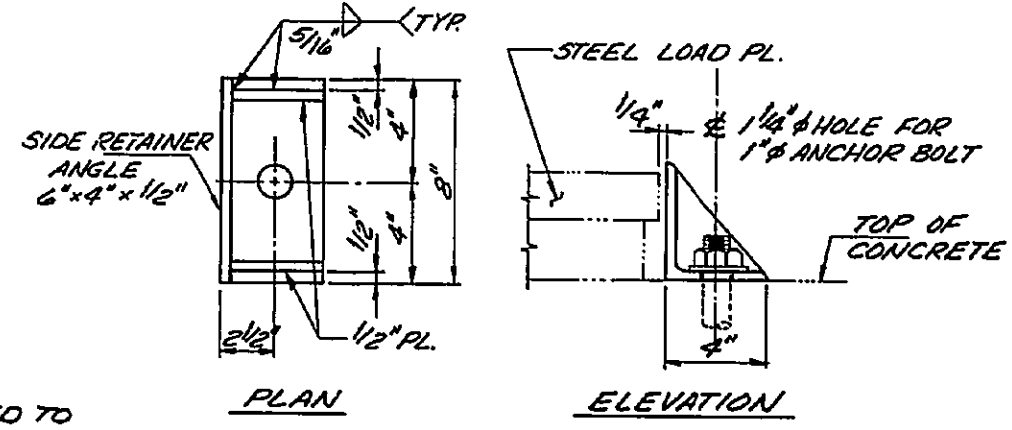




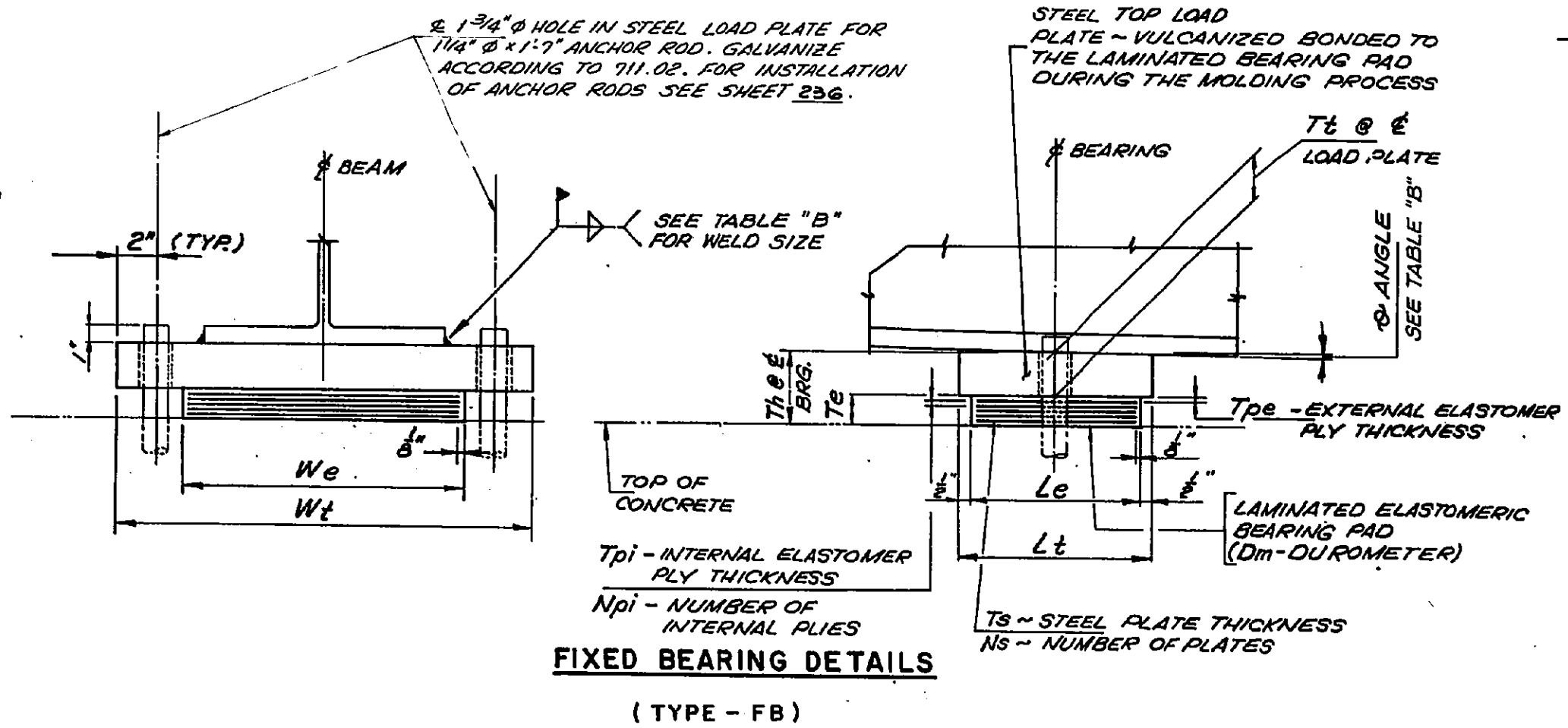
LOCATION	BEARING TYPE	N _s REQD.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ϕ *	T _t	WELD SIZE
ABUT. A-1	EB-1	5	37.2	52.3	0°-00'	1 1/2"	5/16"
PIER P-1	EB-2	5	122.8	65.6	0°-00'	2"	5/16"
PIER P-2	FB-1	5	125.7	67.9	0°-00'	2"	5/16"
PIER P-3	EB-2	5	122.8	65.6	0°-00'	2"	5/16"
ABUT. A-2	EB-1	5	37.2	52.3	0°-00'	1 1/2"	5/16"



EXPANSION BEARING DETAILS
(TYPE - EB)



SIDE RETAINER DETAIL



FIXED BEARING DETAILS
(TYPE - FB)

BEARING ORIENTATION PLAN
(ALL BEARINGS)

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: $\pm 20\%$ OF DESIGN VALUE (NOT TO EXCEED $\pm 1/8"$)
- PLAN DIMENSIONS: $-0, +1/4"$
- DESIGN THICKNESS "Te": $\pm 1/4"$; $-0, +1/8"$
- DESIGN THICKNESS "Tpe": $\pm 1/4"$; $-0, +1/4"$
- EDGE COVER OF EMBEDDED LAMINATES: $-0, +1/8"$
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING $1/6$ OF THE BEARING HEIGHT AT $60^\circ\text{F} \pm 10^\circ\text{F}$, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT $60^\circ\text{F} \pm 10^\circ\text{F}$.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02. FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 236.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.

BEARING TYPE	Dm	Le	We	Te	Lt	Wt	Tt	Th	Tpe	Tpi	Npi	Ts	Ns	RETAINER ANGLES	
EXP	EB-1	50	8 1/2"	12"	2 1/16"	9 1/2"	13"	1 1/2"	4 3/16"	0.151"	0.212"	8	0.0747"	9	NO
	EB-2	50	11 1/2"	18"	2"	12 1/2"	19"	2"	4"	0.213"	0.298"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
FIXED	FB-1	50	10"	19"	1 3/4"	11"	25"	2"	3 3/4"	0.181"	0.254"	4	0.0747"	5	NO

DESIGNED	CHECKED	DATE
RER	D.M. R.J.P.	JFP 2-12-90

URS

OHIO TURNPIKE COMMISSION

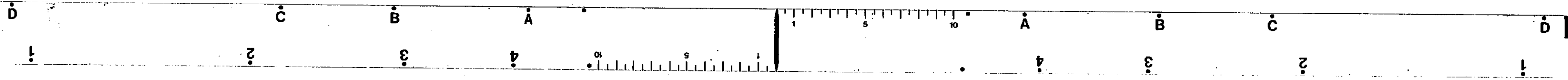
BEARING DETAILS

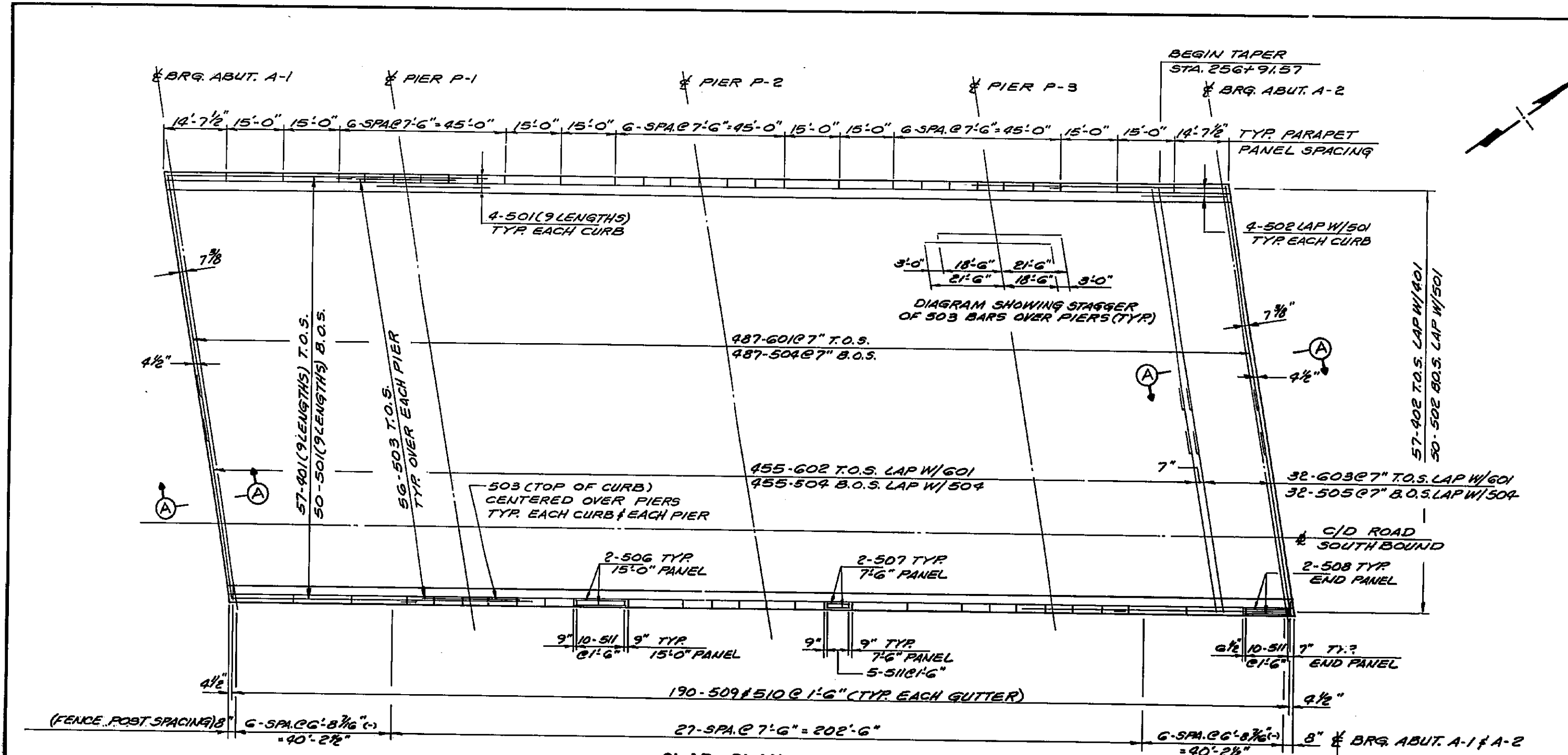
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
BR. N^o W00-75-2876
WOOD COUNTY

STA. 254+31.07 TO STA. 257+18.63

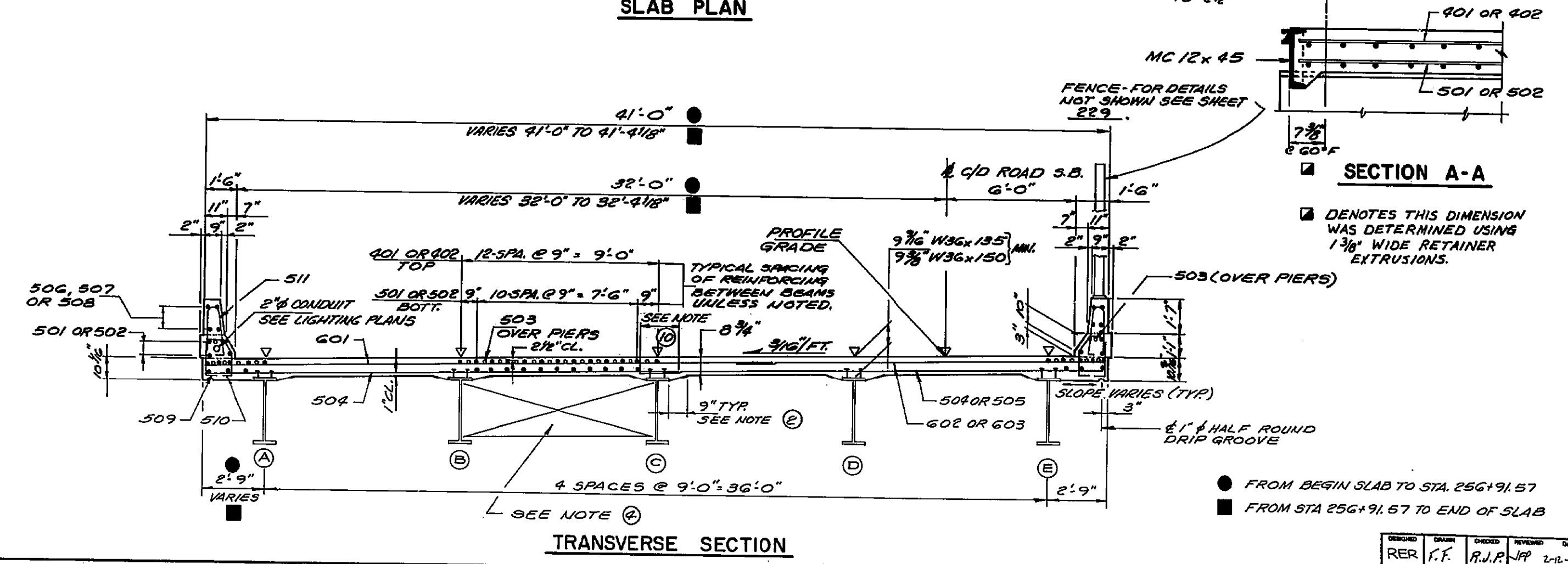
DATE: 2/90 SCALE: N.T.S.

CIP: 55-90-03 SHEET 240 OF 364

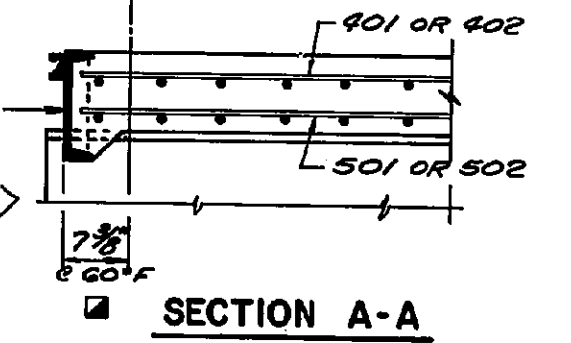




SLAB PLAN



TRANSVERSE SECTION



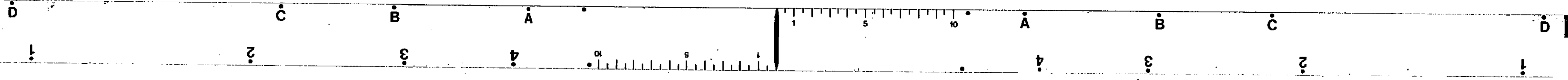
SECTION A-A

NOTES

- ① DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE STEEL BEAM IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISH GRADE.
- ② A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
- ③ THE PREFIX "ES" SHALL BE ADDED TO ALL REINFORCING BAR MARK IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
- ④ FOR FRAMING PLAN, CROSSFRAME DETAILS AND ADDITIONAL FRAMING DETAILS, SEE SHEET 237.
- ⑤ FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES SHEETS 223, 224 AND 225.
- ⑥ TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.
- ⑦ 1/4" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE ST'D DWG. BR-1 FOR DETAILS.
- ⑧ ∇ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS. FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 239.
- ⑨ TYPICAL BAR LAPS SHALL BE AS FOLLOWS U.N.O.
 #4 BARS = 1'-7"
 #5 BARS = 1'-11"
 #6 BARS = 2'-3"
- ⑩ MINIMUM LAP FOR BOTTOM #5 TRANSVERSE BARS SHALL BE 2'-6".

URS	
OHIO TURNPIKE COMMISSION	
SLAB PLAN & TRANSVERSE SECTION	
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE BR. NO. WOO-75-2876 WOOD COUNTY	
STA. 254+31.07 TO STA. 257+18.63	DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03	SHEET 241 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	F.F.	R.J.P.	J.P.	2-12-90



MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	34	8-3	2	1-7	5-4			293	
1 A 502	33	7-5	1	0-10	6-8			254	
1EA 503	30	8-2	2	2-6	3-5			256	
1 A 504	4	26-0	ST					108	
1EA 505	10	21-8	ST					226	
1 A 506	2	22-0	ST					46	
1 A 507	2	17-3	ST					36	
1 A 508	2	8-3	ST					17	
1EA 509	16	24-0	ST					401	
1EA 510	1	3-4	ST					3	
1 A 511	5	3-11	36	2-0	2-0	0-4		20	
1 A 512	8	6-0	ST					50	
1EA 513	2	5-4	23	2-2	2-5			11	
1EA 514	2	3-6	20	1-3	0-9	0-6		7	
1EA 515	8	1-5	ST					12	
1 A 516	7	11-2	14	2-4	3-0			81	
1 A 517	2	6-8	ST					14	
1 A 518	6	9-5	ST					59	
1EA 519	6	15-5	ST					96	
1EA 550	10	3-6	19	0-8	0-6	0-8	2-1	36	
1EA 551	2	2-9	ST					6	
1EA 552	12	4-4	ST					54	
1EA 553	2	5-4	23	2-2	2-5			11	
1EA 554	8	3-0	6	2-5				25	
1EA 555	4	3-8	ST					15	
1EA 556	2	13-8	60					29	
1EA 557	2	13-8	ST					29	
1EA 558	4	15-5	ST					64	
1 A 601	33	14-3	3	2-7	5-4	6-8		706	
1EA 602	40	8-1	2	3-9	0-11			486	
1EA 603	40	5-1	2	2-0	1-5			305	
1EA 604	40	10-1	2	4-6	1-5			606	
1EA 605	5	13-1	2	6-0	1-5			98	
1 A 606	1	10-2	2	2-7	5-4			15	
1 A 607	1	19-10	2	9-6	1-2			30	
1 A 608	6	18-4	2	8-9	1-2			165	
1EA 609	6	8-4	2	3-9	1-2			75	
1EA 610	12	4-0	ST					72	
1 A 801	14	24-11	ST					931	
1EA 802	27	4-10	38	2-7	1-5	1-0		348	
1 A 803	2	12-1	ST					65	
1 A 804	4	11-7	ST					124	
NON-EPOXY COATED =								3014	
EPOXY COATED =								3271	

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 501	35	8-3	2	1-7	5-4			301	
2 A 502	34	7-7	1	0-10	6-10			267	
2EA 503	30	9-0	2	2-11	3-5			282	
2 A 504	4	27-10	ST					116	
2EA 505	10	22-0	ST					229	
2 A 506	2	20-7	ST					43	
2 A 507	2	15-10	ST					33	
2 A 508	2	8-3	ST					17	
2EA 509	16	25-3	ST					421	
2EA 510	1	3-4	ST					3	
2 A 511	5	3-11	13	2-0	2-0	0-4		20	
2 A 512	8	6-0	ST					50	
2EA 513	2	5-4	23	2-2	2-5			11	
2EA 514	2	3-6	20	1-3	0-9	0-6		7	
2EA 515	8	1-5	ST					12	
2 A 516	7	11-2	14	2-4	3-0			81	
2 A 517	2	6-9	ST					14	
2 A 518	6	9-5	ST					59	
2EA 519	6	15-5	ST					96	
2EA 550	10	3-6	19	0-8	0-6	0-8	2-1	36	
2EA 551	2	2-9	ST					6	
2EA 552	12	4-4	ST					54	
2EA 553	2	5-4	23	2-2	2-5			11	
2EA 554	8	3-0	6	2-5				25	
2EA 555	4	3-8	ST					15	
2EA 556	2	13-8	60					29	
2EA 557	2	13-8	ST					29	
2EA 558	4	15-5	ST					64	
2 A 601	34	14-5	3	2-7	5-4	6-10		736	
2EA 602	40	8-1	2	3-9	0-11			486	
2EA 603	40	5-1	2	2-0	1-5			305	
2EA 604	40	9-7	2	4-6	0-11			576	
2EA 605	5	13-1	2	6-0	1-5			98	
2 A 606	1	10-2	2	2-7	5-4			15	
2 A 607	1	20-2	2	9-8	1-2			30	
2 A 608	6	18-6	2	8-10	1-2			167	
2EA 609	6	8-4	2	3-9	1-2			75	
2EA 610	12	4-0	ST					72	
2 A 801	14	25-1	ST					938	
2EA 802	26	4-10	38	2-7	1-5	1-0		336	
2 A 803	2	12-8	ST					68	
2 A 804	4	12-2	ST					130	
NON-EPOXY COATED =								3085	
EPOXY COATED =								3278	

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
SUPERSTRUCTURE									
ES 401	513	30-0	ST					10281	
ES 402	57	28-5	ST					1082	
ES 501	522	30-0	ST					16333	
ES 502	58	31-5	ST					1901	
ES 503	174	40-0	ST					7259	
ES 504	942	22-2	ST					21779	
ES 505	32	22-2	ST					757	
ES 506	64	14-8	ST					979	
ES 507	144	7-2	ST					1076	
ES 508	16	14-1	ST					235	
ES 509	380	2-4	1	0-10	1-7			908	
ES 510	380	3-2	20	0-11	0-9	0-6		1252	
ES 511	380	5-4	23	2-2	2-5			2114	
ES 601	487	26-2	ST					19506	
ES 602	455	17-4	ST					11846	
ES 603	32	17-10	ST					857	
TOTAL SUPERSTRUCTURE =								98165	

DAM F.F. R.J.R. JRP 2-12-90

URS
OHIO TURNPIKE COMMISSION
REINFORCING SCHEDULE
C/D ROAD SOUTHBOUND OVER THE
OHIO TURNPIKE
BR. N^o. WOOD-75-2876
WOOD COUNTY
STA. 254+31.07 TO STA. 257+18.63
DATE: 2/90 SCALE: N.T.S.
CIP: 85-90-03 SHEET 242 OF 364



MARK	No. REQD.	LGTH.	No.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 1									
1 P 401	2	11-1	14	2-8	2-8			15	
1 P 402	1	11-7	14	2-11	2-8			8	
1 P 501	36	12-2	14	3-2	2-8			455	
1 P 502	8	20-9	ST					173	
1 P 503	4	6-3	2	2-0	2-6			26	
1 P 601	12	1-10	ST					33	
1 P 801	60	10-4	7	8-6				1655	
1 P 802	5	25-7	ST					342	
1 P 901	36	7-10	1	1-7	6-6			959	
1 P 902	36	23-6	ST					2876	
1 P 903	10	13-8	1	3-2	10-9			465	
1 P 904	5	18-4	ST					312	
1 P 905	5	25-11	ST					441	
TOTAL								PIER 1 = 7760	
PIER 2									
2 P 401	2	11-1	14	2-8	2-8			15	
2 P 402	1	11-7	14	2-11	2-8			8	
2 P 501	36	12-2	14	3-2	2-8			455	
2 P 502	8	20-9	ST					173	
2 P 503	4	6-3	2	2-0	2-6			26	
2 P 601	12	1-11	ST					35	
2 P 801	60	10-4	7	8-6				1655	
2 P 802	5	25-7	ST					342	
2 P 901	36	7-10	1	1-7	6-6			959	
2 P 902	36	20-2	ST					2468	
2 P 903	10	13-8	1	3-2	10-9			465	
2 P 904	5	18-4	ST					312	
2 P 905	5	25-11	ST					441	
TOTAL								PIER 2 = 7354	

MARK	No. REQD.	LGTH.	No.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 3									
3 P 401	2	11-1	14	2-8	2-8			15	
3 P 402	1	11-7	14	2-11	2-8			8	
3 P 501	36	12-2	14	3-2	2-8			455	
3 P 502	8	20-9	ST					173	
3 P 503	4	6-3	2	2-0	2-6			26	
3 P 601	12	1-11	ST					35	
3 P 801	60	10-4	7	8-6				1655	
3 P 802	5	25-7	ST					342	
3 P 901	36	7-10	1	1-7	6-6			959	
3 P 902	36	23-8	ST					2897	
3 P 903	10	13-8	1	3-2	10-9			465	
3 P 904	5	18-4	ST					312	
3 P 905	5	25-11	ST					441	
TOTAL								PIER 3 = 7783	

SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1 SP401	3	2-8	20-9	3.0	1809
SPIRAL PIER 2					
2 SP401	3	2-8	17-4	3.0	1515
SPIRAL PIER 3					
3 SP401	3	2-8	20-10	3.0	1815

FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

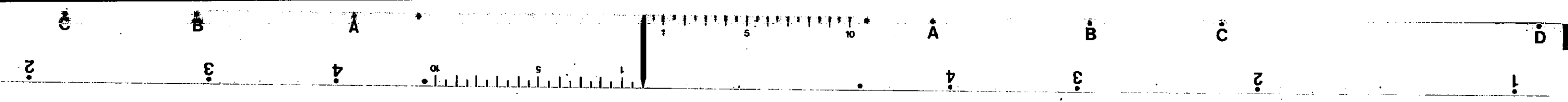
THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

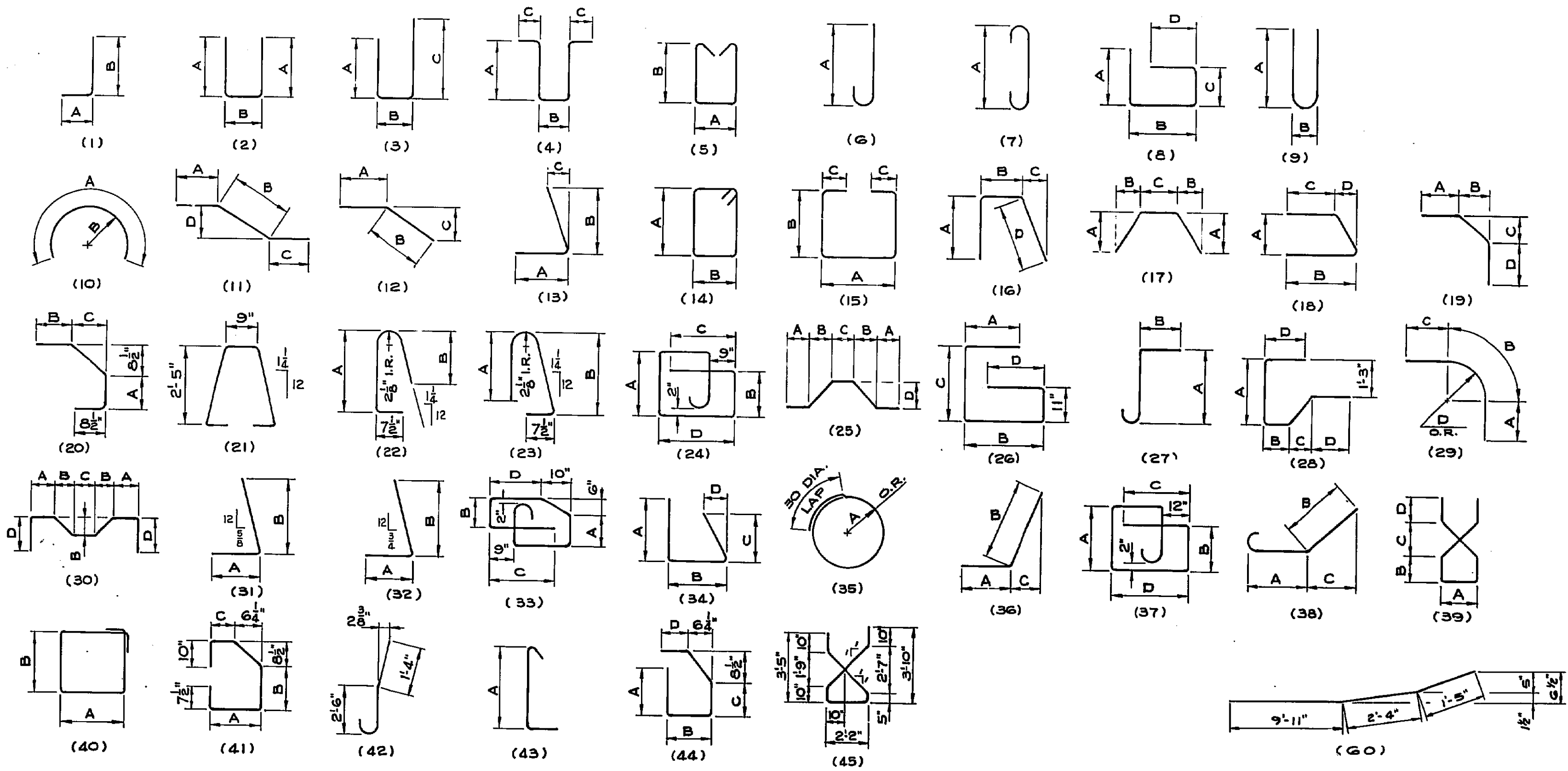
URS
OHIO TURNPIKE COMMISSION

REINFORCING SCHEDULE
C/D ROAD SOUTHBOUND OVER THE
OHIO TURNPIKE
BR. Nº W00-75-2876
WOOD COUNTY

STA. 254+31.07 TO STA. 257+18.63
DATE: 2/90 SCALE: N.T.S.
CP: 55-90-03 SHEET 243 OF 364

RECORDED	DRAWN	CHECKED	REVIEWED	DATE
DAM	F.F.	R.J.P.	JFP	2-12-90





ITEM 509 REINFORCING STEEL, (GRADE 60)

ABUTMENT	=	6099 LBS
PIER	=	28,036 LBS
SUPERSTRUCTURE	=	0 LBS
GRAND TOTAL	=	34,135 LBS

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

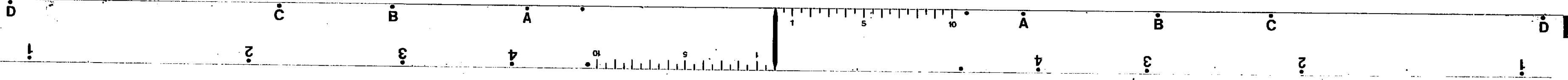
ABUTMENT	=	6549 LBS
PIER	=	0 LBS
SUPERSTRUCTURE	=	98,165 LBS
GRAND TOTAL	=	104,714 LBS

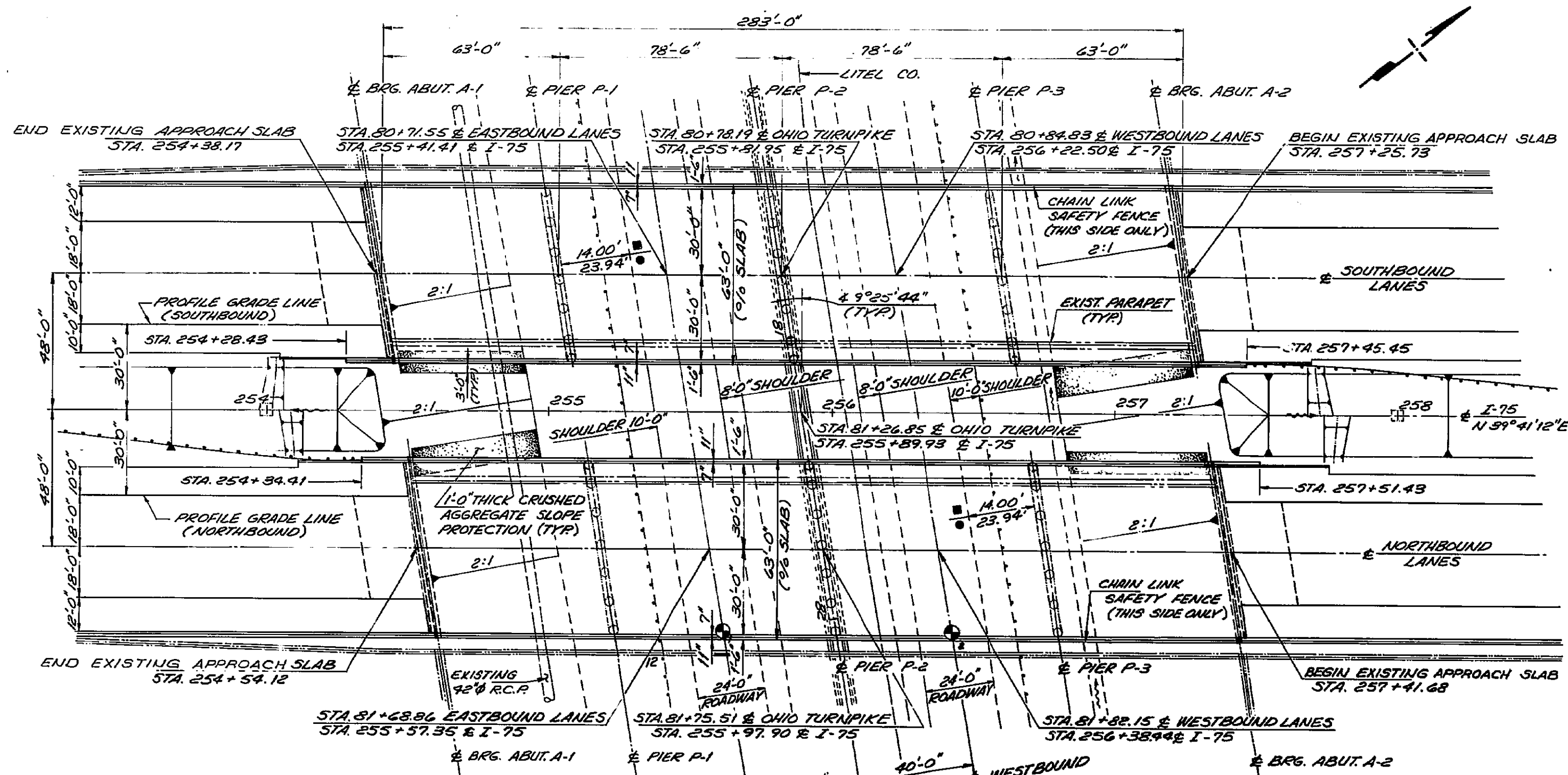
REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS G-6.02 AND C.M.S. SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE	
BR. NO. WOO-75-2876 WOOD COUNTY	
STA. 25+31.07 TO STA. 257+18.63	
DESIGNED: DAM	CHECKED: R.J.P.
DATE: 2/90	SCALE: N.T.S.
CIP: 65-90-03	SHEET 244 OF 364

DESIGNED: DAM	CHECKED: R.J.P.	DATE: 2-12-90
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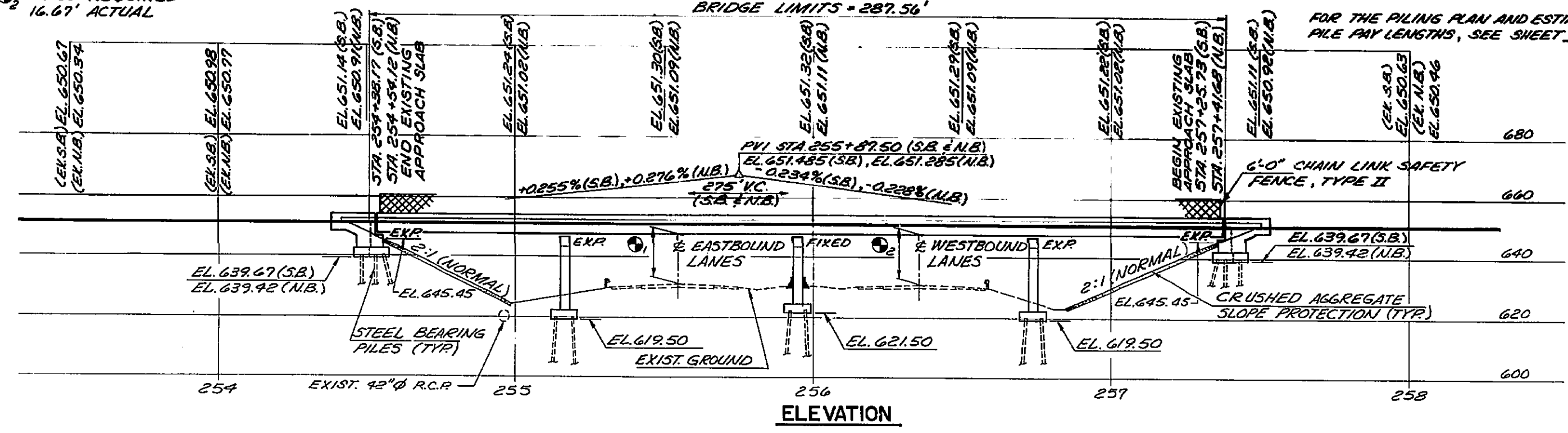


MINIMUM VERTICAL CLEARANCE
 1. 15.00' REQUIRED
 16.70' ACTUAL
 2. 15.00' REQUIRED
 16.67' ACTUAL

HORIZONTAL CLEARANCE
 ■ = REQUIRED
 ● = ACTUAL

PLAN
 (859°44'32"E)

NOTE: EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.



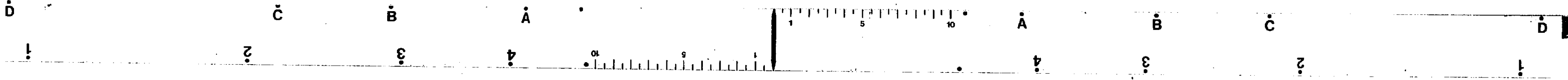
ELEVATION

EXISTING STRUCTURE
 TYPE: A FOUR (4) SPAN CONTINUOUS NON-COMPOSITE A36 STEEL STRUCTURE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.
 SKEN: 9° 25' 44" R.F.
 SPANS: c/c BEARINGS ALONG CENTERLINE I-75: 63'-0", 78'-6", 78'-6", 63'-0"
 ROADWAY: 54'-0" F TO F CONCRETE PARAPETS 56'-0" OUT TO GJT SLAB
 LOADING: CF 2000
 WEARING SURFACE: LATEX MODIFIED CONCRETE
 APPROACH SLABS: 25'-0" (EACH ABUTMENT)
 ALIGNMENT: TANGENT
 SLOPE PROTECTION: CRUSHED AGGREGATE

PROPOSED STRUCTURE
 TYPE: SAME AS FOR EXISTING STRUCTURE.
 SKEN: 9° 25' 44" R.F.
 SPANS: SAME AS FOR EXISTING STRUCTURE
 ROADWAY: 60'-0" TOE TO TOE PARAPETS 63'-0" OUT TO OUT SLAB
 LOADING: HS 20-44 (CASE 1) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF
 WEARING SURFACE: MONOLITHIC CONCRETE
 APPROACH SLABS: EXISTING 25'-0" (EA. ABUT.)
 ALIGNMENT: TANGENT
 SUPERELEVATION: NONE
 SLOPE PROTECTION: CRUSHED AGGREGATE
 TRAFFIC: I-75 (DIRECTIONAL): 27,850 A.D.T. 5530A.D.T.T. (2010)

DESIGNED	CHECKED	APPROVED	DATE
RER	AM	ALH	JJP 2-12-90

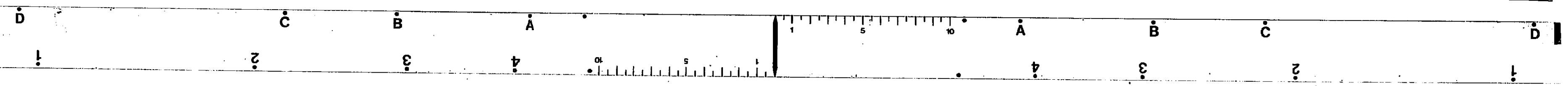
URS
OHIO TURNPIKE COMMISSION
GENERAL PLAN & ELEVATION
 I-75 OVER THE OHIO TURNPIKE
 BR. NO. WOOD-75-2877 L&R
 WOOD COUNTY
 STA. 254+46.15 TO STA. 257+33.71
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 245 OF 364

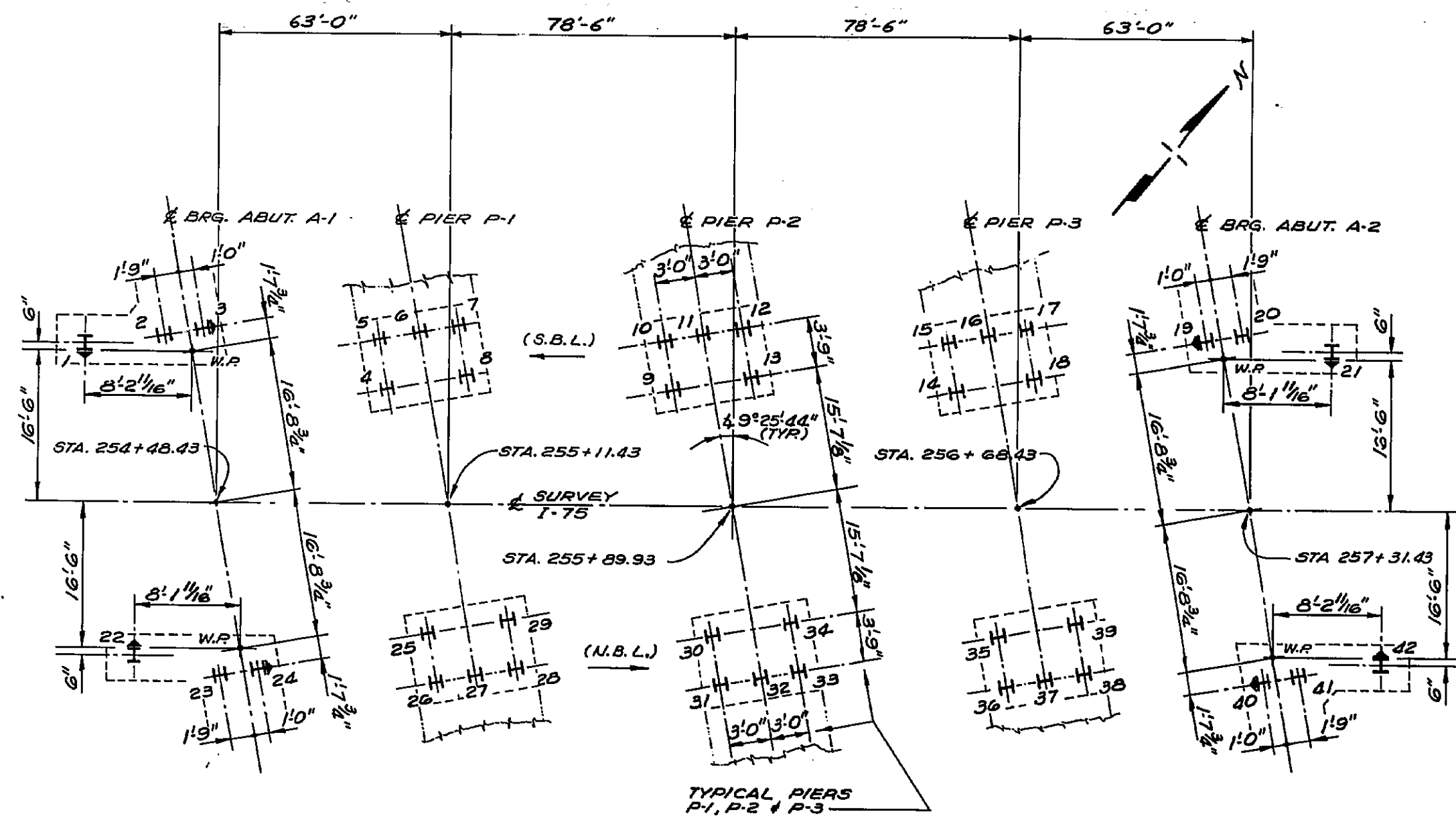


ESTIMATED QUANTITIES						
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER GEN.
202	LUMP	LS	PORTIONS OF STRUCTURES REMOVED			LUMP
404	27	CY	1 1/2" ASPHALT CONCRETE, AS PER PLAN	27		
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING			LUMP
503	185	CY	UNCLASSIFIED EXCAVATION		185	60
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION			LUMP
507	2550	LF	STEEL PILES HP 12X53		900	1650
507	42	EA	STEEL POINTS (OR SHOES), AS PER PLAN		12	30
509	21972	LBS	REINFORCING STEEL, GRADE 60		4631	20341
509	62242	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	59146	3096	
510	96	LF	DOWEL HOLES, USING NONSHRINKING EPOXY GROUT		96	
511	41	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			41
511	72	CY	CLASS 'C' CONCRETE, ABUTMENTS		72	
511	57	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			57
SP511A	345	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	345		
SP511A	19	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		19	
513	15,000	LBS	STRUCTURAL STEEL (A-36) AISC CATEGORY I, AS PER PLAN	15,000		
SP514	15,000	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL	15,000		
516	33	LF	JOINT SEALER, HOT APPLIED (705.04)	33		
518	25	CY	POROUS BACKFILL, AS PER PLAN		25	
518	82	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01		82	
518	8	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01		8	
SP527D	LUMP	LS	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP		
601	164	SY	CRUSHED AGGREGATE SLOPE PROTECTION		164	
SP607	566	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	566		
625			SEE LIGHTING SUMMARY SHEET			
SPECIAL	10	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		10	
SPECIAL	1129	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	1014	115	
SPECIAL	217	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			217

QUANTITIES
 CALCULATED BY : J.T.V. DATE : 11/16/89
 CHECKED BY : B.A.B. DATE : 11-13-89

DESIGNED	DRAWN	CHECKED	REVISION	DATE
J.T.V.	PRP	R.J.P.	JH	2-12-90
URS				
OHIO TURNPIKE COMMISSION				
ESTIMATED QUANTITIES				
I-75 OVER THE OHIO TURNPIKE				
BR. NO. W00-75-2877 L&R				
WOOD COUNTY				
STA. 254+46.15 TO STA. 257+33.71				
DATE:	2/90	SCALE:	N.T.S.	
QP:	55-90-03	SHEET:	246 OF 364	





PILING PLAN

PILE TABLE									
(S.B.L.)	PILE NO	TYPE	CUT-OFF ELEV.	ESTIMATED TIP ELEV.	(N.B.L.)	PILE NO	TYPE	CUT-OFF ELEV.	ESTIMATED TIP ELEV.
ABUT. A-1	1 - 3	HP 12x53	641.67	566.67	ABUT. A-1	22 - 24	HP 12x53	641.42	566.42
PIER P-1	4 - 8	do	620.50	565.50	PIER P-1	25 - 29	do	620.50	565.50
PIER P-2	9 - 13	do	622.50	567.50	PIER P-2	30 - 34	do	622.50	567.50
PIER P-3	14 - 18	do	620.50	565.50	PIER P-3	35 - 39	do	620.50	565.50
ABUT. A-2	19 - 21	HP 12x53	641.67	566.67	ABUT. A-2	40 - 42	HP 12x53	641.42	566.42

ESTIMATED PILE LENGTHS AS FOLLOWS : ABUTMENTS = 75', PIERS = 55'

NOTES

- ① PILES SHOWN THUS ↑ SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
- ② THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 38.4 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 42.2 TONS PER PILE FOR THE PIER PILES.
- ③ FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
- ④ PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
- ⑤ STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL H' PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTINGS CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07019; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28055; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688 FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559 PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A27 (GRADE 65/55) OR ASTM A148 (GRADE 90/60).

URS

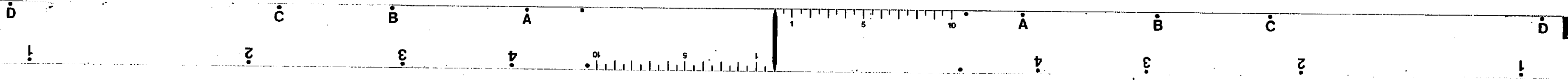
OHIO TURNPIKE COMMISSION

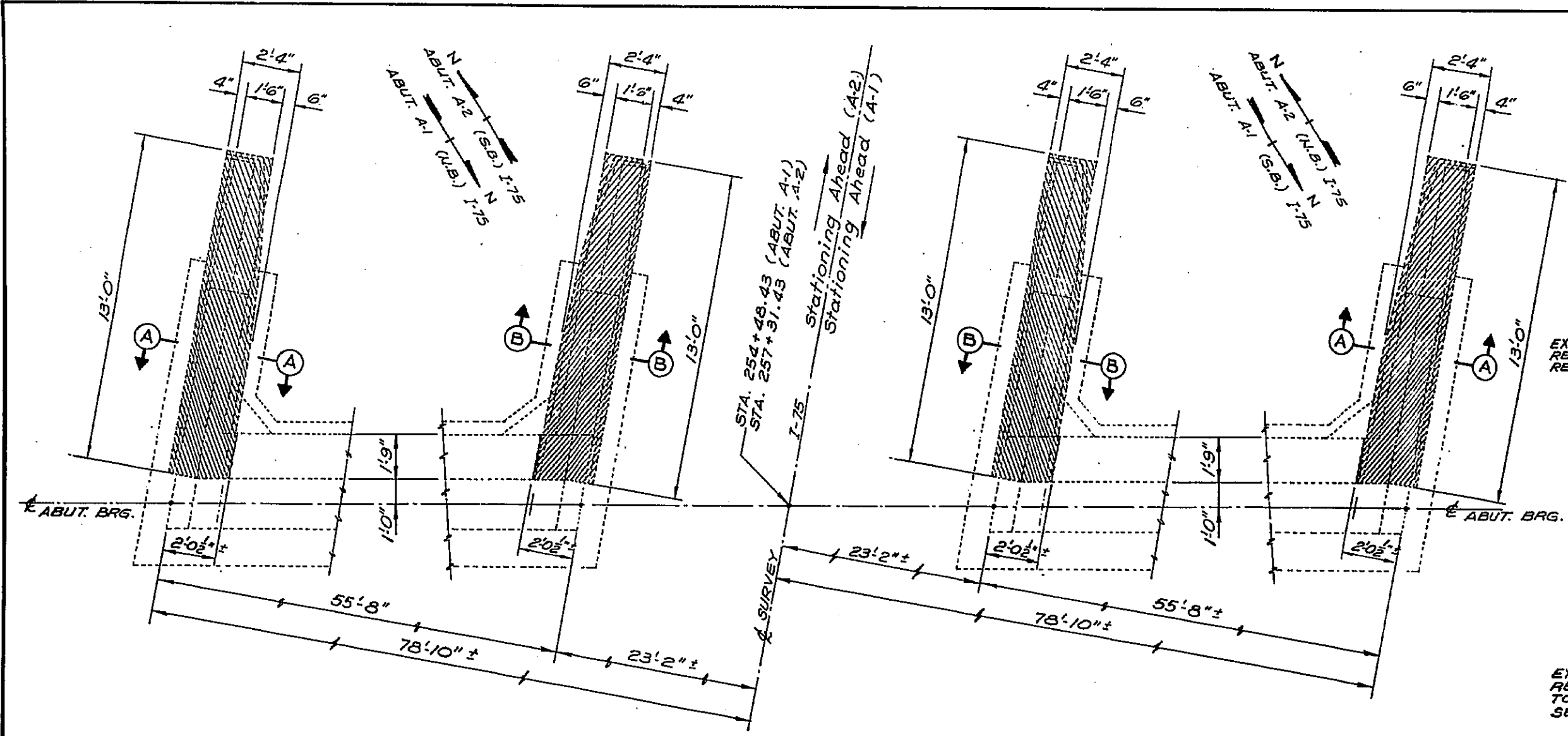
PILING PLAN

I-75 OVER THE OHIO TURNPIKE
BR. N° W00-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71

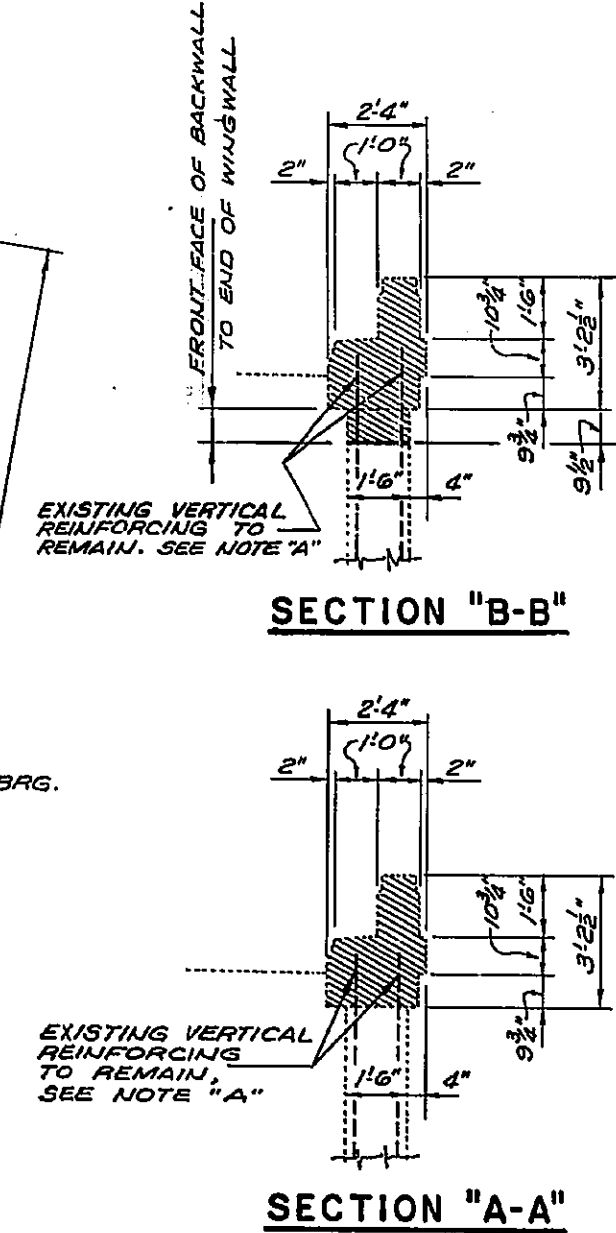
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 247 OF 364.

DESIGNED	DRAWN	CHECKED	APPROVED	DATE
J.H.	A.L.H.	P.J.P.	J.P.	2-12-90

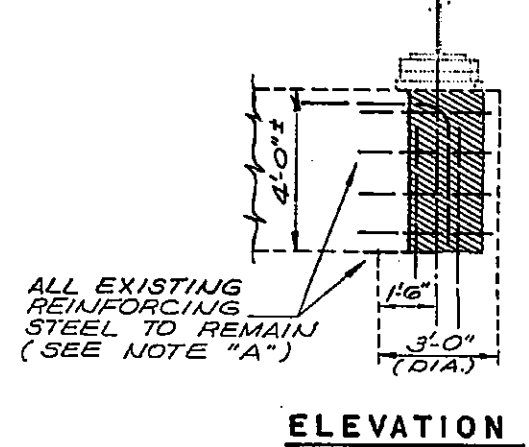
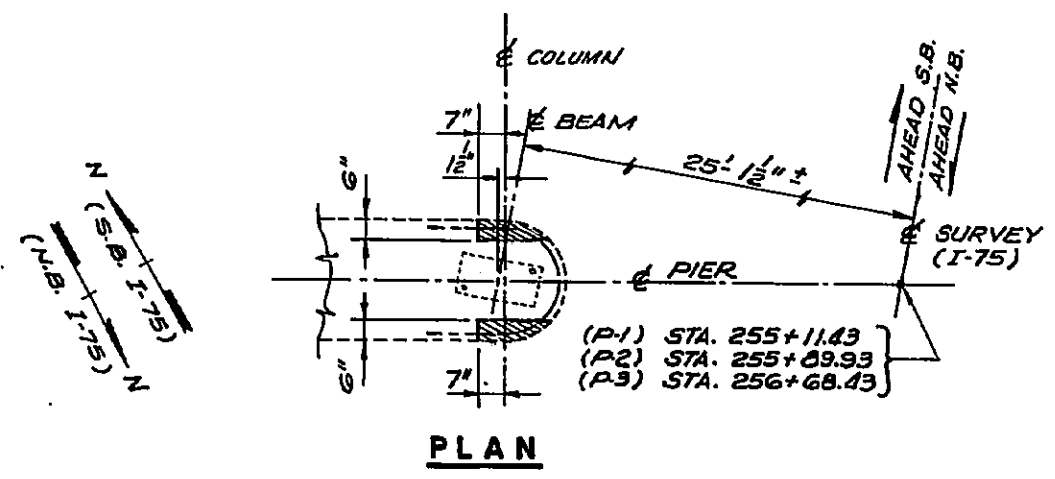




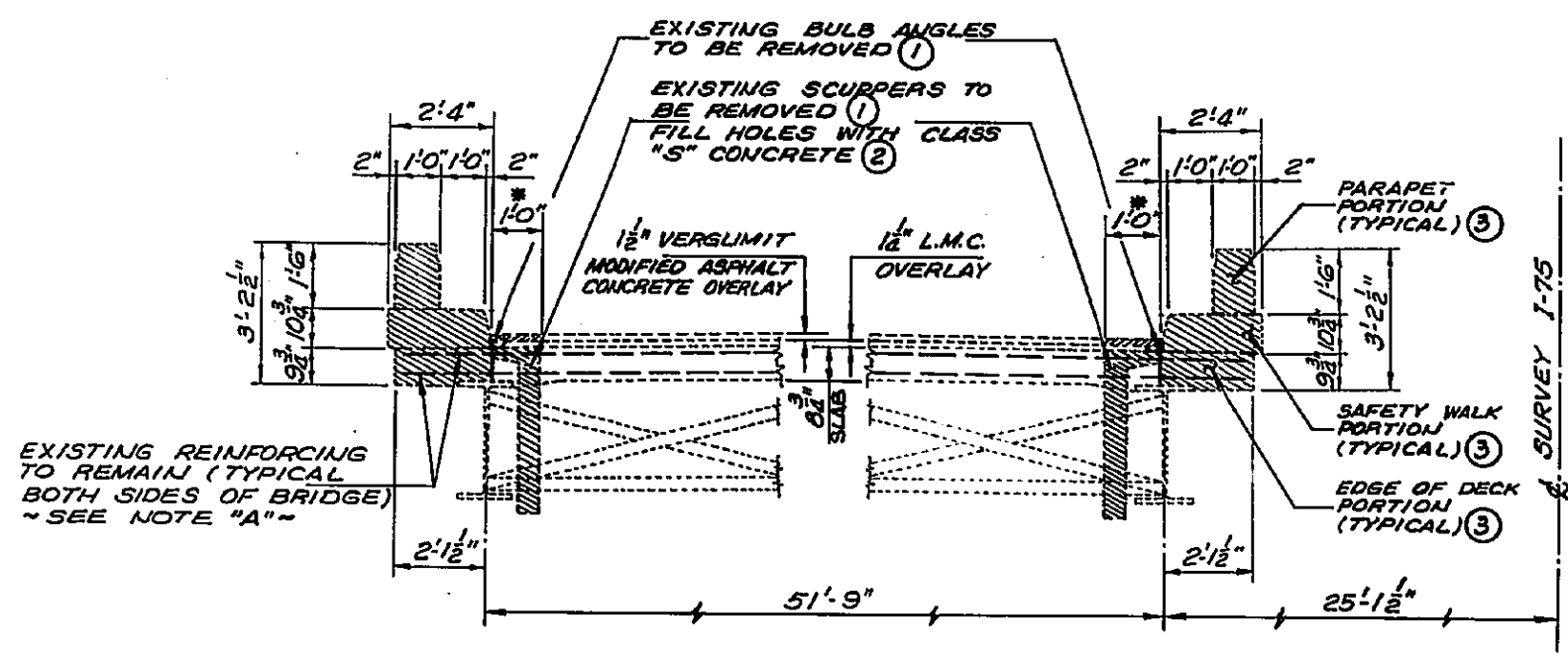
LIMITS OF ABUTMENT REMOVAL PLAN
(ABUTS. A-2 - SHOWN ; ABUTS. A-1 - NOTED) S.B. & N.B. I-75



- NOTES:**
- INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURES REMOVED.
 - INCLUDED IN ITEM SP-511A CLASS "S" CONCRETE SUPERSTRUCTURE DECK USING SHRINKAGE COMPENSATING CEMENT.
 - EXISTING PARAPETS, SAFETY WALKS, AND EDGE OF DECK SHALL BE REMOVED IN STAGES. THE PARAPET SHALL BE REMOVED FOR THE FULL LENGTH OF A SPAN PRIOR TO THE BEGINNING OF THE REMOVAL OF THE SAFETY WALK. IN NO CASE SHALL THE REMOVAL OF THE SAFETY WALK COMMENCE UNTIL THE PARAPET HAS BEEN COMPLETELY REMOVED IN THAT SPAN. NEXT, THE SAFETY WALK PORTION SHALL BE REMOVED. IT, TOO, SHALL BE REMOVED COMPLETELY FOR THE FULL LENGTH OF THE SPAN BEFORE REMOVING ANY PORTION OF THE DECK. NO PART OF THE EDGE OF DECK PORTION SHALL BE REMOVED UNTIL THE PARAPET AND SAFETY WALK PORTIONS HAVE BEEN REMOVED FULL LENGTH OF THE SPAN. SPAN IN THIS CASE IS DEFINED AS THE PORTION OF STRUCTURE FROM AN ABUTMENT TO A PIER OR FROM A PIER TO A PIER.



LIMITS OF PIER REMOVAL
(S.B. PIERS - SHOWN, N.B. PIERS - AS NOTED)



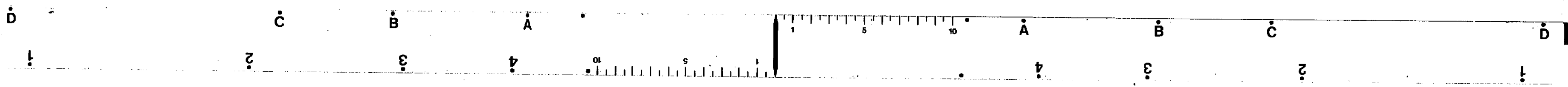
LIMITS OF SUPERSTRUCTURE REMOVAL
(S.B. STRUCTURE SHOWN - LOOKING UP-STATION)
(N.B. STRUCTURE SHOWN - LOOKING DOWN-STATION)

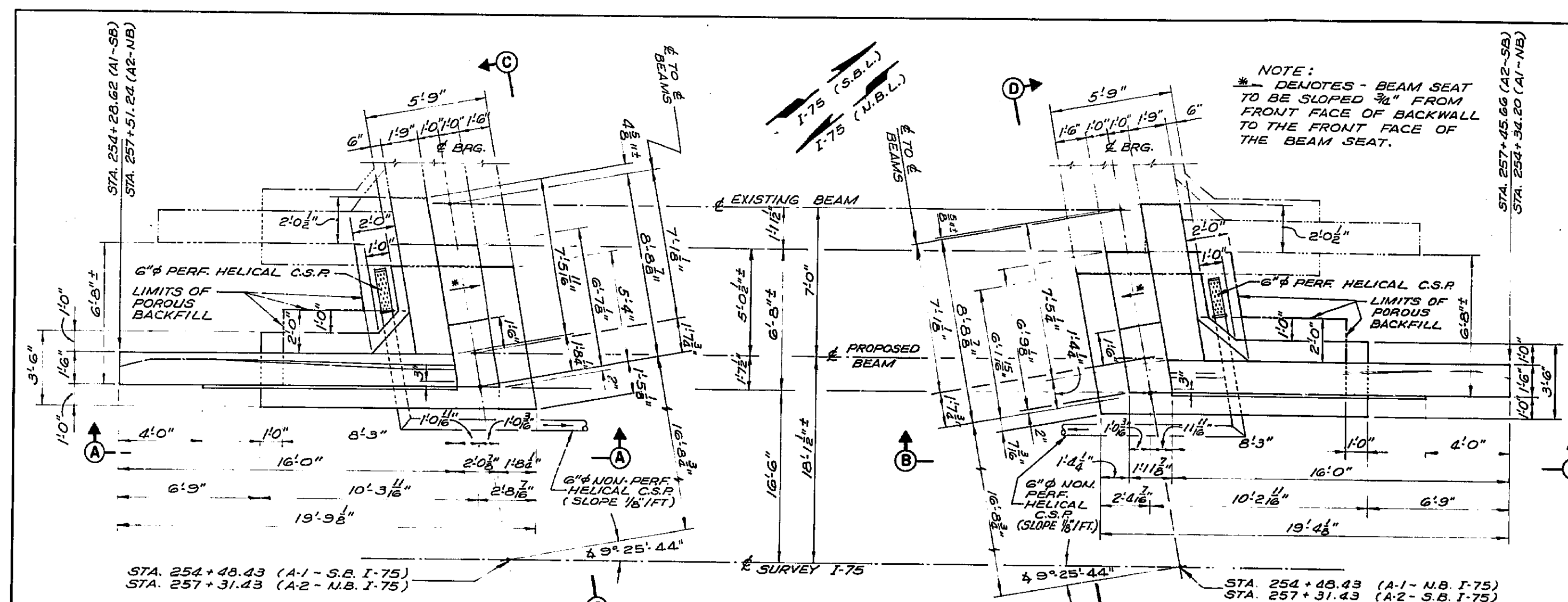
* DENOTES LIMIT OF 1 1/2" VERGLIMIT MODIFIED ASPHALT CONCRETE OVERLAY REMOVAL.

NOTE "A"
THE REMAINING EXISTING REINFORCING STEEL TO BE INCORPORATED INTO NEW WORK SHALL BE CLEANED, CLEANING SHALL BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED FOR PAYMENT. FIELD BENDING OR CUTTING OF REMAINING EXISTING REINFORCING WHICH MAY BE REQUIRED TO ASSURE PROPER CLEARANCES IN THE NEW WORK SHALL BE INCLUDED IN ITEM 509, EPOXY COATED REINFORCING STEEL GRADE 60, FOR PAYMENT.

AREAS SHOWN THIS ARE TO BE REMOVED, AS SHOWN AND NOTED, AS PART OF ITEM 202, PORTIONS OF STRUCTURE REMOVED

DESIGNED	CHECKED	APPROVED	DATE
J.H.	A.L.H.	R.J.P.	JFF 2-12-91
URS			
OHIO TURNPIKE COMMISSION			
REMOVAL DETAILS			
I-75 OVER THE OHIO TURNPIKE			
BR. NO. W00-75-2877 L&R			
WOOD COUNTY			
STA. 254+46.15 TO STA. 257+33.71			
DATE:	2/90	SCALE:	N.T.S.
CIP:	55-90-03	SHEET:	248 OF 364





NOTE:
 * DENOTES - BEAM SEAT TO BE SLOPED 3/4" FROM FRONT FACE OF BACKWALL TO THE FRONT FACE OF THE BEAM SEAT.

NOTES

- 1 THE PREFIX "A" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE ABUTMENT.
- 2 * INDICATES REINFORCING BARS TO BE EPOXY COATED, (PREFIX EA).
- 3 ABBREVIATIONS USED ARE:
 N.F. - NEAR FACE
 F.F. - FAR FACE
 E.F. - EACH FACE
- 4 THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM S11 - CLASS 'C' CONCRETE, ABUTMENT.
- 5 POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED LATERALLY TO THE WINGWALLS AND SHALL BE 20 FT. THICK AT THE ABUTMENT AND WINGS.
- 6 BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF 511.05, BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
- 7 BRIDGE SEAT REINFORCING: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARINGS ANCHOR HOLES OR THE PRESETTING OF BEARING ANCHOR.
- 8 BEARING ANCHORS: AT THE OPTION OF THE CONTRACTOR, BEARING ANCHORS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
- 9 FOR THE BEARING DETAILS SEE SHEET 256.
- 10 FOR PILING PLAN SEE SHEET 247.
- 11 FOR SECTIONS E-E AND VIEWS "C-C" AND "D-D"; AND ADDITIONAL DETAILS SEE SHEET 251.
- 12 FOR ADDITIONAL ABUTMENT DETAILS SEE SHEET 250.
- 13 FOR EXPANSION JOINT DETAILS SEE SHEET 255.
- 14 BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEAM SEATS FLAT, SMOOTH AND LEVEL.

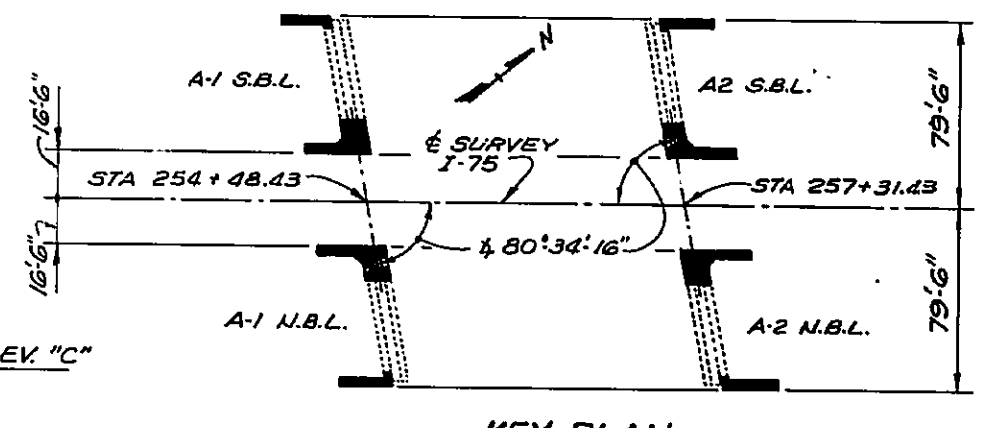
249
364

PLAN

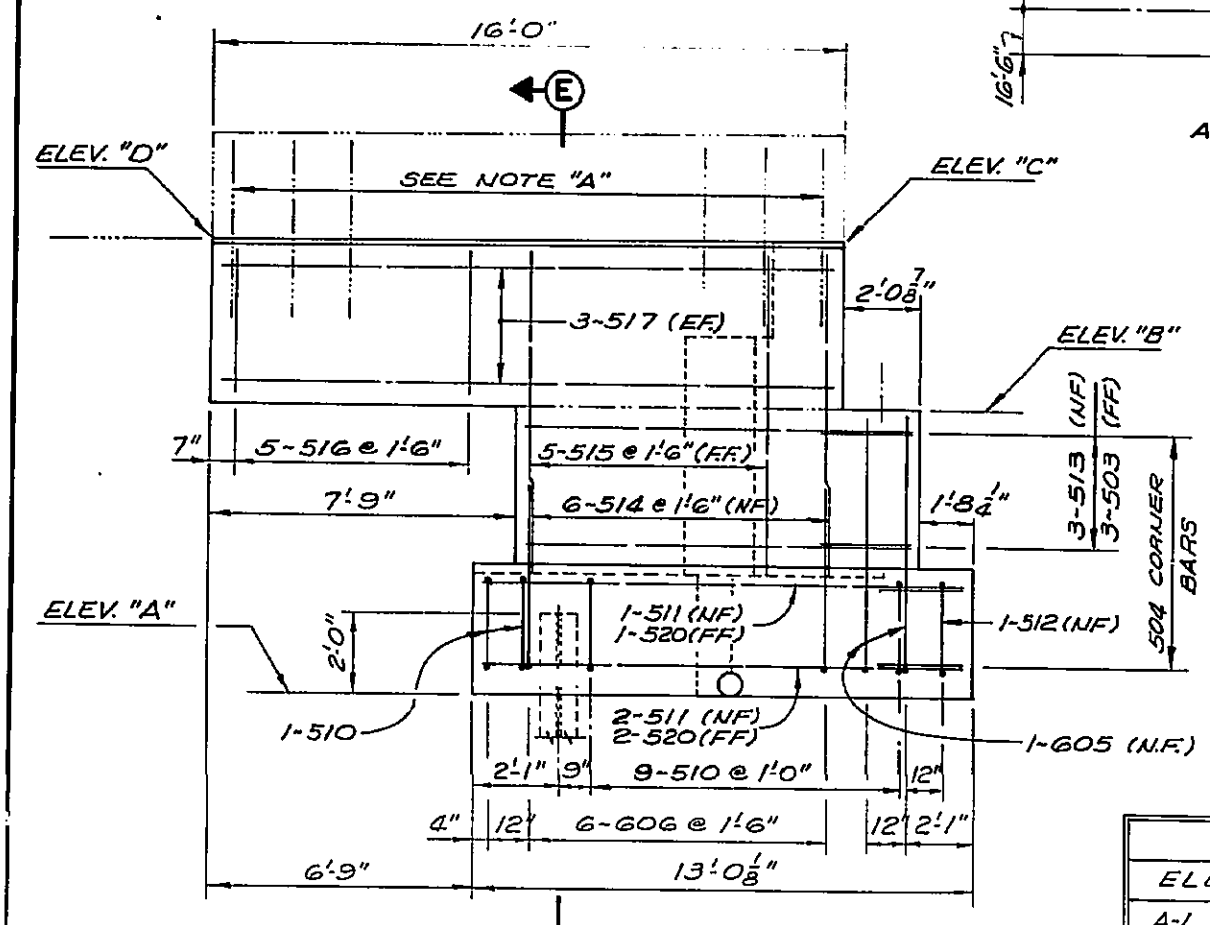
WIDENING ABUT. A-1 - S.B.L.
 WIDENING ABUT. A-2 - N.B.L.

PLAN

WIDENING ABUT. A-2 - S.B.L.
 WIDENING ABUT. A-1 - N.B.L.



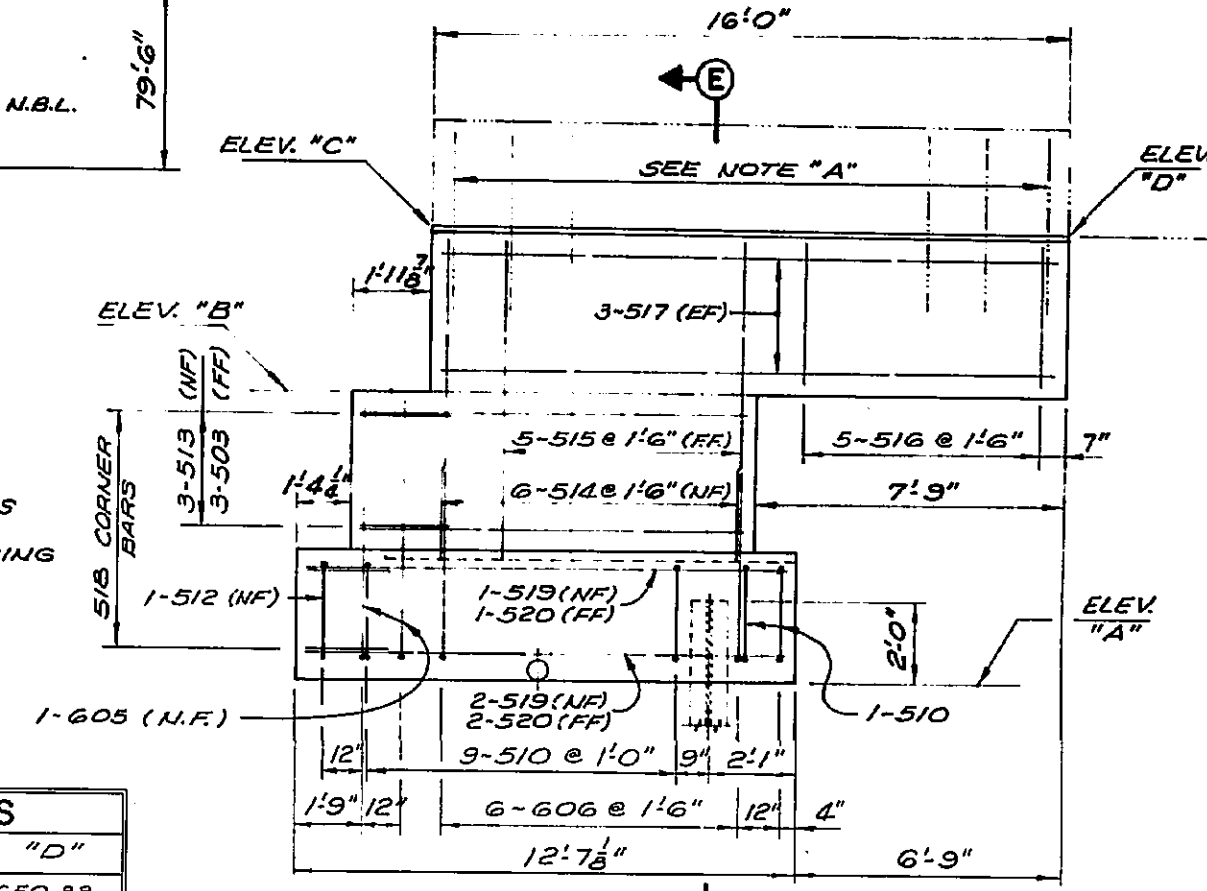
KEY PLAN



VIEW "A-A"

NOTE "A"
 FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR SEE COMMON PARAPET DETAIL SHEET 227.

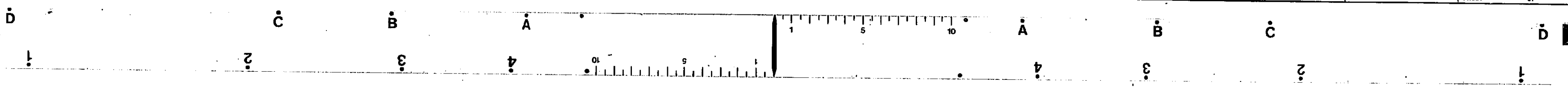
TABLE OF ELEVATIONS				
ELEV.	"A"	"B"	"C"	"D"
A-1 SBL	639.67	646.53	650.93	650.88
A-2 SBL	639.67	646.53	650.97	650.93
A-1 NBL	639.42	646.32	650.72	650.68
A-2 NBL	639.42	646.32	650.76	650.71



VIEW "B-B"

URS
OHIO TURNPIKE COMMISSION
 ABUTMENT DETAILS
 I-75 OVER THE OHIO TURNPIKE
 BR. # W00-75-2877 L & R
 WOOD COUNTY
 STA. 25+46.15 TO STA. 257+33.71
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 249 OF 364

JH. ALH R.J.P. JFP 2-12-90



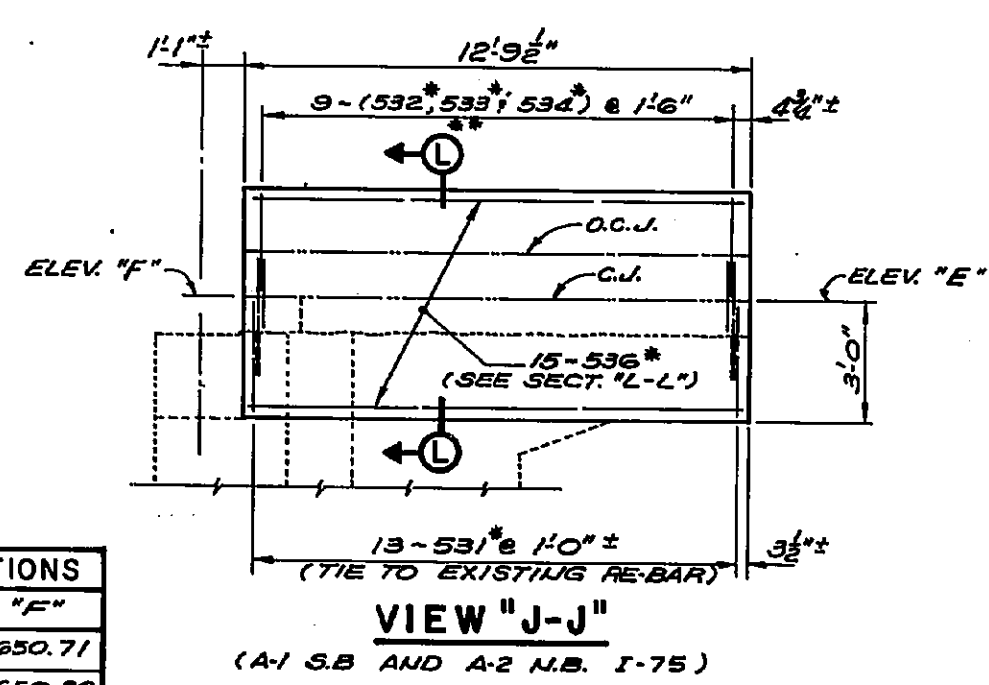
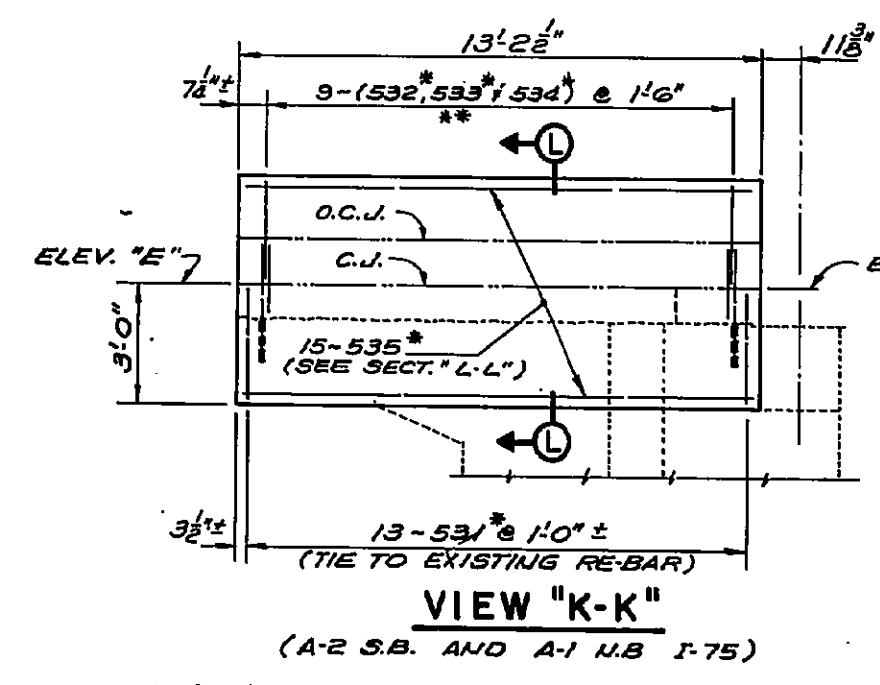
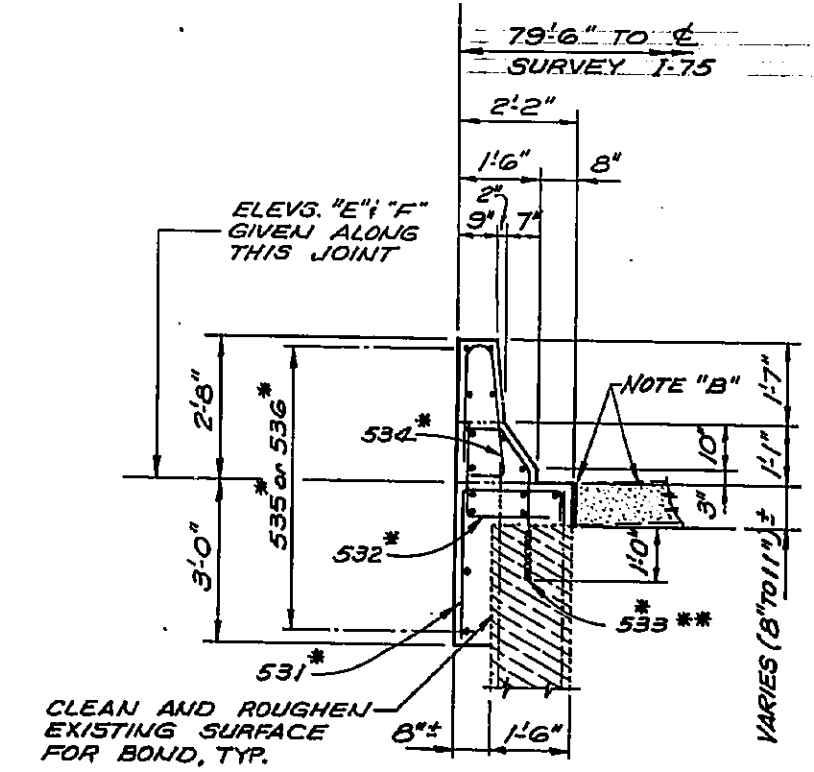
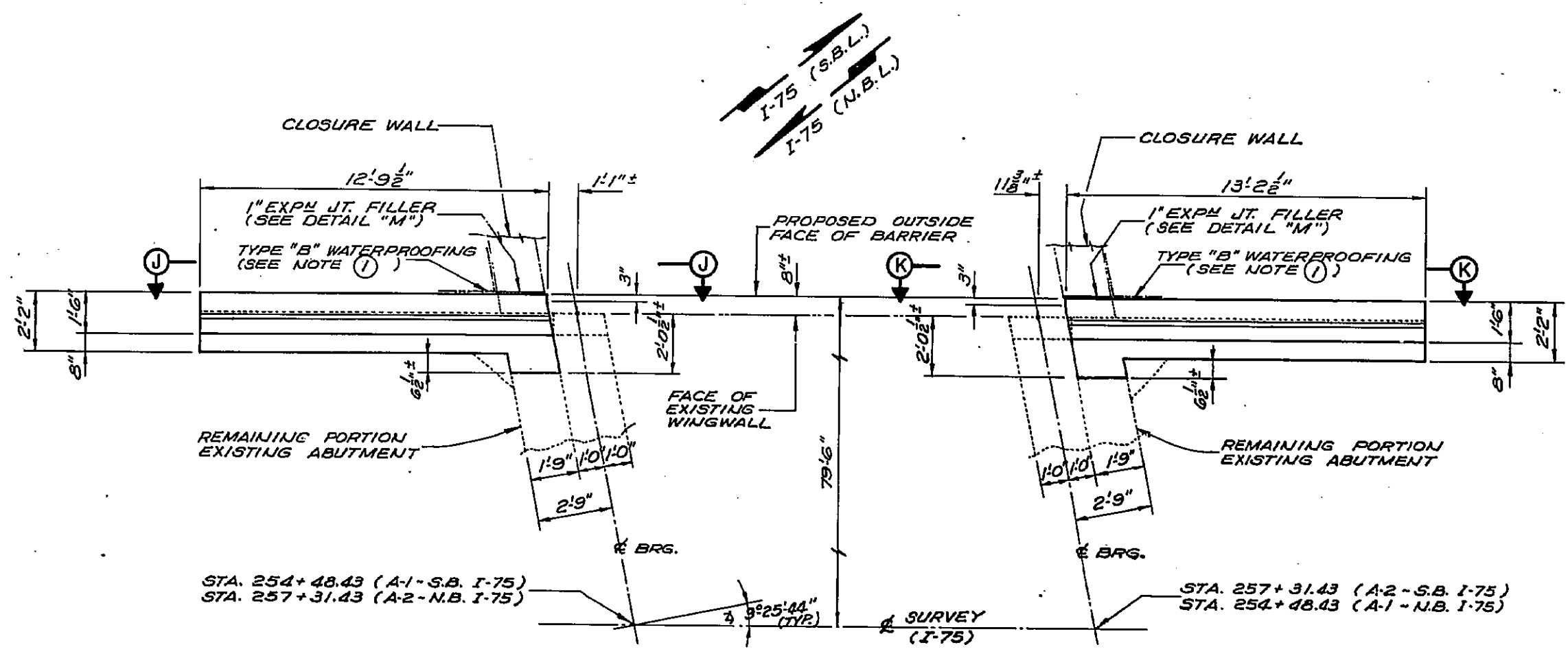
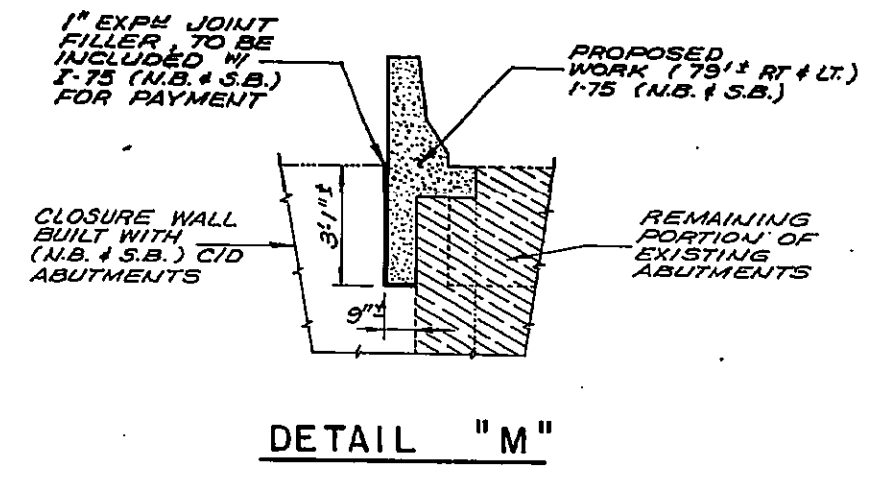
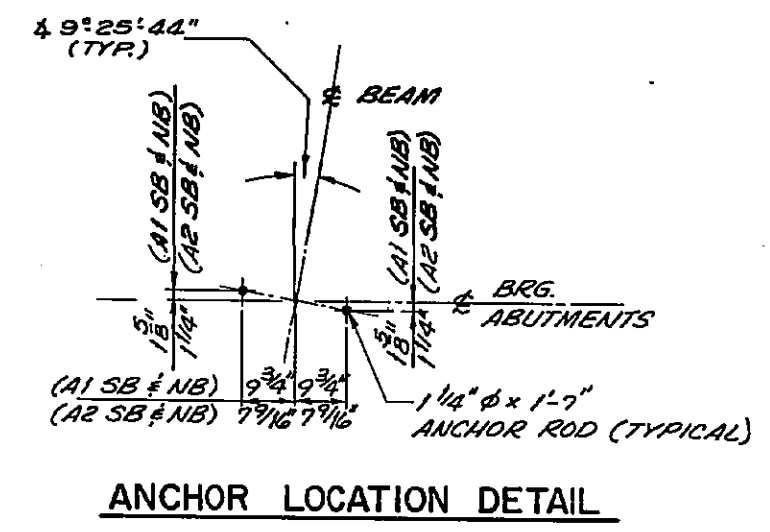


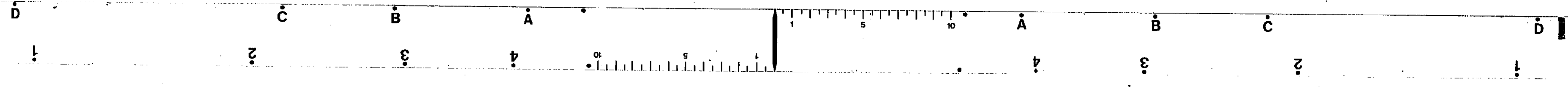
TABLE OF ELEVATIONS		
ELEVATION	"E"	"F"
ABUT A1 SB	650.67	650.71
ABUT A2 SB	650.77	650.80
ABUT A1 NB	650.52	650.56
ABUT A2 NB	650.50	650.55

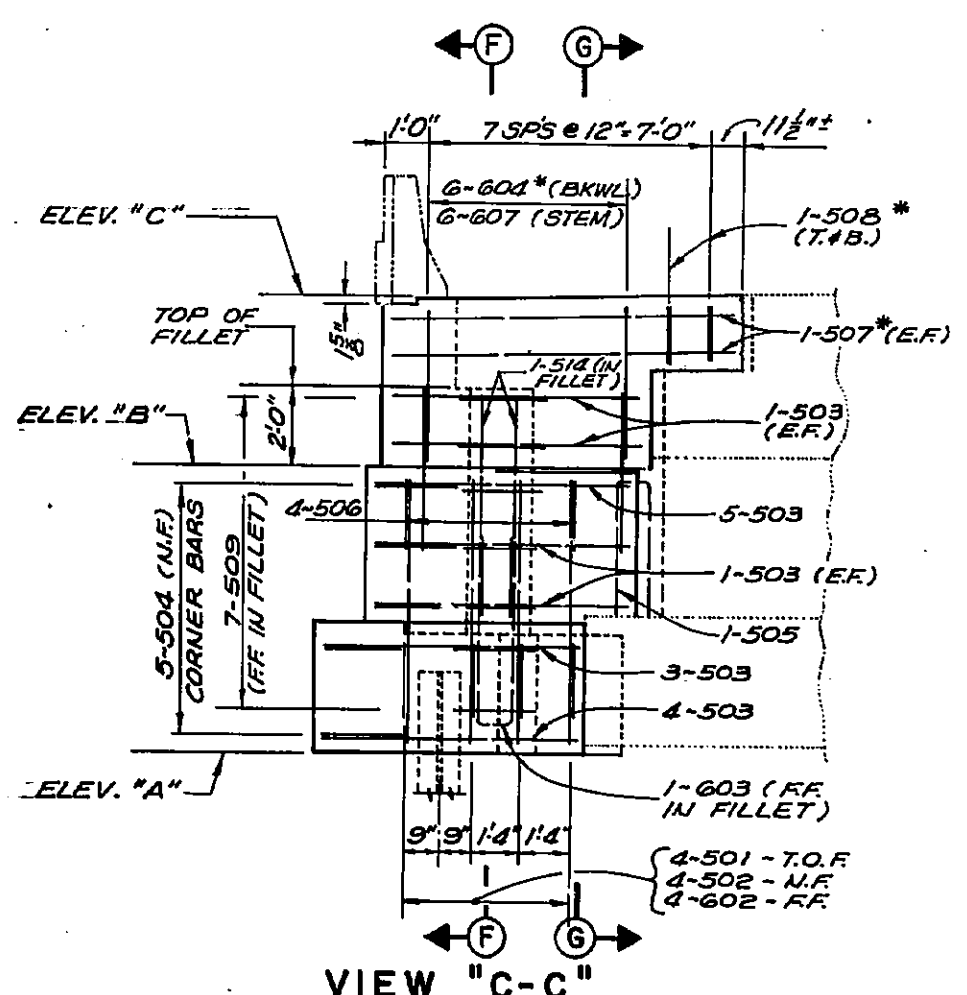


- NOTES:
- SEE CID ROADS OVER OHIO TURNPIKE (ABUTMENTS) FOR LIMITS AND QUANTITY OF ITEM 512 - TYPE "B" WATERPROOFING. TO BE INCLUDED WITH CID ROADS OVER OHIO TURNPIKE BRIDGES FOR PAYMENT.
 - FOR ADDITIONAL NOTES SEE SHEET 249.

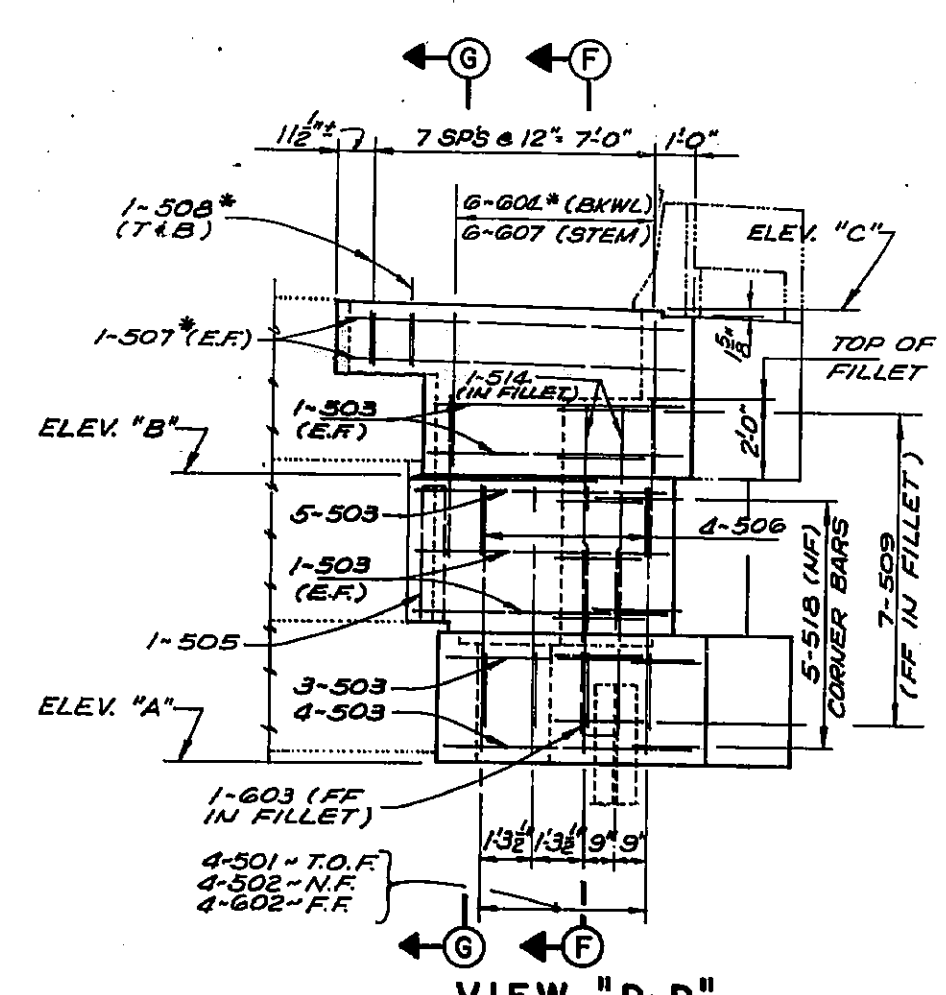
URS
OHIO TURNPIKE COMMISSION
ABUTMENT DETAILS
(CON'T)
I-75 OVER THE OHIO TURNPIKE
BR. N^o W00-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 250 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JH	A.L.H.	R.J.P.	J.P.P.	2-12-90

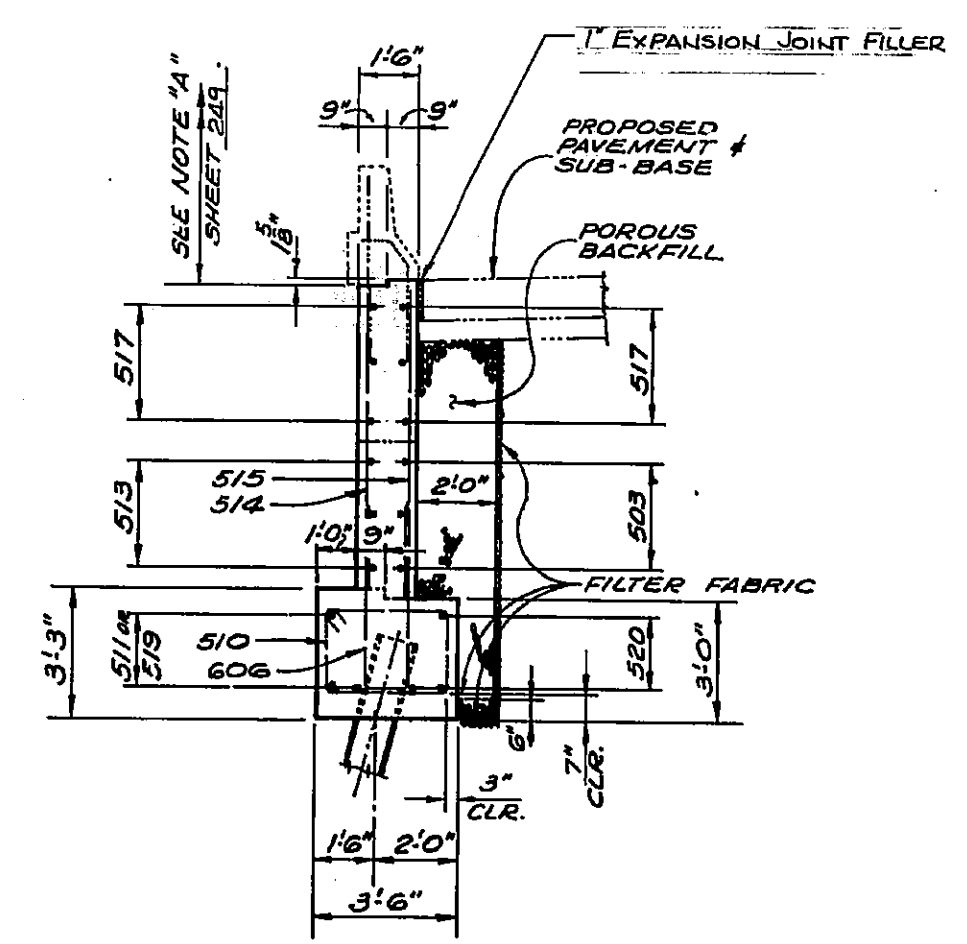




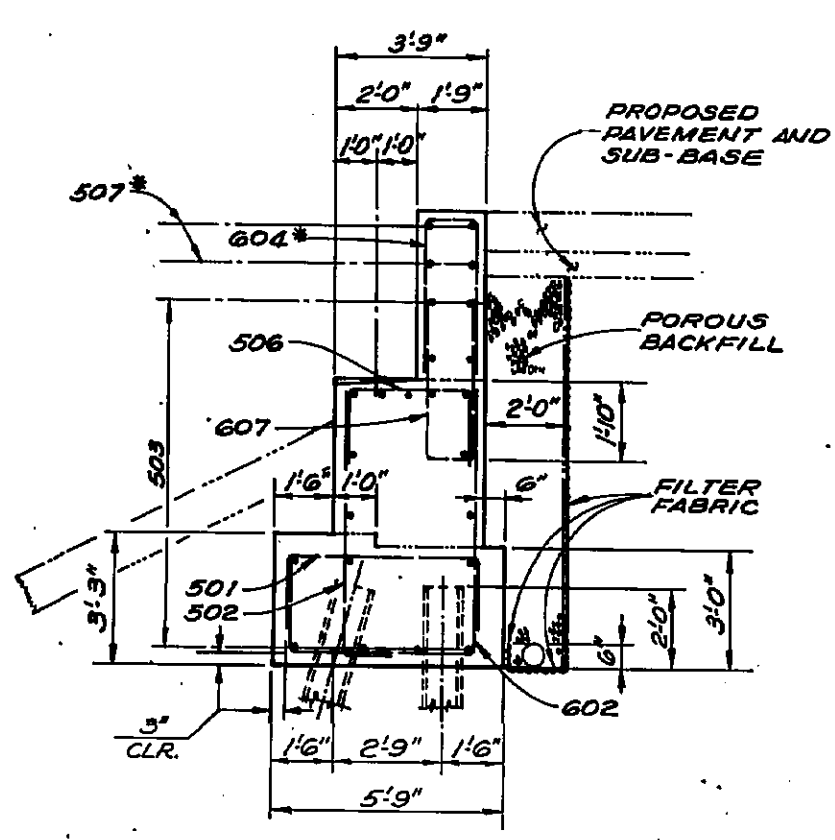
VIEW "C-C"
 ABUTMENT A-1 S.B.L. WIDENING
 ABUTMENT A-2 N.B.L. WIDENING



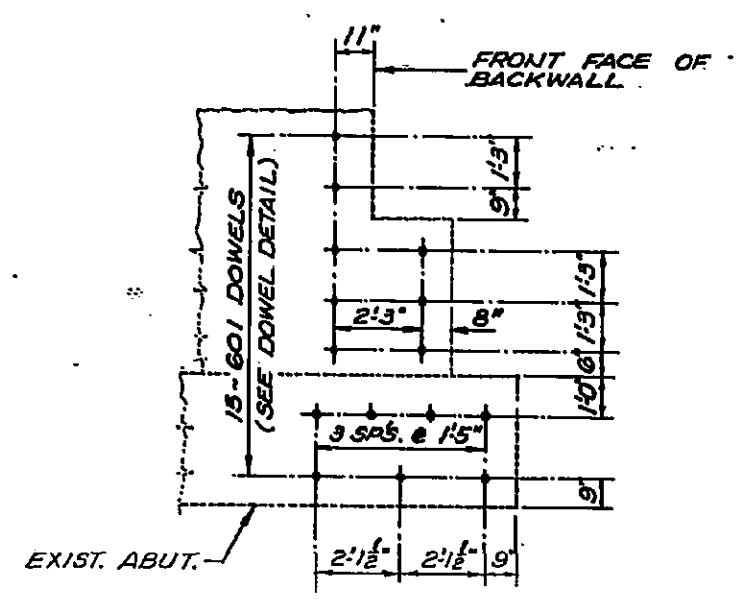
VIEW "D-D"
 ABUTMENT A-2 S.B.L. WIDENING
 ABUTMENT A-1 N.B.L. WIDENING



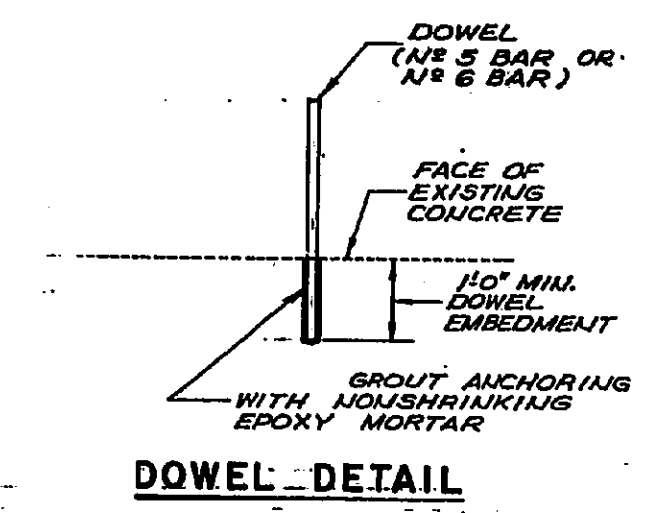
SECTION "E-E"



SECTION "F-F"



VIEW "G-G"
 (SHOWING DOWEL LOCATIONS)
 (AS SHOWN FOR VIEW "C-C")
 (OPPOSITE HAND FOR VIEW "D-D")

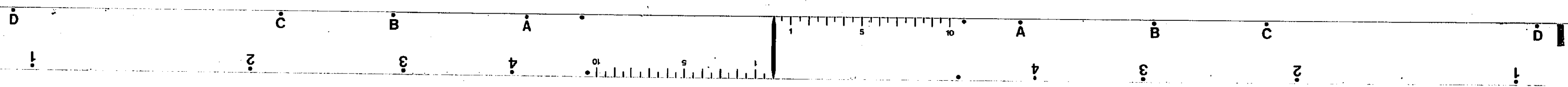


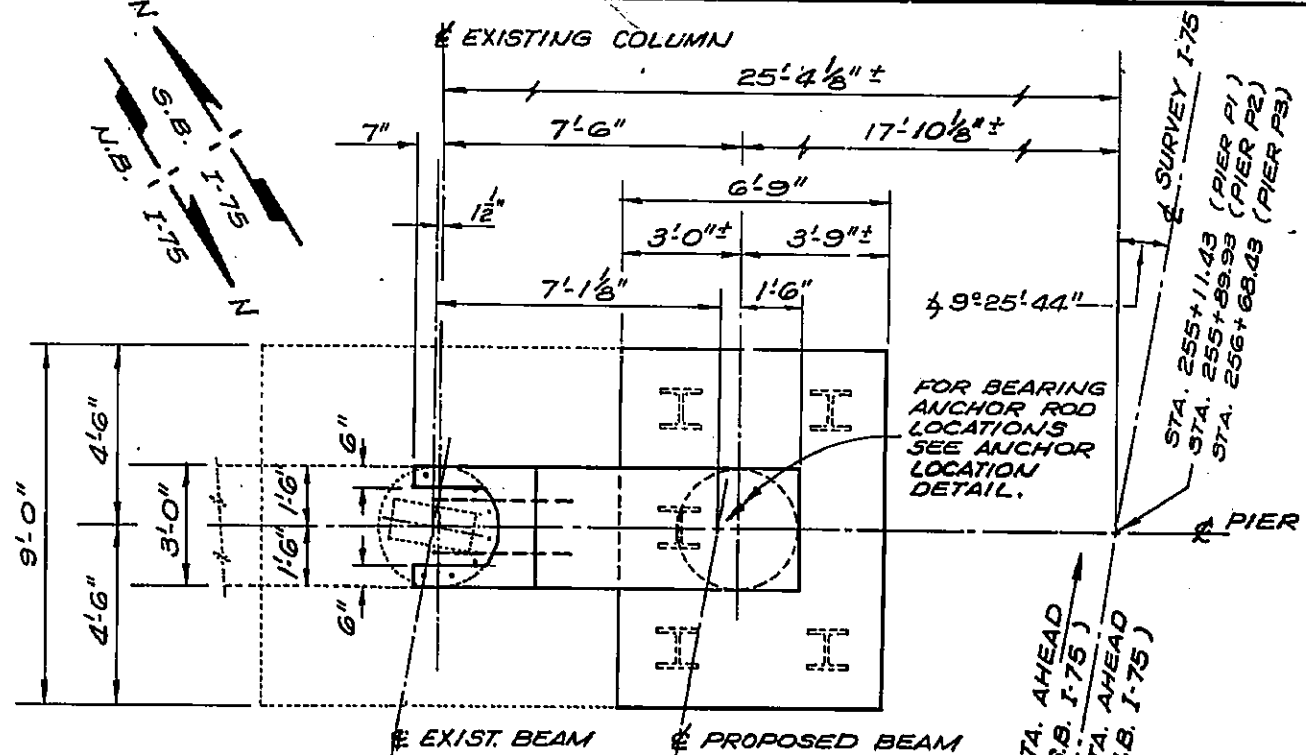
DOWEL DETAIL
 DOWEL BARS SHALL BE DRILLED AND GROUTED INTO THE EXISTING ABUTMENT AS SHOWN AND IN ACCORDANCE WITH ITEM 510, DOWEL HOLES.

- ① FOR NOTES SEE SHEET 249.
- ② FOR THE TABLE OF ELEVATIONS SEE SHEET 249.

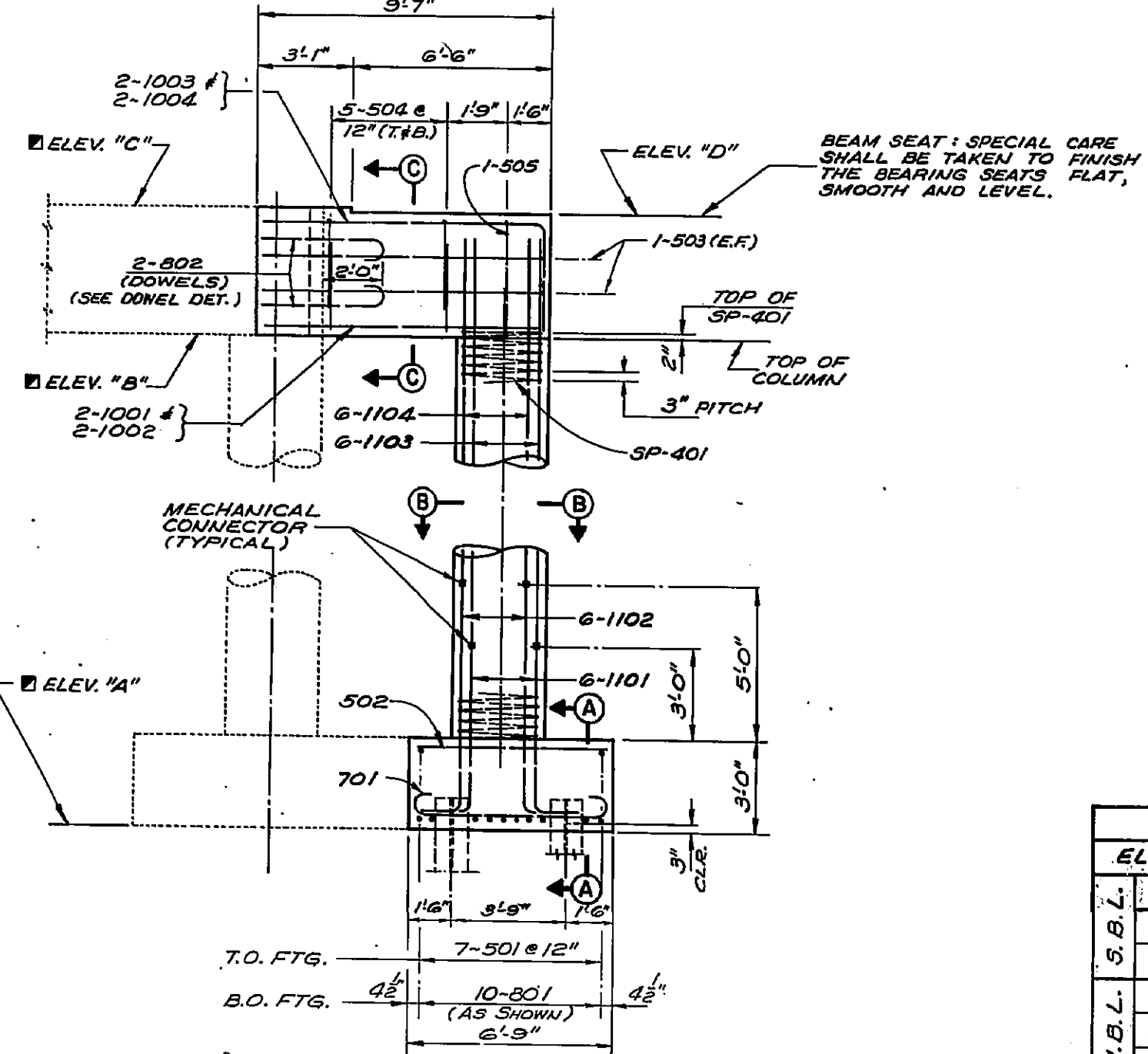
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT DETAILS (CON'T)	
I-75 OVER THE OHIO TURNPIKE	
BR. NO. W00-75-2877 L&R	
WOOD COUNTY	
STA. 254+46.15	TO STA. 257+33.71
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 251 OF 364.

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JH	ALH	R.J.P	JFP	2-2-90



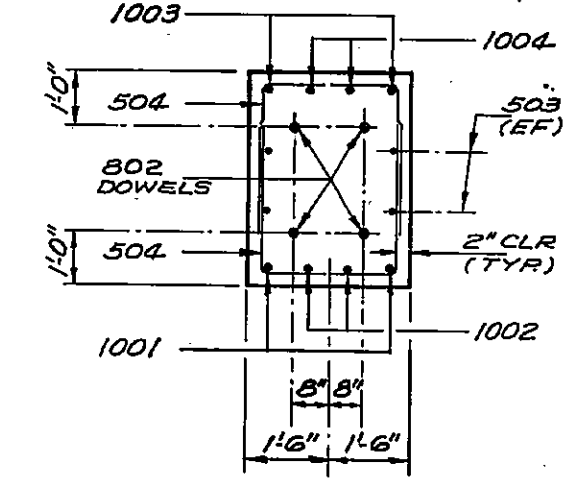


PLAN
(S.B. I-75 SHOWN)
(N.B. I-75 - AS NOTED)

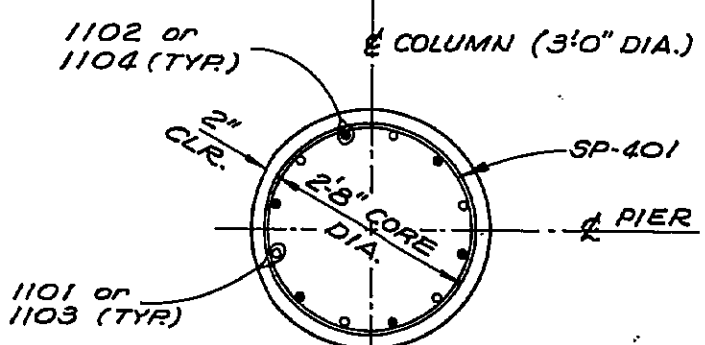


ELEVATION

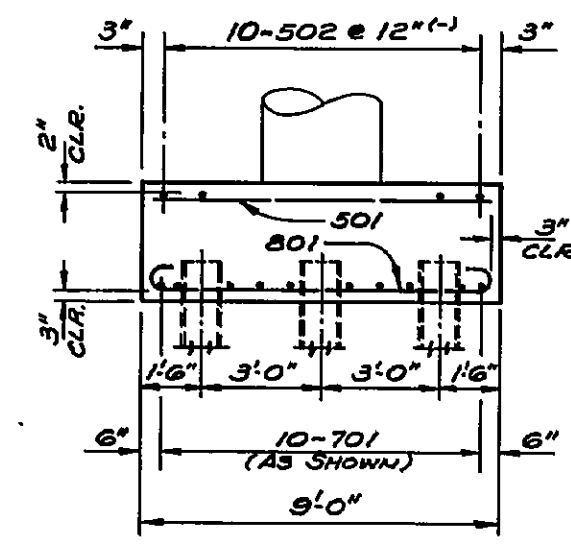
(LOOKING UP - STATION ~ S.B. I-75)
(LOOKING DN - STATION ~ N.B. I-75)



SECTION C-C



SECTION B-B

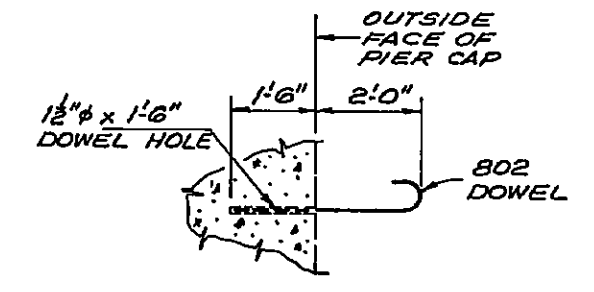


SECTION A-A

TABLE OF ELEVATIONS

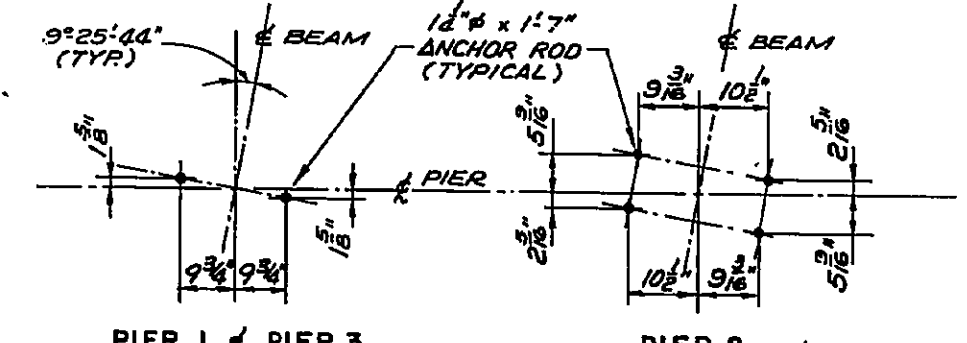
ELEVATION	"A"	"B"	"C"	"D"
S.B.L. PIER 1	619.50	642.57	646.87	646.60
PIER 2	621.50	642.36	646.64	646.34
PIER 3	619.50	642.63	646.90	646.62
N.B.L. PIER 1	619.50	642.62	646.89	646.39
PIER 2	621.50	642.36	646.64	646.14
PIER 3	619.50	642.59	646.89	646.41

"□" DENOTES: ELEVATIONS WERE OBTAINED FROM AS BUILT PLANS



DOWEL DETAIL

DOWEL BARS SHALL BE DRILLED AND GROUTED INTO THE EXISTING PIER CAP, AS SHOWN, AND IN ACCORDANCE WITH ITEM 510; DOWEL HOLES. USE NON SHRINKING EPOXY GROUT.



ANCHOR LOCATION DETAIL

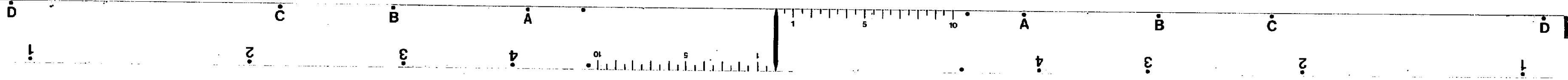
NOTES:

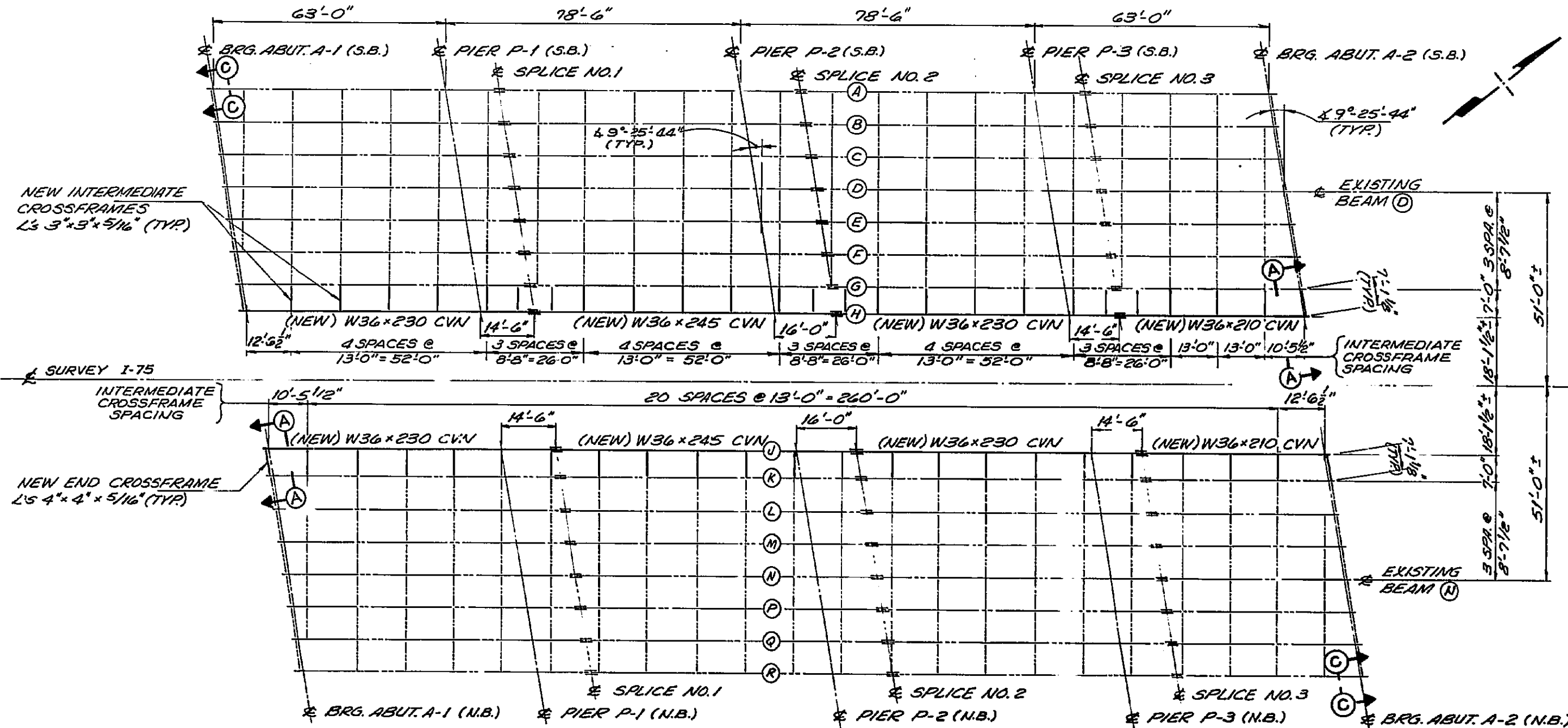
- THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:

LOCATION	PREFIX
PIER 1 S.B.	1P / 13P
PIER 2 S.B.	2P / 25P
PIER 3 S.B.	3P / 35P
PIER 1 N.B.	4P / 45P
PIER 2 N.B.	5P / 55P
PIER 3 N.B.	6P / 65P
- BRIDGE SEAT REINFORCING: 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 ROD HOLES OR PRESETTING OF THE BEARING ANCHORS.
- AT THE OPTION OF THE CONTRACTOR BEARING ANCHOR OR FORMED HOLES, LOCATED AND SUPPORTED BY TEMPLATES MAY BE CAST IN PLACE.
- MECHANICAL CONNECTORS ARE TO BE INCLUDED WITH ITEM 503 REINFORCING STEEL, GRADE 60 FOR PAYMENT.
- FOR ADDITIONAL BEARING ANCHOR DETAIL SEE SHEET 256.
- FOR PILING PLAN AND ADDITIONAL PILING NOTES SEE SHEET 247.
- FOR ADDITIONAL NOTES SEE THE STRUCTURE GENERAL NOTES.

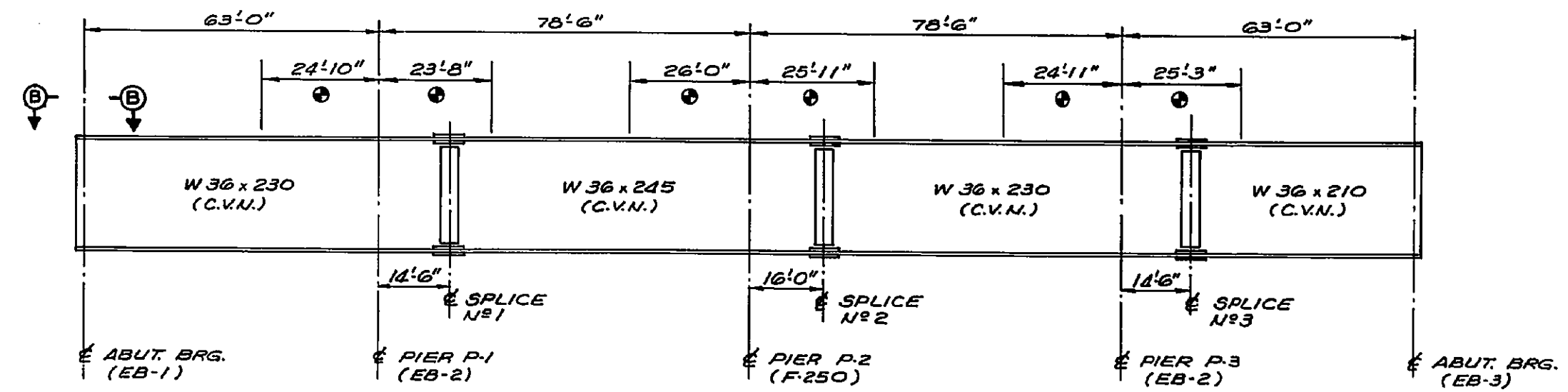
URS
OHIO TURNPIKE COMMISSION
PIER DETAILS
I-75 OVER THE OHIO TURNPIKE
BR. N° W00-75-2877 LBR
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 252 OF 364

DRAWN	CHECKED	REVIEWED	DATE
JH	ALH	R.J.P.	JFP 2-7-90

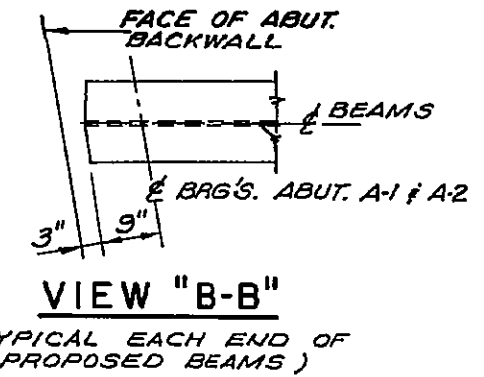




FRAMING PLAN
(SOUTHBOUND & NORTHBOUND)



TYPICAL BEAM ELEVATION
(PROPOSED BEAMS - S.B. & N.B. STRUCTURES)



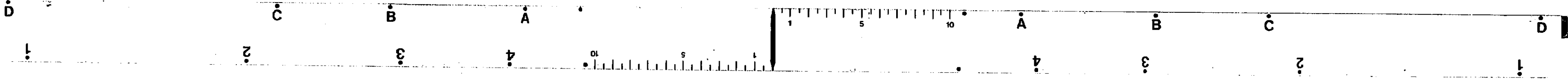
VIEW "B-B"
(TYPICAL EACH END OF PROPOSED BEAMS)

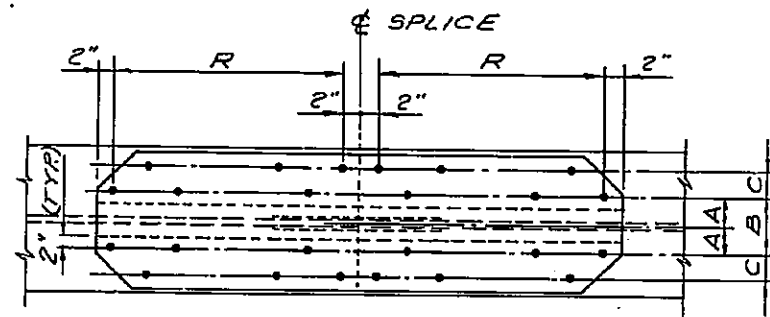
NOTES

- ① ALL STRUCTURAL STEEL SHALL BE ASTM A36 UNLESS NOTED OTHERWISE.
- ② WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL, EXCEPT FILL PLATES SHALL BE (CVN).
- ③ HIGH-STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
- ④ WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANYWHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREAS SHOWN THUS (●), WHICH ARE TENSION AREAS FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE, NOT MORE THAN 2" LONG, AND NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO/AWS BRIDGE WELDING CODE, 1988.
- ⑤ REFERENCE SHALL BE MADE TO THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING FB-1-B2 FOR BEARING DETAILS OF FIXED BEARINGS AT PIER P-2 (S.B. AND N.B.). FOR DETAIL AND ADDITIONAL NOTES FOR EXPANSION BEARINGS AT ABUTMENTS A-1 AND A-2 AND PIERS P-1 AND P-3 (S.B. AND N.B.), SEE EXPANSION BEARING DETAILS SHEET 256. ALL BEARINGS FIXED AND EXPANSION SHALL BE INCLUDED IN ITEM 513 - STRUCTURAL STEEL A-36 (AISC CAT. I), FOR PAYMENT.
- ⑥ FOR FIELD SPLICE DETAILS, SEE SHEET 254.
- ⑦ FOR LAYOUT DIAGRAM, DEFLECTION AND CAMBER AND TABLE OF ELEVATIONS, SEE SHEET 256.
- ⑧ FOR SECTION A-A AND ADDITIONAL END DAM DETAILS, SEE SHEET 255.
- ⑨ FOR SECTION "C-C" AND ADDITIONAL EXPANSION JOINT DETAILS SEE SHEET 255.
- ⑩ FOR THE INTERMEDIATE CROSSFRAME DETAILS SEE SECTION A-A ON SHEET 257.

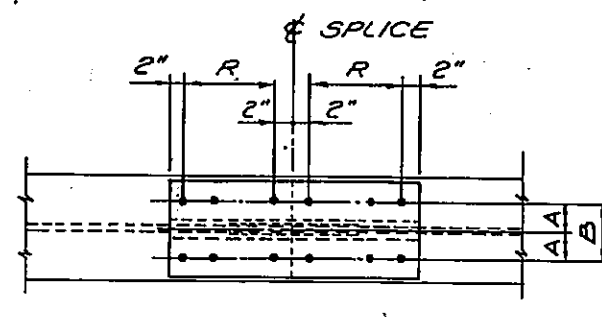
URS	
OHIO TURNPIKE COMMISSION	
FRAMING PLAN	
1-75 OVER THE OHIO TURNPIKE	
BR. NO. W00-75-2877 L&R	
WOOD COUNTY	
STA. 254+46.15 TO STA. 257+33.71	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 253 OF 364.

DESIGNED	CHECKED	APPROVED	REVIEWED	DATE
J.H.	D.M.	R.J.P.	J.F.P.	2-12-90

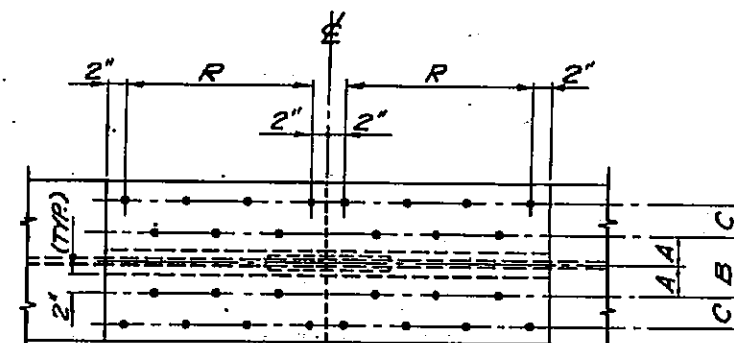




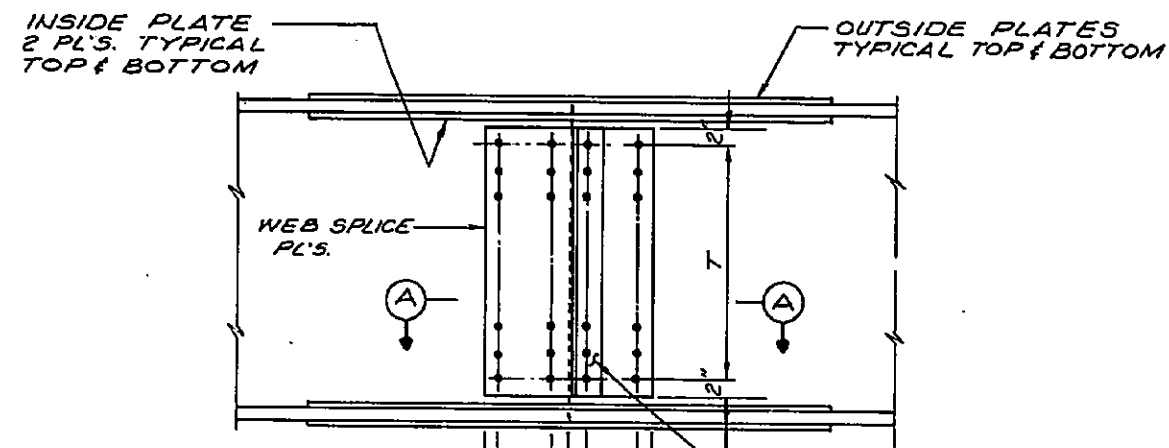
PLAN VIEW
FLANGE SPLICE TYPE "B"



PLAN VIEW
FLANGE SPLICE TYPE "A"



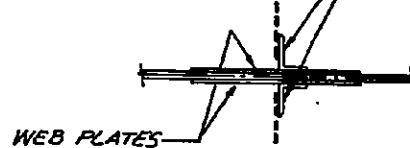
PLAN VIEW
FLANGE SPLICE TYPE "D"



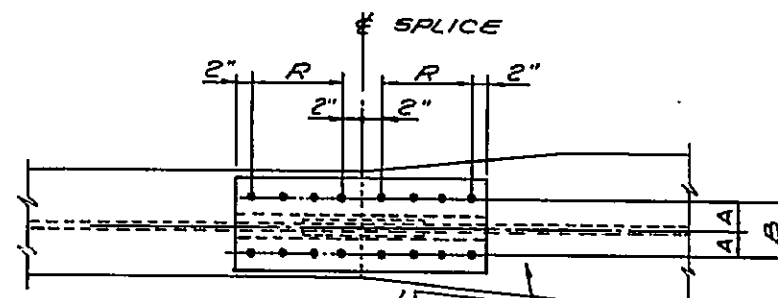
SPLICE DETAIL
WEB SPLICE TYPE "A"

CROSSFRAME ANGLES ARE USED WHEN INTERMEDIATE CROSSFRAMES ARE ATTACHED TO SPLICE (SEE SECTION "A-A") FOR CROSSFRAME WELDING DETAIL SEE SHEET 228, CROSSFRAMES - TYPE X-2

CROSSFRAMES ANGLES 5x3 1/2 x 3/8 (L.L. OUTSTANDING) WHERE REQUIRED.



SECTION A-A



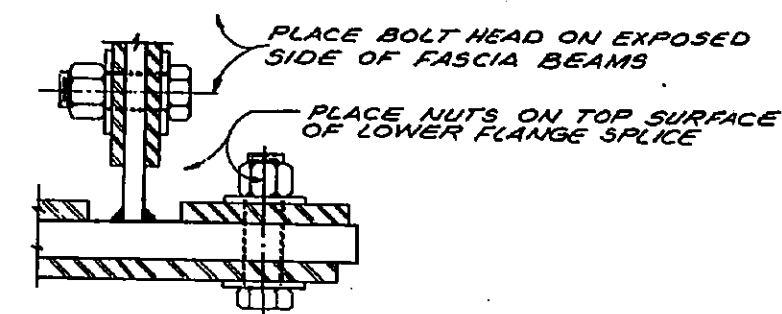
PLAN VIEW
FLANGE SPLICE TYPE "C"

TAPER TOP AND BOTTOM FLANGES TO SAME WIDTH AT SPLICED

- NOTES
- FOR FRAMING PLAN & FRAMING DETAILS SEE SHEET 253.
 - FILL PLATES SHALL BE OF THE THICKNESS AS REQUIRED AND OF THE SAME WIDTH AS SPLICE PLATE WHERE USED. A TOTAL FILL THICKNESS OF 1/4" OR MORE AT ANY ONE FLANGE LOCATION SHALL CONSIST OF NOT MORE THAN TWO PLATES UNLESS NOTED OTHERWISE. SEE CMS SECTION 513.09 FOR ADDITIONAL INFORMATION.
 - ALL FIELD SPLICES FOR NEW BEAMS SHALL BE MADE WITH 1" DIAMETER HIGH STRENGTH BOLTS. CONFORMING TO A-325 THE BOLTS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES, AND TOP OF THE TOP FLANGE PLATES.
 - ALL FIELD SPLICE MATERIAL, EXCEPT FOR FILL PLATES, SHALL BE (CVN).

BEAM SPLICE DATA													
SPLICE NO	TYPE	FLANGE SPLICE				WEB SPLICE							
		OUTSIDE 2-REQUIRED	INSIDE 4-REQUIRED	NO	R	A	B	C	TYPE	WEB PLATES 2-REQUIRED	WEB BOLTS	S	T
1 & 2	B	1/2" x 16" x 5'-0"	3/8" x 6 1/2" x 5'-0"	64	7 SPA @ 3 3/4"	3 3/4"	6 1/2"	3"	A	3/16" x 1-7 1/2" x 2'-7"	48	2 SPA @ 3"	7 SPA @ 3 3/8"
3	C	3/16" x 11" x 3'-0"	3/4" x 4 1/2" x 3'-0"	40	4 SPA @ 3 1/2"	3 1/2"	7"	-	A	3/16" x 1-7 1/2" x 2'-7"	48	2 SPA @ 3"	7 SPA @ 3 3/8"

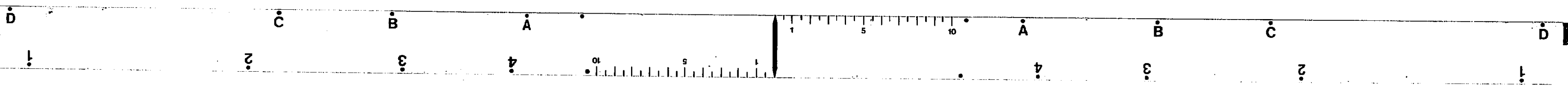
FABRICATOR TO PROVIDE FILL PLATES AS REQUIRED

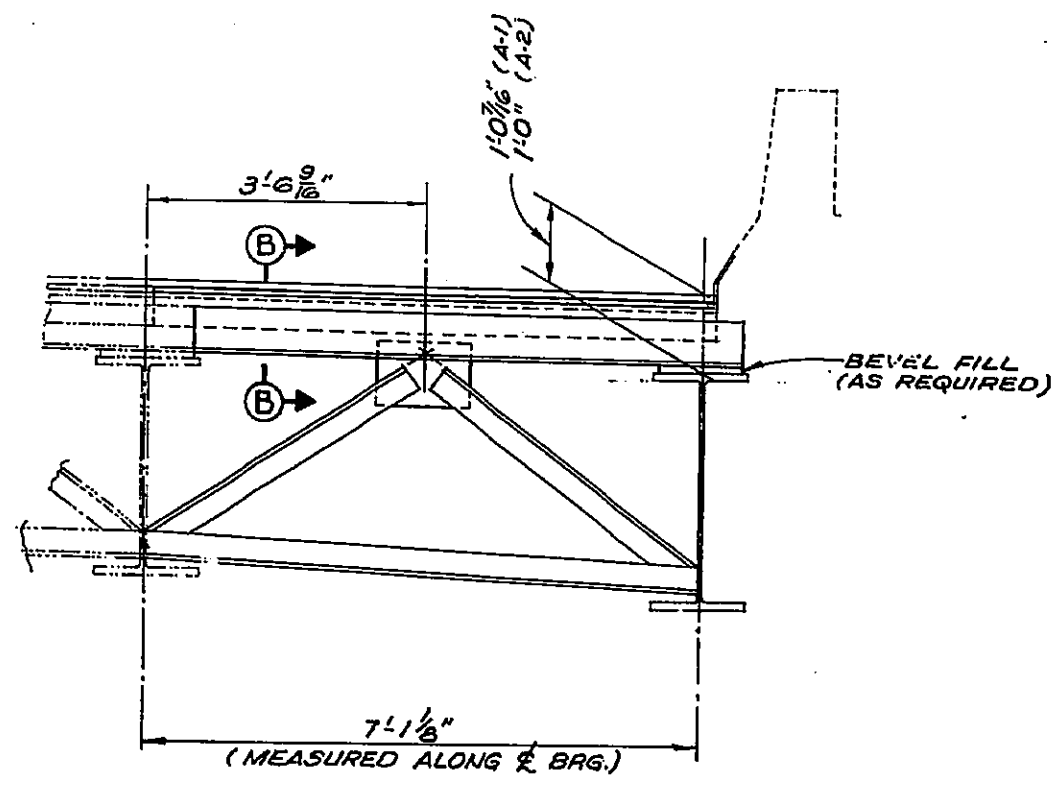


PARTIAL SECTION

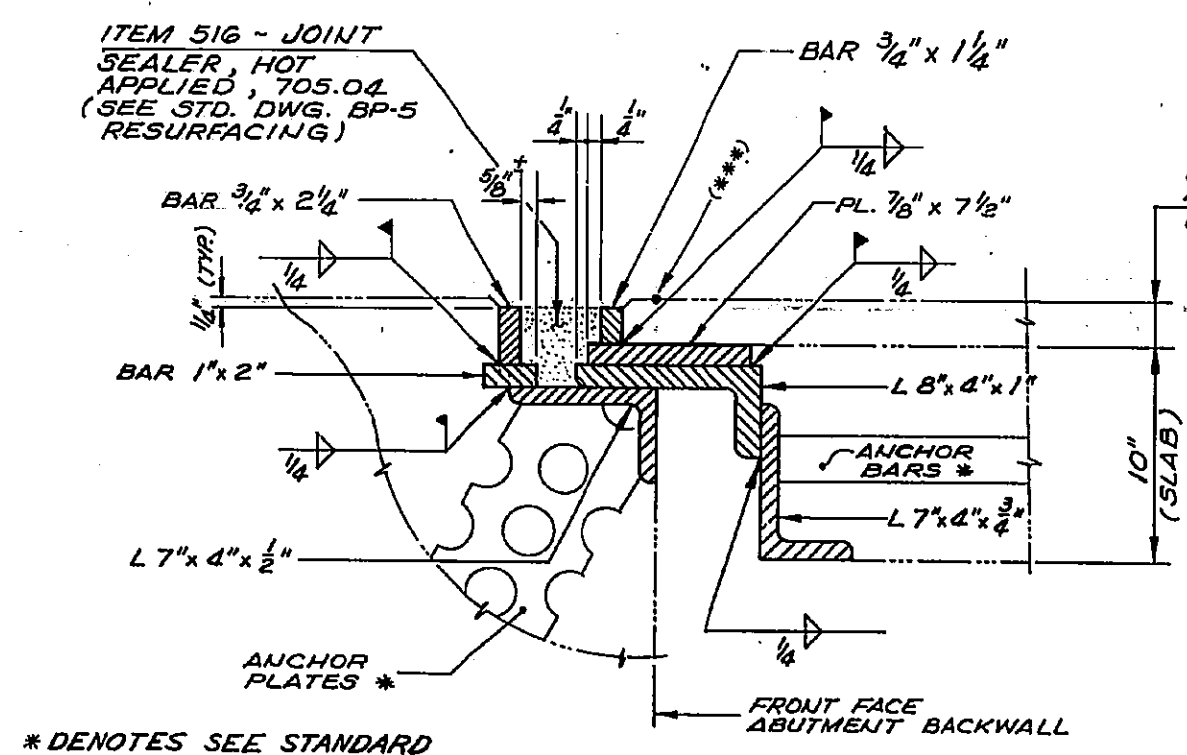
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JH	R.R.P.	R.J.P.	J.P.	2-12-90

URS
OHIO TURNPIKE COMMISSION
SPLICE DETAILS
I-75 OVER THE OHIO TURNPIKE
BR. NO. W00-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 254 OF 364

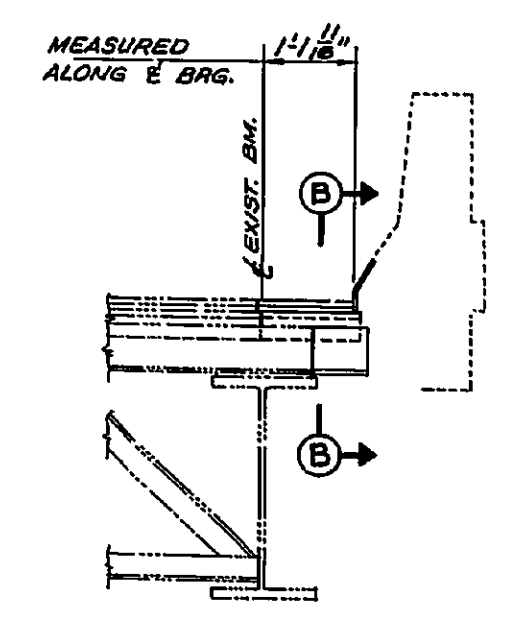




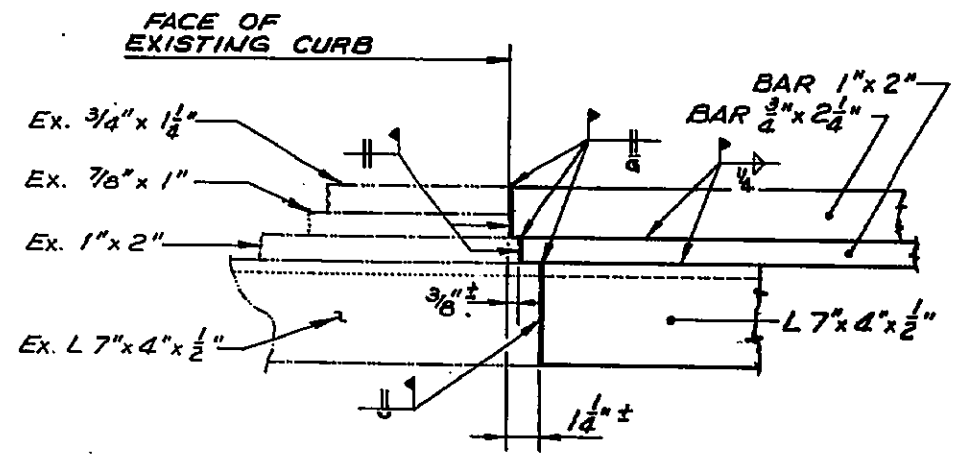
SECTION "A-A"
 ABUTMENT A-2 (S.B.), ABUTMENT A-1 (N.B.) SHOWN
 ABUTMENT A-1 (S.B.), ABUTMENT A-2 (N.B.) SIMILAR
 (FOR ADDITIONAL END CROSSFRAME AND WELDING
 DETAILS, SEE STANDARD DRAWING SD-1-69,
 SHEET 1 OF 4.)
 FOR LOCATION OF SECTION "A-A" SEE FRAMING PLAN
 SHEET 253.



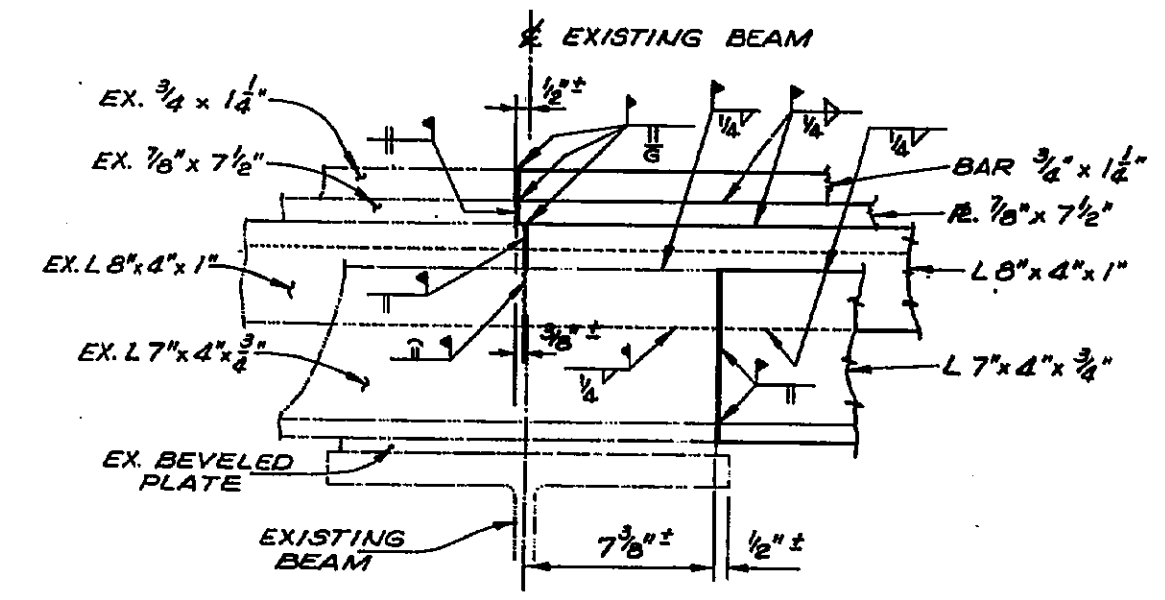
SECTION "B-B"
 (***) DENOTES FINISHED PAVEMENT ELEVATIONS "C"
 SHOWN ON ABUTMENT DRAWINGS ARE GIVEN
 TO THIS POINT.



SECTION "C-C"
 ABUT. A-1 (SB), ABUT. A2 (NB.) SHOWN
 ABUT. A2 (SB), ABUT. A-1 (NB.) SIMILAR
 FOR LOCATION OF SECTION "C-C"
 SEE FRAMING PLAN SHEET 253.



**DETAIL
 ABUTMENT SIDE OF JOINT**

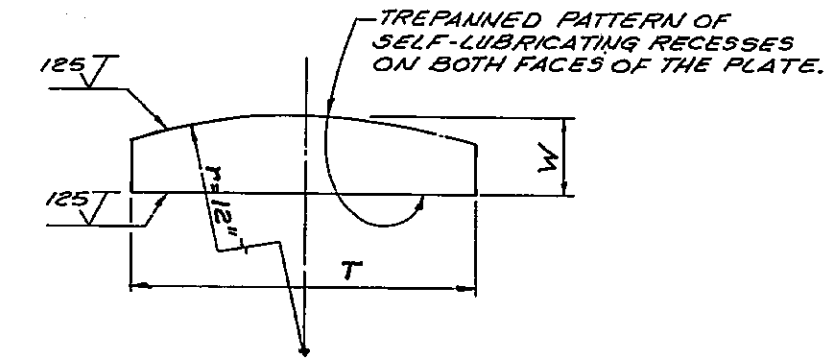
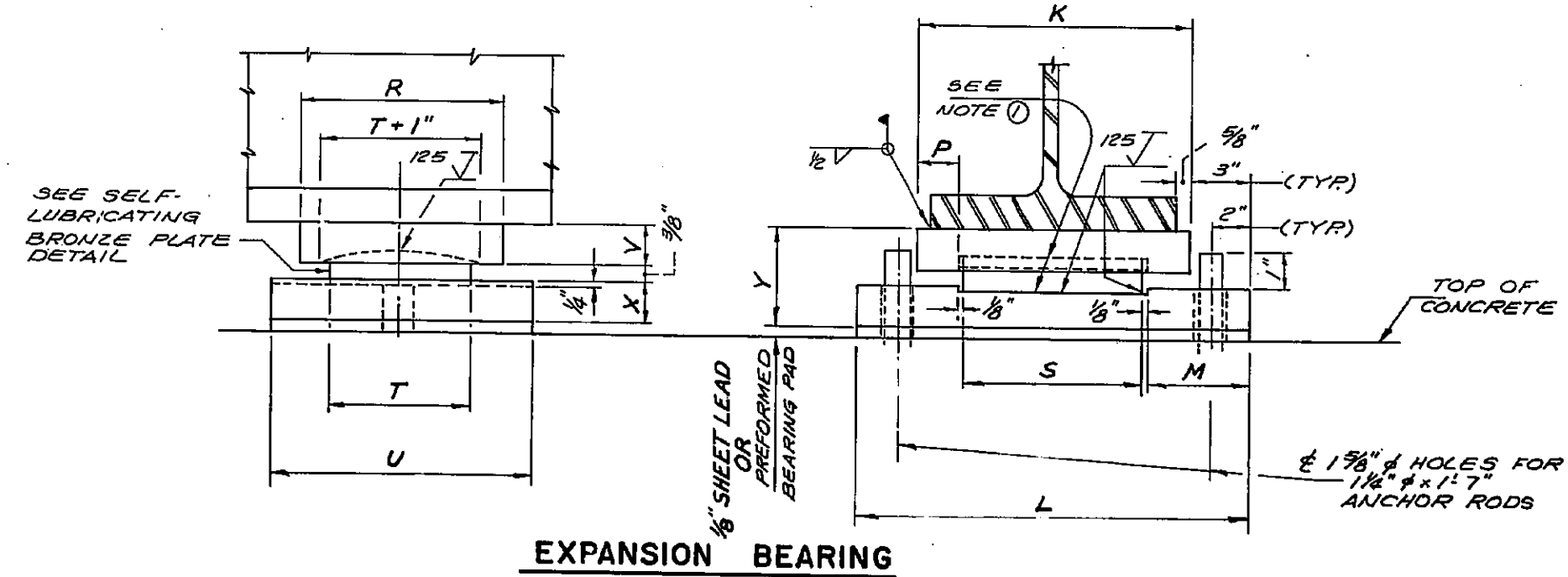


**DETAIL
 SLAB SIDE OF JOINT**

URS	
OHIO TURNPIKE COMMISSION	
STRUCTURAL DETAILS	
I-75 OVER THE OHIO TURNPIKE	
BR. NO. W00-75-2877 L&R	
WOOD COUNTY	
STA. 254 + 46.15 TO STA. 257 + 33.71	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 255 OF 364

DESIGN	DRAWN	CHECKED	REVIEWED	DATE
JH	ALH	R.J.P.	JPP	2-12-90





FOR MATERIAL DETAILS OF THE BRONZE PLATE AND THE LUBRICANT SEE SUPPLEMENTAL SPECIFICATION 927

- NOTES**
- BEFORE FINAL ASSEMBLY, COAT THE SURFACE OPPOSING THE SELF-LUBRICATED BRONZE PLATE WITH SAME LUBRICANT AS USED IN THE LUBRICATING RECESSES TO MINIMIZE INITIAL LOSS OF LUBRICANT FROM RECESSES.
 - FOR BEARINGS SIZE AND LOCATION SEE TYPICAL BEAM ELEVATION, SHEET 253.
 - BEARINGS (FIXED & EXPANSION) SHALL BE INCLUDED WITH ITEM - 513, STRUCTURAL STEEL A-36 (AISC CATEGORY I), FOR PAYMENT.
 - THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCES SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE AND THE 1 1/2" VERGLIMIT MODIFIED ASPHALT CONCRETE OVERLAY.
 - THE PAVEMENT ELEVATIONS ARE TO THE TOP OF THE 1 1/2" VERGLIMIT MODIFIED ASPHALT CONCRETE OVERLAY.

EXPANSION BEARING DIMENSION TABLE

BRG	LOCATION	K	L	M	P	R	S	T	U	V	W	X	Y	NO REQUIRED	
														S.B.	N.B.
EB-1	A-1 (SB/NB)	17 3/4"	23 3/4"	7 3/4"	4 3/4"	10"	8"	6"	12"	2"	1 1/8"	2"	4 3/8"	1	1
EB-2	P-1,P-3(SB/NB)	17 3/4"	23 3/4"	5 1/4"	2 1/4"	12"	13"	8"	14"	2 1/2"	1 1/2"	2 1/4"	5 1/8"	2	2
EB-3	A-2 (SB/NB)	13 3/8"	19 3/8"	5 3/8"	2 3/8"	10"	8"	6"	12"	2"	1 1/8"	2"	4 3/8"	1	1

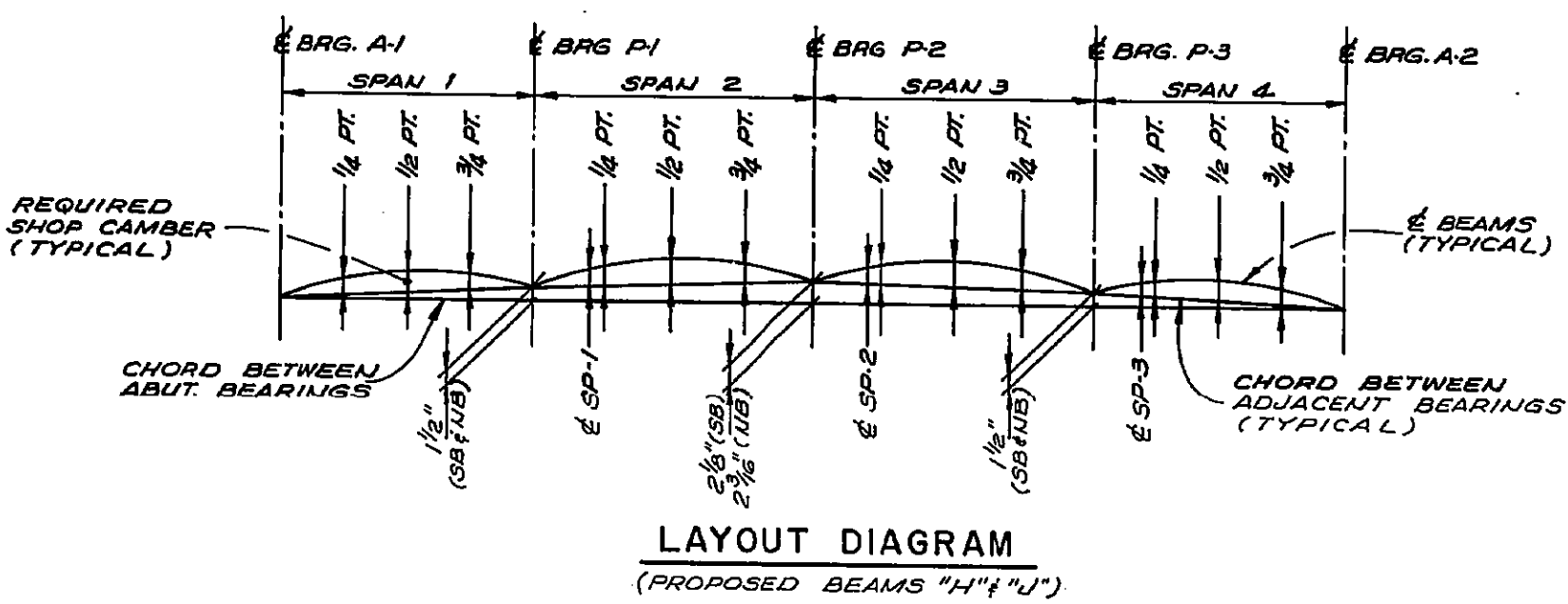
TABLE OF PAVEMENT ELEVATIONS

LOCATION	BM. H (SBL)	BM. J (NBL)
CENTERLINE BRIDGE ABUTMENT A-1	650.94	650.72
1/4 PT.	650.98	650.76
1/2 PT.	651.01	650.70
3/4 PT.	651.04	650.83
CENTERLINE BRIDGE PIER P-1	651.07	650.86
1/4 PT.	651.09	650.89
1/2 PT.	651.11	650.91
3/4 PT.	651.12	650.92
CENTERLINE BRIDGE PIER P-2	651.13	650.93
1/4 PT.	651.13	650.93
1/2 PT.	651.12	650.92
3/4 PT.	651.11	650.90
CENTERLINE BRIDGE PIER P-3	651.09	650.88
1/4 PT.	651.06	650.86
1/2 PT.	651.94	650.83
3/4 PT.	651.01	650.80
CENTERLINE BRIDGE ABUTMENT A-2	650.97	650.76

DEFLECTION AND CAMBER TABLE

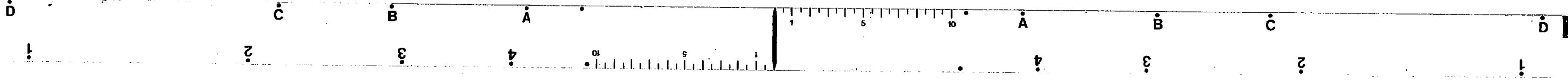
LOCATION	BEAMS H AND J					
	BEAM H (S.B.L.)		BEAM J (N.B.)		BEAM J (N.B.)	
	a	b	c	d	e	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/4 PT.	0.06	0.21	0.10	0.37	0.08	0.35
1/2 PT.	0.07	0.25	0.12	0.44	0.11	0.43
3/4 PT.	0.03	0.11	0.09	0.23	0.08	0.22
CENTERLINE PIER P-1						
CENTERLINE SPLICE NO. 1	0.04	0.11	0.10	0.25	0.10	0.25
1/4 PT.	0.06	0.17	0.12	0.35	0.13	0.36
1/2 PT.	0.10	0.29	0.16	0.55	0.17	0.56
3/4 PT.	0.05	0.16	0.12	0.33	0.13	0.34
CENTERLINE PIER P-2						
CENTERLINE SPLICE NO. 2	0.04	0.13	0.11	0.28	0.11	0.28
1/4 PT.	0.05	0.17	0.12	0.34	0.13	0.35
1/2 PT.	0.09	0.30	0.16	0.55	0.17	0.56
3/4 PT.	0.05	0.17	0.12	0.34	0.13	0.35
CENTERLINE PIER P-3						
CENTERLINE SPLICE NO. 3	0.03	0.11	0.07	0.21	0.08	0.22
1/4 PT.	0.03	0.13	0.08	0.24	0.08	0.24
1/2 PT.	0.07	0.28	0.11	0.46	0.11	0.46
3/4 PT.	0.06	0.23	0.08	0.37	0.08	0.37
CENTERLINE BRIDGE ABUTMENT A-2						

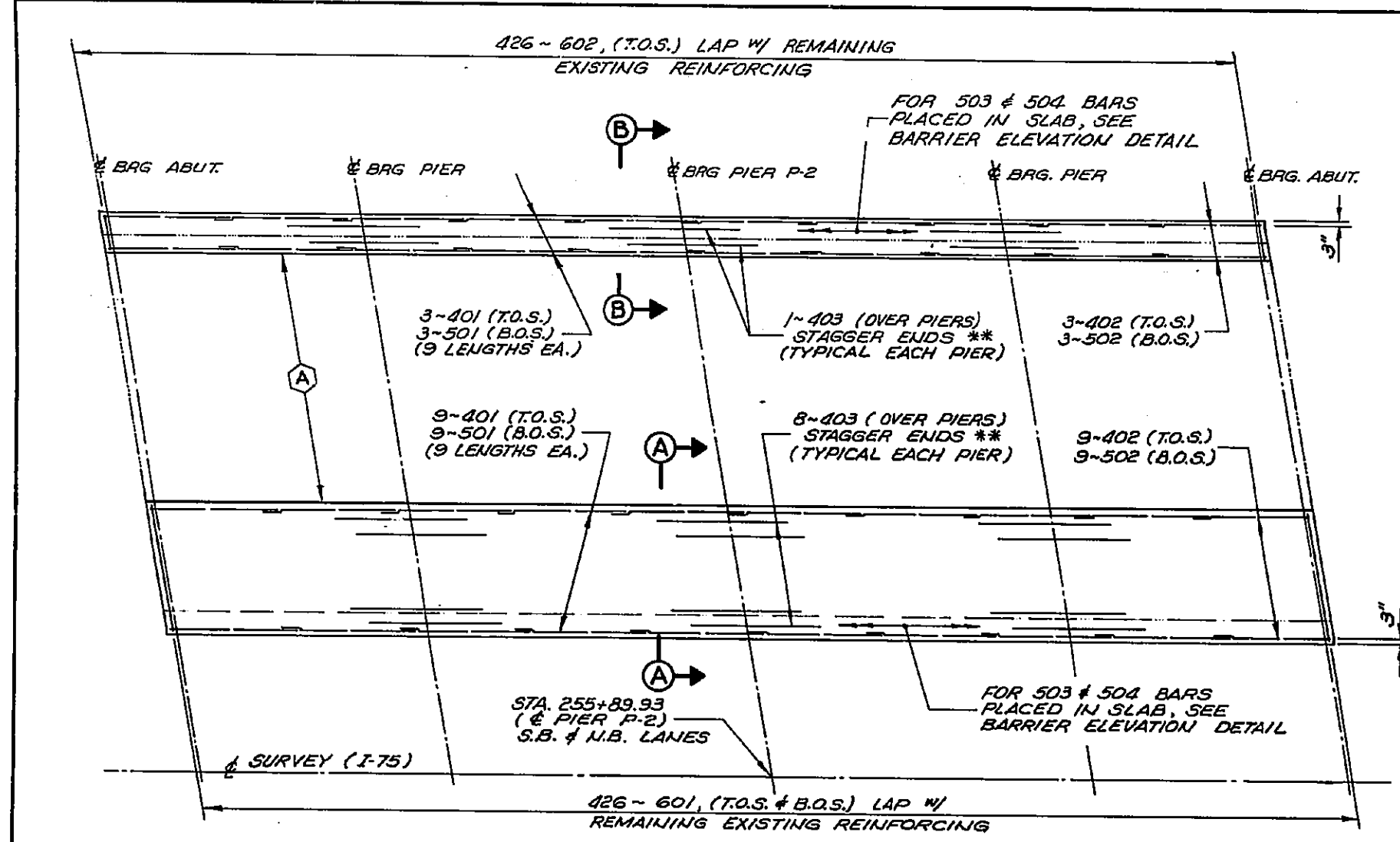
- LEGEND**
- DEFLECTION DUE TO WEIGHT OF STEEL.
 - DEFLECTION DUE TO REMAINING DEAD LOAD.
 - ADJUSTMENT REQUIRED FOR VERTICAL CURVE
 - REQUIRED SHOP CAMBER
- NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.



DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JH	PRP	R.J.P.	JPP	2-12-90

URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS & PAVEMENT ELEVATIONS
I-75 OVER THE OHIO TURNPIKE
BR. N^o WOO-75-28 77 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 256 OF 364.

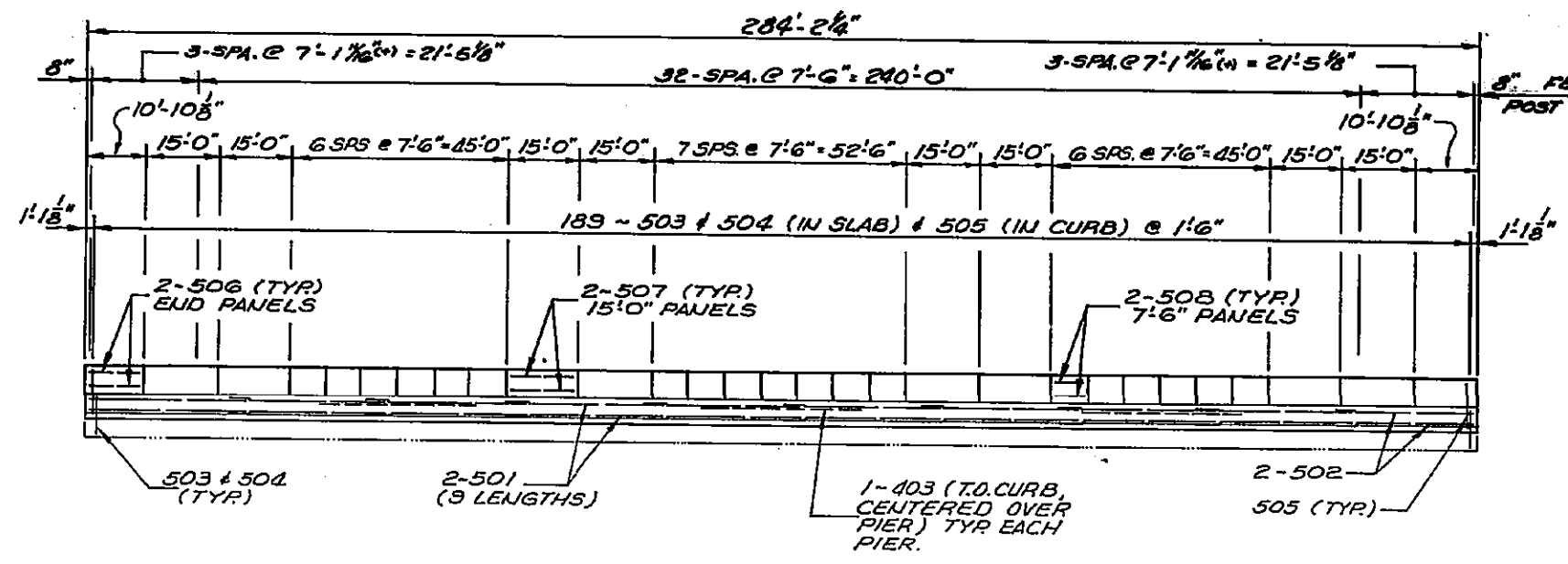




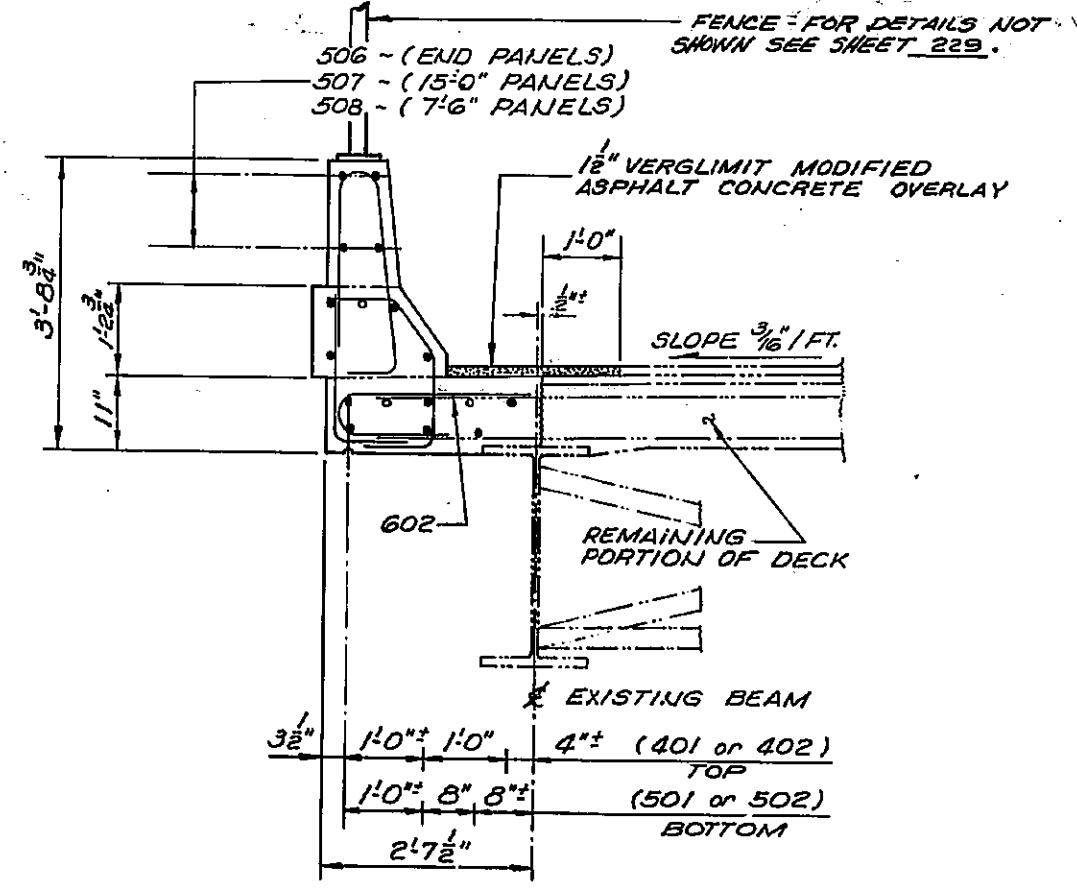
SLAB PLAN

(SOUTHBOUND I-75 - AS SHOWN)
(NORTHBOUND I-75 - IDENTICAL BY ROTATION)

- ** DENOTES: FOR DIAGRAM SHOWING STAGGER OF 403 BARS OVER PIERS SEE DETAIL "S".
- (T.O.S.) DENOTES: REINFORCING SHALL BE PLACED IN THE TOP PORTION OF THE SLAB.
- (B.O.S.) DENOTES: REINFORCING SHALL BE PLACED IN THE BOTTOM PORTION OF THE SLAB.
- (A) DENOTES: LIMITS OF EXISTING L.M.C. OVERLAY AND DECK SLAB REMAINING.

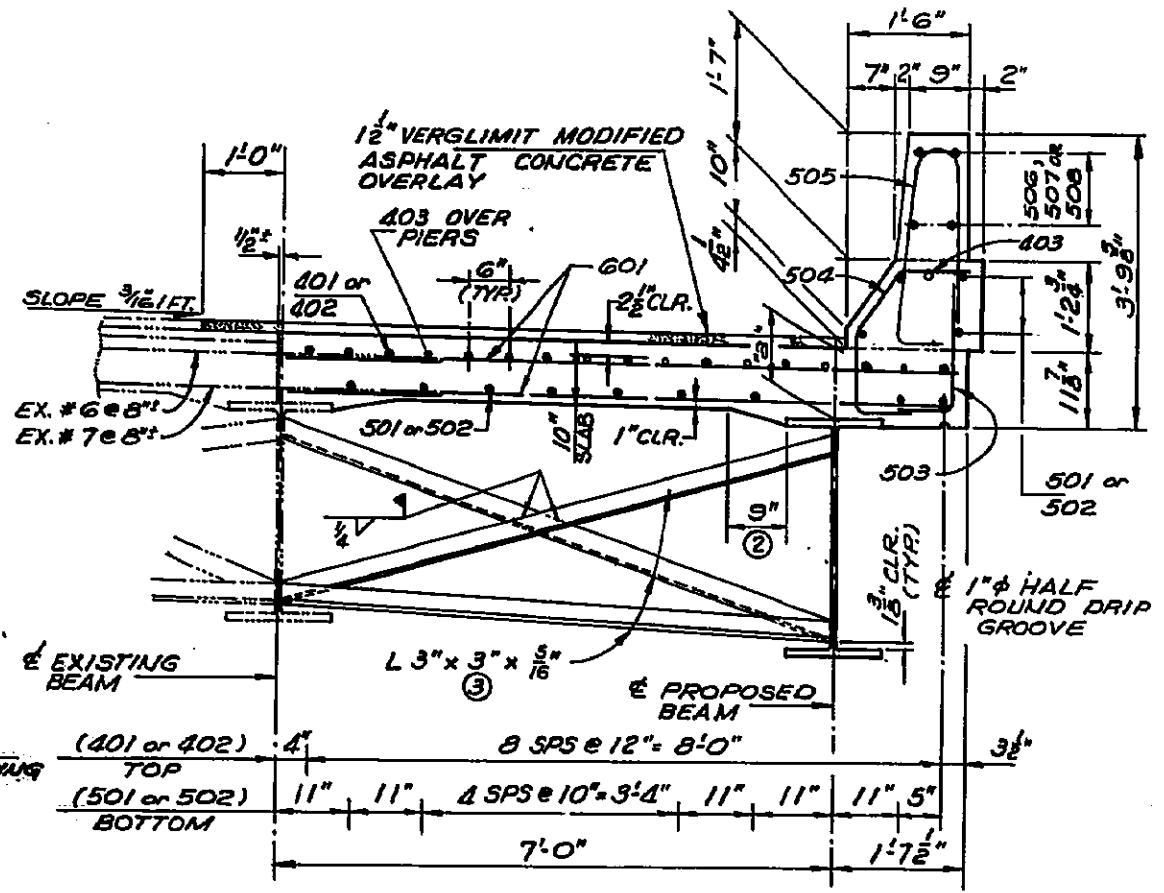


TYPICAL BARRIER ELEVATION
(TYPICAL ALL FOUR BARRIERS)

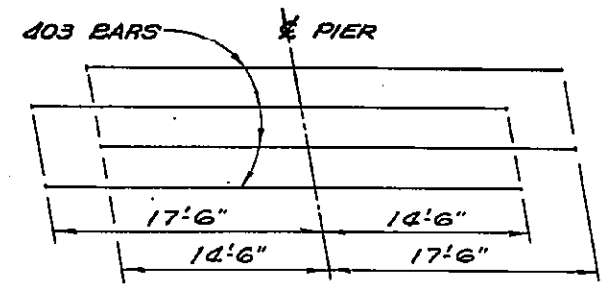


SECTION "B-B"

(FOR REINFORCING & DIMENSIONS NOT SHOWN SEE SECTION "A-A" BELOW)



SECTION "A-A"



DETAIL "S"

SHOWING BAR STAGGER OVER PIERS

THICKNESS OF SLAB OVER BEAMS	
BEAM SIZE	DIM. "a" (1)
W 36 x 245	10 13/16"
W 36 x 230	10 7/8"
W 36 x 210	10 1/2"

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JH	A.L.H.	F.J.P.	J.P.	2-12-90

- NOTES**
- 1 DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF DECK SLAB TO TOP OF STEEL BEAM IS THE NOMINAL DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.
 - 2 A HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" TO 12" PROVIDED THAT THE SLOPE SHALL BE NO MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
 - 3 INTERMEDIATE CROSSFRAME ANGLES 3" x 3" x 3/16". WELD BOTH SIDES OF VERTICAL LEG AND THE TOP SIDE OF HORIZONTAL LEG TO BEAM WITH 1/4" CONTINUOUS FILLET WELD.
 - 4 THE PREFIX "ES" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE.
 - 5 ALL REINFORCING BARS IN THE SUPERSTRUCTURE AND BARRIERS SHALL BE EPOXY-COATED.
 - 6 1/4" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH ITEM SP511A-CLASS 5' CONCRETE SUPERSTRUCTURE DECK USING SHRINKAGE COMPENSATING CEMENT FOR PAYMENT. SEE STD DWG. BR-1 FOR DETAILS.
 - 7 TYPICAL BAR LAPS SHALL BE AS FOLLOWS:
 * 4 BARS = 1'-7"
 * 5 BARS = 1'-11"
 * 6 BARS = 2'-3"

URS

OHIO TURNPIKE COMMISSION

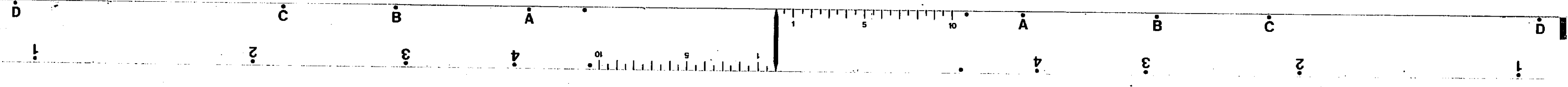
SLAB PLAN & TRANSVERSE SECTION
I-75 OVER THE OHIO TURNPIKE

BR. NO. W00-75-2677 L&R
WOOD COUNTY

STA. 254+46.15 TO STA. 257+33.71

DATE: 2/90 SCALE: N.T.S.

