

# STATE OF OHIO DEPARTMENT OF HIGHWAYS

## CLI-1-9.10 GRE-1-0.00

### LIBERTY TOWNSHIP, CLINTON COUNTY JEFFERSON TOWNSHIP, GREENE COUNTY

LIMITED ACCESS  
THIS IMPROVEMENT HAS BEEN DECLARED  
A LIMITED ACCESS HIGHWAY OR FREEWAY BY  
ACTION OF THE DIRECTOR OF HIGHWAYS IN  
ACCORDANCE WITH THE PROVISIONS OF SECTION  
5511.02, REVISED CODE OF OHIO, AND IS ESPECIALLY  
DESIGNED FOR THROUGH TRAFFIC.

FED. RD. DIVISION	STATE	PROJECT	1
2	OHIO	I-71-1(13) 54	339

I-71-1 (13) 54  
CLI-1-9.10  
GRE-1-0.00

PLANS PREPARED BY  
**A. M. KINNEY INC.**  
CINCINNATI, OHIO  
**DODSON, KINNEY AND LINDBLOM**  
COLUMBUS, OHIO

MICROFILMED  
DEC 9 1986

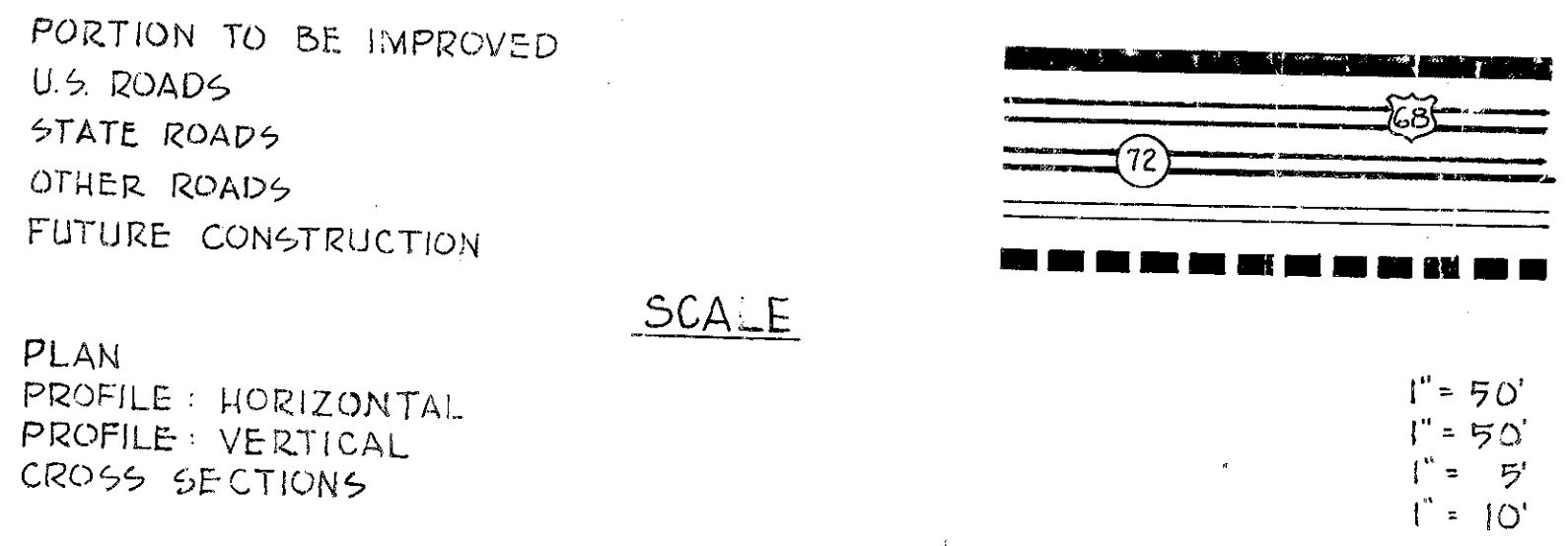
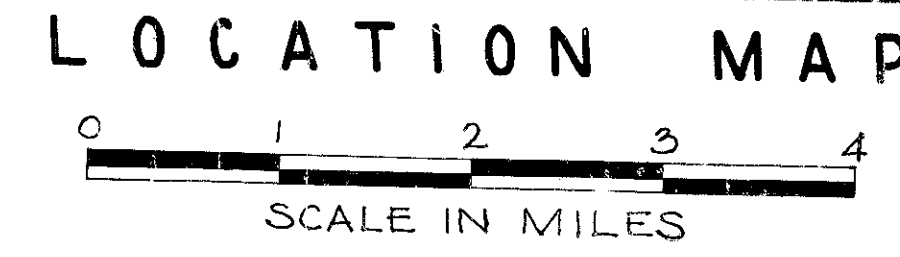
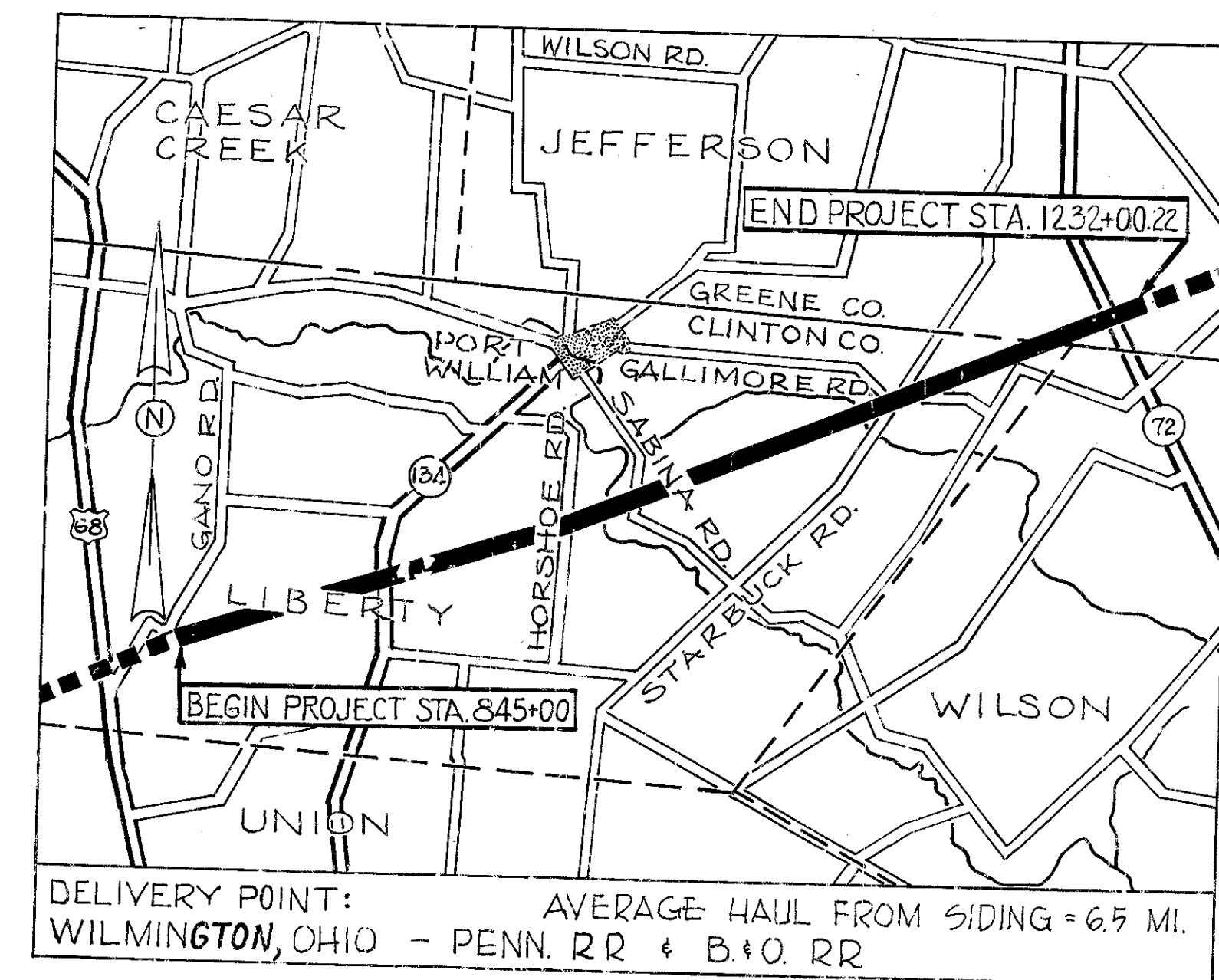
*Added Sheet No 336A & Voided  
Portion of Sheet No 337 2-10-62  
Sheet 336 revised by C.E.H.  
Sheet Nos. 10, 11 and 12  
R.E. 2-14-63*

*Red 200 (1-100)*

RIGHT OF WAY WITH LIMITED ACCESS	LA
RIGHT OF WAY W/O LIMITED ACCESS	RW
CENTER LINE	
COUNTY LINE	
TOWNSHIP LINE	
SECTION LINE	
CORPORATION LINE	
PROPERTY LINE	
DRAIN PIPE	
FENCE LINE	
GUARD RAIL	
TREES OR STUMPS	
EXISTING UTILITY POLE	
EXISTING UTILITY POLE (TO BE REMOVED BY OTHERS)	TELEPHONE ♂
PROPOSED UTILITY POLE (BY OTHERS)	TELEPHONE ♂
	TELEPHONE ♂
	ELECTRIC ♂
	ELECTRIC ♂
	ELECTRIC ♂
	ELECTRIC ♂

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**LINE DATA**

BEGIN PROJECT STA. 845+00.00  
END PROJECT STA. 1232+00.22  
LENGTH OF PROJECT (ALL RURAL 5:1) 38,700.22 LIN. FT. OR 7.329 MI.  
ADD FOR APPROACHES (SEE GENERAL NOTES) 17,309.37 LIN. FT.  
TOTAL LENGTH OF WORK 56,009.59 LIN. FT. OR 10.607 MI.

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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THESE PLANS AND ESTIMATES.

APPROVED DATE 10-21-62 *Joseph M. Zinger* DIVISION DEPUTY DIRECTOR

APPROVED DATE 10-30-62 *W. J. Brennan* ENGINEER OF BRIDGES

APPROVED DATE 10-31-62 *W. J. Brennan* ENGINEER OF LOCATION AND DESIGN

APPROVED DATE 10-31-62 *C. W. McCaughey* DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED DATE 10-31-62 *W. J. Brennan* DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED DATE 10-31-62 *Ann E. Yeager* DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED DATE 10-31-62 *Pat Berry* FIRST ASSISTANT DIRECTOR

APPROVED DATE 10-31-62 *E. F. Preston* DIRECTOR OF HIGHWAYS

B-T-70-71	11-15-60	I-1	11-15-60	L-3	4-1-50	C5-2-54 (SHEETS-1+2)	2-2-59
B-T-71-R	3-2-53	I-8 C.B. No. 5	7-1-58	L-3-A	4-1-50	A-2-54	12-1-54
DR-1	1-3-55	I-8 C.B. No. 6	1-26-59	LJ No. 1	7-1-55	P-1-54	2-2-59
		I-8 C.B. No. 8	3-15-60	RI-1	7-15-58	I-8 C.B. No. 4	7-1-58
		I-12	7-1-54	TJ	9-12-60	I-8 C.B. No. 3-A	1-26-59
FACT-1	12-27-61			I-21-23	3-1-56	I-8 M.H. No. 2	1-26-59
FACT-2	12-27-61	I-15 No. 1	11-15-60	T-35	1-2-56		
G-7.07	6-1-56	I-15 No. 2-A	8-17-60	A9-1-54	7-5-62		
HW-A & B	7-15-57	I-15 No. 5	6-1-61	AR-1-57	4-2-62		
HW-C	7-15-57	I-15 No. 6	7-1-59	C5B-2-56 (SH. 2+3)	2-2-59		
HW-E	11-15-60	L-1	4-1-50	RB-1-55	2-2-59		

CE-101.04	5-22-56	M-107.18	REV. 4-3-61
B-112	8-21-61	M-109.28	REV. 8-12-59
I-125	REV. 6-26-61	G-207.10	4-25-61
I-127	REV. 1-15-62	G-307	8-23-60
I-128	REV. 7-31-59	I-212	REV. 6-23-61
I-129	REV. 4-5-61		
L-120	REV. 1-2-62		

FILE NO. \_\_\_\_\_ DATE OF LETTING CLI-1-9.10 GRE-1-0.00 1962  
CONTRACT NO. \_\_\_\_\_

**DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS**

APPROVED: \_\_\_\_\_  
DIVISION ENGINEER

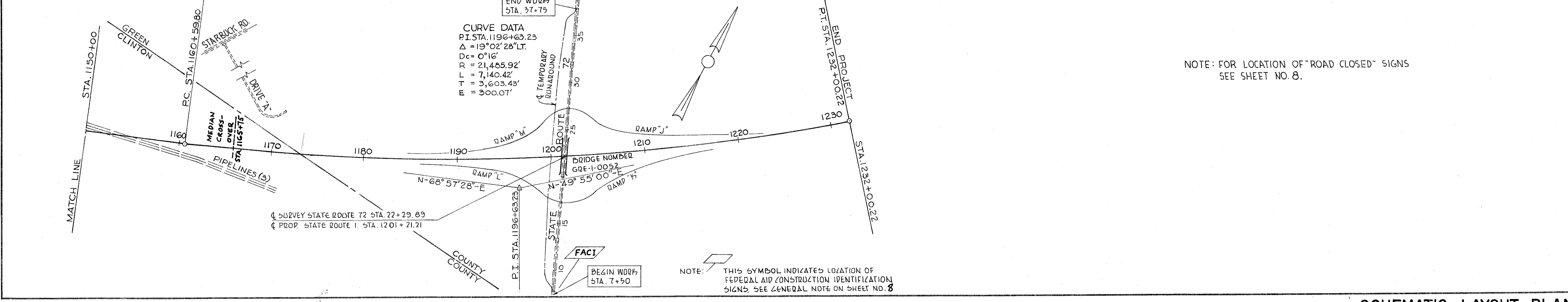
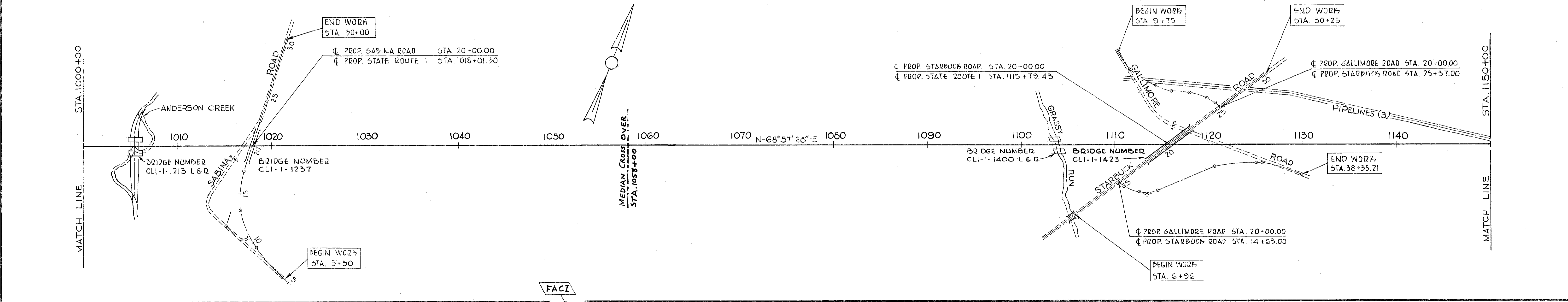
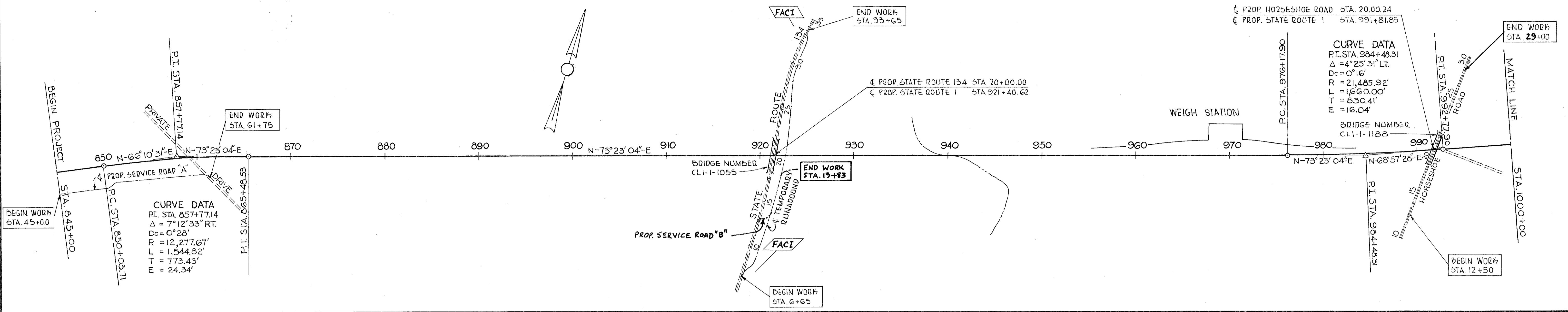
DATE \_\_\_\_\_

# SCHEMATIC LAYOUT PLAN

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

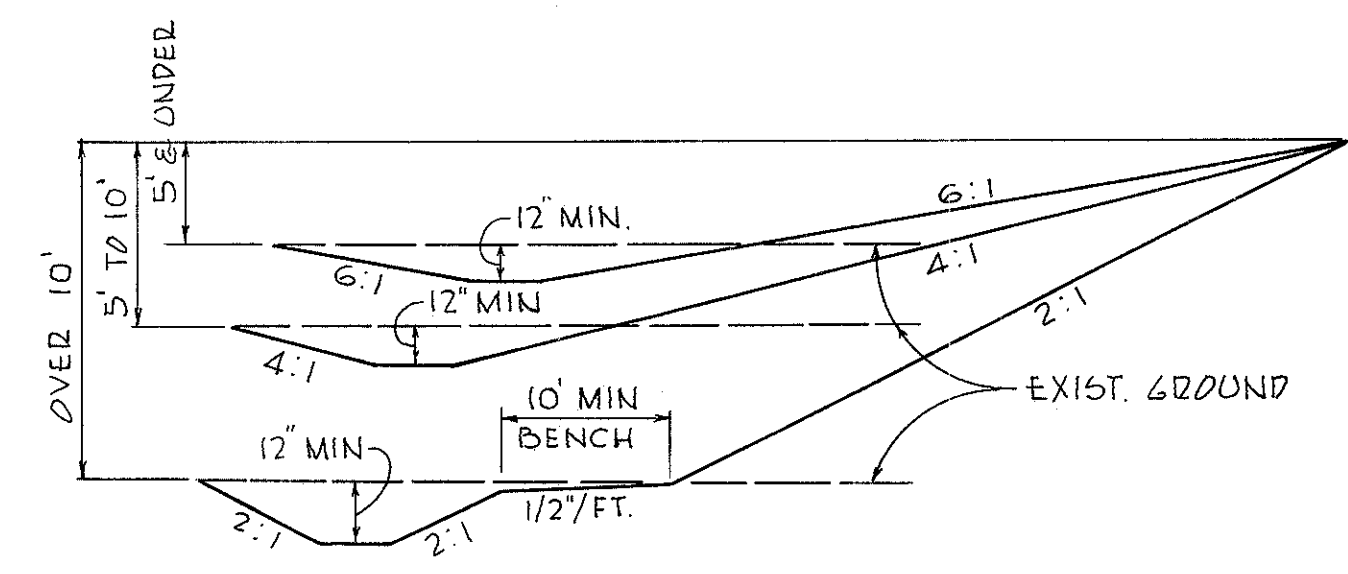
2  
339



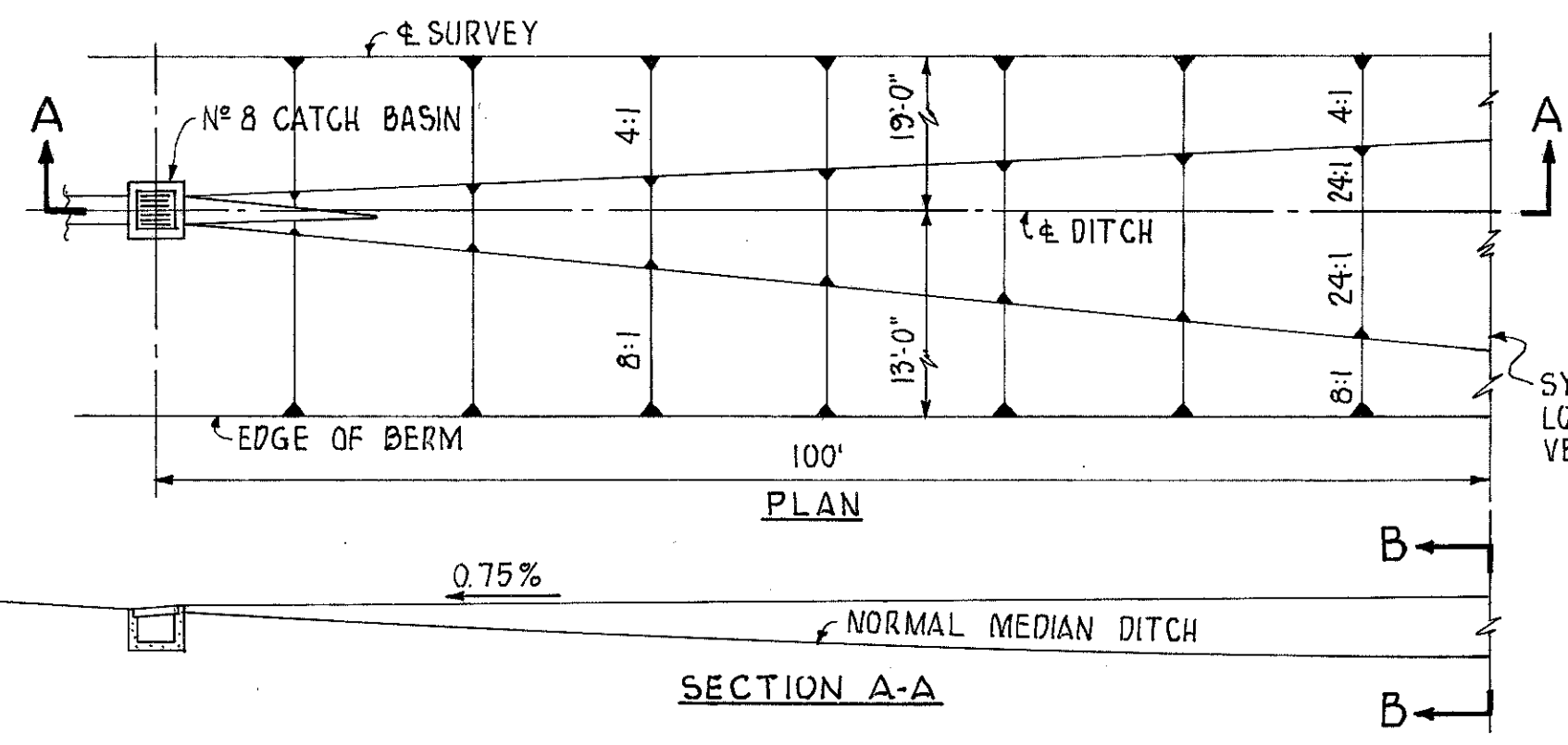
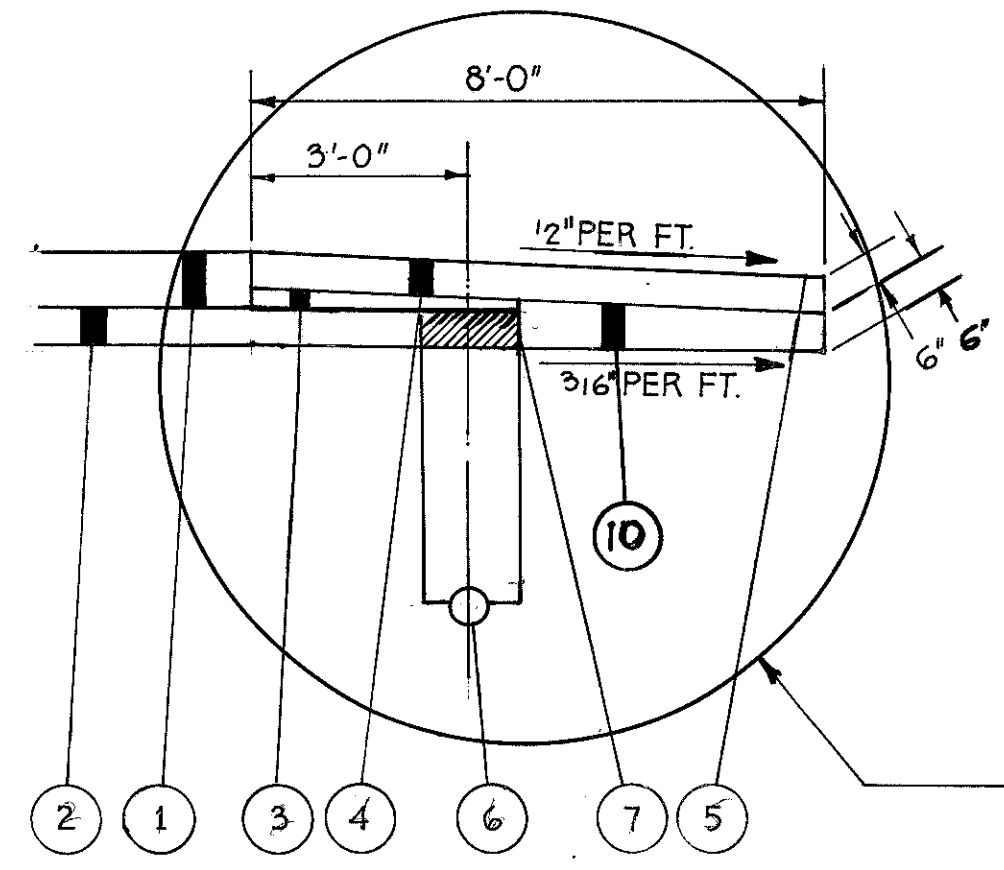
# TYPICAL SECTIONS

TYPE T-71  
 SCALE 1/8" = 1'-0"

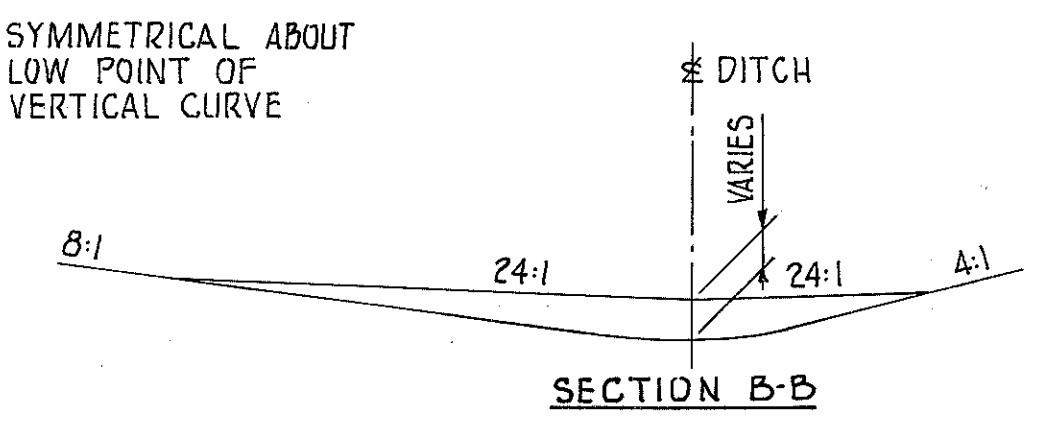
LIMITING STATIONS  
 LEFT SIDE      RIGHT SIDE  
 945+05.19 TO 956+09.19    1185+95.00 TO 1188+77.10  
 981+28.24 TO 983+24.67    1212+71.21 TO 1223+75.21  
 1177+87.21 TO 1188+91.21  
 1215+05.38 TO 1217+02.00



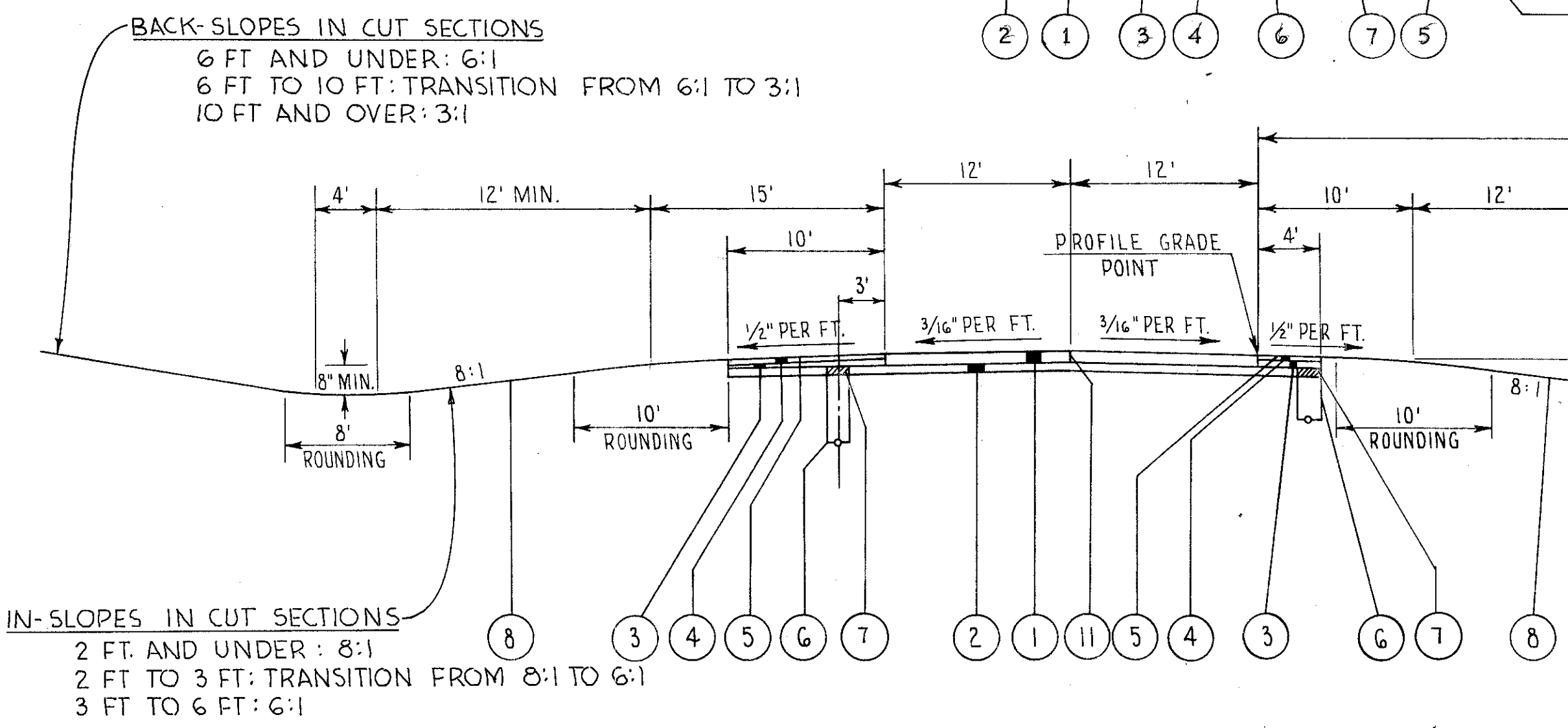
FILL SECTIONS WITH SHALLOW DITCHES



SECTION A-A  
 MEDIAN DITCH GRADING AT LOW POINT OF VERTICAL CURVES

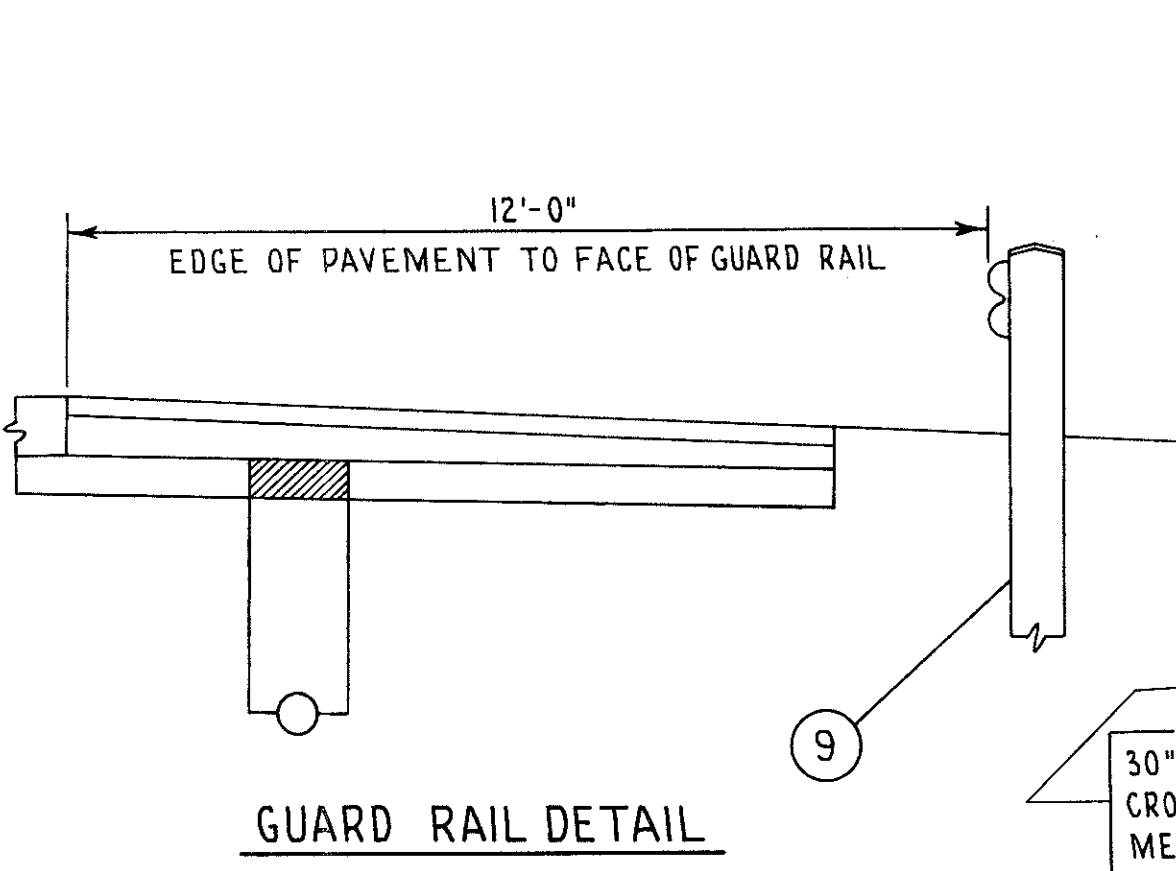


SECTION B-B

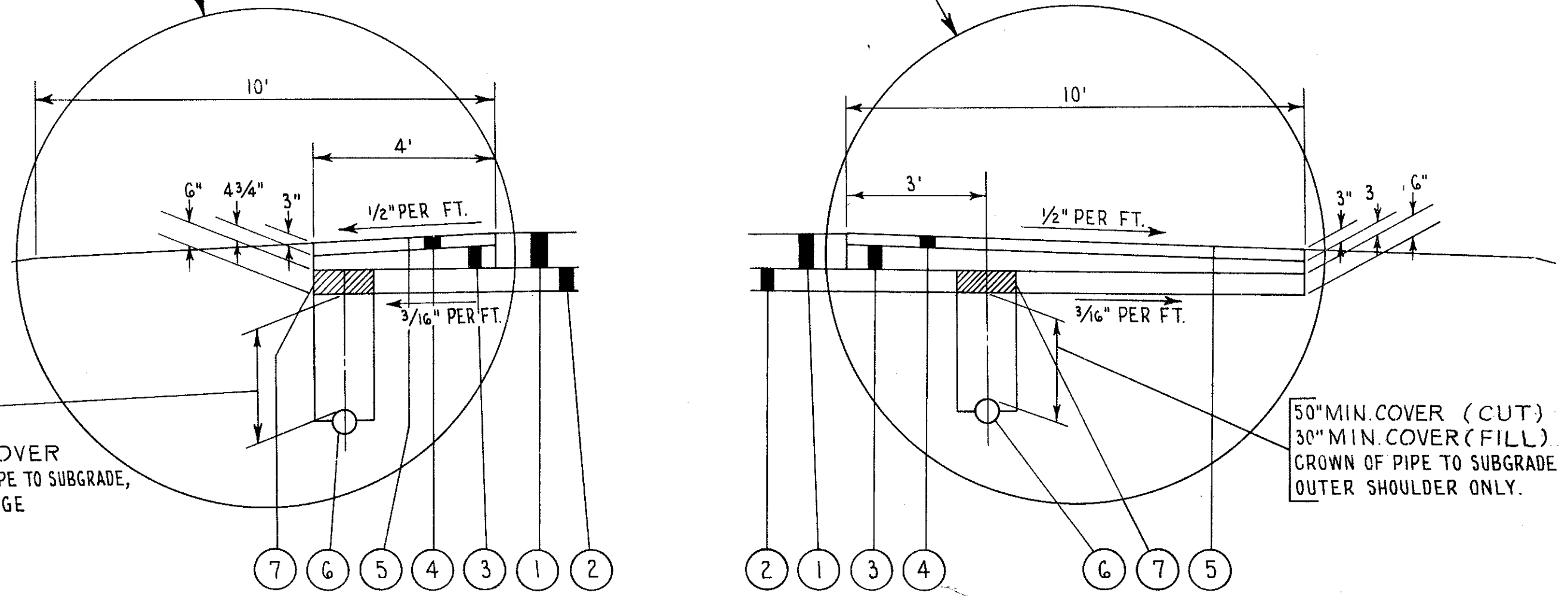


## NORMAL SECTION

LIMITING STATIONS  
 STA. 845+00.00 TO STA. 1004+54.00 = 15,954.00  
 STA. 1006+16.00 TO STA. 1102+97.20 = 9,681.20  
 STA. 1104+26.80 TO STA. 1232+00.22 = 12,773.42  
 TOTAL: = 38,408.62 L.F.

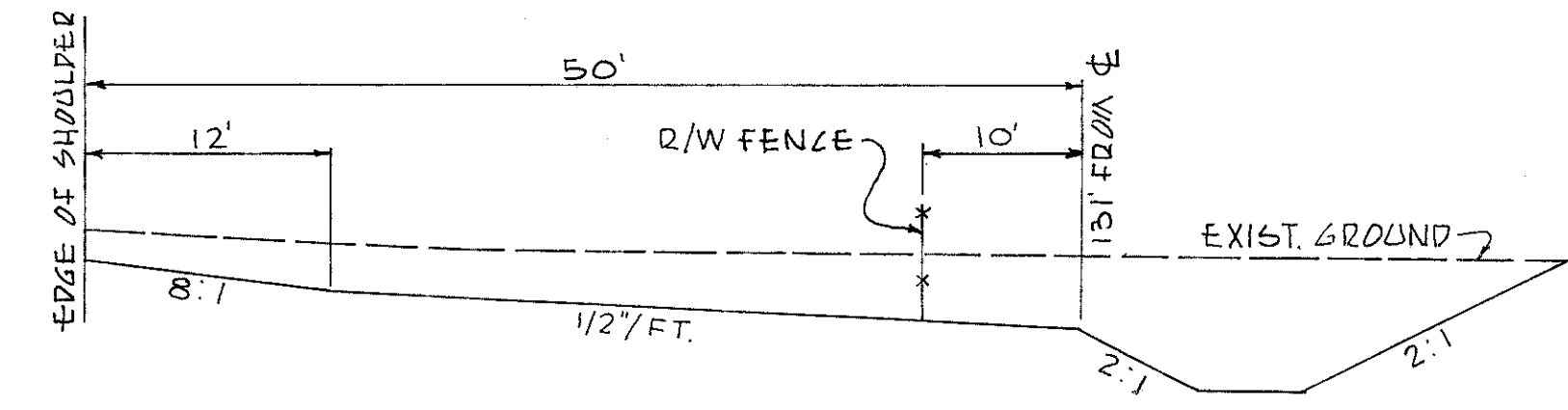


GUARD RAIL DETAIL

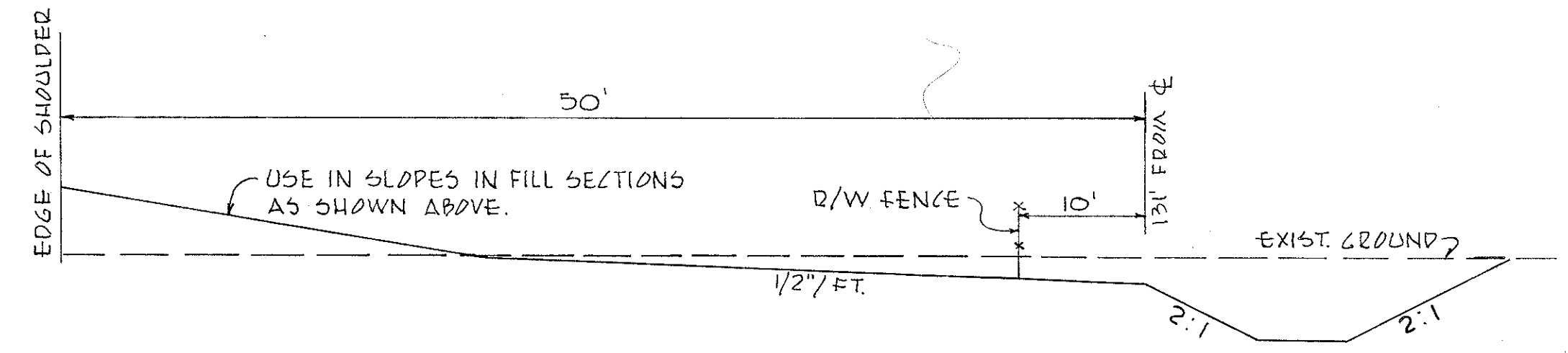


50" MIN. COVER (CUT)  
 30" MIN. COVER (FILL)  
 CROWN OF PIPE TO SUBGRADE  
 OUTER SHOULDER ONLY.

- ① T-71 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- ② I-22 6" SUBBASE, GRADING "A" OR "B", MODIFIED AS PER NOTE ON SH. NO. 8
- ③ B-112 POROUS BASE COURSE (THICKNESS AS SHOWN)
- ④ B-21\* 3" WATERPROOFED AGGREGATE BASE COURSE (TYPE "A" T-35 MATERIAL MAY BE USED IN CONSTRUCTION OF THIS COURSE - SEE NOTE IN PROPOSAL)
- ⑤ T-31 BITUMINOUS SURFACE TREATMENT USING 0.008 CU. YD. NO. 6 AGGREGATE PER SQ. YD. AND 0.25 GAL. BITUMINOUS MATERIAL PER SQ. YD. (SEE NOTE IN PROPOSAL FOR MATERIAL TO BE USED)
- ⑥ I-1 6" PIPE, CLASS I-3
- ⑦ REMOVE SUBBASE FOR WIDTH OF ITEM I-1 TRENCH AND REPLACE WITH CLASS 3 BACKFILL IMMEDIATELY PRIOR TO PLACING THE ITEM B-112, POROUS BASE COURSE. COST SHALL BE INCLUDED IN PRICE BID PER LIN. FT. FOR ITEM I-1
- ⑧ L-9 SEEDING AND PROTECTING, AS PER PLAN.
- ⑨ I-15 GUARD RAIL, STEEL BEAM STANDARD TYPE (DEEP)
- ⑪ STANDARD LONGITUDINAL JOINT
- ⑫ L-3 PLACING STOCKPILED TOPSOIL
- \* THICKNESS SHOWN IS "DESIGNED THICKNESS" AS DESCRIBED IN SECTION B - 21.02
- ⑩ I-22 SUBBASE (VARIABLE THICKNESS)



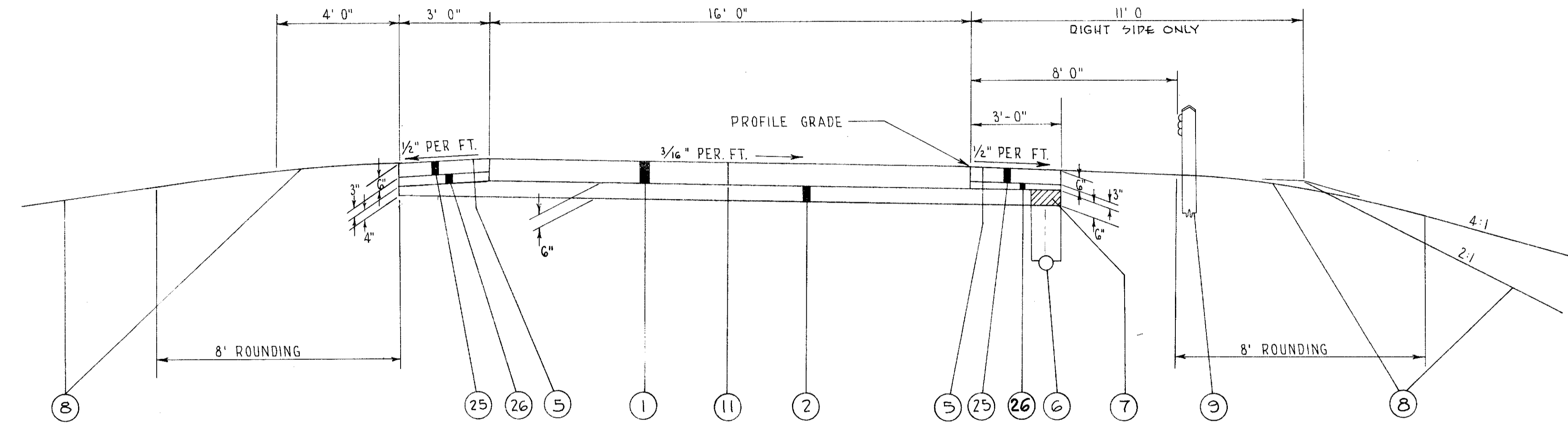
CUT SECTION WITH DEEP DITCHES



FILL SECTION WITH DEEP DITCHES

# TYPICAL SECTIONS

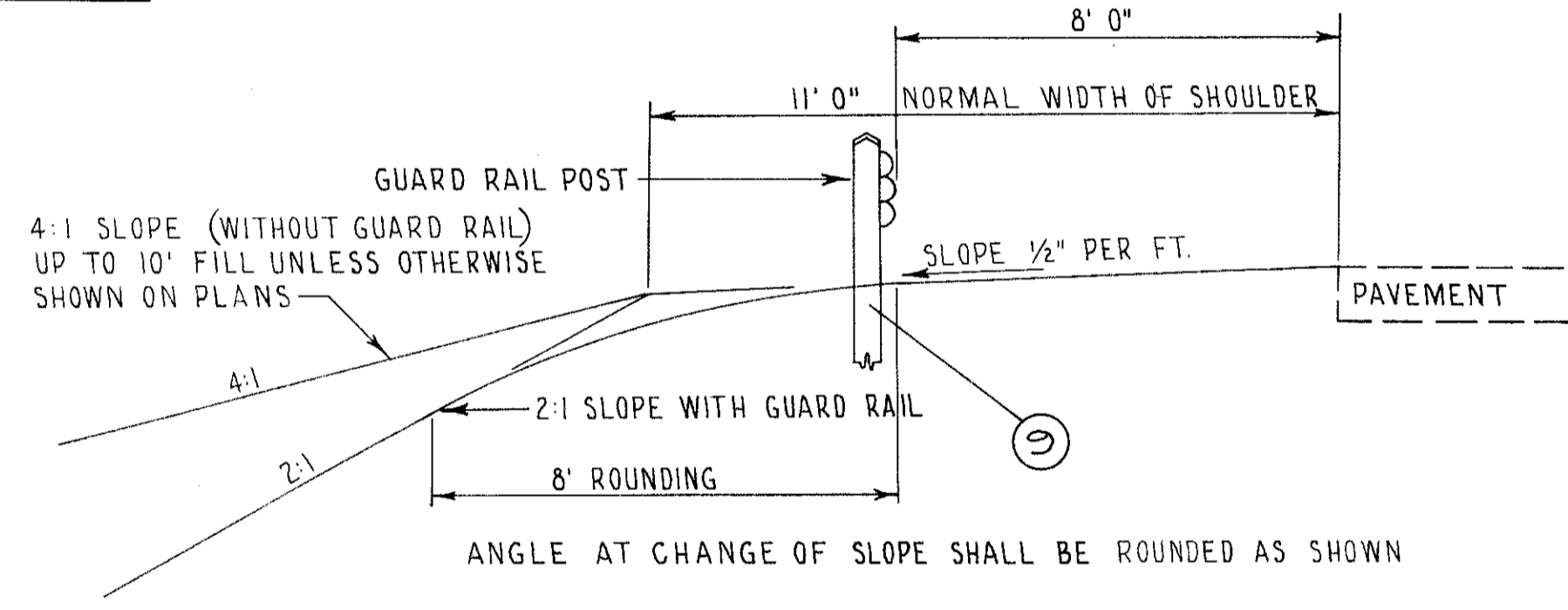
TYPE T-71  
SCALE 3/8"=1'-0"



**NORMAL SECTION RAMP "J" "L" "M" & WEIGH STATION**

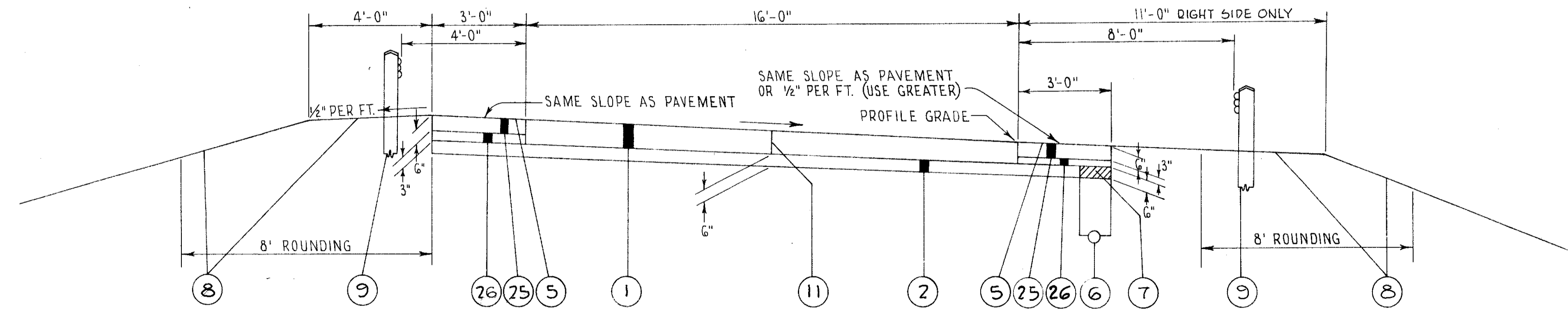
- ① T-71 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- ② I-22 SUBBASE, (THICKNESS AS SHOWN) GRADING "A" OR "B", MODIFIED AS PER NOTE ON SHEET NO. 8
- ⑤ T-31 BITUMINOUS SURFACE TREATMENT (008 CU.YD. NO.6 AGGREGATE PER SQ.YD. AND 0.25 GAL. BITUMINOUS MATERIAL PER SQ.YD) SEE NOTE IN PROPOSAL
- ②⑤ \*B-21 6" WATERPROOFED AGGREGATE BASE COURSE (LAYED IN 2-3" COURSES) [TYPE "A" T-35 MATERIAL MAY BE USED IN THE CONSTRUCTION OF THIS COURSE ~ SEE NOTE IN PROPOSAL]
- ⑥ I-1 6" PIPE, CLASS I-3
- ⑧ L-9 SEEDING AND PROTECTING
- ⑪ STANDARD LONGITUDINAL JOINT
- ⑦ REMOVE SUBBASE FOR WIDTH OF ITEM I-1 TRENCH AND REPLACE WITH CLASS 3 BACKFILL IMMEDIATELY PRIOR TO PLACING THE ITEM
- ②⑥ B-112 3" POROUS BASE COURSE. COST SHALL BE INCLUDED IN PRICE BID PER LIN. FT. FOR ITEM I-1
- ⑨ I-15 GUARD RAIL, STEEL BEAM TYPE (DEEP)

- RAMP "J" STA. 12+42.00 TO STA. 13+22.48
- RAMP "K" NONE
- RAMP "L" STA. 11+25.00 TO STA. 12+10.45
- RAMP "M" NONE
- WEIGH STA. STA. 9+25.00 TO STA. 11+00.00  
STA. 13+00.00 TO STA. 16+00.00



**GUARD RAIL DETAIL**

\* THICKNESS SHOWN IS "DESIGNED THICKNESS" AS DESCRIBED IN SECTION B-21.01

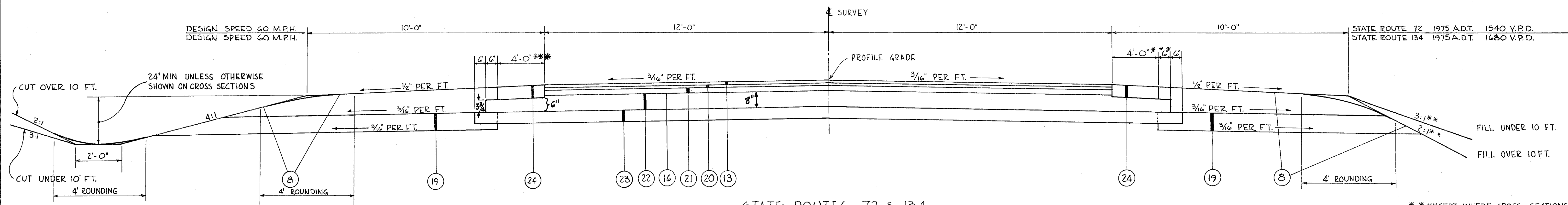


**SUPERELEVATED SECTION RAMP "J" "L" "M" & WEIGH STATION**

- RAMP "J" STA. 6+00.00 TO STA. 12+42.00
- RAMP "K" STA. 1+22.90 TO STA. 8+88.91
- RAMP "L" STA. 5+11.06 TO STA. 11+25.00
- RAMP "M" STA. 1+22.90 TO STA. 9+45.53
- WEIGH STA. STA. 6+00.00 TO STA. 9+25.00  
STA. 11+00.00 TO STA. 11+67.70  
STA. 12+47.20 TO STA. 13+00.00  
STA. 16+00.00 TO STA. 20+27.99

# TYPICAL SECTIONS

TYPE T-35  
ON B-19



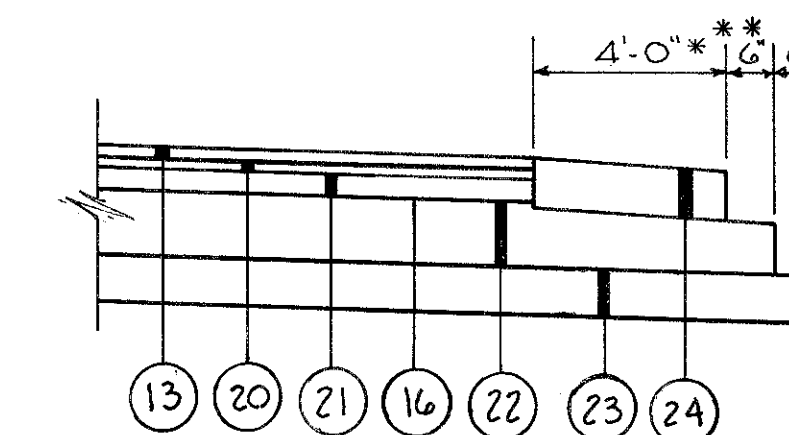
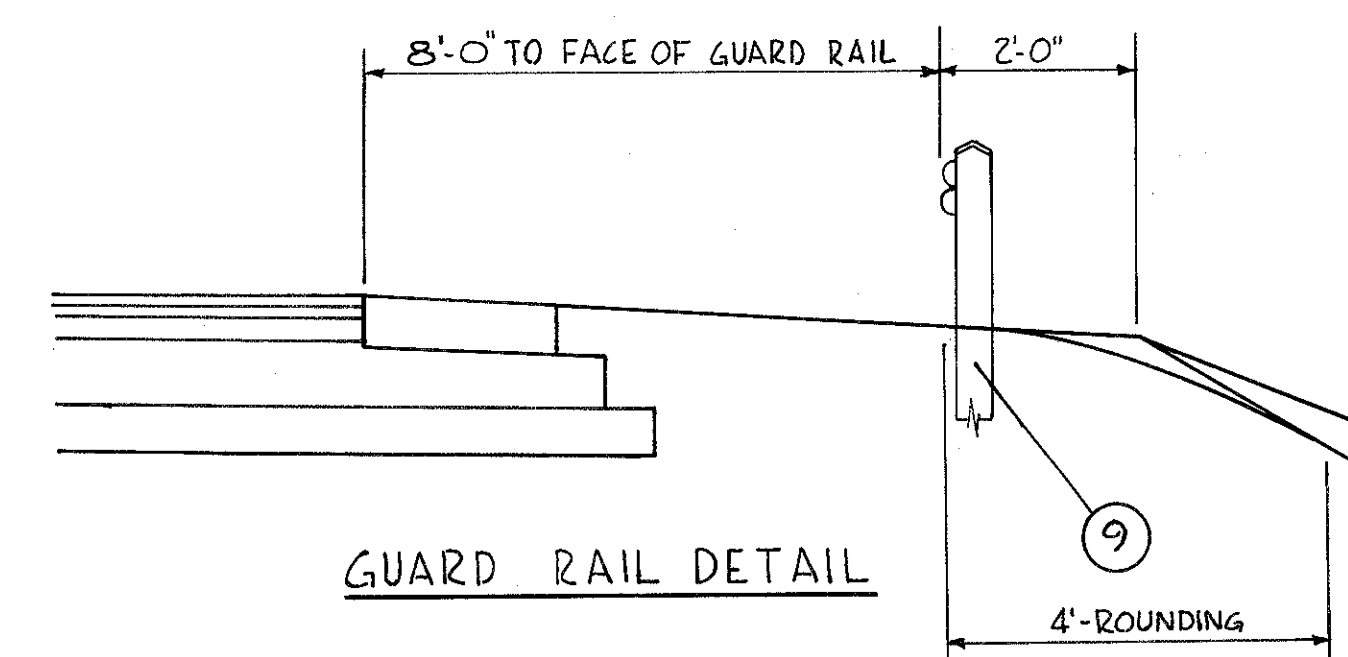
## STATE ROUTES 72 & 134

### LIMITING STATIONS

SR 72	SR 134
STA. 9+30.00 TO STA. 20+62.09 = 1132.09	STA. 8+50.00 TO STA. 11+62.00 = 312.00
STA. 23+97.63 TO STA. 29+90.00 = 592.37	STA. 18+23.00 TO STA. 18+31.71 = 8.71
TOTAL = 1724.46 L.F.	STA. 21+68.29 TO STA. 24+50.00 = 281.71
	TOTAL = 602.42 L.F.

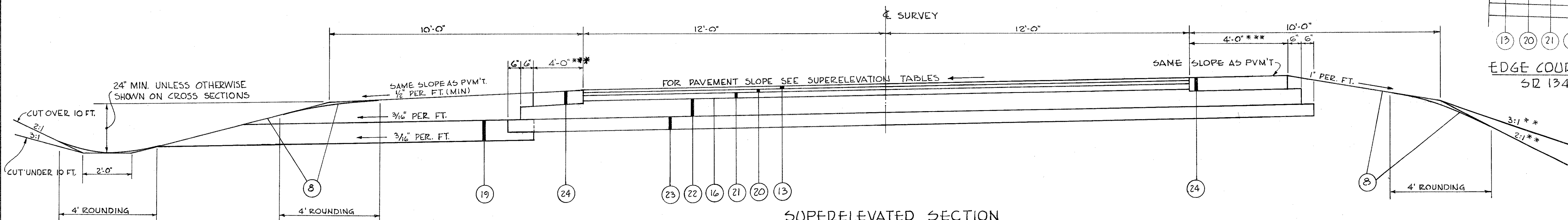
- 9 I-15 GUARD RAIL, STEEL BEAM STANDARD TYPE (DEEP)
  - 8 L-9 SEEDING & PROTECTION (ALL SOIL AREAS BETWEEN THE CONSTRUCTION LIMITS)
  - 13 T-35\* 1 1/4" ASPHALTIC CONCRETE SURFACE COURSE TYPE "B" or "C" (70-85)
  - 16 T-30 BITUMINOUS PRIME COAT SEC. M-5.7 (RT-2 OR RT-3) APPLIED AT A RATE OF 0.40 GAL. PER SQ. YD.
  - 19 I-9 STONE UNDERRAIN (NO.2) STAGGERED AT 25' INTERVALS (50' SPACING EACH SIDE) (25' SPACING ON LOW SIDE SUPERELEVATED SECTION)
  - 20 B-35\* 1 1/4" ASPHALTIC CONCRETE LEVELING COURSE (70-85)
  - 21 B-35\* 1 1/2" ASPHALTIC CONCRETE LEVELING COURSE (70-85)
  - 22 B-19 AGGREGATE BASE COURSE (VARIABLE DEPTH) (8" NOMINAL)
  - 23 I-22 6" SUBBASE
  - 24 I-18 6" STABILIZED CRUSHED AGGREGATE SHOULDERS (SR 72 ONLY) (UPPER 3' STABILIZED WITH C.C.L. - SEE NOTE IN PROPOSAL)
- \* THICKNESSES SHOWN ARE DESIGN THICKNESSES AS DESCRIBED IN SECTIONS T-35.01 AND B-35.01

\*\* EXCEPT WHERE CROSS-SECTIONS PROVIDE 4:1 SLOPES (WITHIN S.R. 72 INTERCHANGE AREA)



EDGE COURSE DETAIL  
SR 72 ONLY

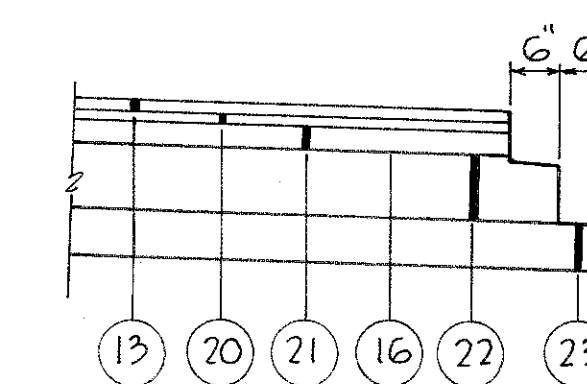
\*\*\* 4'-0" STABILIZED SHOULDER APPLIES TO SR 72 ONLY. NO STABILIZED SHOULDER WILL BE USED ON SR 134 EVEN THOUGH OTHERWISE SHOWN ON CROSS-SECTIONS.



## SUPERELEVATED SECTION

### LIMITING STATIONS

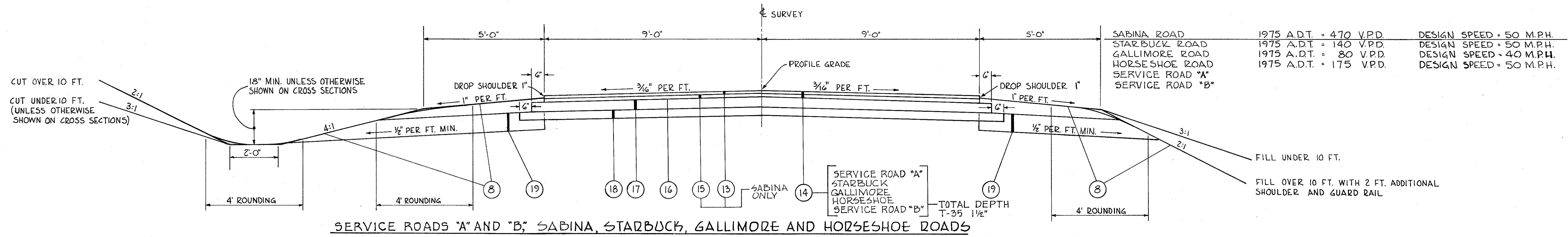
SR 72	SR 134
STA. 29+90.00 TO STA. 36+00.00 = 610.00 L.F.	STA. 11+62.00 TO STA. 18+23.00 = 661.00
	STA. 24+50.00 TO STA. 31+75.00 = 725.00
	TOTAL = 1386.00 L.F.



EDGE COURSE DETAIL  
SR 134 ONLY

# TYPICAL SECTIONS

TYPE T-35  
ON B-19



SABINA ROAD	1975 A.D.T. = 470 V.P.D.	DESIGN SPEED = 50 M.P.H.
STARBUCK ROAD	1975 A.D.T. = 140 V.P.D.	DESIGN SPEED = 50 M.P.H.
GALLIMORE ROAD	1975 A.D.T. = 80 V.P.D.	DESIGN SPEED = 40 M.P.H.
HORSESHOE ROAD	1975 A.D.T. = 175 V.P.D.	DESIGN SPEED = 50 M.P.H.

## SERVICE ROADS "A" AND "B", SABINA, STARBUCK, GALLIMORE AND HORSESHOE ROADS

### LIMITING STATIONS

SABINA ROAD	STARBUCK ROAD	GALLIMORE ROAD
STA. 18+11.00 TO STA. 18+26.63 = 15.63	STA. 7+50.00 TO STA. 17+43.20 = 93.20	STA. 16+06.00 TO STA. 16+56.00 = 50.00
STA. 21+73.37 TO STA. 29+00.00 = 76.63	STA. 22+56.80 TO STA. 29+75.00 = 78.20	STA. 23+99.00 TO STA. 30+25.00 = 66.00
TOTAL: = 742.26 L.F.	TOTAL: = 1711.40 L.F.	TOTAL: = 676.00 L.F.

### HORSESHOE ROAD

STA. 13+50.00 TO STA. 18+19.77 = 469.77
STA. 21+80.71 TO STA. 29+00.00 = 719.29
TOTAL: = 1189.06 L.F.

### SERVICE ROAD "A"

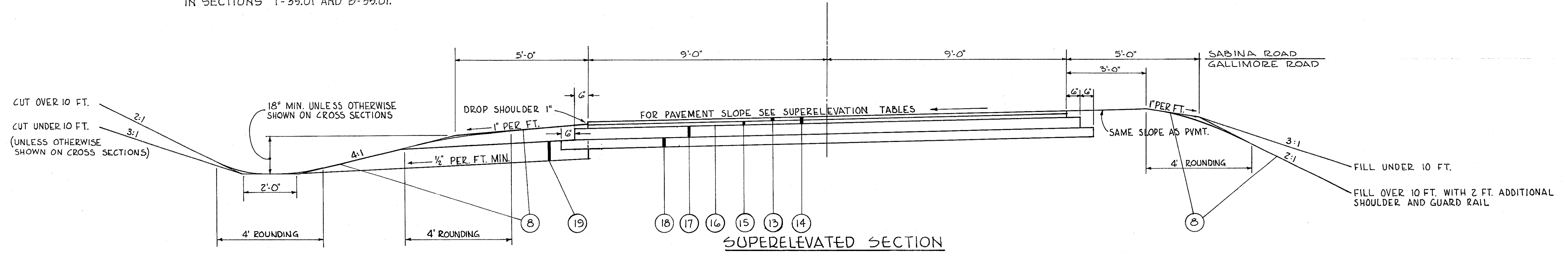
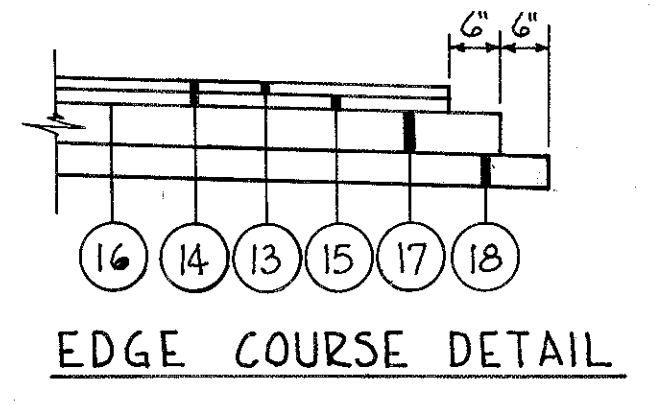
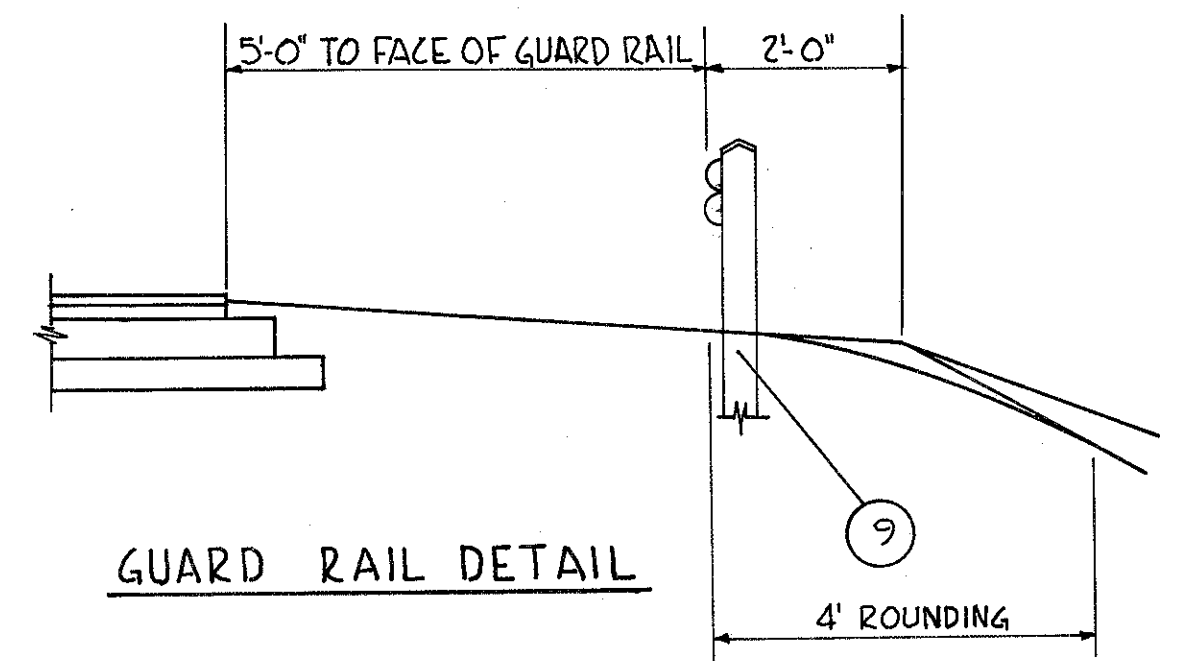
STA. 45+00.00 TO STA. 61+75.00 = 1675 L.F.
--

### SERVICE ROAD "B"

STA. 12+75.00 TO STA. 14+00.00 = 125 L.F.
STA. 18+00.00 TO STA. 19+83.00 = 183 L.F.
TOTAL = 308 L.F.

- 8 L-9 SEEDING & PROTECTING (ALL SOIL AREAS BETWEEN THE CONSTRUCTION LIMITS)
- 9 I-15 GUARD RAIL, STEEL BEAM STANDARD TYPE (DEEP)
- 13 T-35 \* 1 1/4" ASPHALTIC CONCRETE SURFACE COURSE TYPE "B" OR "C" (85-100) (SABINA ONLY)
- 14 T-35 \* 1 1/2" ASPHALTIC CONCRETE SURFACE COURSE TYPE "A" (85-100)
- 15 B-35 \* 1 3/4" ASPHALTIC CONCRETE LEVELING COURSE (85-100) (SABINA ONLY)
- 16 T-30 BITUMINOUS PRIME COAT SEC. M-5.7 (RT-2 OR RT-3)  
APPLIED AT A RATE OF 0.40 GAL. PER. SQ. YD.
- 17 B-19 6" AGGREGATE BASE COURSE
- 18 I-22 4" SUBBASE
- 19 I-9 STONE UNDERDRAIN (NO. 2) STAGGERED AT 25' INTERVALS (50' SPACING EACH SIDE) (25' SPACING ON LOW SIDE SUPERELEVATED SECTION)

\* THICKNESSES SHOWN ARE "DESIGNED THICKNESS" AS DESCRIBED IN SECTIONS T-35.01 AND B-35.01.



## SUPERELEVATED SECTION

### LIMITING STATIONS

SABINA ROAD	GALLIMORE ROAD
STA. 6+50.00 TO STA. 18+11.00 = 1161.00 L.F.	STA. 10+50.00 TO STA. 16+06.00 = 556.00
	STA. 16+56.00 TO STA. 19+41.60 = 285.60
	STA. 20+69.97 TO STA. 23+99.00 = 329.03
	STA. 30+25.00 TO STA. 37+50.00 = 725.00
	TOTAL: = 1895.63 L.F.

# GENERAL NOTES

FED. NO. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(13)54	

7  
339

CLINTON - GREENE COUNTIES  
CL1-1-9.10  
GRE-1-0.00

## ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

The rounded corners shown on Standard Drawing RI-1, as modified by the typical sections, apply to all cross sections, even though otherwise shown on these plans.

## UTILITY ADJUSTMENT

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 these plans.

## FIELD OFFICE

The contractor shall, in accordance with Sec. S-0.01 (b), provide for the exclusive use of the State's employees, a suitable field office having a minimum of 500 sq. ft. of floor space. The contractor shall have a telephone installed and maintained in this field office during the construction of this project. The contractor shall also provide and install wiring and outlets suitable for connecting electric lights and office equipment in the field office and provide 110-volt alternating current to the office during the entire period of construction of this project.

## DESIGN SPEED

The geometrics for this project have been planned for a design speed of 70 miles per hour.

## UNDERGROUND UTILITIES

The location of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

## ESTIMATED QUANTITIES

Specific locations and usage of estimated quantities set up on this plan to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this project.

## CONSTRUCTION LAYOUT STAKES

See note in proposal describing the work included in this lump sum pay item.

## SUPERELEVATION

Superelevated curves shall be built without crown. The crown shall be worked out of the pavement in the portion between the beginning of the transition and the point where the superelevation equals twice the crown.

## NON-RIGID PAVEMENT REMOVAL

Removal and disposal of existing non-rigid pavement, unless otherwise indicated on these plans, shall be measured and paid for as Item E-1, Roadway Excavation.

## REMOVAL OF EXISTING PIPE

The removal of all existing pipe drains within the limits of proposed excavation items shall be included for payment in the unit prices bid for the respective excavation items, unless otherwise itemized in the plans.

## SCARIFICATION OF EXISTING FLEXIBLE PAVEMENT

Within the limits of construction where the existing flexible pavement will have less than six (6) inches of fill placed upon it, the pavement shall be thoroughly scarified for its full depth, mixed with sufficient soil and properly recompacted to insure the elimination of any planes of separation between it and the embankment placed thereon. Payment for scarification as described above shall be included in the unit price bid for Item E-1, Roadway Excavation.

## PLUGGING PIPE

The upstream ends of all pipe or tile lines intercepted by earthwork operations (and, where indicated, the ends of pipe lines to be abandoned in place) shall be effectively blocked and covered. Broken pieces and portions of pipe or tile shall be removed until a whole length is encountered which shall be blocked with concrete, flat stone or brick laid in mortar, or a precast clay or concrete stopper. Payment for the above work shall be included in the unit price bid for Item E-1, Roadway Excavation.

## DRAINAGE OF BASE MATERIAL

Where the base material is drained by I-9 Stone Underdrains the Contractor shall finish, seed, and mulch the slopes so as not to impede drainage of the base material. The actual area of the I-9 Underdrains shall not be seeded.

## REMOVAL OF TREES AND STUMPS

All trees and stumps lying within the construction limits of this project shall be removed under the lump sum price bid for Item E-9, Removal of Trees and Stumps, except that those trees and stumps for which protection and preservation work is indicated elsewhere in these plans shall not be removed.

The following is an approximate estimate of the number of trees and stumps to be removed:

Sizes	No. Trees	No. Stumps
12" - 18"	59	
18" - 24"	49	
24" - 30"	6	
30" - 36"	5	
36" - 42"	5	
42" - 48"	5	
Over 48"	1	

The above estimate is approximate and the State of Ohio 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 E-9, Removal of Trees and Stumps.

## ITEM I-9 STONE UNDERDRAINS, NO. 2

Stone Underdrains shall be placed at fifty (50) foot intervals on each side of normal crowned sections and at twenty-five (25) foot intervals on the low side only of superelevated sections, except where Class I-3 pipes have been provided.

## CONNECTIONS TO EXISTING PIPE

At places where the plans provide for proposed drainage pipe to be connected to existing pipes, it shall be the responsibility of the Contractor to locate the existing pipe both as to line and grade before he starts to lay the proposed pipe. The cost of this operation shall be included in the unit price bid for the pertinent pipe item.

## EROSION CONTROL

Items I-10, I-14, L-120 and L-10 are provided in these plans for erosion control. Rock of a stable nature will not be removed in order to place any of these items. The Engineer shall check and non-perform quantities or adjust locations and quantities for these items where indicated by field conditions during construction.

## SEALING OF PIPE JOINTS

Where connections are made between rigid and flexible pipe sections or between pipe sections of different kind or type of end fabrication, whether required by the plans, arising from permissible use of optional materials, or encountered in connection to existing facilities, the joint shall be sealed, if sealing is required by the specifications, by means of a Class "E" concrete collar having a minimum thickness of 6 inches and a minimum length of 12 inches. Payment for sealing as described above shall be included in the unit price bid for the pertinent pipe item.

## 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 and the maximum spacing between contraction joints shall in all cases be in accordance with Standard Construction Drawing T.J.

## CENTERLINE REFERENCE MONUMENTS, AS PER PLAN

Monuments shall be constructed of Class "C" concrete, cast-in-place in a circular hole eight (8) inches in diameter and forty-four (44) inches in depth. Top of concrete shall be finished at a depth of two (2) inches below ground level and the upper six (6) inch portion of the concrete shall be formed. One-half (½) inch steel rods six (6) inches long shall be embedded in the wet concrete as directed by the Engineer to mark the centerline and station.

## ITEM L-1, TOPSOIL STOCKPILED

The material to be stockpiled for placement under Item L-3 on this project shall be obtained under Item L-1 from areas within the limits of the proposed right-of-way. No borrow item is anticipated for this purpose.

Provision of this separate L-1 item shall, in no way, be construed as a waiver of the provisions of Sec. E-1.03(a) and sod and incidental topsoil removed elsewhere on this project shall be salvaged and used as described in Item E-1 with payment therefor included in the unit price bid for Roadway Excavation.

## ITEM L-3 PLACING STOCKPILED TOPSOIL, AS PER PLAN

On this project, the method of measurement for this item shall be in cubic yards compacted in place in lieu of square yards as specified in Sec. L-3.10. Furnishing and placing of commercial fertilizer in conjunction with this item shall be in accordance with Item L-9 and payment therefor shall be at the unit price bid for Item L-9 Commercial Fertilizer. Except as noted above, all other requirements of this item shall be in accordance with Item L-3.

## GUARD RAIL FLARES

Where proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curvature shown on the plans, the two end posts of each flared section shall be encased in a minimum 4-inch thickness of Class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

## SPECIAL DITCHES

For special ditch grades, see cross sections.

## ELEVATION DATUM

All elevations are based on U.S.C.S. Datum.

## ITEM L-9, COMMERCIAL FERTILIZER

All areas to be seeded under Item L-9, or sodded under Item L-10, shall have commercial fertilizer (12-12-12) applied at a rate of twenty (20) pounds per 1,000 sq. ft.

## AGRICULTURAL LIMING MATERIALS

The location and need for agricultural liming materials will be determined by laboratory tests after rough grading operations have been performed. Quantities of agricultural liming materials as shown on the plans are sufficient for the entire project, but will be non-performed for the areas where tests show that the liming material is not needed. Where used, this material shall be applied at the rate of 100 lbs. per 1,000 sq. ft.

## EROSION CONTROL AT BRIDGES

Sodded channels shall be provided at ends of bridges where required by the plans. Cost of all work necessary to complete the item shall be included in the unit price bid per square yard for Item L-10, Sodding for Special Berm and Slope Protection.

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

An estimated quantity for this item has been included in the general summary, for use as directed by the Engineer, in proof-rolling of all subgrade on the Main Line and Ramps only, except for areas where rock or shale is encountered. The pneumatic-tired roller shall be operated at 50 ton gross load for the final proof rolling.

# GENERAL NOTES

CLINTON - GREENE COUNTIES

CLI-1-9.10

GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

8  
339

## MAINTENANCE OF TRAFFIC

The Contractor shall plan and conduct his operations so that two-way traffic is maintained (by means of the Temporary Run-Arounds provided in the plan) at all times on:

- State Route 134
- State Route 72

State Route 134 and State Route 72 Temporary Run-Arounds are to be provided with Class B pavements.

Section G-4.05, Maintenance of Local Traffic, and Section G-7.07, Barricades, Danger and Warning Signs, shall be in force during the entire life of the contract.

The following quantities of aggregate and calcium chloride have been included in the General Summary for maintaining ingress and egress to private drives in accordance with Section G-4.05:

a. S-15 Furnishing and Placing Aggregate for Traffic Bound Surface Course - 375 Cubic Yards.

b. S-15 Furnishing and Applying Calcium Chloride - 7.5 Tons.

The quantities shall be applied where directed and in the amounts requested by the Engineer.

The hardness and soundness requirements of the specifications shall be waived only in the case of T-10 material which is used for maintaining local traffic.

Payment for all of the above, including construction, maintenance and subsequent removal, where required, of temporary roadways - except Traffic Bound Surface Course, Item S-15; Calcium Chloride, Item S-15; and Temporary Run-Arounds, Item S-15 - is included in the lump sum bid for Maintaining Traffic.

## LIGHTS, SIGNS AND BARRICADES

The Contractor shall, in addition to the general requirements of Section G-7.07, on this project perform the following:

- Provide, erect, and maintain movable gates on intersecting roads closed to traffic at all points where local traffic movement terminates.
- Provide, erect, and maintain lights, signs, and barricades at the work limits on all intersecting roads which remain open to traffic.
- Provide, erect, and maintain standard 40 by 24 inch size "Road Closed" signs, sign supports, and lights at the following locations during periods in which the affected roads are closed to traffic:
  - Horseshoe Road just east of the State Route 134 intersection.
  - Horseshoe Road just north of the Speers Road intersection.
  - Sabina Road just south of the Port William Corporation line.
  - Sabina Road just west of the Starbuck Road intersection.
  - Starbuck Road just north of the Sabina Road intersection.
  - Starbuck Road just west of the State Route 72 intersection.
  - Gallimore Road just east of the Port William Corporation line.
  - Gallimore Road just west of the State Route 72 intersection.

Lights, barricades, and danger and warning signs shall be provided at locations shown in accordance with Section G-7.07. Barricades and gates shall be as detailed on Standard Construction Drawing No. G-7.07. Sign supports and lights for "Road Closed" signs shall be as detailed in the "Ohio Manual of Uniform Traffic Control Devices."

Payment for providing, erecting, maintaining and removing barricades, gates, lights, signs and sign supports shall be included in the lump sum price bid for "Maintaining Traffic."

## SEQUENCE OF CONSTRUCTION FOR HORSESHOE ROAD, SABINA ROAD, STARBUCK ROAD, AND GALLIMORE ROAD

The Contractor shall plan his work in order that no more than one of the above roads shall be closed at any one time. Starbuck Road and Gallimore Road shall be considered as one construction operation. During the period of closure of one of the County Roads, two-way traffic shall be maintained at all times on the other two County Roads.

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

The material furnished for this item shall meet the requirements of Grading "A" or "B" of Section I-22.02 except that, for either grading, no more than 10 per cent of the material shall pass a No. 200 sieve after all operations of placing and compacting have been completed.

## FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

The Contractor shall furnish, erect, maintain, and subsequently remove Federal Aid Construction Identification Signs at each of the following locations:

- State Route 134 - Right Side at Station 6+65.
- State Route 134 - Left Side at Station 33+65.
- State Route 72 - Right Side at Station 7+50.
- State Route 72 - Left Side at Station 35+75.

Sign details shall be as specified on Standard Drawing FACI-1, Code N-43(2)-144, and the signs shall be erected in accordance with Standard Drawing FACI-2. Additional requirements shall be in accordance with notes in the proposal.

## SEEDING

a. Main Line State Route 1. Quantities for seeding are calculated for the soil areas between the right of way lines and within the work limits for areas outside the right of way lines covered by temporary, and channel agreements.

b. Side Roads. Quantities for seeding are calculated for the soil areas between the work limits, as shown on the cross sections.

## SEEDING FORMULA

The following seed mixture shall, in lieu of the mixture listed in Section L-9.11, be used throughout the limits of this project:

a. Areas adjacent to residential properties as directed by the Engineer:

- 40% Kentucky Bluegrass (*Poa Pratensis*)
- 45% Illahee Fescue (*Festuca Rubra* Var. Illahee)
- 10% Red Top (*Agrostis alba*)
- 5% White Clover (*Trifolium Repens*)

b. Deep ditch and ditch slope areas from:

- Station 845+00 through Station 851+00 right
- Station 851+00 through Station 892+00 left
- Station 946+00 through Station 950+00 left
- Station 946+00 through Station 1003+00 right
- Station 1144+00 through Station 1175+00 left
- Station 1171+00 through Station 1176+00 right
- 20% Kentucky Bluegrass (*Poa Pratensis*)
- 60% Kentucky 31 Fescue (*Festuca Elatior* Var. Ky. 31)
- 20% Reed Canary (*Phalaris Arundinacea*)

c. All remaining areas:

- 20% Kentucky Bluegrass (*Poa Pratensis*)
- 65% Kentucky 31 Fescue (*Festuca Elatior* Var. Ky. 31)
- 15% Red Clover (*Trifolium Pratense*)

The above should be thoroughly mixed and then evenly sown over the areas at the rate of three pounds per 1,000 square feet in accordance with Item L-9 of Construction and Materials Specifications.

## REINFORCING PIPE ENDS

Reinforced ends shall be provided for all corrugated metal Class F-1 (except helical) pipes for driveways and underdrain outlets if pipe ends are unprotected by headwalls, catch basins or manholes.

## FIELD DRAINS

All farm tiles which are encountered during construction shall be provided with unobstructed outlets under the direction of the Engineer. Existing collectors which are located below the roadway ditch elevations and which cross the roadway shall be replaced within the right of way limits by Item I-1, Class A-1 pipe using one commercial size larger than the existing pipe.

Existing collectors and isolated farm tiles which are encountered above the elevation of the roadway ditches shall be outletted into the roadway ditch. The optimum outlet elevation shall be, if possible, 1 foot above the flowline elevation of the ditch. Lateral tile fields which cross the roadway shall be intercepted by Item I-1, Class H-2 pipe 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:

I-1 6" Pipe Class A-1 Sec. M-6.6(b) or M-6.8(b)	1,000 Lin. Ft.
I-1 8" Pipe Class A-1 Sec. M-6.6(b) or M-6.8(b)	1,000 Lin. Ft.
I-1 10" Pipe Class A-1 Sec. M-6.6(b) or M-6.8(b)	1,000 Lin. Ft.
I-1 6" Pipe Class F-1	200 Lin. Ft.
I-1 6" Pipe Class H-2	500 Lin. Ft.
I-1 8" Pipe Class H-2	500 Lin. Ft.
I-5 6" Pipe Specials, Class F-1	20 Each
I-5 8" Pipe Specials, Class F-1	20 Each
I-5 6" Pipe Specials, Class H-2	5 Each
I-5 8" Pipe Specials, Class H-2	5 Each

## PROPOSED FIELD TILE OUTLETS

The Engineer will notify property owners in advance of construction that in the event they contemplate installation of additional field tile which will require outlets to the proposed highway ditches located within the limits of the Limited Access Right of Way, the property owner must furnish at his own expense all materials necessary to complete the installation within the right of way limits. All work within the limits of the right of way must be performed by the Contractor and at the expense of the property owner. Details of the outlet will be determined by the Engineer and all work shall be performed under his supervision.

## SEQUENCE OF CONSTRUCTION OPERATIONS

Underdrains shall be installed and backfilled to subgrade elevation immediately prior to construction of the subbase, except that, where subsurface conditions are such that improvement of an unstable subgrade can be accomplished through the drying action of deep underdrains, the Project Engineer may authorize or require the Contractor to delay the construction of the subbase as necessary.

The subbase shall then be constructed under the concrete pavement area and extended out to cover the porous backfill for the underdrain. Pavement shall then be constructed.

After the subbase in the shoulder area is in place and compacted as specified, and immediately prior to placing the porous base course, the material located above and within the underdrain trench shall be removed to the depth necessary to expose clean Class 3 backfill. The trench so excavated shall be backfilled with new Class 3 backfill material.

If, after testing the subbase material for composition in the shoulder area, it is found that removal of contaminated material from the surface is necessary, such material shall be replaced with material meeting the requirements of Item B-112, Porous Base Course, at the expense of the Contractor.

Porous base course shall then be constructed and construction of the waterproofed aggregate course shall follow immediately.

## CLASS I-3 PIPE (PIPE UNDERDRAIN)

A minimum 10 foot length of 6 inch Class F-1 pipe shall be used to carry a run of Class I-3 pipe over another pipeline as shown on the plans or as directed by the Engineer.

## ITEM L-6 ROADSIDE CLEANUP

An estimated quantity has been carried to the General Summary for use, as directed by the Engineer, in the ungraded areas between the ramps and the main line.



# GENERAL NOTES

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

**LINE DATA CALCULATIONS FOR APPROACHES:**

Main Line		
Begin Work	Sta. 844+50.00	
Begin Project	Sta. 845+00.00	
Net Length of Approach	=	50.00 lin. ft.
End Project	Sta. 1232+00.22	
End Work	Sta. 1232+45.00	
Net Length of Approach	=	44.78 lin. ft.
Service Road "A"		
Begin Work	Sta. 45+00.00	
End Work	Sta. 61+75.00	
Net Length of Work	=	1,675.00 lin. ft.
State Route 134		
Begin Work	Sta. 6+65.00	
End Work	Sta. 33+65.00	
Net Length of Work	=	2,700.00 lin. ft.
Service Road "B"		
Begin Work	Sta. 12+75.00	
End Work	Sta. 19+83.00	
Net Length of Work	=	708.00 lin. ft.
Horseshoe Road		
Begin Work	Sta. 12+50.00	
End Work	Sta. 29+00.00	
Net Length of Work	=	1,650.00 lin. ft.
Sabina Road		
Begin Work	Sta. 5+50.00	
End Work	Sta. 30+00.00	
Net Length of Work	=	2,450.00 lin. ft.
Starbuck Road		
Begin Work	Sta. 6+96.00	
End Work	Sta. 30+25.00	
Net Length of Work	=	2,329.00 lin. ft.
Gallimore Road		
Begin Work	Sta. 9+75.00	
End Work	Sta. 38+50.00	
Net Length of Work	=	2,875.00 lin. ft.
State Route 72		
Begin Work	Sta. 7+50.00	
End Work	Sta. 35+77.59	
Net Length of Work	=	2,827.59 lin. ft.
<b>Total Length of Work for Approaches</b>	=	<b>17,309.37 lin. ft.</b>

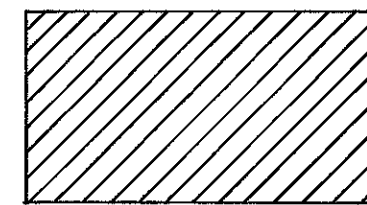
**SEEDING SUMMARY**

Station		Area
From	To	
845+00	900+00	157,211 sq. yds.
900+00	950+00	131,112 sq. yds.
950+00	1000+00	170,680 sq. yds.
1000+00	1050+00	138,881 sq. yds.
1050+00	1100+00	135,983 sq. yds.
1100+00	1150+00	143,822 sq. yds.
1150+00	1200+00	165,903 sq. yds.
1200+00	1232+00	120,428 sq. yds.
Service Road "A"		9,033 sq. yds.
State Route 134		28,729 sq. yds.
Horseshoe Road		13,274 sq. yds.
Sabina Road		18,871 sq. yds.
Starbuck Road		17,746 sq. yds.
Gallimore Road		18,117 sq. yds.
Driveway "A"		5,871 sq. yds.
State Route 72		25,810 sq. yds. *
<b>Total Seeding</b>		<b>1,301,471 sq. yds.</b>

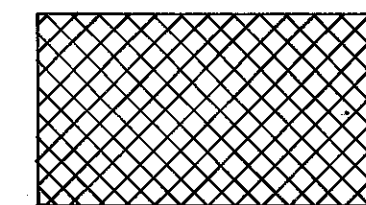
\* 1,270 sq. yds. 100% State  
24,540 sq. yds. Normal particip.

**DRIVEWAY PAVEMENT LEGEND**

Where shown on the plans, residence and field drives shall be paved in accordance with the following legend:



6" B-19



2" T-35 (two 1-inch courses, Type "C")

5" B-19

All driveway details not shown shall be in accordance with Standard Drawing DR-1.

**TABLE OF EARTHWORK QUANTITIES**

Station	Excavation (Cu. Yds.)	Embankment (Cu. Yds.)	Embankment +15% (Cu. Yds.)
From 845+00 To 850+00	26,825	0	0
850+00 To 860+00	33,401	12	14
860+00 To 870+00	34,574	922	1,060
870+00 To 880+00	10,847	28,826	33,150
880+00 To 890+00	8,277	31,346	36,048
890+00 To 900+00	3,714	19,209	22,090
900+00 To 910+00	10,248	4,792	5,511
910+00 To 920+00	3,131	7,886	9,069
920+00 To 930+00	4,855	17,306	19,902
930+00 To 940+00	4,979	24,617	28,310
940+00 To 950+00	9,902	19,202	22,082
950+00 To 960+00	11,454	22,741	26,152
960+00 To 970+00	23,059	12,742	14,653
970+00 To 980+00	43,839	215	247
980+00 To 990+00	30,704	149	171
990+00 To 1000+00	70,178	0	0
1000+00 To 1010+00	24,396	25,325	29,124
1010+00 To 1020+00	16,945	2,465	2,835
1020+00 To 1030+00	10,121	2,212	2,544
1030+00 To 1040+00	7,929	15,539	17,870
1040+00 To 1050+00	2,627	23,796	27,365
1050+00 To 1060+00	2,428	34,796	40,015
1060+00 To 1070+00	3,738	29,242	33,628
1070+00 To 1080+00	13,982	5,160	5,934
1080+00 To 1090+00	40,383	0	0
1090+00 To 1100+00	49,065	1,927	2,216
1100+00 To 1110+00	3,253	49,834	57,309
1110+00 To 1120+00	8,008	17,089	19,652
1120+00 To 1130+00	25,904	1,851	1,229
1130+00 To 1140+00	12,425	8,729	10,038
1140+00 To 1150+00	9,189	4,141	4,762
1150+00 To 1160+00	9,818	2,678	3,080
1160+00 To 1170+00	4,609	17,158	19,732
1170+00 To 1180+00	78,831	215	247
1180+00 To 1190+00	74,506	0	0
1190+00 To 1200+00	112,577	0	0
1200+00 To 1210+00	10,915	30,550	35,133
1210+00 To 1220+00	1,987	52,866	60,796
1220+00 To 1230+00	16,255	14,113	16,230
1230+00 To 1232+00	11,856	0	0
Service Road A	4,260	786	904
Service Road B	0	963	1,007
State Route 134	2,205	55,655	64,003
Horseshoe Road	2,481	22,896	26,330
Anderson Fork Creek	-	5,723	6,581
Sabina Road	1,366	37,034	42,589
Grassy Run Creek	-	2	2
Starbuck Road	3,445	42,780	49,197
Gallimore Road	4,424	16,265	18,705
Ramp J	349	15,471	17,792
Ramp K	641	26,865	30,895
Ramp L	11,624	4,889	5,622
Ramp M	20,382	1,257	1,446
State Route 72	5,803	52,259	60,098
Driveway A	732	1,571	1,807
<b>Summation E-1 &amp; L-1 Excavation</b>	<b>939,446</b>	<b>814,067</b>	<b>936,076</b>
Less L-1, Topsoil Stockpiled	39,146		
<b>Total E-1 Excavation</b>	<b>900,300</b>		
E-2 Structure Excavation	2,832		
E-3 Channel Excavation	14,414		
<b>Total Excavation</b>	<b>917,546</b>		
Item L-3, Placing Stockpiled Topsoil	= 32,622 cu. yds.		
Item L-1, Topsoil Stockpiled	= Item L-3 + 20% = 39,146 cu. yds.		

**Earthwork Summary**

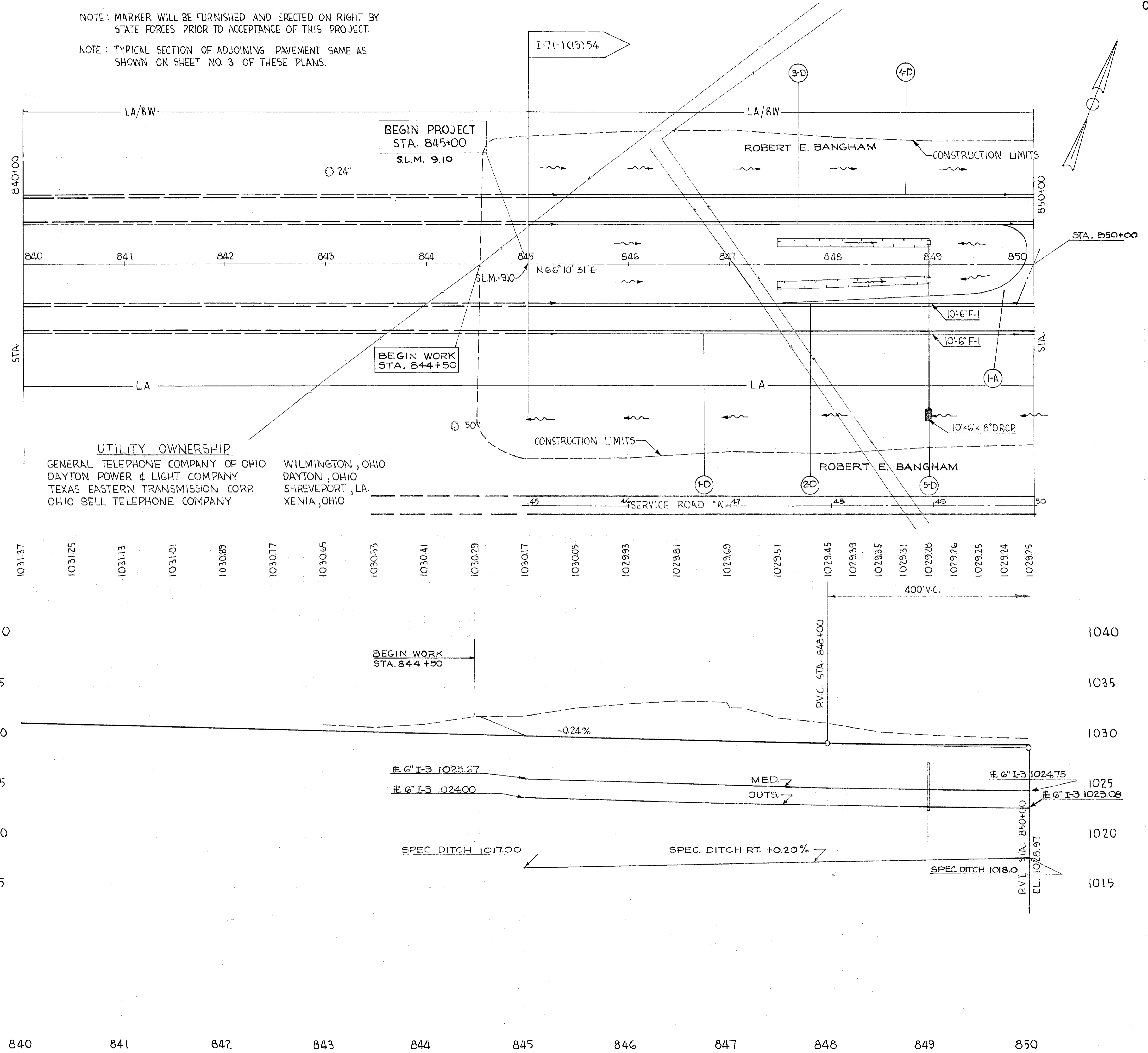
E-4, Borrow = 936,076 - 917,546 = 18,530 cu. yds.



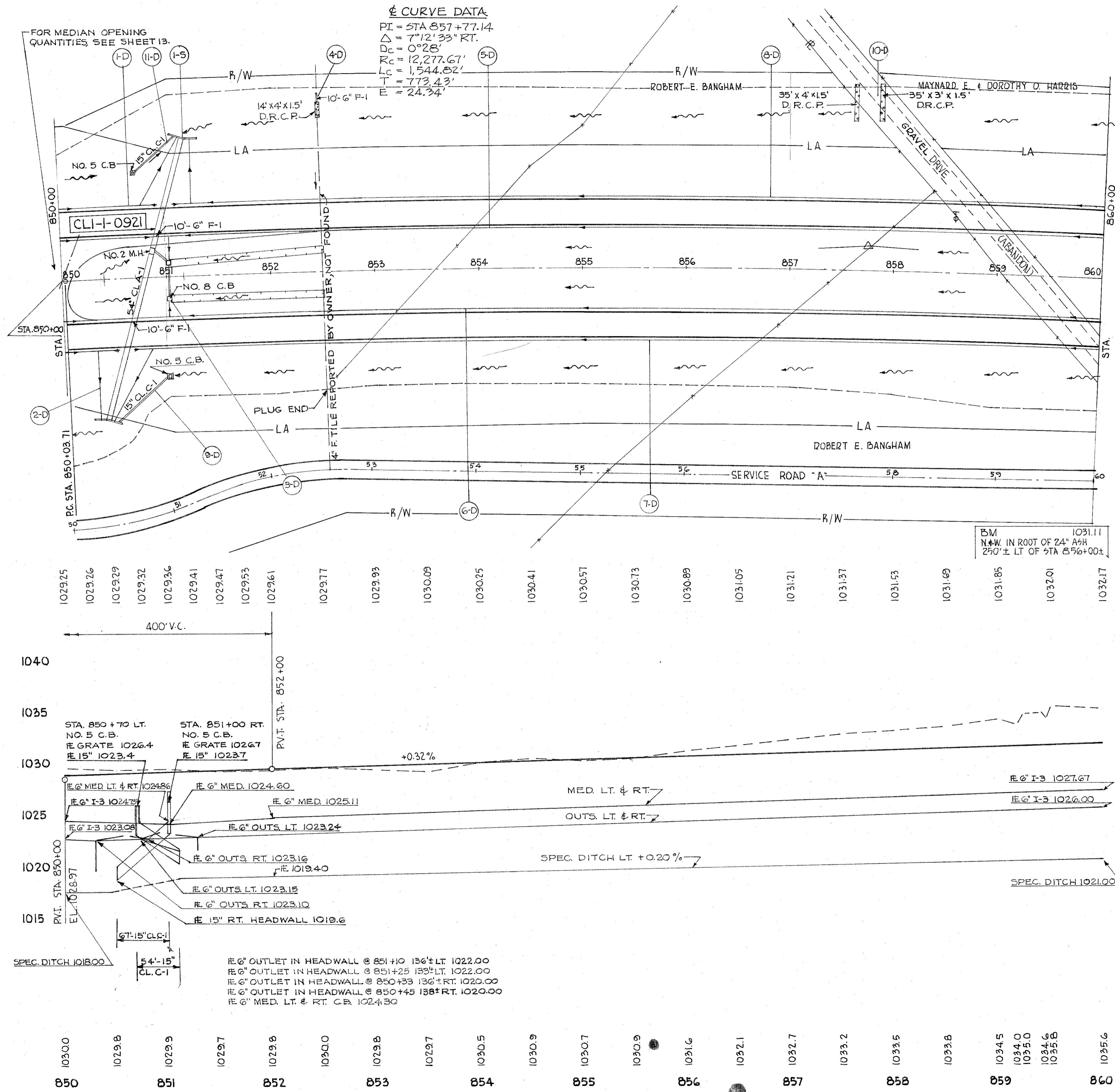




NOTE: MARKER WILL BE FURNISHED AND ERECTED ON RIGHT BY STATE FORCES PRIOR TO ACCEPTANCE OF THIS PROJECT.  
 NOTE: TYPICAL SECTION OF ADJOINING PAVEMENT SAME AS SHOWN ON SHEET NO. 3 OF THESE PLANS.

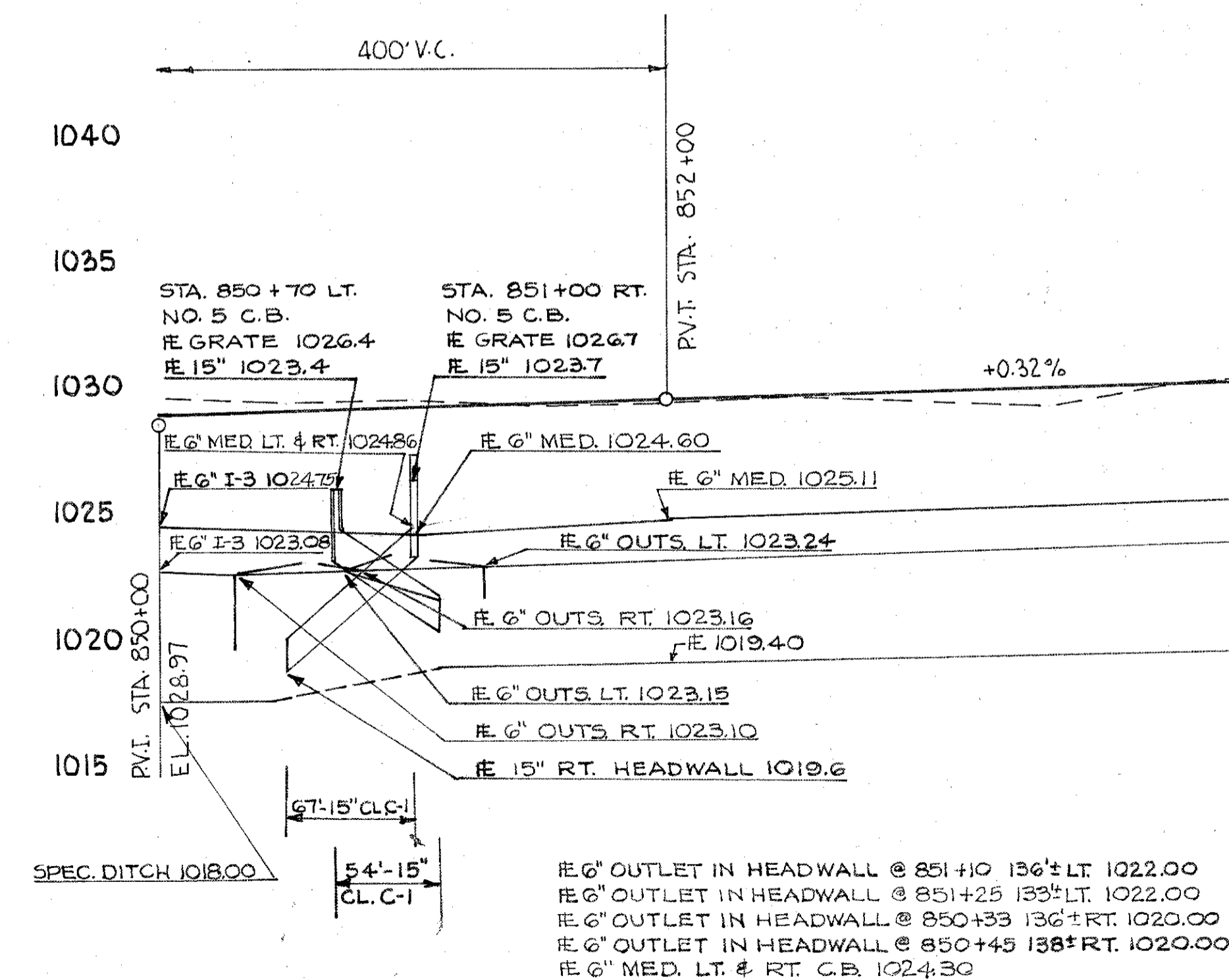


ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	6" PIPE CL. I-3 CL. F-1 SHALLOW DEEP	10	490
I-1	PIPE CL. I-3 CL. I-3	10	490
I-1	PIPE CL. I-3 CL. I-3	500	500
I-1	6" I-3 CL. I-3 CL. F-1 SHALLOW DEEP	32	32
I-1	12" PIPE CL. I-1	129	129
I-2	NO. 8 MASONRY CATCH BASIN	0.26	2
I-8	DUMP ROCK CUTTE CHANNEL MATTING PROTECTION	3.3	3.3
I-10	JUTE	250	250
L-120	SUBSURFACE GRADING COURSE	5	192
B-112	3" WATERPROOFED ASPHALT BASE COURSE	86	86
B-71	3" WATERPROOFED ASPHALT BASE COURSE	44	44
T-31	TREATMENT	CU. YDS.	5
I-22	10'x6'x18" D.R.C.P.	1	1
B-112	3" WATERPROOFED ASPHALT BASE COURSE	86	86
B-71	3" WATERPROOFED ASPHALT BASE COURSE	44	44



**CURVE DATA**  
 PI = STA 857+77.14  
 $\Delta = 7^{\circ}12'33''$  RT.  
 $D_c = 0^{\circ}28'$   
 $R_c = 12,277.67'$   
 $L_c = 1,544.82'$   
 $T = 773.43'$   
 $E = 24.34'$

FOR MEDIAN OPENING QUANTITIES, SEE SHEET 13.



ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	PIPE CLASSIFIED SHALLOW	10	LN.FT.
I-2	PIPE MASONRY	1	LN.FT.
I-3	PIPE CL-1	32	LN.FT.
I-4	PIPE CL-1	12	LN.FT.
I-5	PIPE SPECIAL	1	LN.FT.
I-6	PIPE MASONRY	1	LN.FT.
I-7	PIPE CL-1	2	LN.FT.
I-8	DUMPED CHANNEL	31	CU.YDS.
I-9	CHANNEL EXCAVATION	42	CU.YDS.
I-10	DUMPED CHANNEL	14	CU.YDS.
I-11	CHANNEL EXCAVATION	42	CU.YDS.
I-12	CHANNEL EXCAVATION	250	CU.YDS.
I-13	CLASSIFIED PIPE	161	LN.FT.
I-14	CLASSIFIED PIPE	108	LN.FT.
I-15	CLASSIFIED PIPE	1004	LN.FT.
I-16	CLASSIFIED PIPE	945	LN.FT.
I-17	CLASSIFIED PIPE	1	LN.FT.
I-18	CLASSIFIED PIPE	1	LN.FT.
I-19	CLASSIFIED PIPE	67	LN.FT.
I-20	CLASSIFIED PIPE	54	LN.FT.

◊ CURVE DATA

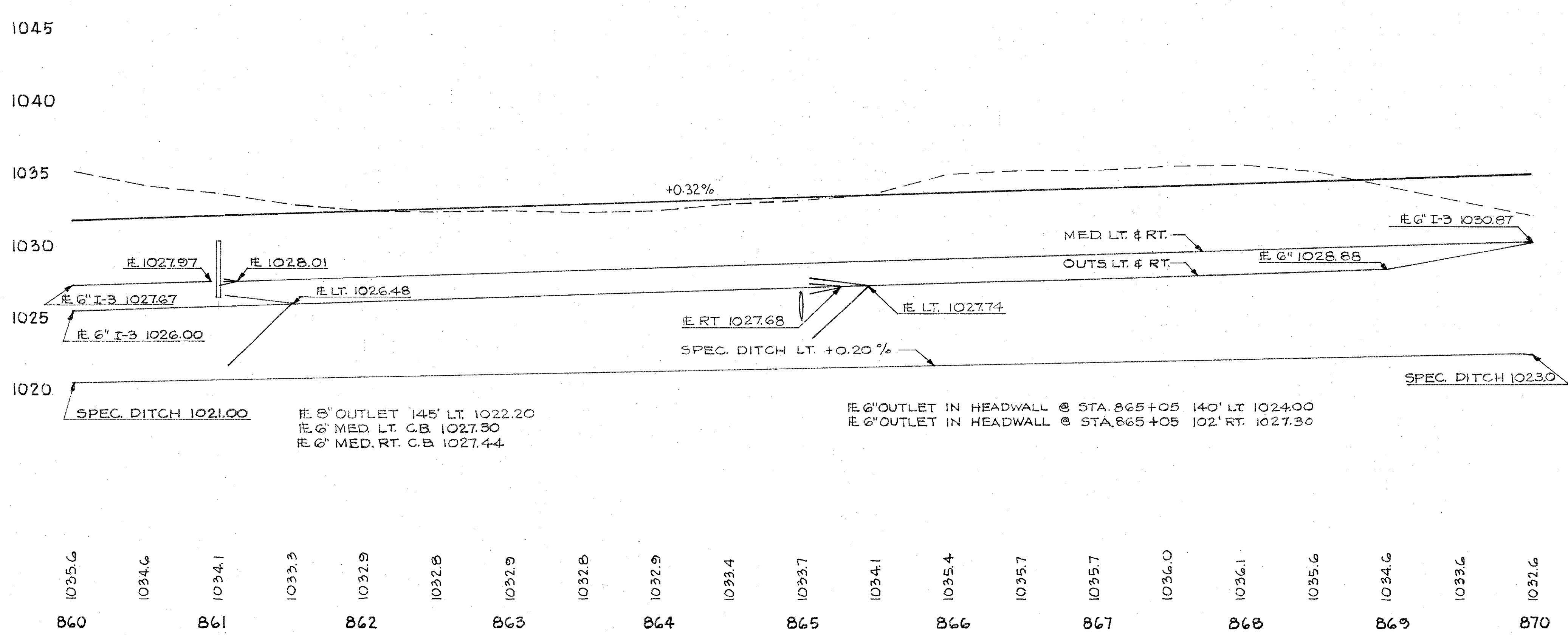
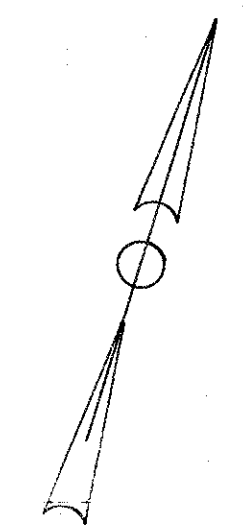
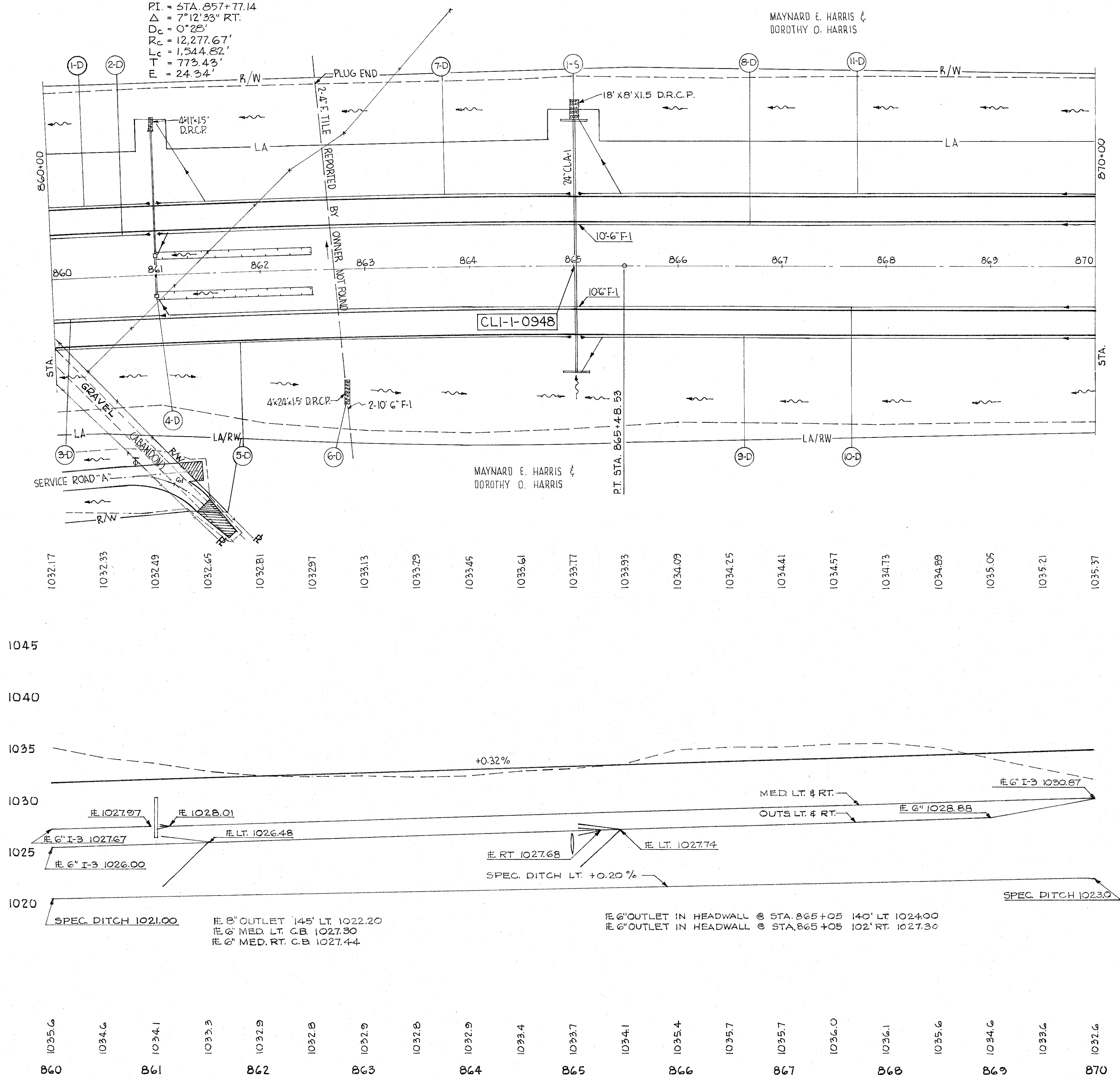
PI = STA. 857+77.14  
 Δ = 7°12'33" RT.  
 Dc = 0°25'  
 Rc = 12,277.67'  
 Lc = 1,544.82'  
 T = 773.43'  
 E = 24.34'

MAYNARD E. HARRIS &  
 DOROTHY O. HARRIS

CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

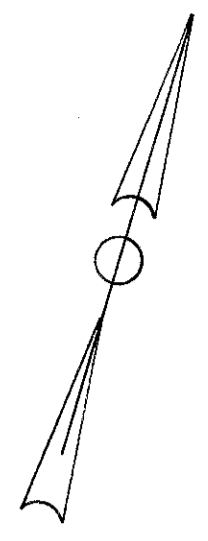
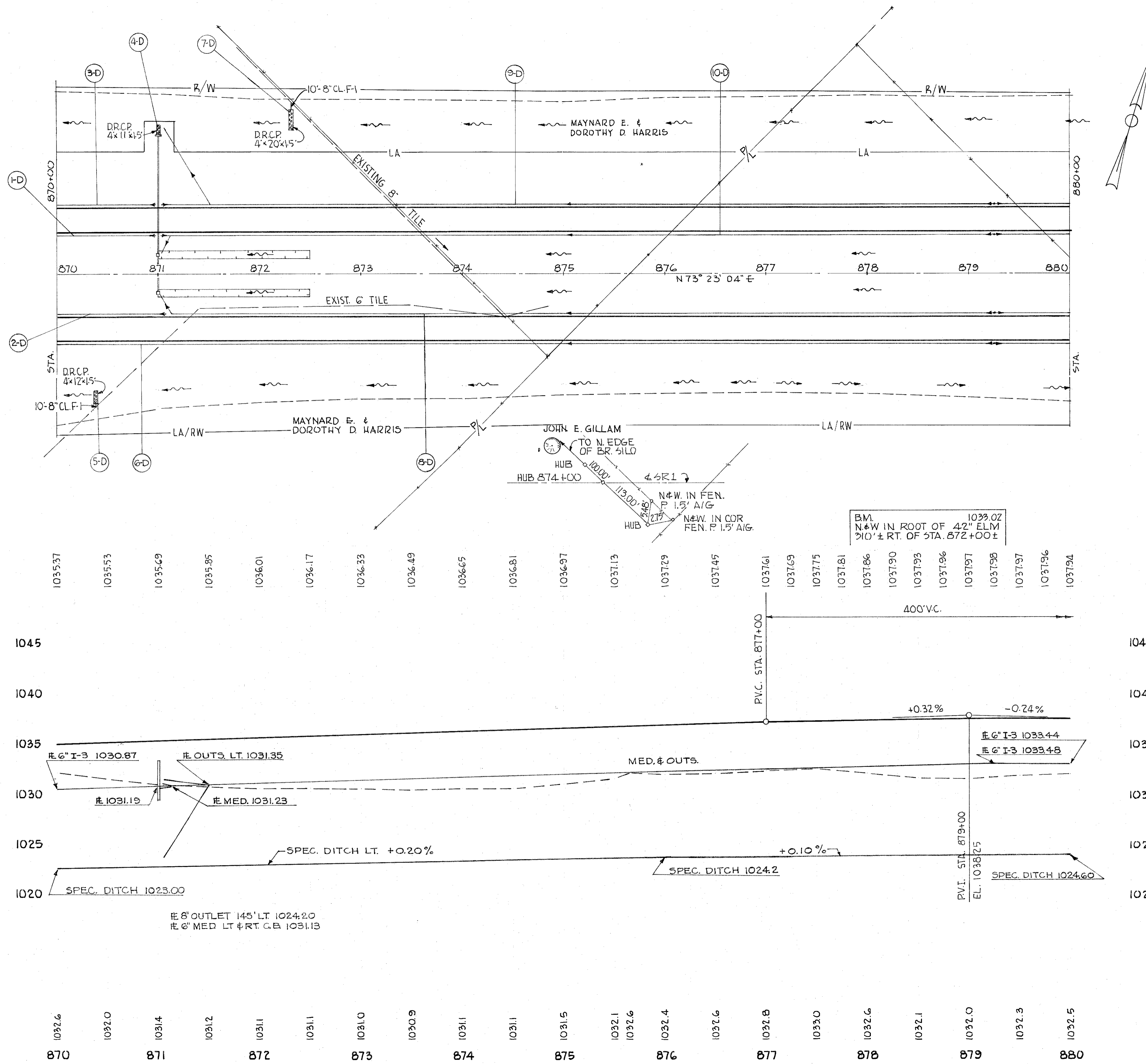
I-71-1(13) 54

15  
 339



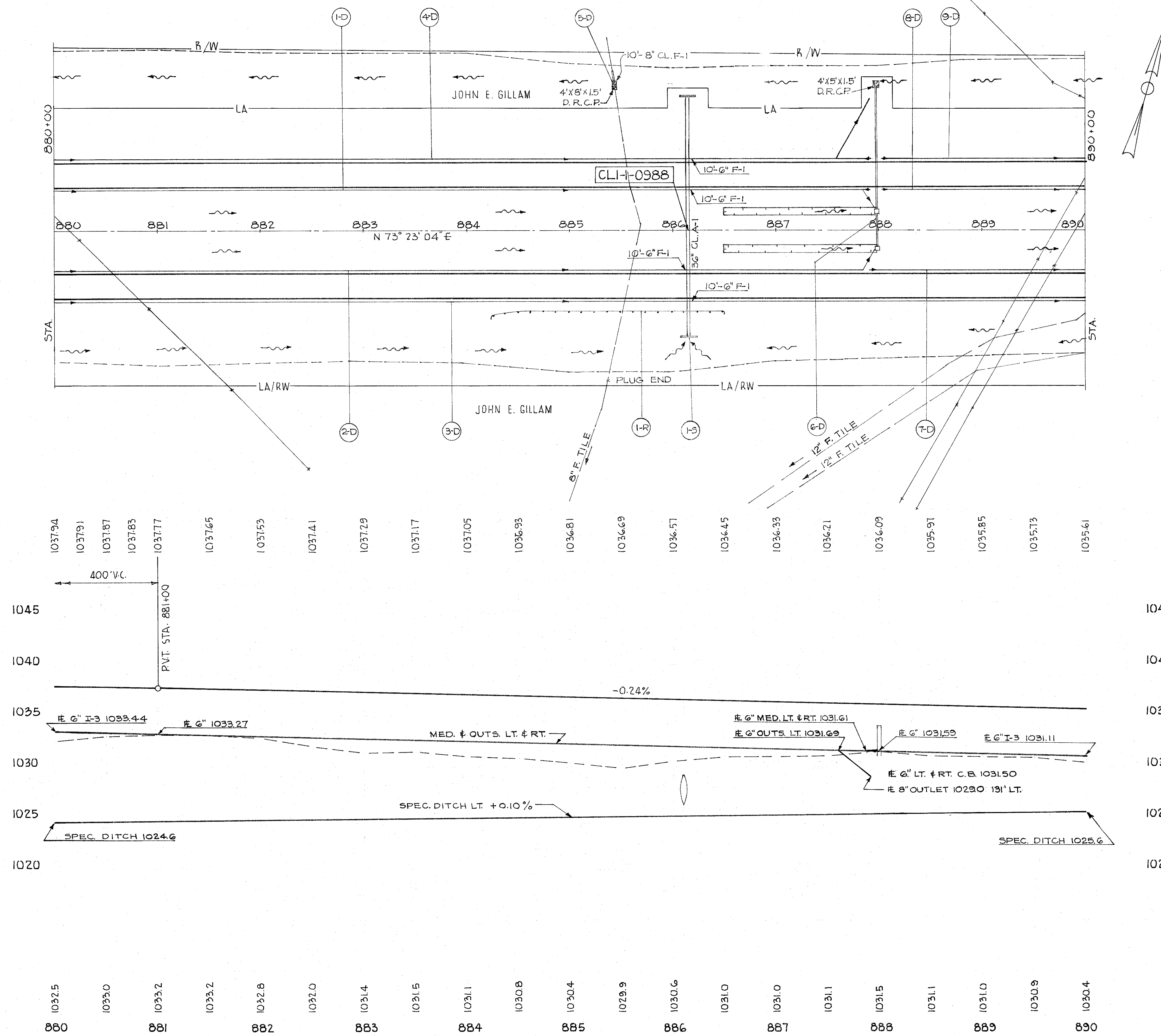
ITEM	QUANTITY	UNIT	AMOUNT
I-10 SODDING	250	SQ. YDS.	250
I-10 CHANNEL PROTECTION	25	CU. YDS.	25
I-10 CHANNEL EXCAVATION	55	CU. YDS.	55
I-10 DUMP ROCK	2	CU. YDS.	2
I-8 CATCH BASIN	2	EACH	2
I-5 WYE BEND	1	EACH	1
I-2 MASONRY	0.26	CU. YDS.	0.26
I-1 PIPE 24\"/>			

STA. 860+00 TO STA. 870+00



STA.	PIPE CLASS	SIZE	LENGTH	INVERT	OUTLET	REMARKS
870+00 TO 871+00	I-1	6"	100	95	1030.87	PIPE SPECIALS
871+00 TO 872+00	I-2	6"	100	95	1031.35	PIPE SPECIALS
872+00 TO 873+00	I-3	6"	100	95	1031.23	PIPE SPECIALS
873+00 TO 874+00	I-4	6"	100	95	1031.13	PIPE SPECIALS
874+00 TO 875+00	I-5	6"	100	95	1031.00	PIPE SPECIALS
875+00 TO 876+00	I-6	6"	100	95	1030.90	PIPE SPECIALS
876+00 TO 877+00	I-7	6"	100	95	1030.81	PIPE SPECIALS
877+00 TO 878+00	I-8	6"	100	95	1030.76	PIPE SPECIALS
878+00 TO 879+00	I-9	6"	100	95	1030.66	PIPE SPECIALS
879+00 TO 880+00	I-10	6"	100	95	1030.56	PIPE SPECIALS
870+00 TO 871+00	I-11	12"	100	1000	1033.44	PIPE SPECIALS
871+00 TO 872+00	I-12	12"	100	1000	1033.48	PIPE SPECIALS
872+00 TO 873+00	I-13	12"	100	1000	1033.44	PIPE SPECIALS
873+00 TO 874+00	I-14	12"	100	1000	1033.48	PIPE SPECIALS
874+00 TO 875+00	I-15	12"	100	1000	1033.44	PIPE SPECIALS
875+00 TO 876+00	I-16	12"	100	1000	1033.48	PIPE SPECIALS
876+00 TO 877+00	I-17	12"	100	1000	1033.44	PIPE SPECIALS
877+00 TO 878+00	I-18	12"	100	1000	1033.48	PIPE SPECIALS
878+00 TO 879+00	I-19	12"	100	1000	1033.44	PIPE SPECIALS
879+00 TO 880+00	I-20	12"	100	1000	1033.48	PIPE SPECIALS

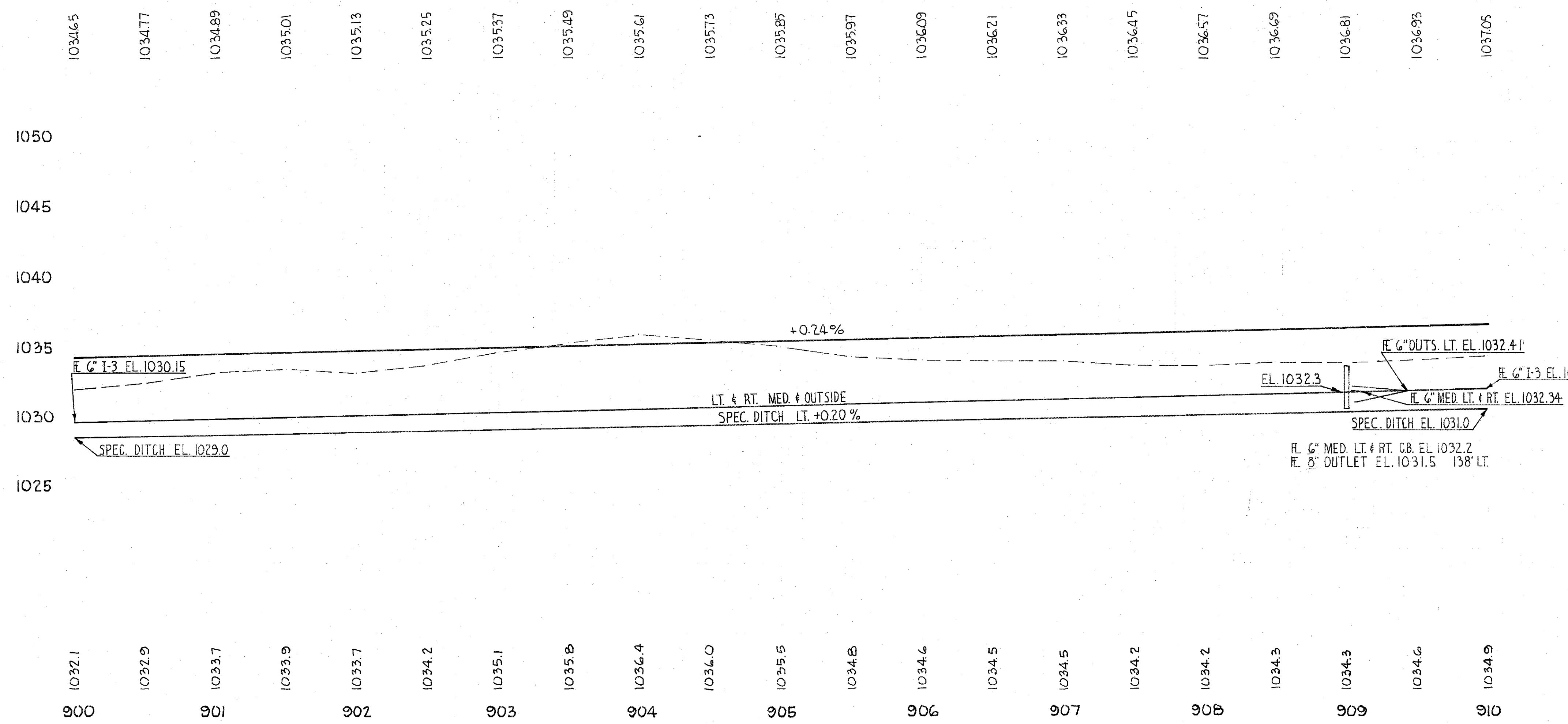
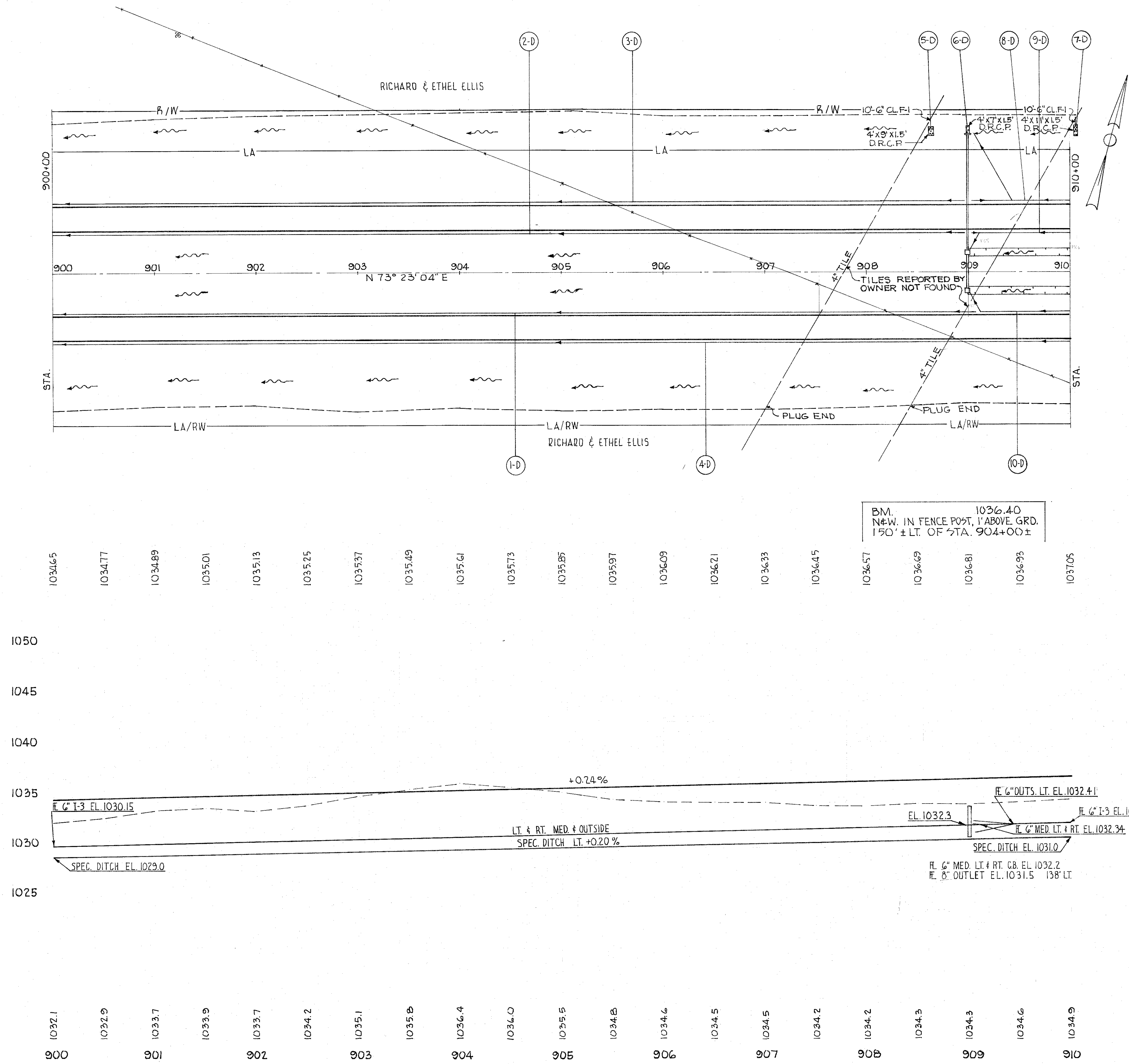




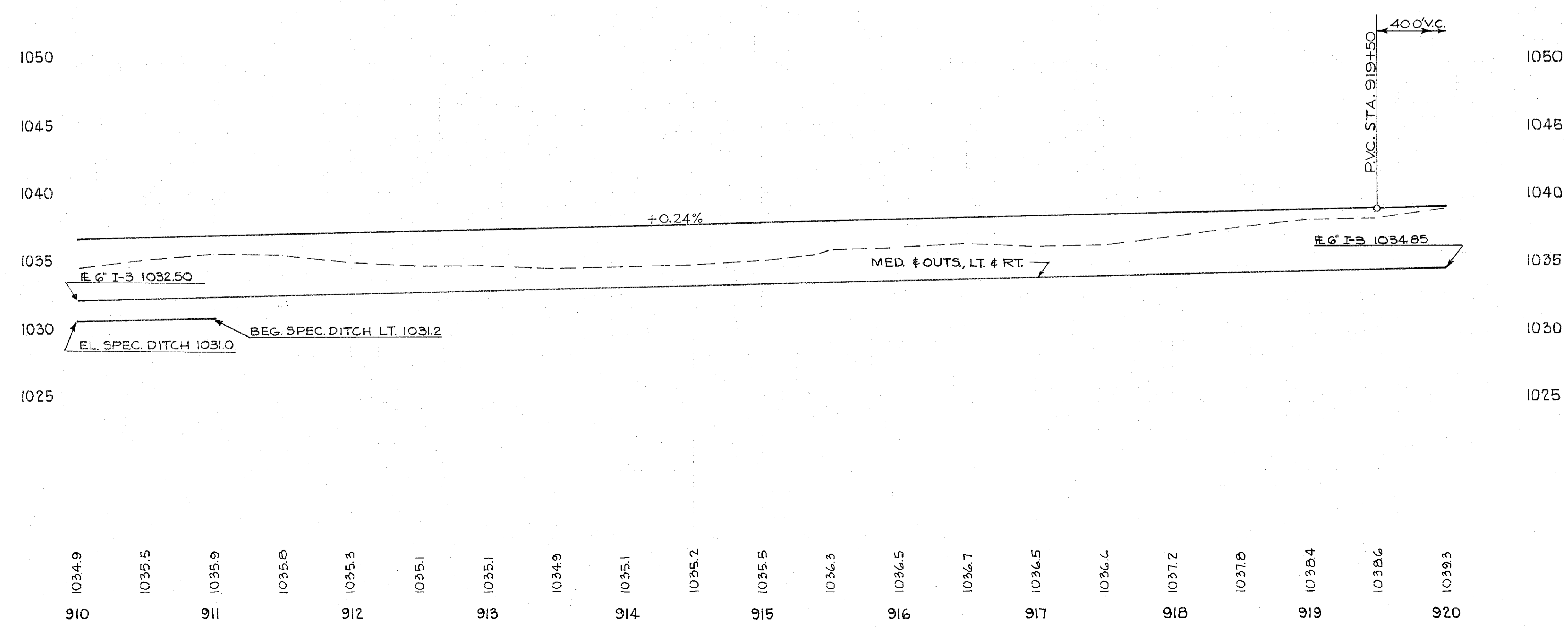
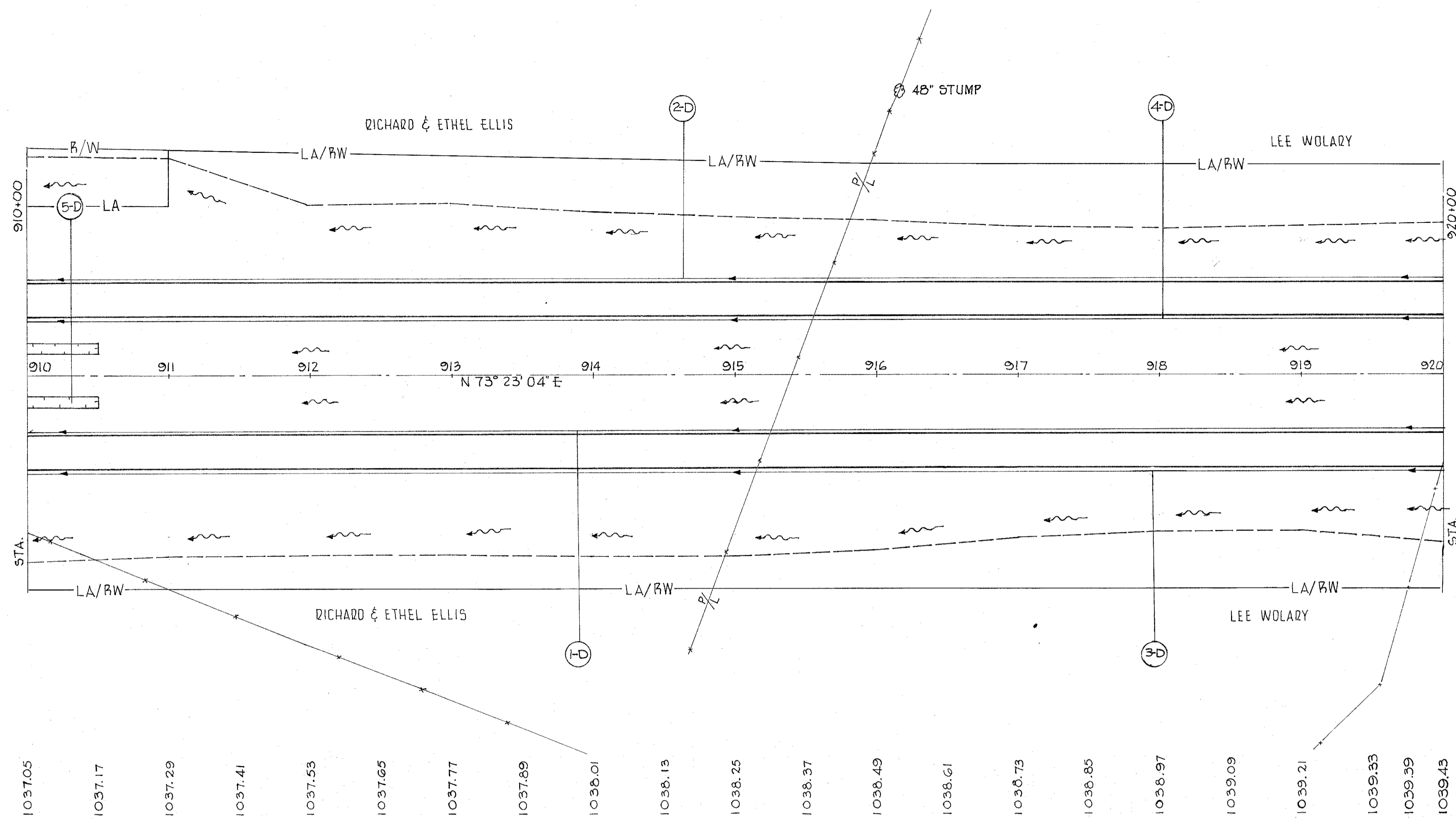
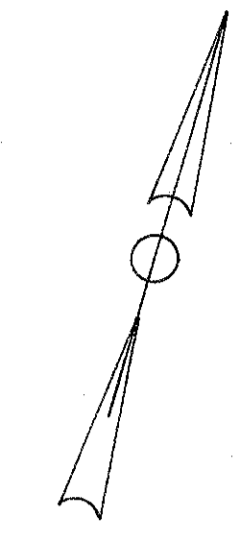
ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	PIPE 12" CL. 15' M-6(6)	36	LN. FT.
I-1	PIPE 15" CL. 15' M-6(6)	119	LN. FT.
I-1	PIPE 30" CL. 15' M-6(6)	0.26	CU. YDS.
I-2	PIPE MASONRY	1	EACH
I-3	PIPE 6" I-3	1	EACH
I-4	PIPE 6" I-4	1	EACH
I-5	PIPE 8" I-5	1	EACH
I-6	NO. 8 CATCH BASIN	2	EACH
I-7	CHANNEL PROTECTION	1.1	CU. YDS.
I-8	CHANNEL EXCAVATION	1.1	CU. YDS.
I-9	CHANNEL SODDING	1.1	SQ. YDS.
I-10	CHANNEL MATTING	1.1	SQ. YDS.
I-11	CHANNEL JUTE	1.1	SQ. YDS.
I-12	CHANNEL STEEL	1.1	SQ. YDS.
I-13	CHANNEL DEEP	1.1	SQ. YDS.
I-14	CHANNEL I-14	1.1	SQ. YDS.
I-15	CHANNEL I-15	1.1	SQ. YDS.
I-16	CHANNEL I-16	1.1	SQ. YDS.
I-17	CHANNEL I-17	1.1	SQ. YDS.
I-18	CHANNEL I-18	1.1	SQ. YDS.
I-19	CHANNEL I-19	1.1	SQ. YDS.
I-20	CHANNEL I-20	1.1	SQ. YDS.
I-21	CHANNEL I-21	1.1	SQ. YDS.
I-22	CHANNEL I-22	1.1	SQ. YDS.
I-23	CHANNEL I-23	1.1	SQ. YDS.
I-24	CHANNEL I-24	1.1	SQ. YDS.
I-25	CHANNEL I-25	1.1	SQ. YDS.
I-26	CHANNEL I-26	1.1	SQ. YDS.
I-27	CHANNEL I-27	1.1	SQ. YDS.
I-28	CHANNEL I-28	1.1	SQ. YDS.
I-29	CHANNEL I-29	1.1	SQ. YDS.
I-30	CHANNEL I-30	1.1	SQ. YDS.
I-31	CHANNEL I-31	1.1	SQ. YDS.
I-32	CHANNEL I-32	1.1	SQ. YDS.
I-33	CHANNEL I-33	1.1	SQ. YDS.
I-34	CHANNEL I-34	1.1	SQ. YDS.
I-35	CHANNEL I-35	1.1	SQ. YDS.
I-36	CHANNEL I-36	1.1	SQ. YDS.
I-37	CHANNEL I-37	1.1	SQ. YDS.
I-38	CHANNEL I-38	1.1	SQ. YDS.
I-39	CHANNEL I-39	1.1	SQ. YDS.
I-40	CHANNEL I-40	1.1	SQ. YDS.
I-41	CHANNEL I-41	1.1	SQ. YDS.
I-42	CHANNEL I-42	1.1	SQ. YDS.
I-43	CHANNEL I-43	1.1	SQ. YDS.
I-44	CHANNEL I-44	1.1	SQ. YDS.
I-45	CHANNEL I-45	1.1	SQ. YDS.
I-46	CHANNEL I-46	1.1	SQ. YDS.
I-47	CHANNEL I-47	1.1	SQ. YDS.
I-48	CHANNEL I-48	1.1	SQ. YDS.
I-49	CHANNEL I-49	1.1	SQ. YDS.
I-50	CHANNEL I-50	1.1	SQ. YDS.
I-51	CHANNEL I-51	1.1	SQ. YDS.
I-52	CHANNEL I-52	1.1	SQ. YDS.
I-53	CHANNEL I-53	1.1	SQ. YDS.
I-54	CHANNEL I-54	1.1	SQ. YDS.
I-55	CHANNEL I-55	1.1	SQ. YDS.
I-56	CHANNEL I-56	1.1	SQ. YDS.
I-57	CHANNEL I-57	1.1	SQ. YDS.
I-58	CHANNEL I-58	1.1	SQ. YDS.
I-59	CHANNEL I-59	1.1	SQ. YDS.
I-60	CHANNEL I-60	1.1	SQ. YDS.
I-61	CHANNEL I-61	1.1	SQ. YDS.
I-62	CHANNEL I-62	1.1	SQ. YDS.
I-63	CHANNEL I-63	1.1	SQ. YDS.
I-64	CHANNEL I-64	1.1	SQ. YDS.
I-65	CHANNEL I-65	1.1	SQ. YDS.
I-66	CHANNEL I-66	1.1	SQ. YDS.
I-67	CHANNEL I-67	1.1	SQ. YDS.
I-68	CHANNEL I-68	1.1	SQ. YDS.
I-69	CHANNEL I-69	1.1	SQ. YDS.
I-70	CHANNEL I-70	1.1	SQ. YDS.
I-71	CHANNEL I-71	1.1	SQ. YDS.
I-72	CHANNEL I-72	1.1	SQ. YDS.
I-73	CHANNEL I-73	1.1	SQ. YDS.
I-74	CHANNEL I-74	1.1	SQ. YDS.
I-75	CHANNEL I-75	1.1	SQ. YDS.
I-76	CHANNEL I-76	1.1	SQ. YDS.
I-77	CHANNEL I-77	1.1	SQ. YDS.
I-78	CHANNEL I-78	1.1	SQ. YDS.
I-79	CHANNEL I-79	1.1	SQ. YDS.
I-80	CHANNEL I-80	1.1	SQ. YDS.
I-81	CHANNEL I-81	1.1	SQ. YDS.
I-82	CHANNEL I-82	1.1	SQ. YDS.
I-83	CHANNEL I-83	1.1	SQ. YDS.
I-84	CHANNEL I-84	1.1	SQ. YDS.
I-85	CHANNEL I-85	1.1	SQ. YDS.
I-86	CHANNEL I-86	1.1	SQ. YDS.
I-87	CHANNEL I-87	1.1	SQ. YDS.
I-88	CHANNEL I-88	1.1	SQ. YDS.
I-89	CHANNEL I-89	1.1	SQ. YDS.
I-90	CHANNEL I-90	1.1	SQ. YDS.
I-91	CHANNEL I-91	1.1	SQ. YDS.
I-92	CHANNEL I-92	1.1	SQ. YDS.
I-93	CHANNEL I-93	1.1	SQ. YDS.
I-94	CHANNEL I-94	1.1	SQ. YDS.
I-95	CHANNEL I-95	1.1	SQ. YDS.
I-96	CHANNEL I-96	1.1	SQ. YDS.
I-97	CHANNEL I-97	1.1	SQ. YDS.
I-98	CHANNEL I-98	1.1	SQ. YDS.
I-99	CHANNEL I-99	1.1	SQ. YDS.
I-100	CHANNEL I-100	1.1	SQ. YDS.

STA. 880+00 TO STA. 890+00





ITEM	DESCRIPTION	QUANTITY	UNIT	REMARKS
I-1	6" PIPE	117	LN. FT.	
I-1	6" PIPE	38	LN. FT.	
I-2	MASONRY	0.26	CU. YDS.	
I-2	MASONRY	2	CU. YDS.	
I-5	PIPE SPECIALS	1	EACH	
I-10	DRY Laid ROCK CHANNEL PROTECTION	2	CU. YDS.	
L-12	LIVE MATTING	167	SQ. YDS.	

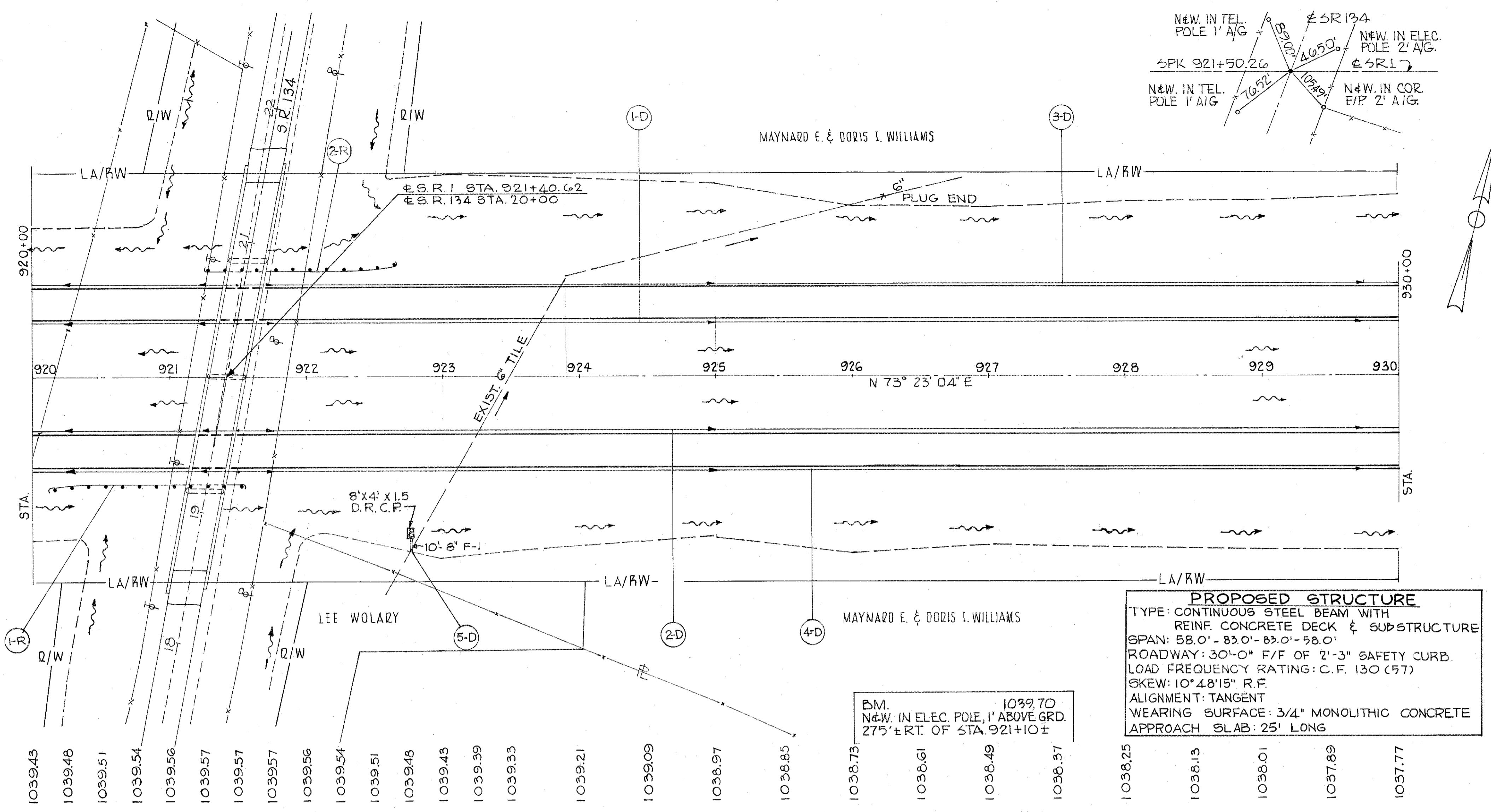


1-1  
 6"  
 I-3  
 PIPE  
 MATTING

LIN. FT. 50.705

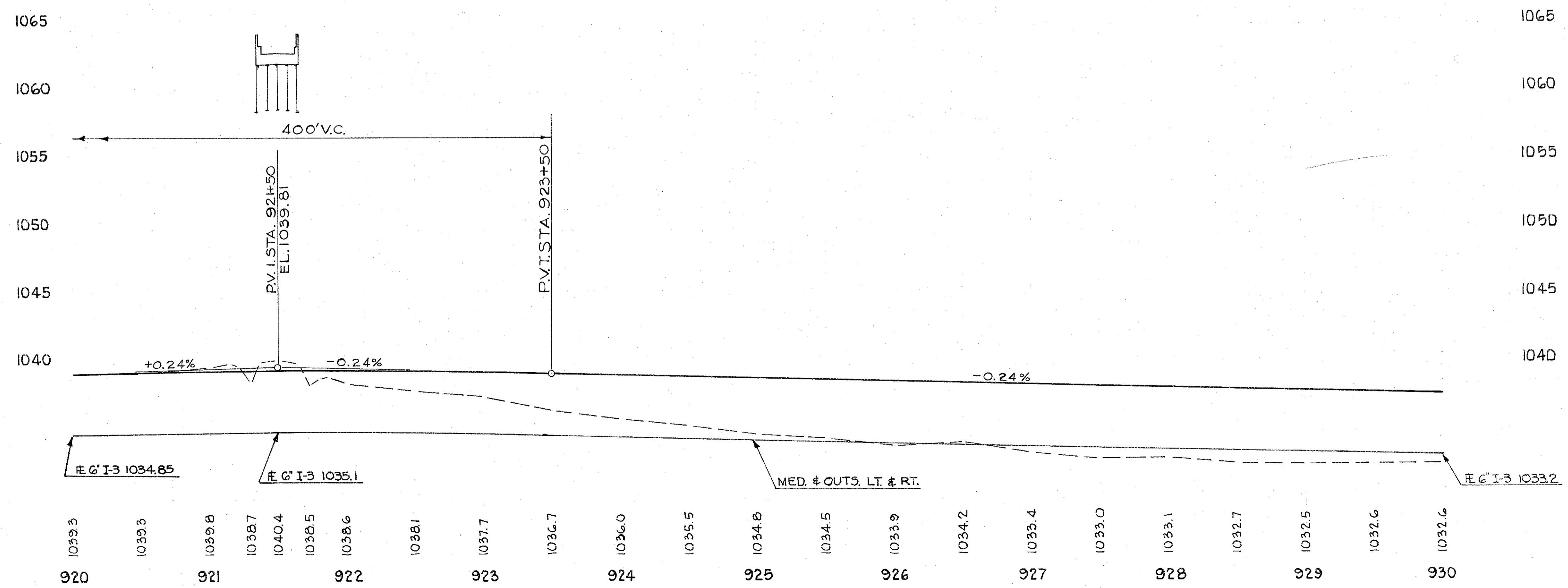
	RT.	LT.	LT.FRT.
1-D	910+00 TO 920+00	1000	
2-D	910+00 TO 920+00	1000	
3-D	910+00 TO 920+00	1000	
4-D	910+00 TO 920+00	1000	
5-D	910+00 TO 920+00	1000	83

MICROFILMED  
 DEC 9 1986



**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONCRETE DECK & SUBSTRUCTURE  
 SPAN: 58.0'-83.0'-83.0'-58.0'  
 ROADWAY: 30'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: C.F. 130 (97)  
 SKEW: 10° 48' 15" R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25' LONG

B.M. 1039.70  
 N&W. IN ELEC. POLE, 1' ABOVE GRD.  
 275' ± RT. OF STA. 921+10 ±



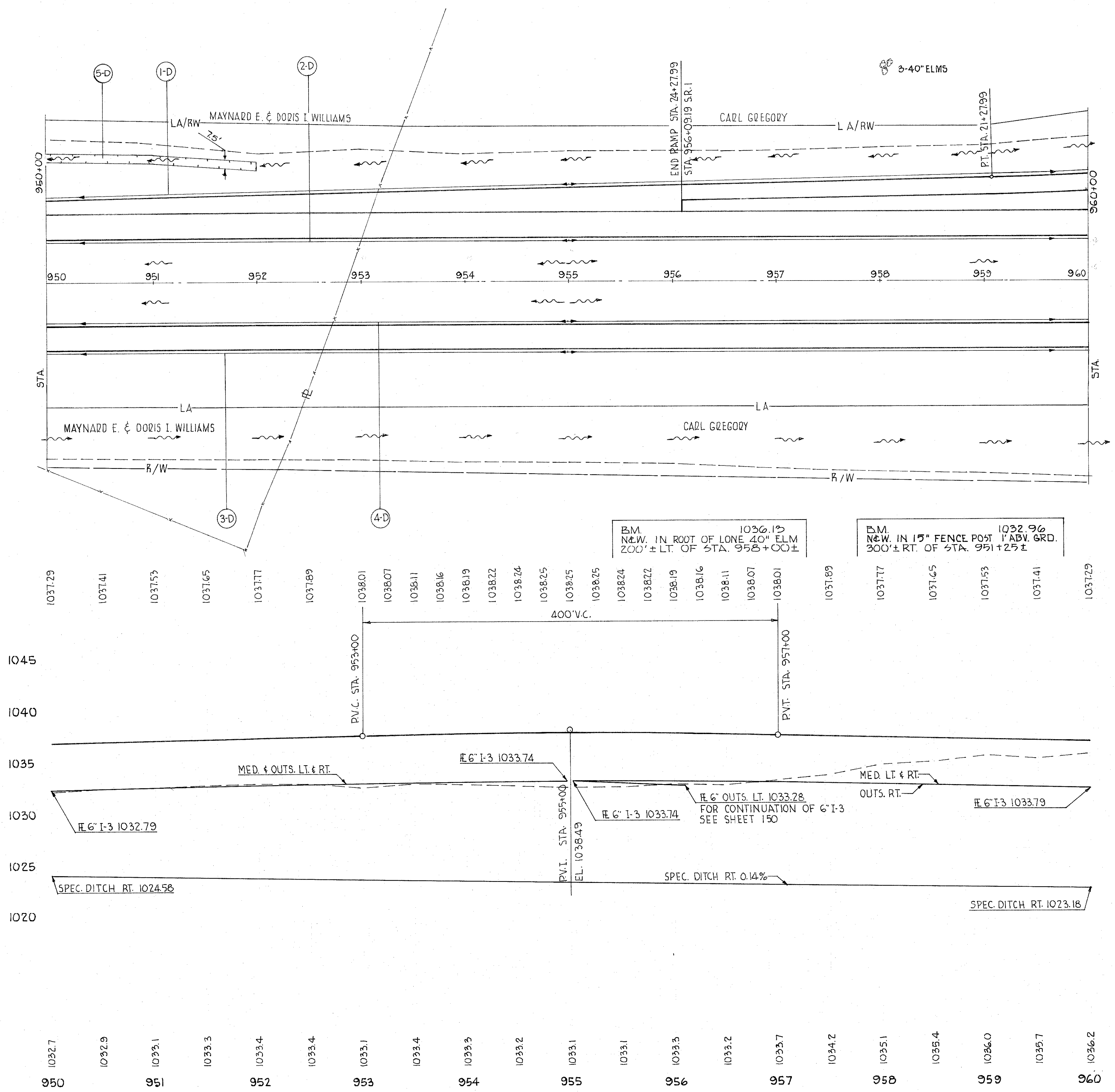
100% STATE  
 I-10 CURB  
 I-10 DUMP ROCK  
 I-10 CHANNEL  
 I-10 PROTECTION  
 I-10 CL.I-3  
 I-10 PIPE  
 I-10 LIN.FT.

LINE ITEM	DESCRIPTION	QUANTITY	UNIT
I-10	PIPE	10	1000
I-10	CL.I-3	2	1000
I-10	PROTECTION	10	1000
I-10	CHANNEL	2	1000
I-10	DUMP ROCK	2	1000
I-10	CURB	2	1000

1-R 920+15.5 TO 921+53  
 2-R 921+28 TO 922+65.5







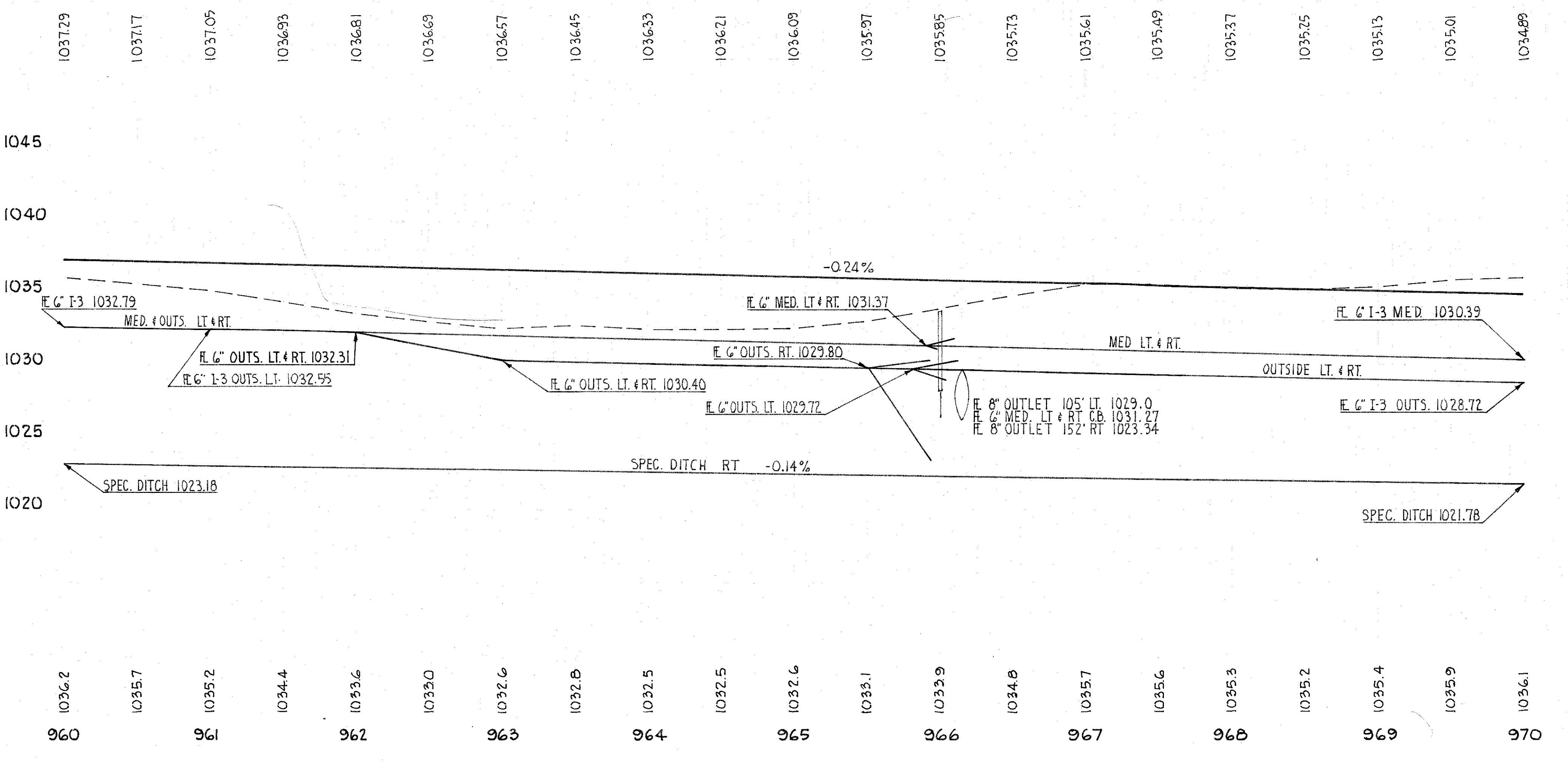
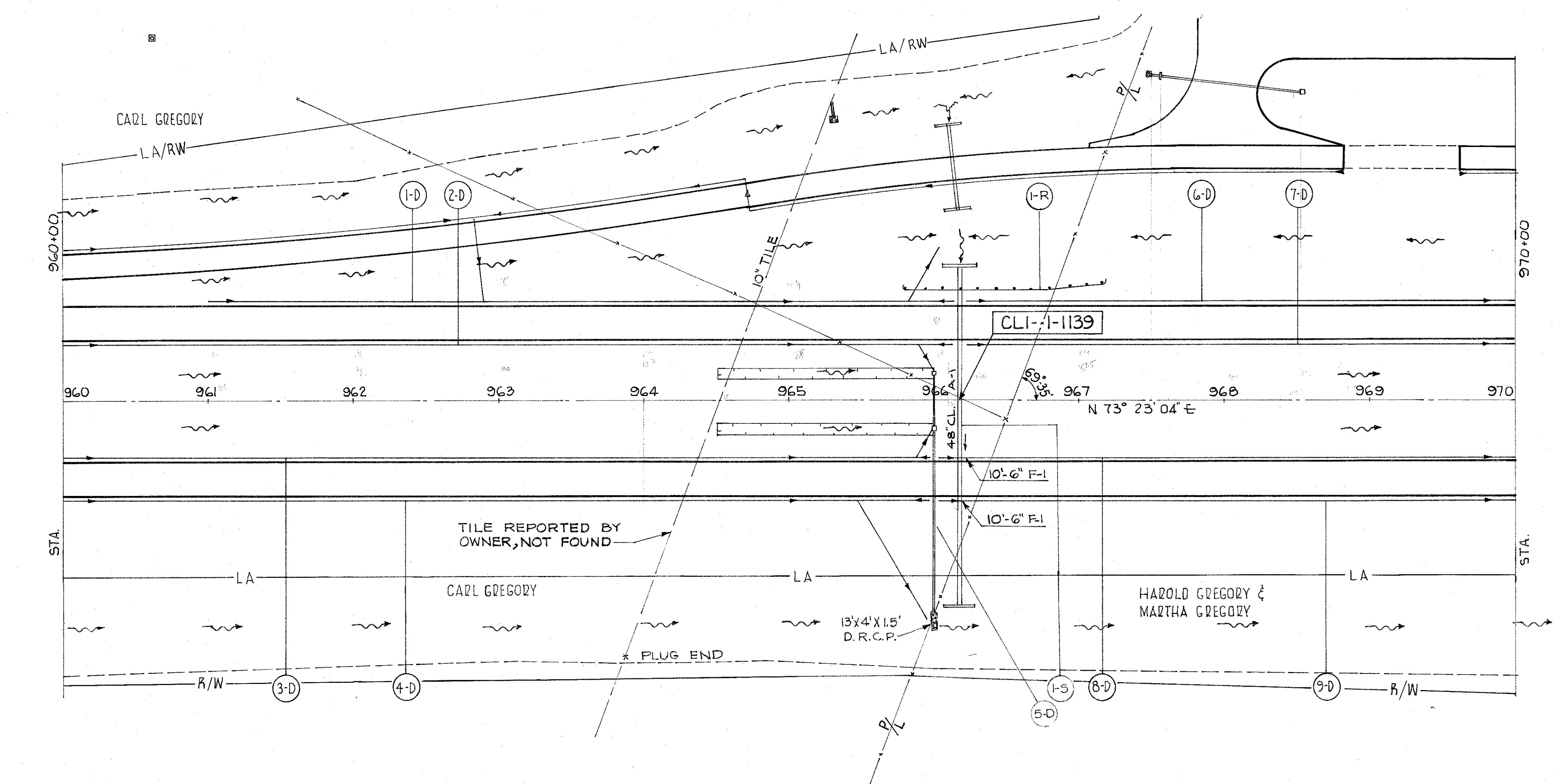
B.M. 1036.13  
 N&W IN ROOT OF LONE 40" ELM  
 200' ± LT. OF STA. 958+00 ±

B.M. 1032.96  
 N&W IN 15" FENCE POST 1' ADV. GRD.  
 300' ± RT. OF STA. 951+25 ±

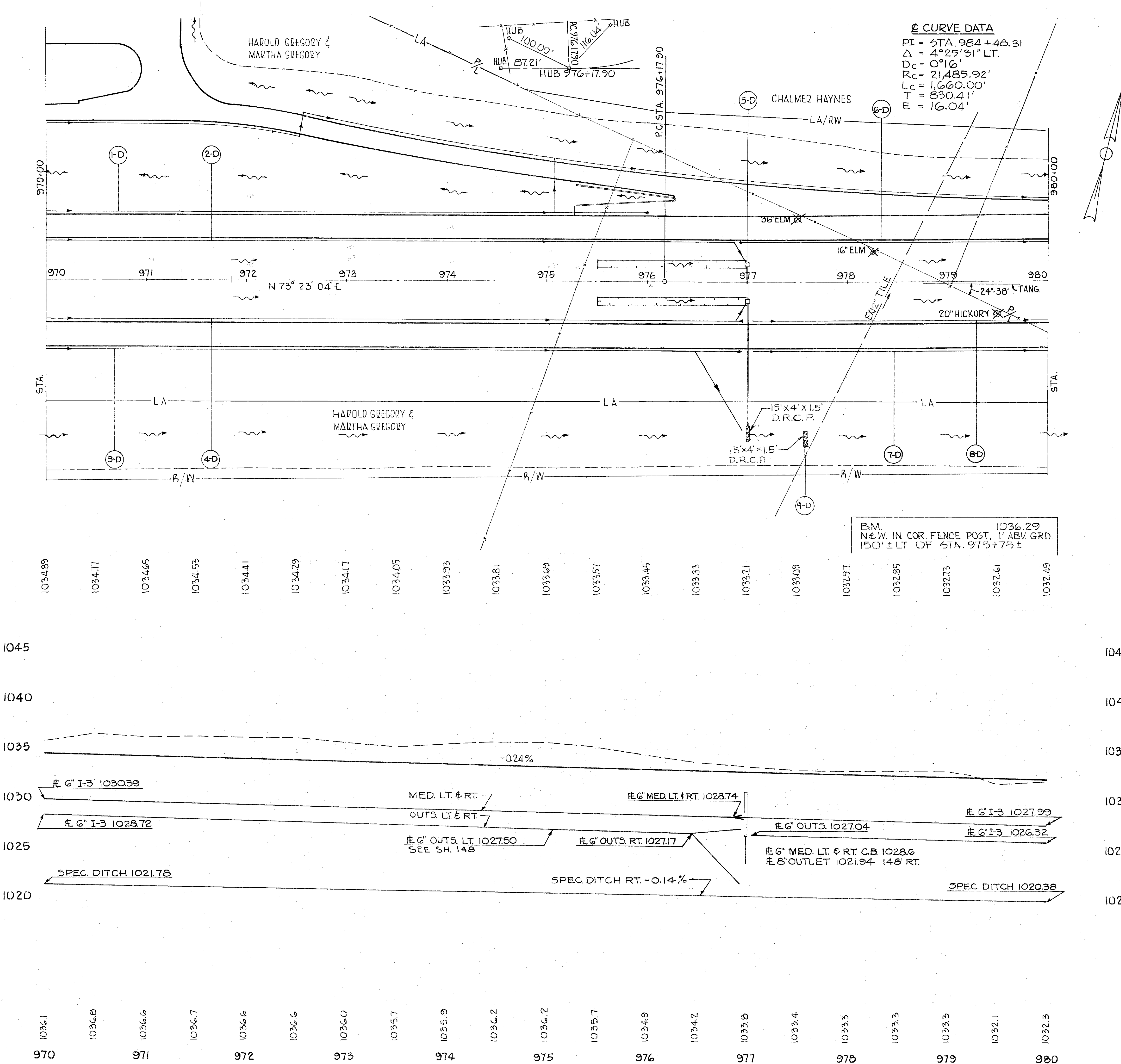
I-1 L-120  
 6" PIPE JUTE  
 CL 1:3 MATTING  
 LIN. FT. SQ. YDS.

LI	LI	RT	RT
1-D	950+00	TO	956+09
2-D	950+00	TO	960+00
3-D	950+00	TO	960+00
4-D	950+00	TO	960+00
5-D	950+00	TO	962+00





ITEM NO.	DESCRIPTION	EACH	QU.YDS.	SQ.YDS.	CU.YDS.	LN.FT.	LI.FT.	RT.FT.
I-8	STC. NO. 8 CATCH BASIN PROTECTION	2			3			
I-10	10" DUMPED			250				
I-11	11" PIPE				3			
I-12	12" PIPE				250			
I-13	13" PIPE							
I-14	14" PIPE							
I-15	15" PIPE							
I-16	16" PIPE							
I-17	17" PIPE							
I-18	18" PIPE							
I-19	19" PIPE							
I-20	20" PIPE							
I-21	21" PIPE							
I-22	22" PIPE							
I-23	23" PIPE							
I-24	24" PIPE							
I-25	25" PIPE							
I-26	26" PIPE							
I-27	27" PIPE							
I-28	28" PIPE							
I-29	29" PIPE							
I-30	30" PIPE							
I-31	31" PIPE							
I-32	32" PIPE							
I-33	33" PIPE							
I-34	34" PIPE							
I-35	35" PIPE							
I-36	36" PIPE							
I-37	37" PIPE							
I-38	38" PIPE							
I-39	39" PIPE							
I-40	40" PIPE							
I-41	41" PIPE							
I-42	42" PIPE							
I-43	43" PIPE							
I-44	44" PIPE							
I-45	45" PIPE							
I-46	46" PIPE							
I-47	47" PIPE							
I-48	48" PIPE							
I-49	49" PIPE							
I-50	50" PIPE							
I-51	51" PIPE							
I-52	52" PIPE							
I-53	53" PIPE							
I-54	54" PIPE							
I-55	55" PIPE							
I-56	56" PIPE							
I-57	57" PIPE							
I-58	58" PIPE							
I-59	59" PIPE							
I-60	60" PIPE							
I-61	61" PIPE							
I-62	62" PIPE							
I-63	63" PIPE							
I-64	64" PIPE							
I-65	65" PIPE							
I-66	66" PIPE							
I-67	67" PIPE							
I-68	68" PIPE							
I-69	69" PIPE							
I-70	70" PIPE							
I-71	71" PIPE							
I-72	72" PIPE							
I-73	73" PIPE							
I-74	74" PIPE							
I-75	75" PIPE							
I-76	76" PIPE							
I-77	77" PIPE							
I-78	78" PIPE							
I-79	79" PIPE							
I-80	80" PIPE							
I-81	81" PIPE							
I-82	82" PIPE							
I-83	83" PIPE							
I-84	84" PIPE							
I-85	85" PIPE							
I-86	86" PIPE							
I-87	87" PIPE							
I-88	88" PIPE							
I-89	89" PIPE							
I-90	90" PIPE							
I-91	91" PIPE							
I-92	92" PIPE							
I-93	93" PIPE							
I-94	94" PIPE							
I-95	95" PIPE							
I-96	96" PIPE							
I-97	97" PIPE							
I-98	98" PIPE							
I-99	99" PIPE							
I-100	100" PIPE							

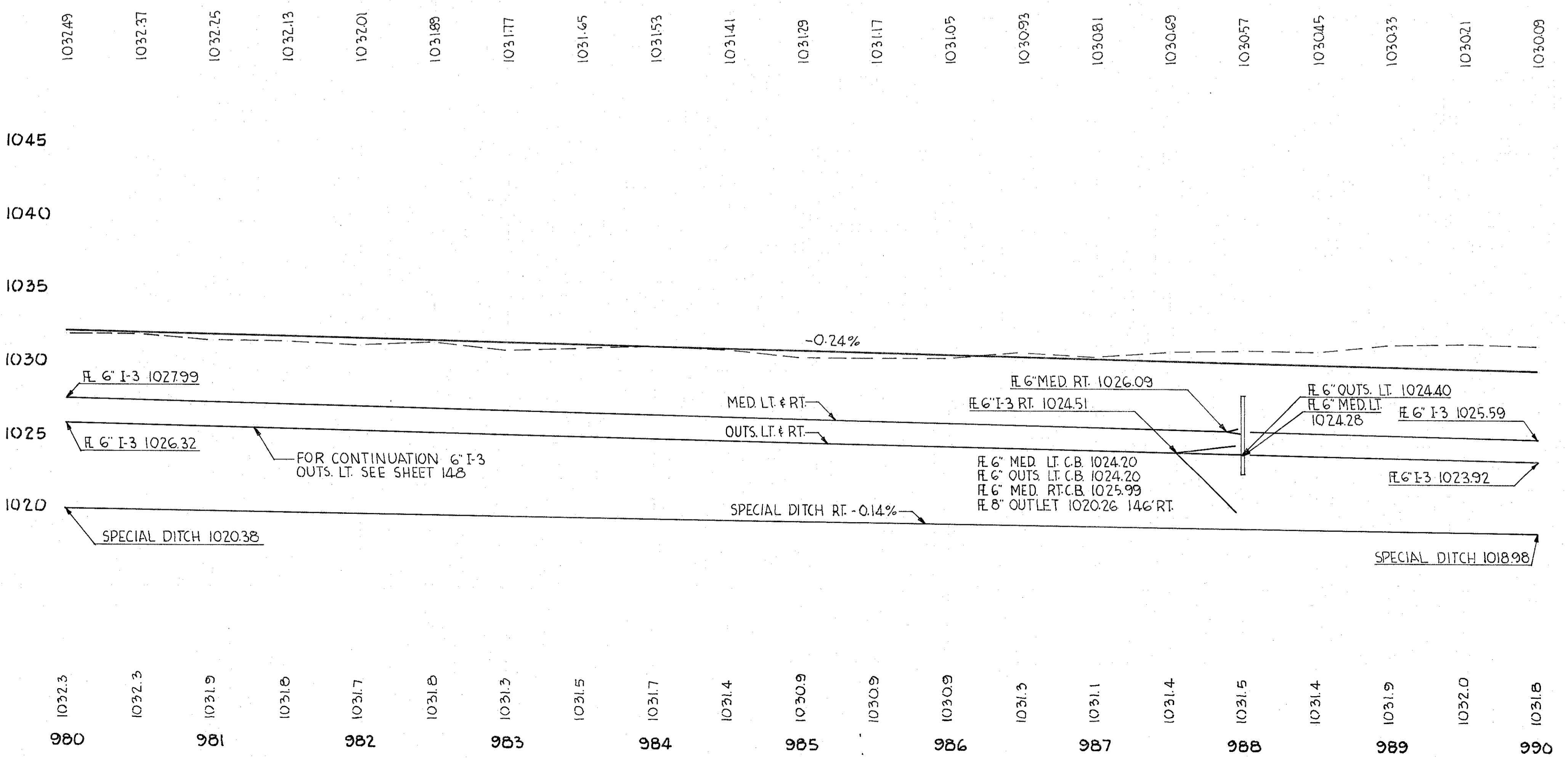
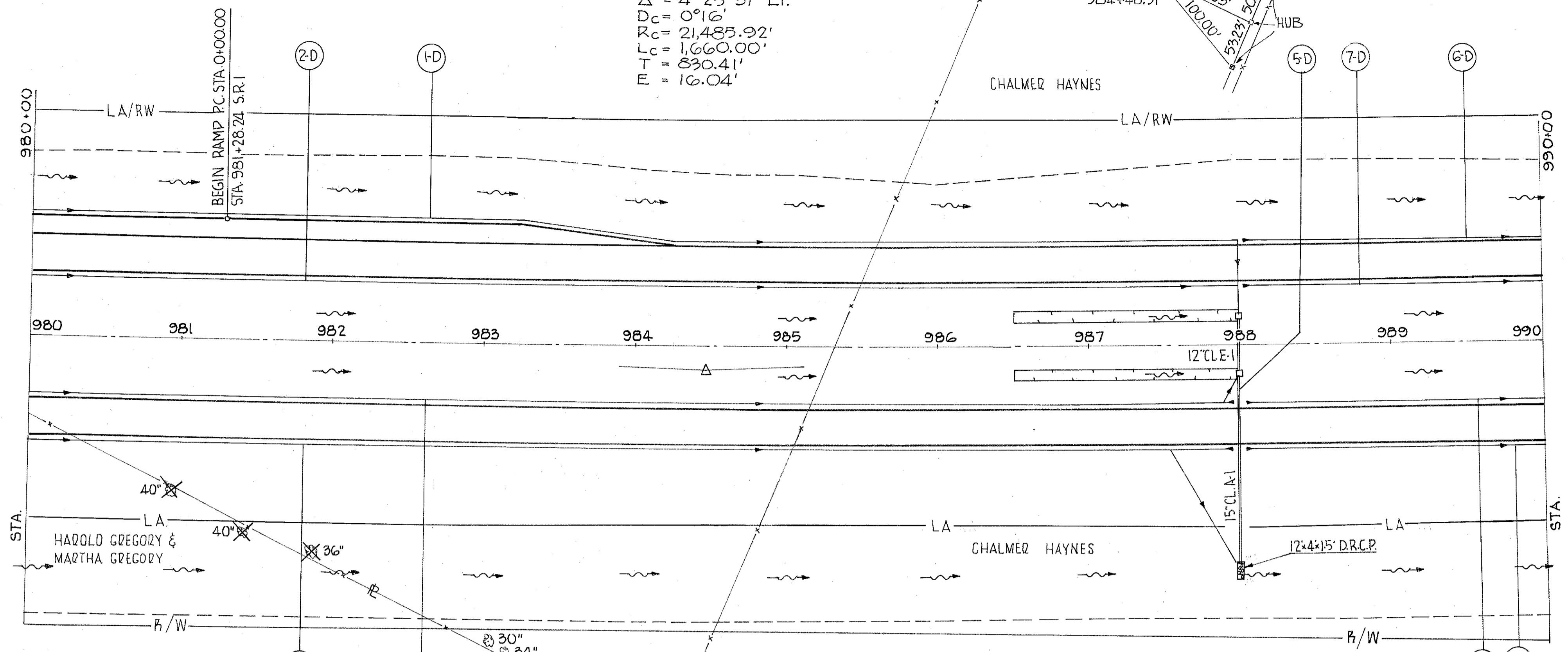
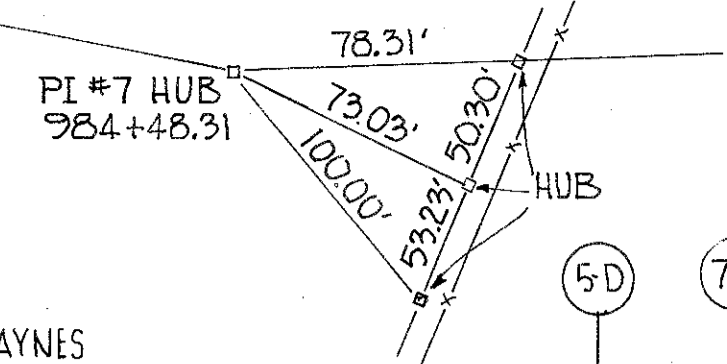


STA.	1-D	2-D	3-D	4-D	5-D	6-D	7-D	8-D	9-D	QU.YDS.	EACH	QU.YDS.	SG. YDS.
970+00													
971+00													
972+00													
973+00													
974+00													
975+00													
976+00													
977+00													
978+00													
979+00													
980+00													

STA. 970+00 TO STA. 980+00

**☐ CURVE DATA**

PI = STA. 984+48.31  
 $\Delta = 4^\circ 25' 31''$  LT.  
 $D_c = 0^\circ 16'$   
 $R_c = 21,485.92'$   
 $L_c = 1,660.00'$   
 $T = 830.41'$   
 $E = 16.04'$



STA.	I-1 6" PIPE CL-1-3 SHALLOW DEEP LIN.FT.	I-1 6" PIPE CL-1-3 LIN.FT.	I-1 6" PIPE CL-1-1 LIN.FT.	I-1 8" PIPE CL-1-1 LIN.FT.	I-1 12" PIPE CL-1-1 LIN.FT.	I-1 15" PIPE CLASS-A-1 SEC. 600 OR M.C. 600 LIN.FT.	I-2 MASON RY LIN.FT.	I-5 6" PIPE CL-1-3 CL-1-1 WYE BEND TEE EACH CU YDS.	I-10 DUMP ROCK CHANNEL PROTECTION EACH CU YDS.	I-120 JULIE MATTING SQ. YDS.	I-8 STD. NO. 8 CATCH BASIN EACH
980+00											
981+00											
982+00											
983+00											
984+00											
985+00											
986+00											
987+00											
988+00											
989+00											
990+00											
988+00 TO 988+00											
988+00 TO 988+00											
988+00 TO 988+00											
988+00 TO 988+00											
988+04 TO 990+00											
988+04 TO 990+00											
988+04 TO 990+00											
988+04 TO 990+00											

$\Delta$  CURVE DATA  
 PI = STA. 984+48.31  
 $\Delta$  = 4°25'31" LT.  
 $D_c$  = 0°16'  
 $R_c$  = 21,485.92'  
 $L_c$  = 1,660.00'  
 $T$  = 830.41'  
 $E$  = 16.04'

N&W. IN TEL. POLE 2' A/G (ON TAN)  
 N&W. IN ELEC. POLE 3' A/G.  
 HUB 992+77.90 RT.  
 N&W. IN FEN. POST, 1' A/G  
 48.72' 37.32'

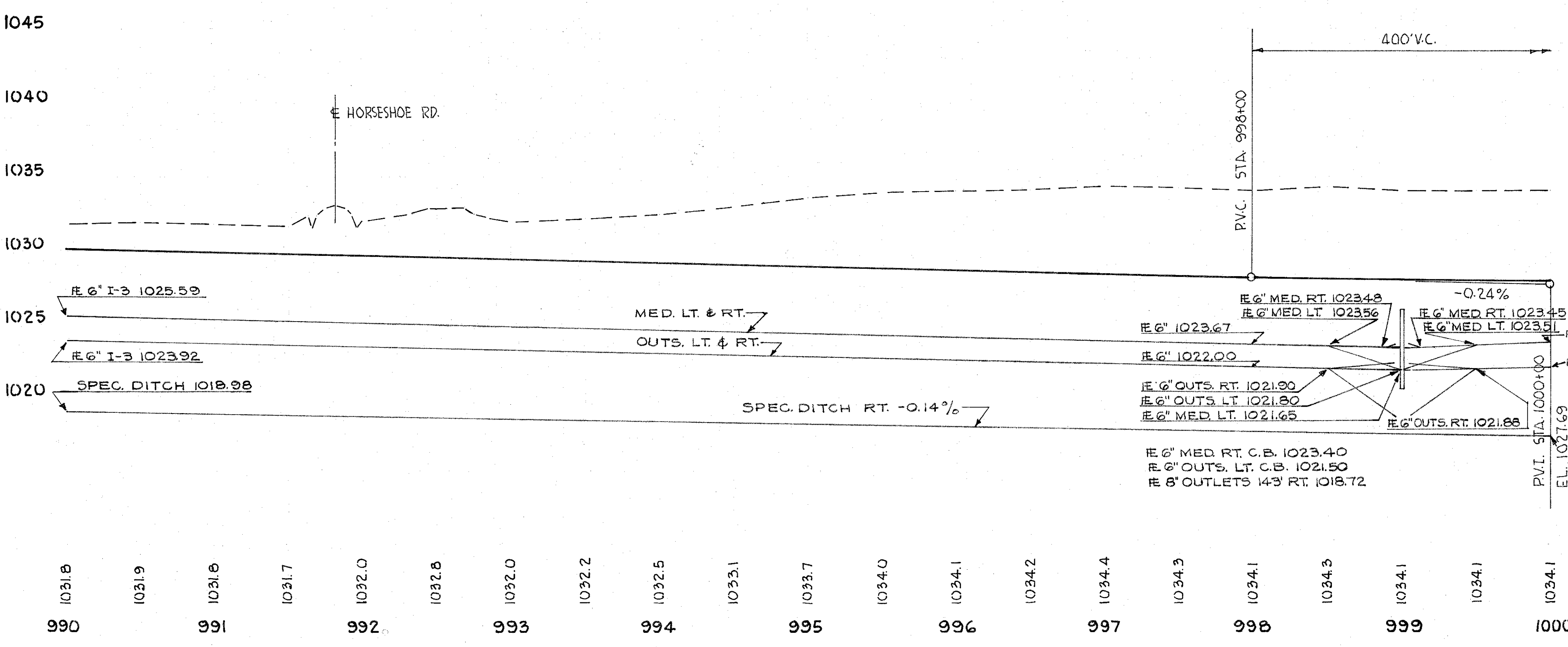
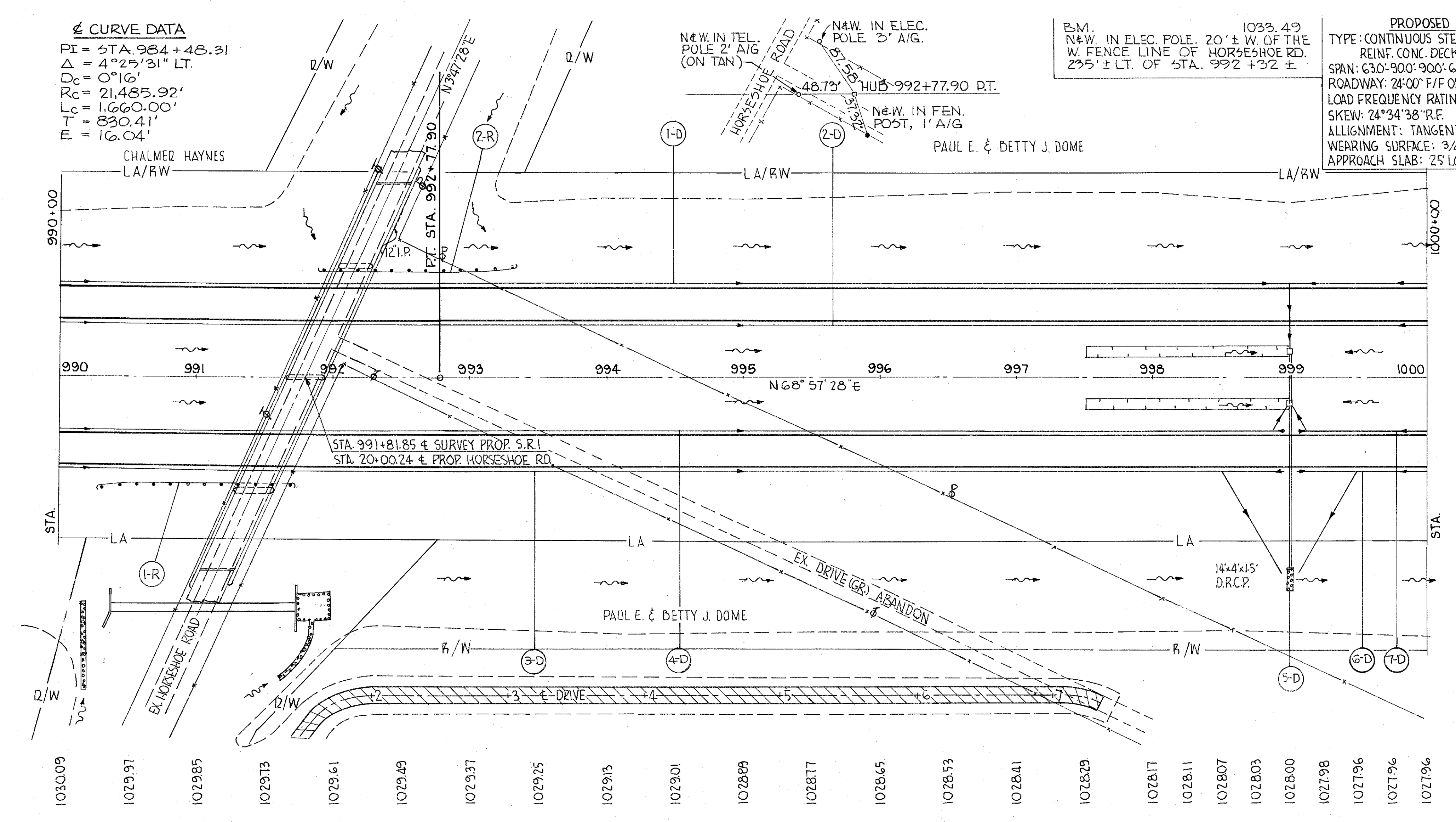
B.M. 1033.49  
 N&W. IN ELEC. POLE 20' ± W. OF THE W. FENCE LINE OF HORSESHOE RD.  
 2'55" ± LT. OF STA. 992+32 ±

**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONC. DECK & SUBSTRUCTURE  
 SPAN: 63.0'-9.00'-9.00'-63.0'  
 ROADWAY: 24'-00" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: CF-130(67)  
 SKEW: 24°34'38" R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONC.  
 APPROACH SLAB: 25' LONG

**CLINTON - GREENE COUNTIES**  
 CLI-1-9.10  
 GRE-1-0.00

I-71-1(3)54

MICROFILM  
 DEC 9 1988



ITEM	DESCRIPTION	UNIT	AMOUNT	LINEAL FT.	LINEAL FT.
I-D	STATE E.P. GUARD RAIL	LINEAL FT.	47.5	47.5	
I-120	JUTE MATTING ST. BEAM TYPE DEEP	LINEAL FT.			250
I-15	GUARD RAIL STEEL BEAM MATTING TYPE (DEEP)	LINEAL FT.	90	90	
I-10	DUMP ROCK CHANNEL	CU.YDS.	3	3	
I-8	STD. NO. 8 CATCH	EACH	2	2	
I-2	MASONRY	CU.YDS.	0.30	0.30	
I-5	PIPE CLASS 200	LINEAL FT.	1	1	
I-18	18" PIPE CLASS 200	LINEAL FT.	4	4	
I-15	15" PIPE CLASS 150	LINEAL FT.	1	120	
I-1	1" PIPE CLASS 150	LINEAL FT.		38	
I-8	8" PIPE CLASS 150	LINEAL FT.	10	10	
I-6	6" PIPE CLASS 150	LINEAL FT.	10	10	
I-6	6" PIPE CLASS 150	LINEAL FT.	40	40	
I-1	1" PIPE CLASS 150	LINEAL FT.	1000	1000	
I-6	6" PIPE CLASS 150	LINEAL FT.	900	970	
I-1	1" PIPE CLASS 150	LINEAL FT.	906	970	
I-6	6" PIPE CLASS 150	LINEAL FT.	170	108	

I-D 990+00 TO 1000+00 LT  
 2-D 990+00 TO 1000+00 LT  
 3-D 990+00 TO 998+95 RT  
 4-D 990+00 TO 998+95 RT  
 5-D 999+00 LT RT  
 6-D 999+05 TO 1000+00 RT  
 7-D 999+05 TO 1000+00 RT  
 I-R 990+325 TO 991+70 RT  
 2-R 991+94 TO 992+315 LT

STA. 990+00 TO STA. 1000+00

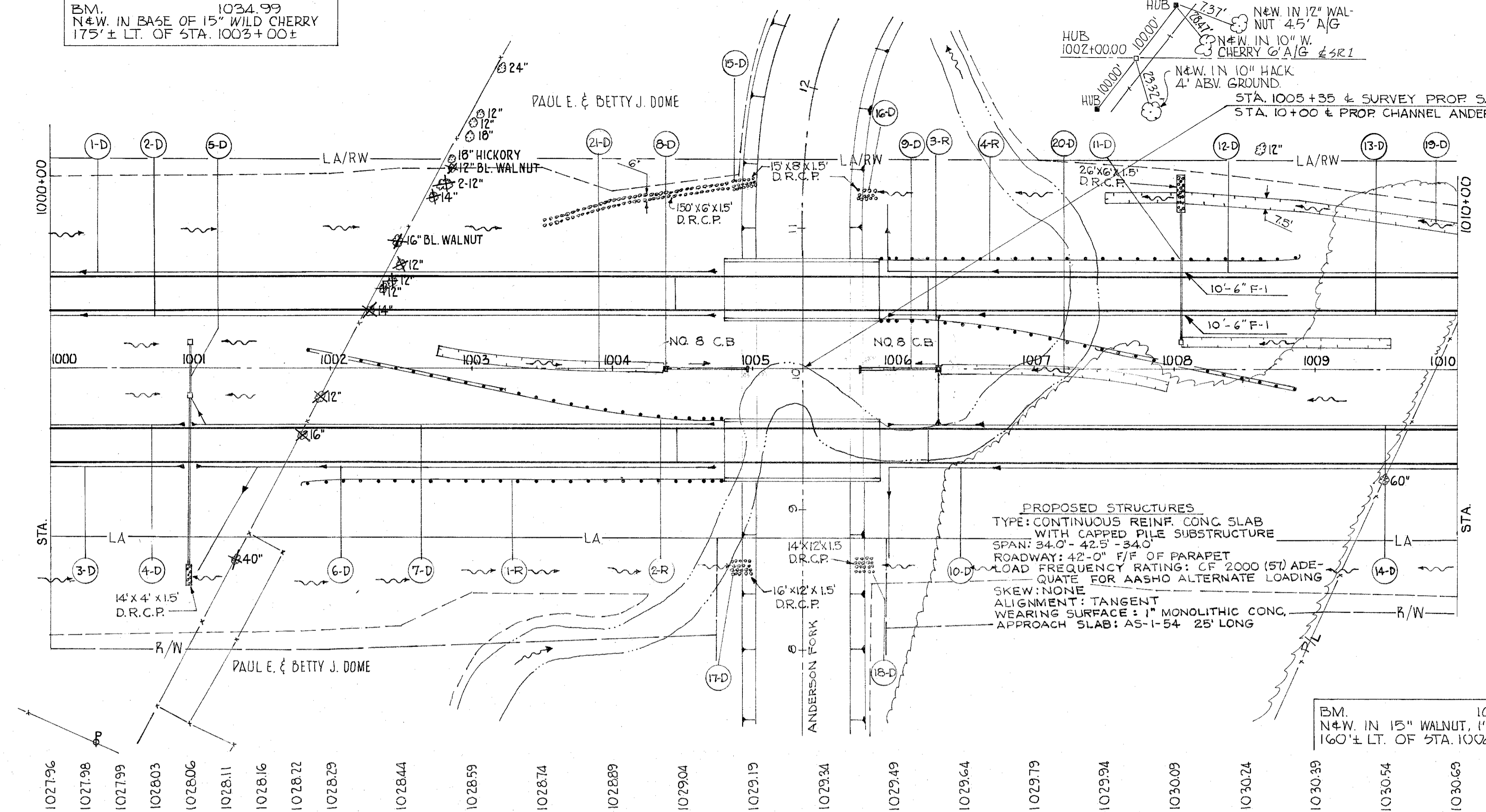
B.M. 1034.99  
 N4W. IN BASE OF 15" WILD CHERRY  
 175' ± LT. OF STA. 1003+00 ±

CLINTON - GREENE COUNTIES  
 CL-1-9.10  
 GR-1-0.00

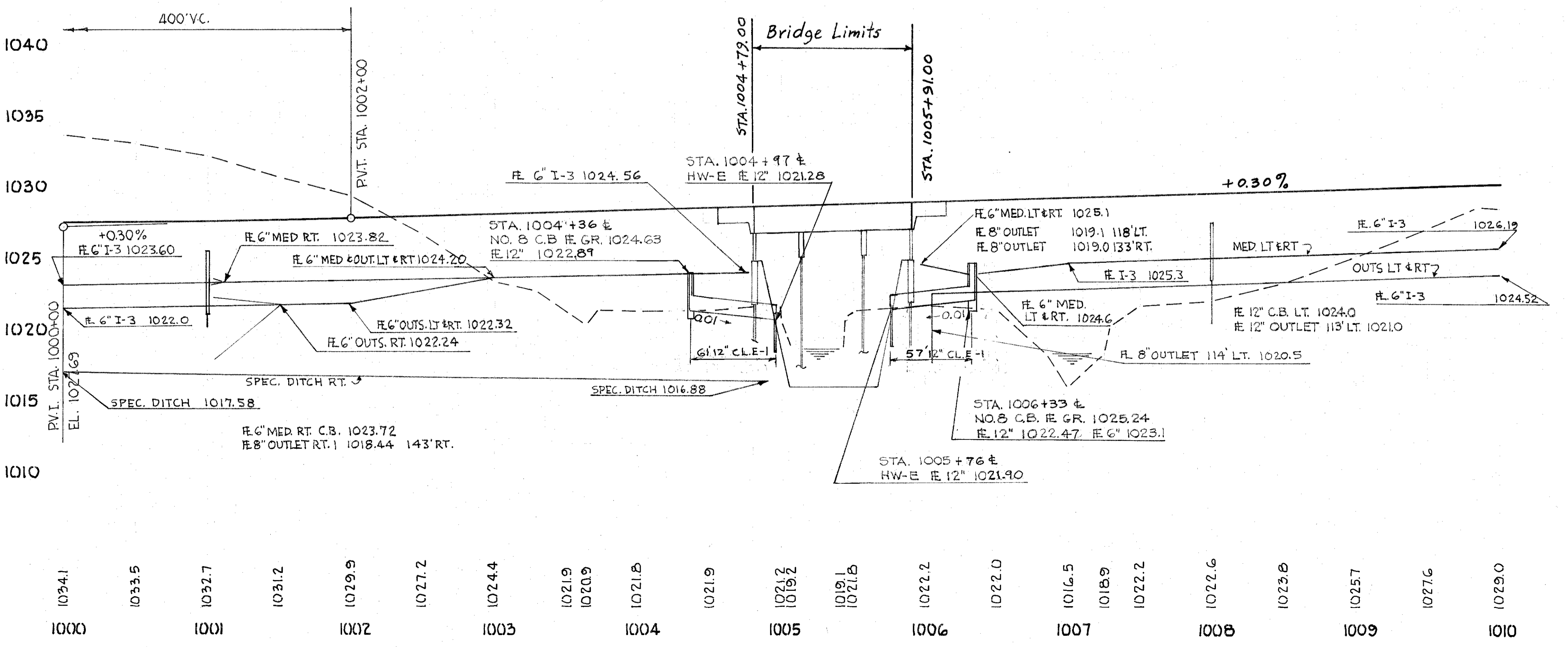
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29  
 339

MICROFILMED  
 DEC 9 1986



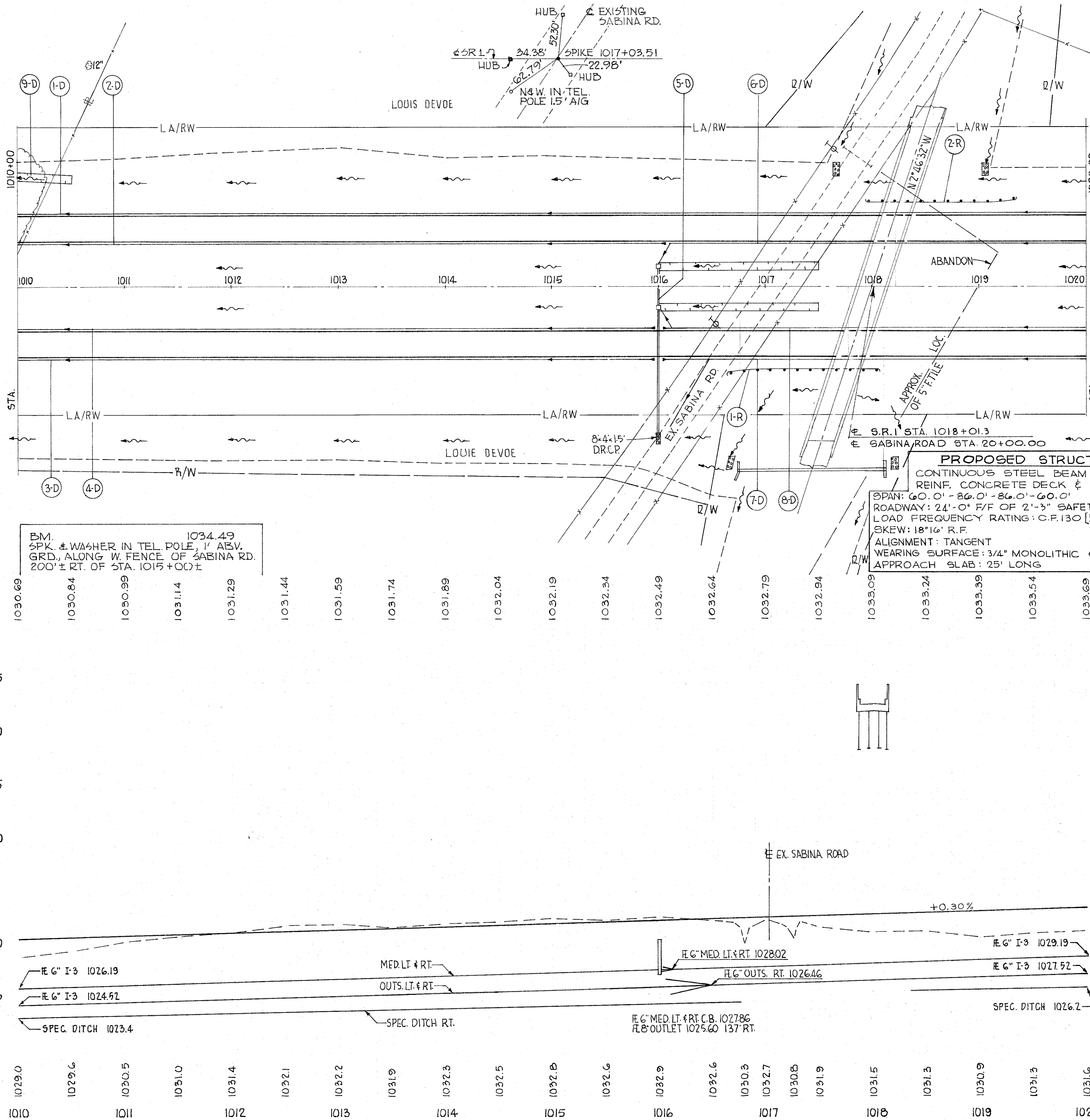
B.M. 1023.97  
 N4W. IN 15" WALNUT, 1' ABV. GRD.  
 160' ± LT. OF STA. 1003+50 ±



STA.	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010
I-1											
I-16											
I-15											
I-14											
I-13											
I-12											
I-11											
I-10											
I-9											
I-8											
I-7											
I-6											
I-5											
I-4											
I-3											
I-2											
I-1											
100+											
100+											
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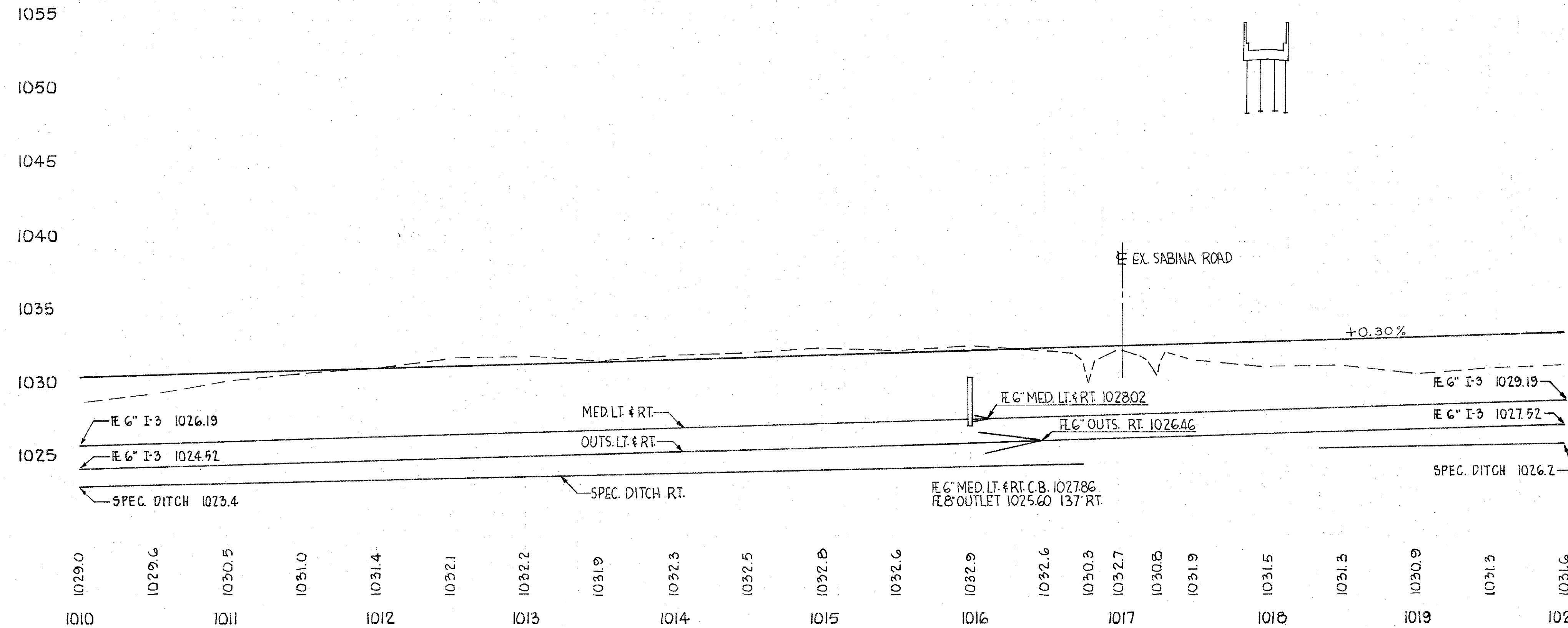
STA. 1000+00 TO STA. 1010+00

MICROFIL  
 DEC 9 1986

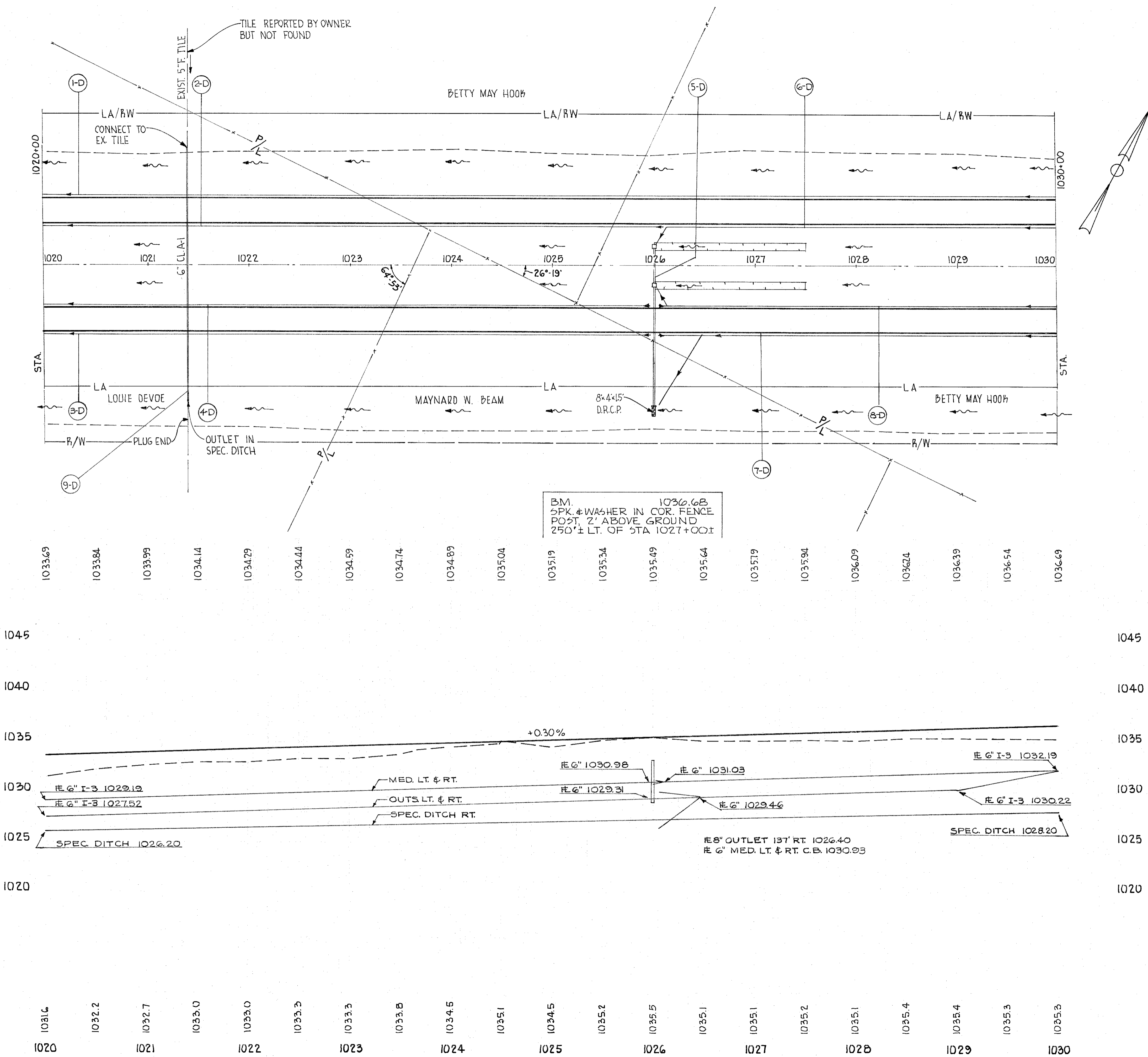


BM.  
 5PK. & WASHER IN TEL. POLE, 1' ABV. GRD., ALONG W. FENCE OF SABINA RD. 200' ± RT. OF STA. 1015+00 ±

**PROPOSED STRUCTURE**  
 CONTINUOUS STEEL BEAM WITH REINF. CONCRETE DECK & SUBSTRUCTURE  
 SPAN: 60.0' - 86.0' - 60.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: C.F. 130 [57]  
 SKEW: 18°16' R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25' LONG



100% STATE	I-15 GUARD RAIL	I-15 GUARD RAIL	I-120 MATTING	I-6 STA. NO. CATCH BASIN	I-10 PUMP ROOM	I-5 SPEC. PIPE	I-2 MASONRY	I-1 15" PIPE	I-1 12" PIPE	I-1 8" PIPE	I-1 6" PIPE	I-1 4" PIPE	I-1 3" PIPE	I-1 SHALLOW								
CLIP	STEEL PIPE	STEEL PIPE	DEEP	LINEAL FT.	SQ. YDS.	NO.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.	DEPT.
				89	42	2	2		38													
			485	89	250	2	2	120														
			48.5	89	42	2	2	120														



L-120  
JUTE  
MATTING  
50 YDS.

I-10  
DUMP ROCK  
CHANNEL  
PROTECTION  
CU. YDS.

I-8  
STD. NO. 8  
CATCH  
BASIN  
EACH

I-5  
PIPE SPECIAL  
CLASS I-3  
6" 60' 18" 60"  
BEND W/TE  
EACH EACH

I-2  
MASON  
RY  
OR (I-6)  
LIN. FT. CU. YDS. EACH EACH

I-1  
15" PIPE  
CLASS I-1  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
12" PIPE  
CLASS I-1  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
8" PIPE  
CLASS I-1  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

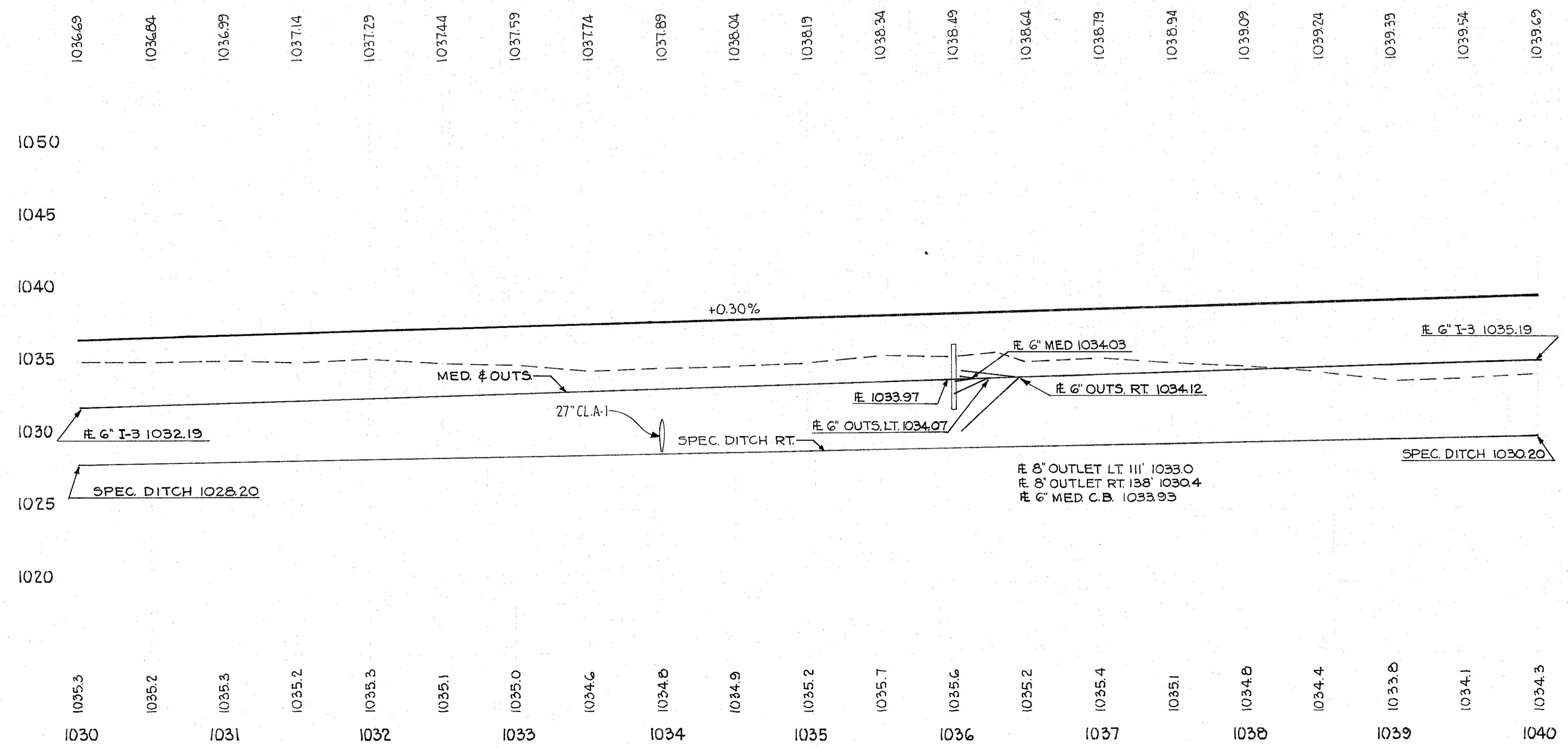
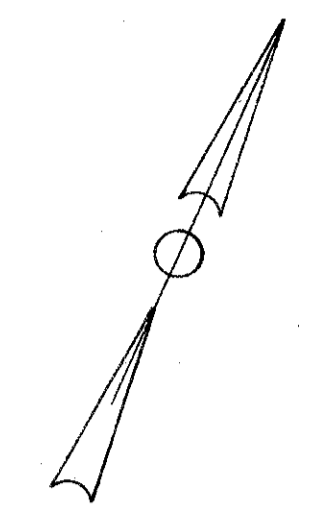
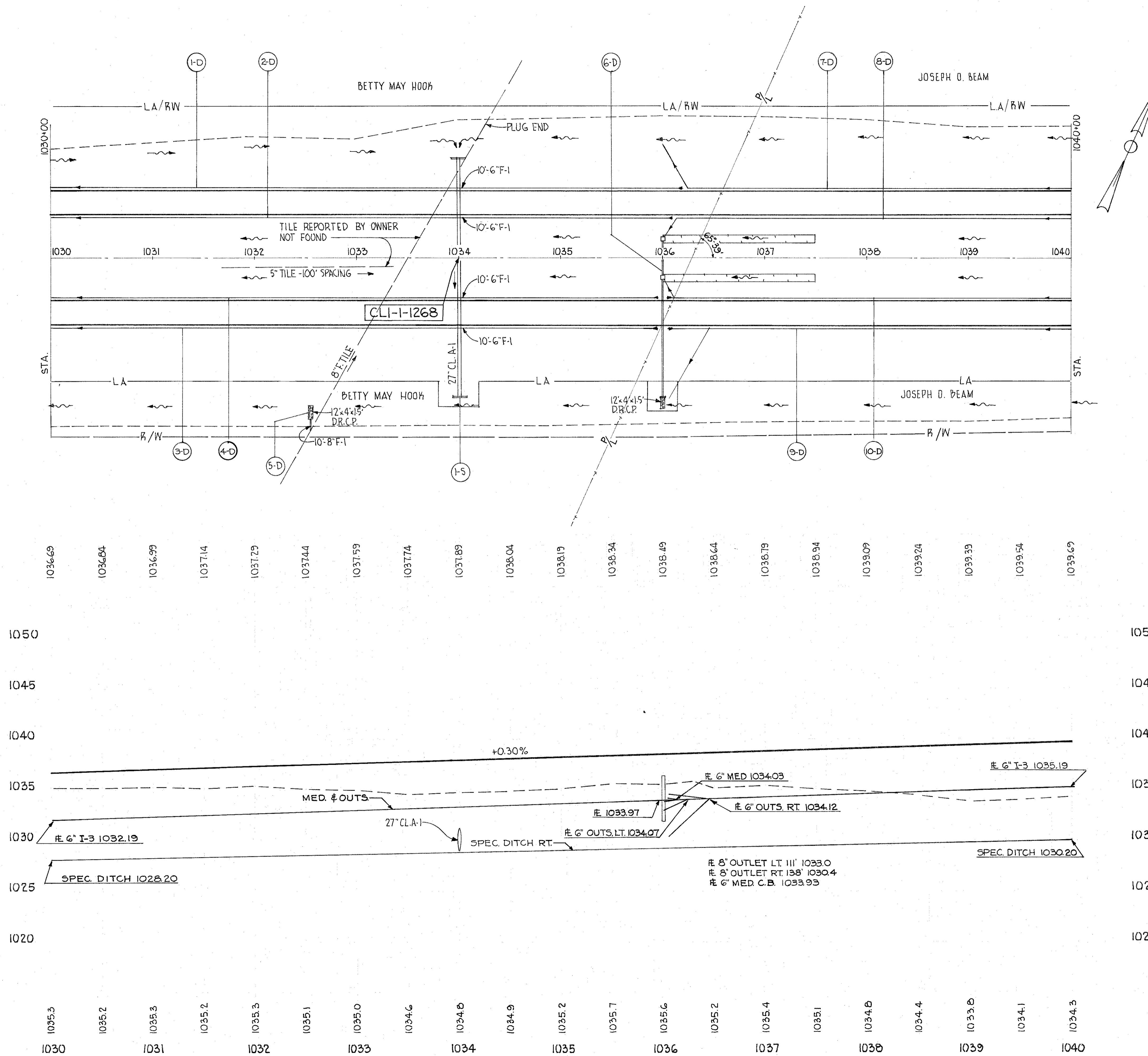
I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

I-1  
6" PIPE  
CLASS I-3  
SEC. M-64  
OR (I-6)  
LIN. FT.

Station	Description	Quantity	Units
1020+00 to 1020+03	L-120 JUTE MATTING	50	YDS.
1020+03 to 1020+05	I-10 DUMP ROCK CHANNEL PROTECTION	2	CU. YDS.
1020+05 to 1020+06	I-8 STD. NO. 8 CATCH BASIN	2	EACH
1020+06 to 1020+08	I-5 PIPE SPECIAL CLASS I-3	1	CU. YDS.
1020+08 to 1020+10	I-2 MASONRY OR (I-6)	0.26	CU. YDS.
1020+10 to 1020+12	I-1 15" PIPE CLASS I-1	120	LIN. FT.
1020+12 to 1020+14	I-1 12" PIPE CLASS I-1	38	LIN. FT.
1020+14 to 1020+16	I-1 8" PIPE CLASS I-1	10	LIN. FT.
1020+16 to 1020+18	I-1 6" PIPE CLASS I-3	10	LIN. FT.
1020+18 to 1020+20	I-1 6" PIPE CLASS I-3	10	LIN. FT.
1020+20 to 1020+24	I-1 6" PIPE CLASS I-3	240	LIN. FT.
1020+24 to 1020+25	I-1 6" PIPE CLASS I-3	1000	LIN. FT.
1020+25 to 1020+26	I-1 6" PIPE CLASS I-3	608	LIN. FT.
1020+26 to 1020+27	I-1 6" PIPE CLASS I-3	595	LIN. FT.
1020+27 to 1020+28	I-1 6" PIPE CLASS I-3	401	LIN. FT.
1020+28 to 1020+29	I-1 6" PIPE CLASS I-3	405	LIN. FT.
1020+29 to 1020+30	I-1 6" PIPE CLASS I-3	1021.50	LIN. FT.

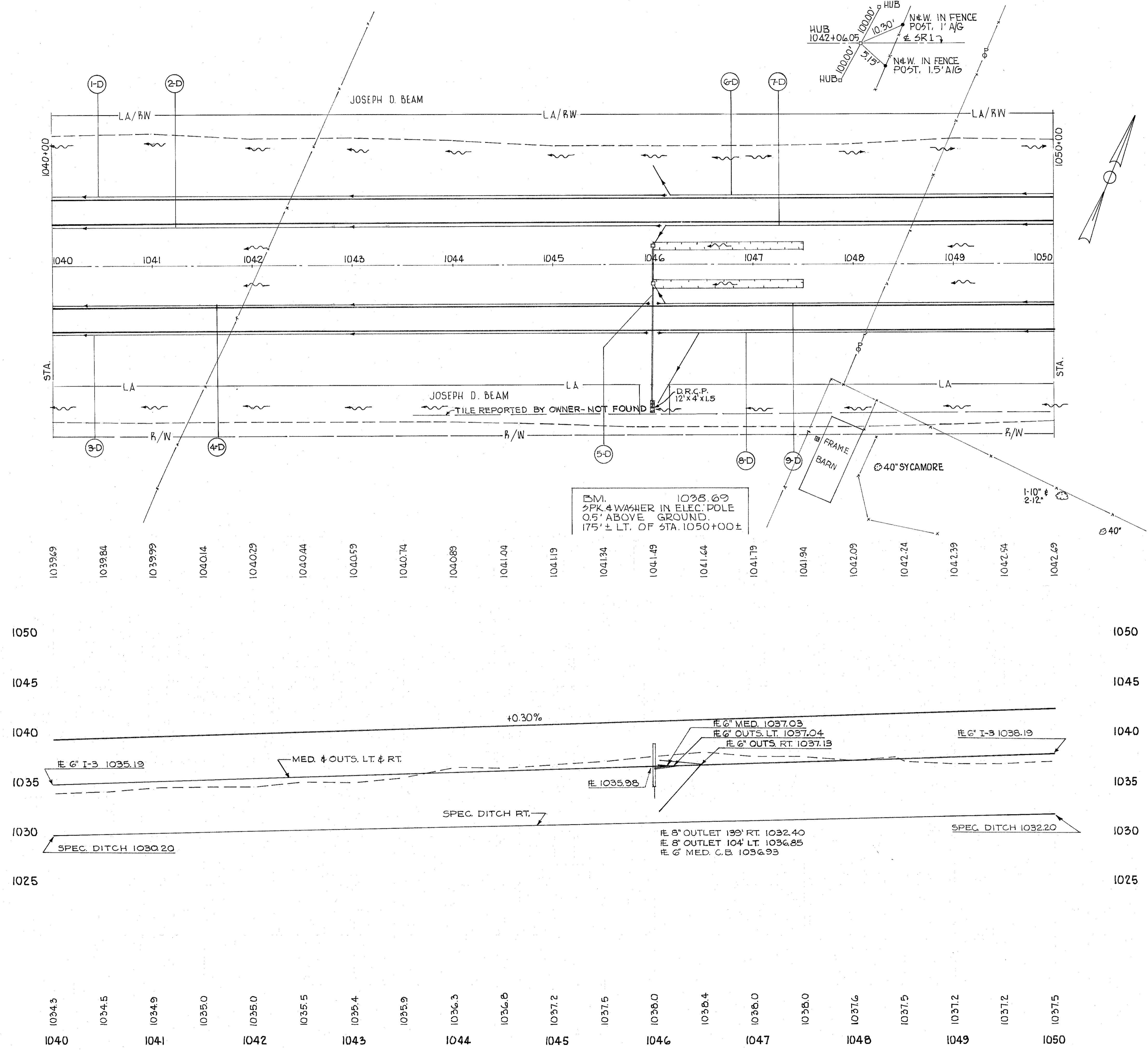


STA.	1-D	2-D	3-D	4-D	5-D	6-D	7-D	8-D	9-D	10-D
1030+00										
1030										
1031										
1032										
1033										
1034										
1035										
1036										
1037										
1038										
1039										
1040										

STA.	1-1	1-1	1-1	1-1	1-1	1-1	1-2	1-2	1-2	1-3	1-3	1-3	1-3	1-3	1-4	1-4	1-4	1-4
1030+00																		
1030																		
1031																		
1032																		
1033																		
1034																		
1035																		
1036																		
1037																		
1038																		
1039																		
1040																		

STA. 1030+00 TO STA. 1040+00

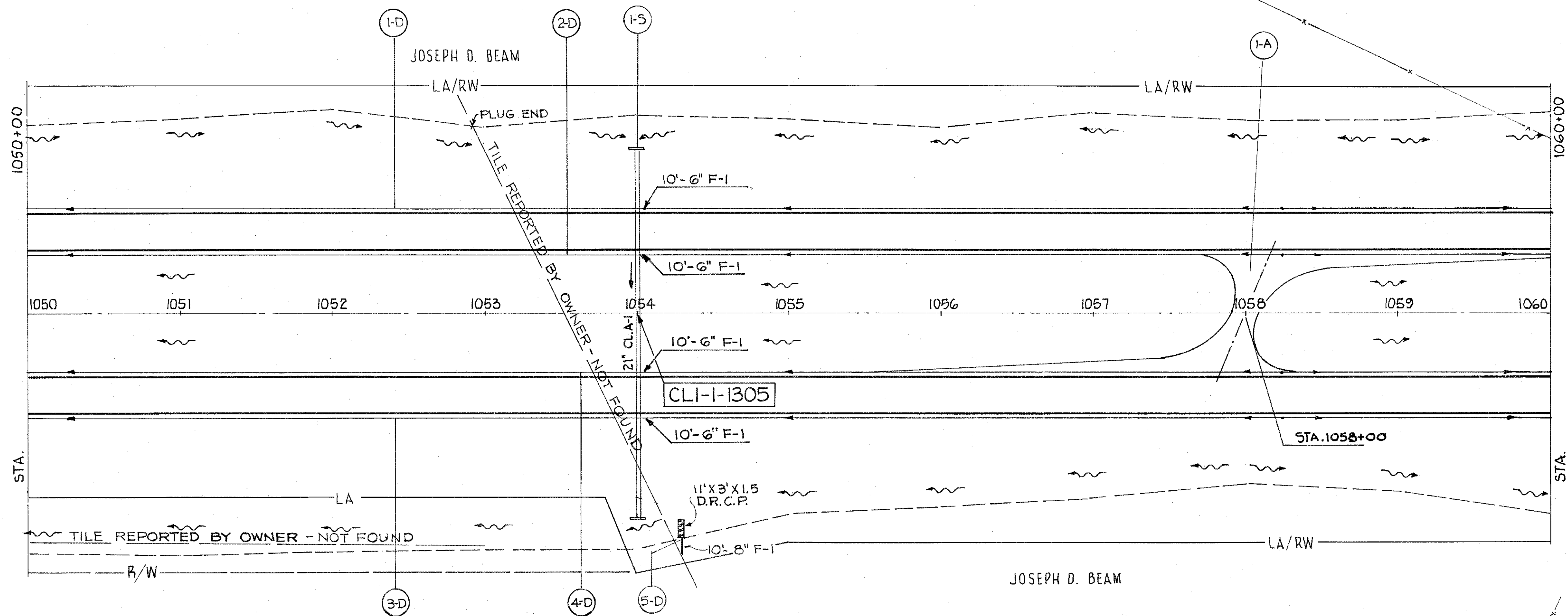




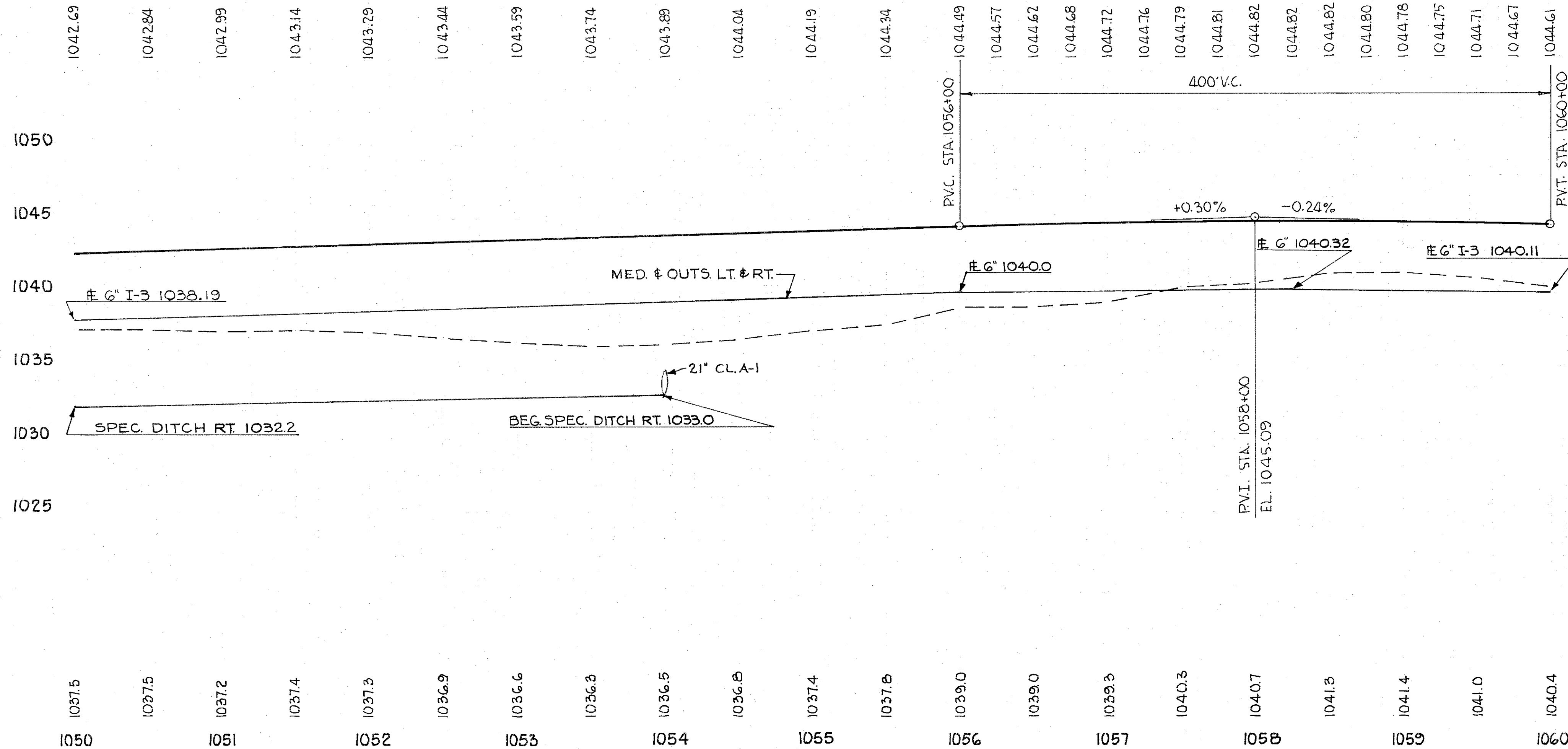
ITEM	DESCRIPTION	QUANTITY	UNIT
I-10	DUMP ROCK JUTE CHAIN PROT. MATING	3	CU. YDS.
I-10	1-120	3	250
I-5	SPECIALS		
I-6	PIPE		
I-8	MASONRY STD. NO. 8	2	
I-2	PIPE	0.26	CU. YDS.
I-1	PIPE	118	CU. YDS.
I-1	PIPE	36	
I-1	PIPE	10	
I-1	PIPE	10	
I-1	PIPE	10	

ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	PIPE	614	
I-1	PIPE	608	
I-1	PIPE	595	
I-1	PIPE	595	
I-1	PIPE	406	
I-1	PIPE	401	
I-1	PIPE	456	
I-1	PIPE	401	

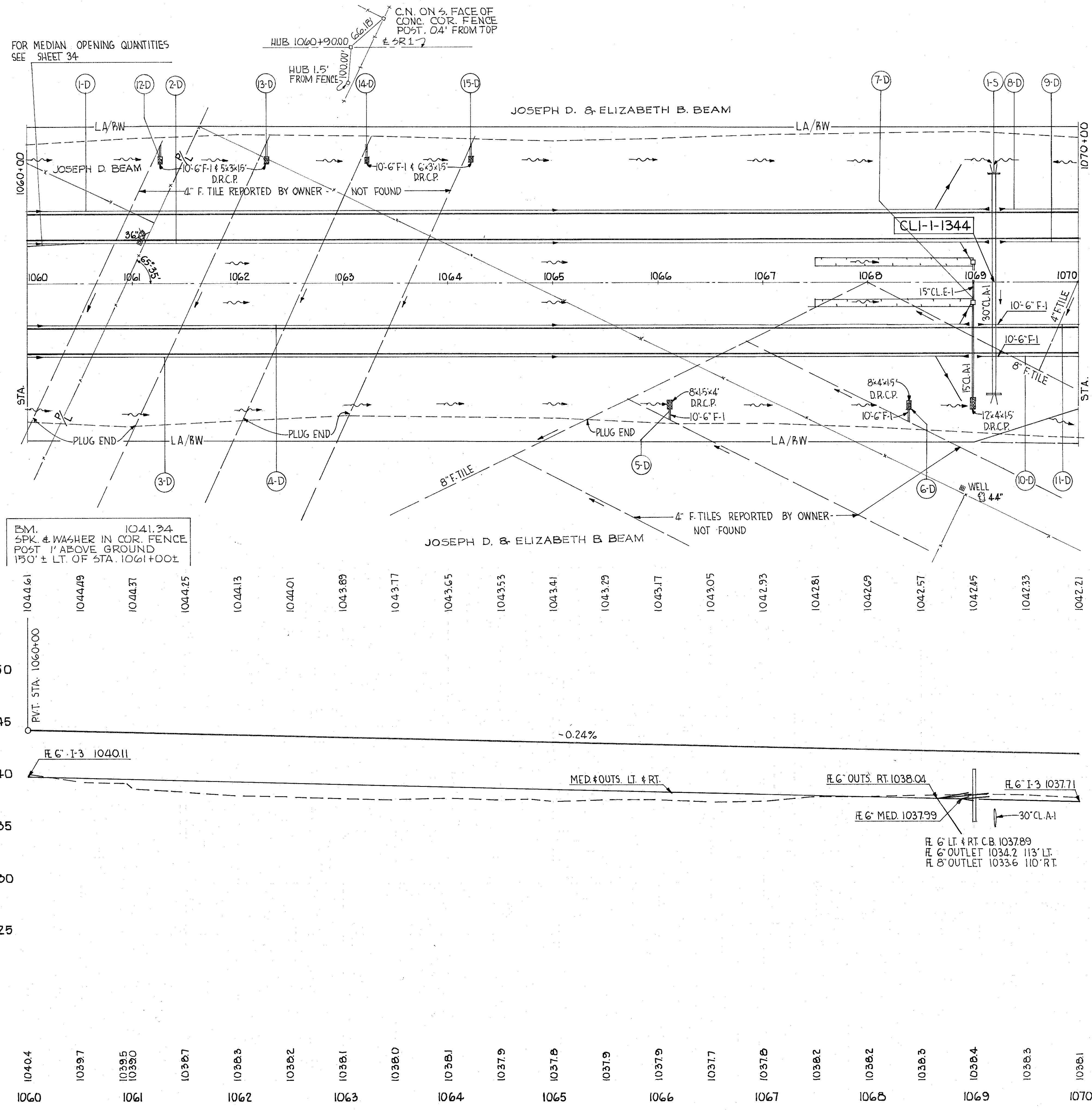
249



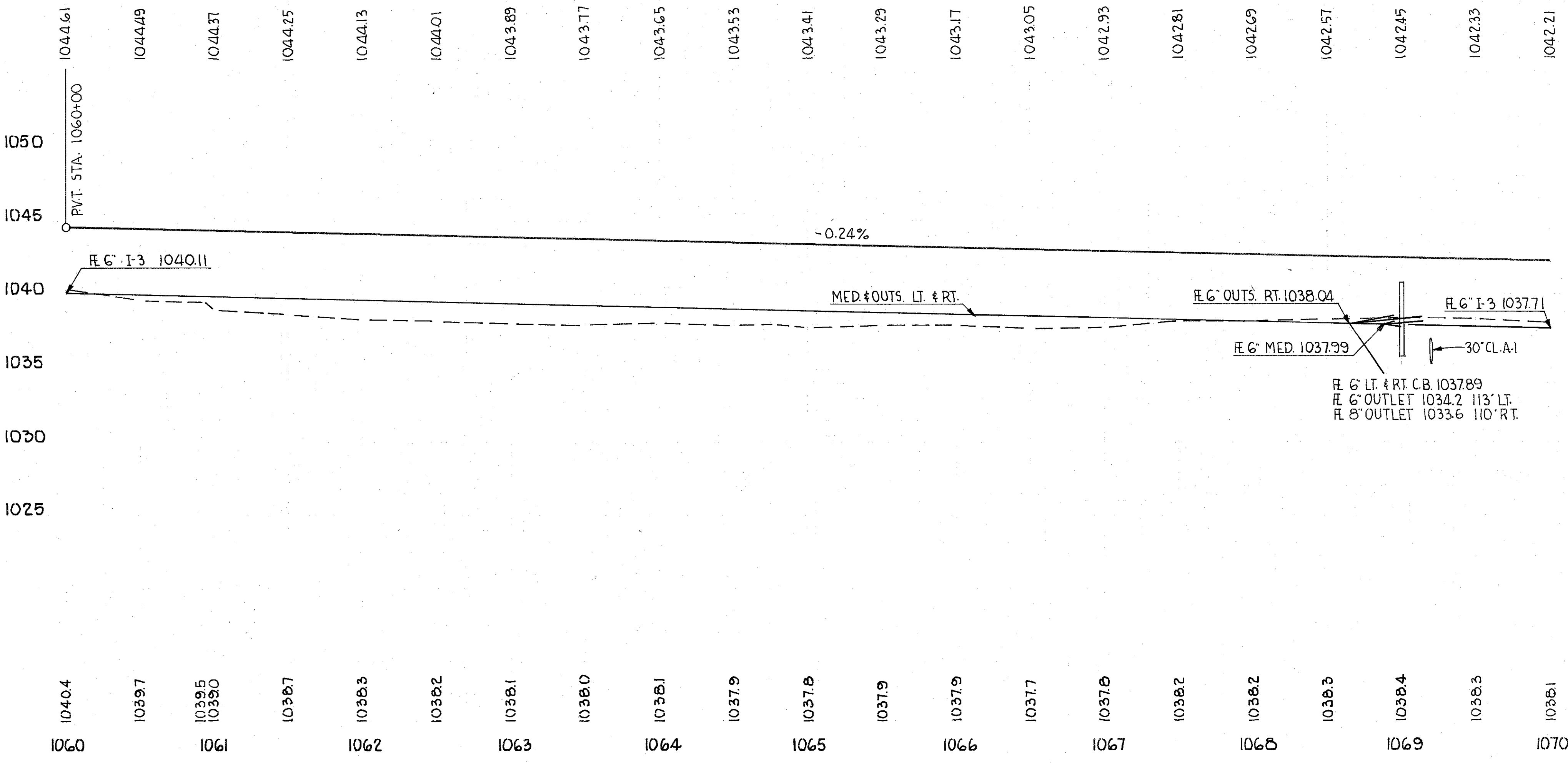
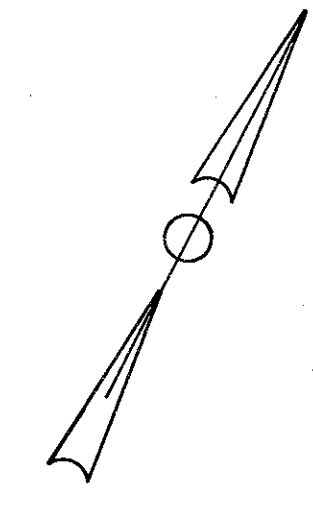
BM. 1038.69  
 SPK. & WASHER IN ELECTRIC  
 POLE, 0.5' ABOVE GROUND  
 175' ± LT. OF STA. 1050+00 ±



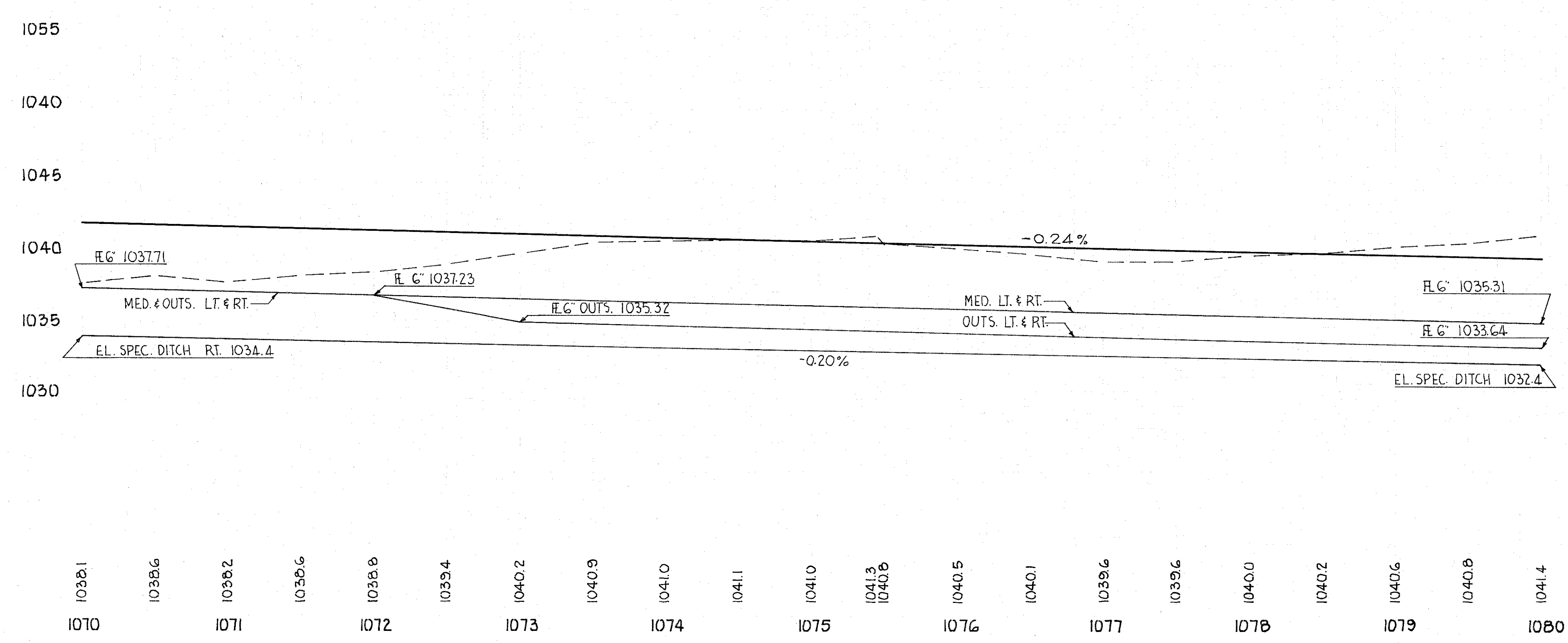
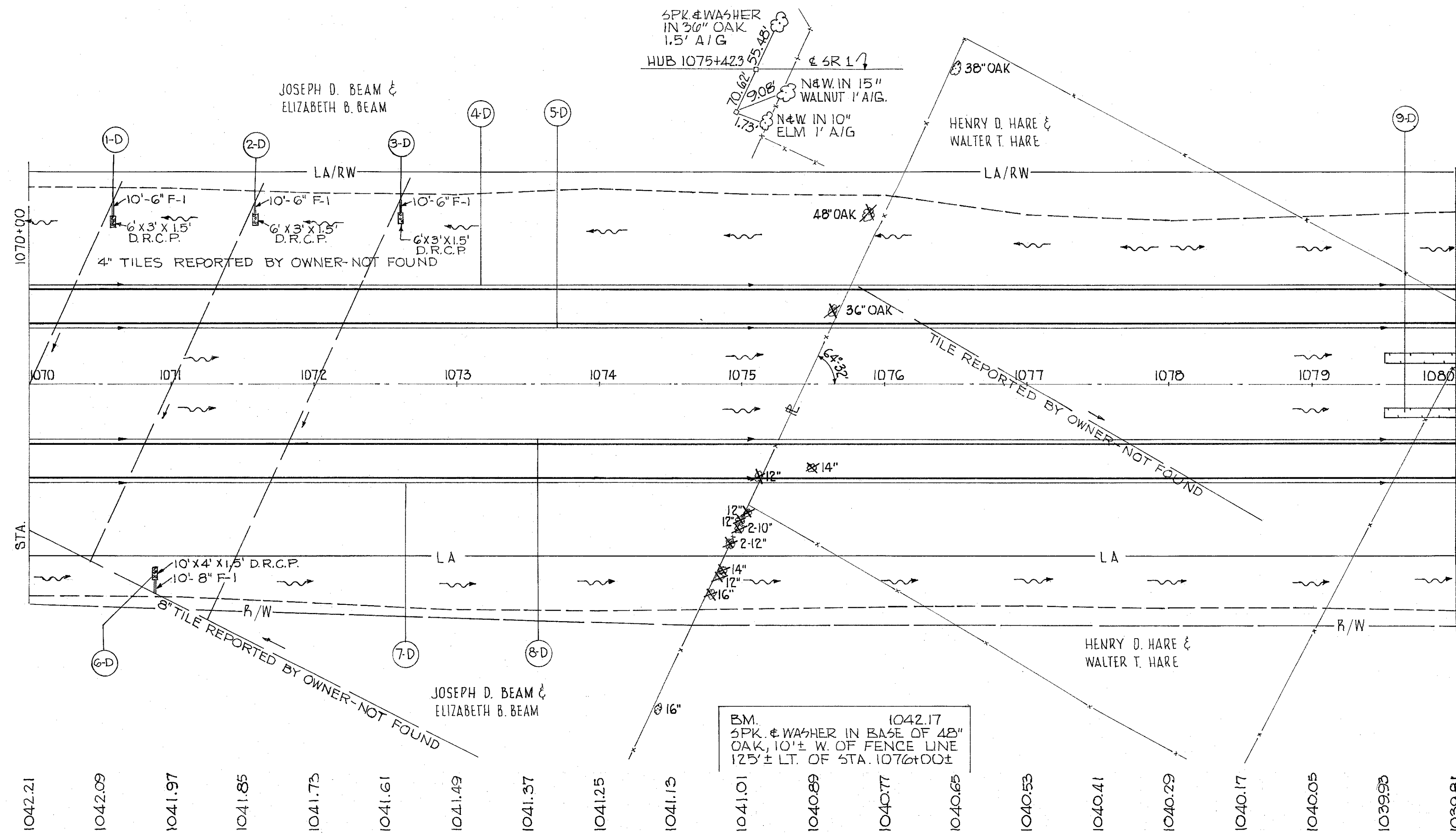
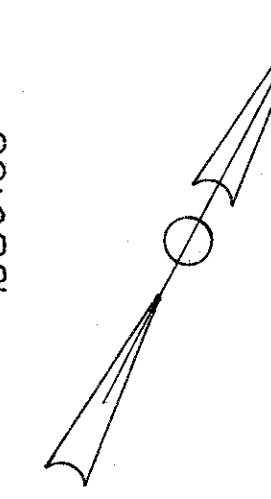
Item	Description	Quantity	Unit
I-1	PIPE	990	10
I-2	PIPE	990	10
I-3	PIPE	990	10
I-4	PIPE	990	10
I-5	PIPE	990	10
I-6	PIPE	990	10
I-7	PIPE	990	10
I-8	PIPE	990	10
I-9	PIPE	990	10
I-10	DUMPED PIPE	2	1
I-11	ROCK	242	8.8
I-12	CHANNEL EXCAVATION	5	5
I-13	MASONRY CHANNEL SODDING	5	5
I-14	BITUMINOUS SUBBASE	5	132
I-15	POROUS WATERPROOF	5	28
I-16	AGGREGATE	5	132
I-17	BASE COURSE	5	28
I-18	MODIFIED	5	28
I-19	C.U. YDS.	5	132
I-20	C.U. YDS.	5	28
I-21	C.U. YDS.	5	28
I-22	C.U. YDS.	5	28
I-23	C.U. YDS.	5	132
I-24	C.U. YDS.	5	28
I-25	C.U. YDS.	5	28
I-26	C.U. YDS.	5	28
I-27	C.U. YDS.	5	28
I-28	C.U. YDS.	5	28
I-29	C.U. YDS.	5	28
I-30	C.U. YDS.	5	28
I-31	C.U. YDS.	5	28
I-32	C.U. YDS.	5	28
I-33	C.U. YDS.	5	28
I-34	C.U. YDS.	5	28
I-35	C.U. YDS.	5	28
I-36	C.U. YDS.	5	28
I-37	C.U. YDS.	5	28
I-38	C.U. YDS.	5	28
I-39	C.U. YDS.	5	28
I-40	C.U. YDS.	5	28
I-41	C.U. YDS.	5	28
I-42	C.U. YDS.	5	28
I-43	C.U. YDS.	5	28
I-44	C.U. YDS.	5	28
I-45	C.U. YDS.	5	28
I-46	C.U. YDS.	5	28
I-47	C.U. YDS.	5	28
I-48	C.U. YDS.	5	28
I-49	C.U. YDS.	5	28
I-50	C.U. YDS.	5	28



F.M. 1041.24  
 SPK. & WASHER IN COR. FENCE  
 POST 1' ABOVE GROUND  
 150' ± LT. OF STA. 1061+00 ±

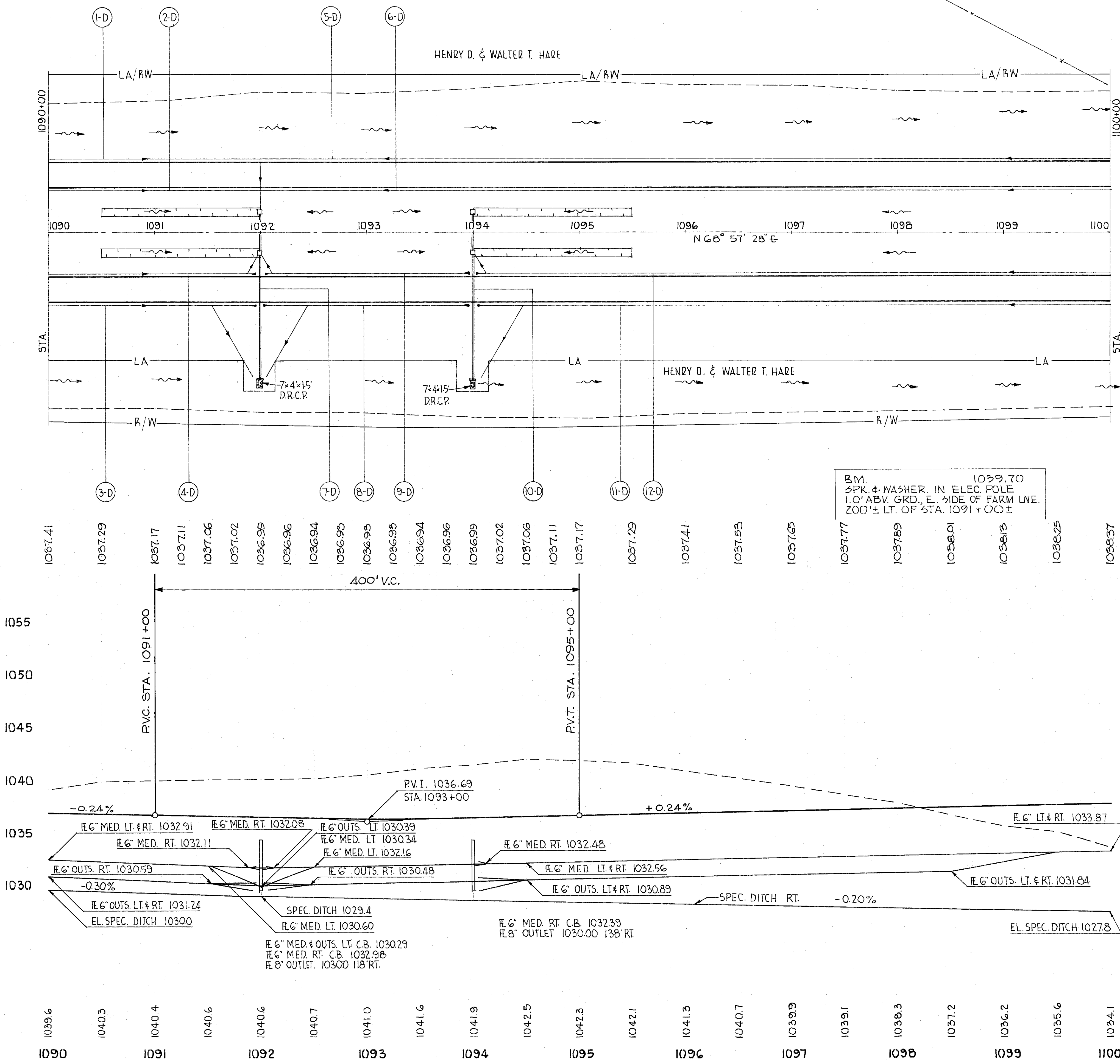


ITEM	QUANTITY	UNIT	REMARKS
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	954	LN.FT.	1060+00 TO 1069+14
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	927	LN.FT.	1069+14 TO 1069+14
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	931	LN.FT.	1069+14 TO 1068+95
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	908	LN.FT.	1068+95 TO 1066+10
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	80	LN.FT.	1066+10 TO 1069+00
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	80	LN.FT.	1069+00 TO 1070+00
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	85	LN.FT.	1069+26 TO 1070+00
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	85	LN.FT.	1069+05 TO 1070+00
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	10	LN.FT.	1061+26
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	10	LN.FT.	1062+28
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	10	LN.FT.	1063+22
I-1 6" PIPE CLASS 1-3 SHALLOW LIN.FT.	10	LN.FT.	1064+23
I-1 15" PIPE CLASS 1-1 LIN.FT.	38	LN.FT.	
I-1 15" PIPE CLASS 1-1 LIN.FT.	90	LN.FT.	
I-2 MASONRY CATCH BASIN EACH	2	EA.	
I-8 STD. NO. 8 CATCH BASIN EACH	2	EA.	
I-5 6" PIPE SPECIALS FOR 15" CL.E-1	---	LN.FT.	
I-5 6" PIPE SPECIALS FOR 12" CL.E-1	---	LN.FT.	
I-5 6" PIPE SPECIALS FOR 8" F-TILE	---	LN.FT.	
I-10 DUMP ROCK CHANNEL PROTECTION FOR 15" CL.E-1	2	CU. YDS.	
I-10 DUMP ROCK CHANNEL PROTECTION FOR 12" CL.E-1	2	CU. YDS.	
I-10 DUMP ROCK CHANNEL PROTECTION FOR 8" F-TILE	3	CU. YDS.	
E-3 CHANNEL EXCAVATION	2	CU. YDS.	
E-3 CHANNEL EXCAVATION	2	CU. YDS.	
E-3 CHANNEL EXCAVATION	2	CU. YDS.	
L-10 SODDING MATTING	250	SQ. YDS.	
L-120 JUTE MATTING	250	SQ. YDS.	



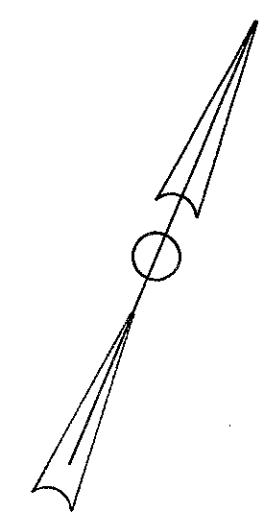
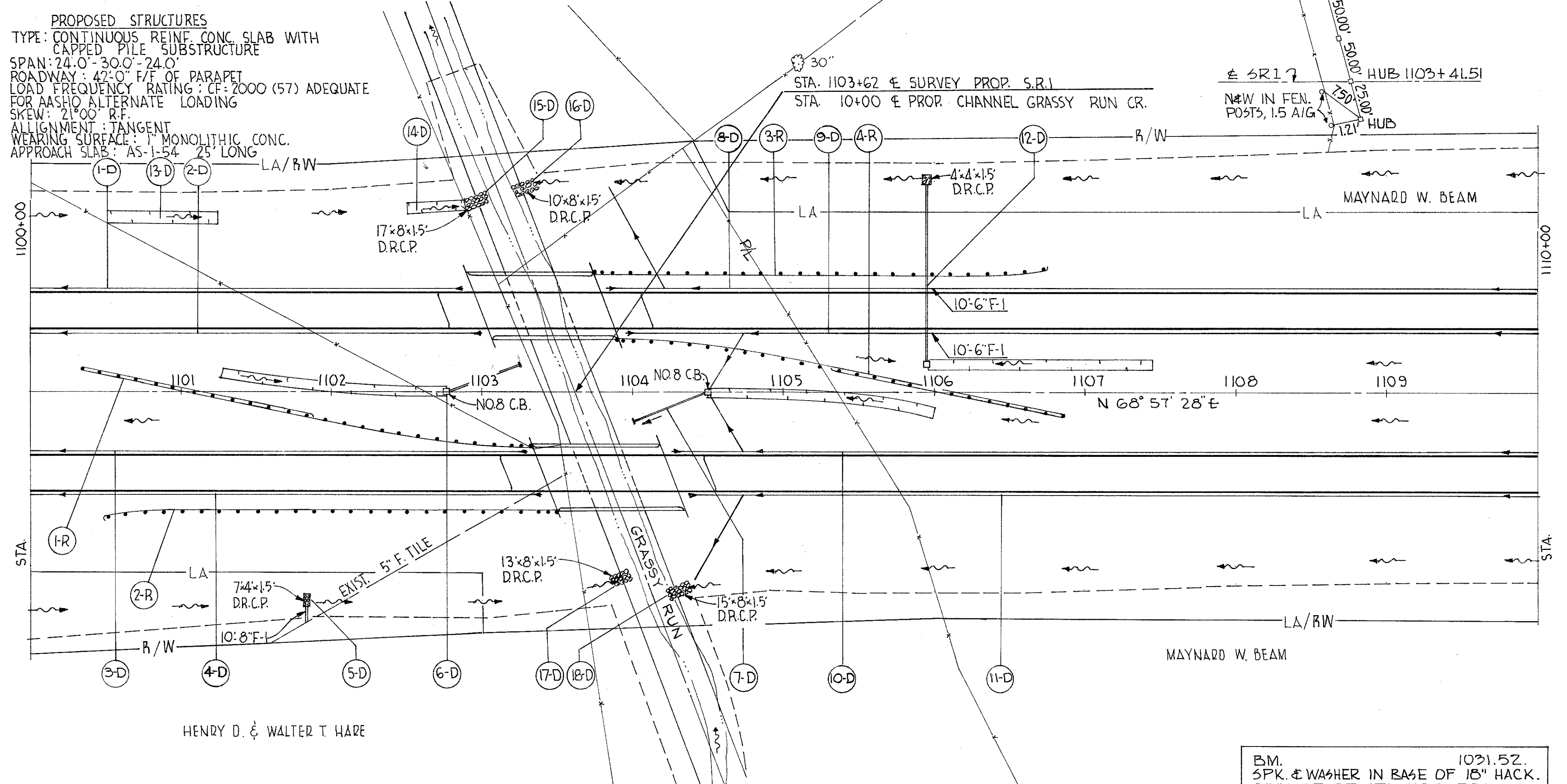
STA.	I-1 6" PIPE SHALLOW DEEP LIN.FT. LIN.FT.	I-1 6" PIPE CL. 1-3 LIN.FT.	I-5 PIPE SPECIALS FOR F-1 8'-4 1/2" LIN.FT.	I-10 PIPE SPECIALS DUMPED ROCK CHANNEL PROTECTION EACH LIN.FT.	I-1 I-1 6" PIPE CL. F-1 LIN.FT.	I-1 I-1 6" PIPE CL. F-1 LIN.FT.	I-120 JULIE MATTING LIN.FT.	Sq. Yds.
1070+56								
1074+58								
1072+61								
1070+00 TO 1080+00								
1070+00 TO 1080+00	200	800						
1071+00								
1070+00 TO 1080+00	200	800						
1070+00 TO 1080+00	200	800						
1079+50 TO 1080+00								83



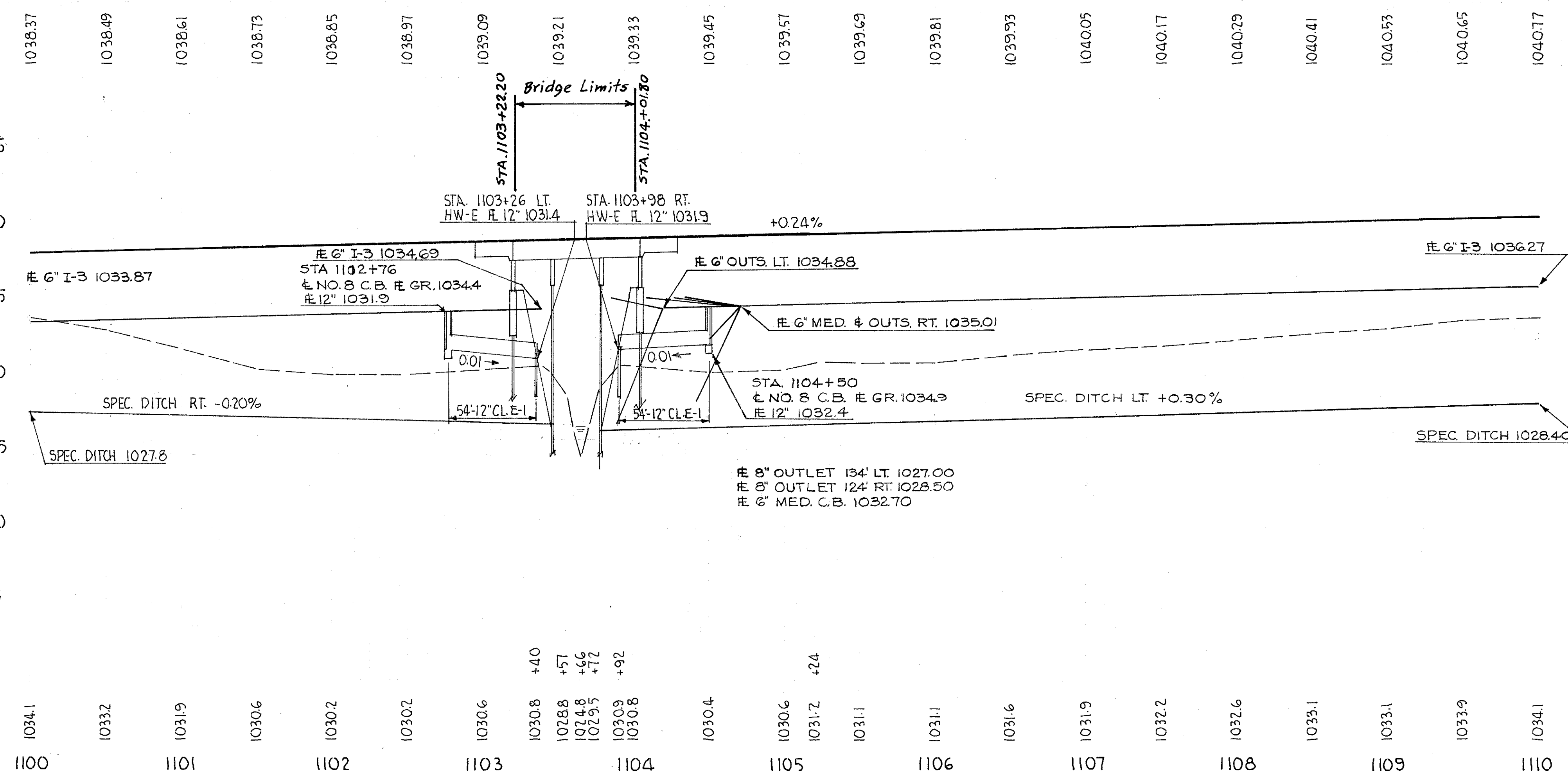


B.M. 1039.70  
 SPK. & WASHER IN ELEC. POLE  
 1.0' ABV. GRD., E. SIDE OF FARM LNE.  
 200' ± LT. OF STA. 1091+00 ±

ITEM	DESCRIPTION	QUANTITY	UNIT
I-120	L-120 JUTE MATTING	250	SQ. YDS.
I-10	DUMP ROCK CHANNEL PROTECTION	2	CU. YDS.
I-8	STD. NO. 8 CATCH BASIN EACH	2	EACH
I-7	MASONRY	0.3	CU. YDS.
I-5	PIPE SPECIALS FOR	1	EACH
I-1	18" PIPE CLASS A1 CL. 1-3	121	LIN. FT.
I-1	15" PIPE CLASS A1 CL. 1-3	38	LIN. FT.
I-1	8" PIPE CLASS A1 CL. 1-3	10	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	10	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	40	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	200	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	263	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	800	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	263	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	203	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	665	LIN. FT.
I-1	6" PIPE CLASS A1 CL. 1-3	608	LIN. FT.



