

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

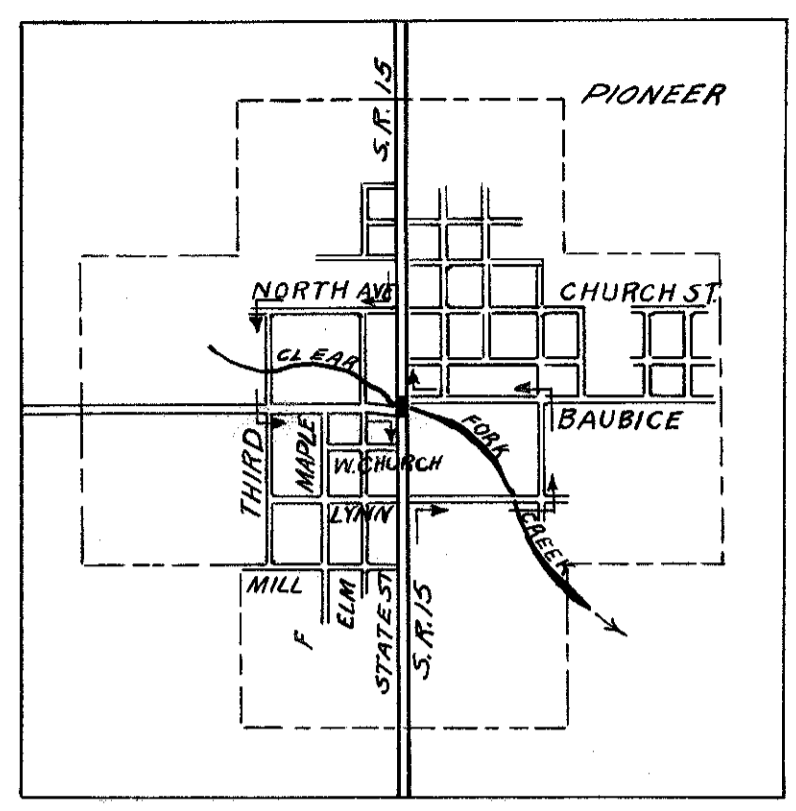
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

WILLIAMS COUNTY
WIL-15 - 152

DEC 16 1963
GROUND PHOTOGRAPH

WIL-15 - 152

WILLIAMS COUNTY VILLAGE OF PIONEER



DETOUR MAP

CONVENTIONAL SIGNS

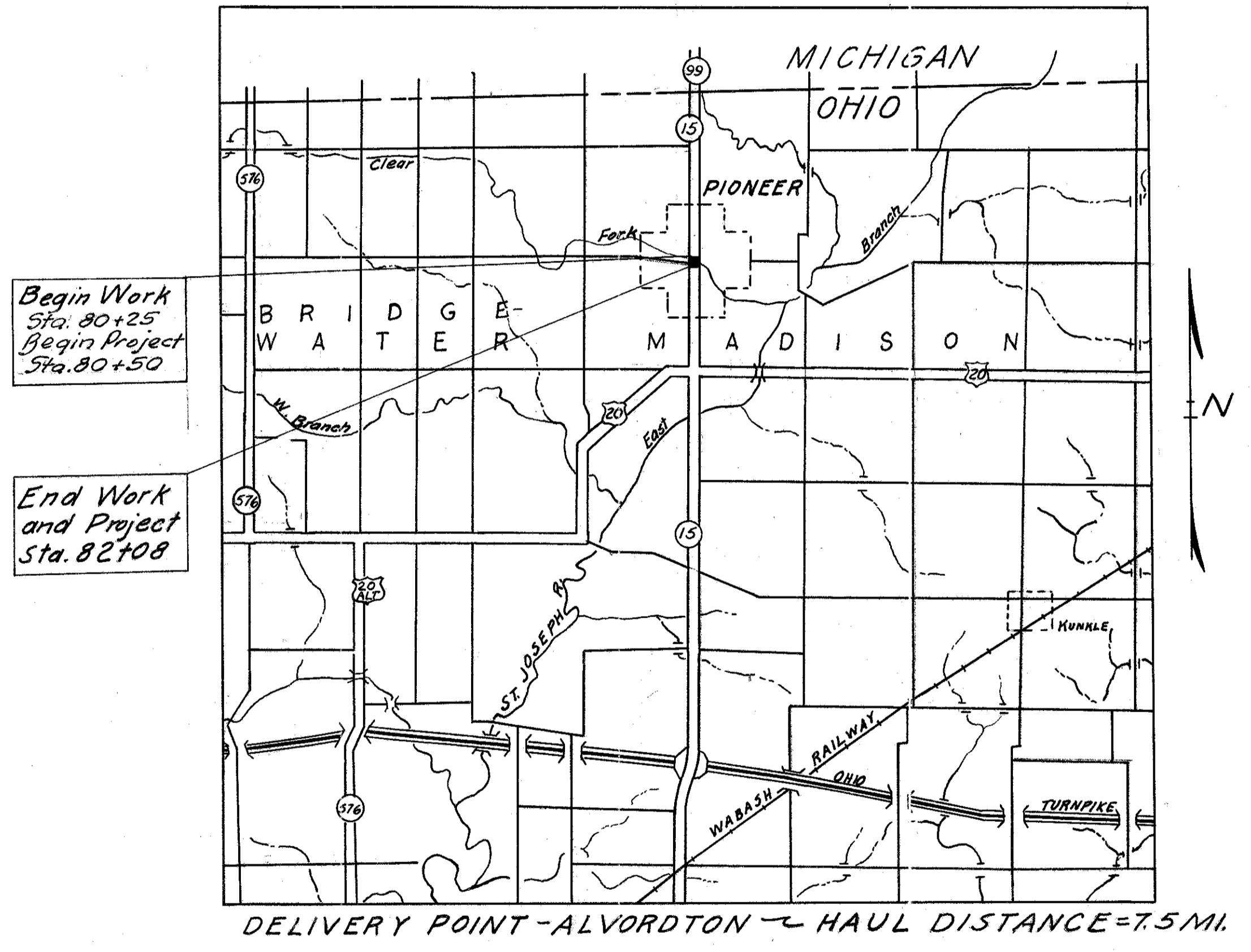
- State Line
- Village Limit
- Railroads
- Center line
- Right of Way
- Light Poles

INDEX OF SHEETS

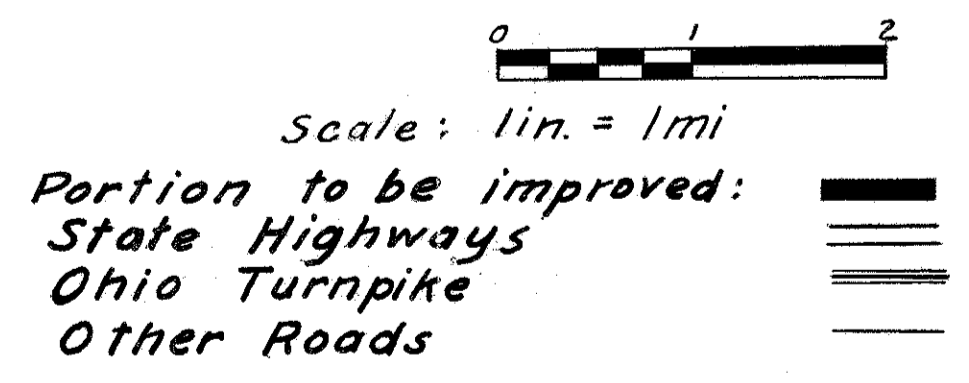
- Title Sheet 1
- Typical Section 2
- General Notes 3
- Sub-summaries 3
- General Summary 3
- Intersection Detail 3
- Plan and Profile 4
- Cross-Sections 5-6
- Structures over 20 Ft Span 7-11

LINE DATA

	WORK	PROJECT
Begin	80+25	80+50
End	82+08	82+08
Total Length, Ft.	183	158
" " N/A	.034	.029



LOCATION PLAN



1959 SPECIFICATIONS

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

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the partial closing of the highway to vehicular traffic, and that detours will be provided as shown on sheet 1. Pedestrian traffic will be maintained at all times.

- Approved: G. W. Luber
Date 1-5-61 Division Deputy Director
- Approved: Henry P. Neefen
Date 2-12-61 Deputy Director of Planning and Programming
- Approved: D. H. Overman
Date 2-6-61 Engineer of Bridges
- Approved: W. J. ...
Date 2-7-61 Engineer of Location and Design
- Approved: C. W. ...
Date ... Deputy Director of Design and Construction
- Approved: J. A. ...
Date 1-10-61 First Assistant Director
- Approved: E. S. ...
Date 1-10-61 Director of Highways

REVIEWED AND APPROVED	DATE	ENGINEER OF TRAFFIC
FILE	WILLIAMS COUNTY	WIL-15 - 152
NO.	DATE OF LETTING	CONTRACT NO.

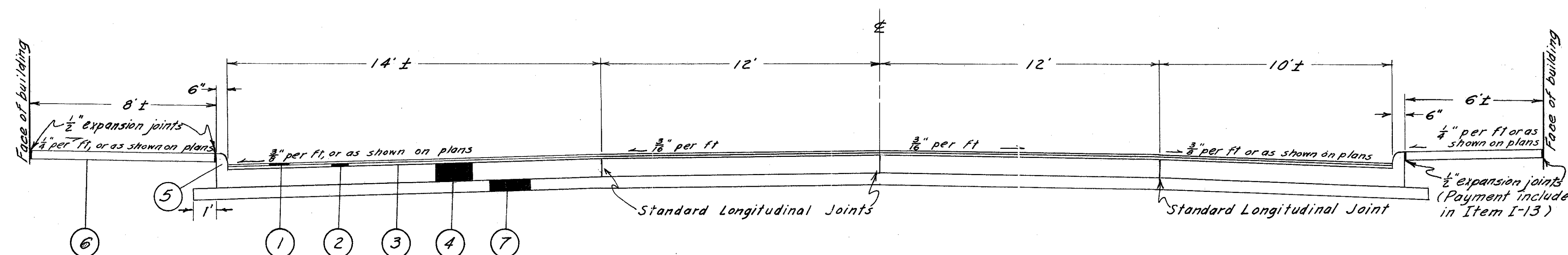
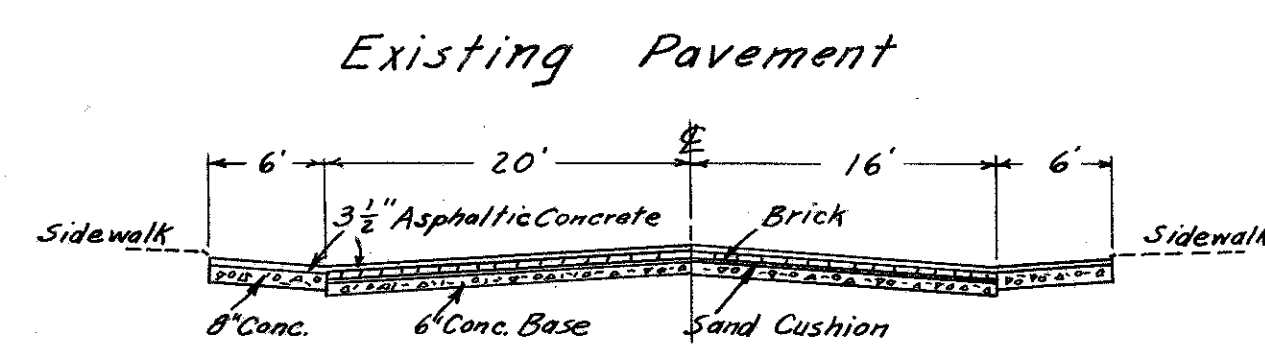
STANDARD	DRAWINGS	SUPPLEMENTAL SPECIFICATIONS
6-707	6-1-56 RI-1	7-15-58
I-1,2,3,4,5	4-24-58 I-12	7-1-54
I-8 CB, No. 3-A	1-26-59 T-35	1-2-56
I-8 CB, No. 6	1-26-59 LJ No. 1	7-1-55
I-8, MH No. 1	1-26-59 TJ	9-12-60
I-8, MH No. 1-A	1-26-59	