CIP: 55-90-03 SHEET 257 OF 364



258
364

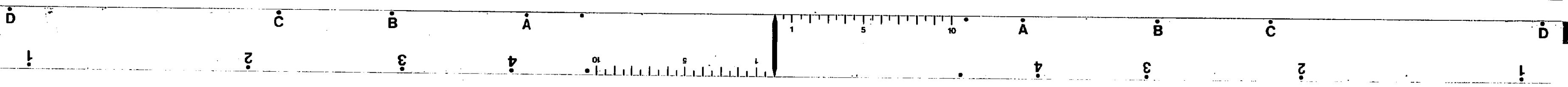
MARK	No. REQD.	LGTH.	INCR.	DIMENSIONS				WEIGHT LBS.
				A	B	C	D	
ABUTMENT								
A 501	16	8-7	2	2-0	4-10			143
A 502	16	7-3	1	1-0	6-4			120
A 503	92	6-4	ST					608
A 504	10	3-11	13	2-0	2-0	0-4		41
A 505	4	10-3	2	3-6	3-6			43
A 506	16	7-2	2	2-0	3-5			120
EA 507	16	8-6	ST					142
EA 508	16	3-8	2	1-3	1-5			61
A 509	28	5-0	ST					146
A 510	44	11-0	14	3-0	2-3			503
A 511	6	12-4	ST					77
A 512	4	6-0	2	2-0	2-3			25
A 513	12	9-11	ST					124
A 514	32	7-9	ST					259
A 515	20	8-0	ST					167
A 516	20	8-11	2	4-0	1-2			186
A 517	24	15-6	ST					388
A 518	10	3-11	36	2-0	2-0	0-4		41
A 519	6	12-1	ST					76
A 520	12	8-6	ST					106
EA 531	52	4-10	3	2-8	1-10	0-7		262
EA 532	36	3-5	1	1-9	1-9			127
EA 533	36	3-6	19	0-8	0-6	0-8	2-1	130
EA 534	36	5-4	23	2-2	2-5			200
EA 535	30	12-9	ST					399
EA 536	30	12-4	ST					386
EA 550	40	3-6	19	0-8	0-6	0-8	2-1	144
EA 551	8	2-9	ST					23
EA 552	48	4-5	ST					221
EA 553	8	5-4	23	2-2	2-5			45
EA 554	32	3-0	6	2-5				100
EA 555	16	4-0	ST					67
EA 556	8	13-8	60					114
EA 557	8	13-8	ST					114
EA 558	16	13-8	ST					228
A 601	60	3-3	ST					293
A 602	16	13-5	3	2-6	4-10	6-5		322
A 603	4	10-2	2	4-6	1-6			61
EA 604	24	9-3	2	4-1	1-5			333
A 605	8	6-11	1	1-0	6-1			83
A 606	24	10-4	2	4-8	1-4			372
A 607	24	9-1	2	4-0	1-5			327
TOTAL NON-EPOXY COATED = 4631								
TOTAL EPOXY COATED = 3096								
SUPERSTRUCTURE								
ES 401	216	30-0	ST					4329
ES 402	24	27-9	ST					445
ES 403	72	32-0	ST					1539
ES 501	360	30-0	ST					11264
ES 502	40	30-9	ST					1283
ES 503	756	2-8	1	1-0	1-9			2070
ES 504	756	3-4	20	1-1	0-9	0-6		2622
ES 505	756	5-3	23	2-2	2-4			4140
ES 506	32	10-6	ST					350
ES 507	128	14-8	ST					1958
ES 508	304	7-2	ST					2272
ES 601	1704	8-6	ST					21755
ES 602	852	4-0	57	2-4	0-6	1-6		5119
TOTAL SUPERSTRUCTURE = 59146								

MARK	No. REQD.	LGTH.	INCR.	DIMENSIONS				WEIGHT LBS.
				A	B	C	D	
PIER 1								
1 P 501	7	8-6	ST					62
1 P 502	10	6-3	ST					65
1 P 503	4	11-6	1	2-4	9-3			48
1 P 504	10	8-5	2	3-0	2-8			88
1 P 505	1	9-11	2	3-9	2-8			10
1 P 701	10	7-11	7	6-3				162
1 P 801	10	10-4	7	8-6				276
1 P 802	4	4-5	6	3-6				47
1 P1001	2	9-0	ST					77
1 P1002	2	7-0	ST					60
1 P1003	2	12-7	1	3-8	9-2			108
1 P1004	2	10-6	1	3-8	7-1			90
1 P1101	6	7-4	1	2-0	5-7			232
1 P1102	6	9-4	1	2-0	7-7			296
1 P1103	6	20-9	ST					661
1 P1104	6	18-9	ST					598
TOTAL PIER 1 = 2880								
PIER 2								
2 P 501	7	8-6	ST					62
2 P 502	10	6-3	ST					65
2 P 503	4	11-6	1	2-4	9-3			48
2 P 504	10	8-5	2	3-0	2-8			88
2 P 505	1	9-11	2	3-9	2-8			10
2 P 701	10	7-11	7	6-3				162
2 P 801	10	10-4	7	8-6				276
2 P 802	4	4-5	6	3-6				47
2 P1001	2	9-0	ST					77
2 P1002	2	7-0	ST					60
2 P1003	2	12-7	1	3-8	9-2			108
2 P1004	2	10-6	1	3-8	7-1			90
2 P1101	6	7-4	1	2-0	5-7			232
2 P1102	6	9-4	1	2-0	7-7			296
2 P1103	6	18-6	ST					590
2 P1104	6	16-6	ST					526
TOTAL PIER 2 = 2737								

MARK	No. REQD.	LGTH.	INCR.	DIMENSIONS				WEIGHT LBS.
				A	B	C	D	
PIER 3								
3 P 501	7	8-6	ST					62
3 P 502	10	6-3	ST					65
3 P 503	4	11-6	1	2-4	9-3			48
3 P 504	10	8-5	2	3-0	2-8			88
3 P 505	1	9-11	2	3-9	2-8			10
3 P 701	10	7-11	7	6-3				162
3 P 801	10	10-4	7	8-6				276
3 P 802	4	4-5	6	3-6				47
3 P1001	2	9-0	ST					77
3 P1002	2	7-0	ST					60
3 P1003	2	12-7	1	3-8	9-2			108
3 P1004	2	10-6	1	3-8	7-1			90
3 P1101	6	7-4	1	2-0	5-7			232
3 P1102	6	9-4	1	2-0	7-7			296
3 P1103	6	20-9	ST					661
3 P1104	6	18-9	ST					598
TOTAL PIER 3 = 2880								
PIER 4								
4 P 501	7	8-6	ST					62
4 P 502	10	6-3	ST					65
4 P 503	4	11-6	1	2-4	9-3			48
4 P 504	10	8-5	2	3-0	2-8			88
4 P 505	1	9-7	2	3-7	2-8			10
4 P 701	10	7-11	7	6-3				162
4 P 801	10	10-4	7	8-6				276
4 P 802	4	4-5	6	3-6				47
4 P1001	2	9-0	ST					77
4 P1002	2	7-0	ST					60
4 P1003	2	12-5	1	3-6	9-2			106
4 P1004	2	10-4	1	3-6	7-1			89
4 P1101	6	7-4	1	2-0	5-7			232
4 P1102	6	9-4	1	2-0	7-7			296
4 P1103	6	20-6	ST					653
4 P1104	6	18-6	ST					590
TOTAL PIER 4 = 2861								

DATE: 2-12-90

URS
OHIO TURNPIKE COMMISSION
REINFORCING SCHEDULE
I-75 OVER THE OHIO TURNPIKE
BR. N° W00-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: N.T.S.
QP: 55-90-03 SHEET 258 OF 364



MARK	No. REQD.	LGTH.	W C L	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 5									
5 P 501	7	8-6	ST						62
5 P 502	10	6-3	ST						65
5 P 503	4	11-6	1	2-4	9-3				48
5 P 504	10	8-5	2	3-0	2-8				88
5 P 505	1	9-7	2	3-7	2-8				10
5 P 701	10	7-11	7	6-3					162
5 P 801	10	10-4	7	8-6					276
5 P 802	4	4-5	6	3-6					47
5 P1001	2	9-0	ST						77
5 P1002	2	7-0	ST						60
5 P1003	2	12-5	1	3-6	9-2				106
5 P1004	2	10-4	1	3-6	7-1				89
5 P1101	6	7-4	1	2-0	5-7				232
5 P1102	6	9-4	1	2-0	7-7				296
5 P1103	6	18-3	ST						582
5 P1104	6	16-3	ST						518
TOTAL PIER 5 =									2718

MARK	No. REQD.	LGTH.	W C L	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 6									
6 P 501	7	8-6	ST						62
6 P 502	10	6-3	ST						65
6 P 503	4	11-6	1	2-4	9-3				48
6 P 504	10	8-5	2	3-0	2-8				88
6 P 505	1	9-7	2	3-7	2-8				10
6 P 701	10	7-11	7	6-3					162
6 P 801	10	10-4	7	8-6					276
6 P 802	4	4-5	6	3-6					47
6 P1001	2	9-0	ST						77
6 P1002	2	7-0	ST						60
6 P1003	2	12-5	1	3-6	9-2				106
6 P1004	2	10-4	1	3-6	7-1				89
6 P1101	6	7-4	1	2-0	5-7				232
6 P1102	6	9-4	1	2-0	7-7				296
6 P1103	6	20-6	ST						653
6 P1104	6	18-6	ST						590
TOTAL PIER 6 =									2861

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 5									
PIER 6									

SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1 SP401	1	2-8	20-3	3.0	589
TOTAL SPIRAL PIER 1 =					589
SPIRAL PIER 2					
2 SP401	1	2-8	18-0	3.0	524
TOTAL SPIRAL PIER 2 =					524
SPIRAL PIER 3					
3 SP401	1	2-8	20-3	3.0	589
TOTAL SPIRAL PIER 3 =					589
SPIRAL PIER 4					
4 SP401	1	2-8	20-3	3.0	589
TOTAL SPIRAL PIER 4 =					589
SPIRAL PIER 5					
5 SP401	1	2-8	18-0	3.0	524
TOTAL SPIRAL PIER 5 =					524
SPIRAL PIER 6					
6 SP401	1	2-8	20-3	3.0	589
TOTAL SPIRAL PIER 6 =					589

FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

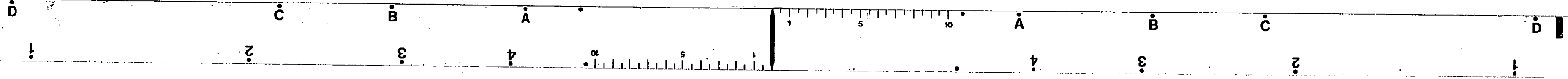
ALH, ALH R.J.P. JFP 2-12-90

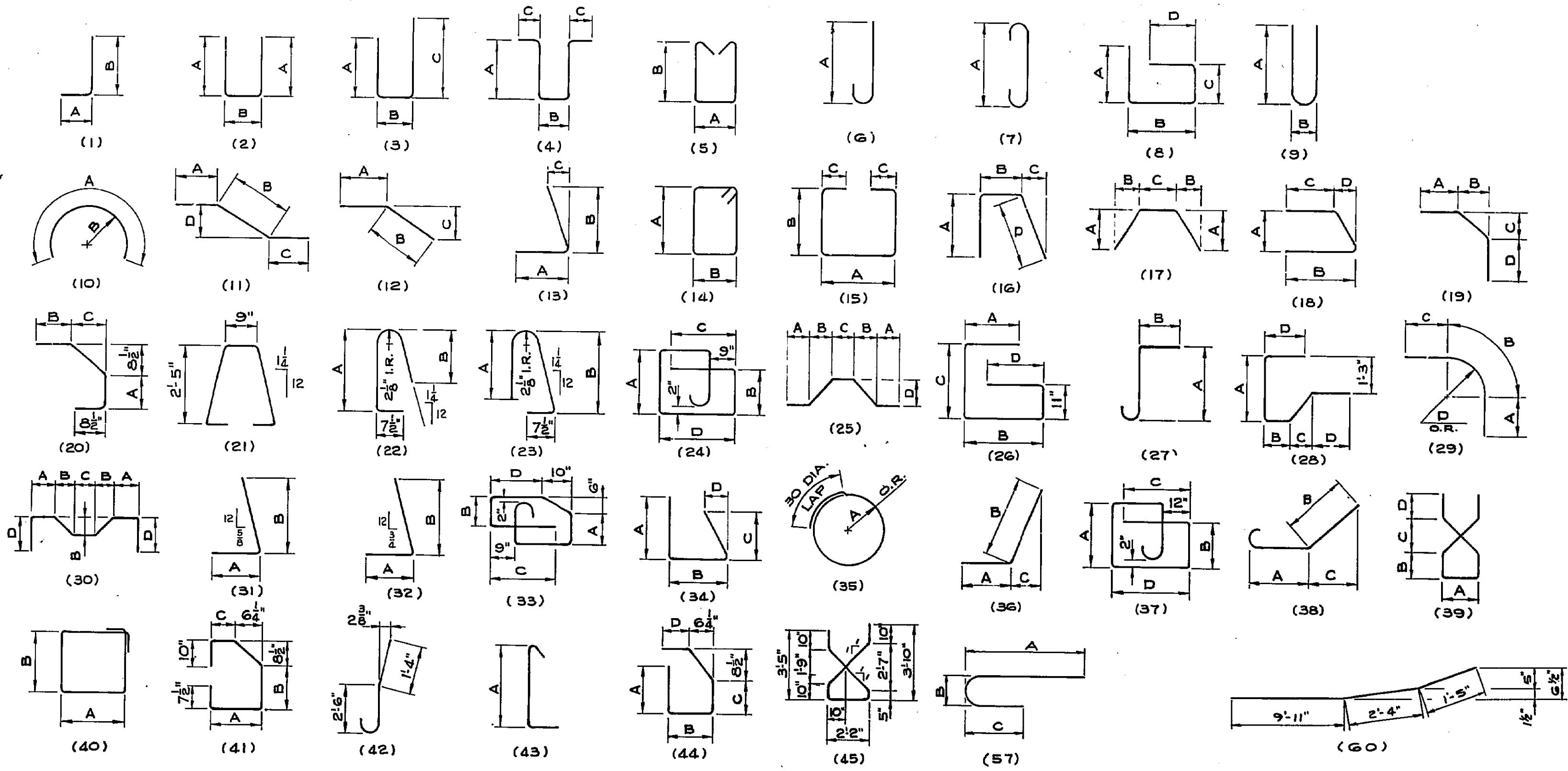
URS
OHIO TURNPIKE COMMISSION

REINFORCING SCHEDULE
I-75 OVER THE OHIO TURNPIKE

BR. Nº W00-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71

DATE: 2/90 SCALE: N.T.S.
OP: 55-90-03 SHEET 259 OF 364





ITEM 509 REINFORCING STEEL, (GRADE 60)

ABUTMENT = 4631 LBS
 PIER = 20341 LBS
 SUPERSTRUCTURE = 0 LBS

GRAND TOTAL = 24972 LBS

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

ABUTMENT = 3096 LBS
 PIER = 0 LBS
 SUPERSTRUCTURE = 59146 LBS

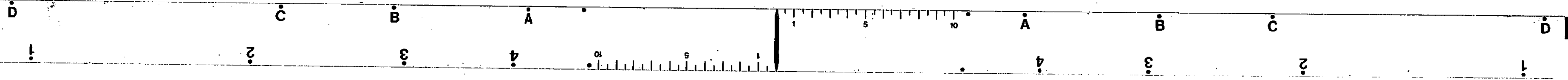
GRAND TOTAL = 62242 LBS

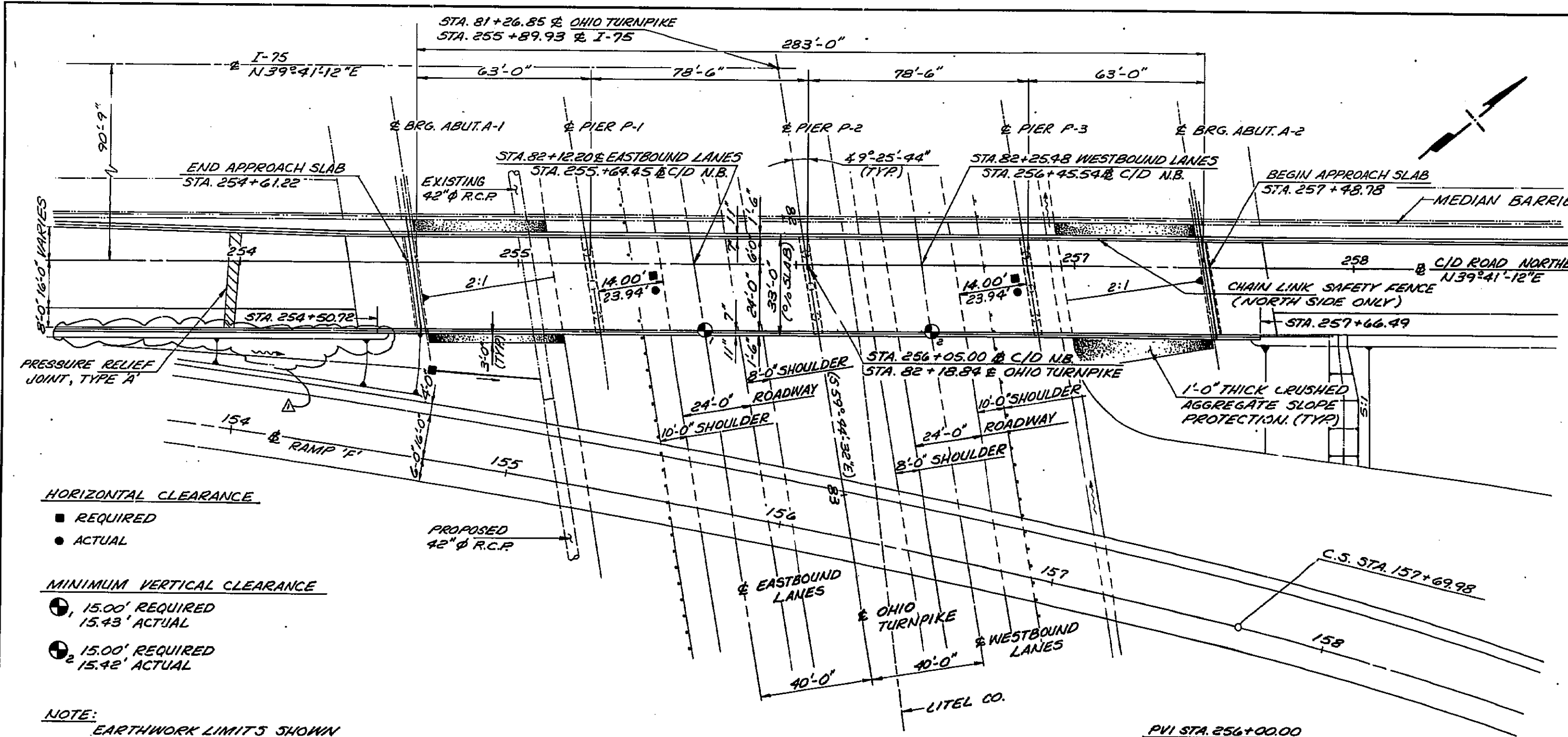
REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS G-6.02 AND C.M.S. SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
I-75 OVER THE OHIO TURNPIKE	
BR. N ^o W00-75-2877 L&R	
WOOD COUNTY	
STA. 254+46.15 TO STA. 257+33.71	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 260 OF 364.

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
A.L.H.	A.L.H.	R.J.P.	JFP	2-12-90





PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEN: 9° 25' 41" R.F.

SPAKS: c/c BEARINGS ALONG BASELINE, 90'-3" RIGHT OF CENTERLINE OF I-75:
63'-0", 78'-6", 78'-6", 63'-0"

ROADWAY: 30'-0" TOE TO TOE PARAPETS
33'-0" OUT TO OUT SLAB

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (ODOT STANDARD AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: NONE

SLOPE PROTECTION: CRUSHED AGGREGATE

TRAFFIC: 11,330 A.D.T. 2266A.D.T.T. (2010)

HORIZONTAL CLEARANCE

■ REQUIRED
● ACTUAL

MINIMUM VERTICAL CLEARANCE

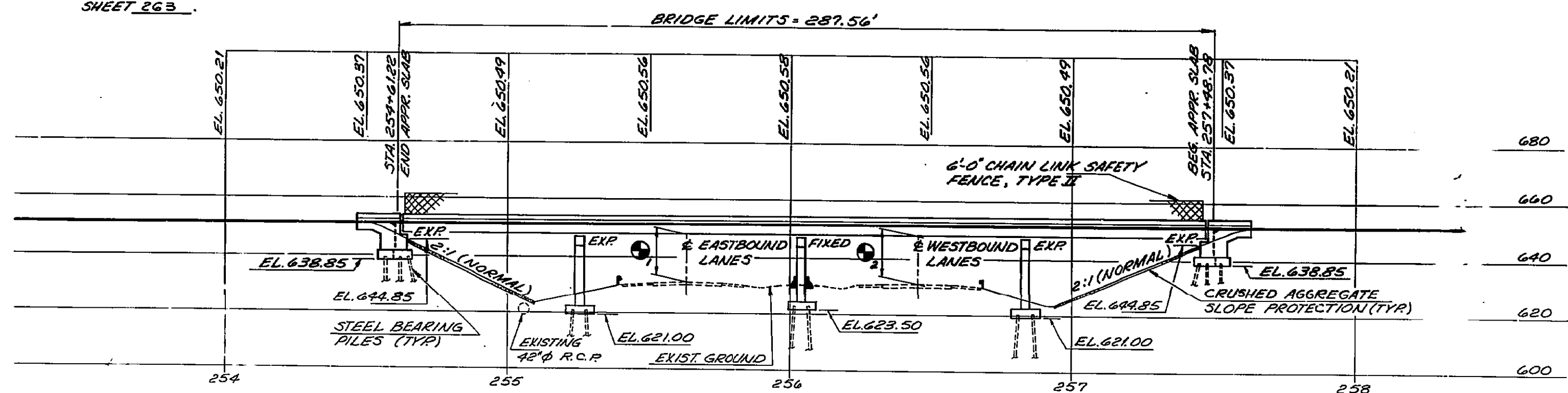
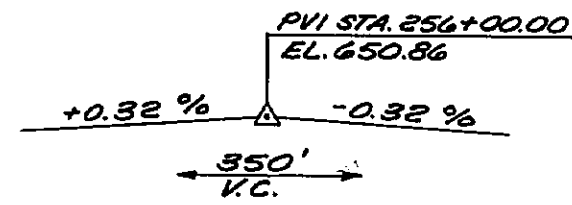
⊕ 15.00' REQUIRED
15.43' ACTUAL

⊕ 15.00' REQUIRED
15.42' ACTUAL

NOTE:
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.

FOR PILING PLAN AND ESTIMATED PILE RAY LENGTHS, SEE SHEET 263.

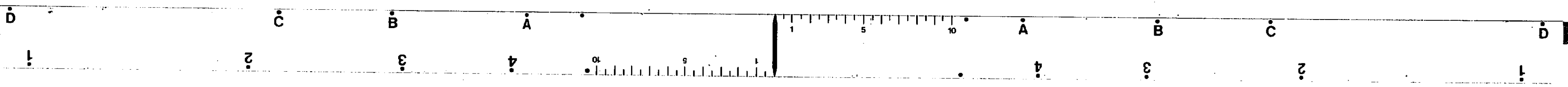
PLAN



ELEVATION

REMOVED BARRIER TRANS. ADDED STD BARRIER	DATE: 3-16-90
NO. REVISION	BY DATE
URS	
OHIO TURNPIKE COMMISSION	
GENERAL PLAN & ELEVATION	
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE BR. N ^o WOOD-75-287B WOOD COUNTY	
STA. 254+61.22 TO STA. 257+48.78	SCALE: N.T.S.
DATE: 2/90	CIP: 55-90-03 SHEET 261 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
REC	DAM	A.L.H.	J.F.P.	2-16-90



ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				LUMP
503	354	CY	UNCLASSIFIED EXCAVATION		185	169	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	3230	LF	STEEL PILES HP 12X53		1950	1980	
507	62	EA	STEEL POINTS (OR SHOES), AS PER PLAN		26	36	
509	28,203	LBS	REINFORCING STEEL, GRADE 60		5100	23,203	
509	83,465	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	78,045	5420		
511	54	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			54	
511	128	CY	CLASS 'C' CONCRETE, ABUTMENTS		128		
511	81	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			81	
SP511A	326	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	326			
SP511A	4	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		4		
512	6	SY	TYPE B WATERPROOFING		6		
513	190,900	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY I	190,900			
513	2456	EA	WELDED STUD SHEAR CONNECTORS	2456			
516	62.5	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	62.5			
516	28	SF	1" PREFORMED EXPANSION JOINT FILLER		28		
516	20	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		8	12	
518	41	CY	POROUS BACKFILL, AS PER PLAN		41		
518	42	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01		42		
518	70	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01		70		
SP527E	LUMP	LS	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP			
601	180	SY	CRUSHED AGGREGATE SLOPE PROTECTION		180		
SP607	283	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	283			
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	23	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		23		
SPECIAL	613	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	585	28		
SPECIAL	301	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			301	
SPECIAL	190,900	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL SYSTEM IZEU (SEE PROPOSAL NOTE)	190,900			

QUANTITIES
 CALCULATED BY : P.R.P. DATE : 10-16-89
 CHECKED BY : B.A.B. DATE : 11-17-89

DESIGNED BY: P.R.P. CHECKED BY: R.J.P. DRAWN BY: J.F.F. DATE: 2-12-90

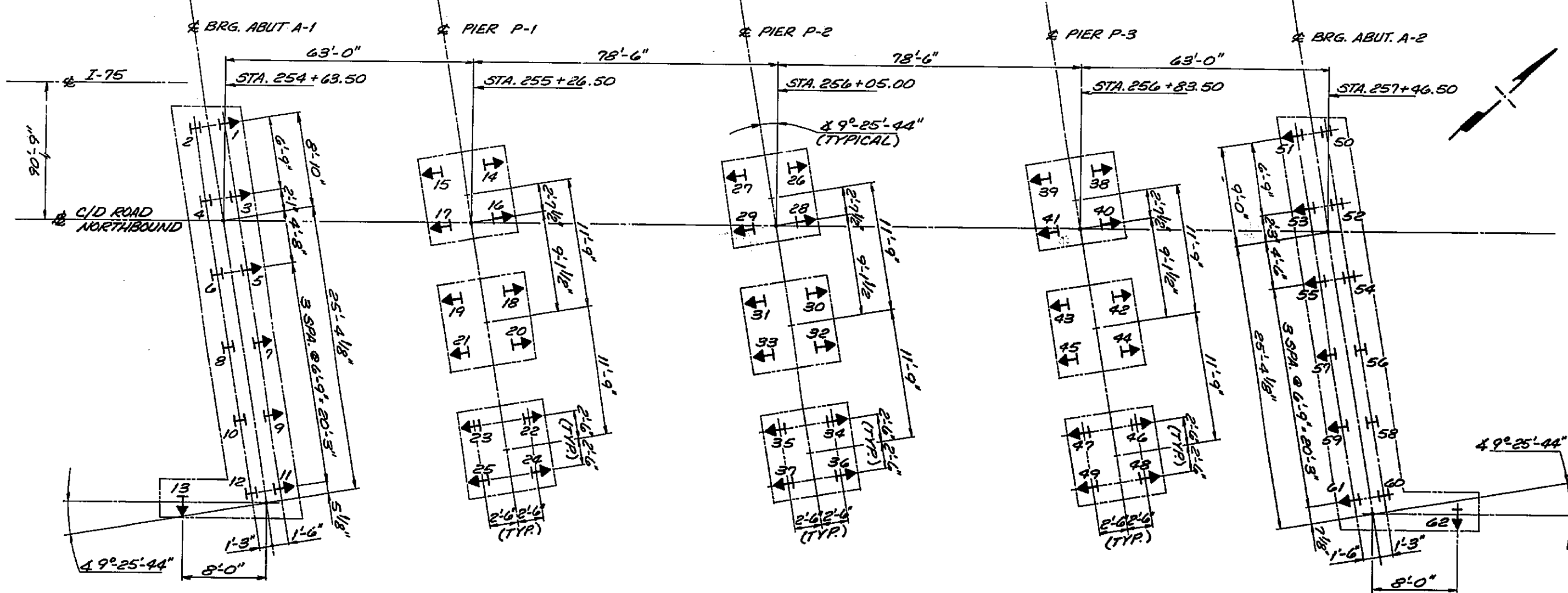
NO.	APPROVED QUANTITY	DATE	BY	DATE
		5-16-90		

URS
 OHIO TURNPIKE COMMISSION

ESTIMATED QUANTITIES
 C/D ROAD NORTHBOUND OVER THE
 OHIO TURNPIKE
 BR. NO. WOOD COUNTY
 WOOD COUNTY
 STA. 254+61.22 TO STA. 257+48.78

DATE: 2/90 SCALE: N.T.S.
 OP: 55-90-03 SHEET 262 OF 364





PILING PLAN

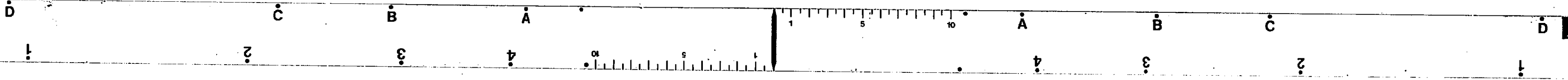
PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-13	HP 12x53	565.85	640.85	75'
PIER P-1	14-25	HP 12x53	567.00	622.00	55'
PIER P-2	26-37	HP 12x53	569.50	624.50	55'
PIER P-3	38-49	HP 12x53	567.00	622.00	55'
ABUTMENT A-2	50-62	HP 12x53	565.85	640.85	75'

- NOTES**
- PILES SHOWN THUS ↑ SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN
 - THE HP12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 39.4 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 48.8 TONS PER PILE FOR THE PIER PILES.
 - FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
 - PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
 - STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL W PILES. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOLGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07179; VERSA STEEL, INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559, PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A67 (GRADE 65/35) OR ASTM A148 (GRADE 90/60).

URS
OHIO TURNPIKE COMMISSION

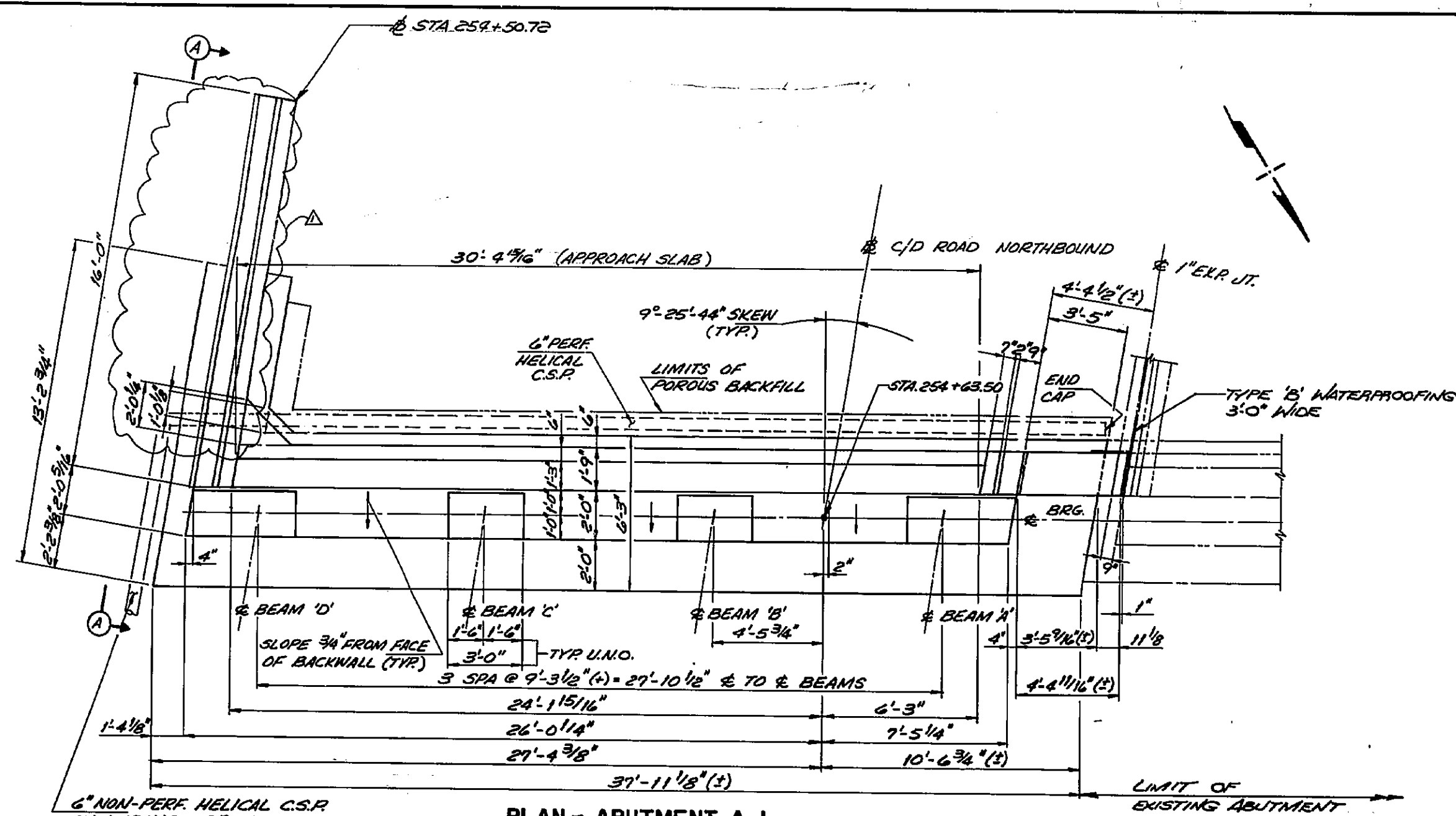
PILING PLAN
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. N° WOO-75-2878
WOOD COUNTY
STA. 254+61.22 TO STA. 257+48.78
DATE: 2/90 SCALE: 1/4" = 1'-0"
CIP: 55-90-03 SHEET 263 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	JFP	2-12-90



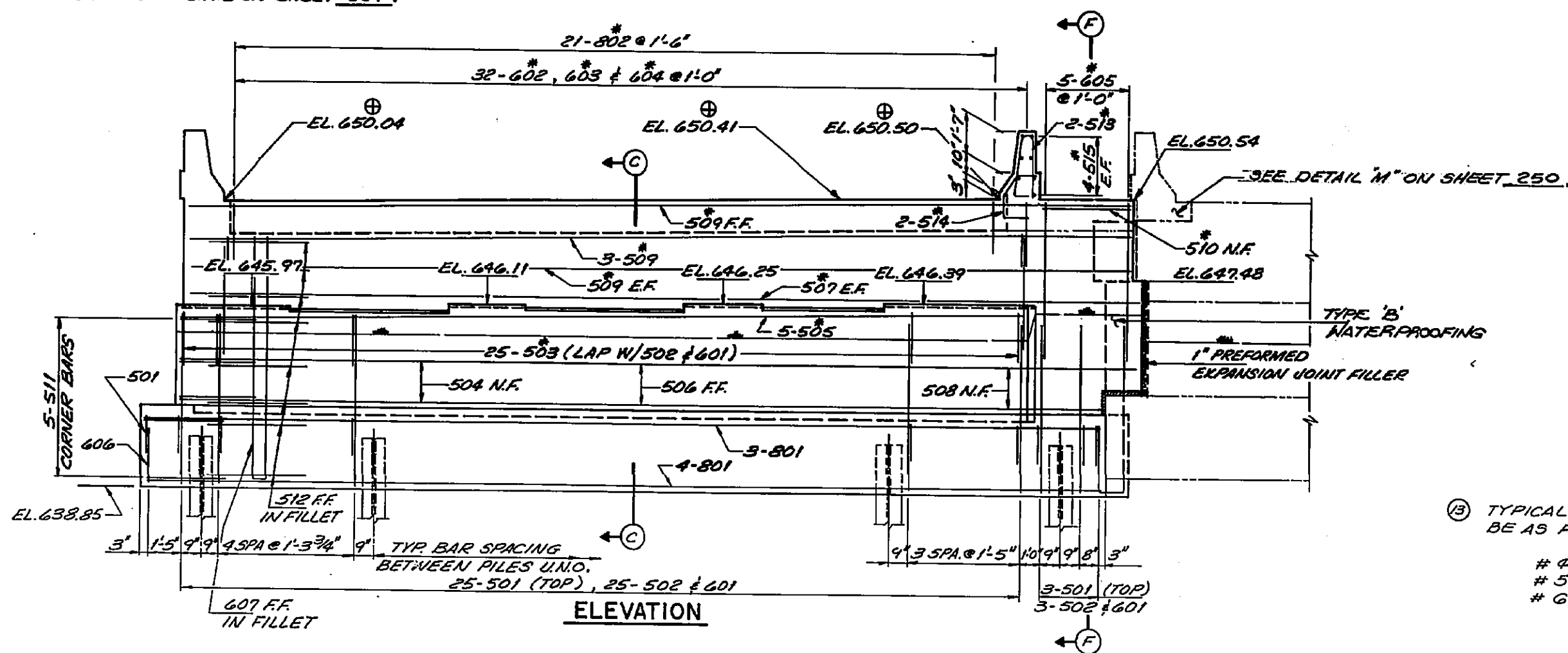
NOTES

- ① THE PREFIX "IA" OR "IEA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-1.
- ② * INDICATES REINFORCING BARS TO BE EPOXY COATED. (PREFIX "IEA")
- ③ ABBREVIATIONS USED ARE:
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
- ④ THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP 511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM 511 - CLASS 'C' CONCRETE, ABUTMENTS.
- ⑤ POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS 1.5 FT. THICK AT THE ABUTMENT AND 20 FT. THICK AT THE WINGS.
- ⑥ BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF 511.08, BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAJ ADJACENT TO THE BACKWALL HAS BEEN PLACED.
- ⑦ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.
- ⑧ FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXJ-4-87 SHEETS 1 THRU 5.
- ⑨ FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 271.
- ⑩ FOR PILING PLAN SEE SHEET 263.
- ⑪ FOR SECTIONS C-C & F-F AND VIEW A-A SEE SHEET 266.
- ⑫ ⊕ INDICATES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL.



6" NON-PERF. HELICAL C.S.P. INCLUDING SPECIALS; SEE TERMINATION OF 6" DIA. NON-PERF. C.S.P. DETAIL ON SHEET 227.

PLAN - ABUTMENT A-1

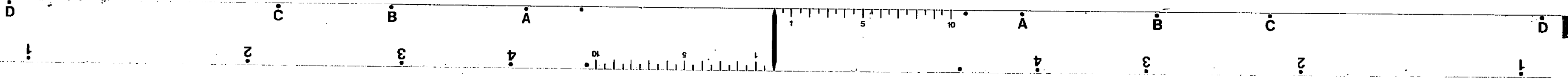


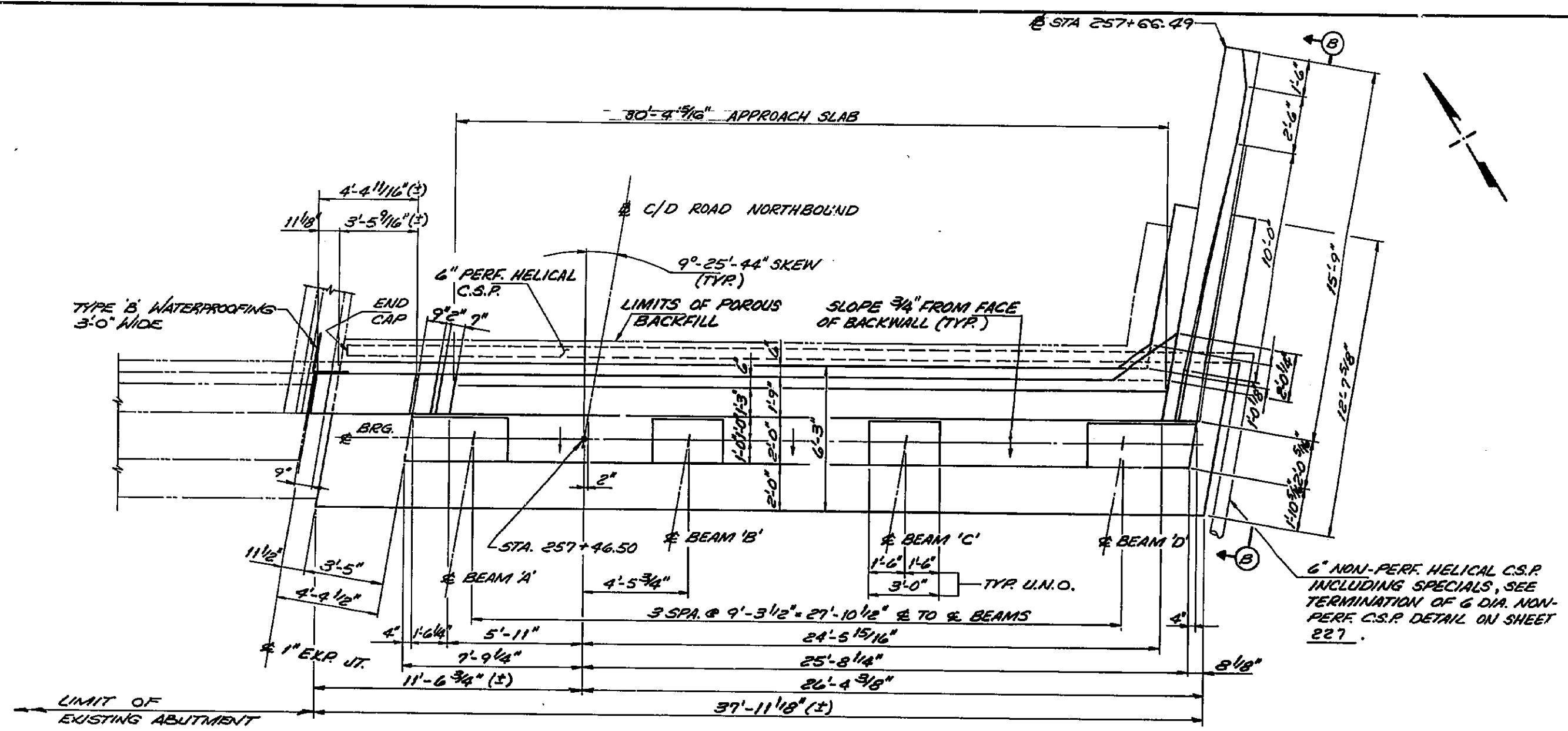
ELEVATION

⑬ TYPICAL BAR LAPS SHALL BE AS FOLLOWS:
4 BARS = 1'-4"
5 BARS = 1'-8"
6 BARS = 2'-0"

NO.	REVISION	BY	DATE
URS			
OHIO TURNPIKE COMMISSION			
ABUTMENT A-1			
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE BR. N° 75-2878 WOOD COUNTY			
STA. 254+61.22 TO STA. 257+48.78		DATE: 2/90	
CIP: 55-90-03		SCALE: N.T.S.	
		SHEET 264 OF 364	

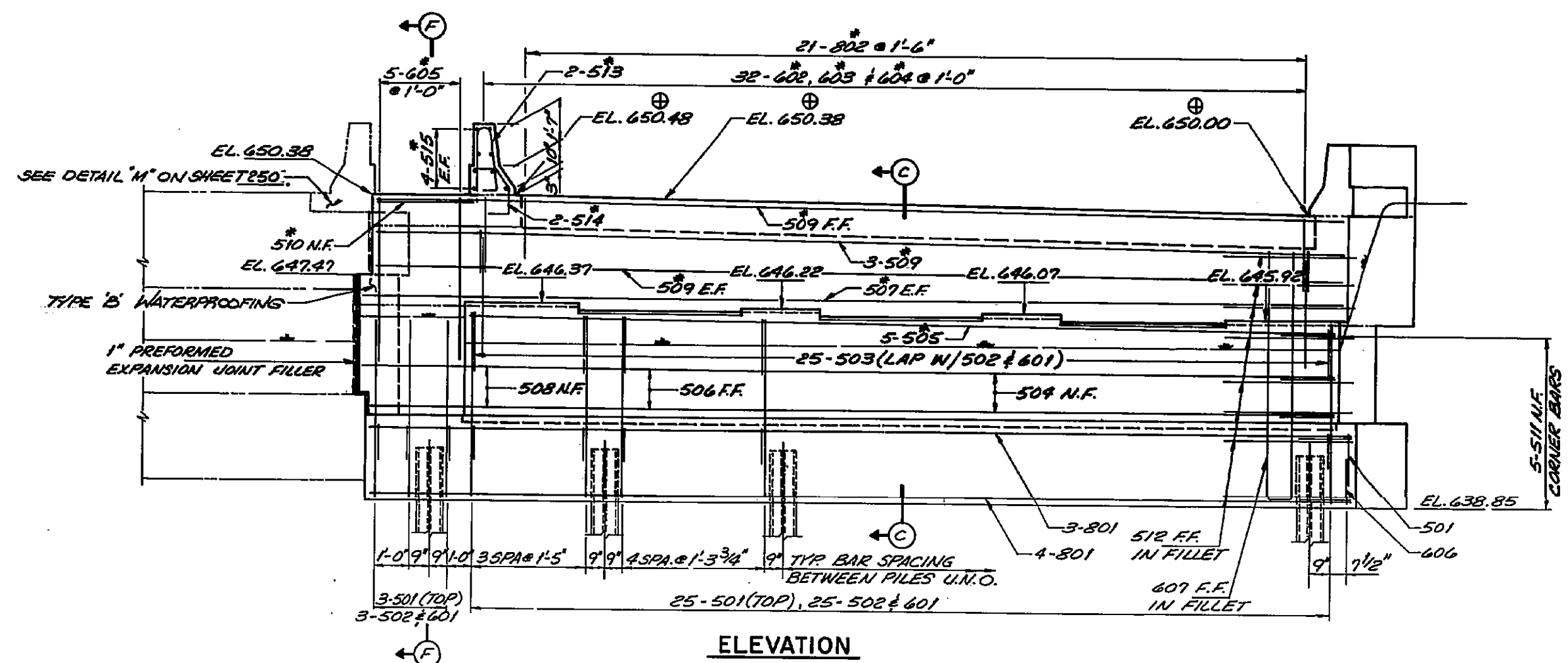
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	JFP	2-12-90





PLAN - ABUTMENT A-2

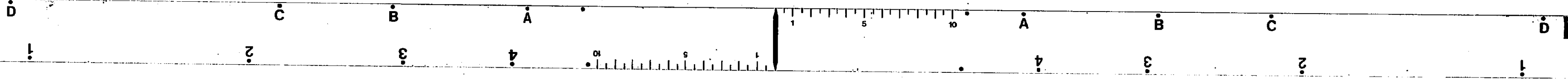
- NOTES**
- ① THE PREFIX "2A" OR "2B" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
 - ② FOR SECTIONS C-C & F-F AND VIEW B-B SEE SHEET 266.
 - ③ FOR ADDITIONAL NOTES SEE SHEET 264.

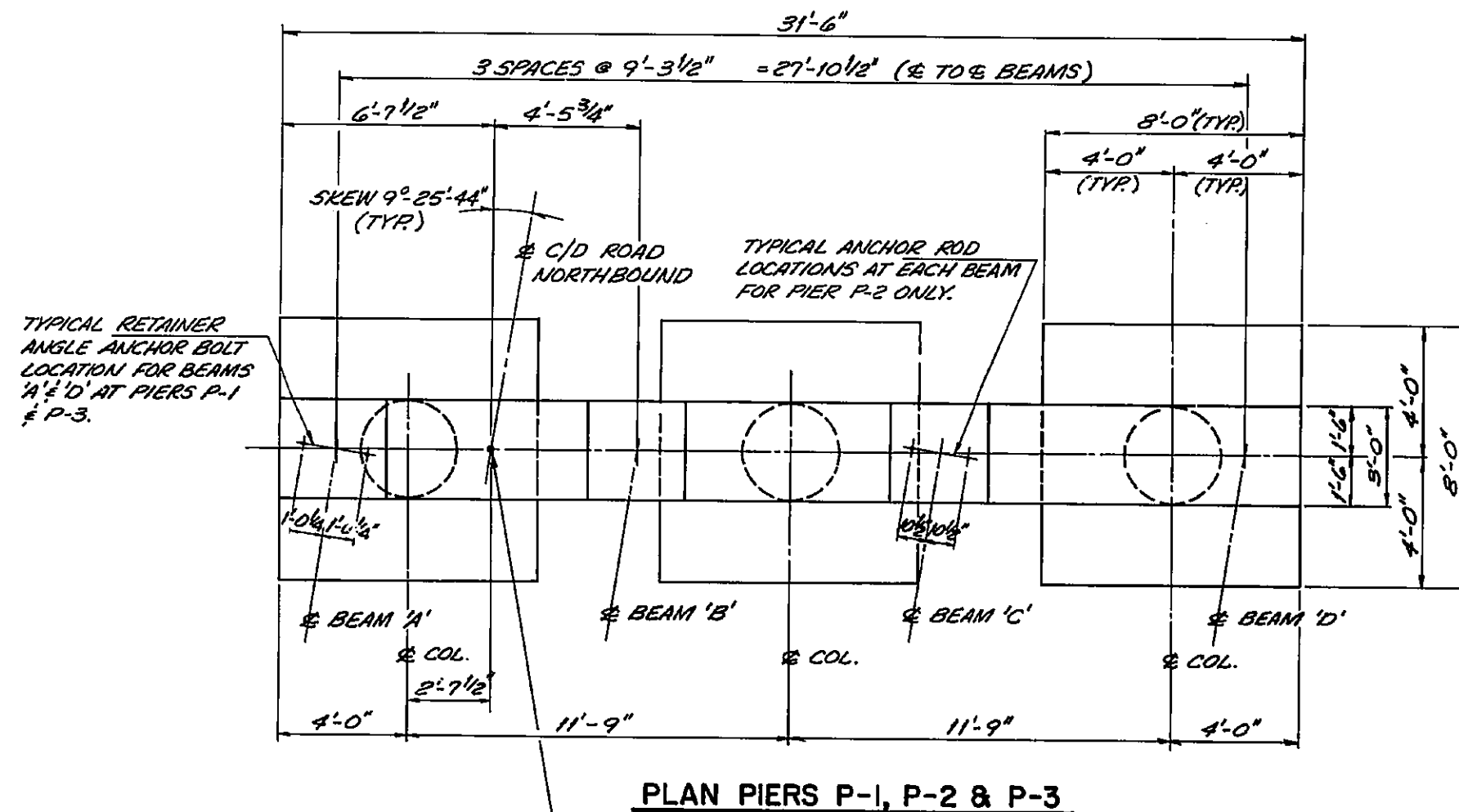


ELEVATION

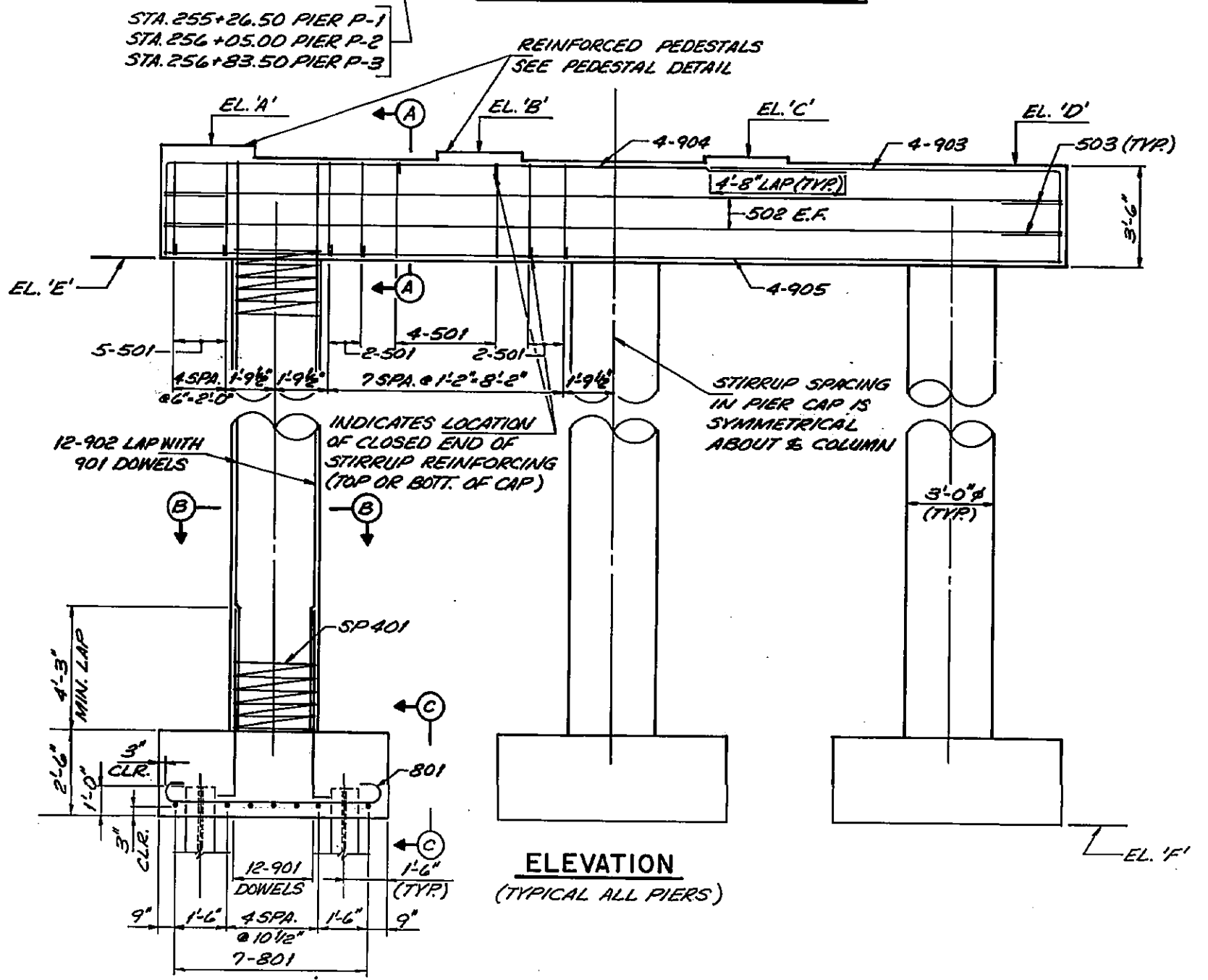
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-2	
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE BR. NO. WOO-75-2878 WOOD COUNTY	
STA. 254+61.22	TO STA. 257+48.78
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 265 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	J.P.	2-11-90

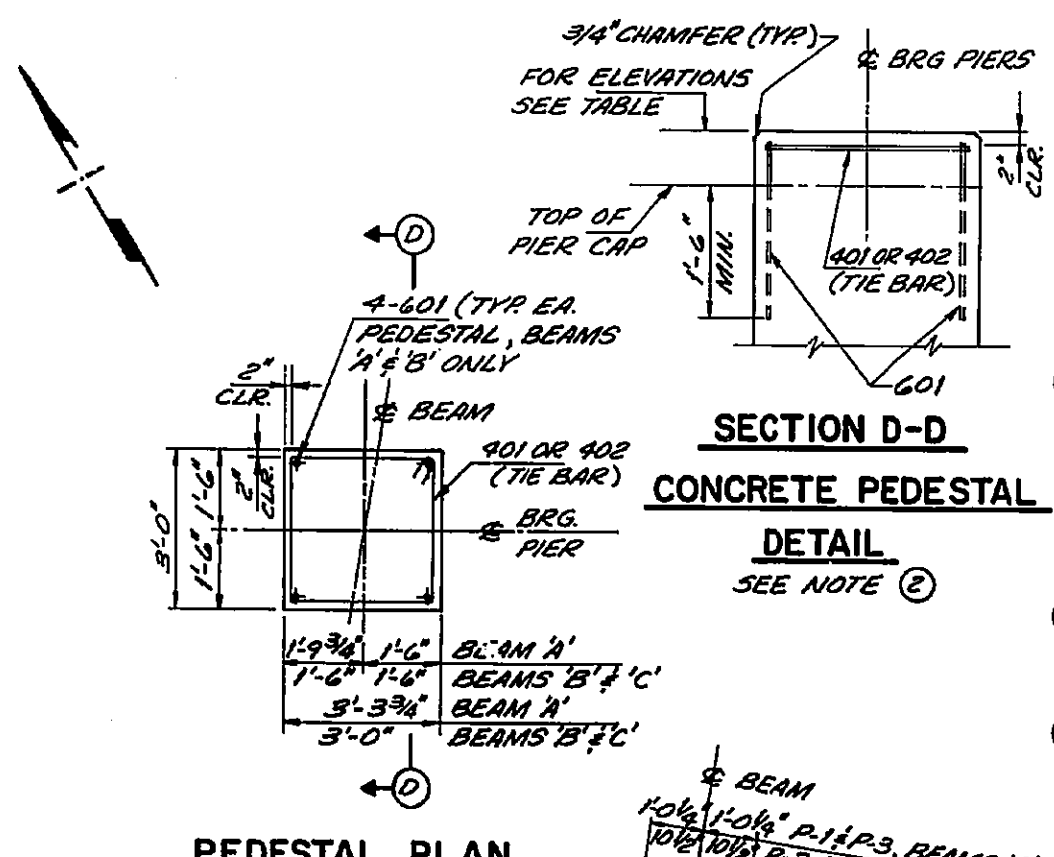




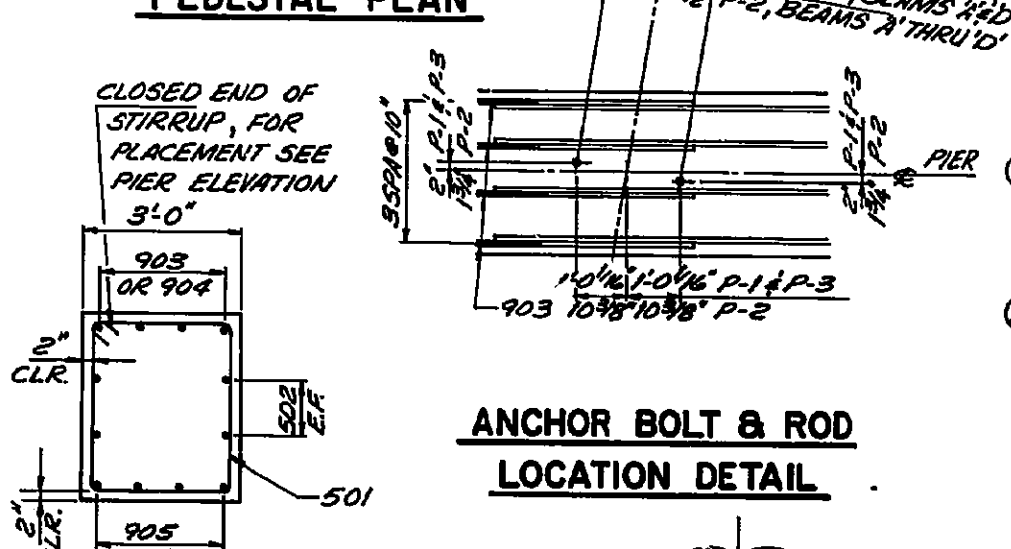
PLAN PIERS P-1, P-2 & P-3



ELEVATION
(TYPICAL ALL PIERS)



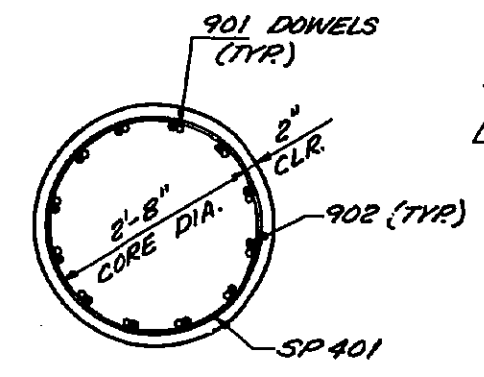
SECTION D-D
CONCRETE PEDESTAL
DETAIL
SEE NOTE ②



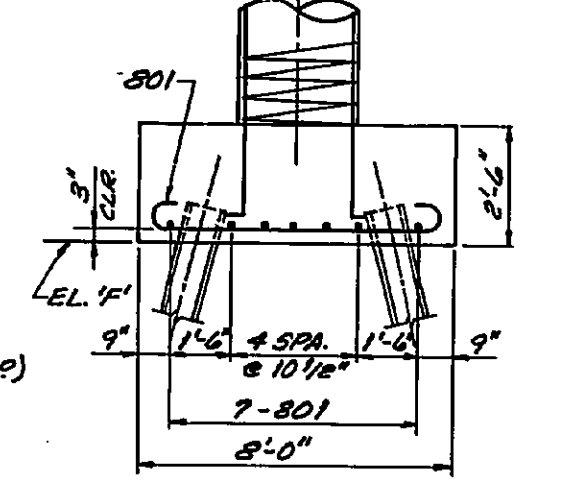
ANCHOR BOLT & ROD
LOCATION DETAIL



SECTION A-A



SECTION B-B



SECTION C-C

- NOTES**
- THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:
PIER P-1 ~ 1P & 1SP
PIER P-2 ~ 2P & 2SP
PIER P-3 ~ 3P & 3SP
 - CONCRETE PEDESTALS SHALL BE CAST MONOLITHIC WITH PIER CAP.
 - BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
 - BEARING SEATS. SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

TABLE OF ELEVATIONS

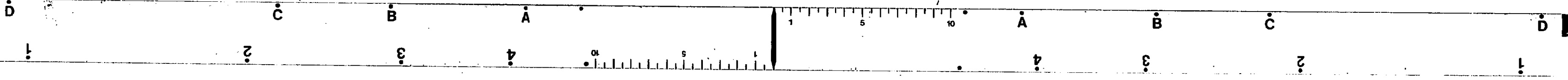
ELEVATION	'A'	'B'	'C'	'D'	'E'	'F'
PIER P-1	646.51	646.37	646.23	646.09	642.59	621.00
PIER P-2	646.58	646.44	646.29	646.15	642.65	623.50
PIER P-3	646.50	646.35	646.21	646.06	642.56	621.00

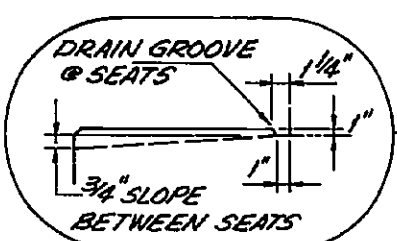
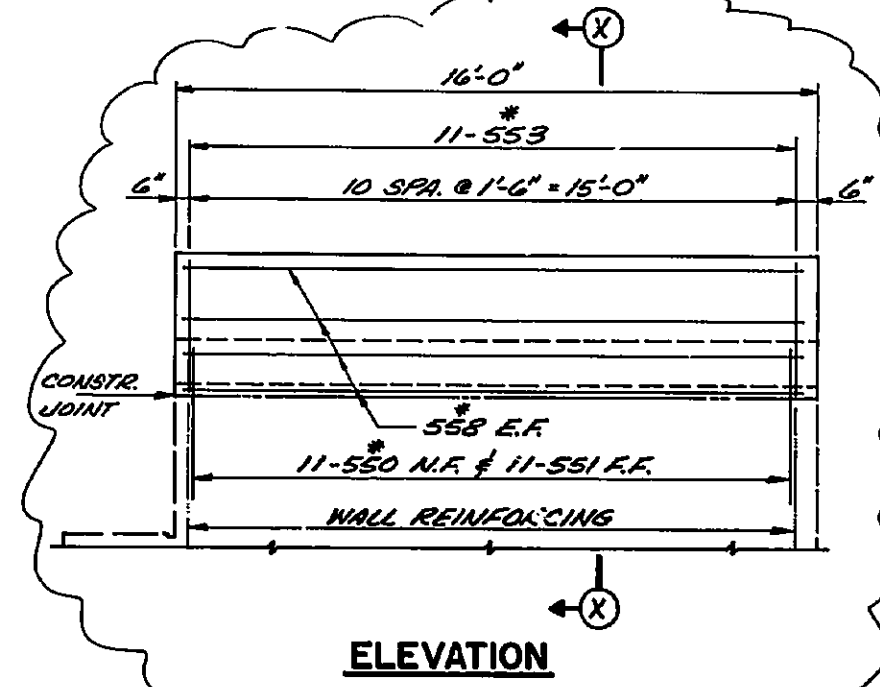
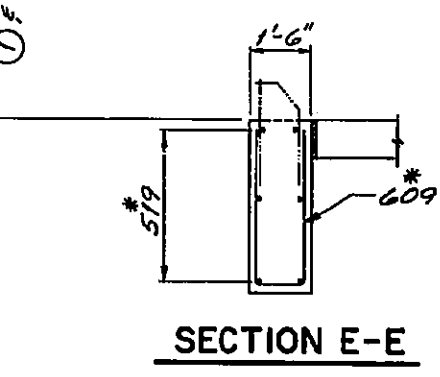
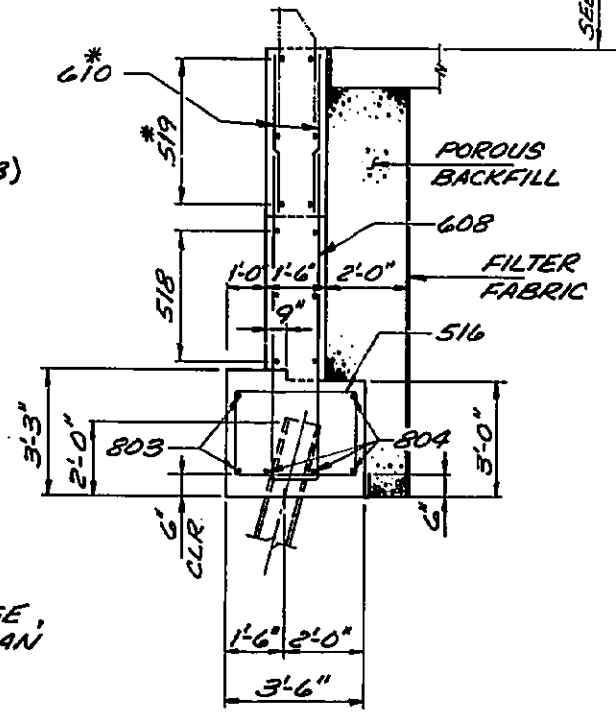
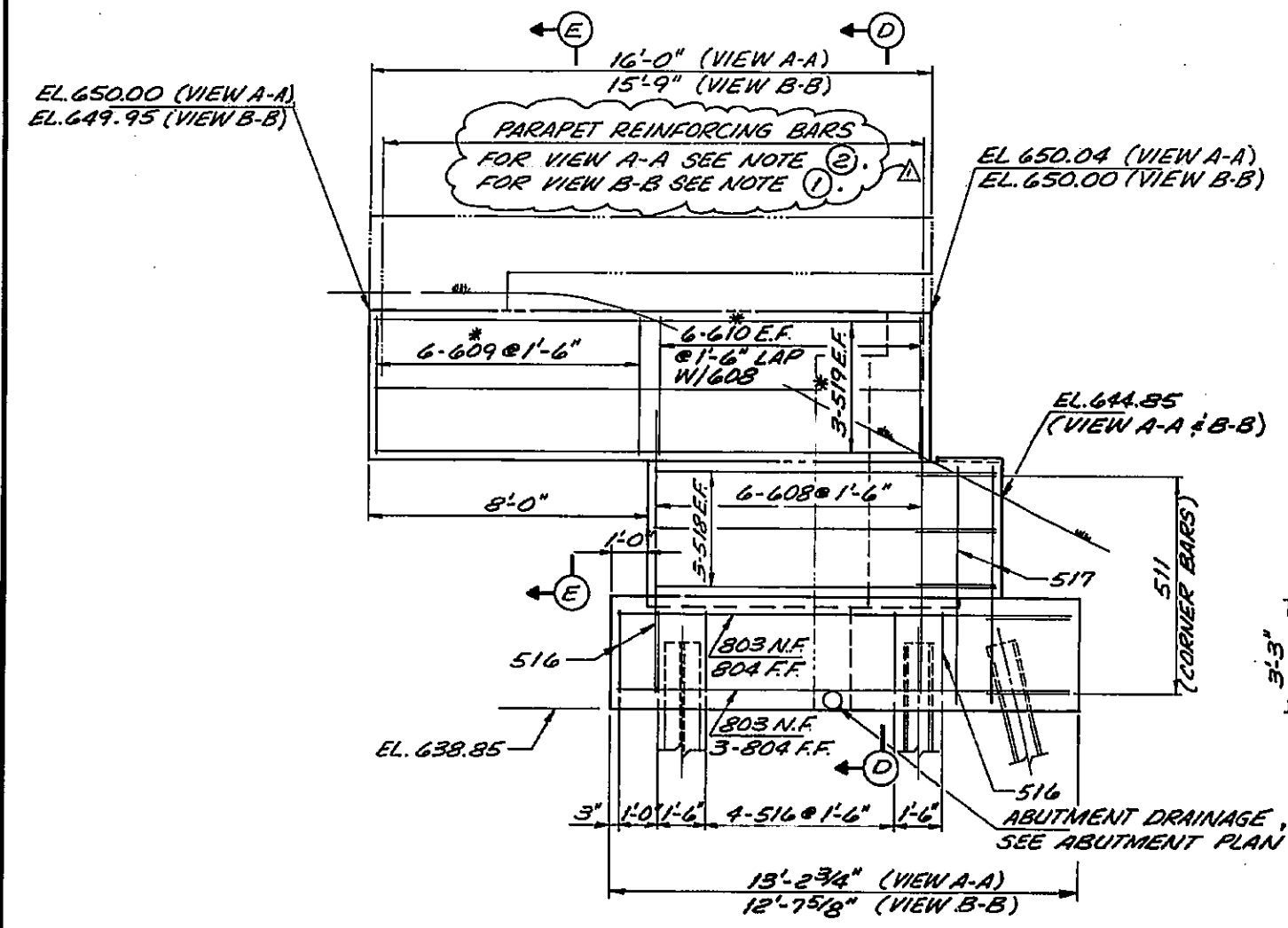
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PIER DETAILS

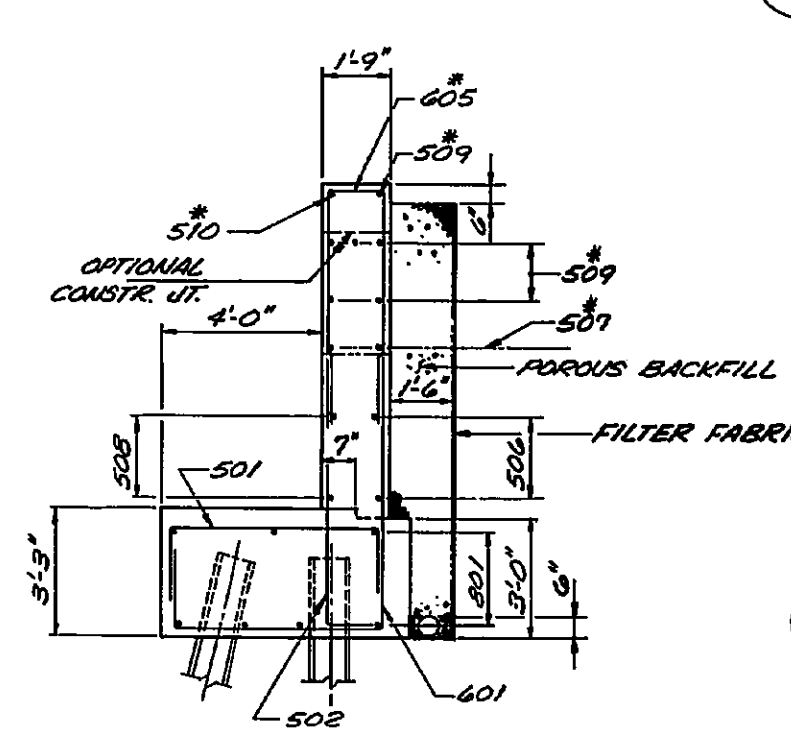
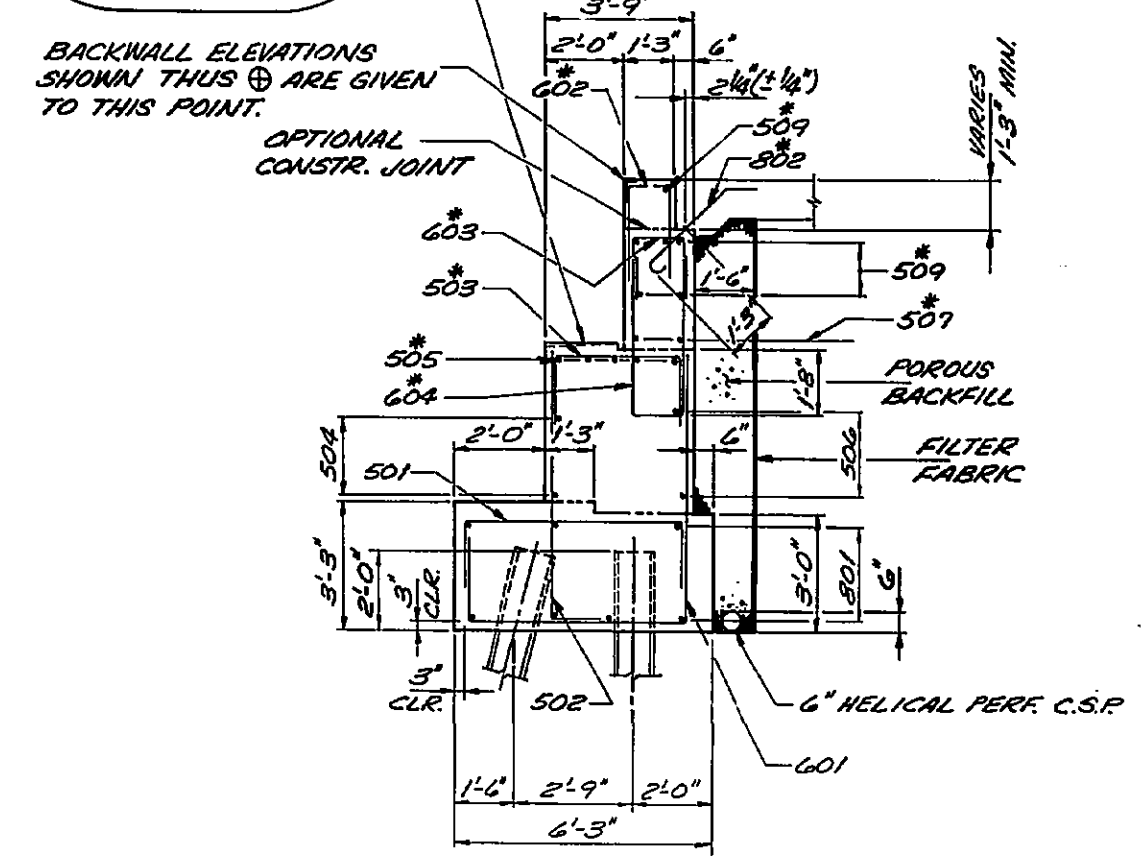
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. N^o 75-2878
WOOD COUNTY

STA. 254+61.22 TO STA. 257+48.78
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 267 OF 364

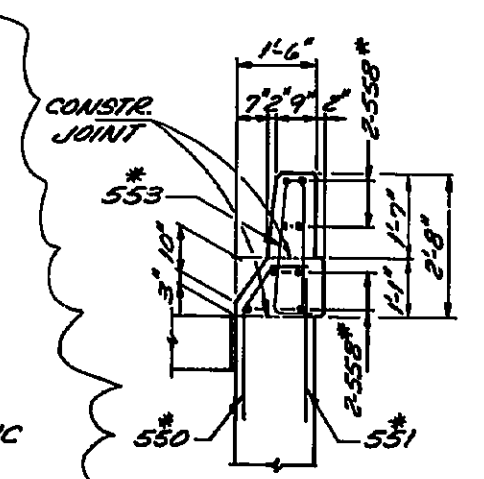




VIEW A-A (AS SHOWN & NOTED)
VIEW B-B (OPP. HAND & AS NOTED)



SECTION F-F

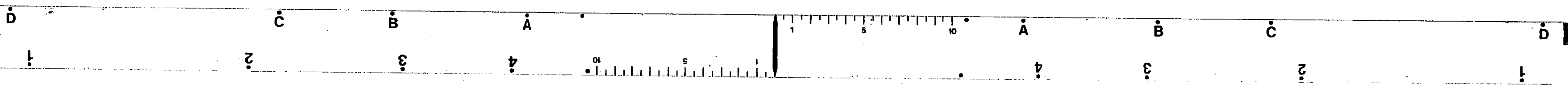


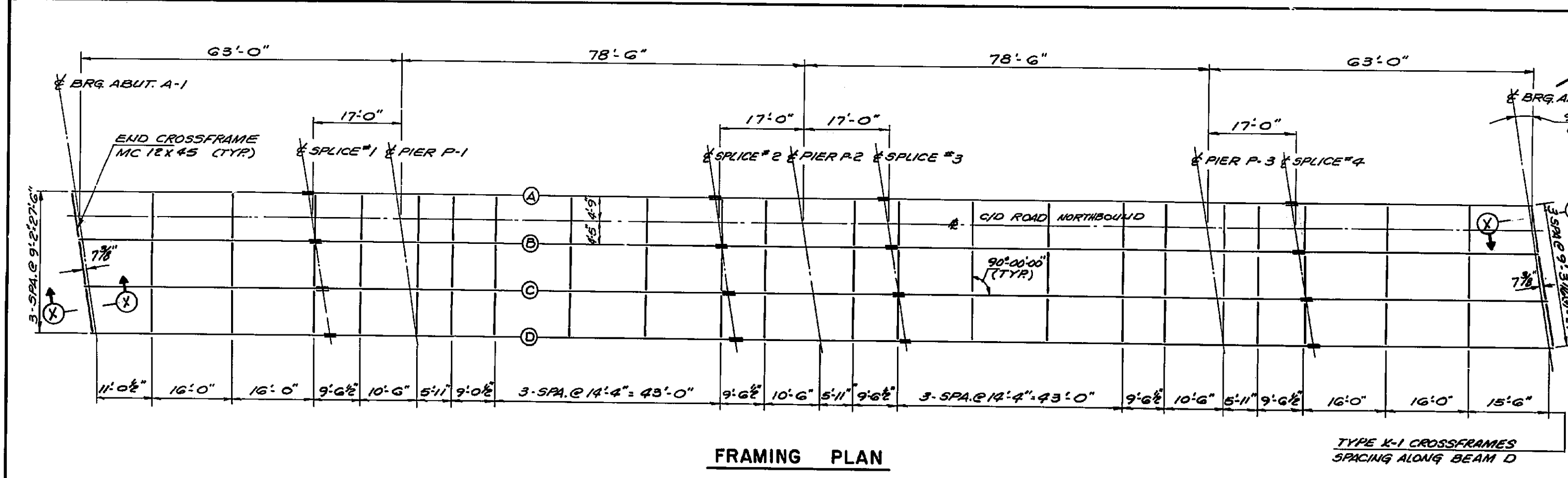
SECTION X-X
WINGWALL PARAPEET DETAILS

- NOTES
- FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPEET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR, SEE WINGWALL PARAPEET DETAILS ON THE COMMON DETAIL SHEET 227.
 - FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPEET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR, SEE WINGWALL PARAPEET DETAILS ON THIS SHEET.
 - FOR ADDITIONAL NOTES SEE SHEET 264.

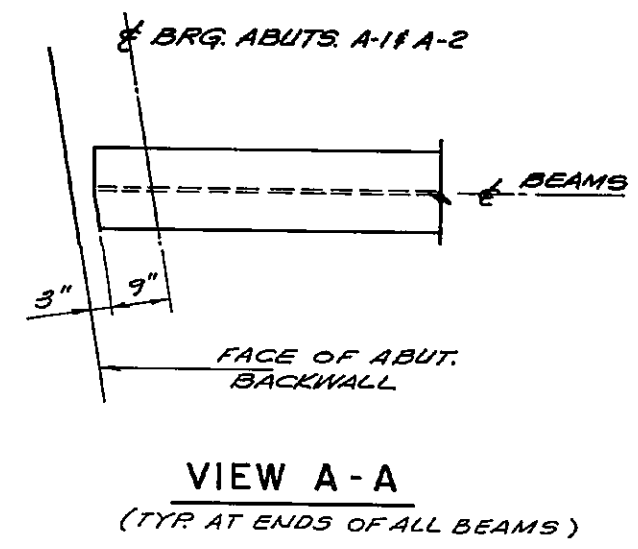
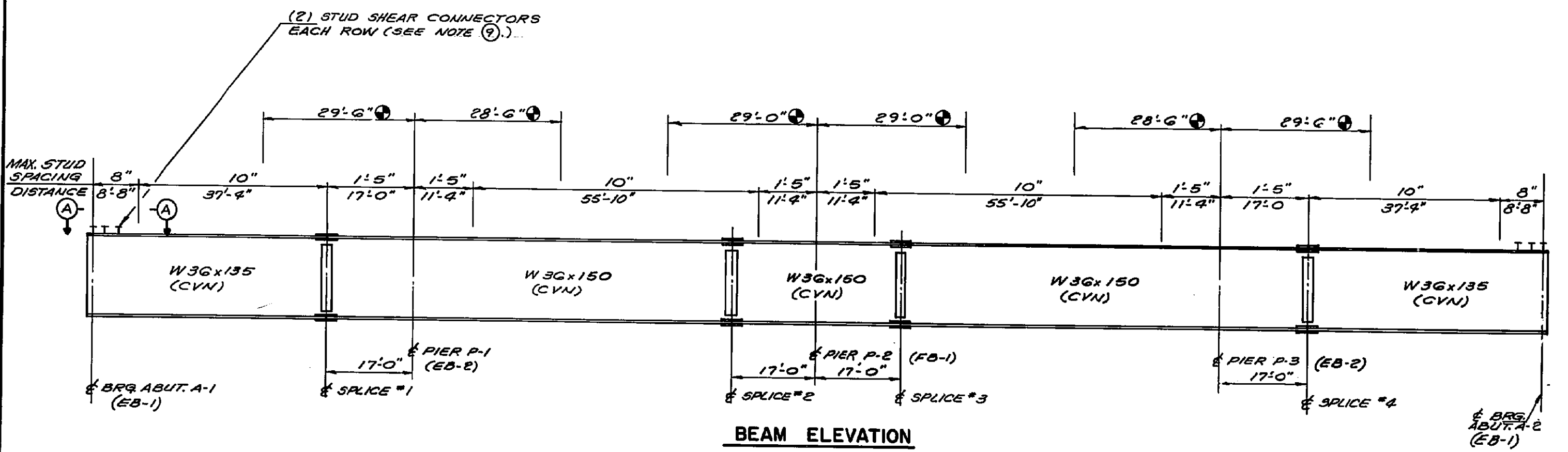
ADDED PARAPEET DETAILS	D.A.M. 5-16-90
NO. REVISION	BY DATE
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT DETAILS	
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE	
BR. NO. WOOD - 75 - 2878	
WOOD COUNTY	
STA. 254+61.22 TO STA. 257+48.78	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 266 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	JFP	2-12-90





- NOTES
- ALL STRUCTURAL STEEL SHALL BE ASTM A 572 GRADE 50 UNLESS NOTED OTHERWISE.
 - HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
 - WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
 - WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANYWHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS, WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE, BE NOT MORE THAN 2" LONG, AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION E-7 THE AASHTO/AWS BRIDGE WELDING CODE, 1988.
 - WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CMS 513 AND AASHTO M-169.
 - FOR LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS, SEE SHEET 210.
 - FOR FIELD SPLICE DETAILS SEE SHEET 269.
 - FOR SECTION X-X, EXPANSION JOINT AND END CROSSFRAME DETAILS SEE STANDARD DRAWING SKI-9-87 SHEETS 1 THRU 5.
 - FOR INTERMEDIATE CROSSFRAMES AND STUD DETAILS SEE SHEET 228.
 - FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 271.



STRIP SEAL SIZE	JOINT SETTING DIMENSION "A"						
	TEMPERATURE °F						
3"	30	40	50	60	70	80	90
	2 3/16"	2 1/16"	2"	1 7/8"	1 3/4"	1 11/16"	1 9/16"

12. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER VERTICAL FIT OF THE SUPPORT ARMOR ON THE BEAMS SHALL BE ACHIEVED BY USE OF SLOTTED HOLES IN THE SUPPORT ANGLES RATHER THAN BY CLAMPING FORCE.

11. THE EXPANSION JOINTS AT ABUT. A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.

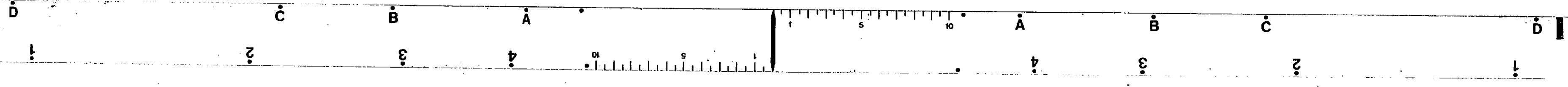
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OHIO TURNPIKE COMMISSION

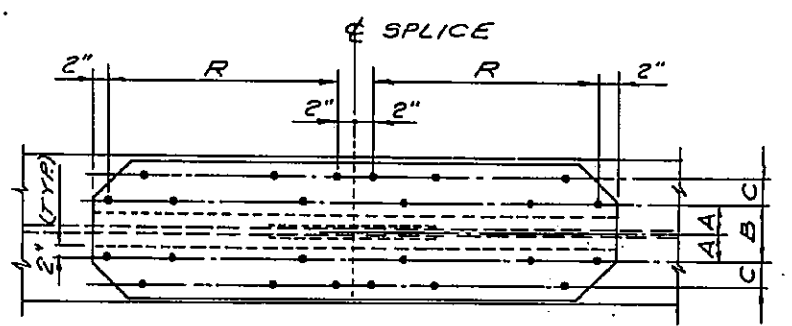
FRAMING PLAN

C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. NO. W00-75-2878
WOOD COUNTY
STA. 254+61.22 TO STA. 257+48.78

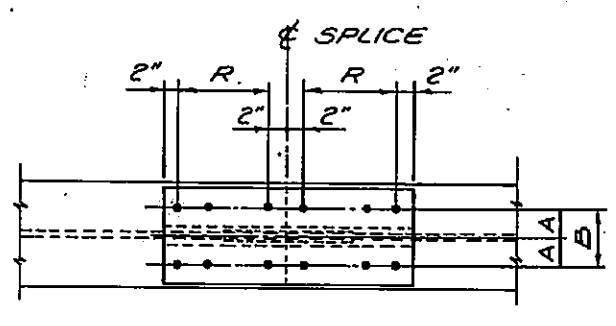
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 268 OF 364

DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY	DATE
BAB	F.F.	R.J.P.	J.P.P.	2-12-90

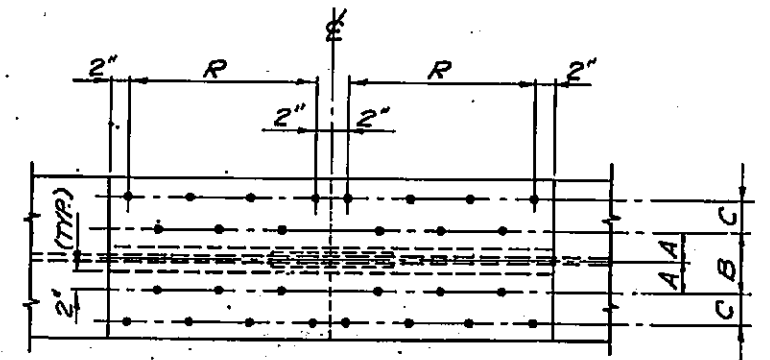




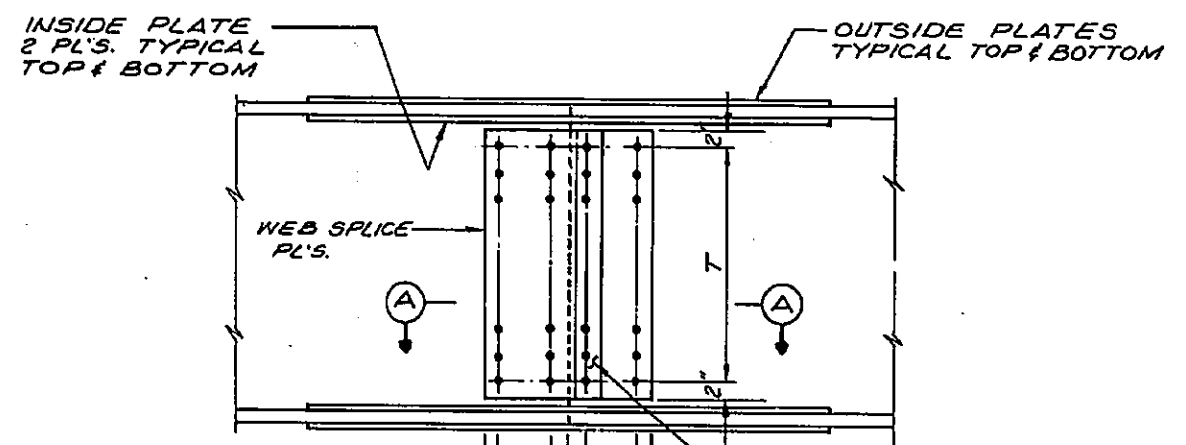
PLAN VIEW
FLANGE SPLICE TYPE "B"



PLAN VIEW
FLANGE SPLICE TYPE "A"

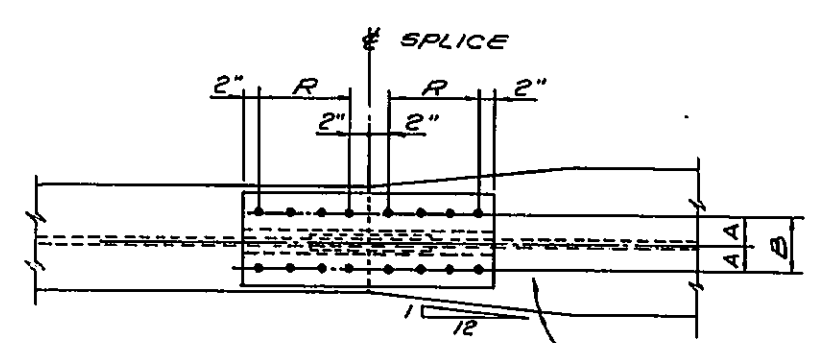


PLAN VIEW
FLANGE SPLICE TYPE "D"



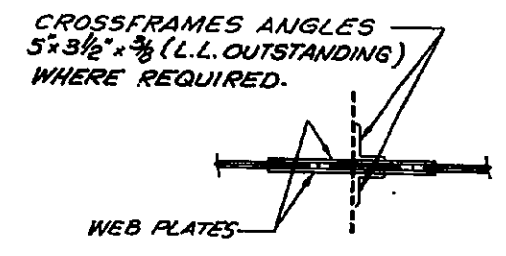
SPLICE DETAIL
WEB SPLICE TYPE "A"

CROSSFRAME ANGLES ARE USED WHEN INTERMEDIATE CROSSFRAMES ARE ATTACHED TO SPLICE FOR CROSSFRAME WELDING DETAIL SEE SHEET 228, CROSSFRAMES TYPE X-2



PLAN VIEW
FLANGE SPLICE TYPE "C"

TAPER TOP AND BOTTOM FLANGES TO SAME WIDTH AT E SPLICE

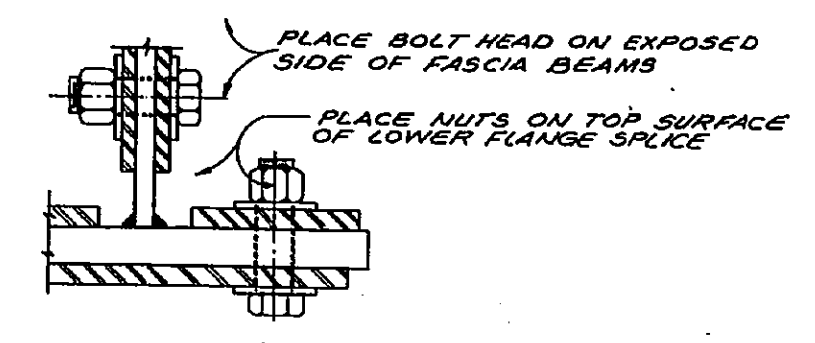


SECTION A-A

- NOTES**
- FOR FRAMING PLAN & FRAMING DETAILS SEE SHEET 268.
 - FILL PLATES SHALL BE OF THE THICKNESS AS REQUIRED AND OF THE SAME WIDTH AS SPLICE PLATE WHERE USED. A TOTAL FILL THICKNESS OF 1/4" OR MORE AT ANY ONE FLANGE LOCATION SHALL CONSIST OF NOT MORE THAN TWO PLATES UNLESS NOTED OTHERWISE. SEE CMS SECTION 513.09 FOR ADDITIONAL INFORMATION.
 - ALL FIELD SPLICES FOR NEW BEAMS SHALL BE MADE WITH 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING TO A-325. THE BOLTS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES, AND TOP OF THE TOP FLANGE PLATES.
 - ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).

BEAM SPLICE DATA													
SPLICE N°	TYPE	FLANGE PLATES				SPLICE				WEB SPLICE			
		OUTSIDE 2-REQUIRED		INSIDE 4-REQUIRED		N°	R	A	B	C	TYPE	WEB PLATES 2-REQUIRED	WEB BOLTS
1 & 4	A	3/8" x 11" x 2'-5"	3/8" x 7 1/2" x 2'-5"	32	3-SPA @ 3 1/2"	3 1/2"	7"	-	A	3/8" x 1-1 1/2" x 2'-7"	40	1-SPA @ 3"	9-SPA @ 3"
2 & 3	A	3/8" x 11" x 3'-0"	3/8" x 7 1/2" x 3'-0"	40	4-SPA @ 3 1/2"	3 1/2"	7"	-	A	3/8" x 1-7 1/2" x 2'-7"	48	2-SPA @ 3"	7-SPA @ 3 1/2"

FABRICATOR TO PROVIDE FILL PLATES AS REQUIRED



PARTIAL SECTION

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OHIO TURNPIKE COMMISSION

SPLICE DETAILS
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. N° WOOD-75-287B
WOOD COUNTY
STA. 254+61.22 TO STA. 257+48.78

DESIGNED: BAB
DRAWN: P.F.
CHECKED: R.J.P.
REVIEWED: J.P.P.
DATE: 2/12/90

DATE: 2/90
SCALE: N.T.S.
CIP: 55-90-03
SHEET 269 OF 364

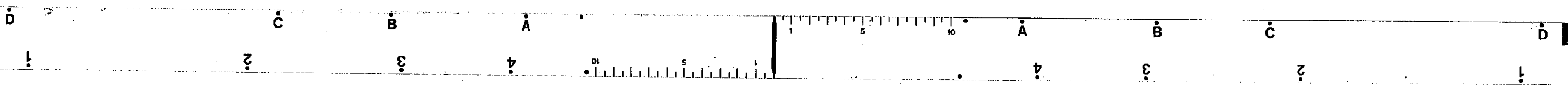


TABLE OF FINISHED PAVEMENT ELEVATIONS				
LOCATION	A	B	C	D
CENTERLINE BRIDGE ABUTMENT A-1	650.48	650.34	650.20	650.06
1/4 PT.	650.52	650.38	650.24	650.10
1/2 PT.	650.55	650.41	650.27	650.13
3/4 PT.	650.58	650.44	650.30	650.16
CENTERLINE BRIDGE PIER P-1	650.60	650.46	650.32	650.18
1/4 PT.	650.63	650.49	650.34	650.20
1/2 PT.	650.64	650.50	650.36	650.21
3/4 PT.	650.65	650.51	650.37	650.22
CENTERLINE BRIDGE PIER P-2	650.65	650.51	650.37	650.22
1/4 PT.	650.65	650.51	650.36	650.21
1/2 PT.	650.64	650.49	650.35	650.20
3/4 PT.	650.62	650.47	650.33	650.18
CENTERLINE BRIDGE PIER P-3	650.59	650.45	650.30	650.15
1/4 PT.	650.57	650.42	650.27	650.13
1/2 PT.	650.54	650.39	650.24	650.10
3/4 PT.	650.50	650.35	650.21	650.06
CENTERLINE BRIDGE ABUTMENT A-2	650.46	650.31	650.17	650.02

SEE NOTE ①

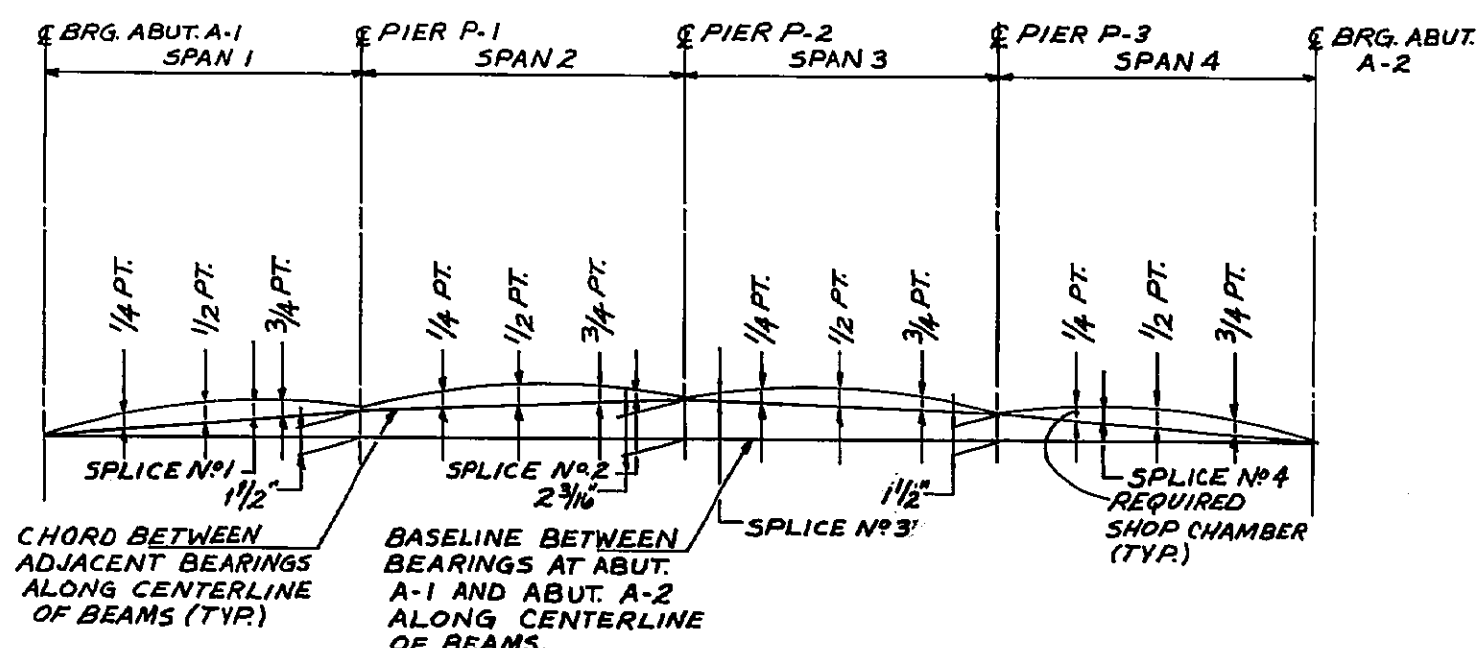
DEFLECTION AND CAMBER TABLE						
LOCATION	ALL BEAMS		BEAMS A AND D		BEAMS B AND C	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/4 PT.	0.07	0.08	0.45	0.60	0.53	0.68
1/2 PT.	0.09	0.11	0.55	0.75	0.64	0.84
CENTERLINE SPLICE NO. 1	0.04	0.08	0.29	0.41	0.34	0.46
3/4 PT.	0.04	0.08	0.27	0.39	0.31	0.43
CENTERLINE PIER P-1						
1/4 PT.	0.07	0.13	0.34	0.54	0.40	0.60
1/2 PT.	0.11	0.17	0.61	0.89	0.71	0.99
3/4 PT.	0.06	0.13	0.34	0.53	0.40	0.59
CENTERLINE SPLICE NO. 2	0.05	0.11	0.27	0.43	0.32	0.48
CENTERLINE PIER P-2						
CENTERLINE SPLICE NO. 3	0.05	0.11	0.27	0.43	0.32	0.48
1/4 PT.	0.06	0.13	0.34	0.53	0.40	0.59
1/2 PT.	0.11	0.17	0.61	0.89	0.71	0.99
3/4 PT.	0.07	0.13	0.34	0.54	0.40	0.60
CENTERLINE PIER P-3						
1/4 PT.	0.04	0.08	0.27	0.39	0.31	0.43
CENTERLINE SPLICE NO. 4	0.04	0.08	0.29	0.41	0.34	0.46
1/2 PT.	0.09	0.11	0.55	0.75	0.64	0.84
3/4 PT.	0.07	0.08	0.45	0.60	0.53	0.68
CENTERLINE BRIDGE ABUTMENT A-2						

LEGEND

- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
- d REQUIRED SHOP CAMBER

NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

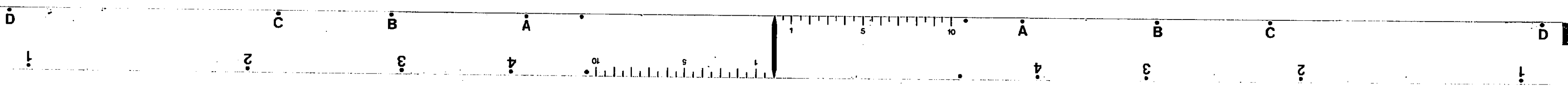
① THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

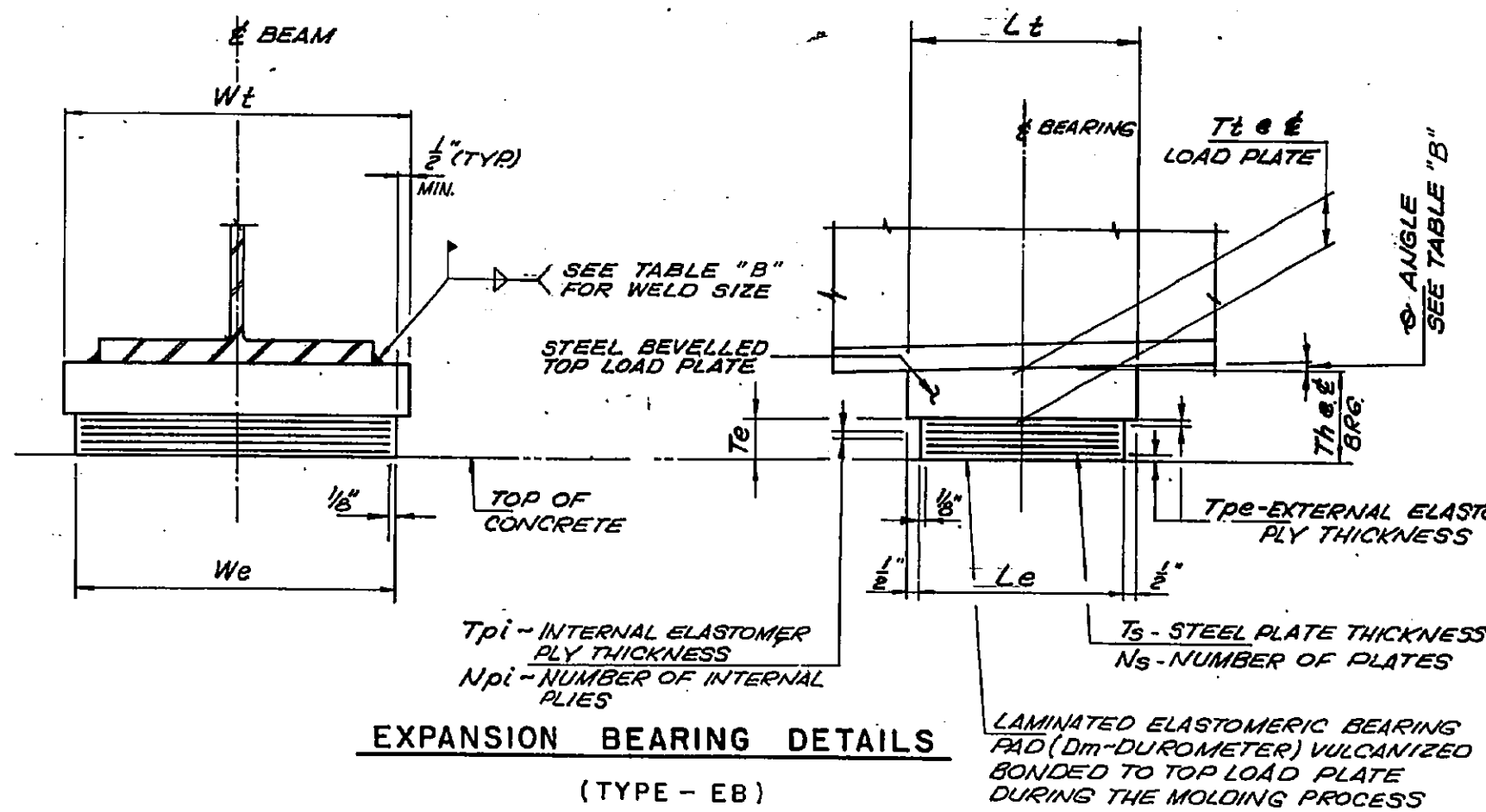


LAYOUT DIAGRAM

URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS & PAVEMENT ELEVATIONS
 C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
 BR. N^o WOO-75-2878
 WOOD COUNTY
 STA. 254+61.22 TO STA. 257+48.78
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 270 OF 364

DESIGNED	DRAWN	CHECKED	APPROVED	DATE
BAB	JJ	R.J.P.	JFP	2-12-90



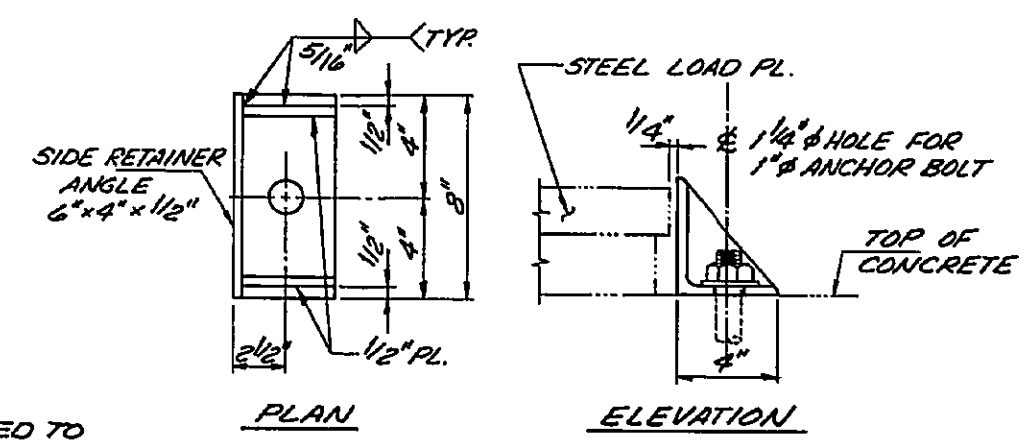


BEARING TABLE "B"							
LOCATION	BEARING TYPE	N ^o REQ'D.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ϕ *	T_t	WELD SIZE
ABUT. A-1	EB-1	4	37.7	52.8	0°-00'	1 1/2"	5/16"
PIER P-1	EB-2	4	129.7	67.2	0°-00'	2"	5/16"
PIER P-2	FB-1	4	129.4	69.1	0°-00'	2"	5/16"
PIER P-3	EB-2	4	129.7	67.2	0°-00'	2"	5/16"
ABUT. A-2	EB-1	4	37.7	52.8	0°-00'	1 1/2"	5/16"

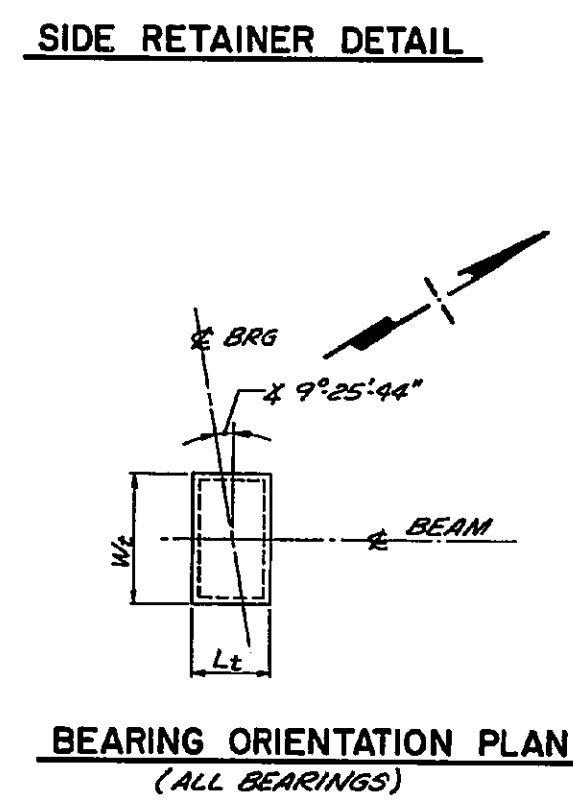
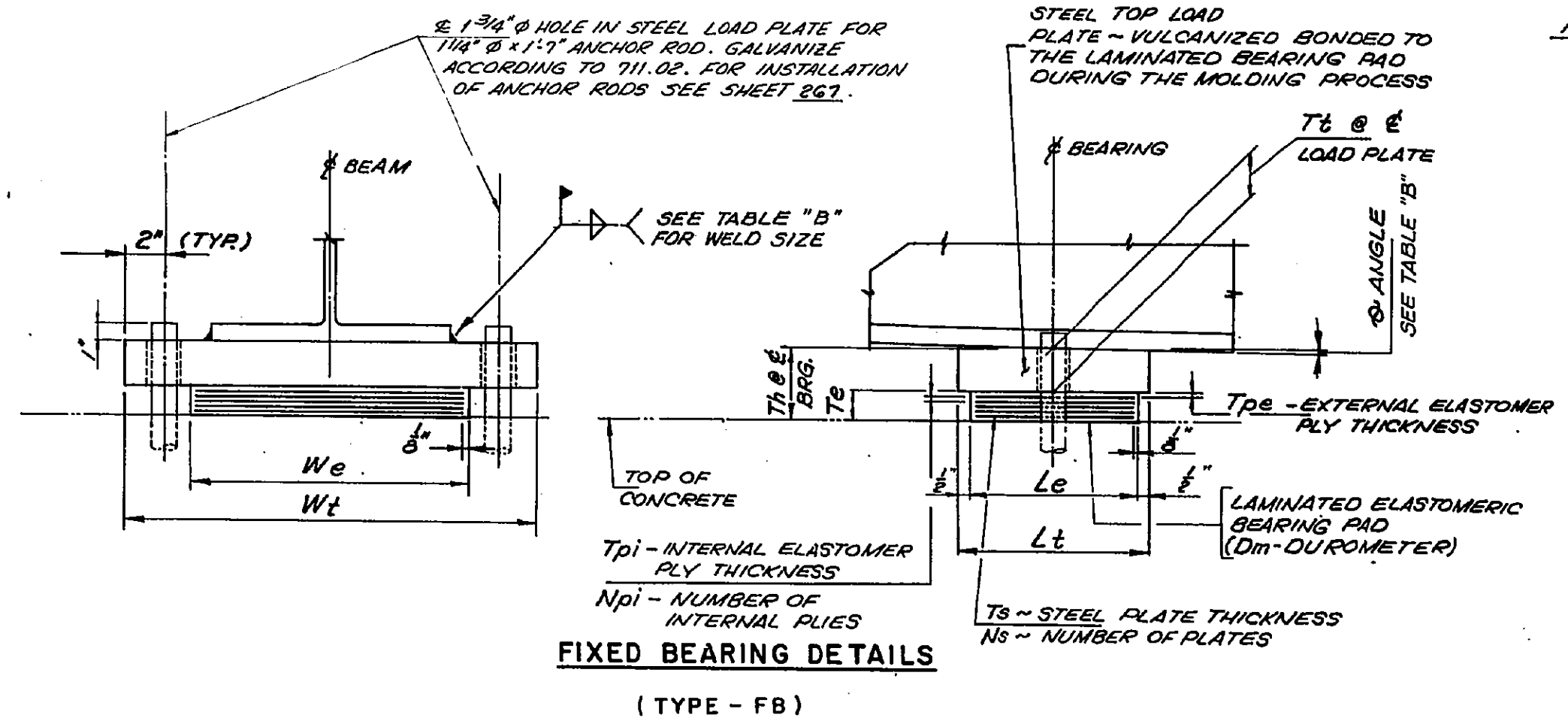
* THE TOP LOAD PLATE SHALL BE BEVELLED AS FOLLOWS:

POSITIVE ϕ ANGLE NEGATIVE ϕ ANGLE

UPSTATION DIRECTION



- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
 - INDIVIDUAL ELASTOMER LAYER THICKNESS: $\pm 20\%$ OF DESIGN VALUE (NOT TO EXCEED $\pm 1/8"$)
 - PLAN DIMENSIONS: $T_e \pm 1/4"$
 - DESIGN THICKNESS $T_p e \leq 1 1/4"$: $-0, +1/8"$
 - DESIGN THICKNESS $T_p e > 1 1/4"$: $-0, +1/4"$
 - EDGE COVER OF EMBEDDED LAMINATES: $-0, +1/8"$
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ± 10 °F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10 °F.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 - LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02. FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 262.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.



BEARING DIMENSION TABLE "A"																
BEARING TYPE	D_m	L_e	W_e	T_e	L_t	W_t	T_t			T_h	$T_p e$	$T_p i$	$N_p i$	T_s	N_s	RETAINER ANGLES
EXP	EB-1	50	8 1/2"	12"	2 1/16"	9 1/2"	13"	1 1/2"		4 3/16"	0.151"	0.212"	6	0.0747"	9	NO
	EB-2	50	11 1/2"	18"	2"	12 1/2"	19"	2"		4"	0.213"	0.298"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
FIXED	FB-1	50	10"	19"	1 3/4"	11"	25"	2"		3 3/4"	0.181"	0.254"	4	0.0747"	5	NO

DESIGNED	CHECKED	DATE
RER	JJ	2-12-90

URS

OHIO TURNPIKE COMMISSION

BEARING DETAILS

C/D ROAD NORTHBOUND OVER THE

OHIO TURNPIKE

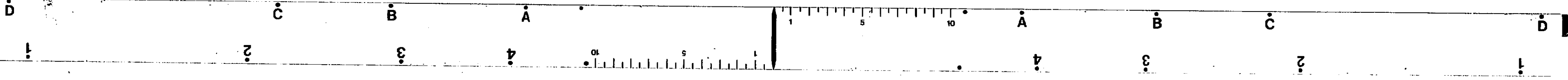
BR. NO. WOO-75-2878

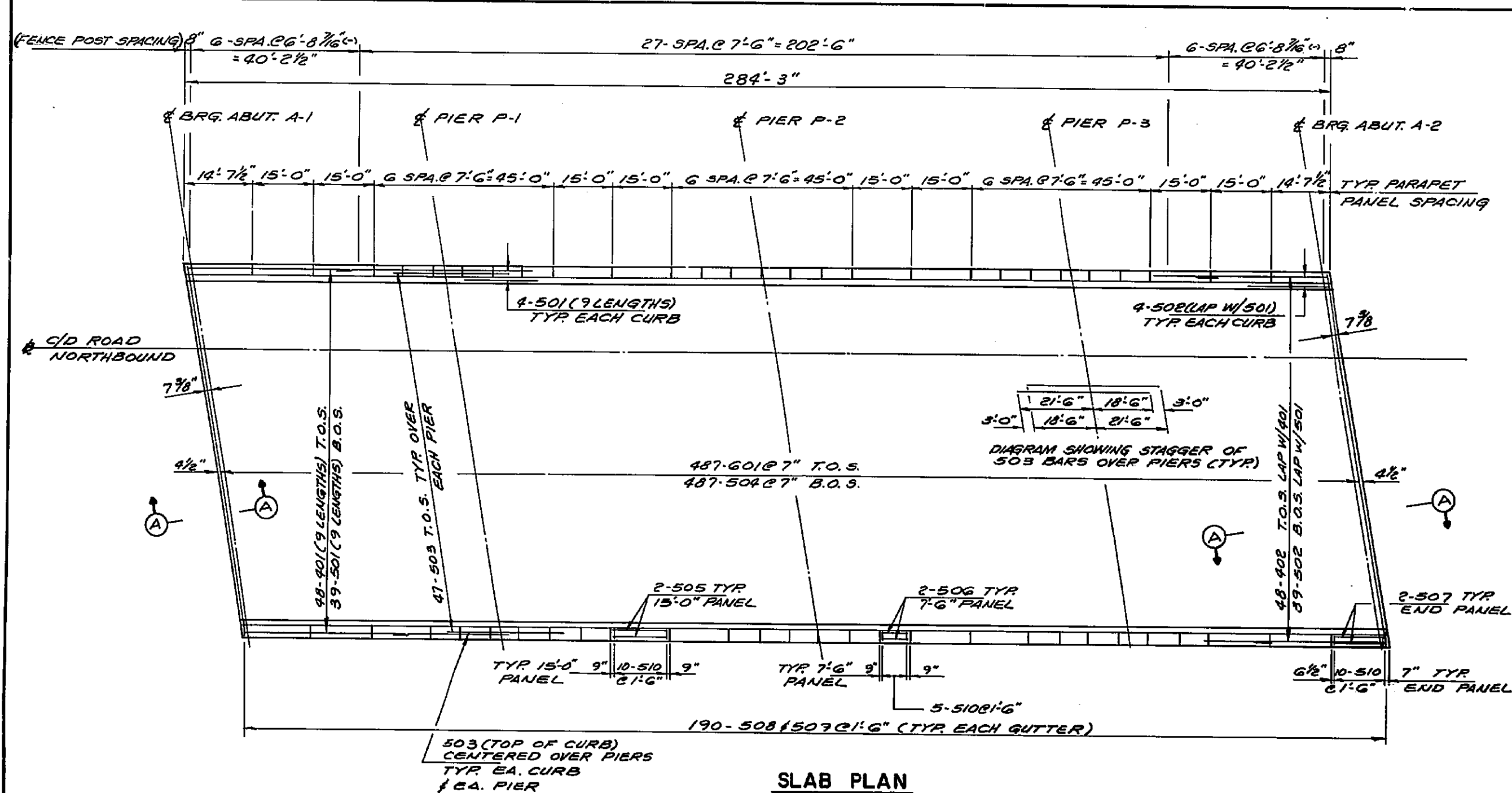
WOOD COUNTY

STA. 254 +61.22 TO STA. 257 +48.78

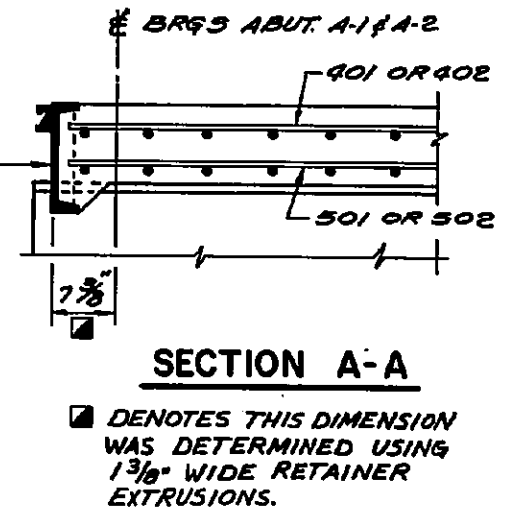
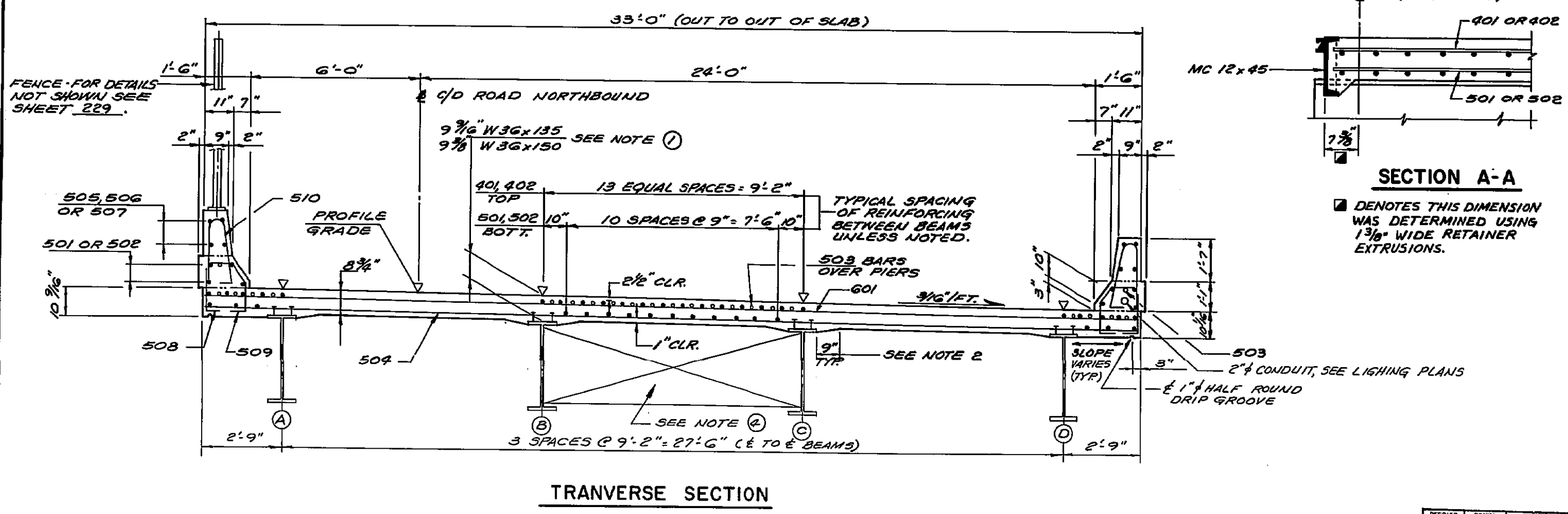
DATE: 2/90 SCALE: N.T.S.

CIP: 55-90-03 SHEET 271 OF 364





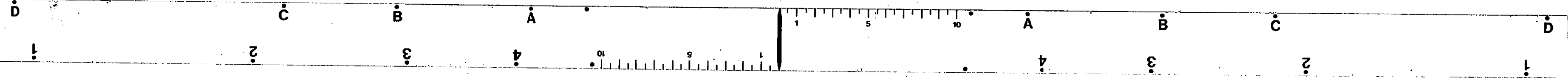
- NOTES**
- DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF DECK SLAB TO THE TOP OF STEEL BEAM IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.
 - A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
 - THE PREFIX "ES" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
 - FOR FRAMING PLAN, CROSSFRAME DETAILS AND ADDITIONAL FRAMING DETAILS, SEE SHEET 268.
 - FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES SHEETS 223, 224 & 225.
 - TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.
 - 1/4" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE STD DWG. BR-1 FOR DETAILS.
 - ▽ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS. FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 270.
 - TYPICAL BAR LAPS SHALL BE AS FOLLOWS:
#4 BARS - 1'-7"
#5 BARS - 1'-11"



DESIGN	DRAWN	CHECKED	REVIEWED	DATE
RER	FF	R.J.R.	J.P.	2-12-90

URS
OHIO TURNPIKE COMMISSION

SLAB PLAN & TRANVERSE SECTION
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. NO. WOOD-75-2878
WOOD COUNTY
STA. 254+61.22 TO STA. 257+48.78
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 272 OF 364



MARK	No. REQD.	LGTH.	W C L	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	29	8-3	2	1-7	5-4			250	
1 A 502	28	7-4	1	0-10	6-7			213	
1EA 503	25	7-8	2	2-3	3-5			200	
1 A 504	2	33-1	ST					69	
1EA 505	5	33-1	ST					173	
1 A 506	2	37-6	ST					78	
1EA 507	2	37-6	ST					78	
1 A 508	2	8-2	ST					17	
1EA 509	6	36-10	ST					231	
1EA 510	1	3-4	ST					3	
1 A 511	5	3-11	13	2-0	2-0	0-4		20	
1 A 512	8	6-0	ST					50	
1EA 513	2	5-4	23	2-2	2-5			33	
1EA 514	2	3-6	20	1-3	0-9	0-6		7	
1EA 515	8	1-5	ST					12	
1 A 516	7	11-2	14	2-4	3-0			81	
1 A 517	2	6-7	ST					14	
1 A 518	6	9-5	ST					59	
1EA 519	6	15-5	ST					96	
1EA 550	11	3-6	19	0-8	0-6	0-8	2-1	40	
1EA 551	11	2-9	ST					32	
1EA 553	11	5-4	23	2-2	2-5			61	
1EA 558	8	15-5	ST					129	
1 A 601	28	14-2	3	2-7	5-4	6-7		596	
1EA 602	32	8-1	2	3-9	0-11			389	
1EA 603	32	5-5	2	2-2	1-5			260	
1EA 604	32	9-1	2	4-0	1-5			437	
1EA 605	5	14-5	2	6-8	1-5			108	
1 A 606	1	10-2	2	2-7	5-4			15	
1 A 607	1	19-6	2	9-4	1-2			29	
1 A 608	6	18-4	2	8-9	1-2			165	
1EA 609	6	8-4	2	3-9	1-2			75	
1EA 610	12	3-11	ST					71	
1 A 801	7	37-5	ST					699	
1EA 802	21	4-10	38	2-7	1-5	1-0		271	
1 A 803	2	12-8	ST					65	
1 A 804	4	12-2	ST					130	

NON-EPOXY COATED = 2553
EPOXY COATED = 2706

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 501	29	8-3	2	1-7	5-4			250	
2 A 502	28	7-3	1	0-10	6-6			211	
2EA 503	25	7-8	2	2-3	3-5			200	
2 A 504	2	33-1	ST					69	
2EA 505	5	33-1	ST					173	
2 A 506	2	37-6	ST					78	
2EA 507	2	37-6	ST					78	
2 A 508	2	8-3	ST					17	
2EA 509	6	36-10	ST					231	
2EA 510	1	3-4	ST					3	
2 A 511	5	3-11	36	2-0	2-0	0-4		20	
2 A 512	8	7-0	ST					58	
2EA 513	2	5-4	23	2-2	2-5			33	
2EA 514	2	3-8	20	1-3	0-9	0-9		8	
2EA 515	8	1-5	ST					12	
2 A 516	7	11-2	14	2-4	3-0			81	
2 A 517	2	6-7	ST					14	
2 A 518	6	9-5	ST					59	
2EA 519	6	15-5	ST					96	
2EA 550	10	3-6	19	0-8	0-6	0-8	2-1	36	
2EA 551	2	2-9	ST					6	
2EA 552	12	4-4	ST					54	
2EA 553	2	5-4	23	2-2	2-5			11	
2EA 554	8	3-0	6	2-5				25	
2EA 555	4	3-8	ST					15	
2EA 556	2	13-8	60					29	
2EA 557	2	13-8	ST					29	
2EA 558	4	15-5	ST					64	
2 A 601	28	14-1	3	2-7	5-4	6-6		592	
2EA 602	32	8-1	2	3-9	0-11			389	
2EA 603	32	5-5	2	2-2	1-5			260	
2EA 604	32	9-1	2	4-0	1-5			437	
2EA 605	5	14-5	2	6-8	1-5			108	
2 A 606	1	10-2	2	2-7	5-4			15	
2 A 607	1	20-1	2	9-4	1-9			30	
2 A 608	6	18-4	2	8-9	1-2			165	
2EA 609	6	8-4	2	3-9	1-2			75	
2EA 610	12	3-11	ST					71	
2 A 801	7	37-5	ST					699	
2EA 802	21	4-10	38	2-7	1-5	1-0		271	
2 A 803	2	12-1	ST					65	
2 A 804	4	11-7	ST					124	

NON-EPOXY COATED = 2547
EPOXY COATED = 2714

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 1									
1 P 401	1	11-1	14	2-8	2-8			7	
1 P 402	1	11-7	14	2-11	2-8			8	
1 P 501	26	12-2	14	3-2	2-8			329	
1 P 502	4	31-2	ST					130	
1 P 503	4	6-3	2	2-0	2-6			26	
1 P 601	8	1-11	ST					23	
1 P 801	42	9-4	7	7-6				1047	
1 P 901	36	7-10	1	1-7	6-6			959	
1 P 902	36	22-1	ST					2703	
1 P 903	4	15-2	1	3-2	12-3			206	
1 P 904	4	26-6	1	3-2	23-7			360	
1 P 905	4	31-2	ST					424	
				TOTAL		PIER 1 =		6222	
PIER 2									
2 P 401	1	11-1	14	2-8	2-8			7	
2 P 402	1	11-7	14	2-11	2-8			8	
2 P 501	26	12-2	14	3-2	2-8			329	
2 P 502	4	31-2	ST					130	
2 P 503	4	6-3	2	2-0	2-6			26	
2 P 601	8	1-11	ST					23	
2 P 801	42	9-4	7	7-6				1047	
2 P 901	36	7-10	1	1-7	6-6			959	
2 P 902	36	19-8	ST					2407	
2 P 903	4	15-2	1	3-2	12-3			206	
2 P 904	4	26-6	1	3-2	23-7			360	
2 P 905	4	31-2	ST					424	
				TOTAL		PIER 2 =		5926	

D.A.M. F.F. RJP JFF 2-1-90

ABUT. PARAPET REBARS				D.A.M.	3-16-90
NO.	REVISED	BY	DATE		
URS					
OHIO TURNPIKE COMMISSION					
REINFORCING SCHEDULE					
C/D ROAD NORTHBOUND OVER THE					
OHIO TURNPIKE					
BR. NO. WOO-75-257B					
WOOD COUNTY					
STA. 254+61.22 TO STA. 257+48.78					
DATE:	2/90	SCALE:	N.T.S.		
CP:	55-90-03	SHEET:	273	OF	367



MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 3									
3 P 401	1	11-1	14	2-8	2-8			7	
3 P 402	1	11-7	14	2-11	2-8			8	
3 P 501	26	12-2	14	3-2	2-8			329	
3 P 502	4	31-2	ST					130	
3 P 503	4	6-3	2	2-0	2-6			26	
3 P 601	8	1-11	ST					23	
3 P 801	42	9-4	7	7-0				1047	
3 P 901	36	7-10	1	1-7	6-6			959	
3 P 902	36	22-1	ST					2703	
3 P 903	4	15-2	1	3-2	12-3			206	
3 P 904	4	26-6	1	3-2	23-7			360	
3 P 905	4	31-2	ST					424	
TOTAL								PIER 3 =	6222

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
SUPERSTRUCTURE									
ES 401	432	30-0	ST					8657	
ES 402	48	28-5	ST					911	
ES 501	423	30-0	ST					13236	
ES 502	47	31-5	ST					1540	
ES 503	147	40-0	ST					6133	
ES 504	487	33-1	ST					16804	
ES 505	64	14-8	ST					979	
ES 506	144	7-2	ST					1076	
ES 507	16	14-1	ST					235	
ES 508	380	2-4	1	0-10	1-7			908	
ES 509	380	3-2	20	0-11	0-9	0-6		1252	
ES 510	380	5-4	23	2-2	2-5			2114	
ES 601	487	33-1	ST					24200	
TOTAL SUPERSTRUCTURE =								78045	

SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1 SP401	3	2-8	19-3	3.0	1680
SPIRAL PIER 2					
2 SP401	3	2-8	16-10	3.0	1473
SPIRAL PIER 3					
3 SP401	3	2-8	19-3	3.0	1680

FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

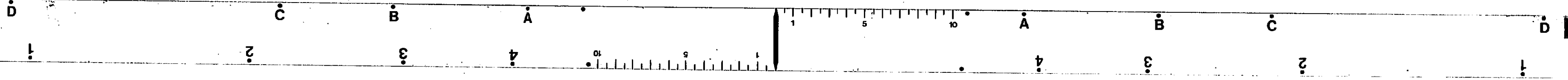
URS
OHIO TURNPIKE COMMISSION

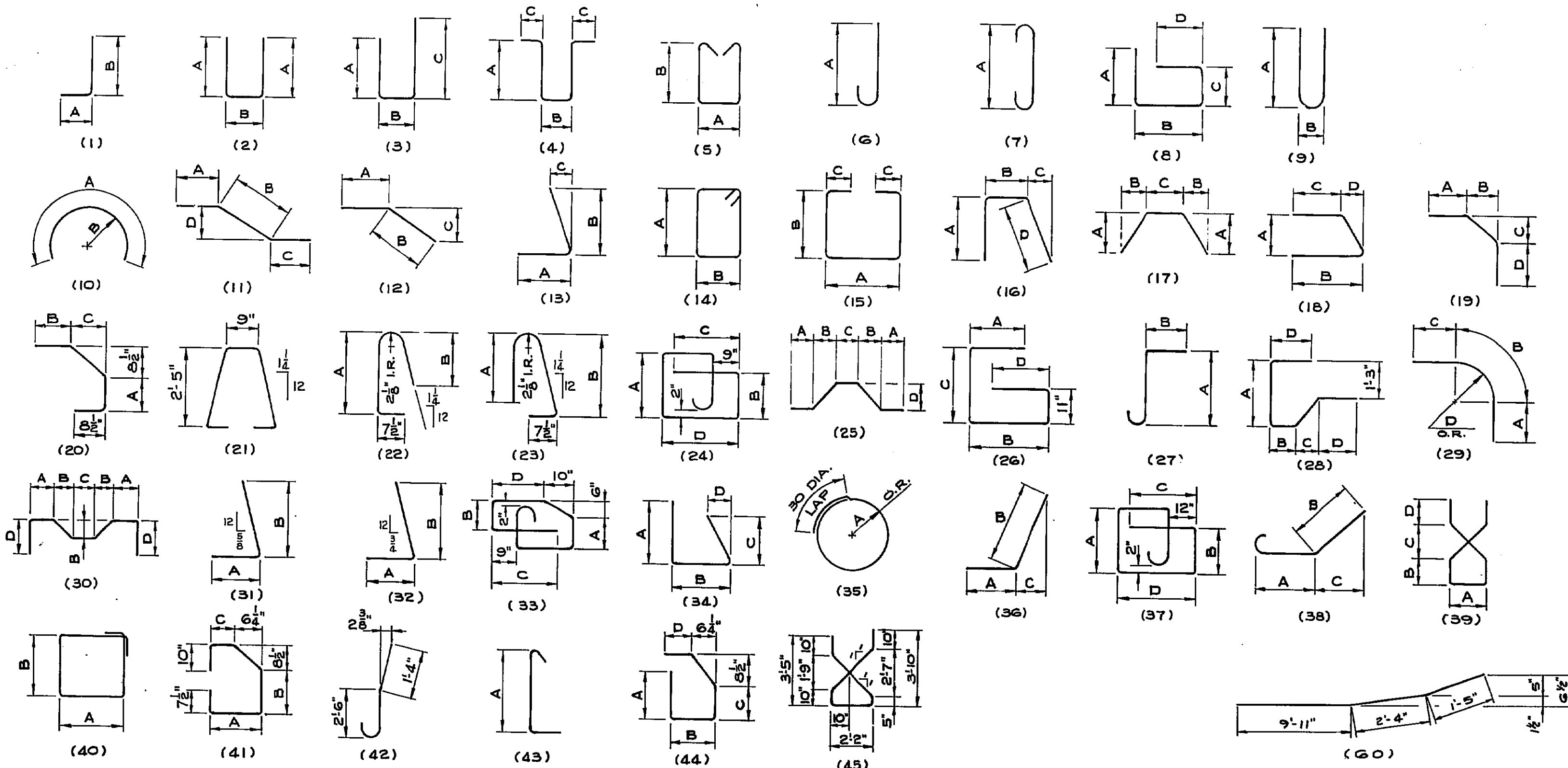
REINFORCING SCHEDULE
C/D ROAD NORTHBOUND OVER THE
OHIO TURNPIKE
BR. Nº WOO-75-2878
WOOD COUNTY

STA. 254+61.22 TO STA. 257+48.78

DATE: 2/90 SCALE: N.T.S.
CP: 55-90-03 SHEET 274 OF 364

DAM: FF R.J.P. JFP 2-12-90





ITEM 509 REINFORCING STEEL, (GRADE 60)

ABUTMENT	=	5100 LBS
PIER	=	23,203 LBS
SUPERSTRUCTURE	=	0 LBS
GRAND TOTAL	=	28,303 LBS

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

ABUTMENT	=	5420 LBS
PIER	=	0 LBS
SUPERSTRUCTURE	=	78045 LBS
GRAND TOTAL	=	83465 LBS

REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS G-G.02 AND CMS SECTION 700, 709.01 THROUGH 709.08 AND 709.08 SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

ABUTMENT REINFORCING	DAM	3-16-90
NO. REVISION	BY	DATE

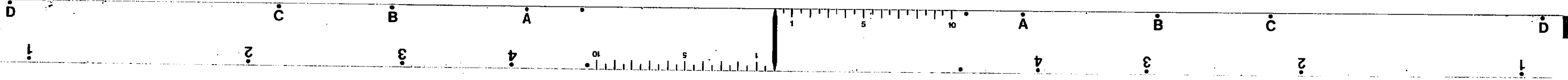
URS

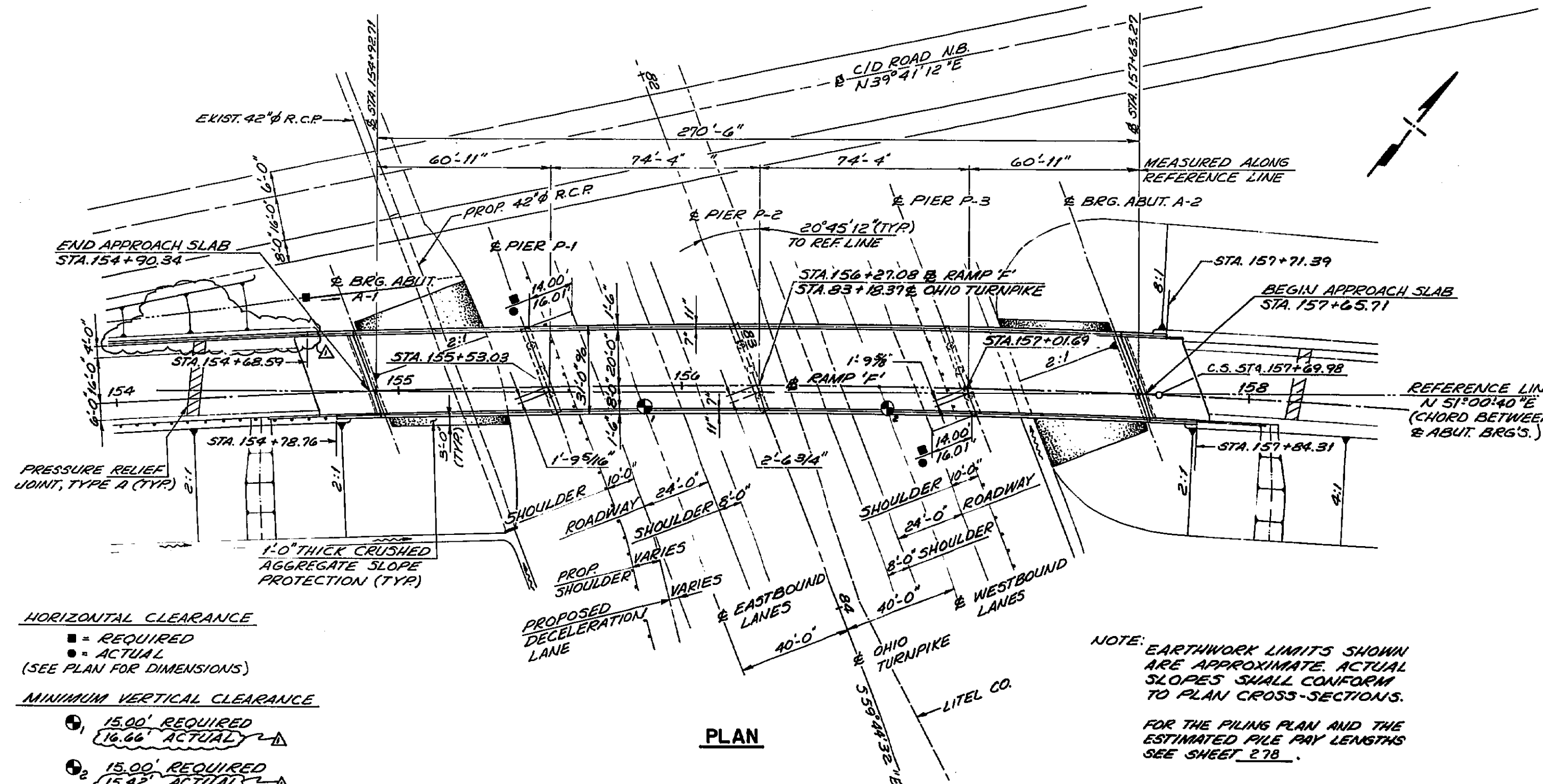
OHIO TURNPIKE COMMISSION

REINFORCING SCHEDULE
 C/D ROAD NORTHBOUND OVER THE
 OHIO TURNPIKE
 BR. NO. WOO-75-2878
 WOOD COUNTY
 STA. 254+61.22 TO STA. 257+48.78

DESIGNED	DAM
DRAWN	FF
CHECKED	R.J.P.
REVIEWED	JFP
DATE	2-12-90

DATE:	2/90	SCALE:	1/4" = 1'-0"
CIP:	55-90-03	SHEET:	275 OF 364





PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEW: 20° 45' 12" R.F. (TO REFERENCE LINE)

SPANS: c/c BEARINGS ALONG REFERENCE LINE: 60'-11", 74'-4", 74'-4", 60'-11"

ROADWAY: 28'-0" TOE TO TOE PARAPETS
31'-0" OUT TO OUT SLAB

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 20'-0" (ODOT STANDARD AS-1-B1)

ALIGNMENT: 1° 30' 00" CURVE RIGHT

SUPERELEVATION: 0.03 % Δ

SLOPE PROTECTION: CRUSHED AGGREGATE

TRAFFIC: 4,560 A.D.T. 912 A.D.T.T. (2010)

HORIZONTAL CLEARANCE

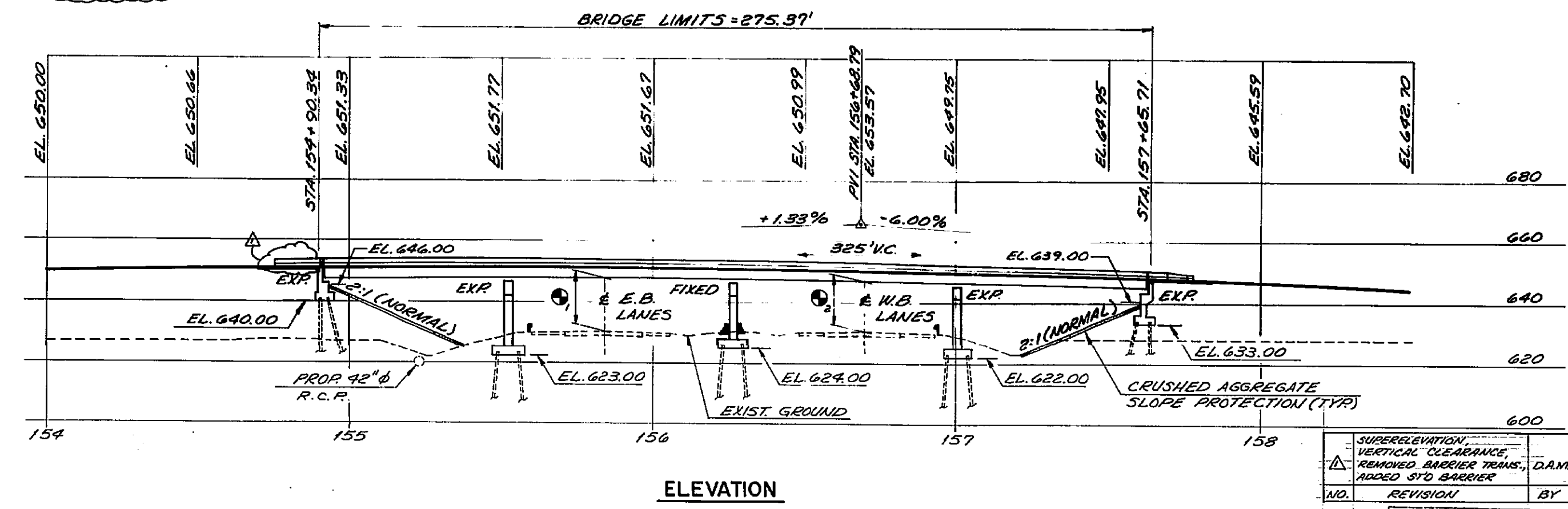
■ = REQUIRED
● = ACTUAL
(SEE PLAN FOR DIMENSIONS)

MINIMUM VERTICAL CLEARANCE

① 15.00' REQUIRED
16.66' ACTUAL Δ

② 15.00' REQUIRED
15.42' ACTUAL Δ

PLAN



ELEVATION

CURVE DATA
BASELINE RAMP F

P.C. STA. 148+73.03
P.T. STA. 153+23.58
C.S. STA. 157+69.98
P.T. STA. 158+64.38
S.C. STA. 159+19.98

CIRCULAR

$\Delta = 13^\circ 27' 13''$
Dc = 1° 30' 00"
R = 3,819.72'
T = 450.55'
Lc = 896.95'

SPIRAL DATA

$\Delta = 9^\circ 45' 00''$
Ls = 150.00'
L.T. = 94.40'
S.T. = 55.92'
P = 1.64'

URS

OHIO TURNPIKE COMMISSION

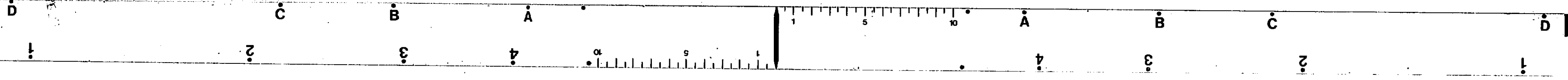
GENERAL PLAN & ELEVATION

RAMP F OVER THE OHIO TURNPIKE
BR. NO. WOOD-75-2880
WOOD COUNTY

STA. 154+90.34 TO STA. 157+65.71

NO.	REVISION	BY	DATE
1	SUPERELEVATION, VERTICAL CLEARANCE, REMOVED BARRIER TRANS, ADDED STD BARRIER	D.A.M.	3-16-90
2			
3			

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 276 OF 364



ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				
503	512	CY	UNCLASSIFIED EXCAVATION		251	261	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	4180	LF	STEEL PILES HP 12X53		2020	2160	
507	64	EA	STEEL POINTS (OR SHOES), AS PER PLAN		28	36	
509	29,722	LBS	REINFORCING STEEL, GRADE 60		6393	23,329	
509	75,001	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	69,249	5752		
511	75	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			75	
511	155	CY	CLASS 'C' CONCRETE, ABUTMENTS		155		
511	79	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			79	
SP511A	292	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	292			
SP511A	8	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		8		
513	195,600	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY III	195,600			
513	2688	EA	WELDED STUD SHEAR CONNECTORS	2688			
516	62.5	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	62.5			
516	20	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		8	12	
516	272	LF	4" PVC WATERSTOP, AS PER PLAN	272			
518	54	CY	POROUS BACKFILL, AS PER PLAN		54		
518	40	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01		40		
518	51	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01		51		
SP527E	LUMP	LS	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP			
601	418	SY	CRUSHED AGGREGATE SLOPE PROTECTION		418		
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	22	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		22		
SPECIAL	690	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	526	64		
SPECIAL	272	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			272	
SPECIAL	195,600	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM 1Z EU (SEE PROPOSAL NOTE)	195,600			

ADJ. REINFORCING QTY.	DATE	3-16-90
NO. REVISION	BY	DATE
URS		
OHIO TURNPIKE COMMISSION		
ESTIMATED QUANTITIES		
RAMP F OVER THE		
OHIO TURNPIKE		
BR. NO. WOO-73-2830		
WOOD COUNTY		
STA. 154+90.34 TO STA. 157+65.71		
DATE	2/90	SCALE: N.T.S.
CP	55-90-03	SHEET 277 OF 364

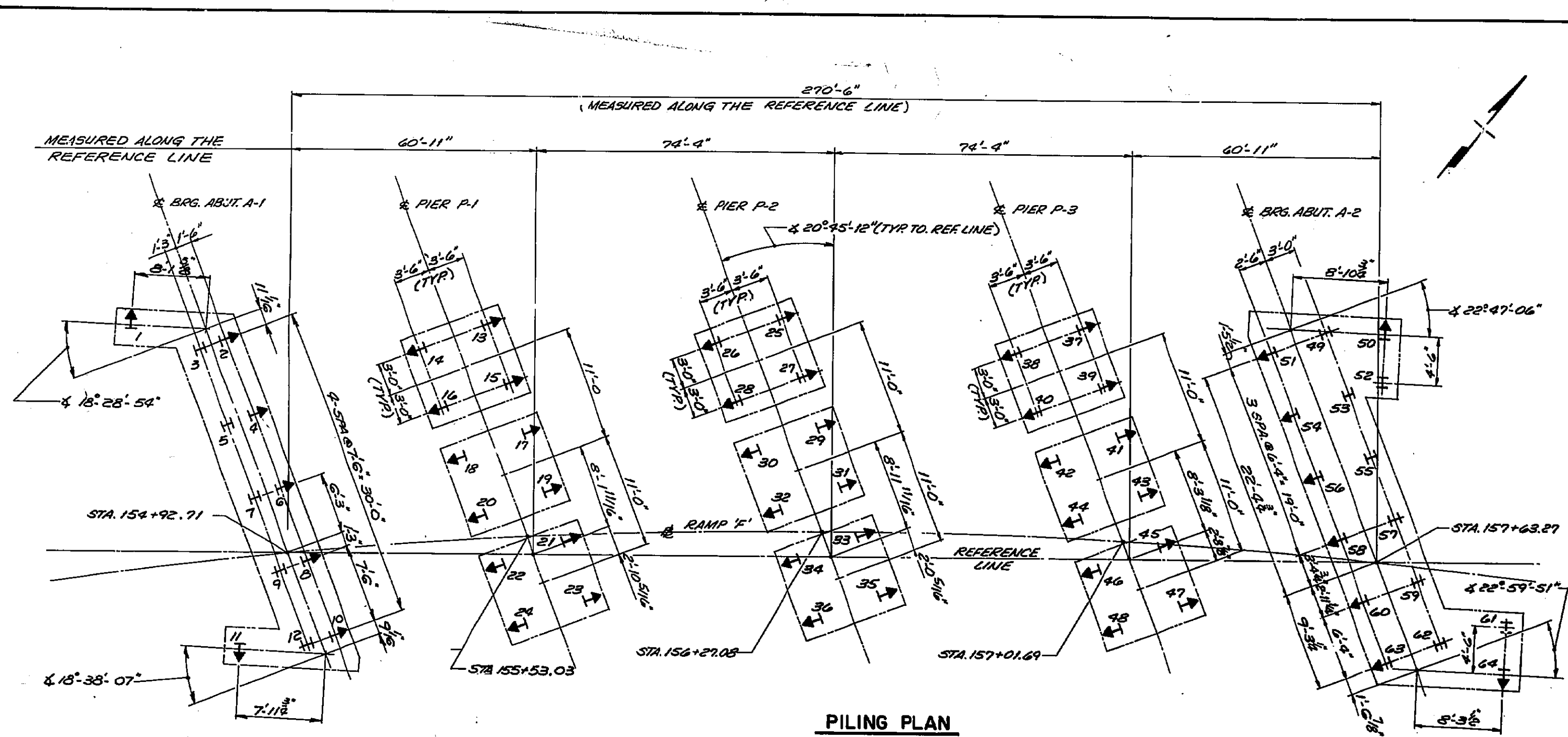
QUANTITIES
CALCULATED BY: R.J.P. DATE: 11-29-89
CHECKED BY: BAB DATE: 12-4-89

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
R.J.P.	FF	R.J.P.	JFP	2-12-90



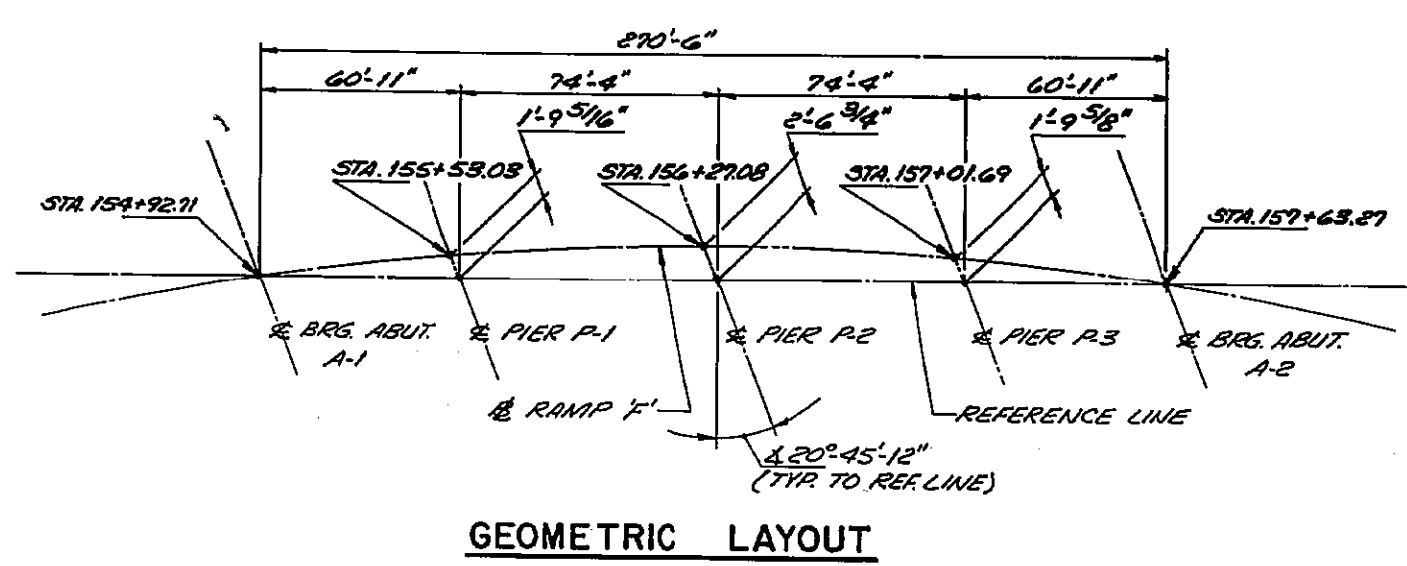
NOTES

- ① PILES SHOWN THIS ↑ SHALL BE BATTERED 4:1 IN THE DIRECTION SHOWN.
- ② THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 39.5 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 47.6 TONS PER PILE FOR THE PIER PILES.
- ③ FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
- ④ PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
- ⑤ STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL 1/2" PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688 FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559, PORTLAND OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A67 (GRADE 65/35) OR ASTM A148 (GRADE 90/60).
- ⑥ FOR PILE DRIVING CONSTRAINTS, SEE STRUCTURE GENERAL NOTES.



PILING PLAN

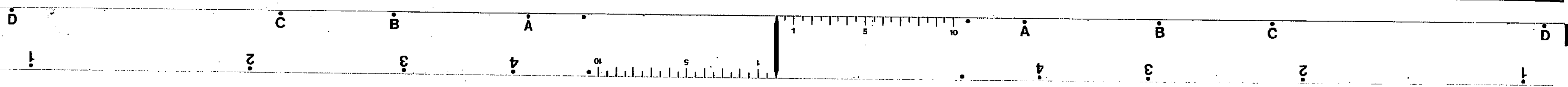
PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-12	HP 12x53	567.00	642.00	75 FT.
PIER P-1	13-24	HP 12x53	564.00	624.00	60 FT.
PIER P-2	25-36	HP 12x53	565.00	625.00	60 FT.
PIER P-3	37-48	HP 12x53	563.00	623.00	60 FT.
ABUTMENT A-2	49-64	HP 12x53	565.00	655.00	70 FT.

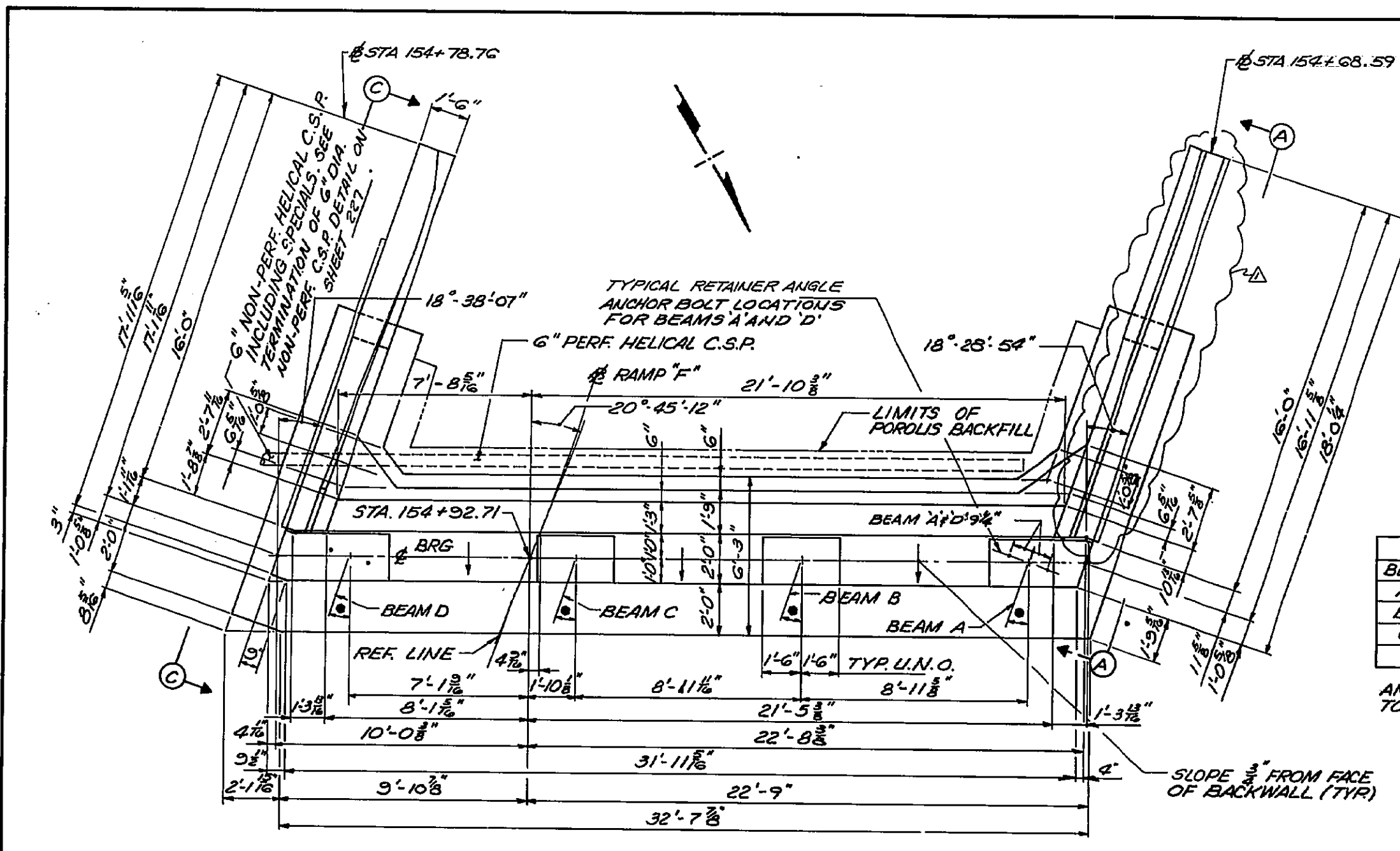


GEOMETRIC LAYOUT

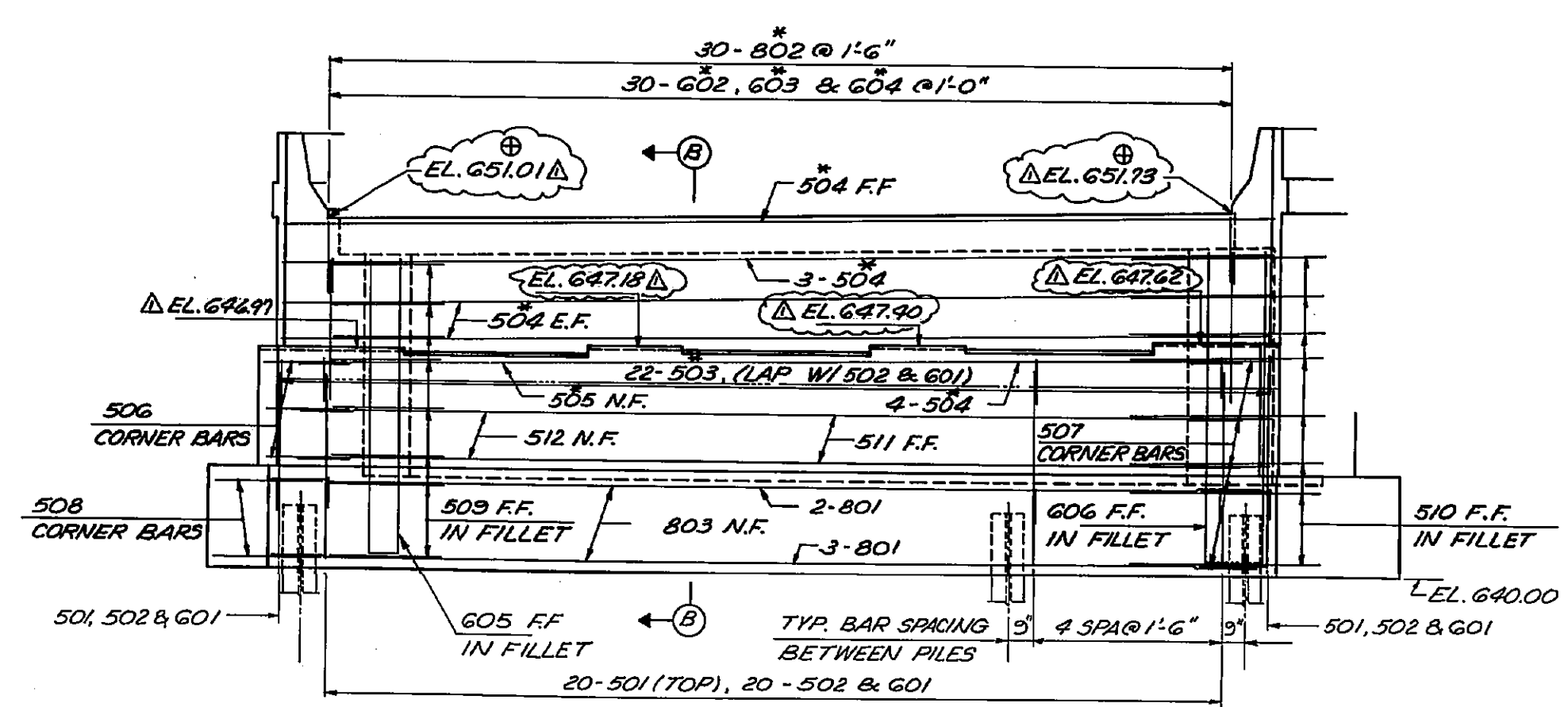
URS
OHIO TURNPIKE COMMISSION
PILING PLAN AND GEOMETRIC LAYOUT
 RAMP F OVER THE OHIO TURNPIKE
 BR. NO. WOO-75-2880
 WOOD COUNTY
 STA. 154+90.34 TO STA. 157+65.71
 DATE: 2/90 SCALE: 1/4" = 1' S.
 CIP: 55-90-03 SHEET 278 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	J.P.	2-2-90





PLAN, ABUTMENT A-I



ELEVATION

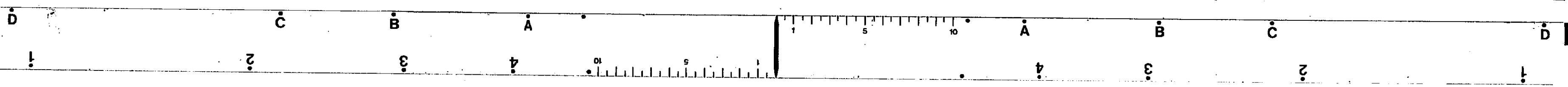
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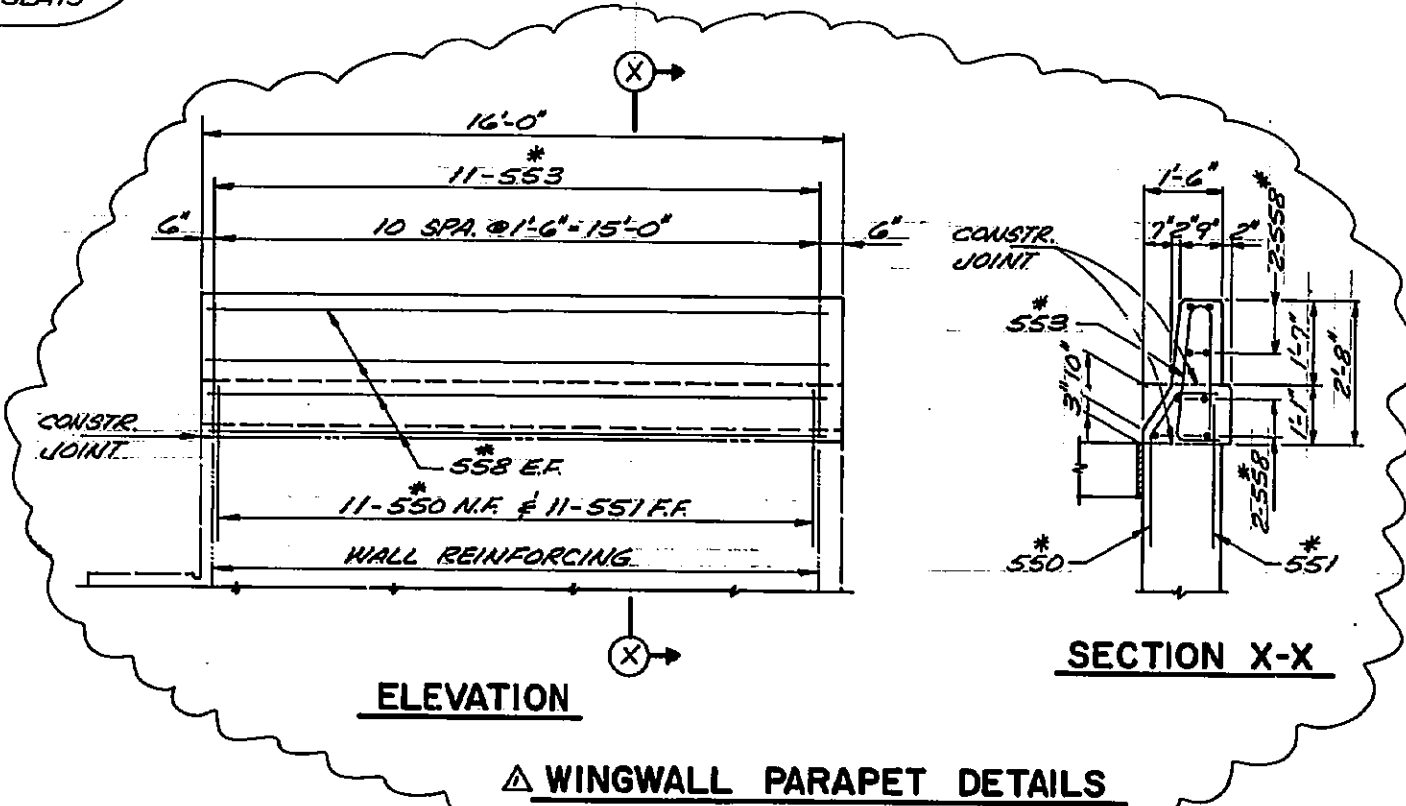
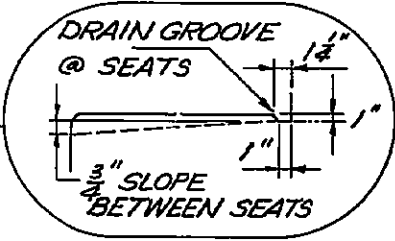
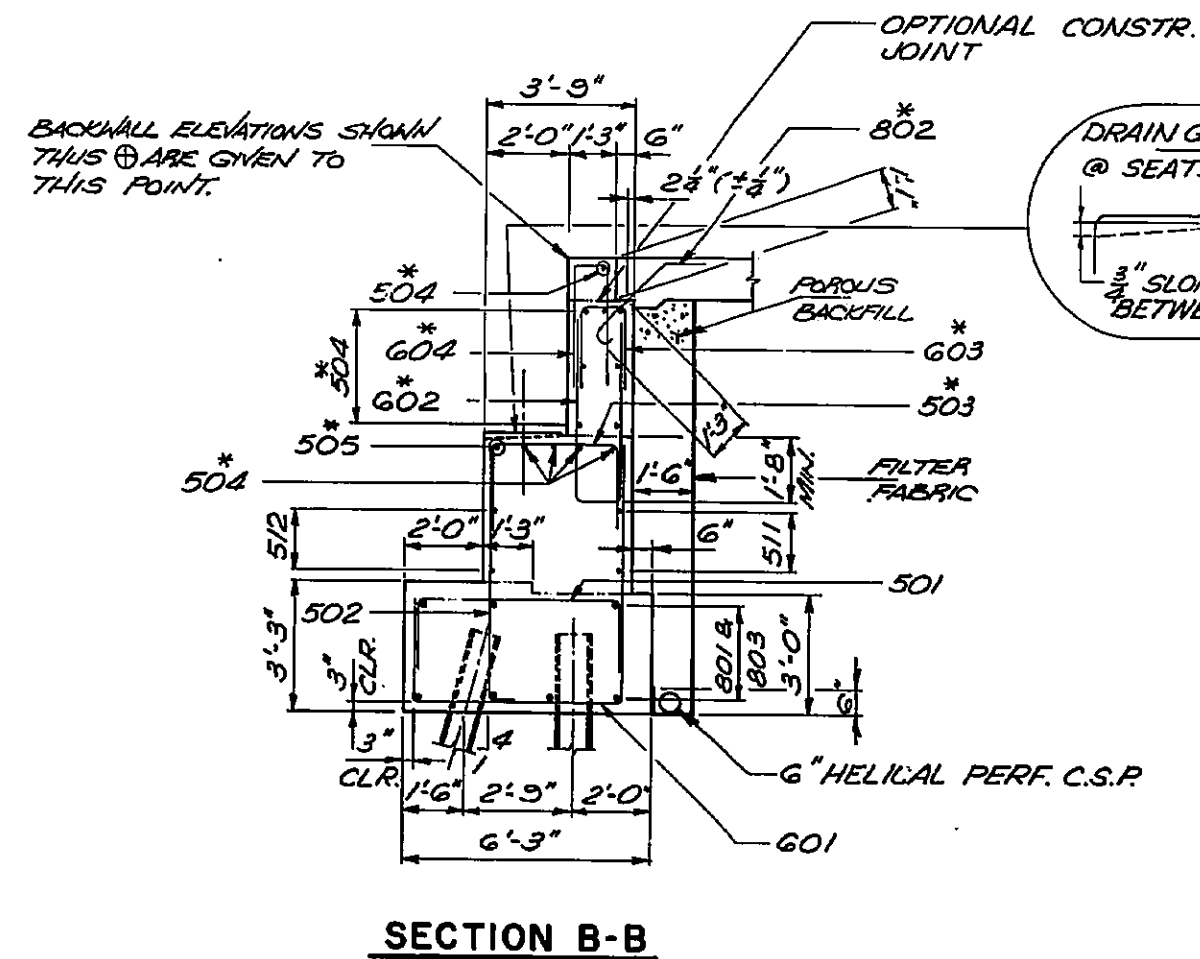
- ① THE PREFIX "IA" OR "IEA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-1.
- ② * INDICATES REINFORCING BARS TO BE EPOLY COATED. (PREFIX IEA)
- ③ ABBREVIATIONS USED ARE:
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
- ④ THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP 511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM 511 - CLASS 'C' CONCRETE, ABUTMENT.
- ⑤ POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS 1.5 FT. THICK AT THE ABUTMENT AND 20 FT. THICK AT THE WINGS.
- ⑥ BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF 51105, BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
- ⑦ BRIDGE SEAT REINFORCING: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING RETAINER ANGLE ANCHOR HOLES OR THE PRE-SETTING OF BEARING RETAINER ANGLE ANCHOR.
- ⑧ BEARING RETAINER ANGLE ANCHORS: AT THE OPTION OF THE CONTRACTOR, BEARING RETAINER ANGLE ANCHORS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
- ⑨ FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 287.
- ⑩ FOR PILING PLAN SEE SHEET 278.
- ⑪ FOR SECTION B-B AND VIEWS A-A & C-C SEE SHEET 280.
- ⑫ ⊕ INDICATES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL.
- ⑬ FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXJ-4-87 SHEETS 1 THRU 5.
- ⑭ BEARING SEAT: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

REMOVE BARRIER TRANS. ADJUSTED ELEVATIONS	D.A.M.	3-16-90
NO.	REVISION	BY DATE

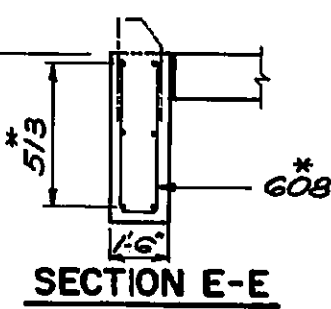
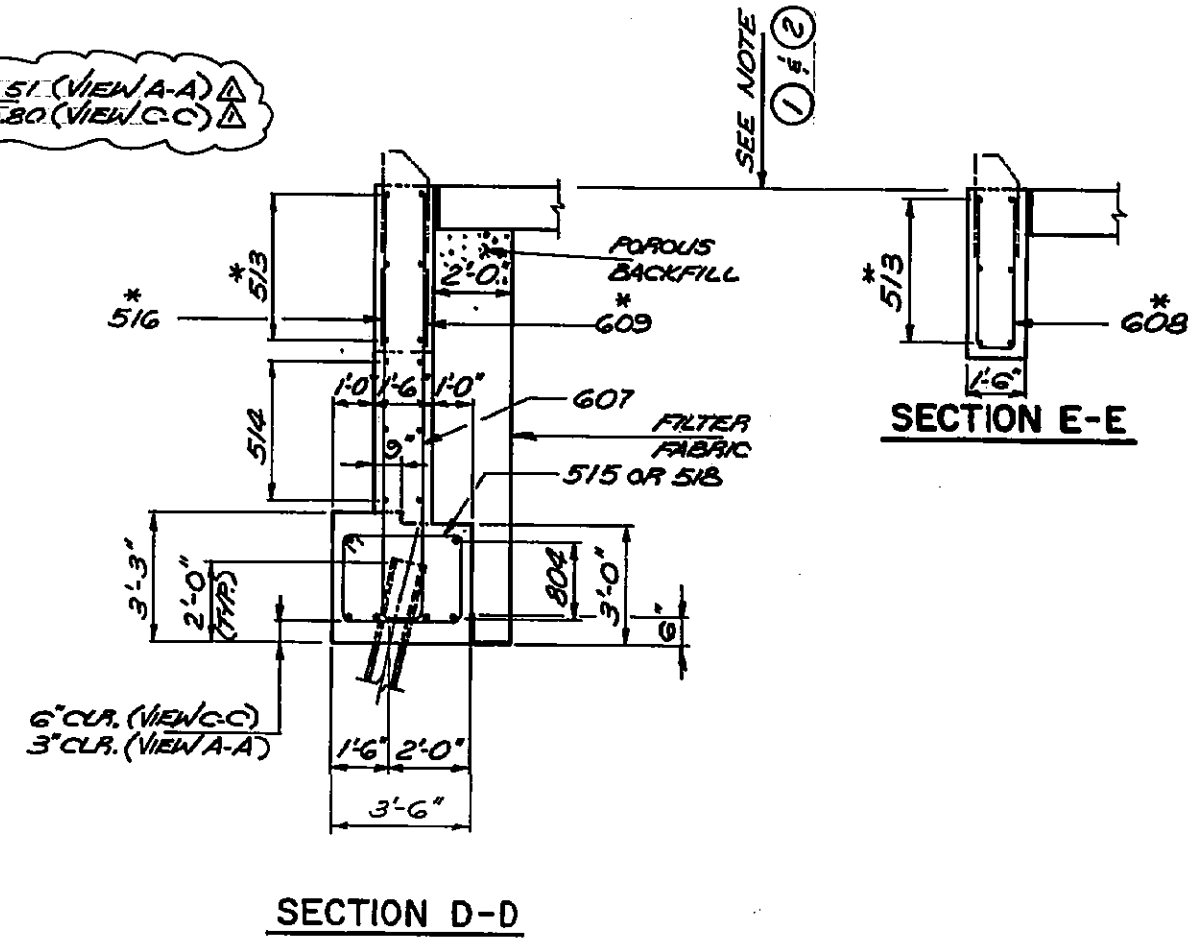
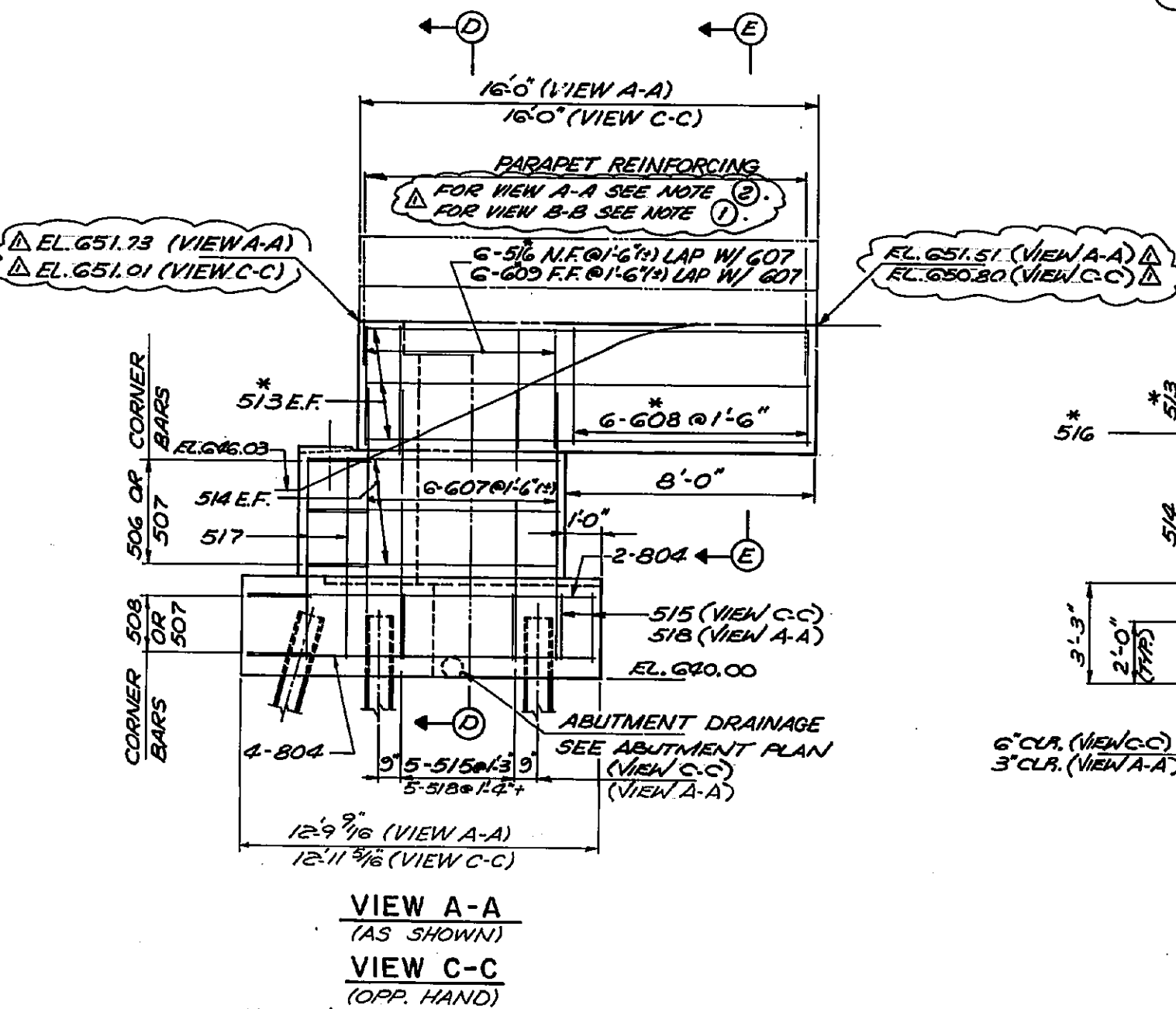
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	HK	R.J.P.	JR	2-12-90

URS
OHIO TURNPIKE COMMISSION
ABUTMENT A-1
RAMP F OVER THE
OHIO TURNPIKE
BR. NO. WOO-75-2880
WOOD COUNTY
STA. 154+90.34 TO STA 157+65.71
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 279 OF 364

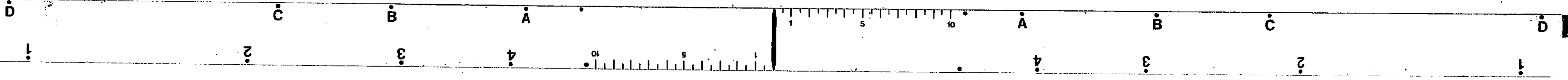


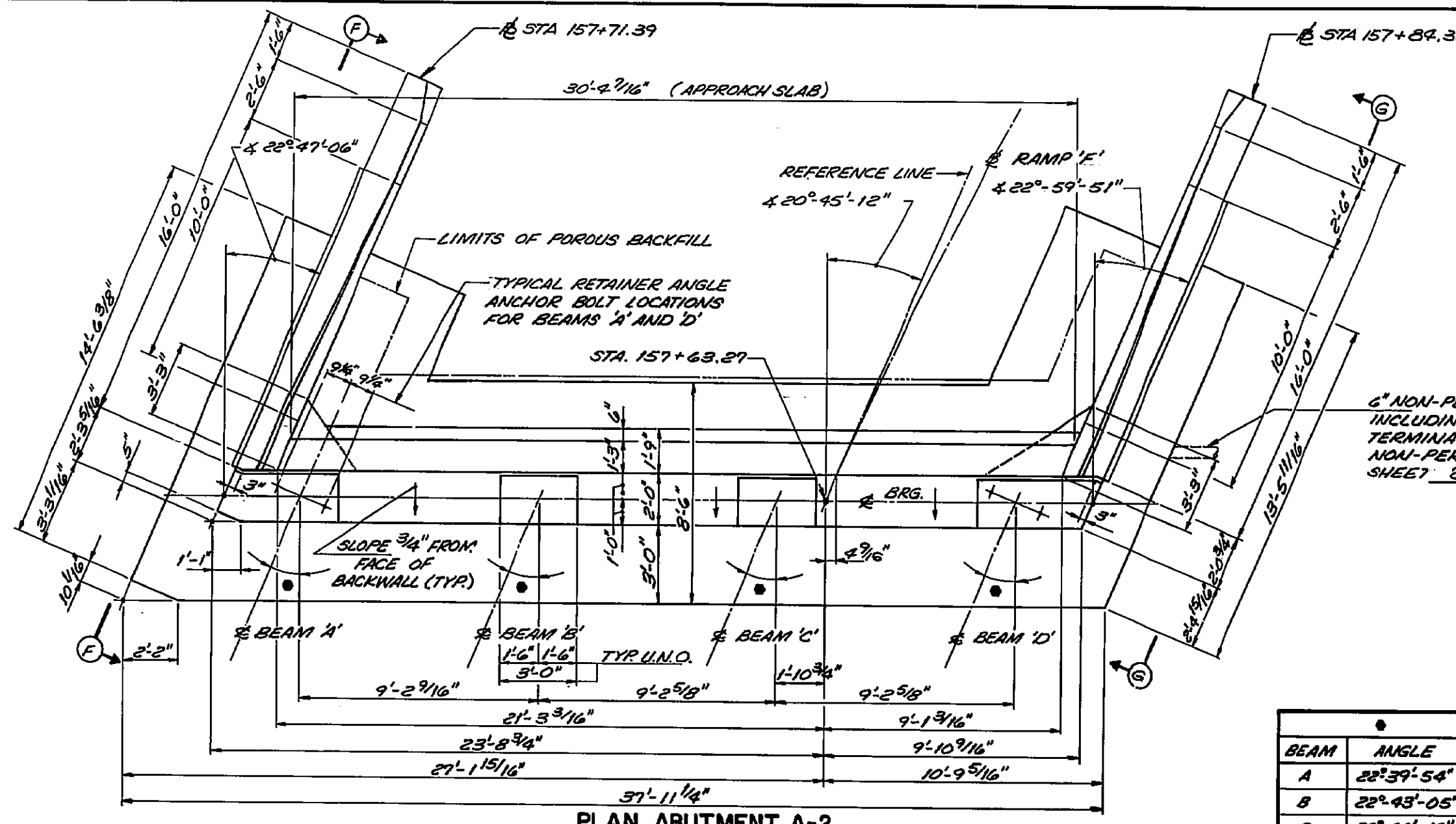


- NOTES
- ① FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR, SEE WINGWALL PARAPET DETAILS ON COMMON DETAIL SHEET 227.
 - ② FOR ADDITIONAL DIMENSIONS AND REINFORCING STEEL FOR THE PARAPET AND REINFORCING STEEL TO BE PLACED IN THE WALL CONCRETE POUR, SEE WINGWALL PARAPET DETAILS ON THIS SHEET.
 - ③ FOR ADDITIONAL NOTES SEE SHEET 279.