MICROFIL.  
 DEC 9 1988



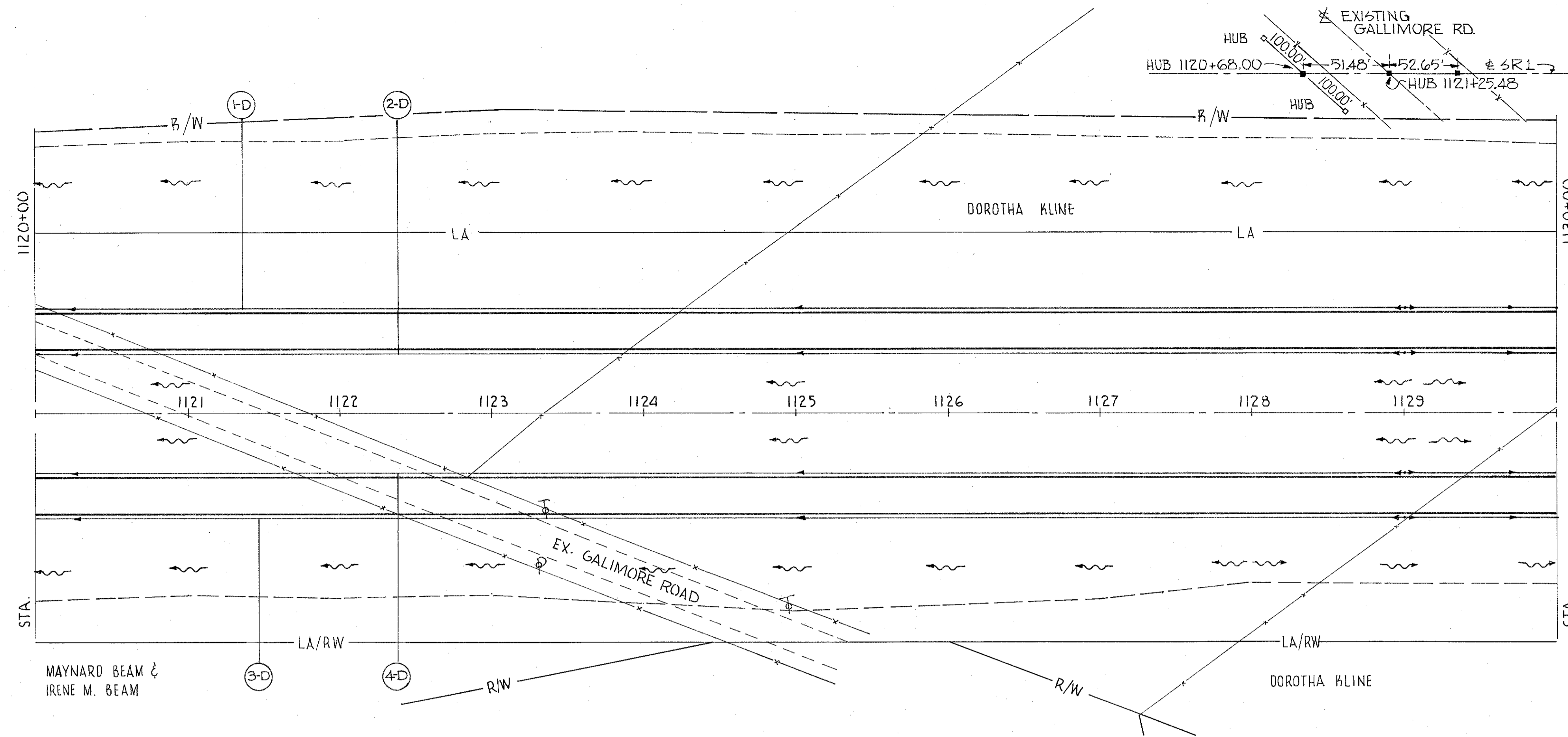
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I-D	100+00 TO 1102+87	100+00 TO 1102+98	100+00 TO 1103+23	100+00 TO 1103+40	100+00 TO 1104+50	100+00 TO 1105+95	100+00 TO 1107+25	100+00 TO 1108+90	100+00 TO 1110+25	100+00 TO 1110+90	100+00 TO 1110+90
2-D											
3-D											
4-D											
5-D											
6-D											
7-D											
8-D											
9-D											
10-D											
11-D											
12-D											
13-D											
14-D											
15-D											
16-D											
17-D											
18-D											
1-R	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33	1100+34 TO 1103+33
2-R											
3-R											
4-R											

267

1102+97 to 1104+26.50 out & r

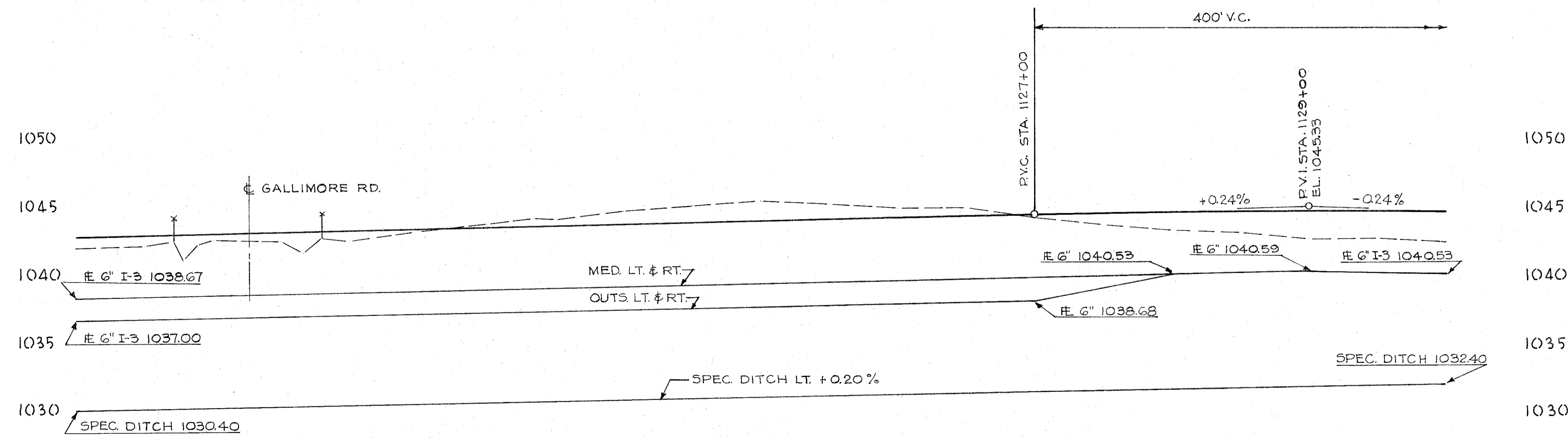






1043.17	1043.29	1043.41	1043.53	1043.65	1043.77	1043.89	1044.01	1044.13	1044.25	1044.37	1044.49	1044.61	1044.73	1044.85	1044.91	1044.95	1045.00	1045.03	1045.06	1045.07	1045.09	1045.09	1045.09	1045.07	1045.06	1045.03
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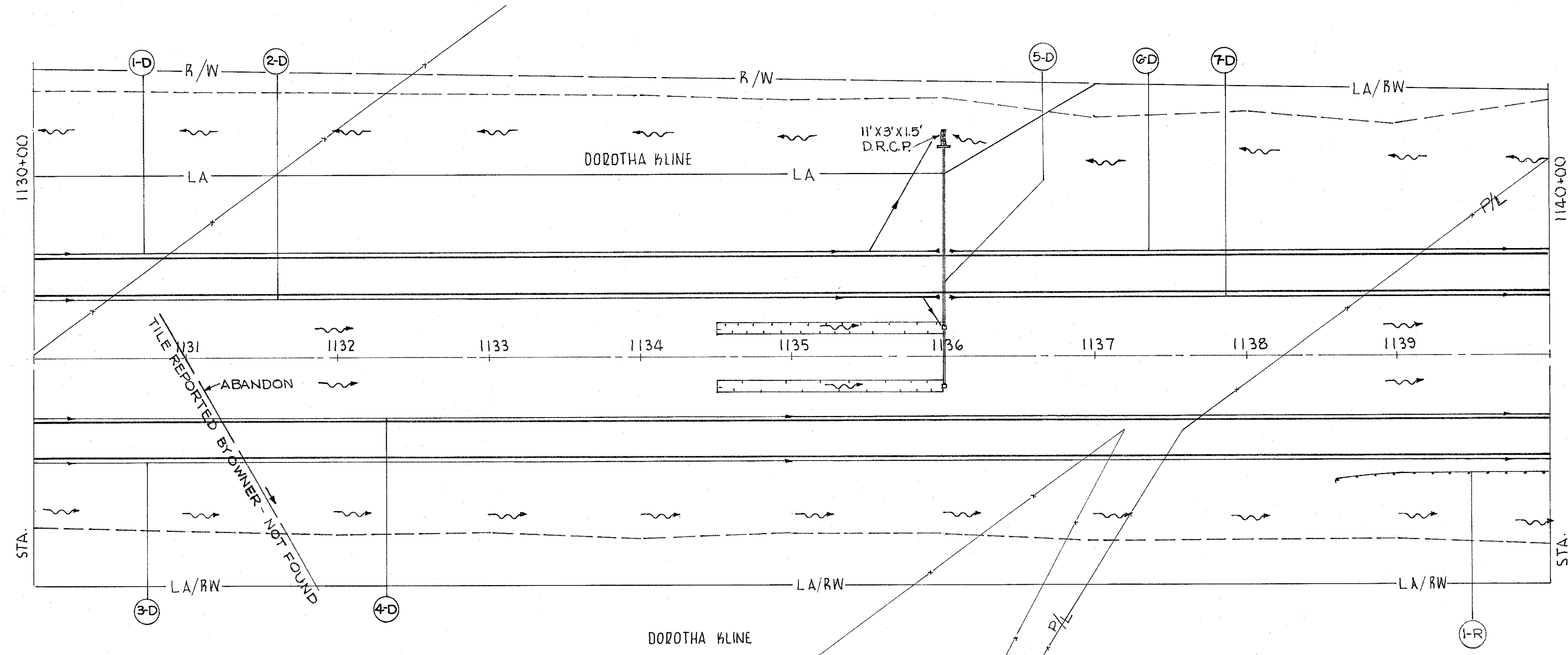
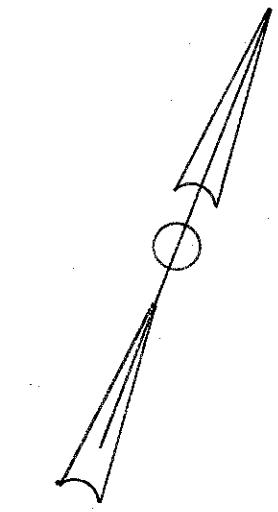
B.M. 1043.34  
 SPK. & WASHER IN TEL. POLE 1'  
 ABV. GRD. N. SIDE OF GALIMORE RD.  
 300' ± RT. OF STA. 1130+00 ±



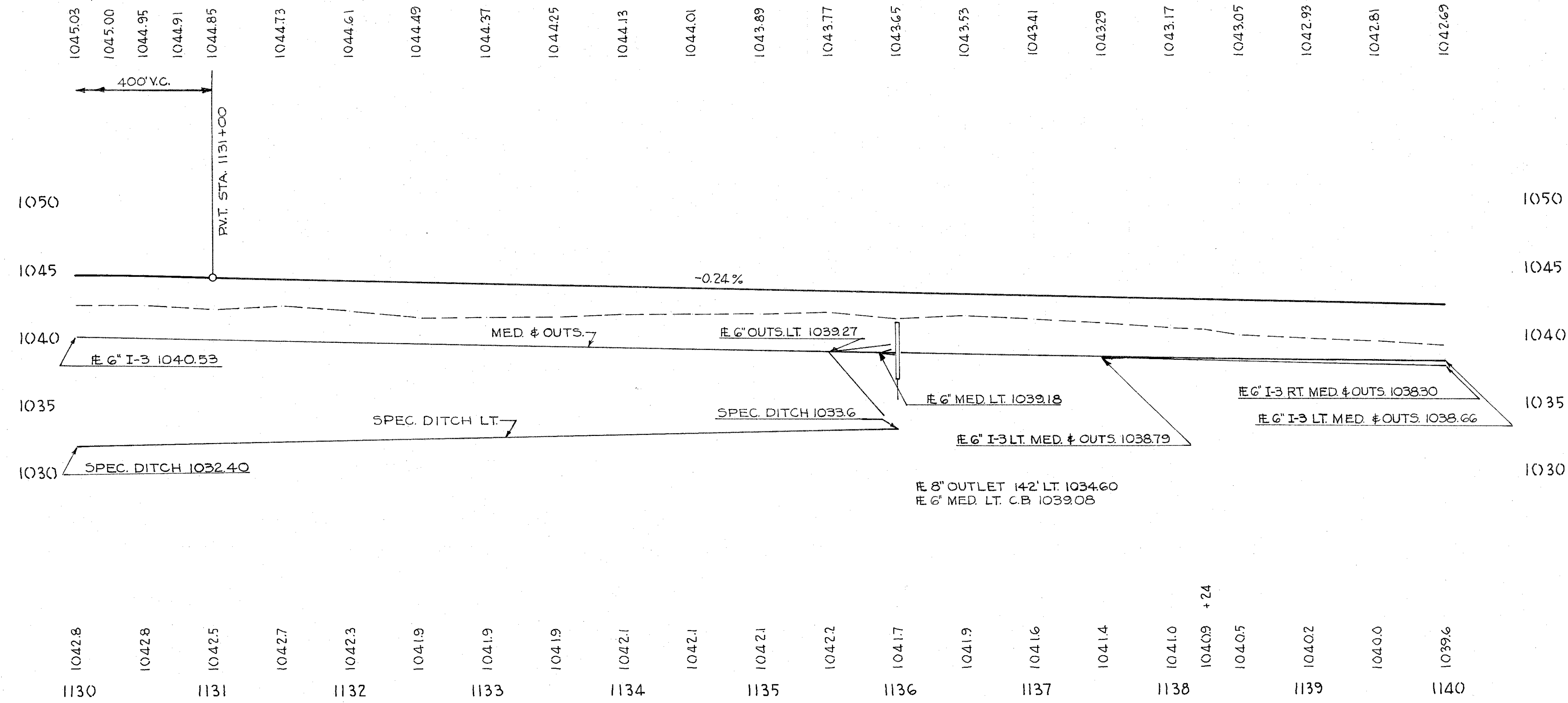
1042.3	10425	10428 +71	10428 +78	10426 +89	10429	10428 +66	10420 +79	10431 +79	10429	10436	10442	10446 +34	10445	10452	10455	10458	10456	10459	10453	10446	10441	10437	10435	10430	10431	10428 +97	10428
1120		1121			1122					1123		1124		1125		1126		1127		1128		1129		1130			

I-1  
 6" I-1  
 PIPE CLASS 13  
 SHALLOW DEEP  
 LIN. FT. LIN. FT.

200 600  
 200 600  
 200 600  
 1000  
 1120+00 TO 1130+00 LT  
 1120+00 TO 1130+00 LT  
 1120+00 TO 1130+00 RT  
 1120+00 TO 1130+00 RT



BM. 1043.34  
 5PK. & WASHER IN TEL. POLE, 1'  
 ABV. GRD., N. SIDE OF GALLIMORE RD.  
 300' ± RT. OF STA. 1130+00 ±



I-15  
 GUARD RAIL  
 STEEL BEAM  
 STD. TYPE  
 DEEP  
 LIN. FT.

I-10  
 DUMPED  
 ROCK  
 CHANNEL  
 PROTECTION  
 CU. YDS.

I-5  
 PIPE SPECIAL FOR  
 CLASS I-3  
 WYE  
 EACH

I-6  
 STD. NO. PIPE  
 CLASS I-3  
 C.B.  
 EACH

I-2  
 MASONRY  
 C.B.  
 CU. YDS.

I-1  
 15" PIPE  
 CLASS A-1  
 SEC. M-680  
 LIN. FT.

I-1  
 12" PIPE  
 CLASS A-1  
 SEC. M-680  
 LIN. FT.

I-1  
 8" PIPE  
 CLASS F-1  
 SEC. M-640  
 LIN. FT.

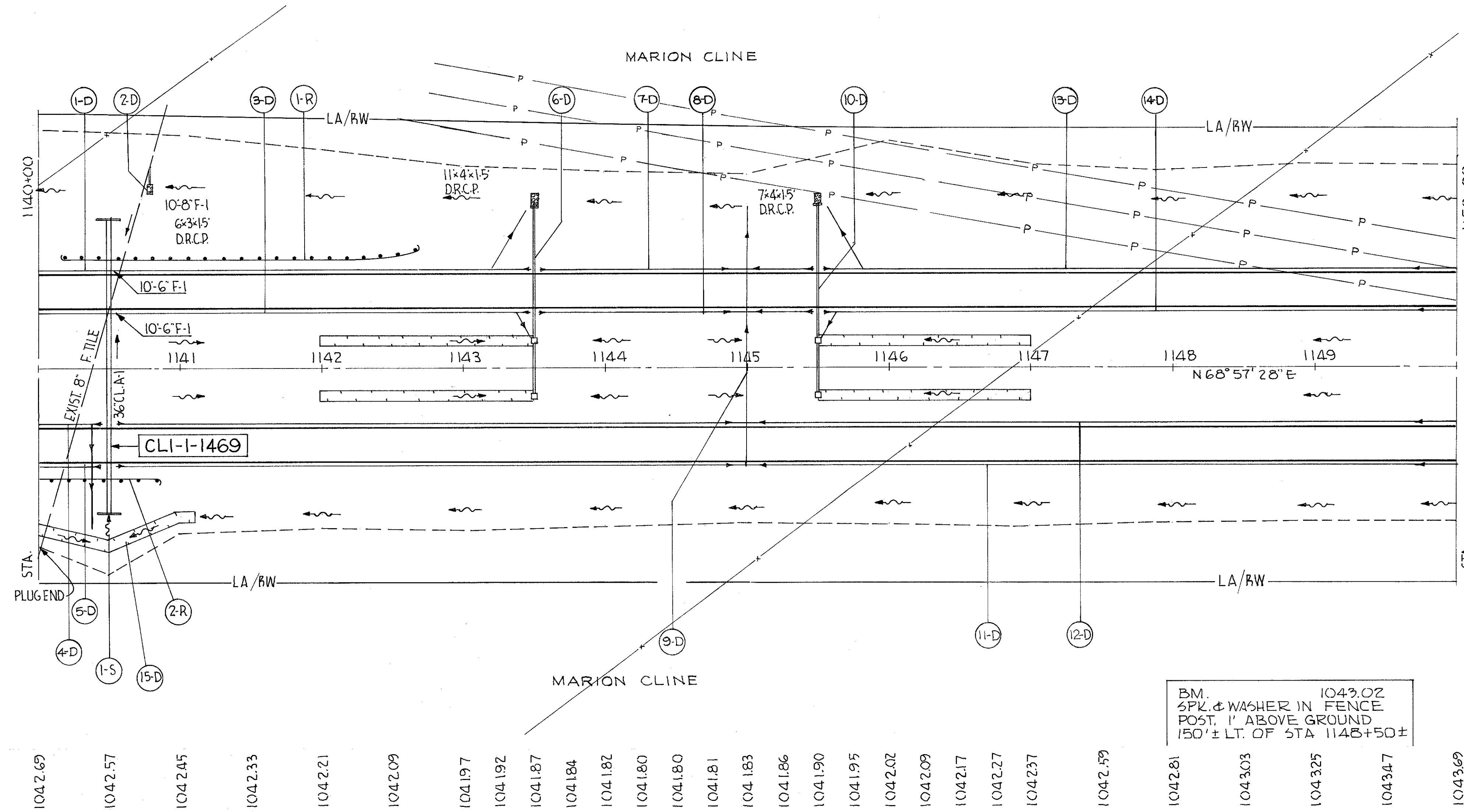
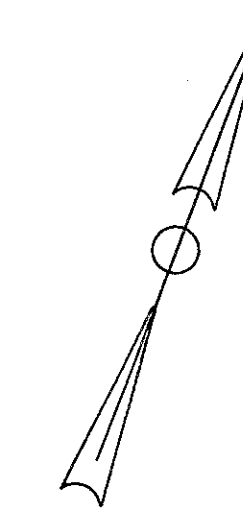
I-1  
 6" PIPE  
 CLASS F-1  
 SEC. M-640  
 SHALLOW  
 LIN. FT.

I-1  
 6" PIPE  
 CLASS F-1  
 SEC. M-640  
 SHALLOW  
 LIN. FT.

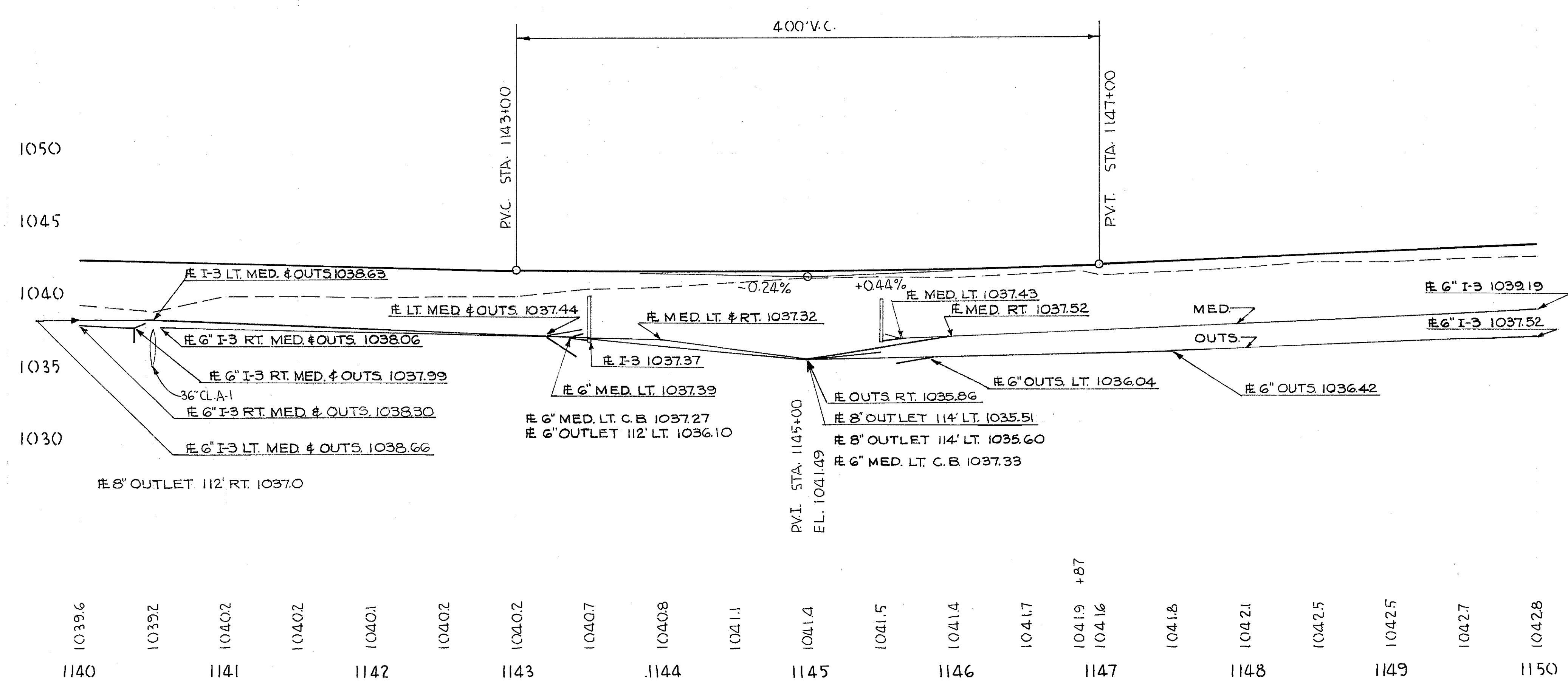
I-1  
 6" PIPE  
 CLASS F-1  
 SEC. M-640  
 SHALLOW  
 LIN. FT.

I-1  
 6" PIPE  
 CLASS F-1  
 SEC. M-640  
 SHALLOW  
 LIN. FT.

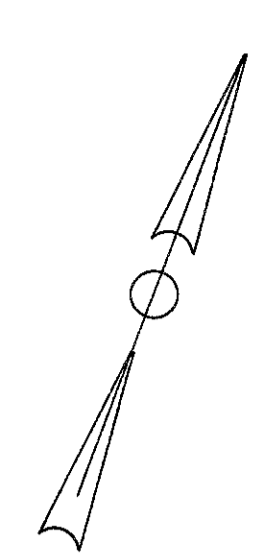
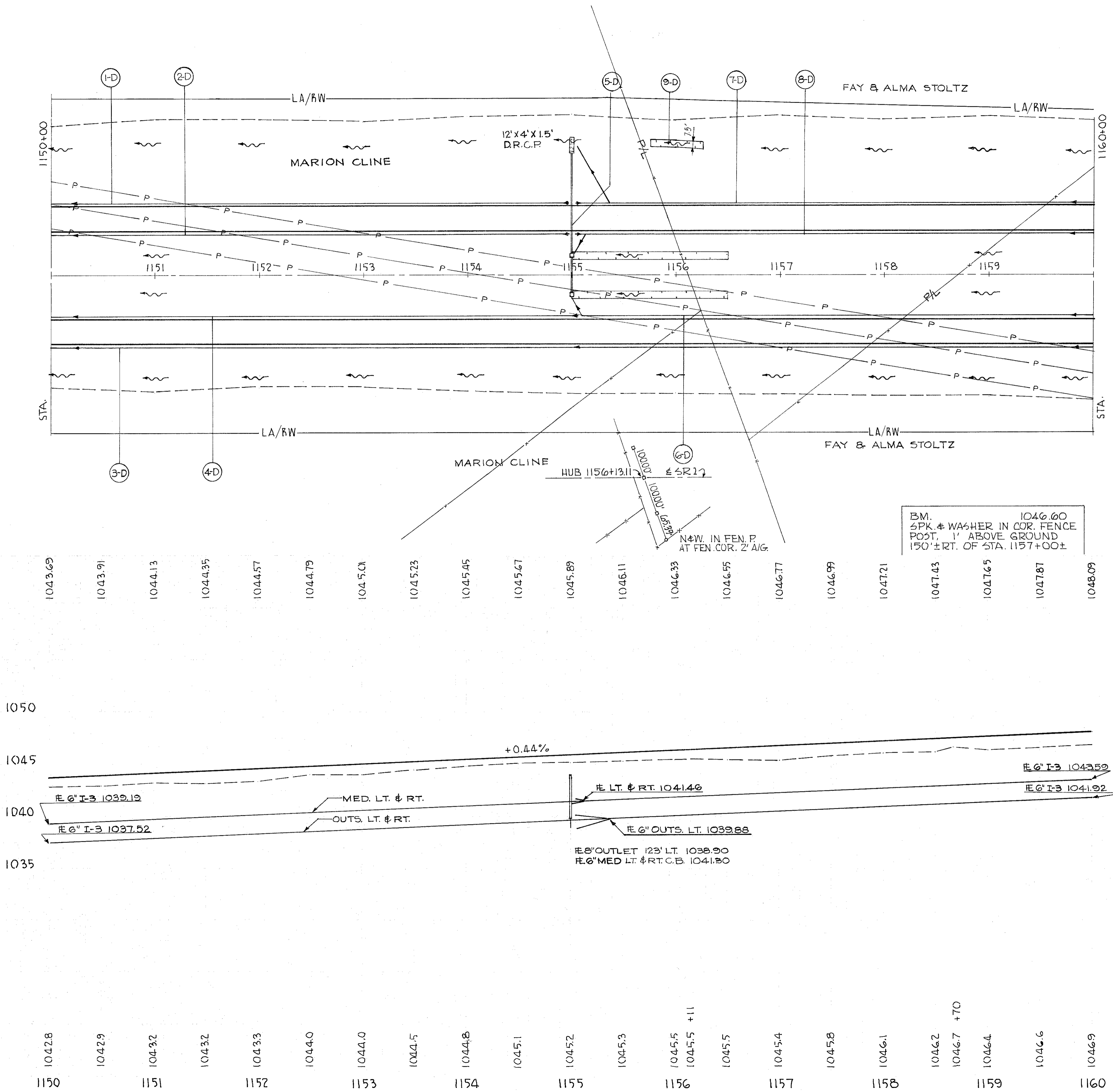
ITEM	DESCRIPTION	QUANTITY	UNIT
I-15	GUARD RAIL STEEL BEAM STD. TYPE DEEP	142	LIN. FT.
I-10	DUMPED ROCK CHANNEL PROTECTION	2	CU. YDS.
I-5	PIPE SPECIAL FOR CLASS I-3 WYE	1	EACH
I-6	STD. NO. PIPE CLASS I-3 C.B.	2	EACH
I-2	MASONRY C.B.	0.26	CU. YDS.
I-1	15" PIPE CLASS A-1 SEC. M-680	120	LIN. FT.
I-1	12" PIPE CLASS A-1 SEC. M-680	38	LIN. FT.
I-1	8" PIPE CLASS F-1 SEC. M-640	10	LIN. FT.
I-1	6" PIPE CLASS F-1 SEC. M-640 SHALLOW	10	LIN. FT.
I-1	6" PIPE CLASS F-1 SEC. M-640 SHALLOW	669	LIN. FT.
I-D	1130+00 TO 1135+95	608	LT
2-D	1130+00 TO 1135+95	608	RT
3-D	1130+00 TO 1140+00	1000	RT
4-D	1130+00 TO 1140+00	1000	RT
5-D	1136+00 TO 1140+00	395	LT
6-D	1136+05 TO 1140+00	395	LT
7-D	1136+05 TO 1140+00	395	LT
I-R	1136+58 TO 1140+00	142	RT.



BM. 1043.02  
 SPK. & WASHER IN FENCE  
 POST, 1' ABOVE GROUND  
 150' ± LT. OF STA 1148+50 ±



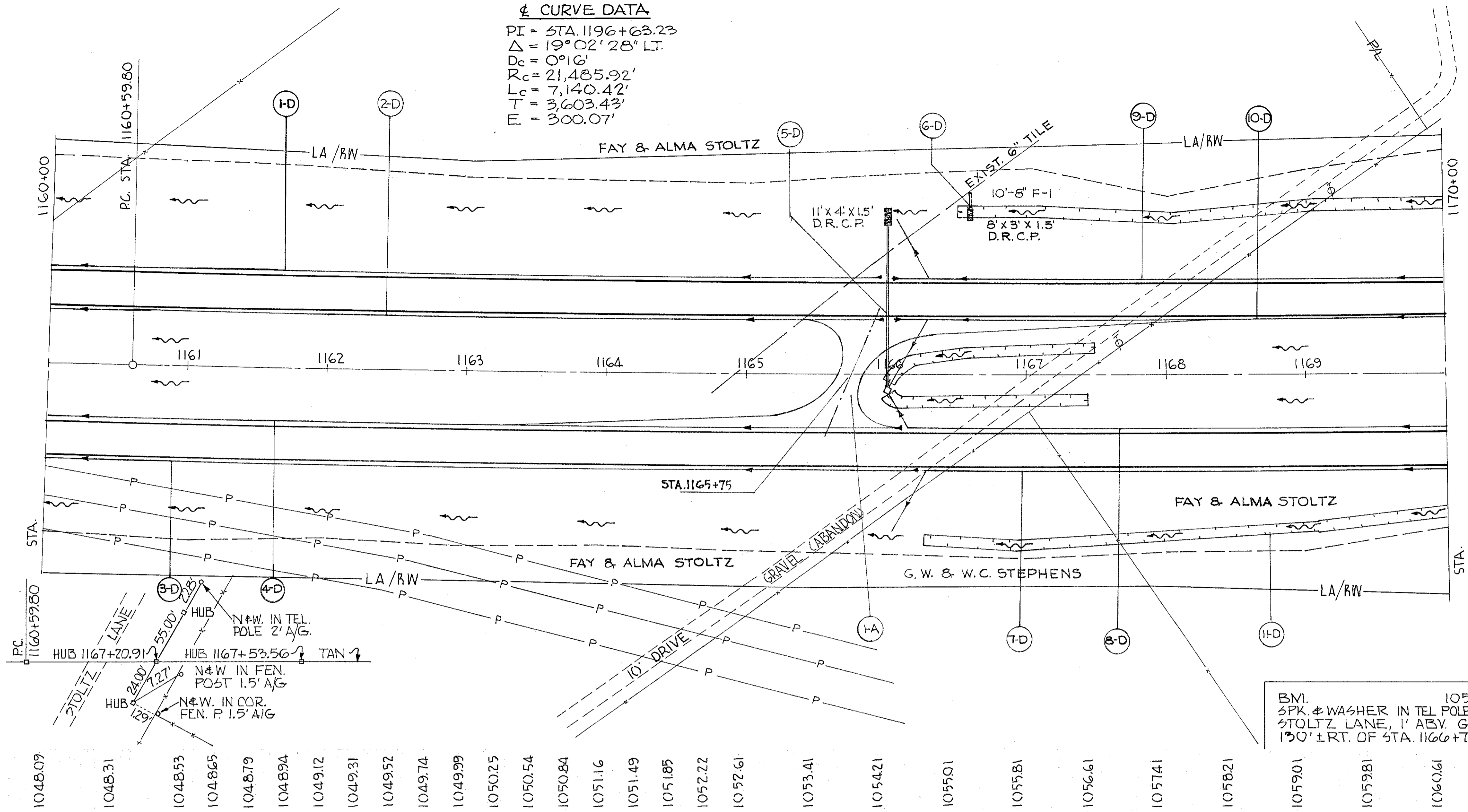
Station	Item	Quantity	Unit	Total
1140+00 TO 1143+45	I-1 15\"/>			



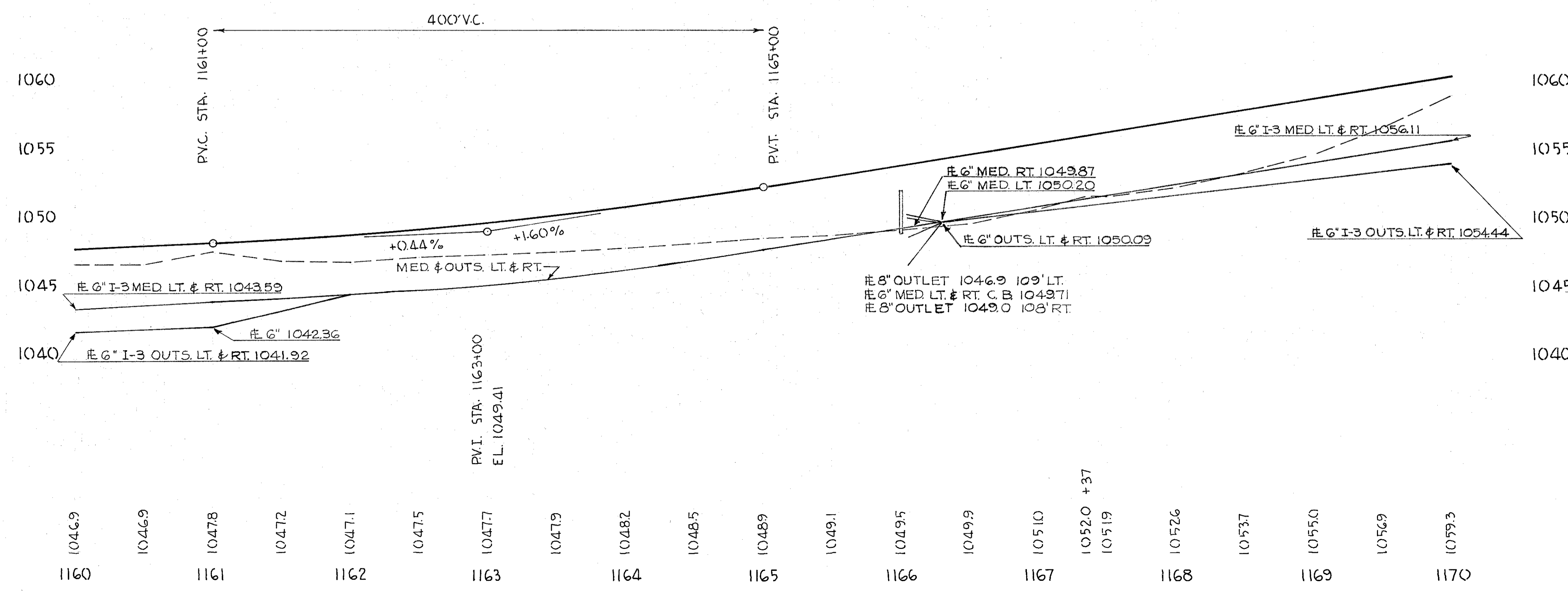
STA.	I-1 6" PIPE CLASS I-3 SHALLOW DEEP LIN. FT.	I-1 6" PIPE CLASS I-3 SHALLOW DEEP LIN. FT.	I-1 6" PIPE CLASS I-3 SHALLOW DEEP LIN. FT.	I-1 12" PIPE CLASS I-1 LIN. FT.	I-1 12" PIPE CLASS I-1 LIN. FT.	I-2 MASONRY STD. NO. LIN. FT.	I-8 STD. NO. LIN. FT.	I-5 PIPE SPEC. CLASS I-5 LIN. FT.	I-10 DUMPED ROCK CHANNEL CLASS I-10 SEC. 646 LIN. FT.	I-11 5' JUTE MATTING CLASS I-11 SEC. 646 LIN. FT.	L-120 LIN. FT.
1150+00 TO 1154+95	495	495	1000	38	99	0.26	2	1	3	10	250
1154+95 TO 1155+00	501	501	548	10	10						42
1155+00 TO 1156+25	508	508									

1012 1043 10 36 99 0.16 2 1 2 3 10 207

**4 CURVE DATA**  
 PI = STA. 1196+63.23  
 $\Delta = 19^\circ 02' 28''$  LT.  
 $D_c = 0^\circ 16'$   
 $R_c = 21,485.92'$   
 $L_c = 7,140.42'$   
 $T_c = 3,603.43'$   
 $E = 300.07'$

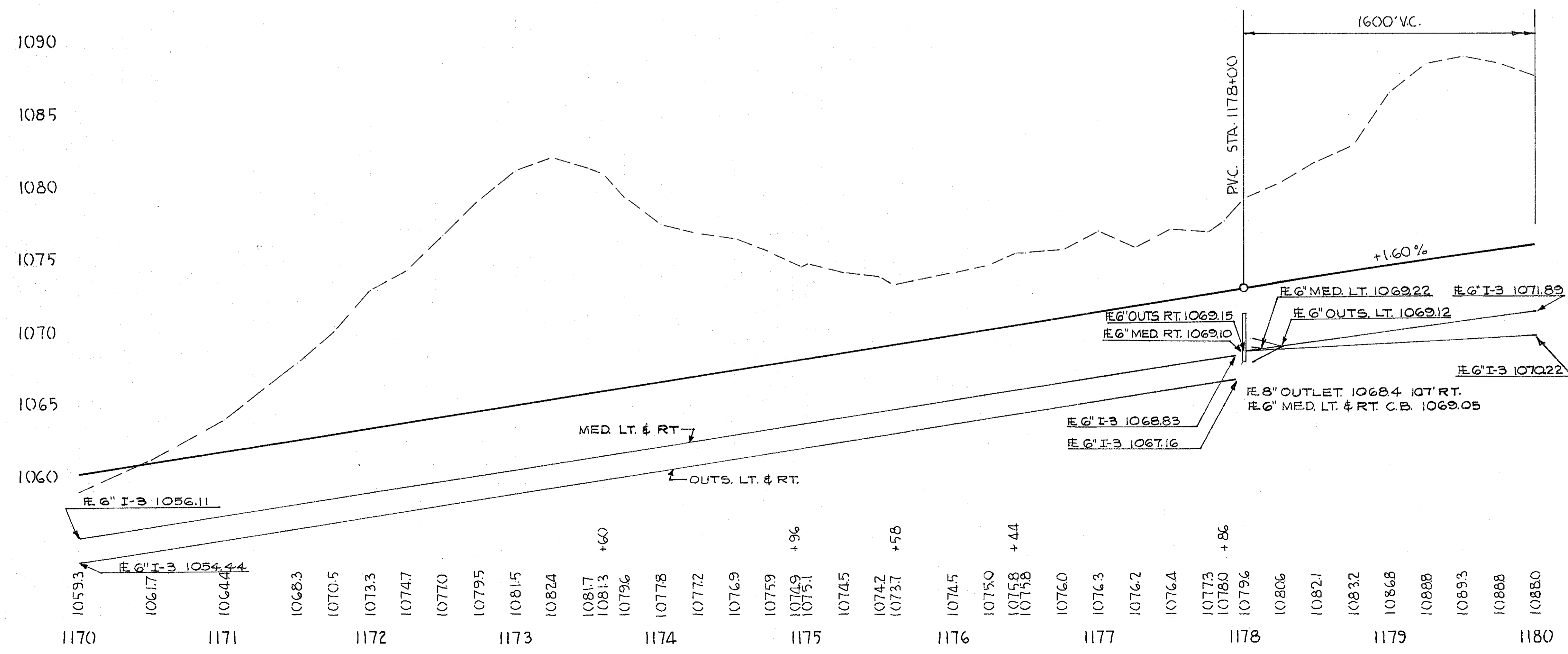
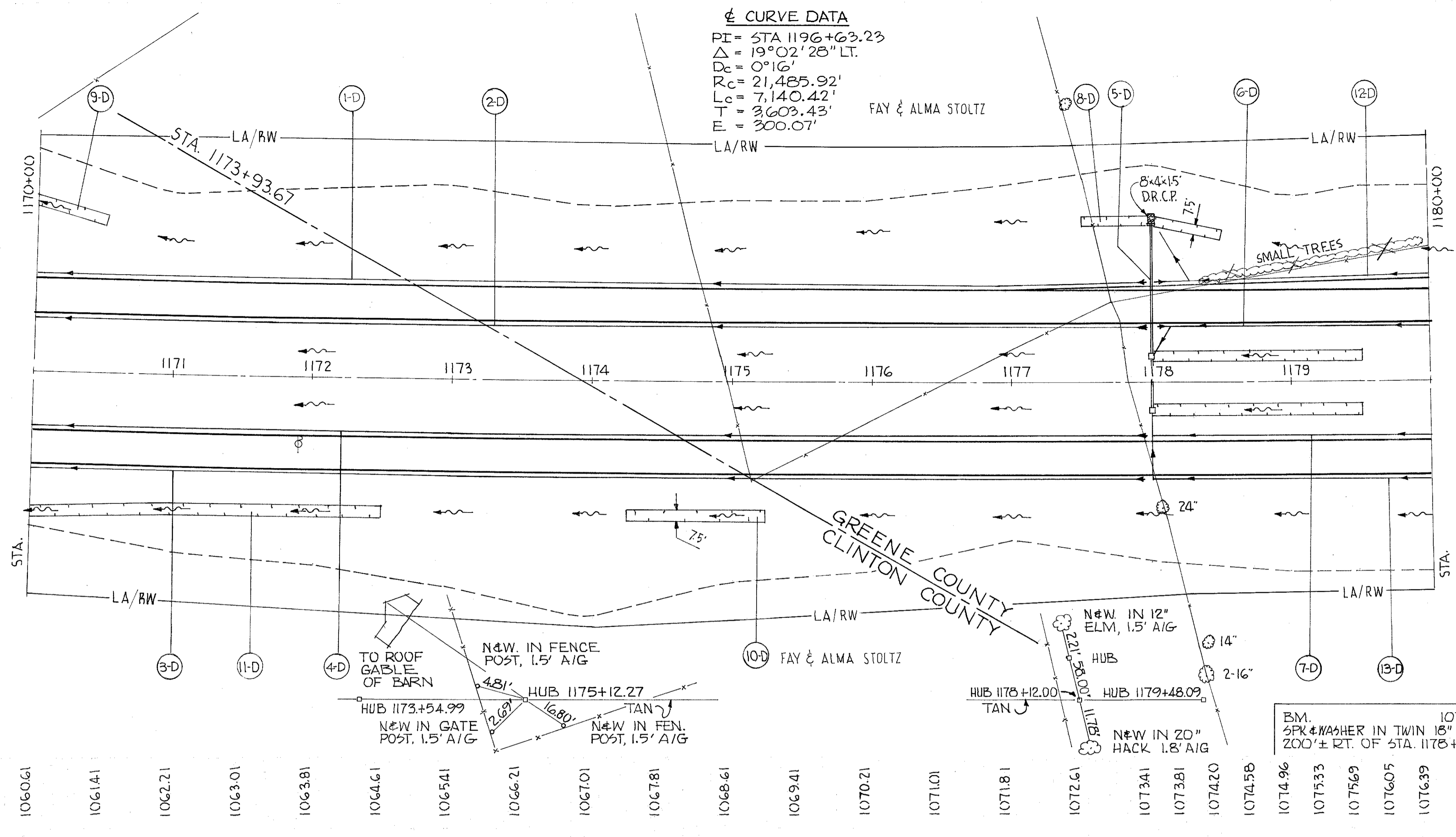


B.M. 1051.15  
 SPK. & WASHER IN TEL. POLE E. SIDE  
 STOLTZ LANE, 1' ABV. GRD.  
 150' ± RT. OF STA. 1166+70 ±



ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	PIPE MASONRY CLASS A1	120	CU. YDS.
I-2	PIPE MASONRY CLASS A1	0.26	CU. YDS.
I-3	PIPE CLASS 3	10	10
I-4	PIPE CLASS 3	10	10
I-5	PIPE CLASS 3	10	10
I-6	PIPE CLASS 3	10	10
I-7	PIPE CLASS 3	10	10
I-8	PIPE CLASS 3	10	10
I-9	PIPE CLASS 3	10	10
I-10	PIPE CLASS 3	10	10
I-11	PIPE CLASS 3	10	10
I-12	PIPE CLASS 3	10	10
I-13	PIPE CLASS 3	10	10
I-14	PIPE CLASS 3	10	10
I-15	PIPE CLASS 3	10	10
I-16	PIPE CLASS 3	10	10
I-17	PIPE CLASS 3	10	10
I-18	PIPE CLASS 3	10	10
I-19	PIPE CLASS 3	10	10
I-20	PIPE CLASS 3	10	10
I-21	PIPE CLASS 3	10	10
I-22	PIPE CLASS 3	10	10
I-23	PIPE CLASS 3	10	10
I-24	PIPE CLASS 3	10	10
I-25	PIPE CLASS 3	10	10
I-26	PIPE CLASS 3	10	10
I-27	PIPE CLASS 3	10	10
I-28	PIPE CLASS 3	10	10
I-29	PIPE CLASS 3	10	10
I-30	PIPE CLASS 3	10	10
I-31	PIPE CLASS 3	10	10
I-32	PIPE CLASS 3	10	10
I-33	PIPE CLASS 3	10	10
I-34	PIPE CLASS 3	10	10
I-35	PIPE CLASS 3	10	10
I-36	PIPE CLASS 3	10	10
I-37	PIPE CLASS 3	10	10
I-38	PIPE CLASS 3	10	10
I-39	PIPE CLASS 3	10	10
I-40	PIPE CLASS 3	10	10
I-41	PIPE CLASS 3	10	10
I-42	PIPE CLASS 3	10	10
I-43	PIPE CLASS 3	10	10
I-44	PIPE CLASS 3	10	10
I-45	PIPE CLASS 3	10	10
I-46	PIPE CLASS 3	10	10
I-47	PIPE CLASS 3	10	10
I-48	PIPE CLASS 3	10	10
I-49	PIPE CLASS 3	10	10
I-50	PIPE CLASS 3	10	10
I-51	PIPE CLASS 3	10	10
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I-96	PIPE CLASS 3	10	10
I-97	PIPE CLASS 3	10	10
I-98	PIPE CLASS 3	10	10
I-99	PIPE CLASS 3	10	10
I-100	PIPE CLASS 3	10	10

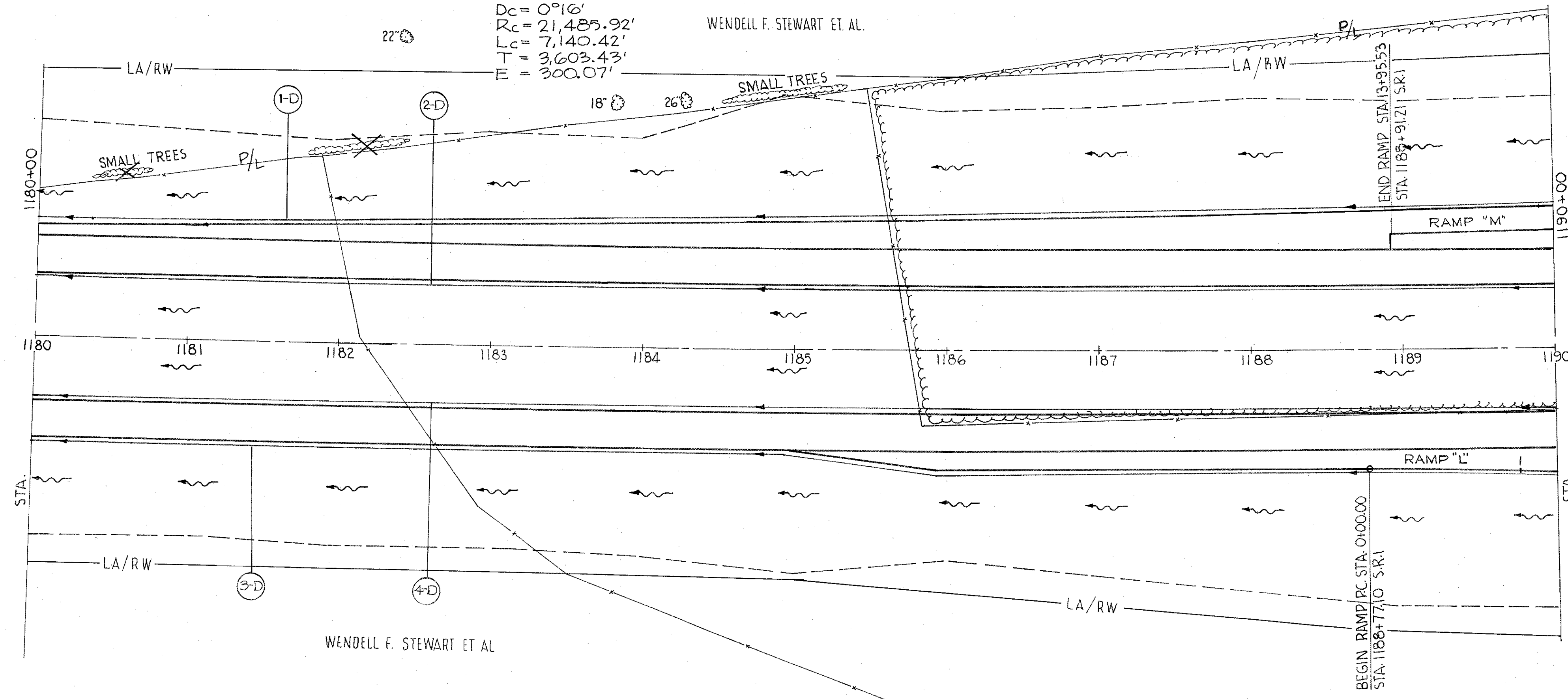
**¢ CURVE DATA**  
 PI = STA 1196+63.23  
 Δ = 19°02'28" LT.  
 Dc = 0°16'  
 Rc = 21,485.92'  
 Lc = 7,140.42'  
 T = 3603.43'  
 E = 300.07'  
 FAY & ALMA STOLTZ



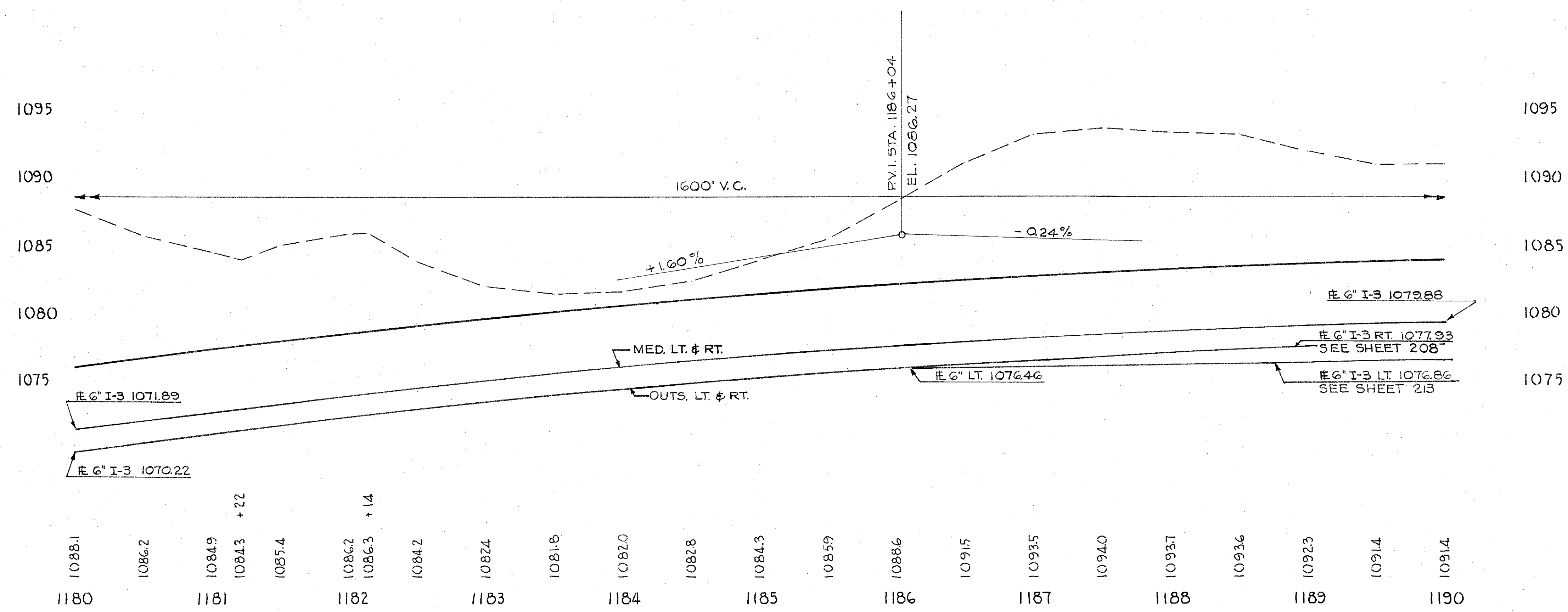
ITEM	DESCRIPTION	QUANTITY	UNIT	REMARKS
I-20	JUTE	250	sq. yds.	
I-10	DUMP ROCK CHANNEL PROTECTION	25	cu. yds.	
I-8	STD. NO. 8 CATCH BASIN	2	EACH	
I-7	MASONRY	0.76	cu. yds.	
I-5	PIPE SPECIALS	1	EACH	
I-1	15" PIPE CLASS 5	1	lin. ft.	
I-1	15" PIPE CLASS 5	38	lin. ft.	
I-1	8" PIPE CLASS 5	10	lin. ft.	
I-1	8" PIPE CLASS 5	10	lin. ft.	
I-1	6" PIPE CLASS 5	10	lin. ft.	
I-1	6" PIPE CLASS 5	200	lin. ft.	
I-1	6" PIPE CLASS 5	200	lin. ft.	
I-1	6" PIPE CLASS 5	200	lin. ft.	

☺ CURVE DATA  
 PI = STA 1196+63.23  
 $\Delta = 19^{\circ}02'28''$  LT  
 $D_c = 0^{\circ}16'$   
 $R_c = 21,485.92'$   
 $L_c = 7,140.42'$   
 $T = 3,603.43'$   
 $E = 300.07'$

WENDELL F. STEWART ET AL.



1076.39 1076.73 1077.06 1077.37 1077.71 1078.02 1078.32 1078.62 1078.91 1079.20 1079.47 1079.73 1080.00 1080.25 1080.50 1080.74 1080.97 1081.19 1081.41 1081.62 1081.82 1082.02 1082.21 1082.39 1082.57 1082.73 1082.89 1083.04 1083.19 1083.33 1083.46 1083.59 1083.70 1083.81 1083.92 1084.01 1084.10 1084.18 1084.25 1084.32 1084.39

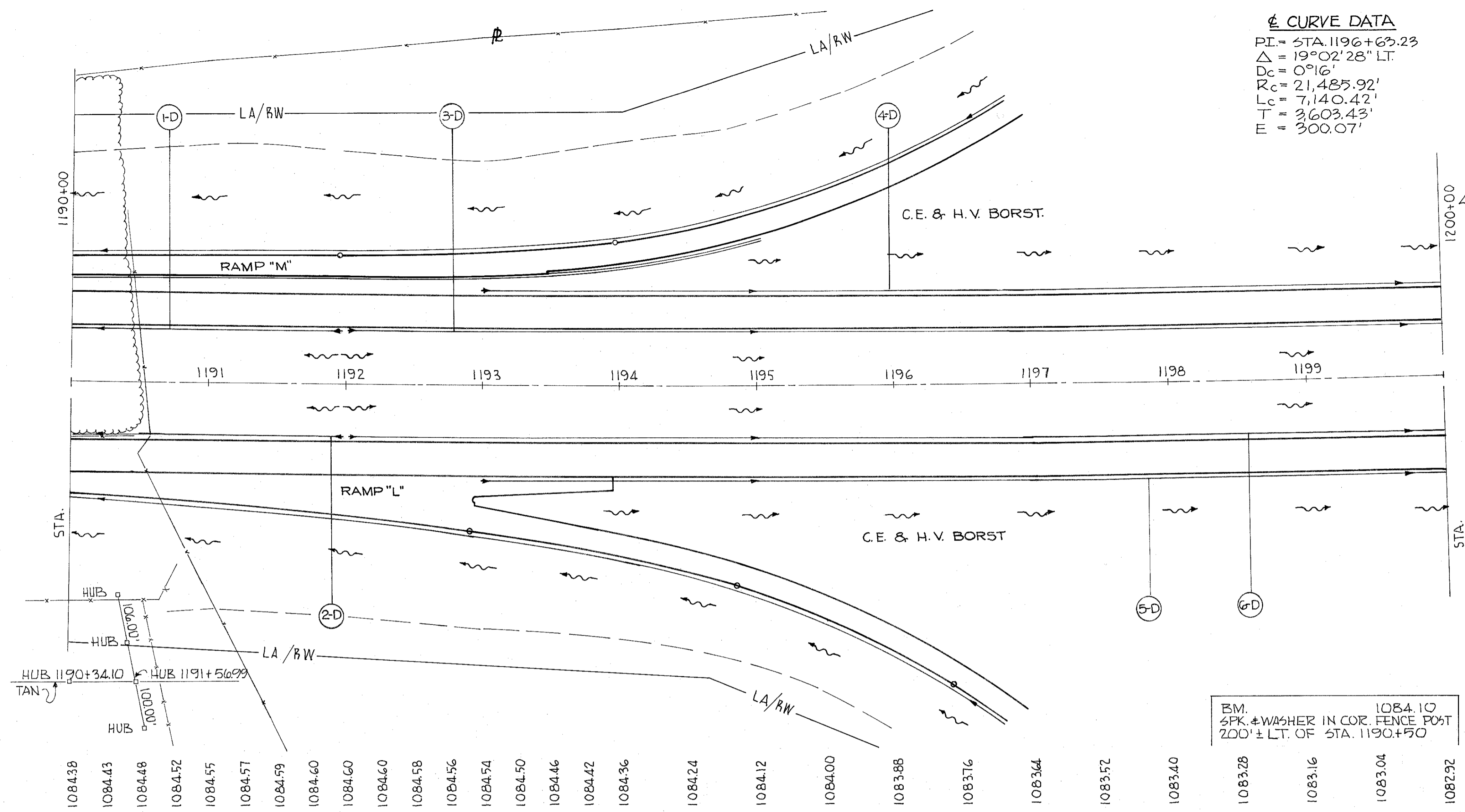


6" I-3  
 PIPE CLASS 13  
 SHALLOW DEEP  
 L.I.N. FT. L.I.N. FT.

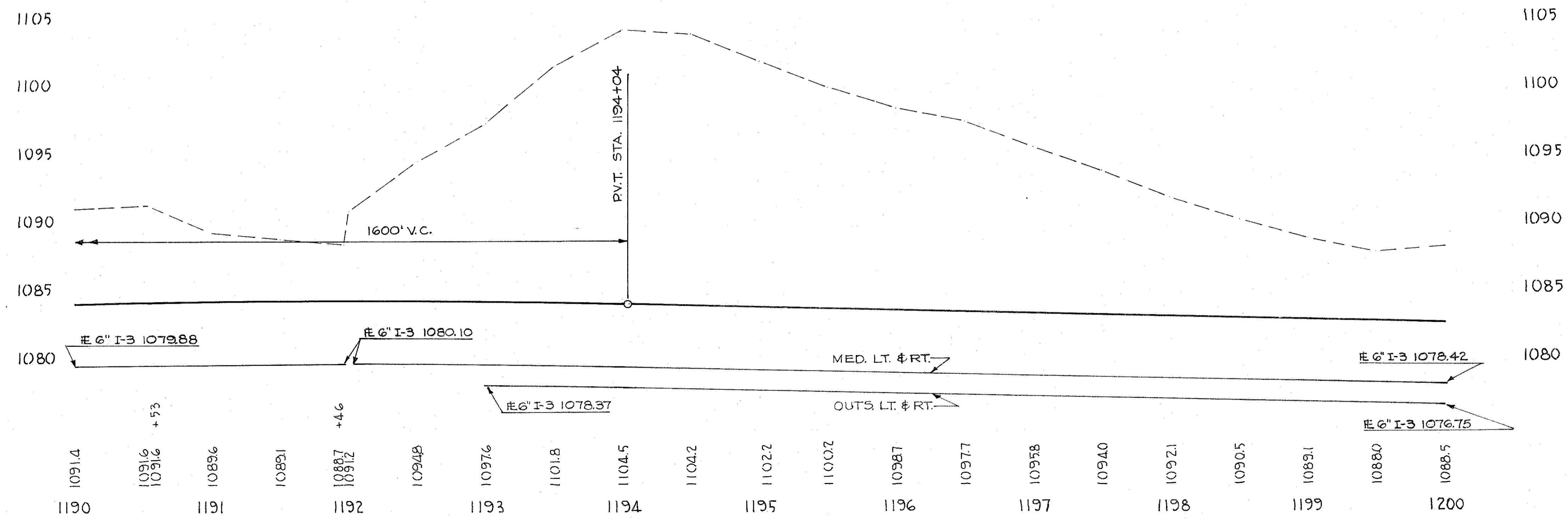
6" I-3	RT.	1077.93	SEE SHEET 208
6" I-3	LT.	1076.46	SEE SHEET 213
6" I-3	RT.	1079.88	SEE SHEET 213
6" I-3	LT.	1071.89	SEE SHEET 213

**ε CURVE DATA**

PI = STA. 1196+63.23  
 Δ = 19°02'28" LT.  
 Dc = 0°16'  
 Rc = 21,485.92'  
 Lc = 7,140.42'  
 T = 3,603.43'  
 E = 300.07'



BM. 1084.10  
 6PK. & WASHER IN COR. FENCE POST  
 200' ± LT. OF STA. 1190+50



I-1	I-1	I-1	I-1
CLASS	PIPE	CLASS	PIPE
SHALLOW	DEEP	SHALLOW	DEEP
LT.	RT.	LT.	RT.
198	198	798	798
TO 1191+98	TO 1191+98	TO 1200+00	TO 1200+00
TO 1192+02	TO 1192+02	TO 1200+00	TO 1200+00
TO 1193+00	TO 1193+00	TO 1200+00	TO 1200+00
TO 1192+02	TO 1192+02	TO 1200+00	TO 1200+00



**¢ CURVE DATA**

PI = STA. 1196+63.23  
 Δ = 19° 02' 28" LT.  
 Dc = 0° 16'  
 Rc = 21,485.92'  
 Lc = 7,140.42'  
 T = 3,603.43'  
 E = 300.07'

**PROPOSED STRUCTURE**

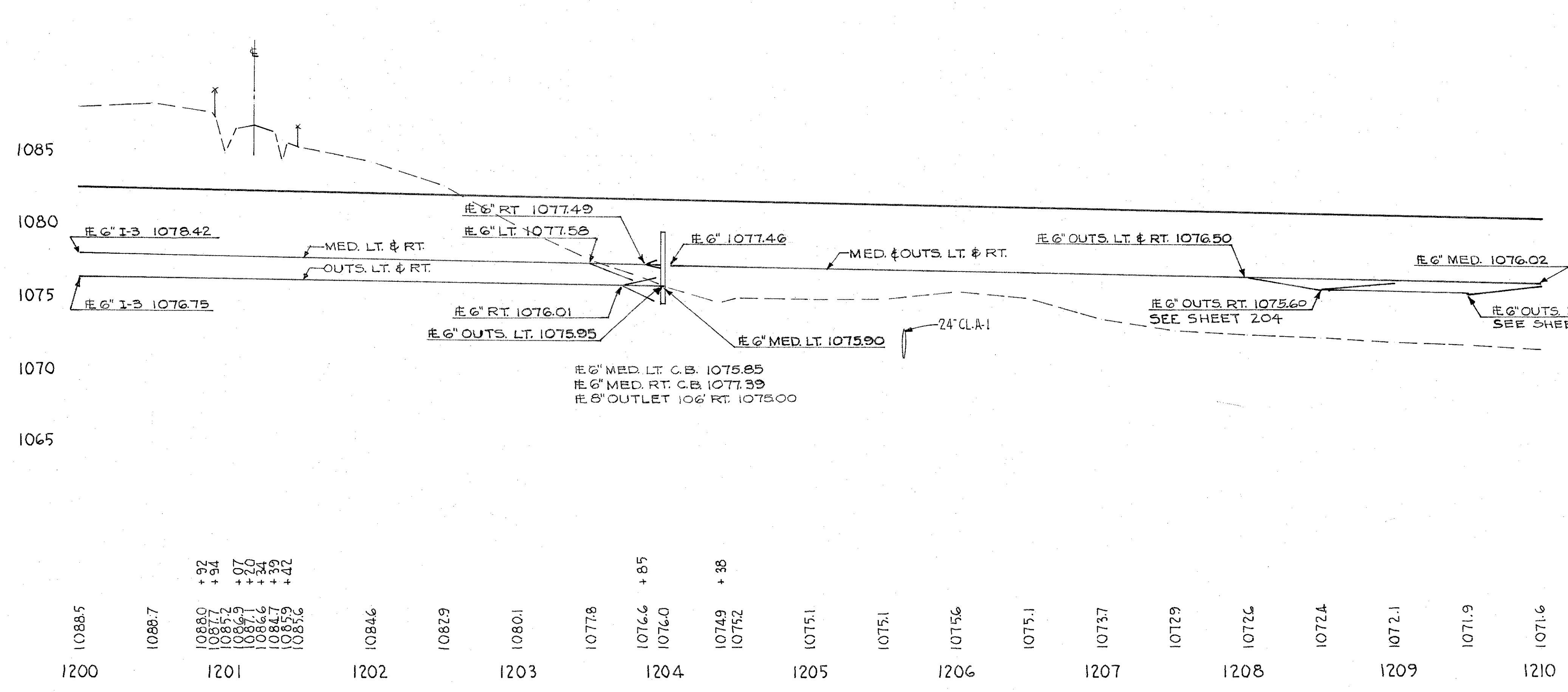
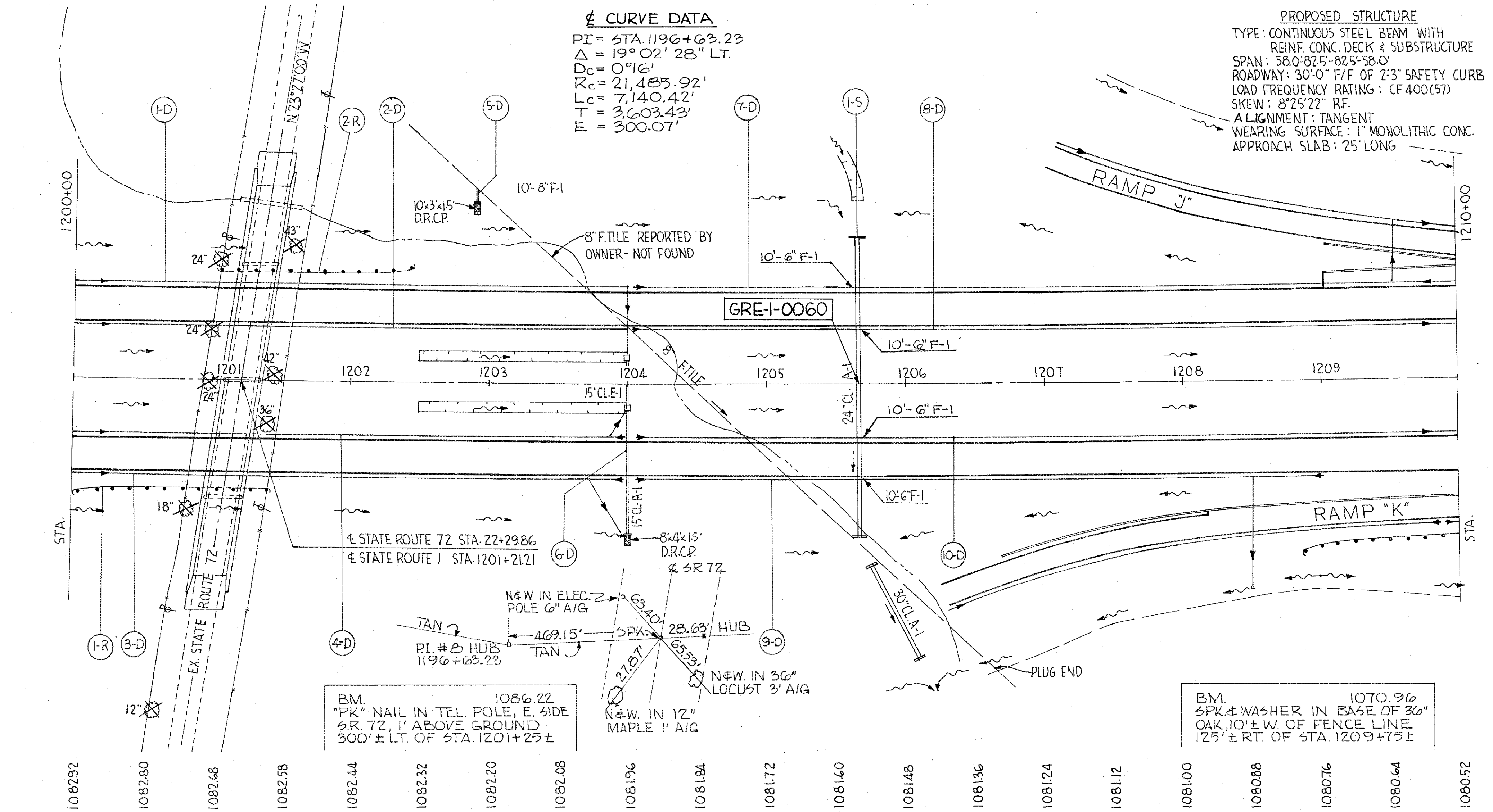
TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONC. DECK & SUBSTRUCTURE  
 SPAN: 58.0'-82.5"-82.5'-58.0'  
 ROADWAY: 30'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: CF 400(57)  
 SKEW: 8° 25' 22" RF.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 1" MONOLITHIC CONC.  
 APPROACH SLAB: 25' LONG

**CLINTON - GREENE COUNTIES**

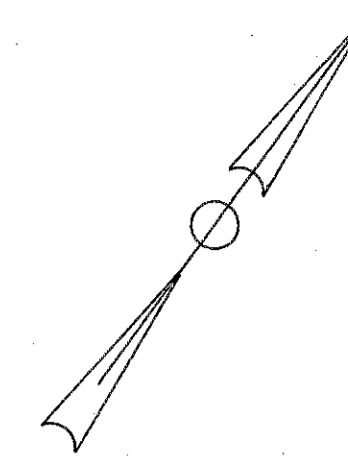
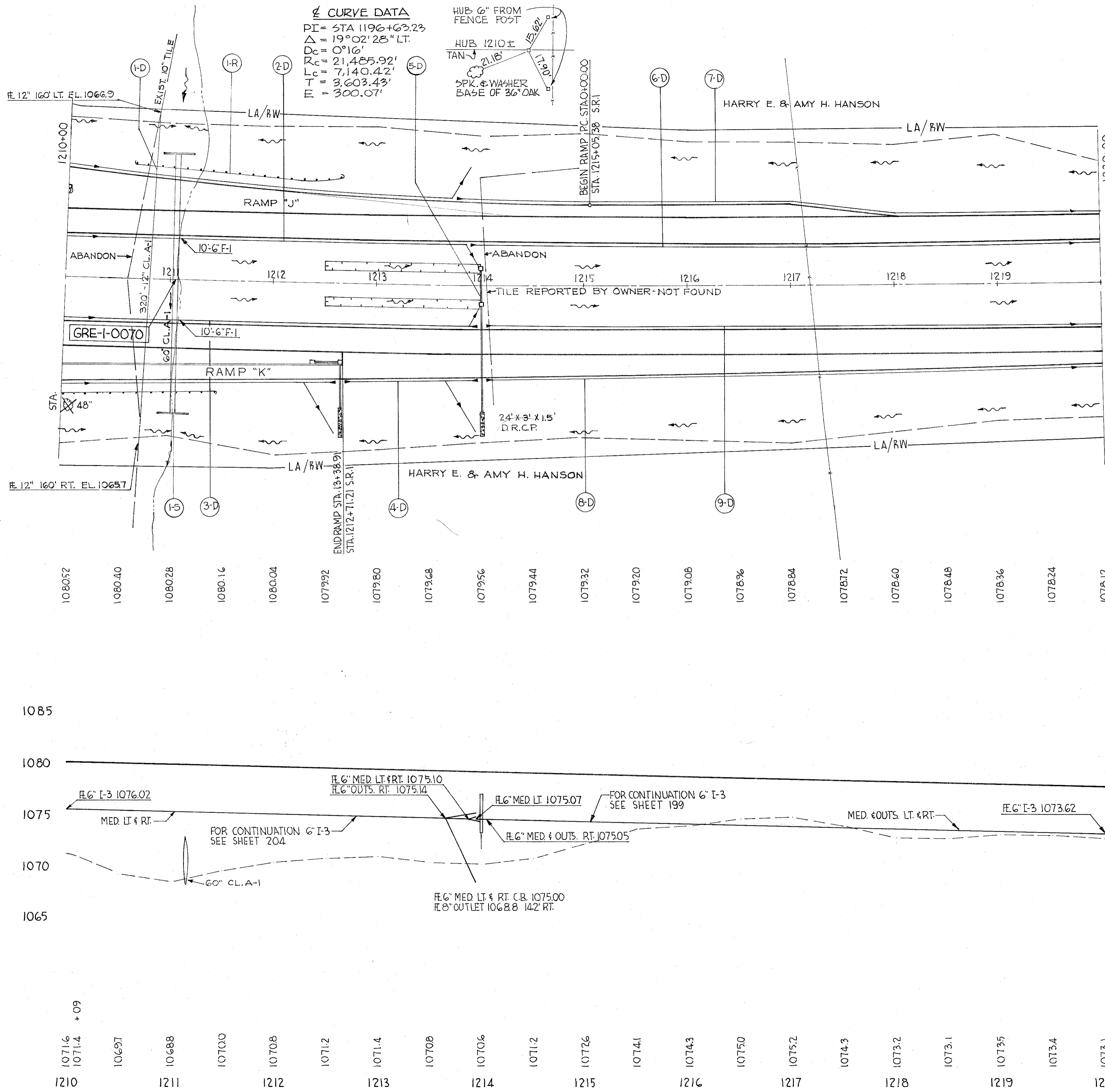
CLI-1-9.10  
 GRE-1-0.00

I-71-1(12)54

MICROFIL  
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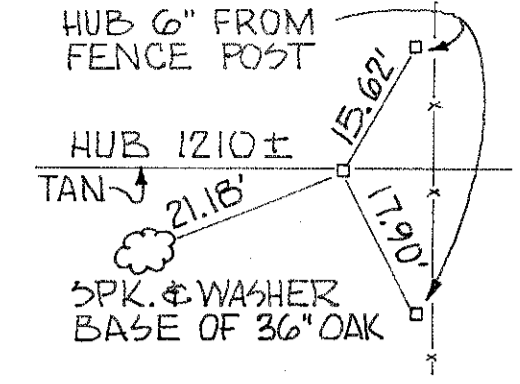


ITEM	QUANTITY	UNIT	STATION
I-15	43.5	GUARD RAIL	1200+00 TO 1204+00
I-15	43.5	STEEL BEAM	1200+00 TO 1204+00
I-15	43.5	STD TYPE DEEP	1200+00 TO 1204+00
I-15	94	GUARD RAIL	1204+00 TO 1209+00
I-15	94	STEEL BEAM	1204+00 TO 1209+00
I-15	94	STD TYPE DEEP	1204+00 TO 1209+00
L-10	6	SODDING	1204+00 TO 1205+00
E-3	10	CHANNEL	1205+00 TO 1206+00
I-1	218	24" PIPE CLASS 150	1206+00 TO 1209+00
I-1	218	CLASS 150 EXCAVATION	1206+00 TO 1209+00
I-1	218	OR M.C.B. 150	1206+00 TO 1209+00
L-120	250	JUTE MATTING	1209+00 TO 1210+00
I-10	2	DUMP ROCK CHANNEL PROTECTION	1209+00 TO 1210+00
I-8	2	STANDARD CATCH BASIN EACH	1209+00 TO 1210+00
I-2	0.26	MASONRY	1209+00 TO 1210+00
I-5	1	PIPE SPECIAL FOR CLASS 150	1209+00 TO 1210+00
I-1	90	15" PIPE CLASS 150	1209+00 TO 1210+00
I-1	38	15" PIPE CLASS 150	1209+00 TO 1210+00
I-1	10	8" PIPE CLASS 150	1209+00 TO 1210+00
I-1	10	6" PIPE CLASS 150	1209+00 TO 1210+00
I-1	40	6" PIPE CLASS 150	1209+00 TO 1210+00
I-1	40	6" PIPE CLASS 150	1209+00 TO 1210+00
I-1	408	4" PIPE CLASS 150	1209+00 TO 1210+00
I-1	408	4" PIPE CLASS 150	1209+00 TO 1210+00
I-1	385	6" D	1209+00 TO 1210+00
I-1	385	6" D	1209+00 TO 1210+00
I-1	385	6" D	1209+00 TO 1210+00
I-1	385	6" D	1209+00 TO 1210+00



**CURVE DATA**

PI =	STA 1196+63.23
Δ =	19° 02' 28" LT.
Dc =	0° 16'
Rc =	21,485.92'
Lc =	7,140.42'
T =	3,603.43'
E =	300.07'



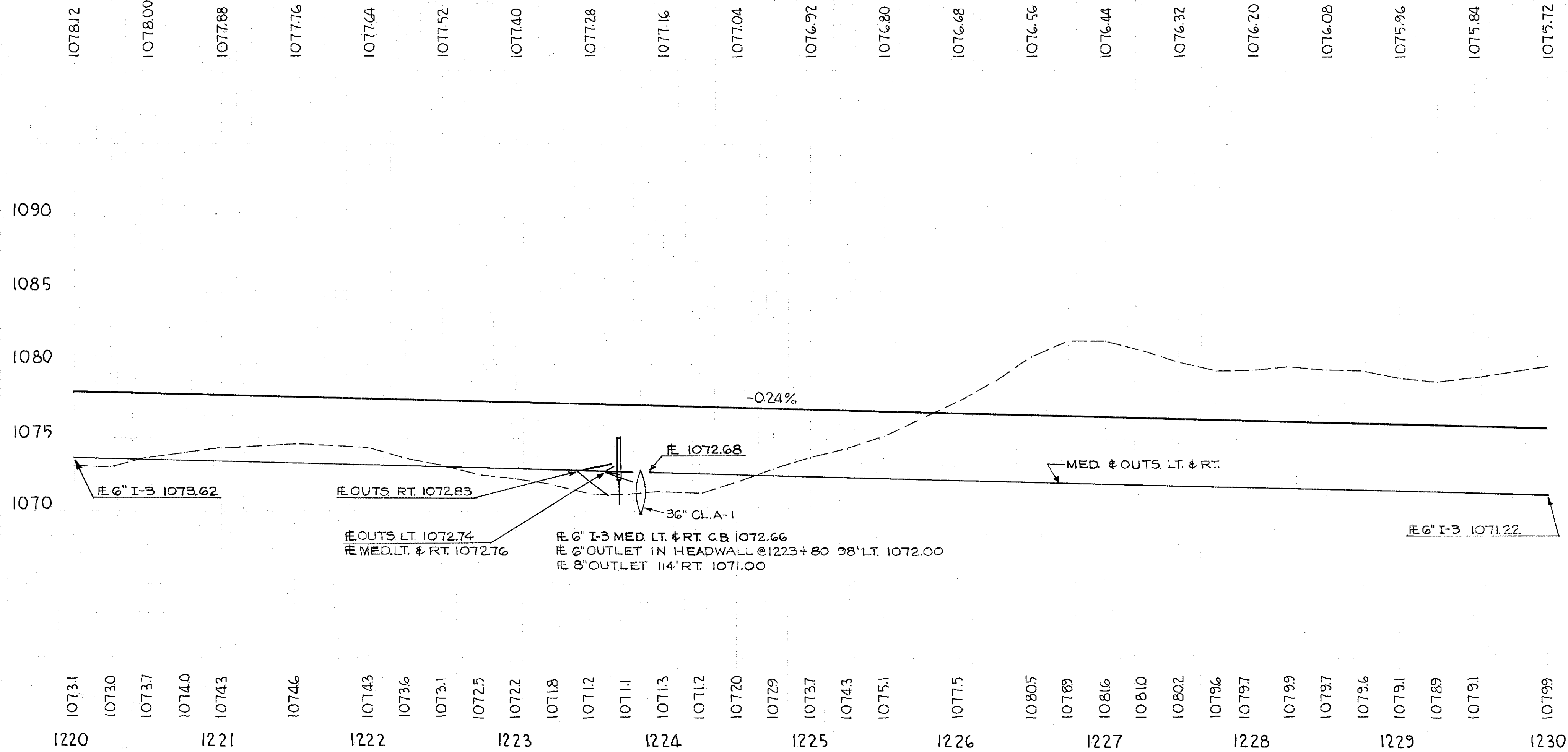
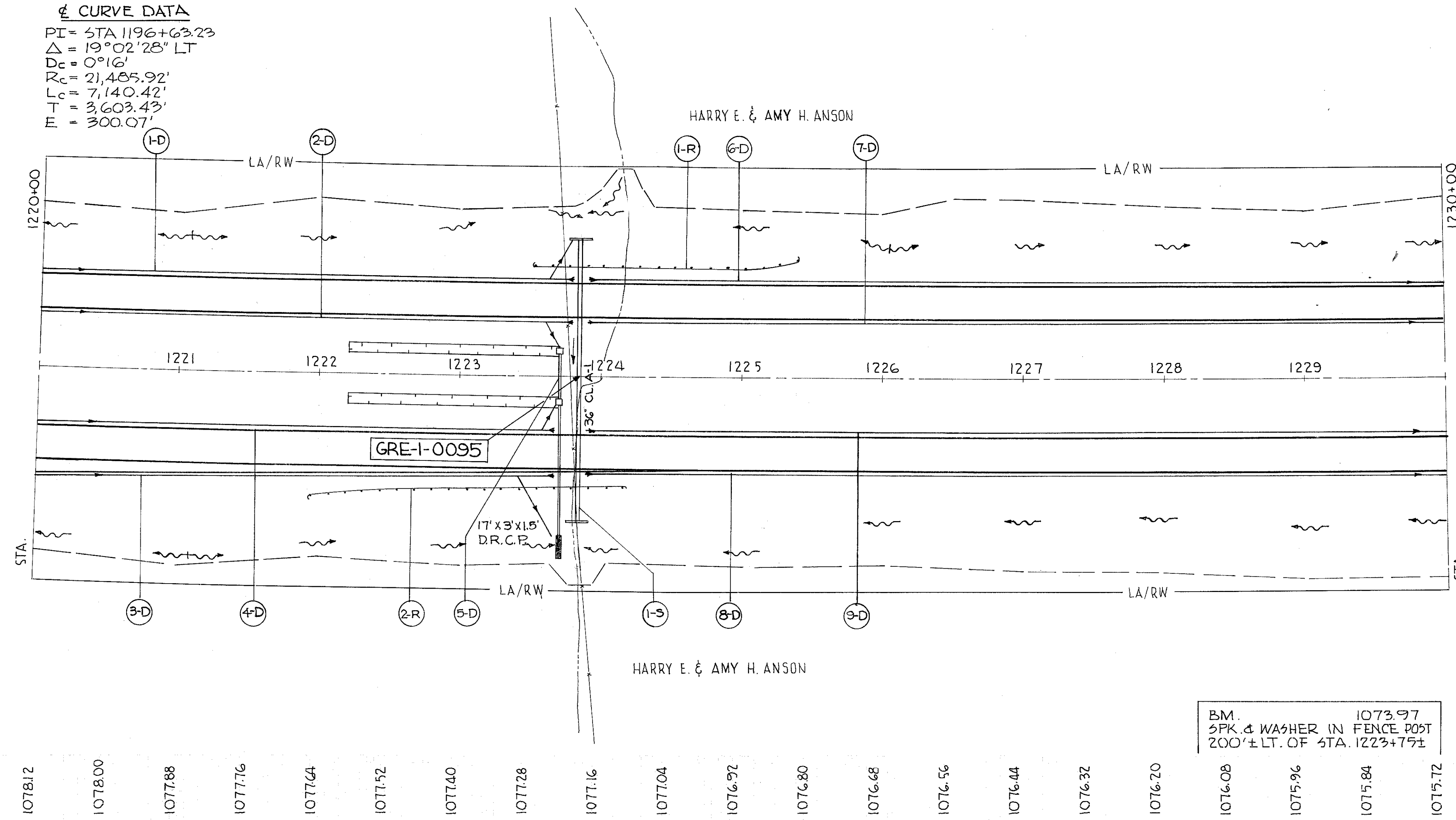
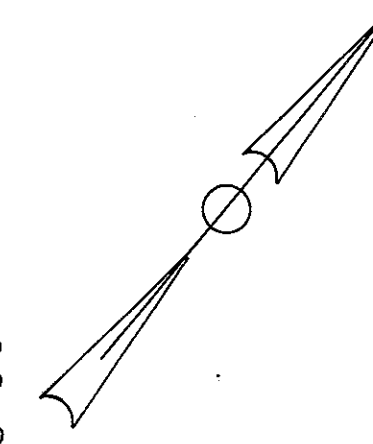
ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	60" PIPE CL.A-1	254	LN. FT.
I-2	15" PIPE CLASS A-1	103	LN. FT.
I-3	12" PIPE CLASS A-1	38	LN. FT.
I-4	8" PIPE CLASS E-1	10	LN. FT.
I-5	6" PIPE CLASS E-1	20	LN. FT.
I-6	6" PIPE CLASS E-1	20	LN. FT.
I-7	6" PIPE CLASS E-1	391	LN. FT.
I-8	6" PIPE CLASS E-1	408	LN. FT.
I-9	6" PIPE CLASS E-1	175	LN. FT.
I-10	6" PIPE CLASS E-1	608	LN. FT.
I-11	6" PIPE CLASS E-1	494	LN. FT.
I-12	6" PIPE CLASS E-1	595	LN. FT.
I-13	6" PIPE CLASS E-1	250	LN. FT.
I-14	6" PIPE CLASS E-1	250	LN. FT.
I-15	6" PIPE CLASS E-1	250	LN. FT.
I-16	6" PIPE CLASS E-1	250	LN. FT.
I-17	6" PIPE CLASS E-1	250	LN. FT.
I-18	6" PIPE CLASS E-1	250	LN. FT.
I-19	6" PIPE CLASS E-1	250	LN. FT.
I-20	6" PIPE CLASS E-1	250	LN. FT.
I-21	6" PIPE CLASS E-1	250	LN. FT.
I-22	6" PIPE CLASS E-1	250	LN. FT.
I-23	6" PIPE CLASS E-1	250	LN. FT.
I-24	6" PIPE CLASS E-1	250	LN. FT.
I-25	6" PIPE CLASS E-1	250	LN. FT.
I-26	6" PIPE CLASS E-1	250	LN. FT.
I-27	6" PIPE CLASS E-1	250	LN. FT.
I-28	6" PIPE CLASS E-1	250	LN. FT.
I-29	6" PIPE CLASS E-1	250	LN. FT.
I-30	6" PIPE CLASS E-1	250	LN. FT.
I-31	6" PIPE CLASS E-1	250	LN. FT.
I-32	6" PIPE CLASS E-1	250	LN. FT.
I-33	6" PIPE CLASS E-1	250	LN. FT.
I-34	6" PIPE CLASS E-1	250	LN. FT.
I-35	6" PIPE CLASS E-1	250	LN. FT.
I-36	6" PIPE CLASS E-1	250	LN. FT.
I-37	6" PIPE CLASS E-1	250	LN. FT.
I-38	6" PIPE CLASS E-1	250	LN. FT.
I-39	6" PIPE CLASS E-1	250	LN. FT.
I-40	6" PIPE CLASS E-1	250	LN. FT.
I-41	6" PIPE CLASS E-1	250	LN. FT.
I-42	6" PIPE CLASS E-1	250	LN. FT.
I-43	6" PIPE CLASS E-1	250	LN. FT.
I-44	6" PIPE CLASS E-1	250	LN. FT.
I-45	6" PIPE CLASS E-1	250	LN. FT.
I-46	6" PIPE CLASS E-1	250	LN. FT.
I-47	6" PIPE CLASS E-1	250	LN. FT.
I-48	6" PIPE CLASS E-1	250	LN. FT.
I-49	6" PIPE CLASS E-1	250	LN. FT.
I-50	6" PIPE CLASS E-1	250	LN. FT.
I-51	6" PIPE CLASS E-1	250	LN. FT.
I-52	6" PIPE CLASS E-1	250	LN. FT.
I-53	6" PIPE CLASS E-1	250	LN. FT.
I-54	6" PIPE CLASS E-1	250	LN. FT.
I-55	6" PIPE CLASS E-1	250	LN. FT.
I-56	6" PIPE CLASS E-1	250	LN. FT.
I-57	6" PIPE CLASS E-1	250	LN. FT.
I-58	6" PIPE CLASS E-1	250	LN. FT.
I-59	6" PIPE CLASS E-1	250	LN. FT.
I-60	6" PIPE CLASS E-1	250	LN. FT.
I-61	6" PIPE CLASS E-1	250	LN. FT.
I-62	6" PIPE CLASS E-1	250	LN. FT.
I-63	6" PIPE CLASS E-1	250	LN. FT.
I-64	6" PIPE CLASS E-1	250	LN. FT.
I-65	6" PIPE CLASS E-1	250	LN. FT.
I-66	6" PIPE CLASS E-1	250	LN. FT.
I-67	6" PIPE CLASS E-1	250	LN. FT.
I-68	6" PIPE CLASS E-1	250	LN. FT.
I-69	6" PIPE CLASS E-1	250	LN. FT.
I-70	6" PIPE CLASS E-1	250	LN. FT.
I-71	6" PIPE CLASS E-1	250	LN. FT.
I-72	6" PIPE CLASS E-1	250	LN. FT.
I-73	6" PIPE CLASS E-1	250	LN. FT.
I-74	6" PIPE CLASS E-1	250	LN. FT.
I-75	6" PIPE CLASS E-1	250	LN. FT.
I-76	6" PIPE CLASS E-1	250	LN. FT.
I-77	6" PIPE CLASS E-1	250	LN. FT.
I-78	6" PIPE CLASS E-1	250	LN. FT.
I-79	6" PIPE CLASS E-1	250	LN. FT.
I-80	6" PIPE CLASS E-1	250	LN. FT.
I-81	6" PIPE CLASS E-1	250	LN. FT.
I-82	6" PIPE CLASS E-1	250	LN. FT.
I-83	6" PIPE CLASS E-1	250	LN. FT.
I-84	6" PIPE CLASS E-1	250	LN. FT.
I-85	6" PIPE CLASS E-1	250	LN. FT.
I-86	6" PIPE CLASS E-1	250	LN. FT.
I-87	6" PIPE CLASS E-1	250	LN. FT.
I-88	6" PIPE CLASS E-1	250	LN. FT.
I-89	6" PIPE CLASS E-1	250	LN. FT.
I-90	6" PIPE CLASS E-1	250	LN. FT.
I-91	6" PIPE CLASS E-1	250	LN. FT.
I-92	6" PIPE CLASS E-1	250	LN. FT.
I-93	6" PIPE CLASS E-1	250	LN. FT.
I-94	6" PIPE CLASS E-1	250	LN. FT.
I-95	6" PIPE CLASS E-1	250	LN. FT.
I-96	6" PIPE CLASS E-1	250	LN. FT.
I-97	6" PIPE CLASS E-1	250	LN. FT.
I-98	6" PIPE CLASS E-1	250	LN. FT.
I-99	6" PIPE CLASS E-1	250	LN. FT.
I-100	6" PIPE CLASS E-1	250	LN. FT.

**☐ CURVE DATA**  
 PI = STA 1196+63.23  
 Δ = 19°02'28" LT  
 Dc = 0°16'  
 Rc = 2,485.92'  
 Lc = 7,140.42'  
 T = 3,603.43'  
 E = 300.07'

CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

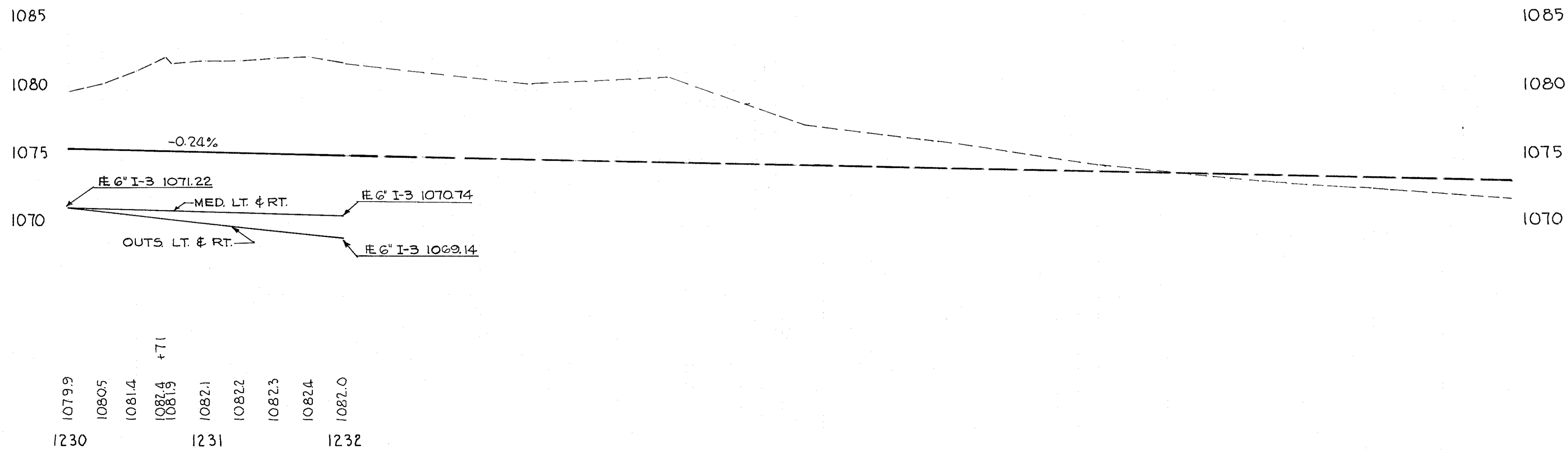
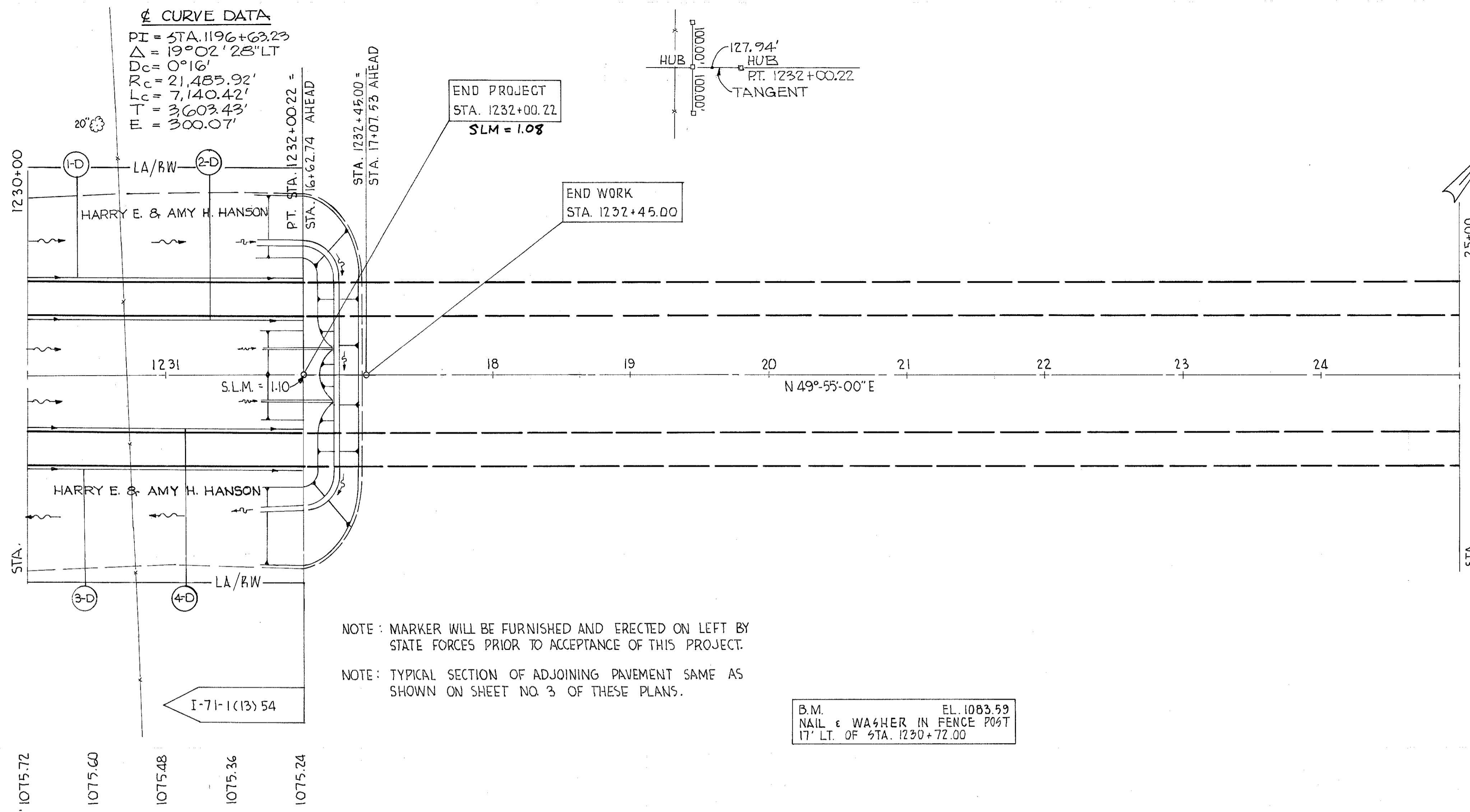
I-71-1(13) 5A

51  
339



ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
I-1	6" PIPE CLASS F1 SHALLOW	10	LN. FT.	4.03	40.30
I-1	6" PIPE CLASS F1	10	LN. FT.	3.92	39.20
I-1	8" PIPE CLASS F1	10	LN. FT.	4.05	40.50
I-1	15" PIPE CLASS A1	36	LN. FT.	3.76	135.36
I-1	15" PIPE CLASS A1	99	LN. FT.	0.26	25.74
I-2	MASONRY STD. NO. 8	0.26	CU. YDS.	16.00	4.16
I-6	PIPE SPECIAL FOR CLASS I-3	2	EACH		2.00
I-5	PIPE SPECIAL FOR CLASS I-3	8	EACH		8.00
I-1	DUMPED ROCK CHANNEL PROTECTION	3	CU. YDS.		3.00
I-1	36" PIPE CLASS A1	202	LN. FT.		202.00
E-3	CHANNEL EXCAVATION	25	CU. YDS.		25.00
L-120	JUTE MATTING	250	SG. YDS.		250.00
L-10	SODDING GUARDRAIL	8	SG. YDS.		8.00
I-15	SHALLOW SIDE DEEP	187.5	LN. FT.		187.50
		2250	LN. FT.		2250.00

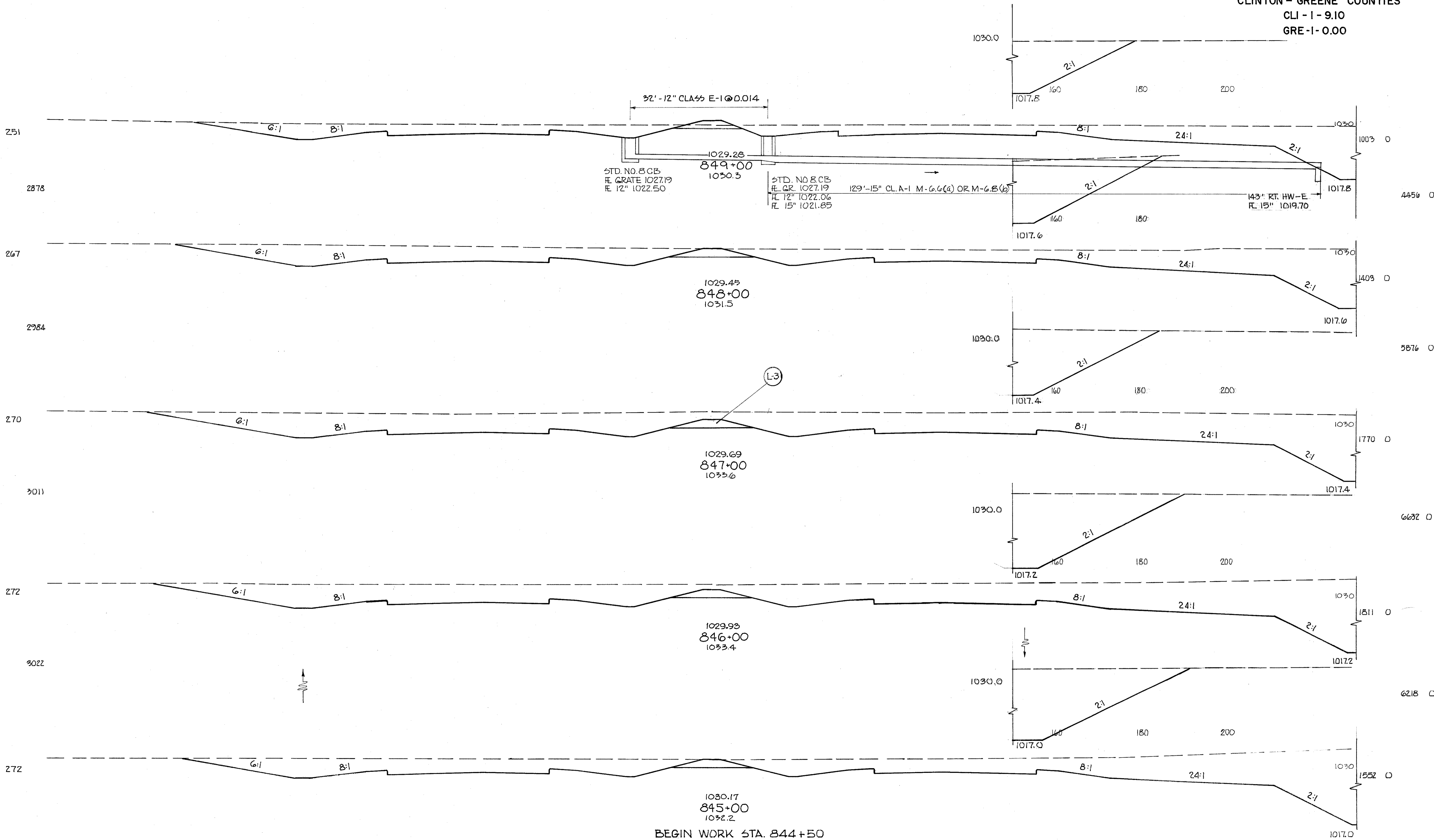
STA. 1220+00 TO STA. 1230+00



I-1	I-1	I-1
6"	6"	6"
I-3	I-3	I-3
PIPE	PIPE	PIPE
CLASS	CLASS	CLASS
SHALLOW	SHALLOW	SHALLOW
DEEP	DEEP	DEEP
LN. FT.	LN. FT.	LN. FT.

I-D	1230+00	TO	1232+00.22	LT	201	201
2-D	1230+00	TO	1232+00.22	RT	201	201
3-D	1230+00	TO	1232+00.22	LT	201	201
4-D	1230+00	TO	1232+00.22	RT	201	201

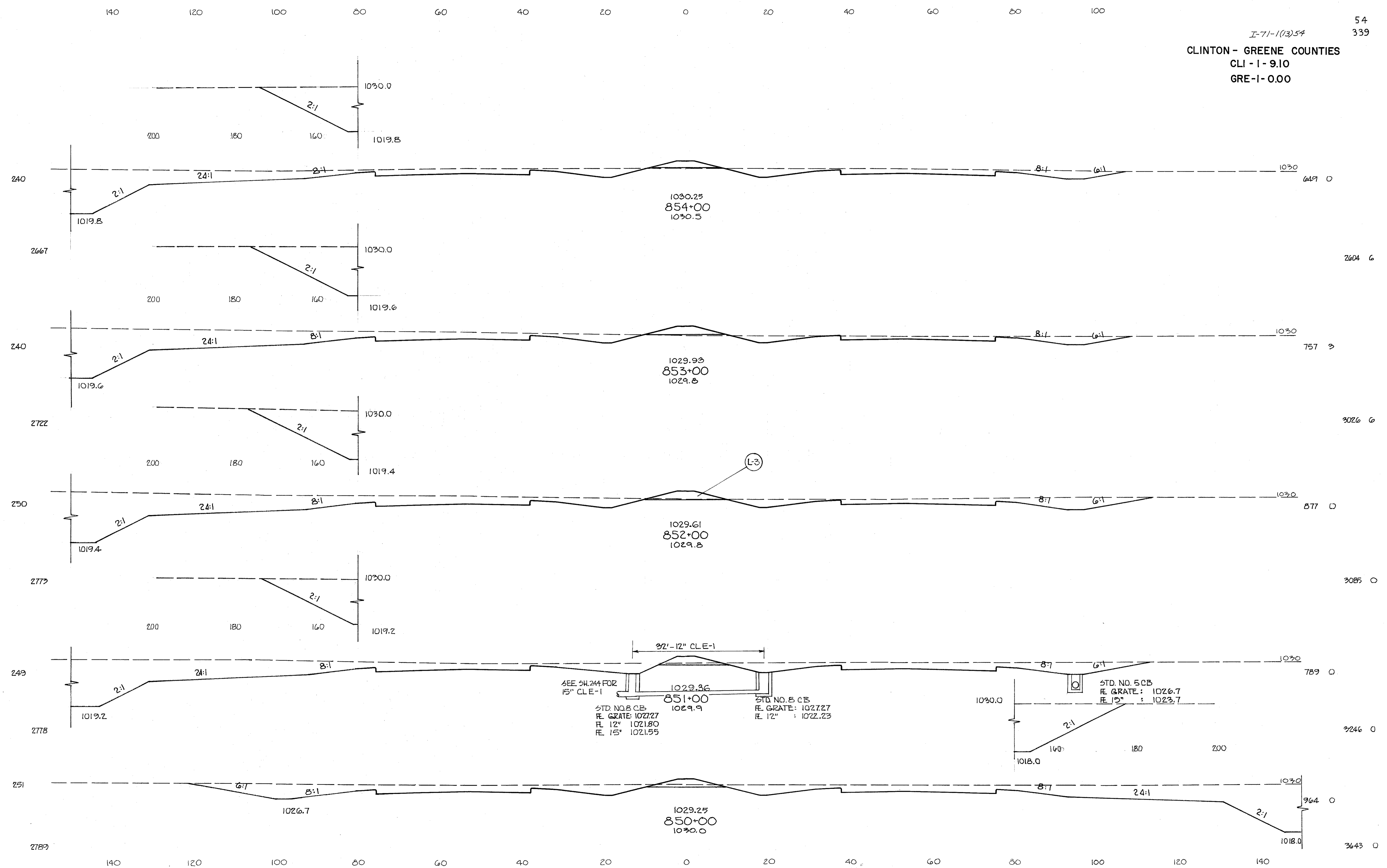
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



BEGIN WORK STA. 844+50

STA. 845+00 TO STA. 849+00

I-71-1(3)54  
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



SEE 54.24 FOR  
15" CLE-1

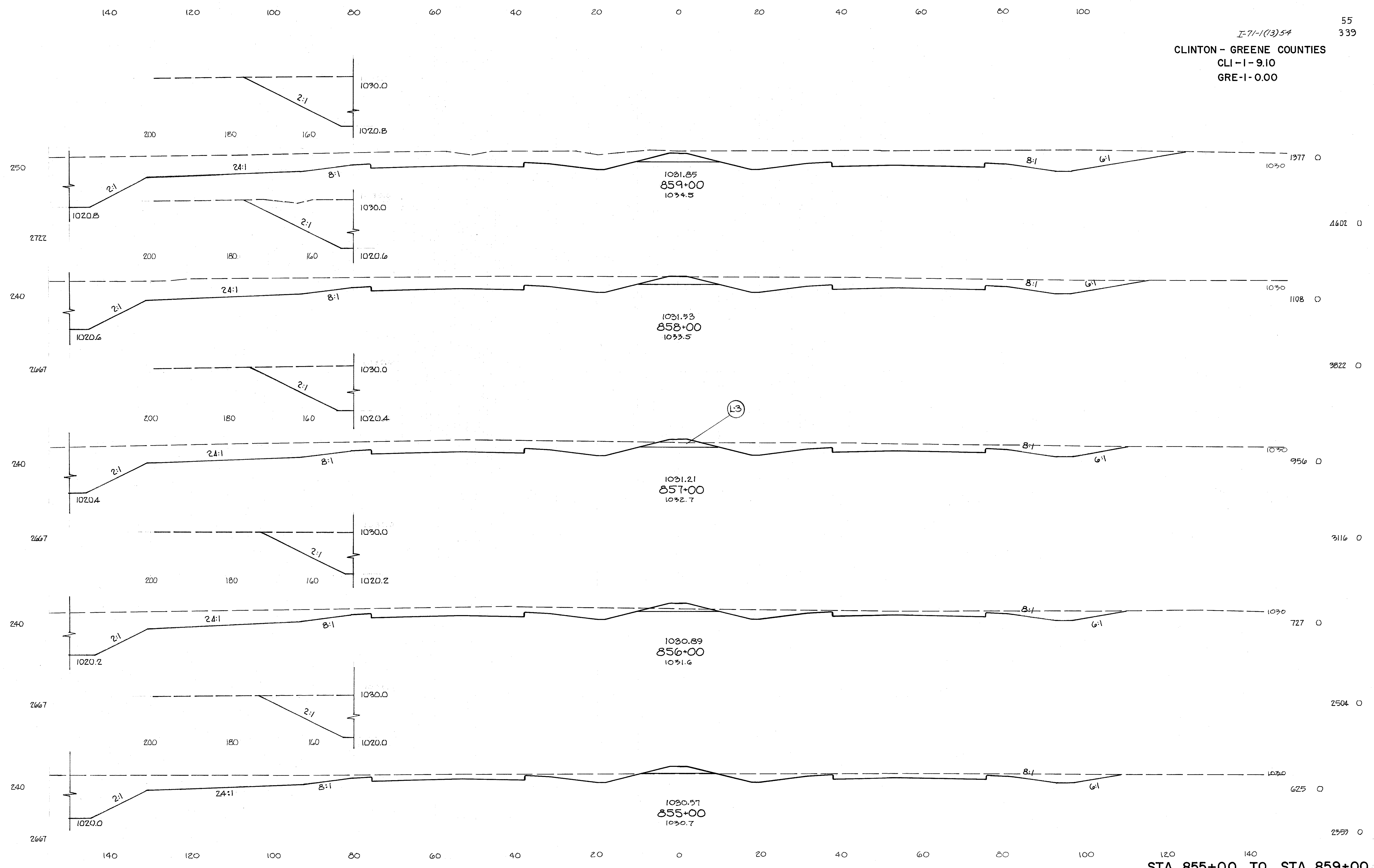
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RE. GRATE: 1027.27  
RE. 12" : 1021.80  
RE. 15" : 1021.55

851+00  
1029.9

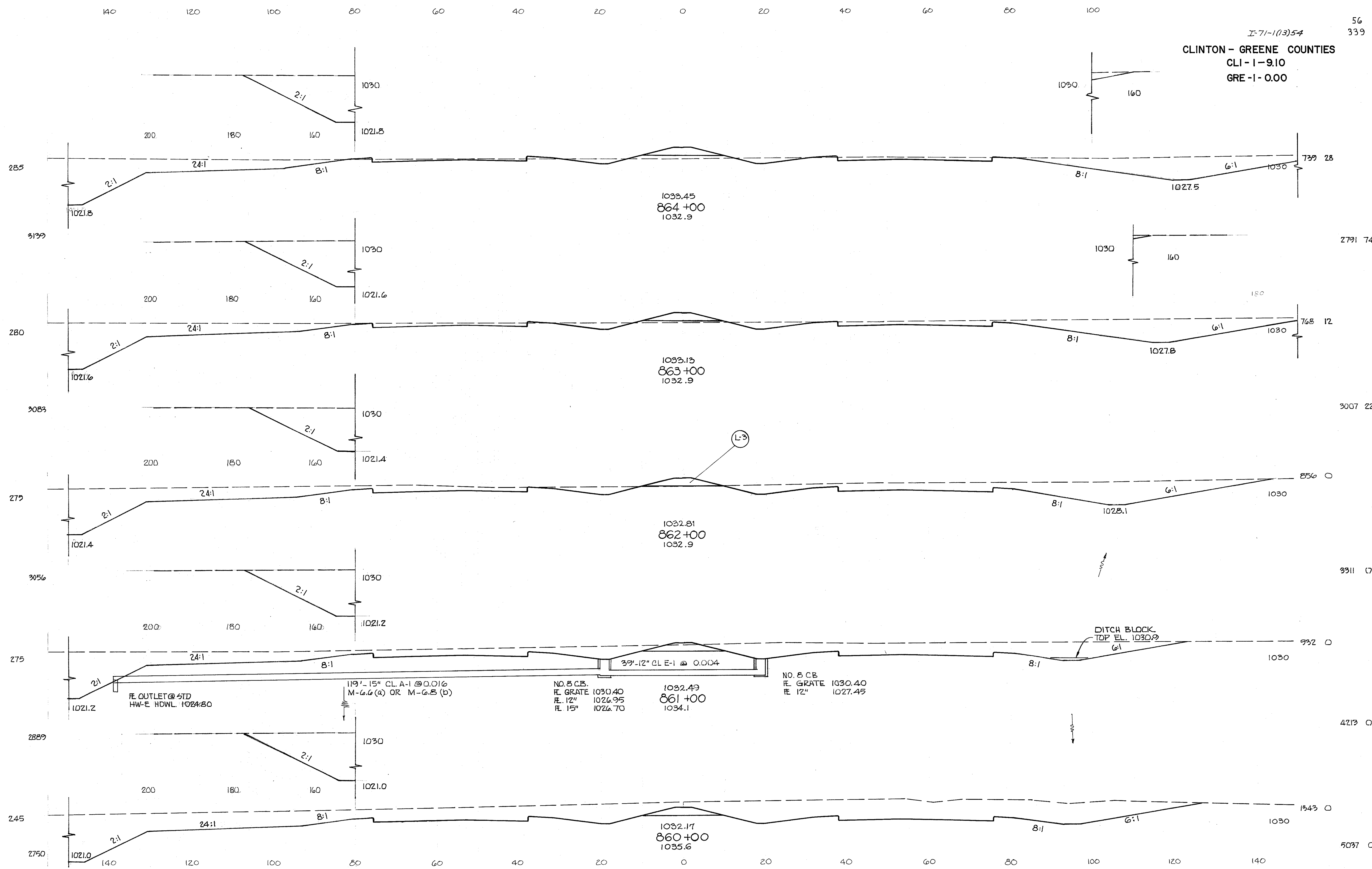
STD. NO. 8 CB  
RE. GRATE: 1027.27  
RE. 12" : 1022.23

STD. NO. 5 CB  
RE. GRATE: 1026.7  
RE. 12" : 1023.7

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

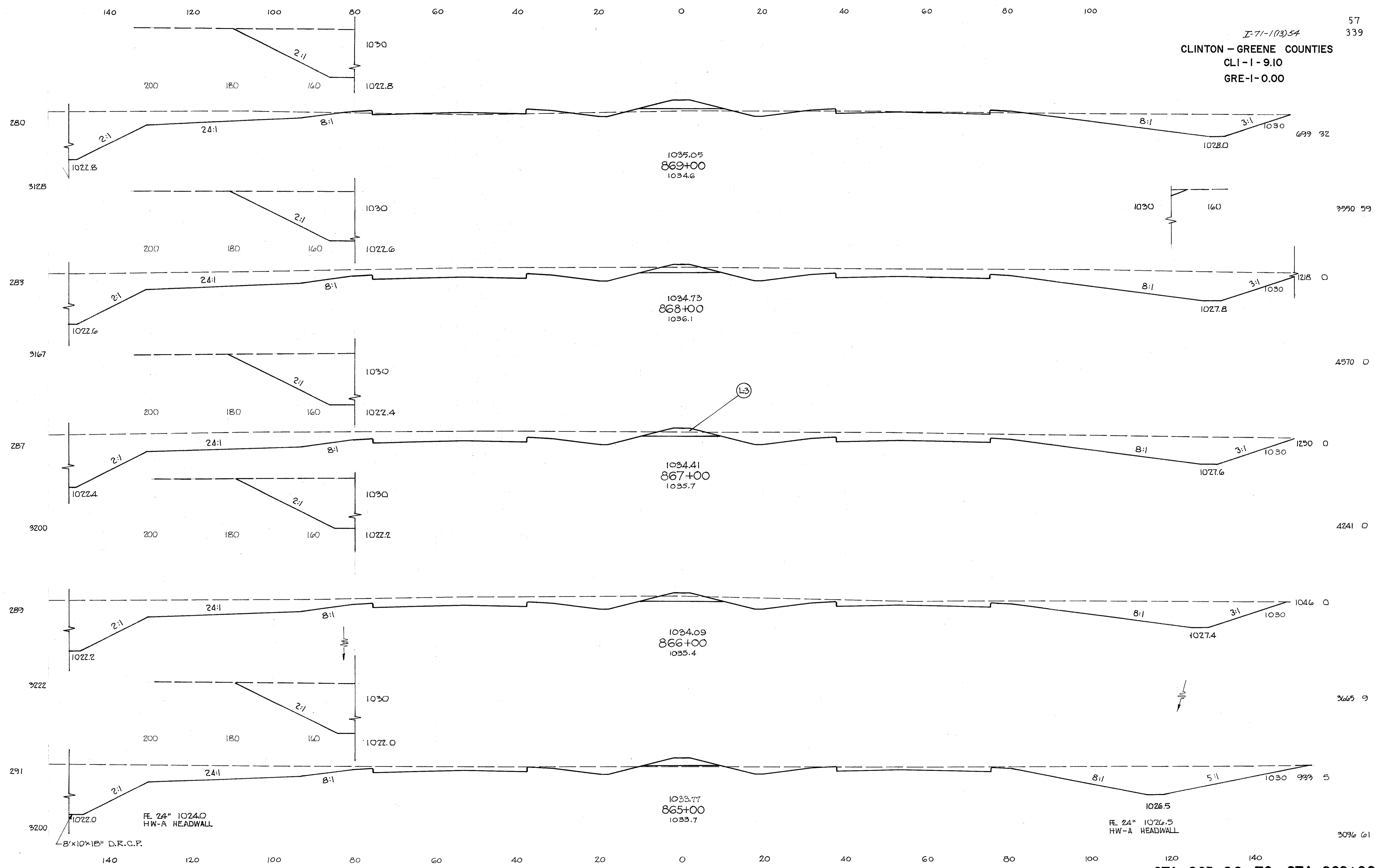


CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



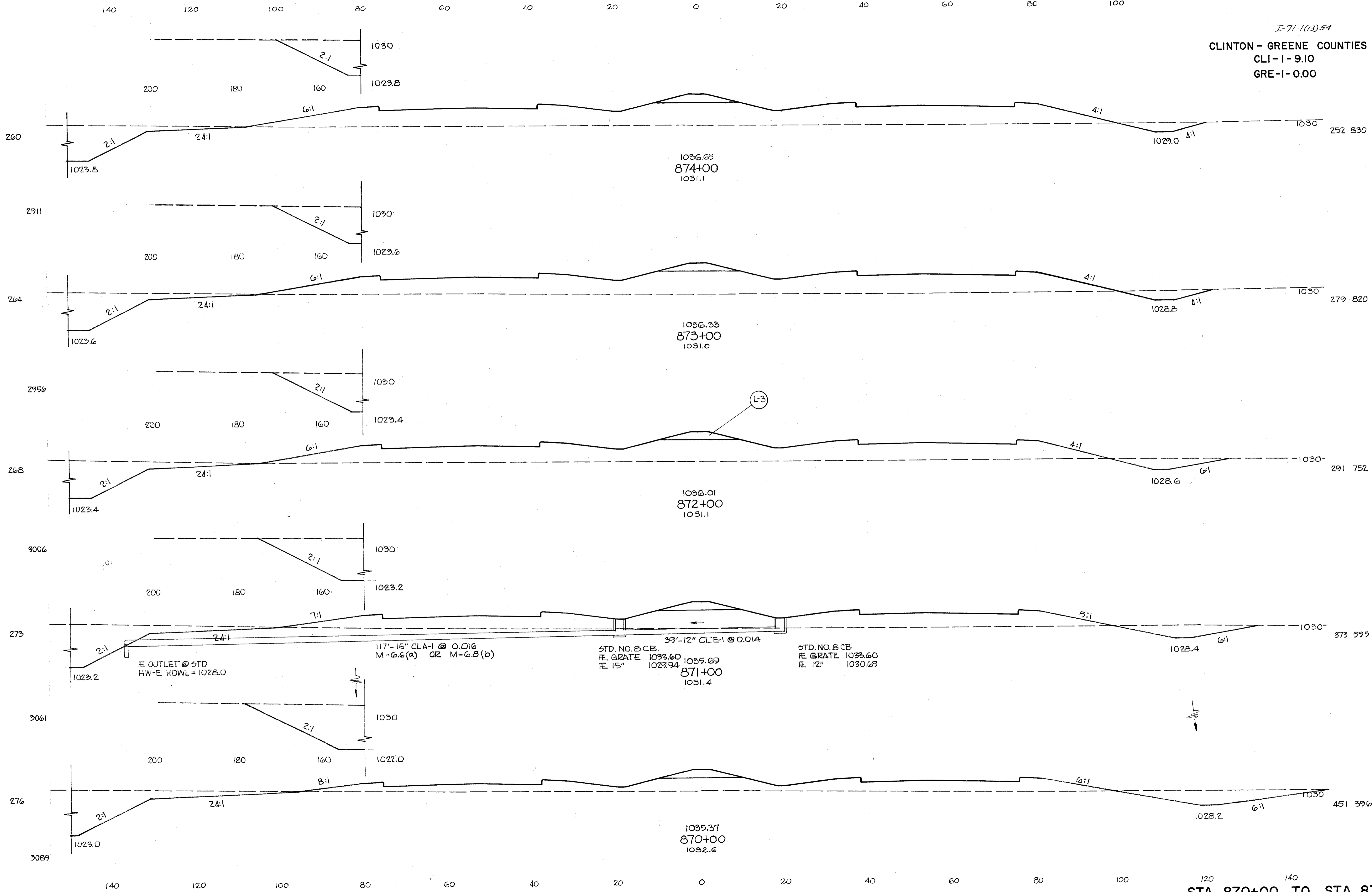


I-71-1(3)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

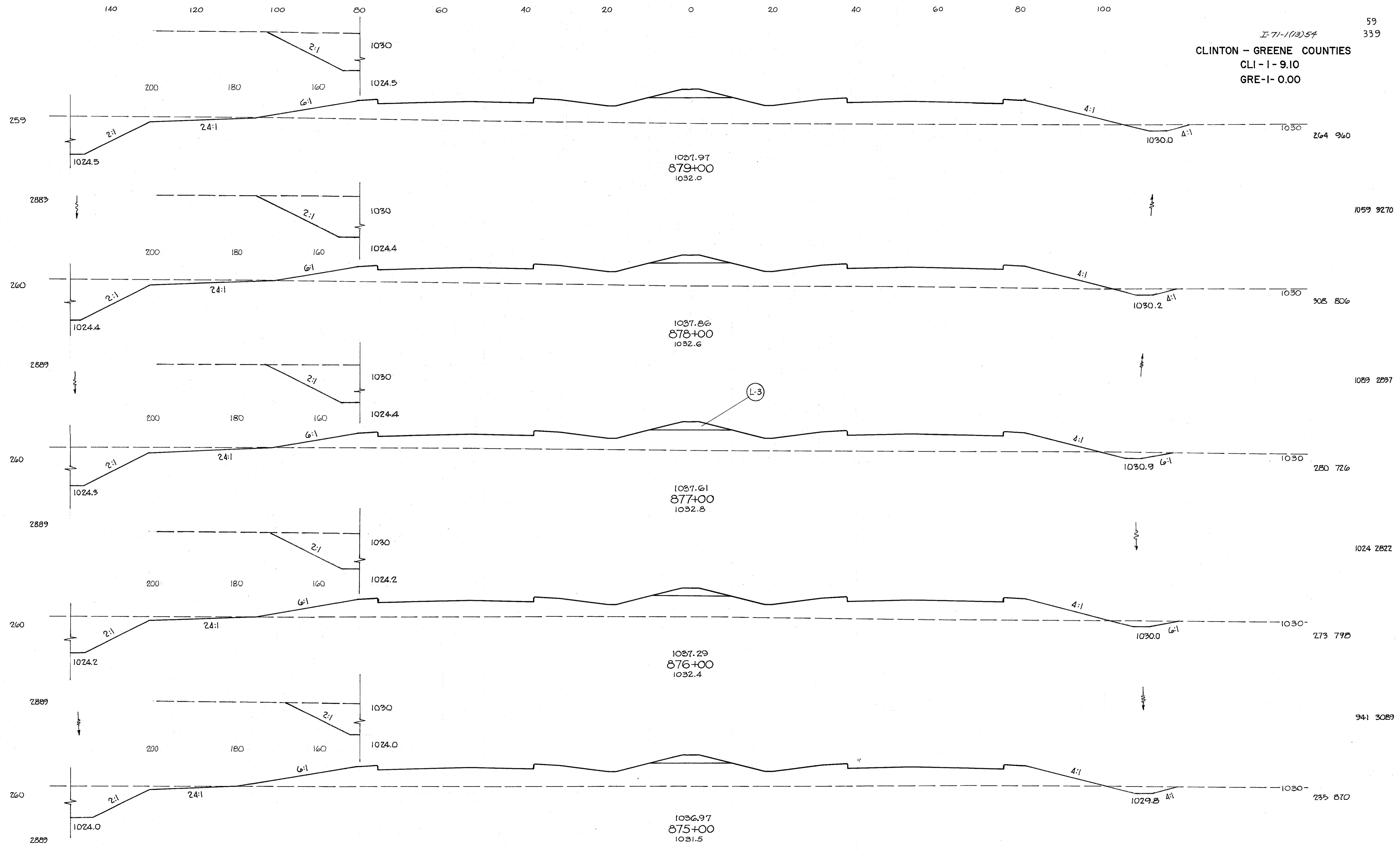


I-71-1(13)54

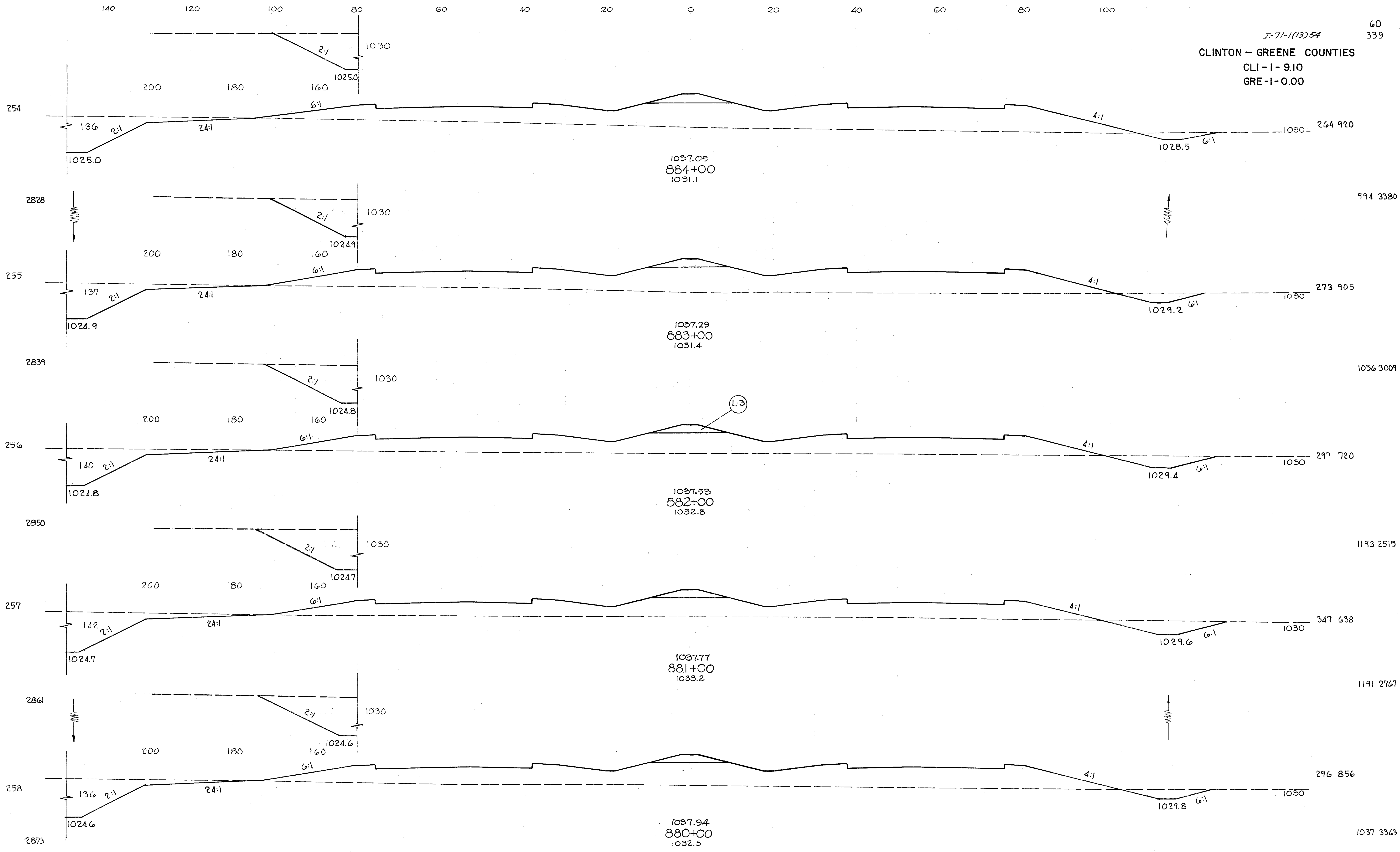
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



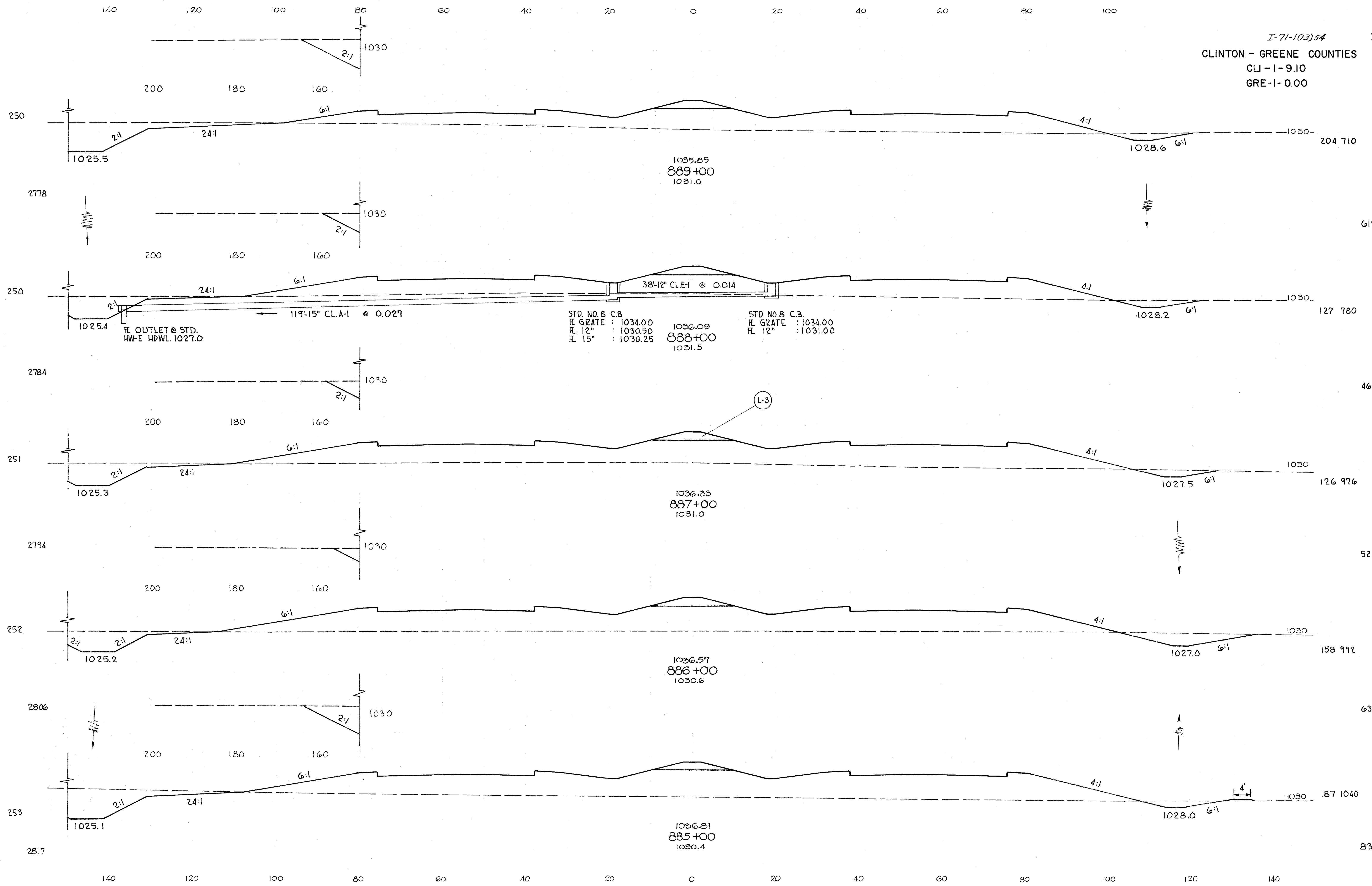
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CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



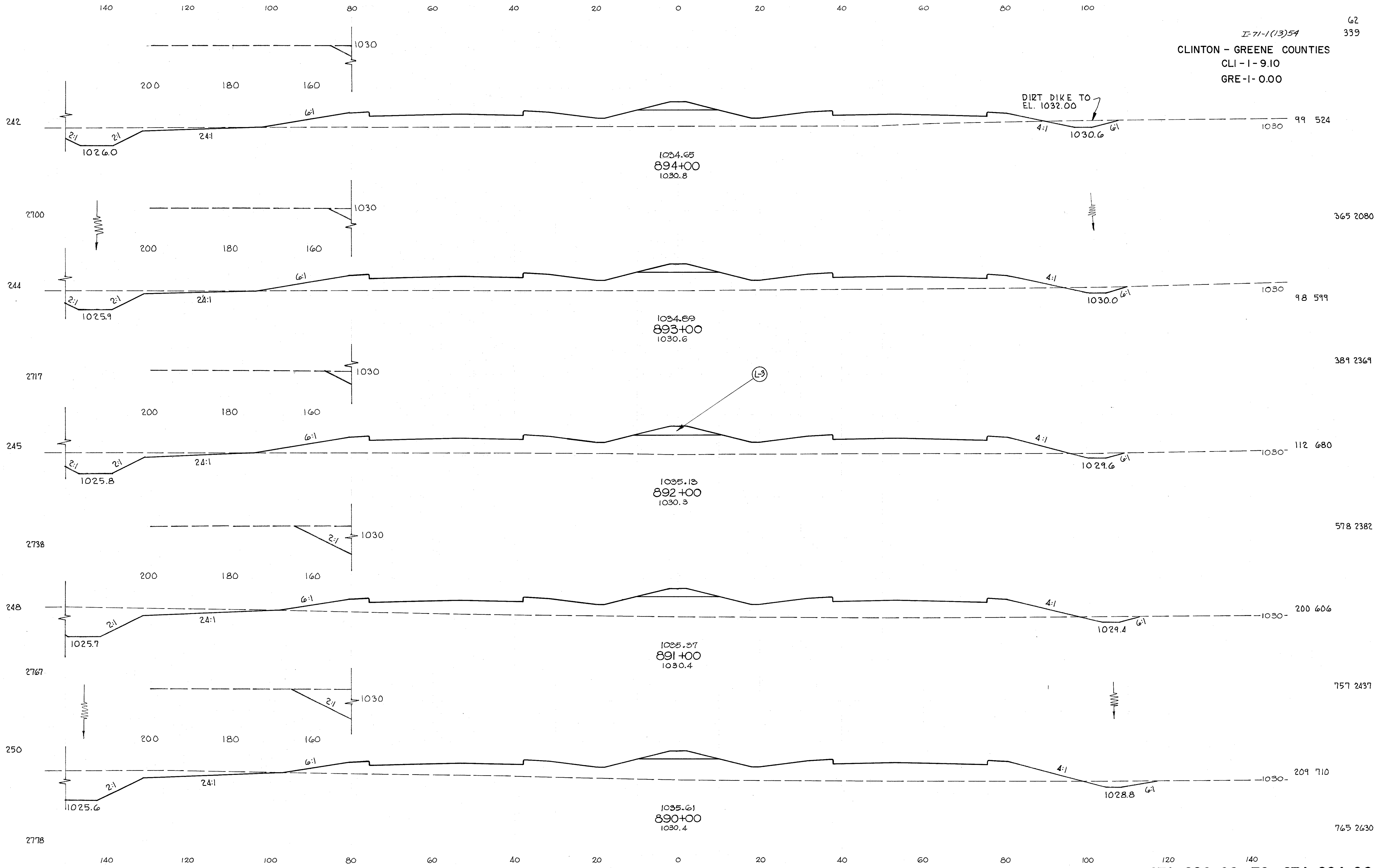
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CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



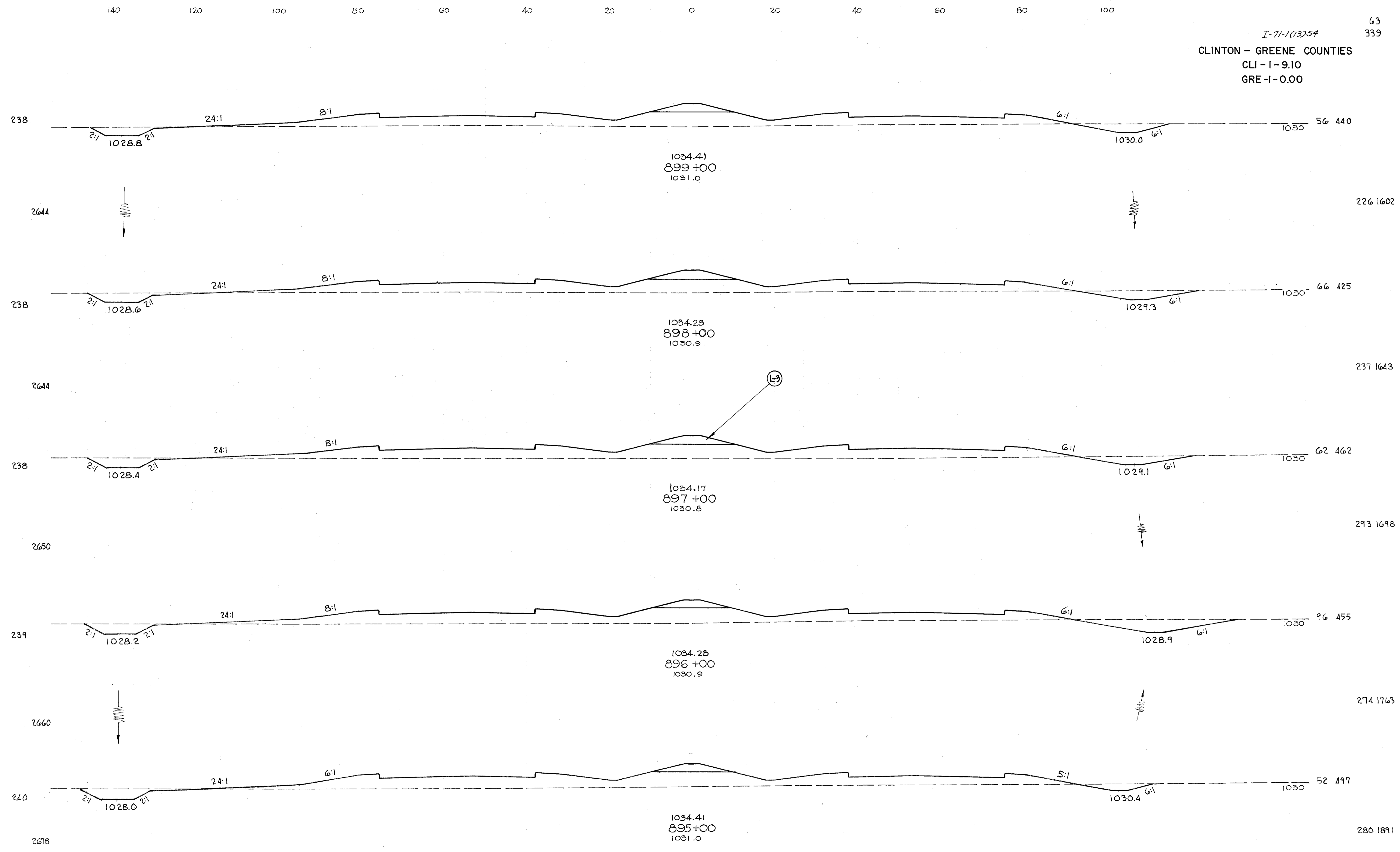
I-71-1(03)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



E-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

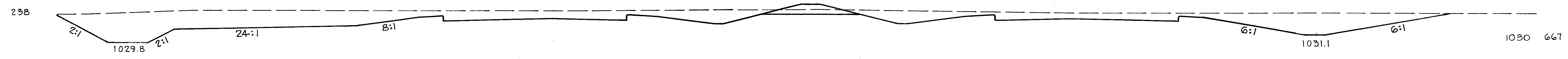


I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

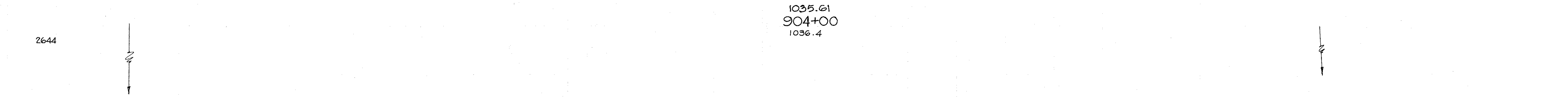


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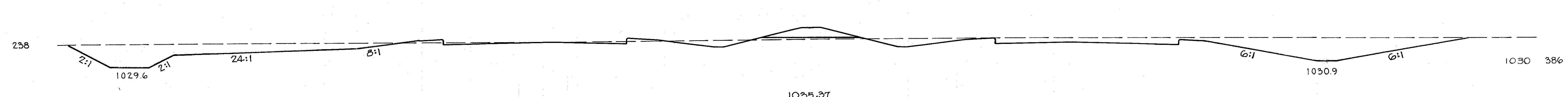
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CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



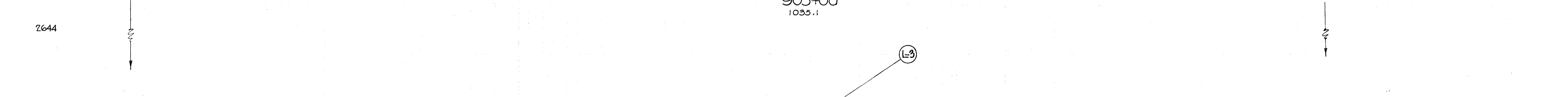
64  
339



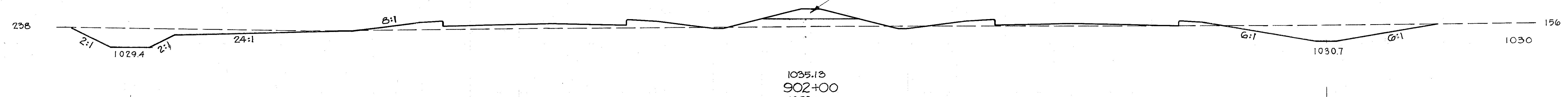
1950 54



1004 307



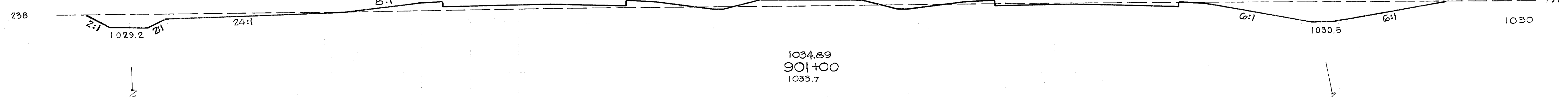
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576 709



315 1344

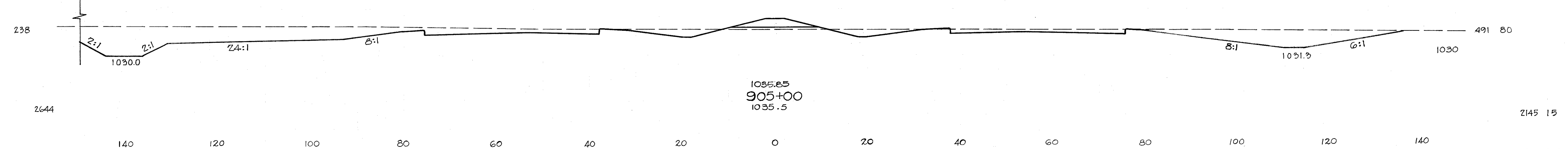
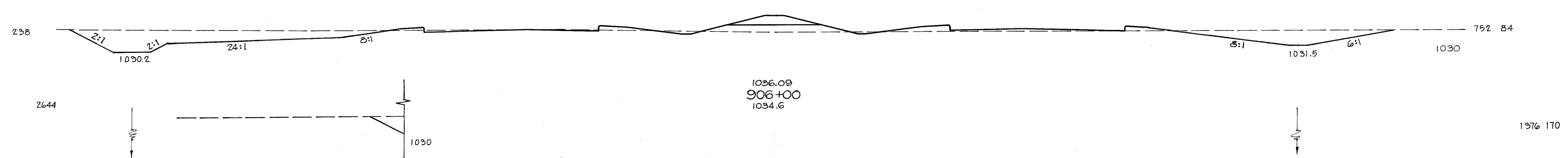
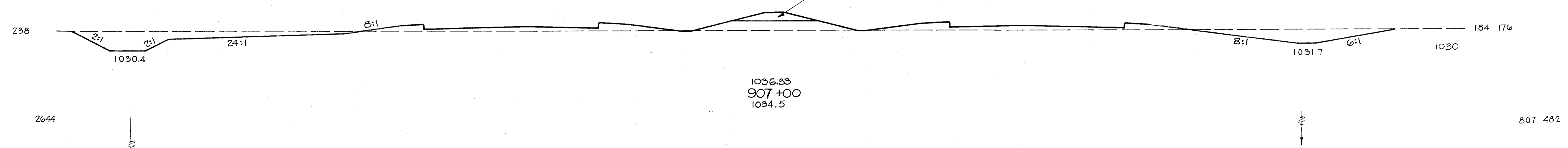
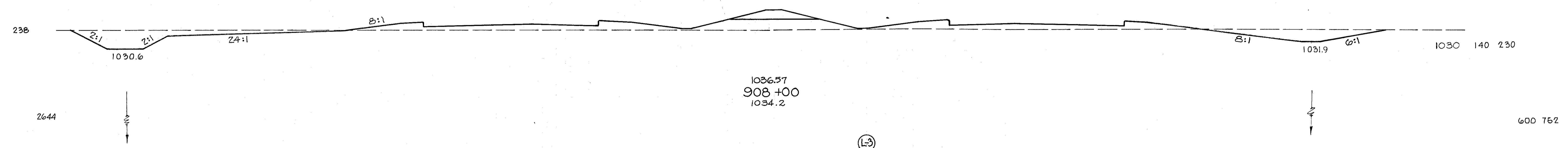
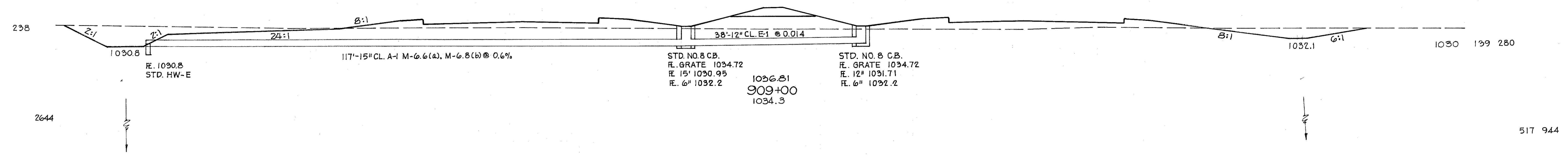


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STA. 900+00 TO STA. 904+00



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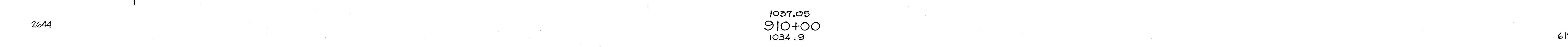
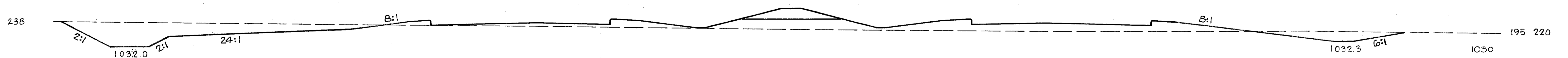
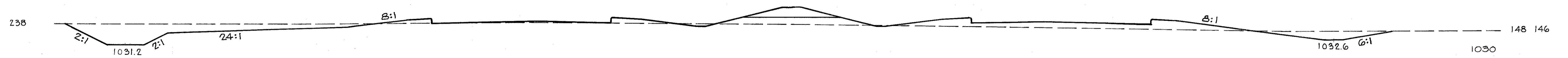
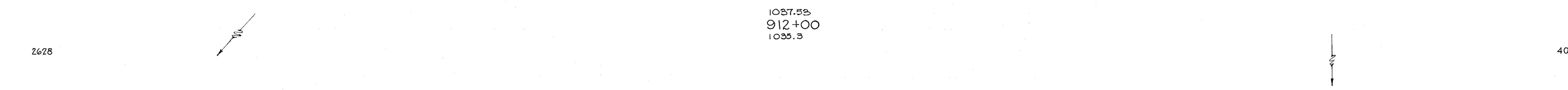
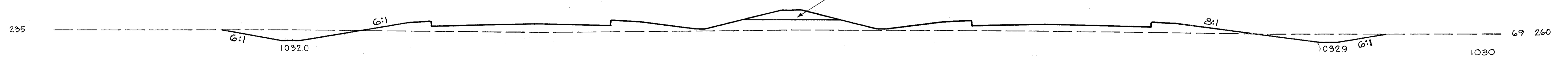
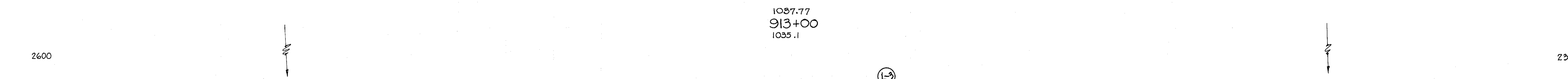
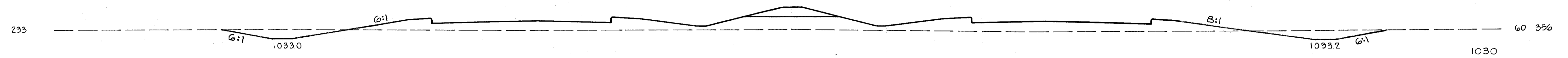
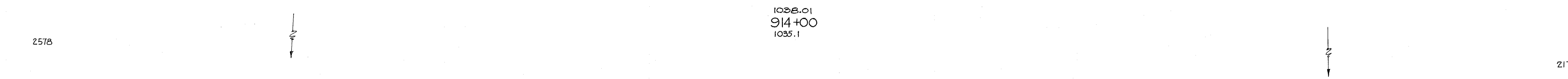
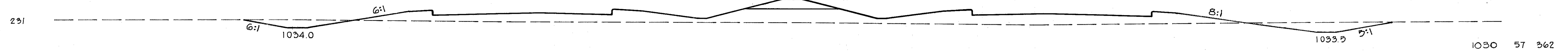


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140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(3)54  
66  
379

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



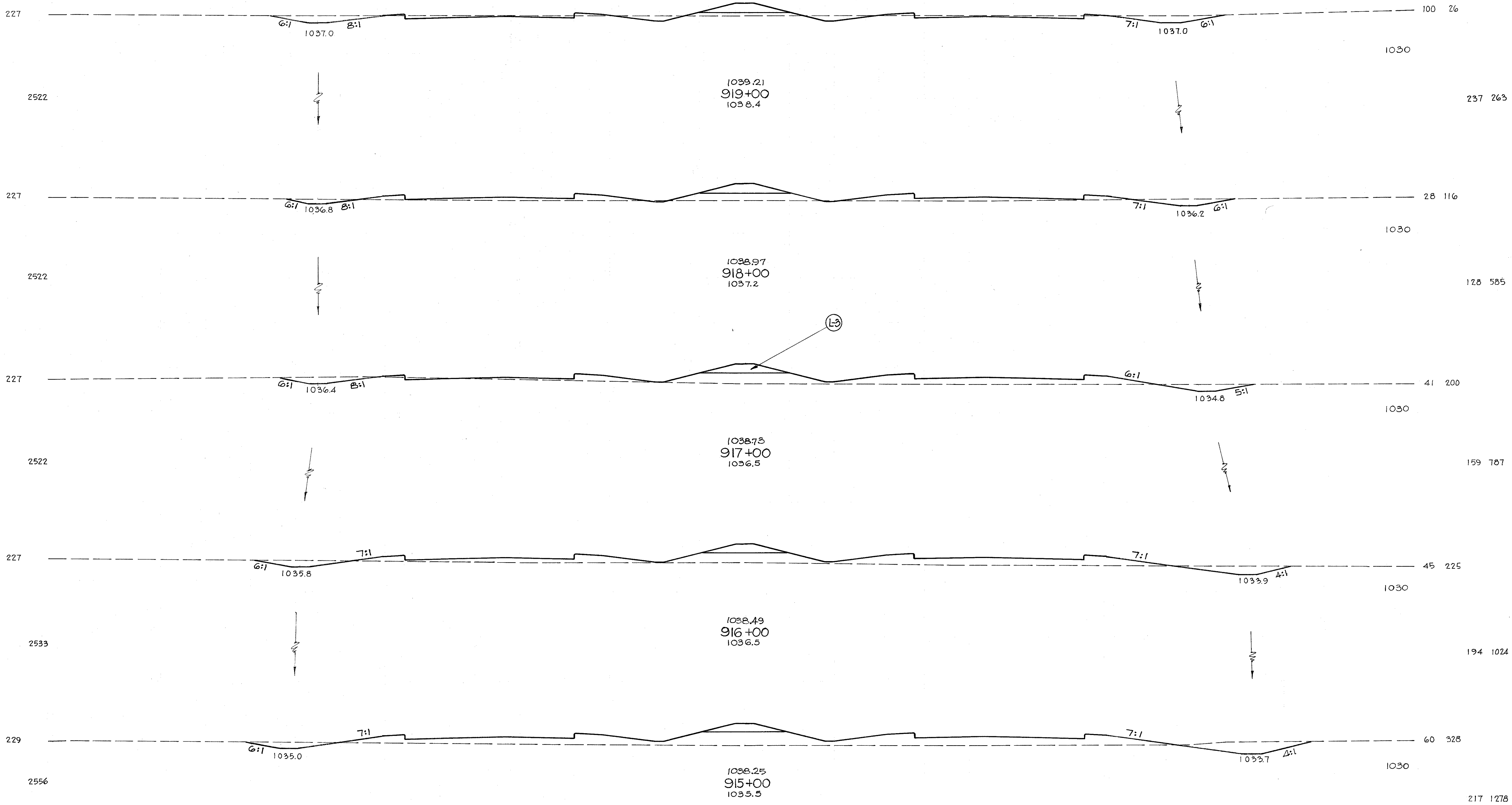
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STA. 910+00 TO STA. 914+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

67  
330



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

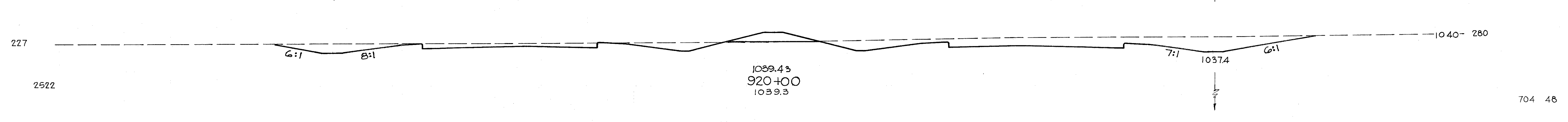
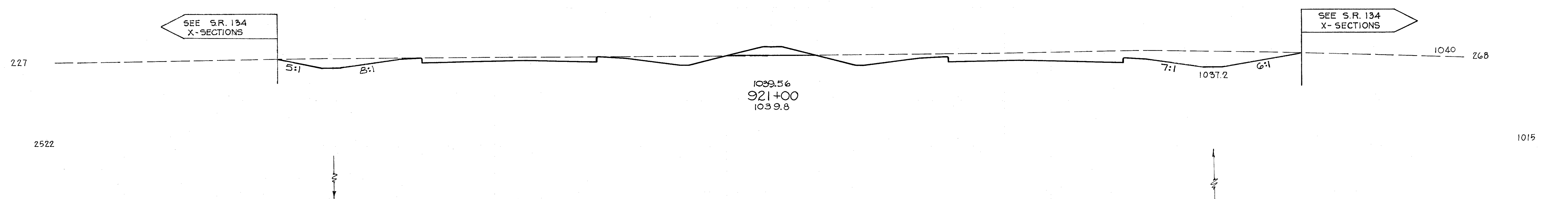
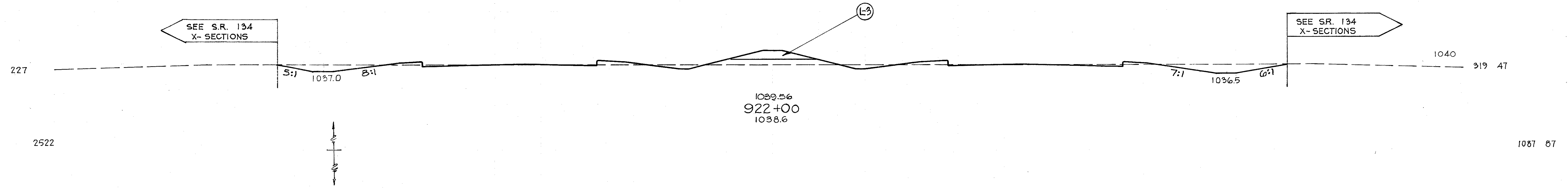
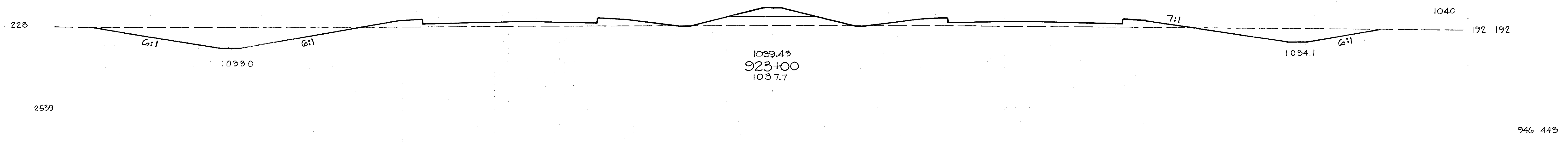
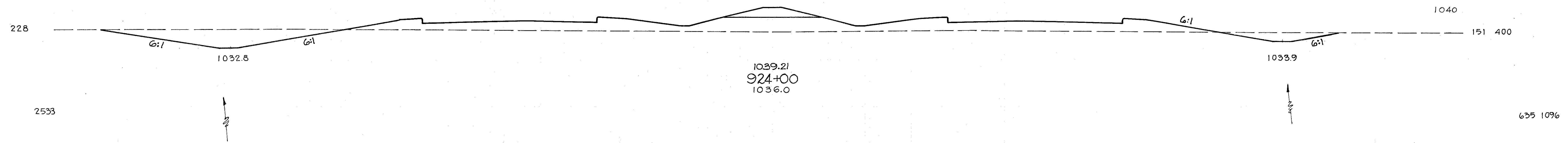
STA. 915+00 TO STA. 919+00

217 1278

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

68  
939



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

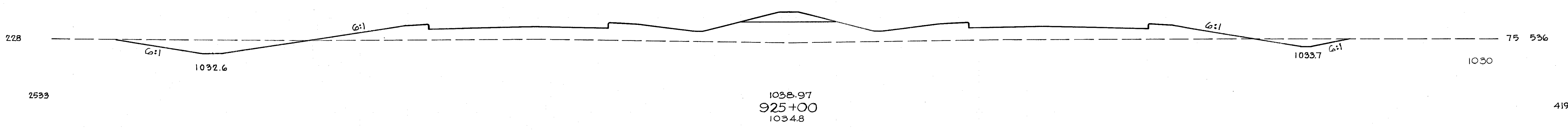
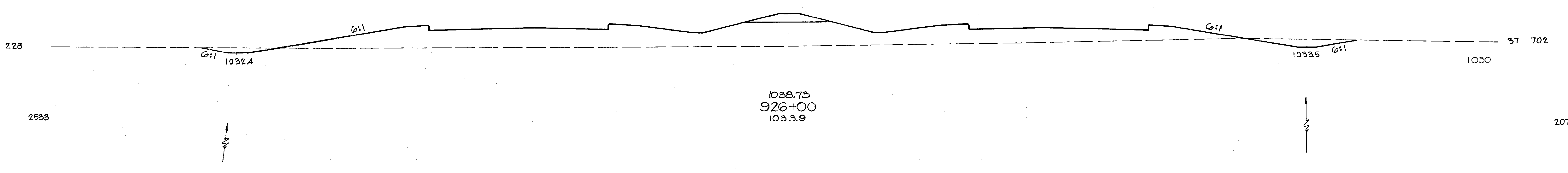
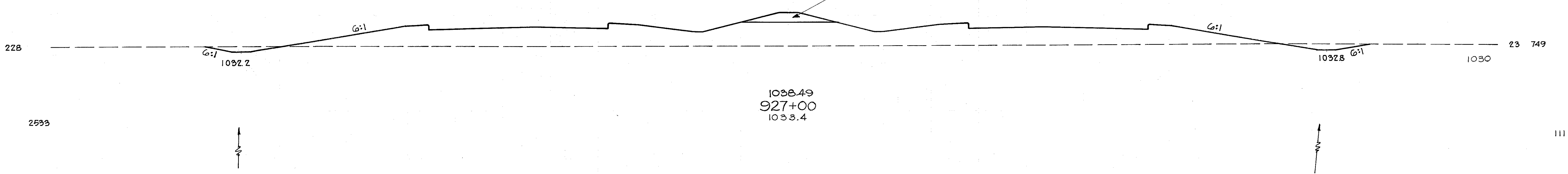
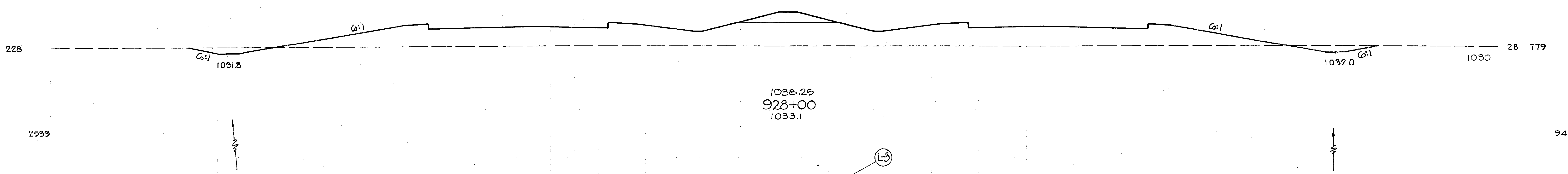
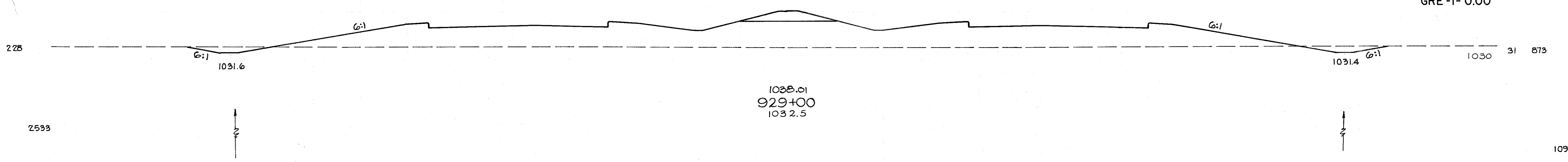
STA. 920+00 TO STA. 924+00

704 48

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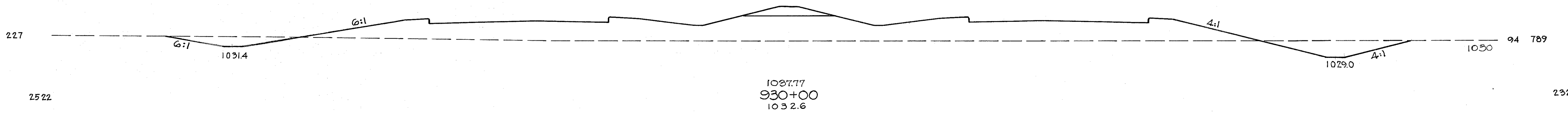
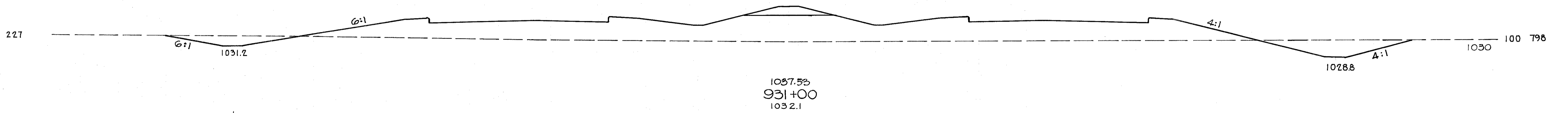
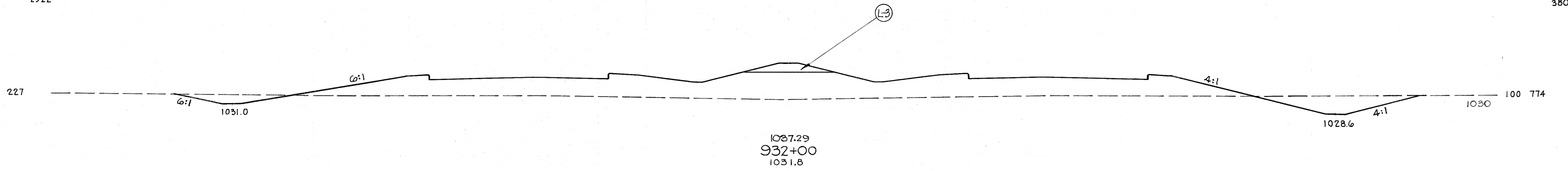
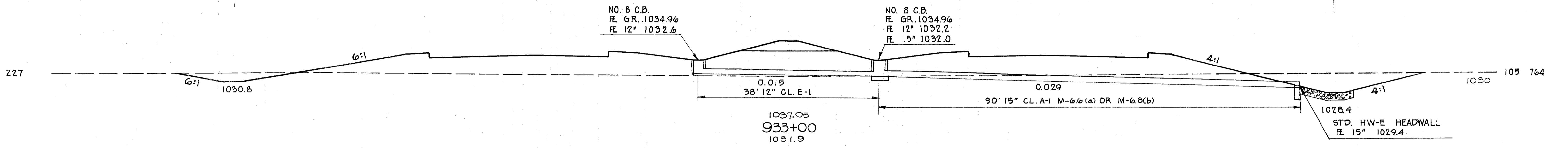
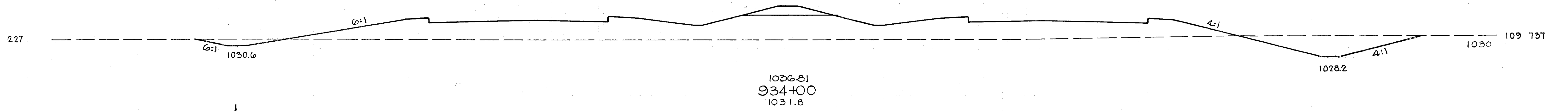
I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI - I - 9.10  
GRE - I - 0.00

69  
339



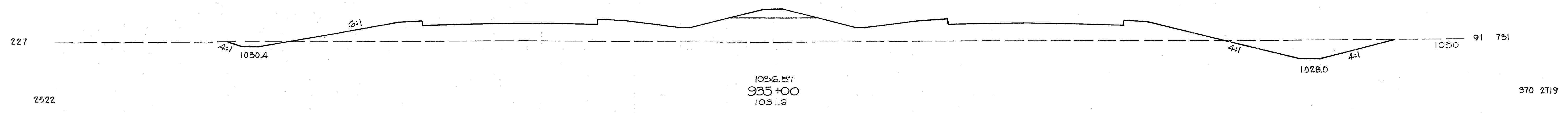
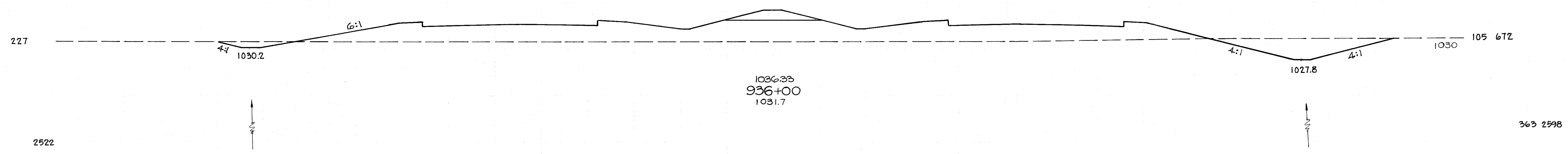
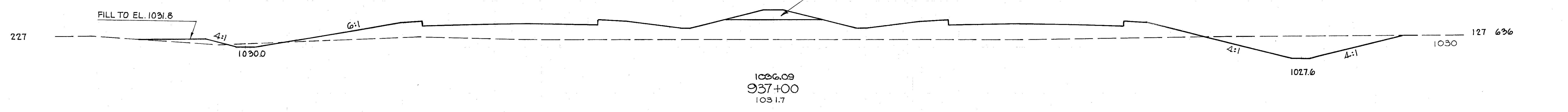
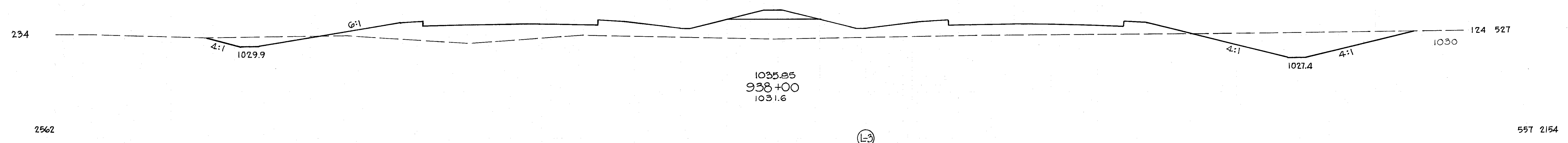
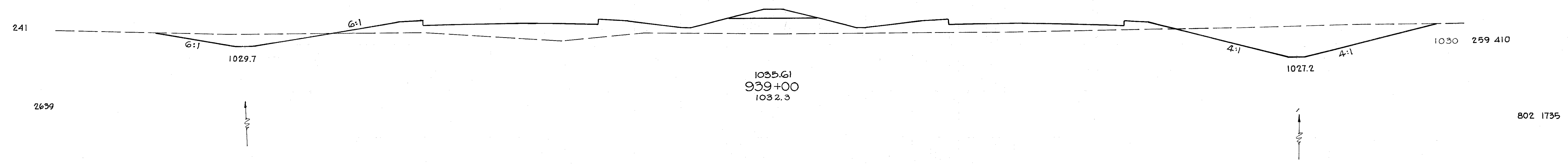
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 925+00 TO STA. 929+00



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

I-71-1(13)54  
71  
239  
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



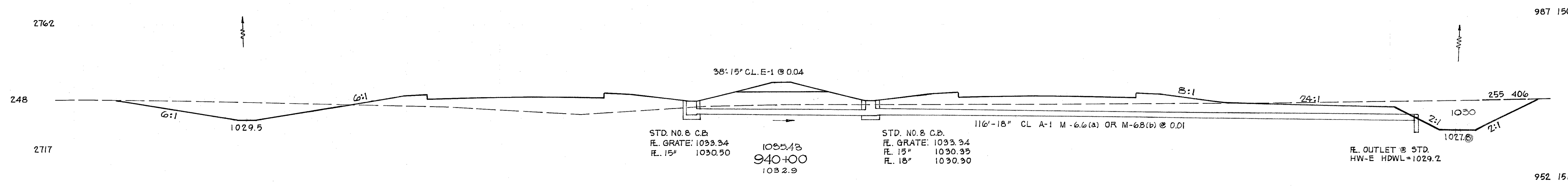
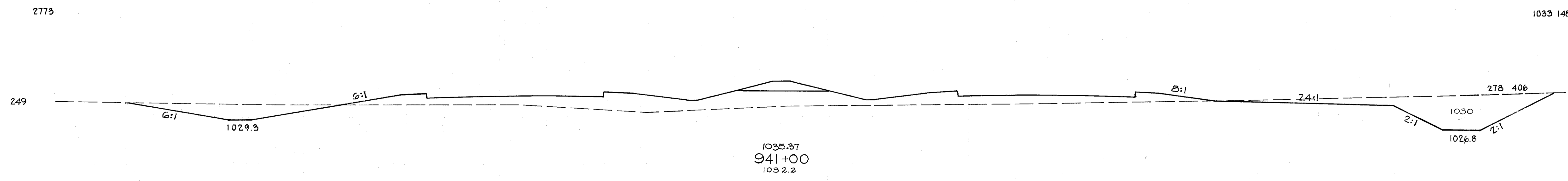
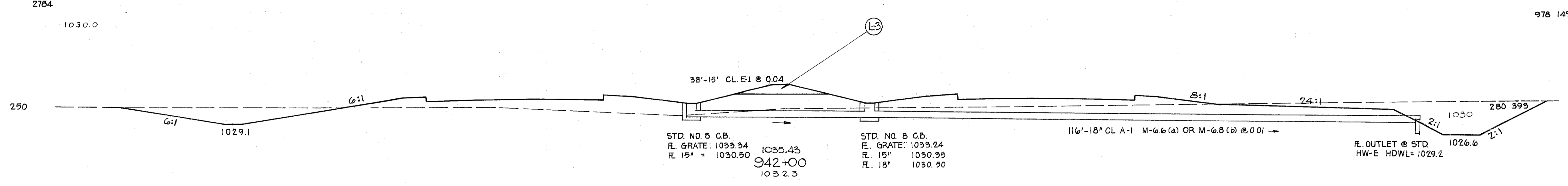
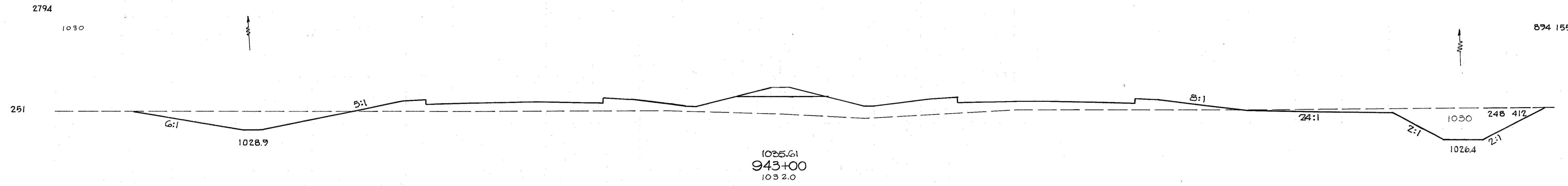
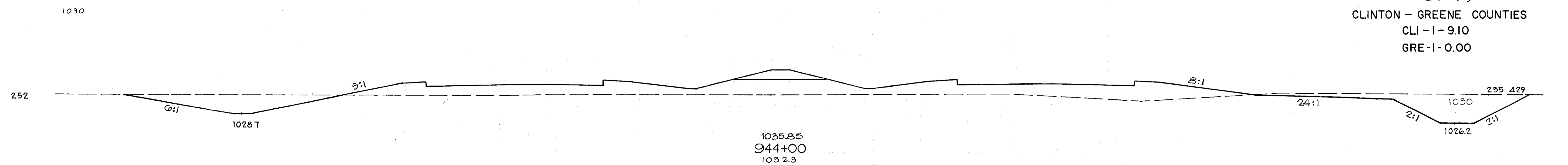
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 935+00 TO STA. 939+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

72  
399

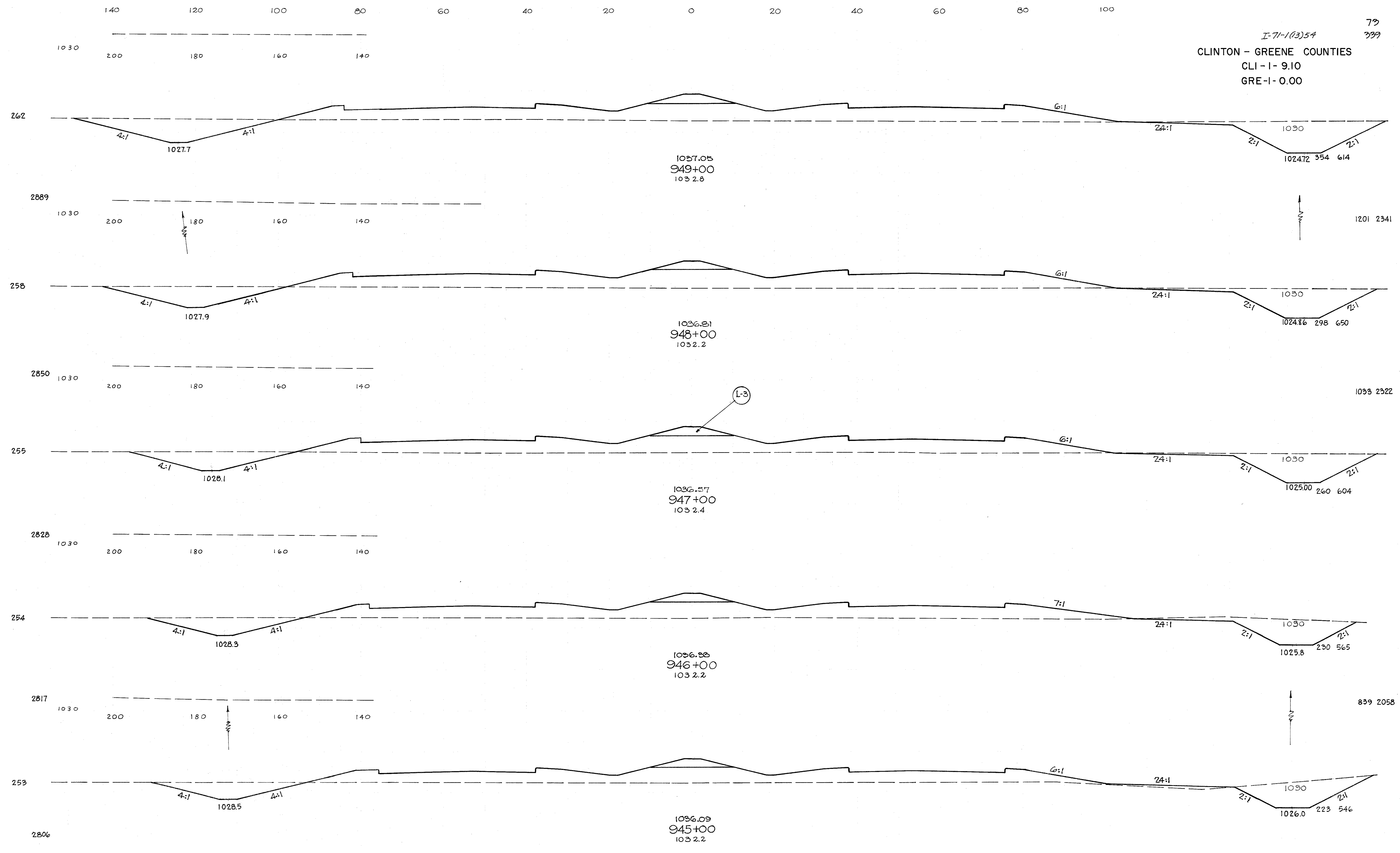


140 120 100 80 60 40 20 0 20 40 60 80 100

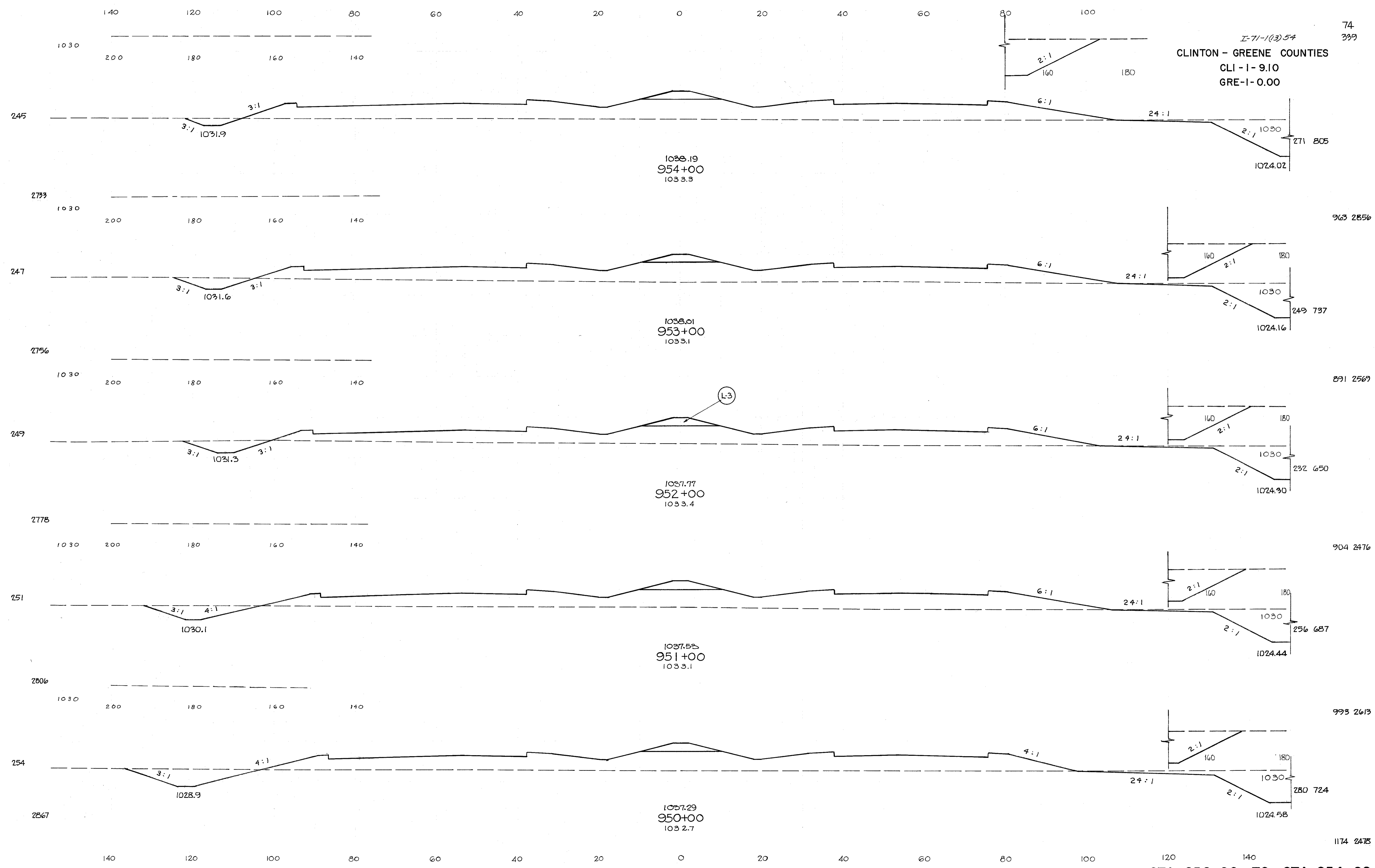
STA. 940+00 TO STA. 944+00

952 1511

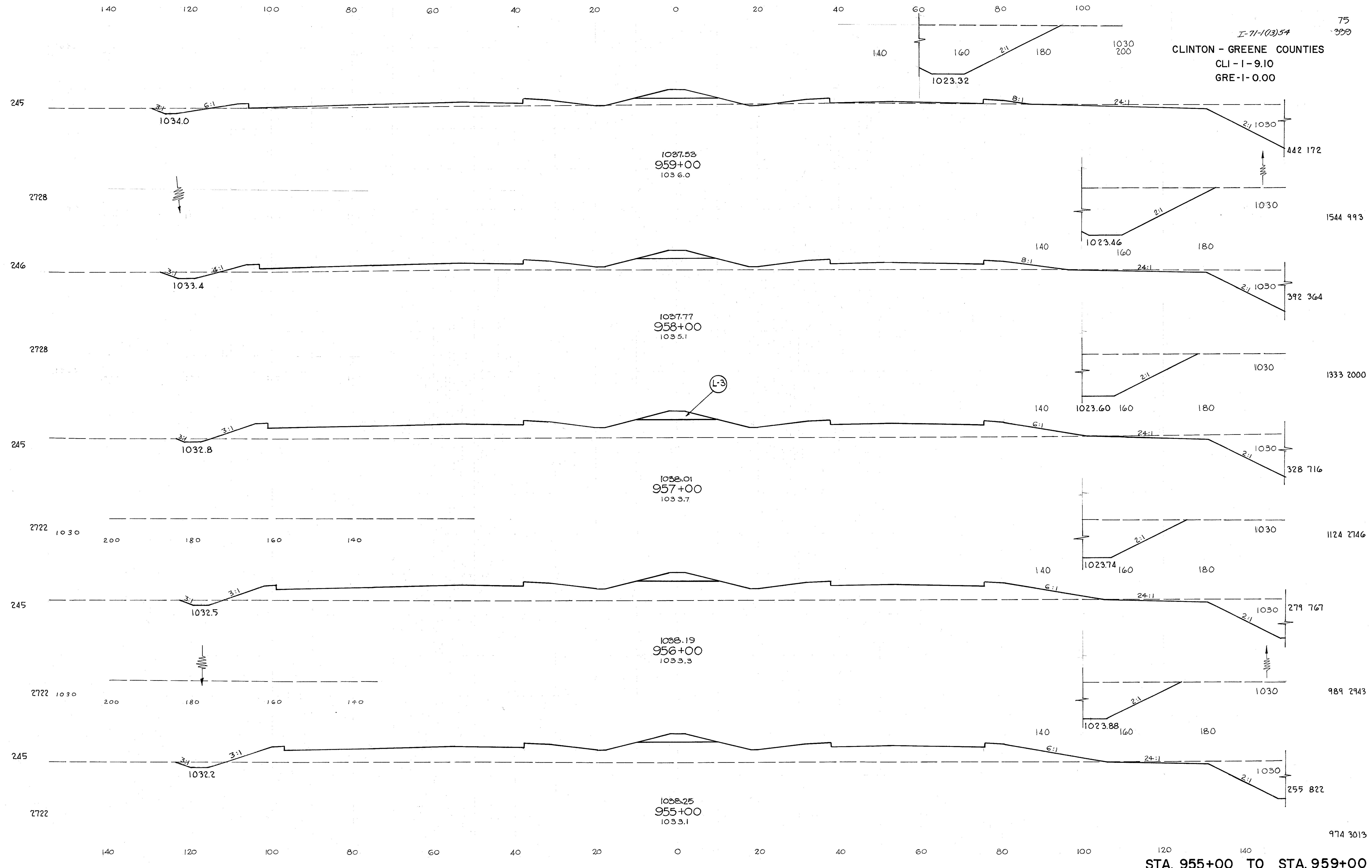




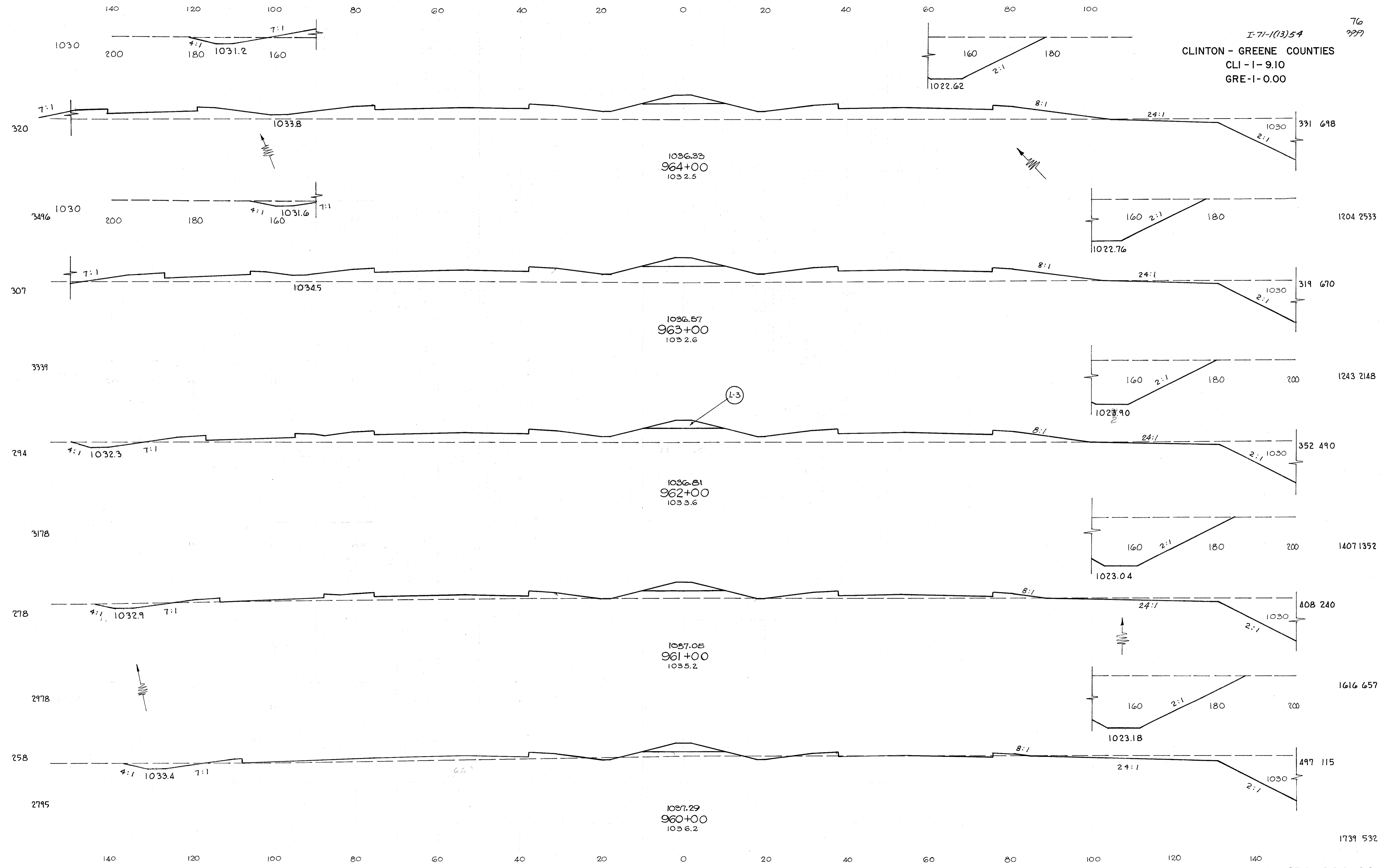
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CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



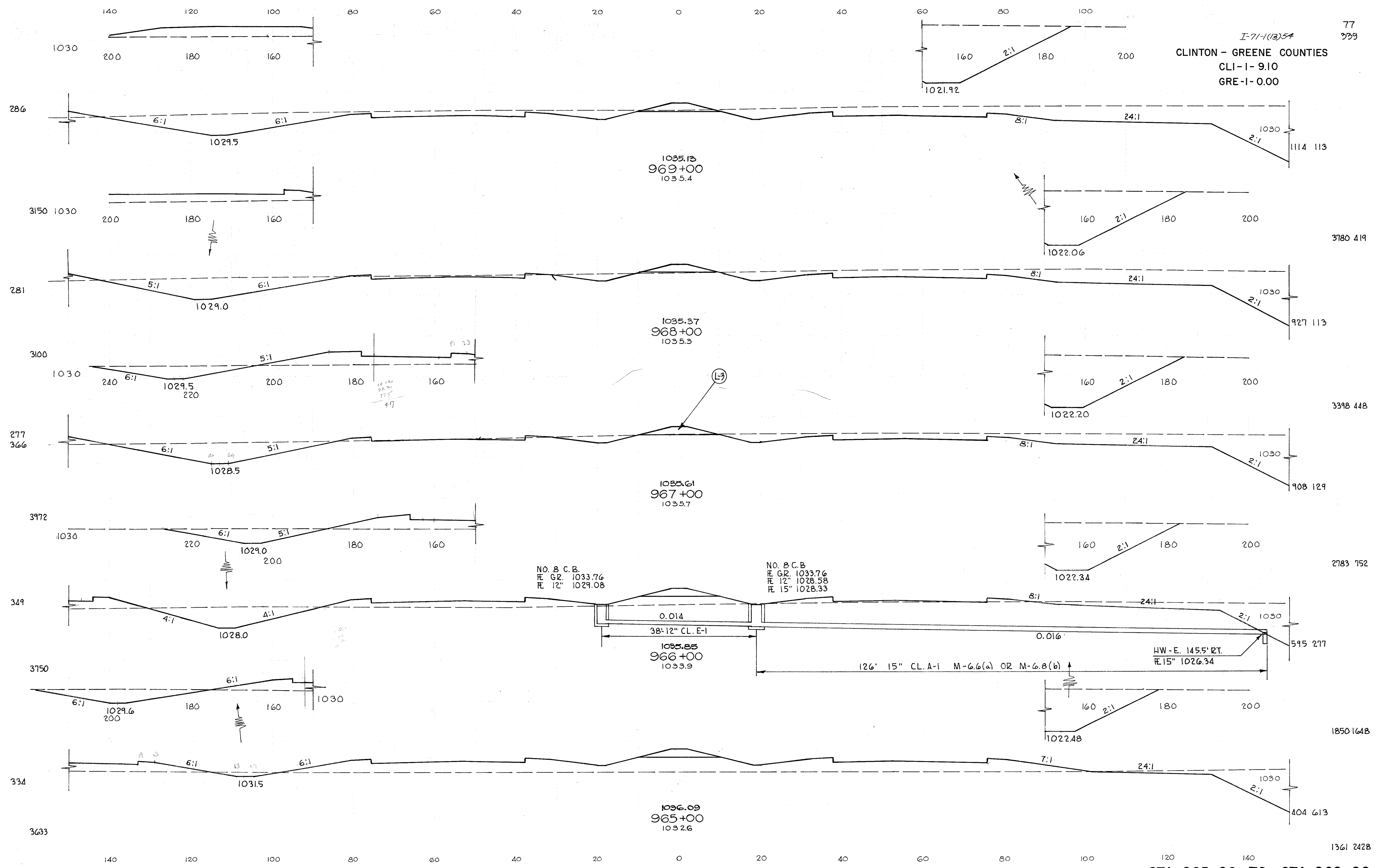
I-71-1(03)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



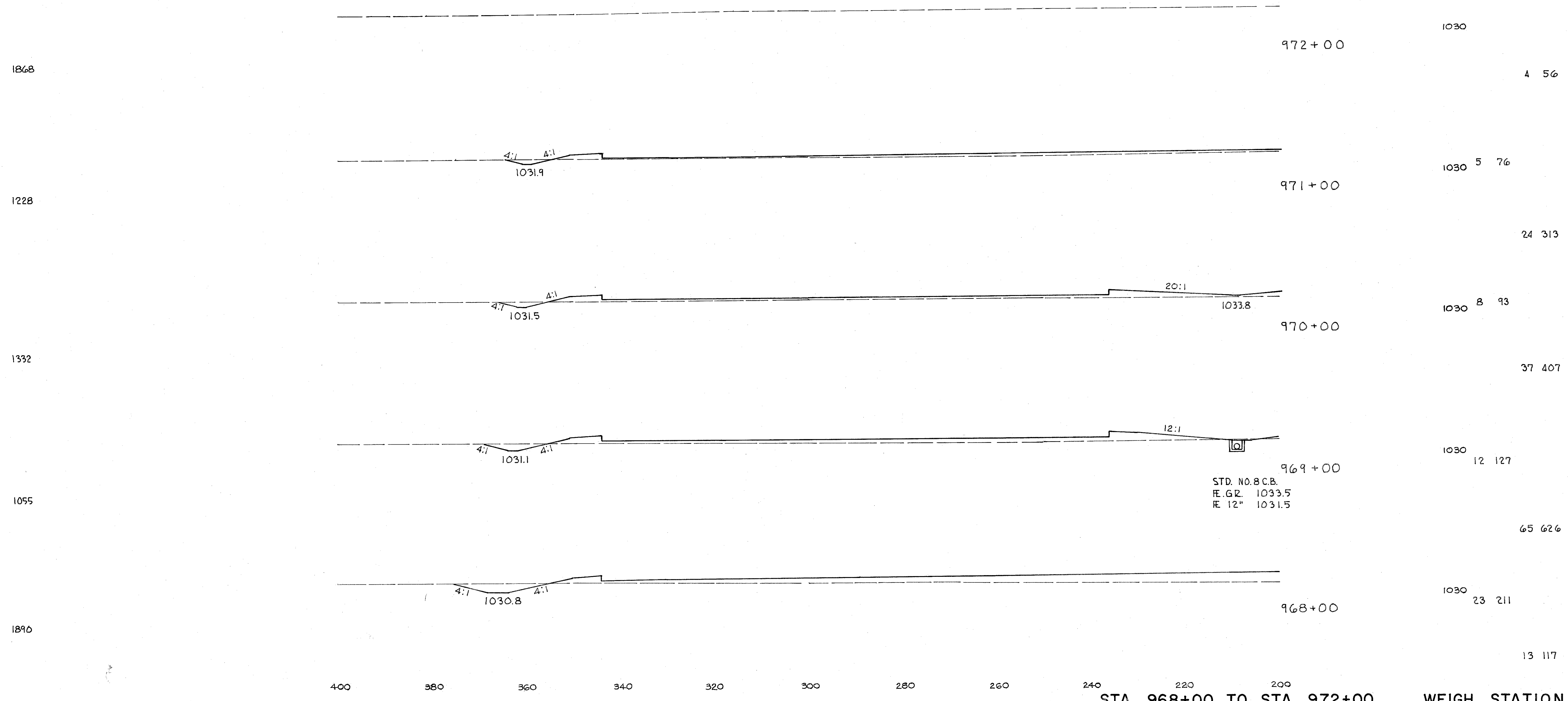
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CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



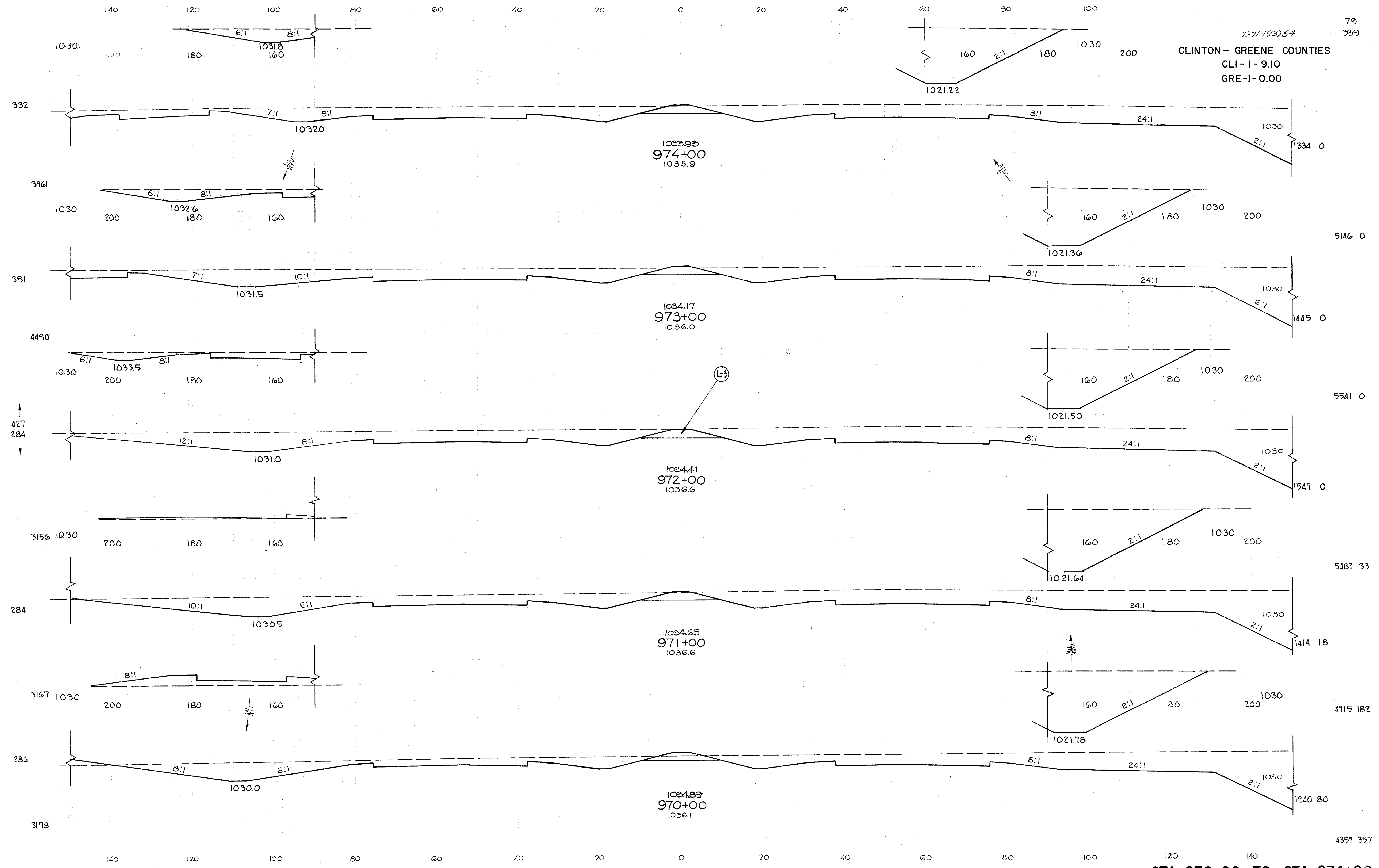
NO. 8 C.B.  
E.G. 1033.76  
E. 12" 1029.08

NO. 8 C.B.  
E.G. 1033.76  
E. 12" 1028.58  
E. 15" 1028.33

HW-E. 145.5' RT.  
E. 15" 1026.34



I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

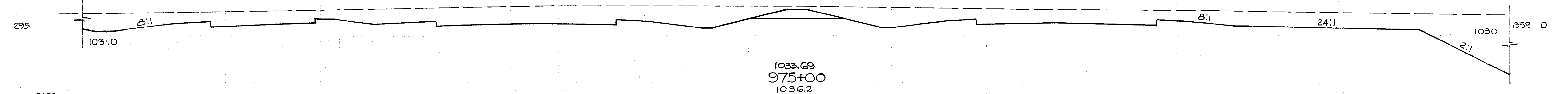
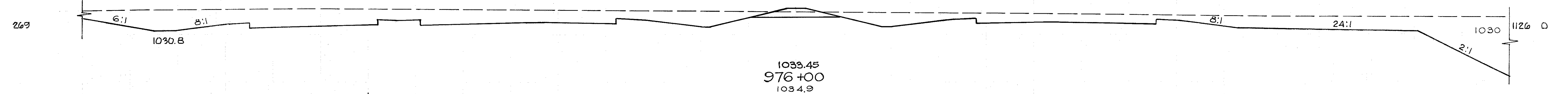
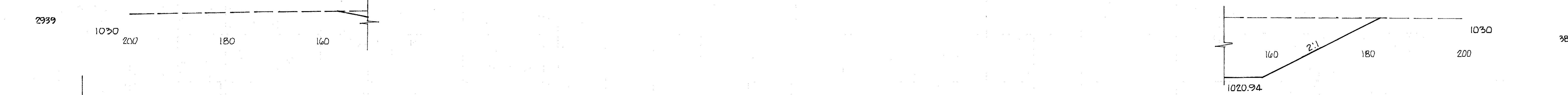
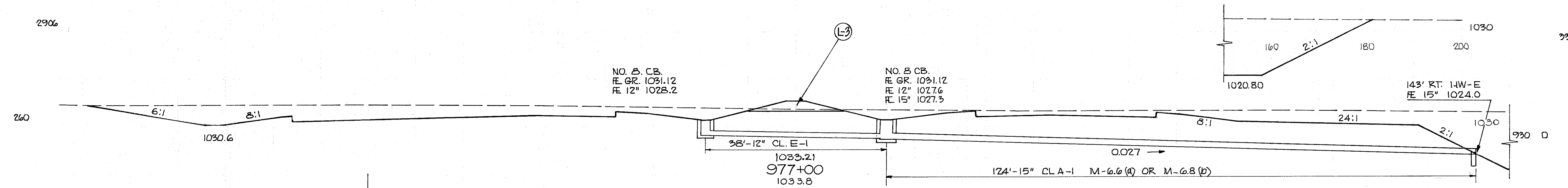
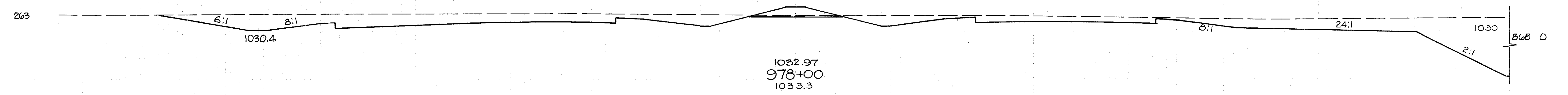
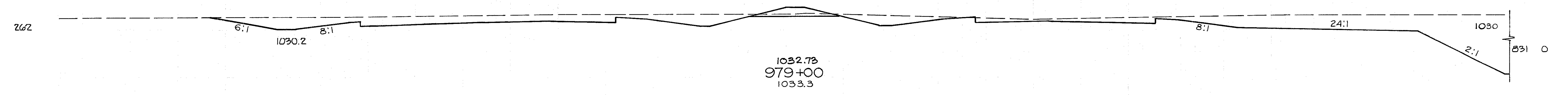


STA. 970+00 TO STA. 974+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

80  
779



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

STA. 975+00 TO STA. 979+00

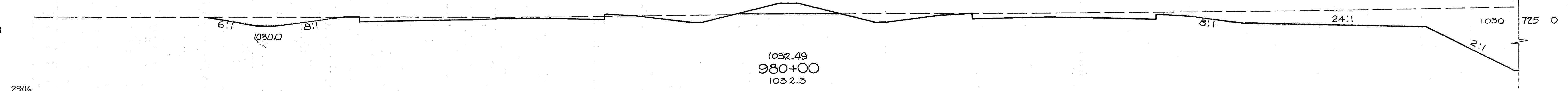
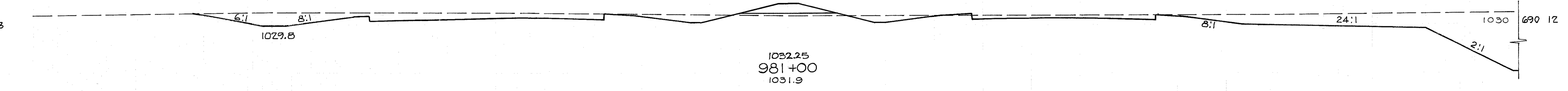
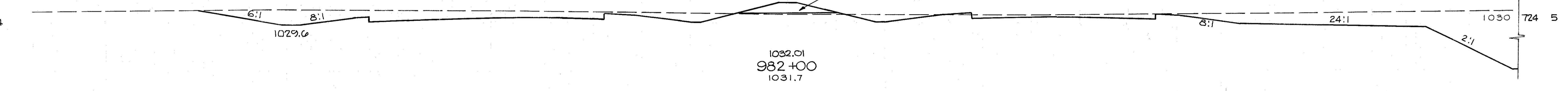
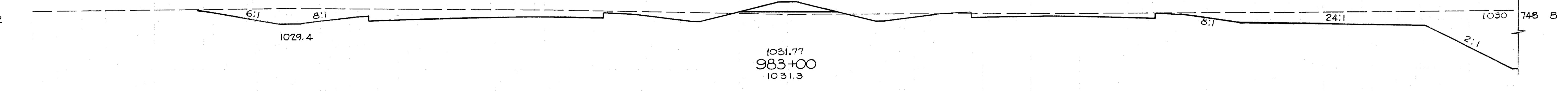
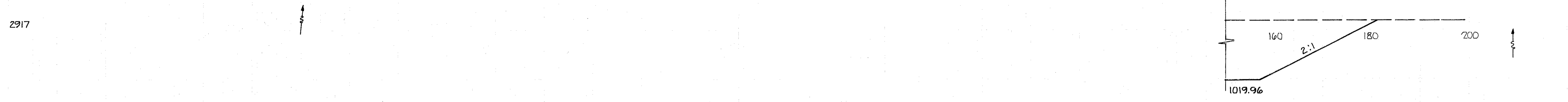
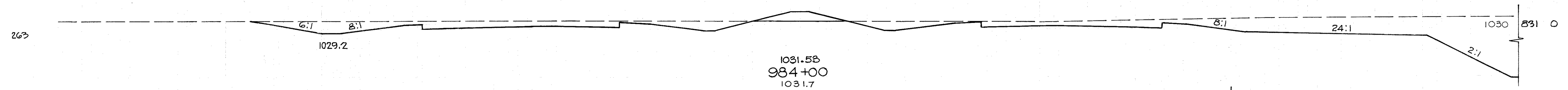
4987 0



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

I-71-1(03)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

81  
377



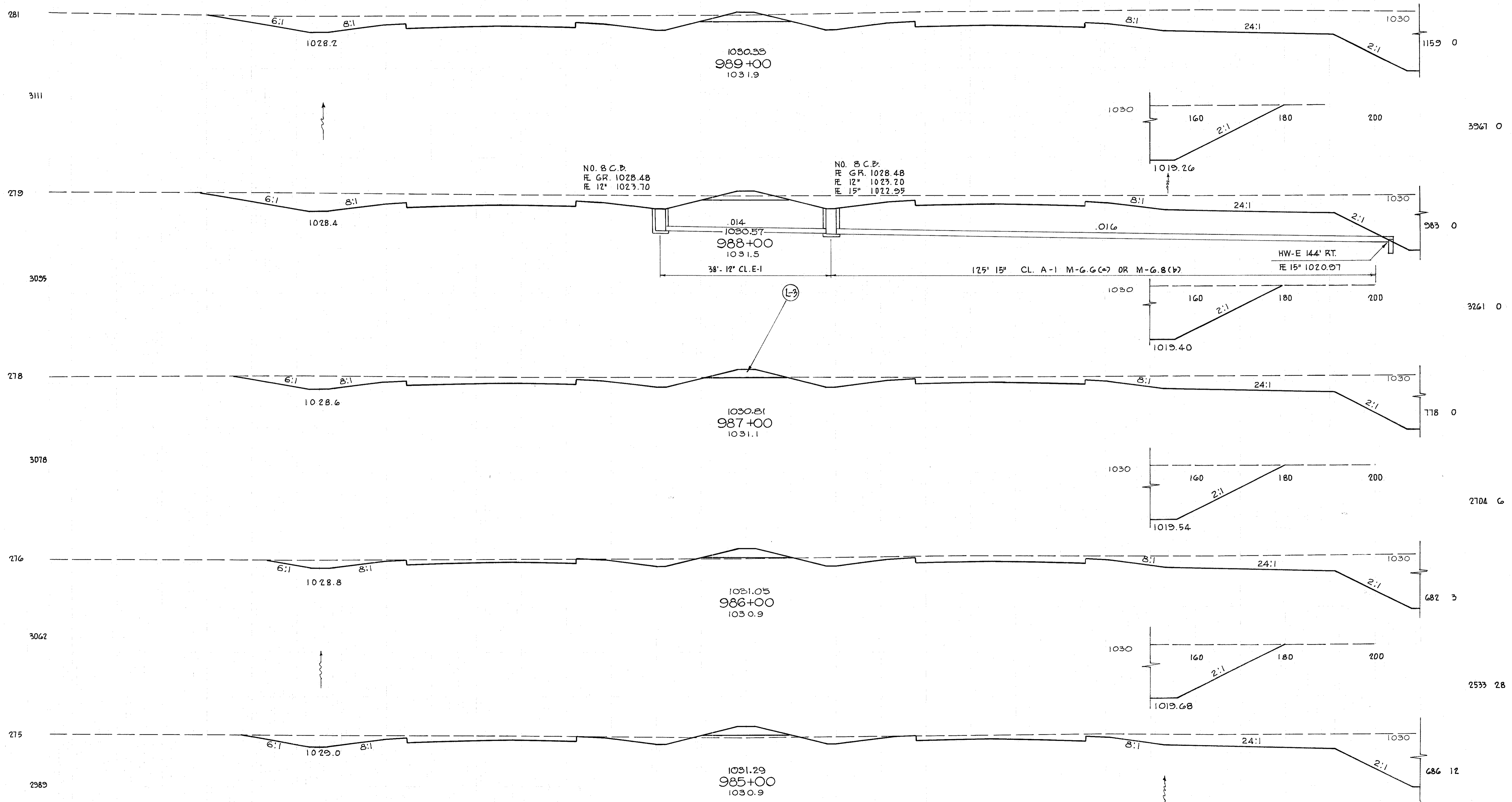
140 120 100 80 60 40 20 0 20 40 60 80 100

STA. 980+00 TO STA. 984+00

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

I-71-1(13)54  
82  
3599

CLINTON - GREENE COUNTIES  
CLI - I - 9.10  
GRE - I - 0.00

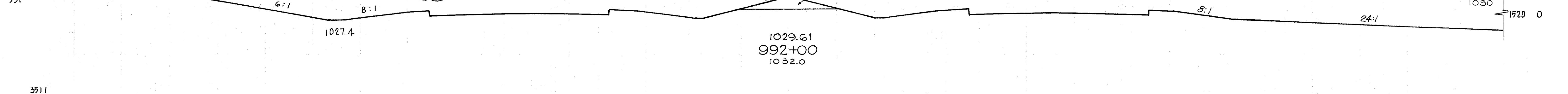
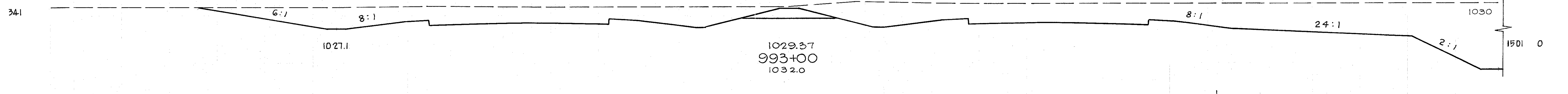
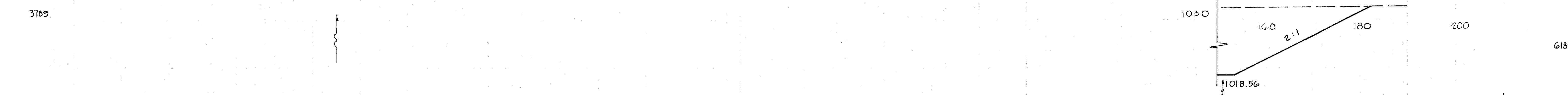
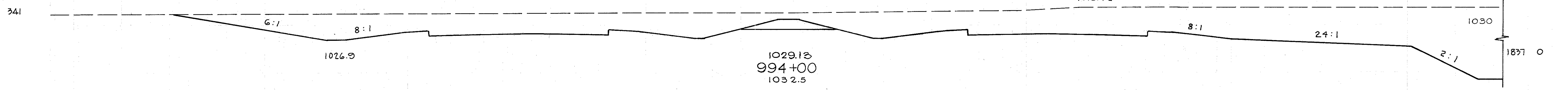


STA. 985+00 TO STA. 989+00

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

83  
399

I-71-(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



SEE HORSESHOE RD. X-SECTIONS

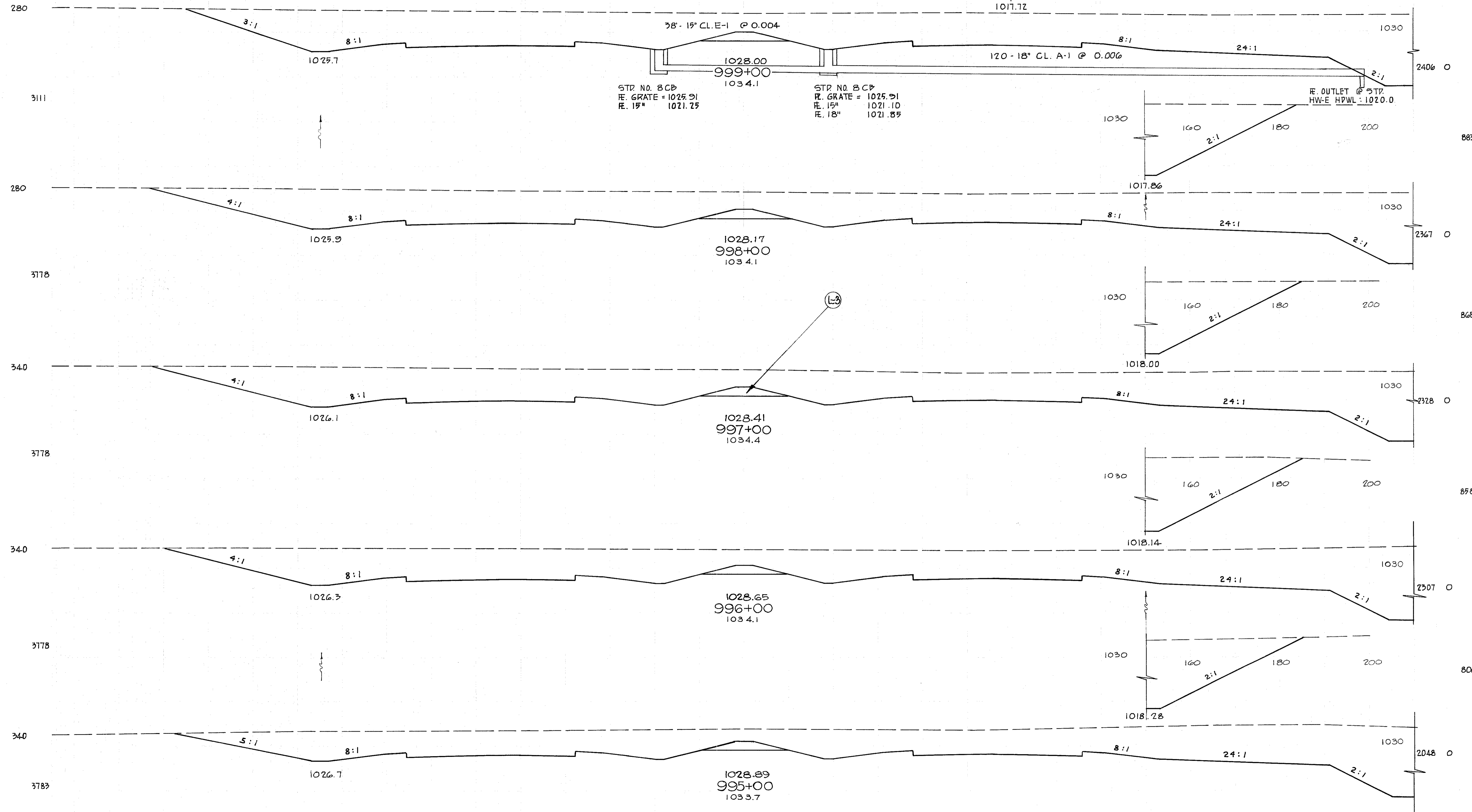
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 1159 0

STA. 990+00 TO STA. 994+00

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

54  
339

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

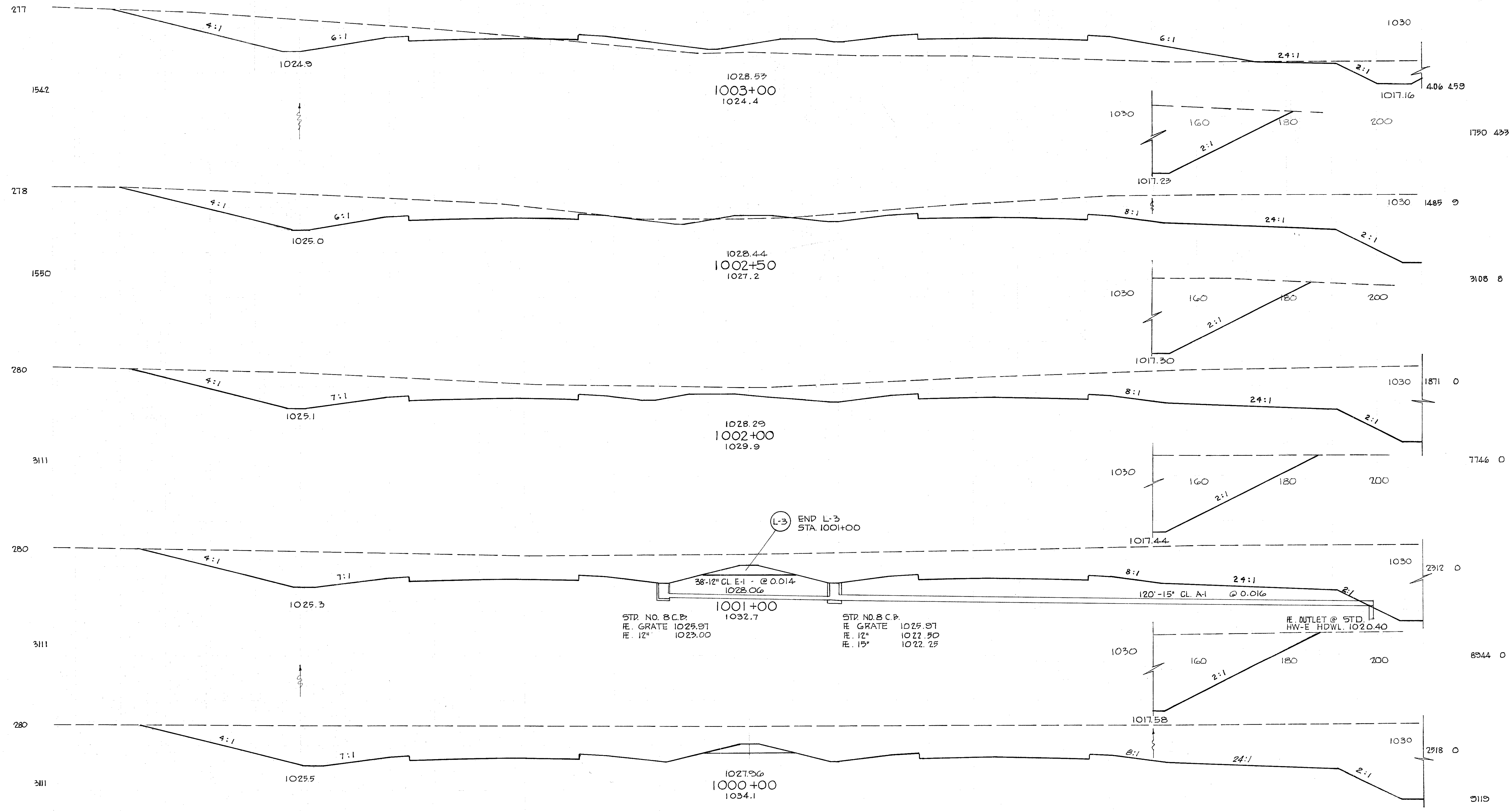
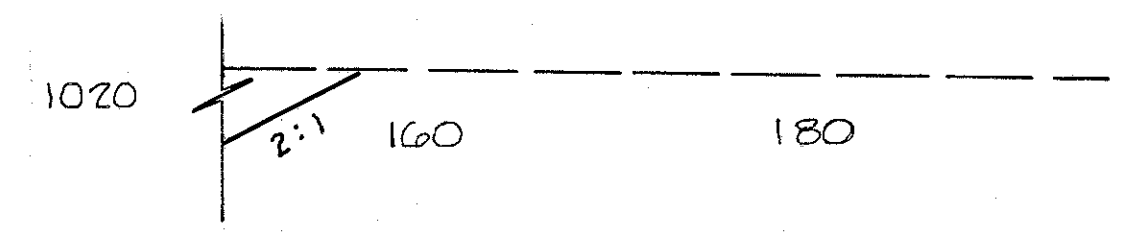


STA. 995+00 TO STA. 1837

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

85  
779

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



L-3  
END L-3  
STA. 1001+00

38-12" CL. E-1 @ 0.014  
1028.06

STR. NO. 8 C.P.  
E. GRATE 1025.97  
E. 12" 1023.00

1001+00  
1032.7

STR. NO. 8 C.P.  
E. GRATE 1025.97  
E. 12" 1022.50  
E. 15" 1022.25

E. OUTLET @ STD.  
HW-E HDWL. 1020.40

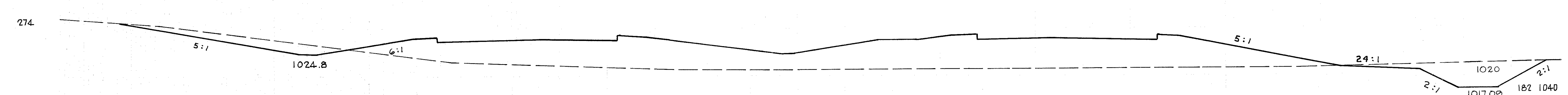
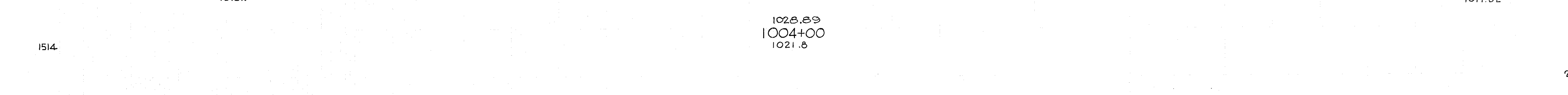
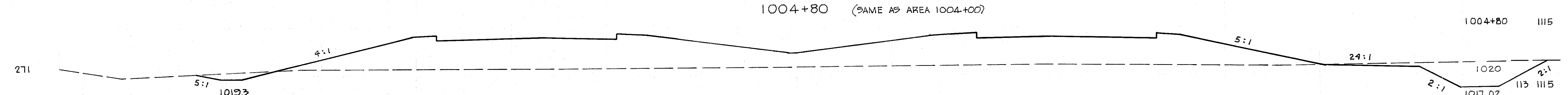
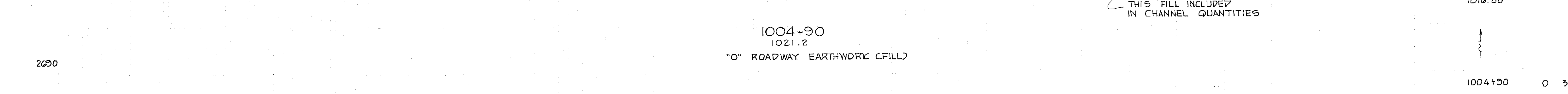
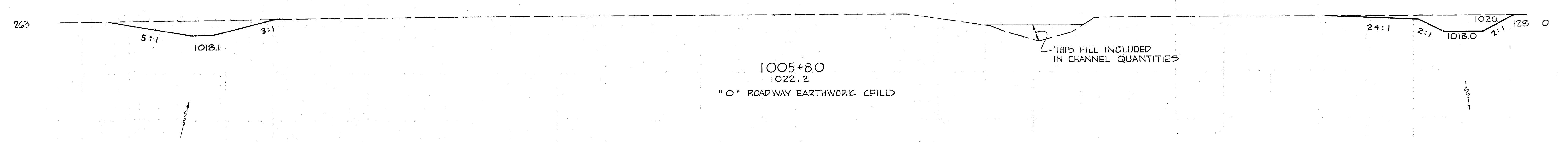
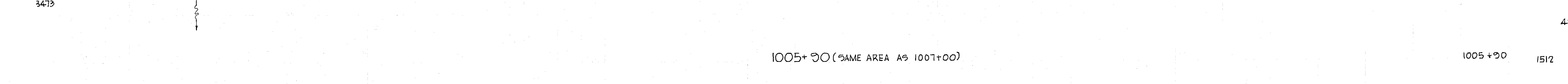
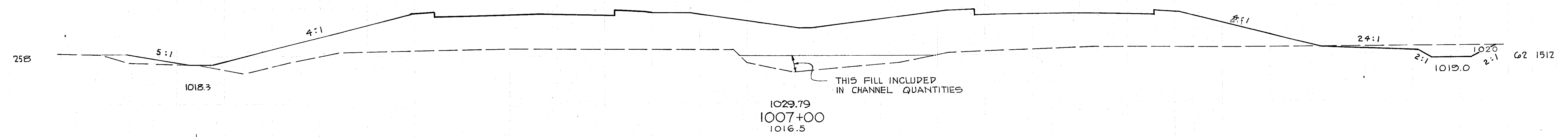
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STA. 1000+00 TO STA. 1003+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

56  
339



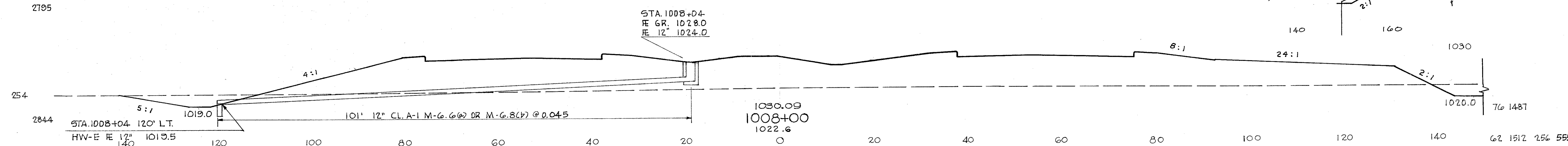
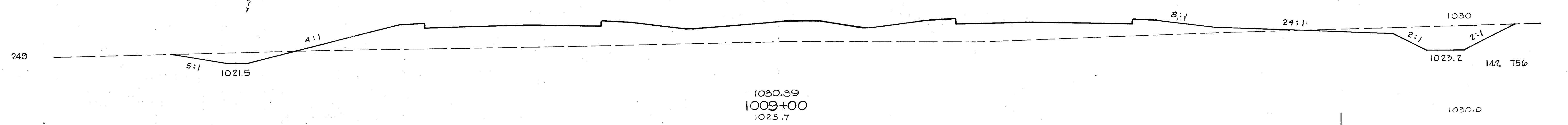
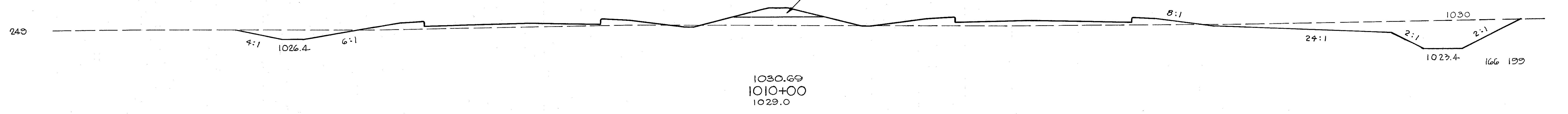
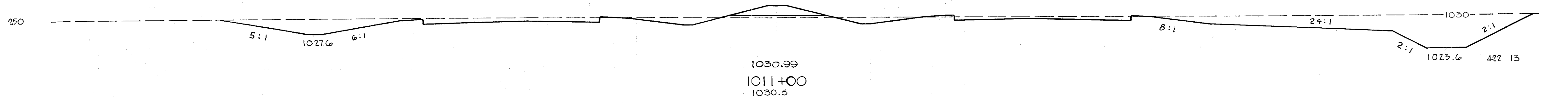
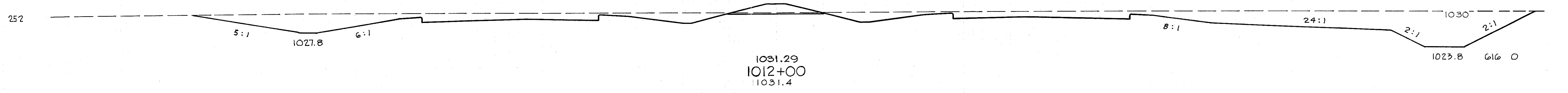
140 120 100 80 60 40 20 0 20 40 60 80 100

STA. 1003+50 TO STA. 1007+00

544 1389

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

I-71-1(3)54 87  
799  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



STA. 1008+00 TO STA. 1012+00

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

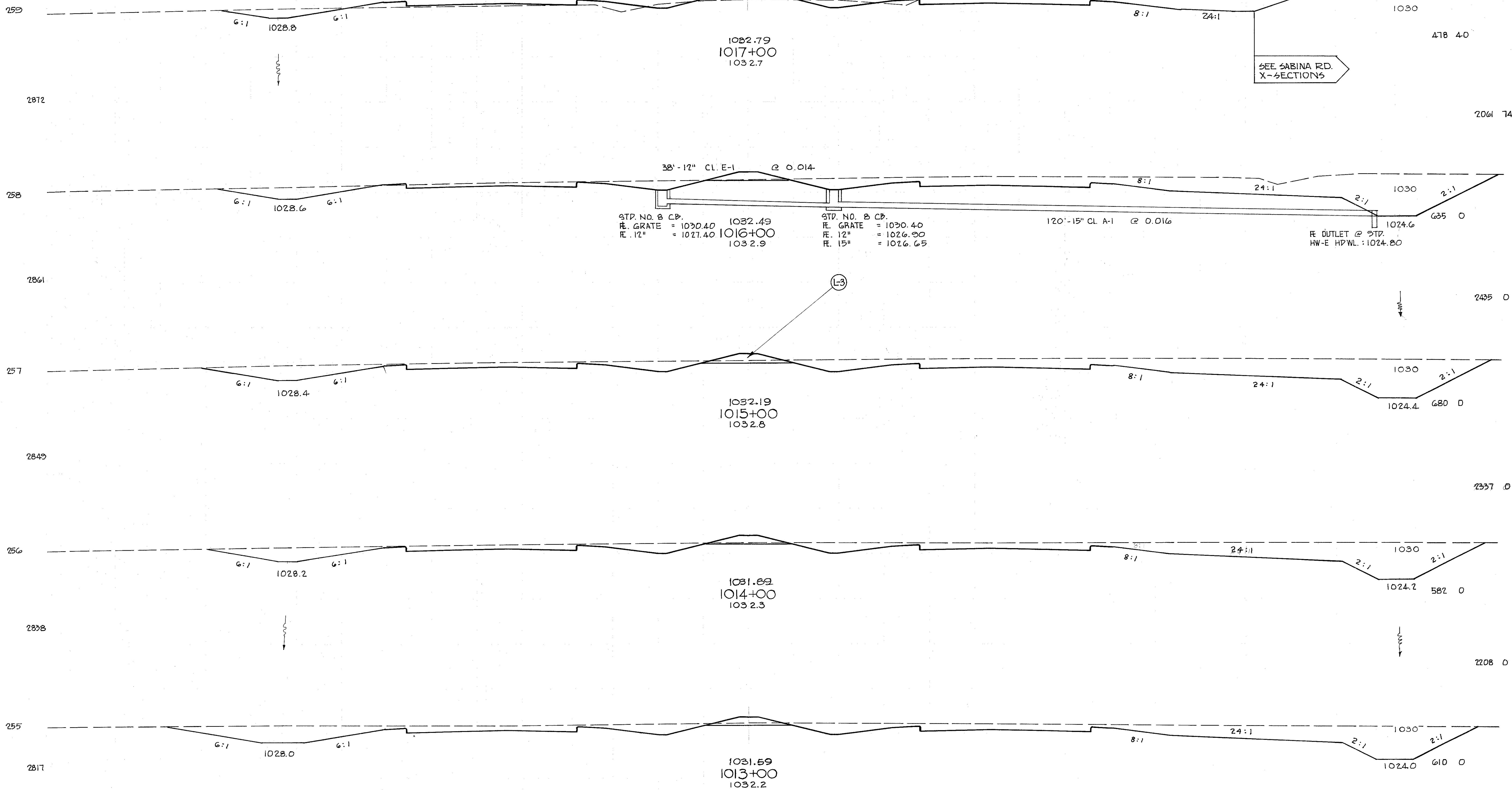
88  
339

I-71-1(13)54

CLINTON - GREENE COUNTIES

CLI-1-9.10

GRE-1-0.00



SEE SABINA RD.  
X-SECTIONS

STP. NO. 8 CB.	1032.49	STP. NO. 8 CB.	1030.40
RE. GRATE = 1030.40	1016+00	RE. GRATE = 1030.40	
RE. 12" = 1027.40	1032.9	RE. 12" = 1026.80	
		RE. 15" = 1026.65	

RE OUTLET @ STD.  
HW-E HPWL: 1024.80

L-3

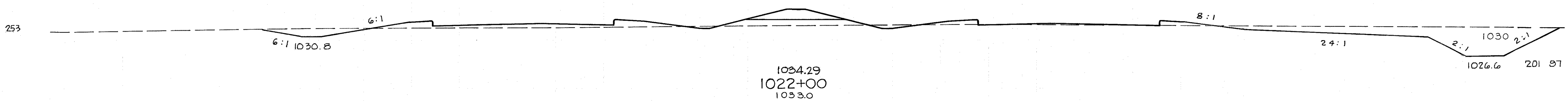
STA. 1013+00 TO STA. 1017+00



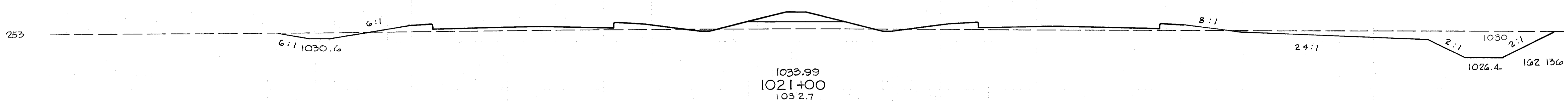
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I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

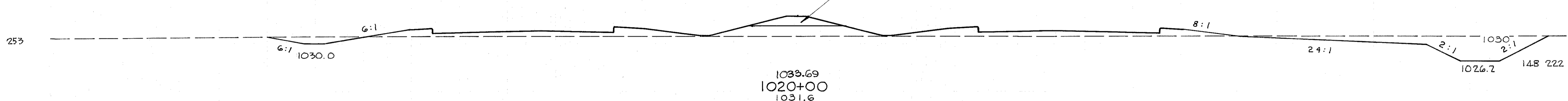
89  
339



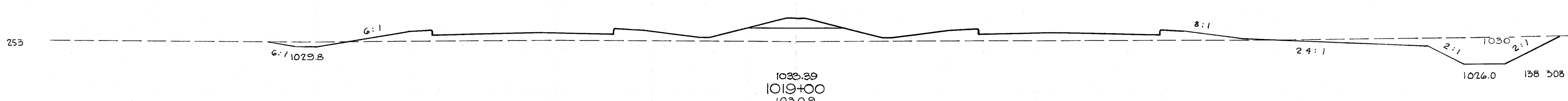
2811 253 2811 672 432



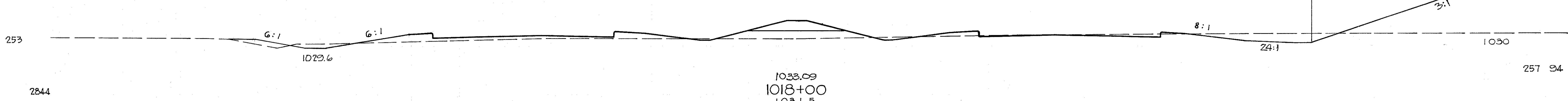
2811 253 2811 574 663



2811 253 2811 530 982



2811 253 2811 732 744



2844 253 2844 1361 248

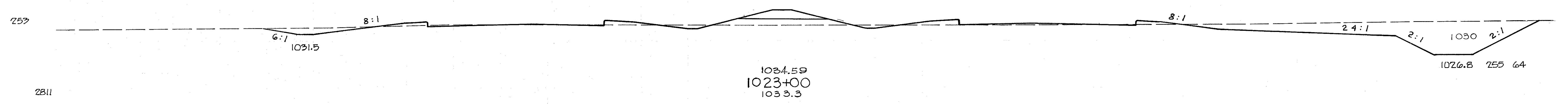
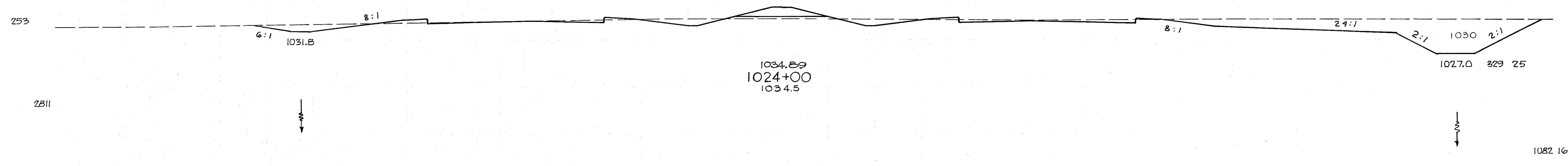
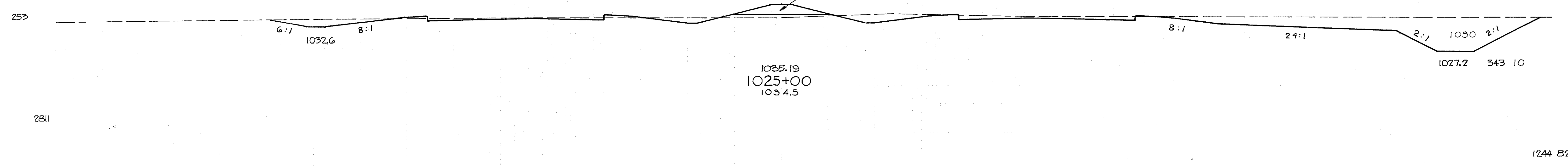
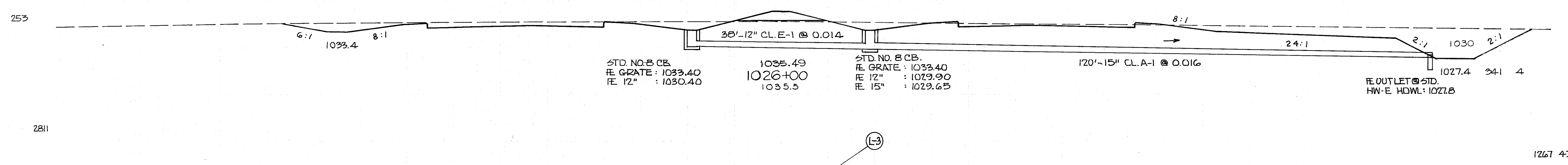
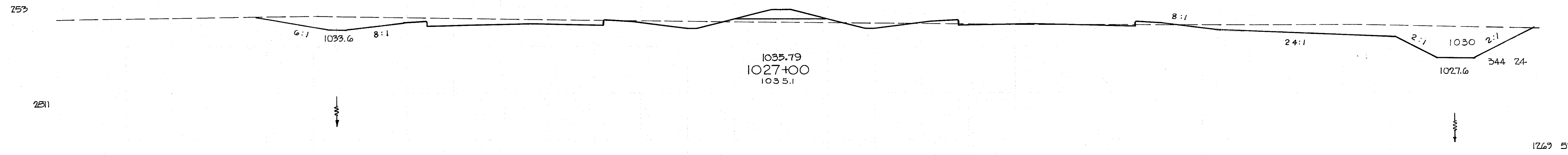
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1018+00 TO STA. 1022+00

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

I-71-1(3)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

90  
399



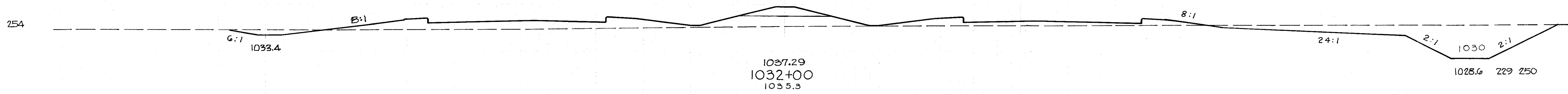
140 120 100 80 60 40 20 0 20 40 60 80 100

844 298  
STA. 1023+00 TO STA. 1027+00

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

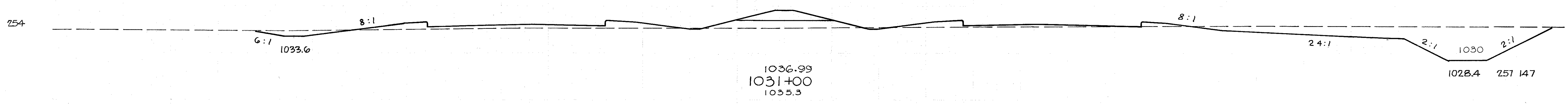
I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1- 9.10  
GRE-1- 0.00

91  
739



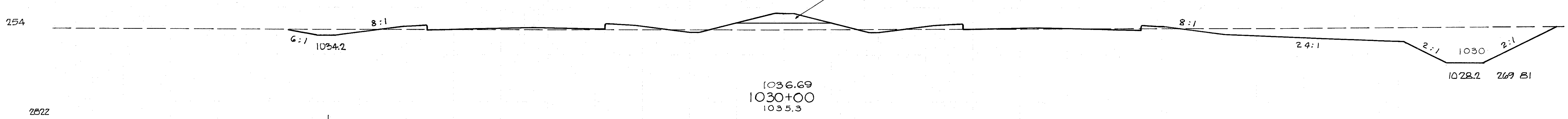
2822

900 735



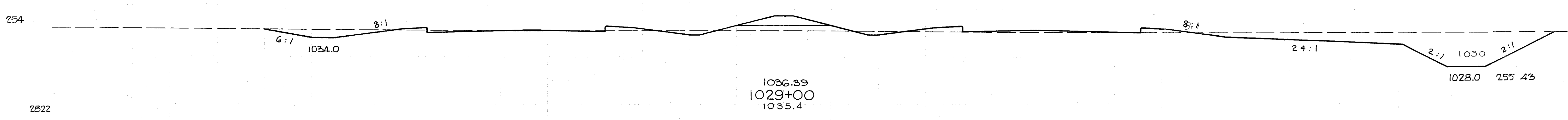
2822

974 422



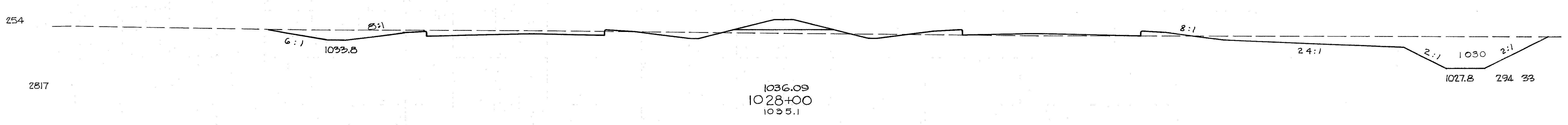
2822

970 230



2822

1017 141



2817

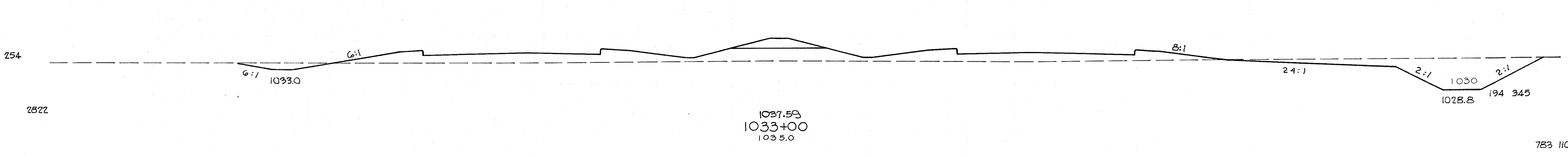
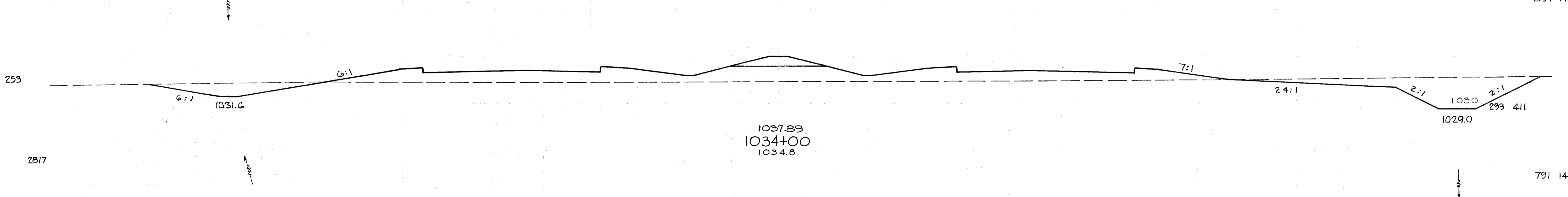
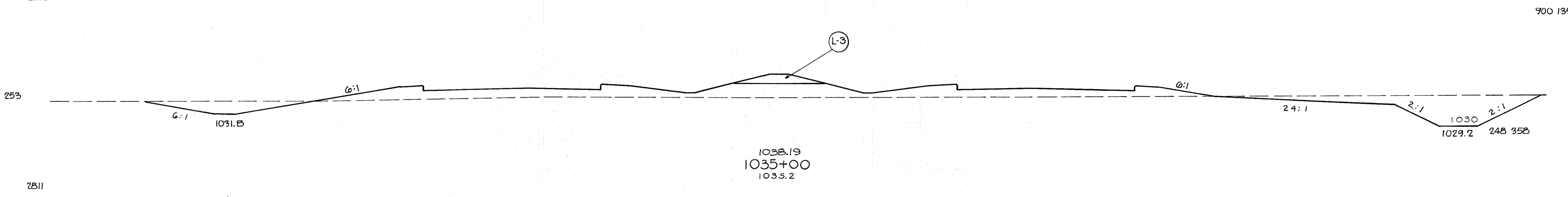
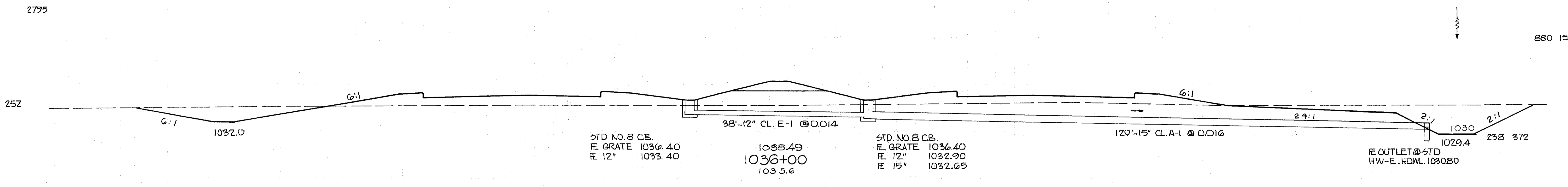
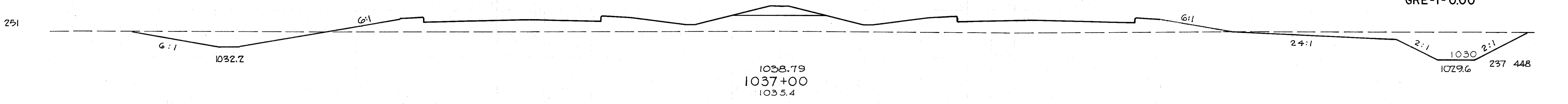
1182 106

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

STA. 1028+00 TO STA. 1032+00

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

I-71-(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

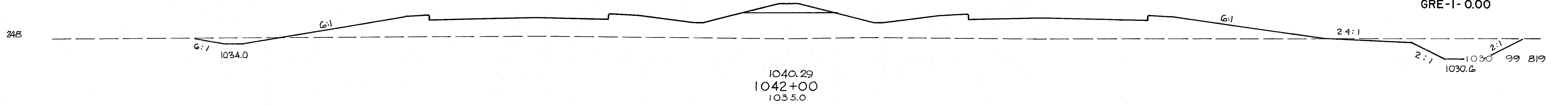


140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

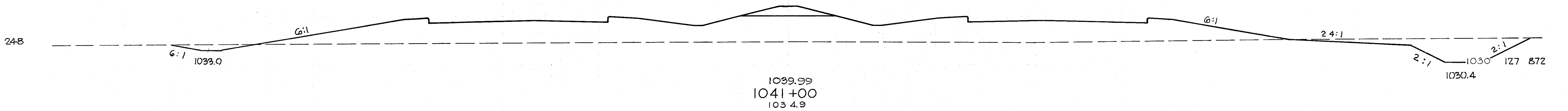
140 120 100 80 60 40 20 0 20 40 60 80 100

93  
797

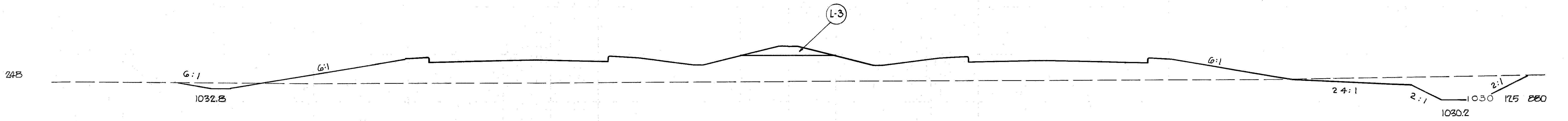
I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



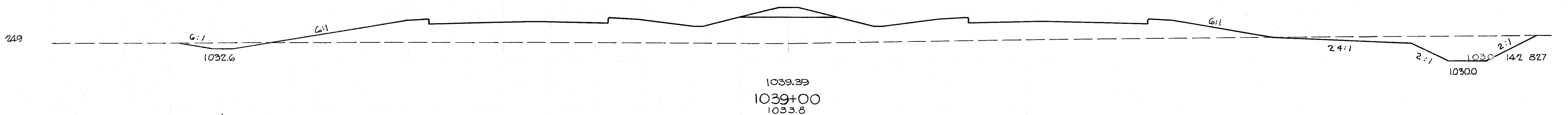
2756  
419 3132



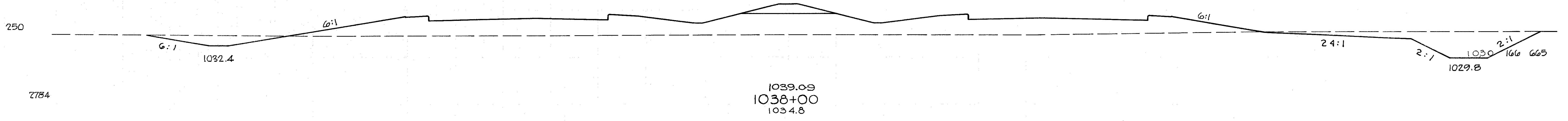
2756  
467 3245



2762  
494 3161



2773  
570 2763



2784  
746 2061

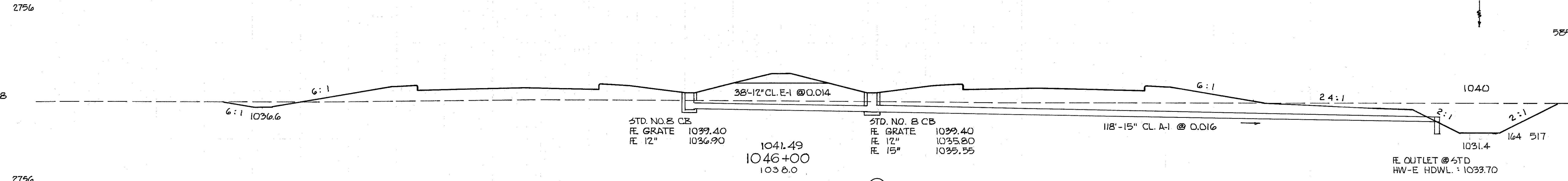
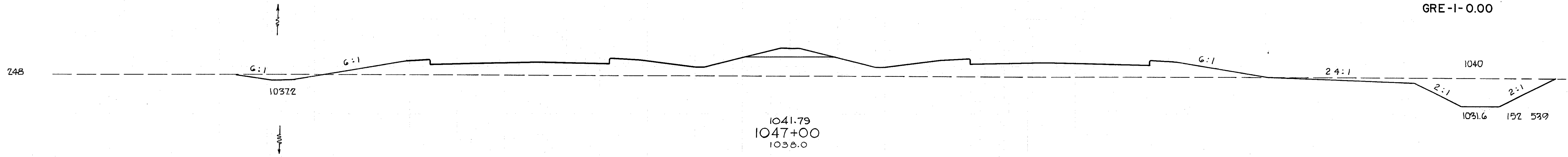
140 120 100 80 60 40 20 0 20 40 60 80 100

STA. 1038+00 TO STA. 1042+00

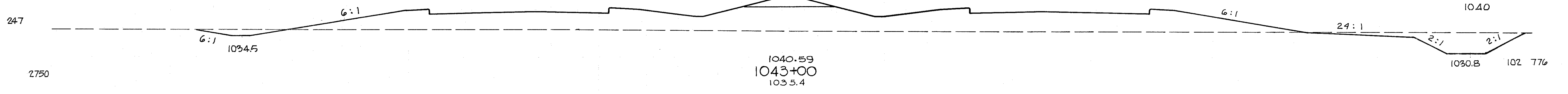
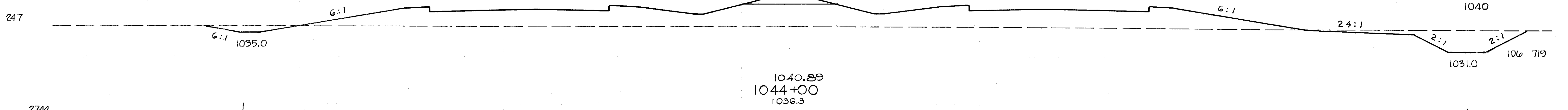
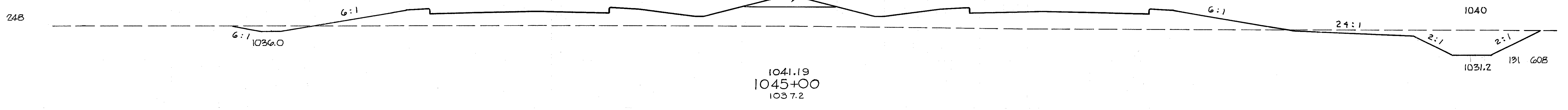
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
94  
739

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



(L-3)



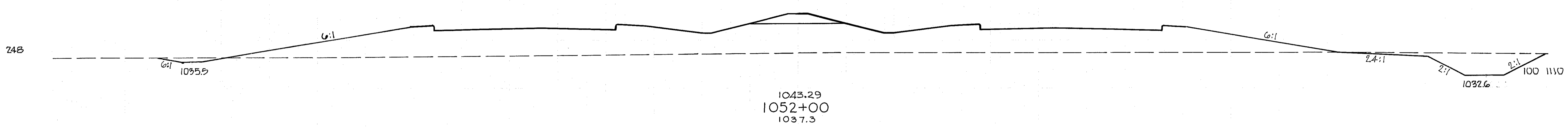
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1043+00 TO STA. 10

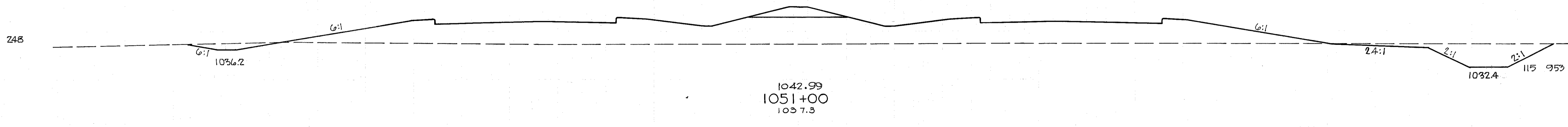
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13) 54  
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

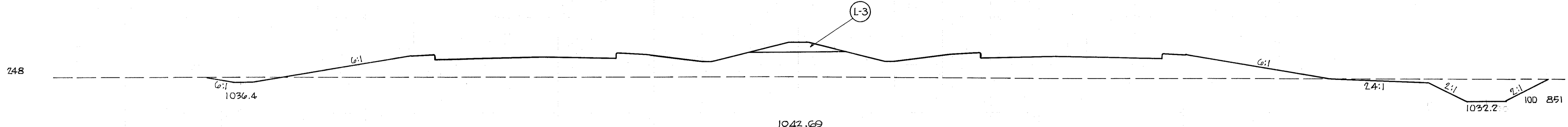
95  
389



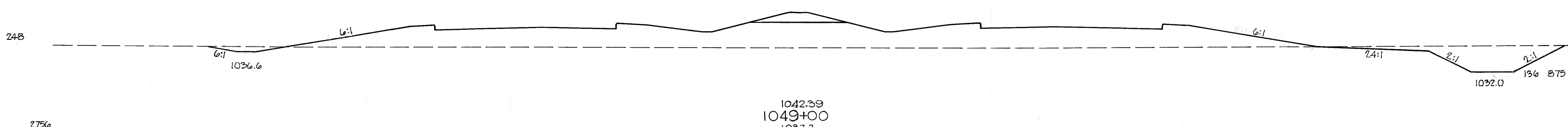
39B 3820



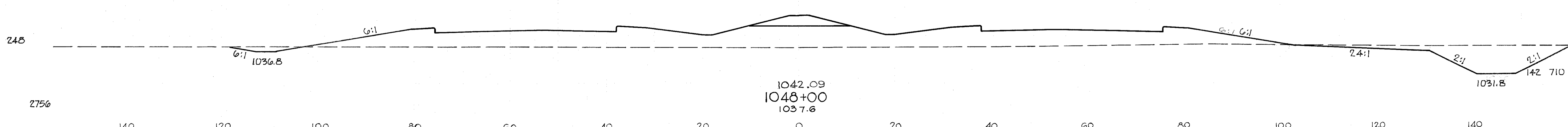
39B 3341



437 3176



515 2935



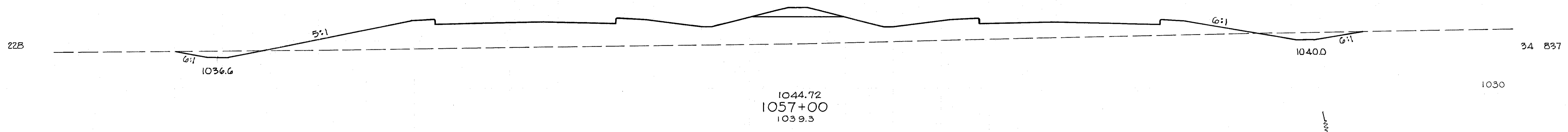
140 120 100 80 60 40 20 0 20 40 60 80 100

544 2313  
STA. 1048+00 TO STA. 1052+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

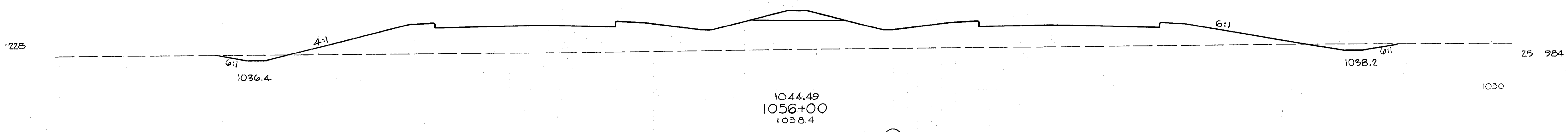
96  
339



34 837

1030

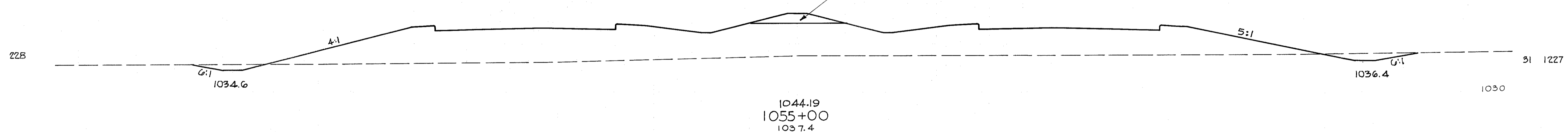
109 3372



25 984

1030

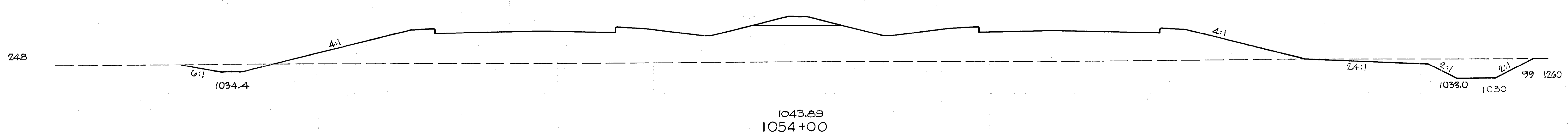
104 4094



31 1227

1030

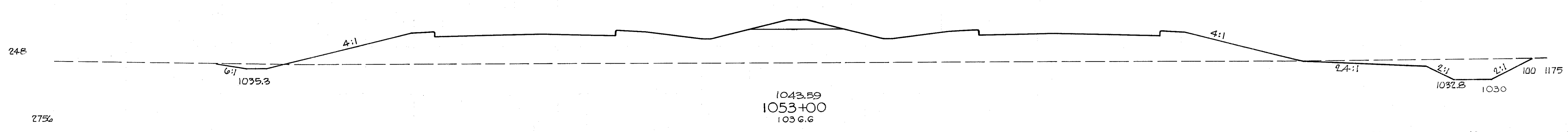
241 4606



99 1260

1030

369 4509



100 1175

1030

370 4232

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

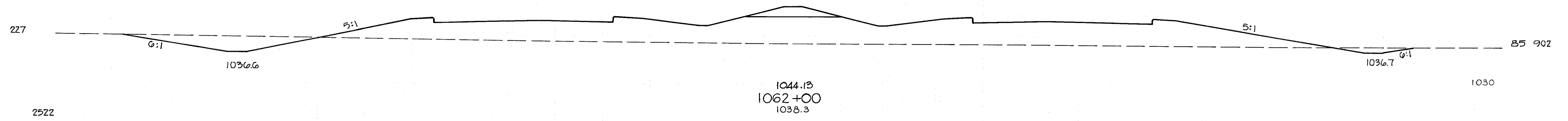
STA. 1053+00 TO STA. 1057+00



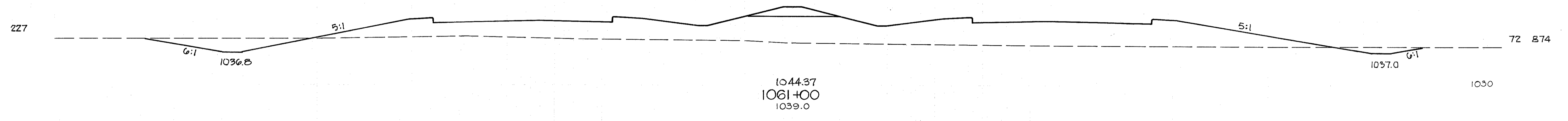
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

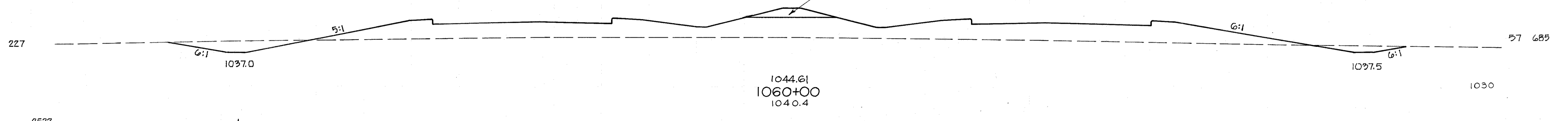
97  
399



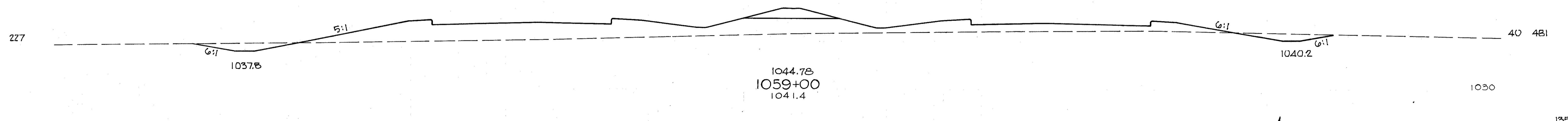
291 3289



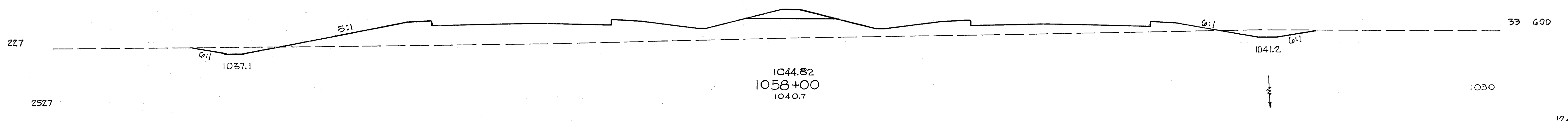
239 2887



180 2159



135 2002



124 2661

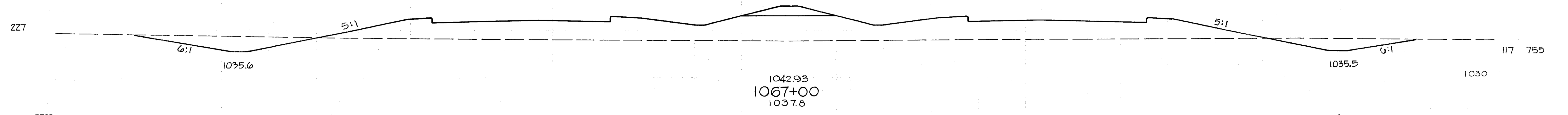
140 120 100 80 60 40 20 0 20 40 60 80 100