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6-707	6-1-56 RI-1	7-15-58
I-1,2,3,4,5	4-24-58 I-12	7-1-54
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I-8, MH No. 1	1-26-59 TJ	9-12-60
I-8, MH No. 1-A	1-26-59	

DEC 16 1963
GROUND PHOTOGRAPH

TYPICAL SECTION

TYPE T-35



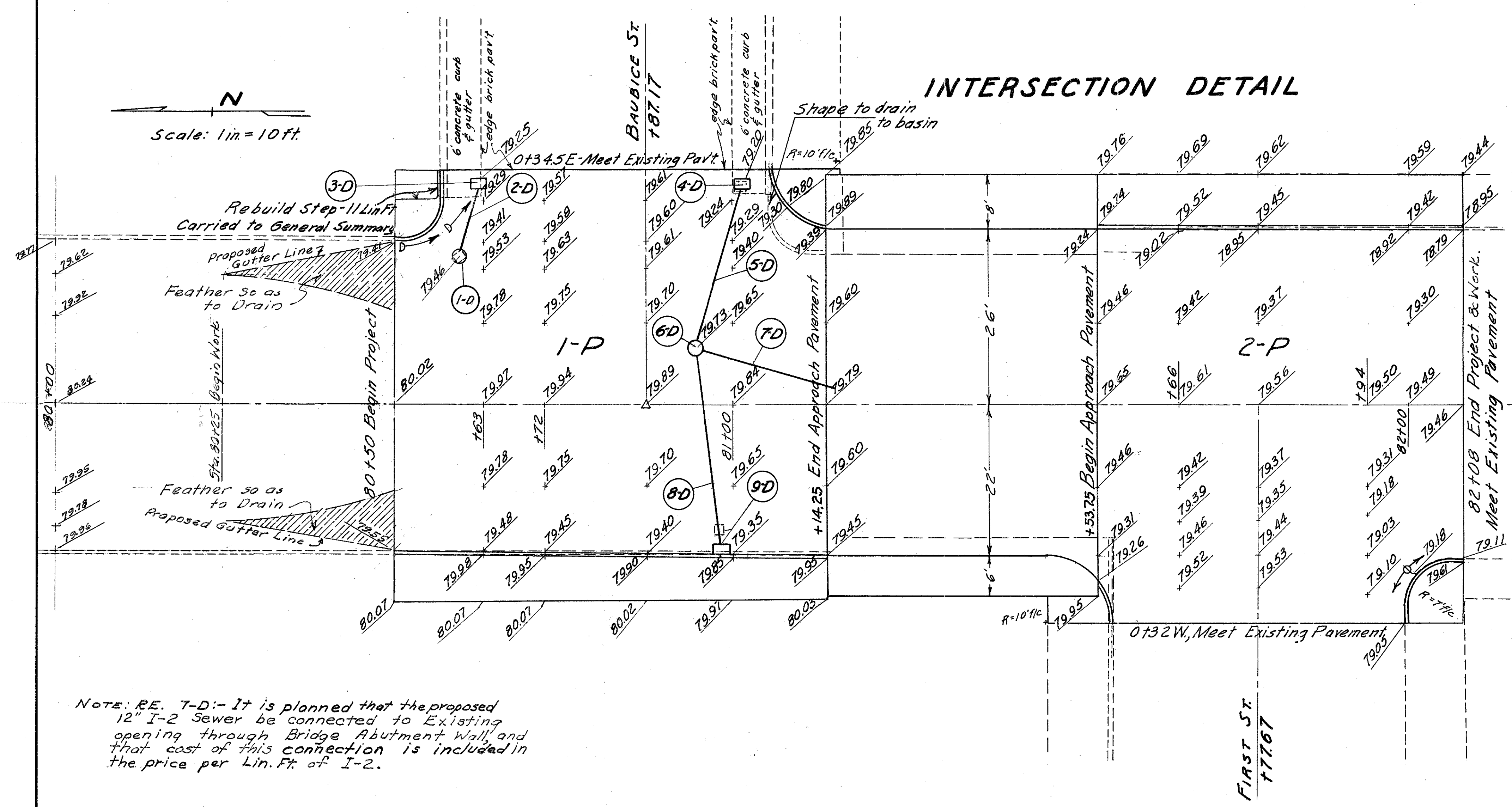
- * ① Item T-35 - 1 1/4" Asphaltic Concrete Surface Course, Type C (70-85)
- * ② Item B-35 - 1 1/4" Asphaltic Concrete Leveling Course (70-85)
- ③ Item T-30 - Bituminous Tack Coat, Sec. M-5.5, MS-2 or RS-1; or Sec. M-5-2, RC-1, RC-2 or RC-3, as per Sec. T-30.02, applied at the rate of 0.10 gal. per sq. yd.
- ④ Item B-70 - 9" Portland Cement Concrete Base Course
- ⑤ Item I-12 - Standard Type 2-B Concrete Curb
- ⑥ Item I-13 - 4" Concrete Sidewalk
- ⑦ Item I-22 - 6" Subbase

* Thicknesses shown are "designed" thicknesses as described in Section T-35.01 and B-35.01

B-70 BASE COURSE:

The B-70 Base course called for in these plans shall be constructed of Class "D" concrete in lieu of Class "F" concrete as stipulated in Sec. B-7.16 of the Specifications.

INTERSECTION DETAIL



NOTE: RE. T-D: - It is planned that the proposed 12" I-2 Sewer be connected to Existing opening through Bridge Abutment Wall, and that cost of this connection is included in the price per Lin. Ft. of I-2.

GENERAL SUMMARY

ITEM	QUANTITY	UNIT	DESCRIPTION
ROADWAY			
E-1	253	Cu.Yd.	Roadway Excavation, Method B
E-1	735	Sq.Yd.	Compacted Subgrade
E-8	723	Sq.Yd.	Removal and Disposal of Existing Pavement
E-8	1218	Sq.Ft.	Removal and Disposal of Existing Sidewalk
E-8	55	Lin.Ft.	Removal and Disposal of Existing Curb
I-13	1053	Sq.Ft.	4" Concrete Sidewalk
I-8	1	Each	Manument Assembly
E-11	0.6	M.Gal.	Water
I-13	11	Lin.Ft.	Concrete Steps
PAVEMENT			
T-35	25	Cu.Yd.	Asphaltic Concrete Surface Course, Type C (70-85)
B-35	25	Cu.Yd.	Asphaltic Concrete Leveling Course (70-85)
B-70	735	Sq.Yd.	9" Portland Cement Concrete Base Course, using High-Early-Strength Cement
I-22	126	Cu.Yd.	Subbase
I-12	166	Lin.Ft.	Std Type 2-B Concrete Curb
T-30	73	Gal.	Bituminous Tack Coat: M-5.5, MS2 or RS1, or Sec M 5.2, RC1, RC2 or RC3 as per Sec. T3002

DRAINAGE SUMMARY

REF. No.	LOCATION	No. 1 M.H. with Heavy Casting	No. 6 C.B.	No. 3-A C.B.	I-16, C.B. M.H. Aband.	I-8, M.H. Adjusted to grade under Pit.	12" I-2 Pipe	E-12 Pipe Removed
1-D	80+59.5, 21.3' Lt					1		
2-D	80+59.5 Lt to 80+62 Lt						10'	
3-D	80+62, 32' Lt		1					
4-D	81+01, 32' Lt		1					
5-D	80+94.5 Lt to 81+01 Lt						24'	24'
6-D	80+94.5, 8.1' Lt	1				1		
7-D	80+94.5 Lt to 81+15.5 Lt						20'	20'
8-D	80+94.5 Lt to 80+98 Rt						28'	26'
9-D	80+98 Rt							
Totals carried to General Summary		1	2	1	2	1	82'	70'

PAVEMENT SUMMARY

LOCATION	T-35 SURFACE COURSE	B-35 BASE COURSE	T-30 TACK COAT	B-70 BASE COURSE	I-22 SUB-BASE	I-12 TYPE 2-B CURB
	Cu.Yd.	Cu.Yd.	GAL.	Sq.Yd.	Cu.Yd.	Lin.Ft.
1-P	13	13	39	391	67	94
2-P	12	12	34	344	59	72
Totals to General Summary	25	25	73	735	126	166

GENERAL NOTES

CONTROL POINTS: Before construction operations begin, the Engineer will reference all existing control points. Upon completion of the work, the Engineer will reset these control points in the new pavement. A monument assembly is provided for the point on E at Sta. 80+87.17.

UTILITY ADJUSTMENTS: Any or all work required for Public or Private Utilities will be done by and at the expense of their respective owners, unless otherwise noted on the plans.

UTILITY OWNERSHIP: Electric power & water, Pioneer Light & Water Dept; Village of Pioneer.

TRAFFIC SIGNALS: Village of Pioneer

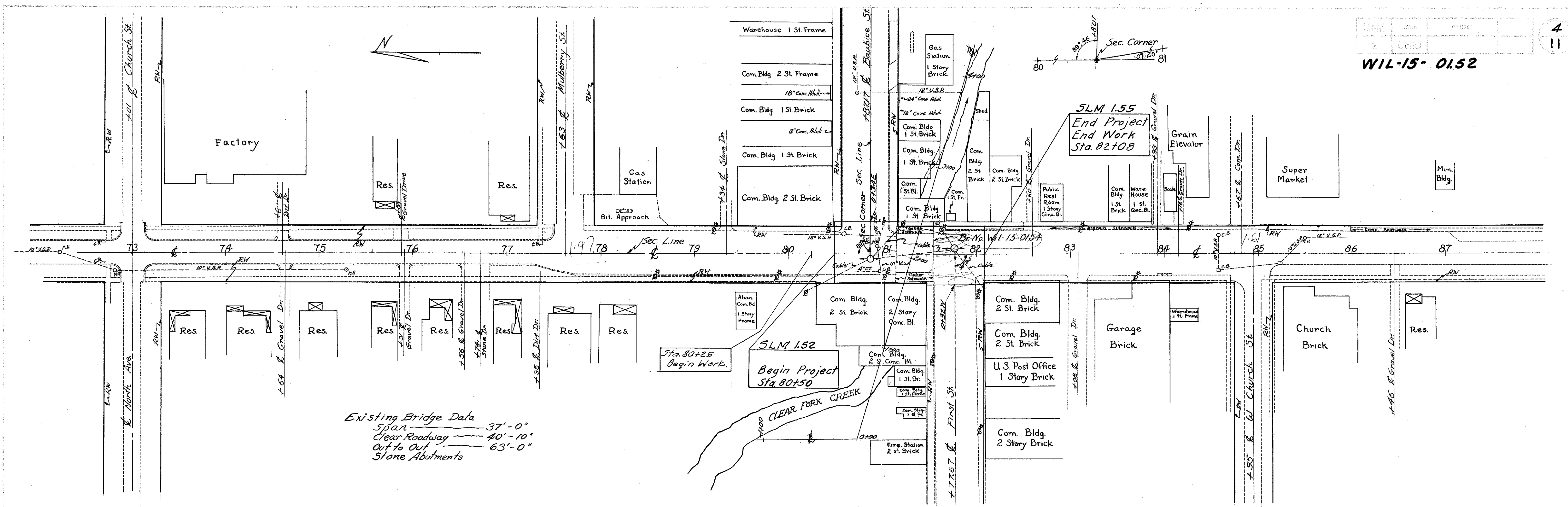
FIELD OFFICE: The Contractor shall

Portland Cement Concrete items as required for this project, the following substitution may be made at no additional cost to the State. Portland Cement, Section M-1.1, M-1.3 or M-1.8 may be used and, if used, the quantity of cement used shall be 15 percent greater than the quantity of cement required by standard specifications. In addition, Calcium Chloride shall be added in an amount equal to 2 percent by weight of the total quantity of cement used. The Calcium Chloride shall be added in solution form.