ADDED PARAPET DETAILS	D.R.M.	3-16-90
ADJUSTED ELEVATIONS	BY	DATE
NO.	REVISION	
URS		
OHIO TURNPIKE COMMISSION		
ABUTMENT A-I DETAILS		
RAMP F OVER THE OHIO TURNPIKE BR. N ^o WOOD-75-2880 WOOD COUNTY		
STA. 154+90.34 TO STA. 157+65.71		
DESIGNED	DRAWN	CHECKED
BAB	HK	R.J.P.
DATE:	2/90	SCALE: N.T.S.
CIP: 55-90-03		SHEET 280 OF 364



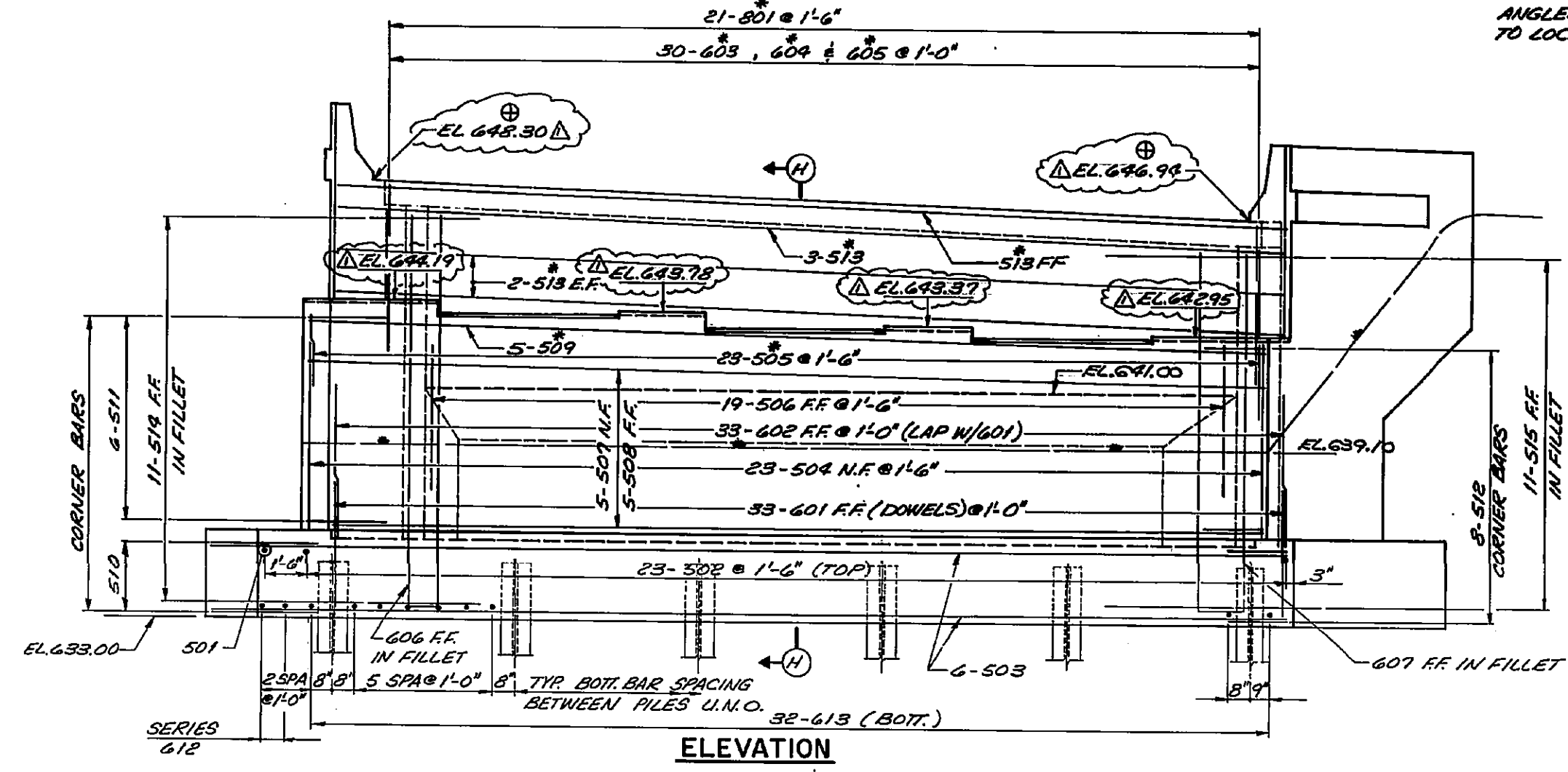


BEAM	ANGLE
A	22°-39'-54"
B	22°-43'-05"
C	22°-46'-18"
D	22°-49'-31"

ANGLES ARE GIVEN TO LOCAL TANGENTS

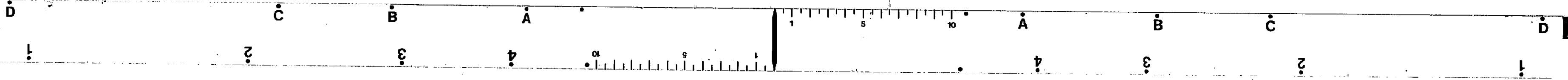
- NOTES**
- THE PREFIX "2A" OR "2EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
 - FOR SECTION H-H AND VIEWS F-F & G-G SEE SHEET 282.
 - FOR ADDITIONAL NOTES SEE SHEET 279.

6" NON-PERF HELICAL C.S.P. INCLUDING SPECIALS. SEE TERMINATION OF 6" DIA. NON-PERF C.S.P. DETAIL ON SHEET 227.



ADJUSTED ELEVATIONS	D.M. 3-16-90
NO. REVISION	BY DATE
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-2	
RAMP F OVER THE OHIO TURNPIKE BR. N° WOO-75-2880 WOOD COUNTY	
STA. 154+90.34 TO STA. 157+65.71	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 281 OF 364

DRAWN	CHECKED	REVIEWED	DATE
BAB	DAM	R.J.P.	JFP 2-12-90



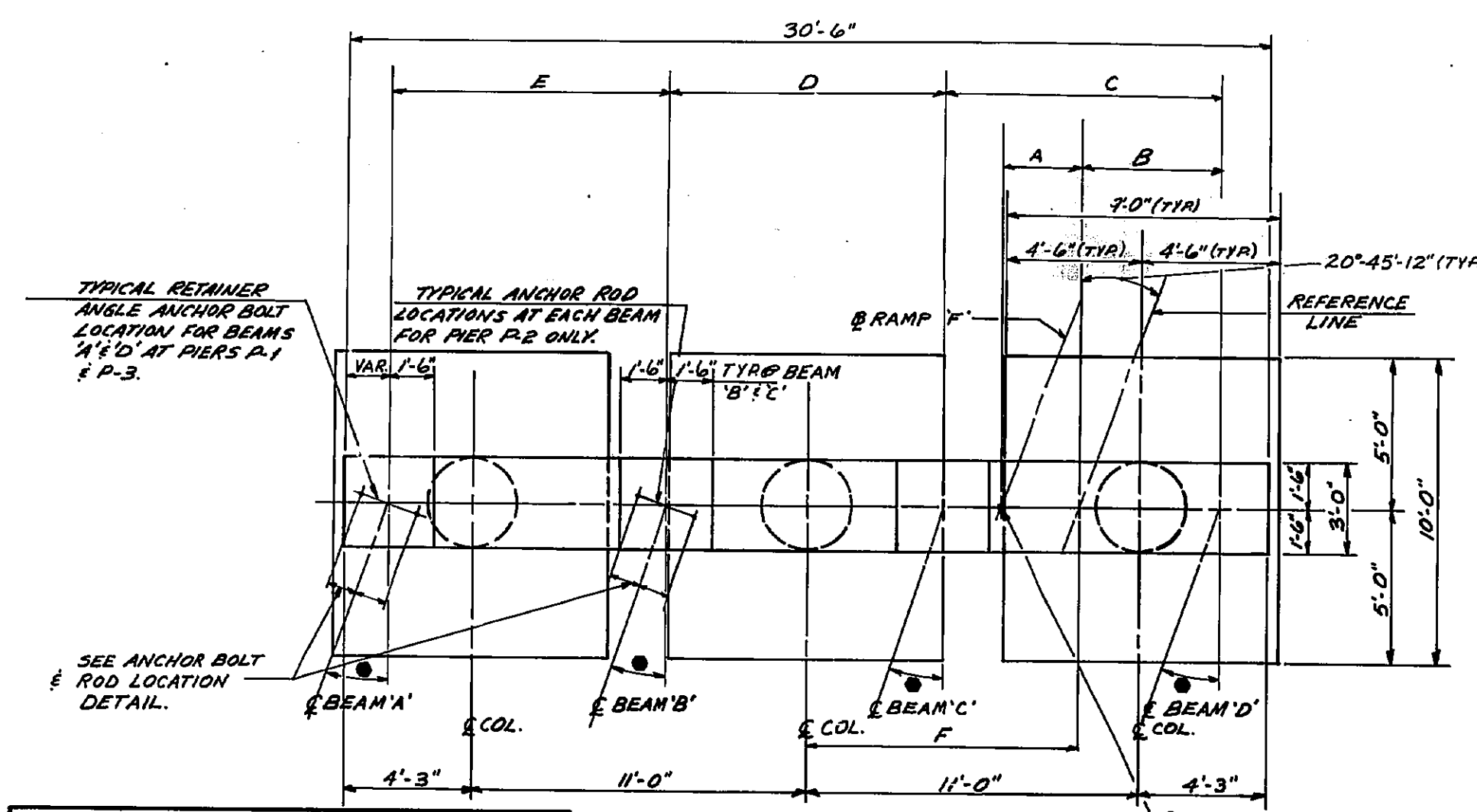
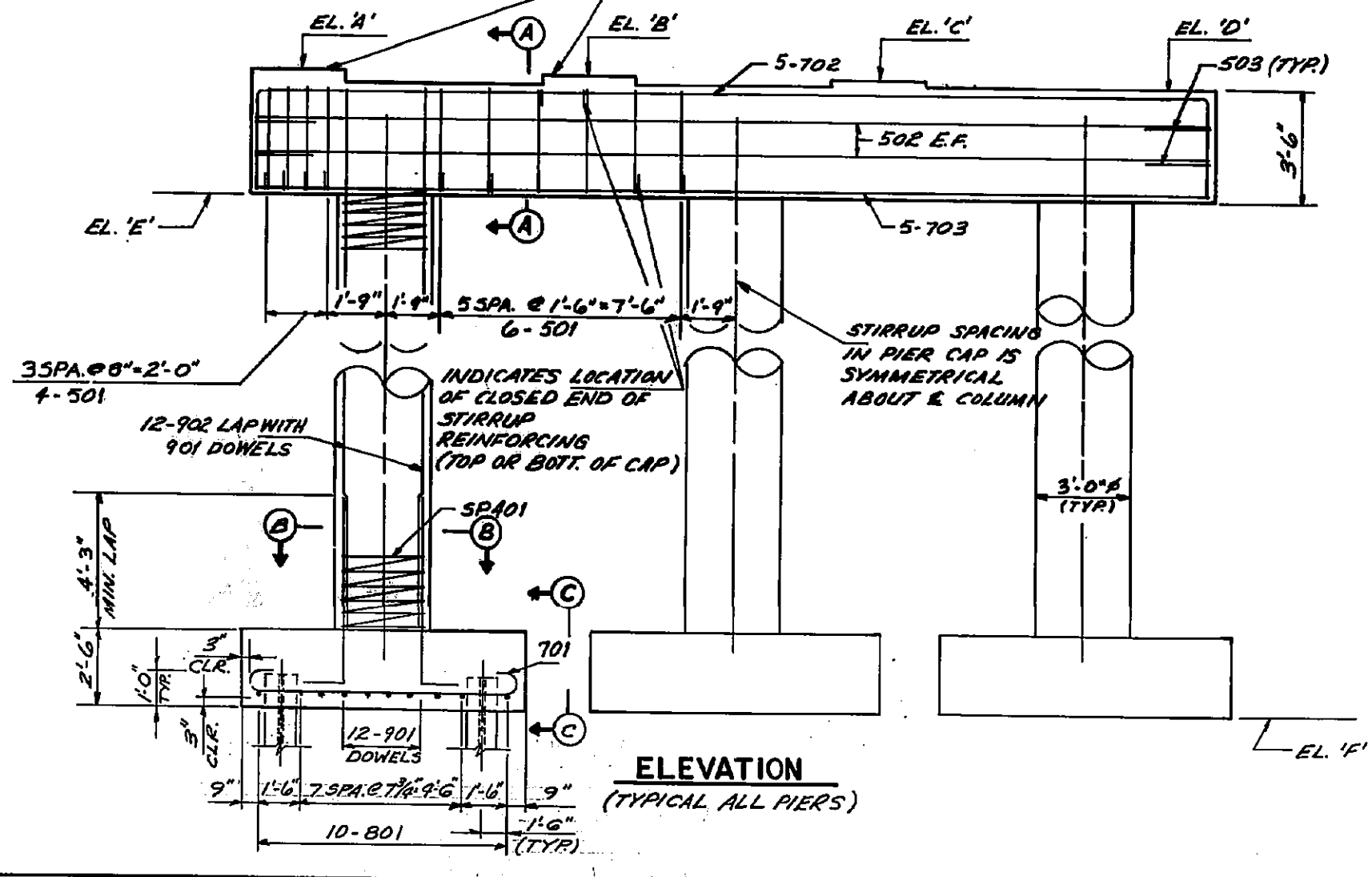


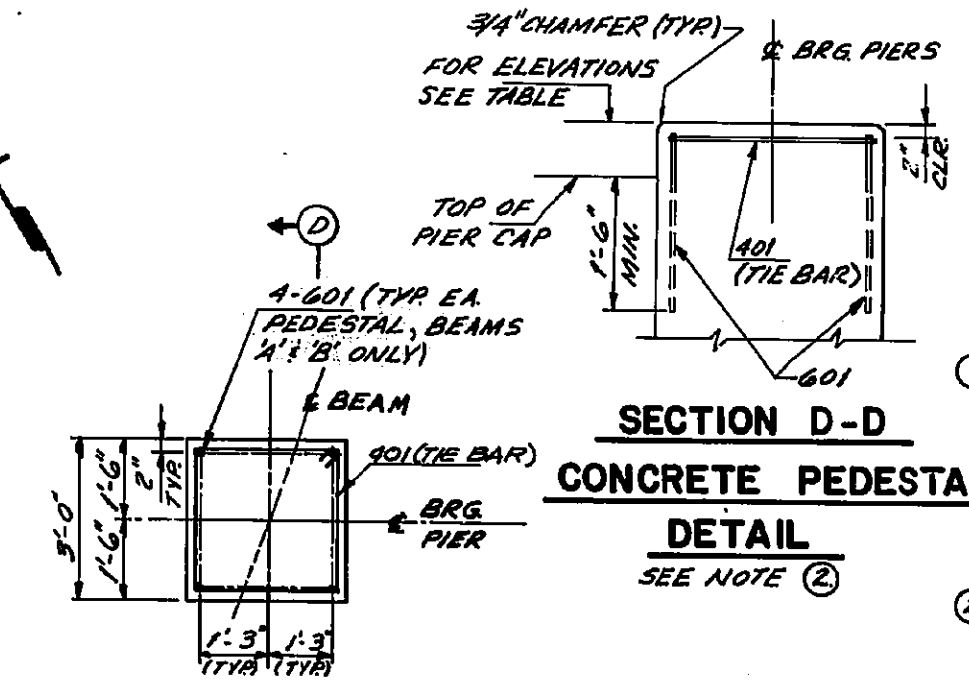
TABLE OF ANGLES

BEAM	A'	B'	C'	D'
PIER P-1	19° 51' 45"	19° 34' 27"	19° 37' 10"	19° 39' 54"
PIER P-2	20° 38' 02"	20° 40' 54"	20° 43' 47"	20° 46' 41"
PIER P-3	21° 44' 48"	21° 47' 51"	21° 50' 54"	21° 53' 58"

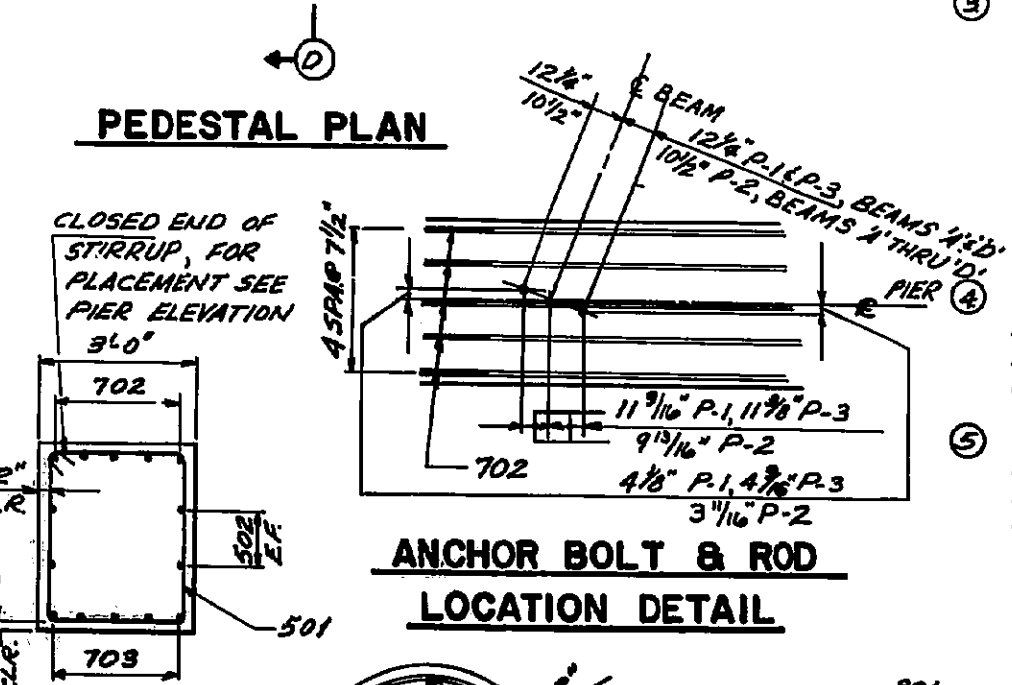
PLAN PIERS P-1, P-2, & P-3



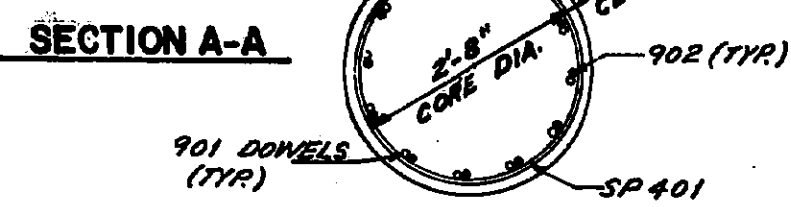
ELEVATION
(TYPICAL ALL PIERS)



SECTION D-D
CONCRETE PEDESTAL
DETAIL
SEE NOTE ②

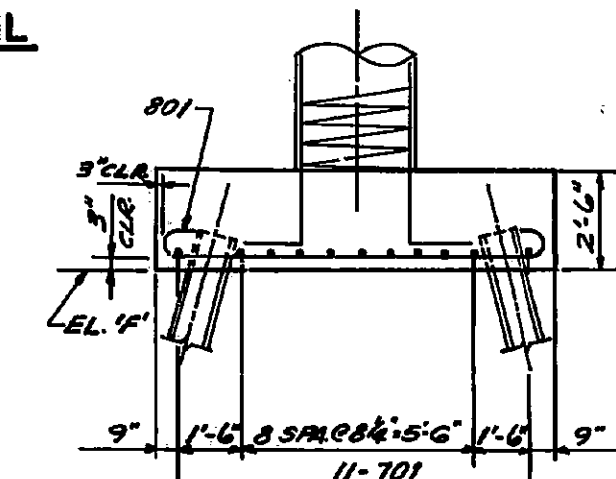


ANCHOR BOLT & ROD
LOCATION DETAIL



SECTION A-A

SECTION B-B



SECTION C-C

TABLE OF BEAM LOCATIONS

DISTANCE	A	B	C	D	E	F
PIER P-1	1'-9 3/16"	5'-4 1/16"	9'-0 3/16"	9'-0 1/4"	9'-0 1/4"	8'-1 1/16"
PIER P-2	2'-6 3/4"	4'-7 1/8"	9'-1 1/8"	9'-1 1/8"	9'-1"	8'-11 1/16"
PIER P-3	1'-9 9/16"	5'-5 1/16"	9'-1 1/16"	9'-1 1/8"	9'-1 1/16"	8'-3 1/16"

TABLE OF ELEVATIONS

ELEVATION	A'	B'	C'	D'	E'	F'
PIER P-1	648.27	648.03	647.78	647.54	644.04	623.00
PIER P-2	647.99	647.69	647.40	647.09	643.59	624.00
PIER P-3	646.92	646.07	645.71	645.35	641.85	622.00

- NOTES**
- ① THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:
PIER P-1 ~ 1P # 15P
PIER P-2 ~ 2P # 25P
PIER P-3 ~ 3P # 35P
 - ② CONCRETE PEDESTALS SHALL BE CAST MONOLITHIC WITH PIER CAP.
 - ③ BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - ④ TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
 - ⑤ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

NO.	ADJUSTED ELEVATIONS	DATE
	REVISION	BY DATE

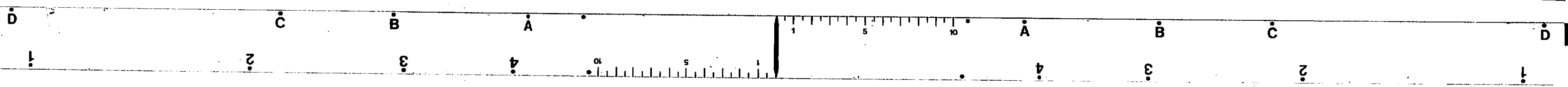
URS

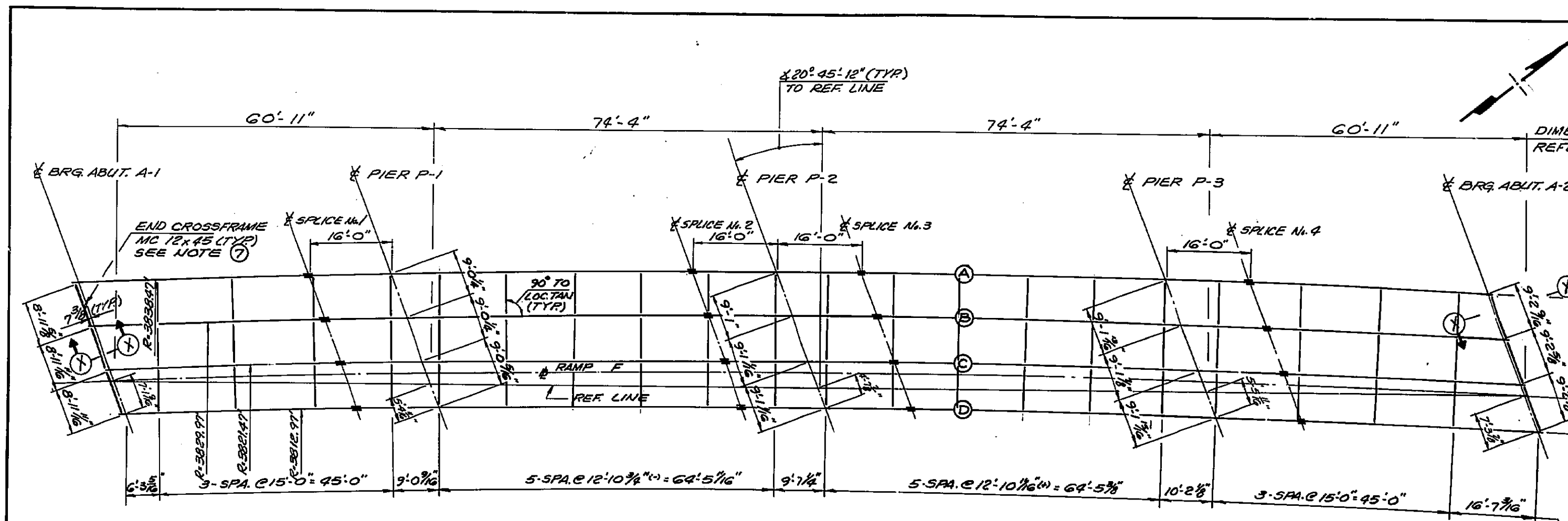
OHIO TURNPIKE COMMISSION

PIER DETAILS

RAMP OVER THE OHIO TURNPIKE
BR. NO. WOOD-75-2880
WOOD COUNTY
STA. 15+90.34 TO STA. 157+65.71

DATE: 2/90 SCALE: 1/4" = 1'-0"
CIP: 55-90-03 SHEET 283 OF 364



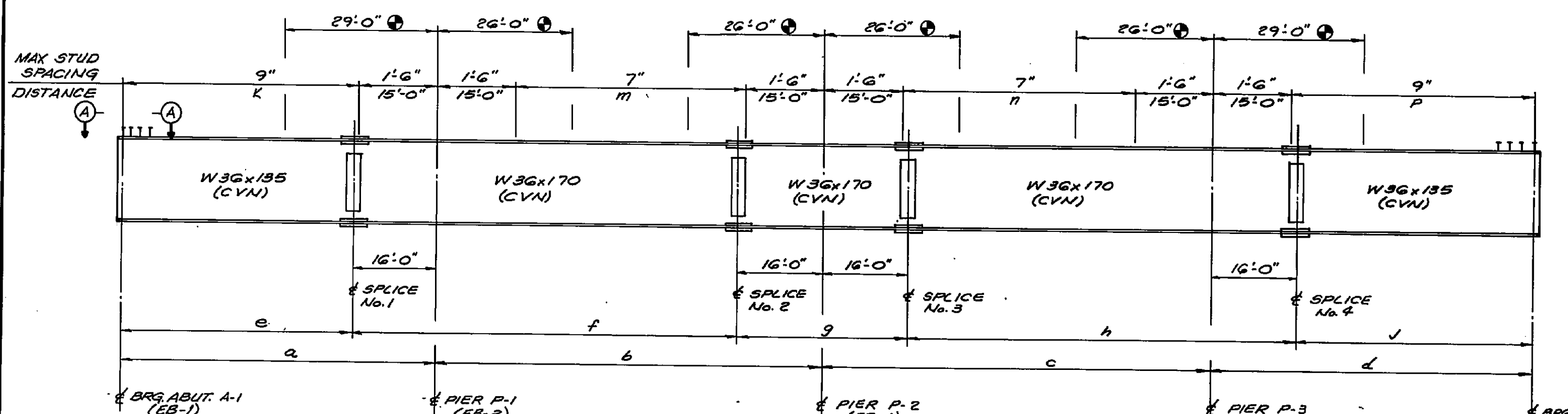


FRAMING PLAN

TYPE X-2 CROSSFRAMES
TYPICAL UNLESS NOTED
SPACED ALONG BEAM 'D'

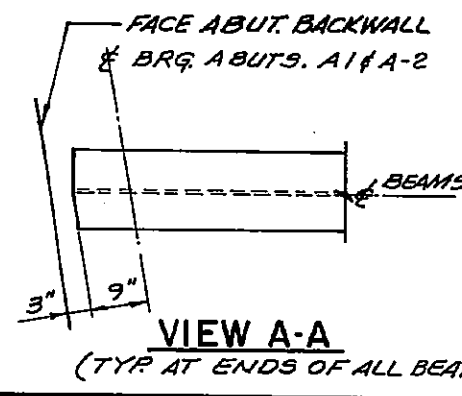
NOTE: ALL THE ANGLES (3"x3"x3/8" & 4"x4"x3/8") FOR THE TYPE X-2 CROSSFRAMES SHALL BE (CVN).

- NOTES**
- 1 ALL STRUCTURAL STEEL SHALL BE ASTM A572 GRADE 50 UNLESS NOTED OTHERWISE.
 - 2 HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
 - 3 WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 710.1 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
 - 4 WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANY WHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS (C), WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOTE BE CLOSER THAN 1" FROM EDGE OF FLANGE. BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF AASHTO / AWS BRIDGE WELDING CODE, 1988.
 - 5 WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CWS 573 AND AASHTO M-169. FOR STUD DETAILS SEE SHEET 288.
 - 6 FOR FIELD SPLICE DETAILS SEE SHEET 285.
 - 7 FOR SECTION X-X, EXPANSION JOINT, AND END CROSSFRAME DETAILS SEE STANDARD DRAWING EXJ-9-87 SHEETS 1 THRU 5.
 - 8 FOR X-2 CROSSFRAMES DETAILS SEE SHEET 288.
 - 9 FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 287.
 - 10 THE EXPANSION JOINTS AT ABUT. A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.
 - 11 FOR THE GEOMETRIC LAYOUT SEE SHEET 278.



BEAM ELEVATION

BEAM	DIMENSIONS (MEASURED ALONG THE & BEAMS)												
	a	b	c	d	e	f	g	h	j	k	m	n	p
A	60'-3 3/8"	74'-0 1/8"	74'-6 3/8"	61'-6 3/8"	44'-3 3/8"	74'-0 1/8"	32'-0"	74'-6 3/8"	45'-6 3/8"	45'-3 3/8"	44'-0 1/8"	44'-6 3/8"	46'-6 3/8"
B	60'-3 3/8"	74'-0 1/8"	74'-6 3/8"	61'-6 3/8"	44'-3 3/8"	74'-0 1/8"	32'-0"	74'-6 3/8"	45'-6 3/8"	45'-3 3/8"	44'-0 1/8"	44'-6 3/8"	46'-6 3/8"
C	60'-3 3/8"	74'-0 1/8"	74'-7 1/4"	61'-6 3/8"	44'-3 3/8"	74'-0 1/8"	32'-0"	74'-7 1/4"	45'-6 3/8"	45'-3 3/8"	44'-0 1/8"	44'-7 1/4"	46'-6 3/8"
D	60'-3 3/8"	74'-0 1/8"	74'-7 1/2"	61'-7 3/8"	44'-3 3/8"	74'-0 1/8"	32'-0"	74'-7 1/2"	45'-7 3/8"	45'-3 3/8"	44'-0 1/8"	44'-7 1/2"	46'-7 3/8"



VIEW A-A
(TYP AT ENDS OF ALL BEAMS)

STRIP SEAL SIZE	JOINT SETTING DIMENSION "A"						
	TEMPERATURE °F						
3"	30	40	50	60	70	80	90
	2 3/8"	2 1/2"	2"	1 7/8"	1 3/4"	1 1/2"	1 1/4"

FOR LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS, SEE SHEET 286.

DESIGNED BY	DATE
R.R.	2-12-90
CHECKED BY	DATE
P.J.P.	J.P.P.

URS

OHIO TURNPIKE COMMISSION

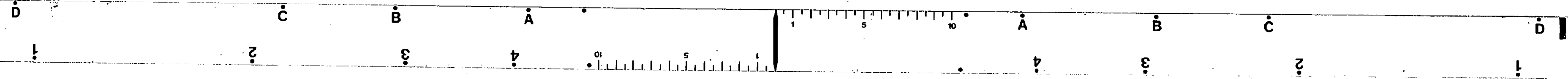
FRAMING PLAN

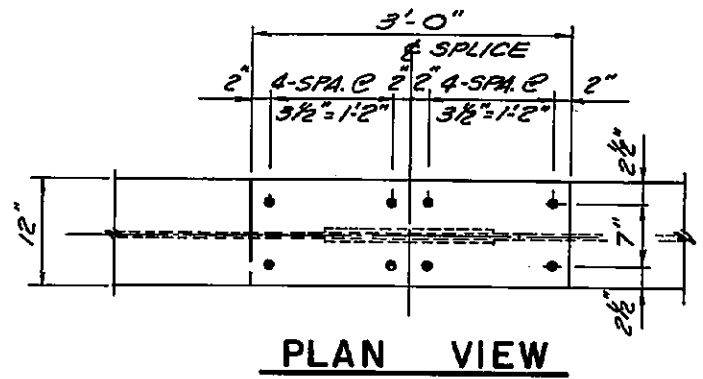
RAMP F OVER THE
OHIO TURNPIKE
BR. NO. WOOD-75-2880
WOOD COUNTY

STA. 154+90.34 TO STA. 157+65.71

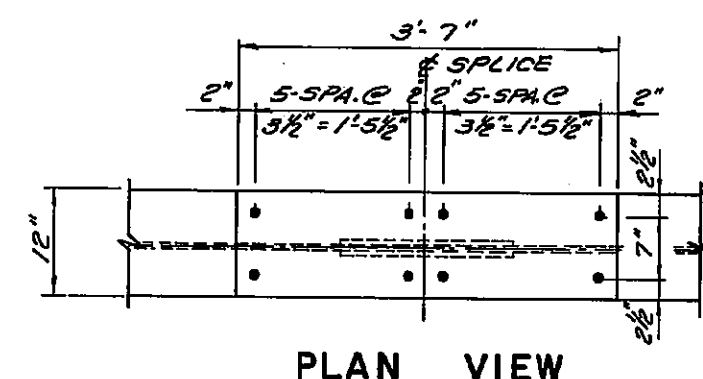
DATE: 2/90 SCALE: 1/4" = 1'-0"

CIP: 55-90-03 SHEET 284 OF 364

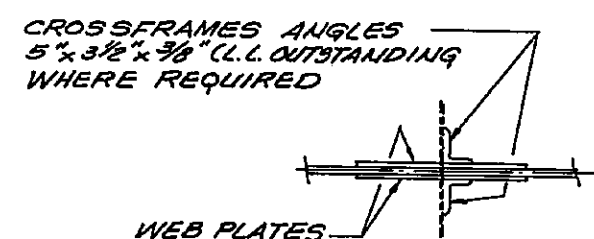




PLAN VIEW



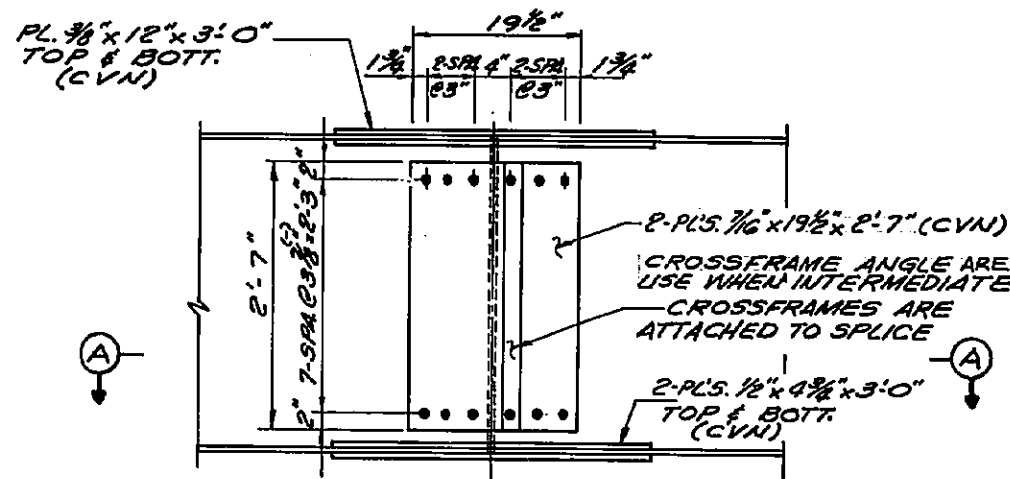
PLAN VIEW



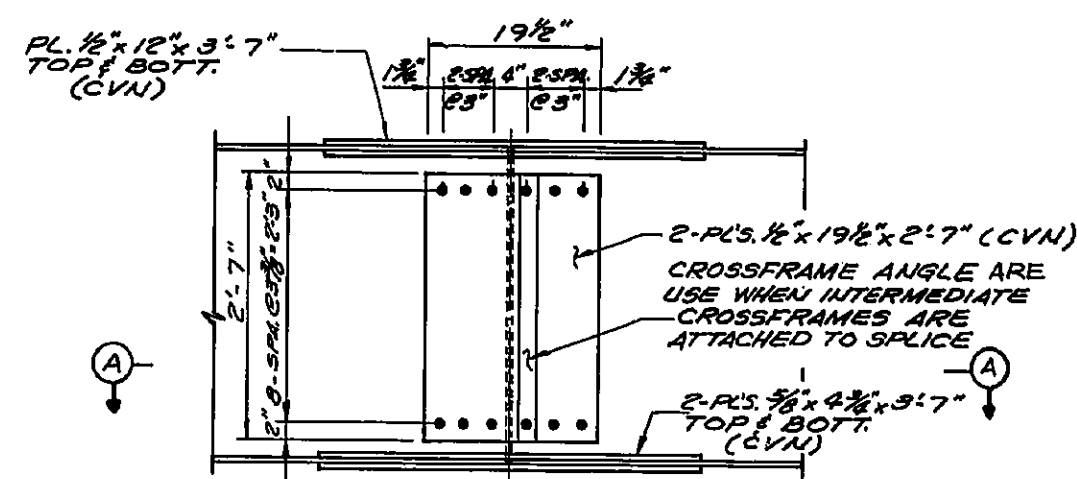
SECTION A-A

NOTES

- ① FOR ADDITIONAL NOTES SEE SHEET 284.
- ② ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).



SPLICE DETAIL
FOR SPLICE No. 1 of 4



SPLICE DETAIL
FOR SPLICE No. 2 of 3

URS	
OHIO TURNPIKE COMMISSION	
FRAMING DETAILS	
RAMP F OVER THE OHIO TURNPIKE BR. NO. WOOD-75-2880 WOOD COUNTY	
STA. 15+9034 TO STA. 15+6571	
DESIGNED: RER	DRAWN: FF
CHECKED: R.J.P.	REVIEWED: JFP
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 285 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	FF	R.J.P.	JFP	2-1-90

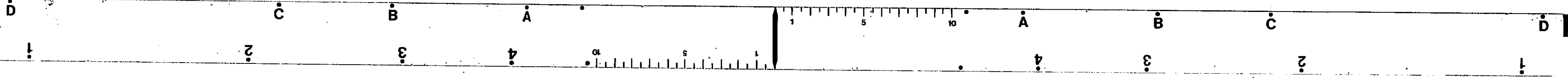


TABLE OF FINISHED PAVEMENT ELEVATIONS Δ				
LOCATION	A	B	C	D
CENTERLINE BRIDGE ABUTMENT A-1	651.71	651.49	651.27	651.06
1/4 PT.	651.91	651.69	651.47	651.26
1/2 PT.	652.09	651.87	651.64	651.42
3/4 PT.	652.23	652.00	651.77	651.59
CENTERLINE BRIDGE PIER P-1	652.32	652.08	651.84	651.59
1/4 PT.	652.36	652.11	651.85	651.59
1/2 PT.	652.33	652.06	651.79	651.57
3/4 PT.	652.21	651.93	651.65	651.36
CENTERLINE BRIDGE PIER P-2	652.03	651.73	651.43	651.13
1/4 PT.	651.76	651.45	651.14	650.82
1/2 PT.	651.41	651.09	650.76	650.43
3/4 PT.	650.99	650.65	650.31	649.96
CENTERLINE BRIDGE PIER P-3	650.49	650.13	649.78	649.42
1/4 PT.	650.02	649.65	649.28	648.90
1/2 PT.	649.49	649.11	648.73	648.34
3/4 PT.	648.91	648.52	648.12	647.72
CENTERLINE BRIDGE ABUTMENT A-2	648.28	647.88	647.46	647.05

SEE NOTE ①

DEFLECTION AND CAMBER TABLE							
LOCATION	ALL BEAMS			BEAMS A AND D		BEAMS B AND C	
	a	c	d	b	e	b	e
CENTERLINE BRIDGE ABUTMENT A-1							
1/4 PT.	0.06	0.25	0.67	0.38	1.36	0.43	1.41
1/2 PT.	0.07	0.30	1.06	0.46	1.89	0.52	1.95
CENTERLINE SPLICE NO. 1	0.03	0.14	0.86	0.22	1.25	0.25	1.28
3/4 PT.	0.03	0.14	0.83	0.22	1.22	0.25	1.25
CENTERLINE PIER P-1							
1/4 PT.	0.06	0.16	1.39	0.22	1.83	0.25	1.86
1/2 PT.	0.10	0.28	1.85	0.40	2.63	0.46	2.69
3/4 PT.	0.06	0.17	1.39	0.23	1.85	0.27	1.89
CENTERLINE SPLICE NO. 2	0.04	0.12	1.25	0.18	1.59	0.20	1.61
CENTERLINE PIER P-2							
CENTERLINE SPLICE NO. 3	0.04	0.12	1.27	0.18	1.61	0.20	1.63
1/4 PT.	0.06	0.17	1.41	0.23	1.87	0.27	1.91
1/2 PT.	0.10	0.28	1.88	0.40	2.66	0.46	2.72
3/4 PT.	0.06	0.16	1.41	0.22	1.85	0.25	1.88
CENTERLINE PIER P-3							
1/4 PT.	0.03	0.14	0.96	0.22	1.35	0.25	1.38
CENTERLINE SPLICE NO. 4	0.03	0.14	0.98	0.22	1.37	0.25	1.40
1/2 PT.	0.07	0.30	1.28	0.46	2.11	0.52	2.17
3/4 PT.	0.06	0.25	0.96	0.38	1.65	0.43	1.70
CENTERLINE BRIDGE ABUTMENT A-2							

NOTES

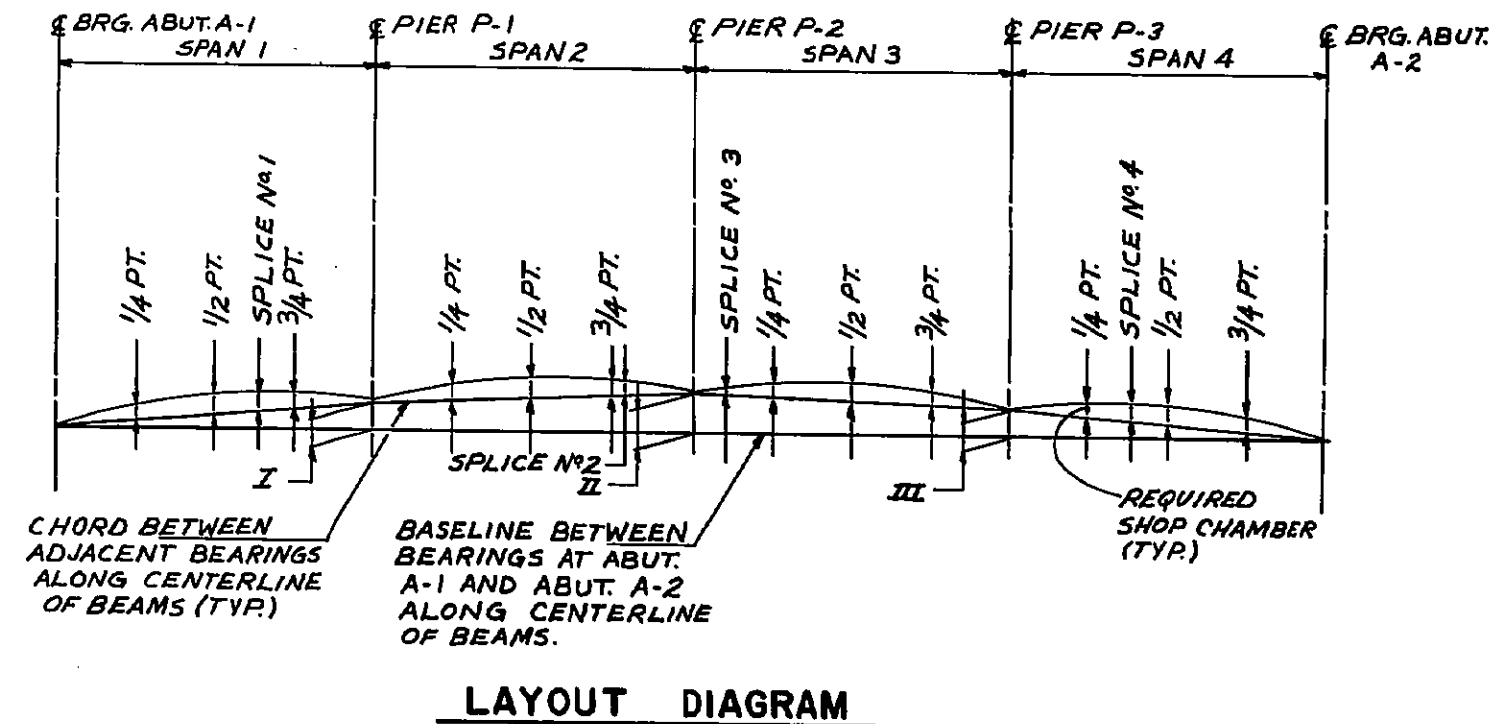
① THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

LEGEND

- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR HEAT CURVING
- d ADJUSTMENT REQUIRED FOR VERTICAL AND HORIZONTAL CURVE
- e REQUIRED SHOP CAMBER

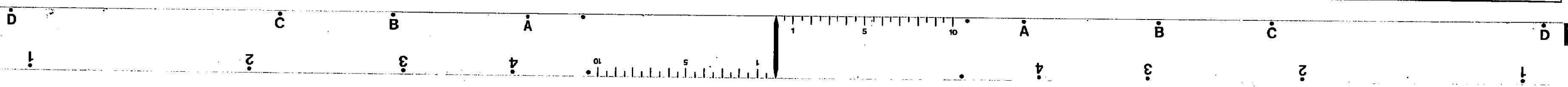
NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

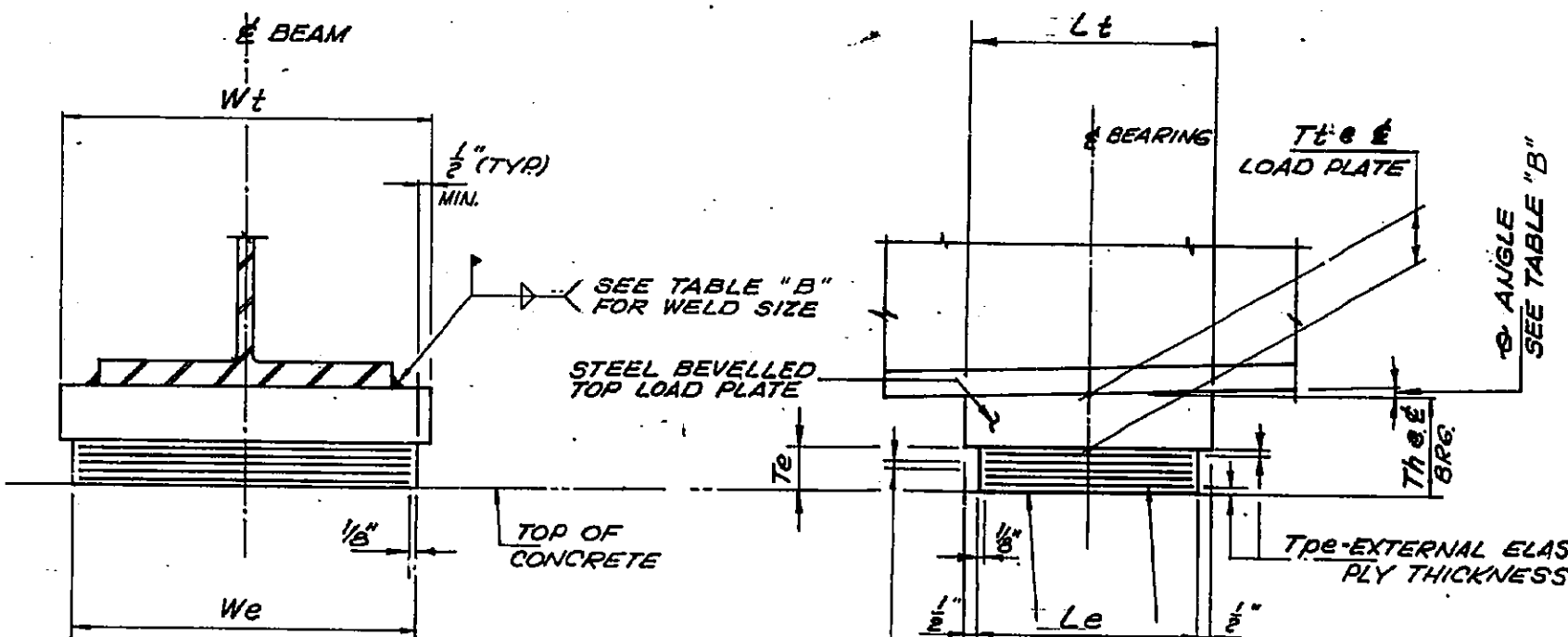
LAYOUT DIAGRAM OFFSETS			
BEAM	I	II	III
A	1'-4 9/16"	2'-0 1/4"	1'-5 1/8"
B	1'-4 3/4"	2'-0 1/16"	1'-5 1/4"
C	1'-4 15/16"	2'-0 3/8"	1'-5 5/16"
D	1'-5 1/8"	2'-0 3/4"	1'-5 1/16"



Δ ADJUSTED ELEVATIONS	DATE	3-16-90
NO. REVISION	BY	DATE
URS		
OHIO TURNPIKE COMMISSION		
FRAMING DETAILS & PAVEMENT ELEVATIONS		
RAMP F OVER THE OHIO TURNPIKE		
BR. N ^o 700-75-2880		
WOOD COUNTY		
STA. 154+90.34	TO STA. 157+65.71	
DATE: 2/90	SCALE: 1/4" = 1'-0"	
CIP: 55-90-03	SHEET 286	OF 364

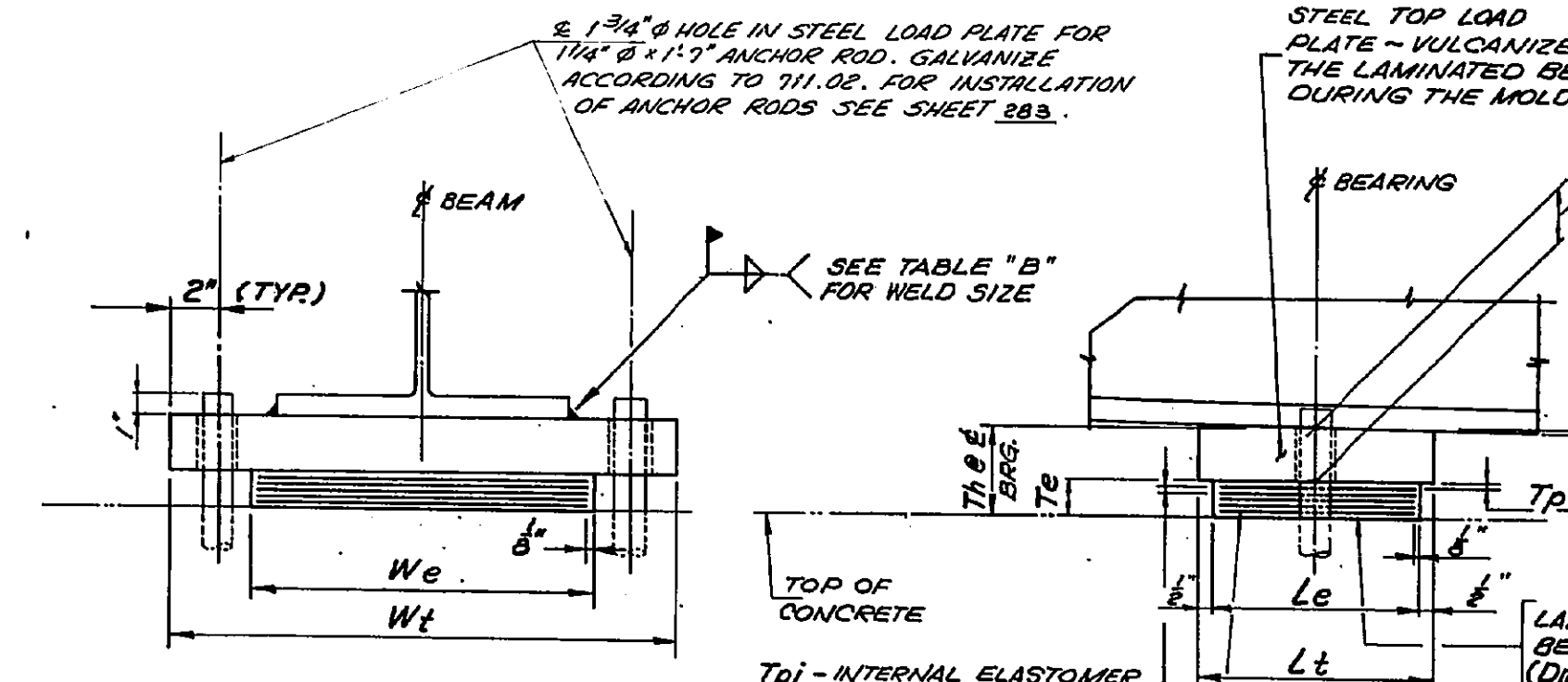
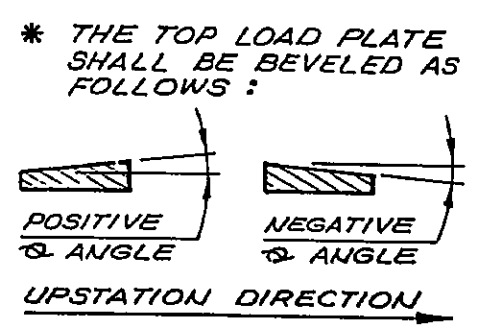
DESIGNED	CHECKED	DATE
RER	JJ	2-12-90



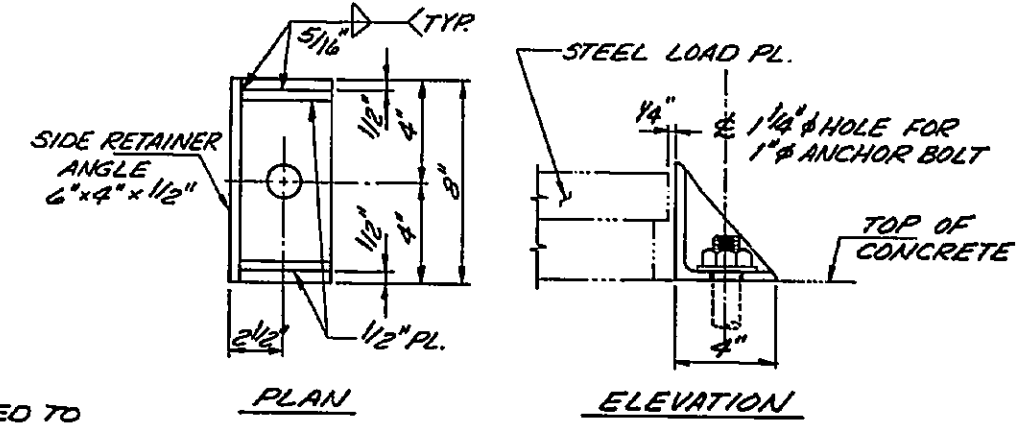


EXPANSION BEARING DETAILS
(TYPE - EB)

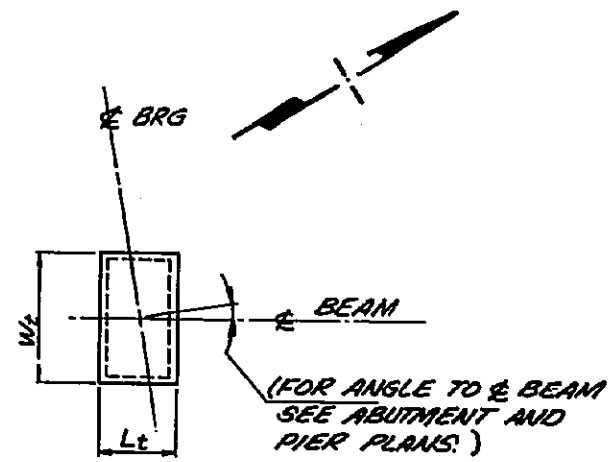
LOCATION	BEARING TYPE	N ^o REQ'D.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ° *	T _E	WELD SIZE
ABUT. A-1	EB-1	4	34.3	45.1	+0°-45'	1 9/16"	5/16"
PIER P-1	EB-2	4	117.7	60.8	0°-00'	1 1/2"	5/16"
PIER P-2	EB-1	4	115.8	62.3	-0°-45'	1 9/16"	5/16"
PIER P-3	EB-3	4	117.7	60.8	-1°-45'	1 1/16"	5/16"
ABUT. A-2	EB-4	4	34.3	45.1	-2°-30'	1 1/16"	5/16"



FIXED BEARING DETAILS
(TYPE - FB)



SIDE RETAINER DETAIL



BEARING ORIENTATION PLAN
(ALL BEARINGS)

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: ±20% OF DESIGN VALUE (NOT TO EXCEED ±1/8")
- PLAN DIMENSIONS: -0, +1/4"
- DESIGN THICKNESS "Te" ≤ 1 1/4": -0, +1/8"
- DESIGN THICKNESS "Te" > 1 1/4": -0, +1/4"
- EDGE COVER OF EMBEDDED LAMINATES: -0, +1/8"
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ±10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ±10°F.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02. FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 283.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.

BEARING TYPE	Dm	Le	We	Te	Lt	Wt	Tt	Th	Tpe	Tpi	Npi	Ts	Ns	RETAINER ANGLES
EXPANSION EB-1	50	8 1/2"	12"	2 1/16"	9 1/2"	13"	1 9/16"	4 1/4"	0.151"	0.212"	8	0.0747"	9	YES (FASCIA BEAMS ONLY)
EXPANSION EB-2	50	11 1/2"	18"	2"	12 1/2"	19"	1 1/2"	3 1/2"	0.213"	0.298"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
EXPANSION EB-3	50	11 1/2"	18"	2"	12 1/2"	19"	1 1/16"	3 11/16"	0.213"	0.298"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
EXPANSION EB-4	50	8 1/2"	12"	2 1/16"	9 1/2"	13"	1 1/16"	4 3/8"	0.151"	0.212"	8	0.0747"	9	YES (FASCIA BEAMS ONLY)
FIXED FB-1	50	10"	19"	1 3/4"	11"	25"	1 9/16"	3 5/16"	0.181"	0.254"	4	0.0747"	5	NO

DESIGNED BY	CHKD BY	REVISED BY	DATE
RER	JJ	R.J.P.	2-12-90

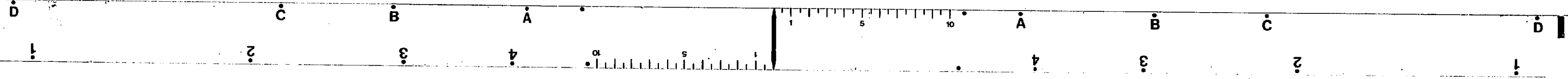
URS

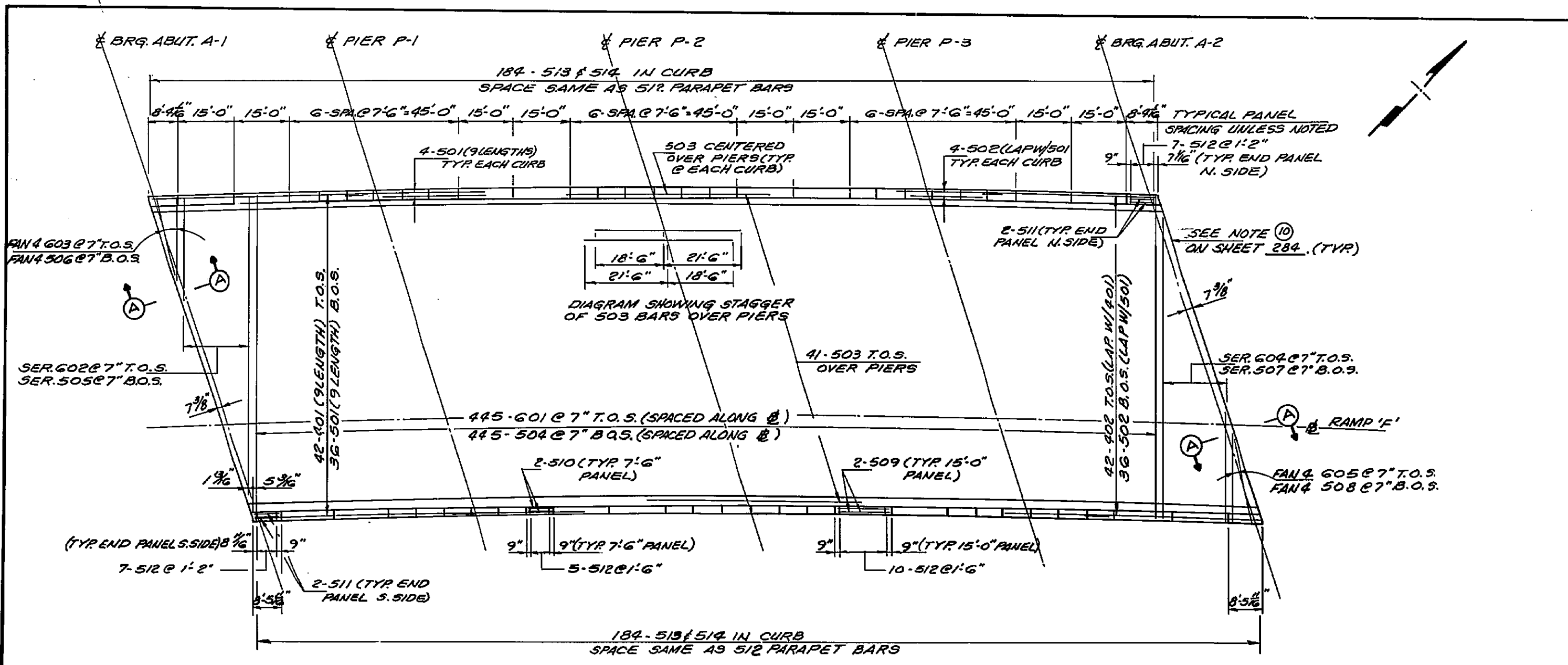
OHIO TURNPIKE COMMISSION

BEARING DETAILS

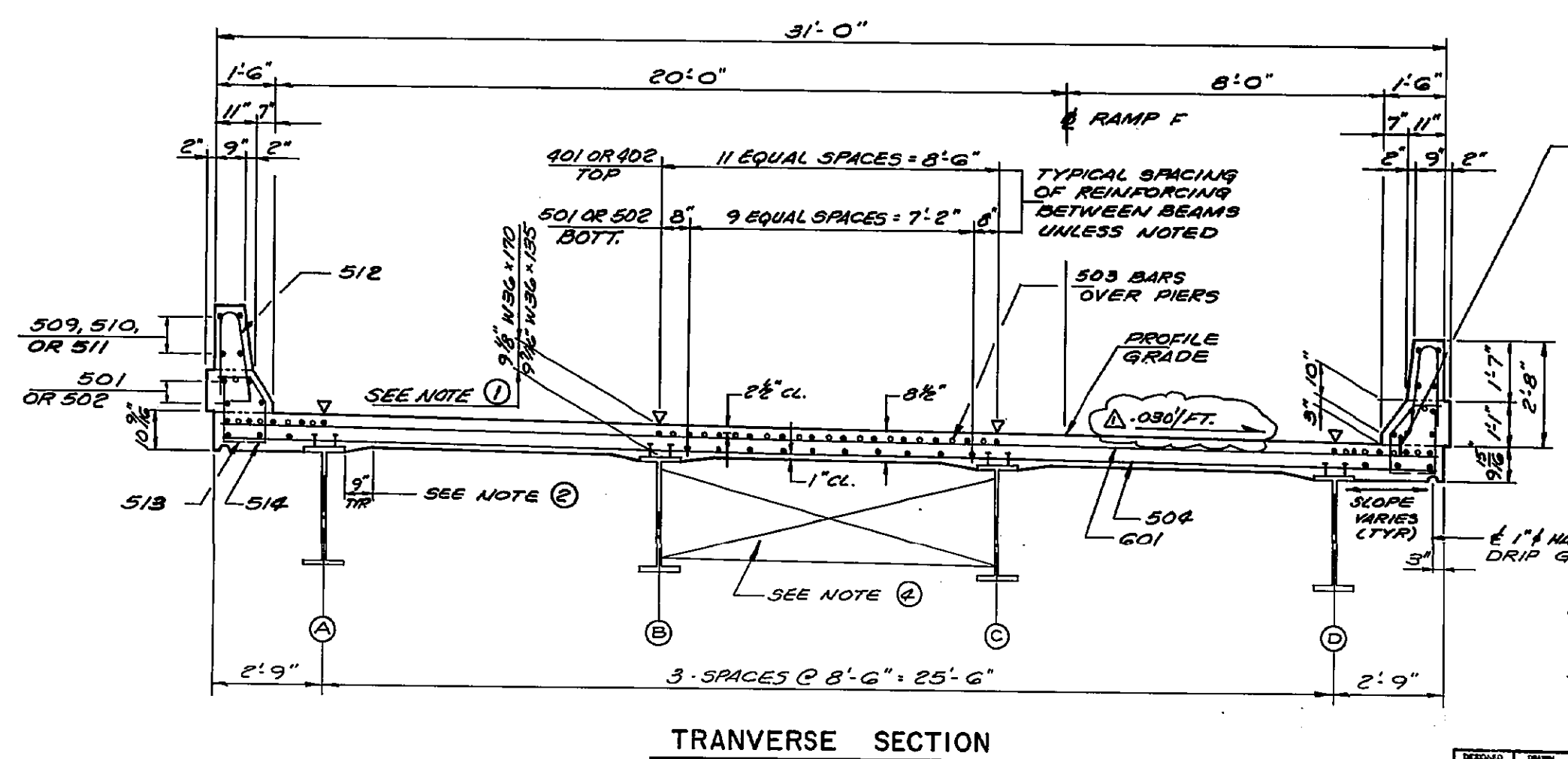
RAMP F OVER THE OHIO TURNPIKE
BR. N^o W00-75-2880
WOOD COUNTY
STA. 154+90.34 TO STA. 157+65.71

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 287 OF 304

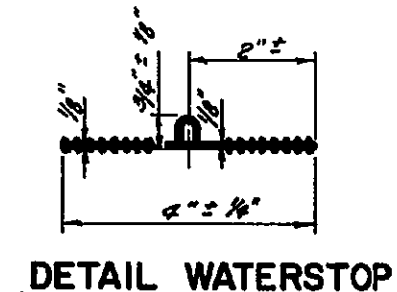




SLAB PLAN



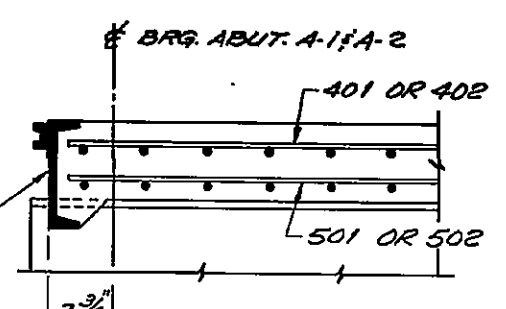
TRANVERSE SECTION



DETAIL WATERSTOP

4" PVC WATERSTOP SHALL EXTEND FROM EXPANSION JOINT TO EXPANSION JOINT. FOR THE DECK POUR, THE WATERSTOP SHALL BE HELD SECURELY IN PLACE BY THE USE OF TIE WIRES AS DIRECTED BY THE ENGINEER. FOR THE PARAPET POUR, SECURE THE FREE END OF THE WATERSTOP IN PROPER POSITION WITH TIE WIRES.

NO.	REVISION	BY	DATE
1	SUPERELEVATION	DAM	3-16-90



SECTION A-A

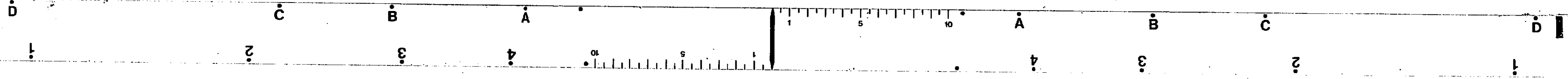
□ DENOTES THIS DIMENSION WAS DETERMINED USING 3/8" WIDE RETAINER EXTRUSIONS.

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	FF	R.J.P.	JFP	2-17-90

NOTES

- DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE STEEL BEAM IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISH GRADE.
- A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
- THE PREFIX 'ES' SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
- FOR FRAMING PLAN, CROSSFRAME DETAILS AND ADDITIONAL FRAMING DETAILS SEE SHEETS 284 & 285.
- FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES SHEETS 223, 224 & 225.
- TYPICAL BAR LAPS SHALL BE AS FOLLOWS
4 BARS = 1'-7"
5 BARS = 1'-11"
- TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509, REINFORCING STEEL.
- 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE STD DWG BR-1 FOR DETAILS.
- ▽ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS. FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 286.

URS	
OHIO TURNPIKE COMMISSION	
SLAB PLAN & TRANVERSE SECTION	
RAMP F OVER THE OHIO TURNPIKE BR. N° WOOD-75-2880 WOOD COUNTY	
STA. 154+90.34	TO STA. 157+65.71
DATE: 2/90	SCALE: 1/4" = 1'-0"
CIP: 55-90-03	SHEET 288 OF 369



MARK	No. REQD.	LGTH.	W/C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	22	8-5	2	1-8	5-4			193	
1 A 502	22	7-2	1	0-10	6-5			163	
1EA 503	22	7-8	2	2-3	3-5			176	
1EA 504	12	32-4	ST					405	
1EA 505	1	31-7	ST					33	
1 A 506	3	4-1	16	2-0	0-7	1-7	1-8	13	
1 A 507	5	3-11	36	2-0	2-0	0-8		20	
1 A 508	2	5-2	16	2-0	1-8	1-7	1-8	11	
1 A 509	8	5-9	ST					48	
1 A 510	8	7-6	ST					63	
1 A 511	2	32-4	ST					67	
1 A 512	2	31-7	ST					66	
1EA 513	12	15-8	ST					196	
1 A 514	12	9-7	ST					120	
1 A 515	7	11-2	14	2-4	3-0			81	
1EA 516	10	3-9	ST					39	
1 A 517	4	6-8	ST					28	
1 A 518	7	11-8	14	2-7	3-0			85	
1EA 550	21	3-6	19	0-8	0-6	0-8	2-1	77	
1EA 551	13	2-9	ST					37	
1EA 552	12	4-4	ST					54	
1EA 553	13	5-4	23	2-2	2-5			72	
1EA 554	8	3-0	6	2-5				25	
1EA 555	4	3-8	ST					15	
1EA 556	2	13-8	60					29	
1EA 557	2	13-8	ST					29	
1EA 558	12	15-8	ST					196	
1 A 601	22	14-0	3	6-5	5-4	2-7		463	
1EA 602	30	5-9	1	4-6	1-5			259	
1EA 603	30	3-4	1	2-1	1-5			150	
1EA 604	30	3-9	1	3-0	0-11			169	
1 A 605	1	12-2	2	1-6	9-6			18	
1 A 606	1	13-8	2	2-0	10-0			21	
1 A 607	12	18-8	2	8-11	1-2			336	
1EA 608	12	8-4	2	3-9	1-2			150	
1EA 609	12	3-9	ST					68	
1 A 801	5	34-4	ST					458	
1EA 802	30	4-7	38	2-4	1-5	1-0		367	
1 A 803	2	32-2	ST					172	
1 A 804	12	12-3	ST					392	
NON-EPOXY COATED = 2818									
EPOXY COATED = 2546									

MARK	No. REQD.	LGTH.	W/C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 501	1	4-6	ST					5	
2 A 502	23	8-0	ST					192	
2 A 503	12	37-5	ST					468	
2 A 504	25	6-8	ST					174	
2EA 505	23	7-6	5	1-9	3-5	2-7		280	
2 A 506	19	5-2	36	1-9	3-6	2-6		103	
2 A 507	5	32-4	ST					169	
2 A 508	5	33-3	ST					173	
2EA 509	5	33-3	ST					173	
2 A 510	2	5-7	16	2-0	1-9	1-10	2-0	12	
2 A 511	6	4-7	16	2-0	0-9	1-10	2-0	29	
2 A 512	8	3-11	36	2-0	2-0	0-10		33	
2EA 513	9	33-3	ST					312	
2 A 514	11	6-3	ST					72	
2 A 515	11	9-0	ST					103	
2 A 516	16	7-0	ST					117	
2 A 517	2	14-0	ST					29	
2 A 518	9	8-6	ST					80	
2 A 519	14	9-9	ST					142	
2 A 520	2	14-3	ST					30	
2 A 521	2	17-0	ST					35	
2EA 522	6	15-8	ST					98	
2 A 523	2	7-9	ST					16	
2 A 524	2	10-9	36	2-0	8-9	7-10		22	
2EA 525	6	11-11	ST					75	
2 A 526	4	13-0	ST					54	
2 A 527	7	10-0	ST					73	
2 A 528	2	12-9	ST					27	
2 A 529	2	17-2	ST					36	
2 A 530	2	10-4	36	2-0	8-4	7-10		21	
2EA 531	6	10-10	ST					68	
2 A 532	16	8-2	7	7-0				136	
2EA 550	20	3-6	19	0-8	0-6	0-8	2-1	72	
2EA 551	4	2-9	ST					11	
2EA 552	24	4-4	ST					108	
2EA 553	4	5-4	23	2-2	2-5			22	
2EA 554	16	3-0	6	2-5				50	
2EA 555	8	3-8	ST					31	
2EA 556	4	13-8	60					57	
2EA 557	4	13-8	ST					57	
2EA 558	8	15-8	ST					131	
2 A 601	41	5-4	1	1-0	4-6			328	
2 A 602	33	7-0	ST					347	
2EA 603	30	10-9	2	4-10	1-5			484	
2EA 604	30	6-1	2	2-6	1-5			274	
2EA 605	30	6-1	2	2-9	0-11			274	
2 A 606	1	27-2	2	13-0	1-6			41	
2 A 607	1	25-8	2	12-3	1-6			39	
2EA 608	8	12-2	ST					146	
SERIES	1-SET	7-2	3-2	1-2				3	
OF	6" TO	2	TO	TO				1-7--	
2EA 609	6	15-2	7-2	1-2				16	
2EA 610	8	11-1	ST					133	
SERIES	1-SET	7-2	3-2	1-2				3	
OF	6" TO	2	TO	TO				1-2--	
2EA 611	6	13-2	6-2	1-2				8	
SERIES	1-SET	7-7	6-3						
OF	2" TO	7	TO					1-9	
2 A 612	2	5-10	4-6						
2 A 613	32	9-4	7	0-0				449	
2EA 801	21	4-7	38	2-4	1-5	1-0		257	
NON-EPOXY COATED = 3575									
EPOXY COATED = 3206									

MARK	No. REQD.	LGTH.	W/C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
SUPERSTRUCTURE									
ES 401	378	30-0	ST					7575	
ES 402	42	15-11	ST					447	
ES 501	396	30-0	ST					12391	
ES 502	44	18-11	ST					868	
ES 503	129	40-0	ST					5382	
ES 504	445	30-8	ST					14233	
SERIES	1-SET	29-1						3	
OF	OF 14" TO							1-8--	
ES 505	14	BAR 6-7						4	
ES 506	4	4-11	ST					21	
SERIES	1-SET	29-4						3	
OF	OF 18" TO							1-4--	
ES 507	18	BAR 5-7						4	
ES 508	4	4-2	ST					17	
ES 509	64	14-8	ST					979	
ES 510	144	7-2	ST					1076	
ES 511	16	8-0	ST					134	
ES 512	368	5-4	23	2-2	2-5			2047	
ES 513	368	2-4	1	0-10	1-7			880	
ES 514	368	3-2	20	0-11	0-9	0-6		1212	
ES 601	445	30-8	ST					20497	
SERIES	1-SET	29-1						3	
OF	OF 14" TO							1-8--	
ES 602	14	BAR 6-7						4	
ES 603	4	4-11	ST					30	
SERIES	1-SET	29-4						3	
OF	OF 18" TO							1-4--	
ES 604	18	BAR 5-7						4	
ES 605	4	4-2	ST					25	
TOTAL SUPERSTRUCTURE = 69249									

ABUTMENT REINFORCING	D.A.M.	3-16-90
REVISION	BY	DATE
DAM	F.F.	R.J.P. J.P.P. 2-12-90
URS		
OHIO TURNPIKE COMMISSION		
REINFORCING SCHEDULE		
RAMP OVER THE OHIO TURNPIKE BR. N. WOOD - 75-2880 WOOD COUNTY		
STA. 154+90.34 TO STA. 157+65.71		
DATE: 2/90	SCALE: N.T.S.	
OP: 55-90-03	SHEET 289 OF 364	



MARK	No. REQD.	LGTH.	DIMENSIONS				INCRM.	WEIGHT LBS.
			A	B	C	D		
PIER 1								
1 P 401	2	11-1	14	2-8	2-8		15	
1 P 501	20	12-2	14	3-2	2-8		253	
1 P 502	4	30-2	ST				126	
1 P 503	4	6-3	2	2-0	2-6		26	
1 P 601	8	2-2	ST				26	
1 P 701	33	10-2	7	8-6			686	
1 P 702	5	36-2	2	3-2	30-2		370	
1 P 703	5	30-2	ST				308	
1 P 801	30	11-4	7	9-6			908	
1 P 901	36	7-10	1	1-7	6-6		959	
1 P 902	36	21-7	ST				2642	
TOTAL PIER 1 =							6319	

PIER 2							
2 P 401	2	11-1	14	2-8	2-8		15
2 P 501	20	12-2	14	3-2	2-8		253
2 P 502	4	30-2	ST				126
2 P 503	4	6-3	2	2-0	2-6		26
2 P 601	8	2-2	ST				26
2 P 701	33	10-2	7	8-6			686
2 P 702	5	36-2	2	3-2	30-2		370
2 P 703	5	30-2	ST				308
2 P 801	30	11-4	7	9-6			908
2 P 901	36	7-10	1	1-7	6-6		959
2 P 902	36	20-2	ST				2468
TOTAL PIER 2 =							6145

MARK	No. REQD.	LGTH.	DIMENSIONS				INCRM.	WEIGHT LBS.
			A	B	C	D		
PIER 3								
3 P 401	2	11-1	14	2-8	2-8		15	
3 P 501	20	12-2	14	3-2	2-8		253	
3 P 502	4	30-2	ST				126	
3 P 503	4	6-3	2	2-0	2-6		26	
3 P 601	8	2-2	ST				26	
3 P 701	33	10-2	7	8-6			686	
3 P 702	5	36-2	2	3-2	30-2		370	
3 P 703	5	30-2	ST				308	
3 P 801	30	11-4	7	9-6			908	
3 P 901	36	7-10	1	1-7	6-6		959	
3 P 902	36	20-5	ST				2499	
TOTAL PIER 3 =							6176	

SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
1 SP401	3	2-8	18-9	3.0	1638
2 SP401	3	2-8	17-4	3.0	1515
3 SP401	3	2-8	17-7	3.0	1536

FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

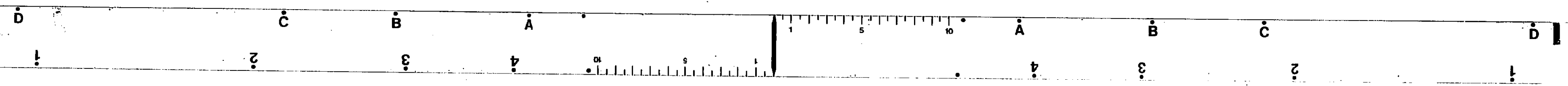
URS
OHIO TURNPIKE COMMISSION

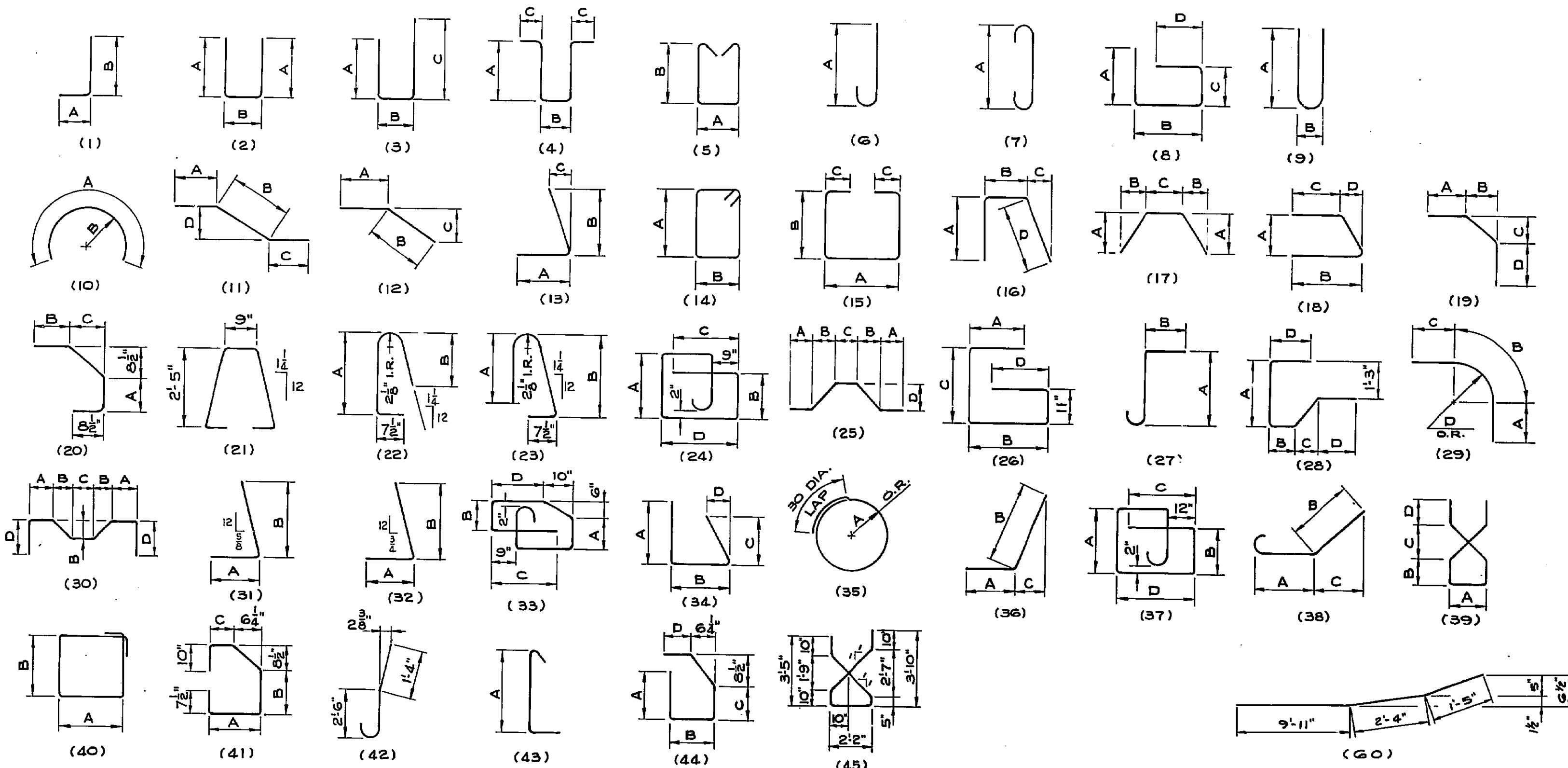
REINFORCING SCHEDULE
RAMP F OVER THE
OHIO TURNPIKE
BR. Nº WOO-75-2880
WOOD COUNTY

STA. 154+90.34 TO STA. 157+65.71

DATE: 2/90 SCALE: N.T.S.
CP: 55-90-03 SHEET 290 OF 364

DAM FF R.J.P. JFP 2-2-90





ITEM 509 REINFORCING STEEL, (GRADE 60)

ABUTMENT = 6393 LBS Δ

PIER = 23329 LBS

SUPERSTRUCTURE = 0 LBS

GRAND TOTAL = 29722 LBS Δ

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

ABUTMENT = 5752 LBS Δ

PIER = 0 LBS

SUPERSTRUCTURE = 69249 LBS

GRAND TOTAL = 75001 LBS Δ

REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS G-6.02 AND CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

Δ	ABUTMENT REINFORCING	D.A.M.	3-16-90
NO.	REVISION	BY	DATE

URS

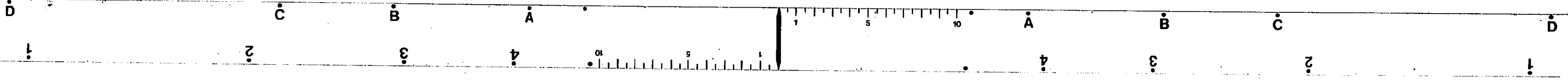
OHIO TURNPIKE COMMISSION

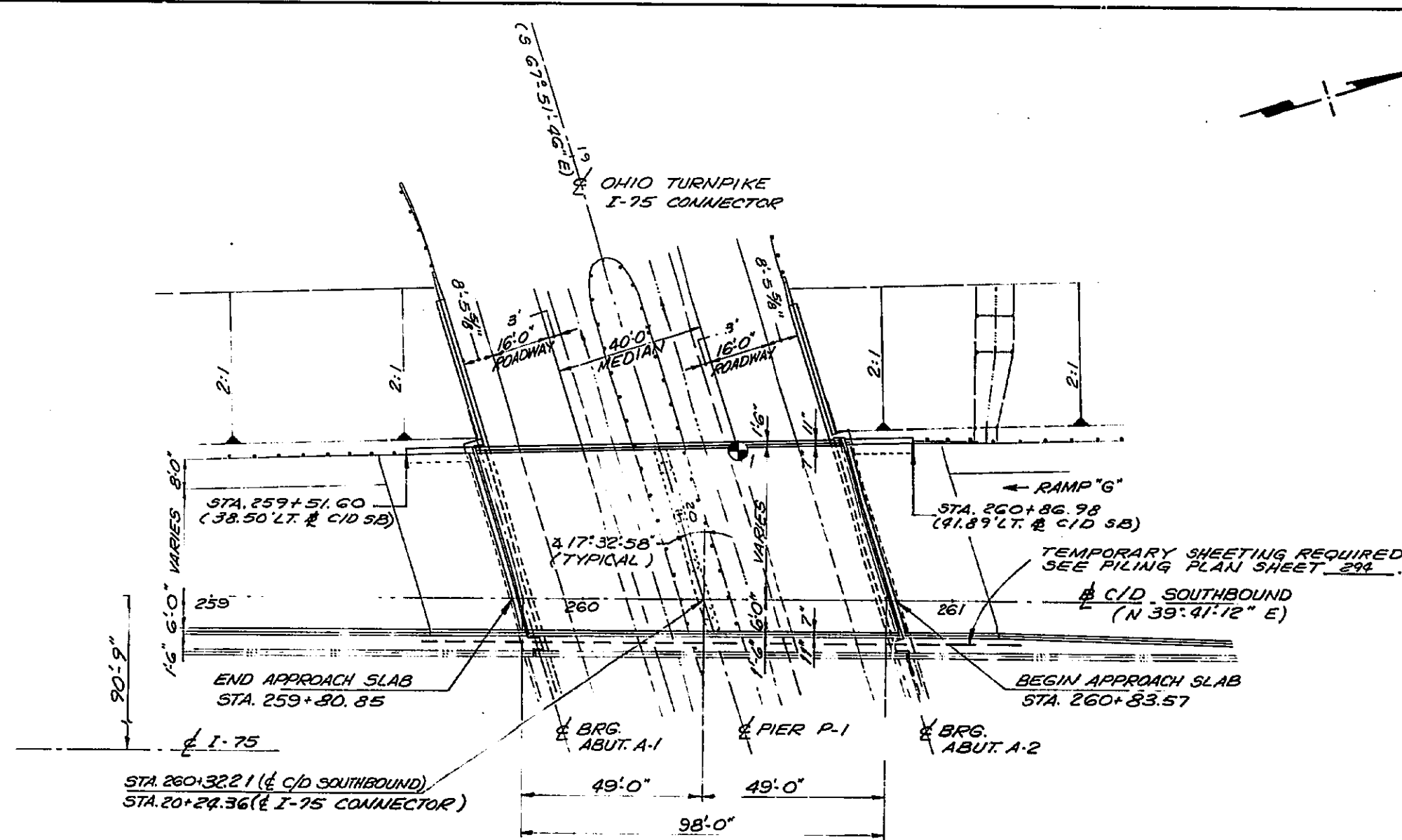
REINFORCING SCHEDULE

RAMP F OVER THE OHIO TURNPIKE
BR. N^o 75-2880
WOOD COUNTY
STA. 154+90.34 TO STA. 157+65.71

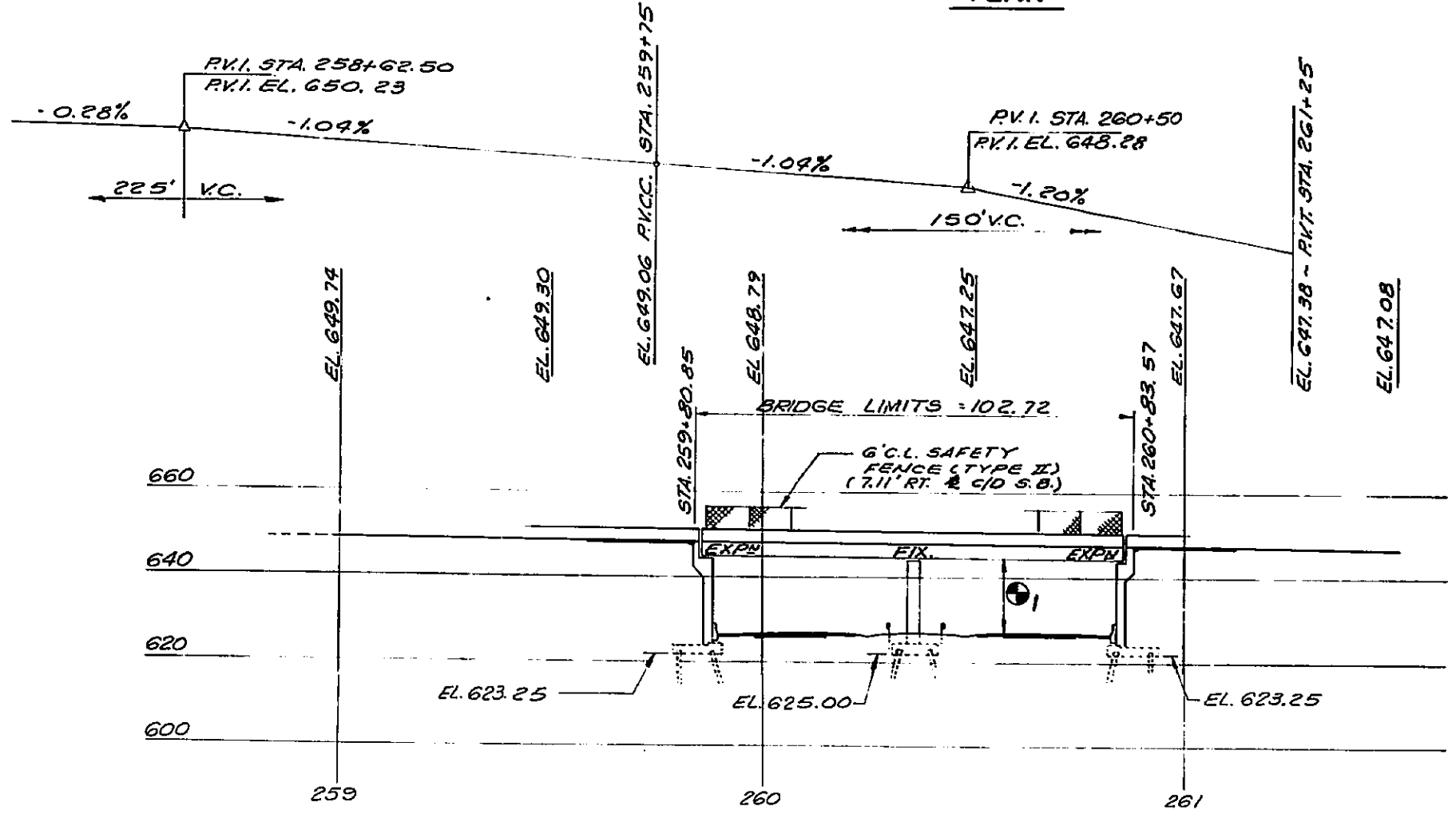
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 291 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
DAM	FF	R.J.P.	J.P.	2-12-90





PLAN



ELEVATION
(PROFILE GRADE SHOWN ALONG C/D SOUTHBOUND)

HORIZONTAL CLEARANCE
8.00' REQUIRED
8.47' ACTUAL.

MINIMUM VERTICAL CLEARANCE
15.00' REQUIRED
15.27' ACTUAL

NOTES
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.
FOR SIZE, LOCATION AND ESTIMATED PAY LENGTH OF PILES, SEE SHEET 294.

PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEN: 17° 32' 58" R.F.

SPANS: C/C BEARINGS ALONG BASELINE, 90'-9" LEFT OF CENTERLINE OF I-75: 49'-0", 49'-0"

ROADWAY: VARIES

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (ODOT STANDARD AS-1-81)

ALIGNMENT: TANGENT WITH 40:1 TAPER

SUPERELEVATION: NONE

SLOPE PROTECTION: NONE REQUIRED

TRAFFIC: 7070 A.D.T. 1414 A.D.T.T. (2010)

URS

OHIO TURNPIKE COMMISSION

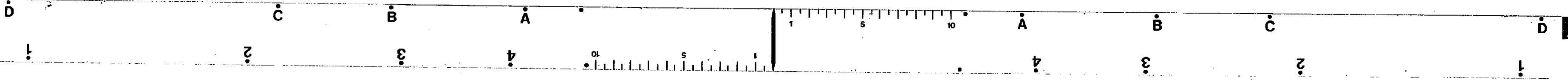
GENERAL PLAN & ELEVATION

C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR
BR. N° WOO-75-2888
WOOD COUNTY

STA. 259+80.85 TO STA. 260+83.57

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 292 OF 364

REVISIONS
RER DM AL JFP 2/14/0

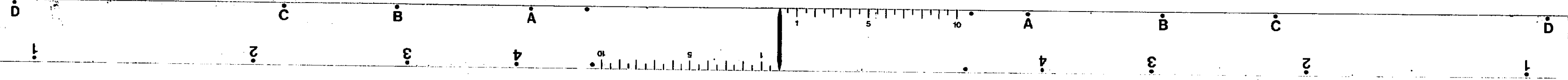


ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	AB'IT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				
503	754	CY	UNCLASSIFIED EXCAVATION		698	56	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	5,555	LF	STEEL PILES HP 12X53		4,895	660	
507	101	EA	STEEL POINTS (OR SHOES), AS PER PLAN		89	12	
509	50,049	LBS	REINFORCING STEEL, GRADE 60		4,728	821	
509	46,211	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	39,298	7113		
511	18	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			18	
511	533	CY	CLASS 'C' CONCRETE, ABUTMENTS		533		
511	32	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			32	
SP511A	161	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	161			
SP511A	4	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		4		
513	84,900	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY I	84,900			
513	1,546	EA	WELDED STUD SHEAR CONNECTORS	1,546			
516	99.7	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	99.7			
516	119	SF	1" PREFORMED EXPANSION JOINT FILLER		119		
516	18	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		12	6	
516	128	LF	6" PVC WATERSTOP, AS PER PLAN		128		
518	207	CY	POROUS BACKFILL, AS PER PLAN		207		
518	9	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01		9		
518	171	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01		171		
SP607	98	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	98			
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	32	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		32		
SPECIAL	321	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	187	134		
SPECIAL	112	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			112	
SPECIAL	84,900	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM IZEU (SEE PROPOSAL NOTE)	84,900			

QUANTITIES
 CALCULATED BY : J.T.J. DATE : 11/10/89
 CHECKED BY : BAB DATE : 11-20-89

DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY	DATE
J.T.J.	K.F.	R.J.P.	J.F.P.	2-12-90

URS
 OHIO TURNPIKE COMMISSION
 ESTIMATED QUANTITIES
 C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOOD-75-2888 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CP: 55-90-03 SHEET 293 OF 364

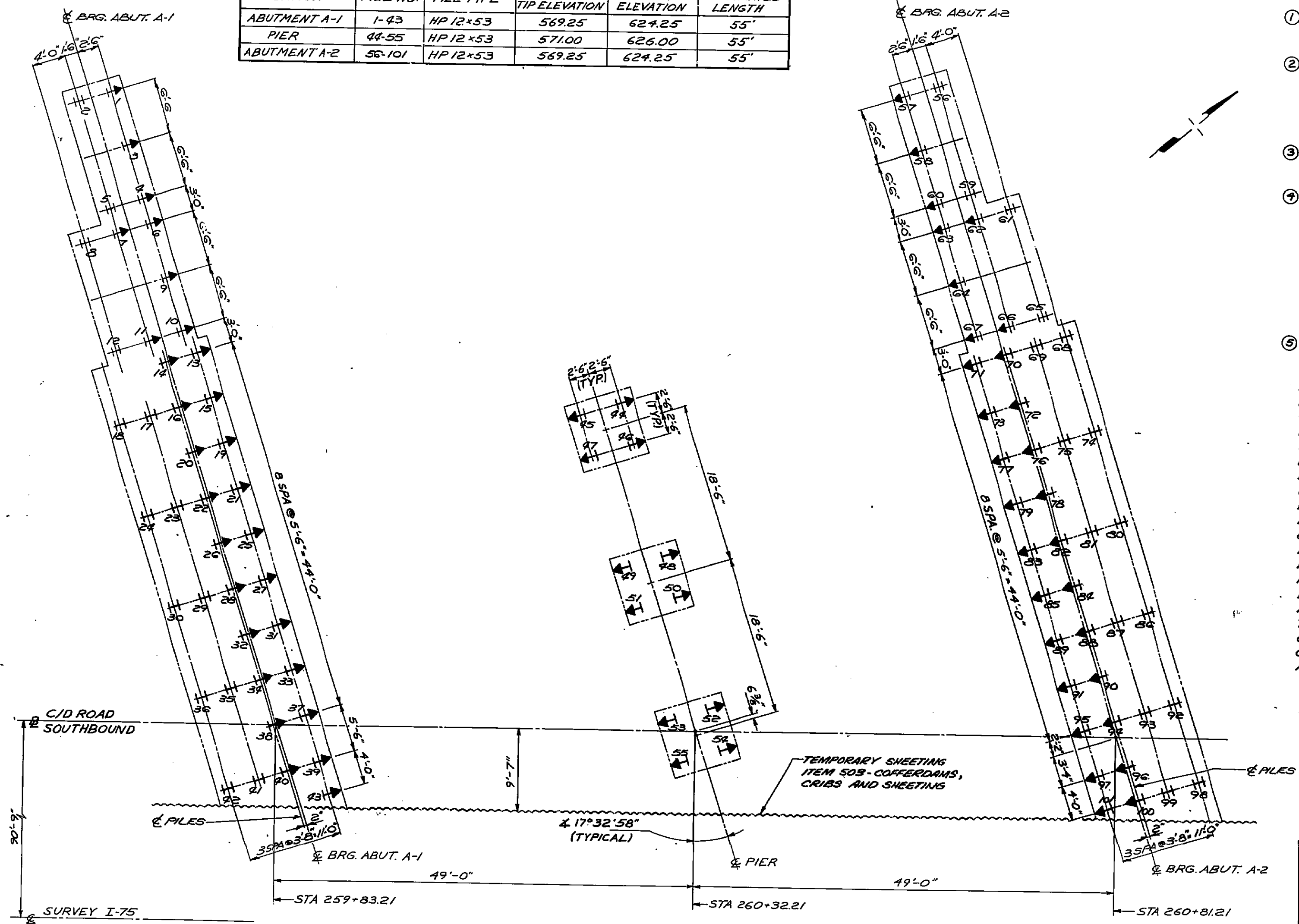


PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-43	HP 12x53	569.25	624.25	55'
PIER	44-55	HP 12x53	571.00	626.00	55'
ABUTMENT A-2	56-101	HP 12x53	569.25	624.25	55'

NOTES

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364

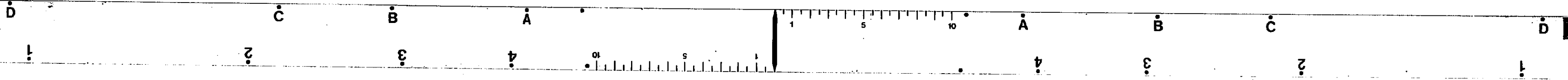
- ① PILES SHOWN THUS SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
- ② THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 53.3 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 48.5 TONS PER PILE FOR THE PIER PILES.
- ③ FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
- ④ PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
- ⑤ STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL 'H' PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688 FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559 PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A27 (GRADE 65/35) OR ASTM A148 (GRADE 90/60).

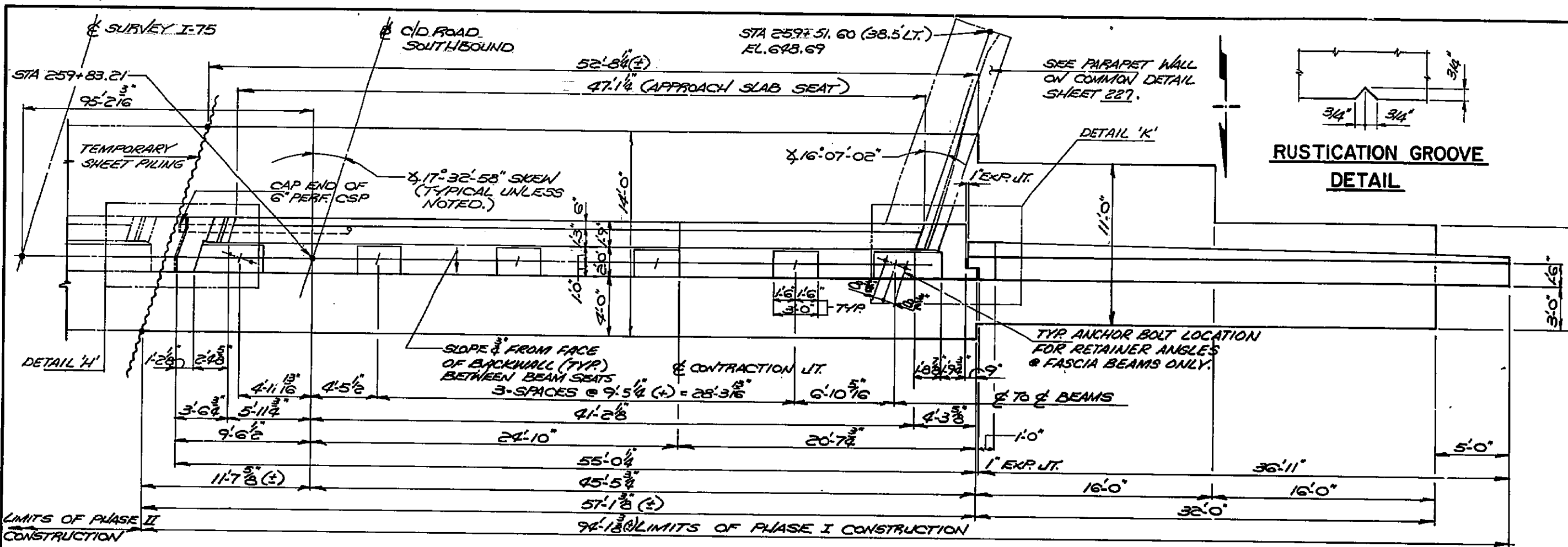


PILING PLAN

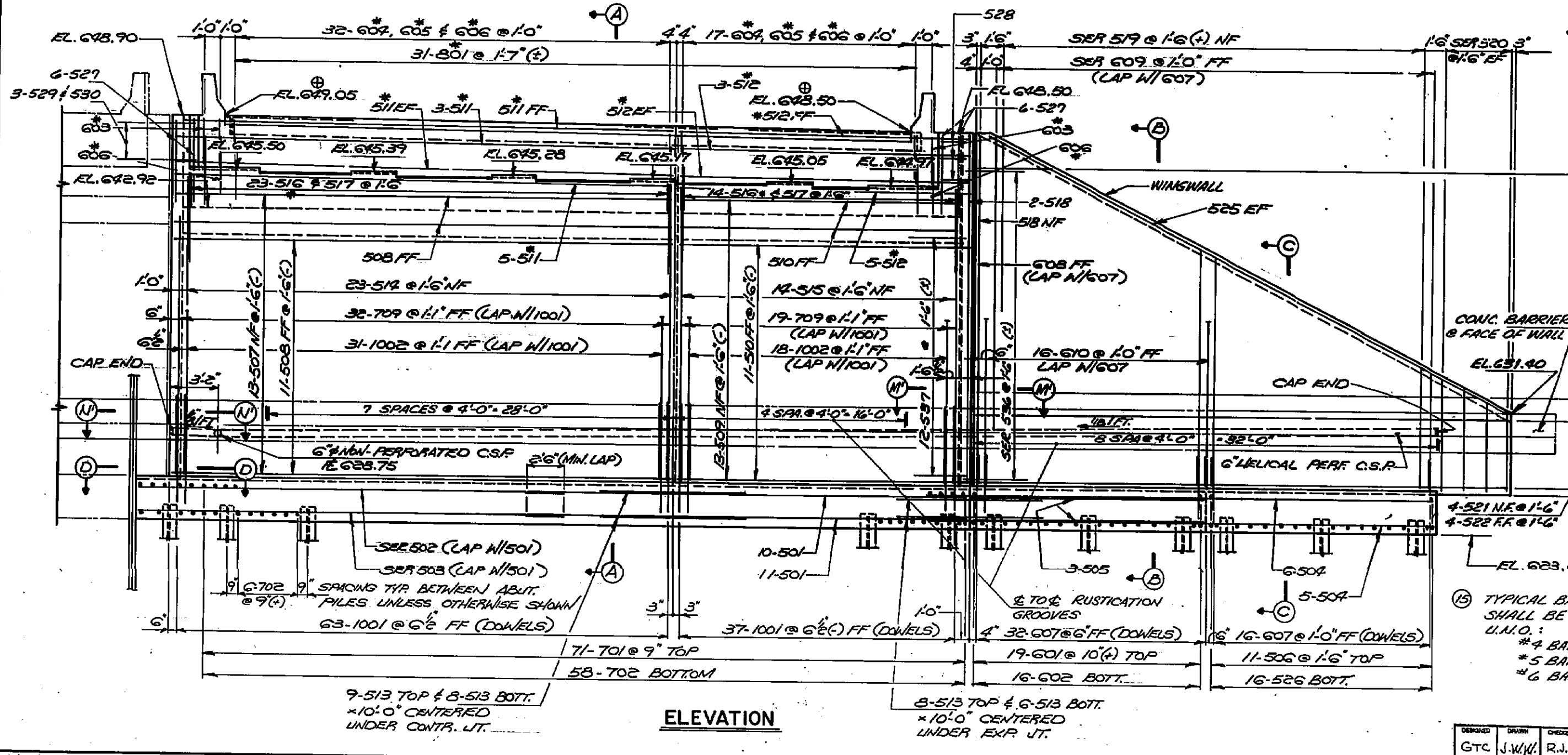
URS	
OHIO TURNPIKE COMMISSION	
PILING PLAN	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOO-75-28 88 WOOD COUNTY	
STA. 259+80.85 TO STA. 260+83.67	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 299 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	P.M.	R.J.R.	J.P.P.	2-12-90





PLAN - ABUTMENT A-1



ELEVATION

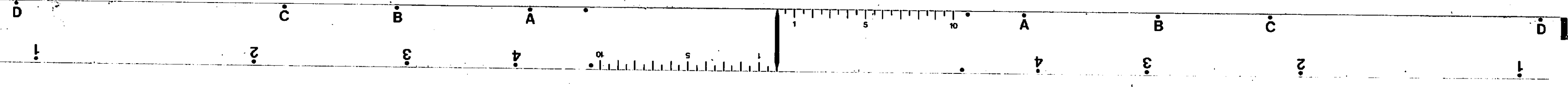
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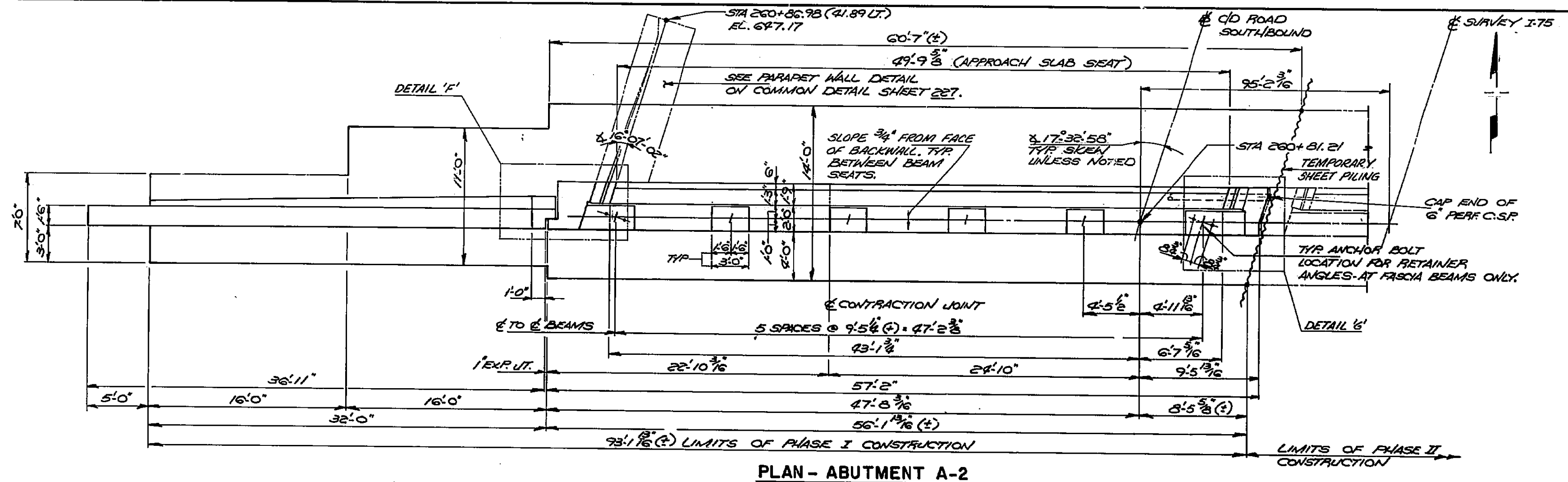
- ① THE PREFIX "1A" OR "1EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-1
- ② * INDICATES REINFORCING BARS TO BE EPOXY COATED. (PREFIX 1EA)
- ③ ABBREVIATIONS USED ARE:
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
- ④ THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM 511-CLASS 'C' CONCRETE, ABUTMENT.
- ⑤ POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS AND SHALL BE 2'-0" THICK.
- ⑥ BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF 511.08 BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
- ⑦ BRIDGE SEAT REINFORCING: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING RETAINER ANGLE ANCHOR HOLES OR THE PRE-SETTING OF BEARING RETAINER ANGLE ANCHORS.
- ⑧ BEARING RETAINER ANGLE ANCHORS: AT THE OPTION OF THE CONTRACTOR, BEARING RETAINER ANGLE ANCHORS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
- ⑨ FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 301.
- ⑩ FOR PILING PLAN SEE SHEET 294.
- ⑪ FOR SECTIONS A-A, B-B, C-C, D-D, M-M & N-N AND DETAILS 'H' & 'K' SEE SHEET 297.
- ⑫ INDICATES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL.
- ⑬ FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXJ-4-87 SHEETS 1 THRU 5.
- ⑭ FOR CONTRACTION JOINT DETAIL SEE SHEET 311.
- ⑮ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

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364

JRS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-1	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOOD-75-2888 WOOD COUNTY	
STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 295 OF 364

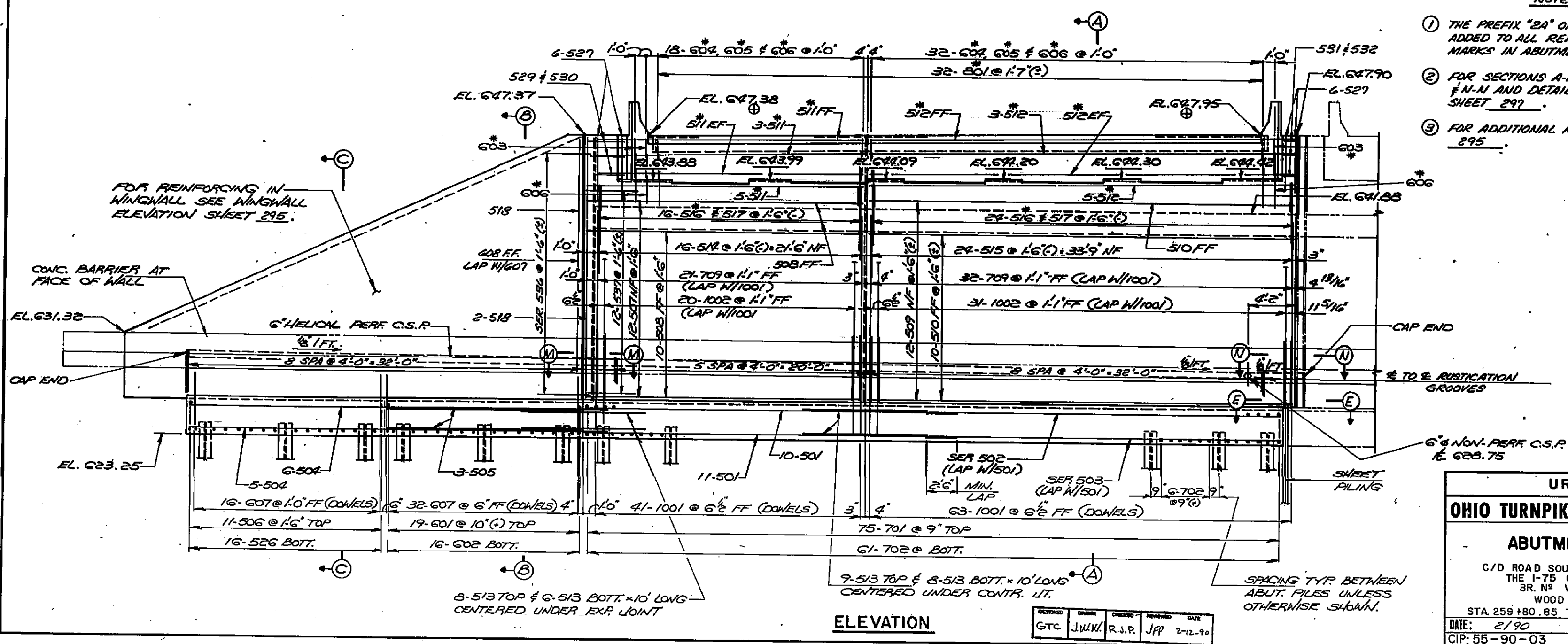
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	J.W.H.	R.J.P.	J.P.P.	2-12-90





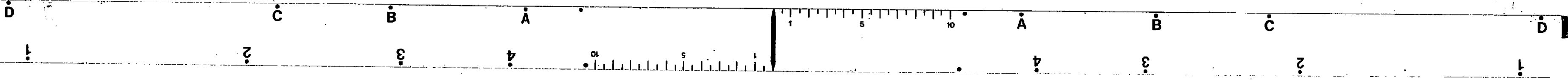
PLAN - ABUTMENT A-2

- NOTES**
- ① THE PREFIX "2A" OR "2EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
 - ② FOR SECTIONS A-A, B-B, C-C, E-E, M-M & N-N AND DETAILS 'F' & 'G' SEE SHEET 297.
 - ③ FOR ADDITIONAL NOTES SEE SHEET 295.

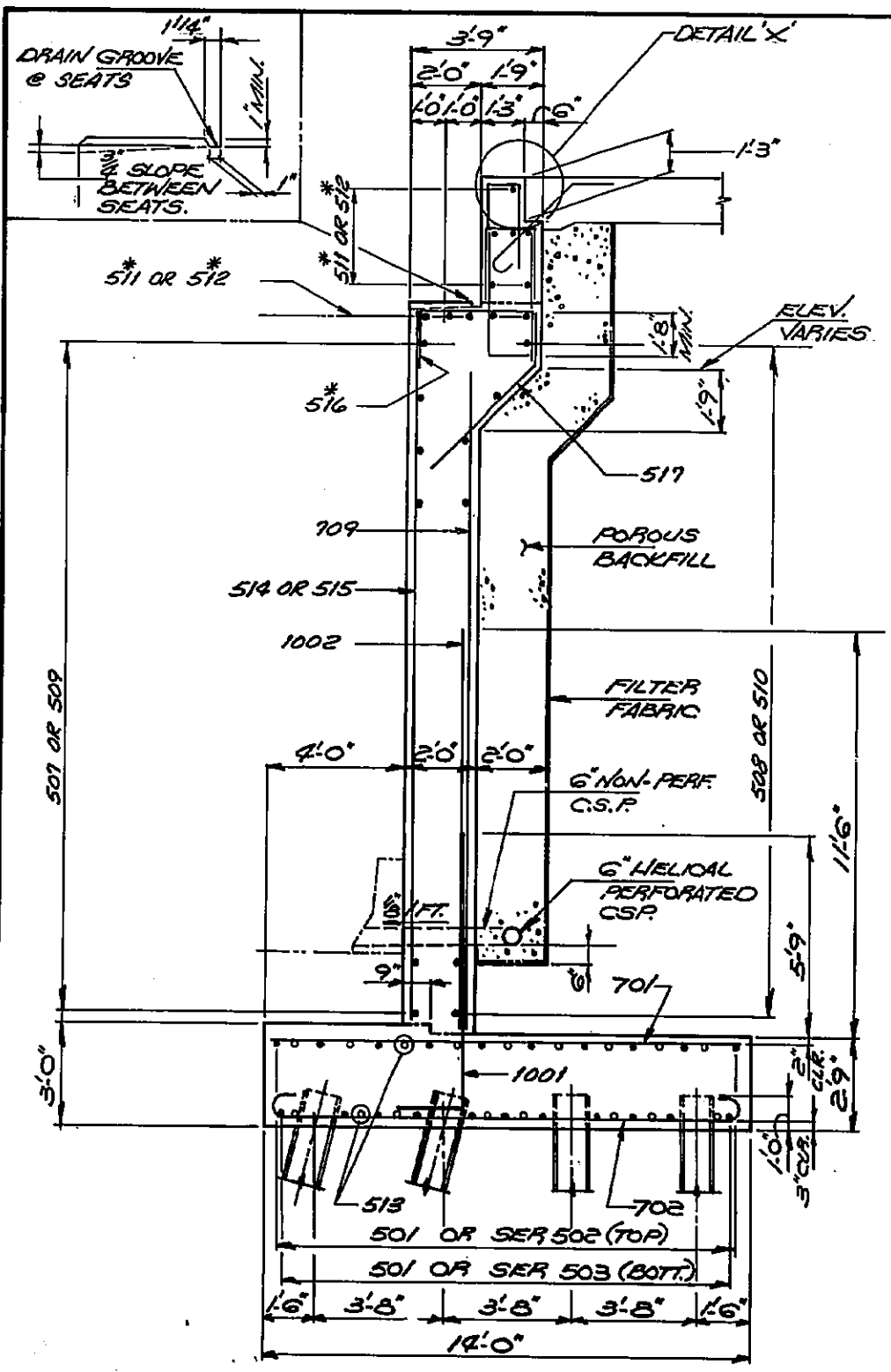


ELEVATION

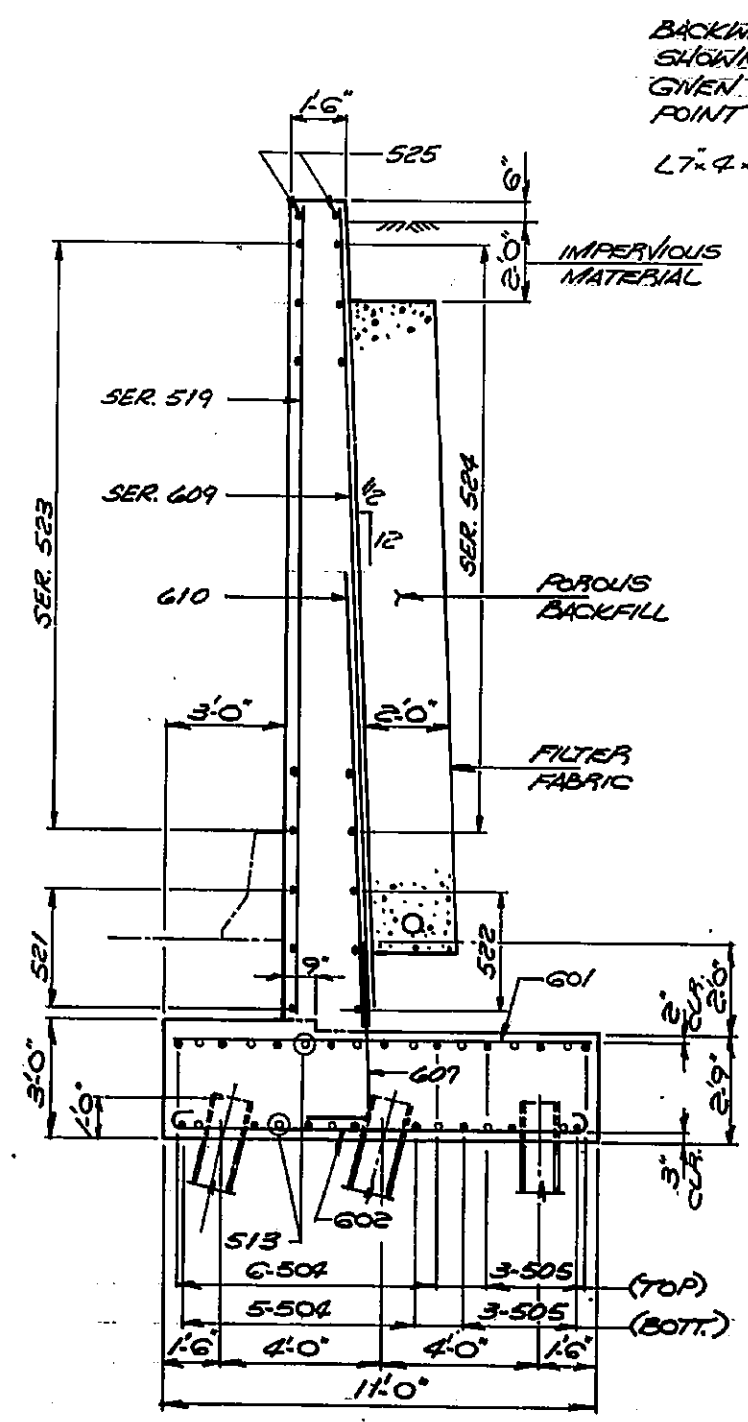
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-2	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. # WOO-75-2888 WOOD COUNTY	
STA 259+80.85 TO STA 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 296 OF 364



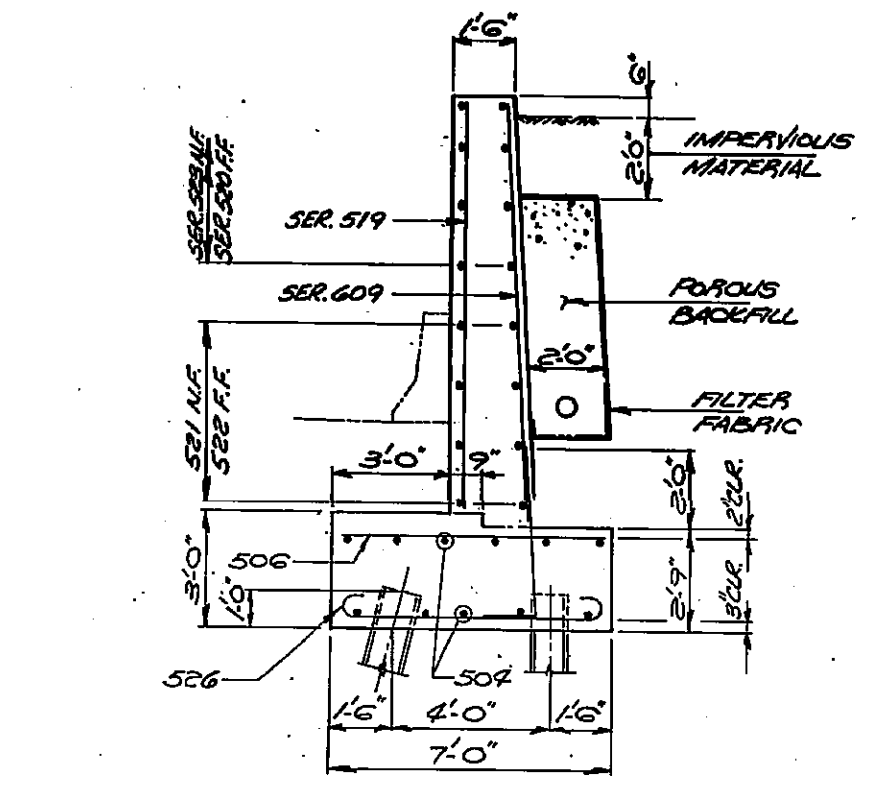
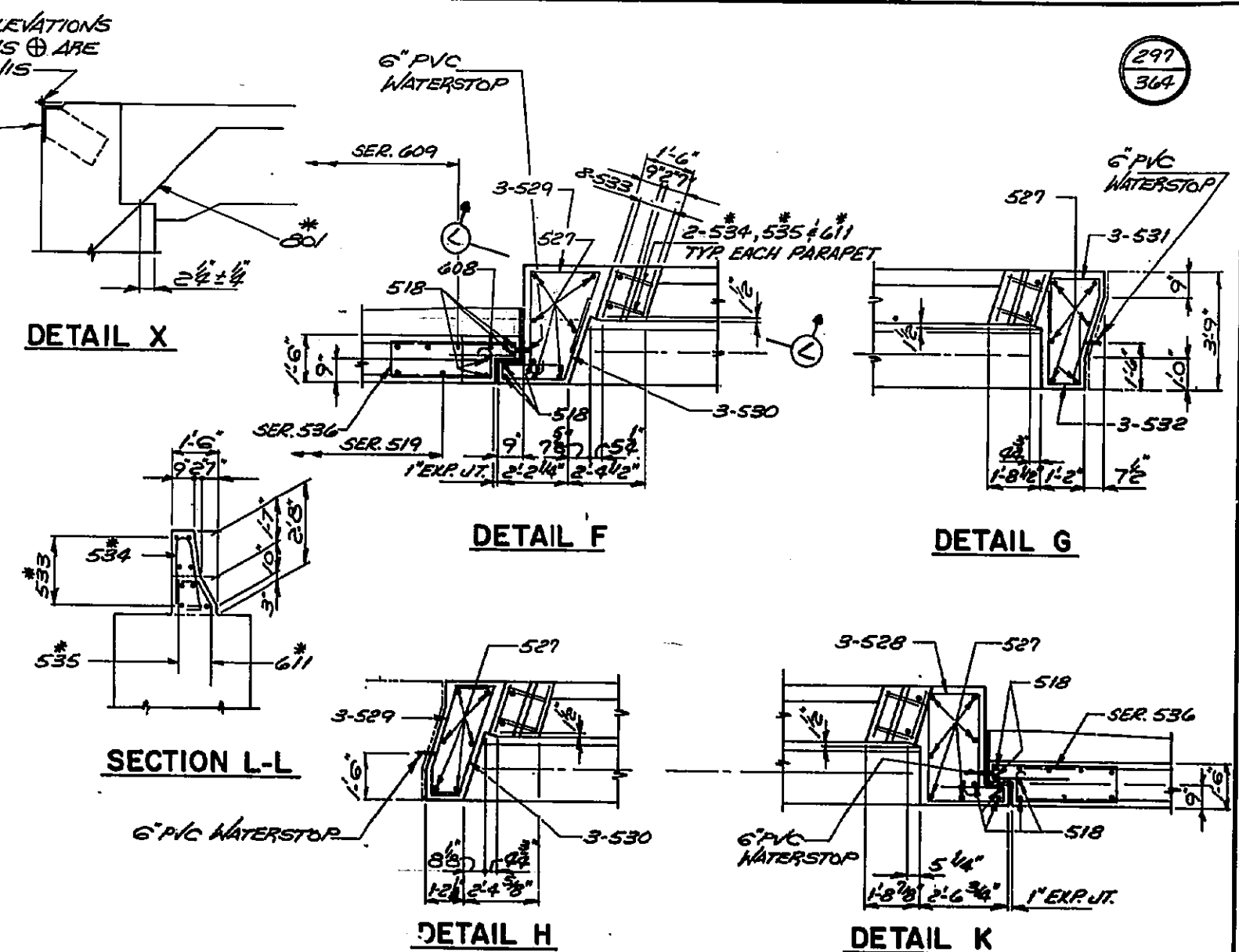
297
364



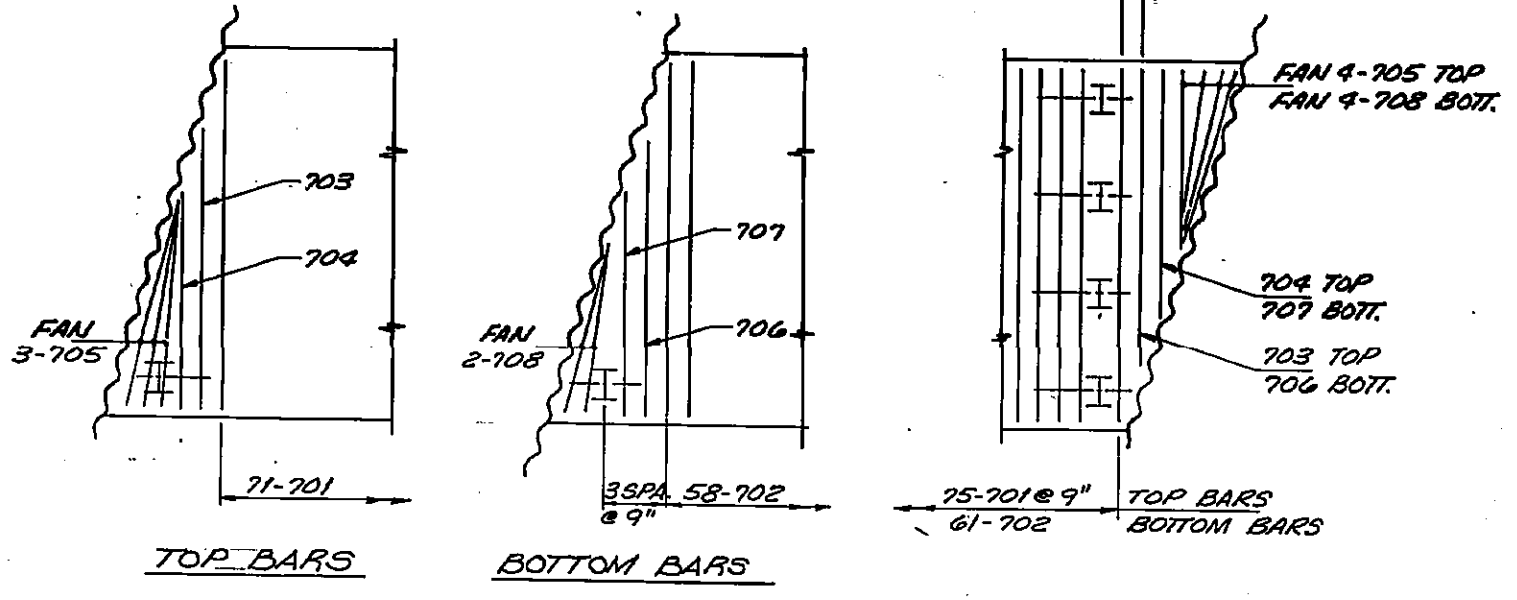
SECTION A-A



SECTION B-B

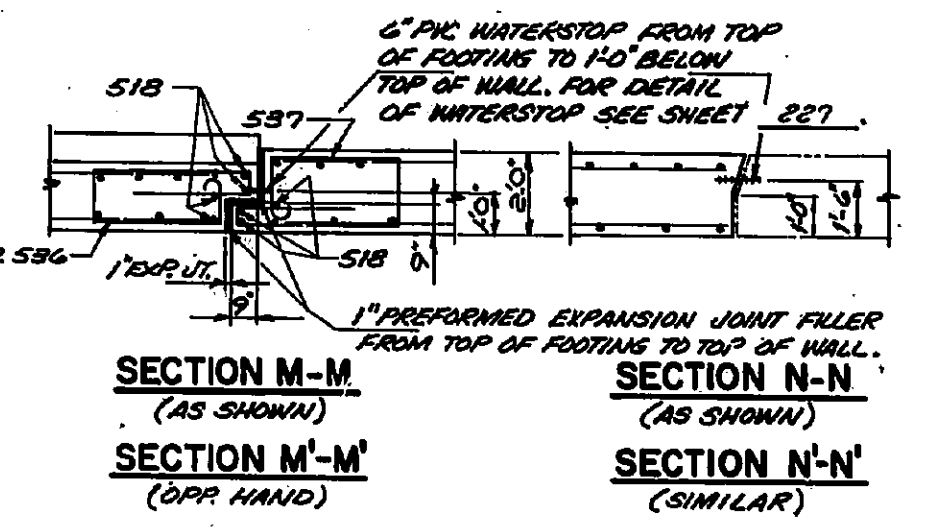


SECTION C-C



SECTION D-D

SECTION E-E

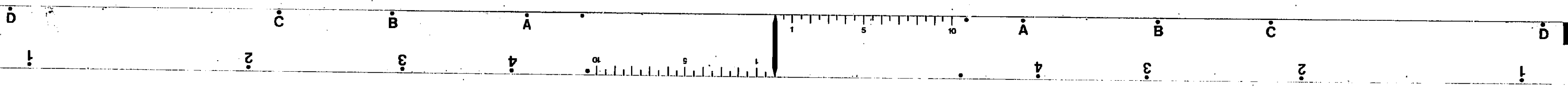


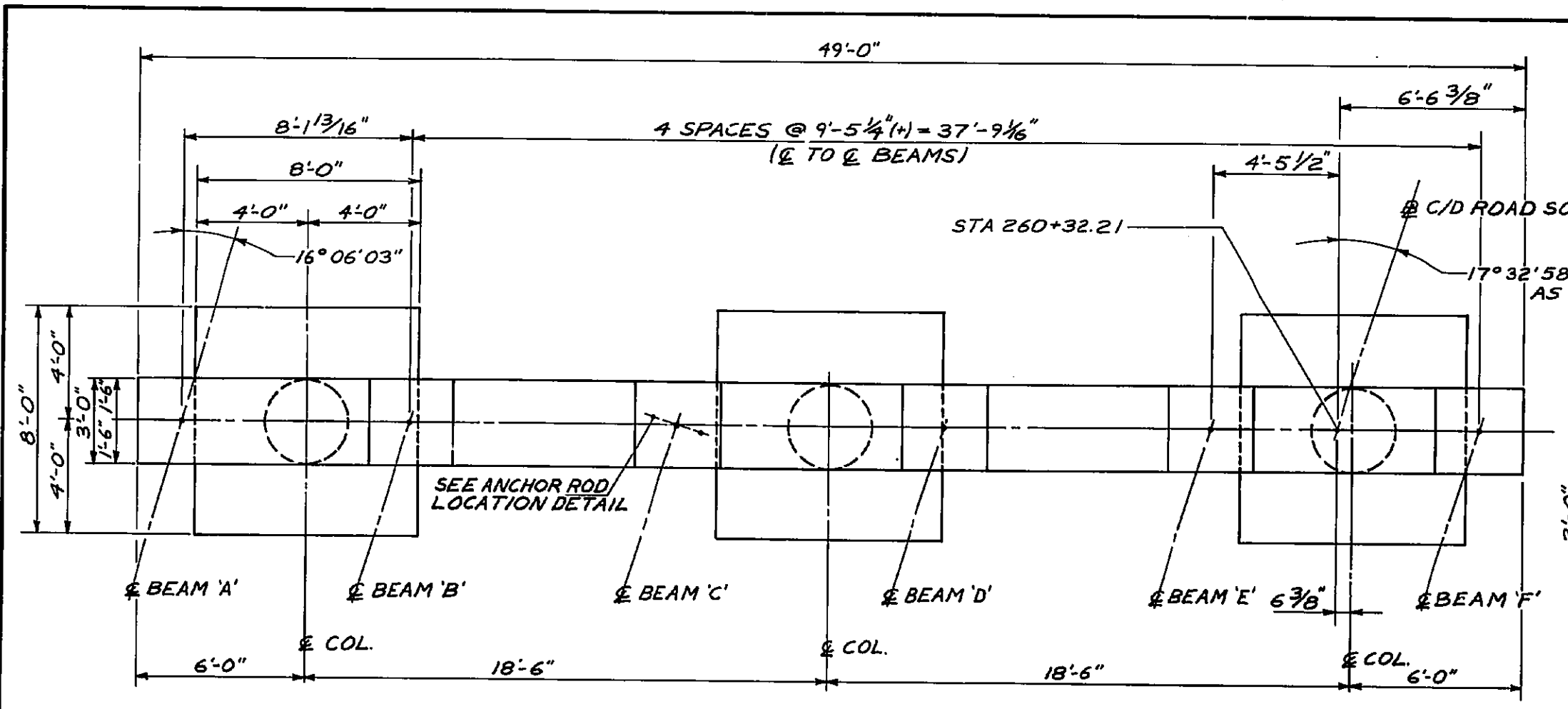
SECTION M-M (AS SHOWN)
SECTION N-N (AS SHOWN)
SECTION M'-M' (OPP. HAND)
SECTION N'-N' (SIMILAR)

NOTES
① FOR ABUTMENT NOTES SEE SHEET 295

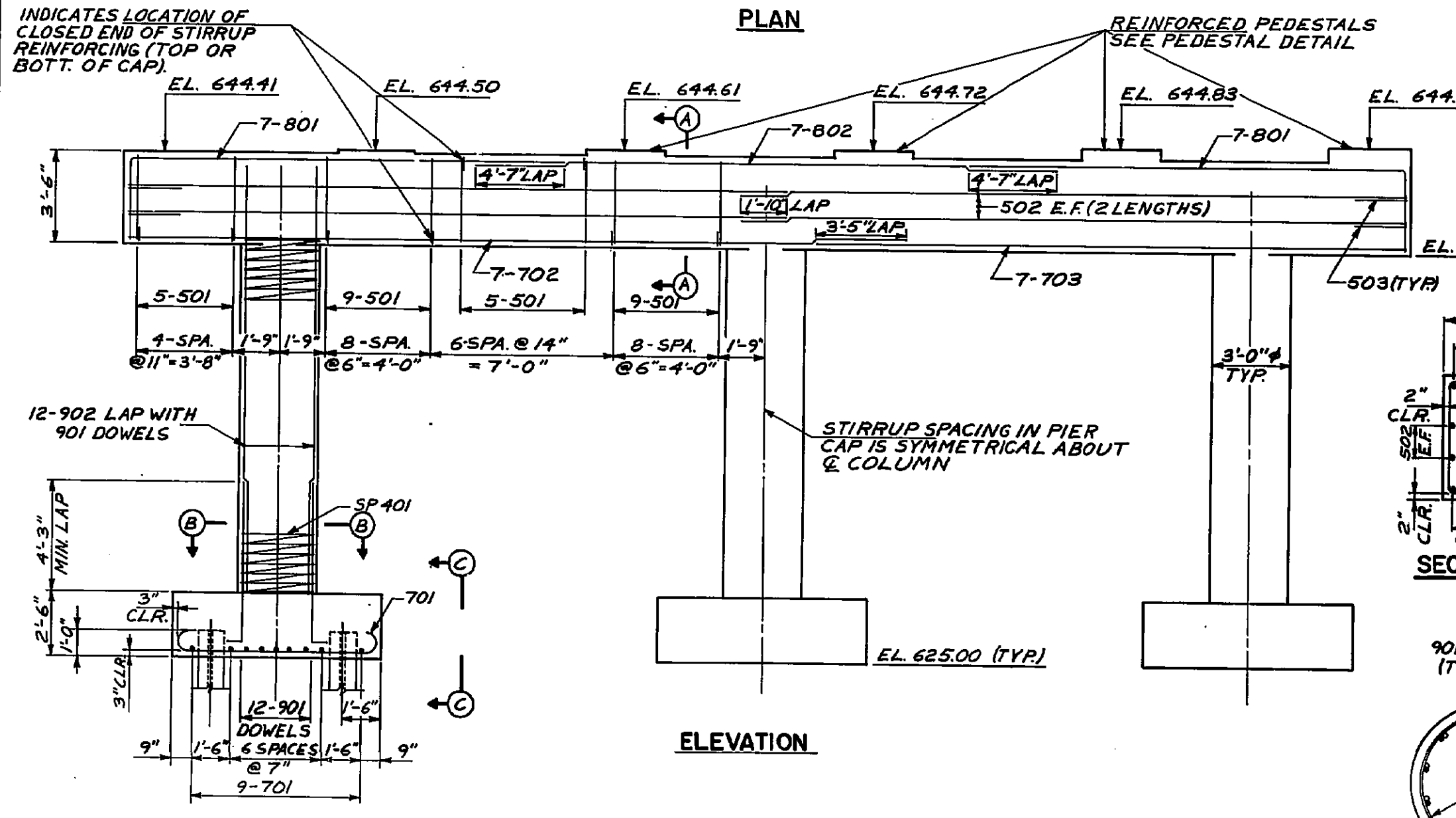
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT DETAILS	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. N° W00-75-2888 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 297 OF 364

DESIGNED BY	CHECKED BY	DATE
GTC	J.W.W./R.J.P./J.F.P.	2-1-90

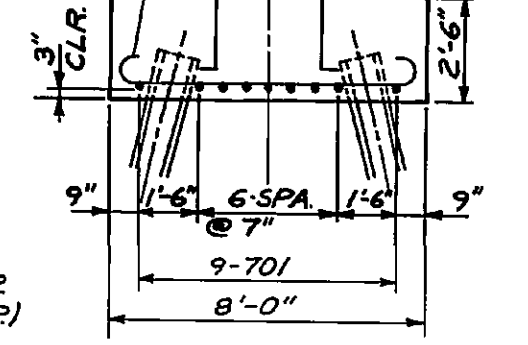
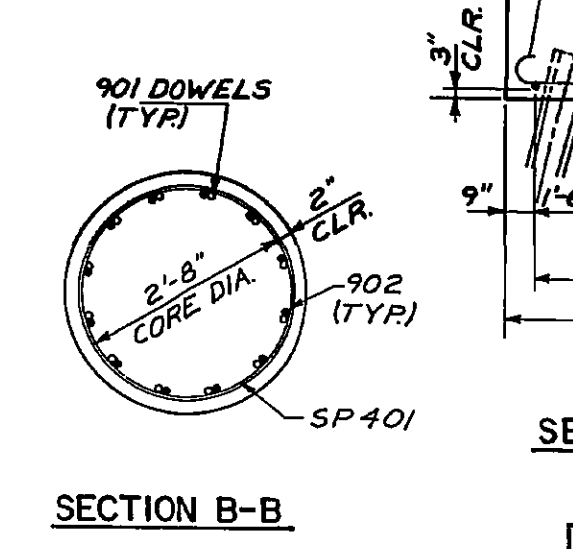
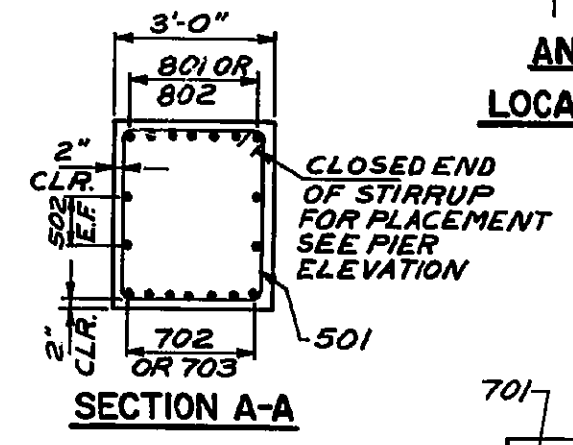
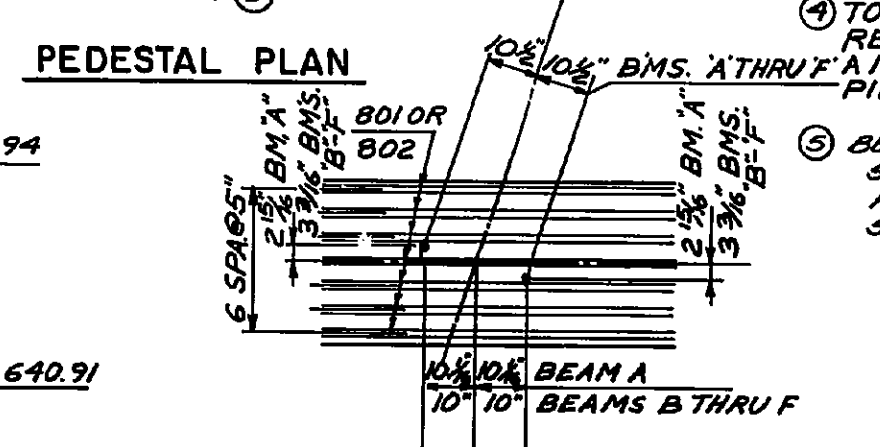
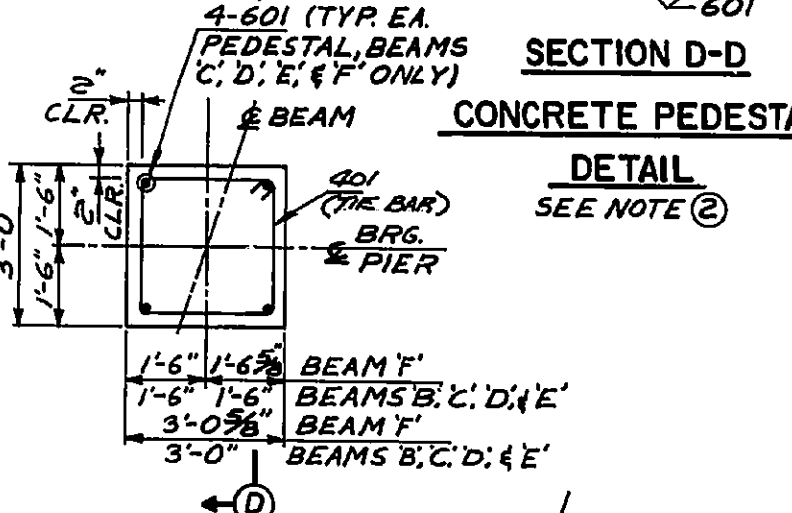
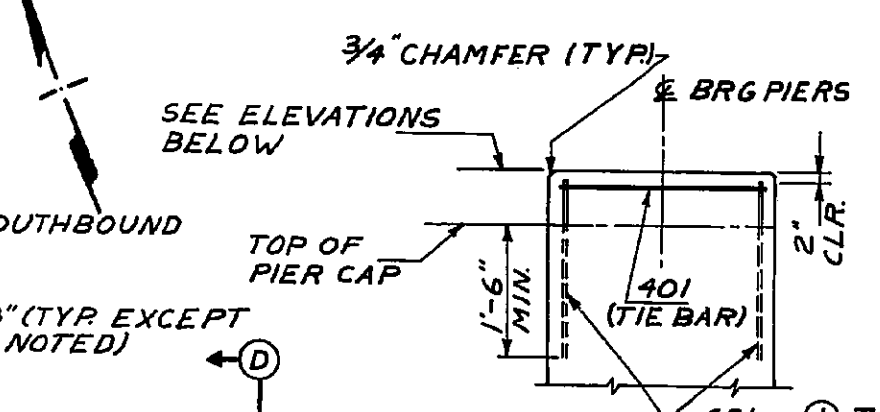




PLAN



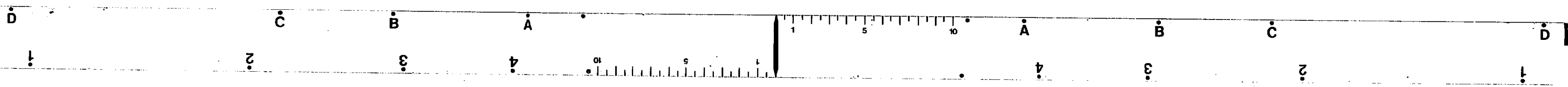
ELEVATION

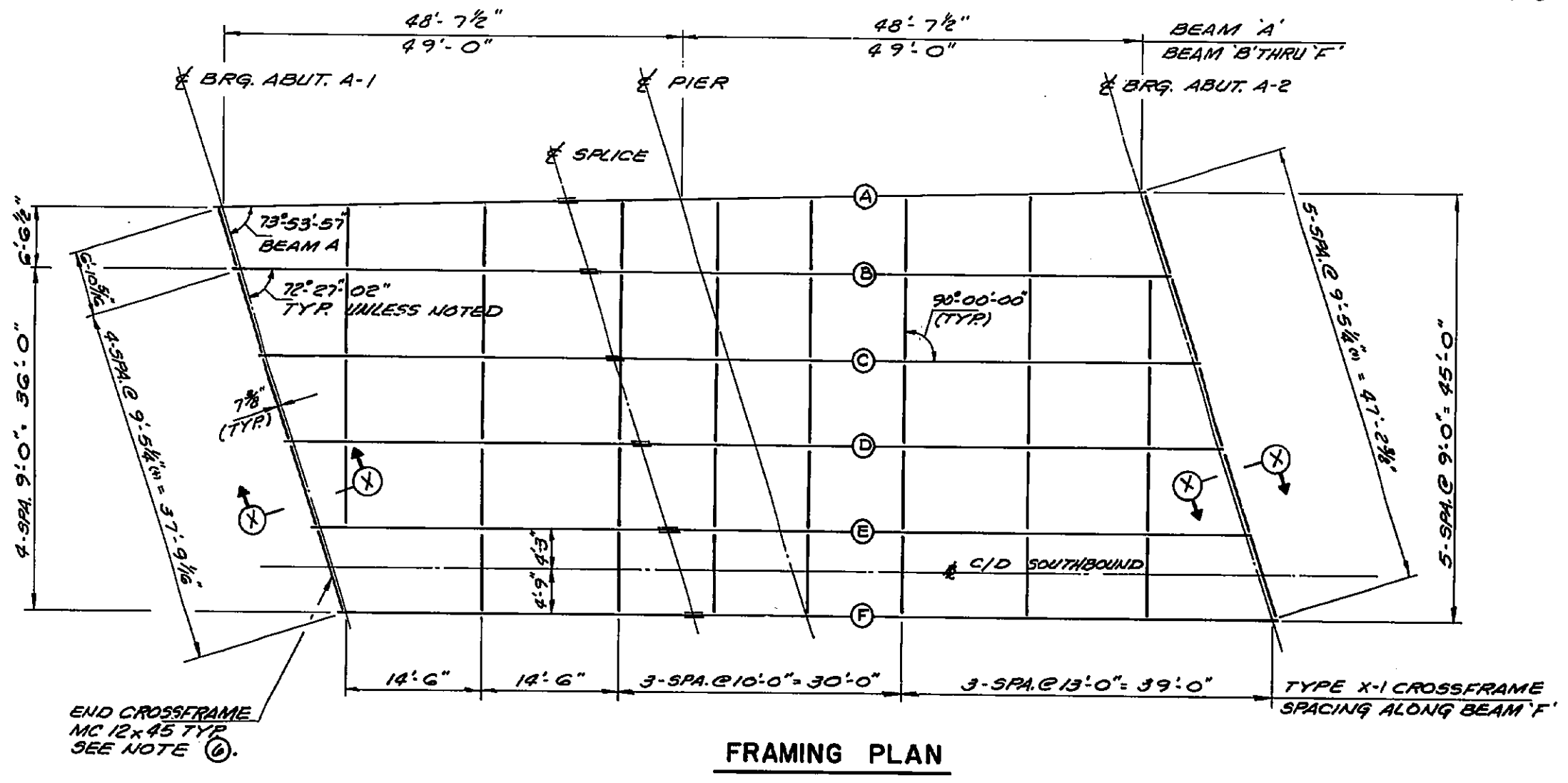


- NOTES
- ① THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIER SHALL BE AS FOLLOWS:
PIER- 1P & 1SP
 - ② CONCRETE PEDESTALS SHALL BE CAST MONOLITHIC WITH PIER CAP
 - ③ BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - ④ TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED IN THE PIER CAP CONCRETE.
 - ⑤ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH & LEVEL.

URS	
OHIO TURNPIKE COMMISSION	
PIER DETAILS	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. NO. W00-75-2888 WOOD COUNTY	
STA. 259+80.95 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 298 OF 364

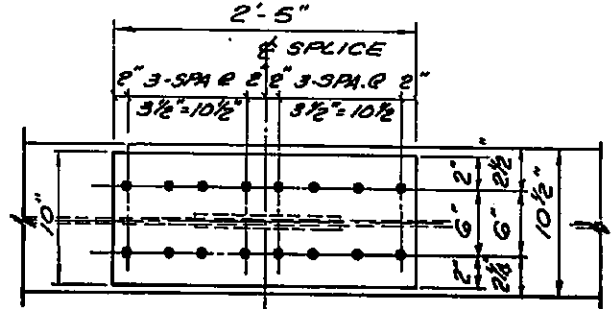
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	P.R.P.	R.J.P.	JFP	2-12-90



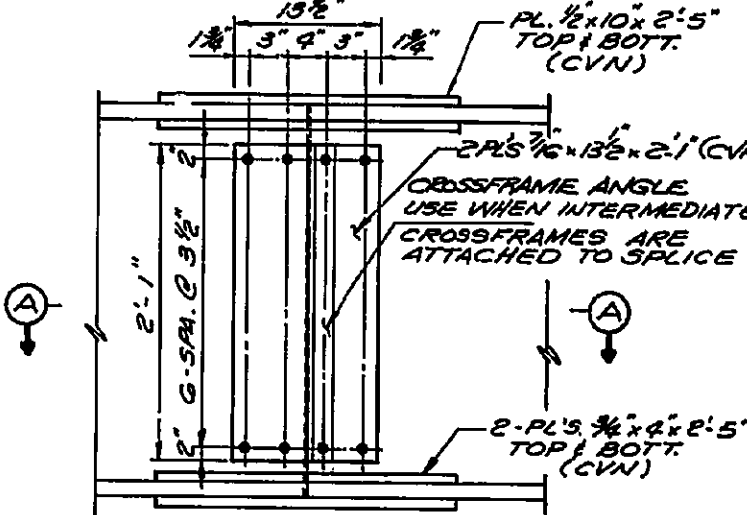


FRAMING PLAN

END CROSSFRAME
MC 12x45 TYP.
SEE NOTE ⑥.



PLAN VIEW



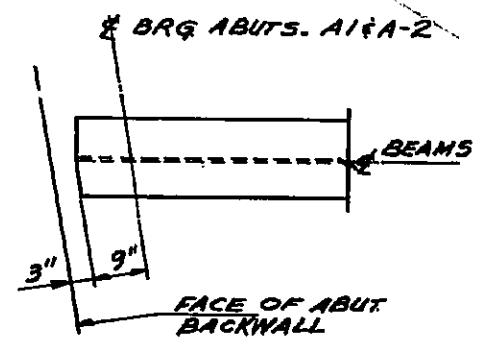
SPLICE DETAIL

FOR CROSSFRAME WELDING DETAIL SEE SHEET 228, CROSSFRAMES TYPE X-2.

CROSSFRAMES ANGLES
5" x 3 1/2" x 3/8" (L.L. OUTSTANDING)
WHERE REQUIRED

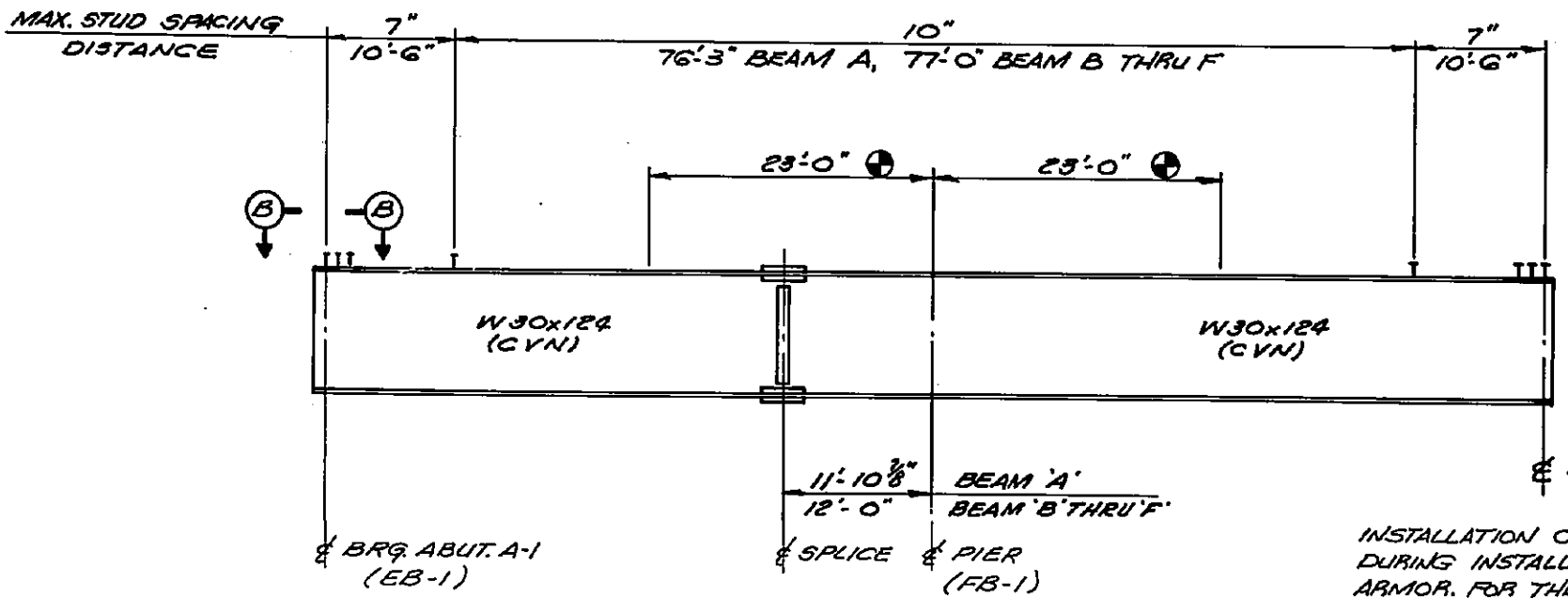


SECTION A-A



VIEW B-B

(TYP. @ ENDS OF ALL BEAMS)



BEAM ELEVATION

INSTALLATION OF SEAL:
DURING INSTALLATION OF THE SUPPORT ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER VERTICAL FIT OF THE SUPPORT ARMOR ON THE BEAMS SHALL BE ACHIEVED BY USE OF SLOTTED HOLES IN THE SUPPORT ANGLES RATHER THAN BY CLAMPING FORCE.

DESIGNED	DRAWN	CHECKED	APPROVED	DATE
BAB	F.F.	R.J.P.	J.P.P.	2-11-90

FOR LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS, SEE SHEET 300.

NOTES

- ① ALL STRUCTURAL STEEL SHALL BE ASTM A572 GRADE 50 UNLESS NOTED OTHERWISE.
- ② HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
- ③ WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
- ④ WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANY WHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS, WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE. BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO/ AAS BRIDGE WELDING CODE, 1988.
- ⑤ WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CMS 513 AND AASHTO M-167.
- ⑥ FOR SECTION X-X, EXPANSION JOINT, AND END CROSSFRAME DETAILS SEE STANDARD DRAWING EXJ-4-87 SHEETS 1 THRU 5.
- ⑦ FOR INTERMEDIATE CROSSFRAMES AND STUD DETAILS SEE SHEET 228.
- ⑧ FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 301.
- ⑨ THE EXPANSION JOINTS AT ABUT. A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.
- ⑩ HIGH STRENGTH BOLTS FOR ALL FIELD SPLICES FOR NEW BEAMS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES, AND TOP OF THE TOP FLANGE PLATES.

URS
OHIO TURNPIKE COMMISSION

FRAMING PLAN
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR
BR. NO. WOOD-75-2888
WOOD COUNTY

STA. 259+80.85 TO STA. 260+83.57
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 299 OF 364

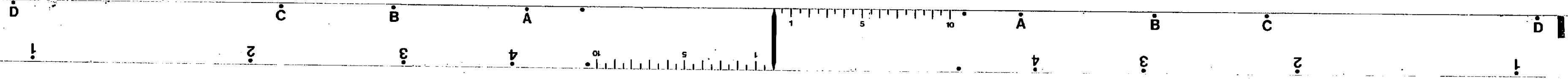


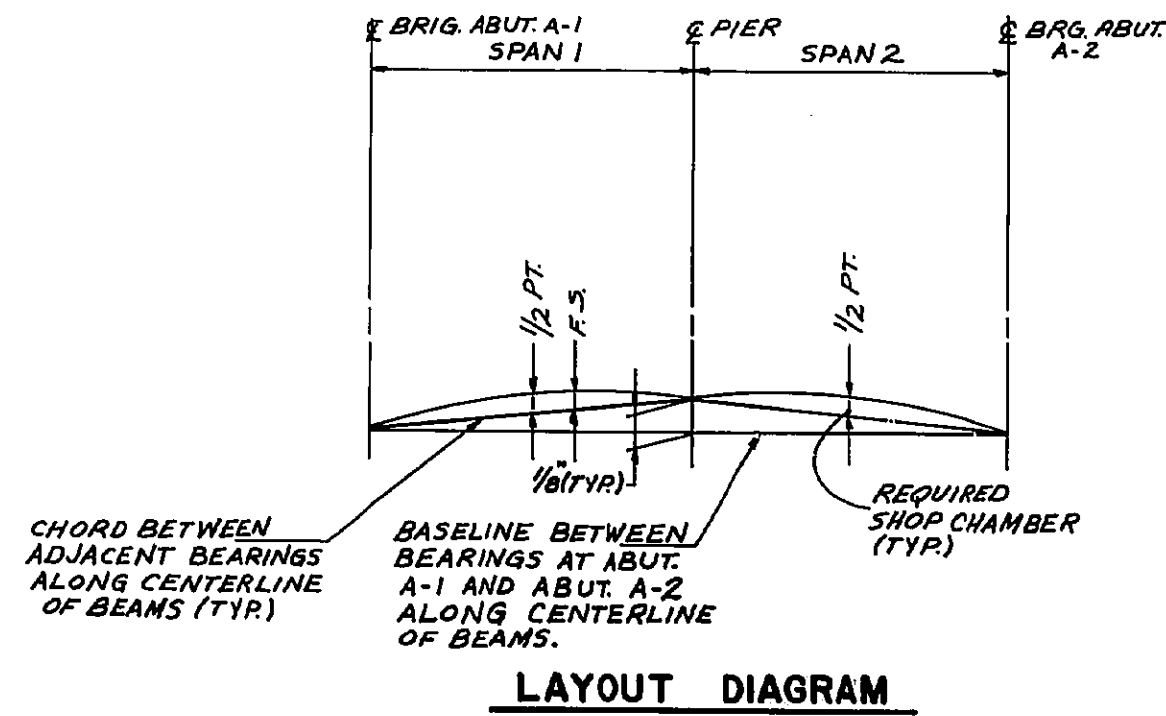
TABLE OF FINISHED PAVEMENT ELEVATIONS						
LOCATION	A	B	C	D	E	F
CENTERLINE BRIDGE ABUTMENT A-1	648.50	648.58	648.70	648.81	648.92	649.03
1/4 PT.	648.37	648.46	648.57	648.68	648.79	648.90
1/2 PT.	648.24	648.33	648.44	648.55	648.66	648.77
3/4 PT.	648.10	648.20	648.31	648.42	648.52	648.63
CENTERLINE BRIDGE PIER	647.97	648.06	648.17	648.28	648.39	648.50
1/4 PT.	647.83	647.93	648.04	648.15	648.26	648.36
1/2 PT.	647.69	647.79	647.90	648.01	648.12	648.23
3/4 PT.	647.55	647.65	647.76	647.87	647.98	648.09
CENTERLINE BRIDGE ABUTMENT A-2	647.41	647.52	647.62	647.73	647.84	647.95

SEE NOTE ①

DEFLECTION AND CAMBER TABLE						
LOCATION	ALL BEAMS		BEAMS A AND F		BEAMS B THRU E	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/2 PT.	0.05	0.04	0.28	0.37	0.34	0.43
CENTERLINE SPLICE	0.02	0.03	0.12	0.17	0.15	0.20
CENTERLINE PIER P-1						
1/2 PT.	0.05	0.04	0.28	0.37	0.34	0.43
CENTERLINE BRIDGE ABUTMENT A-2						

- LEGEND**
- a DEFLECTION DUE TO WEIGHT OF STEEL
 - b DEFLECTION DUE TO REMAINING DEAD LOAD
 - c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
 - d REQUIRED SHOP CAMBER

NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

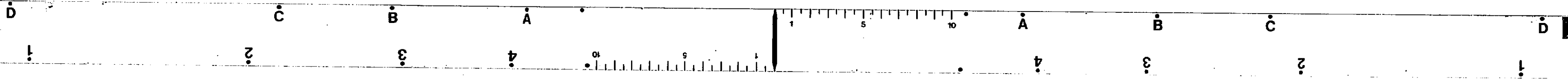


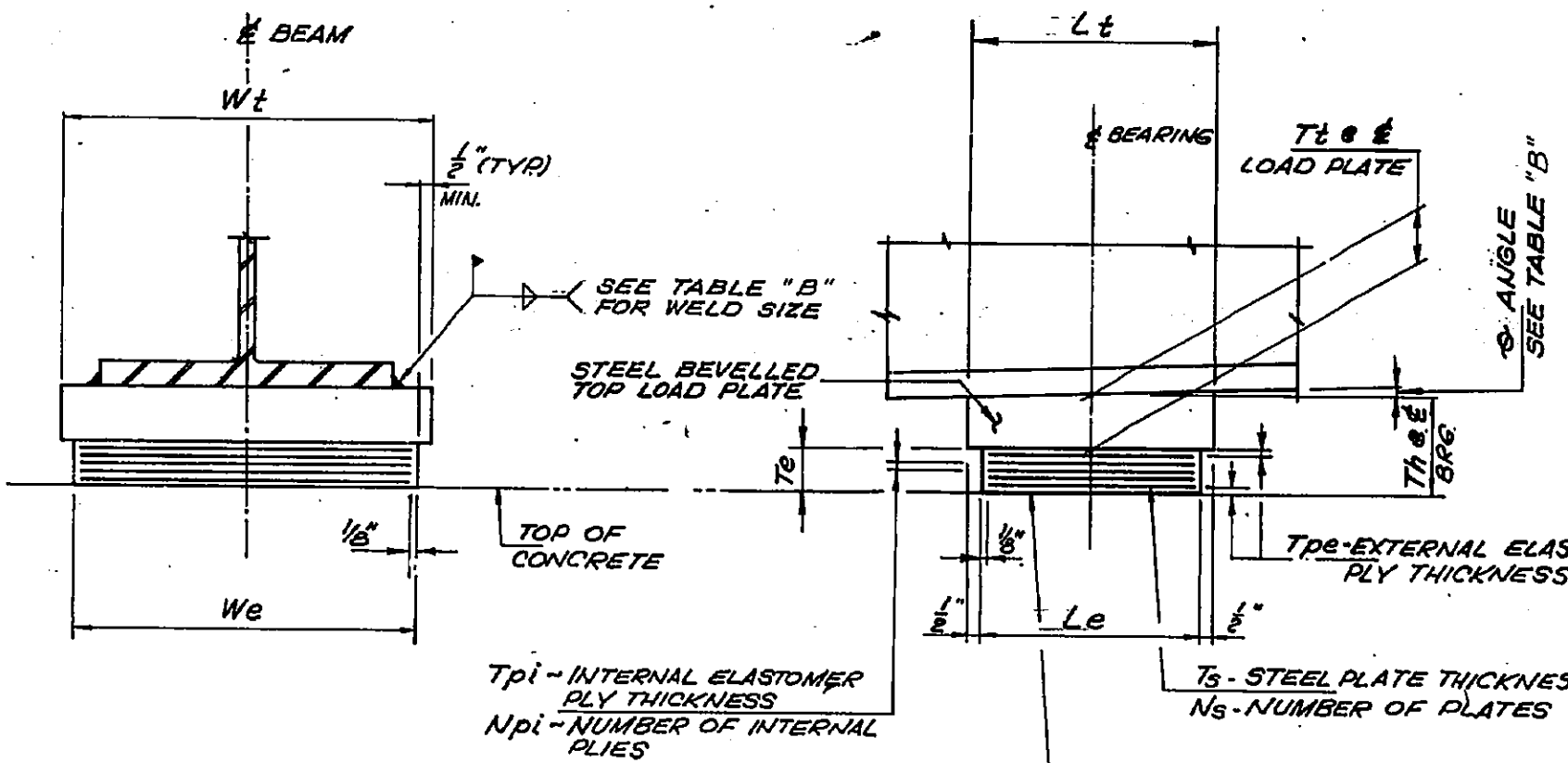
NOTES

① THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS & PAVEMENT ELEVATIONS
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. N^o WOO-75-2888 WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 300 OF 364

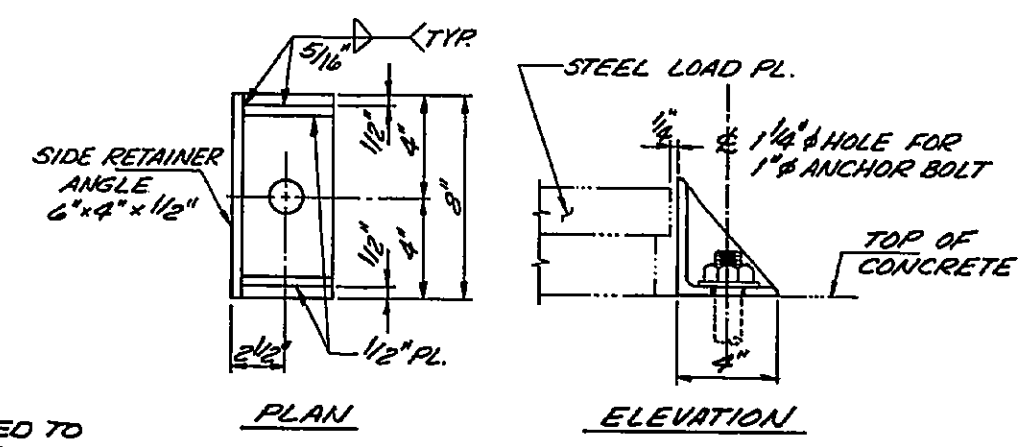
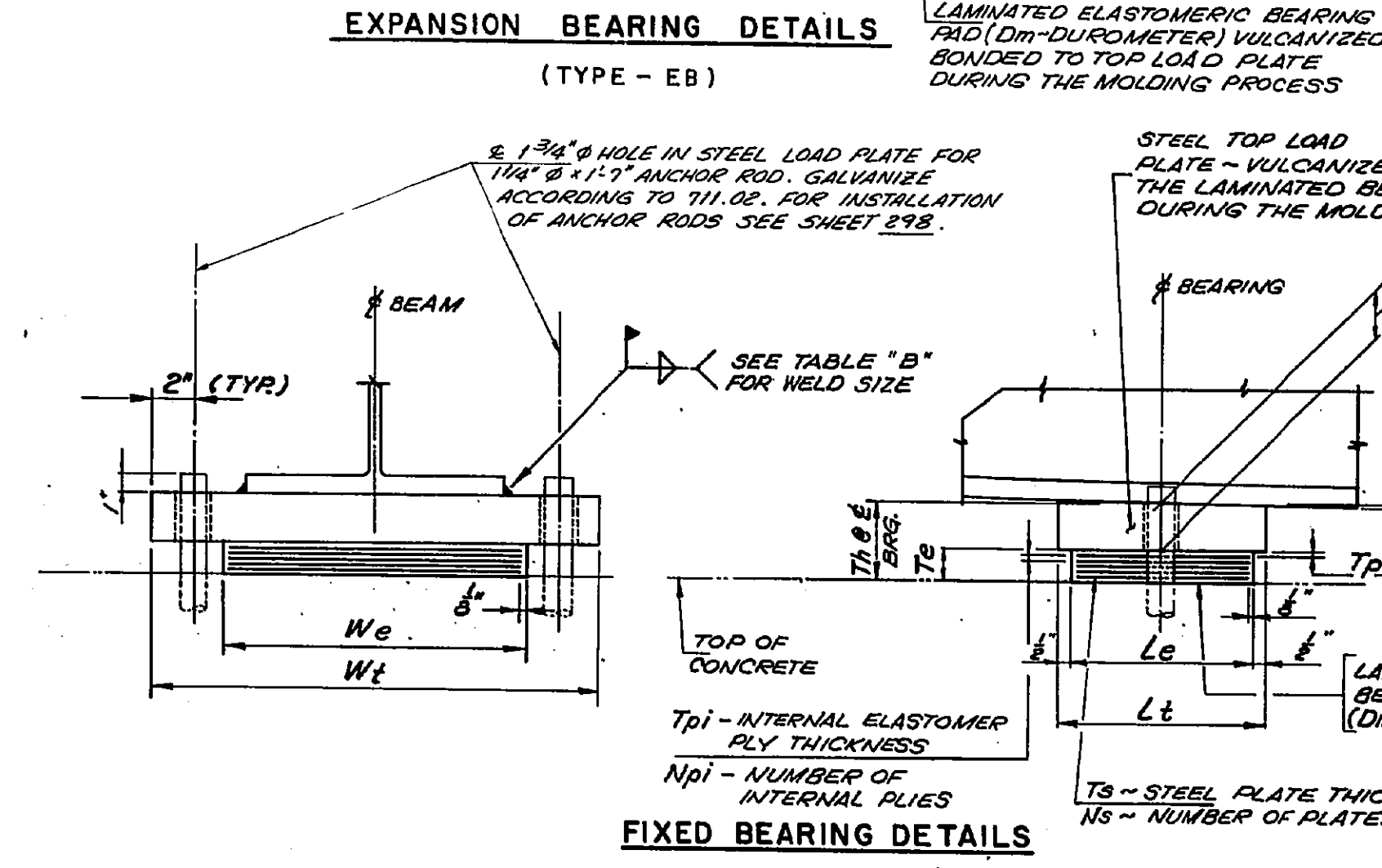
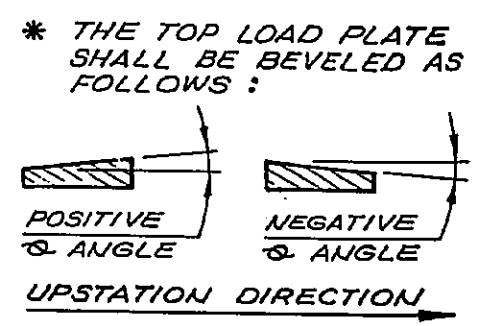
DESIGN	DRAWN	CHECKED	APPROVED	DATE
BAB	RRP	R.J.P.	JFP	2-12-90



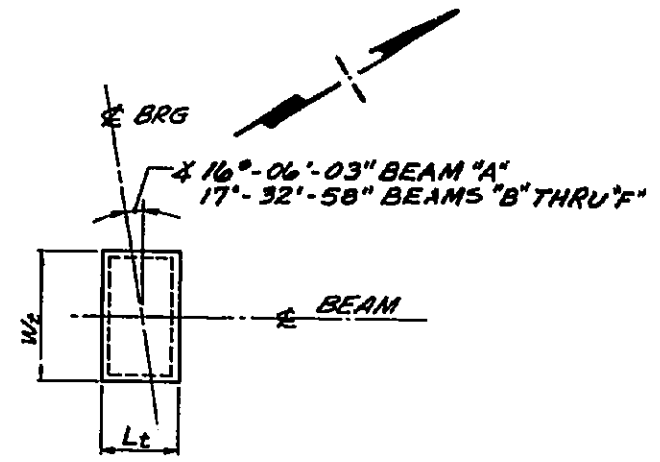


BEARING TABLE "B"

LOCATION	BEARING TYPE	N ^o REQ'D.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ϕ *	T _l	WELD SIZE
ABUT. A-1	EB-1	6	30.9	51.8	-0°-45'	1 1/2"	5/16"
PIER	FB-1	6	102.5	59.6	-0°-45'	1 1/2"	5/16"
ABUT. A-2	EB-1	6	30.9	51.8	-0°-45'	1 1/2"	5/16"



SIDE RETAINER DETAIL



BEARING ORIENTATION PLAN
(ALL BEARINGS)

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: $\pm 20\%$ OF DESIGN VALUE (NOT TO EXCEED $\pm 1/8"$)
- PLAN DIMENSIONS: -0, +1/4"
- DESIGN THICKNESS "T_e" $\leq 1 1/4"$: -0, +1/8"
- DESIGN THICKNESS "T_e" $> 1 1/4"$: -0, +1/4"
- EDGE COVER OF EMBEDDED LAMINATES: -0, +1/8"
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ± 10 °F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10 °F.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02. FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 228.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.