STA. 1058+00 TO STA. 1062+00

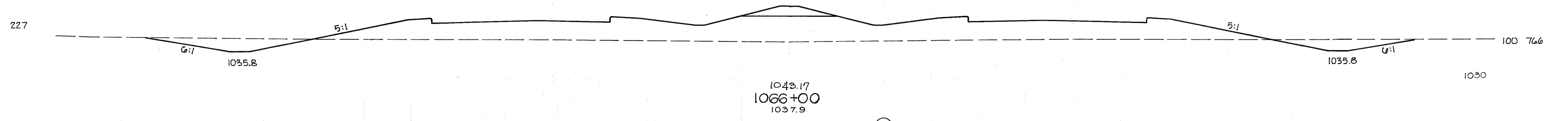
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

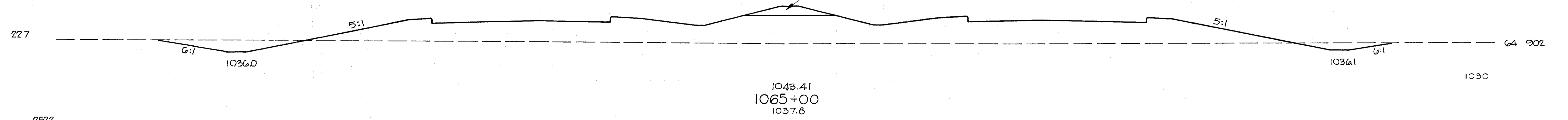
98  
739



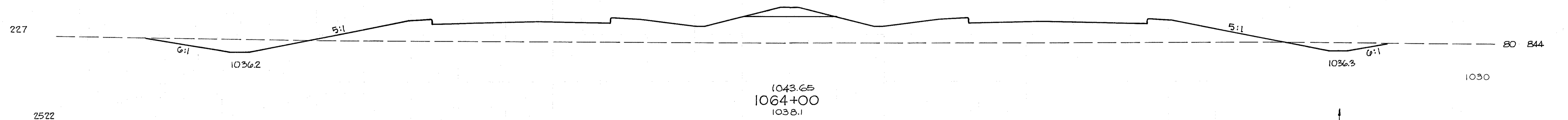
402 2817



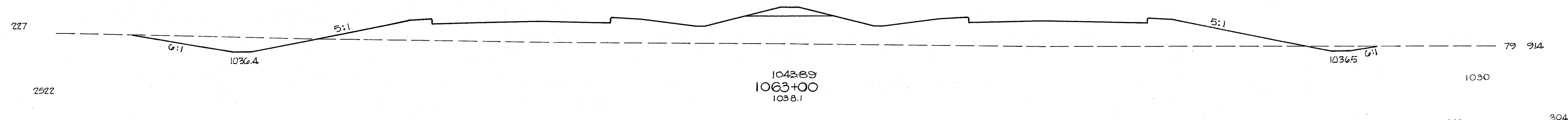
904 3089



267 3233



294 3256



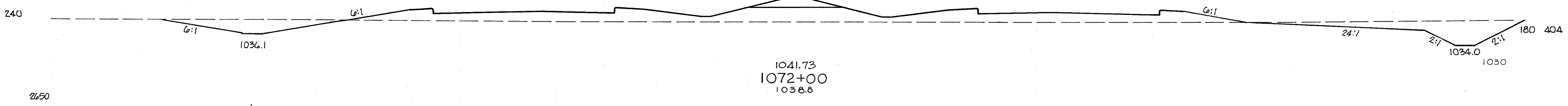
904 3365

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

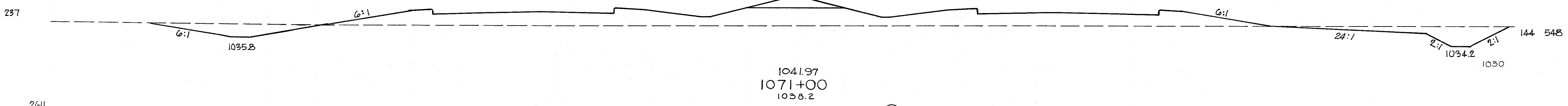
STA. 1063+00 TO STA. 1067+00

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

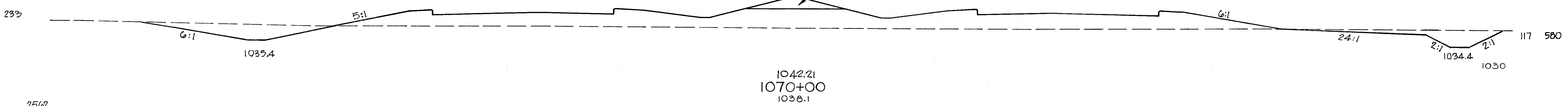
I-71-1(03)54  
99  
333  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



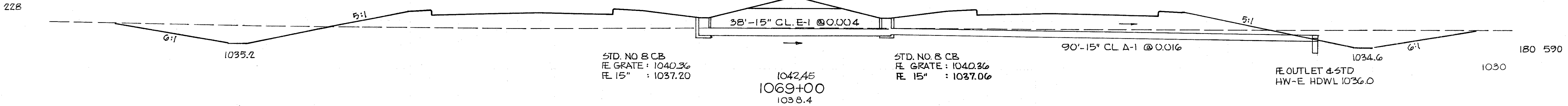
600 1763



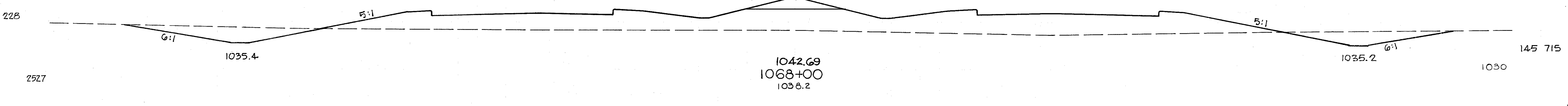
483 2083



550 2167



602 2417



485 2722

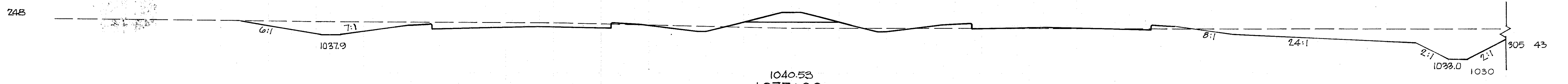
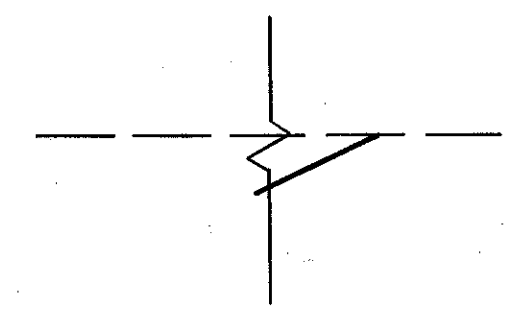
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1068+00 TO STA. 1072+00

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

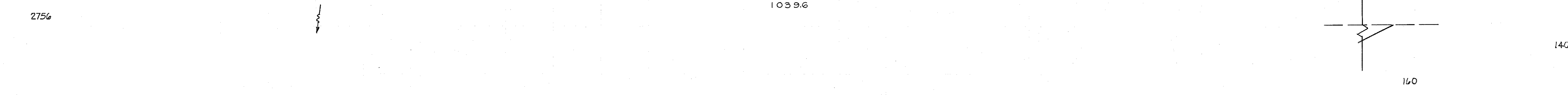
100  
339

I-71-(3)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



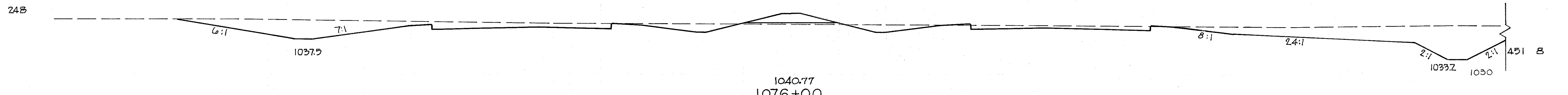
1040.53  
1077+00  
1039.6

905 43  
1033.0  
1030



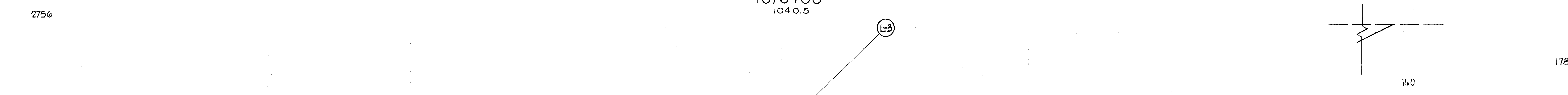
1040.77  
1076+00  
1040.5

451 8  
1033.7  
1030



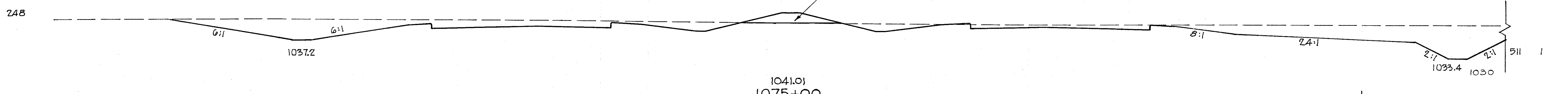
1041.01  
1075+00  
1041.0

511 1  
1033.4  
1030



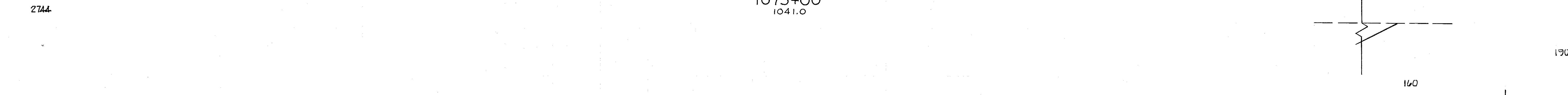
1041.25  
1074+00  
1041.0

519 9  
1033.6  
1030



1041.49  
1073+00  
1040.2

259 74  
1033.2  
1030



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

813 885

STA. 1073+00 TO STA. 1077+00

140

120

100

80

60

40

20

0

20

40

60

80

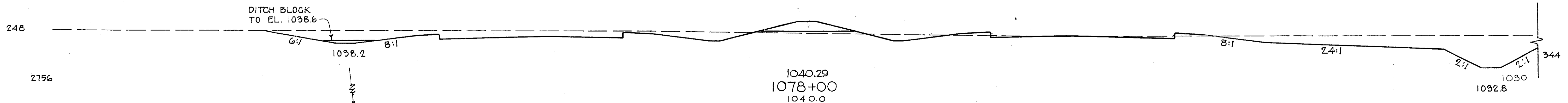
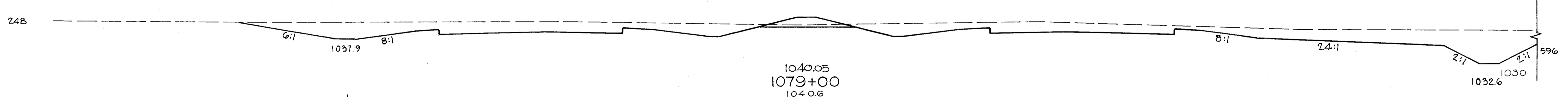
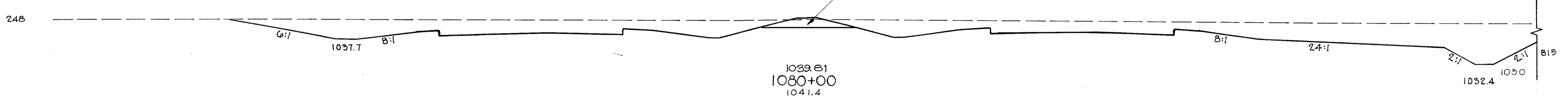
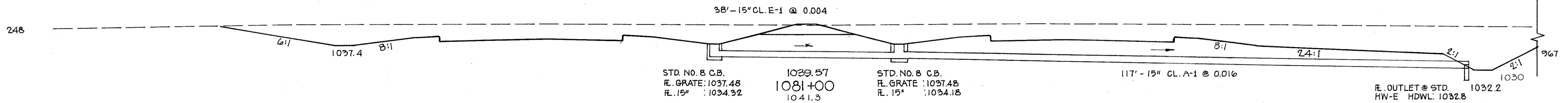
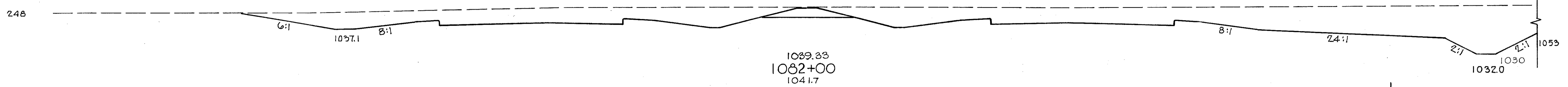
100

101

339

201 feet (for 200)

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



140

120

100

80

60

40

20

0

20

40

60

80

100

120 109

STA. 1078+00 TO STA. 1082+00

3741

3300

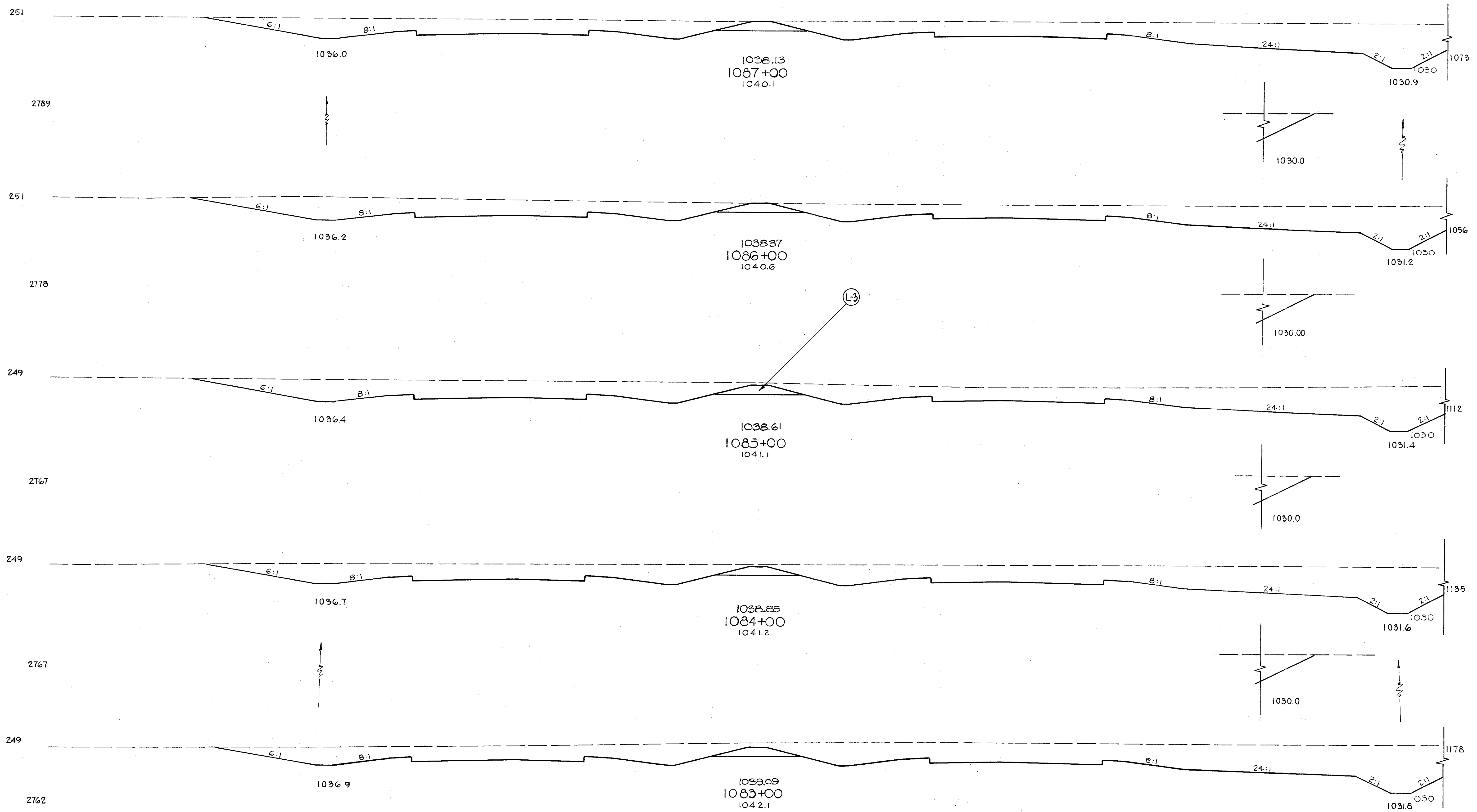
2613

1741

30

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

102  
339  
I-71-1(2)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

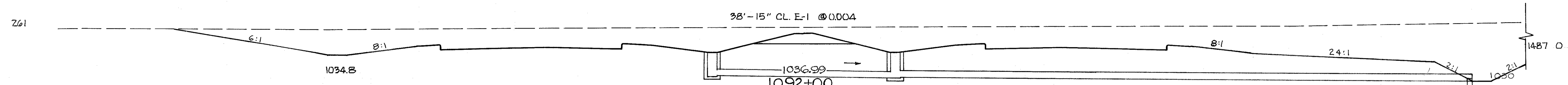


STA. 1083+00 TO STA. 1087+00

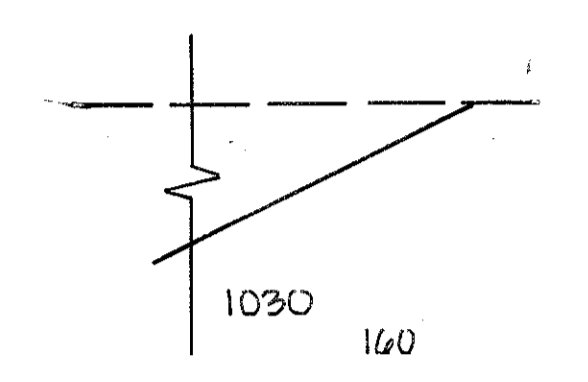
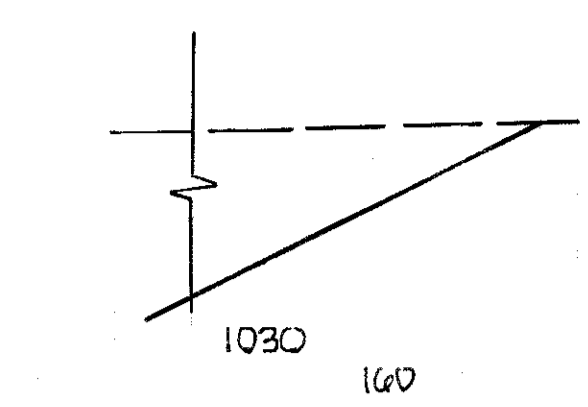
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

103  
339



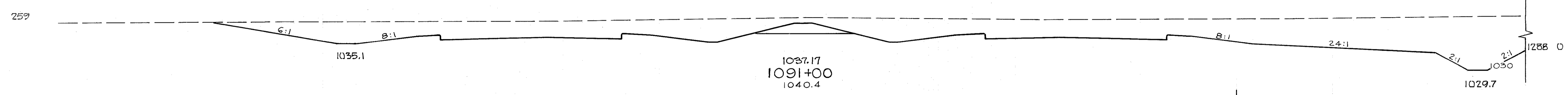
38'-15" CL. E-1 @ 0.004  
 121'-18" CL. A-1 @ 0.006



STD. NO. 8 CB  
 R. GRATE: 1034.90  
 R. 15" 1030.28

STD. NO. 8 CB.  
 R. GRATE: 1034.90  
 R. 18" 1030.13

RE OUTLET @ STD.  
 HW-E HDWL. 1024.40

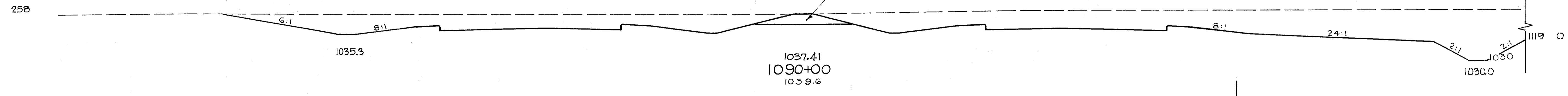


1037.17  
 1091+00  
 1040.4

2873

258

2856

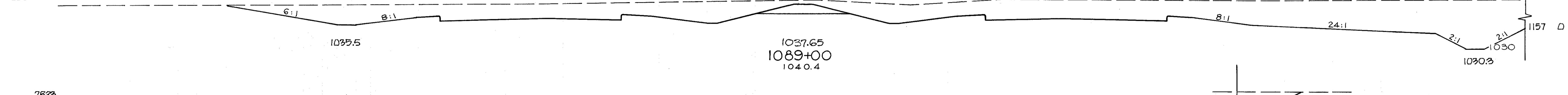


1037.41  
 1090+00  
 1039.6

2873

256

2873

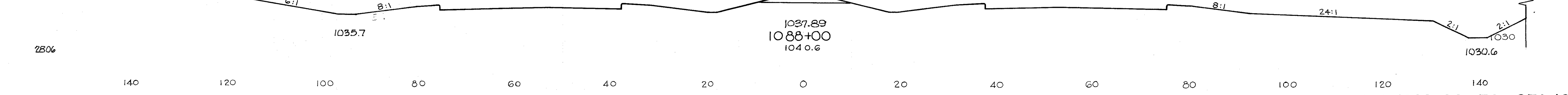


1037.65  
 1089+00  
 1040.4

2873

254

2806



1037.89  
 1088+00  
 1040.6

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

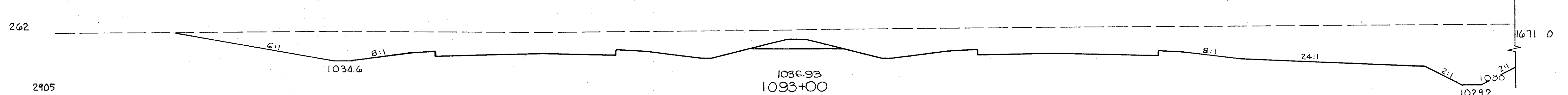
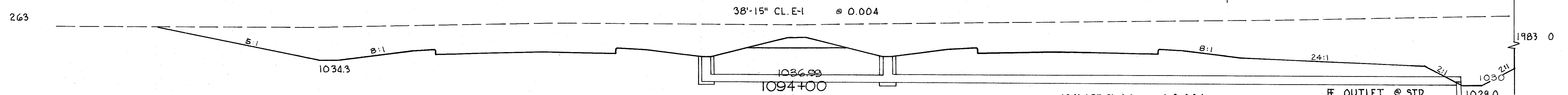
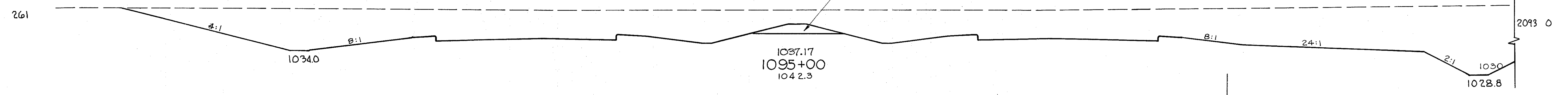
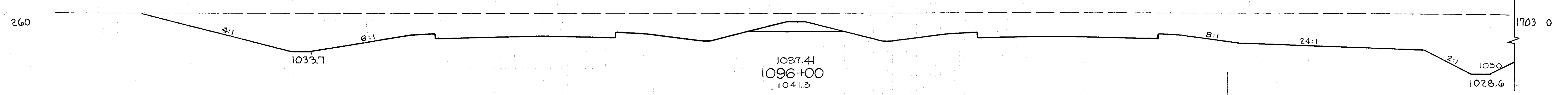
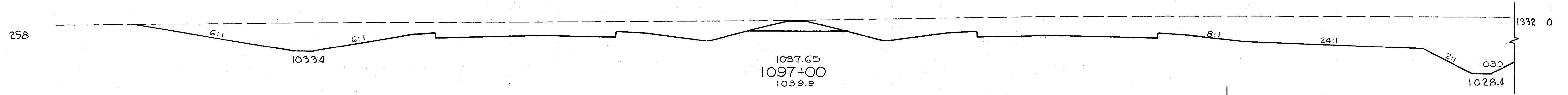
STA. 1088+00 TO STA. 1092+00

4219 0

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

104  
339

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



38'-15" CL. E-1 @ 0.004

STD. NO. 8 C.B.  
R. GRATE: 1034.90  
R. 15" : 1030.15

120'-18" CL. A-1 @ 0.006

STD. NO. 8 C.B.  
R. GRATE: 1034.90  
R. 18" : 1030.00

R. OUTLET @ STD.  
HW-E-HDWL-1029.5

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

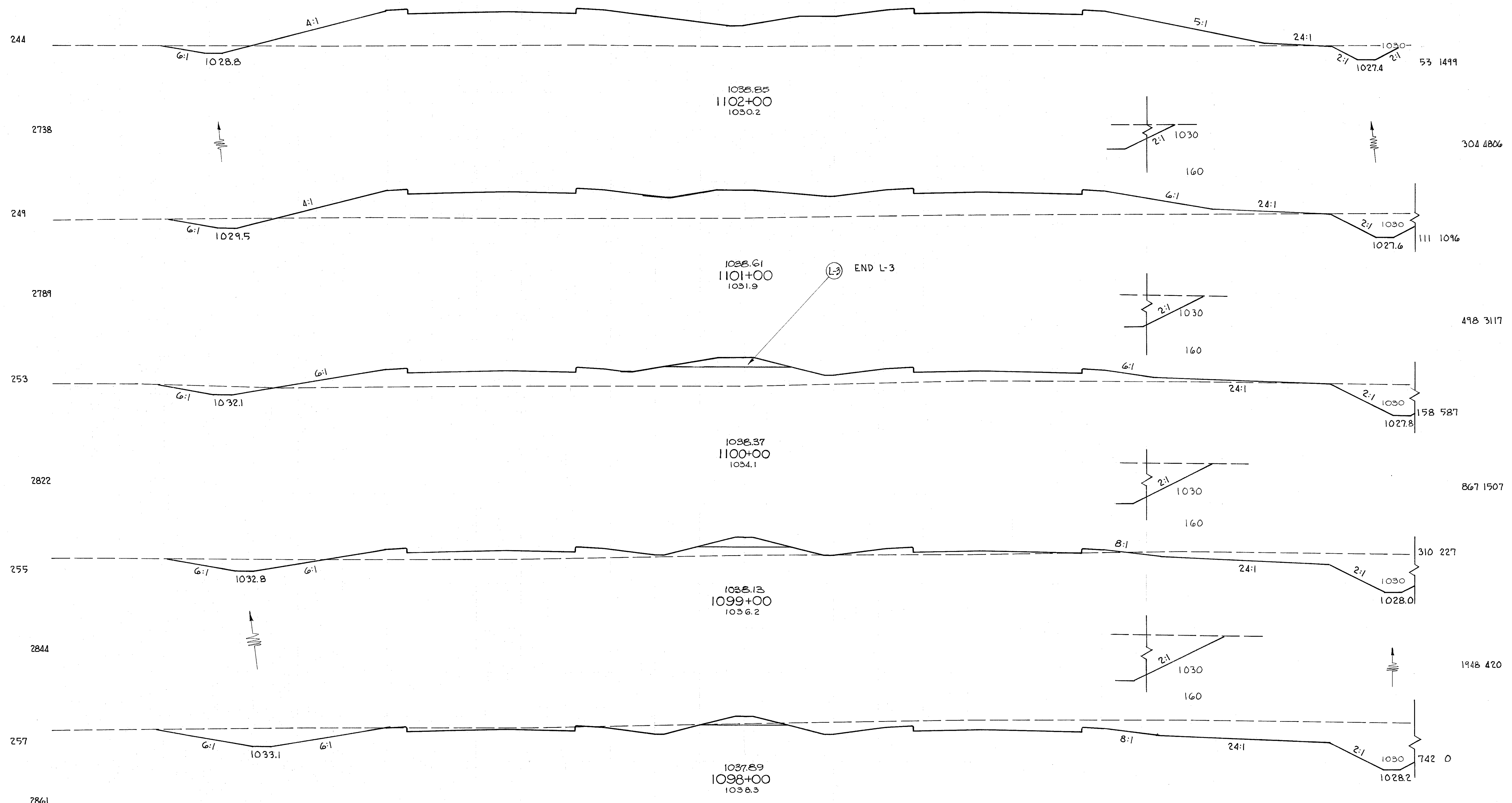
5848 0

STA.1093+00 TO STA.1097+00



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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



105  
339

304 4806

498 3117

867 1507

1948 420

3841 0

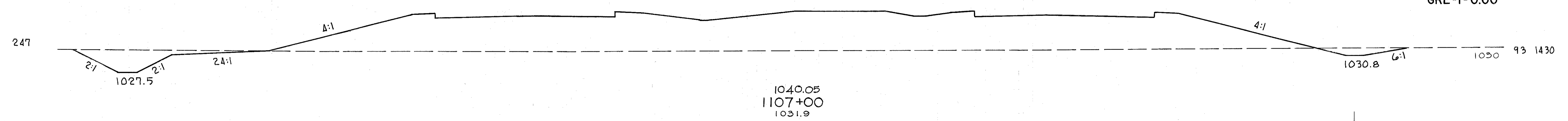
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1098+00 TO STA. 1102+00

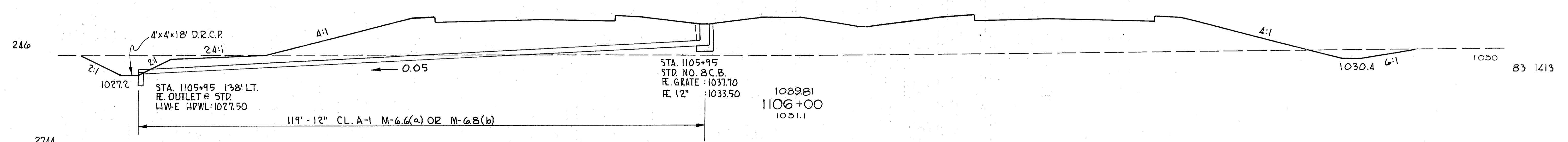
140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

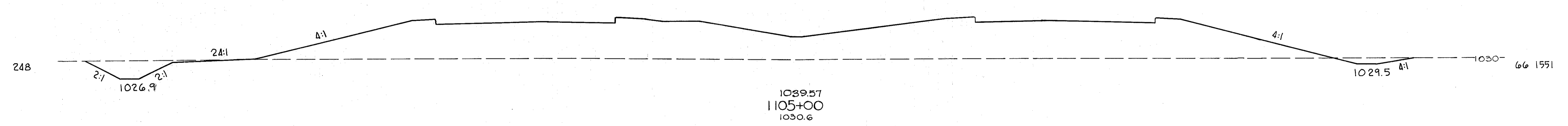
106  
339



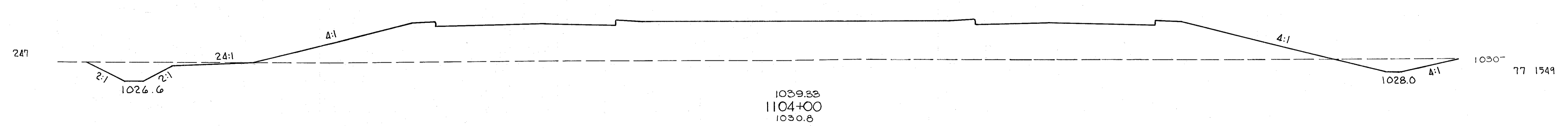
2739  
326 5265



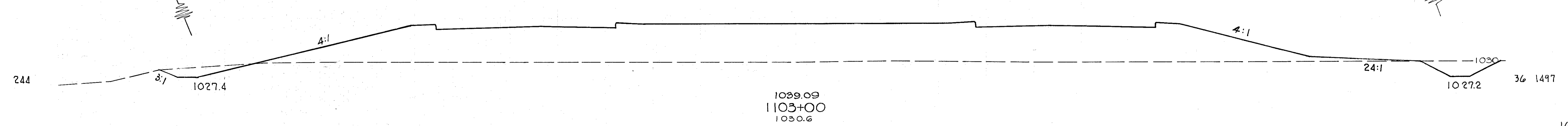
2744  
276 5489



2749  
265 5741



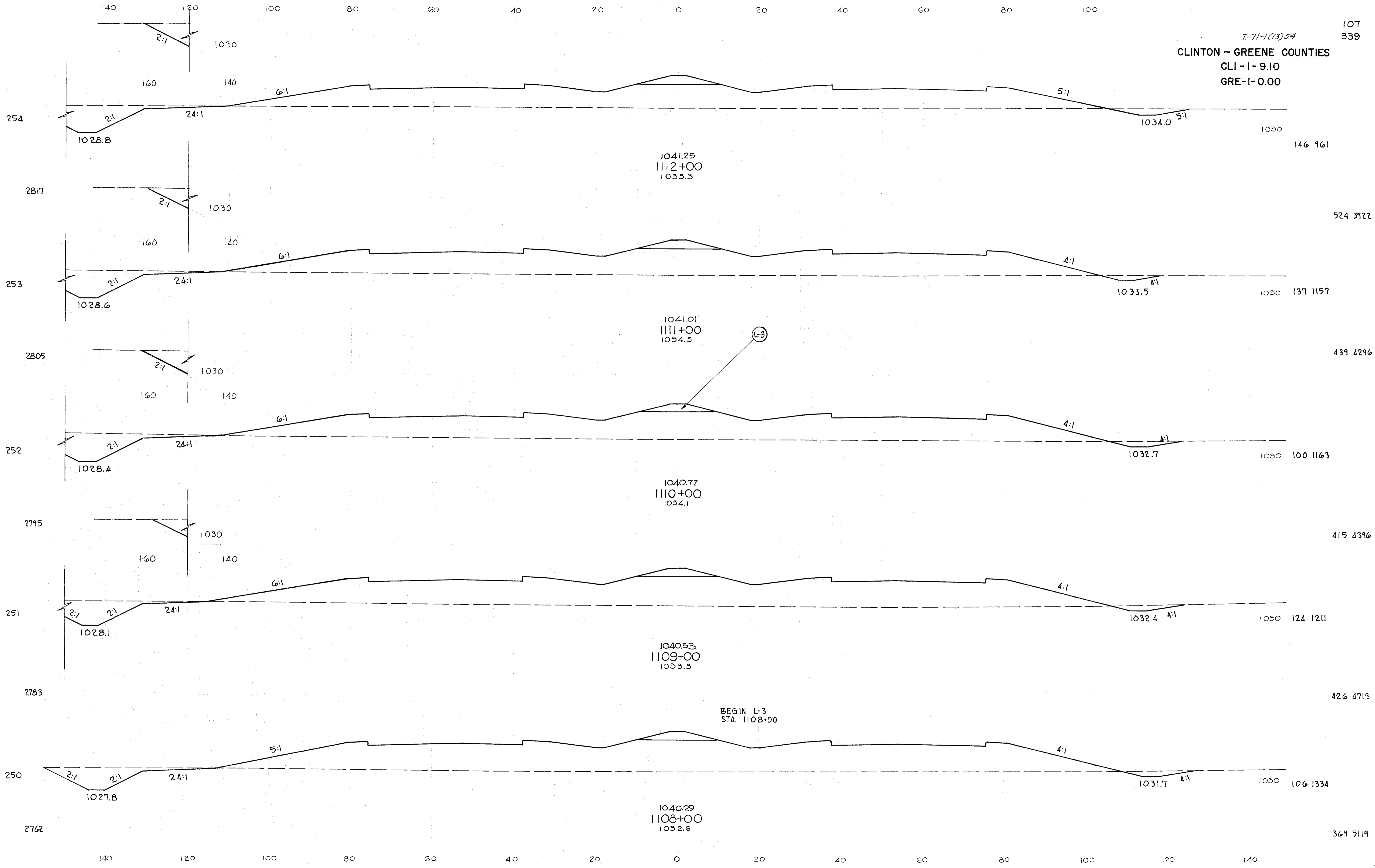
2727  
209 5640

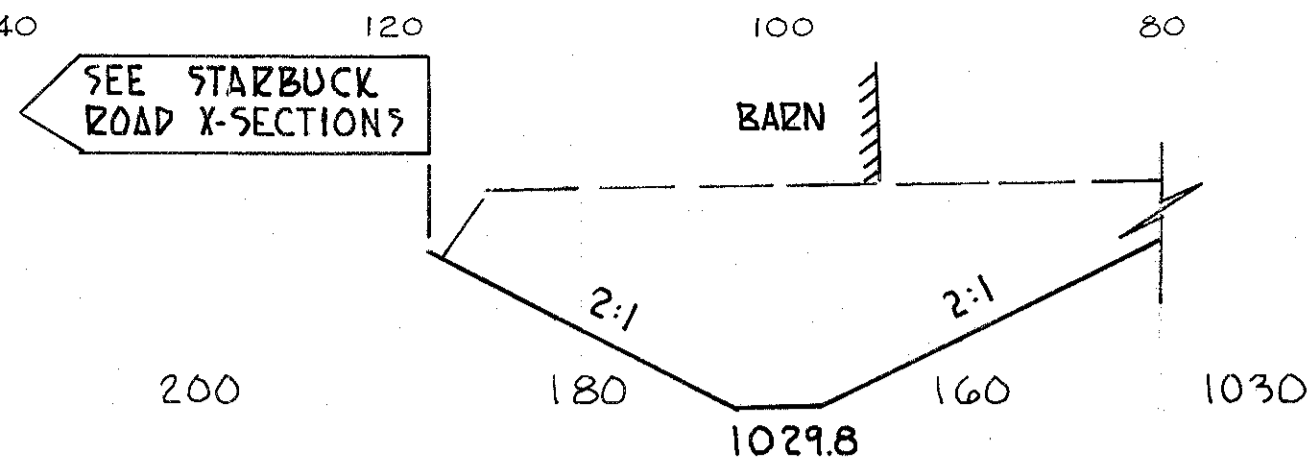


2711  
165 5548

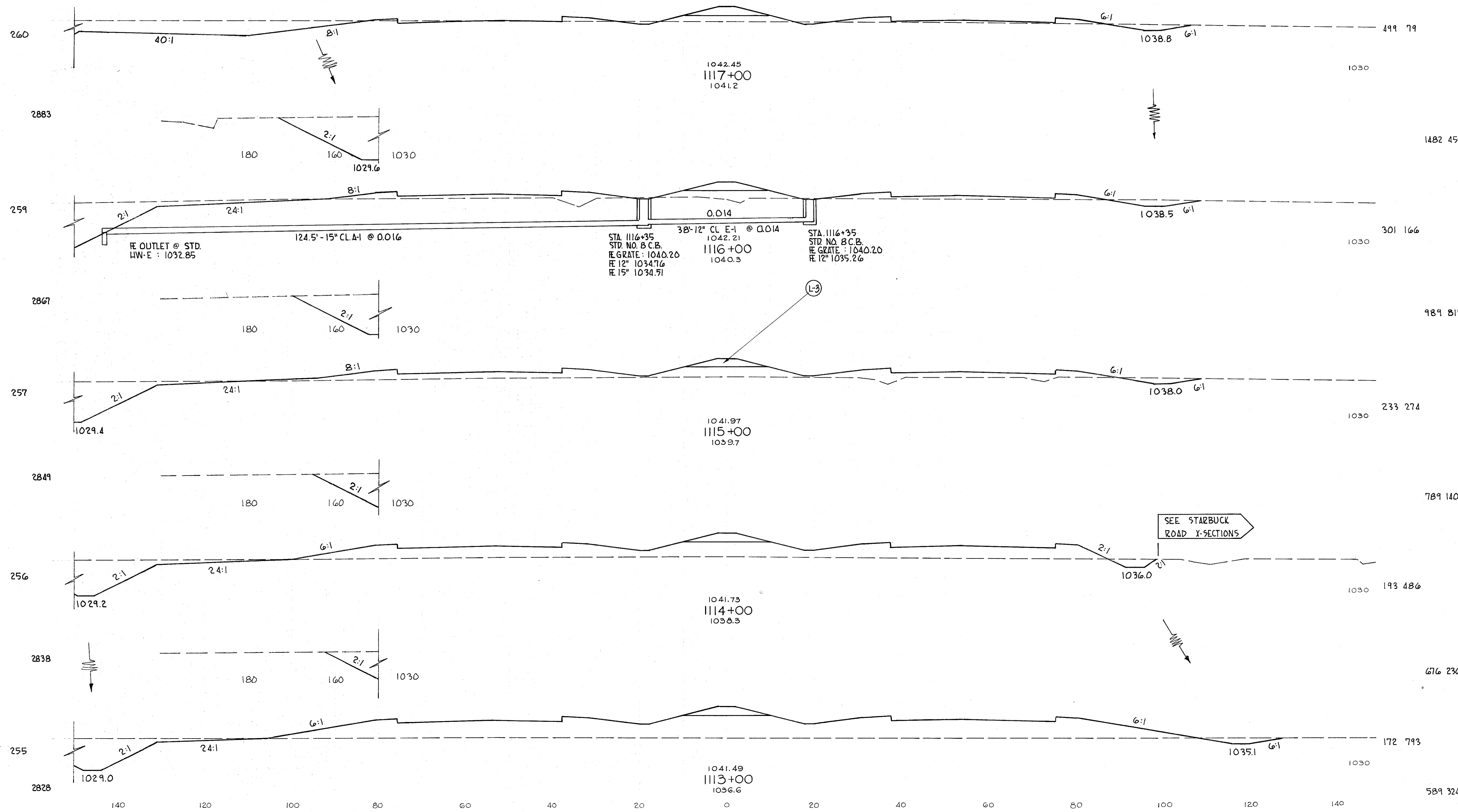
STA. 1103+00 TO STA. 1107+00

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00





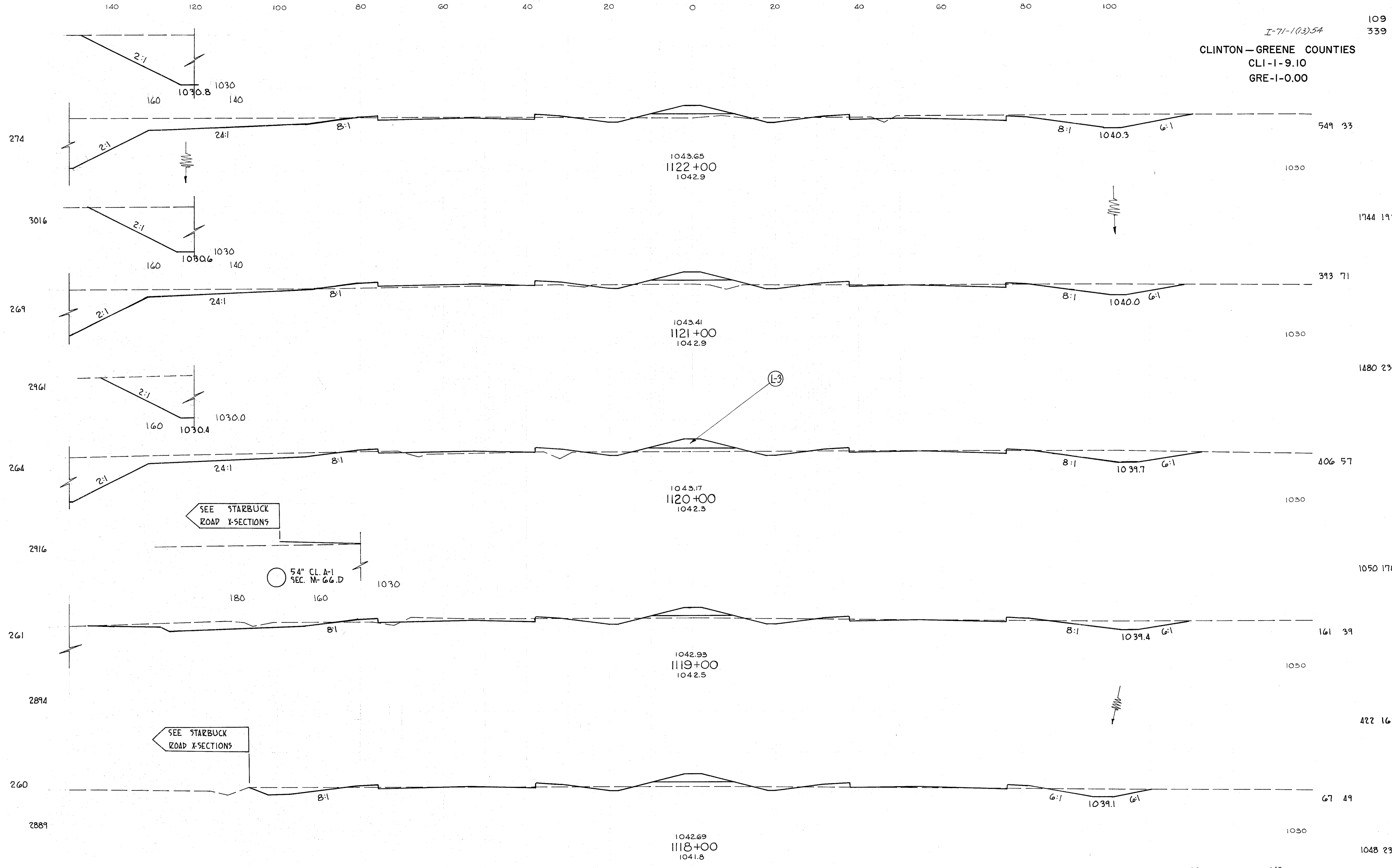
I-71-1(13)54 108  
 339  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



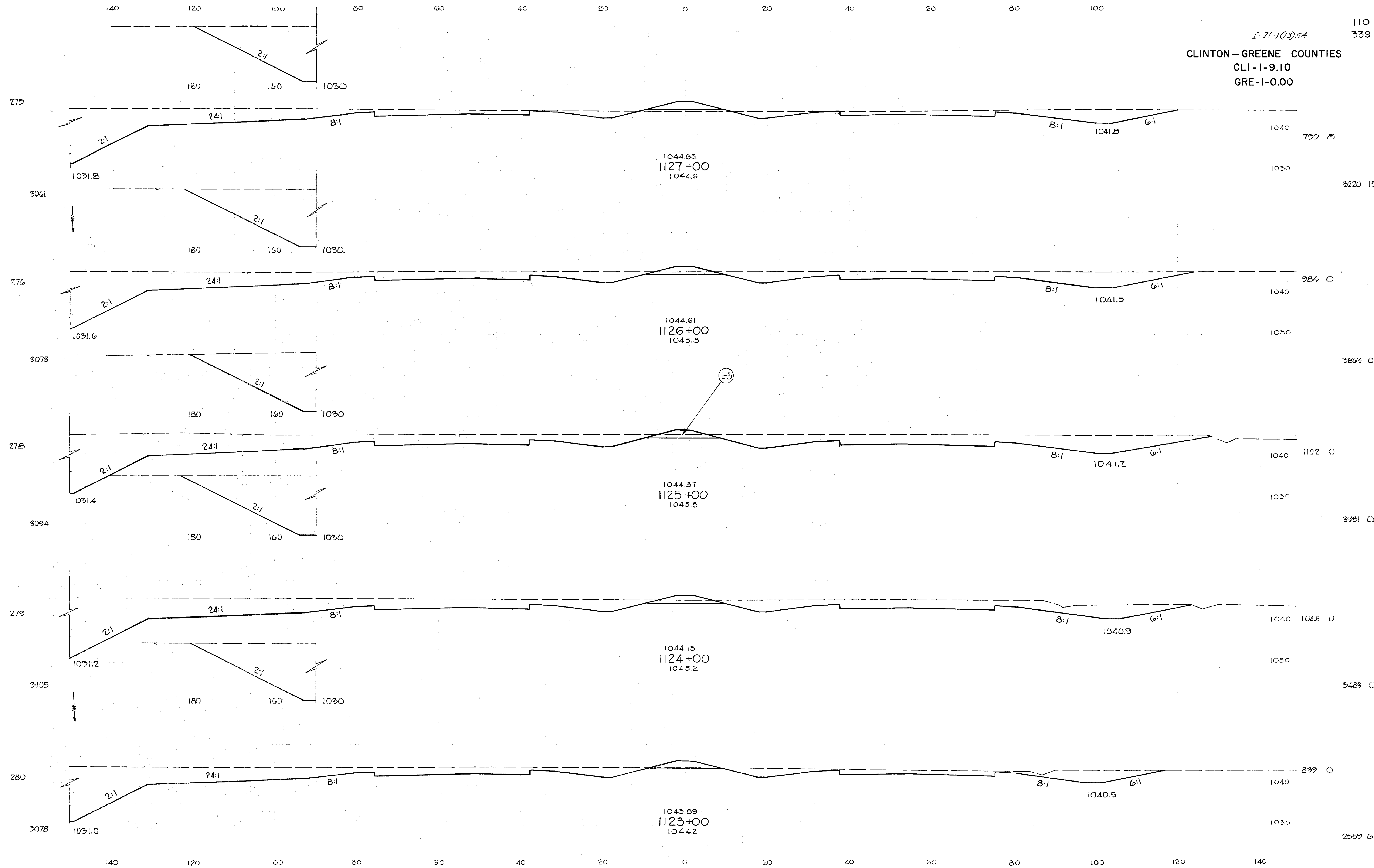
STA. 1113+00 TO STA. 1117+00

I-71-1(3)54

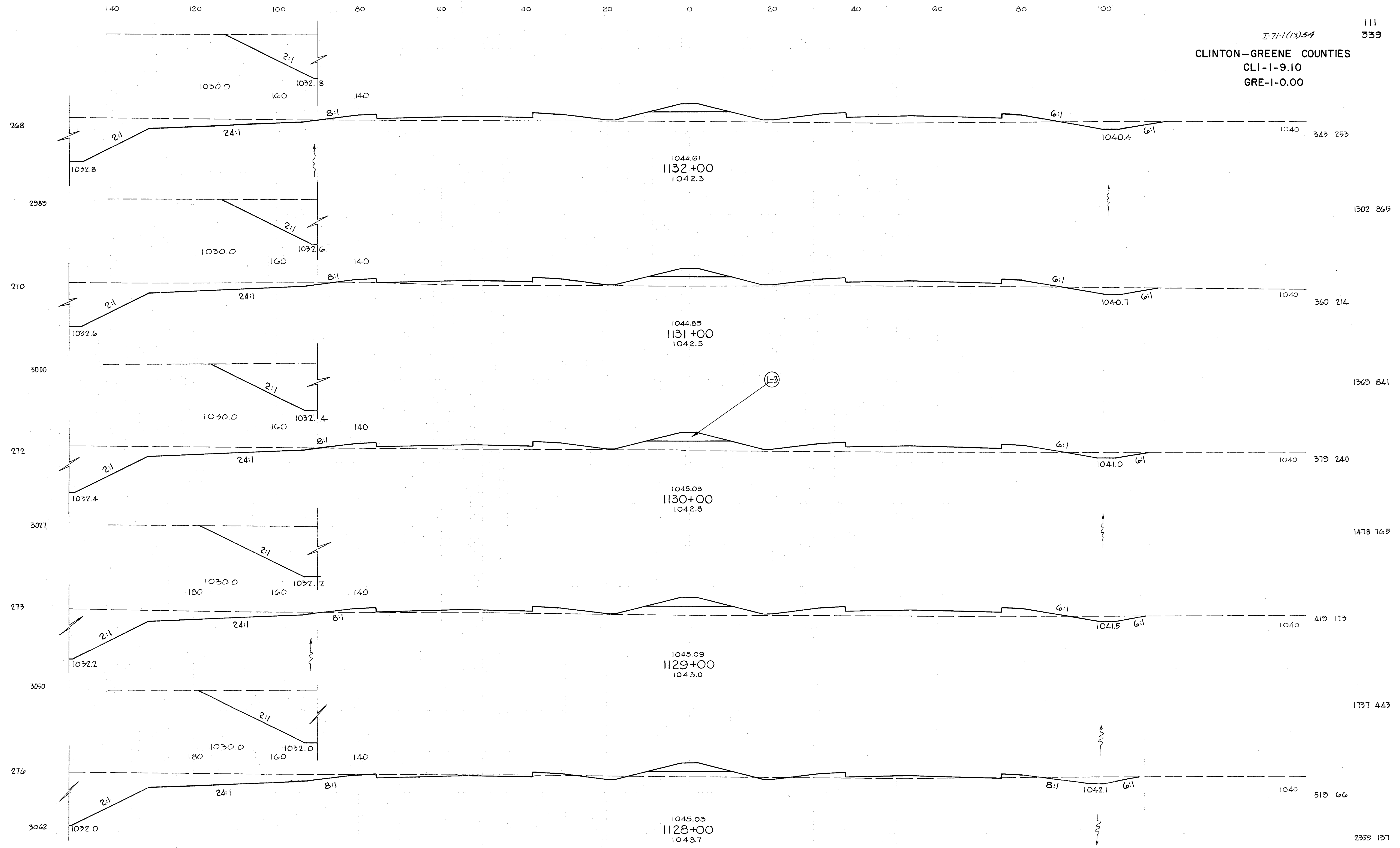
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



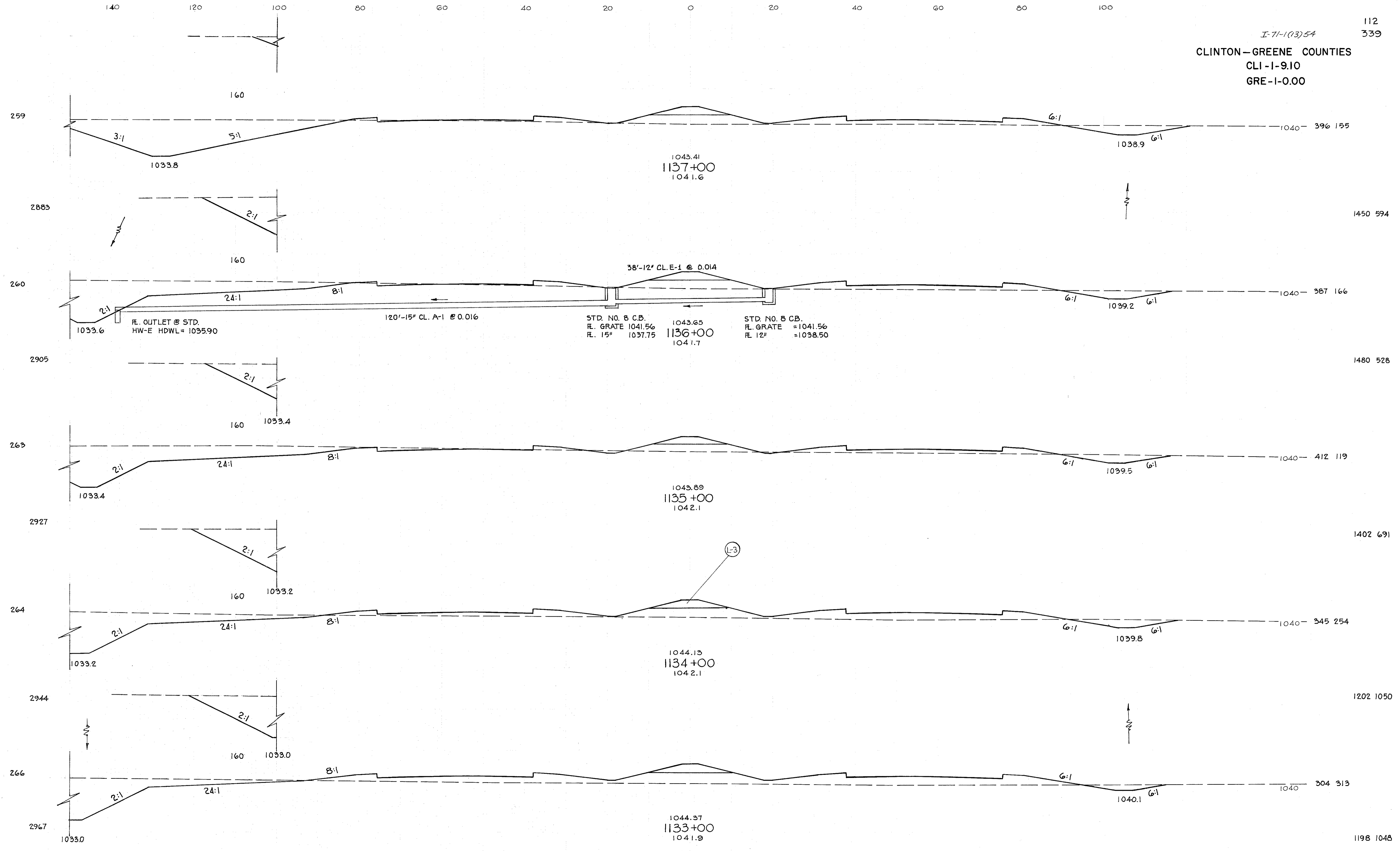
I-71-1(3)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



I-71-1(13)-54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

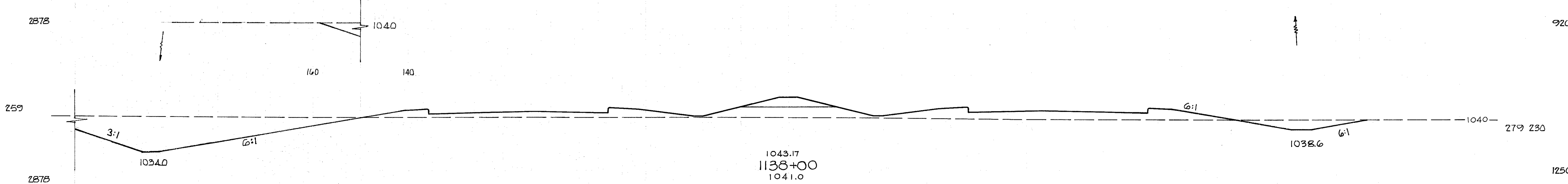
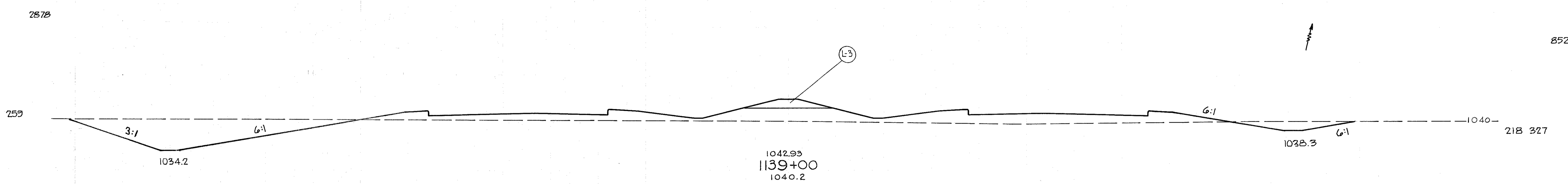
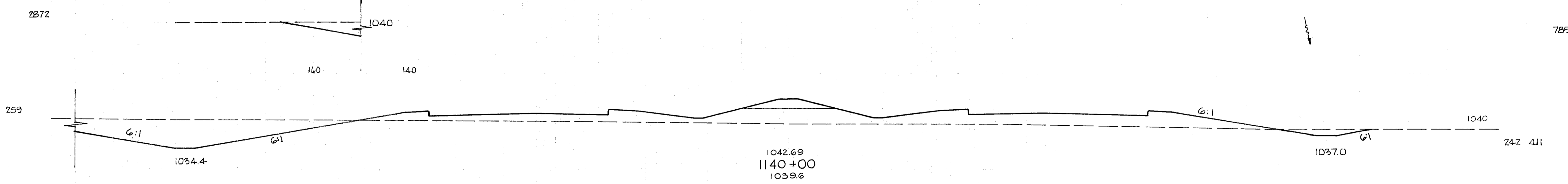
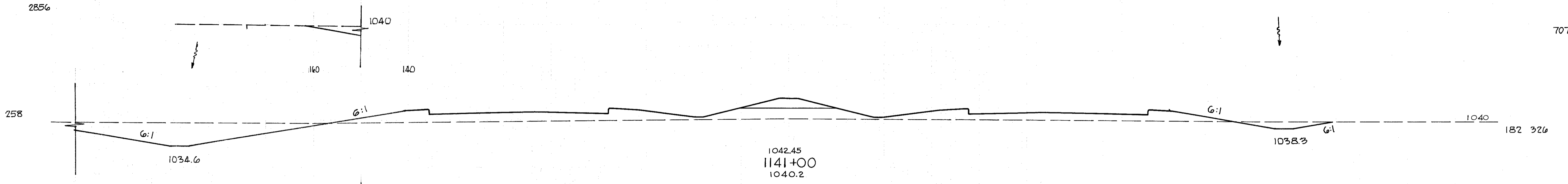
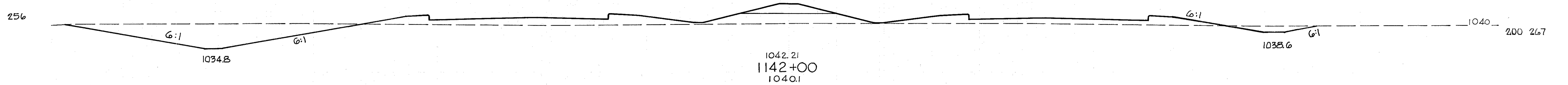


I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

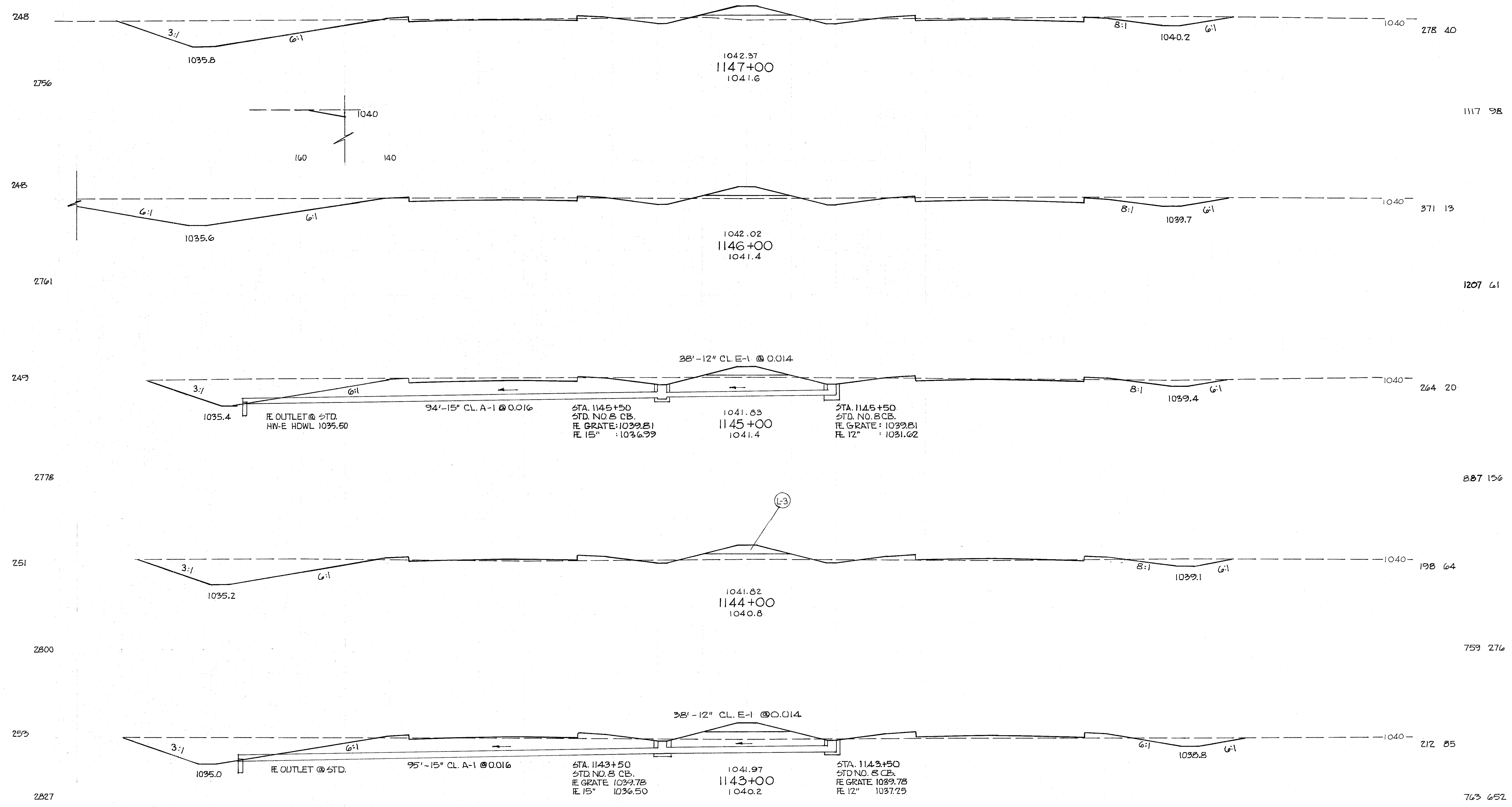




I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



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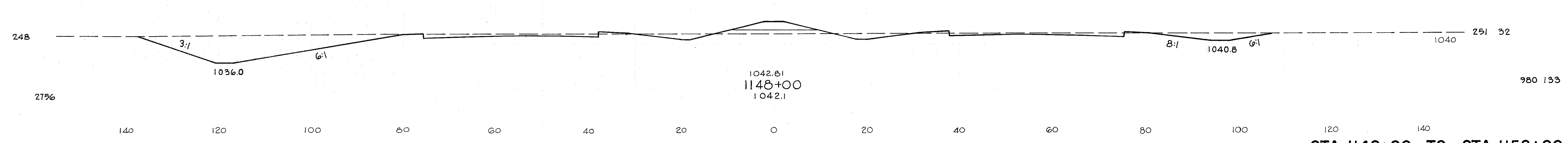
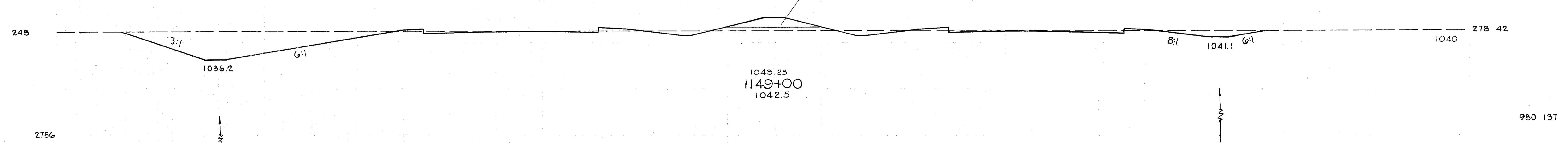
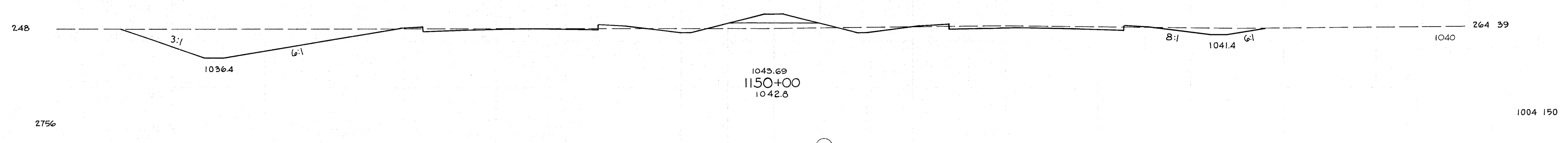
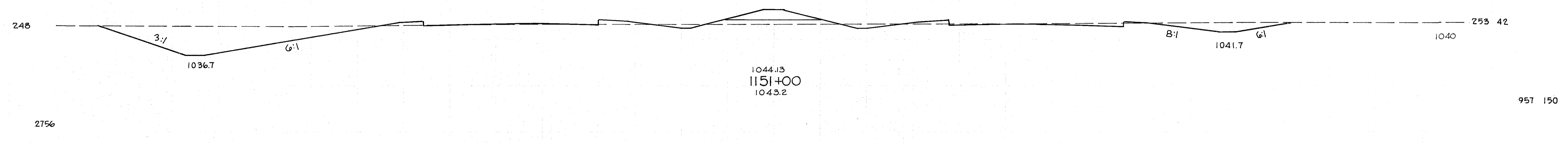
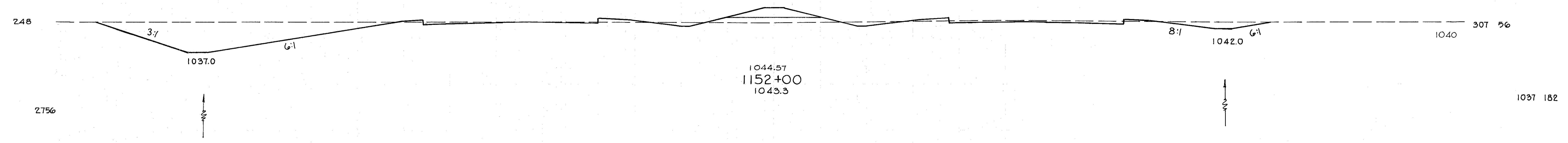


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140 120 100 80 60 40 20 0 20 40 60 80 100

I-71-1(3)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

115  
339



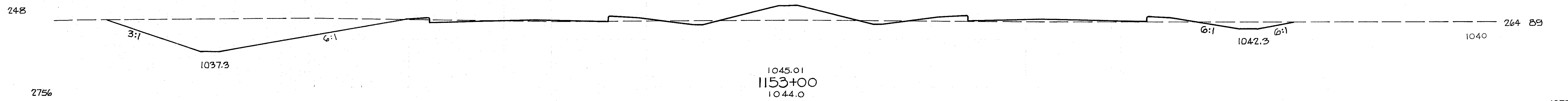
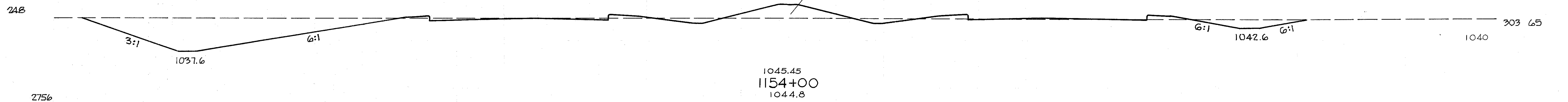
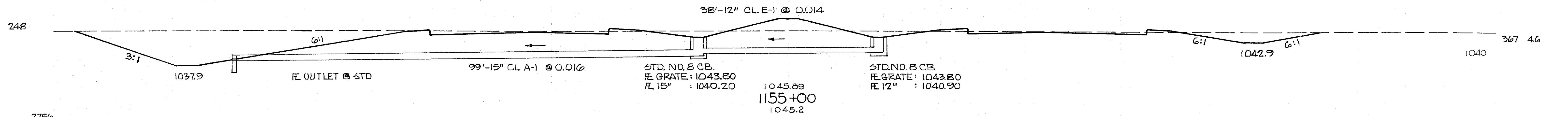
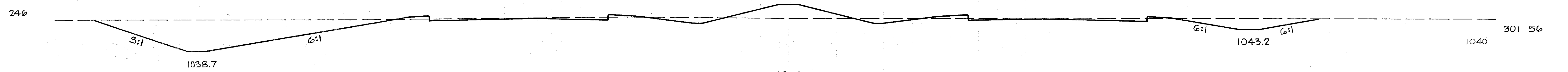
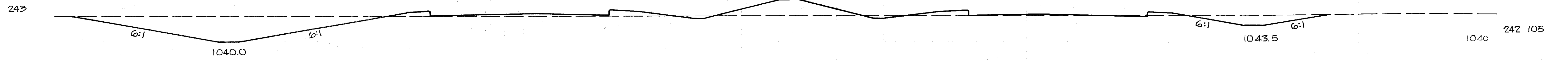
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1148+00 TO STA. 1152+00

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

I-71-1(13)54 116  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



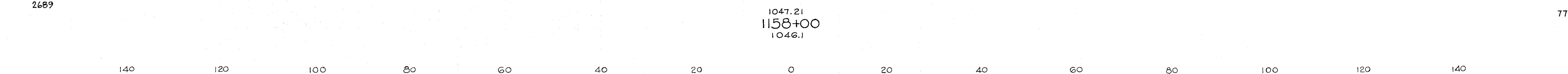
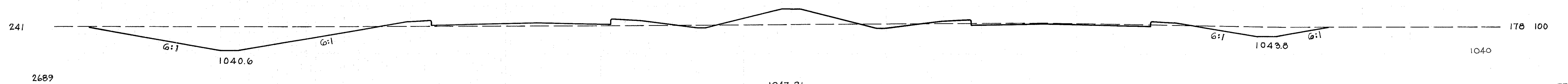
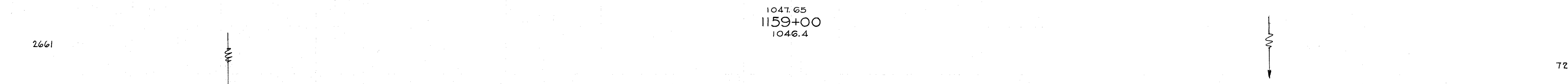
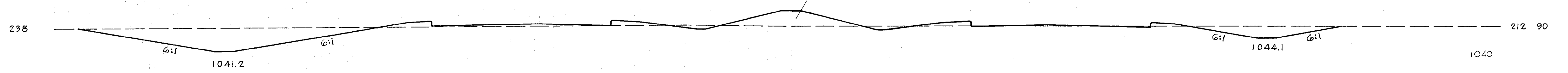
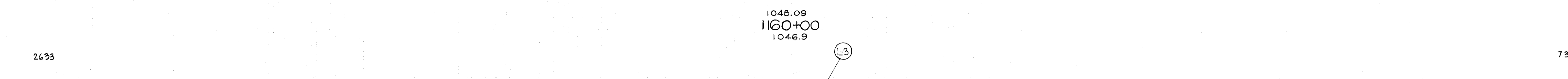
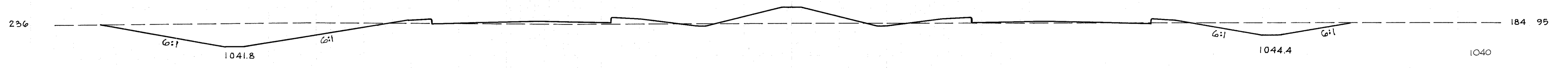
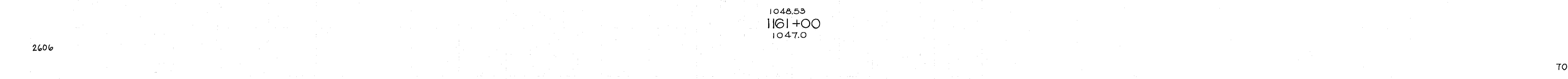
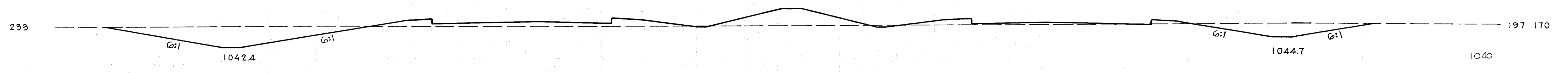
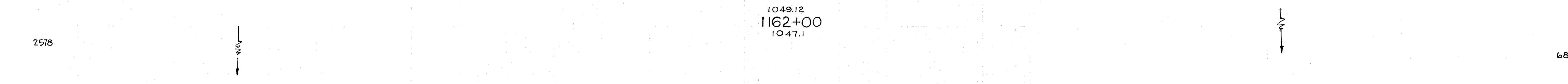
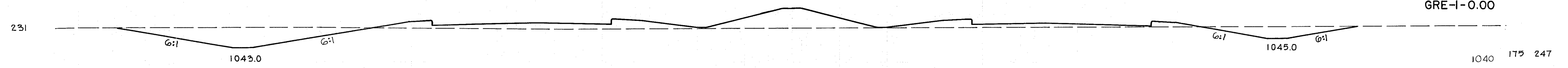
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

STA. 1153+00 TO STA. 1157+00

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

I-71-1(13)54 117  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

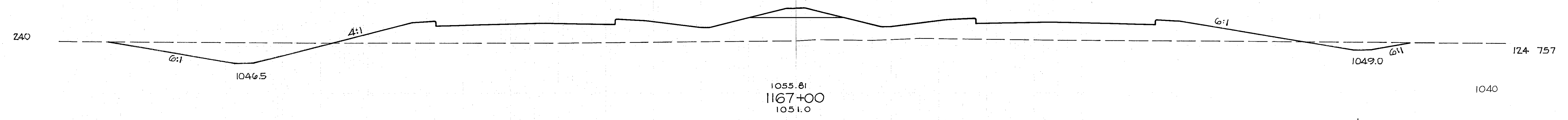


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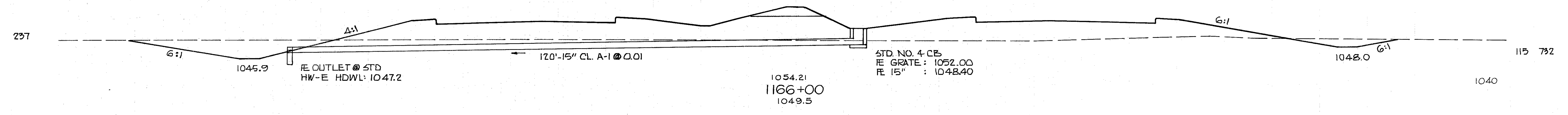
STA. 1158+00 TO STA. 1162+00

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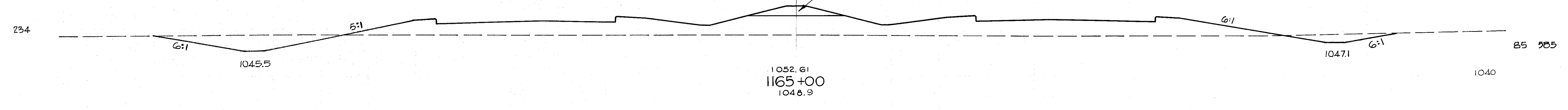
I-71-1(13)54  
118  
339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



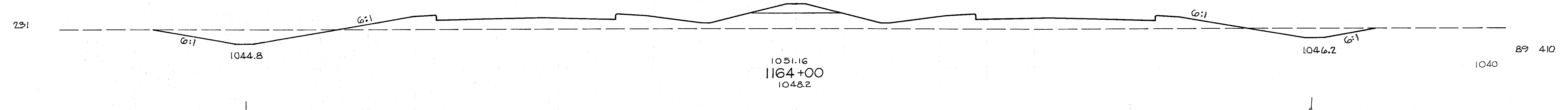
2650  
443 2758



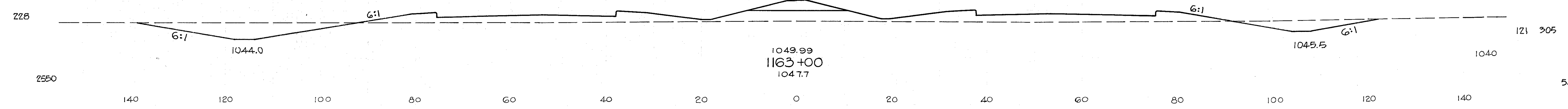
2617  
370 2439



2584  
322 1843



2550  
389 1324

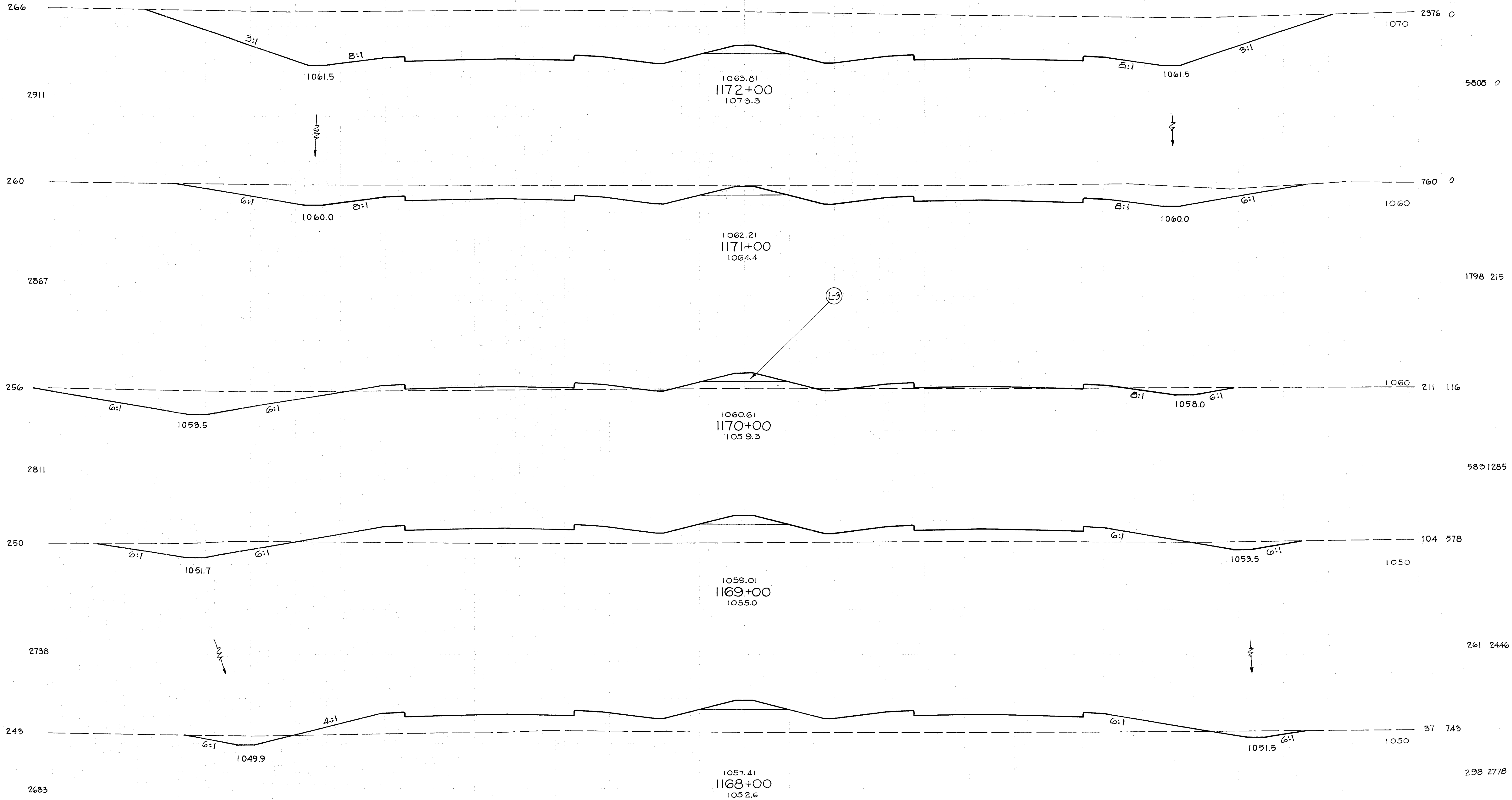


2550  
548 1022

STA. 1163+00 TO STA. 1167+00

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I-71-1(3)5A 119  
339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



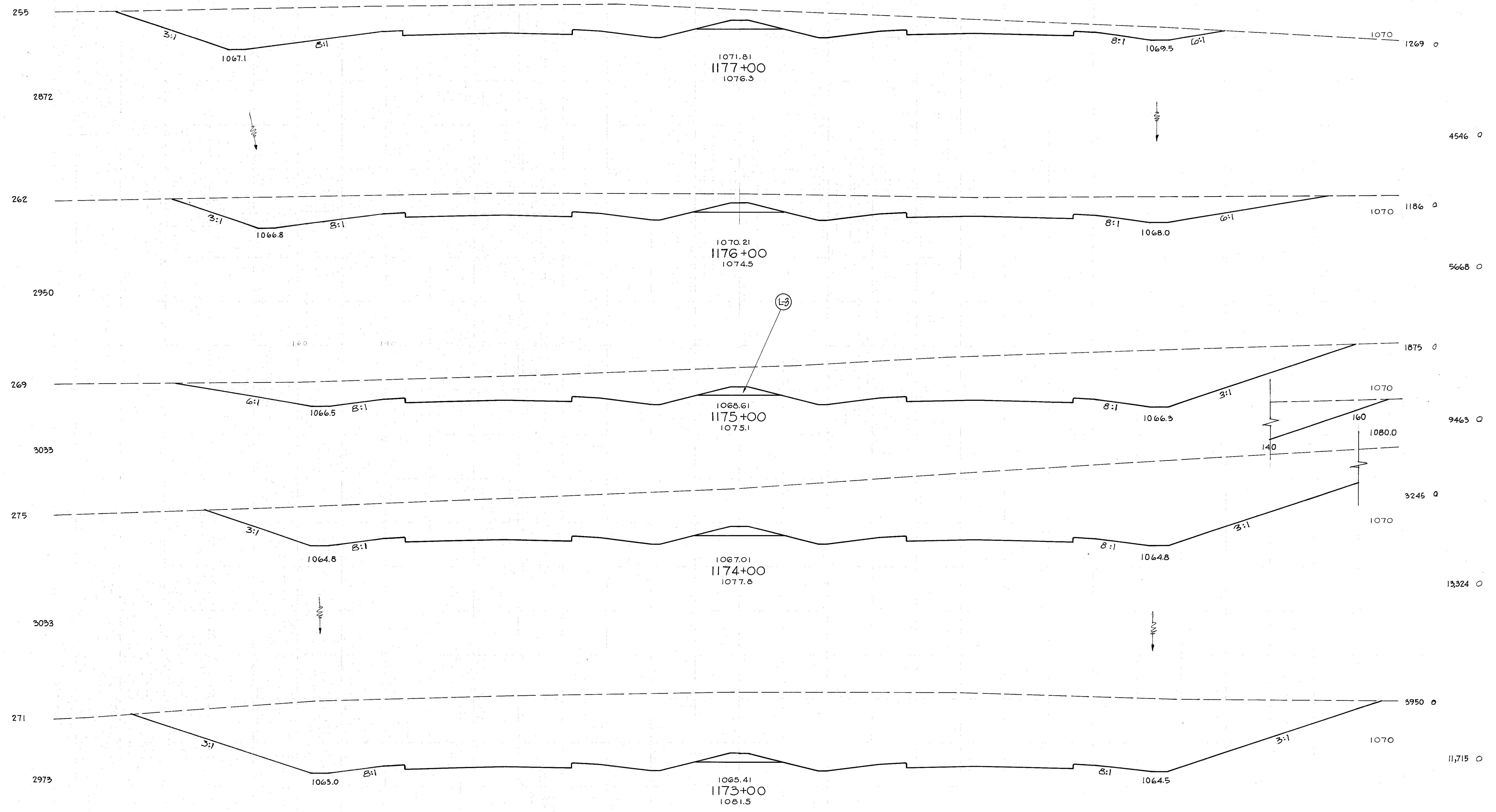
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STA. 1168+00 TO STA. 1172+00

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

120  
339

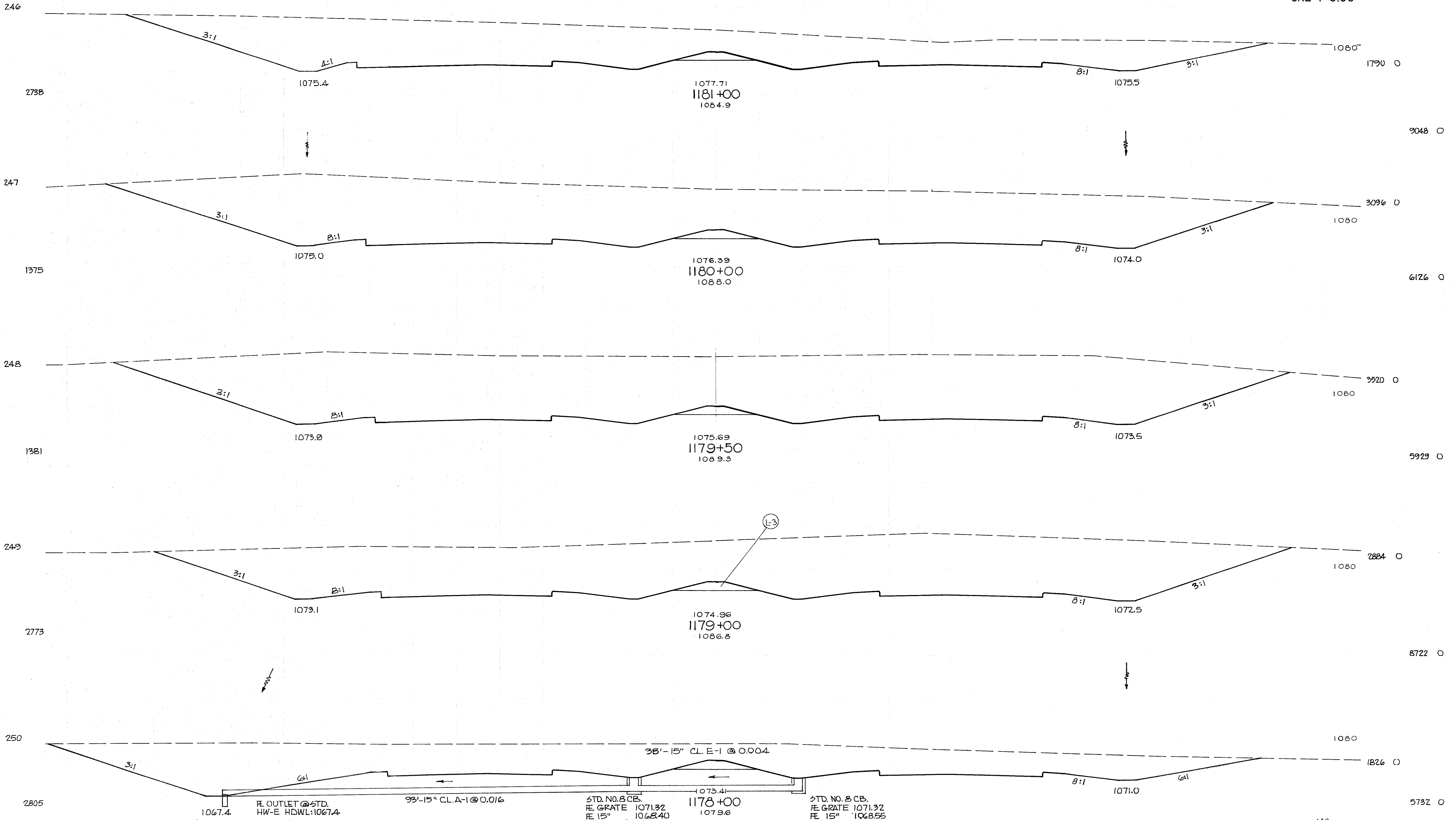


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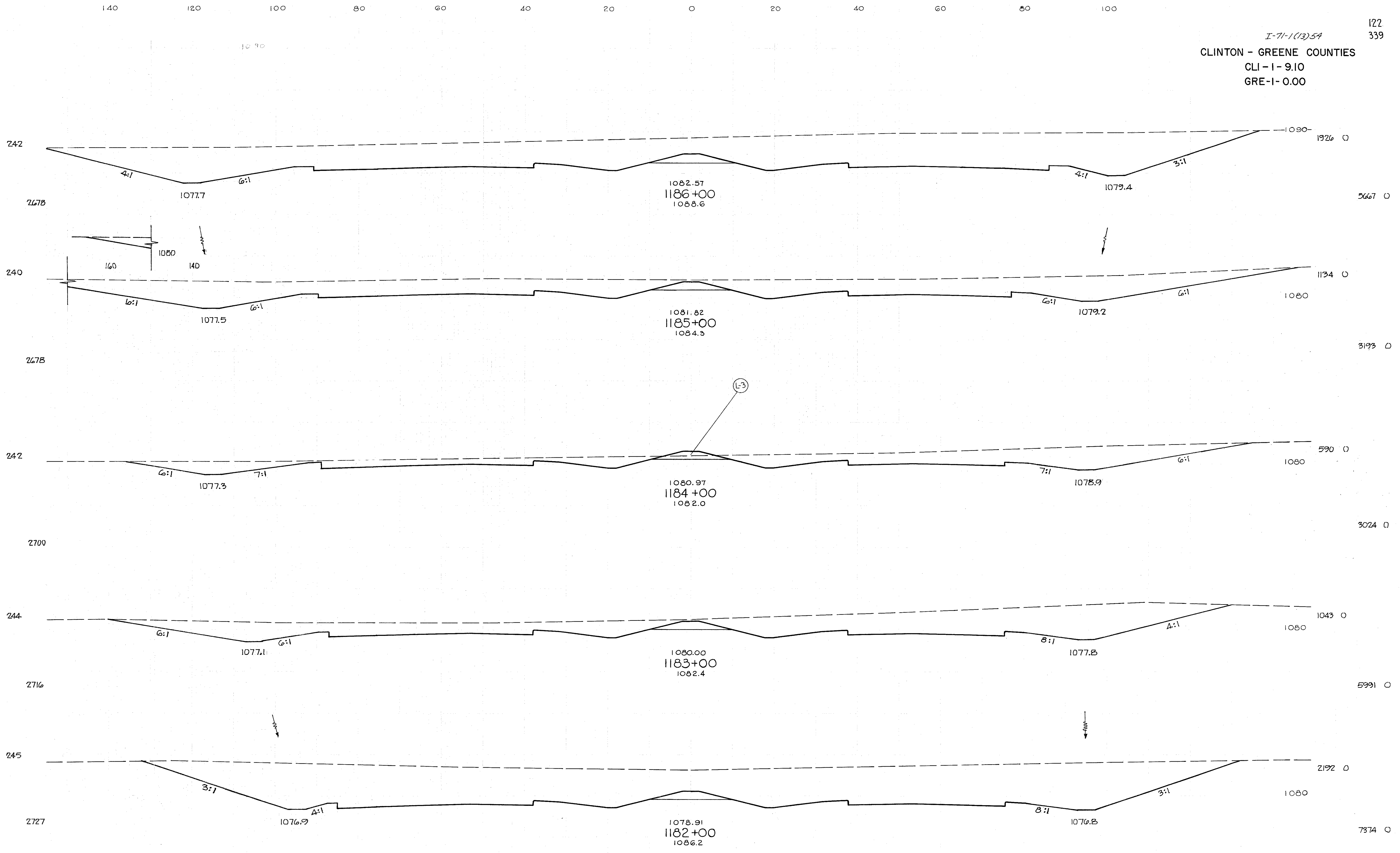
STA. 1173+00 TO STA. 1177+00



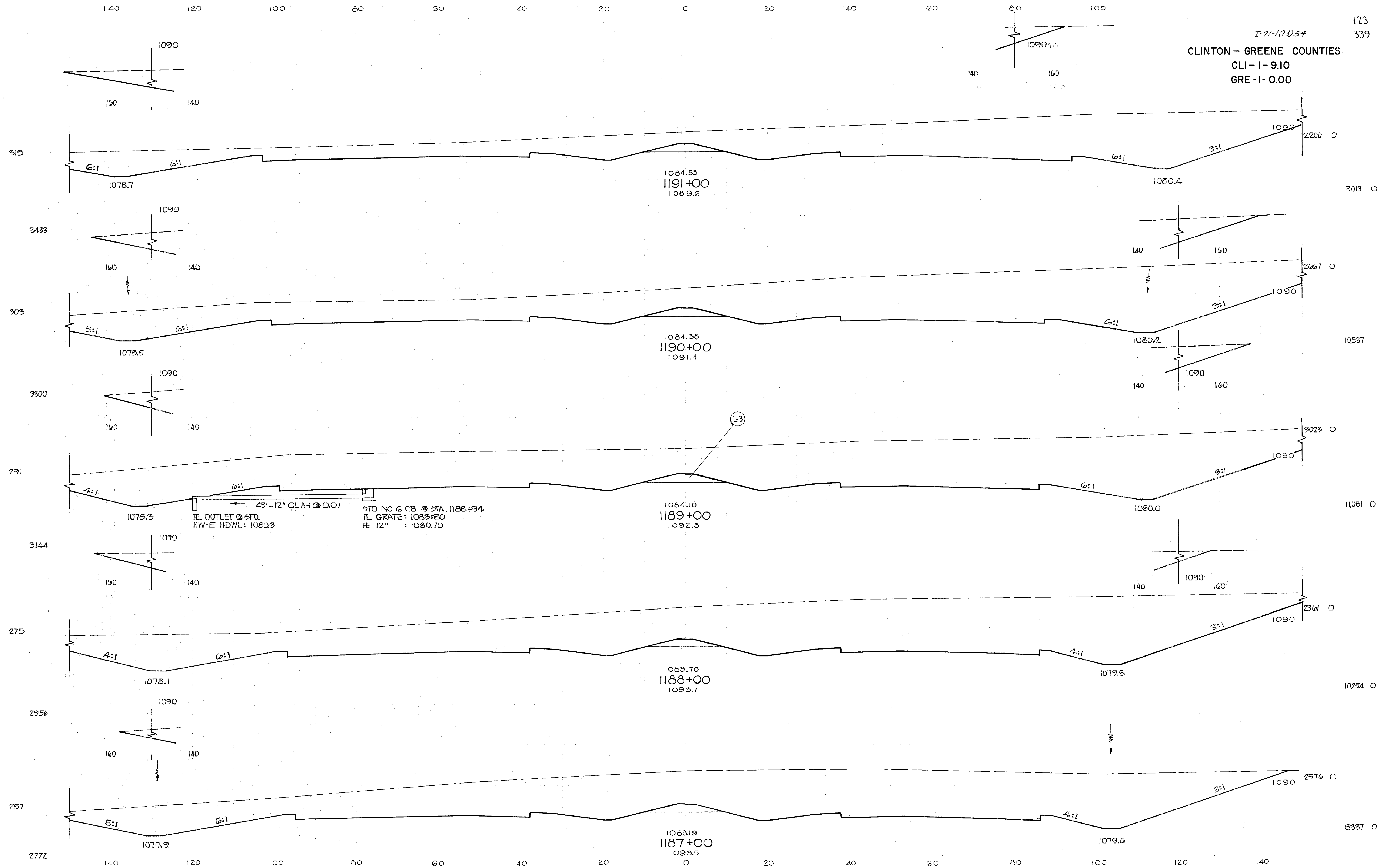
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

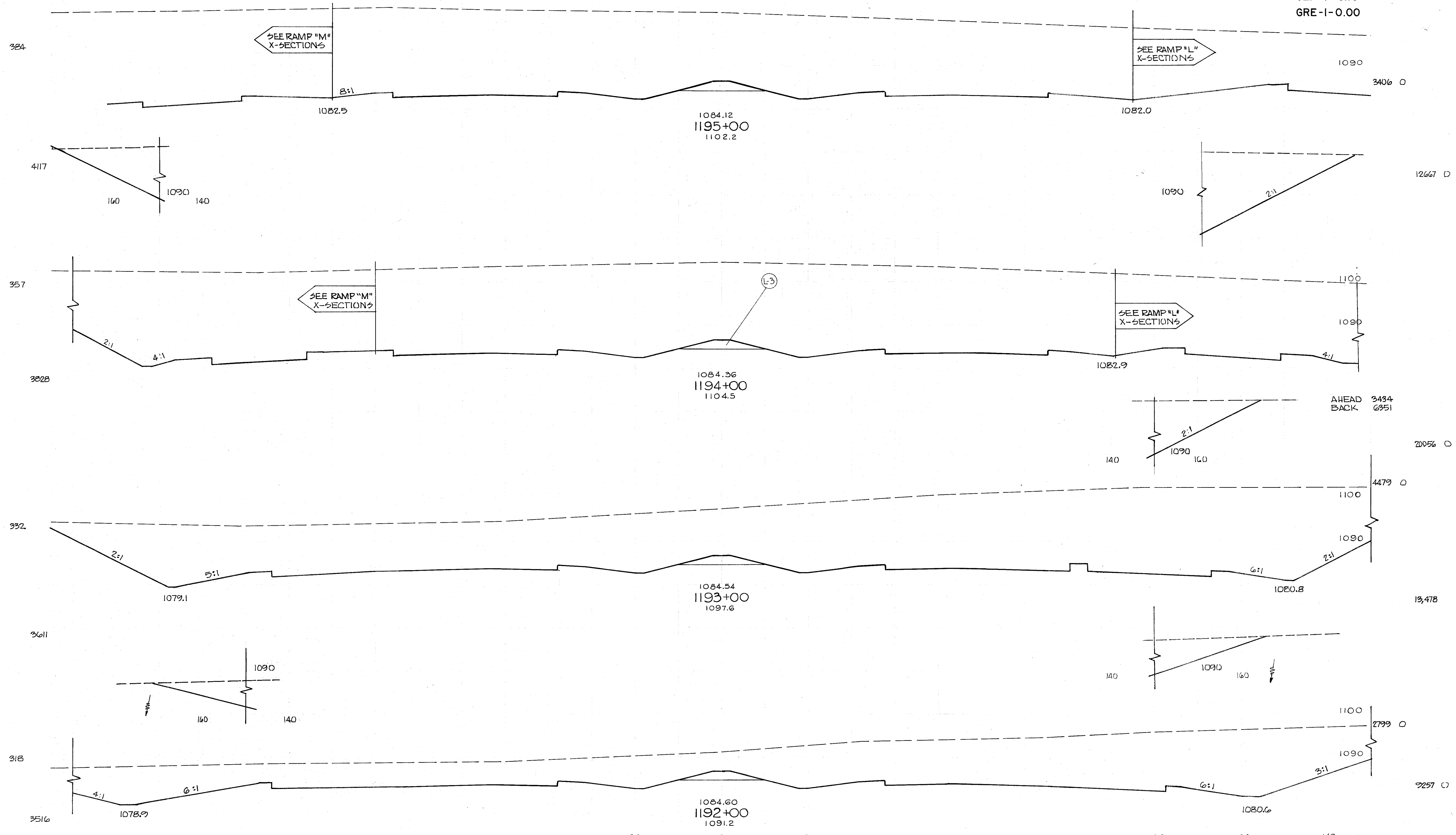


I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



STA. 1187+00 TO STA. 1191+00

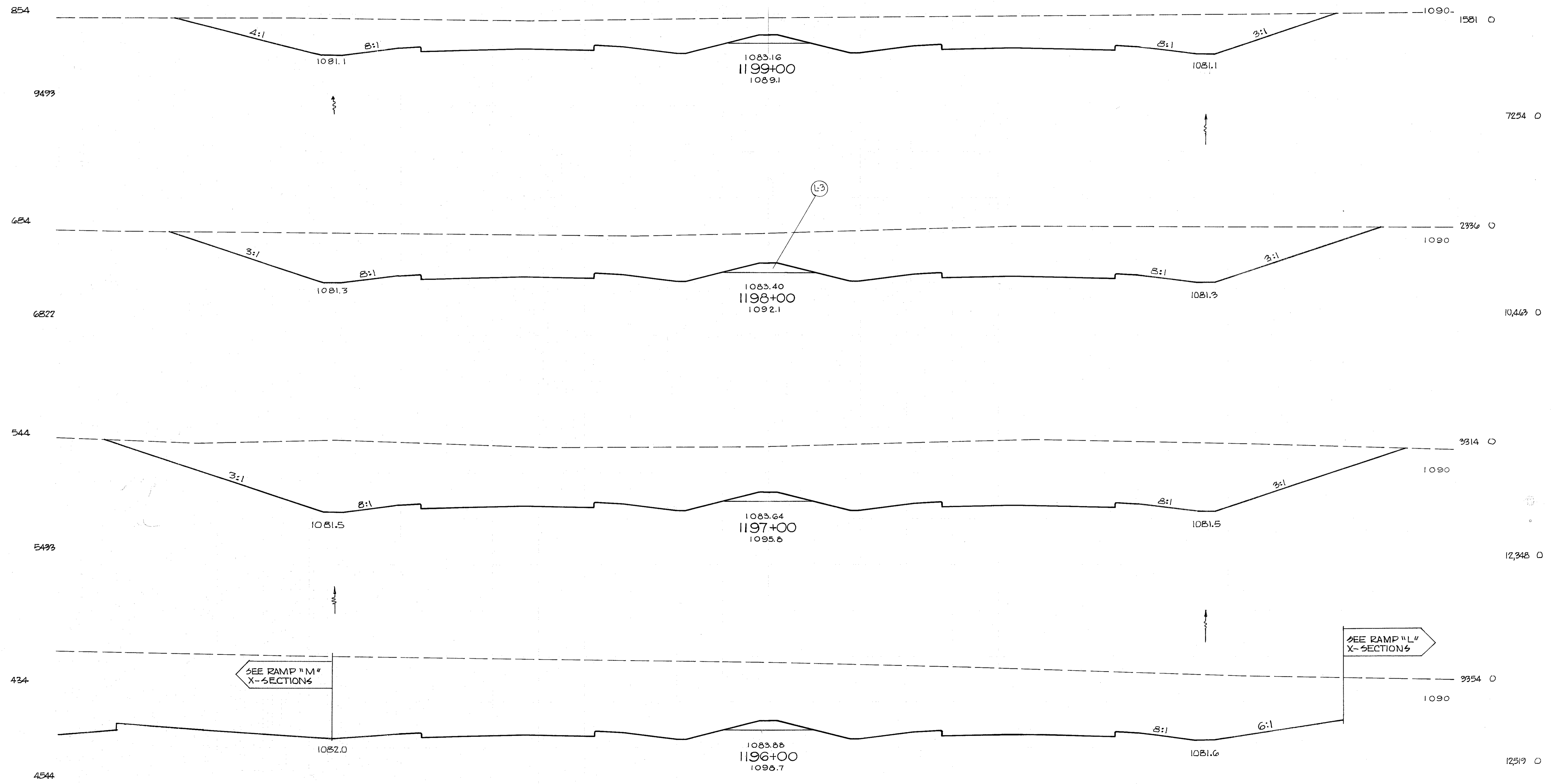
I-71-1(13)5A  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



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

I-71-1(13)5A  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

125  
339

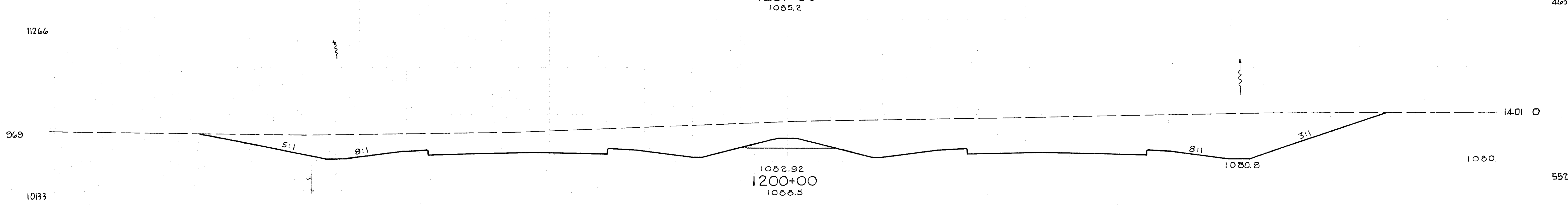
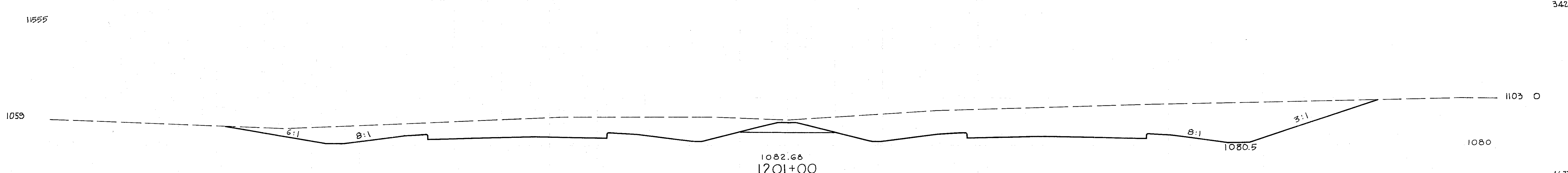
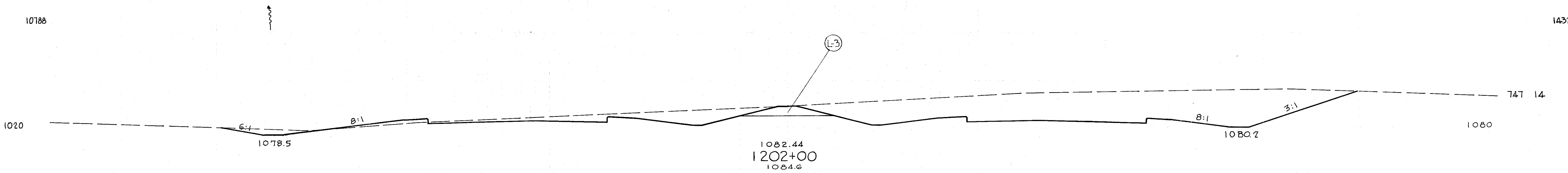
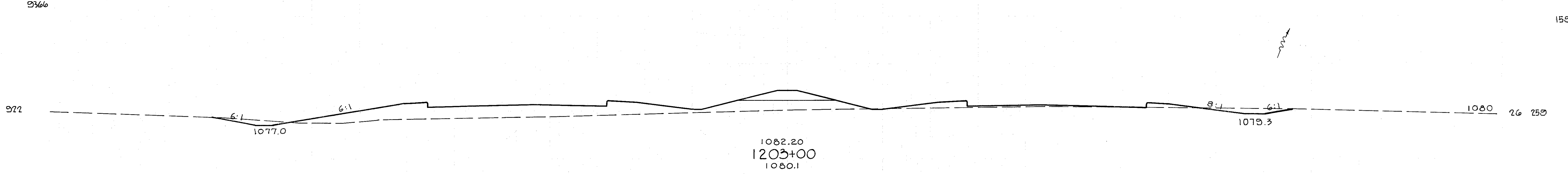
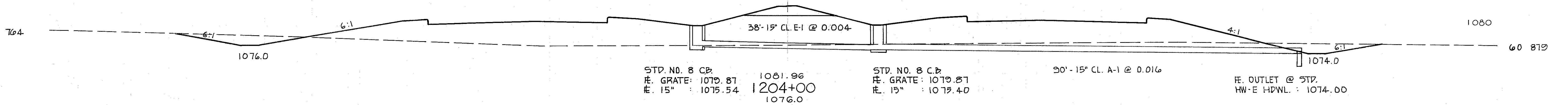


STA. 1196+00 TO STA. 1199+00

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126  
339

I-71-1(13)5A  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



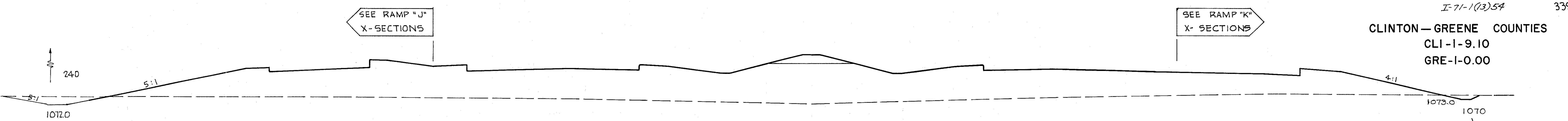
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STA. 1200+00 TO STA. 1204+00

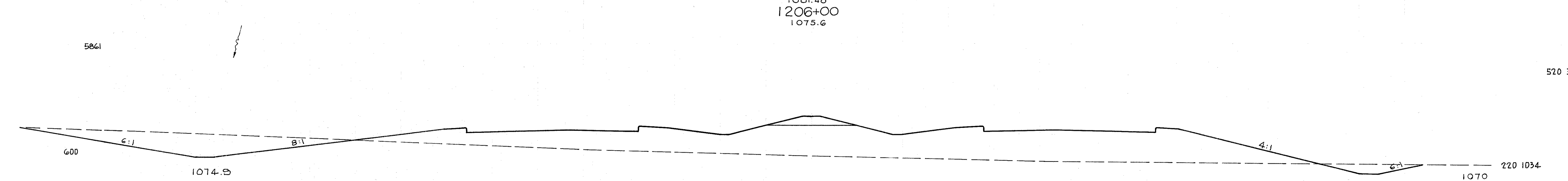
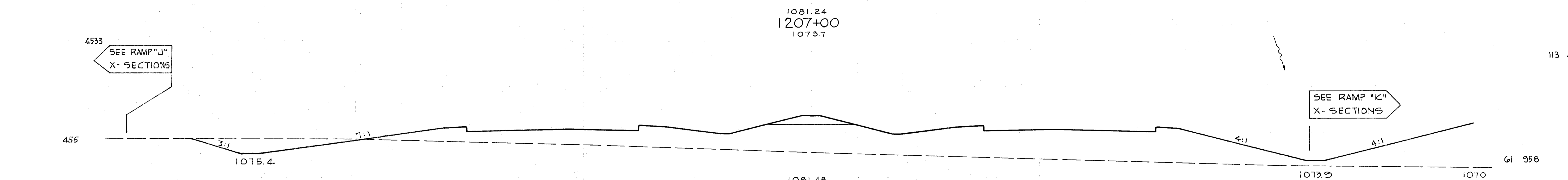
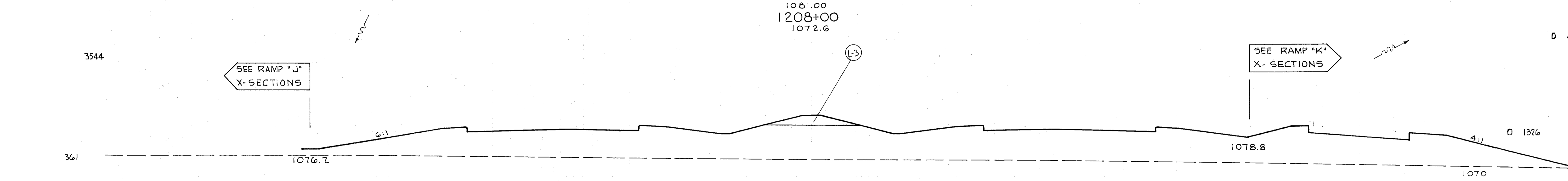
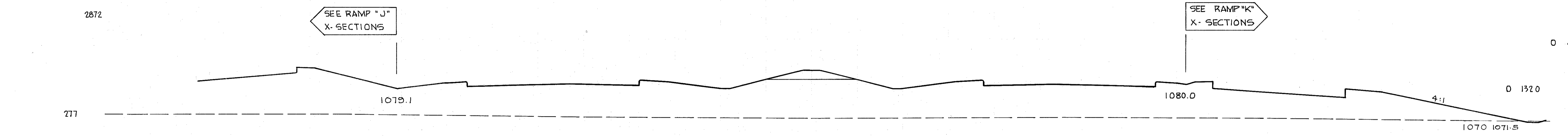
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127  
339

I-71-1(3)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



AHEAD 34 1700  
BACK 0 1105



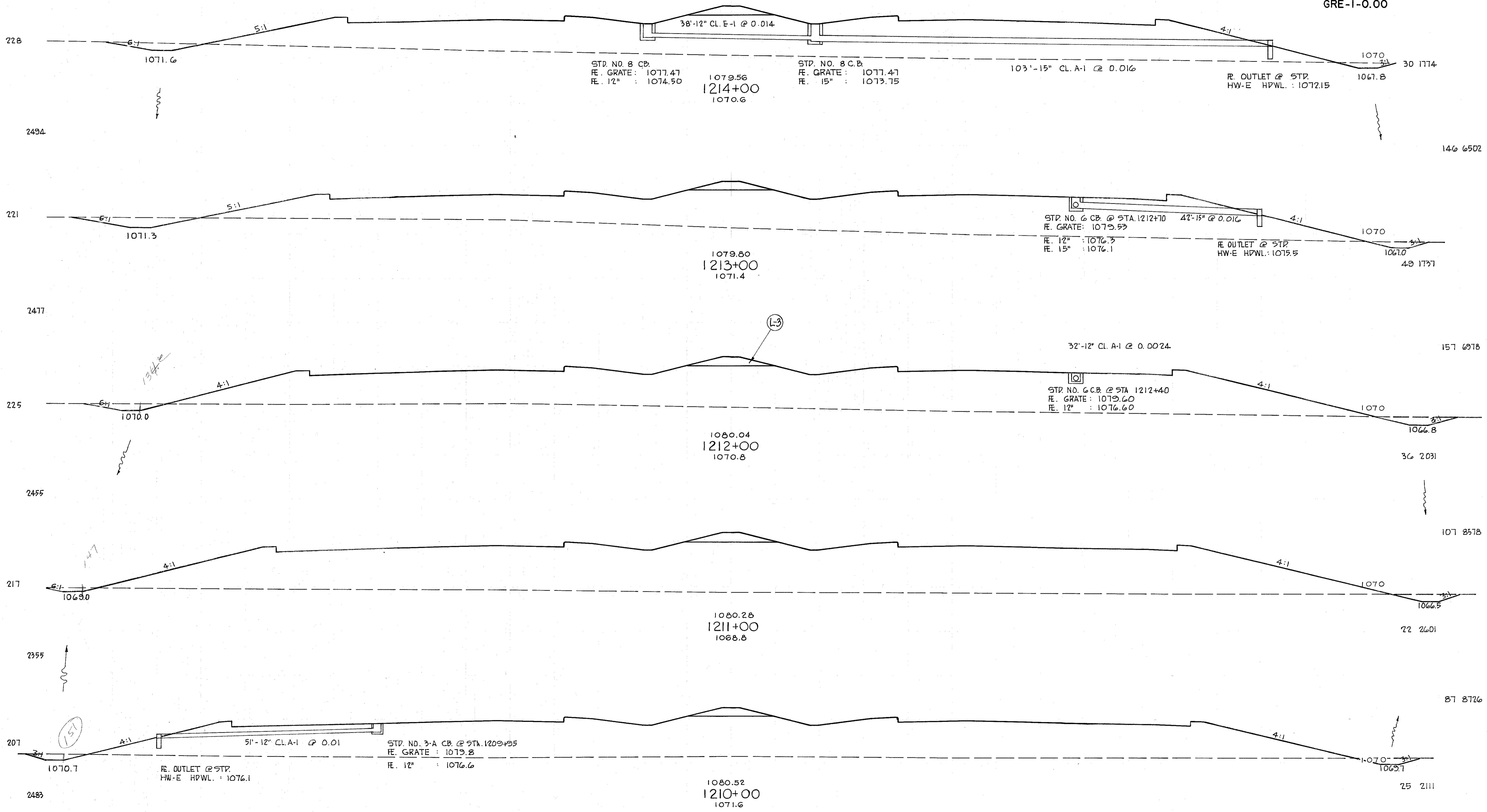
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STA. 1205+00 TO STA. 1209+00

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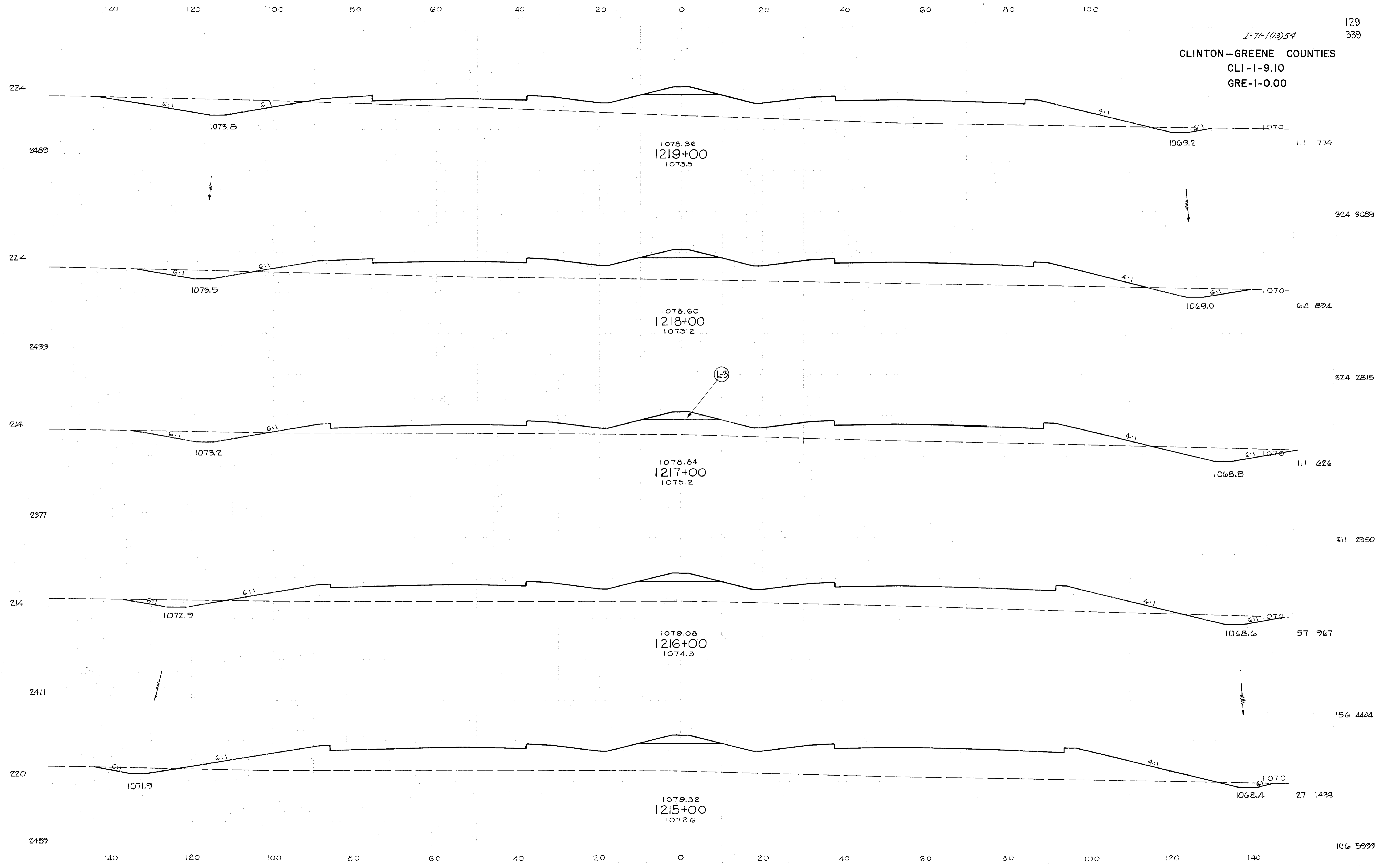
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I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00





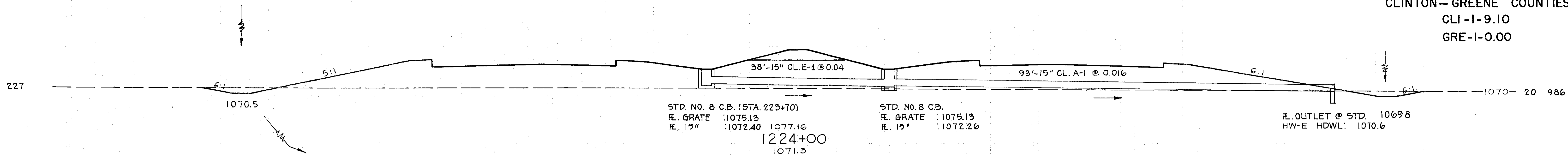
I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



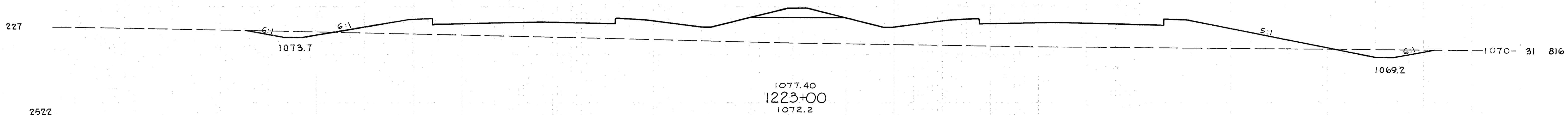
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I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

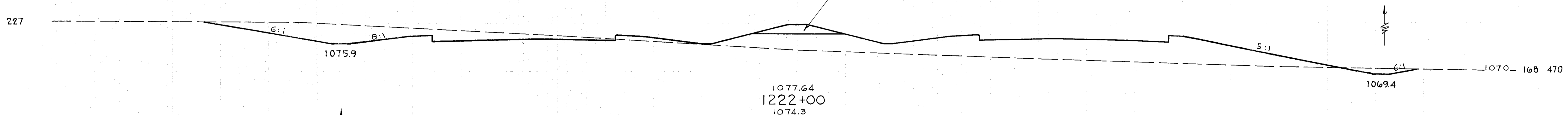
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339



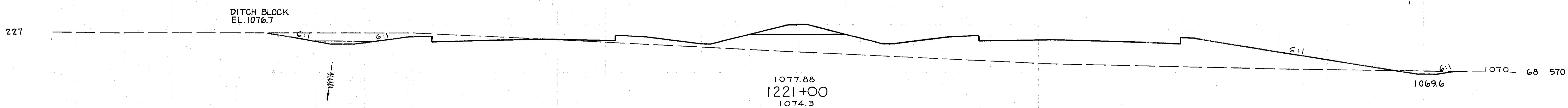
94 3337



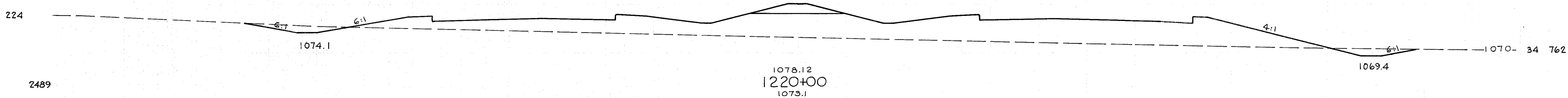
369 2382



437 1926



189 2467



269 2845

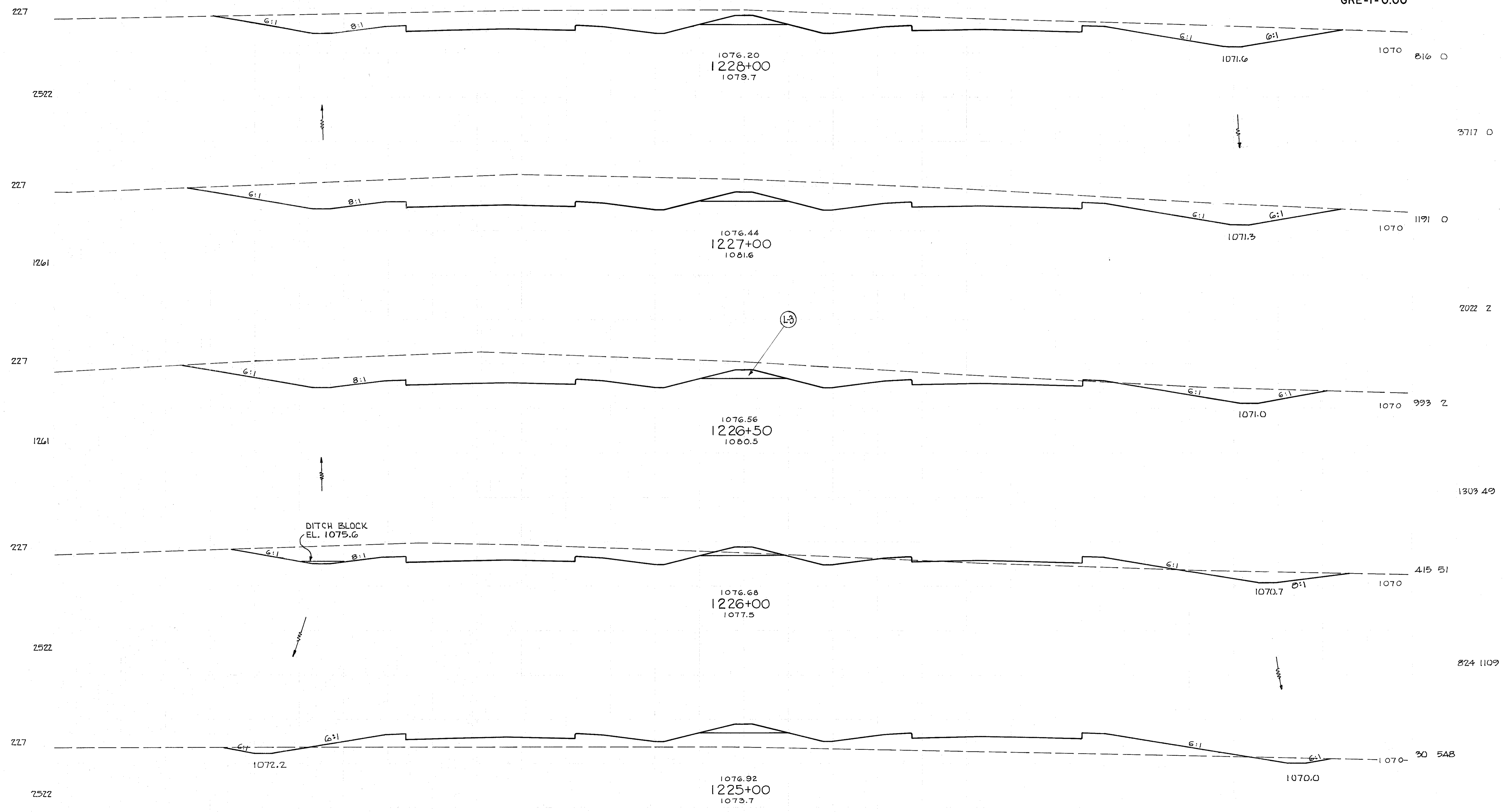
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STA. 1220+00 TO STA. 1224+00

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

I-71-1(13)54 131 339

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



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

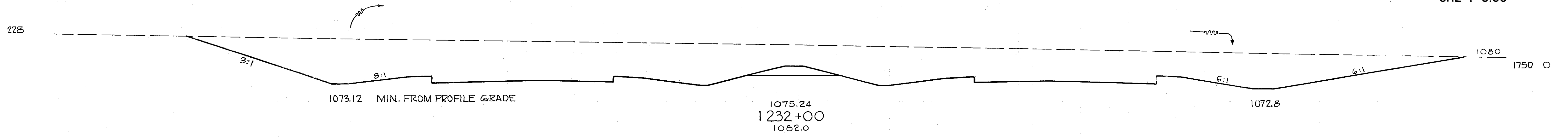
STA. 1225+00 TO STA. 1228+00

93 2841

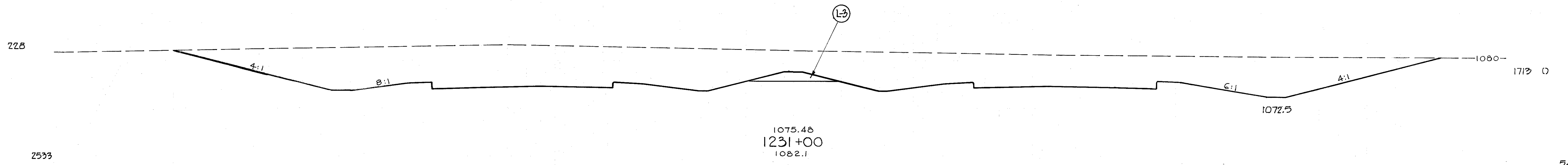
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132  
339

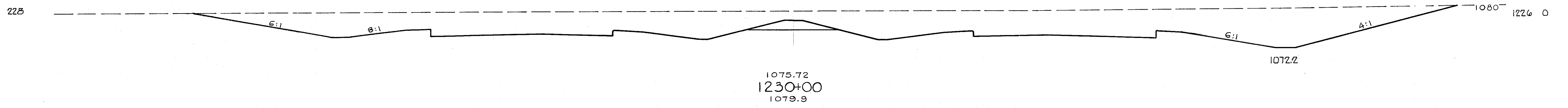
I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



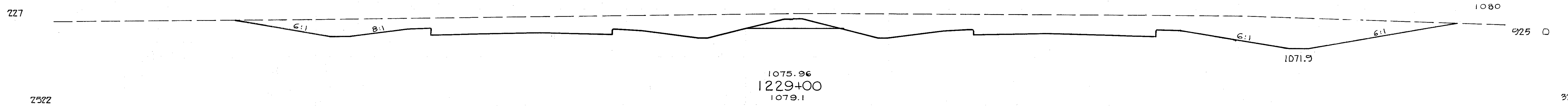
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2533 228 1080 1713 1080 1072.5 1072.2



2527 228 1080 1226 1080 1072.2 1071.9



2522 227 1080 925 1080 1071.9

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

STA. 1229+00 TO STA. 1232+00

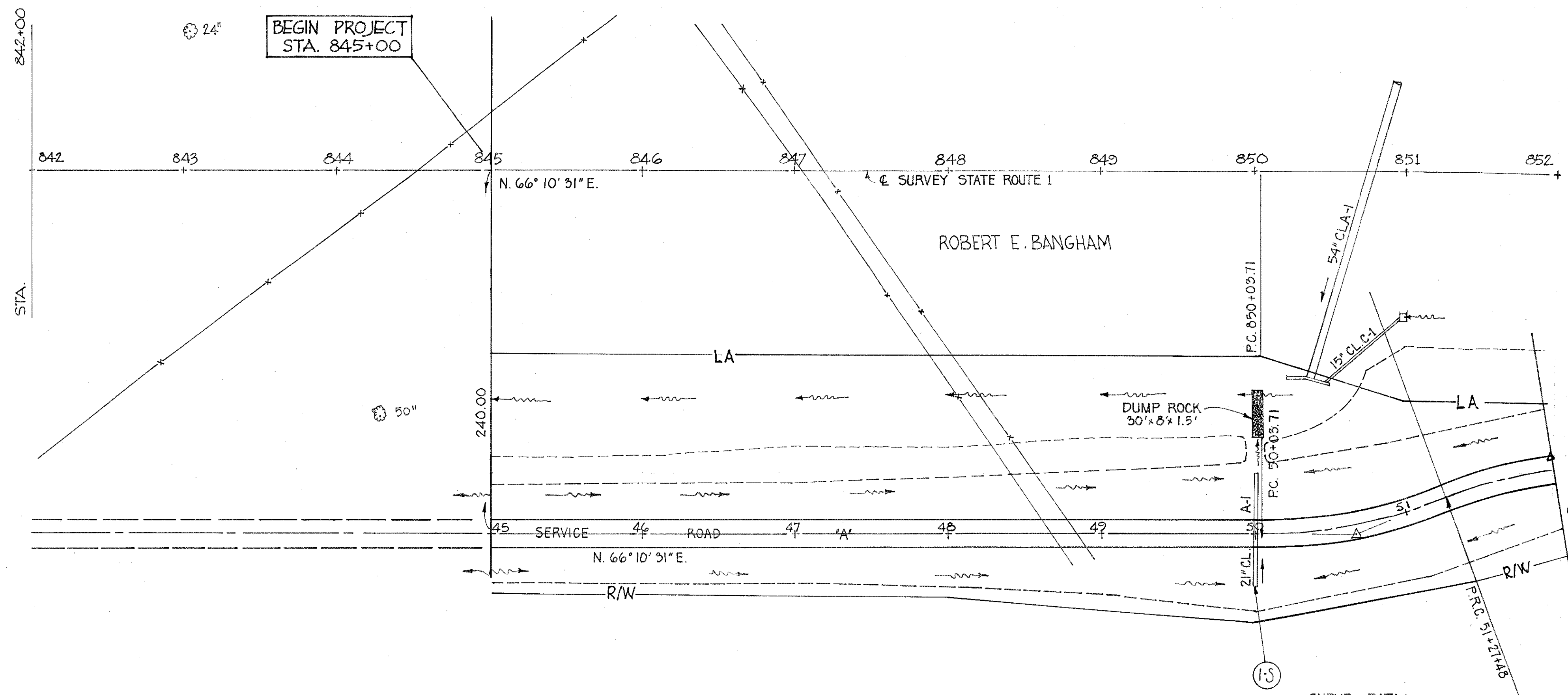
# WEIGH STATION AND SIDE ROAD SUB SUMMARY

FED. NO. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

133  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

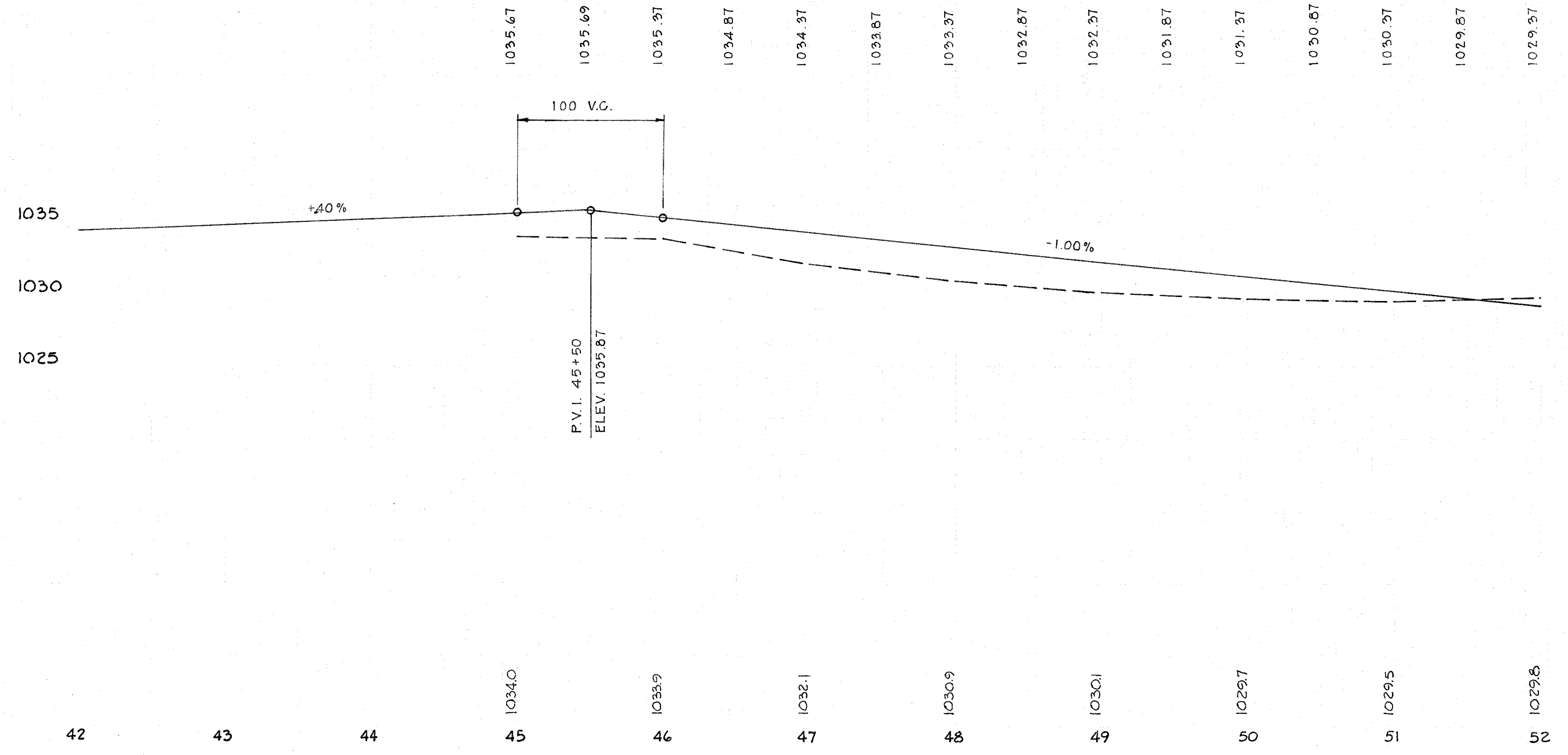
SHEET																														NUMBER								ITEM	UNIT	QUANTITY			DESCRIPTION	
																																								100% STATE	F. A. I.	TOTAL		
																																								TYPE	CODE	7221		
																																											ROADWAY	
																																												GUARD RAIL, STEEL BEAM, STD. TYPE DEEP
																																												SODDING, SPECIAL BERM & SLOPE PROTECTION AS PER PLAN
																																												JUTE MATTING
																																												SODDING
																																												TEMPORARY RUNAROUND ROAD
																																												PAYEMENT
																																												AGGREGATE BASE COURSE, 5"
																																												AGGREGATE BASE COURSE, 6"
																																												APPROACH SLAB, T=13"
																																												BIT. PRIME COAT SEC. M-5.7
																																												ASPH. CONC. SURFACE COURSE TYPE A (85-100) T=2"
																																												STANDARD TYPE G CONCRETE CURB
																																												SPECIAL CONCRETE CURB AS PER PLAN
																																												SPECIAL CONCRETE CURB MODIFIED AS PER PLAN
																																												4" STD TYPE I PORTLAND CEMENT CONC. MED. PAVEMENT
																																												DRAINAGE
																																												PIPE REMOVED - 15" & UNDER
																																												PIPE REMOVED - OVER 15"
																																												6" PIPE CLASS A-1 SEC. M-6.6 (b) OR SEC. M-6.8 (b)
																																												8" PIPE CLASS A-1 SEC. M-6.6 (b) OR SEC. M-6.8 (b)
																																												12" PIPE CLASS A-1 SEC. M-6.6 (a) OR SEC. M-6.8 (b)
																																												18" PIPE CLASS A-1 SEC. M-6.6 (c)
																																												21" PIPE CLASS A-1 SEC. M-6.6 (a) OR SEC. M-6.8 (b)
																																												30" PIPE CLASS A-1 SEC. M-6.6 (a) OR SEC. M-6.8 (b)
																																												36" PIPE CLASS A-1 SEC. M-6.6 (a)
																																												42" PIPE CLASS A-1 SEC. M-6.6 (a)
																																												54" PIPE CLASS A-1 SEC. M-6.6 (d)
																																												72" PIPE CLASS A-1 SEC. M-6.6 (d)
																																												6" PIPE CLASS F-1
																																												8" PIPE CLASS F-1 SEC. M-6.4 (c)
																																												10" PIPE CLASS F-1 SEC. M-6.4 (c)
																																												12" PIPE CLASS F-1 SEC. M-6.4 (c)
																																												24" PIPE CLASS F-1 SEC. M-6.4 (c)
																																												6" PIPE CLASS I-3 AS PER PLAN
																																												30" x 19" PIPE CLASS G-1 SEC. M-6.7 (a)
																																												45" x 29" PIPE CLASS G-1 SEC. M-6.7 (a)
																																												6" PIPE SPECIAL, CLASS A-1
																																												10" PIPE SPECIAL, CLASS F-1
																																												6" PIPE SPECIAL, CLASS I-3
																																												CATCH BASINS ABANDONED
																																												STANDARD NO 8 CATCH BASIN
																																												MASONRY
																																												CHANNEL EXCAVATION
																																												DUMPED ROCK CHANNEL PROTECTION



NOTE: Federal pavement participation  
Confined to 16' aggregate base course.

CURVE DATA:  
P.I. STA. 50+66.39  
 $\Delta = 22^\circ 16' 45''$  LT.  
 $D_c = 18^\circ 00' 00''$   
 $R = 318.31'$   
 $L = 123.77'$   
 $T = 62.68'$   
 $E = 6.11'$

CURVE DATA:  
P.I. STA. 51+99.38  
 $\Delta = 25^\circ 27' 28''$  RT.  
 $D_c = 18^\circ 00' 00''$   
 $R = 318.31'$   
 $L = 141.43'$   
 $T = 71.90'$   
 $E = 8.02'$

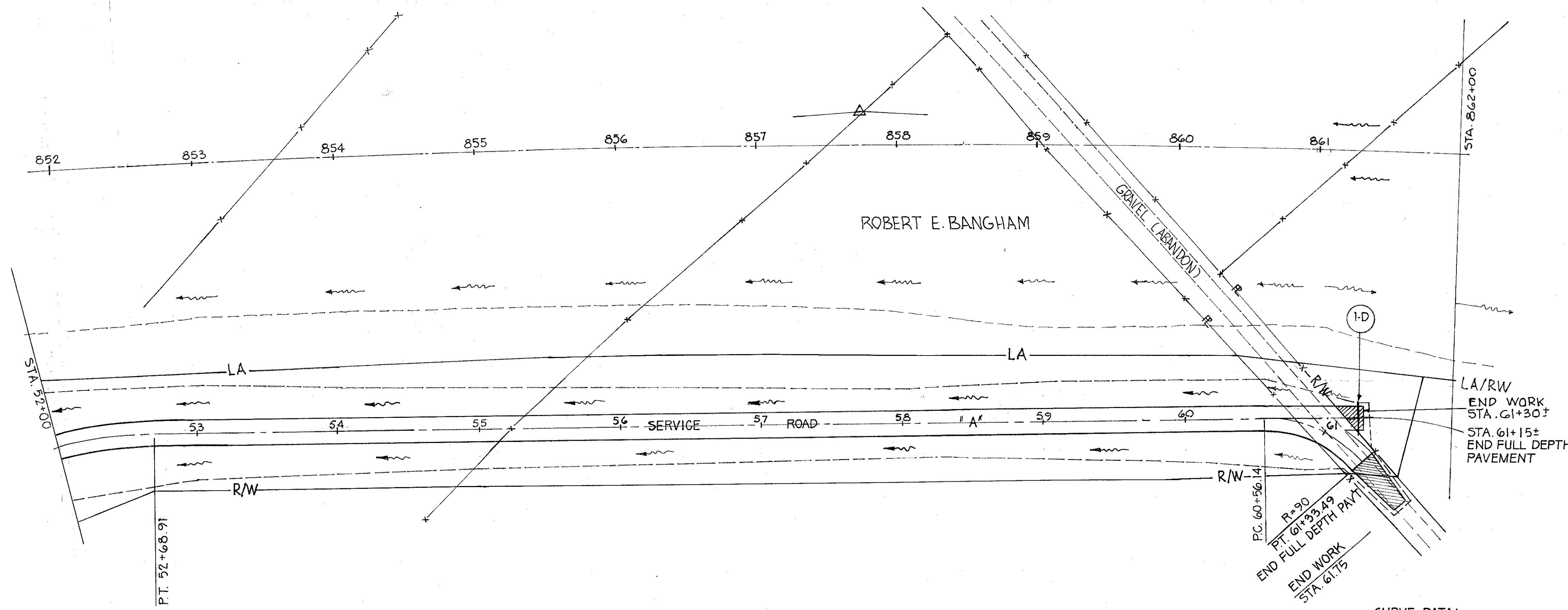


E-3 CHANNEL EXCAVATION  
I-1 24" PIPE  
I-2 MASONRY  
I-10 SODDING  
I-10 DUMP ROCK  
I-10 CHAIN PROF.

CLASS A-1  
SEC. 6-6.6  
or M-4.2 (a)

CU.YDS. LIN. FT. CU.YDS. SQ. YDS. CU. YDS.

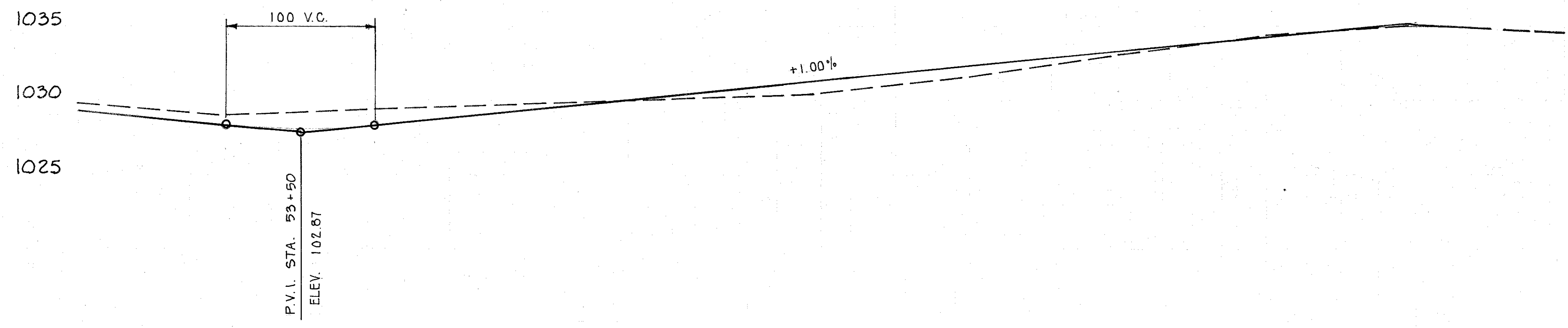
LI+RT	35	74	0.72	5	13.5
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CURVE DATA:  
 P.I. STA. 60+97.99  
 $\Delta = 49^\circ 14' 50''$  RT.  
 $D_c = 63^\circ 40'$   
 $R = 90.00$   
 $L = 77.35'$   
 $T = 41.25'$   
 $E = 9.00$

NOTE: Federal pavement participation  
 confined to 16' aggregate base course.

- 1029.37
- 1028.87
- 1028.37
- 1028.12
- 1028.37
- 1028.87
- 1029.37
- 1029.87
- 1030.37
- 1030.87
- 1031.37
- 1031.87
- 1032.37
- 1032.87
- 1033.37
- 1033.87
- 1034.37
- 1034.87
- 1035.12
- 1034.87



1-1  
 12" PIPE  
 CL. F.I.  
 SEC. M 64  
 LIN. FT.

24  
 ±

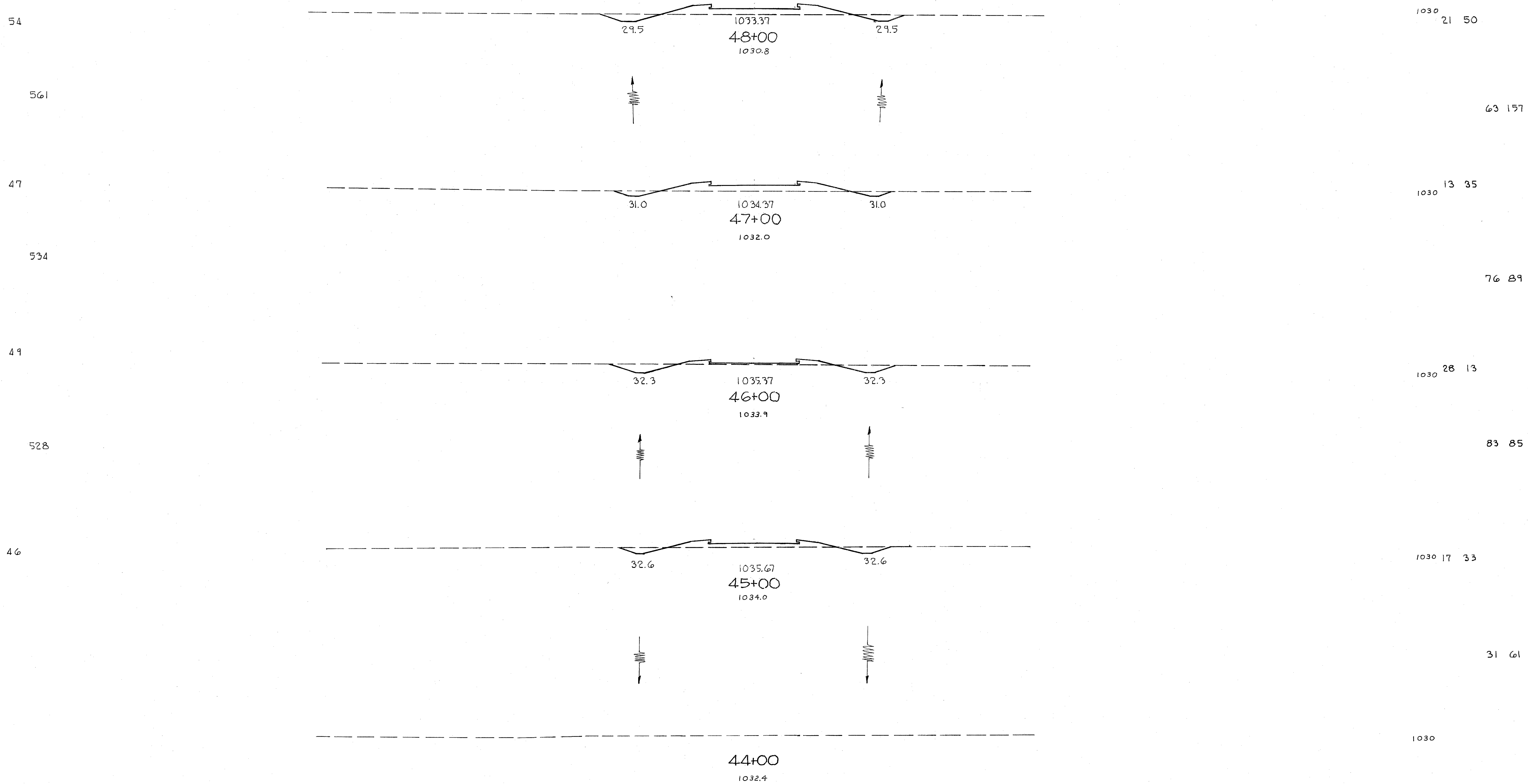
1-D  
 61+20

- 1029.8
- 1029.0
- 1029.4
- 1029.8
- 1030.1
- 1030.5
- 1031.6
- 1033.1
- 1034.4
- 1035.1
- 1034.8

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

I-71-1(2)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

136  
339



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

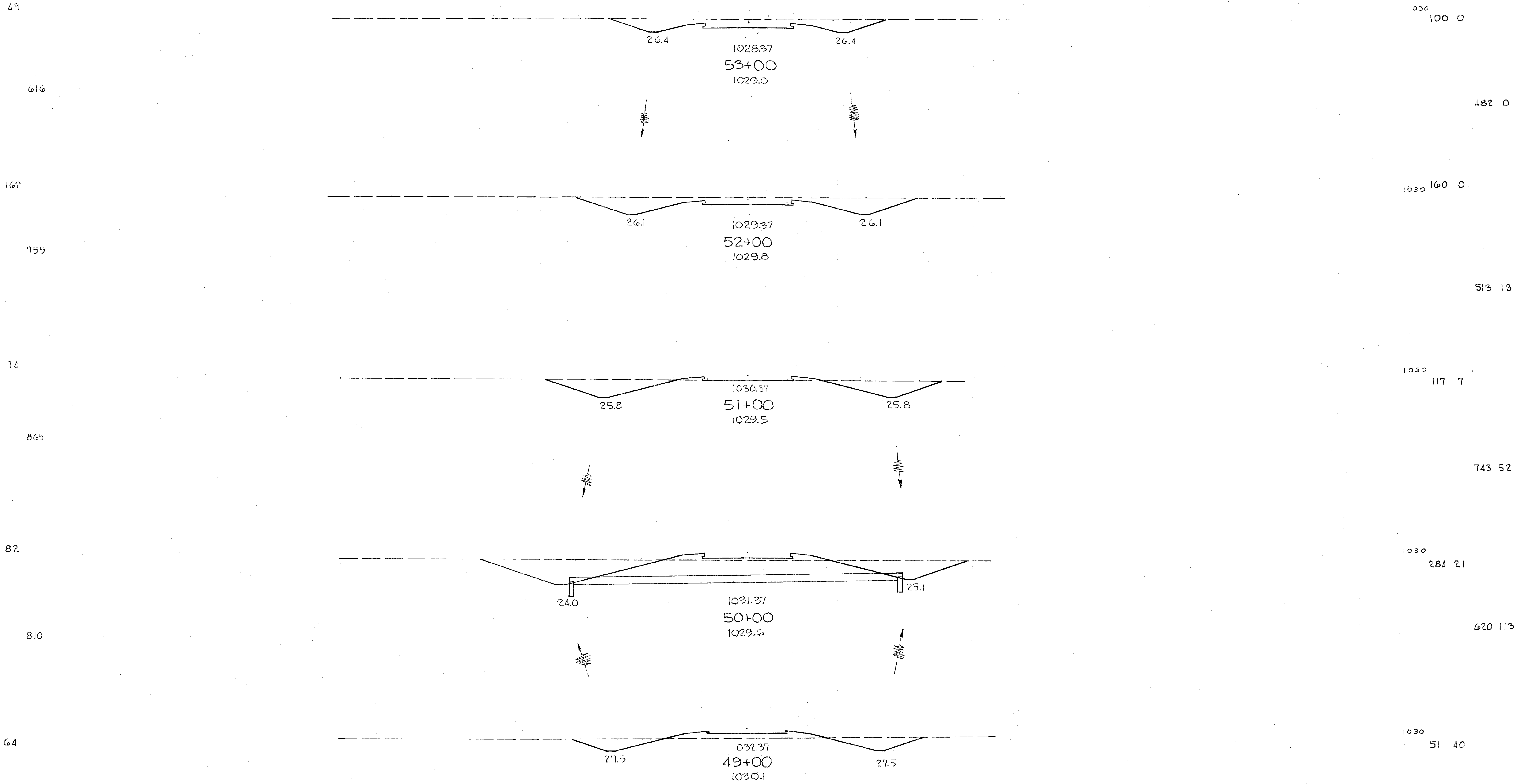
STA. 44+00 TO STA. 48+00 SERVICE ROAD "A"



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

137  
339

I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



49

616

162

755

74

865

82

810

64

655

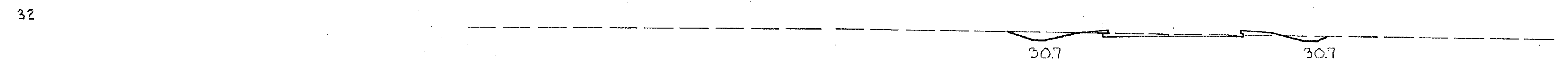
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

133 167

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

I-71-(13)54  
138  
339

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
1030



1032.37  
58+00  
1031.6

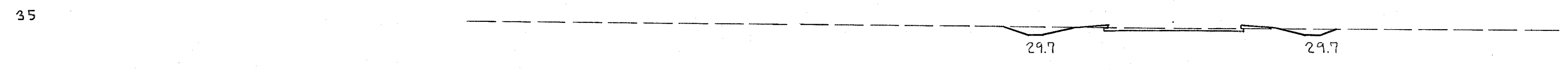
13 4



1031.37  
57+00  
1030.5

52 13

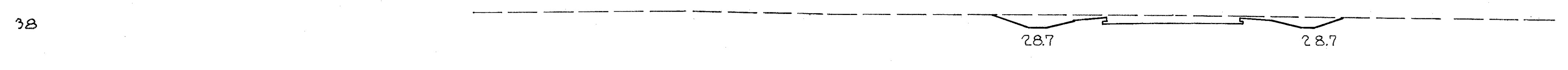
1030  
15 3



1030.37  
56+00  
1030.1

139 6

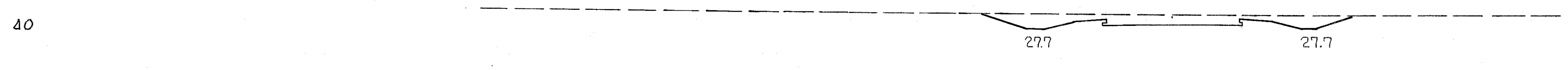
1030 60 0



1029.37  
55+00  
1029.7

228 0

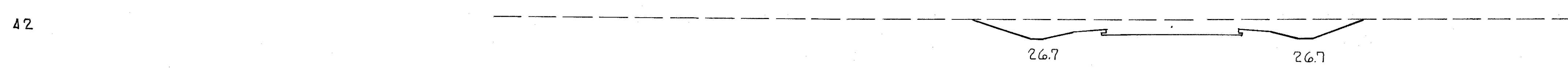
1030  
63 0



1028.37  
54+00  
1029.4

302 0

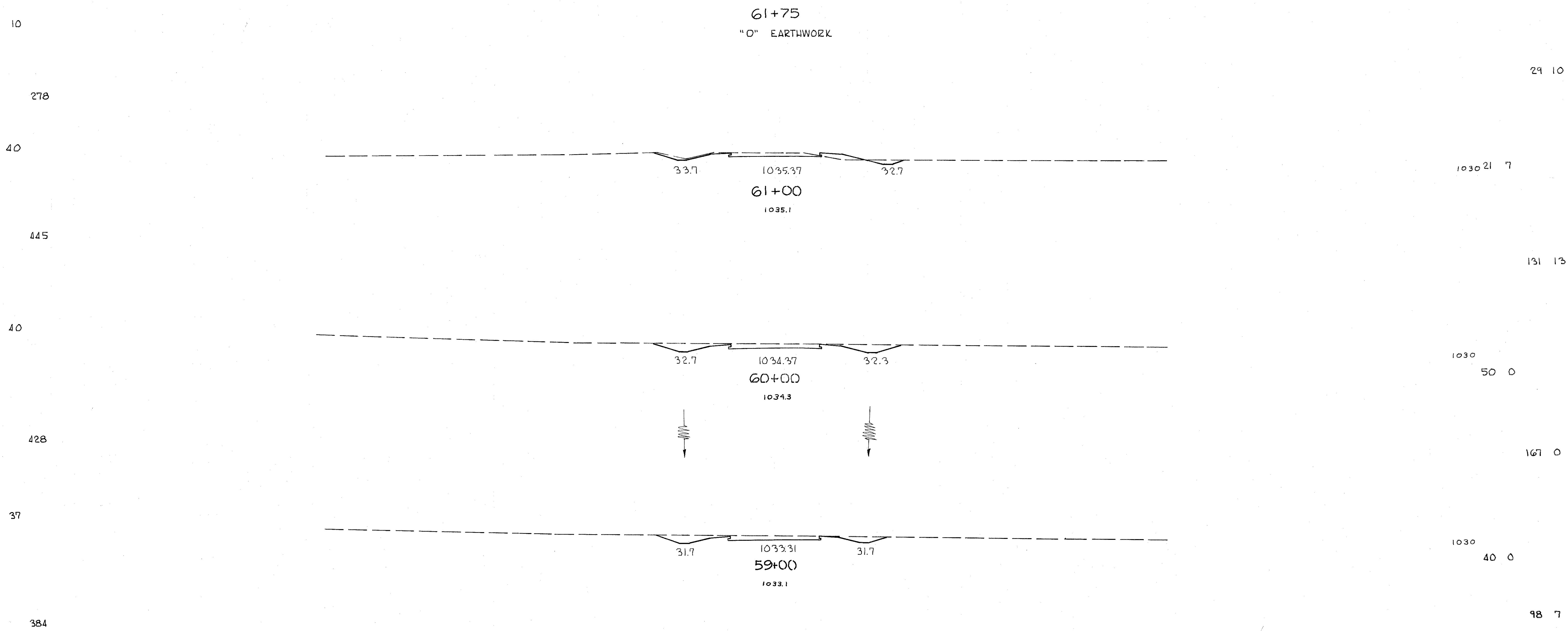
1030 100 0

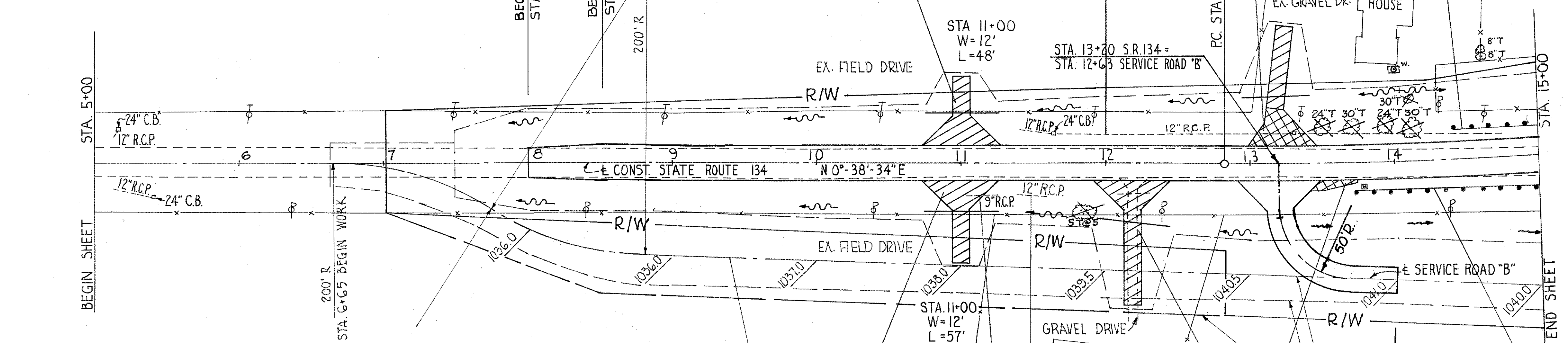
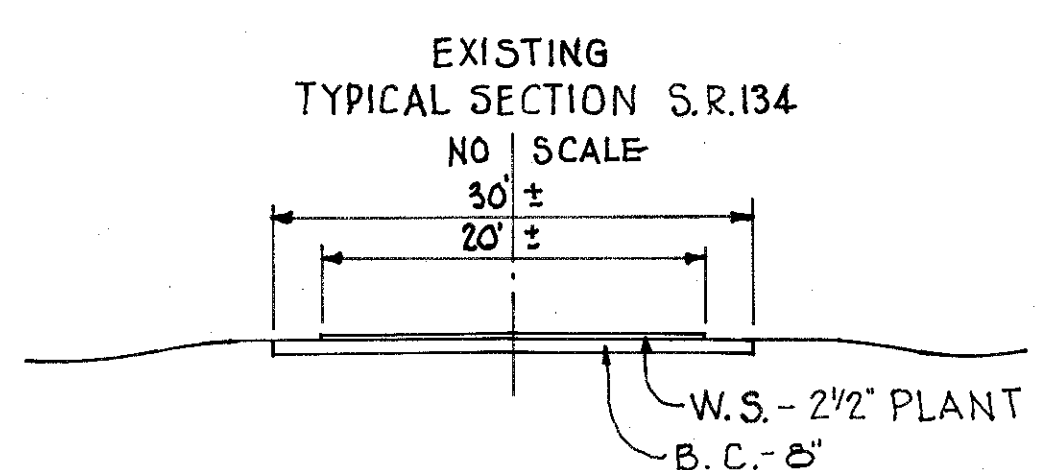


370 0

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

STA. 54+00 TO STA. 58+00 SERVICE ROAD "A"

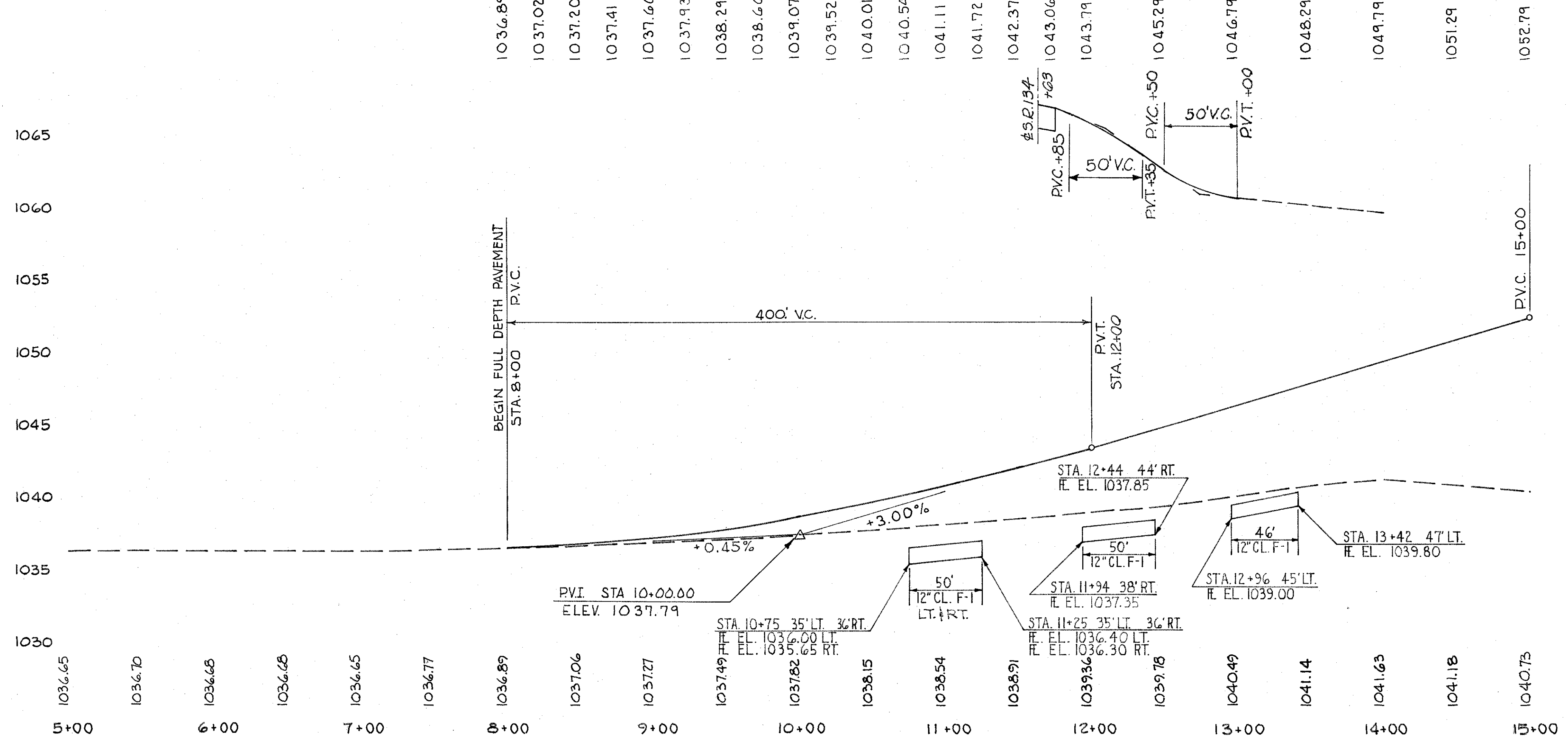




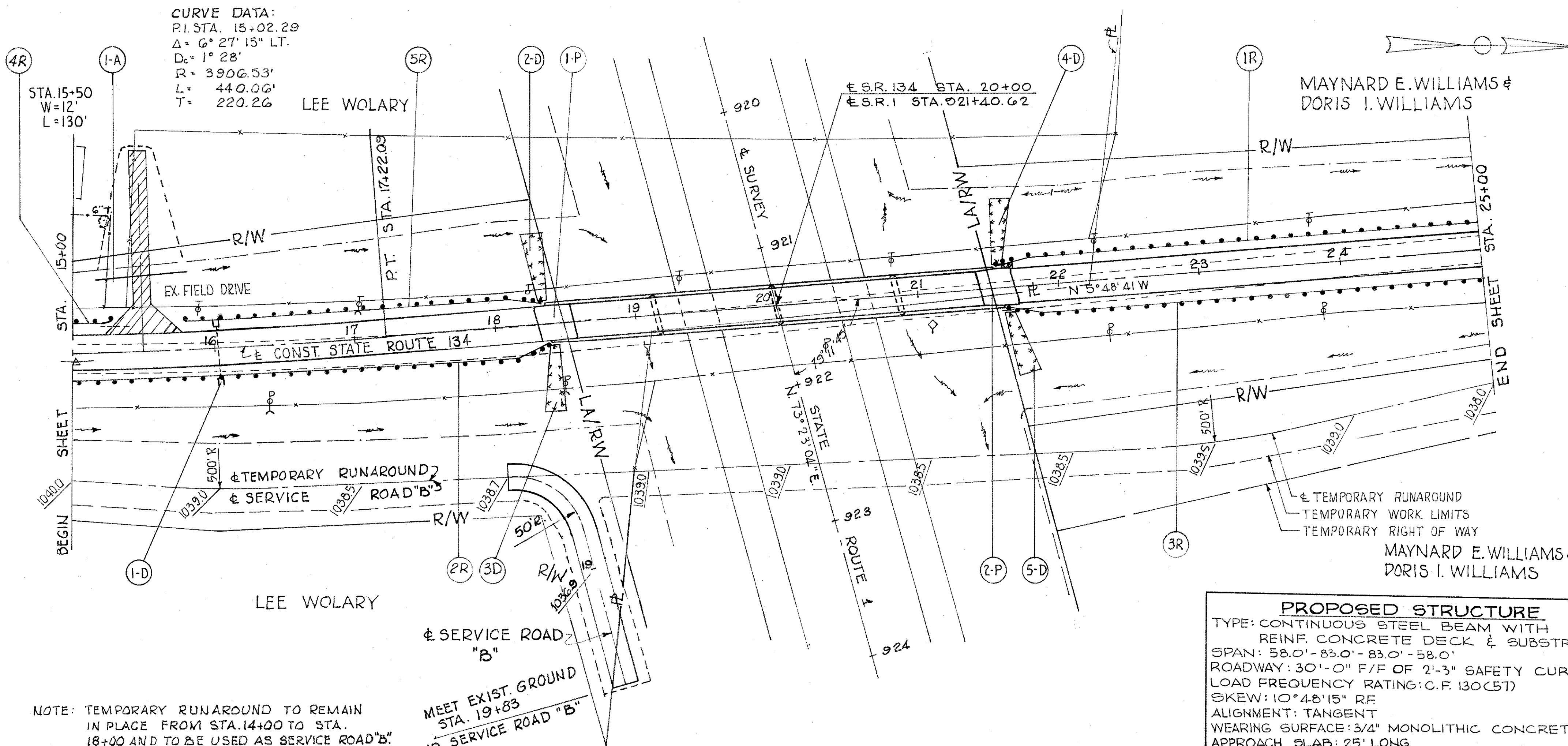
**SUPERELEVATION TABLE**

STA.	P GRADE	L. EDGE	℄	R. EDGE	STA.	P GRADE	L. EDGE	℄	R. EDGE
11+50	1042.37	1042.18	1042.37	1042.18	15+00	1052.79	1052.60	1052.79	1052.60
+75	1043.06	1042.87	1043.06	1042.87	+25	1053.52	1053.33	1053.52	1053.33
12+00	1043.79	1043.60	1043.79	1043.60	+50	1054.21	1054.02	1054.21	1054.02
+25	1044.54	1044.35	1044.54	1044.35	+75	1054.87	1054.68	1054.87	1054.68
+50	1045.29	1045.10	1045.29	1045.10	16+00	1055.49	1055.30	1055.49	1055.30
+75	1046.04	1045.85	1046.04	1045.85	+25	1056.07	1055.88	1056.07	1055.88
13+00	1046.79	1046.60	1046.79	1046.60	+50	1056.61	1056.42	1056.61	1056.42
+25	1047.54	1047.35	1047.54	1047.35	+75	1057.12	1056.93	1057.12	1056.93
+50	1048.29	1048.10	1048.29	1048.10	17+00	1057.59	1057.40	1057.59	1057.40
+75	1049.04	1048.85	1049.04	1048.85	+25	1058.02	1057.83	1058.02	1057.83
14+00	1049.79	1049.60	1049.79	1049.60	+50	1058.41	1058.22	1058.41	1058.22
+25	1050.54	1050.35	1050.54	1050.35	+75	1058.77	1058.58	1058.77	1058.58
+50	1051.29	1051.10	1051.29	1051.10	18+00	1059.09	1058.90	1059.09	1058.90
+75	1052.04	1051.85	1052.04	1051.85	+25	1059.37	1059.18	1059.37	1059.18

NOTE: TEMPORARY RUNAROUND TO REMAIN IN PLACE FROM STA. 14+00 TO STA. 18+00 AND TO BE USED AS SERVICE ROAD "B"



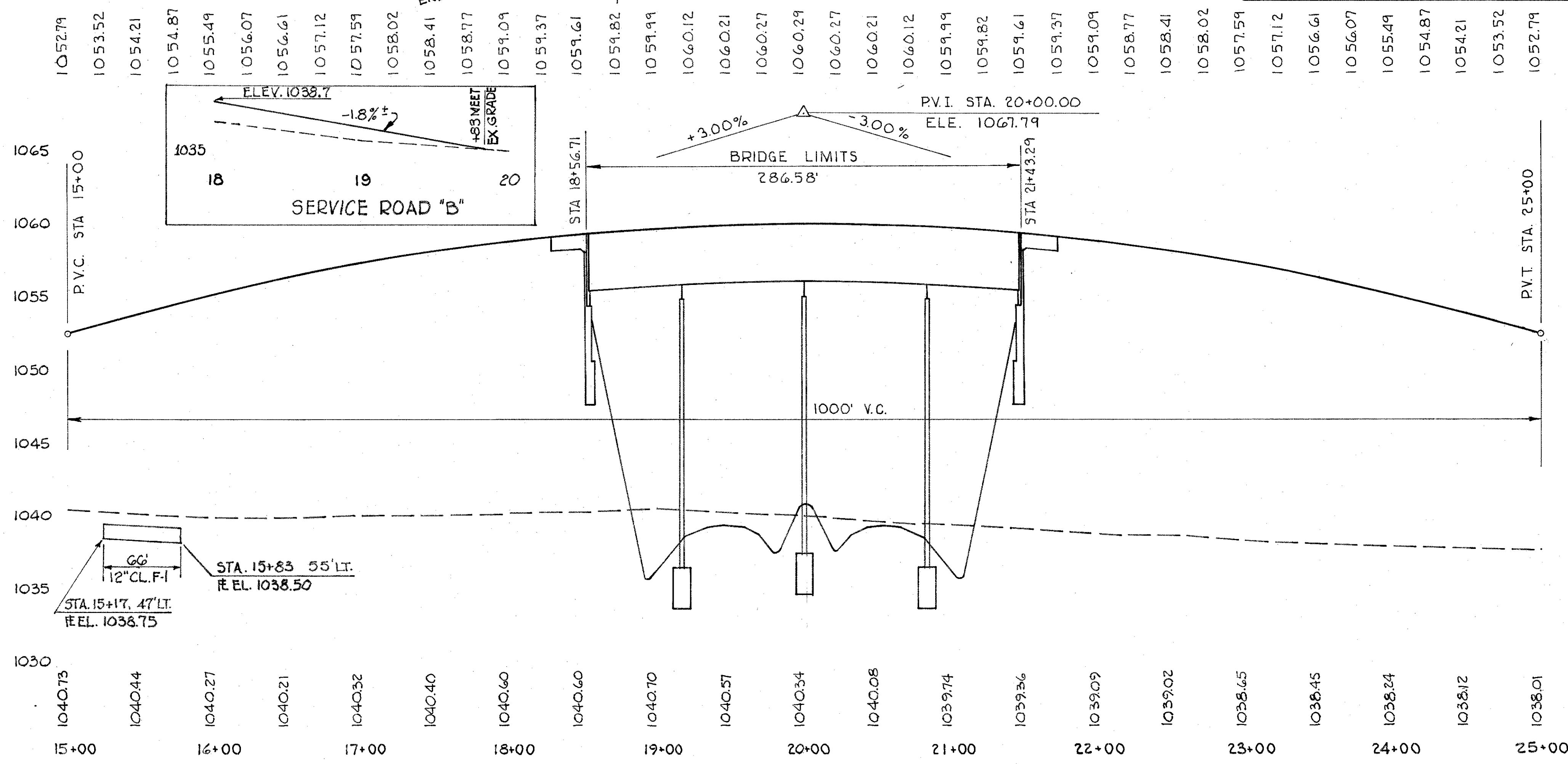
ITEM	QUANTITY	UNIT	AMOUNT	REMARKS
1-15 GUARD RAIL TEMPORARY	2	LINEAL FT.	187.2	LUMP
1-16 CATCH BASINS	2	EACH	595	LUMP
1-17 TEMPORARY RUNAROUND	2	LINEAL FT.	1277	LUMP
1-18 TEMPORARY WORK LIMITS	2	LINEAL FT.	50	
1-19 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	50	
1-20 TEMPORARY RUNAROUND	2	LINEAL FT.	50	
1-21 TEMPORARY WORK LIMITS	2	LINEAL FT.	50	
1-22 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	46	
1-23 TEMPORARY RUNAROUND	2	LINEAL FT.	29	
1-24 TEMPORARY WORK LIMITS	2	LINEAL FT.	29	
1-25 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	5	
1-26 TEMPORARY RUNAROUND	2	LINEAL FT.	18	
1-27 TEMPORARY WORK LIMITS	2	LINEAL FT.	20	
1-28 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	13	
1-29 TEMPORARY RUNAROUND	2	LINEAL FT.	4	
1-30 TEMPORARY WORK LIMITS	2	LINEAL FT.	1	
1-31 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	2	
1-32 TEMPORARY RUNAROUND	2	LINEAL FT.	22	
1-33 TEMPORARY WORK LIMITS	2	LINEAL FT.	21	
1-34 TEMPORARY RIGHT OF WAY	2	LINEAL FT.	331	



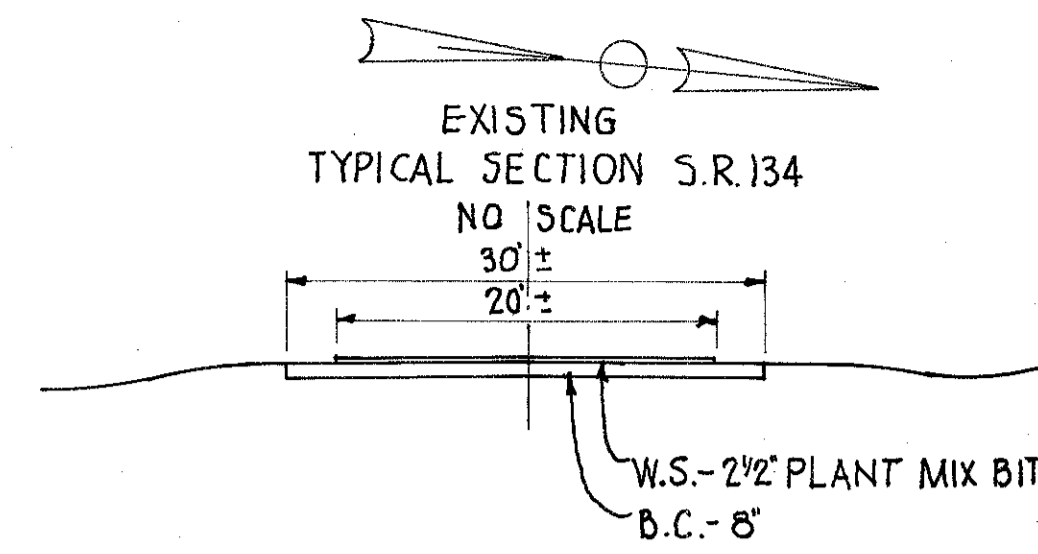
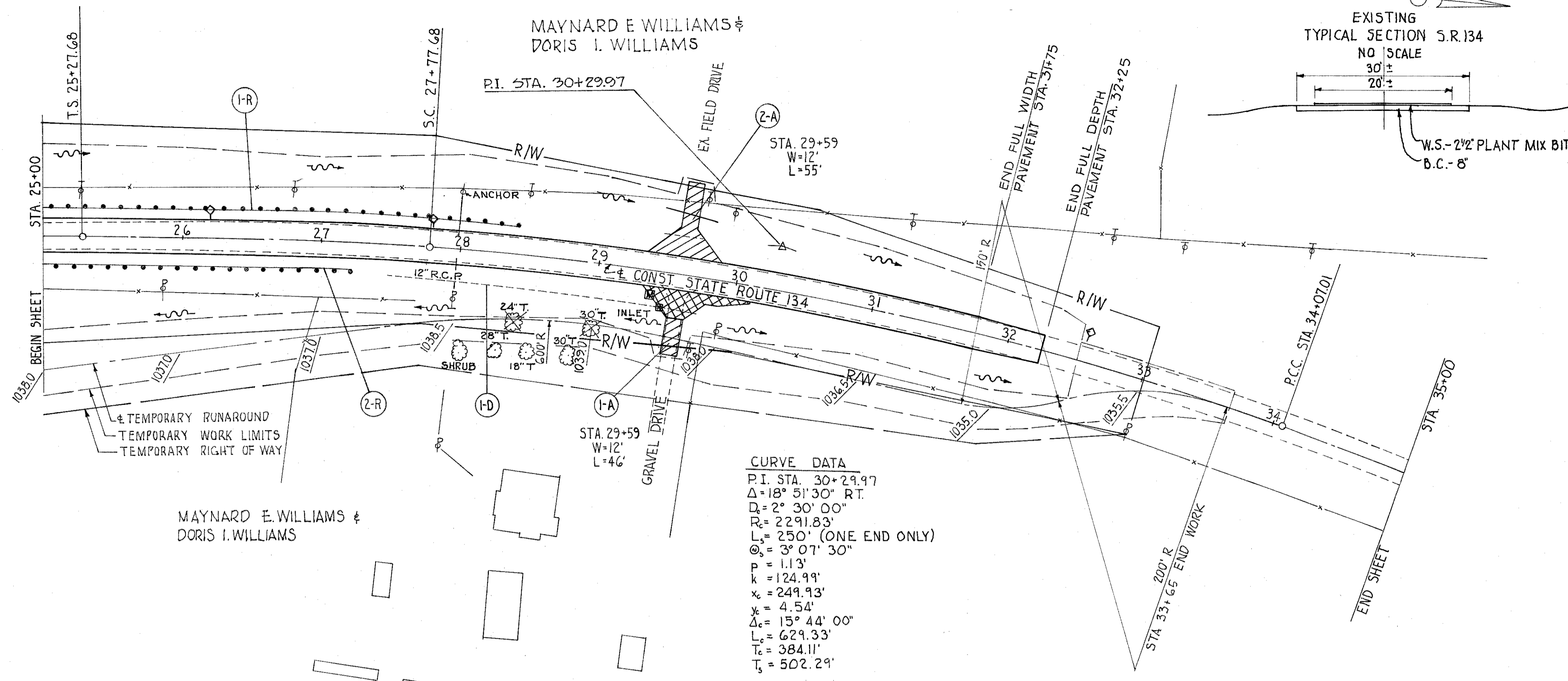
**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK & SUBSTRUCTURE  
 SPAN: 58.0'-83.0'-83.0'-58.0'  
 ROADWAY: 30'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: C.F. 130(C57)  
 SKEW: 10° 48' 15" RF  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25' LONG

NOTE: TEMPORARY RUNAROUND TO REMAIN IN PLACE FROM STA. 14+00 TO STA. 18+00 AND TO BE USED AS SERVICE ROAD "B".

MEET EXIST. GROUND STA. 19+83  
 END SERVICE ROAD "B"

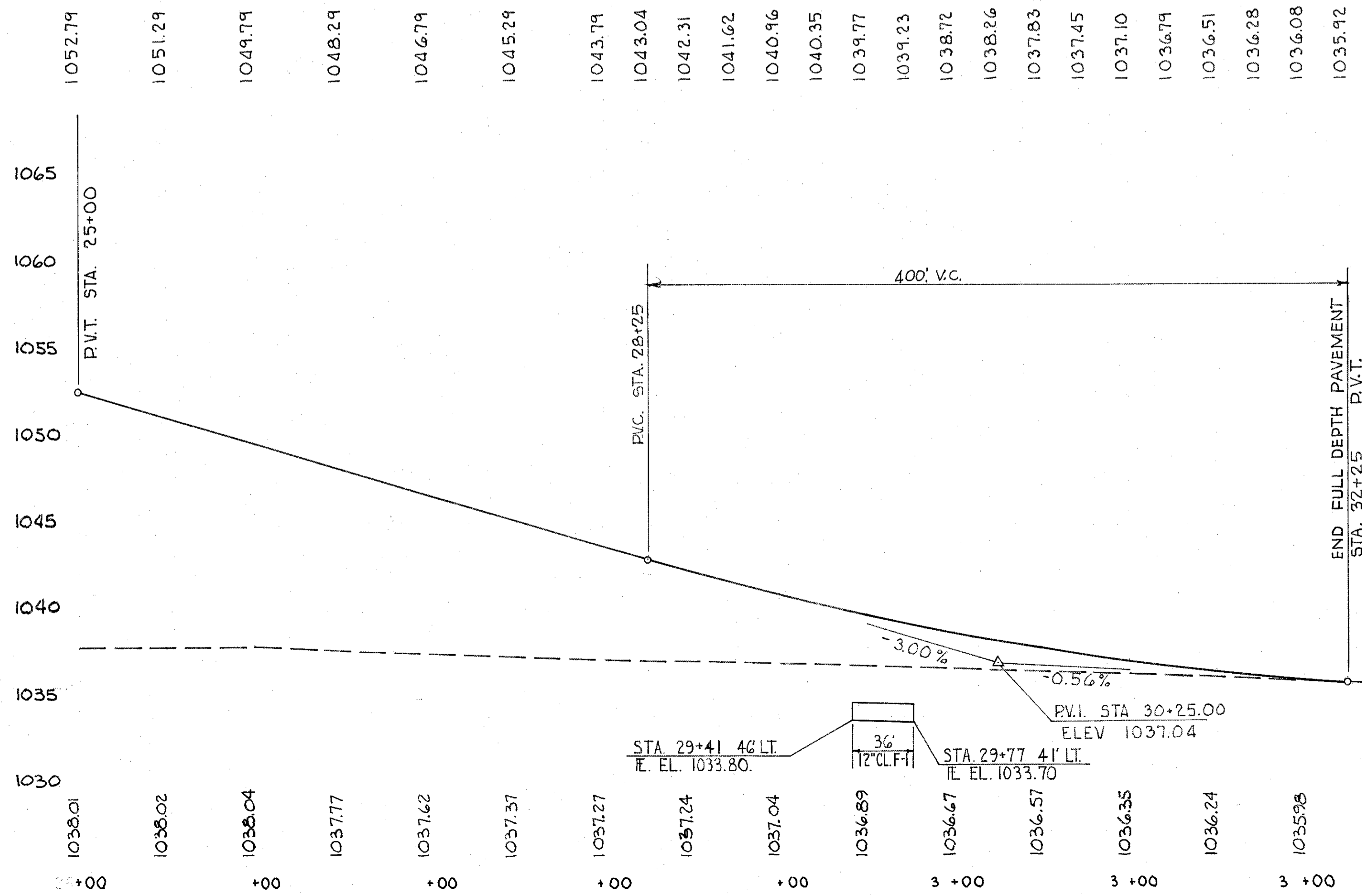


STATION	DEPTH	SO	YDS	SODDING	MATTING	L-10	L-120	JULE	AGGR.	B-19	12" PIPE	12" PIPE	APPROACH
16+01	16-41	18-47	21-53	21-60									
18+31.71	21+43.29	18-56.71	21-68.29										
21+52.7	25+00.0	25+00.0	25+00.0										
21+59.5	25+00.0	25+00.0	25+00.0										
19+00.0	15+28.0	15+28.0	15+28.0										
15+78.0	18+40.5	18+40.5	18+40.5										



**CURVE DATA**  
 P.I. STA. 30+29.97  
 $\Delta = 18^\circ 51' 30''$  RT.  
 $D_s = 2^\circ 30' 00''$   
 $R_s = 2291.83'$   
 $L_s = 250'$  (ONE END ONLY)  
 $\theta_s = 3^\circ 07' 30''$   
 $P = 1.13'$   
 $K = 124.99'$   
 $X = 249.93'$   
 $X_s = 4.54'$   
 $\Delta_s = 15^\circ 44' 00''$   
 $L_s = 629.33'$   
 $T_s = 384.11'$   
 $T_s = 502.29'$

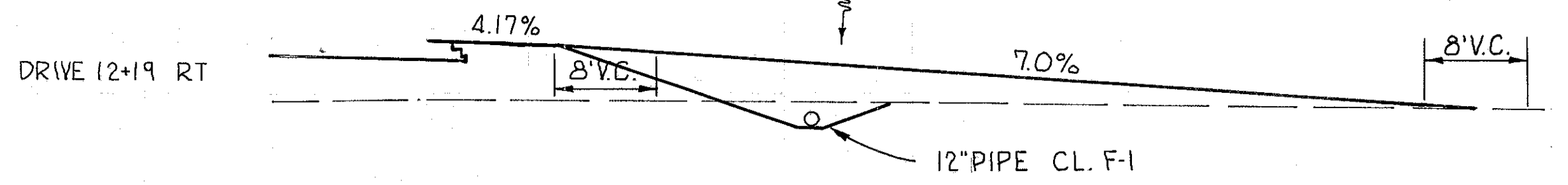
SUPERELEVATION TABLE				
STA	P GRADE	L EDGE	C	R EDGE
+25	1054.87	1054.68	1054.87	1054.68
+50	1054.21	1054.02	1054.21	1054.02
+75	1053.52	1053.40	1053.52	1053.33
25+00	1052.79	1052.73	1052.79	1052.63
+25	1052.04	1052.04	1052.04	1051.85
+50	1051.29	1051.42	1051.29	1051.10
+75	1050.55	1050.81	1050.58	1050.36
26+00	1049.79	1050.17	1049.88	1049.60
+25	1049.04	1049.54	1049.20	1048.85
+50	1048.29	1048.92	1048.51	1048.10
+75	1047.55	1048.30	1047.83	1047.36
27+00	1046.79	1047.67	1047.14	1046.60
+25	1046.04	1047.04	1046.45	1045.85
+50	1045.29	1046.42	1045.76	1045.10
+75	1044.55	1045.78	1045.07	1044.36
28+00	1043.79	1045.02	1044.31	1043.60
+25	1043.04	1044.27	1043.56	1042.85
+50	1042.31	1043.54	1042.83	1042.12
+75	1041.62	1042.85	1042.14	1041.43
29+00	1040.96	1042.19	1041.48	1040.77
+25	1040.33	1041.58	1040.87	1040.16
+50	1039.77	1040.97	1040.29	1039.58
+75	1039.23	1040.38	1039.72	1039.04
30+00	1038.72	1039.82	1039.18	1038.53
+25	1038.26	1039.31	1038.68	1038.07
+50	1037.83	1038.83	1038.23	1037.63
+75	1037.45	1038.34	1037.83	1037.25
31+00	1037.10	1037.88	1037.42	1036.87
+25	1036.79	1037.46	1037.03	1036.51
+50	1036.51	1037.07	1036.66	1036.17
+75	1036.28	1036.76	1036.29	1035.82
32+00	1036.08	1036.52	1036.04	1035.62
+25	1035.92	1036.36	1035.92	1035.40



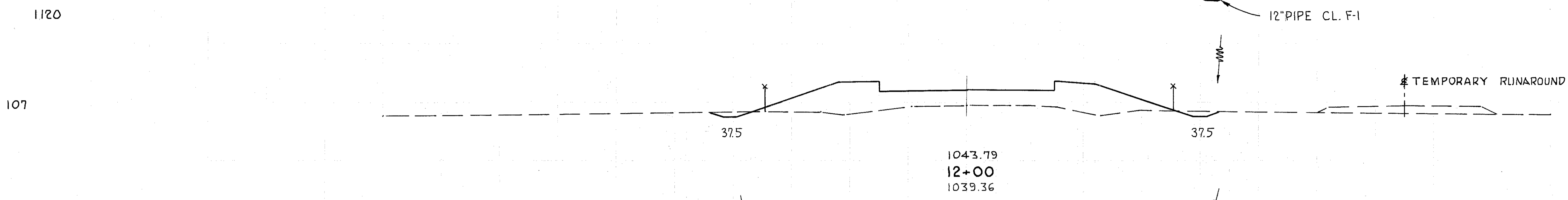
1-15 GUARD RAIL ASPH CONC  
 1-15 STEEL BEAM SURF CRSE BASE CRSE  
 1-15 TYPE A  
 DEEP 05-10012 T-5 T-6  
 LIN. FT. CULYDS. DIVISIONS GAL. LIN. FT. LIN. FT.

ITEM	DESCRIPTION	QUANTITY	UNIT
1-D	21+48 TO 29+76 RT.	228	LI.
1-A	29+59 TO 29+59	18	LI.
2-A	29+59 TO 29+59	36	LI.
1-R	25+000 TO 28+402	3402	LI.
2-R	25+000 TO 27+220	2220	LI.

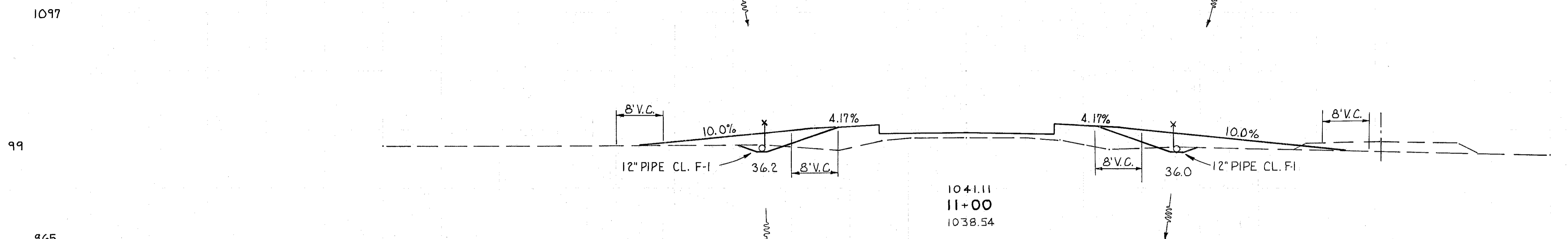
140 120 100 80 60 40 20 0 20 40 60 80 100



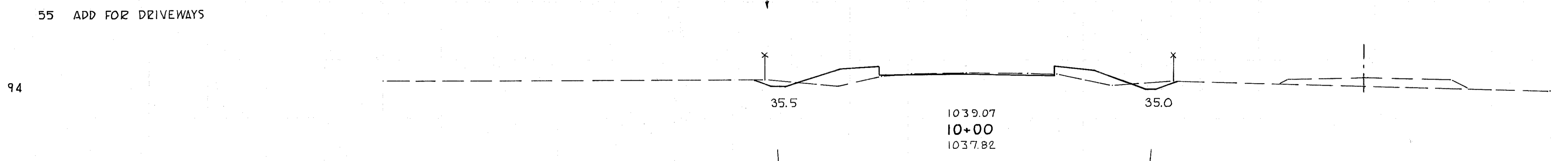
I-71-1(13)54  
 143  
 339  
 CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



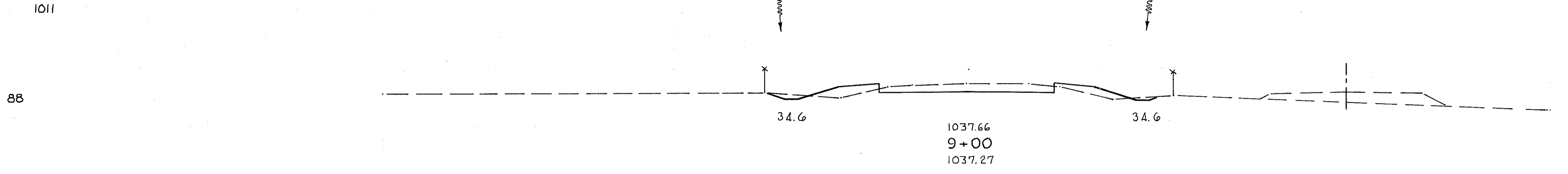
ADD FOR DRIVE 116  
 1030 10 237



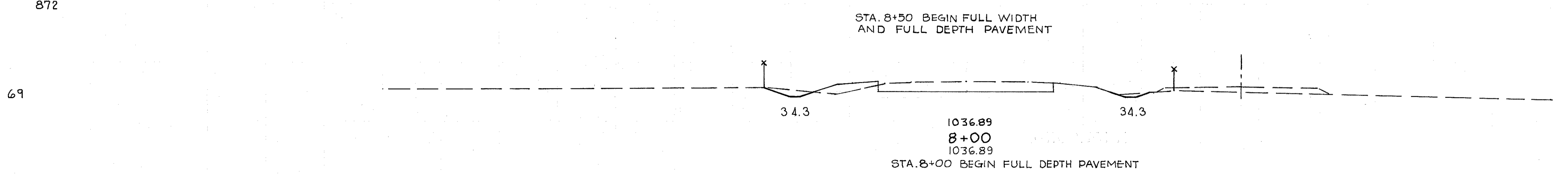
ADD FOR DRIVE (RT) 63  
 ADD FOR DRIVE (LT) 52  
 1030 12 126



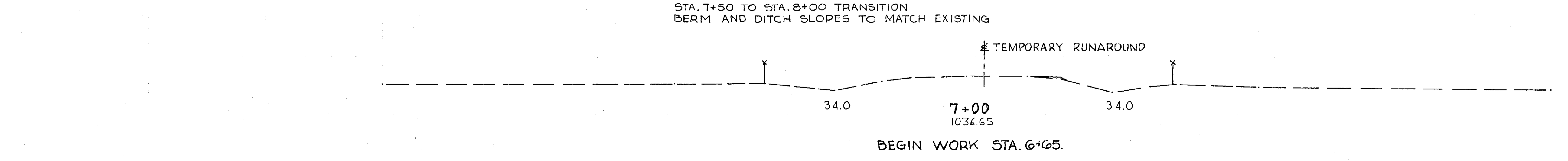
ADD FOR DRIVEWAYS 55  
 1030 13 45



104 131  
 1030 43 26



174 72  
 1030 51 13



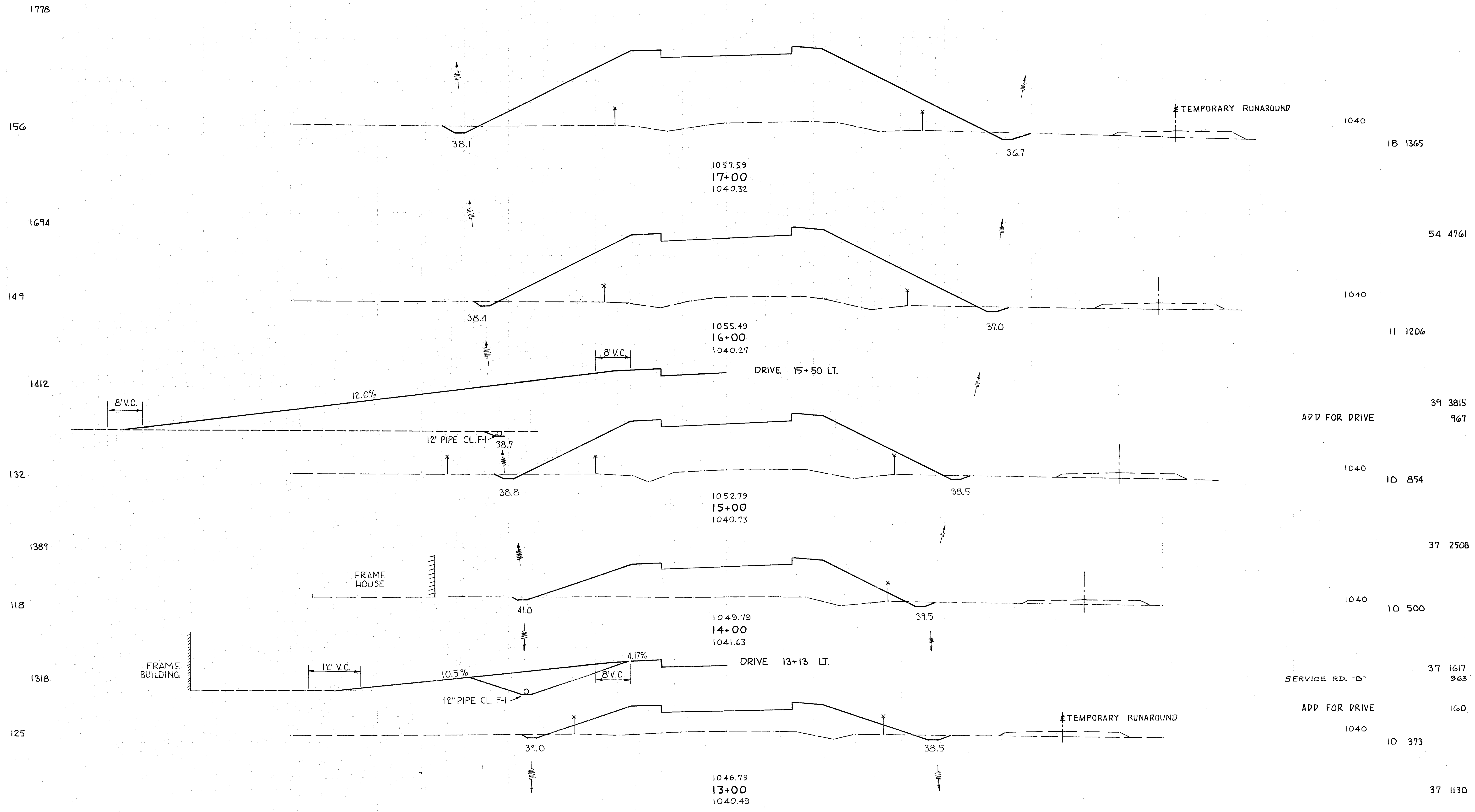
155 21  
 1030

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

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

I-71-1(13)5A  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

144  
339



STA. 13+00 TO STA. 17+00 STATE ROUTE 134



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

145  
339

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

1933

174

37.3

1059.09  
22+00  
1039.06

33.5

TEMPORARY RUNAROUND  
1040

47 1668

1014

171

37.1

1059.57  
21+55  
1039.39

33.3

1040

57 1596

46 1271

0

0

0

"0" EARTHWORK  
STA. 21+12

"0" EARTHWORK  
STA. 18+90

113 1506

37.6

1059.57  
18+45  
1040.7

36.2

1040

40 1410

59 2402

164

37.8

1059.09  
18+00  
1040.6

36.4

TEMPORARY RUNAROUND  
1040

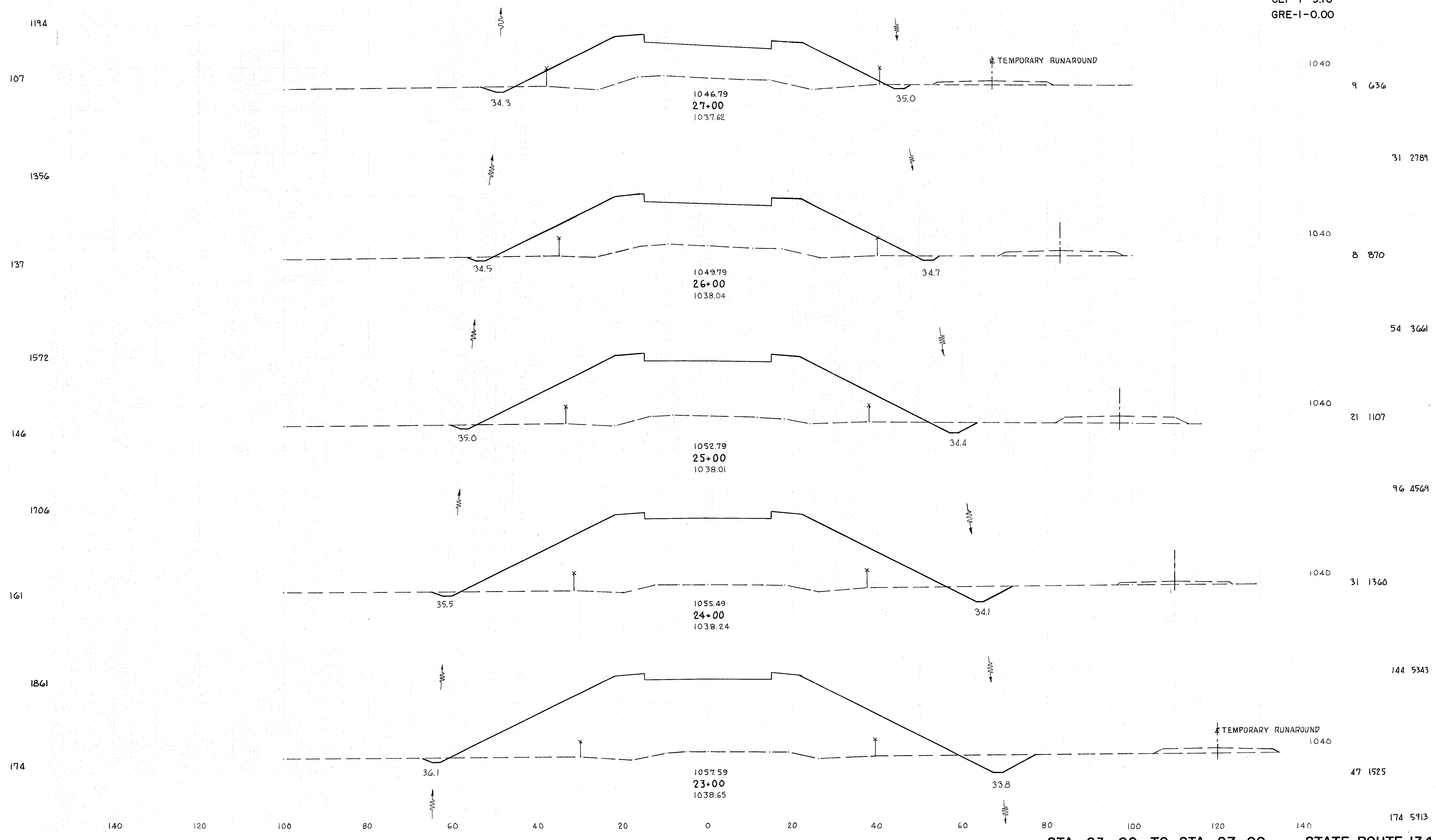
1040

30 1472

89 5254

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

STA. 18+00 TO STA. 22+00 STATE ROUTE 134



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

END WORK STA. 33+65

TEMPORARY RUNAROUND

I-71-1(13)54 147 339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

33+00  
1035.80

1030

STA. 32+25 TO STA. 32+50 TRANSITION  
BERM AND DITCH SLOPES TO MATCH EXISTING

260 (END PROJECT)

STA. 32+25 END FULL DEPTH PAVEMENT

198 58

1036.08  
32+00  
1035.98

32.3

1030 65 19

STA. 31+75 END FULL WIDTH AND  
FULL DEPTH PAVEMENT

169 87

1037.10  
31+00  
1036.35

34.0

26 28

1038.72  
30+00  
1036.67

35.0

85 267

12' V.C.

5.92%

DRIVE RT. +5.9

16' V.C.

5.92%

FILL & SLOPE DITCH TO DRAIN  
FROM DRIVE TO STA. 29+00

78 585

1040.96  
29+00  
1037.04

36.8

22 200

TEMPORARY RUNAROUND

1043.79  
28+00  
1037.27

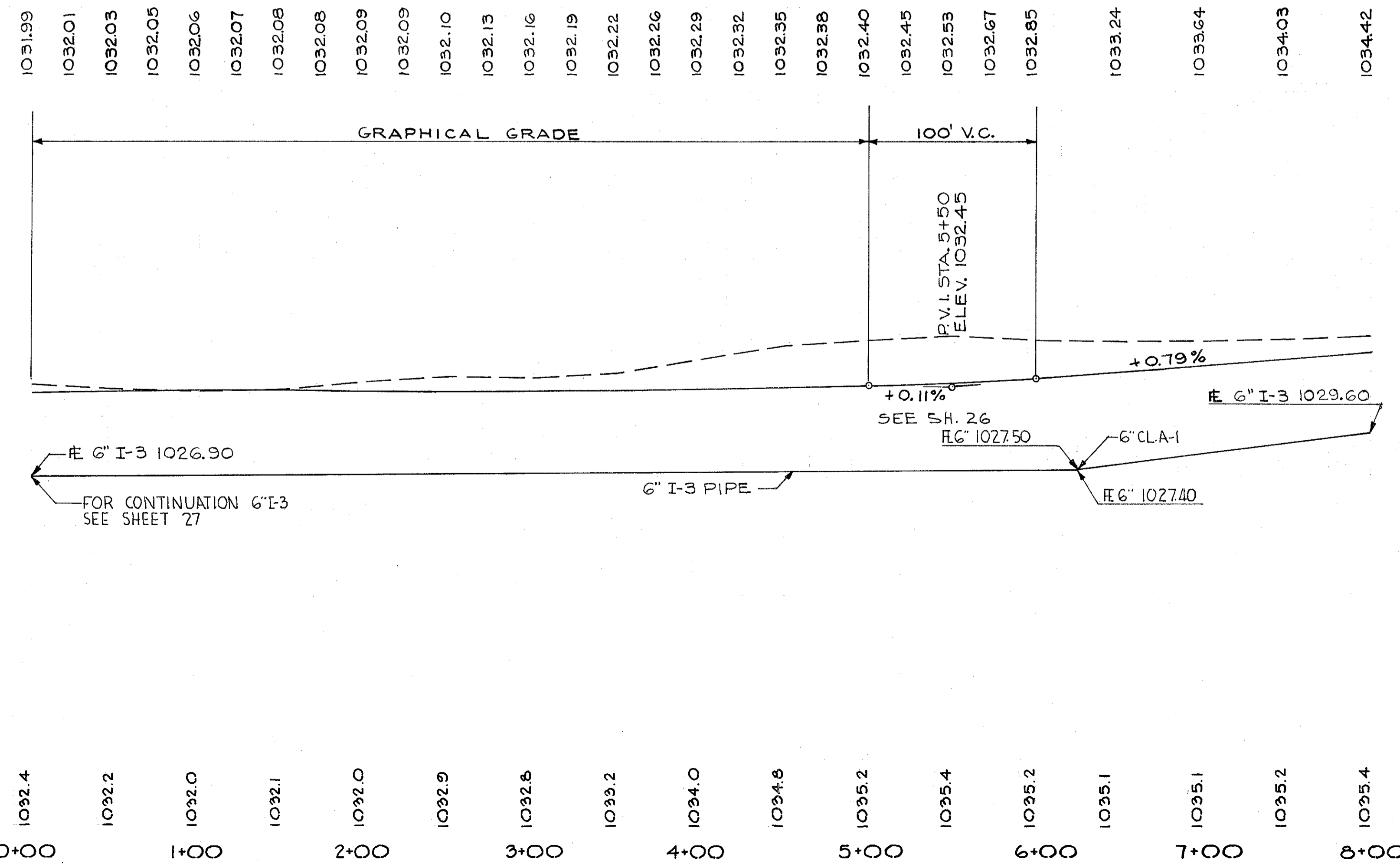
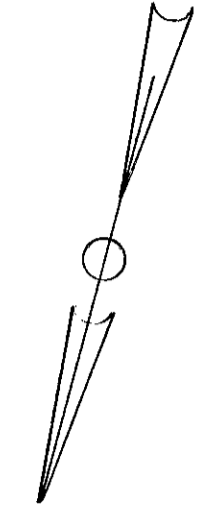
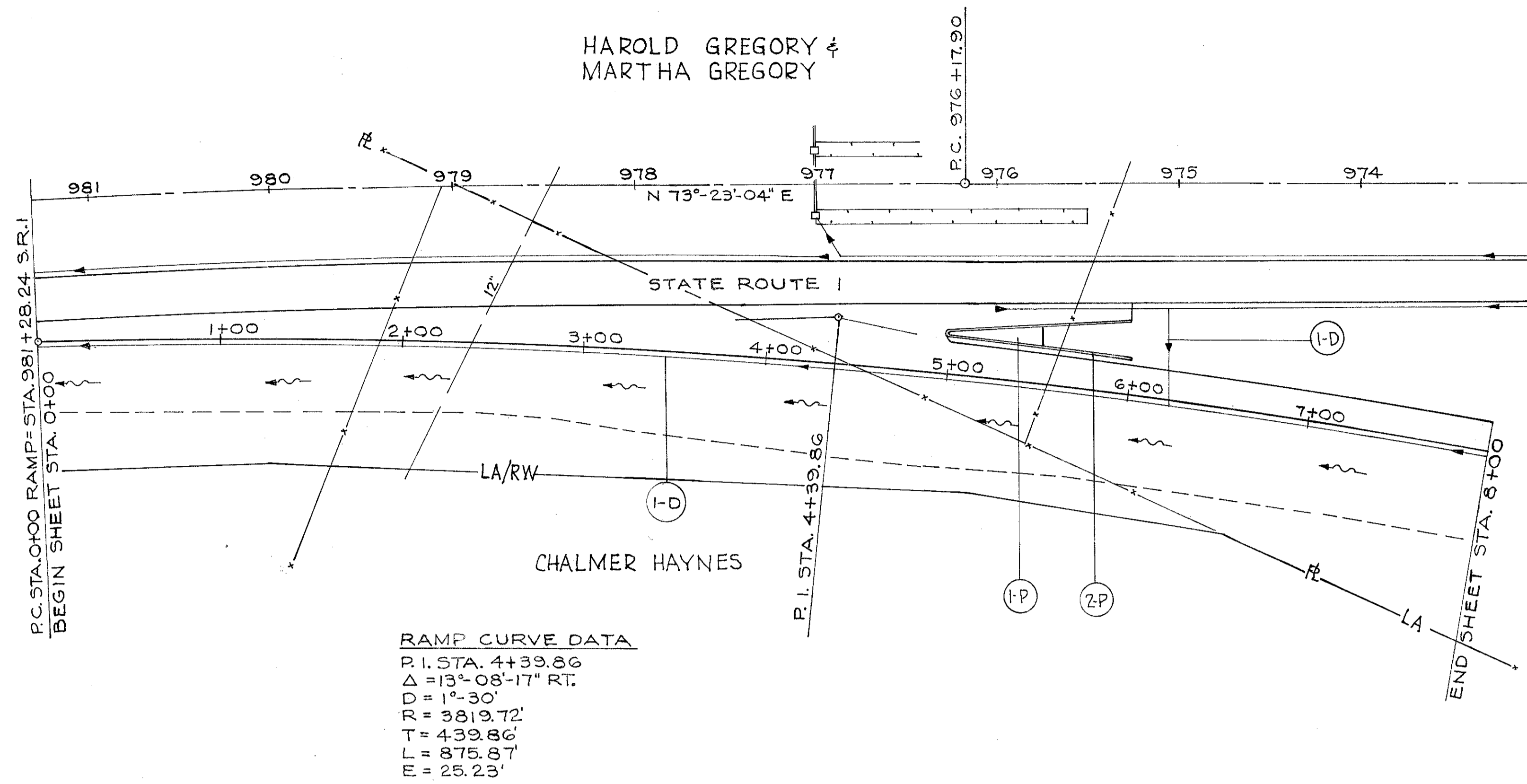
36.6

22 435

57 1983

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

STA. 28+00 TO STA. 33+00 STATE ROUTE 134



I-1 6" PIPE CL-I-3 DEEP OR INVERT LIN.FT. 800

I-2 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-3 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-4 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-5 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-6 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-7 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-8 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-9 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-10 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-11 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-12 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-13 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-14 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-15 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-16 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-17 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-18 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-19 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-20 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-21 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-22 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-23 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-24 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-25 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-26 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-27 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-28 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-29 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-30 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-31 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-32 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-33 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-34 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-35 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-36 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-37 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-38 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-39 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-40 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-41 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-42 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-43 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-44 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-45 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-46 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-47 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-48 6" PIPE CL-A-1 CONC. CURB TYPE 1

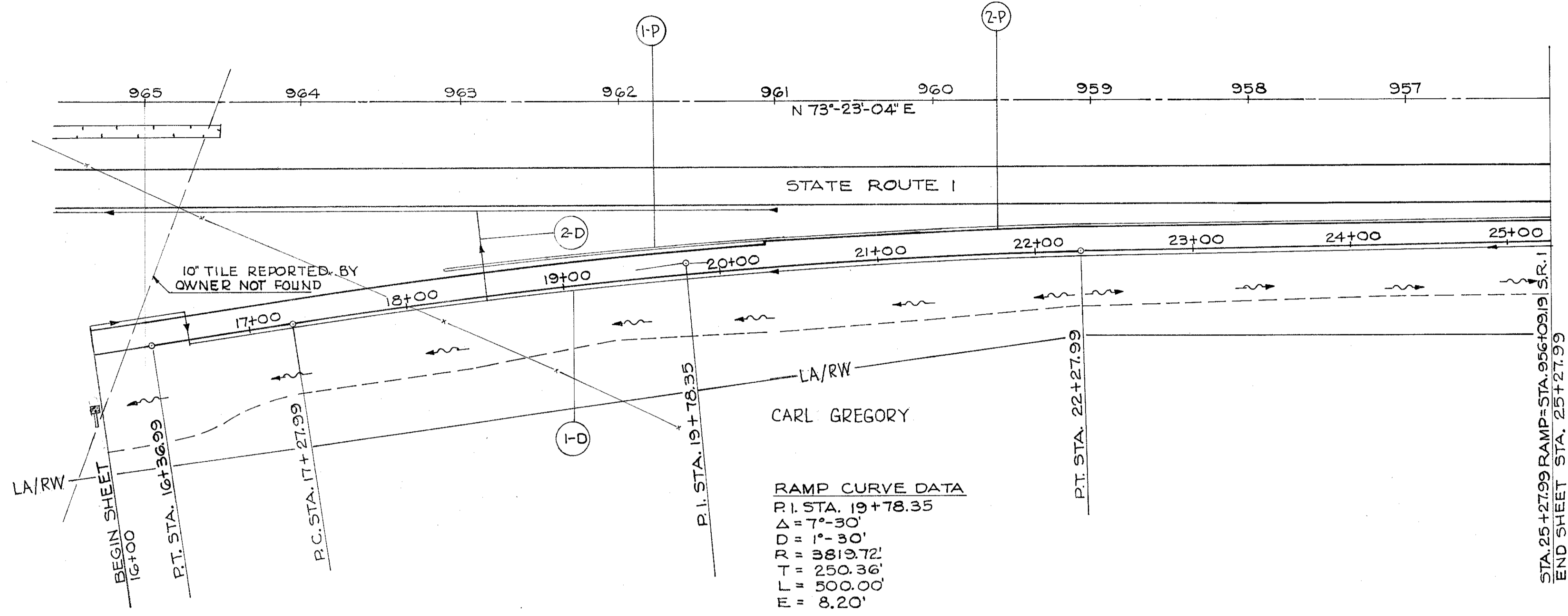
I-49 6" PIPE CL-A-1 CONC. CURB TYPE 1

I-50 6" PIPE CL-A-1 CONC. CURB TYPE 1

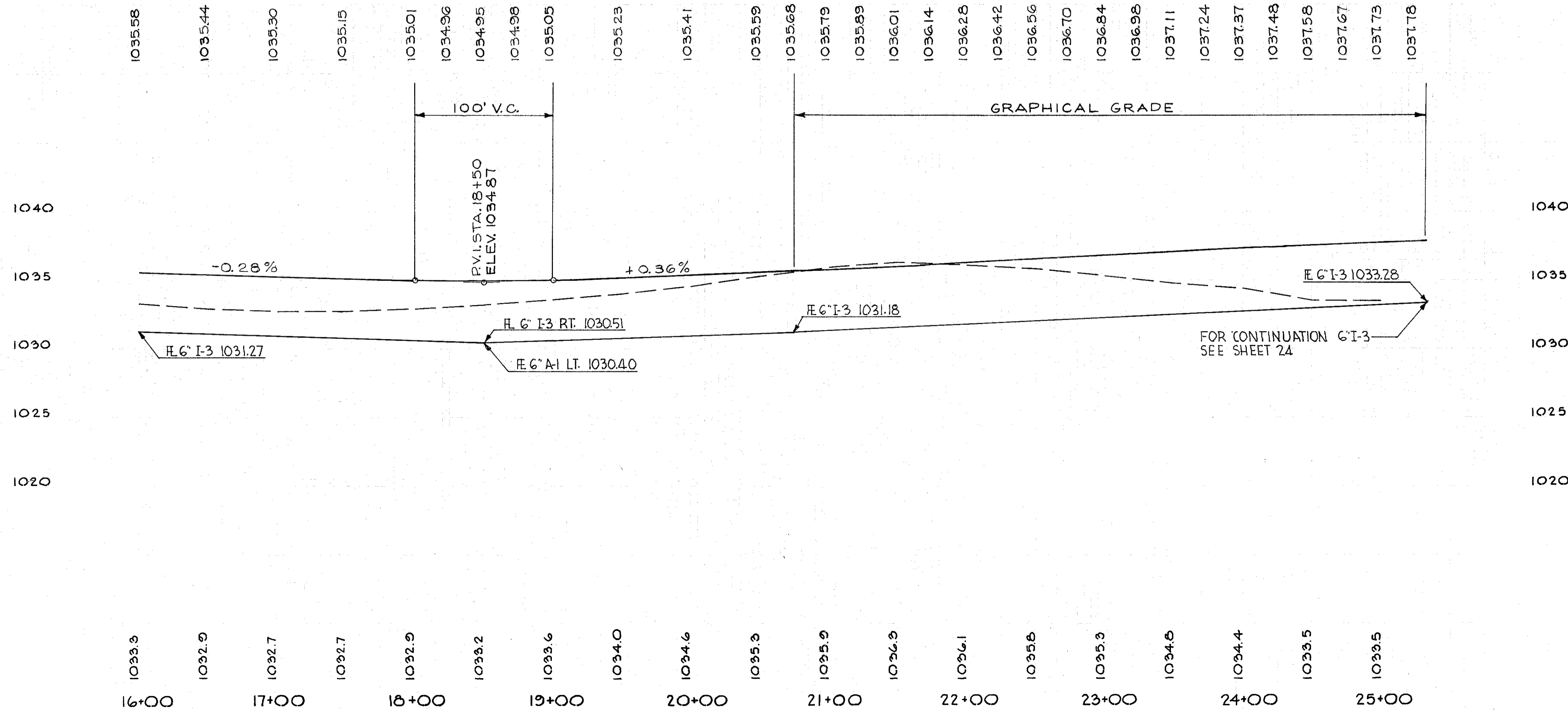
RT	LI
8+00	5+40
5+00	5+00
5+00	6+00

STA. 0+00 TO STA. 8+00 WEIGH STATION RAMP





RAMP CURVE DATA  
 P.I. STA. 19+78.35  
 $\Delta = 7^{\circ}-30'$   
 $D = 1^{\circ}-30'$   
 $R = 3813.72'$   
 $T = 250.36'$   
 $L = 500.00'$   
 $E = 8.20'$



I-12  
 SPEC. ZONE SPEC. ZONE  
 CL-I-3  
 SHALLOW DEEP  
 LIN.FT. LIN.FT.

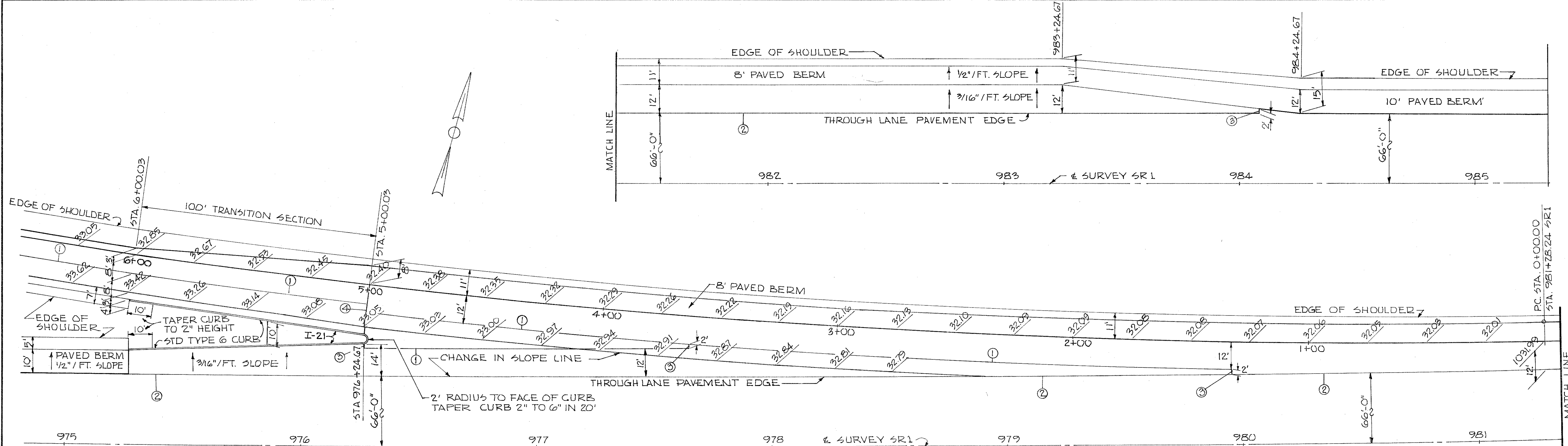
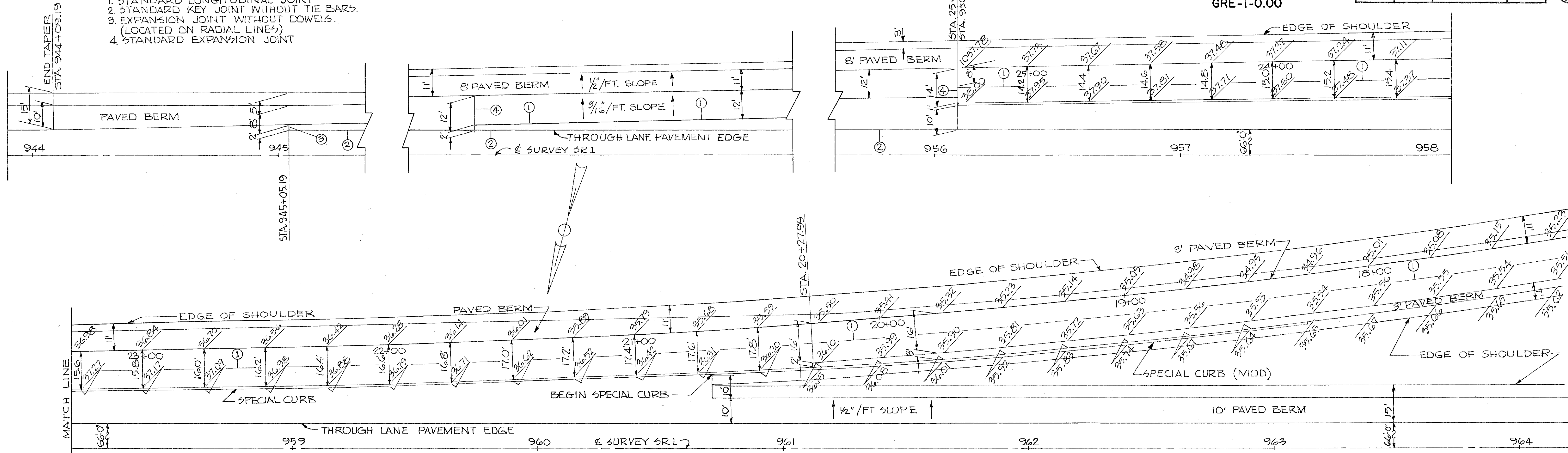
6" PIPE	CL-I-3	SHALLOW	628	LI	RT	25+28	2
6" PIPE	CL-I-3	DEEP	300	LI	RT	18+50	2
6" PIPE	CL-I-3	SHALLOW	22	LI	RT	20+69	2
6" PIPE	CL-I-3	DEEP	58	LI	RT	25+28	2

243 459

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

LEGEND

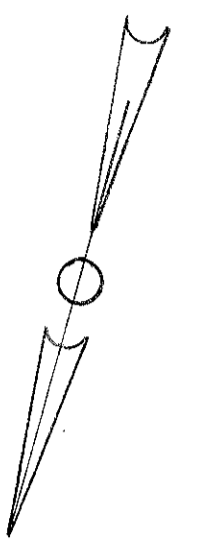
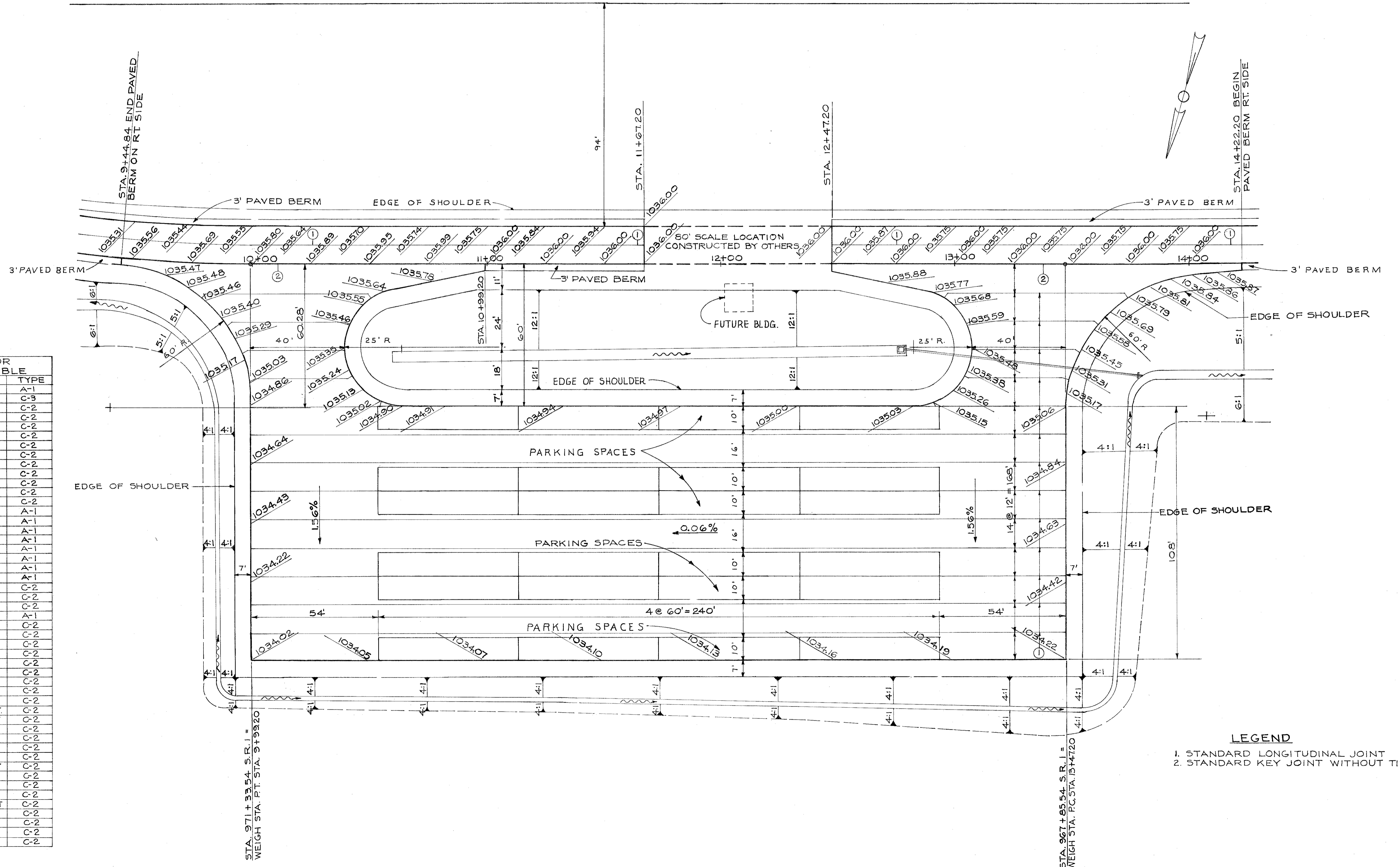
1. STANDARD LONGITUDINAL JOINT
2. STANDARD KEY JOINT WITHOUT TIE BARS.
3. EXPANSION JOINT WITHOUT DOWELS.  
(LOCATED ON RADIAL LINES)
4. STANDARD EXPANSION JOINT



SOUTHBOUND LANES STATE ROUTE 1

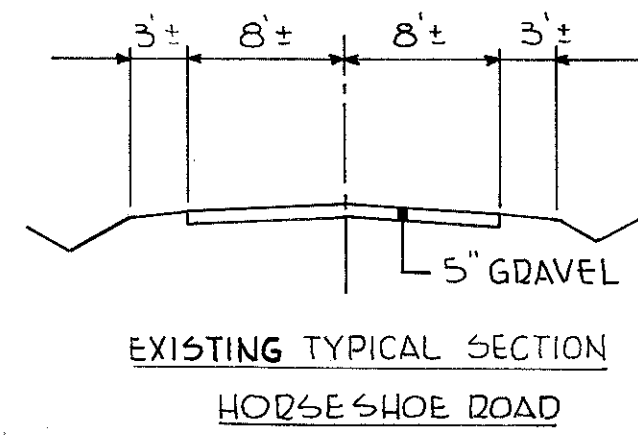
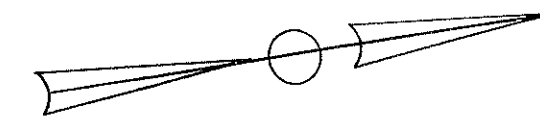
DELINEATOR LOCATION TABLE

STATION	SIDE	TYPE
943+00.0	LT.	A-1
944+09.2	LT.	C-3
945+09.2	LT.	C-2
946+09.2	LT.	C-2
947+09.2	LT.	C-2
948+09.2	LT.	C-2
949+09.2	LT.	C-2
950+09.2	LT.	C-2
951+09.2	LT.	C-2
952+09.2	LT.	C-2
953+09.2	LT.	C-2
954+09.2	LT.	C-2
955+09.2	LT.	C-2
961+00.0	LT.	A-1
963+00.0	LT.	A-1
965+00.0	LT.	A-1
967+00.0	LT.	A-1
969+00.0	LT.	A-1
971+00.0	LT.	A-1
973+00.0	LT.	A-1
975+00.0	LT.	A-1
982+27.1	LT.	C-2
983+25.9	LT.	C-2
984+24.7	LT.	C-2
985+00.0	LT.	A-1
0+00.0	RT.	C-2
1+00.0	RT.	C-2
2+00.0	RT.	C-2
3+00.0	RT.	C-2
4+00.0	RT.	C-2
5+00.0	RT.	C-2
5+25.0	LT.	C-2
6+00.0	LT.	C-2
7+00.0	LT.	C-2
8+00.0	LT. & RT.	C-2
8+76.0	LT. & RT.	C-2
9+26.0	RT.	C-2
14+48.0	RT.	C-2
15+38.0	RT.	C-2
16+28.0	LT. & RT.	C-2
17+28.0	LT. & RT.	C-2
18+28.0	LT.	C-2
19+28.0	LT.	C-2
20+28.0	LT.	C-2
21+28.0	LT. & RT.	C-2
22+28.0	RT.	C-2
23+28.0	RT.	C-2
24+28.0	RT.	C-2
25+28.0	RT.	C-2

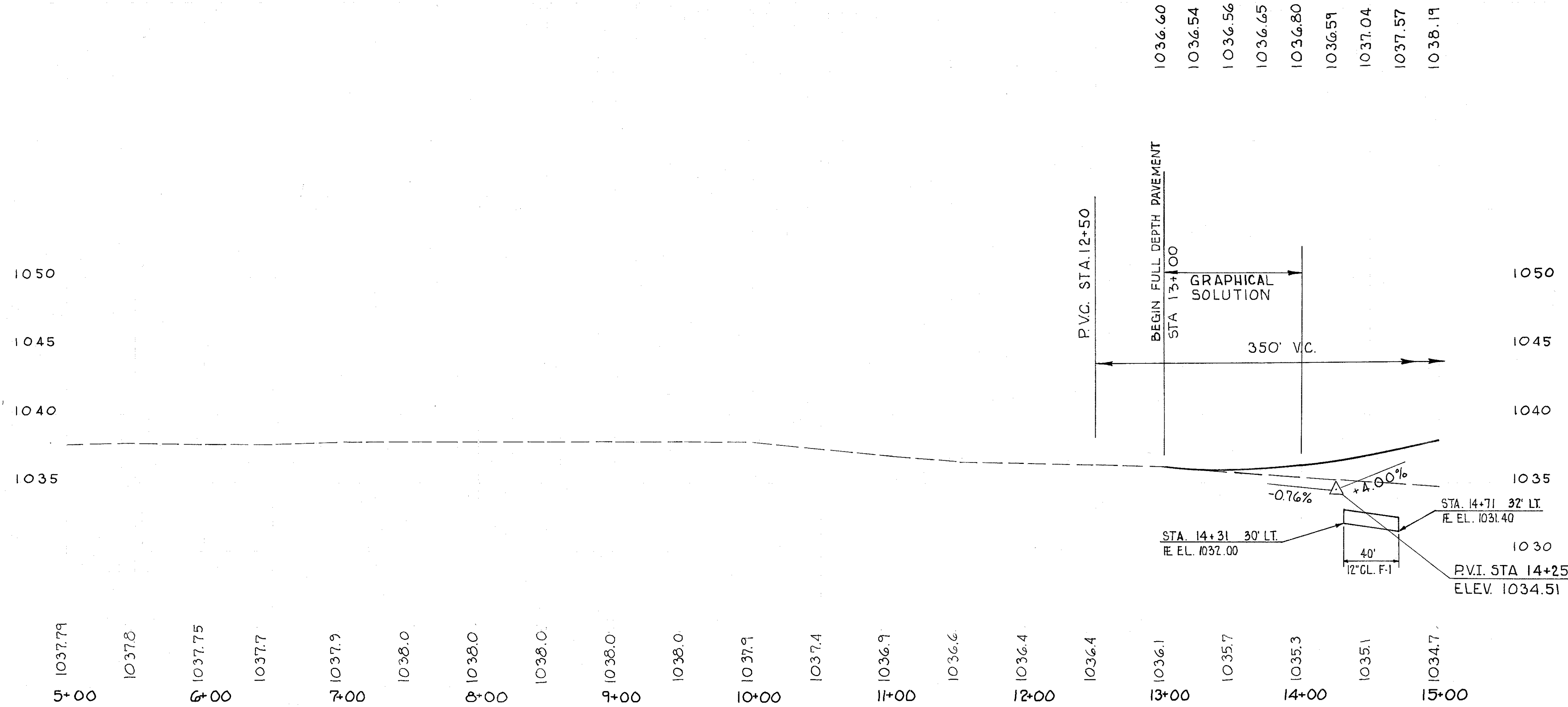
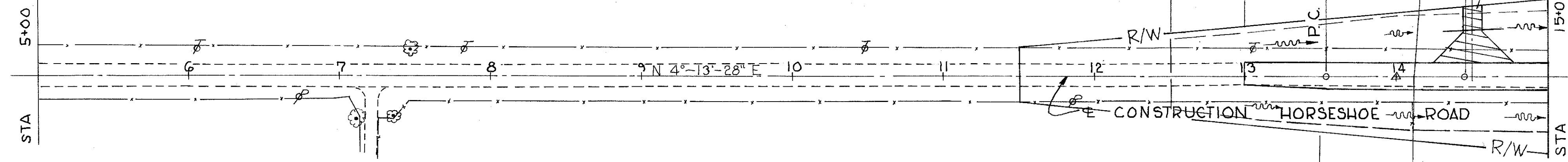


**LEGEND**  
1. STANDARD LONGITUDINAL JOINT  
2. STANDARD KEY JOINT WITHOUT TIE BARS

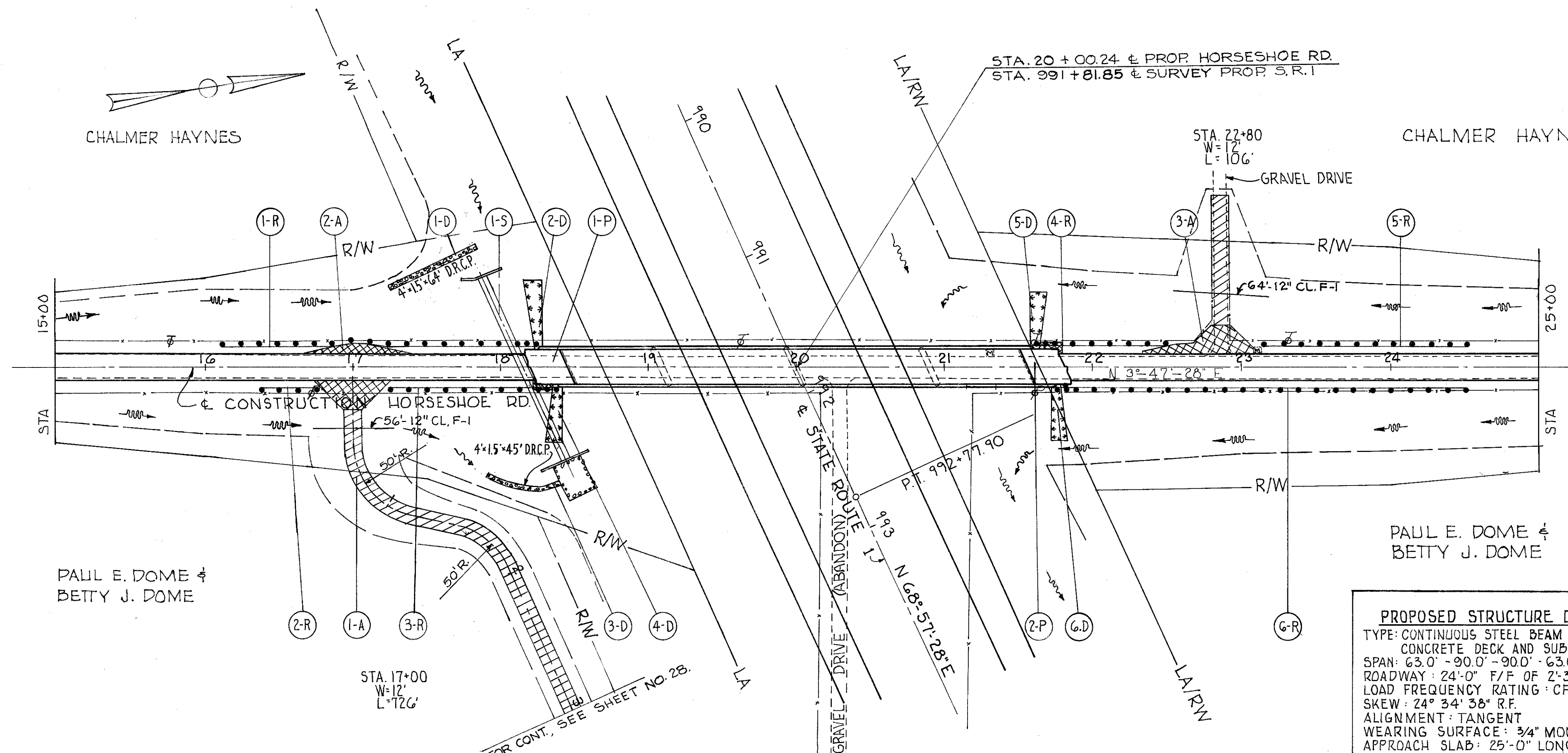




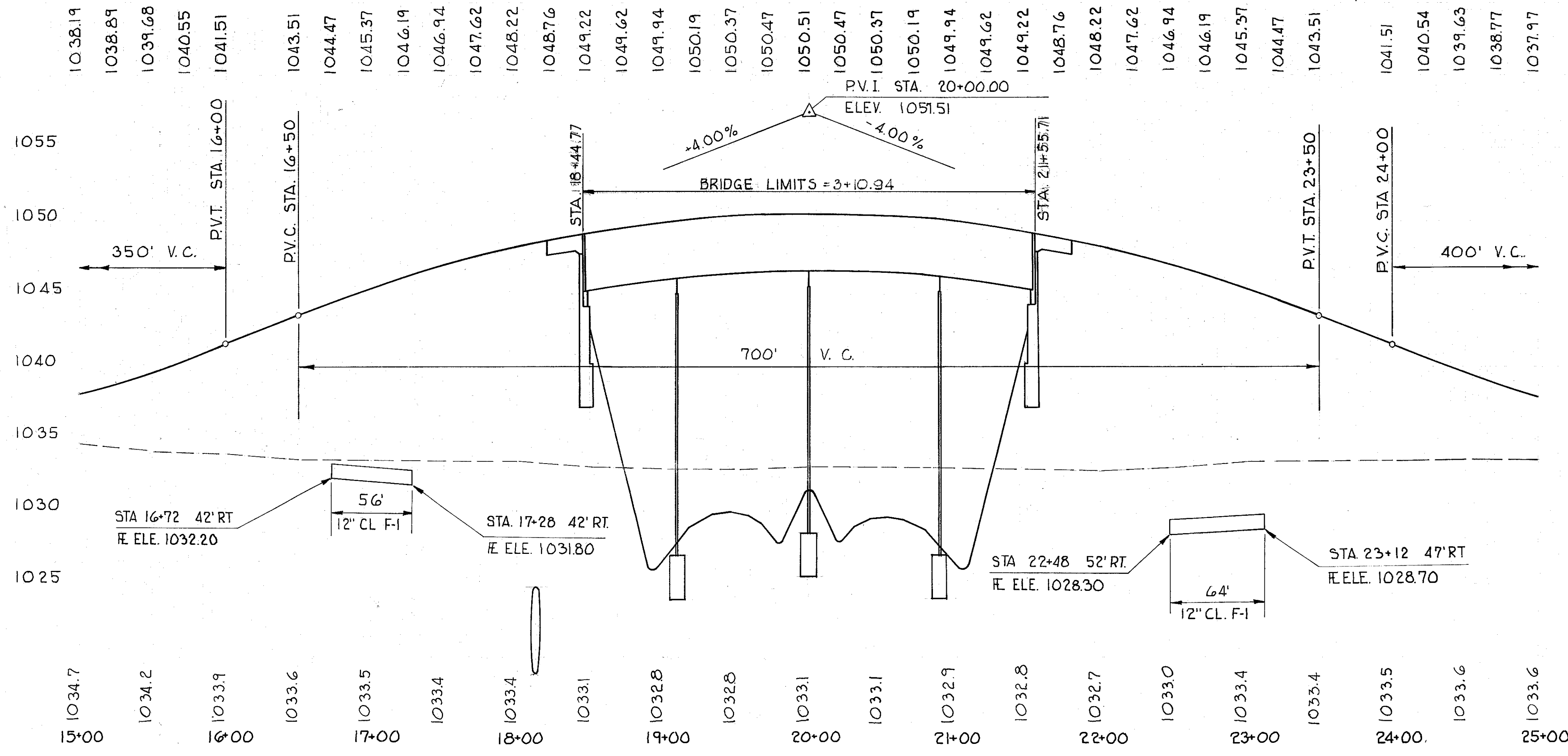
**CURVE DATA**  
 P.I. STA. 14+00.00  
 $\Delta = 0^\circ - 26' - 00''$  LT.  
 $D_s = 0^\circ - 28' - 00''$  LT.  
 $R_c = 12,277.67'$   
 $L_c = 92.86'$   
 $T = 46.43'$   
 $E = 0.09'$



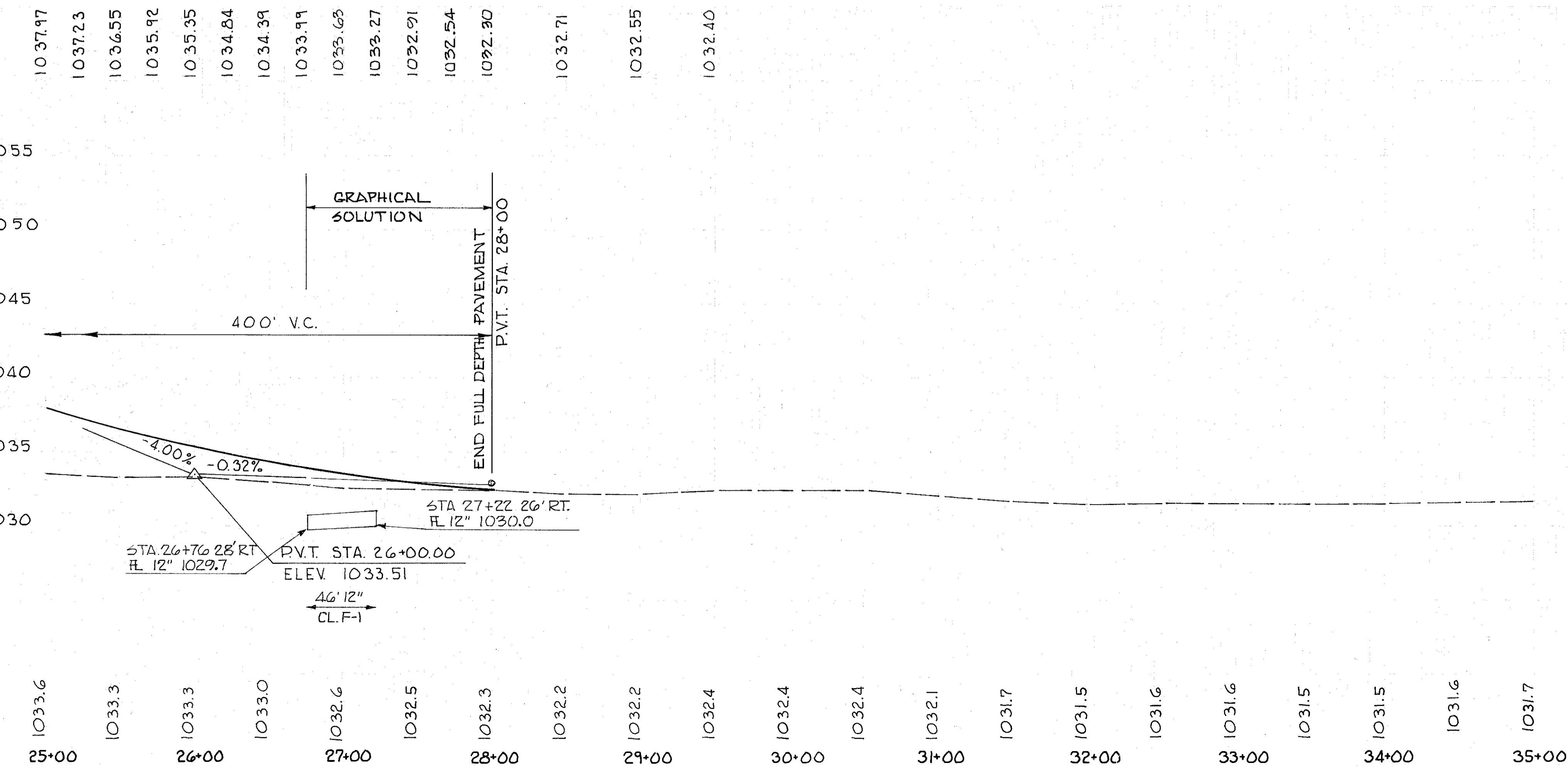
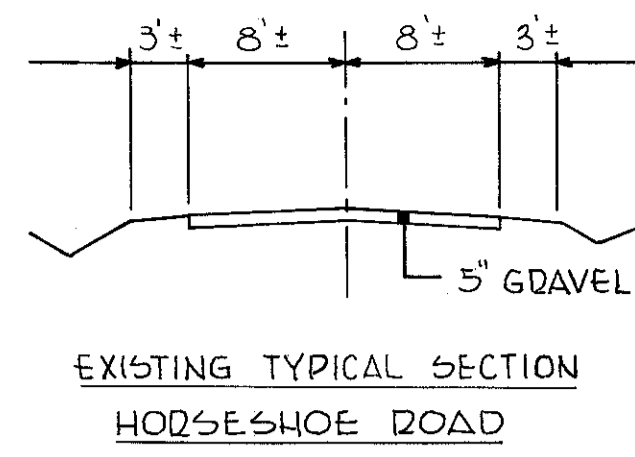
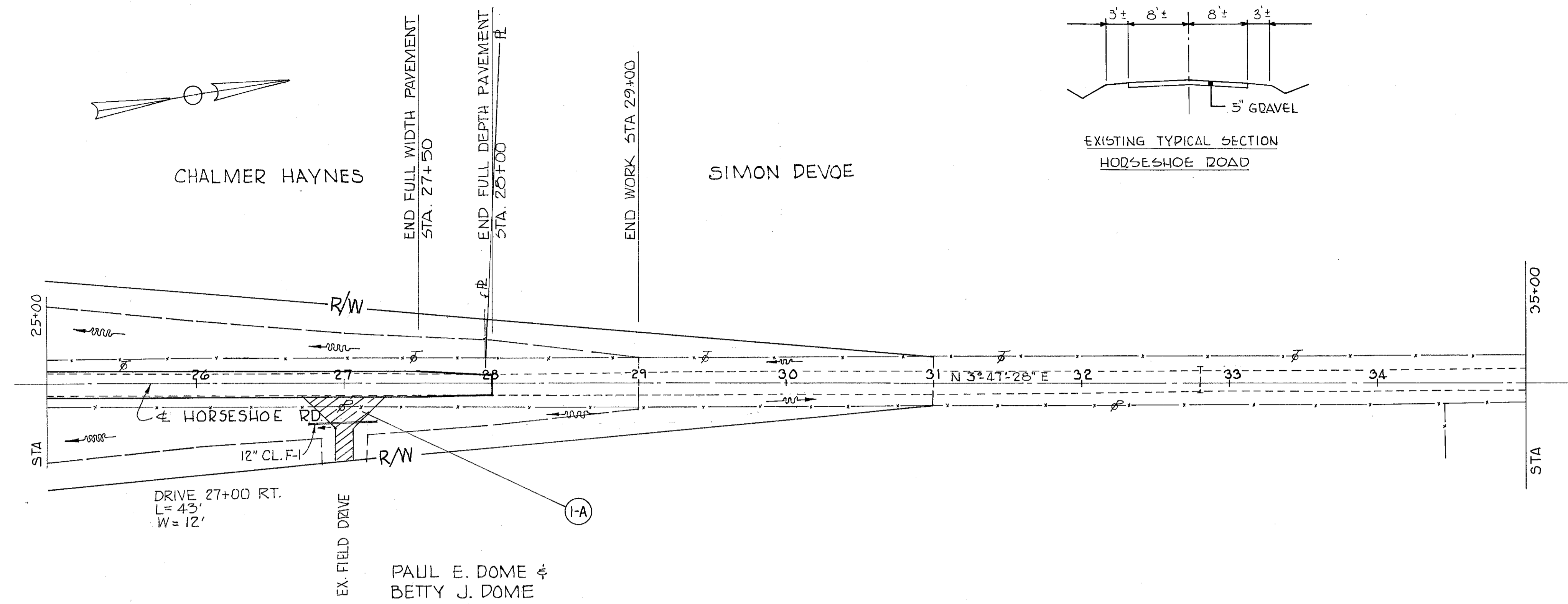
T-1  
 8-19  
 12" PIPE  
 Δ GGR  
 CLASS F1 BASE COURSE  
 4" CONC. F1 G  
 LIN. FT. CU. YDS.



**PROPOSED STRUCTURE DATA**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE  
 SPAN: 63.0' - 90.0' - 90.0' - 63.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: CF-150 (57)  
 SKEW: 24° 34' 38" R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25'-0" LONG

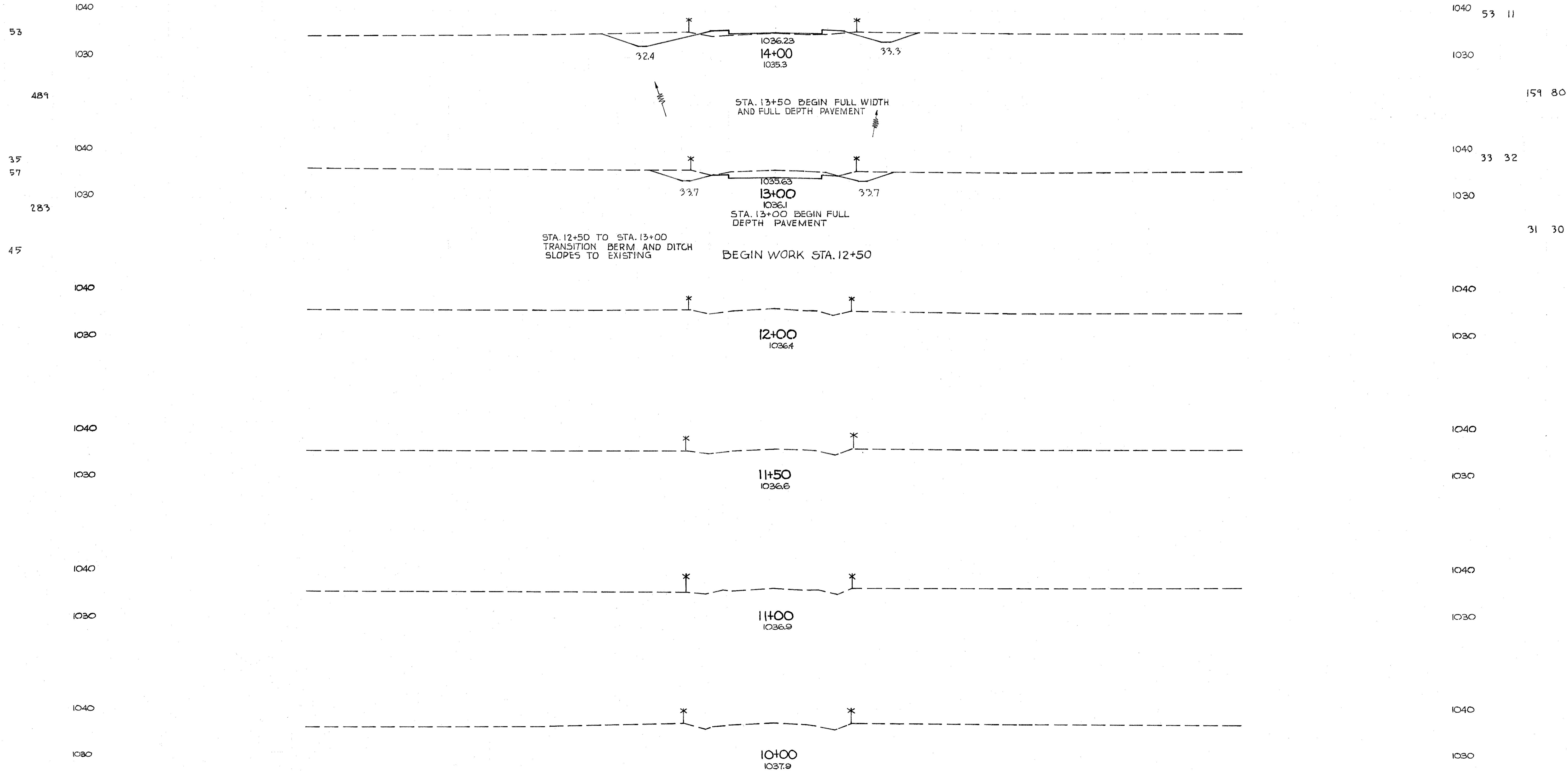
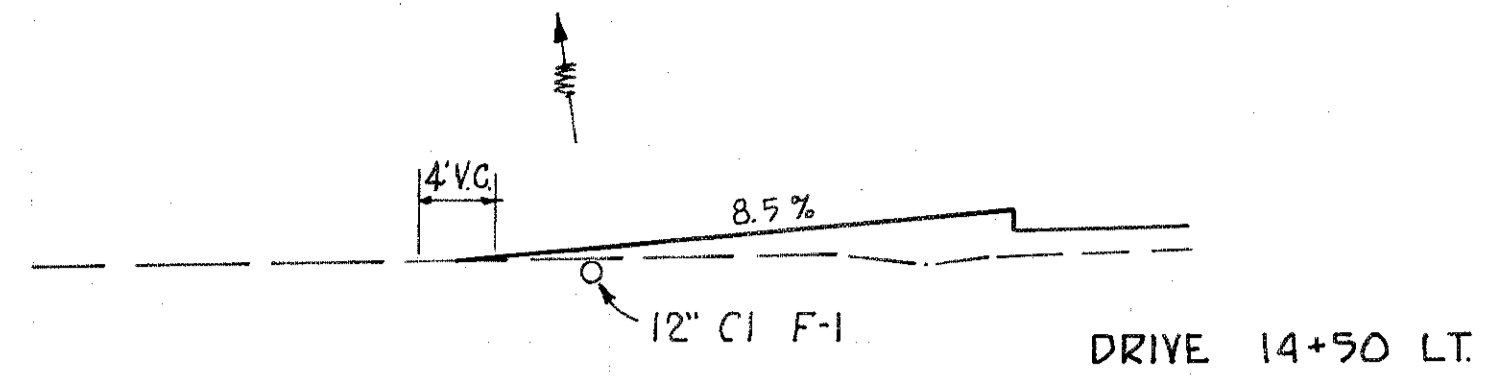


STA.	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00
1-D	1034.7	1034.2	1033.9	1033.6	1033.5	1033.4	1033.4	1032.8	1032.7	1033.5	1033.6
2-D											
3-D											
4-D											
5-D											
6-D											
1-P											
2-P											
1-A											
2-A											
3-A											
1-R											
2-R											
3-R											
4-R											
5-R											
6-R											
1-S											



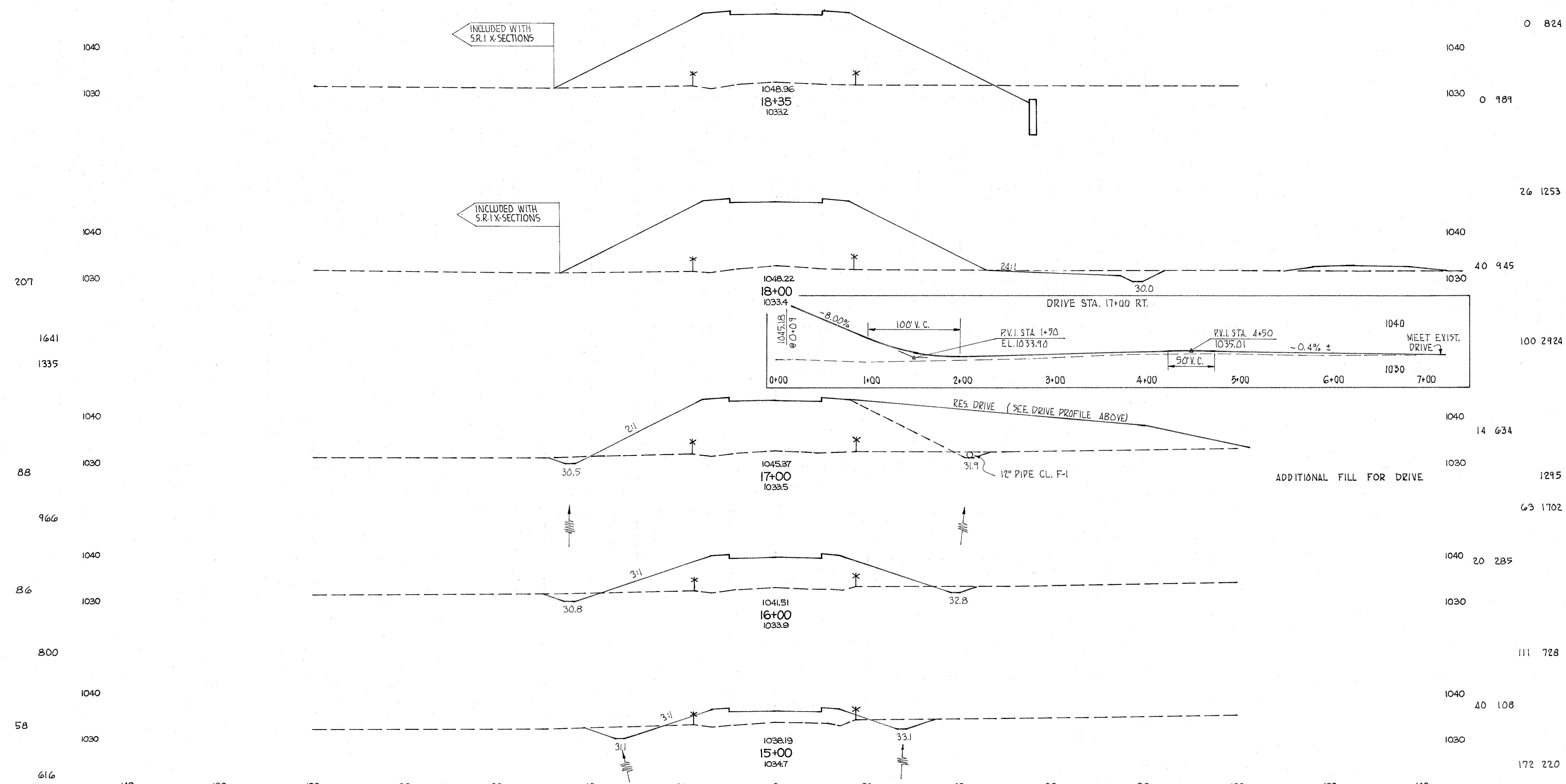
8-19 I-1  
 1033.6 12" PIPE  
 BASE CURVE CL.F-1  
 T-6 500' M/100'  
 CU. YDS. LIN. FT.