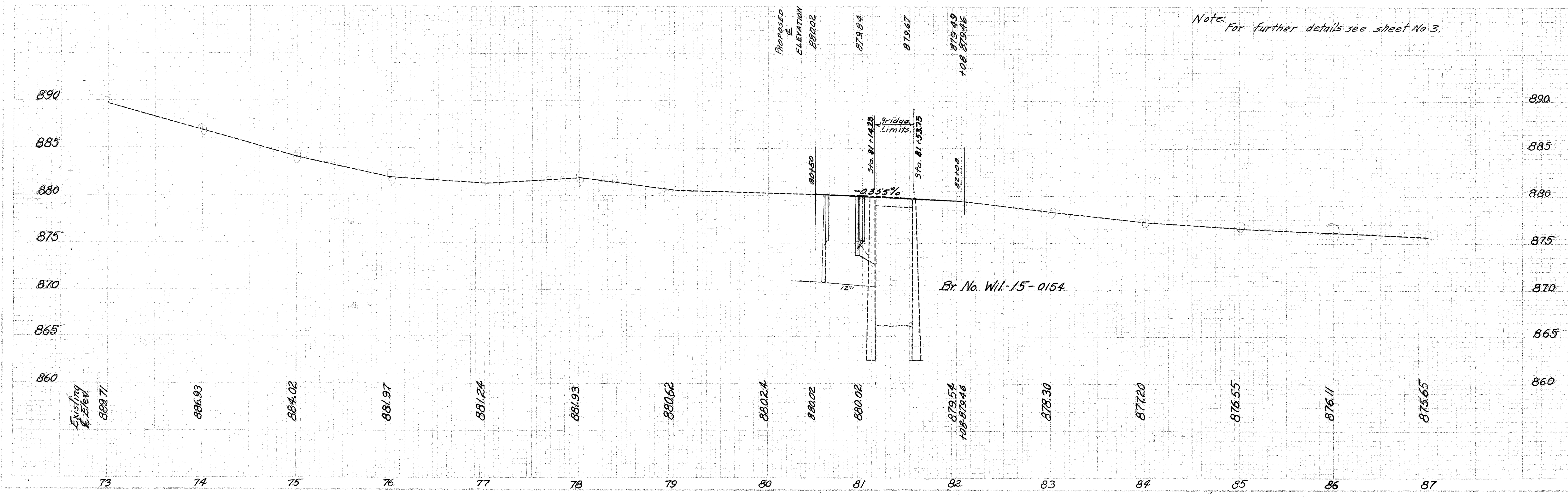
TRAFFIC: One way traffic shall be maintained at all times at the intersections of S.R. 15 with Baubice St. and First St.

in accordance with Sec. 5-001 (b), provide, for the exclusive use of the State's employees, a suitable field office having a minimum of 150 sq. ft. of floor space. The Contractor shall have a telephone installed and maintained in this field office during the construction of this project.

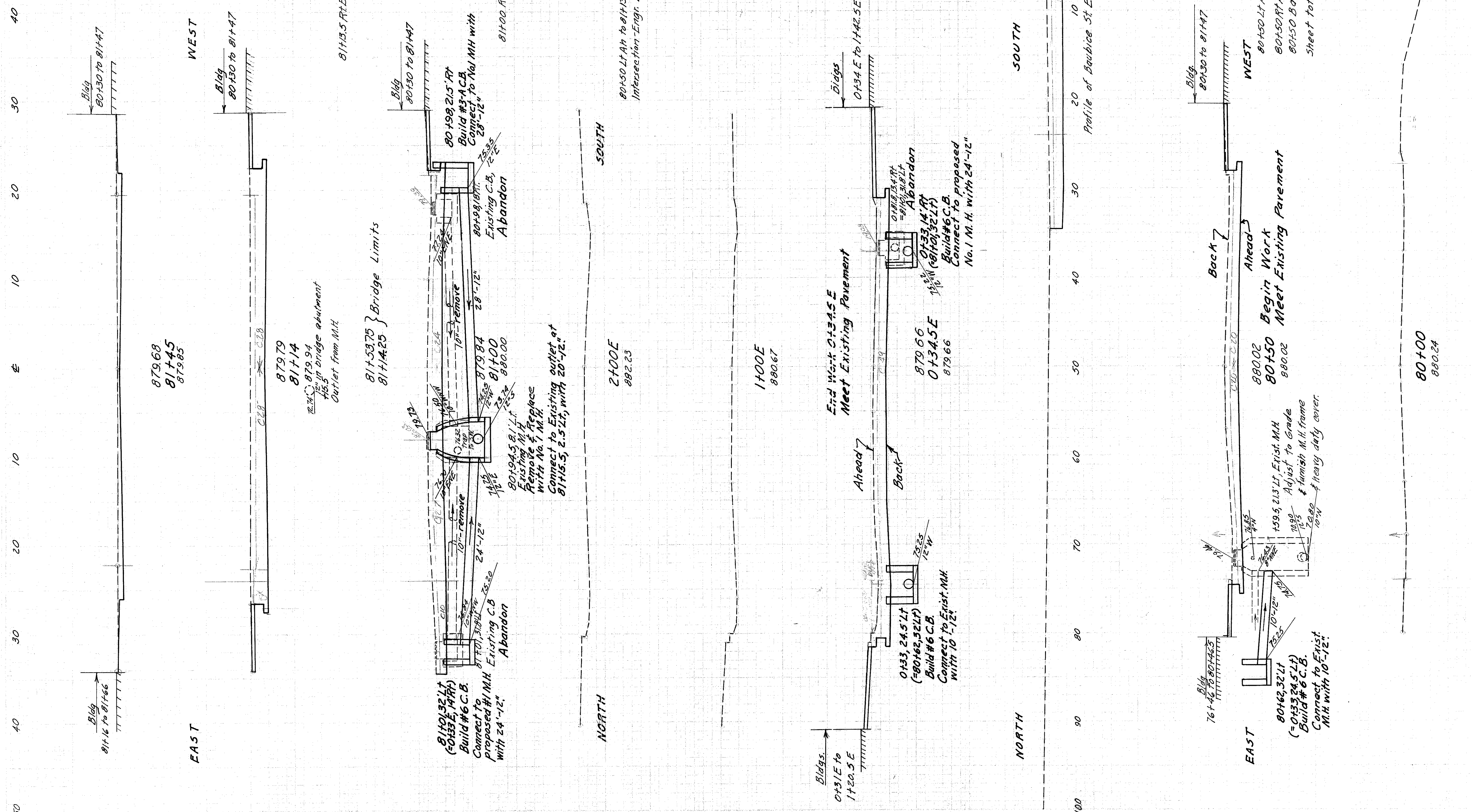
PORTLAND CEMENT: If High-Early-Strength Portland Cement, Section M-1.2 or Section M-1.4, cannot be obtained for use in



Existing Bridge Data
 Span 37'-0"
 Clear Roadway 40'-10"
 Out to Out 63'-0"
 Stone Abutments