BEARING DIMENSION TABLE "A"

BEARING TYPE	D _m	L _e	W _e	T _e	L _t	W _t	T _t	T _h	T _{pe}	T _{pi}	N _{pi}	T _s	N _s	RETAINER ANGLES
EXP. EB-1	50	7 1/2"	11"	1 7/16"	8 1/2"	12"	1 1/2"	2 7/8"	0.136"	0.190"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
FIXED FB-1	50	10"	19"	1 3/4"	11"	25"	1 1/2"	3 1/4"	0.181"	0.254"	4	0.0747"	5	NO

DESIGN BY: J.J. R.J.P. J.P. 2/19/90

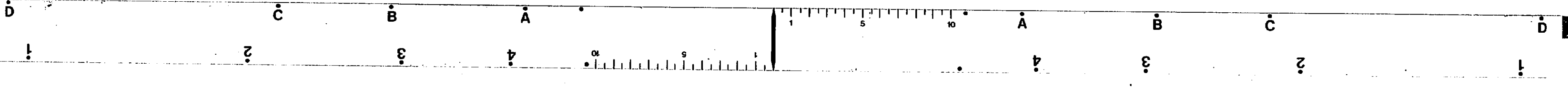
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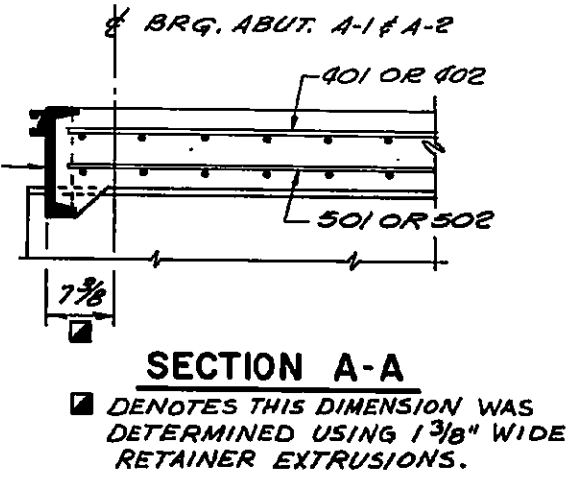
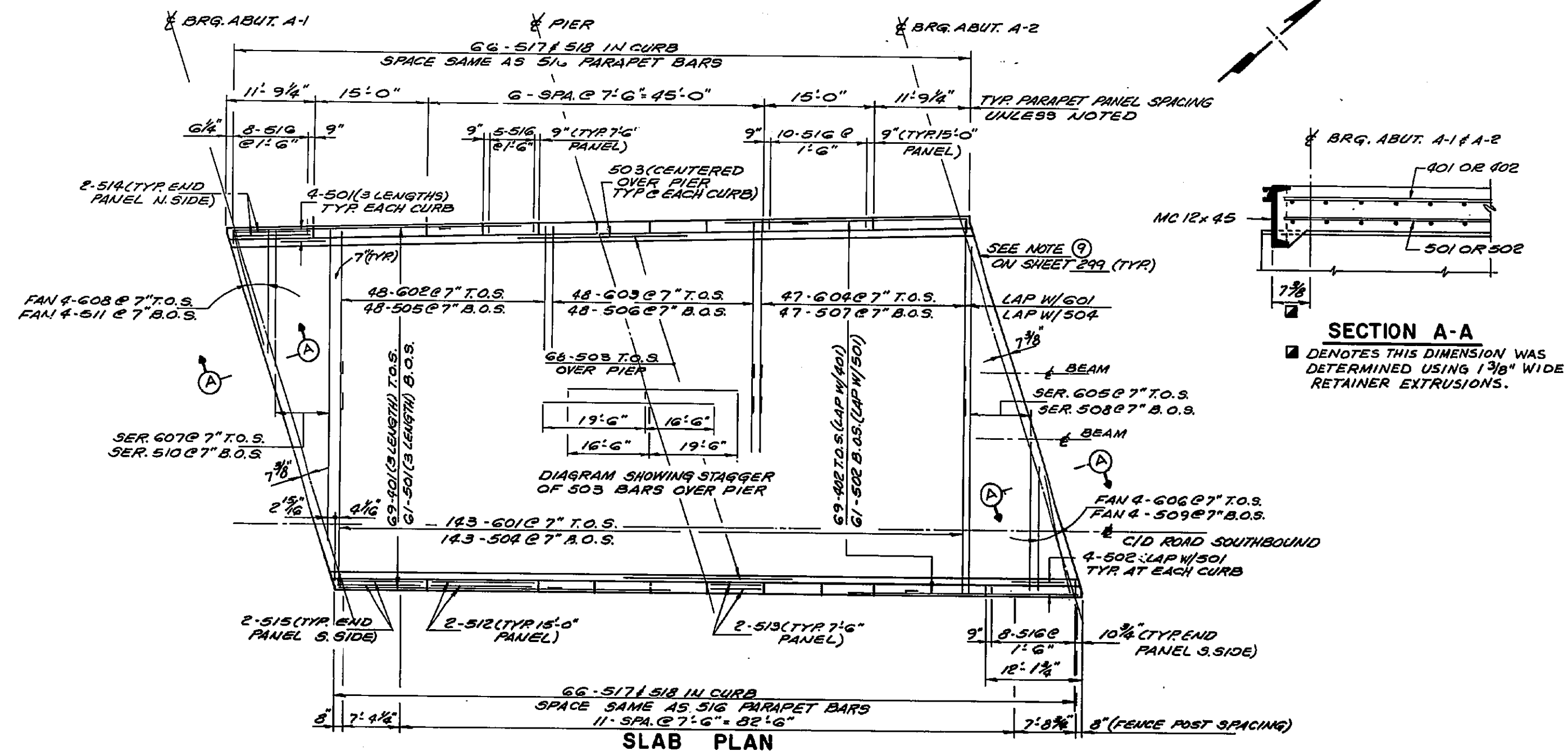
OHIO TURNPIKE COMMISSION

BEARING DETAILS

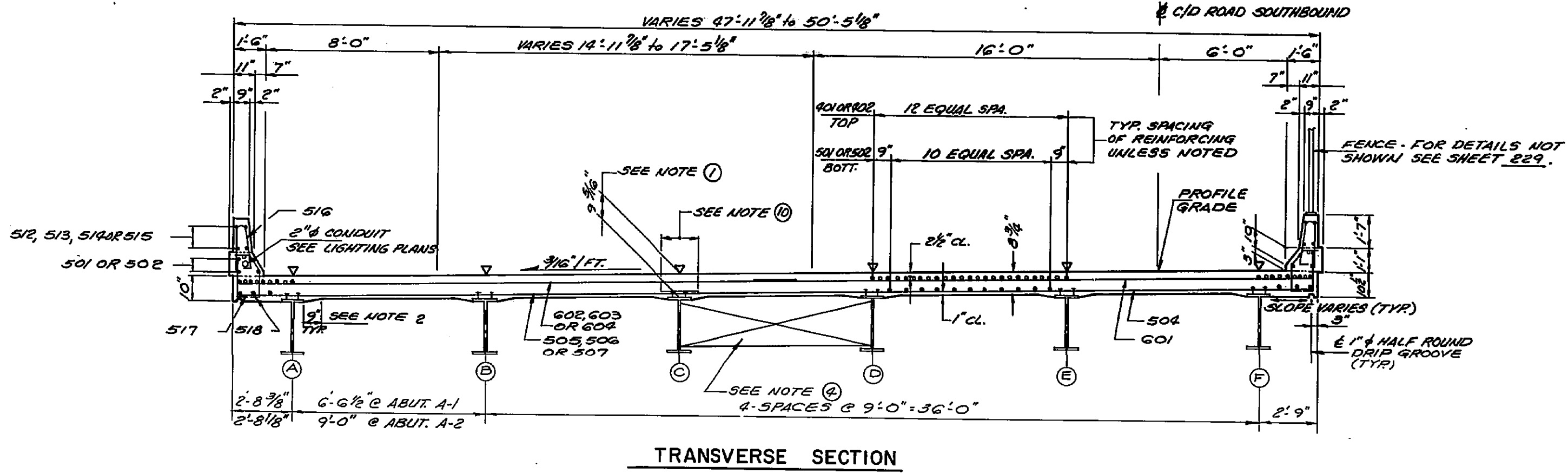
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. N^o WOOD-75-2888 WOOD COUNTY STA. 259+60.85 TO STA. 260+83.57

DATE: 2/19/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 301 OF 364



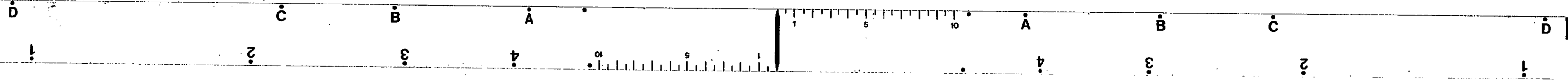


- NOTES**
- DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE STEEL BEAM IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISH GRADE.
 - A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
 - THE PREFIX "ES" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
 - FOR FRAMING PLAN, CROSSFRAME DETAILS AND ADDITIONAL FRAMING DETAILS, SEE SHEETS 299.
 - FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES SHEETS 223, 224 AND 225.
 - TYPICAL BAR LAPS SHALL BE AS FOLLOWS U.N.O.:
 #4 BARS = 1'-7"
 #5 BARS = 1'-11"
 #6 BARS = 2'-3"
 - TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509 EPOXY COATED REINFORCING STEEL.
 - 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE STD. DWG. BR-1 FOR DETAILS.
 - ▽ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS. FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 300.
 - MINIMUM LAP FOR #5 BOTTOM TRANSVERSE BARS SHALL BE 2'-6".



URS
OHIO TURNPIKE COMMISSION
 SLAB PLAN &
 TRANSVERSE SECTION
 C/D ROAD SOUTHBOUND OVER
 THE I-75 CONNECTOR
 BR. N° WOO-75-2888
 WOOD COUNTY
 STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 302 OF 364

DESIGN	DRAWN	CHECKED	REVIEWED	DATE
RER	F.F.	R.J.P.	J.P.	2-90



MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	2/	30-0	ST						657
SERIES	1-SET	25-3						7	
OF	10-	TO	ST					0-5	286
1 A 502	10 BAR	29-8							8
SERIES	1-SET	25-3						5	
OF	//=	TO	ST					0-5	315
1 A 503	// BAR	29-8						16	
1 A 504	11	34-0	ST						390
1 A 505	6	18-0	ST						113
1 A 506	11	6-6	ST						75
1 A 507	13	34-0	ST						461
1 A 508	13	33-6	ST						454
1 A 509	13	20-4	ST						276
1 A 510	13	19-7	ST						266
1EA 511	11	33-6	ST						384
1EA 512	11	19-7	ST						225
1EA 513	31	10-0	ST						323
1 A 514	23	18-8	ST						448
1 A 515	14	18-5	ST						269
1EA 516	37	6-8	2	1-9	3-5				257
1 A 517	37	5-8	12	4-0	1-9	1-3			219
1 A 518	7	22-0	ST						161
SERIES	1-SET	7-11						11	
OF	OF 20=	TO	ST					0-8	309
1 A 519	20 BAR	21-8						16	
SERIES	2-SETS	7-6						11	
OF	OF 4=	TO	ST					0-8	54
1 A 520	8 BAR	5-4						16	
1 A 521	4	36-7	ST						153
1 A 522	4	37-4	ST						156
SERIES	1-SET	5-8						3	
OF	OF 10=	TO	ST					3-1	207
1 A 523	10 BAR	34-0						4	
SERIES	1-SET	6-5						3	
OF	OF 10=	TO	ST					3-1	215
1 A 524	10 BAR	34-9						4	
1 A 525	2	39-6	ST						82
1 A 526	16	7-8	7	6-6					128
1 A 527	12	5-6	ST						69
1 A 528	3	13-2	24	3-5	0-5	2-2	2-3		41
1 A 529	3	5-4	51						17
1 A 530	3	5-4	18	3-5	1-2	0-10	1-1		17
1EA 533	16	1-6	ST						25
1EA 534	4	5-4	23	2-2	2-5				22
1EA 535	4	3-0	ST						13
SERIES	1-SET	12-2		1-2	0-5	2-2	4-0	9	
OF	OF 14=	TO	ST					0-2	197
1 A 536	14 BAR	14-11		2-1	1-4	2-2	4-0	16	
1 A 537	12	13-2	24	1-8	0-5	2-2	4-0		164
1EA 550	10	0-8	ST						7
1EA 551	2	2-9	ST						6
1EA 552	12	4-4	ST						54
1EA 553	2	5-4	23	2-2	2-5				11
1EA 554	8	3-0	6	2-5					25
1EA 555	4	4-2	ST						17
1EA 556	2	13-8	60						29
1EA 557	2	13-8	ST						29
1EA 558	4	15-8	ST						65
SERIES	1-SET	15-6							
OF	OF 4=	TO	ST					0-5	67
1 A 560	4 BAR	16-9							44
1 A 561	12	3-6	ST						

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1EA 562	6	15-8	ST						98
1EA 563	12	2-1	ST						26
1 A 601	19	10-6	ST						300
1 A 602	16	11-10	7	10-6					284
1 A 603	3	6-2	2	3-3					28
1EA 604	49	5-7	2	2-6	0-11				411
1EA 605	49	5-3	2	2-1	1-5				386
1EA 606	52	9-3	2	4-1	1-5				722
1 A 607	48	5-6	13	1-0	4-8	0-2			396
1 A 608	1	22-3	ST						33
SERIES	1-SET	7-8						3	
OF	OF 31=	TO	ST					0-5	691
1 A 609	31 BAR	22-0						4	
1 A 610	16	10-0	ST						240
1EA 611	4	3-10	19	0-9	0-6	0-8	2-5		23
1EA 620	12	4-6	1	1-0	3-8				81
1 A 701	71	13-6	ST						1959
1 A 702	58	15-2	7	13-6					1798
1 A 703	1	11-0	ST						22
1 A 704	1	8-6	ST						17
1 A 705	3	8-0	ST						49
1 A 706	1	12-7	6	11-9					26
1 A 707	1	10-1	6	9-3					21
1 A 708	2	9-7	6	8-9					39
1 A 709	51	16-8	ST						1737
1EA 801	31	4-10	38	2-7	1-5	1-0			400
1 A1001	100	9-10	1	1-10	8-3				4213
1 A1002	49	11-6	ST						2425
NON-EPOXY COATED = 20522 EPOXY COATED = 3639									
ABUTMENT 2									
2 A 501	2/	30-0	ST						657
SERIES	1-SET	28-8						3	
OF	OF 10=	TO	ST					0-5	322
2 A 502	10 BAR	33-0						4	
SERIES	1-SET	27-7						11	
OF	OF // =	TO	ST					0-4	356
2 A 503	// BAR	33-0						16	
2 A 504	11	34-0	ST						390
2 A 505	6	18-0	ST						113
2 A 506	11	6-6	ST						75
2 A 507	12	22-6	ST						282
2 A 508	12	21-9	ST						272
2 A 509	12	34-0	ST						426
2 A 510	12	34-6	ST						432
2EA 511	11	21-9	ST						250
2EA 512	11	34-0	ST						390
2 A 513	31	10-0	ST						323
2 A 514	16	17-5	ST						291
2 A 515	24	17-8	ST						442
2EA 516	40	6-8	2	1-9	3-5				278
2 A 517	40	5-8	12	4-0	1-9	1-3			237
2 A 518	7	20-11	ST						153

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
SERIES	1-SET	7-8						3	
OF	OF 20=	TO	ST					0-8	295
2 A 519	20 BAR	20-7						16	
SERIES	2-SETS	5-2							
OF	OF 4=	TO	ST					0-8	51
2 A 520	8 BAR	7-2							
2 A 521	4	36-7	ST						153
2 A 522	4	37-4	ST						156
SERIES	1-SET	4-0						1	
OF	OF 10=	TO	ST					3-4	199
2 A 523	10 BAR	34-2						4	
SERIES	1-SET	4-9						1	
OF	OF 10=	TO	ST					3-4	207
2 A 524	10 BAR	34-11						4	
2 A 525	2	39-2	ST						82
2 A 526	16	7-8	7	6-6					128
2 A 527	12	5-6	ST						69
2 A 529	3	8-3	52						26
2 A 530	3	6-2	53						19
2 A 531	3	6-3	54						20
2 A 532	3	6-6	3	3-5	0-10	2-6			20
2EA 533	16	1-6	ST						25
2EA 534	4	5-4	23	2-2	2-5				22
2EA 535	4	3-0	ST						13
SERIES	1-SET	12-2		1-2	0-5	2-2	4-0	9	
OF	OF 14=	TO	ST					0-2	197
2 A 536	14 BAR	14-11		2-1	1-4	2-2	4-0	16	
2 A 537	12	13-2	24	1-8	0-5	2-2	4-0		164
2EA 550	10	0-8	ST						7
2EA 551	2	2-9	ST						6
2EA 552	12	4-4	ST						54
2EA 553	2	5-4	23	2-2	2-5				11
2EA 554	8	3-0	6	2-5					25
2EA 555	4	4-2	ST						17
2EA 556	2	13-8	60						29
2EA 557	2	13-8	ST						29
2EA 558	4	15-8	ST						65
SERIES	1-SET	14							

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 702	61	15-2	7	13-4					1891
2 A 703	1	12-2	ST						25
2 A 704	1	9-9	ST						20
2 A 705	4	7-6	ST						61
2 A 706	1	12-8	6	11-10					26
2 A 707	1	10-3	6	9-5					21
2 A 708	4	7-11	6	7-1					65
2 A 709	53	15-8	ST						1697
2EA 801	32	4-10	38	2-7	1-5	1-0			413
2 A1001	104	9-10	1	1-10	8-3				4382
2 A1002	51	11-6	ST						2524
NON-EPOXY COATED = 21340 EPOXY COATED = 3474									
PIER 1									
1 P 401	4	11-1	14	2-8	2-8				30
1 P 501	56	12-2	14	3-2	2-8				708
1 P 502	8	25-3	ST						211
1 P 503	4	6-3	2	2-0	2-6				26
1 P 601	16	1-11	ST						46
1 P 701	54	9-2	7	7-6					1012
1 P 702	7	29-3	ST						419
1 P 703	7	22-10	ST						327
1 P 801	14	20-10	1	3-2	17-10				779
1 P 802	7	22-2	ST						414
1 P 901	36	7-9	1	1-7	6-5				949
1 P 902	36	16-5	ST						2009
TOTAL PIER 1 = 6930									

MARK	No. REQD.	LGTH.	W. C. F.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
SUPERSTRUCTURE									
ES 401	207	30-0	ST						4148
ES 402	69	13-9	ST						634
ES 501	207	30-0	ST						6477
ES 502	69	14-9	ST						1062
ES 503	70	36-0	ST						2628
ES 504	143	30-5	ST						4537
ES 505	48	20-11	ST						1027
ES 506	48	21-7	ST						1081
ES 507	47	22-4	ST						1095
SERIES	1-SET	48-0						1	
OF	OF 23=	TO	ST					1-10--	665
ES 508	23	BAR	7-5						8
ES 509	4	5-7	ST						23
SERIES	1-SET	45-7						1	
OF	OF 21=	TO	ST					1-10--	594
ES 510	21	BAR	8-8						8
ES 511	4	6-10	ST						29
ES 512	16	14-8	ST						88
ES 513	48	7-2	ST						309
ES 514	8	11-5	ST						95
ES 515	8	11-10	ST						99
ES 516	132	5-4	23	2-2	2-5				734
ES 517	132	2-4	1	0-10	1-7				316
ES 518	132	3-2	20	0-11	0-9	0-6			435
ES 601	143	26-0	ST						5584
ES 602	48	25-0	ST						1802
ES 603	48	25-8	ST						1850
ES 604	47	26-0	ST						1871
SERIES	1-SET	48-0						1	
OF	OF 23=	TO	ST					1-10--	957
ES 605	23	BAR	7-5						8
ES 606	4	5-7	ST						34
SERIES	1-SET	45-7						1	
OF	OF 21=	TO	ST					1-10--	856
ES 607	21	BAR	8-8						8
ES 608	4	6-10	ST						41
TOTAL SUPERSTRUCTURE = 39298									

SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1SP401	3	2-8	13-7	3.0	1191

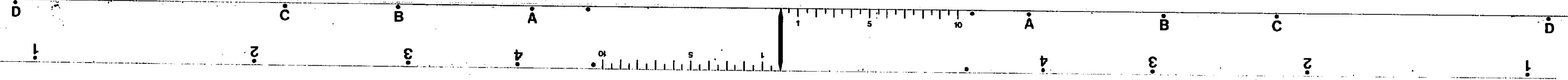
FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

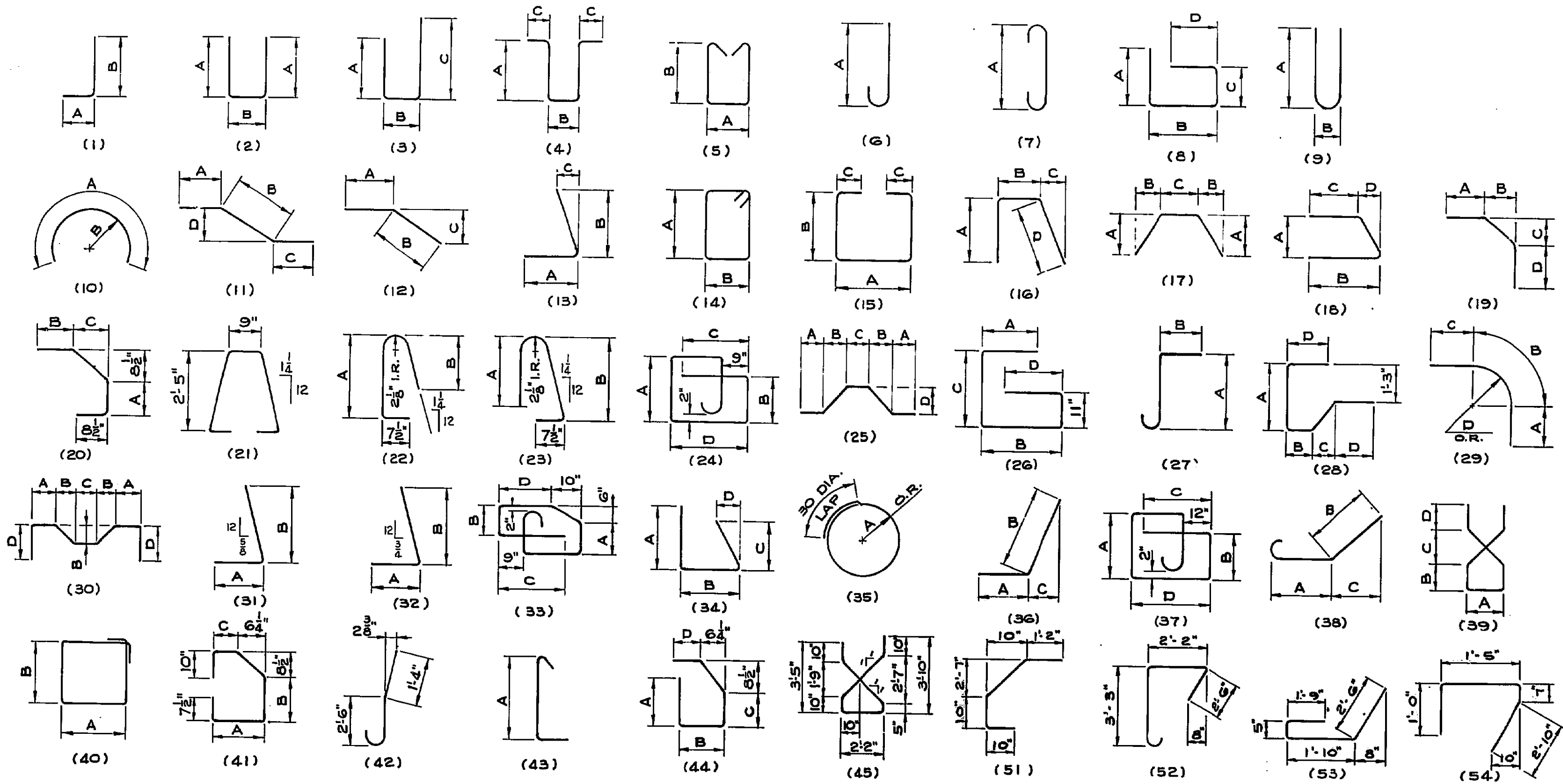
THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

URS
OHIO TURNPIKE COMMISSION

REINFORCING SCHEDULE
C/D ROAD SOUTHBOUND OVER
THE I-75 CONNECTOR
BR. Nº WOO-75-2888
WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57

DATE: 2/90 SCALE: N.T.S.
OP: 55-90-03 SHEET 304 OF 312



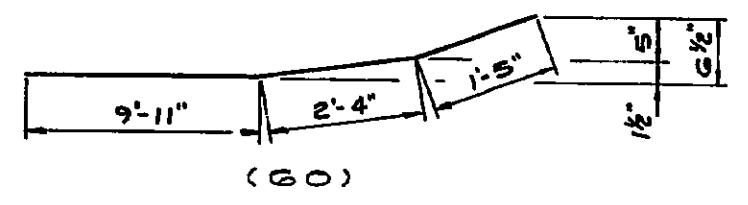


**ITEM 509 REINFORCING STEEL,
(GRADE 60)**

ABUTMENT	=	41,928 LBS
PIER	=	3121 LBS
SUPERSTRUCTURE	=	0 LBS
GRAND TOTAL	=	50,049 LBS

**ITEM 509 EPOXY COATED,
REINFORCING STEEL,
(GRADE 60)**

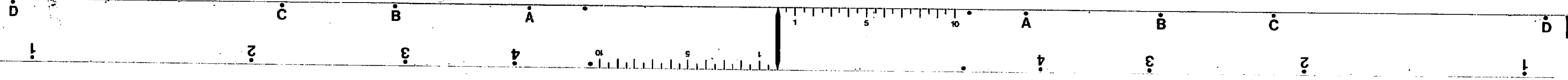
ABUTMENT	=	7113 LBS
PIER	=	0 LBS
SUPERSTRUCTURE	=	39,298 LBS
GRAND TOTAL	=	46,411 LBS

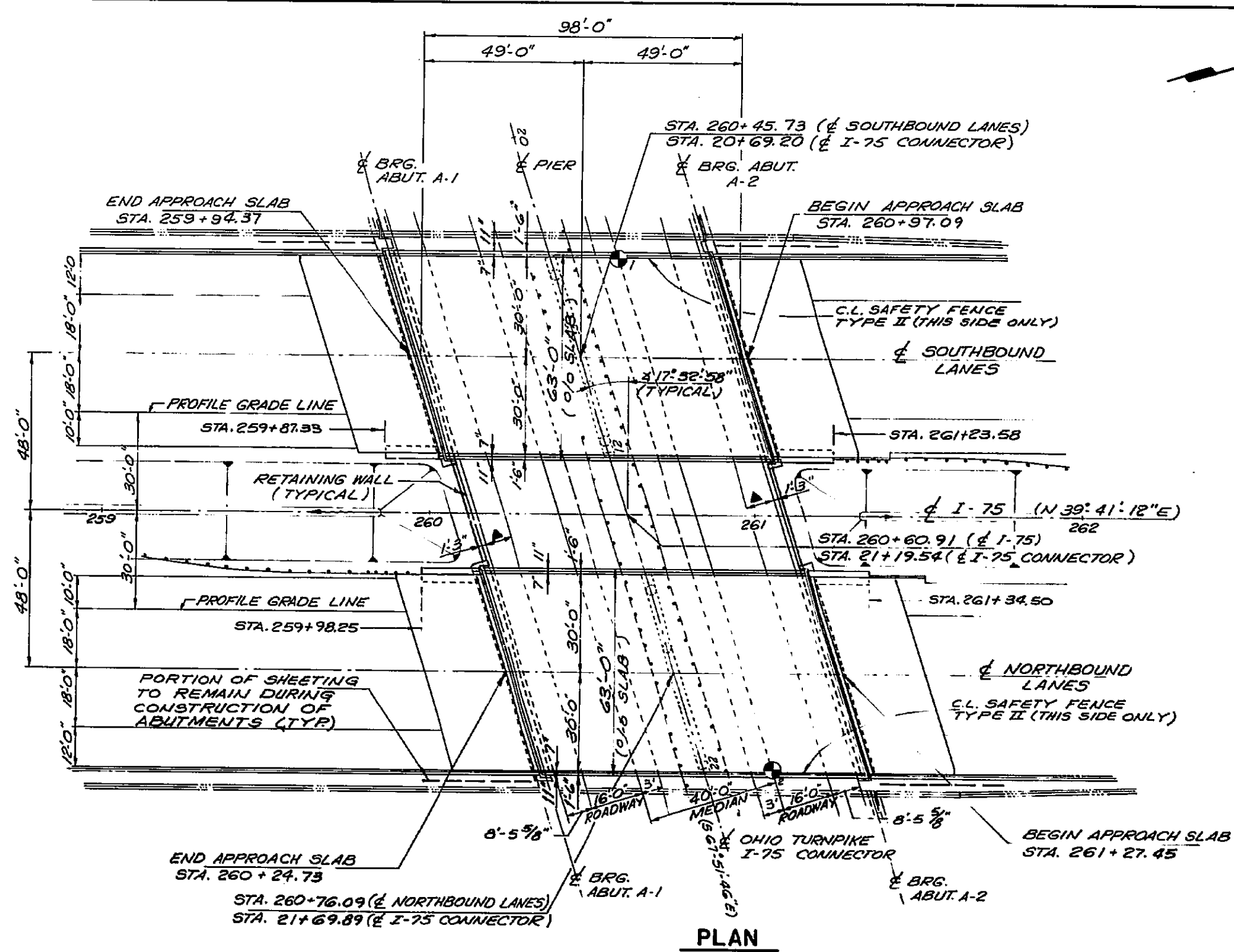


REINFORCING STEEL SAMPLES
 REFER TO O.T.C. GENERAL CONDITIONS 6-6.02 AND
 CMS SECTION 700, 709.01 THROUGH 709.05 AND
 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL
 SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE.
 RANDOM SAMPLES SHALL BE REPLACED IN THE
 STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN
 ACCORDANCE WITH 509.08.

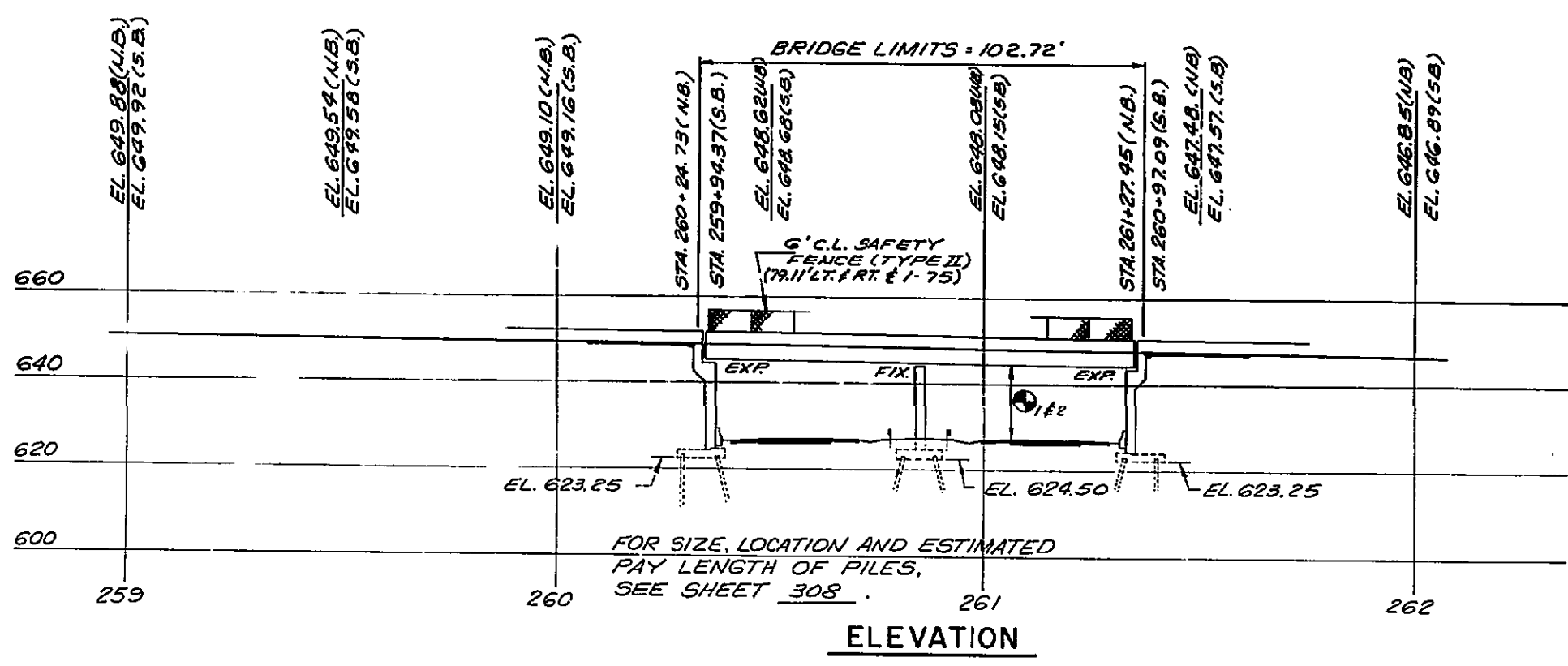
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
DAM	F.F.	R.J.P.	JFP	2-12-90

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
C/D ROAD SOUTHBOUND OVER THE I-75 CONNECTOR BR. NO. W00-75-2888 WOOD COUNTY	
STA. 259+80.85 TO STA. 260+83.57	SCALE: N.T.S.
DATE: 2/90	CIP: 55-90-03 SHEET 305 OF 364

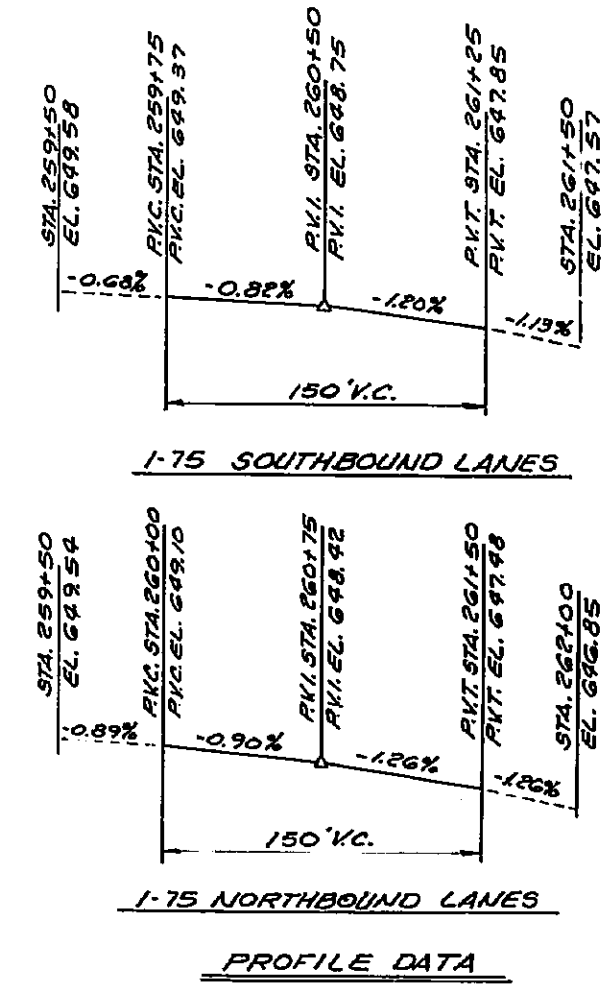




PLAN



ELEVATION



PROFILE DATA

▲ - HORIZONTAL CLEARANCE

8.00' REQUIRED
8.47' ACTUAL

MINIMUM VERTICAL CLEARANCE

1. 15.00' REQUIRED
15.55' ACTUAL

2. 15.00' REQUIRED
15.44' ACTUAL

NOTE: EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.

PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEN: 17° 32' 58" R.F.

SPANS: c/c BEARINGS ALONG CENTERLINE I-75: 49'-0", 49'-0"

ROADWAY: 60'-0" TOE TO TOE PARAPETS
63'-0" OUT TO OUT SLAB

LOADING: HS 20-44 (CASE I) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (DOT STANDARD AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: NONE

SLOPE PROTECTION: NONE REQUIRED

TRAFFIC: I-75 (DIRECTIONAL):
27,650 A.D.T. 5530 A.D.T.T. (2010)

DESIGNED BY	REVIEWED BY	DATE	SCALE
RER	FF	2-12-90	N.T.S.
URS			
OHIO TURNPIKE COMMISSION			
GENERAL PLAN & ELEVATION			
I-75 OVER THE I-75 CONNECTOR			
BR. NO. WOO-75-2889 L&R			
WOOD COUNTY			
STA. 259+94.37 TO STA. 261+27.45			
DATE: 2/90	SCALE: N.T.S.		
CIP: 55-90-03	SHEET 306 OF 364		



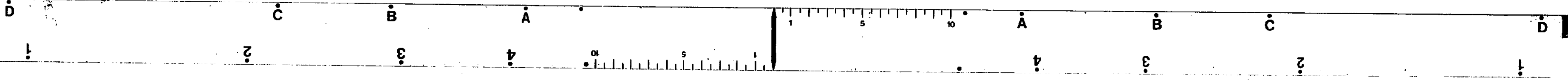
ESTIMATED QUANTITIES

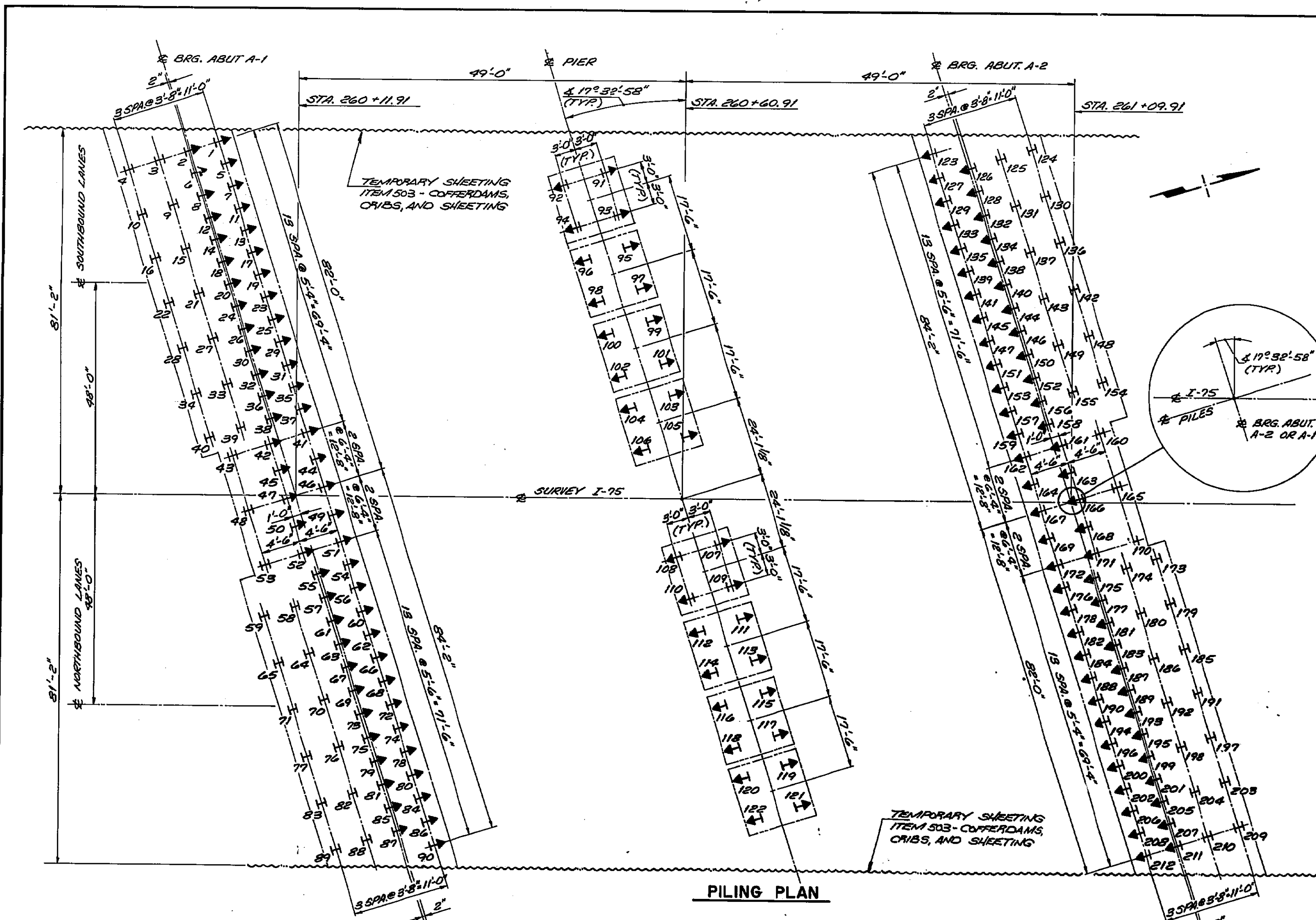
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				LUMP
503	3841	CY	UNCLASSIFIED EXCAVATION		3650	191	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	11,660	LF	STEEL PILES HP 12X53		9900	1760	
507	212	EA	STEEL POINTS (OR SHOES), AS PER PLAN		180	32	
509	125,077	LBS	REINFORCING STEEL, GRADE 60		102,182	22,895	
509	116,818	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	100,130	16,688		
511	60	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			60	
511	1135	CY	CLASS 'C' CONCRETE, ABUTMENTS		1135		
511	81	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			81	
SP511A	389	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	389			
SP511A	7	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		7		
513	207,000	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY I	207,000			
513	5040	EA	WELDED STUD SHEAR CONNECTORS	5040			
516	2574	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS		2574		
516	463	SF	1" PREFORMED EXPANSION JOINT FILLER		463		
516	42	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		28	14	
516	170	LF	6" PVC WATERSTOP, AS PER PLAN		170		
518	543	CY	POROUS BACKFILL, AS PER PLAN		543		
518	9	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01		9		
518	364	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01		364		
SP607	196	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	196			
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	84	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		84		
SPECIAL	991	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	978	113		
SPECIAL	128	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			128	
SPECIAL	207,000	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM 1ZEU (SEE PROPOSAL NOTE)	207,000			

QUANTITIES
 CALCULATED BY : J.T.J. DATE : 11/18/09
 CHECKED BY : BAB. DATE : 11-27-09

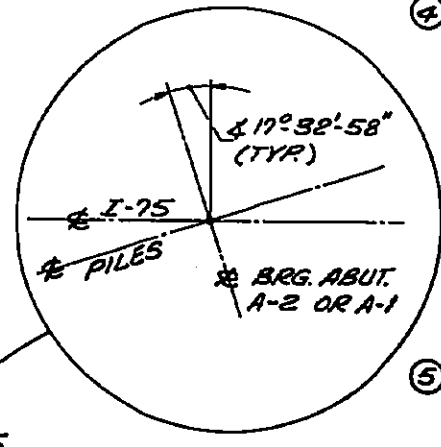
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JTJ	RRP	R.J.P.	J.P.P.	2-12-10

URS
 OHIO TURNPIKE COMMISSION
 ESTIMATED QUANTITIES
 I-75 OVER THE I-75 CONNECTOR
 BR.N^o W00-75-2889 L&R
 WOOD COUNTY
 STA. 259+94.37 TO STA. 261+27.45
 DATE: 2/90 SCALE: N.T.S.
 OP: 55-90-03 SHEET 307 OF 364





- NOTES**
- PILES SHOWN THIS ↑ SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
 - THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 53.3 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 47.9 TONS PER PILE FOR THE PIER PILES.
 - FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
 - PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 30 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
 - STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL W PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, GLIFTON, NEW JERSEY 07015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559, PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A27 (GRADE 65/85) OR ASTM A82 (GRADE 90/60).



PILING PLAN

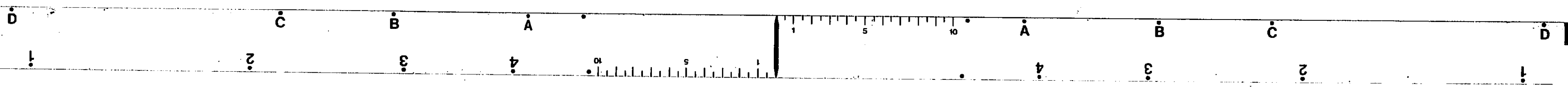
PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-90	HP 12 x 53	569.25	624.25	55'
PIER	91-122	HP 12 x 53	570.50	625.50	55'
ABUTMENT A-2	123-212	HP 12 x 53	569.25	624.25	55'

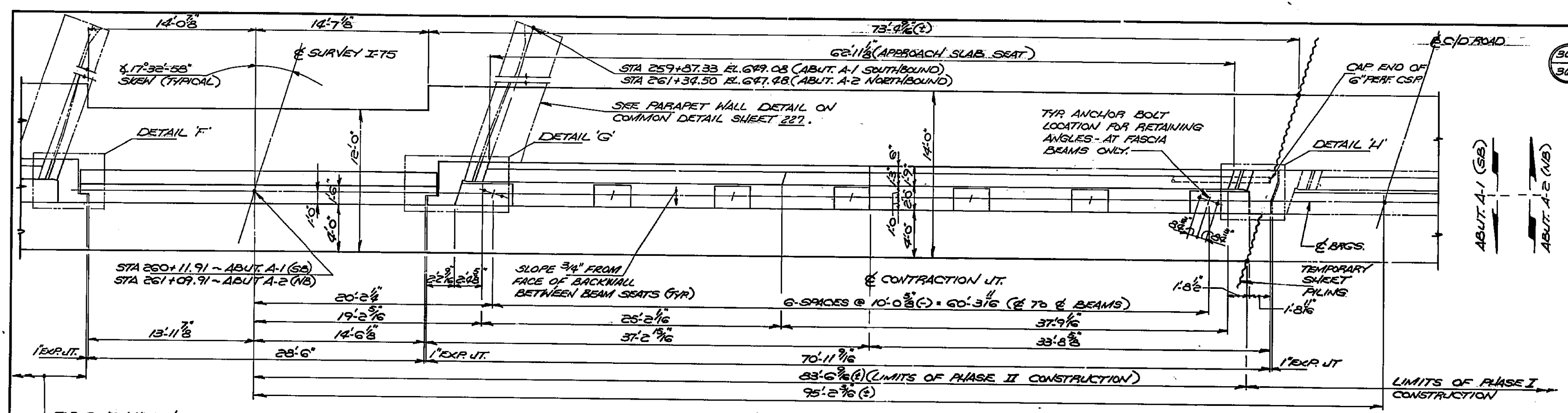
URS
OHIO TURNPIKE COMMISSION

PILING PLAN
I-75 OVER THE I-75 CONNECTOR

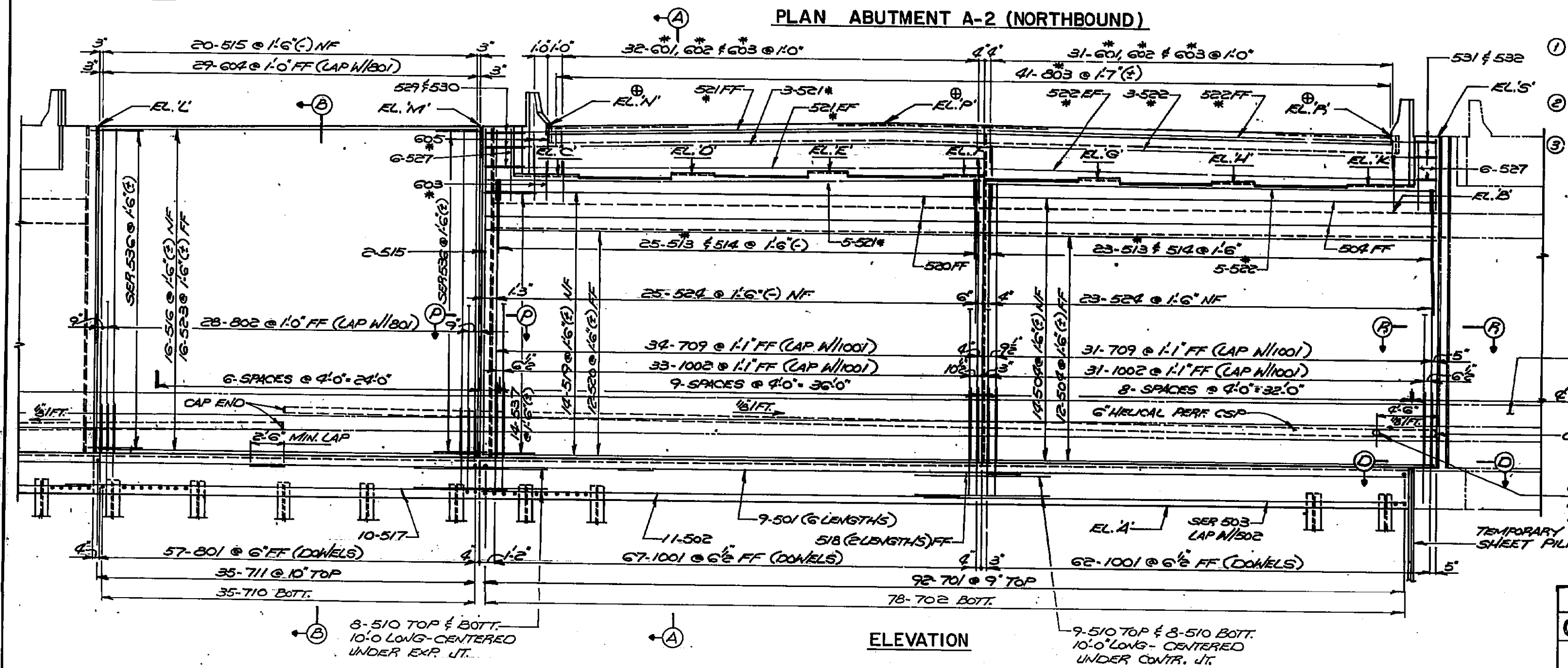
BR. NO. W00-75-2889 L&R
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 308 OF 364

DESIGNED	DRAWN	CHECKED	APPROVED	DATE
BAB	DAM	R.J.R.	J.P.	2-12-90





PLAN - ABUTMENT A-1 (SOUTHBOUND)
PLAN ABUTMENT A-2 (NORTHBOUND)



ELEVATION

ELEVATION TABLE

ELEVATION	A	B	C	D	E	F	G	H	K	L	M	N	P	R	S
ABUT. A-1 (SB)	623.25	643.33	645.41	645.58	645.76	645.75	645.63	645.50	645.38	643.70	643.90	643.92	649.36	648.90	648.90
ABUT. A-2 (NB)	623.25	641.75	644.19	644.31	644.42	644.35	644.16	643.98	643.79	647.85	647.65	647.70	647.98	647.28	647.23

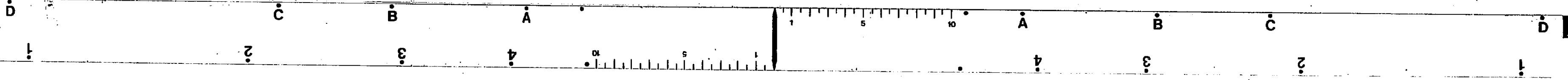
NOTES

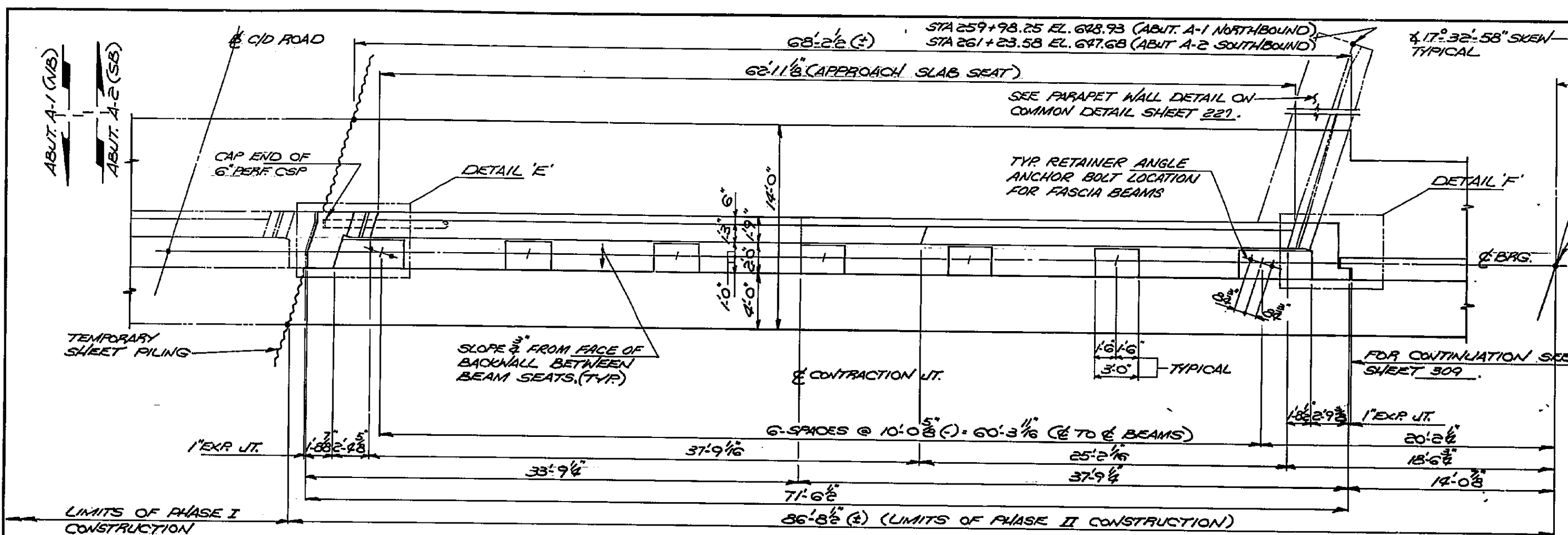
- THE PREFIX "2A" OR "2EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
- FOR SECTIONS A-A, B-B, D-D, P-P & R-R AND DETAILS "G" & "H" SEE SHEET 311.
- FOR ADDITIONAL NOTES SEE SHEET 310.

- CONCRETE BARRIER AT FACE OF WALL
- TO & RUSTICATION GROOVES
- CAP END
- 6" MIN. PERFE CSP
FL. EL. 628.33 @ ABUT. A-2 (NB)
FL. EL. 628.75 @ ABUT. A-1 (SB)
- TEMPORARY SHEET PILING

DESIGNED BY	DATE
CHKD BY	DATE
APP'D BY	DATE
DATE	DATE

URS
OHIO TURNPIKE COMMISSION
ABUTMENT A-1 (S.B.)
ABUTMENT A-2 (N.B.)
I-75 OVER THE I-75 CONNECTOR
BR.N# WOO-75-2889 L&R
WOOD COUNTY
STA. 259+34.37 TO STA. 261+27.45
DATE: 2/90 SCALE: 1/16"=1'-0"
CIP: 55-90-03 SHEET 309 OF 364

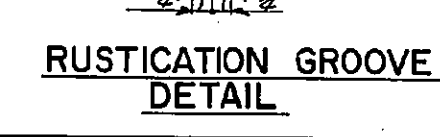
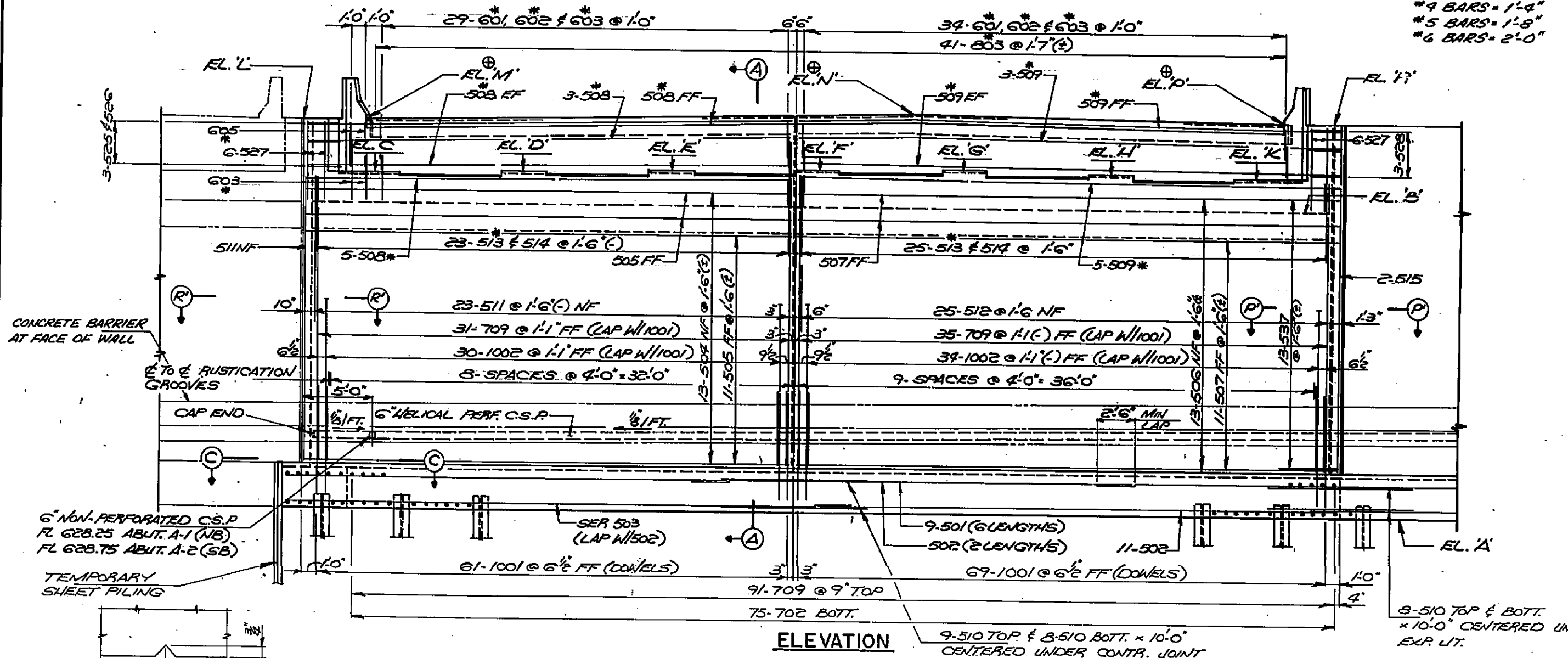




- 310
364
- NOTES
- THE PREFIX "IA" OR "IEA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-1.
 - * INDICATES REINFORCING BARS TO BE EPOXY COATED. (PREFIX IEA)
 - ABBREVIATIONS USED ARE:
 N.F. - NEAR FACE
 F.F. - FAR FACE
 E.F. - EACH FACE
 - THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP511A - CLASS 'B' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM S11 - CLASS 'C' CONCRETE, ABUTMENT.
 - POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS AND SHALL BE 2.0 FT THICK.

- NOTES (CONT.)
- TYPICAL BAR LAPS SHALL BE AS FOLLOWS U.I.D.:
 * 9 BARS = 1'-2"
 * 5 BARS = 1'-8"
 * 6 BARS = 2'-0"

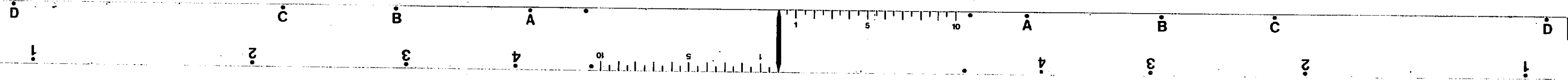
- BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF S11.08 BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
- BRIDGE SEAT REINFORCING: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING RETAINING ANGLE ANCHOR HOLES OR THE PRESETTING OF BEARING RETAINING ANGLE ANCHORS.
- BEARING RETAINING ANGLE ANCHORS: AT THE OPTION OF THE CONTRACTOR, BEARING RETAINING ANGLE ANCHORS (OR FORMED HOLES) LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
- FOR LAMINATED ELASTOMERIC BEARINGS DETAILS SEE SHEET 316.
- FOR PILING PLAN SEE SHEET 308.
- FOR SECTIONS A-A, C-C, R-R, P-P AND DETAILS 'E' & 'F' SEE SHEET 311.
- * INDICATES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL.
- FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXJ-1-87 SHEETS 1 THRU 5.
- FOR CONTRACTION JOINT DETAIL SEE SHEET 311.
- BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

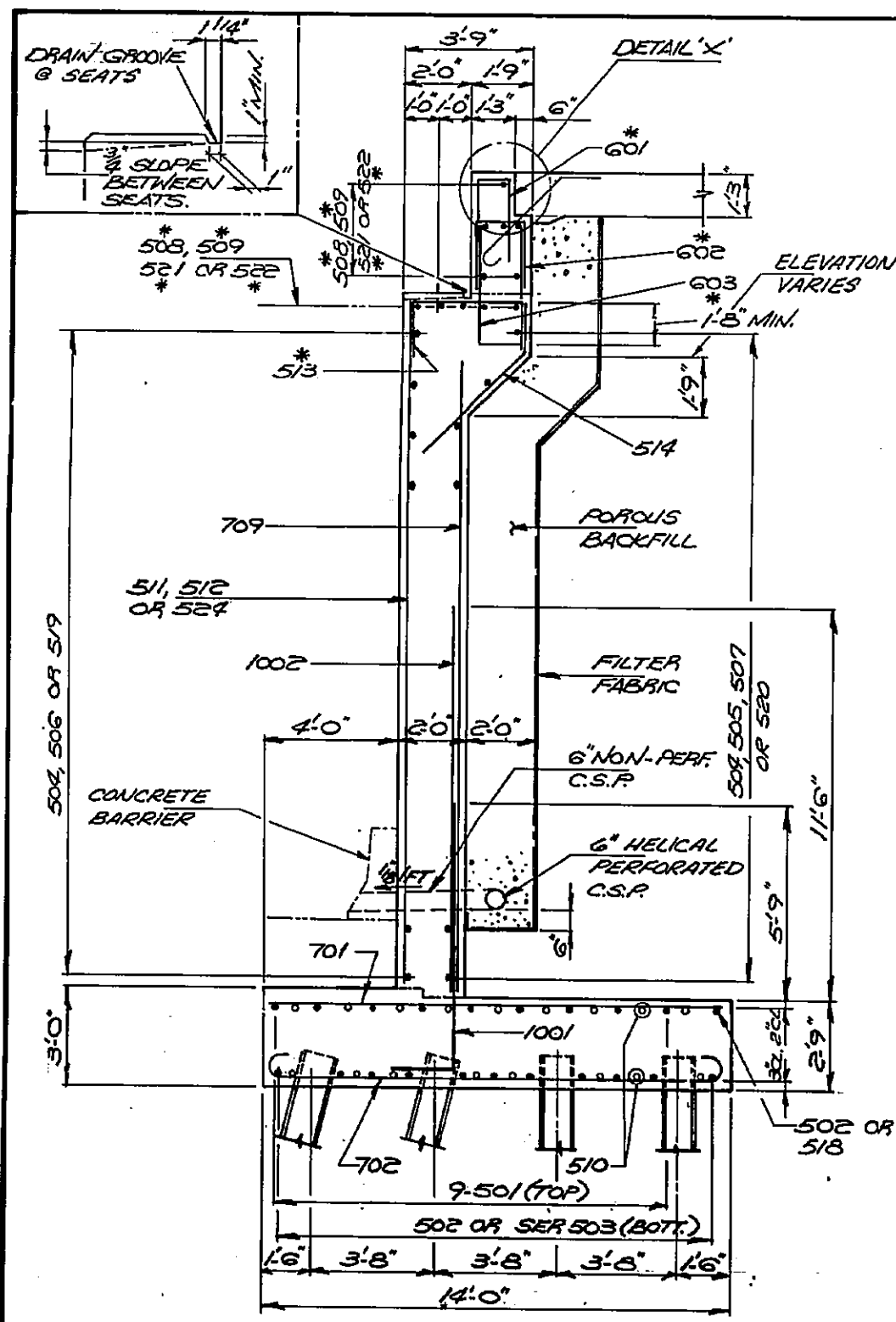


DESIGN	DRAWN	CHECKED	REVISION	DATE
GTC	JWW	P.J.P.	JFP	2-12-90

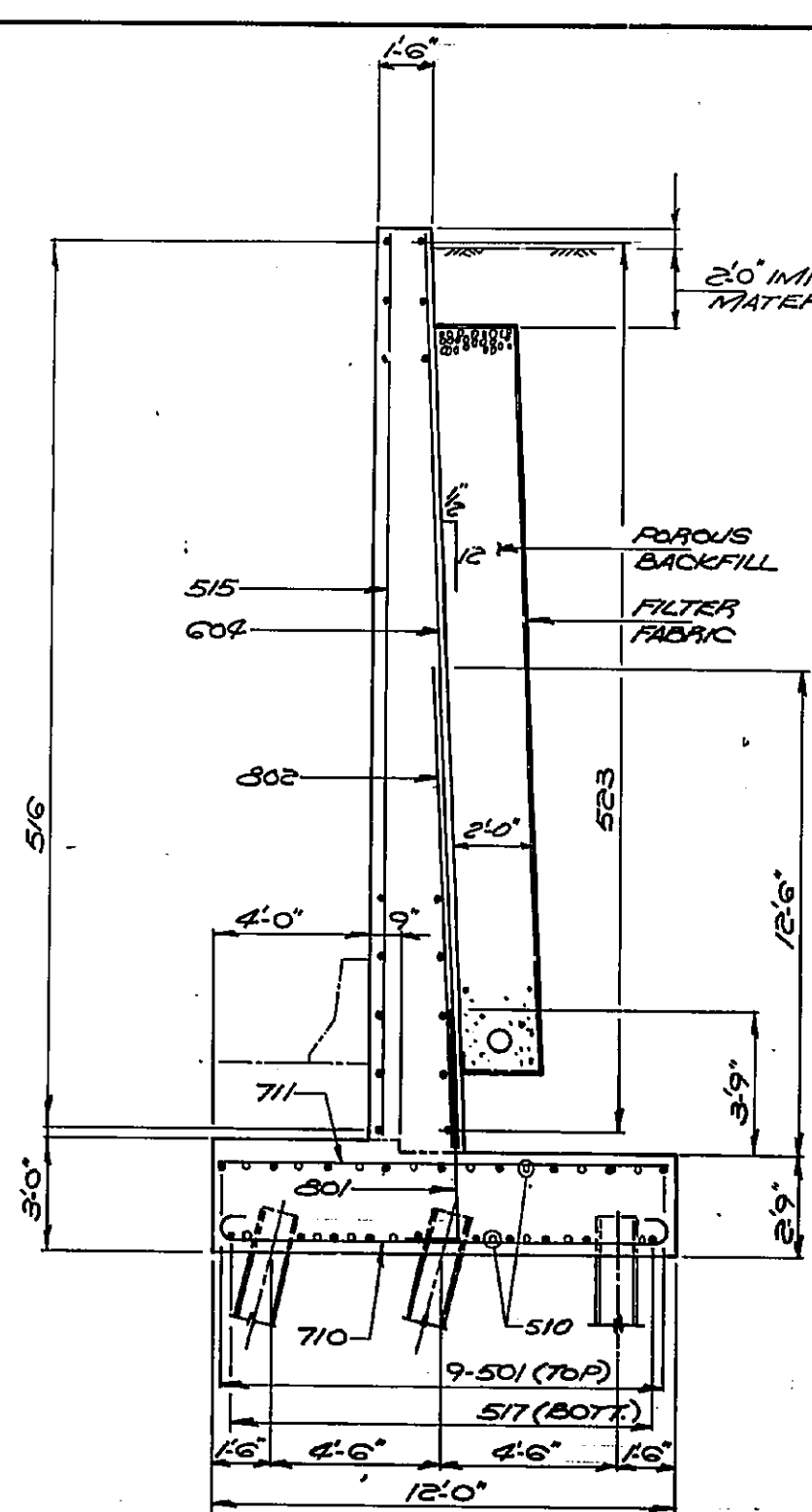
ELEVATION	ELEVATION TABLE													
	A	B	C	D	E	F	G	H	K	L	M	N	P	R
ABUT. A-1 (NB)	623.25	642.75	644.87	645.05	645.23	645.41	645.48	645.35	645.23	648.39	648.39	649.06	648.76	648.70
ABUT. A-2 (SB)	623.25	642.33	644.42	644.54	644.65	644.77	644.77	644.59	644.40	647.90	647.92	648.36	647.90	647.85

URS
OHIO TURNPIKE COMMISSION
 ABUTMENT A-1 (N.B.)
 ABUTMENT A-2 (S.B.)
 I-75 OVER THE I-75 CONNECTOR
 BR. # WOO-75-2889 L&R
 WOOD COUNTY
 STA. 259+94.37 TO STA. 261+27.45
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 310 OF 364

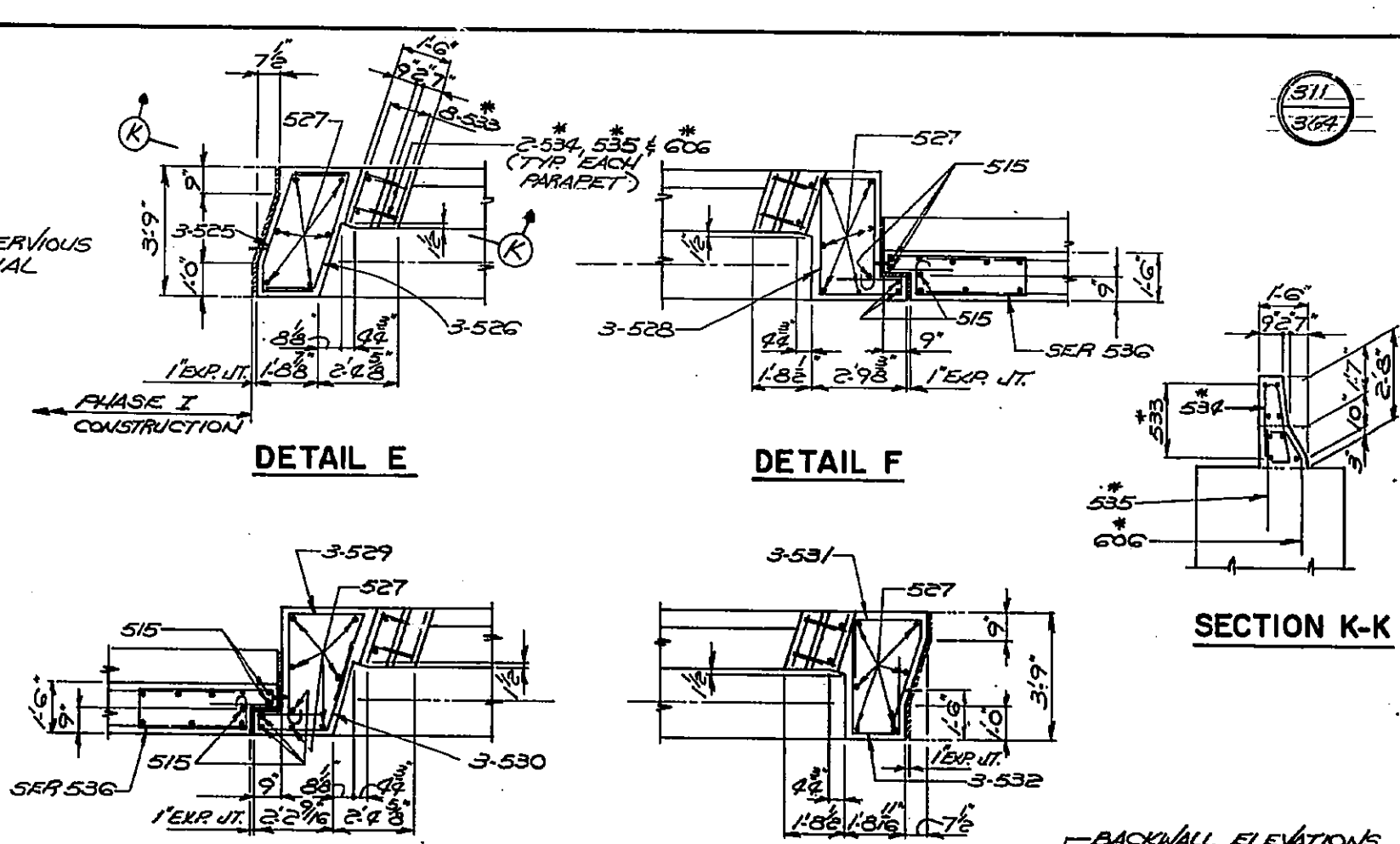




SECTION A-A



SECTION B-B



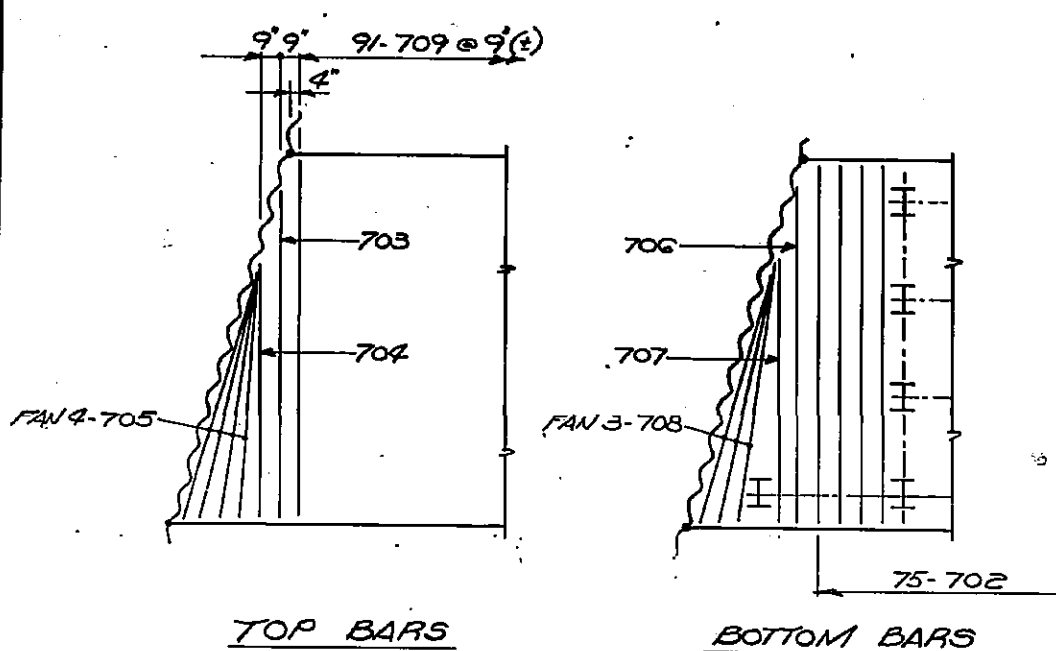
DETAIL E

DETAIL F

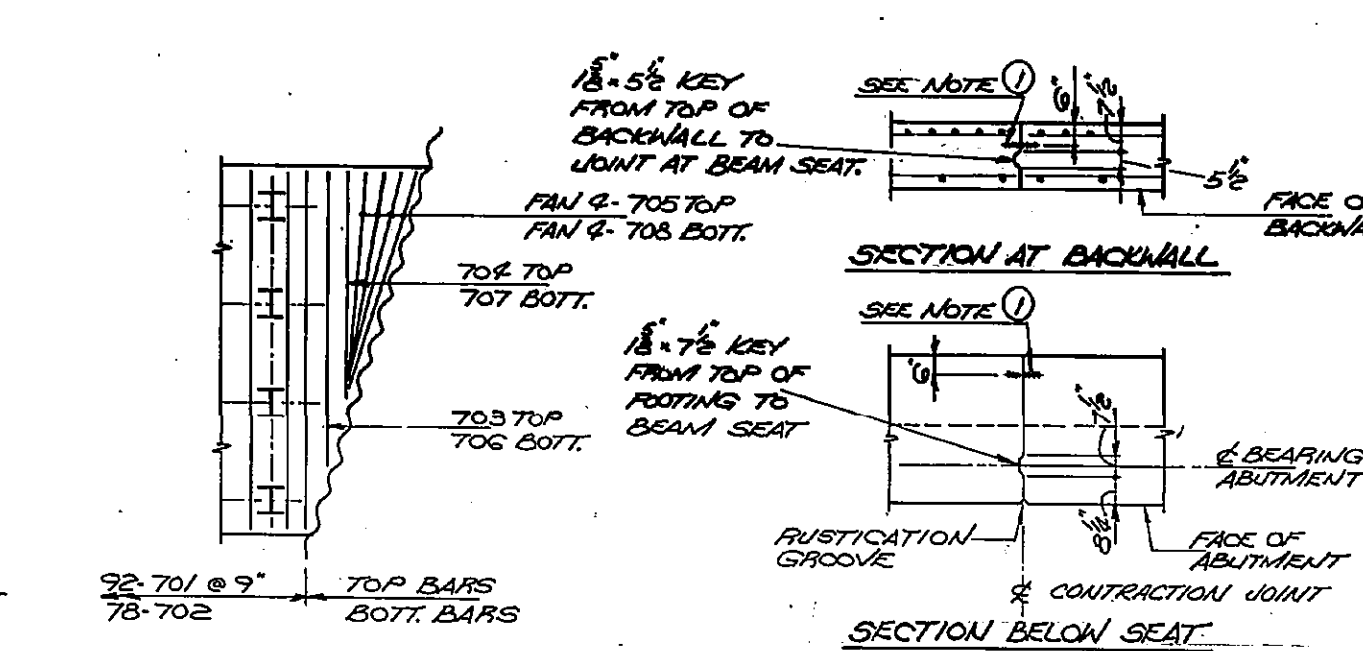
DETAIL G

DETAIL H

SECTION K-K

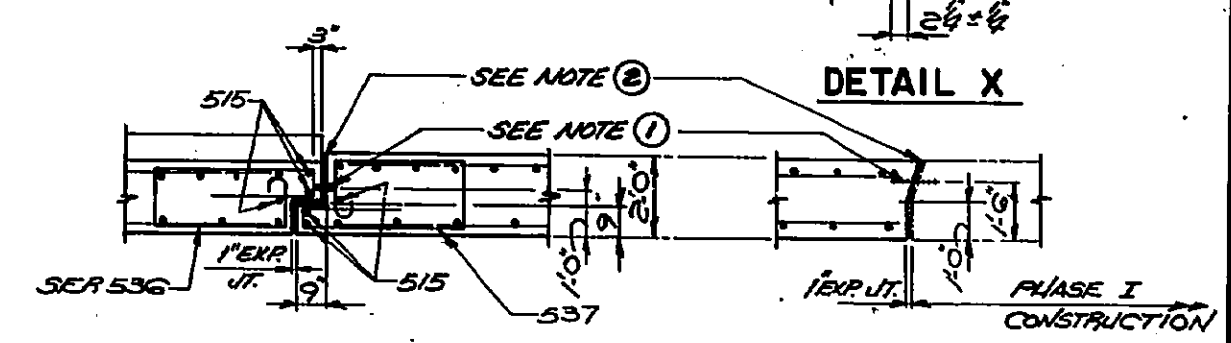


SECTION C-C



SECTION D-D

CONTRACTION JOINT DETAIL



DETAIL X

SECTION P-P (AS SHOWN)

SECTION P'-P' (OPP. HAND)

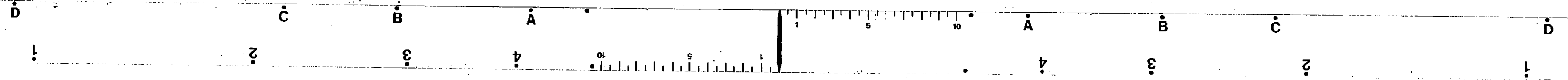
SECTION R-R (AS SHOWN)

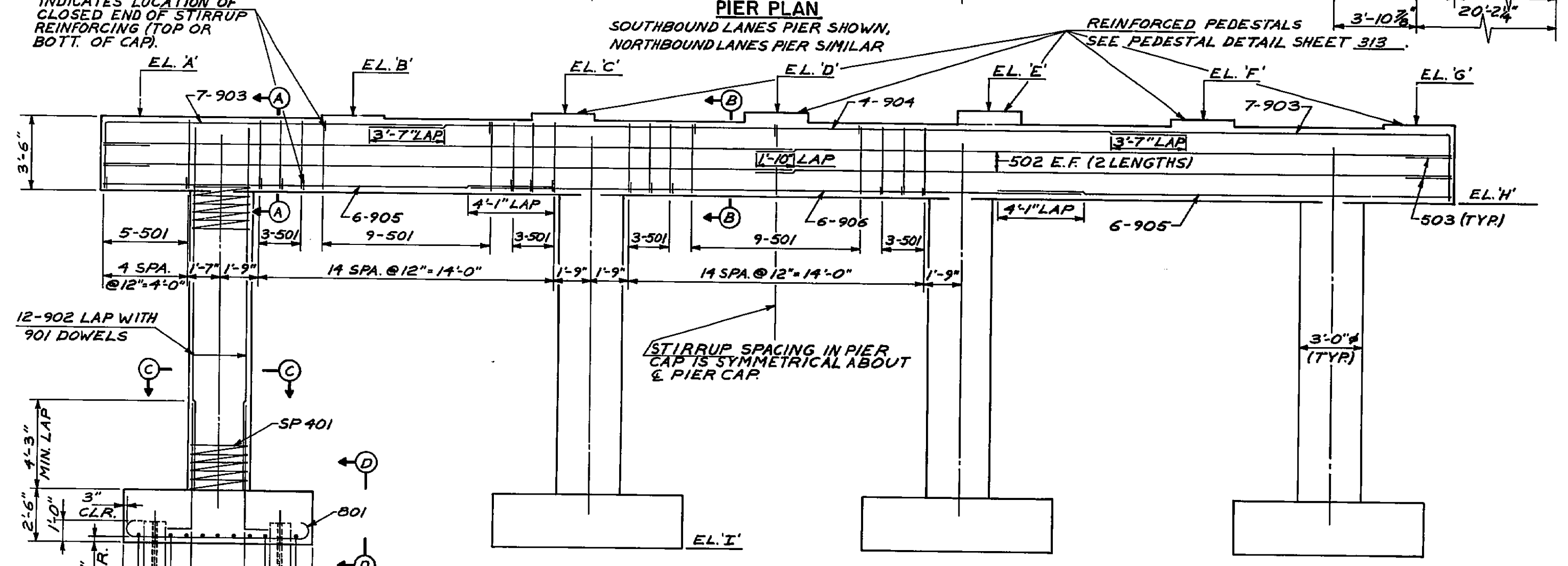
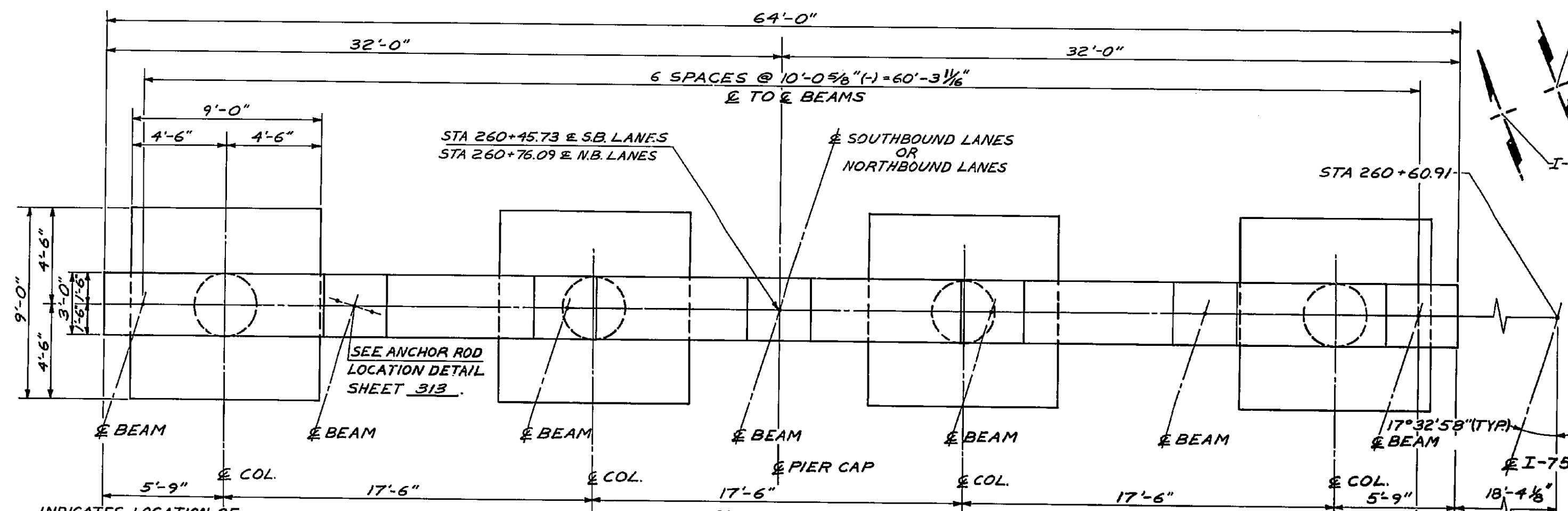
SECTION R'-R' (SIMILAR)

- NOTES**
- PVC WATERSTOP SHALL EXTEND FROM TOP OF FOOTING TO THE APPROACH SLAB SEAT OR 1'-0" BELOW TOP OF WALL. FOR WATERSTOP DETAILS SEE COMMON DETAIL SHEET 227.
 - 1" PREFORMED EXPANSION JOINT FILLER FROM TOP OF FOOTING TO TOP OF WALL.
 - FOR ADDITIONAL NOTES SEE SHEET 310.

URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT DETAILS	
I-75 OVER THE I-75 CONNECTOR	
BR. # WOO-75-2889 L&R	
WOOD COUNTY	
STA. 259+94.37 TO STA. 261+27.45	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 311 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	JWN	R.J.P.	JFP	2-12-90





ELEVATION
(TYPICAL BOTH PIERS)

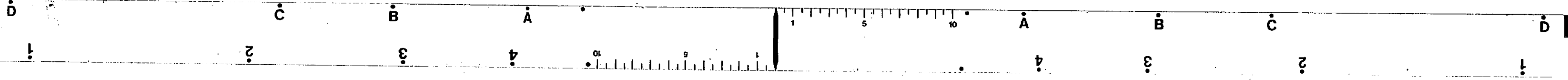
TABLE OF ELEVATIONS								
ELEVATION	A'	B'	C'	D'	E'	F'	G'	I'
S.B. LANES PIER	644.90	645.02	645.14	645.26	645.27	645.09	644.90	641.40
N.B. LANES PIER	644.33	644.51	644.69	644.88	644.95	644.83	644.71	640.83

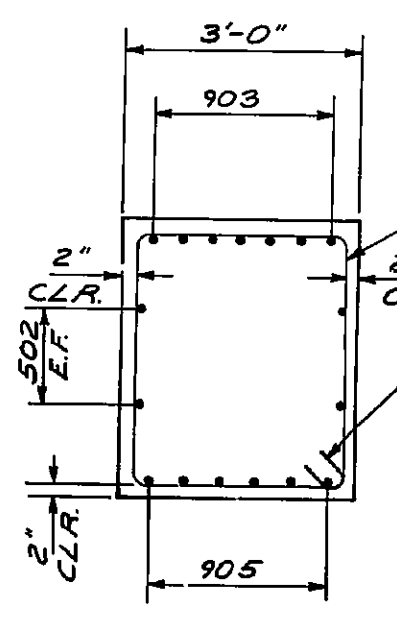
- NOTES
- THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:
SOUTHBOUND NORTHBOUND
PIER 1P @ 1SP 2P @ 2SP
 - CONCRETE PEDESTALS SHALL BE CAST MONOLITHIC WITH PIER CAP
 - BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
 - FOR SECTIONS "A-A", "B-B", "C-C" & "D-D" SEE SHEET 313.
 - BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

URS
OHIO TURNPIKE COMMISSION

PIER (N.B. & S.B.)
I-75 OVER THE I-75 CONNECTOR
BR.N. W00-75-2889 L&R
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 312 OF 364

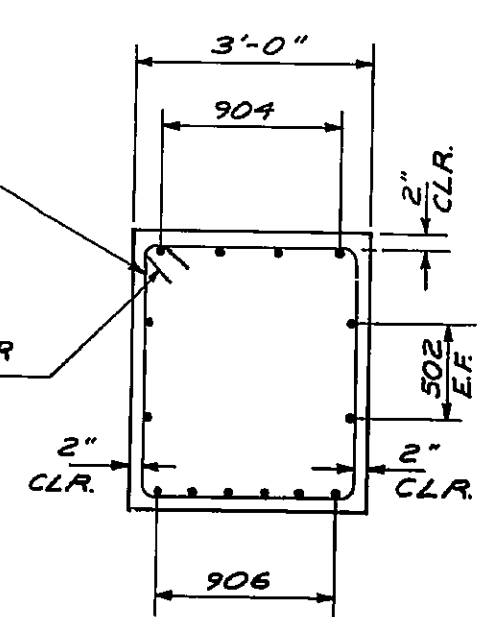
DESIGNED	CHECKED	DATE
BAB	P.R.P.	2-12-90



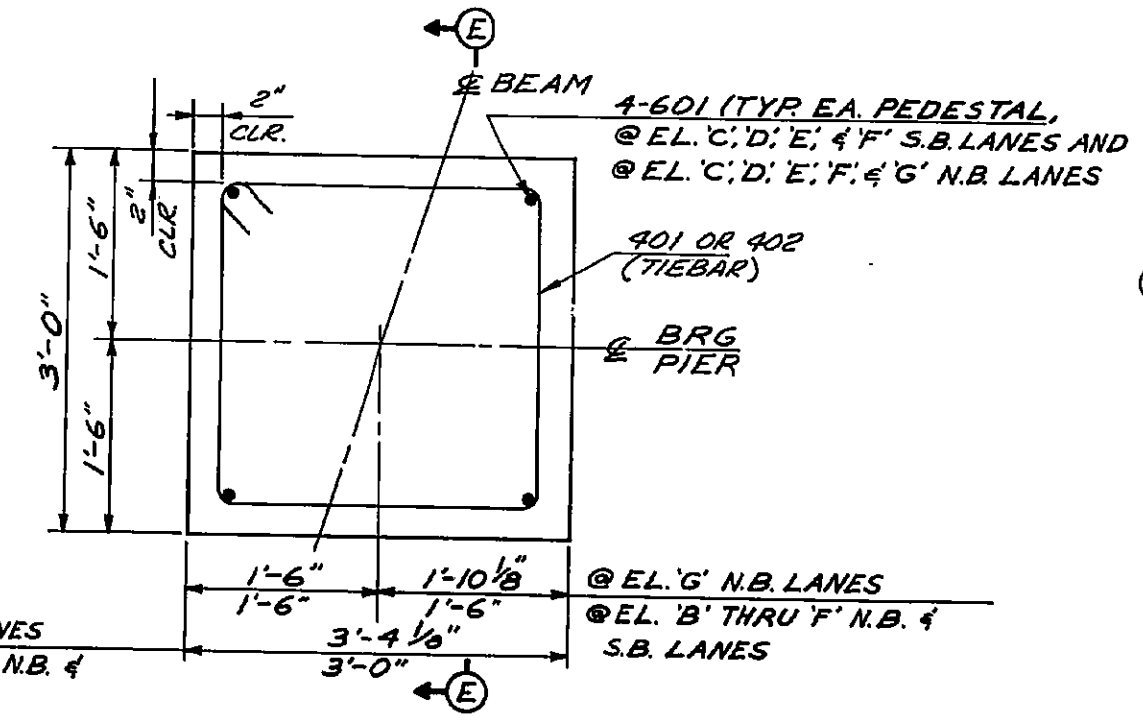


SECTION A-A

CLOSED END OF STIRRUP FOR PROPER PLACEMENT SEE PIER ELEVATION SHEET 312.

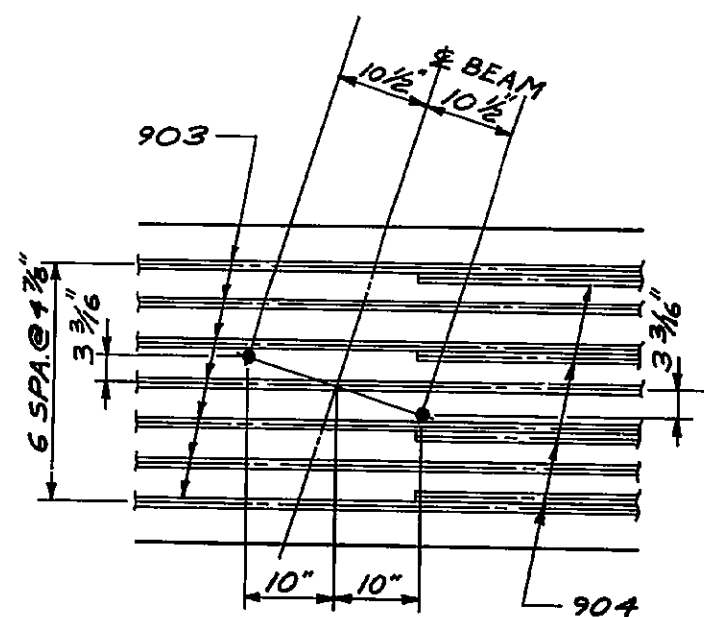


SECTION B-B

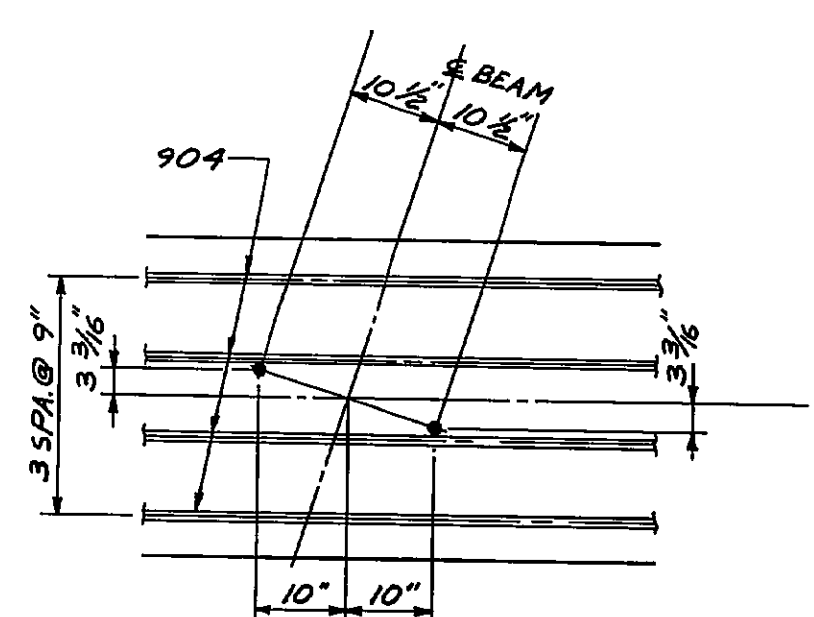


PEDESTAL PLAN

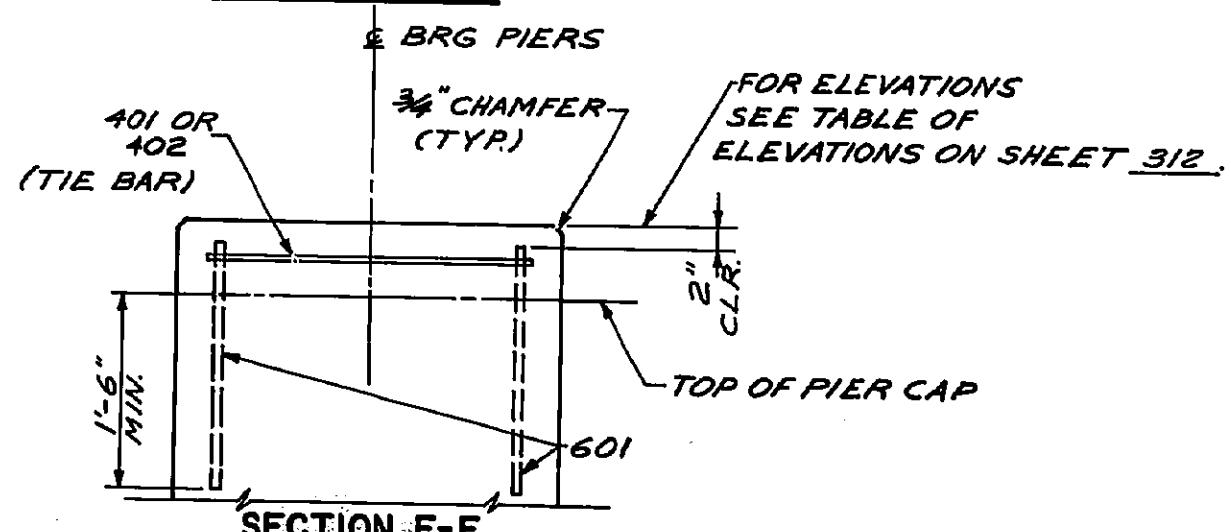
NOTE
① FOR LOCATION OF SECTIONS "A-A", "B-B", "C-C", & "D-D", ADDITIONAL NOTES AND DETAIL SEE SHEET 312.



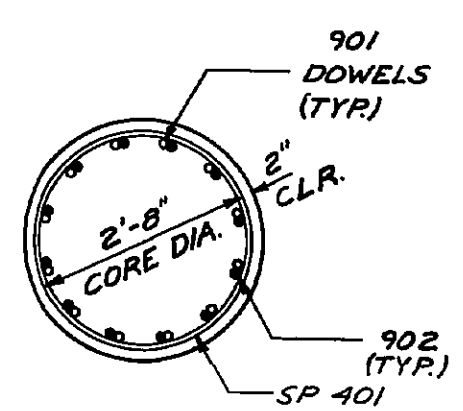
ANCHOR ROD LOCATION DETAIL



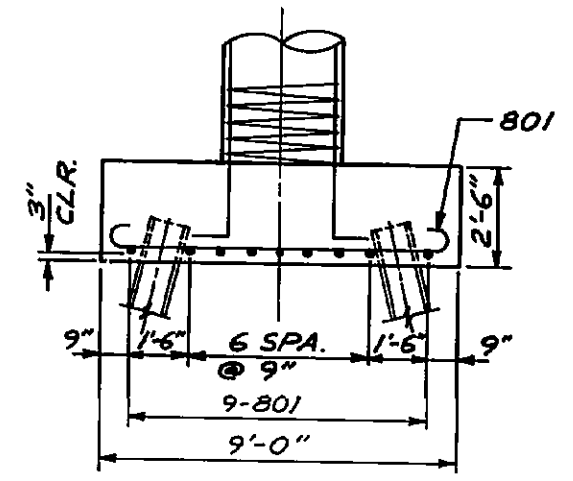
ANCHOR ROD LOCATION DETAIL



SECTION E-E
CONCRETE PEDESTAL DETAIL



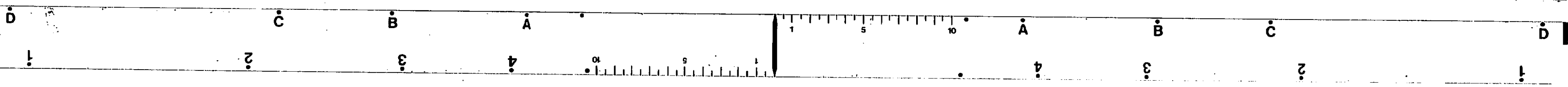
SECTION C-C

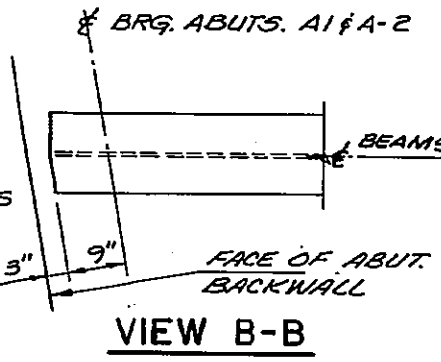
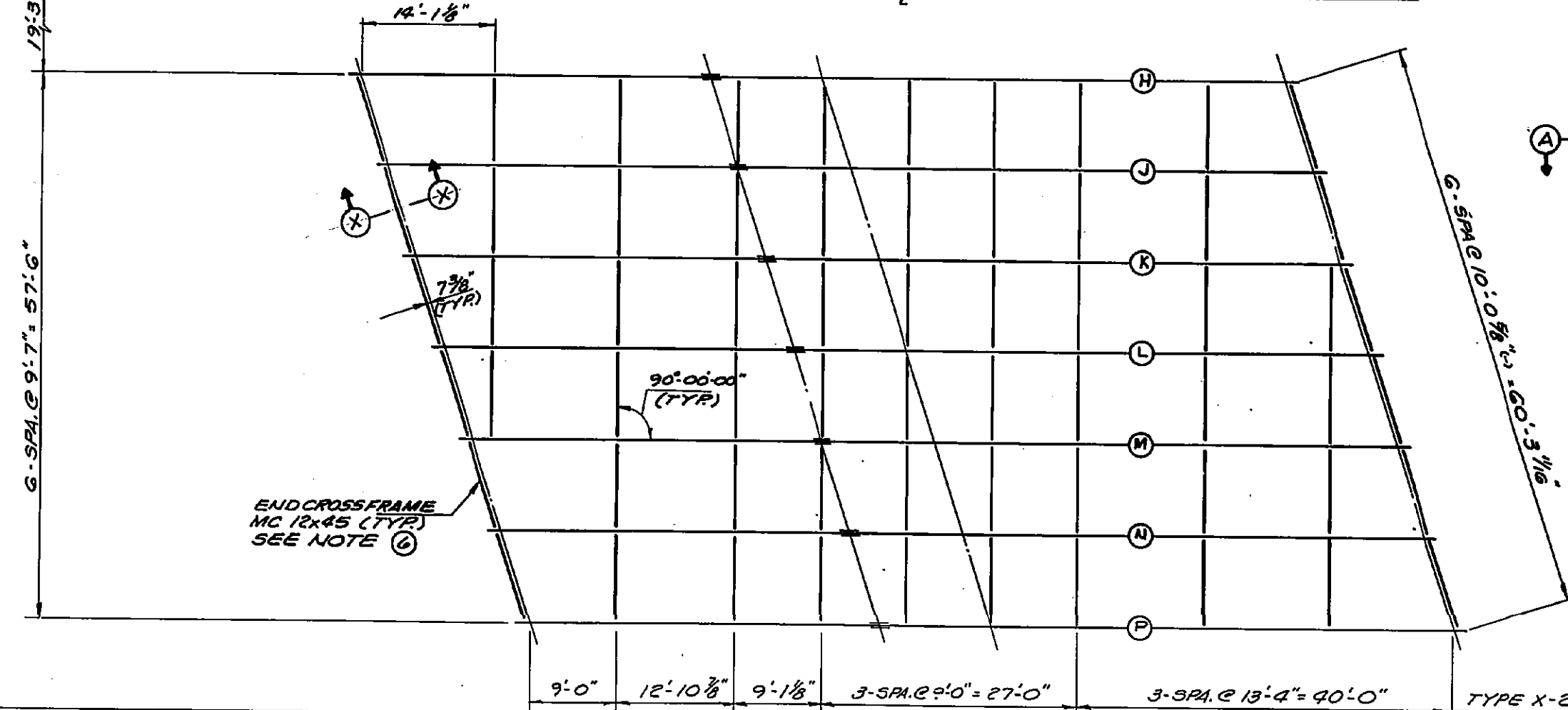
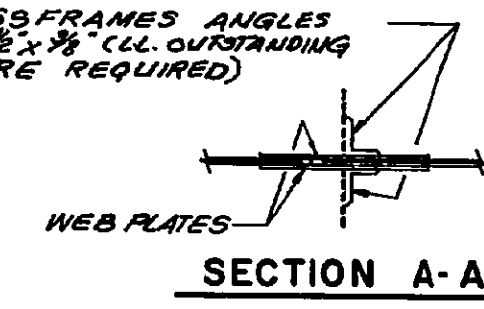
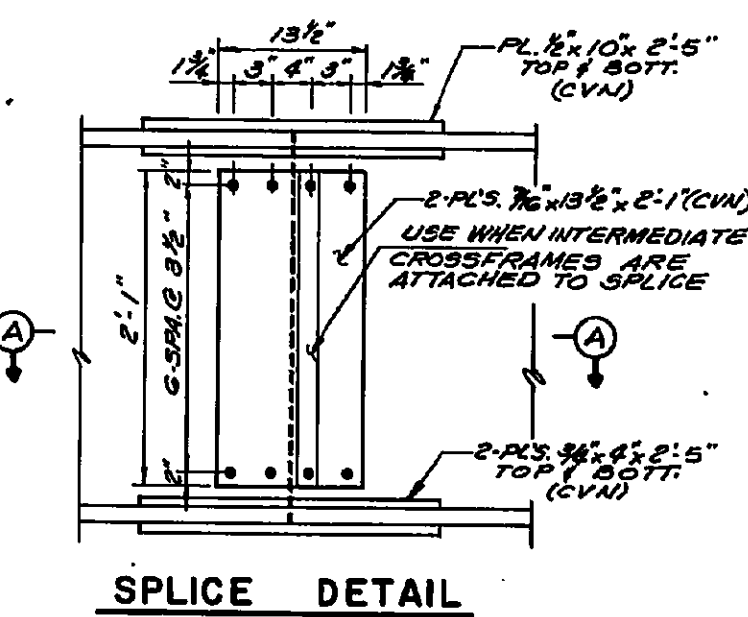
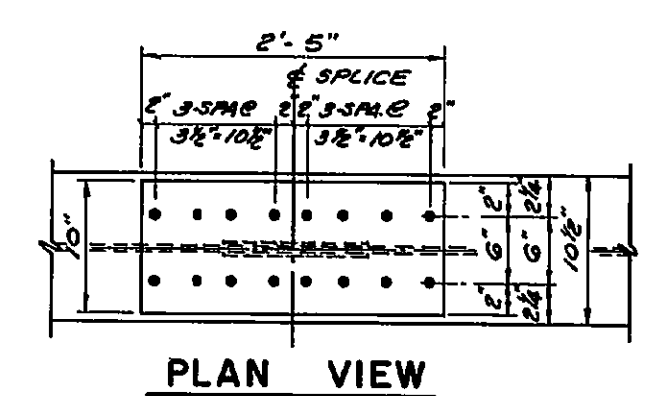
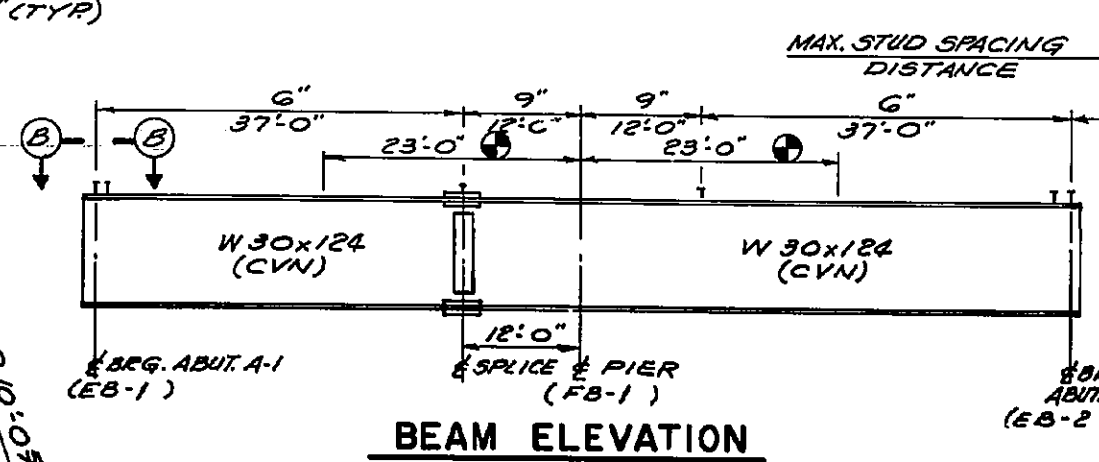
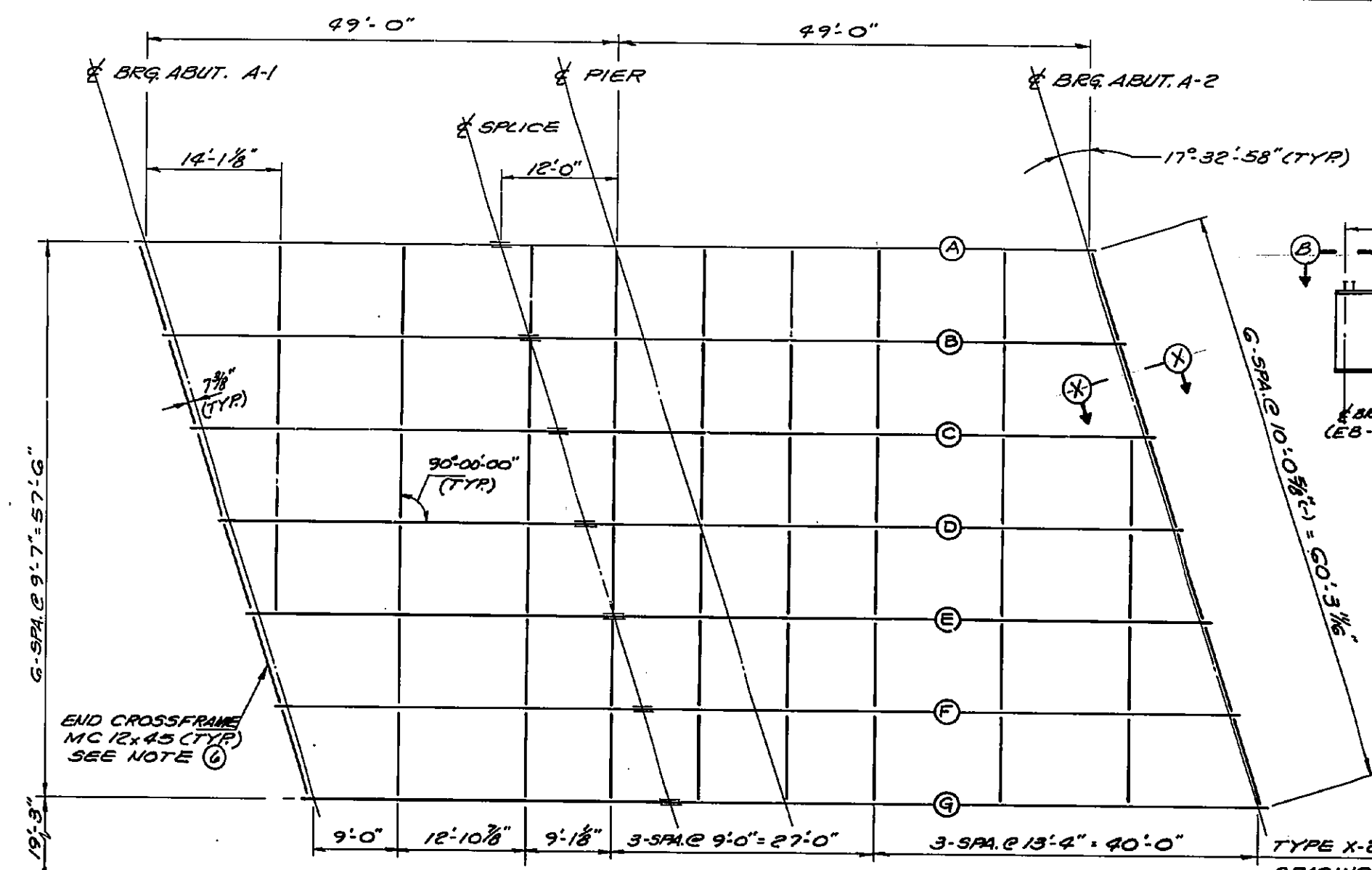


SECTION D-D

URS	
OHIO TURNPIKE COMMISSION	
PIER DETAILS	
I-75 OVER THE I-75 CONNECTOR	
BR. N° W00-75-2889 L&R	
WOOD COUNTY	
STA. 259+94.37 TO STA. 261+27.45	
DESIGN: BAB	DRAWN: P.R.P.
CHECKED: R.J.P.	REVIEWED: J.F.F.
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 313 OF 364

DESIGN: BAB	DRAWN: P.R.P.	CHECKED: R.J.P.	REVIEWED: J.F.F.	DATE: 2/90
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- NOTES**
- ALL STRUCTURAL STEEL SHALL BE ASTM A 572 GRADE 50 UNLESS NOTED OTHERWISE.
 - HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
 - WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPlice MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
 - WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANY WHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS, WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE. BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO/ANIS BRIDGE WELDING CODE, 1988.
 - WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CMS 513 AND AASHTO M-169.
 - FOR SECTION X-X, EXPANSION JOINT, AND END CROSSFRAME DETAILS SEE STANDARD DRAWING EXJ-4-87 SHEETS 1 THRU 5.
 - FOR INTERMEDIATE CROSSFRAMES AND STUD DETAILS SEE SHEET 228.
 - FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 316.
 - THE EXPANSION JOINTS AT ABUT. A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.
 - FOR LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS, SEE SHEET 315.

STRIP SEAL SIZE	JOINT SETTING DIMENSION "A"						
	TEMPERATURE °F						
3"	30	40	50	60	70	80	90
2"	1 15/16	1 1/2	1 1/8	1 1/8	1 1/8	1 1/8	1 3/4

SEE NOTE ② ON SHEET 315.

DESIGNED	BY	CHECKED	APPROVED	DATE
BAB	FF	R.J.P.	J.P.P.	2-12-10

FRAMING PLAN

⑪ THE HIGH STRENGTH BOLTS FOR ALL FIELD SPlices FOR NEW BEAMS SHALL BE MADE WITH 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING TO A-325, THE BOLTS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES AND TOP OF THE TOP FLANGE PLATES.

URS
OHIO TURNPIKE COMMISSION

FRAMING PLAN
I-75 OVER THE I-75 CONNECTOR
BR. NO. WOO-75-2889 L&R
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45
DATE: 2/190 SCALE: N.T.S.
CIP: 55-90-03 SHEET 314 OF 364

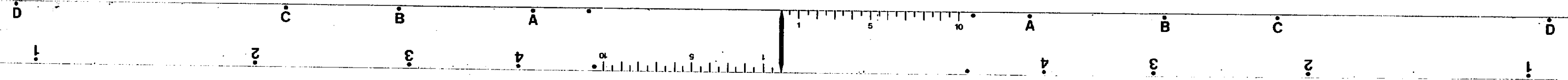


TABLE OF FINISHED PAVEMENT ELEVATIONS

LOCATION	SOUTHBOUND LANES							NORTHBOUND LANES						
	A	B	C	D	E	F	G	H	J	K	L	M	N	P
CENTERLINE BRIDGE ABUTMENT A-1	648.91	649.03	649.15	649.28	649.29	649.11	648.94	648.76	648.88	649.01	648.94	648.76	648.58	648.40
1/4 PT.	648.80	648.92	649.05	649.17	649.18	649.00	648.82	648.65	648.77	648.89	648.82	648.64	648.46	648.28
1/2 PT.	648.69	648.81	648.93	649.06	649.06	648.89	648.71	648.53	648.64	648.76	648.69	648.51	648.33	648.15
3/4 PT.	648.58	648.70	648.82	648.94	648.95	648.77	648.59	648.40	648.52	648.64	648.57	648.39	648.20	648.02
CENTERLINE BRIDGE PIER	648.46	648.58	648.70	648.82	648.83	648.65	648.46	648.27	648.39	648.51	648.44	648.25	648.07	647.89
1/4 PT.	648.34	648.46	648.58	648.69	648.70	648.52	648.34	648.14	648.26	648.37	648.30	648.12	647.94	647.75
1/2 PT.	648.21	648.33	648.45	648.57	648.57	648.39	648.21	648.01	648.12	648.24	648.16	647.98	647.80	647.61
3/4 PT.	648.08	648.20	648.32	648.43	648.44	648.26	648.07	647.87	647.98	648.10	648.02	647.84	647.65	647.47
CENTERLINE BRIDGE ABUTMENT A-2	647.95	648.07	648.18	648.30	648.30	648.12	647.93	647.72	647.84	647.95	647.88	647.69	647.51	647.32

SEE NOTE ①

- NOTES
- THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS, PRIOR TO THE POURING OF THE DECK CONCRETE. PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.
 - INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER VERTICAL FIT OF THE SUPPORT ARMOR ON THE BEAMS SHALL BE ACHIEVED BY USE OF SLOTTED HOLES IN THE SUPPORT ANGLES RATHER THAN BY CLAMPING FORCE.

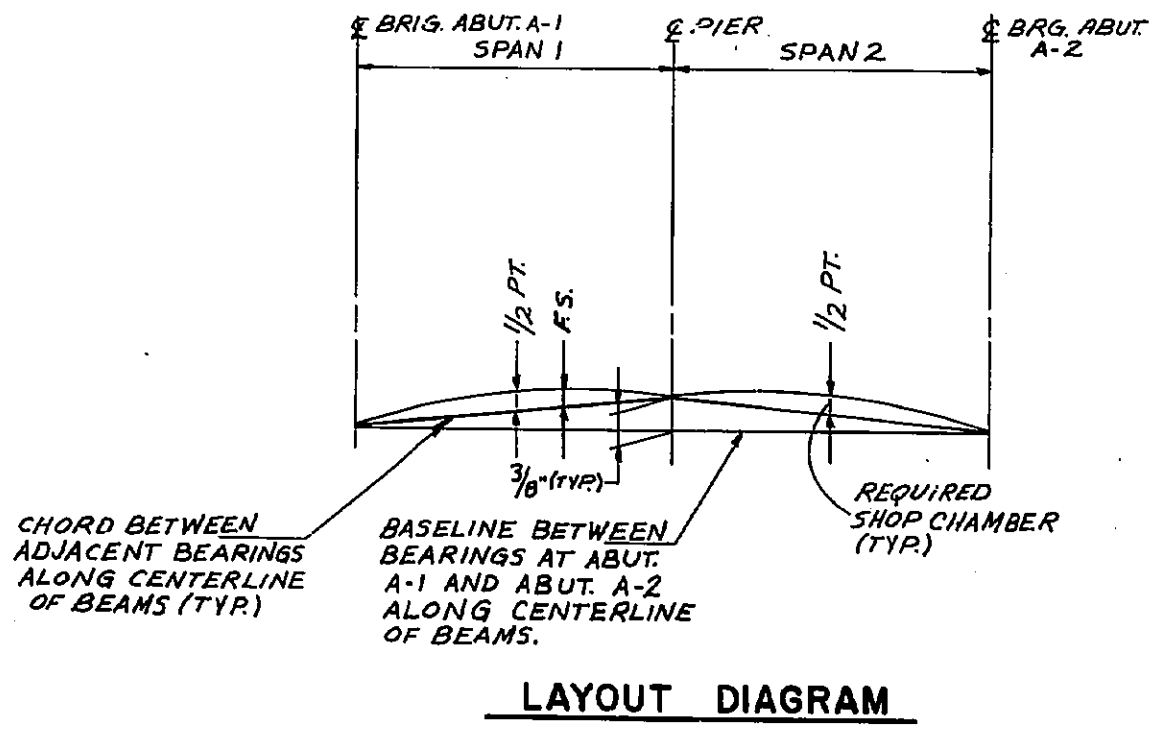
DEFLECTION AND CAMBER TABLE

LOCATION	ALL BEAMS		BEAMS A AND G BEAMS H AND P		BEAMS B THRU F BEAMS J THRU N	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/2 PT.	0.05	0.09	0.30	0.44	0.36	0.50
CENTERLINE SPLICE	0.02	0.07	0.14	0.23	0.17	0.26
CENTERLINE PIER-P-1						
1/2 PT.	0.05	0.09	0.30	0.44	0.36	0.50
CENTERLINE BRIDGE ABUTMENT A-2						

LEGEND

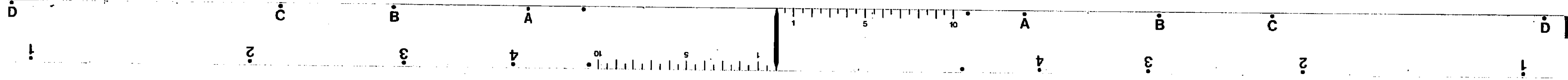
- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
- d REQUIRED SHOP CAMBER

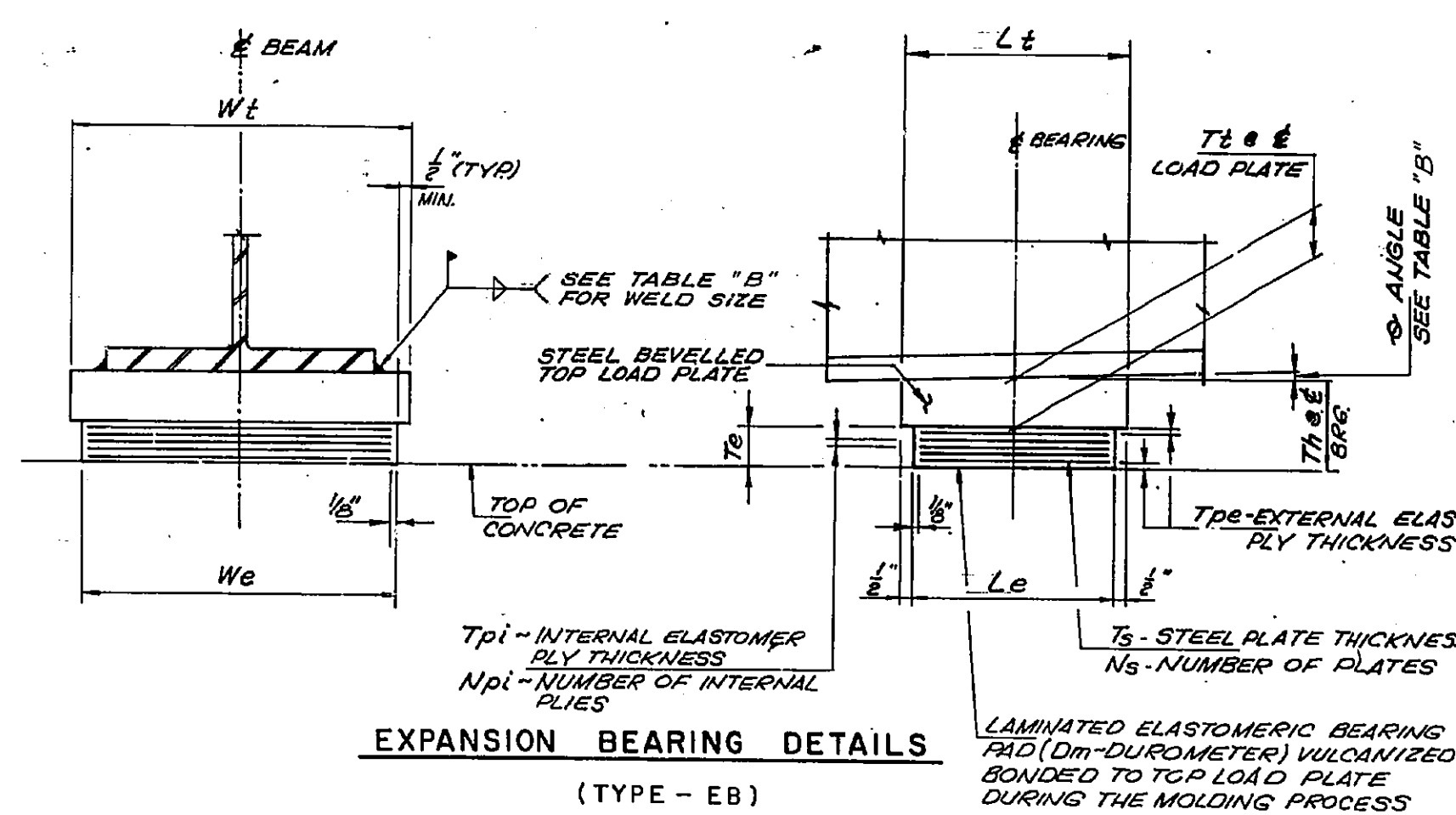
NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.



URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS &
PAVEMENT ELEVATIONS
I-75 OVER THE I-75 CONNECTOR
BR.N# WOO-75-2889 L&R
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 315 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	JTJ	R.J.P.	JFP	2-12-90

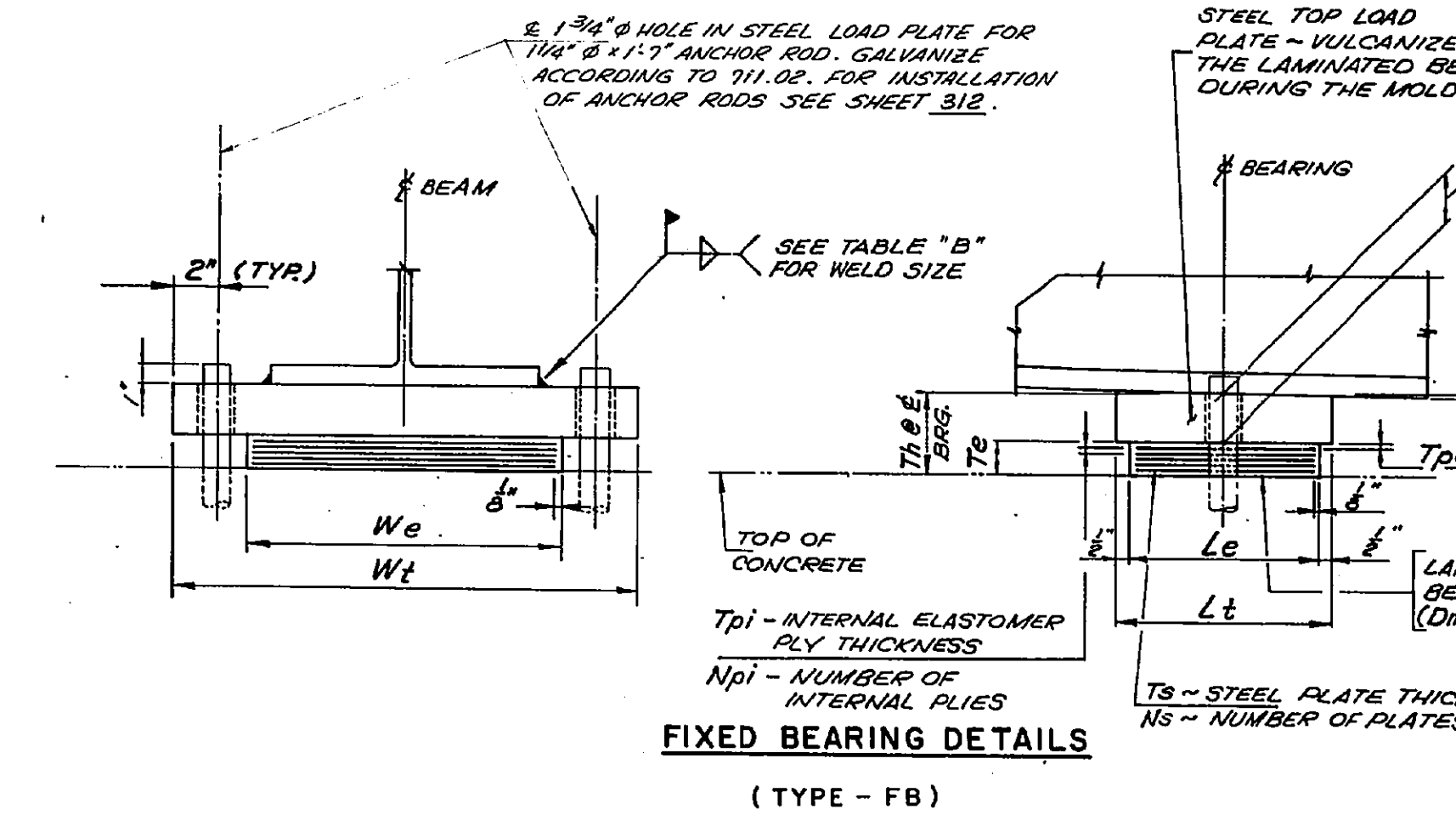
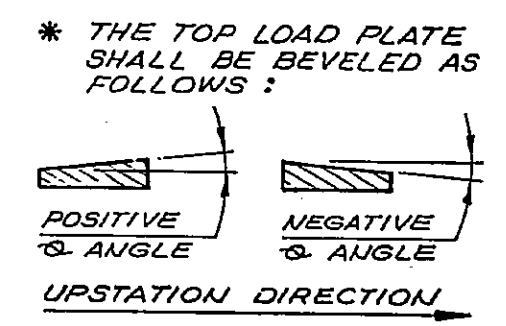




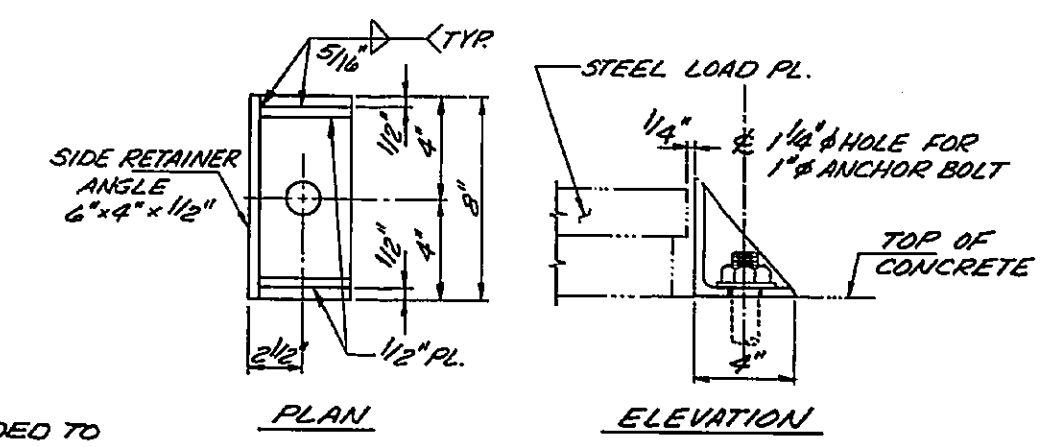
EXPANSION BEARING DETAILS
(TYPE - EB)

BEARING TABLE "B"

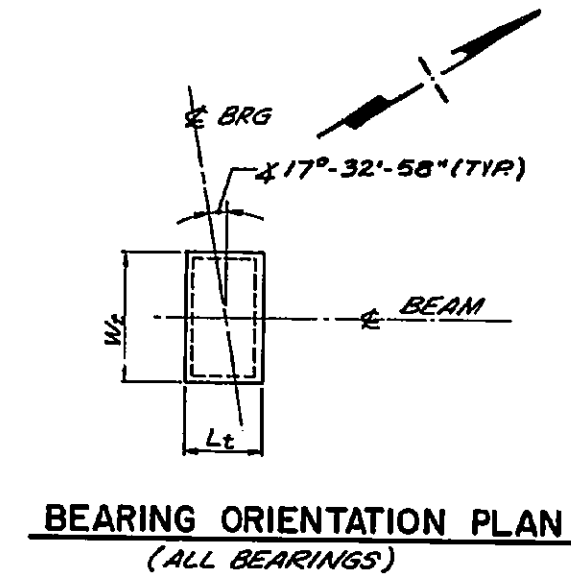
LOCATION	BEARING TYPE	N ^o REQD.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE Ø *	T _t	WELD SIZE
ABUT. A-1	EB-1	14	30.9	51.8	-0°-45'	1 1/2"	5/16"
PIER	FB-1	14	102.5	59.6	-0°-45'	1 1/2"	5/16"
ABUT. A-2	EB-1	14	30.9	51.8	-0°-45'	1 1/2"	5/16"



FIXED BEARING DETAILS
(TYPE - FB)



SIDE RETAINER DETAIL



BEARING ORIENTATION PLAN
(ALL BEARINGS)

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: ±20% OF DESIGN VALUE (NOT TO EXCEED ±1/8")
- PLAN DIMENSIONS: -0, +1/4"
- DESIGN THICKNESS "T_t" ≤ 1 1/4": -0, +1/8"
- DESIGN THICKNESS "T_e" ≤ 1 1/4": -0, +1/4"
- EDGE COVER OF EMBEDDED LAMINATES: -0, +1/8"
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ±10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ±10°F.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02 FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 312.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.

BEARING DIMENSION TABLE "A"

BEARING TYPE	D _m	L _e	W _e	T _e	L _t	W _t	T _t	Th	T _{pe}	T _{pi}	N _{pi}	T _s	N _s	RETAINER ANGLES
EXP. EB-1	50	7 1/2"	11"	1 7/16"	8 1/2"	12"	1 1/2"	2 7/8"	0.136"	0.190"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
FIXED FB-1	50	10"	19"	1 3/4"	11"	25"	1 1/2"	3 1/4"	0.181"	0.254"	4	0.0747"	5	NO

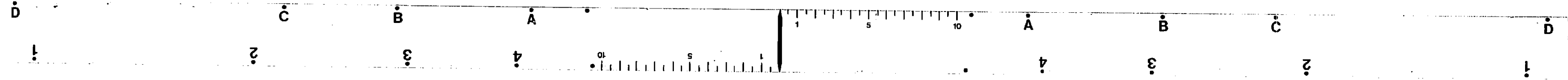
DESIGNER	CHECKED	DATE
RER	RJP	JFP 2-1-90

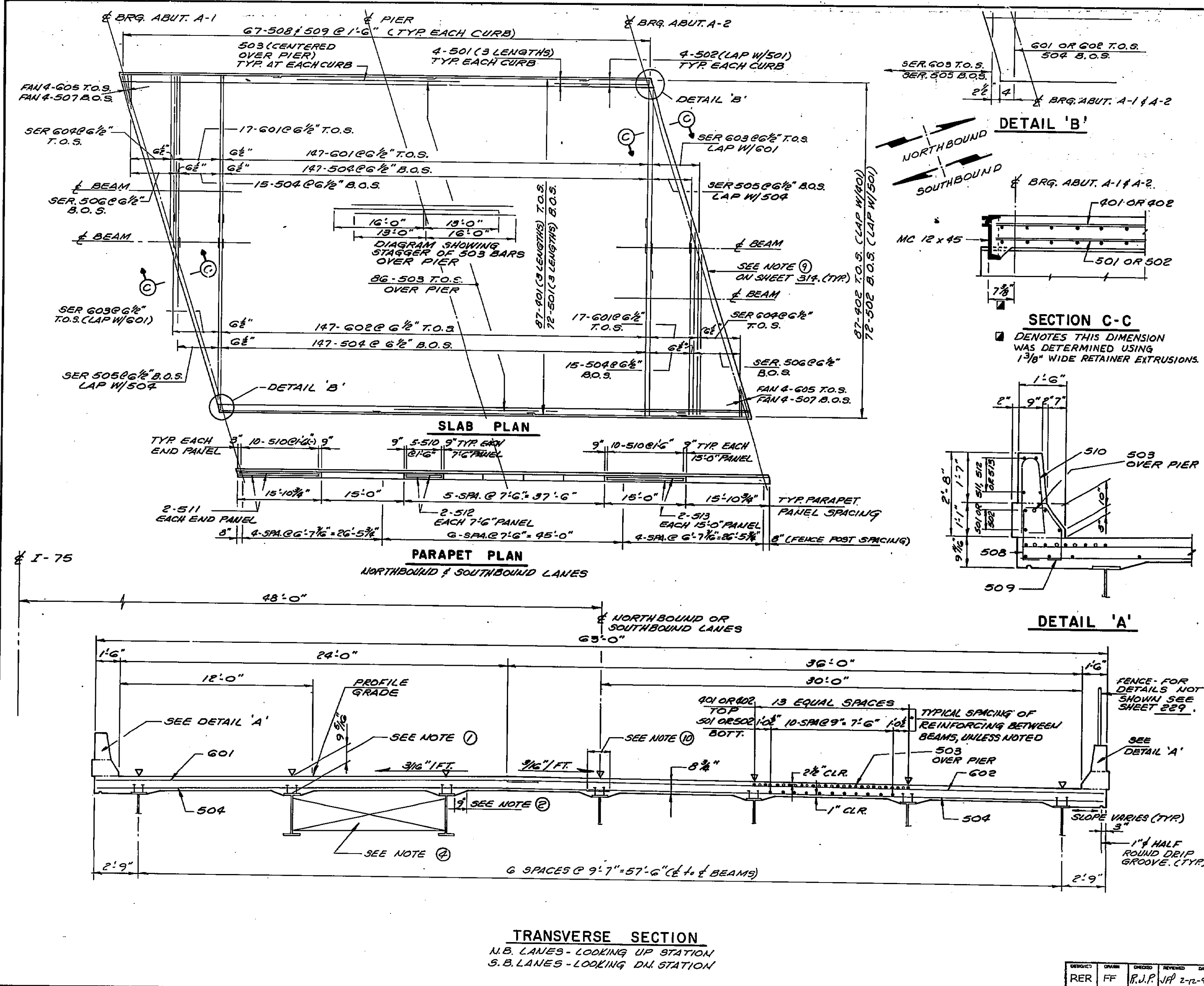
URS

OHIO TURNPIKE COMMISSION

BEARING DETAILS

I-75 OVER THE I-75 CONNECTOR
BR. N^o WOO-75-2889 LBR
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 316 OF 364

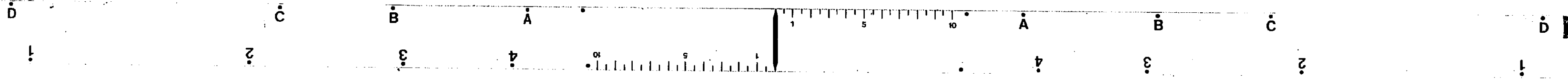




- NOTES**
- DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE STEEL BEAM IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISH GRADE.
 - A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
 - THE PREFIX "ES" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
 - FOR FRAMING PLAN, CROSSFRAME DETAILS AND ADDITIONAL FRAMING DETAILS, SEE SHEET 312.
 - FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES SHEETS 223, 224 AND 225.
 - TYPICAL BAR LAPS SHALL BE AS FOLLOWS UNL:
 - #4 BARS - 1'-7"
 - #5 BARS - 1'-11"
 - #6 BARS - 2'-3"
 - TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.
 - 1/4" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE STD DWG. BR-1 FOR DETAILS.
 - ▽ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS. FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 315.
 - MINIMUM LAP FOR BOTTOM #5 TRANSVERSE BARS SHALL BE 2'-6".

URS	
OHIO TURNPIKE COMMISSION	
SLAB PLAN & TRANSVERSE SECTION	
I-75 OVER THE I-75 CONNECTOR	
BR. NO. W00-75-2889 L&R	
WOOD COUNTY	
STA. 259+94.37 TO STA. 261+27.45	
DATE: 2/90	SCALE: 1/2" = 1'-0"
CIP: 55-90-03	SHEET 317 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	FF	R.J.P.	J.P.	2-12-90



MARK	No. REQD.	LGTH.	U C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	54	30-6	ST					1718	
1 A 502	24	36-0	ST					901	
SERIES	2-SETS	35-9							
OF	OF 11=	TO	ST					11	
1 A 503	22 BAR	39-8					0-4--	865	
1 A 504	41	33-5	ST					1429	
1 A 505	13	32-11	ST					446	
1 A 506	13	37-5	ST					507	
1 A 507	13	36-8	ST					497	
1EA 508	11	32-11	ST					378	
1EA 509	11	36-8	ST					421	
1 A 510	66	10-0	ST					688	
1 A 511	24	18-5	ST					461	
1 A 512	25	18-9	ST					489	
1EA 513	96	6-8	2	1-9	3-5			668	
1 A 514	96	5-8	12	4-0	1-9	1-3		569	
1 A 515	32	22-2	ST					740	
1 A 516	16	28-2	ST					470	
1 A 517	10	32-8	ST					341	
1 A 518	2	37-9	ST					79	
1 A 519	14	36-11	ST					539	
1 A 520	14	36-2	ST					528	
1EA 521	11	36-2	ST					415	
1EA 522	11	33-5	ST					383	
1 A 523	16	29-8	ST					495	
1 A 524	48	18-11	ST					947	
1 A 525	3	6-5	51					20	
1 A 526	3	6-5	18	3-5	1-8	1-5	1-1	20	
1 A 527	24	5-2	ST					129	
1 A 528	3	13-6	24	3-5	0-5	2-2	2-5	42	
1 A 529	3	8-4	52					26	
1 A 530	3	6-3	53					20	
1 A 531	3	6-9	54					21	
1 A 532	3	7-1	3	3-5	1-5	2-6		22	
1EA 533	32	1-6	ST					50	
1EA 534	8	5-4	23	2-2	2-5			45	
1EA 535	8	3-0	ST					25	
SERIES	2-SETS	12-2		1-2	0-5	2-2	4-0	3	
OF	OF 16=	TO	24	TO	TO	TO	TO	0-2--	
1 A 536	32 BAR	14-11		2-1	1-4	2-2	4-0	16	
1 A 537	54	13-2	24	1-8	0-5	2-2	4-0	739	
1EA 550	20	3-6	19	0-8	0-6	0-8	2-1	72	
1EA 551	4	2-9	ST					11	
1EA 552	24	4-4	ST					108	
1EA 553	4	5-4	23	2-2	2-5			22	
1EA 554	16	3-0	6	2-5				50	
1EA 555	8	4-2	ST					35	
1EA 556	4	13-8	60					57	
1EA 557	4	13-8	ST					57	
1EA 558	8	15-8	ST					131	
SERIES	2-SETS	15-5						5	
OF	OF 4=	TO	ST					0-4--	
1 A 560	8 BAR	16-6						133	
1 A 561	24	3-6	ST					88	
1EA 562	12	15-8	ST					196	
1EA 563	24	2-1	ST					52	
1EA 601	126	5-7	2	2-6	0-11			1057	
1EA 602	126	5-3	2	2-1	1-5			994	
1EA 603	130	9-3	2	4-1	1-5			1806	
1 A 604	29	22-5	ST					976	
1EA 605	4	7-5	2	3-2	1-5			45	
1EA 606	8	3-10	19	0-9	0-6	0-8	2-5	46	
1EA 620	24	4-6	1	1-0	3-8			162	

MARK	No. REQD.	LGTH.	U C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 701	183	13-6	ST					5050	
1 A 702	153	15-2	7	13-6				4743	
1 A 703	2	12-2	ST					50	
1 A 704	2	9-10	ST					40	
1 A 705	8	8-6	ST					139	
1 A 706	2	13-8	6	12-10				56	
1 A 707	2	11-3	6	10-5				46	
1 A 708	7	10-1	6	9-3				144	
1 A 709	131	17-0	ST					4552	
1 A 710	35	13-2	7	11-6				942	
1 A 711	35	11-6	ST					823	
1 A 801	57	7-4	13	1-4	6-2	0-3		1116	
1 A 802	28	12-6	ST					935	
1EA 803	82	4-10	38	2-7	1-5	1-0		1058	
1 A1001	259	9-10	1	1-10	8-3			10913	
1 A1002	128	11-6	ST					6334	
NON-EPOXY COATED = 51279 EPOXY COATED = 8344									
ABUTMENT 2									
2 A 501	54	30-6	ST					1718	
2 A 502	24	36-0	ST					901	
SERIES	2-SETS	35-9							
OF	OF 11=	TO	ST					11	
2 A 503	22 BAR	39-8					0-4--	865	
2 A 504	41	33-5	ST					1429	
2 A 505	13	32-11	ST					446	
2 A 506	13	37-5	ST					507	
2 A 507	13	36-8	ST					497	
2EA 508	11	32-11	ST					378	
2EA 509	11	36-8	ST					421	
2 A 510	66	10-0	ST					688	
2 A 511	24	17-11	ST					448	
2 A 512	25	17-9	ST					463	
2EA 513	96	6-8	2	1-9	3-5			668	
2 A 514	96	5-8	12	4-0	1-9	1-3		569	
2 A 515	32	21-2	ST					706	
2 A 516	16	28-2	ST					470	
2 A 517	10	32-8	ST					341	
2 A 518	2	37-9	ST					79	
2 A 519	14	36-11	ST					539	
2 A 520	14	36-2	ST					528	
2EA 521	11	36-2	ST					415	
2EA 522	11	33-5	ST					383	
2 A 523	16	29-8	ST					495	
2 A 524	48	17-4	ST					868	
2 A 525	3	6-5	51					20	
2 A 526	3	6-5	18	3-5	1-8	1-5	1-1	20	
2 A 527	24	5-2	ST					129	
2 A 528	3	13-6	24	3-5	0-5	2-2	2-5	42	
2 A 529	3	8-4	52					26	
2 A 530	3	6-3	53					20	
2 A 531	3	6-9	54					21	
2 A 532	3	7-1	3	3-5	1-5	2-6		22	
2EA 533	32	1-6	ST					50	
2EA 534	8	5-4	23	2-2	2-5			45	
2EA 535	8	3-0	ST					25	
SERIES	2-SETS	12-2		1-2	0-5	2-2	4-0	3	
OF	OF 16=	TO	24	TO	TO	TO	TO	0-2--	
2 A 536	32 BAR	14-11		2-1	1-4	2-2	4-0	16	

MARK	No. REQD.	LGTH.	U C	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 537	54	13-2	24	1-8	0-5	2-2	4-0	739	
2EA 550	20	3-6	19	0-8	0-6	0-8	2-1	72	
2EA 551	4	2-9	ST					11	
2EA 552	24	4-4	ST					108	
2EA 553	4	5-4	23	2-2	2-5			22	
2EA 554	16	3-0	6	2-5				50	
2EA 555	8	4-2	ST					35	
2EA 556	4	13-8	60					57	
2EA 557	4	13-8	ST					57	
2EA 558	8	15-8	ST					131	
SERIES	2-SETS	15-5						5	
OF	OF 4=	TO	ST					0-4--	
2 A 560	8 BAR	16-6						133	
2 A 561	24	3-6	ST					88	
2EA 562	12	15-8	ST					196	
2EA 563	24	2-1	ST					52	
2EA 601	126	5-7	2	2-6	0-11			1057	
2EA 602	126	5-3	2	2-1	1-5			994	
2EA 603	130	9-3	2	4-1	1-5			1806	
2 A 604	29	22-5	ST					933	
2EA 605	4	7-5	2	3-2	1-5			45	
2EA 606	8	3-10	19	0-9	0-6	0-8	2-5	46	
2EA 620	24	4-6	1	1-0	3-8			162	
2 A 701	183	13-6	ST					5050	
2 A 702	153	15-2	7	13-6				4743	
2 A 703	2	12-2	ST					50	
2 A 704	2	9-10	ST					40	
2 A 705	8	8-6	ST					139	
2 A 706	2	13-8	6	12-10				56	
2 A 707	2	11-3	6	10-5				46	
2 A 708	7	10-1	6	9-3				144	
2 A 709	131	17-0	ST					4307	
2 A 710	35	13-2	7	11-6				942	
2 A 711	35	11-6	ST					823	
2 A 801	57	7-4	13	1-4	6-7	0-3		1180	
2 A 802	28	12-6	ST	</					

MARK	No. REQD.	LGTH.	W. C.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 1									
1 P 401	4	11-1	14	2-8	2-8			30	
1 P 501	55	12-2	14	3-2	2-8			696	
1 P 502	8	32-9	ST					273	
1 P 503	4	6-3	2	2-0	2-6			26	
1 P 601	16	1-10	ST					44	
1 P 801	72	10-4	7	8-6				1986	
1 P 901	48	7-10	1	1-7	6-6			1278	
1 P 902	48	17-5	ST					2842	
1 P 903	14	19-0	1	3-2	16-1			904	
1 P 904	4	38-8	ST					526	
1 P 905	12	21-4	ST					870	
1 P 906	6	29-2	ST					595	
TOTAL PIER 1 =								10070	

MARK	No. REQD.	LGTH.	W. C.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 2									
2 P 401	4	11-1	14	2-8	2-8			30	
2 P 402	1	11-9	14	3-0	2-8			8	
2 P 501	55	3-2	ST					182	
2 P 502	8	32-9	ST					273	
2 P 503	4	6-3	2	2-0	2-6			26	
2 P 601	20	2-0	ST					60	
2 P 801	72	10-4	7	8-6				1986	
2 P 901	48	7-10	1	1-7	6-6			1278	
2 P 902	48	16-10	ST					2747	
2 P 903	14	19-0	1	3-2	16-1			904	
2 P 904	4	38-8	ST					526	
2 P 905	12	21-4	ST					870	
2 P 906	6	29-2	ST					595	
TOTAL PIER 2 =								9485	

MARK	No. REQD.	LGTH.	W. C.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
SUPERSTRUCTURE									
ES 401	522	30-0	ST					10461	
ES 402	174	13-9	ST					1598	
ES 501	480	30-0	ST					15019	
ES 502	160	15-0	ST					2503	
ES 503	176	29-0	ST					5323	
ES 504	648	32-7	ST					22022	
SERIES	4-SETS	7-5						13	
OF	OF 15=	TO	ST					1-8--	
ES 505	60 BAR	31-8						16	
SERIES	4-SETS	8-0						13	
OF	OF 17=	TO	ST					1-8--	
ES 506	68 BAR	35-9						16	
ES 507	16	7-6	ST					125	
ES 508	268	2-4	1	0-10	1-7			641	
ES 509	268	3-2	20	0-11	0-9	0-6		883	
ES 510	260	5-4	23	2-2	2-5			1446	
ES 511	32	15-6	ST					517	
ES 512	80	7-2	ST					598	
ES 513	32	14-8	ST					490	
ES 601	362	27-8	ST					15043	
ES 602	294	37-2	ST					16412	
SERIES	4-SETS	8-6						13	
OF	OF 17=	TO	ST					1-8--	
ES 603	68 BAR	36-3						16	
SERIES	4-SETS	8-0						11	
OF	OF 15=	TO	ST					1-8--	
ES 604	60 BAR	32-2						16	
ES 605	16	7-6	ST					180	
TOTAL SUPERSTRUCTURE =								100130	

SPIRAL REINFORCING SCHEDULE					
MARK	No. REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1 SP401	4	2-8	14-7	3-0	1704
SPIRAL PIER 2					
2 SP401	4	2-8	14-0	3-0	1636

FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL-FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM REINFORCING IN PIER CAP INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

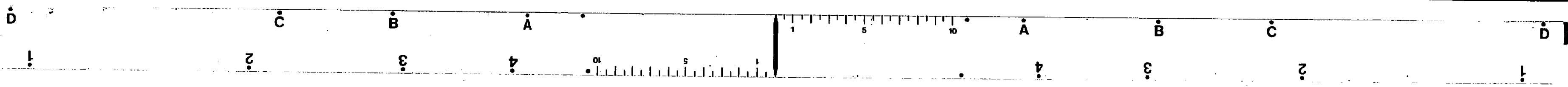
URS
OHIO TURNPIKE COMMISSION

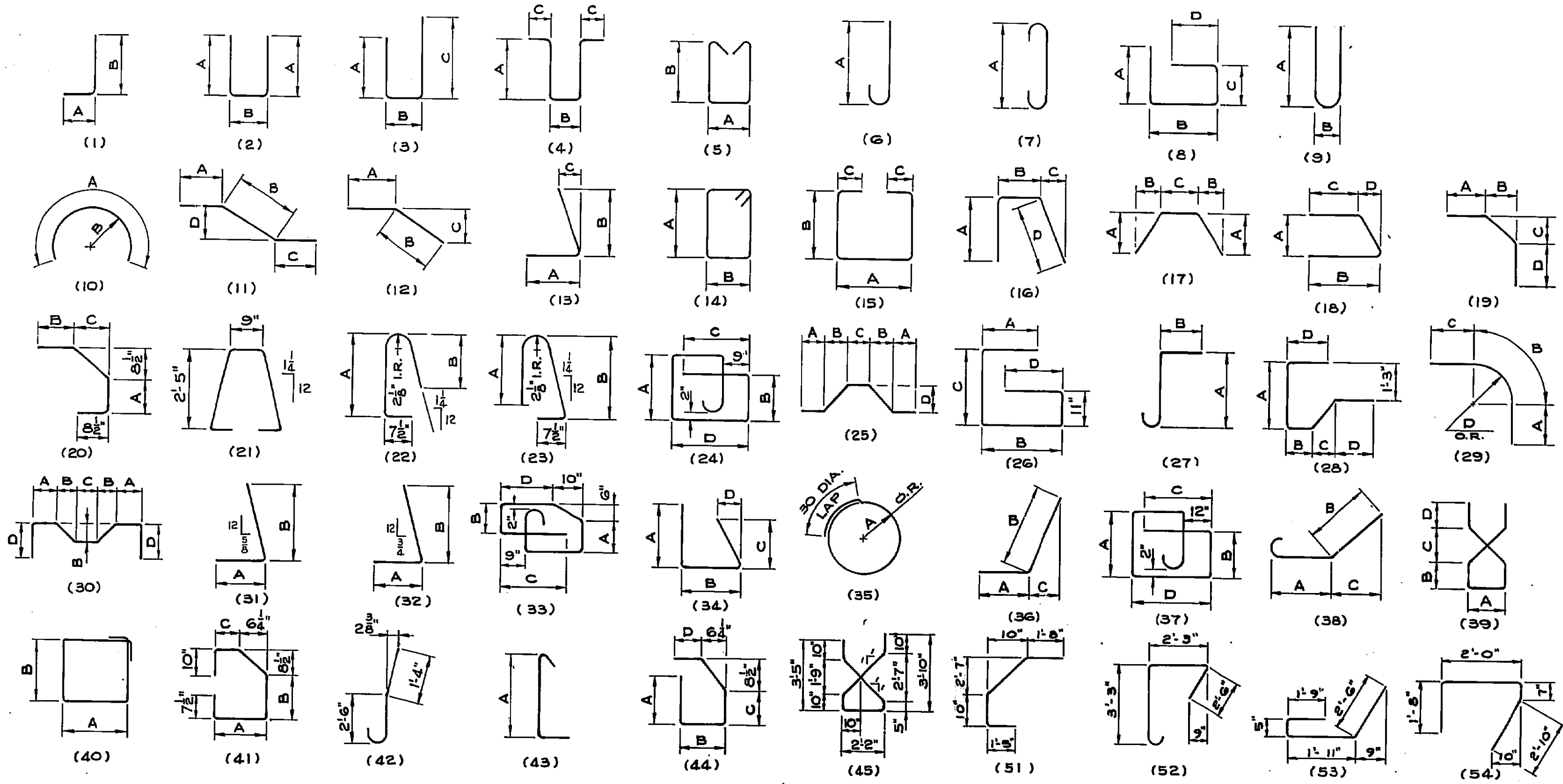
REINFORCING SCHEDULE
1-75 OVER THE 1-75 CONNECTOR

BR. NO. WOOD-75-2889 L&R
WOOD COUNTY
STA. 259+94.37 TO STA. 261+27.45

DATE: 2/90 SCALE: N.T.S.
OP: 55-90-09 SHEET 319 OF 364

DAM FF R.J.P. J.P. 2-12-90





ITEM 509 REINFORCING STEEL, (GRADE 60)

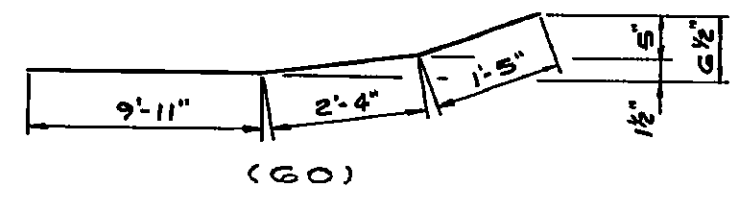
ABUTMENT = 102,182 LBS
 PIER = 22,895 LBS
 SUPERSTRUCTURE = 0 LBS

GRAND TOTAL = 125,077 LBS

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

ABUTMENT = 16,688 LBS
 PIER = 0 LBS
 SUPERSTRUCTURE = 100,130 LBS

GRAND TOTAL = 116,818 LBS

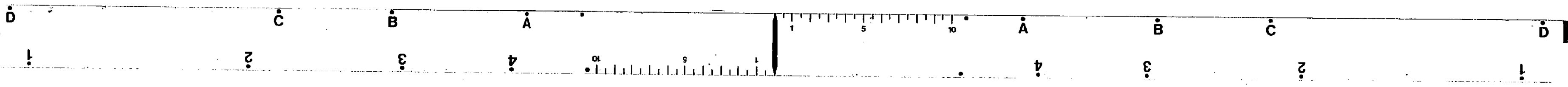


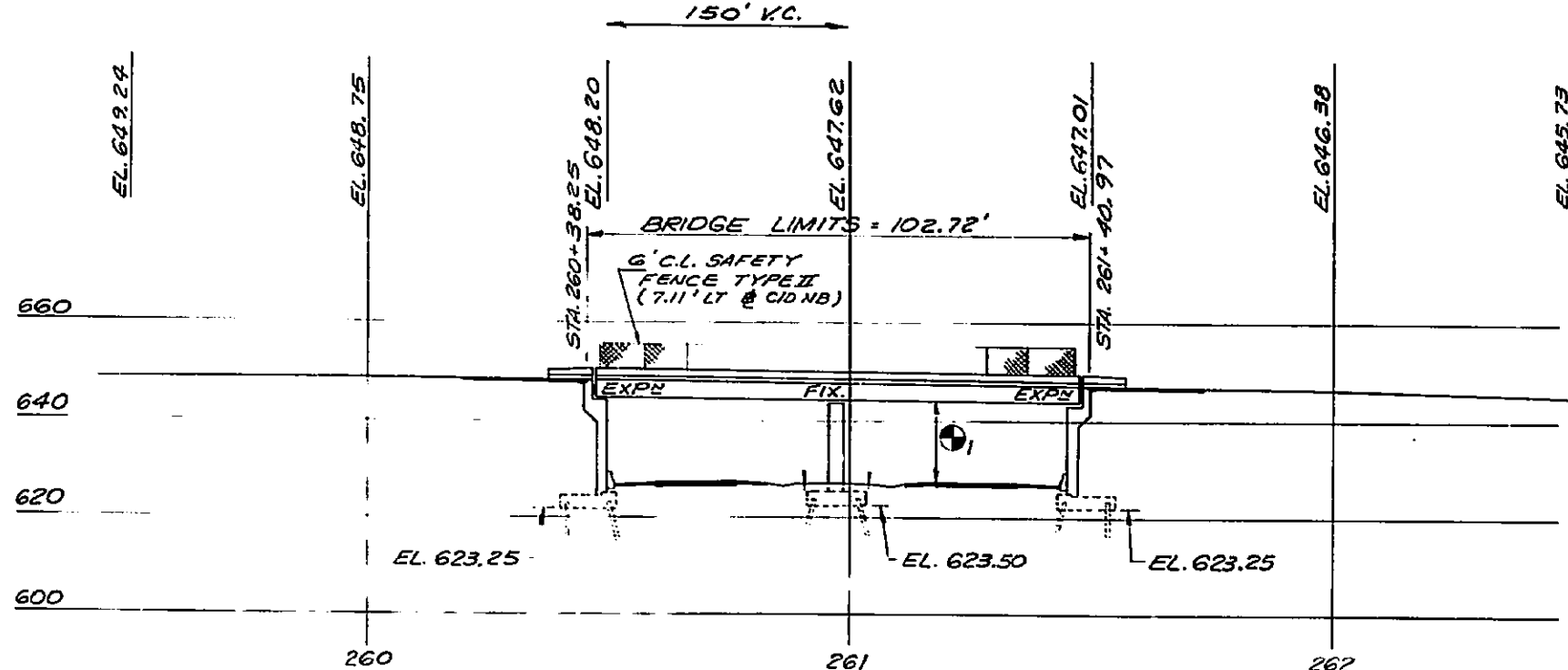
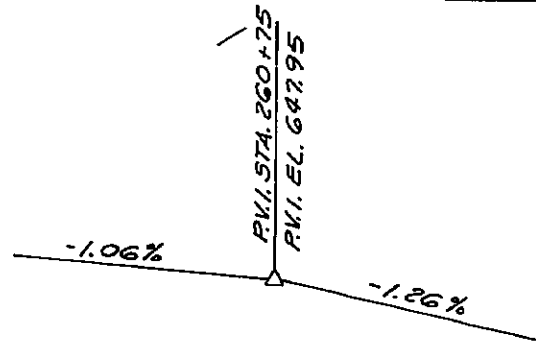
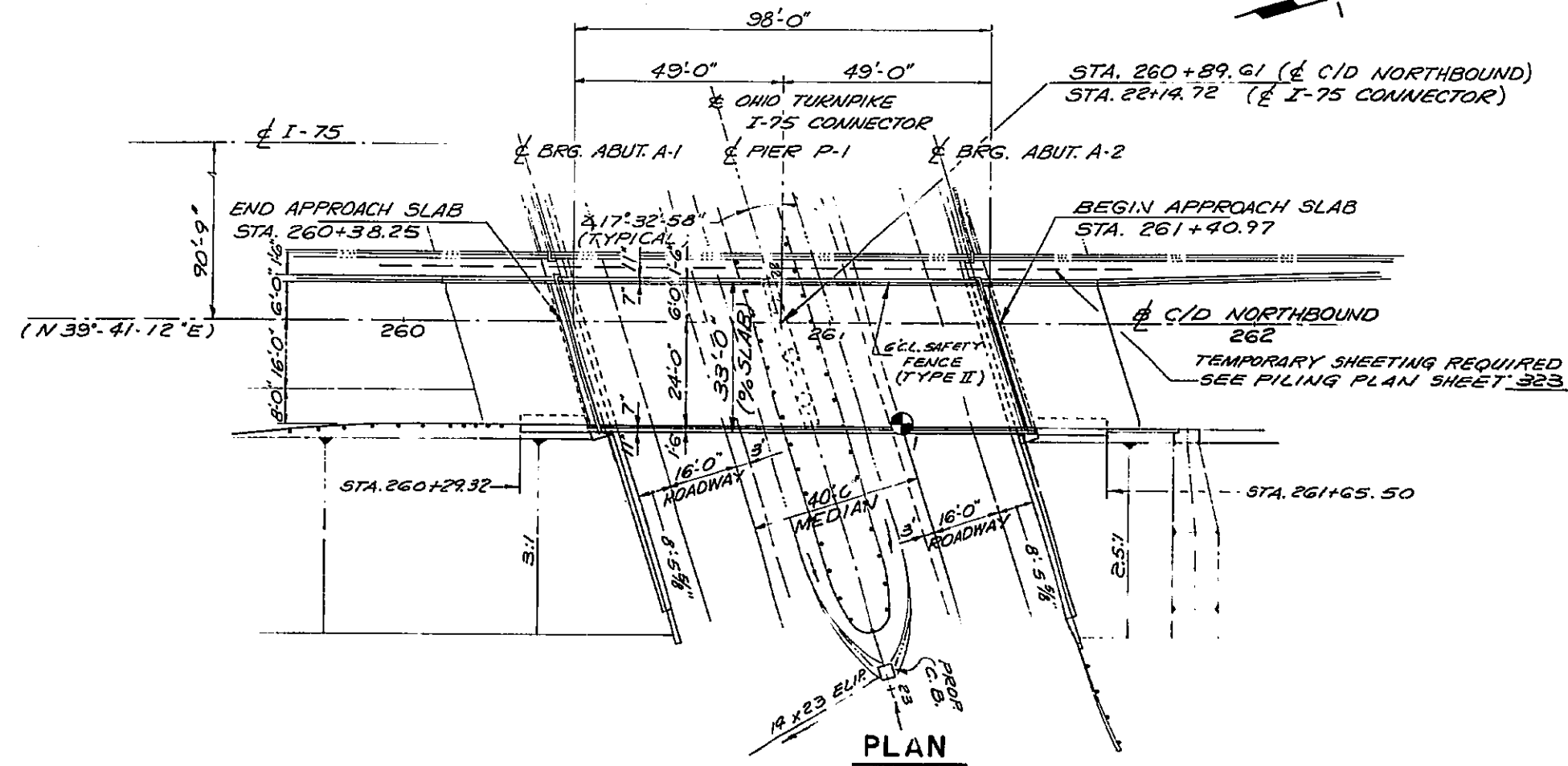
REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS 6-6.02 AND CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

DESIGNED	DRAWN	CHECKED	APPROVED	DATE
DAM	FF	R.J.P.	J.F.P.	2-12-90

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
I-75 OVER THE I-75 CONNECTOR	
BR. # WOO-75-2889 L&R	
WOOD COUNTY	
STA. 259+94.37 TO STA. 261+27.45	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 320 OF 364





ELEVATION
(PROFILE GRADE SHOWN ALONG C/D NORTHBOUND)

HORIZONTAL CLEARANCE
8.00' REQUIRED
8.47' ACTUAL

MINIMUM VERTICAL CLEARANCE
15.00' REQUIRED
15.37' ACTUAL

NOTES
EARTHWORK LIMITS SHOWN ARE APPROXIMATE.
ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS
FOR SIZE, LOCATION AND ESTIMATED PAY LENGTH OF
PILES, SEE SHEET 323.

PROPOSED STRUCTURE

TYPE: CONTINUOUS AND COMPOSITE A572 GRADE 50 STEEL BEAMS (PAINTED) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEW: 17° 32' 58" R.F.

SPANS: C/C BEARINGS ALONG BASELINE, 90'-9" RIGHT OF CENTERLINE OF I-75:
49'-0", 49'-0"

ROADWAY: 30'-0" TOE TO TOE PARAPETS
33'-0" OUT TO OUT SLAB

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. = 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (ODOT STANDARD AS-1-81)

ALIGNMENT: TANGENT |

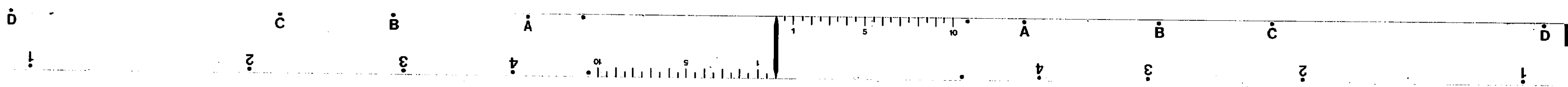
SUPERELEVATION: NONE

SLOPE PROTECTION: NONE REQUIRED

TRAFFIC: 6770 A.D.T. 1354 A.D.T.T. (2010)

URS	
OHIO TURNPIKE COMMISSION	
GENERAL PLAN & ELEVATION	
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOO-75-2890 WOOD COUNTY	
STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 321 OF 364

RER P.M. L.H. J.P. 2-1-90

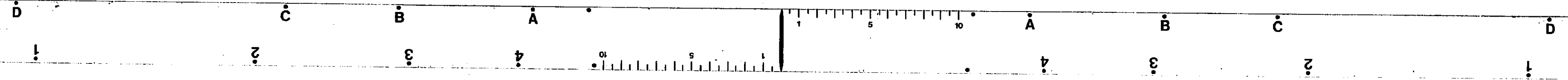


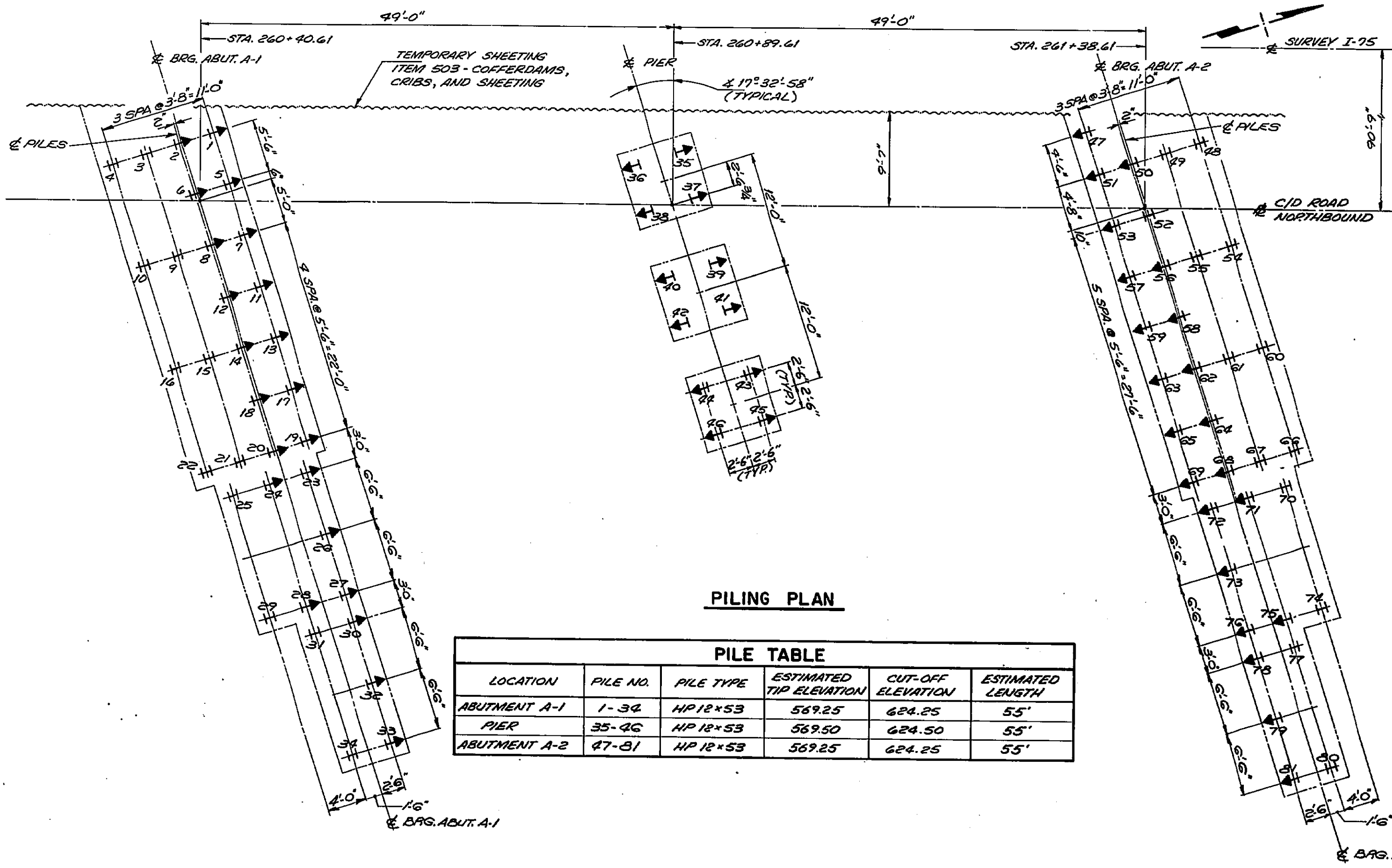
ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				LUMP
503	737	CY	UNCLASSIFIED EXCAVATION	692	39		
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION				LUMP
507	4455	LF	STEEL PILES HP 12X53	3795	660		
507	81	EA	STEEL POINTS (OR SHOES), AS PER PLAN	69	12		
509	36,583	LBS	REINFORCING STEEL, GRADE 60	30,070	6,513		
509	31,576	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	26,679	4,897		
511	18	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			18	
511	393	CY	CLASS 'C' CONCRETE, ABUTMENTS	393			
511	25	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			25	
SP511A	114	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	114			
SP511A	4	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		4		
513	55,100	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY I,	55,100			
513	1,032	EA	WELDED STUD SHEAR CONNECTORS	1,032			
516	65.8	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	65.8			
516	115	SF	1" PREFORMED EXPANSION JOINT FILLER	115			
516	12	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN	8	4		
516	83	LF	6" PVC WATERSTOP, AS PER PLAN	83			
518	153	CY	POROUS BACKFILL, AS PER PLAN	153			
518	9	LF	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01	9			
518	132	LF	6" PERFORATED HELICAL CORRUGATED STEEL PIPE, 707.01	132			
SP607	98	LF	TYPE II FENCE (6'-0" CHAIN LINK WITH SPECIALS)	98			
625			SEE LIGHTING SUMMARY SHEET				
SPECIAL	21	SY	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)		21		
SPECIAL	317	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	189	128		
SPECIAL	85	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			85	
SPECIAL	55,100	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM 1Z EU (SEE PROPOSAL NOTE)	55,100			

QUANTITIES
 CALCULATED BY : J.T.J. DATE : 11/18/89
 CHECKED BY : BAB DATE : 11-15-89

REVISION	BY	DATE
J.J.	J.J.	11/18/89
R.J.P.	J.P.	2-12-90

URS
 OHIO TURNPIKE COMMISSION
 ESTIMATED QUANTITIES
 C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. W00-75-2890 WOOD COUNTY
 STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CP: 55-90-03 SHEET 322 OF 364





PILING PLAN

PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
ABUTMENT A-1	1-34	HP 12x53	569.25	624.25	55'
PIER	35-46	HP 12x53	569.50	624.50	55'
ABUTMENT A-2	47-81	HP 12x53	569.25	624.25	55'

- NOTES**
- PILES SHOWN THUS SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
 - THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 53.3 TONS PER PILE FOR THE ABUTMENT PILES AND A MAXIMUM DESIGN LOAD OF 37.1 TONS PER PILE FOR THE PIER PILES.
 - FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
 - PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
 - STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL 'H' PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688 FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10559 PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A29 (GRADE 65/85) OR ASTM A148 (GRADE 90/160).

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	DM	R.J.P.	JFF	2-12-90

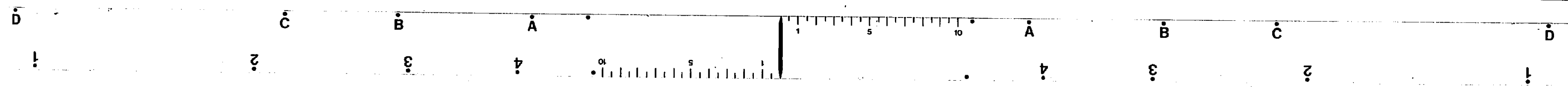
URS
OHIO TURNPIKE COMMISSION

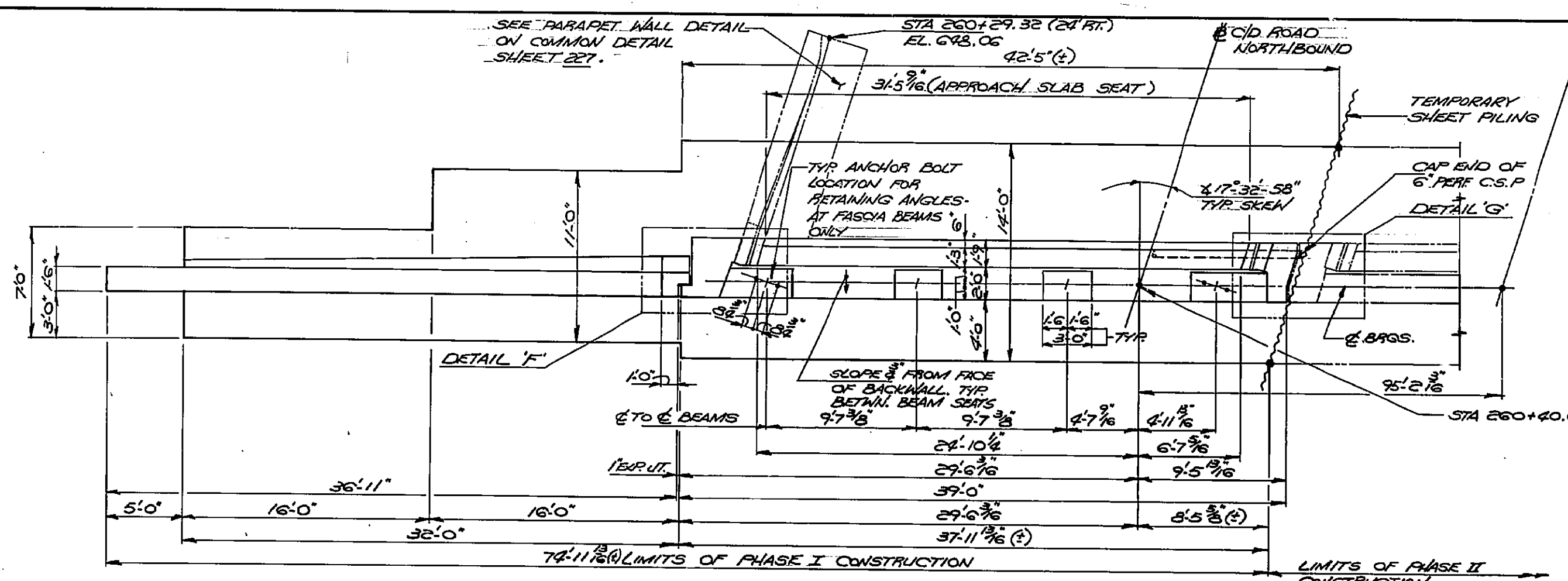
PILING PLAN

C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR
BR. N° WOOD-75-2890
WOOD COUNTY

STA. 259+80.85 TO STA. 260+83.57

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 323 OF 364

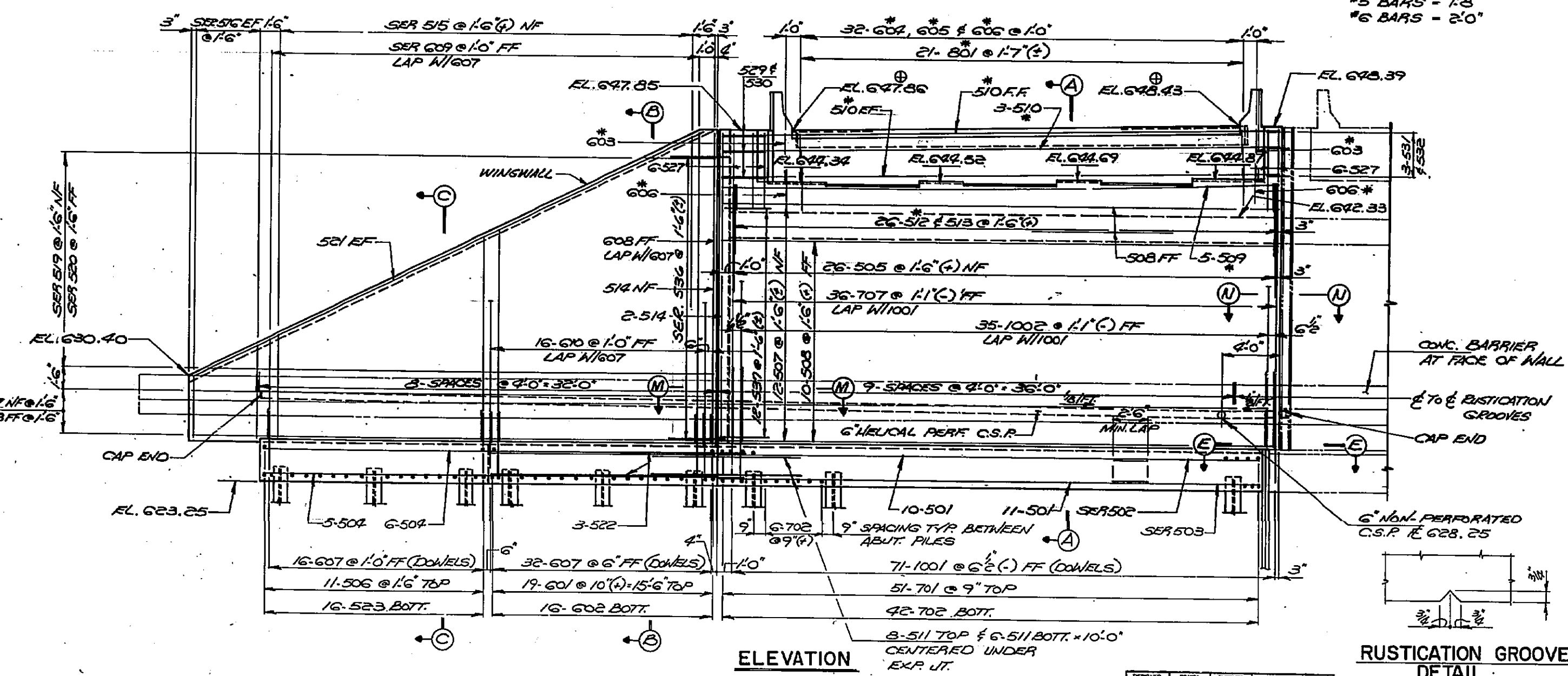




PLAN - ABUTMENT A-I

- NOTES**
- 1 THE PREFIX "IA" OR "IEA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-I.
 - 2 * INDICATES REINFORCING BARS TO BE EPOXY COATED (PREFIX IEA)
 - 3 ABBREVIATIONS USED ARE:
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE
 - 4 THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP-511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT; ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM S11 - CLASS 'C' CONCRETE, ABUTMENT.
 - 5 POROUS BACKFILL, FULL LENGTH OF ABUTMENT AND WINGS, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE WITHIN THE ROADWAY AREA EXTENDED Laterally TO THE WINGWALLS AND SHALL BE 2'-0" THICK.
 - 6 BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF S11.08, BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
 - 7 BRIDGE SEAT REINFORCING: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING RETAINER ANGLE ANCHOR HOLES OR THE PRESETTING OF BEARING RETAINER ANGLE ANCHORS.
 - 8 BEARING RETAINER ANGLE ANCHORS: AT THE OPTION OF THE CONTRACTOR BEARING RETAINER ANGLE ANCHORS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.
 - 9 FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 330
 - 10 FOR PILING PLAN SEE SHEET 323.
 - 11 FOR SECTIONS A-A, B-B, C-C, E-E, M-M, N-N AND DETAILS 'F' & 'G' SEE SHEET 326.
 - 12 * INDICATES ELEVATIONS GIVE AT FRONT FACE OF BACKWALL.
 - 13 FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWINGS EXJ-4-87 SHEETS 1 THRU 5.
 - 14 BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH BEARING SEATS FLAT, SMOOTH AND LEVEL.