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

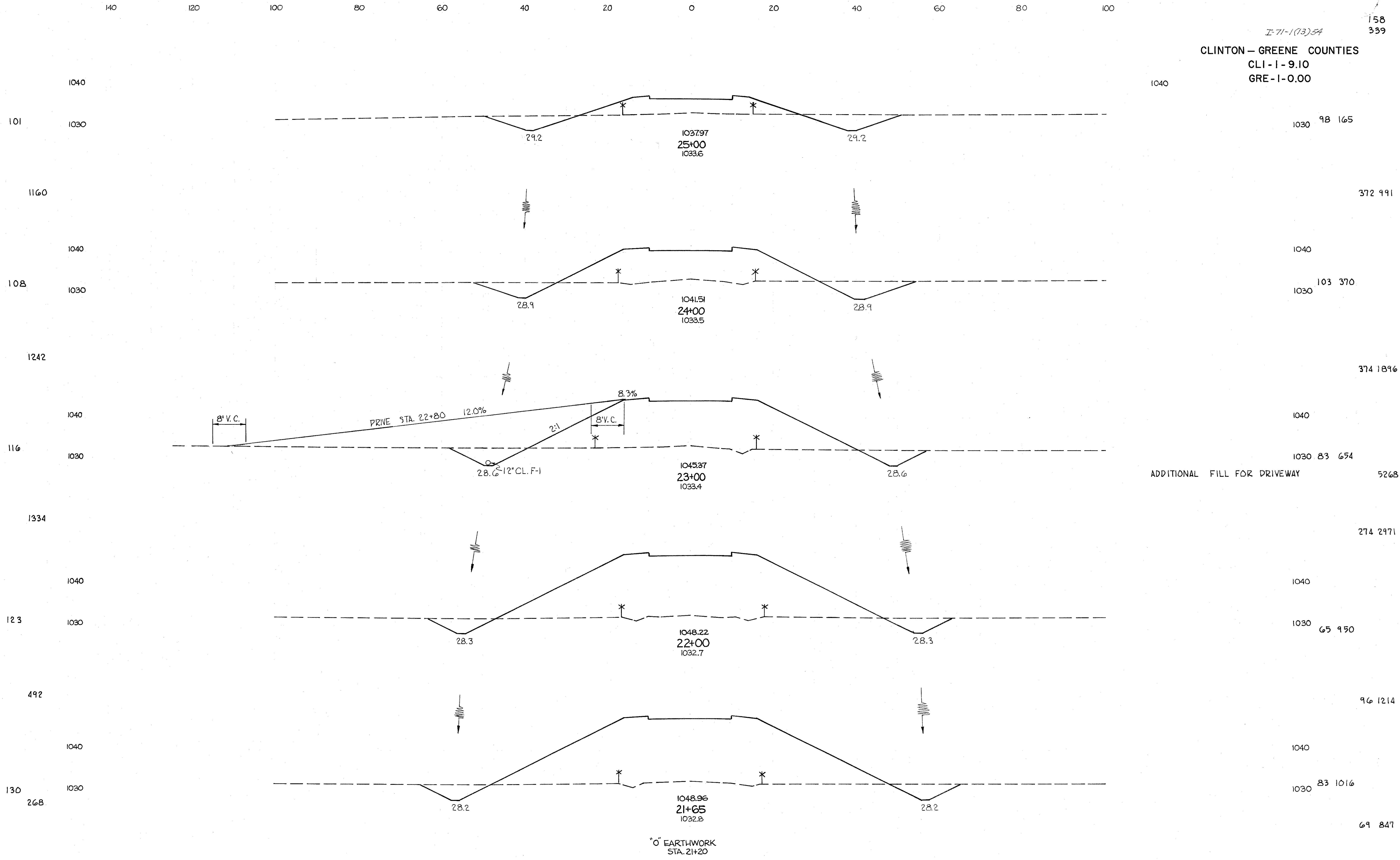


CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

10" EARTHWORK  
STA. 18+80

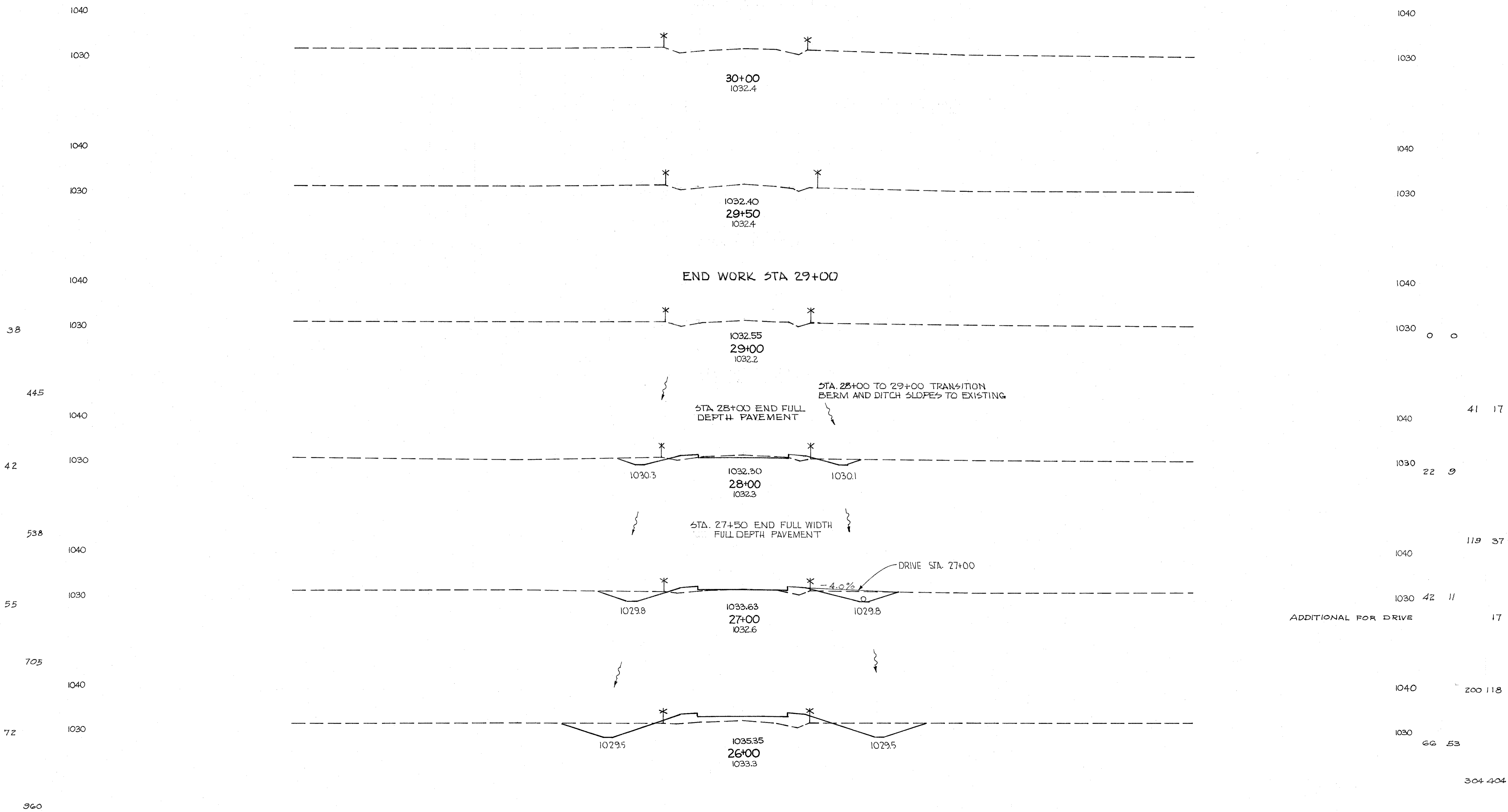


CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



0' EARTHWORK  
STA. 21+20

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54 160  
339

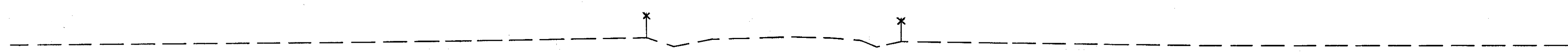
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

1040

1030

1040

1030



32+00  
1031.5

1040

1030

1040

1030

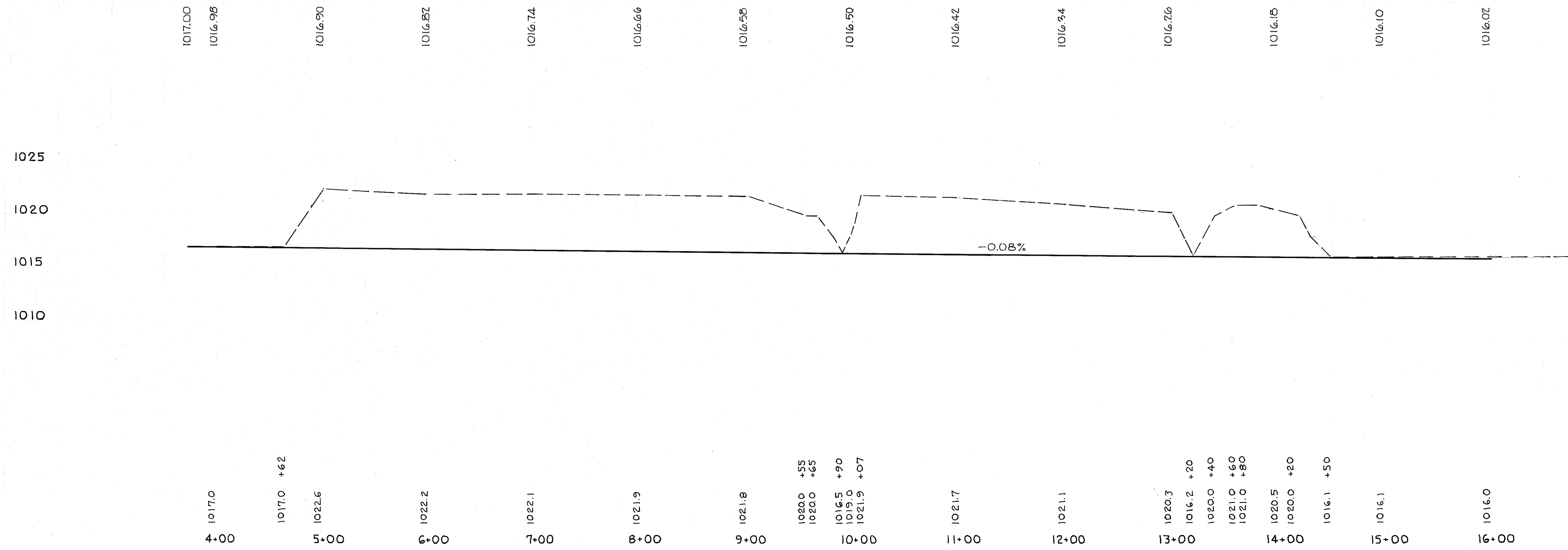
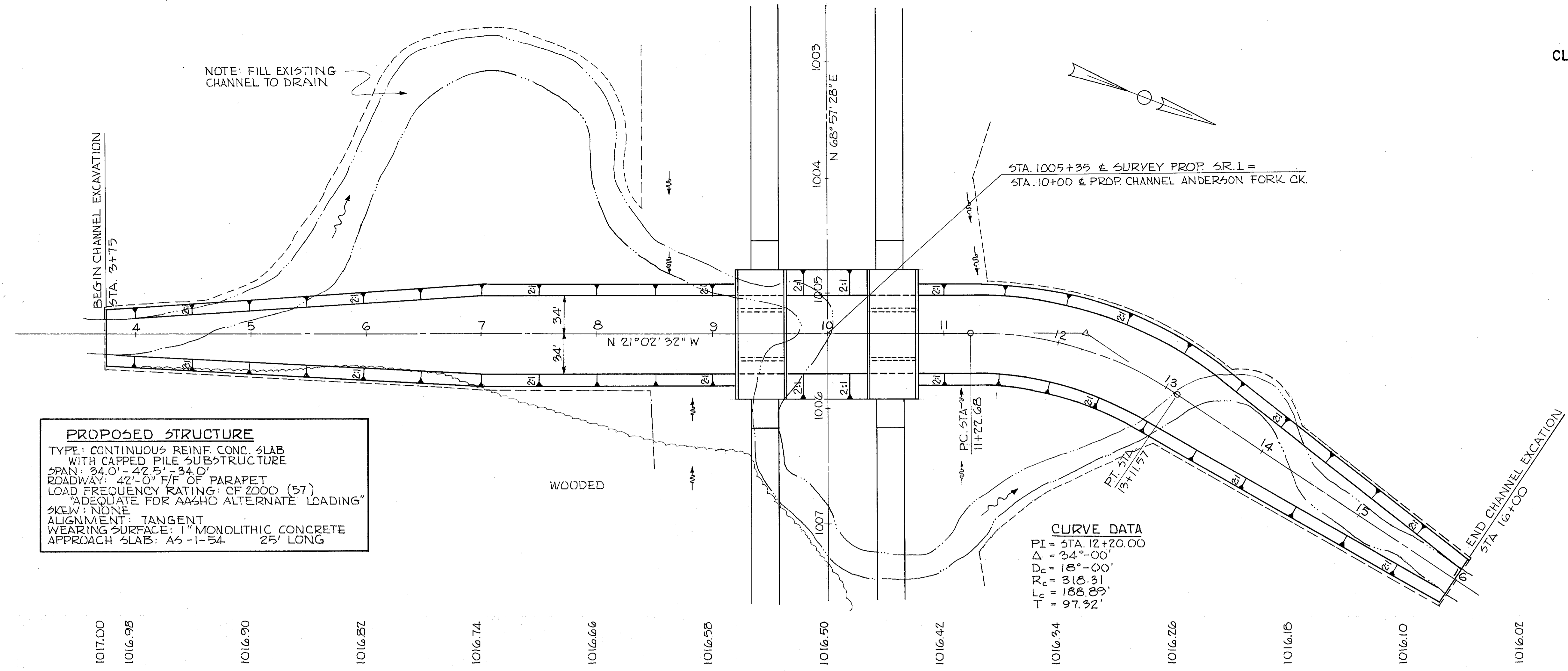


31+00  
1032.1

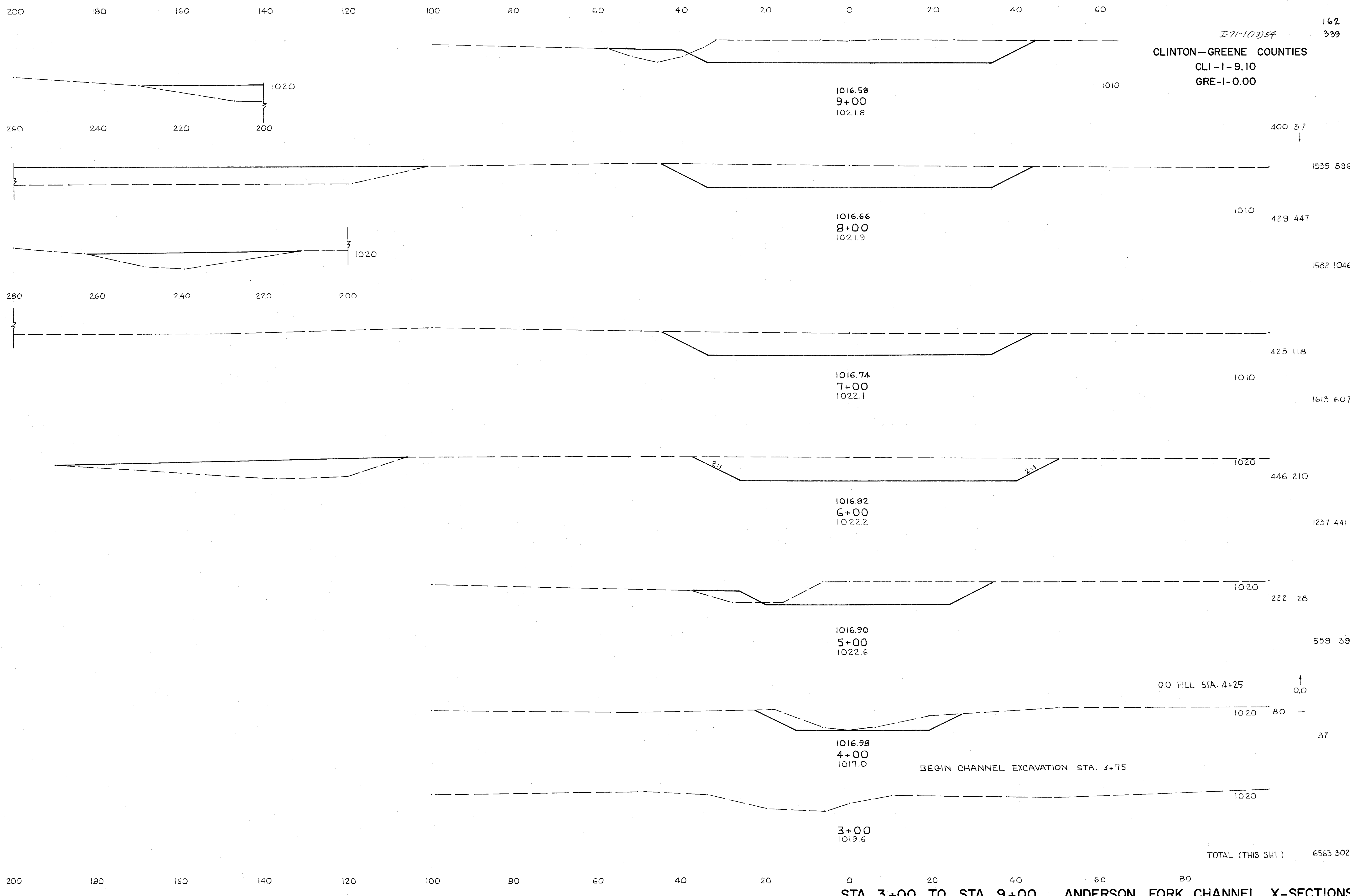
100 80 60 40 20 0 20 40 60 80 100

STA. 31+00 TO STA. 32+00 HORSESHOE ROAD

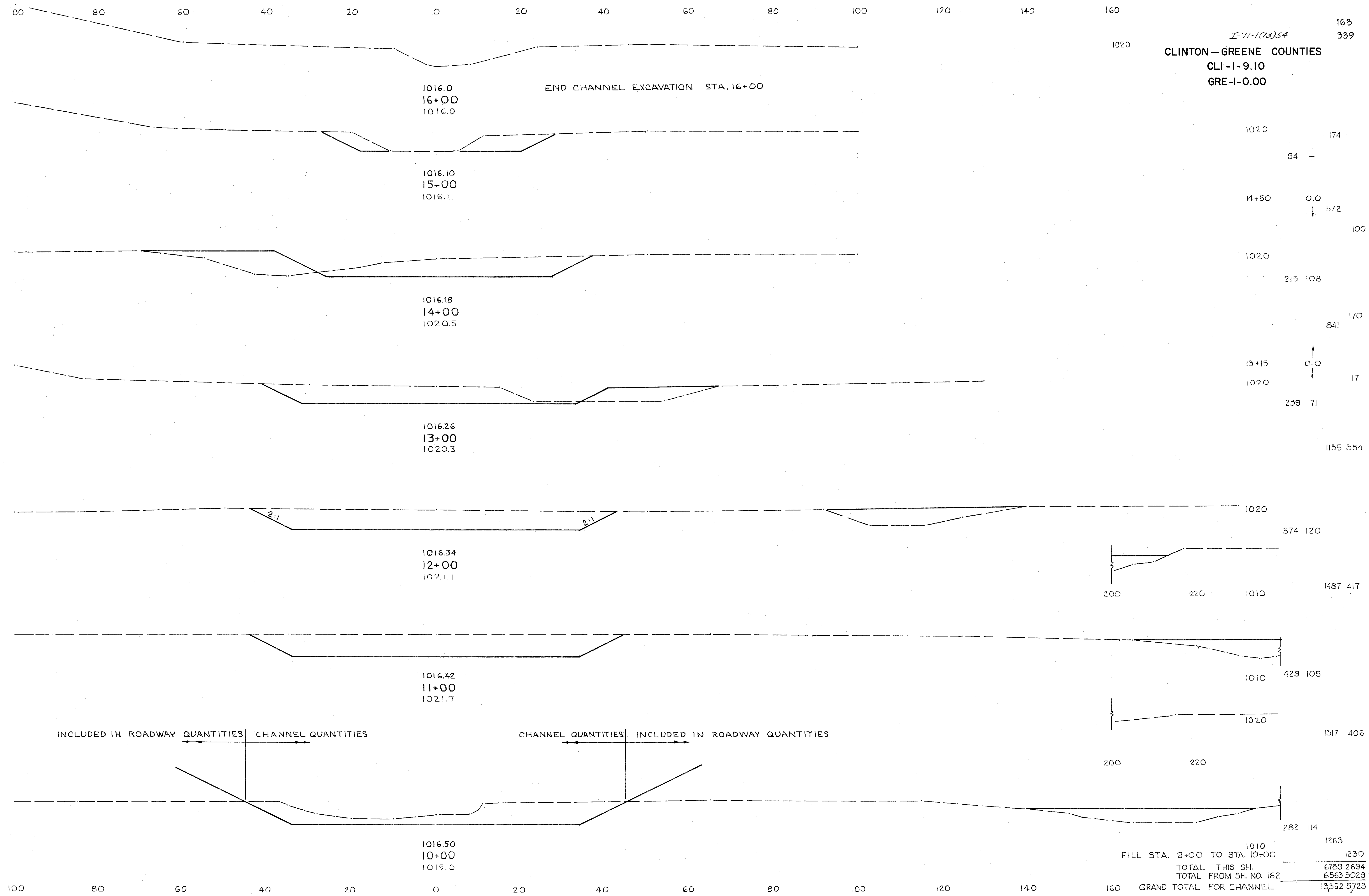




ANDERSON FORK CHANNEL ALIGNMENT



I-71-1(13)54  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



I-71-1(13)54  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

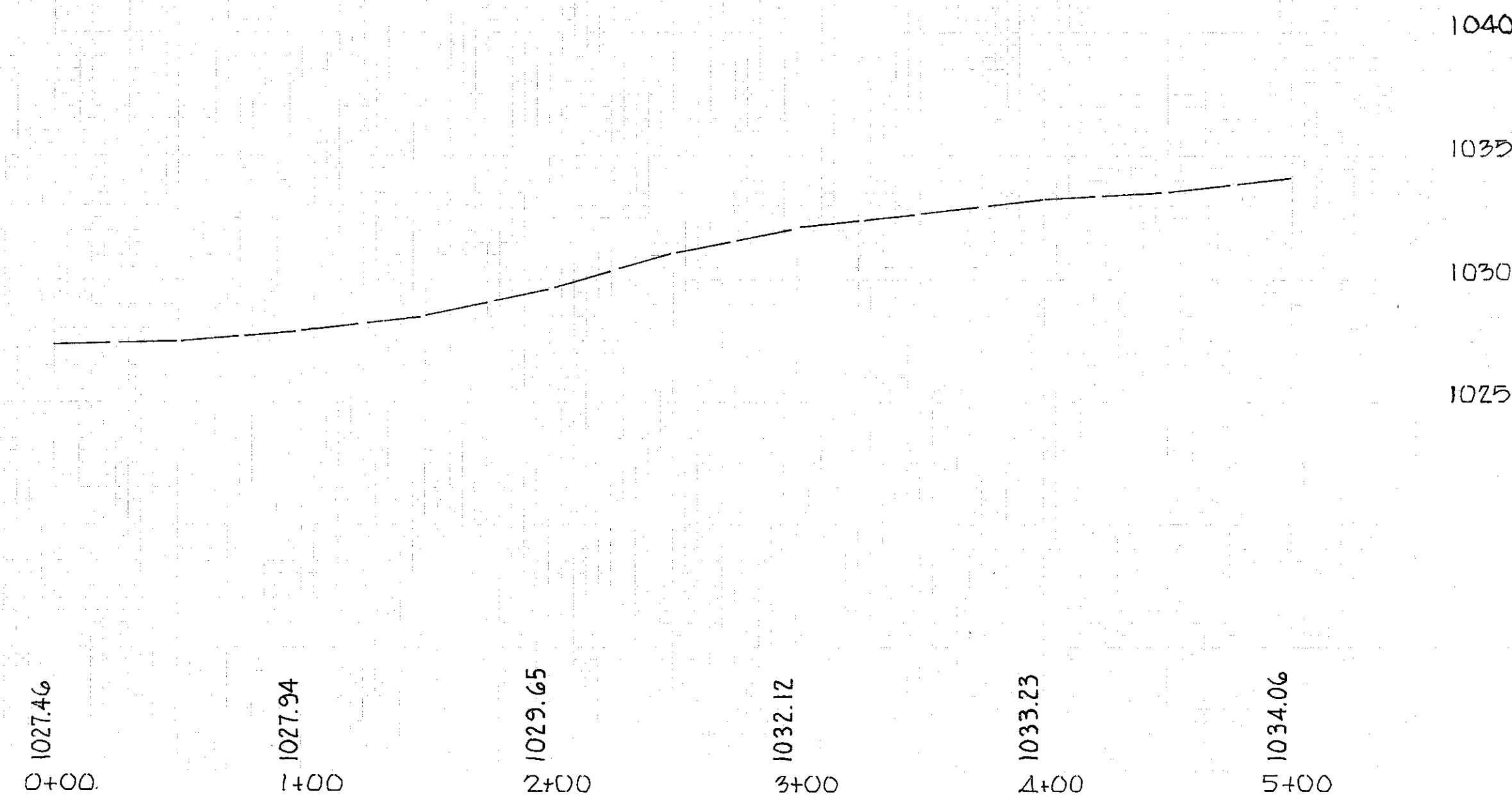
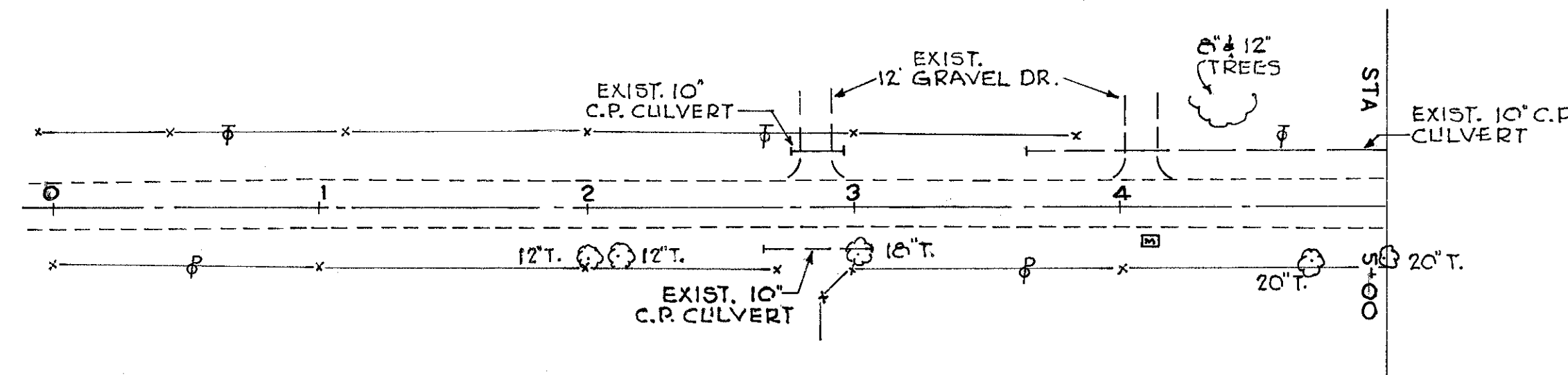
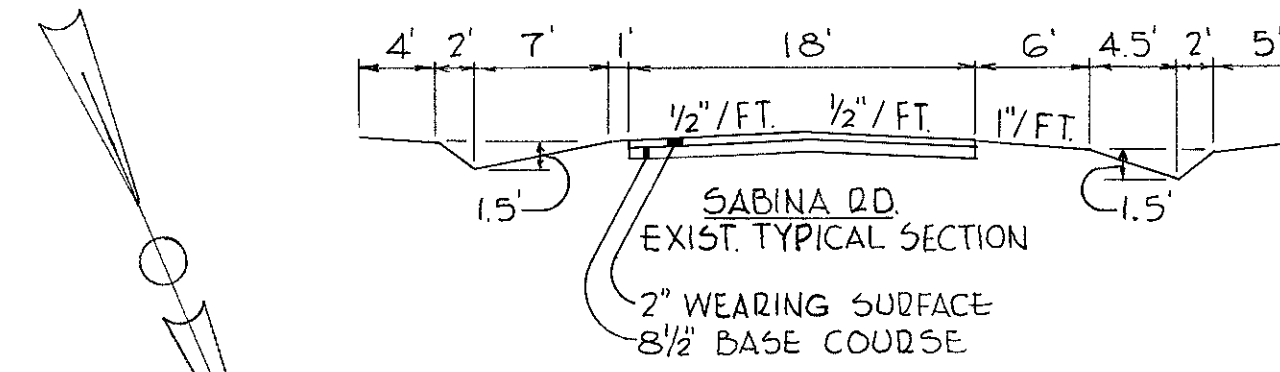
INCLUDED IN ROADWAY QUANTITIES | CHANNEL QUANTITIES

CHANNEL QUANTITIES | INCLUDED IN ROADWAY QUANTITIES

FILL STA. 9+00 TO STA. 10+00	1010	1230
TOTAL THIS SH.	6789	2694
TOTAL FROM SH. NO. 162	6563	3029
GRAND TOTAL FOR CHANNEL	13352	5723

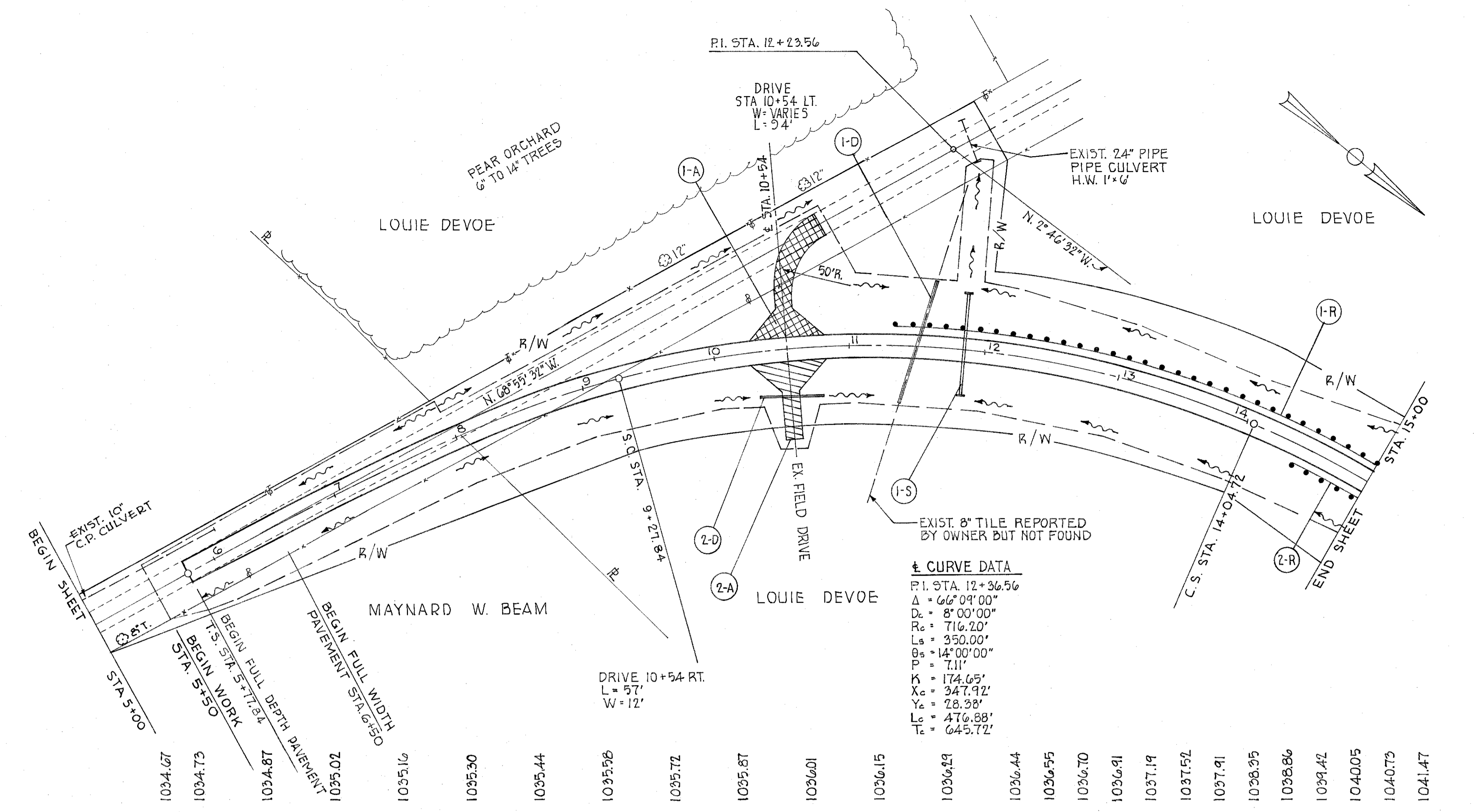
STA. 10+00 TO STA. 16+00 ANDERSON FORK CHANNEL X-SECTIONS

SUPERELEVATION TABLE									
STA.	L. EDGE	℄	R. EDGE	PROFILE	STA.	L. EDGE	℄	R. EDGE	PROFILE
5+784	1034.52	1034.67	1034.56	1034.67	12+25	1037.91	1037.16	1036.41	1036.55
6+00	1034.64	1034.73	1034.61	1034.73	+50	1038.06	1037.31	1036.56	1036.70
+25	1034.78	1034.80	1034.67	1034.80	+75	1038.27	1037.52	1036.77	1036.91
+50	1034.94	1034.80	1034.73	1034.87	13+00	1038.55	1037.80	1037.05	1037.19
+75	1035.13	1034.96	1034.80	1034.94	+25	1038.88	1038.13	1037.38	1037.52
7+00	1035.33	1035.10	1034.88	1035.02	+50	1039.27	1038.52	1037.77	1037.91
+25	1035.52	1035.24	1034.96	1035.09	+75	1039.71	1038.96	1038.21	1038.35
+50	1035.70	1035.36	1035.02	1035.16	14+00	1040.22	1039.47	1038.72	1038.86
+75	1035.88	1035.48	1035.09	1035.23	+25	1040.70	1039.99	1039.28	1039.42
8+00	1036.07	1035.61	1035.16	1035.30	+50	1041.23	1040.57	1039.91	1040.05
+25	1036.25	1035.74	1035.23	1035.37	+75	1041.82	1041.20	1040.59	1040.73
+50	1036.44	1035.87	1035.30	1035.44	15+00	1042.46	1041.90	1041.33	1041.47
+75	1036.64	1036.01	1035.38	1035.51	+25	1043.15	1042.64	1042.12	1042.26
9+00	1036.81	1036.12	1035.44	1035.58	+50	1043.92	1043.45	1042.98	1043.12
+25	1037.00	1036.26	1035.51	1035.65	+75	1044.73	1044.31	1043.89	1044.03
+50	1037.08	1036.39	1035.58	1035.72	16+00	1045.60	1045.23	1044.86	1045.00
+75	1037.16	1036.41	1035.66	1035.80	+25	1046.50	1046.13	1045.86	1046.00
10+00	1037.23	1036.48	1035.73	1035.87	+50	1047.41	1047.14	1046.86	1047.00
+25	1037.30	1036.55	1035.80	1035.94	+75	1048.27	1048.04	1047.82	1047.96
+50	1037.37	1036.62	1035.87	1036.01	17+00	1049.07	1048.90	1048.72	1048.86
+75	1037.44	1036.69	1035.94	1036.08	+25	1049.80	1049.68	1049.54	1049.68
11+00	1037.51	1036.76	1036.01	1036.15	+50	1050.45	1050.43	1050.29	1050.43
+25	1037.58	1036.83	1036.08	1036.22	+75	1051.06	1051.11	1050.97	1051.11
+50	1037.65	1036.90	1036.15	1036.29	18+00	1051.60	1051.71	1051.57	1051.71
+75	1037.73	1036.98	1036.23	1036.37	+25	1052.11	1052.25	1052.11	1052.25
12+00	1037.80	1037.05	1036.30	1036.44					



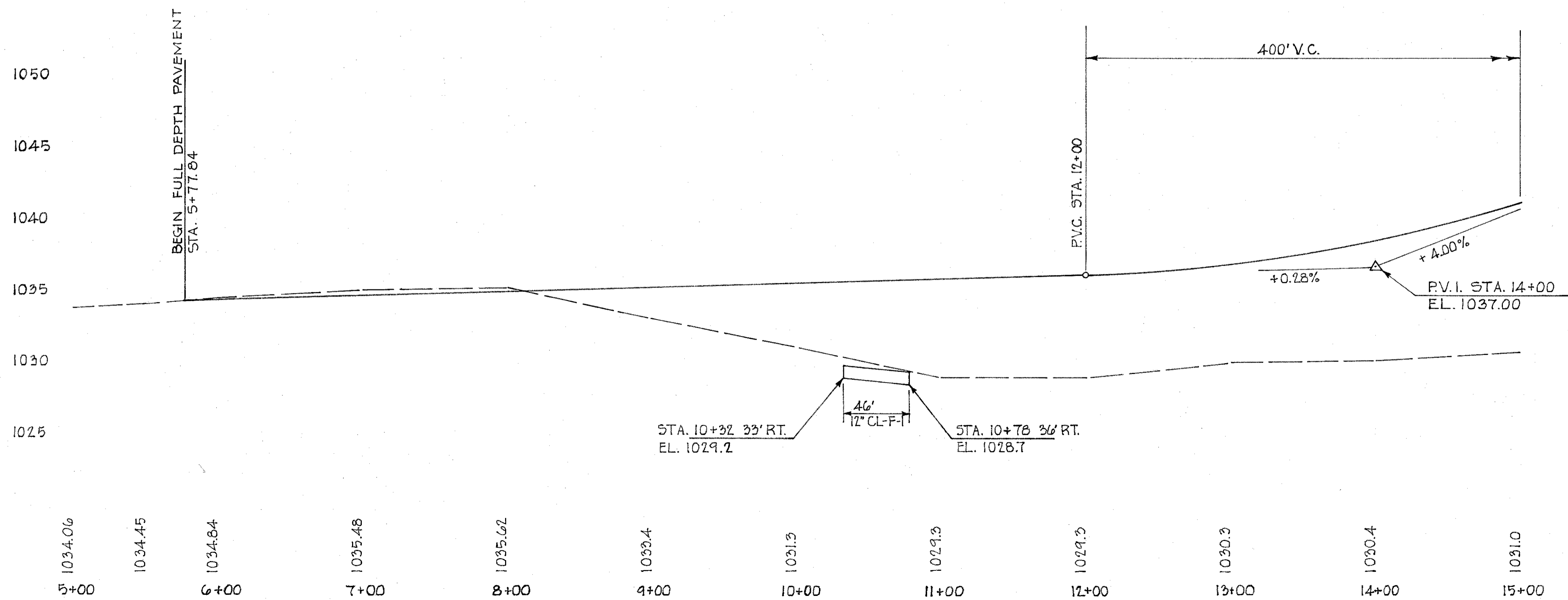
STA. 0+00 TO STA. 5+00

SABINA ROAD



**± CURVE DATA**

P.I. STA. 12+36.56
$\Delta = 66^\circ 09' 00''$
$D_c = 8' 00' 00''$
$R_c = 716.20'$
$L_s = 350.00'$
$\theta_s = 14^\circ 00' 00''$
$P = 7.11'$
$X_c = 174.65'$
$Y_c = 347.92'$
$Y_s = 28.38'$
$L_c = 476.88'$
$T_c = 645.72'$



I-1 12" PIPE  
I-1 CLASS F-1  
I-1 SEC. M-6.68  
I-1 SEC. M-6.46

I-1 8" PIPE  
I-1 CLASS F-1  
I-1 SEC. M-6.68  
I-1 SEC. M-6.46

B-19 8" PIPE  
B-19 CLASS F-1  
B-19 SEC. M-6.68  
B-19 SEC. M-6.46

T-30 ASPH. CONC. BUT. PRIME  
T-30 SURF. CRSE. COAT. BASE CRSE.  
T-30 TYPE A - SEC. M-5.7

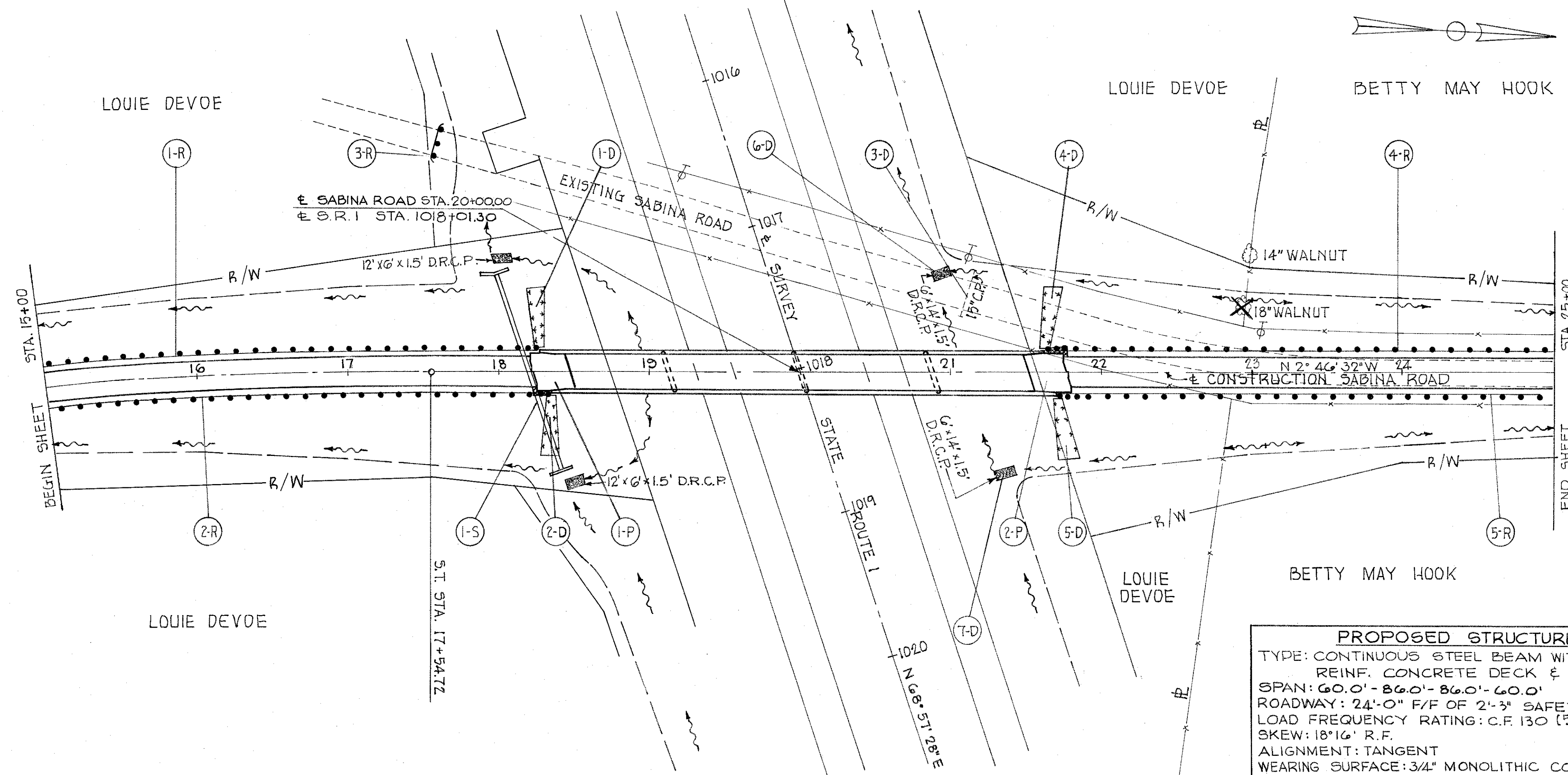
I-15 MASONRY GUARD RAIL  
I-15 STEEL BEAM  
I-15 STD. TYPE DEEP

I-2 CU. YDS. LIN. FT. CU. YDS. LIN. FT.  
I-2 SQ. YDS. LIN. FT. SQ. YDS. LIN. FT.

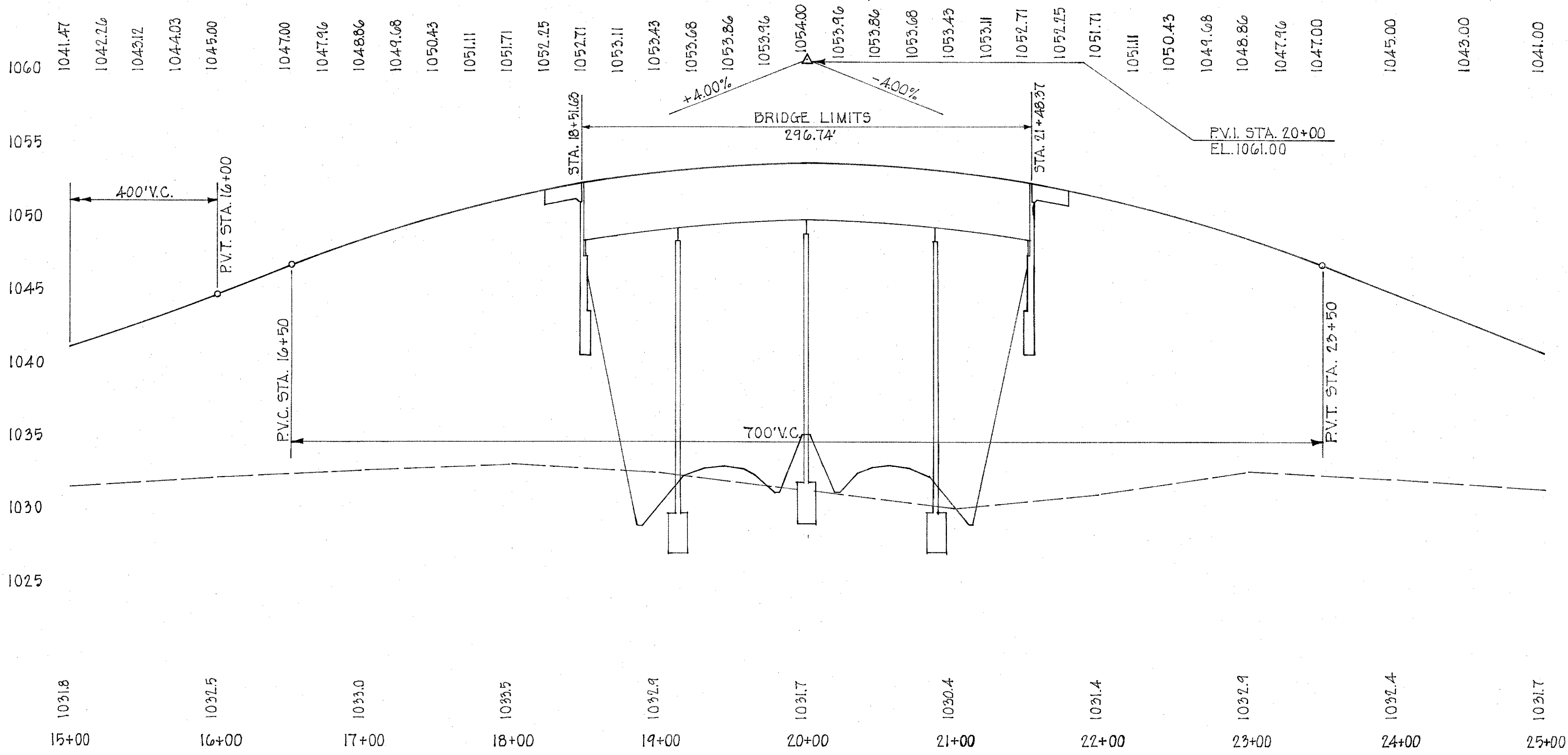
L-10 SODDING  
L-10 ASPH. CONC. BUT. PRIME  
L-10 SURF. CRSE. COAT. BASE CRSE.  
L-10 TYPE A - SEC. M-5.7

E-3 EXCAVATION  
E-3 CHANNEL  
E-3 30" PIPE

STA.	ITEM	CU. YDS.	LN. FT.	SQ. YDS.	LN. FT.	GAL.	CU. YDS.	LN. FT.	CHANGES
10+54	I-1								
10+54	I-1								
11+85	I-1								
11+33.5 TO 15+00.0	I-1								
14+43.2 TO 15+00.0	I-1								
11+30 TO 11+60	I-2								
10+32 TO 10+76	I-2								
8									
76									
1.02									
423.3									
11									
11									
11									
11									
20									
27									
27									
46									
94									
94									
20									
20									
27									
27									
27									
76									
76									
1.02									
1.02									
423.3									
423.3									
11									
11									
11									
11									
20									
20									
27									
27									
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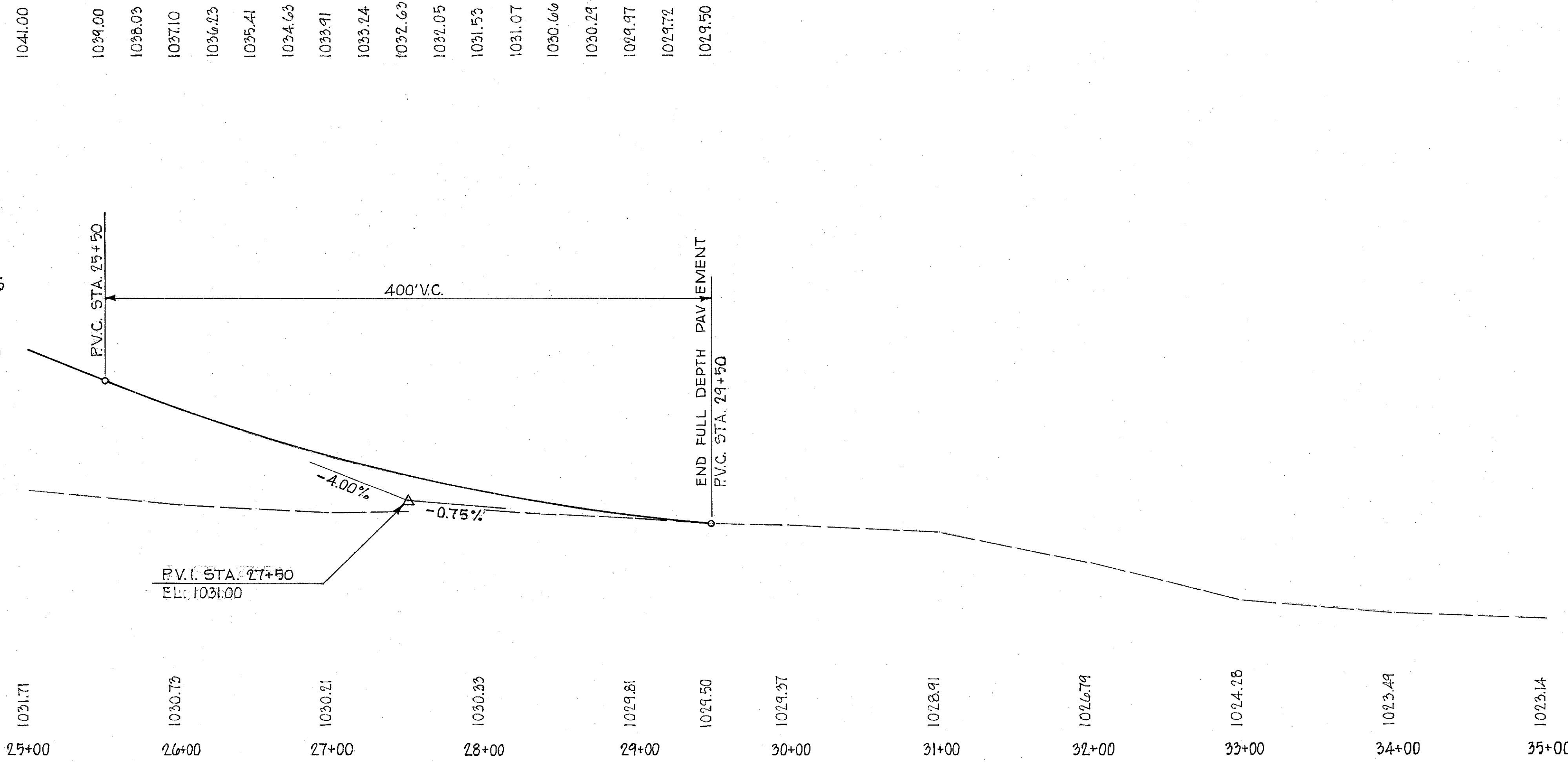
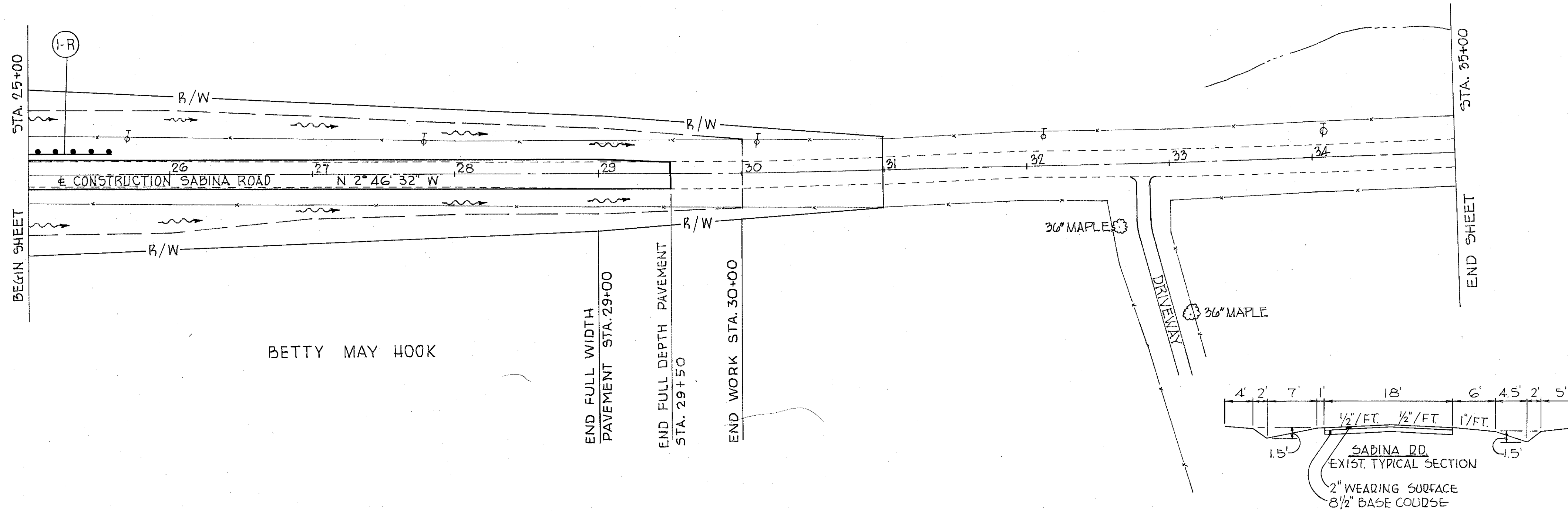
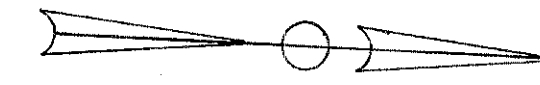


**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONCRETE DECK & SUBSTRUCTURE  
 SPAN: 60.0' - 86.0' - 86.0' - 60.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: C.F. 130 (57)  
 SKEW: 18°16' R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25' LONG



ITEM	DESCRIPTION	UNIT	AMOUNT
E-12	REMOVAL OF 36" PIPE UNDER	LI. FT.	32
I-1	PIPE	LI. FT.	
I-2	MASONRY APPROACH	SQ. YDS.	
I-7	SLAB	SQ. YDS.	
I-10	CHANNEL STEEL BEAM	LI. FT.	5
I-15	DUMP BOX GUARD RAIL PROTECTION STD. DEEP	LI. FT.	5
I-10	SODDING	SQ. YDS.	7
I-10	SPECIAL SODDING	SQ. YDS.	52
I-20	JULIE MATTING	SQ. YDS.	6
			6
			52
			50
			7
			18
			18
			140
			150
			150
			13,699
			7
			210
			12
			3335
			3432
			250
			3432
			3250
I-D	18+33	LT.	
2-D	18+45	RT.	
3-D	21+12	LT.	
4-D	22+41	LT.	
5-D	22+80	RT.	
7-D	18+26.63 TO 18+51.63	±	
1-P	21+48.37 TO 21+73.37	±	
1-5	18+20	LT. RT.	
1-R	15+00.0 TO 18+33.5	RT.	
2-R	15+00.0 TO 18+43.2	LT.	
3-R	17+86	LT.	
4-R	21+56.8 TO 25+00.0	LT.	
5-R	21+66.5 TO 24+91.5	RT.	

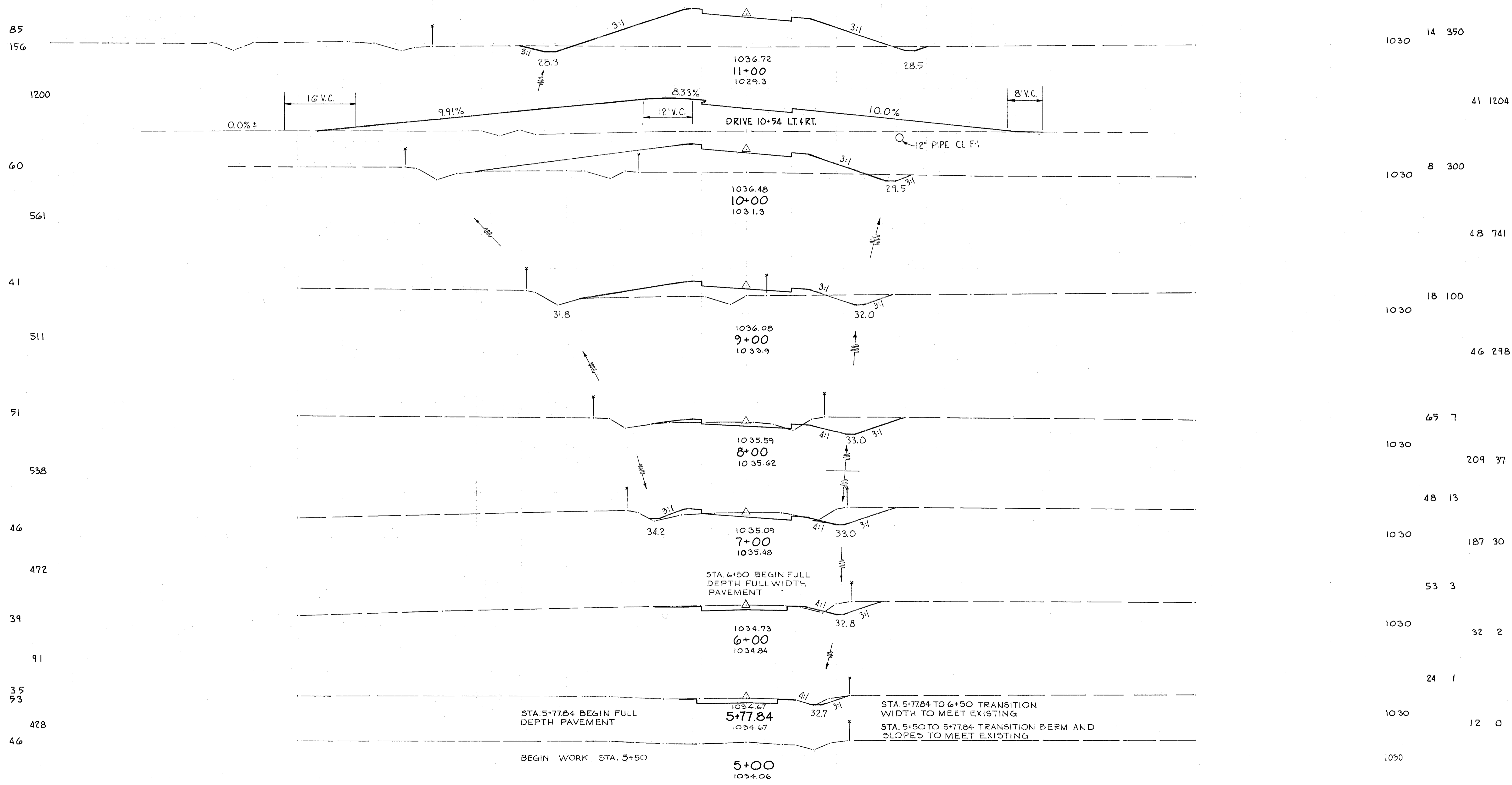
BETTY MAY HOOK



1-15  
 CURVED ON  
 SLOPE FROM  
 SLO TYPE  
 DEEP  
 LIN. FT. 56.8  
 I-R 25+000 TO 25+56.8 LT.

100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54 168 339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



STA. 5+00 TO STA. 11+00 SABINA ROAD



100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

169  
339

107

1030 9 983

1118

50 3426

94

1030 8 867

990

30 2624

84

1030 8 550

872

30 1819

74

1030 8 432

838

33 1413

77

1030 10 331

922

37 1274

89

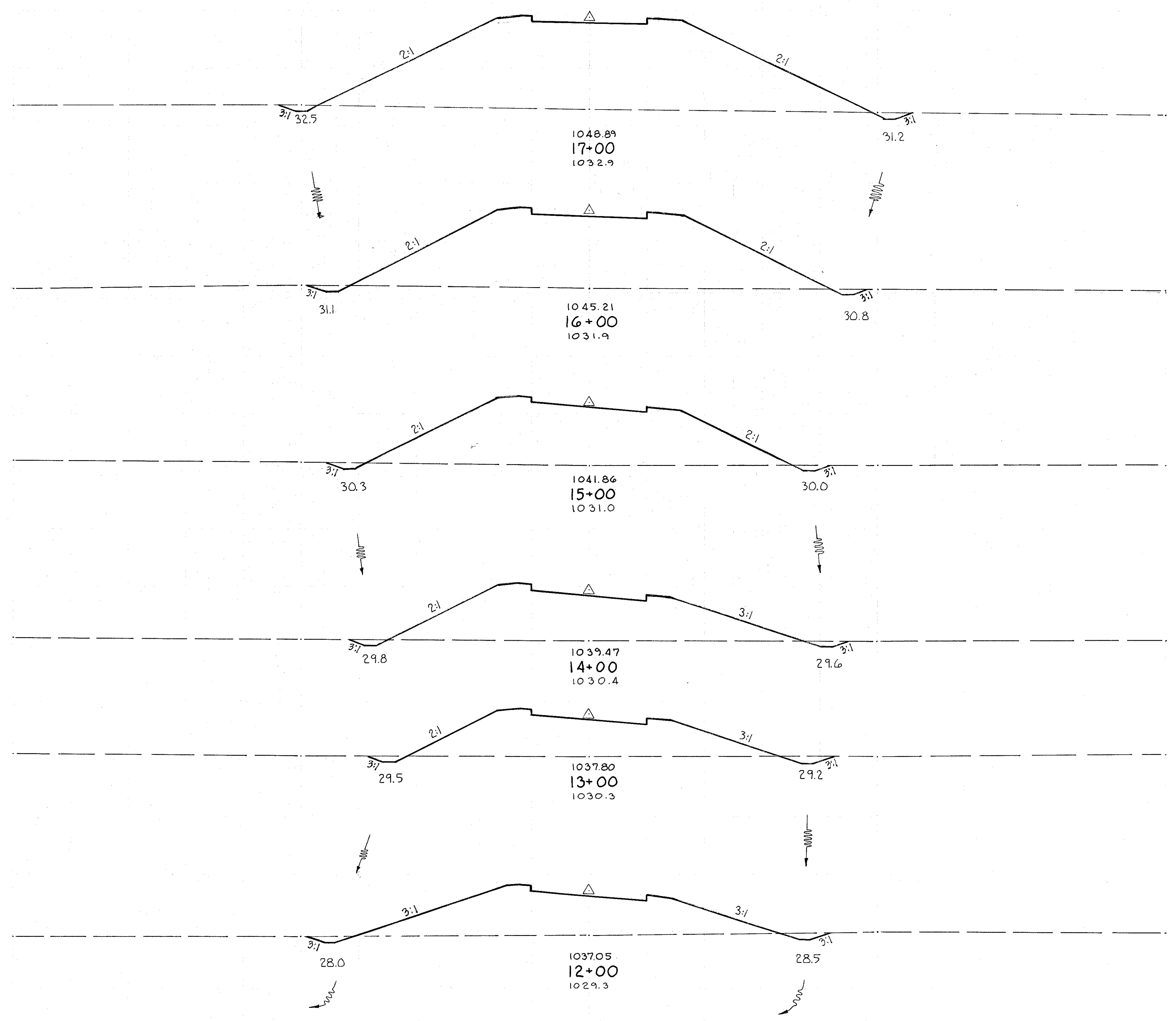
1030 10 357

966

44 1309

100 80 60 40 20 0 20 40 60 80 100

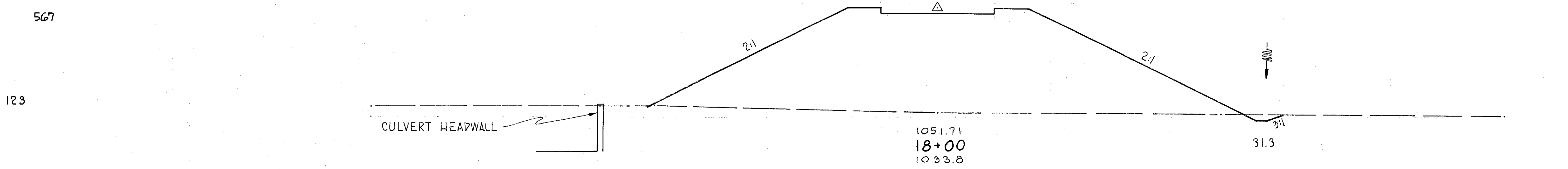
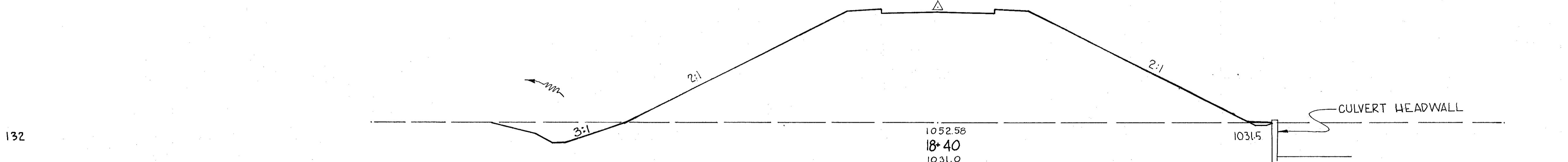
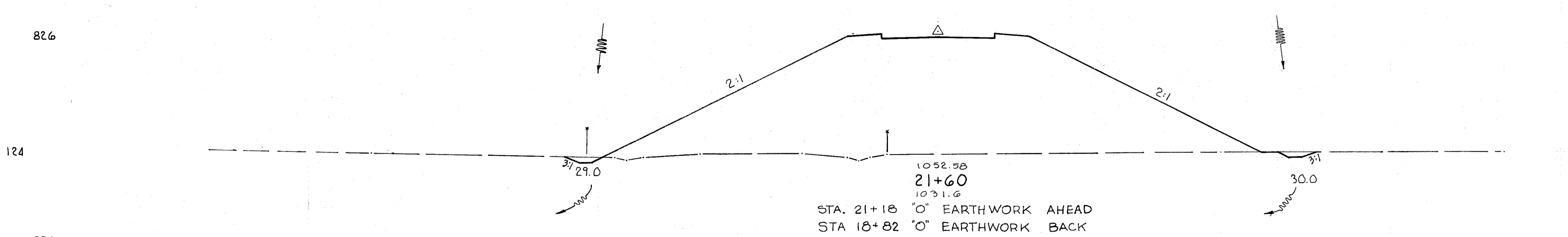
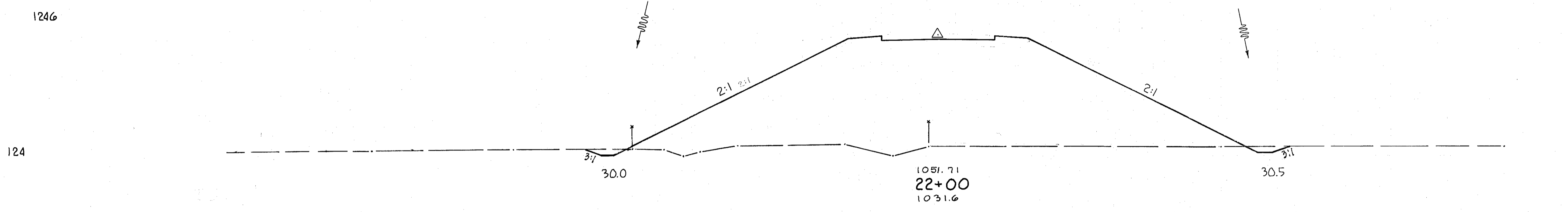
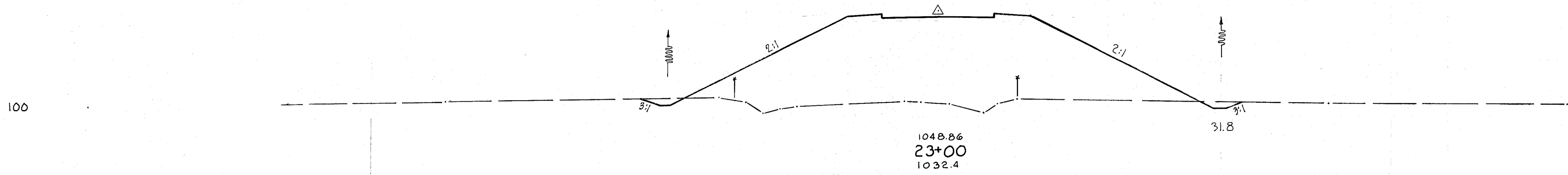
STA. 12+00 TO STA. 17+00 SABINA ROAD



100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54 170  
339

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



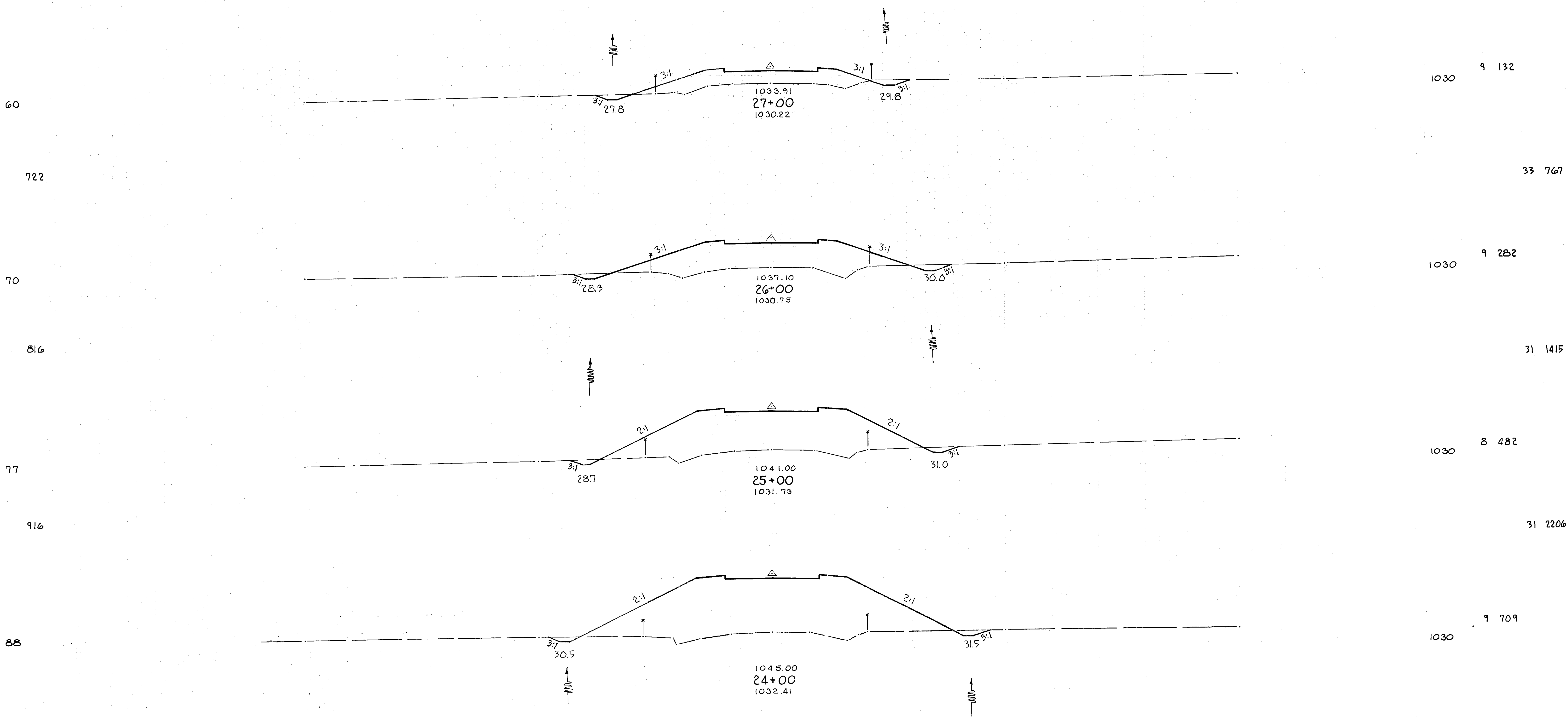
100 80 60 40 20 0 20 40 60 80 100

STA. 18+00 TO STA. 23+00 SABINA ROAD

26 4193

100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54 171 339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



60 1030 9 132

722 33 767

70 1030 9 282

816 31 1415

77 1030 8 482

916 31 2206

88 1030 9 709

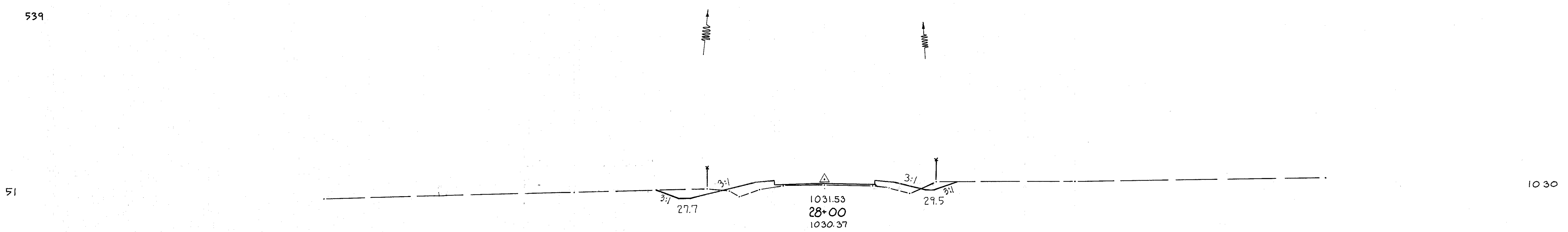
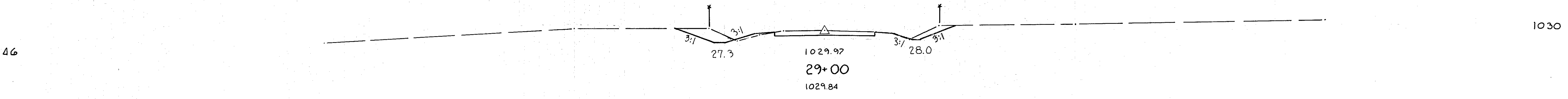
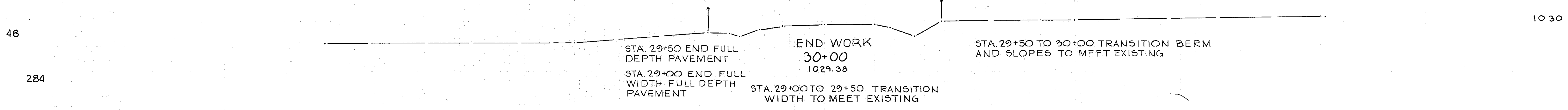
1043 37 3098

100 80 60 40 20 0 20 40 60 80 100

STA. 24+00 TO STA. 27+00 SABINA ROAD

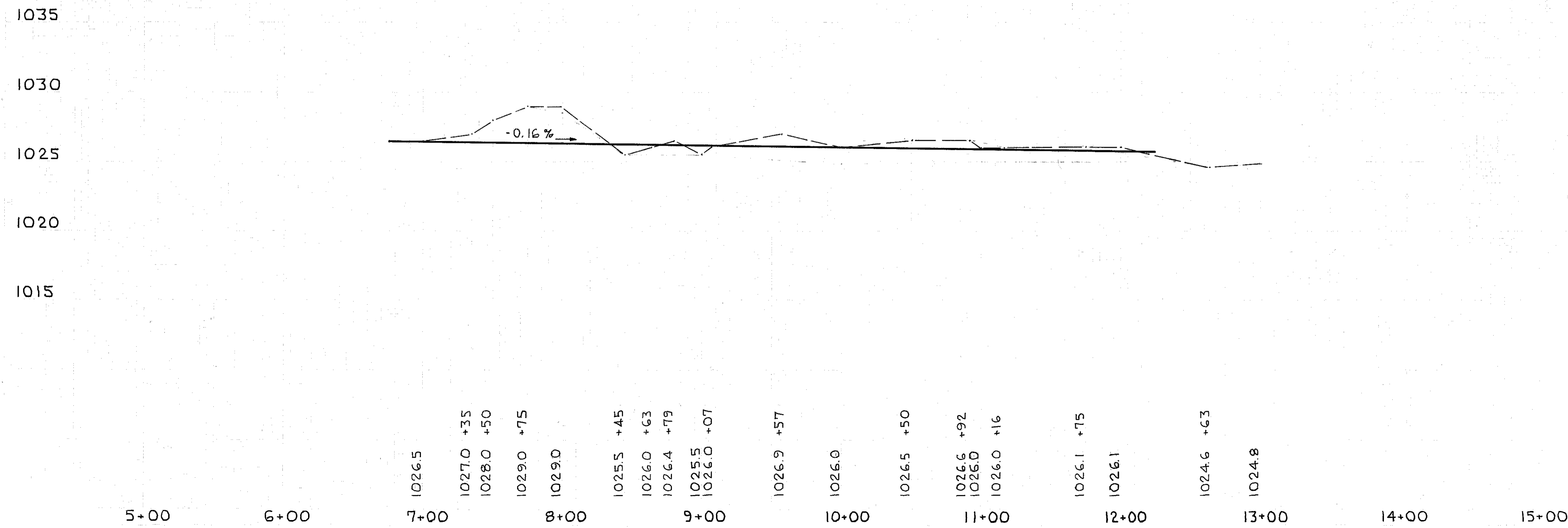
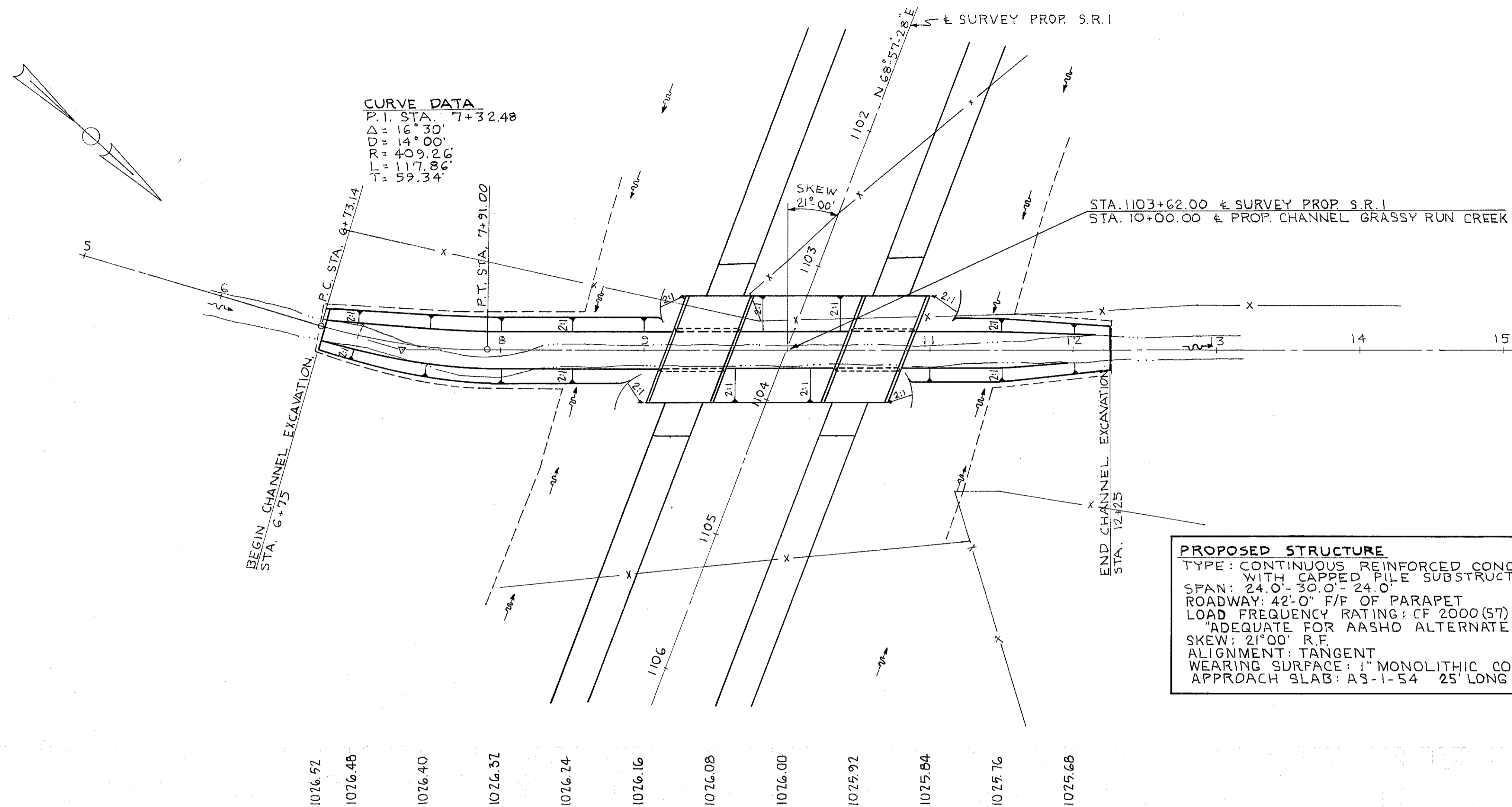
100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54 172  
339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



100 80 60 40 20 0 20 40 60 80 100

STA. 28+00 TO STA. 30+00 SABINA ROAD

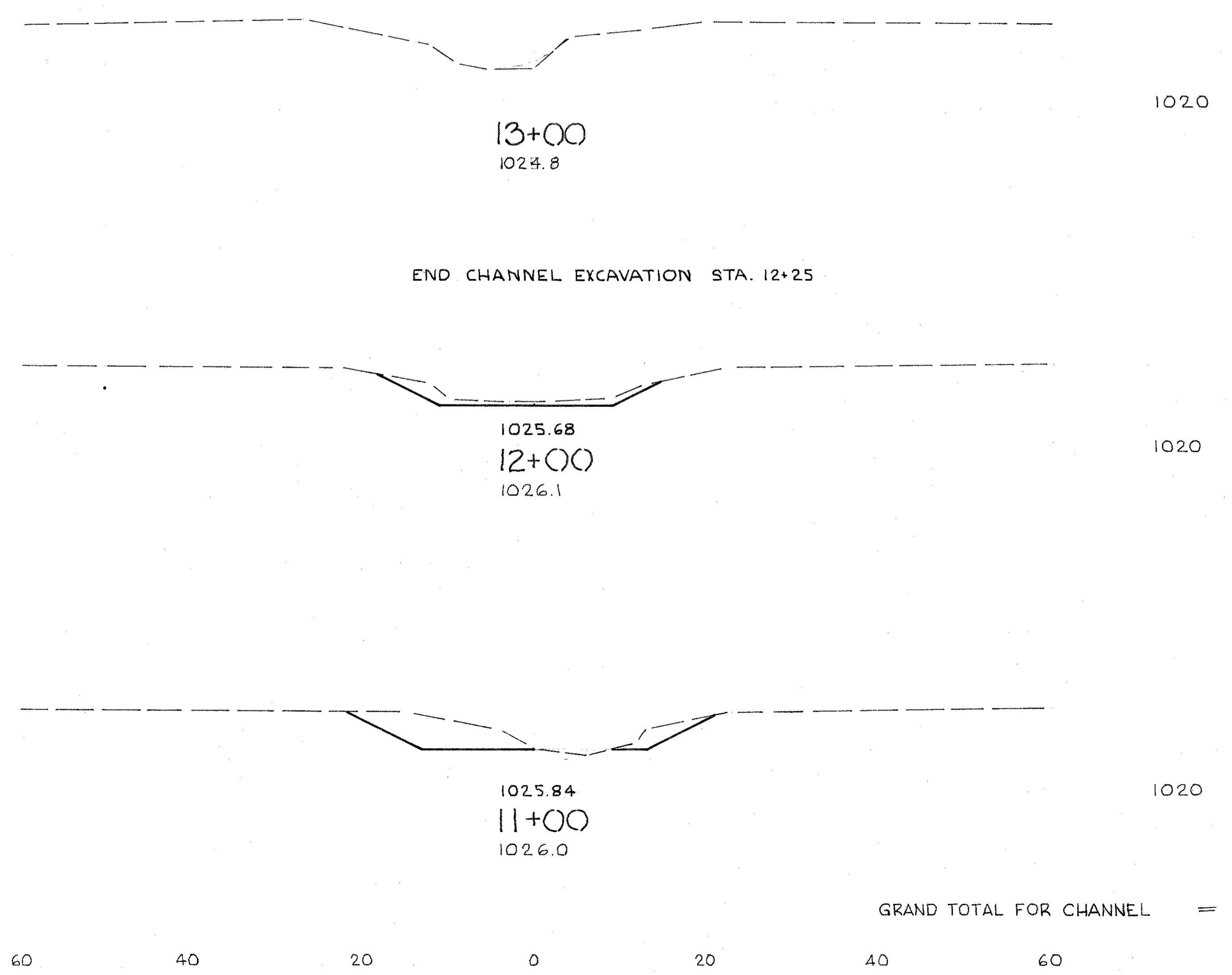
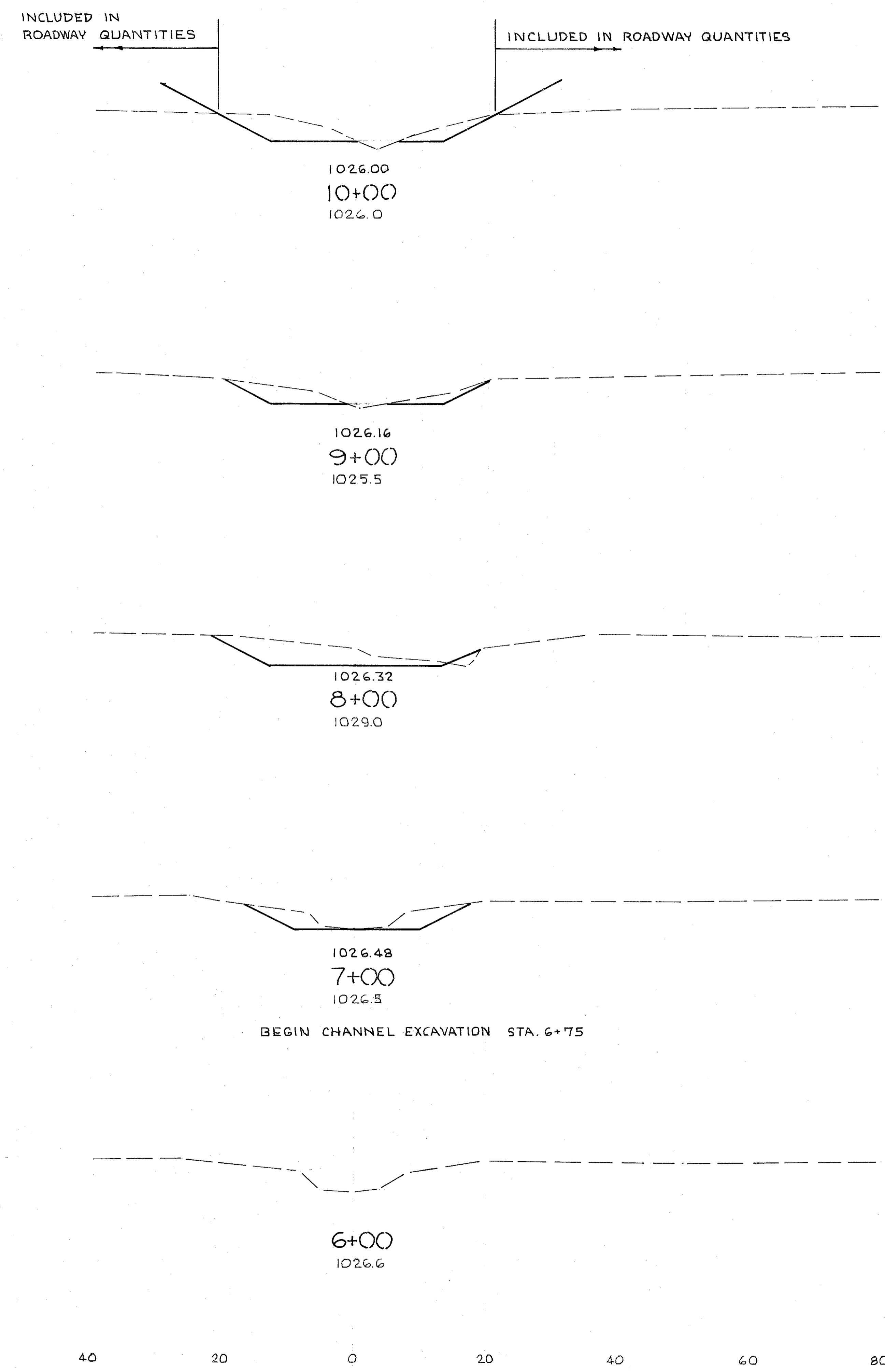


VOLUME END AREA  
 FILL CUT FILL CUT

I-71-1(13)54 174  
 339

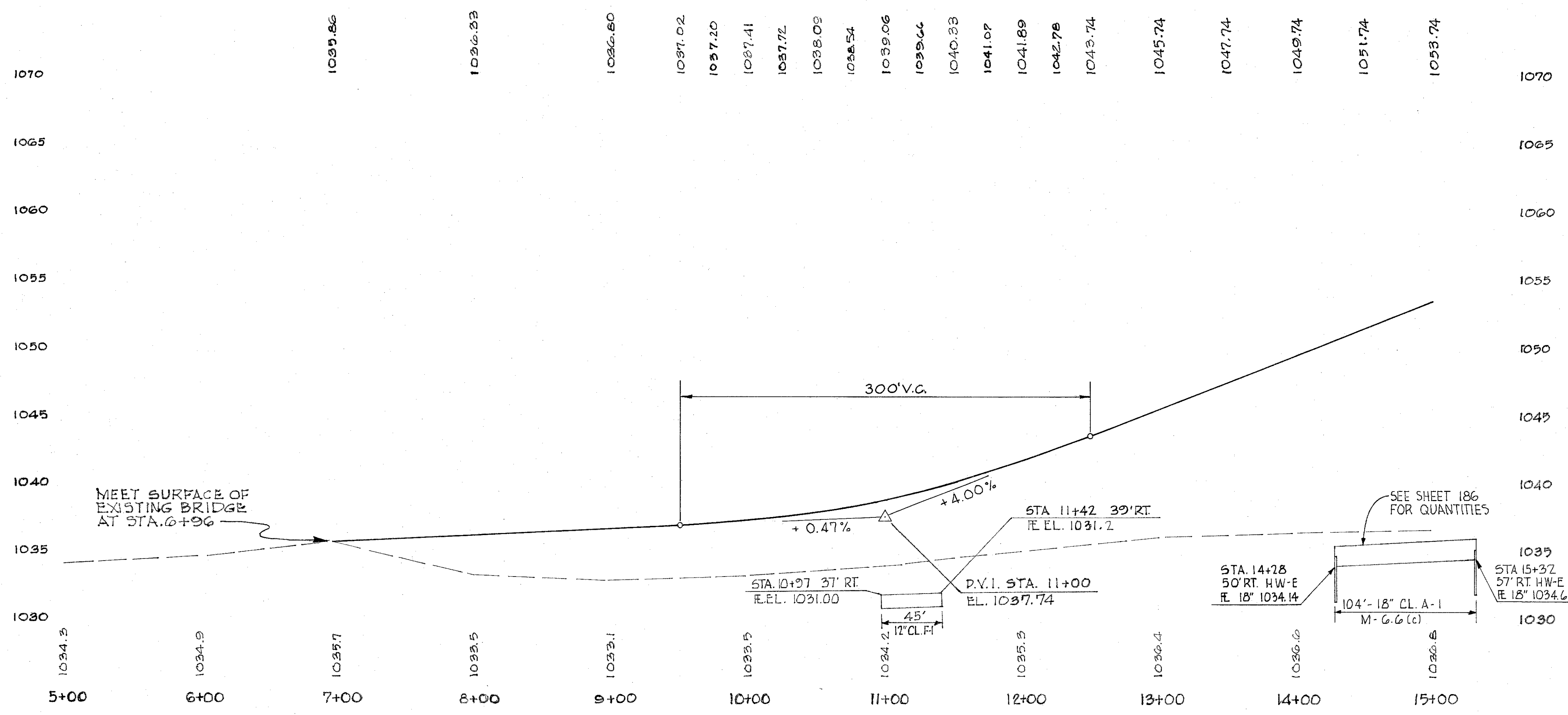
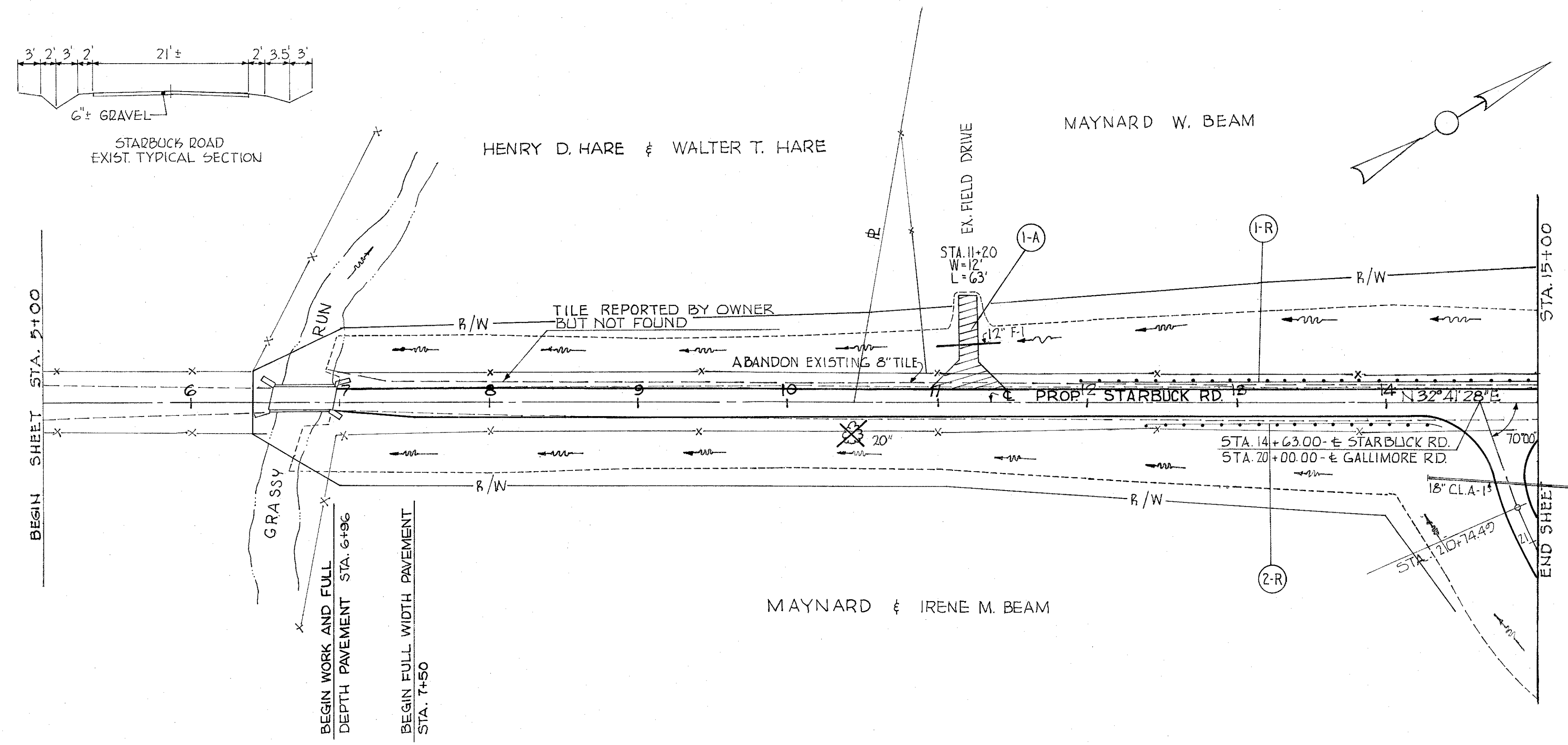
CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

68  
 211  
 46  
 215  
 00  
 4  
 70  
 0.0  
 204  
 40  
 19  
 1020  
 60  
 40  
 20  
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 40  
 60  
 80  
 60  
 40  
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 20  
 40  
 60



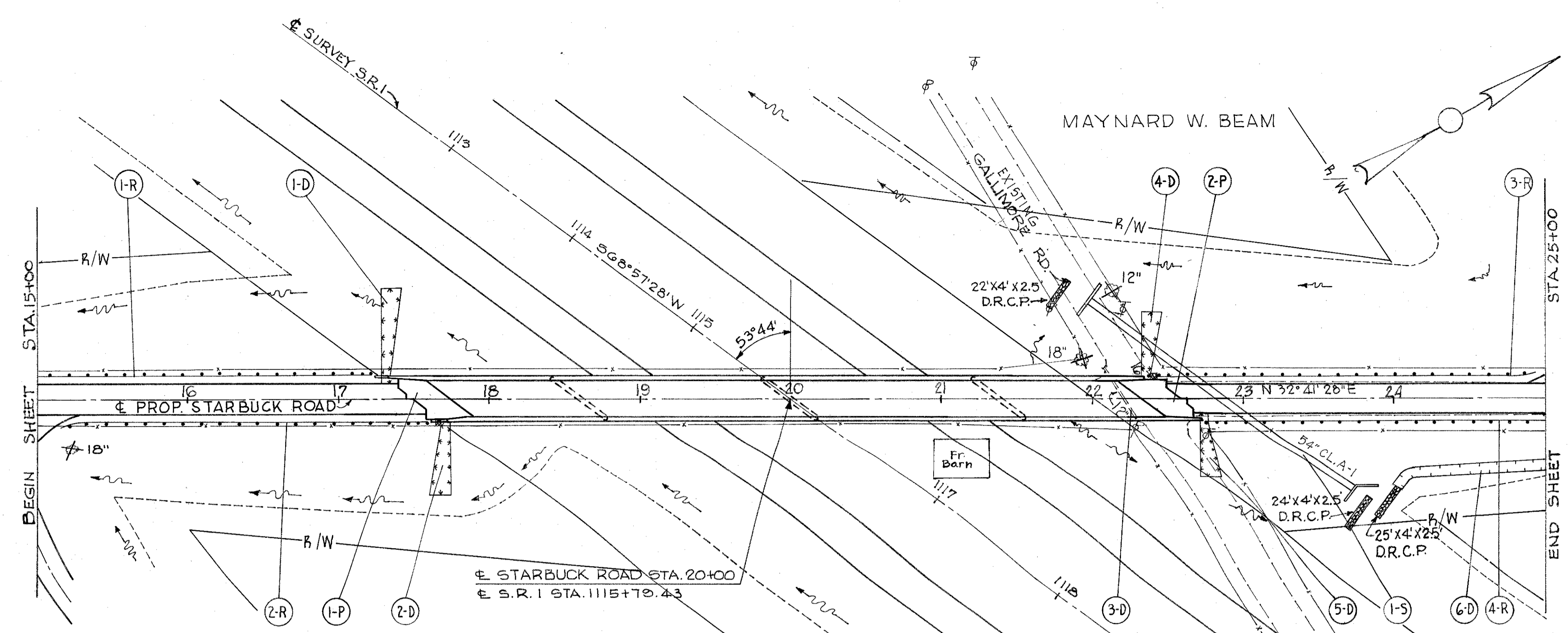
1020  
 10  
 22  
 1020  
 159  
 64  
 1020  
 244  
 GRAND TOTAL FOR CHANNEL = 1062 2

STA. 6+00 TO STA. 13+00 GRASSY RUN CHANNEL X-SECTIONS

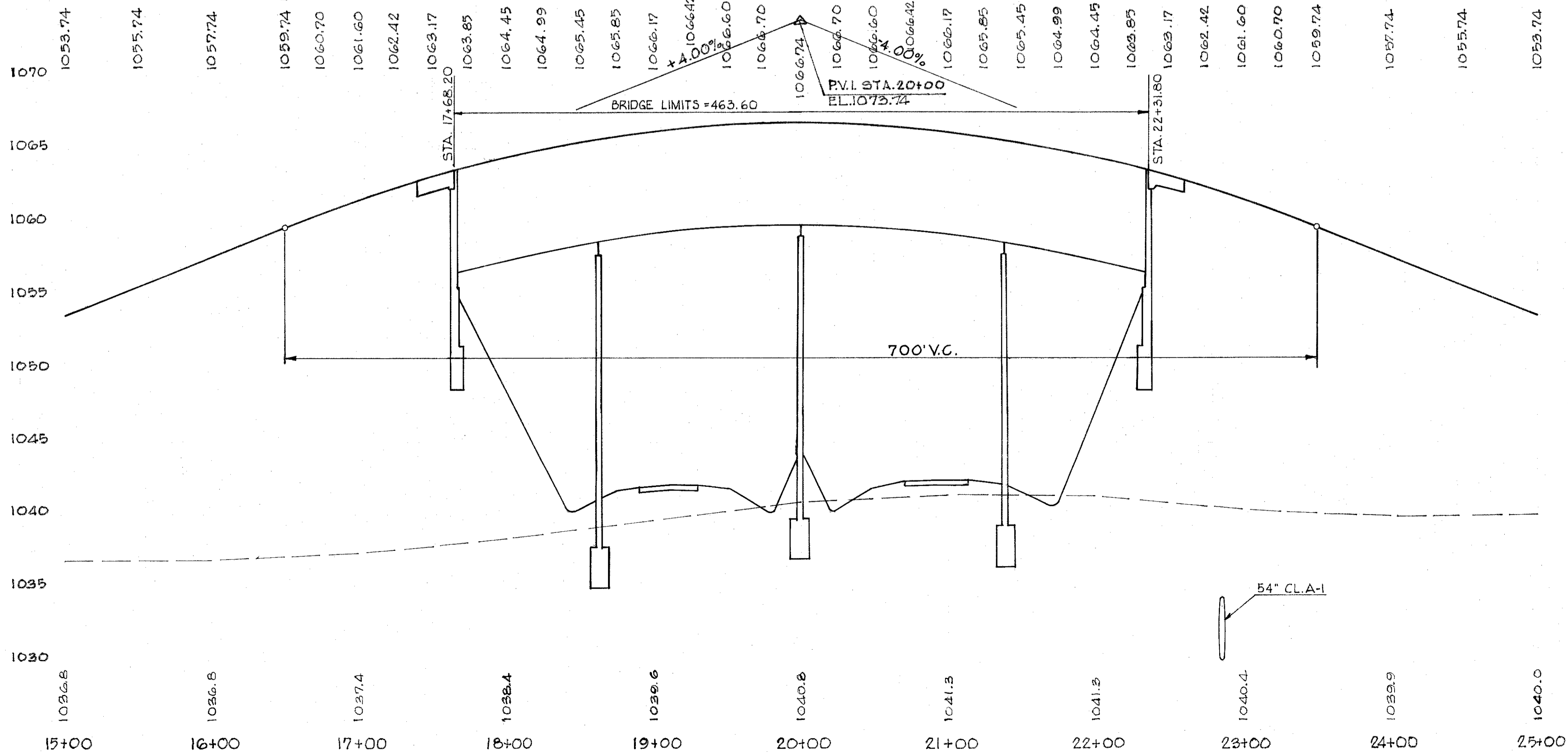


I-1	PIPE	45
B-19	AGGR.	22
I-15	GUARD RAIL	22
I-15	STEEL BEAM	22
I-15	BASE	22
I-15	ST. TYPE	22
I-15	COURSE	22
I-15	DEEP	22
I-15	LIN. FT.	22
I-15	CU. YDS	22
I-15	LIN. FT.	45

I-1	LT.	303.2
I-1	RT.	187.5
I-1	LT.	11+96.8 TO 15+00.0
I-1	RT.	12+39.0 TO 14+26.5



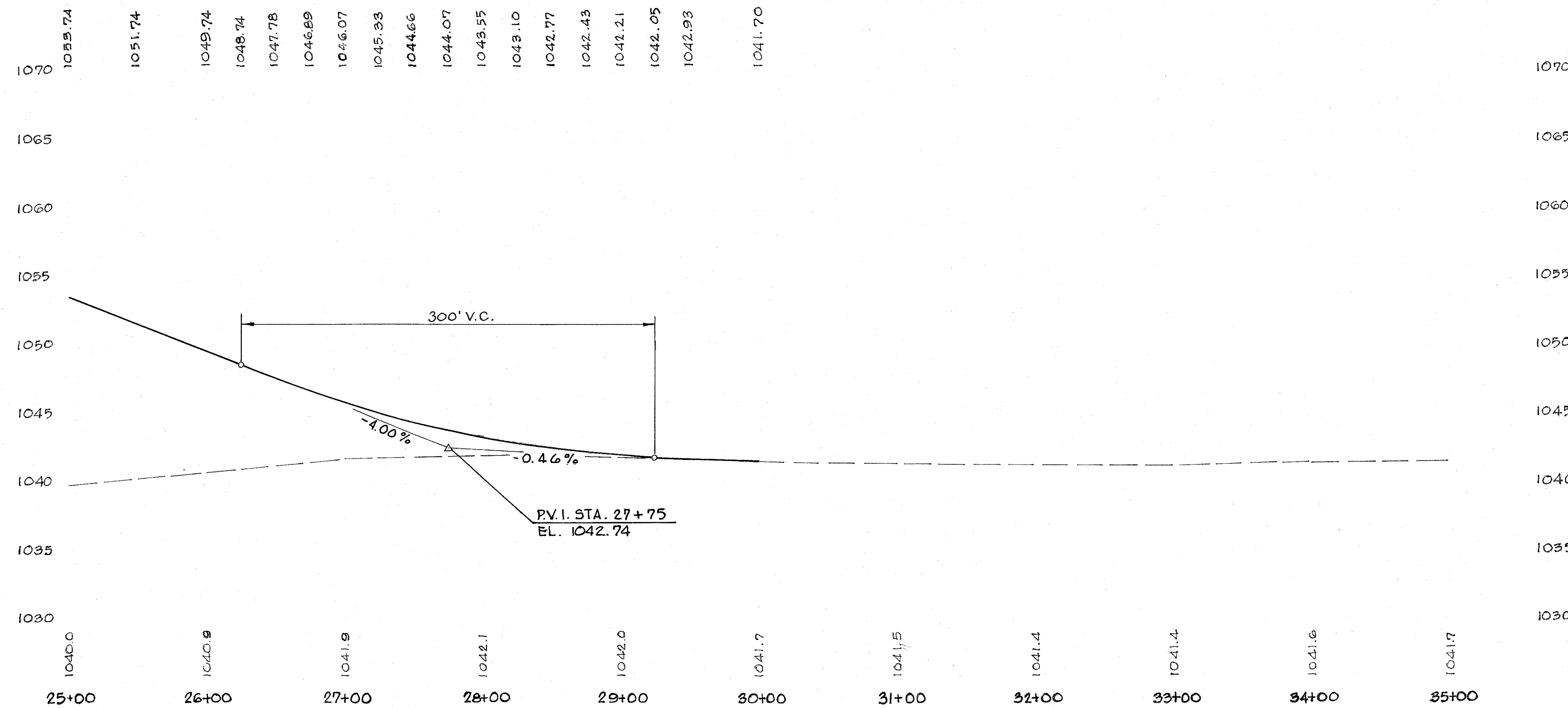
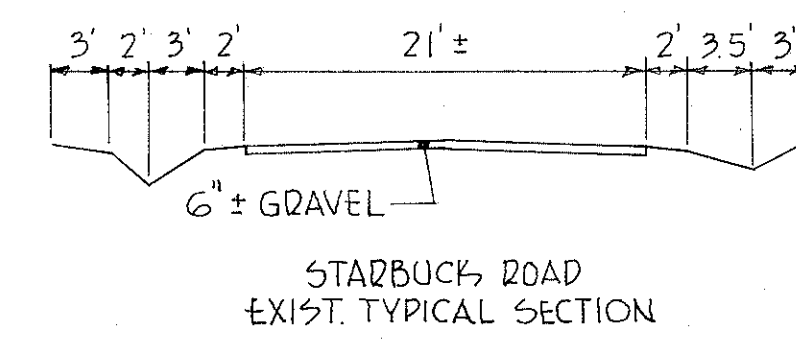
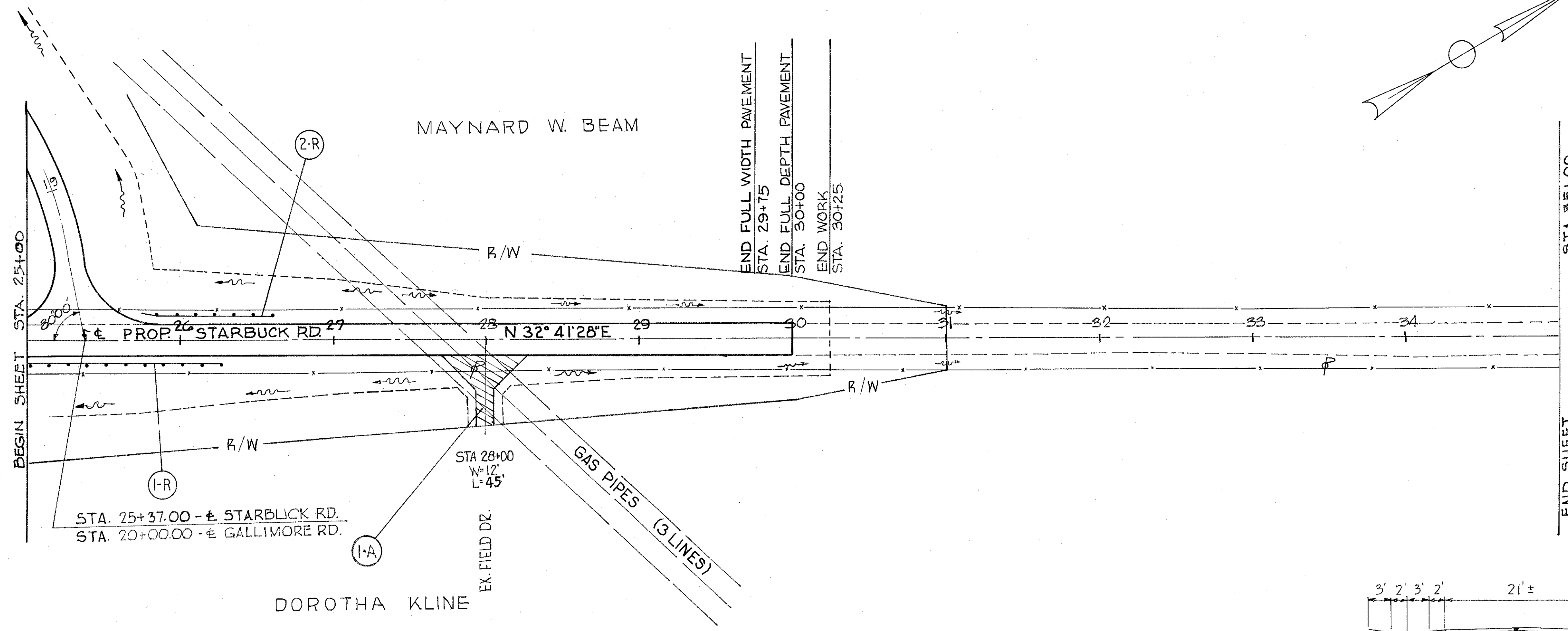
**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS R. GIRDER WITH REINF. CONCRETE DECK & SUBSTRUCTURE  
 SPAN: 80.0'-138.0'-138.0'-80.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: C.F.130  
 SKEW: 53°44' R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE  
 APPROACH SLAB: 25' LONG



STA.	DESCRIPTION	AMOUNT	UNIT	DATE
15+00	5 1/2" PIPE REMOVAL UNDER	40	LI. FT.	
15+00	1 1/2" PIPE CLASS A1		LI. FT.	
15+00	MASONRY APPROACH	220	CU. YDS.	
15+00	17' T-13"	37	SQ. YDS.	
15+00	17' T-13"	72	SQ. YDS.	
15+00	15' ROCK GUARD RAIL	220	LI. FT.	
15+00	15' SPECIAL SODDING	26	SQ. YDS.	
15+00	10' SOD	10	SQ. YDS.	
15+00	1-120 JULIE MATTING	85	SQ. YDS.	
17+21	LI.			
17+59	RT.			
22+20	LI. & RT.			
22+41	LI.			
22+80	RT.			
24+00 TO 25+00	LI. & RT.			
17+43.20 TO 22+31.80	LI. & RT.			
17+68.20 TO 22+56.80	LI. & RT.			
15+00.0 TO 17+21.8	LI.			
15+09.7 TO 17+59.7	RT.			
22+38.4 TO 24+88.4	LI.			
22+78.2 TO 25+00.0	RT.			

STA. 15+00 TO STA. 25+00 STARBUCK ROAD





I-15  
 GUARD RAIL  
 R-19  
 AGGR.  
 STEEL BEAM BASE CR. SEC.  
 SLO. TYPE  
 DEEP  
 LIN. FT. CU YDS

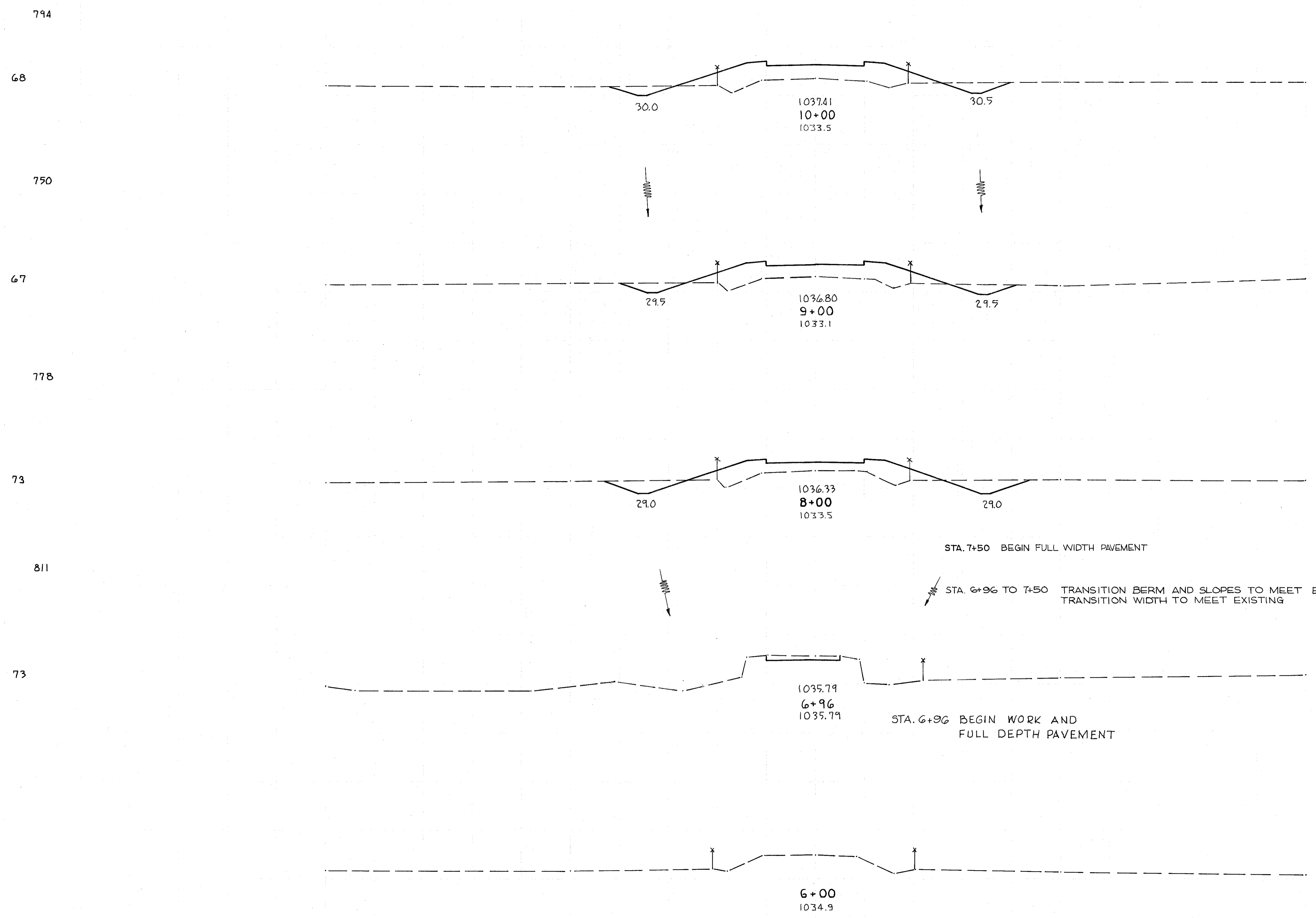
RT.	17
RT.	128.2
LT.	75.0

STA. 25+00 TO STA. 35+00

STARBUCK ROAD

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

I-71-1(13)59 178  
339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



STA. 7+50 BEGIN FULL WIDTH PAVEMENT  
STA. 6+96 TO 7+50 TRANSITION BERM AND SLOPES TO MEET EXISTING  
TRANSITION WIDTH TO MEET EXISTING

STA. 6+96 BEGIN WORK AND  
FULL DEPTH PAVEMENT

1030 46 152  
161 556  
1030 41 148  
187 500  
1030 60 122  
5 9  
13 0  
1030  
1030

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

STA. 6+00 TO STA. 10+00 STARBUCK ROAD

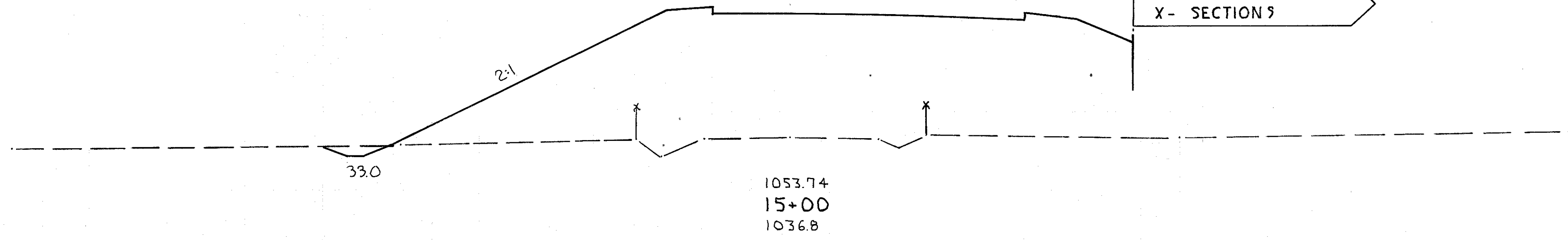
140 120 100 80 60 40 20 0 20 40 60 80 100

SEE GALLIMORE RD.  
X-SECTION

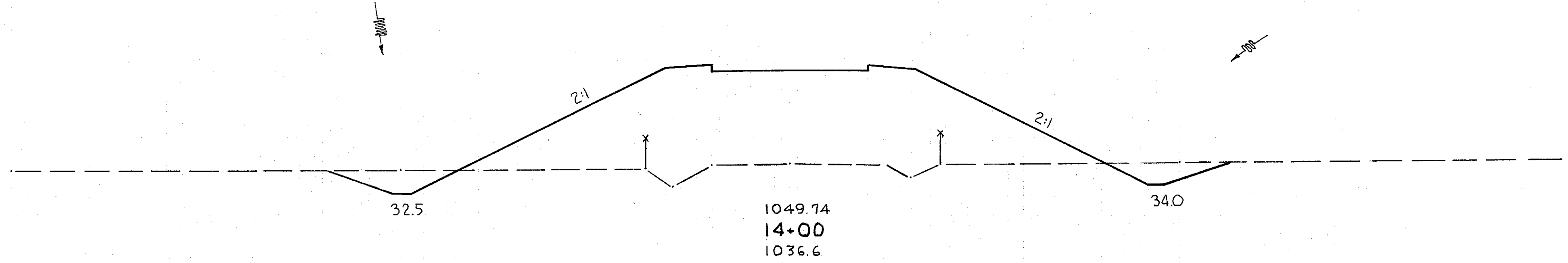
I-71-1(3)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

179  
339

1144

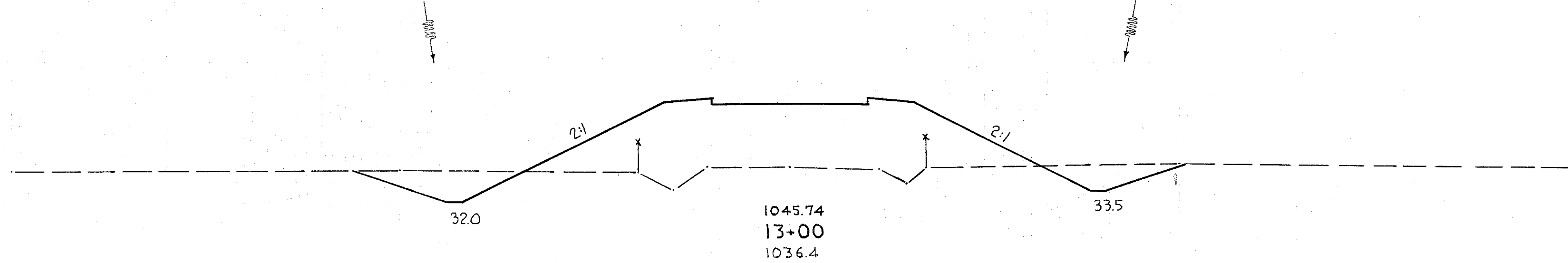


1715



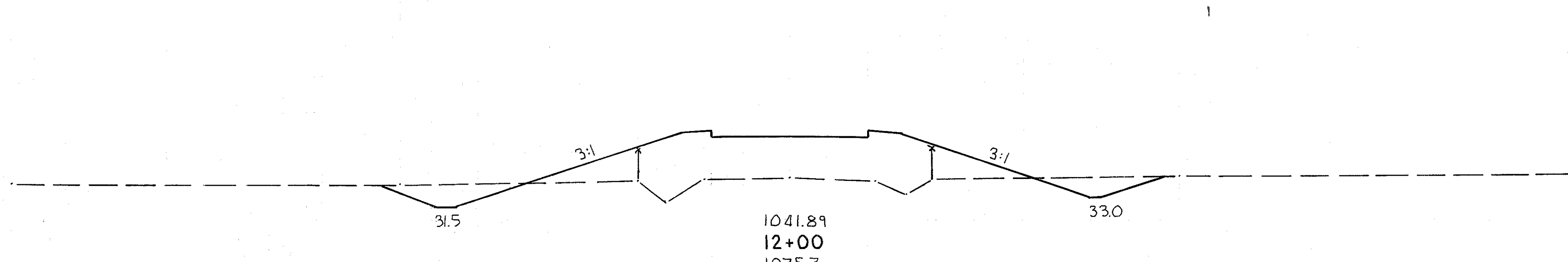
101

1078



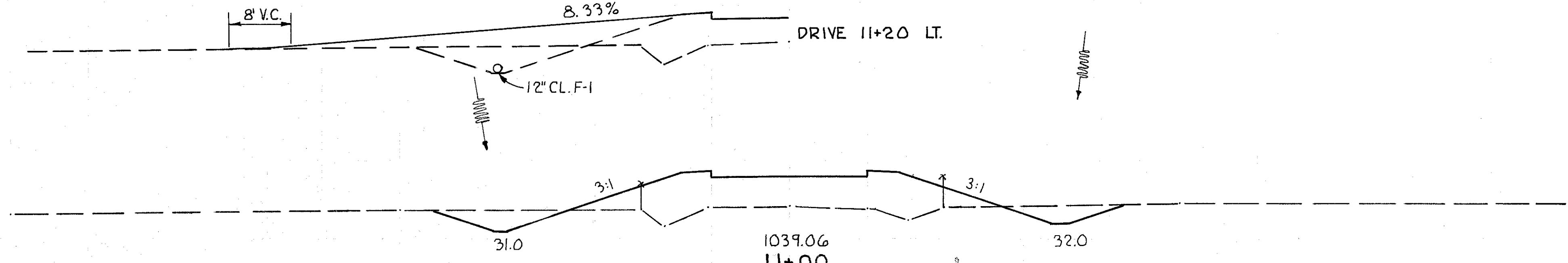
93

994



86

813



75

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140  
STA. 11+00 TO STA. 15+00

STARBUCK ROAD

144 652

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

I-71-103)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

180  
339

"O" EARTHWORK  
STA. 18+25

0 0

33 2521

SEE S.R. 1  
X-SECTION

24 1815

124

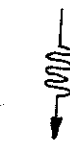
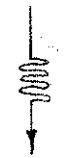
1040

885

1063.17  
17+50  
1037.9

35.5

89 3443



1040

24 1903

122

34.0

1061.60  
17+00  
1037.4

35.2

130 6261

1463

33.5

1057.74  
16+00  
1036.8

35.0

46 1482

127

1040

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

STA. 16+00 TO STA. 17+50 STARBUCK ROAD

102 5045

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

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

181  
339

1533

149

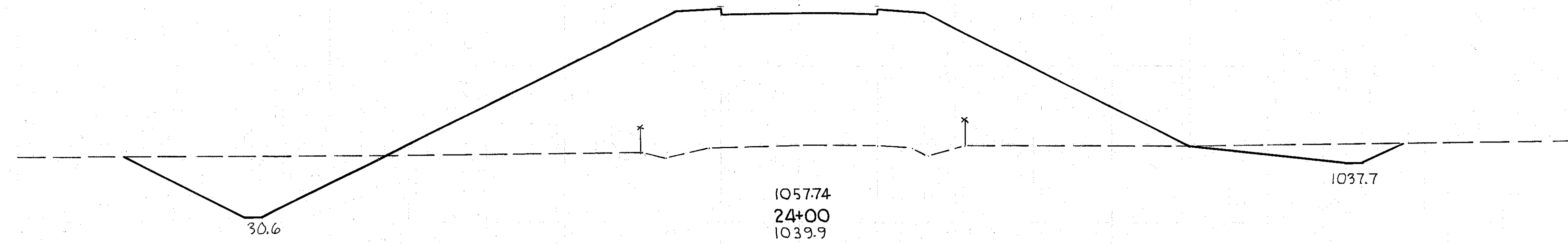
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90

727

138

98

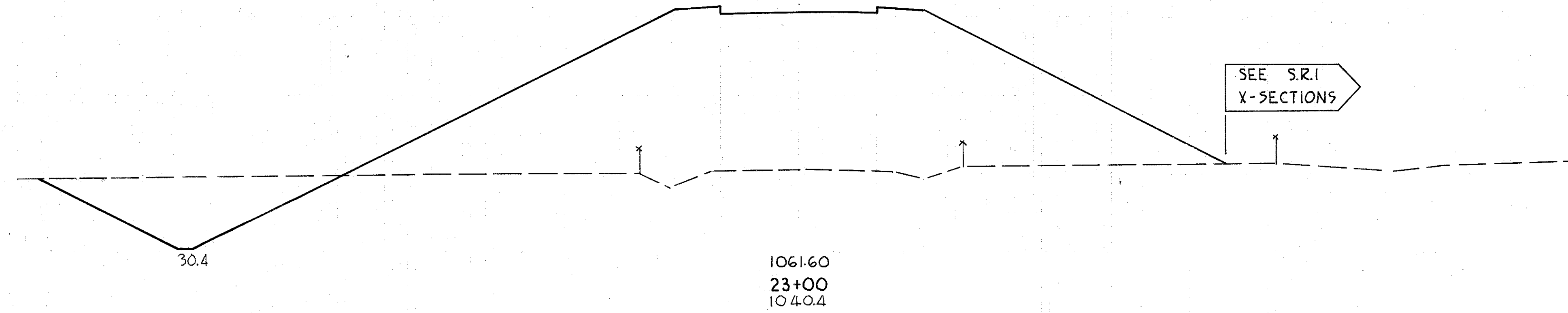


1040 156 1186

659 2196

SEE S.R.1  
X-SECTIONS

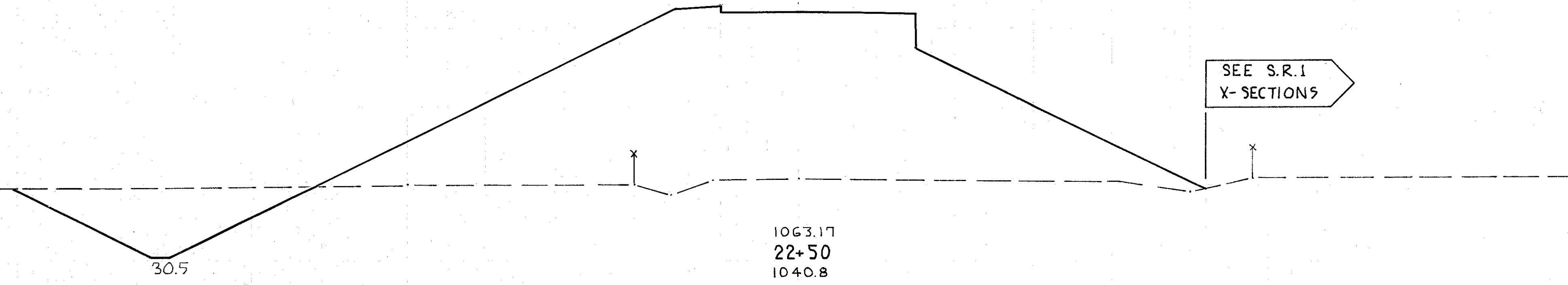
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356 2775

SEE S.R.1  
X-SECTIONS

1040 184 1499



222 1804

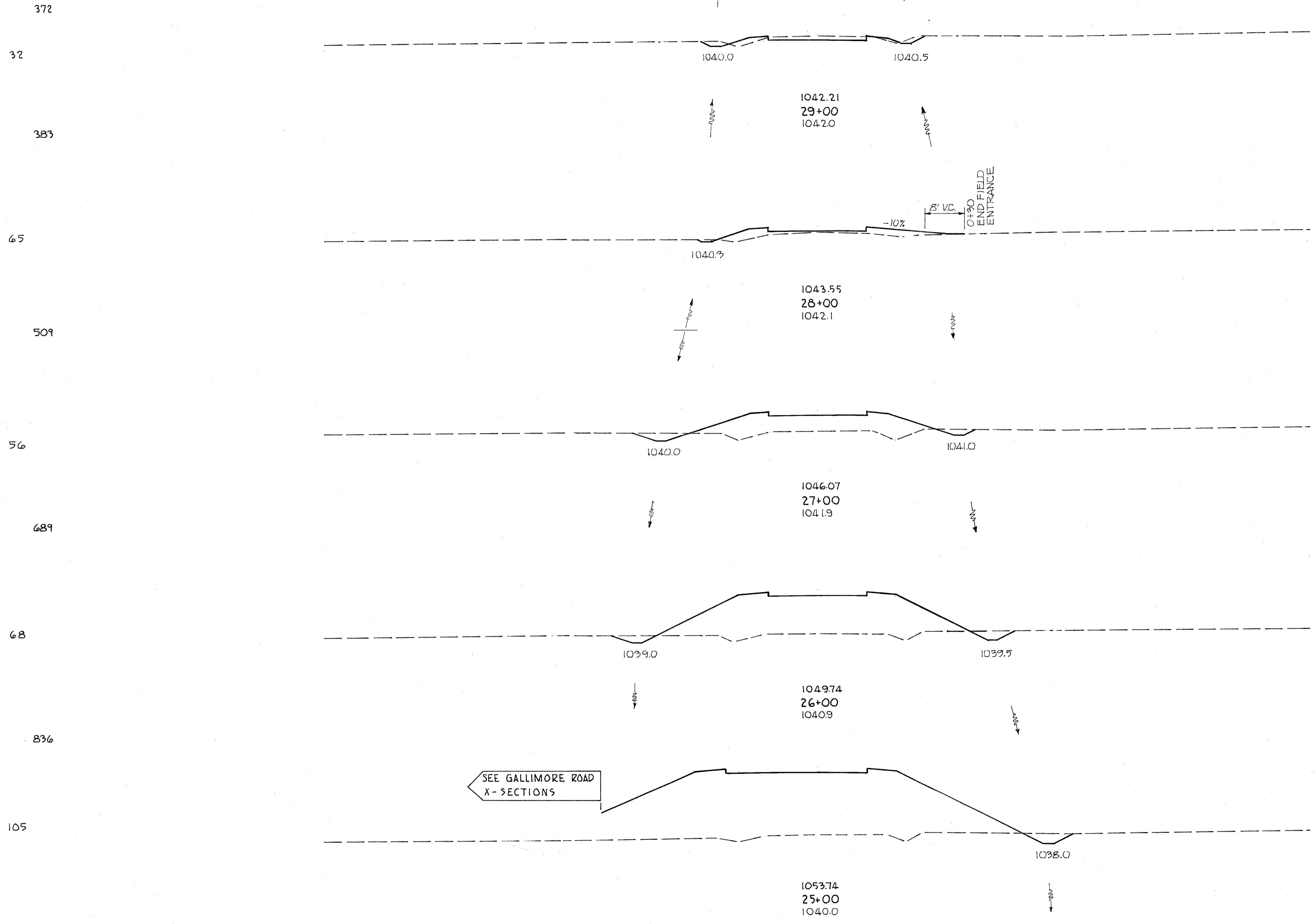
"O" EARTHWORK  
STA. 21+85

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

STA. 22+50 TO STA. 24+00 STARRICK ROAD

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

I-71-1(2)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



SEE GALLIMORE ROAD  
X-SECTIONS

182  
339

30 11

70 146

1040 8 68

52 420

1040 20 159

89 1022

28 393

1040

87 2378

1040 19 891

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

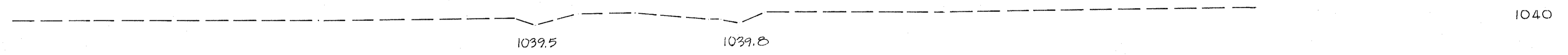
STA. 25+00 TO STA. 29+00 STARBUCK ROAD

141 3847

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

I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

183  
33%

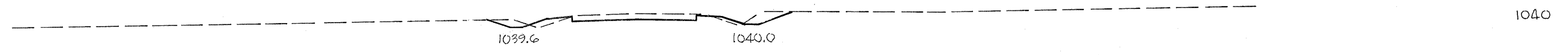


1040

93

STA. 30+25 END WORK  
STA. 30+00 TO STA. 30+25 TRANSITION BERMS AND SHOULDERS TO MEET EXISTING

18 6



1040

35

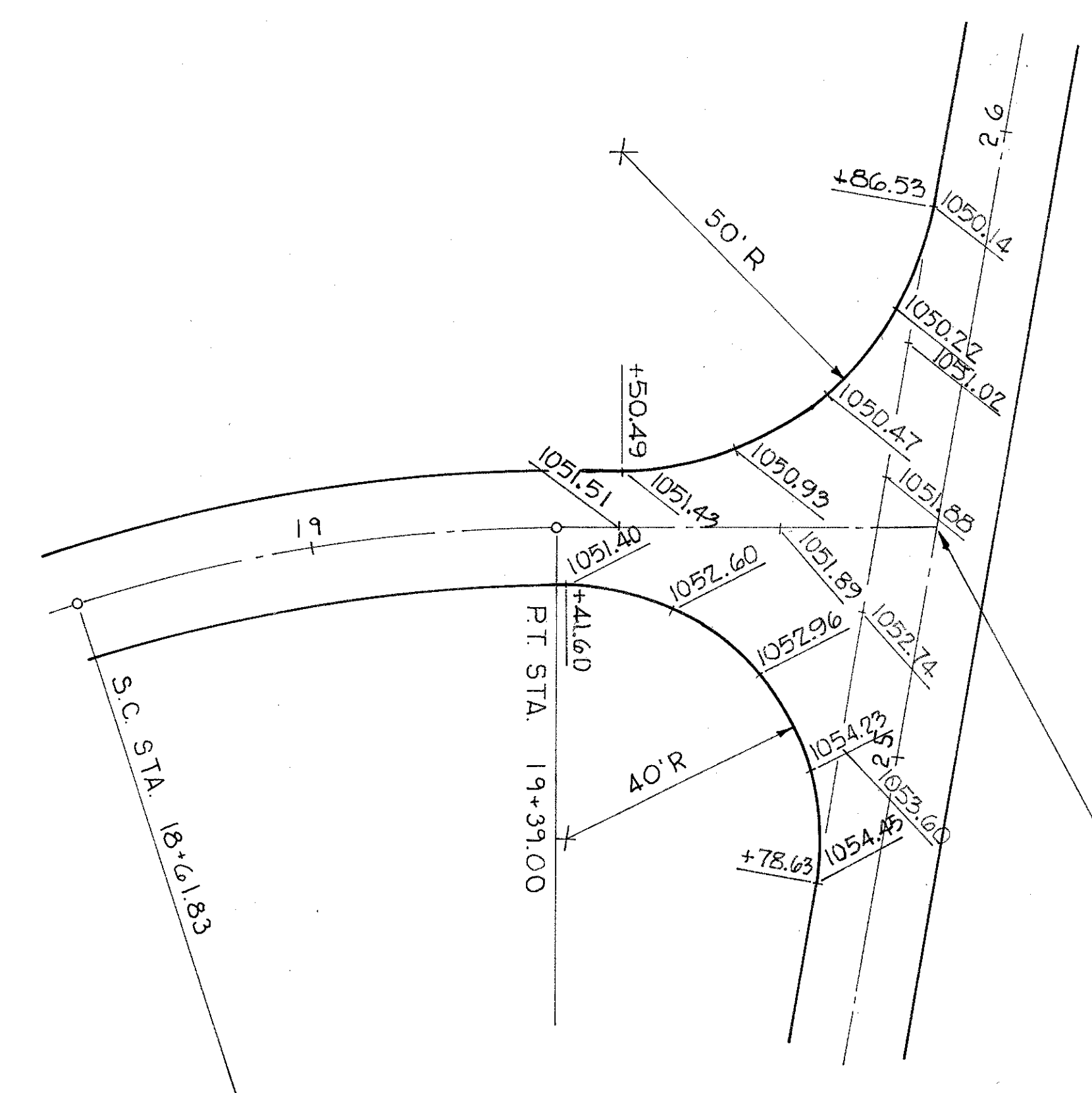
STA. 30+00 END FULL DEPTH PAVEMENT  
STA. 29+75 TO STA. 30+00 TRANSITION WIDTH TO MEET EXISTING  
STA. 29+75 END FULL WIDTH PAVEMENT

128 43

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

STA. 30+00 TO STA. 31+00 STARBUCK ROAD

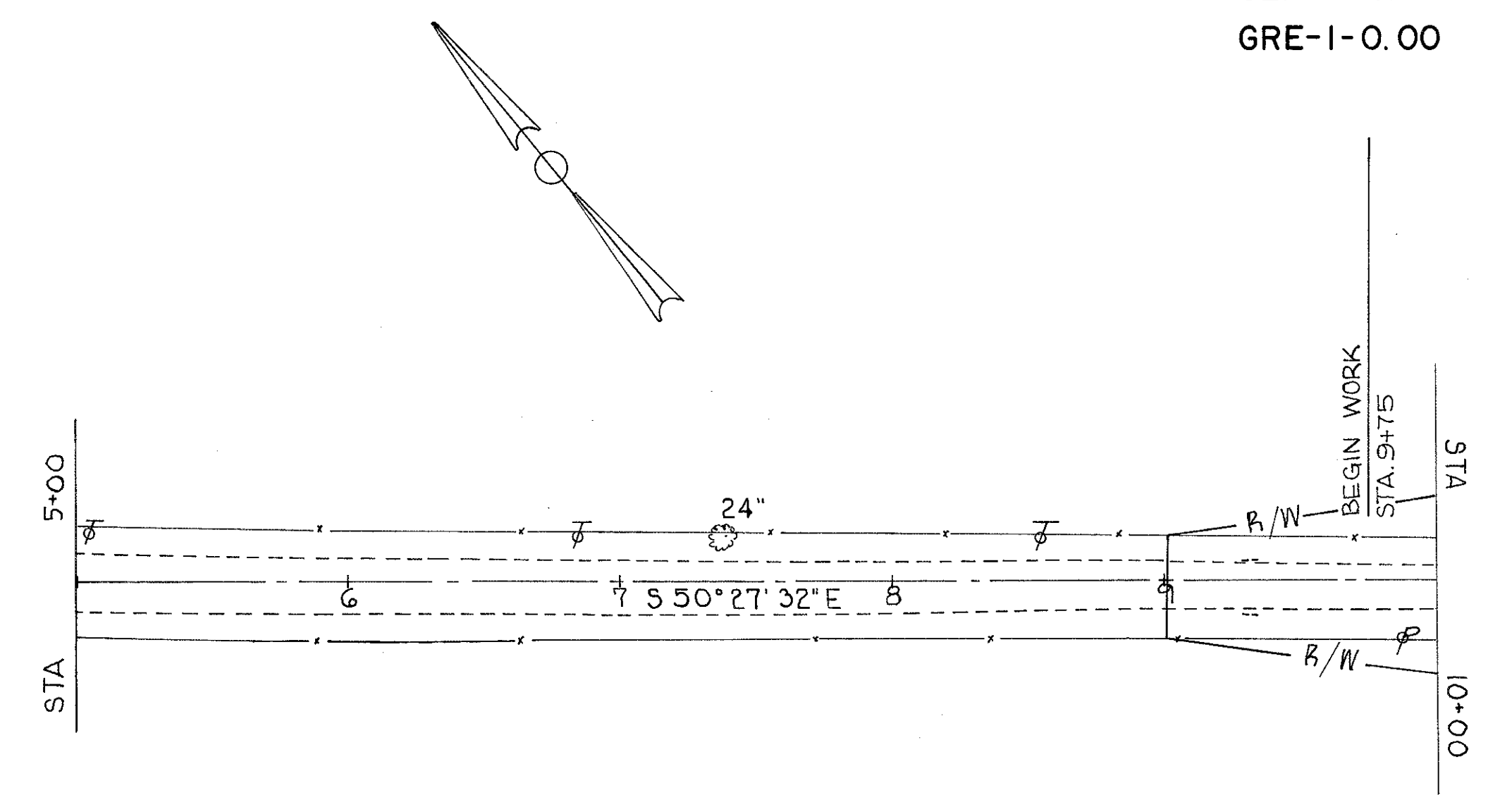
I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



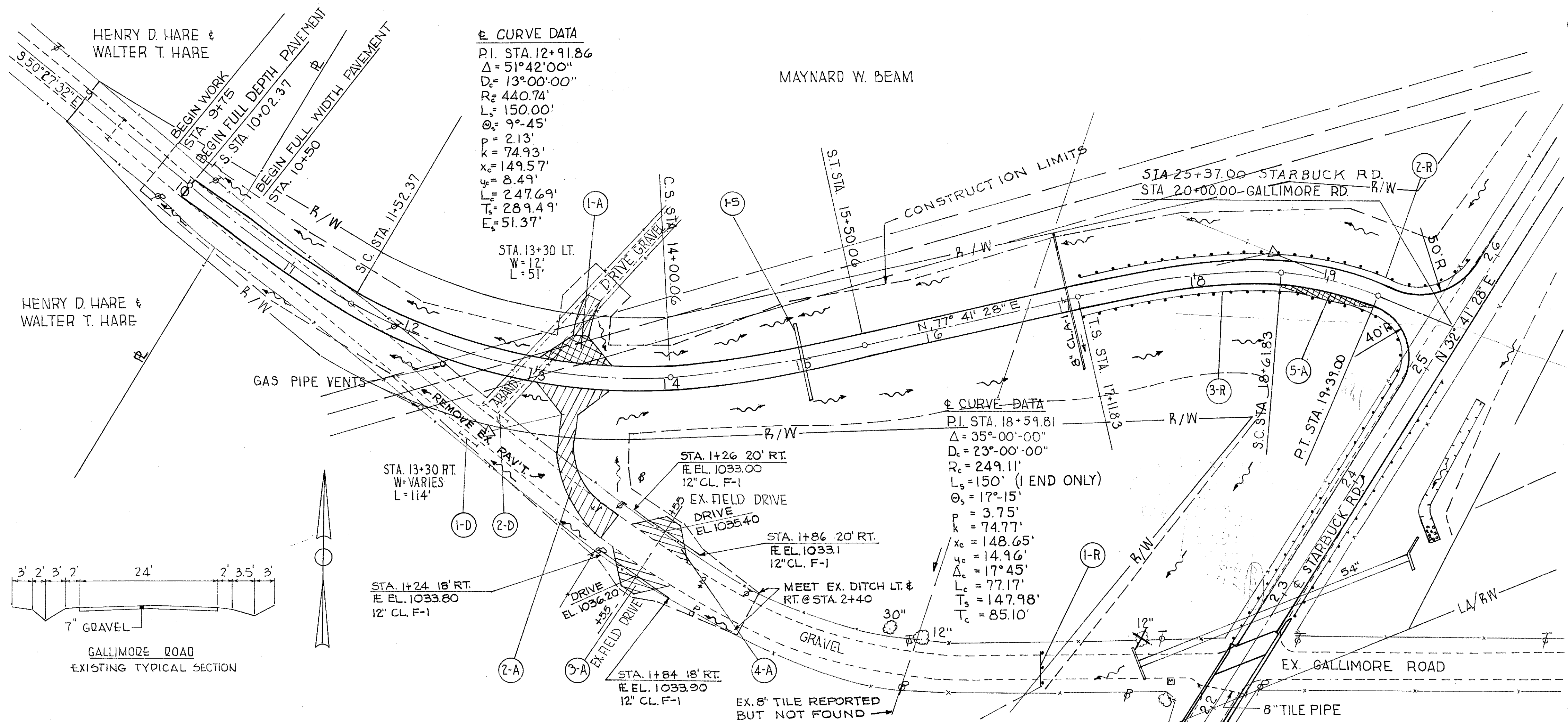
SUPERELEVATION TABLES

STA.	L. EDGE	℄	R. EDGE	STA.	L. EDGE	℄	R. EDGE
10+02.37	1034.10	1034.39	1034.30	16+50	1042.87	1043.01	1042.87
+25	1034.19	1034.47	1034.51	+75	1043.80	1043.89	1043.75
+50	1034.27	1034.56	1034.73	17+00	1044.73	1044.76	1044.62
+75	1034.36	1034.65	1034.94	+25	1045.67	1045.64	1045.50
11+00	1034.30	1034.74	1035.18	+50	1046.61	1046.51	1046.37
+25	1034.24	1034.83	1035.42	+75	1047.51	1047.35	1047.19
+50	1034.18	1034.92	1035.66	18+00	1048.35	1048.13	1047.91
+75	1034.26	1035.01	1035.76	+25	1049.24	1048.95	1048.68
12+00	1034.36	1035.11	1035.86	+50	1049.86	1049.51	1049.16
+25	1034.45	1035.20	1035.95	+75	1050.18	1049.80	1049.43
+50	1034.54	1035.29	1036.04	19+00	1050.42	1050.11	1049.80
+75	1034.63	1035.38	1036.13	+25	1050.82	1050.63	1050.44
13+00	1034.72	1035.47	1036.22	+50	1051.18	1051.11	1051.04
+25	1034.81	1035.56	1036.31	+75	1051.34	1051.34	1051.34
+50	1034.90	1035.65	1036.40				
+75	1035.04	1035.79	1036.54				
14+00	1035.28	1036.03	1036.78				
+25	1035.80	1036.36	1036.92				
+50	1036.29	1036.79	1037.29				
+75	1036.95	1037.33	1037.71				
15+00	1037.71	1037.96	1038.21				
+25	1038.55	1038.69	1038.82				
+50	1039.37	1039.51	1039.51				
+75	1040.25	1040.39	1040.33				
16+00	1041.12	1041.26	1041.14				
+25	1042.00	1042.14	1042.00				

℄ STAREBUCK ROAD STA. 25+37.00  
℄ GALLIMORE ROAD STA. 20+00.00

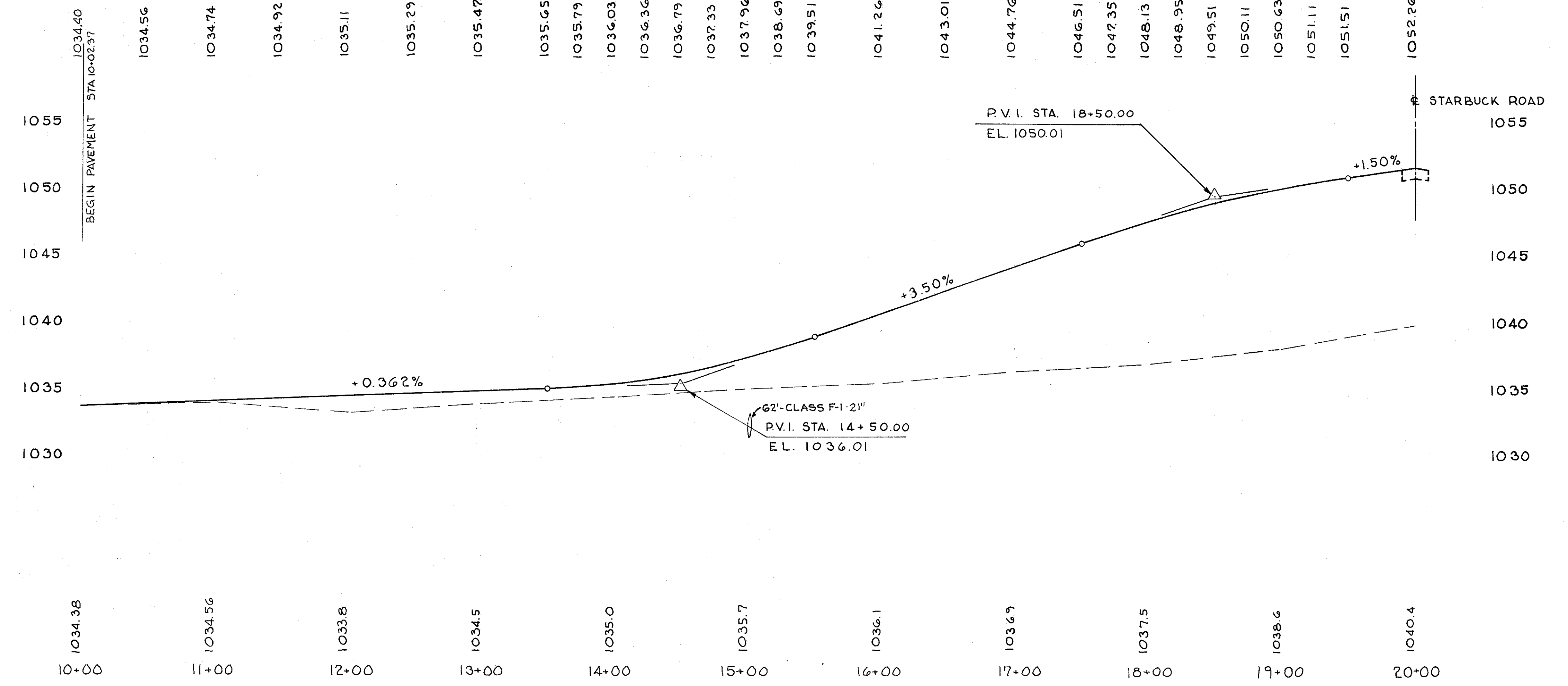
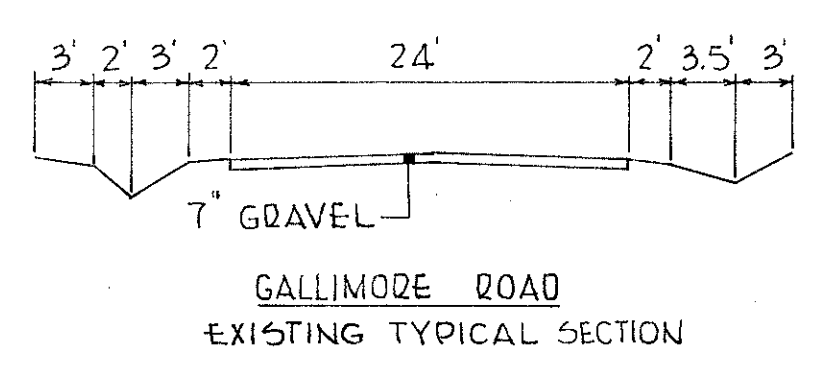






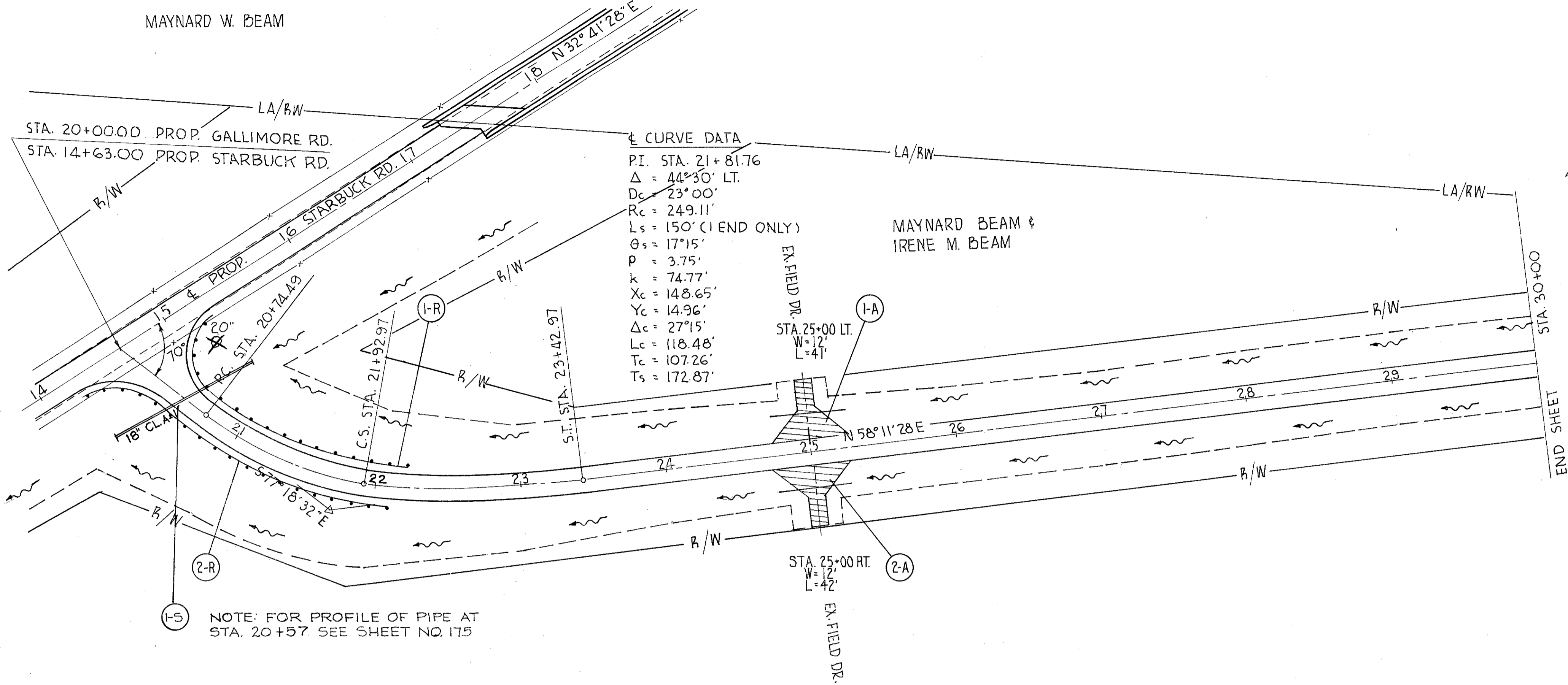
**☉ CURVE DATA**  
 P.I. STA. 12+91.86  
 $\Delta = 51^{\circ}42'00''$   
 $D_c = 13^{\circ}00'00''$   
 $R_c = 440.74'$   
 $L_s = 150.00'$   
 $\theta_s = 9^{\circ}45'$   
 $p = 213'$   
 $k = 74.93'$   
 $x_c = 149.57'$   
 $y_c = 8.49'$   
 $L_c = 247.69'$   
 $T_s = 289.49'$   
 $E_s = 51.37'$

**☉ CURVE DATA**  
 P.I. STA. 18+59.81  
 $\Delta = 35^{\circ}00'00''$   
 $D_c = 23^{\circ}00'00''$   
 $R_c = 249.11'$   
 $L_s = 150'$  (1 END ONLY)  
 $\theta_s = 17^{\circ}15'$   
 $p = 3.75'$   
 $k = 74.77'$   
 $x_c = 148.65'$   
 $y_c = 14.96'$   
 $\Delta_c = 17^{\circ}45'$   
 $L_c = 77.17'$   
 $T_s = 147.98'$   
 $T_c = 85.10'$

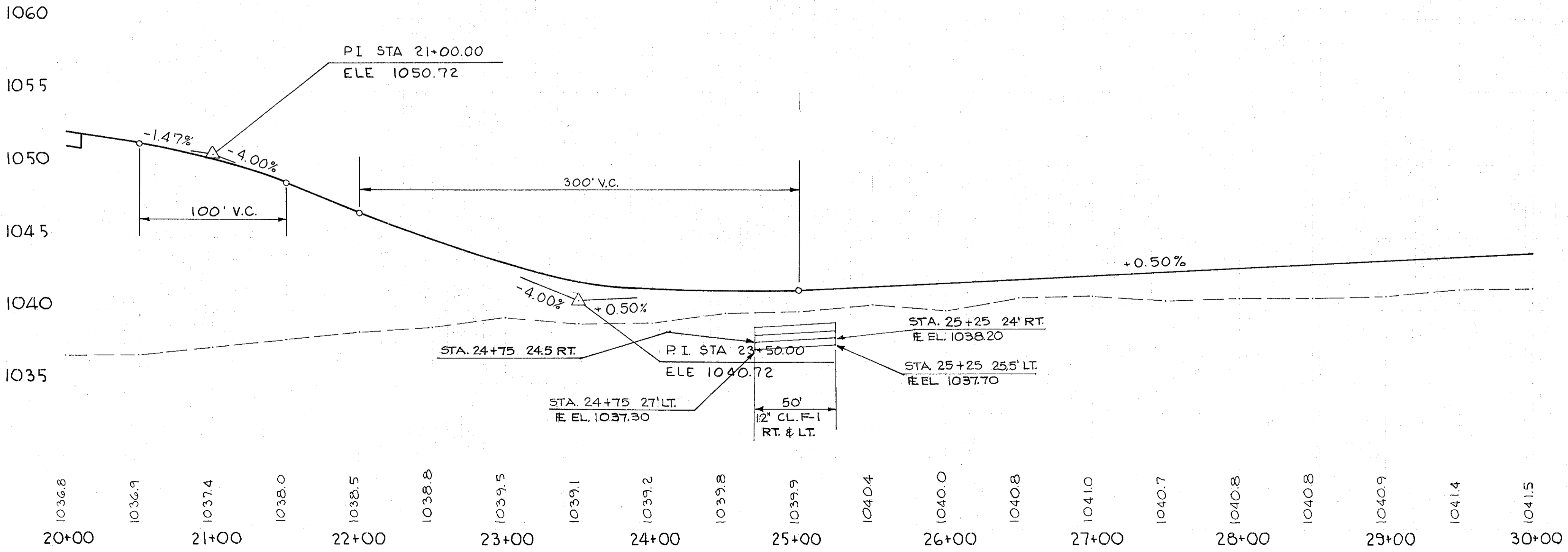


STA.	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00
1-D	12+61	12+69	17+05±	17+30	17+30	17+30	17+30	17+30	17+30	17+30	17+30
2-D	12+61	12+69	17+05±	17+30	17+30	17+30	17+30	17+30	17+30	17+30	17+30
3-D	12+61	12+69	17+05±	17+30	17+30	17+30	17+30	17+30	17+30	17+30	17+30
1-A	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30
2-A	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30
3-A	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30
4-A	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30
5-A	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30	13+30
1-R	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31
2-R	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31
3-R	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31	17+31
1-S	15+02	15+02	15+02	15+02	15+02	15+02	15+02	15+02	15+02	15+02	15+02

STA. 10+00 TO STA. 20+00 RELOCATED GALLIMORE ROAD



1052.25  
 1051.45  
 1051.00  
 1050.40  
 1049.64  
 1048.72  
 1046.72  
 1045.76  
 1044.87  
 1044.05  
 1043.30  
 1042.63  
 1042.03  
 1041.76  
 1041.55  
 1041.43  
 1041.37  
 1041.39  
 1041.47  
 1041.72  
 1041.97  
 1042.22  
 1042.47  
 1042.72  
 1042.97  
 1043.21  
 1043.46  
 1043.71  
 1043.96



I-5 GUARD RAIL  
 I-4 ACGR  
 I-3 PIPE 18" PIPE  
 I-2 PIPE 18" PIPE  
 I-1 PIPE 18" PIPE  
 I-0 MASONRY

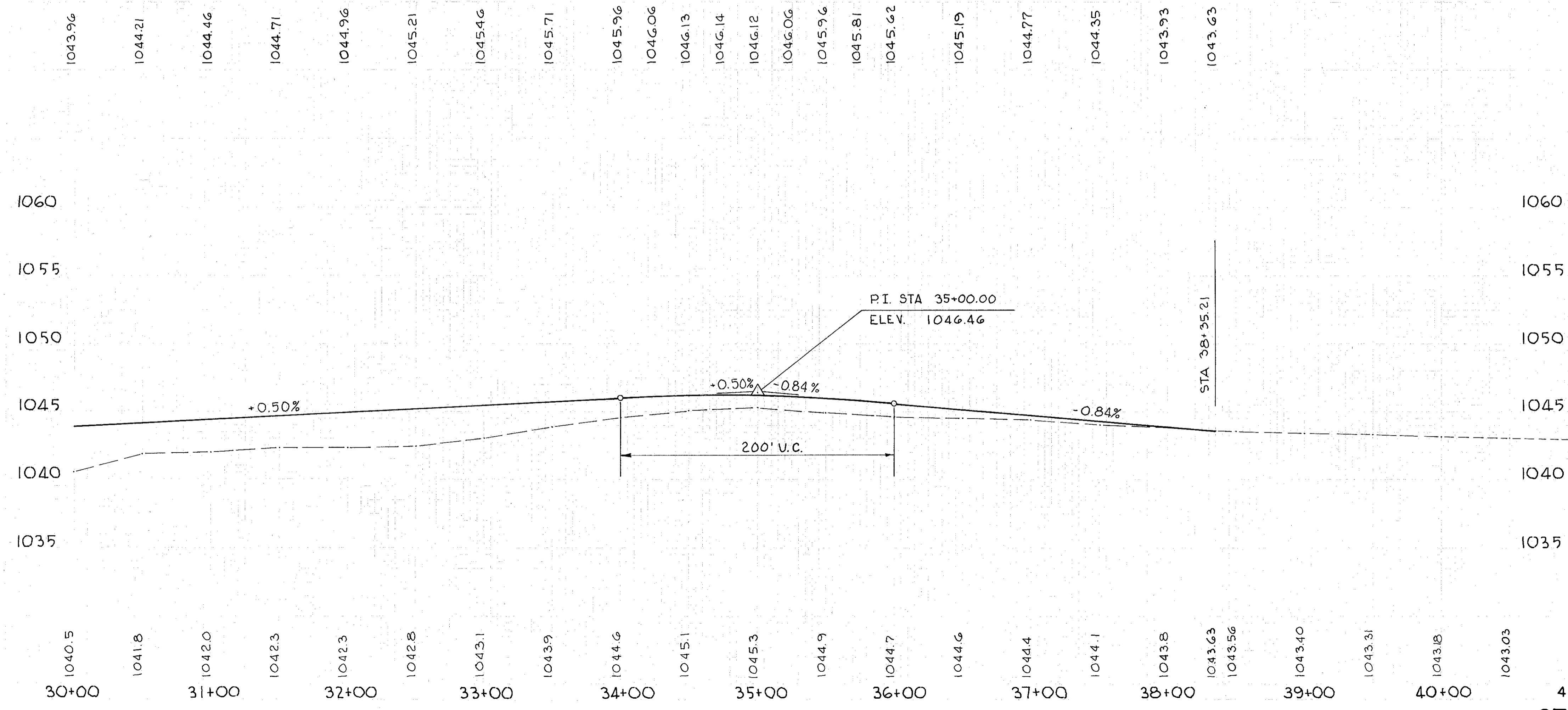
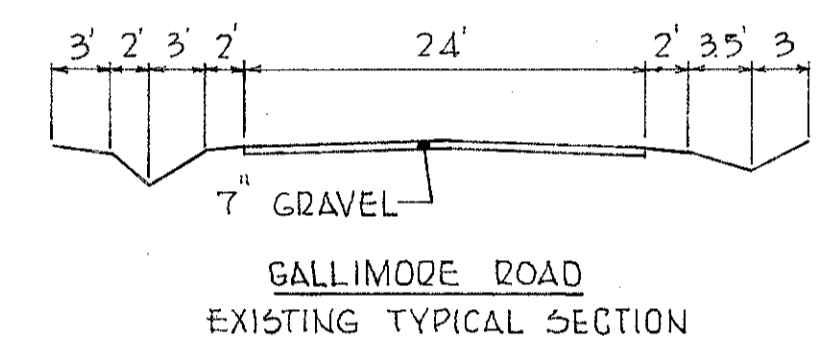
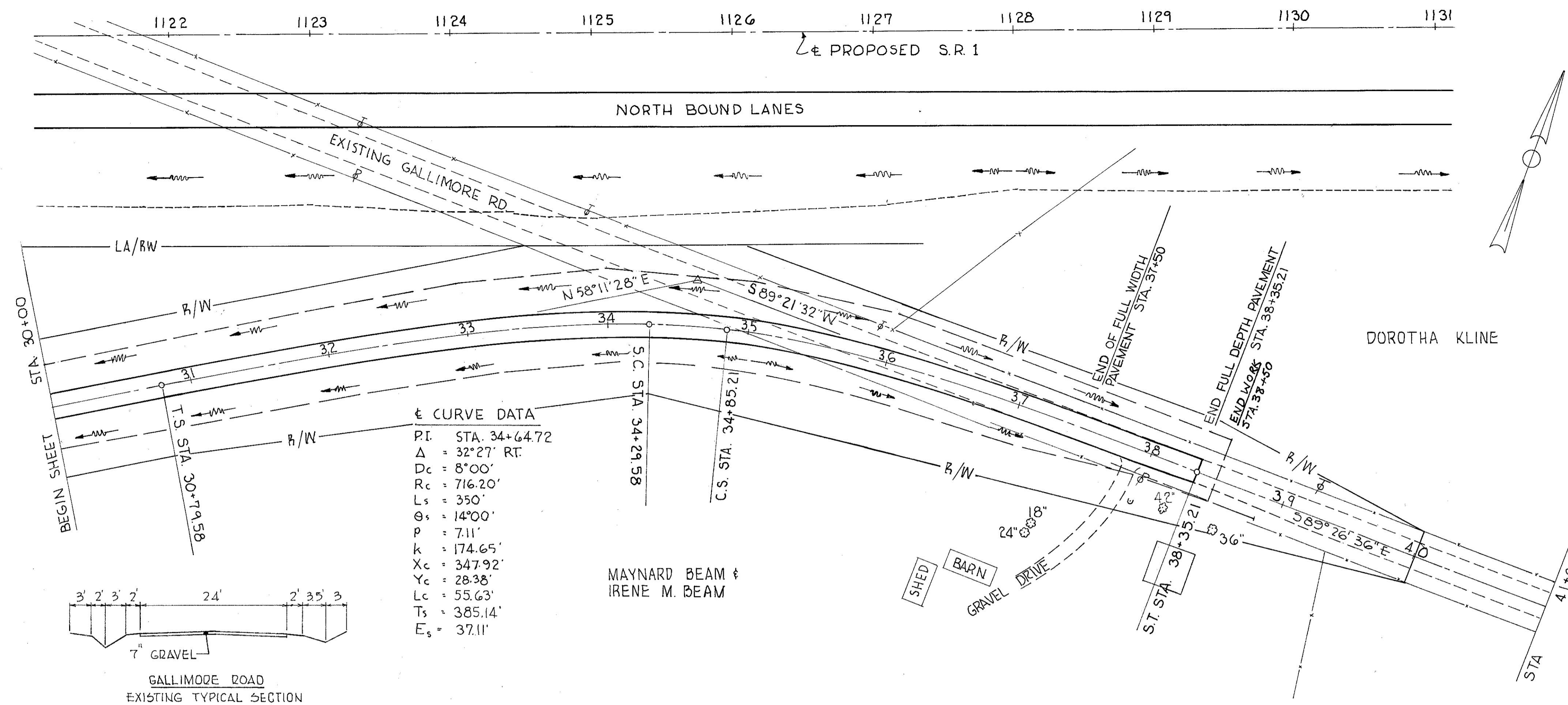
STEEL BEAM  
 CLASS F-1  
 CLASS A-1  
 CLASS A-1  
 CLASS A-1

SEC. M-646  
 SEC. W-668

DEEP  
 LIN. FT. CU. YDS

CU. YDS LIN. FT. LIN. FT. CU. YDS.

STA.	LI	RT	LI	RT	LI	RT	LI	RT	LI	RT
25+00	25+00	25+00	25+00	25+00	25+00	25+00	25+00	25+00	25+00	25+00
20+35	20+35	20+02	22+22	22+09	22+09	22+09	22+09	22+09	22+09	22+09
20+57	20+57	20+57	20+57	20+57	20+57	20+57	20+57	20+57	20+57	20+57
104	104	104	104	104	104	104	104	104	104	104
34	34	34	34	34	34	34	34	34	34	34
100	100	100	100	100	100	100	100	100	100	100
50	50	50	50	50	50	50	50	50	50	50
17	17	17	17	17	17	17	17	17	17	17
0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60



STA. 30+00 TO STA. 41+00 RELOCATED GALLIMORE ROAD

100 80 60 40 20 0 20 40 60 80 100

188  
339

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

678

45

550

44 1261 ADD FOR DRIVES

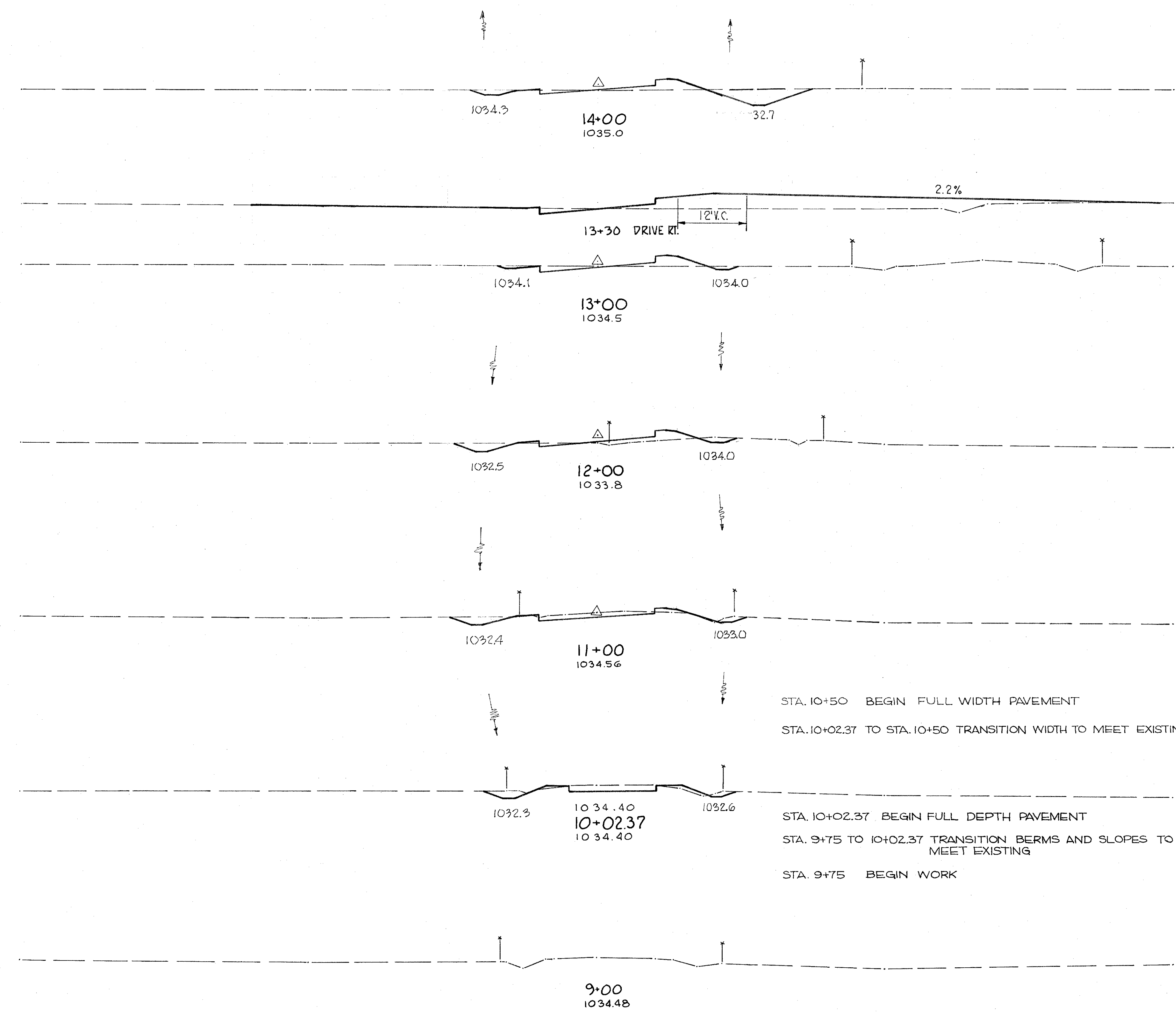
35

406

38

378

30



40 17

1030

90 59

9 15

1030

46 65

16 20

1030

89 46

32 5

1030

108 20

28 6

1030

14 3

1030

100 80 60 40 20 0 20 40 60 80 100

STA. 9+00 TO STA. 14+00 GALLIMORE ROAD

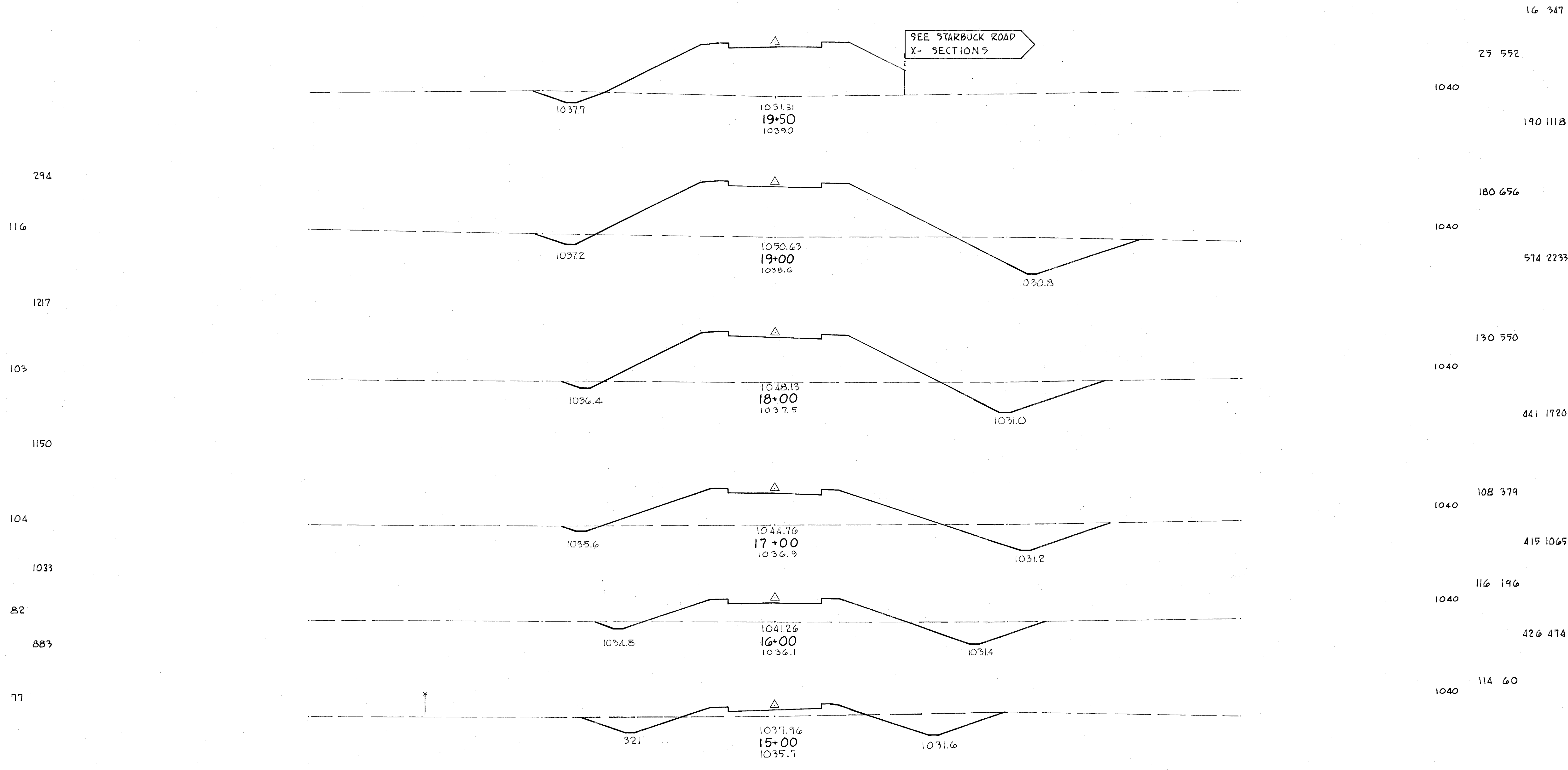
100 80 60 40 20 0 20 40 60 80 100

189  
339

I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

NOTE:  
"O" EARTHWORK STA. 19+84

SEE STARBUCK ROAD  
X- SECTION 9



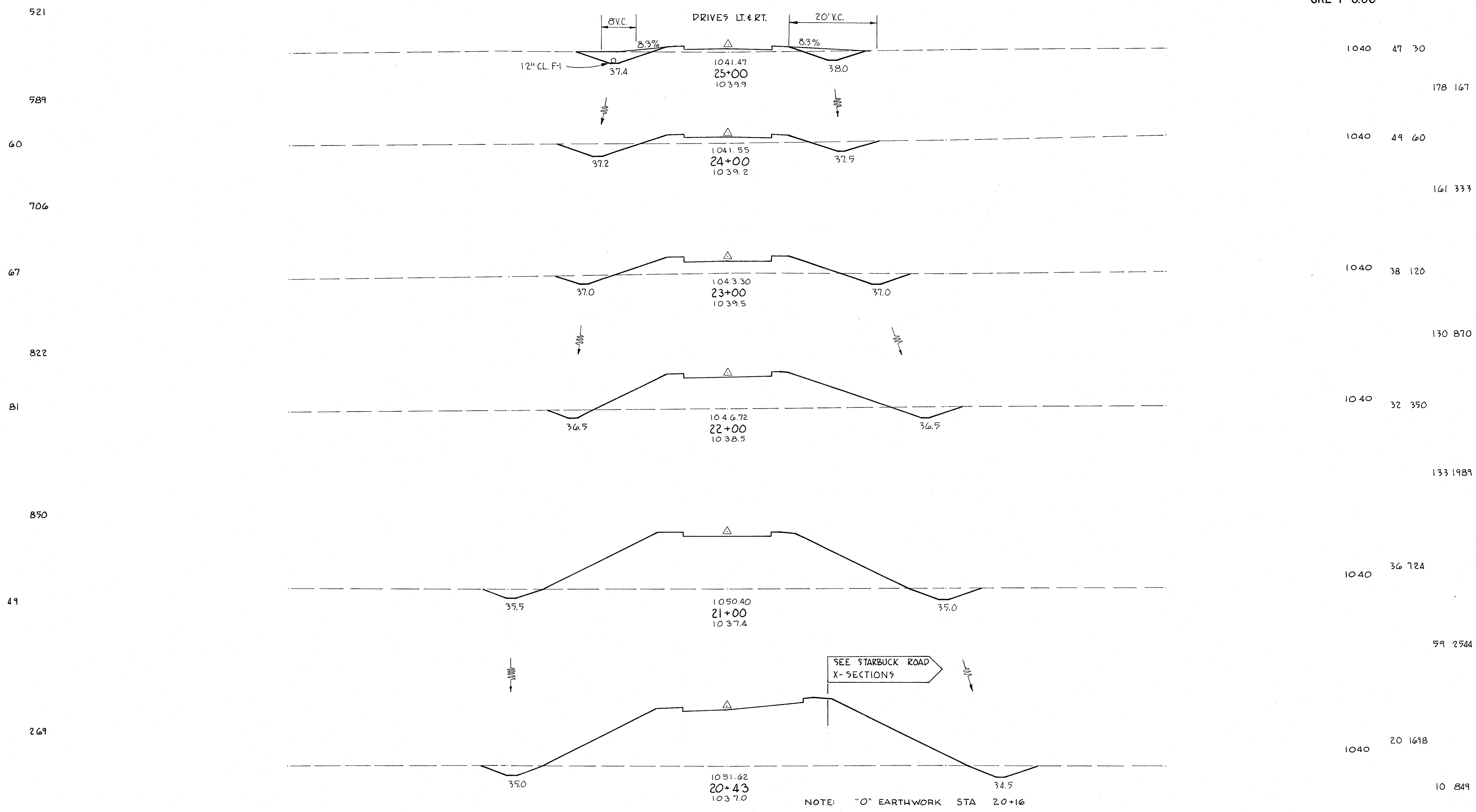
100 80 60 40 20 0 20 40 60 80 100

STA. 15+00 TO STA. 19+50 GALLIMORE ROAD

16 347  
25 552  
190 1118  
180 656  
574 2233  
130 550  
441 1720  
108 379  
415 1065  
116 196  
426 474  
114 60  
285 143

100 80 60 40 20 0 20 40 60 80 100

I-71-1(12)54  
190  
339  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



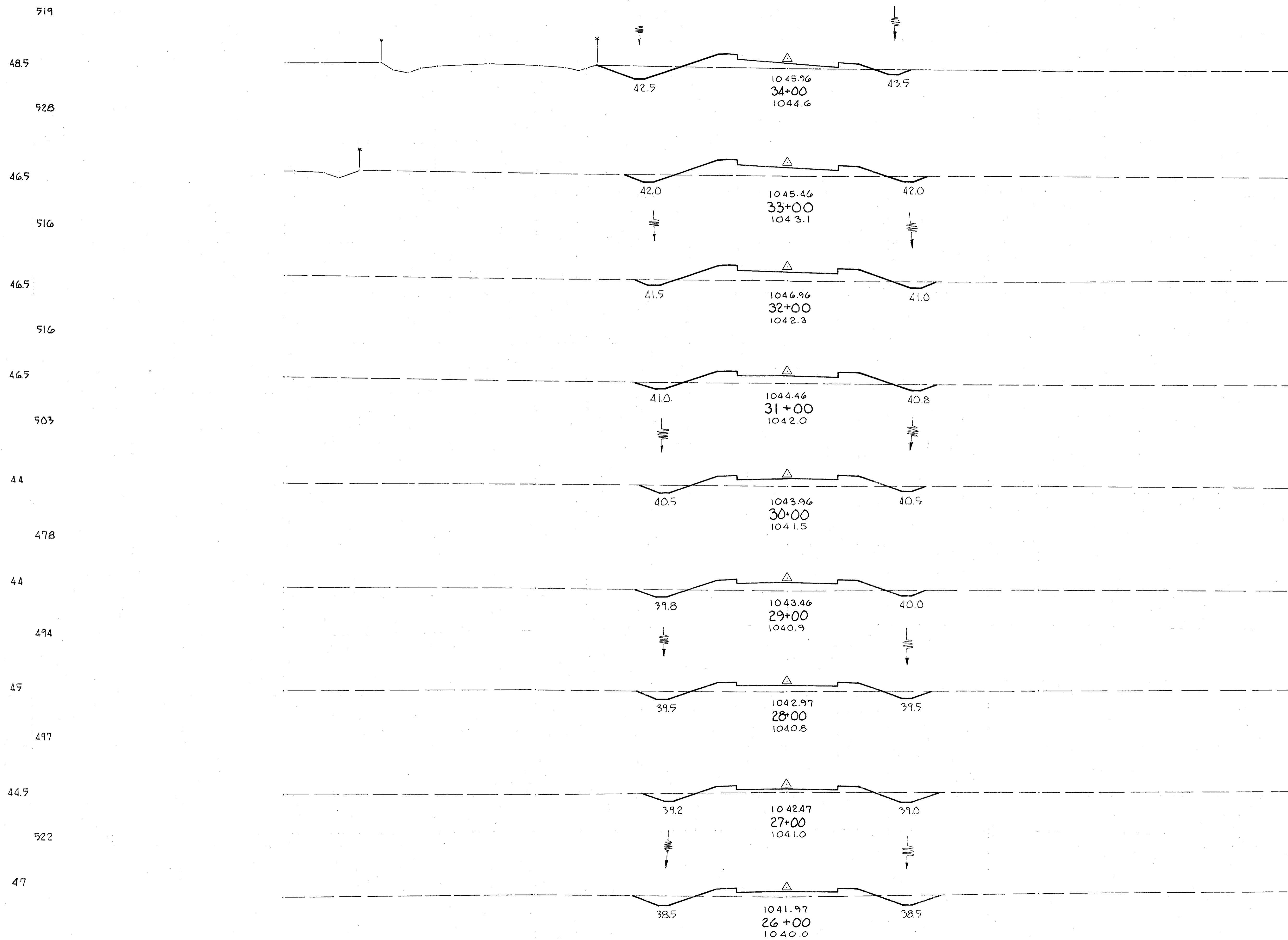
100 80 60 40 20 0 20 40 60 80 100

STA. 20+43 TO STA. 25+00 RELOCATED GALLIMORE ROAD

100 80 60 40 20 0 20 40 60 80 100

I-71-1(3)54  
191  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



1040 29 45

80 219

1040 14 73

48 293

1040 12 85

46 287

1040 13 70

48 235

1040 13 57

48 226

1040 13 65

57 206

1040 18 46

80 141

1040 25 30

96 124

1040 27 37

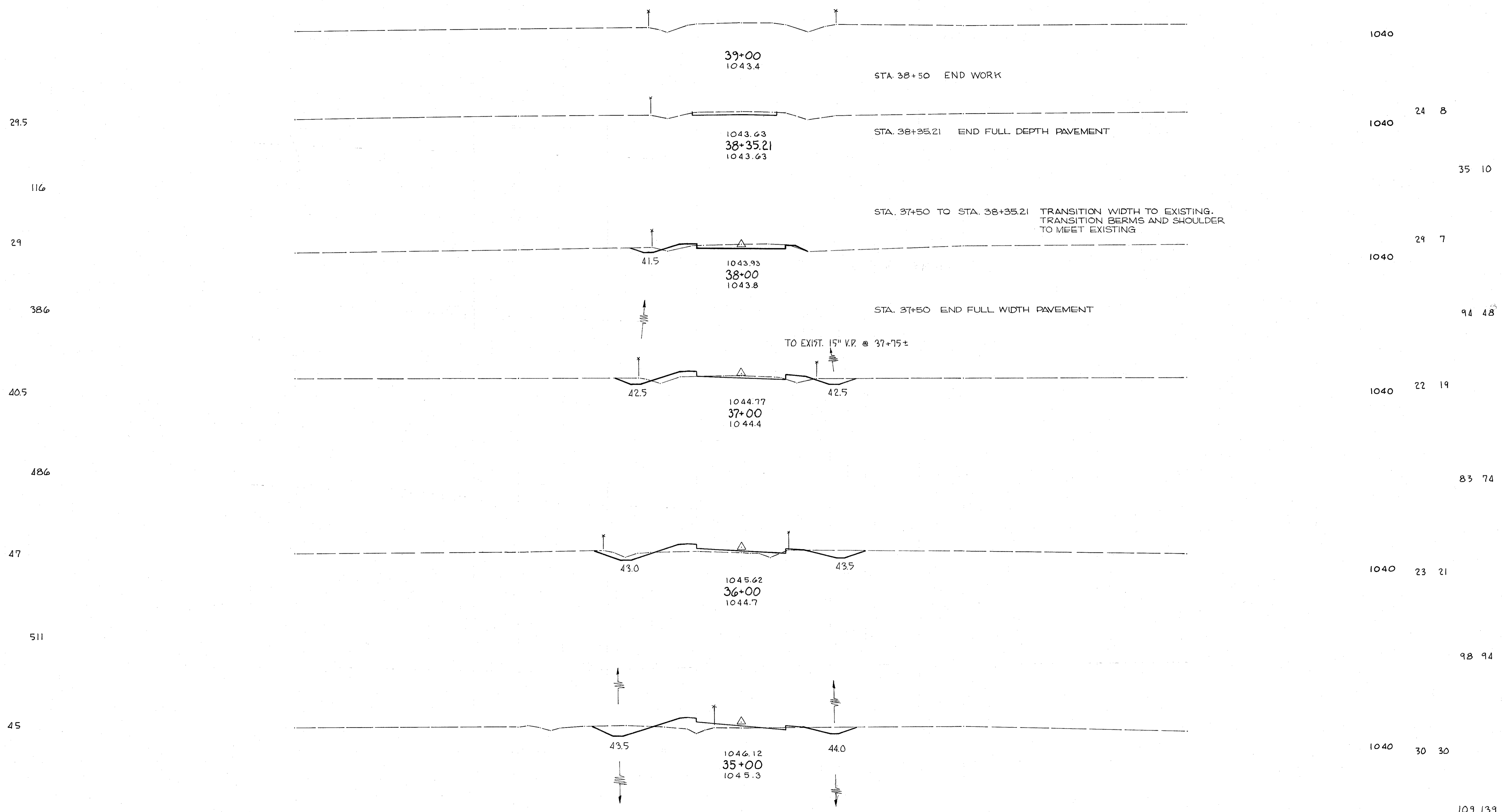
137 124

100 80 60 40 20 0 20 40 60 80 100

100 80 60 40 20 0 20 40 60 80 100

I-71-1(3)54  
192  
399

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

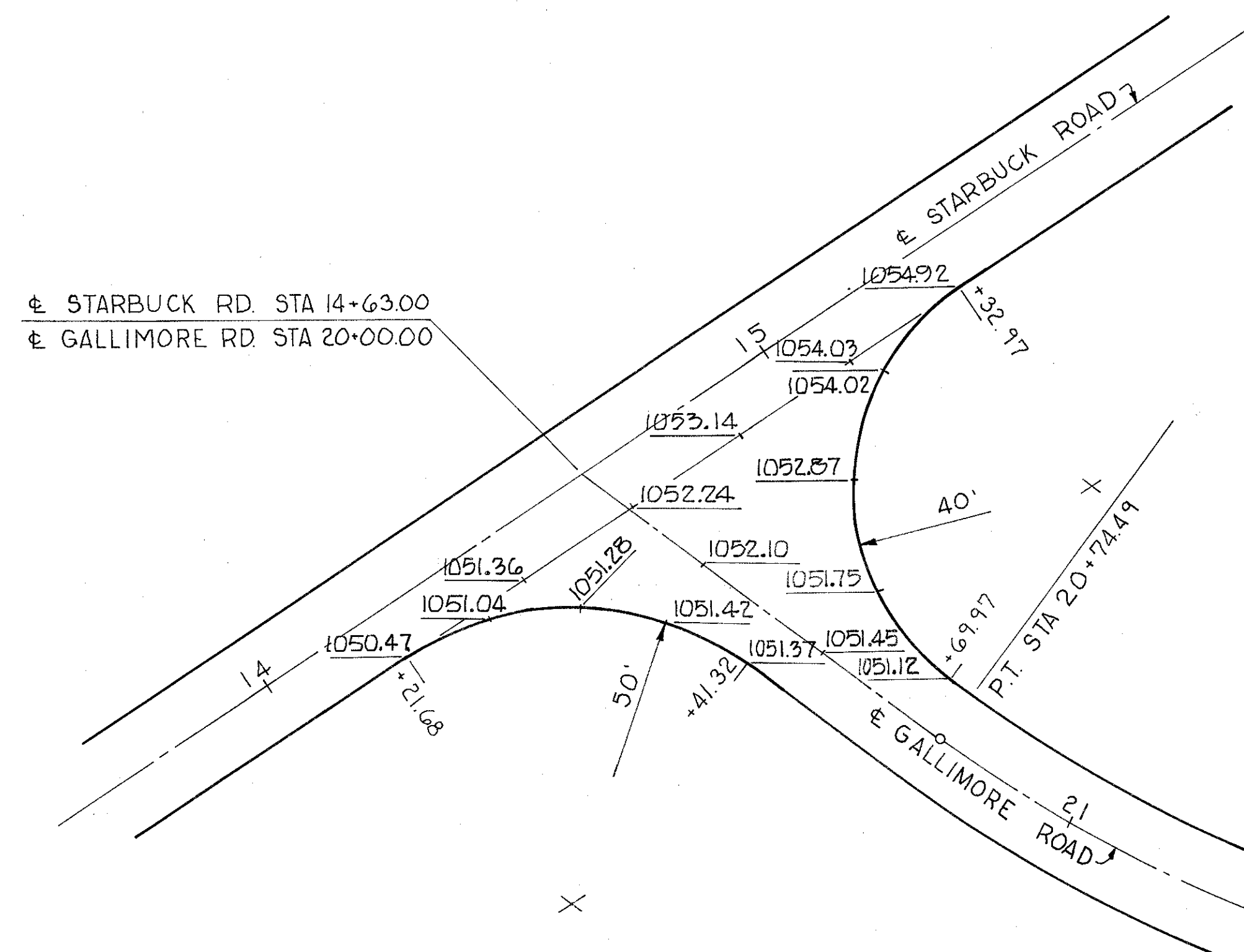


STA. 35+00 TO STA. 39+00 GALLIMORE ROAD

109 139



FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(13)54	



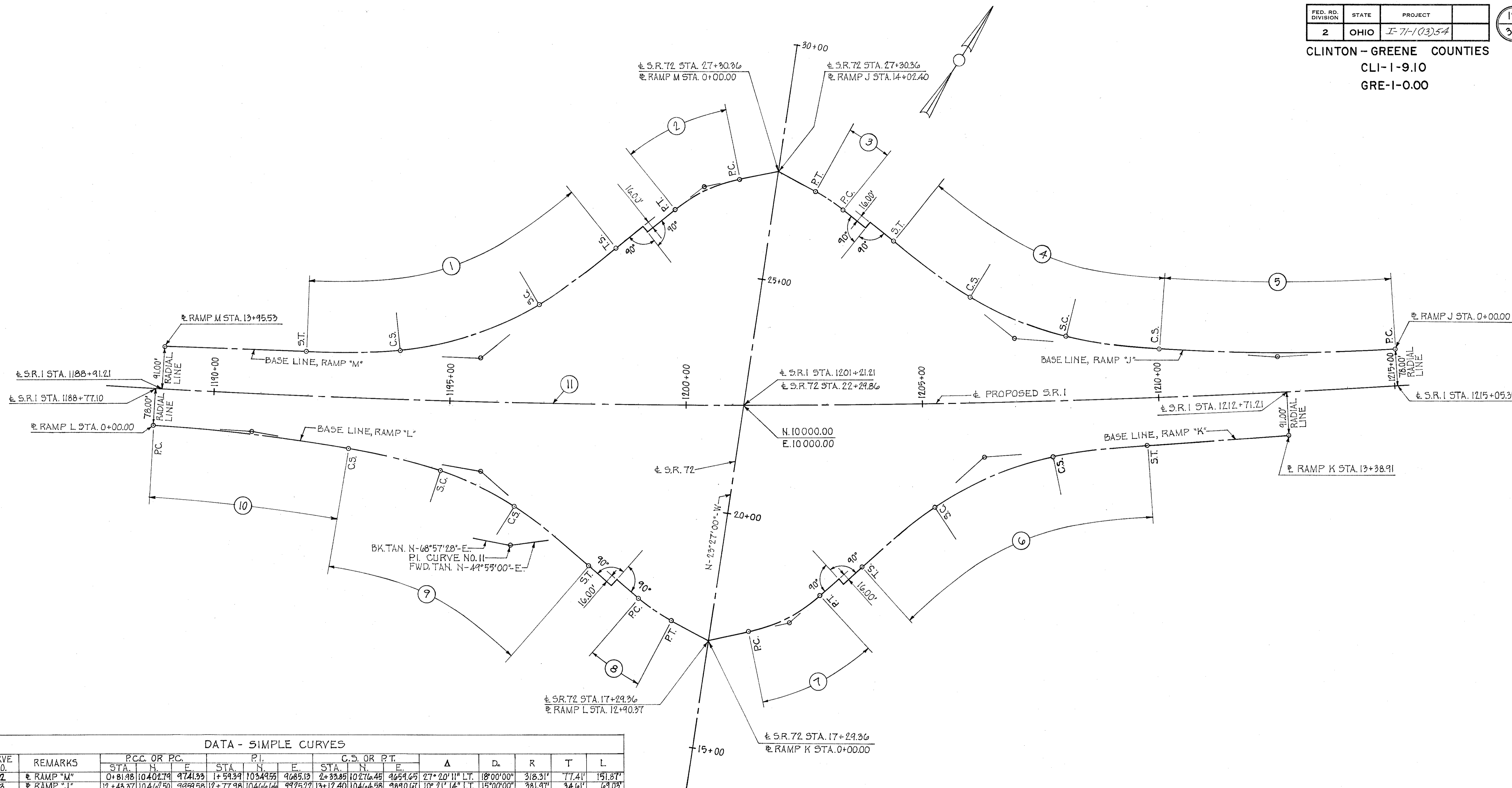
SUPERELEVATION TABLE

STA.	P.G.	L. EDGE	€	R. EDGE
30+00	1043.96	1043.82	1043.96	1043.82
+25	1044.08	1043.96	1044.08	1043.96
+50	1044.21	1044.14	1044.21	1044.07
+75	1044.34	1044.33	1044.34	1044.20
31+00	1044.46	1044.54	1044.46	1044.32
+25	1044.58	1044.75	1044.61	1044.44
+50	1044.71	1044.97	1044.78	1044.57
+75	1044.84	1045.19	1044.96	1044.70
32+00	1044.96	1045.42	1045.13	1044.82
+25	1045.08	1045.66	1045.30	1044.94
+50	1045.21	1045.89	1045.48	1045.07
+75	1045.34	1046.12	1045.66	1045.20
33+00	1045.46	1046.33	1045.82	1045.32
+25	1045.58	1046.55	1045.99	1045.44
+50	1045.71	1046.78	1046.17	1045.57
+75	1045.84	1047.00	1046.35	1045.70
34+00	1045.96	1047.22	1046.52	1045.82
+25	1046.06	1047.42	1046.67	1045.92
+50	1046.13	1047.49	1046.74	1045.99
+75	1046.14	1047.50	1046.75	1046.00
35+00	1046.12	1047.41	1046.69	1045.98
+25	1046.06	1047.24	1046.58	1045.92
+50	1045.96	1047.02	1046.42	1045.82
+75	1045.81	1046.76	1046.22	1045.67
36+00	1045.62	1046.46	1045.97	1045.46
+25	1045.41	1046.13	1045.70	1045.27
+50	1045.19	1045.80	1045.42	1045.05
+75	1044.98	1045.48	1045.16	1044.84
37+00	1044.77	1045.15	1044.89	1044.63
+25	1044.56	1044.83	1044.62	1044.42
+50	1044.35	1044.50	1044.35	1044.21
+75	1044.14	1044.19	1044.14	1044.00
38+00	1043.93	1043.90	1043.93	1043.79
+25	1043.72	1043.62	1043.72	1043.73
+75	1043.63	1043.50	1043.63	1043.70

SUPERELEVATION TABLE

STA.	L. EDGE	€	R. EDGE
20+74.49	1051.00	1051.00	1051.00
21+00	1050.34	1050.40	1050.47
+25	1049.49	1049.64	1049.77
+50	1048.53	1048.72	1048.91
+75	1047.47	1047.72	1047.97
+92.97	1046.70	1047.00	1047.29
22+00	1046.51	1046.72	1046.93
+25	1045.59	1045.76	1045.93
+50	1044.73	1044.87	1045.01
+75	1043.91	1044.05	1044.15
23+00	1043.16	1043.30	1043.36
+25	1042.49	1042.63	1042.66
+50	1041.89	1042.03	1042.01
+75	1041.62	1041.76	1041.68
24+00	1041.41	1041.55	1041.41





DATA - SIMPLE CURVES

CURVE NO.	REMARKS	P.C.C. OR P.C.			P.I.			C.S. OR P.T.			Δ	D <sub>c</sub>	R	T	L
		STA.	N.	E.	STA.	N.	E.	STA.	N.	E.					
2	RAMP "M"	0+81.48	10402.79	9741.33	1+59.39	10349.55	9685.13	2+33.85	10276.45	9659.65	27° 20' 11" LT.	18° 00' 00"	318.31'	77.41'	151.87'
3	RAMP "J"	12+43.37	10402.50	9959.58	12+77.98	10466.66	9925.22	13+12.40	10464.58	9890.67	10° 21' 14" LT.	15° 00' 00"	381.47'	34.61'	69.03'
5	RAMP "J"	0+00.00	10831.67	11105.73	2+50.37	10686.09	10902.06	5+00.00	10568.26	10681.13	7° 30' 01" RT.	1° 30' 00"	381.47'	250.37'	500.03'
7	RAMP "K"	0+87.28	9600.87	10222.53	1+74.61	9600.87	10325.93	2+57.74	9744.93	10349.81	30° 40' 59" LT.	18° 00' 00"	318.31'	87.33'	170.46'
8	RAMP "L"	11+16.50	9534.57	10025.74	11+58.60	9532.89	10067.31	12+00.37	9535.42	10109.33	12° 34' 48" LT.	15° 00' 00"	381.47'	42.10'	83.87'
10	RAMP "L"	0+00.00	9305.50	8962.32	2+08.94	9405.38	9145.84	4+17.46	9484.64	9339.16	6° 15' 43" RT.	1° 30' 00"	381.47'	208.94'	417.46'
11	S.R. 1	1160+91.80	8193.21	6369.37	1196+63.23	9487.05	9732.51	1232+00.22	11807.28	12489.51	19° 02' 28" LT.	0° 16' 00"	21485.92'	3603.43'	7140.42'

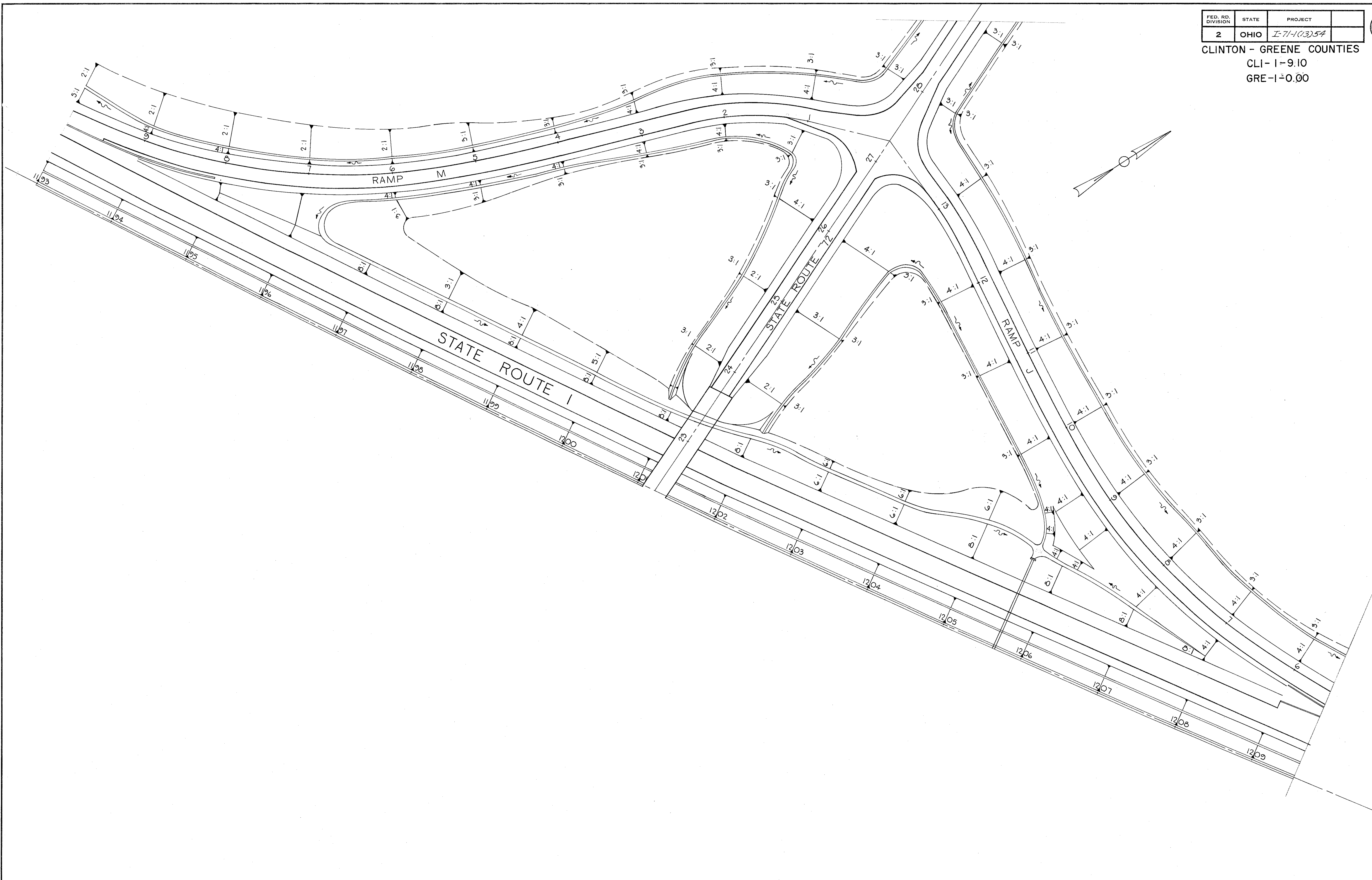
DATA - CURVES WITH TRANSITIONS

CURVE NO.	REMARKS	C.S. OR T.S.			S.C.			P.I.			C.S.			S.T.			Δ	θ <sub>s</sub>	L <sub>s</sub>	T <sub>s</sub>	X <sub>c</sub>	Y <sub>c</sub>	L <sub>a</sub>	θ <sub>a</sub>	P <sub>a</sub>	Δ <sub>1</sub>	Δ <sub>2</sub>	Δ <sub>c</sub>	D <sub>c</sub>	R <sub>c</sub>	L <sub>c</sub>
		STA.	N.	E.	STA.	N.	E.	STA.	N.	E.	STA.	N.	E.	STA.	N.	E.															
1	RAMP "M"	3+83.03	10140.84	9595.45	5+83.03	9955.41	9520.88	7+51.61	9792.79	9474.15	8+95.53	9716.92	9322.88	10+95.53	9609.69	9154.26	41° 00' 00" RT.	8° 00' 00"	200.00'	368.58'	199.61'	9.30'	—	—	—	—	—	25° 00' 00"	8° 00' 00"	716.20'	312.50'
4	RAMP "J"	5+00.00	10568.26	10681.13	7+00.00	10499.17	8+06.65	10424.01	10410.57	9+18.37	10448.60	10284.87	11+18.37	10463.36	10085.59	34° 58' 03" RT.	8° 00' 00"	200.00'	BK. 306.62' - FWD 327.35'	199.61'	9.30'	200.00'	6° 30' 00"	1.84'	1° 30' 00"	8° 00' 00"	17° 28' 03"	8° 00' 00"	716.20'	218.34'	
6	RAMP "K"	3+63.91	9842.68	10394.23	5+63.91	10032.14	10457.75	7+11.25	10176.78	10489.19	8+38.91	10256.38	10613.48	10+38.91	10381.59	10769.72	38° 00' 00" RT.	8° 00' 00"	200.00'	347.34'	199.61'	9.30'	—	—	—	—	—	27° 00' 00"	8° 00' 00"	716.20'	275.00'
9	RAMP "L"	4+17.46	9484.64	9339.16	6+17.46	9548.46	9528.50	6+99.75	9591.73	9600.36	7+91.50	9566.10	9701.22	9+91.50	9543.61	9899.78	31° 25' 24" RT.	8° 00' 00"	200.00'	BK. 282.29' - FWD 303.26'	199.61'	9.30'	200.00'	6° 30' 00"	1.84'	1° 30' 00"	8° 00' 00"	13° 55' 24"	8° 00' 00"	716.20'	174.04'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(03)54	

196  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

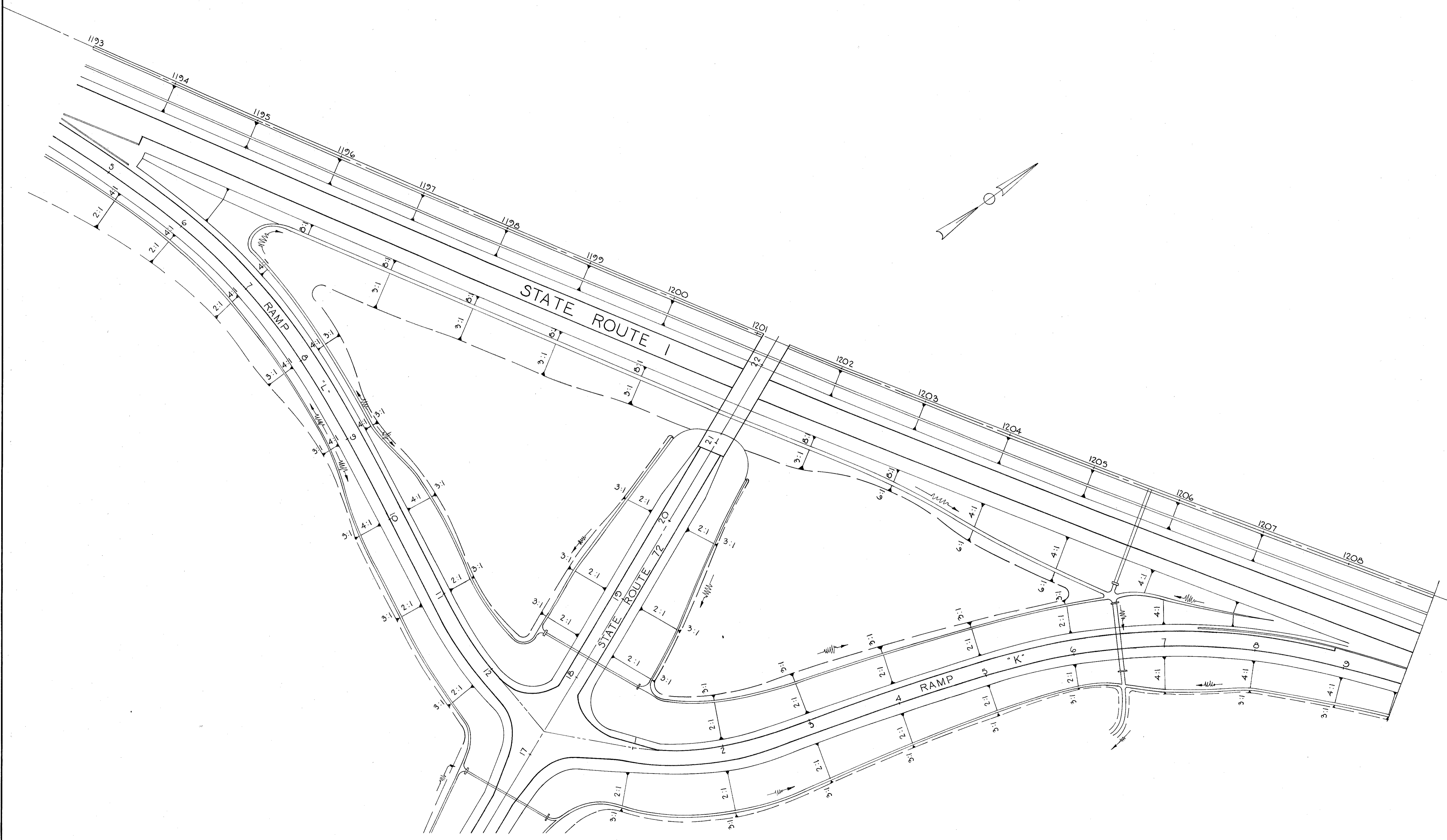


GRADING PLAN-S.R. 72 INTERCHANGE

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

197  
399

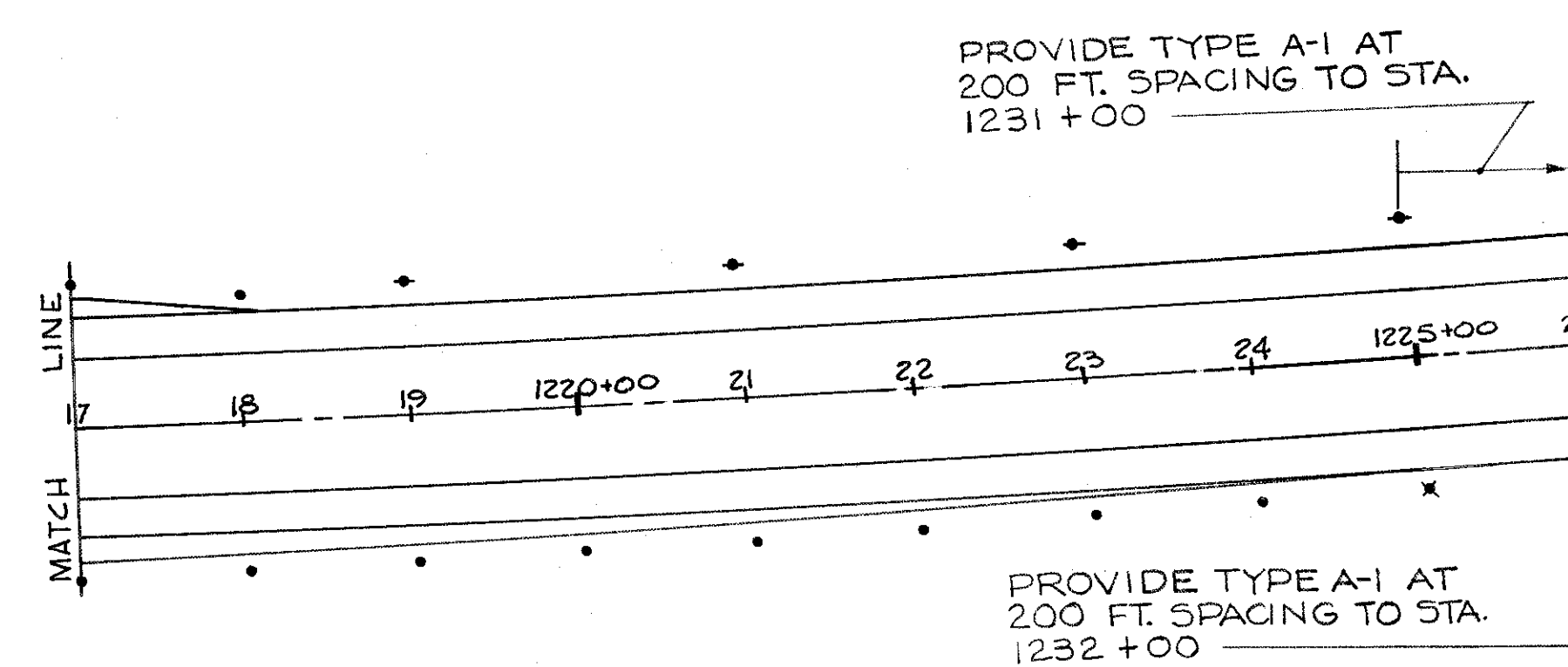
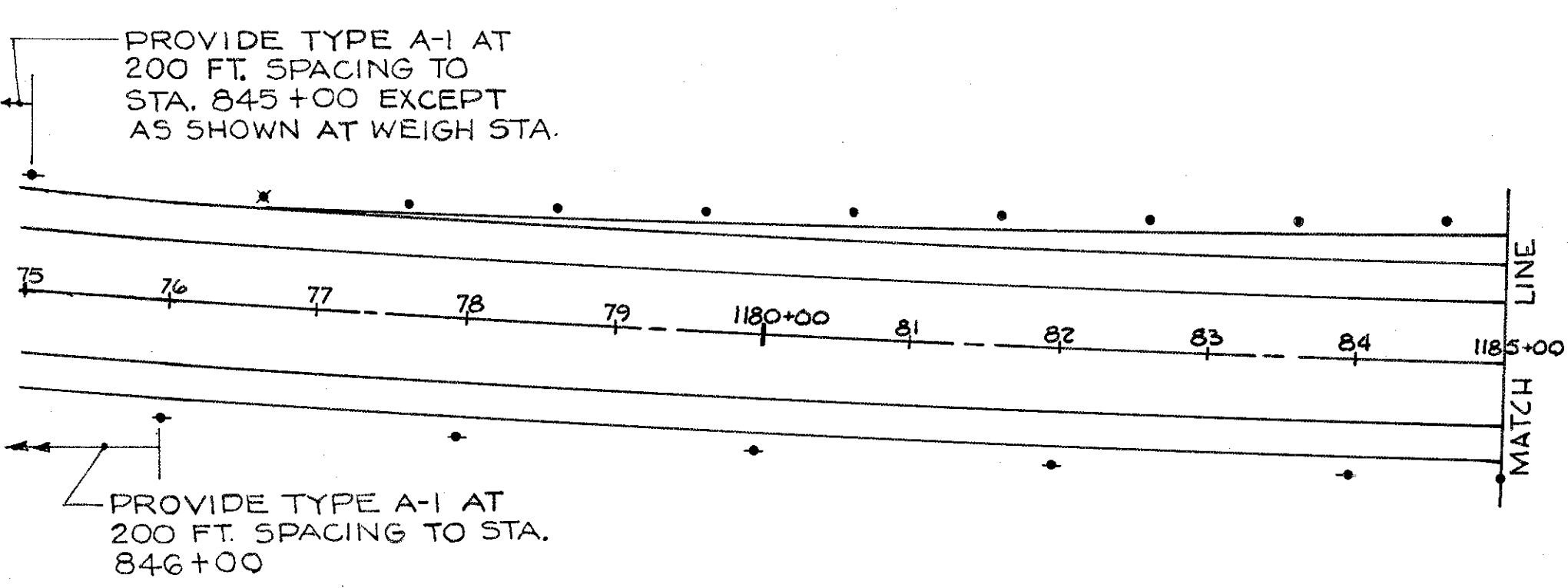
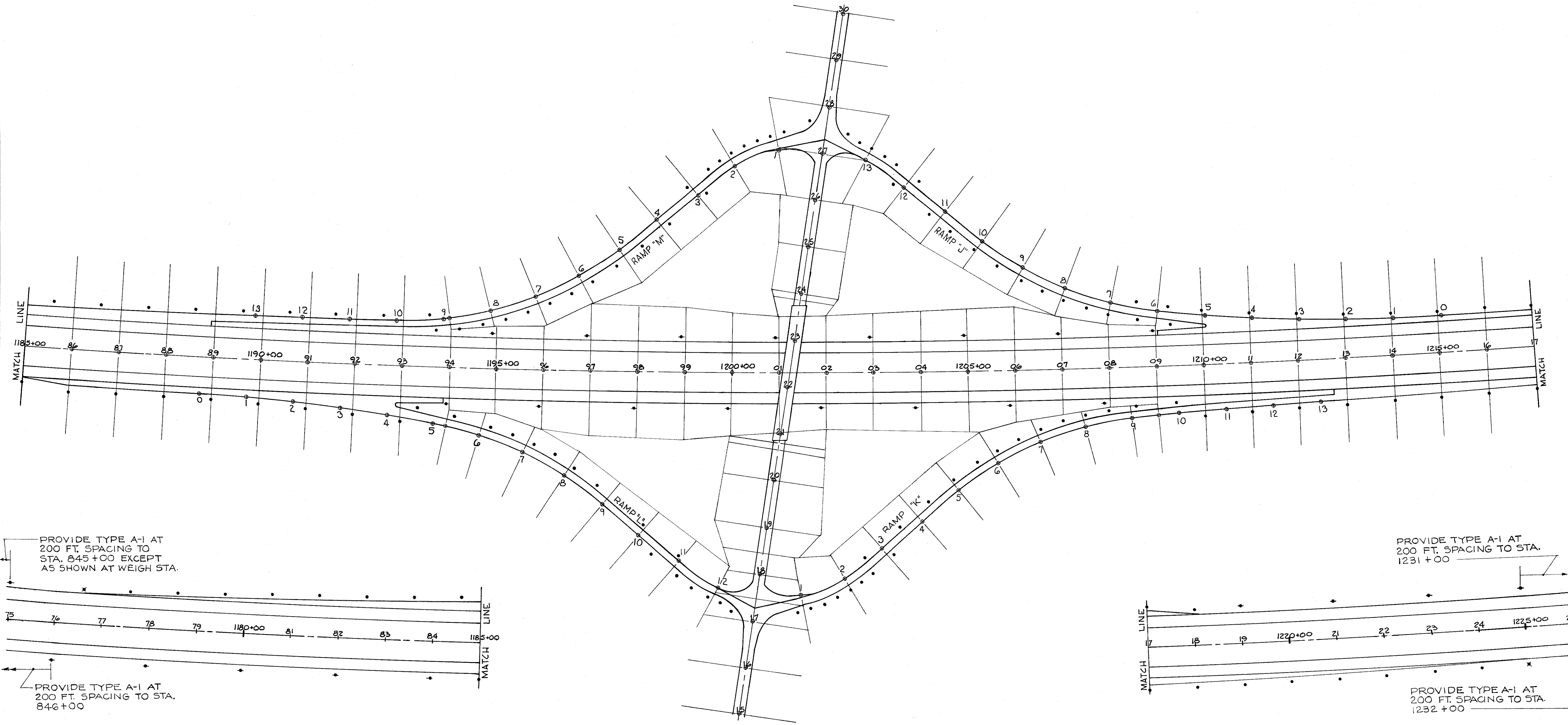
CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



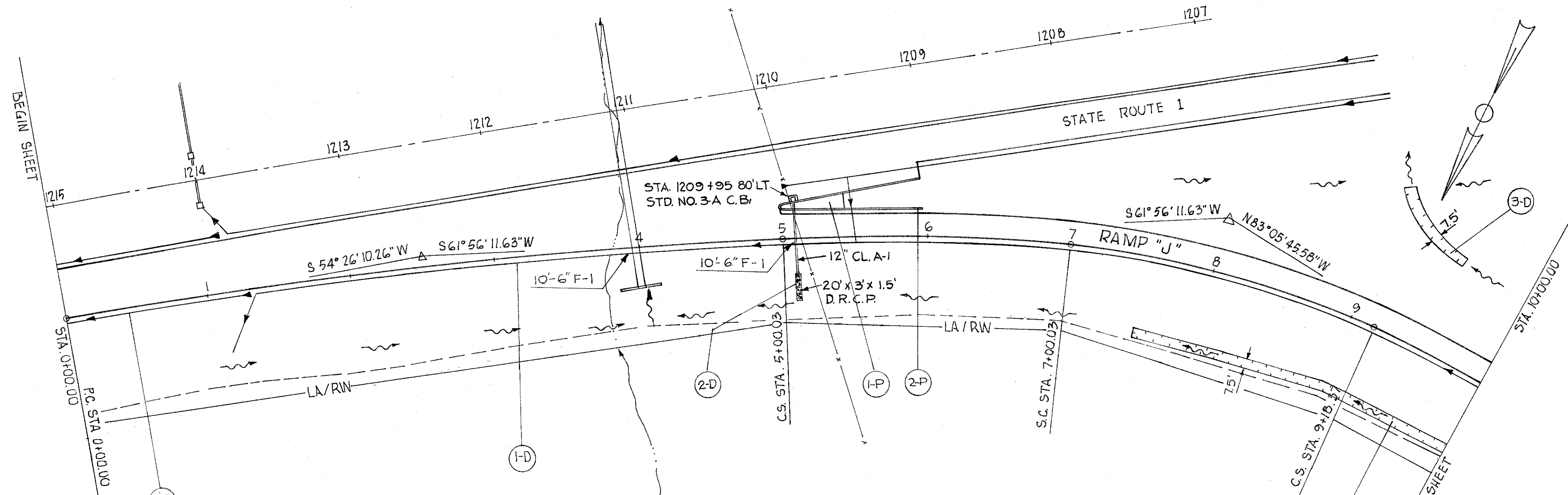
GRADING PLAN - S.R. 72 INTERCHANGE

FED. RD. DIVISION	STATE	PROJECT	198
2	OHIO	I-71-(13)54	339

CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



LEGEND  
 TYPE A-1 - ♦  
 TYPE C-2 - •  
 TYPE C-3 - ✕

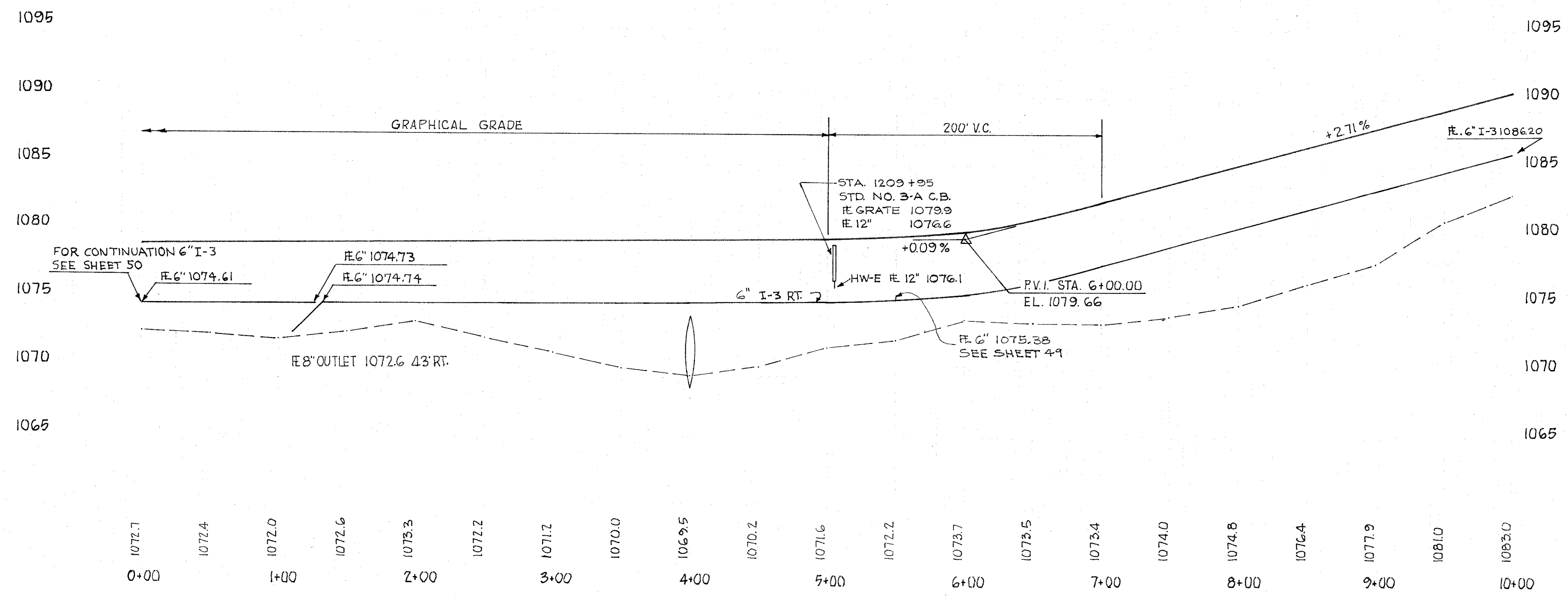


RAMP "J" CURVE DATA  
 P.I. STA. 2+50.37  
 $\Delta = 7^{\circ}30'10.31''$  RT.  
 $D_c = 1^{\circ}30'00''$   
 $R_c = 3,819.72'$   
 $L_c = 500.03'$   
 $T = 250.37'$   
 $E = 8.20'$

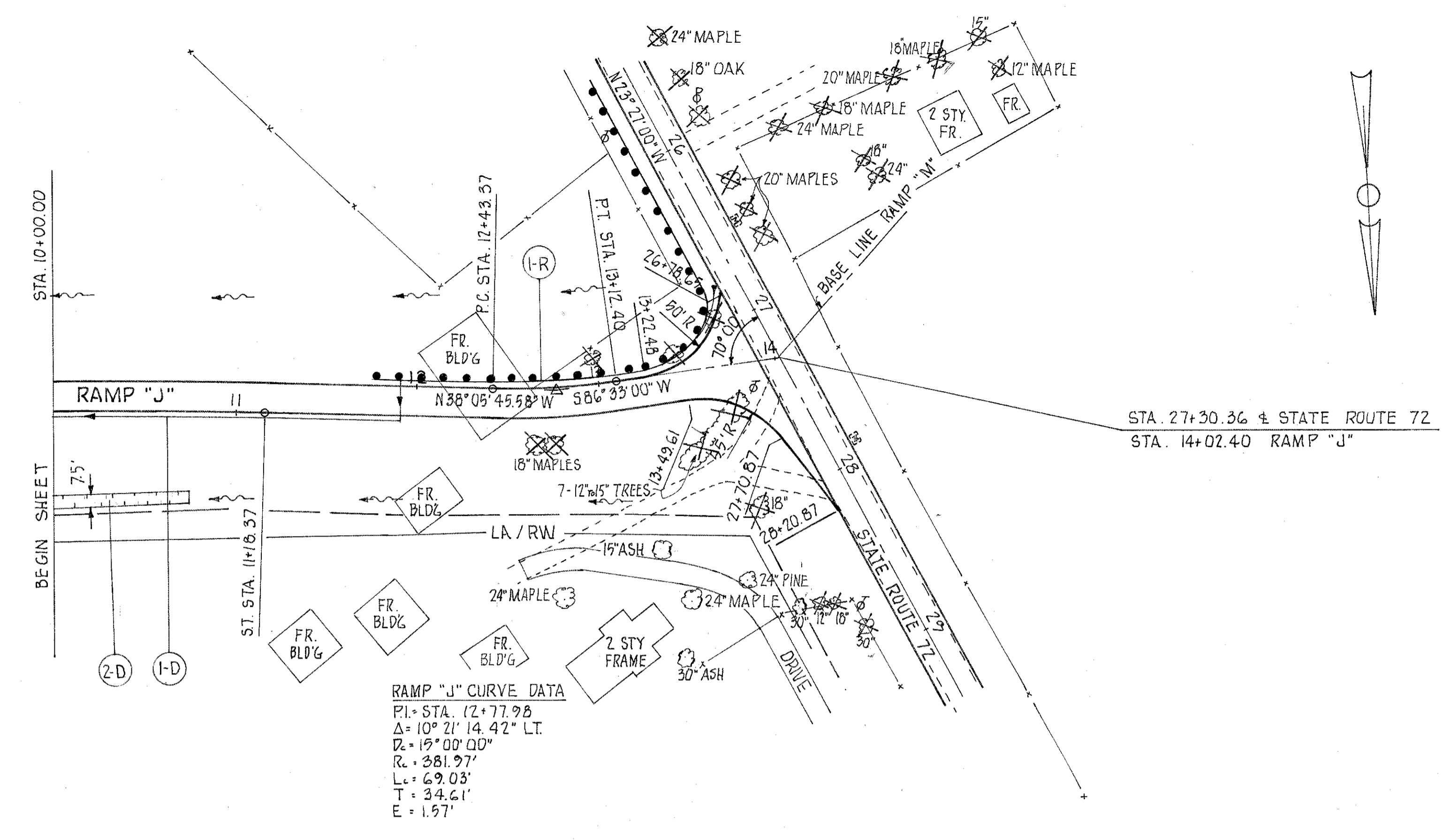
RAMP "J" - L<sub>a</sub> SPIRAL  
 $L_a = 200.00'$   
 $\Delta_a = 6^{\circ}30'00''$   
 $\Delta \cdot \Delta_a = 9^{\circ}30'00''$

RAMP "J" CURVE DATA  
 P.I. STA. 8+06.65  
 $\Delta = 34^{\circ}58'02.79''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $L_c = 200.00'$   
 $R_c = 716.20'$   
 $\Delta_s = 8^{\circ}00'00''$   
 $\Delta_c = 17^{\circ}28'02.79''$   
 $L_c = 218.34'$   
 $T_s$  BACK TAN = 306.62'  
 $T_s$  FWD TAN = 327.35'  
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$

- 1079.11
- 1079.14
- 1079.17
- 1079.19
- 1079.21
- 1079.23
- 1079.26
- 1079.28
- 1079.30
- 1079.32
- 1079.35
- 1079.37
- 1079.39
- 1079.41
- 1079.44
- 1079.46
- 1079.48
- 1079.50
- 1079.53
- 1079.55
- 1079.57
- 1079.63
- 1079.78
- 1080.01
- 1080.32
- 1080.71
- 1081.18
- 1081.73
- 1082.37
- 1083.73
- 1085.08
- 1086.44
- 1087.79
- 1089.15
- 1090.50

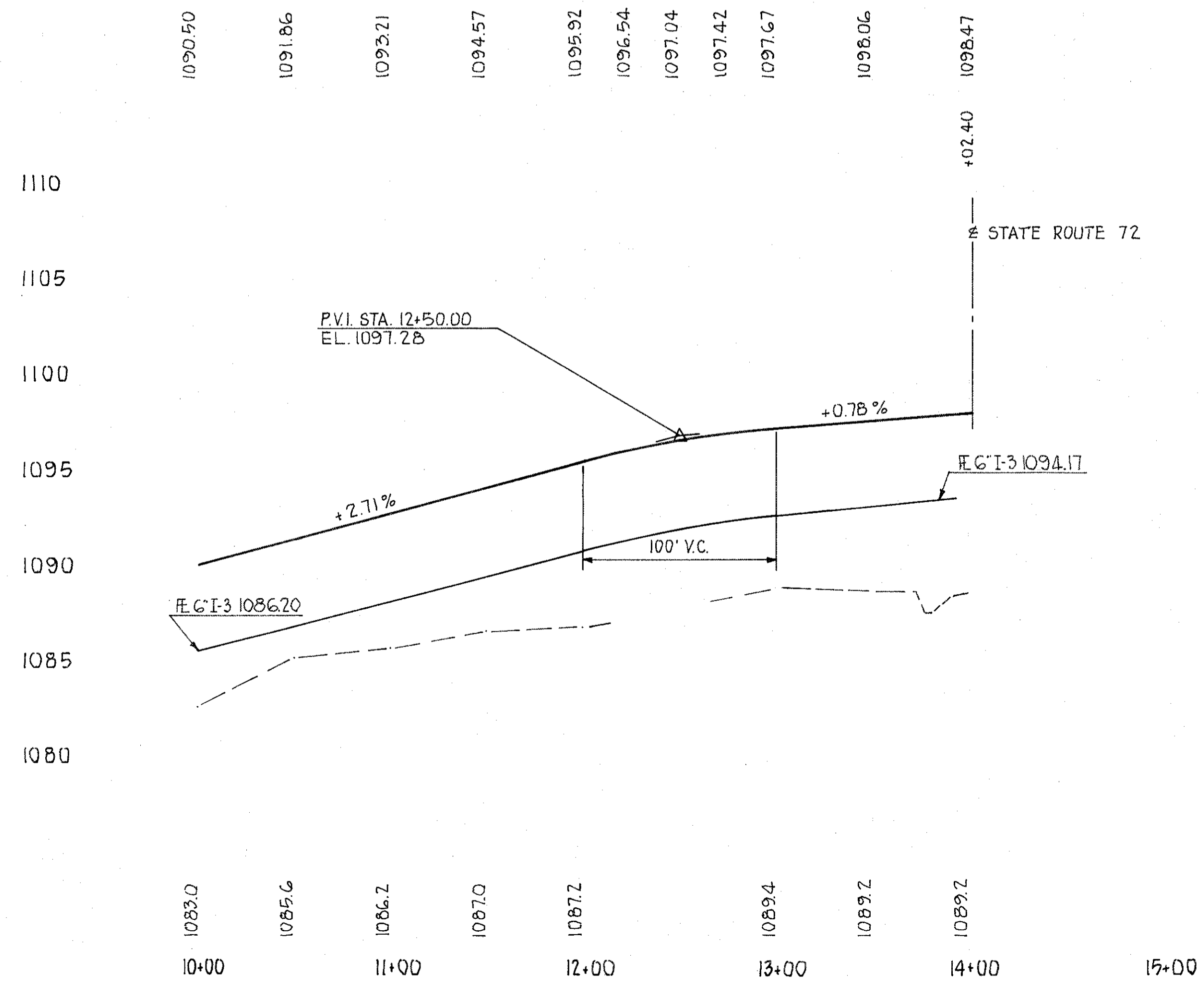


ITEM	DESCRIPTION	QUANTITY	UNIT
I-1	6" PIPE CL.F-1 SHALLOW SEC. (640) <td>900</td> <td>LN.FT.</td>	900	LN.FT.
I-1	6" PIPE CL.F-1 <td>20</td> <td>LN.FT.</td>	20	LN.FT.
I-1	12" PIPE CLASS A1 SEC. M-68(B) OR M-68(B) <td>51</td> <td>LN.FT.</td>	51	LN.FT.
I-8	STD. NO. 3-A C.B. <td>1</td> <td>EACH</td>	1	EACH
I-2	MASONRY CHANNEL PROTECTION <td>0.26</td> <td>CJ. YDS.</td>	0.26	CJ. YDS.
I-10	DUMPED ROCK CHANNEL PROTECTION <td>3.5</td> <td>CJ. YDS.</td>	3.5	CJ. YDS.
I-120	JUTE MATTING <td>55</td> <td>SQ. YDS.</td>	55	SQ. YDS.
I-120	CONC. CURB <td>195</td> <td>SQ. YDS.</td>	195	SQ. YDS.
I-21	STD. TYPE 6 CONC. CURB <td>27</td> <td>SQ. YDS.</td>	27	SQ. YDS.
I-12	STD. TYPE 6 CONC. CURB <td>205</td> <td>LN. FT.</td>	205	LN. FT.
I-1	6" PIPE CL.A1 <td>45</td> <td>LN. FT.</td>	45	LN. FT.
I-5	6" PIPE CL.F-1 (640) BEND <td>1</td> <td>EACH</td>	1	EACH



SUPER ELEVATION TABLE		
STATION	LEFT EDGE	RIGHT EDGE
6+00	1081.27	1080.32
+25	1081.76	1080.71
+50	1082.32	1081.18
+75	1082.96	1081.73
7+00	1083.70	1082.37
+25	1084.38	1083.05
+50	1085.06	1083.73
+75	1085.73	1084.40
8+00	1086.41	1085.08
+25	1087.09	1085.76
+50	1087.77	1086.44
+75	1088.44	1087.11
9+00	1089.12	1087.79
+25	1089.76	1088.47
+50	1090.31	1089.15
+75	1090.84	1089.82
10+00	1091.39	1090.50
+25	1091.93	1091.18
+50	1092.47	1091.86
+75	1093.01	1092.53
11+00	1093.56	1093.21
+25	1094.12	1093.89
+50	1094.70	1094.57
+75	1095.27	1095.24
12+00	1095.92	1096.00
+25	1096.54	1096.76
+50	1097.04	1097.29
+75	1097.42	1097.67
13+00	1097.67	1097.92

RAMP "J" CURVE DATA  
 P.I. STA. 12+77.98  
 $\Delta = 10^\circ 21' 14.42''$  LT.  
 $R = 15^\circ 00' 00''$   
 $R = 281.97'$   
 $L = 69.03'$   
 $T = 34.21'$   
 $E = 1.97'$



I-1  
 C-PIPE  
 CLASS-3  
 SHALLOW  
 LIN-FT.  
 400

I-1  
 C-PIPE  
 CLASS-1  
 SHALLOW  
 LIN-FT.  
 22

I-5  
 C-PIPE  
 CLASS-1  
 SHALLOW  
 LIN-FT.  
 2

I-15  
 C-PIPE  
 CLASS-1  
 SHALLOW  
 LIN-FT.  
 2

I-15  
 C-PIPE  
 CLASS-1  
 SHALLOW  
 LIN-FT.  
 2

I-120  
 C-PIPE  
 CLASS-1  
 SHALLOW  
 LIN-FT.  
 63

LI+RT  
 RI  
 LI

13+85  
 TO  
 10+00

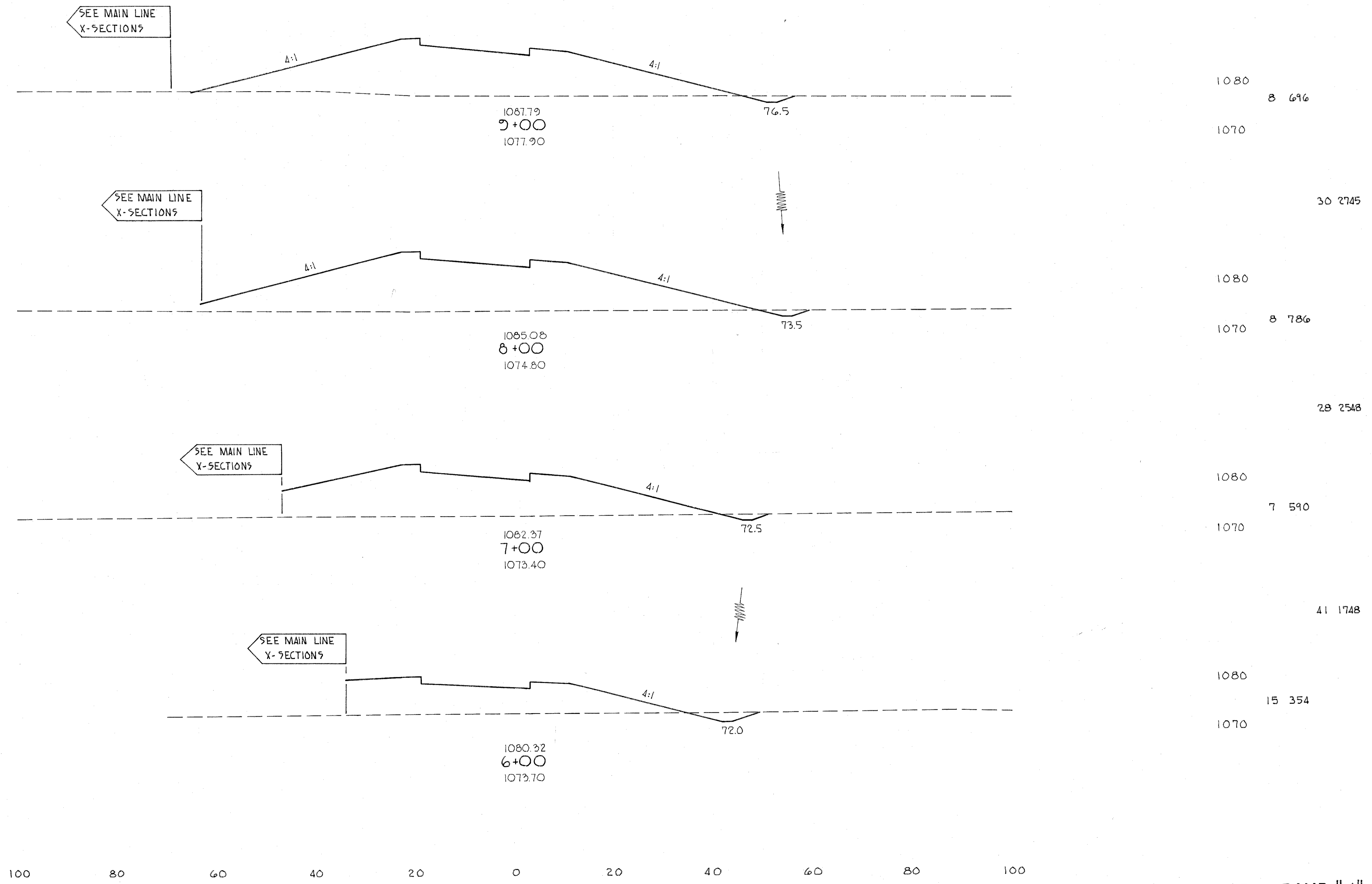
10+75  
 TO  
 11+67

13+65  
 TO  
 14+02.40

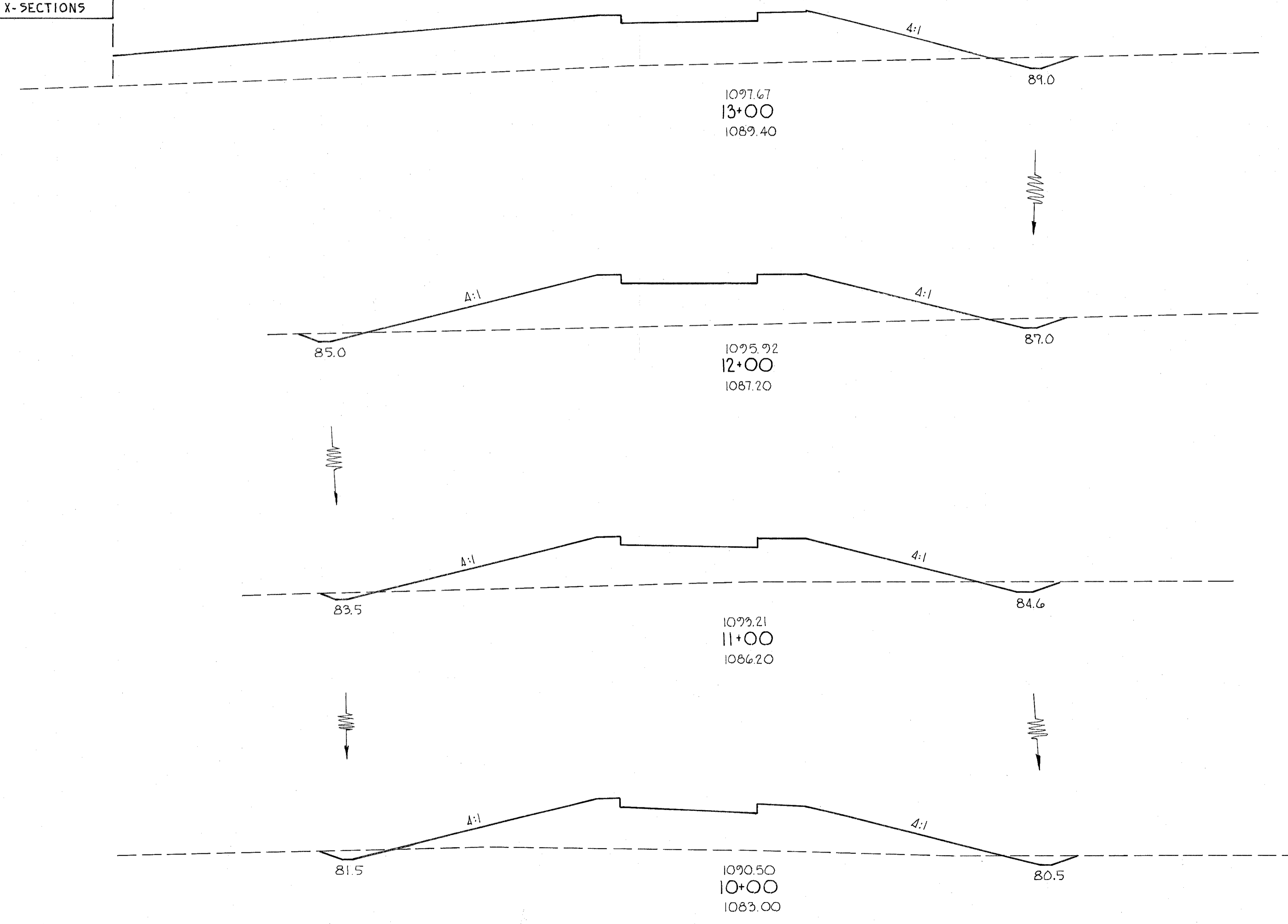
400  
 22  
 2  
 200  
 63



20. Fed  
(201-287)



SEE S. R. 72  
X-SECTIONS



1090 13 900

1080

61 2637

1090

20 524

1080

70 1837

1090

18 468

1080

69 1767

1090

19 486

50 2189

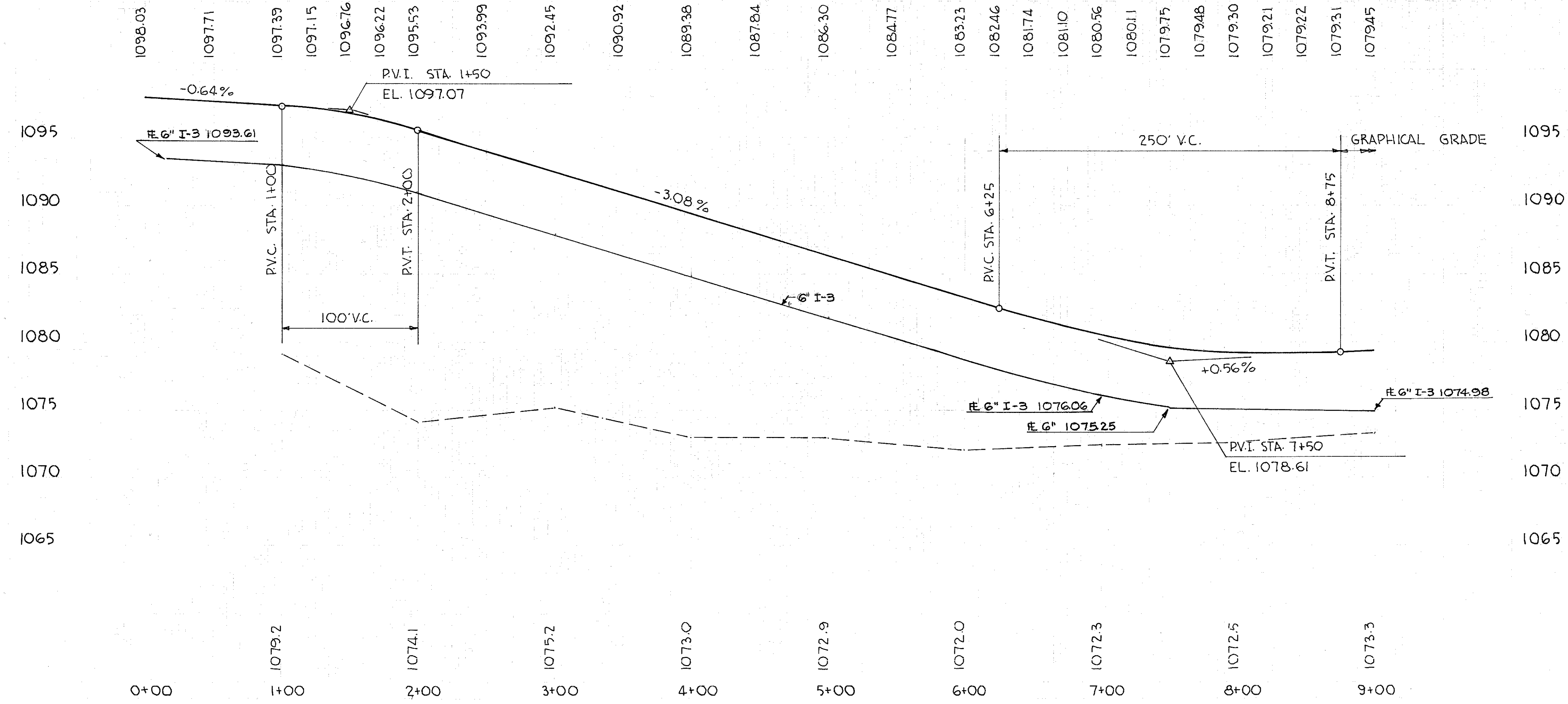
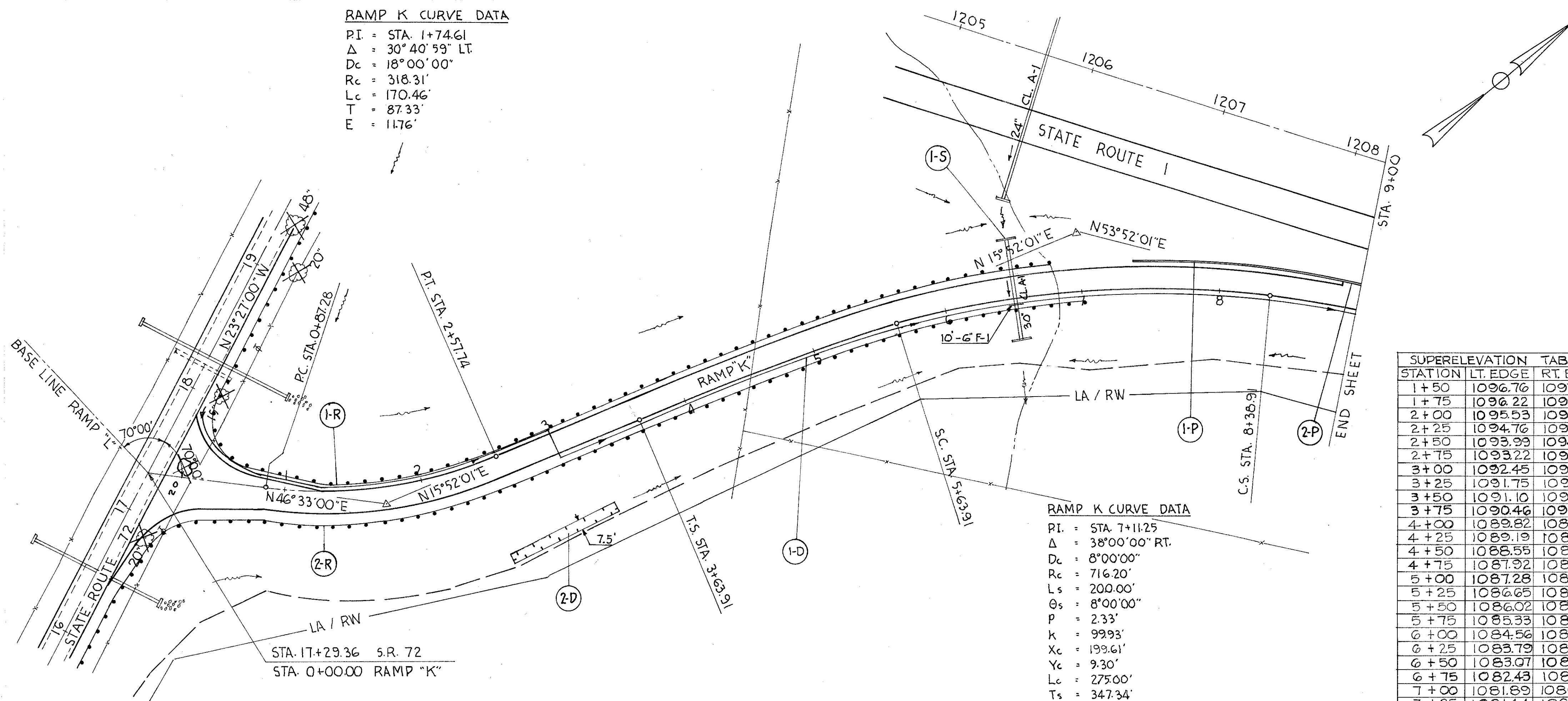
120 100 80 60 40 20 0 20 40 60 80 100

STA.10+00 TO STA. 13+00 S.R. 72 INTERCHANGE RAMP "J"

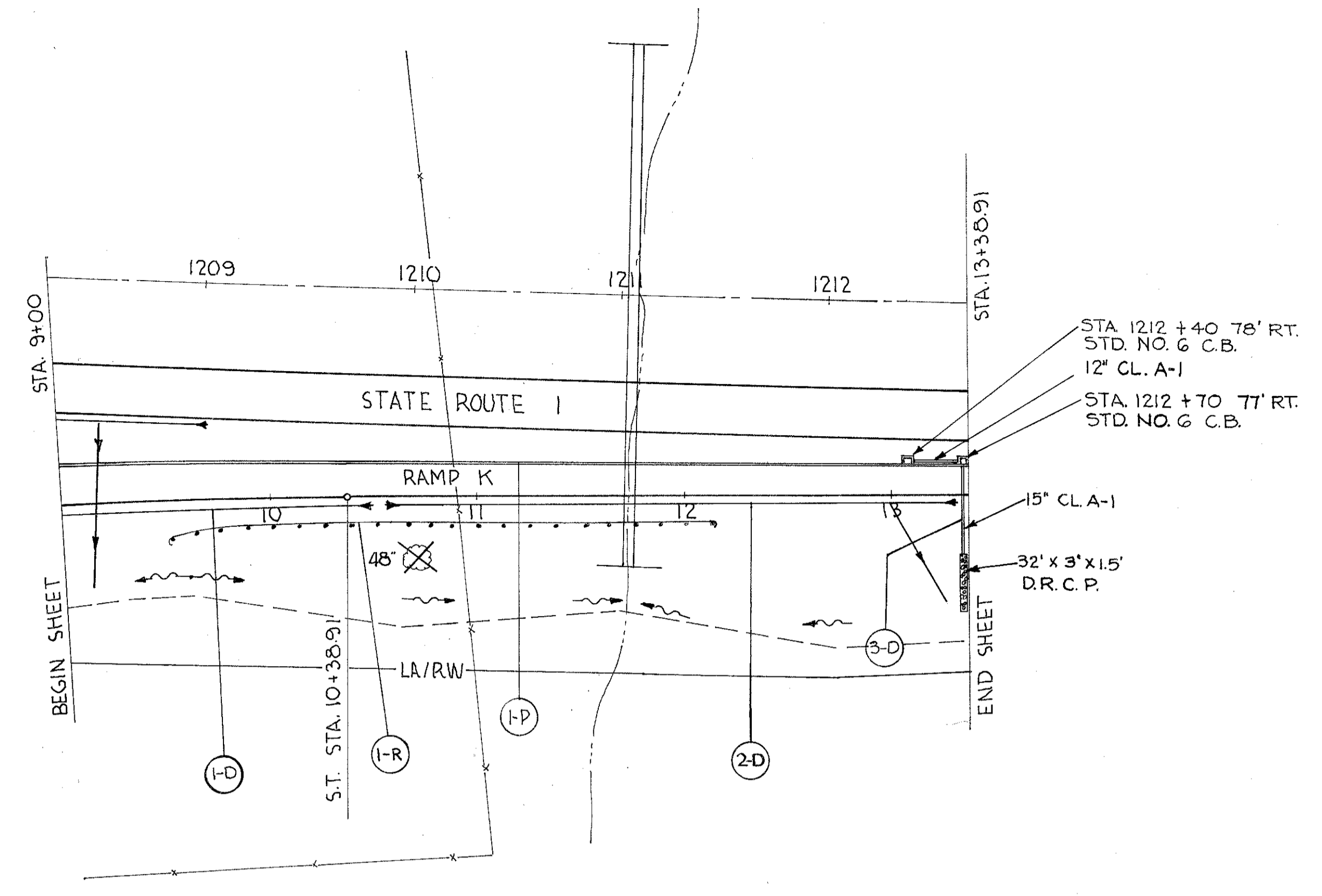
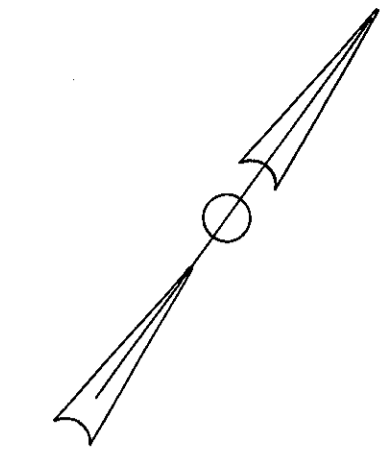
RAMP K CURVE DATA  
 PI = STA. 1+74.61  
 $\Delta = 30^{\circ}40'59''$  LT.  
 $D_c = 18^{\circ}00'00''$   
 $R_c = 318.31'$   
 $L_c = 170.46'$   
 $T = 87.33'$   
 $E = 11.76'$

RAMP K CURVE DATA  
 PI = STA. 7+11.25  
 $\Delta = 38^{\circ}00'00''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 193.61'$   
 $Y_c = 9.30'$   
 $L_c = 275.00'$   
 $T_s = 34.734'$   
 $E_s = 43.73'$

STATION	LT. EDGE	RT. EDGE
1+50	1096.76	1097.26
1+75	1096.22	1096.72
2+00	1095.53	1096.03
2+25	1094.76	1095.17
2+50	1093.99	1094.28
2+75	1093.22	1093.39
3+00	1092.45	1092.50
3+25	1091.75	1091.68
3+50	1091.10	1090.92
3+75	1090.46	1090.15
4+00	1089.82	1089.38
4+25	1089.19	1088.61
4+50	1088.55	1087.84
4+75	1087.92	1087.07
5+00	1087.28	1086.30
5+25	1086.65	1085.53
5+50	1086.02	1084.77
5+75	1085.33	1084.00
6+00	1084.56	1083.23
6+25	1083.79	1082.46
6+50	1083.07	1081.74
6+75	1082.43	1081.10
7+00	1081.89	1080.56
7+25	1081.44	1080.11
7+50	1081.08	1079.75

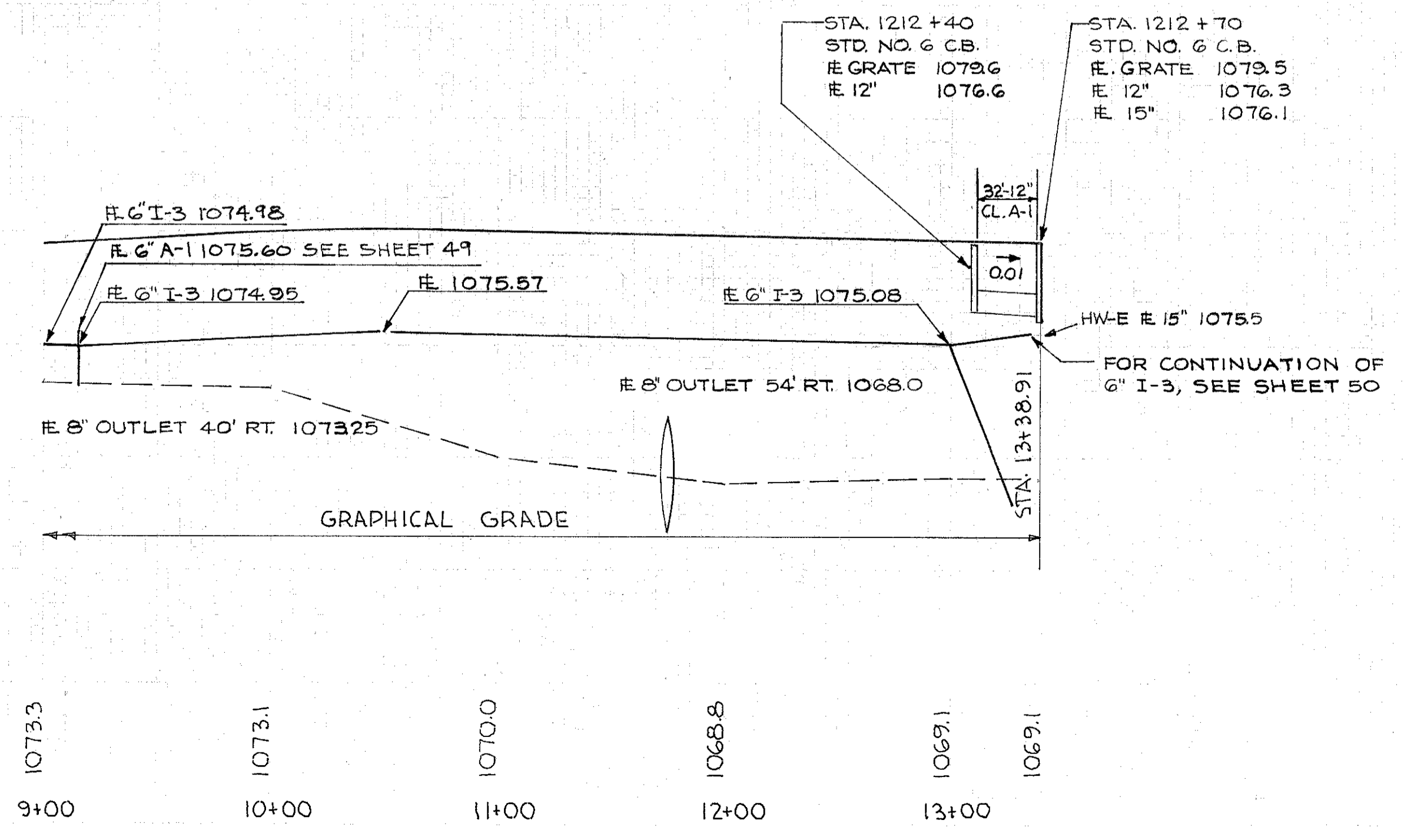


ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
I-1	6" PIPE CLASSIFIED FOR SHALLOW EXCAVATION	880	LN. FT.		
I-1	6" PIPE CLASSIFIED FOR SHALLOW EXCAVATION	22	LN. FT.		
I-1	6" PIPE CLASSIFIED FOR SHALLOW EXCAVATION	22	LN. FT.		
I-1	6" PIPE CLASSIFIED FOR SHALLOW EXCAVATION	10	LN. FT.		
I-1	6" PIPE CLASSIFIED FOR SHALLOW EXCAVATION	2	LN. FT.		
I-5	PIPE SPECIALS				
I-120	JULTE MATTING	72	SQ. YDS.		
I-15	GUARDRAIL SPECIALS				
I-12	CONC. CURB				
I-12	CONC. CURB				
I-12	CONC. CURB				
E-3	CHANNEL EXCAVATION	10	CU. YDS.		
T-1	30" PIPE SECTION	74	LN. FT.		
I-2	MASONRY SODDING	15.4	CU. YDS.		
L-10		7	SQ. YDS.		
I-D					
I-R					
I-P					
I-S					



- 1079.45
- 1079.59
- 1079.73
- 1079.87
- 1079.98
- 1080.04
- 1080.07
- 1080.06
- 1080.02
- 1079.96
- 1079.91
- 1079.86
- 1079.80
- 1079.74
- 1079.69
- 1079.63
- 1079.58
- 1079.53

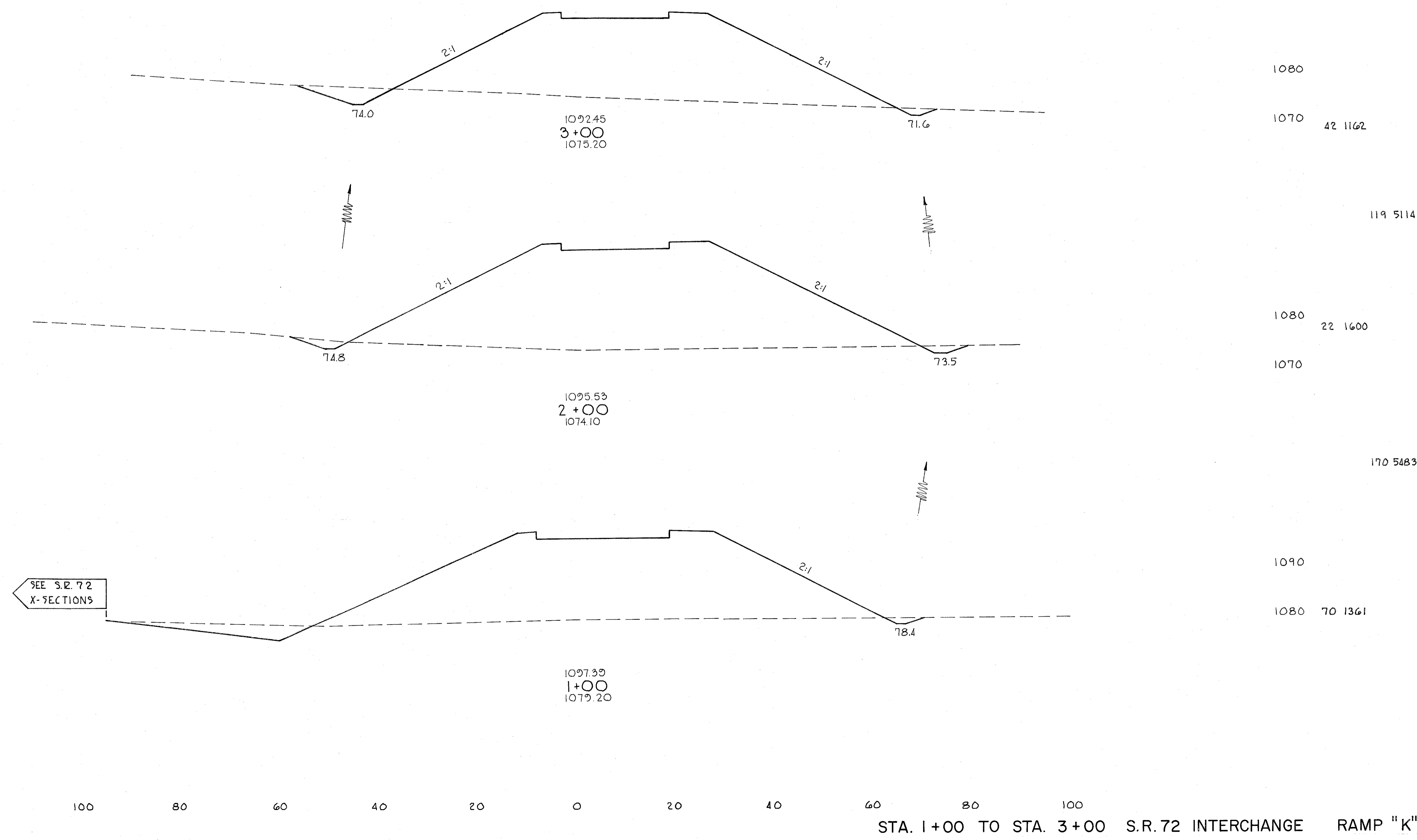
- 1085
- 1080
- 1075
- 1070
- 1065

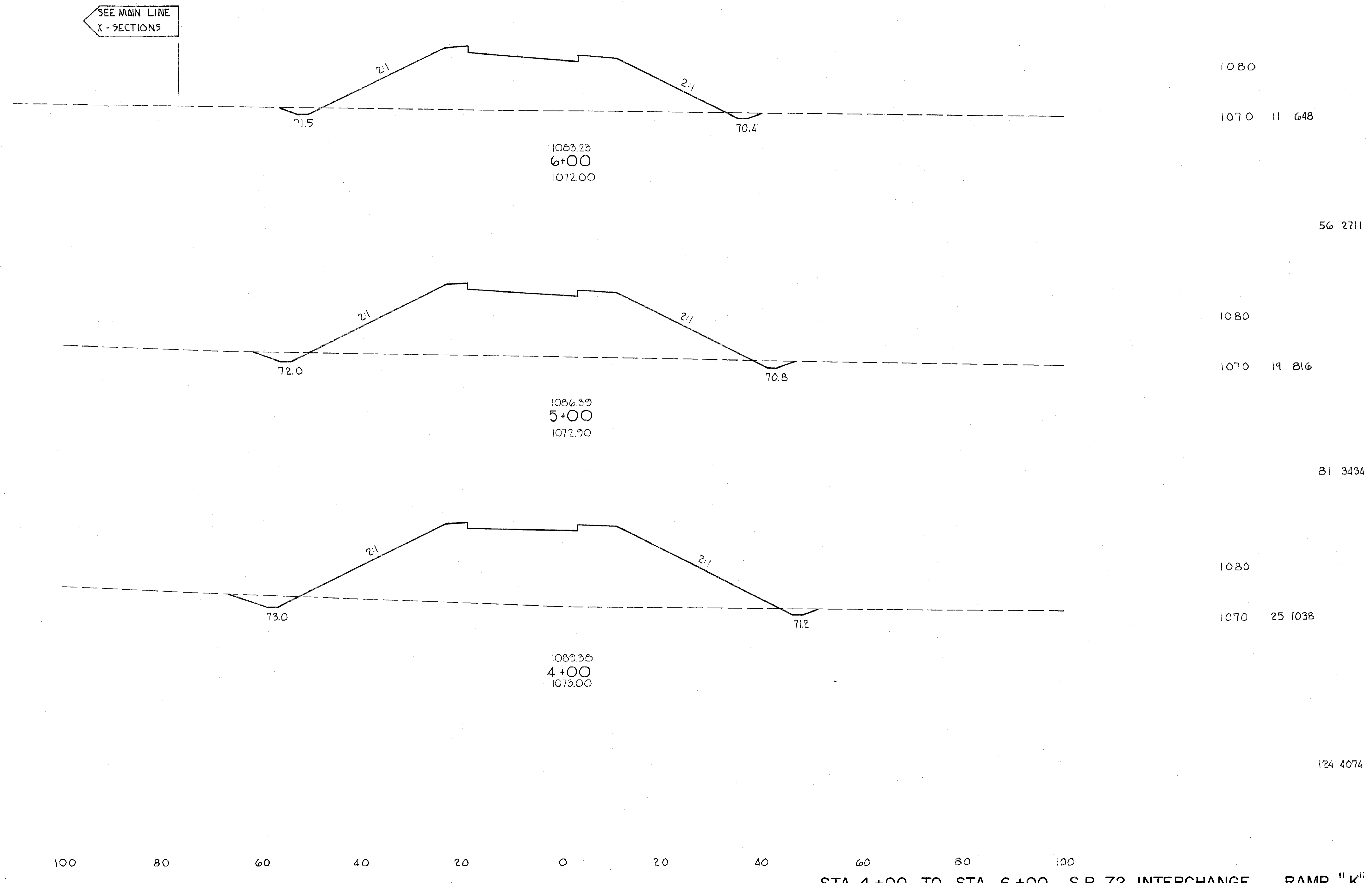


- 1085
- 1080
- 1075
- 1070
- 1065

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
I-1	12\"/>				
I-2	MASONRY	0.26	CY	0.26	0.26
I-3	STD. NO. 6 C.B.	2	EA	0.13	0.26
I-4	PIPE	42	LN. FT.	1.00	42.00
I-5	PIPE SPECIALS	1	LN. FT.	438.91	438.91
I-6	ROCK CHANNEL	5.5	CY	0.80	4.40
I-7	DUMPED SPEC. CONC.	2	CY	0.26	0.52
I-8	GRATE	2	EA	0.13	0.26
I-9	CL. A-1	2	LN. FT.	0.26	0.52
I-10	PIPE	32	LN. FT.	1.00	32.00
I-11	PIPE	10	LN. FT.	1.00	10.00
I-12	GUARD RAIL	262.5	LN. FT.	0.01	2.625

- 489
- 32
- 42
- 0.26
- 2
- 5.5
- 438.91
- 1
- 68
- 20
- 262.5

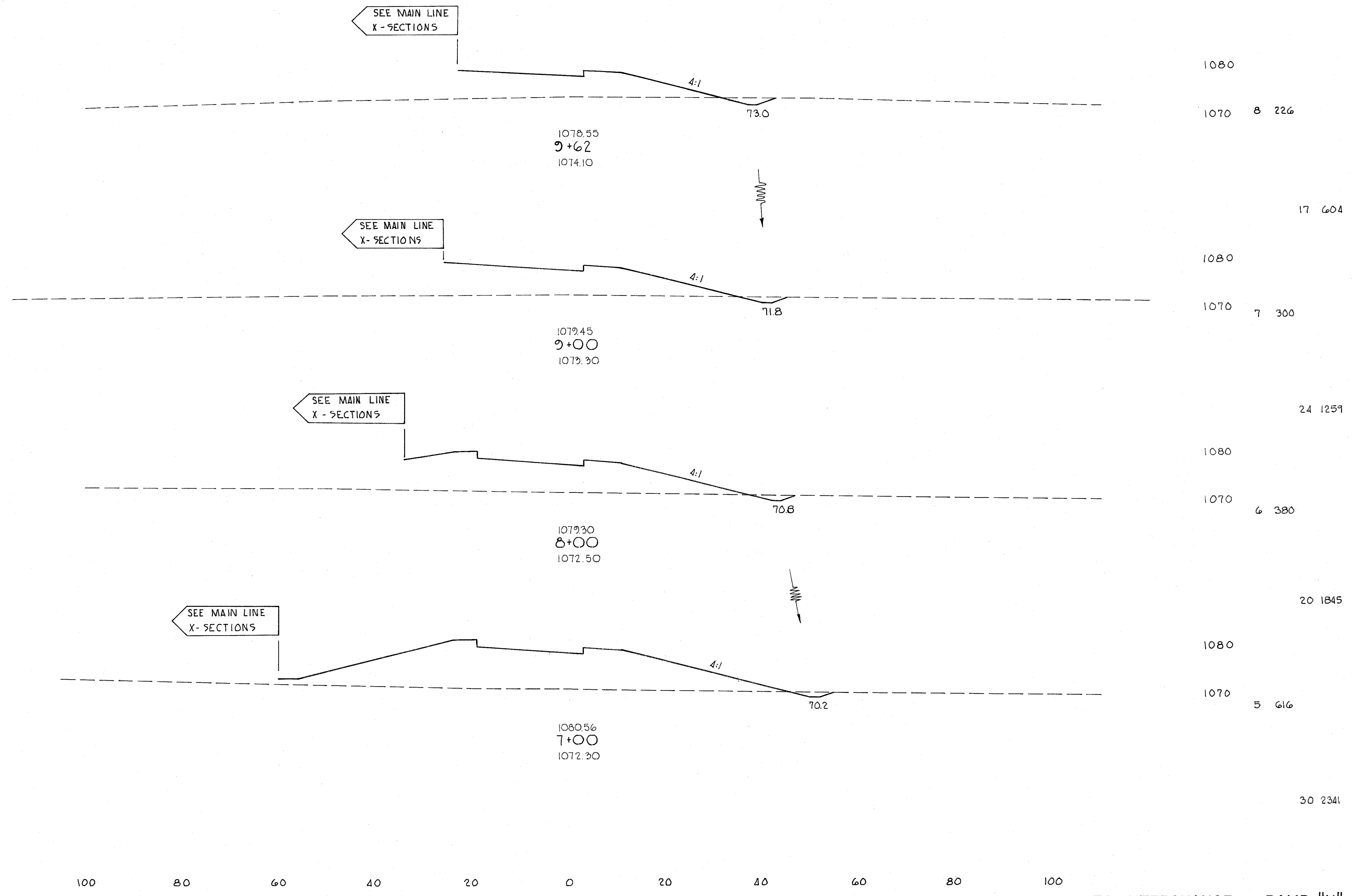




56 2711

81 3434

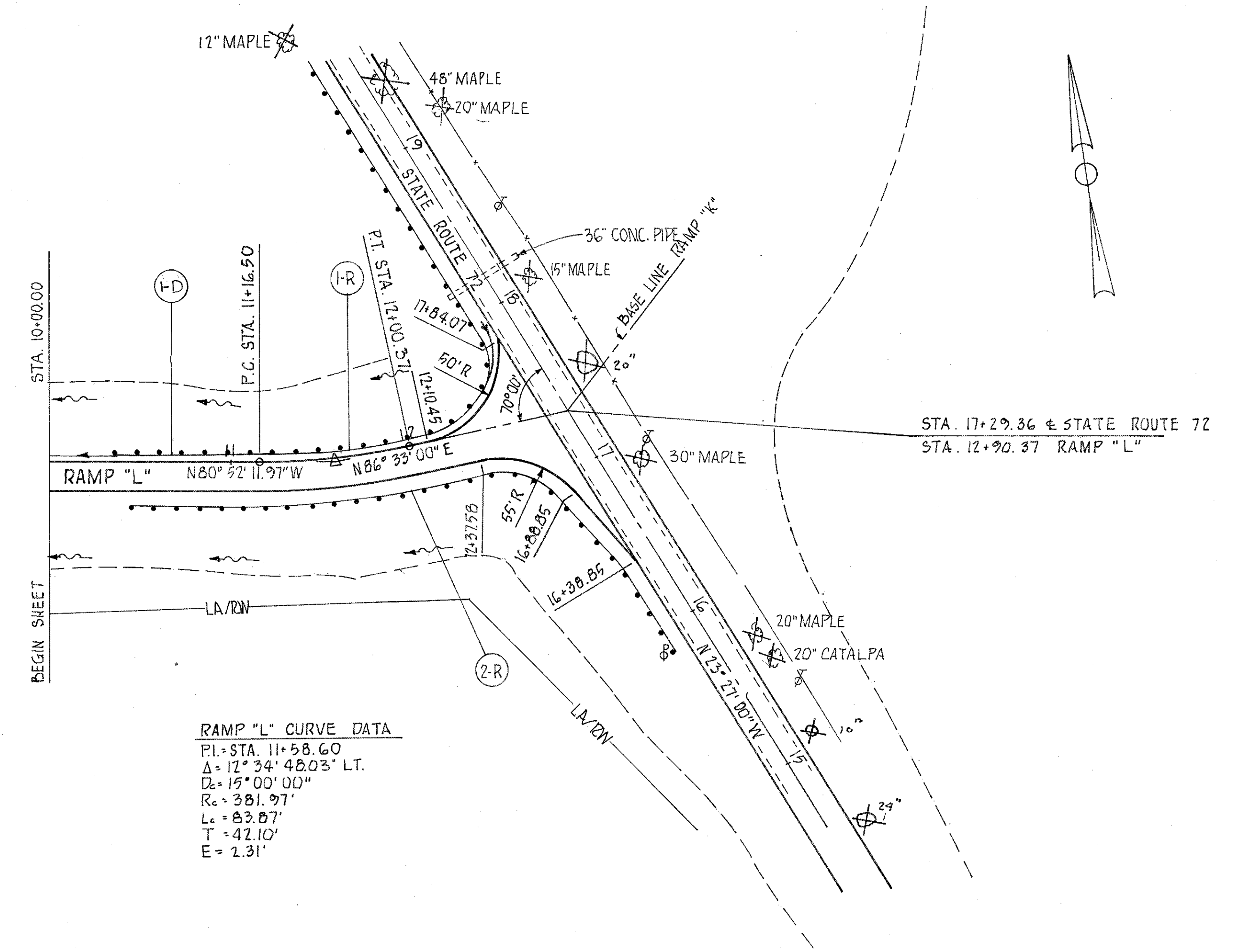
124 4074



STA. 7+00 TO STA. 9+62 S.R. 72 INTERCHANGE RAMP "K"



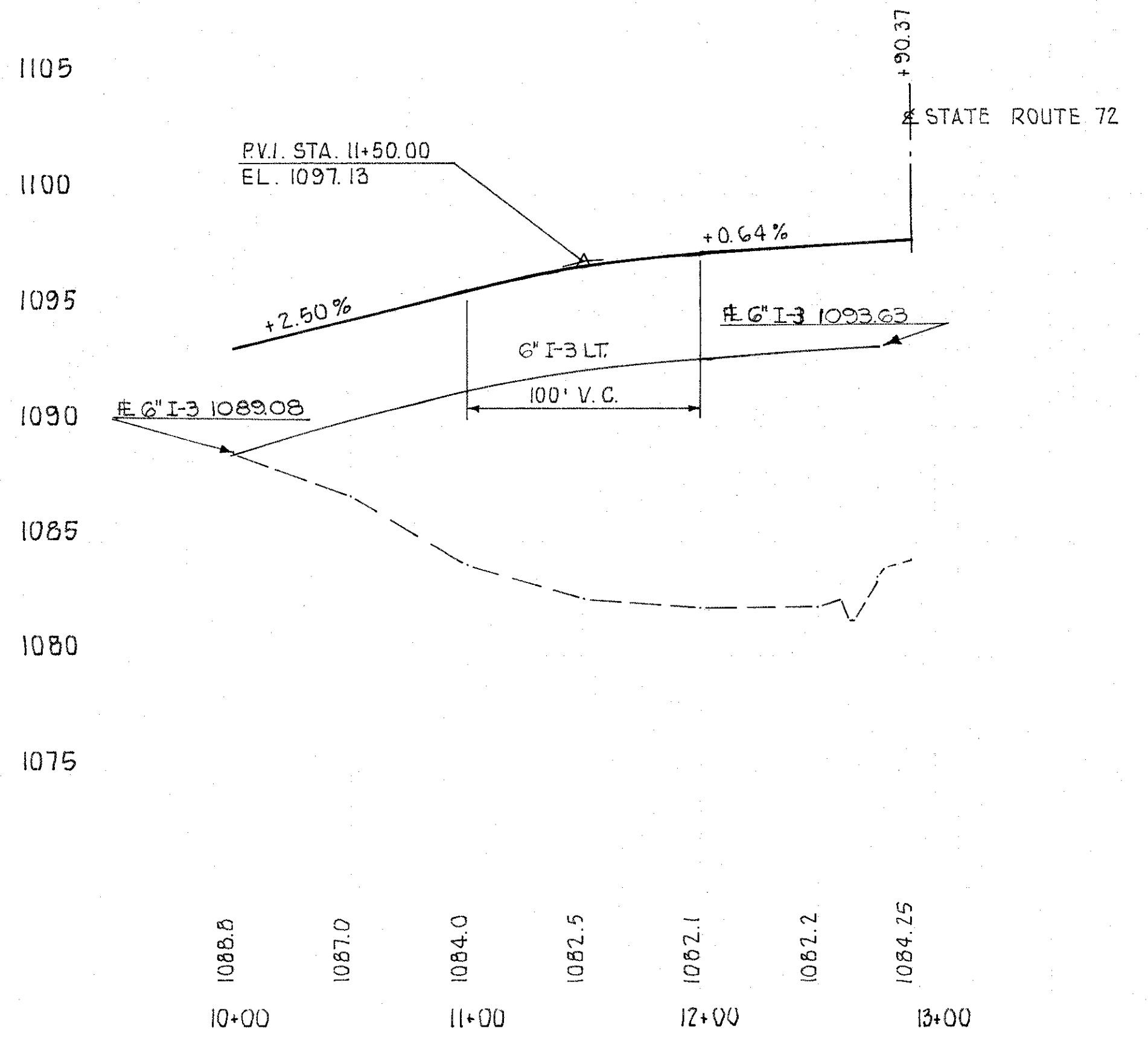




**RAMP "L" CURVE DATA**  
 P.I. = STA. 11+58.60  
 $\Delta = 12^\circ 34' 48.03''$  LT.  
 $D_c = 15^\circ 00' 00''$   
 $R_c = 381.97'$   
 $L_c = 83.87'$   
 $T = 42.10'$   
 $E = 2.31'$

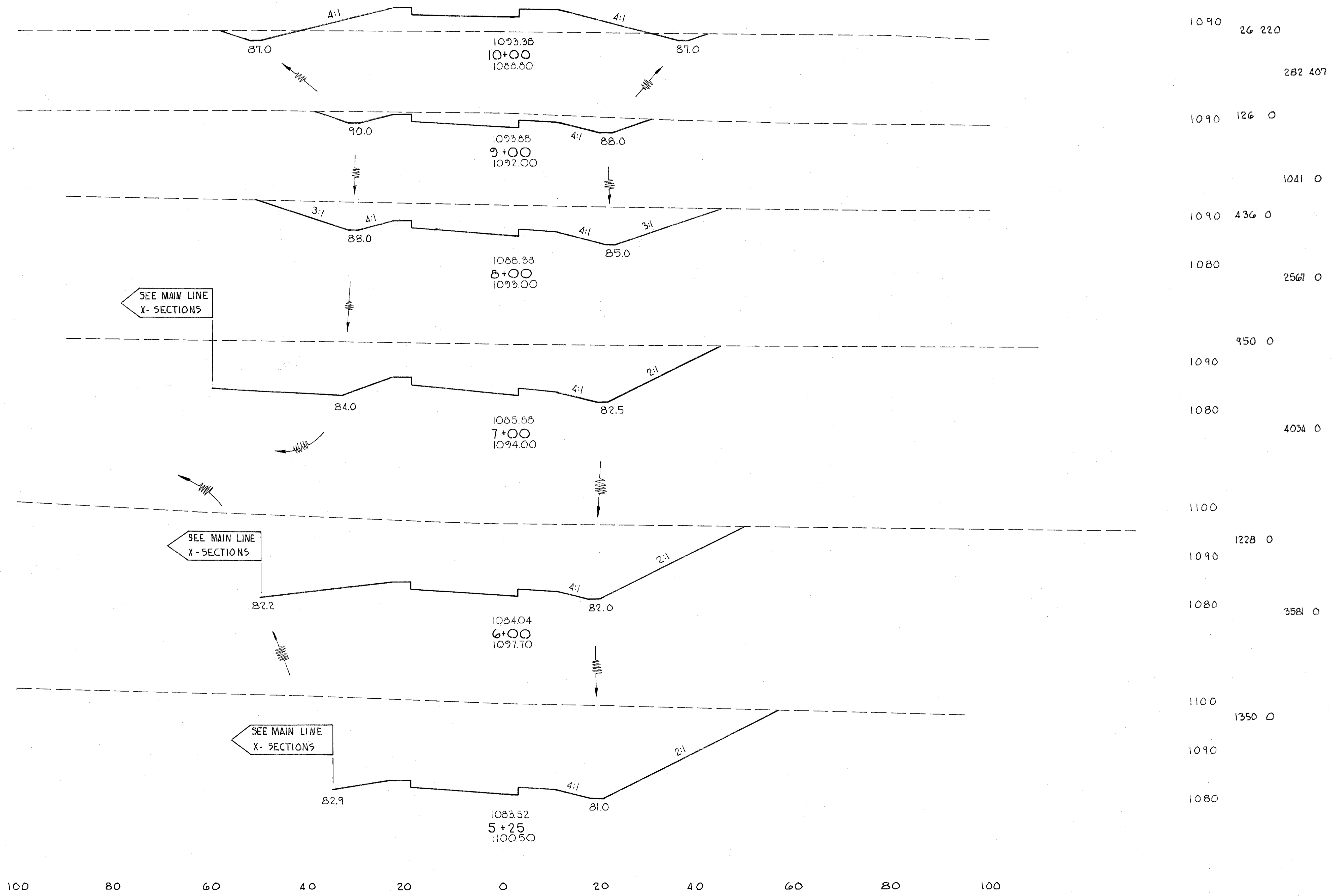
SUPERELEVATION TABLE		
STATION	LEFT EDGE	RIGHT EDGE
5+00	1084.40	1083.62
+25	1084.50	1083.82
+50	1084.63	1083.62
+75	1084.95	1083.78
6+00	1085.31	1084.04
+25	1085.70	1084.37
+50	1086.13	1084.80
+75	1086.63	1085.30
7+00	1087.21	1085.88
+25	1087.84	1086.51
+50	1088.46	1087.13
+75	1089.09	1087.76
8+00	1089.66	1088.38
+25	1090.15	1089.00
+50	1090.64	1089.63
+75	1091.14	1090.26
9+00	1091.62	1090.88
+25	1092.12	1091.51
+50	1092.62	1092.13
+75	1093.02	1092.76
10+00	1093.60	1093.38
+25	1094.13	1094.01
+50	1094.65	1094.63
+75	1095.26	1095.24
11+00	1095.85	1095.86
+25	1096.45	1096.70
+50	1096.90	1097.15
+75	1097.23	1097.48
12+00	1097.45	1097.70

1093.36  
 1094.63  
 1095.85  
 1096.45  
 1096.90  
 1097.26  
 1097.45  
 1097.61  
 1097.77  
 1097.93  
 1098.08



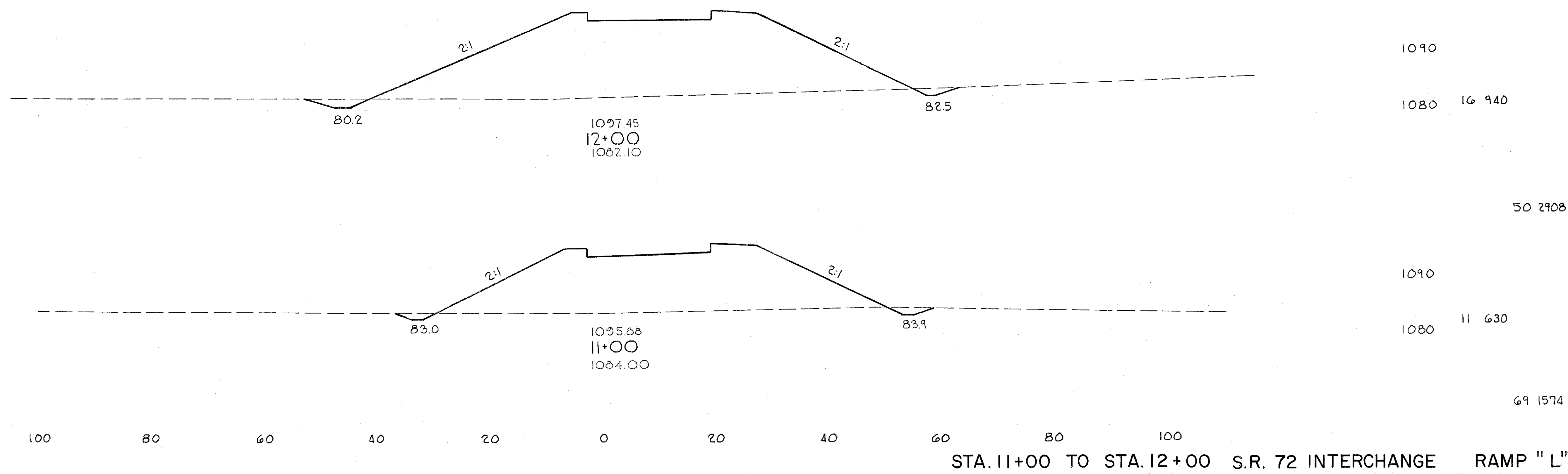
I-15  
 GUARD  
 PIPE  
 RAILROAD  
 CLASS  
 TYPE  
 SHALLOW DEEP  
 LIN. FT. LIN. FT.