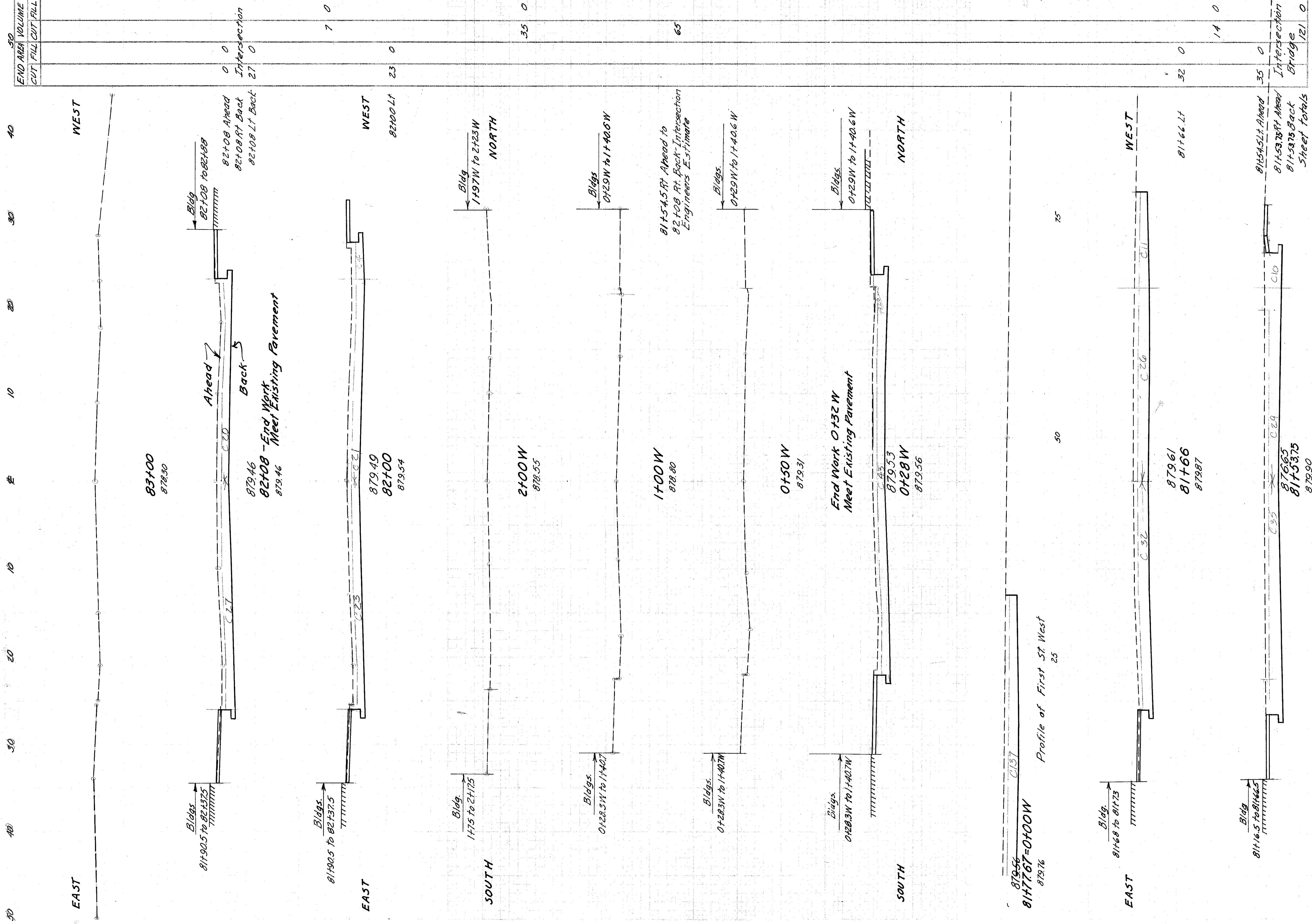


END AREA	VOLUME
CUT	
FILL	
CUT	
FILL	



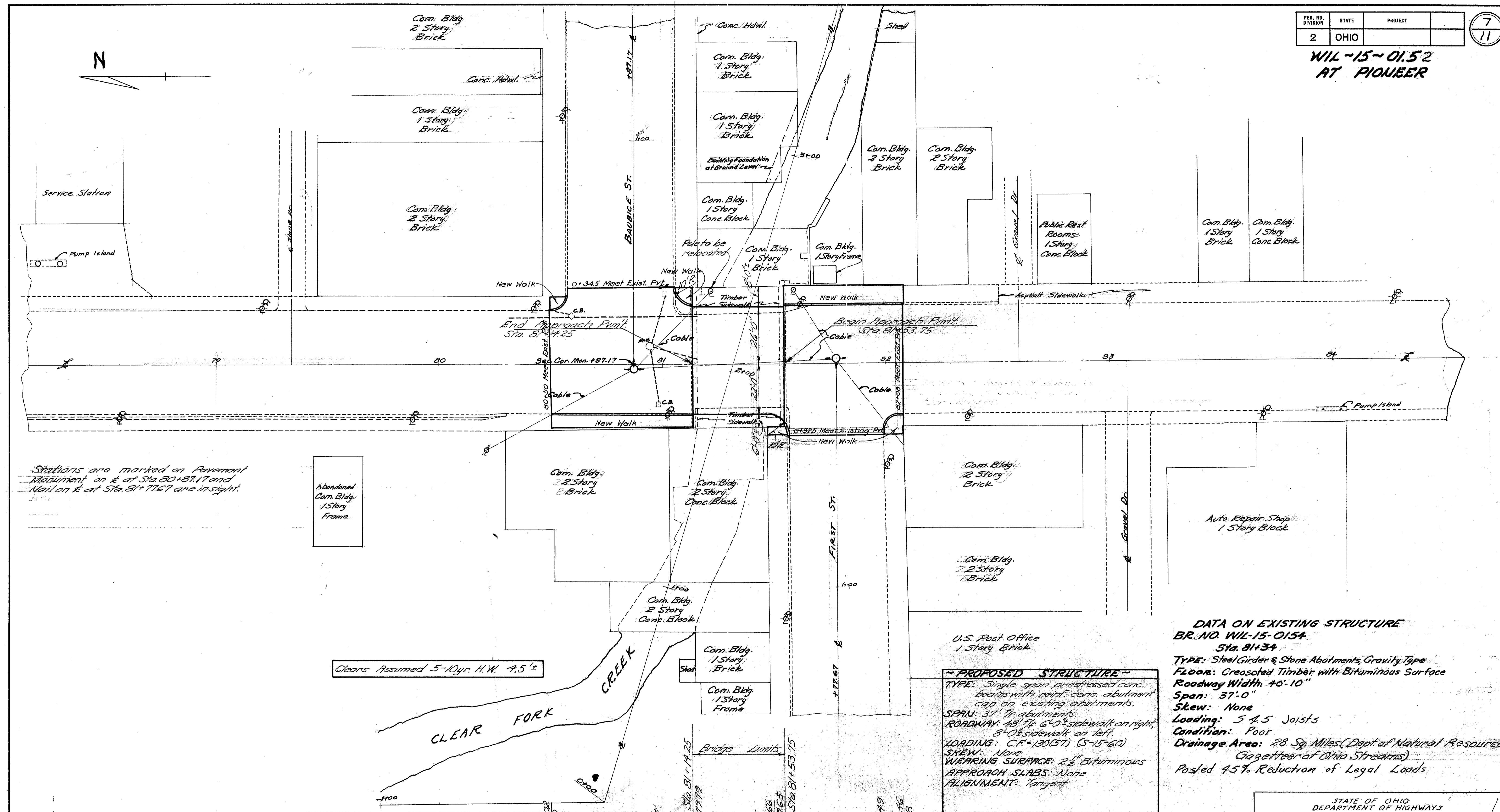
WIL-15- 01.52

X-Sections- Sta. 80+00 to Sta 81+45



to 81+53.75 } Bridge Limits
 to 81+14.25 }

**WIL-15-01.52
AT PIONEER**



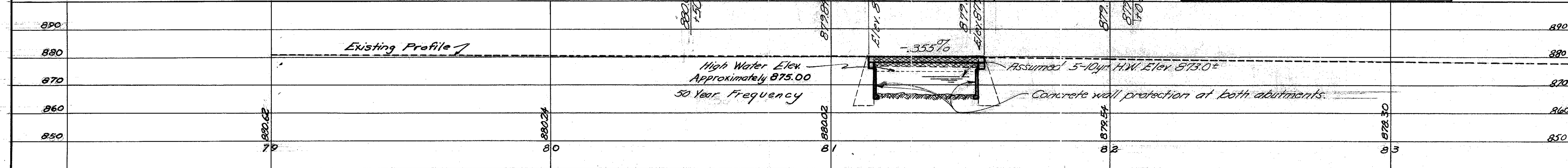
Stations are marked on Pavement Monument on & at Sta. 80+87.17 and Nail on & at Sta. 81+116.7 are in sight.

Abandoned Com. Bldg. 1 Story Frame

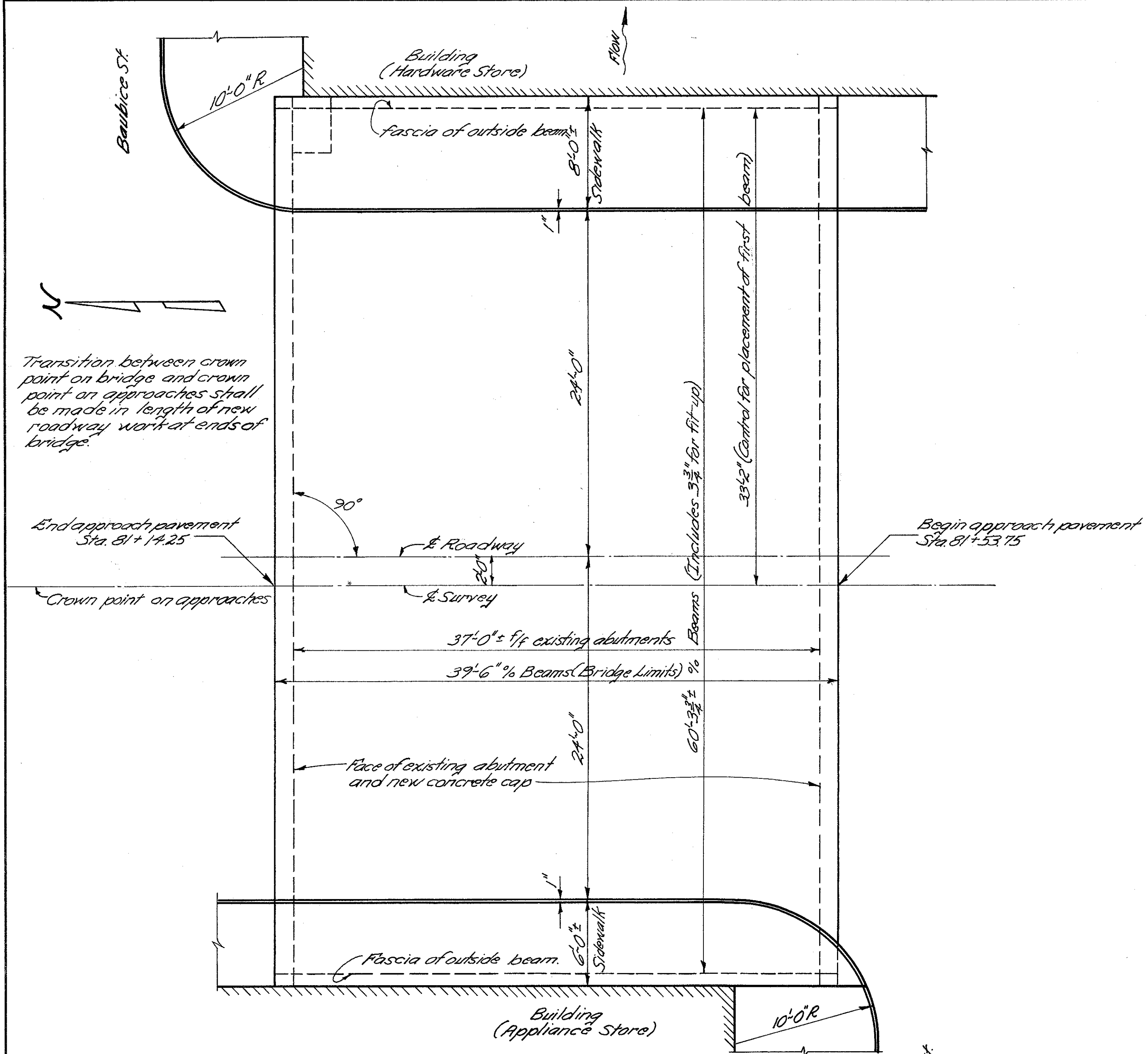
Clears Assumed 5-10yr. H.W. 4.5' ±

PROPOSED STRUCTURE
 TYPE: Single span prestressed conc. beams with reinf. conc. abutment cap on existing abutments.
 SPAN: 37' ± abutments
 ROADWAY: 48' ± 6'-0" sidewalk on right, 8'-0" sidewalk on left.
 LOADING: C.F. = 130 (57) (5-15-60)
 SKEW: None
 WEARING SURFACE: 2" Bituminous
 APPROACH SLABS: None
 ALIGNMENT: Tangent

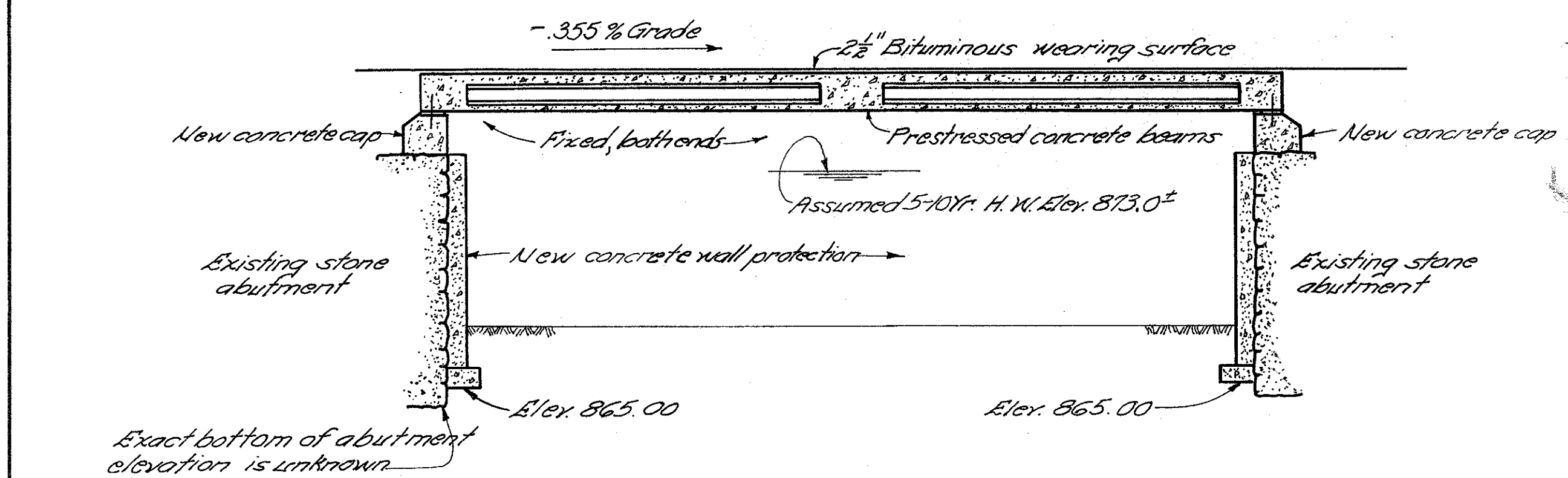
DATA ON EXISTING STRUCTURE
 BR. NO. WIL-15-0154
 Sta. 81+34
 TYPE: Steel Girder & Stone Abutments, Gravity Type
 FLOOR: Creosoted Timber with Bituminous Surface
 ROADWAY WIDTH: 40'-10"
 SPAN: 37'-0"
 SKEW: None
 LOADING: 5-4.5 Joists
 CONDITION: Poor
 DRAINAGE AREA: 28 Sq. Miles (Dept. of Natural Resources Gazetteer of Ohio Streams)
 Posted 45% Reduction of Legal Loads



STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES					
SITE PLAN					
BRIDGE No. WIL-15-0154 OVER CLEAR FORK CREEK WIL-15-01.54 WILLIAMS County SCALE 1" = 20'					
PRESENT TOPOGRAPHY			PROPOSED WORK		
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
		B.D.H.	B.D.H.	J.H.B.	F.G.S.