NOTES CONT.
 (14) TYPICAL BAR LAPS SHALL BE AS FOLLOWS U.N.O.
 #4 BARS - 1'-4"
 #5 BARS - 1'-8"
 #6 BARS - 2'-0"



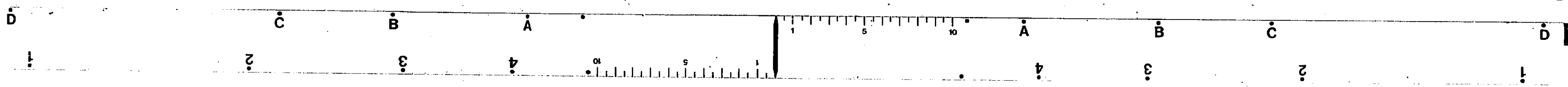
ELEVATION

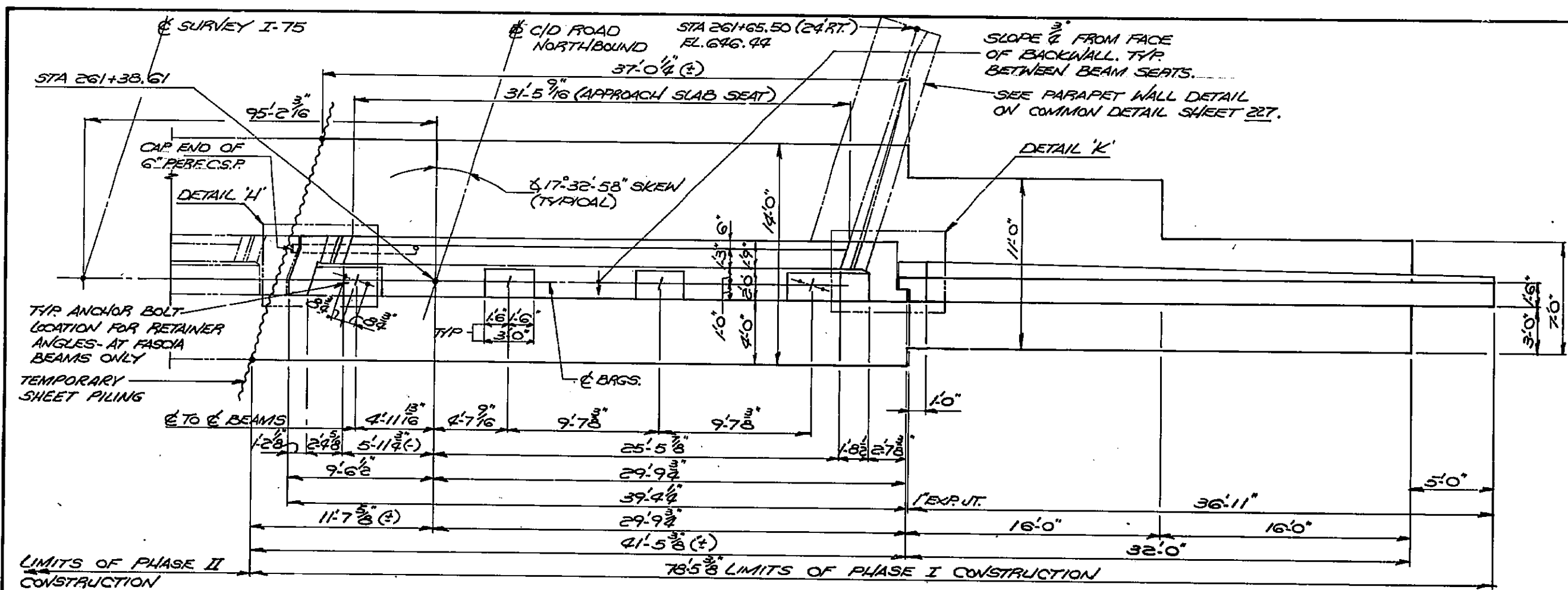
RUSTICATION GROOVE DETAIL

(14) BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH BEARING SEATS FLAT, SMOOTH AND LEVEL.

URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-I	
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. W00-75-2890 WOOD COUNTY	
STA. 259+80.85 TO STA. 260+83.57	SCALE: N.T.S.
DATE: 2/90	SHEET 324 OF 364
CIP: 55-90-03	

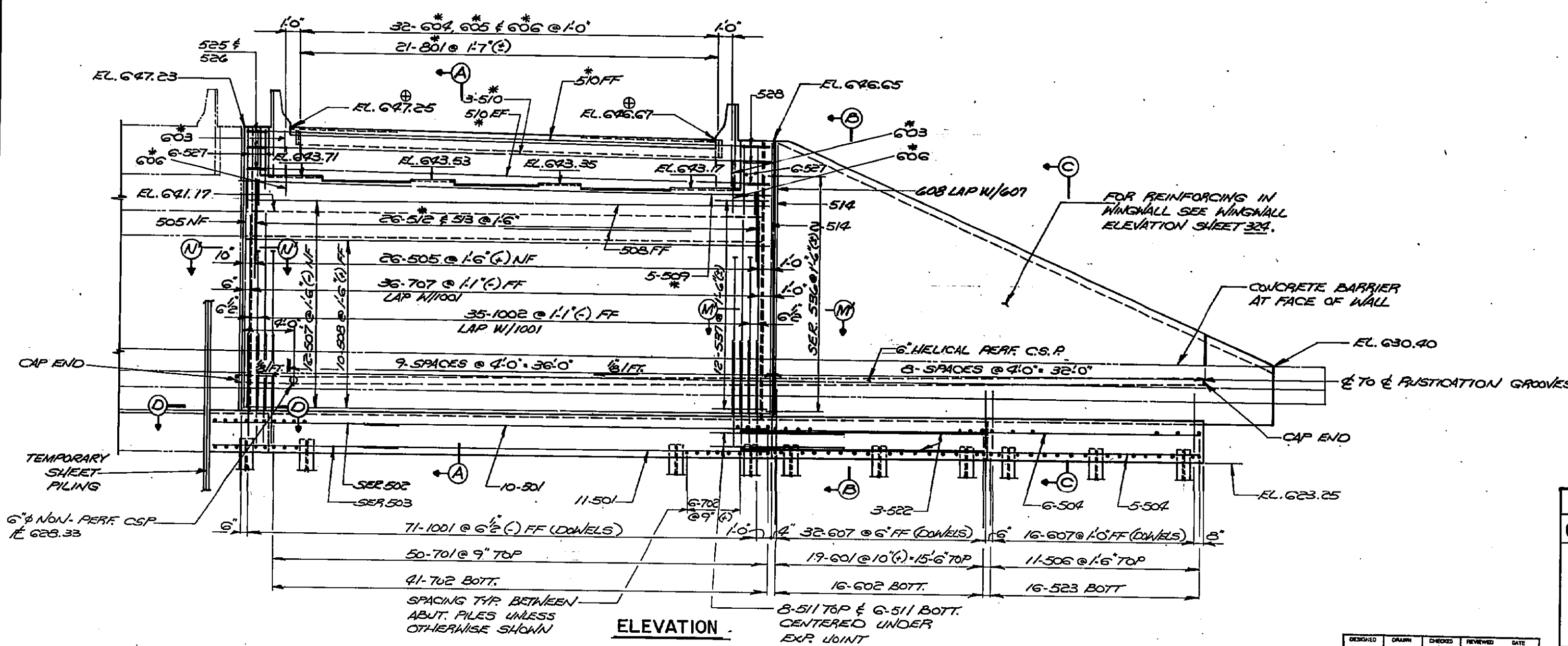
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	J.W.W.	R.J.P.	J.P.	2-12-90





PLAN ABUTMENT A-2

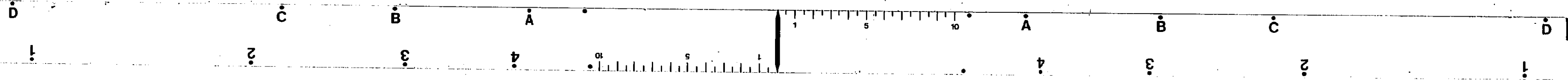
- NOTES**
- 1 THE PREFIX "2A" OR "2EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT A-2.
 - 2 FOR SECTIONS A-A, B-B, C-C, D-D, M'-M' & N'-N' AND DETAILS 'H' & 'K' SEE SHEET 326.
 - 3 FOR ADDITIONAL NOTES SEE SHEET 324.

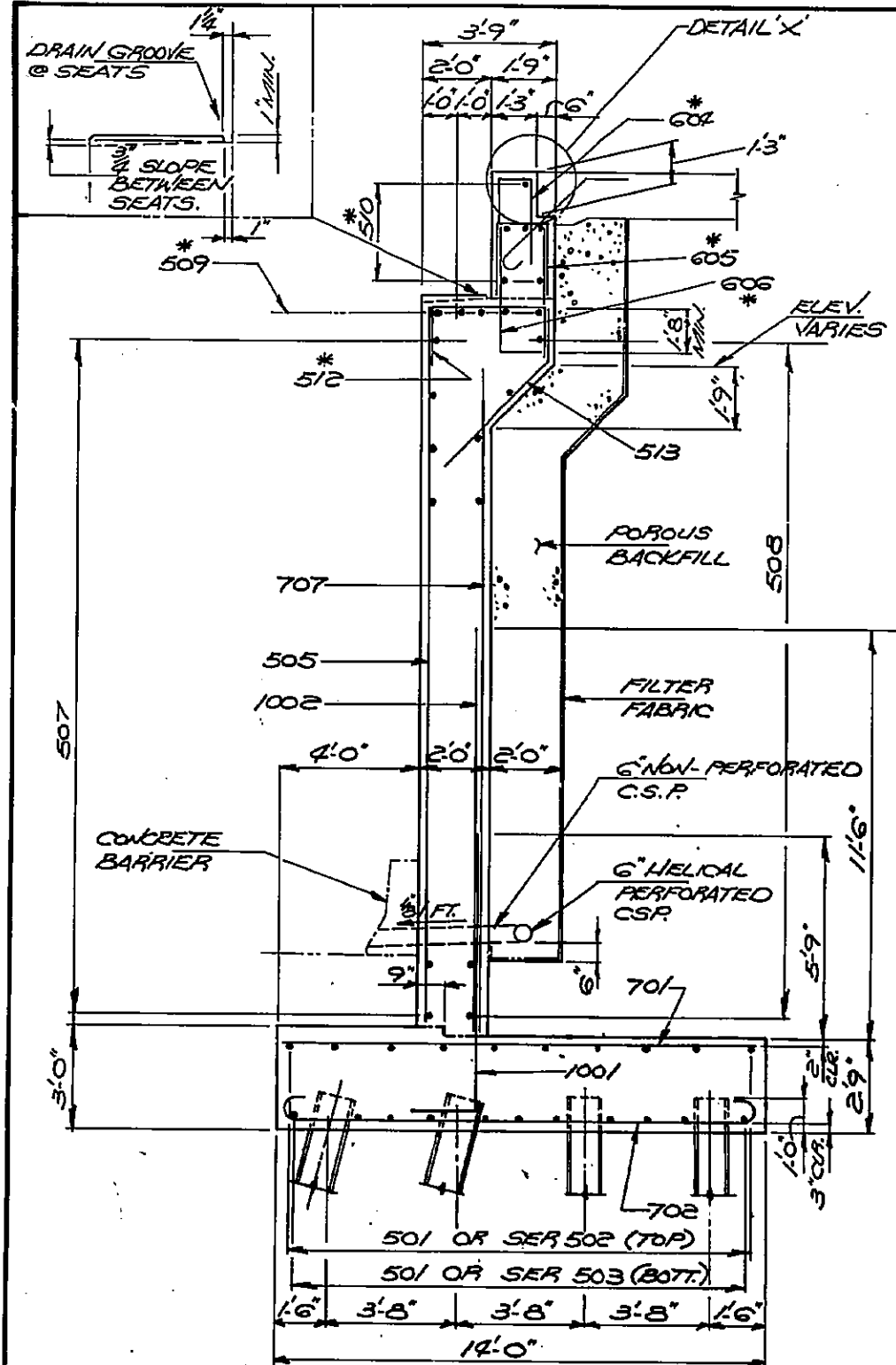


ELEVATION

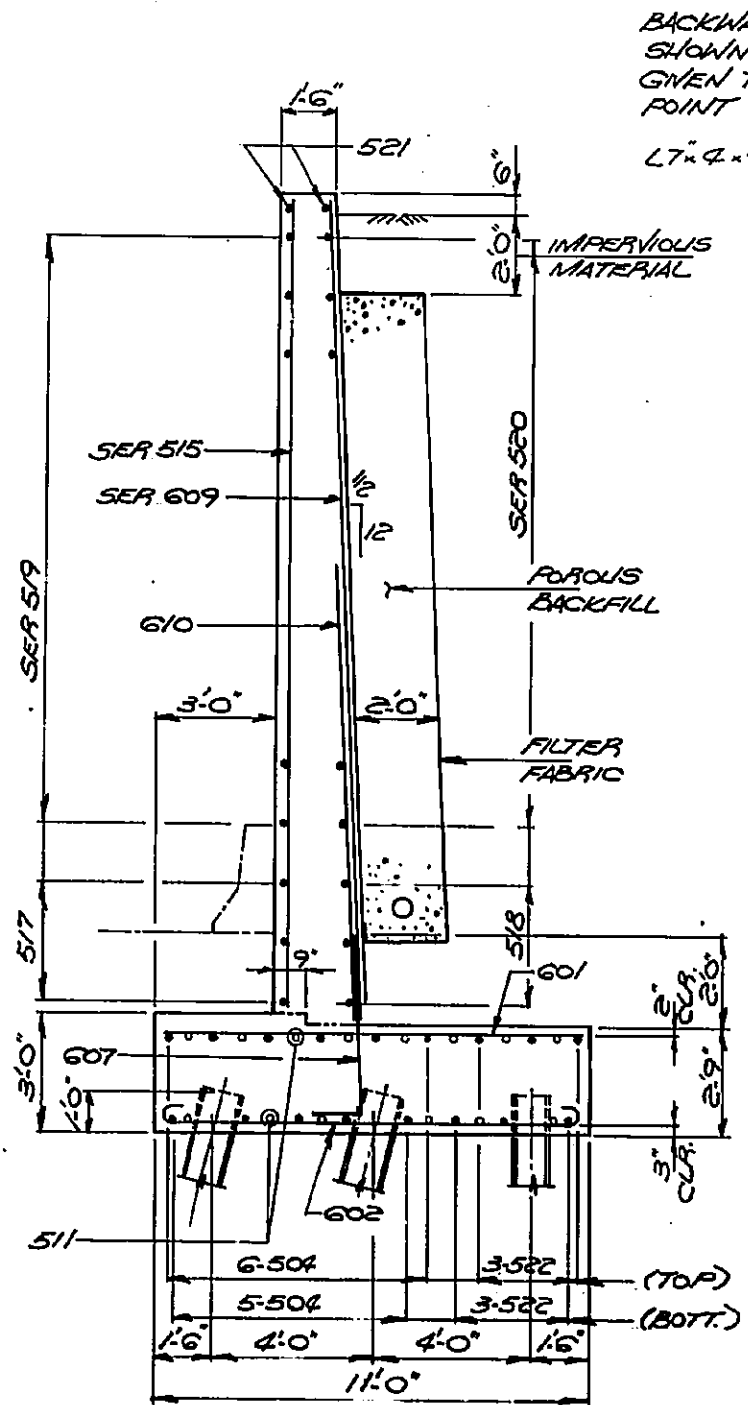
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT A-2	
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. W00-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 325 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	JRW	R.J.P.	J.P.	2-11-90

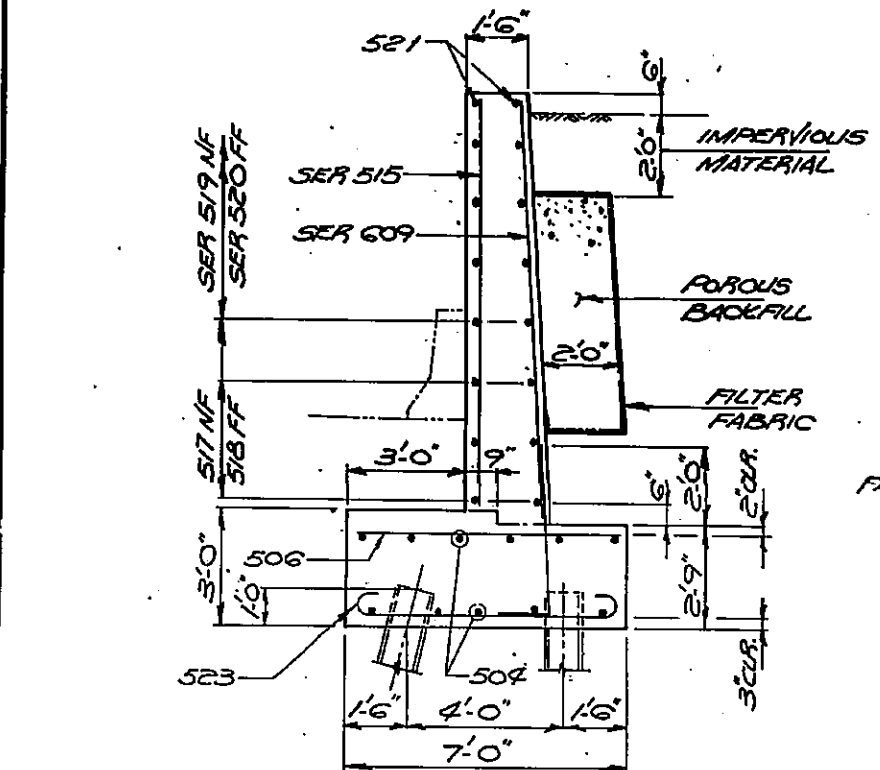




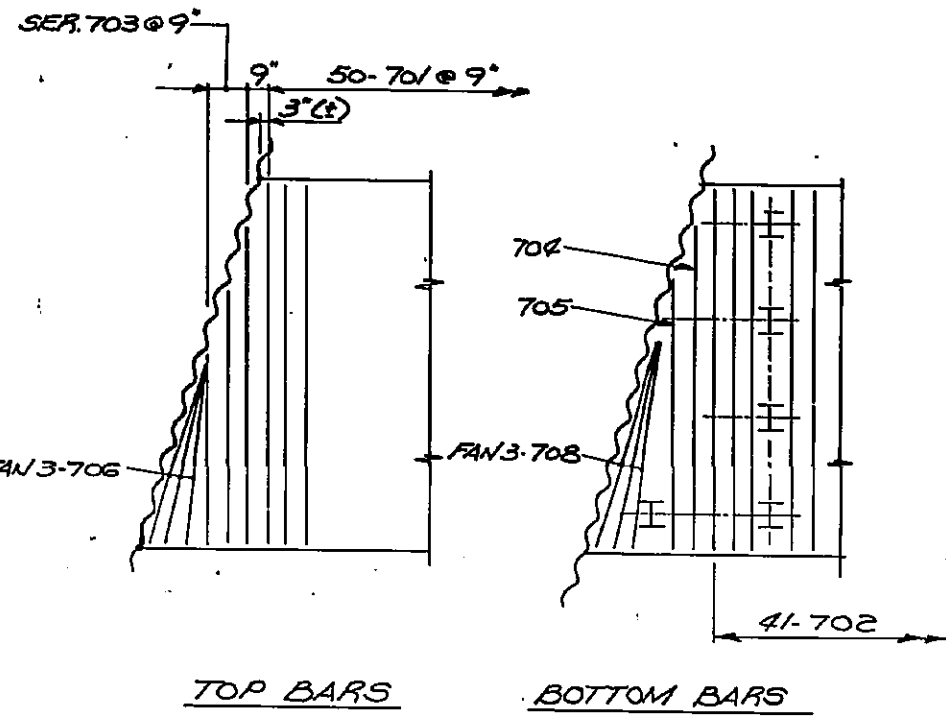
SECTION A-A



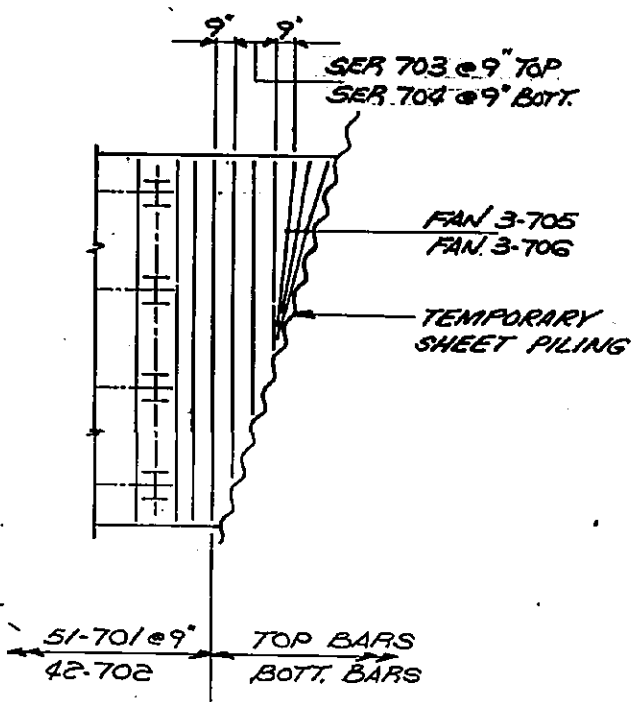
SECTION B-B



SECTION C-C

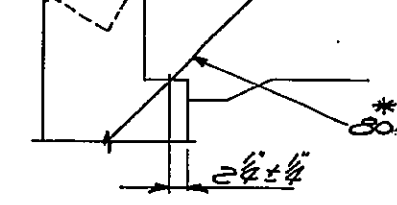


SECTION D-D

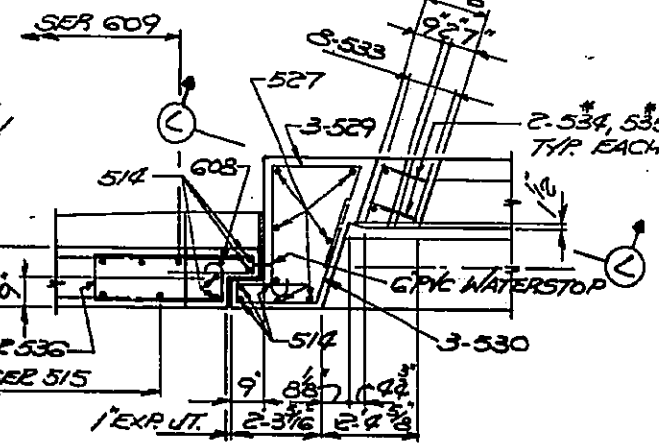


SECTION E-E

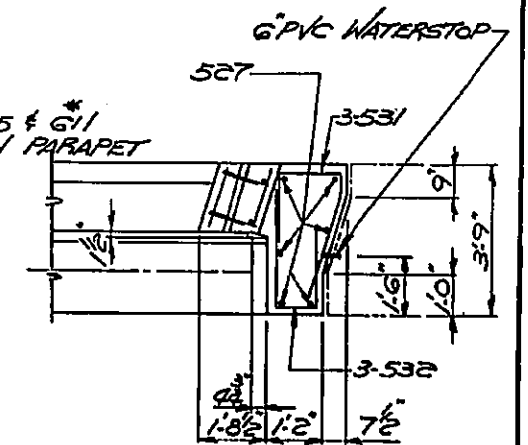
BACKWALL ELEVATIONS SHOWN THUS ⊕ ARE GIVEN TO THIS POINT
L7=4x6



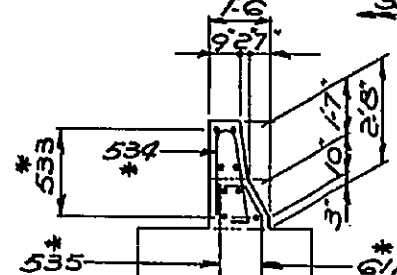
DETAIL X



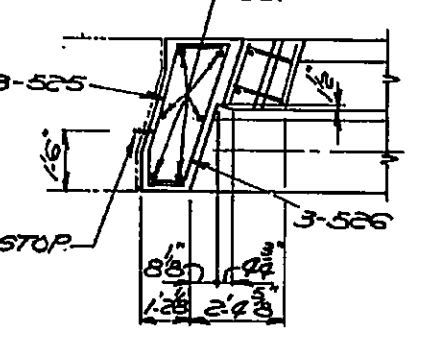
DETAIL F



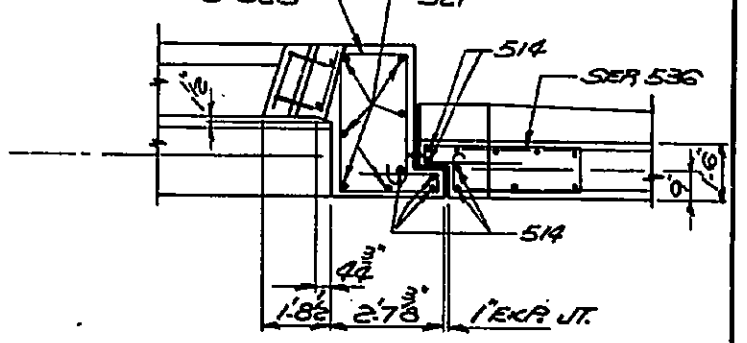
DETAIL G



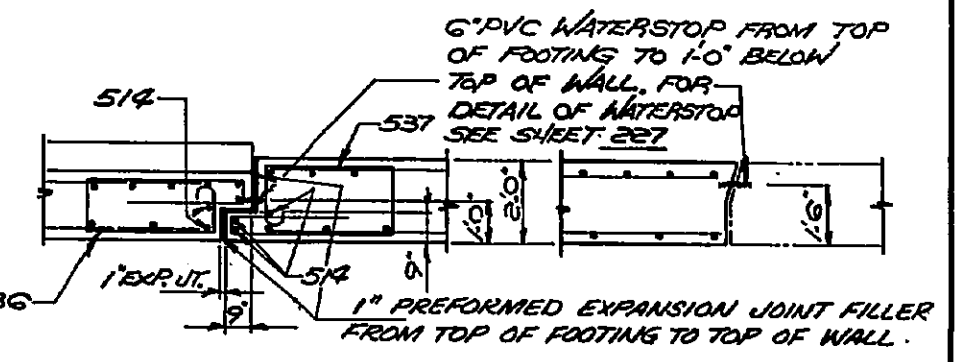
SECTION L-L



DETAIL H



DETAIL K



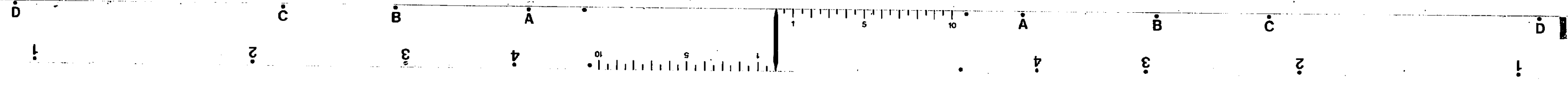
SECTION M-M (AS SHOWN)
SECTION M'-M' (OPR. HAND)

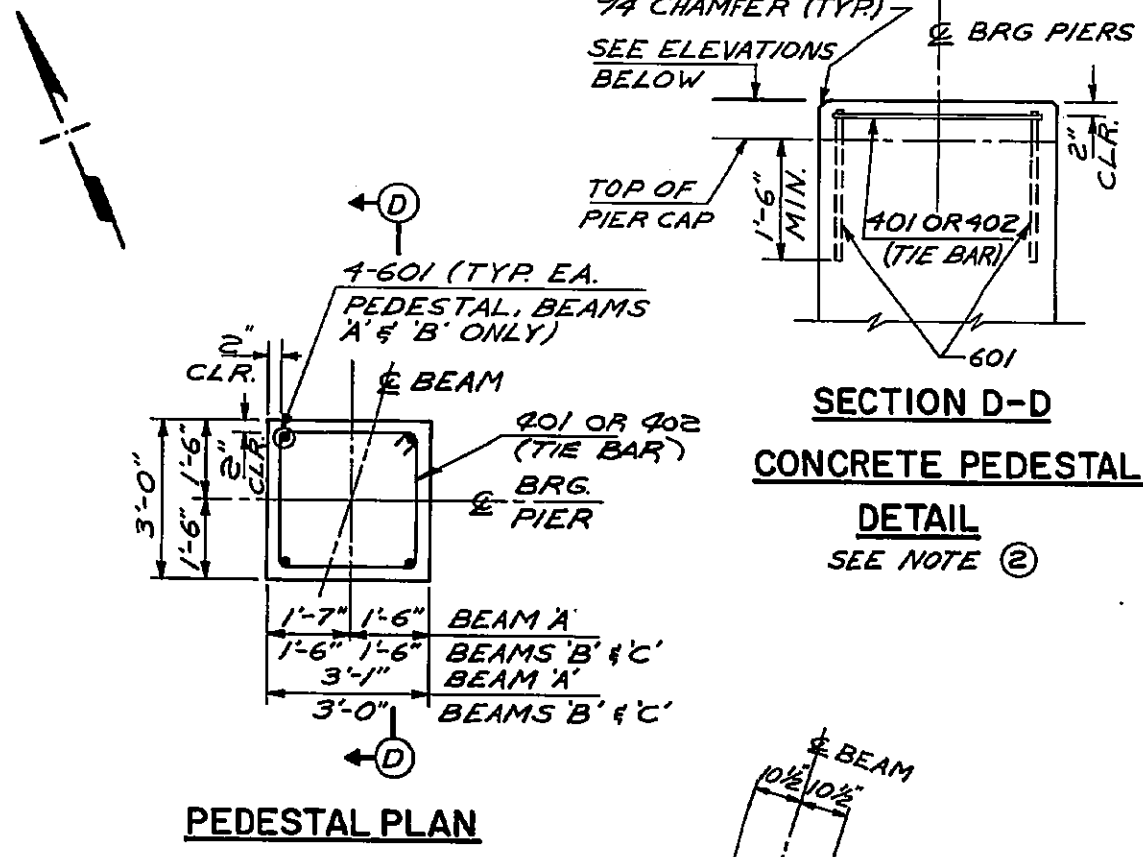
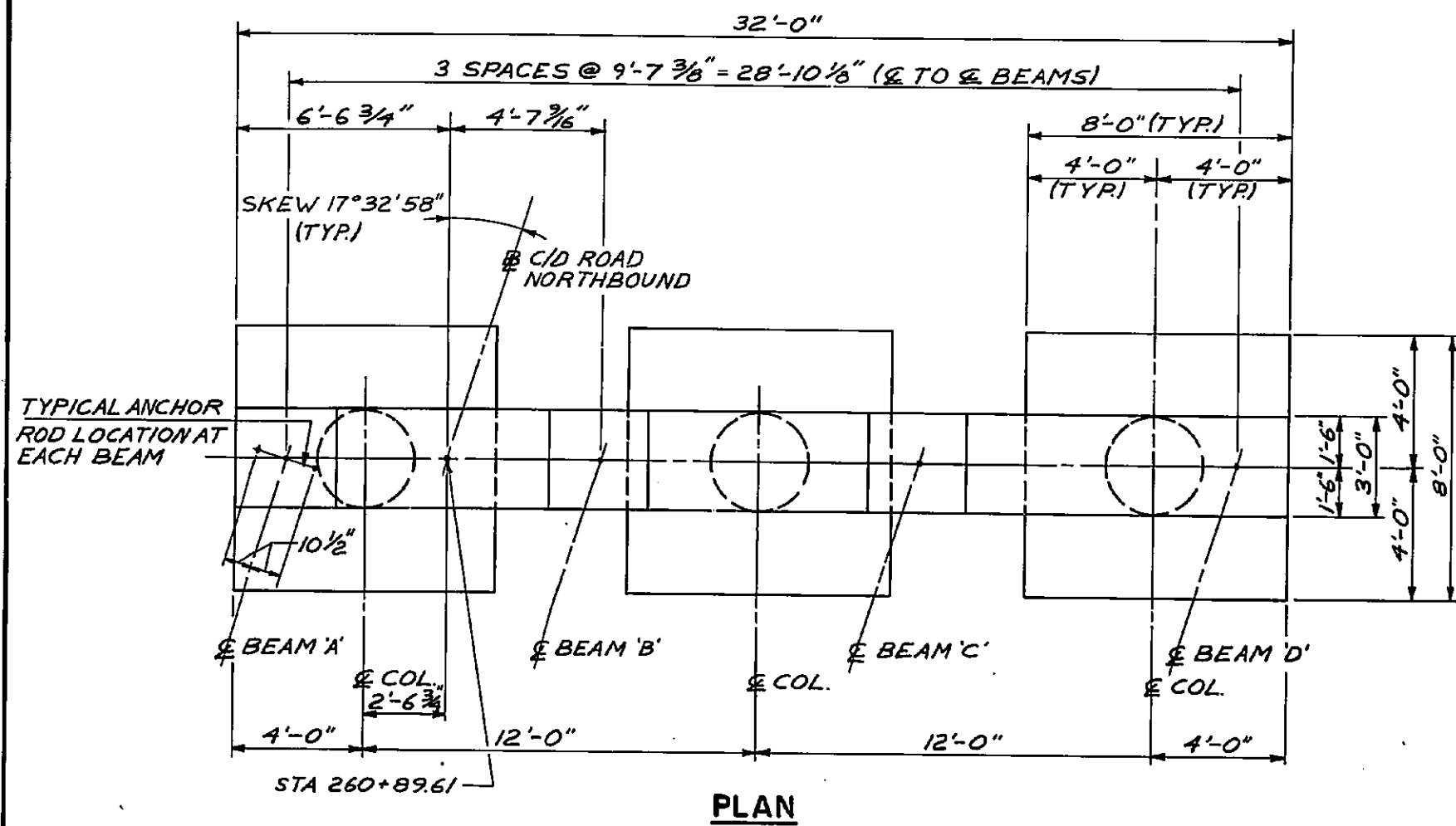
SECTION N-N (AS SHOWN)
SECTION N'-N' (SIMILAR)

NOTES
① FOR ABUTMENT NOTES SEE SHEET 364.

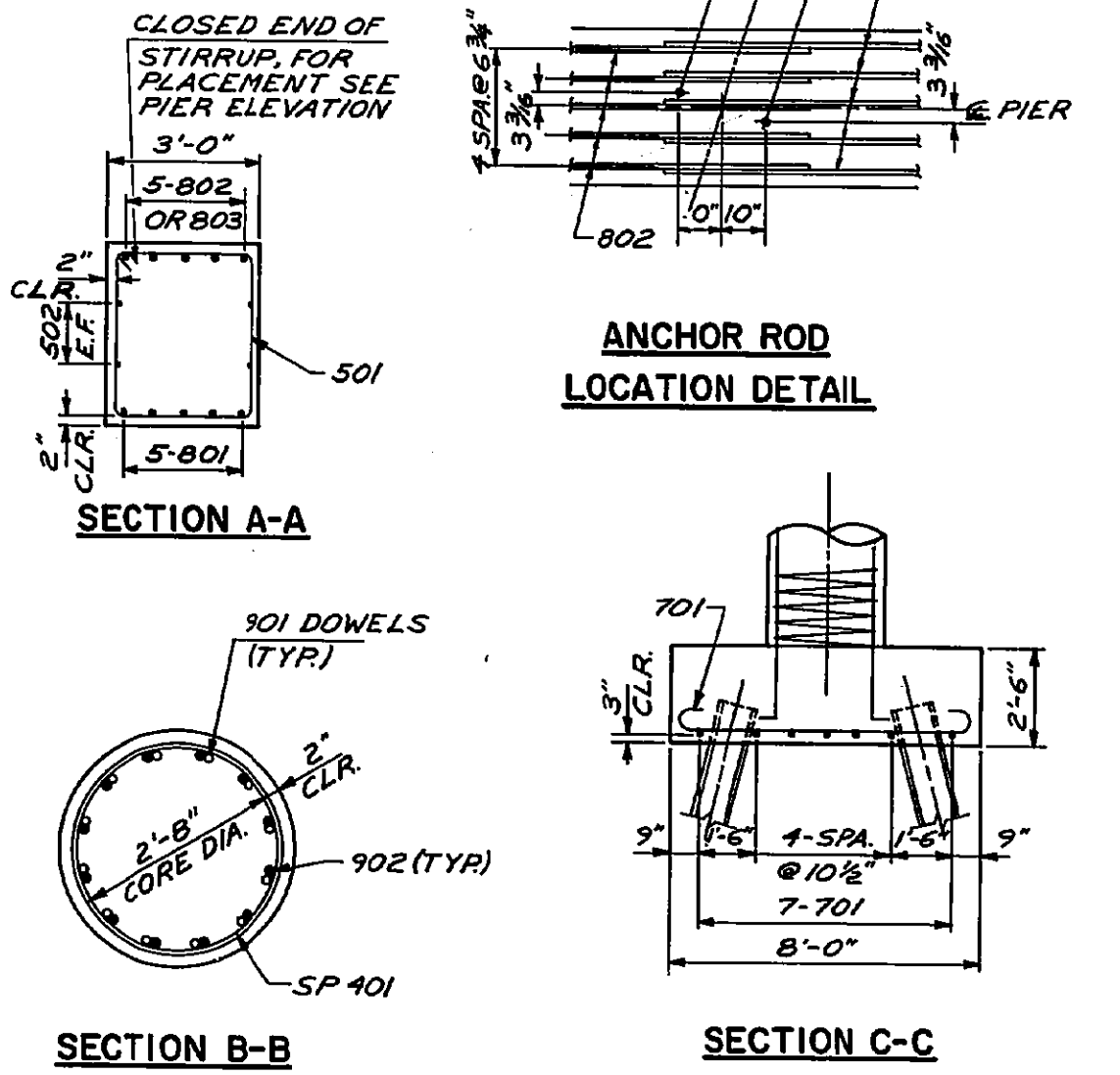
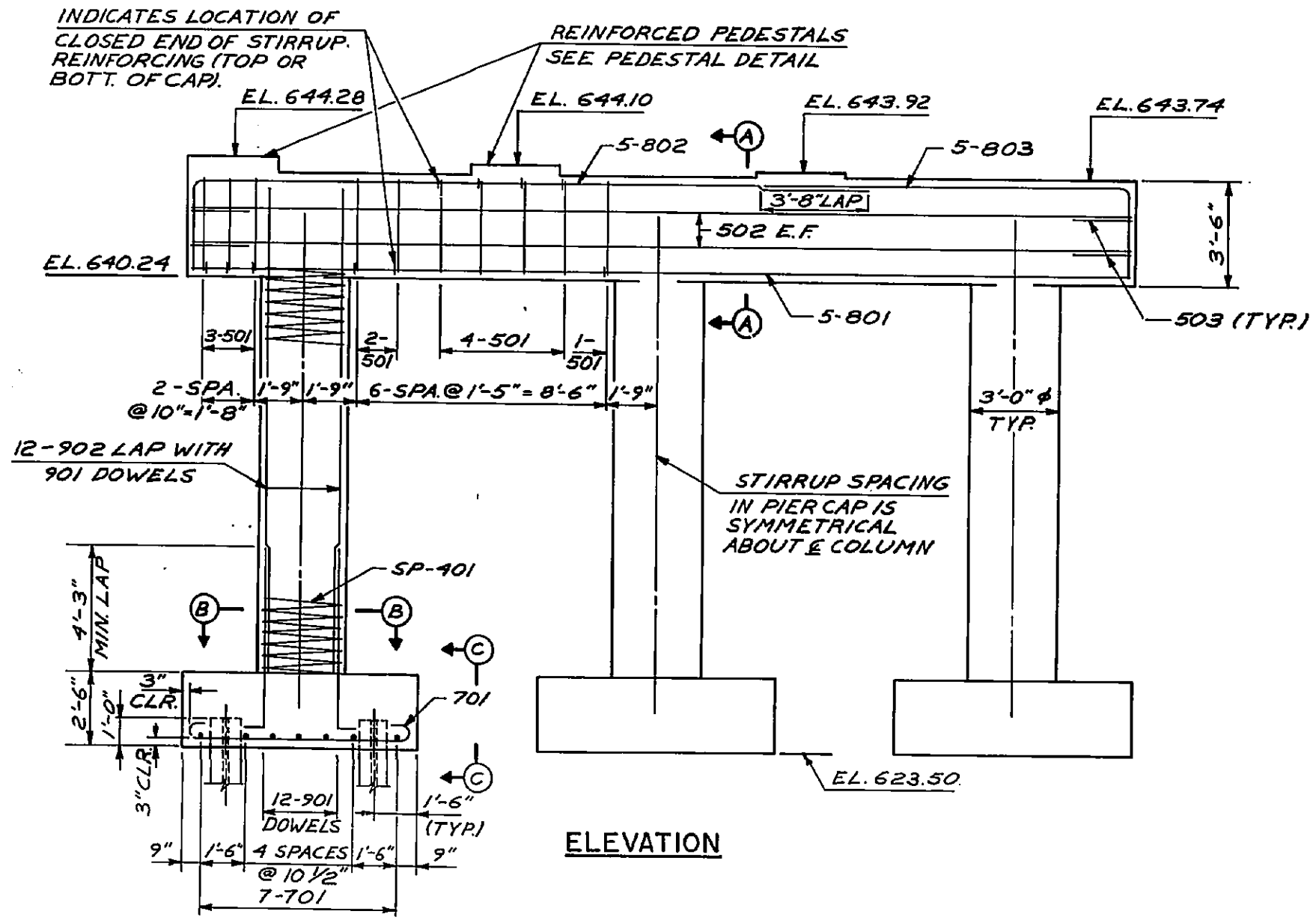
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT DETAILS	
C.L.D. ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. WO 0-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03/1	SHEET 326 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	JHW	R.J.P.	JR	2-12-90



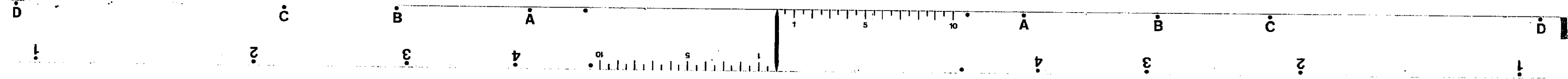


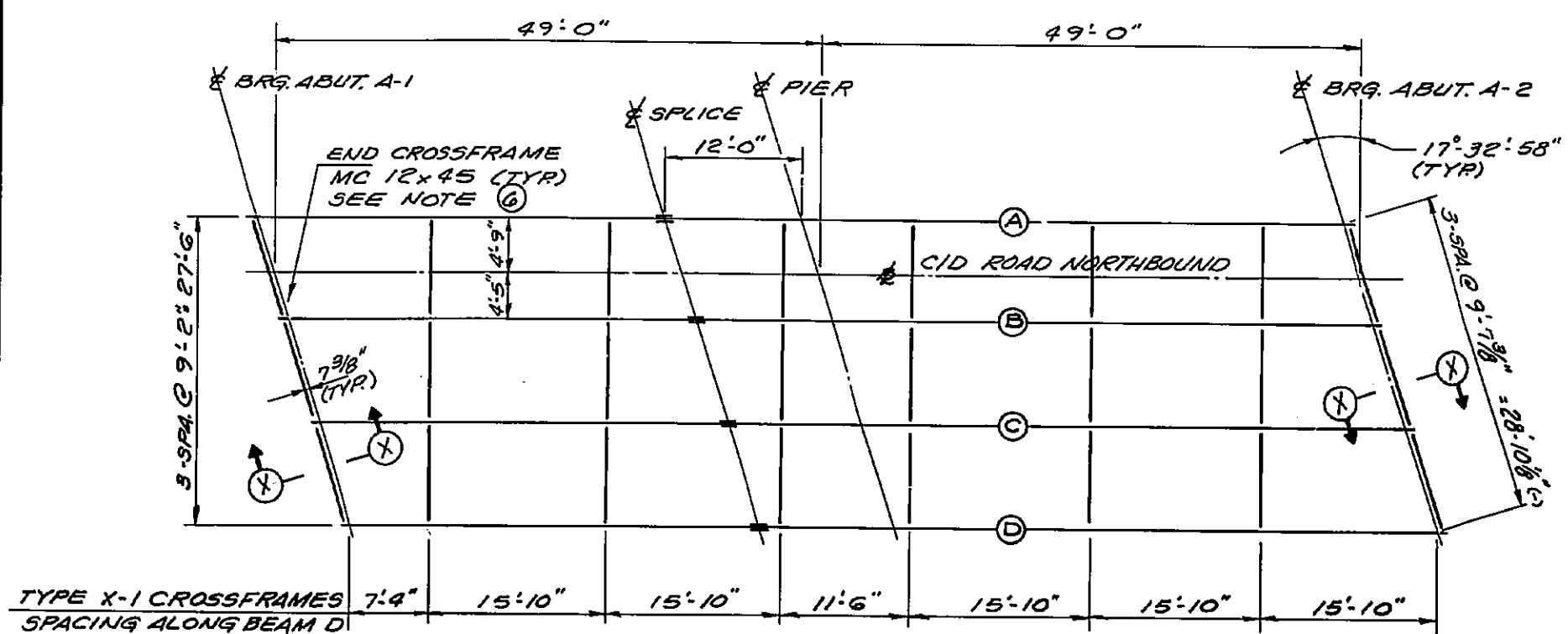
- NOTES**
- ① THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIER SHALL BE AS FOLLOWS:
PIER - 1P & 1SP
 - ② CONCRETE PEDESTALS SHALL BE CAST MONOLITHIC WITH PIER CAP.
 - ③ BRIDGE SEAT REINFORCING: SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SO AS TO AVOID INTERFERENCE WITH THE PRE-SETTING OF THE ANCHOR BOLTS OR PREFORMED HOLES FOR THE ANCHOR BOLTS.
 - ④ TOP OF COLUMN SPIRAL REINFORCING TO BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
 - ⑤ BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.



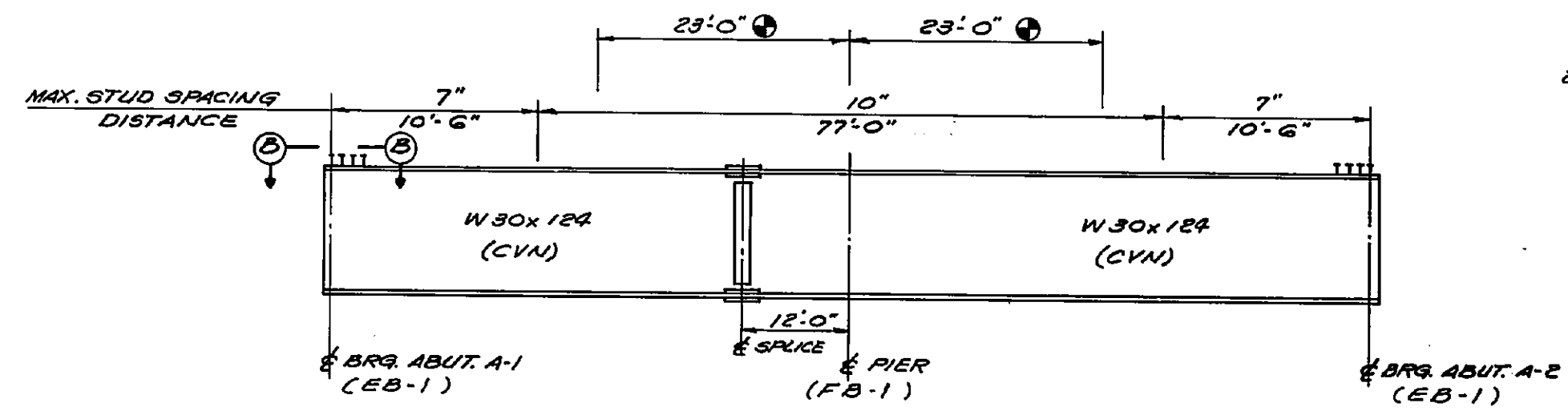
DESIGNED	DRAWN	CHECKED	APPROVED	DATE
BAB	P.R.P.	P.J.P.	J.P.P.	2-12-90

URS	
OHIO TURNPIKE COMMISSION	
PIER DETAILS	
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOO-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 327 OF 364

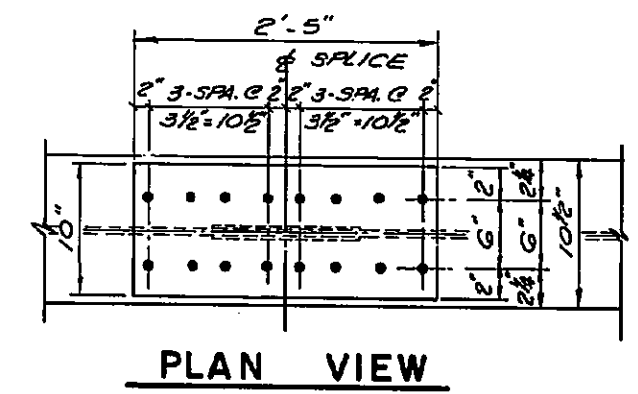




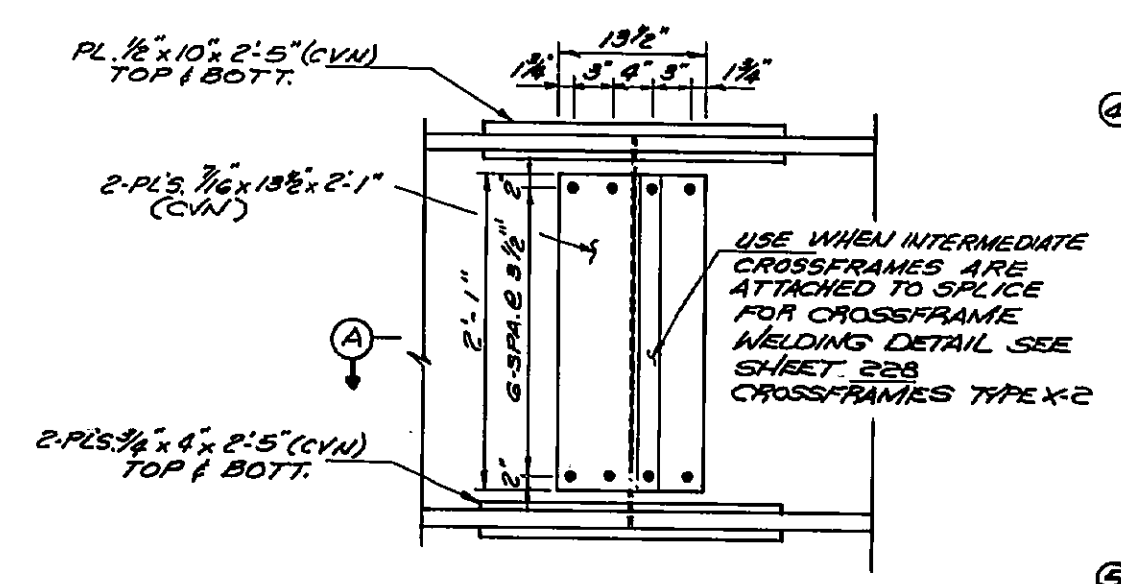
FRAMING PLAN



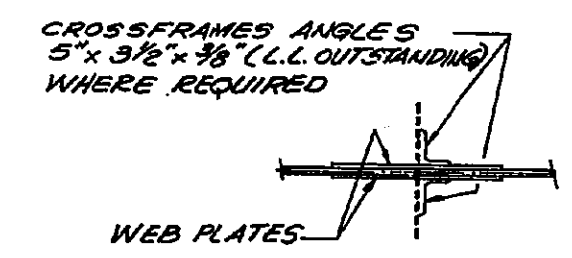
BEAM ELEVATION



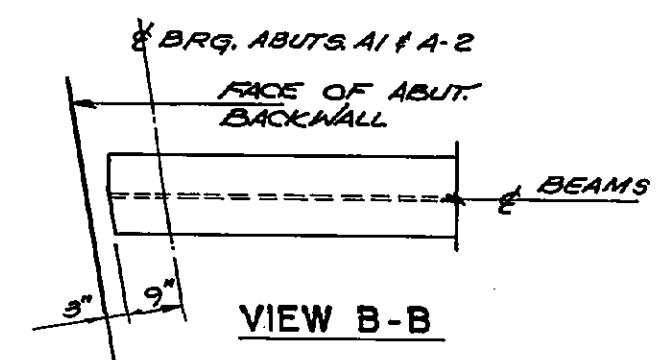
PLAN VIEW



SPLICE DETAIL



SECTION A-A



VIEW B-B

- NOTES - CONT.**
- 11 THE HIGH STRENGTH BOLTS FOR ALL FIELD SPLICES FOR NEW BEAMS SHALL BE PLACED WITH THEIR HEADS ON THE OUTSIDE FACE OF EXTERIOR BEAM, ON THE BOTTOM OF THE BOTTOM FLANGE PLATES, AND TOP OF THE TOP FLANGE PLATES.
 - 12 INSTALLATION OF SEAL: DURING THE INSTALLATION OF THE SUPPORT ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER VERTICAL FIT OF THE SUPPORT ARMOR ON THE BEAMS SHALL BE ACHIEVED BY USE OF SLOTTED HOLES IN THE SUPPORT ANGLES RATHER THAN BY CLAMPING.

STRIP SEAL SIZE	JOINT SETTING DIMENSION "A"						
	TEMPERATURE °F						
3"	30	40	50	60	70	80	90
	2"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"

DESIGNED	CHECKED	REVIEWED	DRAWN
BAB	F.F.	P.J.P.	J.P.P.
2-2-90			

- NOTES**
- 1 ALL STRUCTURAL STEEL SHALL BE ASTM A 572 GRADE SOUNLESS NOTED OTHERWISE.
 - 2 HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A-325 UNLESS OTHERWISE NOTED.
 - 3 WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPLICE MATERIAL EXCEPT FILL PLATES SHALL BE (CVN).
 - 4 WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANYWHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE. BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO/MS BRIDGE WELDING CODE, 1988.
 - 5 WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CWS 513 AND AASHTO M-169.
 - 6 FOR SECTION X-X, EXPANSION JOINT, AND END CROSSFRAME DETAILS SEE STANDARD DRAWING EK1-4-87 SHEETS 1 THRU 5.
 - 7 FOR INTERMEDIATE CROSSFRAMES AND STUD DETAILS SEE SHEET 228.
 - 8 FOR THE LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 330.
 - 9 THE EXPANSION JOINTS AT ABUTMENTS A-1 & A-2 SHALL HAVE A MOVEMENT RATING OF 3". SEE DIMENSION "A" IN THE JOINT SETTING DIMENSION TABLE ON THIS SHEET.
 - 10 FOR THE LAYOUT DIAGRAM AND TABLE OF DEFLECTIONS AND CAMBERS SEE SHEET 329.

URS

OHIO TURNPIKE COMMISSION

FRAMING PLAN

C/D ROAD NORTHBOUND OVER
THE I-75 CONNECTOR
BR. NO. WO 0-75-2890
WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 328 OF 364

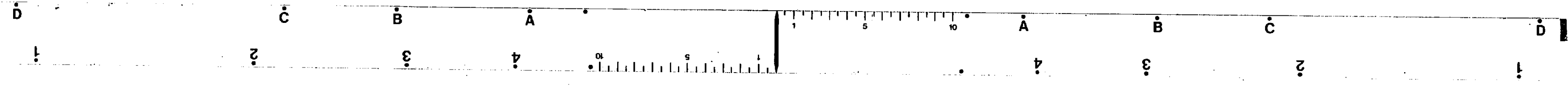


TABLE OF FINISHED PAVEMENT ELEVATIONS

LOCATION	A	B	C	D
CENTERLINE BRIDGE ABUTMENT A-1	648.40	648.22	648.05	647.87
1/4 PT.	648.26	648.08	647.91	647.73
1/2 PT.	648.12	647.94	647.77	647.59
3/4 PT.	647.98	647.80	647.63	647.45
CENTERLINE BRIDGE PIER	647.84	647.66	647.48	647.30
1/4 PT.	647.69	647.51	647.33	647.16
1/2 PT.	647.54	647.37	647.19	647.01
3/4 PT.	647.39	647.22	647.04	646.86
CENTERLINE BRIDGE ABUTMENT A-2	647.24	647.06	646.88	646.70

SEE NOTE ①

DEFLECTION AND CAMBER TABLE

LOCATION	ALL BEAMS		BEAMS A AND D		BEAMS B AND C	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/2 PT.	0.05	0.05	0.30	0.40	0.35	0.45
CENTERLINE SPLICE	0.02	0.04	0.14	0.20	0.16	0.22
CENTERLINE PIER P-1						
1/2 PT.	0.05	0.05	0.30	0.40	0.35	0.45
CENTERLINE BRIDGE ABUTMENT A-2						

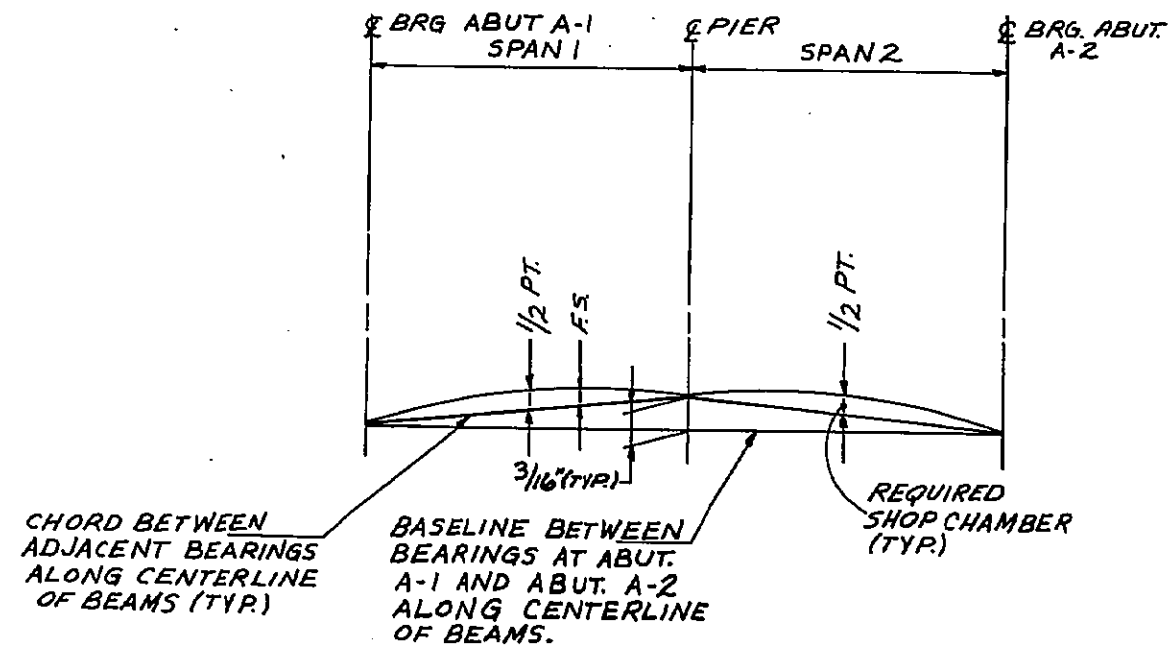
LEGEND

- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
- d REQUIRED SHOP CAMBER

NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

NOTES

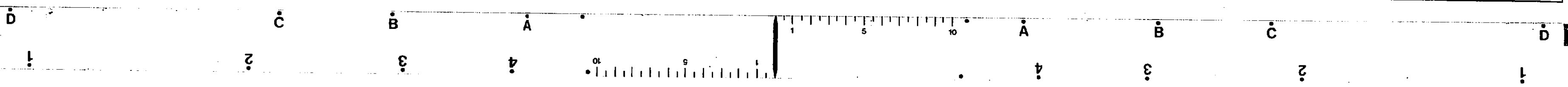
- ① THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

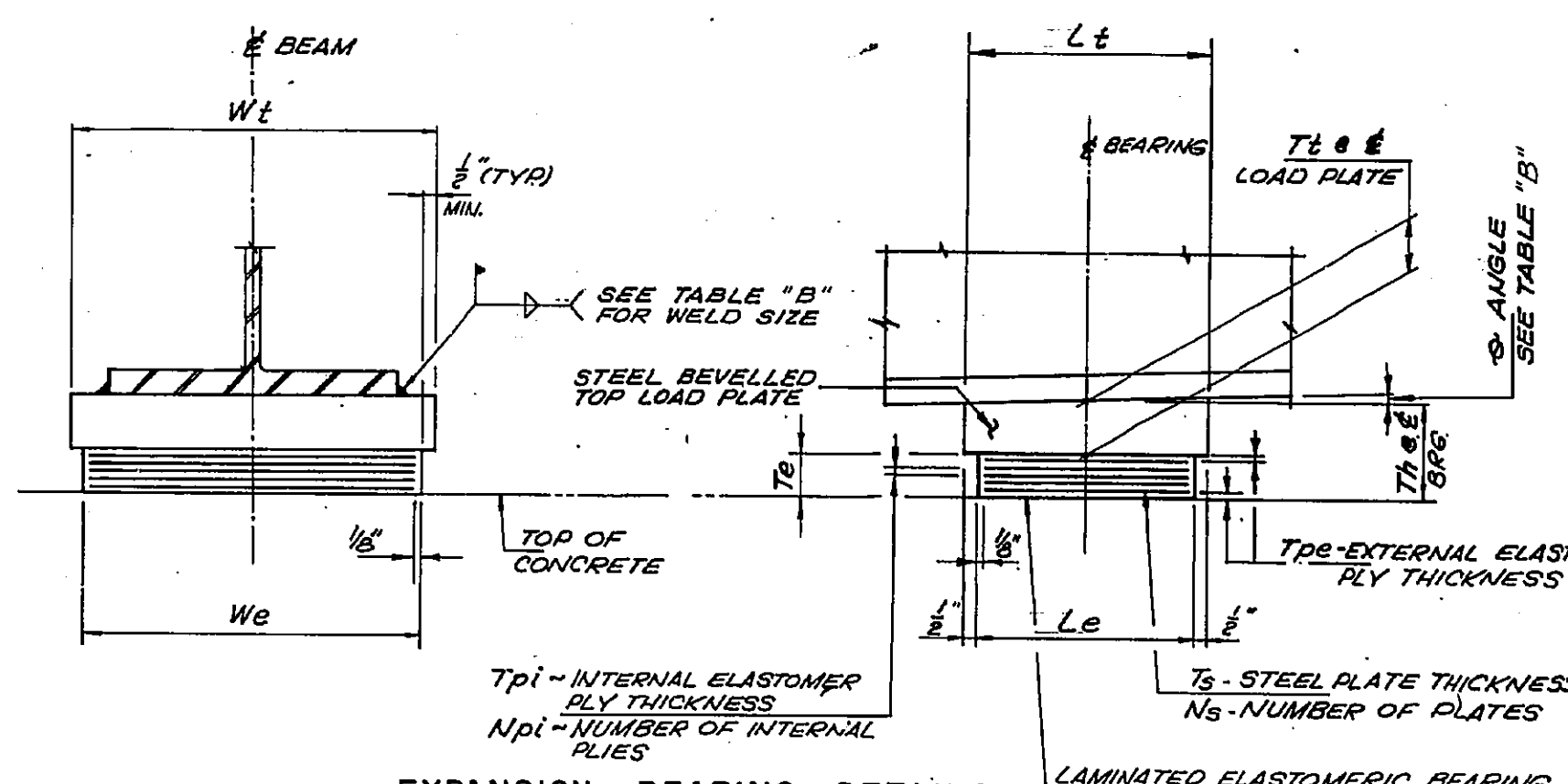


LAYOUT DIAGRAM

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BAB	J.J.	R.J.P.	J.P.	2-12-90

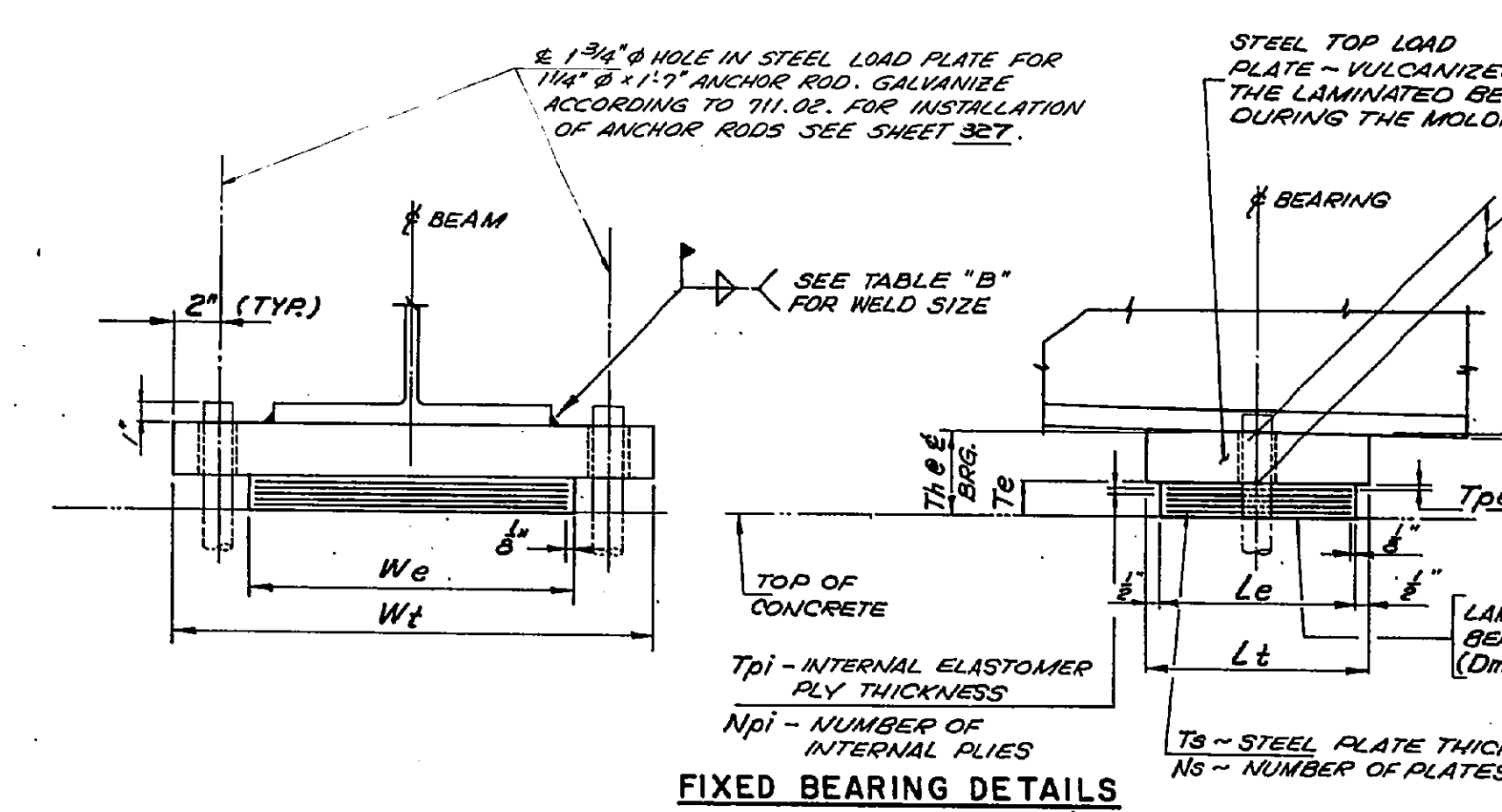
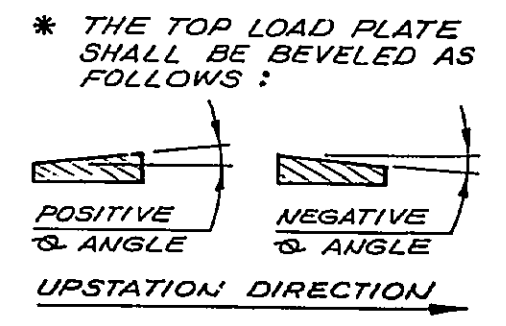
URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS & PAVEMENT ELEVATIONS
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. NO. WOO-75-2890 WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57
DATE: 2/90 SCALE: 1/4"=1'-0"
CIP: 55-90-03 SHEET 329 OF 364



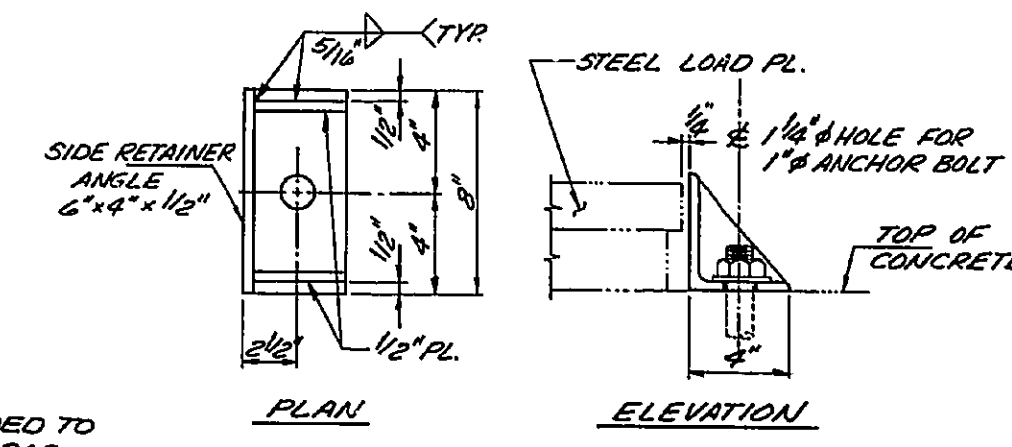


EXPANSION BEARING DETAILS
(TYPE - EB)

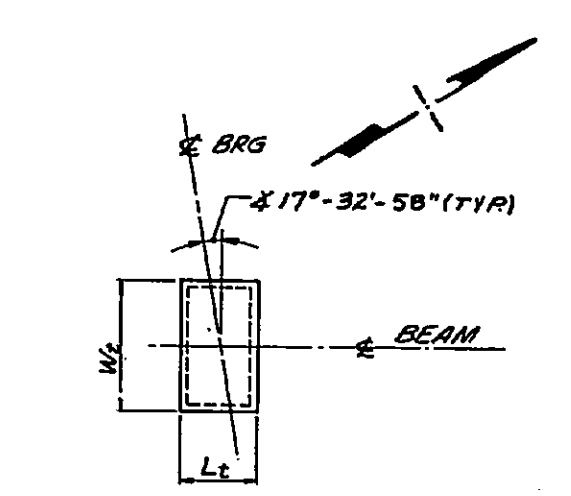
LOCATION	BEARING TYPE	N ^s REQ'D.	LOAD (IN KIIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ϕ *	T _e	WELD SIZE
ABUT. A-1	EB-1	4	30.9	51.8	-0°-45'	1 1/2"	5/16"
PIER	FB-1	4	102.5	59.6	-0°-45'	1 1/2"	5/16"
ABUT. A-2	EB-1	4	30.9	51.8	-0°-45'	1 1/2"	5/16"



FIXED BEARING DETAILS
(TYPE - FB)



SIDE RETAINER DETAIL

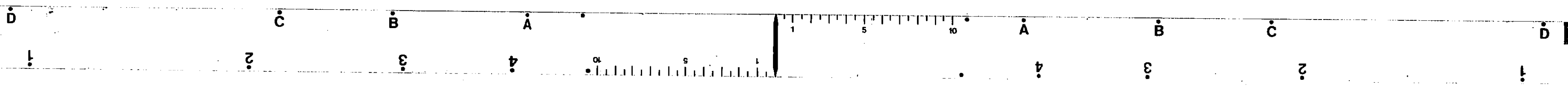


BEARING ORIENTATION PLAN
(ALL BEARINGS)

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: ±20% OF DESIGN VALUE (NOT TO EXCEED ±1/8")
- PLAN DIMENSIONS: -0, +1/4"
- DESIGN THICKNESS "T_e": -0, +1/8"
- DESIGN THICKNESS "T_s": -0, +1/4"
- EDGE COVER OF EMBEDDED LAMINATES: -0, +1/8"
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ±10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ±10°F.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 - LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02. FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 327.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.

BEARING TYPE		D _m	L _e	W _e	T _e	L _t	W _t	T _t	T _h	T _{pe}	T _{pi}	N _{pi}	T _s	N _s	RETAINER ANGLES
FIXED	EB-1	50	7 1/2"	11"	1 7/16"	8 1/2"	12"	1 1/2"	2 7/8"	0.136"	0.190"	4	0.0747"	5	YES (FASCIA BEAMS ONLY)
	FB-1	50	10"	19"	1 3/4"	11"	25"	1 1/2"	3 1/4"	0.181"	0.254"	4	0.0747"	5	NO

REVISED: 2-12-90
 RER J.J. P.J.F. J.P.P.
 URS
OHIO TURNPIKE COMMISSION
BEARING DETAILS
 C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. N^o W00-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 330 OF 364



MARK	No. REQD.	LGTH.	PLACEMENT	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 501	21	30-0	ST					657	
SERIES OF 10=	1-SET	10-6	TO ST						
1 A 502	10 BAR	15-0					0-6	133	
SERIES OF 11=	1-SET	10-11	TO ST				7		
1 A 503	11 BAR	15-0					0-4--	149	
1 A 504	11	34-0	ST					390	
1 A 505	26	17-10	ST					484	
1 A 506	11	6-6	ST					75	
1 A 507	12	38-8	ST					484	
1 A 508	12	38-6	ST					482	
1EA 509	5	37-11	ST					198	
1EA 510	6	37-8	ST					236	
1 A 511	14	10-0	ST					146	
1EA 512	26	6-8	2	1-9	3-5			181	
1 A 513	26	5-8	12	4-0	1-9	1-3		154	
1 A 514	7	21-4	ST					156	
SERIES OF 20=	1-SET	7-0	TO ST				13		
1 A 515	20 BAR	21-0					0-8--	292	
SERIES OF 4=	2-SETS	4-2	TO ST				11		
1 A 516	8 BAR	6-4					0-8--	44	
1 A 517	3	36-7	ST				16	114	
1 A 518	3	37-4	ST					117	
SERIES OF 11=	1-SET	4-8	TO ST				3-1		
1 A 519	11 BAR	35-6						230	
SERIES OF 11=	1-SET	5-5	TO ST				3-1		
1 A 520	11 BAR	36-3						239	
1 A 521	2	39-8	ST					83	
1 A 522	6	18-0	ST					113	
1 A 523	16	7-8	7	6-6				128	
1 A 527	12	5-4	ST					67	
1 A 529	3	8-5	52					26	
1 A 530	3	6-3	53					20	
1 A 531	3	6-3	54					20	
1 A 532	3	6-6	3	3-5	0-10	2-6		20	
1EA 533	16	1-6	ST					25	
1EA 534	4	5-4	23	2-2	2-5			22	
1EA 535	4	3-0	ST					13	
SERIES OF 14=	1-SET	12-2	TO ST	1-2	0-5	2-2	4-0	9	
1 A 536	14 BAR	14-11		2-1	1-4	2-2	4-0	16	
1 A 537	12	13-2	24	1-8	0-5	2-2	4-0	164	
1EA 550	10	3-6	19	0-8	0-6	0-8	2-1	36	
1EA 551	2	2-9	ST					6	
1EA 552	12	4-4	ST					54	
1EA 553	2	5-4	23	2-2	2-5			11	
1EA 554	8	3-0	6	2-5				25	
1EA 555	4	4-2	ST					17	
1EA 556	2	13-8	60					29	
1EA 557	2	13-8	ST					29	
1EA 558	4	15-8	ST					65	
SERIES OF 4=	1-SET	14-8	TO ST				0-5		
1 A 560	4 BAR	15-11						64	
1 A 561	12	3-6	ST					44	
1EA 562	6	15-8	ST					98	
1EA 563	12	2-1	ST					26	

MARK	No. REQD.	LGTH.	PLACEMENT	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 1									
1 A 601	19	10-6	ST					300	
1 A 602	16	11-10	7	10-6				284	
1 A 603	2	7-7	2	3-3	1-5			23	
1EA 604	32	5-7	2	2-6	0-11			268	
1EA 605	32	5-3	2	2-1	1-5			252	
1EA 606	34	9-3	2	4-1	1-5			472	
1 A 607	48	5-6	13	1-0	4-8	0-2		396	
1 A 608	1	21-7	ST					32	
SERIES OF 31=	1-SET	6-10	TO ST				13		
1 A 609	31 BAR	21-5					0-5--	658	
1 A 610	16	10-0	ST				16	240	
1EA 611	4	3-10	19	0-9	0-6	0-8	2-5	23	
1EA 620	12	4-6	1	1-0	3-8			81	
1 A 701	51	13-6	ST					1407	
1 A 702	42	15-2	7	13-6				1302	
SERIES OF 3=	1-SET	7-0	TO ST				1		
1 A 703	3 BAR	11-9					2-4--	57	
SERIES OF 3=	1-SET	7-10	TO ST	7-0			1		
1 A 704	3 BAR	12-7		11-9			2-4--	63	
1 A 705	3	7-0	ST					43	
1 A 706	3	7-10	6	7-0				48	
1 A 707	36	16-0	ST					1177	
1EA 801	21	4-10	38	2-7	1-5	1-0		271	
1 A1001	71	9-10	1	1-10	8-3			2991	
1 A1002	35	11-6	ST					1732	
NON-EPOXY COATED = 16045 EPOXY COATED = 2438									
ABUTMENT 2									
2 A 501	21	30-0	ST					657	
SERIES OF 10=	1-SET	9-6	TO ST				0-6		
2 A 502	10 BAR	14-0						123	
SERIES OF 11=	1-SET	9-6	TO ST				15		
2 A 503	11 BAR	14-0					0-4--	195	
2 A 504	11	34-0	ST				16	390	
2 A 505	27	16-8	ST					469	
2 A 506	11	6-6	ST					75	
2 A 507	12	39-0	ST					488	
2 A 508	12	37-8	ST					471	
2EA 509	5	37-8	ST					196	
2EA 510	6	37-8	ST					236	
2 A 511	14	10-0	ST					146	
2EA 512	26	6-8	2	1-9	3-5			181	
2 A 513	26	5-8	12	4-0	1-9	1-3		154	
2 A 514	7	20-2	ST					147	
SERIES OF 20=	1-SET	6-9	TO ST				1		
2 A 515	20 BAR	19-10					0-8--	277	
SERIES OF 4=	2-SETS	4-1	TO ST				4		
2 A 516	8 BAR	6-1					0-8	42	
2 A 517	3	36-7	ST					114	

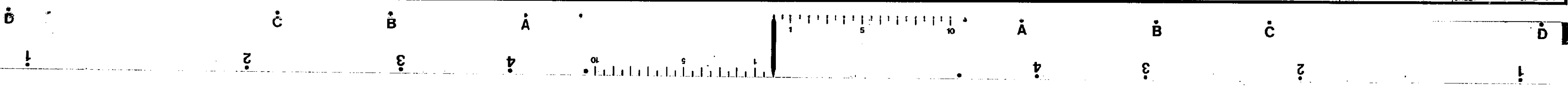
MARK	No. REQD.	LGTH.	PLACEMENT	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENT 2									
2 A 518	3	37-4	ST					117	
SERIES OF 10=	1-SET	5-6	TO ST				11		
2 A 519	10 BAR	35-3					3-3--	213	
SERIES OF 10=	1-SET	6-3	TO ST				16		
2 A 520	10 BAR	36-0					3-3--	220	
2 A 521	2	39-3	ST				16	82	
2 A 522	6	18-0	ST					113	
2 A 523	16	7-8	7	6-6				128	
2 A 525	3	5-4	51					17	
2 A 526	3	5-4	18	3-5	1-2	0-10	1-1	17	
2 A 527	12	5-4	ST					67	
2 A 528	3	13-2	24	3-5	0-5	2-2	2-3	41	
2EA 533	16	1-6	ST					25	
2EA 534	4	5-4	23	2-2	2-5			22	
2EA 535	4	3-0	ST					13	
SERIES OF 14=	1-SET	12-2	TO ST	1-2	0-5	2-2	4-0	9	
2 A 536	14 BAR	14-11		2-1	1-4	2-2	4-0	16	
2 A 537	12	13-2	24	1-8	0-5	2-2	4-0	164	
2EA 550	10	3-6	19	0-8	0-6	0-8	2-1	36	
2EA 551	2	2-9	ST					6	
2EA 552	12	4-4	ST					54	
2EA 553	2	5-4	23	2-2	2-5			11	
2EA 554	8	3-0	6	2-5				25	
2EA 555	4	4-2	ST					17	
2EA 556	2	13-8	60					29	
2EA 557	2	13-8	ST					29	
2EA 558	4	15-8	ST					65	
SERIES OF 4=	1-SET	15-6	TO ST				0-5		
2 A 560	4 BAR	16-9						67	
2 A 561	12	3-6	ST					44	
2EA 562	6	15-8	ST					98	
2EA 563	12	2-1	ST					26	
2 A 601	19	10-6	ST					300	
2 A 602	16	11-10	7	10-6				284	
2EA 603	2	7-7	2	3-3	1-5			23	
2EA 604	32	5-7	2	2-6	0-11			268	
2EA 605	32	5-3	2	2-1	1-5			252	
2EA 606	34	9-3	2	4-1	1-5			472	
2 A 607	48	5-6	13	1-0	4-8	0-2		396	
2 A 608	1	20-5	ST					31	
SERIES OF 31=	1-SET	6-8	TO ST				7		
2 A 609	31 BAR	20-3					0-5--	627	
2 A 610	16	10-0	ST				16	240	
2EA 611	4	3-10	19	0-9	0-6	0-8	2-5	23	
2EA 620	12	4-6	1	1-0	3-8			81	
2 A 701	50	13-6	ST					1380	
2 A 702	41	15-2	7	13-6				1271	
SERIES OF 3=	1-SET	7-0	TO ST				2-5		
2 A 703	3 BAR	11-10						58	
2 A 704	1	12-7	6	11-9				26	

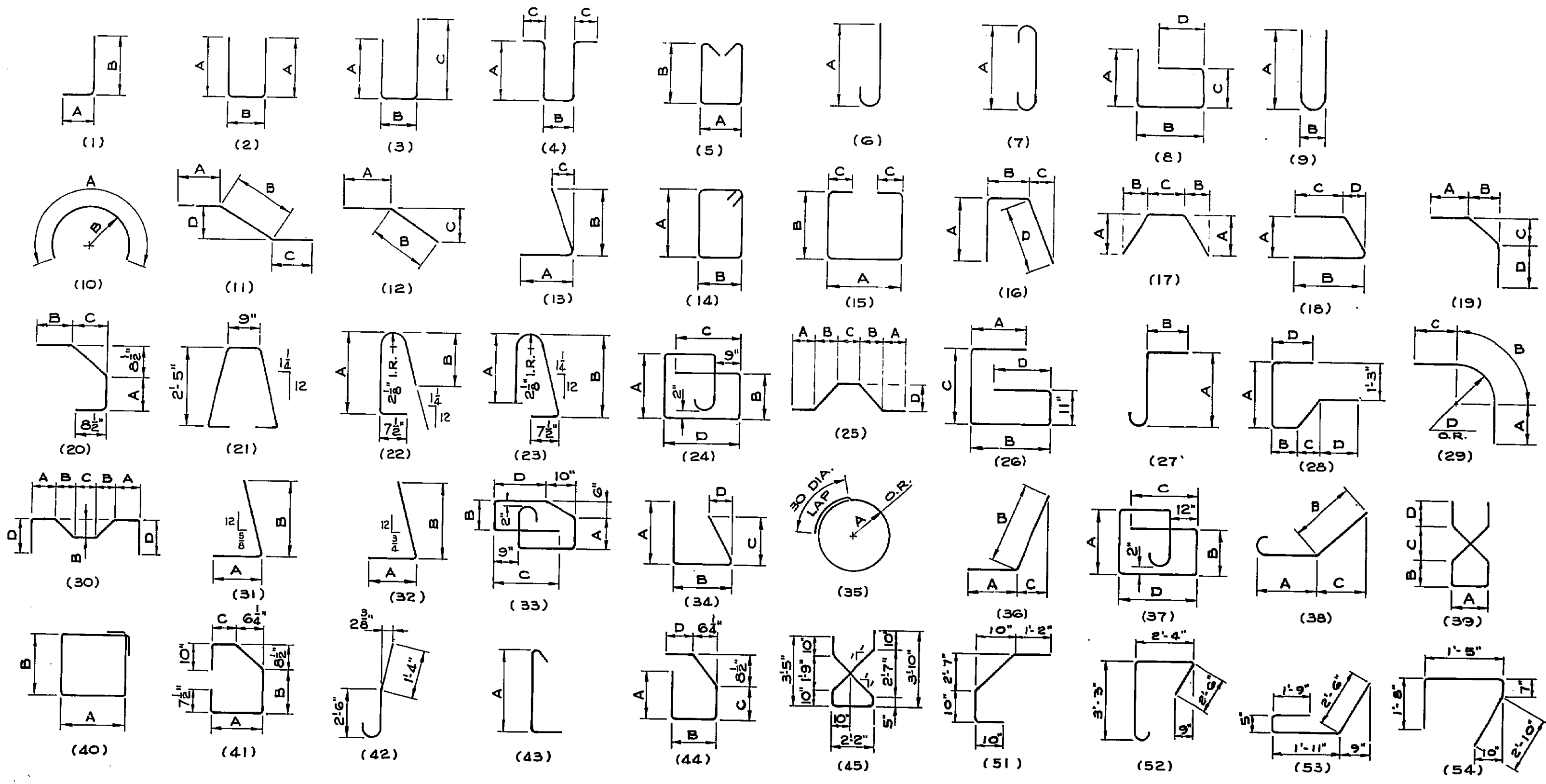
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JWW	DAM	R.J.P.	JFP	2-12-90

URS
OHIO TURNPIKE COMMISSION

REINFORCING SCHEDULE
C/O ROAD NORTHBOUND OVER
THE I-75 CONNECTOR
BR. NO. WOOD-75-289D
WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57

DATE: 2/90 SCALE: 1/7.5
OP: 55-90-03 SHEET 332 OF 367



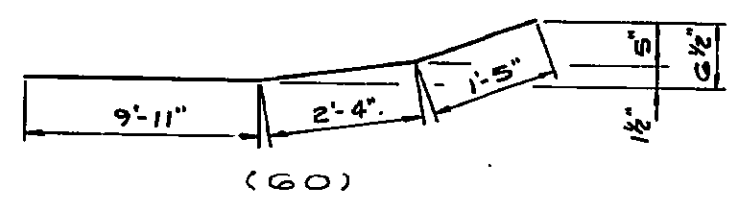


ITEM 509 REINFORCING STEEL, (GRADE 60)

ABUTMENT	=	30040 LBS
PIER	=	6543 LBS
SUPERSTRUCTURE	=	0 LBS
GRAND TOTAL	=	36,583 LBS

ITEM 509 EPOXY COATED, REINFORCING STEEL, (GRADE 60)

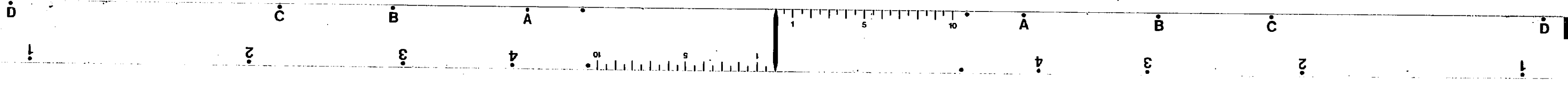
ABUTMENT	=	4897 LBS
PIER	=	0 LBS
SUPERSTRUCTURE	=	26679 LBS
GRAND TOTAL	=	31576 LBS

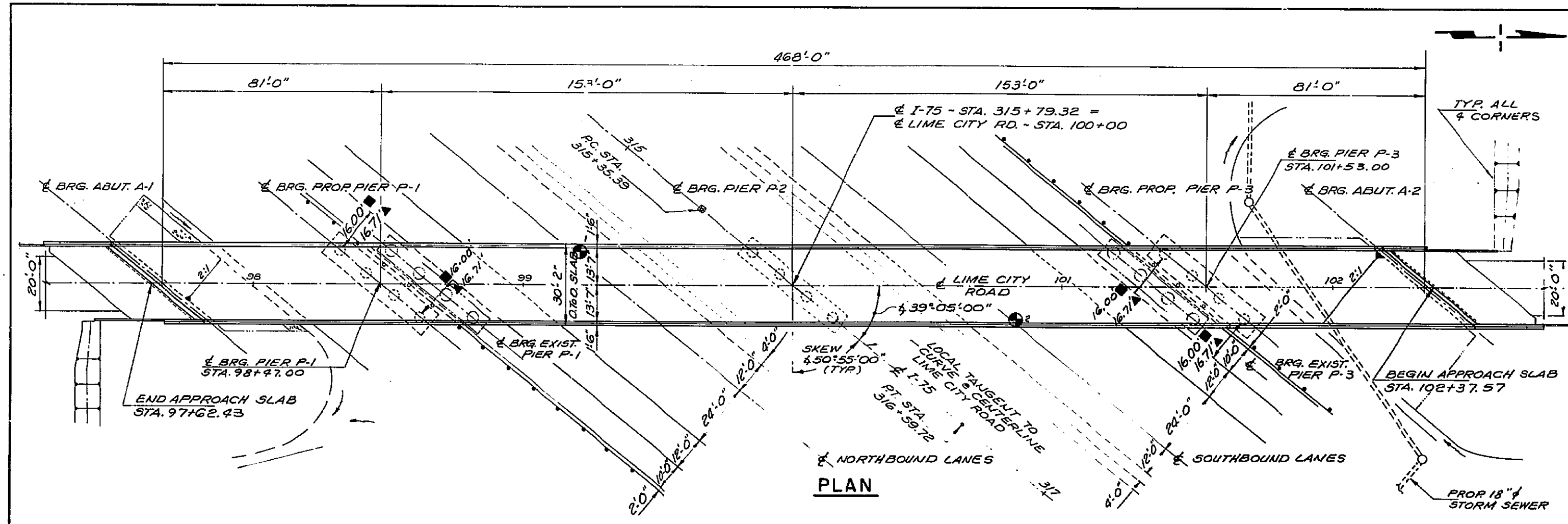


REINFORCING STEEL SAMPLES

REFER TO O.T.C. GENERAL CONDITIONS G-6.02 AND CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPICED IN ACCORDANCE WITH 509.08.

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
J.W.N.	D.M.	R.J.P.	J.P.P.	2-12-90
URS				
OHIO TURNPIKE COMMISSION				
REINFORCING SCHEDULE				
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. N° WOO-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57				
DATE: 2/90		SCALE: N.T.S.		
CIP: 55-90-03		SHEET 334 OF 364		





EXISTING STRUCTURE

TYPE: A FOUR (4) SPAN CONTINUOUS NON-COMPOSITE A36 STEEL GIRDER STRUCTURE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SKEM: 50° 55' 00" R.F.

SPANS: c/c BEARINGS ALONG CENTERLINE LIME CITY ROAD: 100'-0", 134'-0", 134'-0", 100'-0"

ROADWAY: 28'-6" F TO F CONCRETE PARAPETS 30'-6" OUT TO W/T SLAB

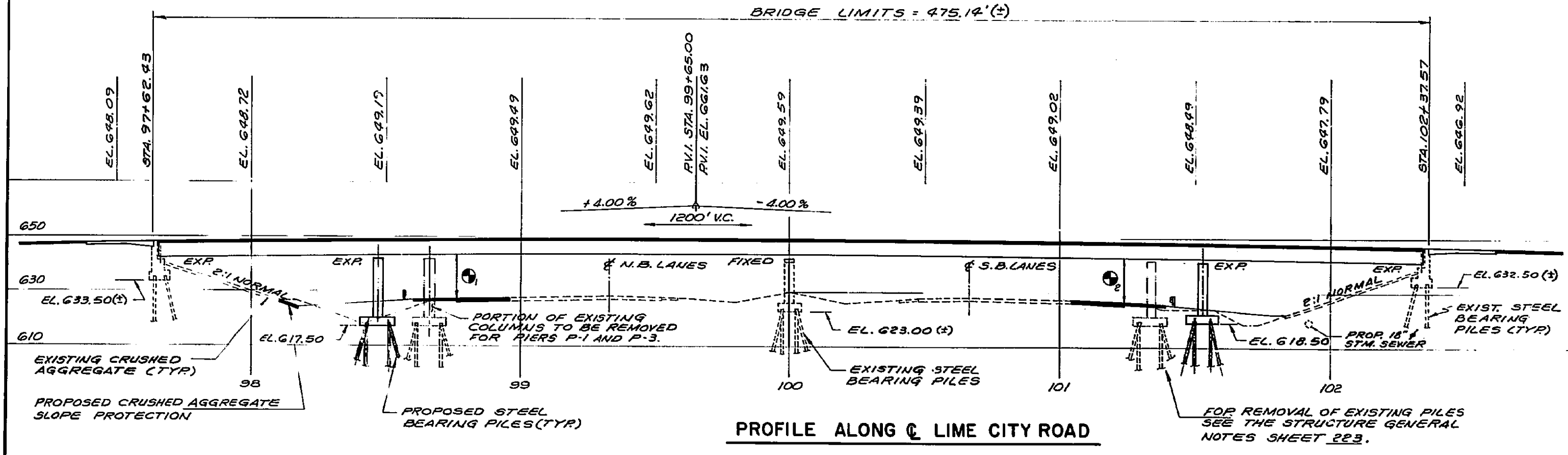
LOADING: CF 130(57)

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (EACH ABUTMENT)

ALIGNMENT: TANGENT

SLOPE PROTECTION: CRUSHED AGGREGATE



PROPOSED STRUCTURE

TYPE: A FOUR (4) SPAN CONTINUOUS COMPOSITE, A572 GRADE 50 STEEL GIRDER (PAINTED) STRUCTURE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SKEM: 50° 55' 00" R.F.

SPANS: c/c BEARINGS ALONG CENTERLINE LIME CITY ROAD: 81'-0", 153'-0", 153'-0", 81'-0"

ROADWAY: 27'-2" TOE TO TOE PARAPETS 30'-2" OUT TO OUT SLAB

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING. F.W.S. + 30 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (ODOT STANDARD AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: NONE

SLOPE PROTECTION: CRUSHED AGGREGATE AT ABUTMENT A-1

TRAFFIC: 1,170 A.D.T. 117 A.D.T.T. (2010)

CURVE DATA @ I-75

RC. STA. = 315+35.39
 PI. STA. = 315+97.56
 RT. STA. = 316+59.72

Δ = 00° 18' 39" RT
 DC = 00° 15' 00"
 R = 22918.32'
 T = 62.17'
 Lc = 124.33'
 E = 0.08'

MINIMUM VERTICAL CLEARANCE

⊕ 1 15.00' REQUIRED
 18.20' ACTUAL

⊕ 2 15.00' REQUIRED
 15.03' ACTUAL

HORIZONTAL CLEARANCE

■ - REQUIRED
 ▲ - ACTUAL

NOTE

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.

- FOR THE PILING PLAN AND THE ESTIMATED PILE PAY LENGTHS, SEE SHEET 360.

- A CONTINGENCY OF 50 G.Y. OF ITEM 601-CRUSHED AGGREGATE SLOPE PROTECTION HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR THE REPAIR OF WASHED-OUT AREAS.

ALJ DAM RER JFF 2-12-94

URS

OHIO TURNPIKE COMMISSION

GENERAL PLAN & ELEVATION

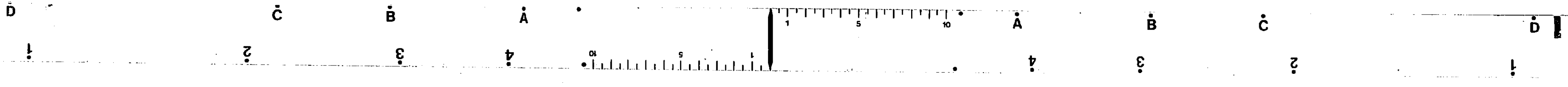
LIME CITY ROAD OVER I-75

BR. N^o WOO-75 - 2993
 WOOD COUNTY

STA. 97+62.43 TO STA. 102+37.57

DATE: 2/90 SCALE: N.T.S.

CIP: 55-90-03 SHEET 335 OF 364



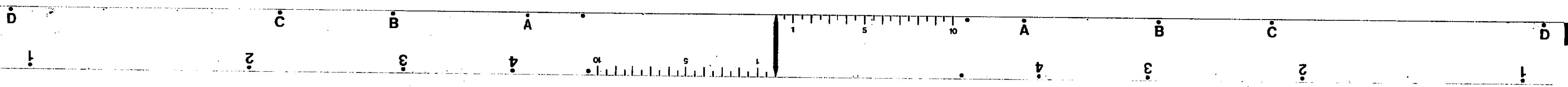
ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
SP202	LUMP	LS	PORTIONS OF STRUCTURES REMOVED				
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING				
503	279	CY	UNCLASSIFIED EXCAVATION			279	
503	LUMP	LS	UNCLASSIFIED EXCAVATION, AS PER PLAN			LUMP	
505	LUMP	LS	PILE DRIVING EQUIPMENT AND MOBILIZATION			LUMP	
507	2160	LF	STEEL PILES HP 12X53			2160	
507	36	EA	STEEL POINTS (OR SHOES), AS PER PLAN			36	
509	22702	LBS	REINFORCING STEEL, GRADE 60			22702	
509	122426	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	119871	2555		
510	306	LF	DOWEL HOLES, USING NONSHRINKING EPOXY GROUT		234	72	
511	80	CY	CLASS 'C' CONCRETE, PIER FOOTINGS			80	
511	8	CY	CLASS 'C' CONCRETE, ABUTMENTS		8		
511	63	CY	CLASS 'C' CONCRETE, PIER COLUMNS AND CAPS			63	
SP511A	500	CY	CLASS 'S' CONCRETE, SUPERSTRUCTURE DECK AND BARRIERS USING SHRINKAGE COMPENSATING CEMENT	500			
SP511A	13	CY	CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT		13		
513	422400	LBS	STRUCTURAL STEEL (A-572, GRADE 50) AISC CATEGORY III	422400			
513	2528	EA	WELDED STUD SHEAR CONNECTORS	2528			
516	89	LF	STRUCTURAL STEEL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS	89			
516	20	EA	LAMINATED ELASTOMERIC BEARINGS, COMPLETE, AS PER PLAN		8	12	
601	79	SY	CRUSHED AGGREGATE SLOPE PROTECTION		29	50	
SP527C	LUMP	LS	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP			
SPECIAL	12	EA	REMOVAL OF EXISTING PILES			12	
SPECIAL	955	SY	SEALING OF CONCRETE SURFACES (SEE PROPOSAL NOTE)	898	57		
SPECIAL	208	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY) (SEE PROPOSAL NOTE)			208	
SPECIAL	422400	LBS	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM 12EU (SEE PROPOSAL NOTE)	422400			

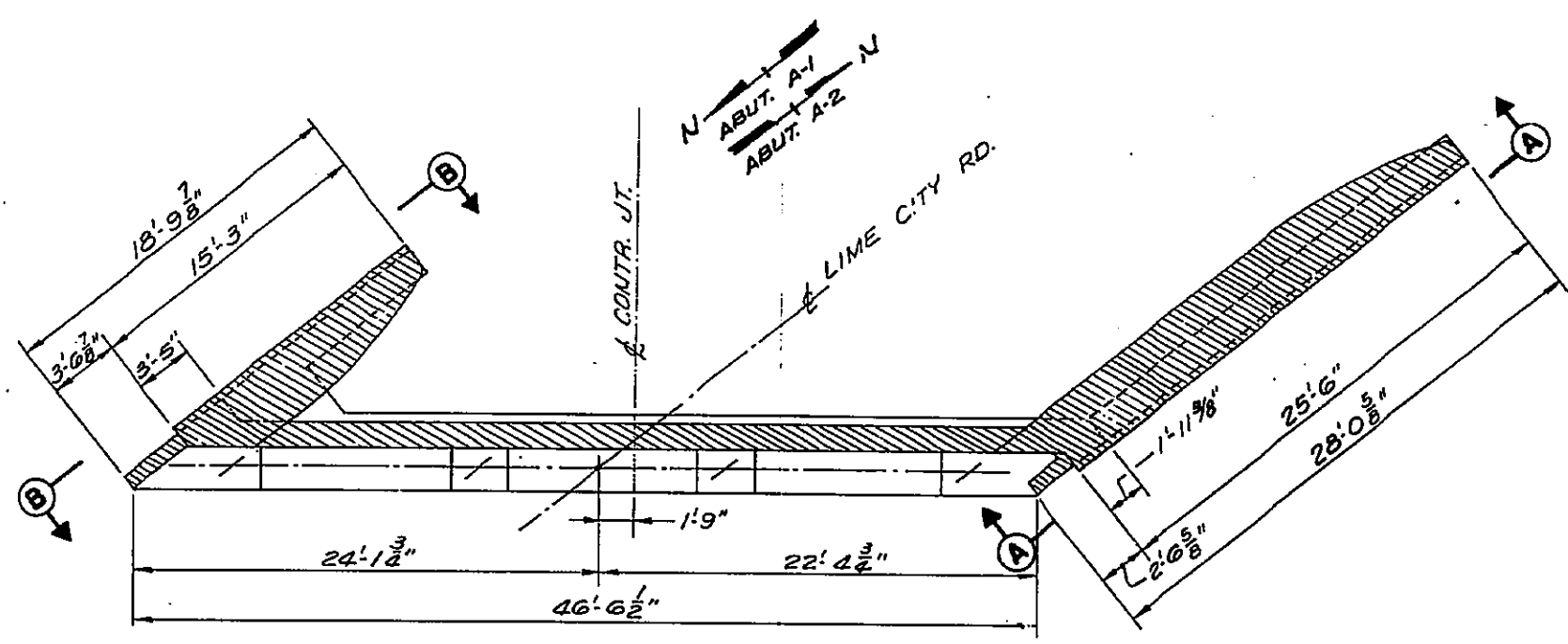
QUANTITIES
CALCULATED BY : J.T.J. DATE : 11/8/89
CHECKED BY : B.A.B. DATE : 12-6-89

J.T.J. F.F. R.J.P. JFP 2-12-90

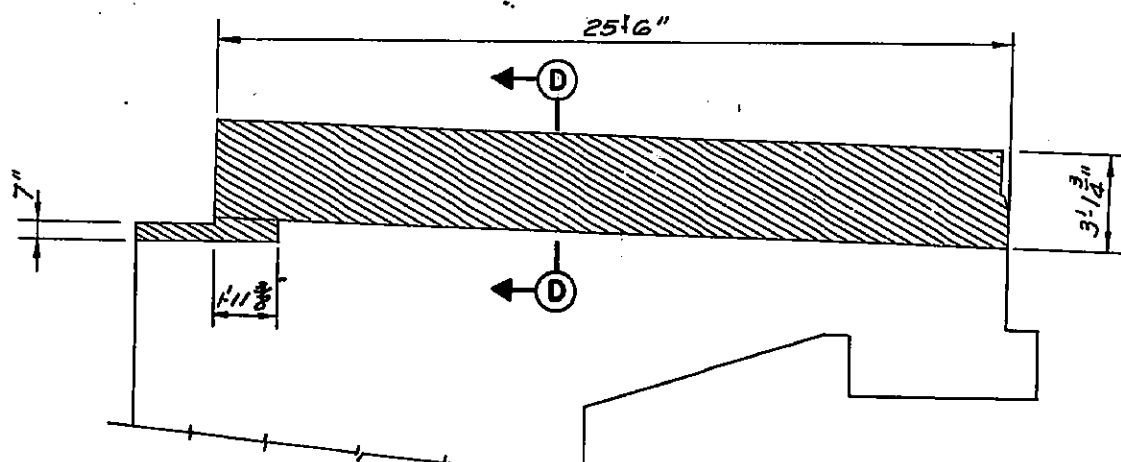
URS
OHIO TURNPIKE COMMISSION

ESTIMATED QUANTITIES
LIME CITY ROAD OVER I-75
BR. N^o W00-75 - 2993
WOOD COUNTY
STA. 97+62.43 TO STA. 102+37.57
DATE: 2/90 SCALE: N.T.S.
CP: 55-90-03 SHEET 336 OF 364

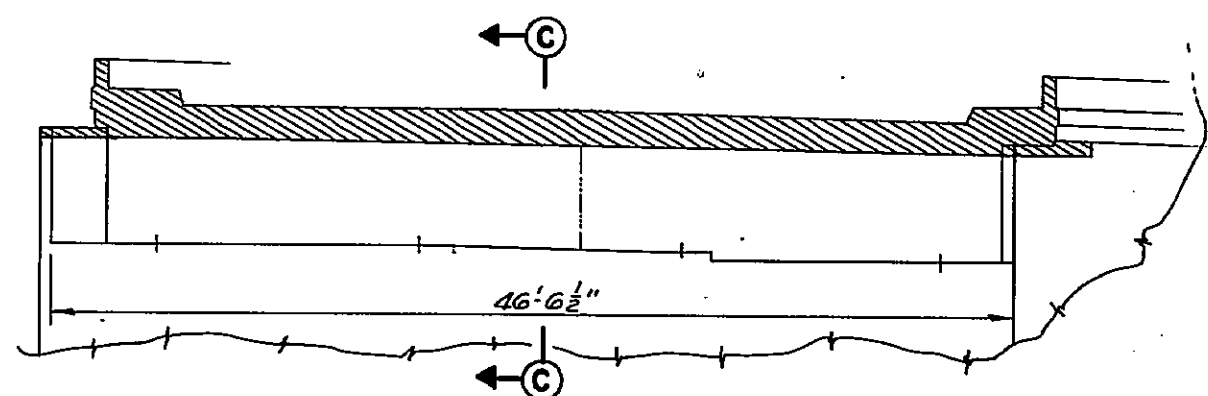




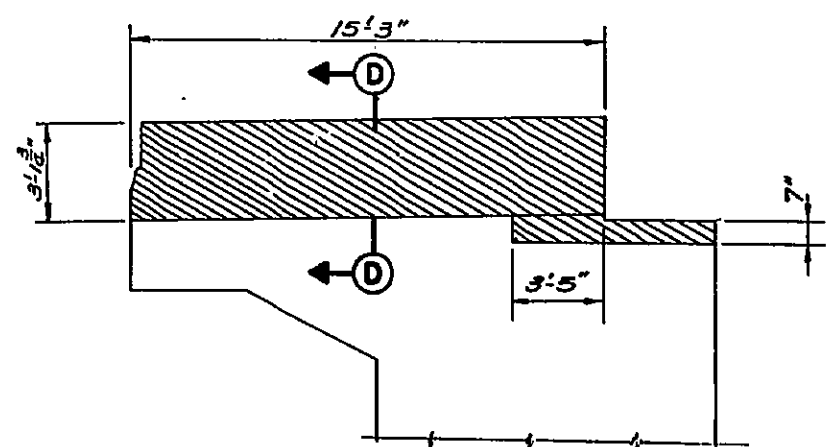
PARTIAL PLAN - ABUTMENTS



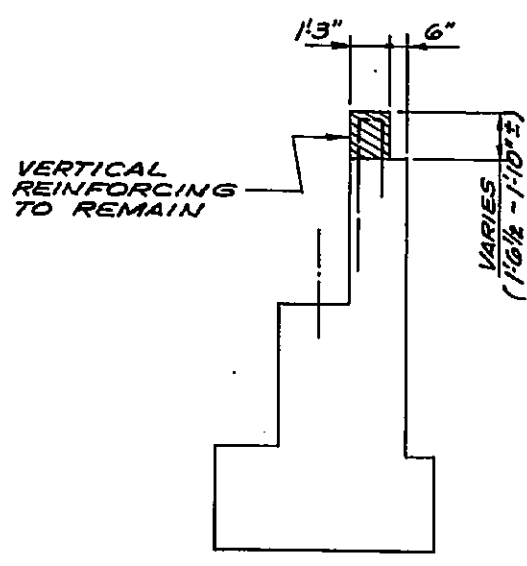
VIEW "A-A"



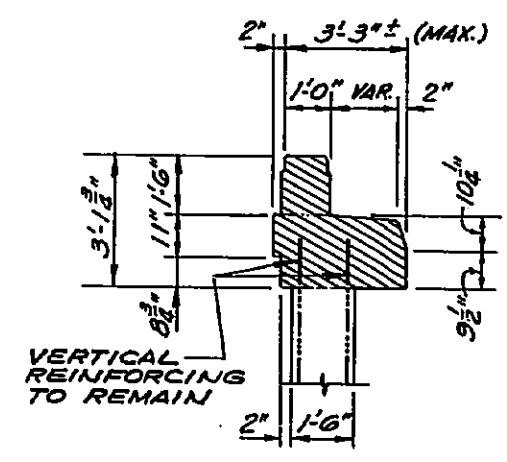
PARTIAL ELEVATION - ABUTMENTS



VIEW "B-B"



SECTION "C-C"

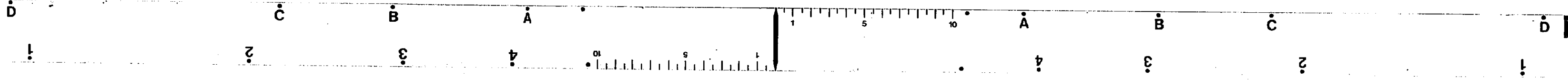


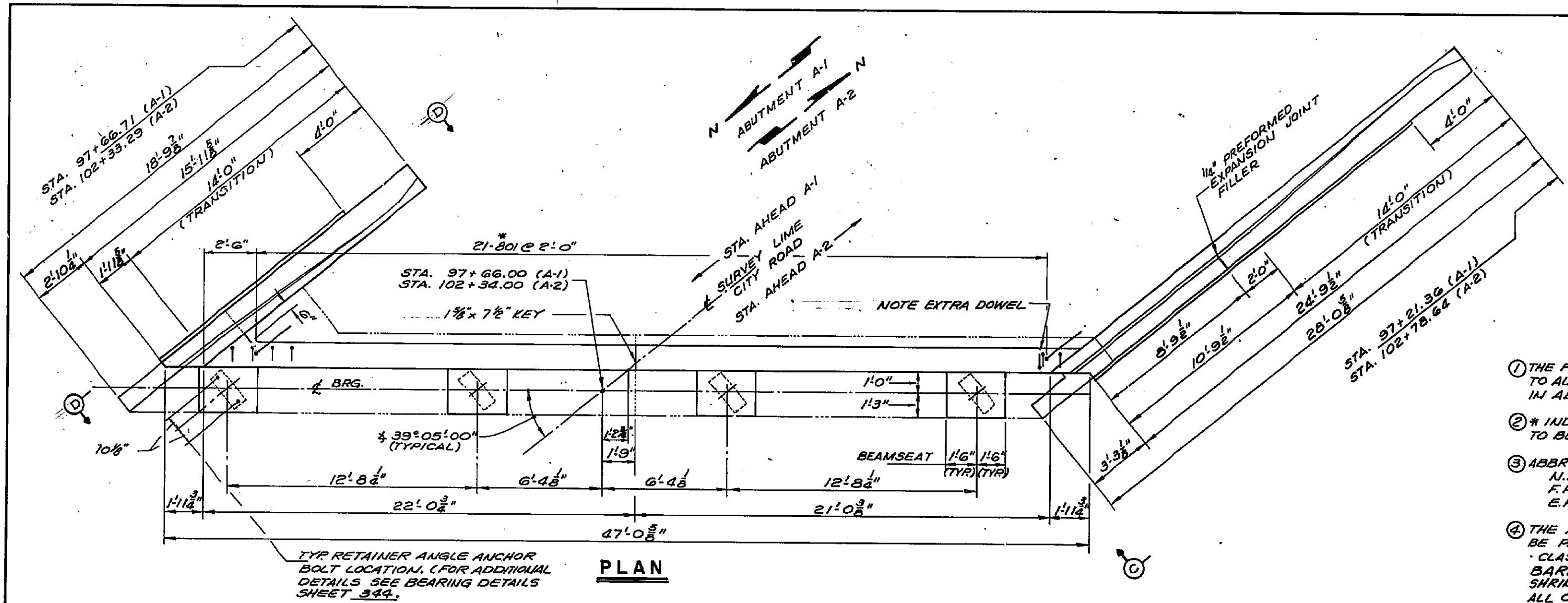
SECTION "D-D"

- NOTES**
- ① INDICATES AREAS TO BE REMOVED AND SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURES REMOVED FOR PAYMENT.
 - ② ALL EXISTING REINFORCING, IN HATCHED AREAS, SHALL BE REMOVED UNLESS NOTED OTHERWISE.
 - ③ CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE, WHERE PRACTICABLE, AT LEAST 1'-6" LENGTH OF PROTRUDING REINFORCING STEEL SHALL BE LEFT IN PLACE. INSTALL DOWEL BARS AS SPECIFIED, PRIOR TO CONCRETE PLACEMENT. ABRASIVELY CLEAN JOINT SURFACE AND EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THEN, THE JOINT SURFACE AND EXPOSED REINFORCEMENT SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIALS, BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHOD THAT PRODUCES RESULTS SATISFACTORY TO THE ENGINEER. THE CONCRETE BONDING SURFACE SHALL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED. PAYMENT FOR THE ABOVE MENTIONED WORK SHALL BE INCLUDED WITH THE LUMP SUM BID FOR ITEM 202 - PORTIONS OF STRUCTURES REMOVED.

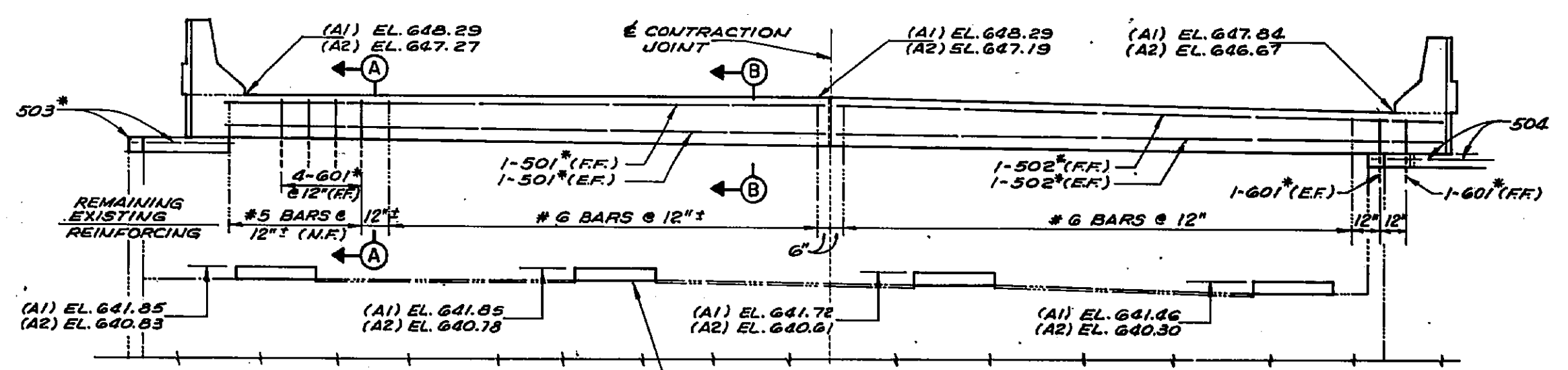
URS	
OHIO TURNPIKE COMMISSION	
ABUTMENT REMOVAL DETAILS	
LIME CITY ROAD OVER I-75	
BR. NO. W00-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: M.T.S.
CIP: 55-90-03	SHEET 337 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
A.L.H.	A.L.H.	R.J.P.	J.F.P.	2-12-90

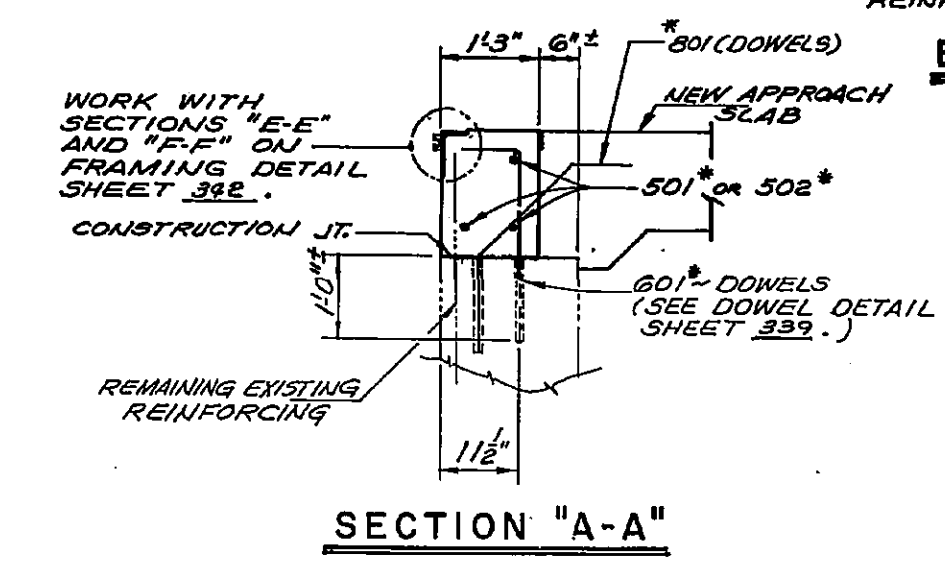




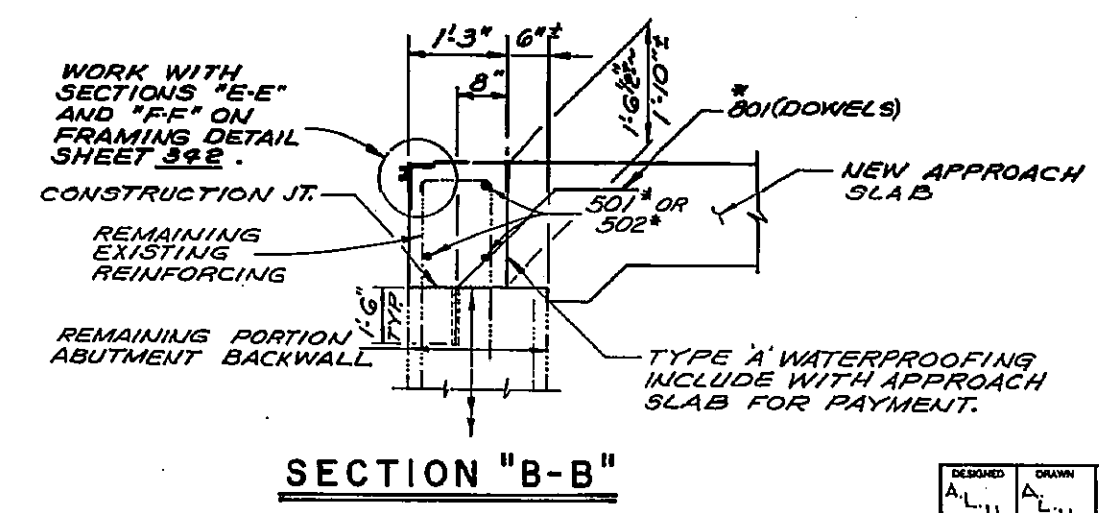
PLAN



ELEVATION



SECTION "A-A"

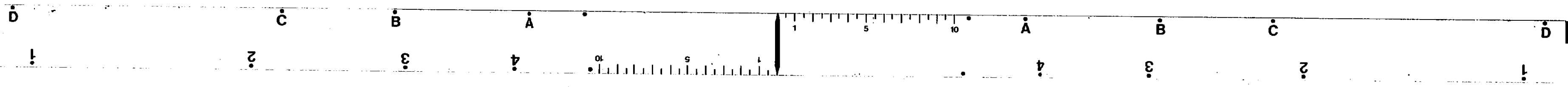


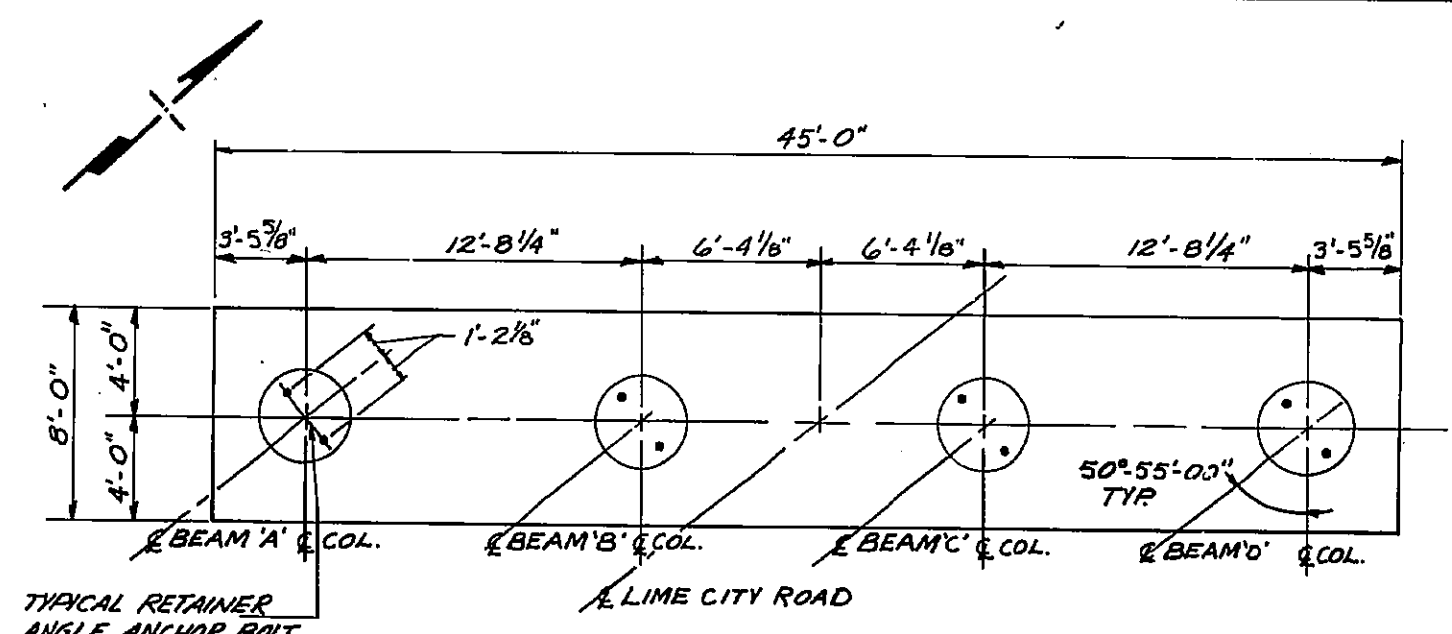
SECTION "B-B"

- NOTES**
- ① THE PREFIX "EA" SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN ABUTMENT
 - ② * INDICATES REINFORCING BARS TO BE EPOXY COATED. (PREFIX EA)
 - ③ ABBREVIATIONS USED ARE:
N.F. - NEAR
F.F. - FAR FACE
E.F. - EACH FACE
 - ④ THE ABUTMENT PARAPETS SHALL BE PAID FOR AS PER ITEM SP511A - CLASS 'S' CONCRETE, ABUTMENT BARRIERS USING SHRINKAGE COMPENSATING CEMENT. ALL OTHER CONCRETE IN THE ABUTMENT SHALL BE PAID FOR AS PER ITEM S11 - CLASS 'C' CONCRETE ABUTMENT.
 - ⑤ BACKWALL CONSTRUCTION PROCEDURE: IN ADDITION TO THE PROVISIONS OF S11.08, BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE BACKWALL HAS BEEN PLACED.
 - ⑥ FOR LAMINATED ELASTOMERIC BEARING DETAILS SEE SHEET 339.
 - ⑦ FOR VIEWS C-C / D-D SEE SHEET 339.

URS	
OHIO TURNPIKE COMMISSION	
ABUTMENTS A-1 & A-2	
LIME CITY ROAD OVER I-75	
BR. NO. W00-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: 1/2" = 1'-0"
CIP: 55-90-03	SHEET 338 OF 367

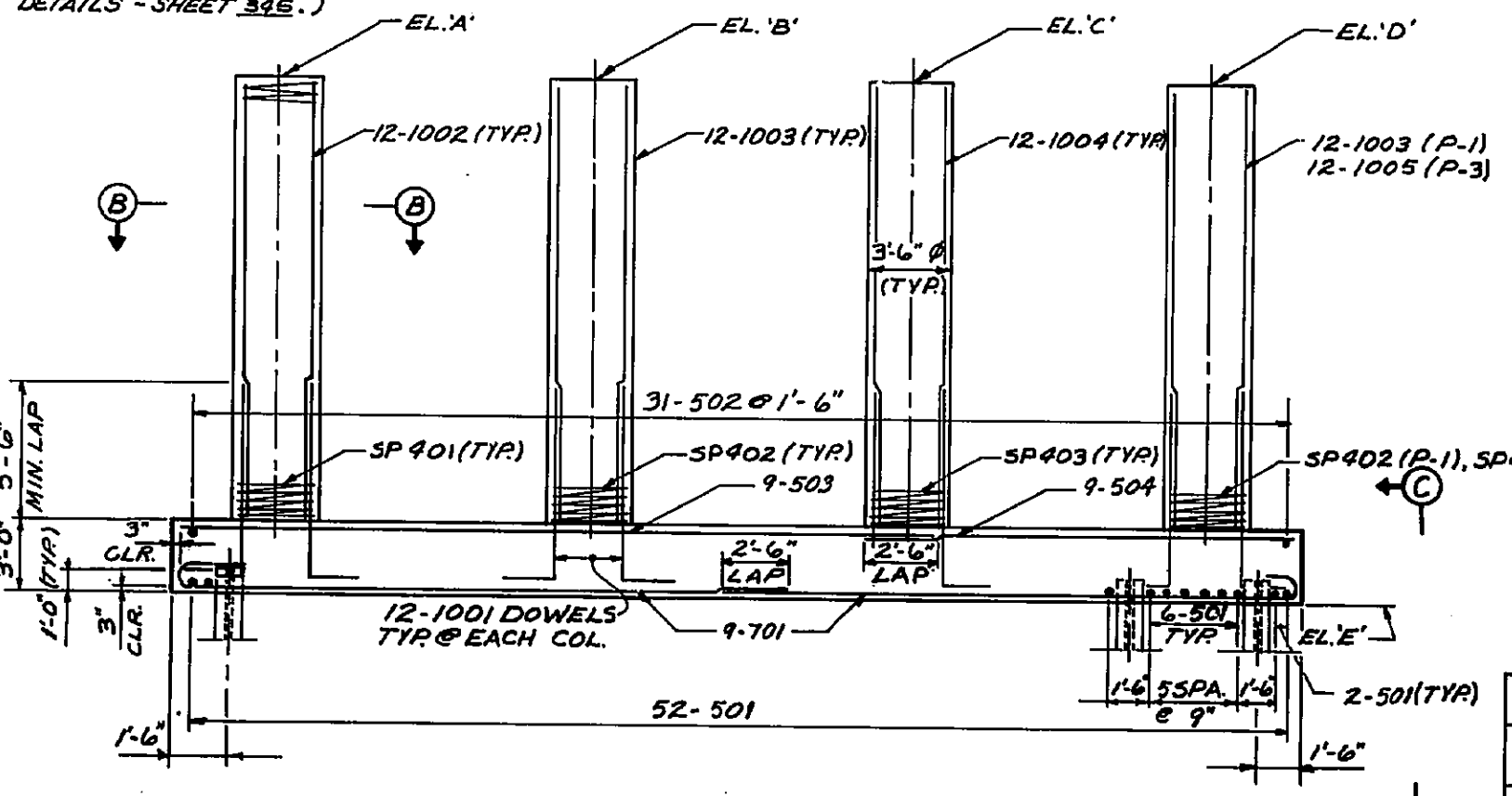
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
A.L.H.	A.L.H.	R.J.P.	J.F.P.	2-11-90



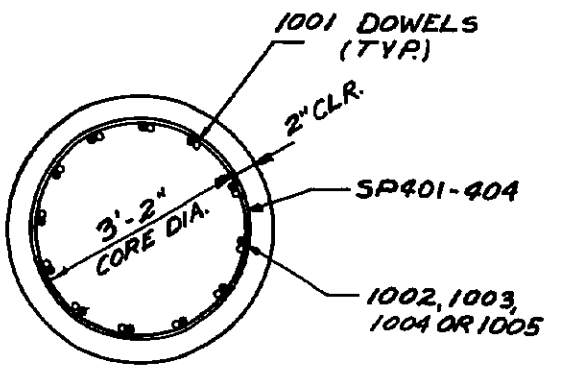


PLAN PIERS P-1 & P-3

TYPICAL RETAINER ANGLE ANCHOR BOLT LOCATION FOR BEAMS A' & D' AT PIERS P-1 & P-3. (FOR ADDITIONAL DETAIL SEE BEARING DETAILS - SHEET 346.)

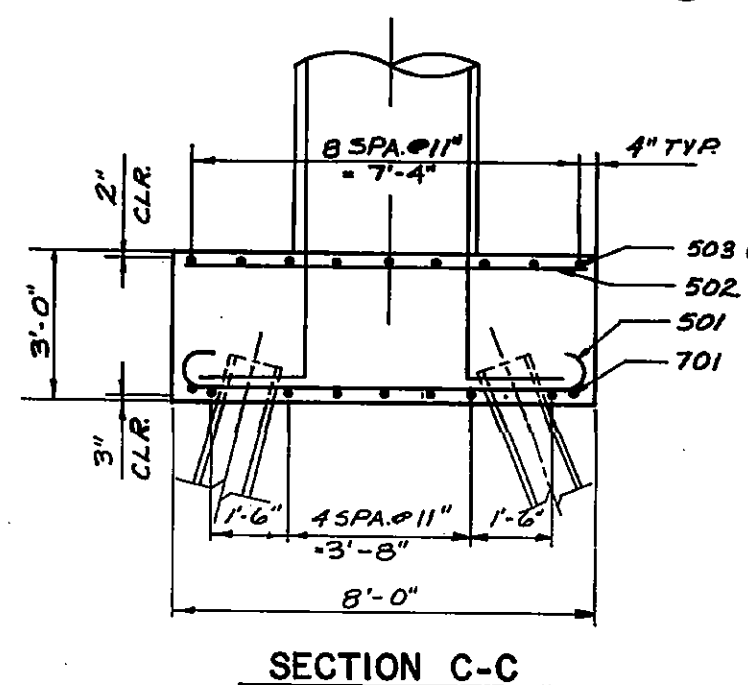


ELEVATION

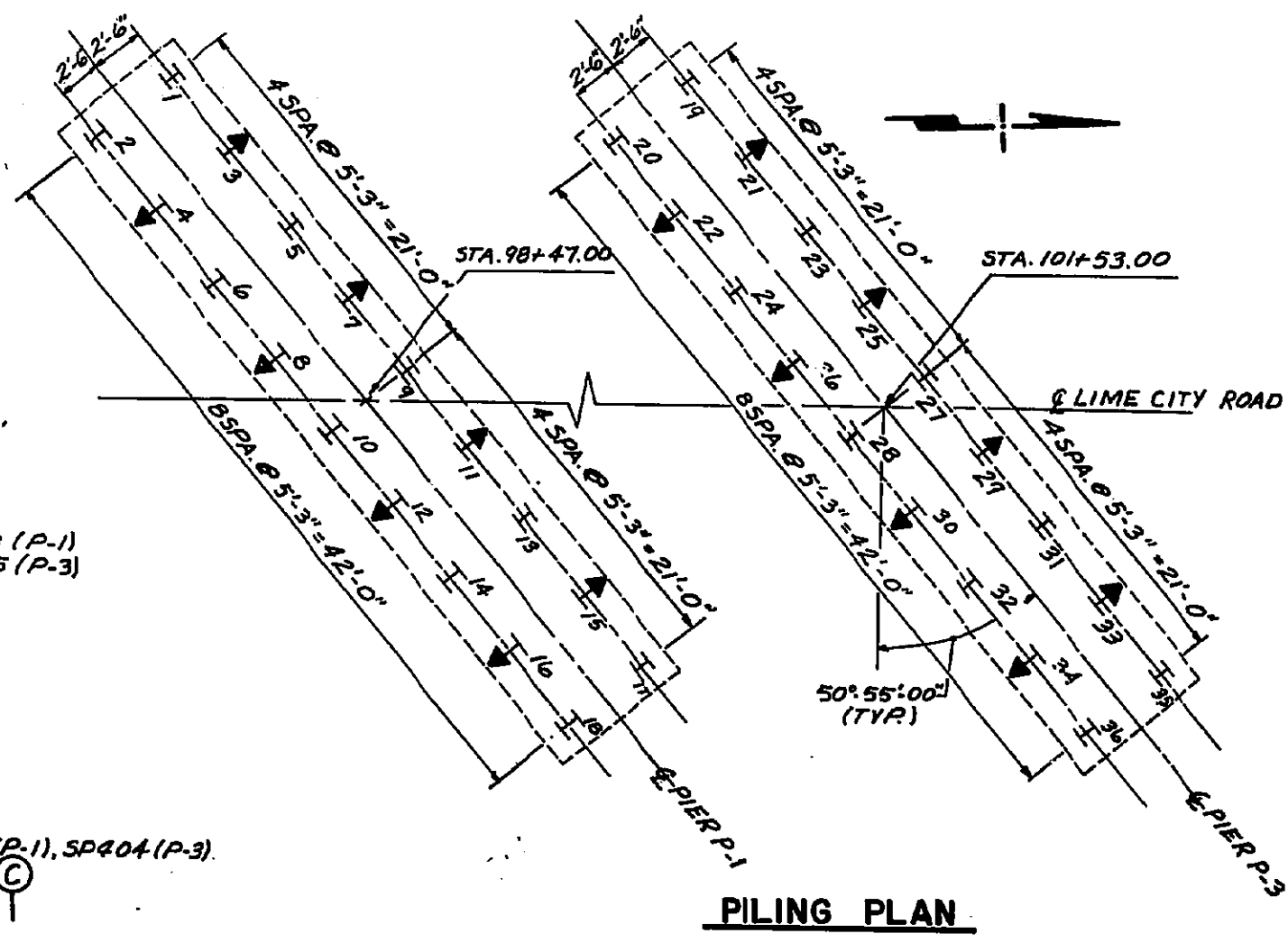


SECTION B-B

TABLE OF ELEVATIONS				
ELEVATION	A'	B'	C'	E'
PIER P-1	642.39	642.60	642.68	642.62
PIER P-3	641.98	641.99	641.86	641.61
PIER P-2	642.93	643.04	643.01	642.86

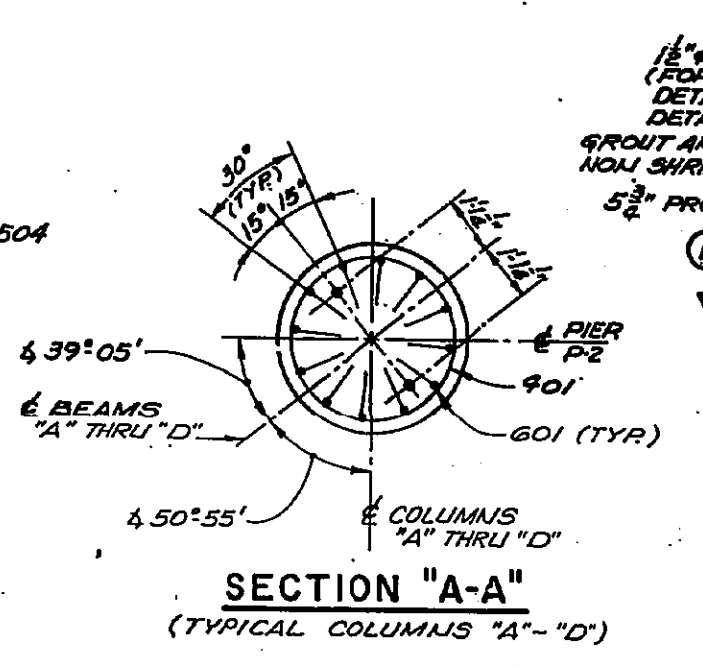


SECTION C-C

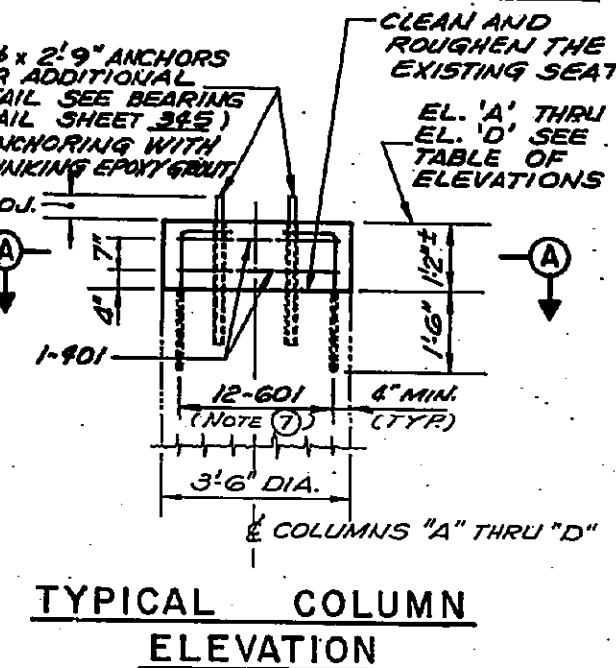


PILING PLAN

PILE TABLE					
LOCATION	PILE NO.	PILE TYPE	ESTIMATED TIP ELEVATION	CUT-OFF ELEVATION	ESTIMATED LENGTH
PIER P-1	1-18	HP12x53	558.5	618.5	60'
PIER P-3	19-36	HP12x53	559.5	619.5	60'



SECTION "A-A"
(TYPICAL COLUMN "A" THRU "D")



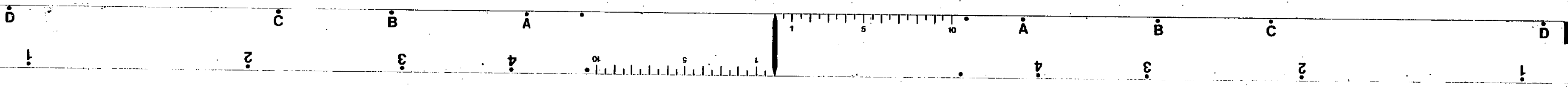
TYPICAL COLUMN ELEVATION

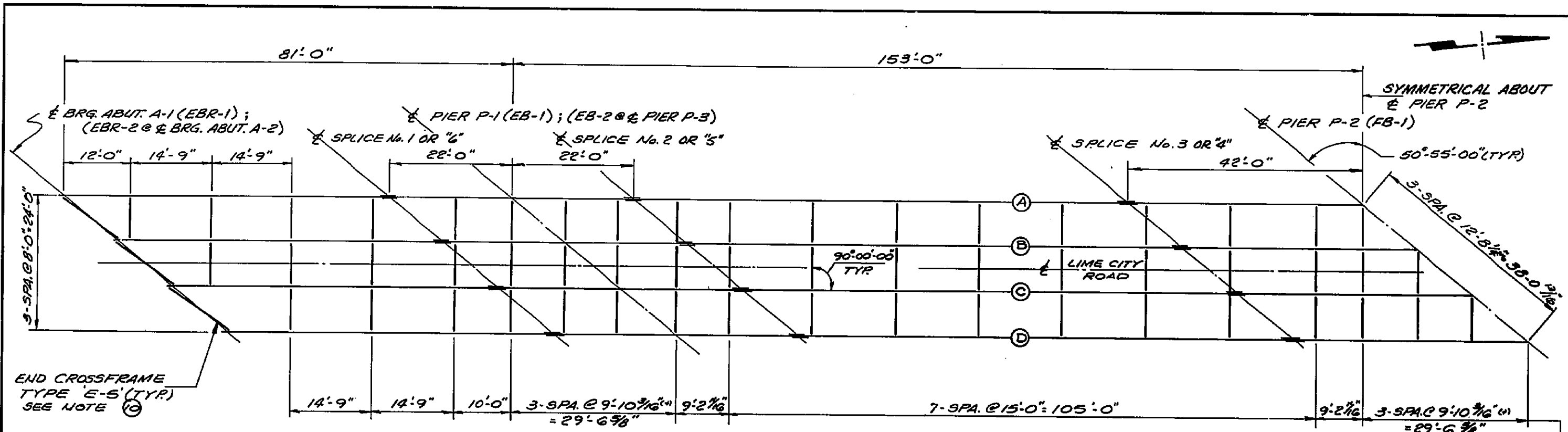
DESIGNED BY: JFP
CHECKED BY: JFP
REVIEWED BY: JFP
DATE: 2-12-96

DETAIL PIER P-2
(SHOWING EXTENSION OF EXISTING COLUMNS)

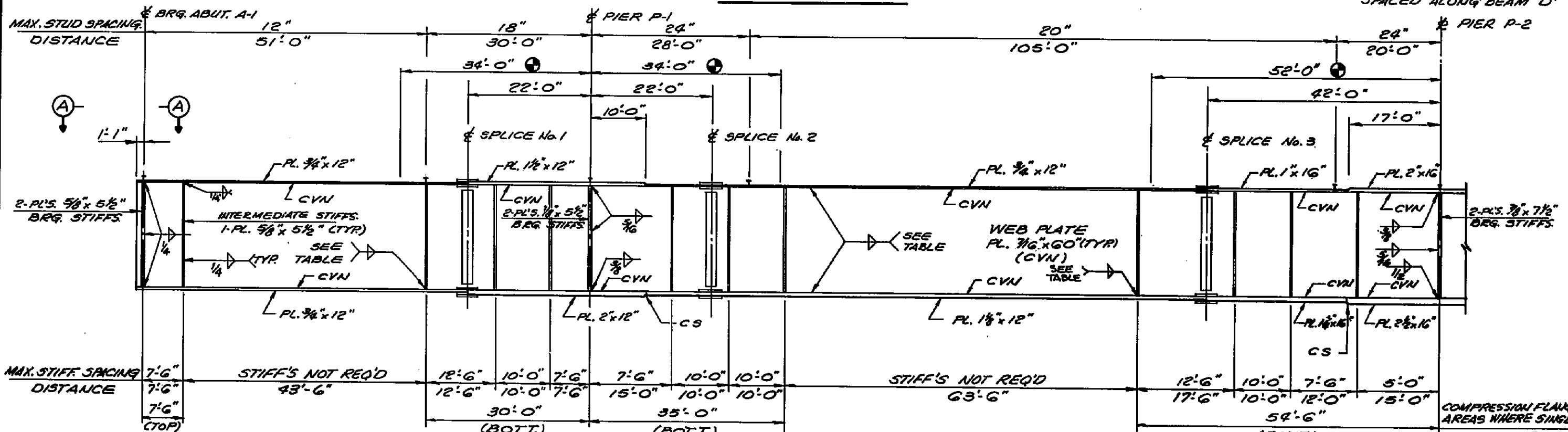
- NOTES**
- THE BAR PREFIX TO BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS SHALL BE AS FOLLOWS:
PIER P-1 ~ 1P AND 1SP
PIER P-2 ~ 2P
PIER P-3 ~ 3P AND 3SP
 - PILES SHOWN THUS SHALL BE BATTERED 1:4 IN THE DIRECTION SHOWN.
 - THE HP 12x53 PILES HAVE A MAXIMUM DESIGN LOAD OF 43.2 TONS PER PILE FOR THE PIER PILES.
 - FOR PILE CUT-OFF ELEVATIONS AND ESTIMATED PILE LENGTHS SEE PILE TABLE.
 - PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS ATTAINED BY PENETRATING SOFT BEDROCK WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH, OR REFUSAL SHALL BE CONSIDERED AS ATTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS.
 - STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF ALL THE PROPOSED STEEL "H" PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BOULEVARD, CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVENUE, P.O. BOX 10550, PORTLAND, OREGON 97210 OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE ENGINEER. THE PILE POINTS SHALL SATISFY OR EXCEED THE REQUIREMENTS OF ASTM A27 (GRADE 65/35) OR ASTM A148 (GRADE 90/60).
 - 601 DOWELS SHALL BE DRILLED AND GROUTED INTO THE EXISTING PIER COLUMNS AS SHOWN, AND IN ACCORDANCE WITH ITEM 510 - DOWEL HOLES, USING NONSHRINKING GROUT. BEARING SEATS: SPECIAL CARE SHALL BE TAKEN TO FINISH THE BEARING SEATS FLAT, SMOOTH AND LEVEL.

URS
OHIO TURNPIKE COMMISSION
PIER DETAILS
& PILING PLAN
LIME CITY ROAD OVER I-75
BR. No. WOO-75-2993
WOOD COUNTY
STA. 97+62.43 TO STA. 102+37.57
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 340 OF 365



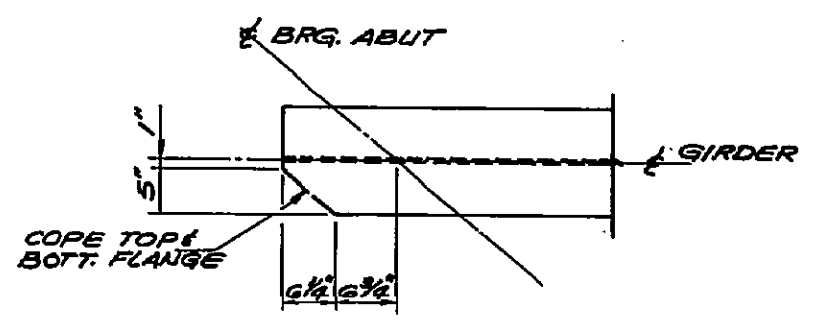


FRAMING PLAN



GIRDER ELEVATION

FLANGE THICKNESS	FLANGE TO WEB WELD	INTERMEDIATE STIFF TO FLANGE WELD
3/4"	1/4"	1/4"
1" TO 1 1/2"	5/16"	5/16"
2"	3/8"	3/8"
2 1/2"	7/16"	1/2"



VIEW A-A
TYR @ ENDS OF ALL GIRDERS

- NOTES**
- ALL STRUCTURAL STEEL SHALL BE ASTM A572 GRADE 50 UNLESS NOTED OTHERWISE.
 - HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER CONFORMING TO ASTM A325 UNLESS OTHERWISE NOTED.
 - WHERE A SHAPE OR PLATE IS DESIGNATED (C.V.N.) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE SPECIFICATIONS. ALL FIELD SPACE MATERIAL EXCEPT FILL PLATES SHALL BE (C.V.N.).
 - WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE ANY WHERE TO THE FASCIA STRINGER FLANGES EXCEPT IN AREA SHOWN THUS WHICH IS TENSION AREA FOR THE TOP FLANGE. FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE, BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SECTION 2.7 OF THE AASHTO JAWS BRIDGE WELDING CODE, 1988.
 - WELDED STUD SHEAR CONNECTORS SHALL CONFORM TO CMS 513 & AASHTO M-169.
 - FOR FIELD SPLICE DETAILS SEE SHEET 382.
 - FOR EXPANSION JOINT DETAILS SEE STANDARD DRAWING ENJ-4-87 SHEETS 1 THRU 5.
 - FOR INTERMEDIATE CROSSFRAMES AND STUD DETAILS SEE SHEET 228.
 - FOR BEARING DETAILS SEE SHEETS 382 & 385.
 - FOR END CROSSFRAME & PLAN OF EXPANSION JOINT SUPPORTS SEE SHEET 382.
 - C.S. INDICATES BUTT WELDS SUBJECT TO COMPRESSIVE STRESSES ONLY.
 - ALL FLANGE AND BUTT WELDS SHALL BE COMPLETE PENETRATION BUTT WELDS, THE WELD REINFORCEMENTS NEED NOT BE GROUND FLUSH.
 - FOR ADDITIONAL NOTES SEE SHEET 382.

14 FOR THE WELDING OF THE INTERMEDIATE STIFFENERS TO THE COMPRESSION FLANGE, SEE THE TYPICAL WELD DETAIL ON SHEET 228.

URS

OHIO TURNPIKE COMMISSION

FRAMING PLAN
LIME CITY ROAD OVER I-75
BR. NO. WOO-75 - 2993
WOOD COUNTY
STA. 97+62.43 TO STA. 102+37.57

DESIGNED: GTC DRAWN: F.F. CHECKED: R.J.P. REVIEWED: JFP DATE: 2-12-90

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 391 OF 364

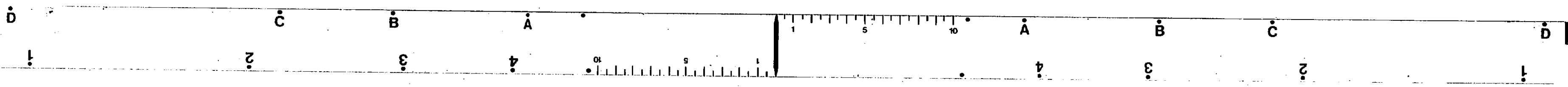


TABLE OF PAVEMENT ELEVATIONS					
LOCATION	A	B	BRG.	C	D
CENTERLINE BRIDGE ABUTMENT A-1	647.92	648.18	648.31	648.31	648.31
1/4 PT.	648.19	648.44	648.56	648.56	648.55
1/2 PT.	648.44	648.68	648.79	648.78	648.75
3/4 PT.	648.66	648.88	648.99	648.98	648.93
CENTERLINE BRIDGE PIER P-1	648.86	649.06	649.17	649.14	649.09
1/8 PT.	649.01	649.21	649.30	649.27	649.21
1/4 PT.	649.14	649.33	649.42	649.38	649.30
3/8 PT.	649.25	649.42	649.51	649.46	649.37
1/2 PT.	649.34	649.50	649.57	649.52	649.42
5/8 PT.	649.40	649.54	649.61	649.56	649.44
3/4 PT.	649.43	649.56	649.63	649.57	649.44
7/8 PT.	649.44	649.56	649.62	649.55	649.41
CENTERLINE BRIDGE PIER P-2	649.43	649.54	649.59	649.51	649.36
1/8 PT.	649.39	649.49	649.53	649.45	649.28
1/4 PT.	649.33	649.41	649.45	649.36	649.18
3/8 PT.	649.24	649.31	649.34	649.25	649.06
1/2 PT.	649.13	649.19	649.21	649.12	648.91
5/8 PT.	649.00	649.04	649.06	648.96	648.74
3/4 PT.	648.84	648.87	648.88	648.77	648.54
7/8 PT.	648.65	648.67	648.68	648.56	648.32
CENTERLINE BRIDGE PIER P-3	648.44	648.45	648.45	648.33	648.07
1/4 PT.	648.19	648.19	648.18	648.05	647.78
1/2 PT.	647.92	647.90	647.89	647.75	647.47
3/4 PT.	647.62	647.58	647.57	647.42	647.13
CENTERLINE BRIDGE ABUTMENT A-2	647.29	647.24	647.22	647.07	646.76

SEE NOTE ①

DEFLECTION AND CAMBER TABLE						
LOCATION	ALL BEAMS		BEAMS A AND D		BEAMS B AND C	
	a	c	b	d	b	d
CENTERLINE BRIDGE ABUTMENT A-1						
1/4 PT.	0.01	0.49	0.06	0.56	0.08	0.58
1/2 PT.	-0.01	0.66	-0.03	0.62	-0.04	0.61
CENTERLINE SPLICE NO. 1	-0.04	0.52	-0.14	0.34	-0.16	0.32
3/4 PT.	-0.04	0.49	-0.14	0.31	-0.16	0.29
CENTERLINE PIER P-1						
1/8 PT.	0.18	1.02	0.77	1.97	0.85	2.05
CENTERLINE SPLICE NO. 2	0.24	1.15	1.01	2.40	1.12	2.51
1/4 PT.	0.41	1.76	1.74	3.91	1.96	4.13
3/8 PT.	0.49	2.19	2.07	4.75	2.33	5.01
1/2 PT.	0.48	2.34	2.04	4.86	2.29	5.11
5/8 PT.	0.38	2.19	1.60	4.17	1.80	4.37
CENTERLINE SPLICE NO. 3	0.26	1.86	1.08	3.20	1.21	3.33
3/4 PT.	0.22	1.76	0.93	2.91	1.05	3.03
7/8 PT.	0.07	1.02	0.28	1.37	0.31	1.40
CENTERLINE PIER P-2						
1/8 PT.	0.07	1.02	0.28	1.37	0.31	1.40
1/4 PT.	0.22	1.76	0.93	2.91	1.05	3.03
CENTERLINE SPLICE NO. 4	0.26	1.86	1.08	3.20	1.21	3.33
3/8 PT.	0.38	2.19	1.60	4.17	1.80	4.37
1/2 PT.	0.48	2.34	2.04	4.86	2.29	5.11
5/8 PT.	0.49	2.19	2.07	4.75	2.33	5.01
3/4 PT.	0.41	1.76	1.74	3.91	1.96	4.13
CENTERLINE SPLICE NO. 5	0.24	1.15	1.01	2.40	1.12	2.51
7/8 PT.	0.18	1.02	0.77	1.97	0.85	2.05
CENTERLINE PIER P-3						
1/4 PT.	-0.04	0.49	-0.14	0.31	-0.16	0.29
CENTERLINE SPLICE NO. 6	-0.04	0.52	-0.14	0.34	-0.16	0.32
1/2 PT.	-0.01	0.66	-0.03	0.62	-0.04	0.61
3/4 PT.	0.01	0.49	0.06	0.56	0.08	0.58
CENTERLINE BRIDGE ABUTMENT A-2						

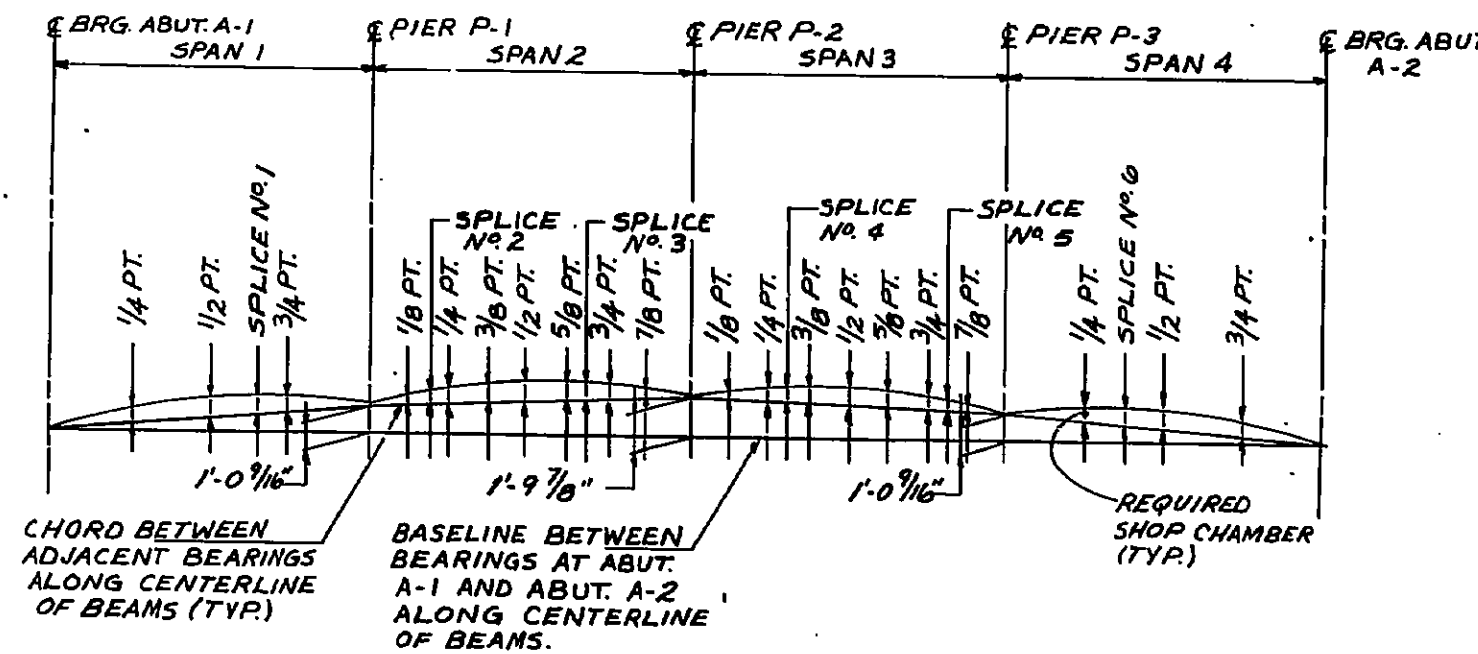
NOTES

① THE ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS. PRIOR TO THE POURING OF THE DECK CONCRETE, PROPER ALLOWANCE SHALL BE MADE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

LEGEND

- a DEFLECTION DUE TO WEIGHT OF STEEL
- b DEFLECTION DUE TO REMAINING DEAD LOAD
- c ADJUSTMENT REQUIRED FOR VERTICAL CURVE
- d REQUIRED SHOP CAMBER

NOTE: ALL DIMENSIONS SHOWN IN THE DEFLECTION AND CAMBER TABLE ARE DECIMALS OF AN INCH.

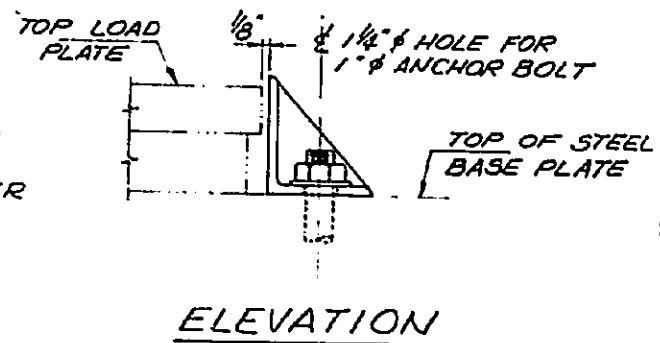
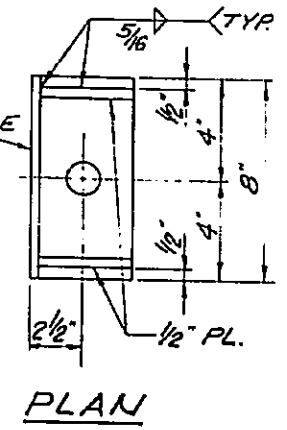
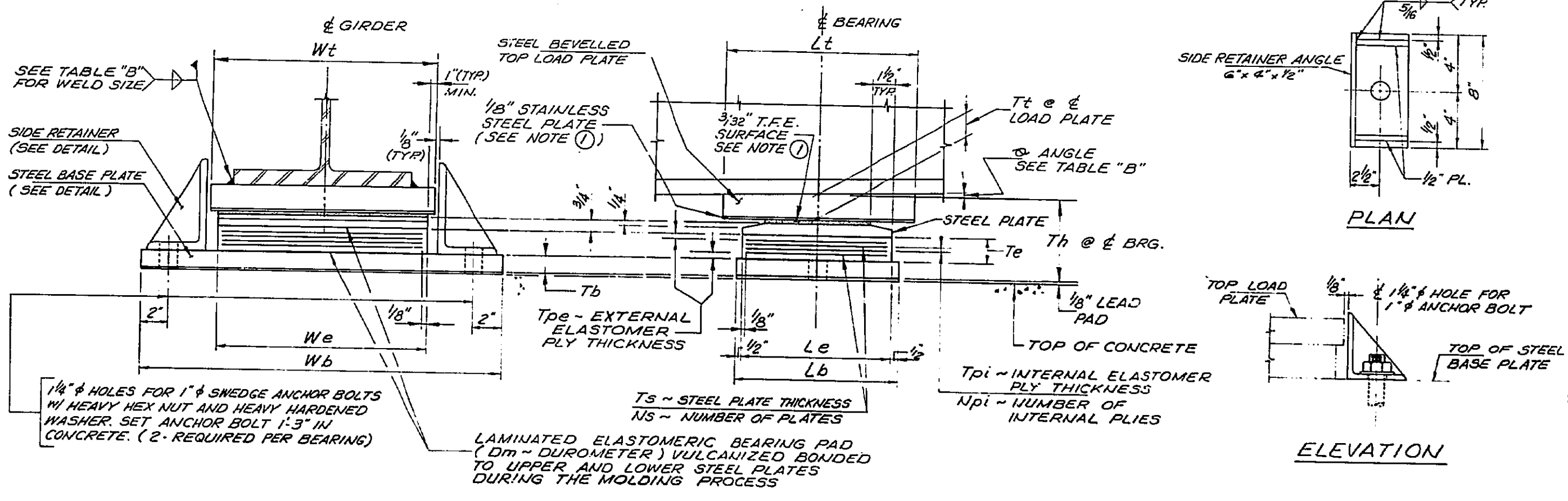


LAYOUT DIAGRAM

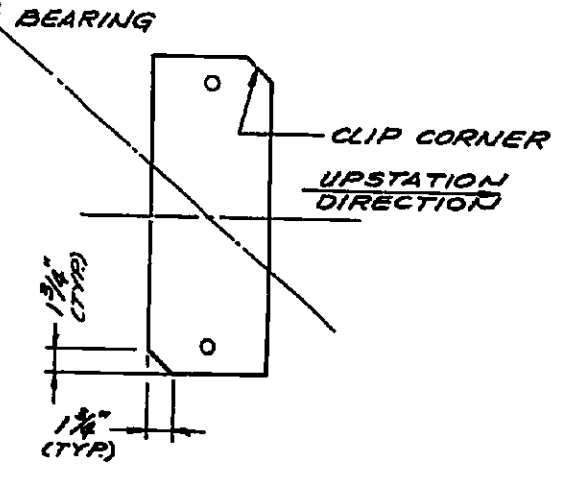
URS
OHIO TURNPIKE COMMISSION
FRAMING DETAILS & PAVEMENT ELEVATIONS
LIME CITY ROAD OVER I-75
BR. NO. WOO-75-2993
WOOD COUNTY
STA. 97+62.43 TO STA. 102+37.57
DATE: 2/90 SCALE: 1/2" = 5'
CIP: 55-90-03 SHEET 343 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	JTJ	R.J.P.	J.F.F.	2-72-90





SIDE RETAINER DETAIL



BASE PLATE DETAIL
TYP ABUT. A-1 AND A-2

NOTES

- FOR DETAILS OF EXPANSION BEARINGS (TYPE-EB), FIXED BEARING (TYPE-FB) AND BEARING TABLES "A" AND "B", SEE SHEET 345.
- FOR ADDITIONAL NOTES, SEE SHEET 229, 225, 345.

EXPANSION BEARING DETAILS
(TYPE - EBR)

NOTES FOR TYPE-EBR BEARINGS

GENERAL

THE MANUFACTURER SHALL HAVE AT LEAST FIVE (5) YEARS EXPERIENCE IN STAINLESS STEEL - TFE BEARING APPLICATIONS.

MATERIALS

1. POLYTETRAFLUOROETHYLENE

POLYTETRAFLUOROETHYLENE (TFE) SELF-LUBRICATING SLIDING SURFACES SHALL BE COMPOSED OF 100% VIRGIN TETRAFLUOROETHYLENE POLYMER FORMULATED WITH INERT REINFORCING AGGREGATES, CAST INTO SHEETS AND BONDED TO SPECIALLY PREPARED METAL SUBSTRATES WITH A SPECIAL HEAT CURED, HIGH-TEMPERATURE EPOXY CAPABLE OF OPERATING BETWEEN -320°F TO +500°F. THE MATERIAL WHEN OPERATING AGAINST ITS OPPOSING BURNISHED STAINLESS STEEL PLATE SHALL HAVE A STATIC COEFFICIENT OF FRICTION, WHEN LOADED, OF NOT MORE THAN .04, AT INITIAL INSTALLATION.

THE THICKNESS OF THE TFE SHEET SHALL BE 3/32". FINISHED FILLED TFE SHEETS CONTAINING GLASS FIBER OR CARBON SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

	ASTM METHOD	15% GLASS FIBERS	25% CARBON
MECHANICAL			
TENSILE STRENGTH (MINIMUM)	D1457	2,000 PSI	1,300 PSI
ELONGATION (MINIMUM)	D1457	150%	75%
PHYSICAL			
SPECIFIC GRAVITY (MINIMUM)	D792	2.20	2.10
MELTING POINT	D1457	327C+10C	327C+10C

2. METALS

STAINLESS STEEL SURFACES SHALL BE OF 1/8" MINIMUM THICKNESS AND CONFORM TO ASTM A-167 TYPE 304 WITH A SURFACE FINISH OF 20 MICRO INCHES ROOT MEAN SQUARE AND SHALL HAVE A MINIMUM BRINELL HARDNESS OF 125.

3. BONDING MATERIALS

THE 3/32" TFE SHEET SHALL BE BONDED DIRECTLY TO THE 3/4" STEEL PLATE WITH A TWO-COMPONENT, MEDIUM VISCOSITY EPOXY RESIN, CONFORMING TO THE REQUIREMENTS OF THE FEDERAL SPECIFICATION WWM-A-134, TYPE 1.

THE CONTRACTOR SHALL FURNISH CERTIFIED TEST DATA SHOWING COMPLIANCE WITH THE ABOVE REQUIREMENTS FOR TFE AND STAINLESS STEEL.

CONSTRUCTION REQUIREMENTS

1. EPOXY BONDING OF TFE TO STEEL SURFACES

SELECTION OF THE EPOXY ADHESIVE AND SUPPLEMENTING THE SURFACE PREPARATION AND ADHESIVE APPLICATION PROCEDURES GIVEN BELOW SHALL BE BY THE BEARING MANUFACTURER WITH APPROVAL OF THE ENGINEER. AS A CONDITION OF SUCH APPROVAL, THE BEARING MANUFACTURER SHALL SUBMIT PROOF OF THE ADEQUACY OF HIS PROPOSED BONDING SYSTEM.

THE BONDING SURFACE OF THE STEEL SHALL BE CLEANED OF RUST, SCALE, OIL, AND GREASE BY BLAST CLEANING. THE ENTIRE SURFACE TO BE BONDED SHALL BE BLAST CLEANED TO THE ANCHOR PROFILE REQUIRED AND WIPED CLEAN WITH CLEANING SOLVENT. BLAST CLEANING SHALL BE PERFORMED WITHIN A MAXIMUM OF 4 HOURS PRIOR TO BONDING.

NOT MORE THAN ONE-HALF (1/2) HOUR PRIOR TO USE, A SUFFICIENT QUANTITY OF EPOXY SHALL BE PREPARED FOR THE AMOUNT OF WORK TO BE PERFORMED. ACCURATELY MEASURED PROPORTIONS OF THE TWO COMPONENTS SHALL BE BLENDED IN ACCORDANCE WITH THE EPOXY MANUFACTURER'S INSTRUCTIONS. TO INSURE ACCURATE PROPORTIONS FOR ALL PRODUCTION RUNS AND A RELATIVELY BUBBLE-FREE MIXTURE OF UNIFORM CONSISTENCY, THE BEARING MANUFACTURER SHALL PROVIDE SPECIFIC INSTRUCTIONS AND, IF NECESSARY, SPECIFIC EQUIPMENT FOR THE PROPER BLENDING OF THE EPOXY COMPONENTS.

A THIN UNIFORM COAT OF EPOXY SHALL BE SPREAD OVER THE ENTIRE SURFACE TO BE BONDED. IT MAY BE APPLIED TO EITHER THE STEEL OR THE TFE SURFACE OR TO BOTH.

THE TFE SURFACE SHALL THEN BE BONDED TO THE STEEL SURFACE UNDER FACTORY CONTROLLED CONDITIONS USING HEAT AND PRESSURE FOR THE TIME REQUIRED TO SET THE EPOXY ADHESIVE USED.

A COPY OF THE ADHESIVE MANUFACTURER'S INSTRUCTIONS, THE COMPLETE PROCEDURES USED TO ACHIEVE AN ADEQUATE BOND STRENGTH, AND A BONDED TFE/STEEL SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF PRODUCTION BONDING.

2. STAINLESS STEEL

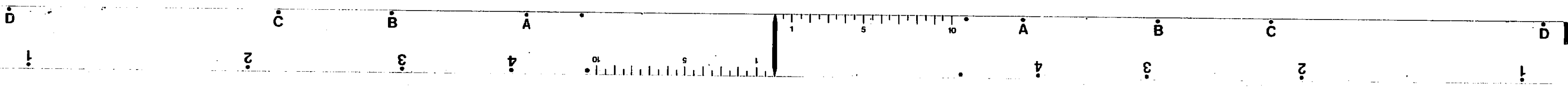
STAINLESS SHEETS SHALL BE MECHANICALLY FASTENED OR WELDED TO THE BACKUP PLATE. MECHANICAL FASTENERS (RECESSED SLIGHTLY BELOW THE BEARING SURFACE) SHALL BE UNIFORMLY SPACED THROUGHOUT THE BEARING AREA AND IN ALL RESPECTS MEET EDGE SEALING SPECIFICATIONS. IF WELDED, SPOT WELDS SHALL BE UNIFORMLY SPACED THROUGHOUT THE BEARING AREA. SEAL WELDS ARE REQUIRED IN ALL CASES AND THEY SHALL BE CONTINUOUS FOR THE ENTIRE PERIPHERY OF THE STAINLESS OVERLAY. AFTER WELDING, WELD SHALL BE GROUND FLUSH AND BEARING SURFACE GIVEN A 20 MICRO INCH RMS FINISH. SURFACE SHALL HAVE A MINIMUM BRINELL HARDNESS OF 125.

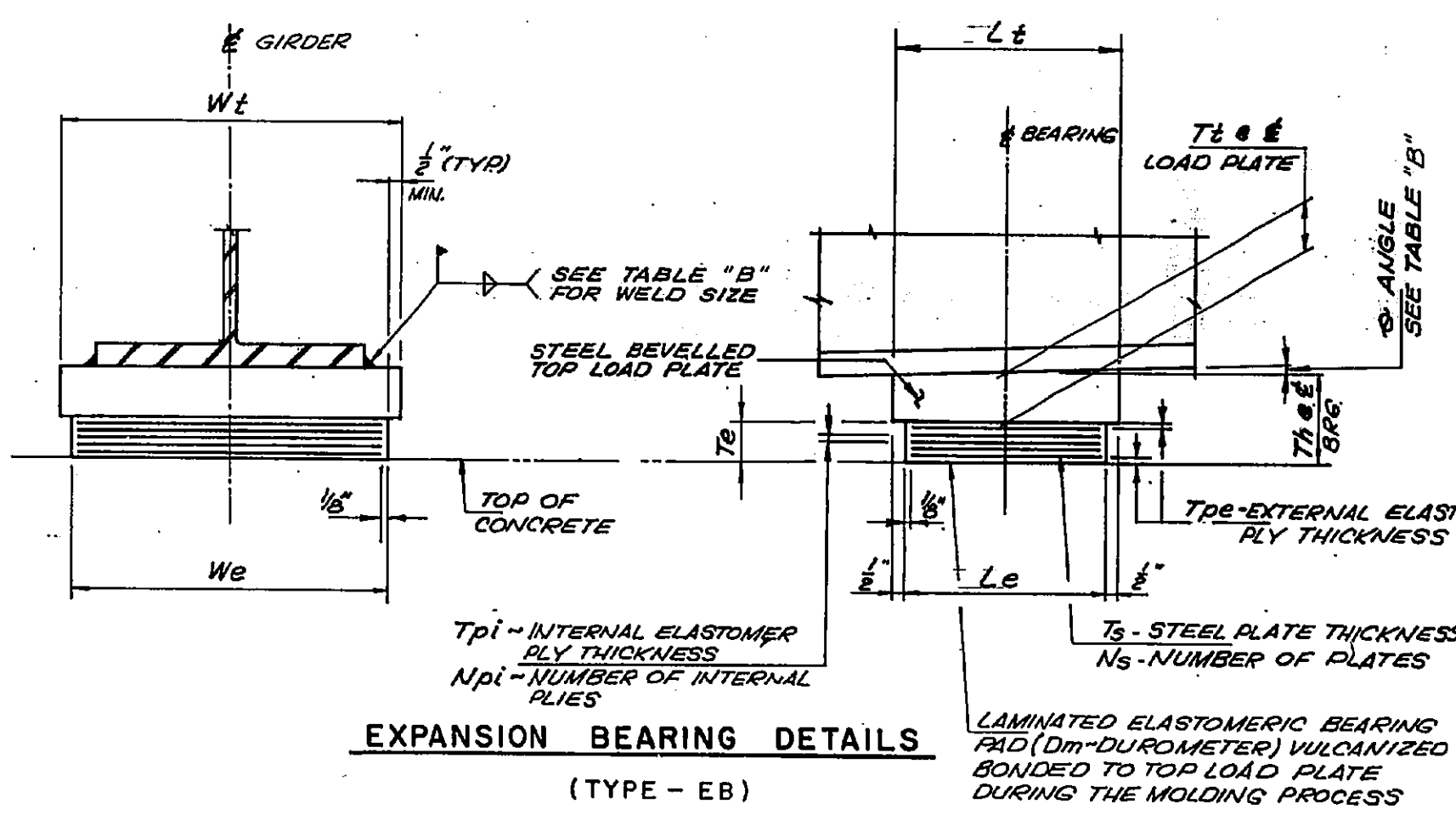
3. WELDING

WELDING, AS A MEANS OF ATTACHMENT, SHALL BE DONE IN CONTROLLED MANNER USING MULTIPLE PASSES OR STITCH WELDING TECHNIQUES TO CONTROL THE HEAT BUILDUP WHICH MIGHT ADVERSELY AFFECT THE BEARING. WELDING TO A STEEL PLATE WHICH HAS A BONDED TFE SURFACE MAY BE PERMITTED PROVIDING THE WELDING PROCEDURES ARE ESTABLISHED WHICH RESTRICT THE MAXIMUM TEMPERATURE REACHED BY THE BOND AREA TO LESS THAN 400°F AS DETERMINED BY TEMPERATURE INDICATING WAX PENCILS OR OTHER SUITABLE MEANS. ALL WELDING SHALL BE DONE IN ACCORDANCE WITH SECTION 513.17 OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

GTC DAM R.J.P. JFP 2-12-90

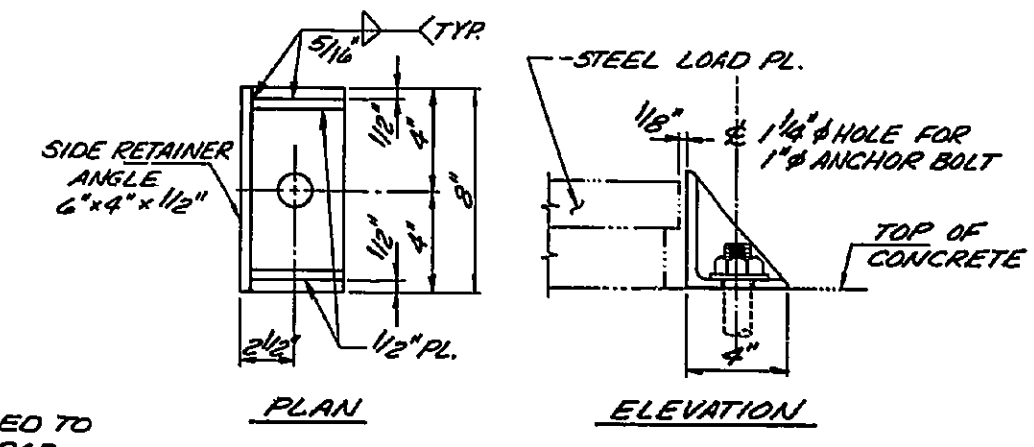
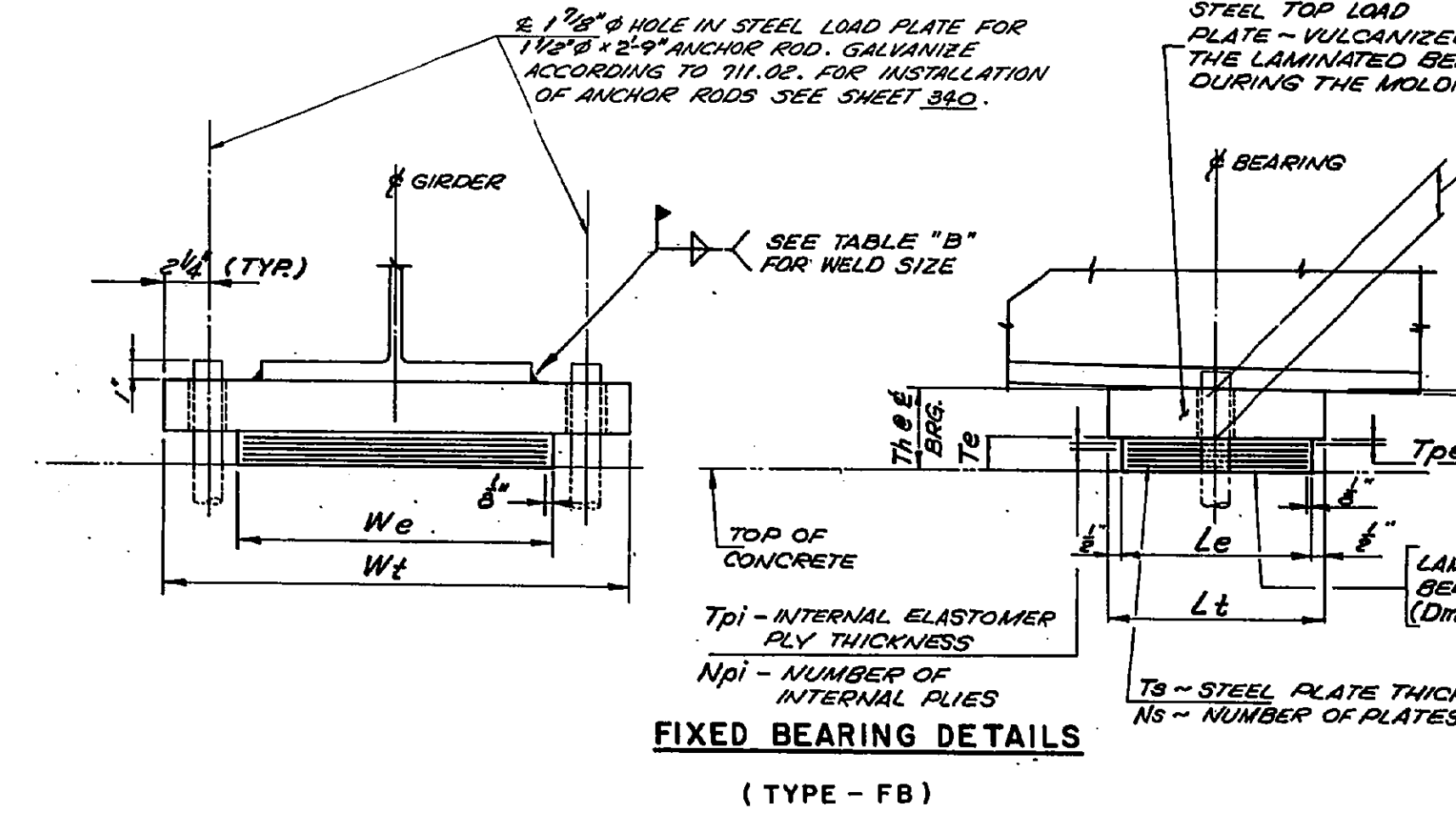
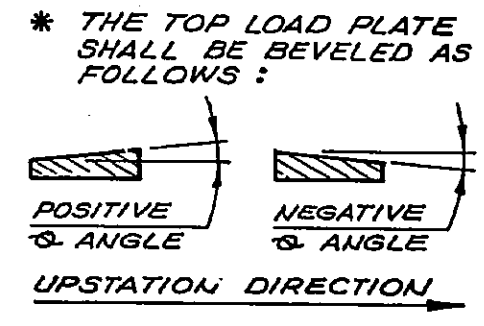
URS	
OHIO TURNPIKE COMMISSION	
LAMINATED ELASTOMERIC BEARING DETAILS	
LIME CITY ROAD OVER 1-75	
BR. NO. WOO-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: 1/4" = 1'-0"
CIP: 55-90-03	SHEET 344 OF 364



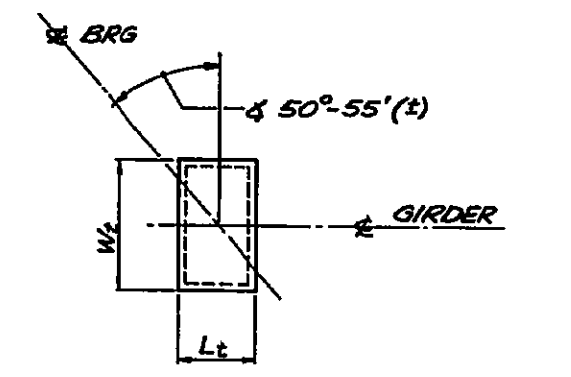


BEARING TABLE "B"

LOCATION	BEARING TYPE	N _s REQD.	LOAD (IN KIPS) FROM SUPERSTRUCTURE		TOP LOAD PLATE DATA		
			DEAD LOAD	LIVE LOAD W/O IMPACT	BEVEL ANGLE ϕ *	T_t	WELD SIZE
ABUTMENT A-1	EBR-1	4	32.0	47.6	0°-45'	1 1/2"	5/16"
PIER P-1	EB-1	4	190.4	93.0	0°-30'	2"	3/8"
PIER P-2	EB-1	4	254.1	105.8	0°-00'	2 1/2"	1/2"
PIER P-3	EB-2	4	190.4	93.0	-0°-45'	2"	3/8"
ABUTMENT A-2	EBR-2	4	32.0	47.6	-1°-00'	1 1/2"	5/16"



SIDE RETAINER DETAIL (BEARINGS TYPE EB-1 & EB-2)



BEARING ORIENTATION PLAN (ALL BEARINGS)

BEARING DIMENSION TABLE "A"

BEARING TYPE	Dm	Le	We	Te	Lt	Wt	Tt	Lb	Wb	Tb	Th	Tpe	Tpi	Npi	Ts	Ns	RETAINER ANGLES
EXPANSION EBR-1	50	8"	11"	2"	9"	15"	1 1/2"	9"	2 1/4"	1 3/8"	5 1/8"	0.141"	0.197"	6	0.0747"	7	YES (ALL GIRDERS)
EXPANSION EBR-2	50	8"	11"	2"	9"	15"	1 1/2"	9"	2 1/4"	1 3/8"	5 1/8"	0.141"	0.197"	6	0.0747"	7	YES (ALL GIRDERS)
EXPANSION EB-1	50	14"	22"	2 13/16"	15"	23"	2"	—	—	—	4 13/16"	0.260"	0.364"	5	0.0747"	6	YES (ALL GIRDERS)
EXPANSION EB-2	50	14"	22"	2 13/16"	15"	23"	2"	—	—	—	4 13/16"	0.260"	0.364"	5	0.0747"	6	YES (ALL GIRDERS)
FIXED FB-1	50	14"	24"	2 1/4"	15"	31"	2 1/2"	—	—	—	4 3/4"	0.244"	0.342"	4	0.0747"	5	NO

- NOTES**
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
 - ELASTOMER TOLERANCES ARE AS FOLLOWS:
- INDIVIDUAL ELASTOMER LAYER THICKNESS: $\pm 20\%$ OF DESIGN VALUE (NOT TO EXCEED $\pm 1/8$ ")
- PLAN DIMENSIONS: $-0, +1/4$ "
- DESIGN THICKNESS $T_e \leq 1 1/4$ " : $-0, +1/8$ "
- DESIGN THICKNESS $T_e > 1 1/4$ " : $-0, +1/4$ "
- EDGE COVER OF EMBEDDED LAMINATES: $-0, +1/8$ "
 - WELDING OF THE LOAD PLATE TO SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
 - BEARING REPOSITIONING: IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDING 1/6 OF THE BEARING HEIGHT AT 60°F ± 10 °, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10 °.
 - ALL ANCHOR BOLTS, GROUT, AND SIDE RETAINERS SHALL BE INCLUDED WITH ITEM 516 - LAMINATED ELASTOMERIC BEARINGS FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, EITHER FIXED OR EXPANSION.
 - THE STEEL LOAD PLATE AND THE SIDE RETAINERS SHALL BE ASTM A572, GRADE 50 STEEL.
 - THE 1" DIAMETER X 1'-7" ANCHOR BOLTS SHALL BE GALVANIZED ACCORDING TO 711.02 FOR INSTALLATION OF ANCHOR BOLTS, SEE SHEET 340.
 - FOR ADDITIONAL NOTES AND SPECIFICATIONS, SEE THE STRUCTURE GENERAL NOTES.
 - FOR DETAILS OF EXPANSION BEARINGS (TYPE-EBR) AND ADDITIONAL NOTES, SEE SHEET 344.