I-D 10+00 TO 12+75 LT. 290  
 I-R 10+36 TO 12+51 LT. 237.5  
 2-R 10+45 TO 12+71 RT. 237.5



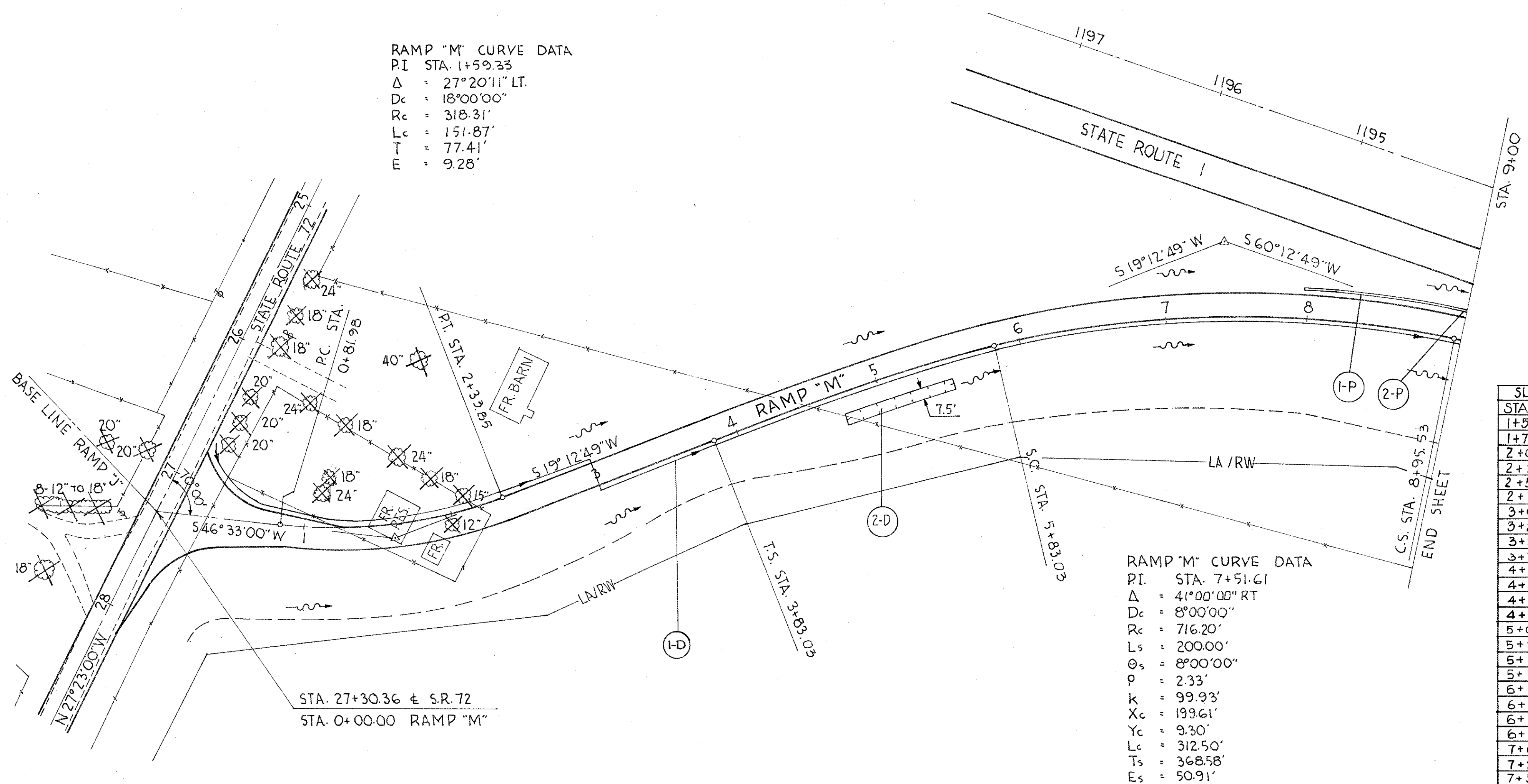
STA. 5+25 TO STA. 10+00 S.R. 72 INTERCHANGE RAMP "L"

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



STA. 11+00 TO STA. 12+00 S.R. 72 INTERCHANGE RAMP "L"

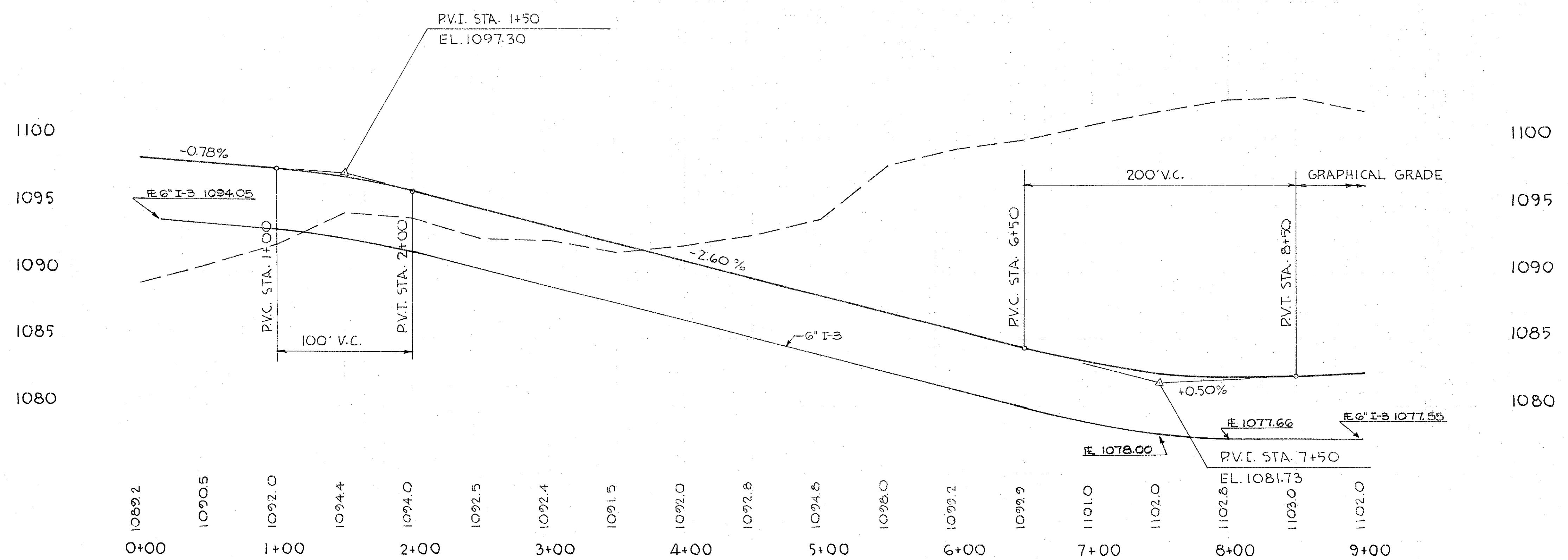
RAMP "M" CURVE DATA  
 PI STA. 1+59.33  
 $\Delta = 27^\circ 20' 11''$  LT.  
 $D_c = 18^\circ 00' 00''$   
 $R_c = 318.31'$   
 $L_c = 151.87'$   
 $T = 77.41'$   
 $E = 9.28'$



STATION	LT. EDGE	RT. EDGE
1+50	1097.07	1097.57
1+75	1096.59	1097.09
2+00	1096.00	1096.41
2+25	1095.35	1095.64
2+50	1094.70	1094.90
2+75	1094.05	1094.16
3+00	1093.40	1093.43
3+25	1092.79	1092.75
3+50	1092.24	1092.11
3+75	1091.61	1091.46
4+00	1091.15	1090.81
4+25	1090.64	1090.16
4+50	1090.12	1089.51
4+75	1089.61	1088.86
5+00	1089.09	1088.21
5+25	1088.58	1087.56
5+50	1088.07	1086.92
5+75	1087.56	1086.27
6+00	1086.95	1085.62
6+25	1086.30	1084.97
6+50	1085.65	1084.32
6+75	1085.05	1083.72
7+00	1084.54	1083.21
7+25	1084.14	1082.81
7+50	1083.84	1082.51

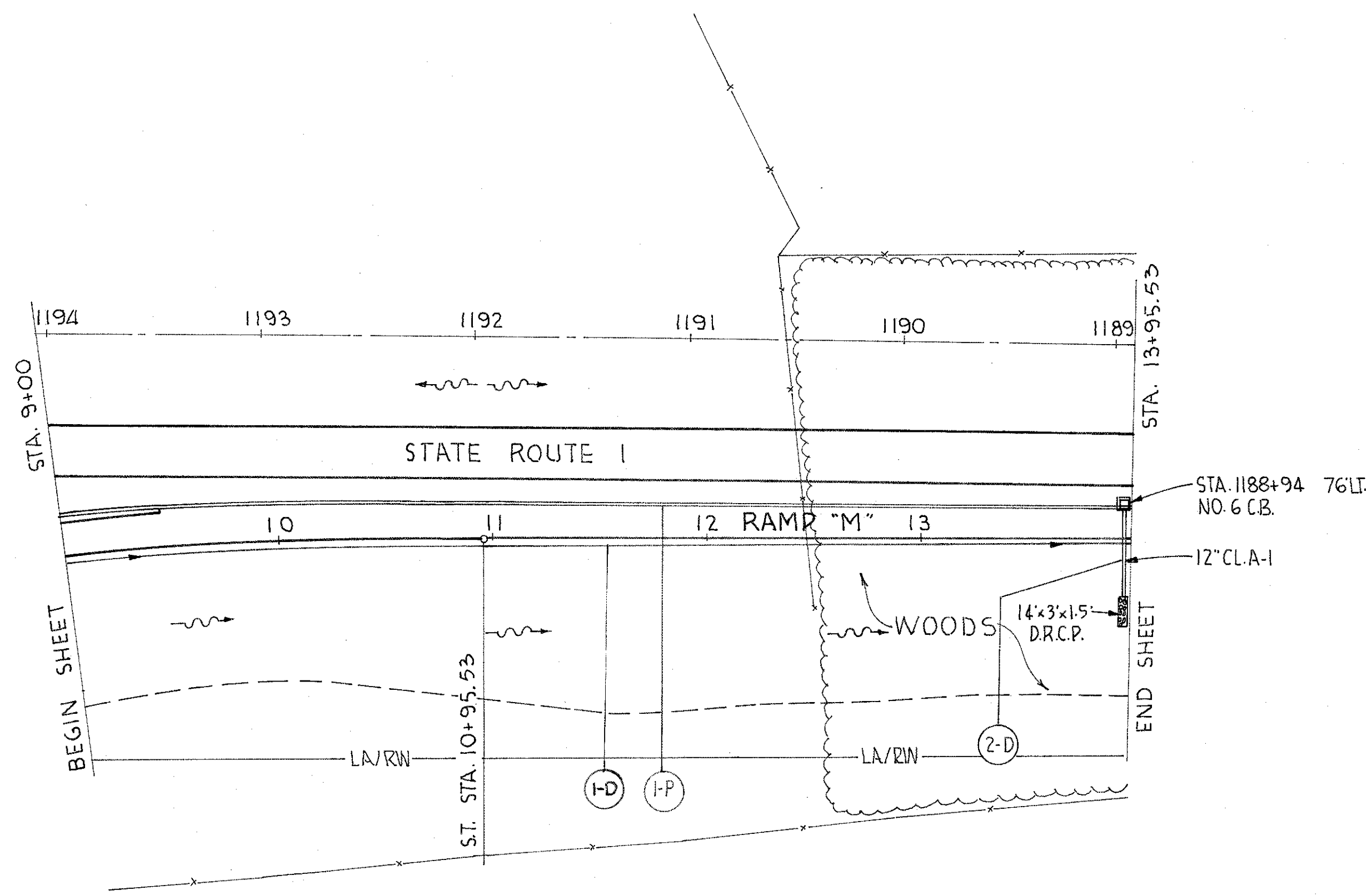
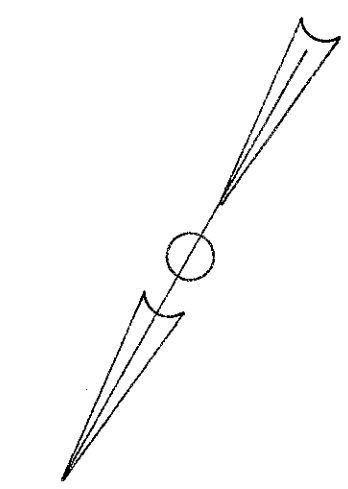
RAMP "M" CURVE DATA  
 PI STA. 7+51.61  
 $\Delta = 41^\circ 00' 00''$  RT  
 $D_c = 8^\circ 00' 00''$   
 $R_c = 716.20'$   
 $L_c = 200.00'$   
 $\rho_s = 8^\circ 00' 00''$   
 $\rho = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $L_c = 312.50'$   
 $T_s = 368.58'$   
 $E_s = 50.91'$

1098.47 1098.08 1097.69 1097.43 1097.07 1096.59 1096.00 1094.70 1093.40 1092.11 1090.81 1089.51 1088.21 1086.92 1085.62 1084.32 1083.72 1083.21 1082.81 1082.51 1082.30 1082.17 1082.16 1082.23 1082.37 1082.57

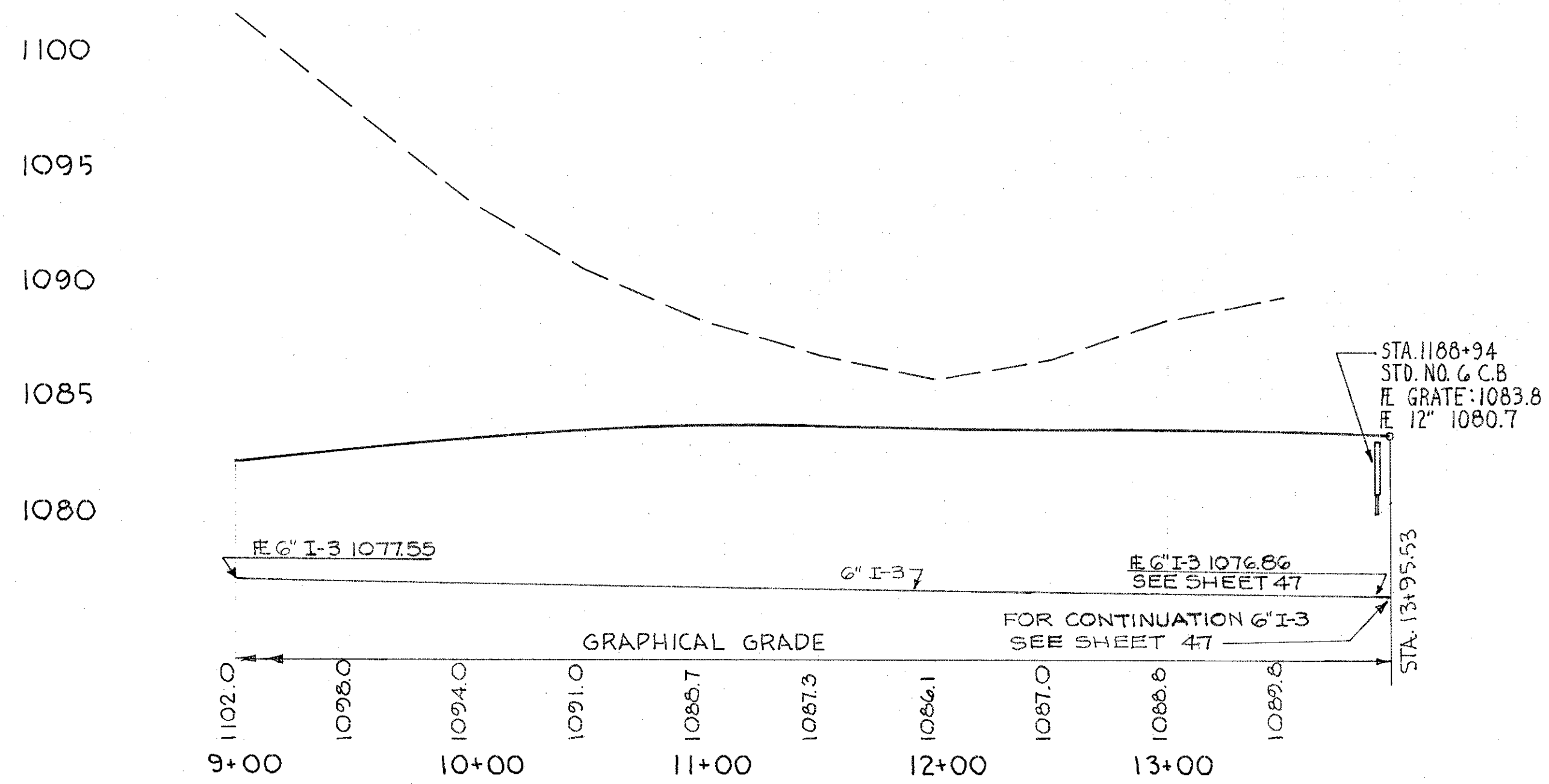


I-1 6" PIPE CLASS A-1 FOR I-3 SHALLOW DEEP OR N/A(80) LIN. FT. 740  
 I-1 6" PIPE CLASS A-1 FOR I-3 SHALLOW DEEP OR N/A(80) LIN. FT. 150  
 I-1 6" PIPE CLASS A-1 FOR I-3 SHALLOW DEEP OR N/A(80) LIN. FT. 22  
 I-5 6" PIPE SPEC. JUTE MATTING CURB MOD. CONC. CURB SQ. YDS. 65  
 I-12 6" PIPE SPEC. JUTE MATTING CURB MOD. CONC. CURB LIN. FT. 103  
 I-12 6" PIPE SPEC. JUTE MATTING CURB MOD. CONC. CURB LIN. FT. 147

I-D 0+15 TO 2+00 118 RT.  
 I-P 7+95.53 TO 8+98.53 LT.  
 2-P 8+98.53 TO 9+00.00 LT.

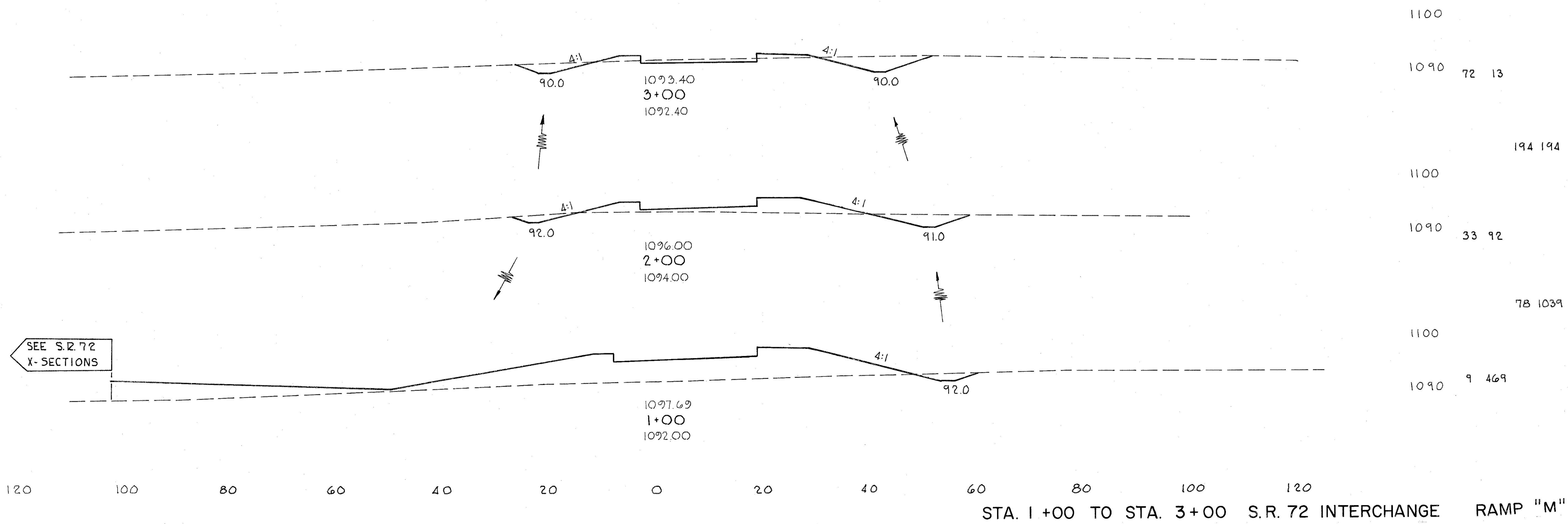


- 1082.57
- 1082.84
- 1083.09
- 1083.32
- 1083.50
- 1083.67
- 1083.85
- 1084.02
- 1084.12
- 1084.14
- 1084.14
- 1084.13
- 1084.11
- 1084.08
- 1084.04
- 1084.00
- 1083.95
- 1083.89
- 1083.83

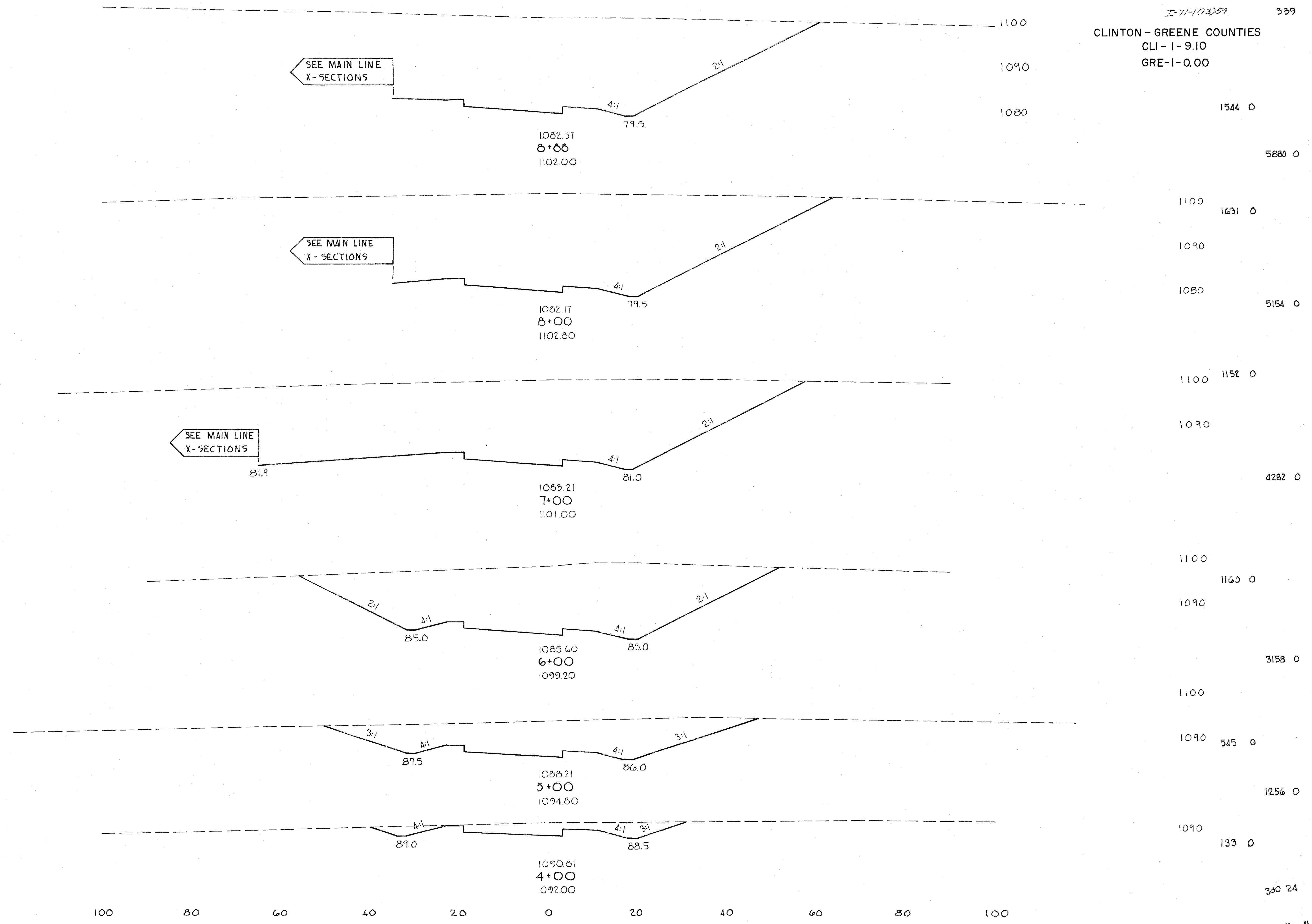


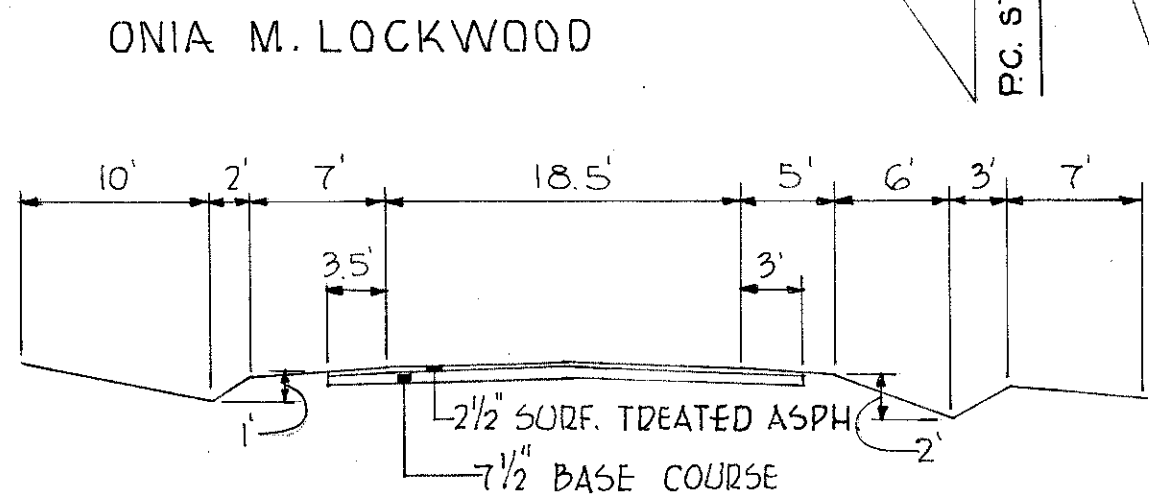
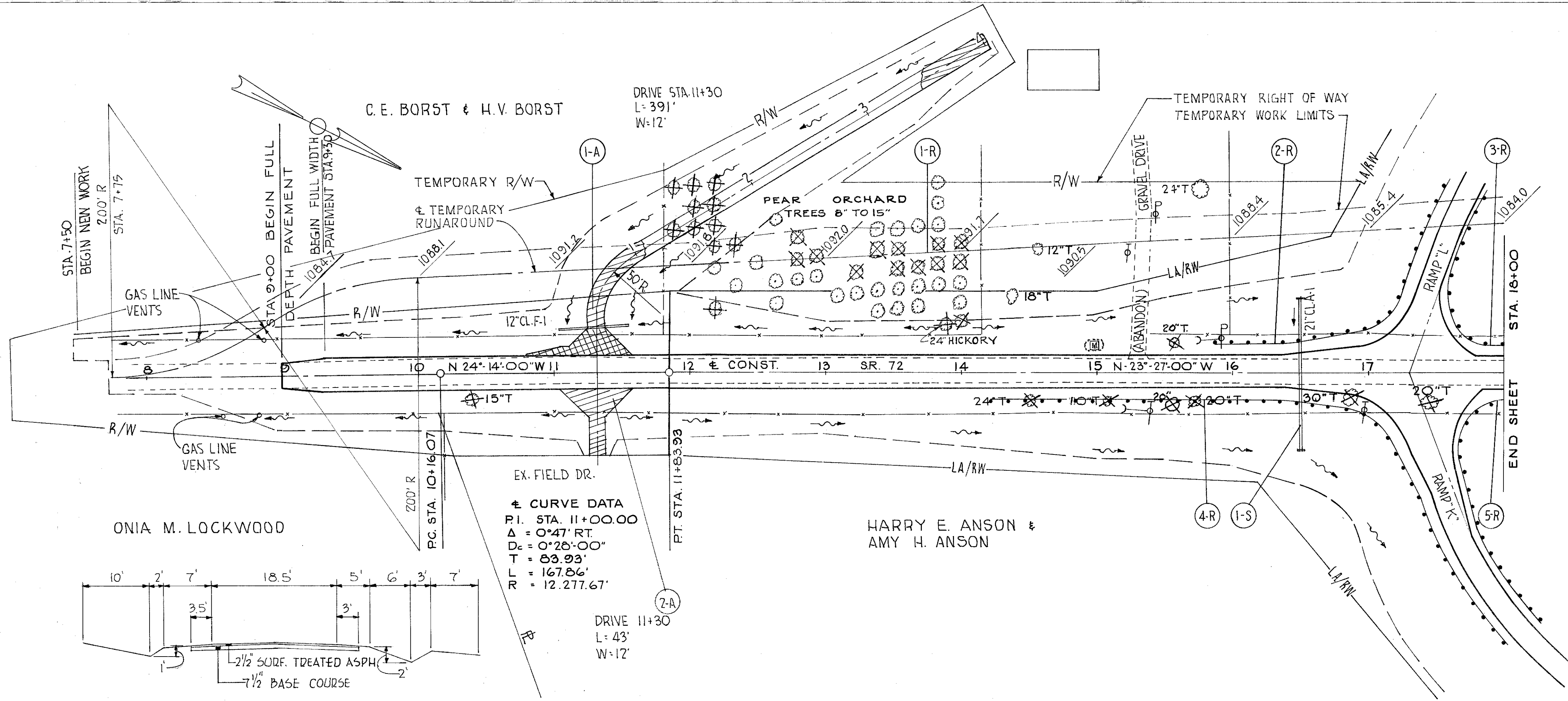
ITEM	DESCRIPTION	QUANTITY	UNIT	AMOUNT
I-1	6" PIPE CLASS A-1 DEEP OR 12" (6)	486	LI. FT.	486
I-1	12" PIPE CLASS A-1 DEEP OR 12" (6)	43	CU. YDS.	43
I-2	MASONRY	0.26	CU. YDS.	0.26
I-3	STD. NO. 6 C.B.	1	EACH	1
I-8	DUMP ROCK SPEC. CONC. CURB	25	CU. YDS.	25
I-10	DUMP ROCK SPEC. CONC. CURB	25	CU. YDS.	25
I-12	STD. NO. 6 C.B.	1	EACH	1
I-1	6" PIPE CLASS A-1 DEEP OR 12" (6)	10	LI. FT.	10
I-D	2-D	1	LI. FT.	1
I-P	I-P	1	LI. FT.	1
TOTAL		495.53		495.53

STA. 9+00 TO 13+95.53 S.R. 72 INTERCHANGE RAMP "



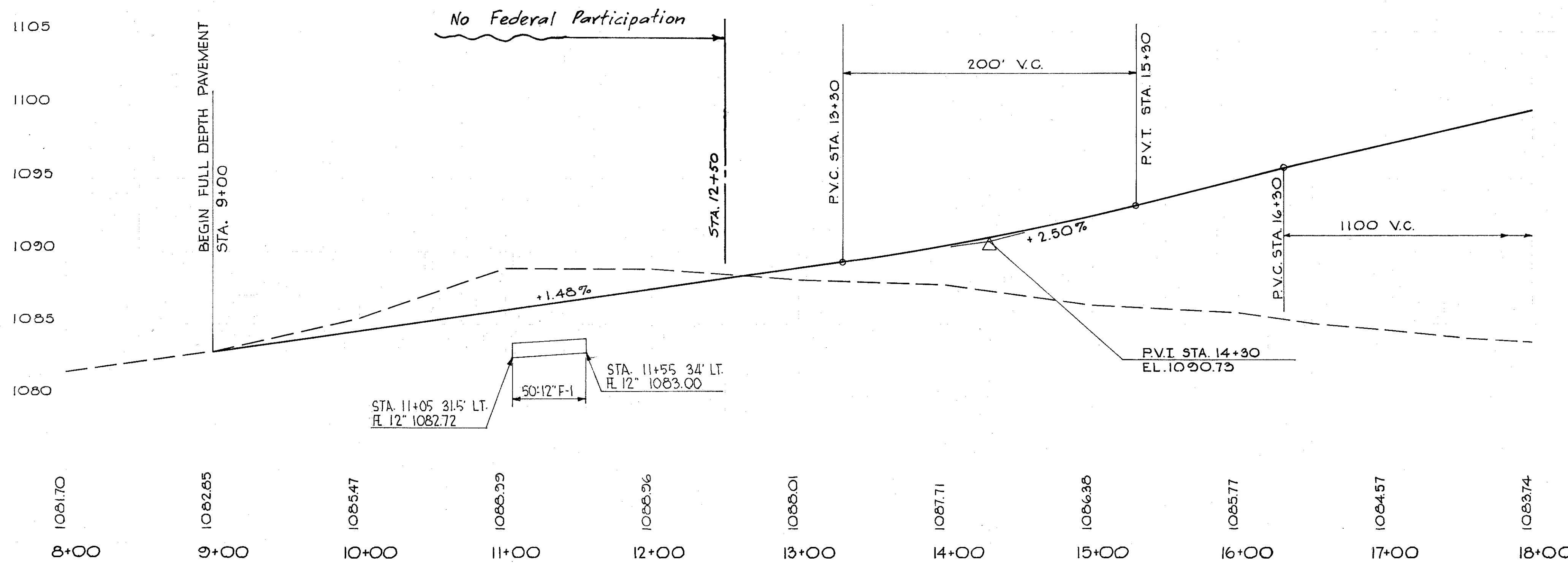
I-71-1(13)54  
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00





EXISTING TYPICAL SECTION

1062.89	1063.63	1064.87	1065.11	1065.85	1066.59	1067.33	1068.07	1068.81	1069.56	1069.97	1090.41	1090.89	1091.39	1091.94	1092.50	1093.11	1093.75	1094.96	1095.73	1096.22	1096.81	1097.36	1097.92	1098.44	1098.92	1099.39
---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------



REMARKS

REMARKS	CU. YDS	LN. FT.	LN. FT.	CU. YDS	CU. YDS	CU. YDS	CU. YDS	CU. YDS	CU. YDS	CU. YDS	CU. YDS	CU. YDS	GAL	LUMP SUM
E-3 CHANNEL EXCAVATION	50													
I-1 PIPE 24\"/>														

100% State Participation

257





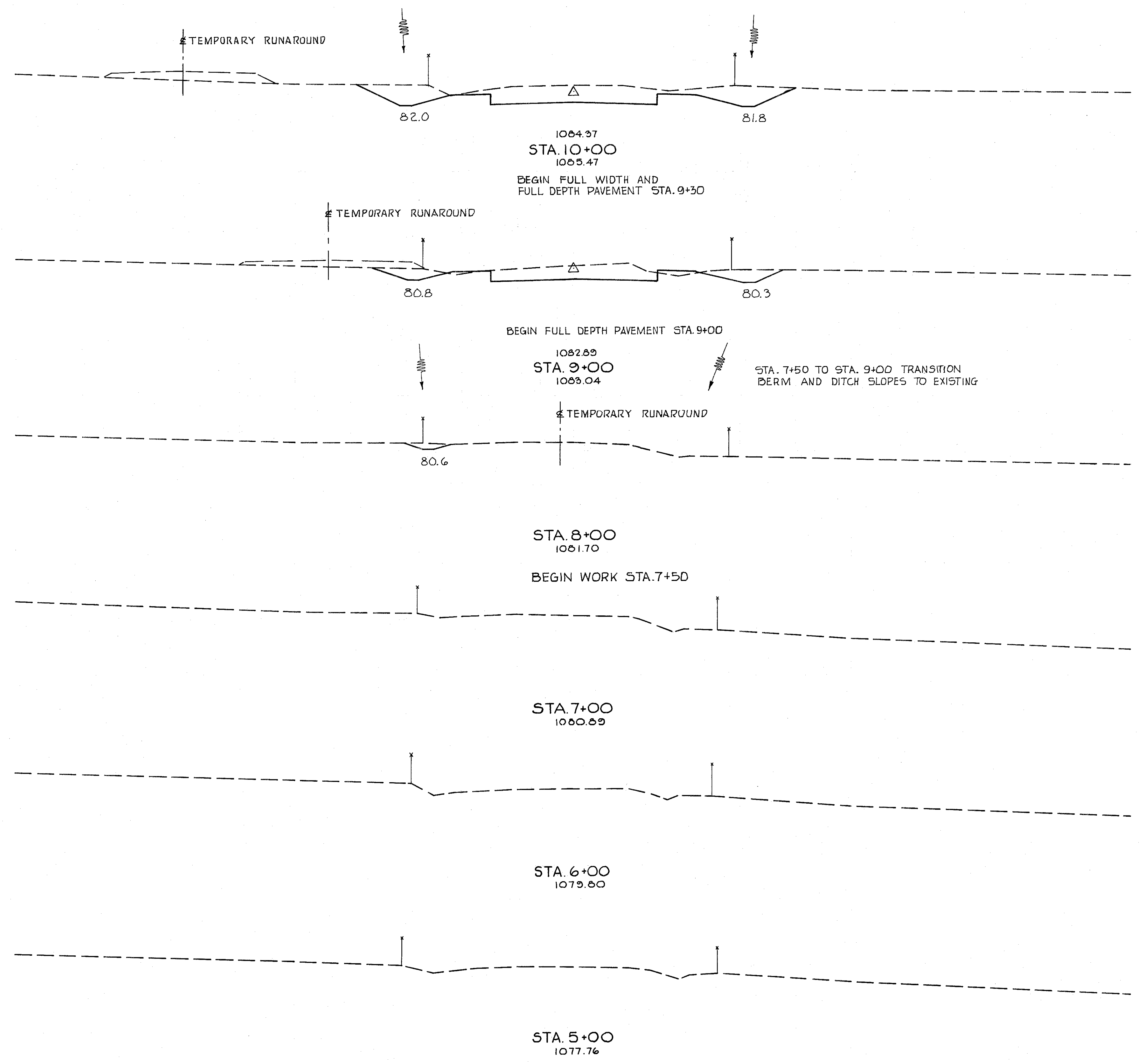


100 80 60 40 20 0 20 40 60 80 100

I-71-1 (13) 54  
219  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

96  
418  
92  
534  
68  
100  
395  
58  
189  
45  
109  
44  
120  
42  
17  
46  
16  
1070  
1070  
1070  
1070

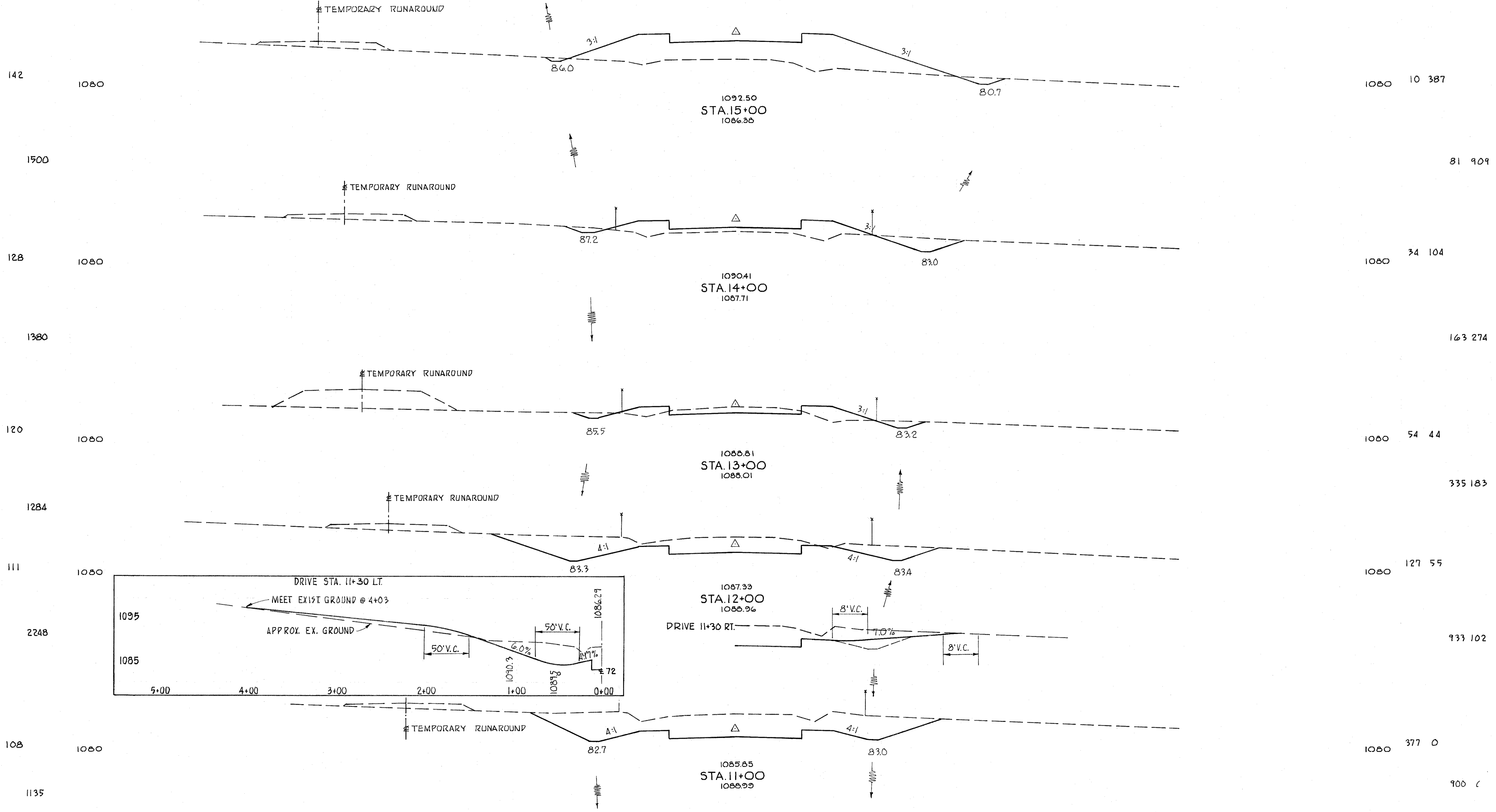


1080 109 0  
402 13  
1080 108 7  
207 13  
1070 5 0  
4 0  
1070  
1070  
1070

100 80 60 40 20 0 20 40 60 80 100

STA. 5+00 TO STA. 10+00 STATE ROUTE

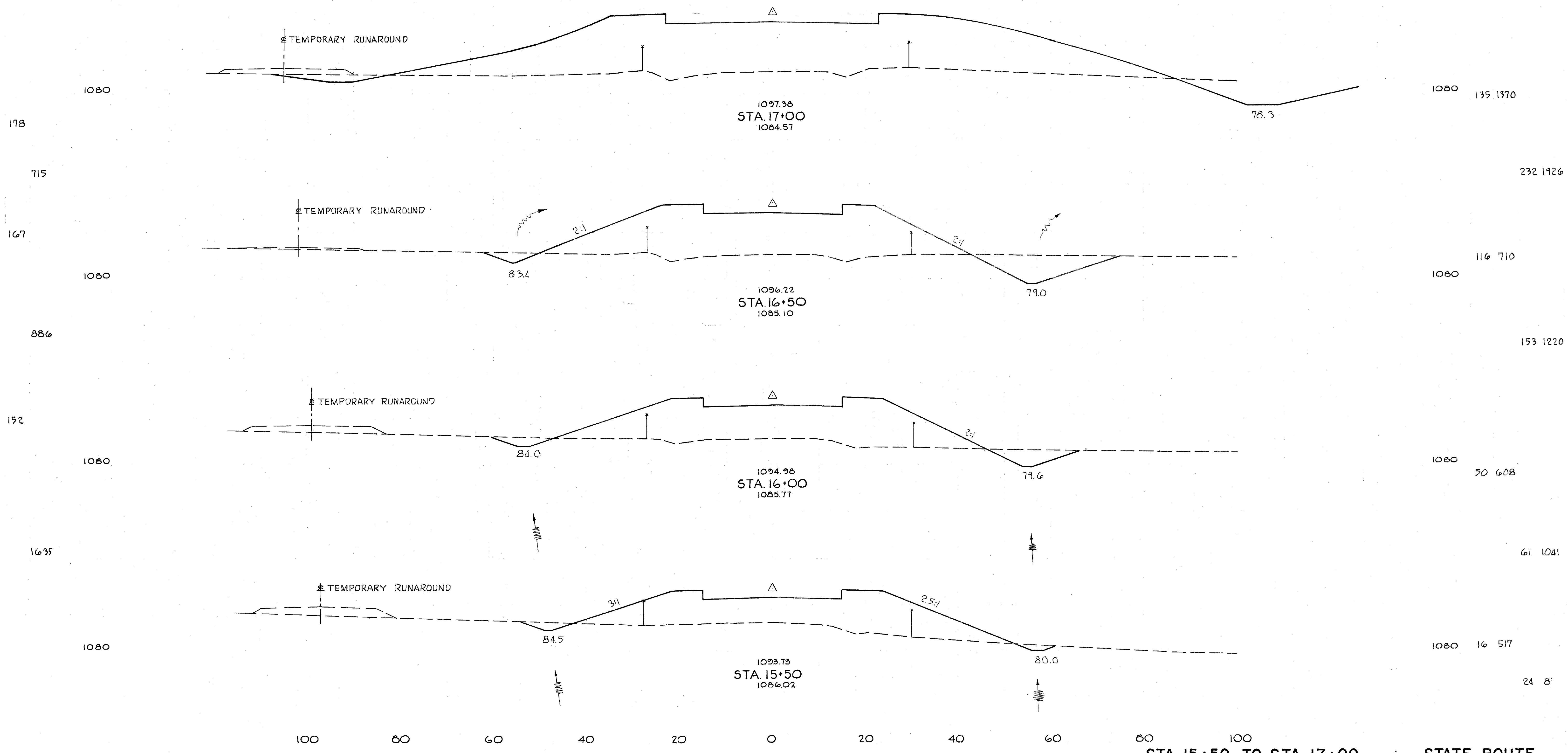
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00



100 80 60 40 20 0 20 40 60 80 100

I-71-103254  
2.21  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00

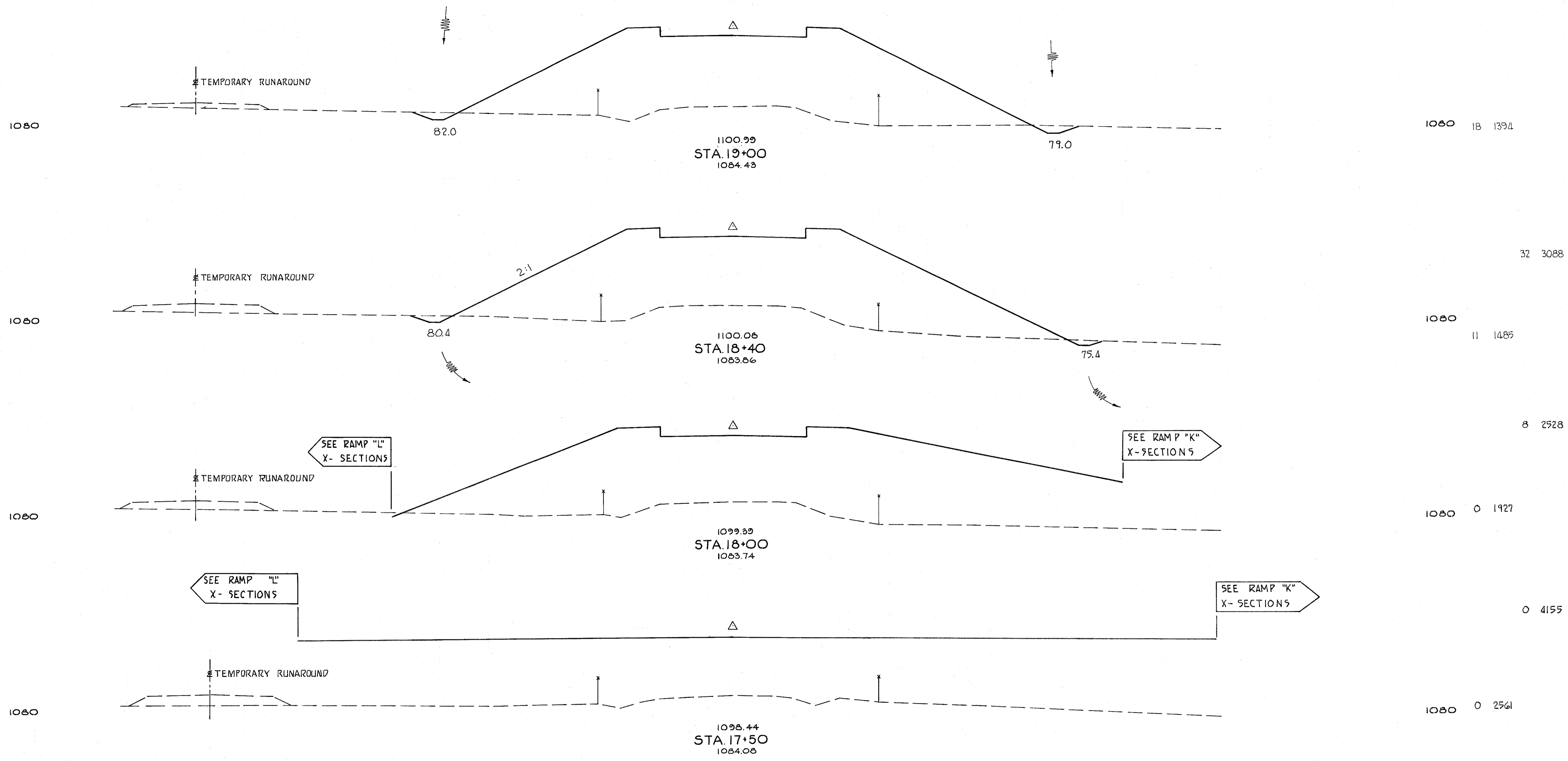


STA. 15+50 TO STA. 17+00 STATE ROUTE

100 80 60 40 20 0 20 40 60 80 100

I-71-1(13)54  
222  
399

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00



100 80 60 40 20 0 20 40 60 80 100

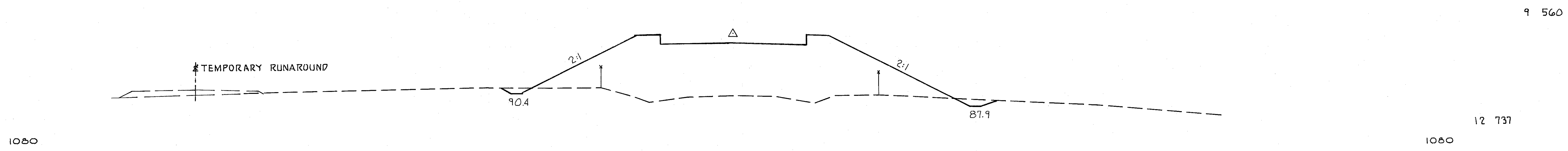
STA. 17+50 TO STA. 19+00 STATE ROUTE 72

100 80 60 40 20 0 20 40 60 80 100

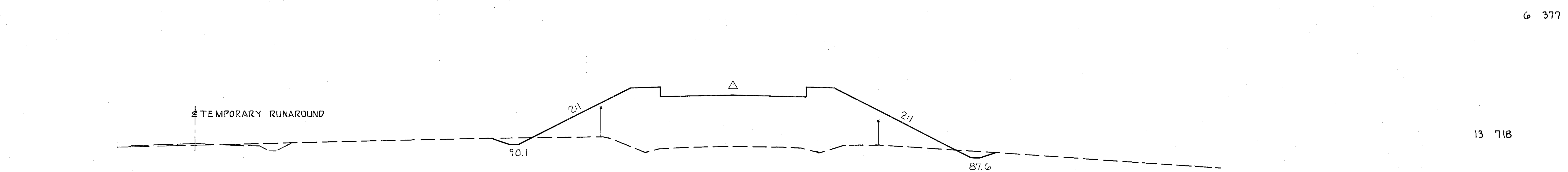
I-71-1(13)54  
223  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00

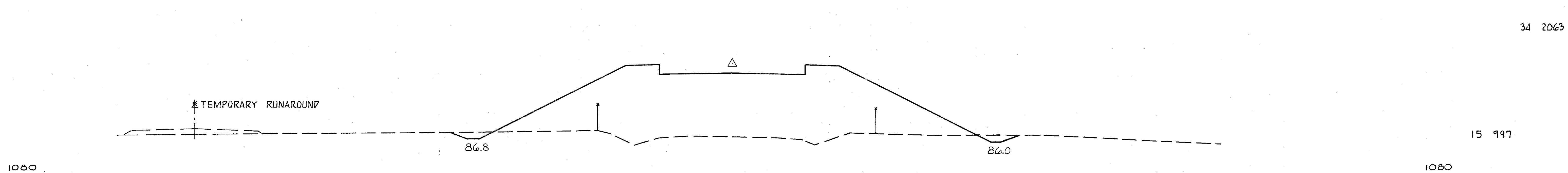
0" EARTHWORK  
STA. 21+20



1102.83  
STA. 20+79  
1090.00



1102.74  
STA. 20+65  
1090.00



1102.18  
STA. 20+00  
1087.11

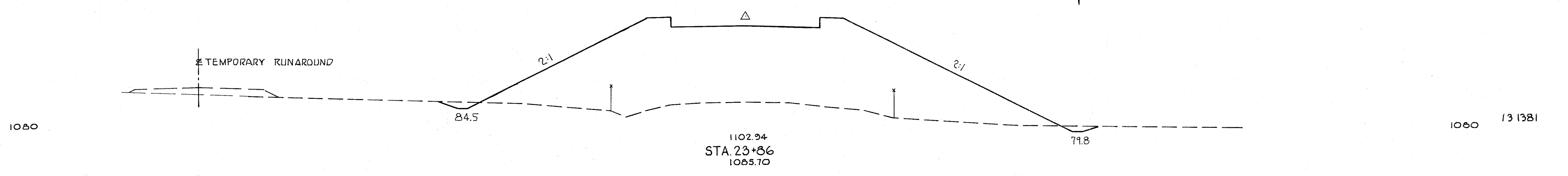
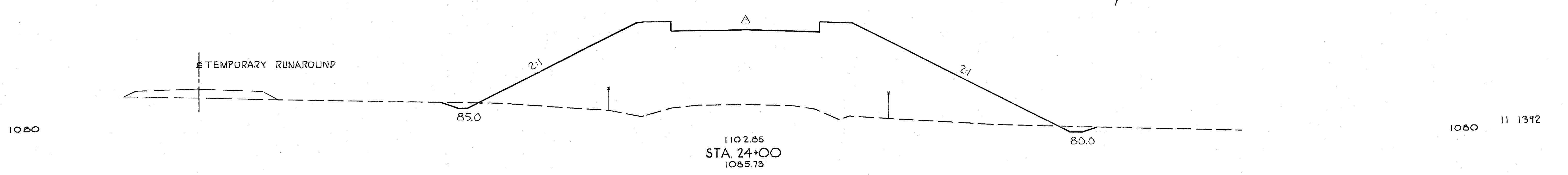
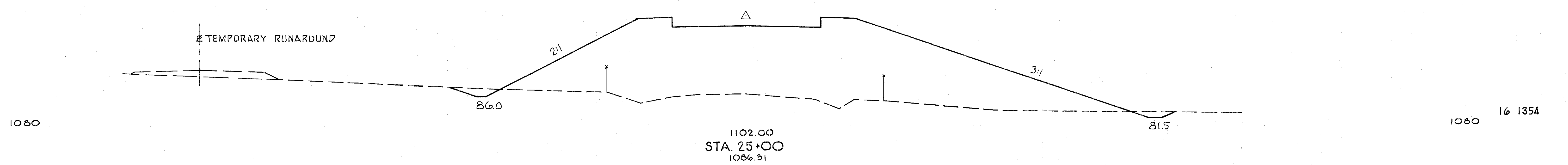
100 80 60 40 20 0 20 40 60 80 100

STA. 20+00 TO STA. 20+79 STATE ROUTE

100 80 60 40 20 0 20 40 60 80 100

I-71-103254 224  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00



0" EARTHWORK  
STA. 23+32

100 80 60 40 20 0 20 40 60 80 100

STA. 23+86 TO STA. 25+00 STATE ROUTE

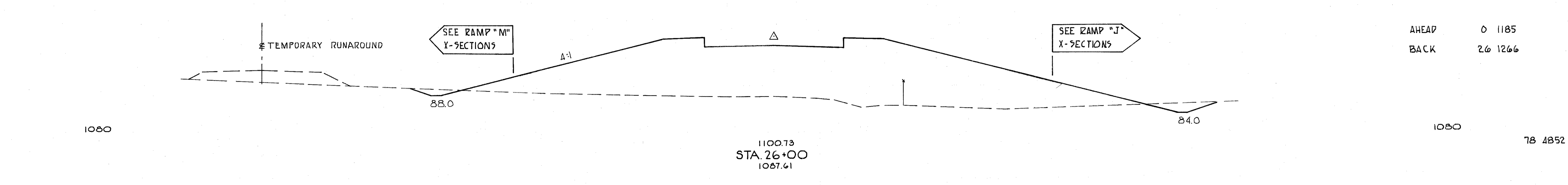
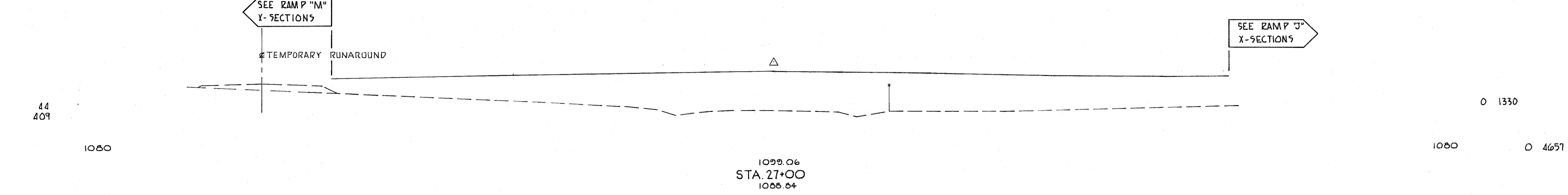
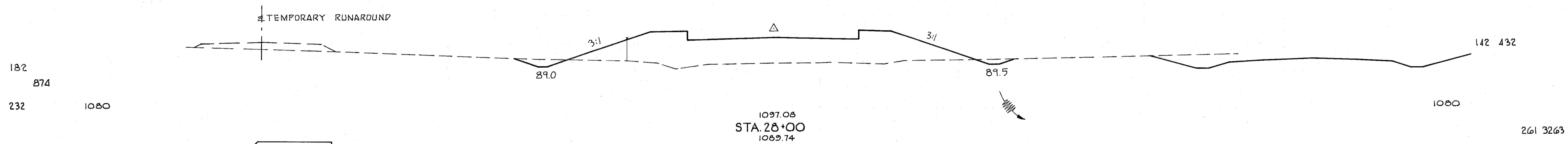
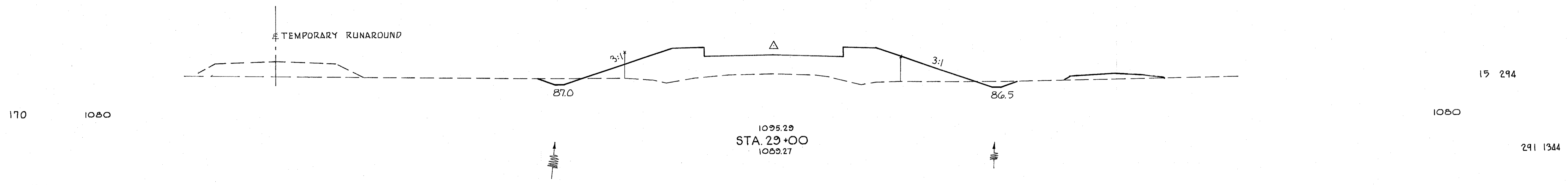


100 80 60 40 20 0 20 40 60 80 100

I-71-10354

225  
339

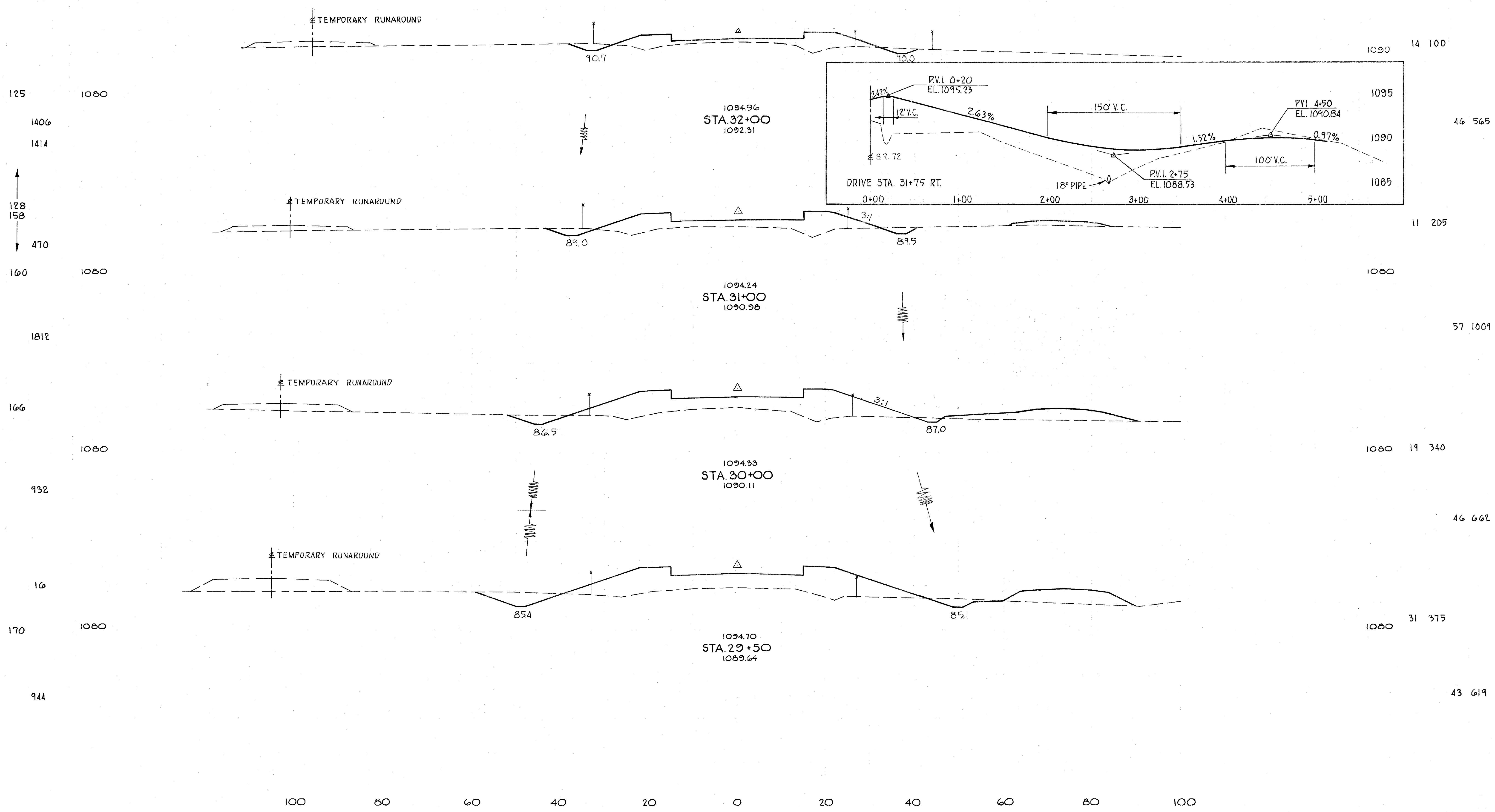
CLINTON - GREENE COUNTIES  
CLI- I-9.10  
GRE-0-0.00



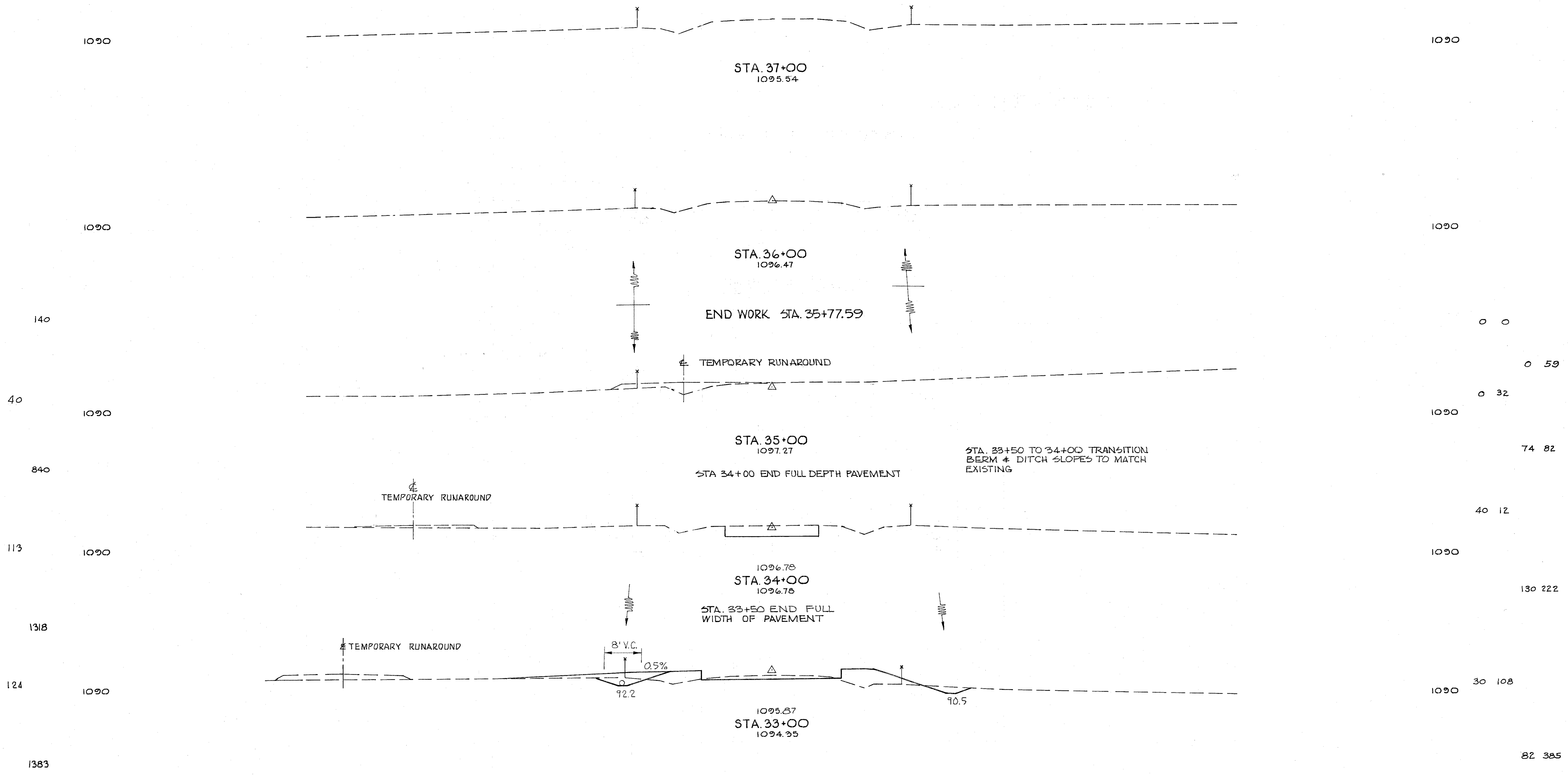
100 80 60 40 20 0 20 40 60 80 100

STA. 26+00 TO STA. 29+00 STATE ROUTE 72

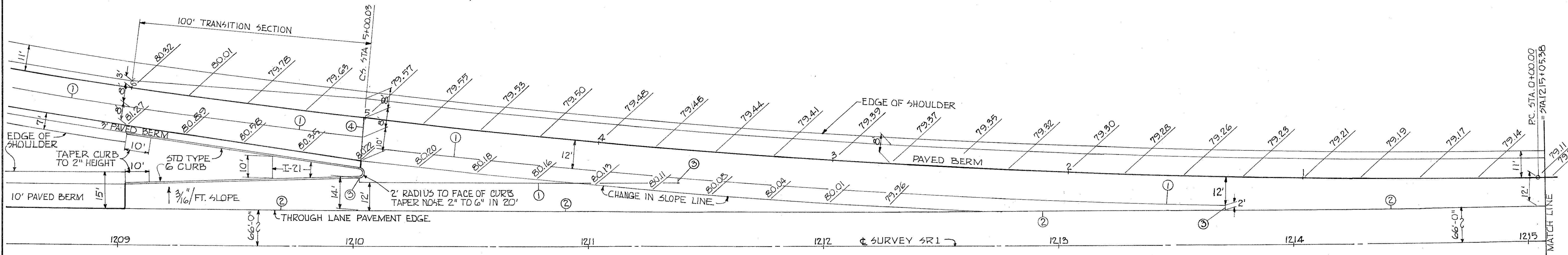
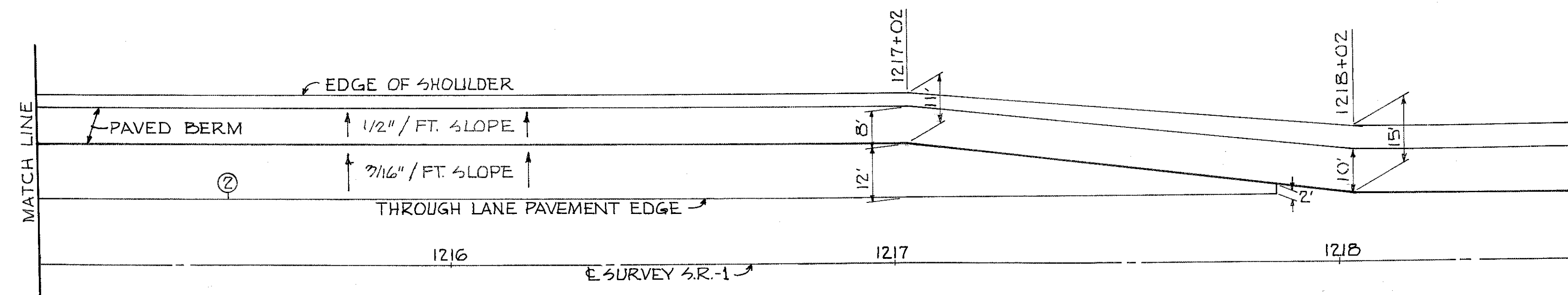
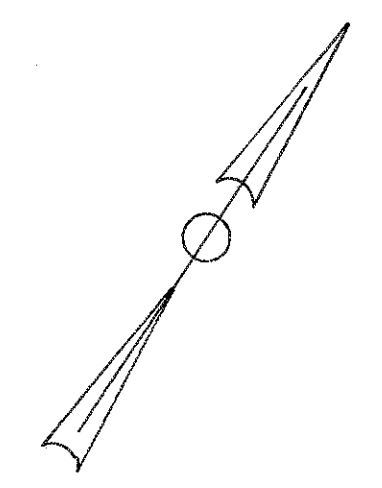
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00



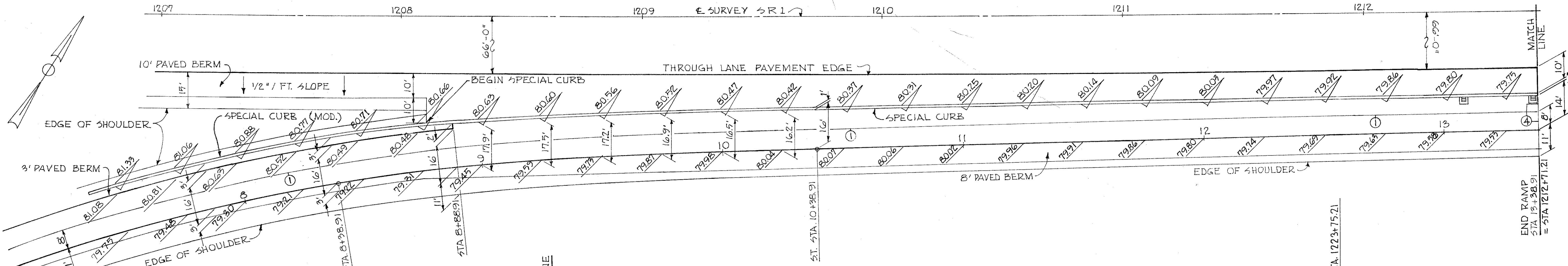
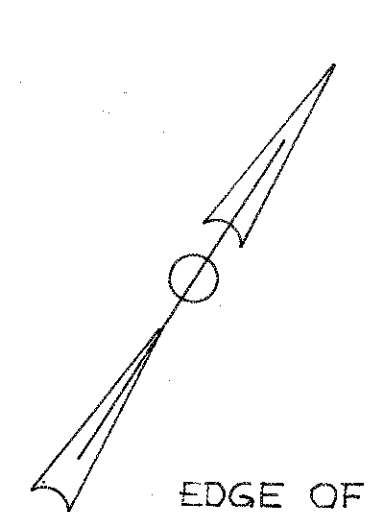
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-0-0.00



CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

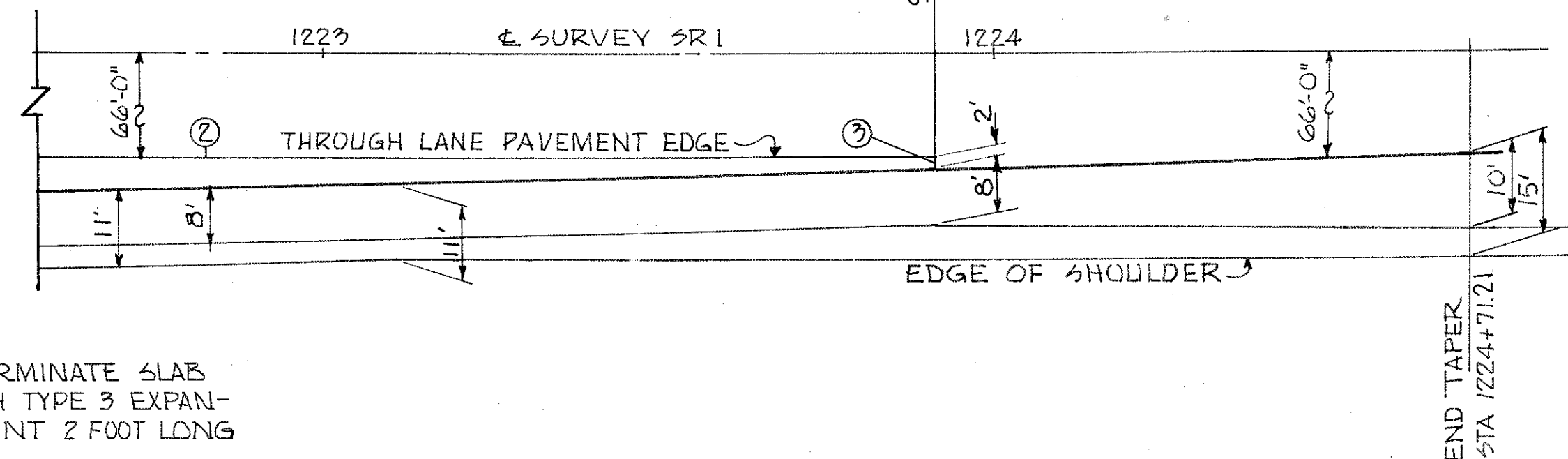
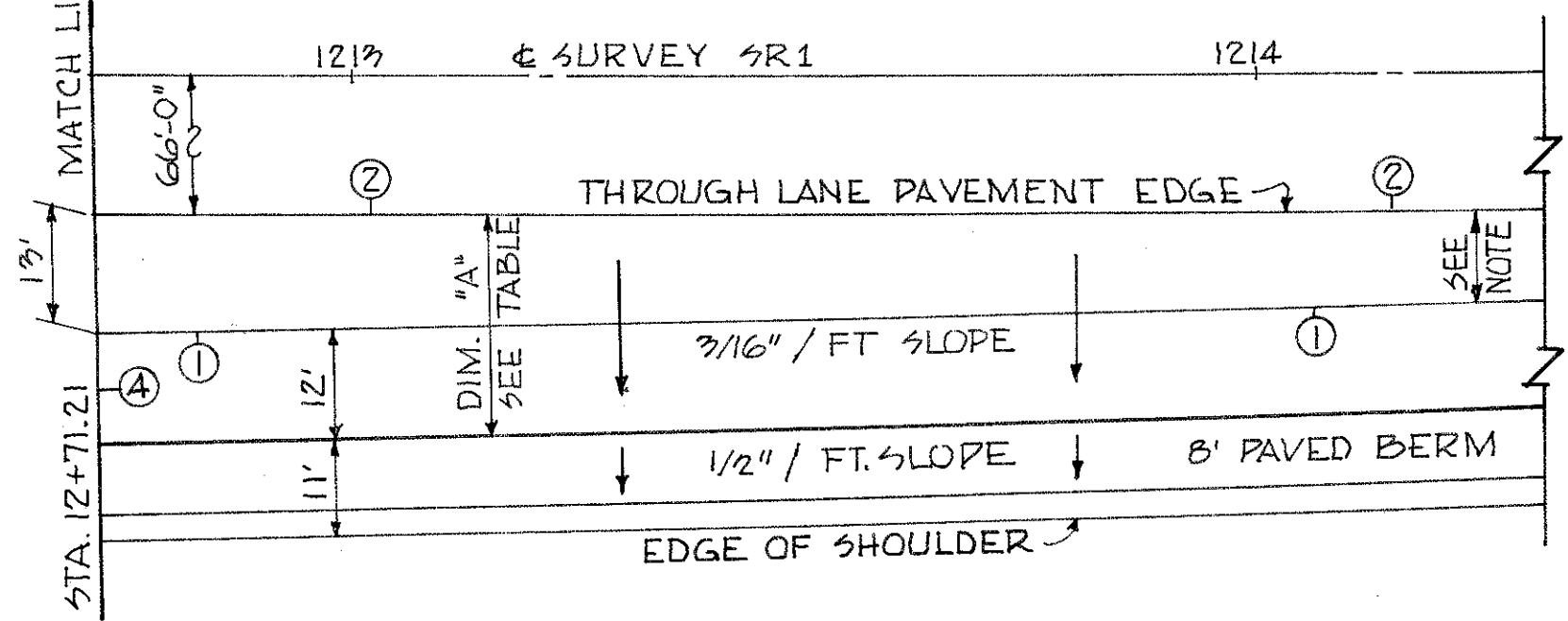


RAMP "J"  
 EXIT TERMINAL



STATION	DIM. "A"
1212+71.21	25.00
13+00	24.40
14+00	22.32
15+00	20.23
16+00	18.15
17+00	16.07
18+00	13.98
19+00	11.90
20+00	9.82
21+00	7.73
22+00	5.65
23+00	3.57
24+00	1.48
1224+71.21	0.00

- LEGEND**
1. STANDARD LONGITUDINAL JOINT
  2. STANDARD KEY JOINT WITHOUT TIE BARS
  3. EXPANSION JOINT WITHOUT DOWELS (LOCATED ON RADIAL LINES)
  4. STANDARD EXPANSION JOINT



NOTE: TERMINATE SLAB STRIP WITH TYPE 3 EXPANSION JOINT 2 FOOT LONG

RAMP "K"  
 ENTRANCE TERMINAL

**LEGEND**

1. STANDARD LONGITUDINAL JOINT
2. STANDARD KEY JOINT WITHOUT TIE BARS
3. EXPANSION JOINT WITHOUT DOWELS  
(LOCATED ON RADIAL LINES)
4. STANDARD EXPANSION JOINT

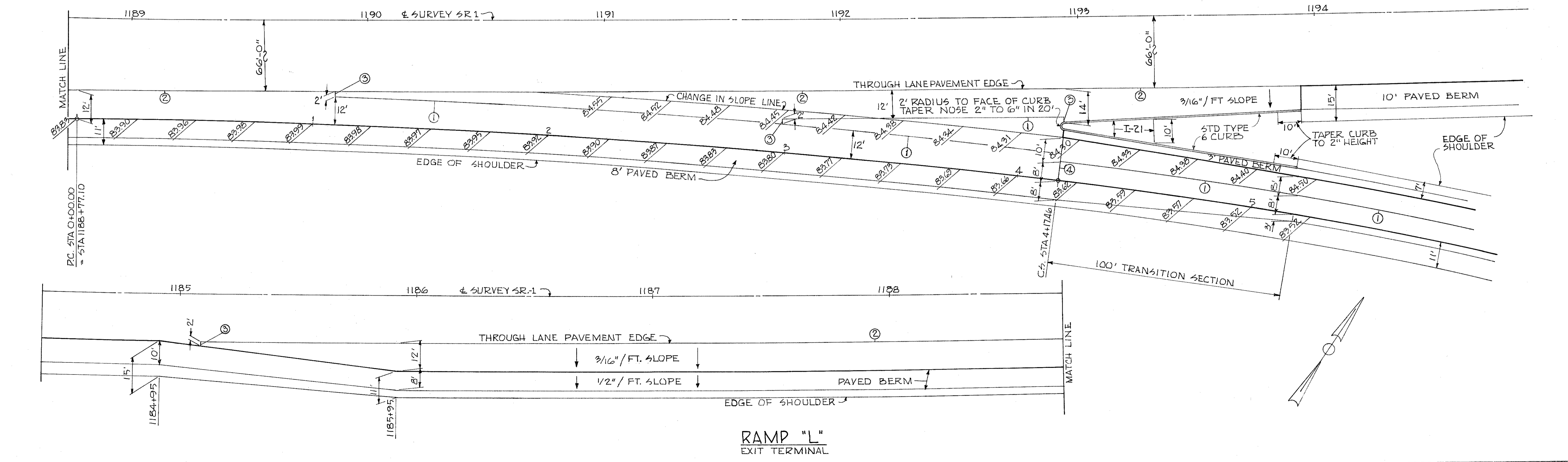
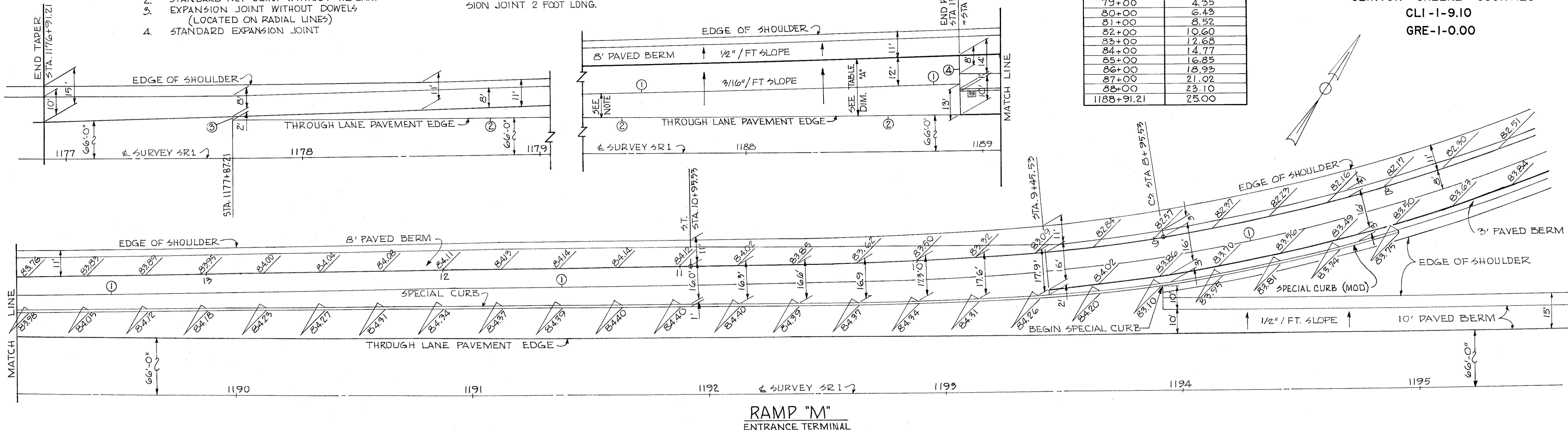
NOTE: TERMINATE SLAB STRIP WITH TYPE 3 EXPANSION JOINT 2 FOOT LONG.

STATION	DIM "A"
1176+91.21	0.00
77+00	0.18
78+00	2.27
79+00	4.35
80+00	6.43
81+00	8.52
82+00	10.60
83+00	12.68
84+00	14.77
85+00	16.85
86+00	18.93
87+00	21.02
88+00	23.10
1188+91.21	25.00

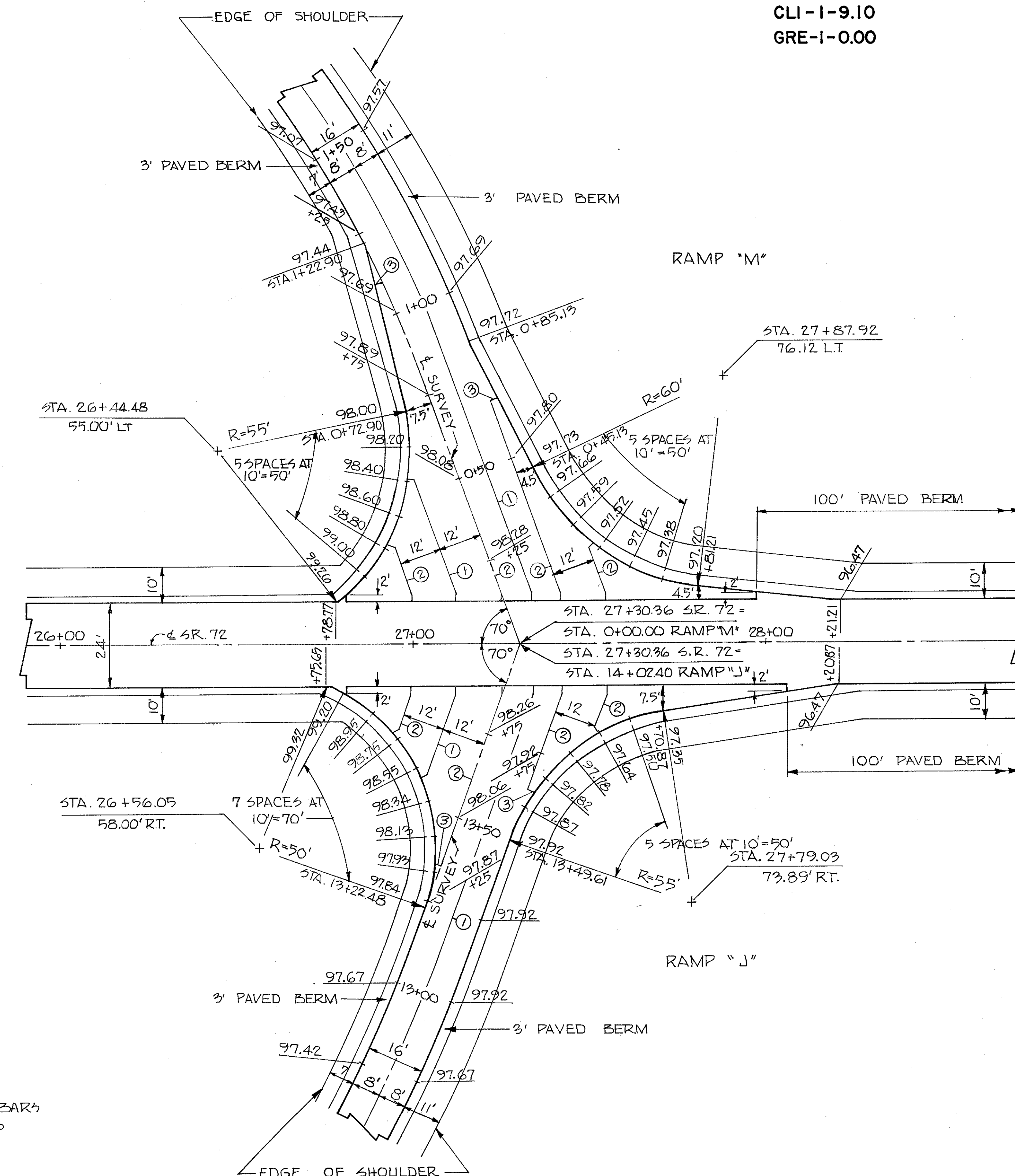
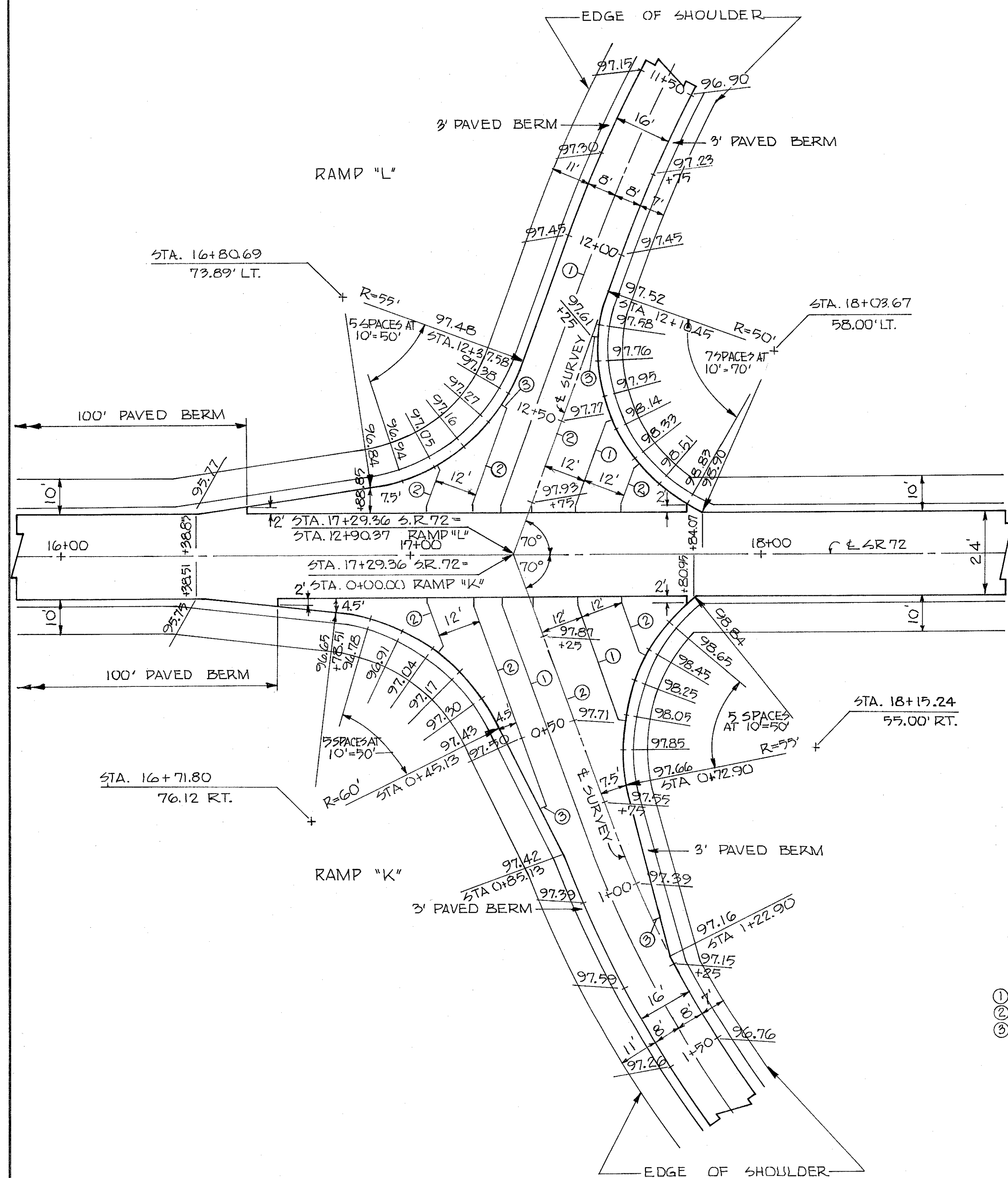
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

229  
339

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

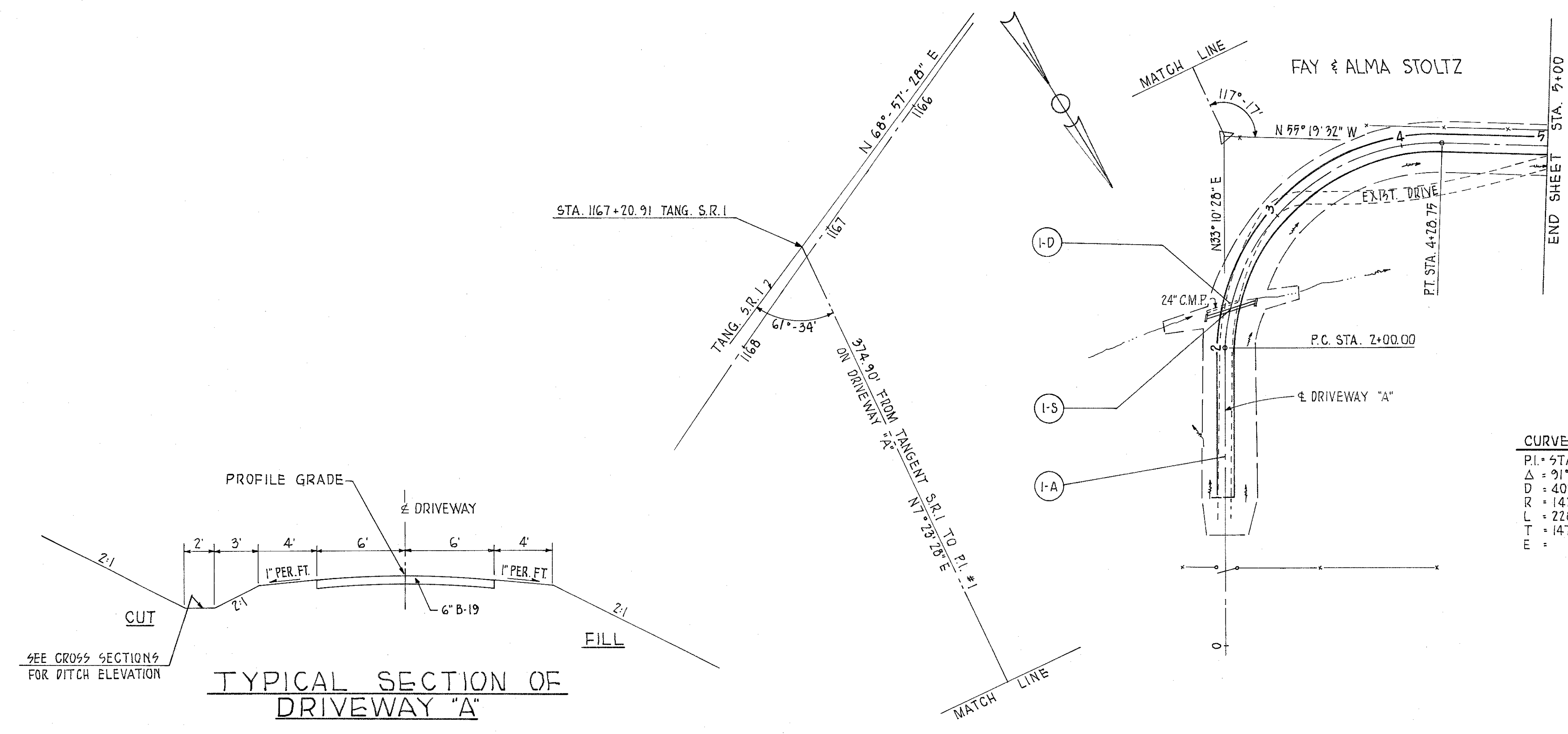


CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



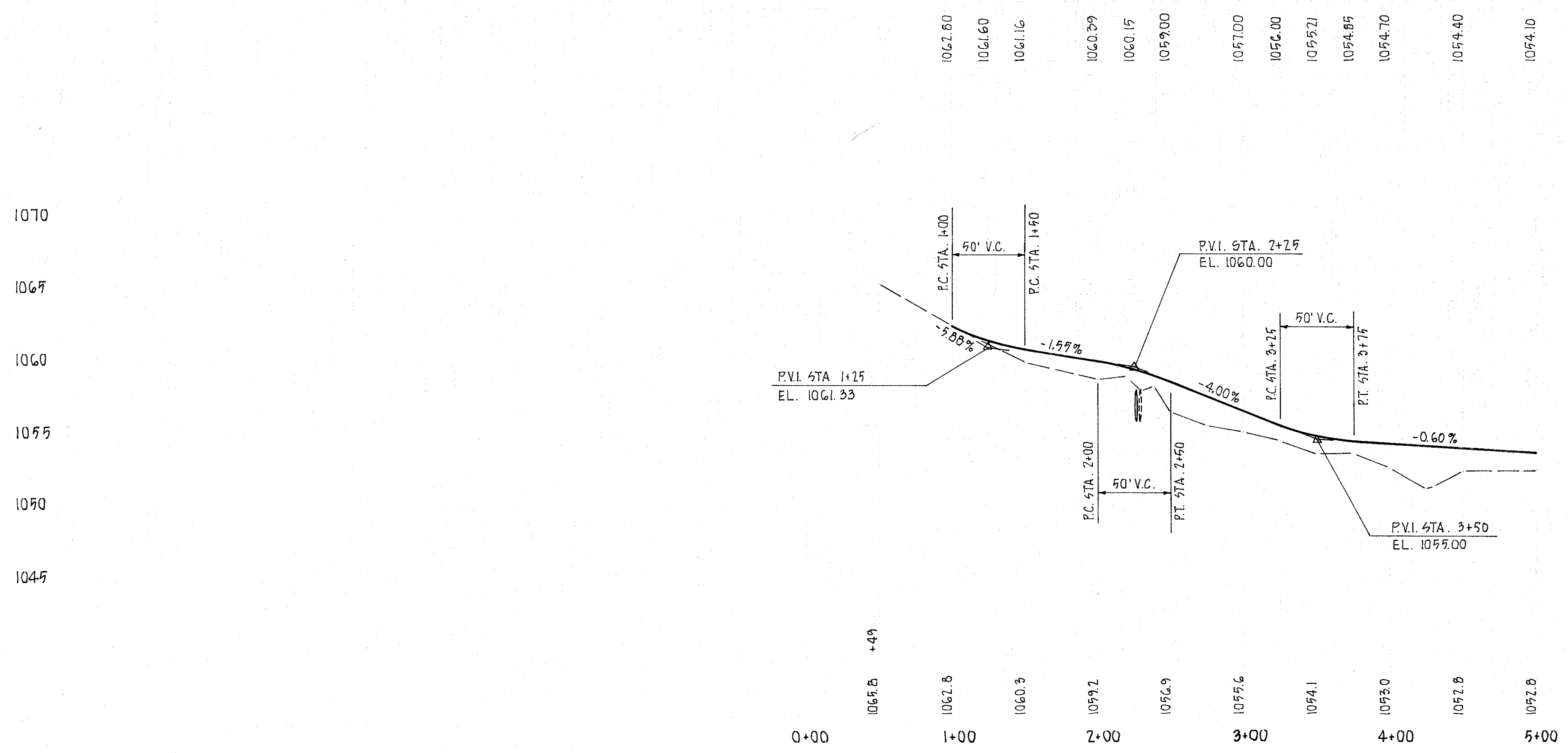
- LEGEND**
- ① STANDARD LONGITUDINAL JOINT
  - ② STANDARD KEY JOINT WITHOUT TIE BARS
  - ③ EXPANSION JOINT WITHOUT DOWELS  
(LOCATED ON RADIAL LINES)

258



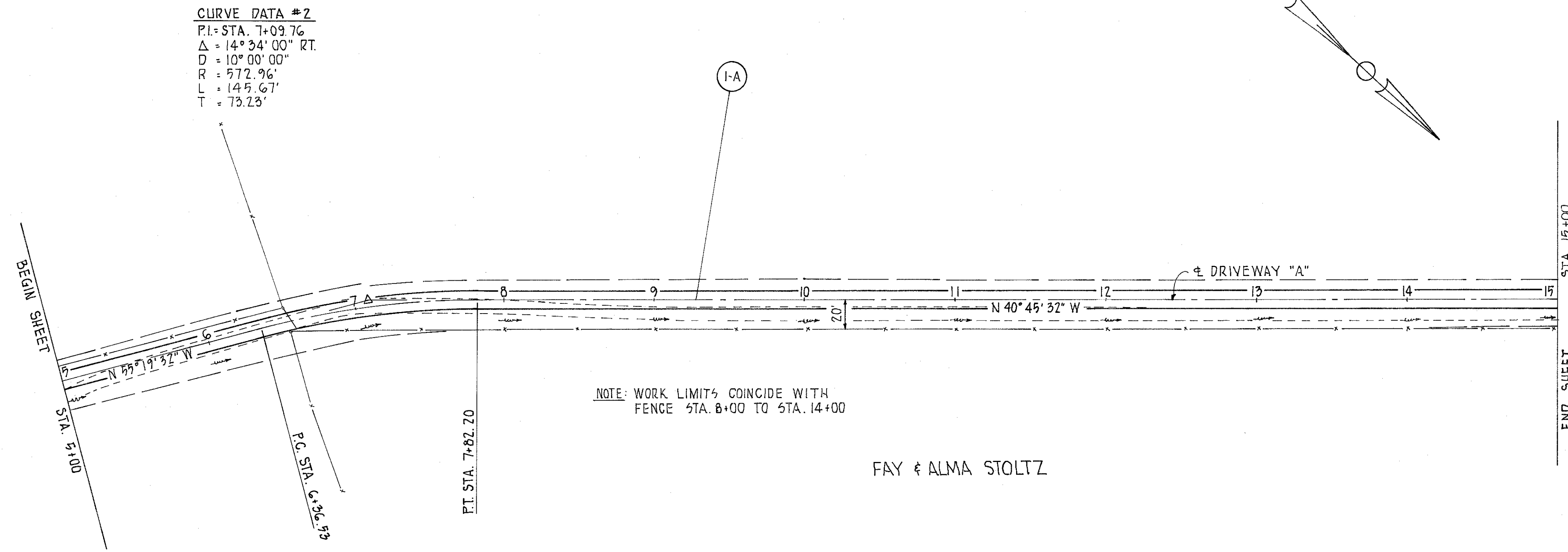
**CURVE DATA #1**

PI. STA.	3+47.04
Δ	91° 30' 00" RT.
D	40° 00' 00"
R	143.24'
L	228.75'
T	147.04'
E	



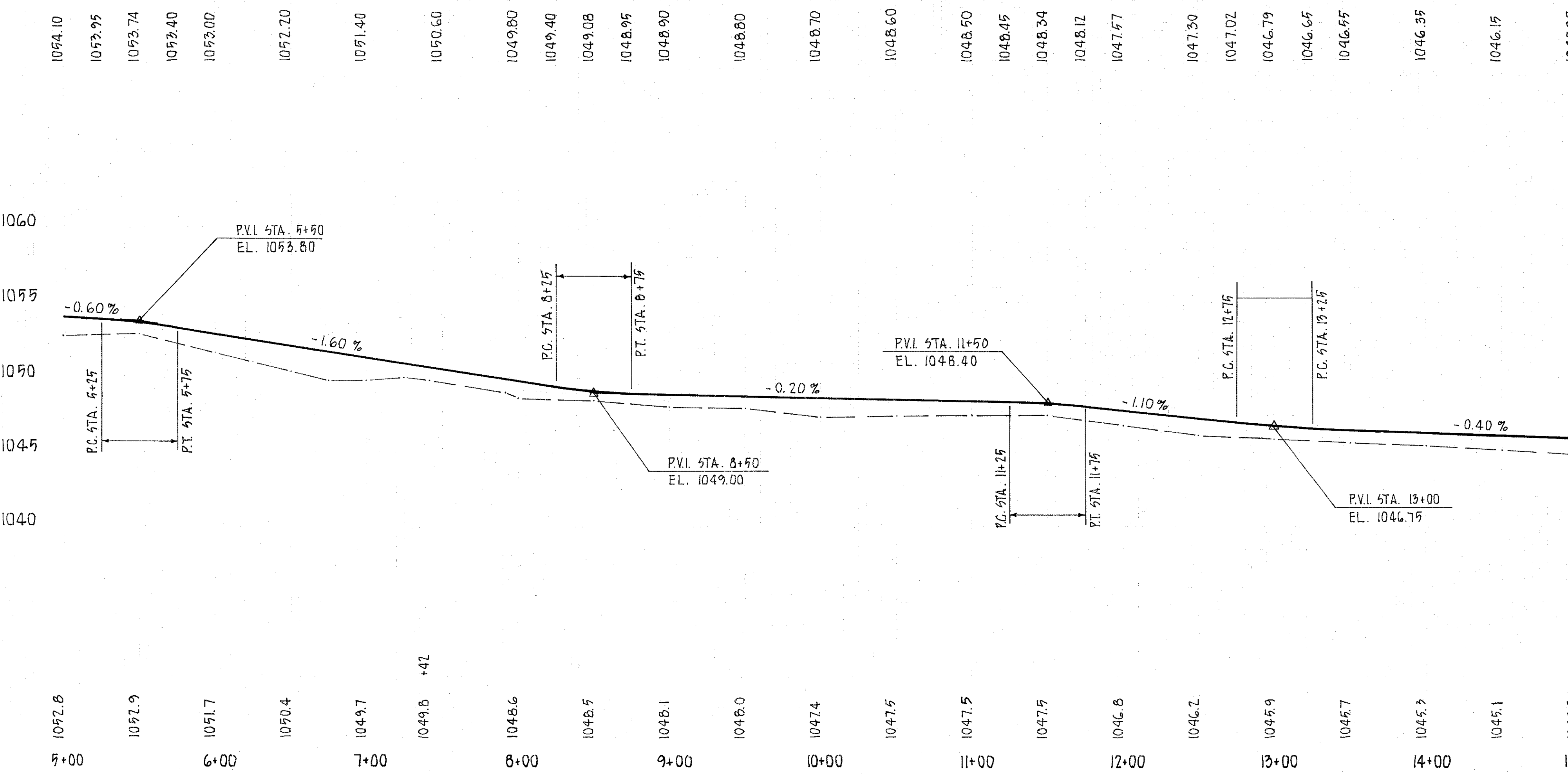
B-19	AGGR. BASE COURSE	CU. YDS	1	6
E-12	REMOVAL OF PIPE OVER	CU. YDS	1	6
I-1	24" PIPE CLAY F-1	CU. YDS	36	1
I-2	MASONRY	CU. YDS	1	4
L-10	SOD	CU. YDS	1	4
E-3	CHANNEL EXCAV.	CU. YDS	1	0.3

STA. 0+00 TO STA. 5+00 DRIVEWAY "A"



NOTE: WORK LIMITS COINCIDE WITH  
 FENCE STA. 8+00 TO STA. 14+00

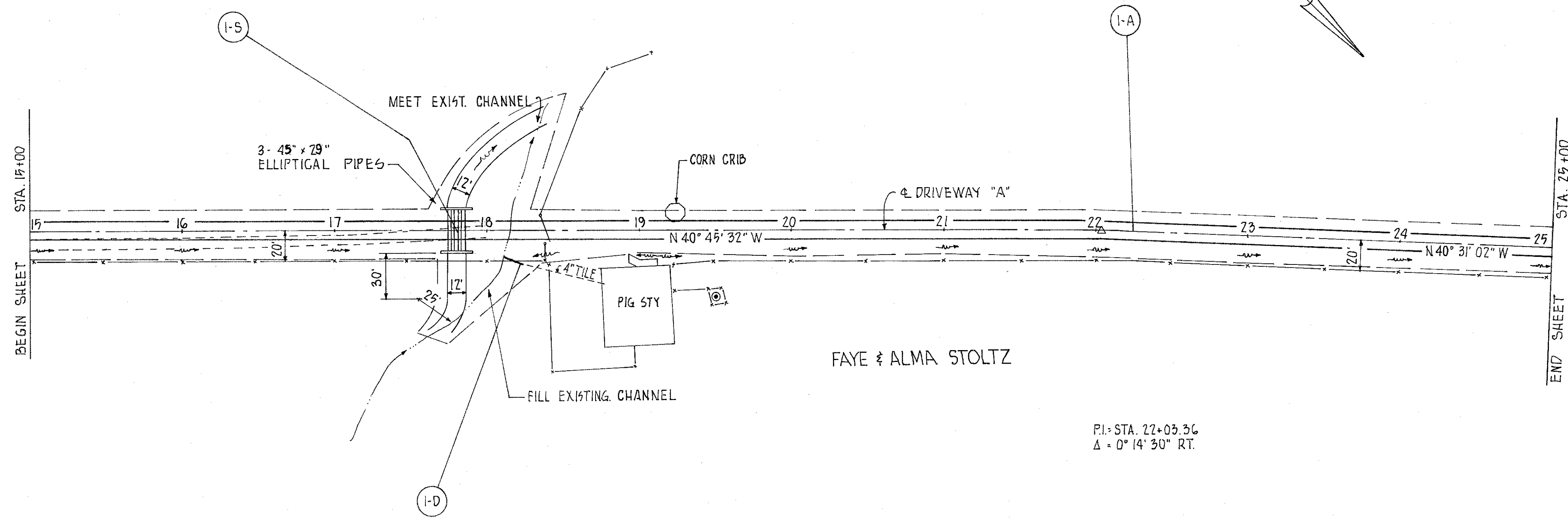
FAY & ALMA STOLTZ



B=19  
 ASGR.  
 BASE  
 COURSE  
 T=6  
 CU Y105  
 ZZZ

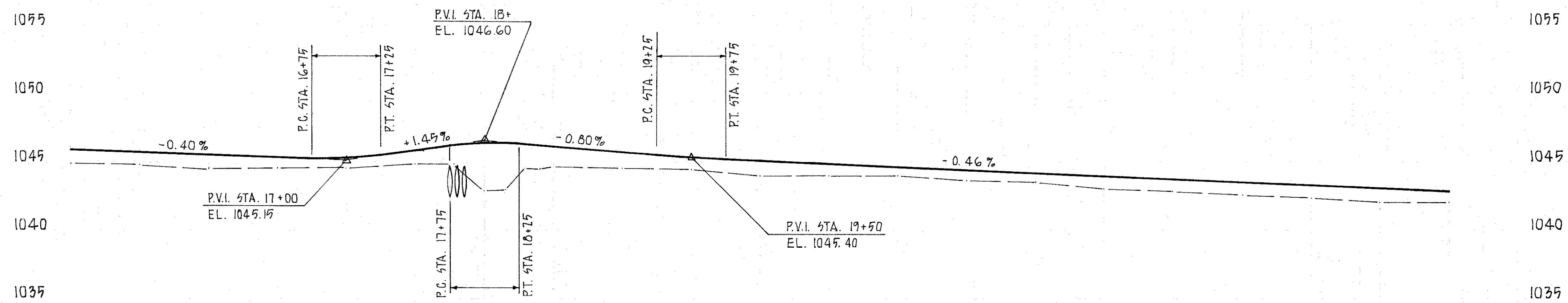
STA. 5+00 TO STA. 15+00 DRIVEWAY "A"





PI = STA. 22+03.36  
Δ = 0° 14' 30" RT.

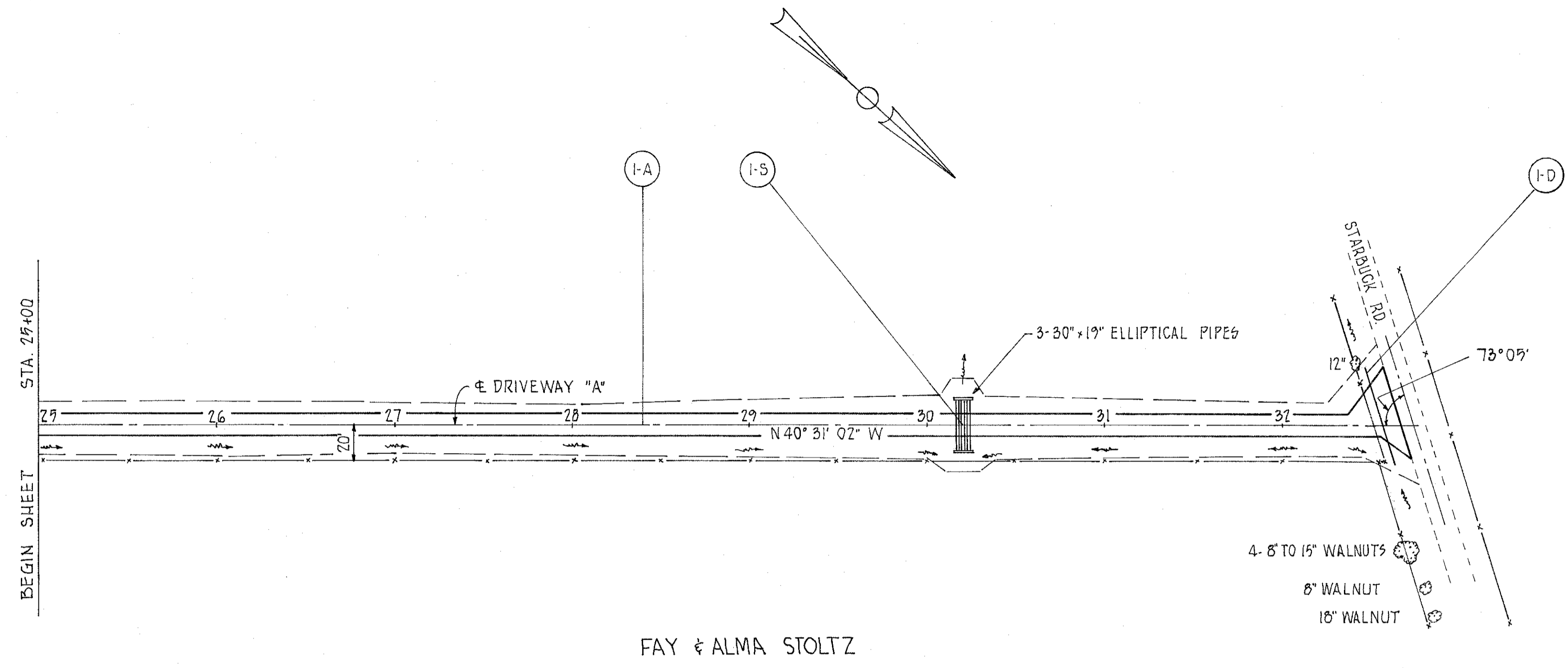
1044.99 1045.75 1045.65 1045.35 1045.25 1045.27 1045.51 1045.67 1046.23 1046.46 1046.40 1046.20 1045.80 1045.60 1045.42 1045.28 1045.17 1044.99 1044.71 1044.48 1044.25 1044.02 1043.79 1043.56 1043.33 1043.10 1041.87



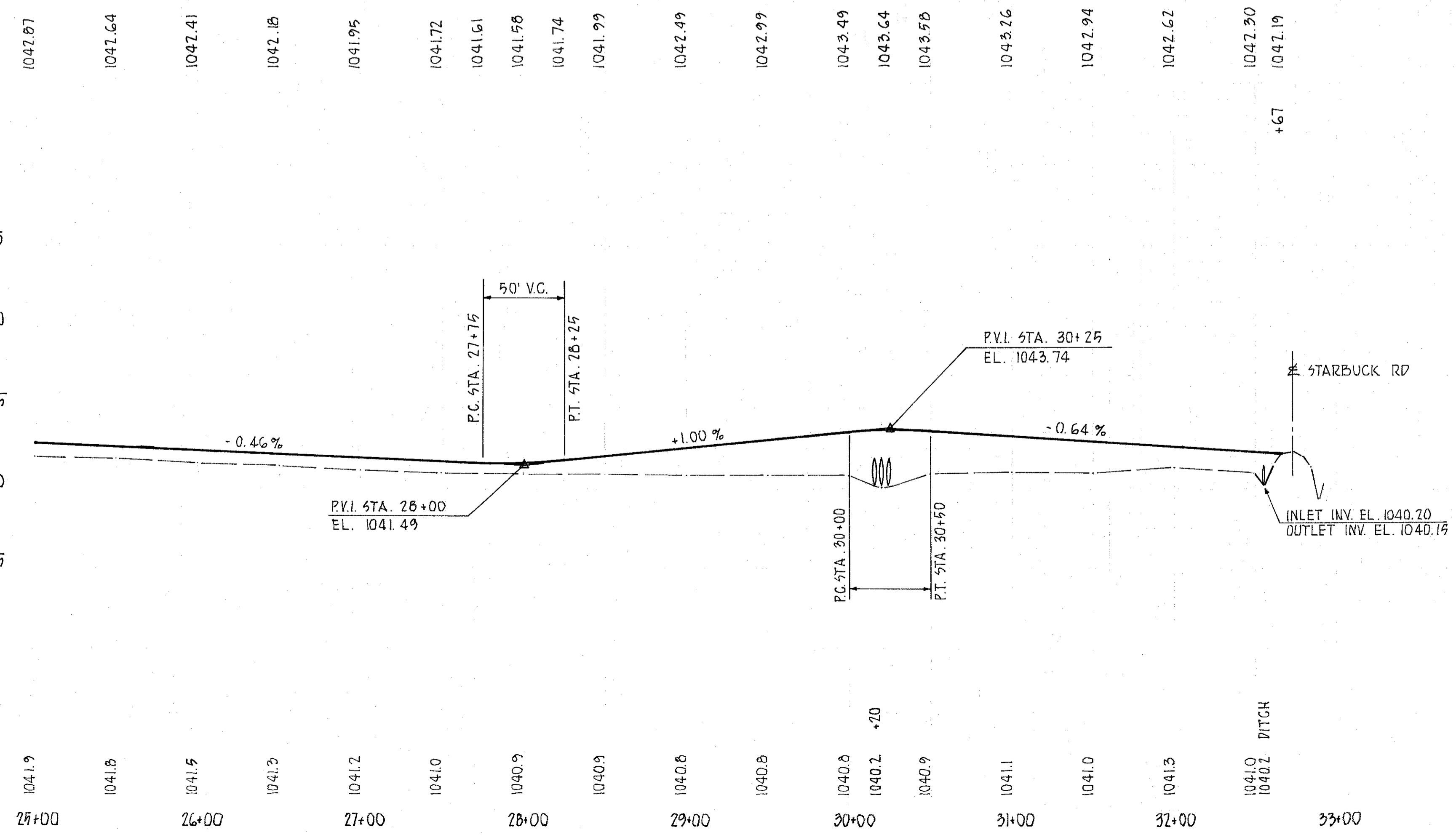
B-19 AGGR. 45' x 29" COURSE CLASS G-1 T-6 REC M-67  
I-1 ELL. PIPE 45' x 29" CLASS G-1  
I-2 MASONRY  
I-10 L-10 CHANNEL 6" PIPE EXCAV. CLASS F-1  
E-3 CHANNEL 6" PIPE EXCAV. CLASS F-1  
CU. YDS. LIN. FT. CU. YDS. 500  
CU. YDS. LIN. FT. CU. YDS. LIN. FT.

15+00 TO 16+00	4	222			
16+00 TO 17+00	4				
17+00 TO 18+25	RT				
18+25 TO 19+00					
19+00 TO 20+00					
20+00 TO 21+00					
21+00 TO 22+00					
22+00 TO 23+00					
23+00 TO 24+00					
24+00 TO 25+00					

1044.9 1044.8 1044.6 1044.6 1044.6 1044.9 1044.9 1043.0 1044.7 1044.6 1044.4 1044.0 1044.0 1044.0 1043.7 1043.5 1043.0 1042.6 1042.6 1042.1 1042.1 1041.9



FAY & ALMA STOLTZ

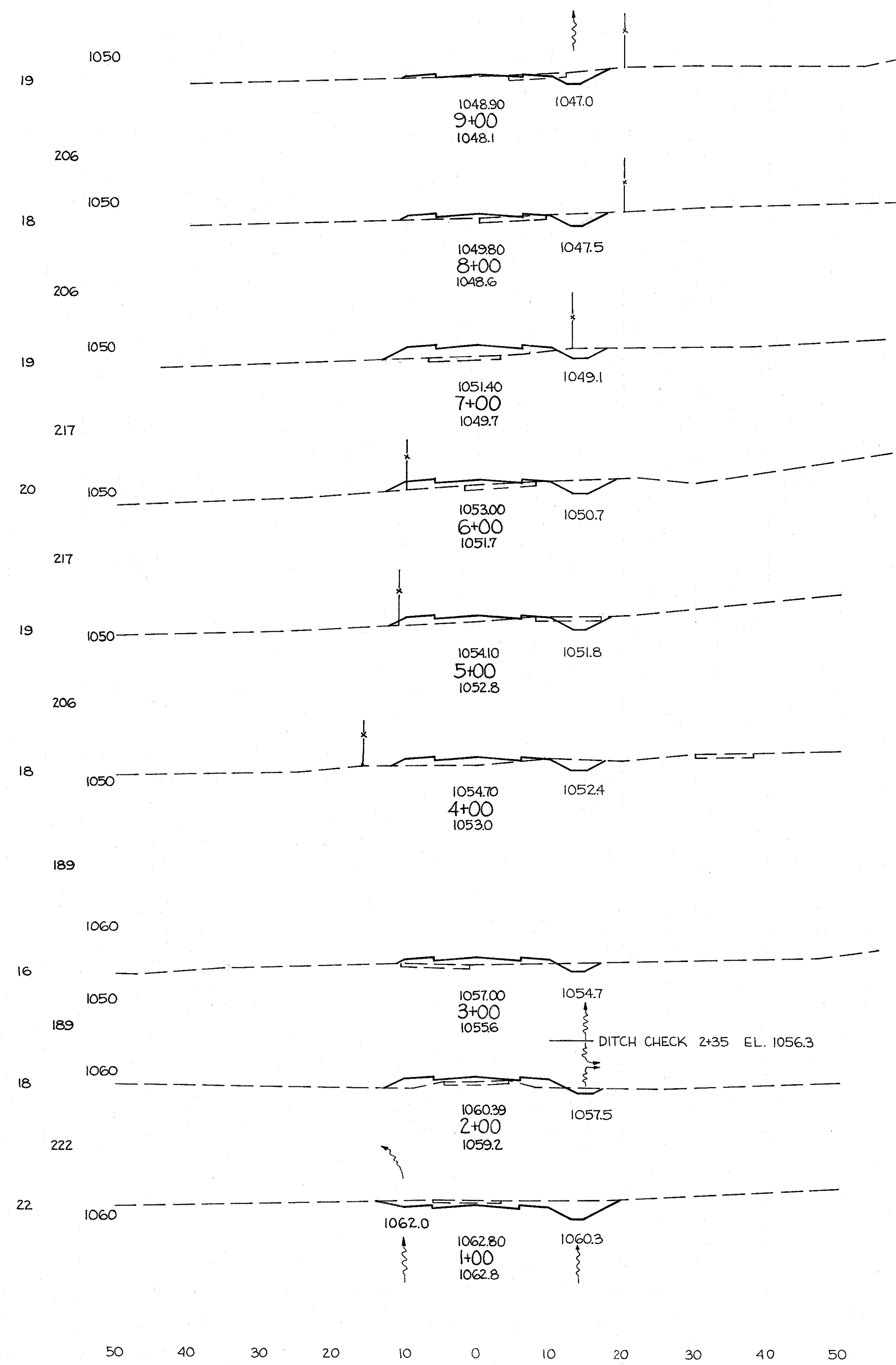


- B-19 12\"/>

STA.	DESCRIPTION	CU. YDS.	LIN. FT.	LIN. FT.	CU. YDS.	SQ. YDS.	CU. YDS.
I-S 30+20		4		90	1.5	8	0.4
I-A 25+00 TO 32+67		4	179				
I-D 32+55		4		58			
I-S 30+20							179
I-A 25+00 TO 32+67							58
I-D 32+55							0.4

50 40 30 20 10 0 10 20 30 40 50 60

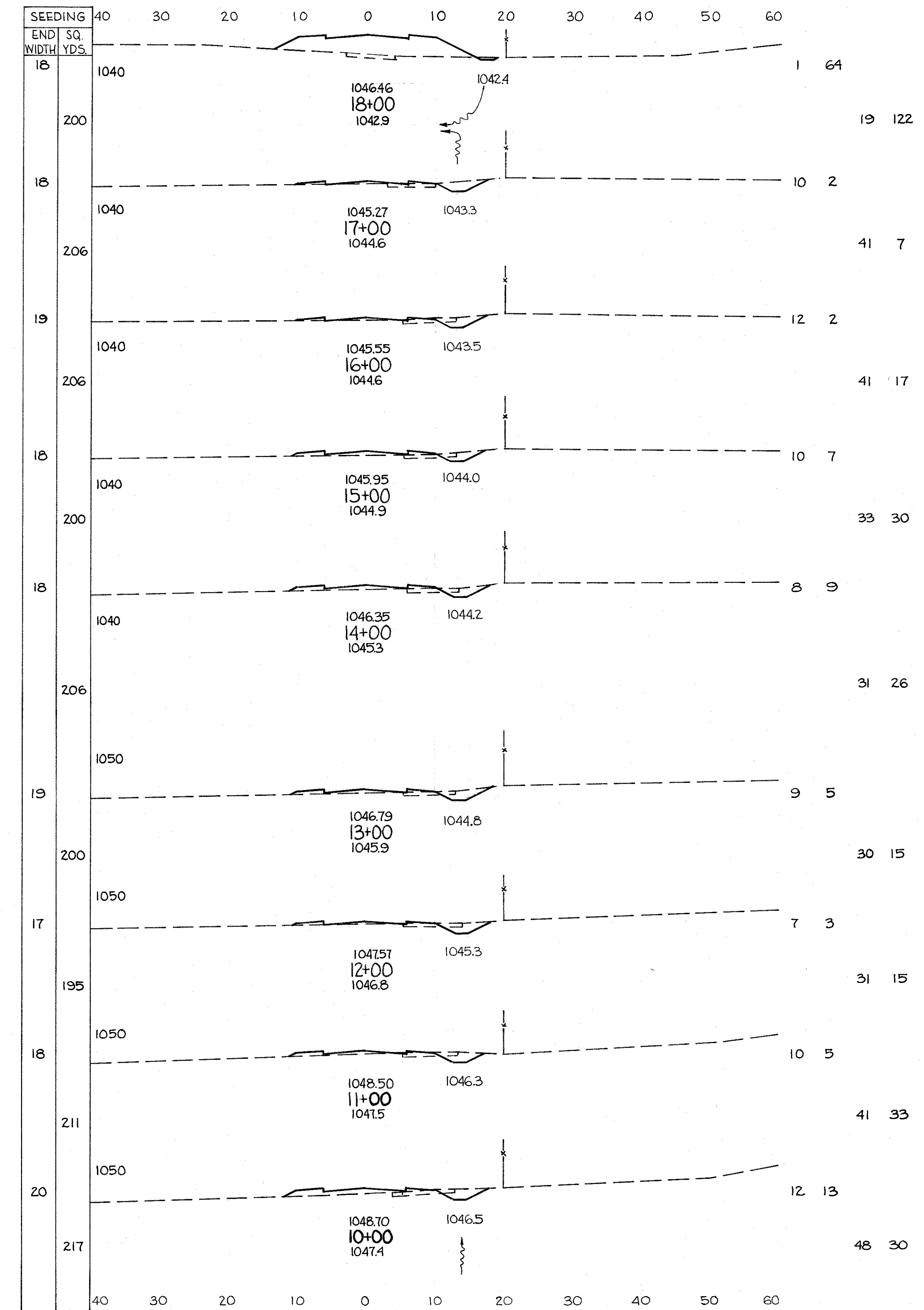
END AREA		VOLUME	
CUT	FILL	CUT	FILL
14	3		
	46	24	
11	10		
	33	74	
7	30		
	31	80	
10	13		
	35	41	
9	9		
	30	43	
7	14		
	20	57	
4	17		
	13	67	
3	19		
	76	35	
38	0		



50 40 30 20 10 0 10 20 30 40 50

235  
339

I-71-1(13)54  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

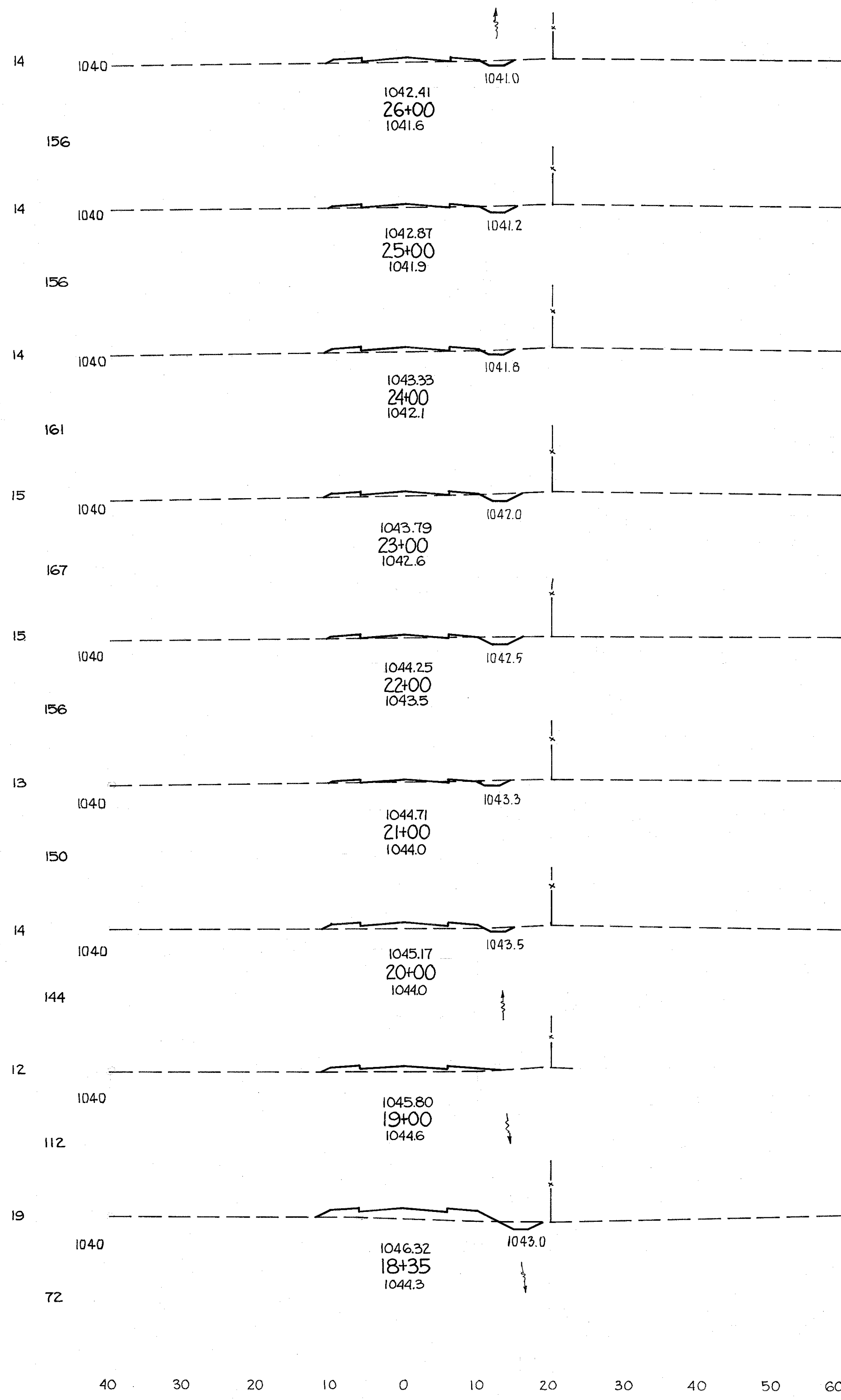


SEEDING	END WIDTH	SQ. YDS.
18	18	
200	18	
18	18	
206	18	
19	18	
206	18	
18	18	
200	18	
18	18	
206	18	
19	18	
200	18	
17	17	
195	18	
18	18	
211	18	
20	18	
217	18	

STA. 1+00 TO STA. 18+00 DRIVEWAY "A"

40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	8		
	11	24	
3	5		
	9	33	
2	13		
	11	41	
4	9		
	15	31	
4	8		
	13	24	
3	5		
	9	33	
2	13		
	4	56	
0	17		
	5	55	
4	29		
	3	60	



40 30 20 10 0 10 20 30 40 50 60

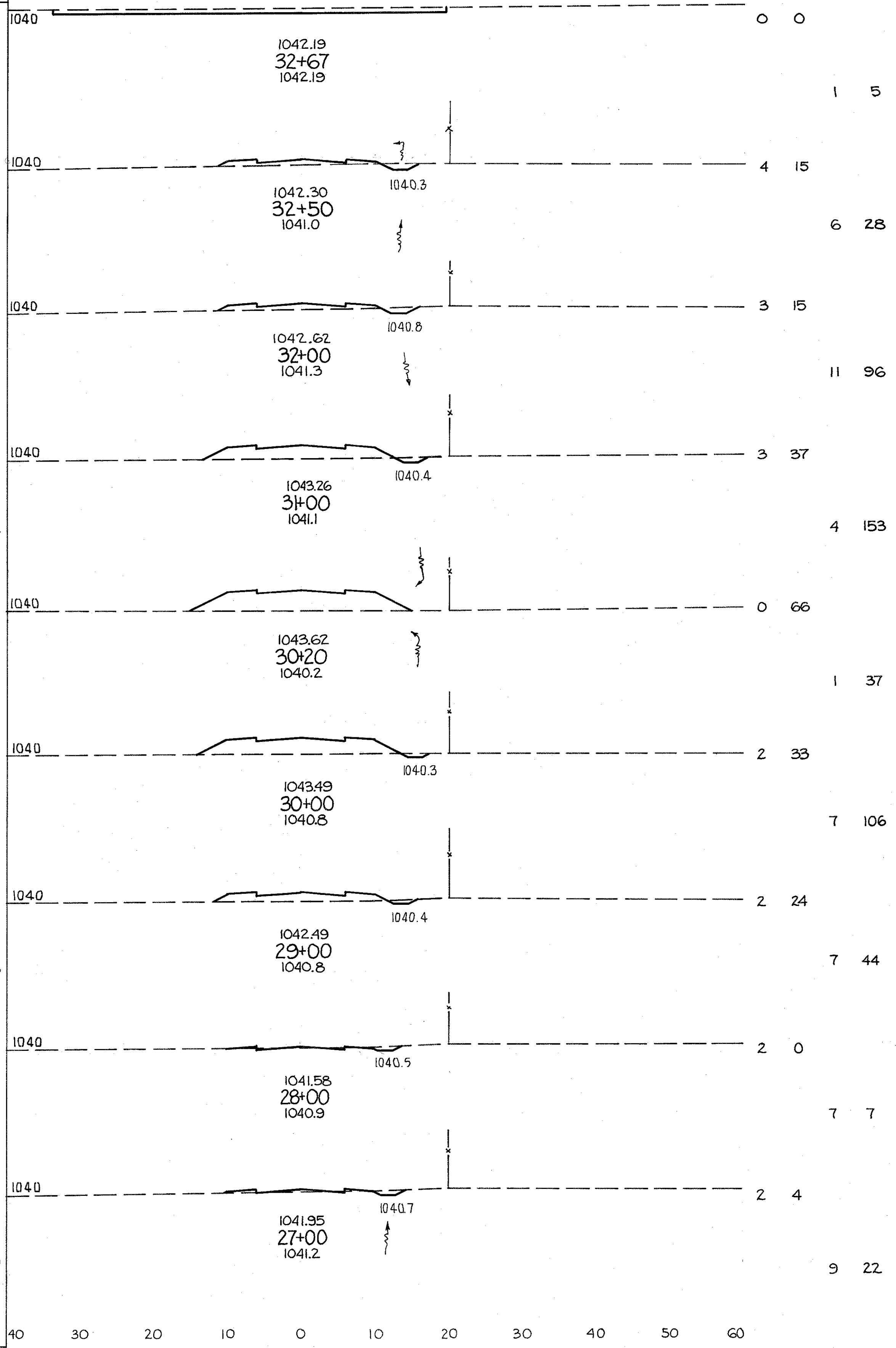
I-71-1(13)54

236  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

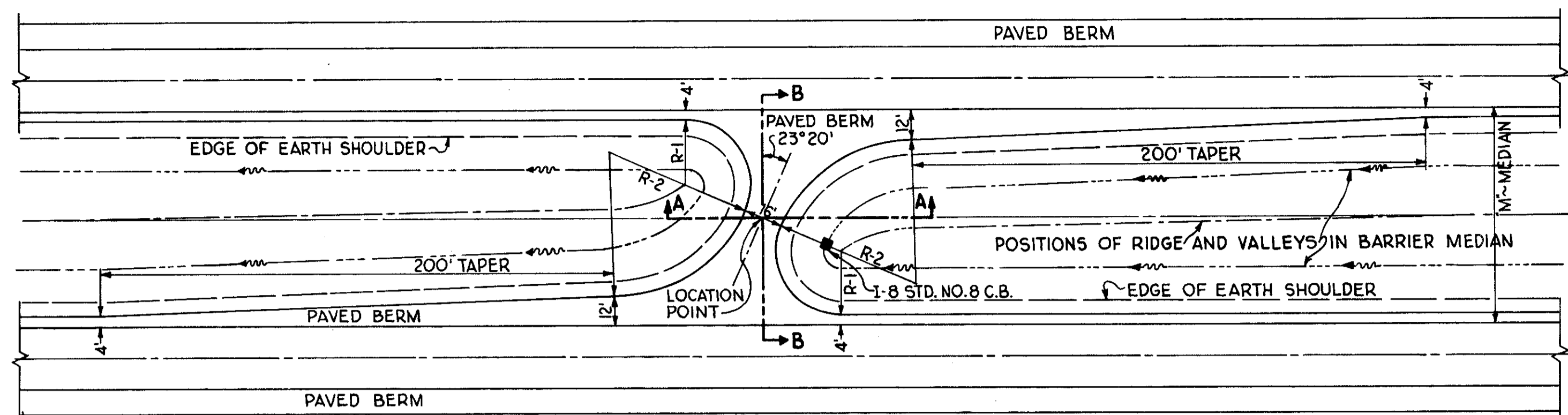
SEEDING 40 30 20 10 0 10 20 30 40 50 60

SEEDING	END SQ. WIDTH	SEEDING
8		
22		
15		
86		
16		
167		
14		
142		
18		
42		
20		
200		
16		
156		
12		
139		
13		
150		



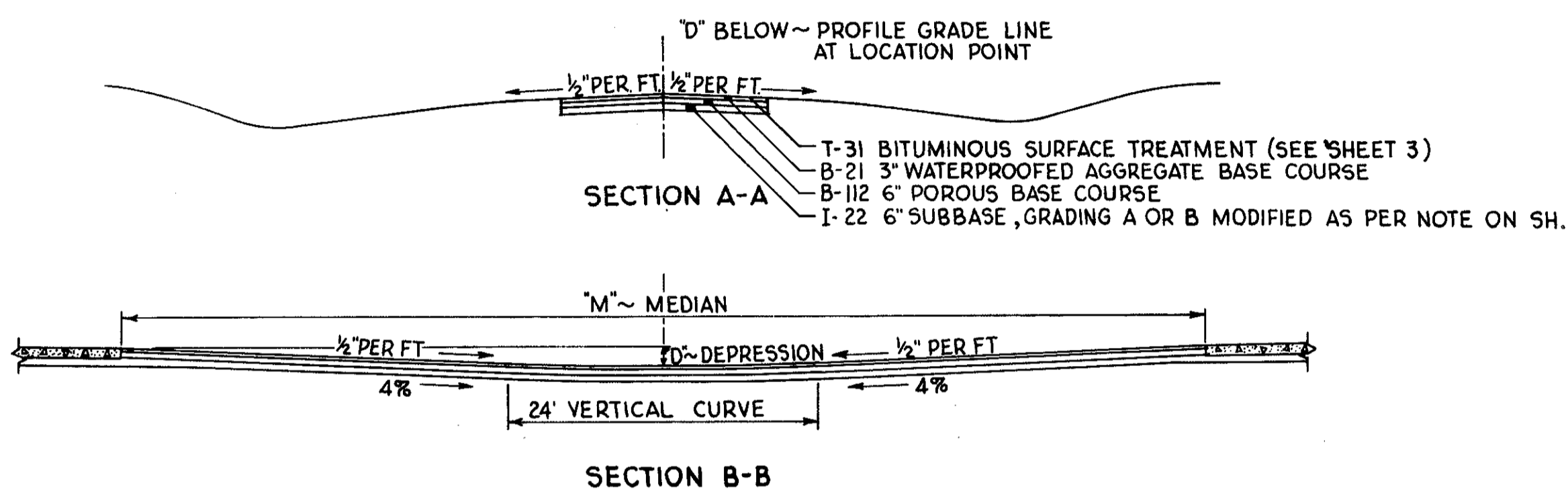
40 30 20 10 0 10 20 30 40 50 60

STA. 18+35 TO STA. 32+67 DRIVEWAY "A"

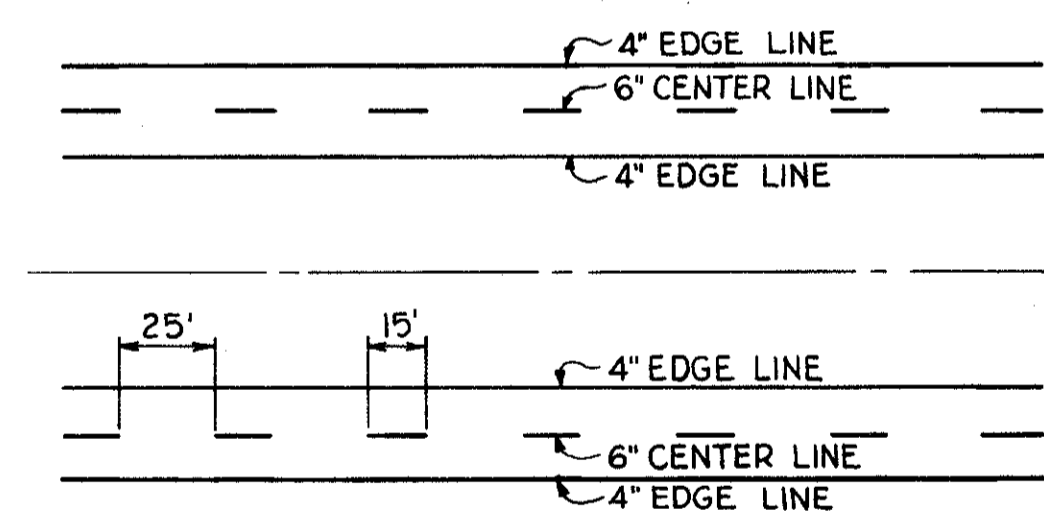


TYPICAL CROSSOVER

MEDIAN WIDTH IS 84'			
M	D	R-1	R-2
84'	18"	25.0'	55.0'

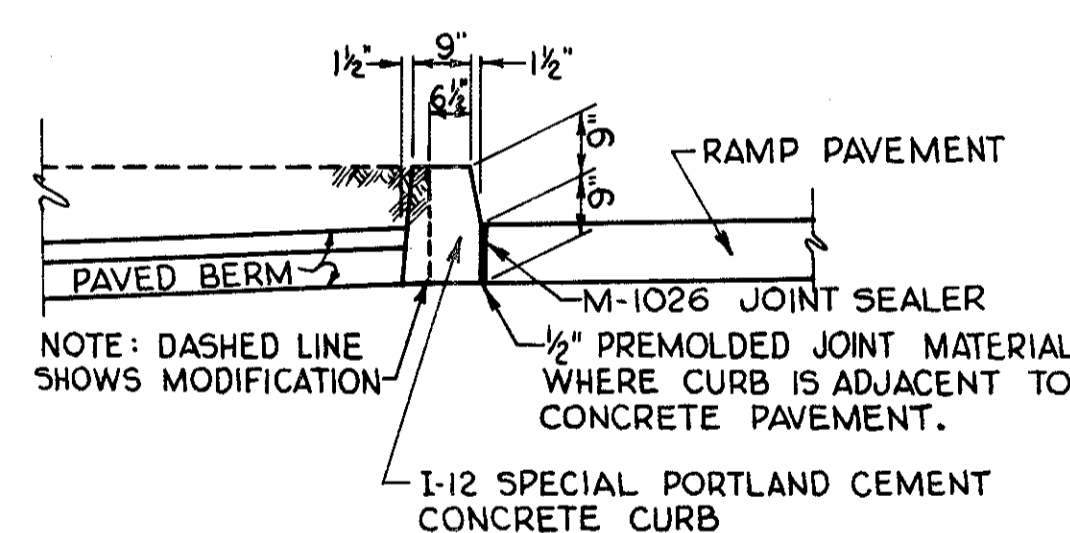


STANDARD U-TURN MEDIAN OPENINGS

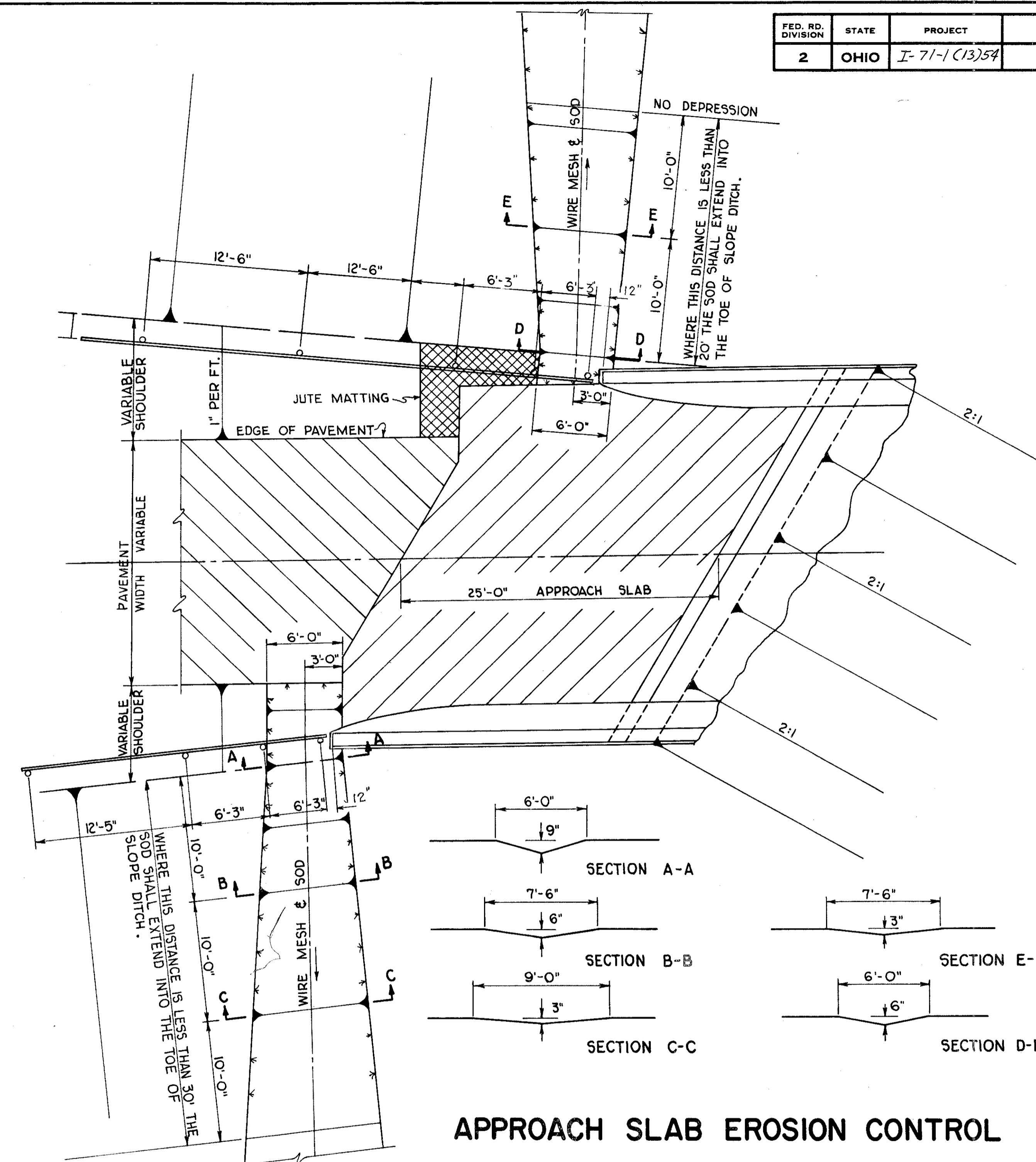


NOTE: 1/2" OF EDGE LINES ARE 6" FROM PAVEMENT EDGE.

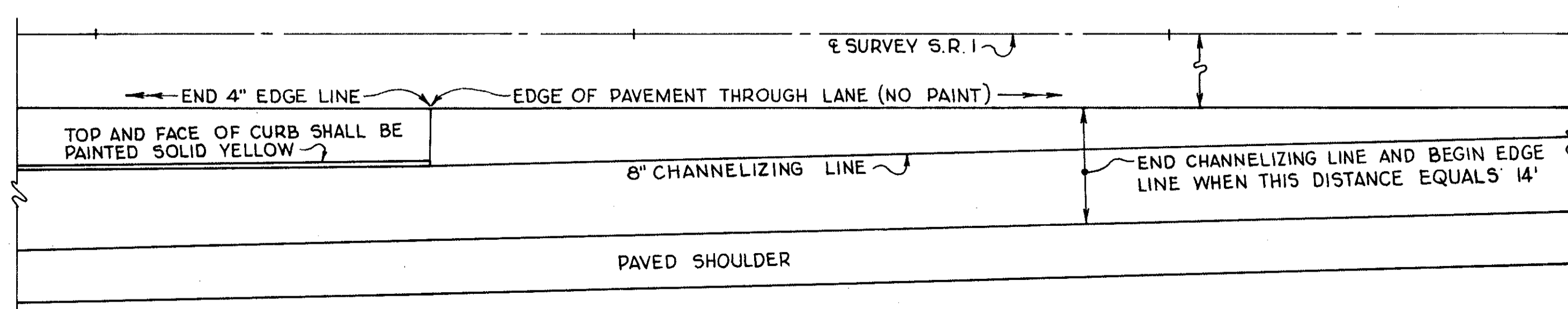
MAINLINE MARKING DETAIL



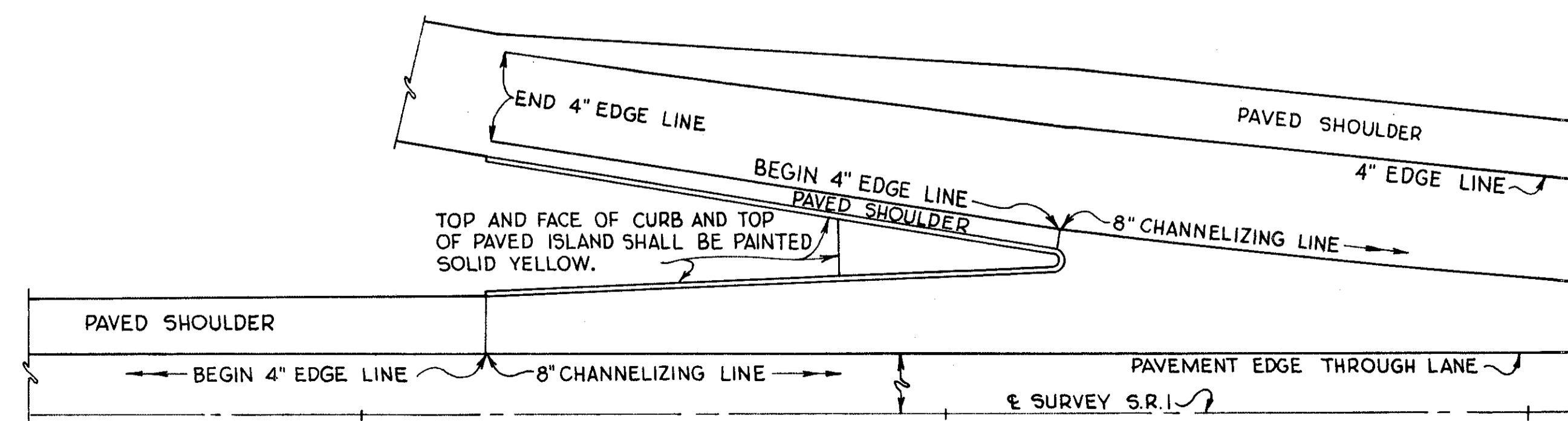
I-12 SPECIAL CURB & SPECIAL CURB MODIFIED



APPROACH SLAB EROSION CONTROL



ENTRANCE TERMINAL MARKING DETAIL



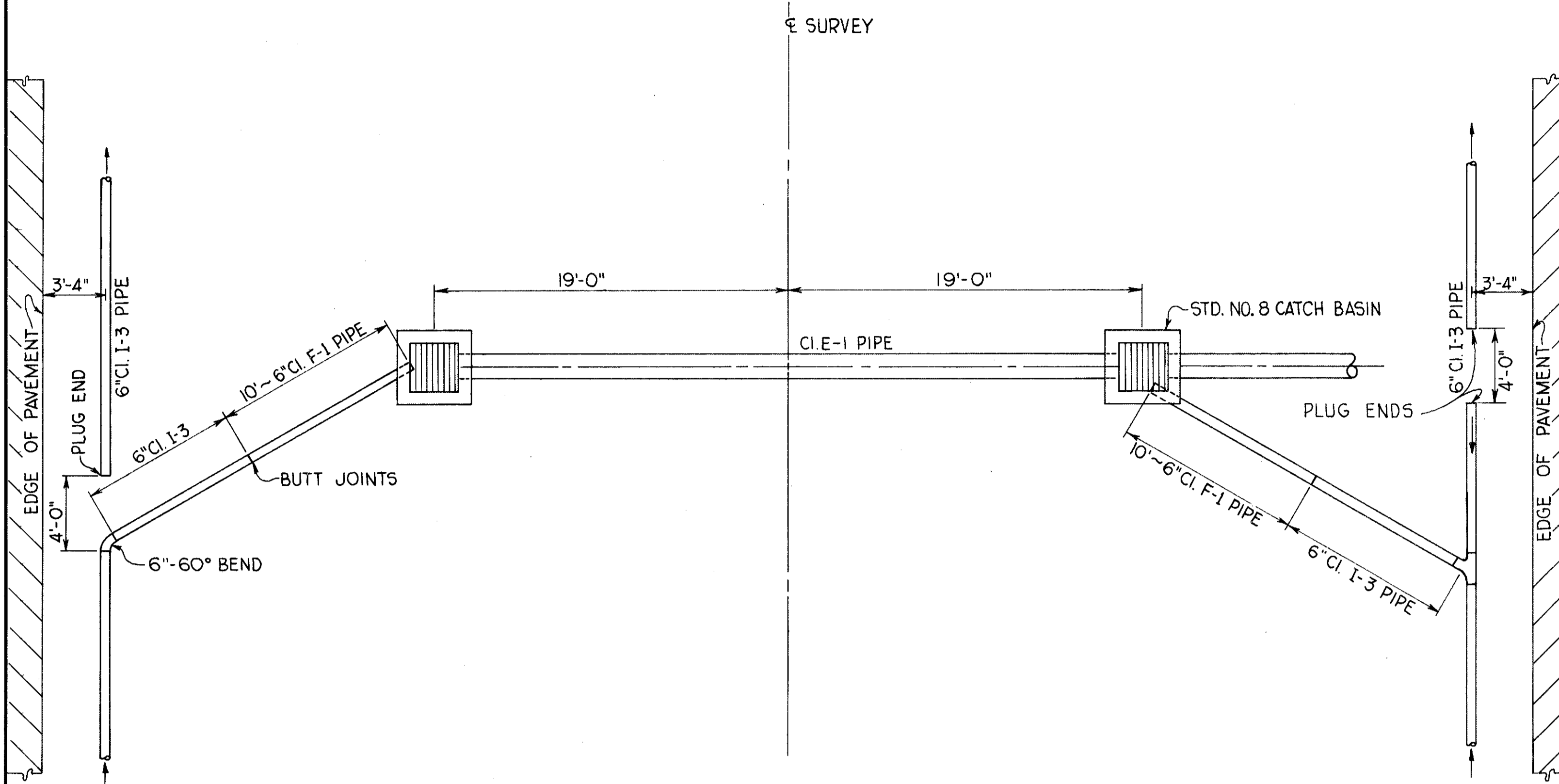
EXIT TERMINAL MARKING DETAIL

# TYPICAL DETAILS OF UNDERDRAIN OUTLETS

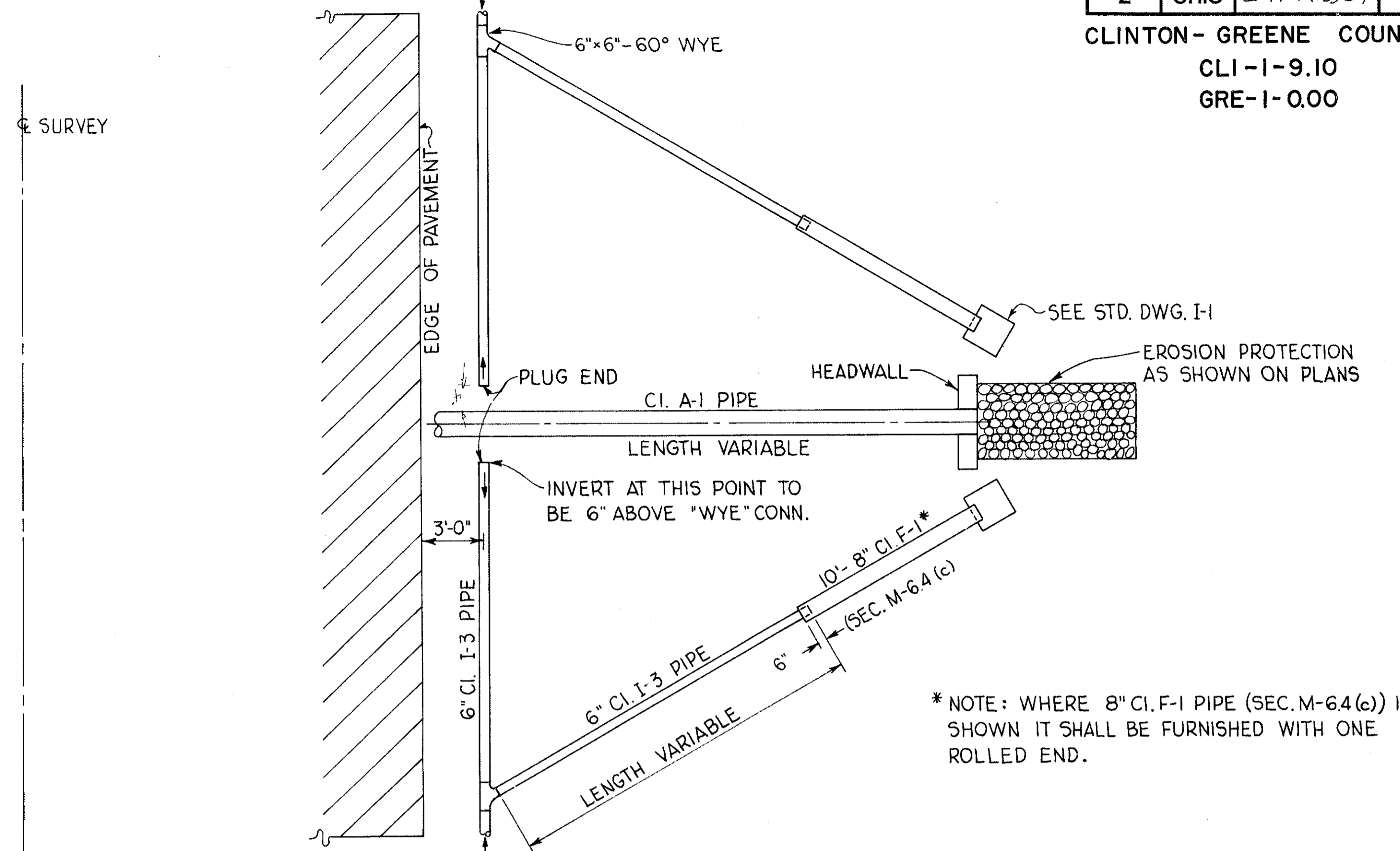
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(13)54	

238  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

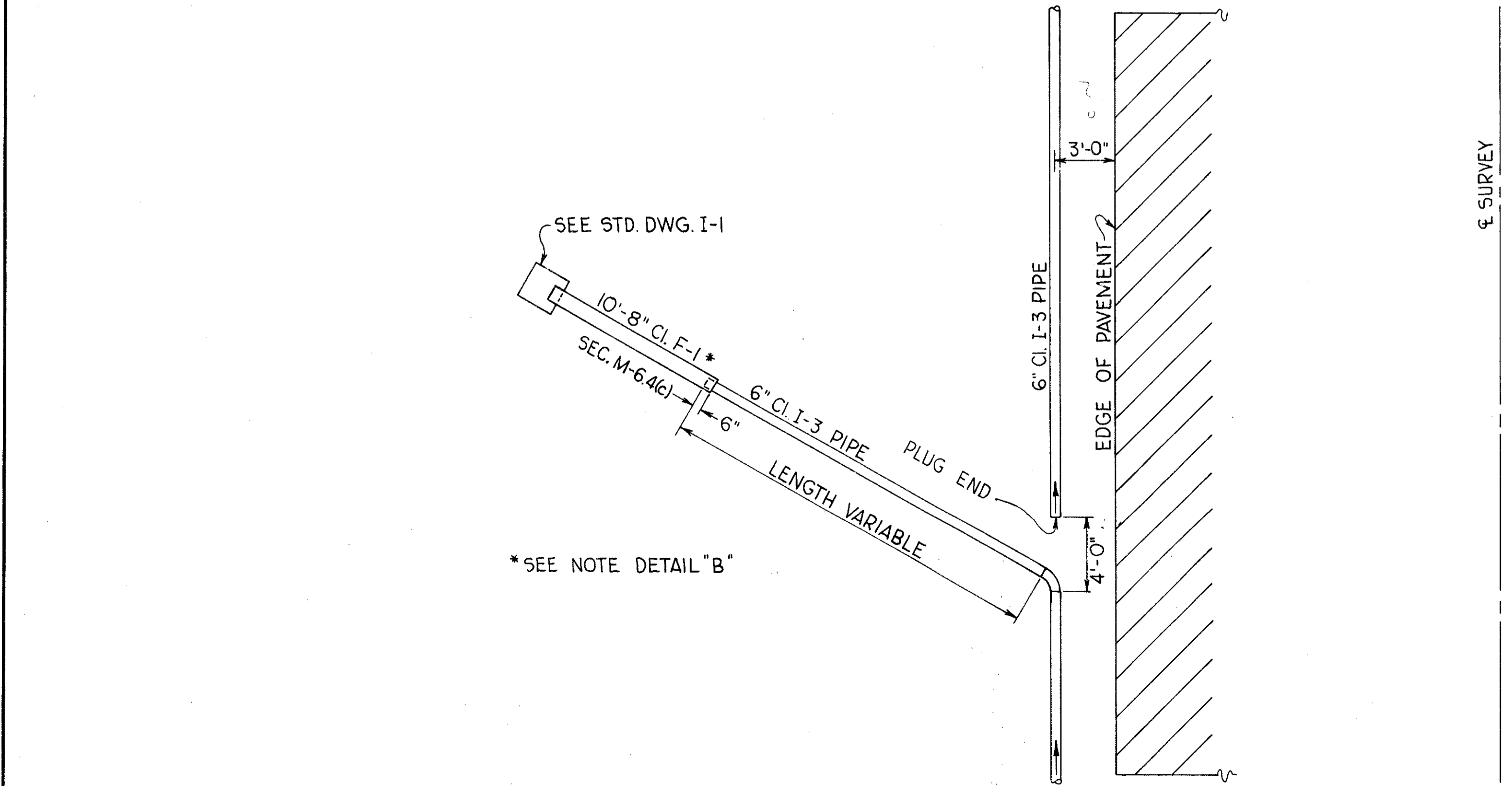


UNDERDRAIN OUTLET DETAIL "A"

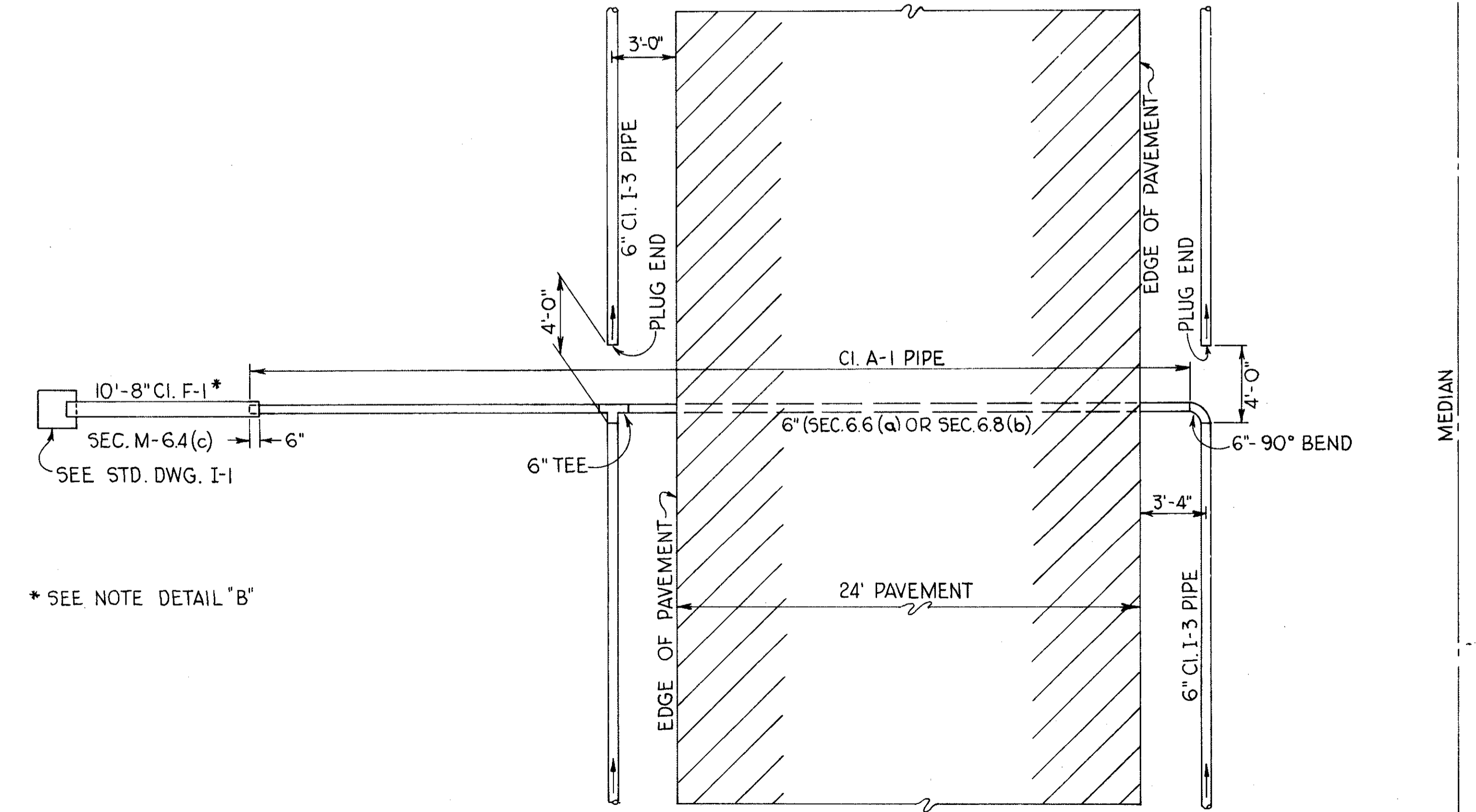


UNDERDRAIN OUTLET DETAIL "B"

\* NOTE: WHERE 8" CI.F-1 PIPE (SEC. M-6.4(c)) IS SHOWN IT SHALL BE FURNISHED WITH ONE ROLLED END.



UNDERDRAIN OUTLET DETAIL "C"



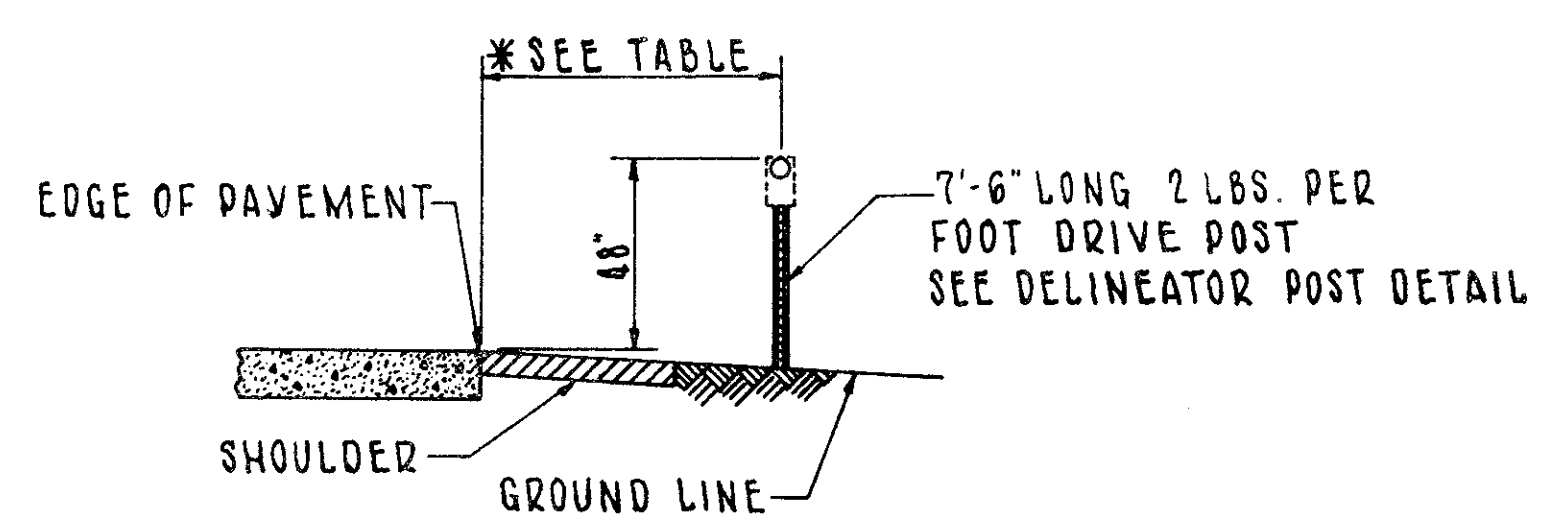
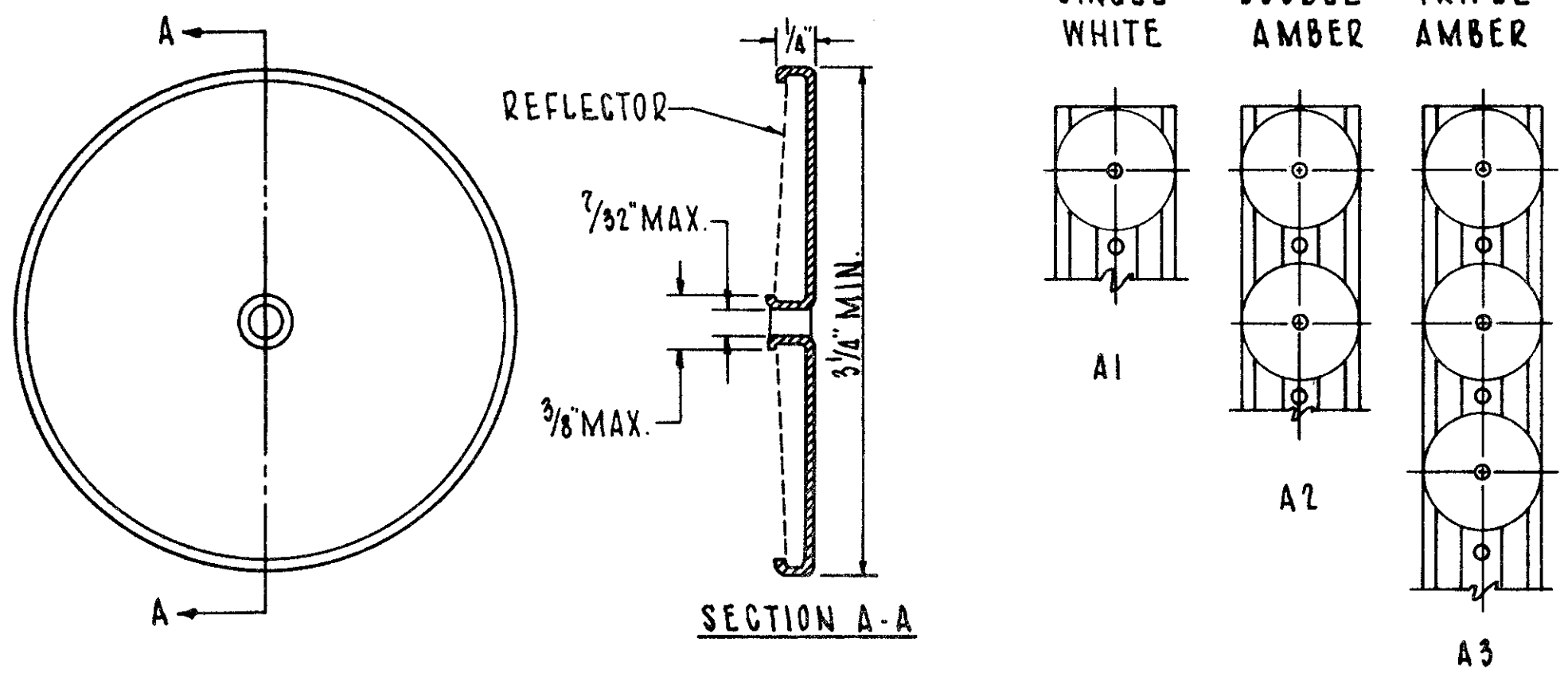
UNDERDRAIN OUTLET DETAIL "D"

\* SEE NOTE DETAIL "B"

\* SEE NOTE DETAIL "B"

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

**TYPE A**



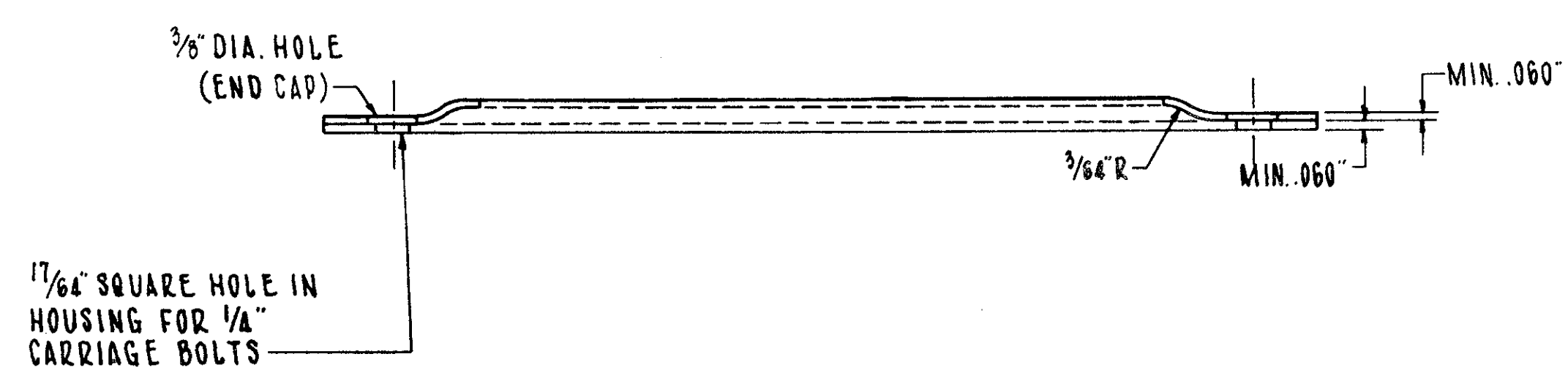
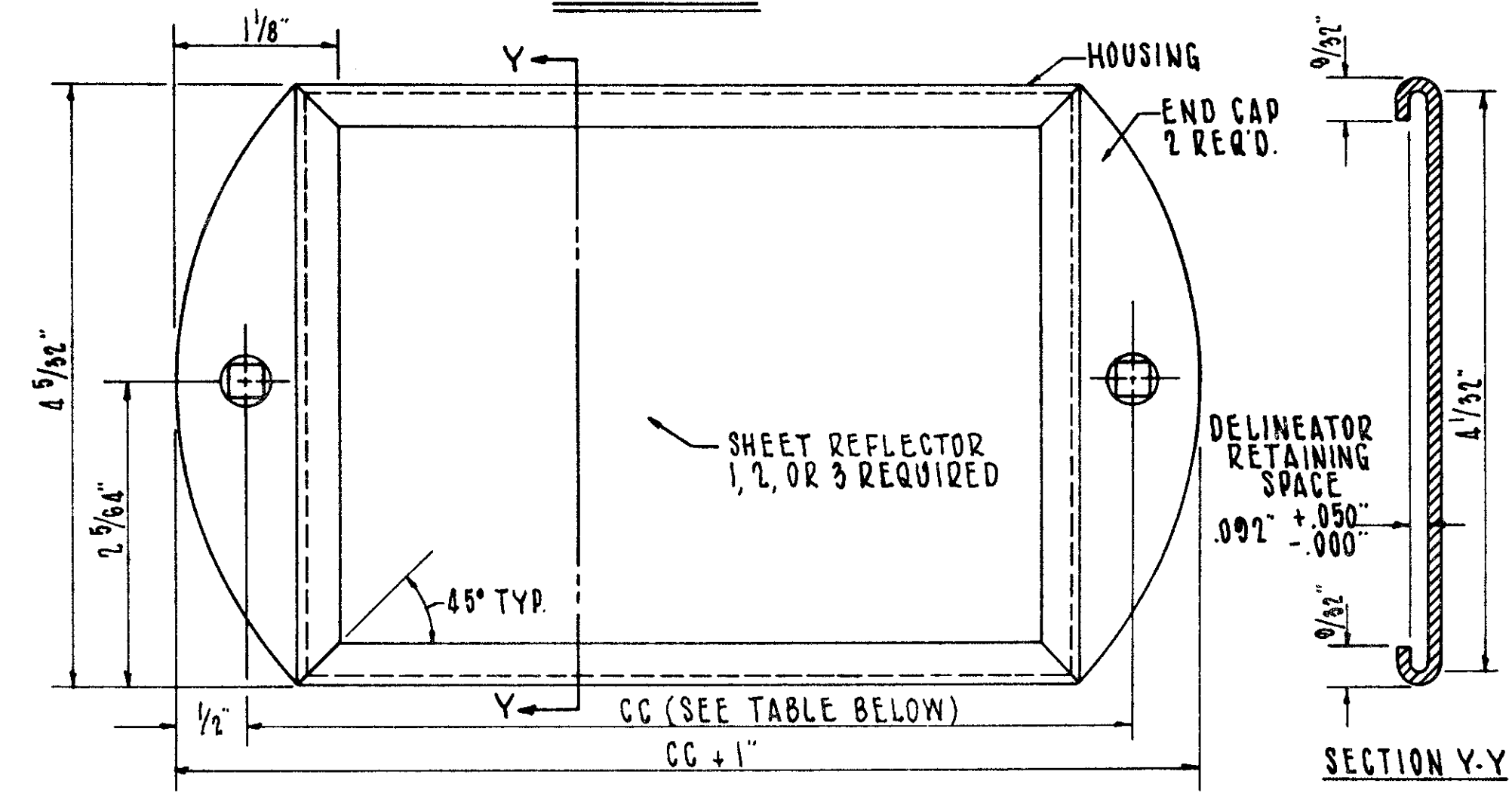
**LATERAL PLACEMENT OF DELINEATORS**

- NOTES**
- TYPE A1 DELINEATORS ON THE RIGHT OF THE THROUGH ROADWAY ARE TO BE SPACED AT 200 FT. INTERVALS THROUGHOUT, REGARDLESS OF CURVES WITH 25 FT. INCREMENTS.
  - DELINEATORS SHALL BE FURNISHED AND ERECTED IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION NO. I-127, (1-15-62).
  - PAYMENT FOR SUPPORTS (DRIVEPOST OR BRACKET) SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR "ITEM I-127 DELINEATORS".
  - SEE SHEET NO'S. 198 & 152 FOR LOCATION OF TYPE C2 AND C3 DELINEATORS.

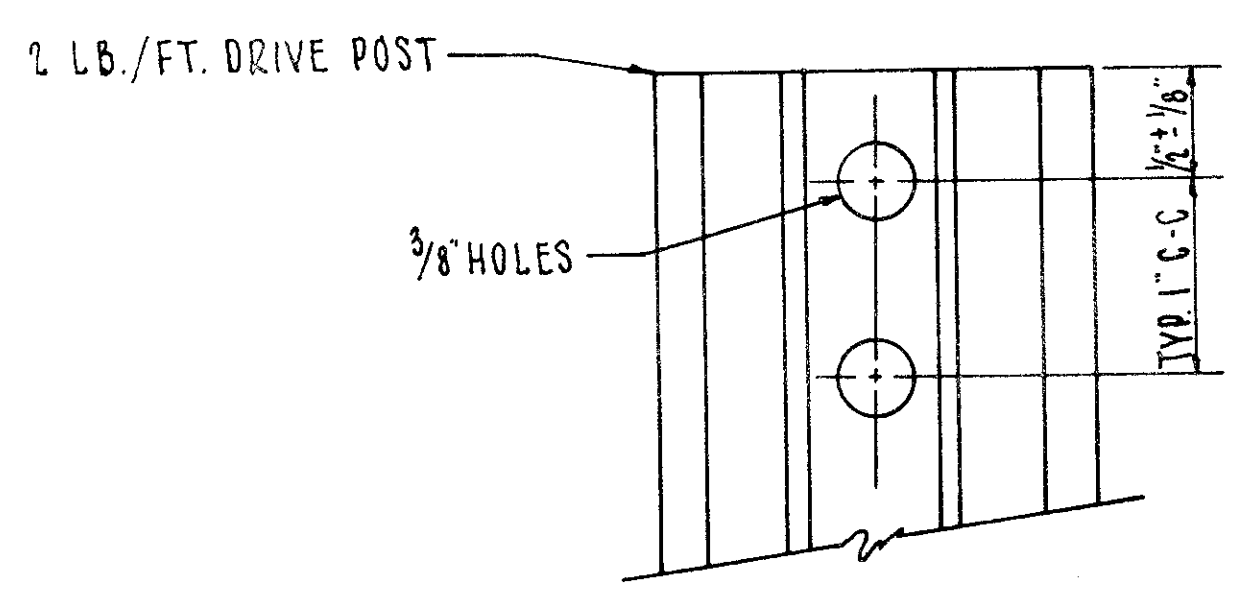
\* TABLE

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

**TYPE C**



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



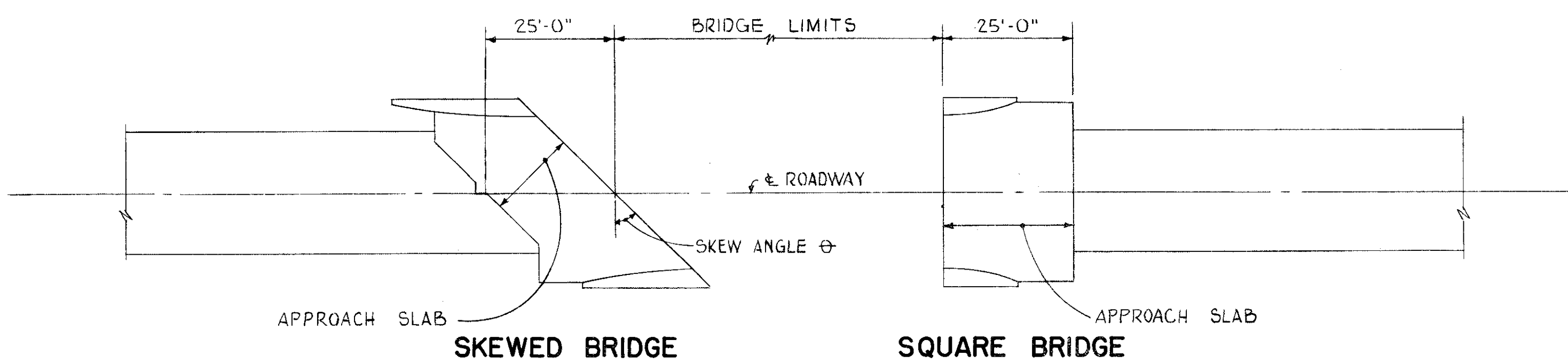
**DELINEATOR POST**

**DELINEATOR SPACING ON RAMPS HORIZONTAL CURVES**

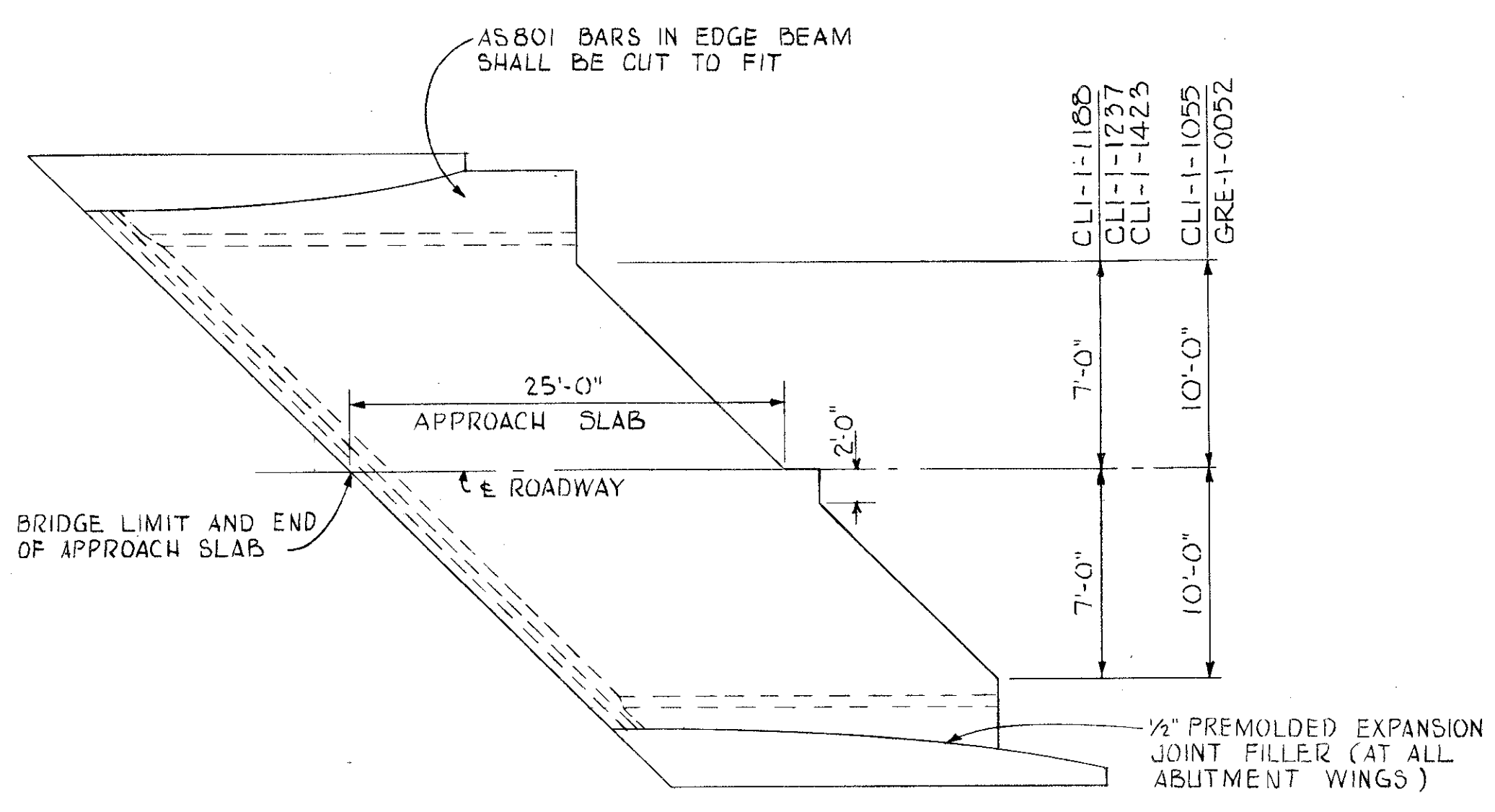
RADI, FT.	SPACING ON CURVE		SPACING 1 <sup>ST</sup> SPACE*
	FROM TANGENT	TO	
2,276	100'	100'	100'
1,800	90'	100'	100'
1,400	80'	100'	100'
1,000	70'	100'	100'
750	60'	100'	80'
560	50'	100'	70'
325	40'	100'	60'

\* FIRST SPACE IN ADVANCE AND BEYOND CURVE

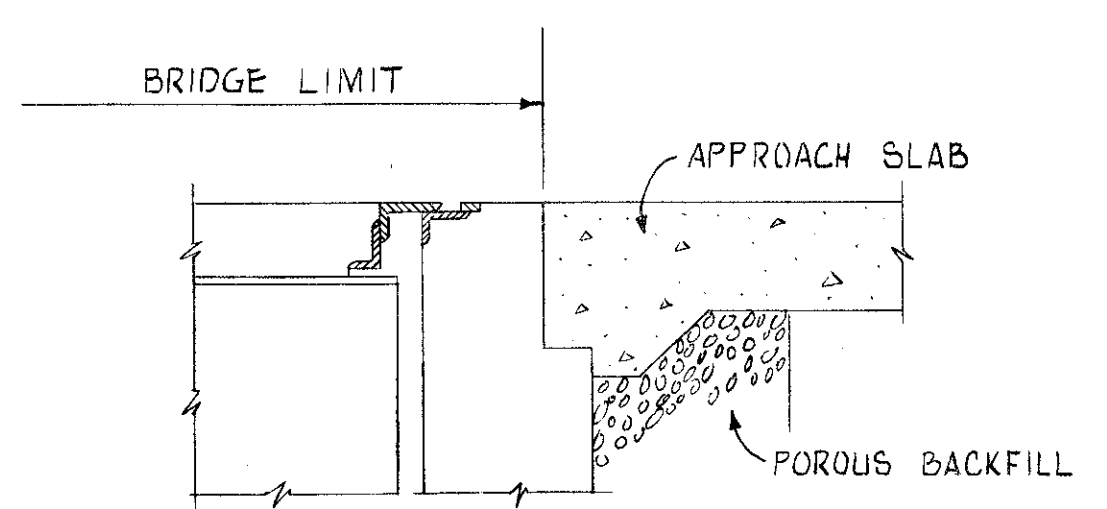
CLINTON - GREENE COUNTIES  
 CL - 1 - 9.10  
 GRE - 1 - 0.00



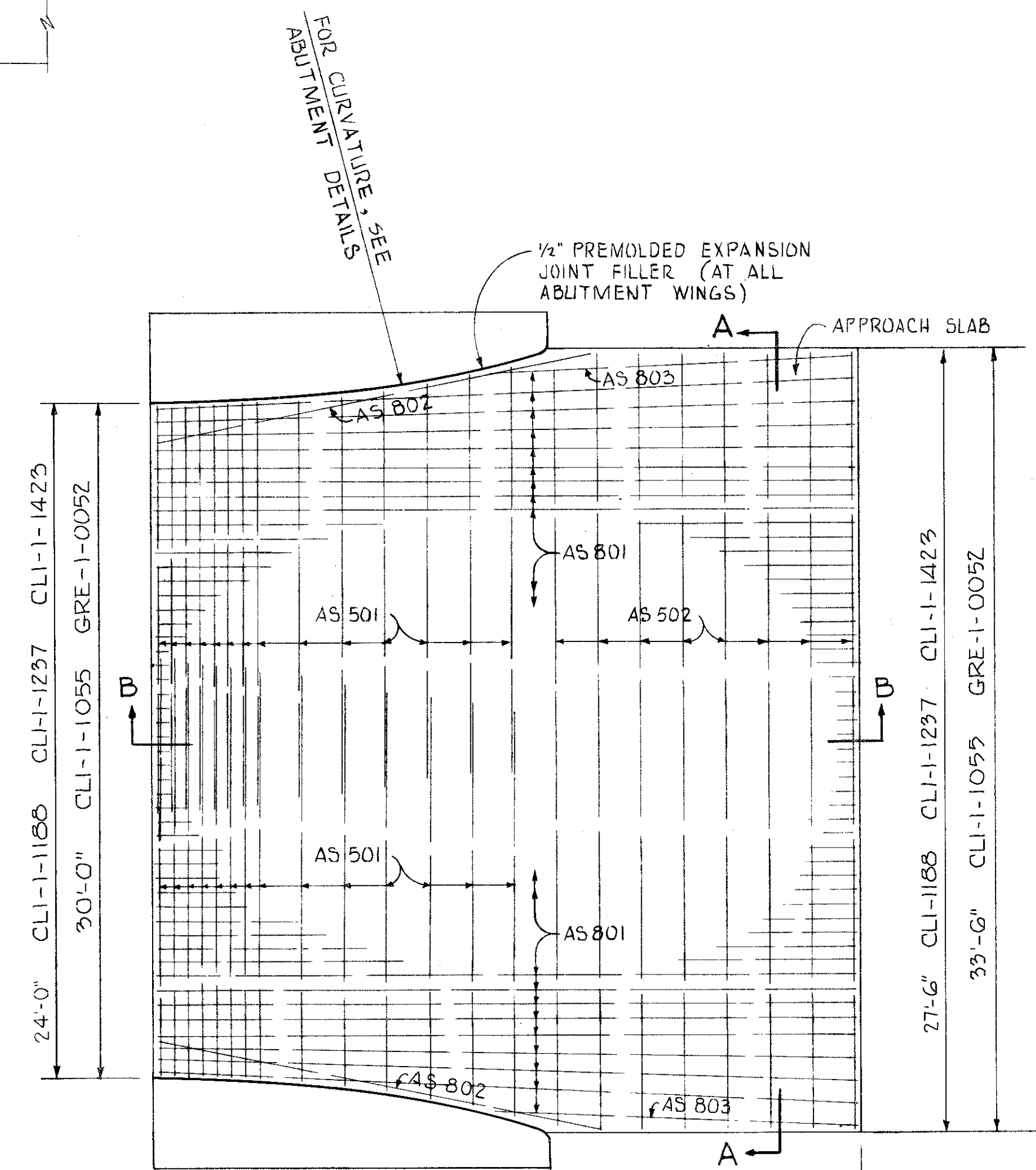
GENERAL PLAN



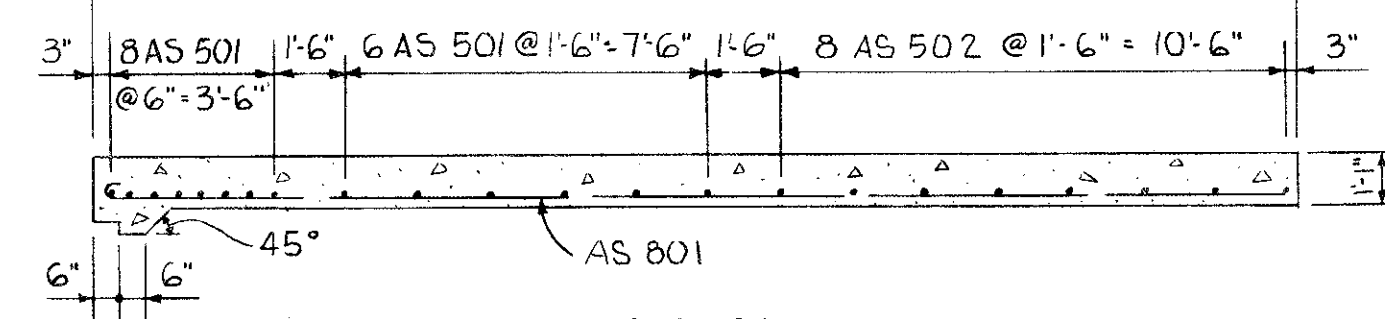
APPROACH SLAB FOR SKEWED BRIDGES



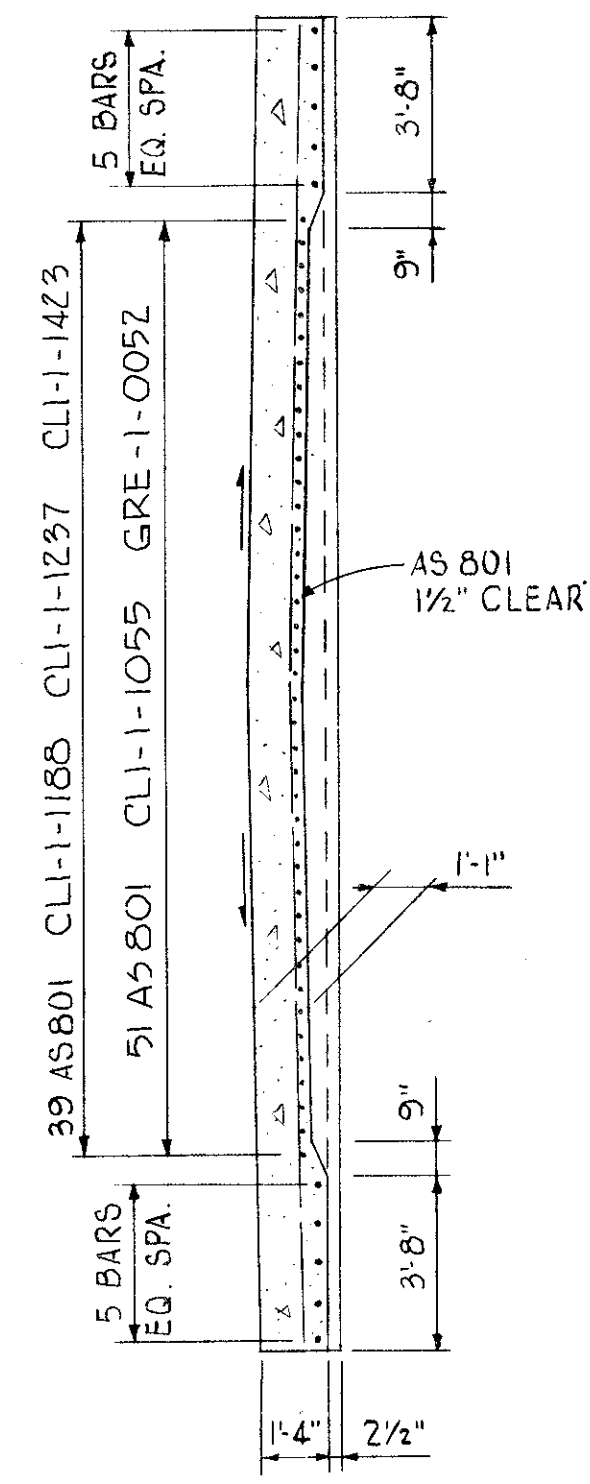
SECTION SHOWING JUNCTION OF APPROACH SLAB WITH BRIDGE



PLAN



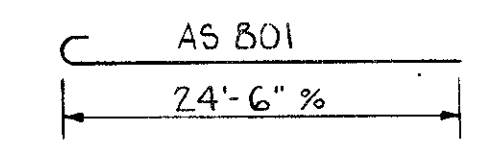
SECTION B-B



SECTION A-A

REINFORCING STEEL (FOR ONE APPROACH SLAB)					
BRIDGE No.	CLI-1-1185 CLI-1-1237 CLI-1-1423		CLI-1-1055 GRE-1-0052		
MARK	No.	LENGTH	No.	LENGTH	SHAPE
AS 501	28	14'-3" SEC. $\theta$	28	17'-4" SEC. $\theta$	S
AS 502	8	27'-2" SEC. $\theta$	8	33'-2" SEC. $\theta$	S
AS 801	47	25'-7"	59	25'-7"	B
AS 802	2	16'-0"	2	16'-0"	S
AS 803	2	13'-0"	2	13'-0"	S

$\theta$  = SKEW ANGLE



NOTES

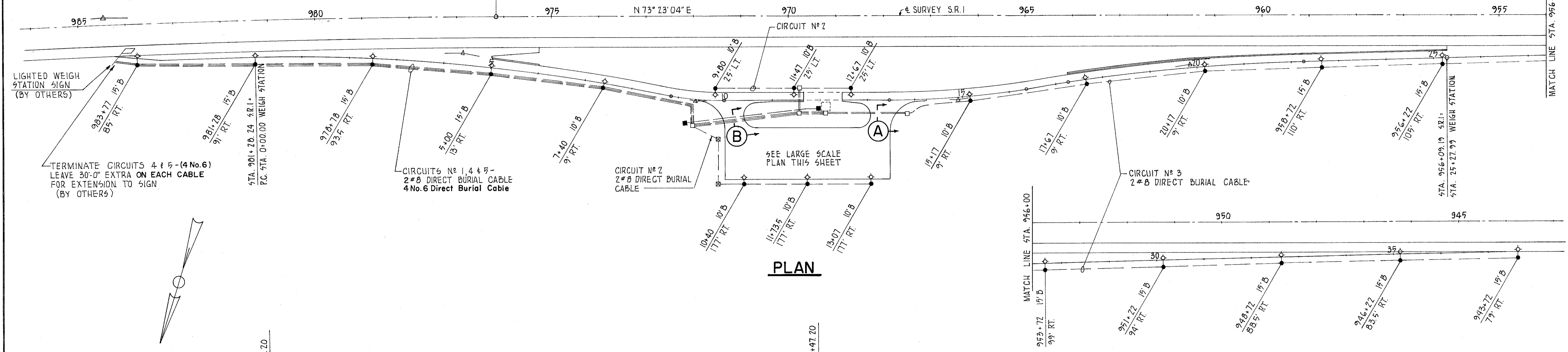
CONCRETE: SHALL BE CLASS "C".  
 REINFORCING STEEL: FOR SKEWED BRIDGES THE AS 801 BARS SHALL BE PLACED PARALLEL TO CENTERLINE OF ROADWAY AND THE AS 501 BARS SHALL BE PLACED PARALLEL TO THE ABUTMENTS.  
 BAR SIZE: IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AS 801 IS A # 8 SIZE BAR.  
 PREMOLDED EXPANSION JOINT FILLER: AT THE EDGES OF THE APPROACH SLAB SHALL BE INCLUDED WITH THE APPROACH SLAB FOR PAYMENT.  
 GENERAL: THE PROJECT PLANS WILL SHOW SKEW, ESTIMATED QUANTITY (SQ. YDS.) AND SPECIAL NOTES AND DETAILS WHERE NECESSARY.  
 FOR ADDITIONAL DETAILS, SEE STANDARD APPROACH SLAB DRAWING AS-1-54 REVISED 7-5-62



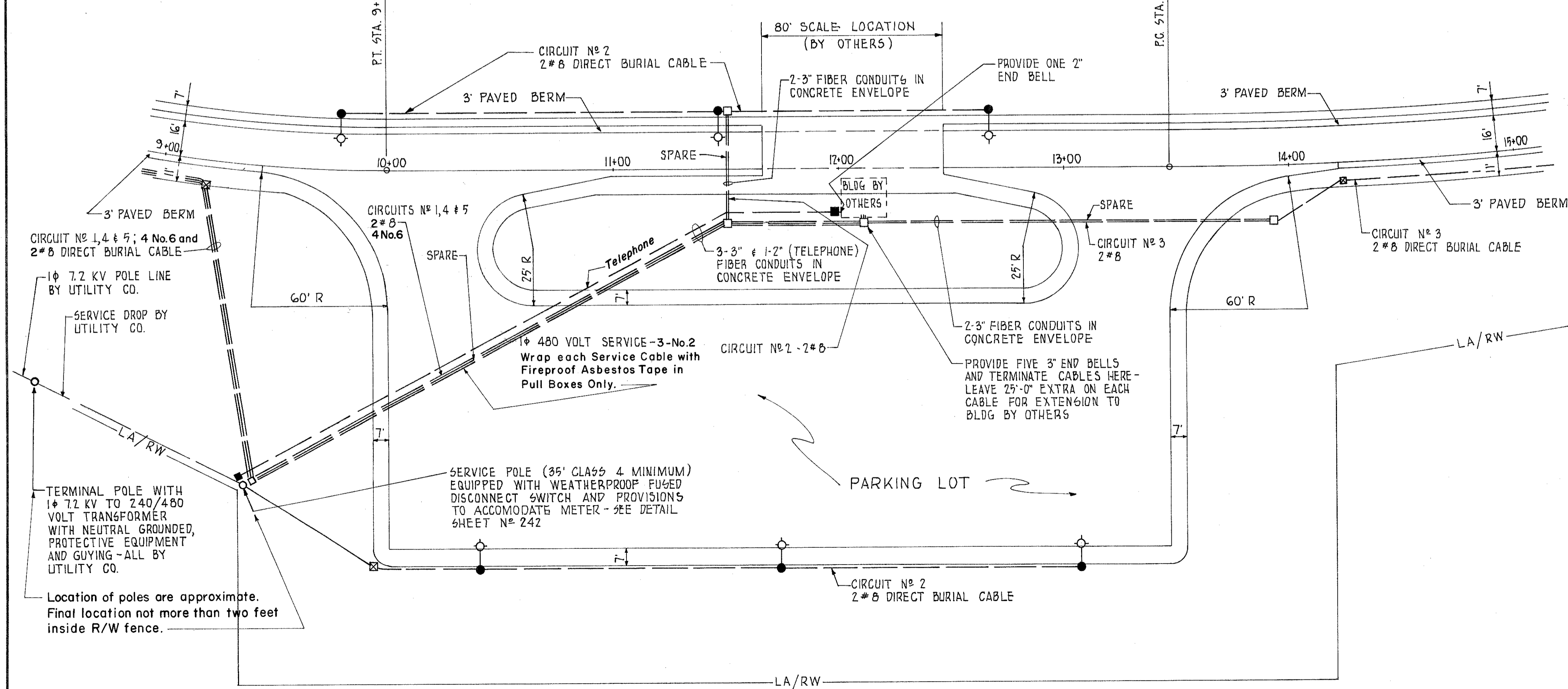
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

CURVE DATA

PI = STA. 984+48.31  
Δ = 4° 25' 31" LT.  
D = 0° 16' 00"  
R = 21,485.92'  
L = 1,660.00'  
T = 830.41'  
E = 16.04'



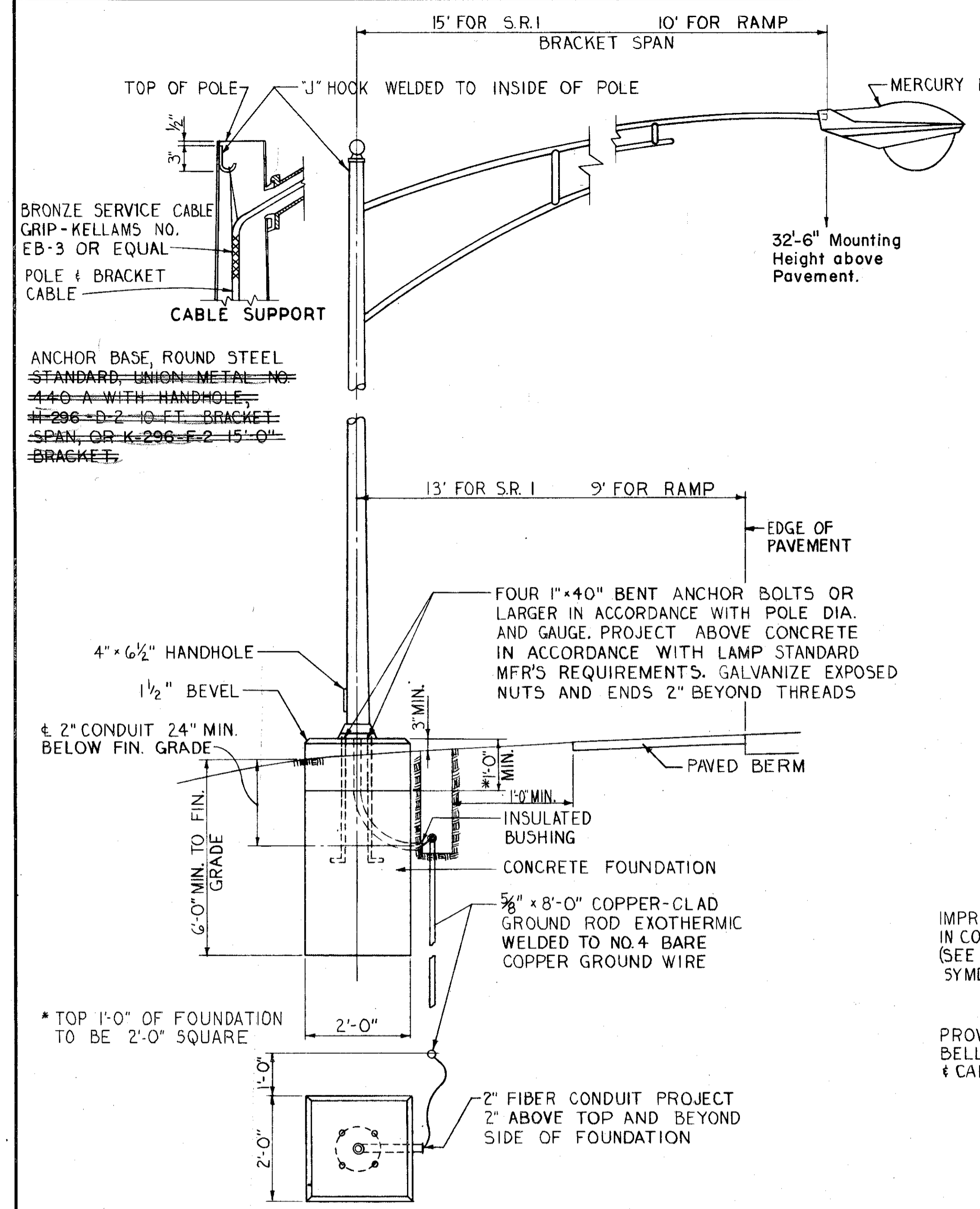
PLAN



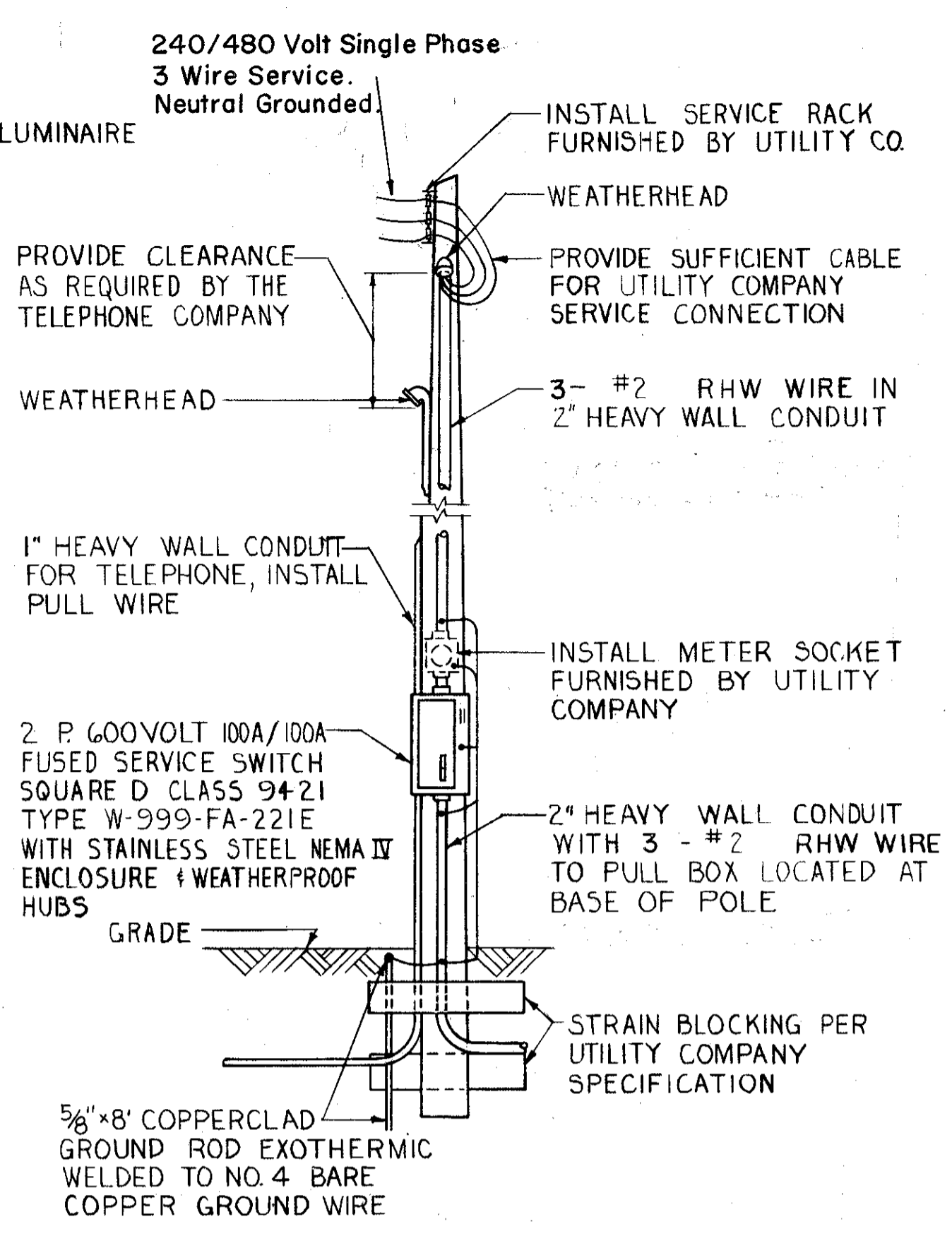
LARGE SCALE PLAN OF WEIGH STATION AREA

- LIGHTING SYMBOLS
- SERVICE POLE
  - ◊ LIGHT
  - LIGHT STANDARD
  - ◻ PULL BOX - LIGHTING CIRCUIT
  - ◼ PULL BOX - TELEPHONE CIRCUIT
  - ⊗ CABLE MARKER

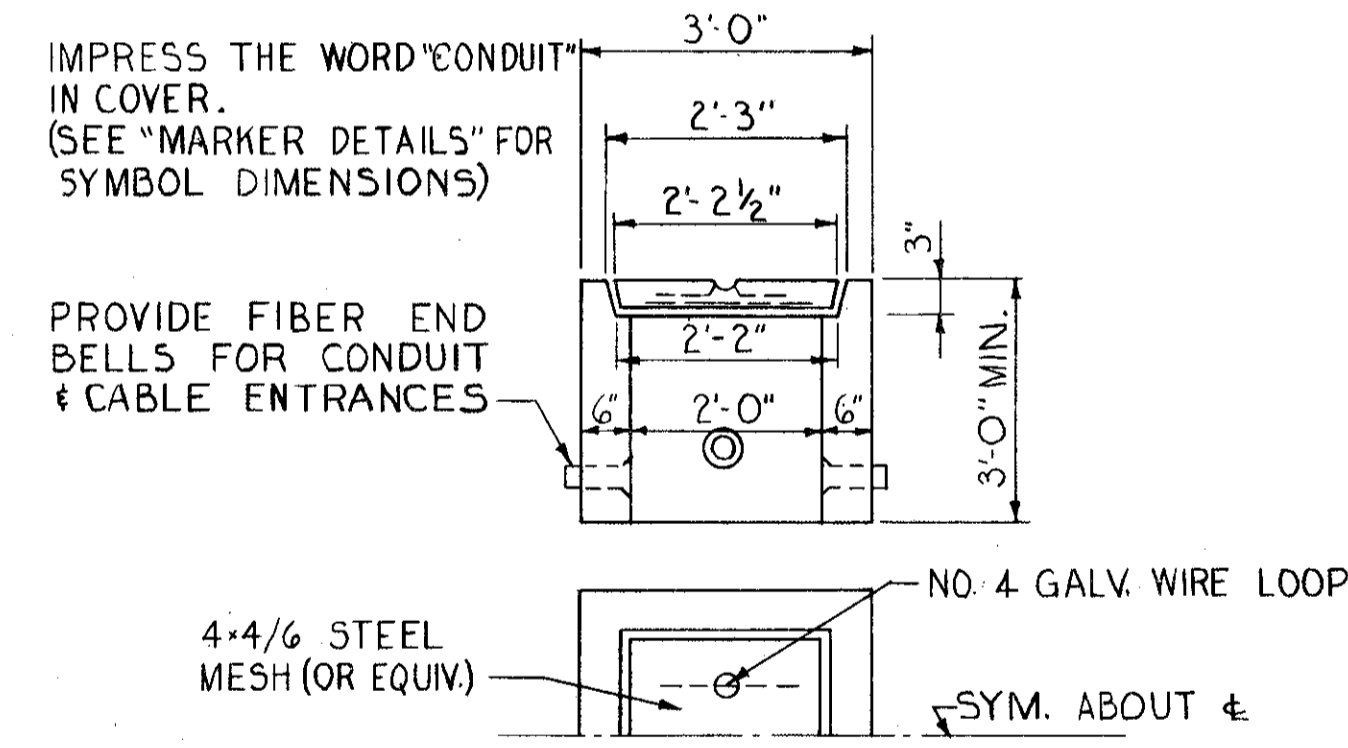
DESCRIPTION			
ITEM	UNIT	QUAN.	DESCRIPTION
S-25	EACH	21	LUMINAIRES 400 W I.E.S. TYPE III WITH INTEGRAL REGULATED OUTPUT BALLAST
S-25	EACH	10	LIGHTING STANDARDS 10' BRACKET ARM ANCHOR BASE
S-25	EACH	11	LIGHTING STANDARDS 15' BRACKET ARM ANCHOR BASE
S-25	EACH	21	STANDARD FOUNDATIONS
S-25	EACH	7	PULL BOXES
S-25	EACH	1	SERVICE POLE
S-25	EACH	3	CABLE MARKERS
S-25	LIN. FT.	300	3-3" & 1-2" FIBER CONDUITS ENCASED IN CONCRETE, INCLUDING EXCAVATION AND BACKFILL (TYPE I FIBER)
S-25	LIN. FT.	225	2-3" FIBER CONDUITS ENCASED IN CONCRETE, INCLUDING EXCAVATION AND BACKFILL (TYPE I FIBER)
S-25	LIN. FT.	1080	SERVICE ENTRANCE CABLE #2 AWG STRANDED 1/2 TYPE USE/RHW
S-25	LIN. FT.	10,420	CIRCUIT CABLE, #8 AWG STRANDED 1/2 (FAA; L-824 Type A)
S-25	LIN. FT.	2,000	POLE AND BRACKET CABLE, #12 AWG STRANDED 1/2 (FAA; L-824 Type A)
S-25	LIN. FT.	4,200	TRENCHING AND BACKFILL FOR DIRECT BURIAL CABLE
S-25	LIN. FT.	7,000	Sign Circuit Cable, No. 6 AWG 1/2 (FAA; L-824 Type A)



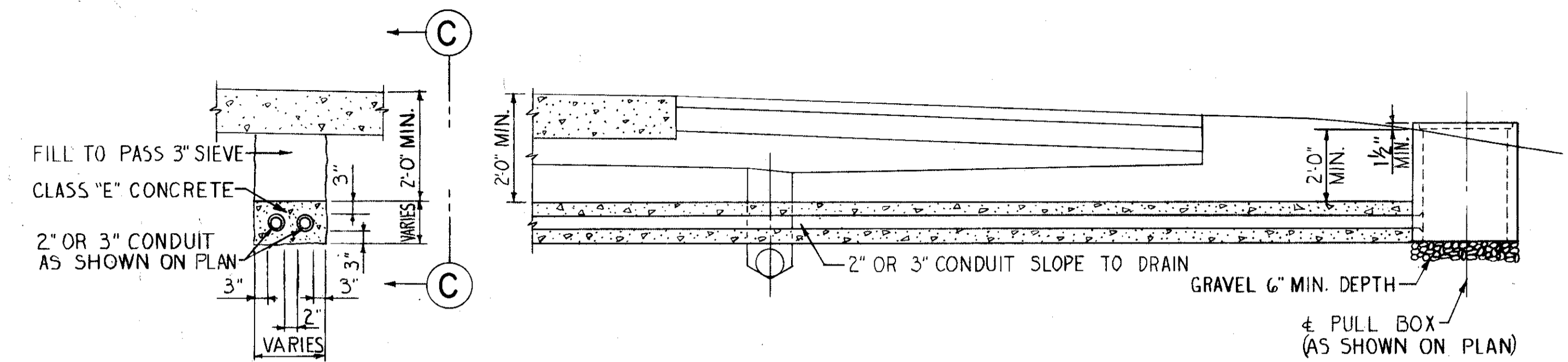
**ROADWAY STANDARD**



**SERVICE POLE**

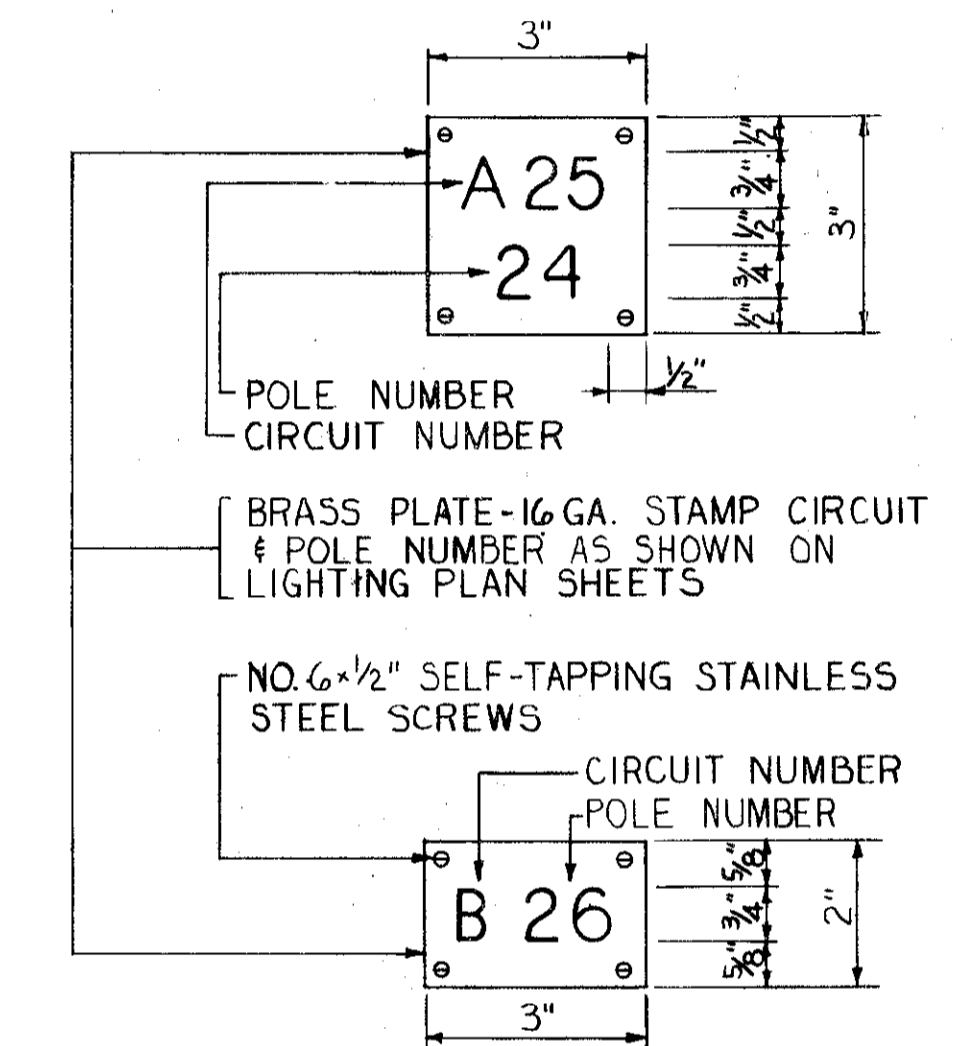


**CONCRETE PULL BOX**

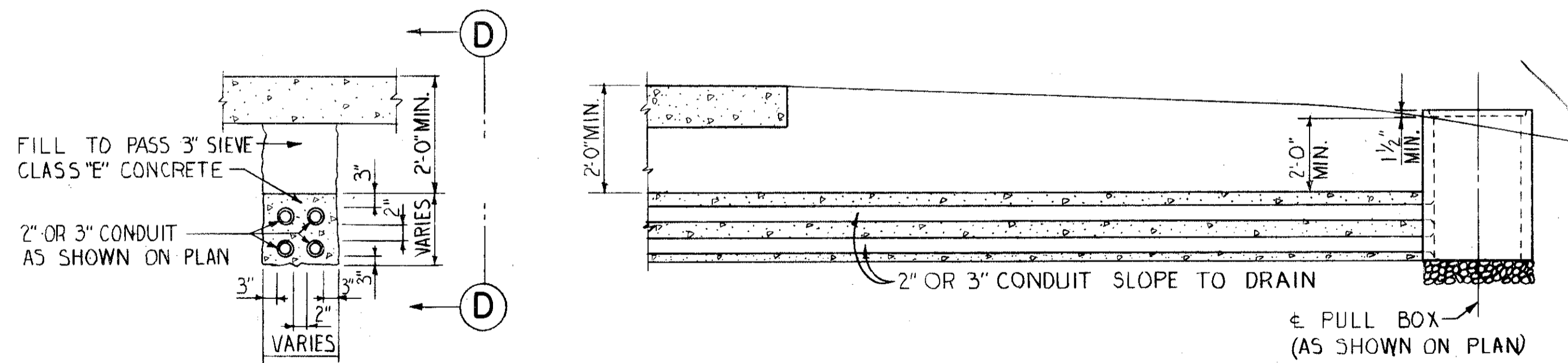


**SECTION A-A**

**SECTION C-C**

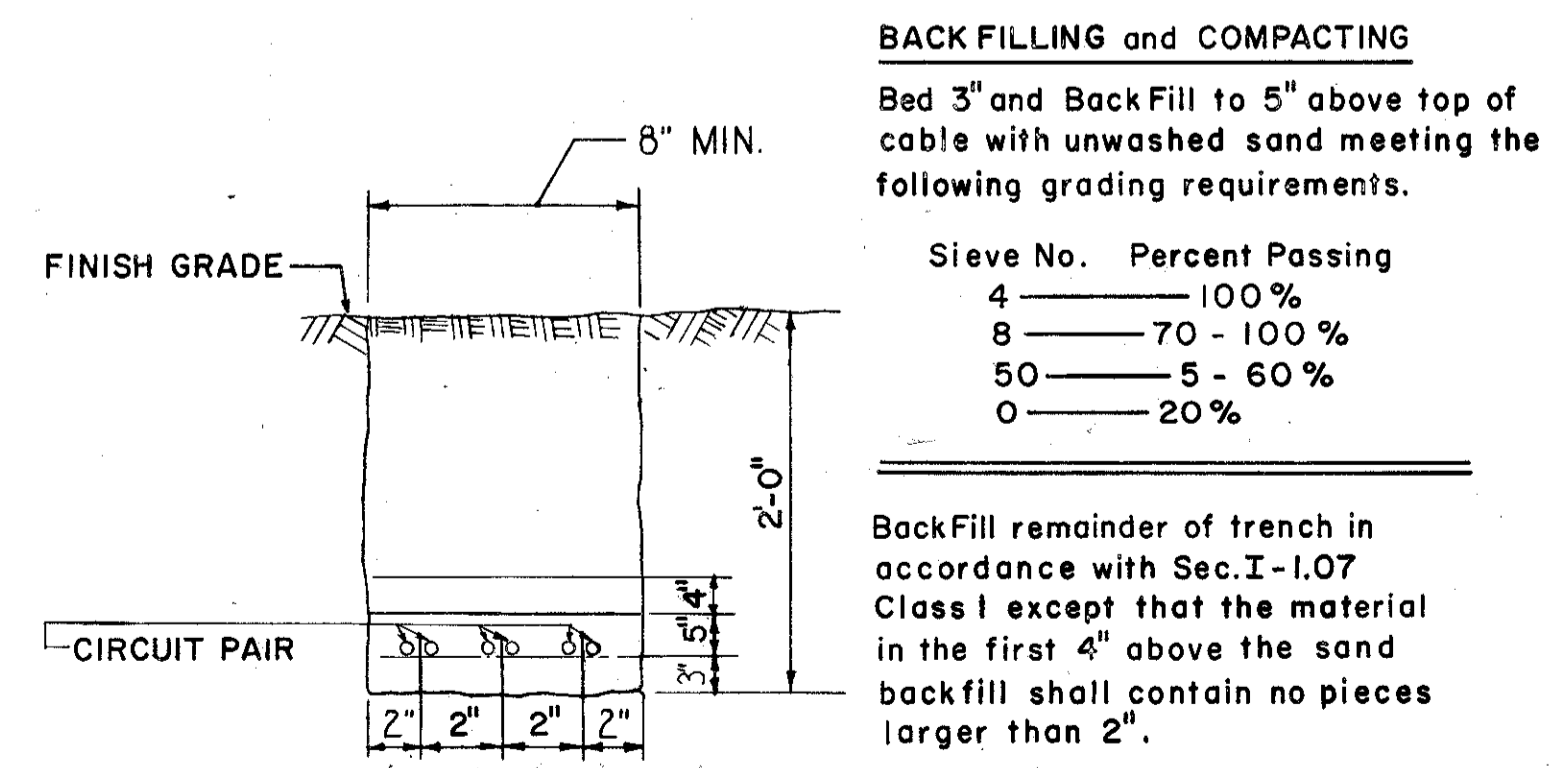


**LIGHT POLE NUMBER PLATE**



**SECTION B-B**

**SECTION D-D**

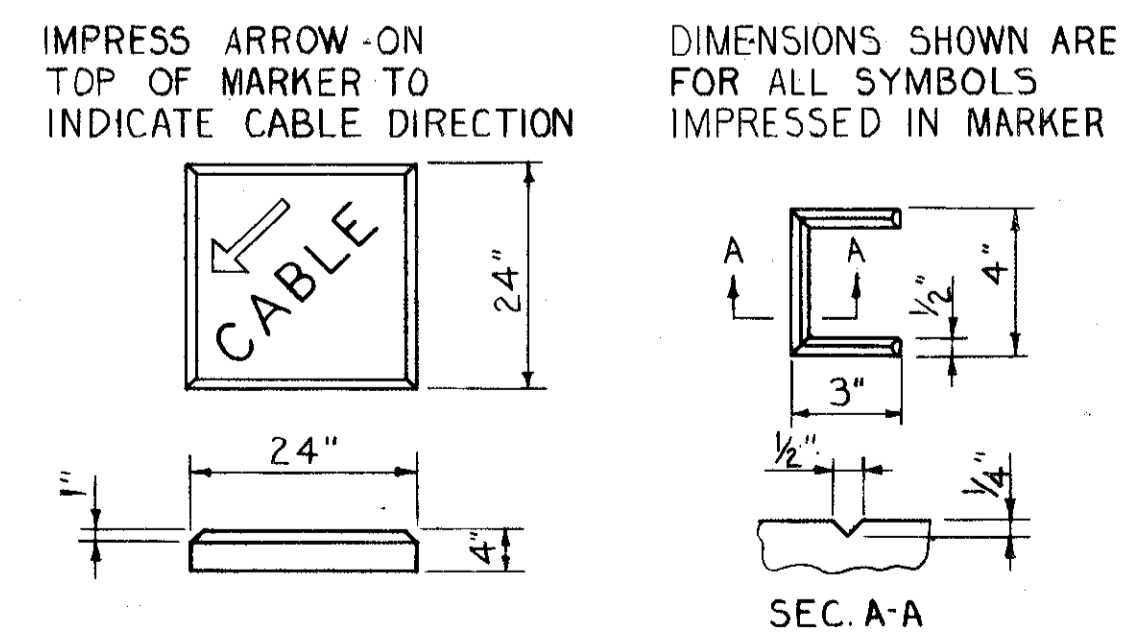


**CABLE TRENCH DETAIL**

**BACK FILLING and COMPACTING**  
Bed 3" and Back Fill to 5" above top of cable with unwashed sand meeting the following grading requirements.

Sieve No.	Percent Passing
4	100%
8	70 - 100%
50	5 - 60%
0	20%

Backfill remainder of trench in accordance with Sec. I-1.07 Class I except that the material in the first 4" above the sand backfill shall contain no pieces larger than 2".



**MARKER DETAIL**

**NOTE:**  
IMPRESS THE WORD CABLE IN THE TOP OF MARKER USING LETTERS OF THE TYPE AND DIMENSIONS AS PER DETAIL.

# GENERAL NOTES

(ELECTRICAL)

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(C13)54	

243  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

## DESCRIPTION

This work shall consist of furnishing all material and labor as described in the proposal, these plans and any pertinent sections of Item S-25, Electrical Equipment, of the State of Ohio, Department of Highways Construction and Material Specifications, dated January 1, 1961.

## WORK NOT INCLUDED

Weigh station sign including 480 volt fluorescent ballasts, lamps, disconnect switches and connections.

Scale and scale building, including 480 volt main panel, contactors, photoelectric cell, etc., for control and protection of mercury vapor and weigh sign lighting, and 5 kva, 480-120/240 volt dry-type transformer for lighting and power loads associated with scale and building. Telephone handset, outlet and connection inside scale building and all telephone cable.

## CONDUIT

Galvanized rigid heavy wall steel conduit on service pole; fiber type I (Federal Specification WC581c) elsewhere. Encase all underground conduits in 3 inch concrete envelope. Where conduits cross maintain a minimum of 3 inch clearance between conduits. Install telephone conduit in same concrete envelope with lighting and service conduits, but terminate in separate pull boxes as shown.

## CABLE

All cable in conduit or direct burial shall be stranded single conductor copper type RHW, style USE, G.E. No. S158006, for Service Cable and G.E. No. SI-58089 (FFA L-824 Type A) for Circuit Cable and Pole and Bracket Cable. Sizes as noted on plans. Each conductor shall be coded for identification.

## CABLE MARKERS

Conform to Section M-1 for air entrained portland cement set flush with finished grade.

## TRENCHING AND BACKFILL

Trench and backfill for all underground conduits and direct burial cable. Encase conduits in concrete. Bed and Back Fill Direct Burial Cable as shown on typical cable trench detail, Sheet No. 242.

## SERVICE POLE

Furnish and install the service pole complete with all equipment as detailed on the plans. The pole shall be ASA class 4, 35 feet 0 inch southern yellow pine, full Penta treated, 8 pounds per cubic foot, AWPA specifications.

## LUMINAIRES

General Electric No. C704G009 mercury vapor IES type III distribution, ASA code H33-1CD lamp, integral 460 volt regulator ballast for parallel operation.

## FUSES

Bussman cartridge type dual element fusetrons.

## CABLE SPLICING

Cable connectors shall be double crimp type, tin-plated copper, one piece tubular construction in correct sizes for cables connected.

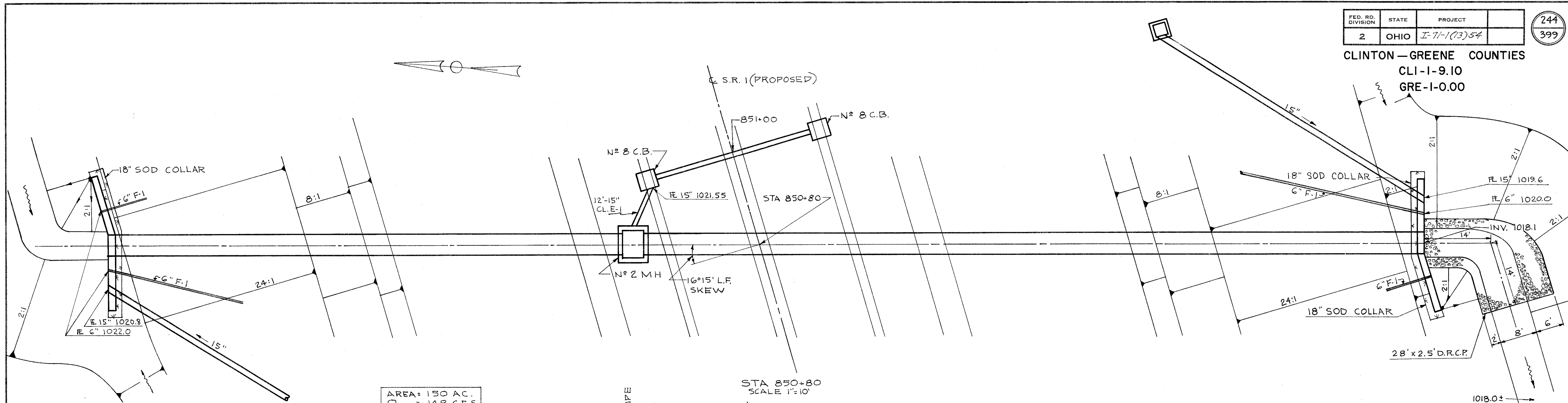
Cable end-to-end connectors - Burndy Corp. Type YS  
Cable Tap Tee Connectors - Burndy Corp. Type YST

Insulating Tape Okonite Co., Okoweld No. 92-512  
Jacket Tape Okonite Co., Okoprene No. 92-42

Tape thickness and installation as specified by cable manufacturer for waterproof splices. Splices shall be made in Pull Boxes or Hand Holes only.

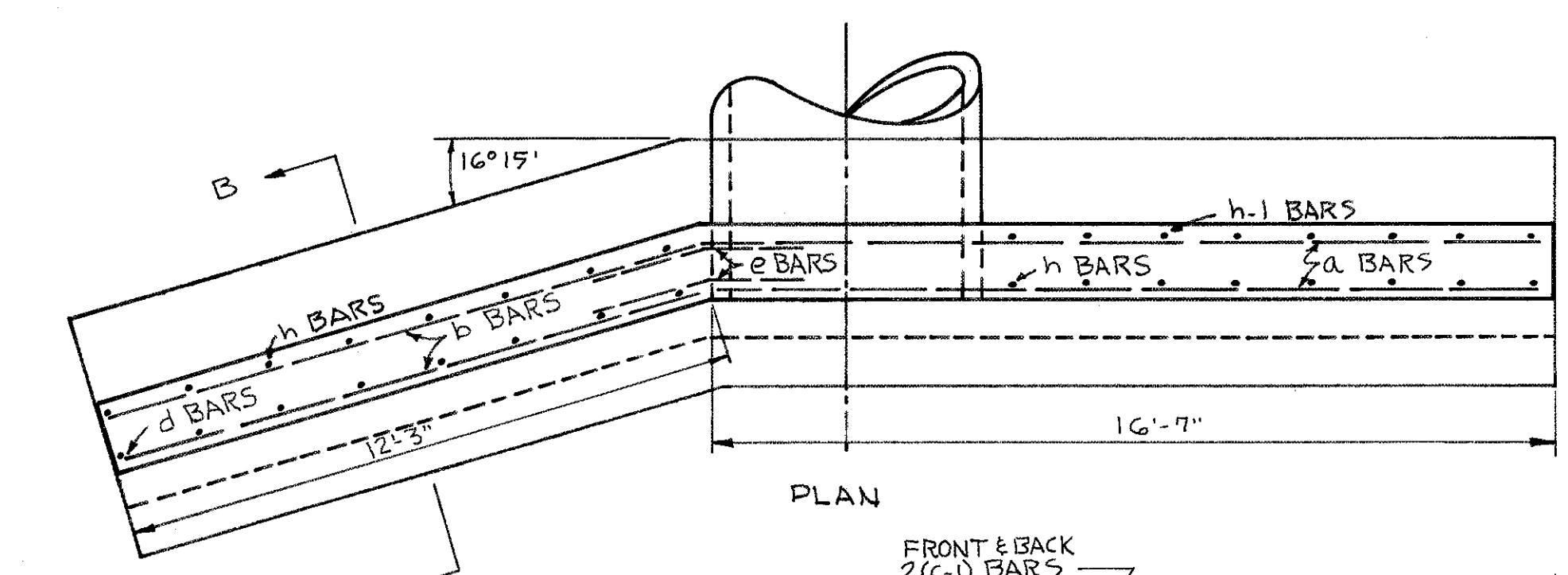
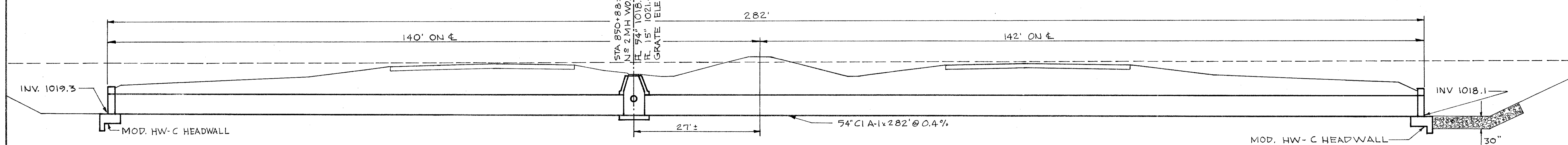
Include payment for cable splicing in unit price bid for electrical cable.

CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



AREA: 150 AC.  
 $Q_{50} = 148$  C.F.S.

STA 850+80  
 SCALE 1"=10'



NOTE: REINFORCING STEEL  
 1. ALL BARS #5 EXCEPT AS SHOWN.  
 2. MINIMUM COVER 2" UNLESS OTHERWISE SHOWN.

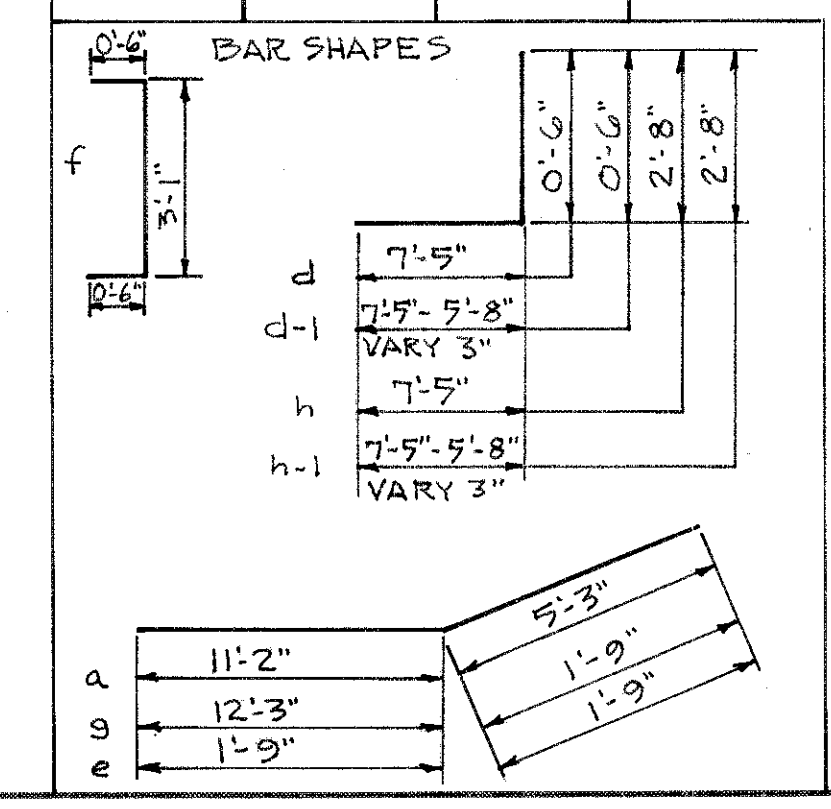
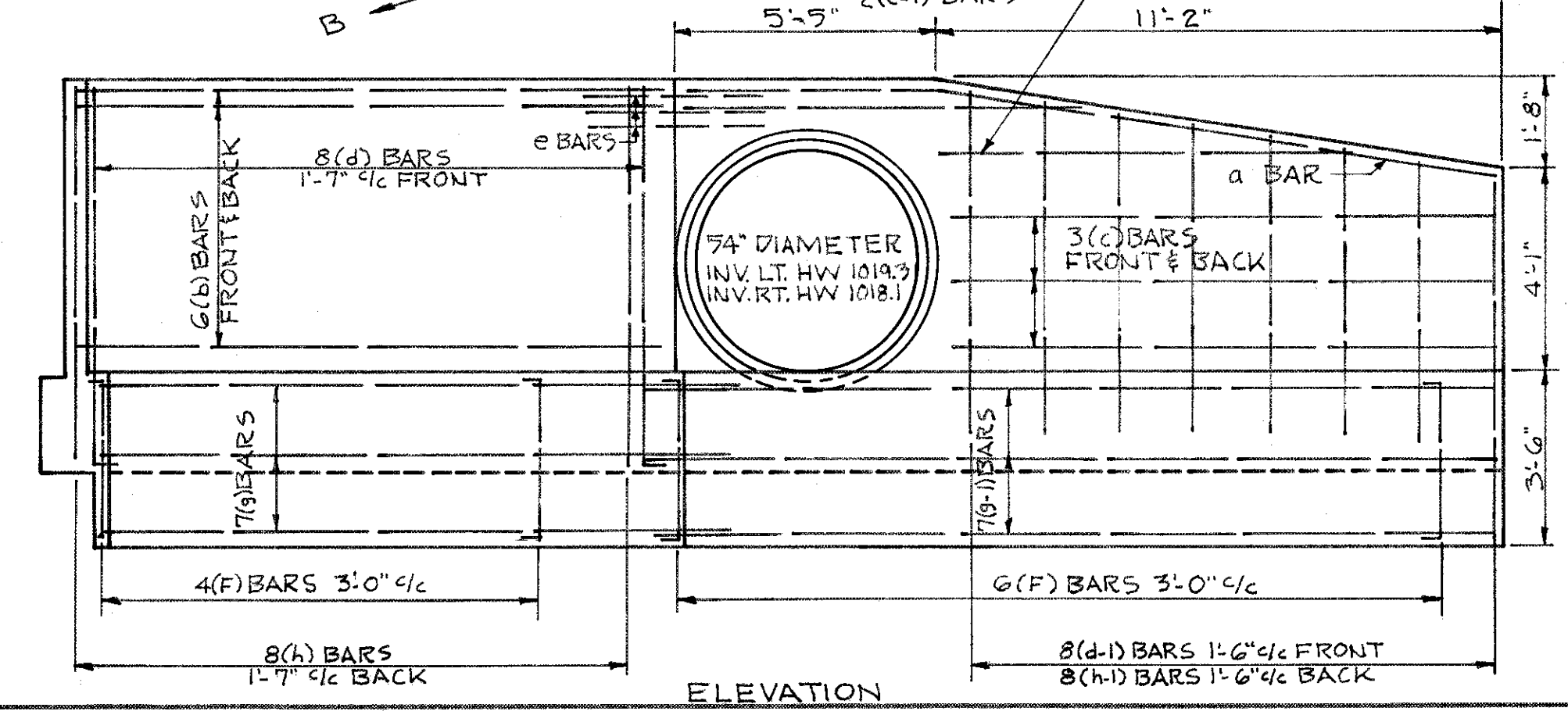
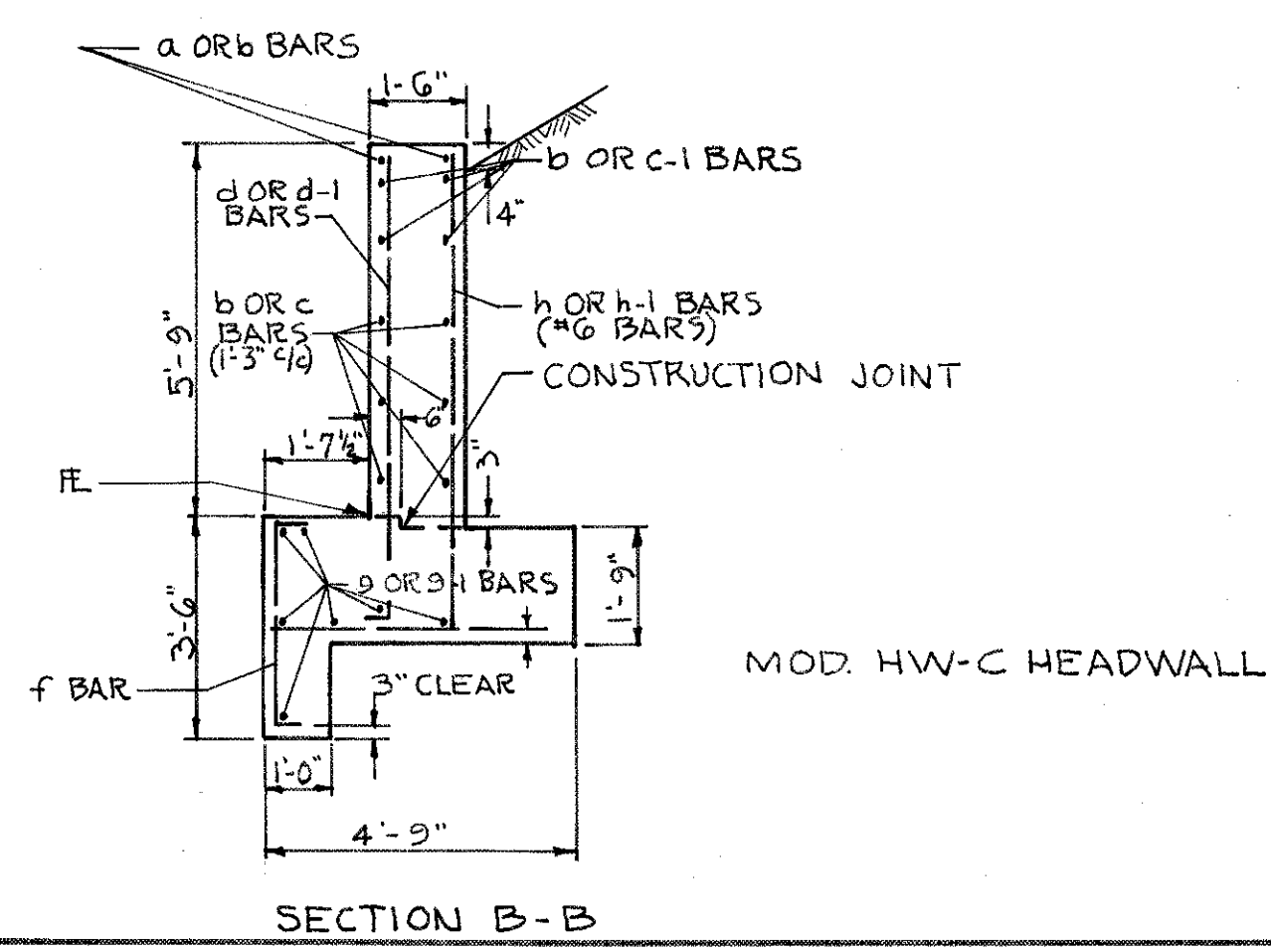
REINFORCING STEEL FOR 2 HEADWALLS

BAR SYMBOL	NO OF BARS REQUIRED	LENGTH
a	4	16'-5"
b	24	11'-9"
c	12	10'-8"
c-1	8	7'-8"
d	16	7'-11"
d-1	16	7'-11" TO 6'-2" VARY BY 3"
e	12	3'-6"
f	20	4'-1"
g	14	14'-0"
g-1	14	16'-5"
h	16	12'-1"
h-1	16	8'-4" TO 10'-1" VARY BY 3"

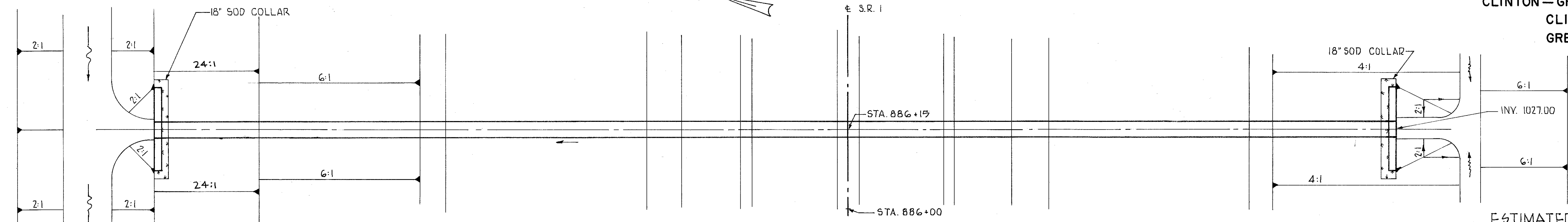
ESTIMATED QUANTITIES

I-1 PIPE 54" C.I.A-1 M-6.6(a)	282 LIN. FT.
I-2 MASONRY	40 CU. YDS.
I-8 N° 2 MH W/O DROP PIPE	1 EACH
E-3 CHANNEL EXCAVATION	42 CU. YDS.
L-10 SODDING	8 SQ. YDS.
I-1 15" CL E-1	12 LIN. FT.
I-10 DUMPED ROCK CHANNEL PROT.	42 CU. YDS.