GENERAL PLAN



LONGITUDINAL SECTION

GENERAL

NOTES

REFERENCE shall be made to Supplemental Specification S-105 dated August 12, 1960.

DESIGN of the prestressed concrete beams is generally in conformance with Tentative Recommendations for Prestressed Concrete, ACI-ASCE Joint Committee 323, January, 1953.

PROPOSED WORK:

1. Remove existing superstructure except portion required to maintain pedestrian traffic.
2. Erect temporary pedestrian bridge. (Optional).
3. Relocate utility pole at northeast corner of bridge. (To be done by Owner.)
4. Remove tops of existing stone abutments to extent indicated on the plans.
5. Clean faces of existing abutments.
6. Place concrete for abutment wall protection.
7. Place concrete caps on existing stone abutments.
8. Erect prestressed concrete beams. (See Beam Erection Procedure.)
9. Place concrete filler blocks on abutments.
10. Backfill at ends of bridge.
11. Place sidewalk concrete.
12. Lay asphaltic concrete wearing surface on roadway.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed to the extent and in the manner indicated in the proposed worknote. The 3"x6" creosoted strip floor and the 4" steel stringers shall be carefully removed and piled along the right-of-way for disposal by the States forces. Strip floor may be removed in sections not to exceed 4 feet in width.

MAINTENANCE OF PEDESTRIAN TRAFFIC: Pedestrian traffic shall be maintained at all times, a minimum clear width of 4' being provided between guardrails or between face of building and guardrail. This may be accomplished by

MAINTENANCE OF PEDESTRIAN TRAFFIC, (Continued): First using a portion of the existing superstructure as a pedestrian walkway, and subsequently using a part of the new structure, or a separate temporary bridge, for pedestrian traffic. The cost of maintaining pedestrian traffic shall be included, for payment, in the lump sum bid for Maintaining Traffic, including lights, signs, barricades, and watchmen, twenty-four hour service, as per plan. The Contractor's proposed method for the maintenance of pedestrian traffic shall not become effective until it has been submitted to and approved, in writing, by the Director. At least 15 days shall be allowed for such approval.

EXCAVATION: All excavation and backfill necessitated by abutment capping operations shall be included with Item S-22 for payment.

STATIONS are shown for bridge location identification purposes only, and are not intended to be used for construction purposes.

FIELD DIMENSIONS: Contractor shall verify all field dimensions.

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

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUTS.	GEN'L.
B-2	Lump	Sum	Cofferdams, cribs, and steeling			
B-2	30	Cu. Yds.	Unclassified excavation		30	Lump
S-1	18	Cu. Yds.	Class "2" concrete, abutment caps		18	
S-1	39	Cu. Yds.	Class "5" concrete, wall protection		39	
S-1	17	Cu. Yds.	Class "C" concrete, side walks	17		
S-3	37	Sq. Yds.	Type "B" waterproofing			37
S-3	212	Sq. Yds.	Type "C" waterproofing	212		
S-4	3211	Lbs.	Reinforcing steel	1140	2071	
S-9	69	Sq. Ft.	1/2" Preformed expansion joint filler	31	38	
S-9	65	Sq. Ft.	1" Preformed expansion joint filler	65		
S-22	Lump	Sum	Removal of portions of existing structure			Lump
S-23	60	Each	Dowel holes		60	
S-105	12	Each	Prestressed concrete bridge members, 48" wide	12		
S-105	4	Each	Prestressed concrete bridge members, 36" wide	4		
F-35	15	Cu. Yds.	Asphaltic concrete surface course, Type "C" (70-85)	15		

See Prestressed Beam Notes see Sheet No. 9

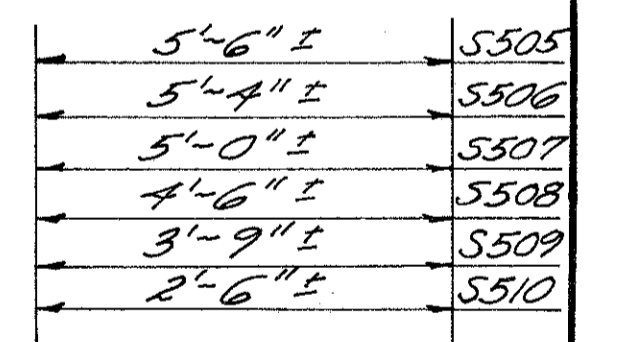
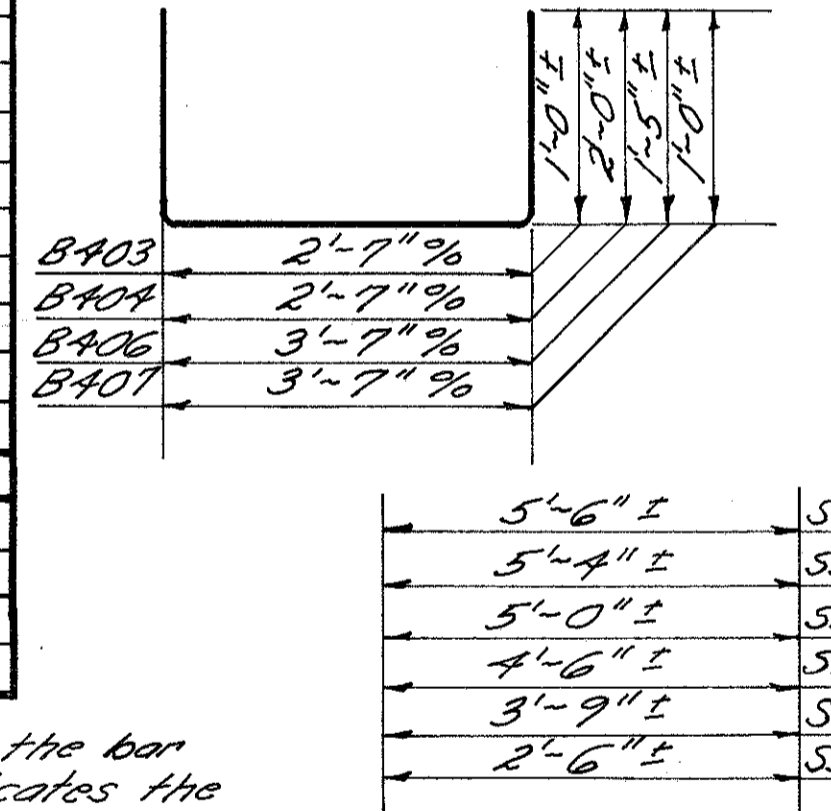
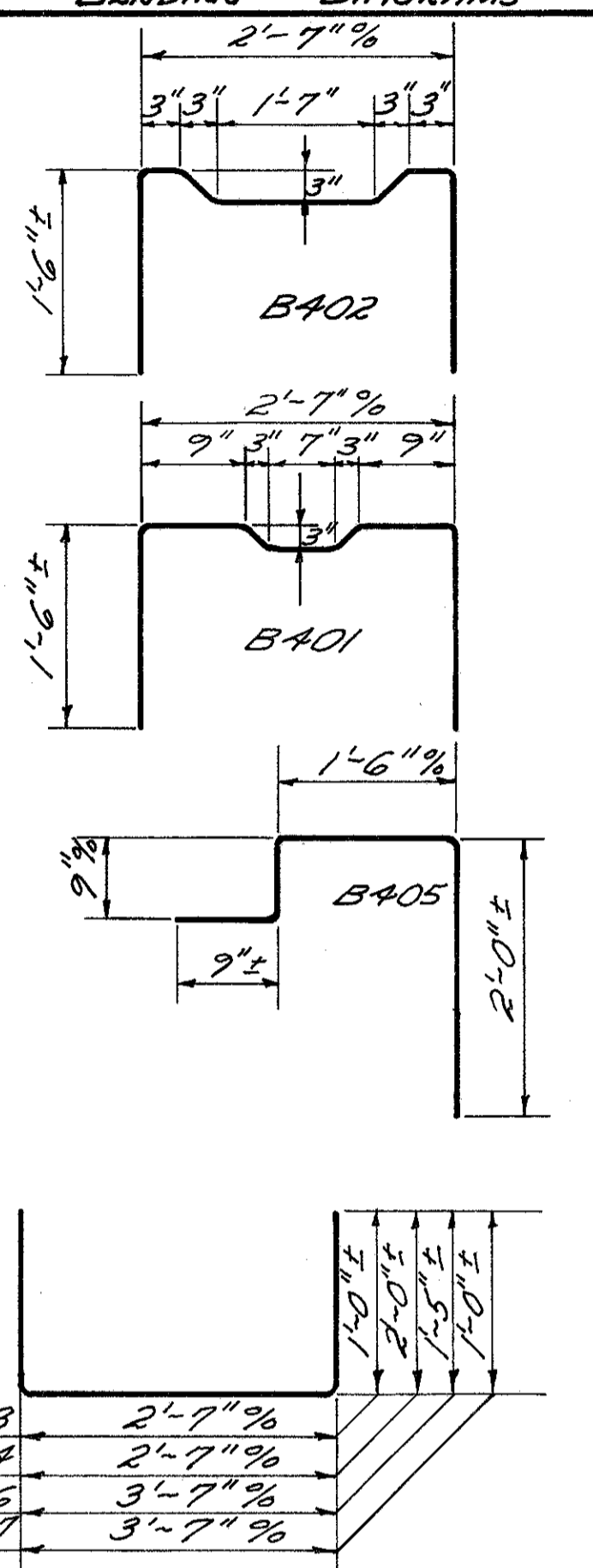
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN & ELEVATION, NOTES, ESTIMATED QUANTITIES
BRIDGE No. WIL-15-015A
OVER CLEAR FORK CREEK