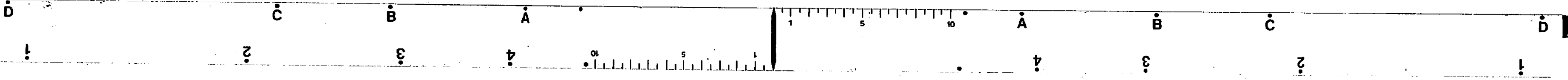
DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY	DATE
GTC	DAM	R.J.P.	J.P.P.	2-12-10

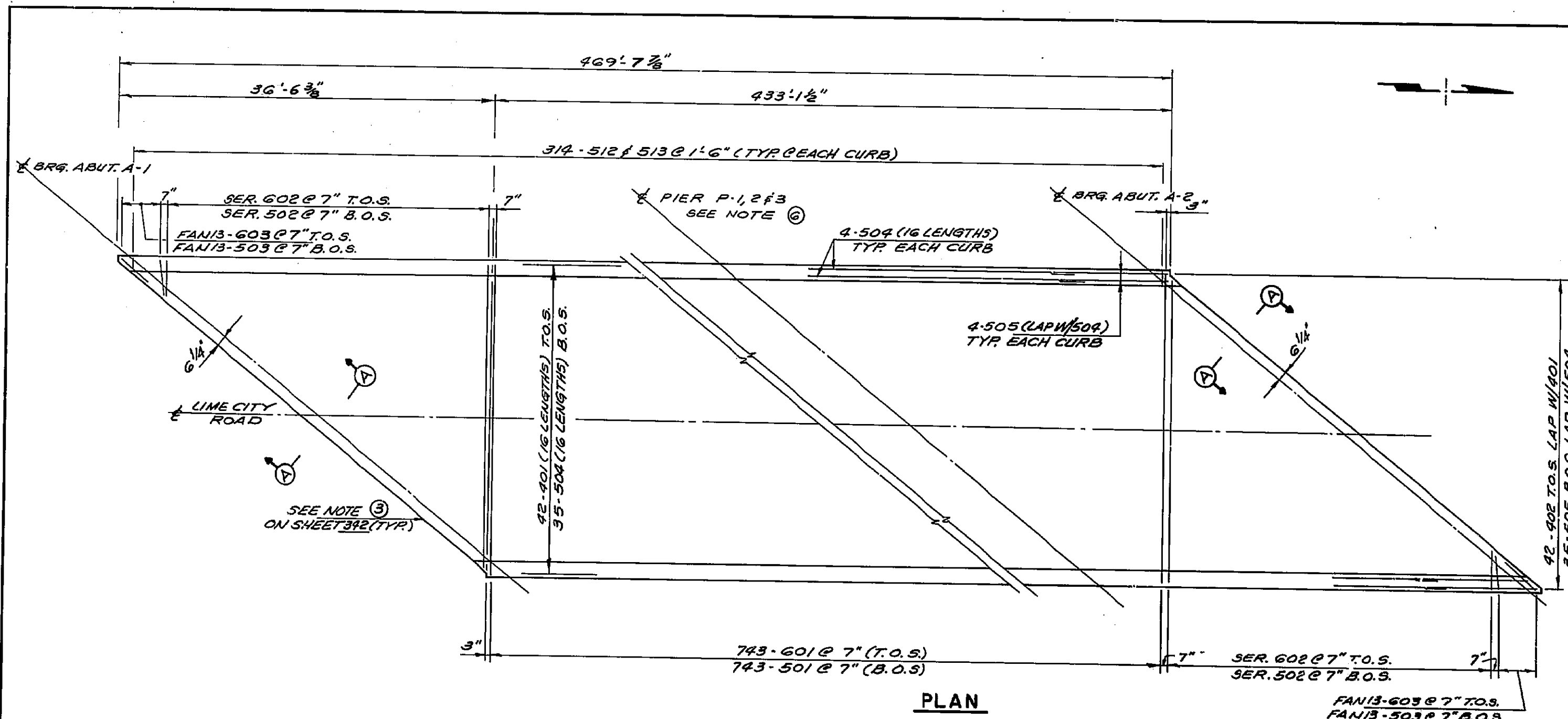
URS

OHIO TURNPIKE COMMISSION

BEARING DETAILS

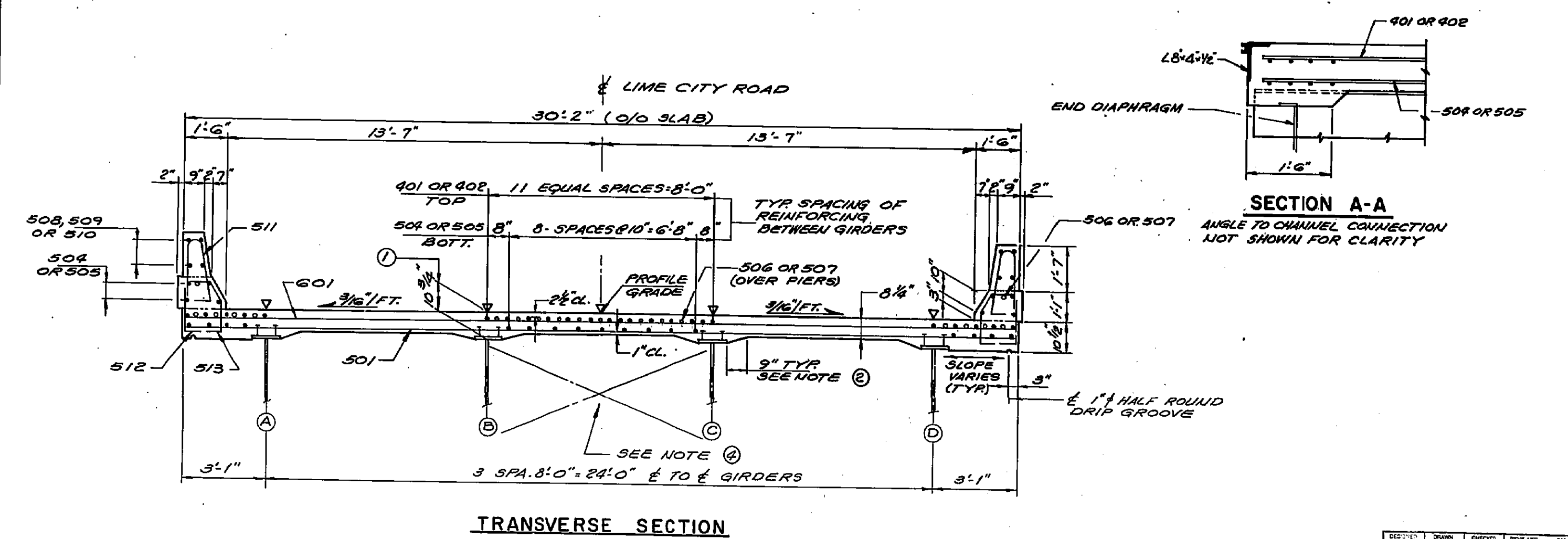
LIME CITY ROAD OVER I-75
BR. NO. W00-75-2993
WOOD COUNTY
STA. 97+62.43 TO STA. 102+37.57
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 345 OF 364



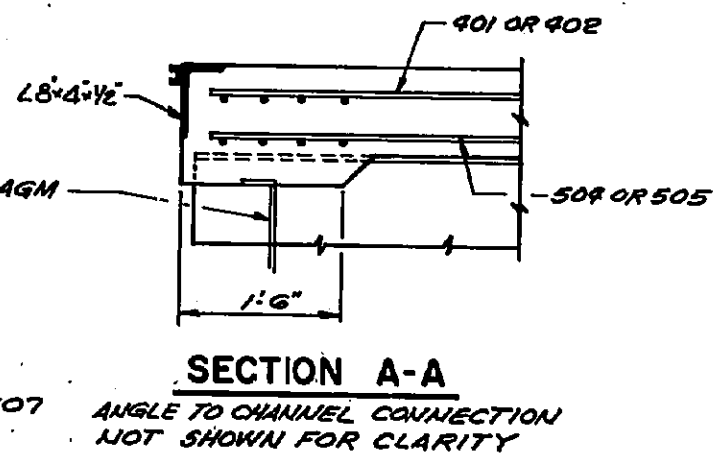


PLAN

- NOTES**
- ① THIS IS THE DESIGN DIMENSION THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED UPON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE GIRDER MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL PLATES AS PER 511.18.
 - ② A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.
 - ③ THE PREFIX 'E'S SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE. ALL REINFORCING SHALL BE EPOXY COATED.
 - ④ FOR FRAMING PLAN, CROSS FRAME DETAILS AND ADDITIONAL FRAMING DETAILS, SEE SHEETS 391 & 392.
 - ⑤ FOR ADDITIONAL NOTES, SEE STRUCTURAL GENERAL NOTES, SHEETS 223, 224 & 225.
 - ⑥ FOR PARAPET PANEL SPACING AND STAGGER DIAGRAMS, SEE SHEET 397.
 - ⑦ TRANSVERSE AND LONGITUDINAL REINFORCEMENT SHALL BE FIELD BENT AS REQUIRED. PAYMENT SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.
 - ⑧ ∇ INDICATES LOCATION OF FINISHED PAVEMENT ELEVATIONS, FOR TABLE OF FINISHED PAVEMENT ELEVATIONS SEE SHEET 393.
 - ⑨ TYPICAL BAR LAPS SHALL BE AS FOLLOWS
 # 4 BARS = 1'-7"
 # 5 BARS = 1'-11"



TRANSVERSE SECTION

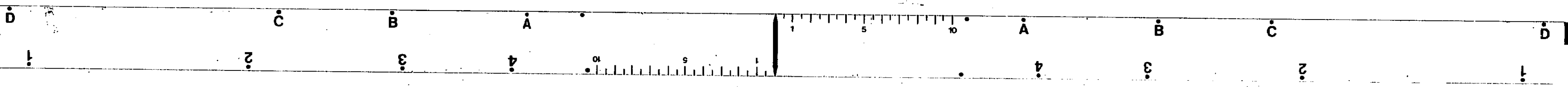


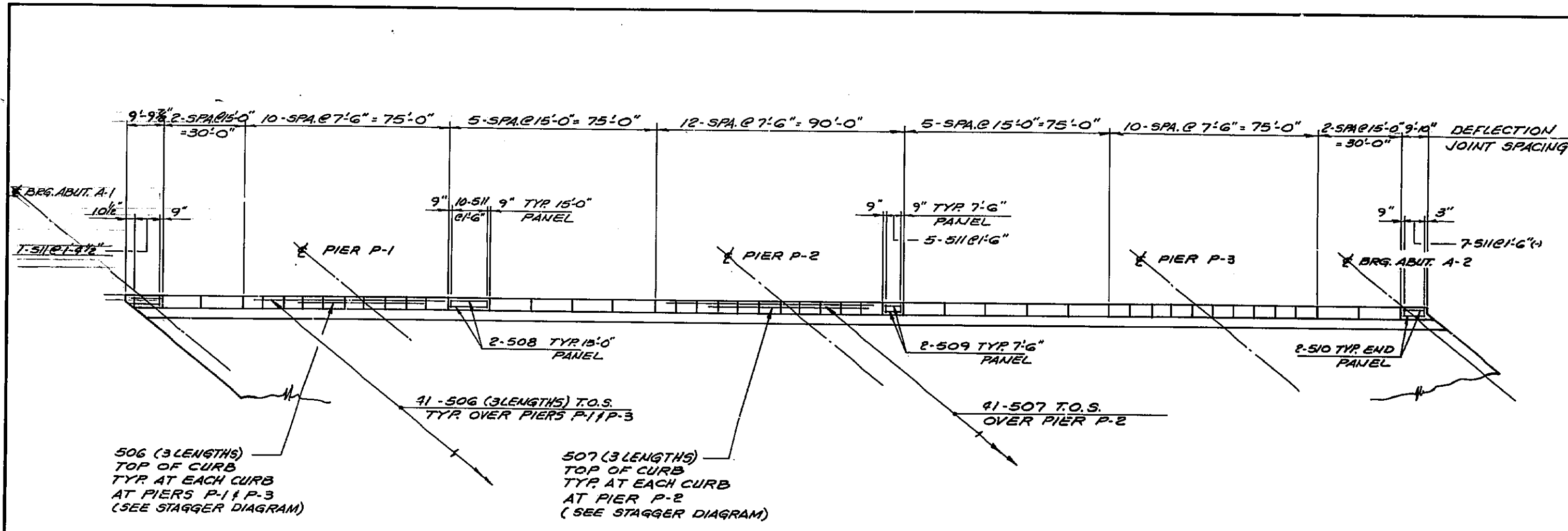
SECTION A-A

ANGLE TO CHANNEL CONNECTION NOT SHOWN FOR CLARITY

URS	
OHIO TURNPIKE COMMISSION	
SLAB PLAN & TRANSVERSE SECTION LIME CITY ROAD OVER I-75	
BR. N° W00-75-2993 WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: 1/4" = 1'-0"
CIP: 55-90-03	SHEET 346 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	FF	R.J.P.	JFP	2-7-90





- NOTES**
- ① 1/4" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL DEFLECTION JOINTS AND INCLUDED WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT. SEE STD DWG. BR-1 FOR DETAILS.
 - ② FOR ADDITIONAL NOTES SEE SHEET 346.

PLAN OF PARAPETS
WEST PARAPET SHOWN
EAST PARAPET SIMILAR

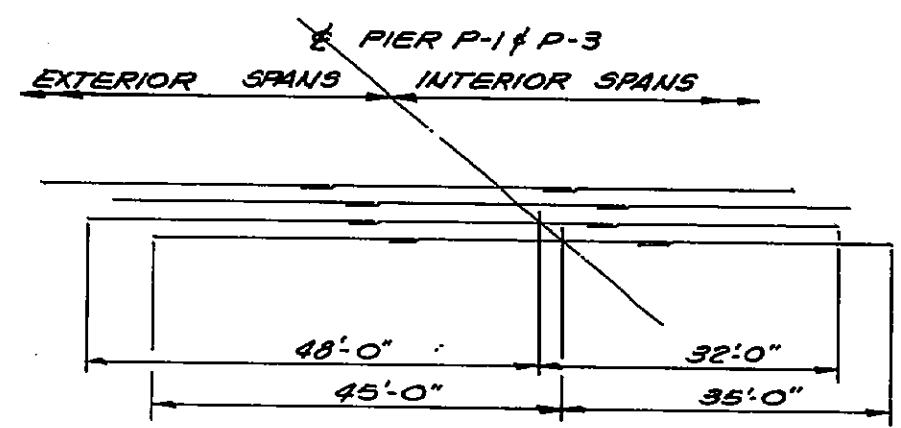


DIAGRAM SHOWING STAGGER OF 506 BARS OVER PIERS P-1 & P-3

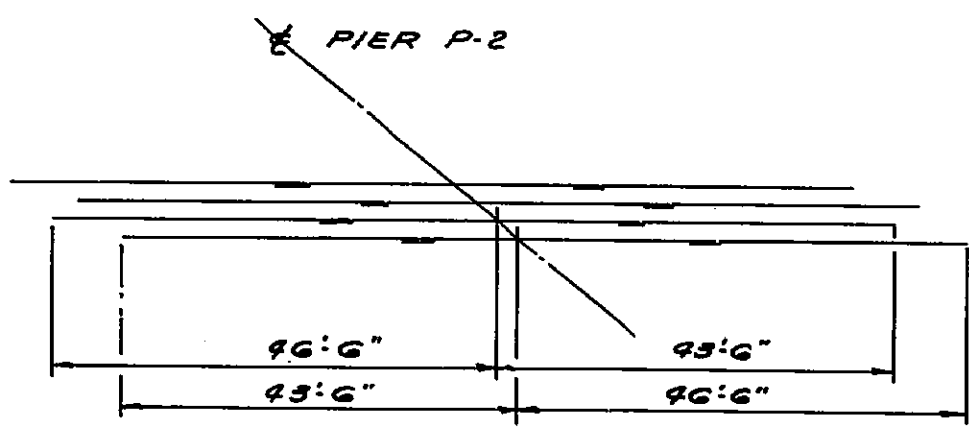
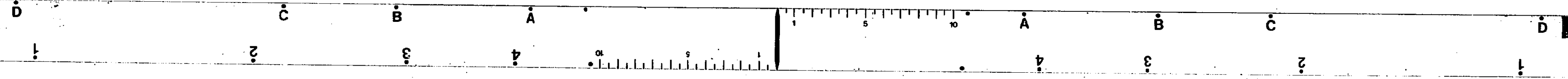


DIAGRAM SHOWING STAGGER OF 507 BARS OVER PIER P-2

URS	
OHIO TURNPIKE COMMISSION	
PARAPET DETAILS	
LIME CITY ROAD OVER I-75	
BR. NO. WOO-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 347 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
RER	JUN	R.J.P.	JFF	2-12-90



MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
ABUTMENTS									
EA 401	8	9-7	14	2-8	1-11			51	
EA 402	16	1-11	ST					20	
EA 501	6	22-9	ST					142	
EA 502	6	23-0	ST					144	
EA 503	4	6-8	ST					28	
EA 504	4	4-0	ST					17	
EA 505	4	15-6	ST					65	
EA 506	4	24-3	ST					101	
EA 507	2	3-1	19	0-6	0-8	0-8	1-9	6	
EA 508	8	12-6	ST					104	
EA 509	4	8-3	ST					34	
EA 510	4	9-3	ST					39	
EA 511	48	2-5	1	1-3	1-3			119	
EA 550	46	3-6	19	0-8	0-6	0-8	2-1	166	
EA 551	16	2-9	ST					46	
EA 552	48	4-5	ST					221	
EA 553	16	5-4	23	2-5	2-2			89	
EA 554	32	3-0	6	2-5				100	
EA 555	16	4-0	ST					67	
EA 556	8	13-8	GC					114	
EA 557	8	13-6	ST					113	
EA 558	16	15-6	ST					259	
EA 601	14	3-0	1	1-0	2-2			63	
EA 801	42	4-0	19	1-0	1-3	1-1	1-6	447	
				TOTAL	ABUTMENTS =	2555			
PIER 1									
1 P 501	52	8-8	7	7-6				470	
1 P 502	31	7-6	ST					242	
1 P 503	9	29-10	ST					280	
1 P 504	9	17-2	ST					161	
1 P 701	18	24-4	6	23-6				895	
1 P1001	48	9-10	1	1-10	8-3			2022	
1 P1002	12	21-8	ST					1119	
1 P1003	24	21-11	ST					2263	
1 P1004	12	22-0	ST					1136	
				TOTAL	PIER 1 =	8588			
PIER 2									
2 P 401	8	10-7	35	1-6				56	
2 P 601	48	3-4	1	1-0	2-6			240	
				TOTAL	PIER 2 =	296			

MARK	No. REQD.	LGTH.	TYPE	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
PIER 3									
3 P 501	52	8-8	7	7-6				470	
3 P 502	31	7-6	ST					242	
3 P 503	9	29-10	ST					280	
3 P 504	9	17-2	ST					161	
3 P 701	18	24-4	6	23-6				895	
3 P1001	48	9-10	1	1-10	8-3			2022	
3 P1002	12	20-2	ST					1041	
3 P1003	12	20-3	ST					1046	
3 P1004	12	20-1	ST					1037	
3 P1005	12	19-11	ST					1028	
				TOTAL	PIER 3 =	8222			
SUPERSTRUCTURE									
ES 401	672	30-0	ST					13467	
ES 402	42	15-2	ST					426	
ES 501	743	29-10	ST					23119	
SERIES	2-SETS	6-4						3	
OF	OF 49-	TO	ST					0-5--	
ES 502	98	BAR 29-4						4	
ES 503	26	5-10	ST					158	
ES 504	688	30-0	ST					21528	
ES 505	43	16-5	ST					736	
ES 506	258	27-11	ST					7512	
ES 507	129	31-4	ST					4216	
ES 508	112	14-8	ST					1713	
ES 509	256	7-2	ST					1914	
ES 510	16	9-6	ST					159	
ES 511	628	5-4	23	2-2	2-5			3493	
ES 512	628	2-3	1	0-10	1-6			1446	
ES 513	628	3-1	20	0-10	0-9	0-6		2014	
ES 601	743	29-10	ST					33294	
SERIES	2-SETS	6-4						3	
OF	OF 49-	TO	ST					0-5--	
ES 602	98	BAR 29-4						4	
ES 603	26	5-10	ST					228	
				TOTAL	SUPERSTRUCTURE =	119871			

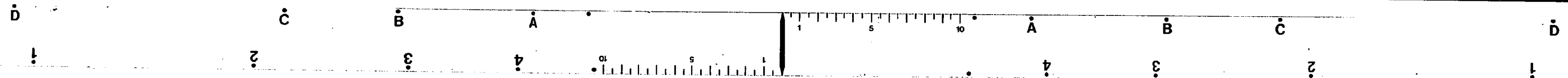
SPIRAL REINFORCING SCHEDULE					
MARK	Nº REQ'D	CORE DIA.	LENGTH	PITCH INS.	WEIGHT LBS.
SPIRAL PIER 1					
1 SP401	1	3-2	21-8	3.0	722
1 SP402	2	3-2	21-11	3.0	1460
1 SP403	1	3-2	22-0	3.0	733
TOTAL SPIRAL PIER 1 =					2915
SPIRAL PIER 3					
3 SP401	1	3-2	20-2	3.0	672
3 SP402	1	3-2	20-3	3.0	675
3 SP403	1	3-2	20-1	3.0	670
3 SP404	1	3-2	19-11	3.0	564
TOTAL SPIRAL PIER 3 =					2681

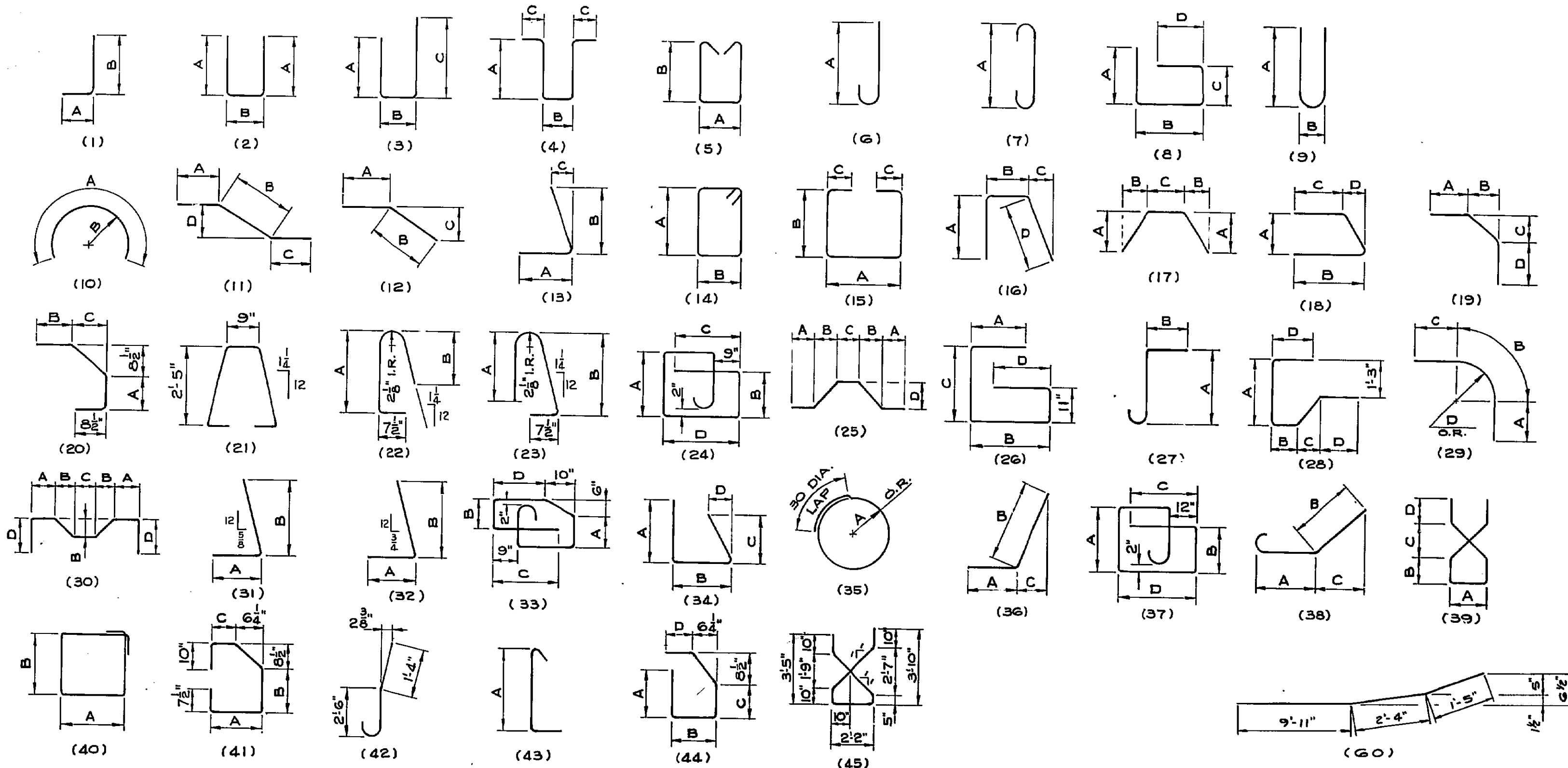
FOUR ANGLE SPACERS WEIGHING APPROX. .80 LBS. PER LINEAL FT. OF SPACER SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED SPIRAL WEIGHT.

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE TOP OF THE COLUMN INCLUDING THREE (3) CLOSED COILS (ONE AND ONE HALF CLOSED COILS AT THE ENDS OF EACH SPIRAL UNIT).

DR	DRAWN	CHECKED	REVIEWED	DATE
JHJ	DAM	R.J.P.	JFP	2-12-90

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
LIME CITY ROAD OVER I-75	
BR. Nº WOO-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: N.T.S.
OP: 55-90-03	SHEET 348 OF 364





**ITEM 509 REINFORCING STEEL,
(GRADE 60)**

ABUTMENT	=	0	LBS
PIER	=	22702	LBS
SUPERSTRUCTURE	=	0	LBS
GRAND TOTAL	=	22702	LBS

**ITEM 509 EPOXY COATED,
REINFORCING STEEL,
(GRADE 60)**

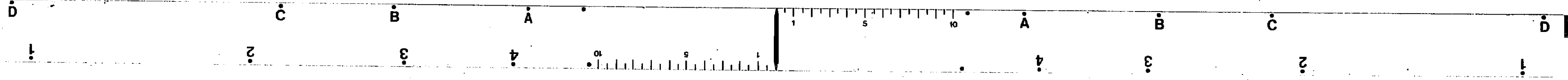
ABUTMENT	=	2555	LBS
PIER	=	0	LBS
SUPERSTRUCTURE	=	119871	LBS
GRAND TOTAL	=	122426	LBS

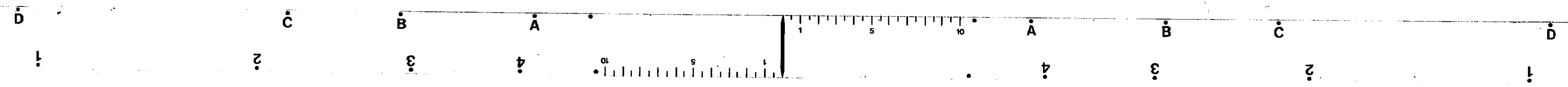
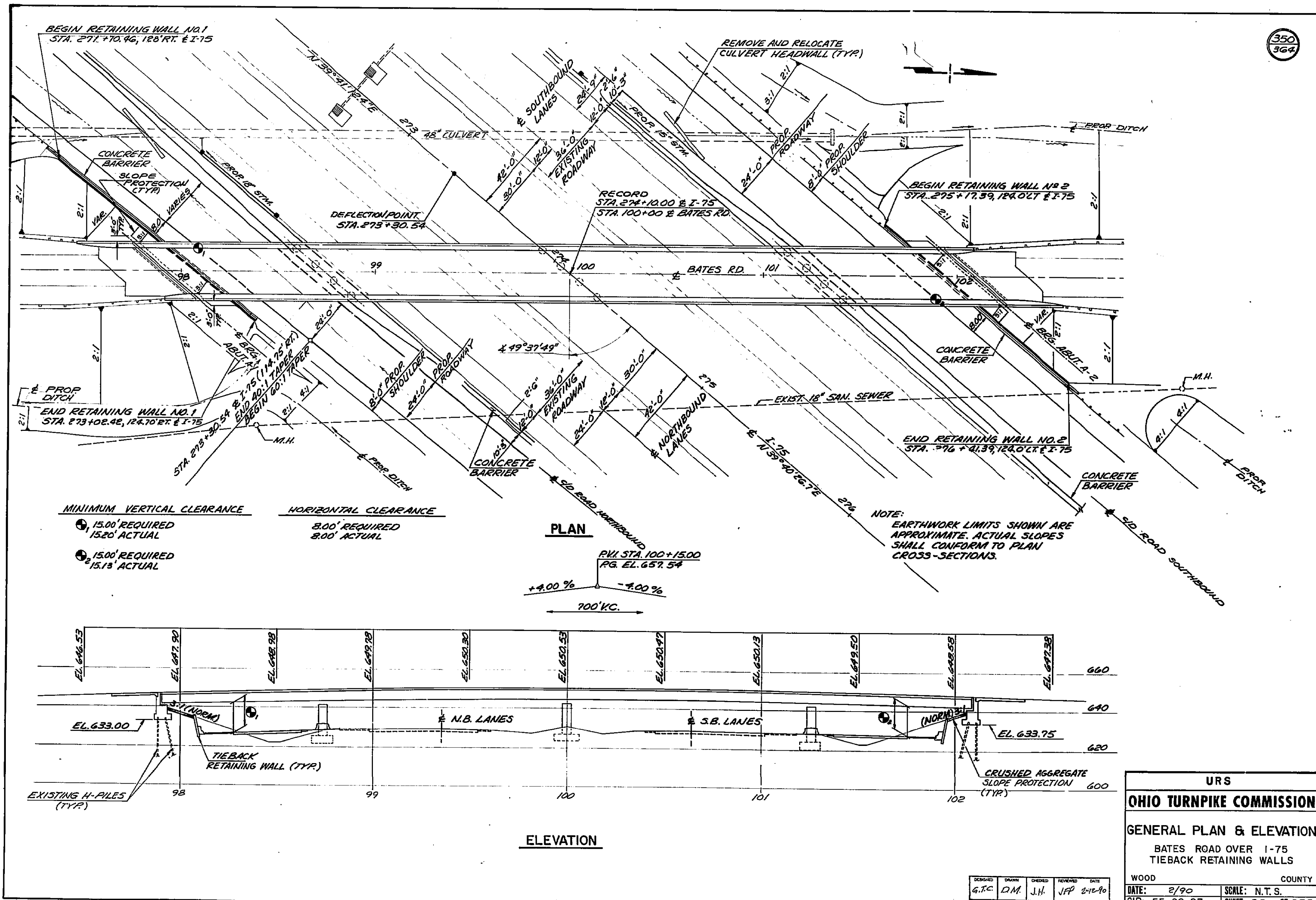
REINFORCING STEEL SAMPLES

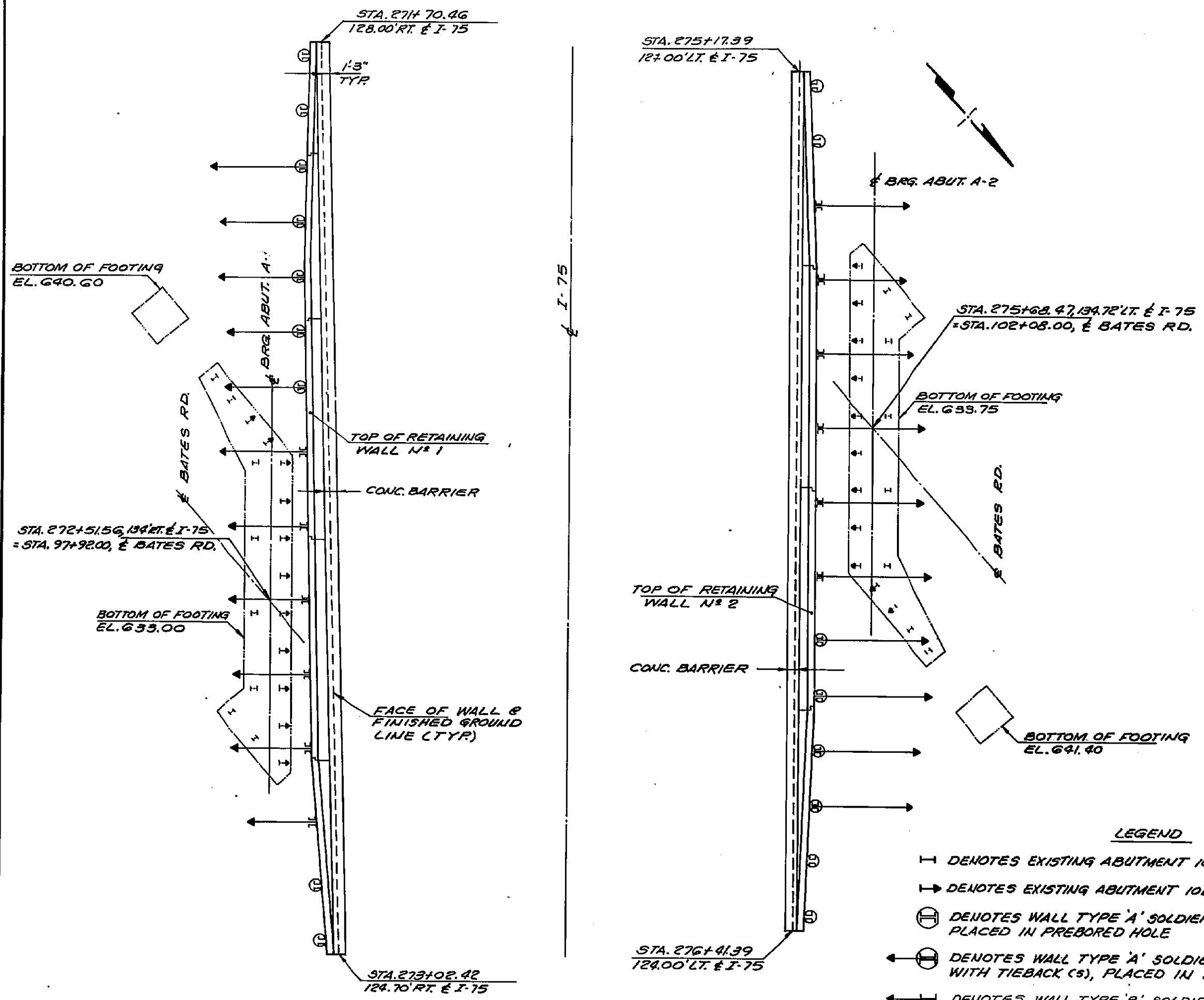
REFER TO O.T.C. GENERAL CONDITIONS G-G.02 AND CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPICED IN ACCORDANCE WITH 509.08.

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
JTJ	DAM	R.J.P.	J.P.P.	2-12-90

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
LIME CITY ROAD OVER I-75	
BR. N° W00-75-2993	
WOOD COUNTY	
STA. 97+62.43 TO STA. 102+37.57	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 349 OF 364







GENERAL PLAN

NOTES

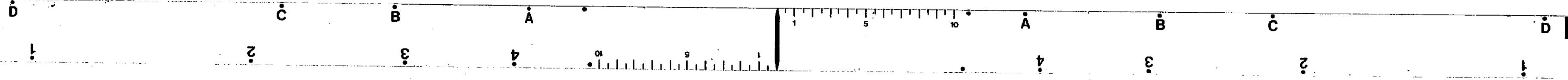
- ① THE EXISTING BATES ROAD OVER I-75 BRIDGE N°W00-I75-2914 PLANS WERE USED IN DETERMINING LOCATIONS OF SOLDIER PILES AND TIEBACKS TO MISS THE EXISTING ABUTMENT PILES. THE BRIDGE PLANS ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 2, BOWLING GREEN, OHIO
- ② STATIONS SHOWN ARE ALONG & I-75 UNLESS OTHERWISE NOTED.
- ③ REFER TO SEQUENCE OF CONSTRUCTION ON SHEET 352. PRIOR TO BEGINNING WORK.
- ④ REFER TO TIEBACK RETAINING WALL SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS
- ⑤ FOR DRAINAGE DETAILS, SEE ROADWAY DRAINAGE PLANS.

LEGEND

- |— DENOTES EXISTING ABUTMENT 10B42 PILES
- |— DENOTES EXISTING ABUTMENT 10B42 PILES @ 4:1 BATTER
- ⊖ DENOTES WALL TYPE 'A' SOLDIER PILE @ 10° BATTER PLACED IN PREBORED HOLE
- ⊖ DENOTES WALL TYPE 'A' SOLDIER PILE @ 10° BATTER WITH TIEBACK (S), PLACED IN PREBORED HOLE
- ⊖ DENOTES WALL TYPE 'B' SOLDIER PILE @ 10° BATTER WITH TIEBACKS, PLACED IN EXCAVATED SOIL WEDGE

URS	
OHIO TURNPIKE COMMISSION	
GENERAL PLAN OF WALLS BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	WOOD COUNTY
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 351 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
G.T.C.	R.F.	J.H.	JFP	2-12-90

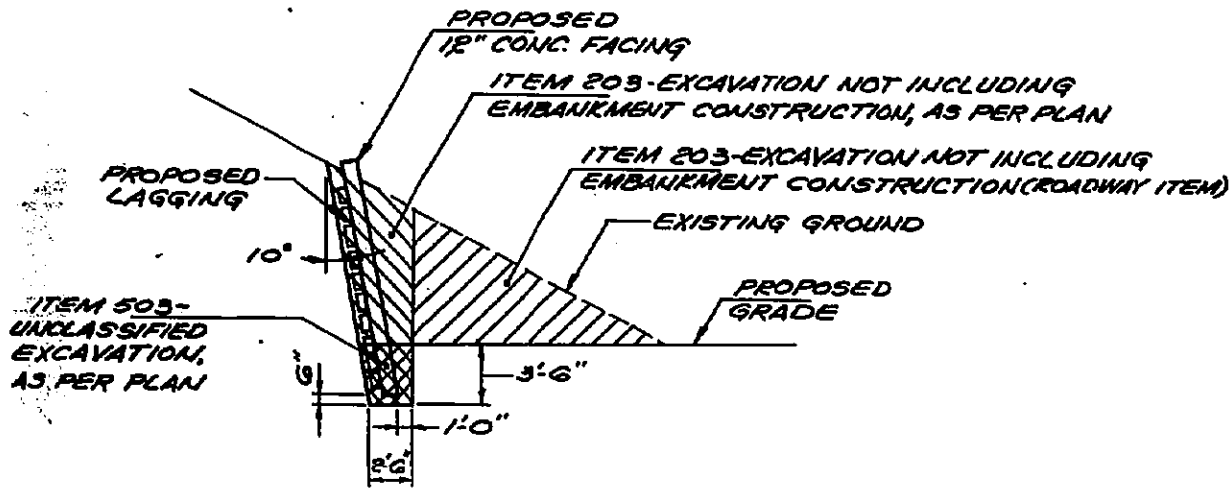


ESTIMATED QUANTITIES						
ITEM	TOTAL	UNIT	DESCRIPTION	WALL 1	WALL 2	GEN.
203	300	CY	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION, AS PER PLAN	166	134	
304	12	CY	AGGREGATE BASE	6	6	
503	LUMP	LS	COFFERDAMS, CRIBS, AND SHEETING			LUMP
503	95	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	49	46	
505	LUMP	LS	PILE DRIVING EQUIPMENT MOBILIZATION			LUMP
507	366	LF	PREBORED HOLES, FOR TYPE 'A' PILES, AS PER PLAN	200	166	
509	15565	LBS	EPOXY COATED REINFORCING STEEL, GRADE 60	8298	7267	
511	113	CY	CLASS 'S' CONCRETE, CAST-IN-PLACE FACING, AS PER PLAN	60	53	
516	89	LF	6" PVC WATERSTOP, AS PER PLAN	51	38	
516	28	SF	1" PREFORMED EXPANSION JOINT FILLER	14	14	
518	60	LF	6" # CONDUCTOR PIPE, INCLUDING SPECIALS, AS PER PLAN			60
601	101	ST	CRUSHED AGGREGATE SLOPE PROTECTION	42	59	
* SPECIAL	12	EA	SOIL WEDGE EXCAVATION, FOR TYPE 'B' PILES	6	6	
* SPECIAL	38	EA	TIEBACK, TYPE 2	20	18	
* SPECIAL	348	SF	TEMPORARY FACING, 3" THICK	178	170	
* SPECIAL	2093	SF	TEMPORARY FACING, 4" THICK	1041	1052	
* SPECIAL	1090	SF	PREFABRICATED GEOCOMPOSITE IN-PLANE DRAINS	591	499	
SPECIAL	300	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY), (SEE PROPOSAL NOTE)	161	139	
* SPECIAL	60	LF	SOLDIER PILE, TYPE A1	30	30	
* SPECIAL	76	LF	SOLDIER PILE, TYPE A2	39	37	
* SPECIAL	118	LF	SOLDIER PILE, TYPE A3	73	45	
* SPECIAL	100	LF	SOLDIER PILE, TYPE A4	51	49	
* SPECIAL	148	LF	SOLDIER PILE, TYPE B2	17	71	

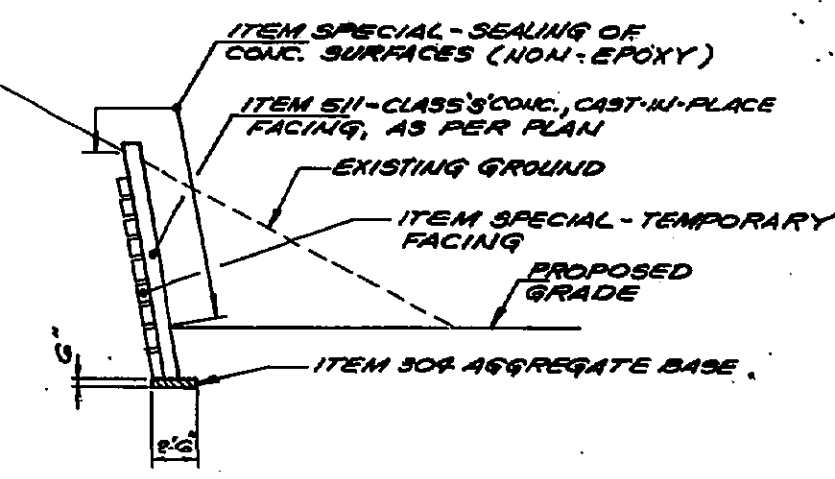
* REFER TO TIEBACK RETAINING WALLS SPECIAL PROVISIONS FOR BATES ROAD OVER I-75

SEQUENCE OF CONSTRUCTION

- A. PRELIMINARY**
- IMPLEMENT TRAFFIC PROTECTION SCHEMES WHERE REQUIRED. (SEE THE TRAFFIC CONTROL PLANS.)
 - MODIFY THE BRIDGE SUPERSTRUCTURE DRAINS AT EACH ABUTMENT END.
 - REGRADE THE SLOPES BEHIND THE PROPOSED WALLS AT EACH ABUTMENT TO CONFORM WITH THE PLAN CROSS-SECTIONS.
 - COMPLETE NEW UNDERGROUND UTILITY AND ROADWAY DRAINAGE INSTALLATIONS OR MODIFICATIONS REQUIRED IN THE VICINITY OF THE PROPOSED WALLS, EXCEPT THOSE WHICH MUST BE INSTALLED AFTER THE WALLS ARE CONSTRUCTED.
- B. TYPE 'A' SOLDIER PILES IN PREBORED HOLES**
- PREBORE HOLE AT 10° ANGLE BACK FROM VERTICAL AND PLACE CONCRETE AND STEEL PILE SECTION. CLASS 'S' CONCRETE SHALL BE PLACED FROM THE BOTTOM OF PROPOSED FACING TO TIP OF PILE. LEAN CONCRETE MAY BE PLACED FROM THE BASE OF PROPOSED FACING UPWARDS TO THE TOP.
 - FOR SOLDIER PILES WITH NO PROPOSED TIEBACKS, GO TO STEP 7; OTHERWISE CONTINUE.
 - EXCAVATE TO 1' BELOW THE PROPOSED TOP TIEBACK ELEVATION, PLACING LAGGING AS EXCAVATION PROCEEDS. TIMBER LAGGING SHALL BE PLACED BEHIND THE FRONT FLANGES BY CHIPPING AWAY THE LEAN CONCRETE.
 - DRILL FOR THE TIEBACK AT 10° DOWNWARD FROM HORIZONTAL, INSTALL THE TIEBACK AND APPLY THE ALIGNMENT LOAD (10 PERCENT MAXIMUM OF DESIGN LOAD). LAGGING SHALL BE IN PLACE ON BOTH SIDES OF THE SOLDIER PILE PRIOR TO TESTING. PERFORM THE REQUIRED TIEBACK TESTS AND LOCK-OFF AT THE REQUIRED LOAD. (SEE THE SPECIAL PROVISIONS FOR THE SCHEDULE OF TESTS REQUIRED.) IF THIS IS THE LOWEST TIEBACK, GO TO STEP 7; OTHERWISE CONTINUE.
- C. TYPE 'B' SOLDIER PILES IN EXCAVATED SOIL WEDGES**
- EXCAVATE A SHALL WEDGE OF SOIL (SEE TIEBACK RETAINING WALL SPECIAL PROVISIONS) AT EACH SOLDIER PILE LOCATION IN THE SLOPE BETWEEN ABUTMENT AND PIER, SHORING THE SIDES AND BRACING AS EXCAVATION PROCEEDS TO THE PILE TIP ELEVATION. THE BACK FACE SHALL BE AT 10° ANGLE BACK FROM VERTICAL.
 - PLACE THE SOLDIER PILE AGAINST THE BACK FACE OF THE EXCAVATION.
 - DRILL AT 10° DOWNWARD FROM HORIZONTAL FOR THE TOP AND BOTTOM TIEBACKS AT THE PROPOSED ELEVATIONS.
 - INSTALL THE TIEBACKS AND APPLY THE ALIGNMENT LOADS (10 PERCENT MAXIMUM OF DESIGN LOADS).
- EXCAVATE TO 1' BELOW THE PROPOSED LOWEST TIEBACK ELEVATION, CHIPPING AWAY LEAN CONCRETE AND PLACING LAGGING AS EXCAVATION PROCEEDS.
 - GO TO STEP 4.
 - EXCAVATE A TRENCH TO 3.5' BELOW THE PROPOSED FINAL GROUND IN FRONT OF WALL, CHIPPING AWAY LEAN CONCRETE AND PLACING THE TIMBER LAGGING TO 3' BELOW FINAL GROUND. PROVIDE 6" OF AGGREGATE BASE AT THE BOTTOM OF THE TRENCH.
 - WELD THE STUDS TO THE SOLDIER PILES, INSTALL DRAINAGE MATERIAL TO LAGGING FACE, CONSTRUCT CONCRETE FACING, AND BACKFILL THE EXCAVATION IN FRONT OF THE WALL.
 - SEAL THE CONCRETE FACING.
 - EXCAVATE THE REMAINING SLOPE BETWEEN THE SOLDIER PILES, REMOVING SIDE SHORING FROM WEDGE EXCAVATION AND PLACING TIMBER LAGGING BEHIND THE FRONT FLANGES AS EXCAVATION PROCEEDS TO 1' BELOW THE TOP TIEBACK ELEVATION.
 - LAGGING SHALL BE IN PLACE ON BOTH SIDES OF THE SOLDIER PILE PRIOR TO TESTING. PERFORM THE REQUIRED TESTS ON THE TOP TIEBACK AND LOCK-OFF AT THE REQUIRED LOAD (SEE THE SPECIAL PROVISIONS FOR THE SCHEDULE OF TESTS REQUIRED).
 - CONTINUE THE SLOPE EXCAVATION, WEDGE SHORING REMOVAL, AND TIMBER LAGGING PLACEMENT BETWEEN THE SOLDIER PILES TO 1' BELOW THE BOTTOM TIEBACK ELEVATION.
 - PERFORM STEP 6 FOR THE BOTTOM TIEBACK. THEN CONTINUE TO STEP 9.
 - CONTINUE THE SLOPE EXCAVATION TO 3.5' BELOW THE PROPOSED FINAL GROUND IN FRONT OF THE WALL, REMOVING THE WEDGE SHORING, AND PLACING TIMBER LAGGING BETWEEN SOLDIER PILES TO 3' BELOW FINAL GROUND. PROVIDE 6" OF AGGREGATE BASE BENEATH THE LAGGING AND THE PROPOSED CONCRETE FACING.
 - WELD THE STUDS TO THE SOLDIER PILES, INSTALL THE DRAINAGE MATERIAL TO THE LAGGING FACE, CONSTRUCT THE CONCRETE FACING, AND BACKFILL THE EXCAVATION IN FRONT OF THE WALL.
 - SEAL THE CONCRETE FACING.



EXCAVATION DIAGRAM

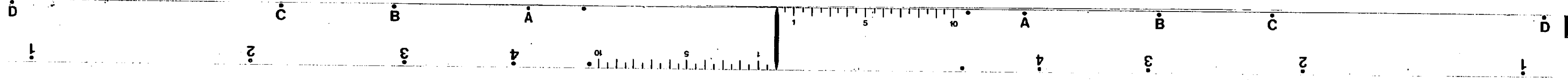


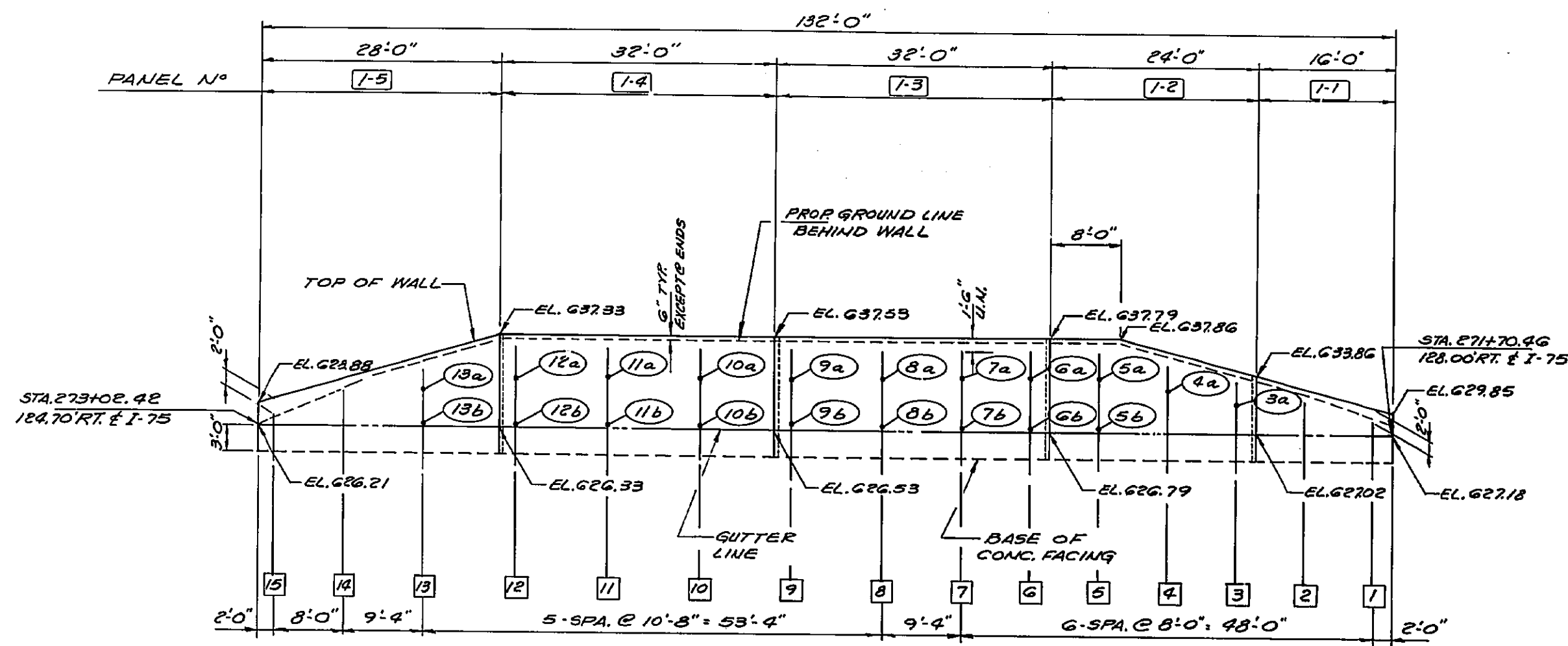
STRUCTURE QUANTITIES DIAGRAMS

QUANTITIES	
CALCULATED BY :	GTC DATE : 12/89
CHECKED BY :	R.J.P. DATE : 1/90

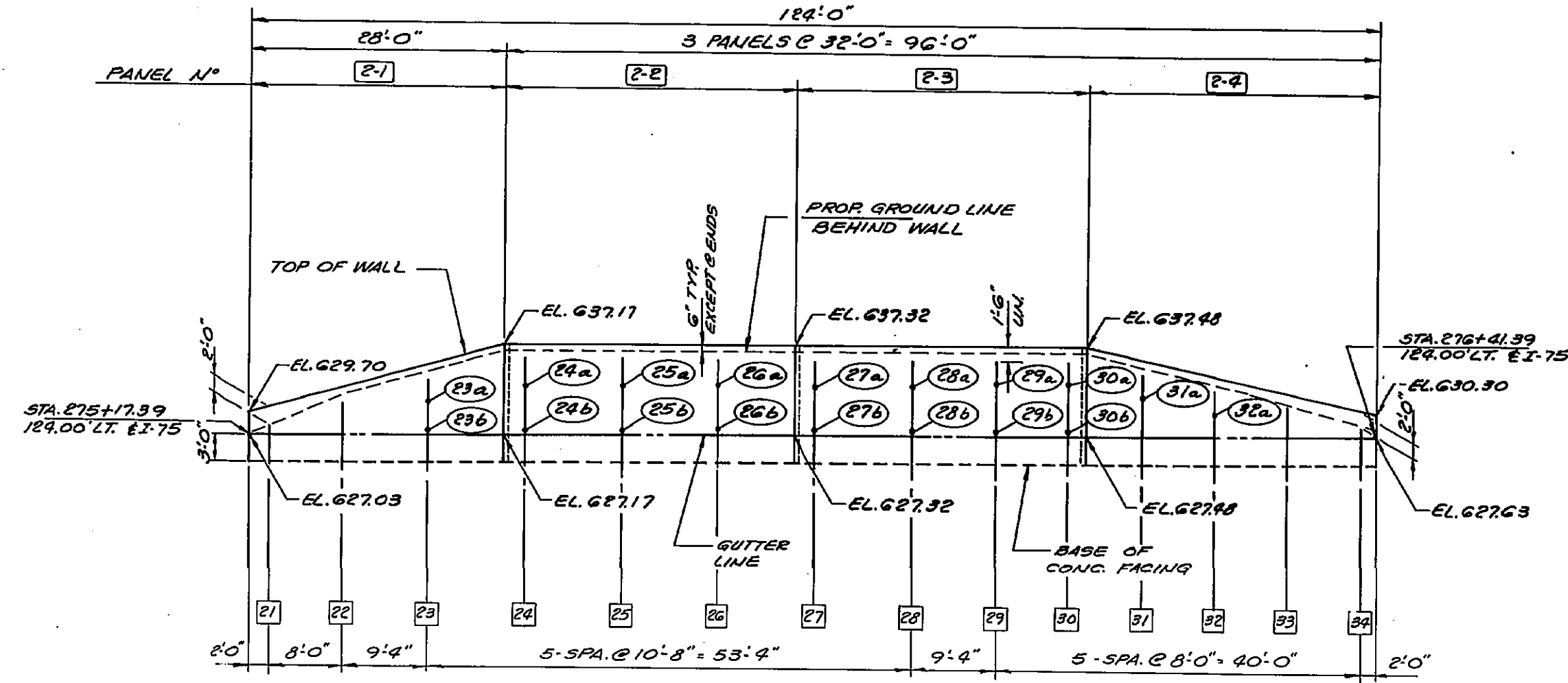
DATE	BY	DATE	BY
2/90	GTC	12/89	GTC
1/90	R.J.P.	1/90	R.J.P.

URS
OHIO TURNPIKE COMMISSION
ESTIMATED QUANTITIES
SEQUENCE OF CONSTRUCTION
BATES ROAD OVER I-75
TIEBACK RETAINING WALLS
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 352 OF 364





ELEVATION
RETAINING WALL No. 1



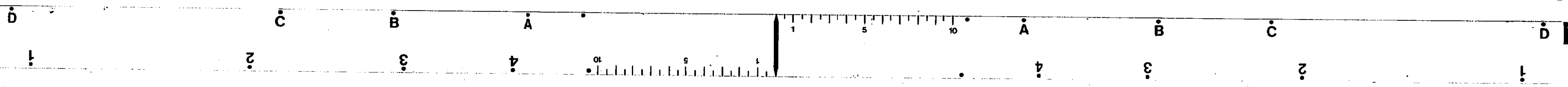
ELEVATION
RETAINING WALL No. 2

- NOTES**
- 1 REFER TO SEQUENCE OF CONSTRUCTION ON SHEET 352 PRIOR TO BEGINNING WORK.
 - 2 SEE SOLDIER PILE AND TIEBACK SCHEDULE FOR ADDITIONAL PILE AND TIEBACK INFORMATION.
 - 3 FOR SOLDIER PILE, ANCHORAGE, AND TIEBACK DETAILS SEE SHEET 356 AND 357.
 - 4 4" TIMBER LAGGING SHALL BE USED IN WALL NO. 1 BETWEEN PILE NOS. 3 TO 14 AND IN WALL NO. 2 BETWEEN PILE NOS. 22 TO 32. AT ALL OTHER LOCATIONS, 3" TIMBER LAGGING MAY BE USED.

- LEGEND**
- 1-3 INDICATES WALL AND PANEL NO., RESPECTIVELY.
 - 1 INDICATES SOLDIER PILE NO.
 - 1a INDICATES TIEBACK NO.

URS	
OHIO TURNPIKE COMMISSION	
SOLDIER PILE AND TIE-BACK LAYOUT BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 353 OF 364

DESIGNED BY:	DRAWN BY:	CHECKED BY:	REVIEWED BY:	DATE:
G.T.C.	F.F.	J.H.	J.P.	2-12-90



SOLDIER PILE DATA (SEE NOTE ①)					ANCHORAGE DATA (SEE NOTES ② THRU ④)				
PANEL NO.	PILE NO.	PILE TYPE	TIP ELEVATION	TOP CUTOFF ELEVATION	TIEBACK NO.	DESIGN LOAD 'P' (KIPS)	TIEBACK ELEVATION	FREE LENGTH (FEET)	TIEBACK TYPE
1-1	1	A1	613.16	628.35	-	-	-	-	-
	2	A4	605.58	630.85	-	-	-	-	-
1-2	3	A2	614.50	632.86	3a	30	630.36	20	2
	4	A2	614.82	634.86	4a	40	631.86	20	2
	5	A3	612.54	636.34	5a	70	633.34	20	2
					5b	65	627.34	20	2
1-3	6	A3	612.47	636.27	6a	70	633.27	20	2
					6b	65	627.27	20	2
	7	A3	611.90	636.20	7a	75	633.20	20	3
					7b	70	627.20	20	2
	8	B2	623.12	636.12	8a	65	632.62	20	2
					8b	55	627.12	20	2
	9	B2	623.04	636.04	9a	65	632.54	20	2
					9b	55	627.04	20	2
1-4	10	B2	622.96	635.96	10a	65	632.46	20	2
					10b	55	626.96	20	2
	11	B2	622.90	635.90	11a	65	632.40	20	2
					11b	55	626.90	20	2
	12	B2	622.84	635.84	12a	65	632.34	20	2
					12b	55	626.84	20	2
1-5	13	B2	622.79	633.21	13a	45	630.21	20	2
					13b	40	626.71	20	2
	14	A4	605.65	630.40	-	-	-	-	-
	15	A1	613.12	627.48	-	-	-	-	-
2-1	21	A1	613.94	628.23	-	-	-	-	-
	22	A4	606.48	630.87	-	-	-	-	-
	23	B2	623.63	633.36	23a	40	630.86	20	2
					23b	40	627.61	20	2
2-2	24	B2	623.68	635.68	24a	55	632.68	20	2
					24b	50	627.68	20	2
	25	B2	623.73	635.73	25a	55	632.73	20	2
					25b	50	627.73	20	2
	26	B2	623.78	635.78	26a	55	632.78	20	2
					26b	50	627.78	20	2
2-3	27	B2	623.83	635.83	27a	55	632.83	20	2
					27b	50	627.83	20	2
	28	B2	623.88	635.88	28a	55	632.88	20	2
					28b	50	627.88	20	2
	29	A3	613.73	635.93	29a	60	633.43	20	2
					29b	60	627.93	20	2
	30	A3	614.17	635.97	30a	60	633.47	20	2
					30b	60	627.97	20	2
2-4	31	A2	616.30	634.63	31a	35	632.13	20	2
	32	A2	614.54	632.84	32a	30	630.34	20	2
	33	A4	607.68	631.04	-	-	-	-	-
	34	A1	613.62	628.75	-	-	-	-	-

NOTES

- ① SOLDIER PILE TYPE DESIGNATIONS ARE AS FOLLOWS
 'A' DENOTES PILE TO BE PLACED IN 2'-0" DIAMETER MINIMUM PREBORED HOLE WITH CONCRETE.
 'B' DENOTES PILE TO BE PLACED IN EXCAVATED SOIL WEDGE.
 THE NUMBER FOLLOWING THE LETTER DESIGNATION DENOTES THE SOLDIER PILE DESIGN SECTION NO. TO BE USED (SEE TABLE BELOW).
- ② THE INCLINATION ANGLE FOR ALL TIEBACKS SHALL BE 10° DOWNWARD FROM HORIZONTAL.
- ③ THE FREE LENGTHS SHOWN ARE THE MINIMUM REQUIRED TO ENSURE WALL STABILITY.
- ④ THE TIEBACK LOCKOFF LOAD VALUE SHALL BE 0.90 TO 1.00 TIMES THE DESIGN LOAD 'P' FOR ALL TIEBACKS.
- ⑤ FOR SOLDIER PILE AND TIEBACK LAYOUT, SEE SHEET 353.
- ⑥ FOR SOLDIER PILE TYPICAL SECTIONS, ANCHORAGE DETAILS, AND ADDITIONAL NOTES, SEE SHEET 356.
- ⑦ FOR TIEBACK DETAILS AND ADDITIONAL NOTES, SEE SHEET 357.

SECTION NO.	MINIMUM SECTION MODULUS	MINIMUM PILE SECTION
1	43.0 in ³	TWO-C12x20.7
2	61.2 in ³	TWO-MC11.9
3	93.0 in ³	TWO-C15x40
4	107.6 in ³	TWO-C15x50

URS

OHIO TURNPIKE COMMISSION

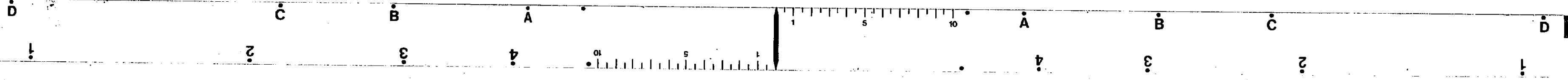
SOLDIER PILE AND TIE-BACK SCHEDULE

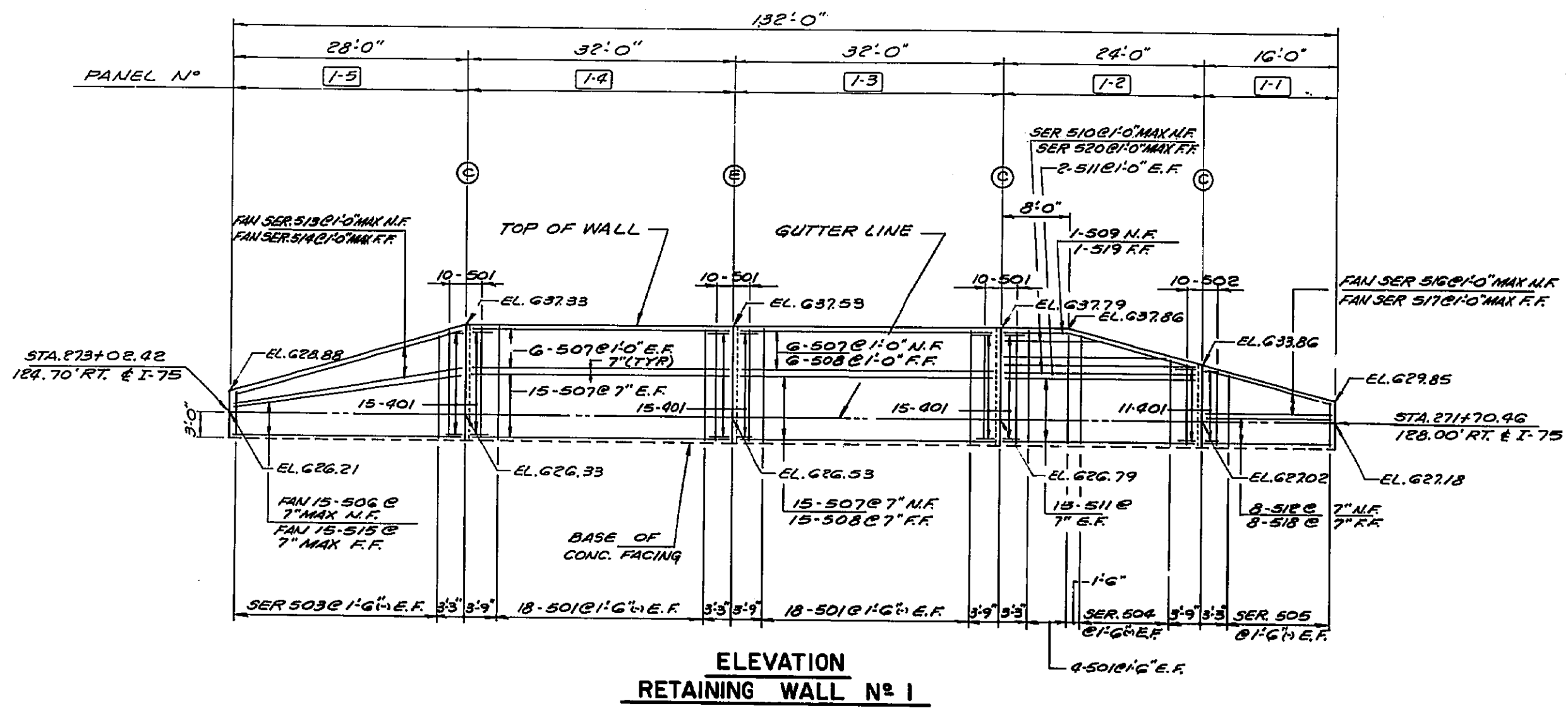
BATES ROAD OVER I-75
TIEBACK RETAINING WALLS

WOOD COUNTY

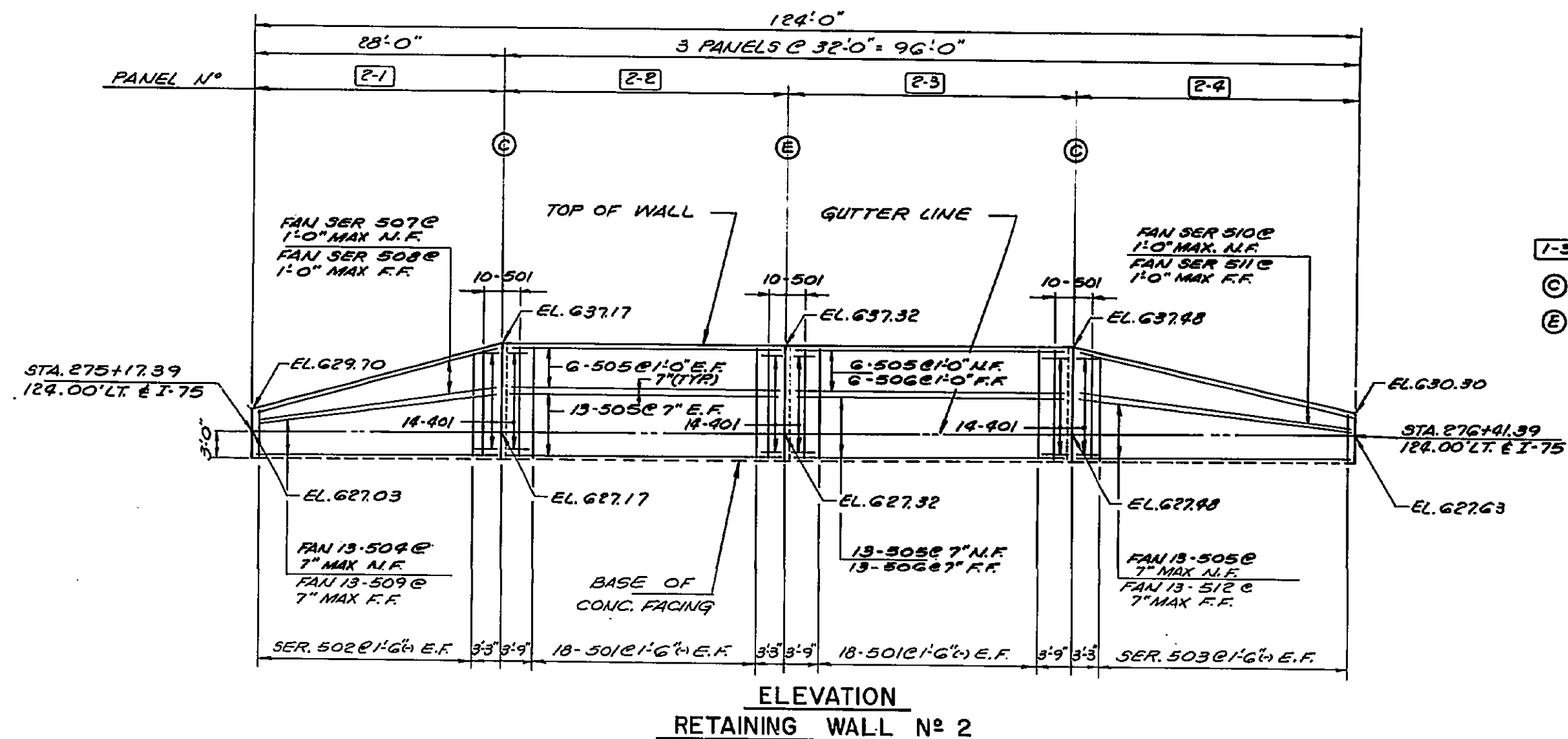
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 354 OF 364

DATE: 2/90
DRAWN: K.F. CHECKED: J.H. REVISIONS: JFP 2-12-90





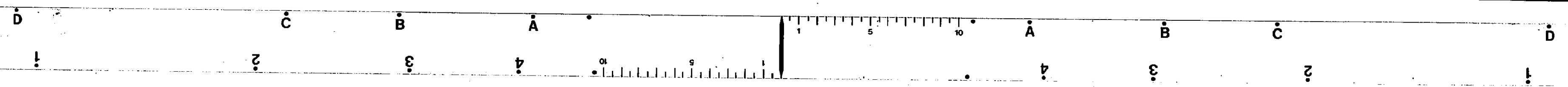
- NOTES**
- 1 THE PREFIXES 'EW' & 'EW' SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN RETAINING WALL NO'S 1 & 2 RESPECTIVELY.
 - 2 ALL REINFORCING BARS IN THE WALLS ARE TO BE EPOXY COATED.
 - 3 WHEN FANNING OF REINFORCING BARS IS REQUIRED, A MINIMUM SPACING OF 2 1/2" SHALL BE USED.
 - 4 FOR CONCRETE FACING TYPICAL SECTION AND ADDITIONAL DETAILS SEE SHEET 358.

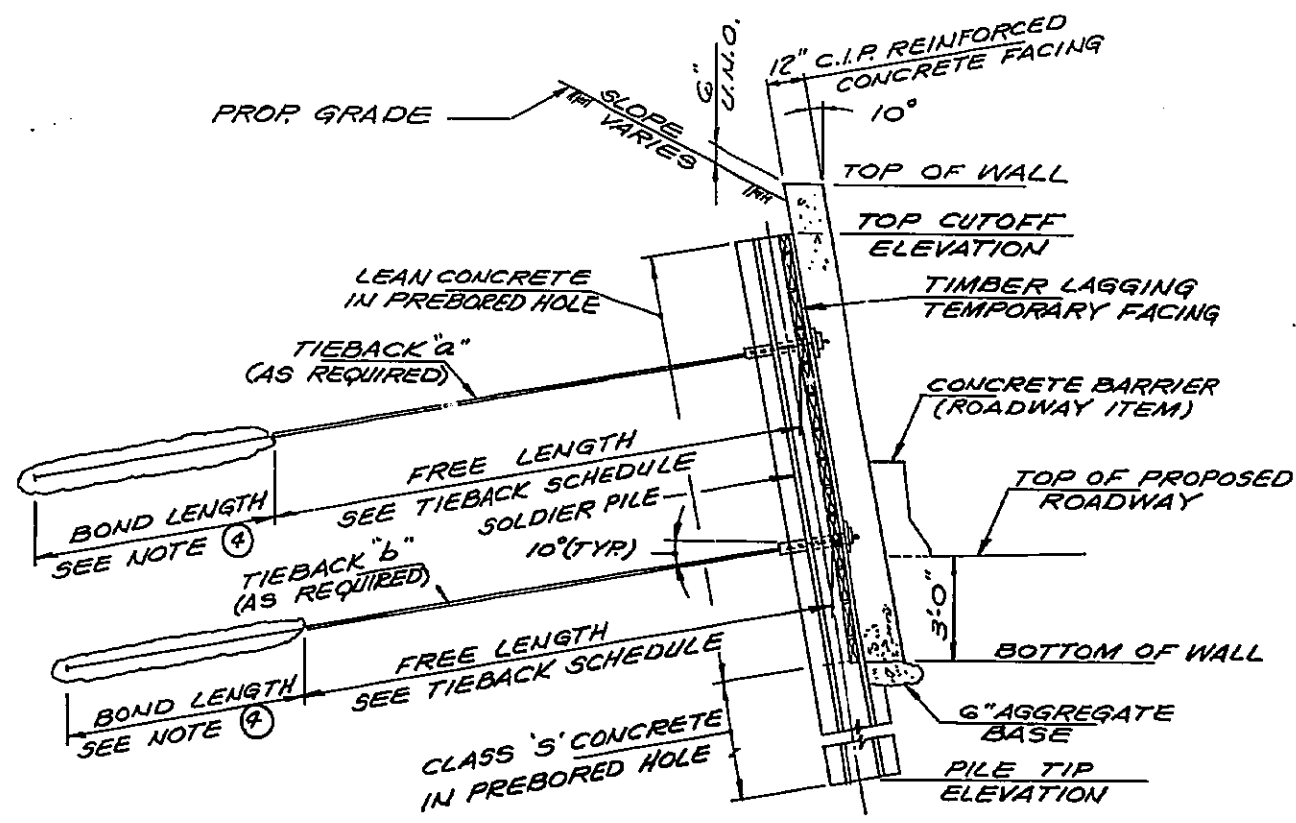


- LEGEND**
- 1-3 INDICATES WALL AND PANEL NUMBER RESPECTIVELY,
 - C INDICATES THE LOCATION OF CONTRACTION JOINT,
 - E INDICATES THE LOCATION OF EXPANSION JOINT.

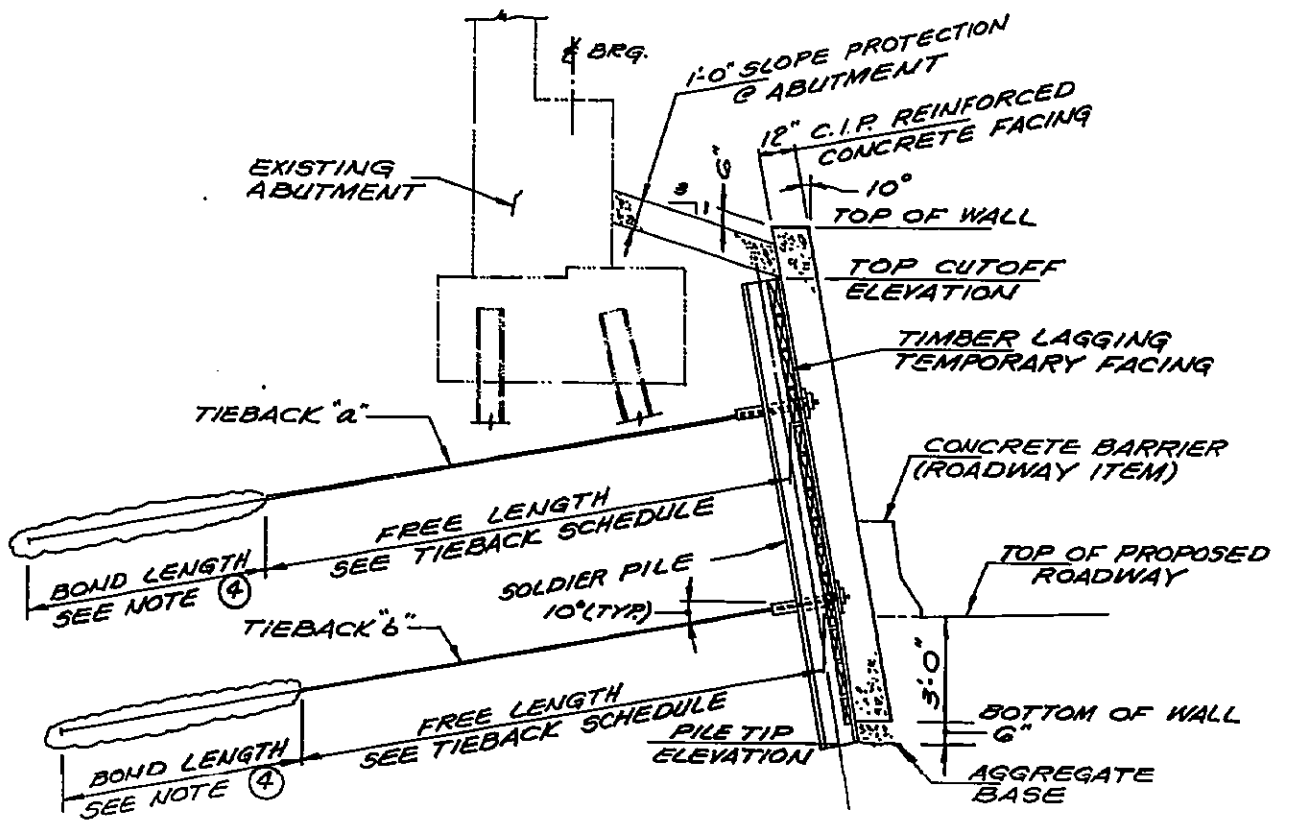
URS	
OHIO TURNPIKE COMMISSION	
CONCRETE FACING ELEVATION	
BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	
DATE: 2/90	SCALE: A.T.S.
CIP: 55-90-03	SHEET 355 OF 364

DESIGN: G.T.C.	DRAWN: F.T.	CHECKED: J.H.	REVIEWED: J.P.P.	DATE: 2-12-90
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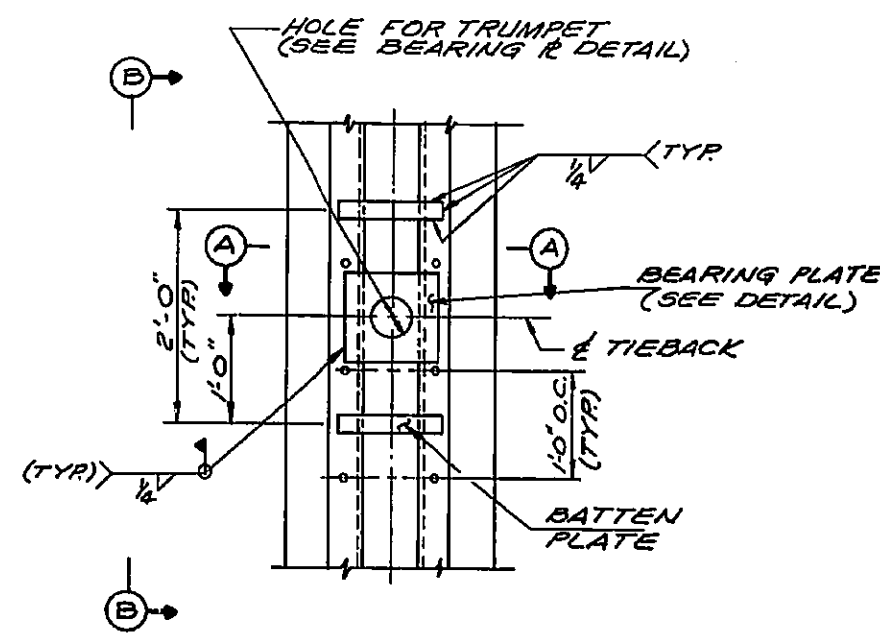




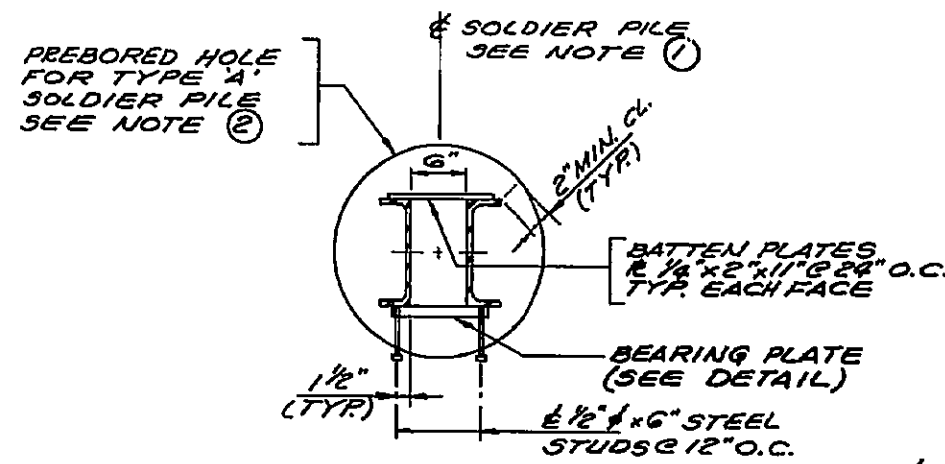
TYPICAL SECTION
TYPE 'A' SOLDIER PILE PLACED
IN 2'-0" (MIN) PREBORED HOLE



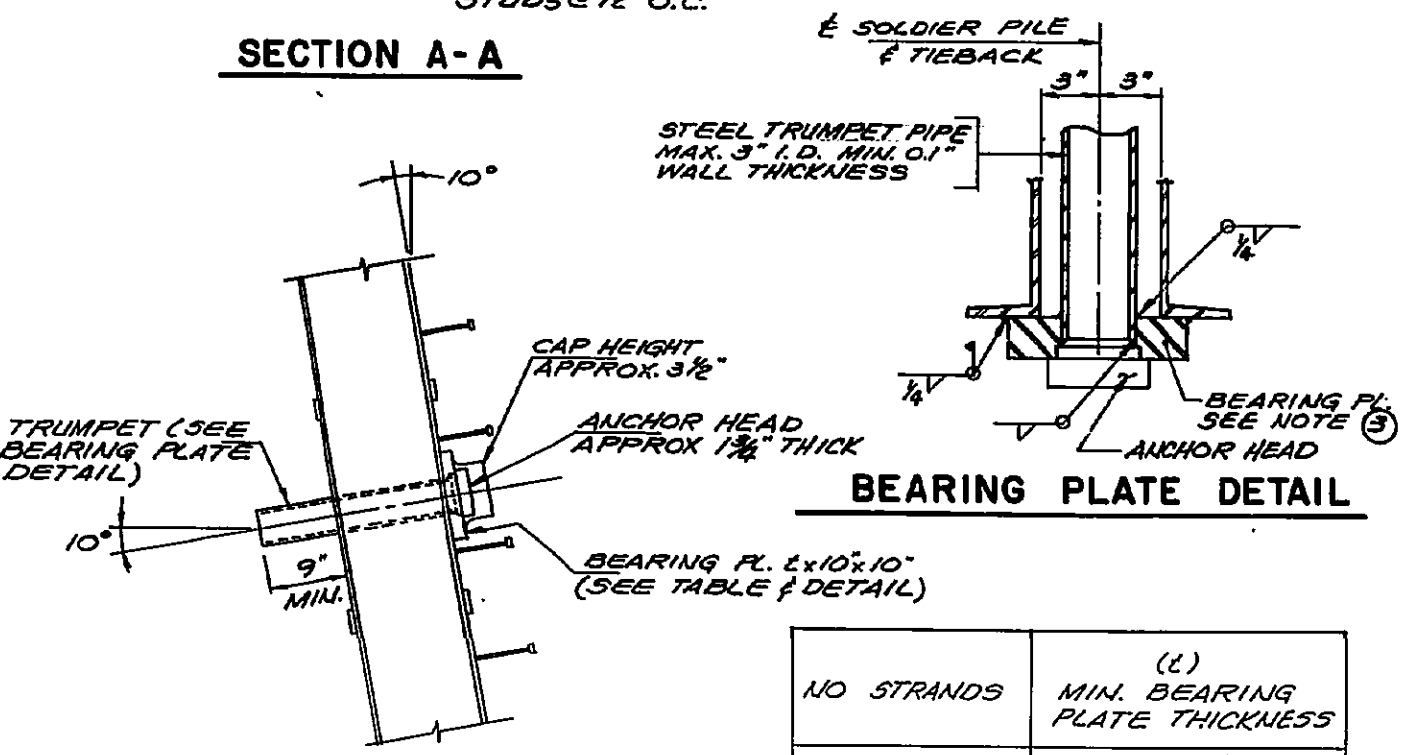
TYPICAL SECTION
TYPE 'B' SOLDIER PILE PLACED
IN EXCAVATED SOIL WEDGE



PART FRONT VIEW AT ANCHORAGE



SECTION A-A



BEARING PLATE DETAIL

VIEW B-B

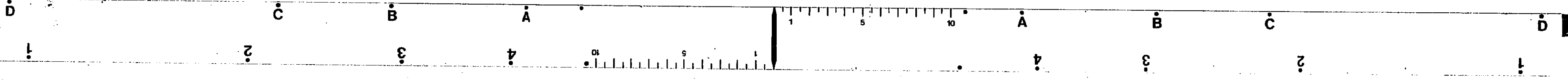
NO STRANDS	(L) MIN. BEARING PLATE THICKNESS
2	1 5/8"
3	1 7/8"

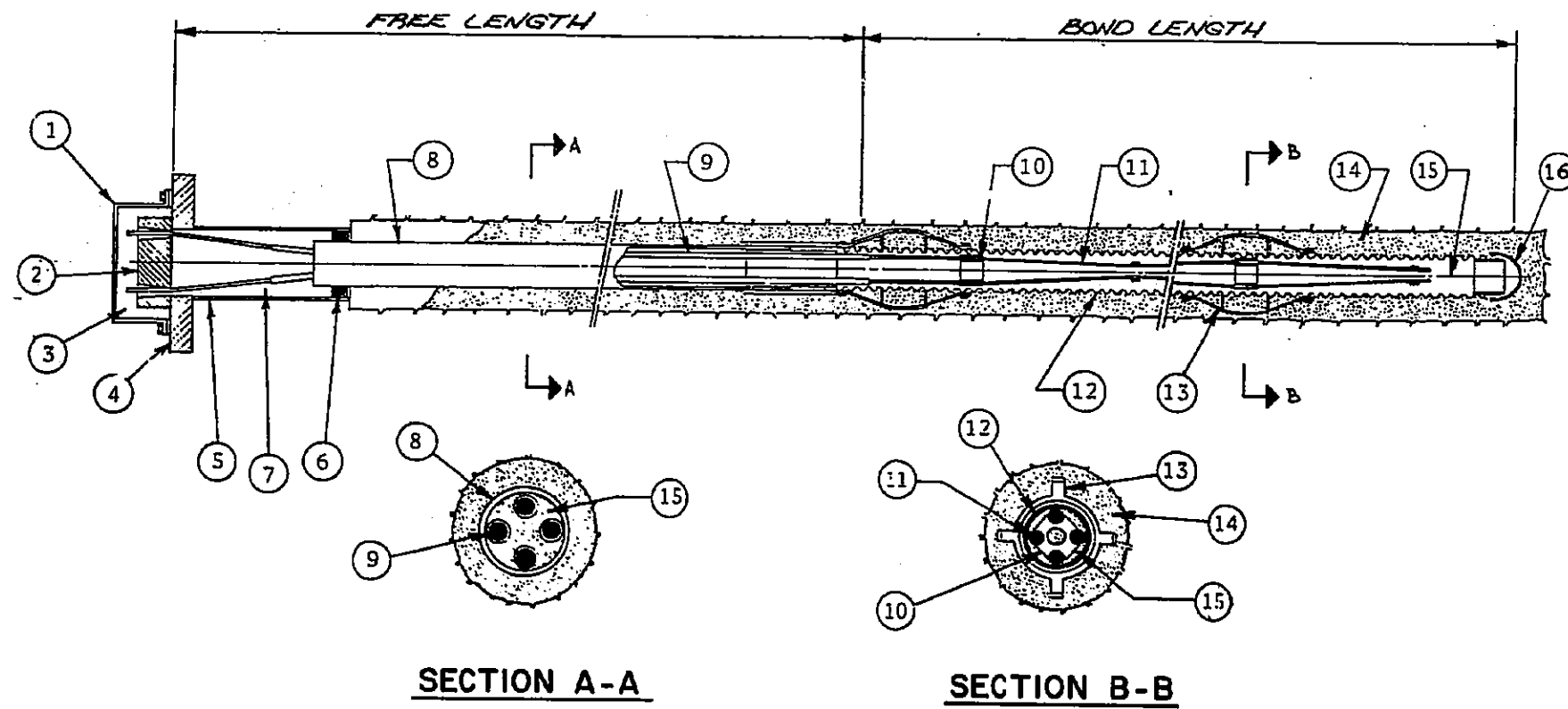
- NOTES**
- FOR THE SOLDIER PILE DESIGN TYPE AT EACH PILE LOCATION REFER TO SOLDIER PILE AND TIEBACK SCHEDULE SHEET 354.
 - THE PREBORED HOLE FOR TYPE 'A' SOLDIER PILES SHALL BE OF LARGE ENOUGH SIZE TO CLEAR THE SOLDIER PILE BY 2" MINIMUM. HOWEVER IT SHALL NOT BE LESS THAN 24" DIAMETER.
 - THE BEARING PLATE SHALL BE COUNTER BORED TO RECEIVE THE ANCHOR HEAD AND SHALL BE FURNISHED BY THE ANCHOR HEAD MANUFACTURER.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE NECESSARY ANCHOR BOND LENGTH TO DEVELOP ADEQUATE LOAD CAPACITY. HOWEVER THE BOND LENGTH SHALL NOT BE LESS THAN 15 FEET.
 - SEE SPECIAL PROVISIONS FOR TIEBACK RETAINING WALLS FOR ADDITIONAL INFORMATION.
 - FOR CONCRETE FACING AND DRAINAGE DETAILS SEE SHEET 352.
 - FOR SOLDIER PILE AND TIEBACK LAYOUT SEE SHEET 353.
 - FOR TIEBACK DETAILS SEE SHEET 357.

URS
OHIO TURNPIKE COMMISSION
SOLDIER PILE
AND ANCHORAGE DETAILS
BATES ROAD OVER I-75
TIEBACK RETAINING WALLS

WOOD COUNTY
DATE: 2/90 SCALE: N.T.S.
CIP: 65-90-03 SHEET 356 OF 364

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
G.T.C.	F.F.	J.W.	J.P.P.	2-12-90





SECTION A-A SECTION B-B

STRAND TYPE TIEBACK DETAIL

- LEGEND
1. ANCHORAGE COVER
 2. ANCHOR HEAD AND WEDGES
 3. ANTICORROSION GREASE OR GROUT
 4. BEARING PLATE
 5. TRUMPET
 6. SEAL
 7. ANTICORROSION GREASE OR GROUT
 8. PVC OR POLYETHYLENE TUBE
 9. INDIVIDUAL GREASED AND SHEATHED STRANDS
 10. SPACER
 11. STRAND TENDON
 12. CORRUGATED POLYETHYLENE OR PVC
 13. CENTRALIZER
 14. ANCHOR GROUT
 15. GROUT OR POLYESTER RESIN
 16. END CAP

NOTES

1. SEE SOLDIER PILE AND TIEBACK LAYOUT AND SCHEDULE DRAWINGS FOR EACH WALL FOR TIEBACK TYPE, DESIGN LOAD, AND LOCATION INFORMATION.
2. THE CONTRACTOR MAY CHOOSE EITHER A STRAND TYPE OR A BAR TYPE TIEBACK FOR THE WALLS. THE SAME TYPE OF TIEBACK SHALL BE USED FOR BOTH WALLS.
3. THE TIEBACKS SHALL BE AS FOLLOWS:

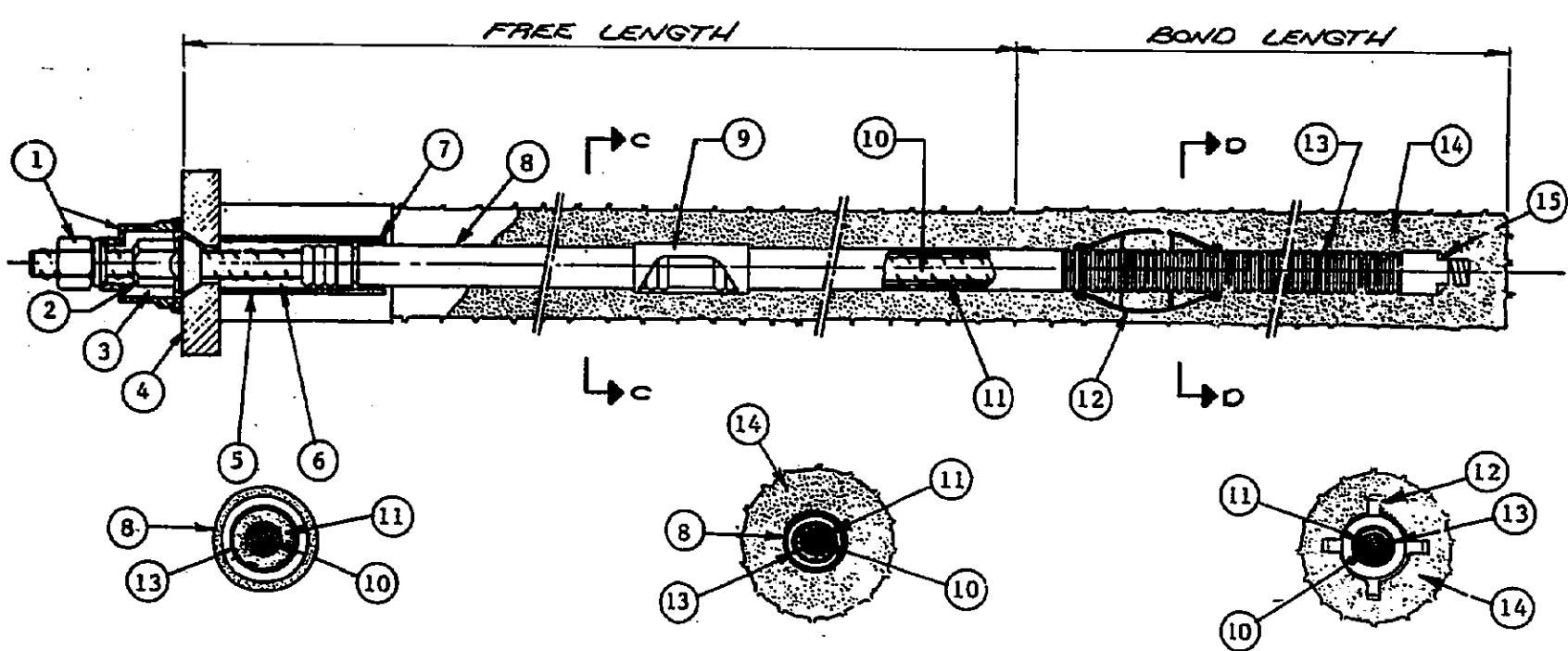
STRAND TYPE - USE 0.6" DIAMETER, 7 WIRE STRESS RELIEVED, 270 KSI STEEL STRANDS. TIEBACK TYPES ARE AS FOLLOWS:

TIEBACK TYPE	STRANDS PER TIEBACK	DESIGN LOAD 'P'
2	2	UP TO 70 KIPS

BAR TYPE - BAR MAY BE 150 OR 160 KSI STEEL (ULTIMATE STRENGTH) CONFORMING TO ASTM A-722-75.

BAR STRESS SHALL BE NOT GREATER THAN 60 PERCENT OF THE ULTIMATE CAPACITY AT THE DESIGN LOAD 'P'.

4. SEE TIEBACK WALL SPECIAL PROVISIONS FOR MATERIAL, INSTALLATION, TESTING, MEASUREMENT, PAYMENT, AND OTHER RELATED INFORMATION.



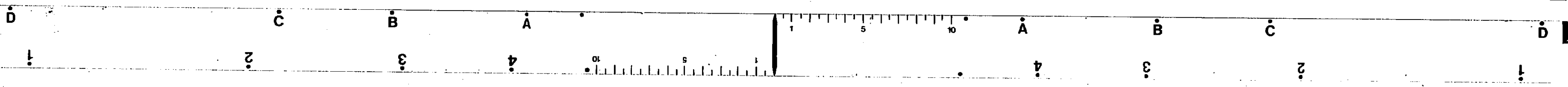
DETAIL I-I SECTION C-C (SEE DETAIL I-I) SECTION D-D

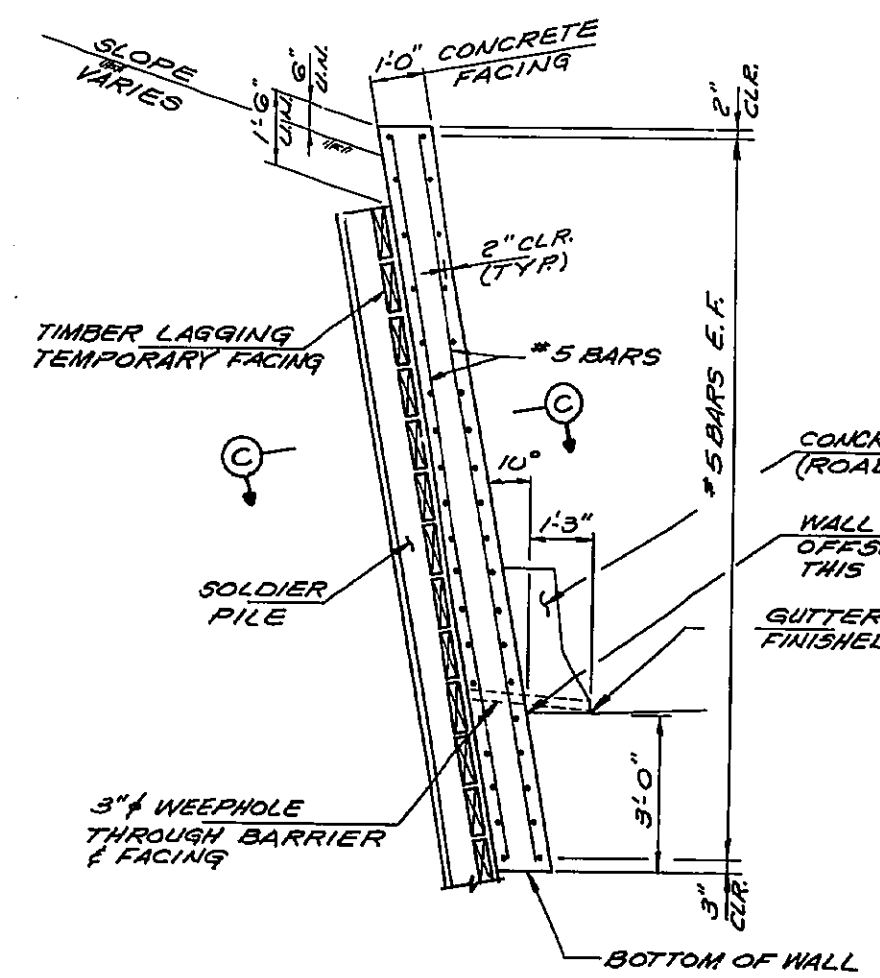
BAR TYPE TIEBACK DETAIL

- LEGEND
1. ANCHORAGE COVER
 2. NUT
 3. ANTICORROSION GREASE
 4. BEARING PLATE
 5. TRUMPET
 6. ANTICORROSION GREASE OR GROUT
 7. SEAL
 8. PVC BOND BREAKER
 9. PROTECTED BAR COUPLER
 10. BAR TENDON
 11. ENCAPSULATION GROUT
 12. CENTRALIZERS
 13. CORRUGATED PVC
 14. ANCHOR GROUT
 15. END CAP

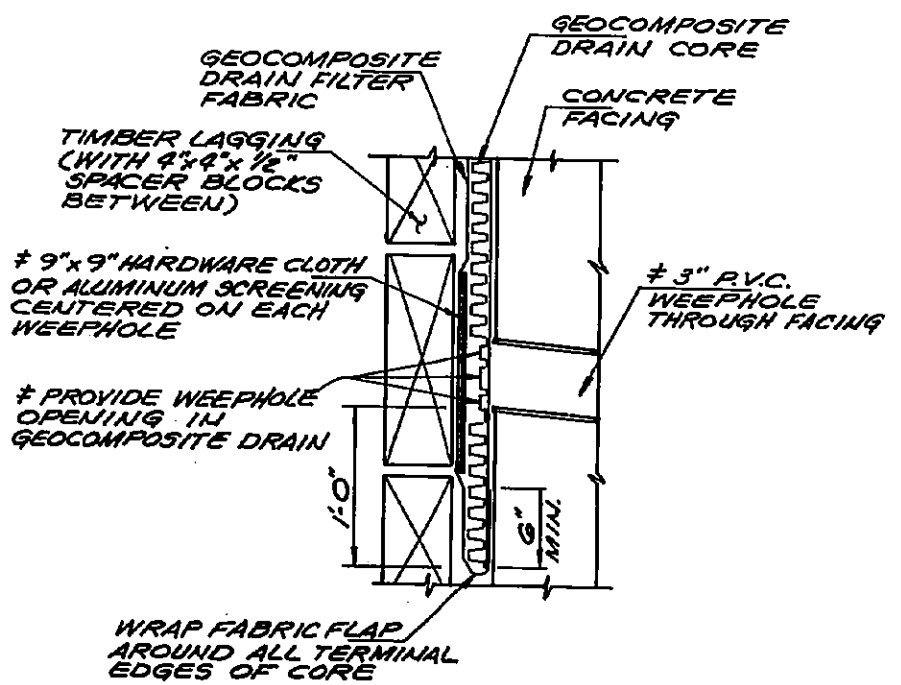
URS	
OHIO TURNPIKE COMMISSION	
TIE-BACK DETAILS	
BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	DATE: 2/90
CIP: 55-90-03	SCALE: N.T.S. SHEET 357 OF 364

DESIGNED	DRAWN	CHECKED	INVESTIGATED	DATE
G.T.	F.F.	J.H.	J.P.P.	2-12-90



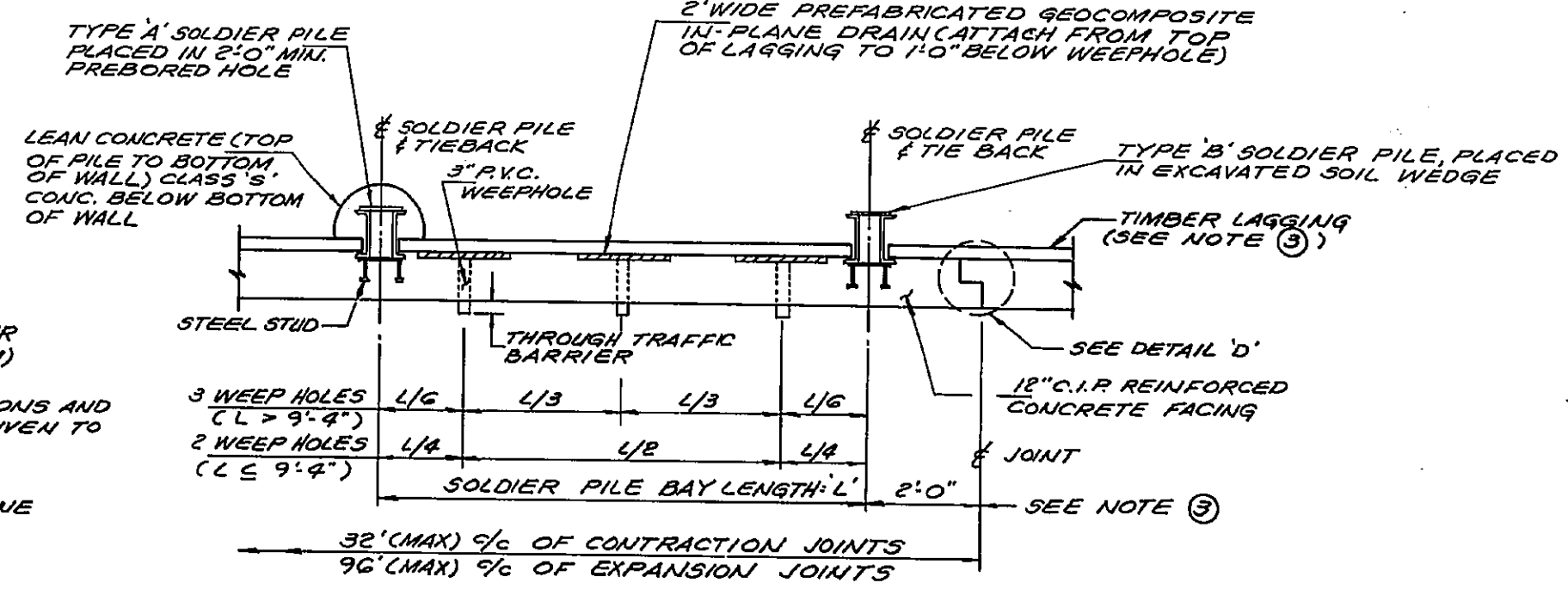


**CONCRETE FACING
TYPICAL SECTION**

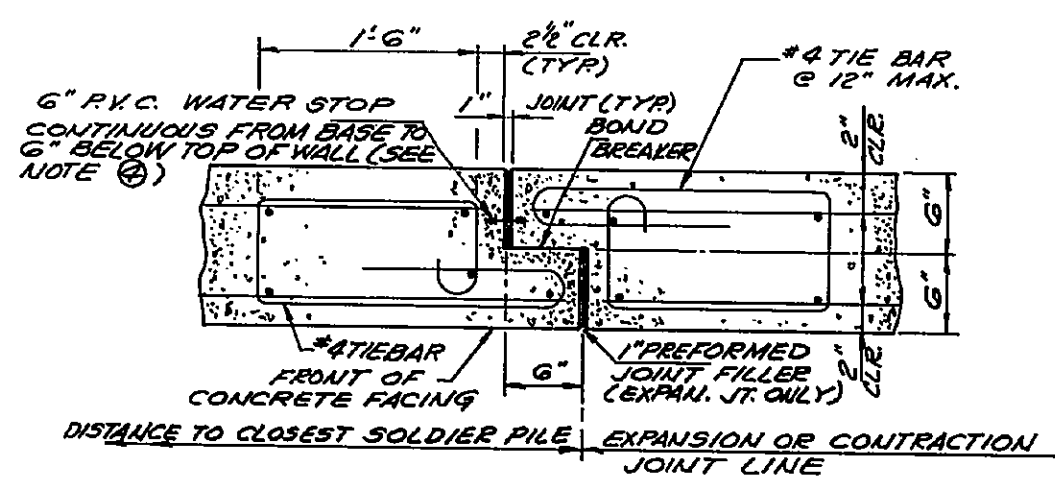


**GEOCOMPOSITE DRAIN DETAIL
AT WEEPHOLES**

* INDICATES COST TO BE INCLUDED IN COST OF ITEM SPECIAL - PREFABRICATED GEOCOMPOSITE IN-PLANE DRAIN. SEE SECTION 7.08 OF THE SPECIAL PROVISIONS

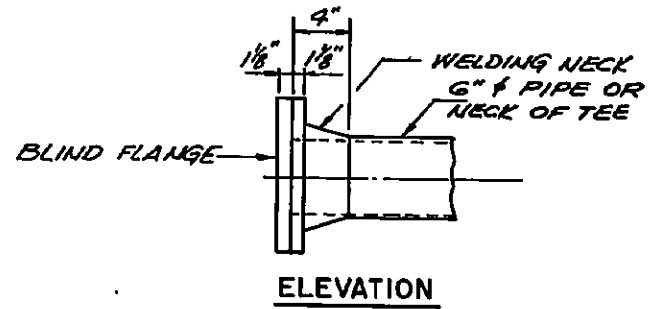


SECTION C-C

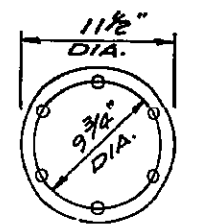


DETAIL 'D'

EXPANSION JOINT (SHOWN)
CONTRACTION JOINT (SIMILAR W/O 1" JOINT FILLER MATCH CAST AGAINST FIRST POUR USING A BOND BREAKER)

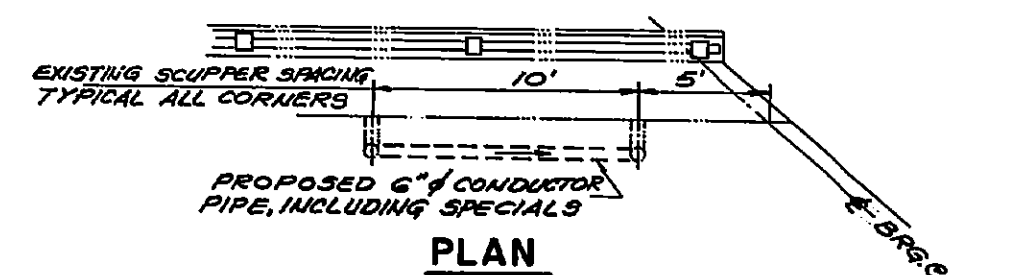


ELEVATION

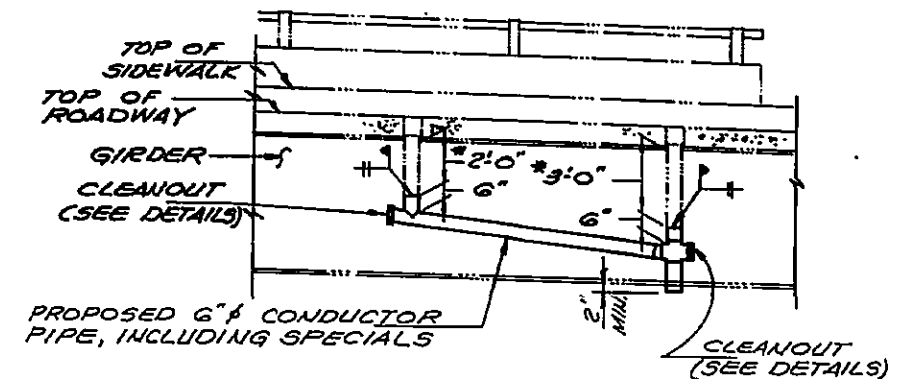


**BLIND FLANGE
CLEANOUT DETAILS**

6 3/8" HOLES FOR 3/8" STAINLESS STEEL BOLTS W/ HEAVY HEX NUTS & LOCK WASHERS



PLAN



ELEVATION

BATES RD. BRIDGE DRAIN MODIFICATIONS

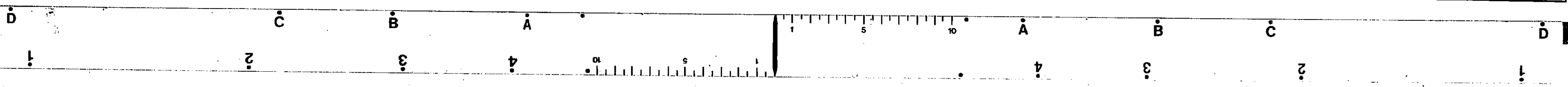
* DENOTES PORTION OF EXISTING 6" PIPE DOWNSPOUT TO REMAIN

NOTES

- ① FOR CONCRETE FACING ELEVATIONS AND ADDITIONAL NOTES, SEE SHEET 355.
- ② FOR SOLDIER PILE AND ANCHORAGE DETAILS SEE SHEET 356.
- ③ FOR SOLDIER PILE SPACING, TIEBACK LOCATIONS, AND LAGGING THICKNESS, REFER TO SOLDIER PILE AND TIEBACK LAYOUTS FOR EACH WALL.
- ④ FOR ADDITIONAL DETAILS FOR 6" P.V.C. WATERSTOP SEE COMMON DETAIL SHEET 227.
- ⑤ SEE TIEBACK WALL SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

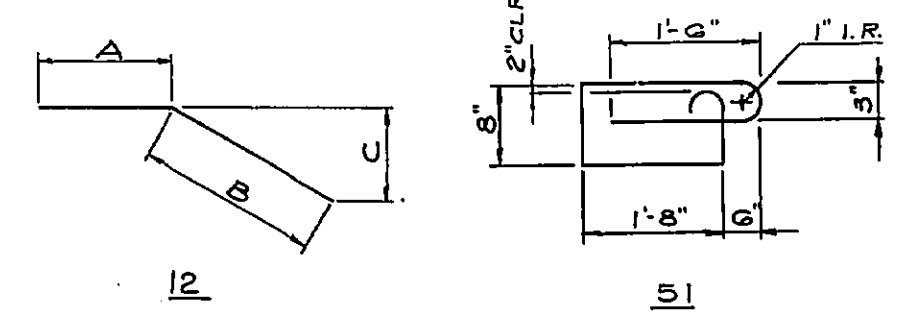
URS	
OHIO TURNPIKE COMMISSION	
CONCRETE FACING & DRAINAGE DETAILS	
BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 358 OF 364

DESIGNED	DRAWN	CHECKED	INTEGRATED	DATE
G.T.C.	F.F.	J.H.	J.P.P.	2-12-90



MARK	No. REQD.	LGTH.	W. C.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
RETAINING WALL No 1									
1EW 401	112	6-9	51						505
1EW 501	110	13-9	ST						1578
1EW 502	10	9-6	ST						99
SERIES	2-SETS	5-4							
OF	OF 18=	TO	ST					0-5--	339
1EW 503	36 BAR	12-9							4
SERIES	2-SETS	10-5							3
OF	OF 9=	TO	ST					0-4--	223
1EW 504	18 BAR	13-4							8
SERIES	2-SETS	5-4							7
OF	OF 10=	TO	ST					0-4--	146
1EW 505	20 BAR	8-8							16
1EW 506	15	27-6	ST						430
1EW 507	63	31-6	ST						2070
1EW 508	21	30-6	ST						668
1EW 509	1	24-0	12	7-9	16-3	3-11			25
SERIES	1-SET	11-9							
OF	OF 3=	TO	ST					4-0	49
1EW 510	3 BAR	19-9							
1EW 511	34	23-6	ST						833
1EW 512	8	15-6	ST						129
SERIES	1-SET	27-8							3
OF	OF 6=	TO	ST					0-2--	176
1EW 513	6 BAR	28-8							8
SERIES	1-SET	28-2							3
OF	OF 6=	TO	ST					0-2--	179
1EW 514	6 BAR	29-2							8
1EW 515	15	28-0	ST						438
SERIES	1-SET	15-6							3
OF	OF 6=	TO	ST					0-1--	99
1EW 516	6 BAR	16-0							16
SERIES	1-SET	16-0							3
OF	OF 6=	TO	ST					0-1--	102
1EW 517	6 BAR	16-6							16
1EW 518	8	16-0	ST						134
1EW 519	1	24-0	12	8-3	15-9	3-10			25
SERIES	1-SET	12-3							
OF	OF 3=	TO	ST					4-0	51
1EW 520	3 BAR	20-3							
TOTAL				WALL 1 =					8298

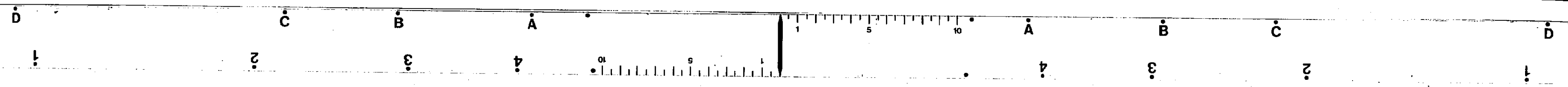
MARK	No. REQD.	LGTH.	W. C.	DIMENSIONS				INCRM.	WEIGHT LBS.
				A	B	C	D		
RETAINING WALL No 2									
2EW 401	84	6-9	51						379
2EW 501	102	12-9	ST						1356
SERIES	2-SETS	5-4							9
OF	OF 18=	TO	ST					0-4--	322
2EW 502	36 BAR	11-10							16
SERIES	2-SETS	5-4							3
OF	OF 20=	TO	ST					0-4--	362
2EW 503	40 BAR	12-0							16
2EW 504	13	27-6	ST						373
2EW 505	70	31-6	ST						2300
2EW 506	19	30-6	ST						604
SERIES	1-SET	27-8							13
OF	OF 6=	TO	ST					0-1--	175
2EW 507	6 BAR	28-5							16
SERIES	1-SET	28-2							13
OF	OF 6=	TO	ST					0-1--	179
2EW 508	6 BAR	28-11							16
SERIES	1-SET	13	28-0	ST					3
OF	OF 6=	TO	ST					0-1--	200
2EW 510	6 BAR	32-3							8
SERIES	1-SET	32-2							3
OF	OF 6=	TO	ST					0-1--	203
2EW 511	6 BAR	32-9							8
2EW 512	13	32-0	ST						434
TOTAL				WALL 2 =					7267
				<u>GRAND TOTAL 15565</u>					



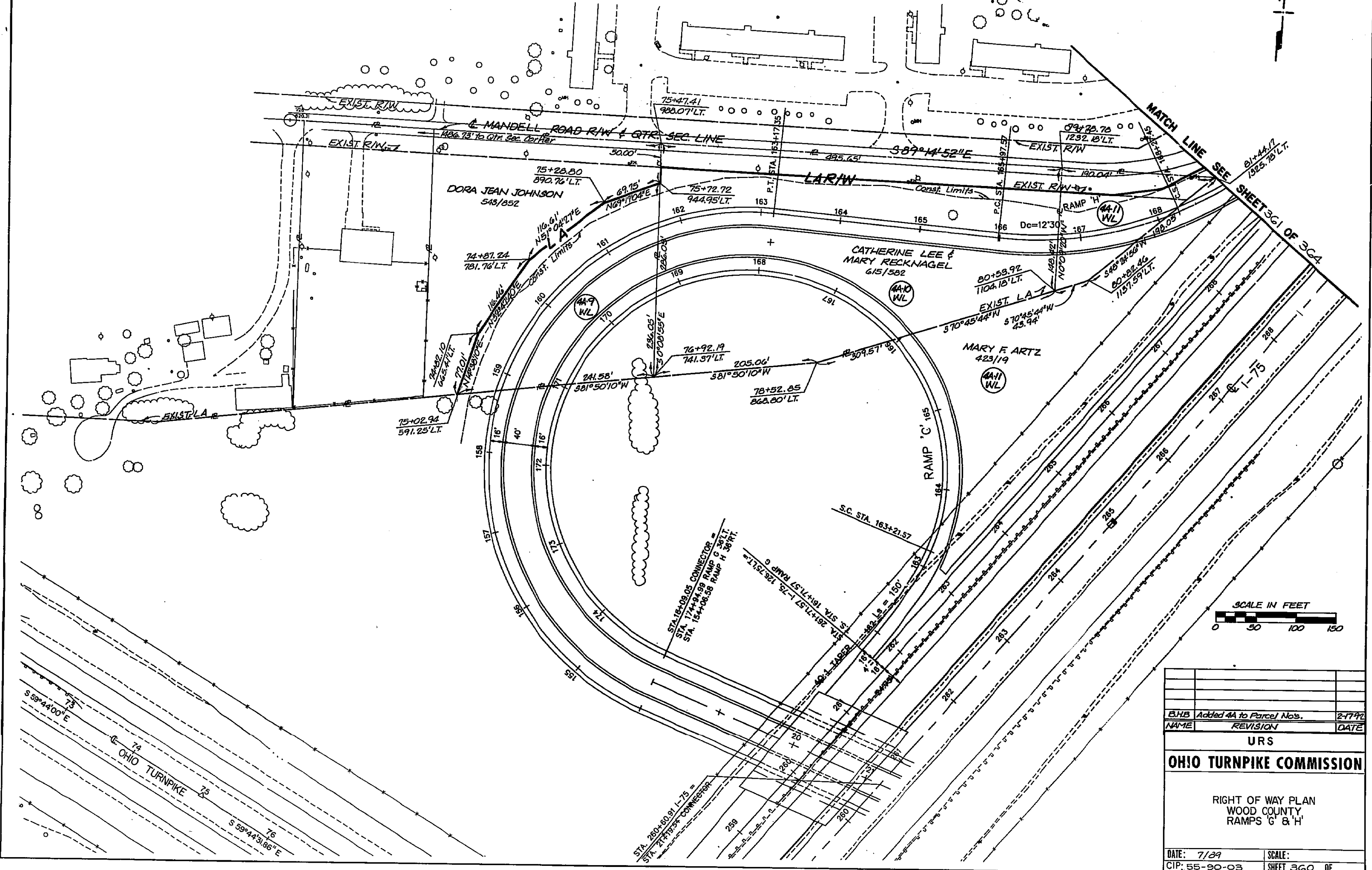
REINFORCING STEEL SAMPLES
 REFER TO O.T.C. GENERAL CONDITIONS 6-G.02 AND CMS
 SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT
 ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR
 SAMPLING FOR EACH BRIDGE. RANDOM SAMPLES SHALL BE
 REPLACED IN THE STRUCTURES BY THE ADDITIONAL
 STEEL, SPLICED IN ACCORDANCE WITH 509.08.

URS	
OHIO TURNPIKE COMMISSION	
REINFORCING SCHEDULE	
BATES ROAD OVER I-75 TIEBACK RETAINING WALLS	
WOOD COUNTY	
DATE: 2/90	SCALE: N.T.S.
CP: 55-90-03	SHEET 359 OF 369

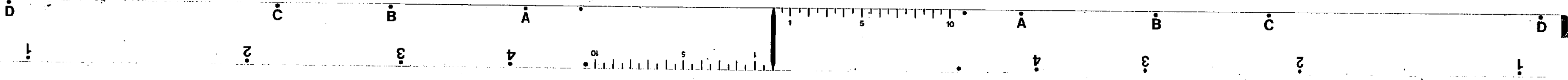
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
GTC	J.F.	J.H.	JFP	2-12-90



PARCEL NO.	DEED AREA	TOTAL P.R.O.	TO BE ACQUIRED				NET RESIDUE		REMARKS
			GROSS TAKE	P.R.O. IN TAKE	NET TAKE LAND	BLDG.	LEFT	RIGHT	
4A-9WL	2.001 A ^c	0.195 A ^c	0.925 A ^c	0	0.925 A ^c	NO	0.831 A ^c	0	TOTAL TAKE
4A-10WL	2.611 A ^c	0.341 A ^c	2.611 A ^c	0.341 A ^c	2.270 A ^c	NO	0	0	
4A-11WL	0.362 A ^c	0.121 A ^c	0.362 A ^c	0.121 A ^c	0.241 A ^c	NO	0	0	

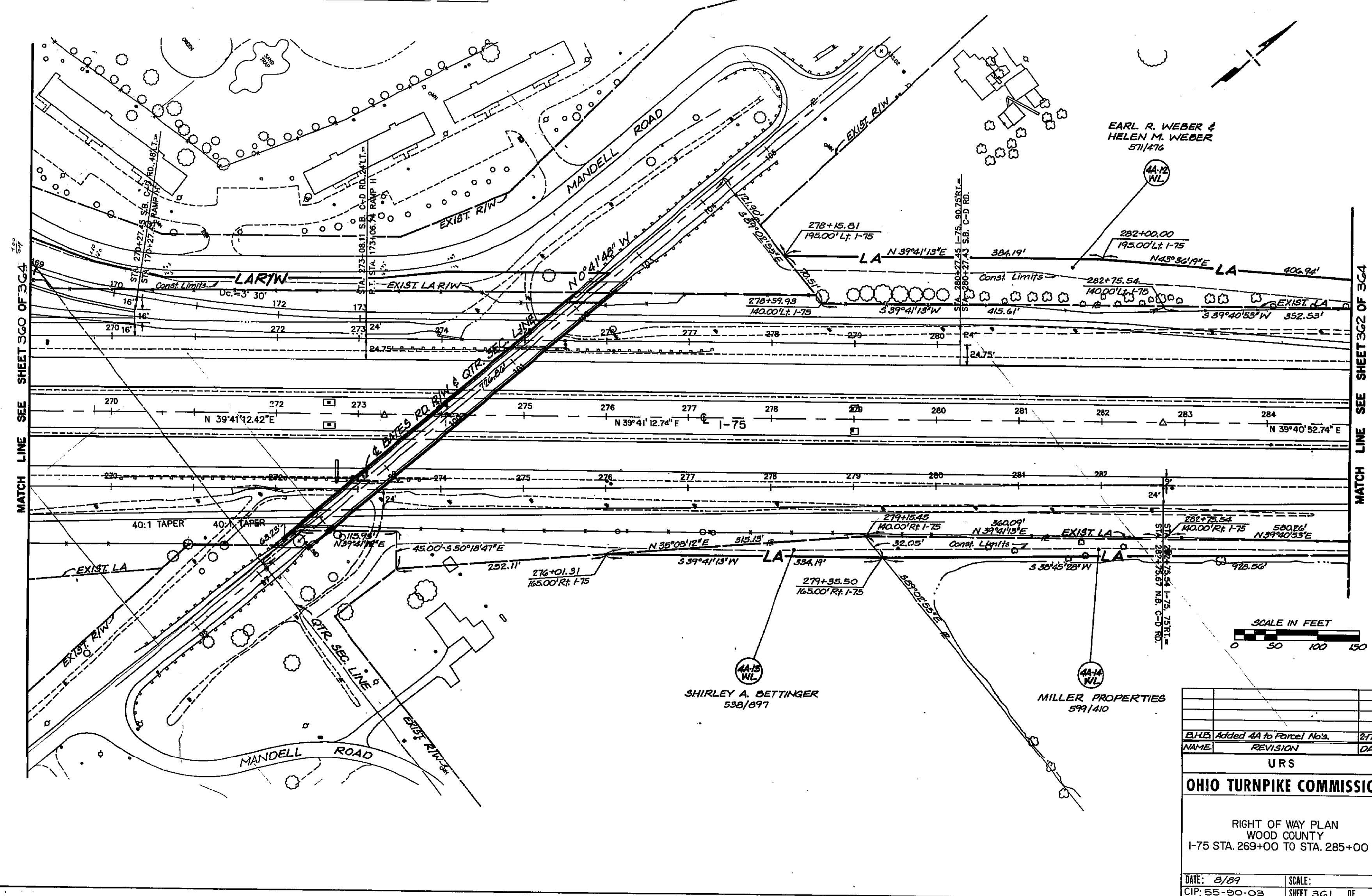


BHB Added 4A to Parcel Nos.		2-7-99
NAME	REVISION	DATE
URS		
OHIO TURNPIKE COMMISSION		
RIGHT OF WAY PLAN WOOD COUNTY RAMPS G & H		
DATE: 7/89	SCALE:	
CIP: 55-90-03	SHEET 360 OF	



PARCEL NO.	DEED AREA	TOTAL P.R.O.	TO BE ACQUIRED		NET TAKE		NET RESIDUE		REMARKS
			GROSS TAKE	P.R.O. IN TAKE	LAND	BLDG.	LEFT	RIGHT	
4A-12WL	6.02 AC	0.66 AC	0.847 AC	0	0.847 AC	NO	4.513 AC	0	
4A-13WL	7.67 AC	0.74 AC	0.096 AC	0	0.096 AC	NO	0	6.804 AC	
4A-14WL	9.90 AC	0	0.378 AC	0	0.378 AC	NO	0	9.522 AC	

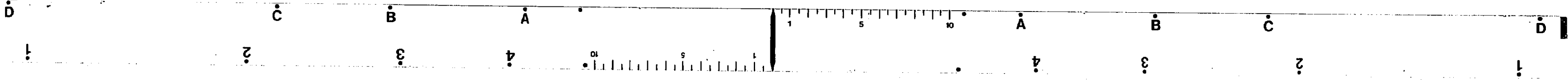
3G1
3G4



MATCH LINE SEE SHEET 3G0 OF 3G4

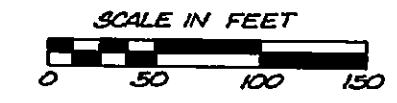
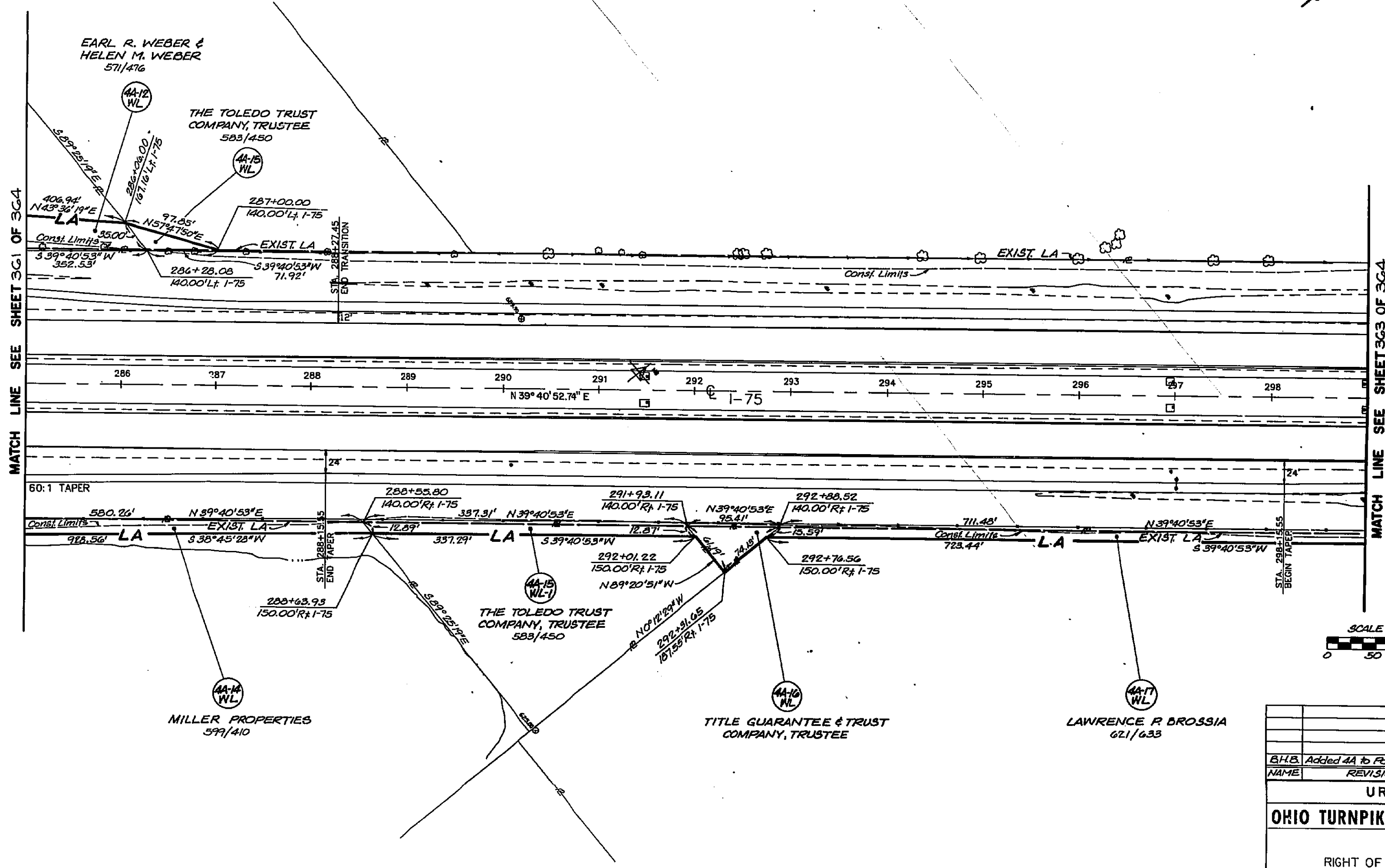
MATCH LINE SEE SHEET 3G2 OF 3G4

B.H.B. Added 4A to Parcel No's.		2/7/92
NAME	REVISION	DATE
URS		
OHIO TURNPIKE COMMISSION		
RIGHT OF WAY PLAN WOOD COUNTY I-75 STA. 269+00 TO STA. 285+00		
DATE: 8/89	SCALE:	
CIP: 55-90-03	SHEET 3G1	OF

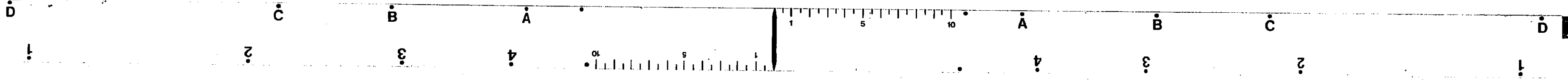


362
364

PARCEL NO.	DEED AREA	TOTAL R.R.O.	TO BE ACQUIRED		NET RESIDUE		REMARKS		
			GROSS TAKE	P.R.O. IN TAKE	NET TAKE LAND	BLD.G.		LEFT	RIGHT
4A-12WL	6.02 AC	0.66 AC	0.847 AC	0	0.847 AC	NO	4,513 AC	0	
4A-14WL	9.90 AC	0	0.378 AC	0	0.378 AC	NO	0	9,522 AC	
4A-15WL	4.81 AC	0.18 AC	0.022 AC	0	0.022 AC	NO	4,608 AC	0	
4A-16WL	1.02 AC	0	0.077 AC	0	0.077 AC	NO	0	0,943 AC	
4A-16WL	0.082 AC	0	0.082 AC	0	0.082 AC	NO	0	0	TOTAL TAKE
4A-17WL	33.70 AC	1.80 AC	0.256 AC	0	0.256 AC	NO	0	31,644 AC	

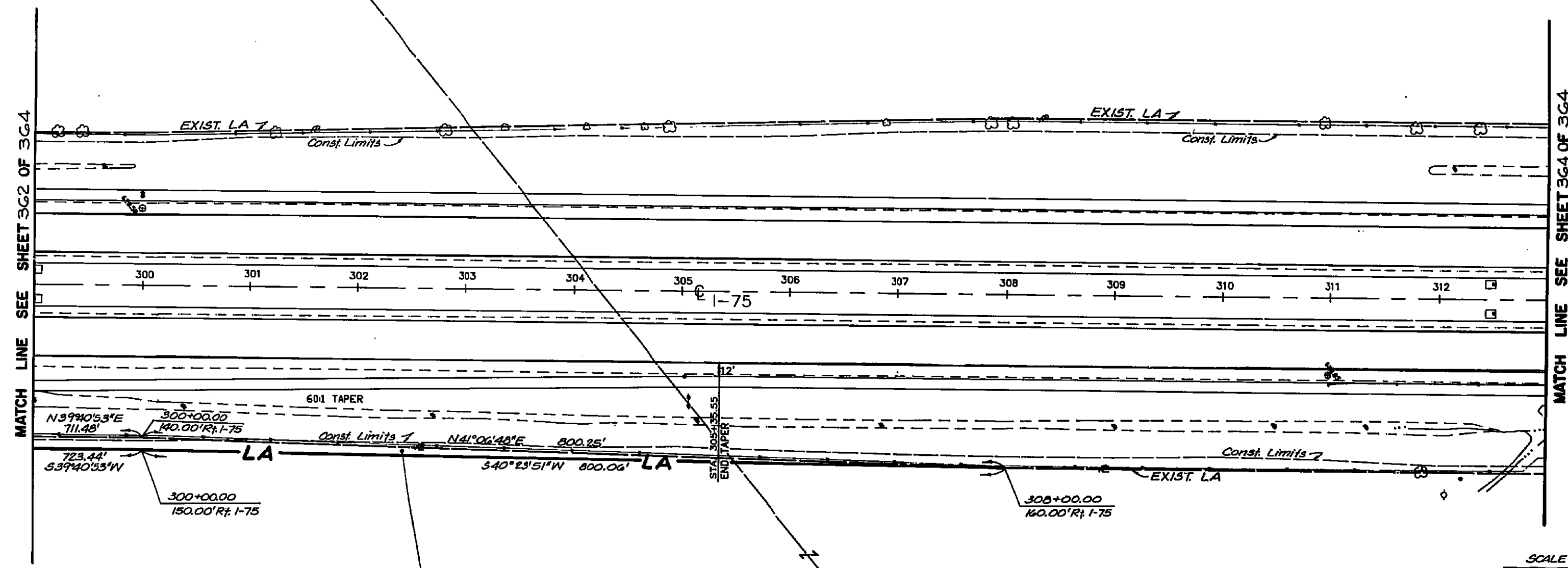
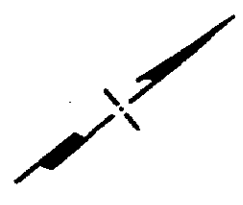


NAME	REVISION	DATE
B.H.B.	Added 4A to Parcel No's	2-17-92
URS		
OHIO TURNPIKE COMMISSION		
RIGHT OF WAY PLAN WOOD COUNTY I-75 STA. 285+00 TO STA. 299+00		
DATE: 8/09	SCALE:	
CIP: 55-90-03	SHEET 362	OF



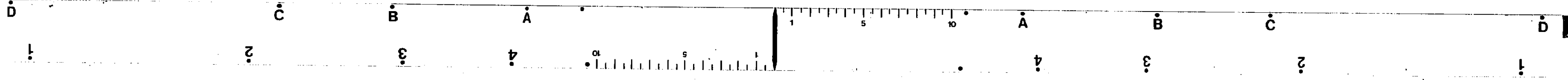
PARCEL NO.	DEED AREA	TOTAL R.R.O.	TO BE ACQUIRED		NET RESIDUE		REMARKS		
			GROSS TAKE	PR.O. IN TAKE	NET TAKE LAND	NET TAKE BLDG.		LEFT	RIGHT
44-17WL	33,70.46	1,80.46	0.256.46	0	0.256.46	NO	0	31,644.46	

363
364



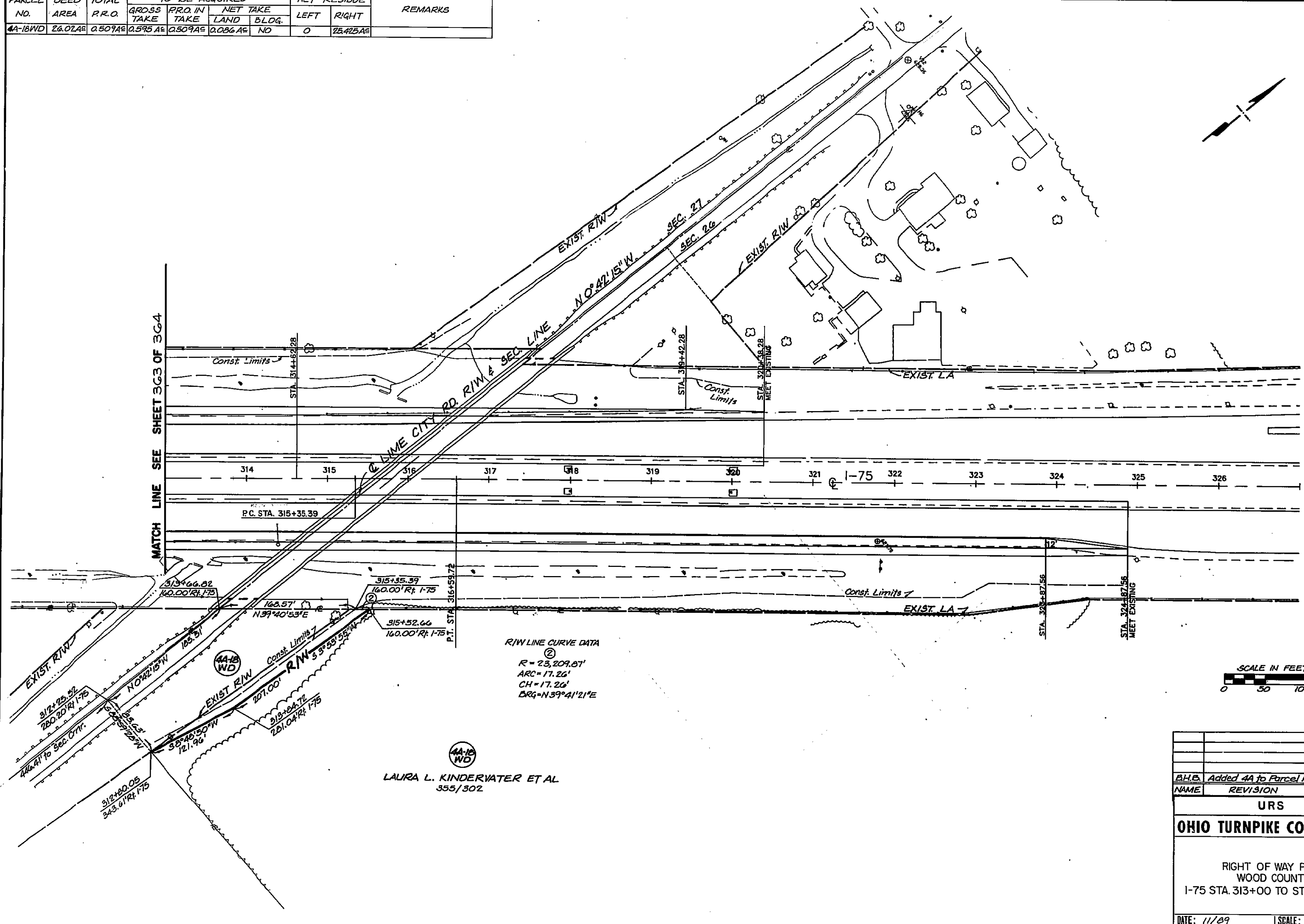
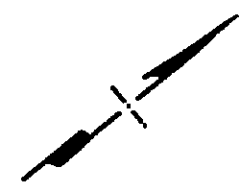
44-17
WL
LAWRENCE P. BROSSIA
621/633

B.H.B.	Added 4A to Parcel No's.	2-17-92
NAME	REVISION	DATE
URS		
OHIO TURNPIKE COMMISSION		
RIGHT OF WAY PLAN WOOD COUNTY I-75 STA. 299+00 TO STA. 313+00		
DATE: 10/09	SCALE:	
CIP: 55-90-03	SHEET 363	OF



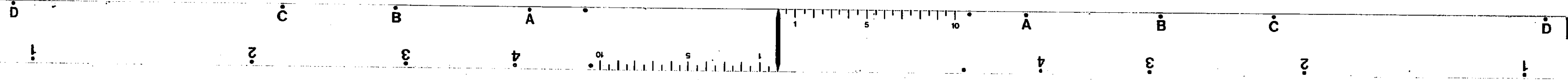
PARCEL NO.	DEED AREA	TOTAL P.R.O.	TO BE ACQUIRED		NET RESIDUE		REMARKS		
			GROSS TAKE	PRO. IN TAKE	NET TAKE LAND	BLDG.		LEFT	RIGHT
4A-18WD	26.024E	0.5094E	0.5094E	0.5094E	0.0000E	NO	0	25.4254E	

364
364



LAURA L. KINDERVATER ET AL
355/302

NAME	REVISION	DATE
B.H.B.	Added 4A to Parcel No's	2/17/92
URS		
OHIO TURNPIKE COMMISSION		
RIGHT OF WAY PLAN WOOD COUNTY I-75 STA. 313+00 TO STA. 327+00		
DATE: 11/89	SCALE:	
CIP: 55-90-03	SHEET 364 OF	



SUBSURFACE INVESTIGATION

GATE 4A PHASE II

GENERAL INFORMATION

GEOLOGY OF THE SITE

THE SITE IS LOCATED IN A GLACIATED AREA KNOWN AS THE MICHIGAN-OHIO BASIN WHERE THE DEPOSITS CONSIST OF ALTERNATING LAYERS OF SILT AND CLAY SEDIMENTS.

UNDERLYING BEDROCK CONSISTS OF GREENFIELD AND TYNOCHEE DOLOMITE OF THE SILURIAN PERIOD.

EXPLORATION























THE SUBSURFACE EXPLORATION PROGRAM CONSISTED OF ADVANCING FORTY-FIVE (45) DRIVE SAMPLE BORINGS WITH AN ALL-TERRAIN TRACK-MOUNTED AND THREE TRUCK-MOUNTED DRILLING RIGS UTILIZING EITHER A 4" NOMINAL DIAMETER ROTARY DRILLING BIT WITH CIRCULATING WATER, 4" DIAMETER SOLID STEM AUGERS, 3 3/4" INSIDE DIAMETER HOLLOW STEM AUGERS, OR ROCK CORING METHODS PERFORMED DURING APRIL 24, THROUGH JUNE 7, 1989.

INVESTIGATIONAL FINDINGS

THE TEST BORINGS DISCLOSED THAT THE SUBSOIL CONDITIONS AT THE SITE ARE GENERALLY UNIFORM. THE SITE IS BLANKETED WITH ASPHALT, CRUSHED STONE, TOPSOIL AND ENGINEERED BACKFILL ABOUT 1" TO 24" THICK. THE ENGINEERED BACKFILL (EXISTING EMBANKMENTS) MATERIALS WERE FOUND TO CONSIST OF MEDIUM STIFF TO HARD BROWN TO BROWN AND GREY SILTY CLAY TO SILT AND CLAY WITH A LITTLE TO A TRACE OF SAND AND GRAVEL. UNDERLYING THE SURFACE MATERIALS IN ALL TEST BORINGS IS A NATIVE COHESIVE DEPOSIT OF MEDIUM STIFF TO HARD BROWN TO BROWN AND GREY TO BLACK (TEST BORING 25) SILTY CLAY WITH A TRACE TO LITTLE SAND AND GRAVEL AND OCCASIONAL SAND AND SILT SEAMS WHICH WERE FOUND DOWN TO 8.0 TO 39.0 FOOT DEPTH (ELEVATION 606 TO 619.1). BELOW THIS DEPOSIT IS A STRATUM OF MEDIUM STIFF TO HARD GREY SILTY CLAY TO SILT AND CLAY WITH VARYING AMOUNTS OF SAND AND GRAVEL AND OCCASIONAL SAND SEAMS, COBBLES AND BOULDERS, WHICH WAS FOUND DOWN TO 52.5 TO 78.0 FOOT DEPTH (ELEVATION 569.7 TO 574.3). BELOW THIS STRATUM AND EXTENDING THROUGHOUT THE REMAINDER OF THE DEEPER TEST BORINGS IS A BEDROCK FORMATION THAT CONSISTS OF MEDIUM HARD GREY DOLOMITE WITH OCCASIONAL FRACTURES, VUGS, PITTINGS, AND CALCITE POCKETS. ROCK FORMATIONS WERE INDICATED BY ROLLER BIT REFUSAL OR ROCK CORING IN THE DEEPER TEST BORINGS.

FOR SPECIFIC CONDITIONS AT VARIOUS DEPTHS, REFER TO THE INDIVIDUAL TEST BORING LOGS WHICH FORM A PART OF THESE PLAN SHEETS.

Legend:

Symbol:	Description:	Symbol:	Description:
	Topsoil		Asphalt
	Medium stiff brown to black clayey silt with traces of sand, gravel and organic matter		Broken rock (weathered)
	Eng. Backfill: Stiff to very stiff grey & brown silty clay w/ little sand and trace of gravel		Broken rock (weathered)
	Topsoil		Medium hard grey dolomite with occasional fractures, vugs, and pittings
	Medium dense to dense grey sand and gravel with traces of silt and clay		Black sandy clay with little silt (ditch material)
	Fill: Very loose to loose brown sand with traces of silt and gravel		Standard penetration test, 140 lb. hammer dropped 30"
	Crushed stone		Undisturbed thin wall Shelby tube
	Broken rock (weathered)		Rig refusal end of boring
	Medium hard grey dolomite with occasional fractures, vugs, and pittings		FOOTING ON PILE
	Black sandy clay with little silt (ditch material)		PRESS AND/OR DRIVE SAMPLE AND/OR CORE BORING LOCATION--PLAN VIEW
	Standard penetration test, 140 lb. hammer dropped 30"		
	Rig refusal end of boring		

Drive sample / Press sample / Core borings

Drive sample borings are made by means of a mechanically-powered rotary-type drilling machine, employing a 2" O.D., 1-3/8" I.D. split spoon sampler, at 2.5 and/or 5-foot depth intervals, driven by means of a 140 lb. drop hammer with a free fall of 30". The number of blows required to drive the sampler 18" is considered the standard penetration test.

Drive/press borings are made by means of a mechanically-powered rotary-type drilling machine, employing a 2" O.D., 1-3/8" I.D. split spoon sampler, and 3" O.D. thin wall press sampler. The press sampler is advanced by continuous uniform pressure, applied by the drilling machine.

Core borings are made by means of a mechanically-powered rotary-type drilling machine, employing a NXM core barrel with industrial diamond cutting head.

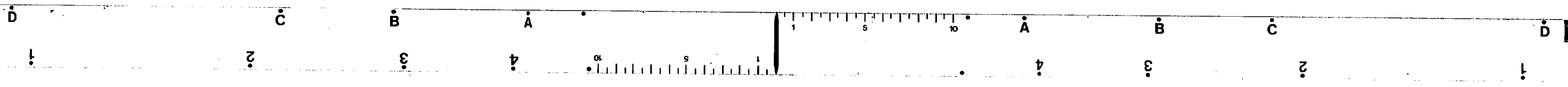
The boring log sheets display a graphic plot of the information obtained including depth and elevation of the sample, type of sample, the standard penetration test readings in three 6-inch increments, depth and elevation of press samples, field number assigned to sample, sample description based on laboratory tests utilizing the Casagrande AC classification system and gradation, plasticity and moisture determinations. Results of strength and consolidation testing, if performed on undisturbed samples, will appear graphically on separate enclosures. Rock samples are displayed on the log sheets including depth and elevation of the sample, amount of recovery and a visual classification based on type, color, degree of hardness, grain-size, deterioration, bedding, acid reaction and other qualifying factors.

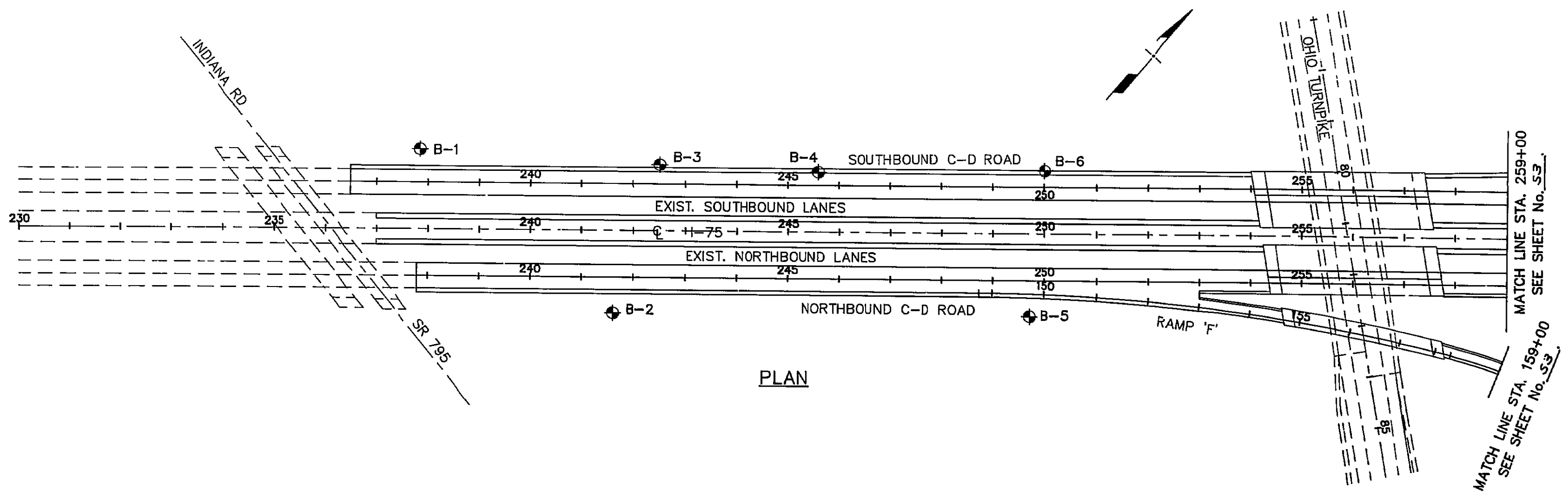
At depths where materials are bouldery or gravelly to the extent that the sampler can not be utilized, a wash sample is procured and visually classified, in order to determine the general characteristics of the material. These samples are not considered sufficiently representative to warrant laboratory testing.

PARTICLE SIZE DEFINITIONS

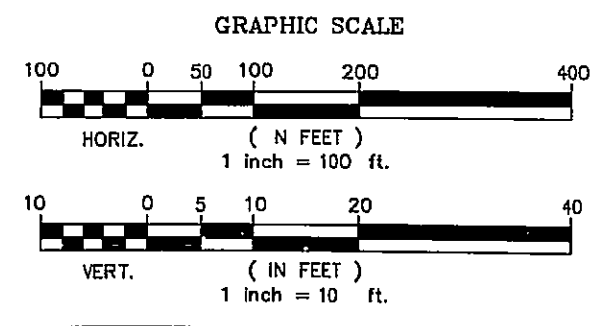
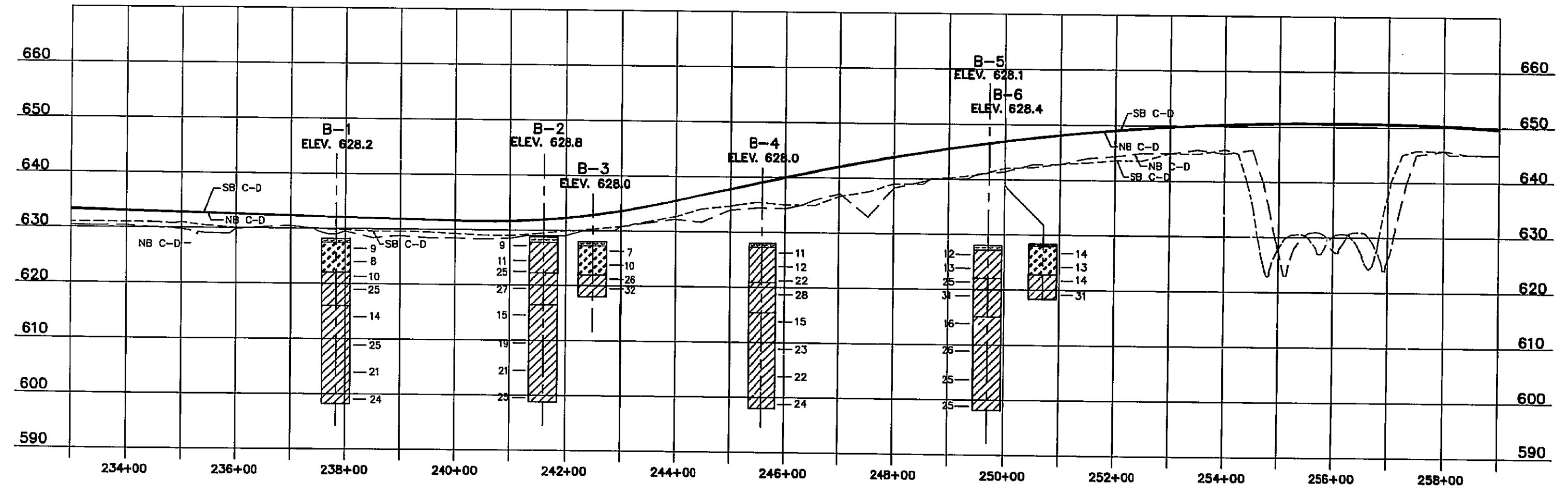
12"	3"	2.0mm	0.42mm	0.074mm	0.005mm
Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt
					Clay
		No. 10 sieve	No. 40 sieve	No. 200 sieve	

TOLEDO TESTING LABORATORY	
OHIO TURNPIKE COMMISSION	
SUBSURFACE INVESTIGATION	
WOOD	COUNTY
DATE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET 57 OF



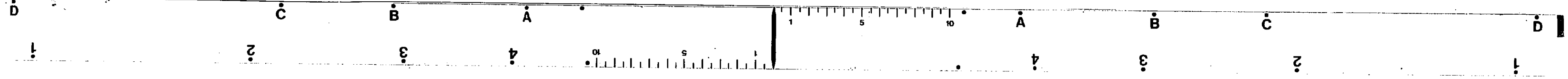


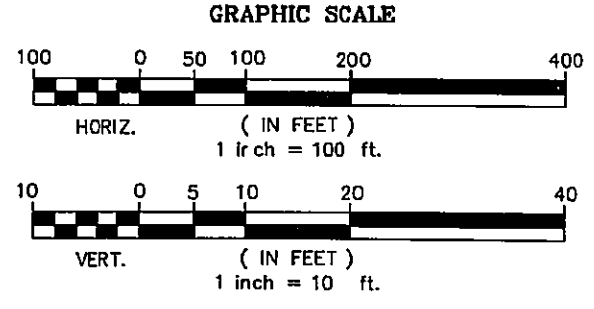
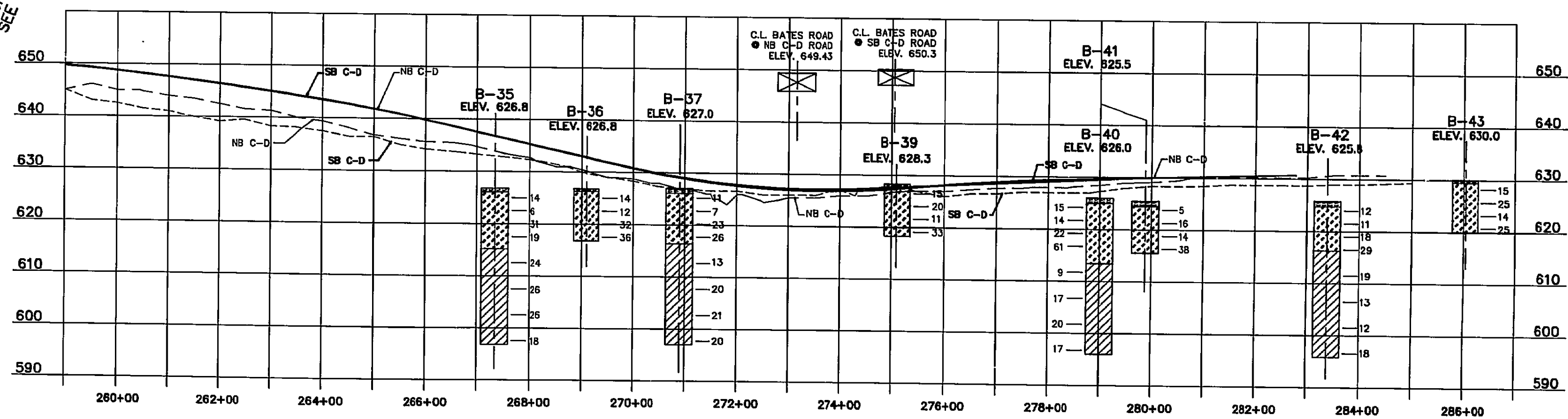
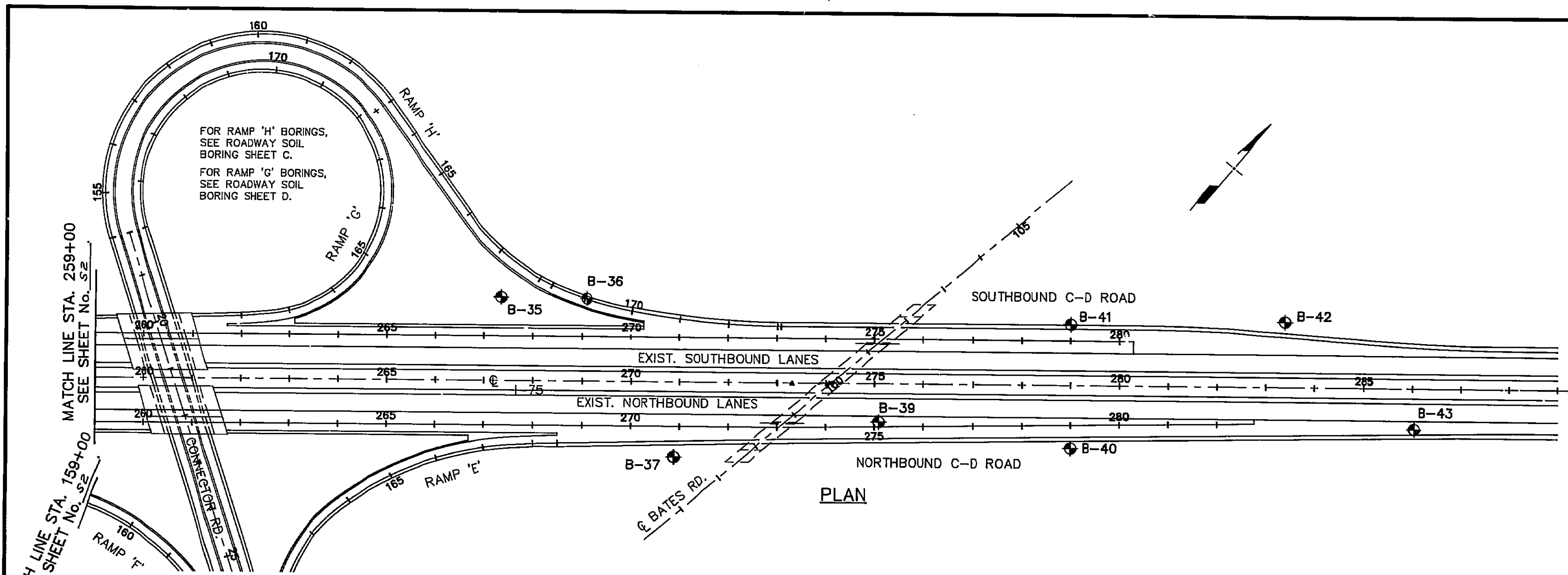
PLAN



TOLEDO TESTING LABORATORY	
OHIO TURNPIKE COMMISSION	
ROADWAY SOIL PROFILE	
NORTHBOUND C-D ROAD STA. 237+80 TO STA. 259+00	
SOUTHBOUND C-D ROAD STA. 236+50 TO STA. 259+00	
DATE: 2/90	SCALE: M.T.S.
CIP: 55-90-03	SHEET 52 OF

CAD DWG. FILE: SOILBOR1		
NAME	REVISION	DATE





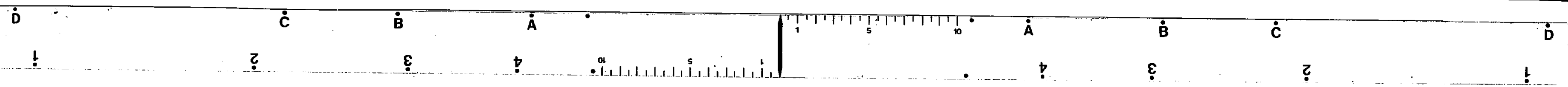
ELEVATION

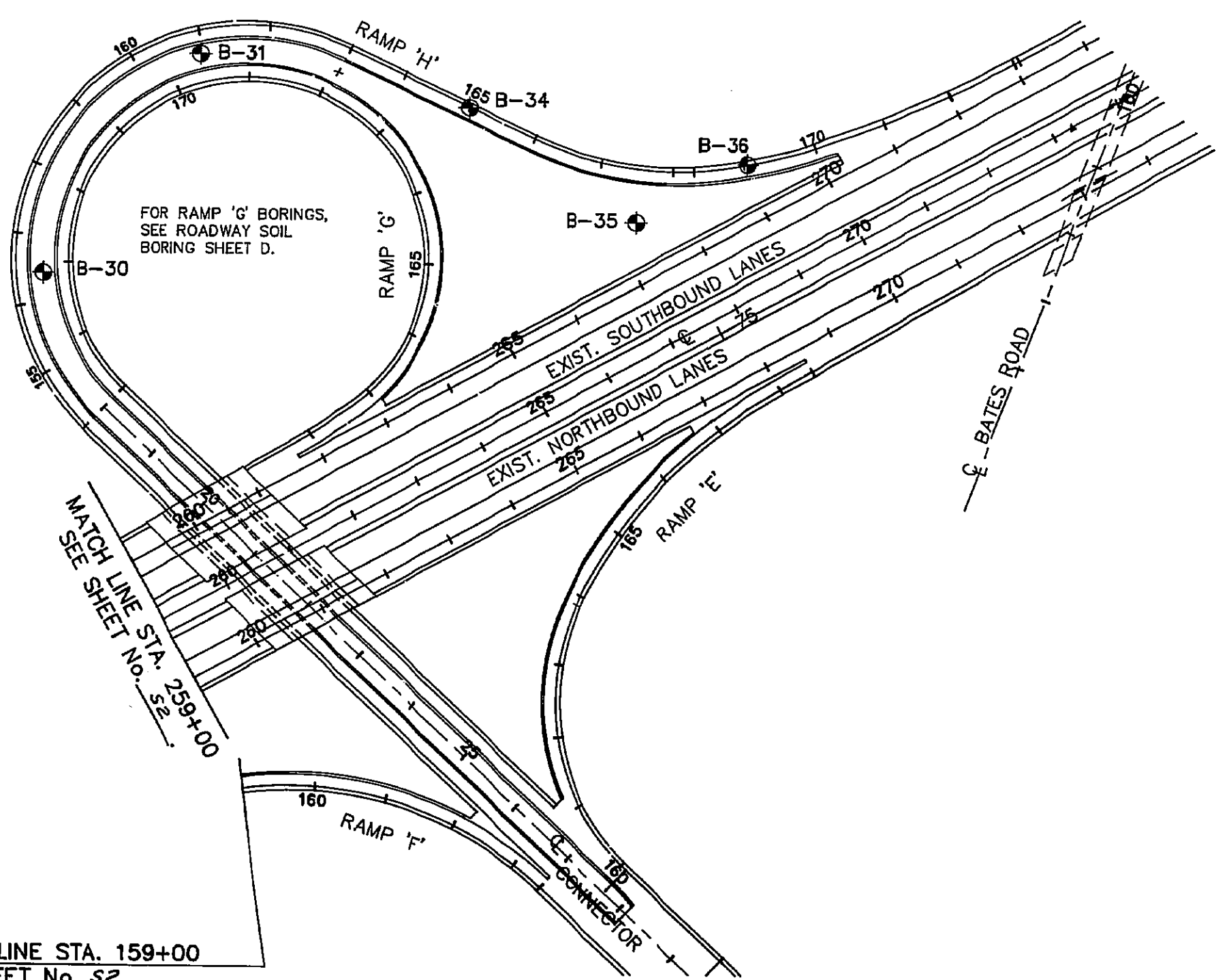
CAD DWG. FILE: SOILBOR2		
NAME	REVISION	DATE

TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION

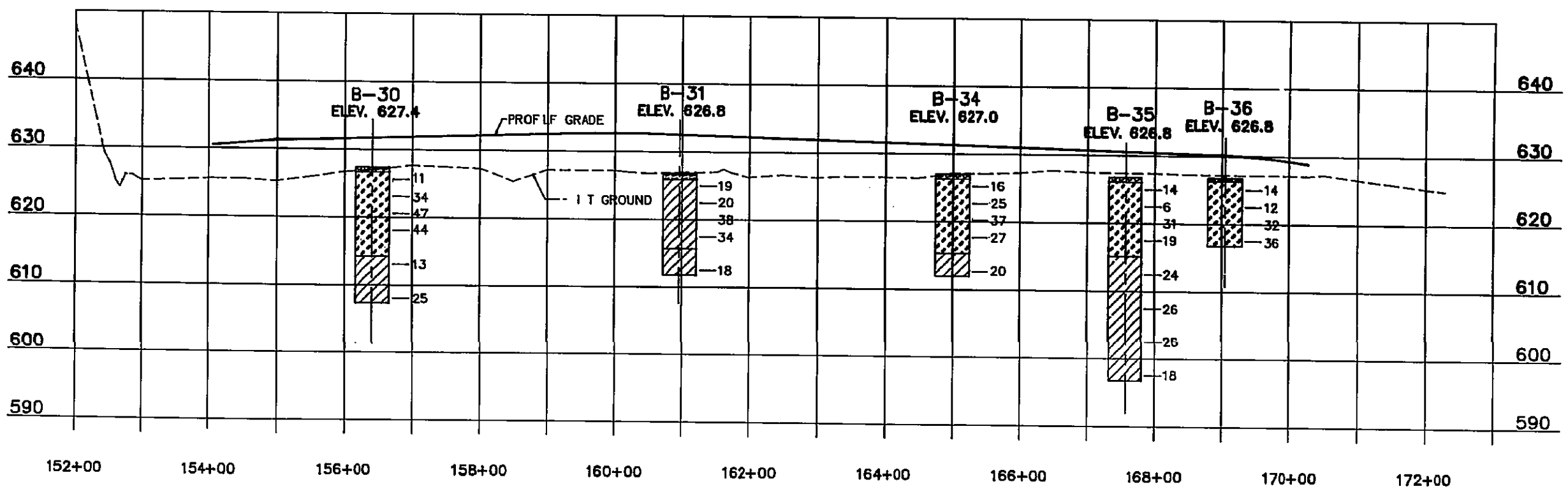
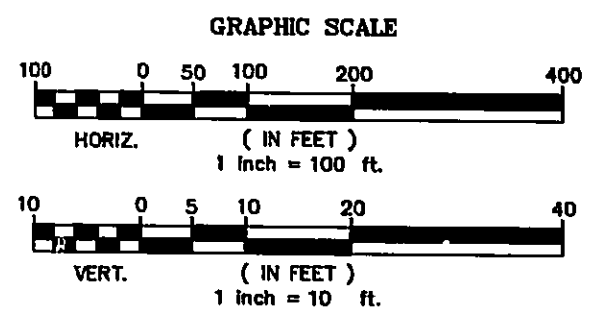
ROADWAY SOIL PROFILE
SOUTHBOUND C-D ROAD
STA. 259+00 TO STA. 283+38
NORTHBOUND C-D ROAD
STA. 259+00 TO STA. 286+04

DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET S3 OF

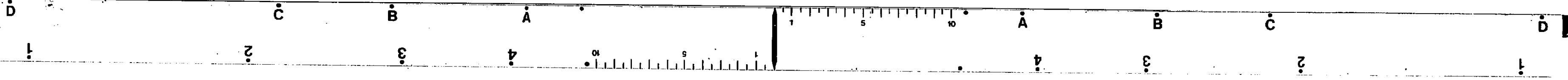


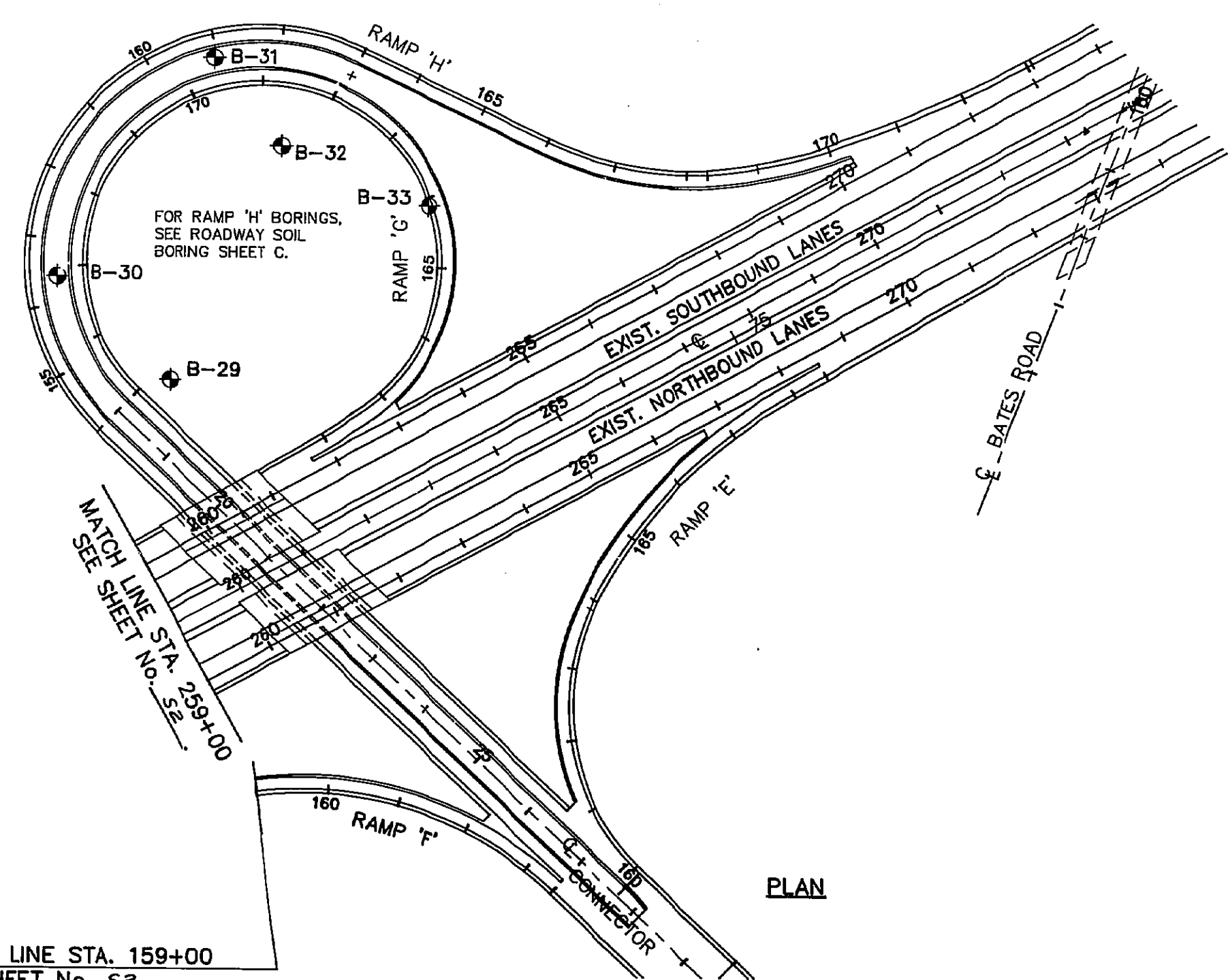


MATCH LINE STA. 159+00
SEE SHEET No. S2

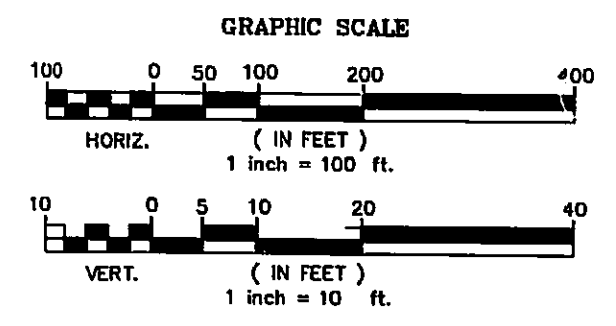
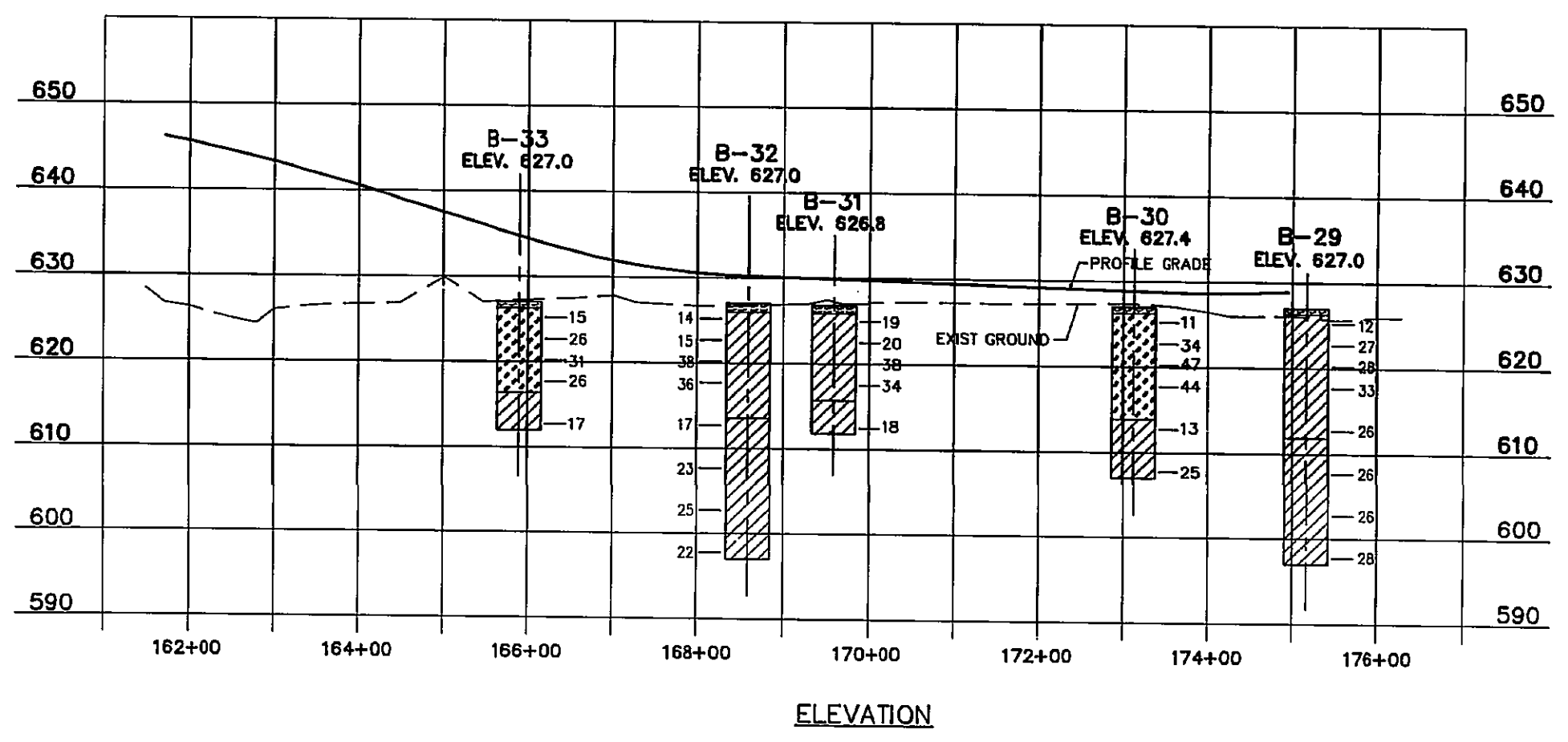


CAD DWG. FILE: SOILBDR3		
NAME	REVISION	DATE
TOLEDO TESTING LABORATORY		
OHIO TURNPIKE COMMISSION		
ROADWAY SOIL PROFILE		
RAMP 'H'		
STA. 154+06.58 TO STA. 173+06.74		
DATE: 2/90	SCALE: N.T.S.	
CIP: 55-90-03	SHEET S4 OF	

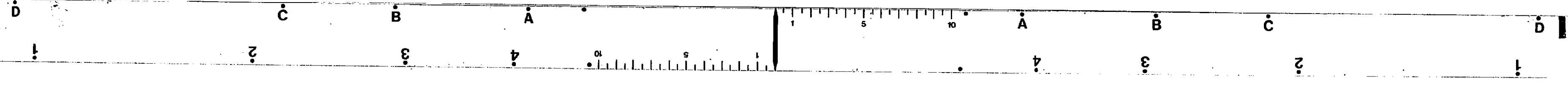


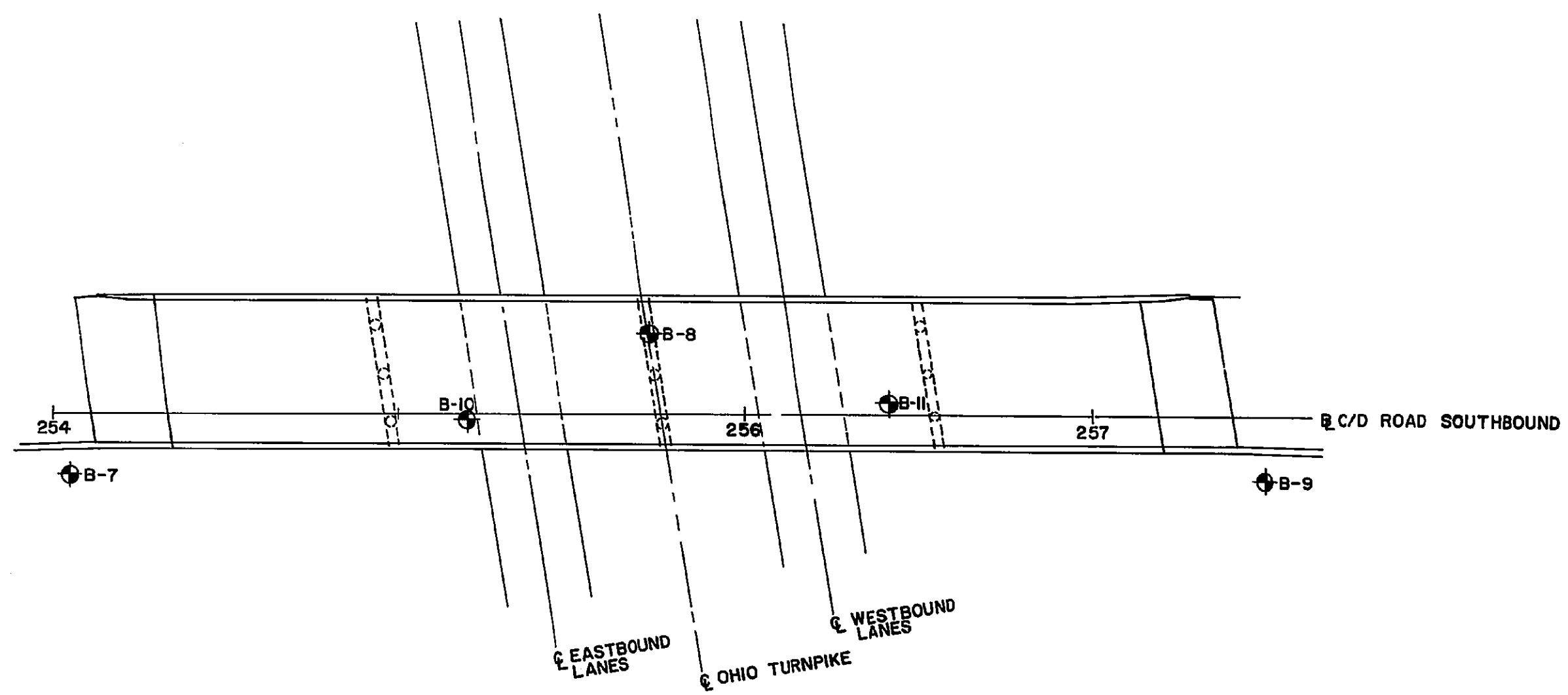
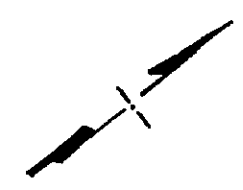


MATCH LINE STA. 159+00
SEE SHEET No. 52.