CULVERT DATA  
 TYPE: REINFORCED CONG. CULVERT PIPE I-1  
 C.I.A-1, SEC M-6.6(a) HW-C  
 SIZE: 54" Ø  
 SKEW: 16°15' L.F.  
 WORK REQ'D: CONSTRUCT A 54" PIPE CULVERT WITH MOD HW-C HEADWALLS, AND N° 2MH, PLACE DUMPED ROCK CHANNEL PROTECTION, SODDING AND CONSTRUCT THE 15" STORM SEWER, AS SHOWN.



CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

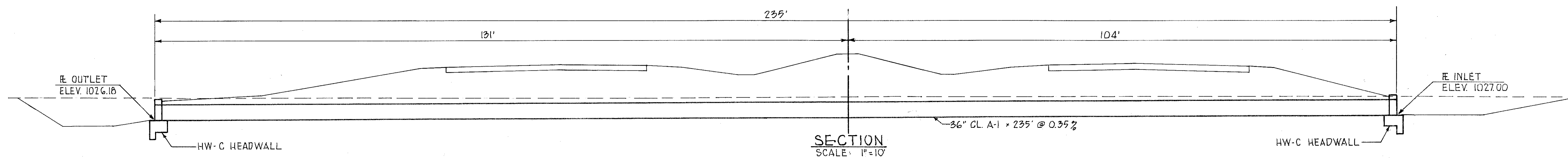


**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE PIPE CL A-1  
 M-G.G.(a) HW-C  
 SIZE: 36" x 235'  
 WORK REQ'D: CONSTRUCT 36" PIPE CULVERT WITH HW-C HEADWALLS, PLACE SOD AS SHOWN.

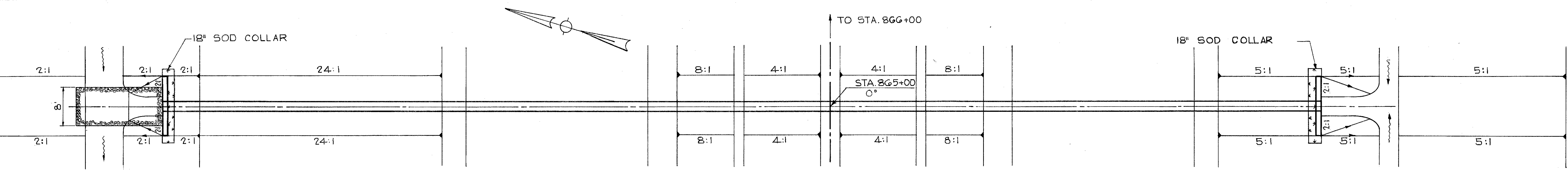
AREA = 13.6 ACRES  
 Q<sub>50</sub> = 37 C.F.S.

PLAN  
 SCALE: 1"=10'

**ESTIMATED QUANTITIES**  
 I-1 PIPE 36" CL A-1 M-G.G.(a) 235 LIN. FT.  
 I-2 MASONRY 8 CU. YDS.  
 E-3 CHANNEL EXCAVATION 18 CU. YDS.  
 L-10 SODDING 8 SQ. YDS.



SECTION  
 SCALE: 1"=10'  
 STA. 886+15



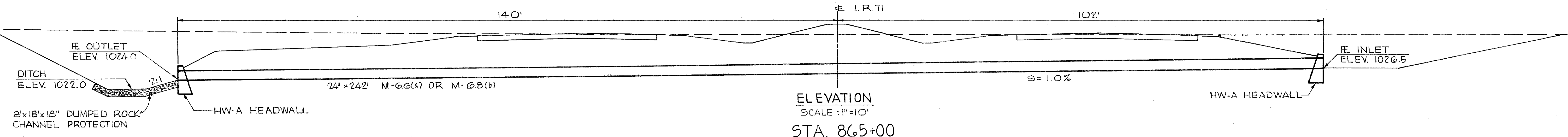
AREA = 10 ACRES  
 Q<sub>50</sub> = 24 C.F.S.

**CULVERT DATA**

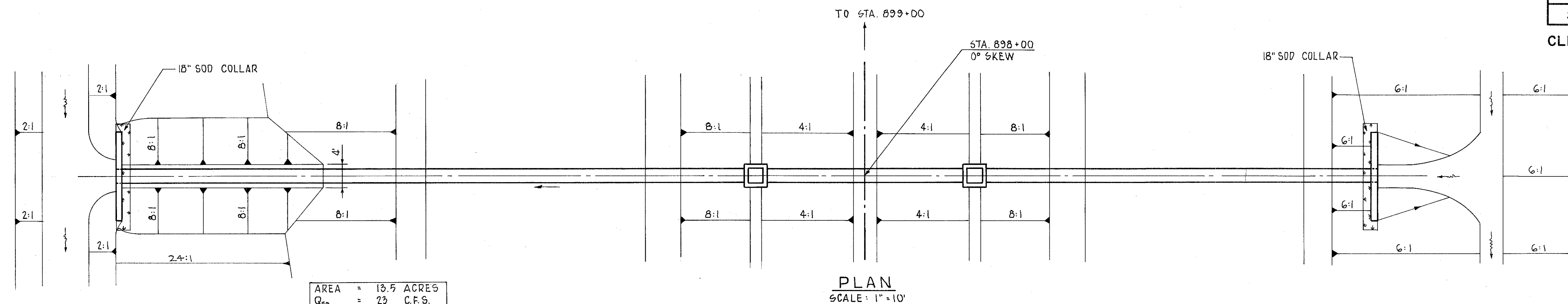
TYPE: REINFORCED CONC. CULVERT PIPE OR VITRIFIED SEWER PIPE I-1 CLASS A-1, SEC. M-G.G.(a) OR M-G.G.(b)  
 SIZE: 24" x 242'  
 SKEW: 0° 00'  
 WORK REQ'D: CONSTRUCT A 24" x 242" PIPE CULVERT WITH HW-A HEADWALLS AND SOD AS SHOWN

**ESTIMATED QUANTITIES**  
 I-1 PIPE 24" CLASS A-1 SEC M-G.G.(a) OR M-G.G.(b) 242 LIN. FT.  
 I-2 MASONRY 10.8 CU. YD.  
 E-3 CHANNEL EXCAVATION 9 CU. YD.  
 L-10 SODDING 6 SQ. YD.  
 I-10 D.R.C.P. 8 CU. YD.

PLAN  
 SCALE: 1"=10'



ELEVATION  
 SCALE: 1"=10'  
 STA. 865+00



AREA = 13.5 ACRES  
 Q<sub>50</sub> = 23 C.F.S.

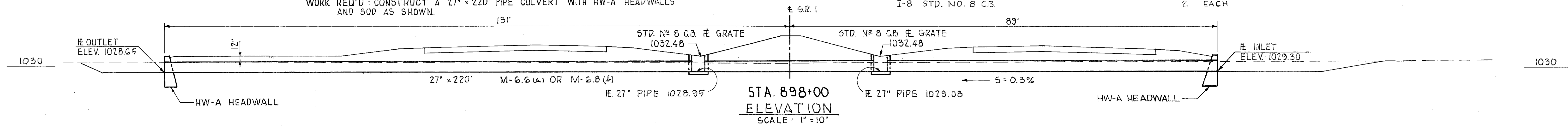
**CULVERT DATA**

TYPE: REINFORCED CONCRETE CULVERT PIPE OR VITRIFIED SEWER PIPE, I-1,  
 CLASS A-1 SEC. M-6.6(a) OR M-6.8(b)  
 SIZE: 27" x 220'  
 SKEW: 0° 00'  
 WORK REQ'D: CONSTRUCT A 27" x 220' PIPE CULVERT WITH HW-A HEADWALLS  
 AND SOD AS SHOWN.

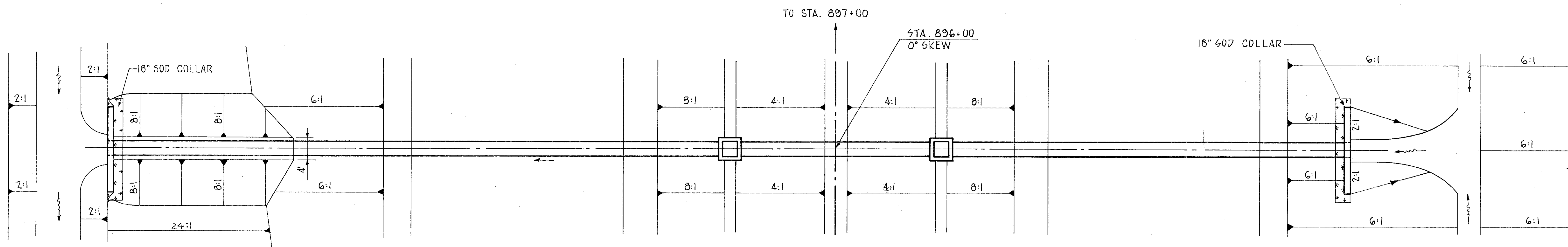
**PLAN**  
 SCALE: 1" = 10'

**ESTIMATED QUANTITIES**

- |  |              |
|--|--------------|
| E-3 CHANNEL EXCAVATION                           | 18 CU.YDS.   |
| I-1 PIPE 27" CLASS A-1 SEC. M-6.6(a) OR M-6.8(b) | 218 LIN. FT. |
| I-2 MASONRY                                      | 175 CU.YDS.  |
| L-10 SODDING                                     | 14 SQ.YDS.   |
| I-8 STD. NO. 8 C.B.                              | 2 EACH       |



**STA. 898+00**  
**ELEVATION**  
 SCALE: 1" = 10'



AREA = 13.9 ACRES  
 Q<sub>50</sub> = 23 C.F.S.

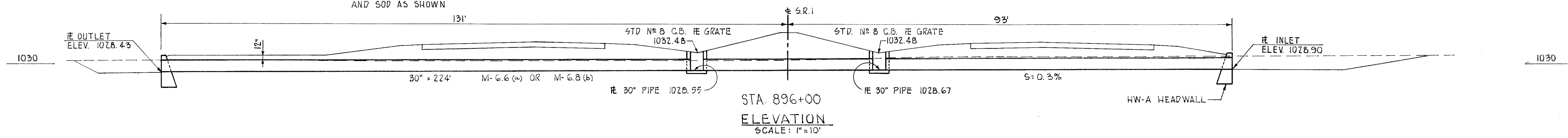
**CULVERT DATA**

TYPE: REINFORCED CONCRETE CULVERT PIPE OR VITRIFIED SEWER PIPE, I-1,  
 CLASS A-1 SEC. M-6.6(a) OR M-6.8(b)  
 SIZE: 30" x 224'  
 SKEW: 0° 00'  
 WORK REQ'D: CONSTRUCT A 30" x 224' PIPE CULVERT WITH HW-A HEADWALLS  
 AND SOD AS SHOWN.

**PLAN**  
 SCALE: 1" = 10'

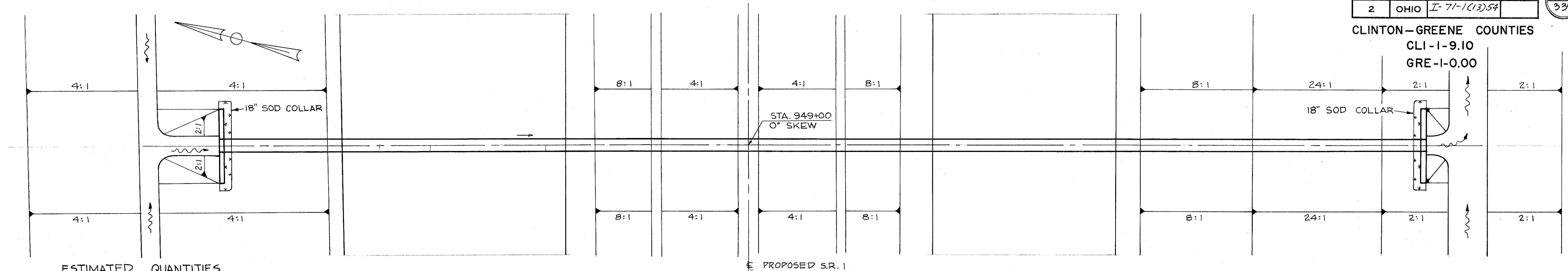
**ESTIMATED QUANTITIES**

- |  |              |
|--|--------------|
| E-3 CHANNEL EXCAVATION                           | 13 CU.YDS.   |
| I-1 PIPE 30" CLASS A-1 SEC. M-6.6(a) OR M-6.8(b) | 224 LIN. FT. |
| I-2 MASONRY                                      | 175 CU.YDS.  |
| L-10 SODDING                                     | 14 SQ.YDS.   |
| I-8 STD. NO. 8 C.B.                              | 2 EACH       |



**STA. 896+00**  
**ELEVATION**  
 SCALE: 1" = 10'

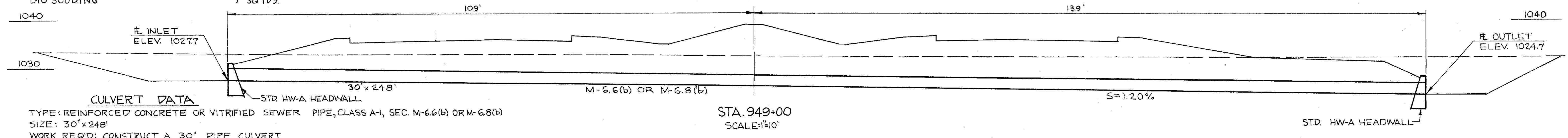
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



ESTIMATED QUANTITIES

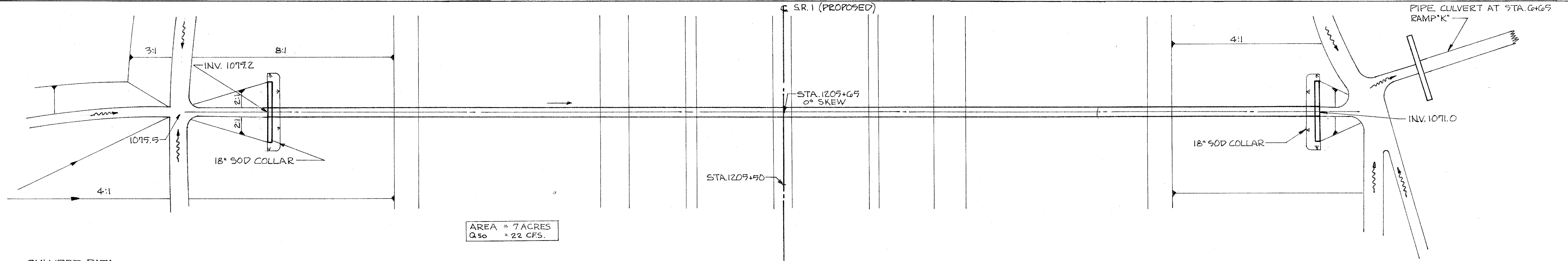
- I-1 PIPE 30" CL. A-1, M-6.6(b) OR M-6.8(b) 248 LIN. FT.
- I-2 MASONRY 14.4 CU. YDS.
- E-3 CHANNEL EXCAVATION 13 CU. YDS.
- L-10 SODDING 7 SQ. YDS.

AREA = 22 ACRES  
Q<sub>50</sub> = 42 CFS

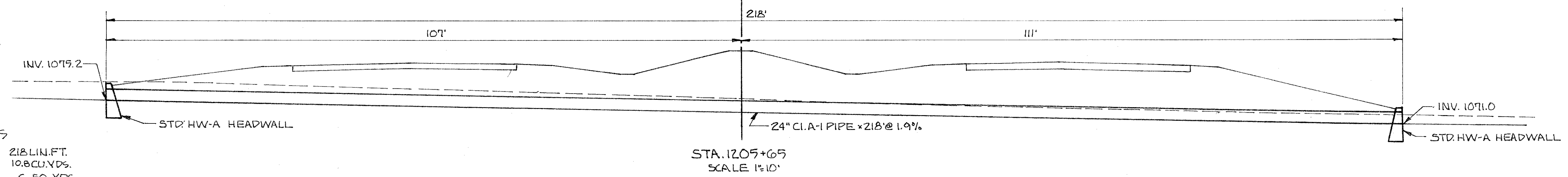


CULVERT DATA

TYPE: REINFORCED CONCRETE OR VITRIFIED SEWER PIPE, CLASS A-1, SEC. M-6.6(b) OR M-6.8(b)  
SIZE: 30" x 24.8'  
WORK REQ'D: CONSTRUCT A 30" PIPE CULVERT WITH HW-A HEADWALLS. PLACE SOD AS SHOWN



AREA = 7 ACRES  
Q<sub>50</sub> = 22 CFS



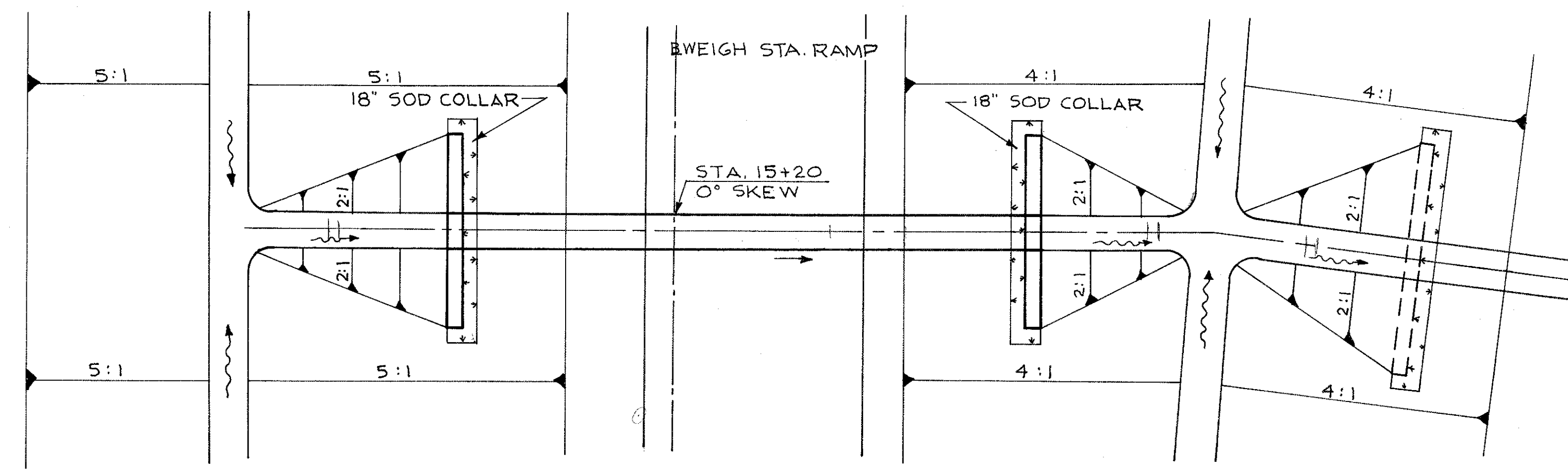
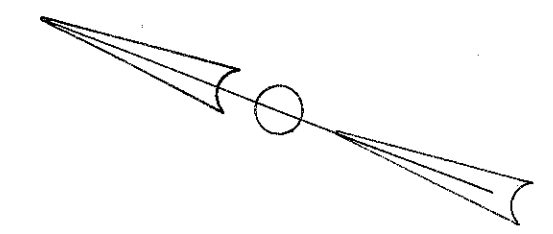
CULVERT DATA

TYPE: REINFORCED CONCRETE PIPE  
CL. A-1, M-6.6(a), M-6.8(b)  
SIZE: 24" Ø  
WORK REQ'D: CONSTRUCT A 24" PIPE CULVERT WITH HW-A HEADWALLS, SOD AS SHOWN.

ESTIMATED QUANTITIES

- I-1 PIPE 24" CL. A-1, M-6.6(a), M-6.8(b) 218 LIN. FT.
- I-2 MASONRY 10.8 CU. YDS.
- L-10 SODDING 6 SQ. YDS.
- E-3 CHANNEL EXCAVATION 10 CU. YDS.

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

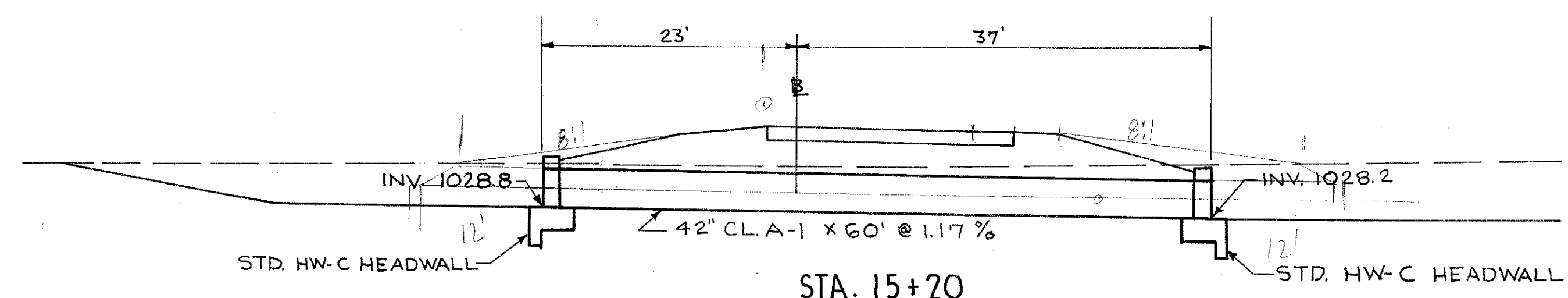


AREA = 31 ACRES  
Q<sub>50</sub> = 54 CFS.

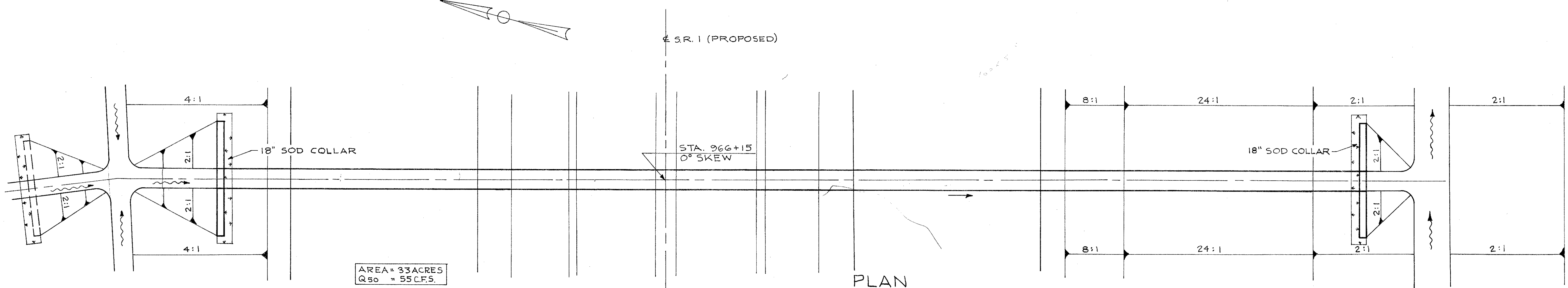
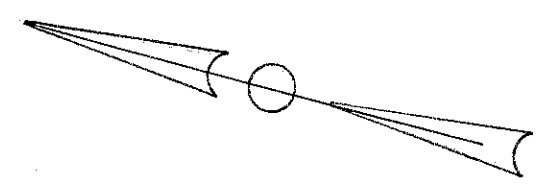
PLAN  
SCALE: 1"=10'

**CULVERT DATA**  
TYPE: REINFORCED CONCRETE CULVERT PIPE  
CLASS A-1, SEC. M-G.G(a)  
SIZE: 42"  $\phi$   
SKEW: 0°-00'  
WORK REQUIRED: CONSTRUCT A 42"  $\phi$  PIPE CULVERT WITH HW-C HEADWALLS AND SOD AS SHOWN.

**ESTIMATED QUANTITIES**  
I-1 PIPE 42" CL. A-1, M-G.G(a) 60 LIN. FT.  
I-2 MASONRY 22 CU. YDS.  
E-3 CHANNEL EXCAVATION 33 CU. YDS.  
L-10 SODDING 8 SQ. YDS.



STA. 15+20  
ELEVATION  
SCALE: 1"=10'

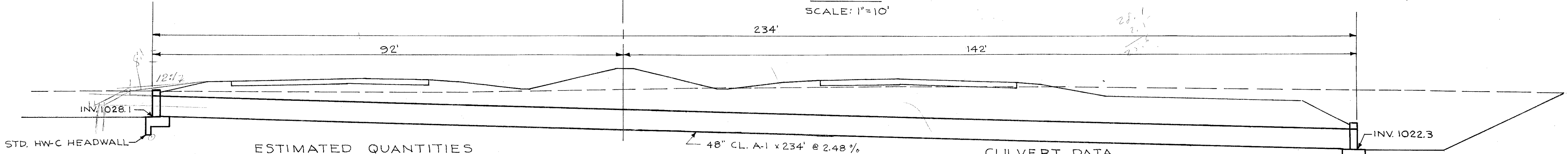


AREA = 33 ACRES  
Q<sub>50</sub> = 55 CFS.

PLAN  
SCALE: 1"=10'

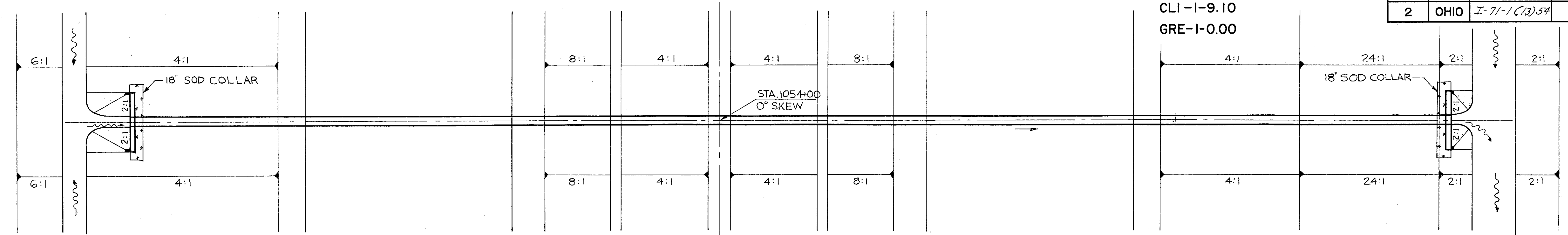
**CULVERT DATA**  
TYPE: REINFORCED CONCRETE CULVERT PIPE, CLASS A-1,  
SEC. M-G.G(a)  
SIZE: 48"  $\phi$   
SKEW: 0°-00'  
WORK REQ'D: CONSTRUCT A 48"  $\phi$  PIPE CULVERT WITH HW-C HEADWALLS AND SOD AS SHOWN

**ESTIMATED QUANTITIES**  
I-1 PIPE 48" CL. A-1 M-G.G(a) 234 LIN. FT.  
I-2 MASONRY 30 CU. YDS.  
E-3 CHANNEL EXCAVATION 37 CU. YDS.  
L-10 SODDING 9 SQ. YDS.



STA. 966+15  
ELEVATION  
SCALE: 1"=10'





CULVERT DATA

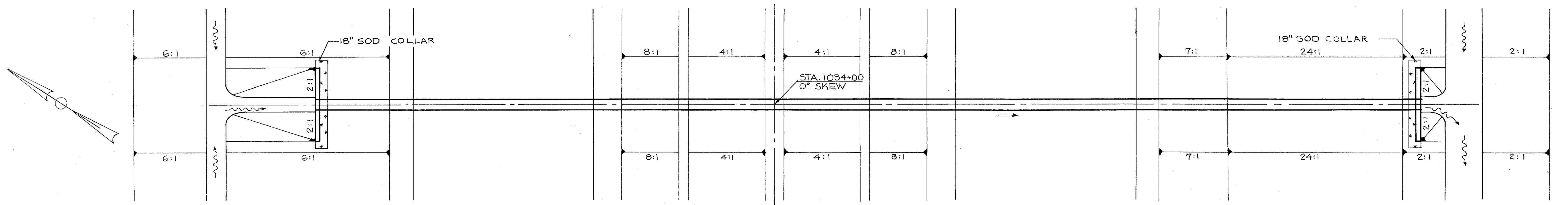
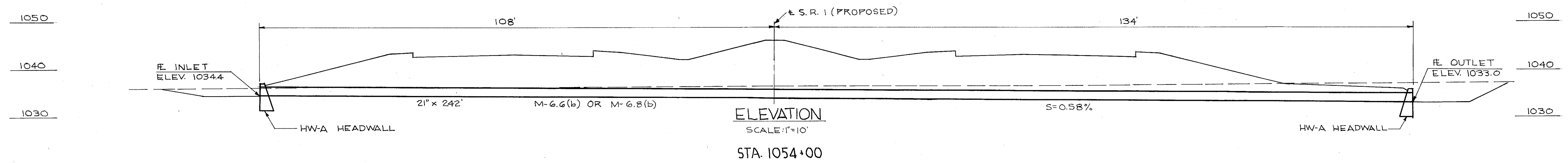
TYPE: REINF. CONC. OR VITRIFIED SEWER PIPE, I-1,  
CLASS A-1, SEC. M-6.6(b) OR M-6.8(b)  
SIZE: 21" x 242'  
SKEW: 0° 00'  
WORK REQ'D.: CONSTRUCT A 21" x 242' PIPE CULVERT WITH  
HW-A HEADWALLS AND SOD AS SHOWN

AREA = 4 ACRES  
Q<sub>50</sub> = 12.5 CFS

PLAN  
SCALE: 1"=10'

ESTIMATED QUANTITIES

E-3	CHANNEL EXCAVATION	4	CUYDS.
I-1	PIPE, 21", CLASS A-1, SEC. M-6.6(b) OR M-6.8(b)	242	LIN. FT.
I-2	MASONRY	8.8	CUYDS.
L-10	SODDING	5	SQ. YDS.



CULVERT DATA

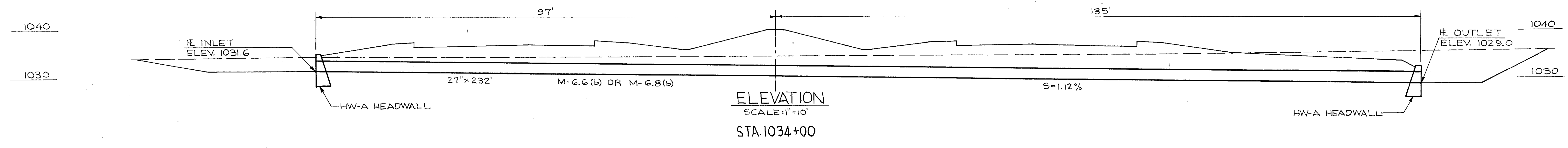
TYPE: REINF. CONC. OR VITRIFIED SEWER PIPE, I-1,  
CLASS A-1, SEC. M-6.6(b) OR M-6.8(b)  
SIZE: 27" x 232'  
SKEW: 0° 00'  
WORK REQ'D.: CONSTRUCT A 27" x 232' PIPE CULVERT WITH  
HW-A HEADWALLS AND SOD AS SHOWN

AREA = 8 ACRES  
Q<sub>50</sub> = 46 CFS

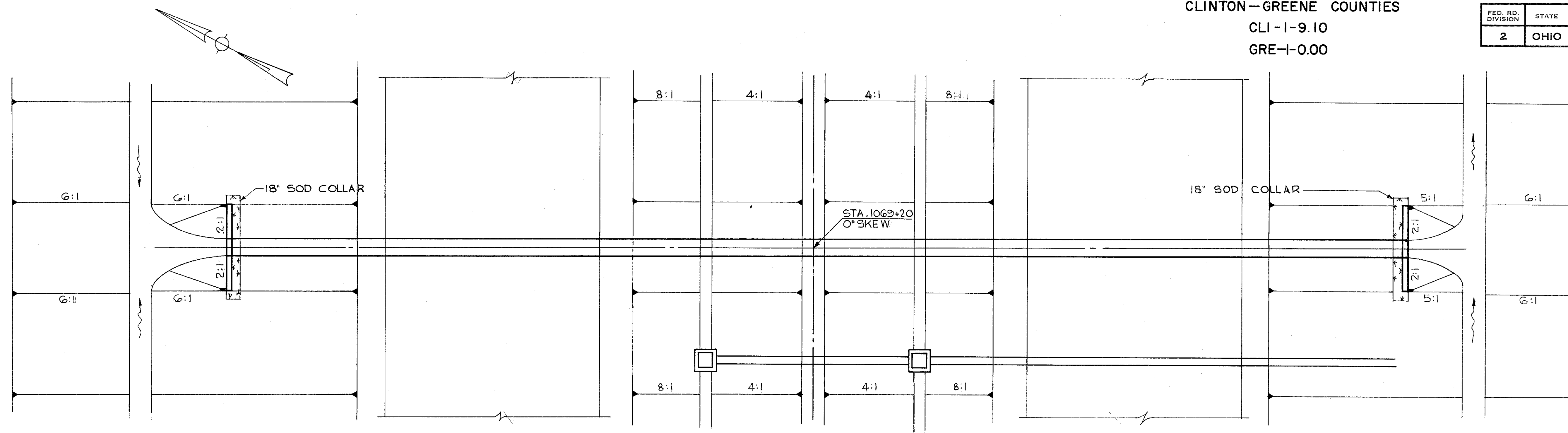
PLAN  
SCALE: 1"=10'

ESTIMATED QUANTITIES

E-3	CHANNEL EXCAVATION	8	CUYDS.
I-1	PIPE, 27", CLASS A-1, SEC. M-6.6(b) OR M-6.8(b)	232	LIN. FT.
I-2	MASONRY	15.4	CUYDS.
L-10	SODDING	7	SQ. YDS.



FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54



PLAN  
SCALE: 1"=10'

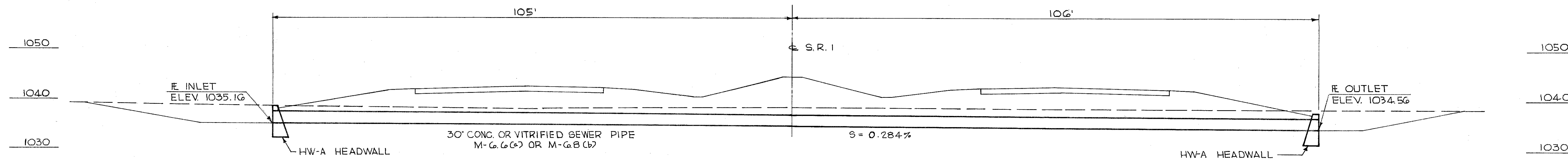
AREA = 12 ACRES  
Q<sub>50</sub> = 29 CFS

CULVERT DATA

TYPE: CONCRETE OR VITRIFIED SEWER PIPE M-G.C(a) OR M-G.B(b)  
 SIZE: 30" x 21"  
 SKEW: 0° 00'  
 WORK REQD: CONSTRUCT A 30"x21" CONG. OR VITRIFIED SEWER PIPE CULVERT WITH HW-A HEADWALL AND SOD AS SHOWN.

ESTIMATED QUANTITIES

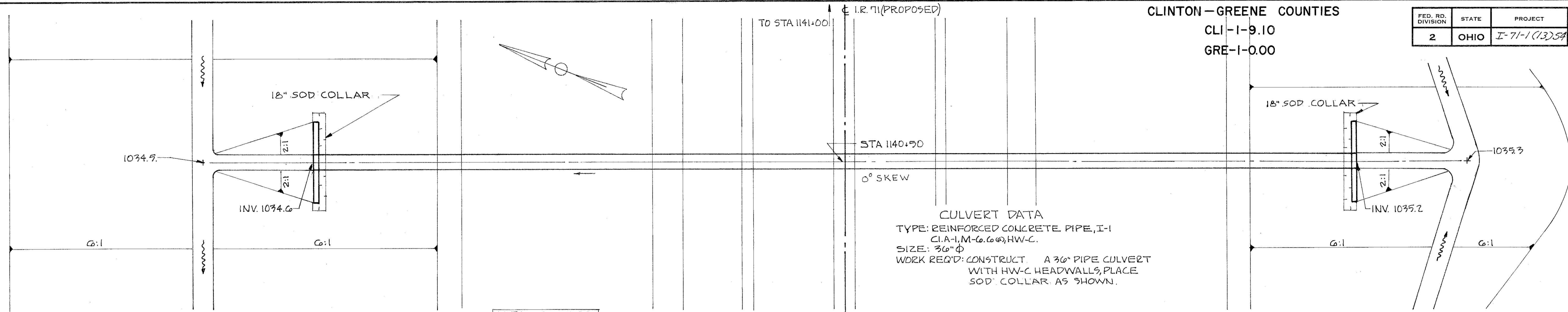
E-3 CHANNEL EXCAVATION 14 CU.YD.  
 I-1 PIPE 30" CL. A-1 SEC. M-G.C(a) OR M-G.B(b) 211 LIN. FT.  
 I-2 MASONRY 154 CU.YD.  
 L-10 SODDING 7 SQ. YD.



ELEVATION  
SCALE: 1"=10'

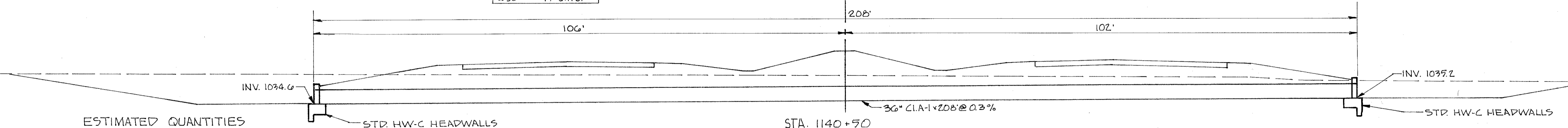
STA. 1069+20

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)SA



**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE PIPE, I-1  
 C.I.A.-I, M-6.6@, HW-C.  
 SIZE: 30"  $\phi$   
 WORK REQ'D: CONSTRUCT A 30" PIPE CULVERT WITH HW-C HEADWALLS, PLACE SOD COLLAR AS SHOWN.

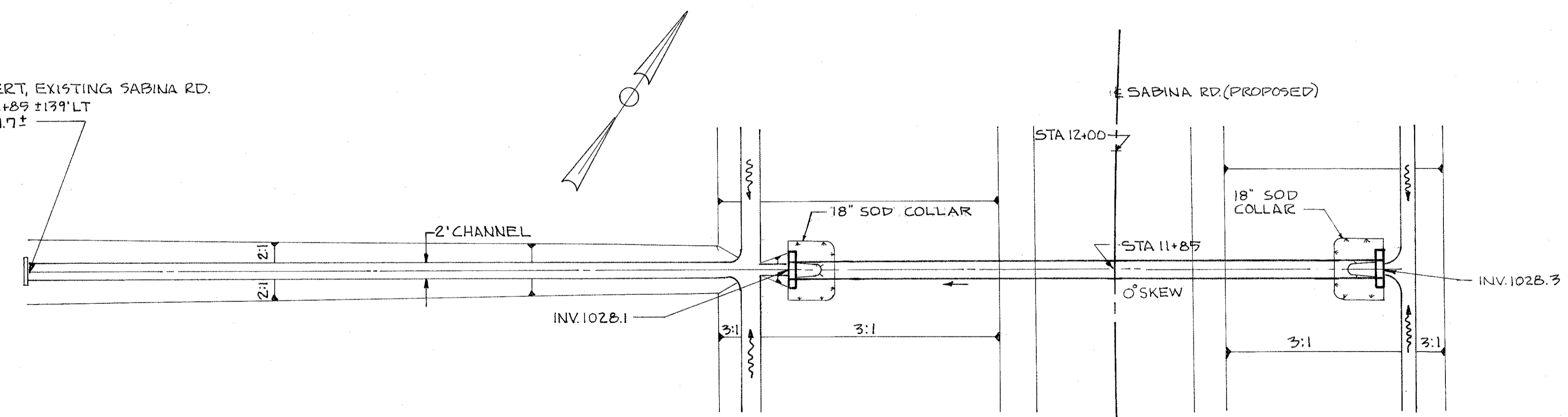
AREA = 28 ACRES  
 $Q_{50} = 47$  C.F.S.



**ESTIMATED QUANTITIES**  
 I-1 PIPE 30" C.I.A.-I, M-6.6@ 208 LIN. FT.  
 I-2 MASONRY 16 CU. YDS.  
 E-3 CHANNEL EXCAVATION 23 CU. YDS.  
 S-4 REINFORCING STEEL 838 LBS.  
 L-10 SODDING 7 SQ. YDS.

STA. 1140+50  
 SCALE: 1"=10'

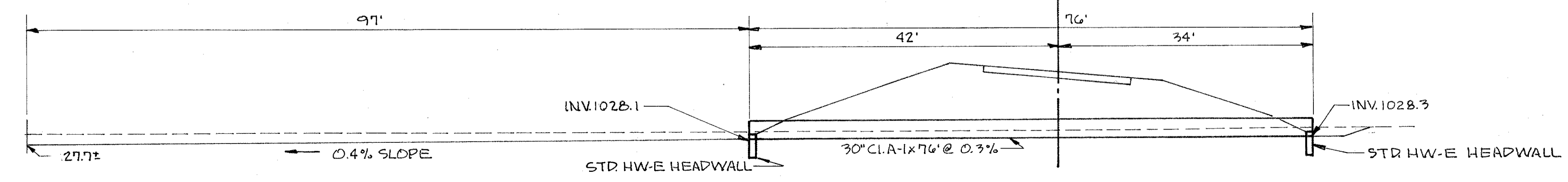
CULVERT, EXISTING SABINA RD.  
 STA 11+85 ±139' LT  
 E 1027.7'



**ESTIMATED QUANTITIES**  
 I-1 PIPE 30" C.I.A.-I, M-6.6@, M-6.8@ 76 LIN. FT.  
 I-2 MASONRY 102 CU. YDS.  
 E-3 CHANNEL EXCAVATION 8 CU. YDS.  
 L-10 SODDING 11 SQ. YDS.

**CULVERT DATA**  
 TYPE: CULVERT PIPE, I-1, C.I.A.-I, M-6.6@, M-6.8@  
 SIZE: 30"  $\phi$   
 WORK REQ'D: CONSTRUCT A 30" PIPE CULVERT WITH HW-E HEADWALLS, PLACE SOD COLLAR AS SHOWN, EXCAVATE CHANNEL.

AREA = 22 ACRES  
 $Q_{50} = 30$  C.F.S.

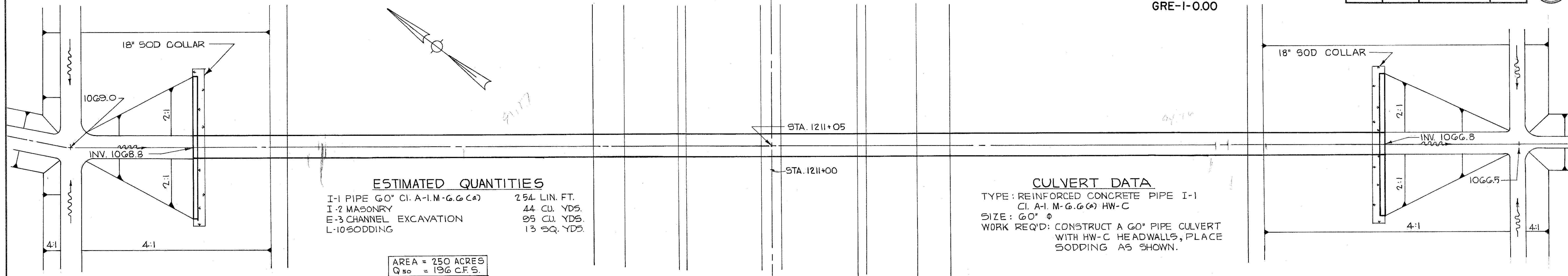


STA 11+85 SABINA RD  
 SCALE: 1"=10'

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)5A

252  
339

S.R.1 (PROPOSED)



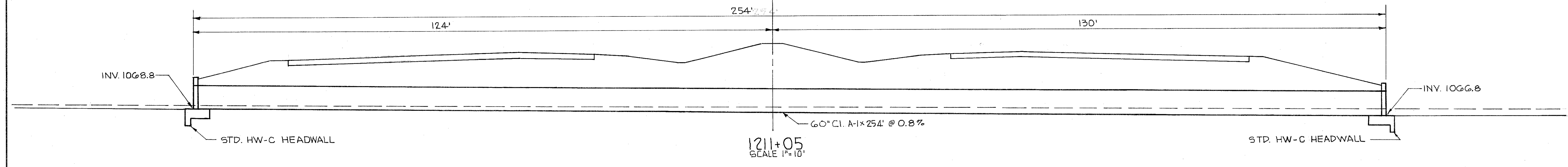
**ESTIMATED QUANTITIES**

I-1 PIPE 60" CI. A-1.M-G.C.C. 254 LIN. FT.  
 I-2 MASONRY 44 CU. YDS.  
 E-3 CHANNEL EXCAVATION 95 CU. YDS.  
 L-10 SODDING 13 SQ. YDS.

AREA = 250 ACRES  
 Q<sub>50</sub> = 196 C.F.S.

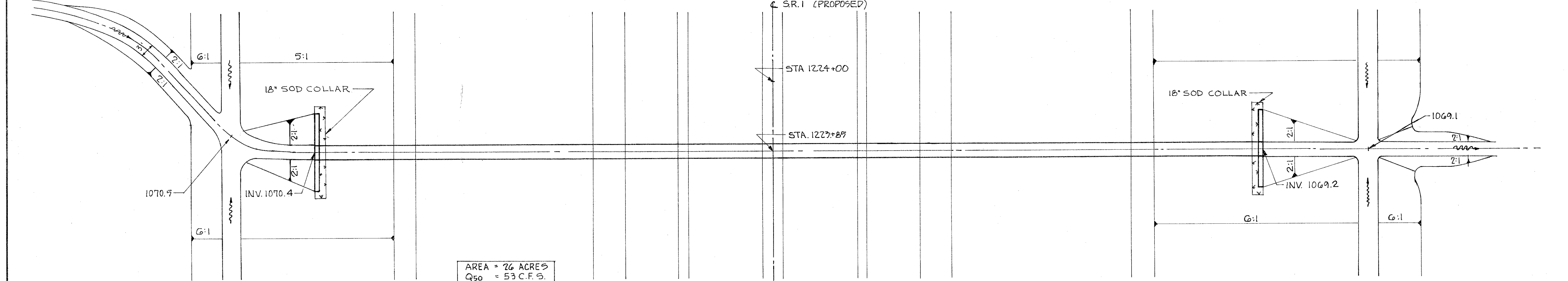
**CULVERT DATA**

TYPE: REINFORCED CONCRETE PIPE I-1  
 CI. A-1. M-G.C.C. HW-C  
 SIZE: 60" Ø  
 WORK REQ'D: CONSTRUCT A 60" PIPE CULVERT WITH HW-C HEADWALLS, PLACE SODDING AS SHOWN.



1211+05  
SCALE 1"=10'

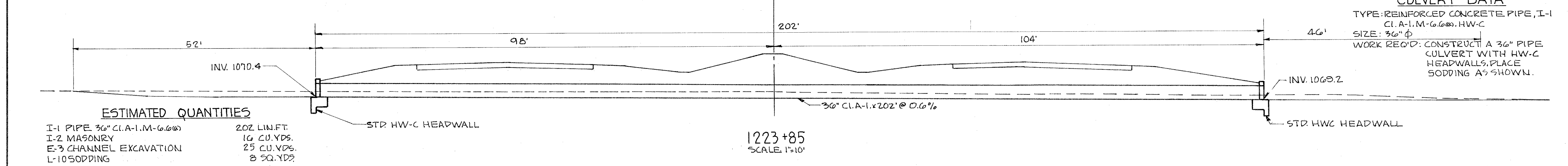
S.R.1 (PROPOSED)



AREA = 26 ACRES  
 Q<sub>50</sub> = 53 C.F.S.

**CULVERT DATA**

TYPE: REINFORCED CONCRETE PIPE, I-1  
 CI. A-1. M-G.C.C. HW-C  
 SIZE: 36" Ø  
 WORK REQ'D: CONSTRUCT A 36" PIPE CULVERT WITH HW-C HEADWALLS, PLACE SODDING AS SHOWN.

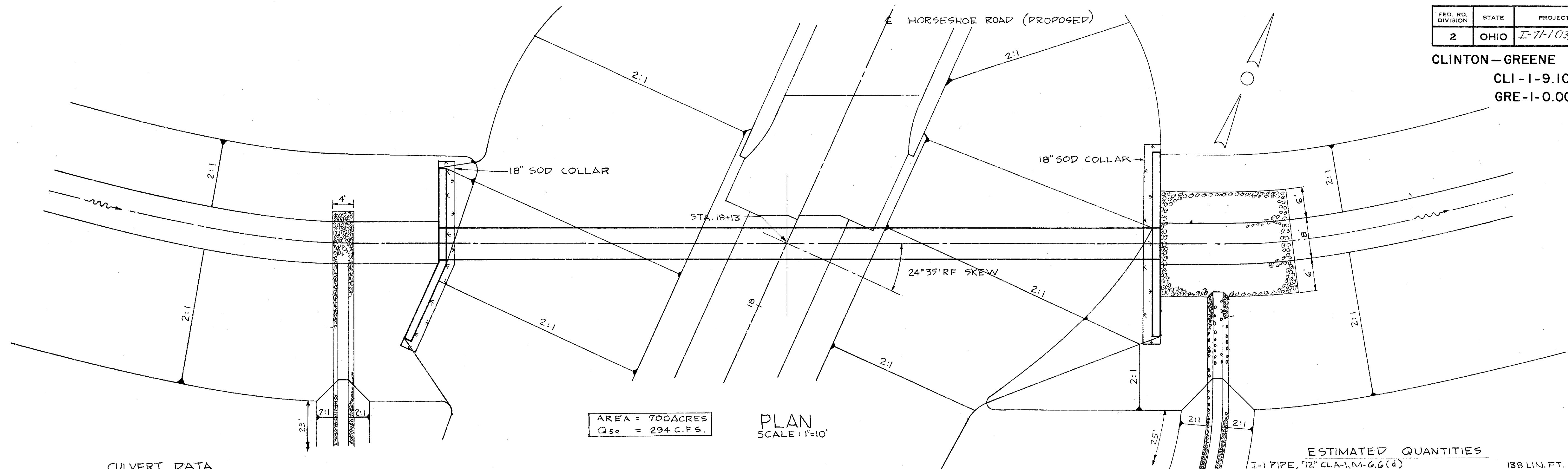


1223+85  
SCALE 1"=10'

**ESTIMATED QUANTITIES**

I-1 PIPE 36" CI. A-1.M-G.C.C. 202 LIN. FT.  
 I-2 MASONRY 16 CU. YDS.  
 E-3 CHANNEL EXCAVATION 25 CU. YDS.  
 L-10 SODDING 8 SQ. YDS.

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



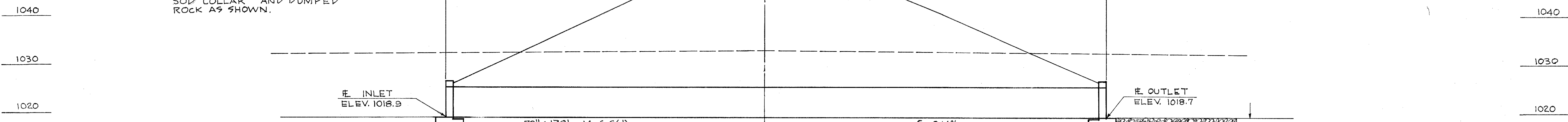
AREA = 700 ACRES  
Q<sub>50</sub> = 294 C.F.S.

PLAN  
SCALE: 1"=10'

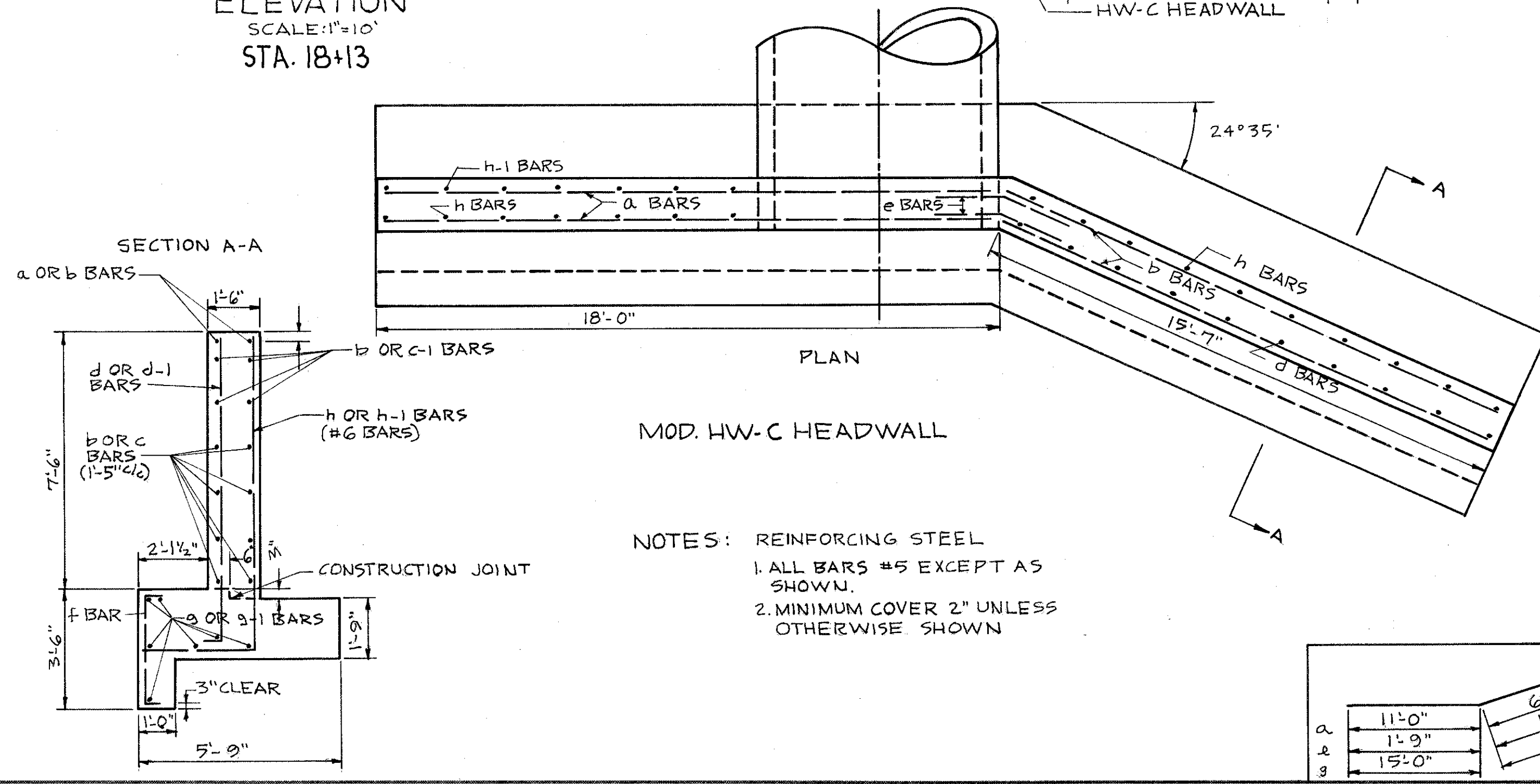
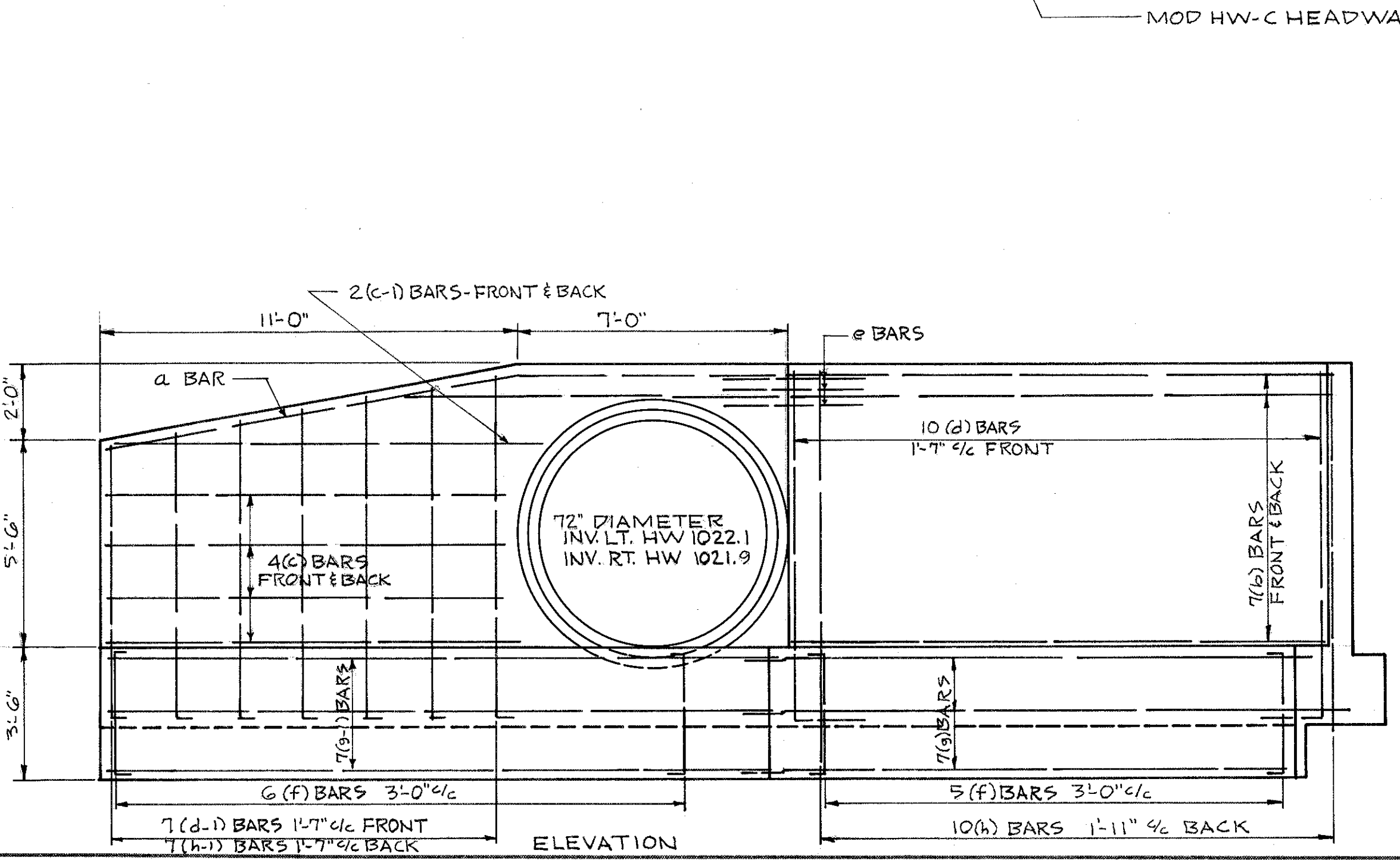
ESTIMATED QUANTITIES

I-1 PIPE, 72" CL.A-1, M-6.6(d)	138 LIN. FT.
I-2 MASONRY	58 CU. YDS.
I-10 D.R.C.P.	47 CU. YDS.
L-10 SODDING	13 SQ. YDS.

**CULVERT DATA**  
TYPE: REINFORCED CONC. CULVERT PIPE, I-1  
CL. A-1, M-6.6(d), HW-C  
SIZE: 72" Ø  
SKEW: 24° 35' R.F.  
WORK REQ'D: CONSTRUCT A 72" PIPE CULVERT WITH HEADWALLS IN PLACE, SOD COLLAR AND DUMPED ROCK AS SHOWN.

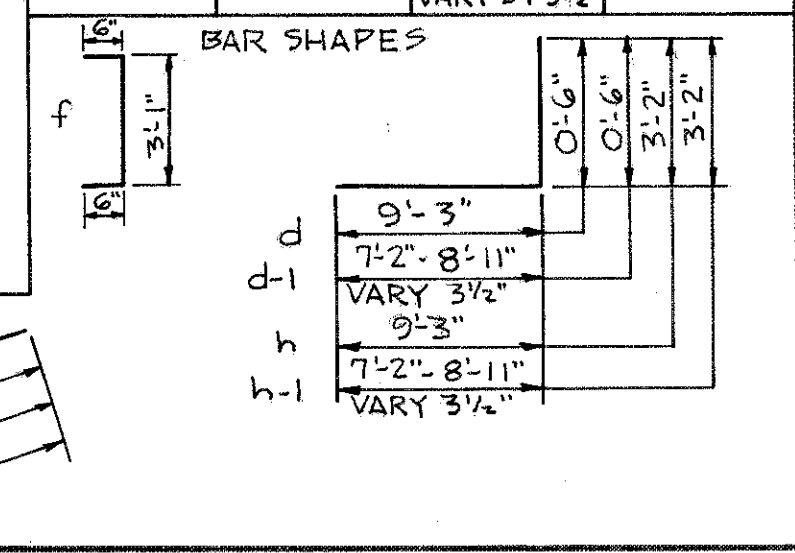


ELEVATION  
SCALE: 1"=10'  
STA. 18+13

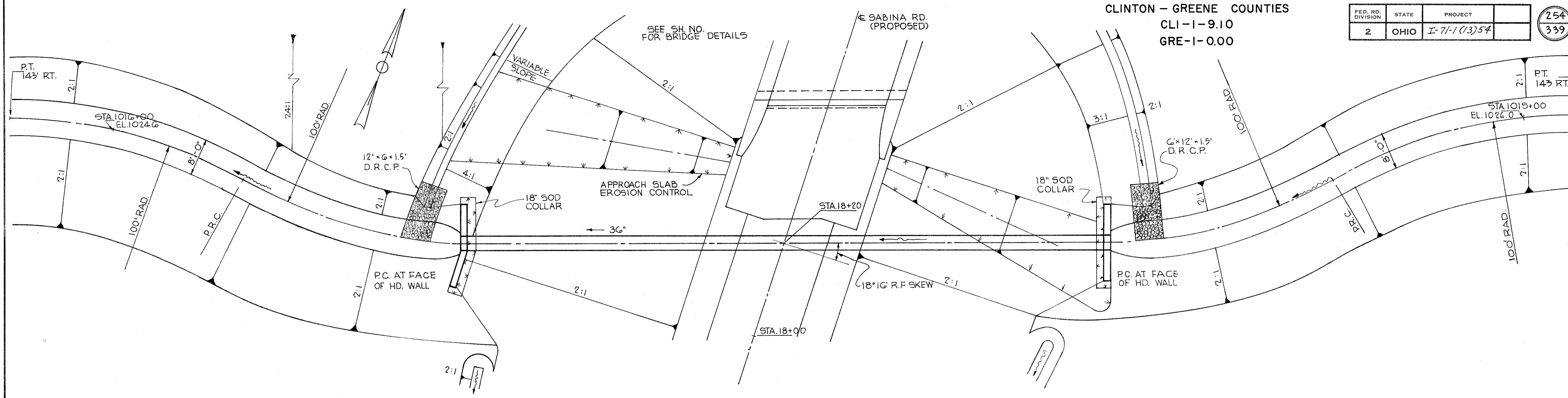


REINFORCING STEEL FOR 2 HEADWALLS

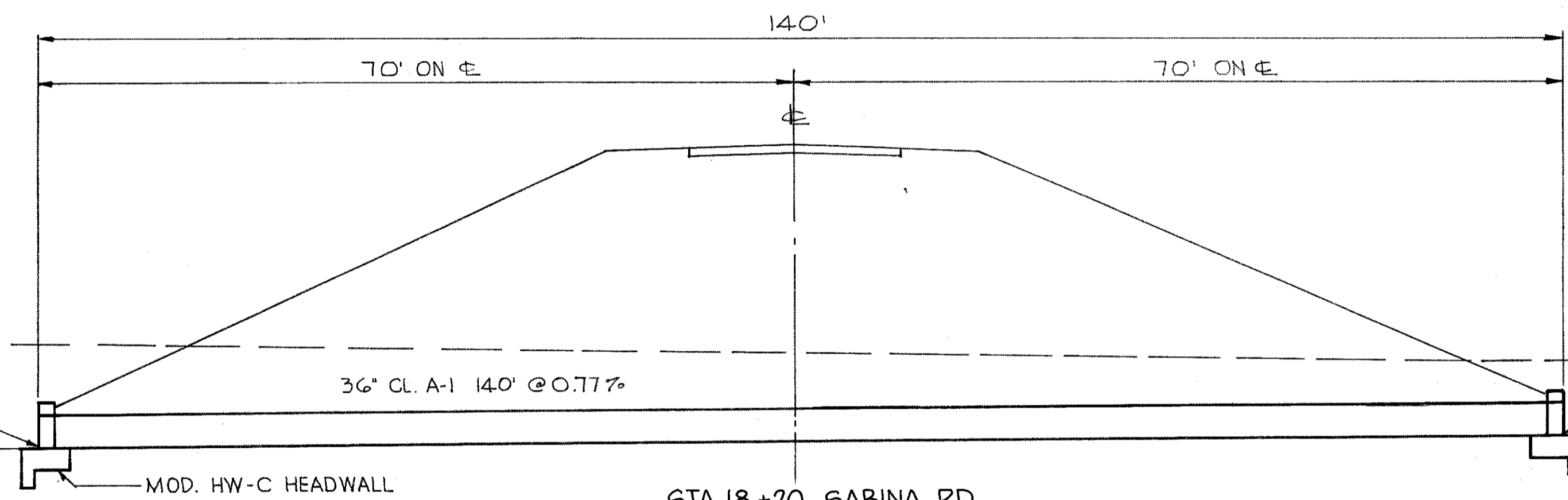
BAR SYMBOL	NO OF BARS REQUIRED	LENGTH	WEIGHT (LB.)
a	4	17'-10"	74
b	28	15'-3"	445
c	16	10'-5"	174
c-1	8	10'-0"	83
d	20	9'-9"	203
d-1	14	7'-8" TO 9'-5" VARY BY 3/4"	125
e	12	3'-6"	44
f	22	4'-1"	94
g	14	16'-9"	245
g-1	14	17'-10"	260
h	20	12'-5"	260
h-1	14	10'-4" TO 12'-2" VARY BY 3/4"	164



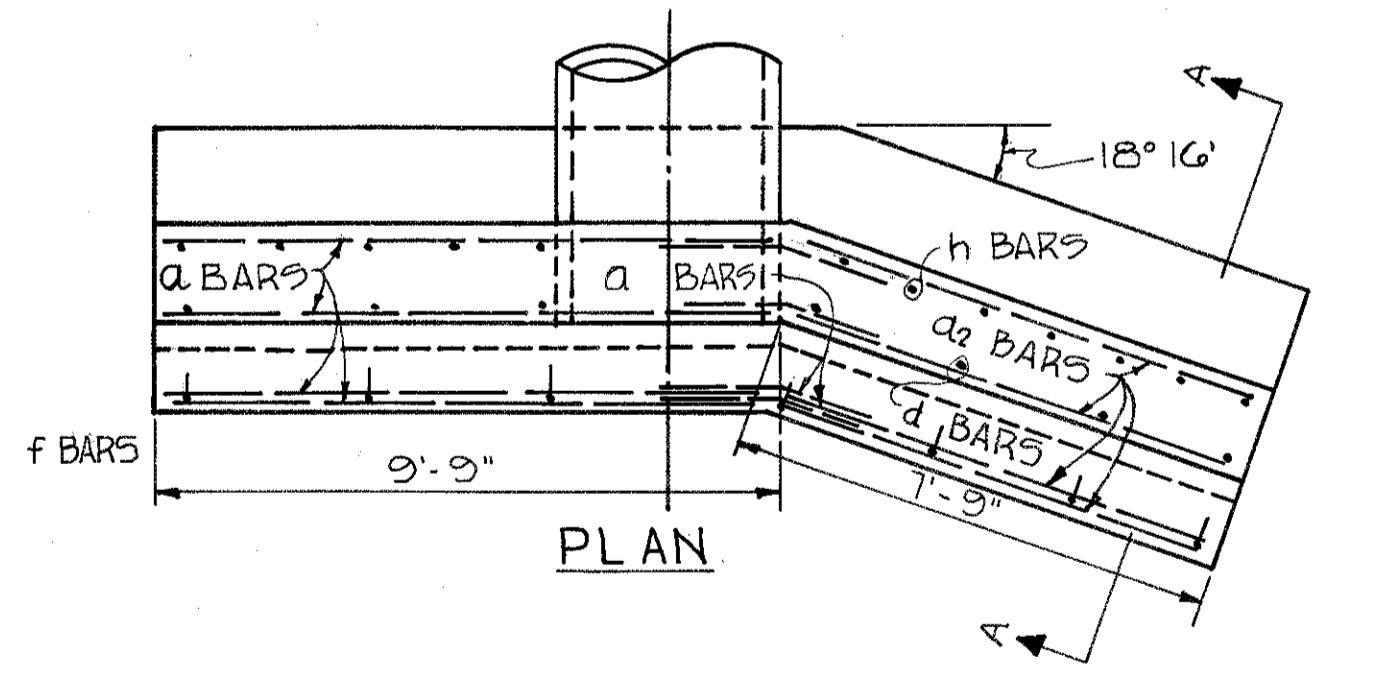
NOTES: REINFORCING STEEL  
1. ALL BARS #5 EXCEPT AS SHOWN.  
2. MINIMUM COVER 2" UNLESS OTHERWISE SHOWN



AREA = 39 ACRES  
 Q<sub>50</sub> = 59 C.F.S.



STA. 18+20 SABINA RD.  
 SCALE: 1"=10'



**REINF. STEEL NOTES**  
 1. ALL BARS TO BE #5.  
 2. MIN. COVER 2" UNLESS OTHERWISE SHOWN.

**REINF. STEEL FOR MOD. HW-C HEADWALL**

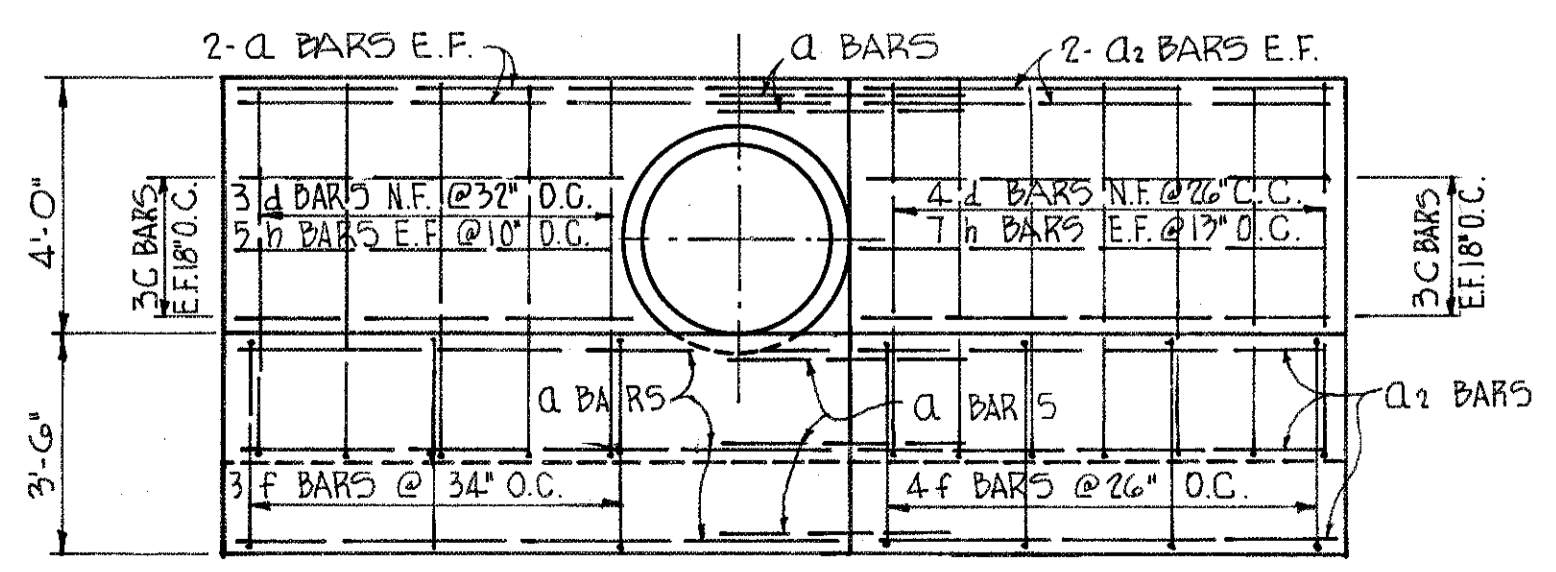
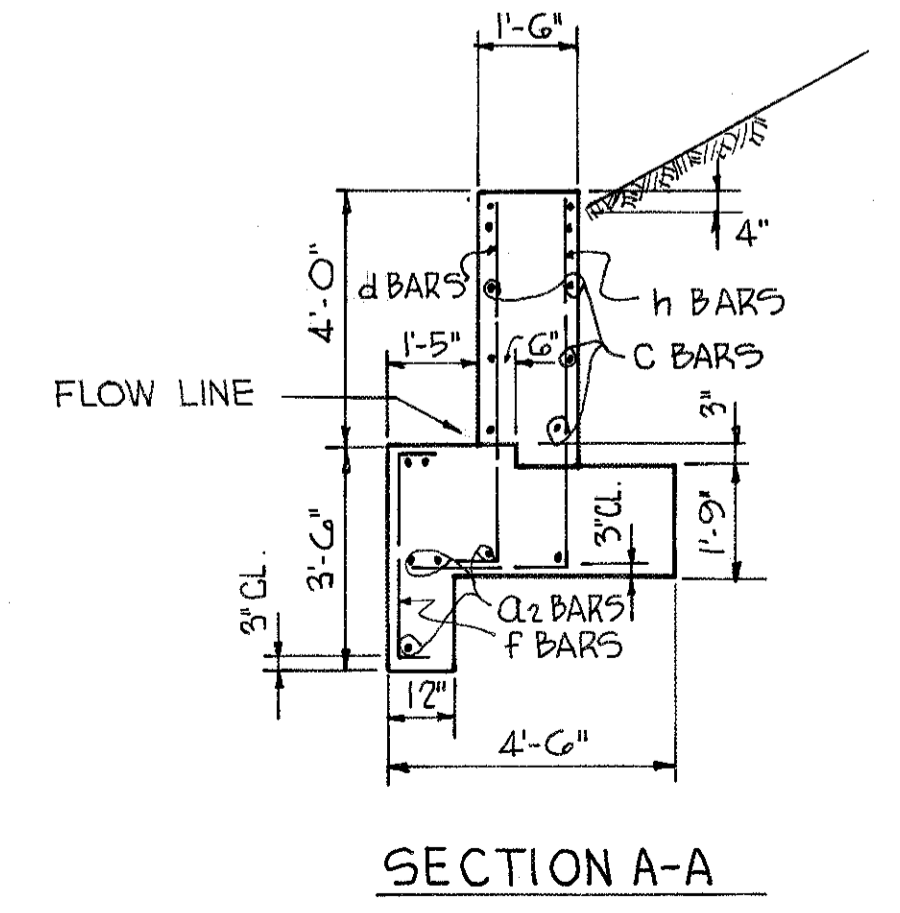
BAR SYMBOL	NO. OF BARS REQD.	LENGTH
a	11	3'-8"
a <sub>1</sub> STR.	11	9'-6"
a <sub>2</sub> STR.	11	7'-4"
c	6	7'-4"
c <sub>1</sub> STR.	6	5'-9"
d	7	6'-1"
f	7	4'-1"
h	12	8'-0"

**ESTIMATED QUANTITIES**

I-1 PIPE 36" CL. A-1 M-G.C.C.	140 LIN. FT.
I-2 MASONRY	18 CU. YDS.
I-10 SODDING	7 SQ. YDS.
I-10 D.R.C.P.	8 CU. YDS.

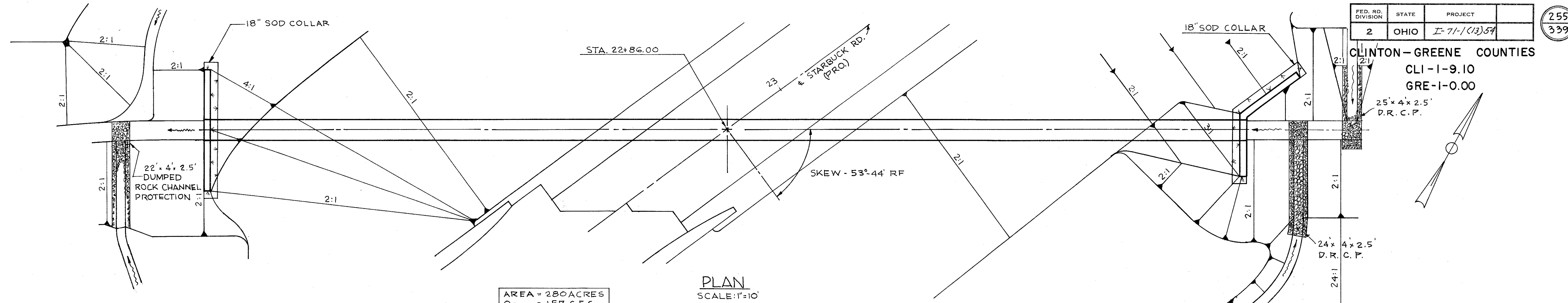
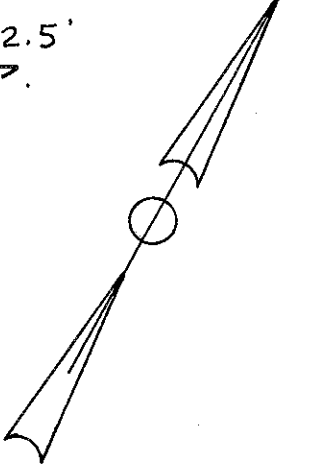
**CULVERT DATA**

TYPE: REINF. CONC. CULVERT PIPE, I-1  
 CL. A-1 SEC. M-G.C.C.  
 SIZE: 36" φ  
 SKEW: 18° 16' R.F.  
 WORK REQ'D: CONSTRUCT A 36" PIPE CULVERT WITH HEADWALLS & LENGTH AS SHOWN; PLACE SOD COLLAR.



ELEVATION DEVELOPED  
 MODIFIED HW-C HEADWALL

CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00



AREA = 280 ACRES  
 Q<sub>50</sub> = 157 C.F.S.

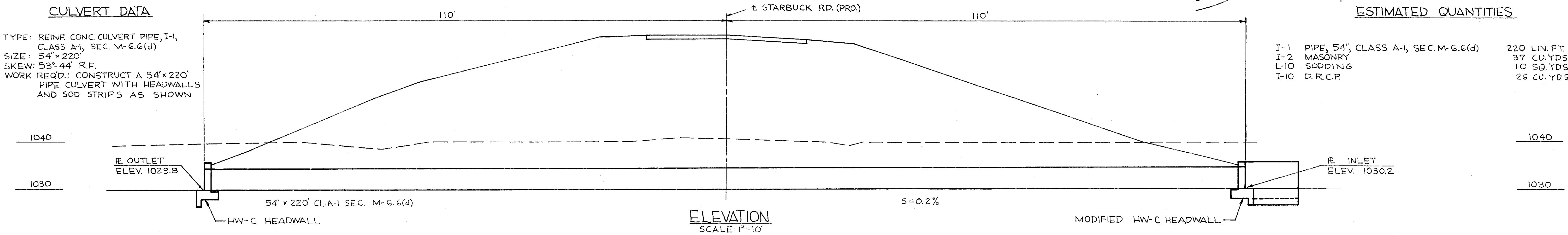
PLAN  
 SCALE: 1"=10'

ESTIMATED QUANTITIES

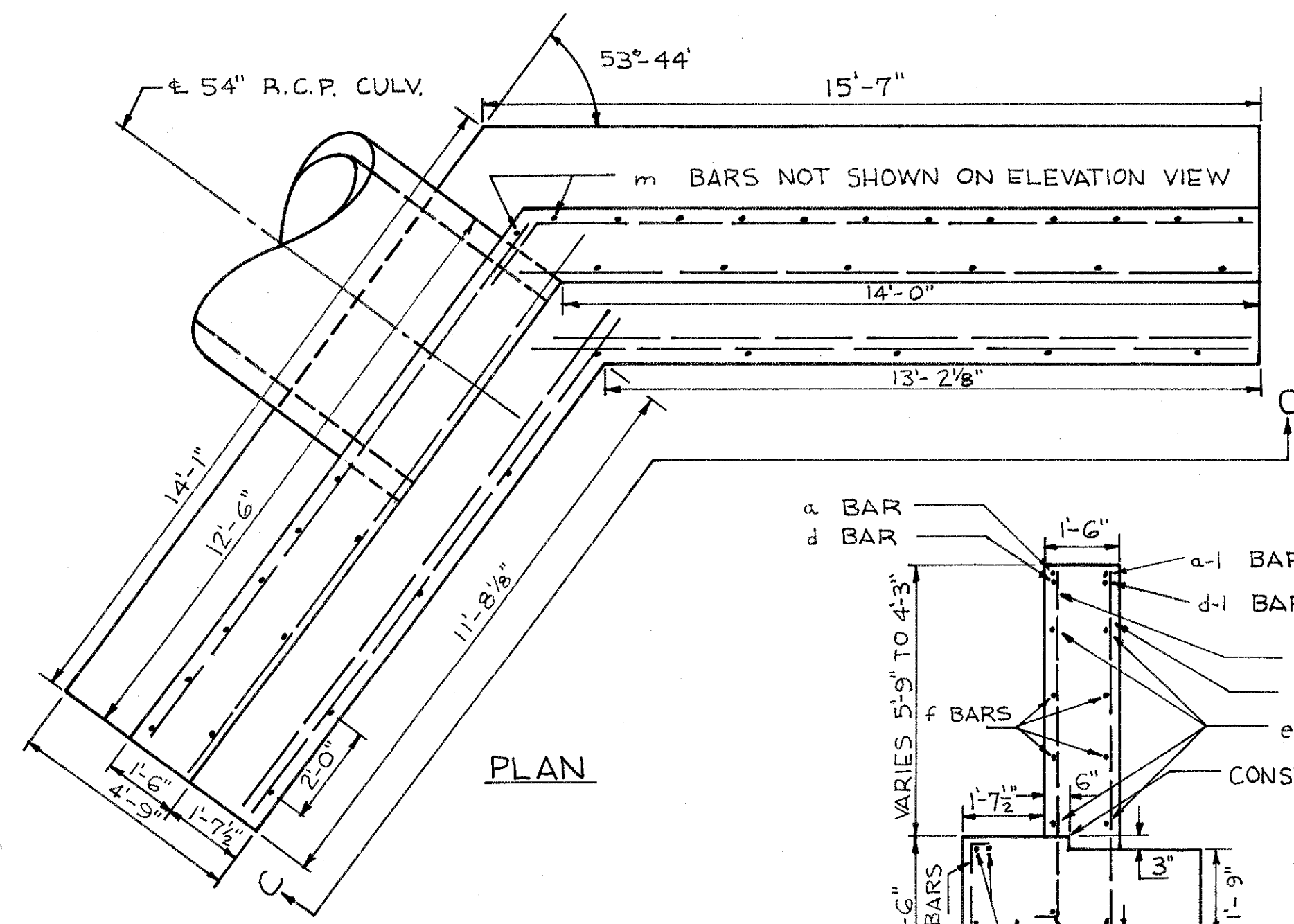
I-1 PIPE, 54", CLASS A-1, SEC. M-G.G(d)	220 LIN. FT.
I-2 MASONRY	37 CU. YDS.
L-10 SODDING	10 SQ. YDS.
I-10 D.R.C.P.	26 CU. YDS.

CULVERT DATA

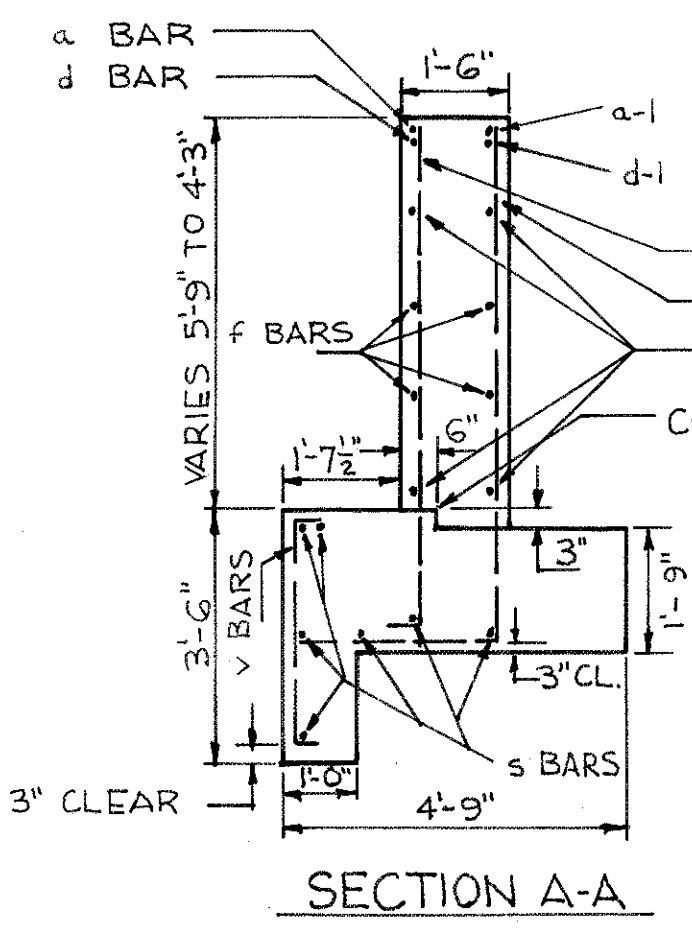
TYPE: REINF. CONC. CULVERT PIPE, I-1,  
 CLASS A-1, SEC. M-G.G(d)  
 SIZE: 54" x 220"  
 SKEW: 53°44' R.F.  
 WORK REQ'D: CONSTRUCT A 54" x 220"  
 PIPE CULVERT WITH HEADWALLS  
 AND SOD STRIPS AS SHOWN



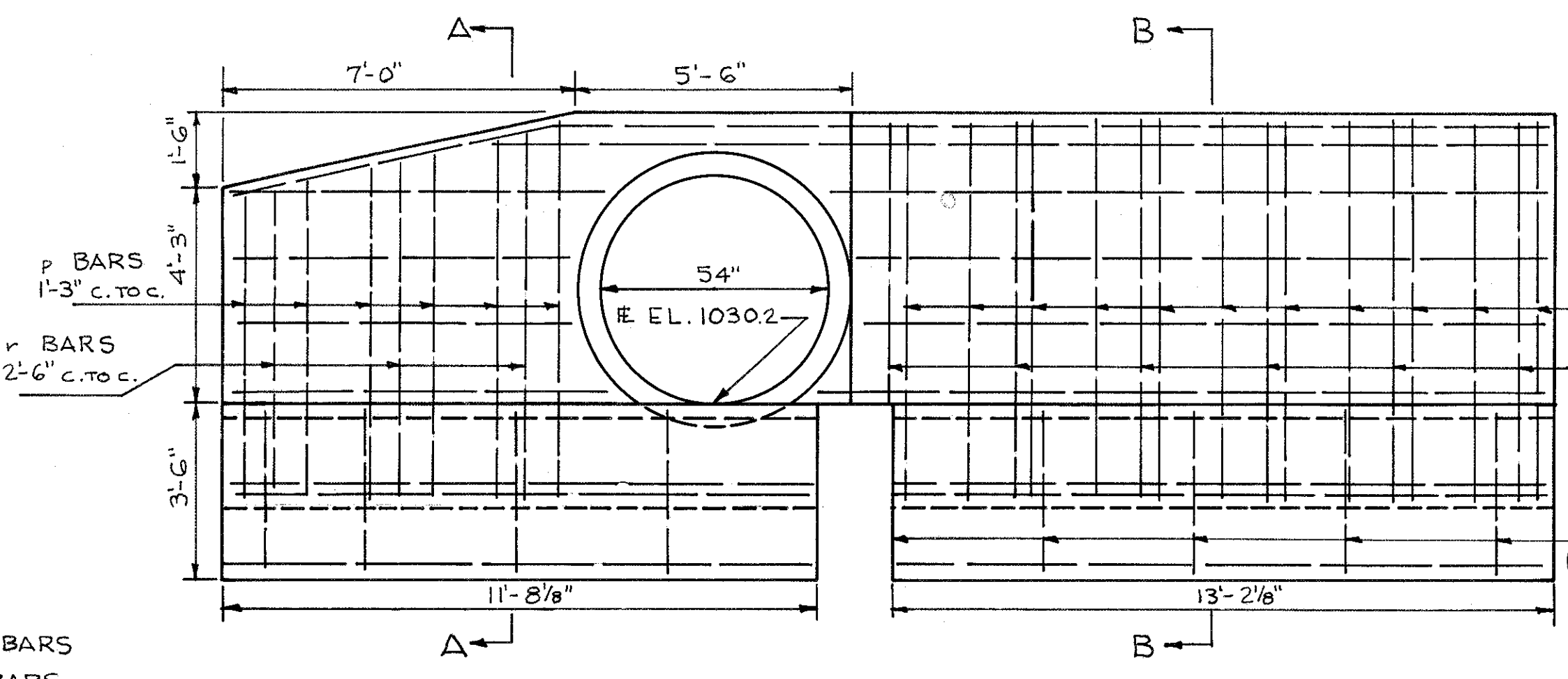
ELEVATION  
 SCALE: 1"=10'



PLAN

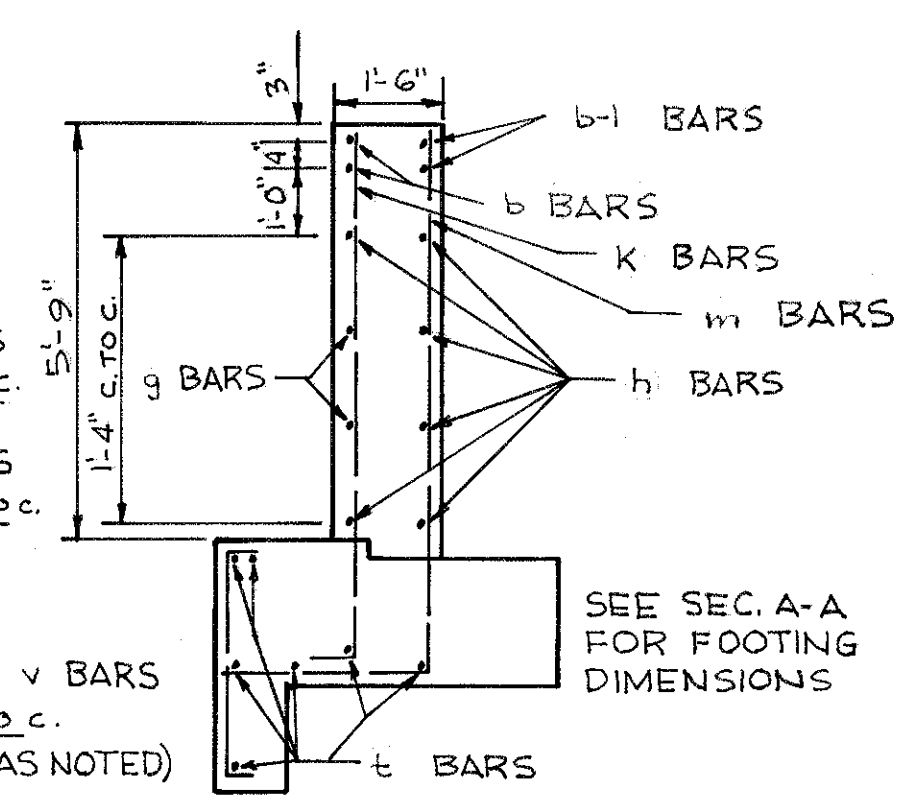


SECTION A-A



ELEVATION C-C

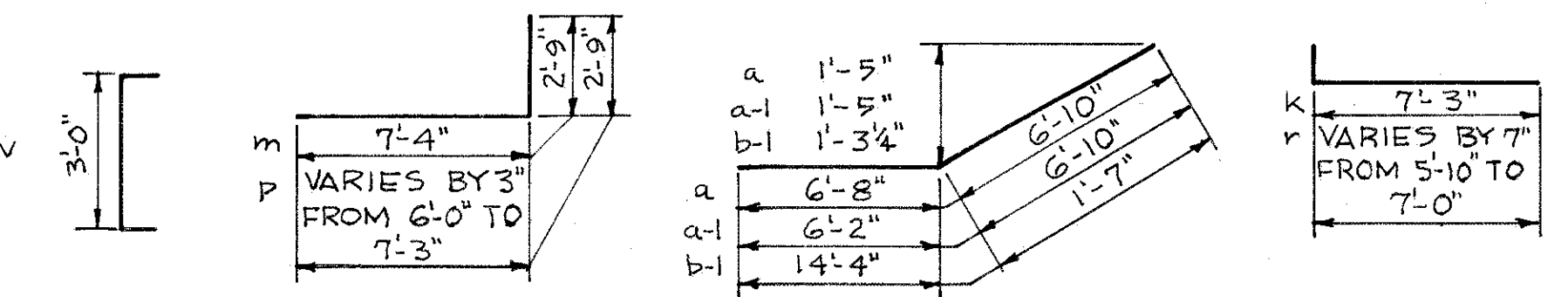
MODIFIED HW-C HEADWALL  
 SCALE: 3/8"=1'-0"



SECTION B-B

NOTE  
 1. ALL REINFORCING SHALL BE 5/8" ROUND EXCEPT m BARS WHICH SHALL BE 3/4" ROUND.  
 2. MINIMUM COVER 2" UNLESS OTHERWISE SHOWN.

BAR SYMBOL	NUMBER OF BARS REQ'D	LENGTH	WEIGHT (LB)
a	1	13'-6"	14
a-1	1	13'-0"	14
b	2	15'-0"	31
b-1	2	15'-11"	33
d	1	9'-0"	9
d-1	1	8'-3"	9
e	4	7'-6"	31
f	4	6'-9"	28
g	2	13'-8"	29
h	6	14'-4"	90
i	6	7'-9"	49
j	13	10'-1"	197
k	6	VARIES BY 3" FROM 8'-9" TO 10'-0"	85
r	3	VARIES BY 7" FROM 6'-4" TO 7'-6"	22
s	7	13'-2"	96
t	7	14'-9"	108
v	9	4'-0"	38



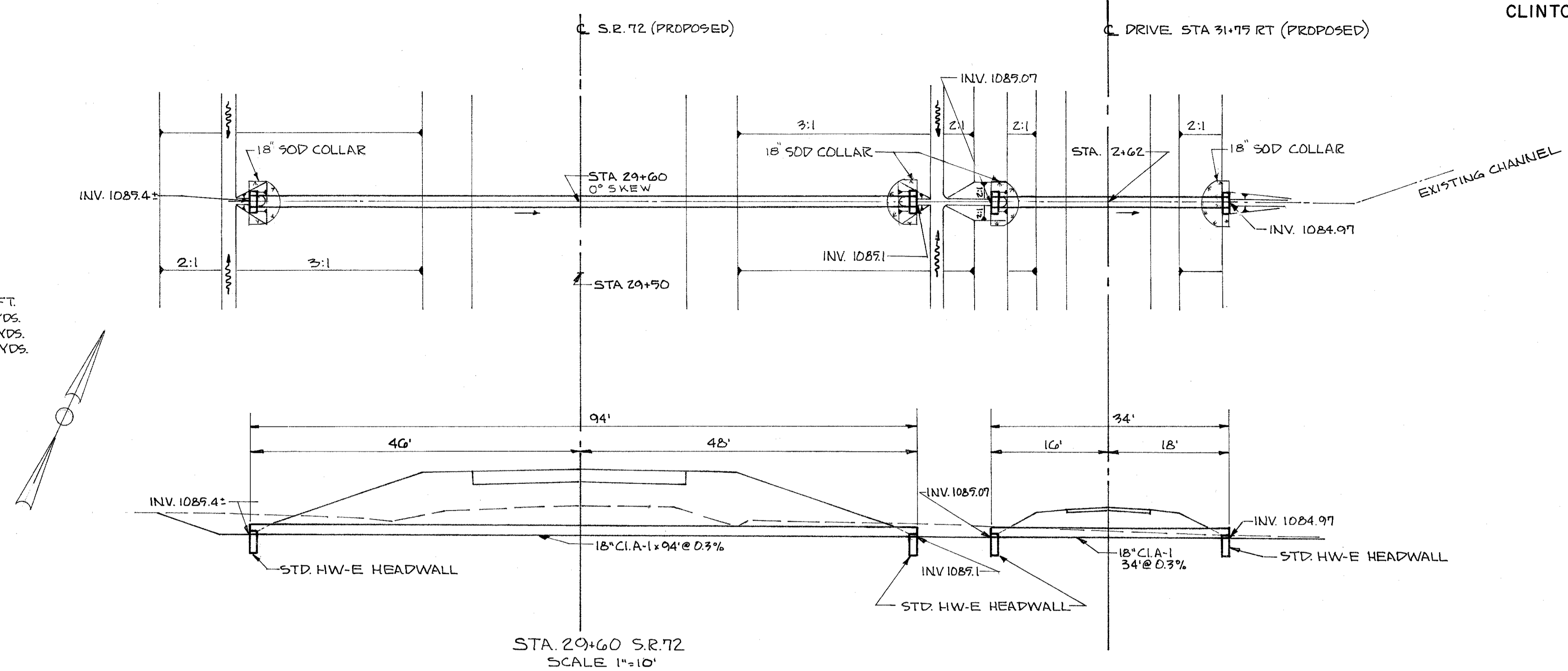
BAR SHAPES

CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE PIPE, I-1, C.I.A.-1  
 M-6.6(a), M-6.8(b)  
 SIZE: 18"  $\phi$   
 WORK REQ'D: CONSTRUCT 2- 18" PIPE  
 CULVERTS WITH HW-E  
 HEADWALLS, SOD AS SHOWN.

**ESTIMATED QUANTITIES**  
 I-1 PIPE 18" C.I.A.-1, M-6.6(a), M-6.8(b) 128 LIN. FT.  
 I-2 MASONRY 1.2 CU. YDS.  
 L-10 SODDING 8 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 4 CU. YDS.

AREA = 5.2 ACRES  
 $Q_{10} = 11$  C.F.S.

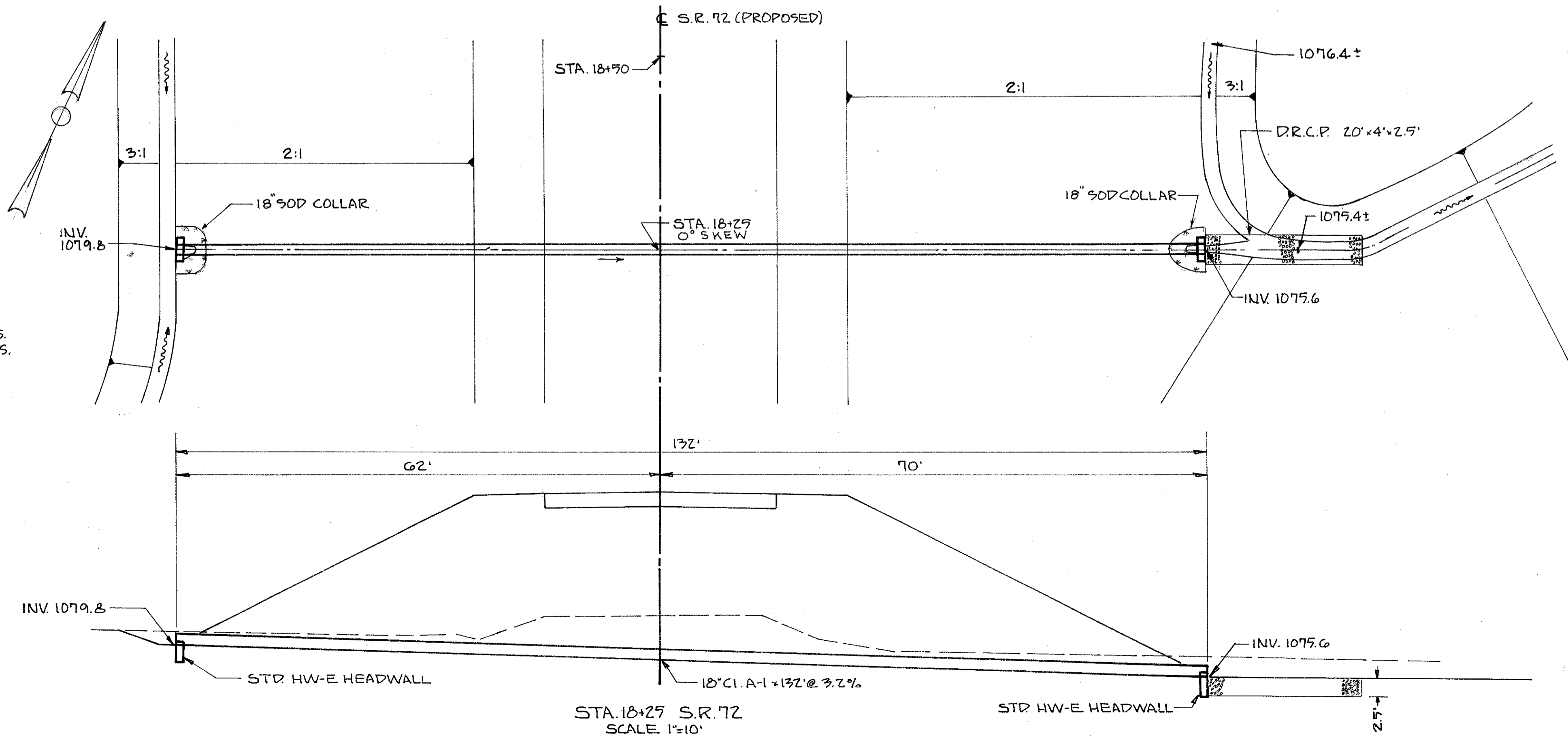


STA. 29+60 S.R. 72  
 SCALE 1"=10'

**CULVERT DATA**  
 TYPE: PIPE I-1, C.I.A.-1 REINFORCED CONCRETE, M-6.6(a)  
 SIZE: 18"  $\phi$   
 WORK REQ'D: CONSTRUCT AN 18" PIPE CULVERT WITH  
 HW-E HEADWALLS, SOD AS SHOWN.

**ESTIMATED QUANTITIES**  
 I-1 PIPE 18" C.I.A.-1, M-6.6(a) 132 LIN. FT.  
 I-2 MASONRY 0.60 CU. YDS.  
 I-10 DUMPED ROCK CHANNEL PROTECTION 7.5 CU. YDS.  
 L-10 SODDING 4 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 2 CU. YDS.

AREA = 2.5 ACRES  
 $Q_{10} = 7.2$  C.F.S.



STA. 18+25 S.R. 72  
 SCALE 1"=10'



FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(13)54	

257  
339

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

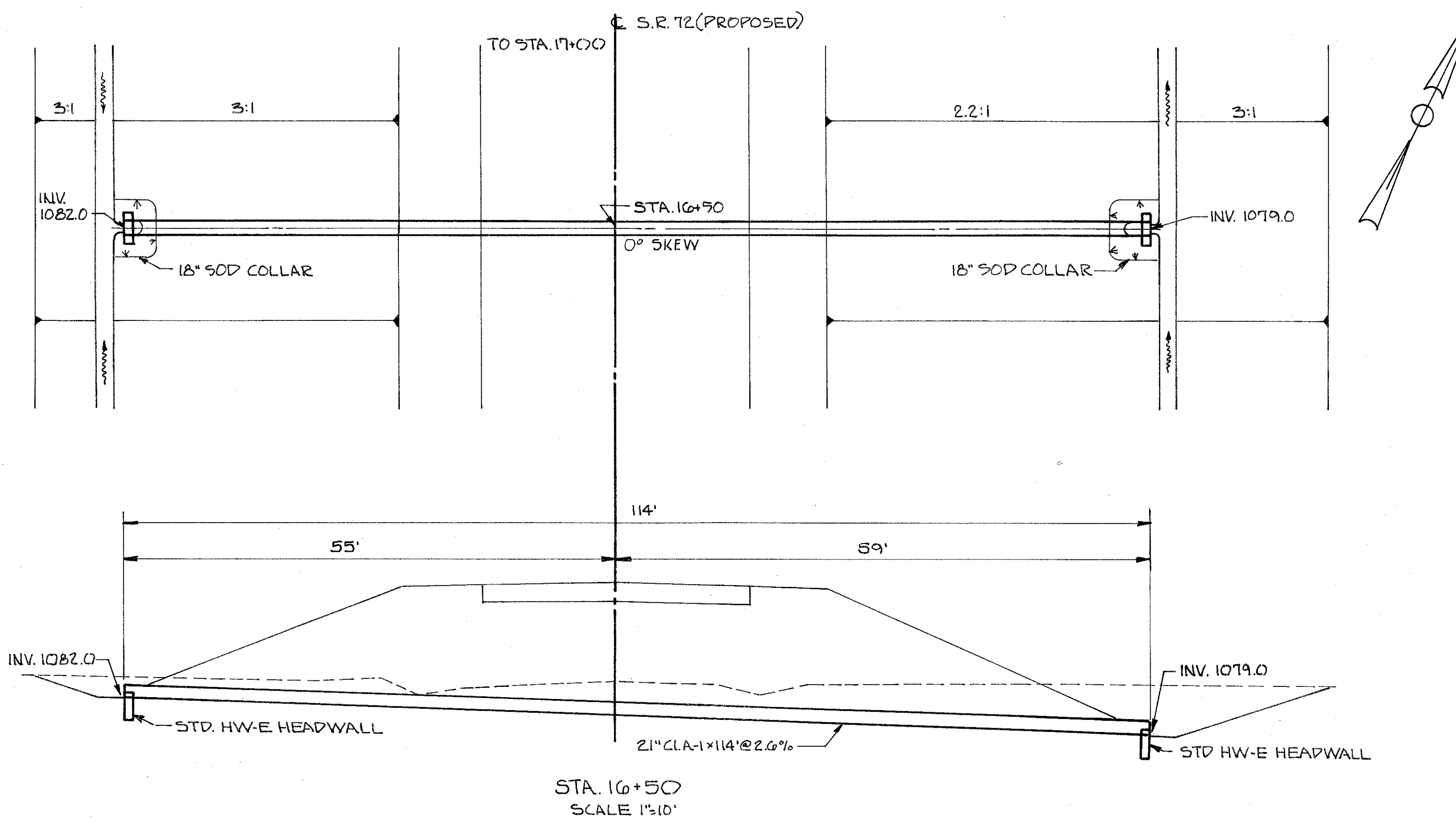
ESTIMATED QUANTITIES

I-1 PIPE 21" C.I.A-1 M-6.6(b) OR M-6.8(b) 114 LIN. FT.  
I-2 MASONRY 0.72 CU. YDS.  
L-10 SODDING 8 SQ. YDS.  
E-3 CHANNEL EXCAVATION 1 CU. YDS.

CULVERT DATA

TYPE: REINFORCED CONCRETE PIPE OR VITRIFIED SEWER PIPE.  
SIZE: 21"  $\phi$   
WORK REQ'D: CONSTRUCT A 21" PIPE CULVERT WITH HW-E HEADWALLS, SOD AS SHOWN.

AREA = 2 ACRES  
Q<sub>10</sub> = 15 C.F.S.



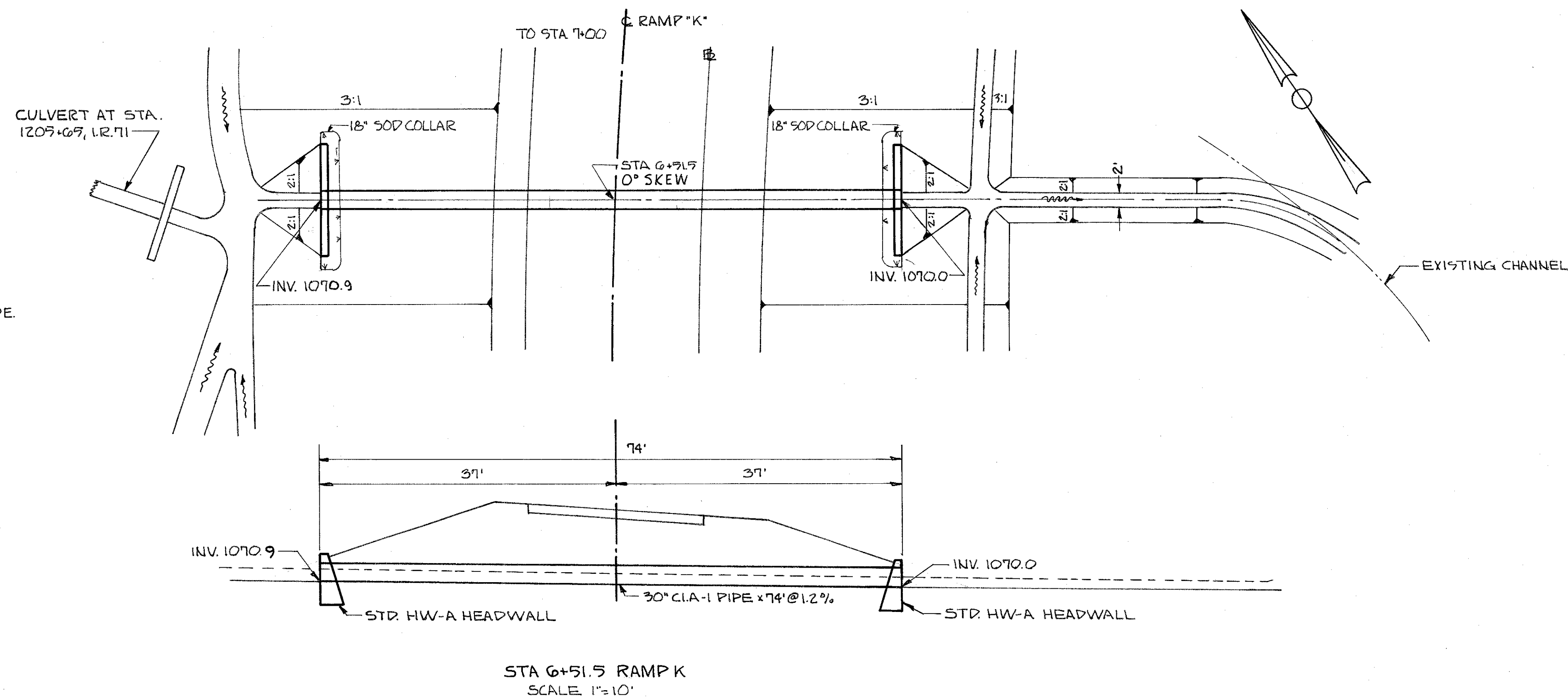
ESTIMATED QUANTITIES

I-1 PIPE 30" C.I.-A-1 M-6.6(a) OR M-6.8(b) 74 LIN. FT.  
I-2 MASONRY 15.4 CU. YDS.  
L-10 SODDING 7 SQ. YDS.  
E-3 CHANNEL EXCAVATION 10 CU. YDS.

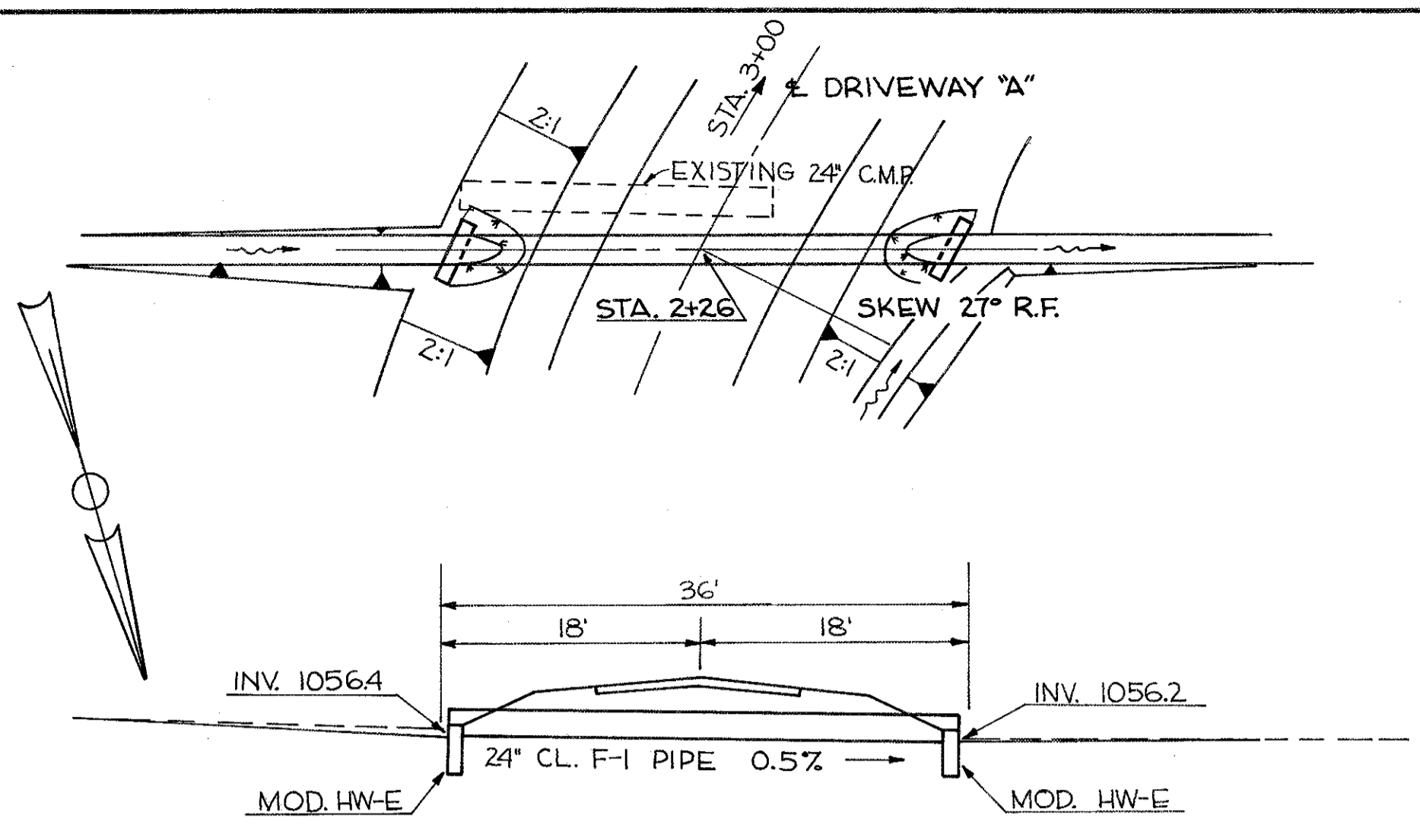
CULVERT DATA

TYPE: REINFORCED CONCRETE PIPE OR VITRIFIED SEWER PIPE.  
SIZE: 30"  $\phi$   
WORK REQ'D: CONSTRUCT A 30" PIPE CULVERT WITH HW-A, HEADWALLS, SOD AS SHOWN.

AREA = 11.8 ACRES  
Q<sub>50</sub> = 31 C.F.S.



CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

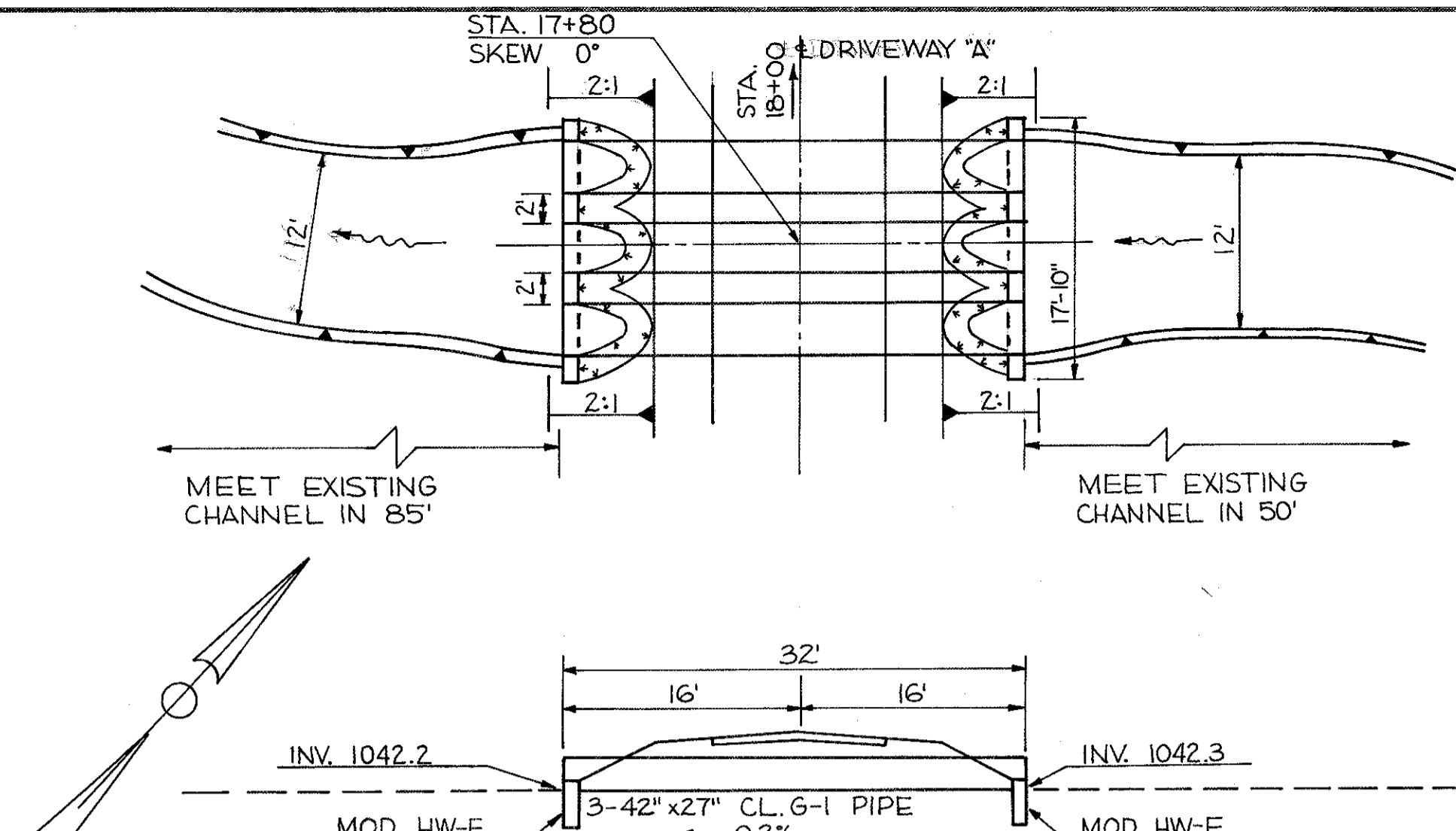


**ESTIMATED QUANTITIES**  
 I-1 PIPE 24" CL. F-1 M-6.4(c) 36 LIN. FT.  
 I-2 MASONRY 1.0 CU. YDS.  
 L-10 SODDING 4 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 0.3 CU. YDS.

AREA = 8.5 AC.  
 Q<sub>10</sub> = 19.5 C.F.S.

**CULVERT DATA**  
 TYPE: C.M.P.  
 SIZE: 24" φ  
 WORK REQUIRED: CONSTRUCT A 24" PIPE CULVERT WITH MODIFIED HW-E HEADWALLS. EXCAVATE CHANNEL AND SOD AS SHOWN.

STA. 2+26 DRIVEWAY "A"  
 SCALE: 1" = 10'

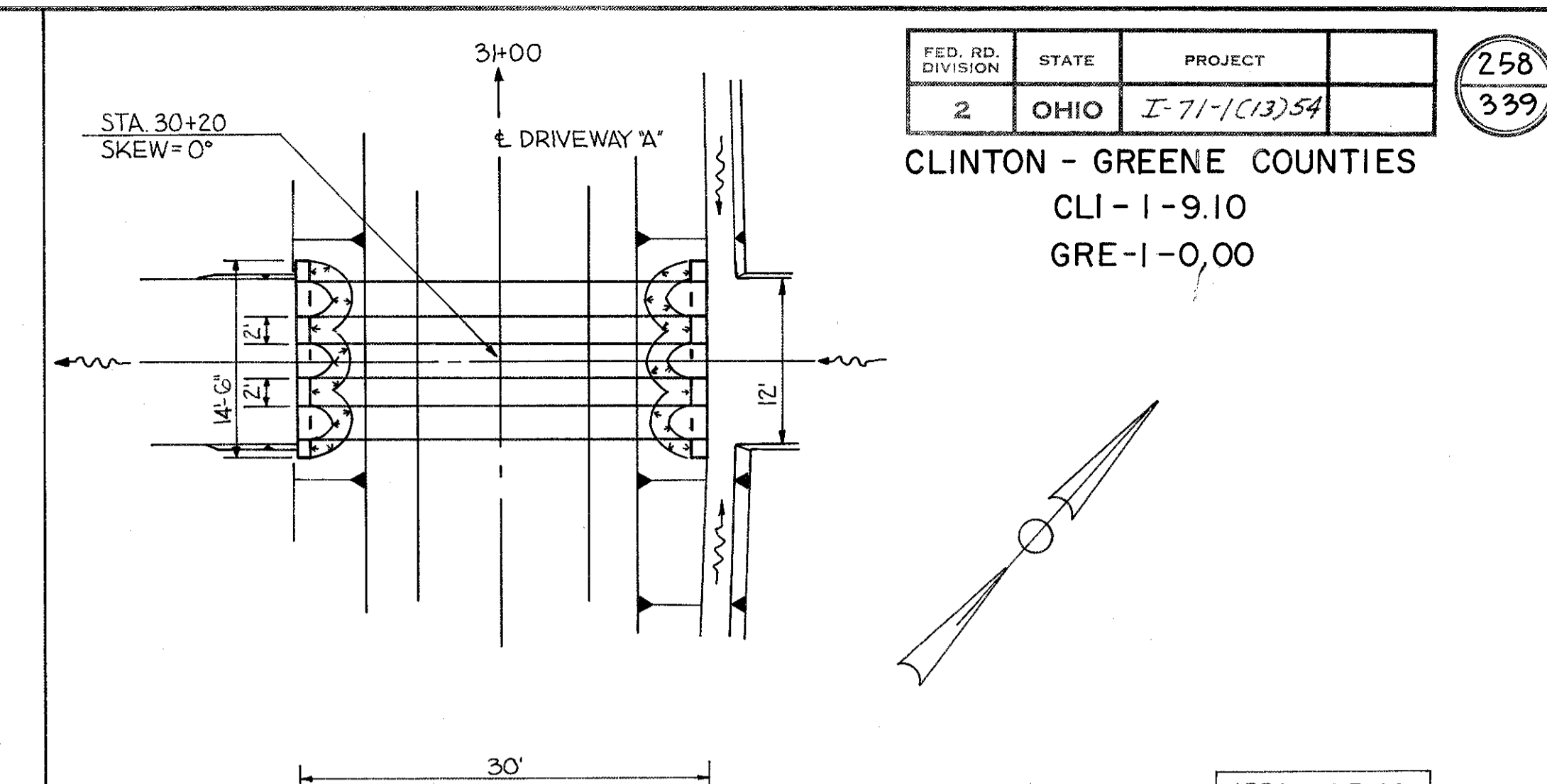


**ESTIMATED QUANTITIES**  
 I-1 PIPE 42" x 27" CL. G-1 M-6.7(a) 96 LIN. FT.  
 I-2 MASONRY 1.9 CU. YDS.  
 L-10 SODDING 9 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 0.4 CU. YDS.

AREA = 110 AC.  
 Q<sub>10</sub> = 112 C.F.S.

**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE ELLIPTICAL  
 SIZE: 42" x 27"  
 WORK REQUIRED: CONSTRUCT 3-42" x 27" PIPE CULVERTS WITH MODIFIED HW-E HEADWALLS. EXCAVATE CHANNEL AND SOD AS SHOWN.

STA. 17+80 DRIVEWAY "A"  
 SCALE: 1" = 10'

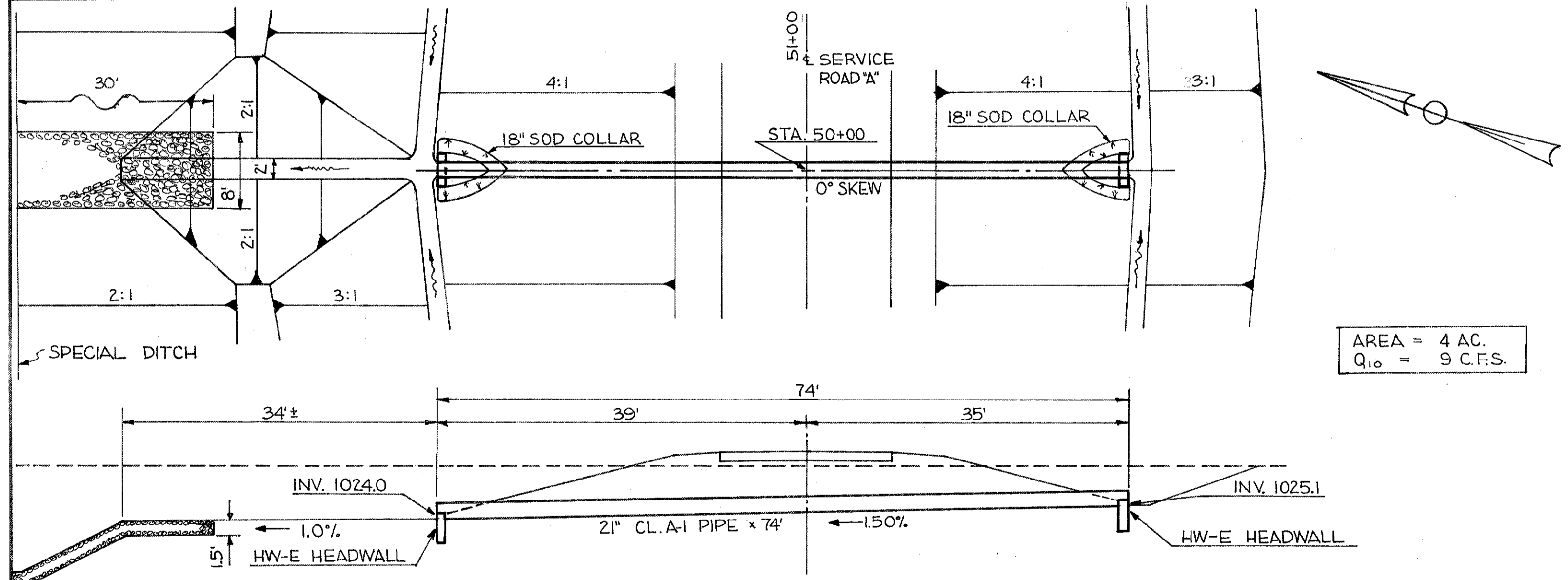


**ESTIMATED QUANTITIES**  
 I-1 PIPE 30" x 19" CL. G-1 M-6.7 \* 90 LIN. FT.  
 I-2 MASONRY 1.5 CU. YDS.  
 L-10 SODDING 8 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 0.4 CU. YDS.

AREA = 115 AC.  
 Q<sub>10</sub> = 120 C.F.S.

**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE ELLIPTICAL  
 SIZE: 30" x 19"  
 WORK REQUIRED: CONSTRUCT 3-30" x 19" PIPE CULVERTS WITH MODIFIED HW-E HEADWALLS. EXCAVATE CHANNEL AND SOD AS SHOWN.

STA. 30+20 DRIVEWAY "A"  
 SCALE: 1" = 10'

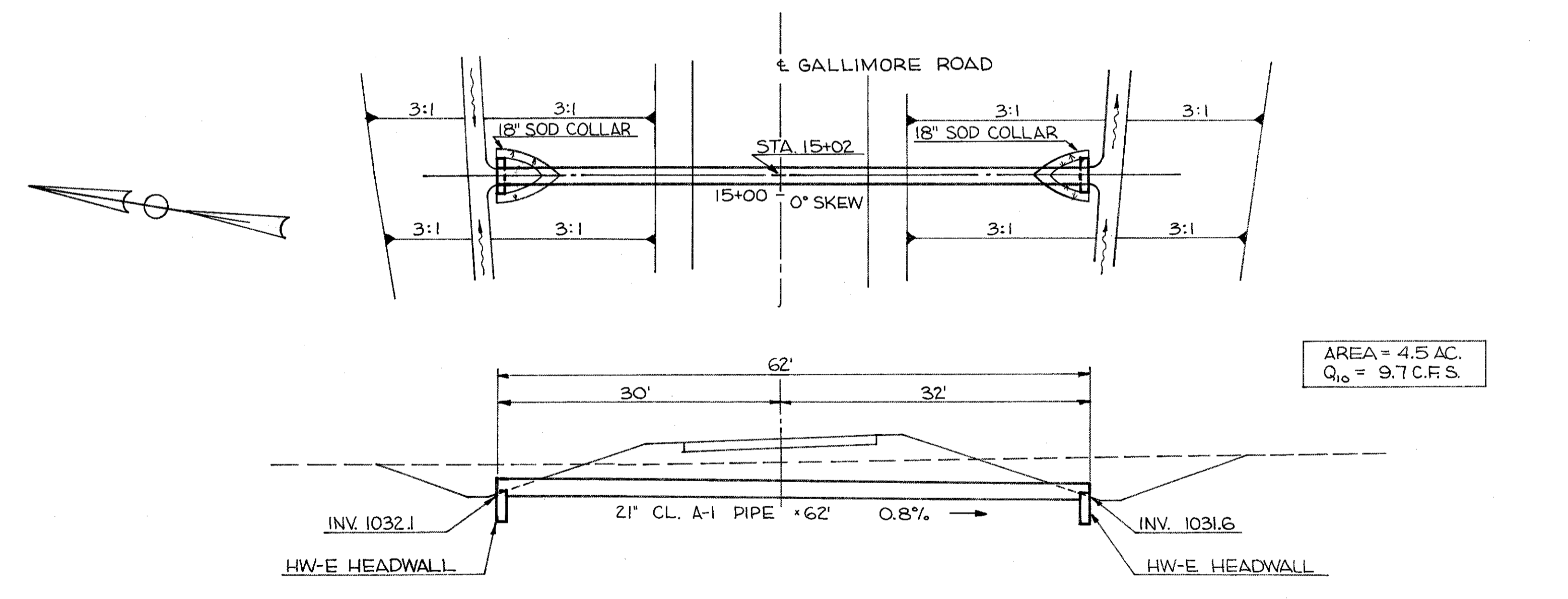


**ESTIMATED QUANTITIES**  
 I-1 PIPE 21" CL. A-1 M-6.6(a) OR M-6.8(b) 74 LIN. FT.  
 I-2 MASONRY 0.72 CU. YDS.  
 L-10 SODDING 5 SQ. YDS.  
 E-3 CHANNEL EXCAVATION 35 CU. YDS.  
 F-10 D.R.C.P.

**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE OR VITRIFIED SEWER PIPE  
 SIZE: 21" φ  
 WORK REQ'D: CONSTRUCT A 21" PIPE CULVERT WITH HW-E HEADWALLS. EXCAVATE CHANNEL AND SOD AS SHOWN.

AREA = 4 AC.  
 Q<sub>10</sub> = 9 C.F.S.

STA. 50+00 SERVICE ROAD "A"  
 SCALE: 1" = 10'



**ESTIMATED QUANTITIES**  
 I-1 PIPE 21" CL. A-1 M-6.6(a) OR M-6.8(b) 62 LIN. FT.  
 I-2 MASONRY 0.72 CU. YDS.  
 L-10 SODDING 4 SQ. YDS.

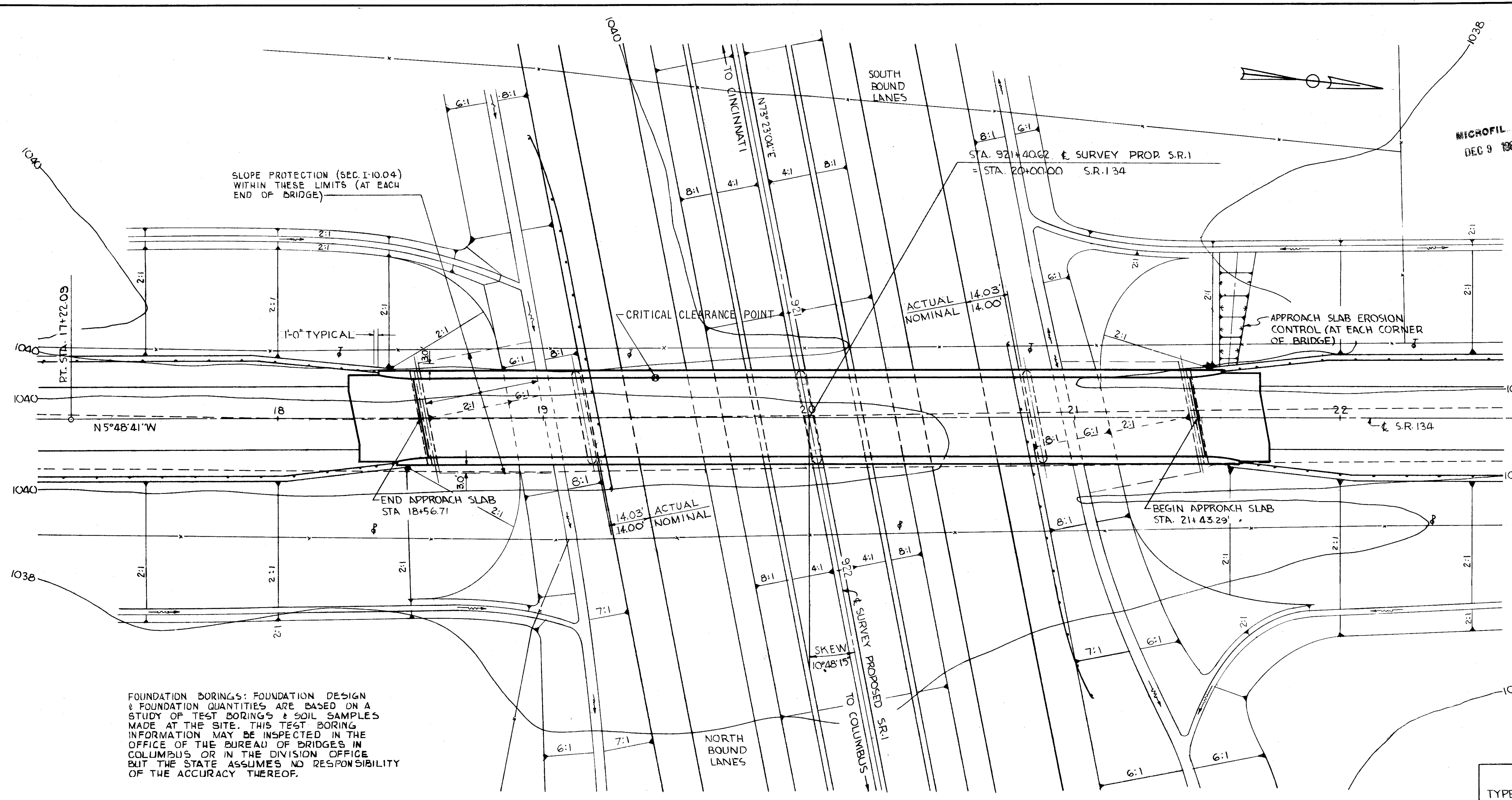
**CULVERT DATA**  
 TYPE: REINFORCED CONCRETE OR VITRIFIED SEWER PIPE  
 SIZE: 21" φ  
 WORK REQ'D: CONSTRUCT A 21" PIPE CULVERT WITH HW-E HEADWALLS AND SOD AS SHOWN.

AREA = 4.5 AC.  
 Q<sub>10</sub> = 9.7 C.F.S.

STA. 15+02 GALLIMORE ROAD  
 SCALE: 1" = 10'

**CLINTON - GREENE COUNTIES**  
**CLI - 1 - 9.10**  
**GRE - 1 - 0.00**

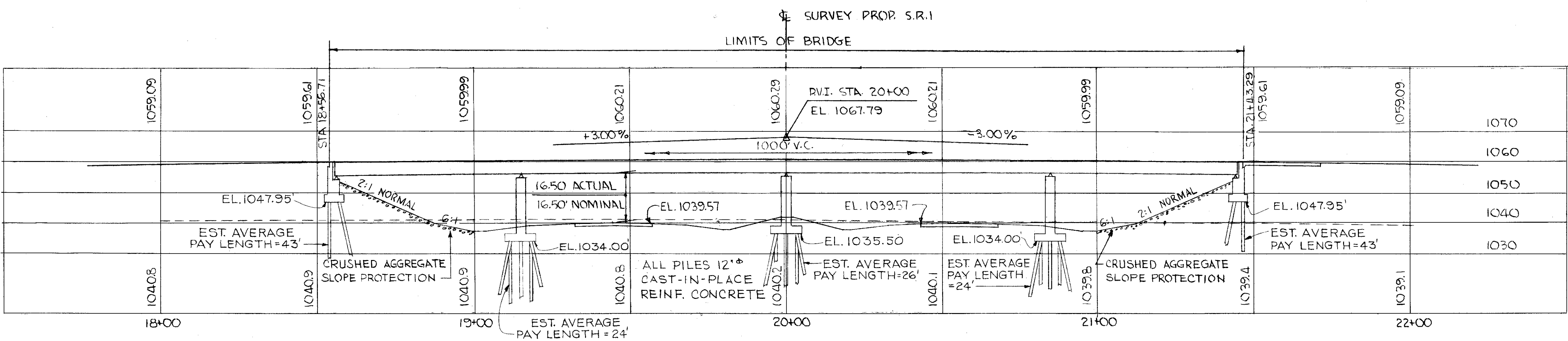
MICROFIL  
 DEC 9 1986



FOUNDATION BORINGS: FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.

1070	1060	1050	1040	1030
1039.56				1039.8
STA. 921+40.62				1039.2
1039.56	P.V.I. STA. 921+50			1038.6
	EL. 1039.81			
	PROP. GRADE S.R. 1			
1039.51				1038.1

V.C. 400'  
 +0.24%  
 -0.24%



**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONC. DECK & SUBSTRUCTURE  
 SPAN: 58.0 - 83.0 - 83.0 - 58.0  
 ROADWAY: 30'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: CF 130 (57)  
 SKEW: 10°48'15" R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONC.  
 APPROACH SLAB: 25' LONG  
 1975 ADT = 1680

**A. M. KINNEY, INC.**  
 CINCINNATI, OHIO  
**DODSON, KINNEY & LINDBLOM**  
 COLUMBUS, OHIO

**SITE PLAN**  
**BRIDGE NO. CLI-1-1055**  
**PROPOSED S.R. 1 UNDER**  
**STATE ROUTE 134**

SEC. CLI-1-9.10 GRE-1-0.00 PROPOSED S.R. 1  
 STA. 921 + 50.26  
 SCALE 1" = 20'

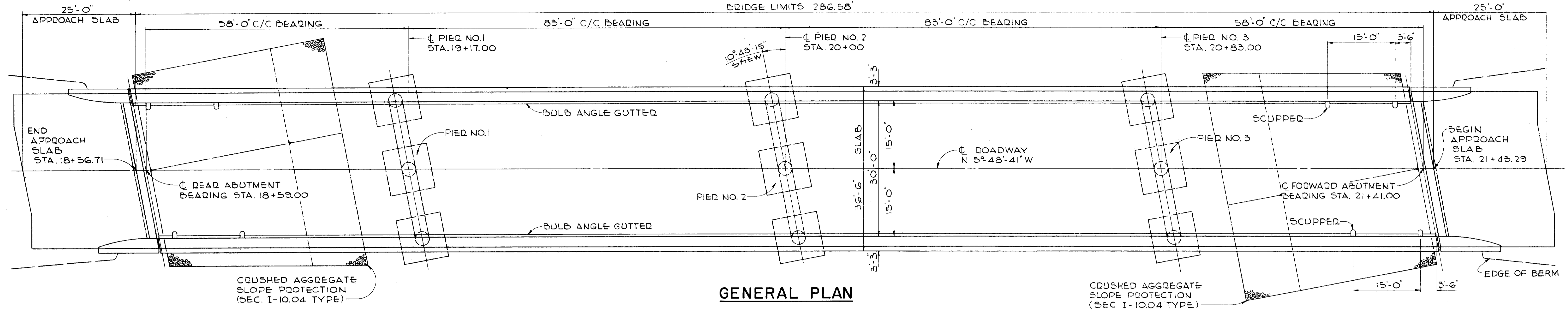
PRESENT TOPOGRAPHY		PROPOSED WORK		
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED
LARSON	MILLER	J. F.	C. H. M.	J. O.
			J. F.	T. P. S.
				REVISED

MICROFIL  
DEC 9 1986

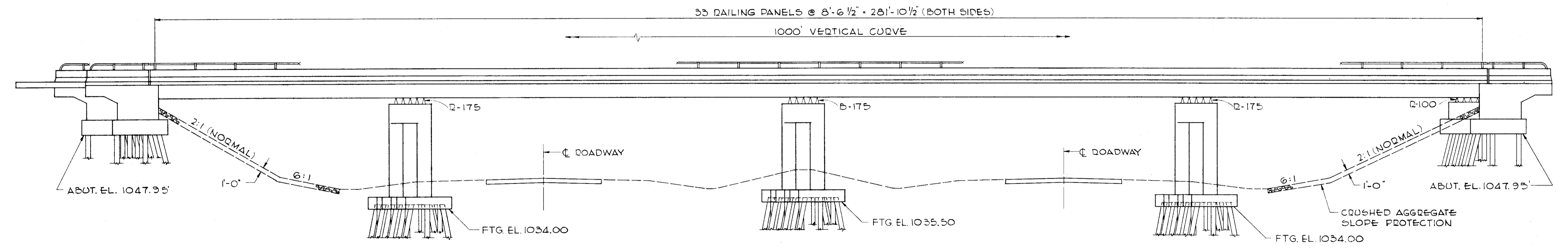
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

260  
339



GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	443	CU.YDS.	UNCLASSIFIED EXCAVATION		216	227	
5-1	307	CU.YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	307			
5-1	79	CU.YDS.	CLASS "C" CONCRETE, PIER CAPS & COLUMNS			79	
5-1	150	CU.YDS.	CLASS "E" CONCRETE, ABUTMENTS		150		
5-1	81	CU.YDS.	CLASS "E" CONCRETE, PIER FOOTINGS			81	
5-4	116,603	LBS	REINFORCING STEEL	76,277	11,512	28,814	
5-7	288,770	LBS	STRUCTURAL STEEL	288,770			
5-8	288,770	LBS	FIELD PAINTING OF STRUCTURAL STEEL	288,770			
5-14	619.25	LIN. FT.	RAILING (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	567.25	52.00		
5-16	LUMP	SUM	FIRST TEST PILE				LUMP
5-18	3380	LIN. FT.	12"Ø CAST IN PLACE REINFORCED CONCRETE PILES		1379	2001	
5-29	27	CU.YDS.	POROUS BACKFILL		27		
5-29	8	EACH	SCUPPERS, INCLUDING SUPPORTS	8			
I-10	487	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				487
SPECIAL	307	EACH	WATER REDUCING, SET RETARDING ADMIXTURE (*)	307			

(\*) SEE PROPOSAL NOTE.

GENERAL NOTES

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS AQ-1-57 REVISED 4-2-62, CSB-2-56 SHEETS (2) AND (3), REVISED 2-2-59 AND DB-1-55 REVISED 2-2-59.

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS DATED 3-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. CLASS "B" WELDS SHOWN THUS  $\overline{\text{B}}$ . ANY WELDS SHOWN AS FIELD, MAY AT THE OPTION OF THE CONTRACTOR BE MADE IN THE SHOP.

SURFACE FINISH OF CONCRETE: SEC. S-1.22 RUBBED FINISH SHALL APPLY TO THE ENTIRE EXPOSED SURFACES OF PIERS, ABUTMENTS AND SUPERSTRUCTURE EXCEPT BRIDGE SEATS, BACKWALLS, THE FACE OF ABUTMENTS BETWEEN OUTSIDE BEAMS AND THE TOP AND BOTTOM SURFACES OF ROADWAYS AND SAFETY CURBS.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I-10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE. AT THE ACUTE CORNERS OF THE SKEWED BRIDGE THE OUTSIDE EDGE OF THE SLOPE PROTECTION SHALL INTERSECT THE ACTUAL OR PROJECTED FACE OF THE ABUTMENT THREE FEET BEYOND THE OUTER EDGE OF THE SUPERSTRUCTURE AND SHALL EXTEND DOWN THE SLOPE NORMAL TO THE FACE OF THE ABUTMENT, TO THE TOE OF SLOPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO. CLI-1-1055  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 134

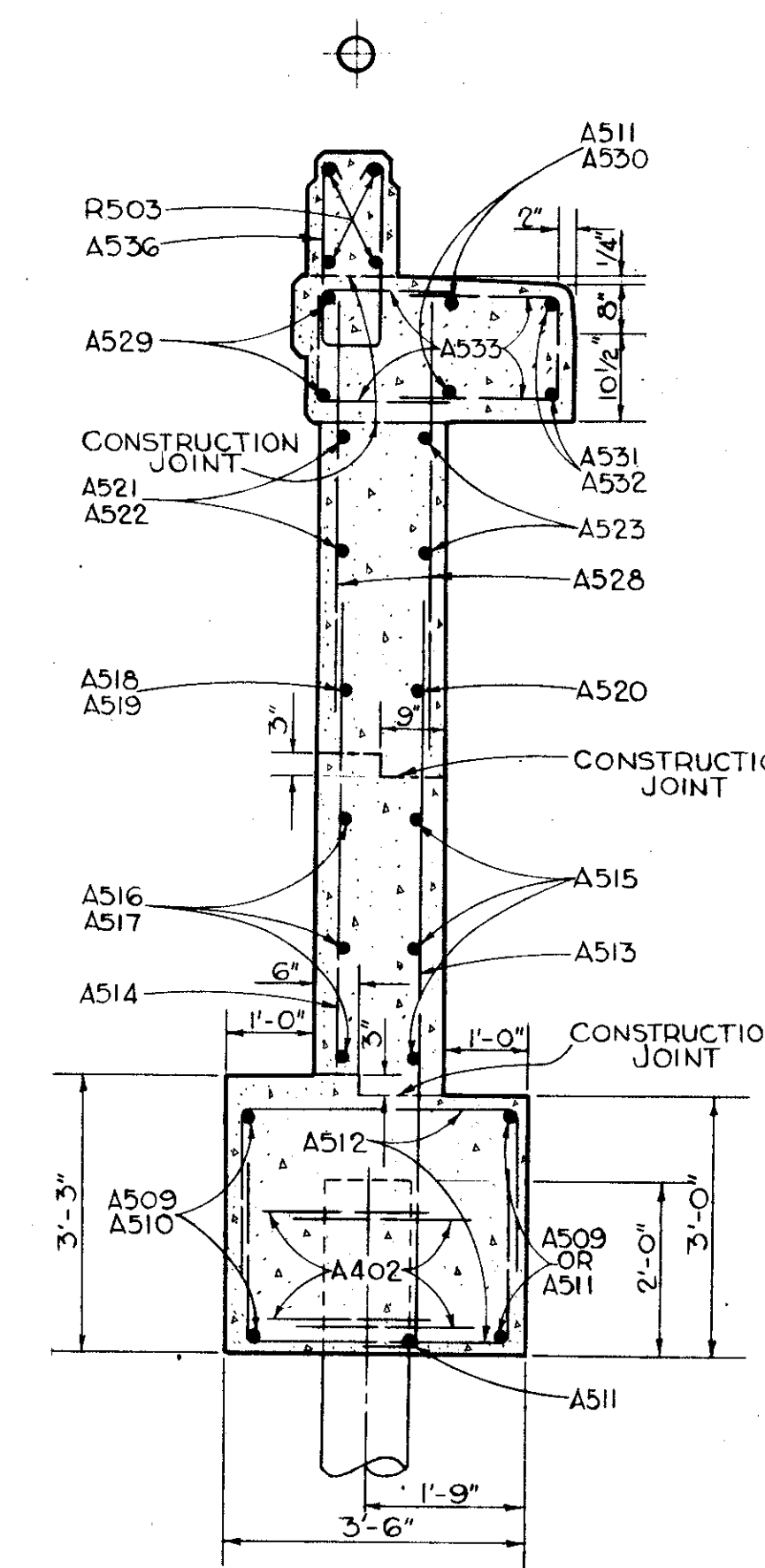
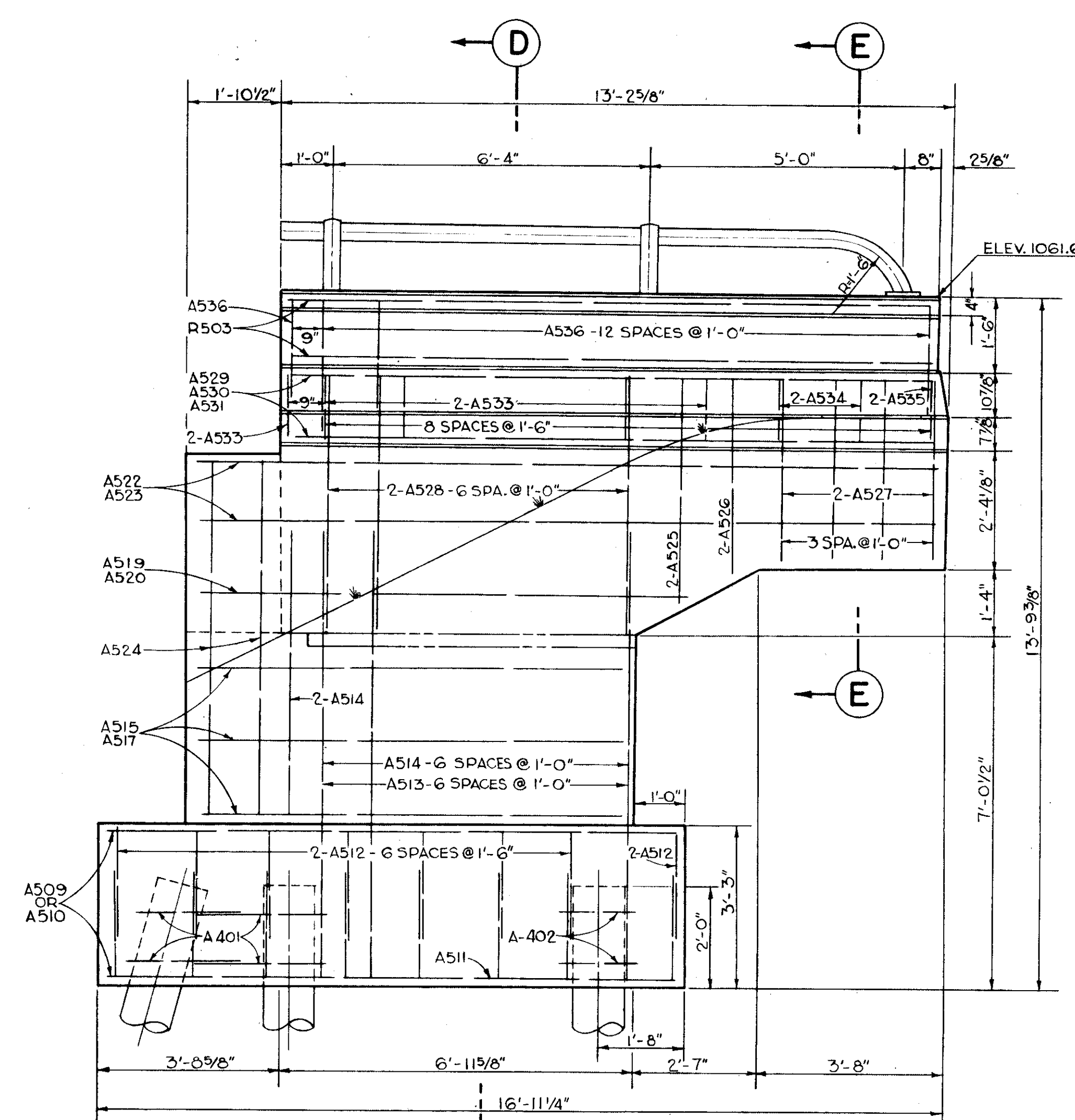
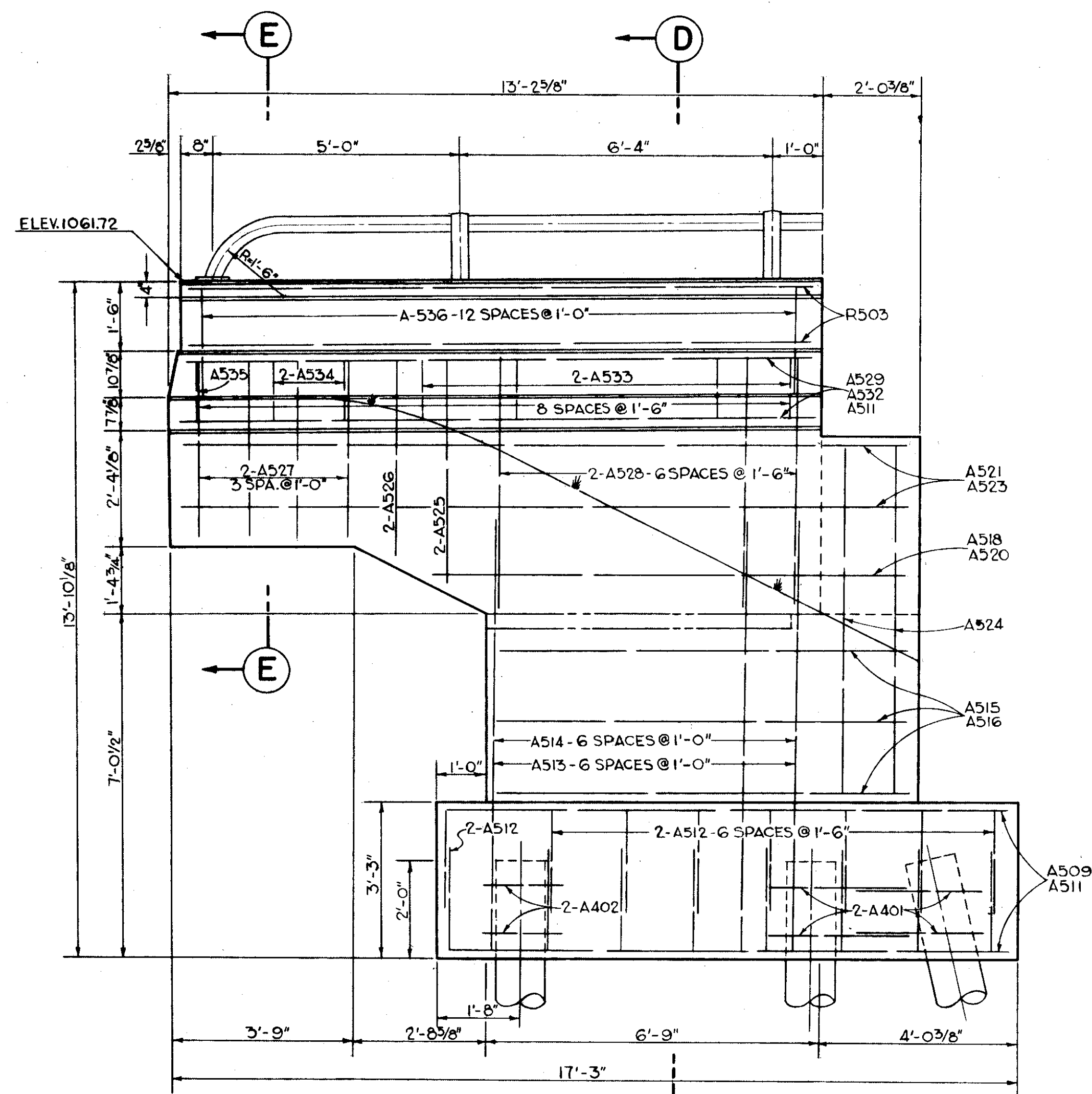
CLINTON CO.      PROPOSED S.R. 1  
STA. 921 + 50.26

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	C.H.T.	C.H.T.	T.P.S.		10/4/62	

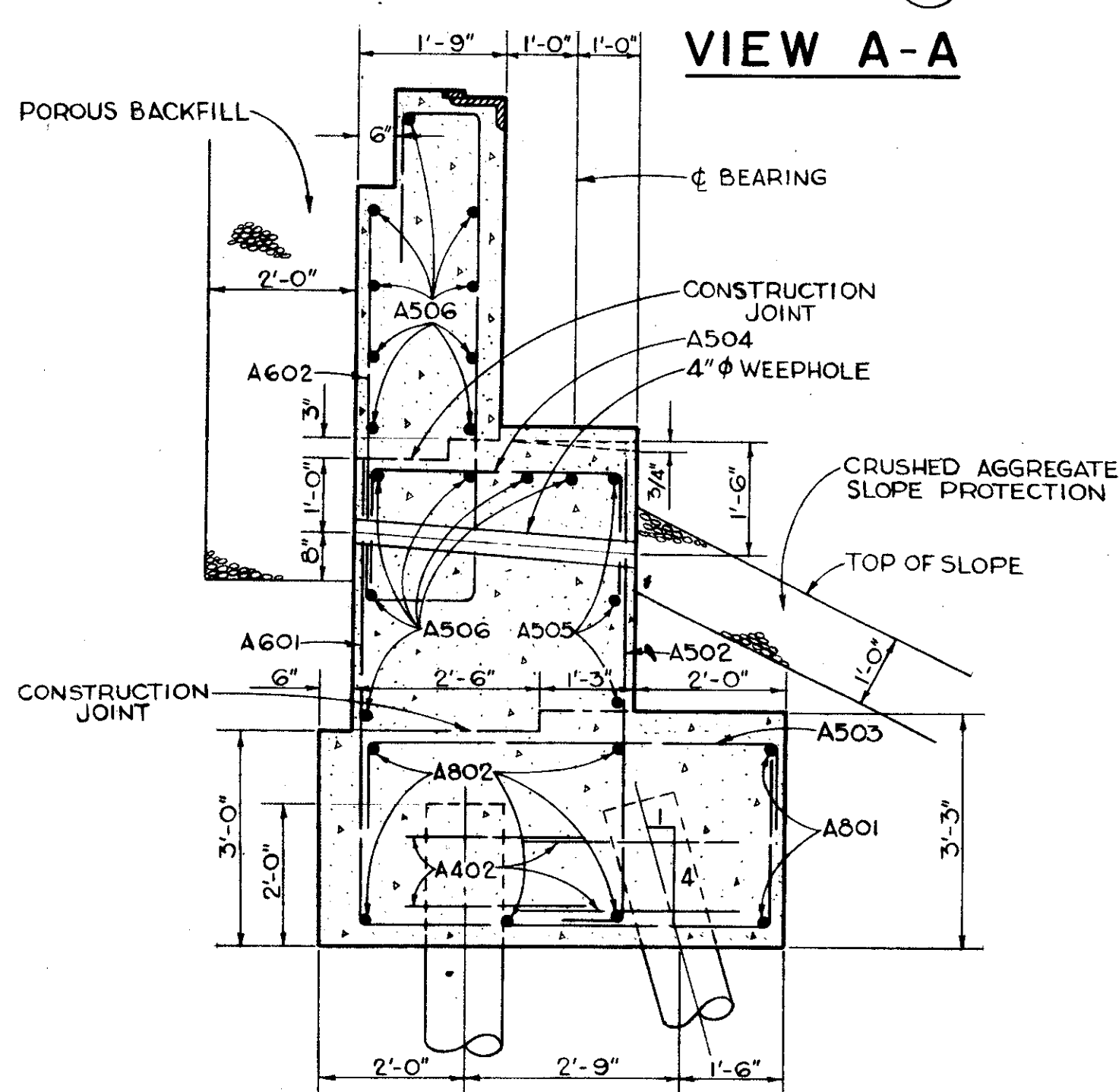


CLINTON - GREENE COUNTIES  
CLI - 1-9-10  
GRE - 1-0-00

MICROFIL  
DEC 9 1986

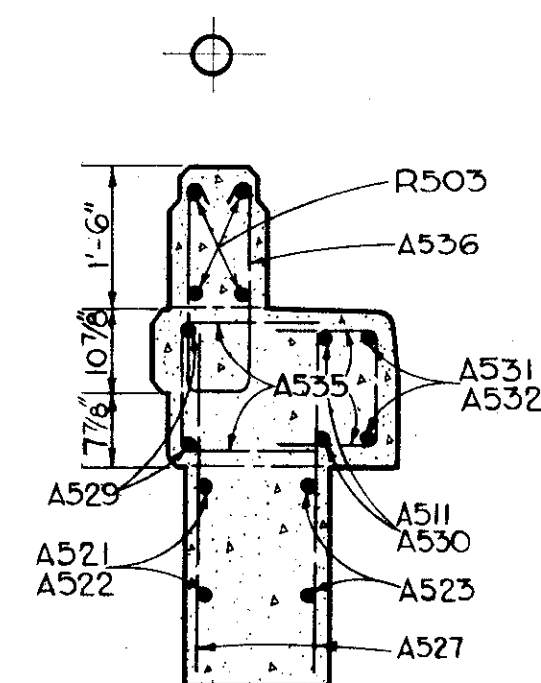


SECTION D-D



SECTION C-C

VIEW B-B



SECTION E-E

NOTES

PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE SUBGRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENTS, AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND THE PILES DRIVEN.

EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL REQUIRED FOR CONSTRUCTION OF THE ABUTMENTS.

POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB, AND OUTWARD TO THE WING WALLS. EXCAVATION THEREFORE, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS BACKFILL.

ALL PILES SHALL BE 12"  $\phi$  REINFORCED CAST-IN-PLACE CONCRETE.

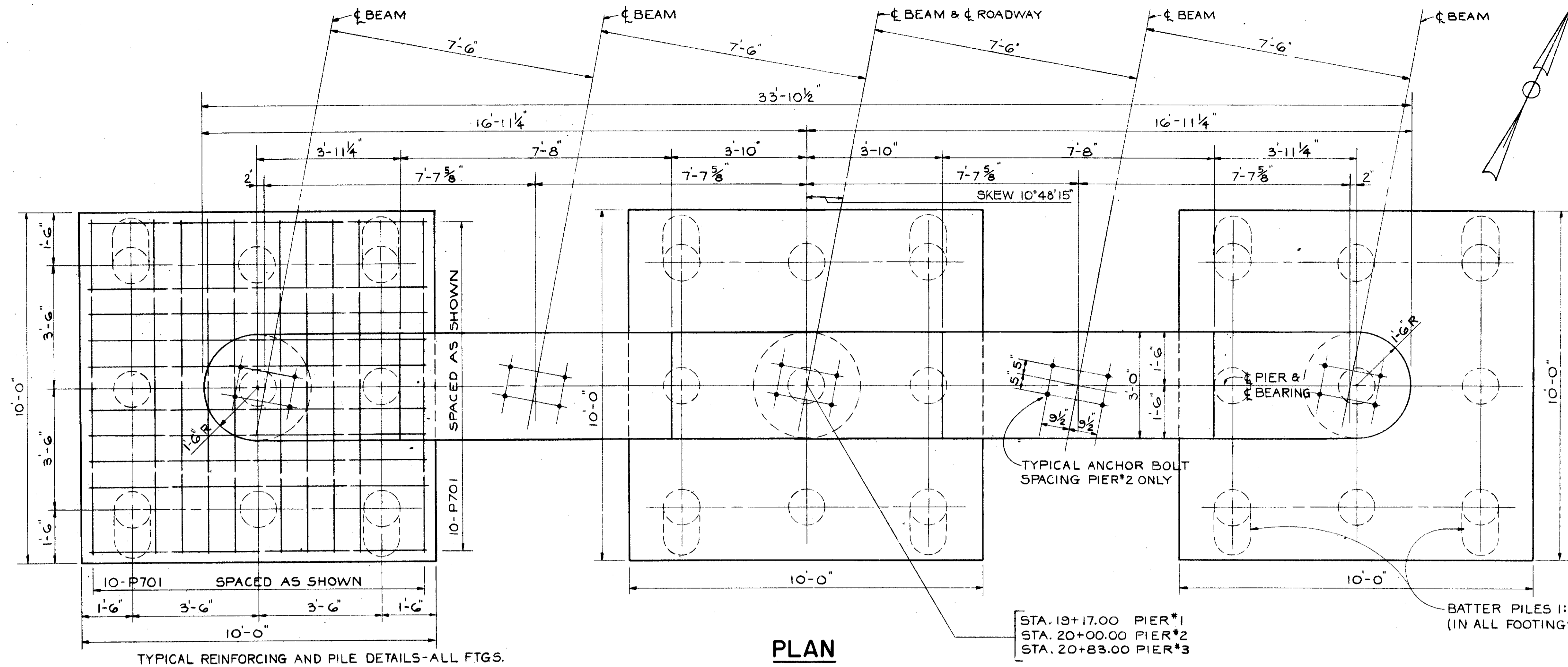
MAXIMUM ACTUAL DESIGN LOAD 50 TONS PER PILE, WHICH INCLUDES LOADING DUE TO NEGATIVE FRICTION FORCE OF FILL.

CONCRETE SHALL BE CLASS "E"

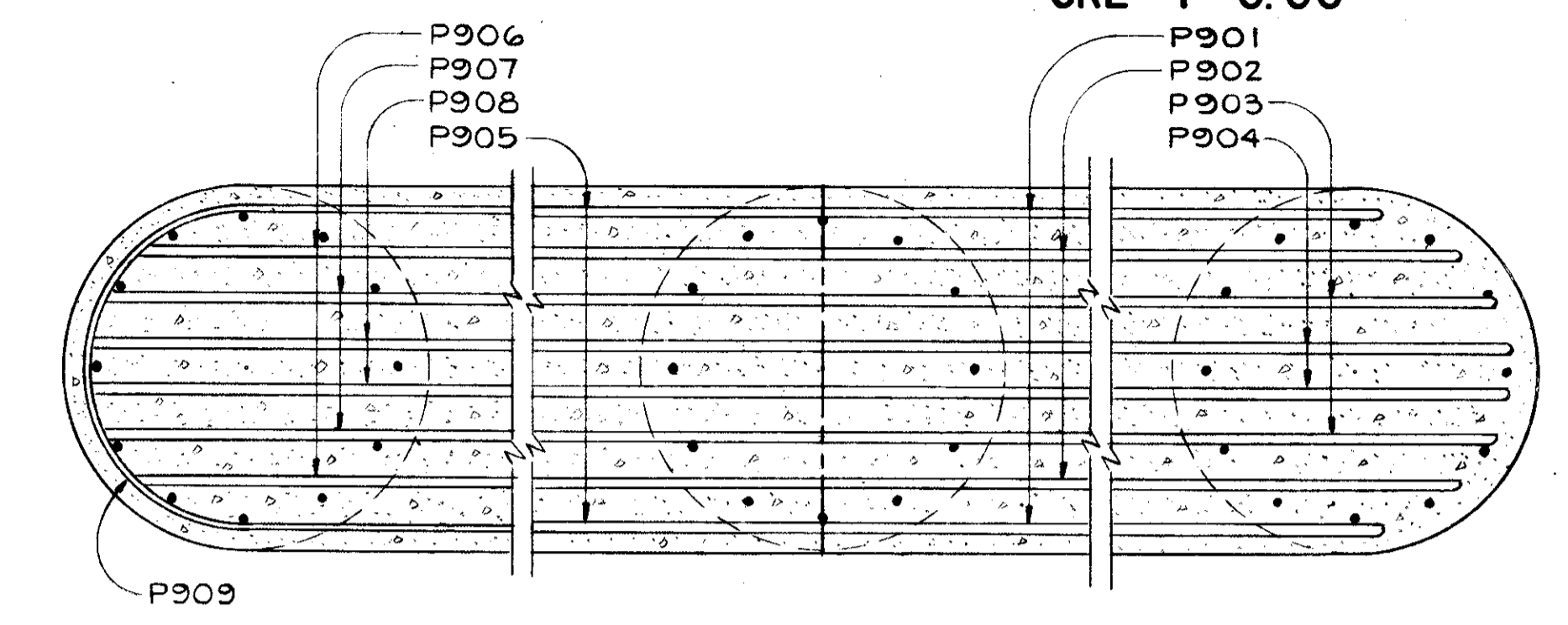
A. M. KINNEY, INC. CINCINNATI, OHIO						
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO						
<b>ABUTMENT DETAILS</b>						
BRIDGE NO CLI-1-1055 PROPOSED S.R.1 UNDER STATE ROUTE 134						
CLINTON CO.				PROPOSED S.R.1 STA. 921 + 50.26		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E. E. M.	K. B.	K. B.	E. E. M.			
H. G. W.						

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

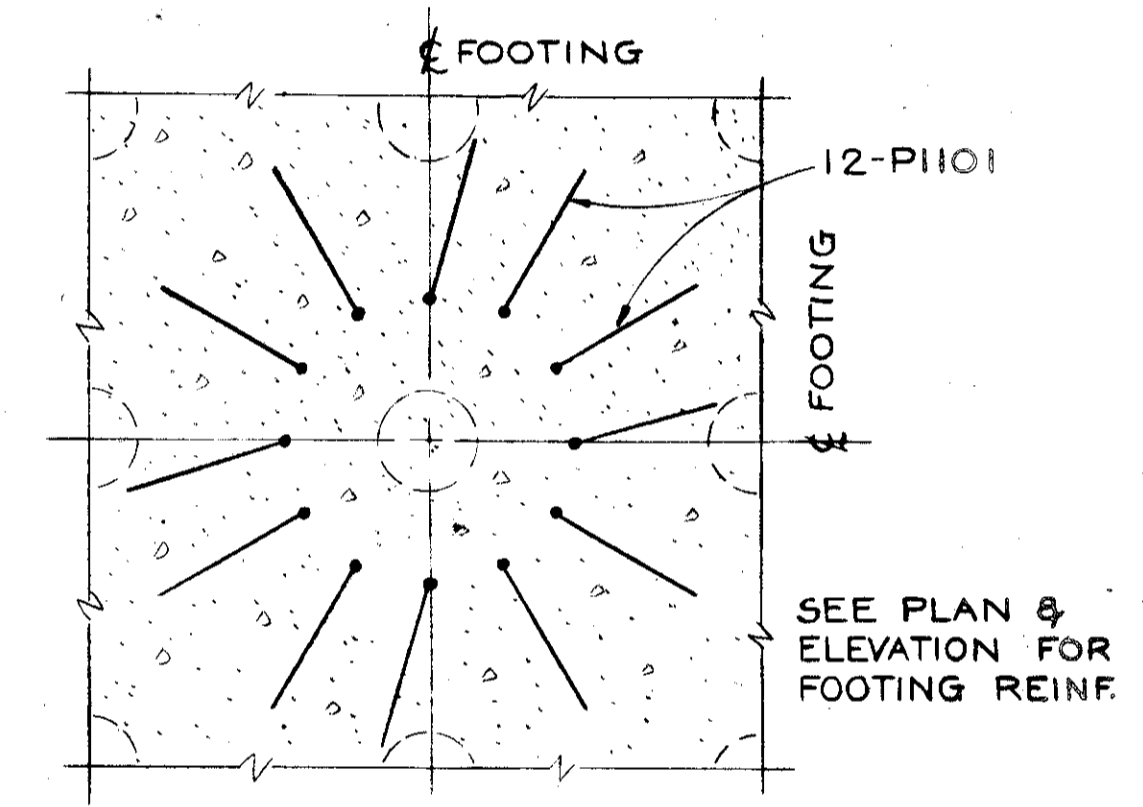
MICROFIL  
DEC 9 1986



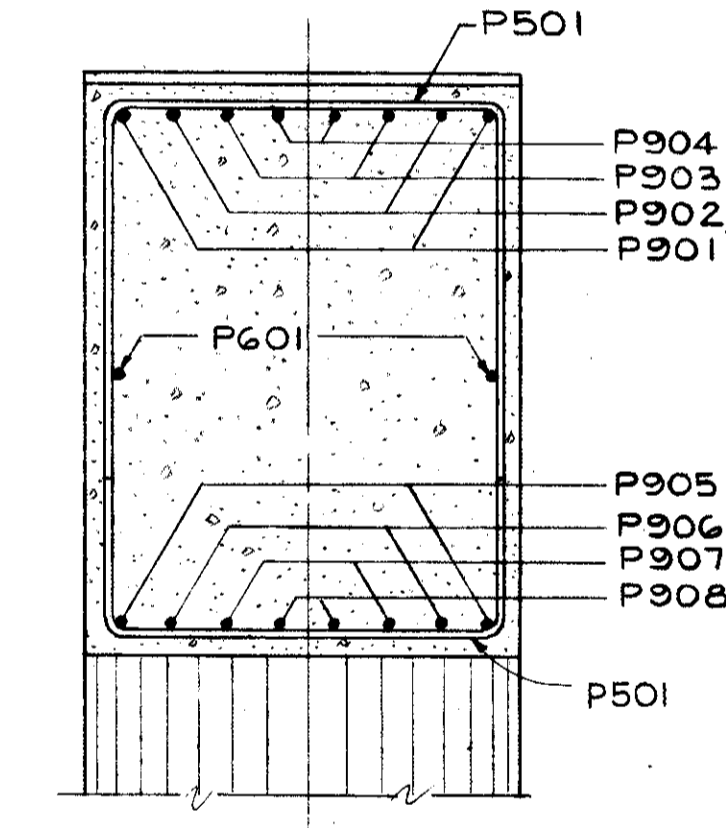
PLAN



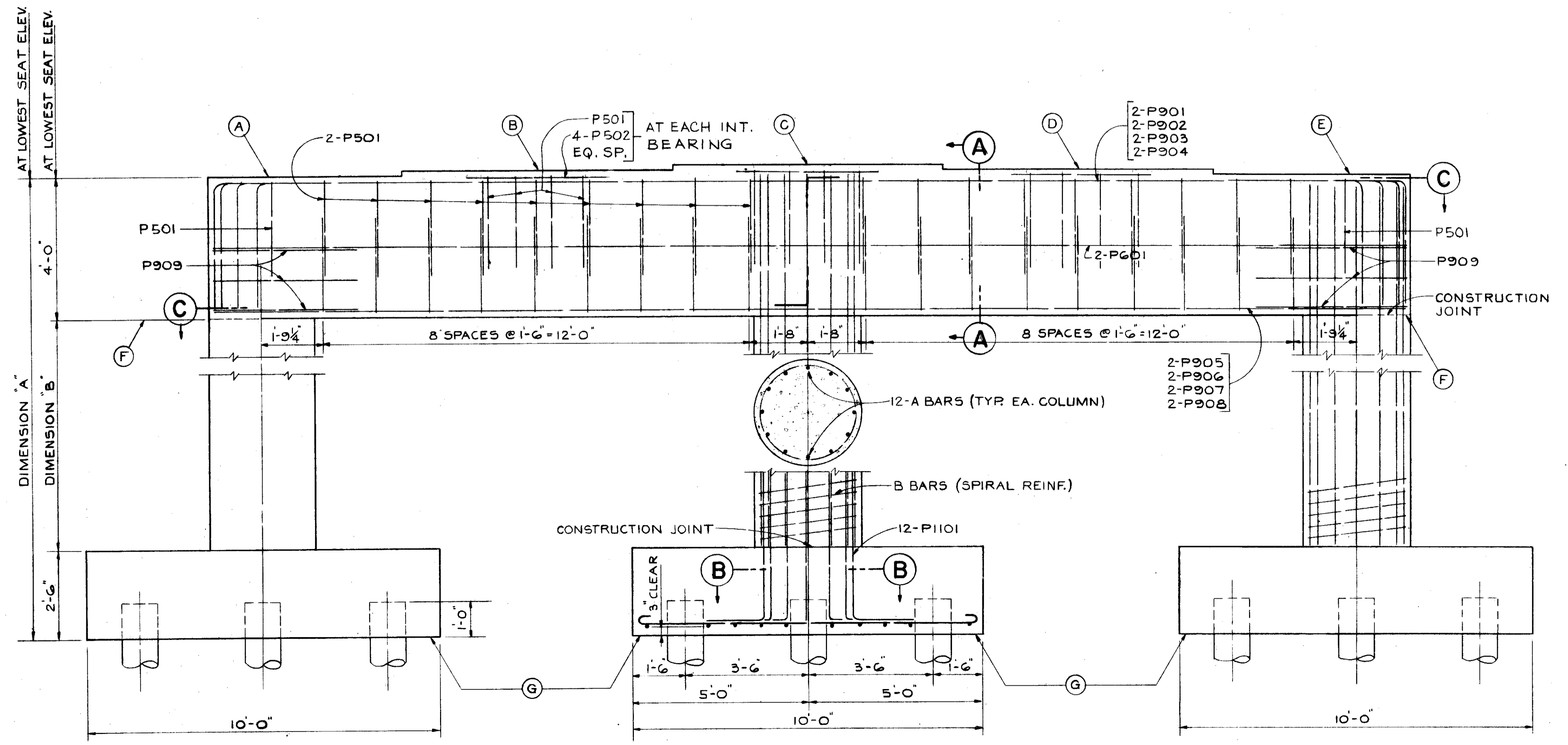
SECTION C-C



SECTION B-B



SECTION A-A



ELEVATION

SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN PIER CAPS SO THAT IT WILL NOT INTERFERE WITH THE DRILLING OF ANCHOR BOLT HOLES. PIER CAPS AND COLUMNS SHALL BE CLASS 'C' CONCRETE. PIER FOOTINGS SHALL BE CLASS 'E' CONCRETE. ALL REINFORCING STEEL SHALL BE 2" CLEAR EXCEPT WHERE OTHERWISE SHOWN. MAXIMUM ACTUAL DESIGN LOAD = 34 TONS PER PILE.

	PIER #1	PIER #2	PIER #3
ELEV. A	1054.89	1055.10	1054.92
ELEV. B	1055.01	1055.21	1055.03
ELEV. C	1055.14	1055.33	1055.14
ELEV. D	1055.03	1055.21	1055.01
ELEV. E	1054.92	1055.10	1054.89
ELEV. F	1050.89	1051.10	1050.89
ELEV. G	1034.00	1035.50	1034.00
DIM. A	20'-10 1/2"	19'-7 1/2"	20'-10 1/2"
DIM. B	14'-4 1/2"	13'-1 1/2"	14'-4 1/2"
A-BARS	P1102	P1103	P1102
B-BARS	SP401	SP402	SP401

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

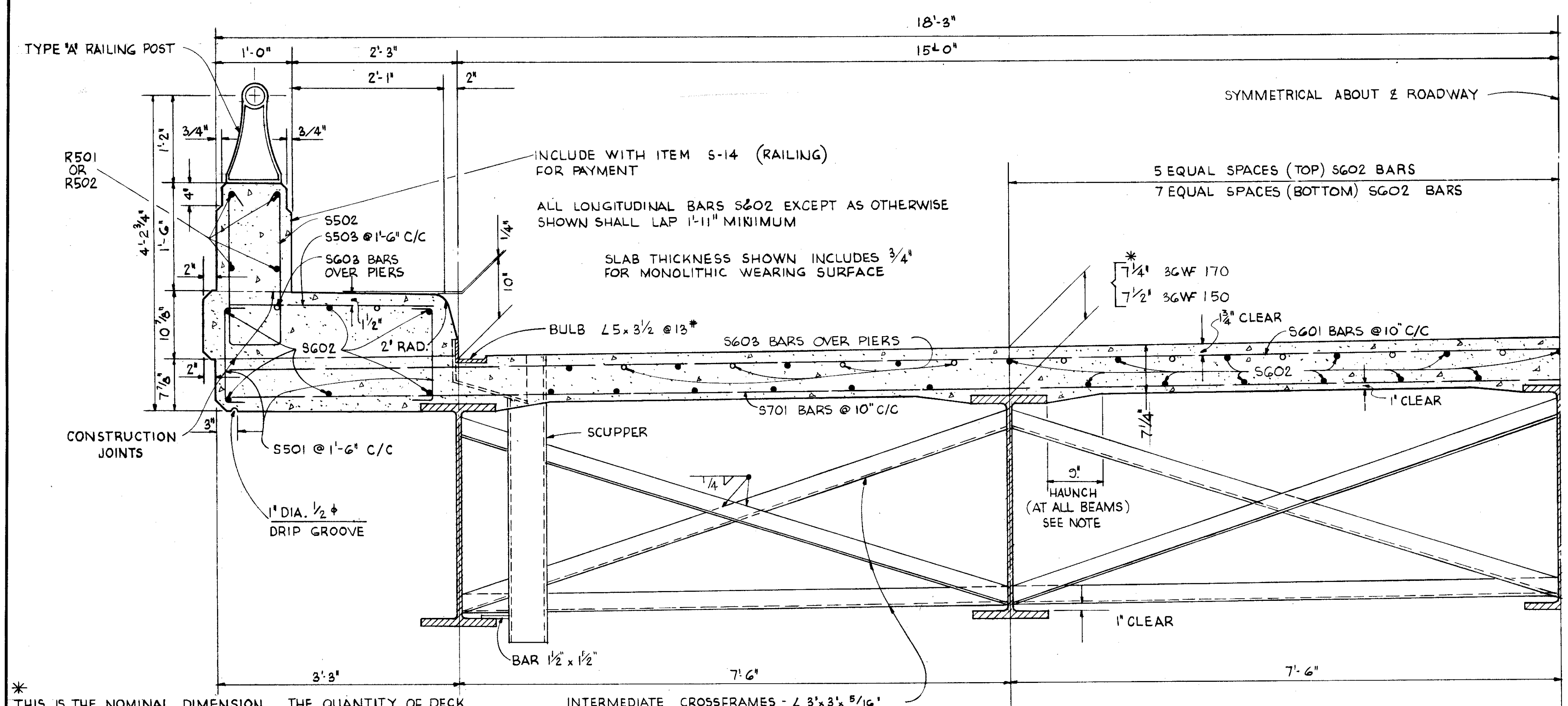
**PIER DETAILS**  
BRIDGE NO CLI-1-1055  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 134

CLINTON CO. PROPOSED S.R. 1  
STA. 921 + 50.26

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E. E. M.	K. R. D.	K. R. D.	T. P. S.		10-4-62	

MICROFIL  
DEC 9 1986

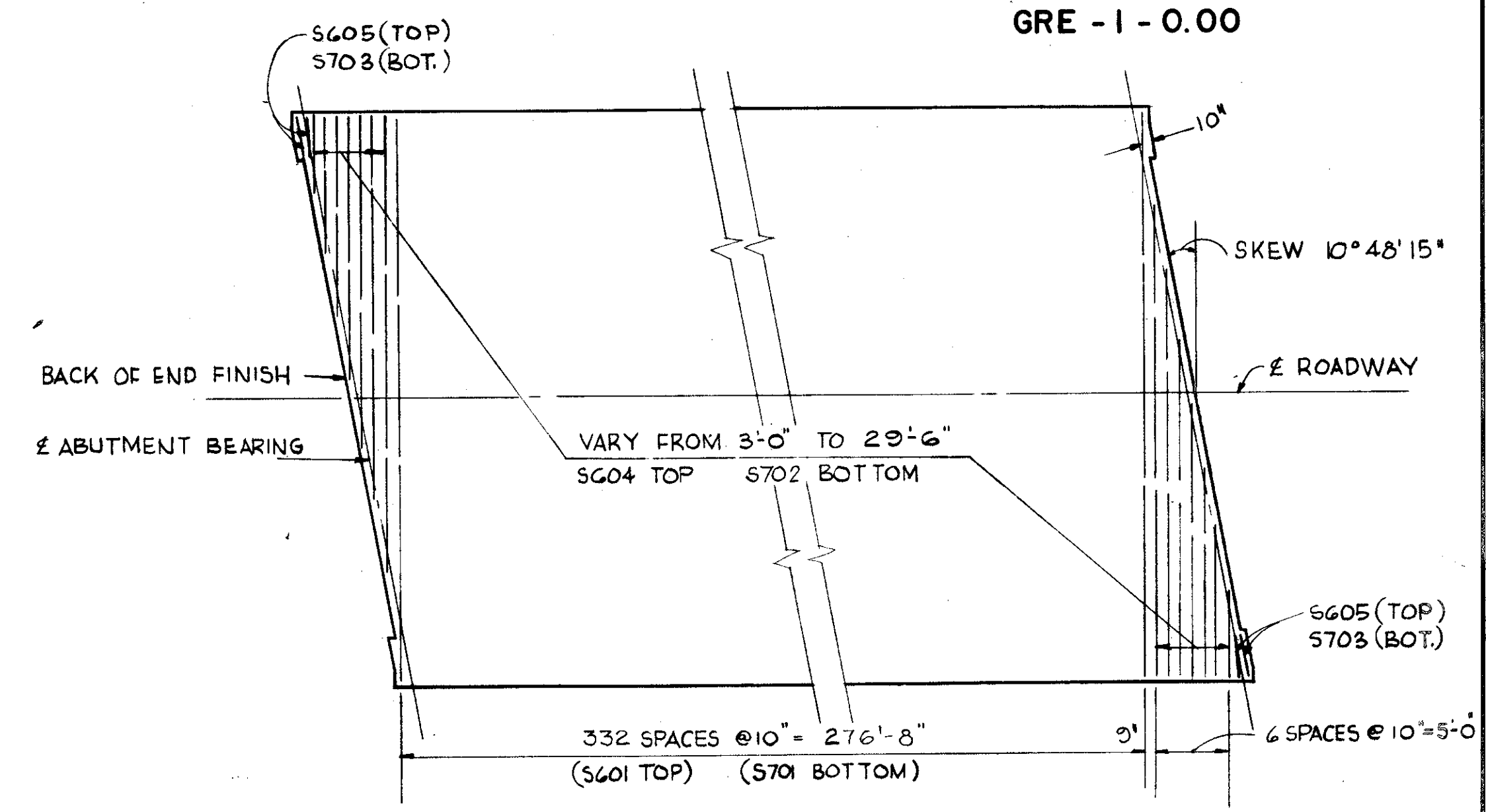
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



\* THIS 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

INTERMEDIATE CROSSFRAMES - L 3 x 3 x 5/16"  
WELD BOTH SIDES OF VERTICAL LEG AND TOP SIDE OF HORIZONTAL LEG TO BEAM WITH 1/4" CONTINUOUS FILLET WELD.

**HALF TRANSVERSE SECTION**



**PART PLAN**  
SHOWING PLACEMENT OF TRANSVERSE REINFORCING STEEL

**NOTES**

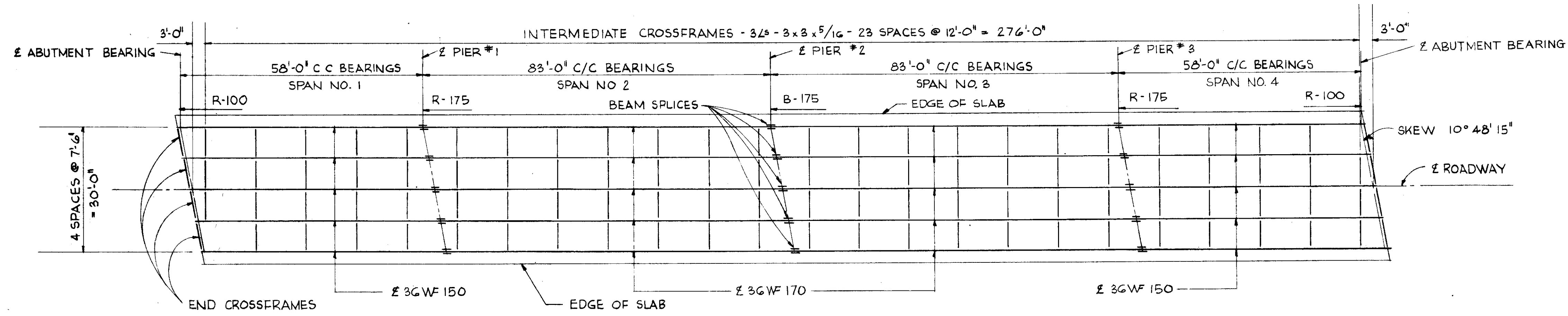
ROCKERS AND BLOSTERS SHALL BE R-100 AT ABUTMENTS R-175 AT THE END PIERS AND B-175 AT THE CENTER PIER FOR DETAILS SEE STANDARD DRAWING RB-1-55

FOR DETAIL OF END CROSSFRAME, END FINISH, CURB PLATES SCUPPERS, ALUMINUM RAILING, BEAM CUT OFF AT BACK WALL AND WELDED BUTT JOINT IN SUPERSTRUCTURE END FINISH ANGLES AT CENTERLINE ROADWAY, SEE STANDARD DRAWINGS CSB-2-56 AND AR-1-57

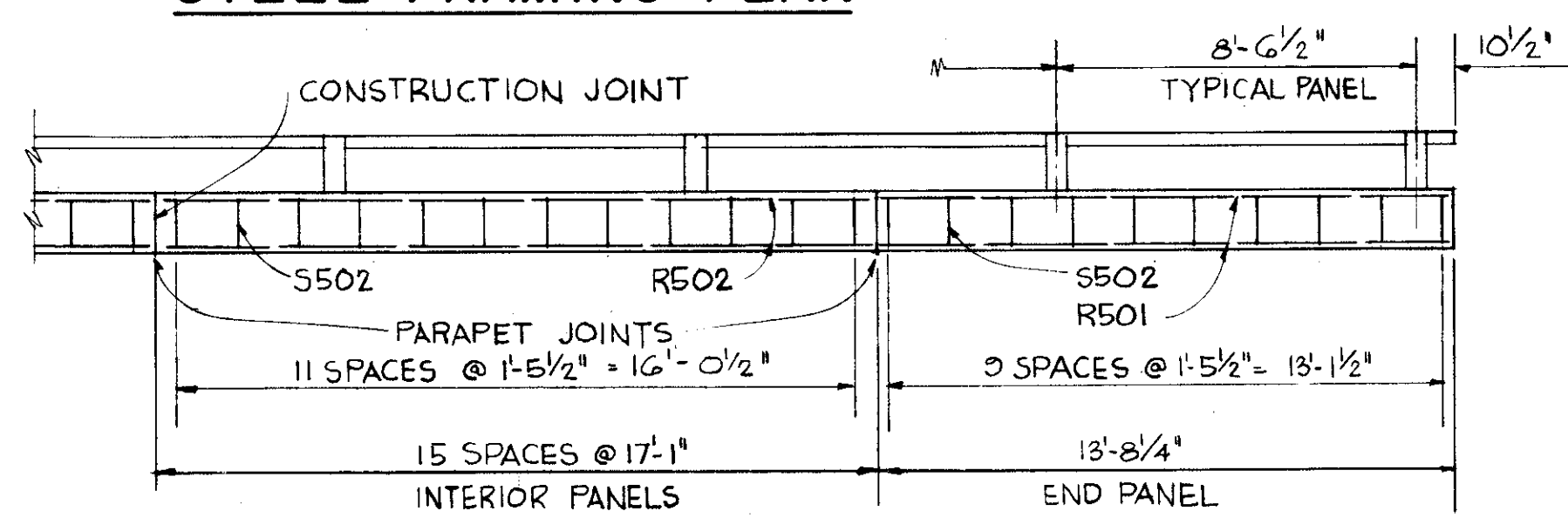
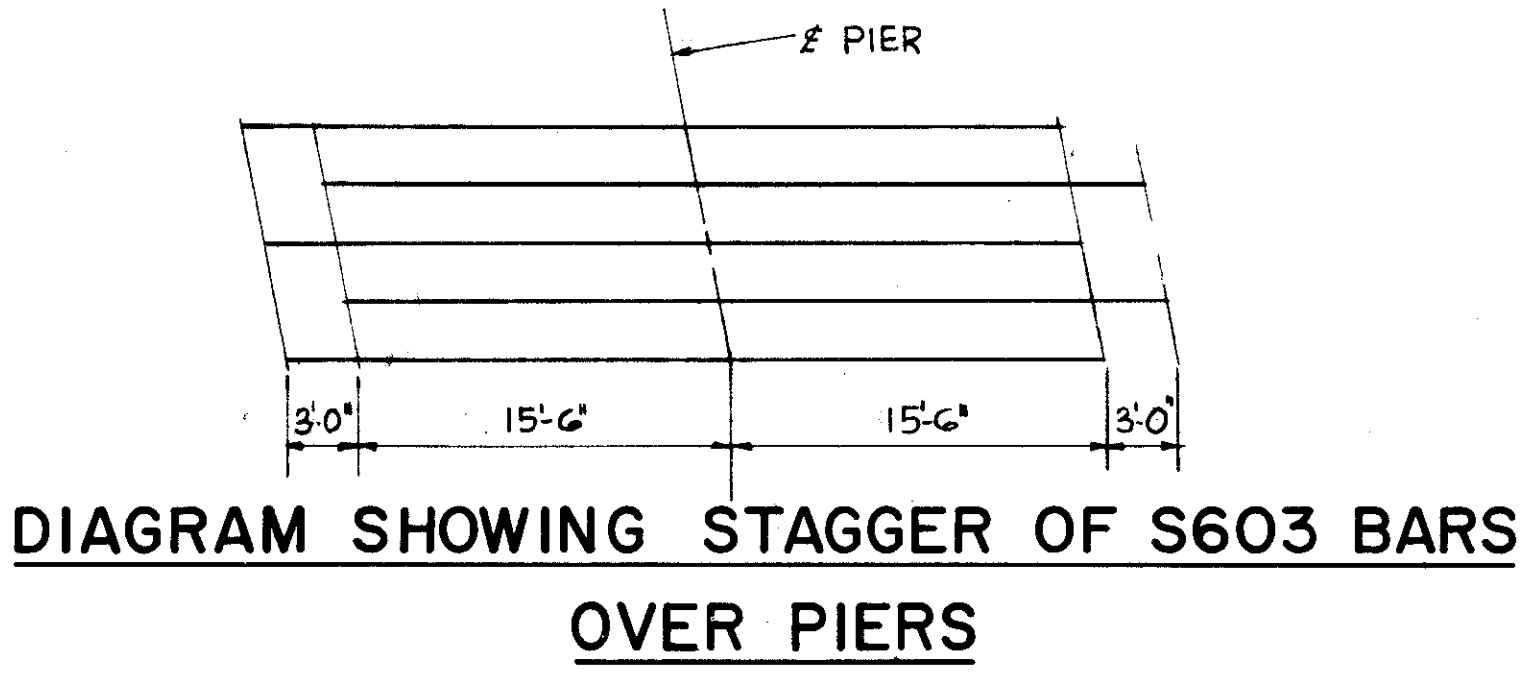
CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE CONCRETE OF THE DECK, THE PLACING OF THE CONCRETE SHALL PROGRESS UP GRADE. THE SLAB MAY BE PLACED IN SECTIONS, BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE PARALLEL TO TRANSVERSE REINFORCING STEEL AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.

MACHINE FINISH: THE CONCRETE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

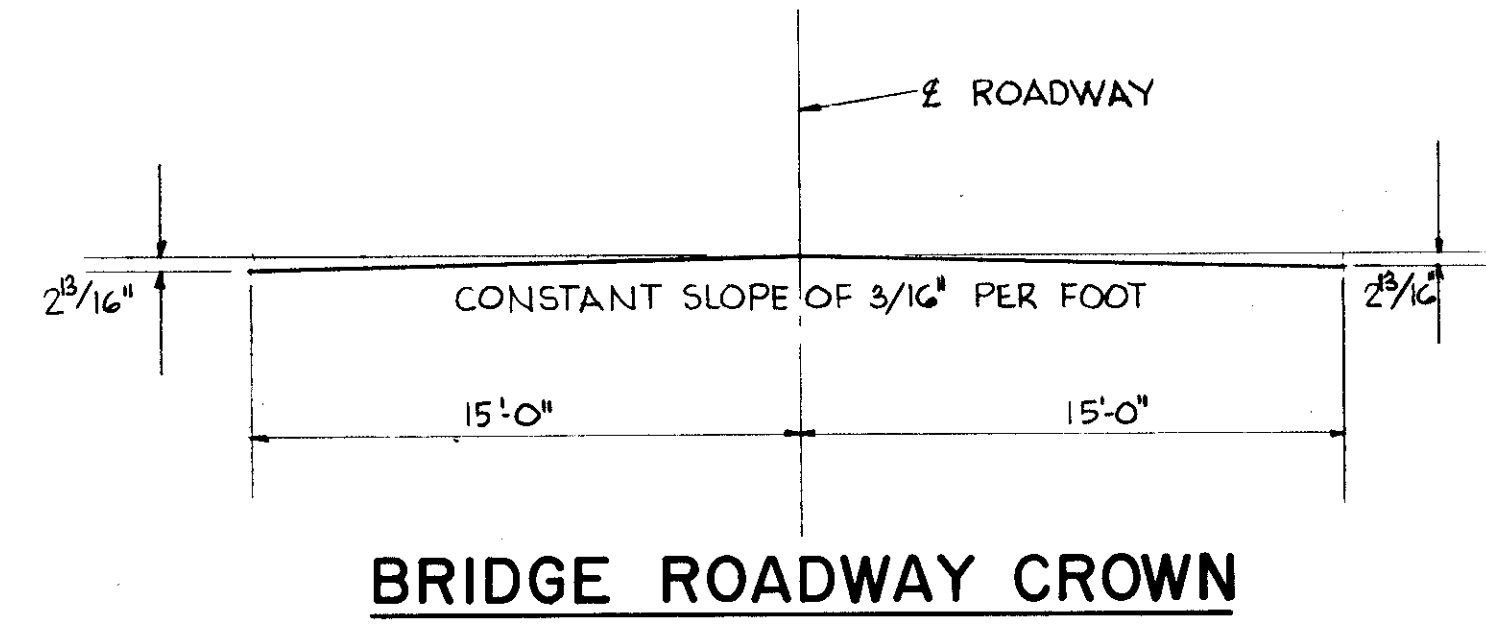
DECK SLAB HAUNCH: THE HAUNCH IN THE DECK SLAB ADJACENT TO THE TOP OF STEEL BEAMS, WHICH IS SHOWN AS 9" WIDE MAY VARY FROM THIS DIMENSION BETWEEN THE LIMITS OF 6" AND 12" EXCEPT THAT THE MAXIMUM SLOPE SHALL NOT EXCEED 3" PER FOOT. PAYMENT FOR DECK SLAB CONCRETE SHALL BE BASED ON THE 9" WIDTH.



**STEEL FRAMING PLAN**



**STEEL PLACEMENT DIAGRAM FOR PARAPET**



A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

BRIDGE NO. CLI - 1 - 1055  
PROPOSED S. R. 1 UNDER  
STATE ROUTE 134

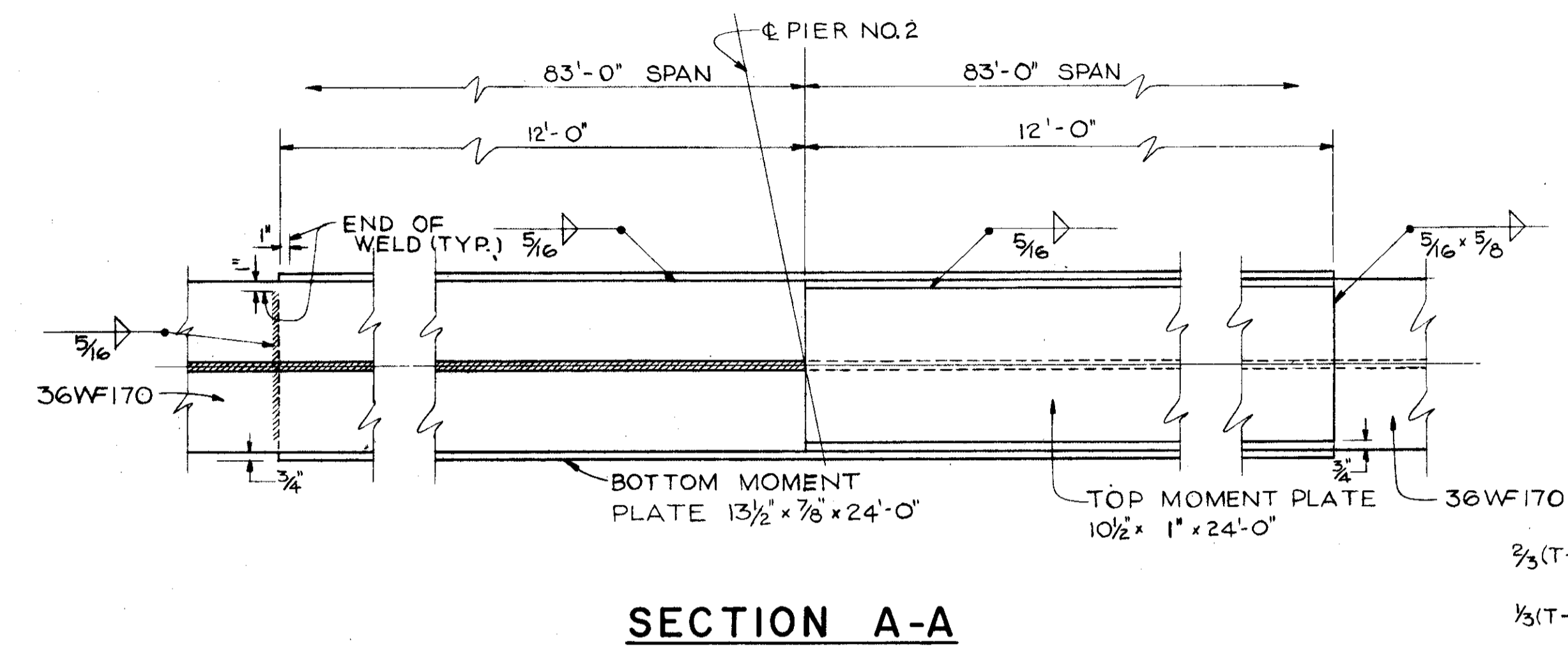
CLINTON CO. PROPOSED S. R. 1  
STA. 921 + 50.26

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.G.	G.B.	G.B.	T.P.S.		10-4-62	

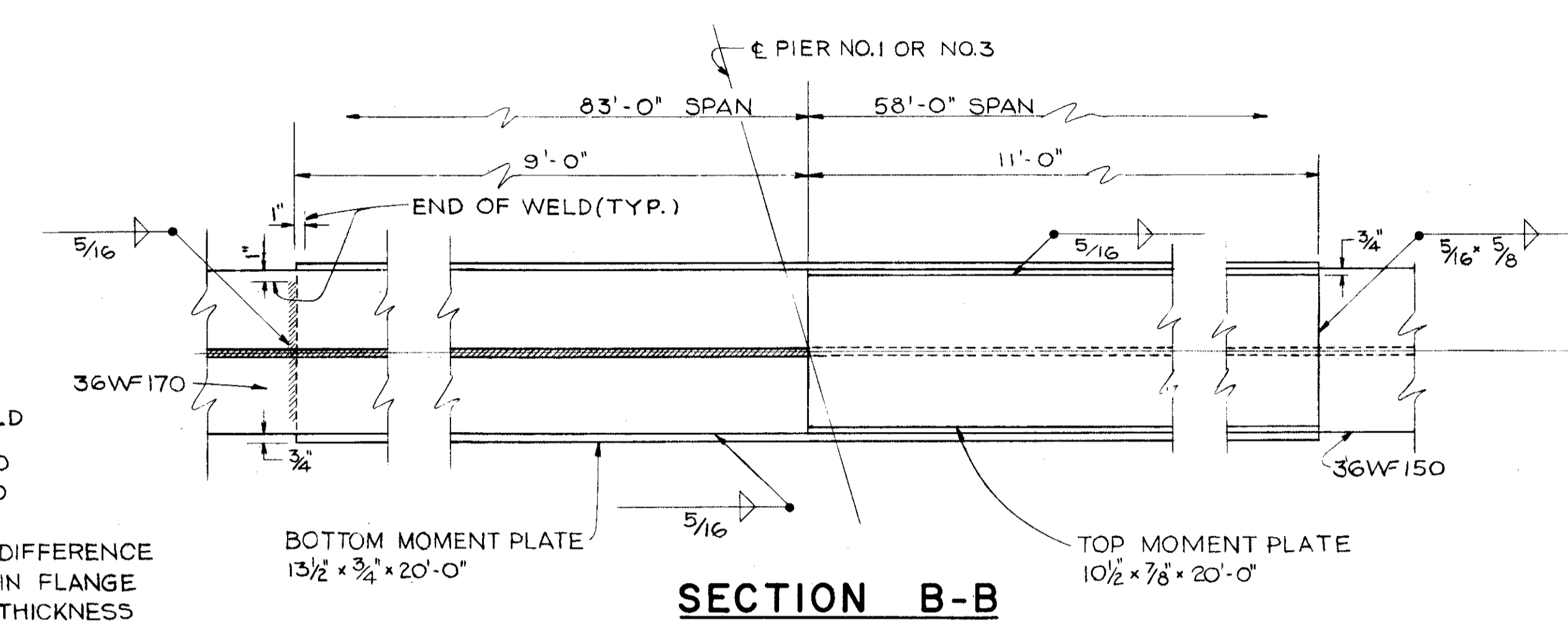


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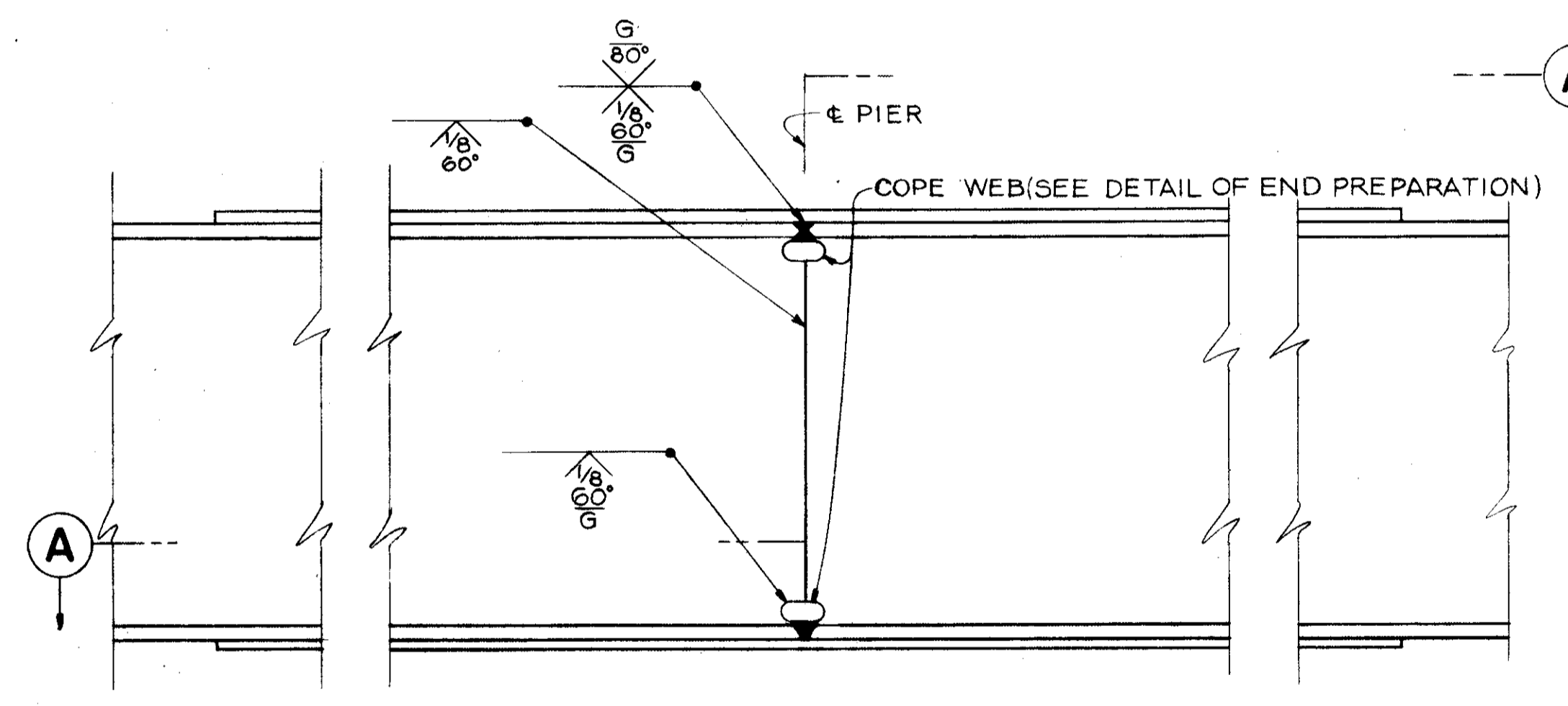
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



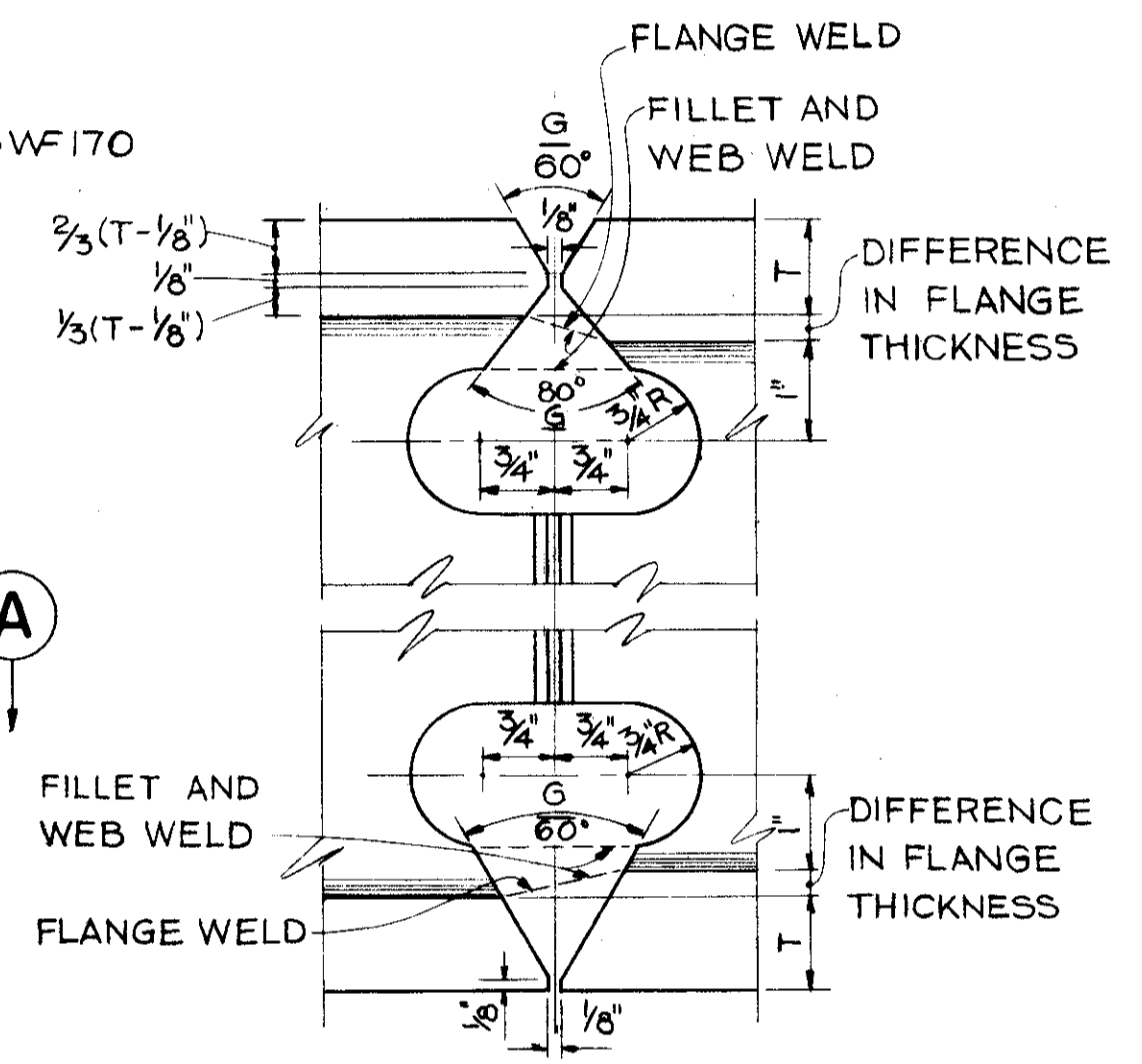
SECTION A-A



SECTION B-B



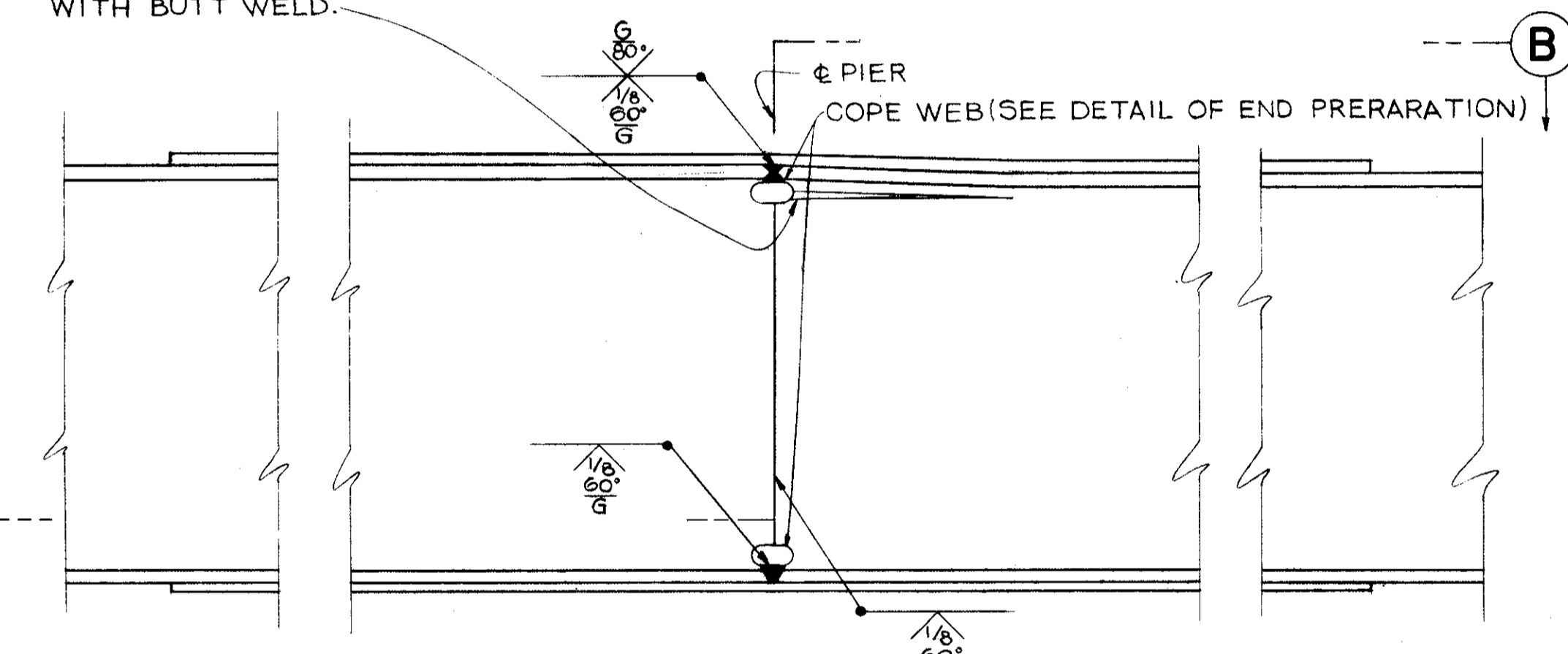
BEAM SPLICE DETAIL AT PIER NO. 2



NOTE: ANY ROUGHNESS FROM BURNING SHALL BE REMOVED BY GRINDING.

**END PREPARATION OF ROLLED BEAMS FOR FIELD WELDING**

CUT WEB AT 36WF150 1/2" BELOW BOTTOM OF TOP FLANGE, SLOPE UP AT RATE OF 3/8" PER FOOT TO SAME DEPTH AS 36WF170. CLOSE OPENING WITH BUTT WELD.



BEAM SPLICE DETAIL AT PIER NO. 1 & 3

DEFLECTION & CAMBER		
LOCATION	ALL BEAMS	
	MIDDLE SPANS	END SPANS
DEFLECTION DUE TO WEIGHT OF STEEL	3/32"	1/32"
DEFLECTION DUE TO REMAINING DEAD LOAD	7/16"	3/16"
CONVEXITY REQUIRED FOR VERTICAL CURVE	5/8"	5/16"
SUM OF DEFLECTION AND CONVEXITY	1 5/32"	17/32"
REQUIRED CAMBER	1 1/8"	0

**BEAM SPLICE WELDING PROCEDURE**

1. RAISE END OF BEAM AT SECOND PIER 2 1/8".
2. BUTT-WELD BEAM FLANGES AND WEB AT FIRST PIER USING THE FOLLOWING SEQUENCE: MAKE ONE PASS ON EACH FLANGE THEN TWO ON THE WEB; REPEAT, USING ONE PASS AT EACH LOCATION, UNTIL WELDS ARE COMPLETED.
3. WELD TOP AND BOTTOM FLANGE MOMENT PLATES AT FIRST PIER.
4. LOWER END OF BEAM AT SECOND PIER.
5. MAKE SPLICE AT SECOND AND SUCCEEDING PIER IN THE SAME MANNER RAISING THE END OF THE BEAMS 3 1/8" AT THE PIER AND 3/4" AT THE ABUTMENT.

**NOTES**

CONTINUOUS BEAM SPLICES: IF BEAMS HAVING DEPTHS DIFFERING BY MORE THAN 1/8" ARE TO BE SPLICED BY BUTT WELDING, THE DEPTH OF THE SMALLER-DEPTH BEAM SHALL BE INCREASED BY SPLITTING THE WEB LONGITUDINALLY AT A DISTANCE OF 1/2" BELOW THE BOTTOM OF THE TOP FLANGE AND FOR A DISTANCE SUFFICIENT TO ALLOW THE FLANGE TO BE BENT UP AT A SLOPE OF NOT MORE THAN 3/8" PER FOOT, AFTER WHICH THE SPLIT IN THE WEB SHALL BE COMPLETELY WELDED WITH FULL DEPTH PENETRATION AND GROUND FLUSH.

THE SURFACE PREPARATION OF ALL STEEL, REQUIRING SHOP PAINTING AS PER THE PLANS AND SPECIFICATIONS, SHALL BE ACCOMPLISHED BY BLAST CLEANING OR POWER TOOL CLEANING, EXCEPT AS NOTED IN THE SPECIFICATIONS REGARDING THE USE OF CHROMATE PRIMERS.

SHEET LEAD SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION B29 WITHOUT RESTRICTION TO THE COMMON DESILVERIZED TYPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

BRIDGE NO CLI-1-1055  
PROPOSED S.R.1 UNDER  
STATE ROUTE 134

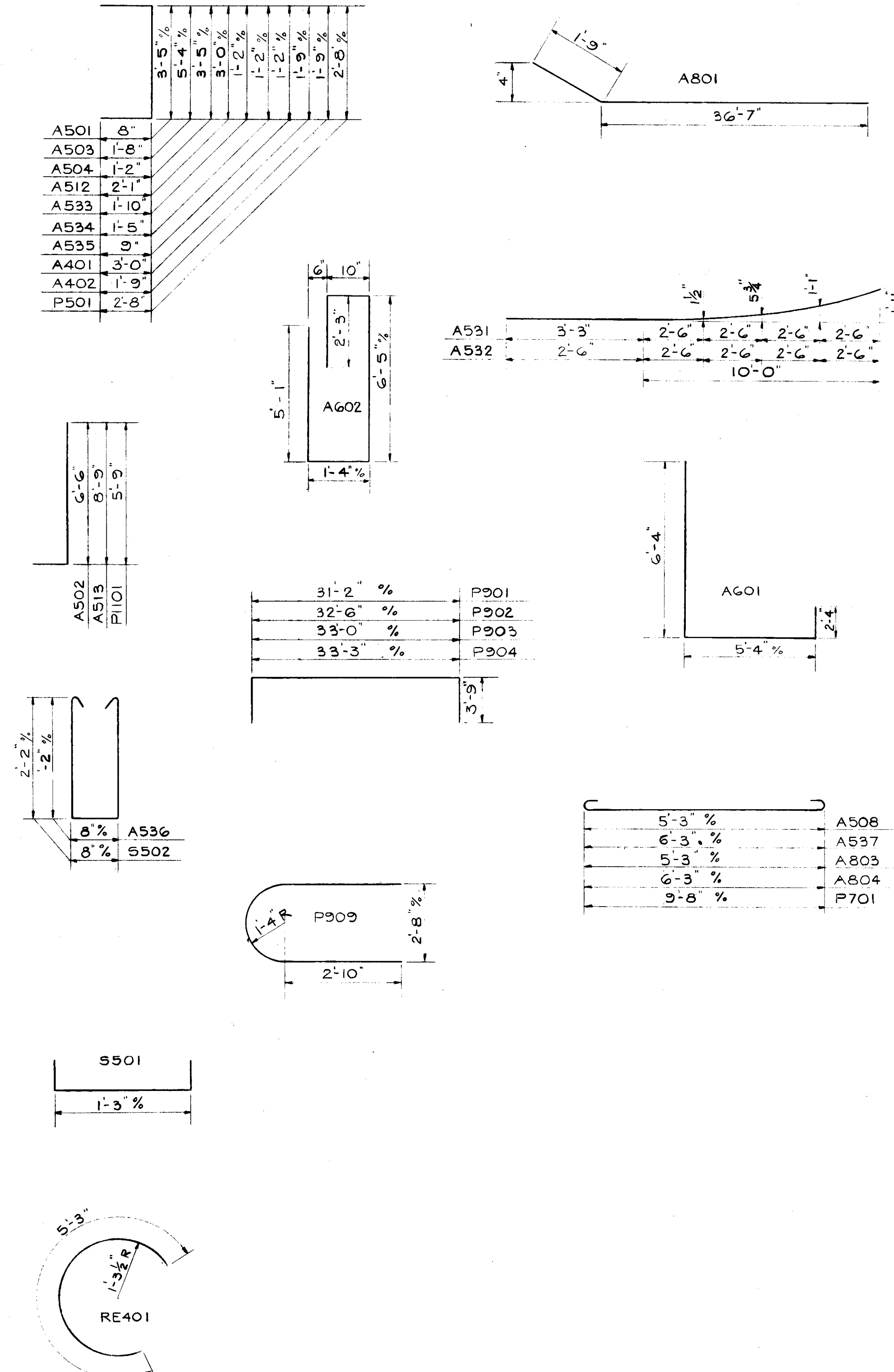
CLINTON CO. PROPOSED S.R.1  
STA. 921 + 50.26

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G. G.	C. H. M.	C. H. M.	T. P. S.		10-4-62	

**STEEL LIST**

**BENDING DIAGRAM**

MARK	NO.	LENGTH	WEIGHT	SHR
<b>ABUTMENTS</b>				
A801	4	38'-4"	409	B
A802	10	38'-6"	1026	S
A803	10	7'-5"	198	B
A804	10	8'-5"	225	B
A601	68	13'-9"	1404	B
A602	64	15'-4"	1472	B
A501	60	4'-6"	282	B
A502	68	7'-0"	496	B
A503	68	8'-5"	597	B
A504	68	5'-6"	390	B
A505	6	36'-4"	228	S
A506	30	36'-4"	1134	S
A507	8	5'-0"	42	S
A508	8	6'-5"	54	B
A509	4	11'-4"	48	S
A510	4	11'-2"	47	S
A511	12	11'-0"	137	S
A512	64	6'-11"	462	B
A513	28	9'-3"	270	B
A514	32	5'-6"	183	S
A515	12	6'-7"	82	S
A516	6	8'-5"	53	S
A517	6	8'-6"	52	S
A518	2	10'-1"	21	S
A519	2	9'-6"	20	S
A520	4	7'-9"	32	S
A521	4	14'-11"	62	S
A522	4	14'-7"	61	S
A523	8	12'-0"	100	S
A524	8	7'-4"	61	S
A525	8	4'-5"	37	S
A526	8	3'-11"	33	S
A527	32	3'-6"	117	S
A528	56	5'-0"	292	S
A529	8	12'-10"	107	S
A530	4	11'-11"	50	S
A531	4	13'-3"	56	B
A532	4	12'-6"	52	B
A533	52	4'-7"	248	B
A534	16	3'-9"	62	B
A535	8	2'-5"	20	B
A536	54	5'-7"	314	B
A537	8	7'-5"	62	B
A401	72	7'-6"	361	B
A402	16	5'-0"	53	B



**SPIRAL REINFORCING LIST**

MARK	NO.	LENGTH	WEIGHT	SHR
<b>PIERS</b>				
P1101	108	6'-11"	3969	B
P1102	72	18'-2"	6948	S
P1103	36	16'-11"	3236	S
P901	6	38'-2"	779	B
P902	6	39'-6"	806	B
P903	6	40'-0"	816	B
P904	6	40'-3"	821	B
P905	6	31'-3"	638	S
P906	6	32'-9"	668	S
P907	6	33'-3"	678	S
P908	6	33'-6"	683	S
P909	18	9'-10"	601	B
P701	180	11'-4"	4170	B
P601	6	31'-3"	282	S
P501	150	7'-9"	1212	B
P502	36	4'-0"	150	S
<b>RAILING</b>				
R501	16	13'-4"		S
R502	120	16'-9"		S
R503	16	12'-8"		S
<b>SUPERSTRUCTURE</b>				
S701	333	36'-2"	24619	S
S702	*	**	233	S
S703	4	2'-0"	16	S
S601	333	36'-2"	18091	S
S602	440	37'-2"	24563	S
S603	66	34'-0"	3370	S
S604	*	**	171	S
S605	4	2'-0"	12	S
S501	760	2'-3"	1784	B
S502	400	5'-7"	2328	B
S503	380	2'-9"	1090	S
<b>REPLACEMENT BARS</b>				
RE1101	1	7'-6"		S
RE901	1	6'-10"		S
RE801	1	6'-6"		S
RE701	2	6'-3"		S
RE601	3	5'-11"		S
RE501	1	5'-7"		S
RE401	1	5'-3"		B

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

266  
339

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

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**SPIRAL REINFORCING BARS**

THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM OF THE PIER CAP.

THE "NUMBER OF TURNS" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE "LENGTH" DIVIDED BY THE PITCH, PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED AS THE NEAREST WHOLE NUMBER.

SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

1-1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

FOUR STEEL CHANNEL, TEE OR ANGLE SPACERS WEIGHING APPROXIMATELY 0.68 LB. PER LIN. FT. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.68 LB. PER LIN. FT. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.

**NOTES**

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE A700 IS A NO.7 SIZE BAR AND A1014 IS A NO.10 SIZE.

\* 2 SERIES OF 7.  
\*\* 3'-0" TO 29'-6", VARIES BY 4'-5"

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**REINFORCING STEEL LIST**

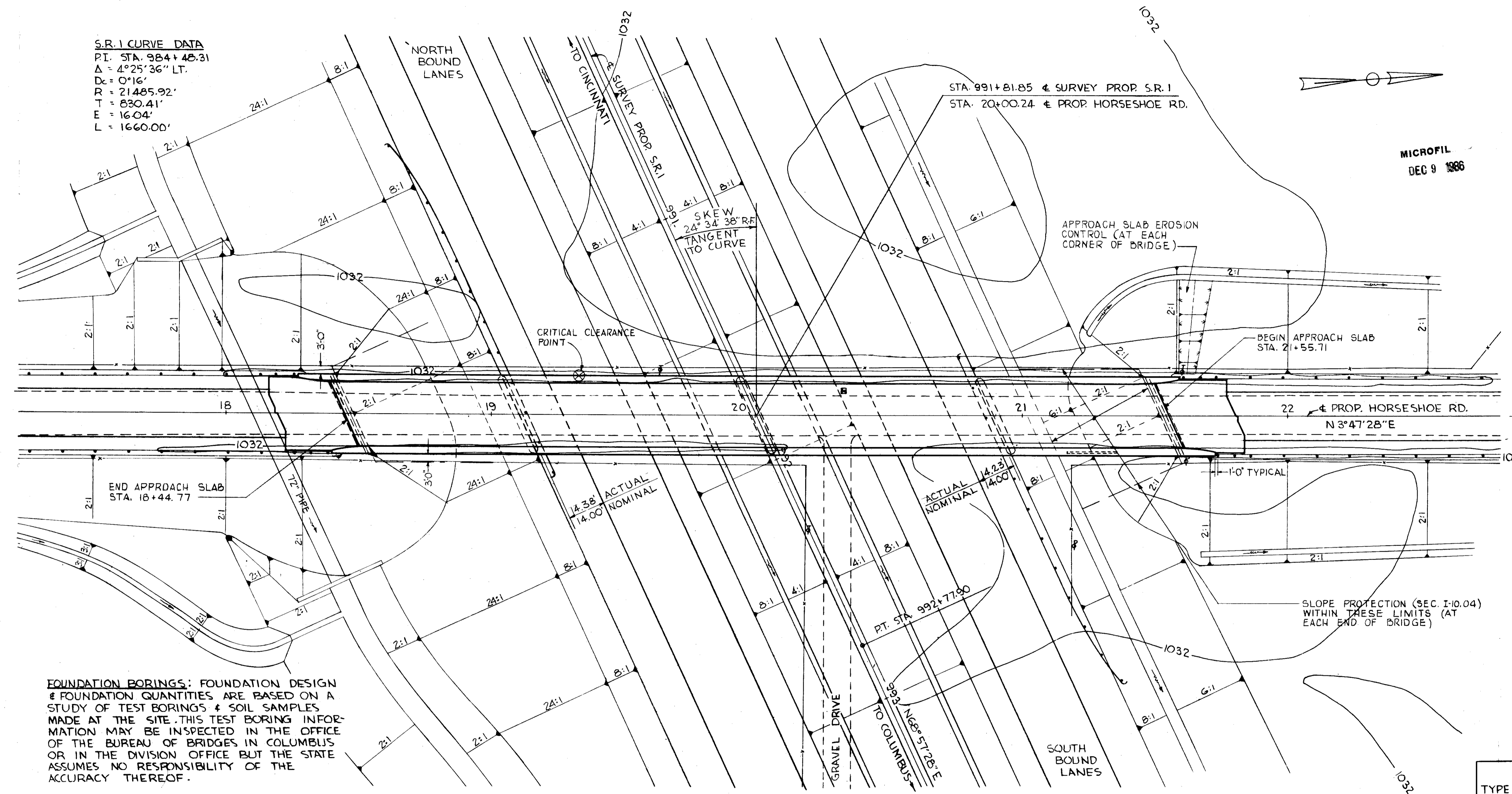
BRIDGE NO CL1-1-1055  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 134

CLINTON CO. PROPOSED S.R. 1  
STA. 921 + 50.26

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	K.R.D.	K.R.D.	E.E.M. T.P.S.		10-4-62	

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

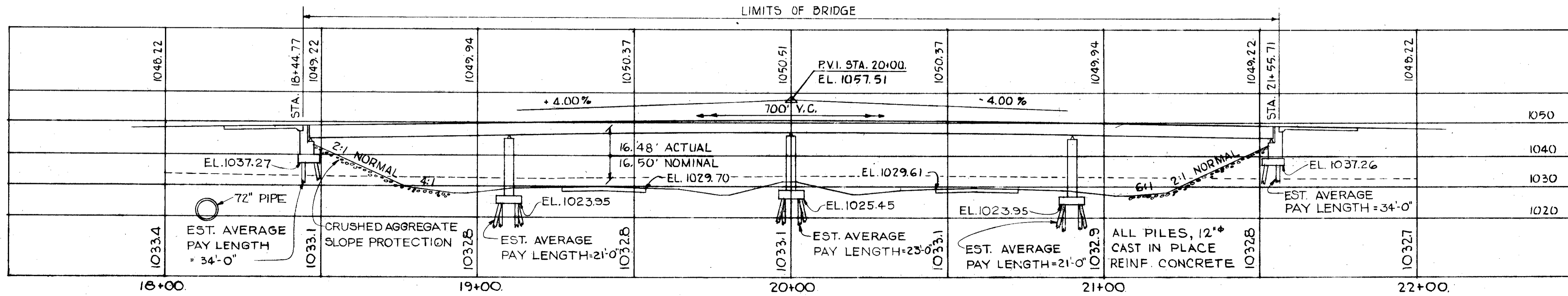
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DEC 9 1986



**FOUNDATION BORINGS:** FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.

1029.85	1050	1040	1030	1020	1031.8
1029.73					1031.7
1029.61					1032.0
1029.49					1032.8

991+00  
992+00



**PROPOSED STRUCTURE**

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONC. DECK & SUBSTRUCTURE  
 SPAN: 63.0'-90.0'-90.0'-63.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: CF-130 (57)  
 SKEW: 24°34'38" R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONC.  
 APPROACH SLAB: 25' LONG

1975 ADT = 175

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SITE PLAN**

BRIDGE NO. CLI-1-1188  
PROPOSED S.R. 1 UNDER  
HORSESHOE ROAD

SEC. CLI-1-9.10 GRE-1-0.00 PROPOSED S.R. 1  
SCALE 1"=20' STA. 991+81.85

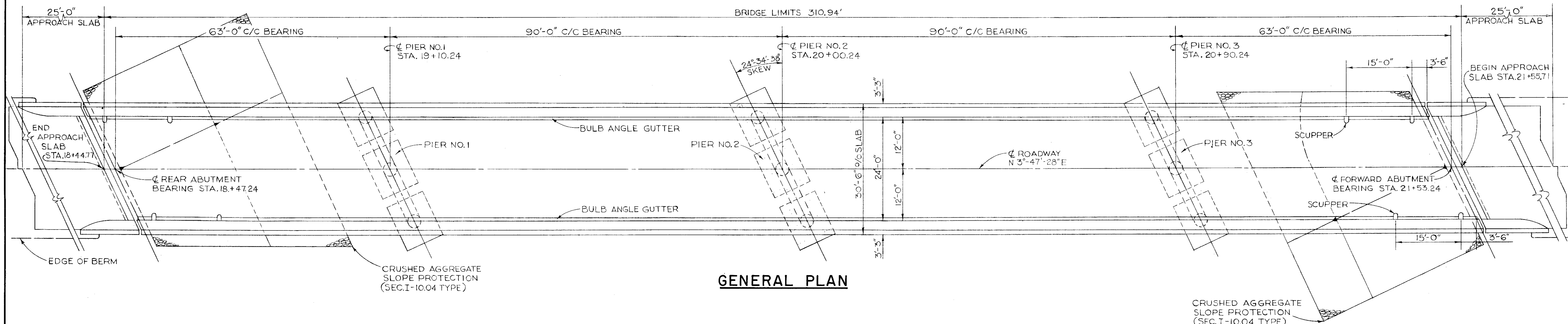
PRESENT TOPOGRAPHY		PROPOSED WORK		
SURVEYED LARSON MCKINNEY & MILLER	DRAWN J.F. CHM.	DRAWN J.F.	CHECKED T.P.S. J.C.O.	REVISED

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DEC 9 1986

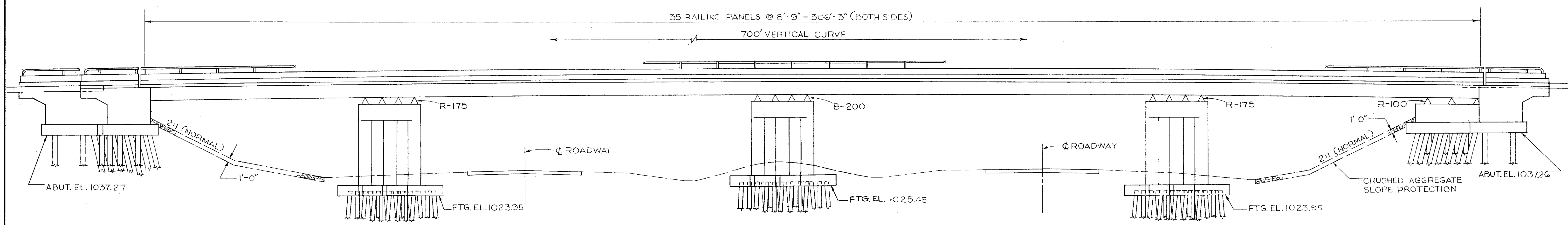
CLINTON - GREENE COUNTIES  
CLI - 1 - 9 10  
GRE - 1 - 0 00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

268  
339



**GENERAL PLAN**



**ELEVATION**

(\*) SEE PROPOSAL NOTE

**GENERAL NOTES**

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS AR-1-57 REVISED 4-2-62, CSB-2-56 SHEETS (2) AND (3), REVISED 2-2-59 AND RB-1-55 REVISED 2-2-59.

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS DATED 9-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. CLASS "B" WELDS SHOWN THUS: ANY WELDS SHOWN AS FIELD MAY, AT THE OPTION OF THE CONTRACTOR, BE MADE IN THE SHOP.

SURFACE FINISH OF CONCRETE: SEC. S-1.22 RUBBED FINISH, SHALL APPLY TO THE ENTIRE EXPOSED SURFACES OF PIERS, ABUTMENTS AND SUPERSTRUCTURE EXCEPT BRIDGE SEATS, BACKWALLS, THE FACE OF ABUTMENTS BETWEEN OUTSIDE BEAMS AND THE TOP AND BOTTOM SURFACES OF ROADWAYS AND SAFETY CURBS.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I-10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE. AT THE ACUTE CORNERS OF THE SKEWED BRIDGE THE OUTSIDE EDGE OF THE SLOPE PROTECTION SHALL INTERSECT THE ACTUAL OR PROJECTED FACE OF THE ABUTMENT THREE FEET BEYOND THE OUTER EDGE OF THE SUPERSTRUCTURE AND SHALL EXTEND DOWN THE SLOPE NORMAL TO THE FACE OF THE ABUTMENT, TO THE TOE OF SLOPE.

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	571	CU.YDS.	UNCLASSIFIED EXCAVATION		202	369	
S-1	300	CU.YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	300			
S-1	71	CU.YDS.	CLASS "C" CONCRETE, PIER CAPS & COLUMNS			71	
S-1	145	CU.YDS.	CLASS "E" CONCRETE, ABUTMENTS		145		
S-1	79	CU.YDS.	CLASS "E" CONCRETE, PIER FOOTINGS			79	
S-4	120,167	LBS.	REINFORCING STEEL	72,225	10,956	36,986	
S-7	316,200	LBS.	STRUCTURAL STEEL	316,200			
S-8	316,200	LBS.	FIELD PAINTING OF STRUCTURAL STEEL	316,200			
S-14	670.54	LIN.FT.	RAILING (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	615.92	54.62		
S-16	LUMP	SUM	FIRST TEST PILE				LUMP
S-18	2060	LIN.FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES		890	1170	
S-29	25	CU.YDS.	POROUS BACKFILL		25		
S-29	8	EACH	SCUPPERS, INCLUDING SUPPORTS	8			
I-10	518	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				518
SPECIAL	300	EACH	WATER-REDUCING, SET-RETARDING ADMIXTURE *	300			

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO. CLI - 1 - 1188  
PROPOSED S.R. 1 UNDER  
HORSESHOE ROAD

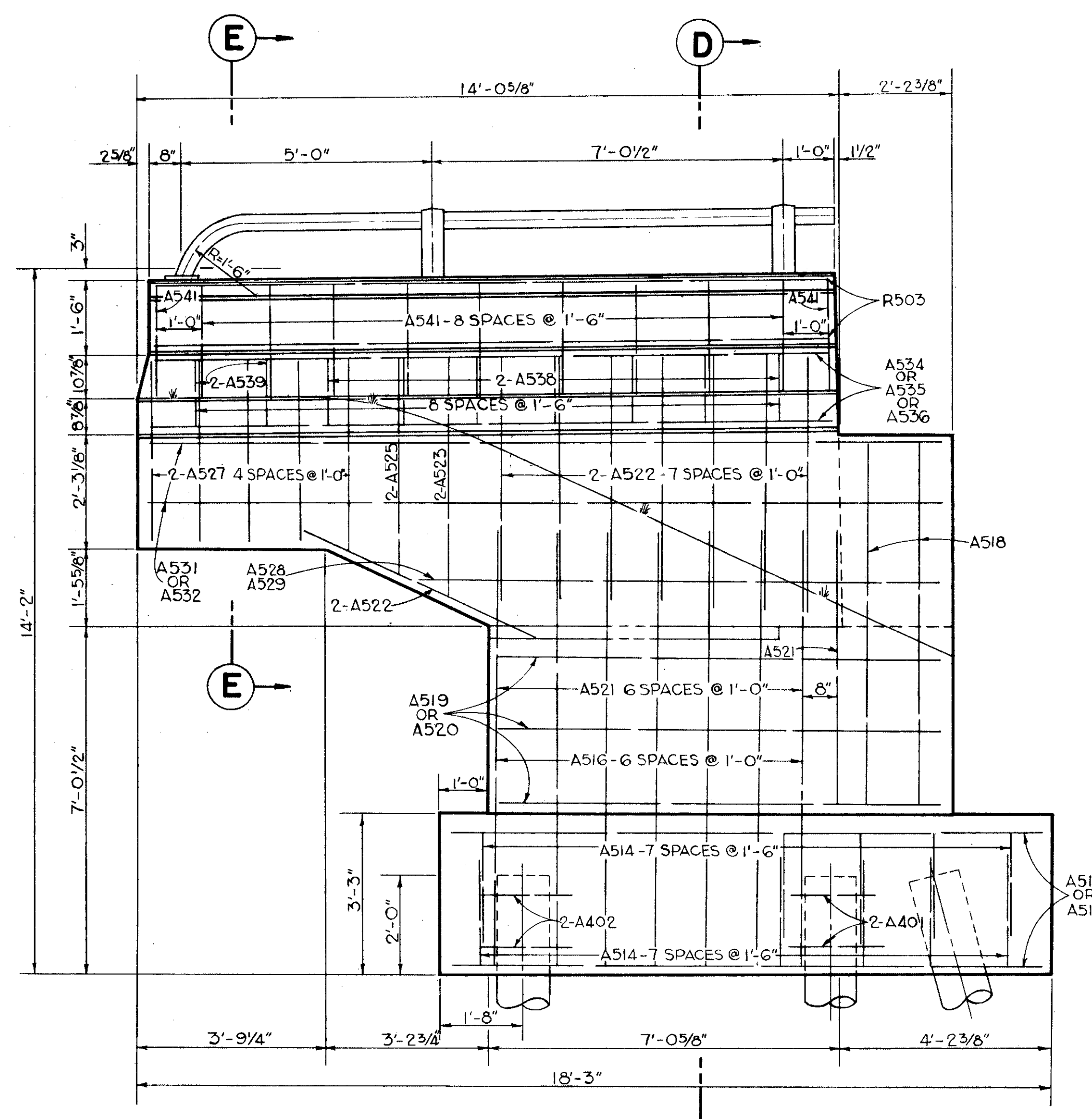
CLINTON CO. PROPOSED S.R. 1  
STA. 991 + 81.85

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	C.H.M.	C.H.M.	R.W.H. T.R.S.		10-5-62	

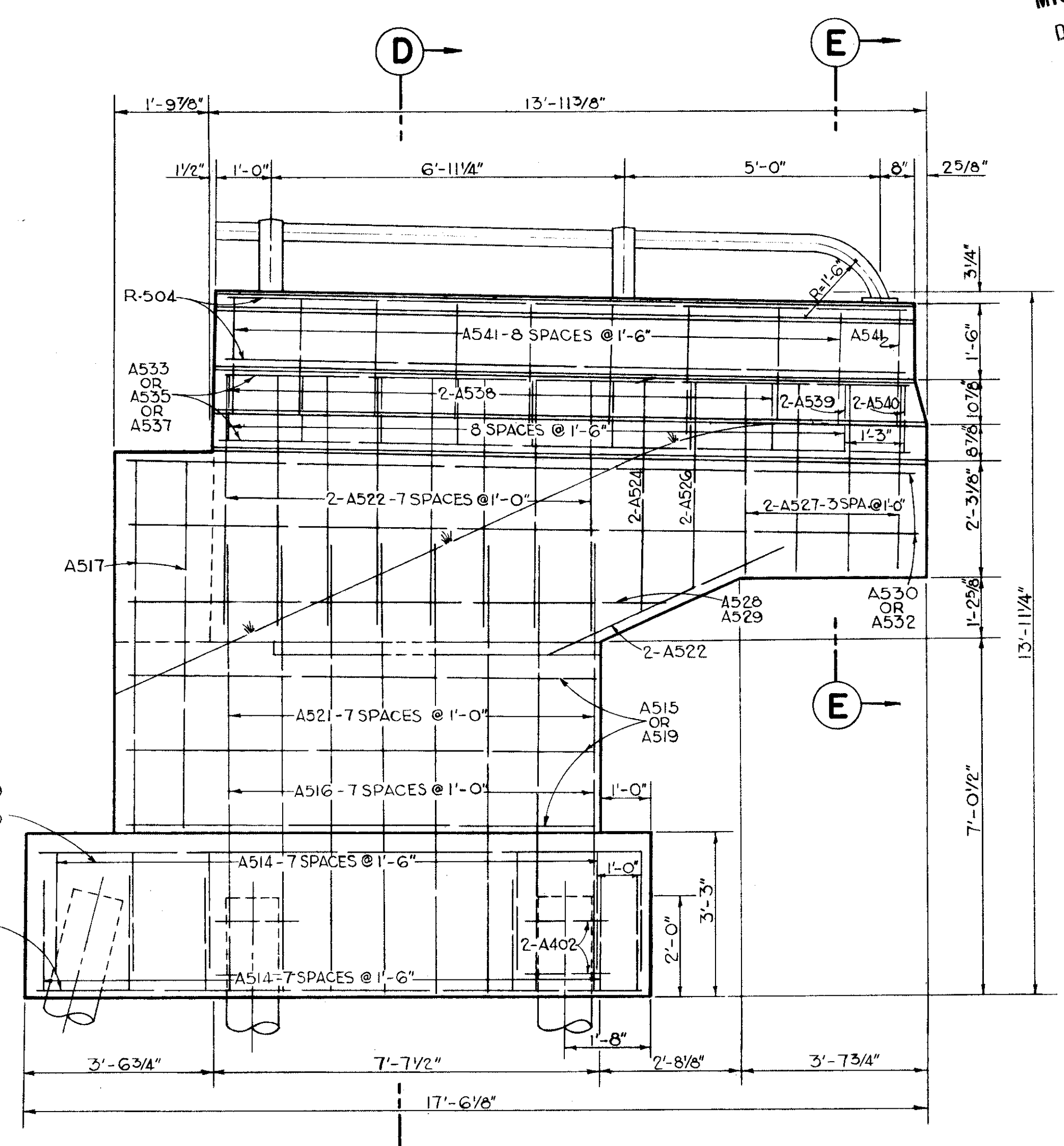


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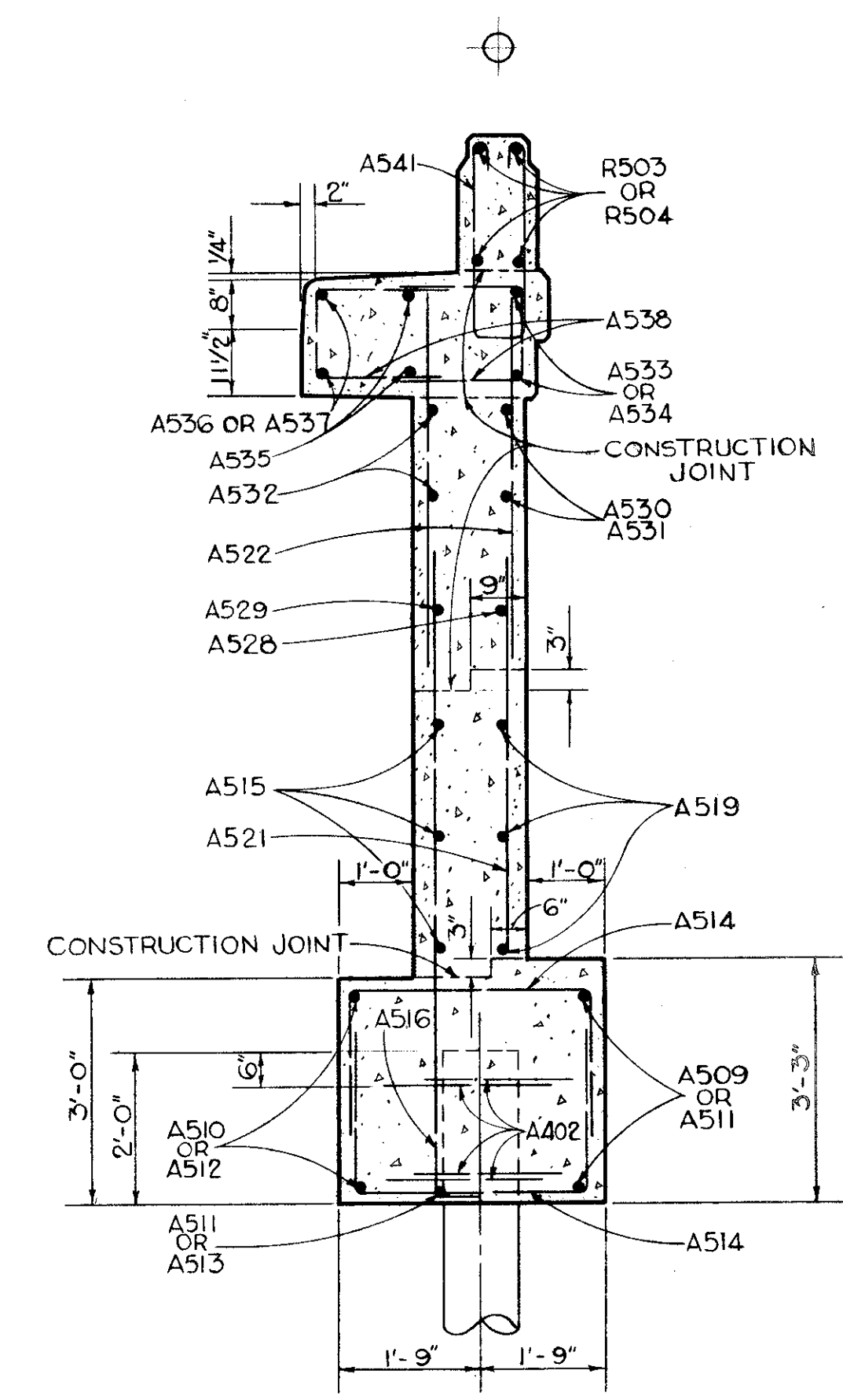
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



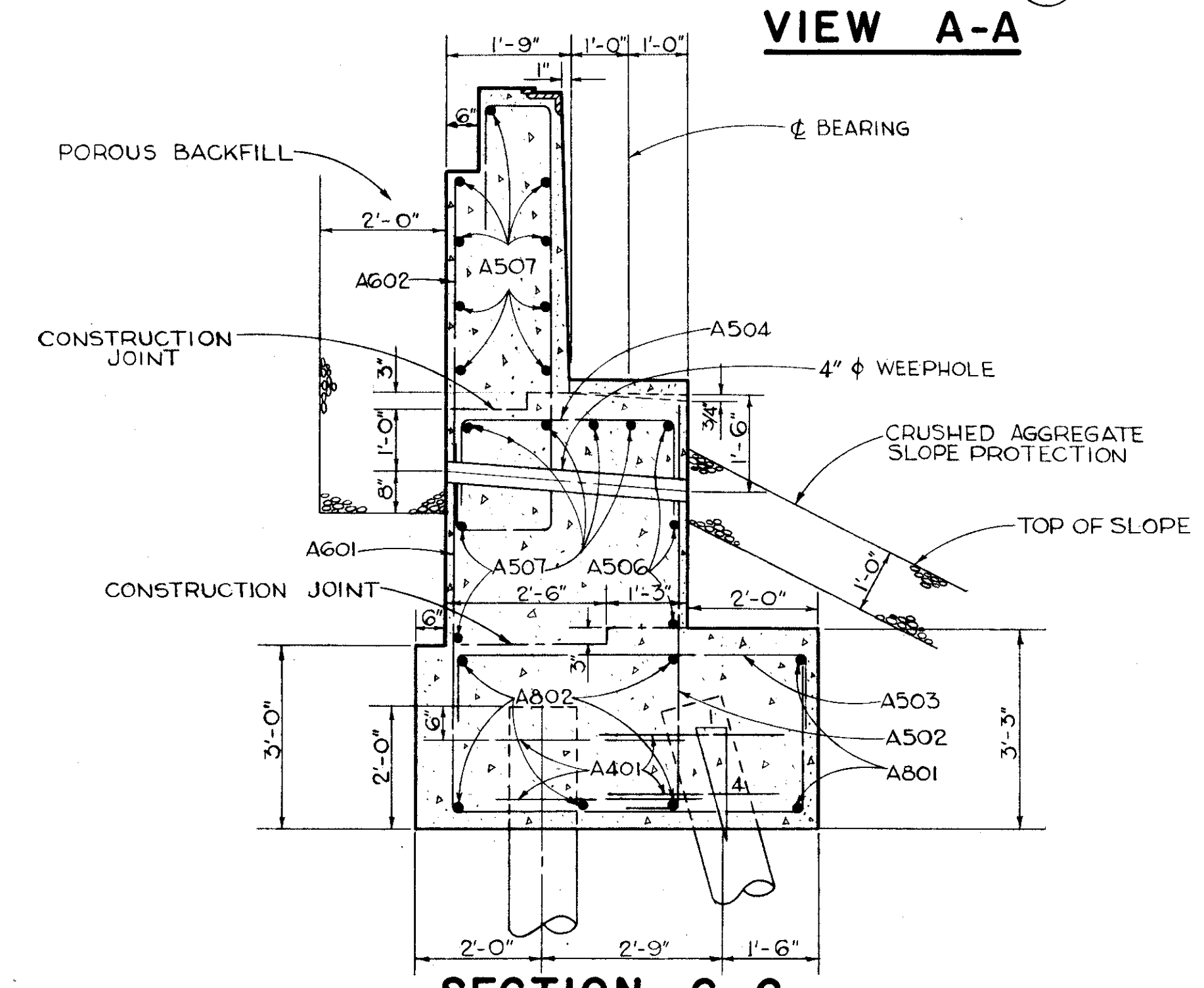
**VIEW A-A**



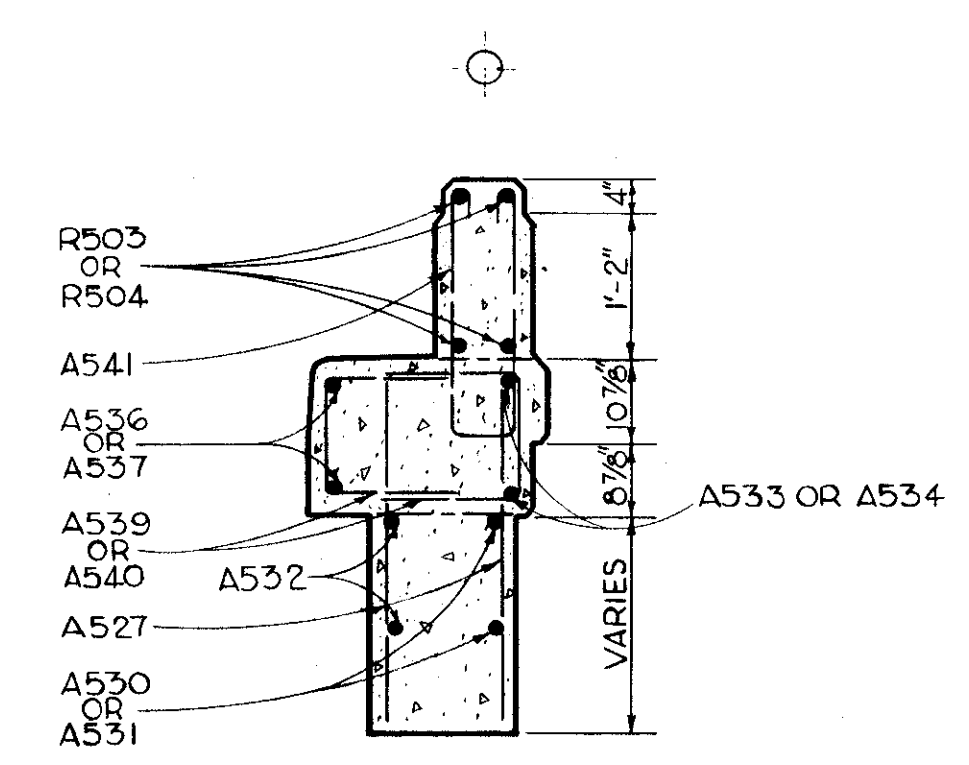
**VIEW B-B**



**SECTION D-D**



**SECTION C-C**



**SECTION E-E**

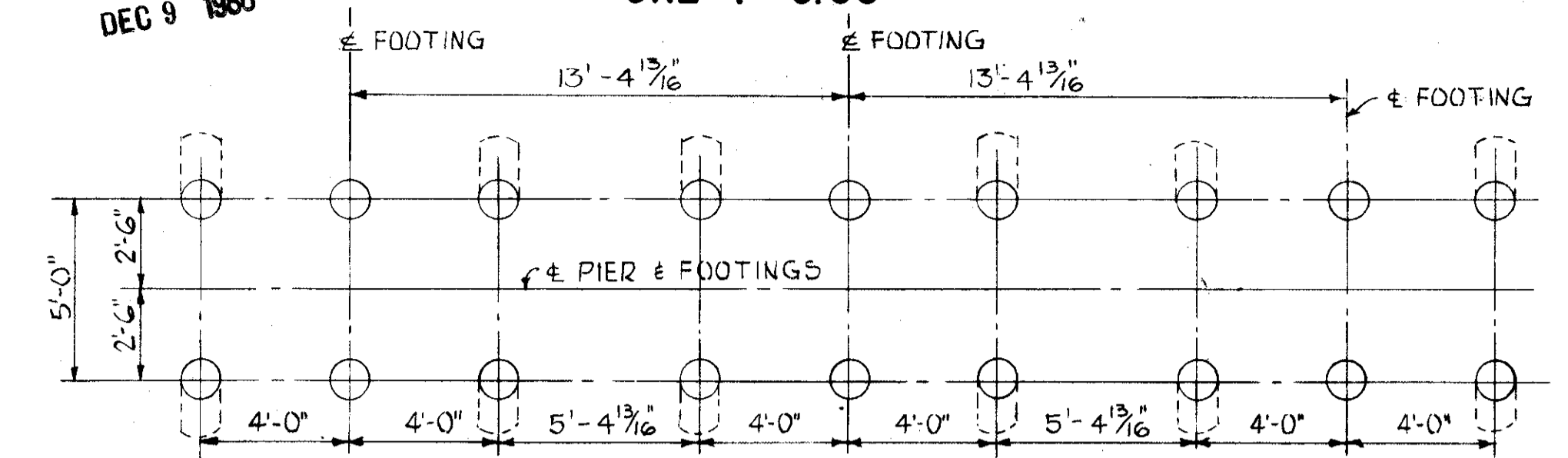
**NOTES**

- PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE SUBGRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENTS, AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND THE PILES DRIVEN.
- EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL REQUIRED FOR CONSTRUCTION OF THE ABUTMENTS.
- POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB AND OUTWARD TO THE WING WALLS. EXCAVATION THEREFORE, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS BACKFILL.
- ALL PILES SHALL BE 12"  $\phi$  REINFORCED CAST-IN-PLACE CONCRETE.
- MAXIMUM ACTUAL DESIGN LOAD 48 TONS PER PILE, WHICH INCLUDES LOADING DUE TO NEGATIVE FRICTION FORCE OF FILL.
- CONCRETE SHALL BE CLASS "E".

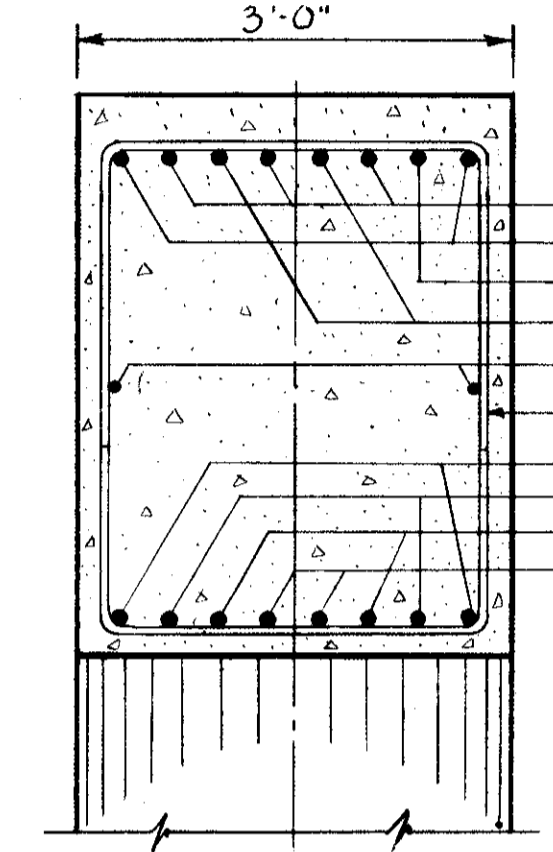
A. M. KINNEY, INC. CINCINNATI, OHIO						
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO						
<b>ABUTMENT DETAILS</b>						
BRIDGE NO. CLI - 1 - 1188						
PROPOSED S.R. 1 UNDER						
HORSESHOE ROAD						
CLINTON CO.				PROPOSED S.R. 1		
				STA. 991 + 81.85		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.W.	K.B.	K.B.	R.W.H.		10-5-62	

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2	OHIO	

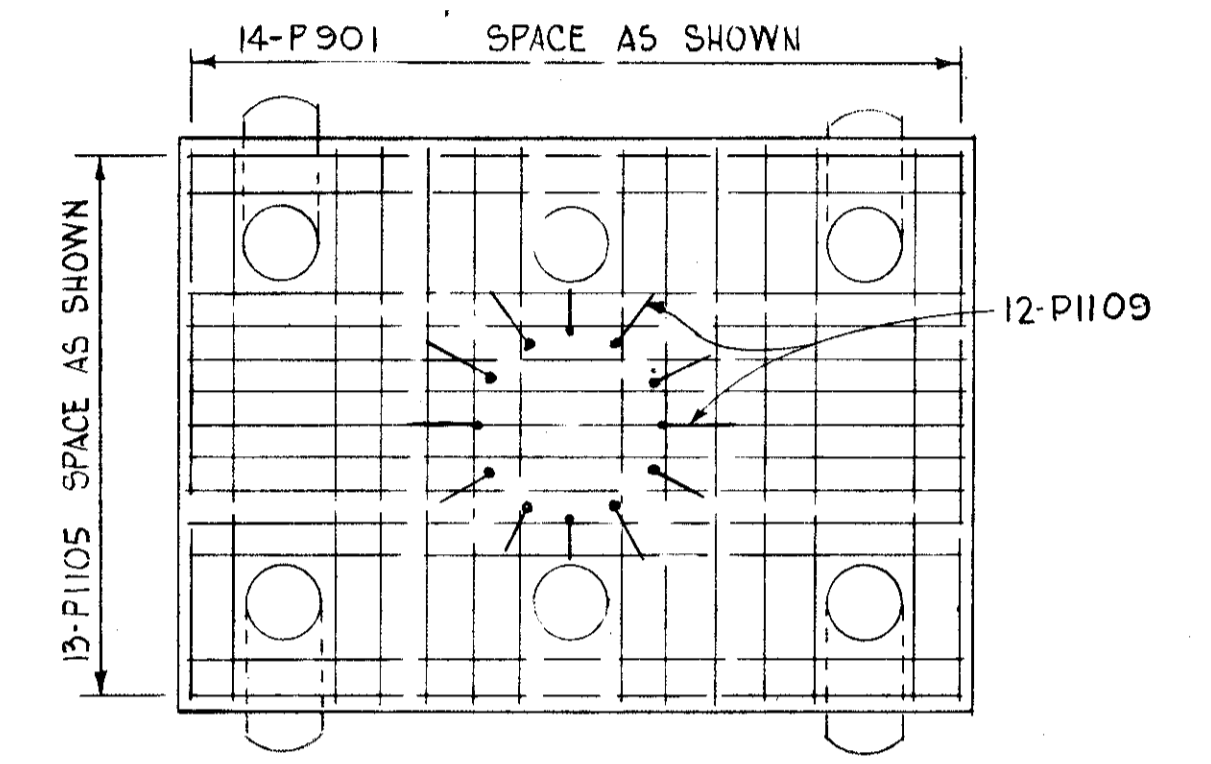
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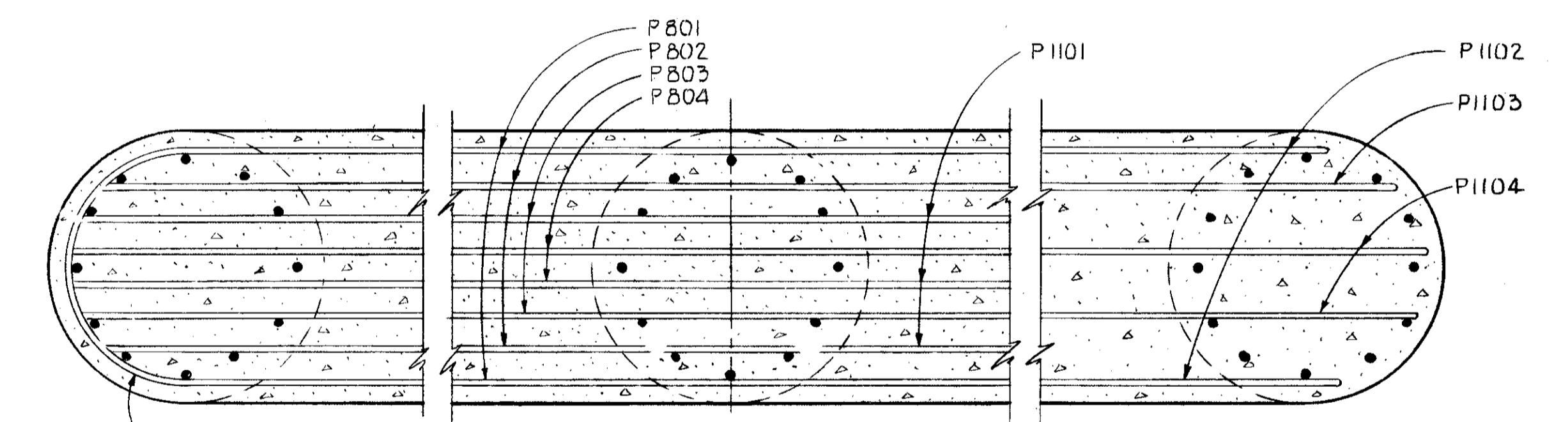
PILE PLAN



SECTION A-A



SECTION B-B



SECTION C-C

NOTES

SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN PIER CAPS SO THAT IT WILL NOT INTERFERE WITH THE DRILLING OF ANCHOR BOLT HOLES.  
PIER CAPS AND COLUMNS SHALL BE CLASS "C" CONCRETE. PIER FOOTINGS SHALL BE CLASS "E" CONCRETE.  
ALL REINFORCING STEEL SHALL BE 2" CLEAR EXCEPT WHERE OTHERWISE SHOWN.  
MAXIMUM ACTUAL DESIGN LOAD= 41. TONS PER PILE.