STA. 81+14.25
81+53.75
WILLIAMS County

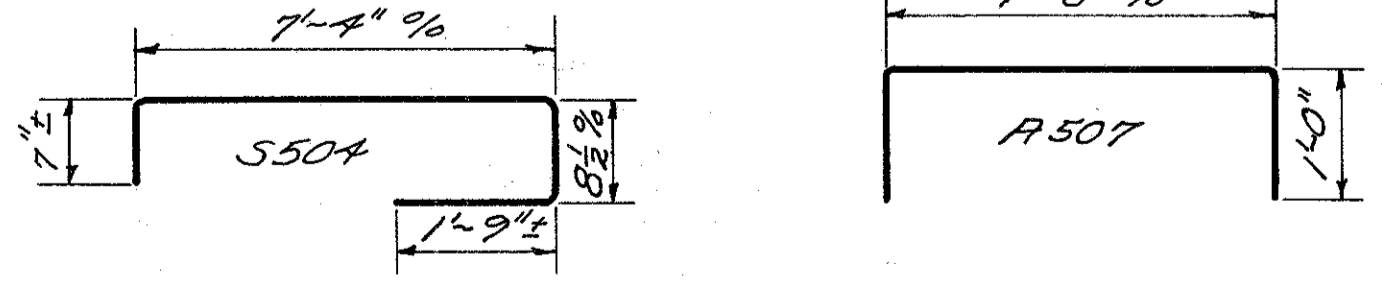
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WJG	WJG	MEG	MEG	DEG	12-28-60	

REINFORCING STEEL LIST				
MARK	NO.	LENGTH	WEIGHT	SHE
PRESTRESSED BEAMS				
B501	32	20'-6"	624	S
B401	128	5'-6"	470	B
B402	124	5'-6"	456	B
B403	48	4'-4"	139	B
B404	25	6'-4"	402	B
B405	27	4'-8"	84	B
B406	384	6'-2"	1582	B
B407	144	5'-4"	513	B
B408	144	20'-3"	1948	S
* Include with beams for payment (6,278)*				
ABUTMENTS				
A501	60	2'-0"	125	S
A502	42	8'-6"	372	S
A503	20	19'-6"	409	S
A504	5	21'-0"	110	S
A505	5	17'-9"	93	S
A506	16	32'-0"	534	S
A507	120	3'-5"	428	B
SIDEWALKS				
S501	20	20'-6"	427	S
S502	1	19'-0"	20	S
S503	1	16'-6"	17	S
S504	32	10'-0"	334	B
S505	27	7'-8"	216	B
S506	1	7'-6"	8	B
S507	1	7'-2"	8	B
S508	1	6'-8"	7	B
S509	1	5'-11"	6	B
S510	1	4'-8"	5	B
S511	4	23'-0"	92	S
REPLACEMENT BARS				
RE501	1	5'-7"	—	S
RE401	1	5'-3"	—	S



BAR SIZE is indicated in the bar mark. The first digit indicates the bar size number. For example, A501 is a No. 5 size bar.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. S-402 need not be furnished and replacement bars will not be required.



PRESTRESSED BEAM NOTES

BEAM ERECTION PROCEDURE: The following procedure assumes that the beams to be placed last are those adjacent to the buildings at the West side of the structure. This erection sequence is assumed only for the purpose of indicating the procedure to be followed in tying the beams together transversely with the steel tie rods. (This special procedure is necessitated by the width restriction imposed by the adjacent buildings.) The actual erection sequence shall be determined by the Contractor, and extra holes shown in Beams 13 and 14 shall be located in beams as required by the sequence adopted.

- Erect Beam 1 with tie rod for Beams 1 and 2 in place.
- Lower Beam 2, with tie rod for Beams 2 and 3 in place, into the position to be occupied by Beam 3. Holding Beam 2 just above the bearing pads, move it laterally into final position, threading the tie rod projecting out of Beam 1 into the hole provided in Beam 2. Place washer and nut on tie rod and tighten as specified.
- Repeat this procedure with Beams 3 thru 13.
- Insert tie rod for Beams 15 and 16 in extra hole in Beam 13, allowing a 2'-0" length to project out of the beam.
- Erect Beam 14, with tie rod for Beams 14 and 15 in place, in the manner described in paragraph 2.
- Erect Beam 15, without tie rod in place, in same manner.
- Place Beam 16 in final location. Using access holes, slide tie rod for Beam 15 and 16 into place in those beams. Place washers and nuts and tighten as specified.

BEAM DIMENSIONAL TOLERANCES: The Engineer may reject beams not meeting any one of the following requirements:

- Length:** Overall length of any beam shall not be more than 1" longer nor less than 1" shorter than the "out-to-out" dimension shown on the plans.
- Depth:** Depth of any beam shall be not greater than (design depth + 1/4") nor smaller than (design depth - 1/4").
- Straightness:** Allowable deviation, measured horizontally from a vertical plane connecting ends of beam, shall not exceed 1/8" for either side of the beam.

PLACING OF KEYWAY MORTAR: Low slump 1:2 portland cement mortar shall be packed into the keyways by rodding at close intervals (every 4" to 6") or by other means adequate to insure that the keyways are completely and solidly filled.

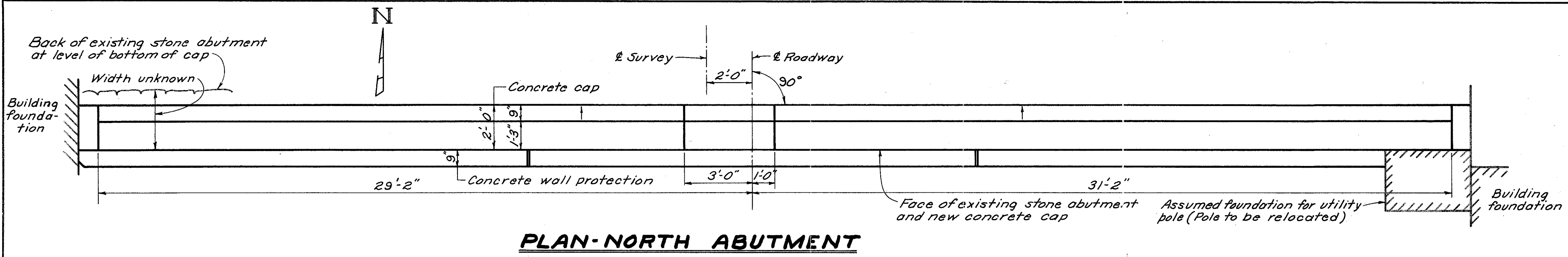
BEAM LIFTING DEVICES: Details of beam lifting devices, of the fabricator's design, shall be submitted to the Director for approval prior to the casting of the beams.

PAYMENT: In addition to those items listed in Supplemental Specification S-105, the following items are included with the beams for payment: tie rod washers and nuts, keyway mortar and hot poured joint sealer, mortar for recesses and anchor dowel holes, steel anchor dowels, and preformed bearing pads.

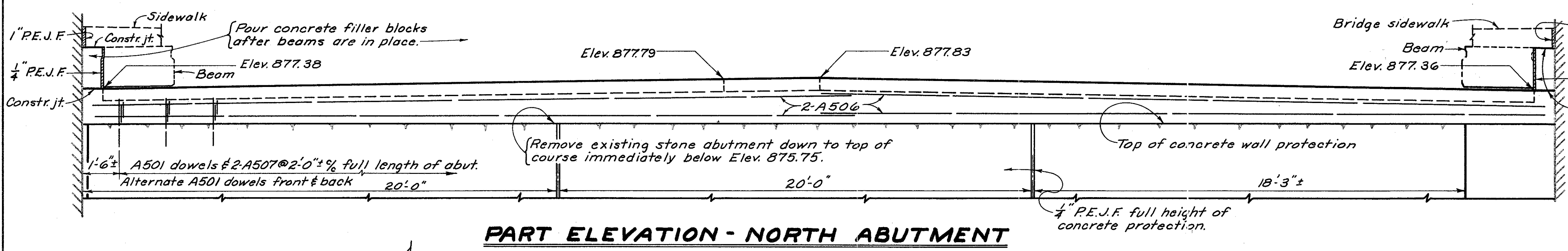
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

REINFORCING STEEL LIST AND PRESTRESSED BEAM NOTES
BRIDGE No. WIL-15-0154
OVER CLEAR FORK CREEK
Sta. 81+14.25
WILLIAMS County 81+53.75

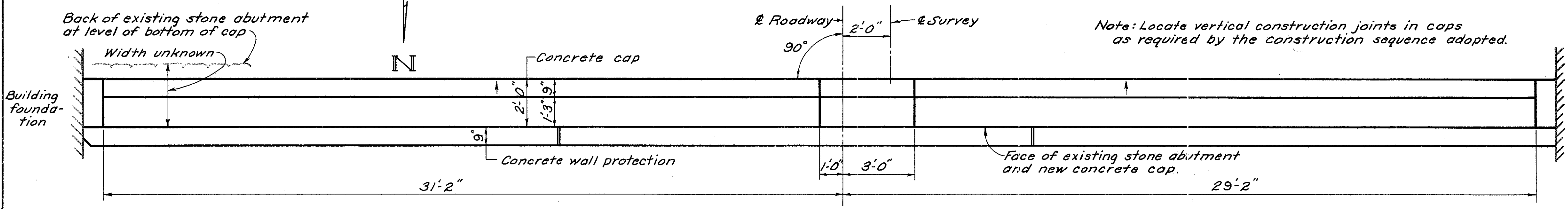
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
ajj	ajj	MEH	DJA	BFG	12-28-60	