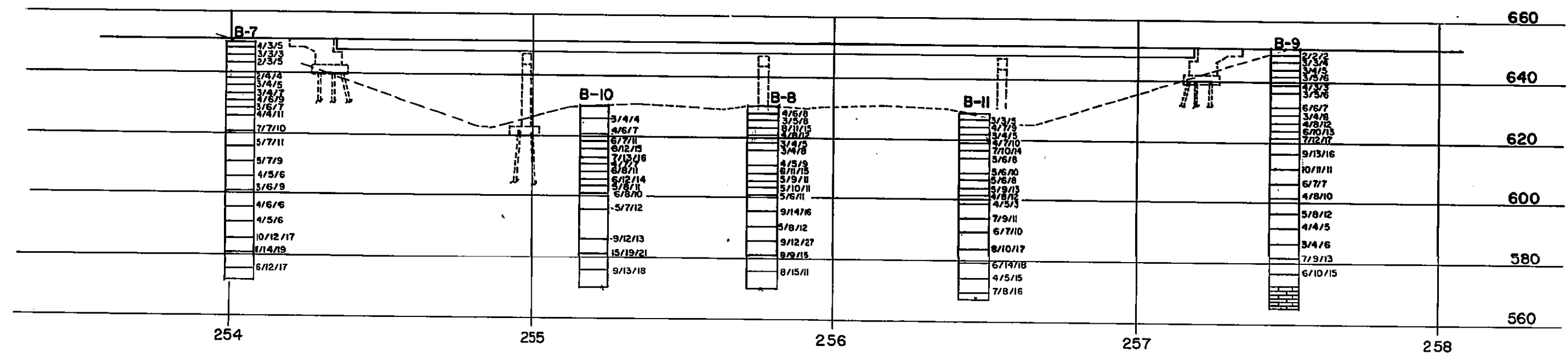


CAD DWG. FILE: SOILBOR4		
NAME	REVISION	DATE
TOLEDO TESTING LABORATORY		
OHIO TURNPIKE COMMISSION		
ROADWAY SOIL PROFILE		
RAMP 'G'		
STA. 161+71.57 TO STA. 174+94.99		
DATE: 2/90	SCALE: N.T.S.	
CJA 55-90-03	SHEET 55 OF	



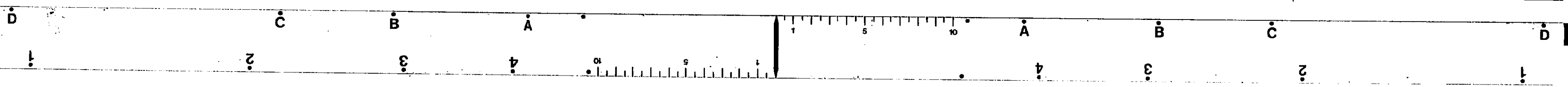


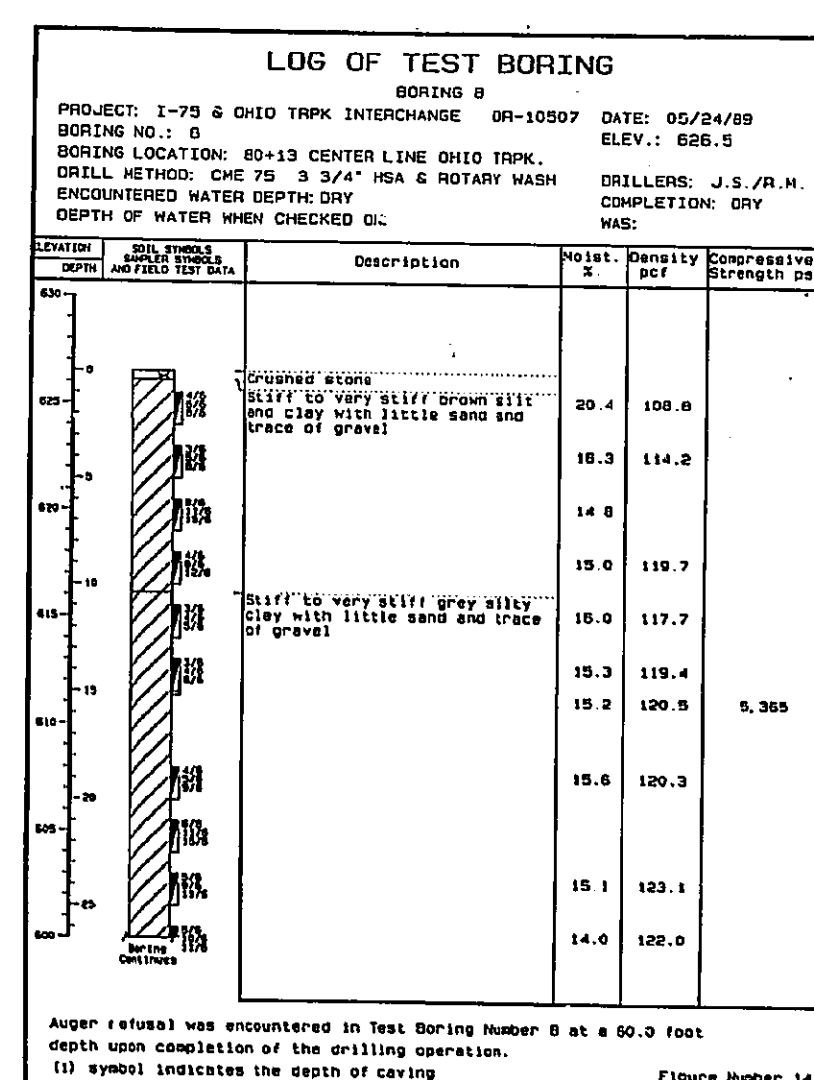
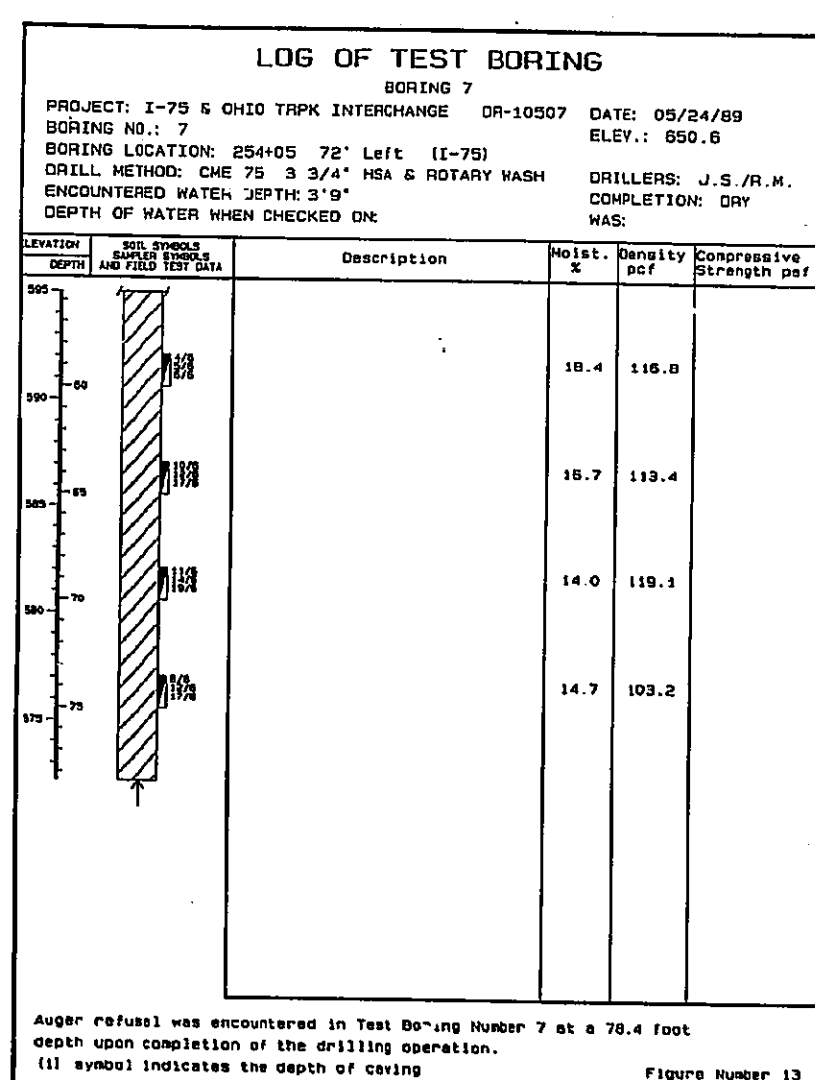
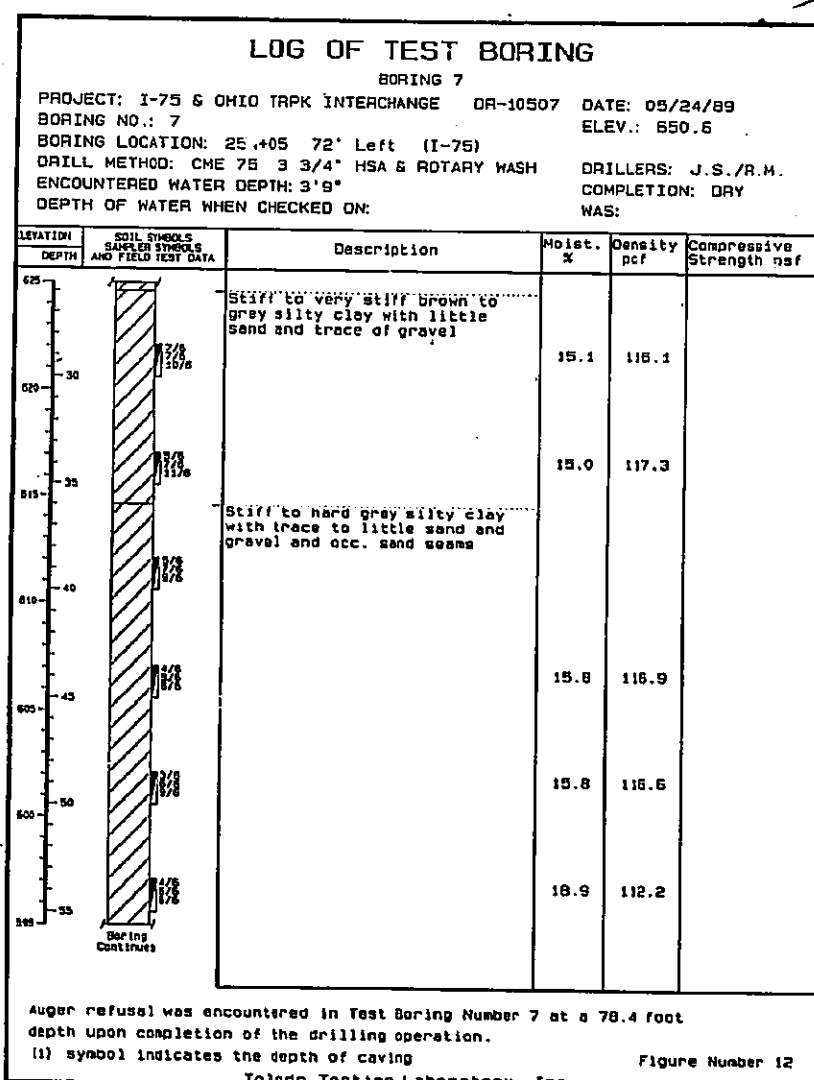
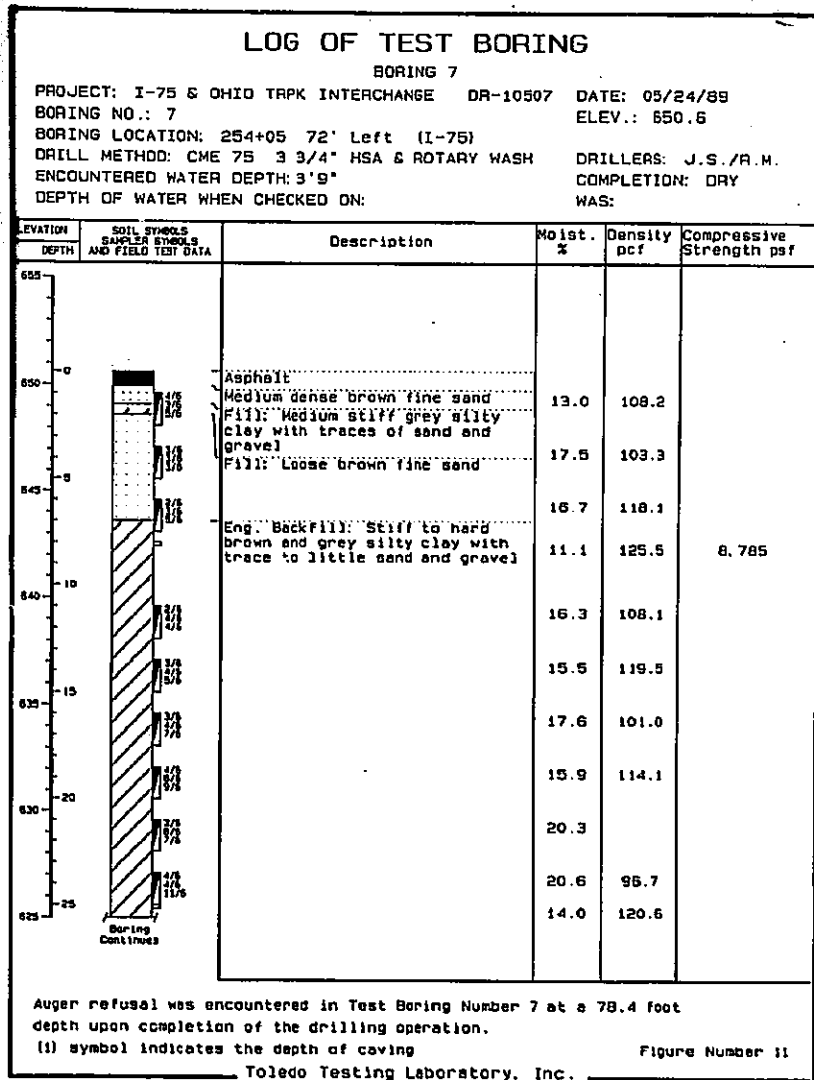
PLAN



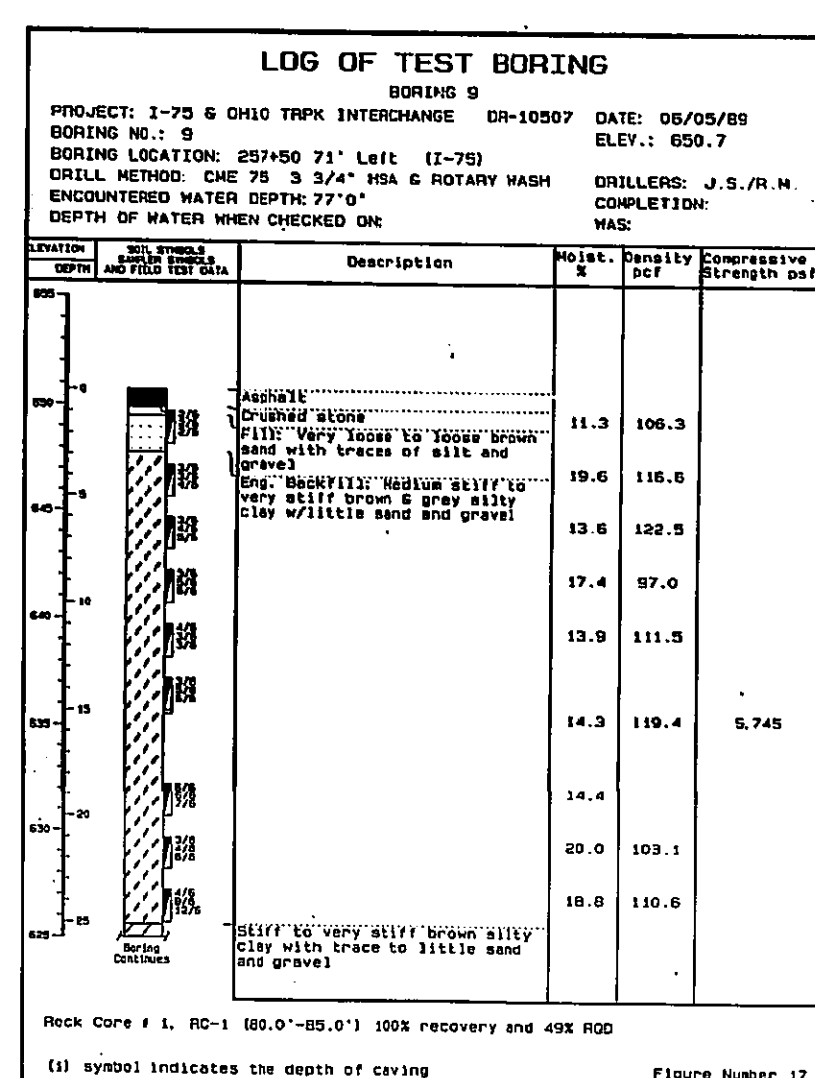
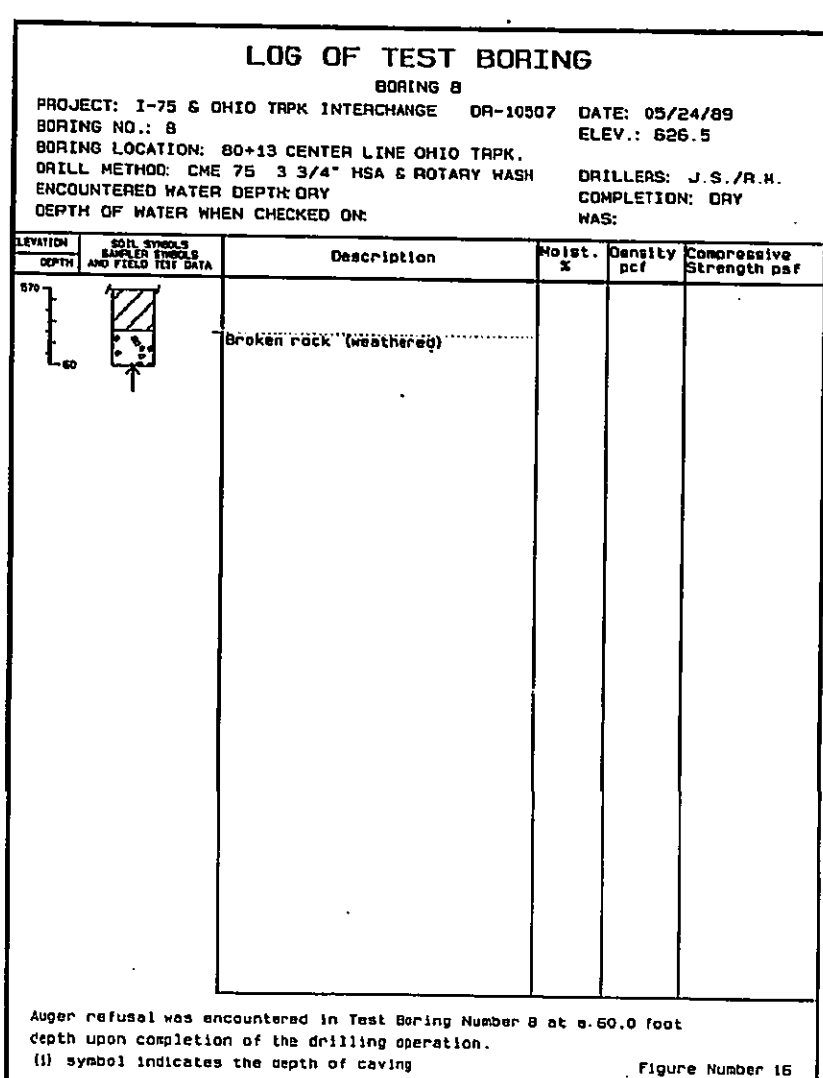
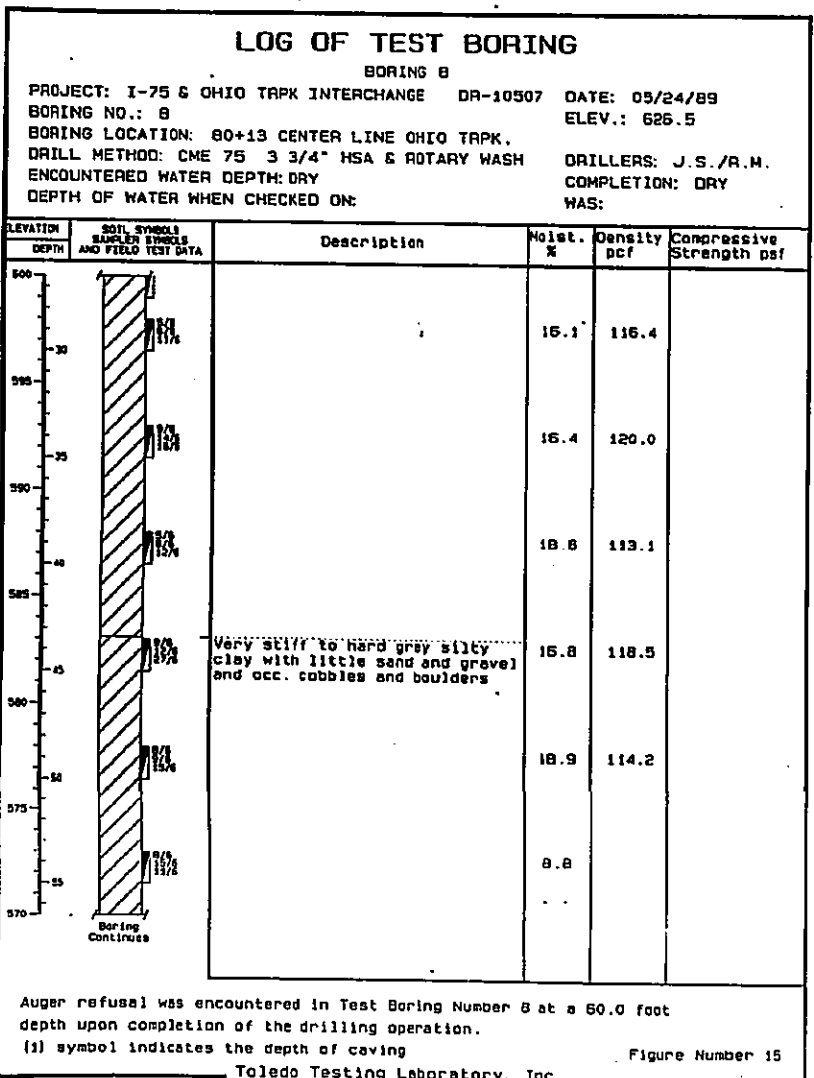
ELEVATION

TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 C/D ROAD SOUTHBOUND OVER THE
 OHIO TURNPIKE
 BR. N° WOO-75 - 2.876
 WOOD COUNTY
 STA. 254+31.07 TO STA. 257+18.63
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S6 OF





S7



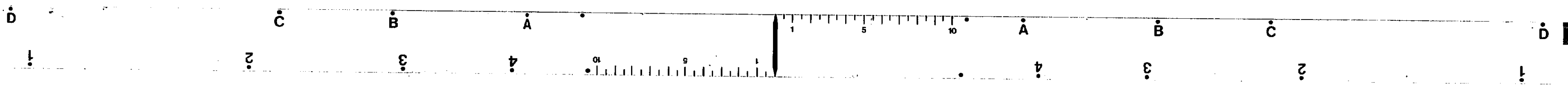
TOLEDO TESTING LABORATORY

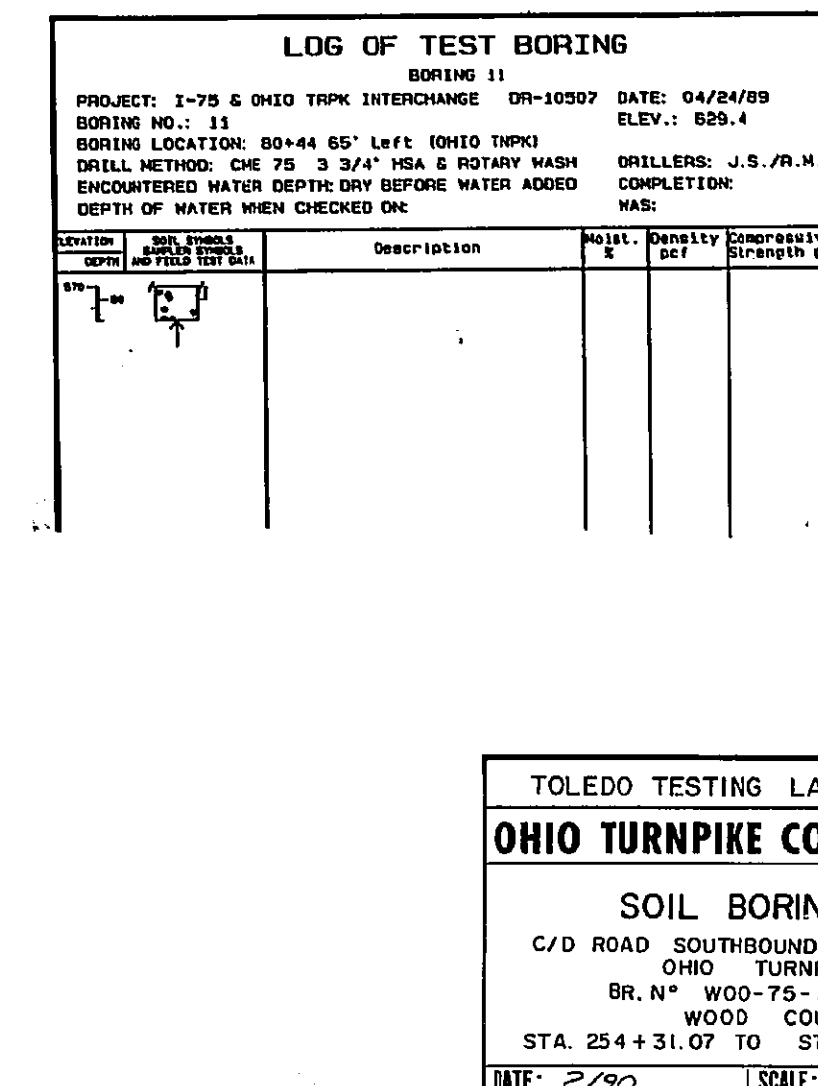
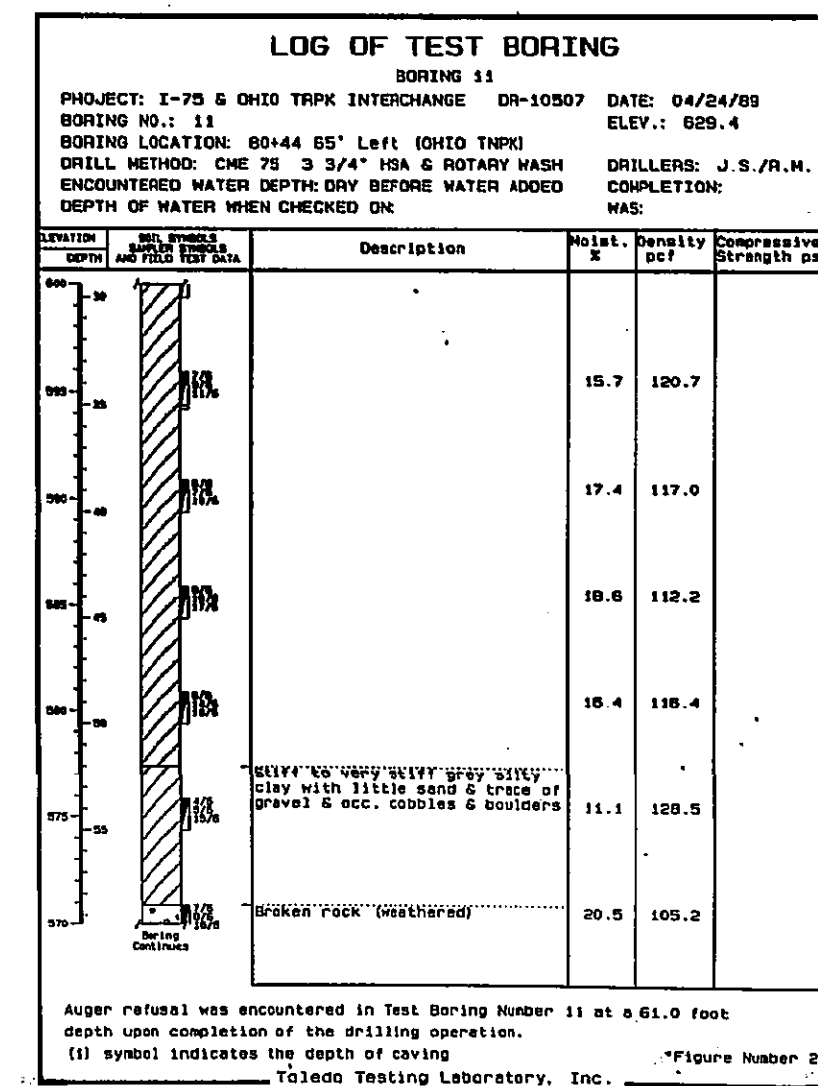
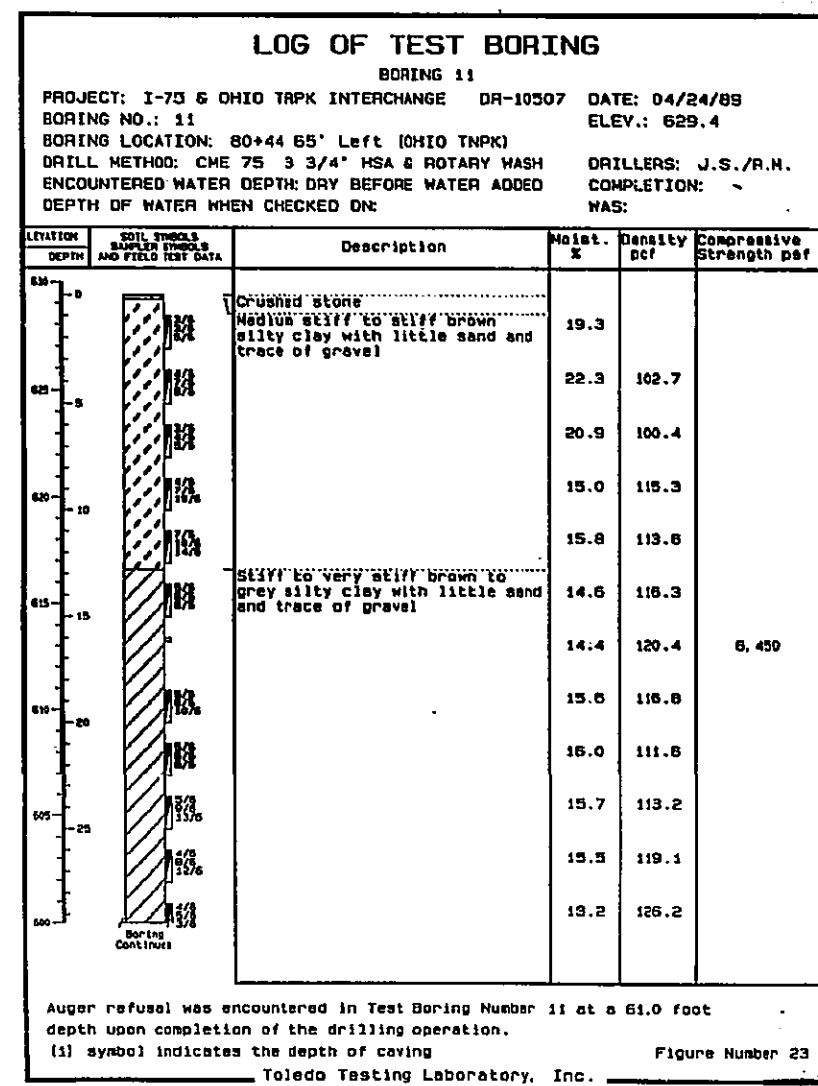
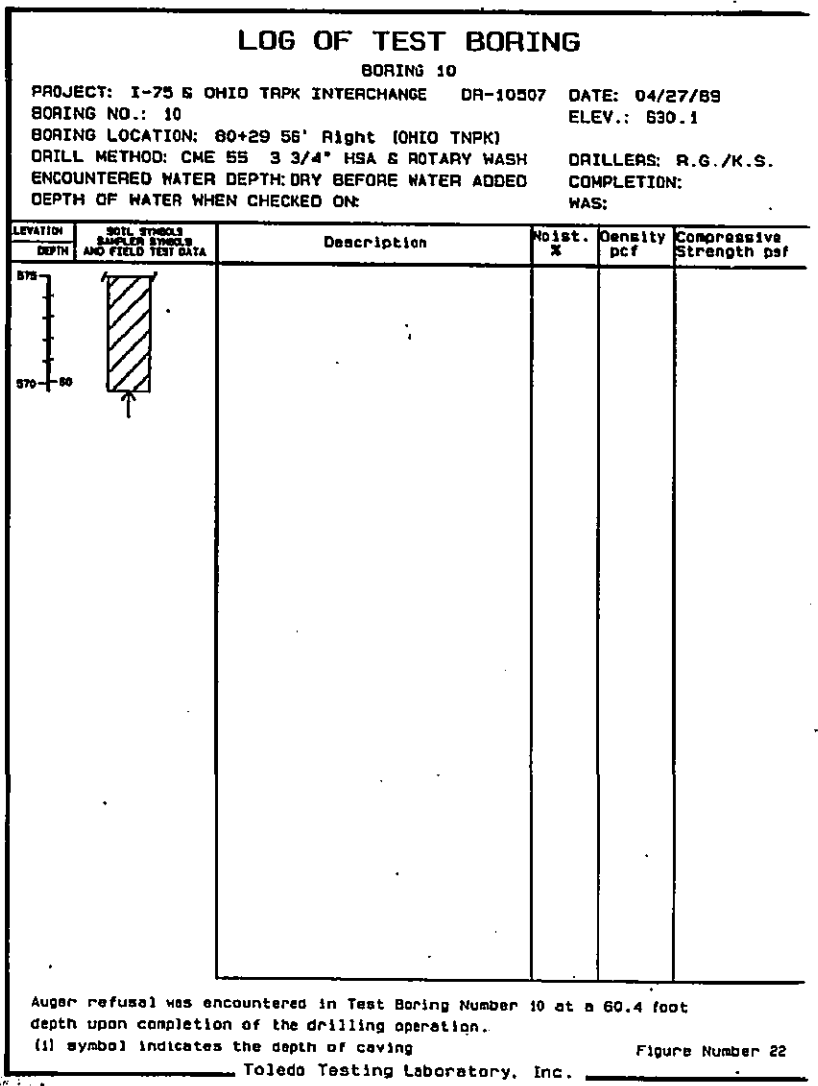
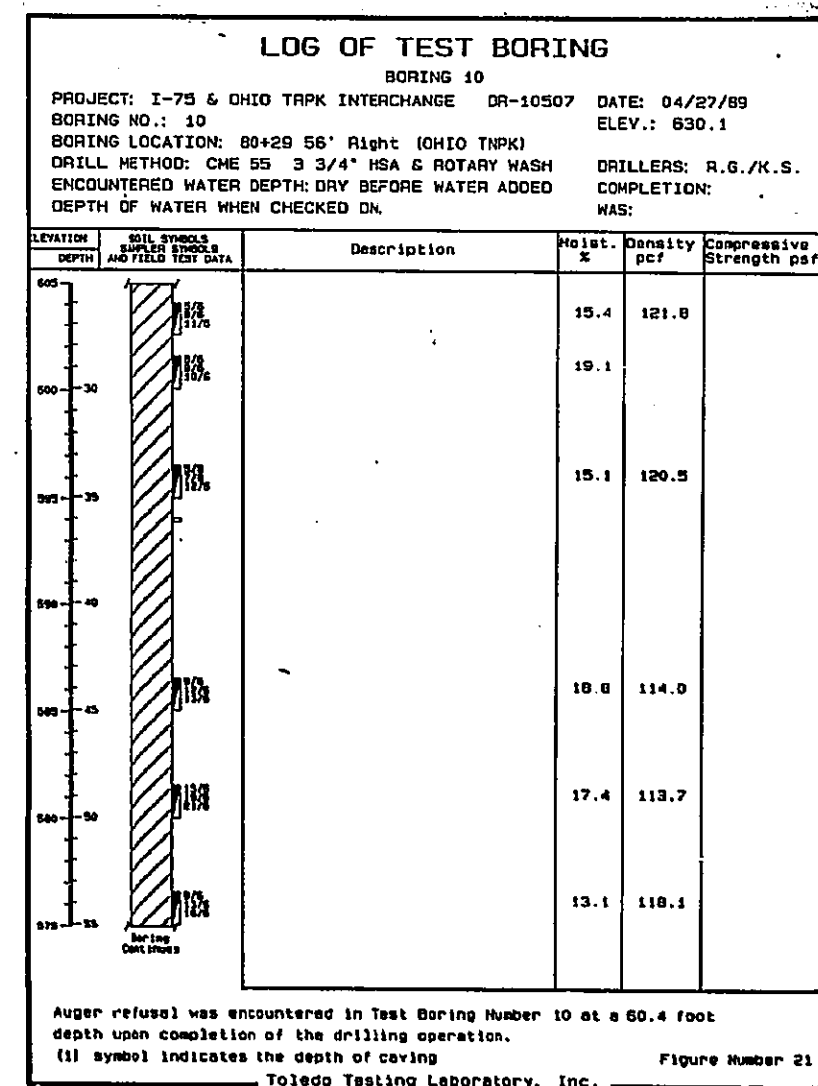
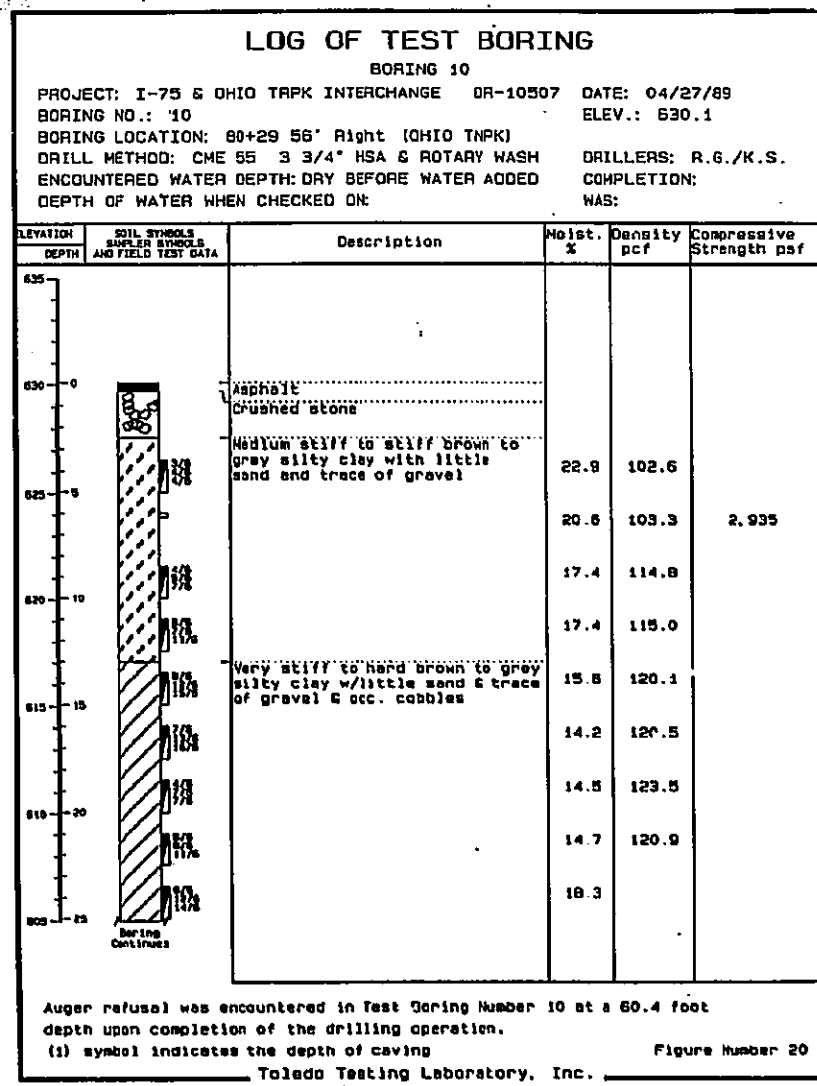
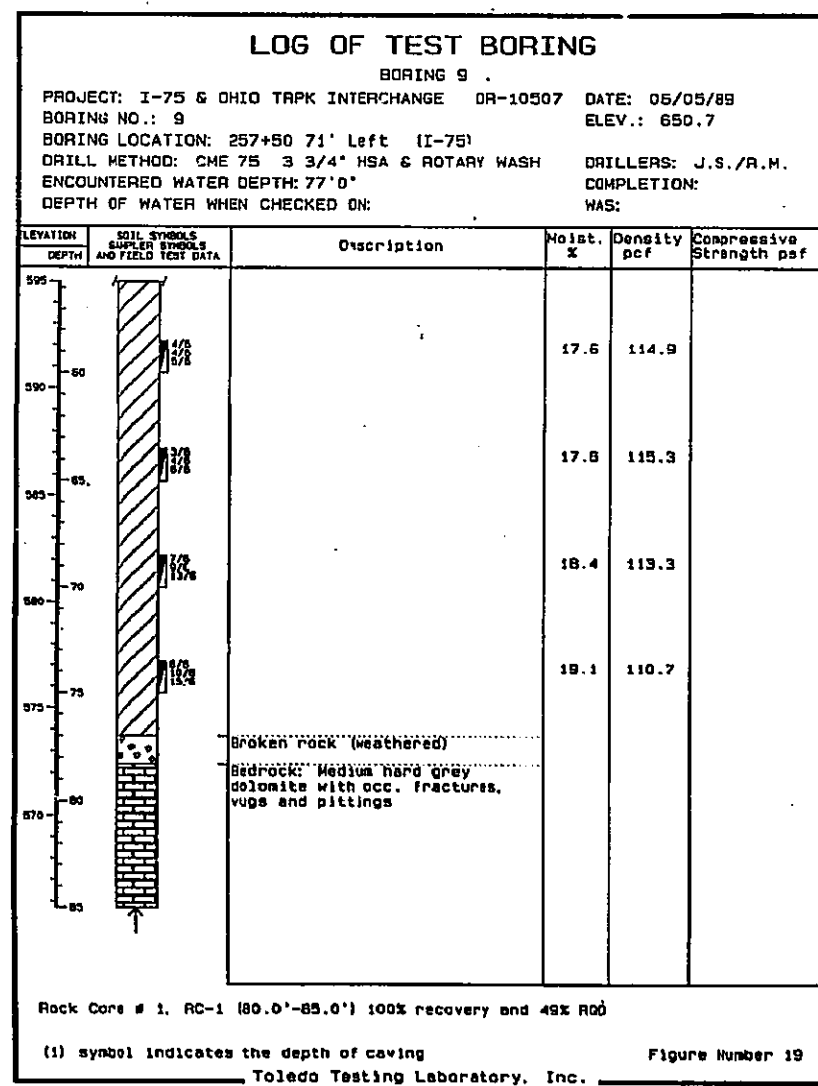
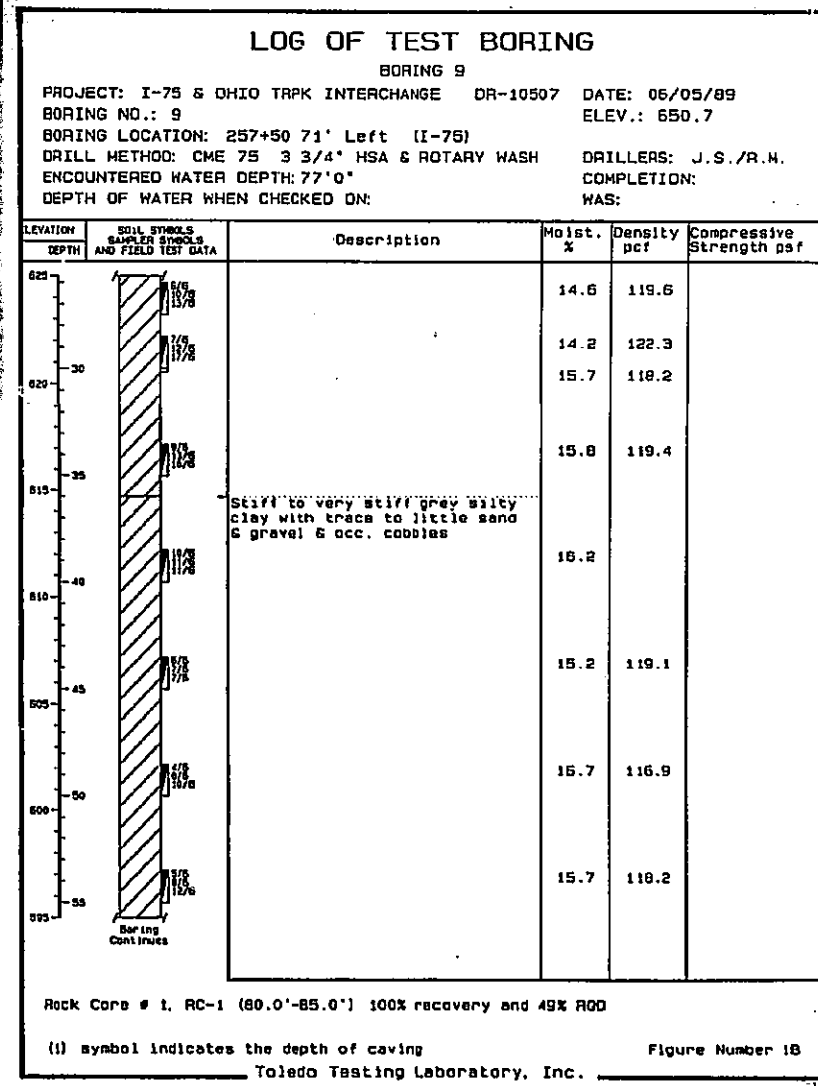
OHIO TURNPIKE COMMISSION

SOIL BORINGS

C/D ROAD SOUTHBOUND OVER THE OHIO TURNPIKE
 BR. N° W00-75-2876
 WOOD COUNTY
 STA. 25+4.31.07 TO STA. 25+18.63

DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET S7 OF

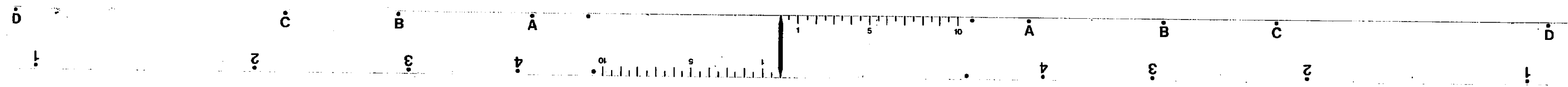


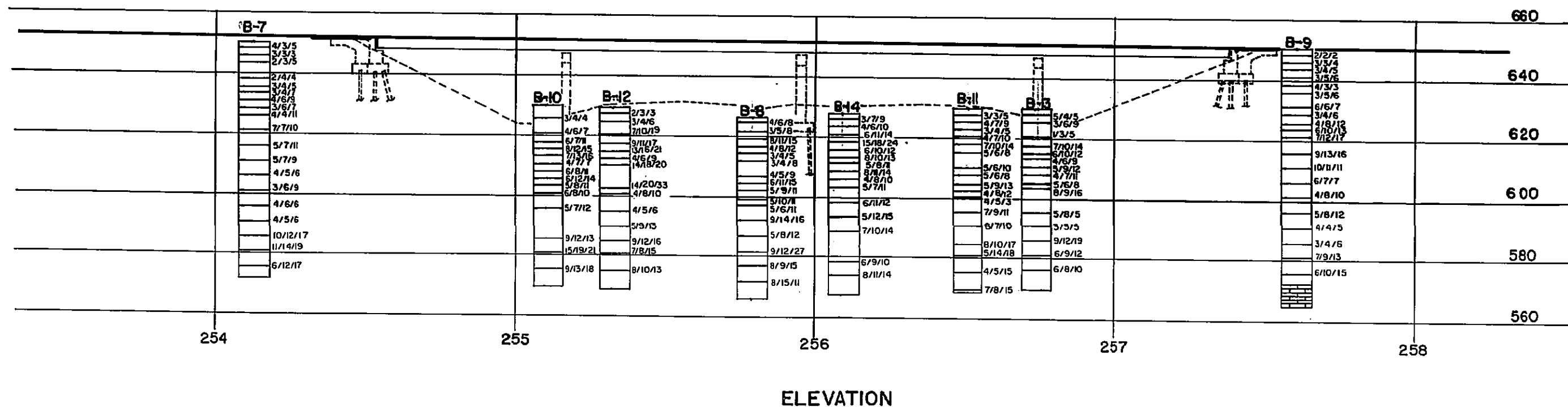
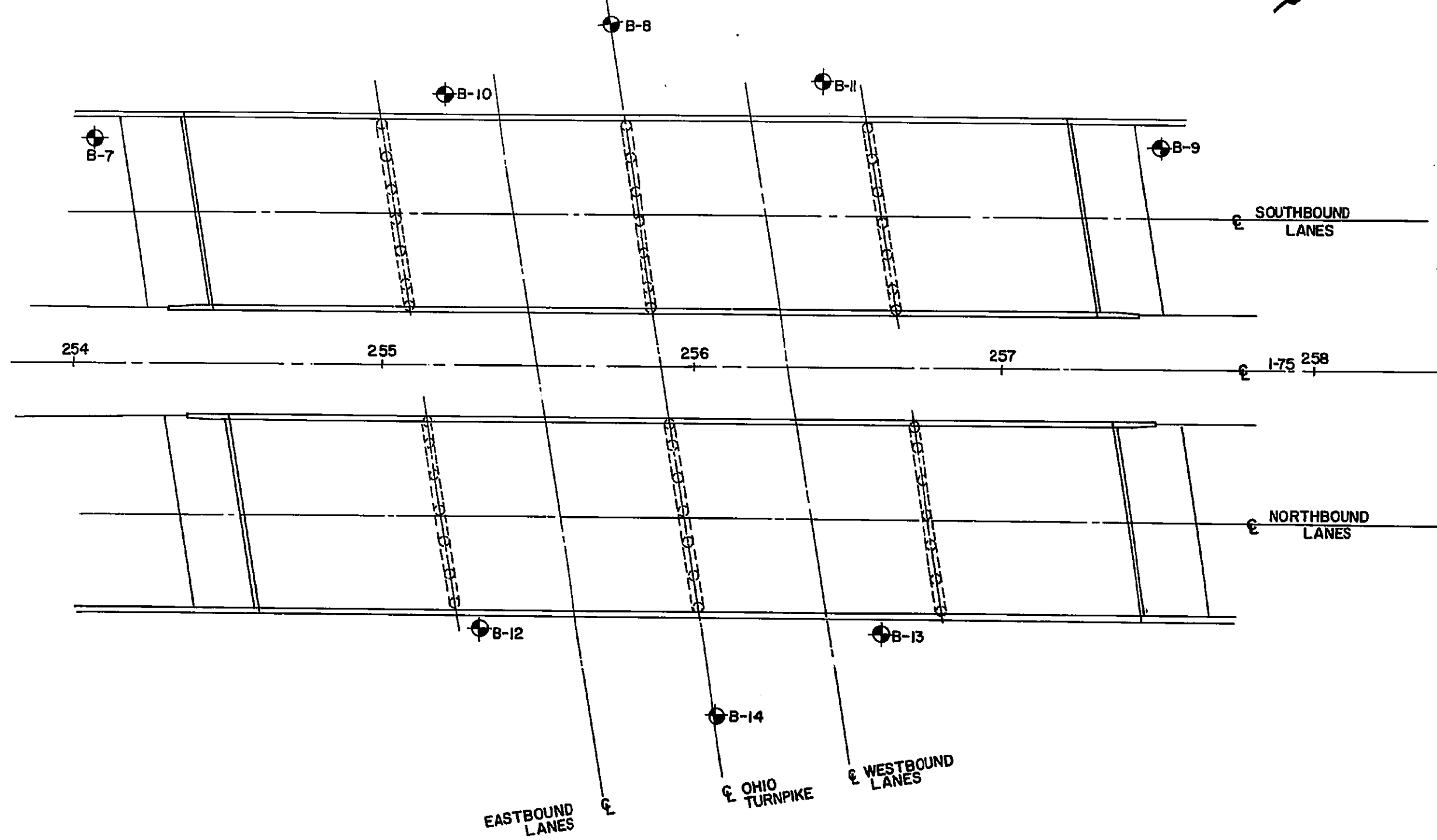


TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION

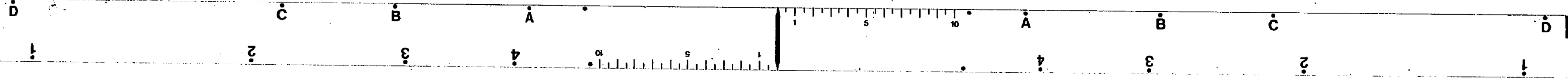
SOIL BORINGS
C/D ROAD SOUTHBOUND OVER THE
OHIO TURNPIKE
BR. N° W00-75-2 B76
WOOD COUNTY
STA. 254 + 31.07 TO STA. 257 + 18.63

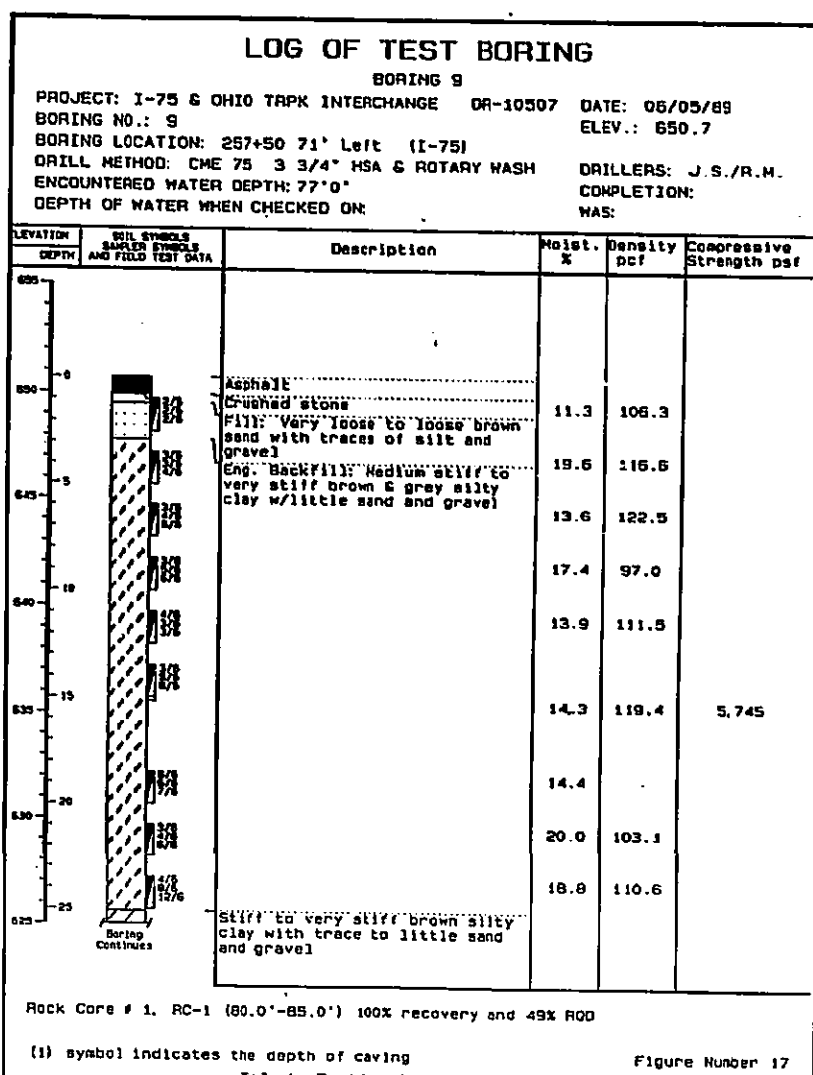
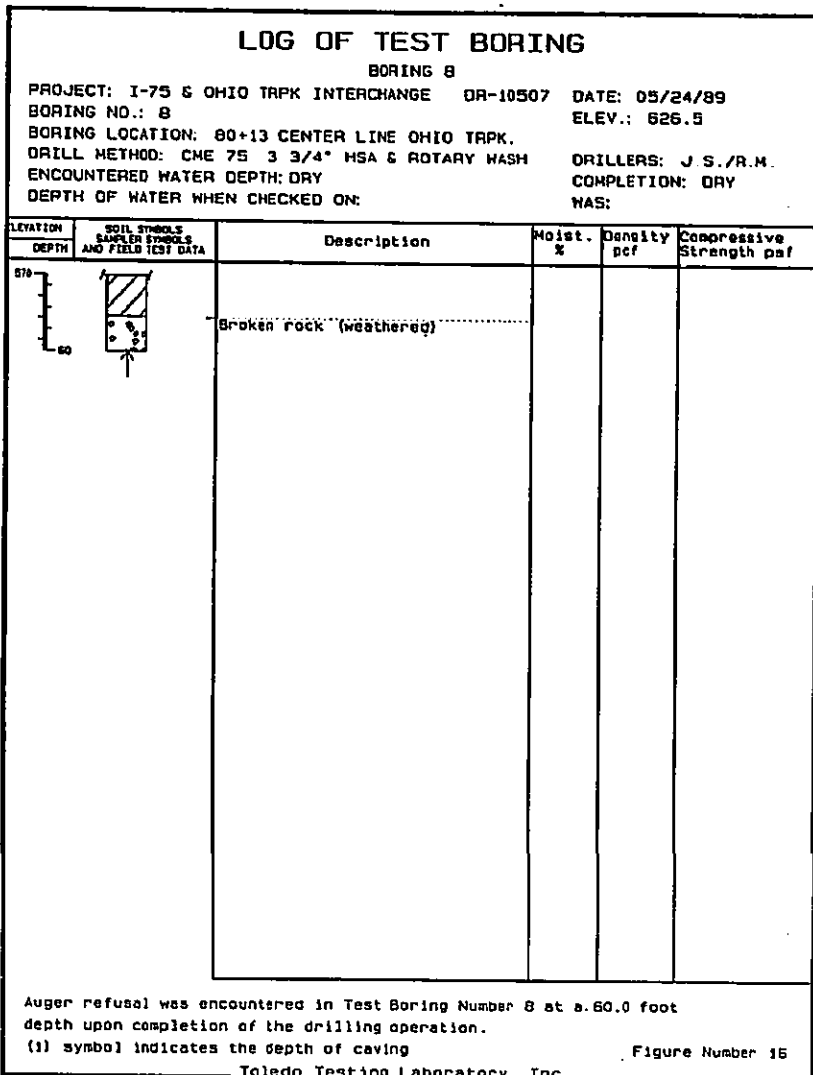
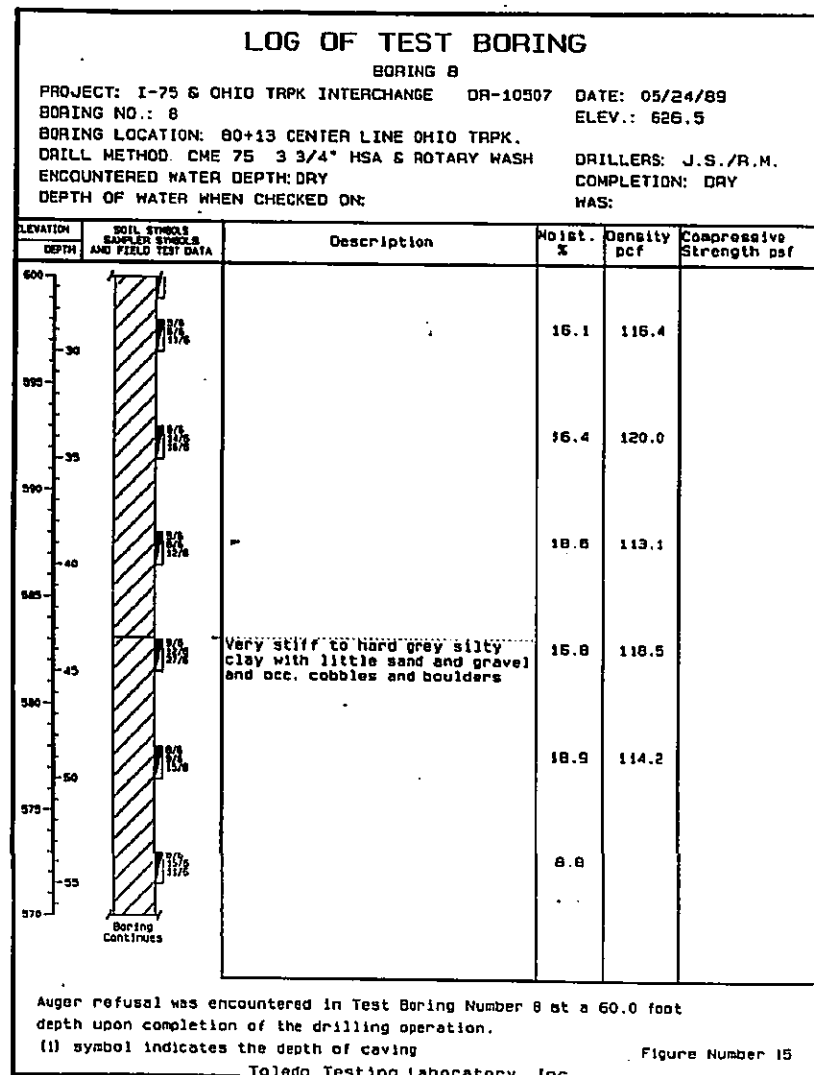
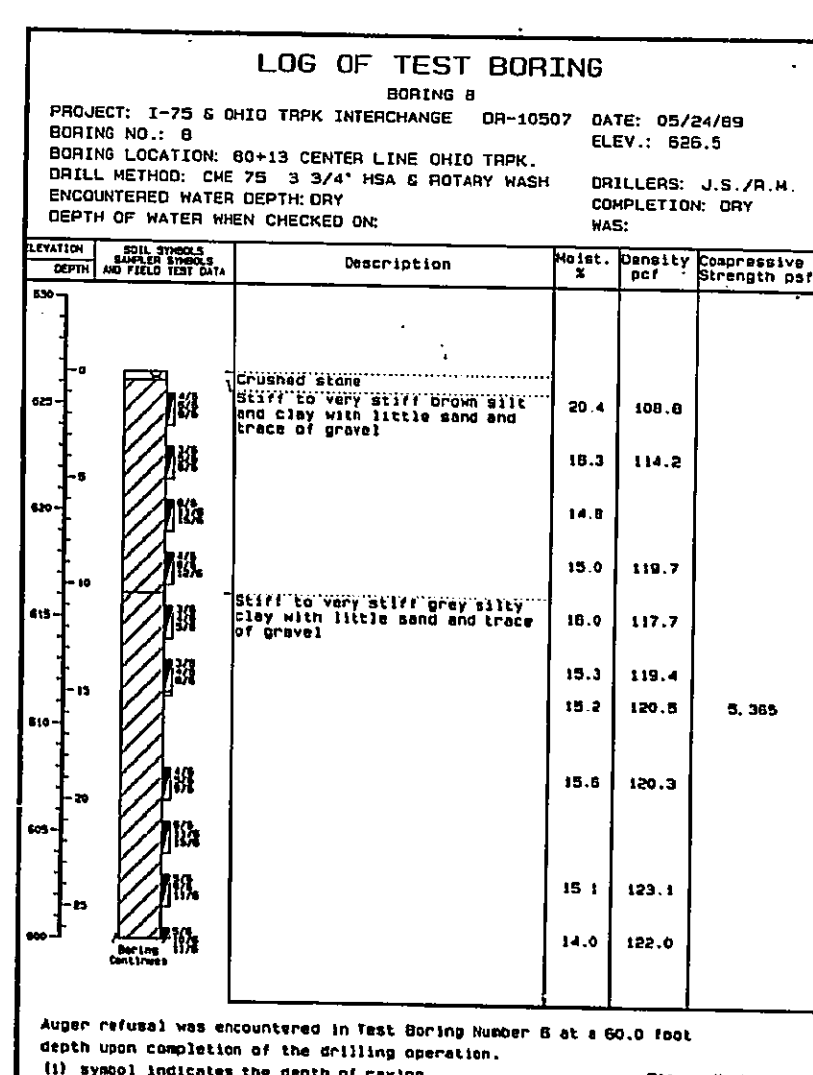
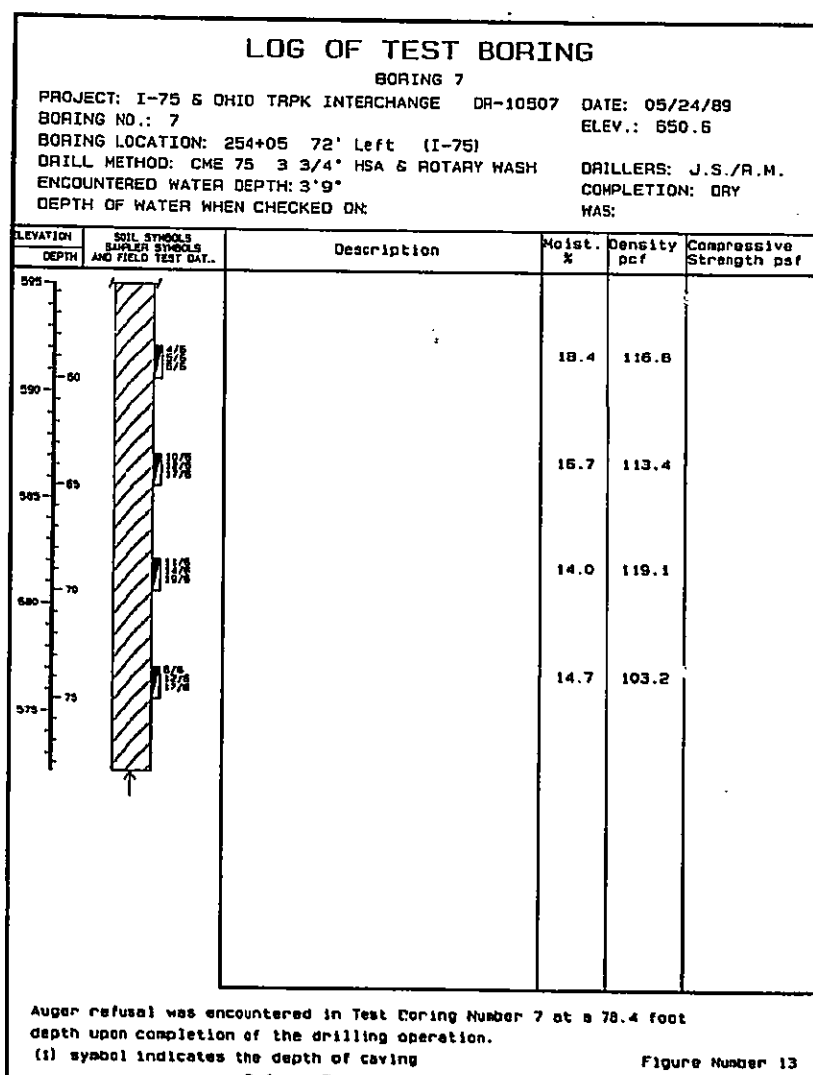
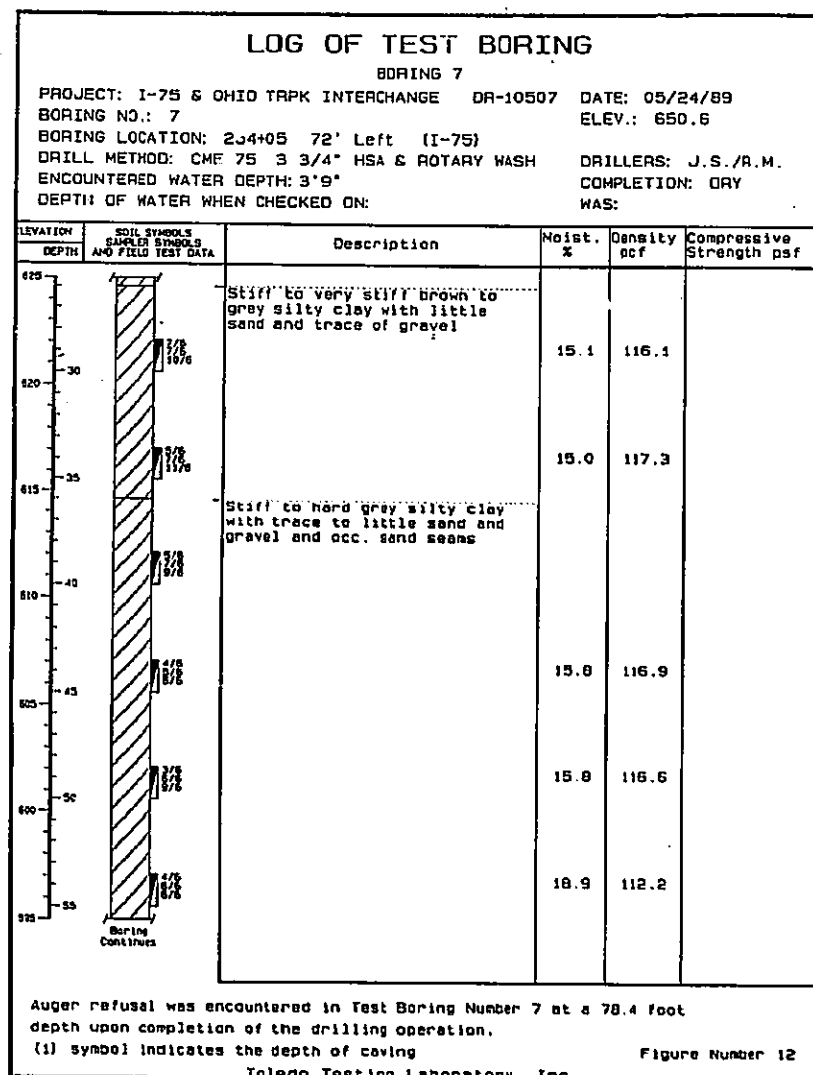
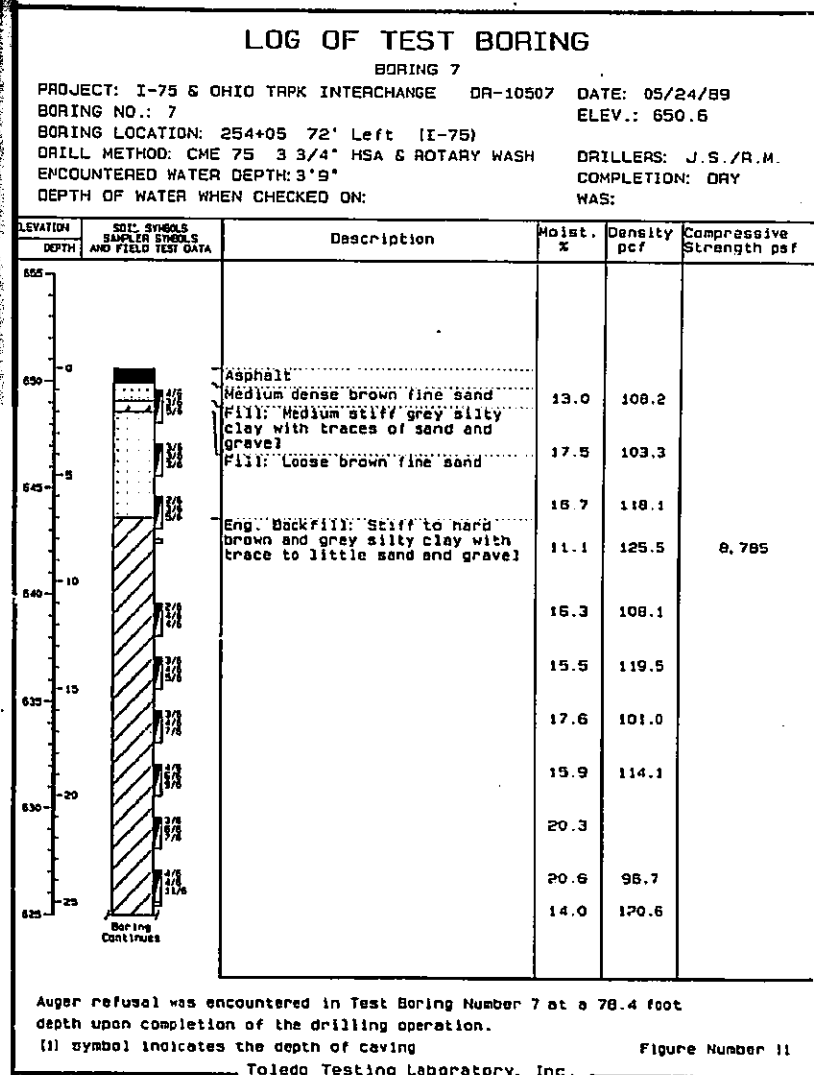
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 58 OF



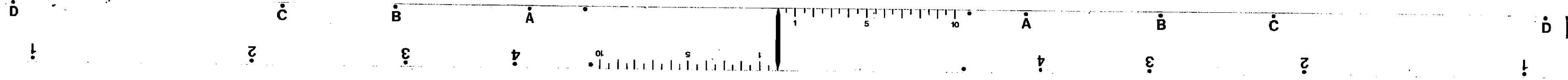


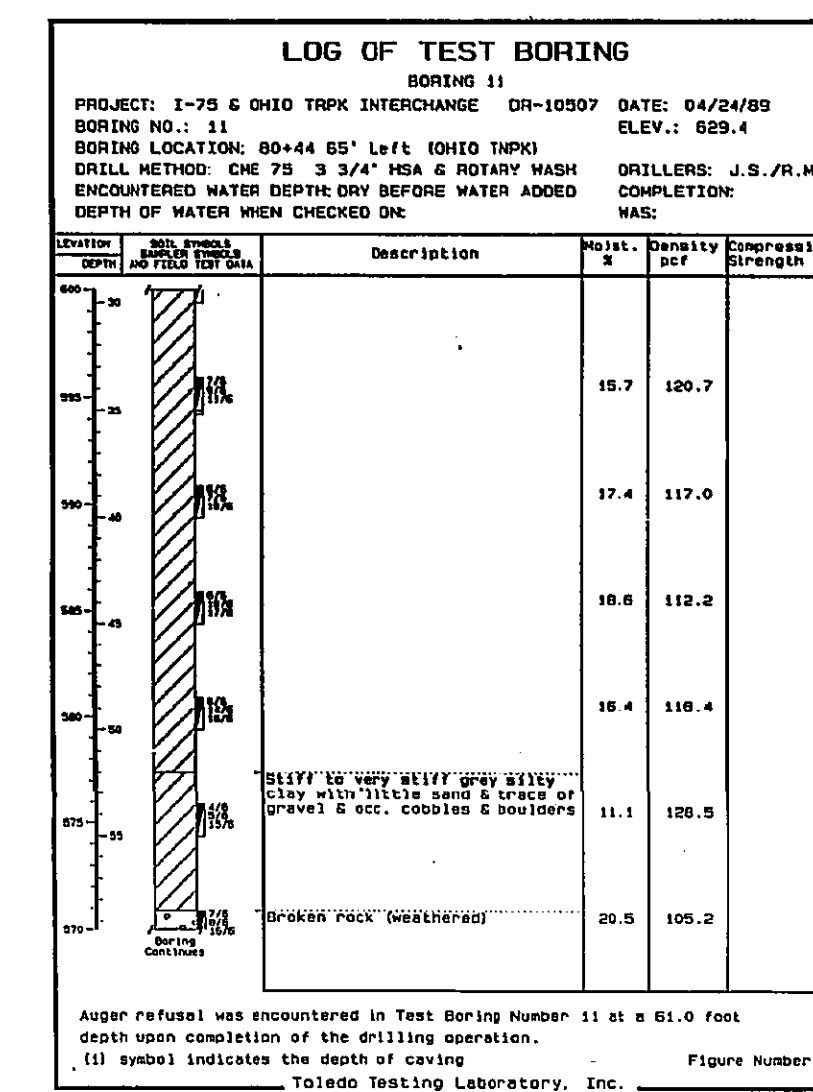
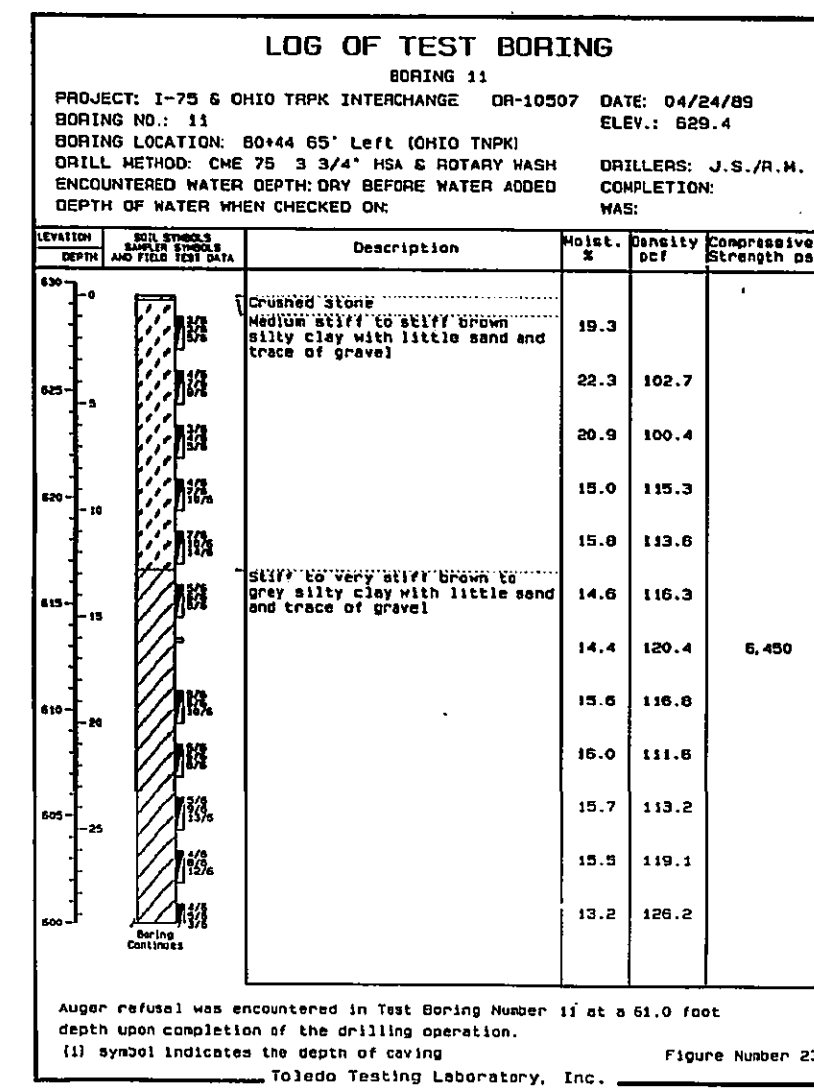
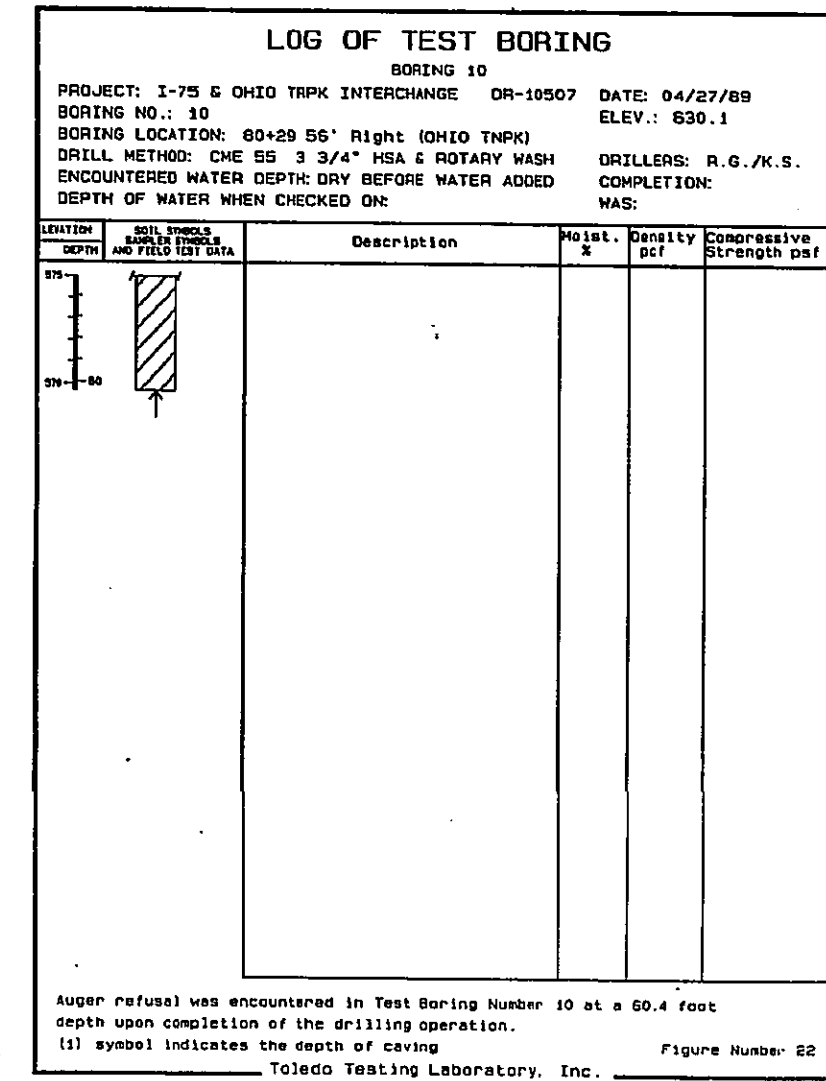
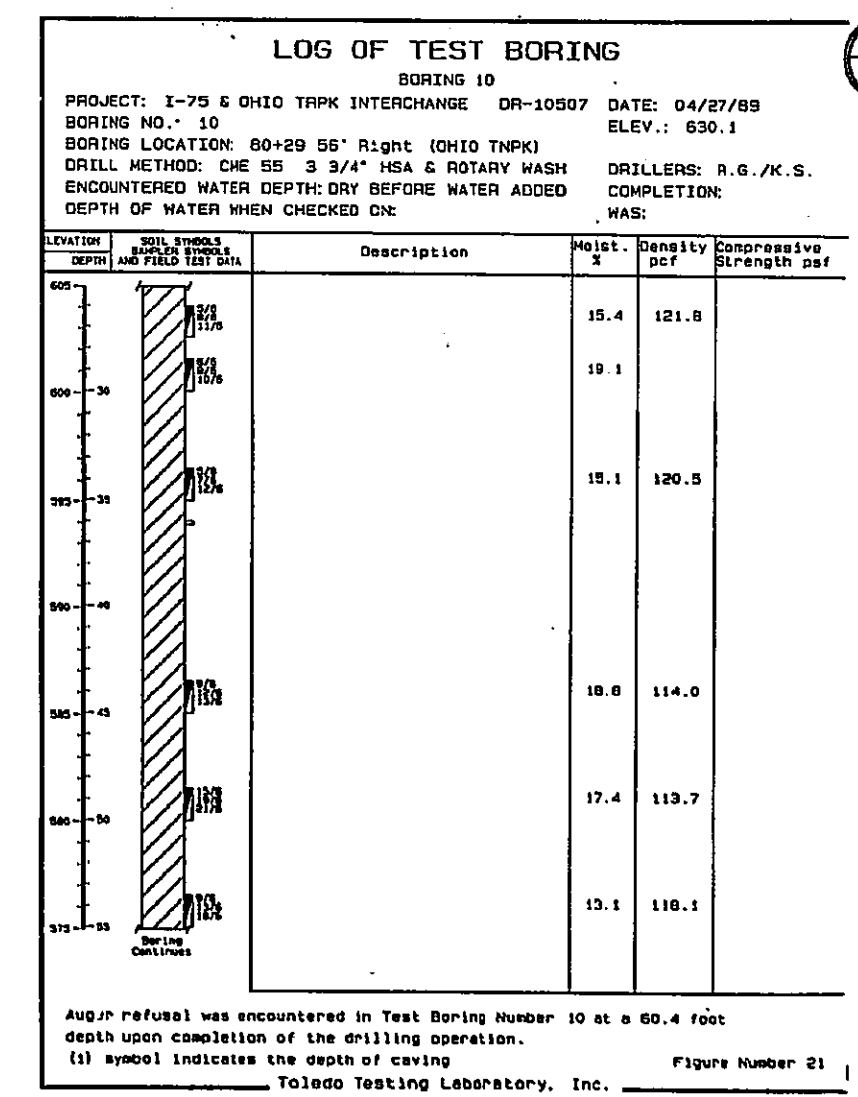
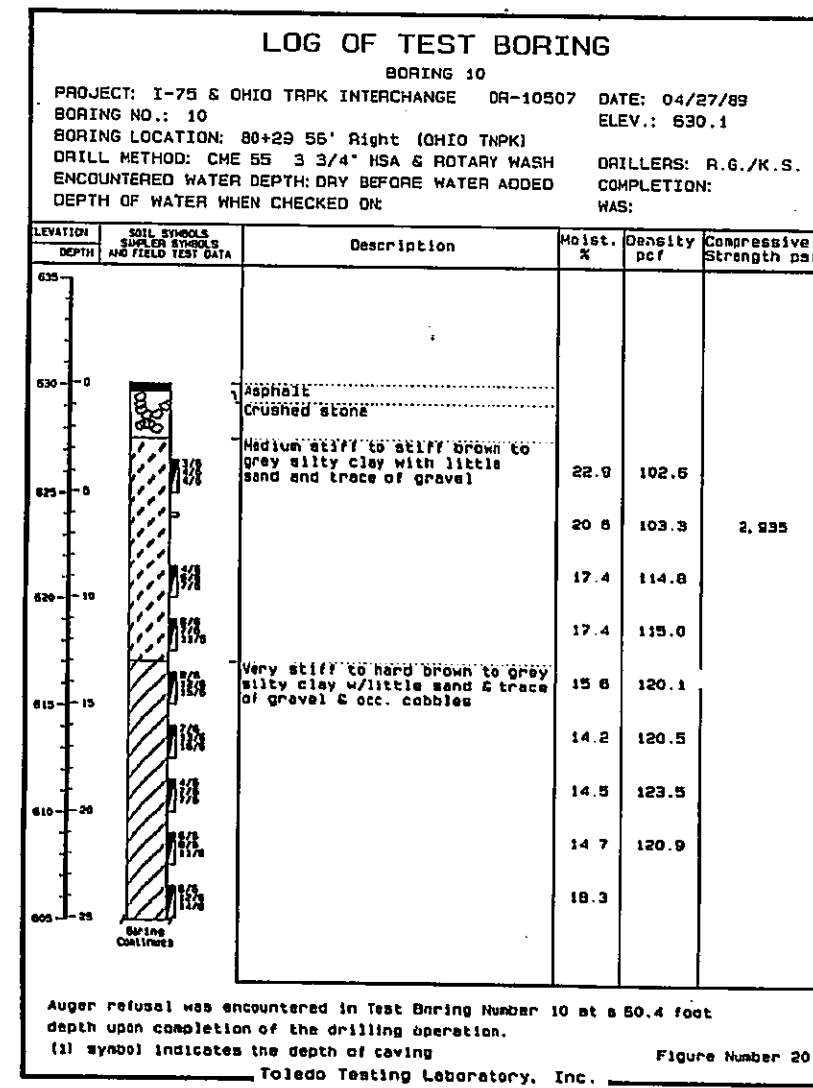
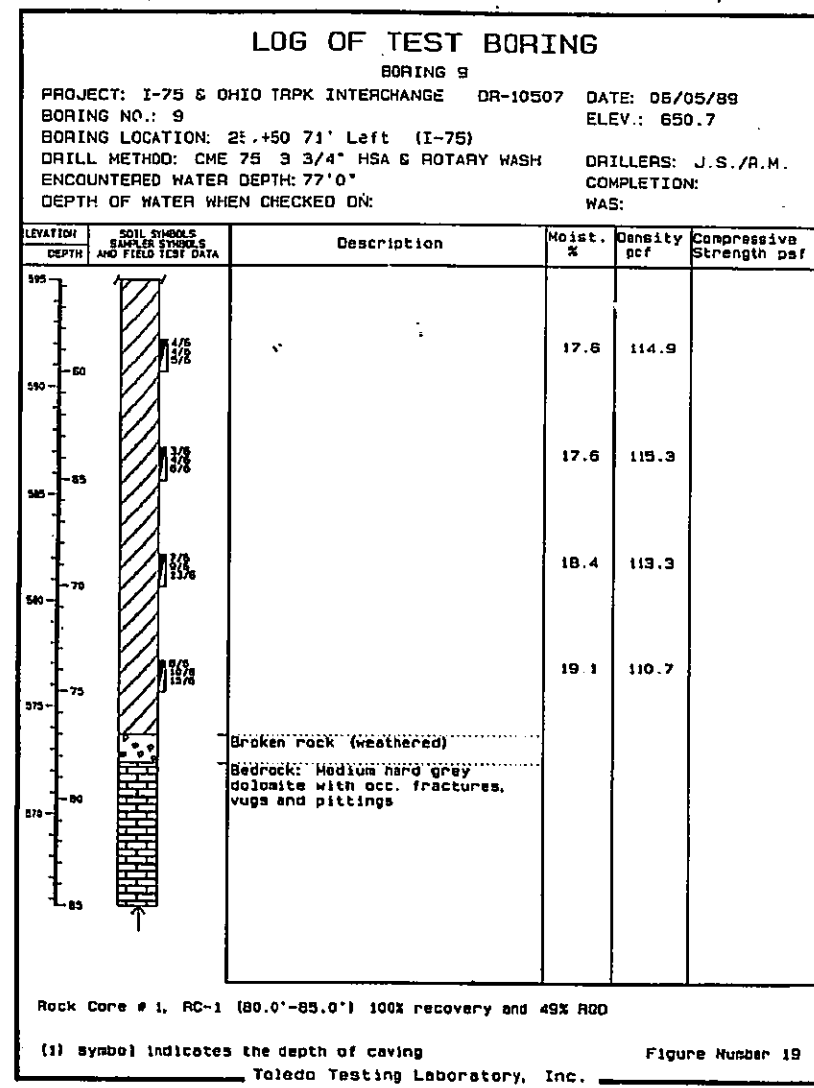
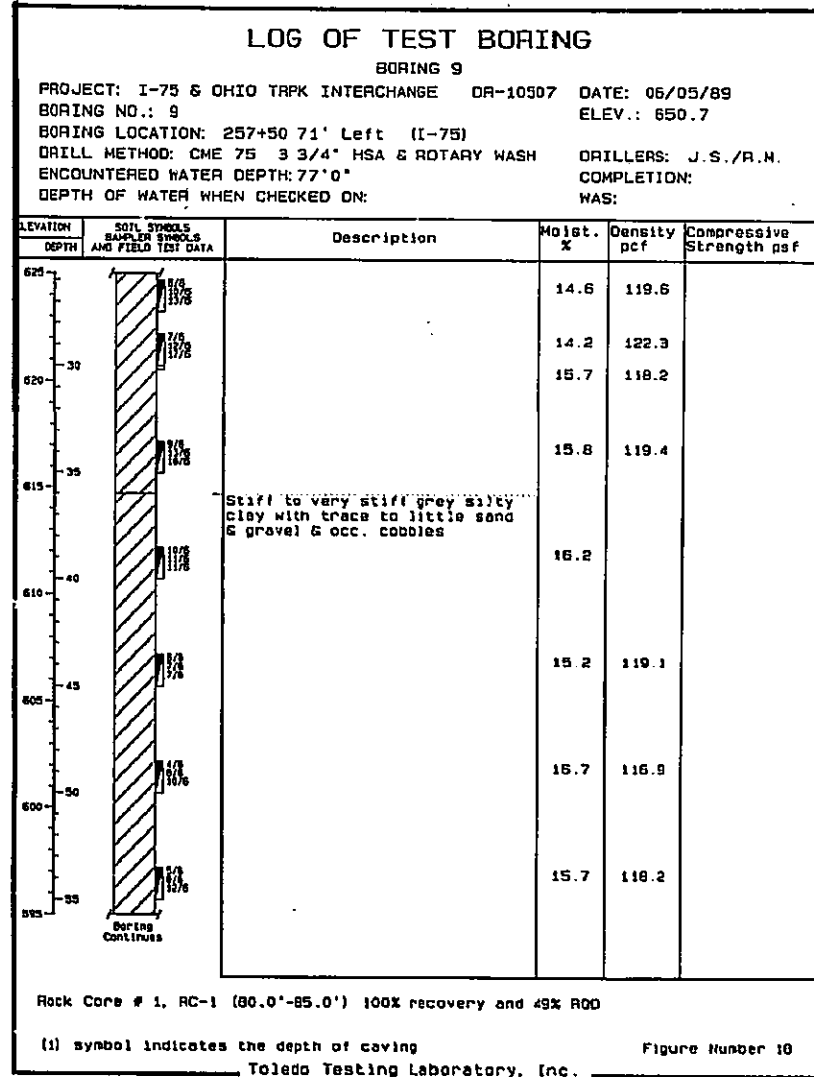
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 I-75 OVER THE OHIO TURNPIKE
 BR. NO. W00-75-2877 L&R
 WOOD COUNTY
 STA. 254+46.15 TO STA. 257+33.71
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 59 OF



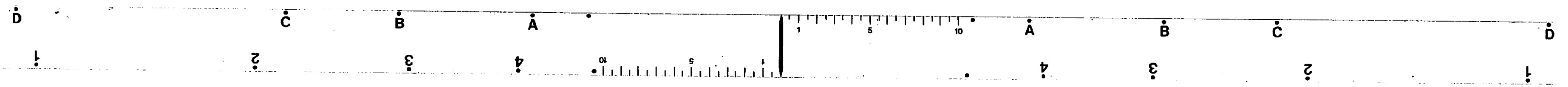


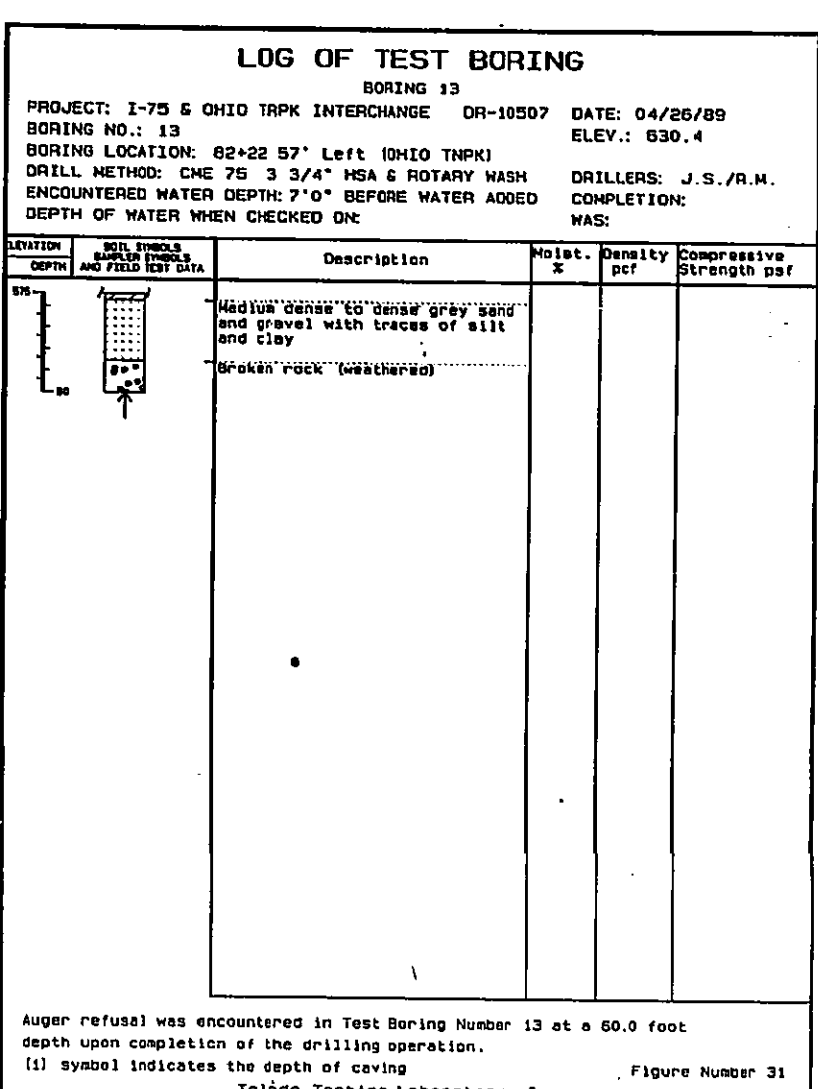
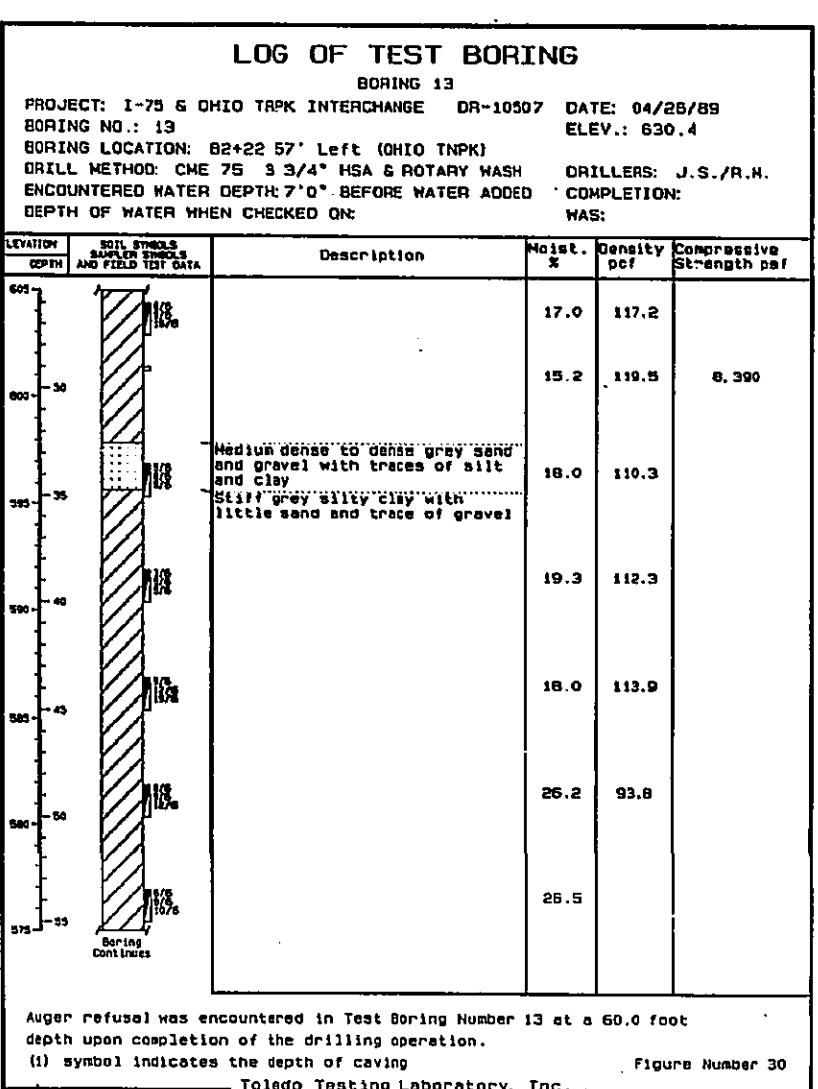
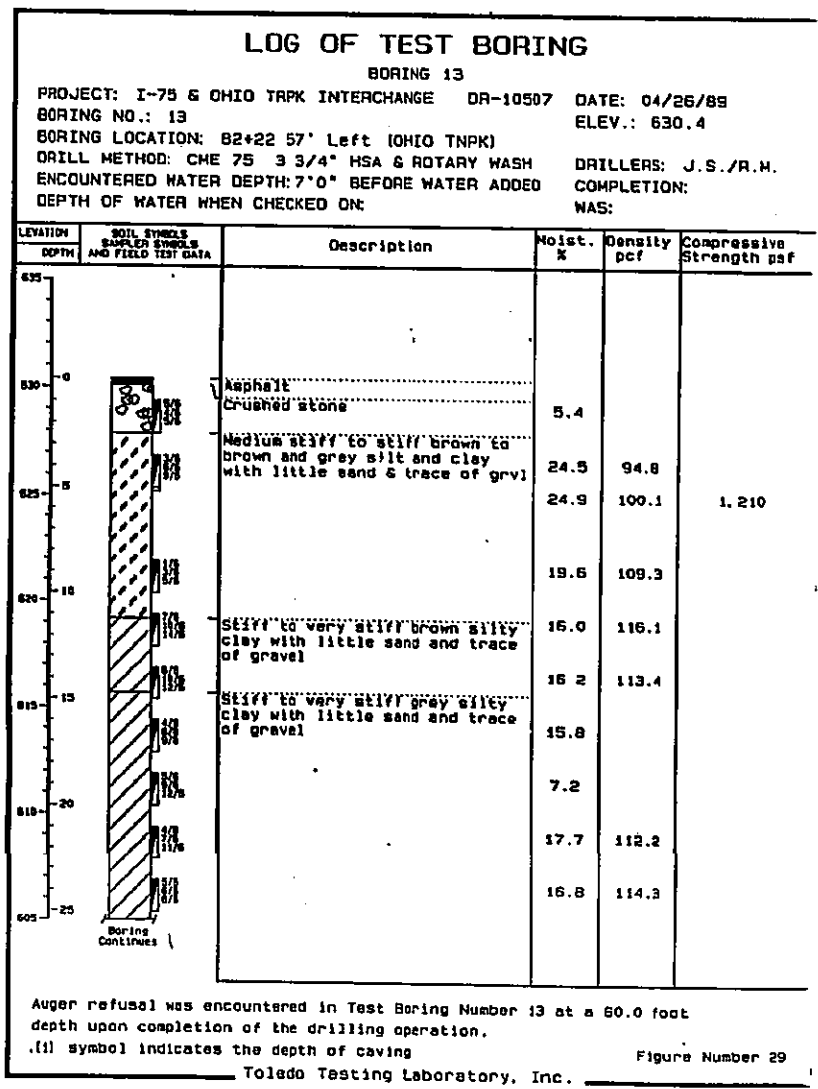
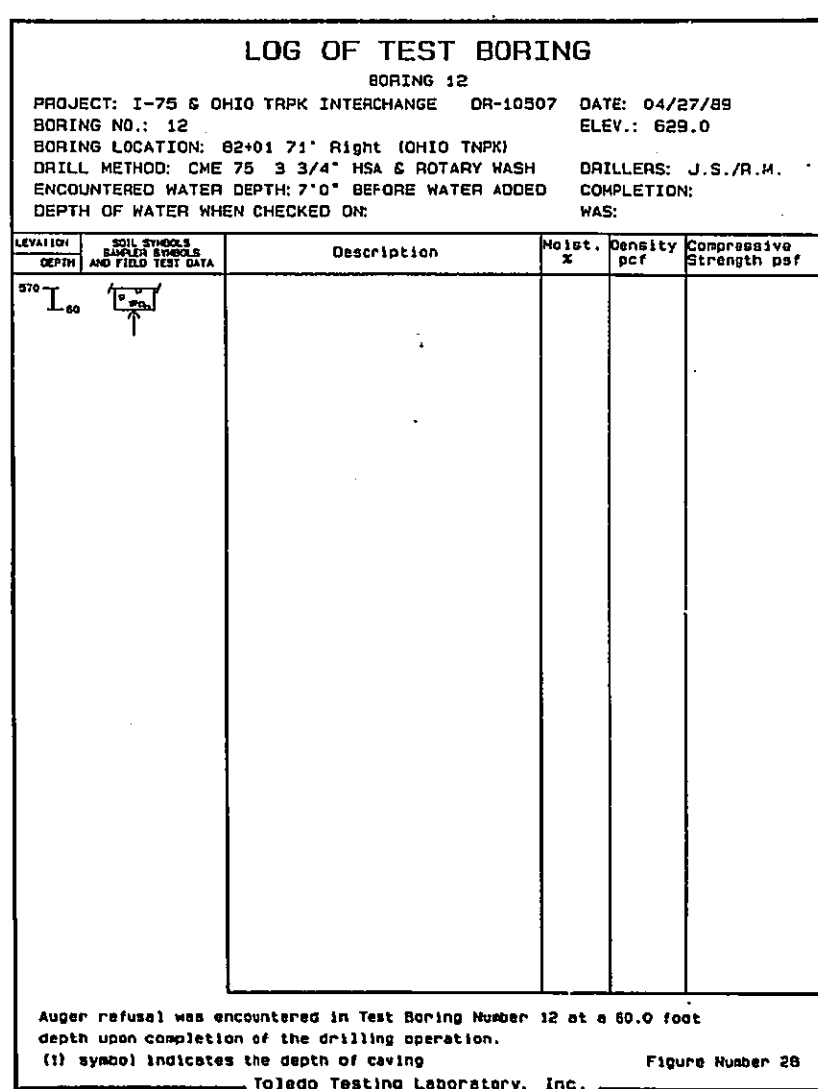
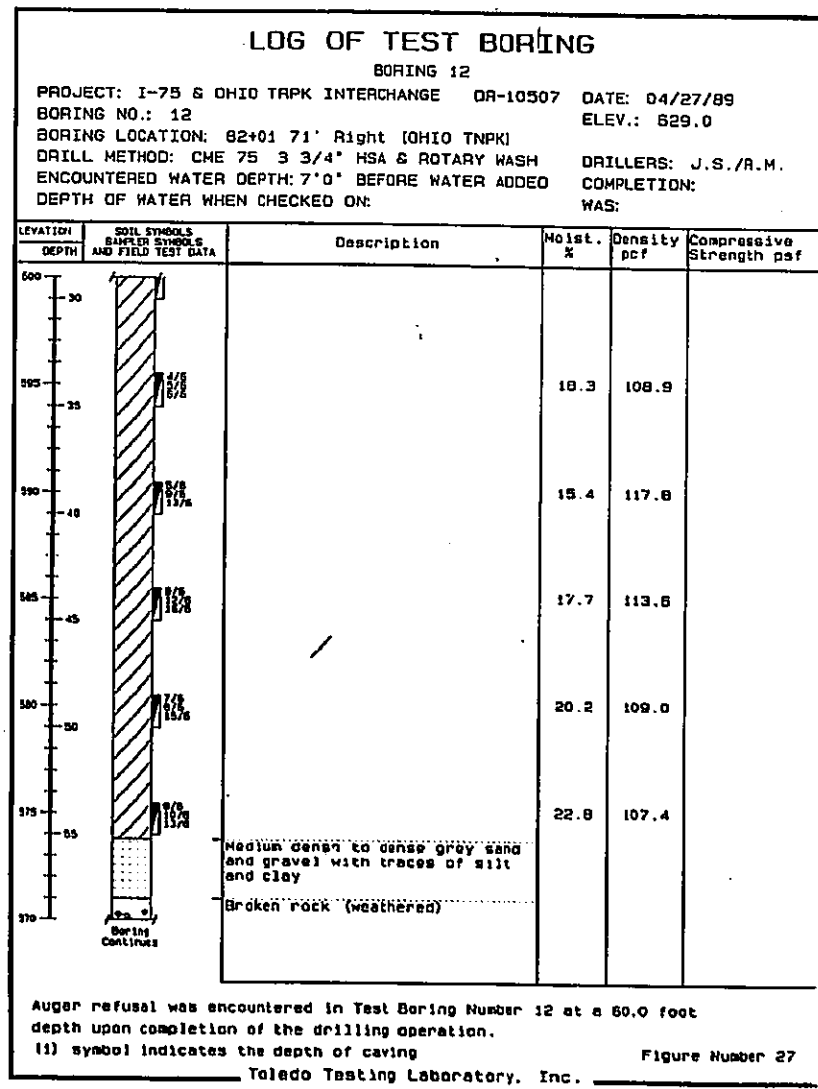
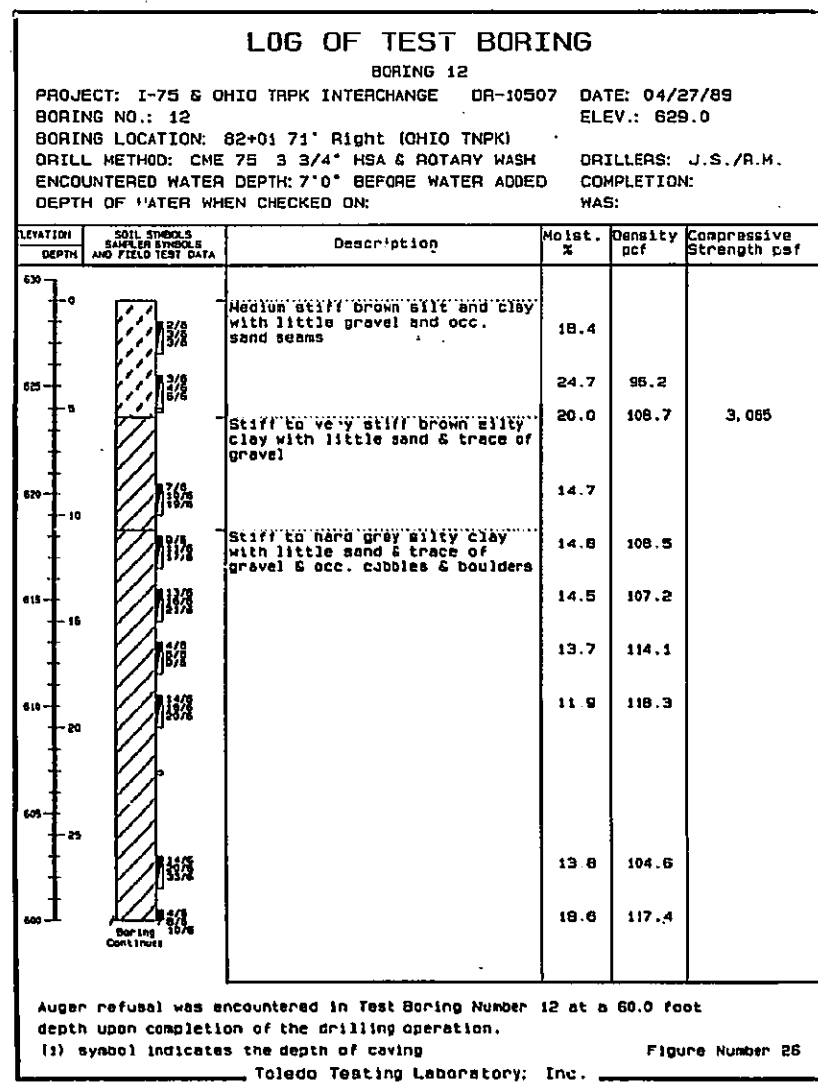
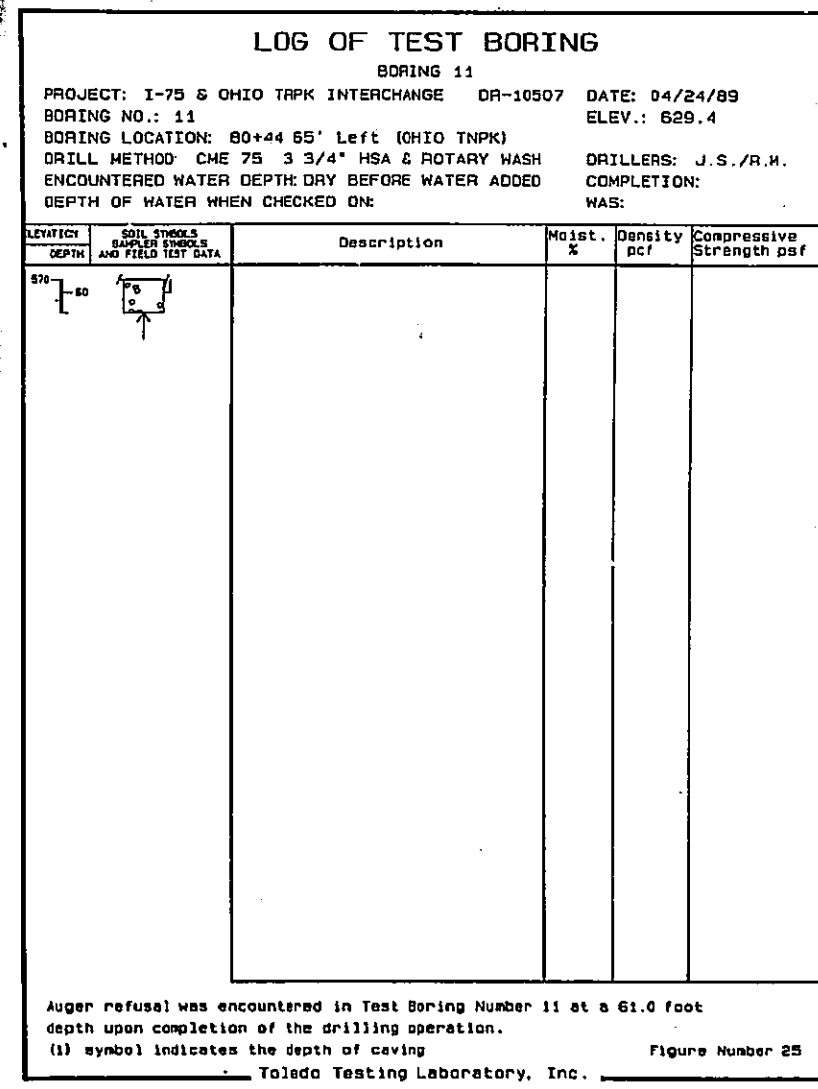
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 I-75 OVER THE OHIO TURNPIKE
 BR. N° W00-75-2877 L&R
 WOOD COUNTY
 STA. 254+46.15 TO STA. 257+33.71
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET S10 OF



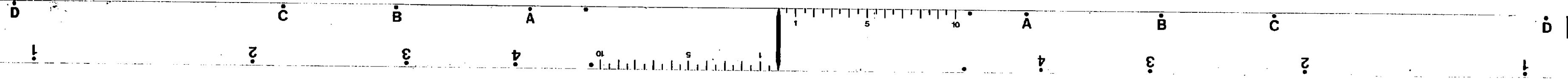


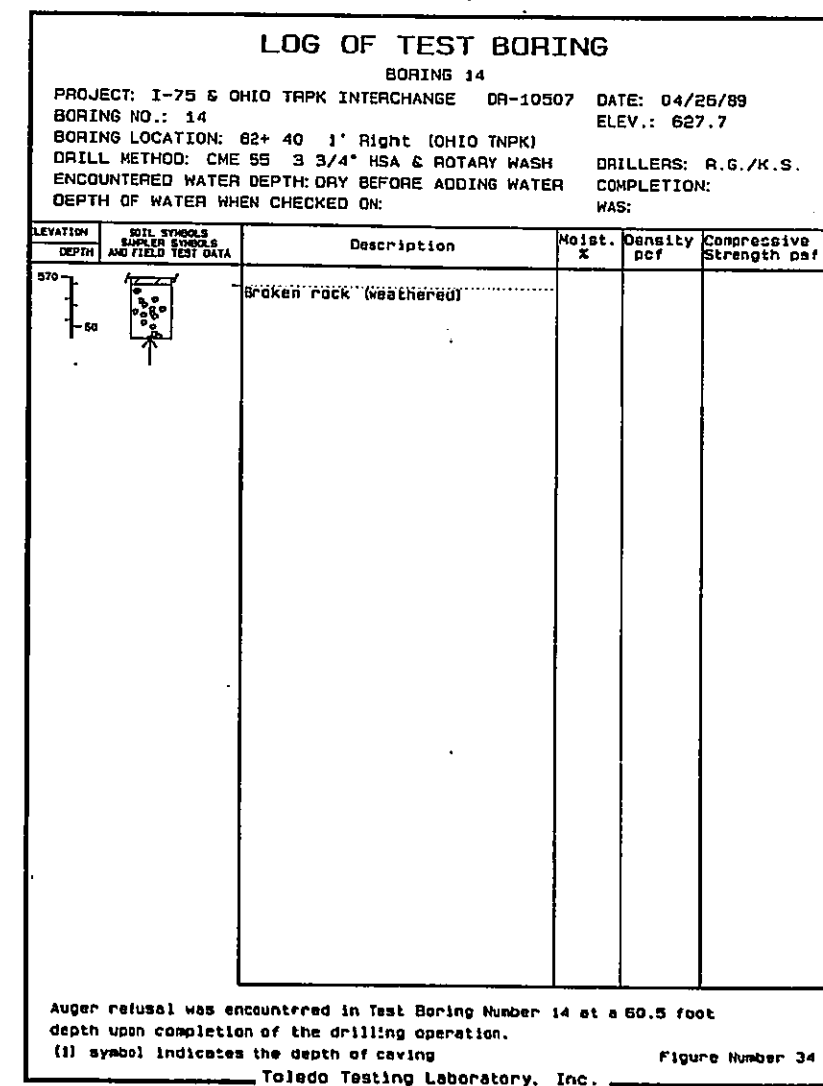
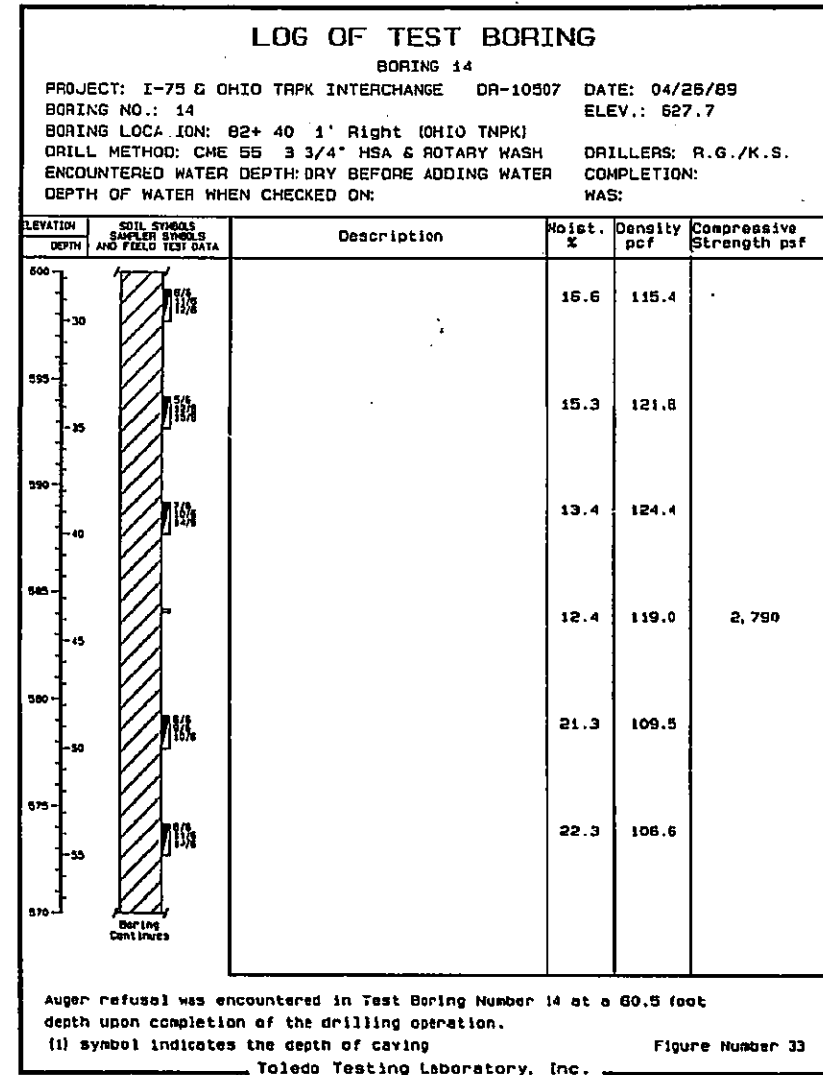
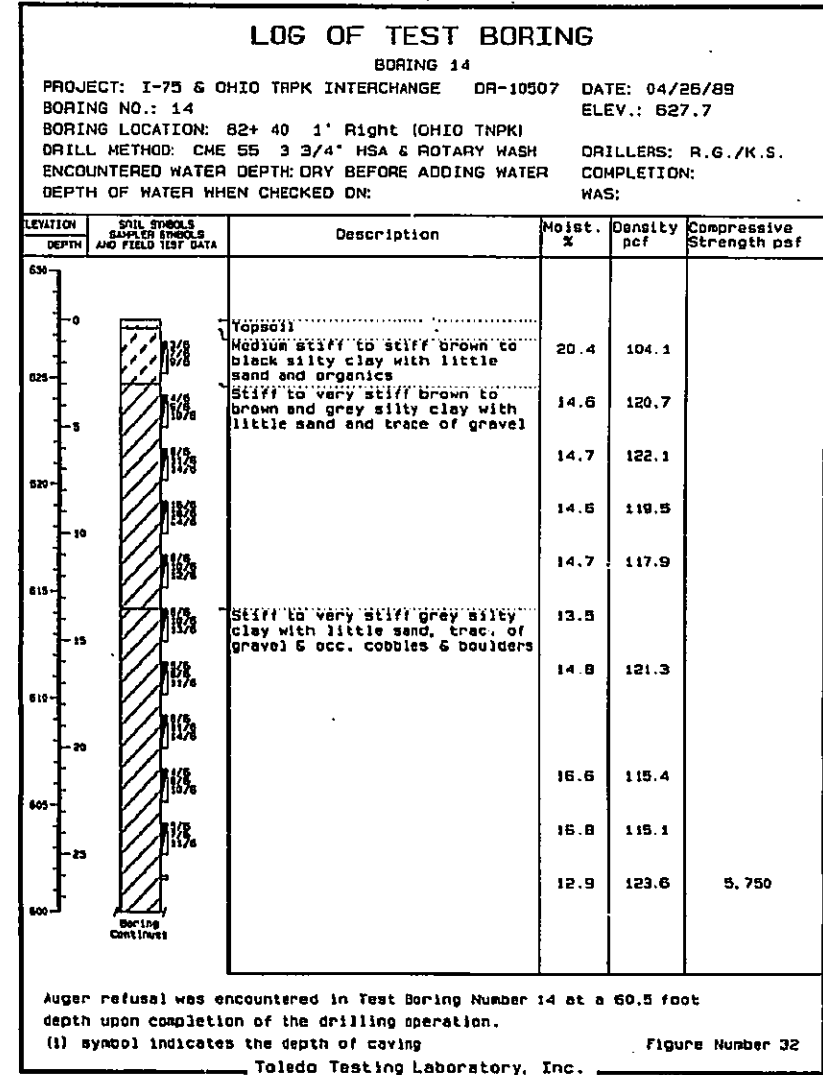
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
SOIL BORINGS
I-75 OVER THE OHIO TURNPIKE
BR. # WOOD-75-2877 L&R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: M.T.S.
CIP: 55-90-03 SHEET S// OF



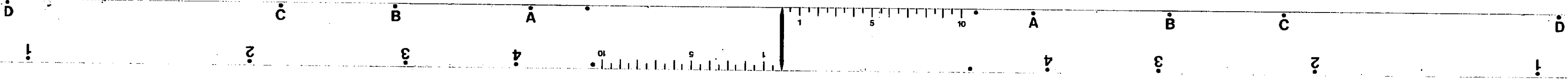


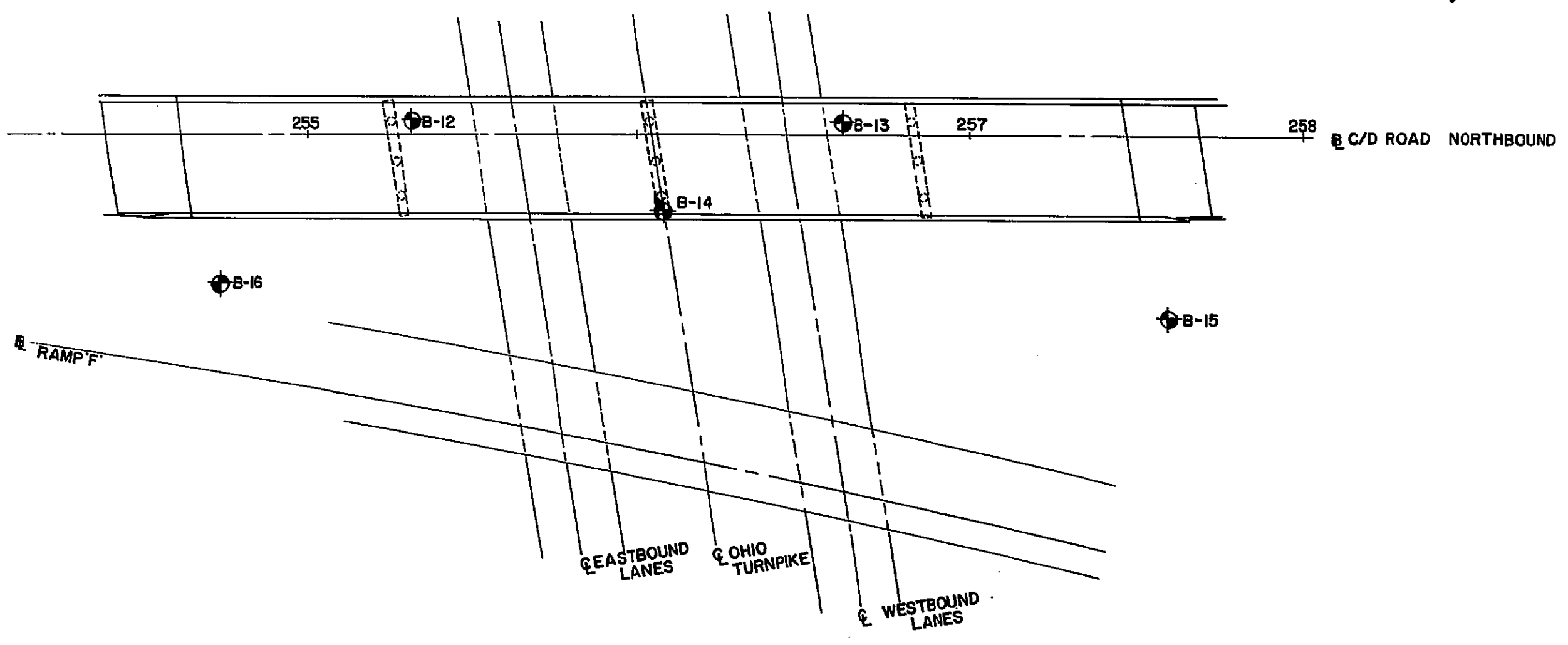
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
SOIL BORINGS
I-75 OVER THE OHIO TURNPIKE
BR. N° W00-75-2877 L & R
WOOD COUNTY
STA. 254+46.15 TO STA. 257+33.71
DATE: 2/90 SCALE: M.T.S.
CIP: 55-90-03 SHEET 5/2 OF



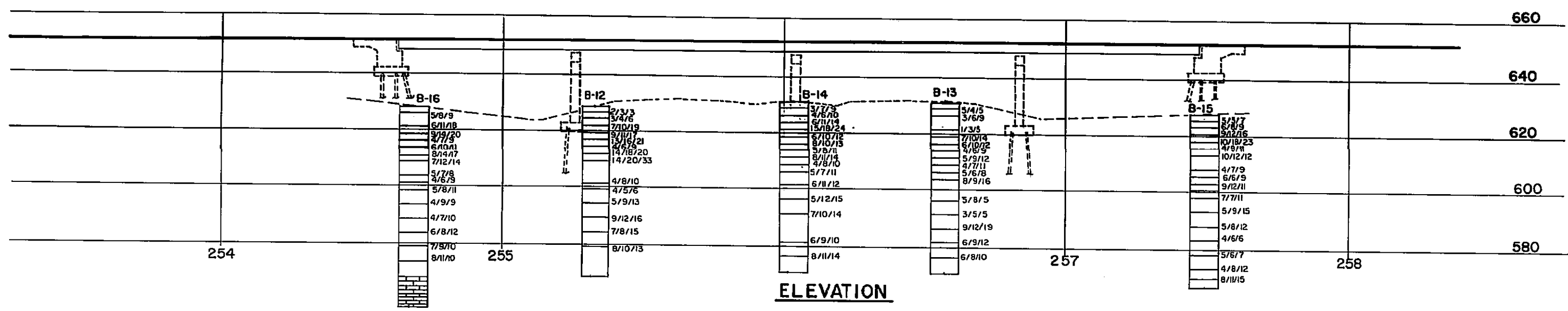


TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 I-75 OVER THE OHIO TURNPIKE
 BR. NO. W00-75-2877 L&R
 WOOD COUNTY
 STA. 254+46.15 TO STA. 257+33.71
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S/3 OF



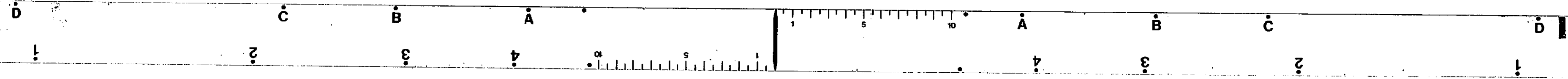


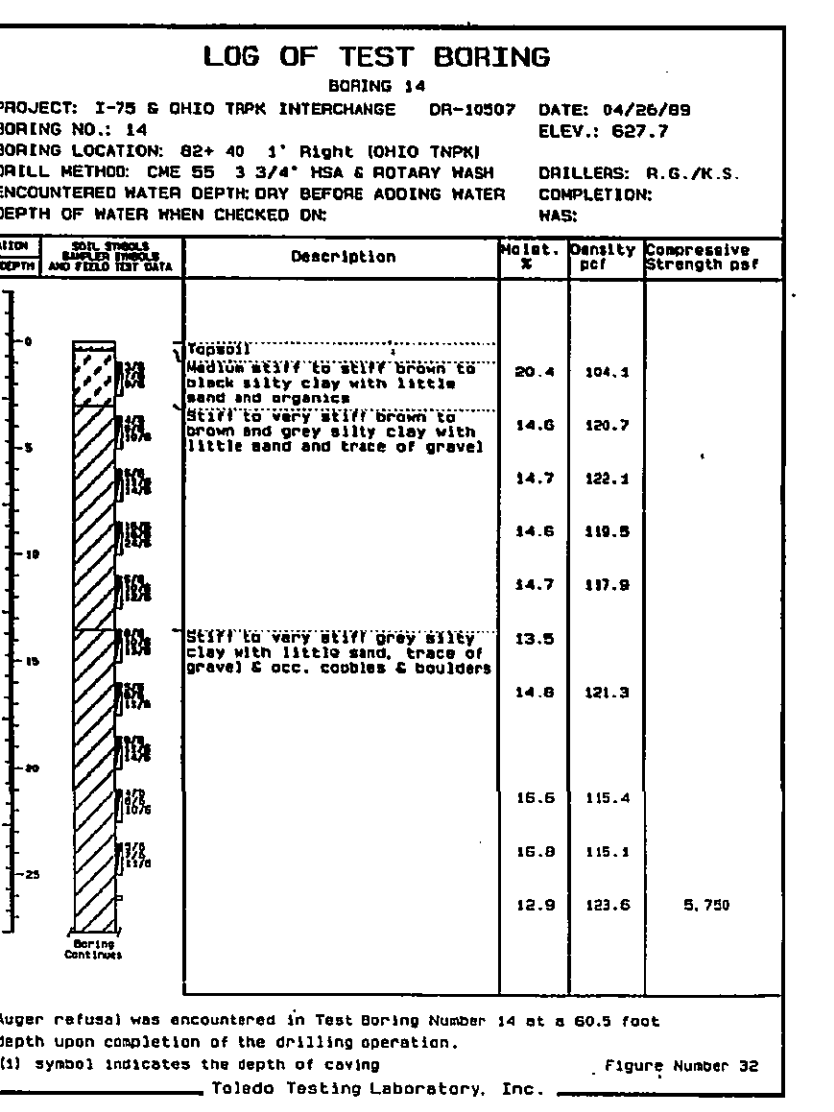
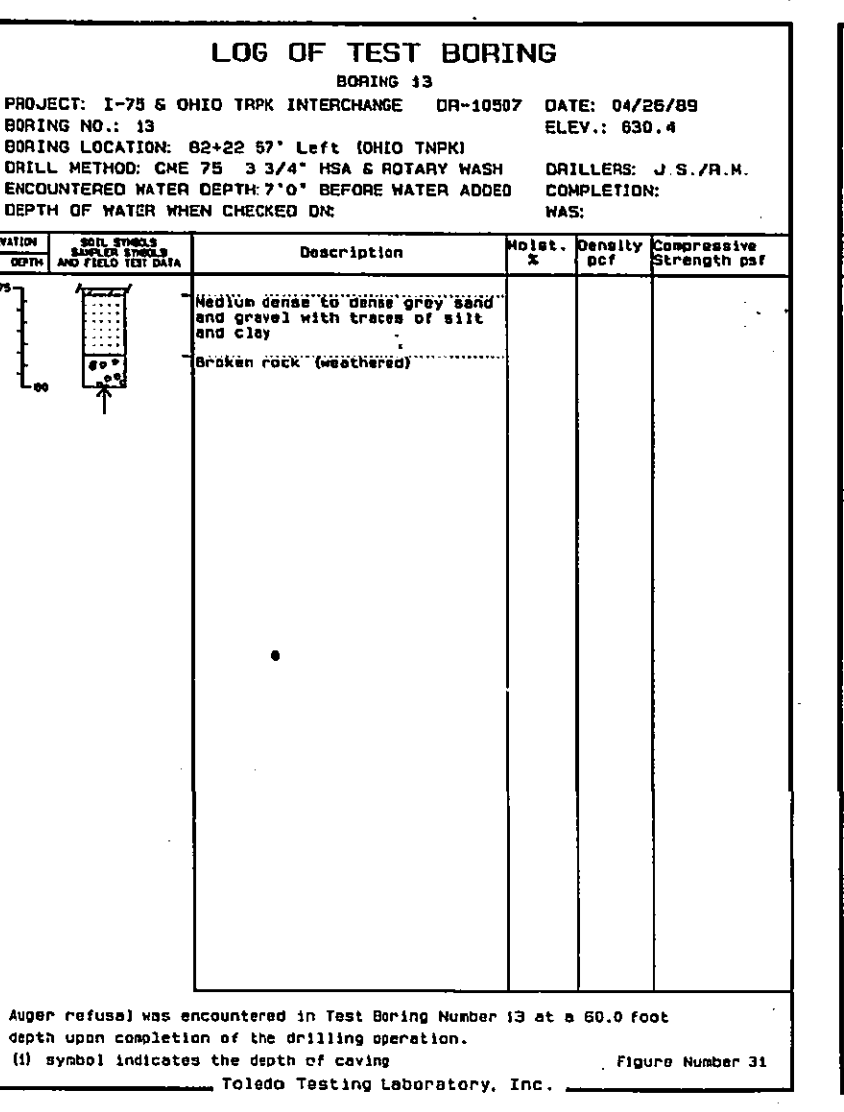
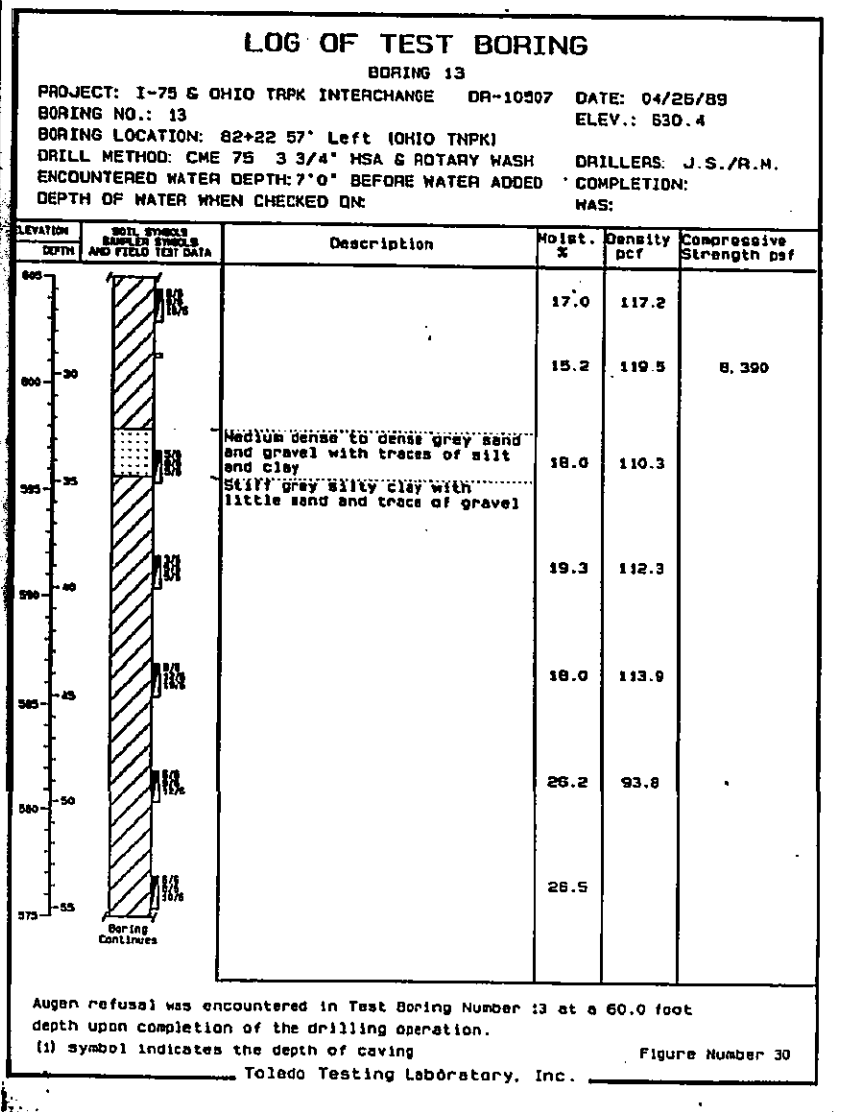
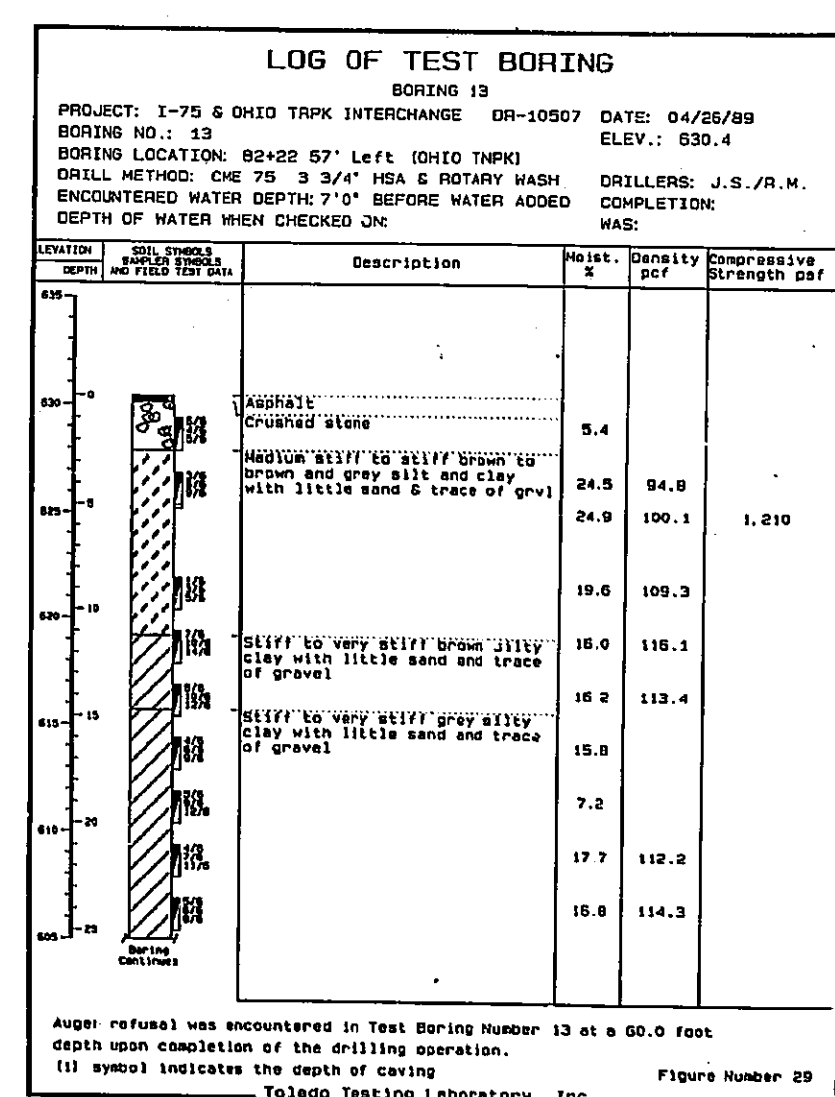
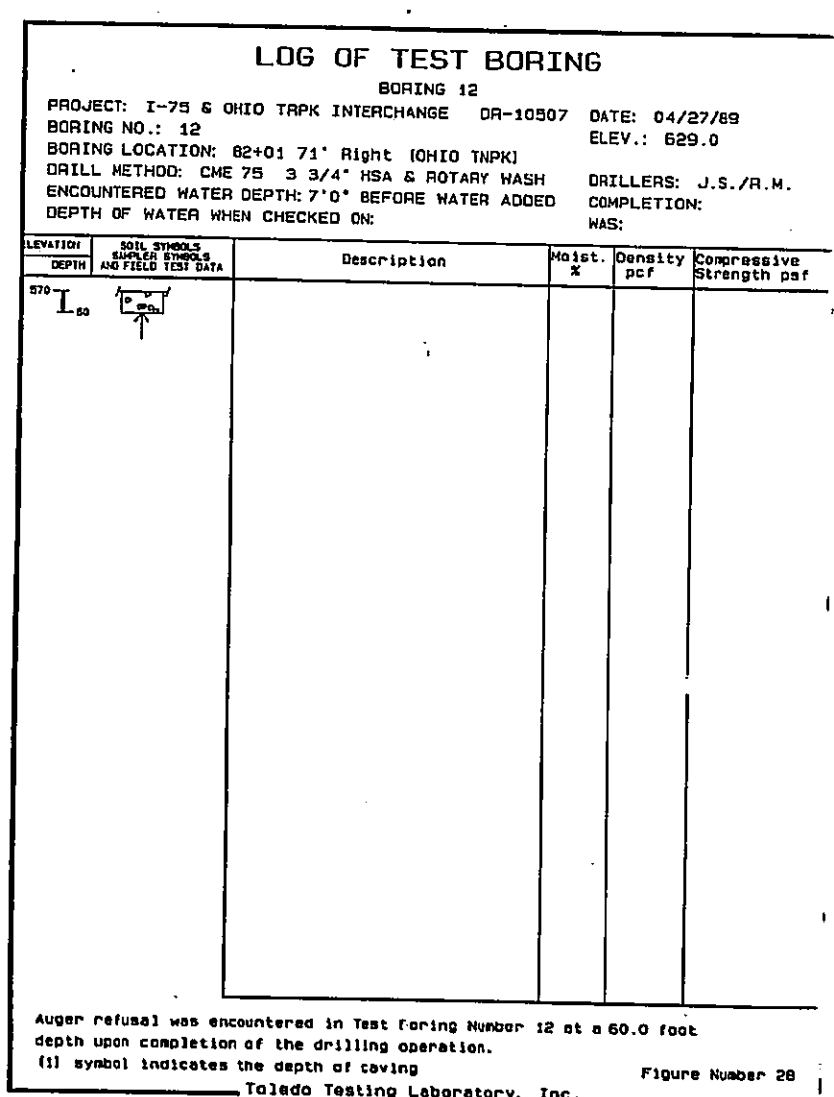
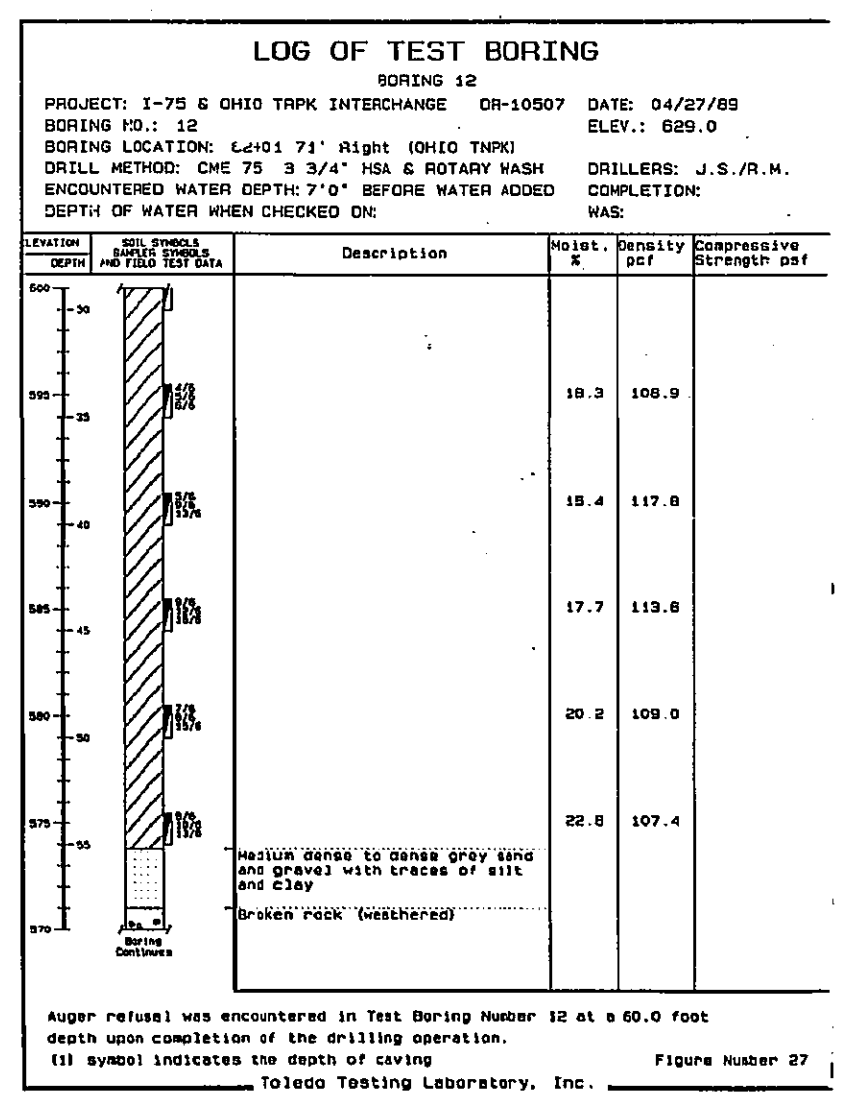
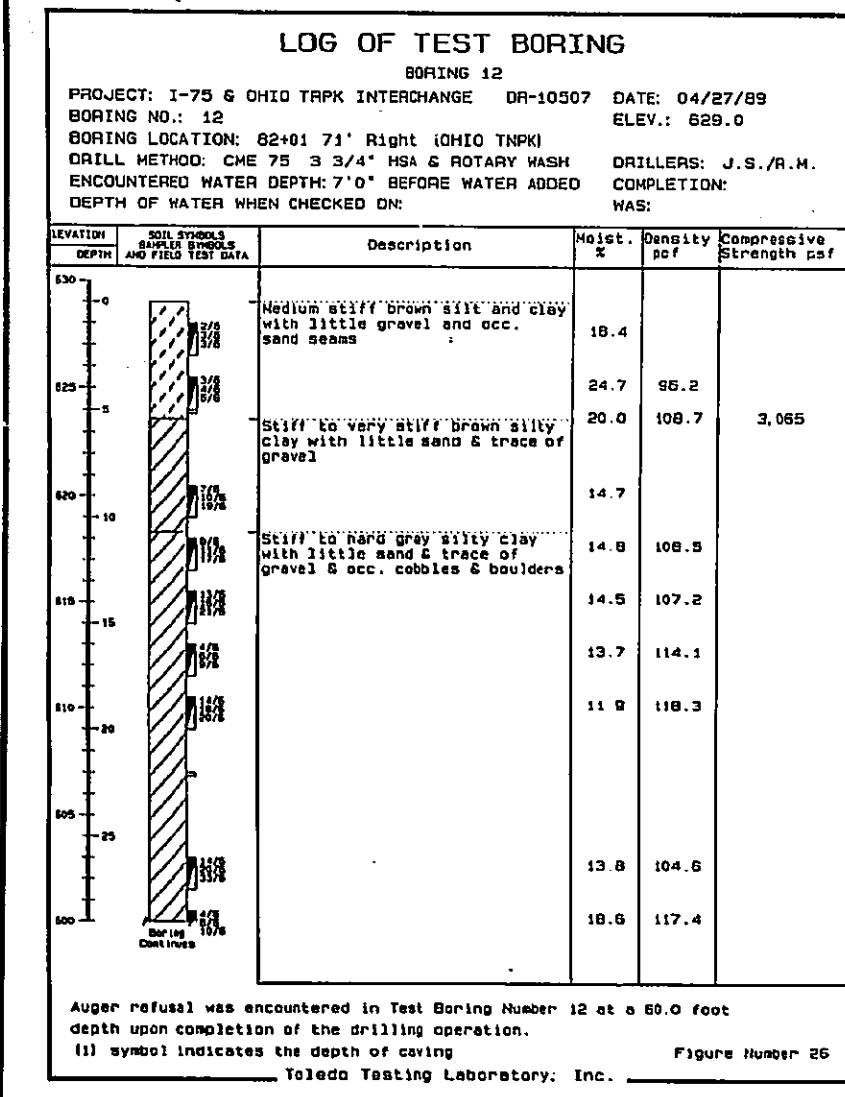
PLAN



ELEVATION

TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
 BR. N° WOOD-75-2878
 WOOD COUNTY
 STA. 254+61.22 TO STA. 257+48.78
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S14 OF





TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 C/D ROAD NORTHBOUND OVER THE
 OHIO TURNPIKE
 BR.# W00-75-2878
 WOOD COUNTY
 STA. 254+61.22 TO STA. 257+48.78
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET 5/5 OF



LOG OF TEST BORING
BORING 14

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 04/26/89
BORING NO.: 14 BORING LOCATION: 82+40 1' Right (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: DRY BEFORE ADDING WATER COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.5			19.6	115.4	
61.3			15.3	121.8	
63.4			13.4	124.4	
62.4			12.4	119.0	2,750
61.3			21.3	109.5	
62.3			22.3	106.6	

Auger refusal was encountered in Test Boring Number 14 at a 60.5 foot depth upon completion of the drilling operation.
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 33

LOG OF TEST BORING
BORING 14

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 04/26/89
BORING NO.: 14 BORING LOCATION: 82+40 1' Right (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: DRY BEFORE ADDING WATER COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.5		broken rock (weathered)			

Auger refusal was encountered in Test Boring Number 14 at a 60.5 foot depth upon completion of the drilling operation.
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 34

LOG OF TEST BORING
BORING 15

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/24/89
BORING NO.: 15 BORING LOCATION: 82+95 145' Left (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: 15'0" COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0		Topsoil	19.4	109.8	
61.0		Medium stiff to very stiff brown silty clay with little to some sand and gravel	14.9	119.9	
62.0		Stiff to very stiff brown silty clay with little sand and gravel	12.9	120.1	
63.0			15.1	121.3	
64.0			15.2	119.5	
65.0			10.0		
66.0		Stiff to very stiff grey silty clay with little sand & trace of gravel & occ. cobbles & boulders	15.0	122.1	5,000
67.0			15.8	120.7	
68.0			16.0	119.9	
69.0			16.0	119.1	
70.0			15.8	118.3	

Auger refusal was encountered in Test Boring Number 15 at a 60.0 foot depth upon completion of the drilling operation.
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 35

LOG OF TEST BORING
BORING 15

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/24/89
BORING NO.: 15 BORING LOCATION: 82+95 145' Left (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: 15'0" COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0			18.0	121.3	
61.0			16.8	118.7	
62.0			15.1	120.6	7,450
63.0			17.1	117.0	
64.0			19.0	114.5	
65.0			16.1	115.9	
66.0			18.1	119.0	

Auger refusal was encountered in Test Boring Number 15 at a 60.0 foot depth upon completion of the drilling operation.
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 36

LOG OF TEST BORING
BORING 15

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/24/89
BORING NO.: 15 BORING LOCATION: 82+95 145' Left (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: 15'0" COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0					

Auger refusal was encountered in Test Boring Number 15 at a 60.0 foot depth upon completion of the drilling operation.
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 37

LOG OF TEST BORING
BORING 16

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/08/89
BORING NO.: 16 BORING LOCATION: 82+40 135' Right (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: DRY BEFORE WATER ADDED COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0		Topsoil	20.1	107.4	
61.0		Medium stiff to very stiff brown to brown and grey silty clay w/ little sand and trace of gravel	19.3	106.4	1,375
62.0			14.4	123.2	
63.0			14.4	121.8	
64.0			14.0	116.4	
65.0		Stiff to very stiff grey silty clay with little sand & trace of gravel & occ. cobbles & boulders	14.2	122.8	
66.0			13.6	123.5	
67.0			12.9	94.2	
68.0			11.8	124.8	8,980
69.0			15.8	120.0	
70.0			16.3	119.7	

Rock Core # 1, RC-1 (60.0'-65.0') 63% recovery & 45X ROD
Rock Core # 2, RC-2 (65.0'-70.0') 82% recovery & 7X ROD
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 38

LOG OF TEST BORING
BORING 16

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/08/89
BORING NO.: 16 BORING LOCATION: 82+40 135' Right (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: DRY BEFORE WATER ADDED COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0			16.0	120.4	
61.0			16.1	118.7	
62.0			15.5	119.7	
63.0			14.6	123.6	
64.0			24.2	104.1	
65.0			23.4	108.7	
66.0		broken rock (weathered)			

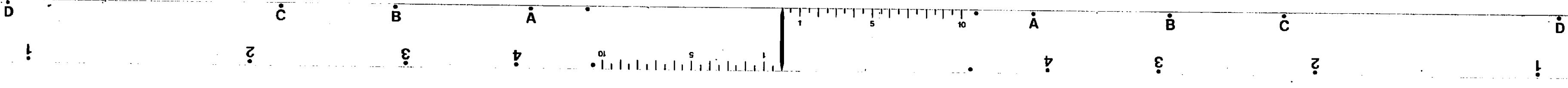
Rock Core # 1, RC-1 (60.0'-65.0') 63% recovery & 45X ROD
Rock Core # 2, RC-2 (65.0'-70.0') 92% recovery & 7X ROD
(1) symbol indicates the depth of caving
Toledo Testing Laboratory, Inc. Figure Number 39

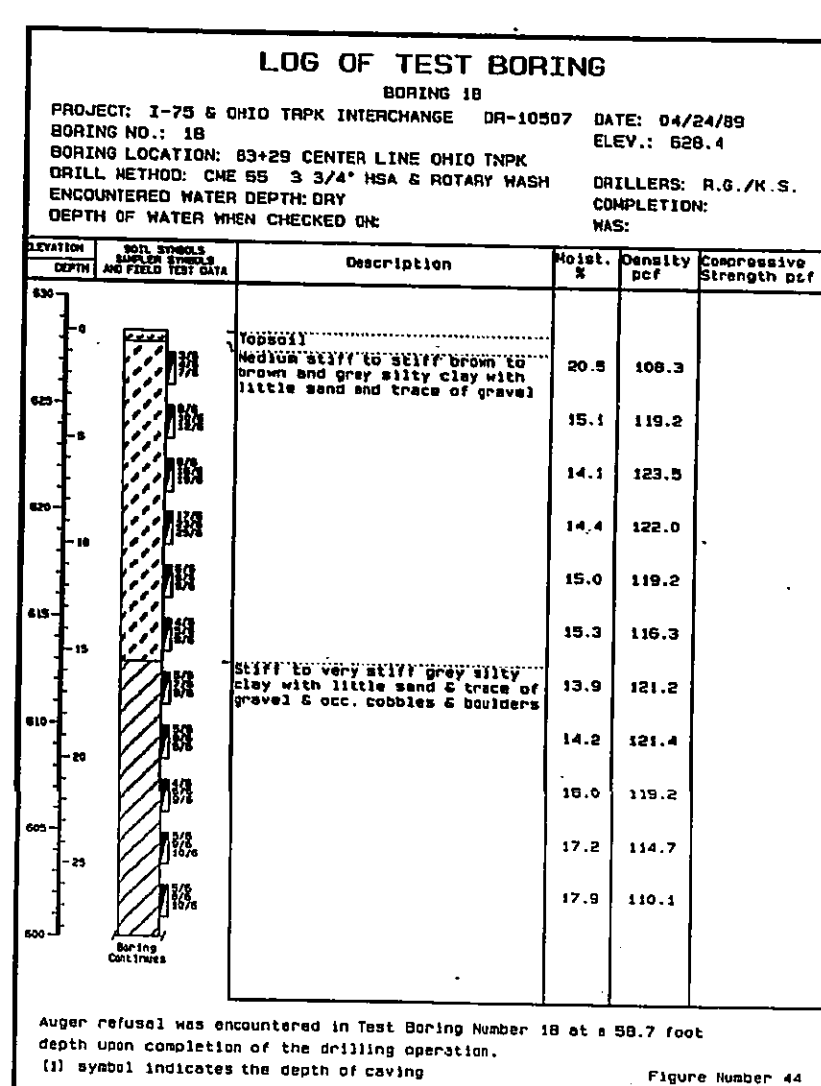
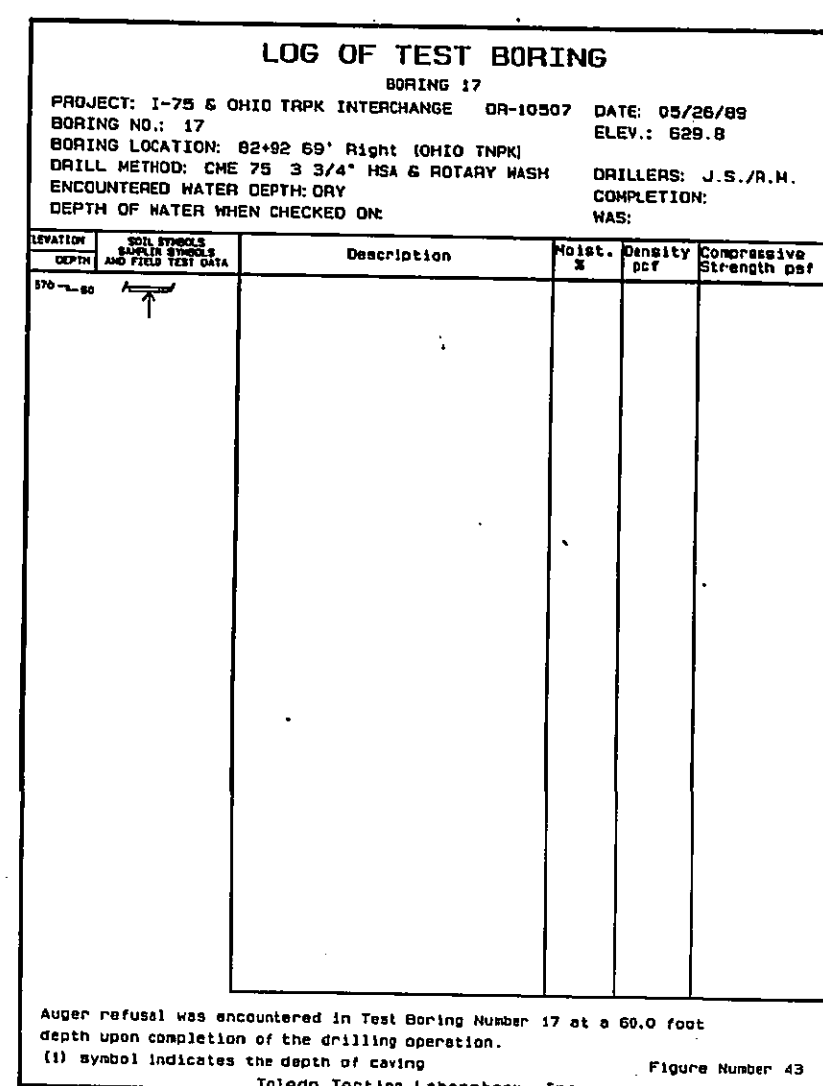
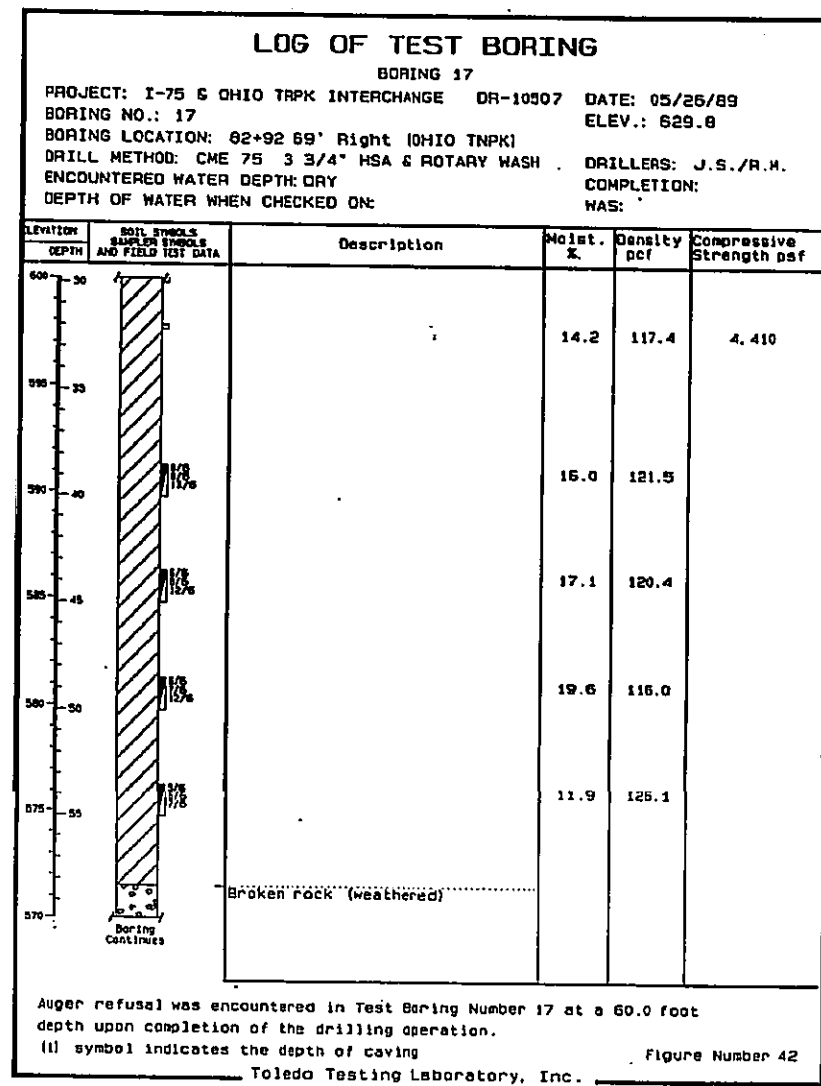
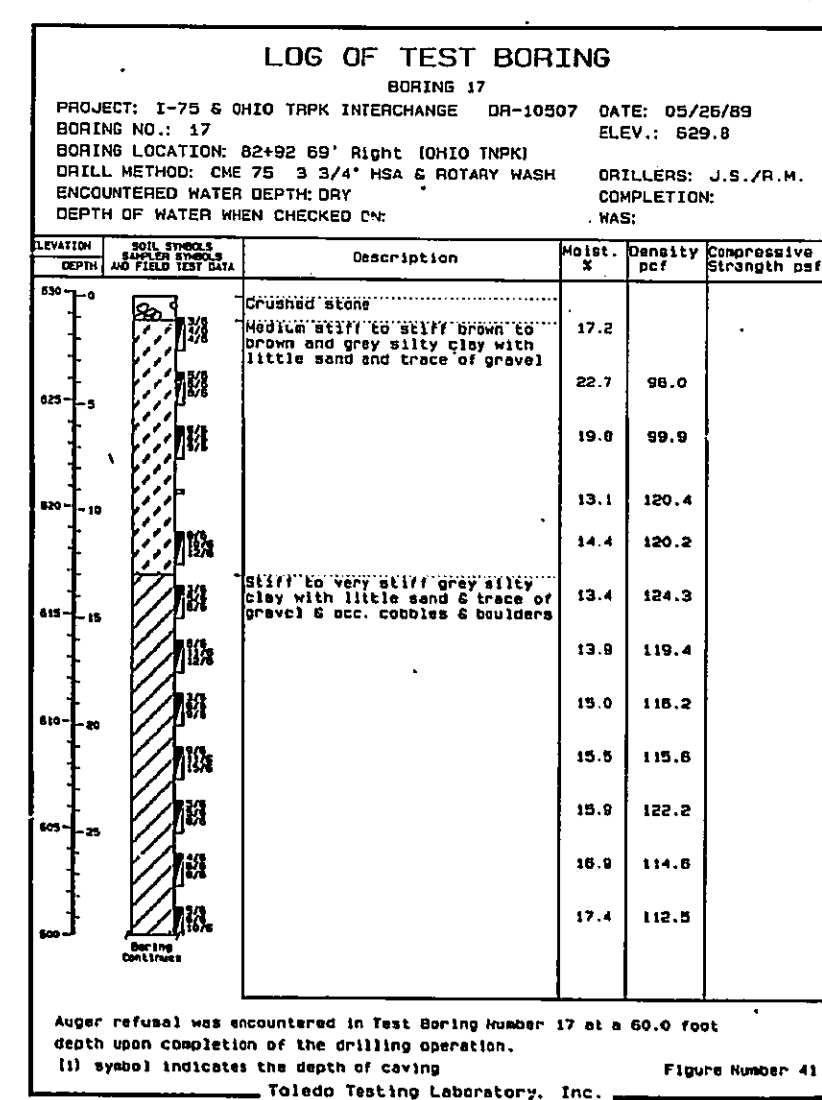
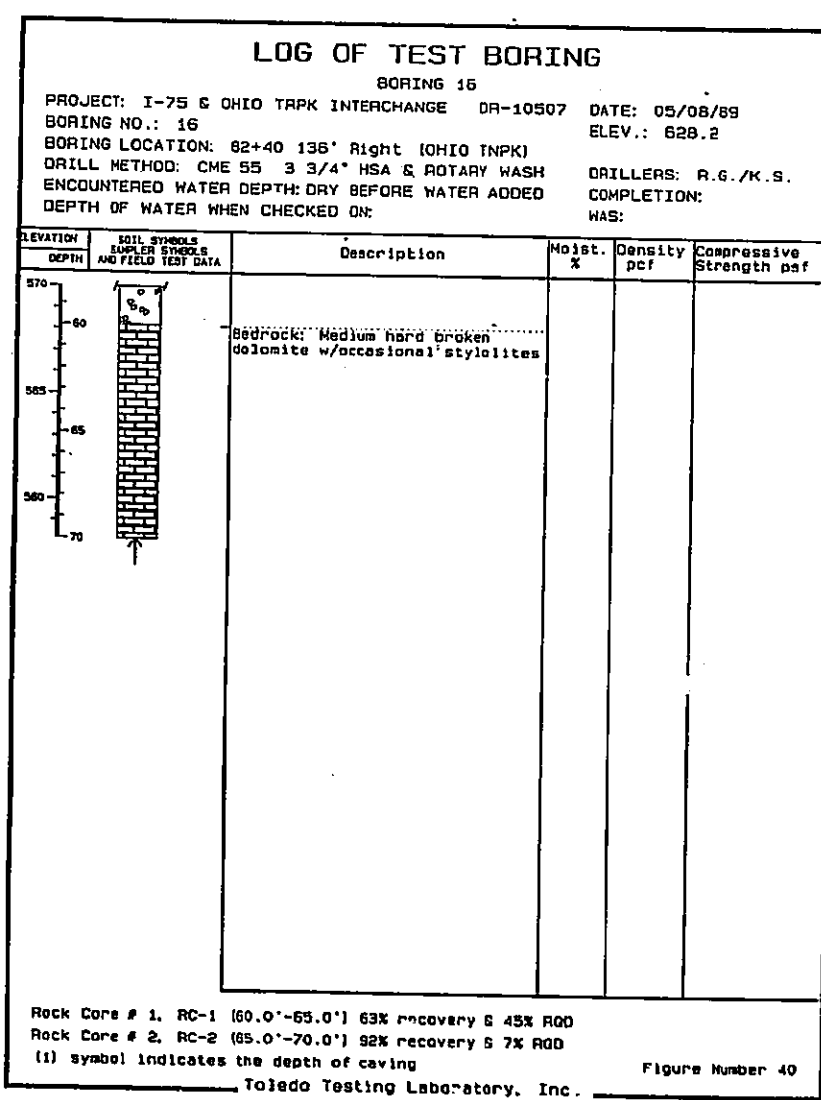
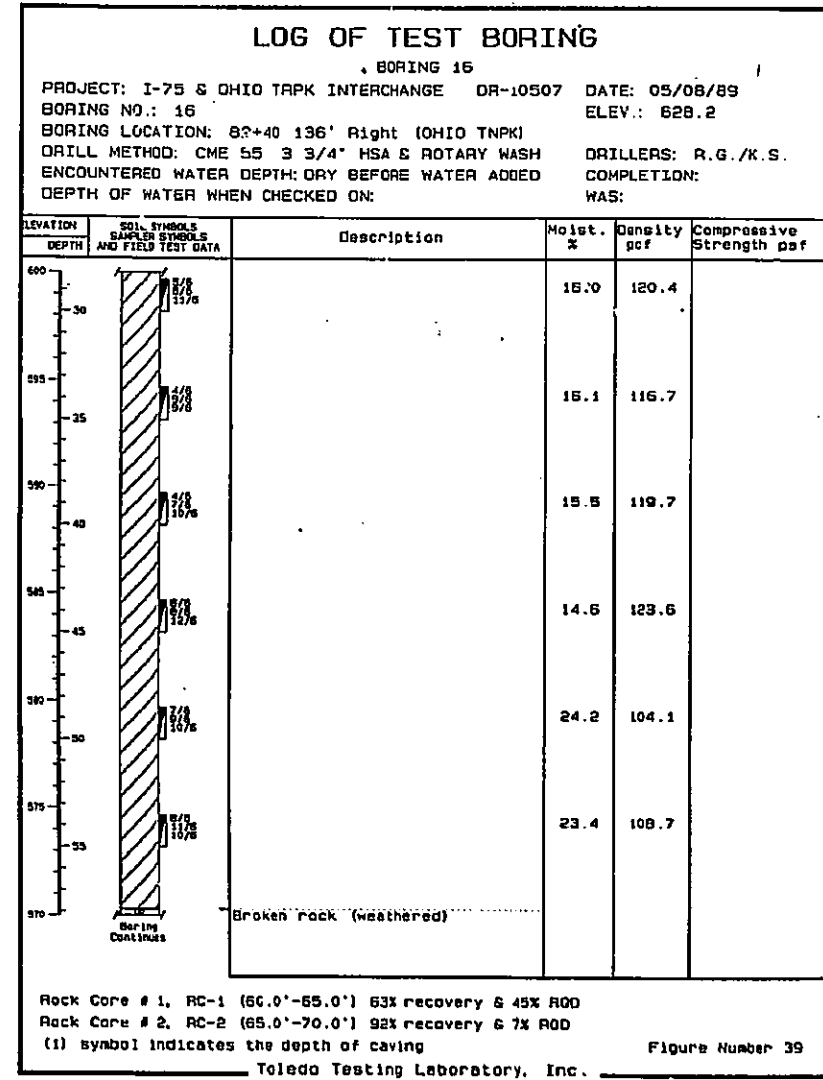
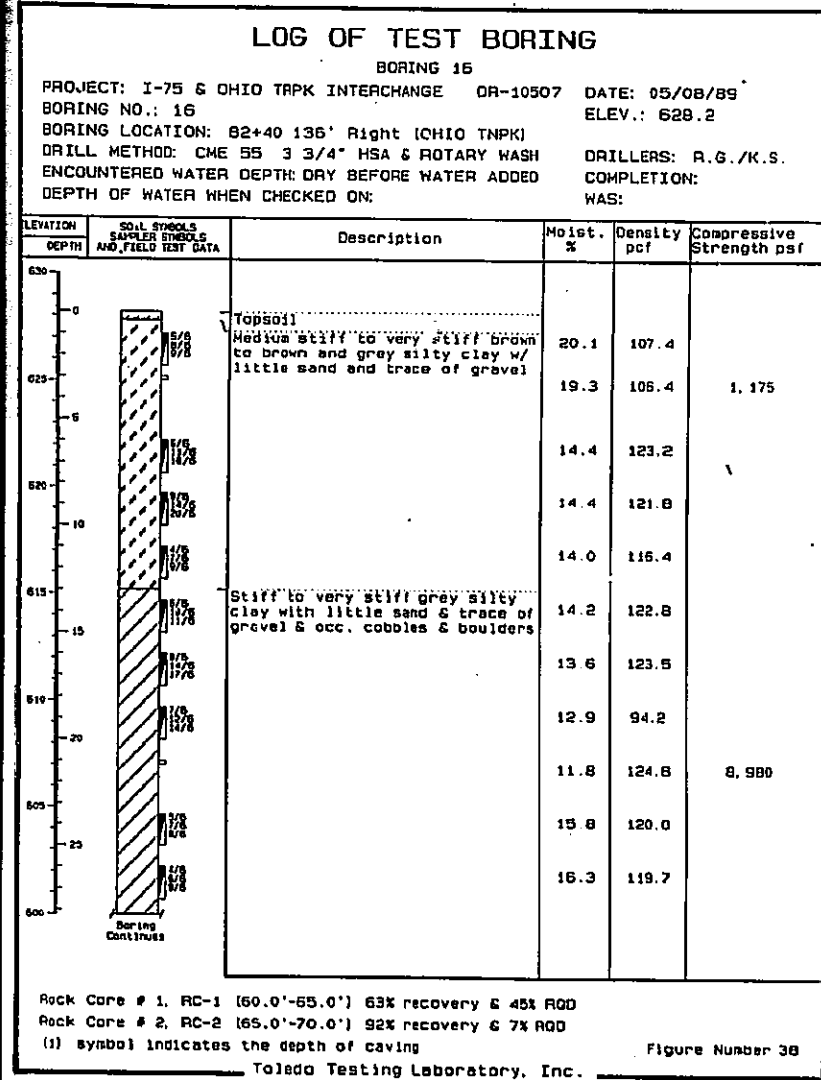
LOG OF TEST BORING
BORING 16