	PIER #1	PIER #2	PIER #3
ELEV. A	1044.79	1045.20	1044.90
ELEV. B	1044.95	1045.32	1044.99
ELEV. C	1044.99	1045.32	1044.95
ELEV. D	1044.90	1045.20	1044.78
ELEV. E	1041.04	1041.45	1041.23
ELEV. F	1023.95	1025.45	1023.95
DIM. A	20'-10 1/8"	19'-9"	20'-10 1/8"
DIM. B	14'-4 1/8"	13'-3"	14'-4 1/8"
A-BARS	P1106	P1107	P1108
B-BARS	5P401	5P402	5P403

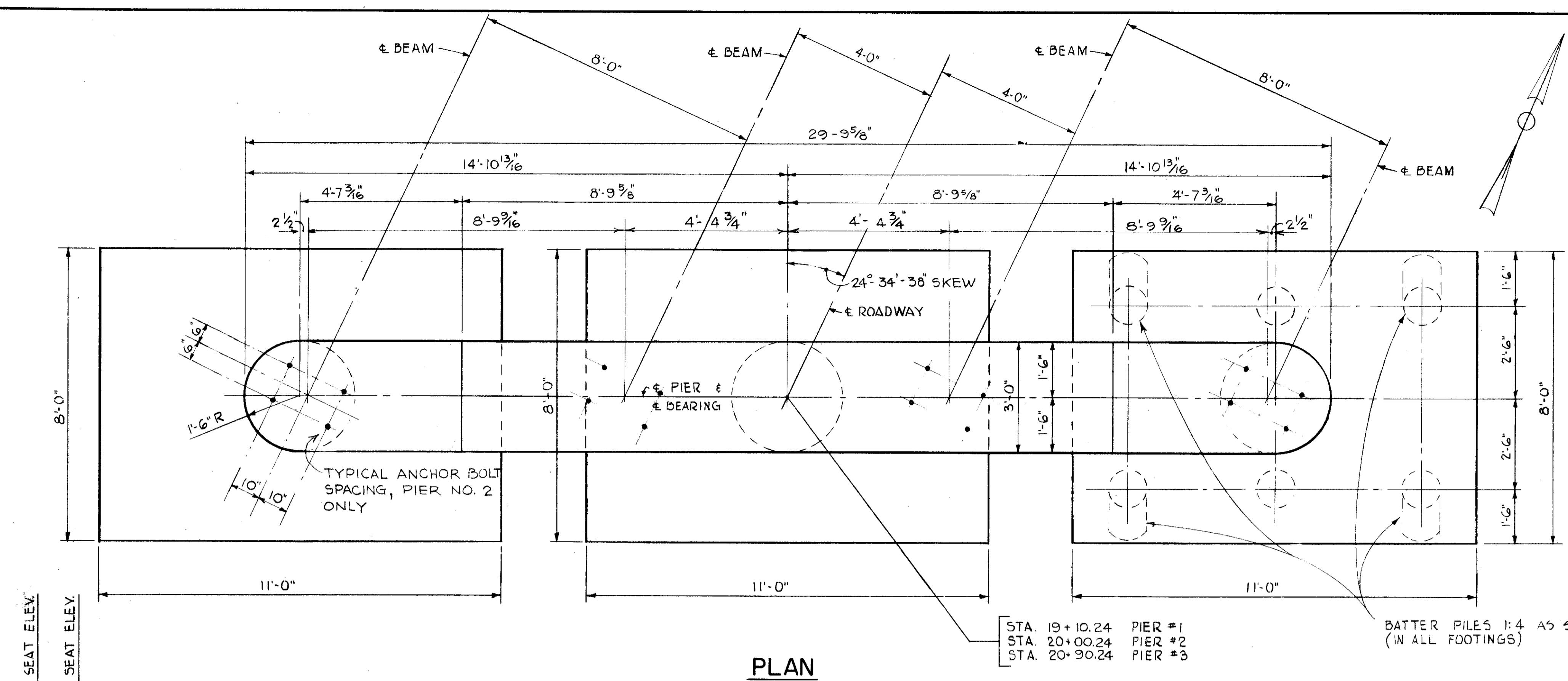
A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**PIER DETAILS**

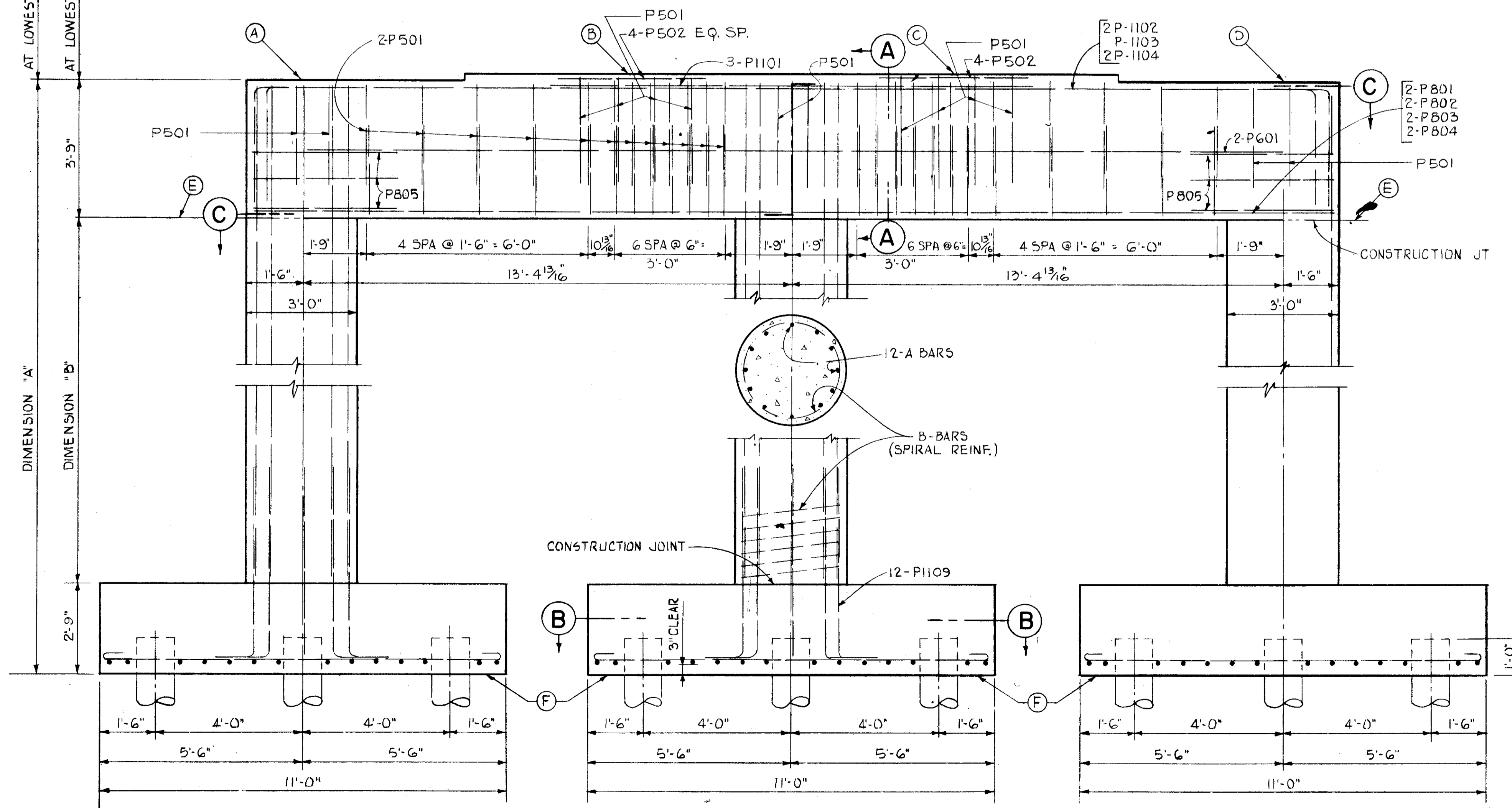
BRIDGE NO. CLI - 1 - 1188  
PROPOSED S.R. 1 UNDER  
HORSESHOE ROAD

CLINTON CO. PROPOSED S.R. 1  
STA. 991 + 81.85

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W. S. J. K.	C.H.M.	C.H.M.	T.P.S. R.W.H.		10-5-62	



PLAN

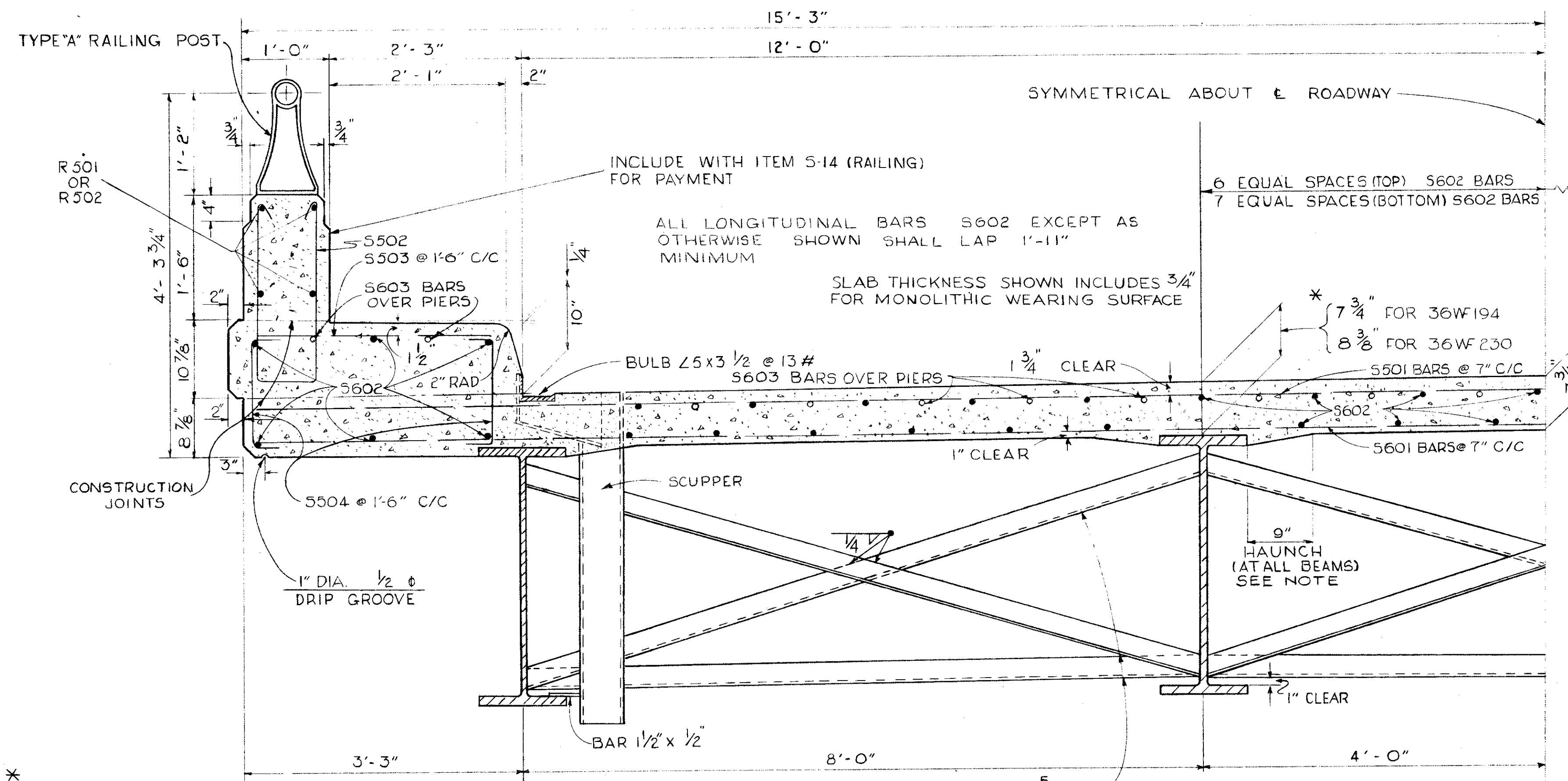


ELEVATION

AT LOWEST SEAT ELEV.  
AT LOWEST SEAT ELEV.  
DIMENSION "A"  
DIMENSION "B"

MICROFIL  
DEC 9 1986

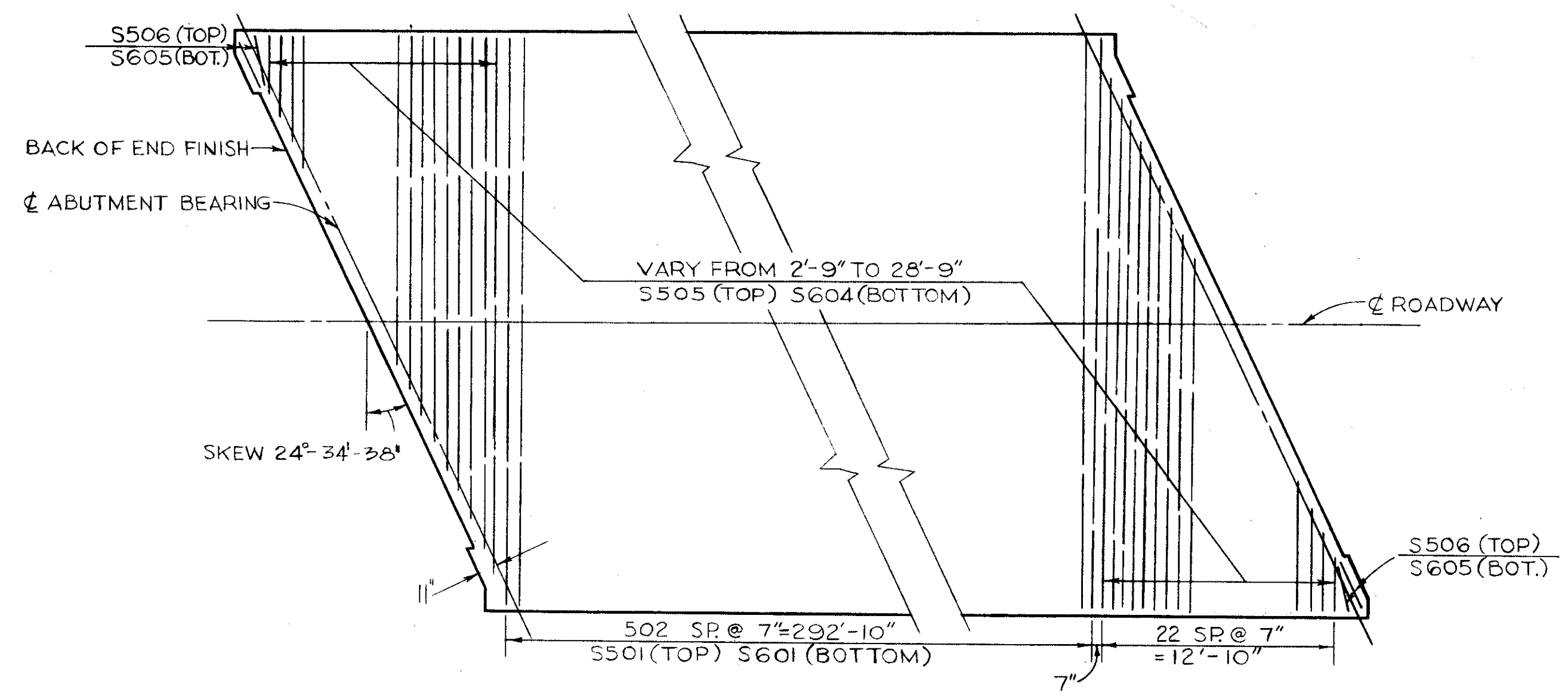
CLINTON - GREENE COUNTIES  
CLI - 1 - 9. 10  
GRE - 1 - 0. 00



\* THIS 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.

INTERMEDIATE CROSSFRAMES  $23 \times 3 \times 5/16$   
WELD BOTH SIDES OF VERTICAL LEG AND TOP SIDE OF HORIZONTAL LEG TO BEAM WITH  $1/4$ " CONTINUOUS FILLET WELD

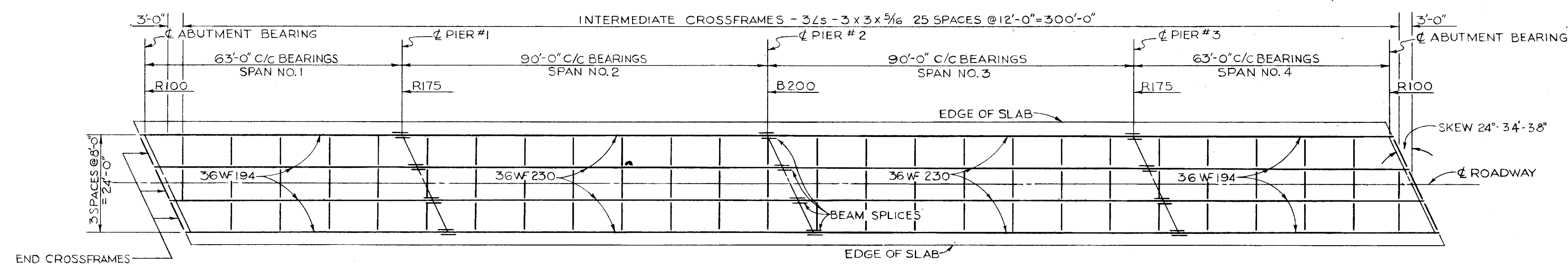
**HALF TRANSVERSE SECTION**



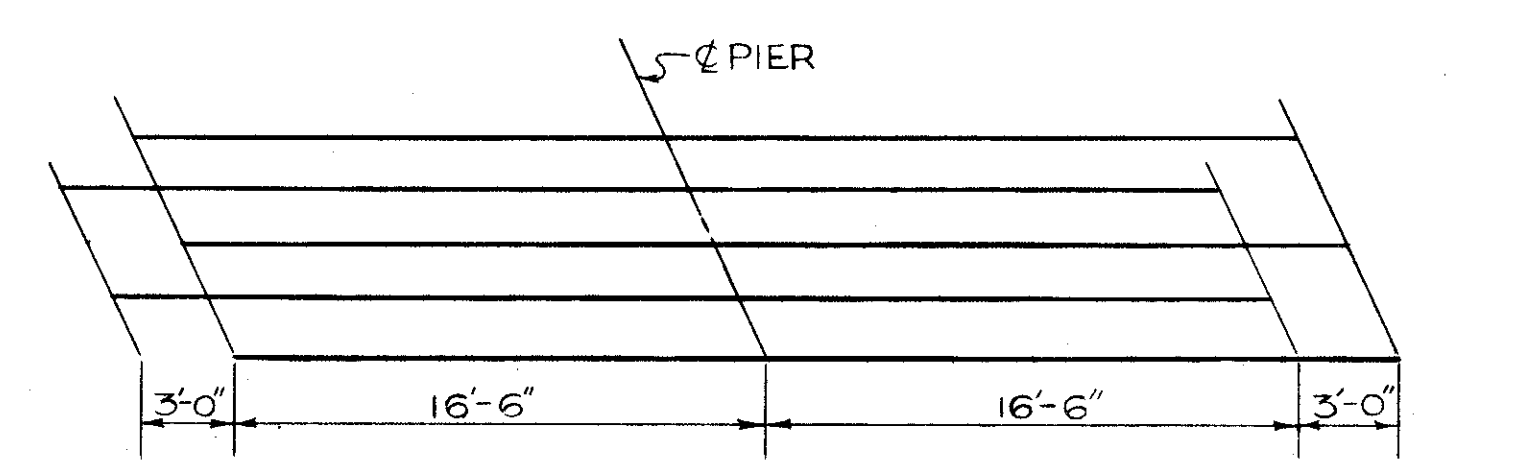
**PART PLAN**  
SHOWING PLACEMENT OF TRANSVERSE REINFORCING STEEL

**NOTES**

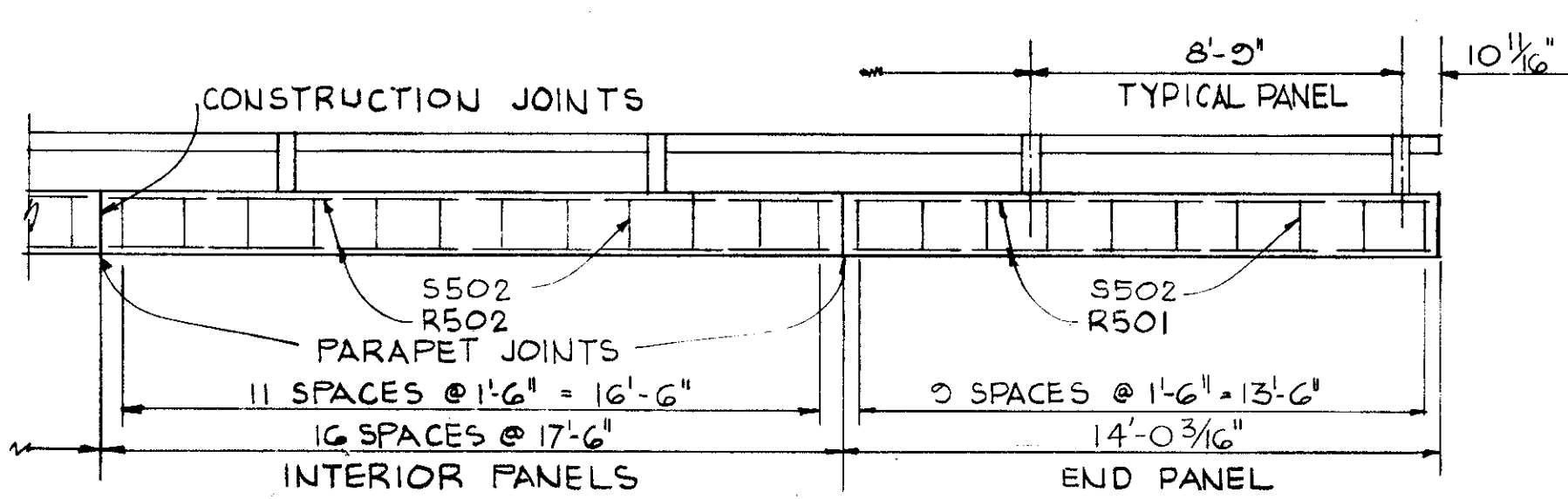
- ROCKERS AND BOLSTERS SHALL BE R-100 AT THE ABUTMENTS, R-175 AT THE END PIERS AND B-200 AT THE CENTER PIER, FOR DETAILS SEE STANDARD DRAWING RB-1-55.
- FOR DETAIL OF END CROSSFRAME, END FINISH, CURB PLATES, SCUPPERS, ALUMINUM RAILING, BEAM CUT OFF AT BACK WALL AND WELDED BUTT JOINT IN SUPERSTRUCTURE END FINISH ANGLES AT CENTERLINE ROADWAY, SEE STANDARD DRAWINGS CSB-2-56 AND AR-1-57.
- CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE CONCRETE OF THE DECK SLAB, THE PLACING OF THE CONCRETE SHALL PROGRESS UPGRAD. THE SLAB MAY BE PLACED IN SECTIONS, BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE PARALLEL TO TRANSVERSE REINFORCING STEEL AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.
- MACHINE FINISH: THE CONCRETE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.
- DECK SLAB HAUNCH: THE HAUNCH IN THE DECK SLAB ADJACENT TO THE TOP OF STEEL BEAMS, WHICH IS SHOWN AS 9" WIDE, MAY VARY FROM THIS DIMENSION BETWEEN THE LIMITS OF 6" AND 12"; EXCEPT THAT THE MAXIMUM SLOPE SHALL NOT EXCEED 3 INCHES PER FOOT. PAYMENT FOR DECK SLAB CONCRETE SHALL BE BASED ON THE 9" WIDTH.



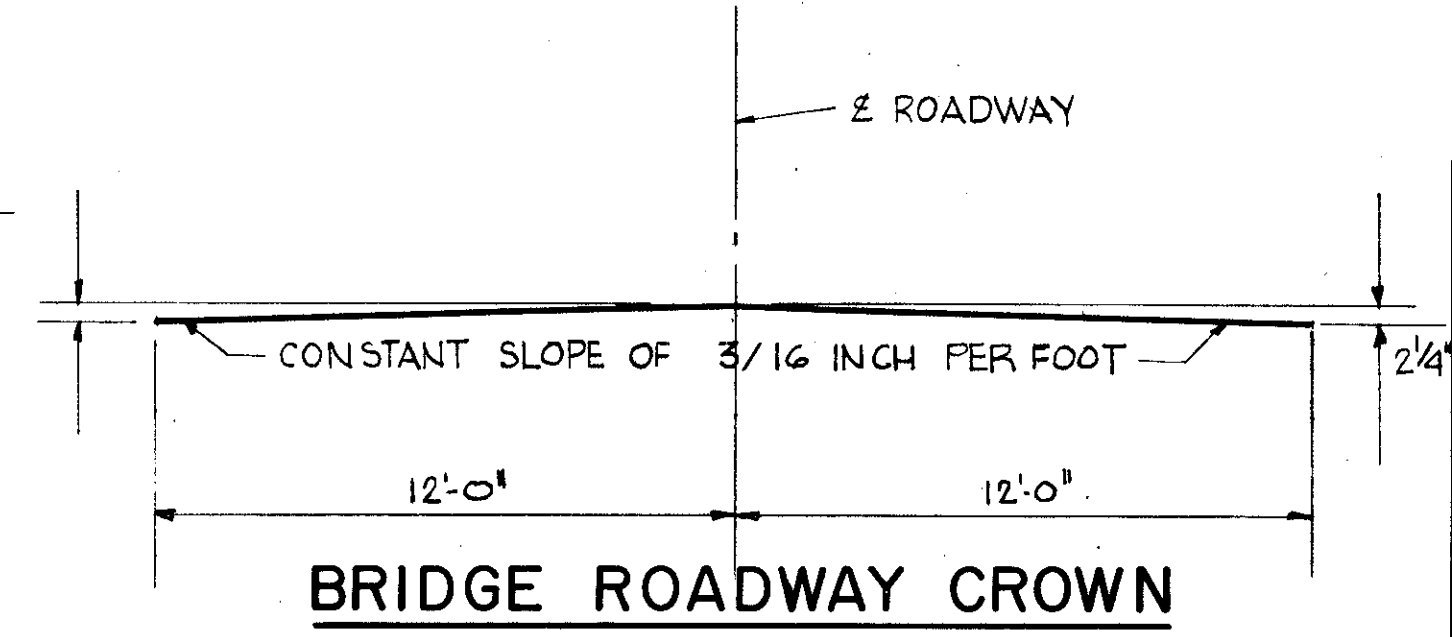
**STEEL FRAMING PLAN**



**DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS**



**STEEL PLACEMENT DIAGRAM FOR PARAPET**

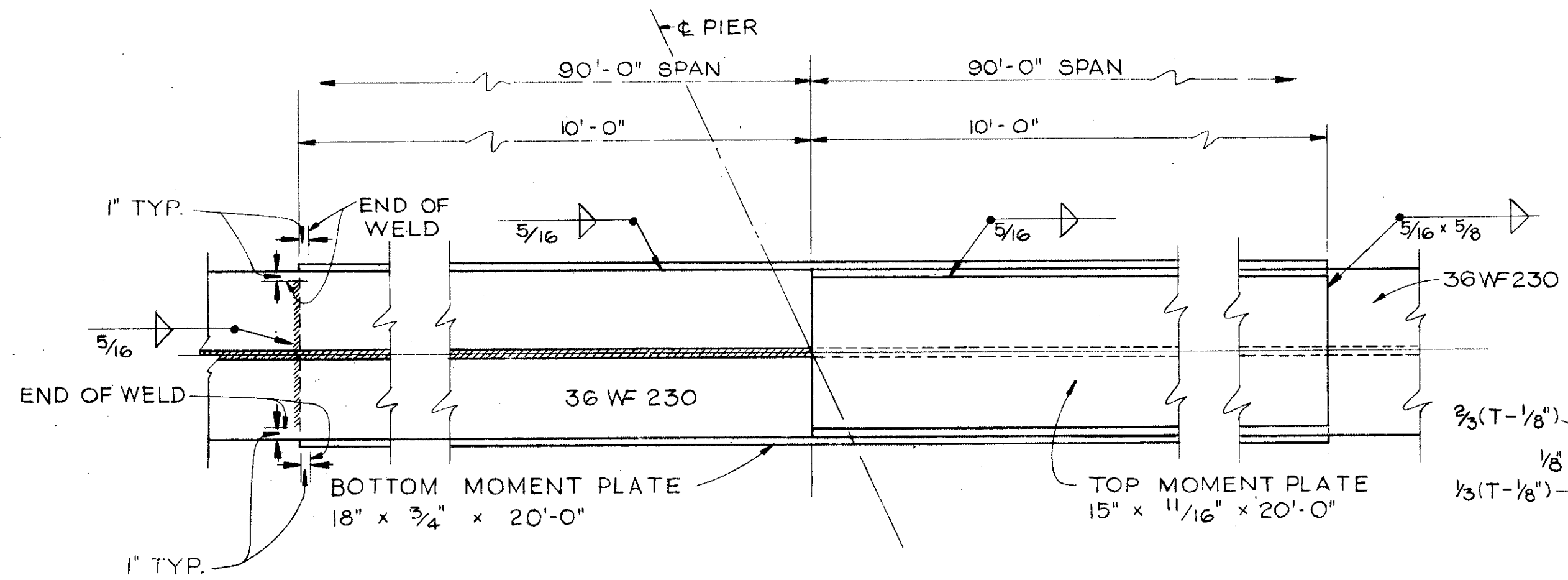


**BRIDGE ROADWAY CROWN**

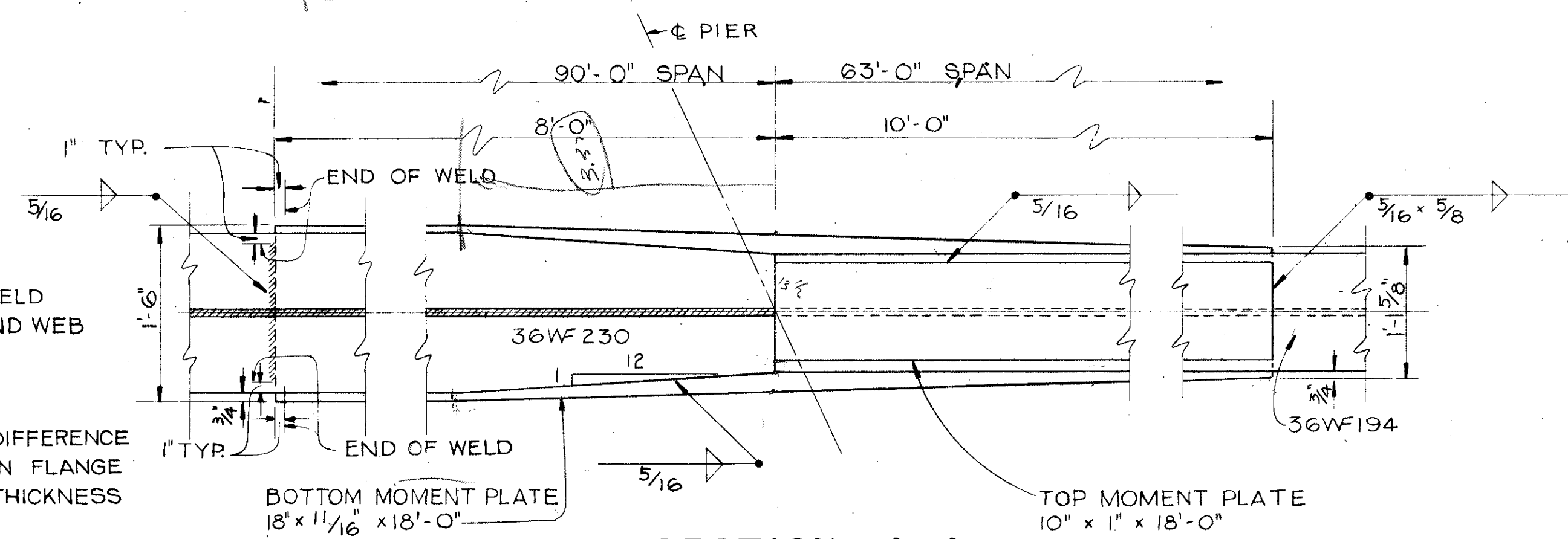
A. M. KINNEY, INC. CINCINNATI, OHIO DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO					
<b>SUPERSTRUCTURE DETAILS</b>					
BRIDGE NO. CLI - 1 - 1188 PROPOSED S.R. 1 UNDER HORSESHOE ROAD					
CLINTON CO.			PROPOSED S.R. 1 STA. 991 + 81.85		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
E.E.M.	G. B.	G. B.	R.W.H. T.P.S.		10-5-62



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DEC 9 1986

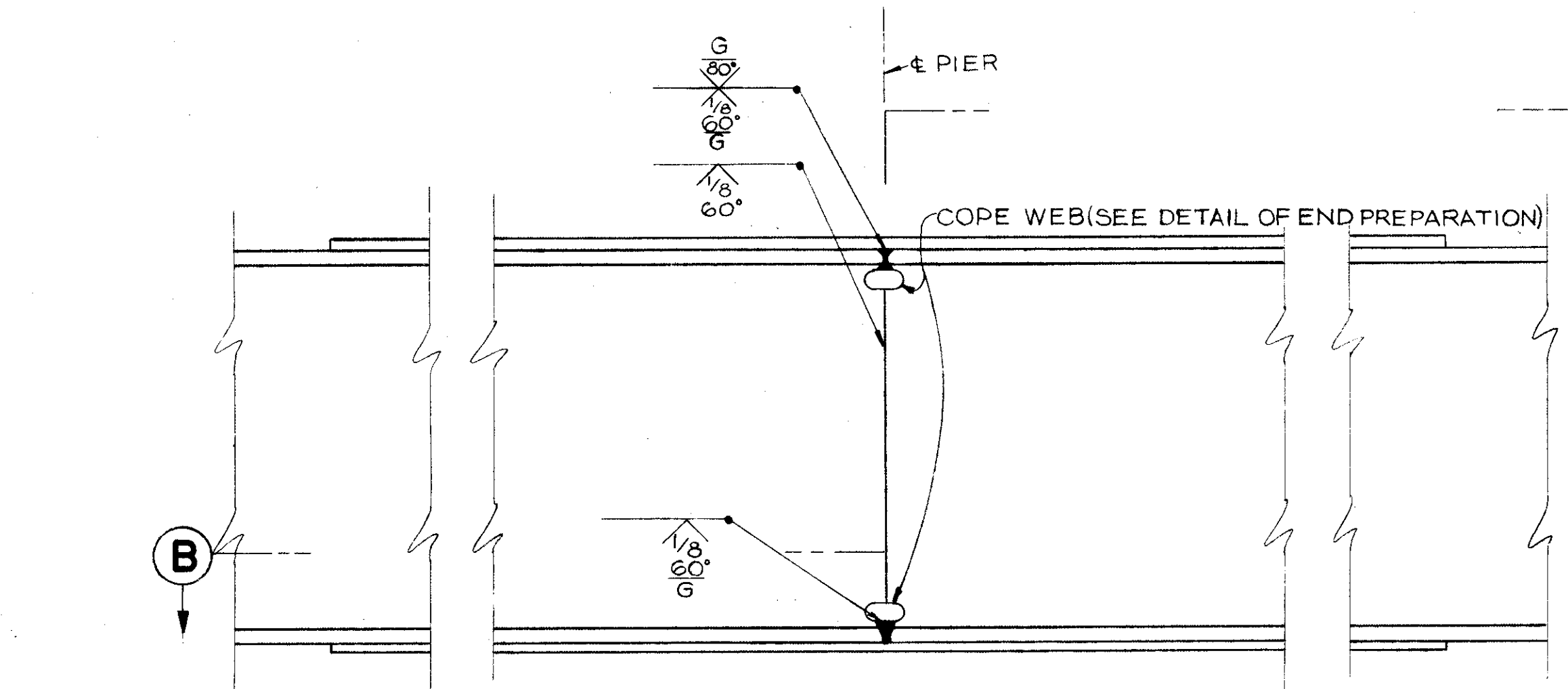


**SECTION B-B**

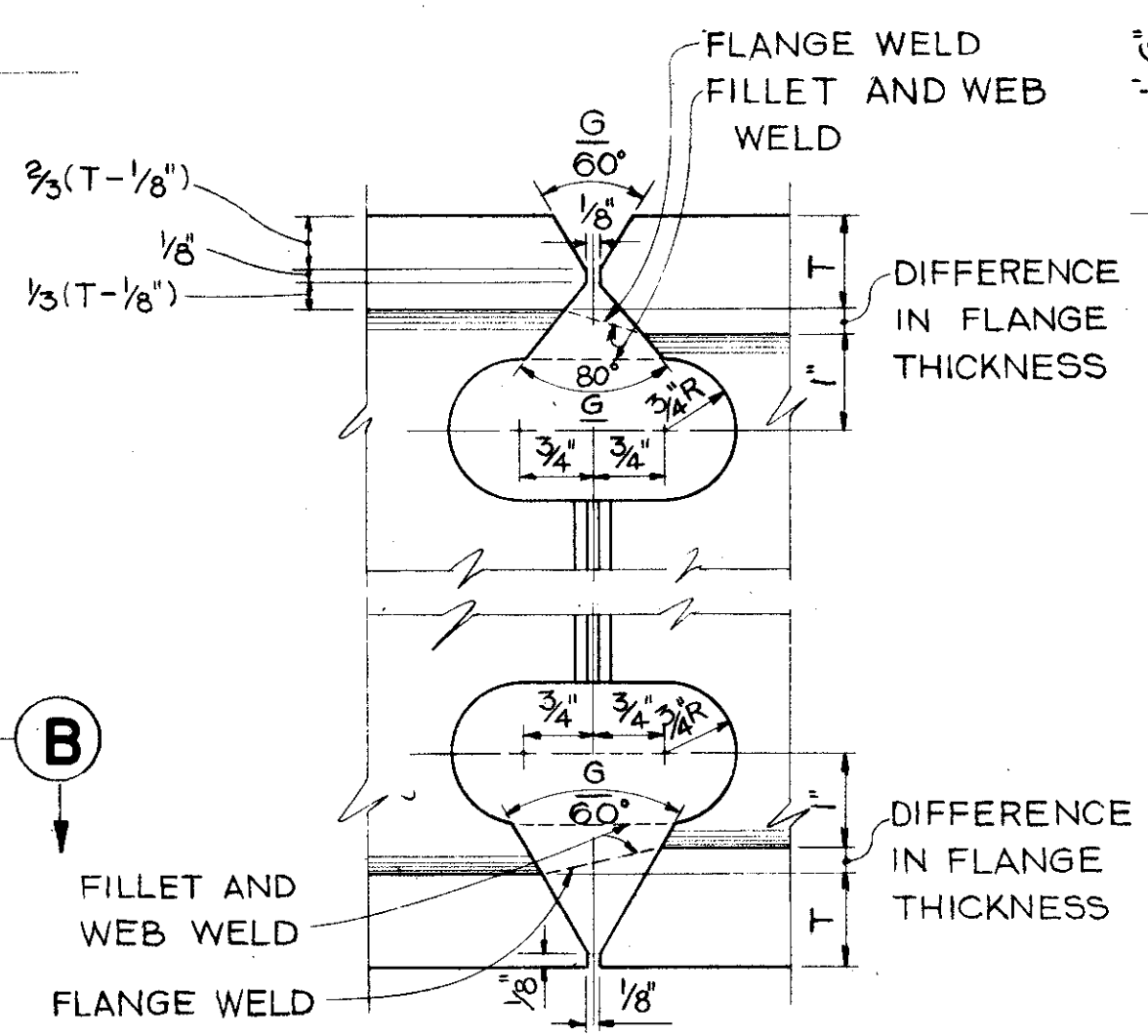


**SECTION A-A**

CUT WEB AT 36WF230 1/2" BELOW BOTTOM OF TOP FLANGE, SLOPE UP AT RATE OF 3/8" PER FOOT TO SAME DEPTH AS 36WF194. CLOSE OPENING WITH BUTT WELD.

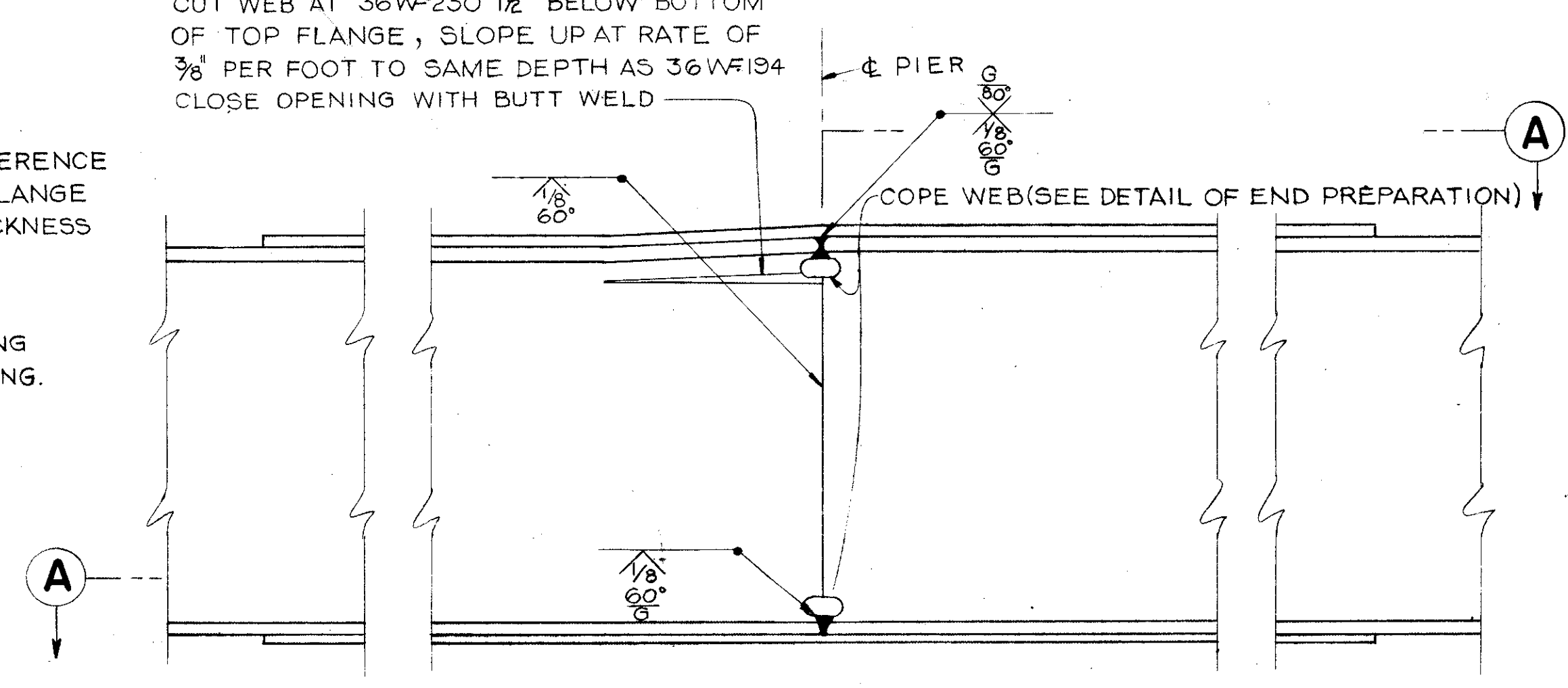


**BEAM SPLICE DETAIL AT PIER NO. 2**



NOTE: ANY ROUGHNESS FROM BURNING SHALL BE REMOVED BY GRINDING.

**END PREPARATION OF ROLLED BEAMS FOR FIELD WELDING**



**BEAM SPLICE DETAIL AT PIER NO. 1 & 3**

DEFLECTION & CAMBER		
LOCATION	ALL BEAMS	
	MIDDLE SPANS	END SPANS
DEFLECTION DUE TO WEIGHT OF STEEL	1/8"	1/8"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/2"	3/8"
CONVEXITY REQUIRED FOR VERTICAL CURVE	1 3/8"	1 1/16"
SUM OF DEFLECTION AND CONVEXITY	2"	1 3/16"
REQUIRED CAMBER	2"	1 3/16"

**BEAM SPLICE WELDING PROCEDURE**

1. RAISE END OF BEAM AT SECOND PIER 2 7/8".
2. BUTT-WELD BEAM FLANGES AND WEB AT FIRST PIER USING THE FOLLOWING SEQUENCE: MAKE ONE PASS ON EACH FLANGE, THEN TWO ON THE WEB; REPEAT, USING ONE PASS AT EACH LOCATION, UNTIL WELDS ARE COMPLETED.
3. WELD TOP AND BOTTOM FLANGE MOMENT PLATES AT FIRST PIER.
4. LOWER END OF BEAM AT SECOND PIER.
5. MAKE SPLICE AT SECOND AND SUCCEEDING PIER IN THE SAME MANNER RAISING THE END OF THE BEAMS .4" AT THE PIER AND 1/8" AT THE ABUTMENT.

**NOTES**

CONTINUOUS BEAM SPLICES: IF BEAMS HAVING DEPTHS DIFFERING BY MORE THAN 1/8" ARE TO BE SPLICED BY BUTT WELDING THE DEPTH OF THE SMALLER-DEPTH BEAM SHALL BE INCREASED BY SPLITTING THE WEB LONGITUDINALLY AT A DISTANCE OF 1/2" BELOW THE BOTTOM OF THE TOP FLANGE AND FOR A DISTANCE SUFFICIENT TO ALLOW THE FLANGE TO BE BENT UP AT A SLOPE OF NOT MORE THAN 3/8" PER FOOT, AFTER WHICH THE SPLIT IN THE WEB SHALL BE COMPLETELY WELDED WITH FULL DEPTH PENETRATION AND GROUND FLUSH.

THE SURFACE PREPARATION OF ALL STEEL, REQUIRING SHOP PAINTING AS PER THE PLANS AND SPECIFICATIONS, SHALL BE ACCOMPLISHED BY BLAST CLEANING OR POWER TOOL CLEANING, EXCEPT AS NOTED IN THE SPECIFICATIONS REGARDING THE USE OF CHROMATE PRIMERS.

SHEET LEAD SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION B29 WITHOUT RESTRICTION TO THE COMMON DESILVERIZED TYPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

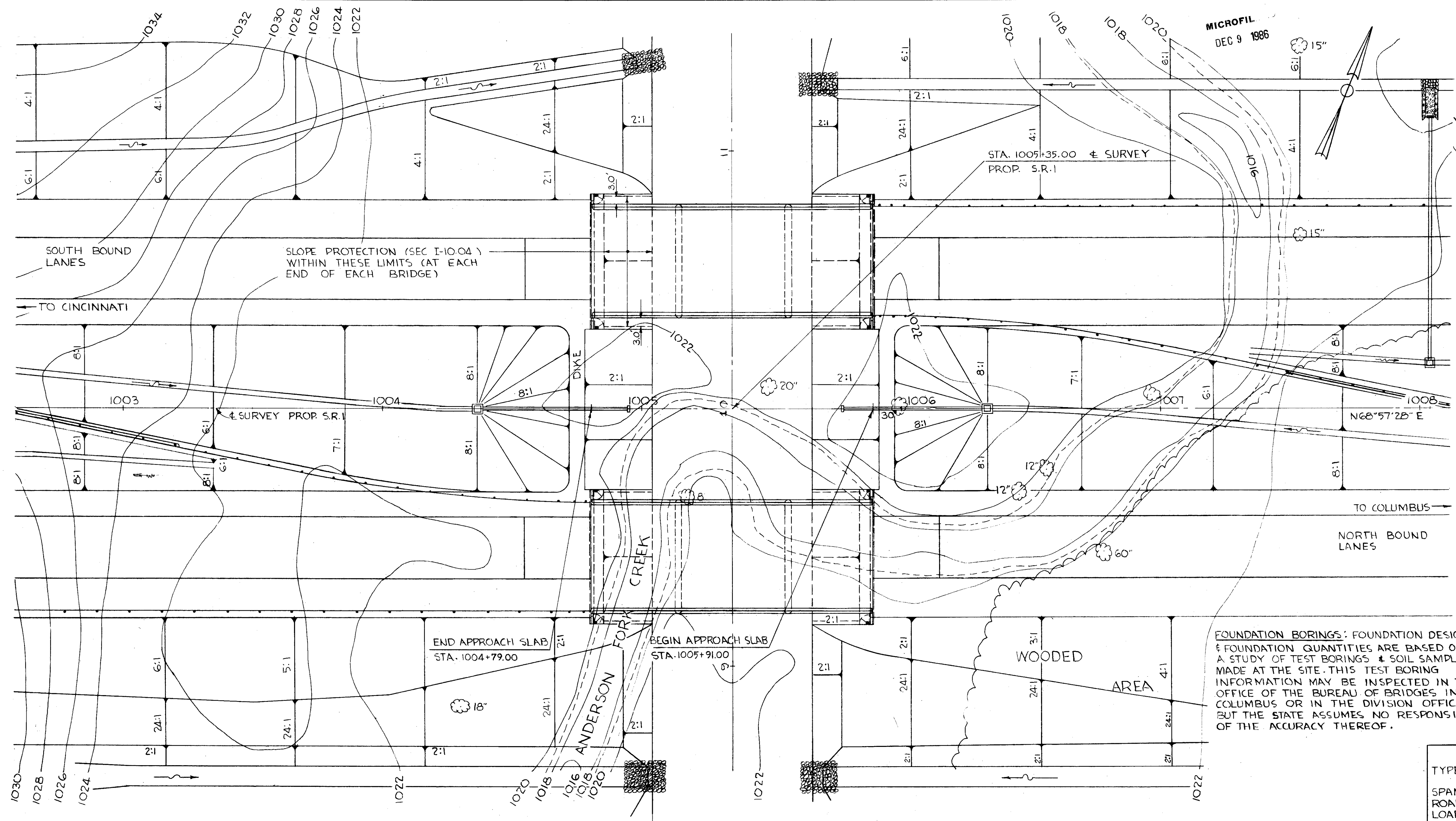
BRIDGE NO. CLI-1-1188  
PROPOSED S.R. 1 UNDER  
HORSESHOE ROAD

CLINTON CO. PROPOSED S.R. 1  
STA. 991 + 81.86

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.M.	C.H.M.	C.H.M.	R.W.H. T.P.S.		10-5-62	



CLINTON - GREENE COUNTIES  
 CLI - 1 - 9.10  
 GRE - 1 - 0.00



1016.44	1030	1020	1010	1000	11+00
1016.50	STA. 10+00.00				10+00
1016.54					9+00
1016.58					

FOUNDATION BORINGS: FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.

BRIDGE LIMITS	
1026.59	1029.94
1028.74	1029.49
1028.89	1029.64
1029.04	1029.79
1004+79.00	1005+91.00
1029.19	1029.34
1029.49	1029.64
1029.79	1029.94
1024.4	1027.2
1021.9	1022.0
1020.9	1016.5
1021.6	1018.9
1021.9	1022.2
1021.2	1016.5
1019.2	1018.9
1019.1	1022.2
1021.8	1016.5
1003+00	1007+00

**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS REINFORCED CONC. SLAB WITH CAPPED PILE SUBSTRUCTURE  
 SPAN: 34.0 - 42.5 - 34.0  
 ROADWAY: 42'-0" F/F OF PARAPET  
 LOAD FREQUENCY RATING: CF 2000 (S7) "ADEQUATE FOR AASHTO ALTERNATE LOADING"  
 SKEW: NONE  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 1" MONOLITHIC CONC.  
 APPROACH SLAB: AS-1-54 25' LONG

D.A. = 26.8 SQ. MI.  
 1975 ADT 10,950 VPD.

A. M. KINNEY, INC.  
 CINCINNATI, OHIO  
 DODSON, KINNEY & LINDBLOM  
 COLUMBUS, OHIO

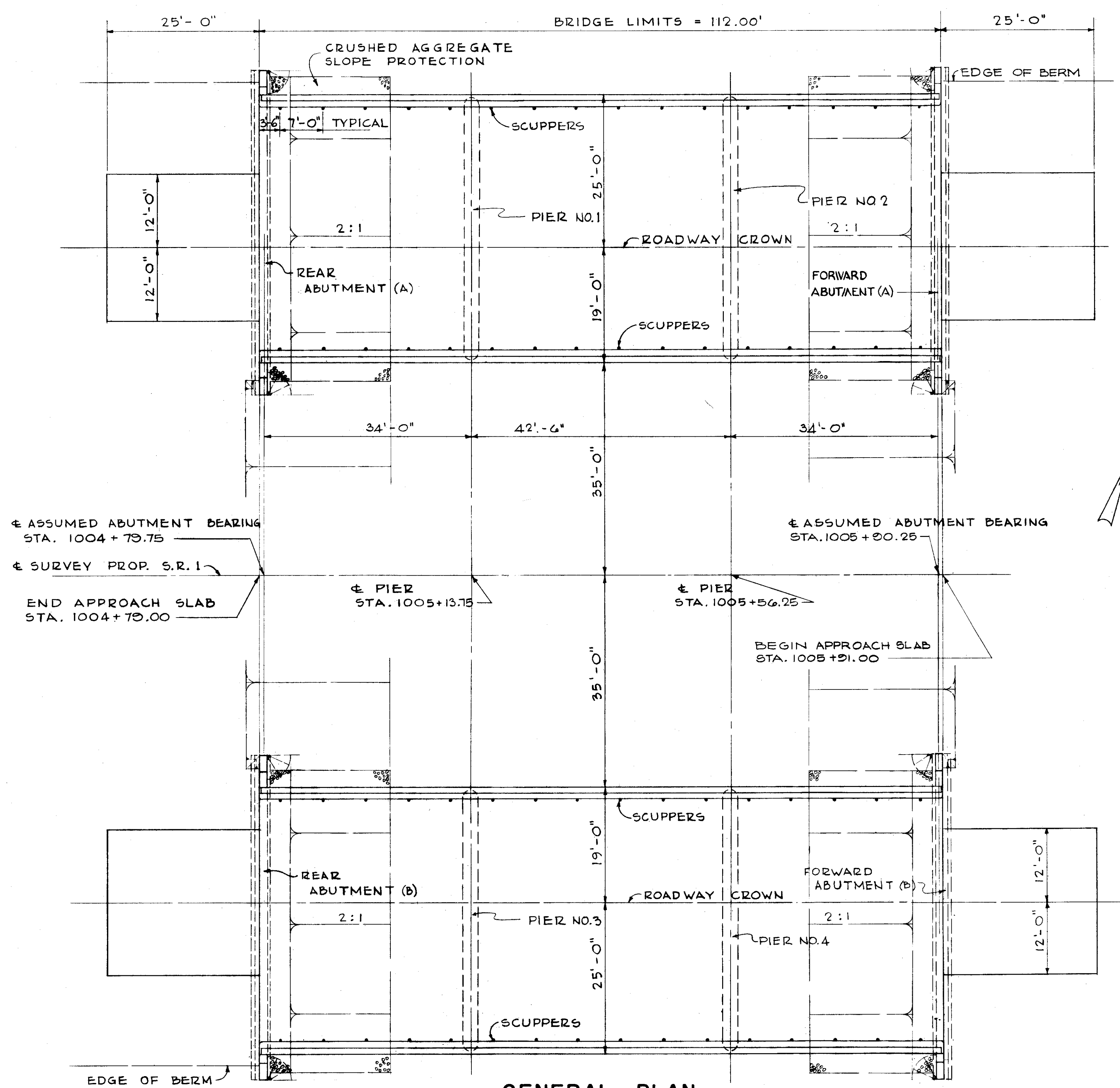
**SITE PLAN**  
 BRIDGE NO CLI-1-1213 L&R  
 PROPOSED S.R. 1  
 ANDERSON FORK CREEK

SEC. CLINTON CO. PROPOSED S.R. 1  
 SCALE 1"=20' STA. 1004+79.00  
 STA. 1005+91.00

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED LARSON McKINNEY & MILLER	DRAWN L.M. & M.	DESIGNED J.F.	DRAWN J.F.	CHECKED G.G. J.C.O.	REVISED

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

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DEC 9 1986



### ESTIMATED QUANTITIES (TWO BRIDGES)

ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GENERAL
E-2	122	CU. YDS.	UNCLASSIFIED EXCAVATION		122		
E-3	13,352	CU. YDS.	CHANNEL EXCAVATION				13,352
I-10	534	SQ. YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				534
I-127	1	EACH	<i>Delineators, Type A1, Bracket Mounted</i>	1			
S-1	575	CU. YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	575			
S-1	32	CU. YDS.	CLASS "C" CONCRETE, PIER CAPS			32	
S-1	108	CU. YDS.	CLASS "E" CONCRETE, ABUTMENTS		108		
S-4	162,174	LBS	REINFORCING STEEL	142,744	11,778	7,652	
S-14	445.33	LIN. FT.	RAILING, (ALUMINUM RAIL, SUPPORTS, & CONC. PARAPET)	445.33			
S-16	LUMP	SUM	FIRST TEST PILE				LUMP
S-18	640	LIN. FT.	STEEL PILES 10BP42		640		
S-18	1100	LIN. FT.	STEEL PILES 12BP53			1100	
S-29	64	EACH	4" $\phi$ SCUPPERS (cast or wrought iron pipe)	64			
S-29	55	CU. YDS.	POROUS BACKFILL		55		
SPECIAL	575	EACH	WATER-REDUCING, SET-RETARDING ADMIXTURE*	575			

\* SEE PROPOSAL NOTE

### GENERAL NOTES

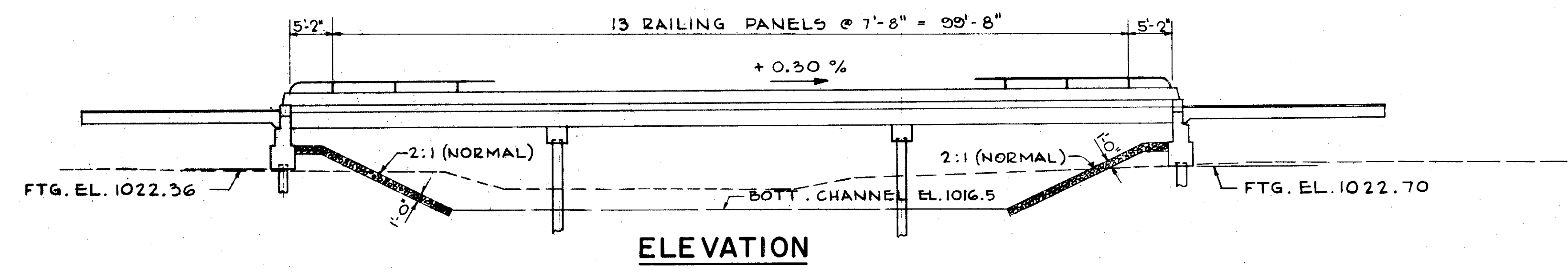
REFERENCE SHALL BE MADE TO STANDARD DRAWINGS CS-2-54 REVISED 2-2-59, A-2-54 REVISED 12-1-54, P-1-54 REVISED 2-2-59, AR-1-57 REVISED 4-2-62, AND SUPPLEMENTAL SPECIFICATION I-127 DATED 1-15-62

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS, DATED 9-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. 1 - 10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE.

THE CONCRETE BRIDGE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL BETWEEN THE TOP OF THE EARTH BENCH AND THE BOTTOM OF THE ABUTMENT CROSSBEAM.



A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

### GENERAL PLAN & ESTIMATED QUANTITIES

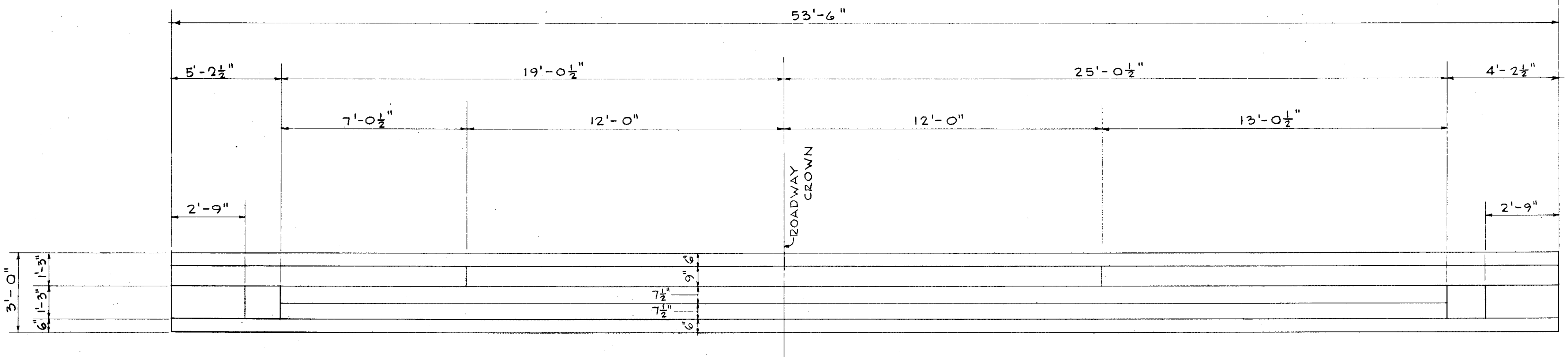
BRIDGE NO CLI-1-1213 L&R  
PROPOSED S.R. 1 OVER  
ANDERSON FORK CREEK

CLINTON CO. PROPOSED S.R. 1  
STA. 1004+79.00  
STA. 1005+91.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	A.W.P.	G.G.		10/1/62	

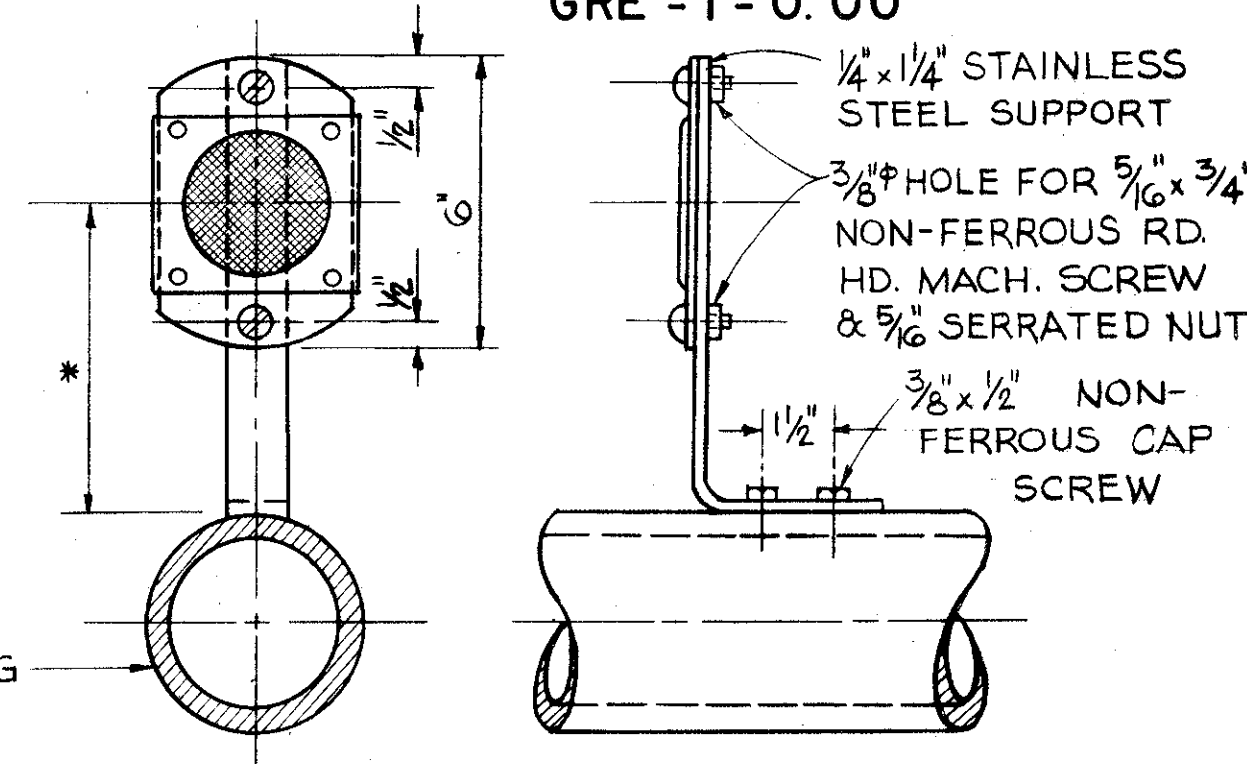
MICROFIL  
DEC 9 1986

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



**PLAN**

REAR ABUT. (A) & FORWARD ABUT. (B) - AS SHOWN  
REAR ABUT. (B) & FORWARD ABUT. (A) - OPP. HAND



\*LENGTH OF STEEL SUPPORT SHALL BE SUCH THAT THE CENTER OF THE DELINEATOR WILL BE 48" ABOVE THE ELEVATION OF A POINT IN THE BRIDGE DECK LOCATED 12" FROM THE FACE OF THE PARAPET. DELINEATOR IS TO BE LOCATED ON LEFT RAILING OF LEFT STRUCTURE AT STA. 1005+00

**DELINEATOR AND BRIDGE RAIL BRACKET**

**NOTES**

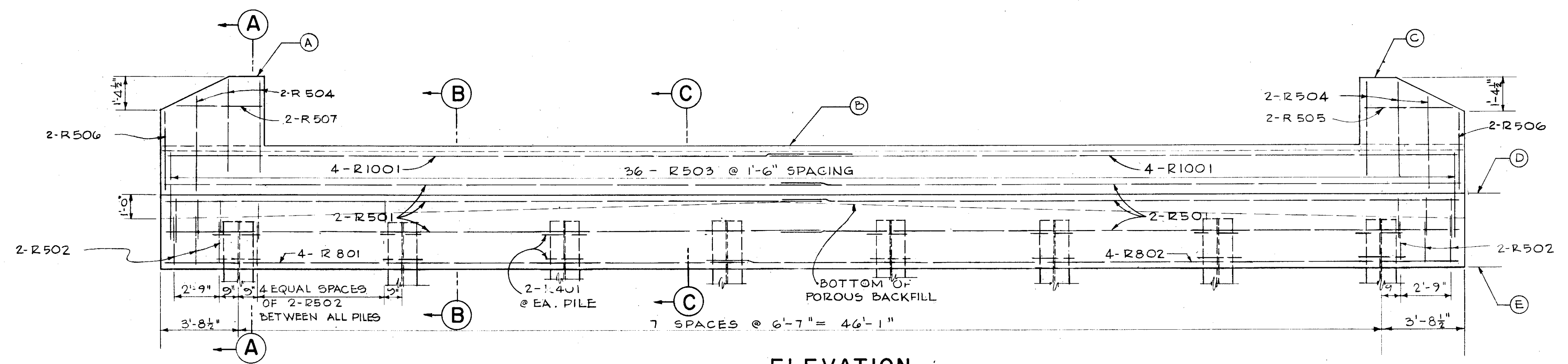
POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB AND TO THE SURFACE OF THE EARTH SHOULDERS, AND OUTWARD TO THE SURFACE OF THE EMBANKMENT SLOPES. EXCAVATION THEREFOR, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT, SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS BACKFILL.

PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE EARTH BENCH AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT (AND PILES DRIVEN)

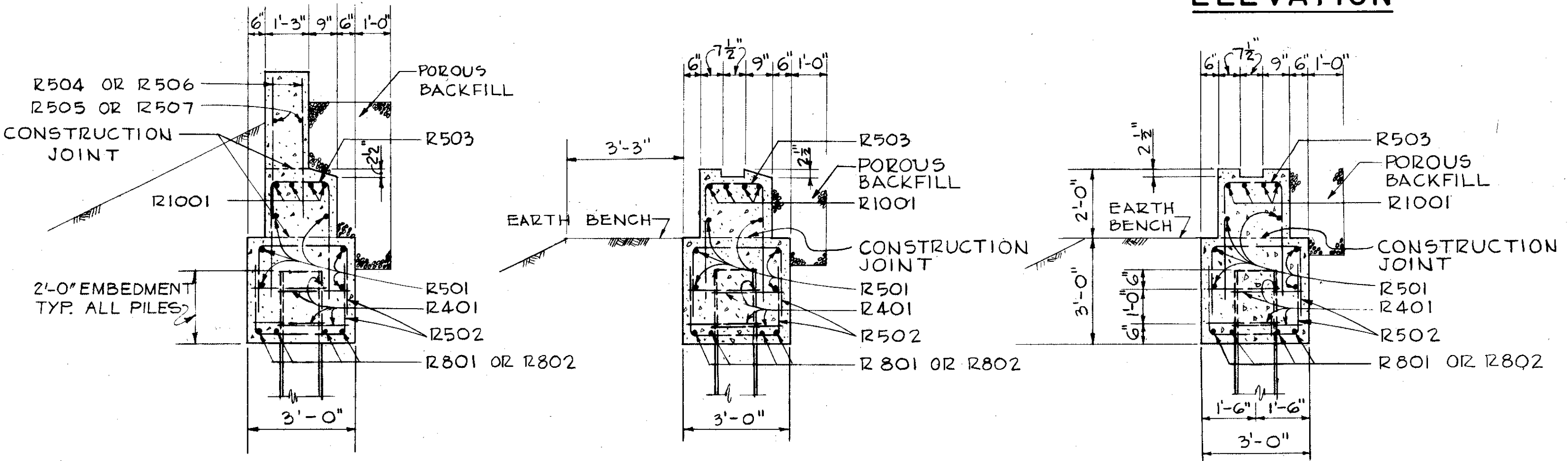
CONCRETE SHALL BE CLASS "E" AND PAYMENT WILL BE MADE ON THIS BASIS, BUT CLASS "C" CONCRETE MAY BE USED FOR ANY OR ALL PARTS OF THE ABUTMENT.

ABUTMENT PILES SHALL BE 10BP42

MAXIMUM ACTUAL DESIGN LOAD, 35 TONS PER PILE WHICH INCLUDES AN ALLOWANCE FOR NEGATIVE FRICTION.



**ELEVATION**



**SECTION A-A**

**SECTION B-B**

**SECTION C-C**

	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"
REAR ABUTMENT (A)	1029.87	1027.36	1029.78	1025.36	1022.36
FORWARD ABUTMENT (A)	1030.21	1027.70	1030.12	1025.70	1022.70
REAR ABUTMENT (B)	1029.87	1027.36	1029.78	1025.36	1022.36
FORWARD ABUTMENT (B)	1030.21	1027.70	1030.12	1025.70	1022.70

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**ABUTMENT DETAILS**

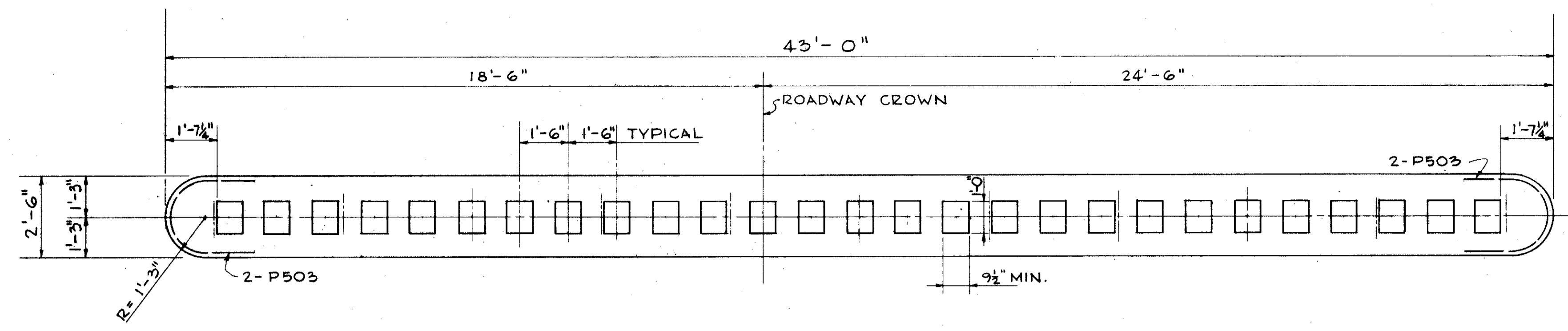
BRIDGE NO CLI-1-1213 L&R  
PROPOSED S.R. 1 OVER  
ANDERSON FORK CREEK

CLINTON CO. PROPOSED S.R. 1  
STA. 1004+79.00  
STA. 1005+91.00

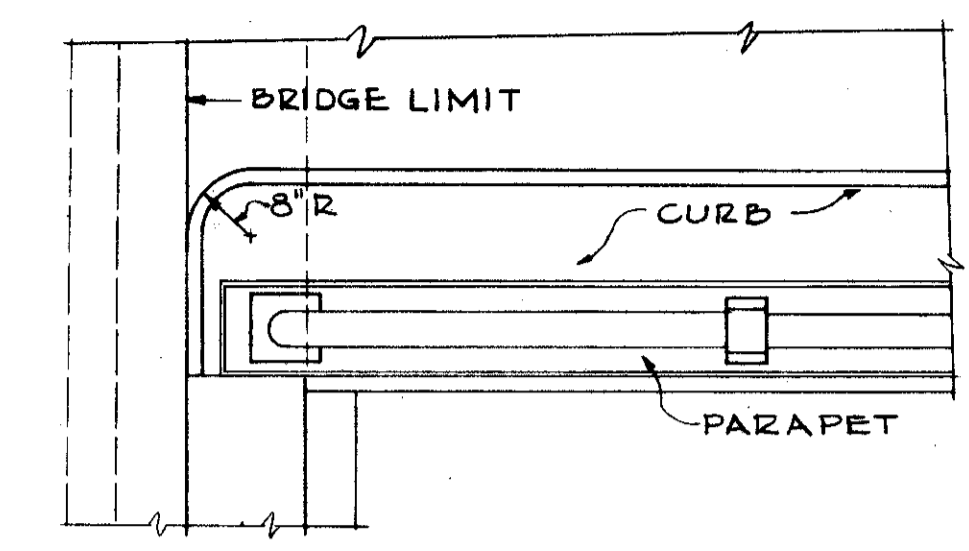
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	A.W.P.	GG		Oct. 10/1/62	

MICROFIL  
DEC 9 1986

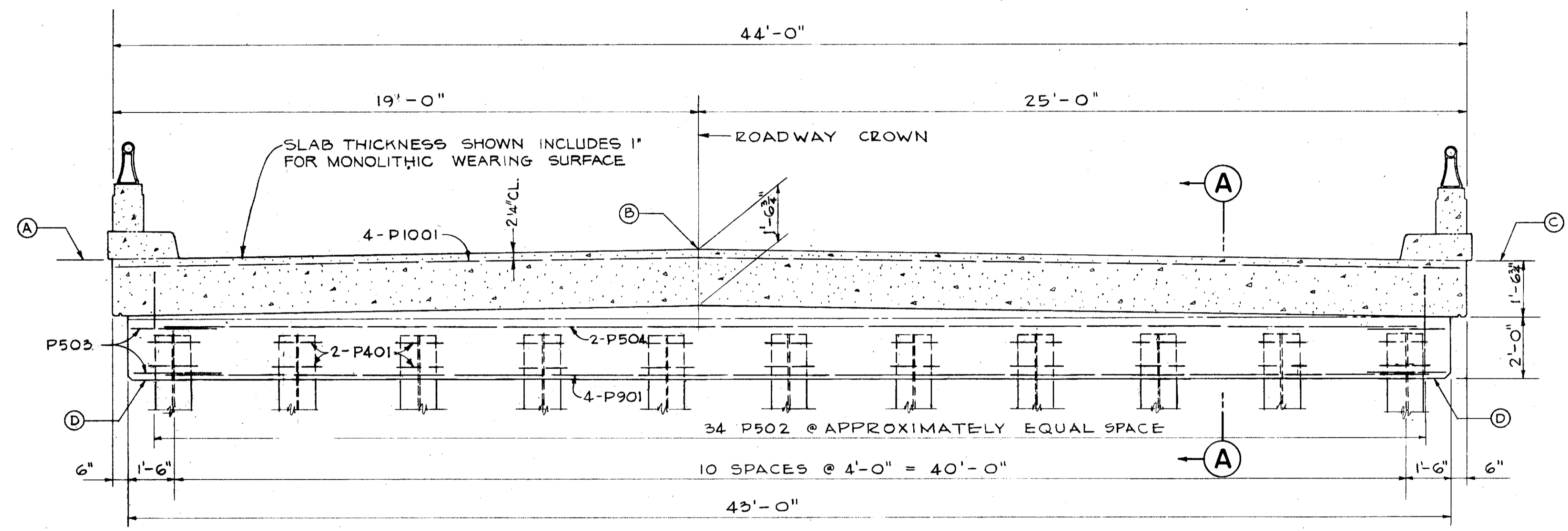
CLINTON - GREENE COUNTIES  
CLI - 1 - 9. 10  
GRE - 1 - 0. 00



PLAN OF PIER

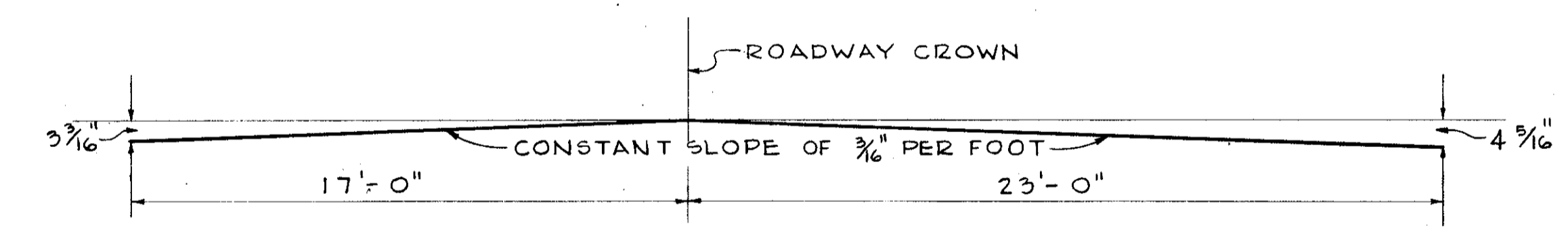


TYPICAL CURB END DETAIL



ELEVATION

ELEVATIONS				
LOCATION	A	B	C	D
PIER NO.1	1029.12	1029.42	1029.03	1025.47
PIER NO.2	1029.25	1029.55	1029.16	1025.60
PIER NO.3	1029.12	1029.42	1029.03	1025.47
PIER NO.4	1029.25	1029.55	1029.16	1025.60



BRIDGE ROADWAY CROWN

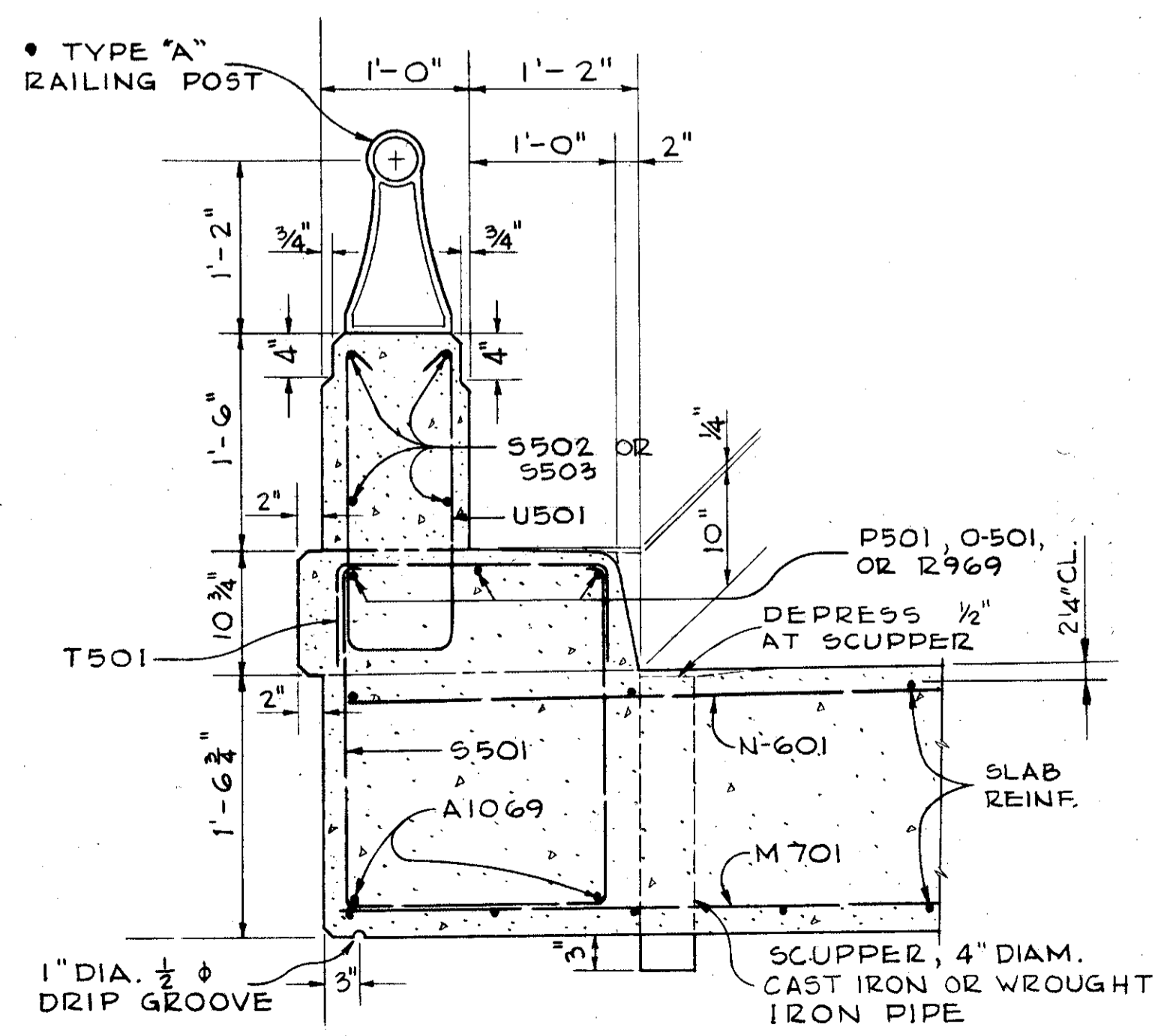
NOTES

PIER PILE ENCASEMENT AS SHOWN ON STD. DWG. NO. P-1-54 IS NOT REQUIRED. THE PAINTING OF THE PILES SHALL EXTEND TO LOW WATER ELEVATION OR, IF THE PROPOSED SURFACE OF THE GROUND IS ABOVE LOW WATER IT SHALL EXTEND TO AT LEAST ONE FOOT BELOW THE PROPOSED SURFACE OF THE GROUND.

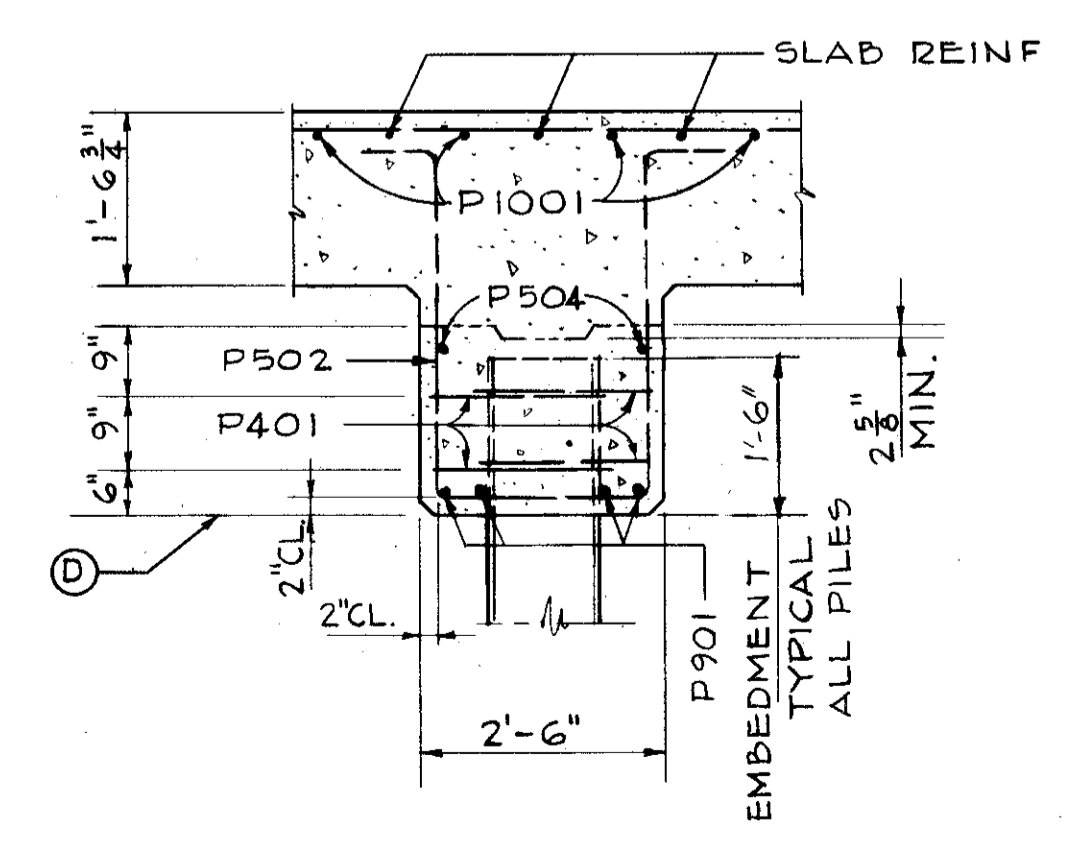
MAXIMUM ACTUAL DESIGN LOAD - 34 TONS PER PILE.

PIER PILES SHALL BE 12BP53.

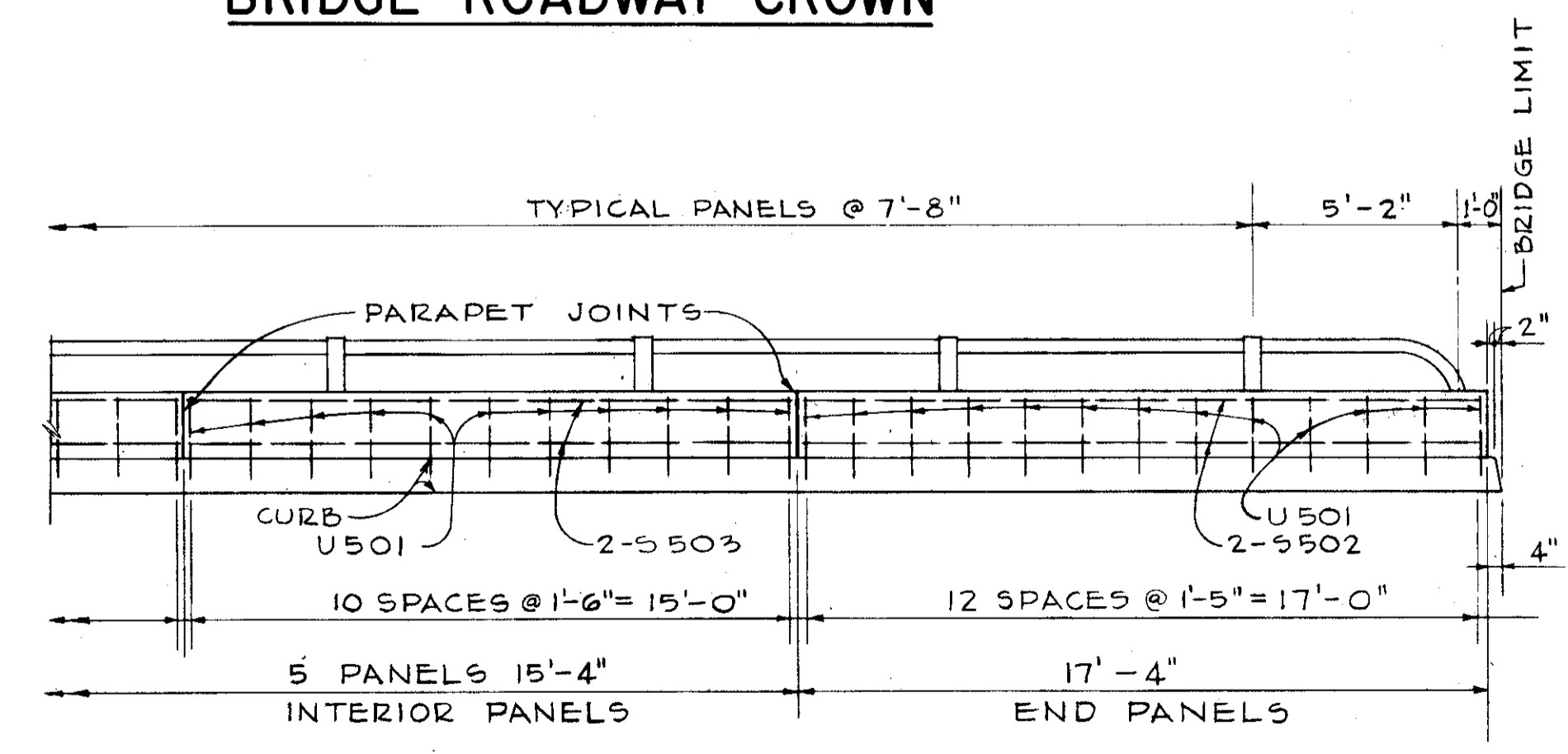
CONC. SHALL BE CLASS 'C'



PART SECTION CURB & PARAPET



SECTION A-A



STEEL PLACEMENT DIAGRAM FOR PARAPET

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE & PIER DETAILS**

BRIDGE NO CLI-1-1213 L&R  
PROPOSED S. R. 1 OVER  
ANDERSON FORK CREEK

CLINTON CO. PROPOSED S. R. 1  
STA. 1004 + 79.00  
STA. 1005 + 91.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	A.W.P.	G.G.		Oct. 1, 1982	

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

MICROFIL  
DEC 9 1986

STEEL LIST					BENDING DIAGRAM					STEEL LIST				
MARK	NO	LENGTH	WEIGHT	SHP						MARK	NO	LENGTH	WEIGHT	SHP
ABUTMENTS										SUPERSTRUCTURE				
R1001	32	28'-1"	3866	S						A1060	264	30'-4"	44,682	S
R801	16	24'-6"	1047	S						B1060	76	28'-4"	8265	B
R802	16	31'-1"	1328	S						C1060	80	24'-0"	8520	B
R501	48	27'-4"	1348	S						D1060	38	25'-10"	4224	S
R502	328	6'-7"	2251	B						E1060	40	18'-4"	3155	S
R503	144	7'-11"	1190	B						F1060	180	20'-4"	21,943	S
R504	48	3'-6"	175	S						G1060	88	13'-3"	5,017	S
R505	8	2'-7"	22	S						H1060	88	8'-10"	3344	S
R506	16	2'-3"	38	S										
R507	8	3'-7"	30	S										
R401	128	5'-5"	463	B										
PIERS														
P1001	16	43'-6"	2935	S						J601	92	22'-1"	3051	S
P901	16	40'-6"	2203	S						K601	46	18'-6"	1278	S
P804	8	40'-6"	338	S						N601	140	43'-6"	9147	S
P802	136	0'-8"	1372	B										
P803	16	6'-4"	106	B						O501	12	22'-3"	278	S
P401	176	5'-5"	638	B						P501	24	24'-6"	613	S
										RAILING				
										S502	32	17'-0"		
										S503	80	15'-0"		
										REPLACEMENT BARS				
										RE1001	6	7'-2"		S
										RE901	1	6'-10"		S
										RE801	1	6'-6"		S
										RE701	1	6'-3"		S
										RE601	1	5'-11"		S
										RE501	1	5'-7"		S
										RE401	1	5'-5"		B

**NOTES**

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATED THE BAR SIZE NUMBER. FOR EXAMPLE A700 IS A NO 7 SIZE BAR AND A1014 IS A NO 10 SIZE

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
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COLUMBUS, OHIO

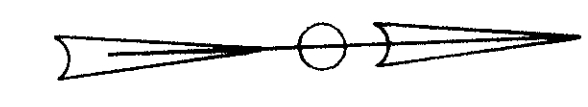
**REINFORCING STEEL LIST**

BRIDGE NO CLI-1-1213 L&R  
PROPOSED S.R. 1 OVER  
ANDERSON FORK CREEK

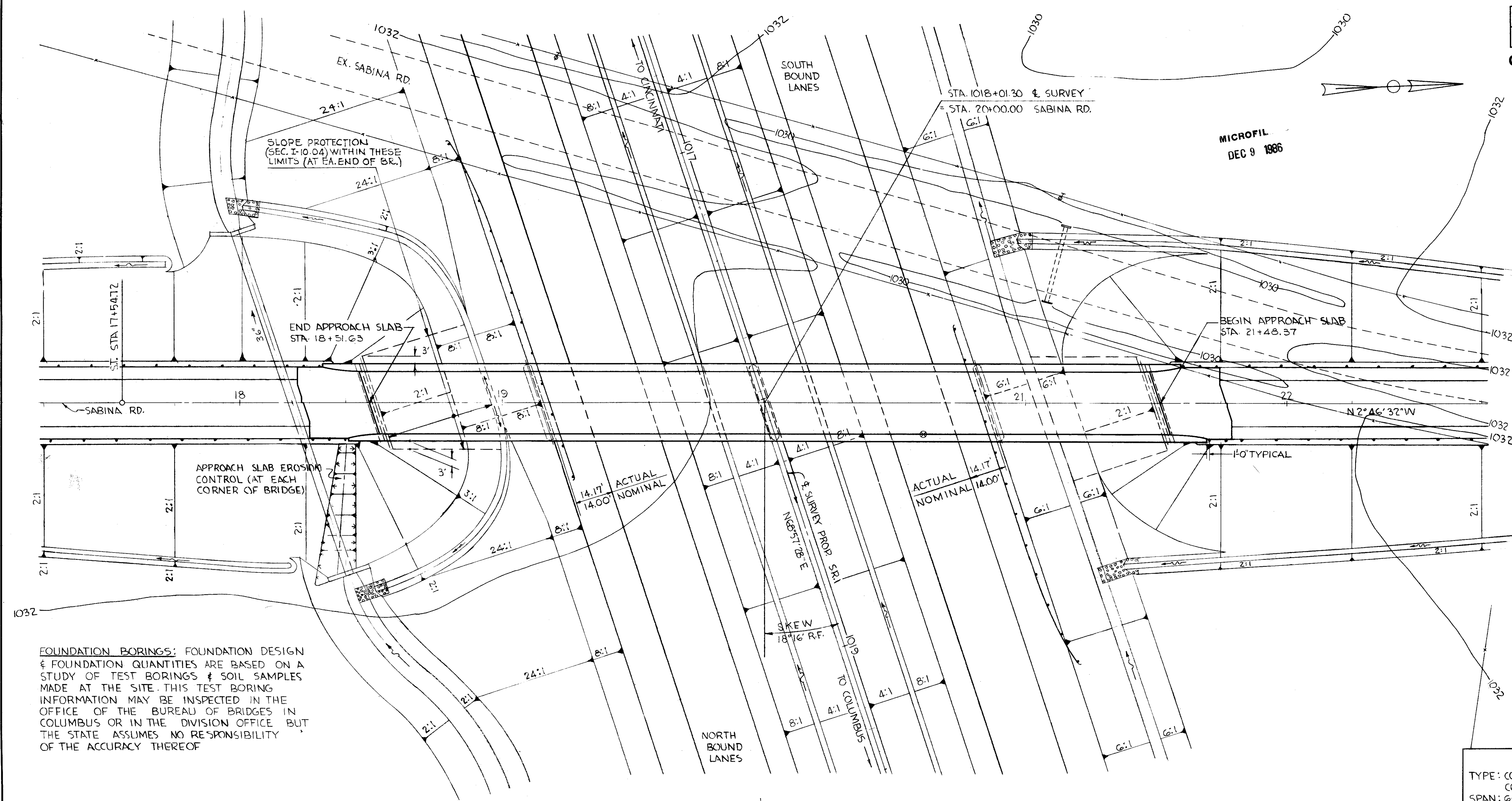
CLINTON CO. PROPOSED S.R. 1  
STA. 1004 + 79.00  
STA. 1005 + 91.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	A.W.P.	A.W.P.	G.G.		10/11/62	

**CLINTON - GREENE COUNTIES**  
**CLI - 1 - 9.10**  
**GRE - 1 - 0.00**

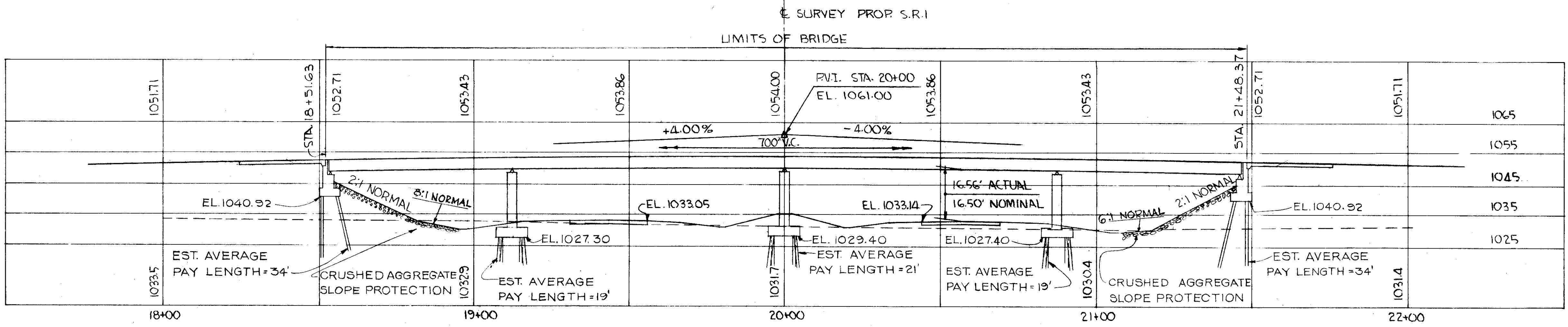


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**FOUNDATION BORINGS:** FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF

1032.79	1065	1055	1045	1035	1025	1017+00
1032.9A						1018+00
1033.09						1019+00
1033.24						1018+00
1033.39						1019+00



**PROPOSED STRUCTURE**

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK & SUBSTRUCTURE  
SPAN: 60.0'-86.0'-86.0'-60.0'  
ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
LOAD FREQUENCY RATING: CF 130 (57)  
SKEW: 18°16' R.F.  
ALIGNMENT: TANGENT  
WEARING SURFACE: 3/4" MONOLITHIC CONC.  
APPROACH SLAB: 25' LONG

1975 A.D.T. = 470

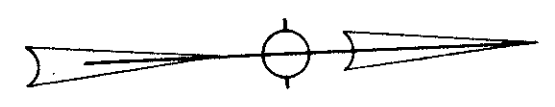
A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SITE PLAN**  
**BRIDGE NO. CLI-1-1237**  
**PROPOSED S.R.1 UNDER**  
**SABINA ROAD**

SEC. CLI-1-9.10 GRE-1-0.00 **PROPOSED S.R.1**  
SCALE 1"=20' **STA. 1018+01.30**

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISED
LARSON McKINNEY & MILLER	J. F.	J. F.	J. F.	T.P.S. J.C.O.	



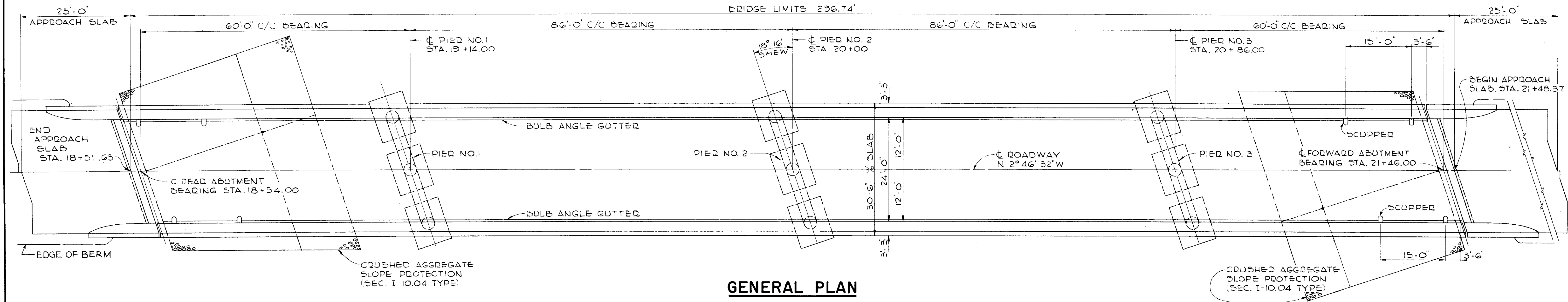


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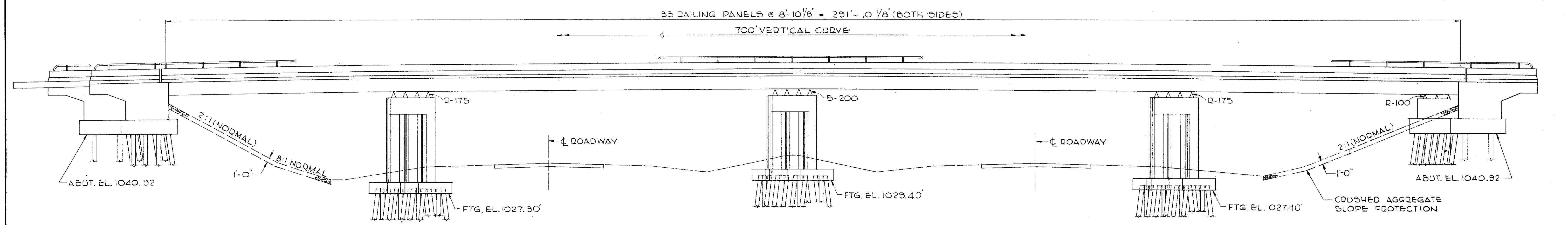
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

281  
339



**GENERAL PLAN**



**ELEVATION**

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	410	CU.YDS.	UNCLASSIFIED EXCAVATION		223	187	
5-1	293	CU.YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	293			
5-1	69	CU.YDS.	CLASS "C" CONCRETE, PIER CAPS & COLUMNS			69	
5-1	132	CU.YDS.	CLASS "E" CONCRETE, ABUTMENTS		132		
5-1	65	CU.YDS.	CLASS "E" CONCRETE, PIER FOOTINGS			65	
5-4	103,346	LBS	REINFORCING STEEL	65,035	10,560	27,751	
5-7	297,534	LBS	STRUCTURAL STEEL	297,534			
5-8	297,534	LBS	FIELD PAINTING OF STRUCTURAL STEEL	297,534			
5-14	614.51	LIN. FT.	RAILING (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	587.67	26.84		
5-16	LUMP	SUM	FIRST TEST PILE				LUMP
5-18	1950	LIN. FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES		880	1070	
5-29	24	CU.YDS.	POROUS BACKFILL		24		
5-29	8	EACH	SCUPPERS	8			
I-10	439	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION		439		
SPECIAL	293	EACH	WATER-REDUCING, SET-RETARDING ADMIXTURE (*)	293			

**GENERAL NOTES**

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS AQ-1-57 REVISED 4-2-62, CSB-2-56 SHEETS (2) AND (3) REVISED 2-2-59 AND RB-1-55 REVISED 2-2-59.

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS DATED 9-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. CLASS "B" WELDS SHOWN THUS:  $\overline{\text{B}}$ . ANY WELDS SHOWN AS FIELD MAY, AT THE OPTION OF THE CONTRACTOR BE MADE IN THE SHOP.

SURFACE FINISH OF CONCRETE: SEC. 1.22 RUBBED FINISH, SHALL APPLY TO THE ENTIRE EXPOSED SURFACES OF PIERS, ABUTMENTS AND SUPERSTRUCTURE, EXCEPT BRIDGE SEATS, BACKWALLS, THE FACE OF ABUTMENTS BETWEEN OUTSIDE BEAMS AND THE TOP AND BOTTOM SURFACES OF ROADWAYS.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I 10.04 TYPE) EXTENDING FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDING IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE. AT THE ACUTE CORNERS OF THE SKEWED BRIDGE THE OUTSIDE EDGE OF THE SLOPE PROTECTION SHALL INTERSECT THE ACTUAL OR PROJECTED FACE OF THE ABUTMENT THREE FEET BEYOND THE OUTER EDGE OF THE SUPERSTRUCTURE AND SHALL EXTEND DOWN THE SLOPE NORMAL TO THE FACE OF THE ABUTMENT, TO THE TOE OF SLOPE.

(\*) SEE PROPOSAL NOTE

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
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COLUMBUS, OHIO

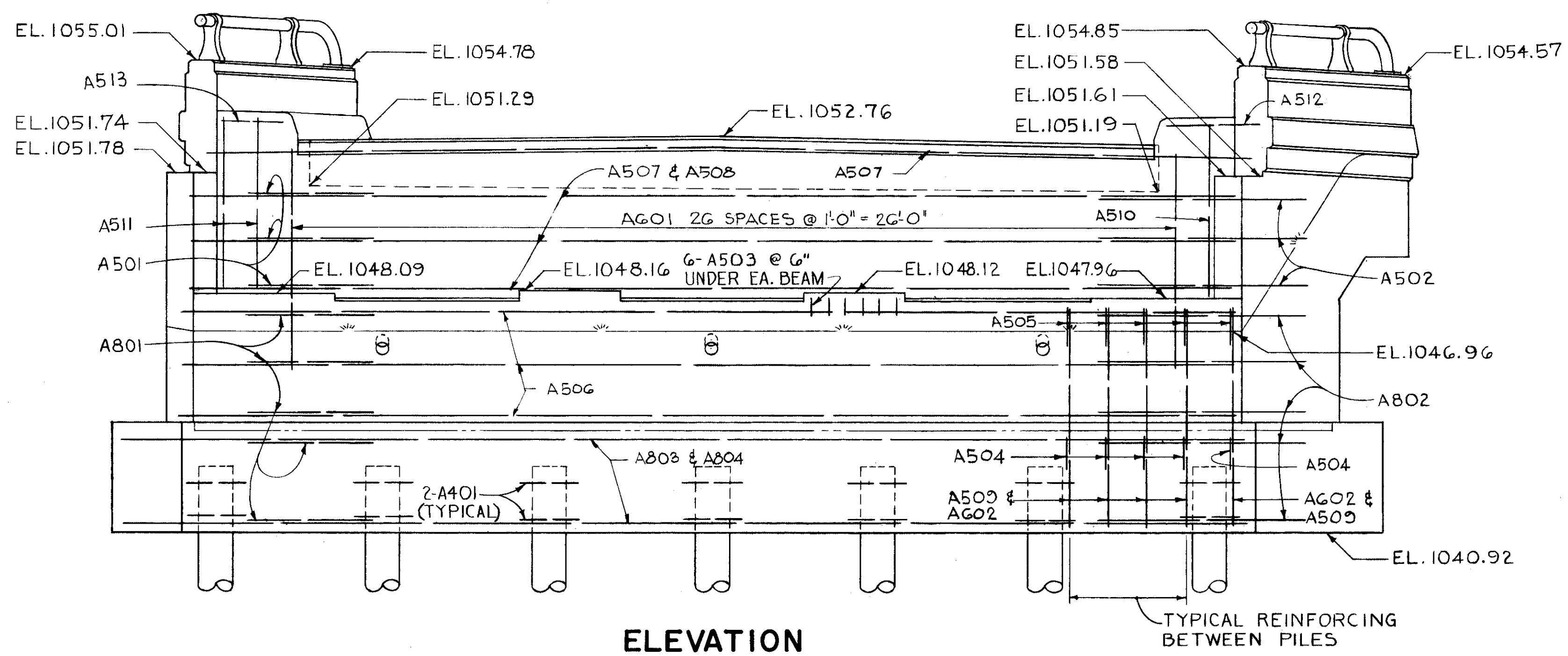
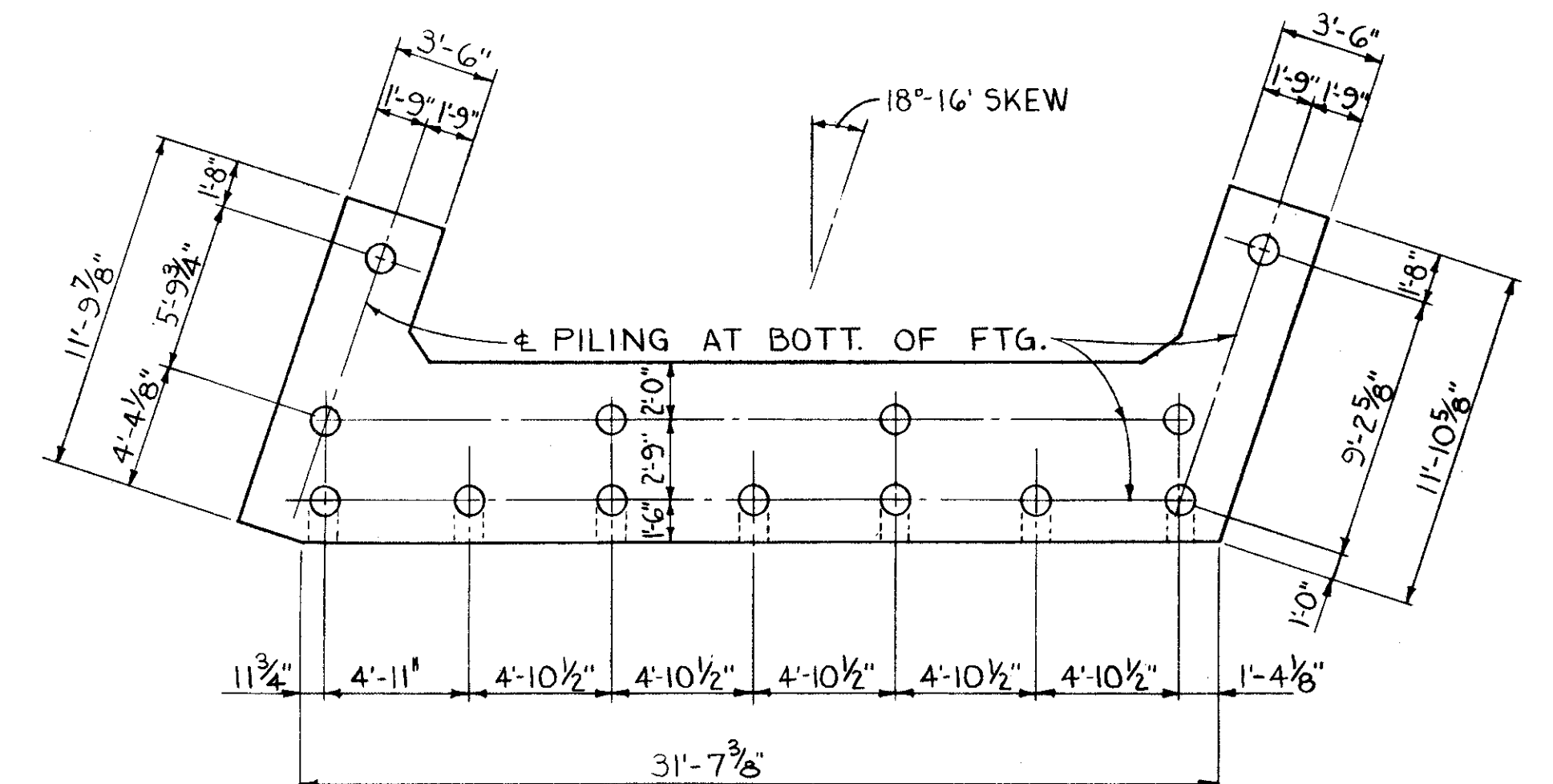
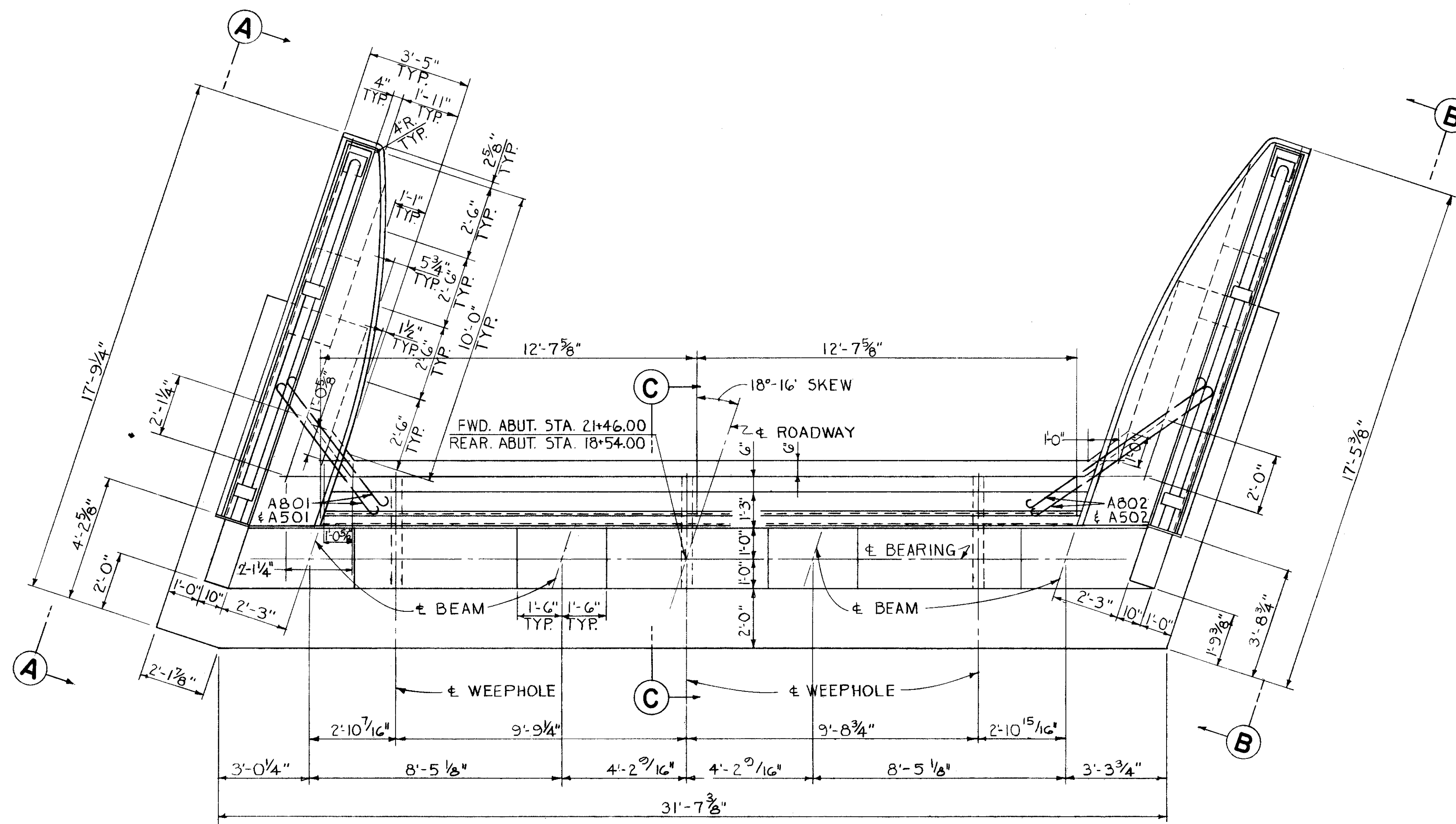
**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO. CLI-1-1237  
PROPOSED S. R. 1 UNDER  
SABINA ROAD

CLINTON CO. PROPOSED S. R. 1  
STA. 1018+01.30

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	C.H.T.	C.H.T.	T.P.S.		6/19/62	

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CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



A. M. KINNEY, INC.  
CINCINNATI, OHIO

DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**ABUTMENT DETAILS**

BRIDGE NO. CLI-1-1237  
PROPOSED S.R. 1 UNDER  
SABINA ROAD

CLINTON CO. PROPOSED S.R. 1  
STA. 1018 + 01.30

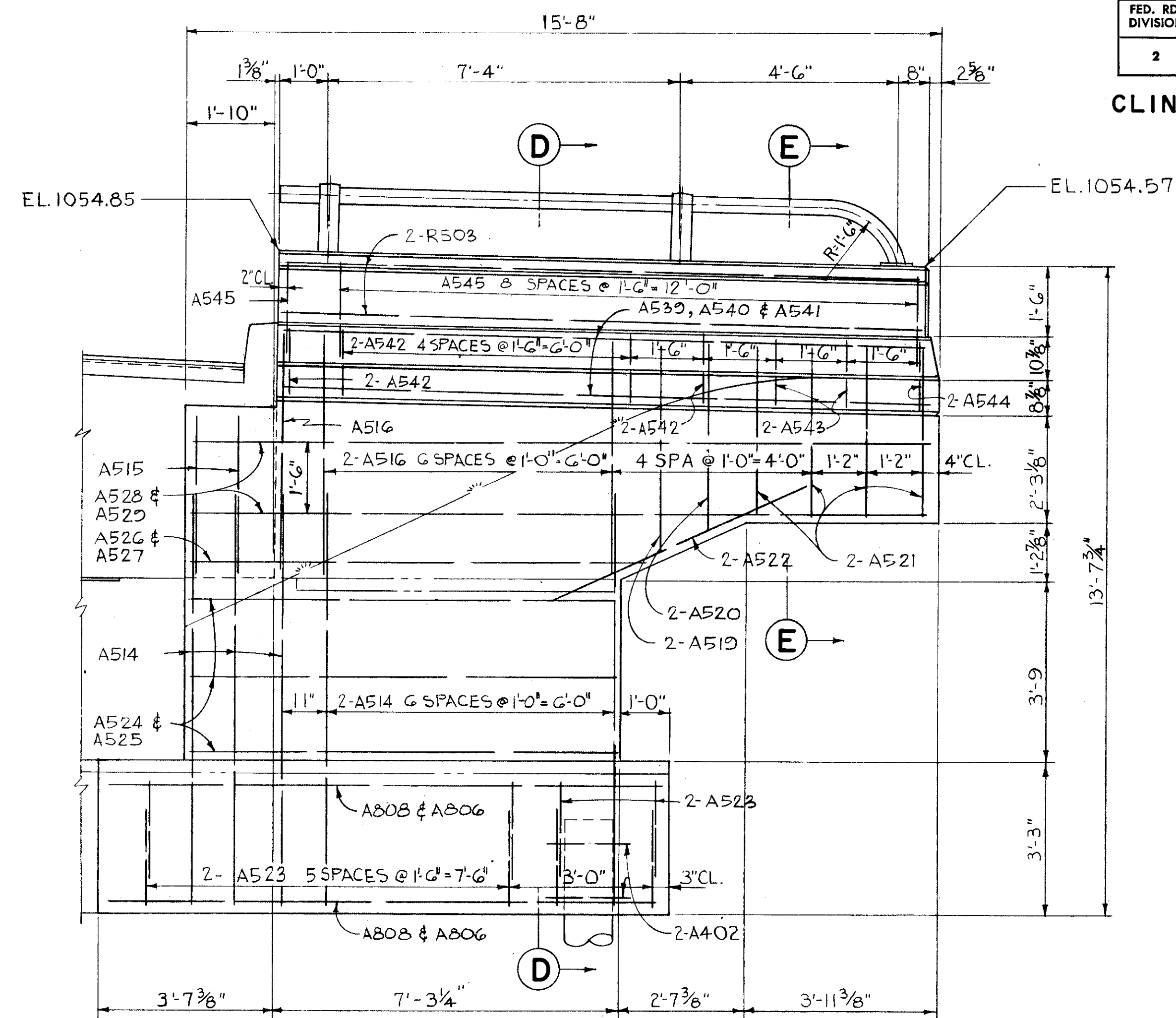
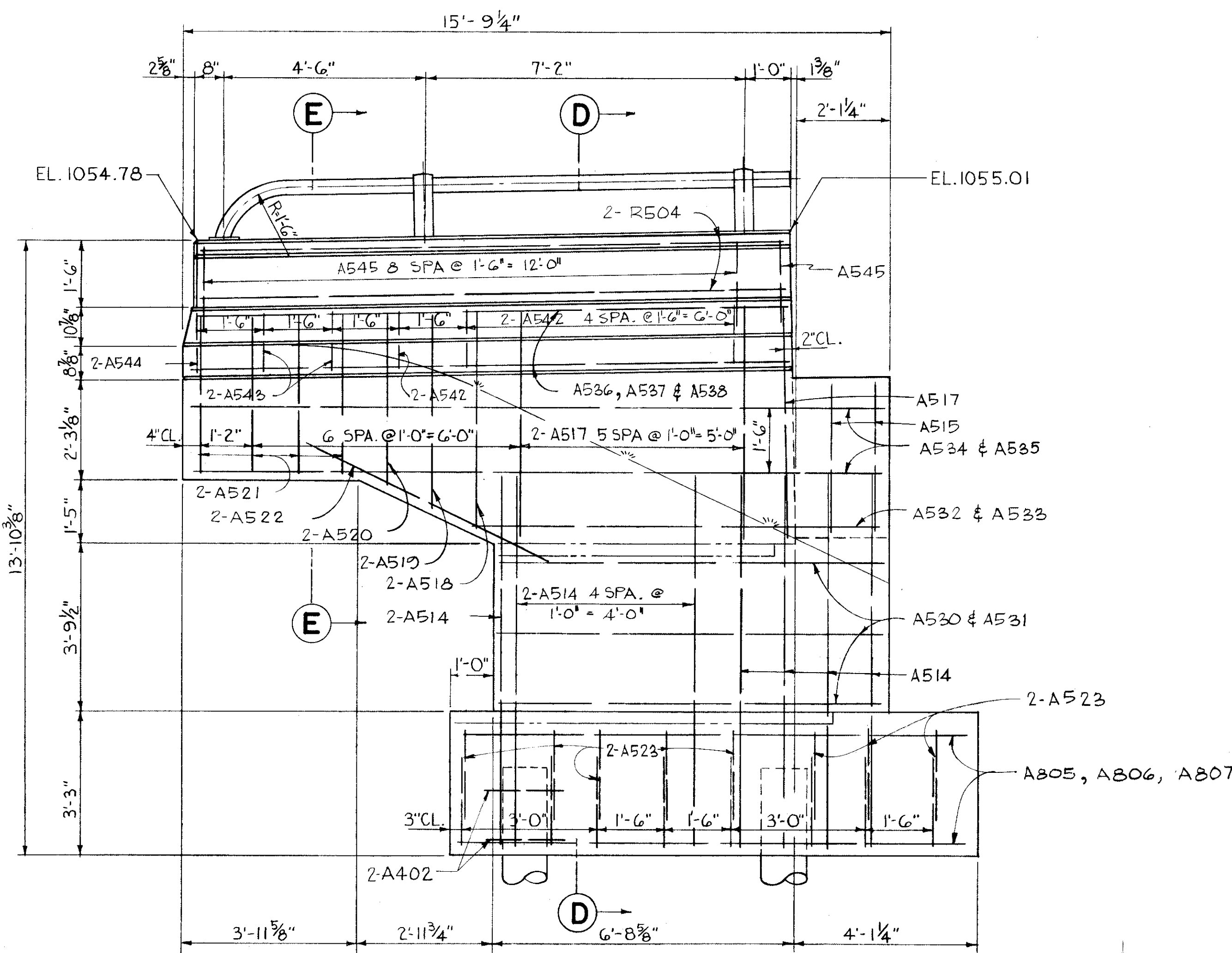
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.M.	R.D.	R.D.	E.E.M.	C.M.	9-21-62	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

283  
339

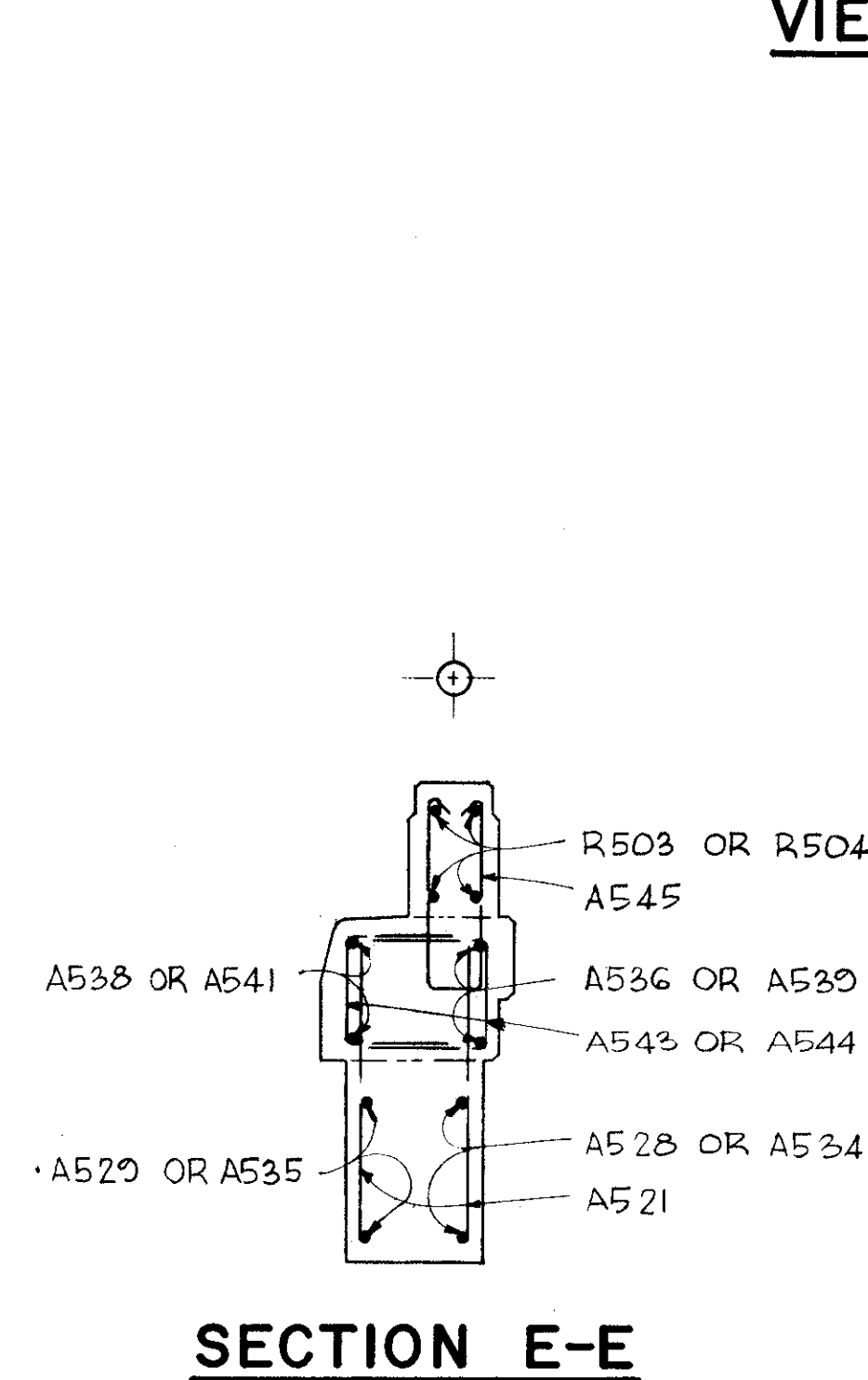
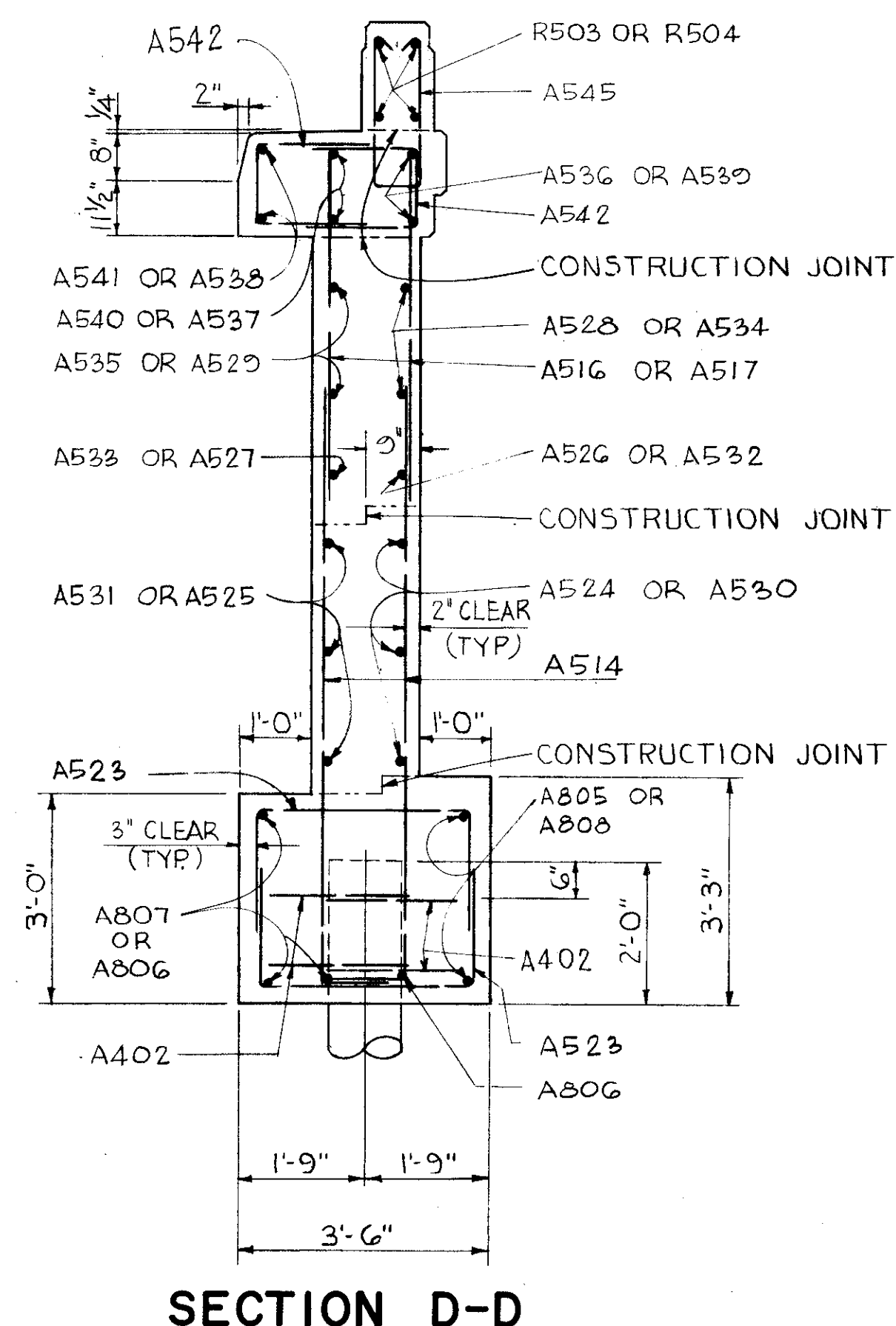
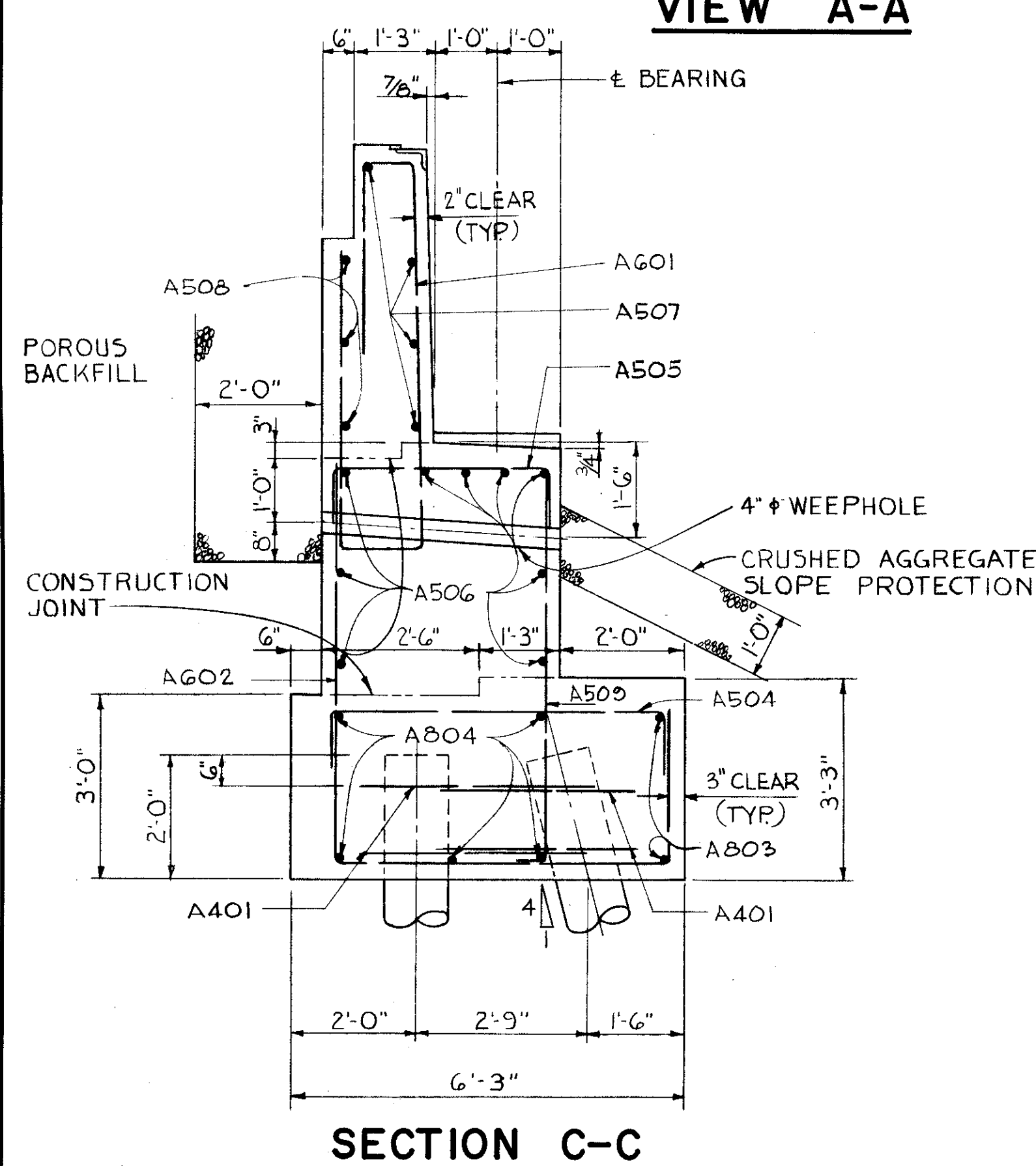
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

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VIEW A-A

VIEW B-B



NOTES

PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE SUBGRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENTS, AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND THE PILES DRIVEN.

EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL REQUIRED FOR CONSTRUCTION OF THE ABUTMENTS.

POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB AND OUTWARD TO THE WING WALLS. EXCAVATION THEREFORE, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS FILL.

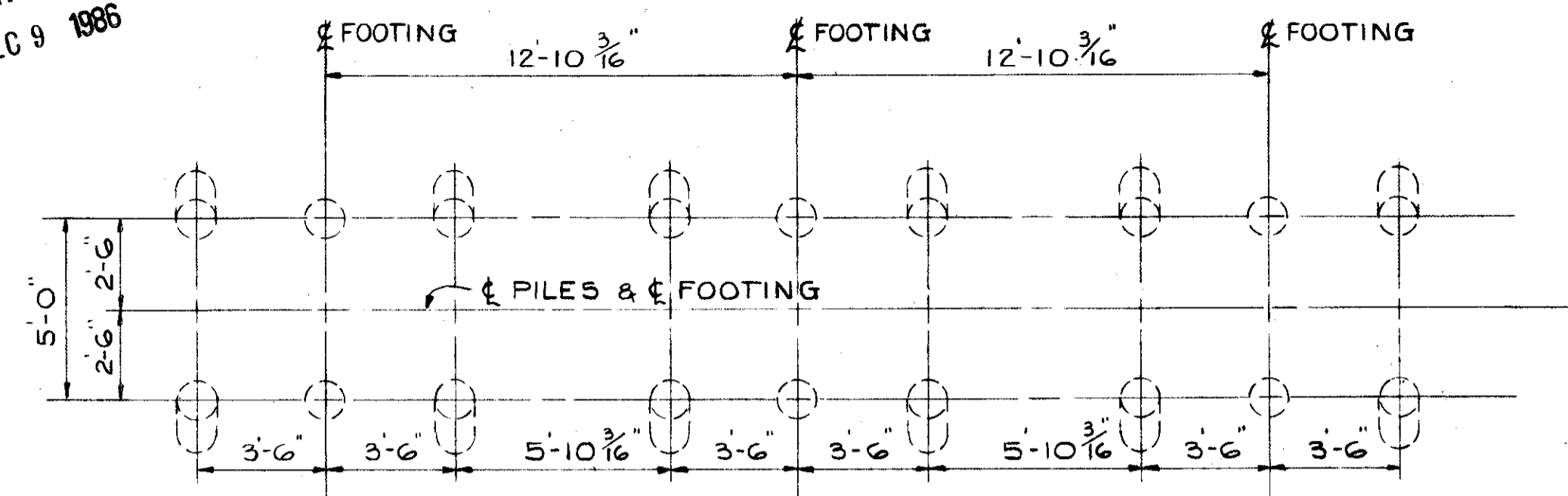
ALL PILES SHALL BE 12"  $\phi$  REINFORCED CAST-IN-PLACE CONCRETE

MAXIMUM ACTUAL DESIGN LOAD 50 TONS PER PILE, WHICH INCLUDES LOADING DUE TO NEGATIVE FRICTION FORCE OF FILL.

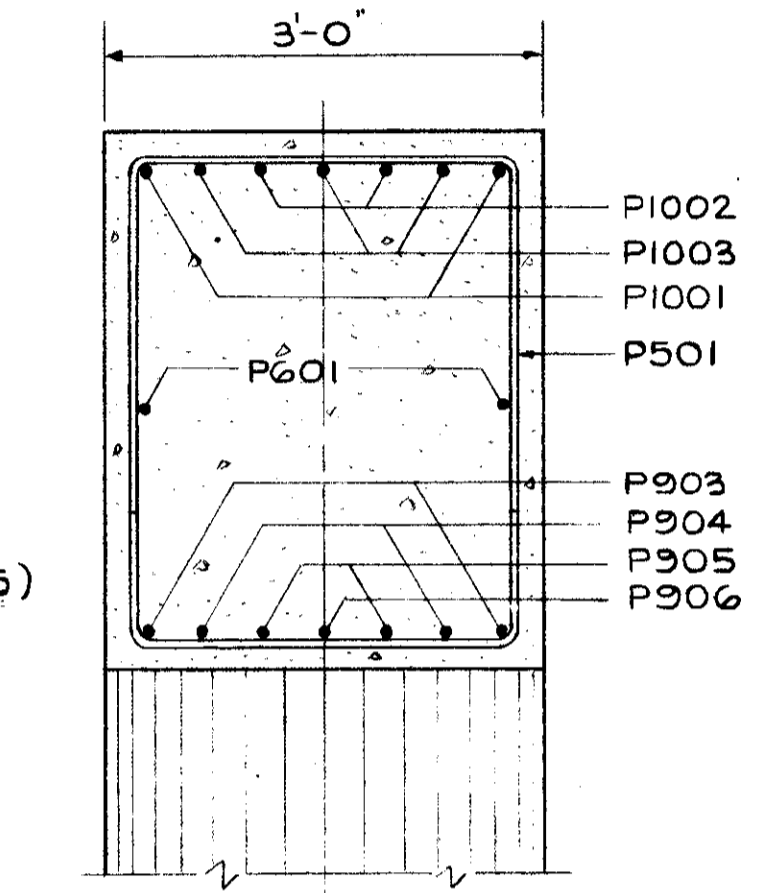
CONCRETE SHALL BE CLASS "E".

A. M. KINNEY, INC. CINCINNATI, OHIO DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO						
<b>ABUTMENT DETAILS</b>						
BRIDGE NO. CLI-1-1237 PROPOSED S.R. 1 UNDER SABINA ROAD						
CLINTON CO.						PROPOSED S.R. 1 STA. 1018+01.30
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.M. R.D.	R.D.	R.D.	E.E.M. C.M.		9/2/62	

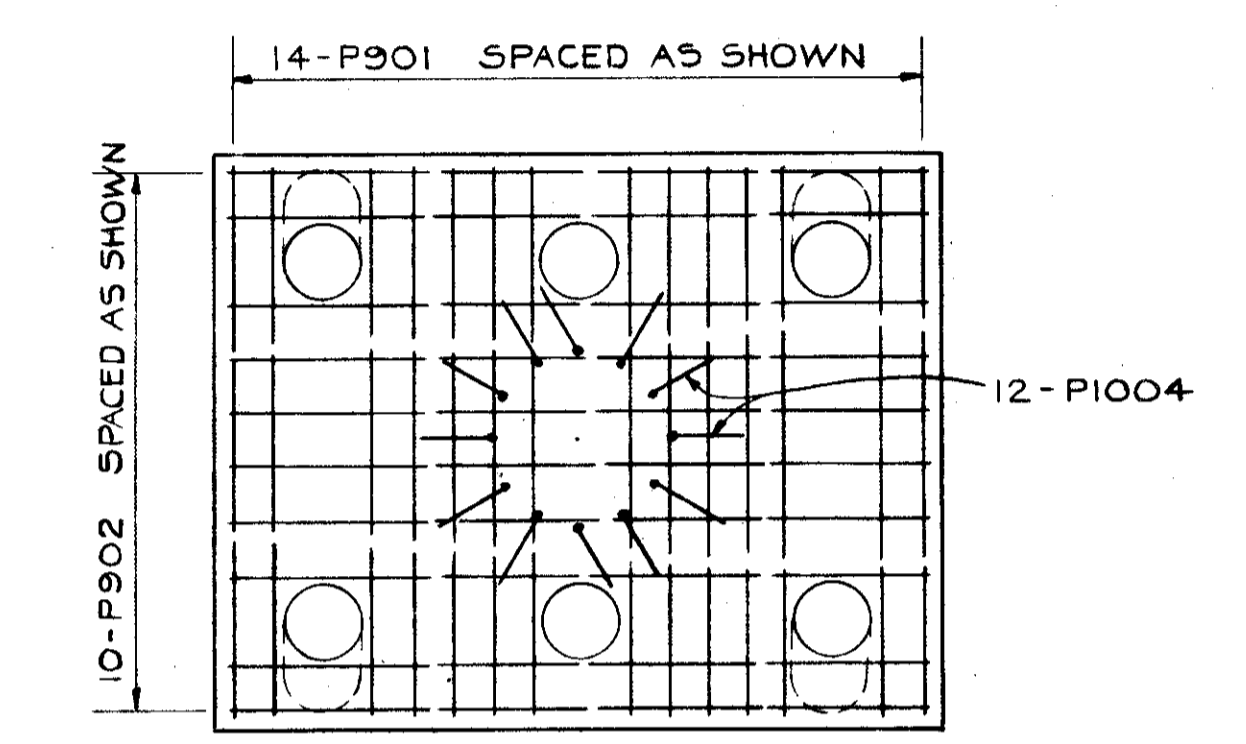
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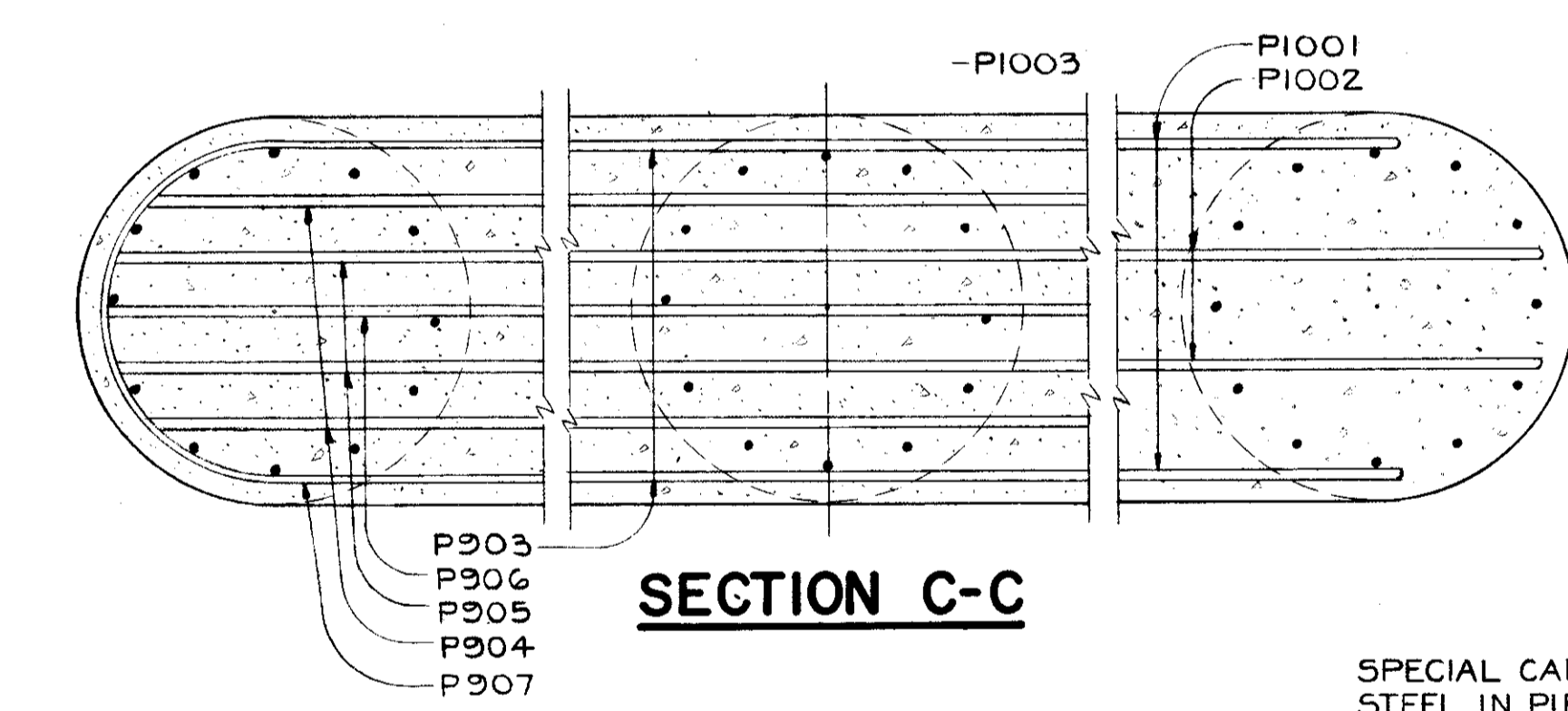
PILE PLAN



SECTION A-A



SECTION B-B

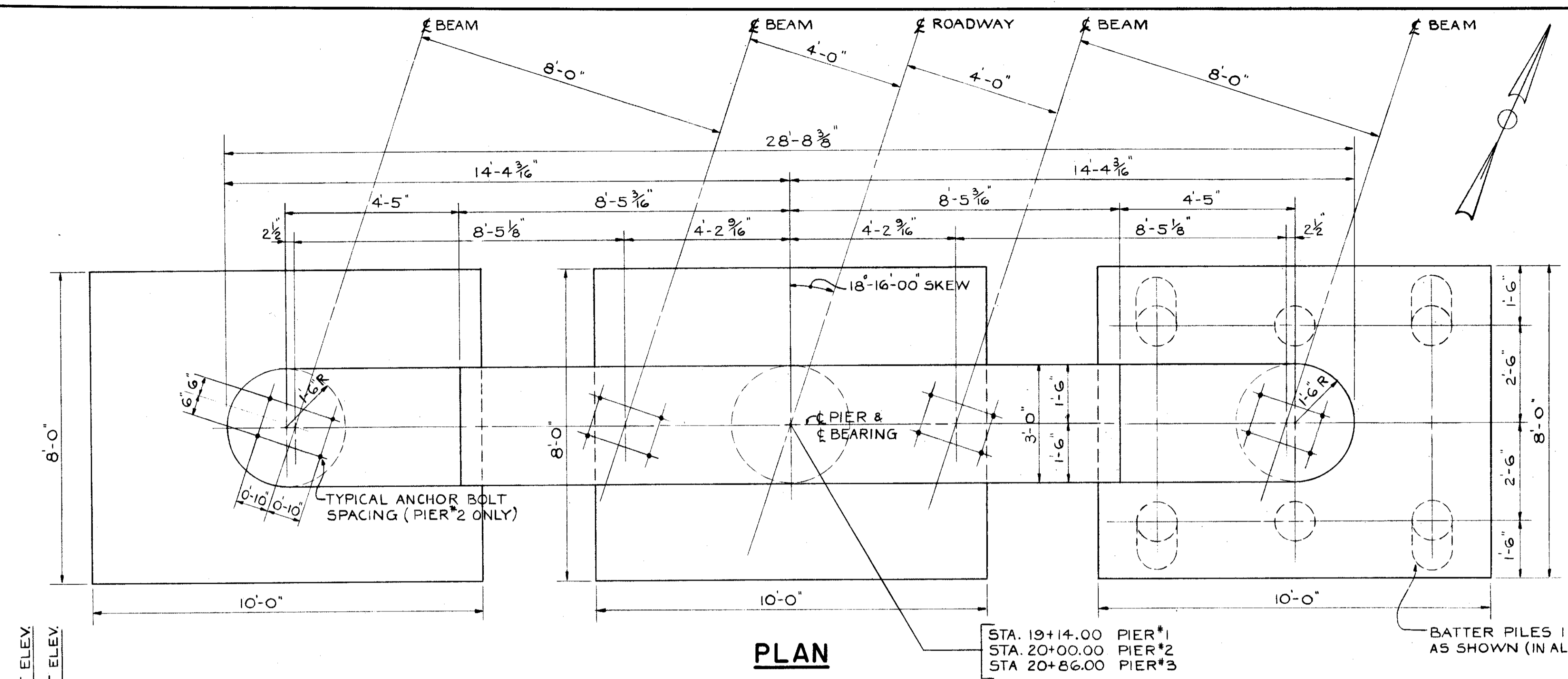


SECTION C-C

NOTES

SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN PIER CAP SO THAT IT WILL NOT INTERFERE WITH THE DRILLING OF ANCHOR BOLT HOLES.  
 PIER CAP AND COLUMNS SHALL BE CLASS 'C' CONCRETE. PIER FOOTINGS SHALL BE CLASS 'E' CONCRETE.  
 ALL REINFORCING STEEL SHALL BE "2" CLEAR EXCEPT WHERE OTHERWISE SHOWN.  
 MAXIMUM ACTUAL DESIGN LOAD 40 TONS PER PILE.

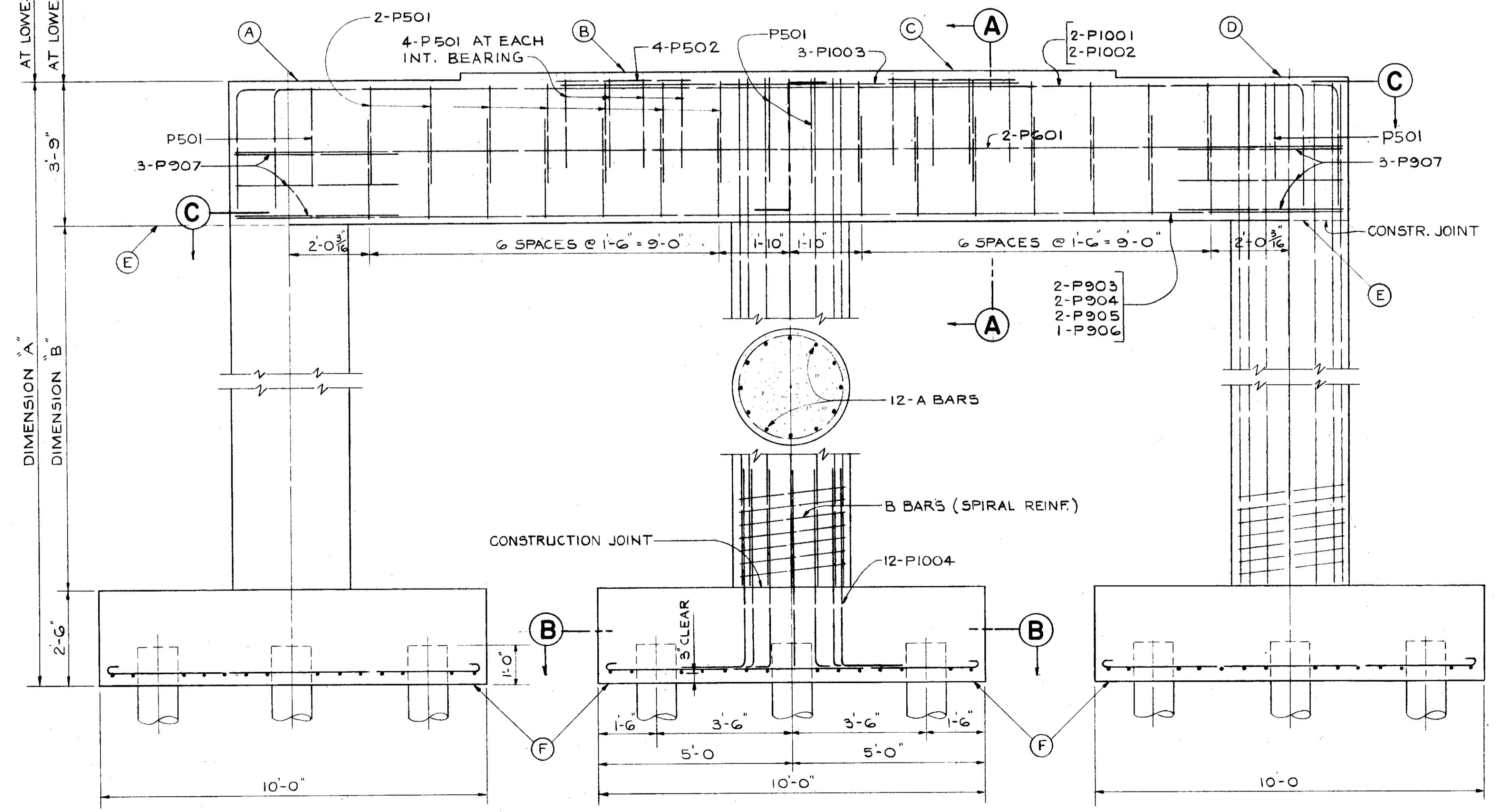
	PIER #1	PIER #2	PIER #3
ELEV. A	1048.35	1048.70	1048.42
ELEV. B	1048.50	1048.83	1048.52
ELEV. C	1048.52	1048.83	1048.50
ELEV. D	1048.42	1048.70	1048.35
ELEV. E	1044.60	1044.95	1044.60
ELEV. F	1027.30	1029.40	1027.40
DIM. A	21'-0 5/8"	19'-3 3/8"	20'-11 3/8"
DIM. B	14'-9 3/8"	13'-0 3/8"	14'-8 3/8"
A-BARS	P1005	P1006	P1007
B-BARS	SP401	SP402	SP403



PLAN

AT LOWEST SEAT ELEV.  
 AT LOWEST SEAT ELEV.

DIMENSION 'A'  
 DIMENSION 'B'



ELEVATION

A. M. KINNEY, INC.  
 CINCINNATI, OHIO  
 DODSON, KINNEY & LINDBLOM  
 COLUMBUS, OHIO

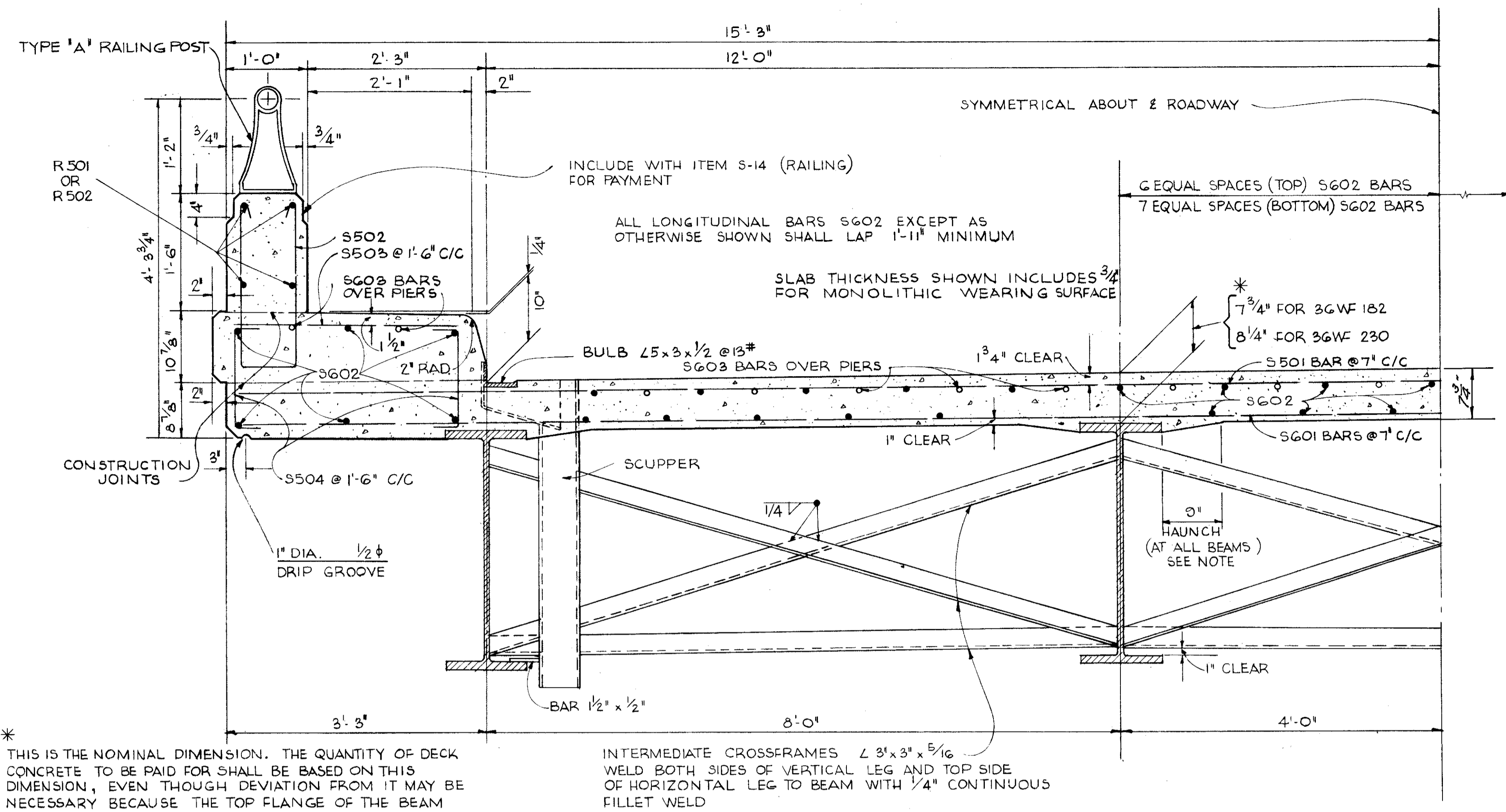
**PIER DETAILS**  
 BRIDGE NO. CLI-1-1237  
 PROPOSED S.R. 1 UNDER  
 SABINA ROAD

CLINTON CO. PROPOSED S.R. 1  
 STA. 1018+01.30

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K.	K.D.	K.D.	T.P.S.		10/1/86	

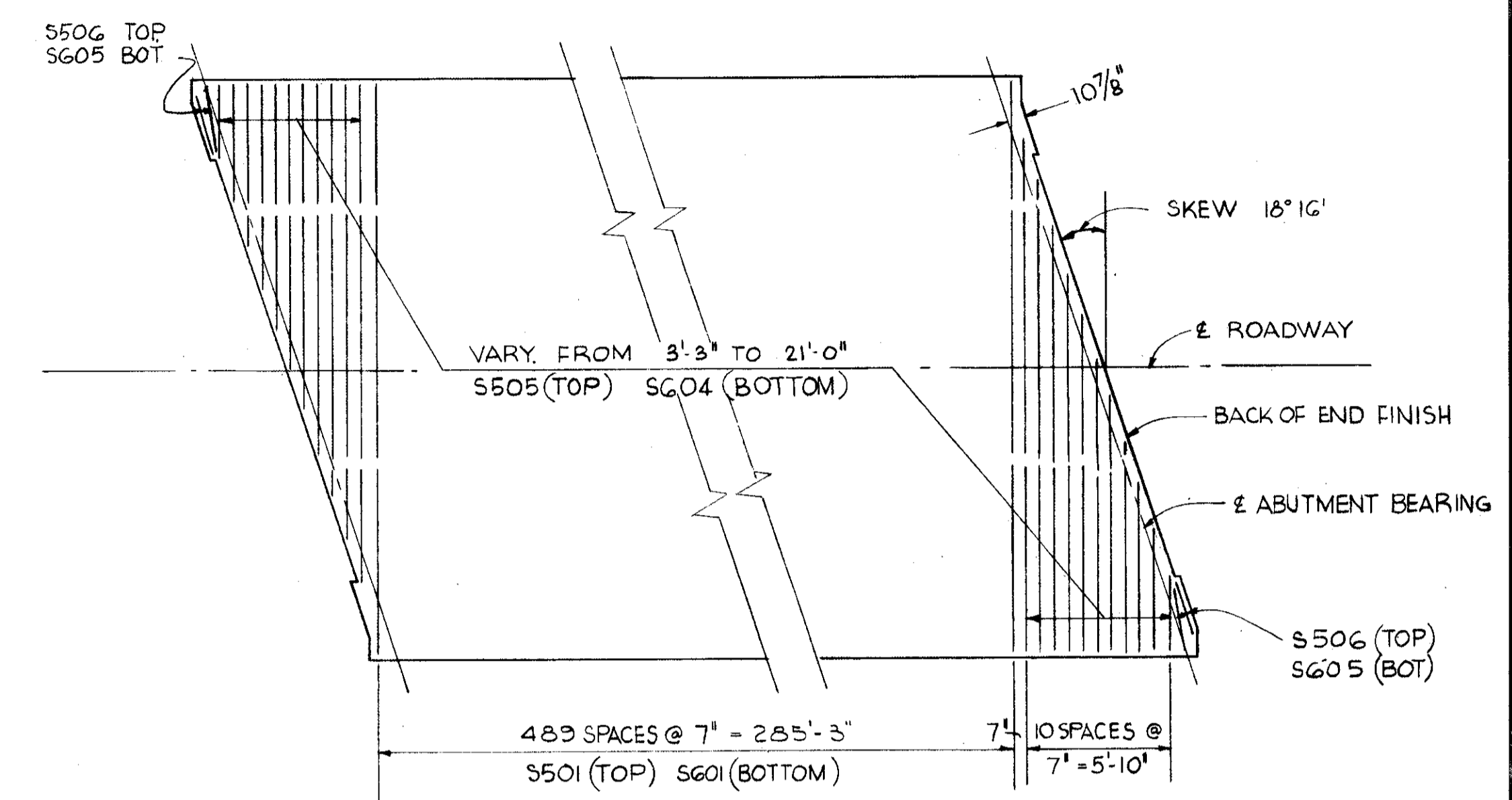
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**HALF TRANSVERSE SECTION**

\* THIS 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

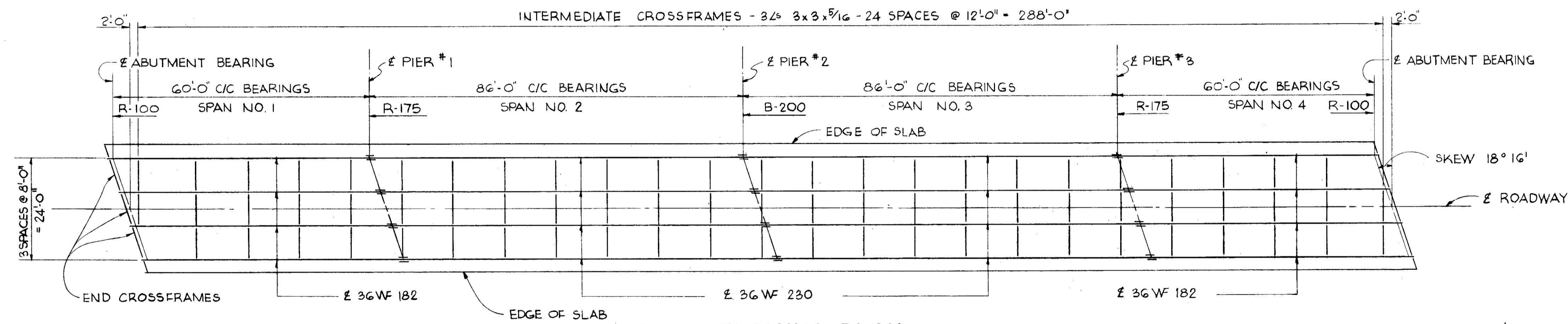


**PART PLAN**

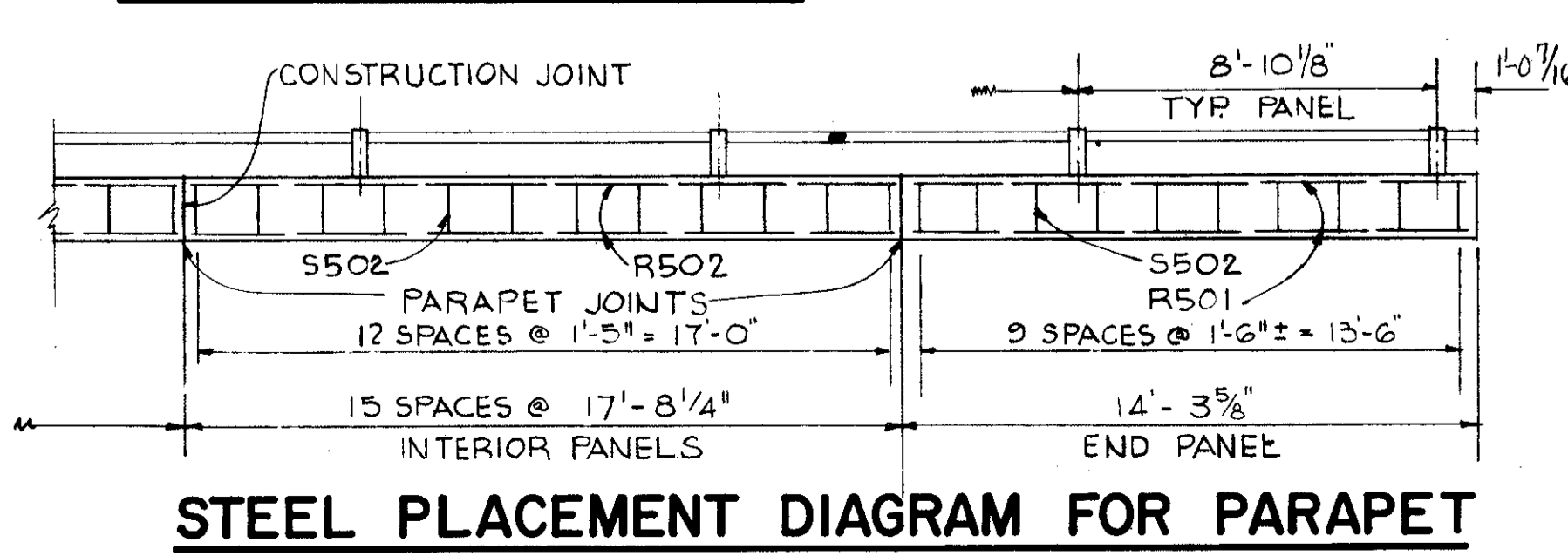
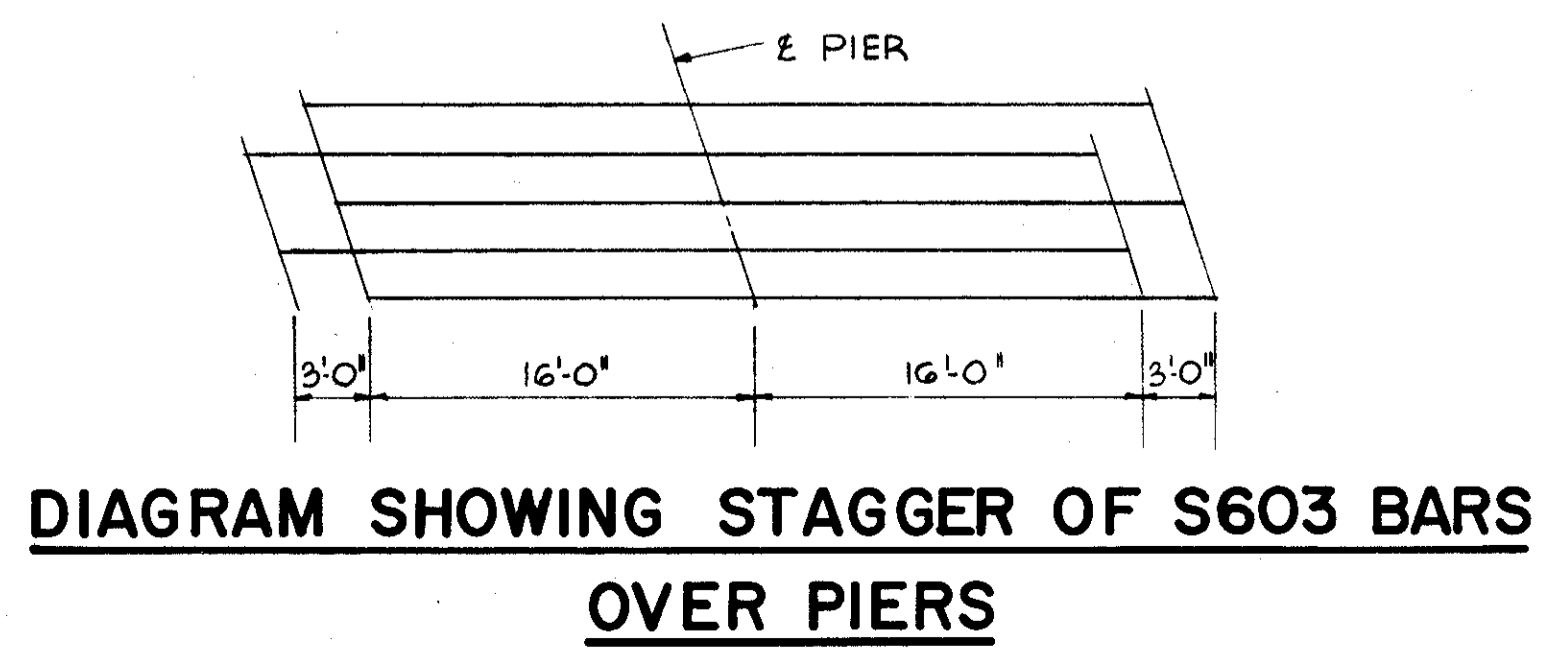
SHOWING PLACEMENT OF TRANSVERSE REINFORCING STEEL

**NOTES**

- ROCKERS AND BOLSTERS SHALL BE R-100 AT THE ABUTMENTS R-175 AT THE END PIERS AND B-200 AT THE CENTER PIER FOR DETAILS SEE STANDARD DRAWING RB-1-55
- FOR DETAIL OF END CROSSFRAME, END FINISH, CURB PLATES, SCUPPERS, ALUMINUM RAILING, BEAM CUT OFF AT BACK WALL AND WELDED BUTT JOINT IN SUPERSTRUCTURE END FINISH ANGLES AT CENTERLINE ROADWAY, SEE STANDARD DRAWINGS CSB-2-56 AND AR-1-57
- CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE CONCRETE OF THE DECK SLAB, THE PLACING OF THE CONCRETE SHALL PROGRESS UPGRADE. THE SLAB MAY BE PLACED IN SECTIONS, BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE PARALLEL TO TRANSVERSE REINFORCING STEEL AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.
- MACHINE FINISH: THE CONCRETE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.
- DECK SLAB HAUNCH: THE HAUNCH IN THE DECK SLAB ADJACENT TO THE TOP OF STEEL BEAMS, WHICH IS SHOWN AS 9" WIDE MAY VARY FROM THIS DIMENSION BETWEEN THE LIMITS OF 6" AND 12" EXCEPT THAT THE MAXIMUM SLOPE SHALL NOT EXCEED 3 INCHES PER FOOT. PAYMENT FOR DECK SLAB CONCRETE SHALL BE BASED ON THE 9" WIDTH.



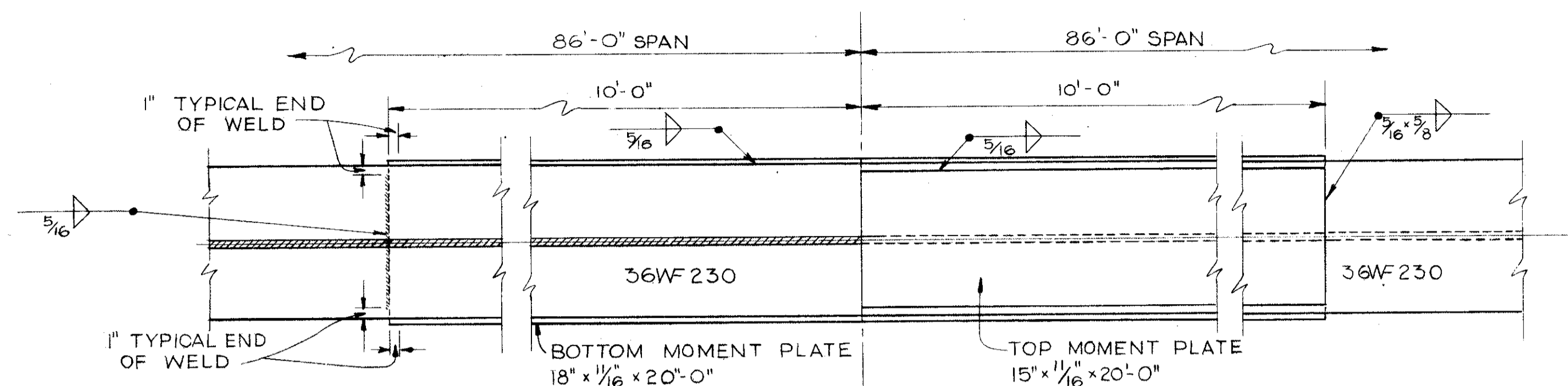
**STEEL FRAMING PLAN**



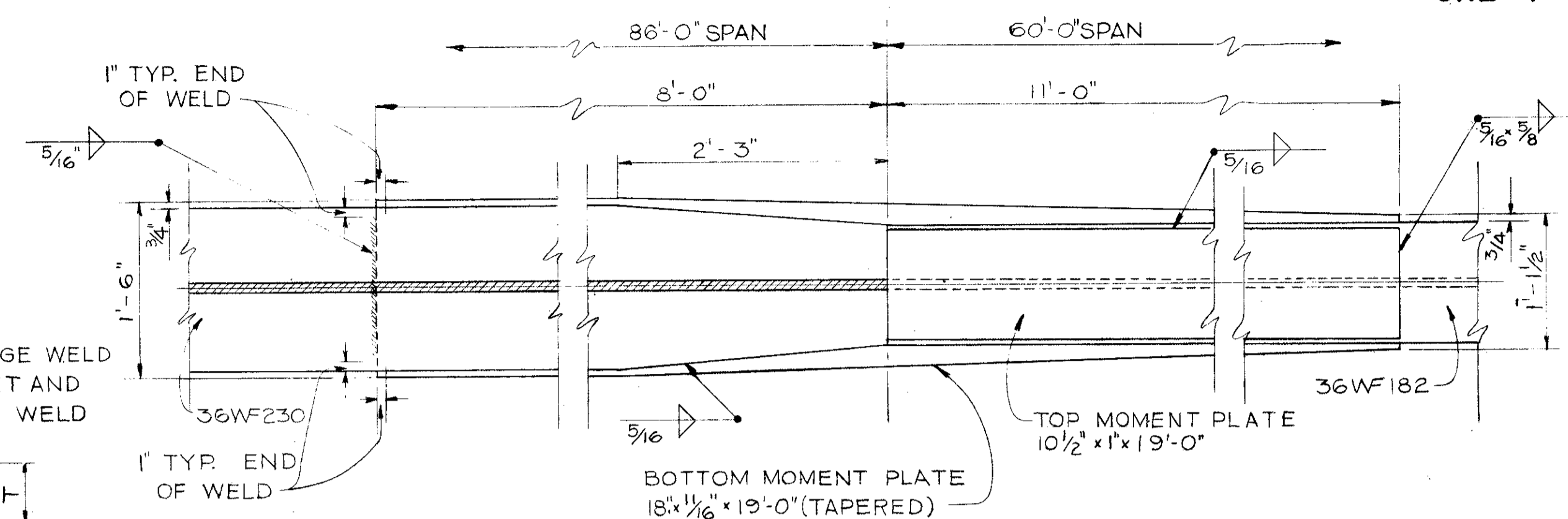
**BRIDGE ROADWAY CROWN**

A. M. KINNEY, INC. CINCINNATI, OHIO					
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO					
<b>SUPERSTRUCTURE DETAILS</b>					
BRIDGE NO. CLI-1-1237 PROPOSED S.R. 1 UNDER SABINA ROAD					
CLINTON CO.			PROPOSED S.R. 1 STA. 1018 + 01.30		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
J.K.	G.B.	G.B.	H.W. T.P.S.		9-21-62

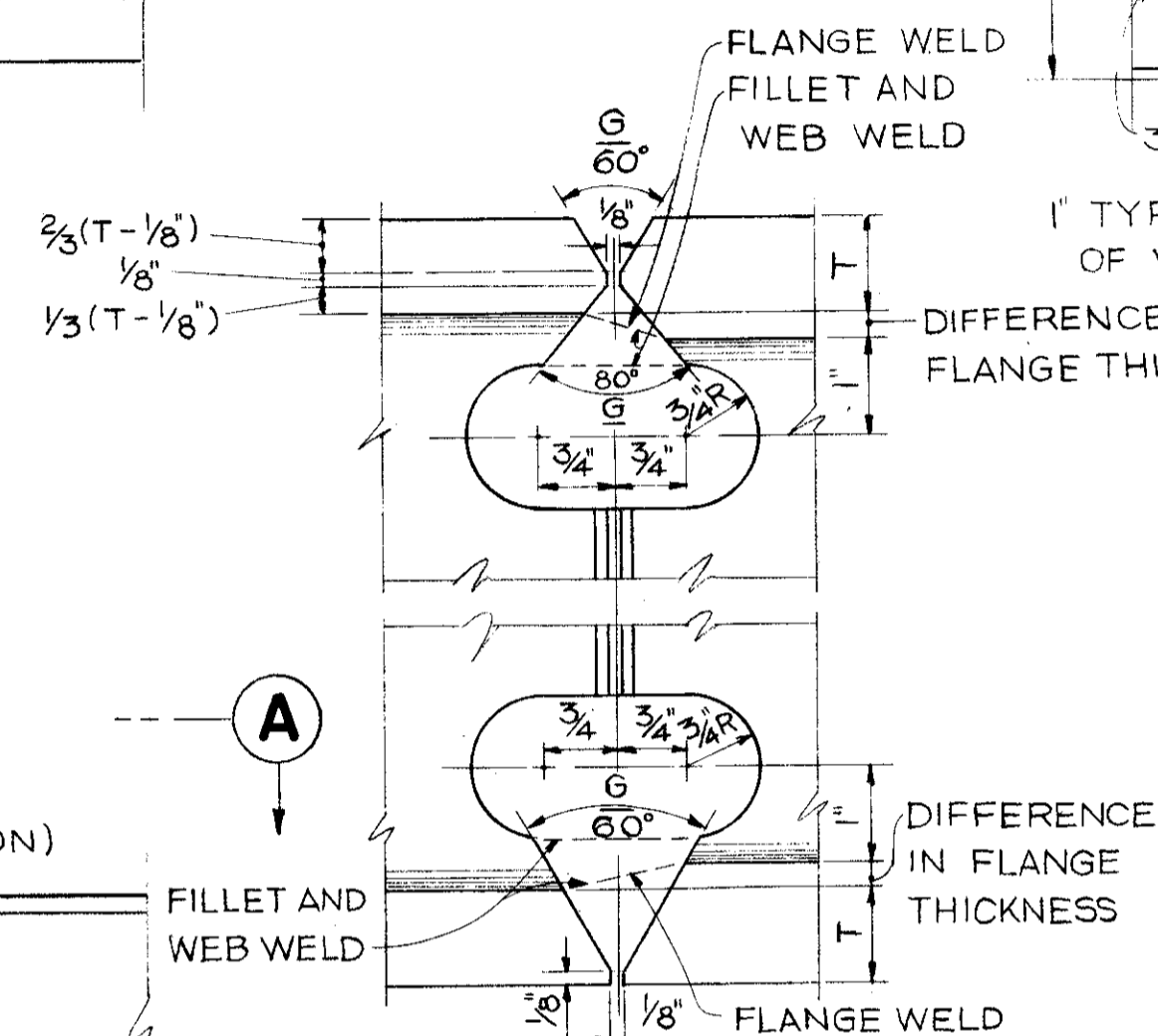
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**SECTION A-A**

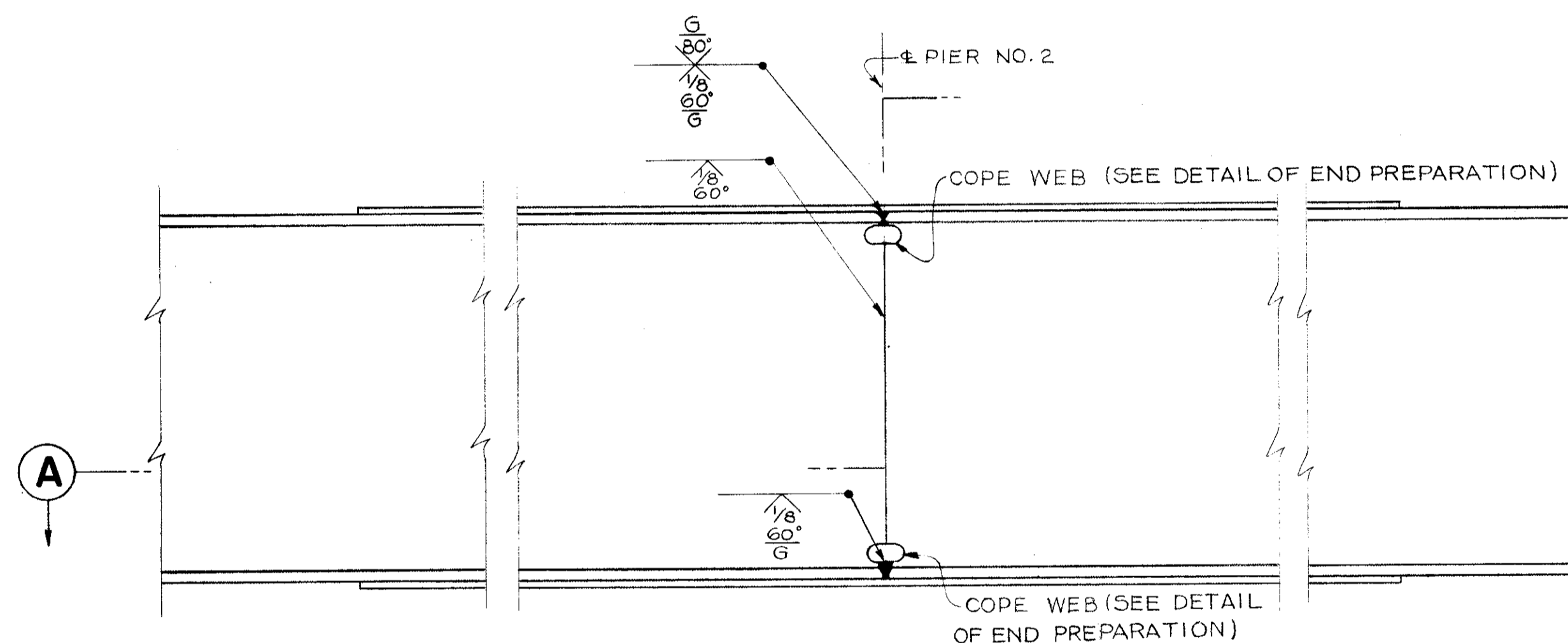


**SECTION B-B**

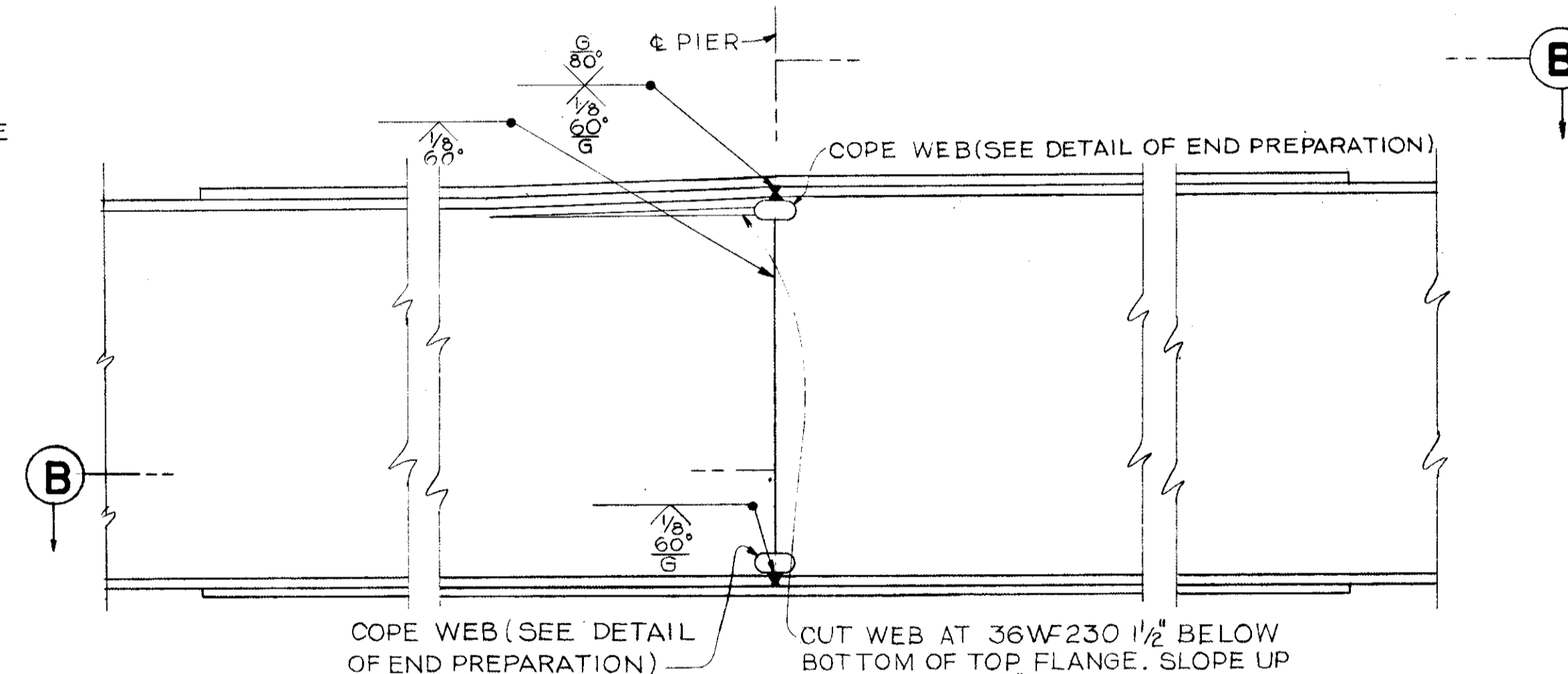


NOTE: ANY ROUGHNESS FROM BURNING SHALL BE REMOVED BY GRINDING.

**END PREPARATION OF ROLLED BEAMS FOR FIELD WELDING**



**BEAM SPLICE DETAIL AT PIER NO. 2**



**BEAM SPLICE DETAIL AT PIER NO. 1 & 3**

DEFLECTION & CAMBER		
LOCATION	ALL BEAMS	
	MIDDLE SPANS	END SPANS
DEFLECTION DUE TO WEIGHT OF STEEL	3/16"	1/16"
DEFLECTION DUE TO REMAINING DEADLOAD	9/16"	1/4"
CONVEXITY REQUIRED FOR VERTICAL CURVE	1 5/16"	9/8"
SUM OF DEFLECTION AND CONVEXITY	2 1/16"	1 5/16"
REQUIRED CAMBER	2 1/16"	1 5/16"

**BEAM SPLICE WELDING PROCEDURE**

1. RAISE END OF BEAM AT SECOND PIER 2 1/2"
2. BUTT-WELD BEAM FLANGES AND WEB AT FIRST PIER USING THE FOLLOWING SEQUENCE: MAKE ONE PASS ON EACH FLANGE, THEN TWO ON THE WEB; REPEAT, USING ONE PASS AT EACH LOCATION, UNTIL WELDS ARE COMPLETED.
3. WELD TOP AND BOTTOM FLANGE MOMENT PLATES AT FIRST PIER.
4. LOWER END OF BEAM AT SECOND PIER.
5. MAKE SPLICE AT SECOND AND SUCCEEDING PIER IN THE SAME MANNER RAISING THE END OF THE BEAMS 3 3/8" AT THE PIER AND 1" AT THE ABUTMENT.

**NOTES**

CONTINUOUS BEAM SPLICES: IF BEAMS HAVING DEPTHS DIFFERING BY MORE THAN 1/8" ARE TO BE SPLICED BY BUTT WELDING, THE DEPTH OF THE SMALLER-DEPTH BEAM SHALL BE INCREASED BY SPLITTING THE WEB LONGITUDINALLY AT A DISTANCE OF 1 1/2" BELOW THE BOTTOM OF THE TOP FLANGE AND FOR A DISTANCE SUFFICIENT TO ALLOW THE FLANGE TO BE BENT UP AT A SLOPE OF NOT MORE THAN 3/8" PER FOOT, AFTER WHICH THE SPLIT IN THE WEB SHALL BE COMPLETELY WELDED WITH FULL DEPTH PENETRATION AND GROUND FLUSH.

THE SURFACE PREPARATION OF ALL STEEL, REQUIRING SHOP PAINTING AS PER THE PLANS AND SPECIFICATIONS, SHALL BE ACCOMPLISHED BY BLAST CLEANING OR POWER TOOL CLEANING, EXCEPT AS NOTED IN THE SPECIFICATIONS REGARDING THE USE OF CHROMATE PRIMERS.

SHEET LEAD SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION B29 WITHOUT RESTRICTION TO THE COMMON DESILVERIZED TYPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

BRIDGE NO. CLI-1-1237  
PROPOSED S. R. 1 UNDER  
SABINA ROAD

CLINTON CO. PROPOSED S. R. 1  
STA. 1018 + 01.30

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JK	CHM	CHM	TPS		9-21-62	

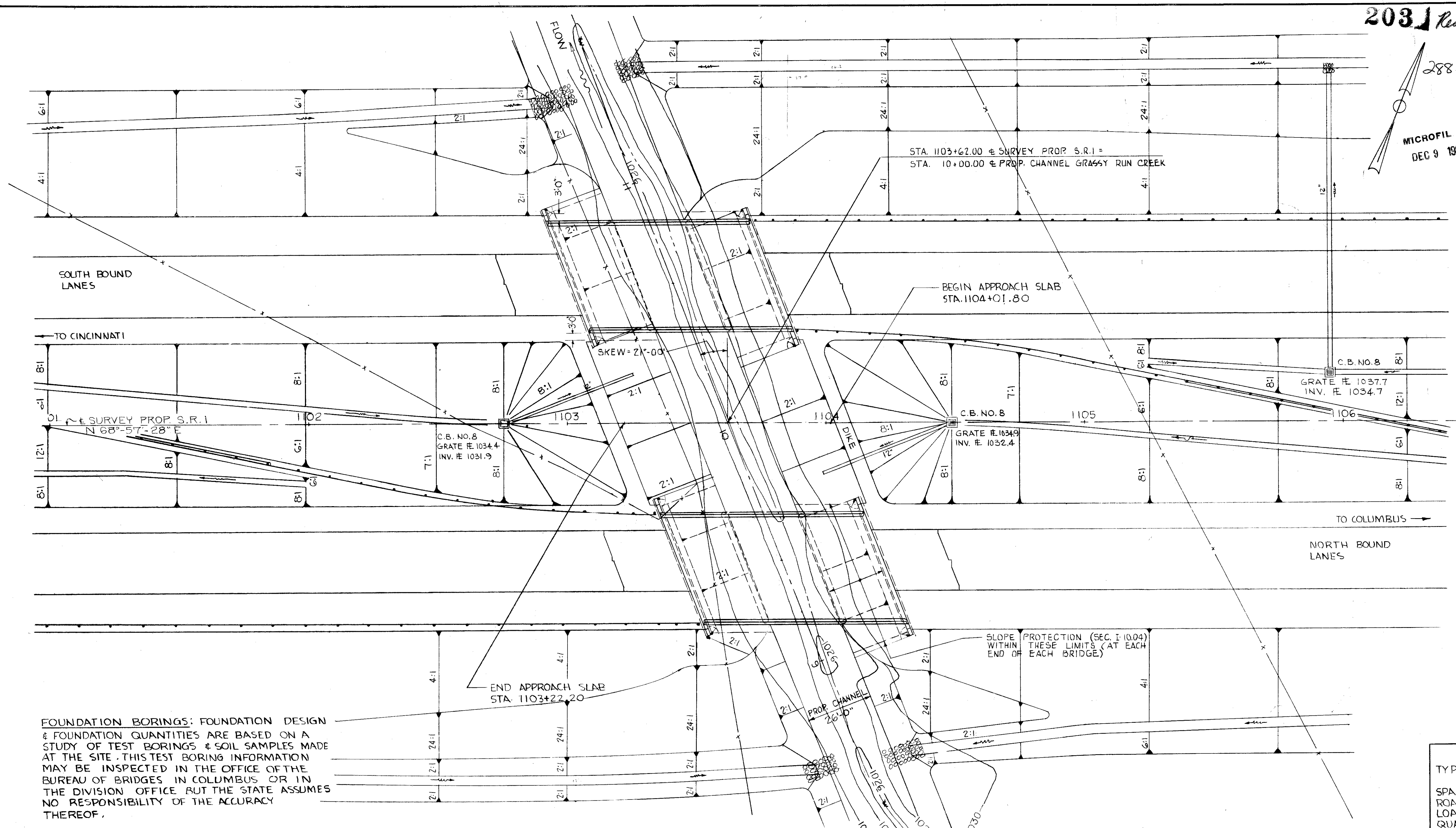


203 Red

FED. RD. DIVISION	STATE	PROJECT	288
2	OHIO		339

288 - CLINTON - GREENE COUNTIES  
339  
CLI - I - 9.10  
GRE - I - 0.00

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DEC 9 1986



1025.84	1040	1030	1020	1010	1026.3	11+00
1025.92				-92	1026.6	
1026.00					1026.5	10+00
1026.08				+57	1026.9	
1026.16				+07	1026.8	9+00
					1026.0	
					1027.5	

FOUNDATION BORINGS: FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.

SLOPE PROTECTION (SEC. I 1004) WITHIN THESE LIMITS (AT EACH END OF EACH BRIDGE)

BRIDGE LIMITS		CHANNEL EL. 1026.0 (FLOW LINE)		50 YEAR HIGH WATER EL. 1033.0	
1038.61	1038.73	1039.09	1039.21	1039.33	1039.45
1030.2	1030.2	1030.6	1030.5	1030.9	1030.8
			+40	+45	+57
			+60	+66	+72
			+79	+92	
					+23
					1032.0
1101	1102	1103	1104	1105	1106

**PROPOSED STRUCTURES**  
 TYPE: CONTINUOUS REINFORCED CONC. SLAB WITH CAPPED PILE SUBSTRUCTURE  
 SPAN: 24'-0" - 30'-0" - 24'-0"  
 ROADWAY: 42'-0" F/F OF PARAPET  
 LOAD FREQUENCY RATING: CF-2000 (57) ADEQUATE FOR AASHO ALTERNATE LOADING  
 SKEW: 21°00' R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 1" MONOLITHIC CONC.  
 APPROACH SLAB: AS-1-54 25' LONG  
 D.A. = 5.5 SQ. MI.  
 1975 A.D.T. 10,950 V.P.D.

**A. M. KINNEY, INC.**  
 CINCINNATI, OHIO  
**DODSON, KINNEY & LINDBLOM**  
 COLUMBUS, OHIO

**SITE PLAN**  
 BRIDGE NO CLI-1-1400 L&R  
 PROPOSED S.R. 1 OVER  
 GRASSY RUN CREEK

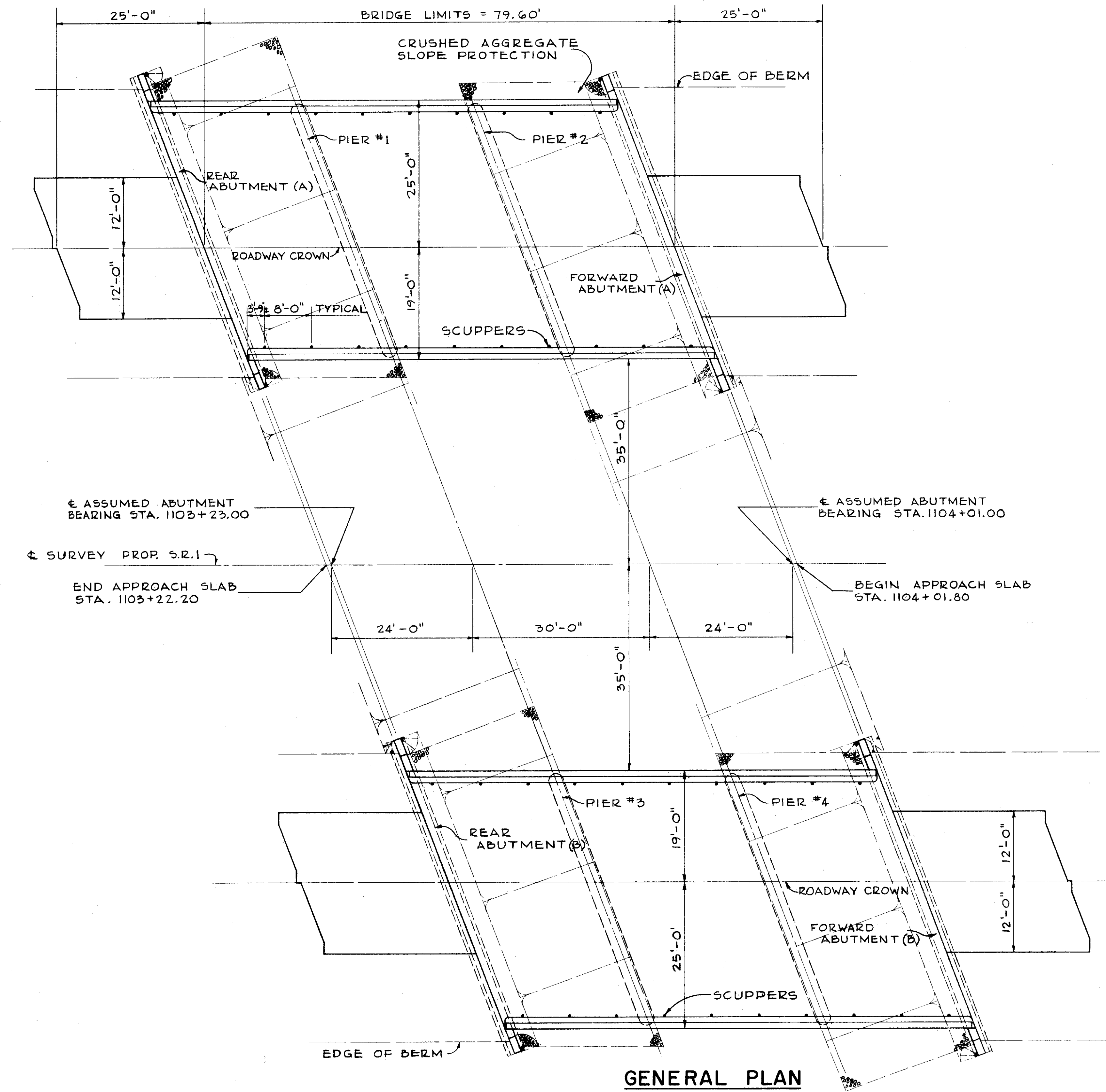
SEC. CLI-1-9.10 GRE-1-0.00  
 SCALE 1"=20'  
 PROPOSED S.R. 1  
 STA. 1103+22.20  
 STA. 1104+01.80

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED LARSON MCKINNEY & MILLER	DRAWN R.T.	DESIGNED J.F.	DRAWN J.F.	CHECKED J.C.O. G.G.	REVISED



CLINTON - GREENE COUNTIES  
CLI - 1 - 9. 10  
GRE - 1 - 0. 00

MICROFIL  
DEC 9 1986



ESTIMATED QUANTITIES (TWO BRIDGES)							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	131	CU.YDS.	UNCLASSIFIED EXCAVATION				131
E-3	1062	CU.YDS.	CHANNEL EXCAVATION				1062
I-10	625	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				625
I-127	2	EACH	Delineators, Type A-1, Bracket Mounted	2			
S-1	344	CU.YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	344			
S-1	34	CU.YDS.	CLASS "C" CONCRETE, PIER CAPS			34	
S-1	111	CU.YDS.	CLASS "E" CONCRETE, ABUTMENTS		111		
S-4	106,824	LBS.	REINFORCING STEEL	86,264	12,649	7,911	
S-14	314.09	LIN. FT.	RAILING, (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	314.09			
S-16	LUMP	SUM	FIRST TEST PILE				LUMP
S-18	1320	LIN. FT.	STEEL PILES, 12 BP 53			1320	
S-18	1210	LIN. FT.	STEEL PILES, 10 BP 42		1210		
S-29	55	CU. YDS.	POROUS BACKFILL		55		
S-29	40	EACH	4" SCUPPERS (cast or wrought iron pipe)	40			
SPECIAL	344	EACH	WATER-REDUCING, SET-RETARDING ADMIXTURE*	344			

\* SEE PROPOSAL NOTE

**GENERAL NOTES**

REFERENCE SHALL BE MADE TO STANDARD DRAWING CS-2-54 REVISED 2-2-59, A-2-54 REVISED 12-1-54, P-1-54 REVISED 2-2-59, AR-1-57 REVISED 4-2-62, AND SUPPLEMENTAL SPECIFICATION I-127 DATED 1-15-62.

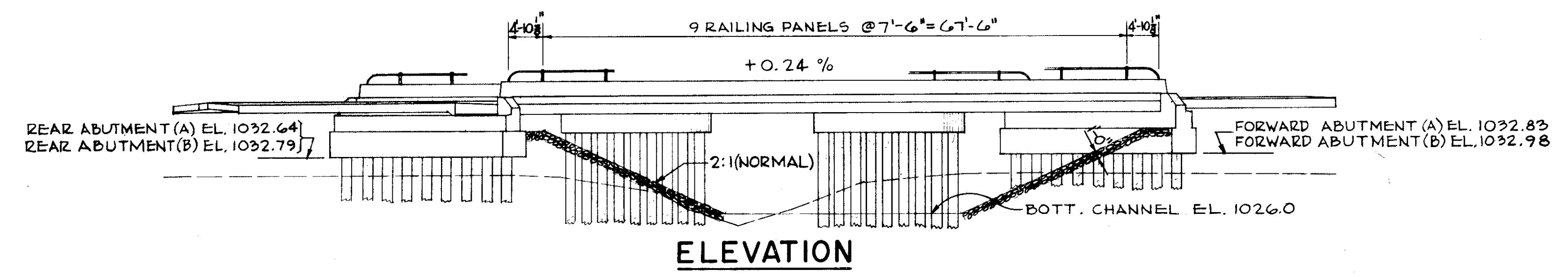
DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS, DATED 9-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I-10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE.

PILES SHALL BE DRIVEN WITH A HAMMER OF NOT LESS THAN 11,000 FT. LBS. PER BLOW TO FIRM CONTACT WITH ROCK. IF THE LENGTH OF PENETRATION IS APPROXIMATELY EQUAL TO THE DEPTH TO ROCK ACCORDING TO THE BRIDGE FOUNDATION INVESTIGATION REPORT, THE FIRM CONTACT SHALL BE CONSIDERED AS ATTAINED WHEN THE CAPACITY ACCORDING TO THE FORMULA IN SEC. S-18.05 IS NOT LESS THAN THE FOLLOWING VALUE FOR A PILE HAMMER OF THE INDICATED ENERGY RATING: FOR THE ABUTMENTS, 32 TONS PER PILE USING A 11,000 FT. LB. HAMMER AND 27 TONS PER PILE USING A 15,000 FT. LB. HAMMER. FOR THE PIERS, 40 TONS PER PILE USING A 11,000 FT. LB. HAMMER AND 35 TONS PER PILE USING A 15,000 FT. LB. HAMMER. IF THE ENERGY RATING OF THE HAMMER IS BETWEEN THE RATINGS AS SHOWN ABOVE, THE REQUIRED FORMULA CAPACITY SHALL BE DETERMINED BY INTERPOLATION.

THE CONCRETE BRIDGE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL BETWEEN THE TOP OF THE EARTH BENCH AND THE BOTTOM OF THE ABUTMENT CROSSBEAM.



A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

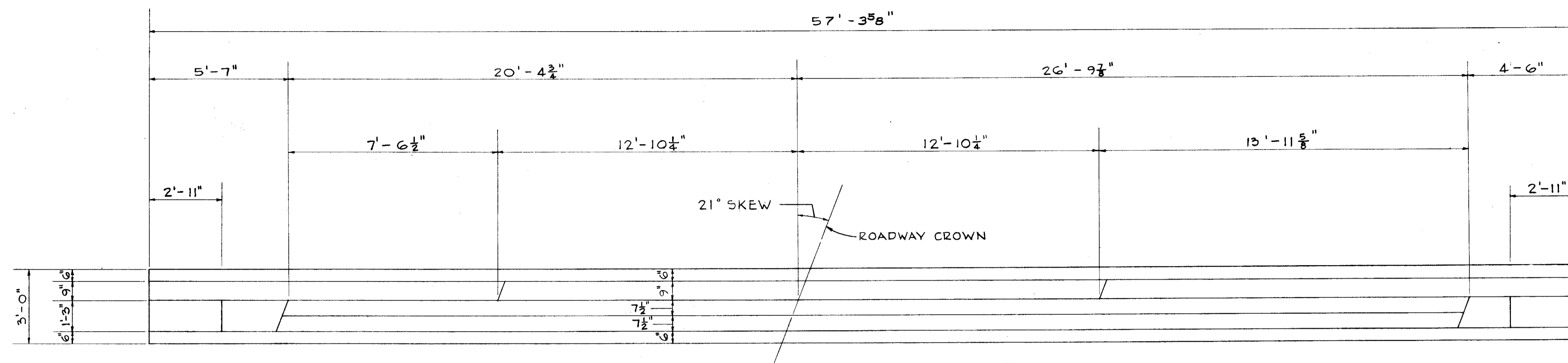
**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO CLI-1-1400 L&R  
PROPOSED S. R. 1 OVER  
GRASSY RUN CREEK

CLINTON CO. PROPOSED S. R. 1  
STA. 1103 + 22.20  
STA. 1104 + 01.80

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	A.W.P.	OG		Oct. 10-86	

CLINTON - GREENE COUNTIES  
CLI - 1 - 9. 10  
GRE - 1 - 0. 00

MICROFIL  
DEC 9 1986



**PLAN**

REAR ABUT. (A) & FORWARD ABUT. (B) - AS SHOWN  
REAR ABUT. (B) & FORWARD ABUT. (A) - OPP HAND

**NOTES**

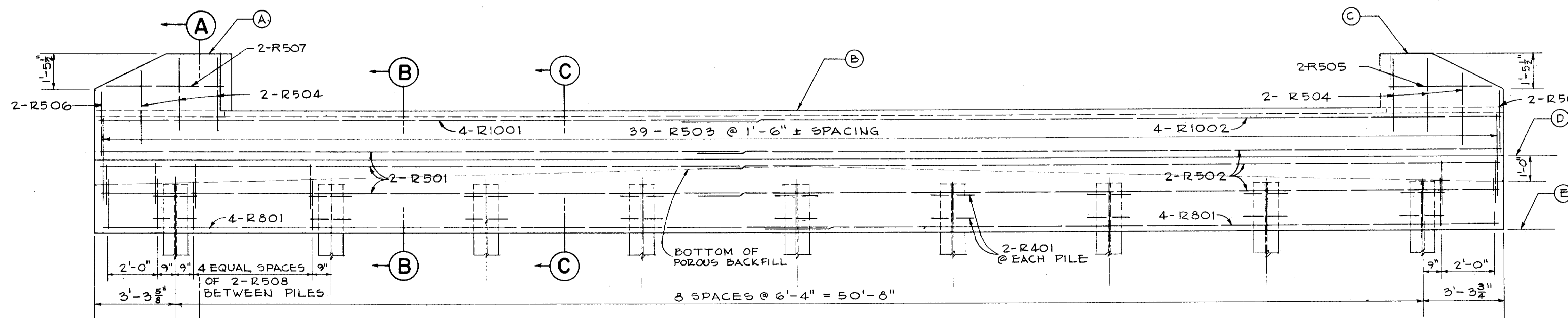
POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB AND TO THE SURFACE OF THE EARTH SHOULDERS, AND OUTWARD TO THE SURFACE OF THE EMBANKMENT SLOPES. EXCAVATION THEREFOR, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT, SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS BACKFILL.

PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE EARTH BENCH AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT (AND PILES DRIVEN).

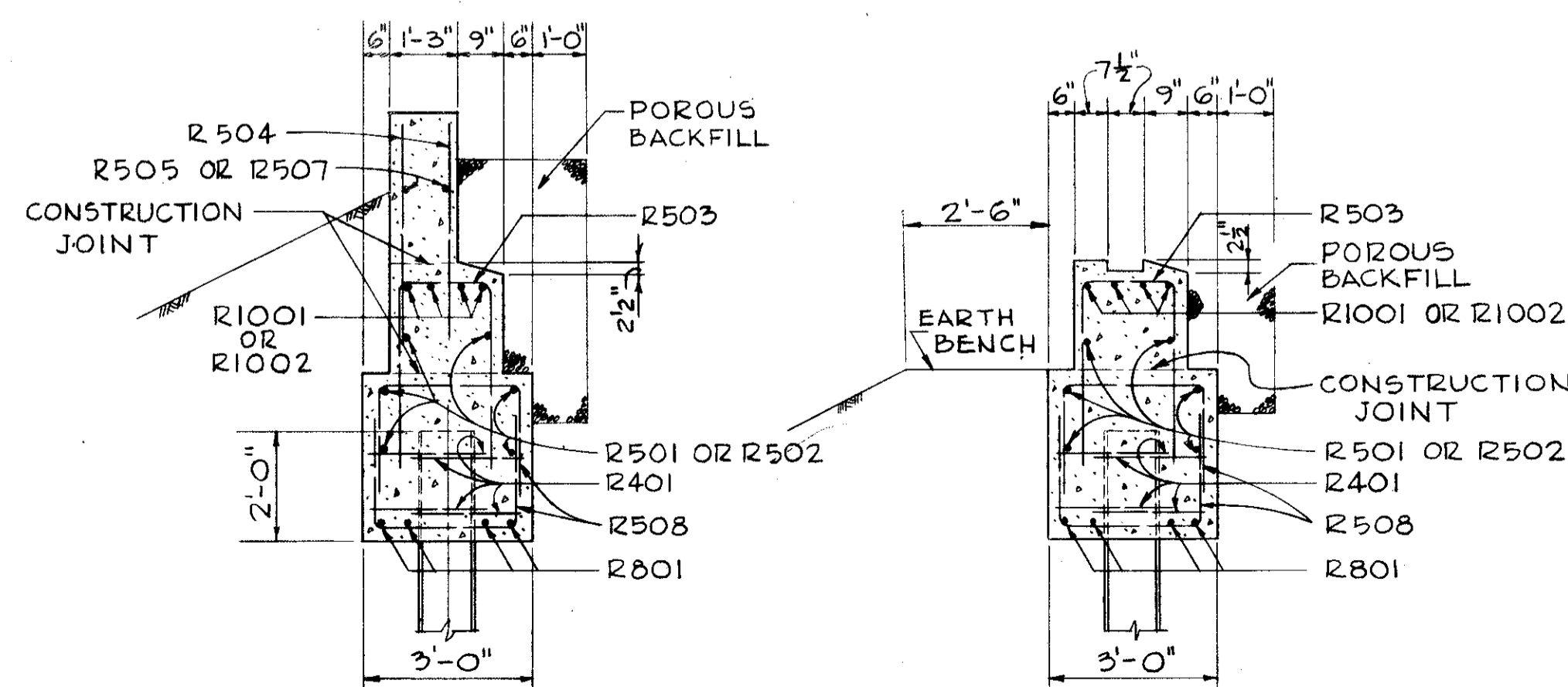
CONCRETE SHALL BE CLASS "E" AND PAYMENT WILL BE MADE ON THIS BASIS, BUT CLASS "C" CONCRETE MAY BE USED FOR ANY OR ALL PARTS OF THE ABUTMENT.

ABUTMENT PILES SHALL BE 10BP42

MAXIMUM ACTUAL DESIGN LOAD, 27 TONS PER PILE WHICH INCLUDES AN ALLOWANCE FOR NEGATIVE FRICTION.

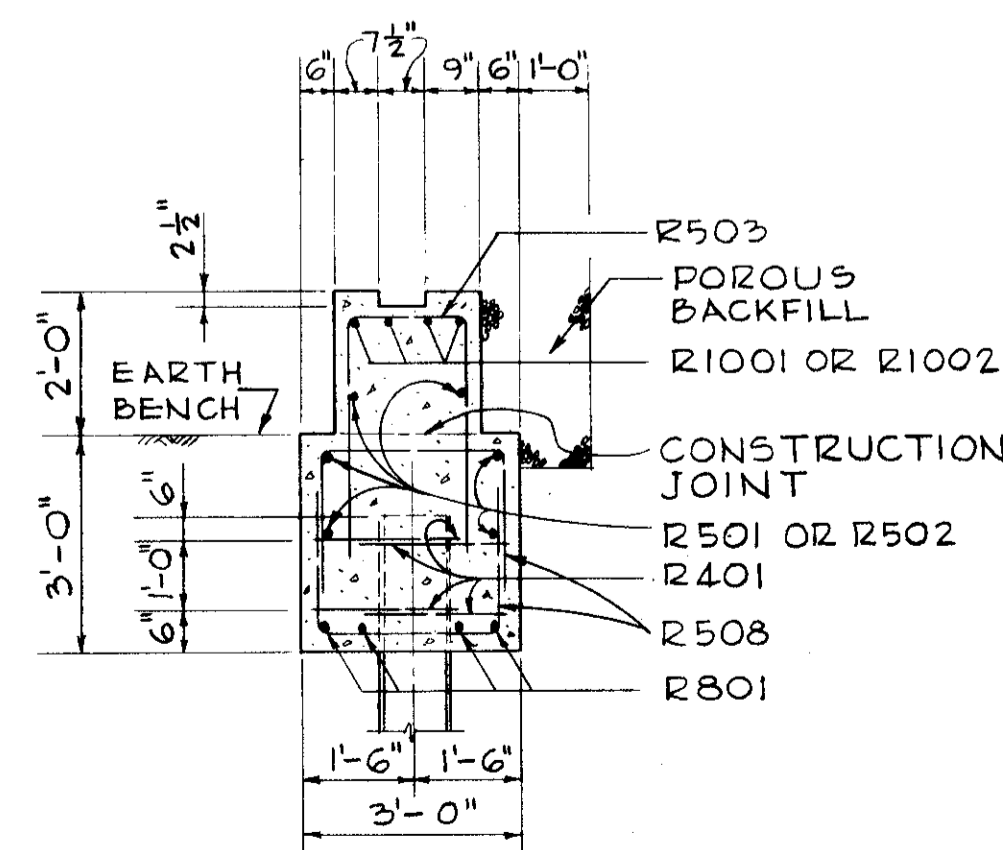


**ELEVATION**



**SECTION A-A**

**SECTION B-B**



**SECTION C-C**

ELEVATIONS					
	A	B	C	D	E
REAR ABUTMENT (A)	1039.85	1037.64	1039.72	1035.64	1032.64
FORWARD ABUTMENT (A)	1040.04	1037.83	1039.91	1035.83	1032.83
REAR ABUTMENT (B)	1039.91	1037.79	1039.87	1035.79	1032.79
FORWARD ABUTMENT (B)	1040.11	1037.98	1040.06	1035.98	1032.98

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

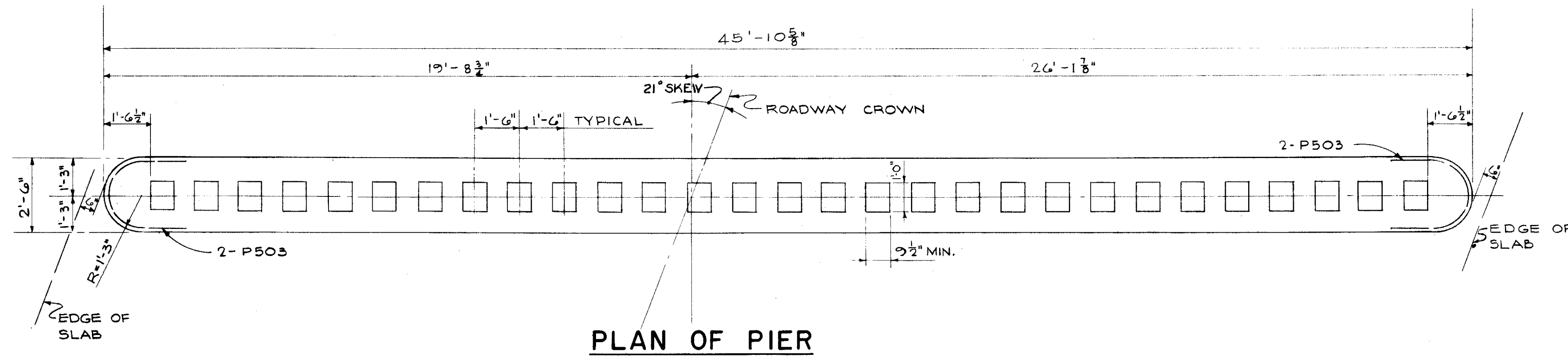
**ABUTMENT DETAILS**  
BRIDGE NO CLI-1-1400 L&R  
PROPOSED S. R. 1 OVER  
GRASSY RUN CREEK

CLINTON CO. PROPOSED S. R. 1  
STA. 1103+ 22.20  
STA. 1104+ 01.80

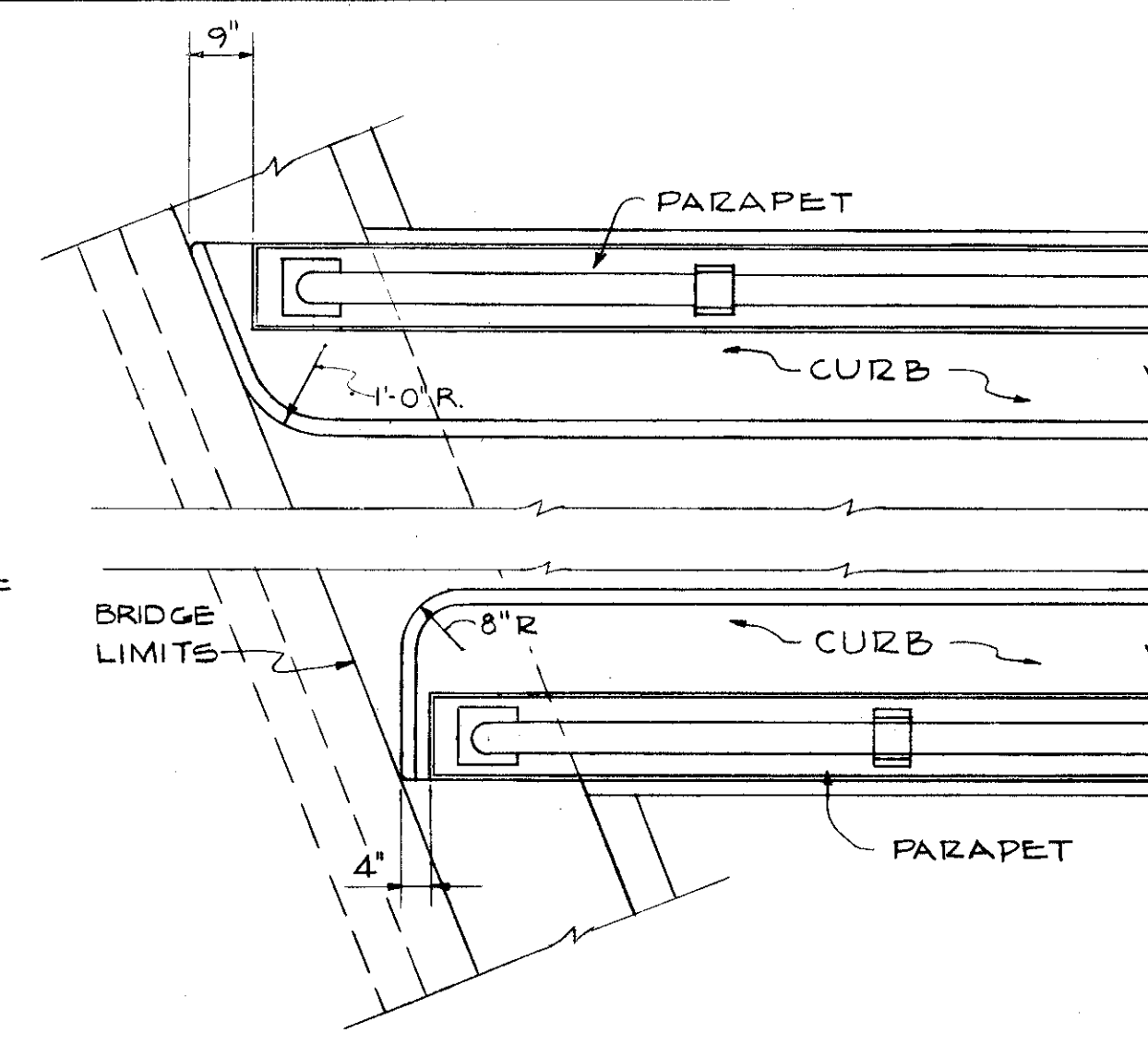
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	A.W.P.	GG	GA	10-8-62	

MICROFIL  
DEC 9 1986

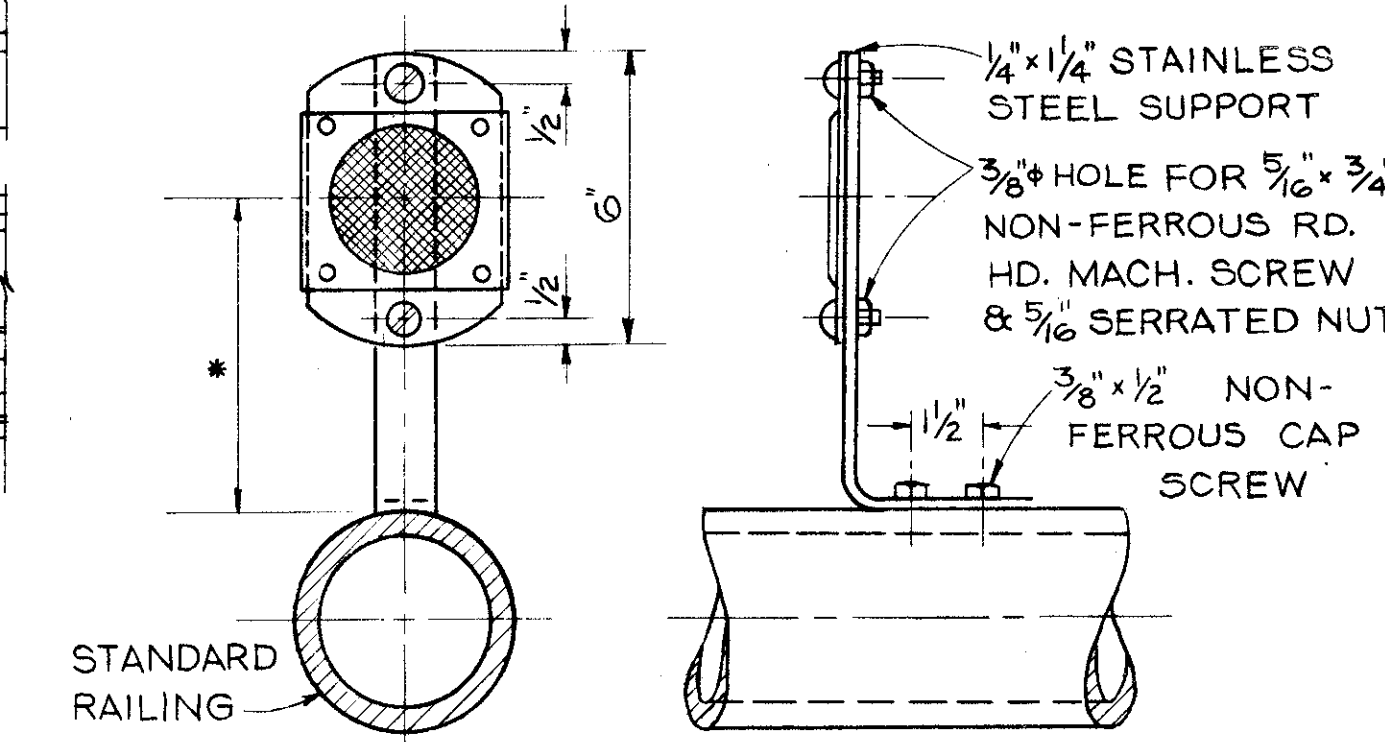
CLINTON - GREENE COUNTIES  
CLI - 1 - 9. 10  
GRE - 1 - 0. 00



PLAN OF PIER

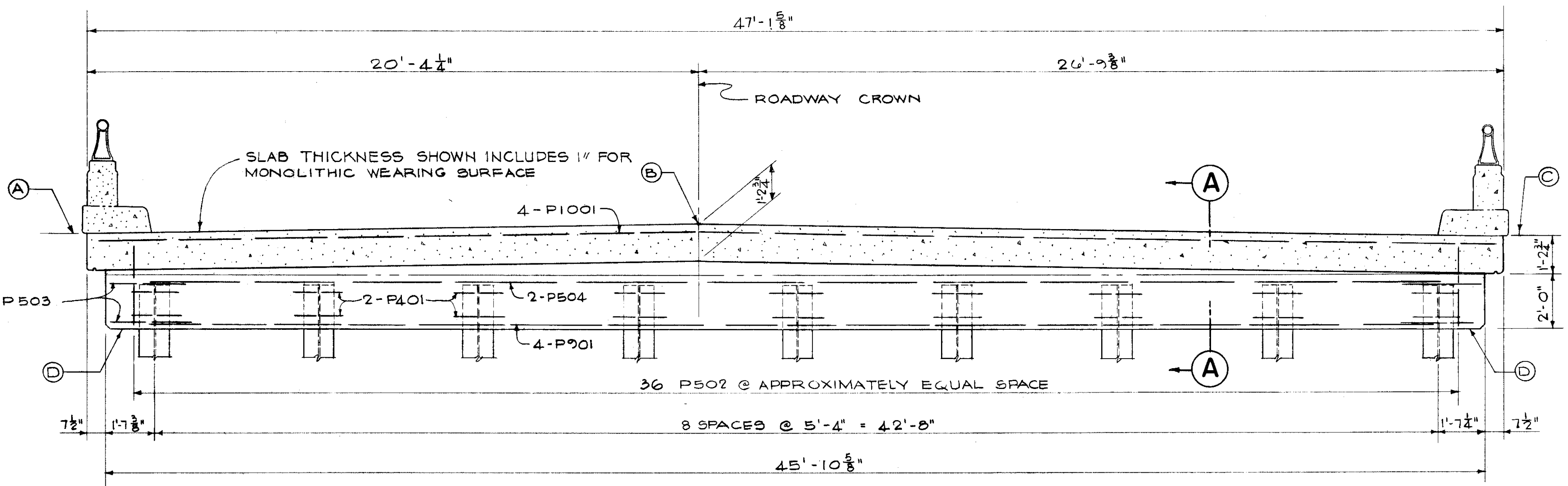


TYPICAL CURB END DETAILS



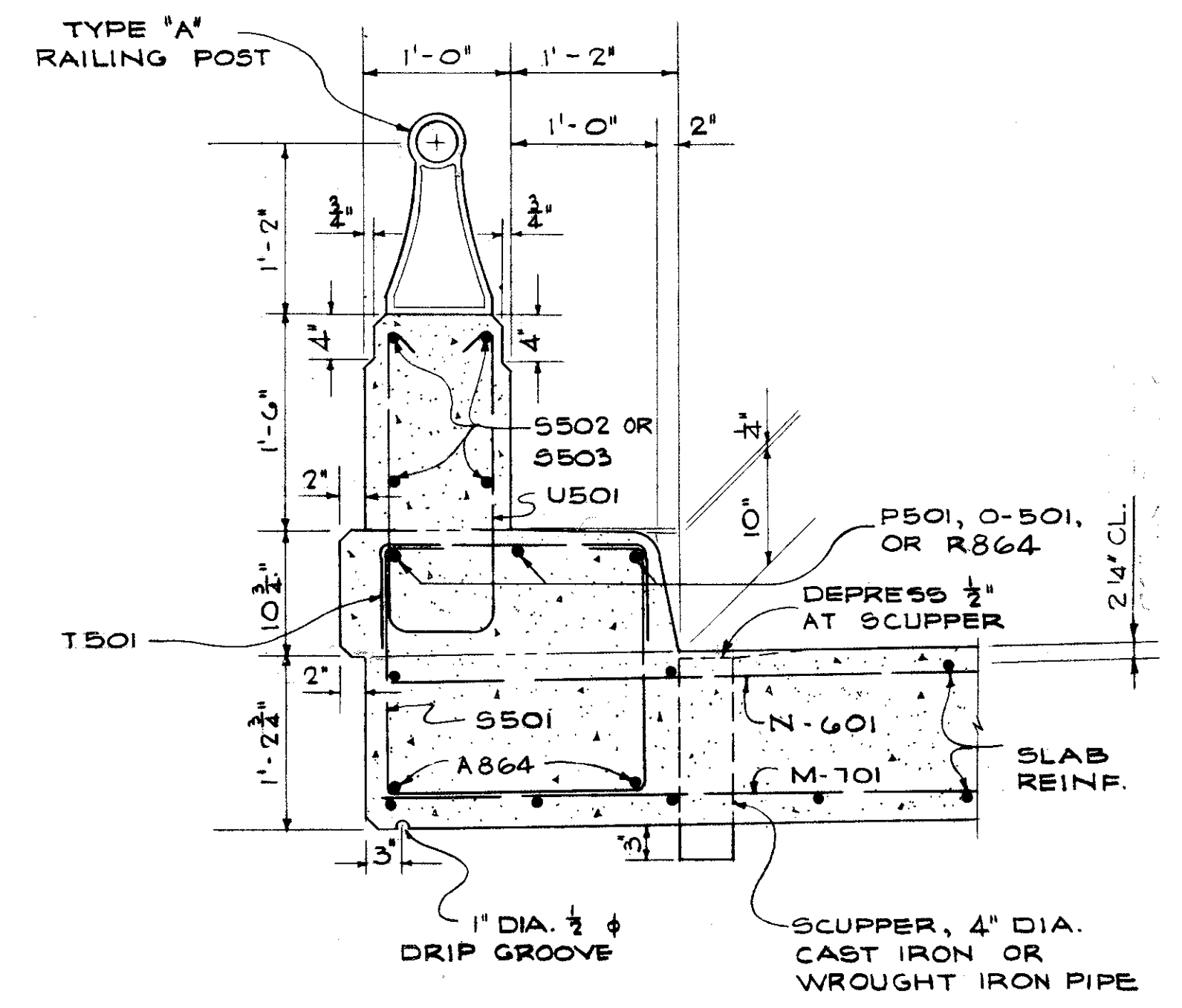
\* LENGTH OF STEEL SUPPORT SHALL BE SUCH THAT THE CENTER OF THE DELINEATOR WILL BE 48" ABOVE THE ELEVATION OF A POINT IN THE BRIDGE DECK LOCATED 12' FROM THE FACE OF THE PARAPET.  
DELINEATOR TO BE LOCATED ON LEFT RAILING OF LEFT STRUCTURE AT STATION 1103+00 AND RIGHT RAILING OF RIGHT STRUCTURE AT STATION 1104+00.

**DELINEATOR AND BRIDGE RAIL BRACKET**

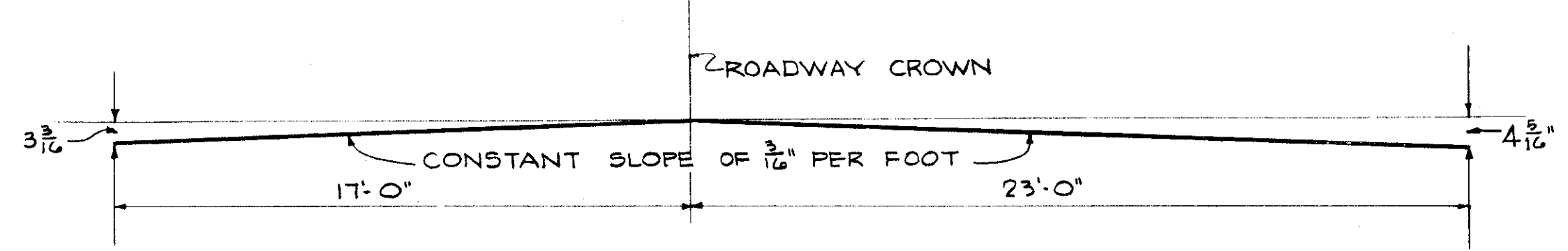


ELEVATION

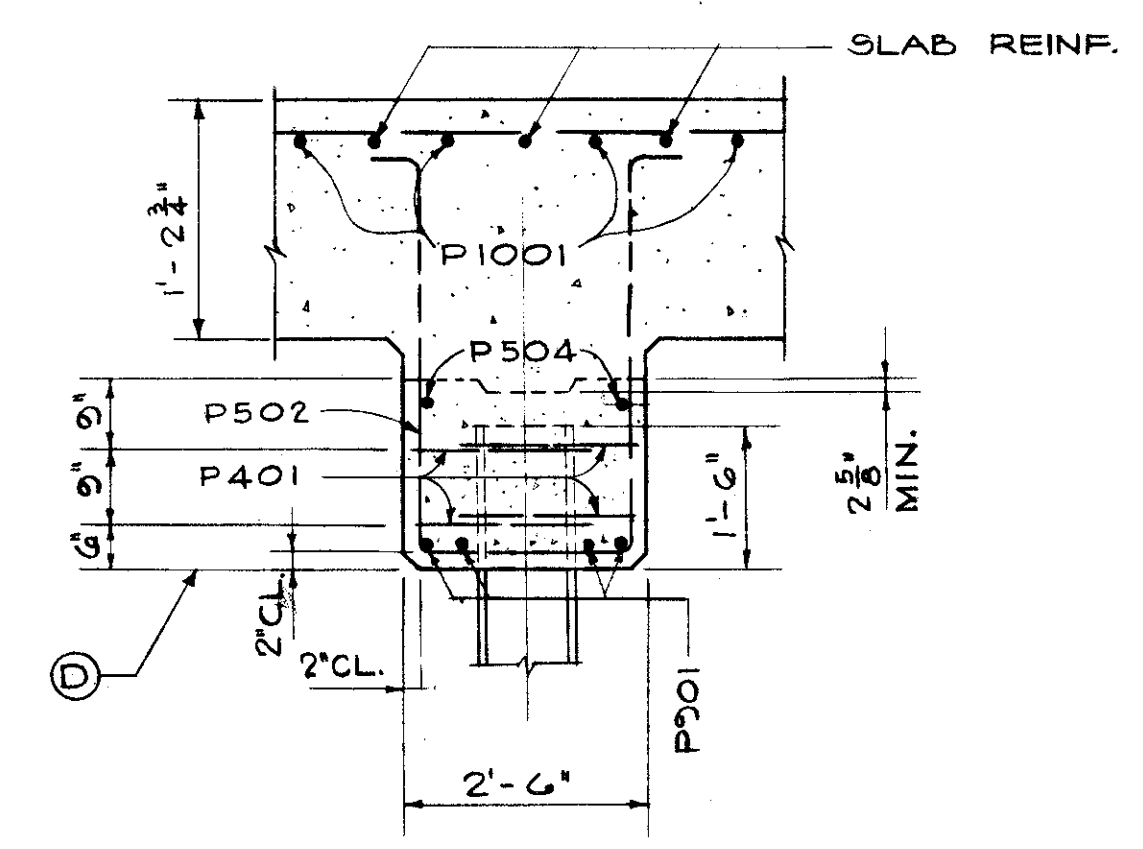
ELEVATIONS				
LOCATION	A	B	C	D
PIER NO.1	1039.06	1039.34	1038.93	1035.70
PIER NO.2	1039.13	1039.42	1039.00	1035.77
PIER NO.3	1039.13	1039.44	1039.08	1035.85
PIER NO.4	1039.20	1039.51	1039.15	1035.92



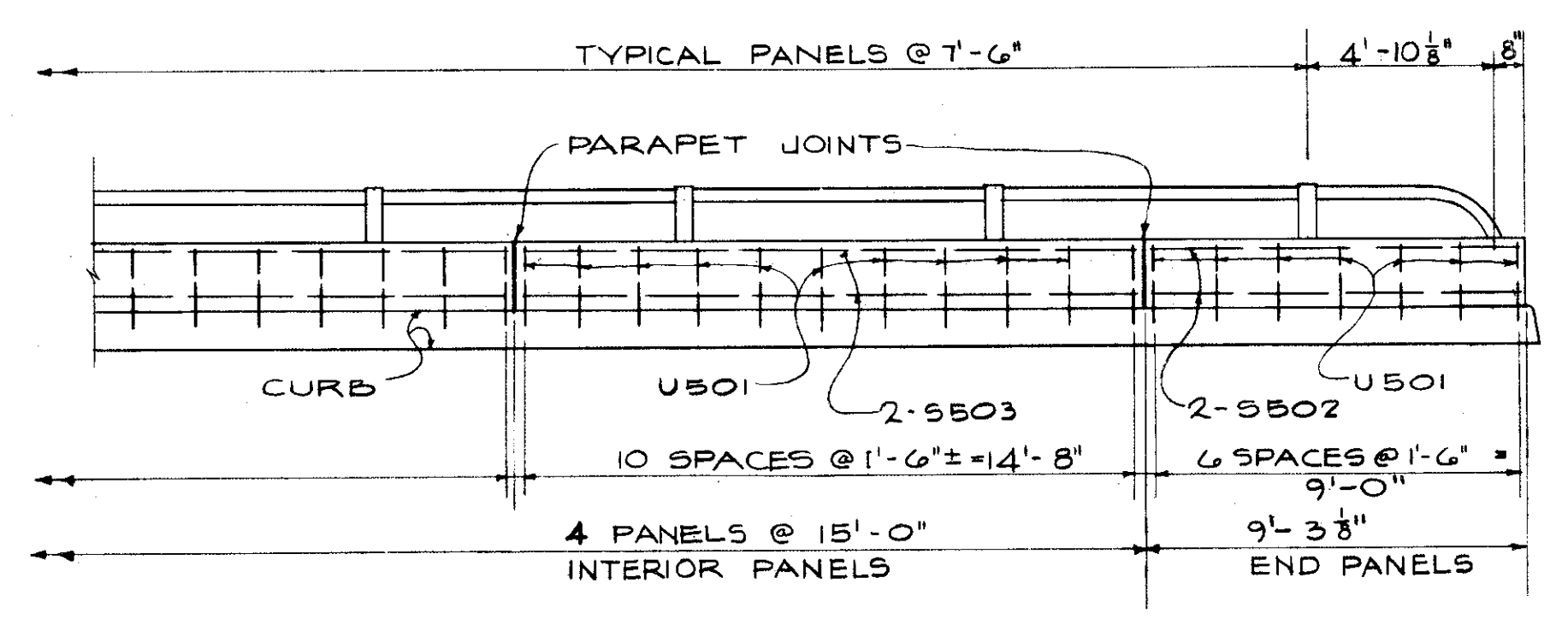
PART SECTION CURB & PARAPET



BRIDGE ROADWAY CROWN



SECTION A-A



STEEL PLACEMENT DIAGRAM FOR PARAPET

**NOTES**

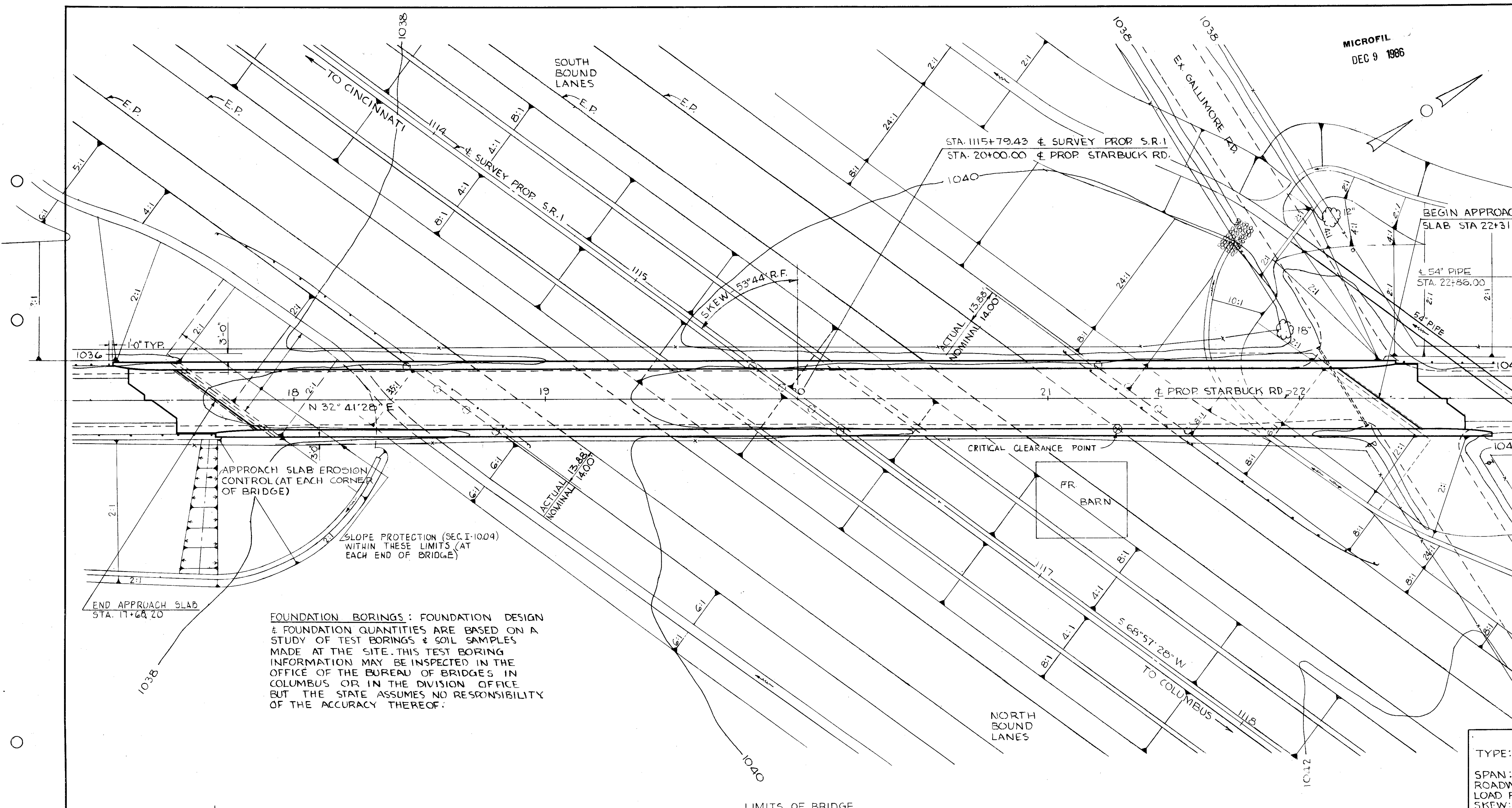
PIER PILE ENCASEMENT AS SHOWN ON STD. DWG. P1-54 IS NOT REQUIRED. THE PAINTING OF THE PILES SHALL EXTEND TO AT LEAST ONE FOOT BELOW THE PROPOSED SURFACE OF THE GROUND.  
MAXIMUM ACTUAL DESIGN LOAD 31 TONS PER PILE  
CONCRETE SHALL BE CLASS 'C'  
PIER PILES SHALL BE 12 BP 53

A. M. KINNEY, INC. CINCINNATI, OHIO DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO						
<b>SUPERSTRUCTURE &amp; PIER DETAILS</b>						
BRIDGE NO CLI-1-1400 L&R PROPOSED S.R. 1 OVER GRASSY RUN CREEK						
CLINTON CO.				PROPOSED S.R. 1 STA. 1103+ 22.20 STA. 1104+ 01.80		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.W.P.	A.W.P.	D.R.	CS	Ed.T.	10-8-62	



MICROFIL  
DEC 9 1986

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



1041.97	1070	1060	1050	1040	1030	1039.7	1115+00
1042.09						1038.4	
1042.21	STA. 1115+79.43					1040.3	1116+00
1042.33						1041.2	

+0.24%  
PROP. GRADE S.R.1

**FOUNDATION BORINGS:** FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.

**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS PLATE GIRDER WITH REINF. CONC. DECK & SUBSTRUCTURE  
 SPAN: 90.0'-138.0'-138.0'-90.0'  
 ROADWAY: 24'-0" F/F OF 2'-3" SAFETY CURB  
 LOAD FREQUENCY RATING: (CF 130) (57)  
 SKEW: 53°44' R.F.  
 ALIGNMENT: TANGENT  
 WEARING SURFACE: 3/4" MONOLITHIC CONC.  
 APPROACH SLAB: 25' LONG

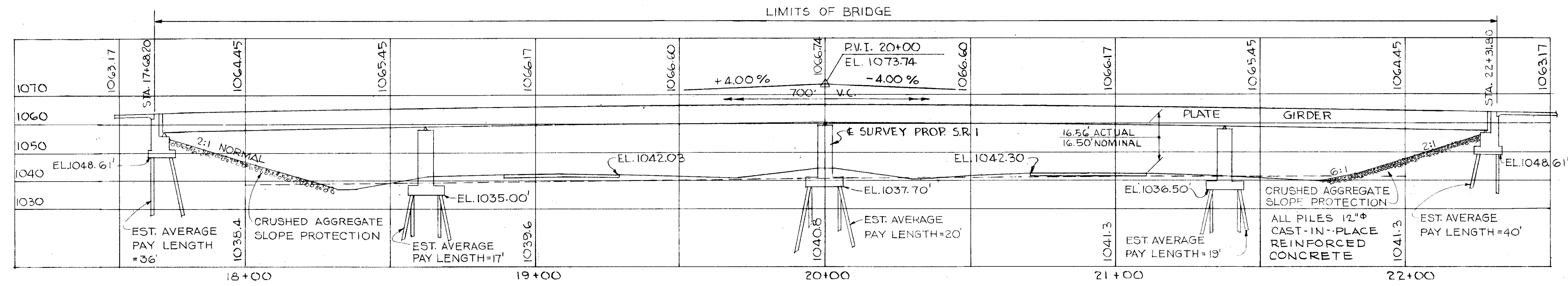
1975 ADT = 140

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SITE PLAN**  
 BRIDGE NO. CLI-1-1423  
 PROPOSED S.R.1 UNDER  
 STARBUCK ROAD

SEC. CLI-1-9.10 GRE-1-0.00  
 SCALE 1"=20'  
 PROPOSED S.R.1  
 STA. 1115 + 79.43

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED LARSON MCKINNEY & WILLER	DRAWN L.M. & M.	DESIGNED J. F.	DRAWN J. F. C.H.M.	CHECKED J. C. O. T. P. S.	REVISED

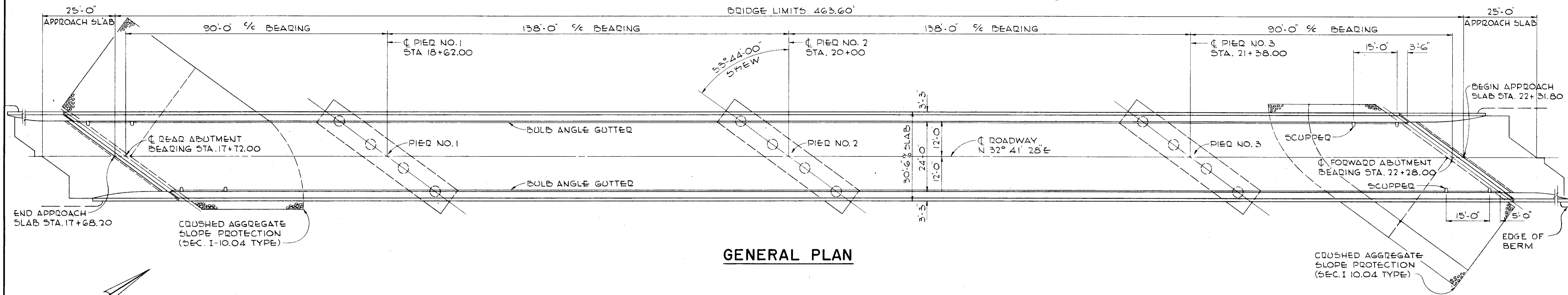


MICROFIL  
DEC 9 1986

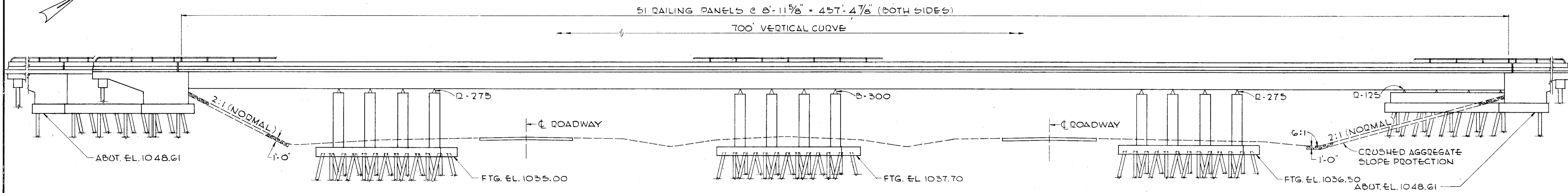
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

294  
339



GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	734	CU. YDS.	UNCLASSIFIED EXCAVATION		354	380	
S-1	446	CU. YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	446			
S-1	79	CU. YDS.	CLASS "C" CONCRETE, PIER COLUMNS			79	
S-1	274	CU. YDS.	CLASS "E" CONCRETE, ABUTMENTS		274		
S-1	173	CU. YDS.	CLASS "E" CONCRETE, PIER FOOTINGS			173	
S-4	206,428	LBS	REINFORCING STEEL	107,528	24,981	73,919	
S-7	549,277	LBS	STRUCTURAL STEEL	549,277			
S-8	549,277	LBS	FIELD PAINTING OF STRUCTURAL STEEL	549,277			
S-14	1037.87	LIN. FT.	RAILING (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	918.70	119.17		
S-16	LUMP	SUM	FIRST TEST PILE				LUMP
S-18	2870	LIN. FT.	12" CAST IN PLACE REINFORCED CONCRETE PILES		1520	1350	
S-29	62	CU. YDS.	POZZOLAN BACKFILL		62		
S-29	8	EACH	SCUPPERS, INCLUDING SUPPORTS	8			
I-10	718	SQ. YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				718
SPECIAL	446	EACH	WATER REDUCING, SET RETARDING ADMIXTURE (*)	446			

(\*) SEE PROPOSAL NOTE.

GENERAL NOTES

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS AQ-1-57 REVISED 4-2-62, CSB-2-56 SHEETS (2) AND (3) REVISED 2-2-59 AND RB-1-55 REVISED 2-2-59 ALONG WITH SUPPLEMENTAL SPECIFICATIONS NO. S-307, DATED 8-23-60 AND SUPPLEMENTAL SPECIFICATION NO. S-207.10 DATED 4-25-61.

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO THE REQUIREMENTS OF DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS DATED 9-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. CLASS "B" WELDS SHOWN THUS  $\nabla$  ANY WELDS SHOWN AS FIELD, MAY AT THE OPTION OF THE CONTRACTOR BE MADE IN THE SHOP.

SURFACE FINISH OF CONCRETE: SEC. S-122 RUBBED FINISH SHALL APPLY TO THE ENTIRE EXPOSED SURFACES OF PIERS, ABUTMENTS AND SUPERSTRUCTURE EXCEPT BRIDGE SEATS, BACKWALLS, THE FACE OF ABUTMENTS BETWEEN OUTSIDE BEAMS AND THE TOP AND BOTTOM SURFACES OF ROADWAYS AND SAFETY CURBS.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I-10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE. AT THE ACUTE CORNERS OF THE SKEWED BRIDGE THE OUTSIDE EDGE OF THE SLOPE PROTECTION SHALL INTERSECT THE ACTUAL OR PROJECTED FACE OF THE ABUTMENT THREE FEET BEYOND THE OUTER EDGE OF THE SUPERSTRUCTURE AND SHALL EXTEND DOWN THE SLOPE NORMAL TO THE FACE OF THE ABUTMENT, TO THE TOE OF SLOPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

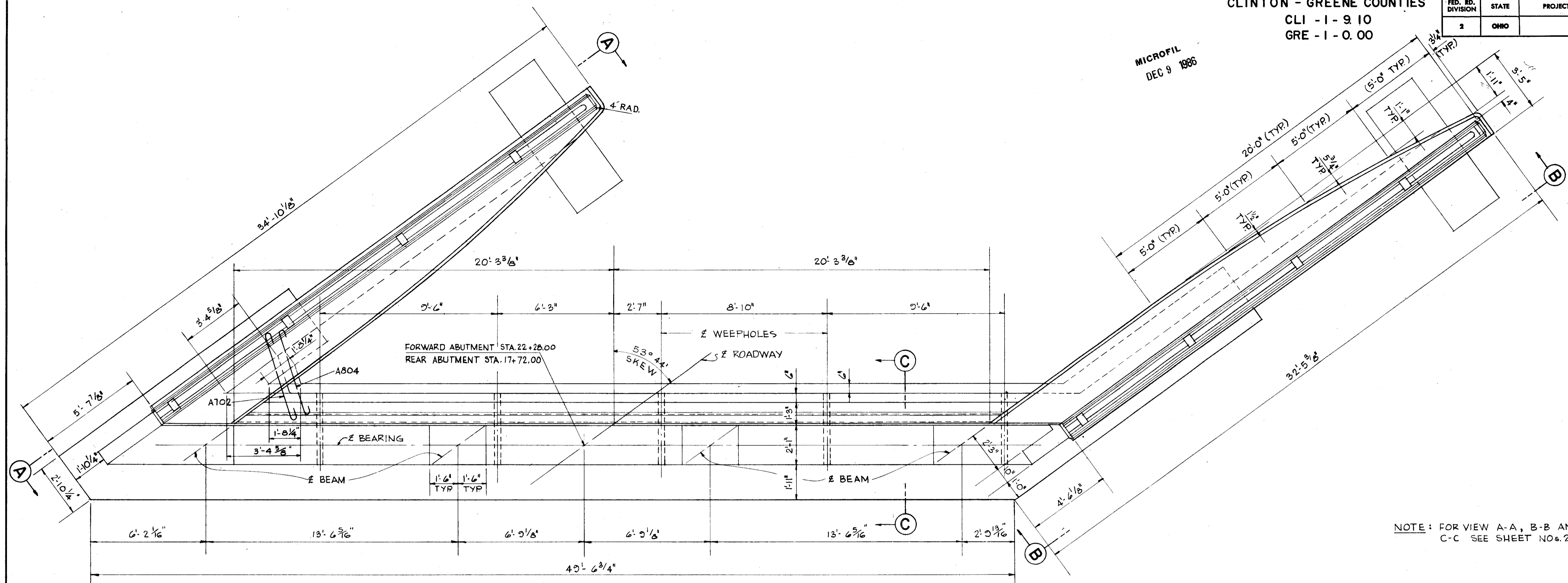
**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO. CLI-1-1423  
PROPOSED S.R.I UNDER  
STARBUCK ROAD

CLINTON CO. PROPOSED S.R.I  
STA. 1115 + 79.43

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	C.H.T.	C.H.T.	T.P.S.		10/9/62	

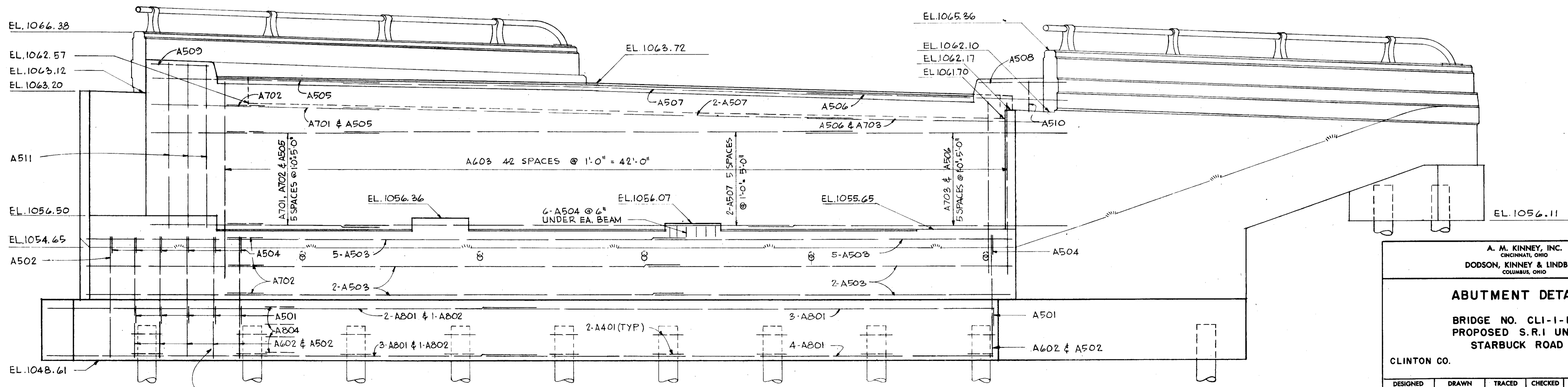
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MICROFIL  
DEC 9 1986



PLAN

NOTE: FOR VIEW A-A, B-B AND SECTION C-C SEE SHEET NOS. 296 & 297



ELEVATION

A. M. KINNEY, INC.  
 CINCINNATI, OHIO  
 DODSON, KINNEY & LINDBLOM  
 COLUMBUS, OHIO

**ABUTMENT DETAILS**

BRIDGE NO. CLI-1-1423  
 PROPOSED S.R.1 UNDER  
 STARBUCK ROAD

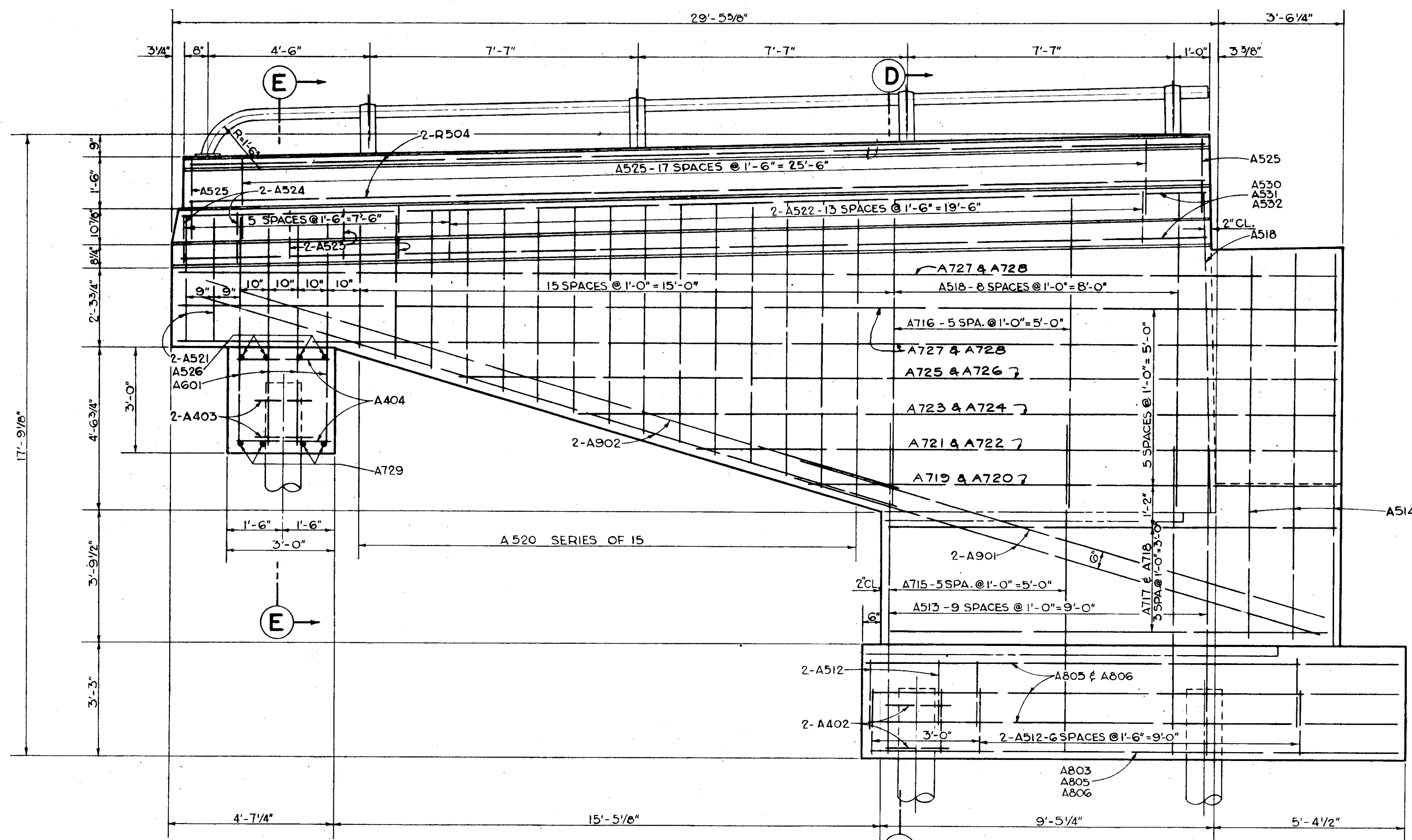
CLINTON CO. PROPOSED S.R.1  
 STA. 1115 + 79.43

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K. R.D.	G.B.	G.B.	H.G.W. J.K.		10/9/62	

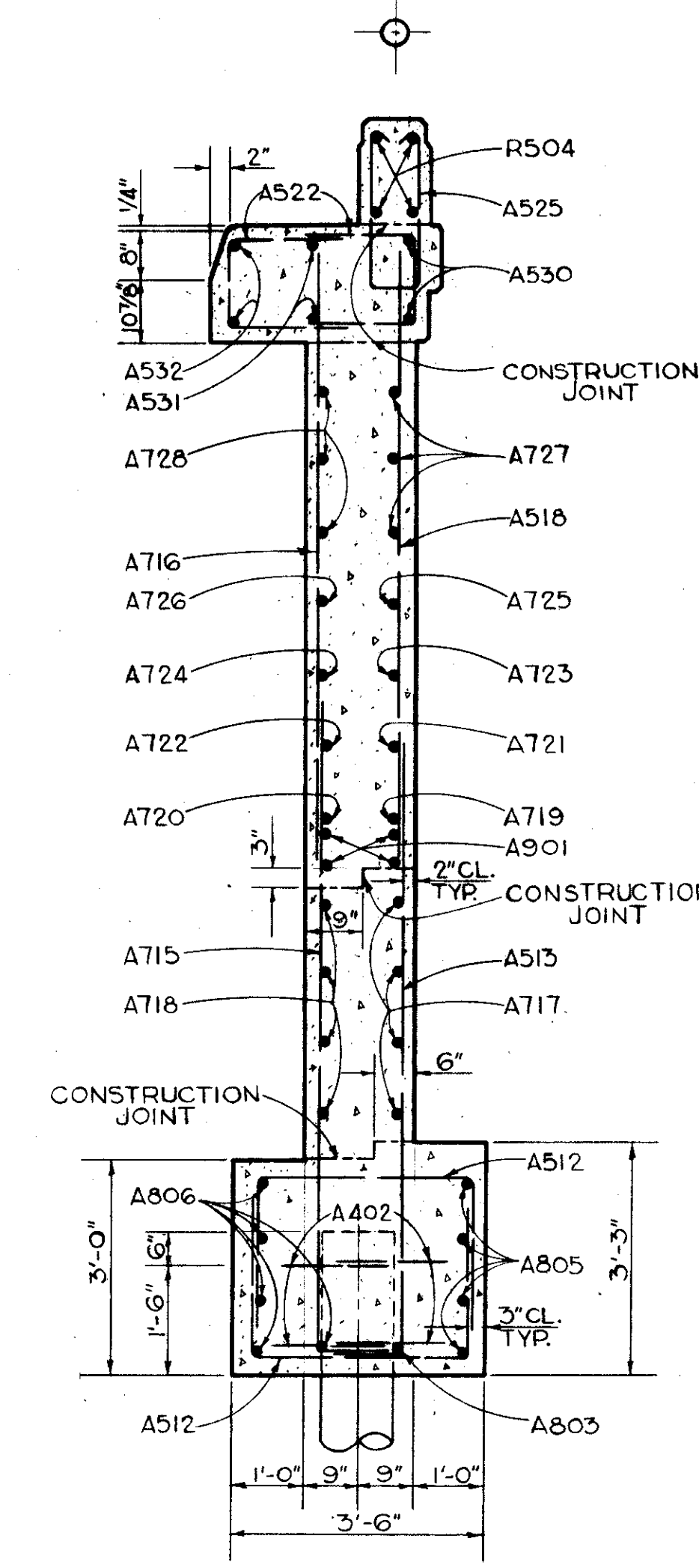
CLINTON - GREENE COUNTIES

CLI - 1 - 9.10  
GRE - 1 - 0.00

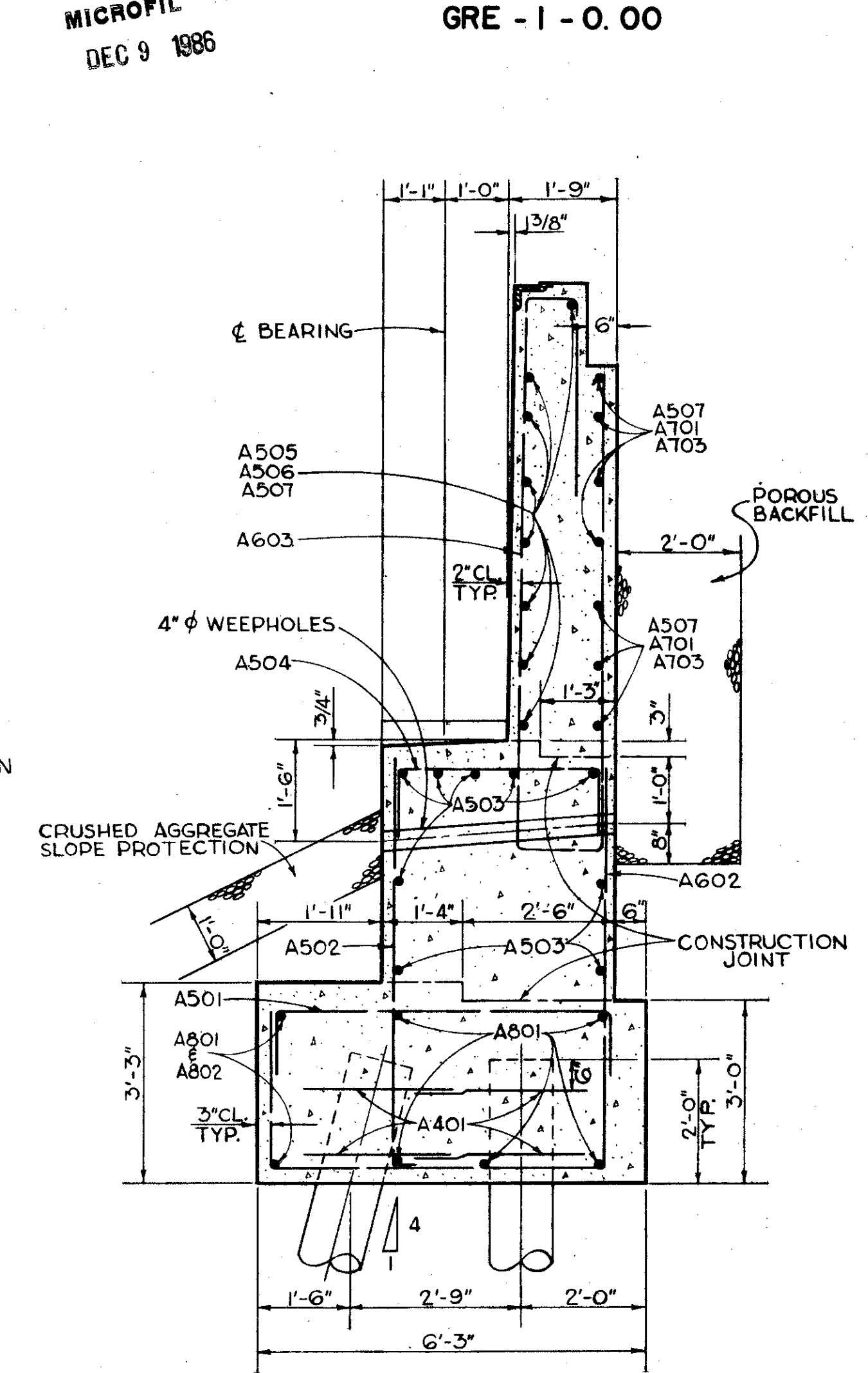
MICROFIL  
DEC 9 1986



VIEW A-A



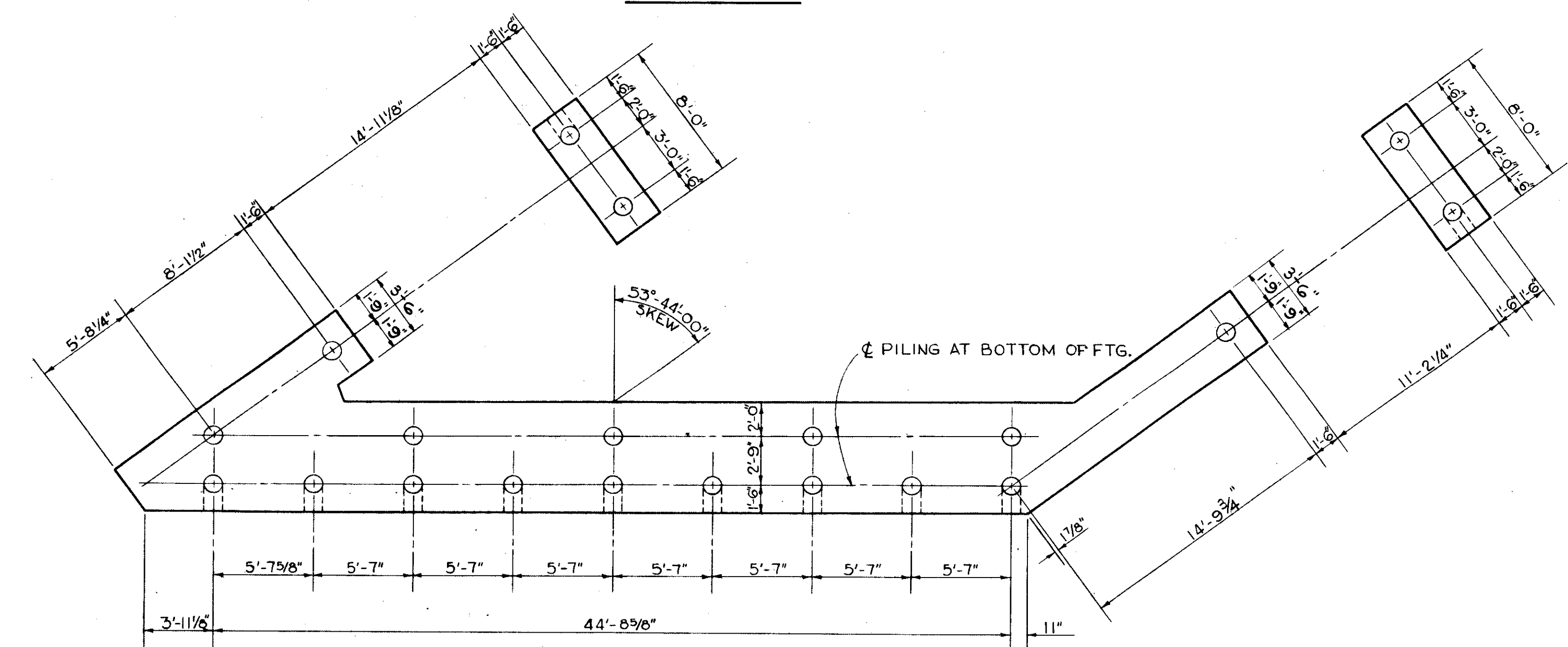
SECTION D-D



SECTION C-C

NOTES

- PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE SUBGRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENTS, AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND PILES DRIVEN.
- EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL REQUIRED FOR CONSTRUCTION OF THE ABUTMENTS.
- POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB, AND OUTWARD TO THE WING WALLS. EXCAVATION THEREFORE, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU.YD. PAID FOR POROUS BACKFILL.
- ALL PILES SHALL BE 12"  $\phi$  REINFORCED CAST-IN-PLACE CONCRETE.
- MAXIMUM ACTUAL DESIGN LOAD 49 TONS PER PILE, WHICH INCLUDES LOADING DUE TO NEGATIVE FRICTION FORCE OF FILL.
- CONCRETE SHALL BE CLASS "E".
- FOR SECTION E-E, SEE SHEET NO. 297

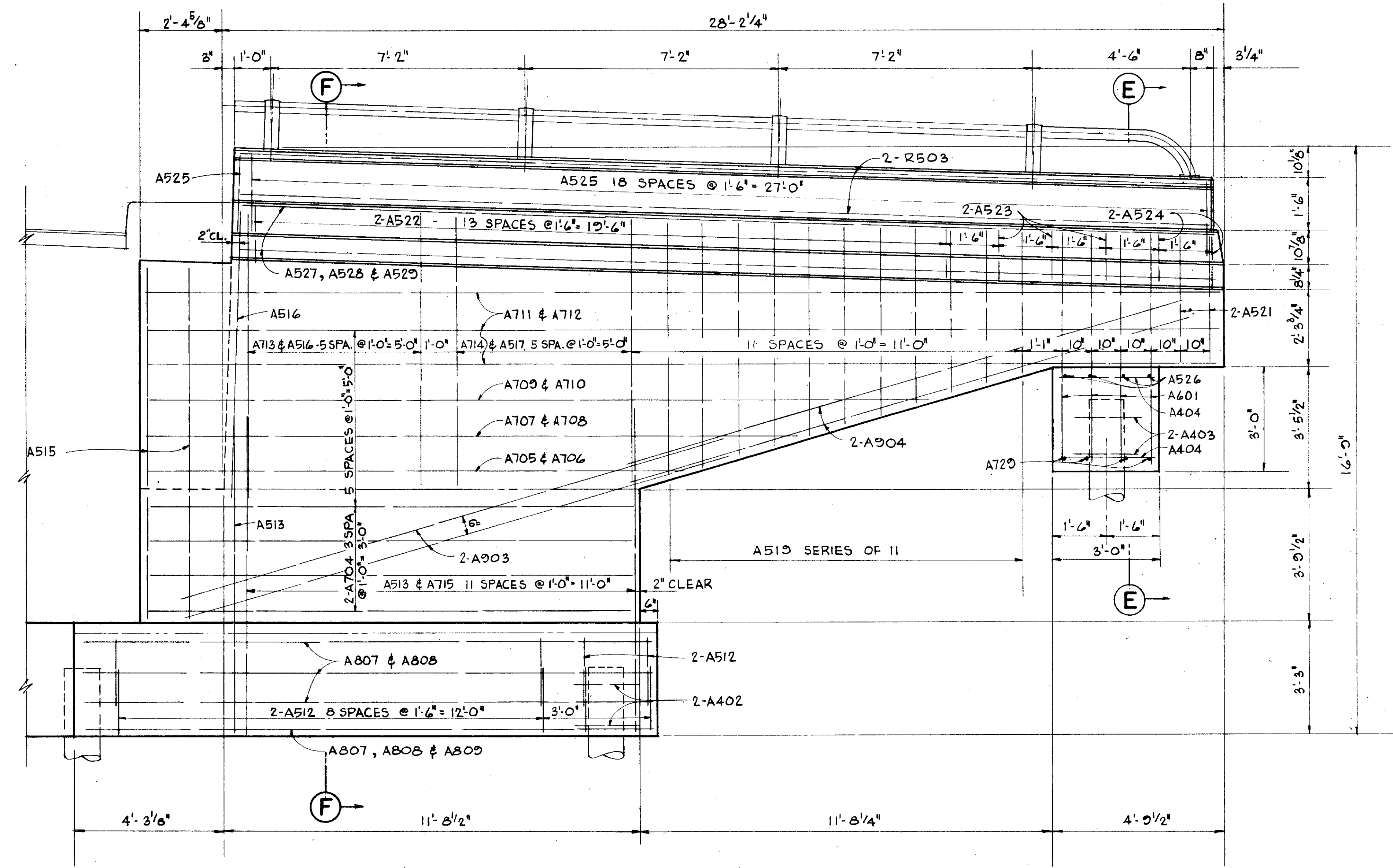


PILE PLAN

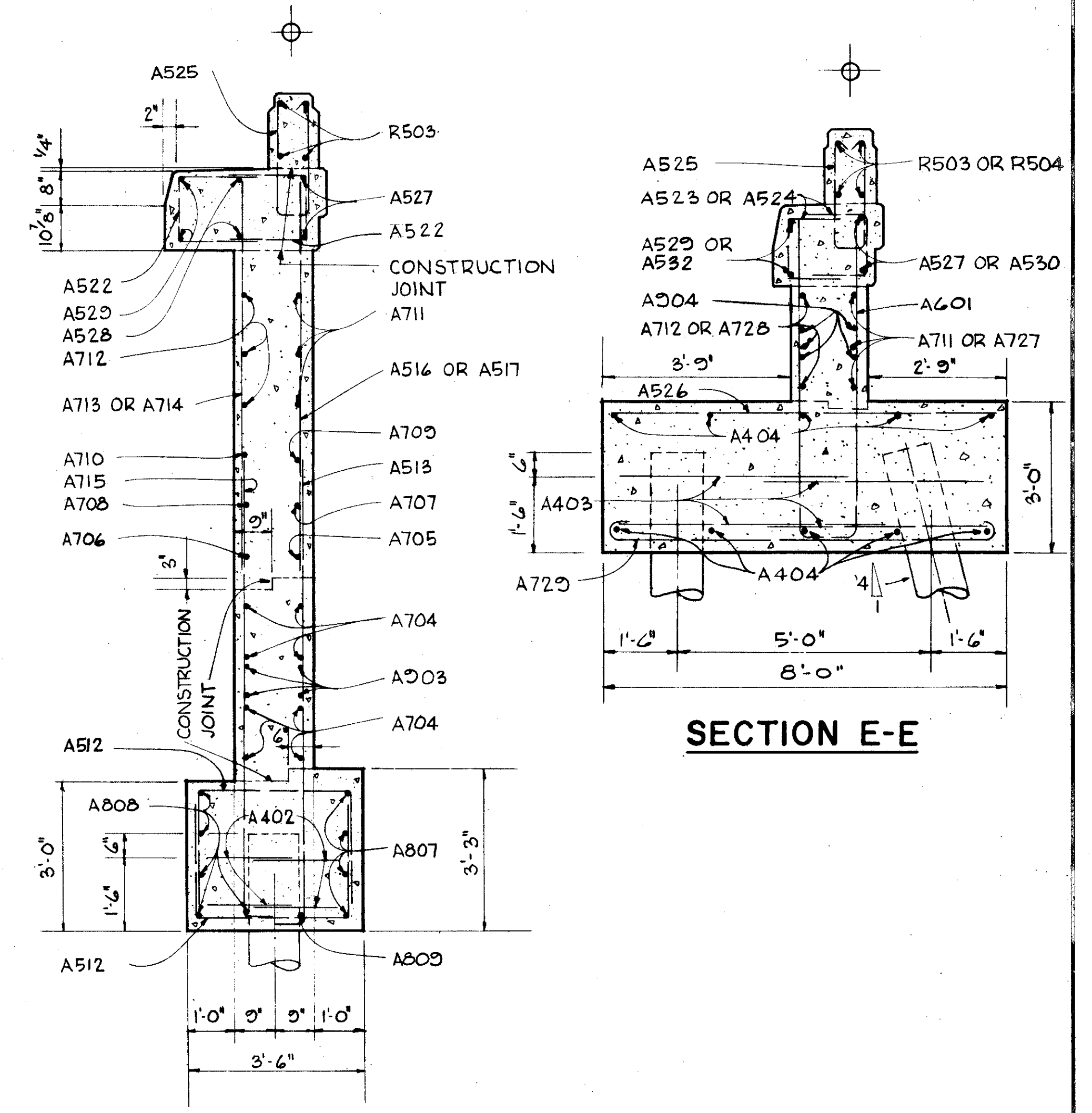
<p>A. M. KINNEY, INC. CINCINNATI, OHIO DODSON, KINNEY &amp; LINDBLOM COLUMBUS, OHIO</p>					
<p><b>ABUTMENT DETAILS</b></p>					
<p>BRIDGE NO. CLI-1-1423 PROPOSED S.R.1 UNDER STARBUCK ROAD</p>					
CLINTON CO.			PROPOSED S.R.1 STA. 1115 + 79.43		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
J. K. R. D.	K. B.	K. B.	H. G. W. J. K.		Oct. 10/9/62



MICROFIL  
 DEC 9 1986

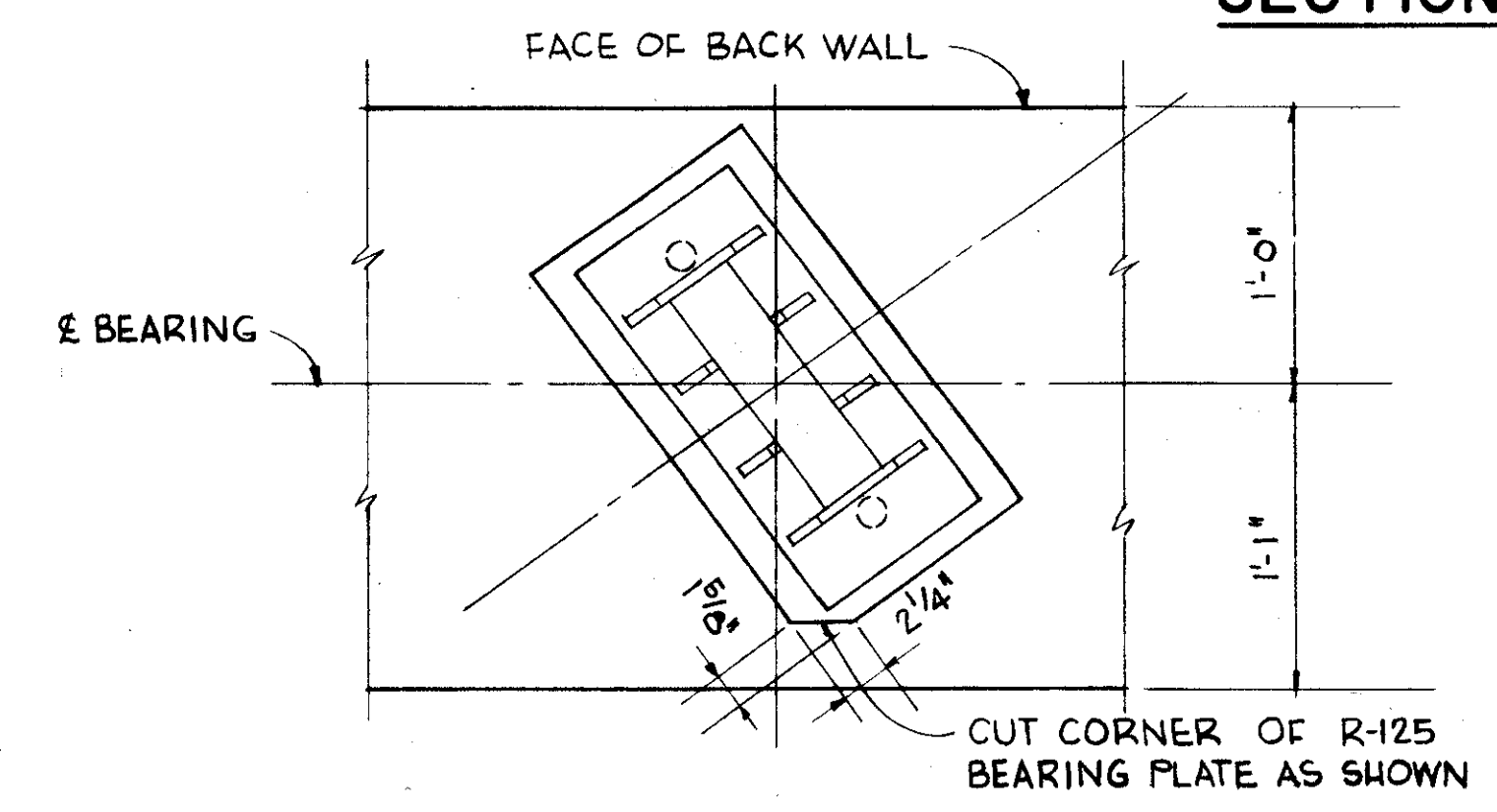


VIEW B-B



SECTION E-E

SECTION F-F

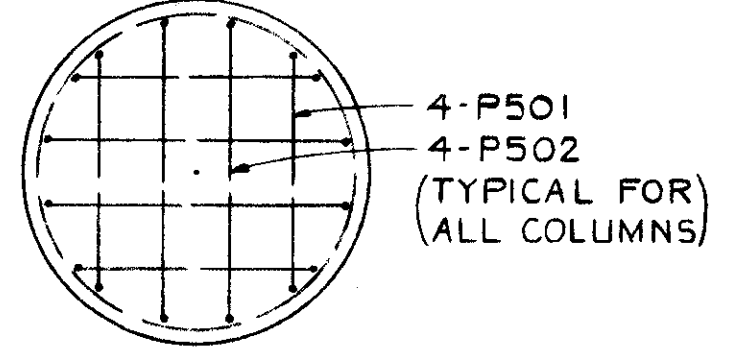


ABUTMENT BEARING PLATE DETAIL

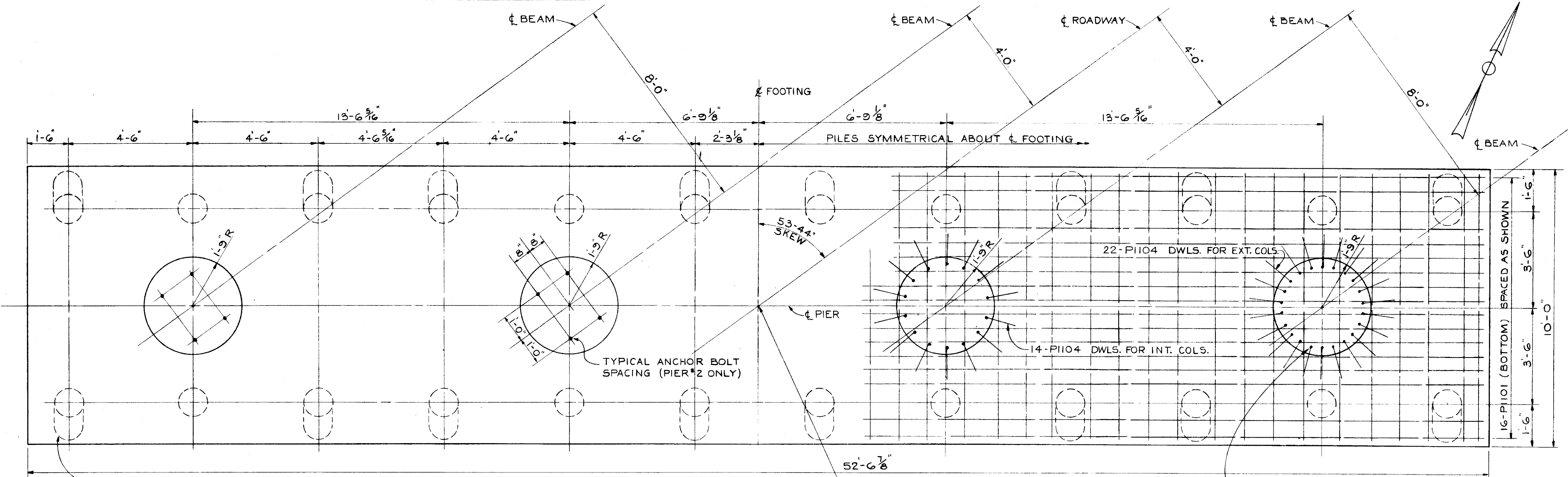
A. M. KINNEY, INC. CINCINNATI, OHIO						
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO						
<b>ABUTMENT DETAILS</b>						
BRIDGE NO. CLI-1-1423 PROPOSED S.R.1 UNDER STARBUCK ROAD						
CLINTON CO.				PROPOSED S.R.1 STA. 1115 + 79.43		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K. R.D.	G.B.	G.B.	H.G.W. J.K.		10/9/62	

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

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DEC 9 1986



SECTION A-A



PLAN

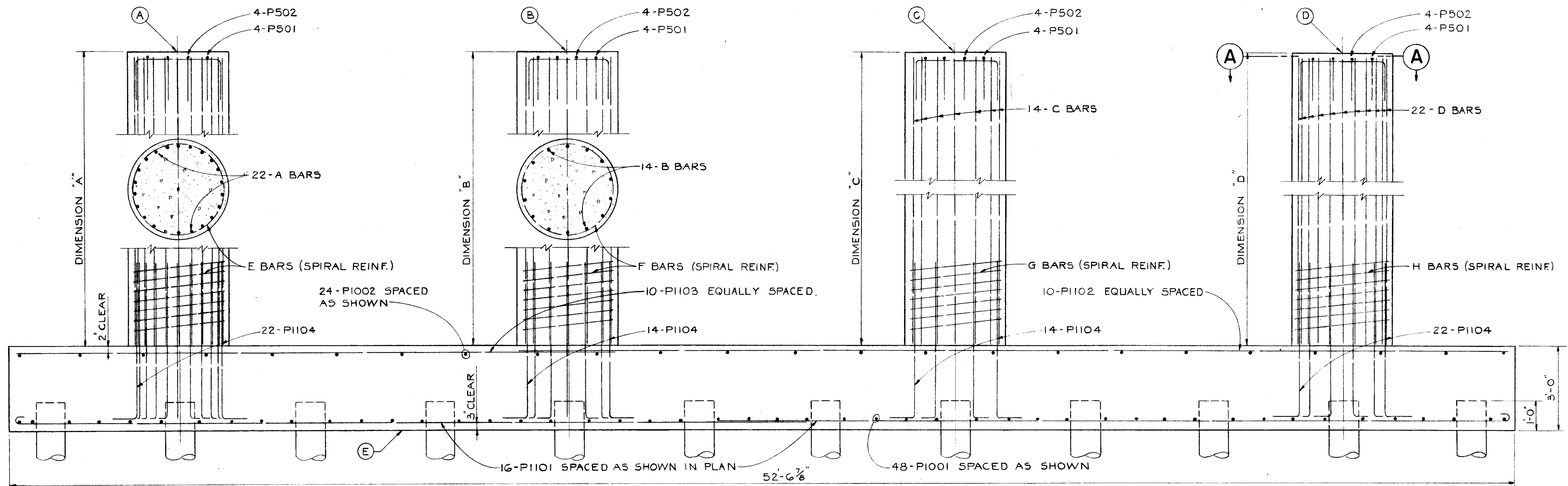
STA. 18+62.00 PIER\*1  
STA. 20+00.00 PIER\*2  
STA. 21+38.00 PIER\*3

NOTE: COLUMN DOWELS AND VERT. REINFORCING TO BE IN SAME RING. (TYP. ALL COLUMNS)

	PIER*1	PIER*2	PIER*3
ELEV. A	1057.11	1058.36	1057.62
ELEV. B	1057.42	1058.50	1057.60
ELEV. C	1057.60	1058.50	1057.42
ELEV. D	1057.62	1058.36	1057.11
ELEV. E	1035.00	1037.70	1036.50
DIM. A	19'-1 1/2"	17'-7 1/2"	18'-1 1/2"
DIM. B	19'-5 1/2"	17'-9 1/2"	18'-1 1/2"
DIM. C	19'-7 1/2"	17'-9 1/2"	17'-11 1/2"
DIM. D	19'-7 1/2"	17'-7 1/2"	17'-7 1/2"
A BARS	P1105	P1106	P1107
B BARS	P1108	P1109	P1107
C BARS	P1110	P1109	P1111
D BARS	P1110	P1106	P1112
E BARS	SP501	SP502	SP503
F BARS	SP504	SP505	SP503
G BARS	SP506	SP505	SP507
H BARS	SP506	SP502	SP508

NOTES

SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN PIER COLUMNS SO THAT IT WILL NOT INTERFERE WITH THE DRILLING OF ANCHOR BOLT HOLES. PIER COLUMNS SHALL BE CLASS "C" CONCRETE. PIER FOOTINGS SHALL BE CLASS "E" CONCRETE. ALL REINFORCING STEEL SHALL BE 2" CLEAR EXCEPT WHERE OTHERWISE SHOWN. MAXIMUM ACTUAL DESIGN LOAD 40 TONS PER PILE.