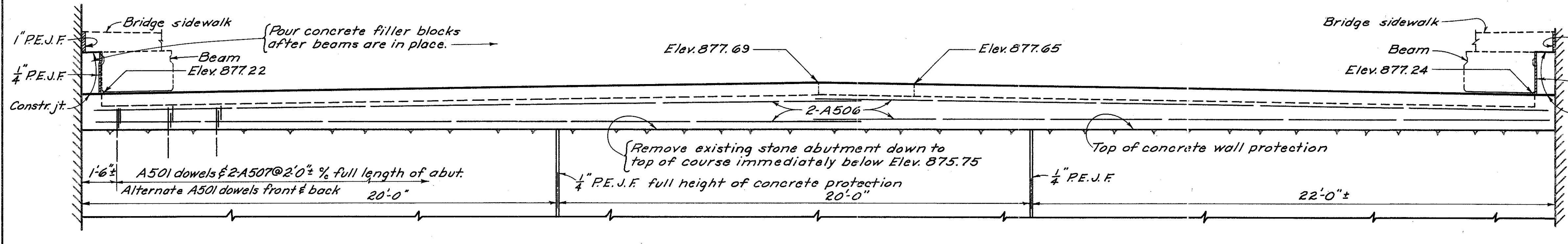
PLAN-NORTH ABUTMENT



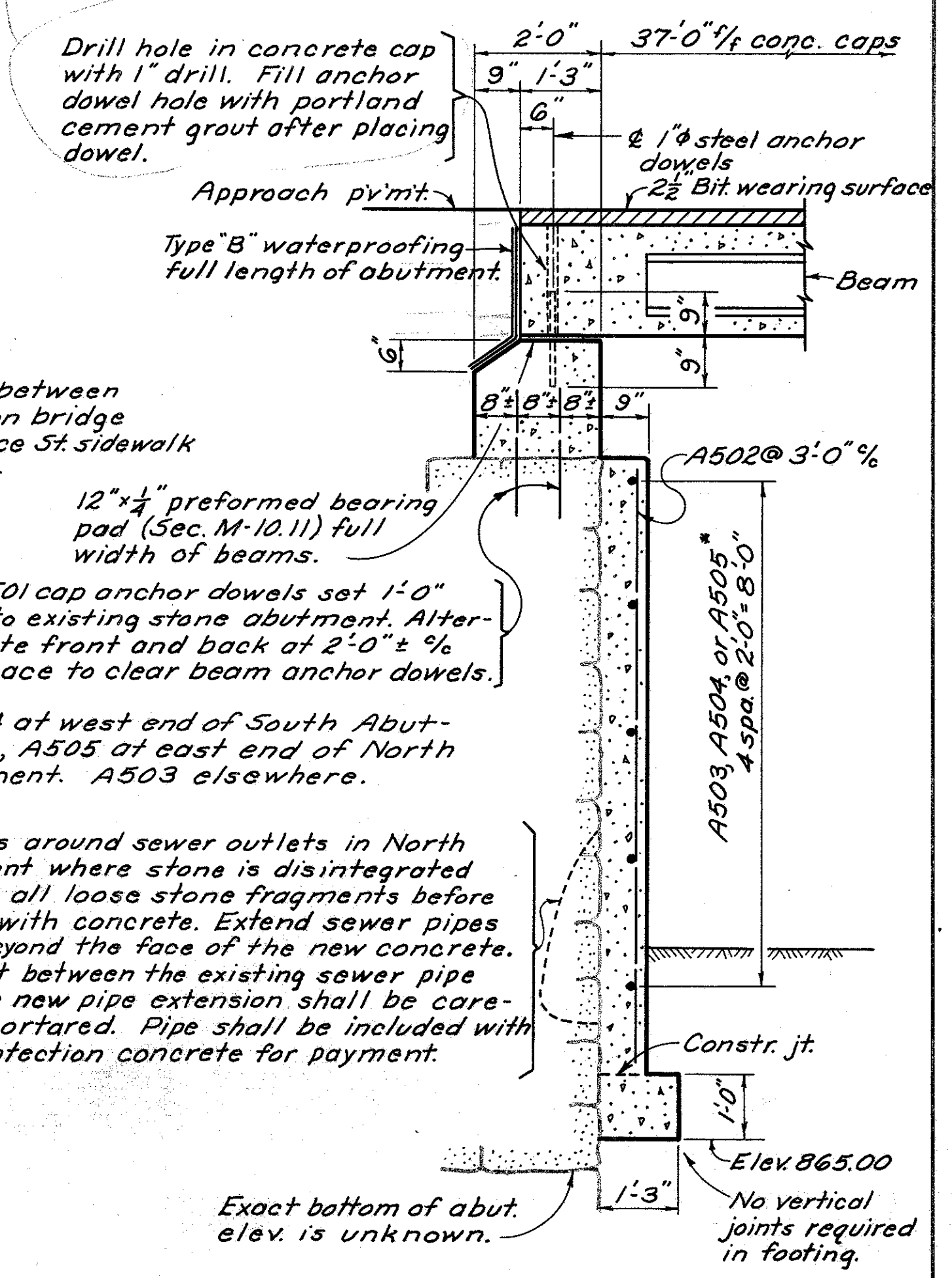
PART ELEVATION - NORTH ABUTMENT



PLAN - SOUTH ABUTMENT



PART ELEVATION - SOUTH ABUTMENT

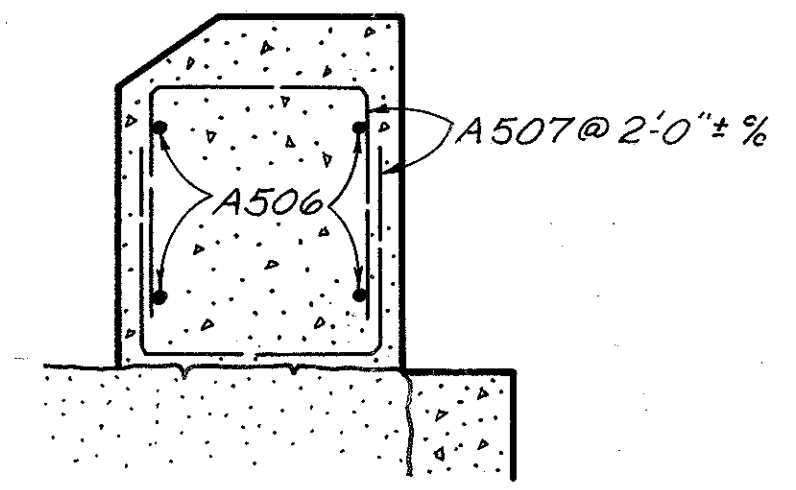


TYPICAL SECTION THRU ABUTMENT

In areas around sewer outlets in North Abutment where stone is disintegrated remove all loose stone fragments before filling with concrete. Extend sewer pipes to 3" beyond the face of the new concrete. The joint between the existing sewer pipe and the new pipe extension shall be carefully mortared. Pipe shall be included with wall protection concrete for payment.