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/08/89
BORING NO.: 16 BORING LOCATION: 82+40 135' Right (OHIO TRPK)
DRILL METHOD: CME 55 3/4" HSA & ROTARY WASH DRILLERS: R.G./K.S.
ENCOUNTERED WATER DEPTH: DRY BEFORE WATER ADDED COMPLETION:
DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
60.0		bedrock: Medium hard broken dolomite w/occasional stylolites			

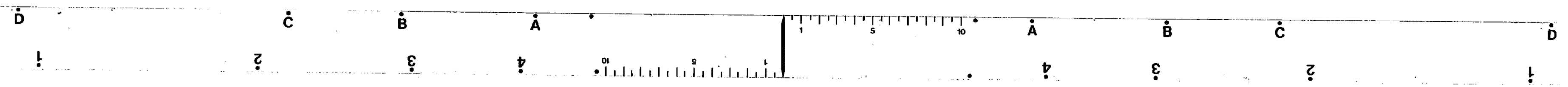
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
SOIL BORINGS
C/D ROAD NORTHBOUND OVER THE OHIO TURNPIKE
BR. # W00-75-2878
WOOD COUNTY
STA. 254+61.22 TO STA. 257+48.78
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 516 OF

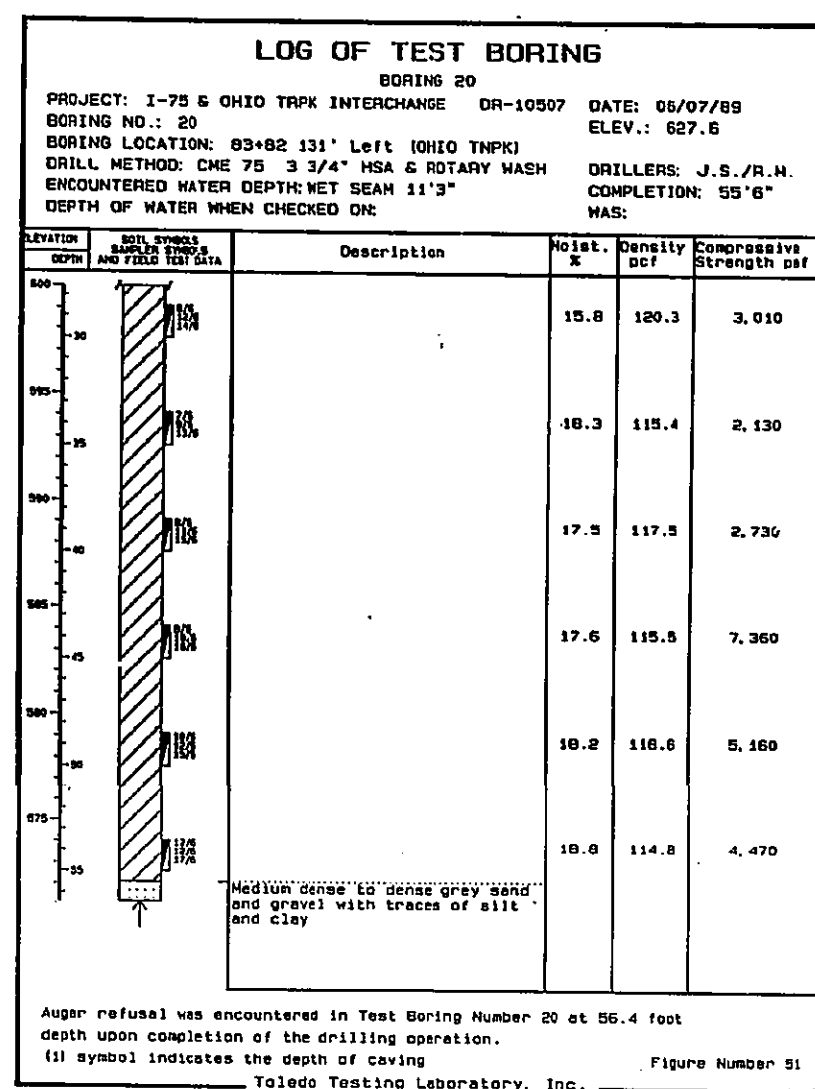
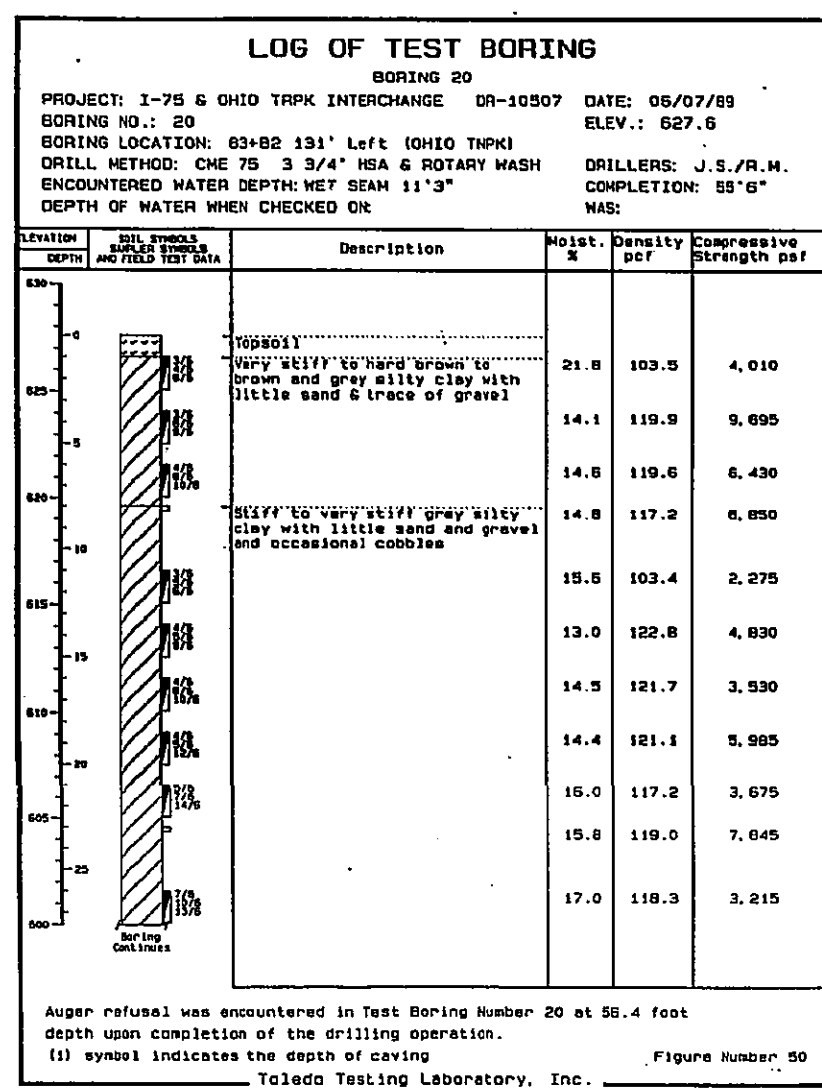
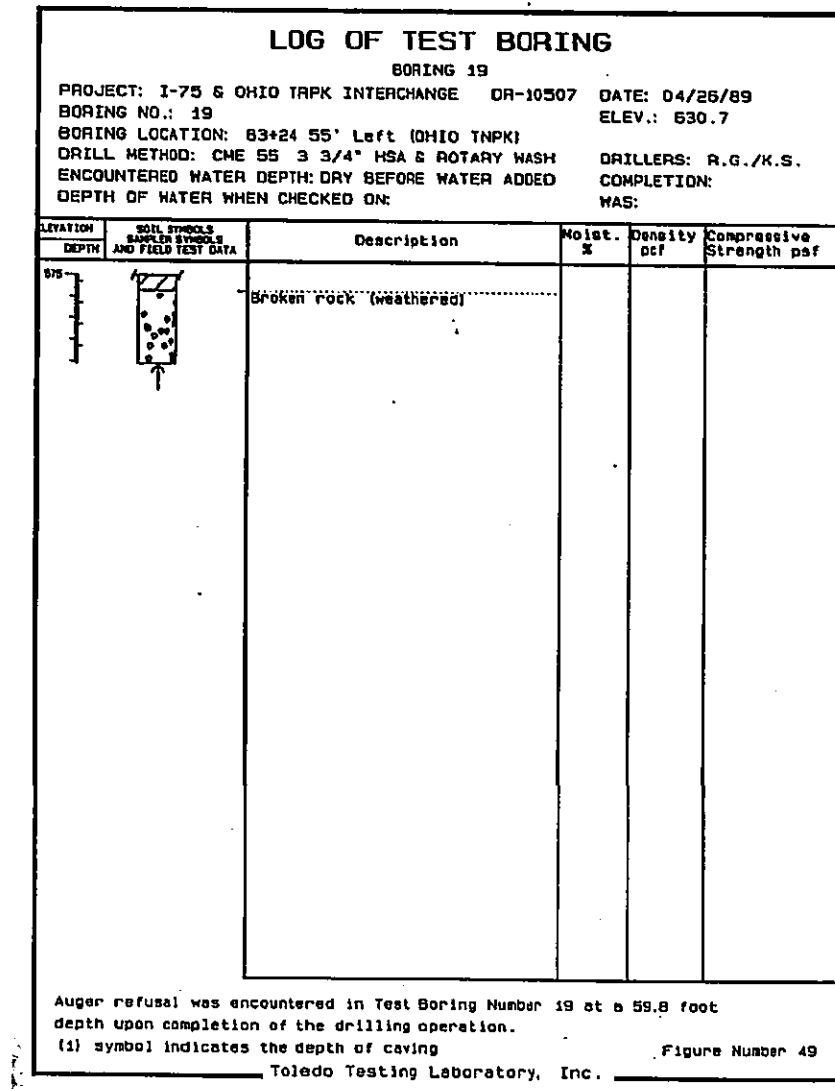
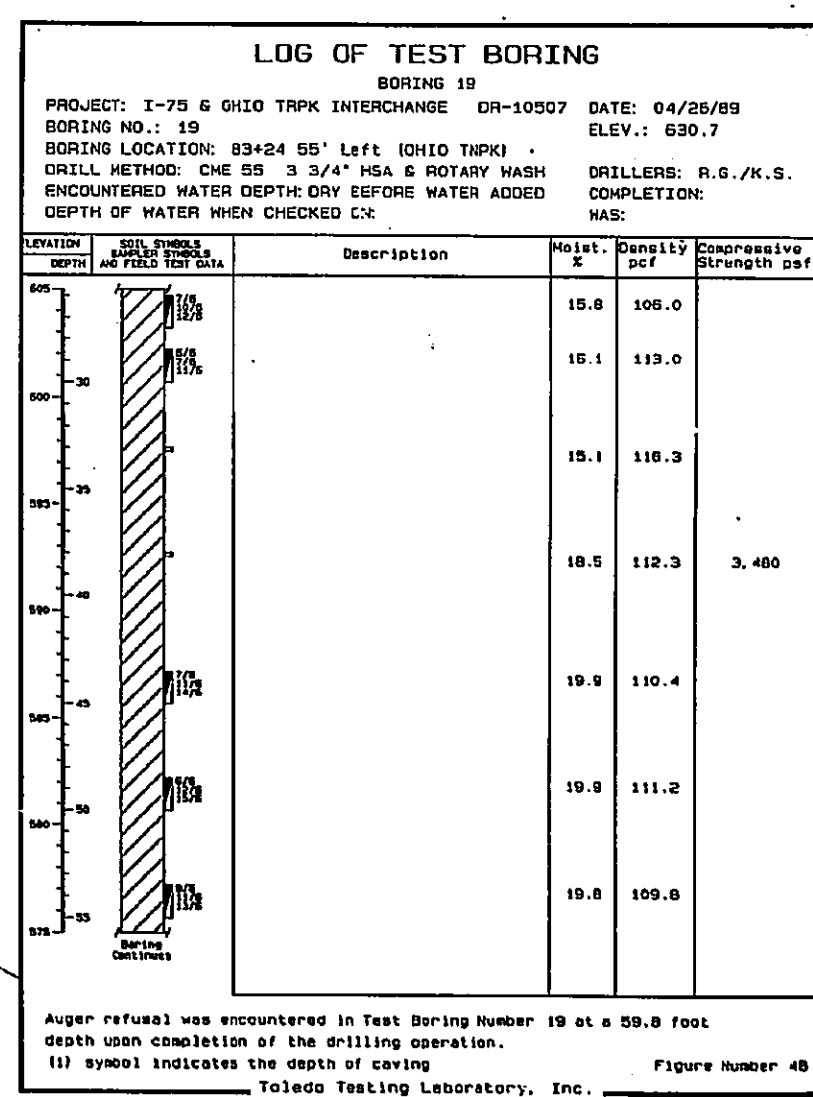
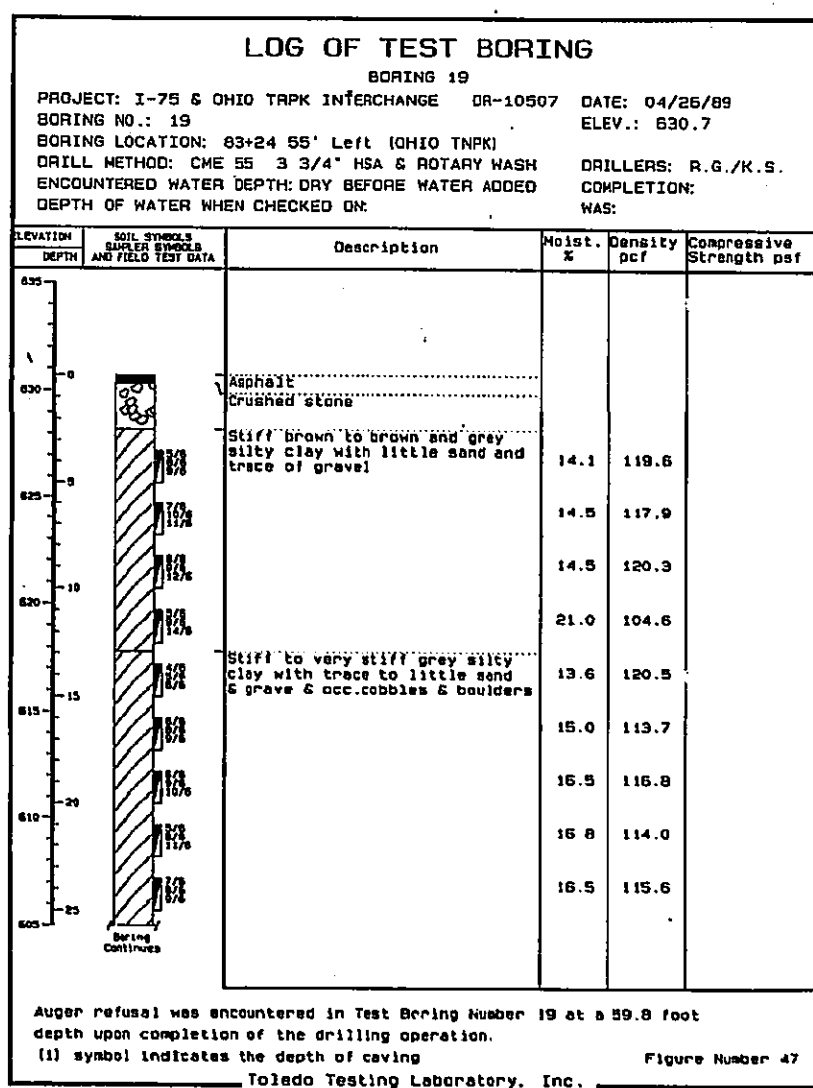
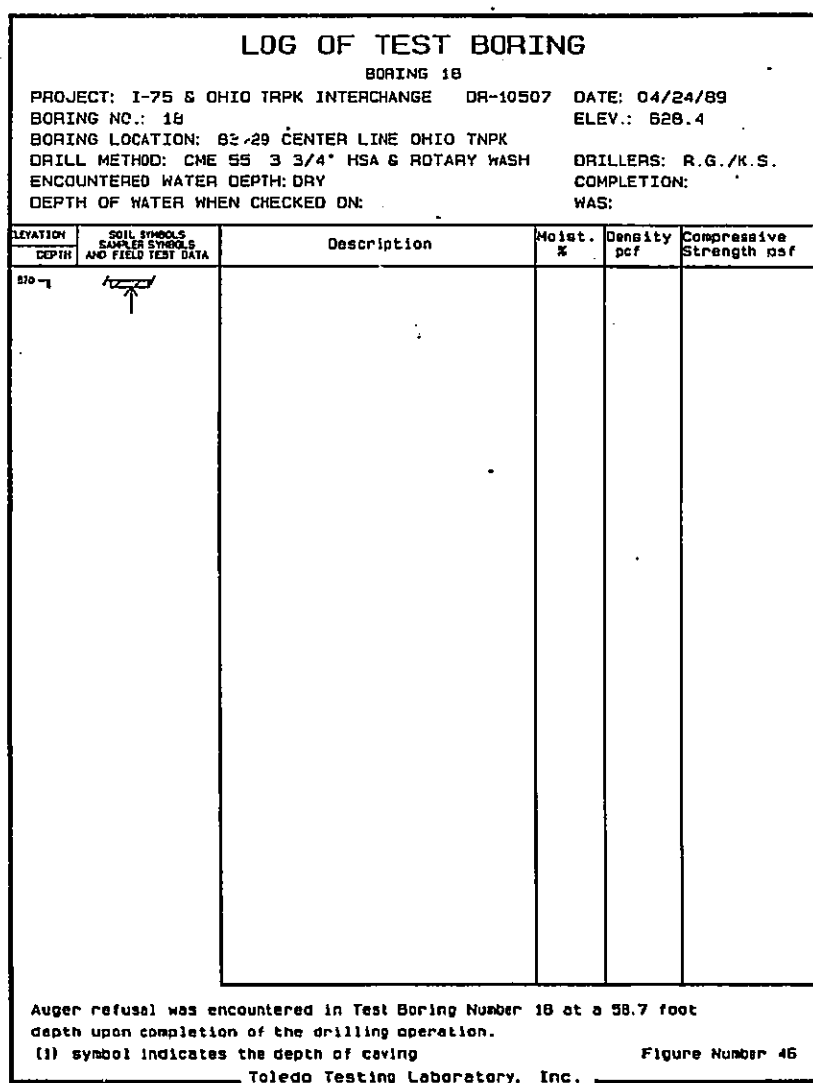
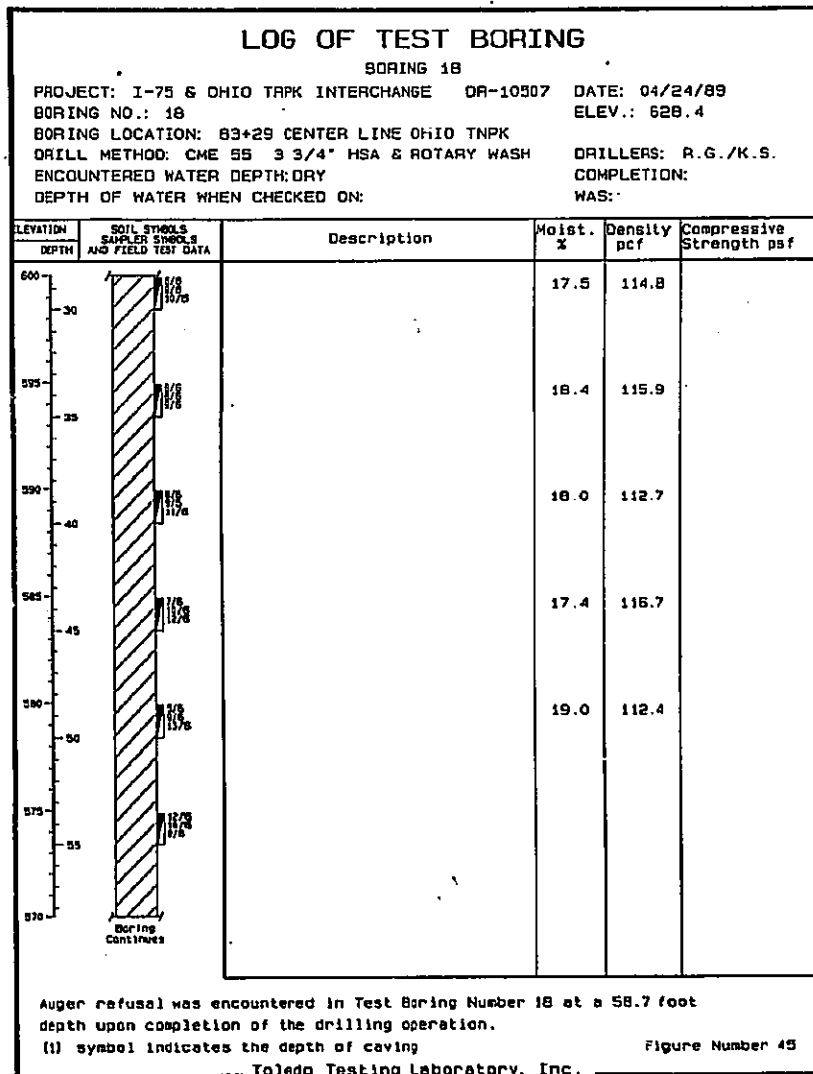




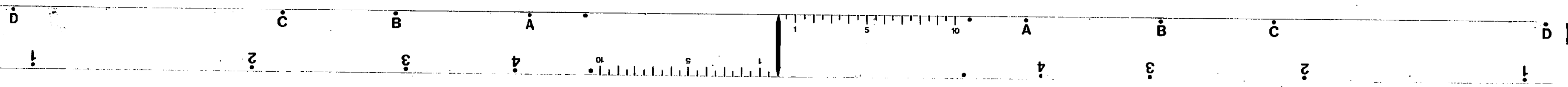
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 RAMP OVER THE OHIO TURNPIKE
 BR. N° W00-75-2880
 WOOD COUNTY
 STA. 154+90.34 TO STA. 157+65.71
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET 5/8 OF

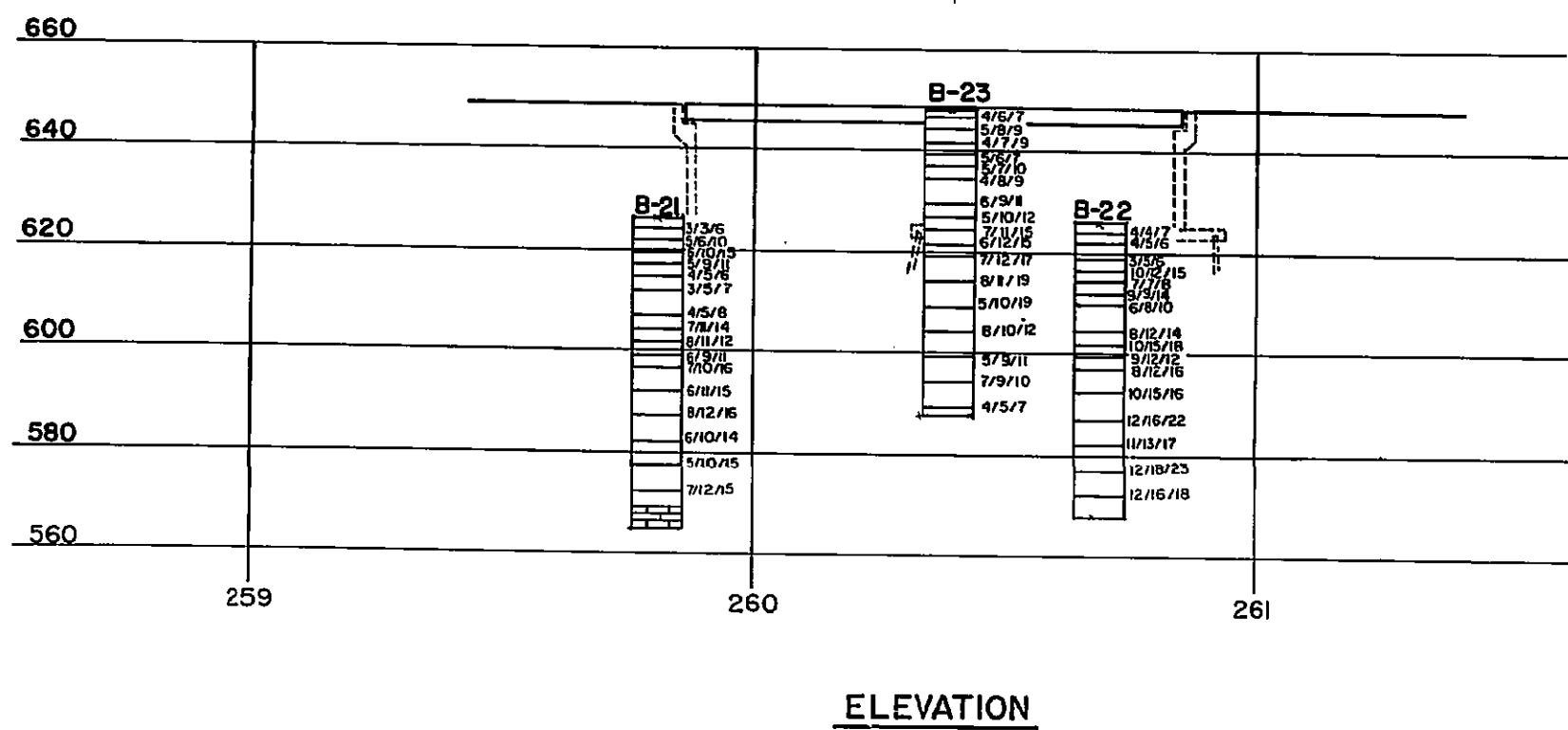
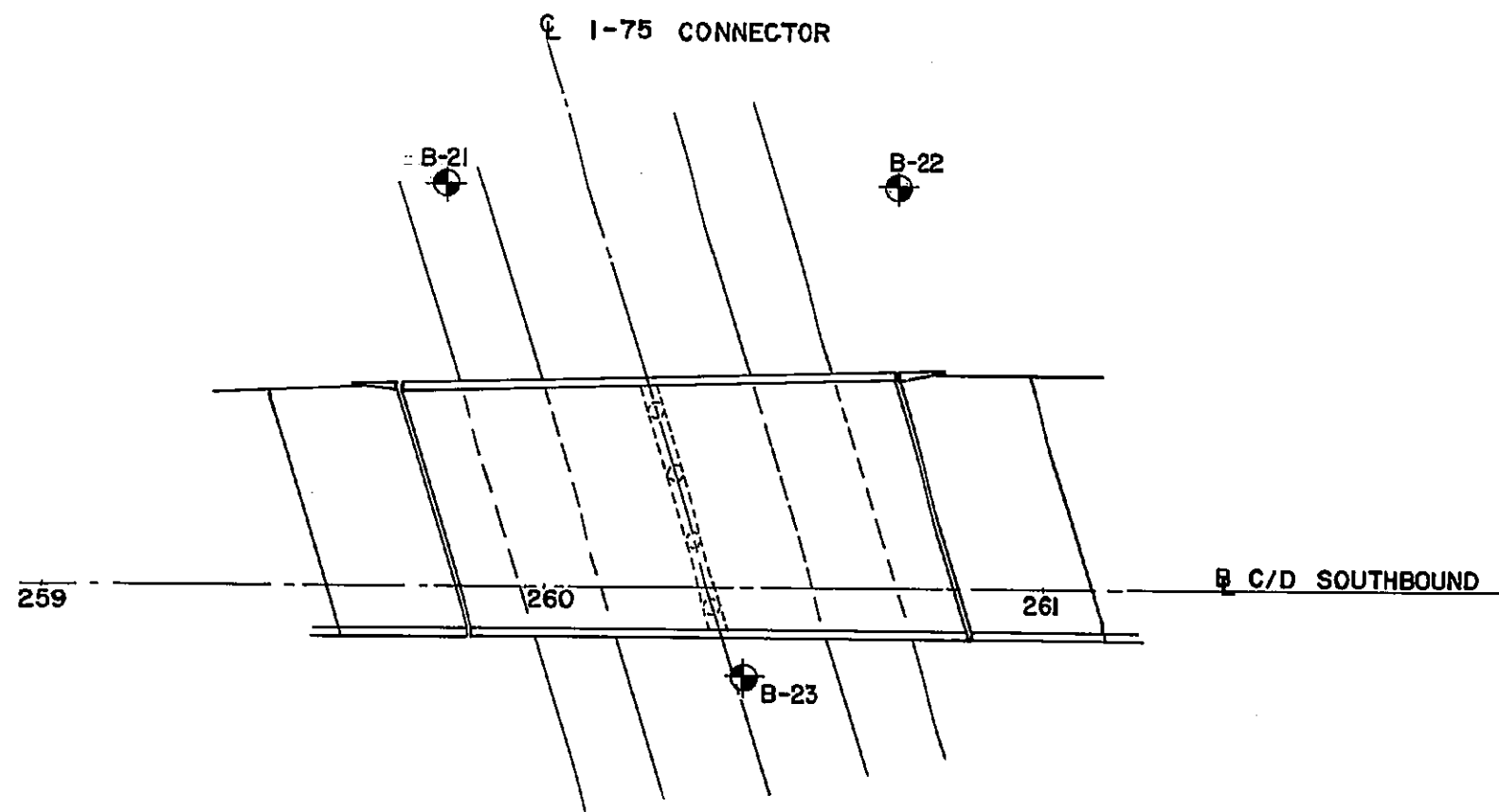
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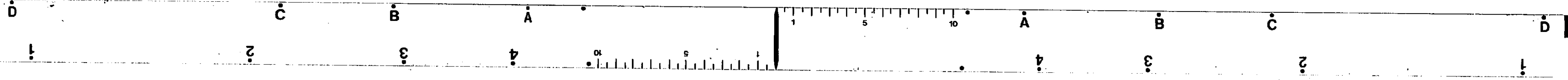


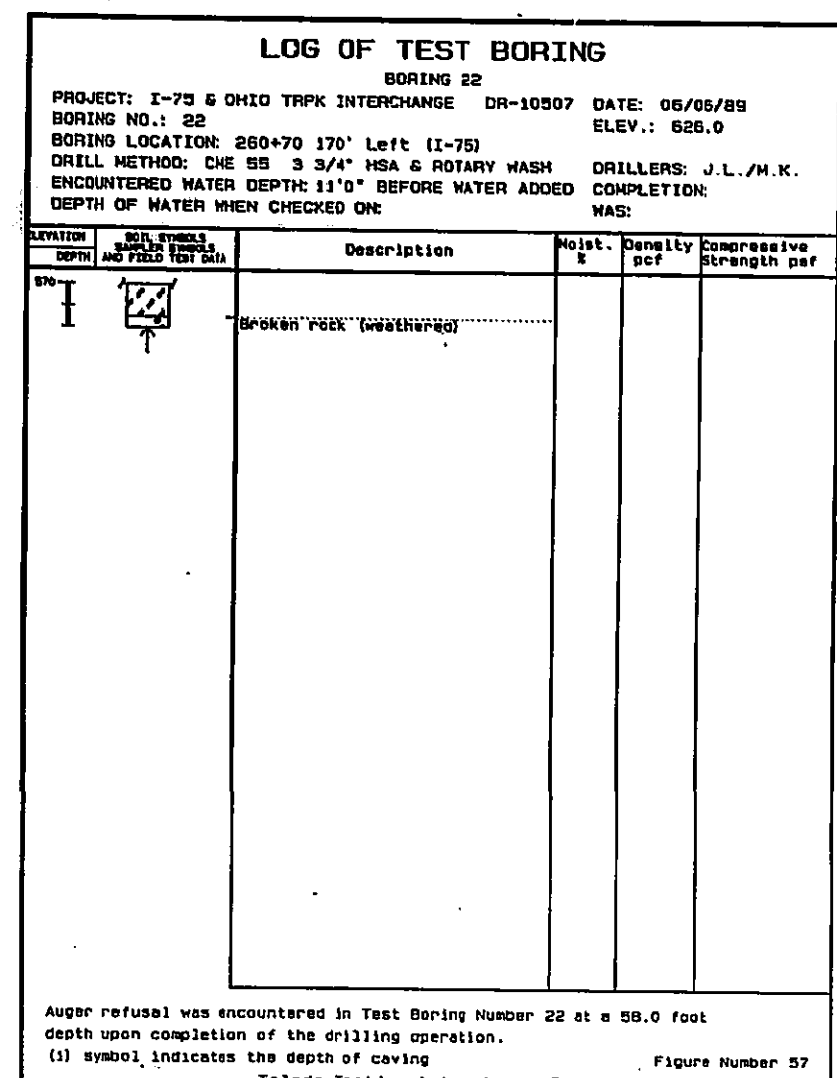
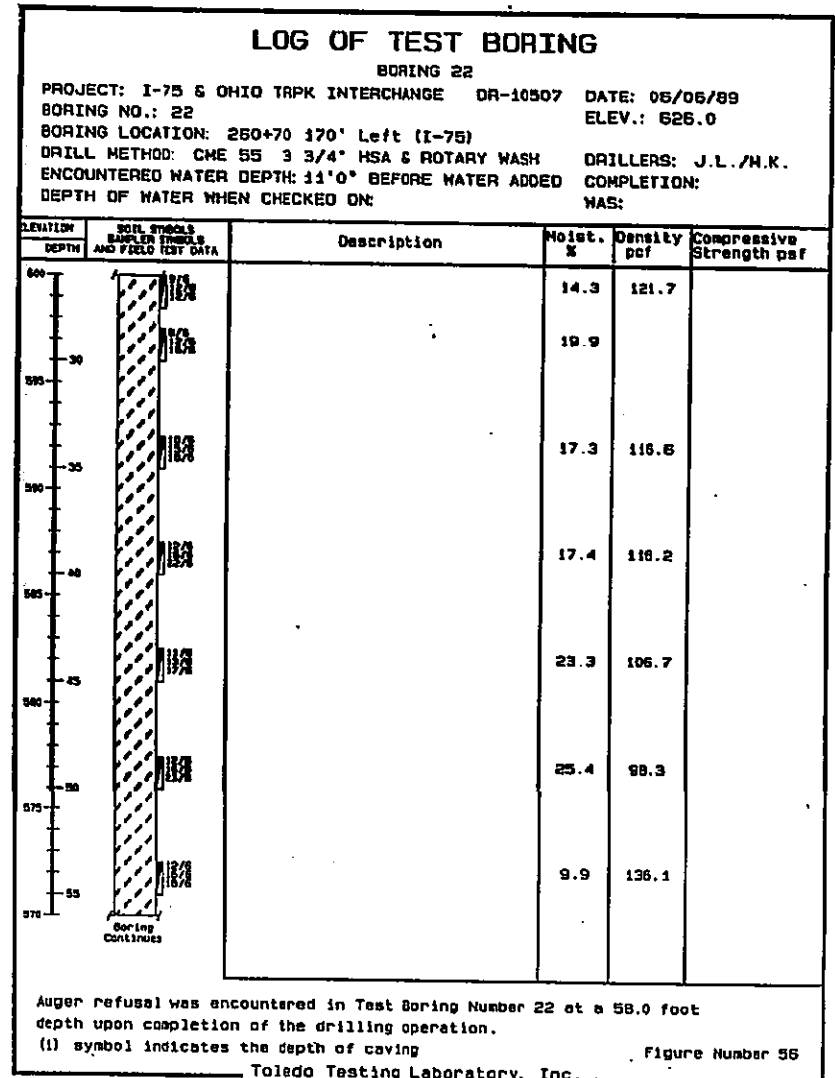
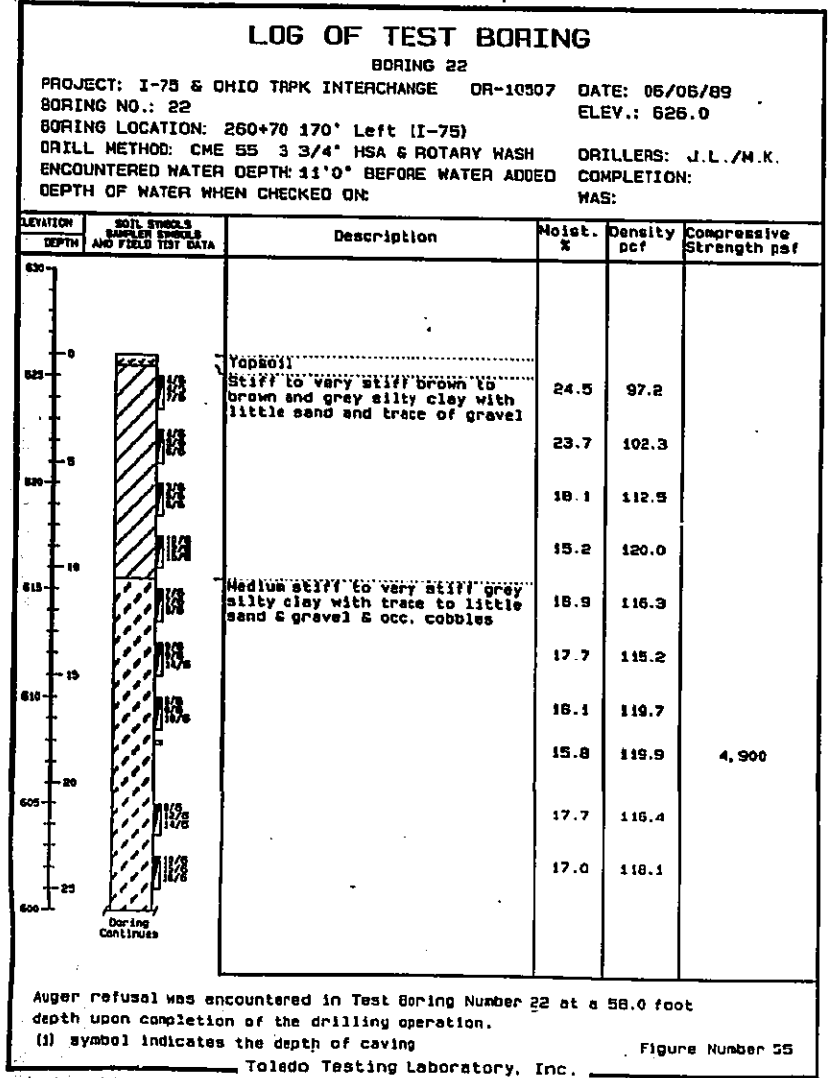
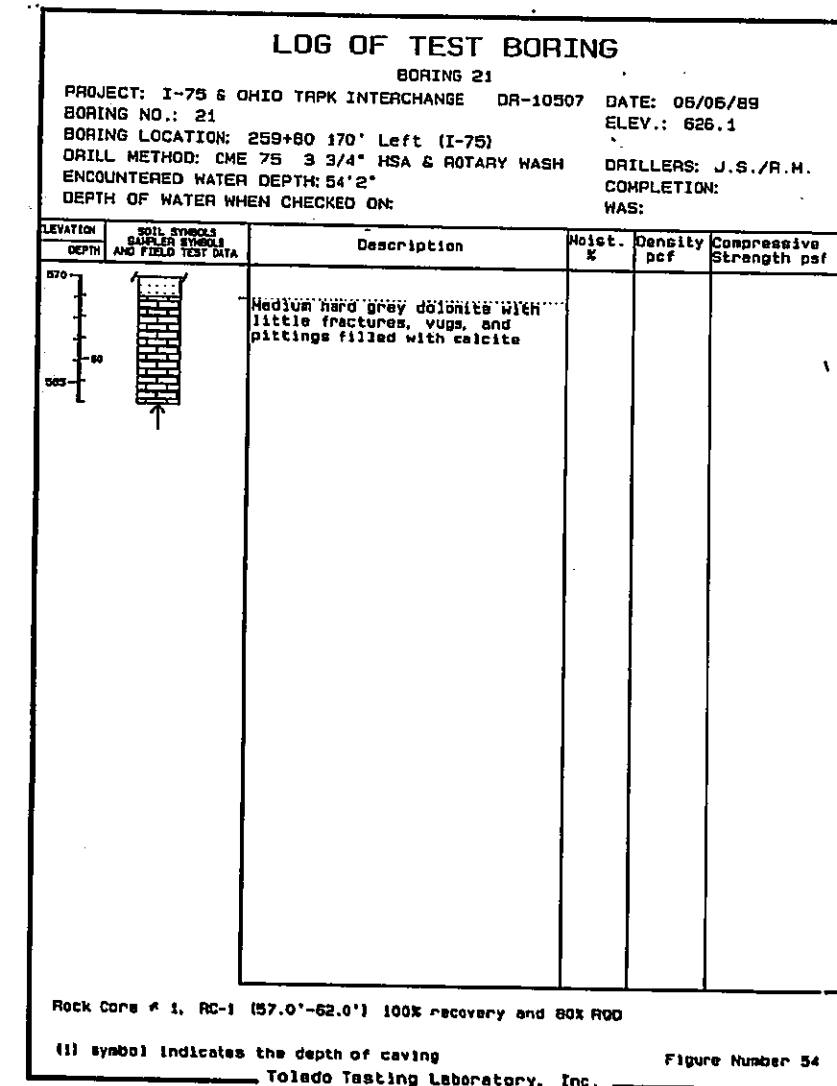
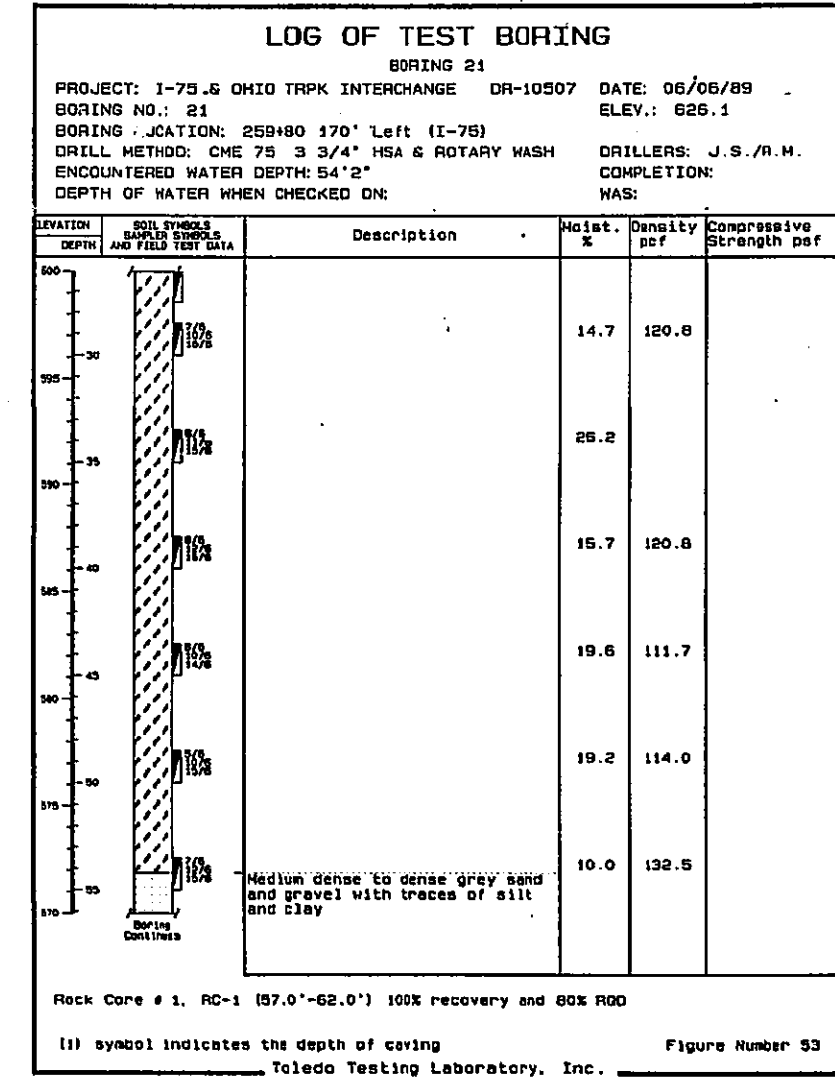
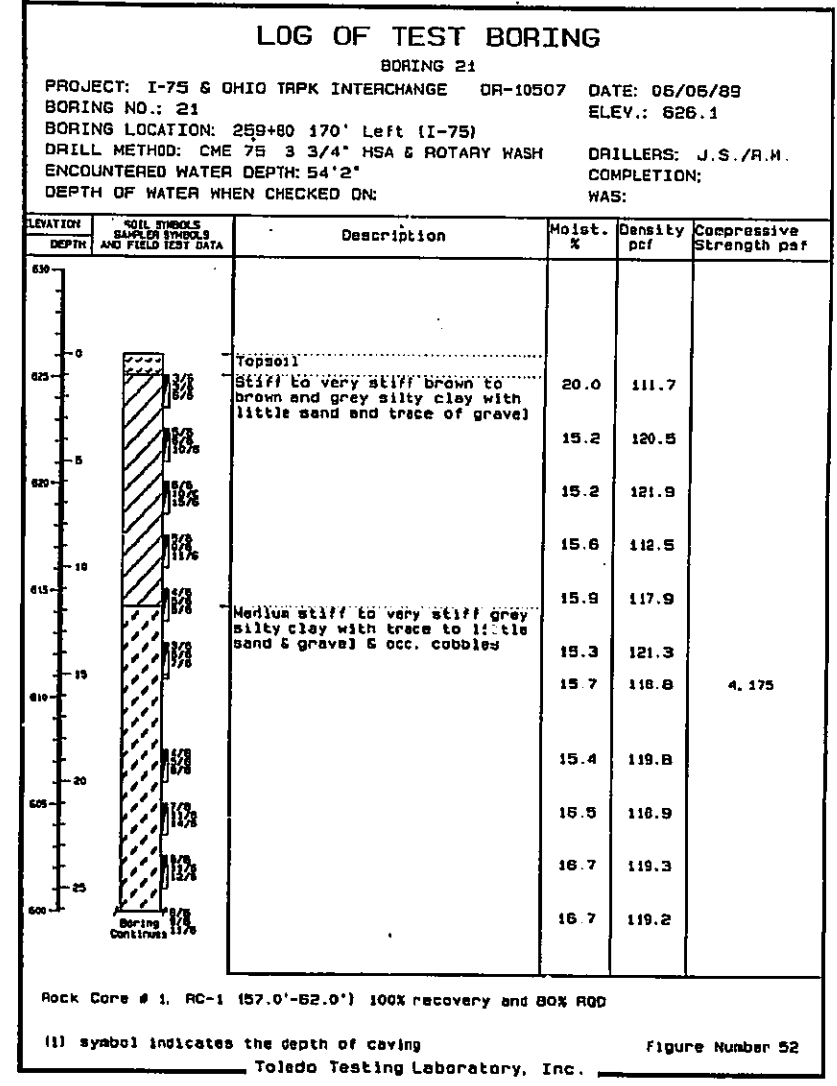
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 RAMP F OVER THE
 OHIO TURNPIKE
 BR. N° W00-75-2880
 WOOD COUNTY
 STA. 154+90.34 TO STA. 157+65.71
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET 5/9 OF





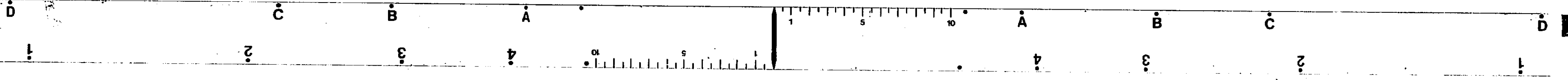
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OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 C/D ROAD SOUTHBOUND OVER
 THE I-75 CONNECTOR
 BR. N° WOO-75-2888
 WOOD COUNTY
 STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S20 OF

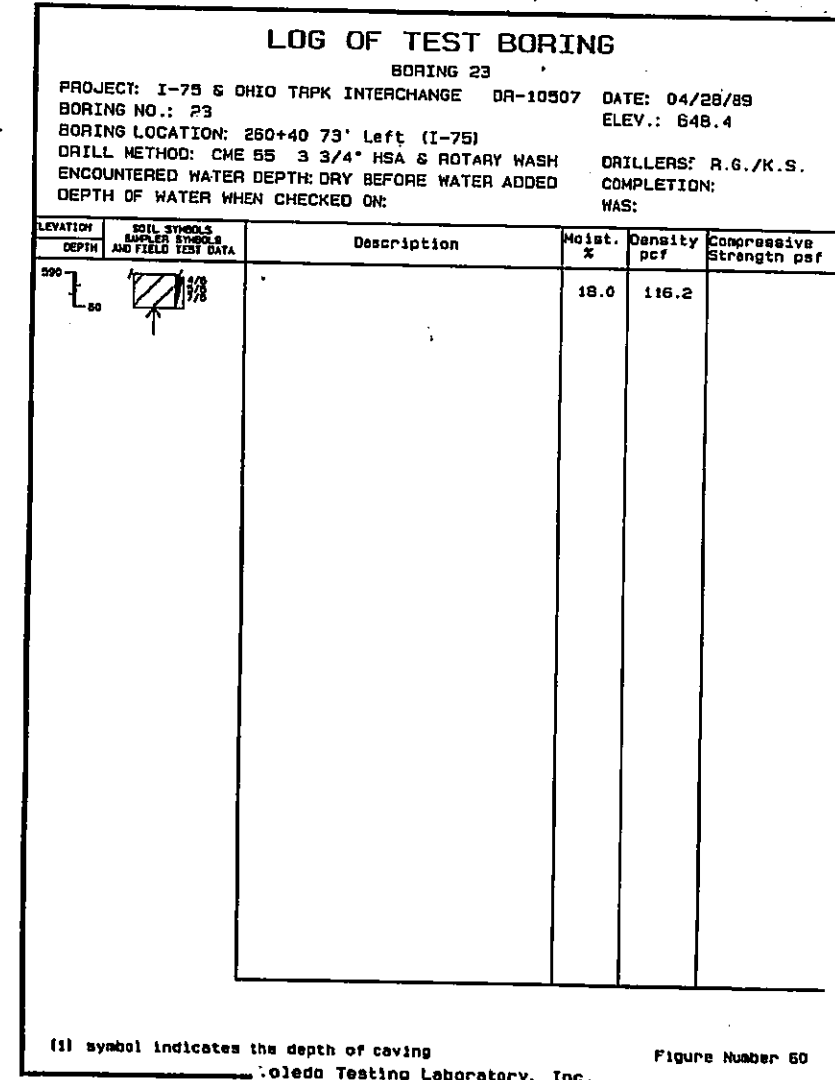
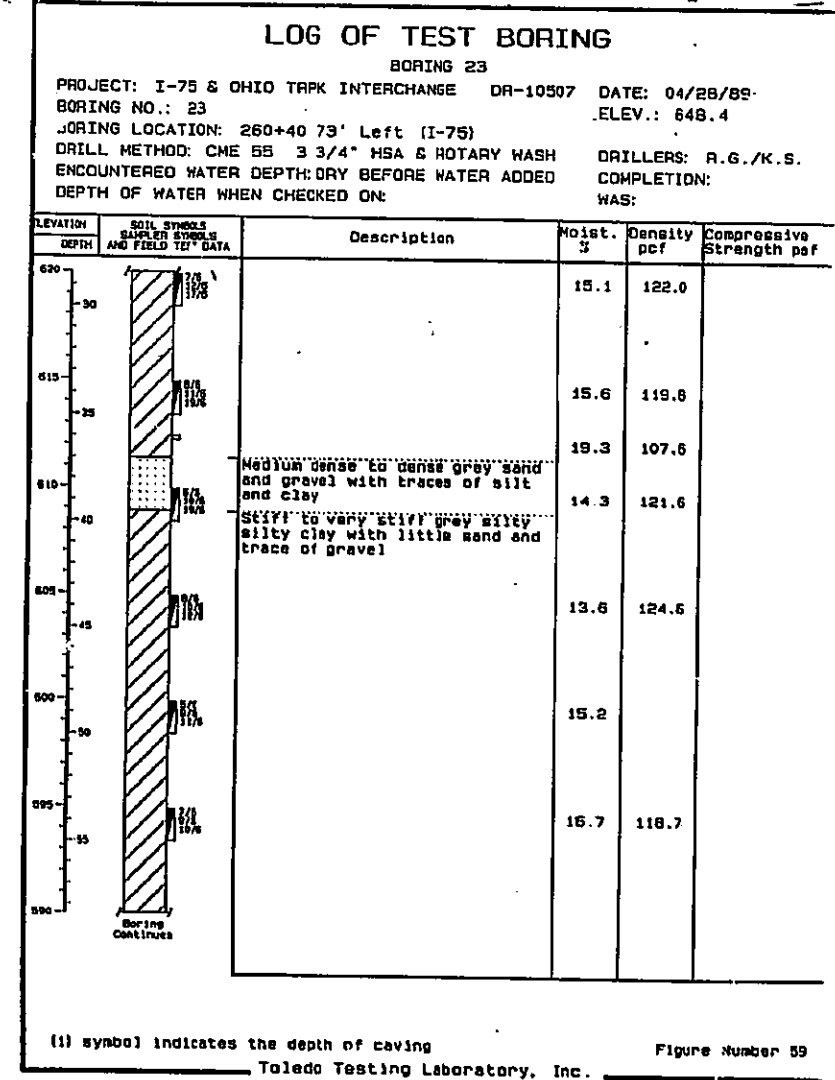
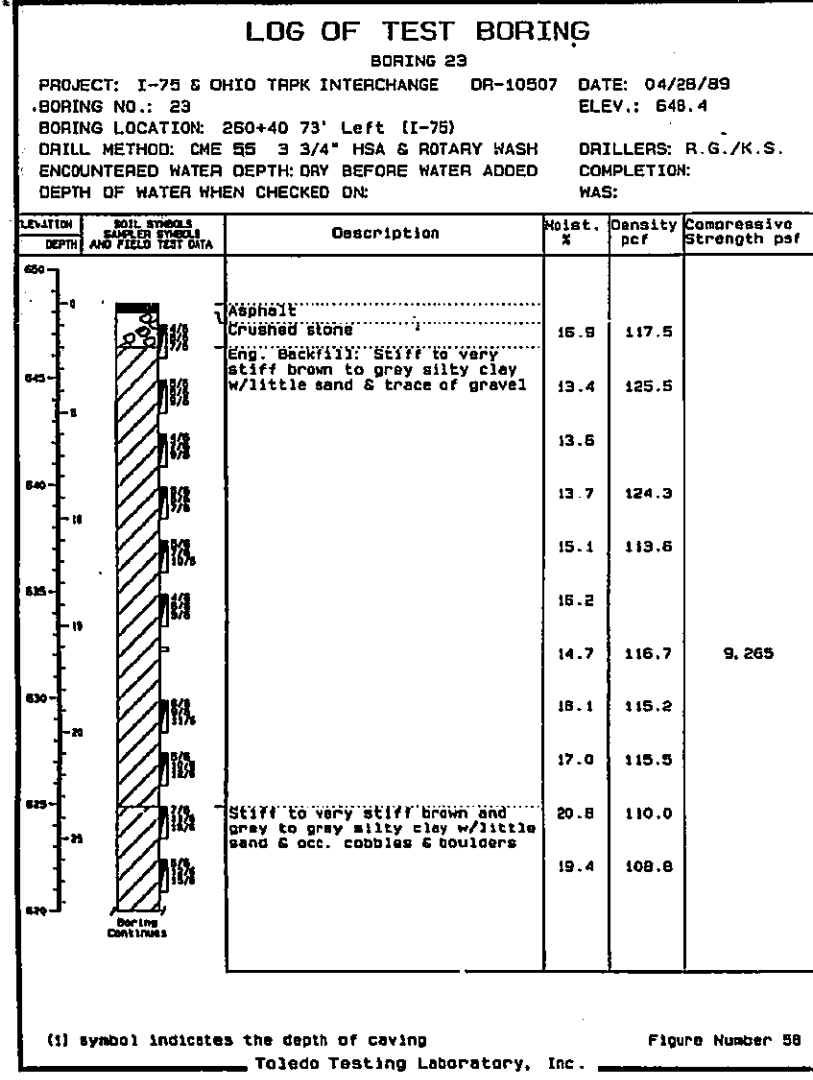




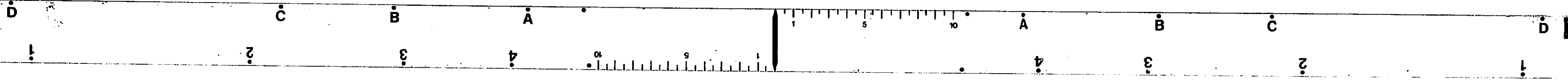
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 C/D ROAD SOUTHBOUND OVER
 THE I-75 CONNECTOR
 BR. N° W00-75-2888
 WOOD COUNTY
 STA. 259+80.85 TO STA. 260+83.57

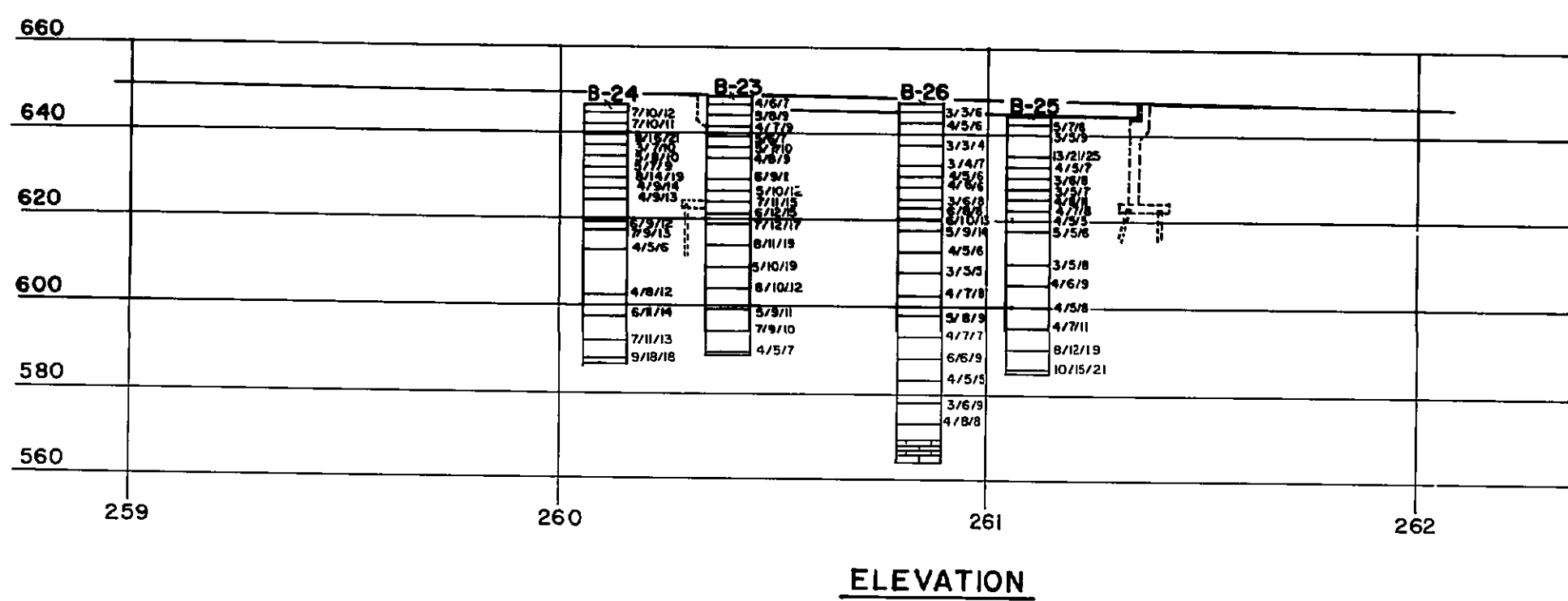
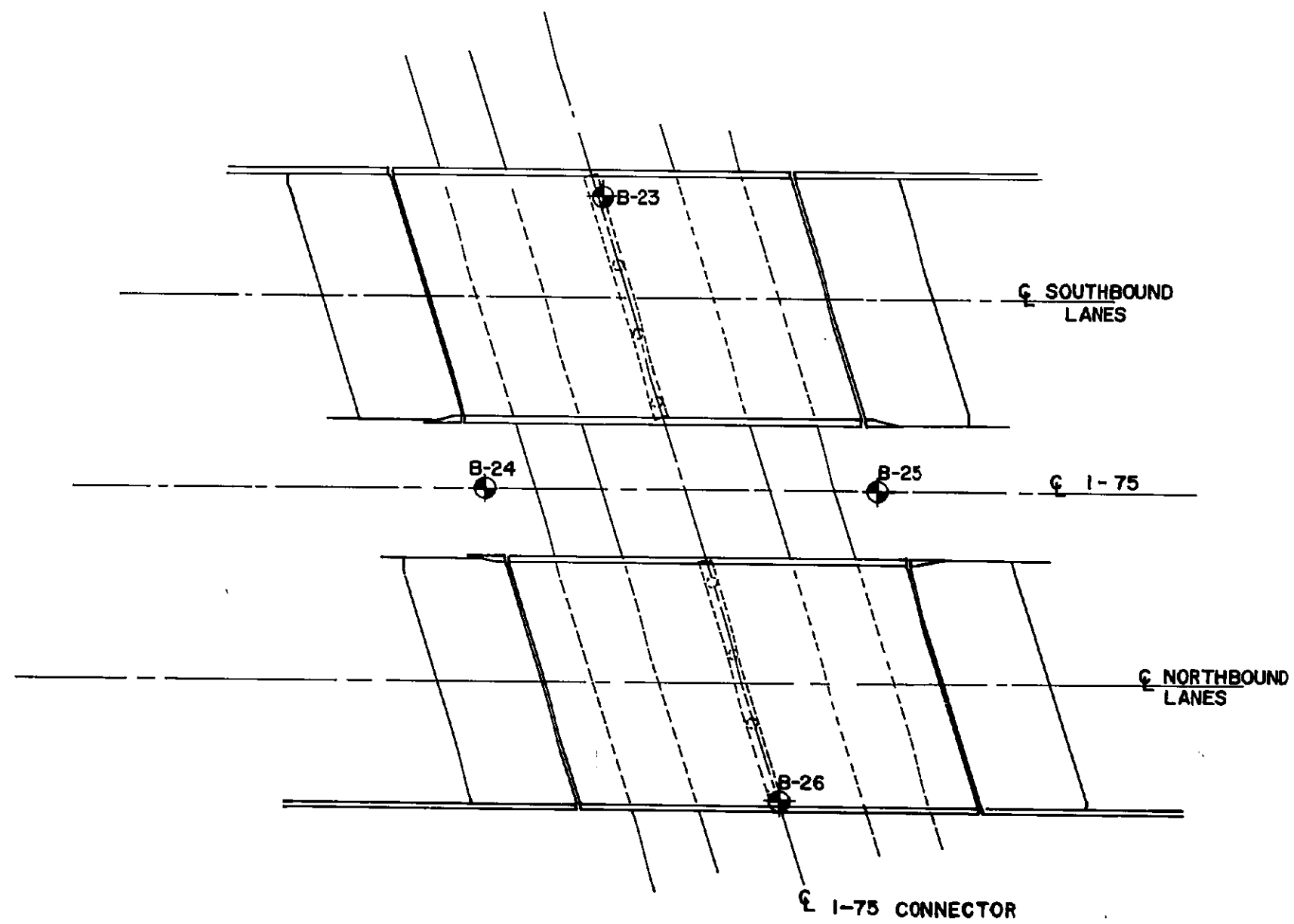
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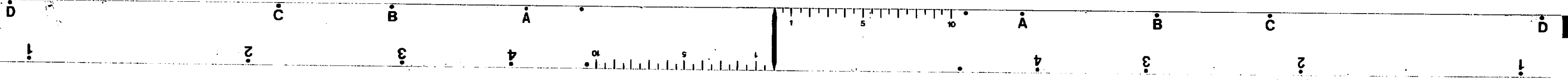


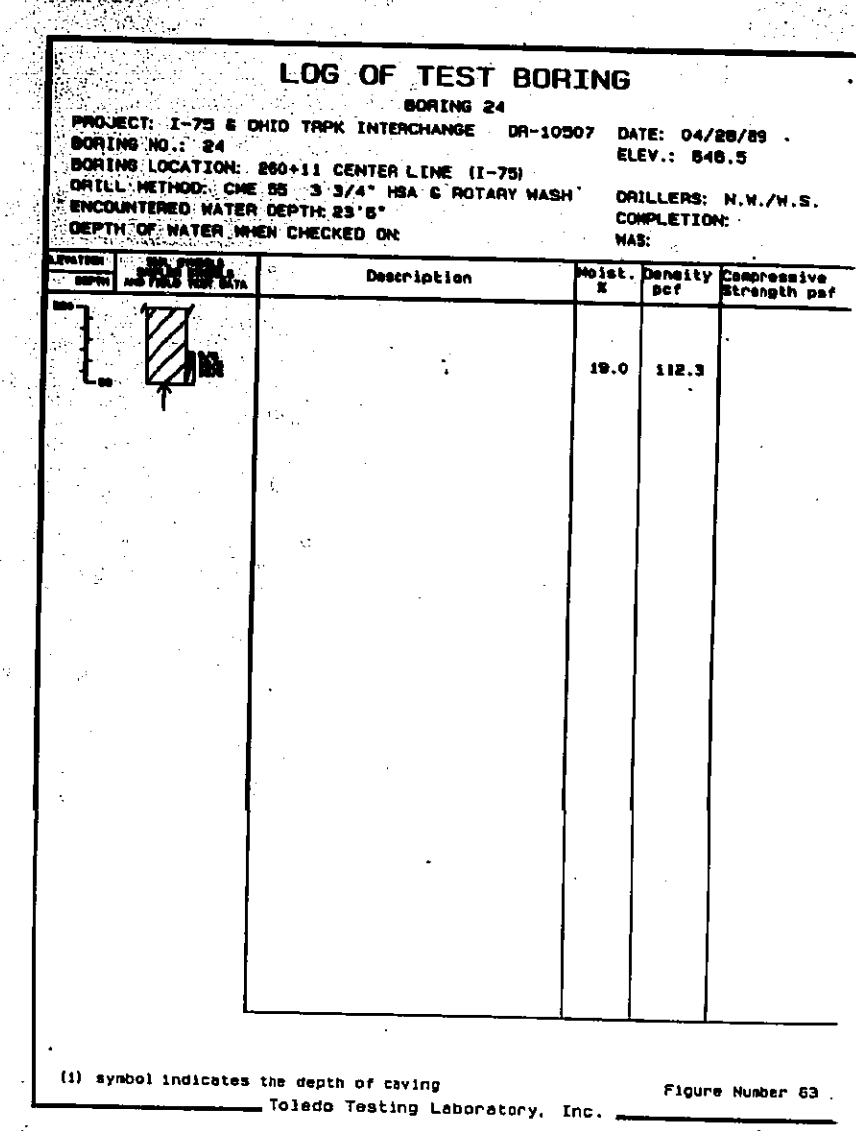
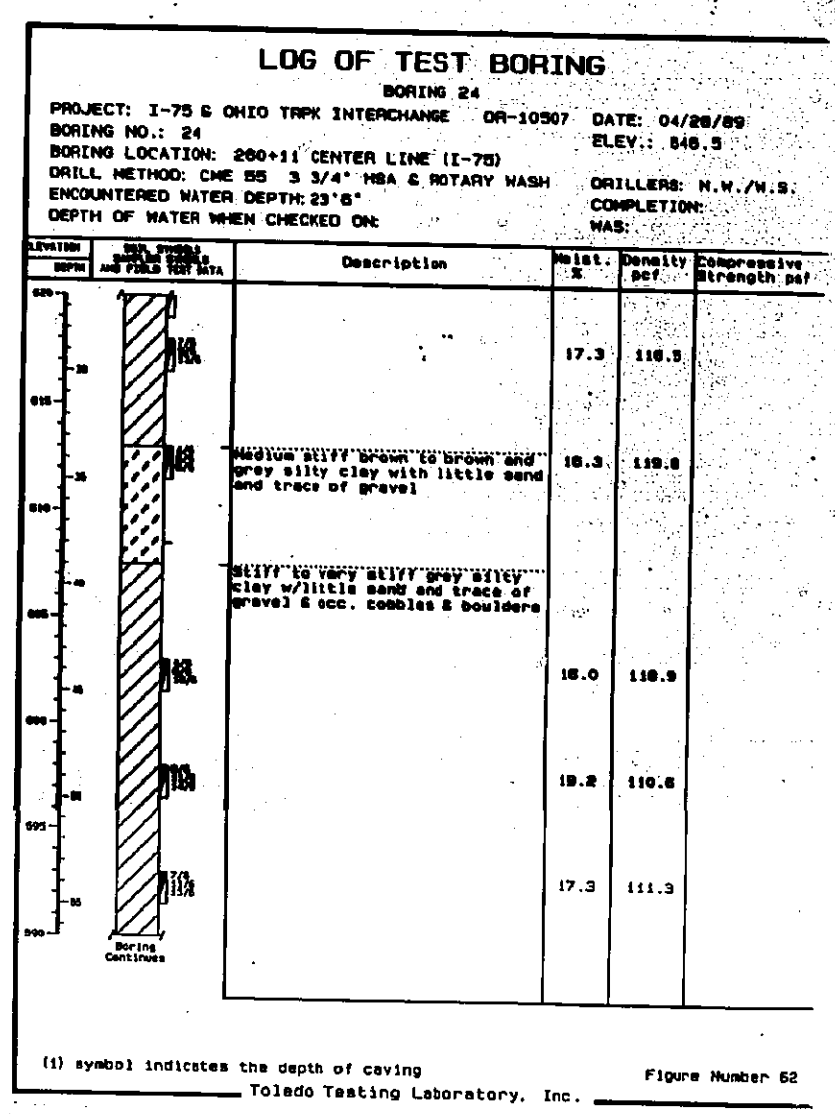
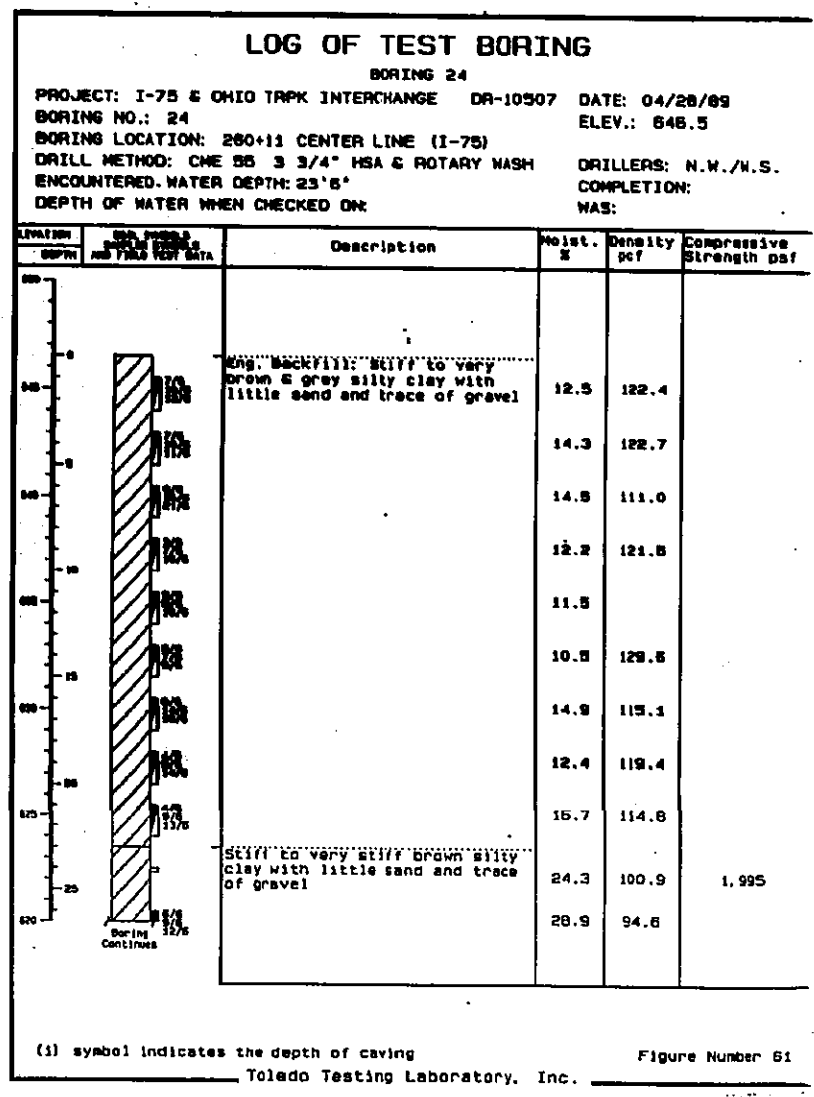
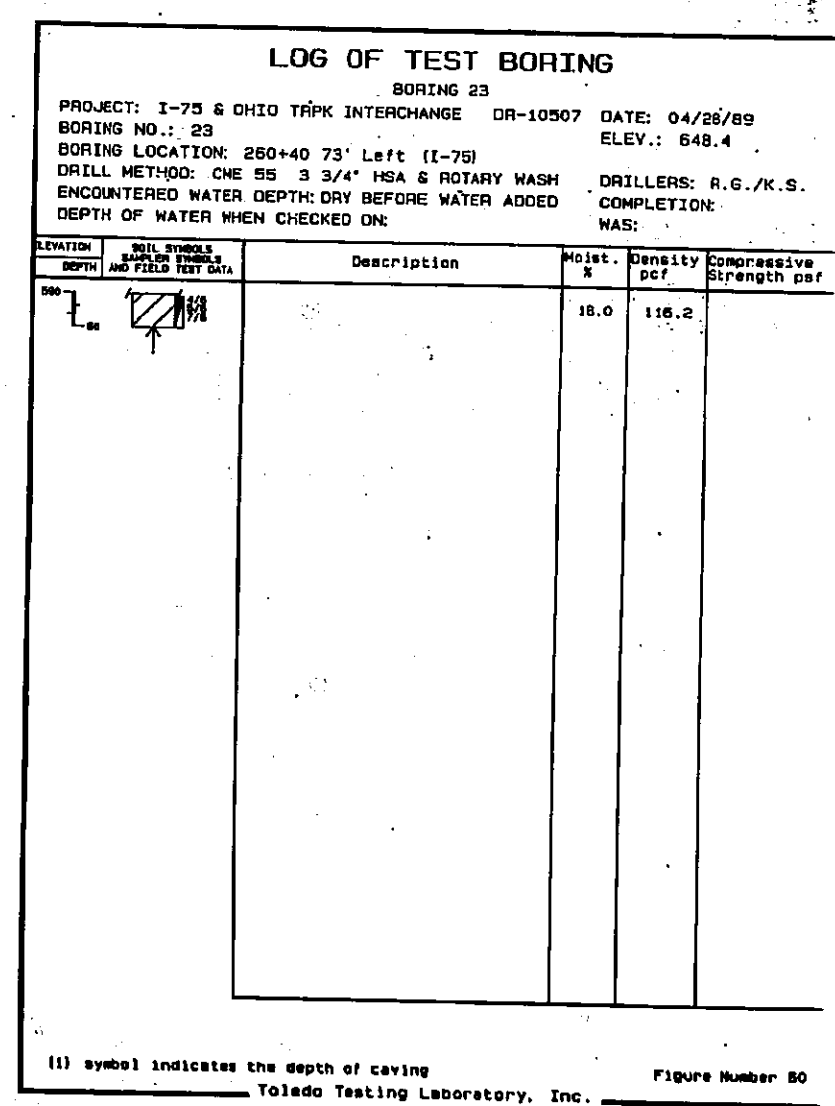
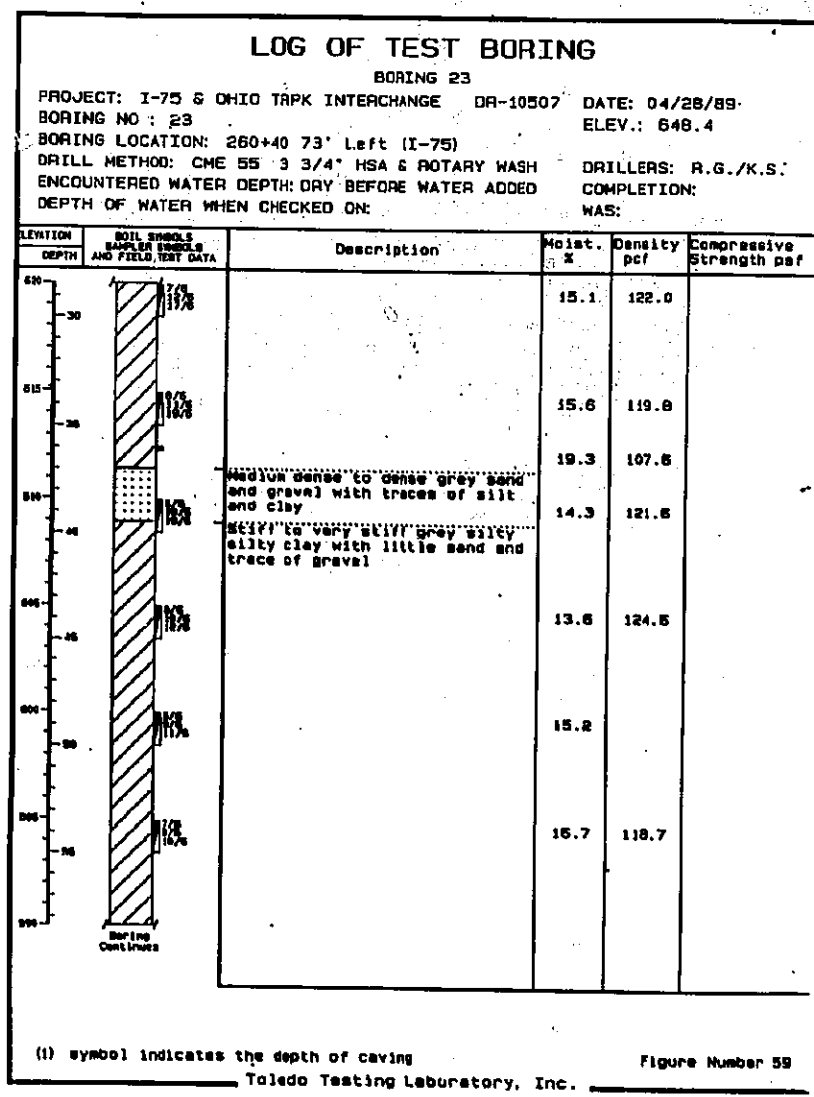
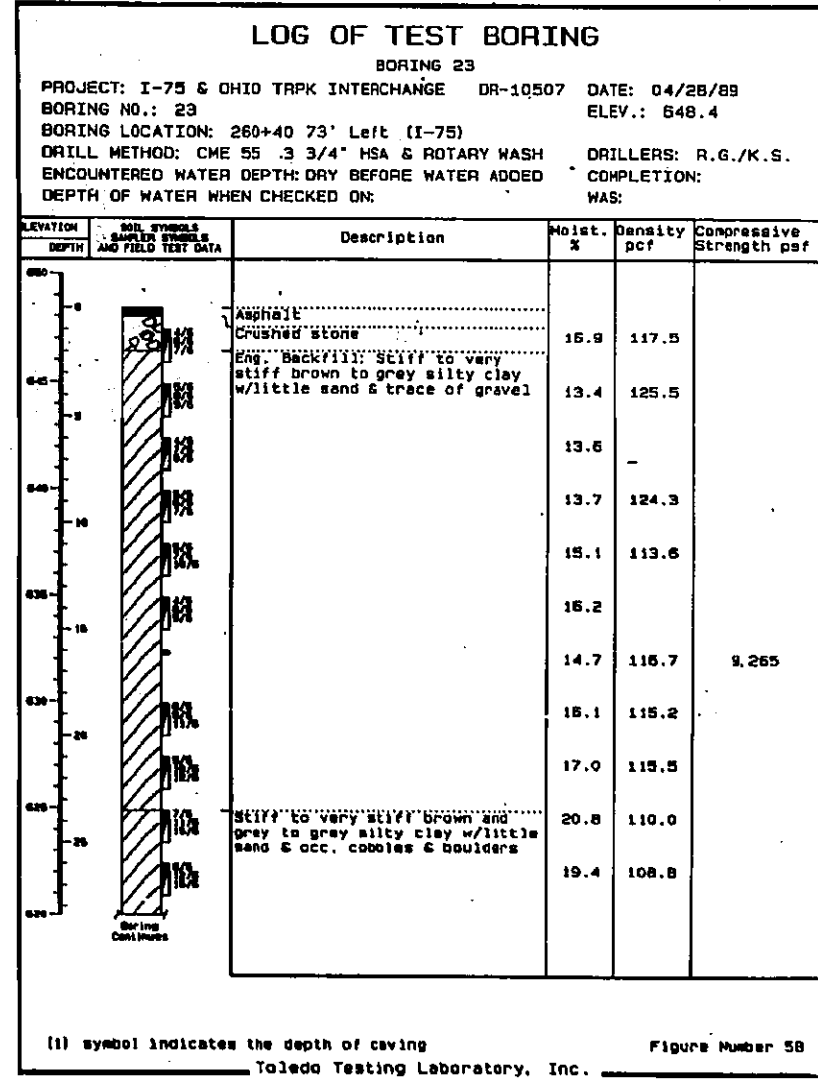
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 C/D ROAD SOUTHBOUND OVER
 THE I-75 CONNECTOR
 BR. N° W00-75-2888
 WOOD COUNTY
 STA. 259+80.85 TO STA. 260+83.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S22 OF



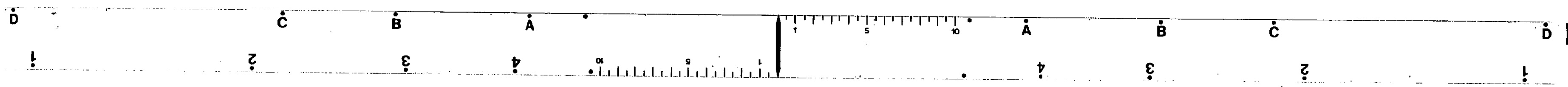


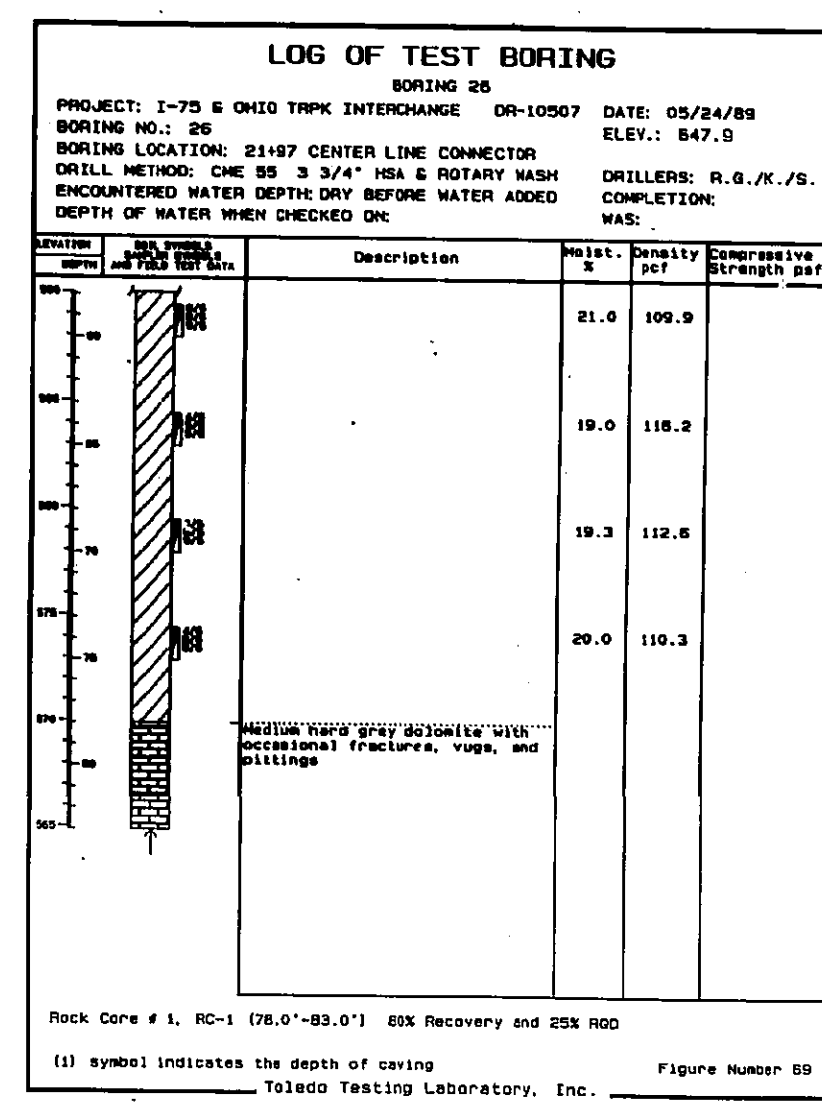
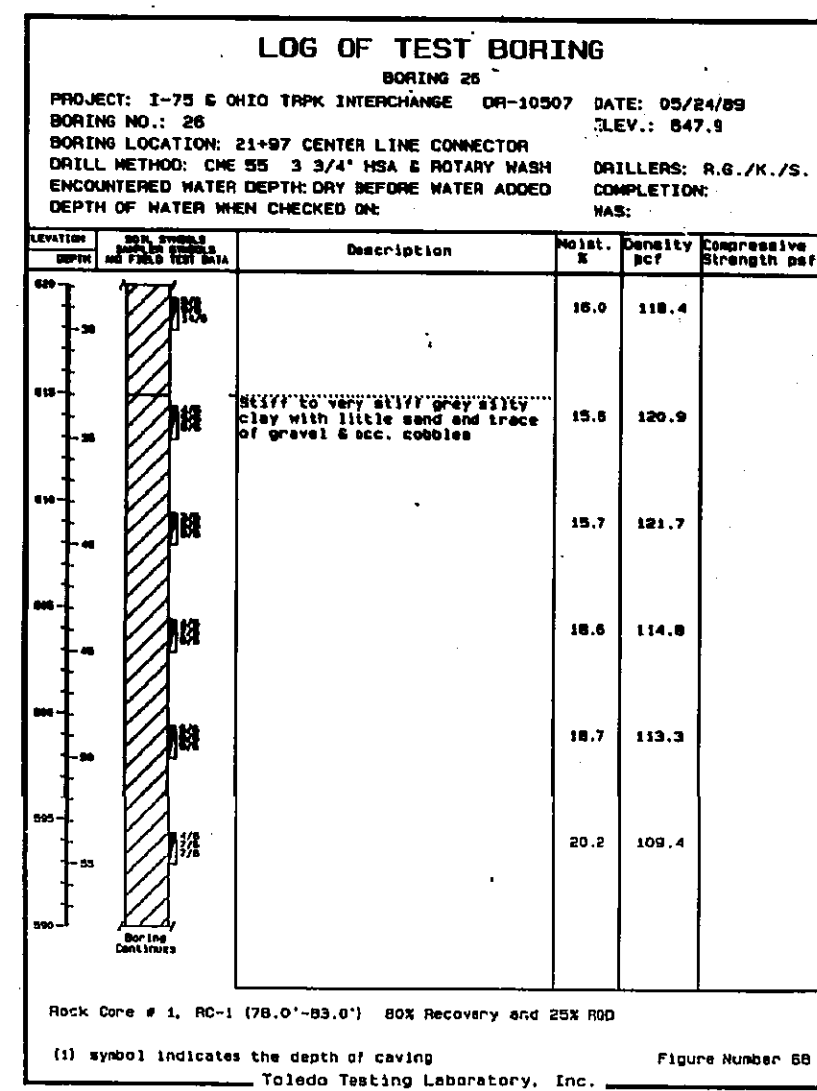
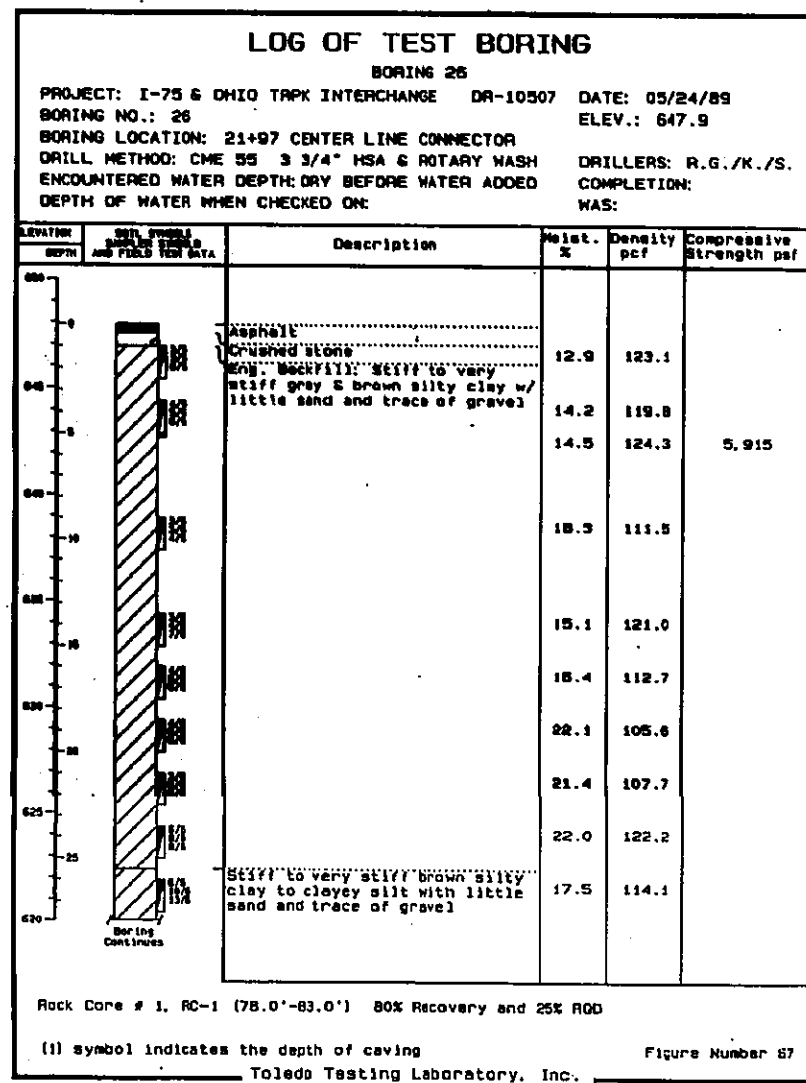
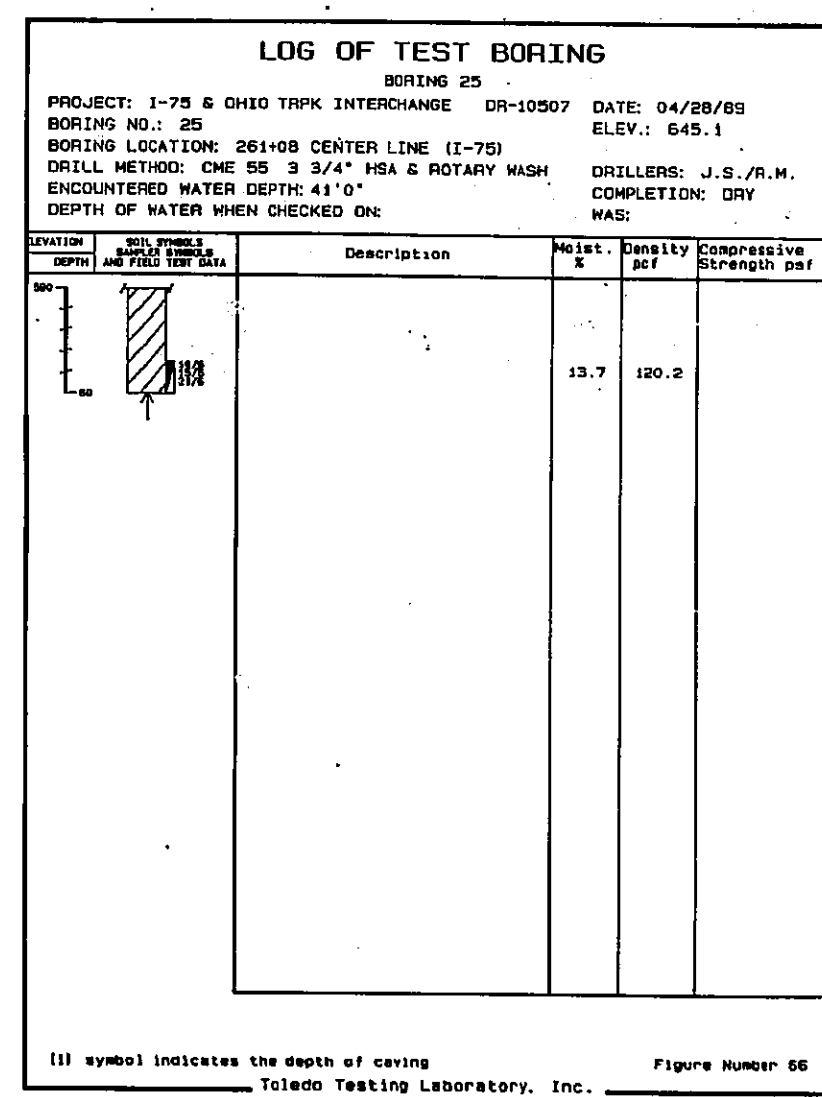
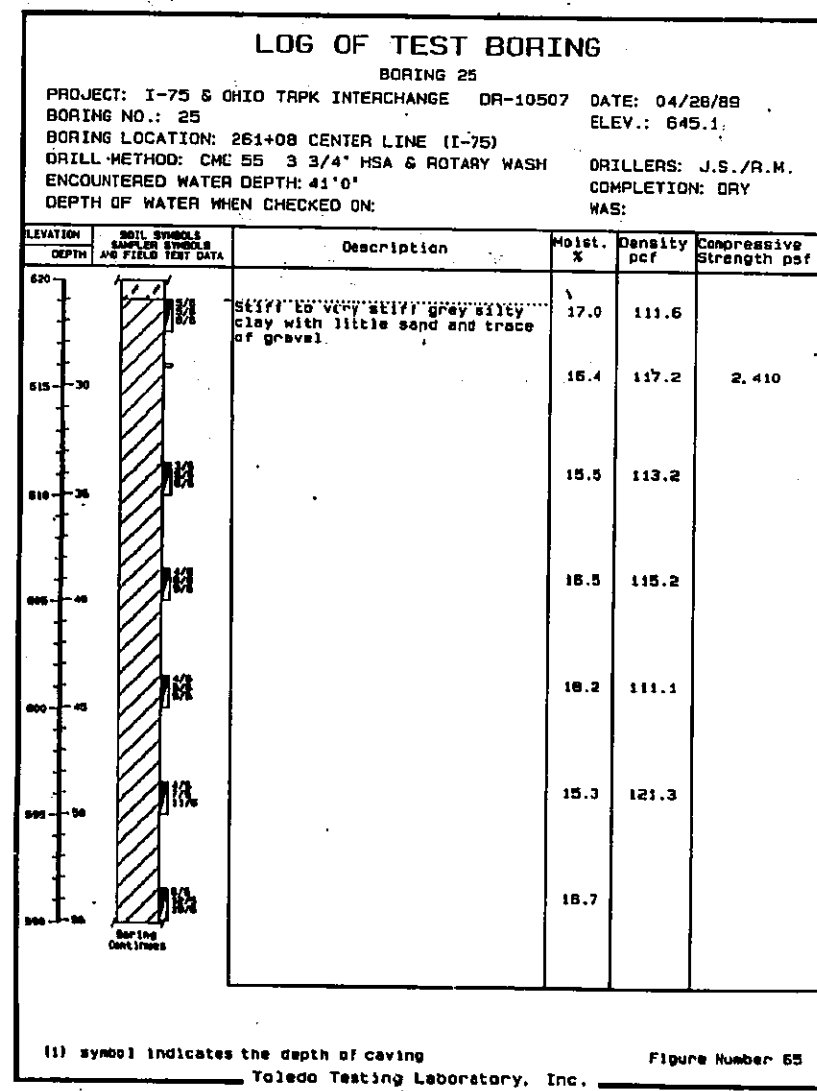
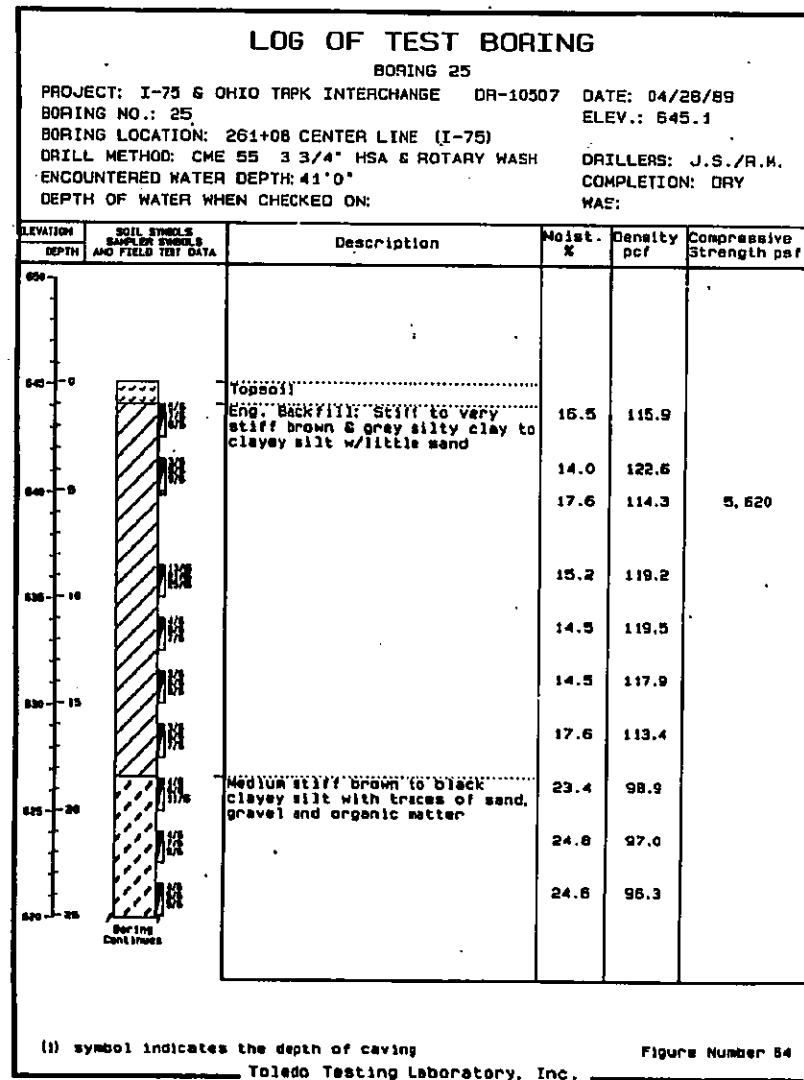
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 I-75 OVER THE I-75 CONNECTOR
 BR. # WOO-75-2889 L&R
 WOOD COUNTY
 STA. 259+94.37 TO STA. 261+27.45
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET S23 OF



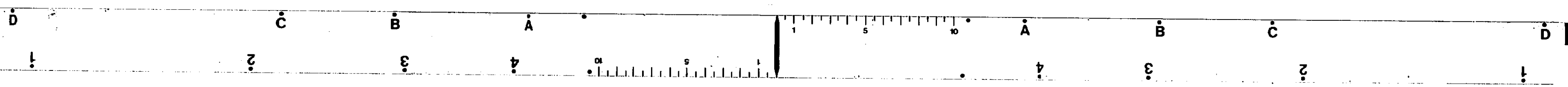


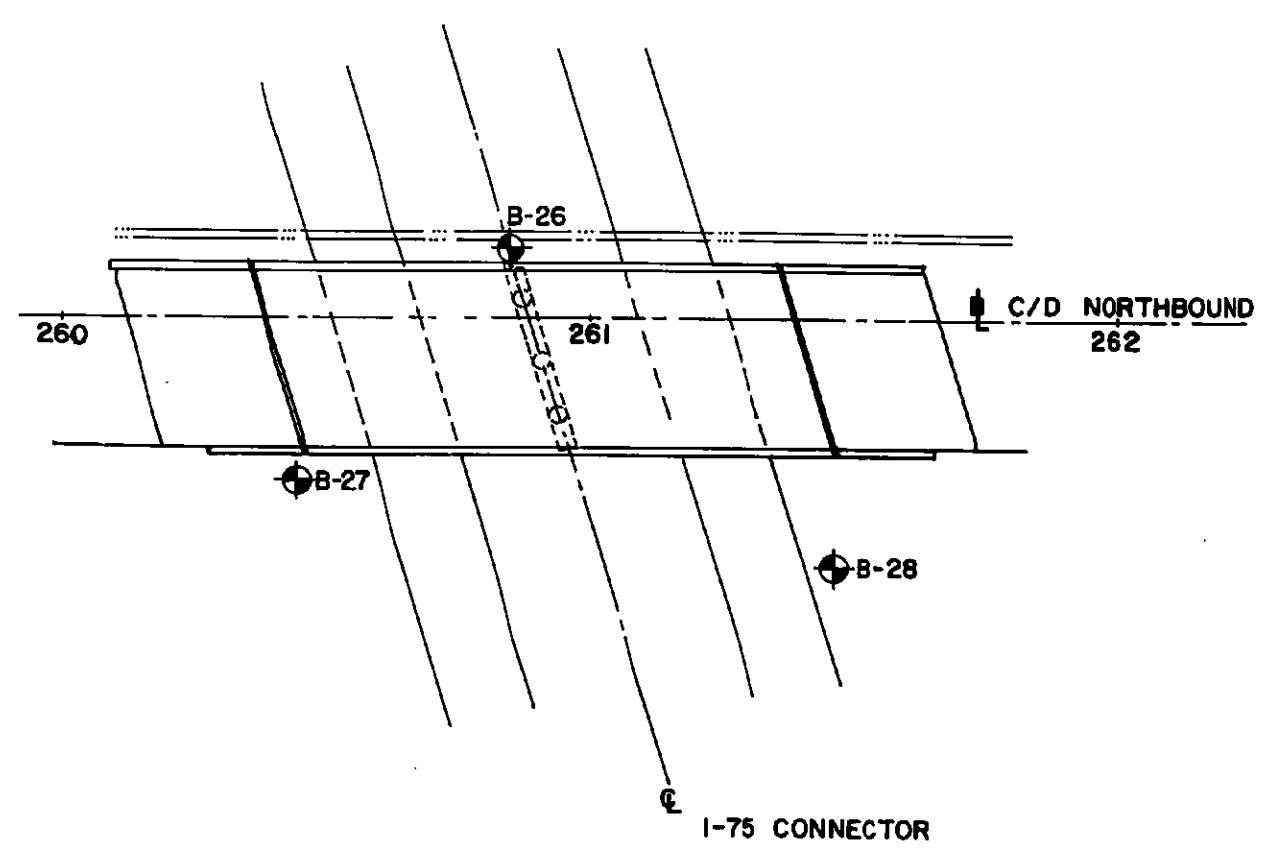
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 I-75 OVER THE I-75 CONNECTOR
 BR.N° WOO-75-2889 L&R
 WOOD COUNTY
 STA. 259+94.37 TO STA. 261+27.45
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET S24 DF



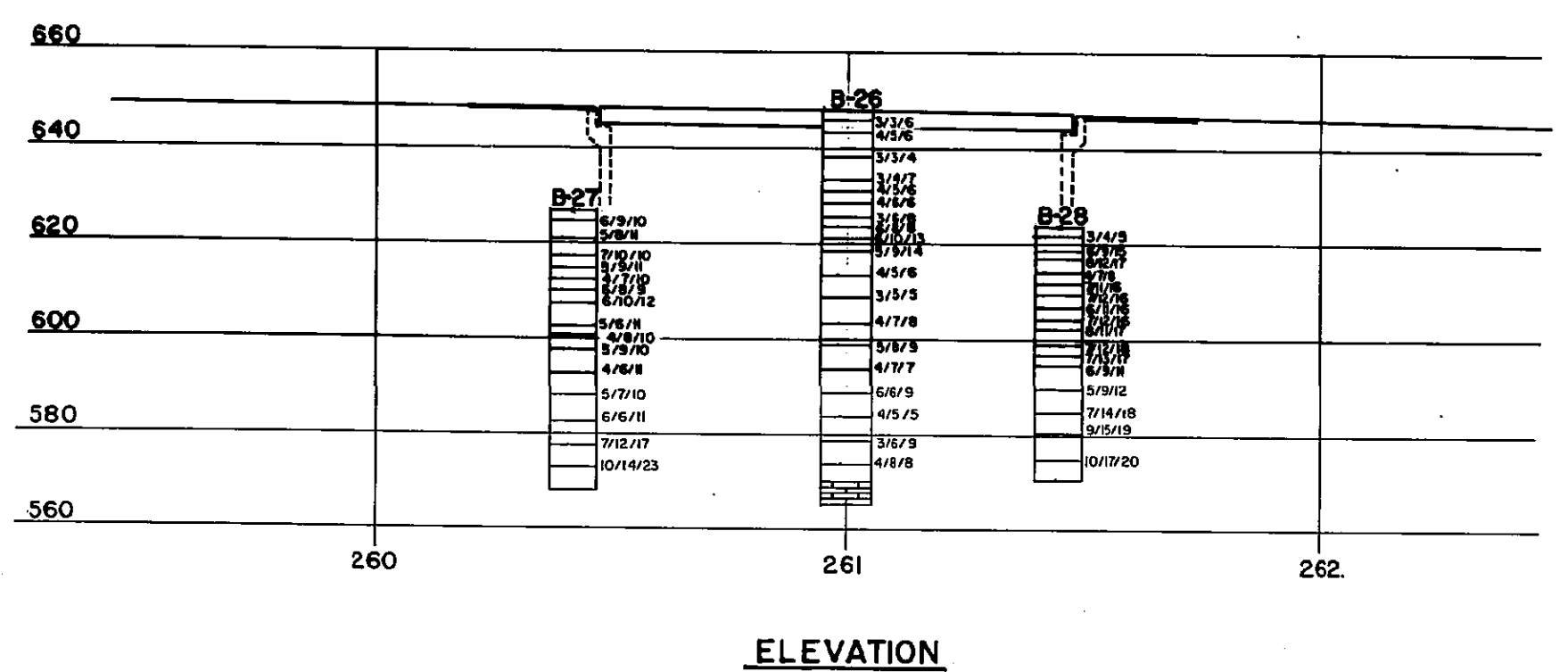


TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 I-75 OVER THE I-75 CONNECTOR
 BR. N° W00-75-2889 L&R
 WOOD COUNTY
 STA. 259+94.37 TO STA. 261+27.45
 DATE: 2/90 SCALE: M.T.S.
 CIP: 55-90-03 SHEET 525 OF





PLAN



ELEVATION

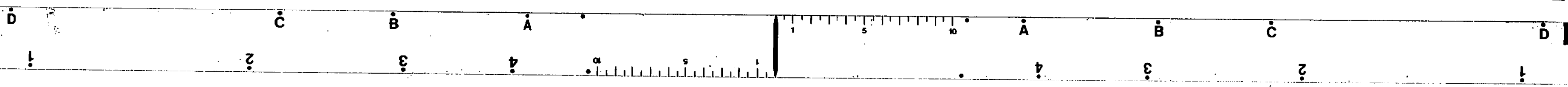
TOLEDO TESTING LABORATORY

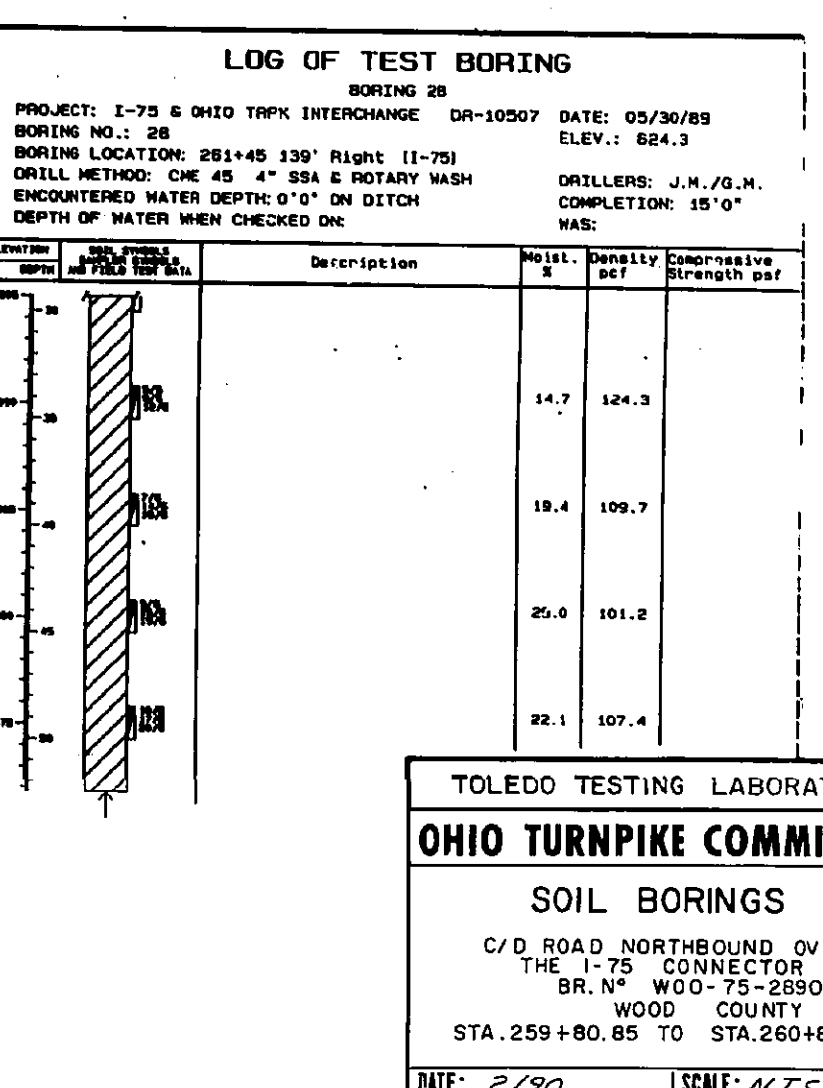
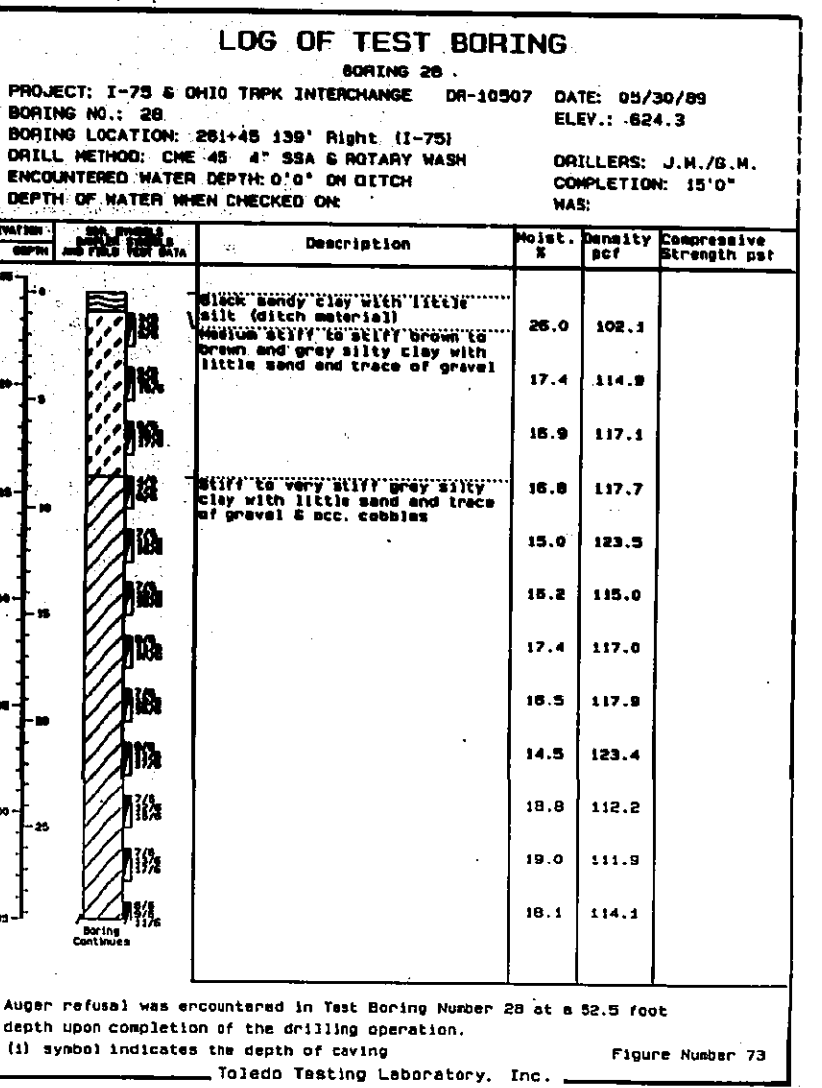
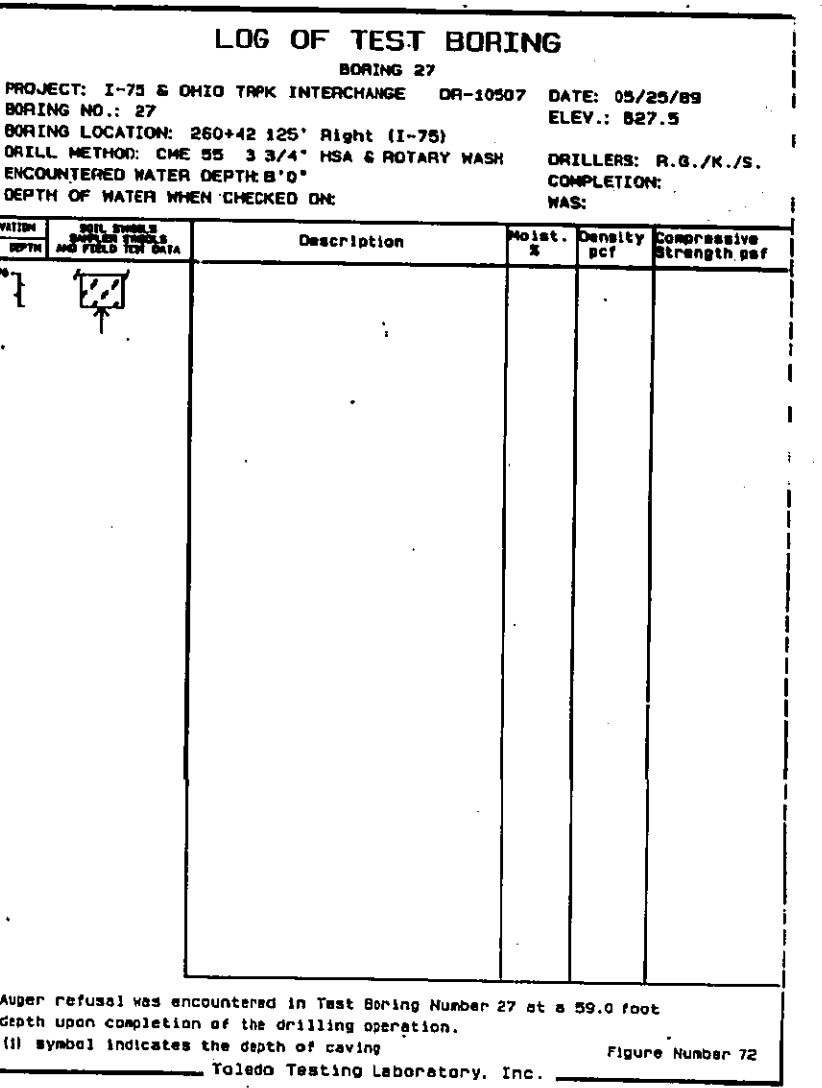
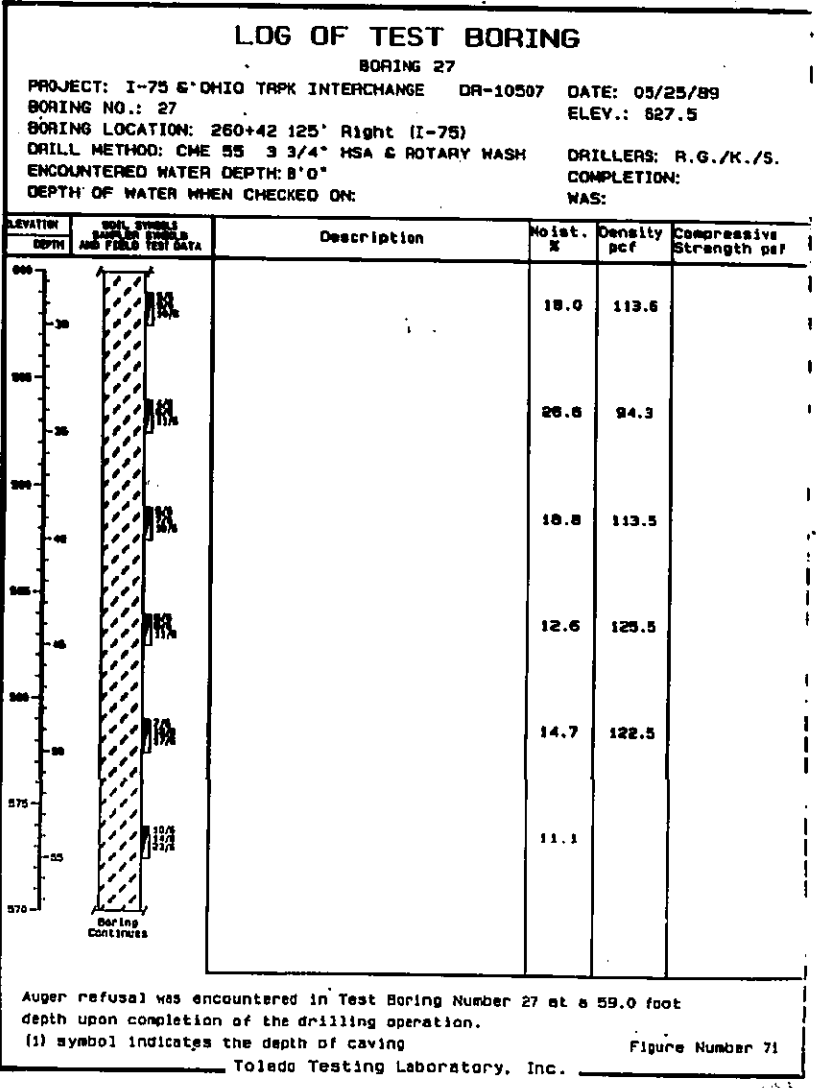
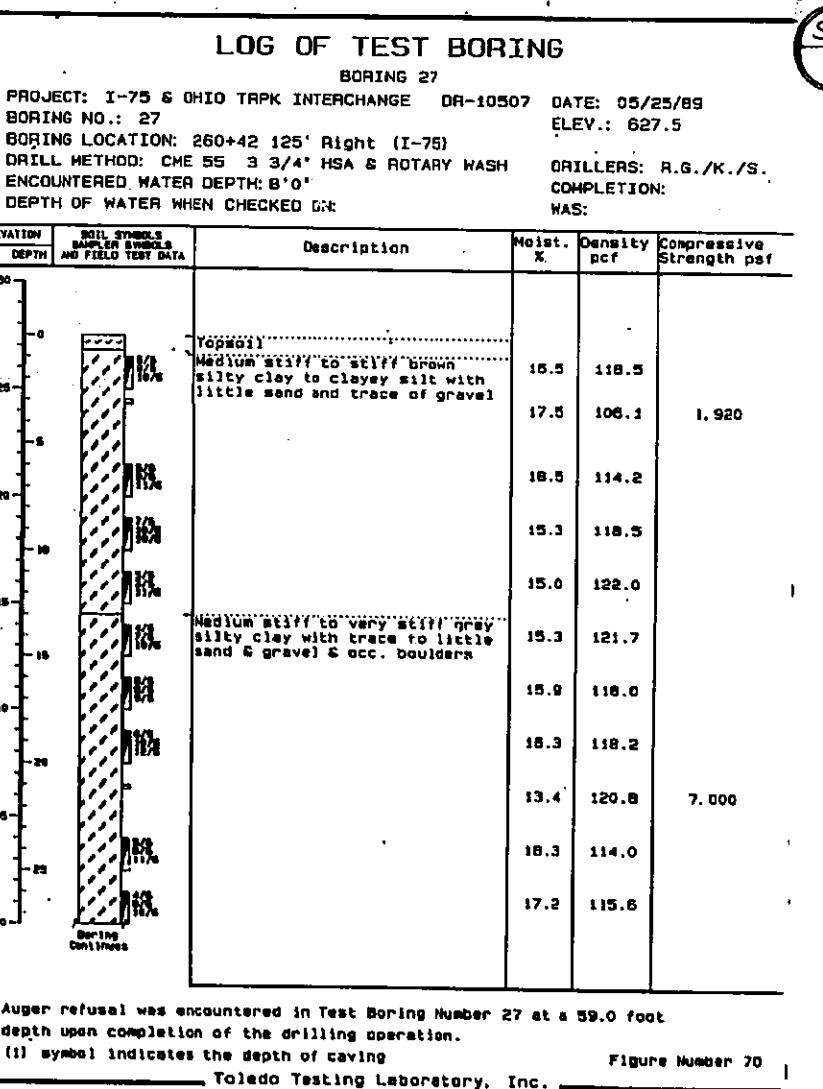
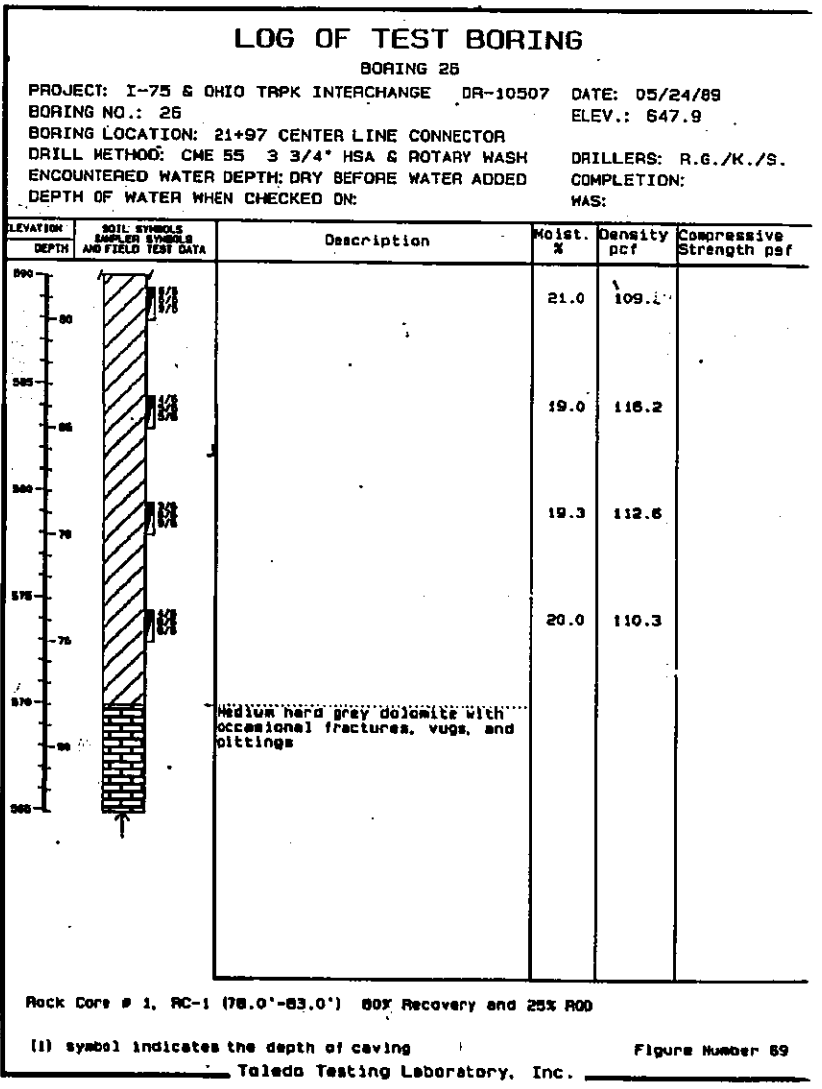
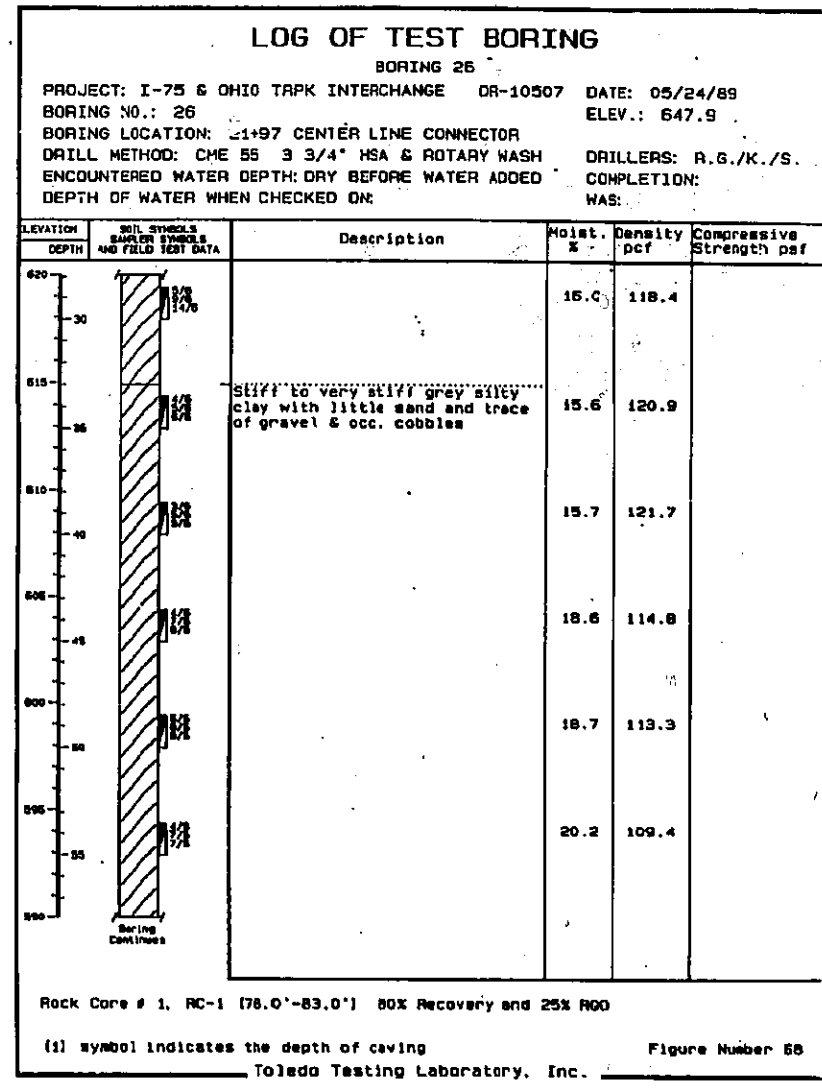
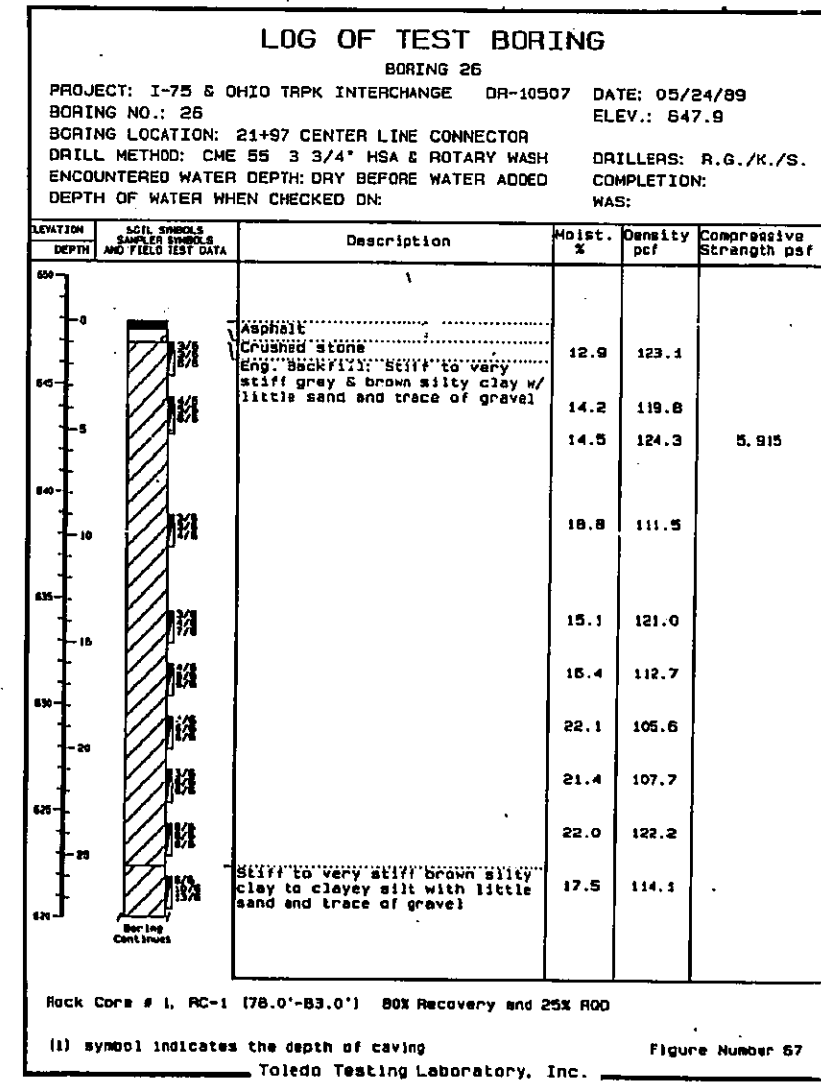
OHIO TURNPIKE COMMISSION

STRUCTURE SOIL PROFILE

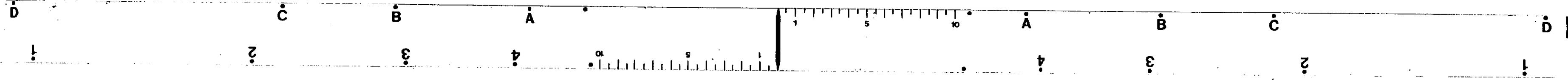
C/D ROAD NORTHBOUND OVER
THE I-75 CONNECTOR
BR. N° WOO-75-2890
WOOD COUNTY
STA. 259+80.85 TO STA. 260+83.57

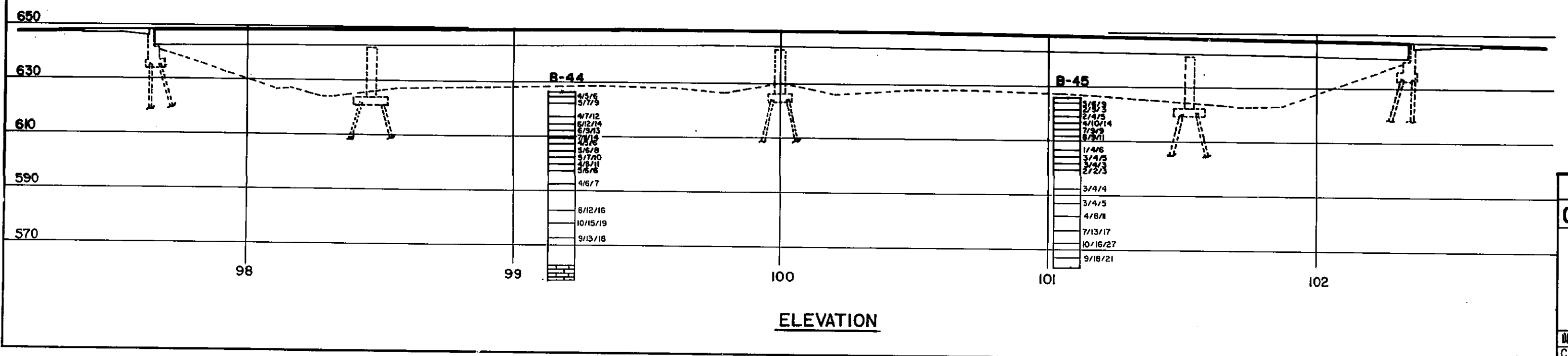
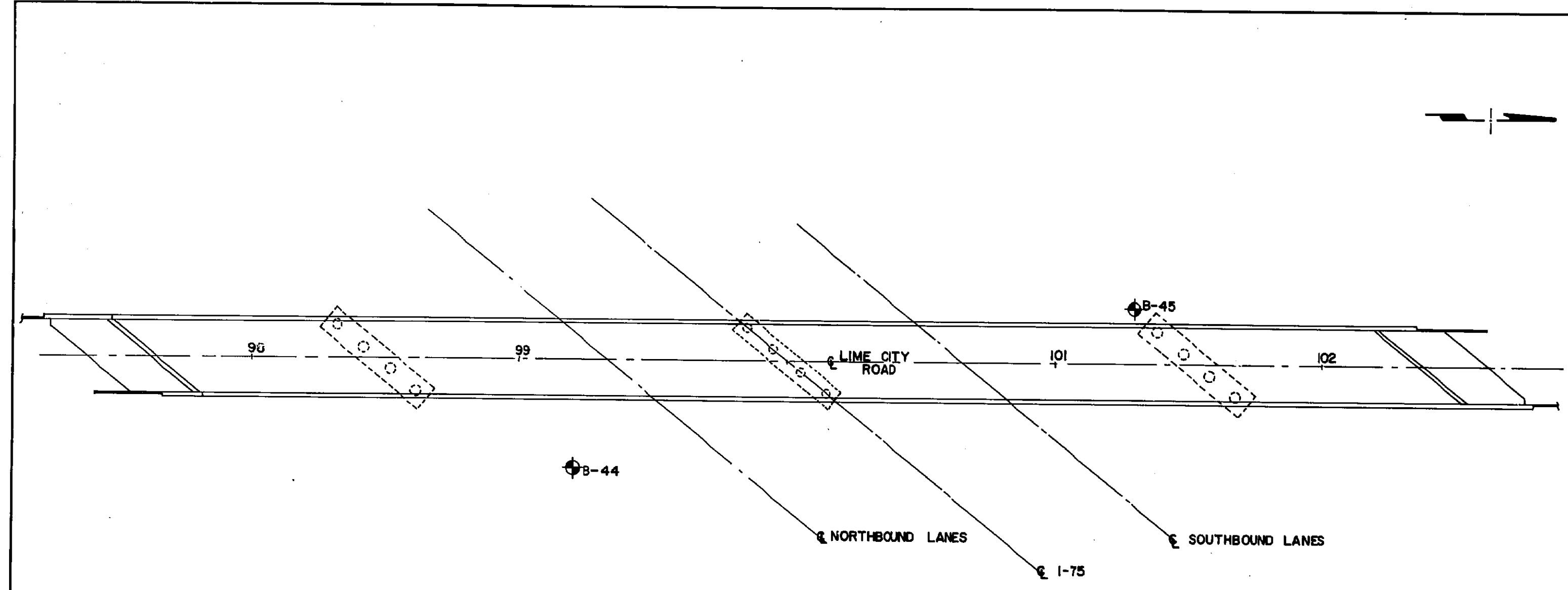
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET S26 OF





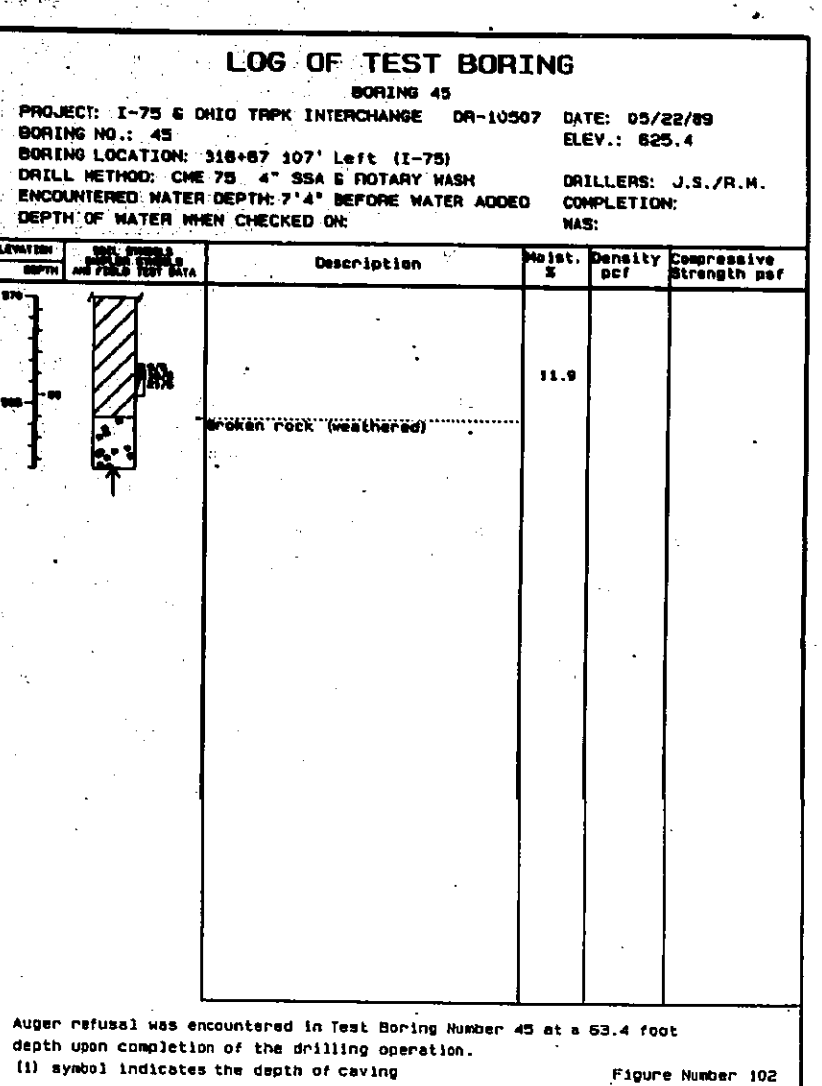
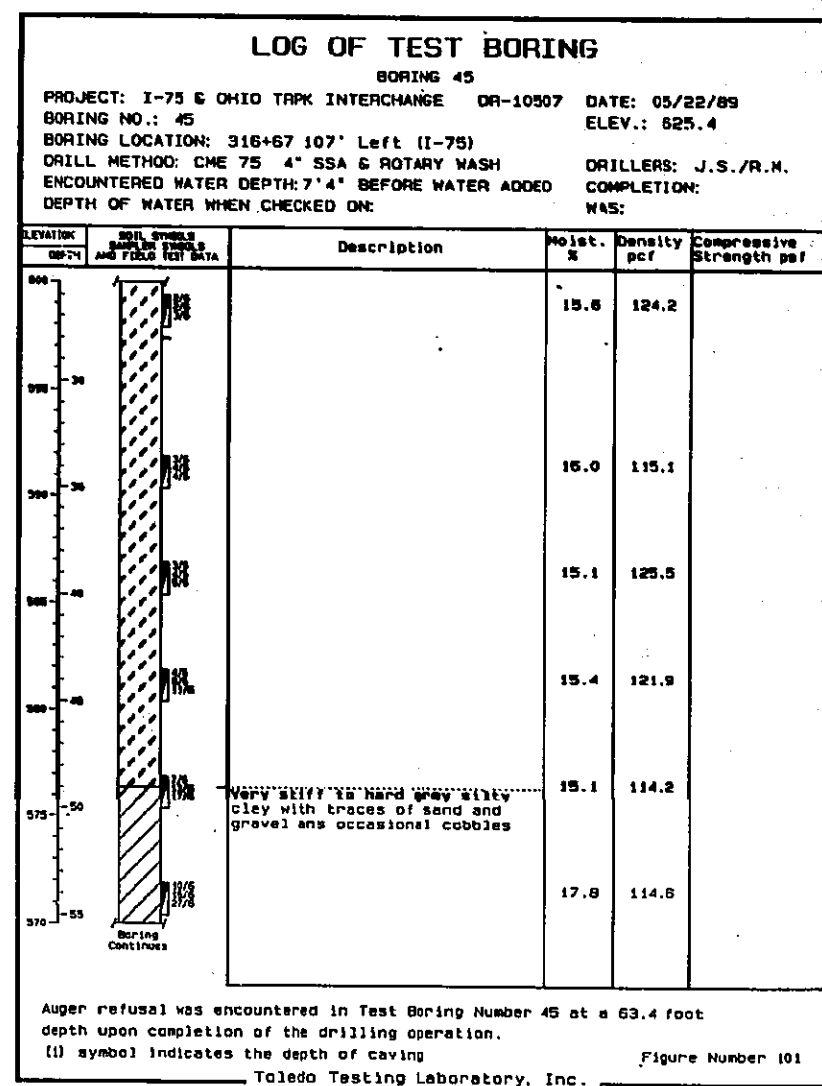
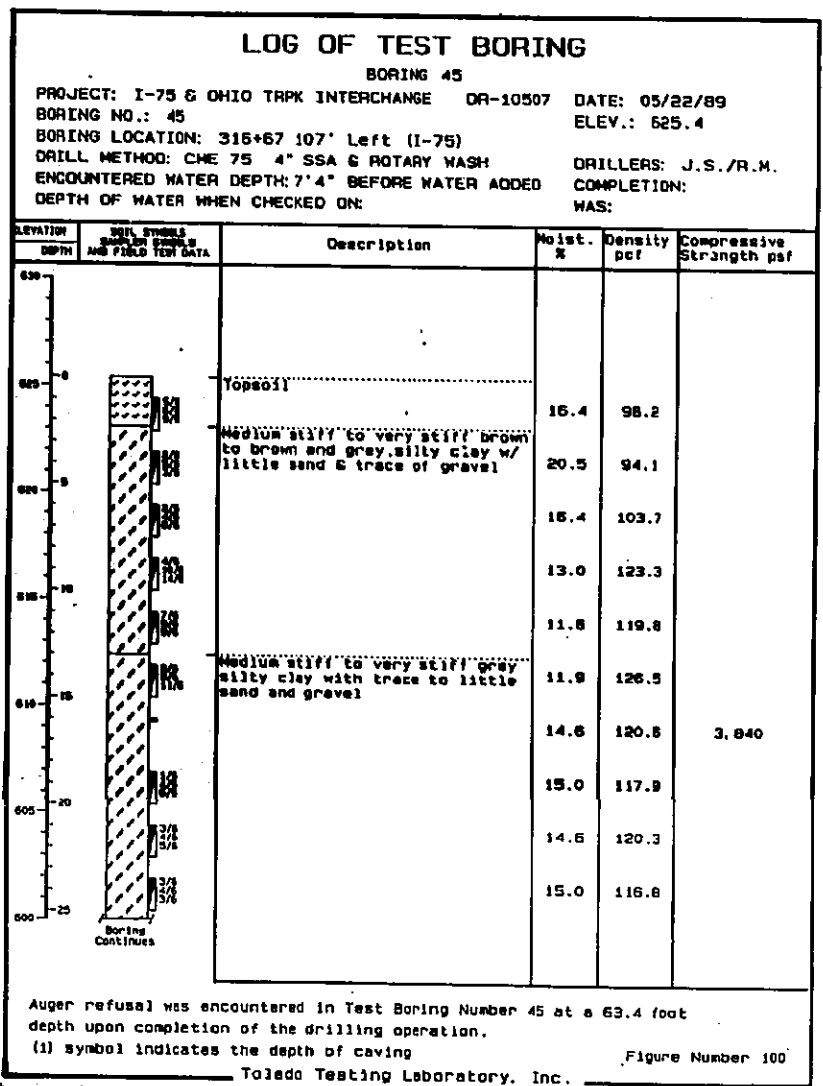
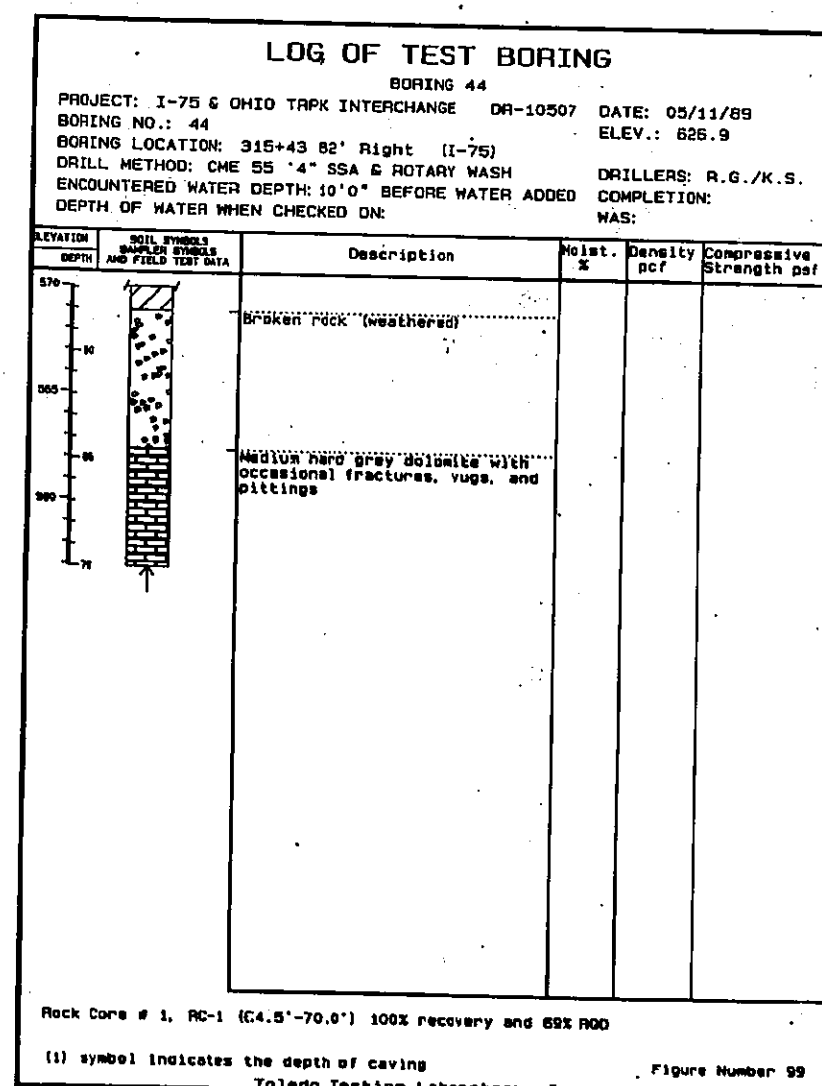
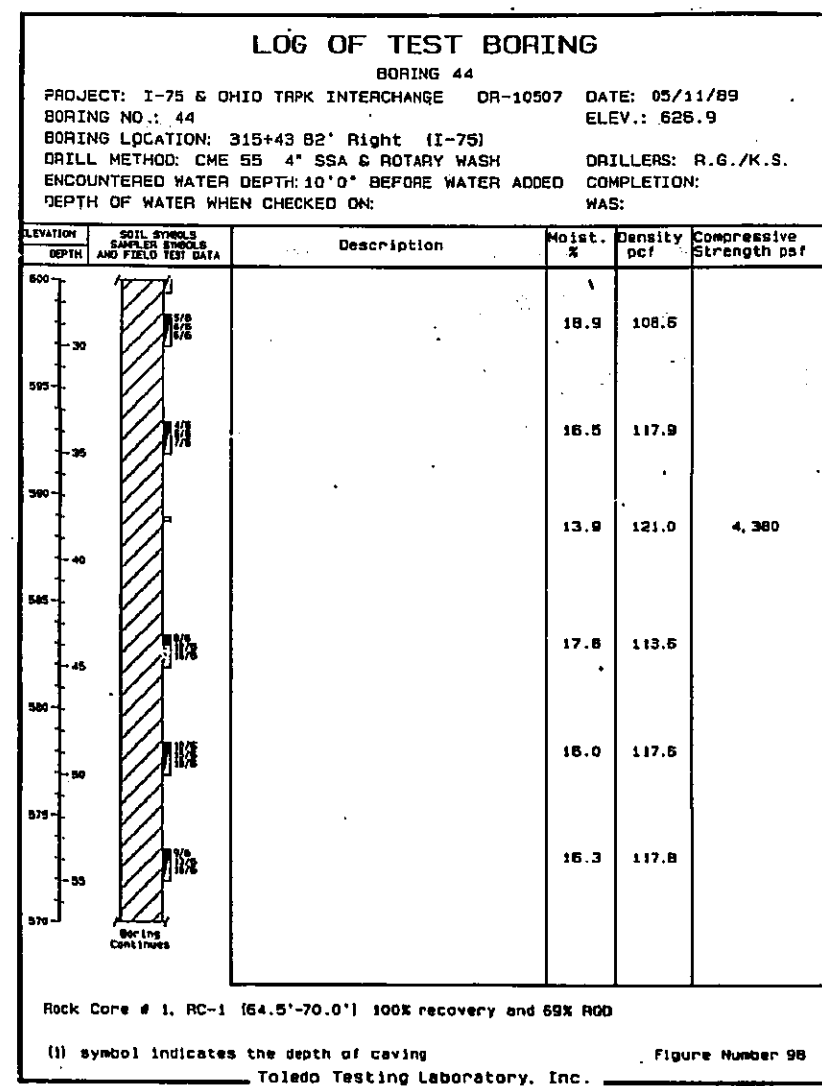
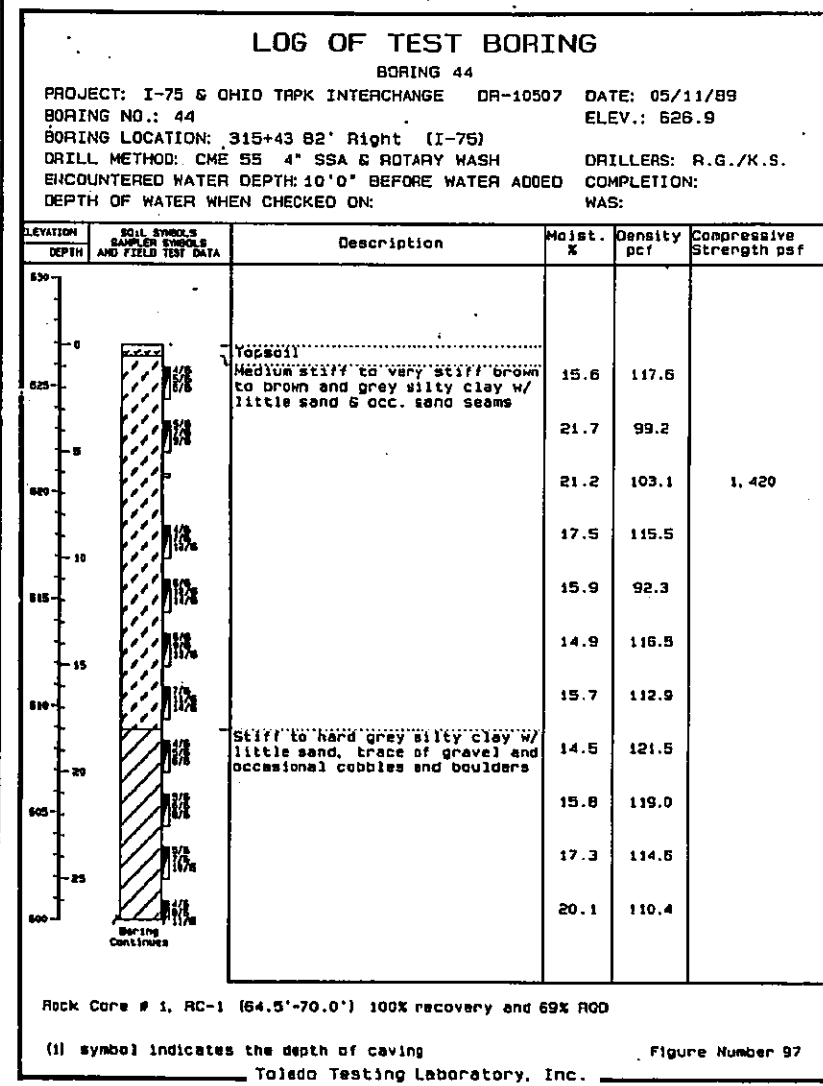
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
SOIL BORINGS
C/D ROAD NORTHBOUND OVER THE I-75 CONNECTOR BR. N° W00-75-2890 WOOD COUNTY STA. 259+80.85 TO STA. 260+83.57
DATE: 2/90 SCALE: N.T.S.
CIP: 55-90-03 SHEET 527 OF



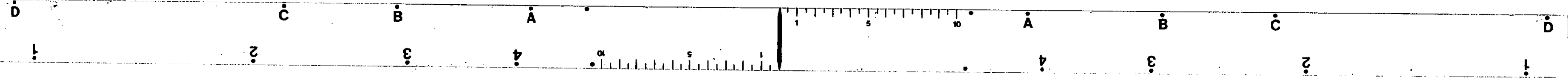


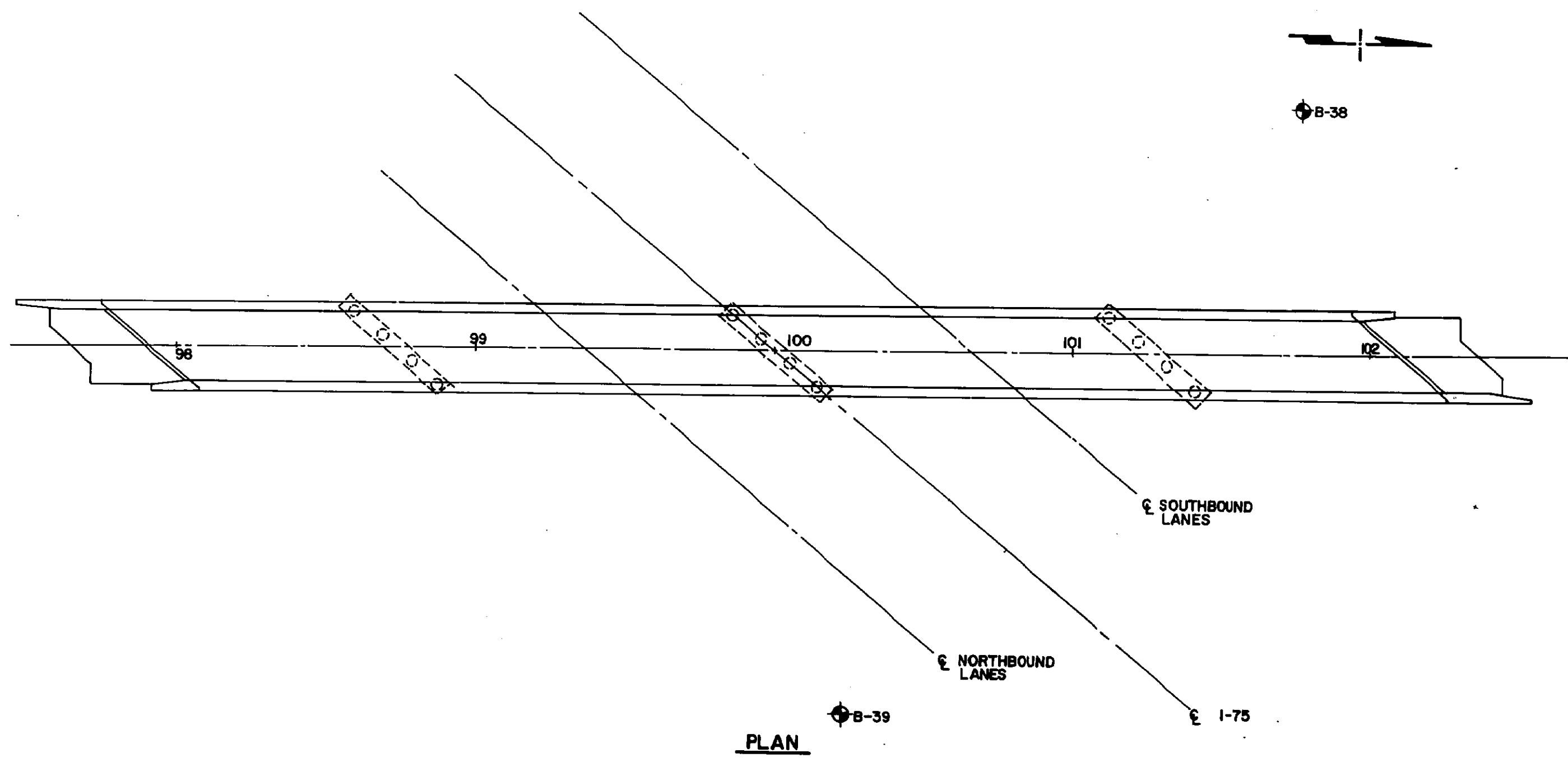
TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
STRUCTURE SOIL PROFILE
 LIME CITY ROAD OVER I-75
 BR. NO. W00-75 - 2993
 WOOD COUNTY
 STA. 97+62.43 TO STA. 102+37.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 528 OF



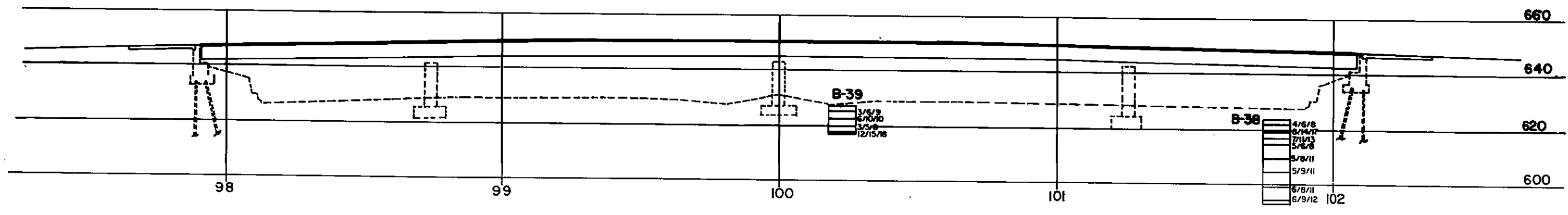


TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 LIME CITY ROAD OVER I-75
 BR. N° WOO-75 - 2993
 WOOD COUNTY
 STA. 97+62.43 TO STA. 102+37.57
 DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 529 OF





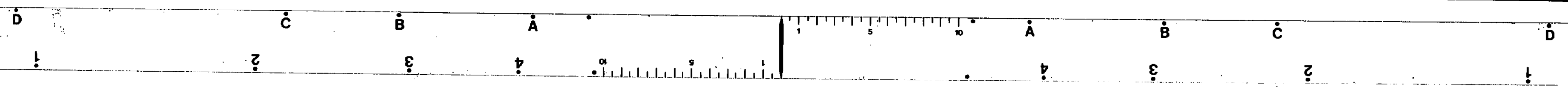
PLAN



ELEVATION

TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 STRUCTURE SOIL PROFILE
 BATES ROAD OVER I-75
 BR. N° WOO-75-26.84
 WOOD COUNTY
 STA. 97+88.53 TO STA. 102+11.47

MTE: 2/90	SCALE: N.T.S.
CIP: 55-90-03	SHEET S30 OF



LOG OF TEST BORING
BORING 38

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/12/89
 BORING NO.: 38 ELEV.: 624.2
 BORING LOCATION: 274+87 178' Left (I-75)
 DRILL METHOD: CHE 45 4" SSA DRILLERS: J.M./G.M.
 ENCOUNTERED WATER DEPTH: DRY COMPLETION: DRY
 DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS SAMPLE SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
624.0		TOPSOIL			
623.0		MEDIUM STIFF TO VERY STIFF BROWN to brown and grey silty clay w/ little sand and trace of gravel	17.5		
622.0			14.0	121.8	
621.0			14.7	122.0	
620.0		MEDIUM STIFF TO VERY STIFF BROWN silty clay with little sand and trace of gravel	14.2	124.0	
619.0			14.3	121.3	
618.0			14.4		
617.0			14.6	118.3	

(1) symbol indicates the depth of casing
 Toledo Testing Laboratory, Inc. Figure Number 88

LOG OF TEST BORING
BORING 38

PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/12/89
 BORING NO.: 38 ELEV.: 624.2
 BORING LOCATION: 274+87 178' Left (I-75)
 DRILL METHOD: CHE 45 4" SSA DRILLERS: J.M./G.M.
 ENCOUNTERED WATER DEPTH: DRY COMPLETION: DRY
 DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS SAMPLE SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
624.0					

(1) symbol indicates the depth of casing
 Toledo Testing Laboratory, Inc. Figure Number 89

LOG OF TEST BORING
BORING 39

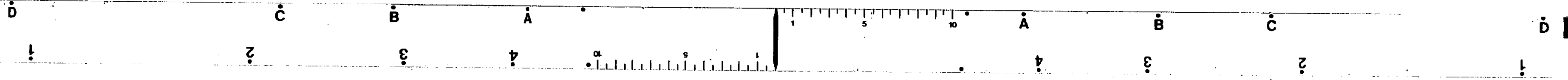
PROJECT: I-75 & OHIO TRPK INTERCHANGE DR-10507 DATE: 05/24/89
 BORING NO.: 39 ELEV.: 628.3
 BORING LOCATION: 275+09 78' Right (I-75)
 DRILL METHOD: CHE 55 4" SSA DRILLERS: K.S./G.M.
 ENCOUNTERED WATER DEPTH: DRY COMPLETION: DRY
 DEPTH OF WATER WHEN CHECKED ON: WAS:

ELEVATION DEPTH	SOIL SYMBOLS SAMPLE SYMBOLS AND FIELD TEST DATA	Description	Moist. %	Density pcf	Compressive Strength psf
628.0		TOPSOIL			
627.0		MEDIUM STIFF TO VERY STIFF BROWN to brown and grey silty clay silt and clay w/ little sand	17.6	109.9	
626.0				23.0	
625.0				19.7	111.2
624.0				15.1	118.9

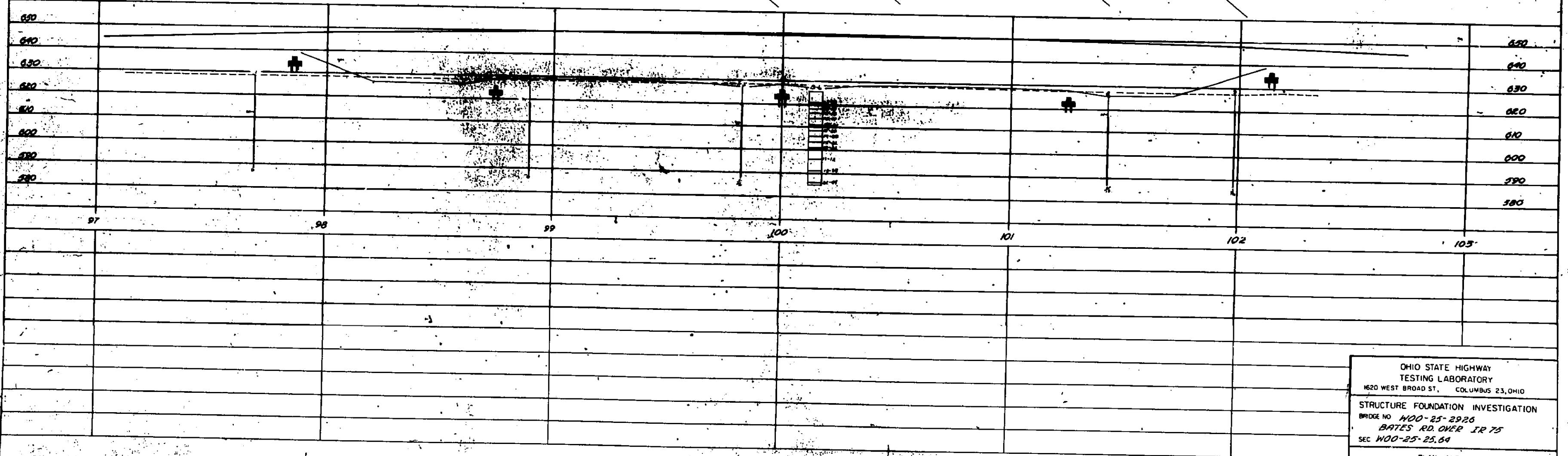
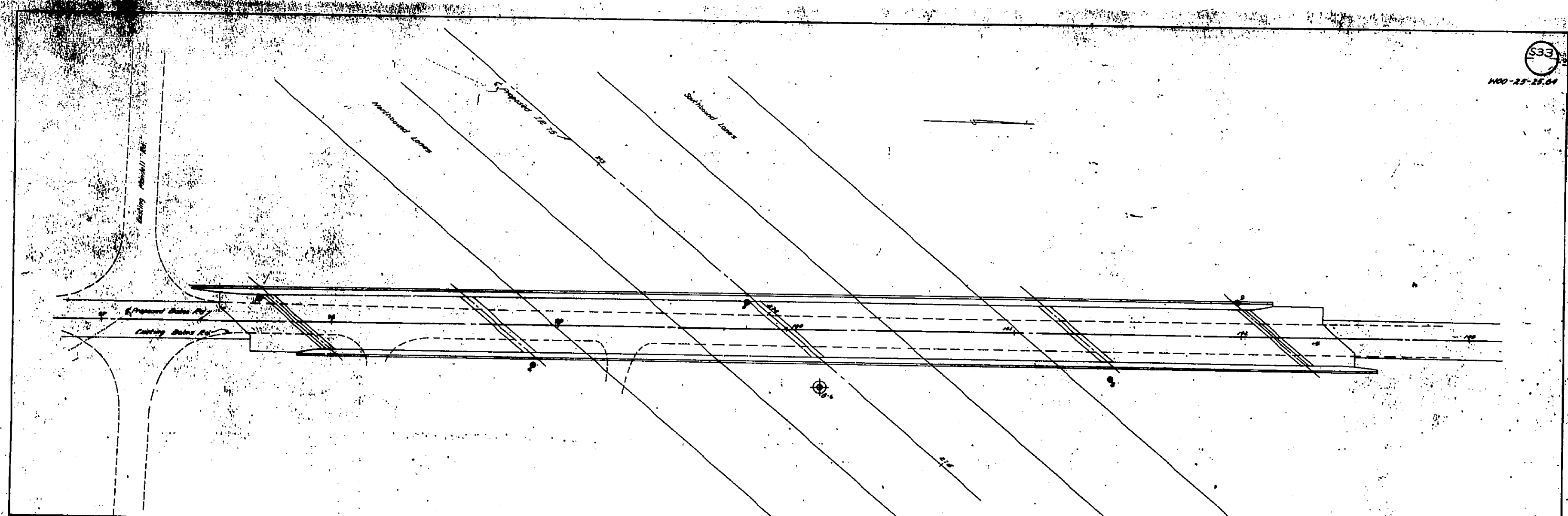
(1) symbol indicates the depth of casing
 Toledo Testing Laboratory, Inc. Figure Number 90

TOLEDO TESTING LABORATORY
OHIO TURNPIKE COMMISSION
 SOIL BORINGS
 BATES ROAD OVER I-75
 BR. N° W00-75-26.84
 WOOD COUNTY
 STA. 97+86.53 TO STA. 102+11.47

DATE: 2/90 SCALE: N.T.S.
 CIP: 55-90-03 SHEET 53/ OF

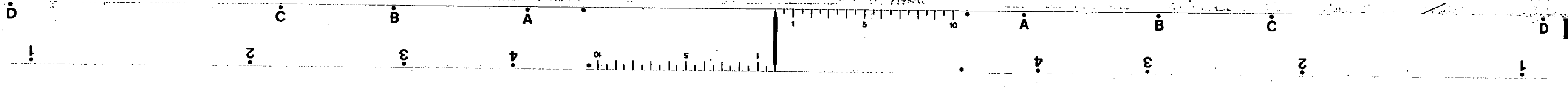


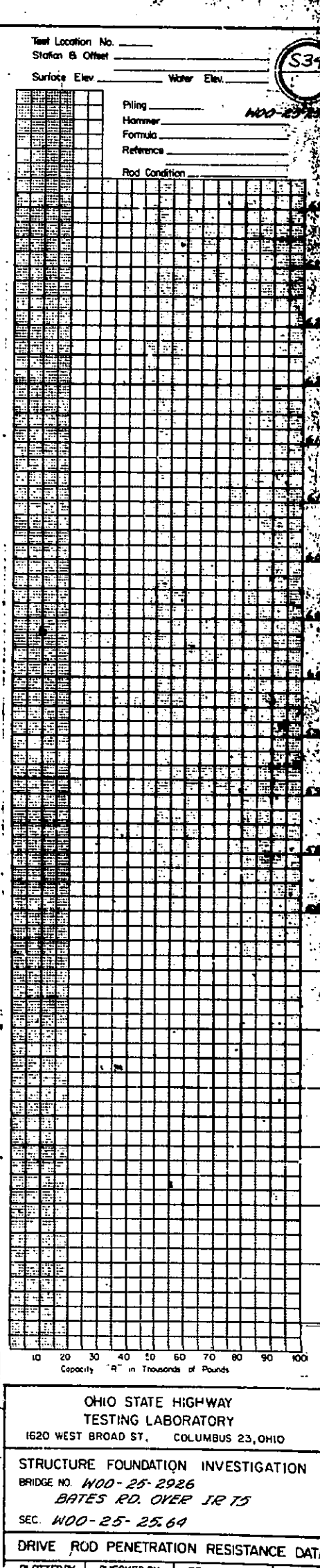
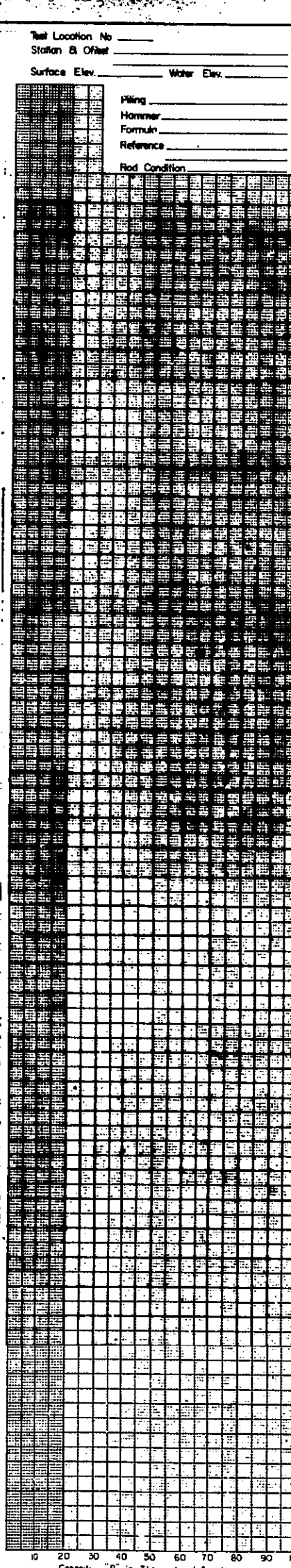
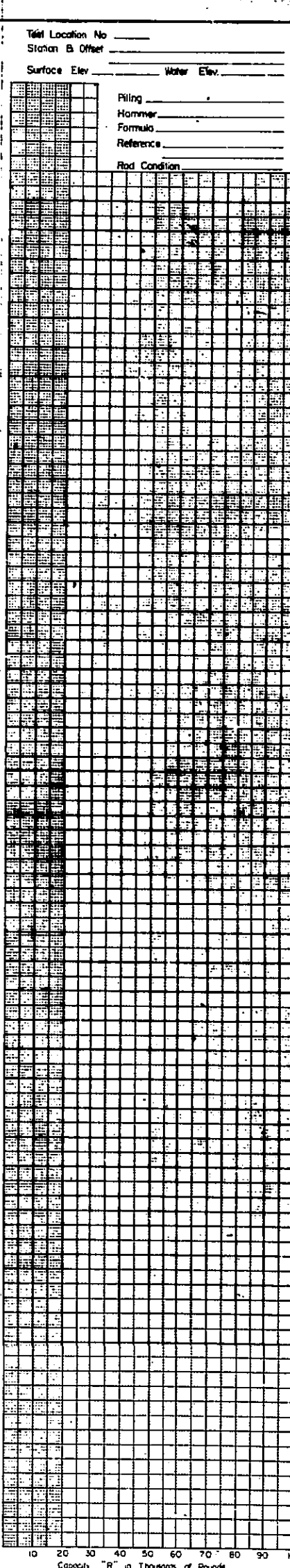
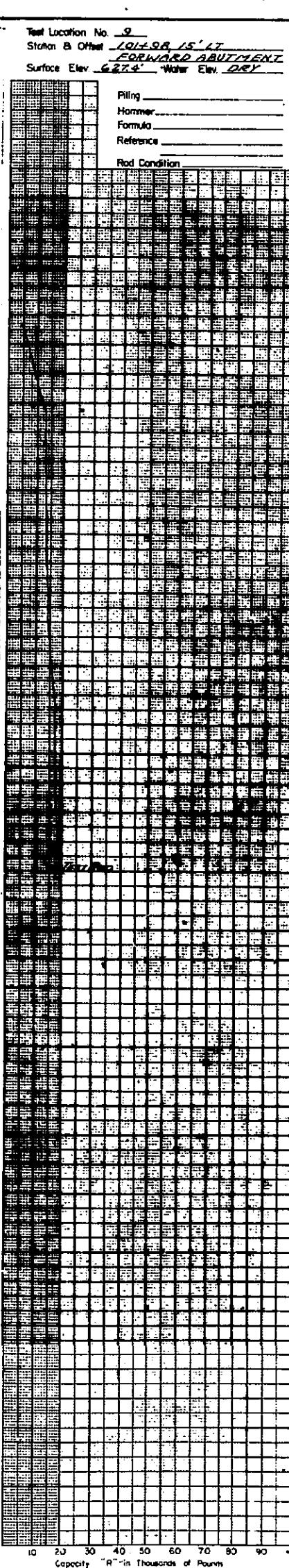
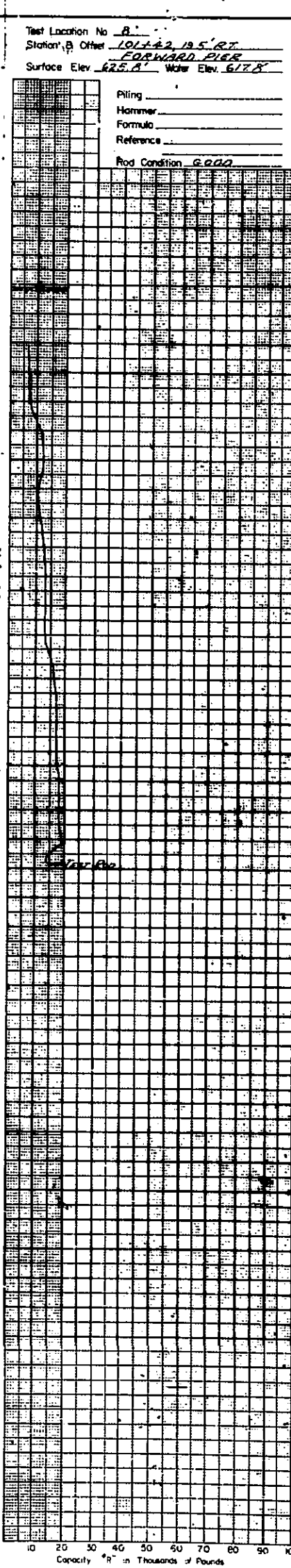
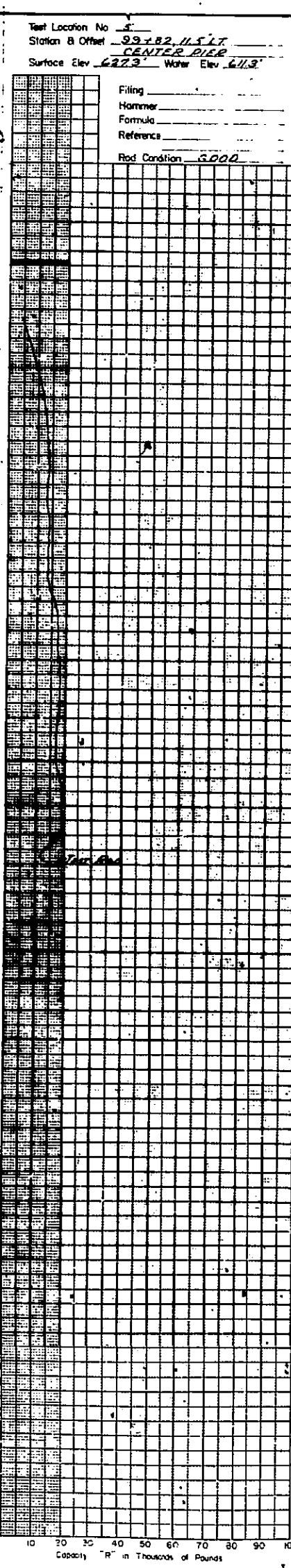
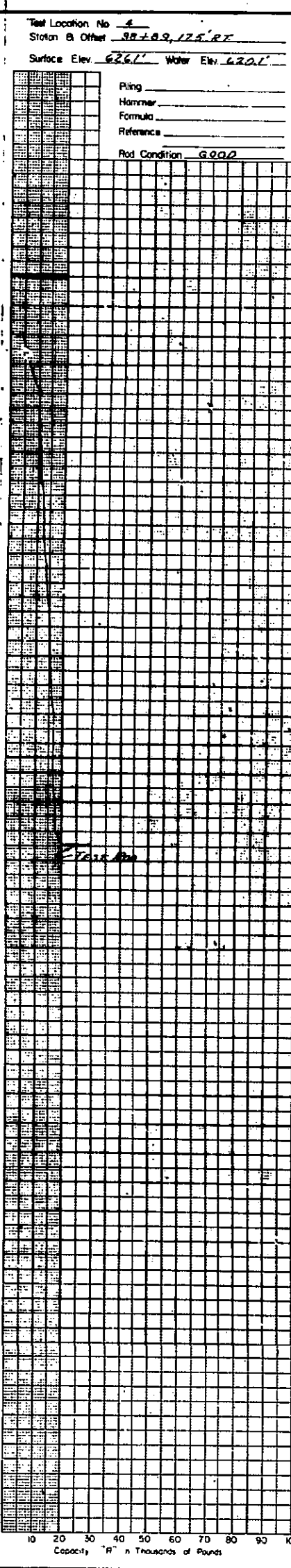
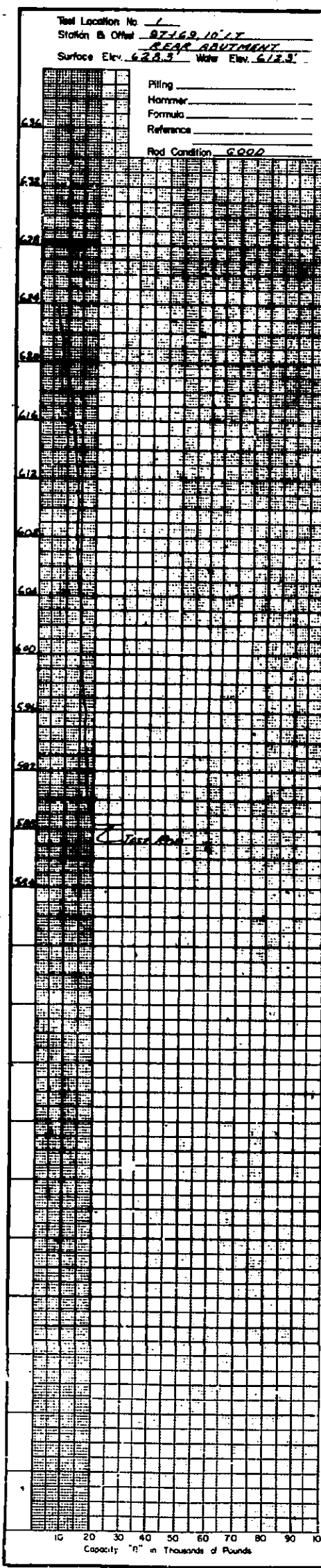
S33
W00-25-25.64



OHIO STATE HIGHWAY
TESTING LABORATORY
1620 WEST BROAD ST., COLUMBUS 23, OHIO
STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO W00-25-2926
BATES RD OVER SR 75
SEC W00-25-25.64
PLAN AND PROFILE
DRAWN BY 617
CHECKED BY FLE
REVIEWED BY EDR
DATE 4-17-53

SCALE: 1" = 20'





OHIO STATE HIGHWAY
 TESTING LABORATORY
 1620 WEST BROAD ST., COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
 BRIDGE NO. W00-25-2926
BATES RD. OVER IR 75
 SEC. W00-25-25.60

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY _____ CHECKED BY _____ REVIEWED BY _____ DATE 7-17-63