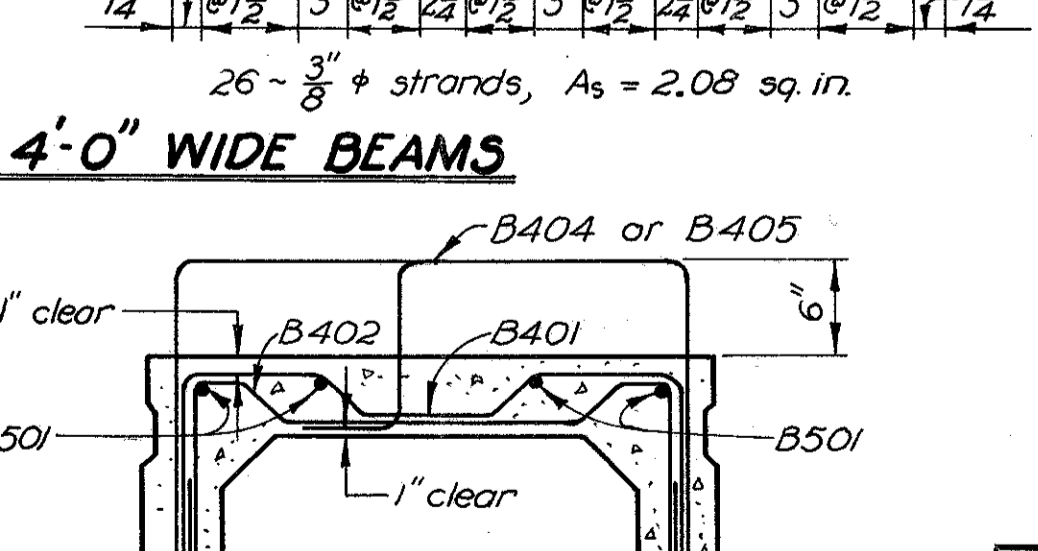
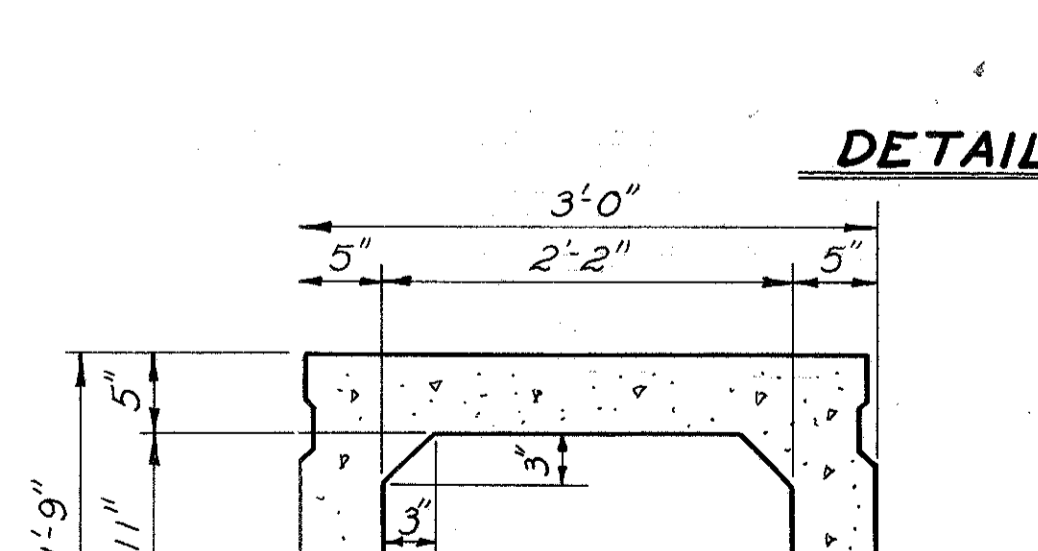
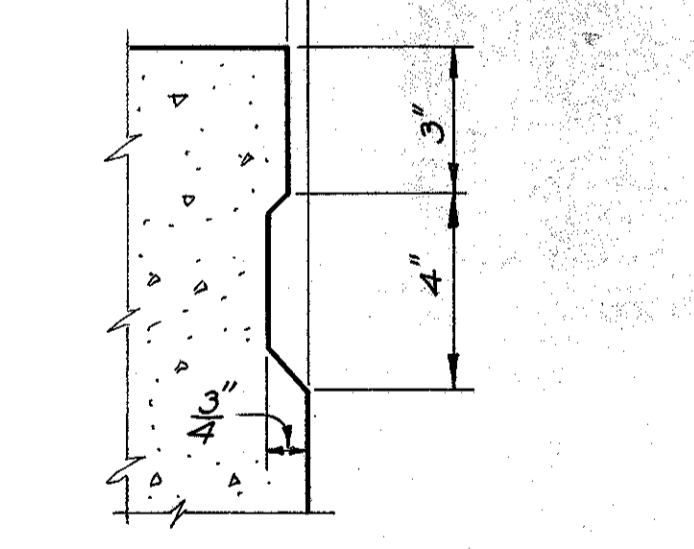
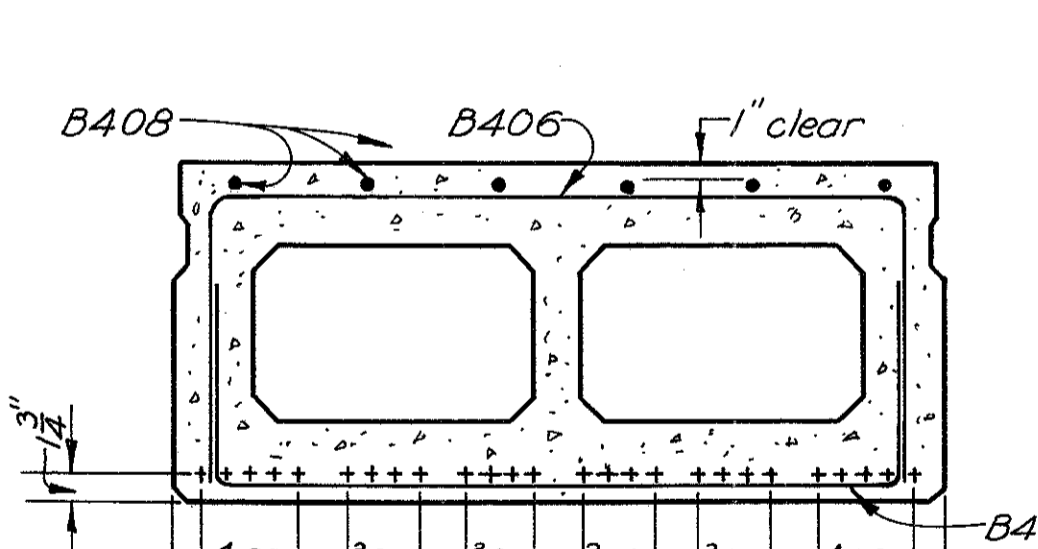
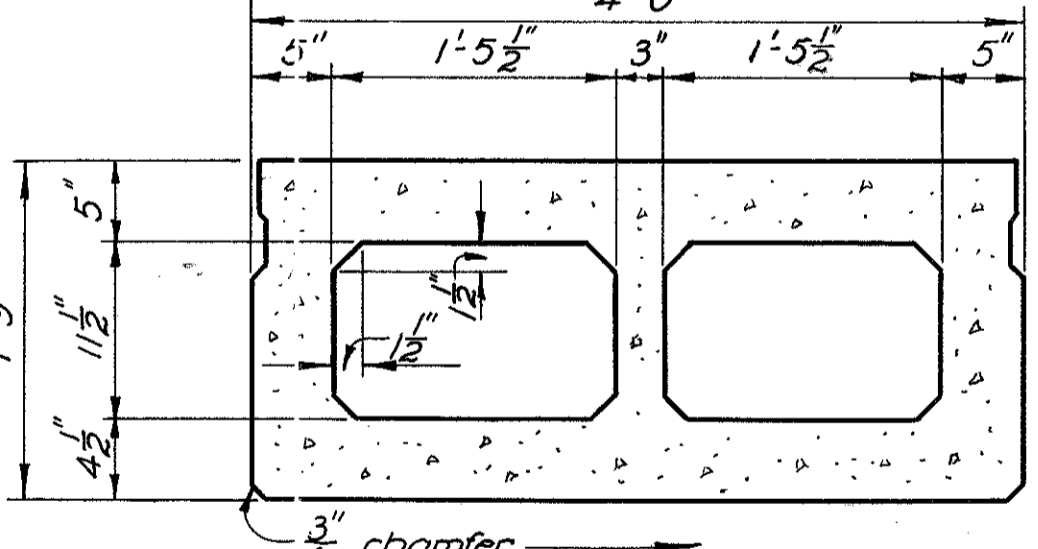
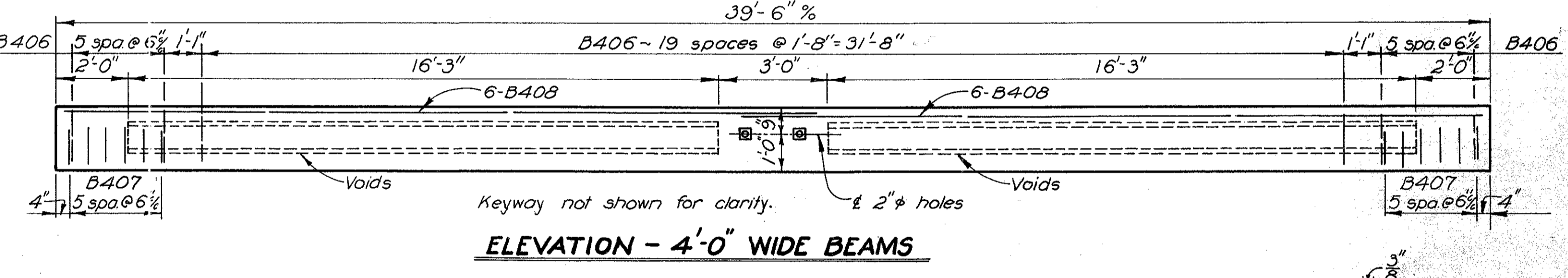
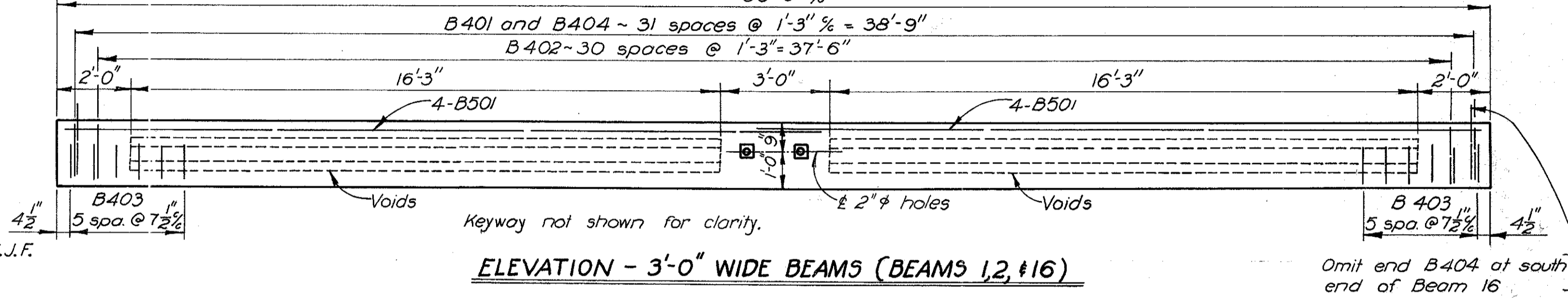
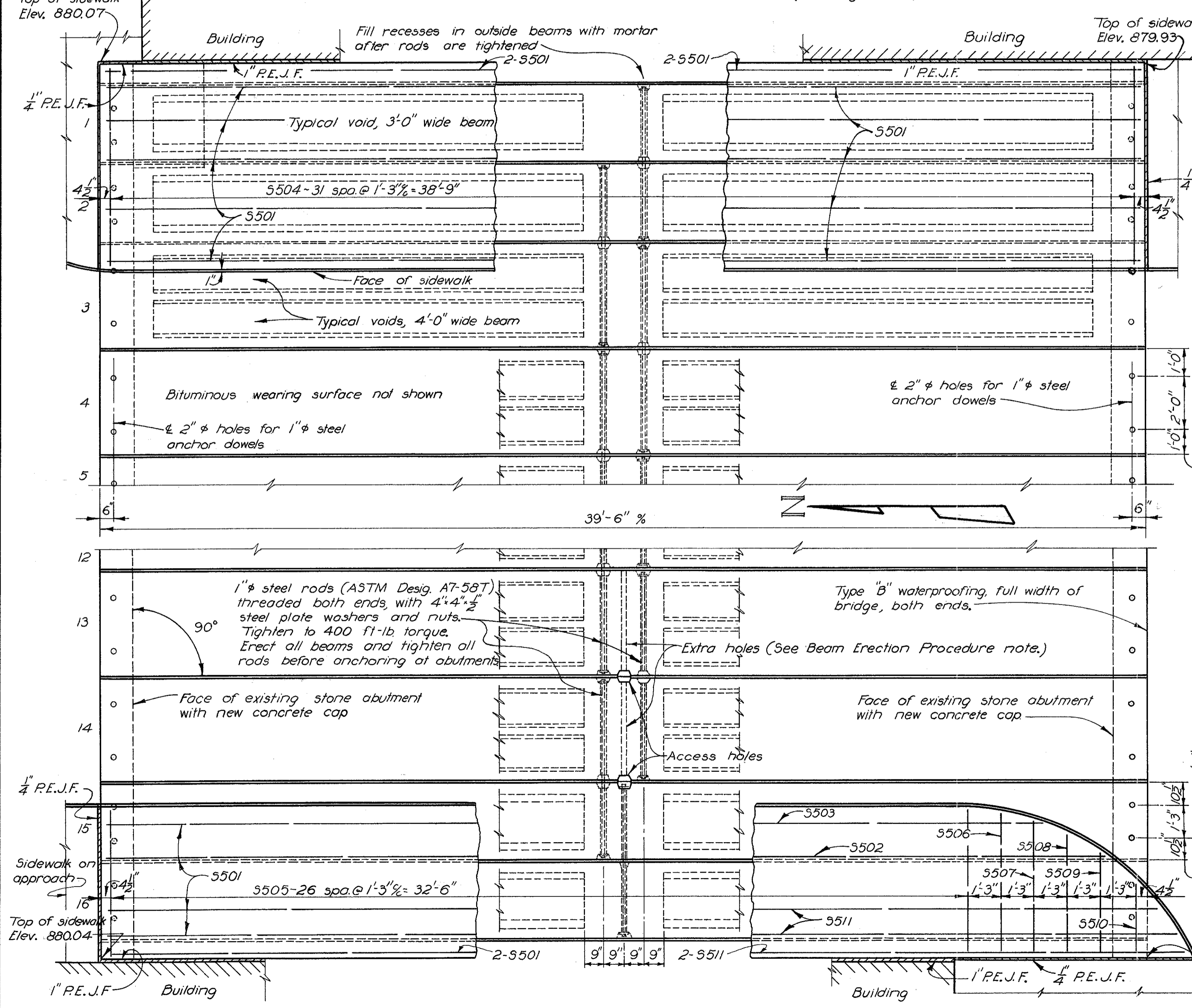
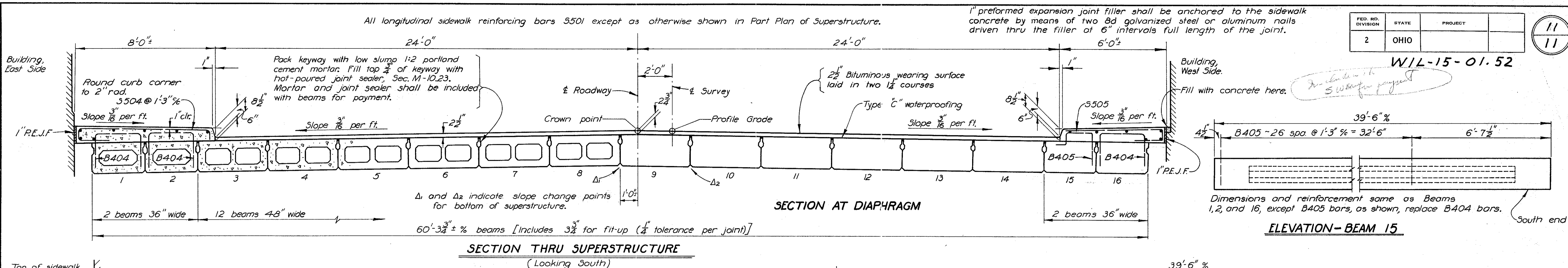
CLEANING: Prior to placing of the new concrete the face of the existing abutment shall be cleaned according to Sec. 5-6.03. Cost of cleaning shall be included with wall protection concrete for payment.

ANCHORAGE OF ABUTMENT WALL PROTECTION CONCRETE: New concrete wall protection shall be anchored to the stone wall by means of steel dowels or expansion bolts installed at not to exceed 2'-0" centers vertically and 6'-0" centers horizontally. Dowels or expansion bolts shall be placed in drilled holes not closer than 4" from any joint. Dowels, if used, shall extend 1'-0" minimum into the stone wall, and shall be No. 5 size minimum. Dowels or expansion bolts shall project 7" minimum into the new concrete. Dowels or expansion bolts shall be included with wall protection concrete for payment.



SECTION THRU CAP SHOWING REINFORCEMENT

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES			
ABUTMENT DETAILS			
BRIDGE NO. WIL-15-0154 OVER CLEAR FORK CREEK			
WILLIAMS COUNTY		Sta. 81+14.25 81+53.75	
DESIGNED	DRAWN	TRACED	CHECKED
REVIEWED		DATE	REVISED
BFG		9/9/28-60	



STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

SUPERSTRUCTURE DETAILS

BRIDGE No. WIL-15-0154
OVER CLEAR FORK CREEK

WILLIAMS COUNTY STA. 81 + 14.25

DESIGNED: [Signature] DRAWN: [Signature] TRACED: G.P.G. CHECKED: [Signature] REVIEWED: BFG DATE: 4.8.60