ELEVATION

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**PIER DETAILS**

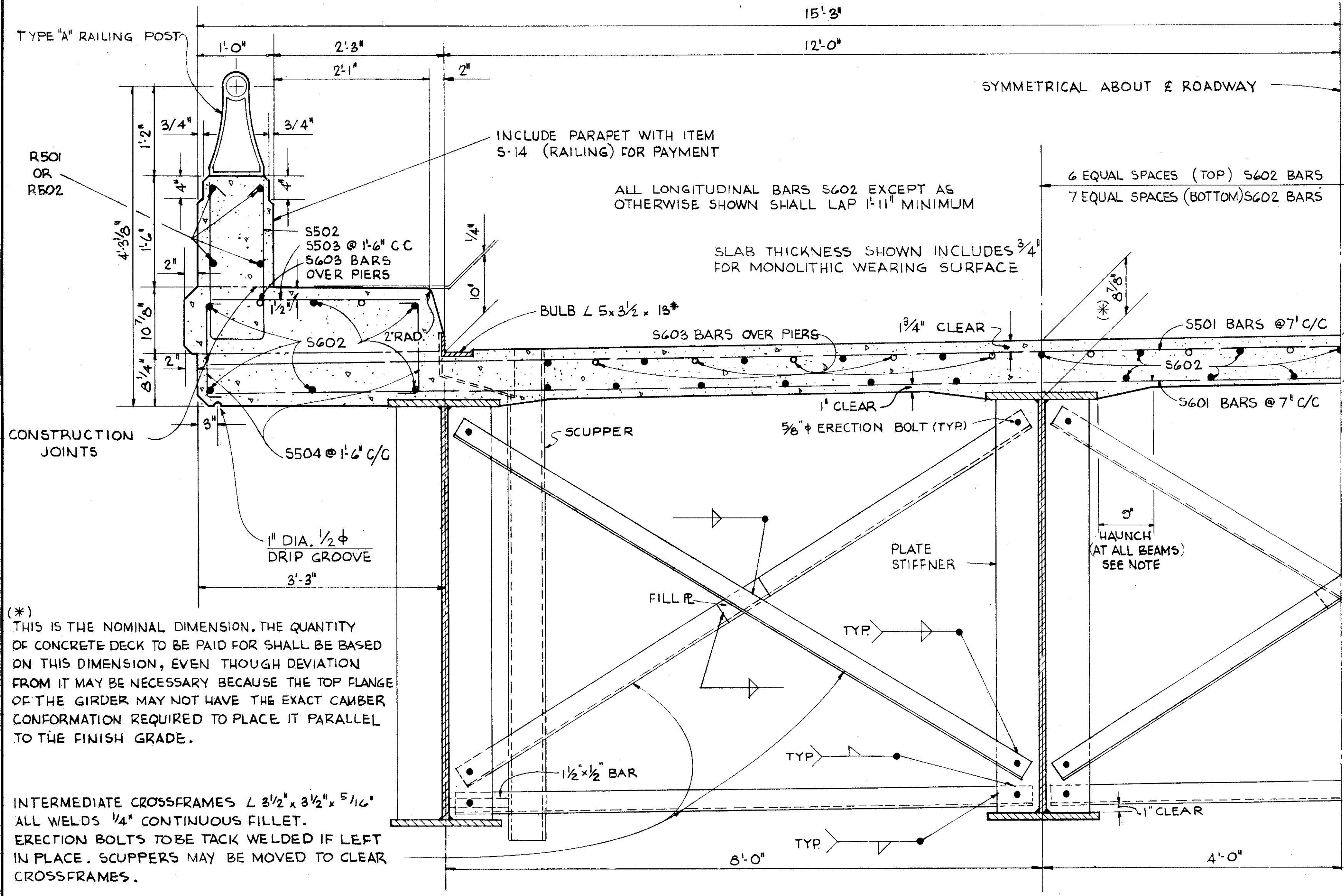
BRIDGE NO. CLI-1-1423  
PROPOSED S.R.1 UNDER  
STARBUCK ROAD

CLINTON CO.      PROPOSED S.R.1  
STA. 1115 + 79.43

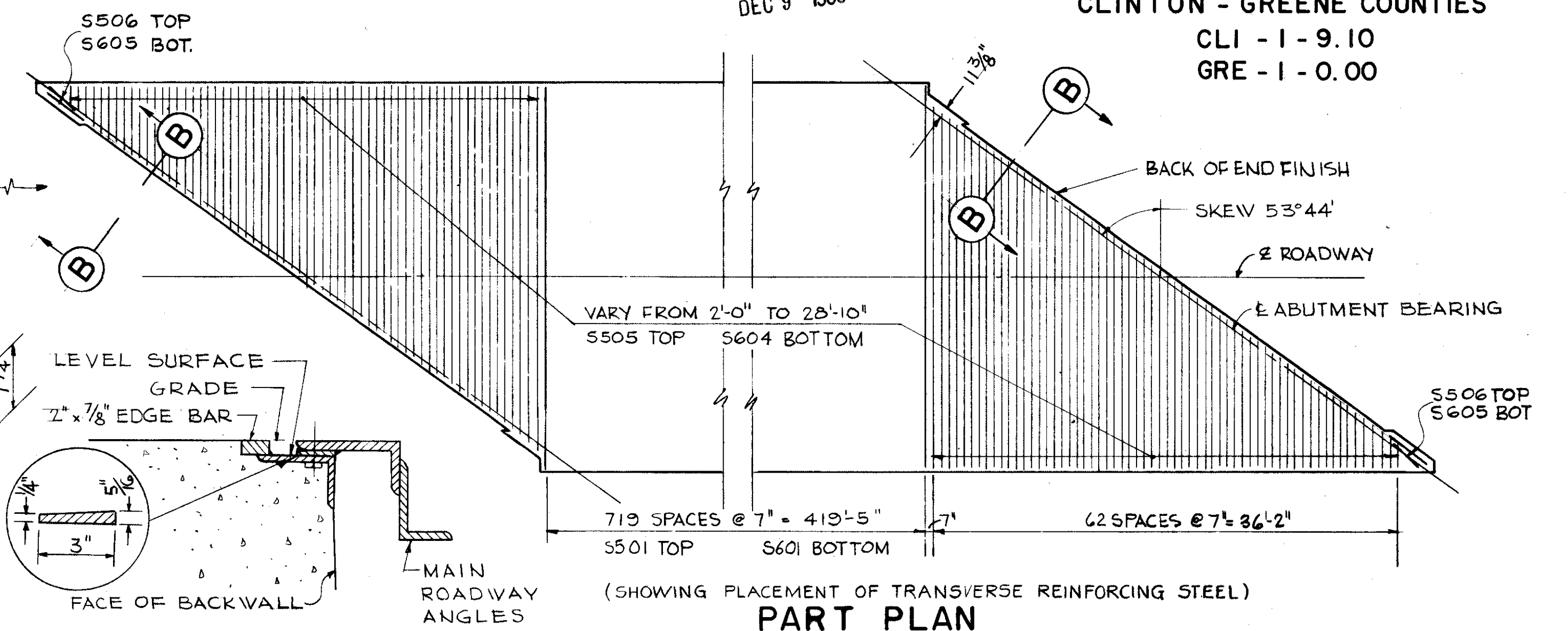
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K.	K.D.	K.D.	T.R.S.		10/19/62	

MICROFIL  
DEC 9 1986

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



**HALF TRANSVERSE SECTION**



**PART PLAN**

**NOTES**

ROCKERS AND BLOSTERS SHALL BE R-125 AT THE ABUTMENTS, R-275 AT THE END PIERS AND B-300 AT THE CENTER PIER. FOR DETAILS SEE STANDARD DRAWING RB-1-55.

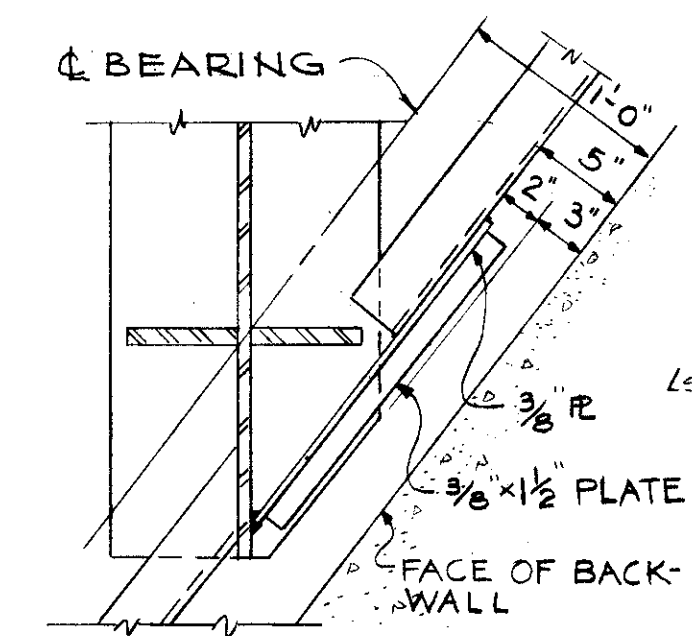
FOR DETAIL OF END FINISH, CURB PLATES, SCUPPERS, ALUMINUM RAILING, BEAM CUT OFF AT BACK WALL AND WELDED BUTT JOINT IN SUPERSTRUCTURE END FINISH ANGLES AT CENTERLINE ROADWAY, SEE STANDARD DRAWINGS CSB-2-56 AND AR-1-57.

CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE CONCRETE OF THE DECK SLAB, THE PLACING OF THE CONCRETE SHALL PROGRESS UPGRADE. THE SLAB MAY BE PLACED IN SECTIONS BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE PARALLEL TO TRANSVERSE REINFORCING STEEL AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.

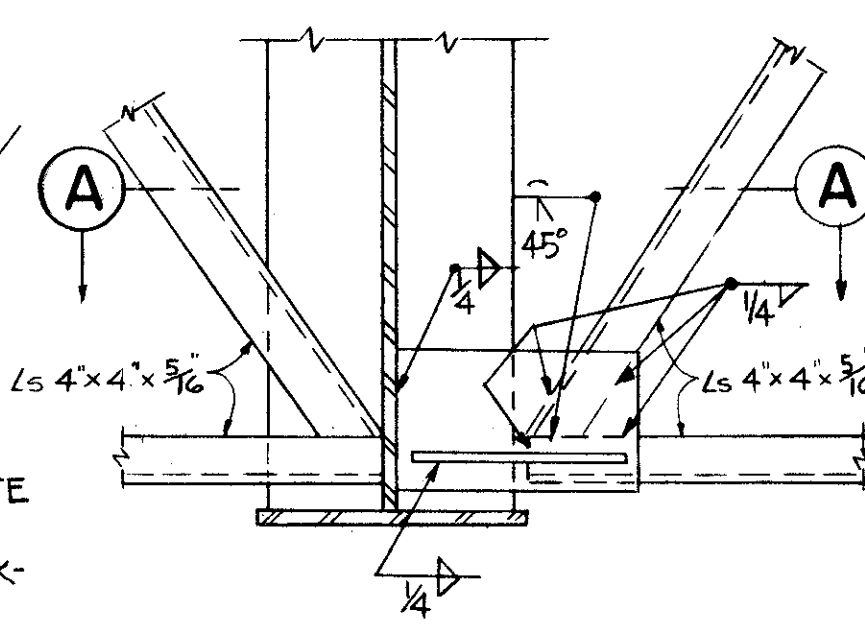
MACHINE FINISH: THE CONCRETE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

DECK SLAB HAUNCH: THE HAUNCH IN THE DECK SLAB ADJACENT TO THE TOP OF STEEL GIRDERS, WHICH IS SHOWN AS 3' WIDE, MAY VARY FROM THIS DIMENSION BETWEEN THE LIMITS OF 6' AND 12' EXCEPT THAT THE MAXIMUM SLOPE SHALL NOT EXCEED 3' PER FOOT. PAYMENT FOR DECK SLAB CONCRETE SHALL BE BASED ON THE 3' WIDTH.

**SECTION B-B**

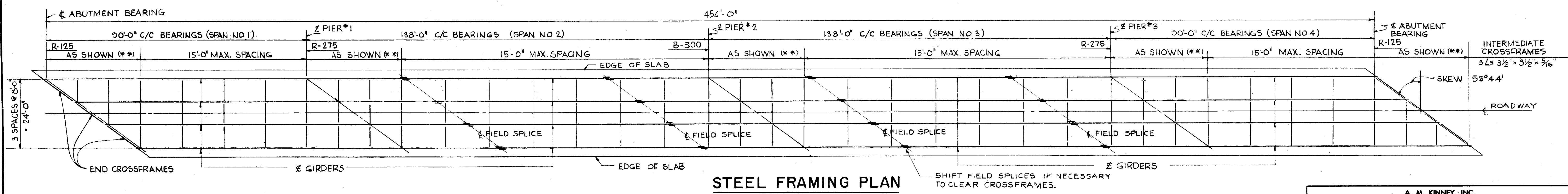


**SECTION A-A**

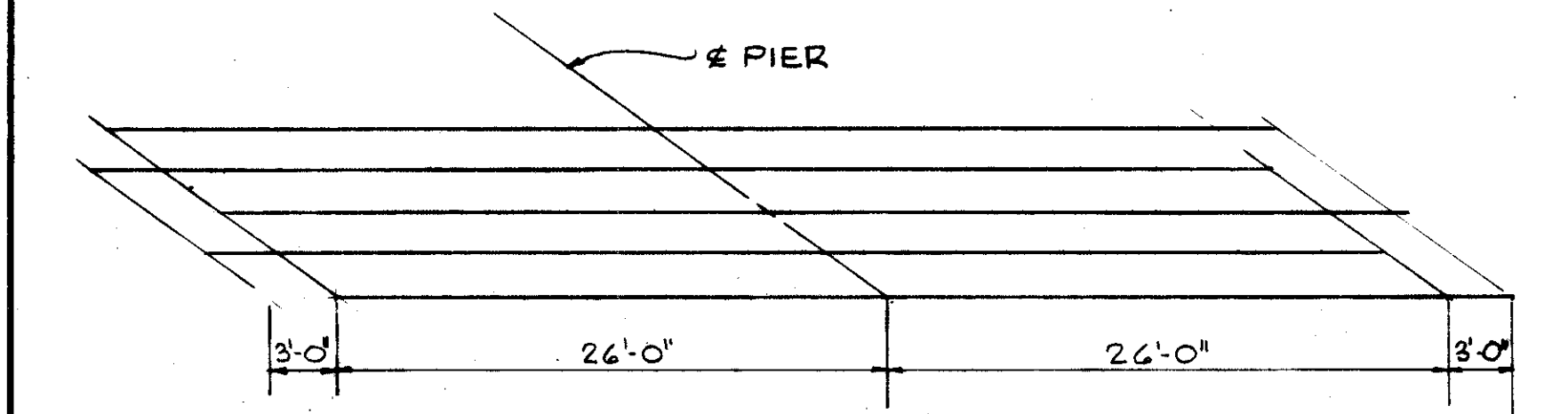


**ELEVATION**

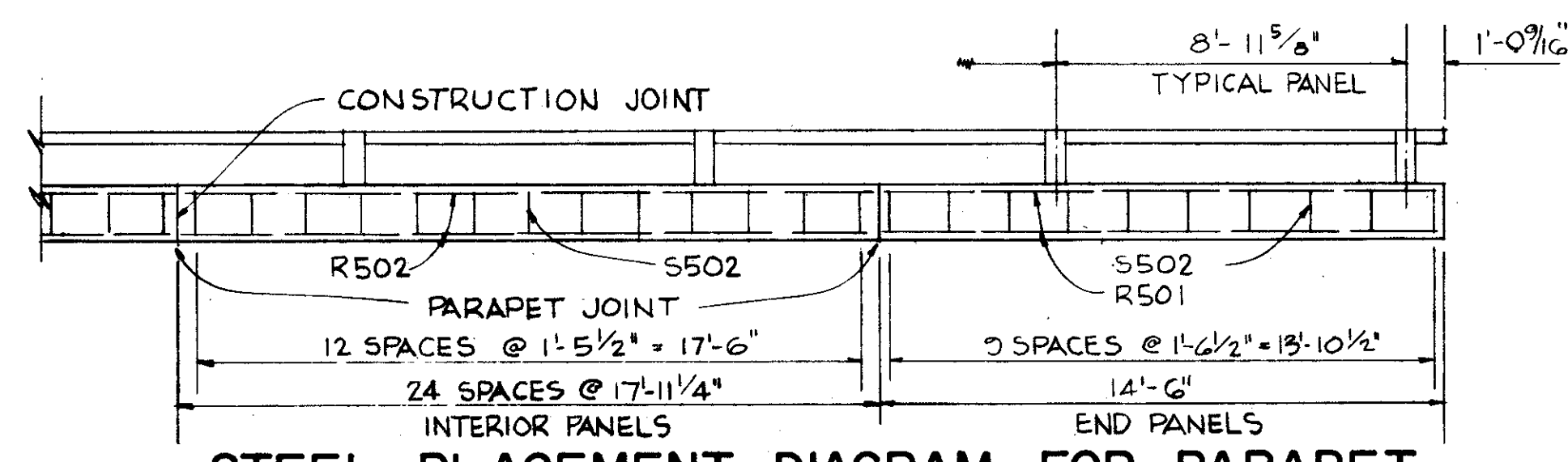
**END CROSS FRAME DETAILS**



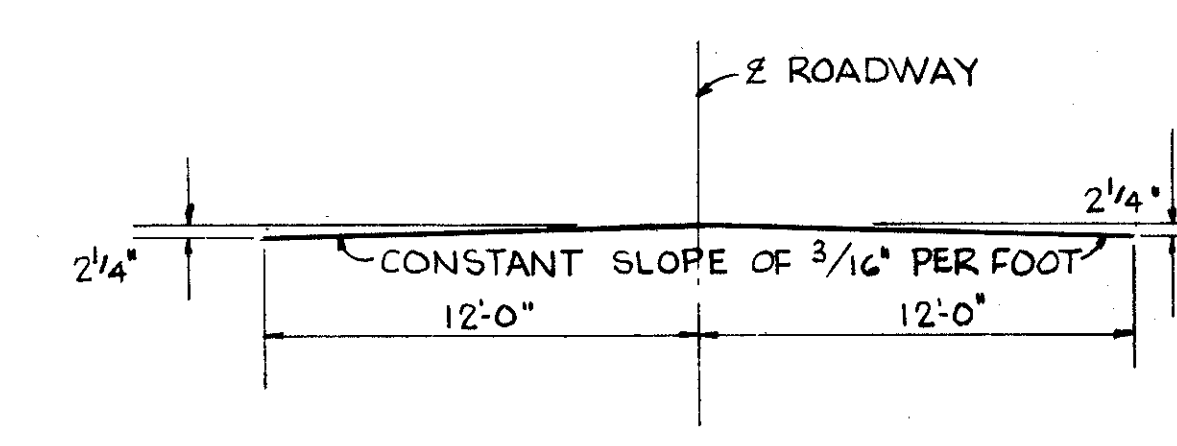
**STEEL FRAMING PLAN**



**DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS**



**STEEL PLACEMENT DIAGRAM FOR PARAPET**



**BRIDGE ROADWAY CROWN**

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

BRIDGE NO CLI-1-1423  
PROPOSED S.R.1 UNDER  
STARBUCK ROAD

CLINTON CO. PROPOSED S.R.1  
STA. 1115 + 79.43

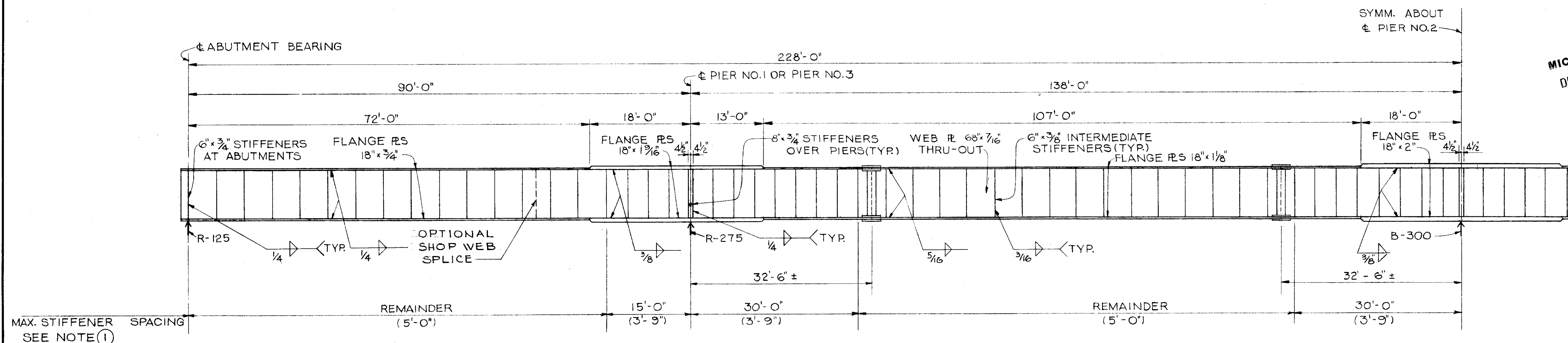
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K.	G.B.	G.B.	K.D. T.P.S.		10/4/62	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

300  
339

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

MICROFIL  
DEC 9 1986



**GIRDER HALF ELEVATION**

NOTE ①  
CROSS FRAMES SHALL BE WELDED TO WEB STIFFENER PLATES. SPACE STIFFENERS EQUALLY BETWEEN CROSS FRAMES. AT POINTS WHERE AN INCREASE IN STIFFENER SPACING IS ALLOWED MAINTAIN THE SMALLER SPACING UNTIL THE NEXT CROSS FRAME IS REACHED.

**NOTES**

SHOP SPLICES: IF ADDITIONAL SHOP SPLICES ARE NECESSARY, THEIR LOCATION AND DETAIL SHALL BE SUBMITTED TO THE DIRECTOR FOR APPROVAL PRIOR TO ORDERING OF MATERIAL.

SHEET LEAD: SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION B 29 WITHOUT RESTRICTION TO THE COMMON DESILVERIZED TYPE.

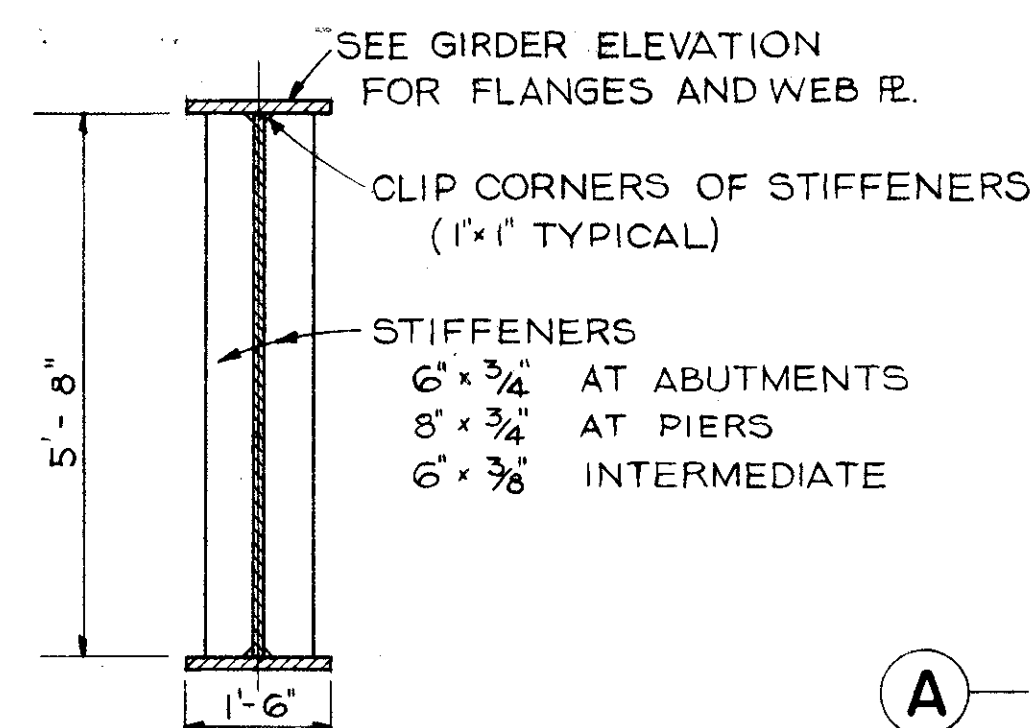
SHOP PAINTING STEEL: THE SURFACE PREPARATION OF ALL STEEL, REQUIRING SHOP PAINTING AS PER THE PLANS AND SPECIFICATIONS, SHALL BE ACCOMPLISHED BY BLAST CLEANING OR POWER TOOL CLEANING, EXCEPT AS NOTED IN THE SPECIFICATIONS REGARDING THE USE OF CHROMATE PRIMERS.

STIFFENERS: INTERMEDIATE STIFFENERS SHALL NOT BE WELDED TO THE FLANGES BUT SHALL BE FITTED TO THE FLANGES IN CLOSE ENOUGH CONTACT THAT WHEN THE SHOP PAINT IS APPLIED IT WILL FILL AND CLOSE THE OPENINGS. THE BEARING STIFFENERS OVER PIERS AND ABUTMENTS SHALL BE FULLY BUTT WELDED TO THE LOWER FLANGE AND FITTED IN CLOSE CONTACT, WITHOUT WELDING, AT THE UPPER FLANGE.

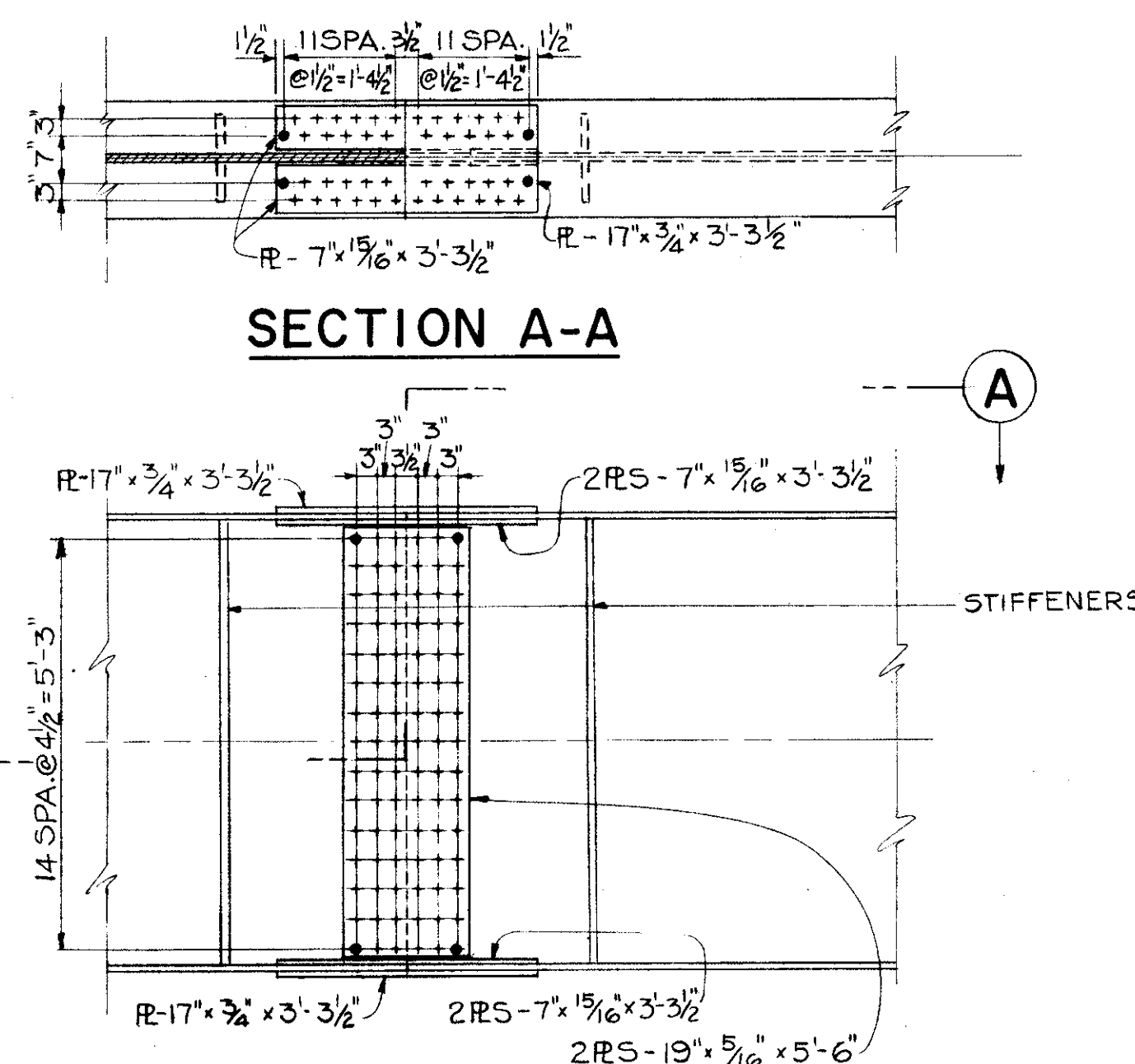
RADIOGRAPHIC EXAMINATION OF ALL BUTT WELDS WILL BE NECESSARY. SEE SUPPLEMENTAL SPECIFICATIONS NO. S-307, DATED 8-23-60.

ALL BOLTED FIELD SPLICES SHALL USE 7/8" φ HIGH STRENGTH BOLTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION NO. S-207.10 DATED 4-25-61.

THE CONTRACTOR SHALL SUBMIT TO THE DIRECTOR, FOR APPROVAL, 3 PRINTS SHOWING PROPOSED ERECTION PROCEDURES FOR THE PLATE GIRDERS.

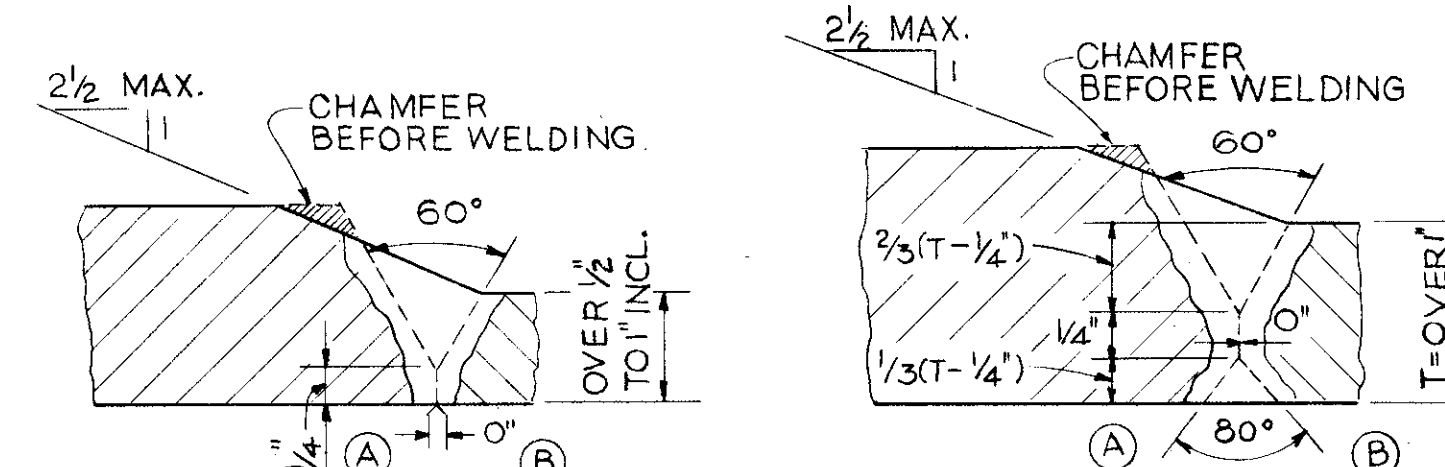


**TYPICAL GIRDER SECTION AT ABUTMENT, PIERS AND INTERMEDIATE SECTION**



**TYPICAL FIELD SPLICE DETAIL**

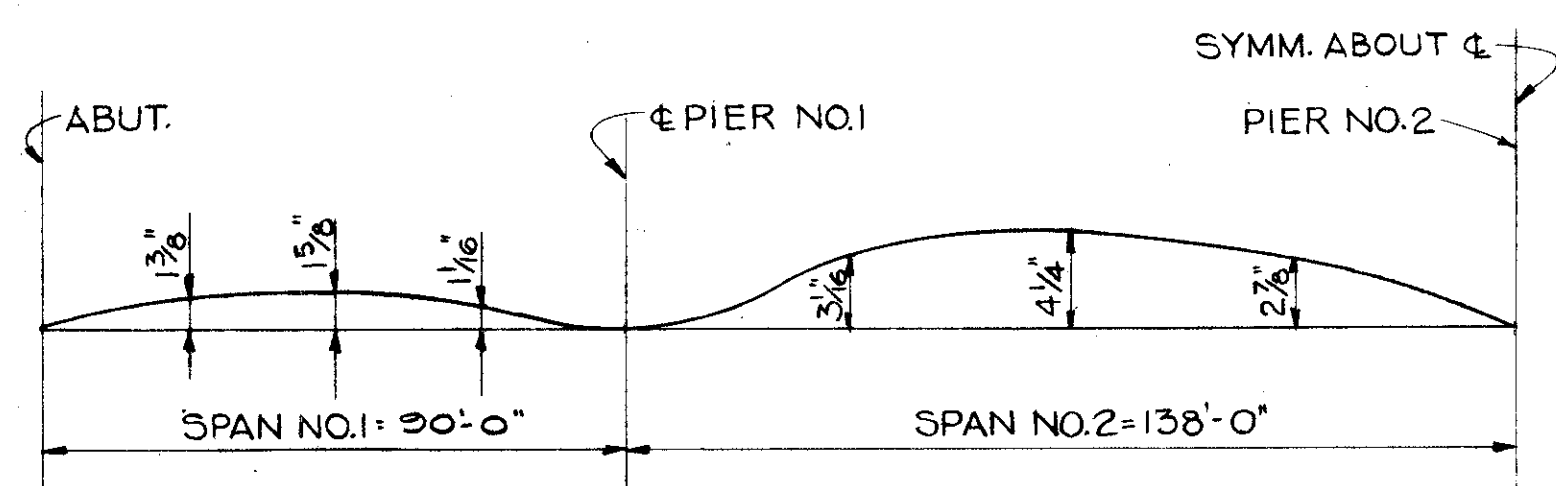
WELD FROM BOTH SIDES. WELDS MUST BE CENTERED ON JOINT



**WELDED JOINTS**

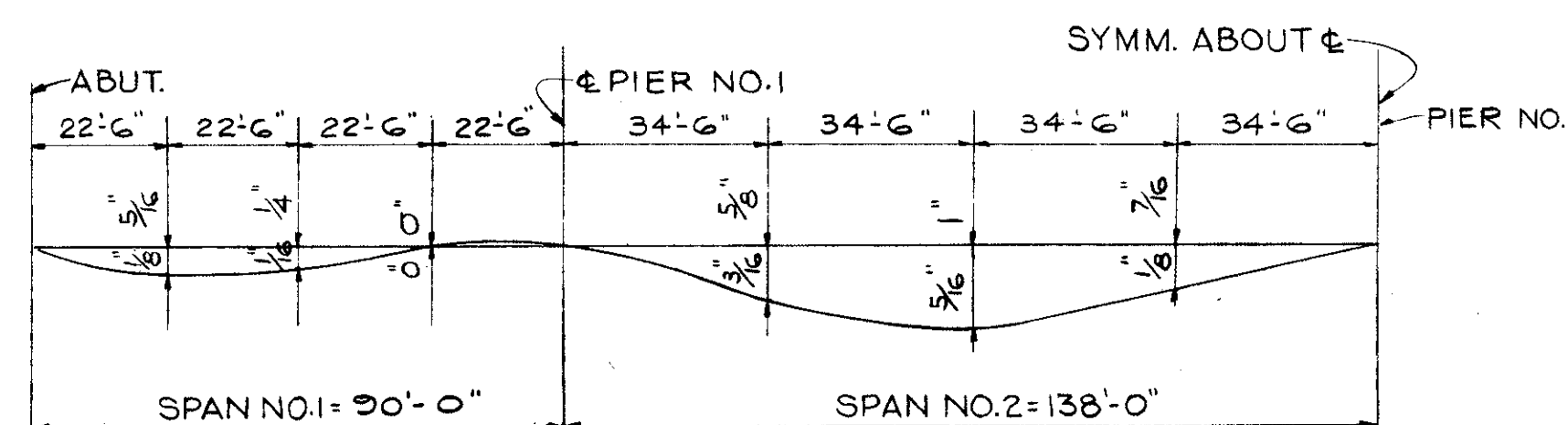
AUTOMATIC SUBMERGED ARC PROCESS

NOTE:  
A WELD AFTER PLACING AT LEAST ONE PASS ON OTHER SIDE.  
B ALL FLANGE BUTT-WELDS SHALL BE GROUND FLUSH.



NOTE: CAMBER ORDINATES SHOWN FOR 1/4 POINTS INCLUDE DEAD LOAD DEFLECTION AND CONVEXITY REQUIRED FOR VERTICAL CURVE. CAMBER IS MEASURED FROM A CHORD BETWEEN BEARING POINTS.

**GIRDER CAMBER DIAGRAM**

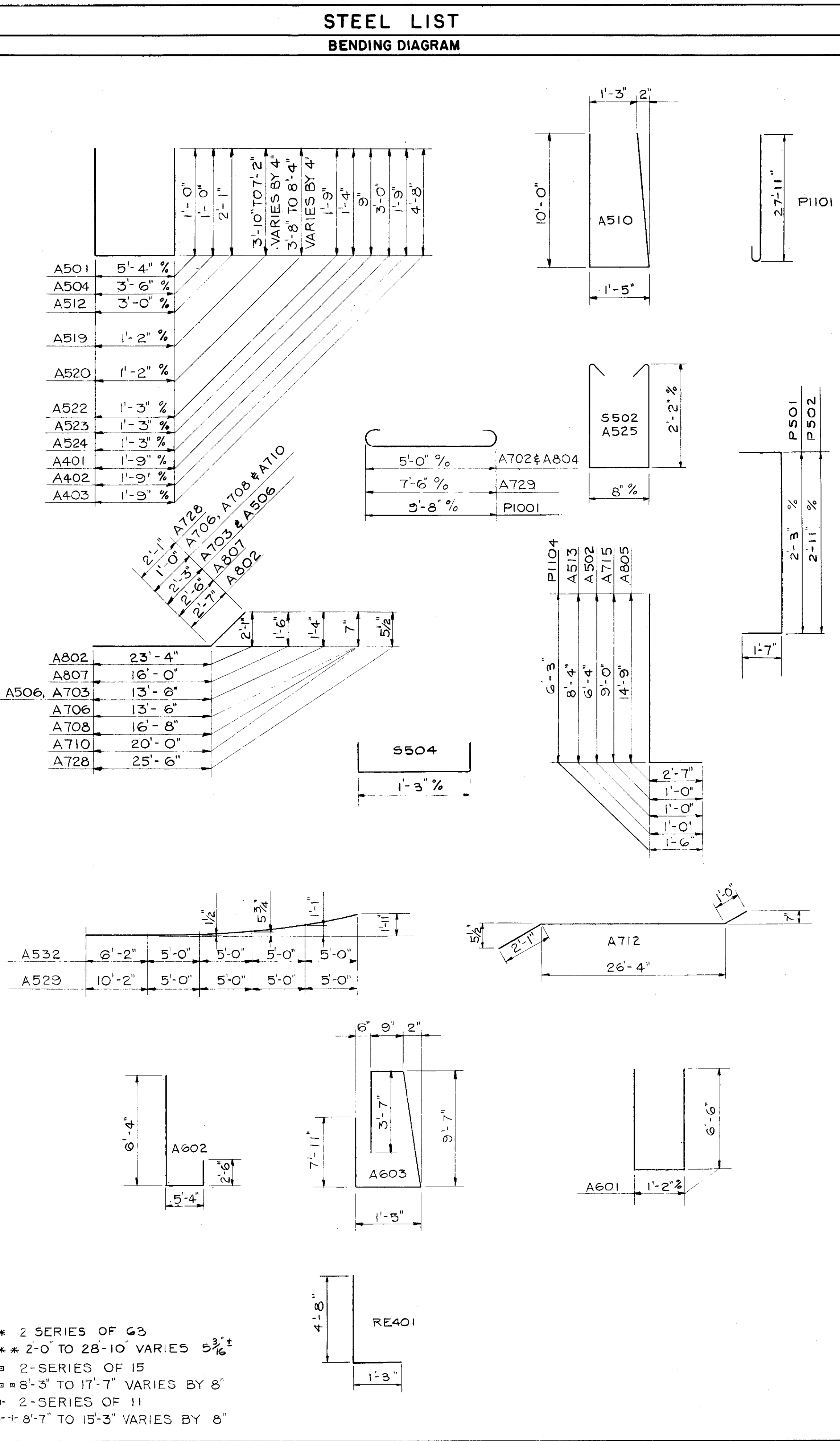


NOTE: VALUES SHOWN ABOVE DEFLECTION BASE LINE INDICATE THE TOTAL DEAD LOAD DEFLECTION. VALUES SHOWN BELOW INDICATE THE DEFLECTION DUE TO THE WEIGHT OF STRUCTURAL STEEL ONLY. DEFLECTIONS ARE MEASURED FROM A CHORD BETWEEN BEARING POINTS.

**TOTAL D.L. DEFLECTION DIAGRAM**

A. M. KINNEY, INC. CINCINNATI, OHIO DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO					
<b>SUPERSTRUCTURE DETAILS</b>					
BRIDGE NO CLI-1-1423 PROPOSED S.R.1 UNDER STARBUCK ROAD					
CLINTON CO.			PROPOSED S.R.1 STA. 1115 + 79.43		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
J.K.	C.M.	C.M.	K.D. T.P.S.		10/9/62

MARK	NO.	LENGTH	WEIGHT	SHP
<b>ABUTMENTS</b>				
A901	8	15'-5"	419	S
A902	8	20'-6"	558	S
A903	8	16'-0"	435	S
A904	8	16'-5"	447	S
A801	24	28'-2"	1805	S
A802	4	25'-8"	274	B
A803	2	14'-9"	79	S
A804	8	7'-2"	153	B
A805	8	17'-1"	365	B
A806	10	7'-0"	187	S
A807	8	18'-4"	392	B
A808	10	13'-0"	347	S
A809	2	16'-0"	85	S
A701	14	13'-6"	386	S
A702	20	6'-8"	273	B
A703	14	15'-7"	446	B
A704	16	13'-9"	450	S
A705	2	15'-2"	62	S
A706	2	14'-2"	58	B
A707	2	18'-4"	75	S
A708	2	17'-6"	72	B
A709	2	22'-0"	90	S
A710	2	20'-10"	85	B
A711	6	30'-2"	370	S
A712	6	29'-5"	361	B
A713	12	7'-8"	188	S
A714	12	7'-6"	184	S
A715	36	9'-10"	724	B
A716	12	8'-8"	213	S
A717	8	12'-7"	206	S
A718	8	5'-6"	90	S
A719	2	14'-9"	60	S
A720	2	7'-8"	31	S
A721	2	18'-0"	74	S
A722	2	10'-11"	45	S
A723	2	21'-4"	87	S
A724	2	14'-3"	58	S
A725	2	24'-8"	101	S
A726	2	17'-7"	72	S
A727	6	32'-7"	400	S
A728	6	27'-6"	337	B
A729	16	9'-2"	300	B
A601	16	13'-10"	332	B
A602	68	13'-10"	1413	B
A603	86	22'-7"	2917	B
A501	68	7'-0"	496	B
A502	70	7'-2"	523	B
A503	36	26'-1"	979	S
A504	118	5'-2"	636	B
A505	16	13'-6"	225	S
A506	16	15'-7"	260	B
A507	30	27'-0"	845	S
A508	2	4'-6"	9	S
A509	2	3'-0"	6	S
A510	2	21'-1"	44	B
A511	6	10'-0"	63	S
A512	80	6'-11"	577	B
A513	46	9'-2"	440	B
A514	6	10'-10"	68	S
A515	4	9'-11"	41	S
A516	14	7'-8"	112	S
A517	12	7'-6"	94	S
A518	20	8'-8"	181	S
A519	1	1	273	B
A520	1	1	404	B
A521	16	3'-6"	58	S
A522	112	4'-6"	526	B



\* 2 SERIES OF G3  
 \*\* 2-0 TO 28-10" VARIES 5 3/16"  
 # 2-SERIES OF 15  
 # 8-3" TO 17-7" VARIES BY 8"  
 + 2-SERIES OF 11  
 +- 8-7" TO 15-3" VARIES BY 8"

MARK	NO.	LENGTH	WEIGHT	SHP
<b>ABUTMENTS (CONT.)</b>				
A523	24	3'-8"	92	B
A524	16	2'-6"	42	B
A525	80	5'-7"	466	B
A526	16	7'-8"	128	S
A527	4	27'-5"	114	S
A528	4	26'-2"	109	S
A529	4	30'-3"	126	B
A530	4	28'-8"	120	S
A531	4	25'-9"	107	S
A532	4	26'-3"	110	B
A401	72	7'-6"	361	B
A402	16	5'-0"	53	B
A403	16	10'-10"	116	B
A404	40	2'-8"	71	S
<b>PIERS</b>				
PI101	96	29'-6"	15046	B
PI102	30	34'-8"	5526	S
PI103	30	21'-1"	3360	S
PI104	216	7'-5"	8511	B
PI105	22	18'-11"	2211	S
PI106	44	17'-6"	4091	S
PI107	36	17'-11"	3427	S
PI108	14	19'-3"	1432	S
PI109	28	17'-7"	2616	S
PI110	36	19'-5"	3714	S
PI111	14	17'-9"	1320	S
PI112	22	17'-5"	2036	S
PI001	144	12'-6"	7745	B
PI002	72	9'-8"	2995	S
P501	48	5'-2"	259	B
P502	48	5'-10"	292	B
<b>SUPERSTRUCTURE</b>				
S601	720	30'-2"	32623	S
S602	564	39'-11"	33815	S
S603	60	55'-0"	4957	S
S604	*	* * *	2918	S
S605	4	4'-0"	24	S
S501	720	30'-2"	22654	S
S502	664	5'-7"	3867	B
S503	612	2'-9"	1755	S
S504	1224	2'-3"	2872	B
S505	*	* * *	2026	S
S506	4	4'-0"	17	S
<b>REPLACEMENT BARS</b>				
RE1101	4	7'-6"		S
RE1001	1	7'-2"		S
RE901	1	6'-10"		S
RE801	1	6'-6"		S
RE701	1	6'-3"		S
RE601	4	5'-11"		S
RE501	3	5'-7"		S
RE401	1	5'-11"		B
<b>RAILING</b>				
RE01	16	14'-1"		S
RE02	192	17'-7"		S
RE03	8	27'-4"		S
RE04	8	28'-7"		S

<b>SPIRAL REINFORCING LIST</b>						
MARK	NO.	CORE DIA. % SPIRAL	LENGTH	PITCH	NO. OF TURNS	WEIGHT
SP501	1	38"	18'-11"	3 1/4"	73	808
SP502	2	38"	17'-6"	3 1/4"	68	1506
SP503	2	38"	17'-11"	3 1/4"	69	1529
SP504	1	38"	19'-3"	3 1/4"	74	820
SP505	2	38"	17'-7"	3 1/4"	68	1507
SP506	2	38"	19'-5"	3 1/4"	75	1662
SP507	1	38"	17'-9"	3 1/4"	69	764
SP508	1	38"	17'-5"	3 1/4"	67	742

**SPIRAL REINFORCING BARS**

THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE TOP OF COLUMN (-2")

THE "NUMBER OF TURNS" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE "LENGTH" DIVIDED BY THE PITCH, PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED AS THE NEAREST WHOLE NUMBER.

SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.

1-1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

FOUR STEEL CHANNEL, TEE OR ANGLE SPACERS WEIGHING APPROXIMATELY 0.68 LB. PER LIN. FT. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.68 LB. PER LIN. FT. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.

**NOTES**

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE A700 IS A NO.7 SIZE BAR AND A1014 IS A NO.10 SIZE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**REINFORCING STEEL LIST**

BRIDGE NO. CL1-1-1423  
PROPOSED S.R.1 UNDER  
STARBUCK ROAD

CLINTON CO      PROPOSED S.R.1  
STA. 1115 + 79.43

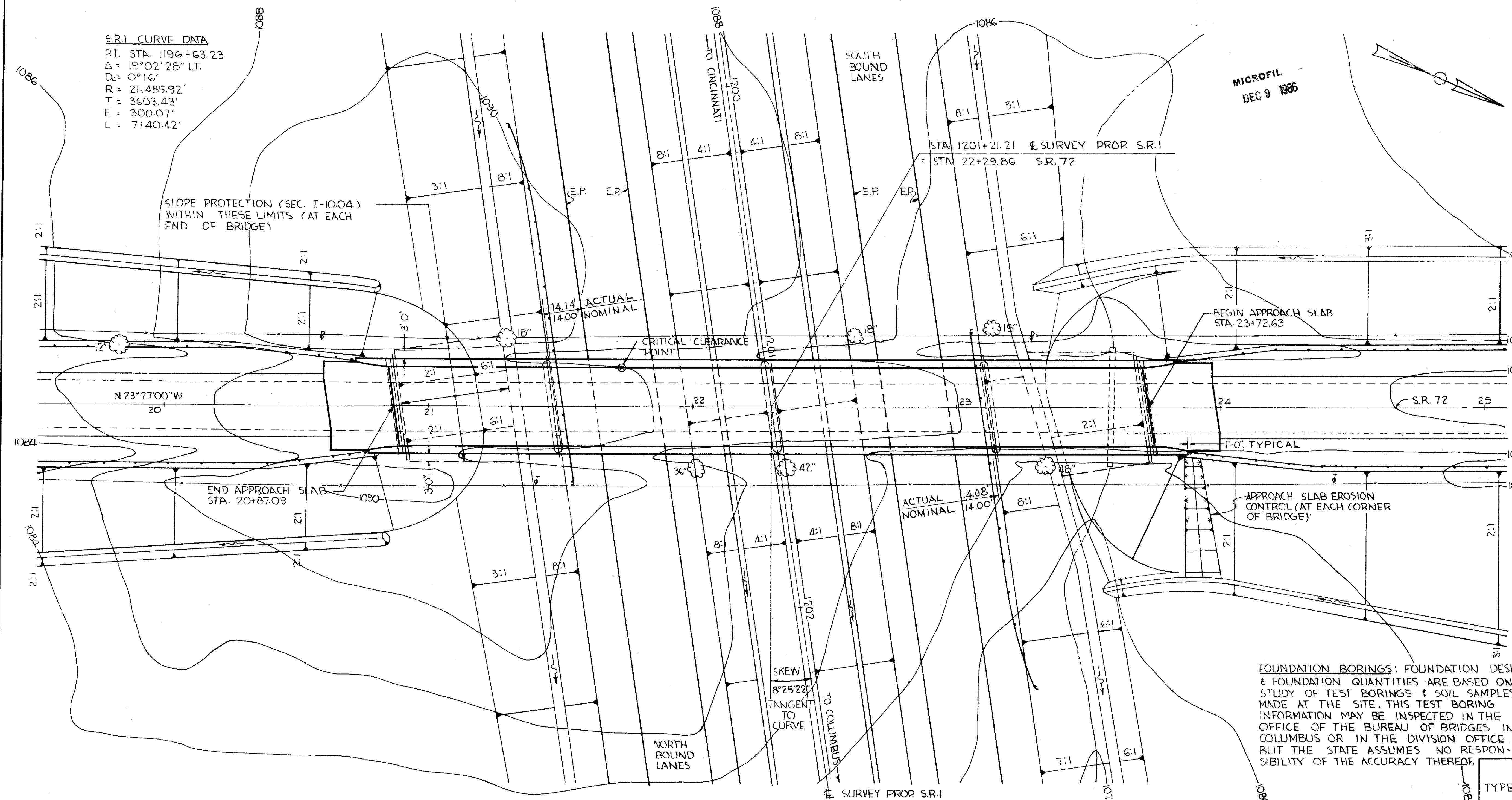
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	K.D.	K.D.	J.K. T.P.S.		10/19/62	

MICROFIL  
DEC 9 1986

CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

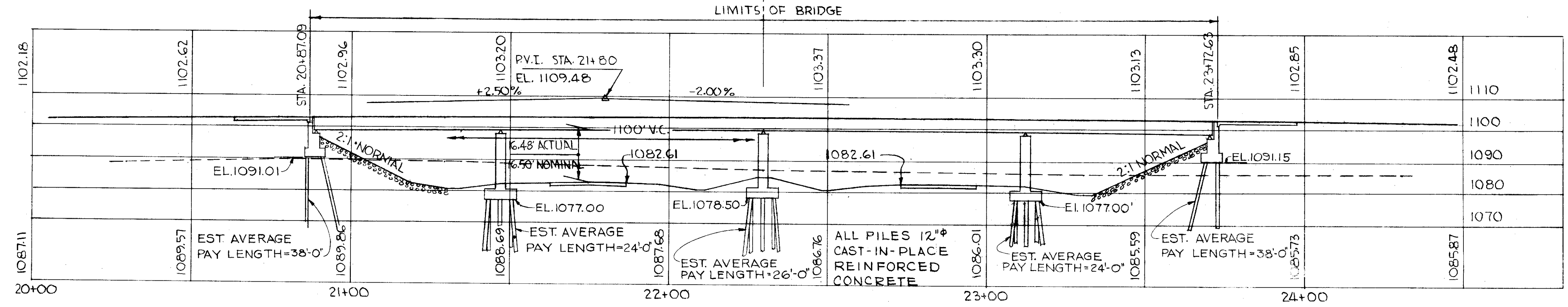
MICROFIL  
DEC 9 1986

S.R.1 CURVE DATA  
P.I. STA. 1196+63.23  
 $\Delta = 19^{\circ}02'28''$  LT.  
 $D_c = 0^{\circ}16'$   
 $R = 21,485.92'$   
 $T = 3603.43'$   
 $E = 300.07'$   
 $L = 7140.42'$



1110	1100	1090	1080	1070
1082.80				1088.7
1082.68				1085.2
1082.58				1085.6
1082.44				1084.6
1082.32				1082.9

FOUNDATION BORINGS: FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF TEST BORINGS & SOIL SAMPLES MADE AT THE SITE. THIS TEST BORING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE BUT THE STATE ASSUMES NO RESPONSIBILITY OF THE ACCURACY THEREOF.



PROPOSED STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONCRETE DECK & SUBSTRUCTURE  
SPAN: 58'-0" - 82'-5" - 82'-5" - 58'-0"  
ROADWAY: 30'-0" F/F OF 2'-3" SAFETY CURB  
LOAD FREQUENCY RATING: CF 400(57)  
SKEW: 8°25'22" RF  
ALIGNMENT: TANGENT  
WEARING SURFACE: 1" MONOLITHIC CONCRETE  
APPROACH SLAB: 25' LONG

1975 ADT - 1540

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

SITE PLAN

BRIDGE NO. GRE - 1 - 0052  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 72

SEC. CLI-1-9.10 GRE-1-0.00 PROPOSED S.R. 1  
SCALE 1"=20' STA. 1201+21.21

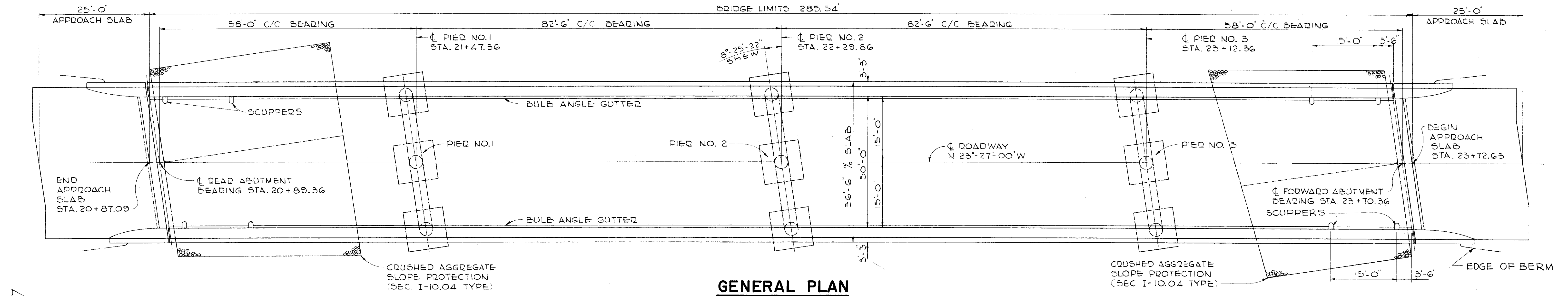
PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED LARSON & MILLER	DRAWN J.F.	DESIGNED J.F.	DRAWN J.F.	CHECKED J.O.	REVISED
			C.H.M.	T.P.S.	

MICROFIL  
DEC 9 1986

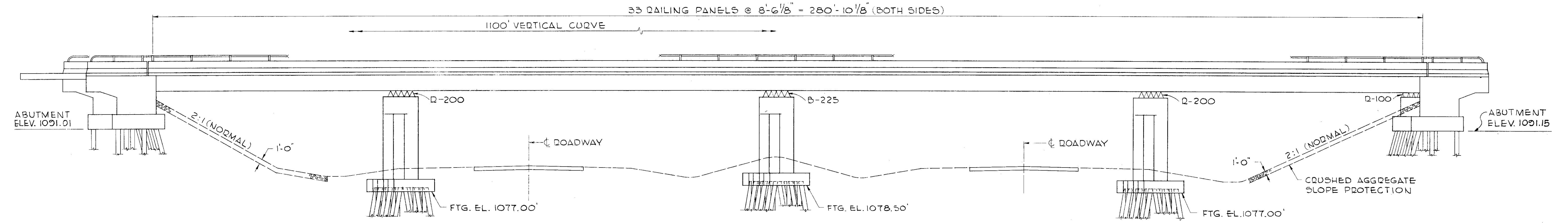
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

303  
339



**GENERAL PLAN**



**ELEVATION**

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT.	PIERS	GEN.
E-2	421	CU.YDS.	UNCLASSIFIED, EXCAVATION		220	201	
S-1	326	CU.YDS.	CLASS "C" CONCRETE, SUPERSTRUCTURE	326			
S-1	75	CU.YDS.	CLASS "C" CONCRETE, PIER CAPS & COLUMNS			75	
S-1	152	CU.YDS.	CLASS "E" CONCRETE, ABUTMENTS		152		
S-1	73	CU.YDS.	CLASS "E" CONCRETE, PIER FOOTINGS			73	
S-4	122,348	LBS	REINFORCING STEEL	81,130	11,671	29,547	
S-7	343,820	LBS	STRUCTURAL STEEL	343,820			
S-8	343,820	LBS	FIELD PAINTING OF STRUCTURAL STEEL	343,820			
S-14	617.83	LIN. FT.	DAILING (ALUMINUM RAIL, SUPPORTS & CONC. PARAPET)	565.16	52.67		
S-16	LUMP	SUM	FIRST TEST PILE				LUMP
S-18	2620	LIN. FT.	12"Ø CAST IN PLACE REINFORCED CONCRETE PILES		1215	1405	
S-29	27	CU.YDS.	POROUS BACKFILL		27		
S-29	8	EACH	SCUPPERS, INCLUDING SUPPORTS	8			
I-10	416	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				416
SPECIAL	326	EACH	WATER REDUCING, SET RETARDING ADMIXTURE (*)	326			

(\*) SEE PROPOSAL NOTE.

**GENERAL NOTES**

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS AQ-1-57 REVISED 4-2-62, CSB-2-56 SHEETS (2) AND (3), REVISED 2-2-59 AND RB-1-55 REVISED 2-2-59.

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO THE REQUIREMENTS OF DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS DATED 3-1-57, TOGETHER WITH REVISIONS THEREOF DATED 2-21-58 AND 5-1-62.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. CLASS "B" WELDS SHOWN THUS: ANY WELDS SHOWN AS FIELD, MAY AT THE OPTION OF THE CONTRACTOR, BE MADE IN THE SHOP.

SURFACE FINISH OF CONCRETE. SEC. S-122 RUBBED FINISH, SHALL APPLY TO THE ENTIRE EXPOSED SURFACES OF PIERS, ABUTMENTS AND SUPERSTRUCTURE EXCEPT BRIDGE SEATS, BACKWALLS, THE FACE OF ABUTMENTS BETWEEN OUTSIDE BEAMS AND THE TOP AND BOTTOM SURFACES OF ROADWAYS AND SAFETY CURBS.

CRUSHED AGGREGATE SLOPE PROTECTION (SEC. I-10.04 TYPE) EXTENDS FROM THE FACE OF ABUTMENT DOWN TO THE TOE OF SLOPE AND EXTENDS IN WIDTH THREE FEET BEYOND OUTER EDGE OF SUPERSTRUCTURE. AT THE ACUTE CORNERS OF THE SKEWED BRIDGE THE OUTSIDE EDGE OF THE SLOPE PROTECTION SHALL INTERSECT THE ACTUAL OR PROJECTED FACE OF THE ABUTMENT THREE FEET BEYOND THE OUTER EDGE OF THE SUPERSTRUCTURE AND SHALL EXTEND DOWN THE SLOPE NORMAL TO THE FACE OF THE ABUTMENT, TO THE TOE OF SLOPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**GENERAL PLAN & ESTIMATED QUANTITIES**  
BRIDGE NO. GRE-1-0052  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 72

GREENE CO. PROPOSED S.R. 1  
STA. 1201+21.21

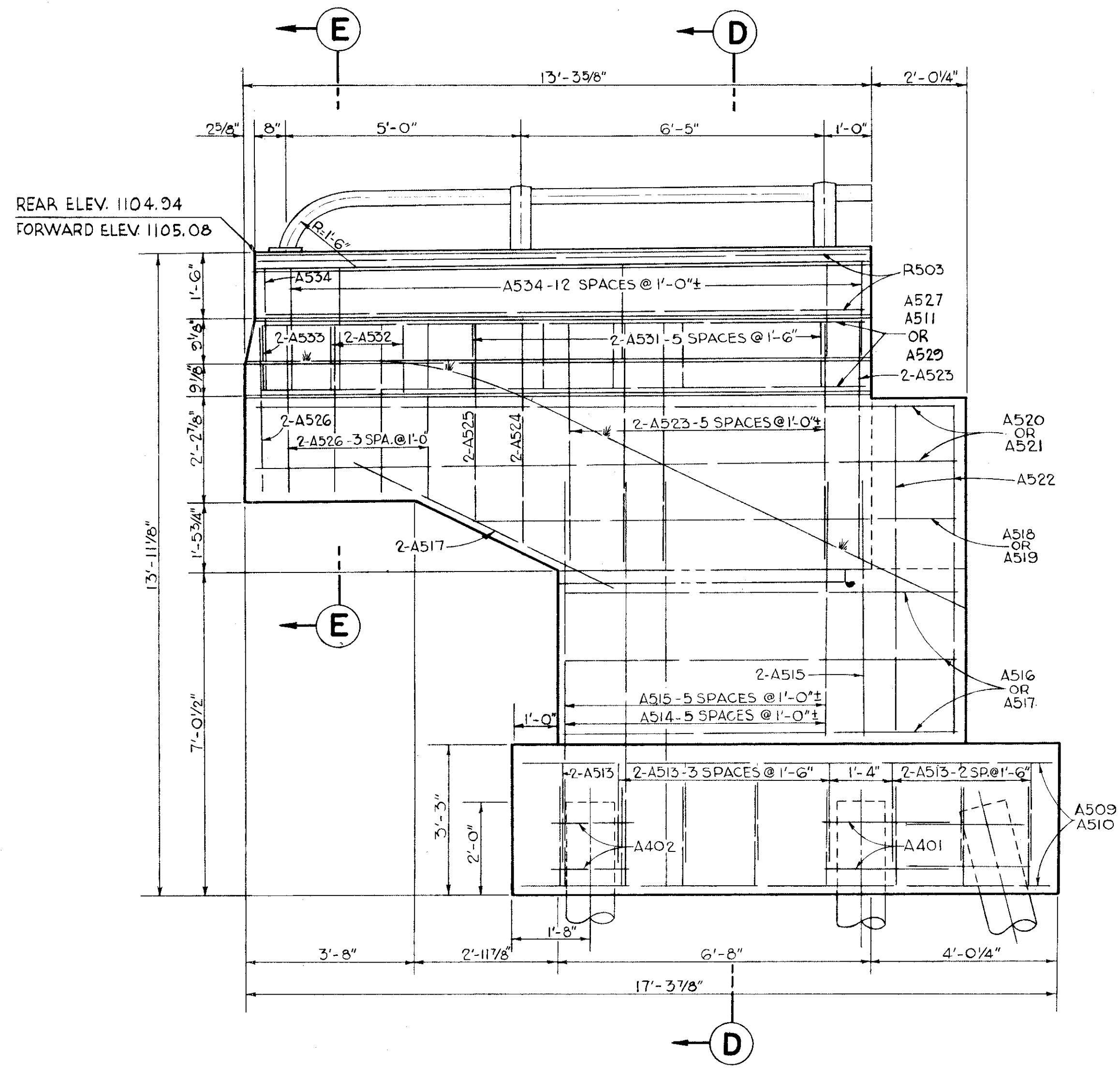
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	C.H.T.	C.H.T.	K.R.D.		10/12/62	



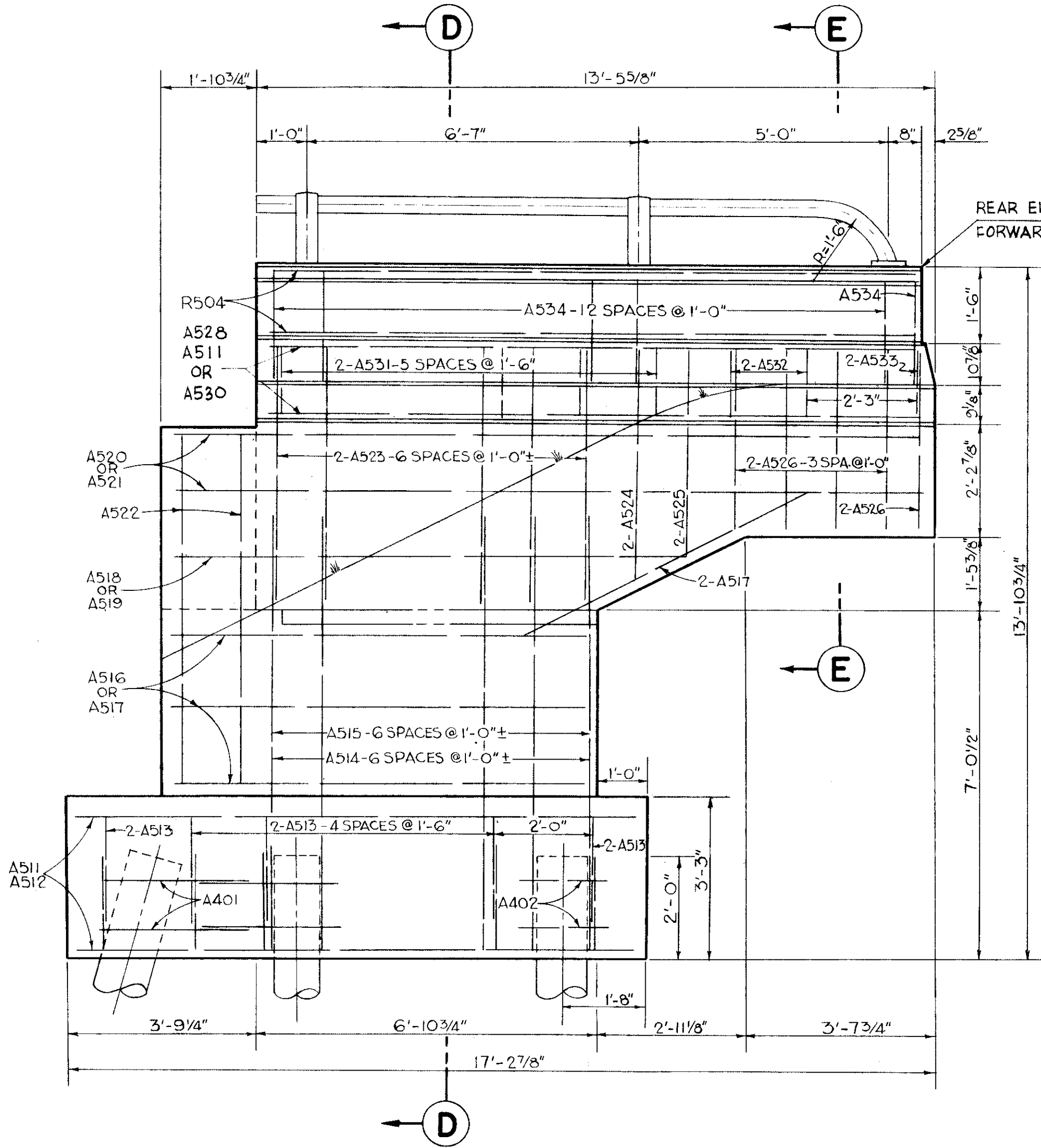


MICROFIL  
DEC 9 1986

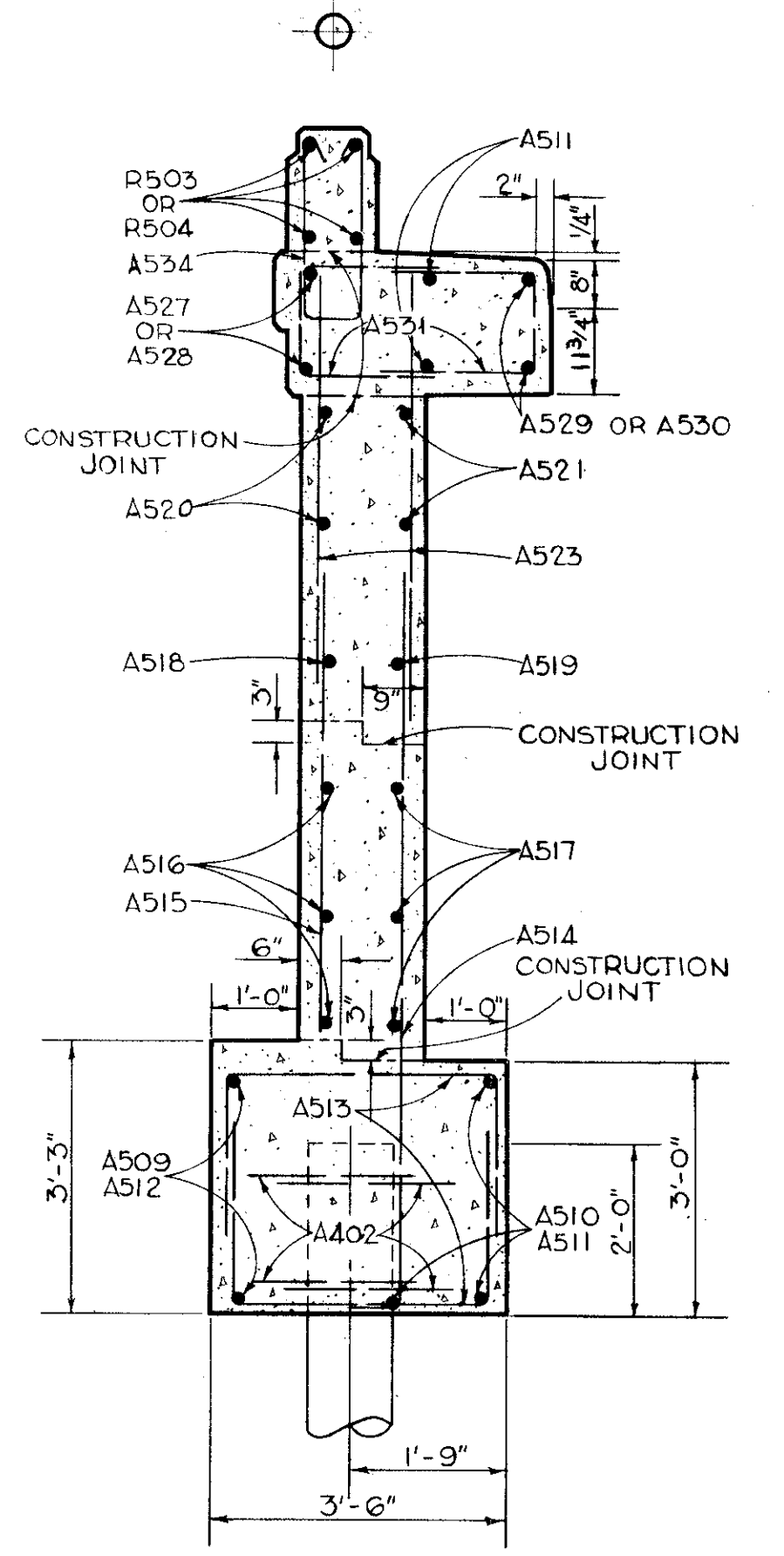
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



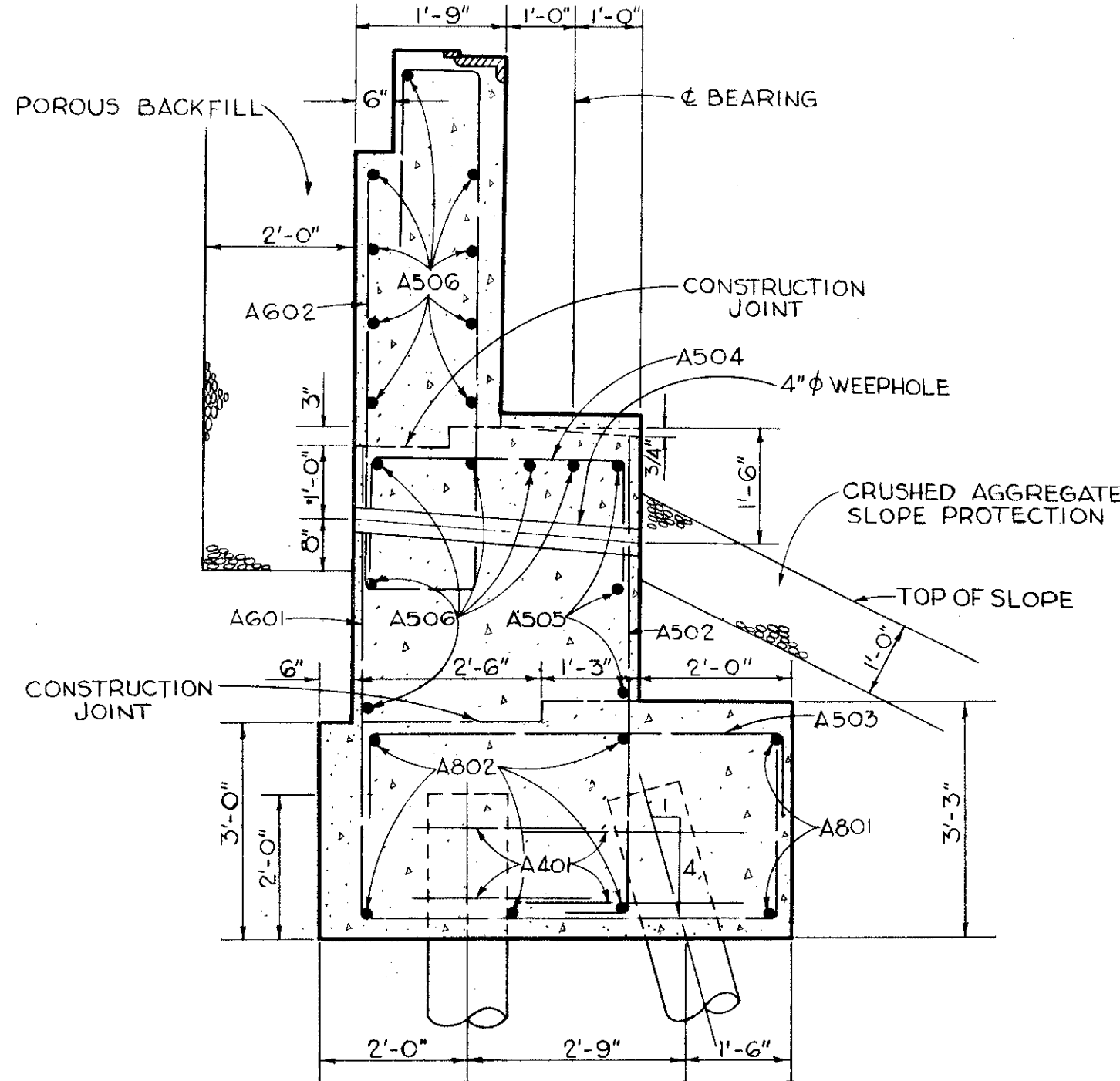
VIEW A-A



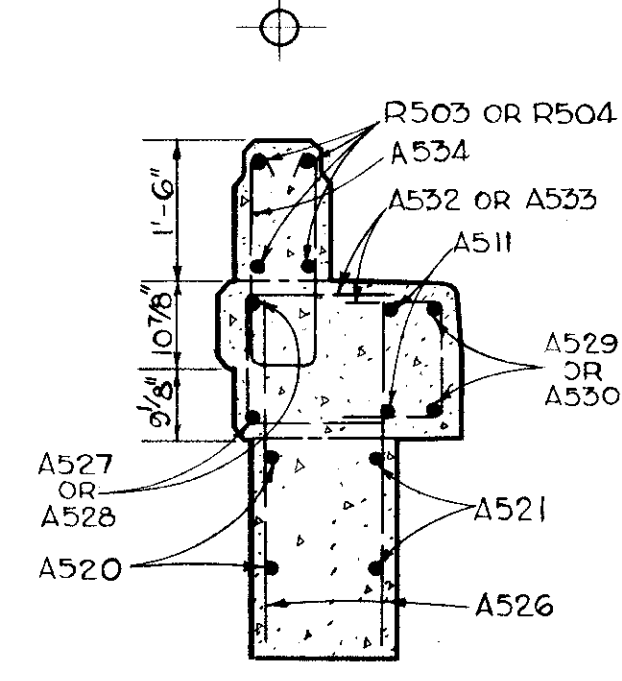
VIEW B-B



SECTION D-D



SECTION C-C



SECTION E-E

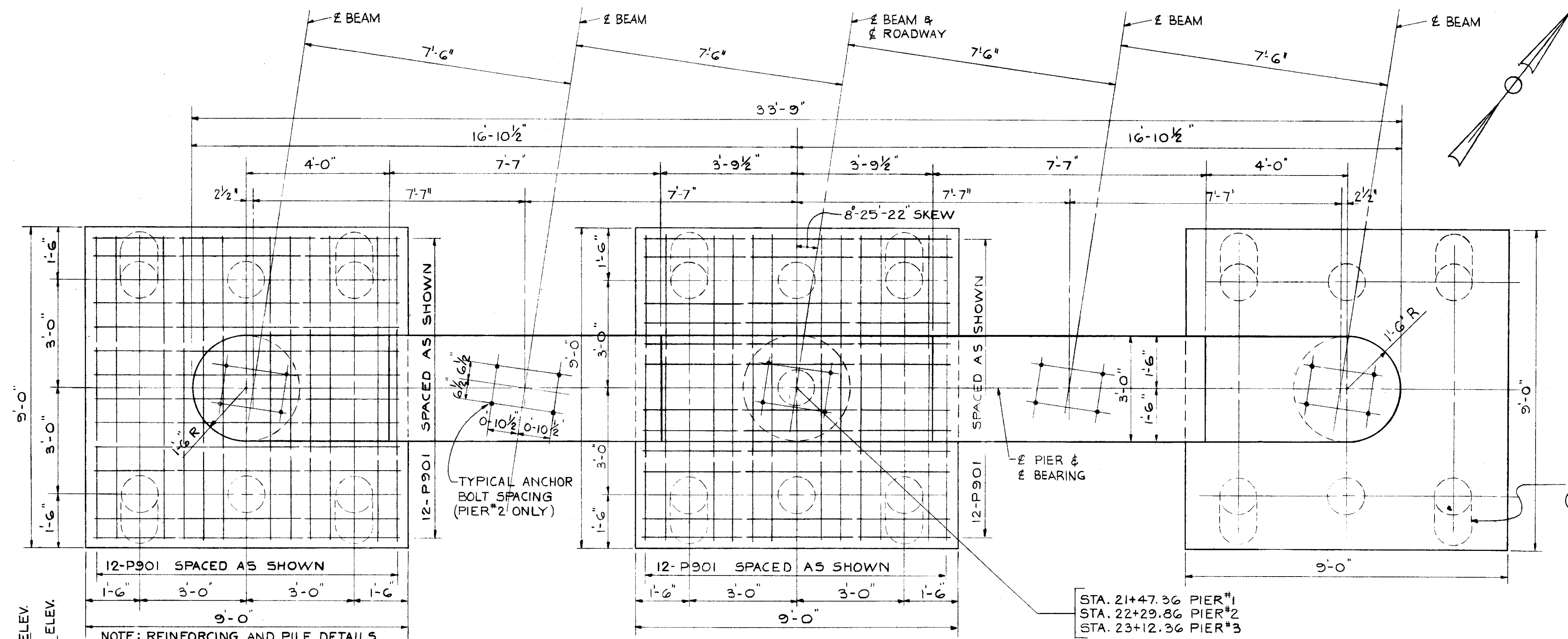
NOTES

- PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL - THRU SLOPE AND TO THE LEVEL OF THE SUBGRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENTS, AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND THE PILES DRIVEN.
- EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL REQUIRED FOR CONSTRUCTION OF THE ABUTMENTS.
- POROUS BACKFILL SHALL EXTEND UPWARD TO THE APPROACH SLAB, AND OUTWARD TO THE WING WALLS. EXCAVATION THEREFOR, IN EXCESS OF THAT REQUIRED FOR CONSTRUCTION OF THE ABUTMENT SHALL BE CONSIDERED AS PAID FOR IN THE BID PRICE PER CU. YD. PAID FOR POROUS BACKFILL.
- ALL PILES SHALL BE 12"  $\phi$  REINFORCED CAST-IN-PLACE CONCRETE.
- MAXIMUM ACTUAL DESIGN LOAD 45 TONS PER PILE, WHICH INCLUDES LOADING DUE TO NEGATIVE FRICTION FORCE OF FILL.
- CONCRETE SHALL BE CLASS "E".

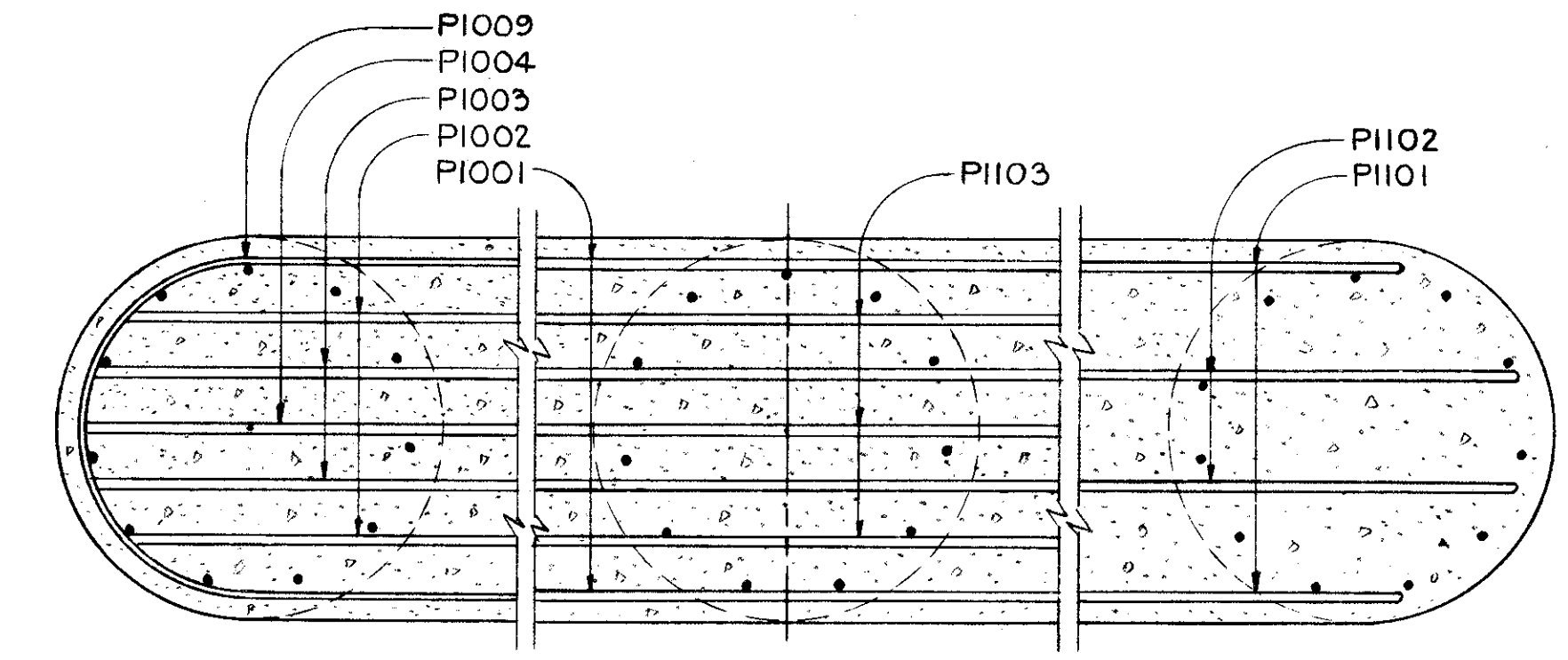
A. M. KINNEY, INC. CINCINNATI, OHIO					
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO					
<b>ABUTMENT DETAILS</b>					
BRIDGE NO. GRE-1-0052 PROPOSED S.R. 1 UNDER STATE ROUTE 72					
GREENE CO.			PROPOSED S.R. 1 STA. 1201 + 21.21		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
H.G.W.	K.B.	K.B.	J.K. R.D.		6/7/10/12/62

CLINTON - GREENE COUNTIES  
 CLI - 1-9.10  
 GRE - 1-0.00

MICROFIL  
 DEC 9 1986

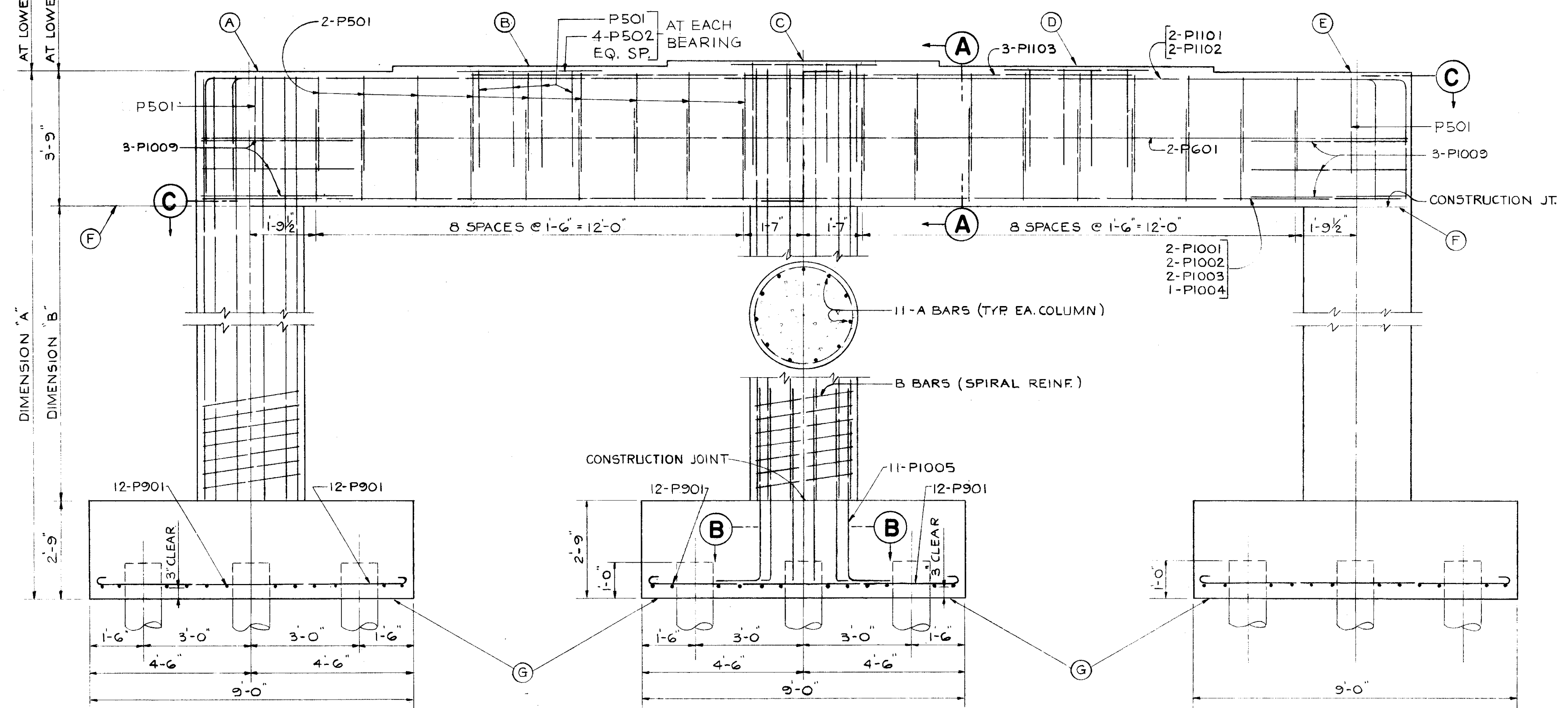


**PLAN**



**SECTION C-C**

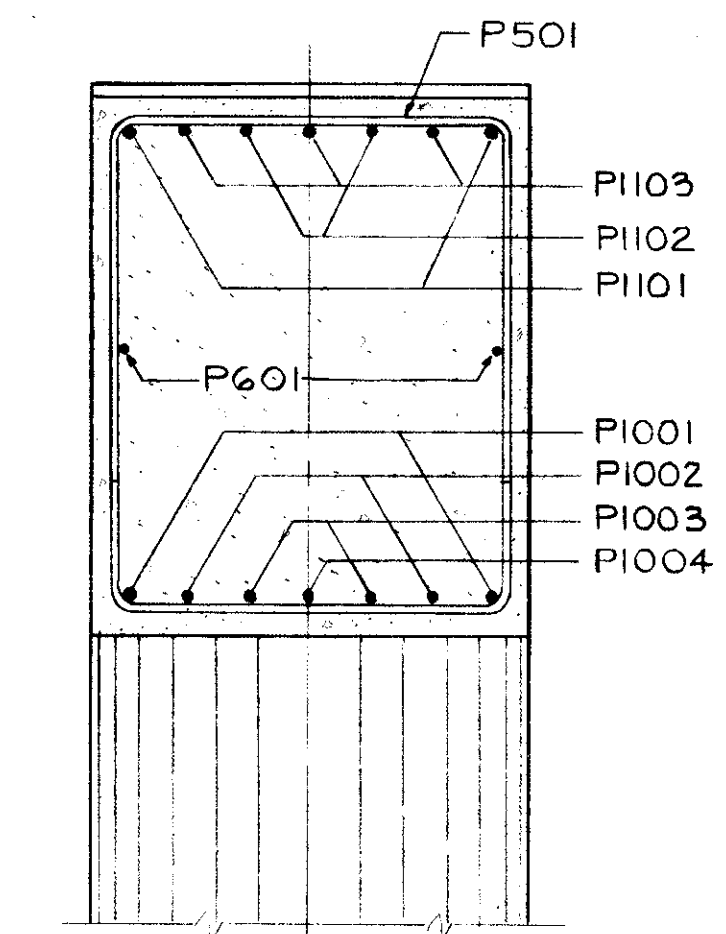
AT LOWEST SEAT ELEV.  
 AT LOWEST SEAT ELEV.



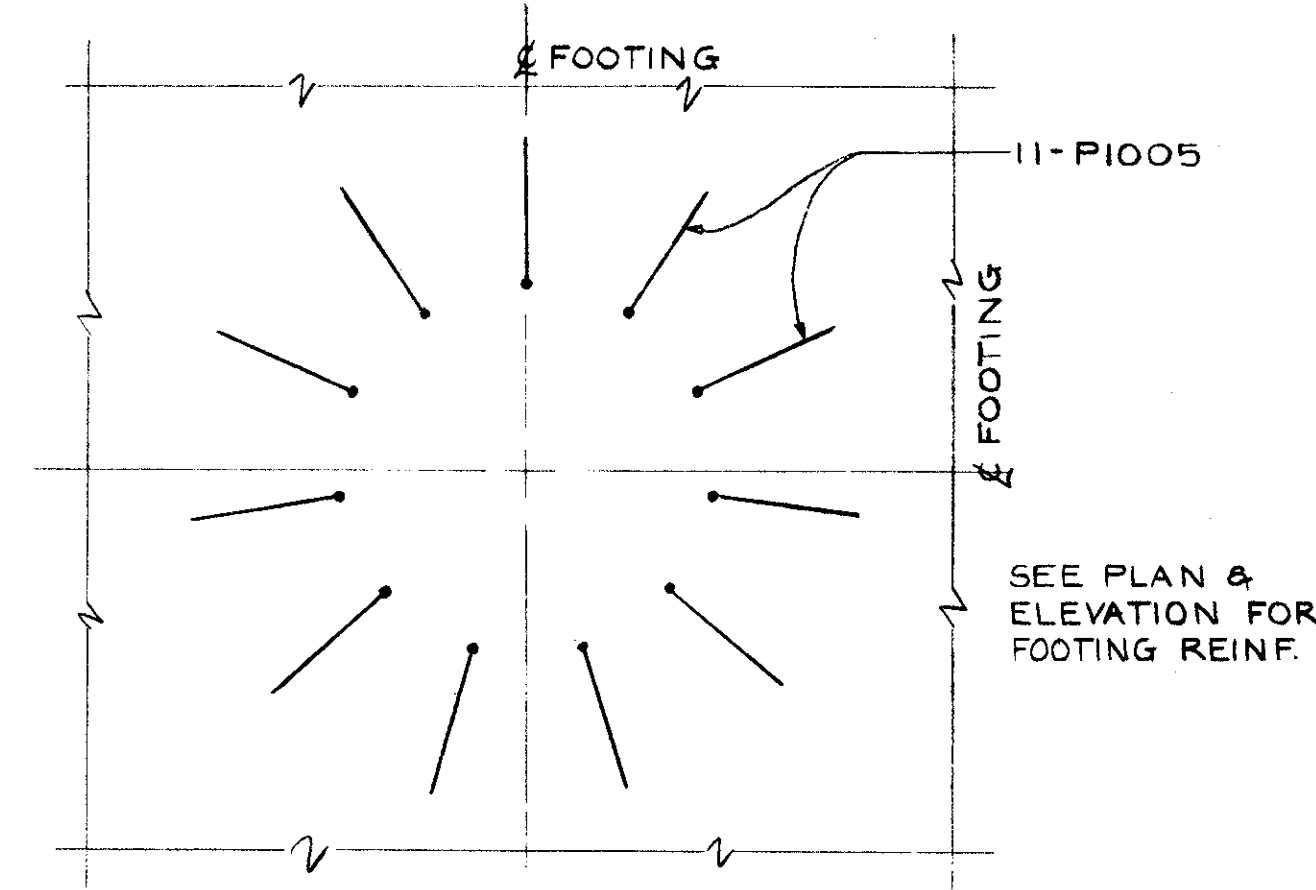
**ELEVATION**

BATTER PILES 1:4 AS SHOWN  
 (IN ALL FOOTINGS)

STA. 21+47.36 PIER #1  
 STA. 22+29.86 PIER #2  
 STA. 23+12.36 PIER #3



**SECTION A-A**



**SECTION B-B**

SEE PLAN &  
 ELEVATION FOR  
 FOOTING REINF.

**NOTES**

SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL IN PIER CAP SO THAT IT WILL NOT INTERFERE WITH THE DRILLING OF ANCHOR BOLT HOLES. PIER CAP AND COLUMNS SHALL BE CLASS "C" CONCRETE. PIER FOOTINGS SHALL BE CLASS "E" CONCRETE. ALL REINFORCING STEEL SHALL BE "2" CLEAR EXCEPT WHERE OTHERWISE SHOWN. MAXIMUM ACTUAL DESIGN LOAD 40 TONS PER PILE.

	PIER #1	PIER #2	PIER #3
ELEV. A	1097.81	1097.95	1097.90
ELEV. B	1097.93	1098.07	1098.02
ELEV. C	1098.05	1098.19	1098.13
ELEV. D	1097.94	1098.07	1098.01
ELEV. E	1097.83	1097.96	1097.89
ELEV. F	1094.06	1094.20	1094.14
ELEV. G	1077.00	1078.50	1077.00
DIM. A	20'-0 3/4"	19'-5 3/8"	20'-10 1/2"
DIM. B	14'-3 3/4"	12'-11 3/8"	14'-4 1/2"
A-BARS	P1006	P1007	P1008
B-BARS	SP401	SP402	SP403

A. M. KINNEY, INC.  
 CINCINNATI, OHIO  
 DODSON, KINNEY & LINDBLOM  
 COLUMBUS, OHIO

**PIER DETAILS**

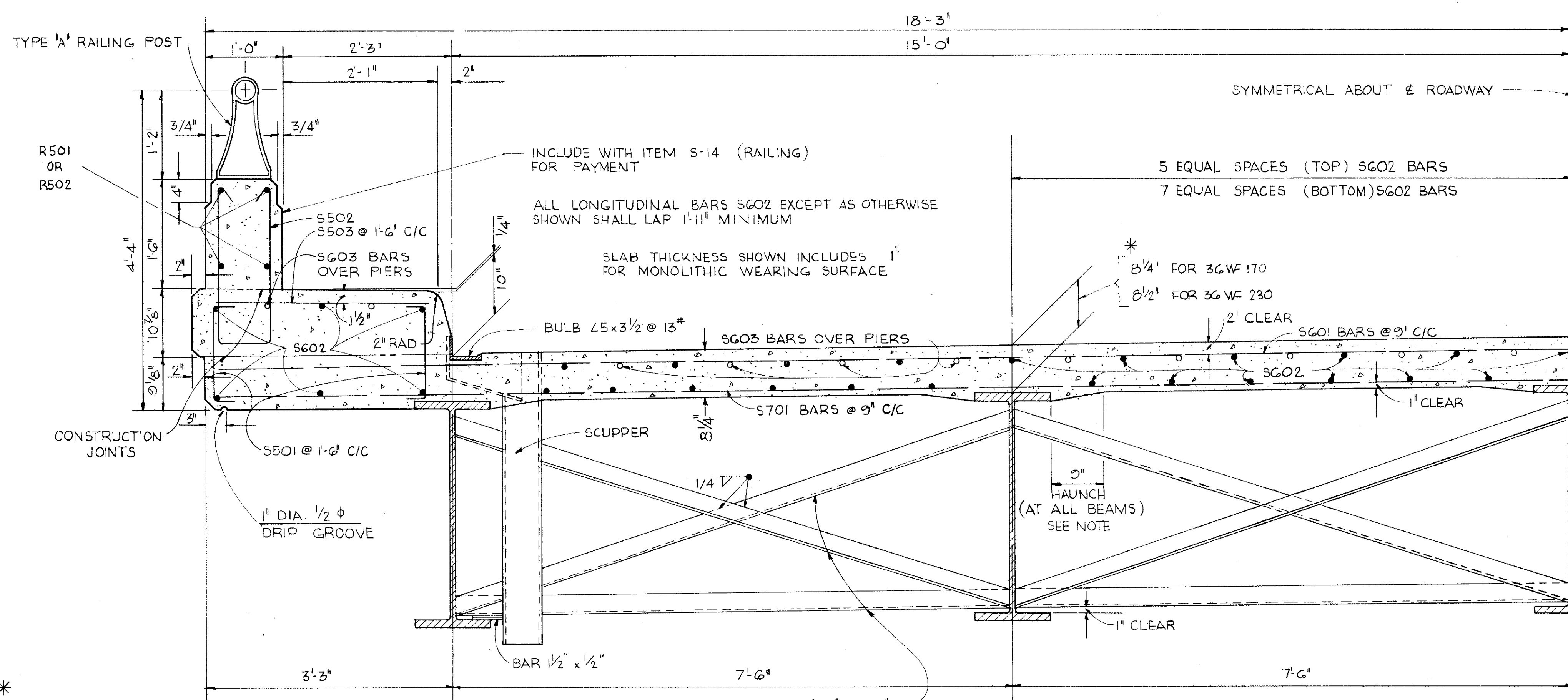
BRIDGE NO. GRE-1-0052  
 PROPOSED S.R. 1 UNDER  
 STATE ROUTE 72

GREENE CO. PROPOSED S.R. 1  
 STA. 1201 + 21.21

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.K.	K.D.	K.D.	T.P.S.	Oct. T	10/12/66	

MICROFIL  
DEC 9 1986

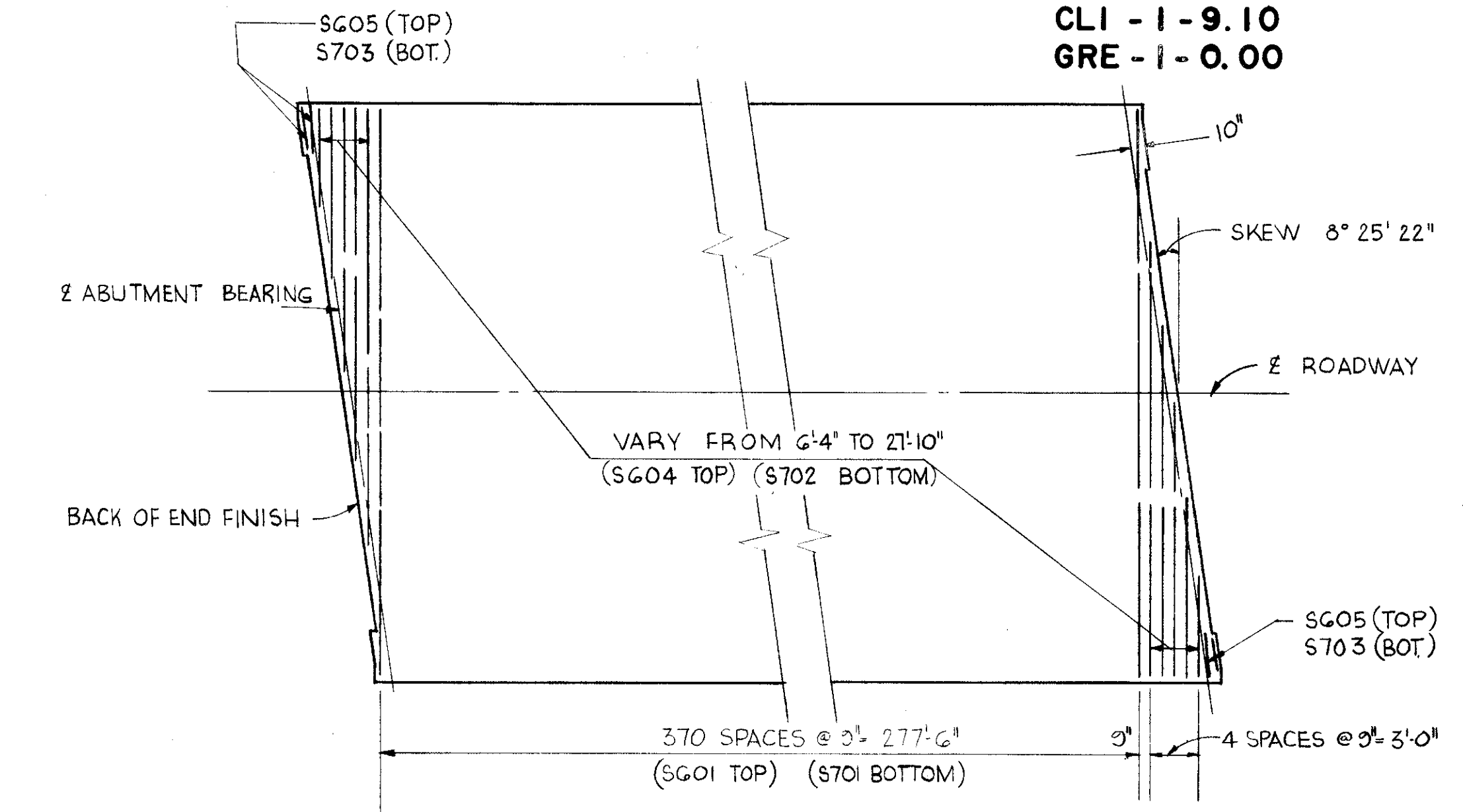
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



\* THIS 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

INTERMEDIATE CROSSFRAMES  $\angle 3 \times 3 \times 5/16$  WELD BOTH SIDES OF VERTICAL LEG AND TOP SIDE OF HORIZONTAL LEG TO BEAM WITH  $1/4$ " CONTINUOUS FILLET WELD.

**HALF TRANSVERSE SECTION**



**PART PLAN**  
SHOWING PLACEMENT OF TRANSVERSE REINFORCING STEEL

**NOTES**

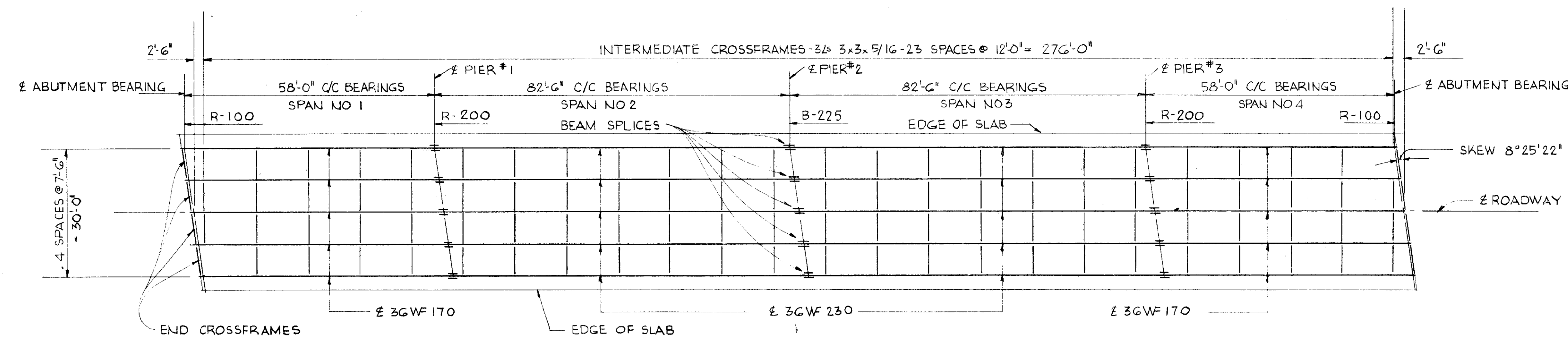
ROCKERS AND BLOSTERS SHALL BE R-100 AT THE ABUTMENTS, R-200 AT THE END PIERS AND B-225 AT THE CENTER PIER. FOR DETAILS SEE STANDARD DRAWING RB-1-55.

FOR DETAIL OF END CROSSFRAME, END FINISH, CURB PLATES, SCUPPERS, ALUMINUM RAILING, BEAM CUT OFF AT BACK WALL AND WELDED BUTT JOINT IN SUPERSTRUCTURE END FINISH ANGLES AT CENTERLINE ROADWAY, SEE STANDARD DRAWING CSB-2-56 AND AR-1-57.

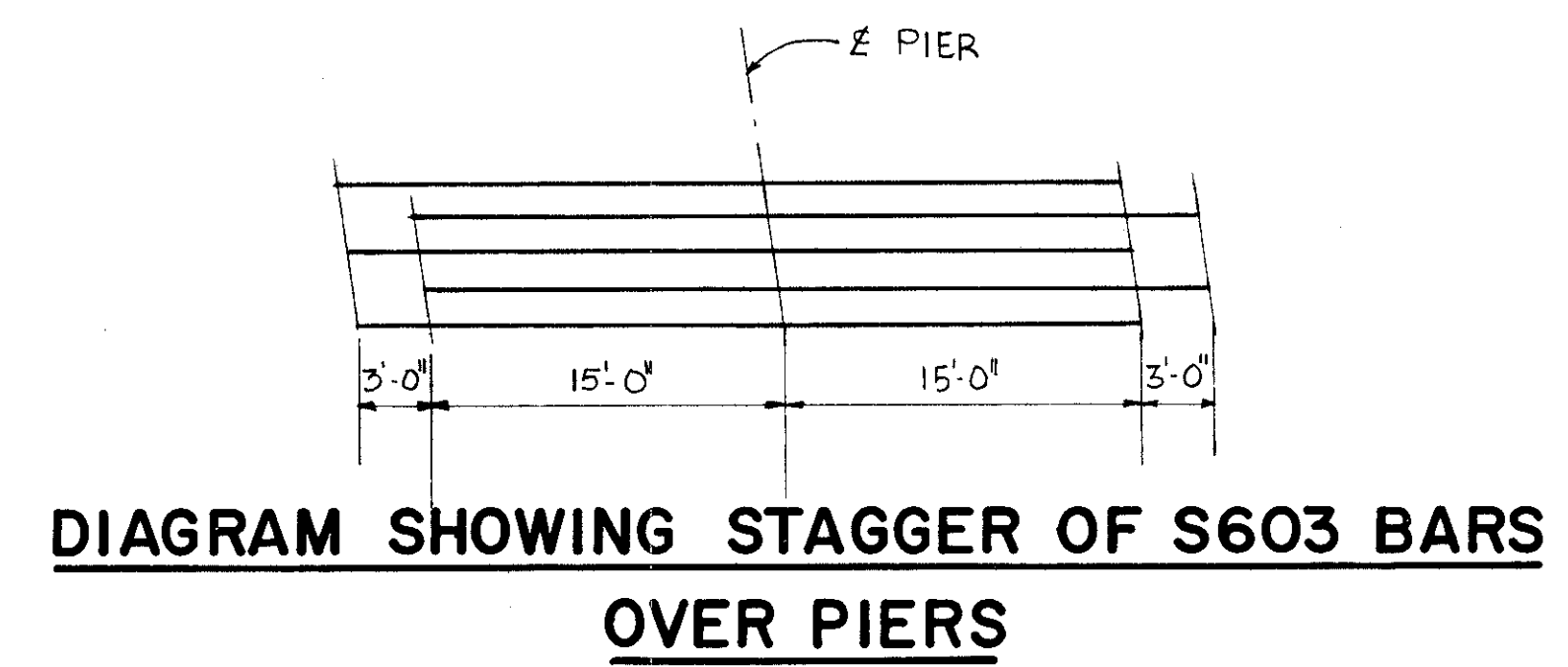
CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE CONCRETE OF THE DECK SLAB, THE PLACING OF THE CONCRETE SHALL PROGRESS UPGRADE. THE SLAB MAY BE PLACED IN SECTIONS BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE PARALLEL TO TRANSVERSE REINFORCING STEEL AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.

MACHINE FINISH: THE CONCRETE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

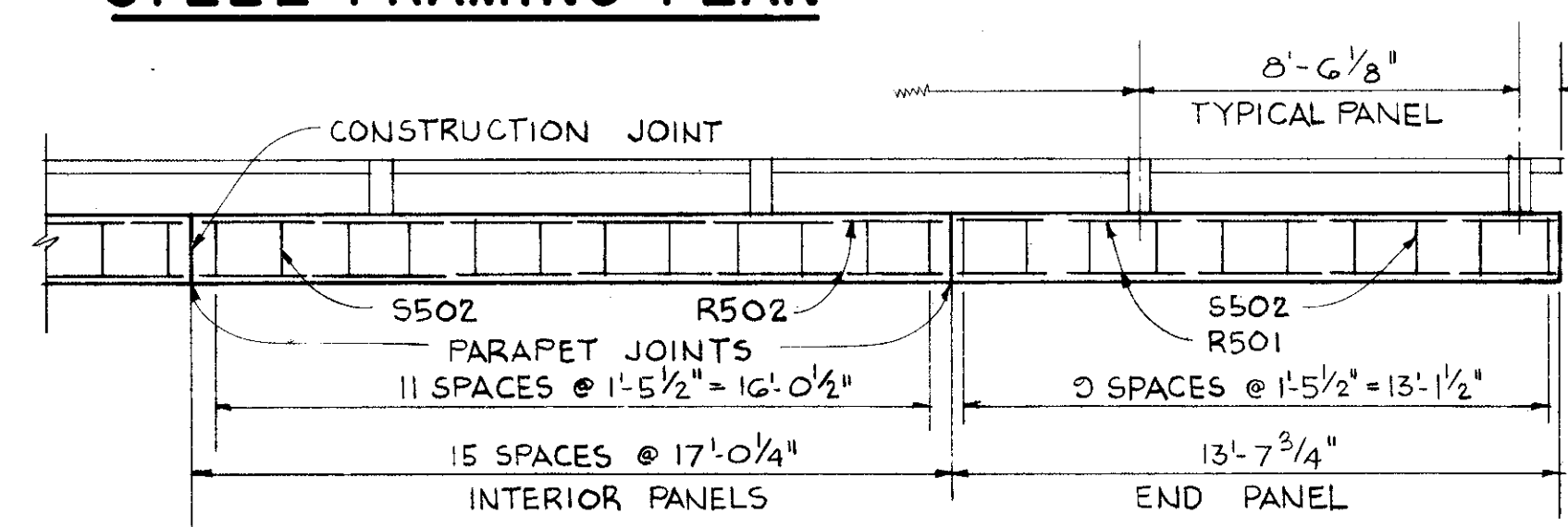
DECK SLAB HAUNCH: THE HAUNCH IN THE DECK SLAB ADJACENT TO THE TOP OF STEEL BEAMS, WHICH IS SHOWN AS 10" WIDE, MAY VARY FROM THIS DIMENSION BETWEEN THE LIMITS OF 6" AND 12" EXCEPT THAT THE MAXIMUM SLOPE SHALL NOT EXCEED 3" PER FOOT. PAYMENT FOR DECK SLAB CONCRETE SHALL BE BASED ON THE 10" WIDTH.



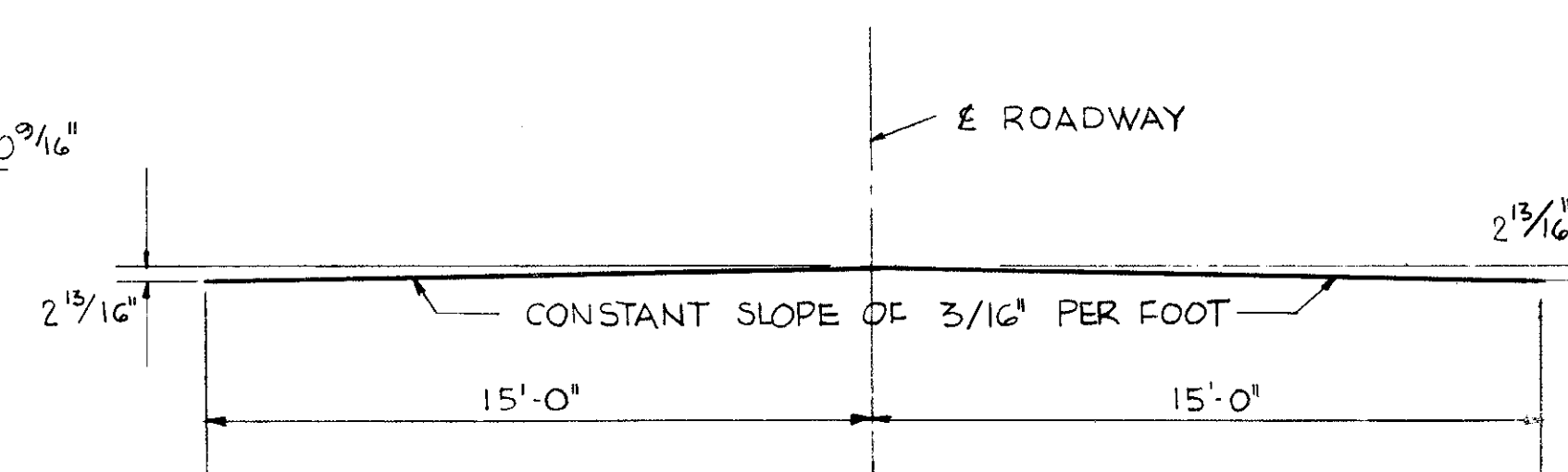
**STEEL FRAMING PLAN**



**DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS**



**STEEL PLACEMENT DIAGRAM FOR PARAPET**

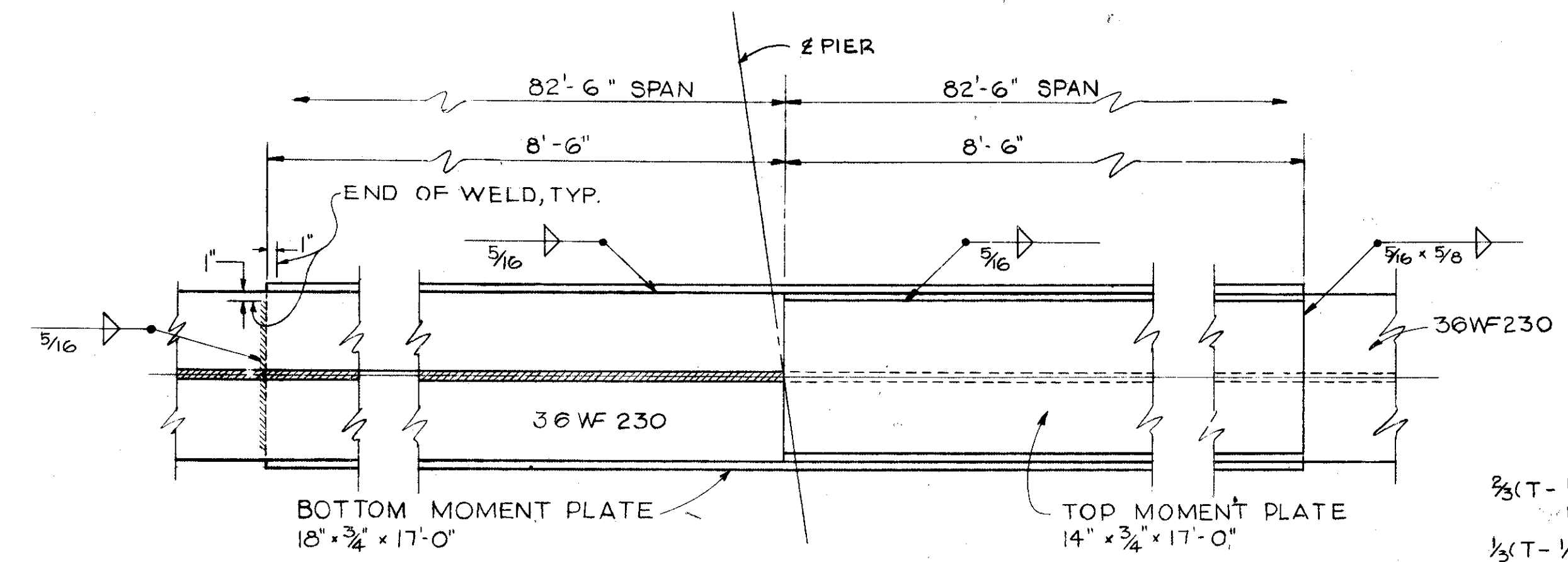


**BRIDGE ROADWAY CROWN**

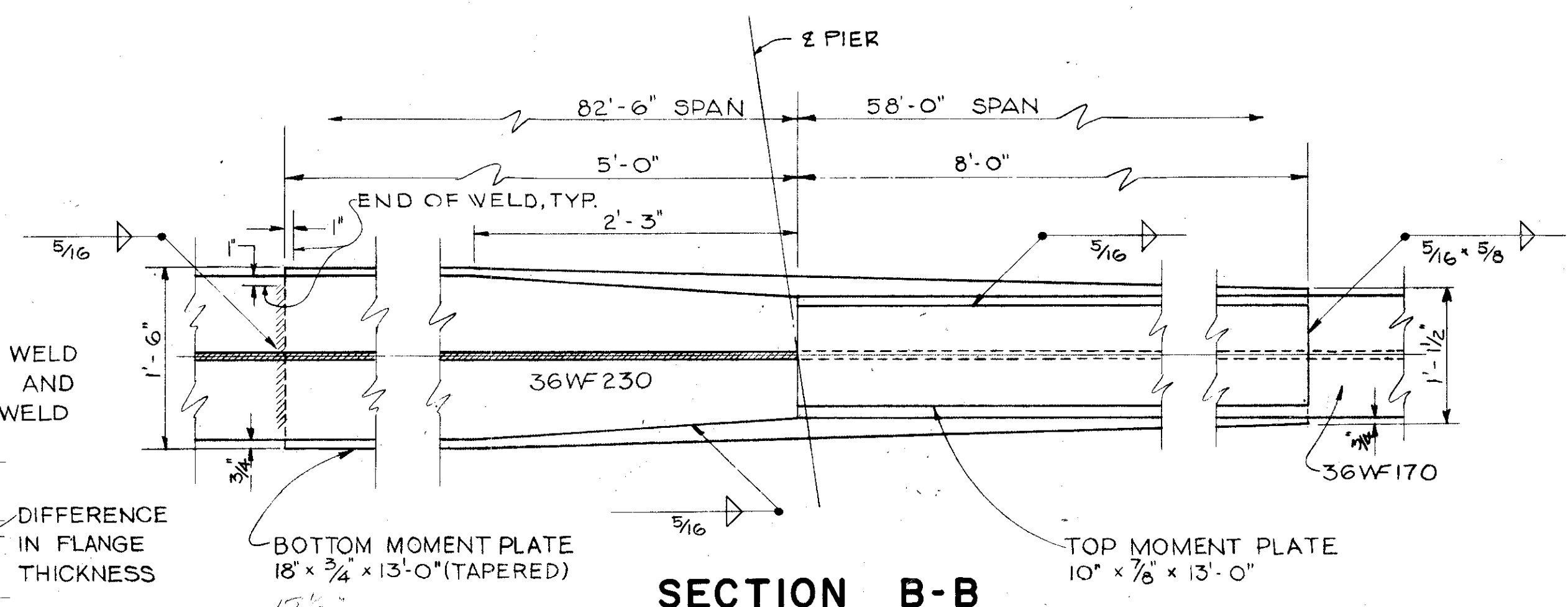
A. M. KINNEY, INC. CINCINNATI, OHIO					
DODSON, KINNEY & LINDBLOM COLUMBUS, OHIO					
<b>SUPERSTRUCTURE DETAILS</b>					
BRIDGE NO. GRE - 1 - 0052 PROPOSED S.R. 1 UNDER STATE ROUTE 72					
GREENE CO.			PROPOSED S.R. 1 STA. 1201 + 21.21		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
J.K.	G.B.	G.B.	K.R.D.		10-12-62

MICROFIL  
DEC 9 1986

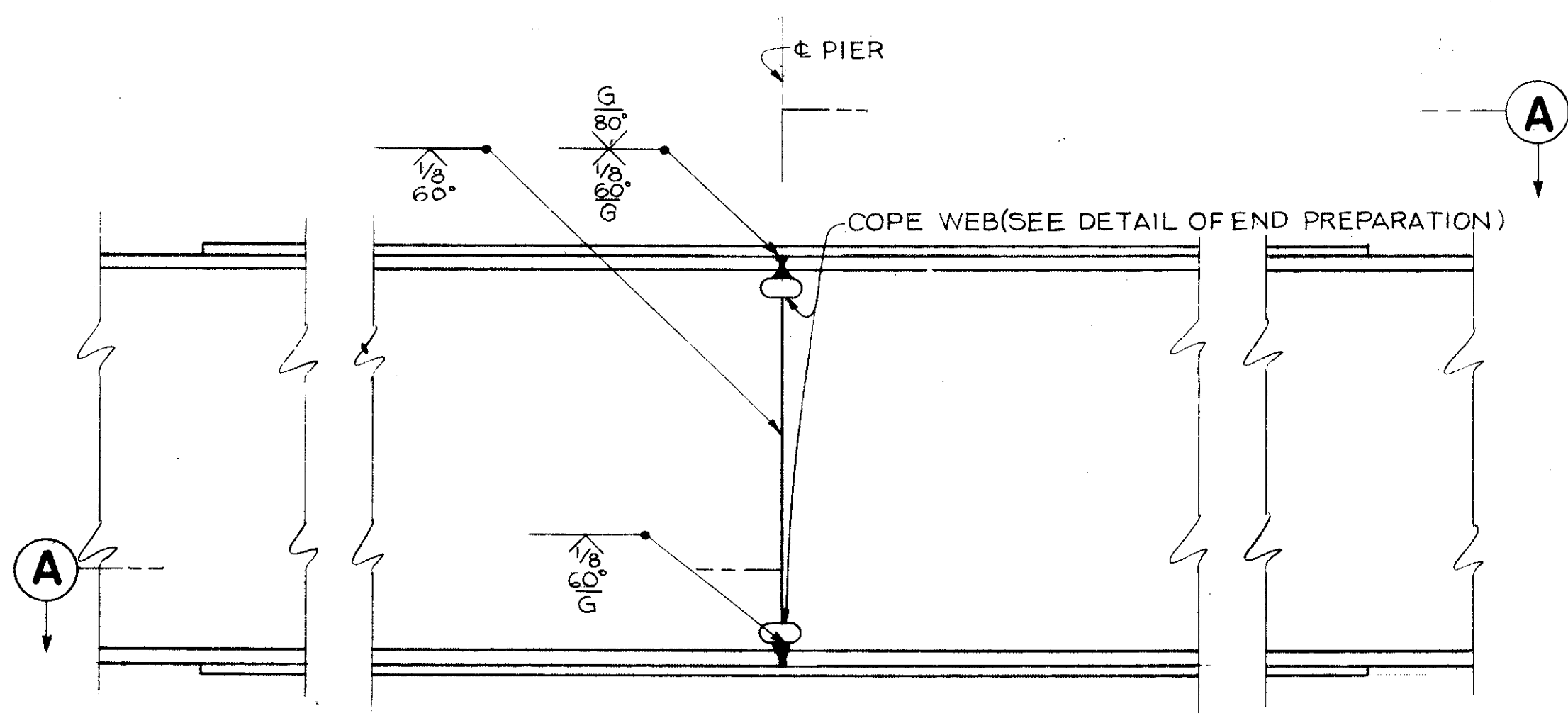
CLINTON - GREENE COUNTIES  
CLI - 1 - 9.10  
GRE - 1 - 0.00



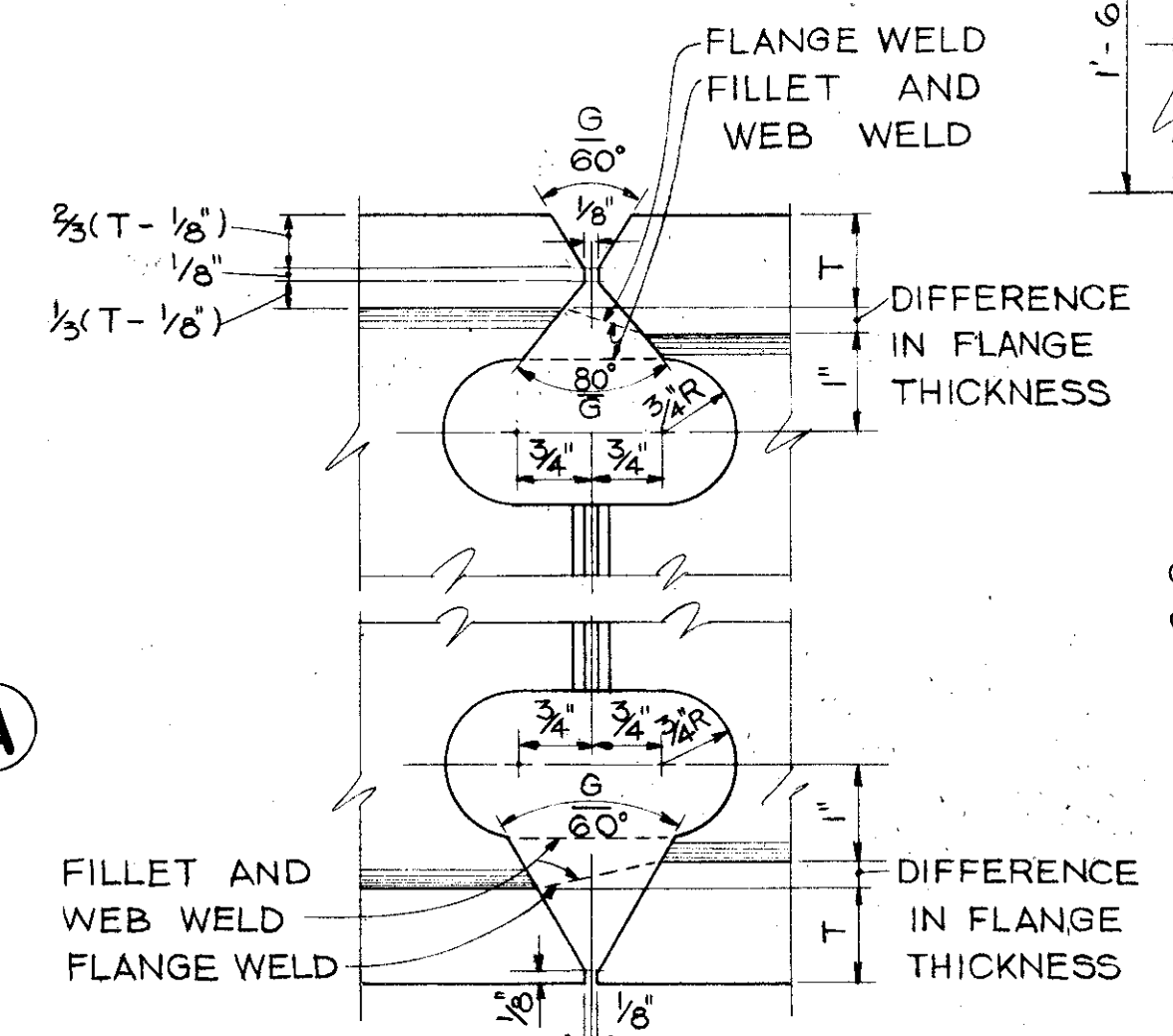
**SECTION A-A**



**SECTION B-B**

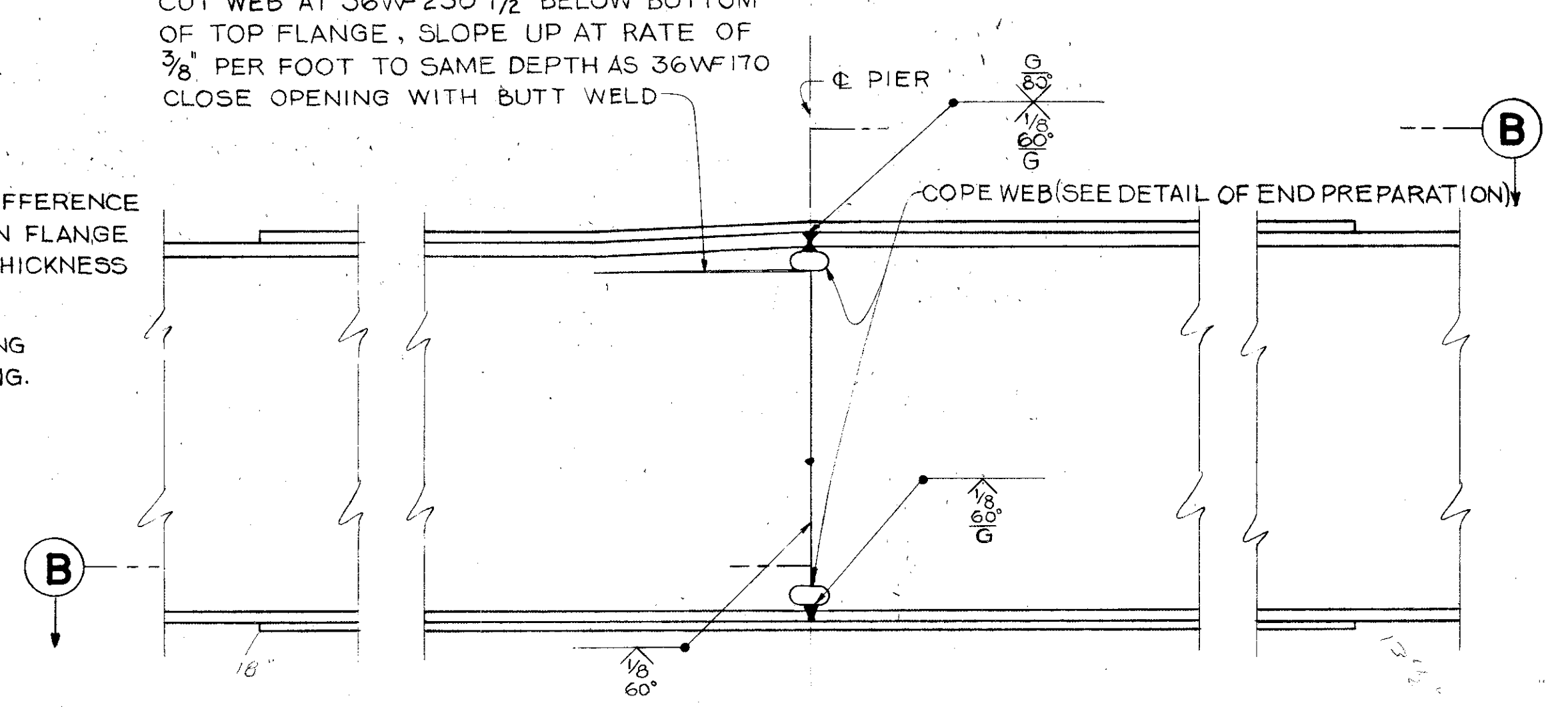


**BEAM SPLICE DETAIL AT PIER NO. 2**



NOTE: ANY ROUGHNESS FROM BURNING SHALL BE REMOVED BY GRINDING.

**END PREPARATION OF ROLLED BEAMS FOR FIELD WELDING**



**BEAM SPLICE DETAIL AT PIER NO. 1 & 3**

DEFLECTION & CAMBER		
LOCATION	ALL BEAMS	
	MIDDLE SPANS	END SPANS
DEFLECTION DUE TO WEIGHT OF STEEL	1/8"	1/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	3/16"	3/8"
CONVEXITY REQUIRED FOR VERTICAL CURVE	7/16"	1/4"
SUM OF DEFLECTION AND CONVEXITY	1 1/8"	1 1/16"
REQUIRED CAMBER	1 1/8"	NONE

**BEAM SPLICE WELDING PROCEDURE**

1. RAISE END OF BEAM AT SECOND PIER 2"
2. BUTT-WELD BEAM FLANGES AND WEB AT FIRST PIER USING THE FOLLOWING SEQUENCE: MAKE ONE PASS ON EACH FLANGE, THEN TWO ON THE WEB; REPEAT, USING ONE PASS AT EACH LOCATION, UNTIL WELDS ARE COMPLETED.
3. WELD TOP AND BOTTOM FLANGE MOMENT PLATES AT FIRST PIER.
4. LOWER END OF BEAM AT SECOND PIER.
5. MAKE SPLICE AT SECOND AND SUCCEEDING PIER IN THE SAME MANNER RAISING THE END OF THE BEAMS 2 7/8" AT THE PIER AND 7/8" AT THE ABUTMENT.

**NOTES**

CONTINUOUS BEAM SPLICES: IF BEAMS HAVING DEPTHS DIFFERING BY MORE THAN 1/8" ARE TO BE SPLICED BY BUTT WELDING, THE DEPTH OF THE SMALLER-DEPTH BEAM SHALL BE INCREASED BY SPLITTING THE WEB LONGITUDINALLY AT A DISTANCE OF 1 1/2" BELOW THE BOTTOM OF THE TOP FLANGE AND FOR A DISTANCE SUFFICIENT TO ALLOW THE FLANGE TO BE BENT UP AT A SLOPE OF NOT MORE THAN 3/8" PER FOOT, AFTER WHICH THE SPLIT IN THE WEB SHALL BE COMPLETELY WELDED WITH FULL DEPTH PENETRATION AND GROUND FLUSH.

THE SURFACE PREPARATION OF ALL STEEL, REQUIRING SHOP PAINTING AS PER THE PLANS AND SPECIFICATIONS SHALL BE ACCOMPLISHED BY BLAST CLEANING OR POWER TOOL CLEANING, EXCEPT AS NOTED IN THE SPECIFICATIONS REGARDING THE USE OF CHROMATE PRIMERS

SHEET LEAD SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION B29 WITHOUT RESTRICTION TO THE COMMON DESILVERIZED TYPE.

A. M. KINNEY, INC.  
CINCINNATI, OHIO  
DODSON, KINNEY & LINDBLOM  
COLUMBUS, OHIO

**SUPERSTRUCTURE DETAILS**

BRIDGE NO. GRE-1-0052  
PROPOSED S.R. 1 UNDER  
STATE ROUTE 72

GREENE CO. PROPOSED S.R. 1  
STA. 1201 + 21.21

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.E.M.	C.H.M.	C.H.M.	E.E.M.	K.R.D.	10/12/82	



STATION FROM	STATION TO	REFERENCE SHEET NO.	LENGTH
845+00	875+00	312	6010 LF
875+00	905+00	313	6000
905+00	935+00	314	5983
935+00	965+00	315	6041
965+00	980+00	316	3257
980+00	995+00	317	2986
995+00	1025+00	318	6076
1025+00	1055+00	319	6005
1055+00	1085+00	320	6005
1085+00	1115+00	321	6035
1115+00	1145+00	322	6030
1145+00	1175+00	323	6009
1175+00	1190+00	324	3004
1190+00	1205+00 LT	326	2073
1190+00	1205+00 RT	327	2043
1205+00	1220+00	328	3,338
1220+00	1237+00	329	3423
RIGHT OF WAY SR 72			522
			80,650 LF *

# STATE OF OHIO DEPARTMENT OF HIGHWAYS

## CLI-1-9.10 GRE-1-0.00

### LIBERTY TOWNSHIP, CLINTON COUNTY JEFFERSON TOWNSHIP, GREENE COUNTY

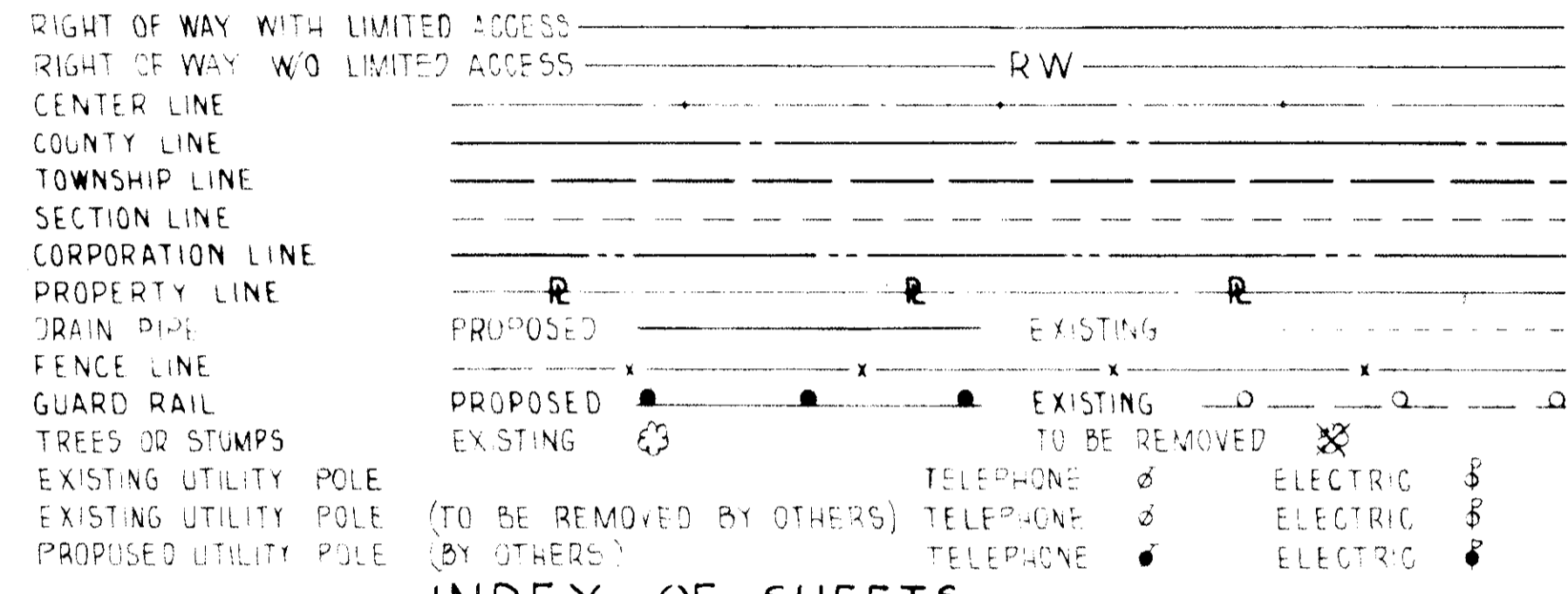
LIMITED ACCESS  
THIS IMPROVEMENT HAS BEEN DECLARED  
A LIMITED ACCESS HIGHWAY OR FREEWAY BY  
ACTION OF THE DIRECTOR OF HIGHWAYS IN  
ACCORDANCE WITH THE PROVISIONS OF SECTION  
5511.02, REVISED CODE OF OHIO, AND IS ESPECIALLY  
DESIGNED FOR THROUGH TRAFFIC.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13) 54

I-71-1 (13) 54

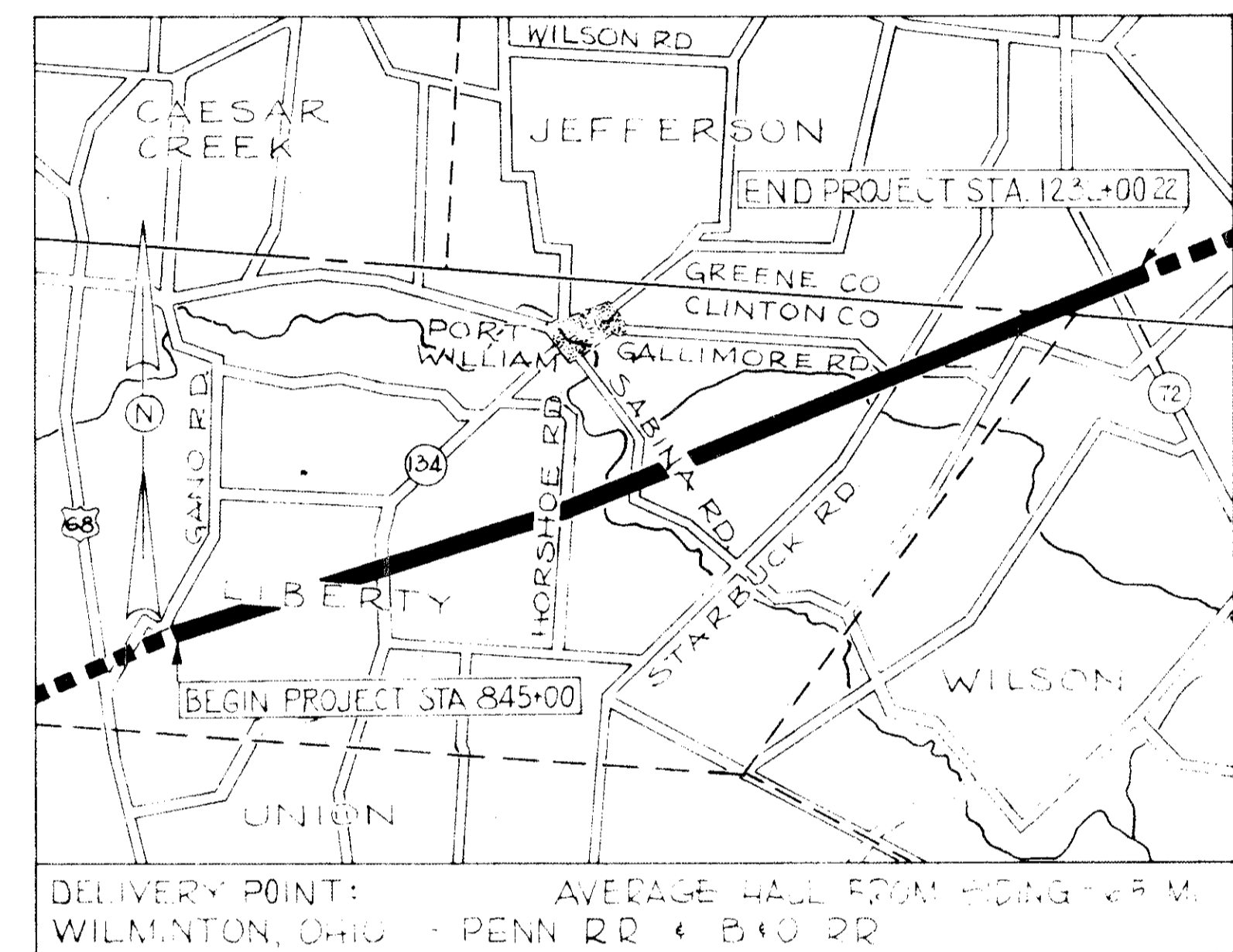
PLANS PREPARED BY  
A. M. KINNEY INC.  
CINCINNATI, OHIO  
DODSON, KINNEY AND LINDBLOM  
COLUMBUS, OHIO

\* RIGHT OF WAY FENCE NOT A PART OF THIS CONTRACT  
CONVENTIONAL SIGNS

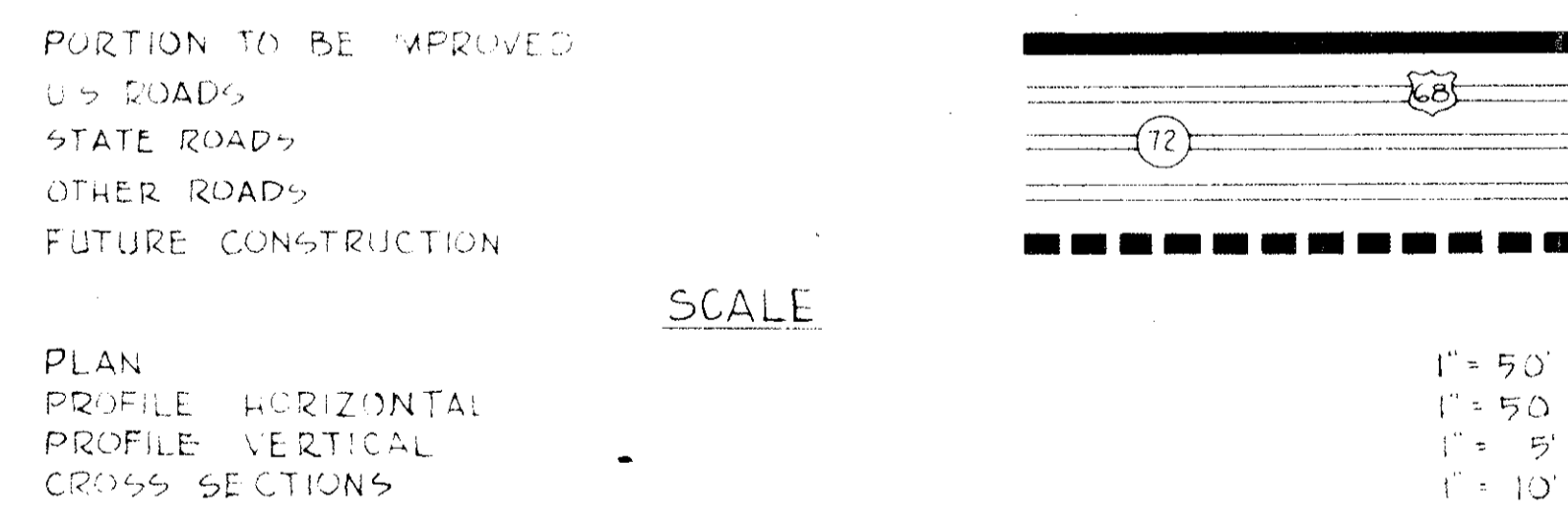
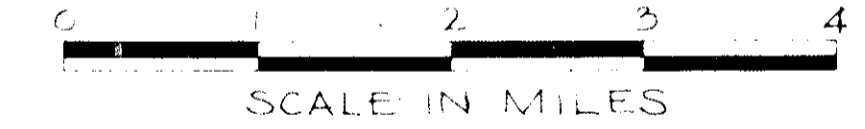


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LOCATION MAP



LINE DATA

BEGIN PROJECT	STA 845+00.00
END PROJECT	STA 1232+00.22
LENGTH OF PROJECT (ALL RURAL SR 1)	38,700.22 LIN. FT. OR 7.330 MI.
ADD FOR APPROACHES (SEE GENERAL NOTES)	17,321.37 LIN. FT.
TOTAL LENGTH OF WORK	56,021.59 LIN. FT. OR 10.610 MI.

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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THESE PLANS AND ESTIMATES.

APPROVED DATE	DIVISION DEPUTY DIRECTOR
APPROVED DATE	ENGINEER OF BRIDGES
APPROVED DATE	ENGINEER OF LOCATION AND DESIGN
APPROVED DATE	DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION
APPROVED DATE	DEPUTY DIRECTOR OF RIGHT OF WAY
APPROVED DATE	DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING
APPROVED DATE	FIRST ASSISTANT DIRECTOR
APPROVED DATE	DIRECTOR OF HIGHWAYS

UTILITY OWNERSHIP

GENERAL TELEPHONE COMPANY OF OHIO	WILMINGTON, OHIO
DAYTON POWER AND LIGHT COMPANY	DAYTON, OHIO
TEXAS EASTERN TRANSMISSION CORP.	SHREVEPORT, LA
OHIO BELL TELEPHONE COMPANY	XENIA, OHIO

RIGHT OF WAY LEGEND

EPA	=	END POST ASSEMBLY
IAPA	=	INTERMEDIATE ANCHOR POST ASSY
CPA	=	CORNER POST ASSEMBLY
---	---	R/W FENCE TYPE "D"
---	---	R/W RIGHT OF WAY ONLY
---	---	LIMITED ACCESS RIGHT OF WAY

FILE NO. \_\_\_\_\_ DATE OF LETTING \_\_\_\_\_ 196\_\_  
CONTRACT NO. \_\_\_\_\_

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

B-T-70-71	11-15-60	I-1	11-15-60	L-3	4-1-50	C9-2-54 (SHEET 9-112)	2-2-59
B-T-71-R	3-2-53	I-B CB 2-2-A+B	3-2-59	L-3-A	4-1-50	A-2-54	12-1-54
DR-1	1-3-55	I-B CB N° 6	1-26-59	LJ N° 1	7-1-55	P-1-54	2-2-59
		I-B CB N° 8	3-15-60	RI-1	7-15-58		
		I-12	7-1-54	TJ	9-12-60		
FA-CI-1	12-27-61	I-146	1-22-52	I-21-23	8-1-56		
FA-CI-2	12-27-61	I-15 NAT	11-19-60	T-35	-2-56		
G-707	6-1-56	I-15 N° 2-A	8-17-60	AS-1-54	7-5-64		
HW-A+B	7-15-57	I-15 N° 5	6-1-61	AR-1-57	4-2-62		
HW-C	7-15-57	I-15 N° 6	7-1-59	C9B-2-56 (SH 213)	2-2-59		
HW-E	11-15-60	L-1	4-1-50	RB-1-55	2-2-59		

SUPPLEMENTAL SPECIFICATIONS

CE-104.04	5-22-56	M-107.18	REV 4-3-61
B-112	8-21-61	M-109.28	REV 8-12-59
I-125	REV 6-26-61	9-207.10	4-25-61
I-127	REV 1-15-62	9-207	8-23-60
I-128	7-31-59	I-212	REV 6-23-61
I-129	REV 4-9-61		
L-120	REV 1-2-62		

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_  
DIVISION ENGINEER

DATE \_\_\_\_\_

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1962 BY LARSON, MCKINNEY & MILLER.



C. W. Miller DATE OCT. 12, 1962

THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 845+00 TO STATION 1232+00.22 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME , PAGE , OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.

# CENTER LINE SURVEY PLAT

## STATE ROUTE 1 SEC. CLI-I-9.10

### CLINTON COUNTY, OHIO

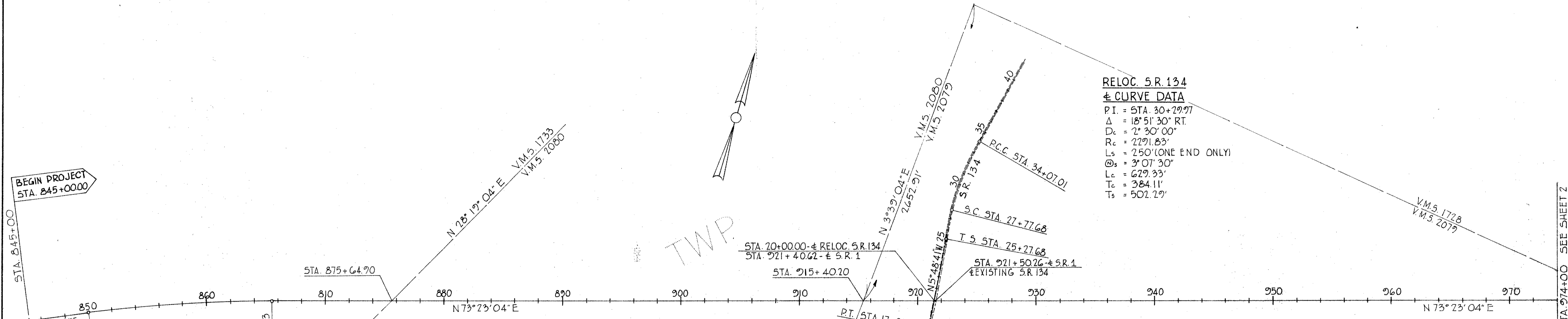
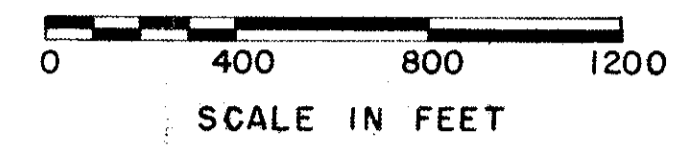
### LIBERTY TWP., V.M.S. TRACTS 1733, 2080, 2079 & 1728

CLINTON - GREENE COUNTIES  
CLI-I-9.10  
GRE-I-0.00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	E-7-1(13)54	

RECEIVED \_\_\_\_\_ AT \_\_\_\_\_  
RECORDED \_\_\_\_\_  
PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
SIGNED \_\_\_\_\_ CLINTON CO., OHIO

310  
359  
1  
30



**RELOC. S.R. 134**  
**± CURVE DATA**  
P.I. = STA. 30+29.97  
Δ = 18° 51' 30" RT.  
Dc = 2° 30' 00"  
Rc = 2291.83'  
Ls = 250' (ONE END ONLY)  
Cs = 3° 07' 30"  
Lc = 629.33'  
Tc = 384.11'  
Ts = 502.29'

**PROP. S.R. 1**  
**± CURVE DATA**  
P.I. = 857+77.14  
Δ = 7° 12' 33"  
Dc = 0° 28"  
Rc = 12,177.67'  
Lc = 1544.82'  
T = 773.43'  
E = 24.34'

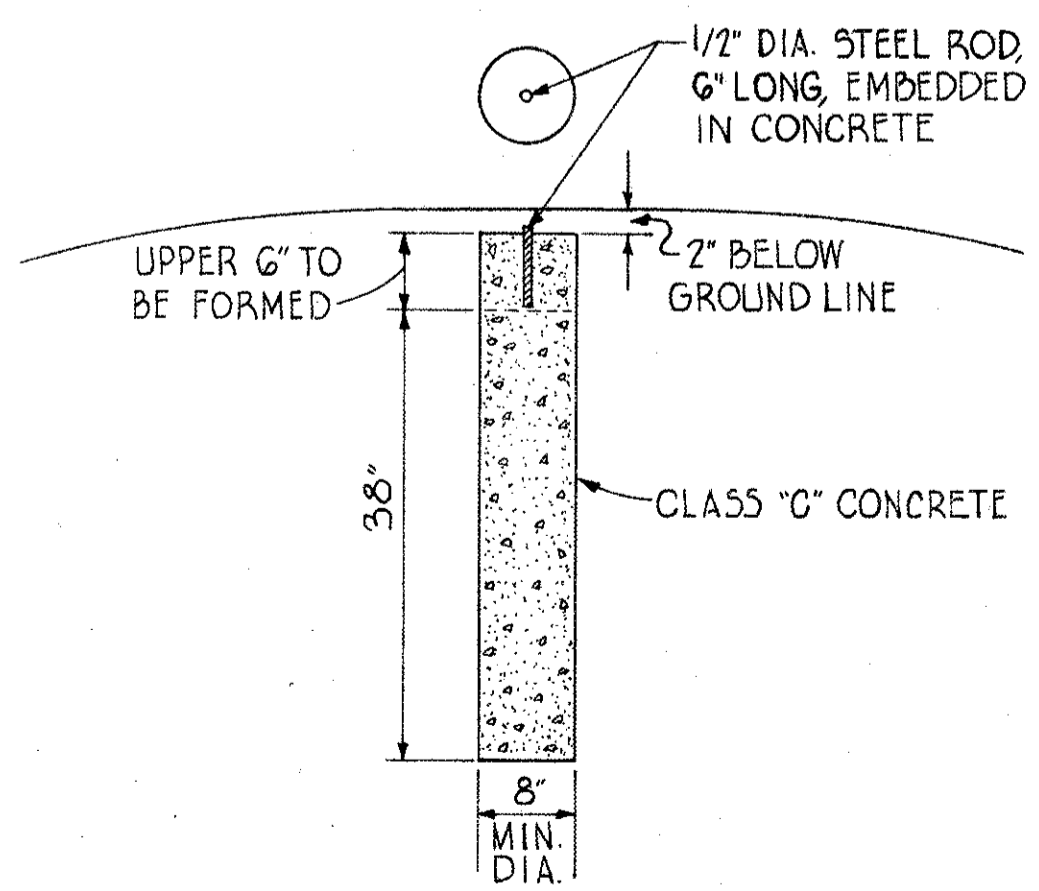
**RELOC. S.R. 134**  
**± CURVE DATA**  
P.I. = 15+02.29  
Δ = 6° 27' 15" LT.  
Dc = 1° 28' 00"  
T = 220.19'  
Lc = 440.06'  
R = 3,906.64'

**STATE ROUTE 1**  
**± REFERENCE MONUMENTS**

STATION	LOCATION
STA. 845+00	P.O.T.
STA. 850+03.71	P.C.
STA. 855+00	P.O.C.
STA. 860+00	P.O.C.
STA. 865+48.53	P.T.
STA. 870+00	P.O.T.
STA. 875+00	P.O.T.
STA. 880+00	P.O.T.
STA. 885+00	P.O.T.
STA. 890+00	P.O.T.
STA. 895+00	P.O.T.
STA. 900+00	P.O.T.
STA. 905+00	P.O.T.
STA. 910+00	P.O.T.
STA. 915+00	P.O.T.
STA. 920+00	P.O.T.
STA. 925+00	P.O.T.
STA. 930+00	P.O.T.
STA. 935+00	P.O.T.
STA. 940+00	P.O.T.
STA. 945+00	P.O.T.
STA. 950+00	P.O.T.
STA. 955+00	P.O.T.
STA. 960+00	P.O.T.
STA. 965+00	P.O.T.
STA. 970+00	P.O.T.

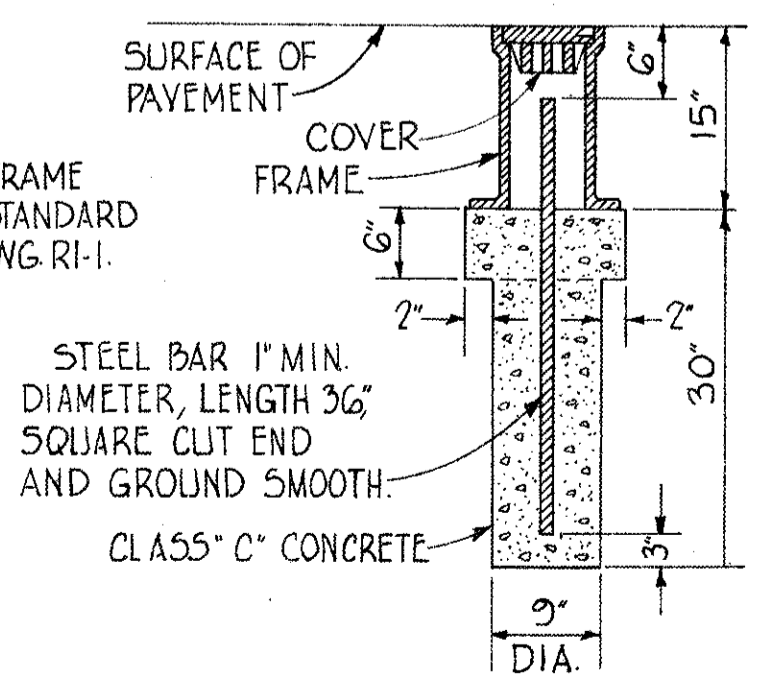
**STATE ROUTE 134**  
**± REFERENCE MONUMENTS**

STATION	LOCATION
STA. 8+00	P.O.T.
STA. 12+82.03	P.C.
STA. 17+22.09	P.T.
STA. 22+00	P.O.T.
STA. 25+27.68	T.S.
STA. 27+77.68	S.C.
STA. 32+00	P.O.C.



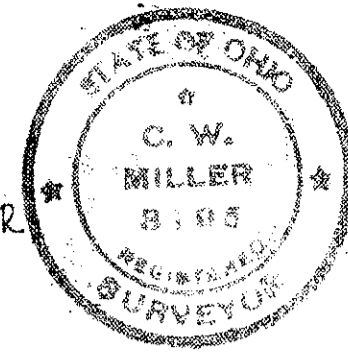
DETAIL OF REFERENCE MONUMENT (STATE ROUTE 1)

NOTE:  
FOR DETAILS OF FRAME AND COVER SEE STANDARD CONSTRUCTION DWG RI-1.



DETAIL OF REFERENCE MONUMENT (SIDE ROADS)

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1967 BY LARSON Mc KINNEY MILLER



DATE Oct 12, 1967

# CENTER LINE SURVEY PLAT

## STATE ROUTE 1 SEC. CLI-1-9.10

### CLINTON COUNTY, OHIO

#### LIBERTY TWP., V.M.S. TRACTS 2079, 1728, 4366, 4899, 6621

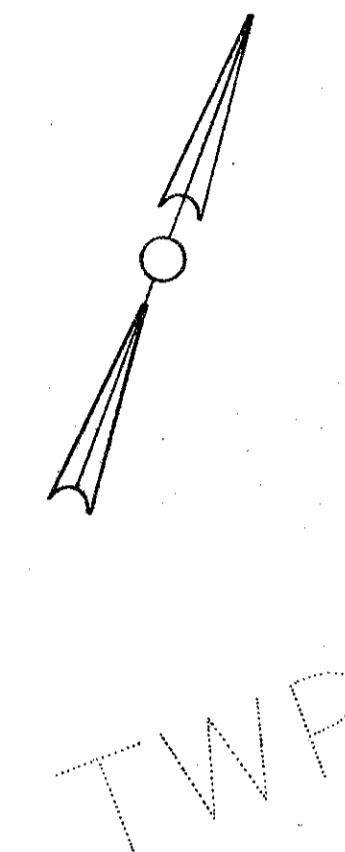
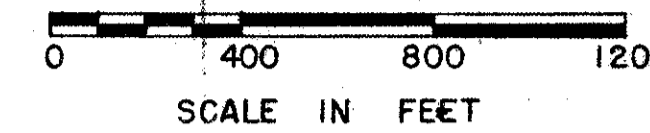
CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

311  
339

RECEIVED \_\_\_\_\_ AT \_\_\_\_\_  
RECORDED \_\_\_\_\_  
PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
SIGNED \_\_\_\_\_ CLINTON CO., OHIO

THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 845+00 TO STATION 1232+00.22 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME \_\_\_\_\_, PAGE \_\_\_\_\_ OF THE DIRECTOR'S JOURNAL PURSUANT TO LAW.



**PROP S. R. 1  
CURVE DATA**  
P.I. = 984 + 48.31  
Δ = 4° 25' 36"  
Dc = 0° 16' 00"  
Rc = 21485.92'  
Lc = 1660.00'  
T = 830.41'  
E = 16.04'

**PROP CHANNEL  
ANDERSON FORK CREEK  
CURVE DATA**  
P.I. = STA. 12 + 20.00  
Δ = 34° 00"  
Dc = 18° 00"  
Rc = 318.31'  
Lc = 188.89'  
T = 97.32'

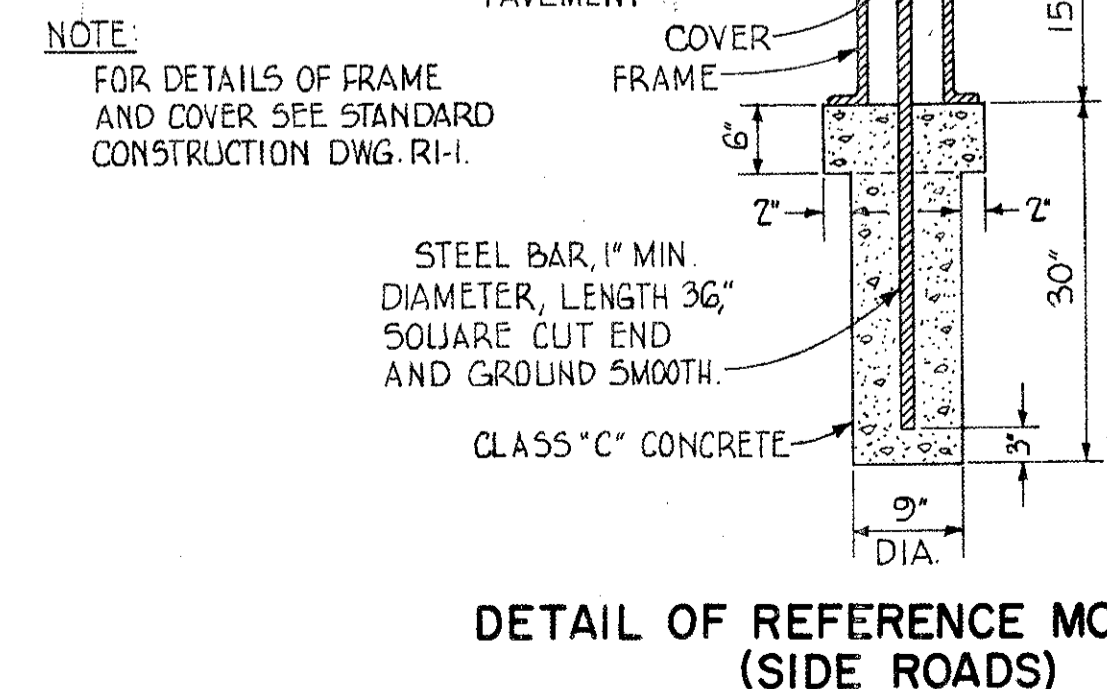
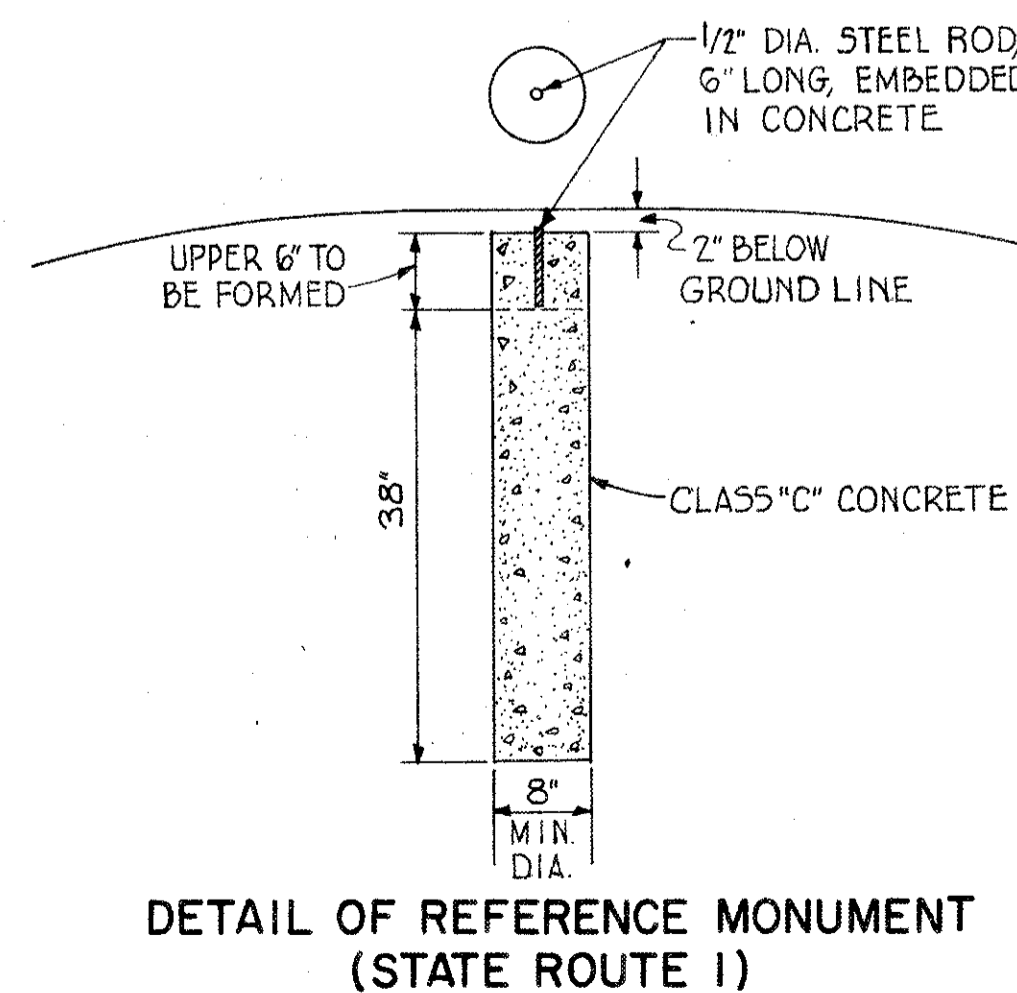
STATION	LOCATION
STA 5+77.84	T.S.
STA 9+27.84	S.C.
STA 14+04.72	C.S.
STA 17+54.72	S.T.
STA 22+00	P.O.T.
STA 27+00	P.O.T.

**RELOC. SABINA ROAD  
CURVE DATA**  
P.I. = STA. 12 + 23.56  
Δ = 66° 09'  
Dc = 8° 00' 00"  
Rc = 716.20'  
Lc = 350.00'  
Ts = 645.7'

STATION	LOCATION
STA. 975+00	P.O.T.
STA. 976+1790	P.C.
STA. 980+00	P.O.C.
STA. 985+00	P.O.C.
STA. 990+00	P.O.C.
STA. 992+77.90	P.T.
STA. 995+00	P.O.T.
STA. 1000+00	P.O.T.
STA. 1005+00	P.O.T.
STA. 1010+00	P.O.T.
STA. 1015+00	P.O.T.
STA. 1020+00	P.O.T.
STA. 1025+00	P.O.T.
STA. 1030+00	P.O.T.
STA. 1035+00	P.O.T.
STA. 1040+00	P.O.T.
STA. 1045+00	P.O.T.
STA. 1050+00	P.O.T.
STA. 1055+00	P.O.T.
STA. 1060+00	P.O.T.
STA. 1065+00	P.O.T.
STA. 1070+00	P.O.T.
STA. 1075+00	P.O.T.
STA. 1080+00	P.O.T.
STA. 1085+00	P.O.T.
STA. 1090+00	P.O.T.
STA. 1095+00	P.O.T.
STA. 1100+00	P.O.T.

**RELOC. HORSESHOE ROAD  
CURVE DATA**  
P.I. = STA. 14 + 00.00  
Δ = 0° 26' 00" LT.  
D = 0° 28' 00"  
T = 46.43'  
L = 92.86'  
R = 12777.67'

STATION	LOCATION
STA. 11+60	P.O.T.
STA. 14+00.00	P.T.
STA. 18+00	P.O.T.
STA. 23+00	P.O.T.
STA. 28+00	P.O.T.



NOTE:  
FOR DETAILS OF FRAME AND COVER SEE STANDARD CONSTRUCTION DWG. RI-1.



I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS IN 1962 BY LARSON, MCKINNEY & MILLER.



DATE Oct 12, 1962

THIS IMPROVEMENT HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FROM STATION 845+00 TO STATION 1232+00.22 BY ACTION OF THE DIRECTOR OF HIGHWAYS AND RECORDED IN VOLUME , PAGE , OF THE DIRECTORS JOURNAL PURSUANT TO LAW.

# CENTER LINE SURVEY PLAT

## STATE ROUTE 1 SEC. CLI-1-9.10 GRE I-0.00

### CLINTON COUNTY, LIBERTY TWP. GREENE COUNTY, JEFFERSON TWP.

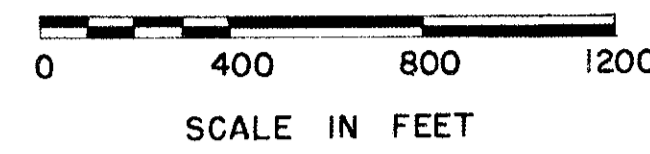
#### V.M.S. TRACTS 8008, 7021, 2387, 6621, 935, & 951 V.M.S. TRACTS 2387, 935, & 951

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT	312 339
2	OHIO	I-71-1(13)54	

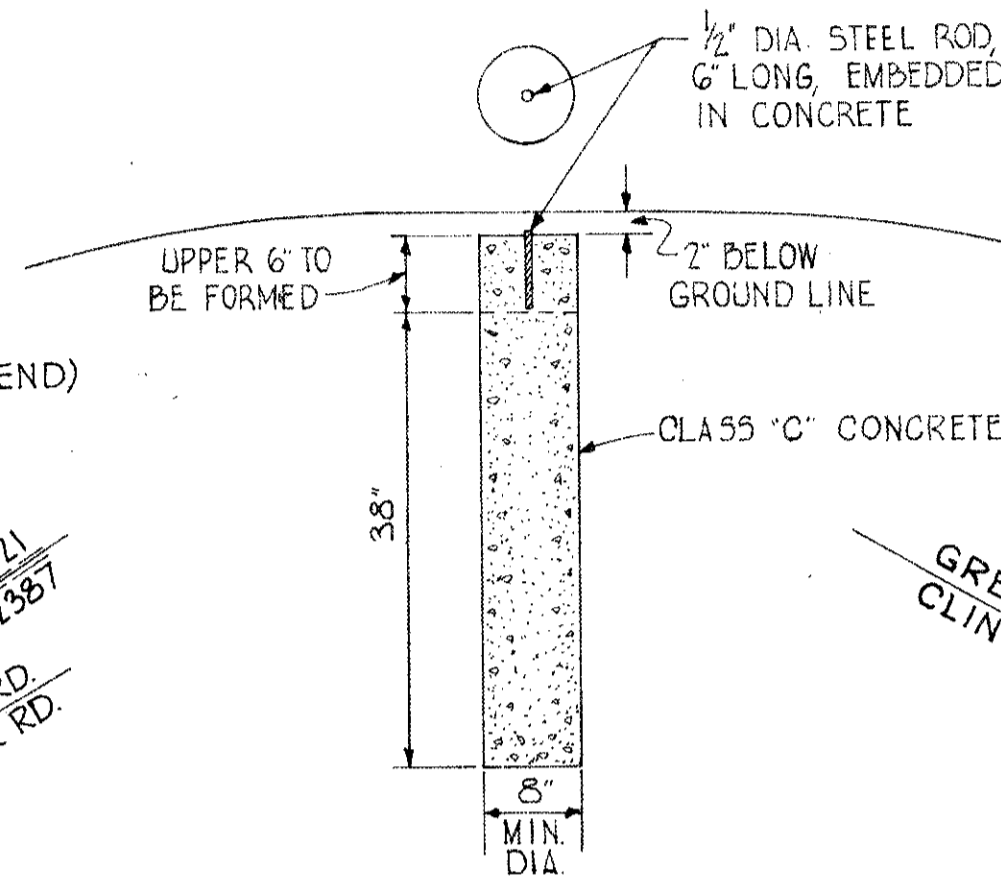
RECEIVED \_\_\_\_\_ AT \_\_\_\_\_  
RECORDED \_\_\_\_\_  
PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
SIGNED \_\_\_\_\_ CLINTON CO., OHIO

RECEIVED \_\_\_\_\_ AT \_\_\_\_\_  
RECORDED \_\_\_\_\_  
PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
SIGNED \_\_\_\_\_ GREENE CO., OHIO



#### RELOCATED GALLIMORE ROAD & CURVE DATA

PI = STA. 12+21.86	PI = STA. 18+59.81
Δ = 51°42'00"	Δ = 35°00'00"
Dc = 13°00'00"	Dc = 23°00'00"
Rc = 440.74'	Rc = 247.11'
Ls = 150'	Ls = 150' (ONE END)
θs = 9°45'00"	θs = 17°15'00"
Ts = 289.49'	Ts = 147.98'
	Tc = 85.10'



#### PROP. S.R. 1 & CURVE DATA

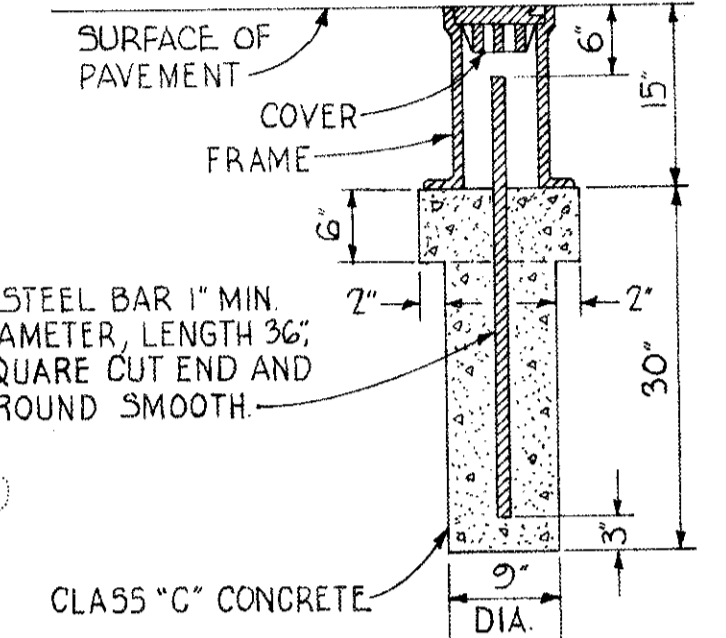
PI = STA. 1176+63.23  
Δ = 17°02'28" LT.  
Dc = 0°16'00"  
Rc = 21485.92'  
Lc = 7140.42'  
T = 3603.43'  
E = 300.07'

#### RELOCATED S.R. 72 & CURVE DATA

PI = STA. 33+33.57  
Δ = 4°53'00" LT.  
Dc = 1°00'00"  
Rc = 5729.58'  
Lc = 488.33'  
T = 244.31'

#### RELOCATED S.R. 72 & CURVE DATA

PI = STA. 11+00.00  
Δ = 0°47'00" RT.  
D = 0°28'00"  
T = 83.93'  
L = 167.86'  
R = 12277.67'



NOTE: FOR DETAILS OF FRAME AND COVER SEE STANDARD CONSTRUCTION DWG. RI-1.

#### DETAIL OF REFERENCE MONUMENT (SIDE ROADS)

S.R. 72 & REFERENCE MONUMENTS	
STATION	LOCATION
STA. 8+00	P.O.T.
STA. 11+00.00	P.T.
STA. 15+00	P.O.T.
STA. 20+00	P.O.T.
STA. 25+00	P.O.T.
STA. 30+89.26	P.C.
STA. 35+77.88	P.T.

#### STATE ROUTE 1 & REFERENCE MONUMENTS

STATION	LOCATION
STA. 1105+00	P.O.T.
STA. 1110+00	P.O.T.
STA. 1115+00	P.O.T.
STA. 1120+00	P.O.T.
STA. 1125+00	P.O.T.
STA. 1130+00	P.O.T.
STA. 1135+00	P.O.T.
STA. 1140+00	P.O.T.
STA. 1145+00	P.O.T.
STA. 1150+00	P.O.T.
STA. 1155+00	P.O.T.
STA. 1160+00	P.O.T.
STA. 1165+00	P.O.C.
STA. 1170+00	P.O.C.
STA. 1175+00	P.O.C.
STA. 1180+00	P.O.C.
STA. 1185+00	P.O.C.
STA. 1190+00	P.O.C.
STA. 1195+00	P.O.C.
STA. 1200+00	P.O.C.
STA. 1205+00	P.O.C.
STA. 1210+00	P.O.C.
STA. 1215+00	P.O.C.
STA. 1220+00	P.O.C.
STA. 1225+00	P.O.C.
STA. 1230+00	P.O.C.
STA. 1232+00.22	P.T.

#### RELOCATED GALLIMORE ROAD & CURVE DATA

PI = STA. 21+81.76	PI = STA. 34+64.72
Δ = 44°30'00"	Δ = 32°27'00"
Dc = 23°00'00"	Dc = 8°00'00"
Rc = 249.11'	Rc = 716.20'
Ls = 150'	Ls = 350'
θs = 17°15'	θs = 14°00'

#### RAMP "M" CURVE DATA

PI = STA. 7+51.61  
Δ = 41°00'00" RT.  
Dc = 8°00'00"  
Rc = 716.20'  
Lc = 200.00'  
Ts = 2.33'  
Tc = 99.93'  
T = 199.61'  
Tc = 9.30'  
T = 312.50'  
Ts = 368.58'  
Es = 50.91'

#### RAMP "M" CURVE DATA

PI = STA. 1+59.39  
Δ = 27°20'11" LT.  
Dc = 18°00'00"  
Rc = 318.31'  
Lc = 151.87'  
T = 312.41'  
E = 9.28'

#### RAMP "J" CURVE DATA

PI = STA. 12+77.98  
Δ = 10°21'14" RT.  
Dc = 15°00'00"  
Rc = 381.97'  
Lc = 69.03'  
T = 34.61'  
E = 1.54'

#### RAMP "J" CURVE DATA

PI = STA. 8+06.65  
Δ = 34°58'03" RT.  
Dc = 8°00'00"  
Rc = 716.20'  
Lc = 200.00'  
Ts = 8°00'00"  
Tc = 2.33'  
T = 99.93'  
Tc = 199.61'  
T = 9.30'  
T = 17°28'03"  
Lc = 218.34'  
Ts BACK TAN = 306.62'  
Ts FWD TAN = 327.35'

#### RAMP "K" CURVE DATA

PI = STA. 7+11.25  
Δ = 38°00'00" RT.  
Dc = 8°00'00"  
Rc = 716.20'  
Lc = 200.00'  
θs = 8°00'00"  
P = 2.33'  
K = 99.93'  
Tc = 199.61'  
T = 9.30'  
T = 275.00'  
Ts = 347.34'  
Es = 43.73'

#### RAMP "J" SPIRAL DATA

Ls = 200.00'  
θa = 6°30'00"  
Pa = 1.89'

#### RAMP "J" CURVE DATA

PI = STA. 2+50.37  
Δ = 7°30'01" LT.  
Dc = 1°30'00"  
Rc = 381.97'  
Lc = 500.03'  
T = 250.37'  
E = 8.20'

#### GALLIMORE ROAD & REFERENCE MONUMENTS

STATION	LOCATION
STA. 10+02.37	T.S.
STA. 12+21.86	P.I.
STA. 15+50.06	S.T.
STA. 18+59.81	P.I.
STA. 19+39.00	P.T.
STA. 20+74.49	P.C.
STA. 21+81.76	P.I.
STA. 26+00	P.O.T.
STA. 30+79.58	T.S.
STA. 34+64.72	P.I.
STA. 38+35.21	S.T.

#### STARBUCK ROAD & REFERENCE MONUMENTS

STATION	LOCATION
STA. 12+00	P.O.T.
STA. 17+00	P.O.T.
STA. 23+00	P.O.T.
STA. 28+00	P.O.T.

#### RAMP "L" CURVE DATA

PI = STA. 2+08.94  
Δ = 6°15'43" RT.  
Dc = 1°30'00"  
Rc = 381.97'  
Lc = 417.46'  
T = 208.94'  
E = 5.71'

#### RAMP "L" CURVE DATA

PI = STA. 6+99.75  
Δ = 31°25'24" RT.  
Dc = 8°00'00"  
Rc = 716.20'  
Lc = 200.00'  
θs = 8°00'00"  
P = 2.33'  
K = 99.93'  
Tc = 199.61'  
T = 9.30'  
T = 12°34'48" LT.  
Lc = 174.04'  
Tc BACK TAN = 282.29'  
Tc FWD TAN = 303.26'  
T = 42.10'  
E = 2.31'

#### RAMP "L" CURVE DATA

PI = STA. 11+58.60  
Δ = 12°34'48" LT.  
Dc = 15°00'00"  
Rc = 381.97'  
Lc = 83.87'  
T = 42.10'  
E = 2.31'

#### S.R. 72 INTERCHANGE DETAILS



# PROPERTY MAP

CLINTON - GREENE COUNTIES

CLI-1-9.10

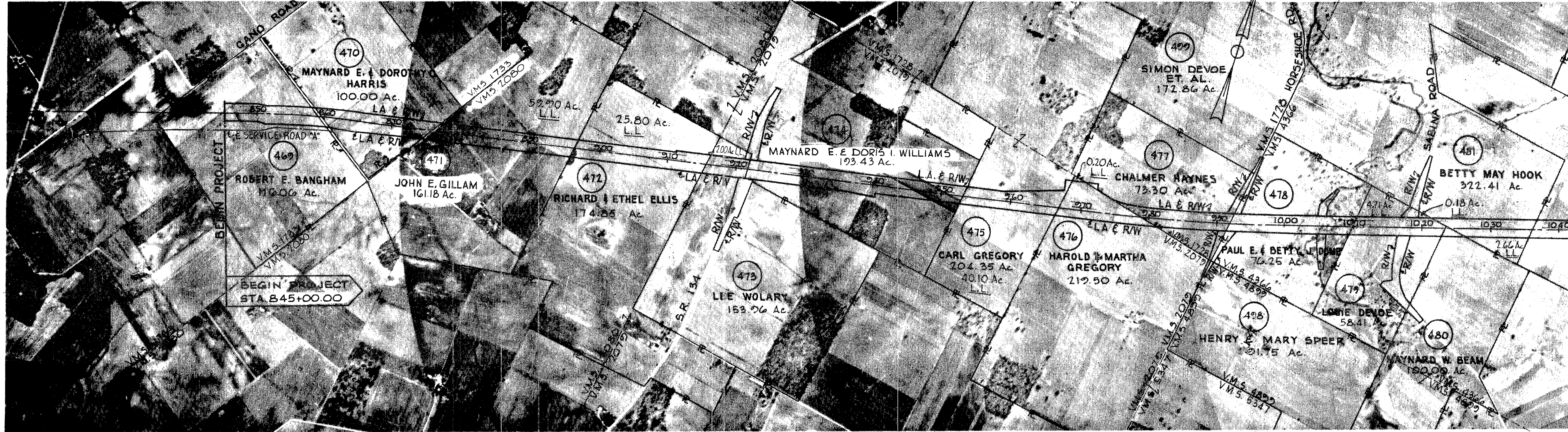
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

312  
339

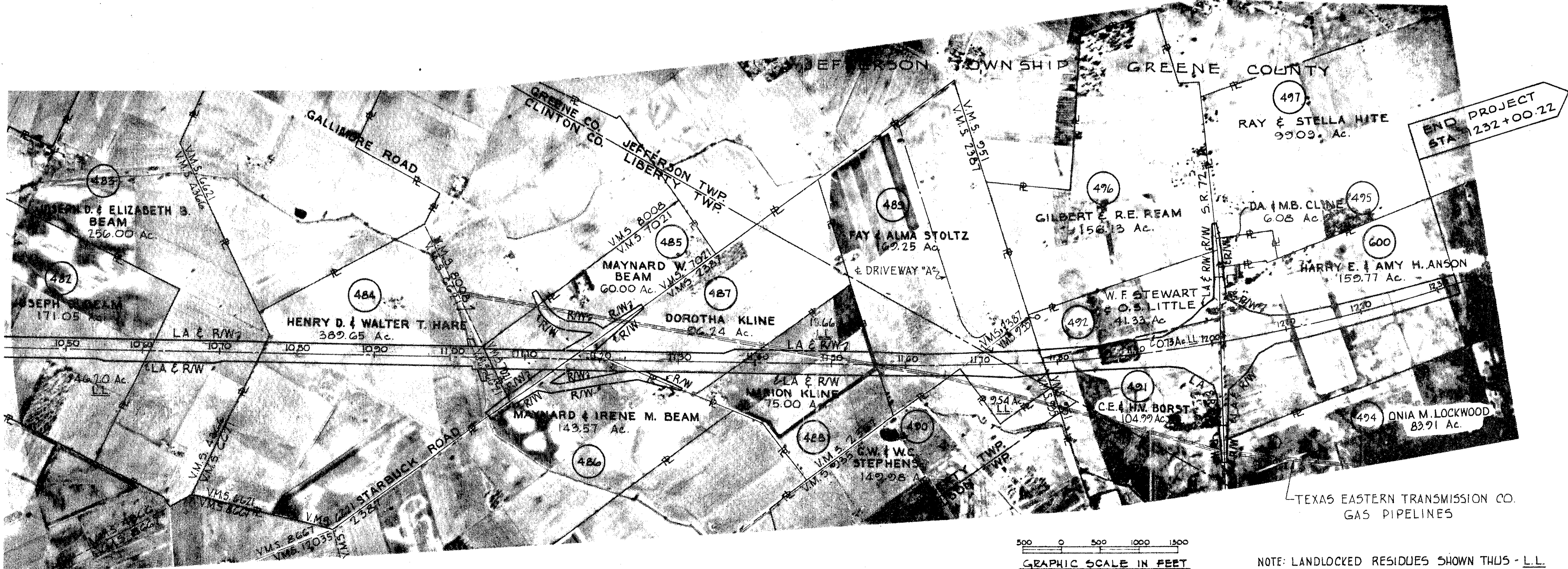
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LIBERTY TOWNSHIP CLINTON COUNTY



LIBERTY TOWNSHIP CLINTON COUNTY

JEFFERSON TOWNSHIP GREENE COUNTY



COMPLETION DATE: OCT. 12, 1962

NO.	REVISION	BY	DATE

NOTE: LANDLOCKED RESIDUES SHOWN THUS - L.L.

1962

SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(3)54

314  
339

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

5  
30

STATE ROUTE 1 SECTION CLI-1-9.10 GRE-1-0.00 CLINTON-GREENE COUNTIES, OHIO TOTAL NO. OF OWNERS

PARCEL NUMBER	OWNER	DEED RECORD		RECORD AREA	TO BE ACQUIRED		RESIDUE		SHEET NUMBER	REMARKS	PRO
		BOOK	PAGE		LAND	BLDGS	LEFT	RIGHT			
470 WL	MAYNARD E. & DOROTHY O. HARRIS	146	111	100.00	10.33		77.41	9.58	6, 7		0.00
470 DE					2.68				6, 7		0.00
471 WL	JOHN E. BILLAM	94	294.5	161.18	12.84		59.90(L)	85.77	6, 7		0.00
471WL-1					0.28				6,		0.00
471 DE					2.24				7,		0.00
471 DE-1					0.07				6,		0.00
471					0.08				6,		0.00
472 WL	RICHARD & ETHEL ELLIS	144	398	174.85	12.36		25.80(L)	135.40	7, 8		0.00
472 DE					1.29				7, 8		0.00
473 WL	LEE WOLARY	109	223	159.96	4.01		2.00(L)	143.59	8		0.29
473					2.04				8, 24		1.85
473 A					0.13				8, 24		0.06
473 T					0.55				8, 24		0.00
473WA-1									24		
473 WA-2									24		
473 WA-3									24		
474 WL	MAYNARD E. & DORIS I. WILLIAMS	182	416-7	193.43	20.60		133.22	34.43	8, 9		0.20
474		145	122		1.37				8, 24		2.06
474 DE					1.55				9		0.00
474 T					1.10				8, 24		0.00
474 WA-1									8		
474 WA-2									24		
475 WL	CARL GREGORY	141	72	204.55	9.67		152.41	40.10(L)	9, 10		0.00
475 DE					2.17				9, 10		0.00
476 WL	HAROLD & MARTHA GREGORY	152	238	219.50	10.62		0.20(L)	205.82	10, 11		0.00
476					0.08				25		0.11
476 DE					2.67				10, 11		0.00
477 WL-1	CHALMER HAYNES	72	547	73.30	0.17		58.94	2.74	10		0.00
477 WL-2					8.27				10, 11		0.12
477 DE					1.31				11		0.00
477					0.50				11, 25		0.18
477 A					0.81				11, 25		0.26
477 WA									25		
478 WL	PAUL E. & BETTY DOME	150	571	76.25	11.13		30.40	30.04	11, 12		0.12
478					0.60				11, 25		0.19
478 A					0.79				11, 25		0.38
478 DE-1					2.18				11, 12		0.00
478 X-1					1.16				12, 30		0.00
478 X-2					1.26				12, 30		0.00
478 T-1					0.18				12, 30		0.00
478 T-2					1.23				12, 30		0.00
478 T-3					0.99				11, 12		0.00
478 DE-2					0.42				11, 12		0.00
479 WL	LOUIE DEVOE	87	524	58.41	7.76		4.89(L)	39.76	12		0.38
479					2.91				12, 26		0.52
479 A					0.45				12, 26		0.17
479 DE-1					0.88				12		0.08
479 DE-2					0.61				12		0.00
479 WA									26		
480 WL	MAYNARD W. BEAM	181	344	100.00	0.68		0.00	98.25	12, 13		0.00
480					0.15				26		0.35
480 DE					0.57				12, 13		0.00
481 WL	BETTY MAY HOOK	169	581	322.41	7.55		309.33	2.66(L)	12, 13		0.00
481					0.91				26		0.93
481 DE					1.03				13		0.00
482 WL	JOSEPH D. BEAM	122	224	171.05	15.79	YES	106.98	46.20(L)	13, 14		0.00
482 DE					2.08				13		0.00
483 WL	JOSEPH D. & ELIZABETH B. BEAM	124	123-4	256.00	9.62		192.23	53.65	14		0.00
483 DE					0.50				14		0.00

PARCEL NUMBER	OWNER	DEED RECORD		RECORD AREA	TO BE ACQUIRED		RESIDUE		SHEET NUMBER	REMARKS	PRO
		BOOK	PAGE		LAND	BLDGS	LEFT	RIGHT			
484 WL	HENRY D. & WALTER T. HARE	179	301	589.56	18.73		235.70	131.00	14, 15		0.00
484					0.30				27		0.19
484A					0.06				28		0.13
484 DE					3.45				14, 15		0.00
484 X-1					0.09				15		0.00
484 X-2					0.28				15		0.00
485 WL	MAYNARD W. BEAM	184	61	60.00	6.15		44.46	2.56	15, 16		0.21
485					3.09				27, 28		0.74
485A					1.14				27, 28		0.32
485 DE					1.33				15, 16		0.00
485 WA-1									28		
485 WA-2									28		
486 WL	MAYNARD W. & IRENE M. BEAM	178	301	143.57	3.17	YES	0.00	133.86	15, 16		0.55
486					0.00				28		0.02
486 A					5.17				27, 28		0.80
486 WA-1									28		
486 WA-2									28		
487 WL	DOROTHY KLINE	121	15	96.24	10.11		77.64	3.44	16		0.30
487					0.78				27, 28		0.44
487 A					0.48				28		0.27
487 DE					2.78				16		0.00
488 WL	MARION KLINE	121	16	75.00	13.70		13.66(L)	47.64	16, 17		0.00
489 WL	FAY & ALMA STOLTZ	109	564 (CLI)	169.25	15.58		138.53	15.14	17, 18		0.00
489 T		154	380 (GRE)		4.59			(9.54L)			0.00
490 WL	G.W. & W.C. STEVENS	117	314	149.98	0.38		0.00	149.60	17		0.00
491 WL	C.E. & H.V. BORST	144	463 (CLI)	104.99	22.45		0.73(L)	80.37	18, 20, 21		0.94
491		299	247 (GRE)		0.17				29		0.33
491 T					3.26				29		0.00
492 WL-1	W.F. STEWART & O.S. LITTLE	321	420	41.33	1.06	YES	36.50	0.00	18, 20		0.00
492 WL-2					2.00				20, 29		0.37
492					0.26				29		0.22
492 T					0.92				20, 29		0.00
494	ONIA M. LOCKWOOD	148	571	83.91	0.10		0.00	83.60	29		0.21
495	D.A. & M.B. CLINE	229	625	6.08	0.13		0.00	5.70	29		0.25
496	GILBERT & R.E. REAM	208	271	156.13	0.05		155.96	0.00	29		0.12
496 T					0.11						0.00
498	HENRY & MARY SPEER	148	213	91.75	0.08		0.00	91.58	25		0.09
499	SIMON DEVOE	109	565	172.86	0.09		172.65	0.00	25		0.12
600 WL	HARRY E. & AMY H. ANSON	317	70	159.77	33.17	YES	63.70	61.20	20, 21, 22, 23, 29		1.31
600					0.08				29		0.07
600 A					0.12				29		0.12
600 T					0.35				20, 29		0.00
470 WA									6		
471 WA									6		

\* INDICATES THAT A PARCEL HAS BEEN ADDED AT THE END OF THE SUMMARY  
(L) INDICATES RESIDUAL LANDS THAT ARE LANDLOCKED

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

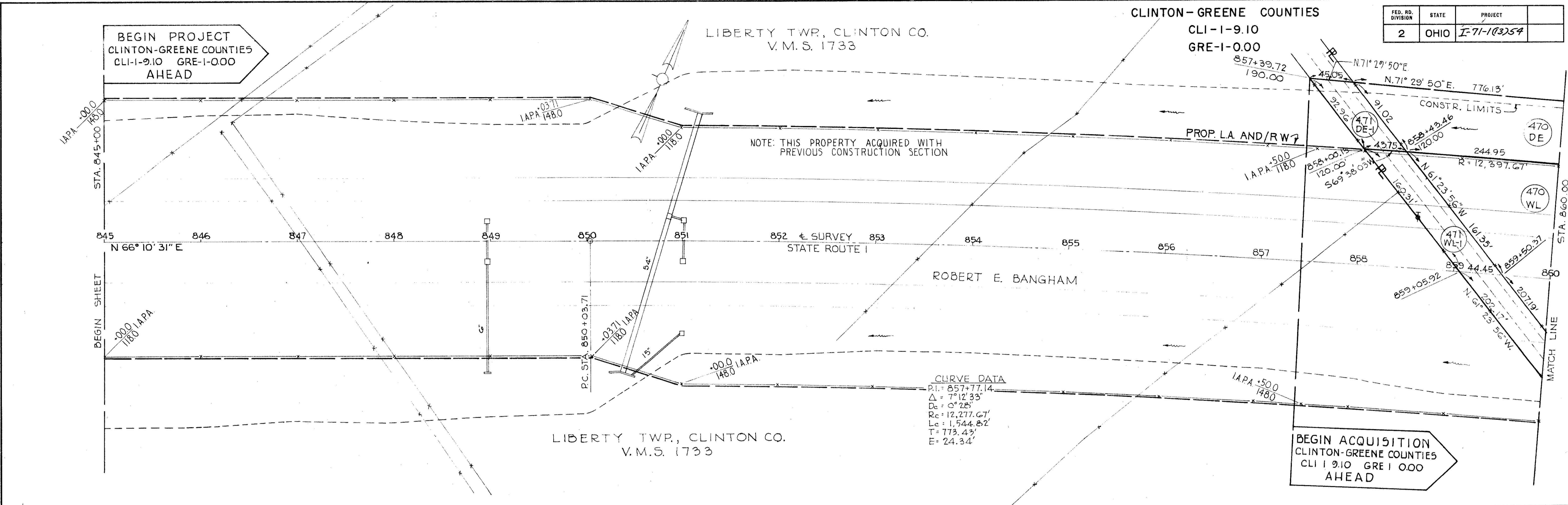
315  
339  
6  
30

BEGIN PROJECT  
CLINTON-GREENE COUNTIES  
CLI-1-9.10 GRE-1-0.00  
AHEAD

LIBERTY TWP., CLINTON CO.  
V.M.S. 1733

NOTE: THIS PROPERTY ACQUIRED WITH  
PREVIOUS CONSTRUCTION SECTION

PROP. L.A. AND R/W

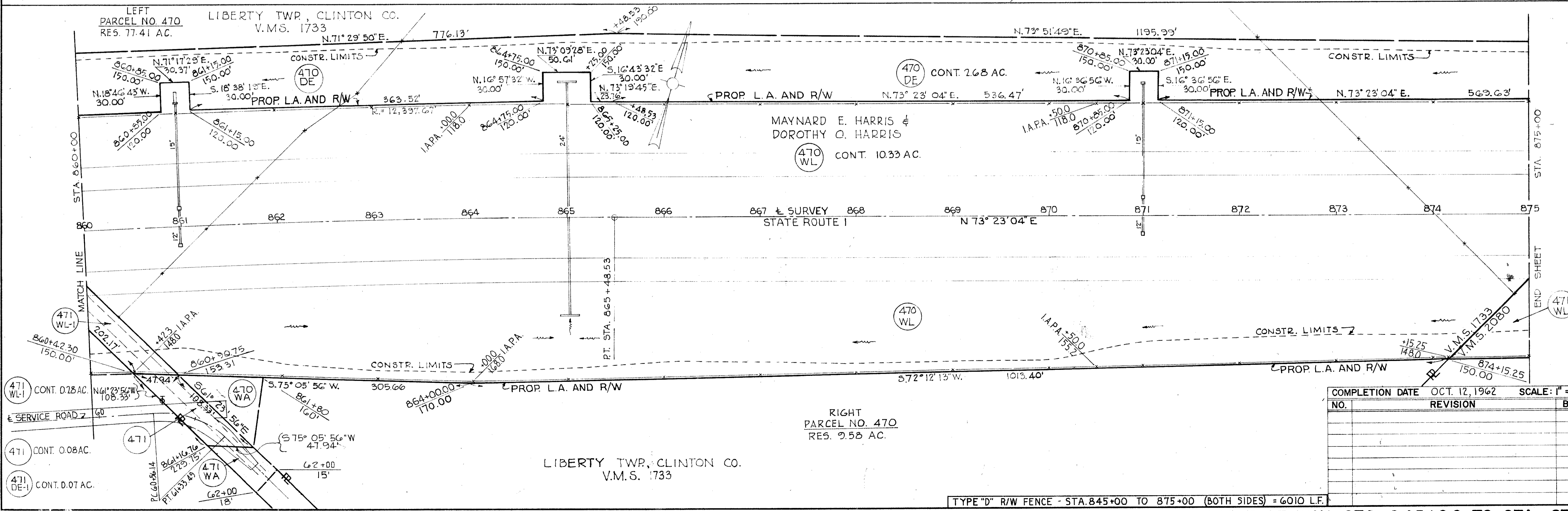


LEFT  
PARCEL NO. 470  
RES. 77.41 AC.  
LIBERTY TWP., CLINTON CO.  
V.M.S. 1733

MAYNARD E. HARRIS &  
DOROTHY O. HARRIS

470  
WL  
CONT. 10.33 AC.

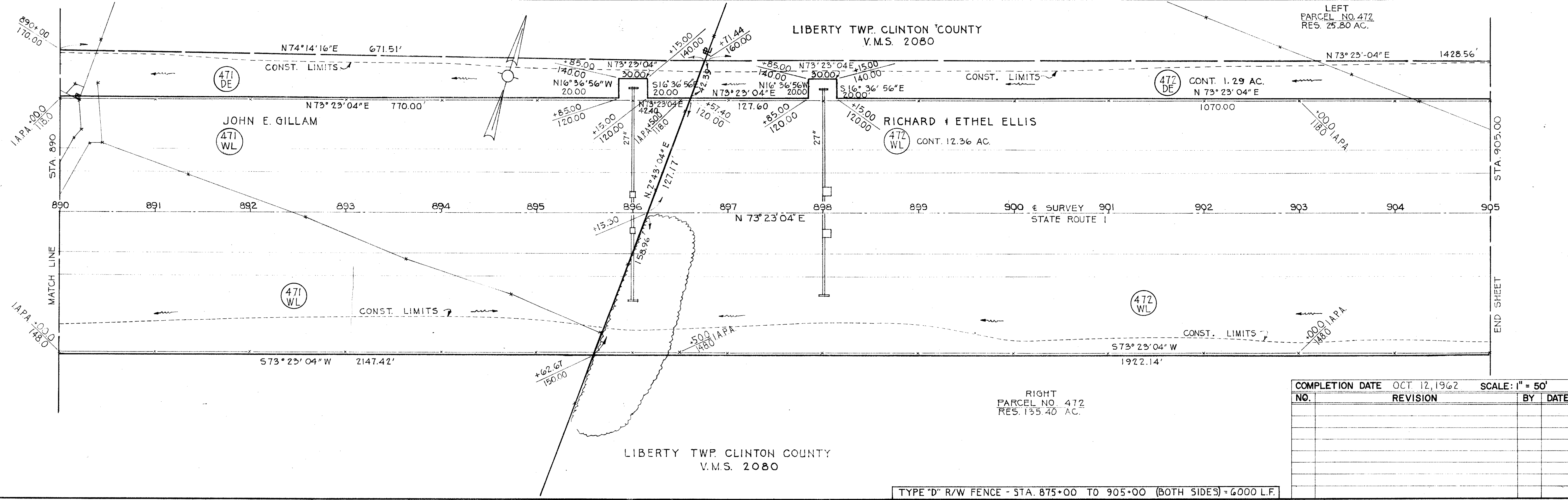
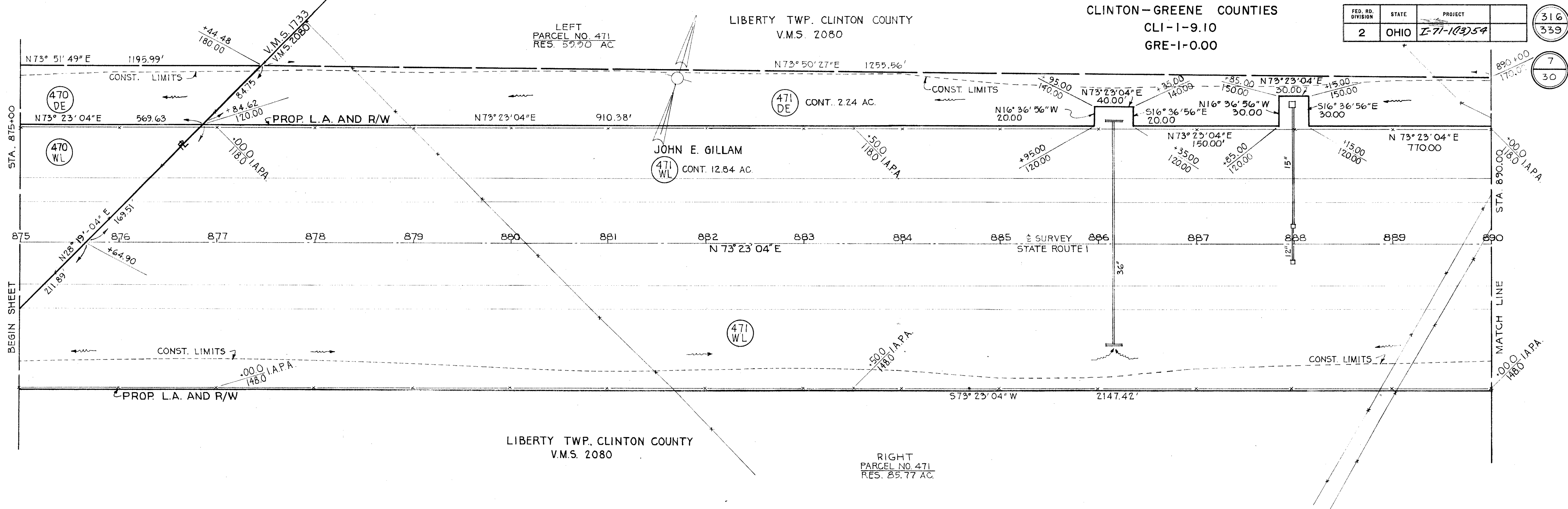
470  
DE  
CONT. 2.68 AC.



COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

RIGHT OF WAY STA. 845+00 TO STA. 875+00

FED. RD. DIVISION	STATE	PROJECT	316
2	OHIO	I-71-1(3)54	339



COMPLETION DATE OCT 12, 1962 SCALE: 1" = 50'

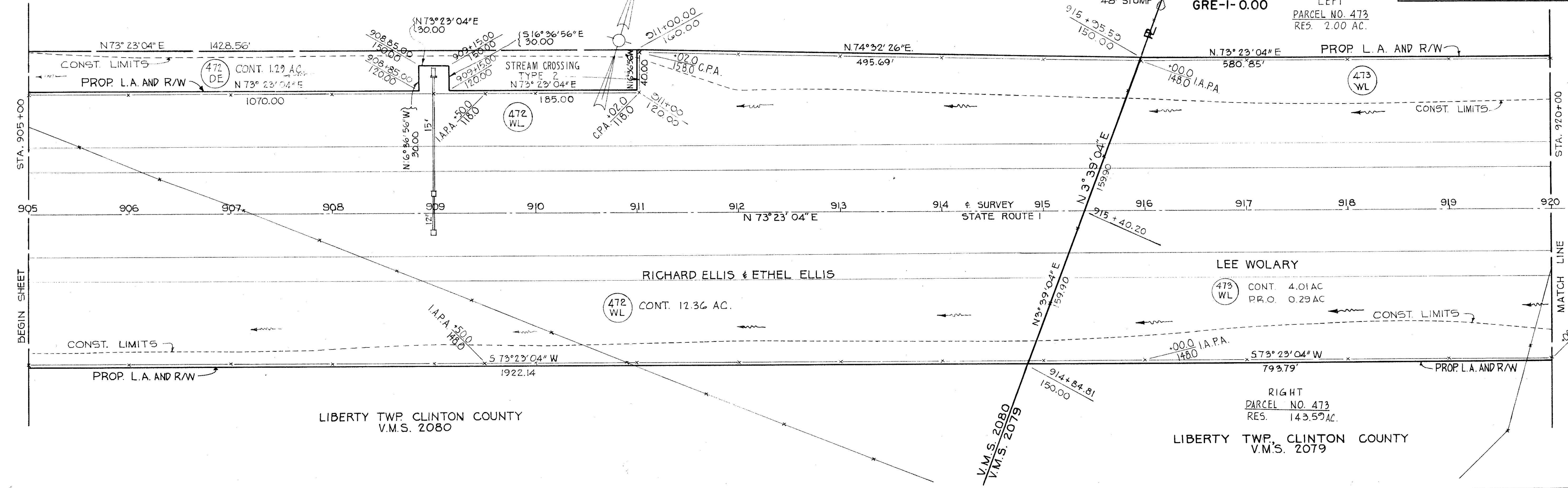
NO.	REVISION	BY	DATE

TYPE "D" R/W FENCE - STA. 875+00 TO 905+00 (BOTH SIDES) - 6000 L.F.  
 RIGHT OF WAY STA. 875+00 TO STA. 905+00

LIBERTY TWP., CLINTON COUNTY  
V.M.S. 2080

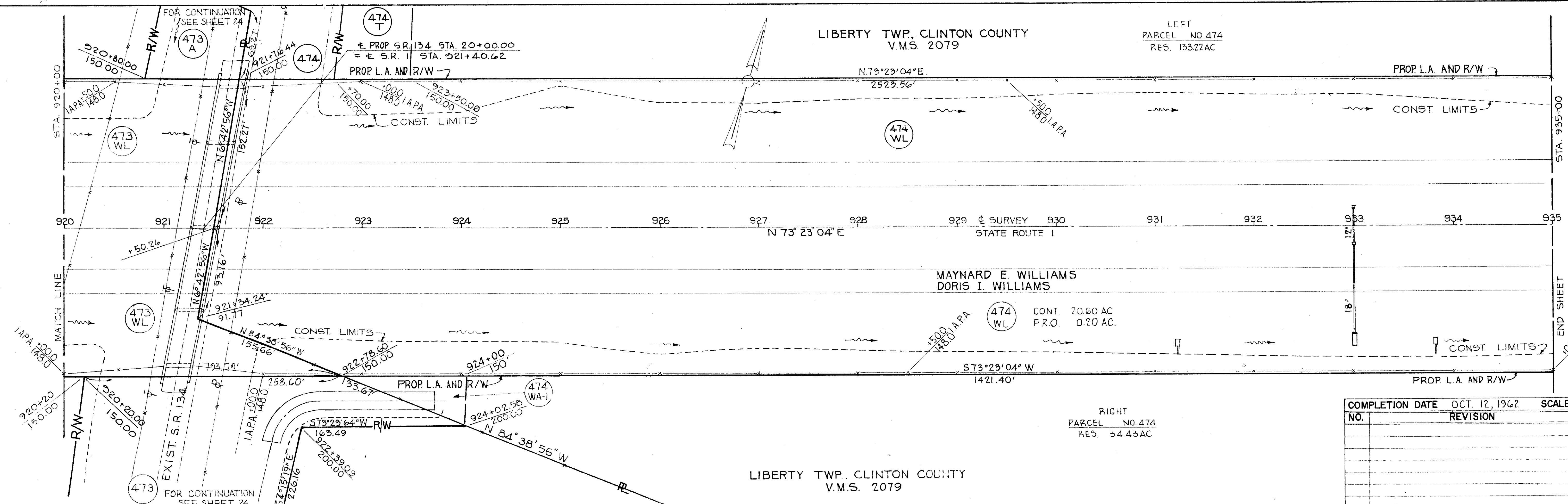
CLI-1-9.10  
GRE-1-0.00

LEFT  
PARCEL NO. 473  
RES. 2.00 AC.



LIBERTY TWP., CLINTON COUNTY  
V.M.S. 2079

LEFT  
PARCEL NO. 474  
RES. 133.22 AC.



LIBERTY TWP., CLINTON COUNTY  
V.M.S. 2079

RIGHT  
PARCEL NO. 474  
RES. 34.43 AC.

COMPLETION DATE OCT. 12, 1962 SCALE: 1" = 50'

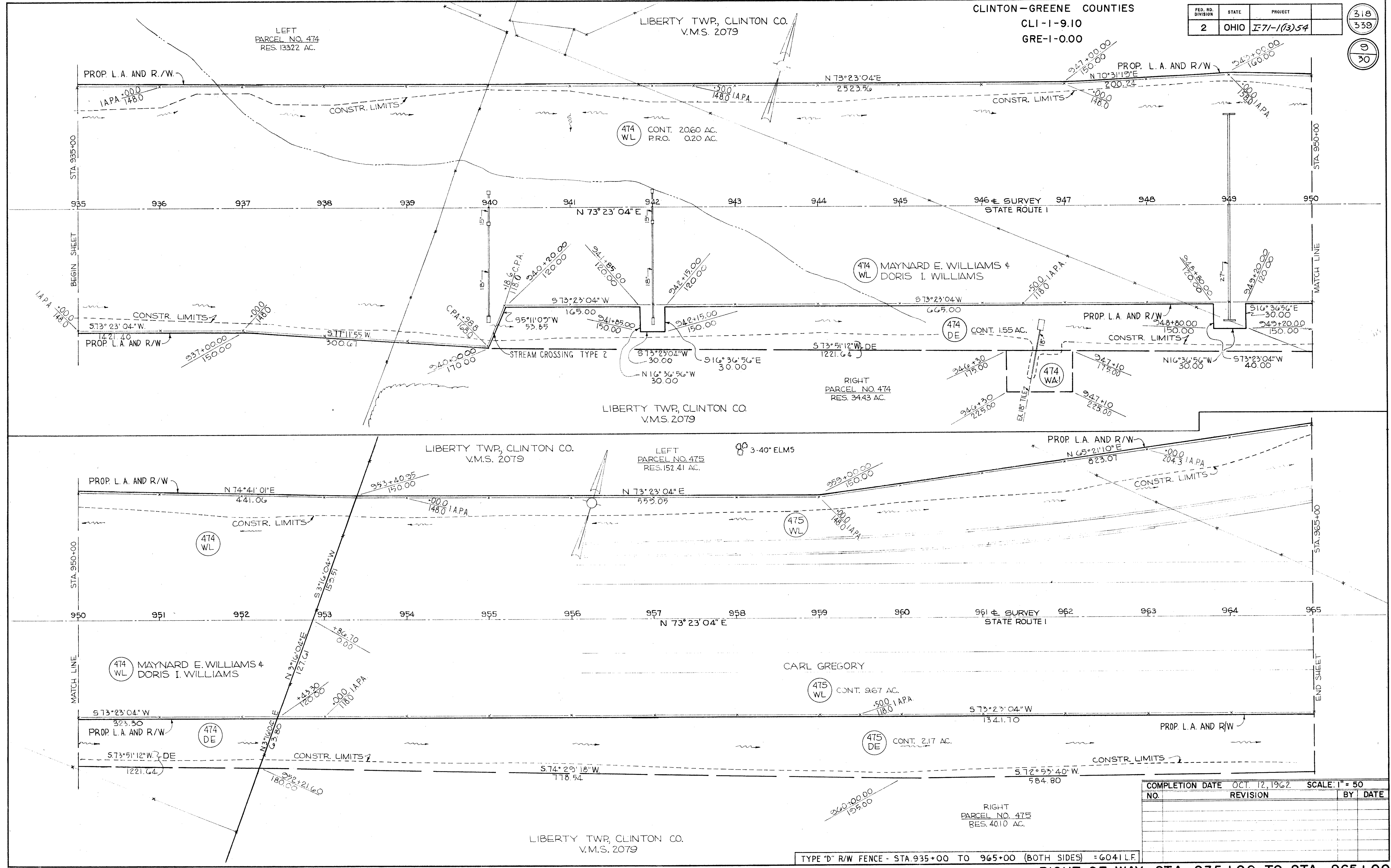
NO.	REVISION	BY	DATE

TYPE "D" R/W FENCE - STA 905+00 TO 935+00 (BOTH SIDES) = 5983 L.F.

RIGHT OF WAY STA. 905+00 TO STA. 935+00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	E-71-1(13)54

318  
 339  
 30



COMPLETION DATE	OCT. 12, 1962	SCALE: 1" = 50'
NO.	REVISION	BY DATE

TYPE "D" R/W FENCE - STA. 935+00 TO 965+00 (BOTH SIDES) = G0411.F.

RIGHT OF WAY STA. 935+00 TO STA. 965+00

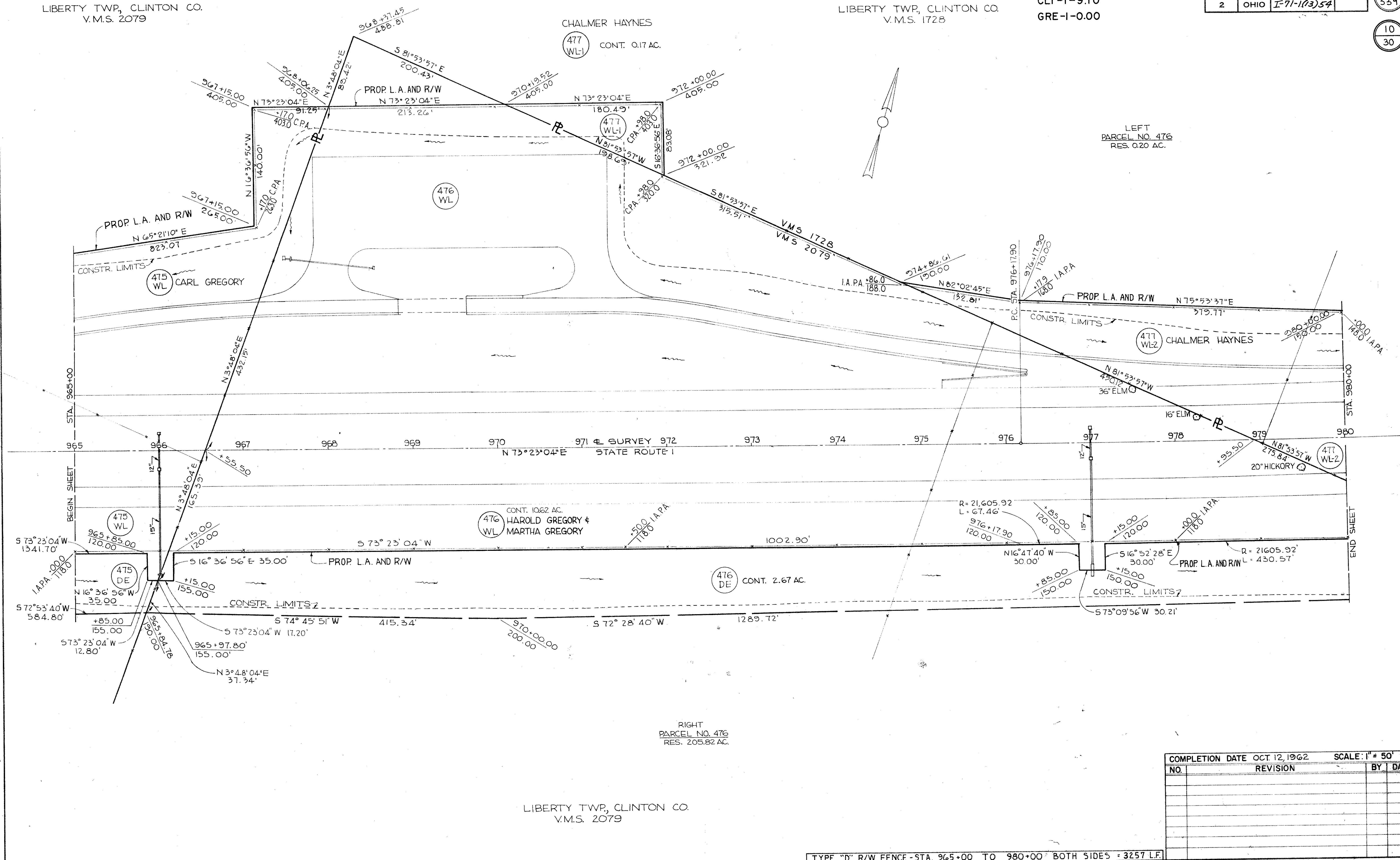
LIBERTY TWP, CLINTON CO.  
V.M.S. 2079

LIBERTY TWP, CLINTON CO.  
V.M.S. 1728

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

319  
339  
10  
30



LEFT  
PARCEL NO. 476  
RES. 0.20 AC.

RIGHT  
PARCEL NO. 476  
RES. 205.82 AC.

LIBERTY TWP, CLINTON CO.  
V.M.S. 2079

TYPE "D" R/W FENCE - STA. 965+00 TO 980+00 BOTH SIDES = 3257 L.F.

RIGHT OF WAY STA. 965+00 TO STA. 980+00

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		



LIBERTY TWP, CLINTON CO.  
V.M.S. 1728

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

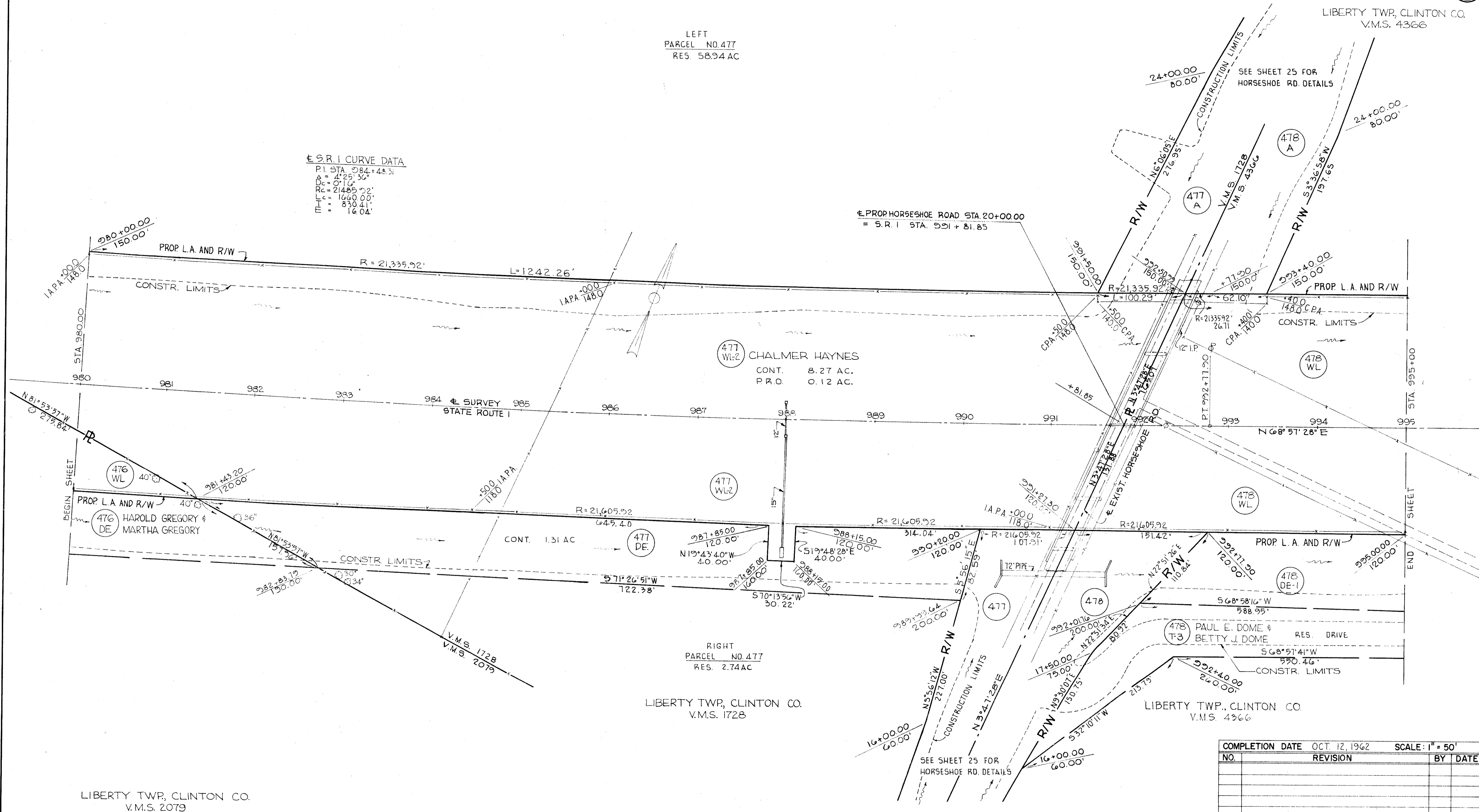
320  
339  
11  
30

LEFT  
PARCEL NO. 477  
RES. 58.94 AC

LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

± S.R. 1 CURVE DATA  
P.I. STA. 984+48.51  
Δ = 4°25'36"  
Dc = 0'16"  
Rc = 21485.92'  
M-Lc = 1660.00'  
M-L = 830.41'  
= 16.04'

± PROP HORSESHOE ROAD STA. 20+00.00  
= S.R. 1 STA. 991+81.85



LIBERTY TWP, CLINTON CO.  
V.M.S. 2079

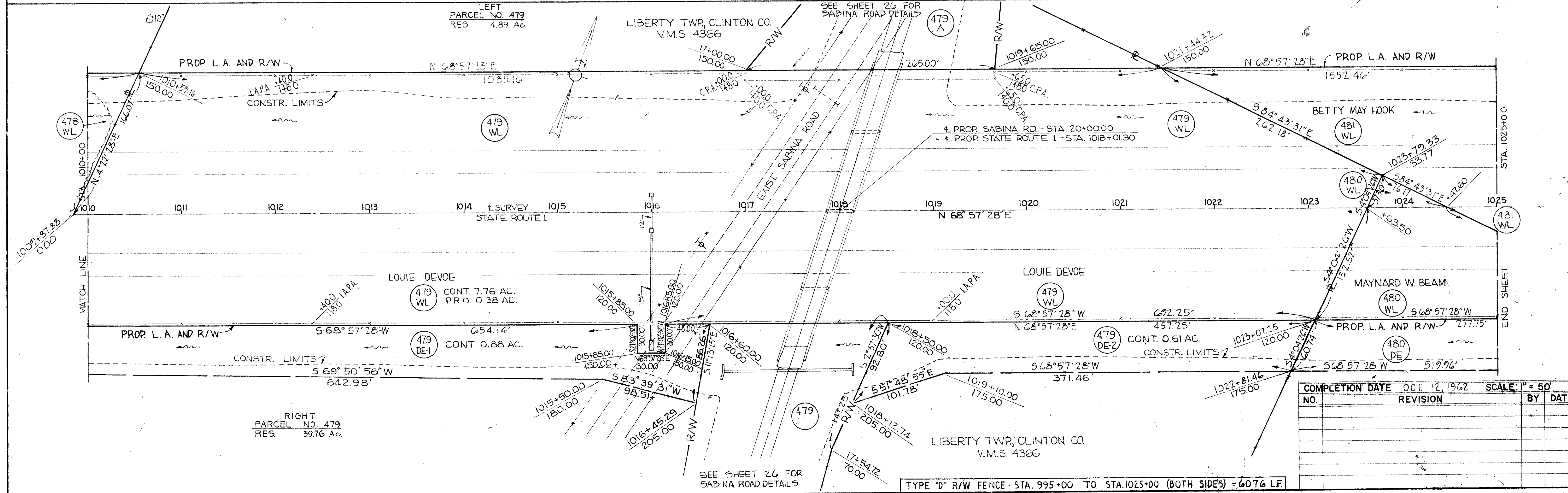
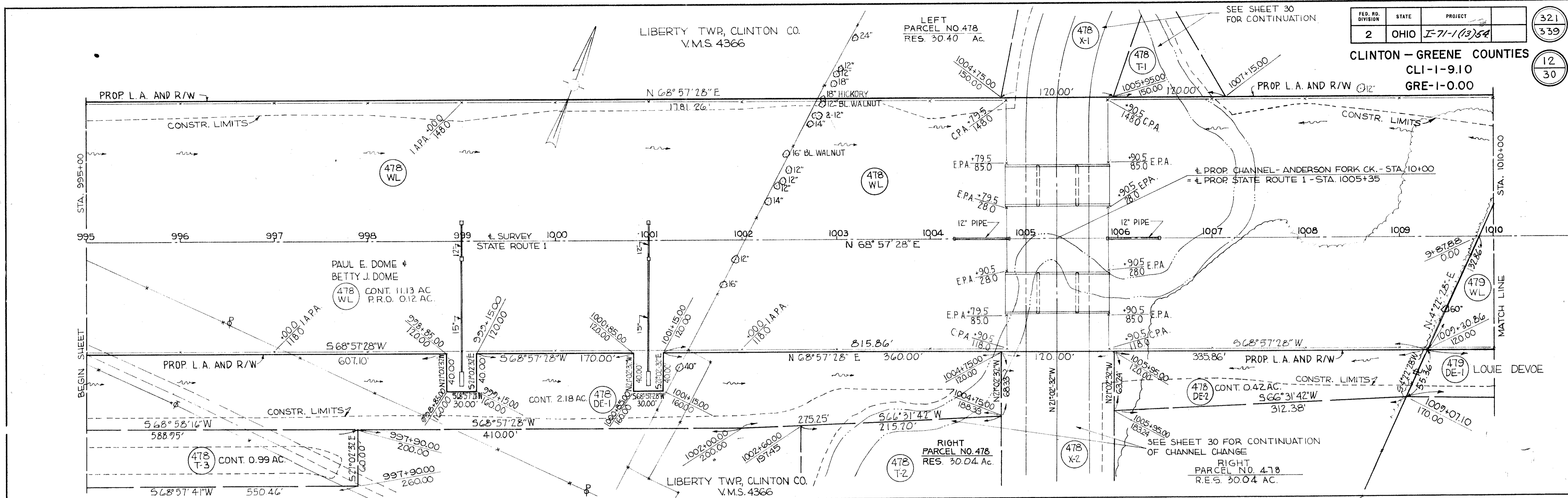
LIBERTY TWP, CLINTON CO.  
V.M.S. 1728

LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

COMPLETION DATE		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE

TYPE "D" R/W FENCE - STA. 980+00 TO STA. 995+00 (BOTH SIDES) - 2986 L.F.

RIGHT OF WAY STA. 980+00 TO STA. 995+00



COMPLETION DATE		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE

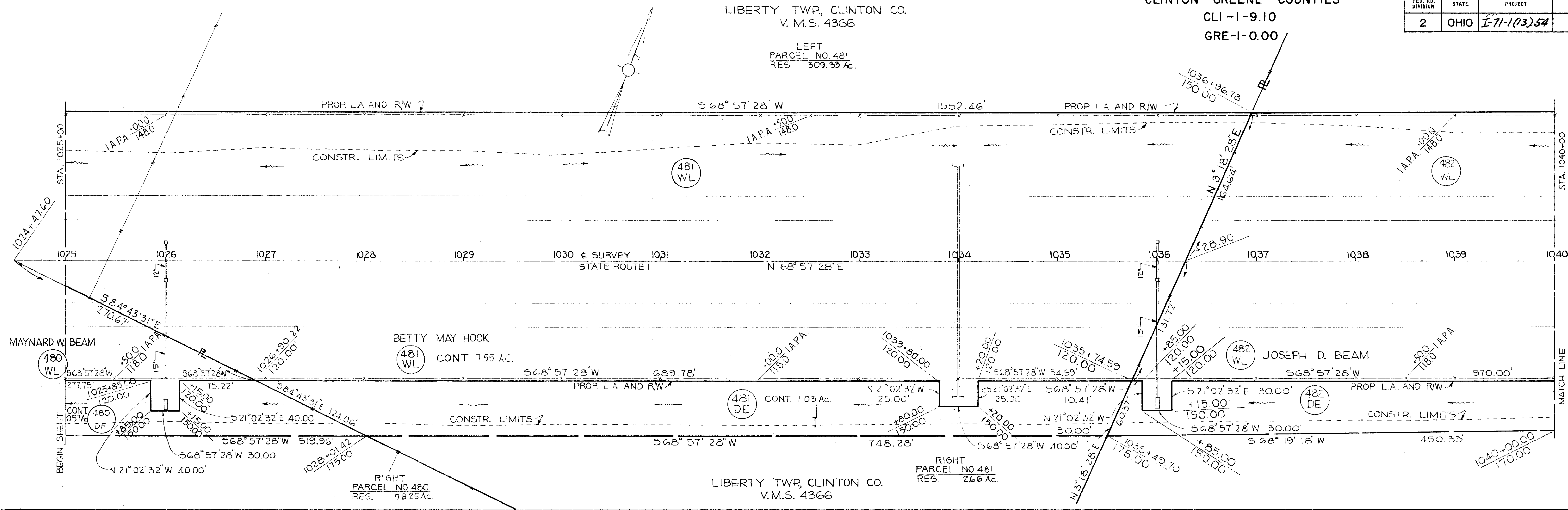
LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT	322
2	OHIO	E-71-1(13)54	339

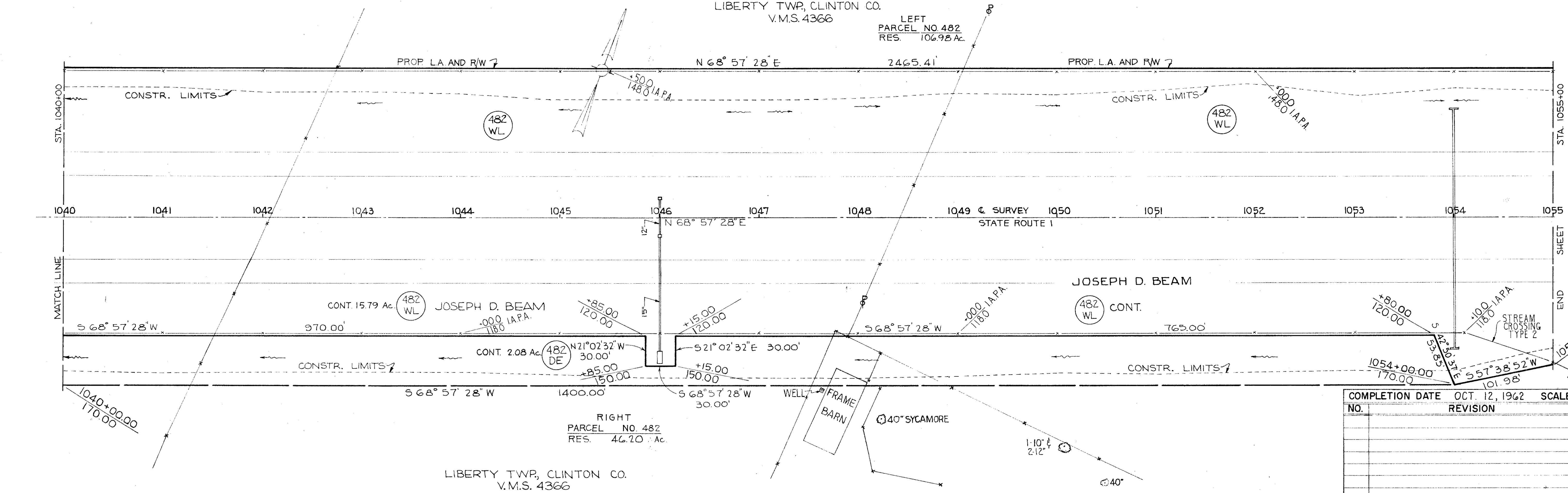
13  
30

LEFT  
PARCEL NO. 481  
RES. 309.33 AC.



LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

LEFT  
PARCEL NO. 482  
RES. 106.98 AC.



LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

COMPLETION DATE OCT. 12, 1962 SCALE: 1" = 50'

NO.	REVISION	BY	DATE

TYPE "D" R/W FENCE-STA.1025+00 TO STA.1055+00 (BOTH SIDES) 6005 L.F.

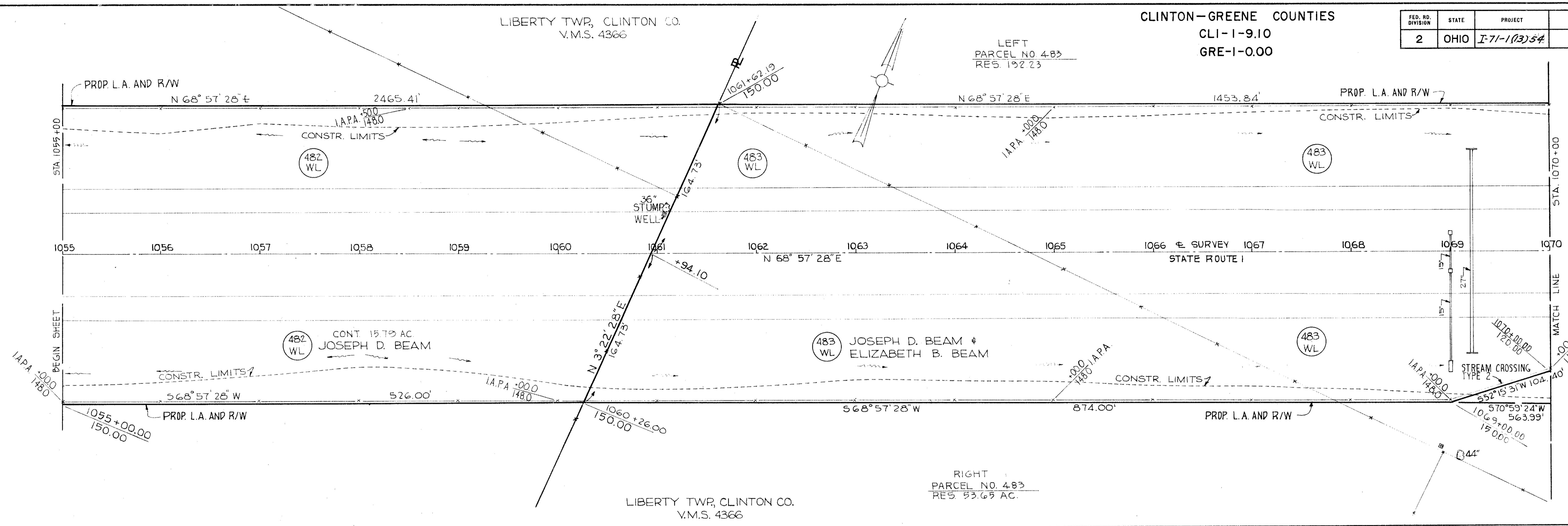
RIGHT OF WAY STA. 1025+00 TO STA. 1055+00

LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

323  
339  
14  
30



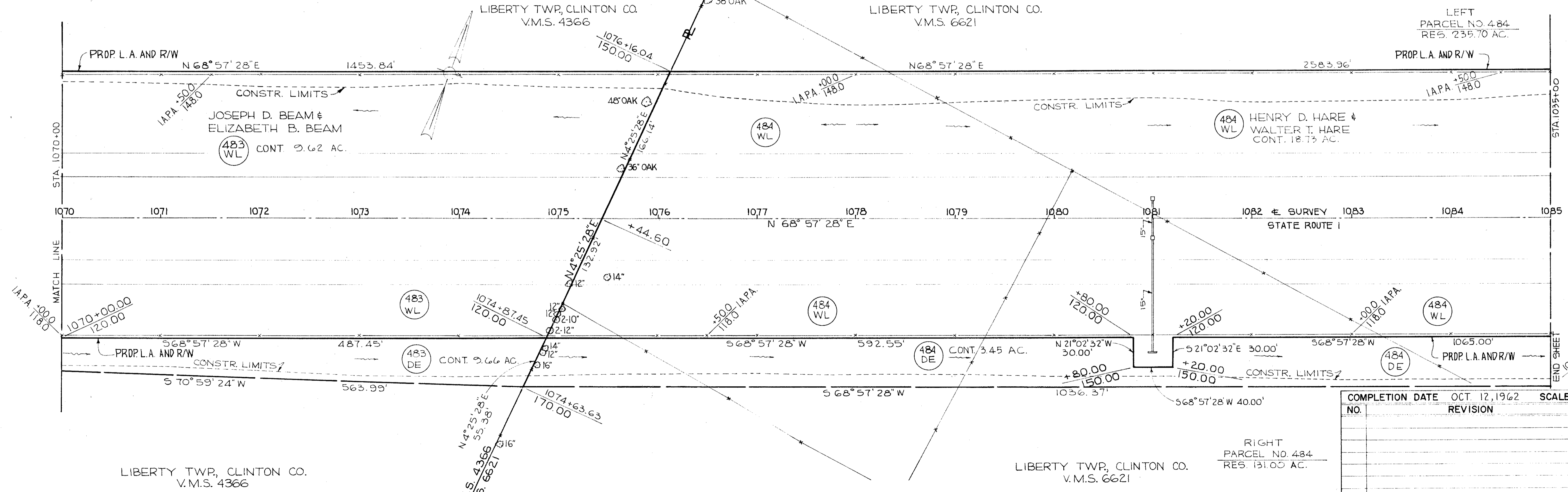
LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

RIGHT  
PARCEL NO. 483  
RES. 53.65 AC.

LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

LEFT  
PARCEL NO. 484  
RES. 235.70 AC.



LIBERTY TWP, CLINTON CO.  
V.M.S. 4366

LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

RIGHT  
PARCEL NO. 484  
RES. 131.00 AC.

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

TYPE "D" R/W FENCE - STA. 1055+00 TO STA. 1085+00 (BOTH SIDES) = 6005 L.F.

RIGHT OF WAY STA. 1055+00 TO STA. 1085+00

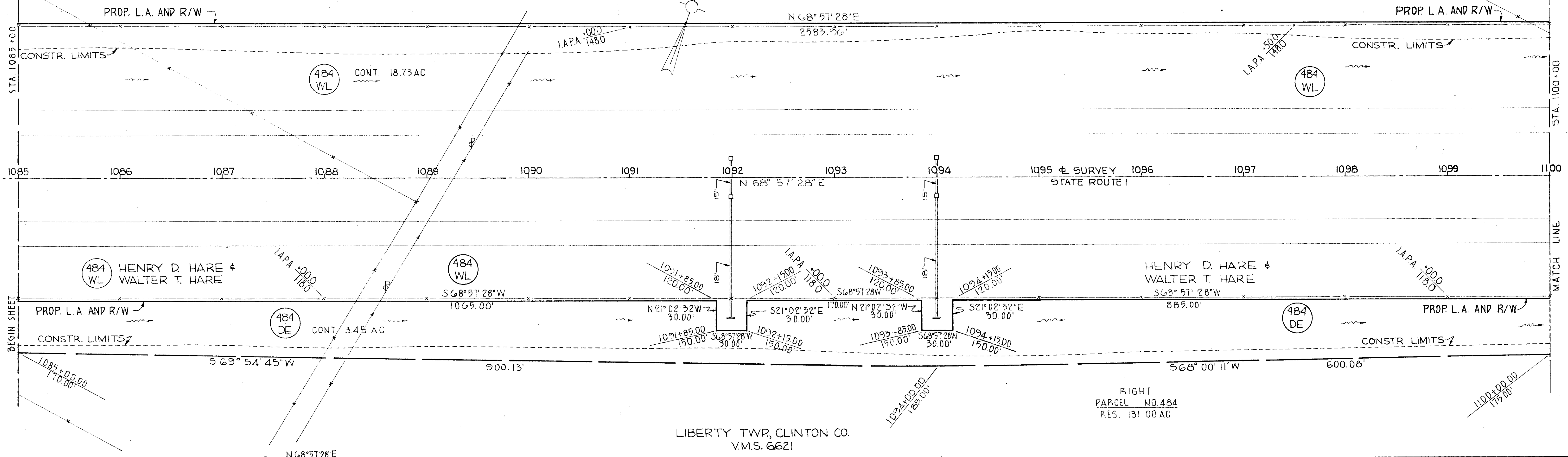
LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-I-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(23)54

324  
339  
15  
30

LEFT  
PARCEL NO. 484  
RES. 235.70 AC



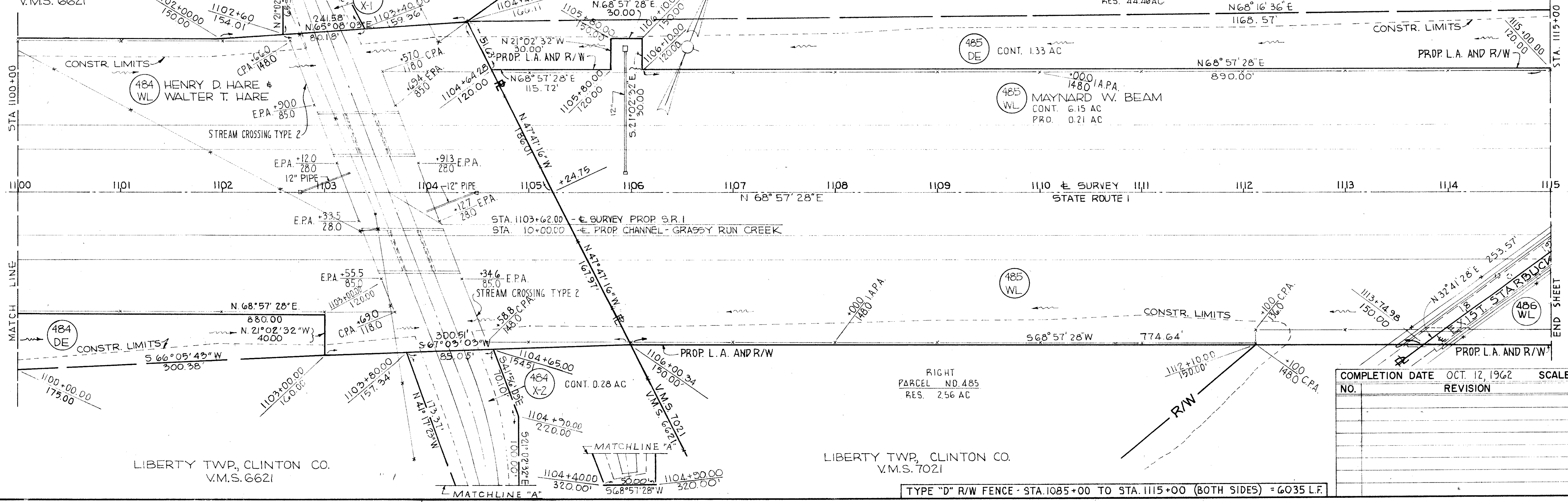
LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

RIGHT  
PARCEL NO. 484  
RES. 131.00 AC

LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

LIBERTY TWP, CLINTON CO.  
V.M.S. 7021

LEFT  
PARCEL NO. 485  
RES. 44.46 AC



LIBERTY TWP, CLINTON CO.  
V.M.S. 6621

LIBERTY TWP, CLINTON CO.  
V.M.S. 7021

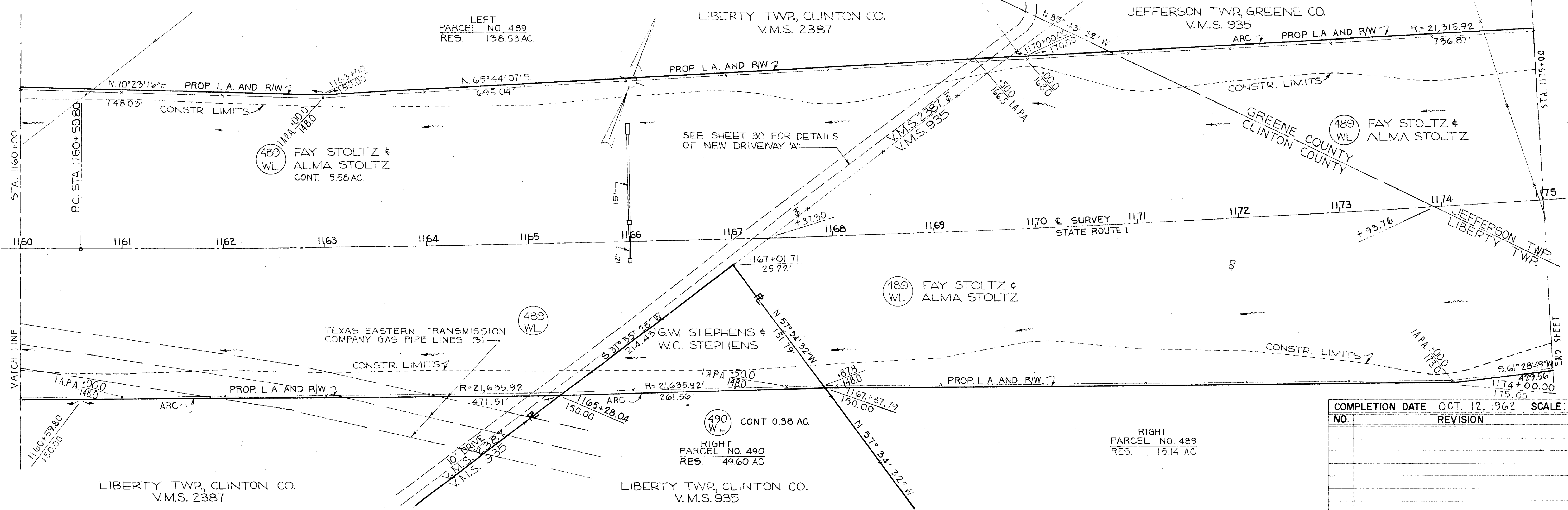
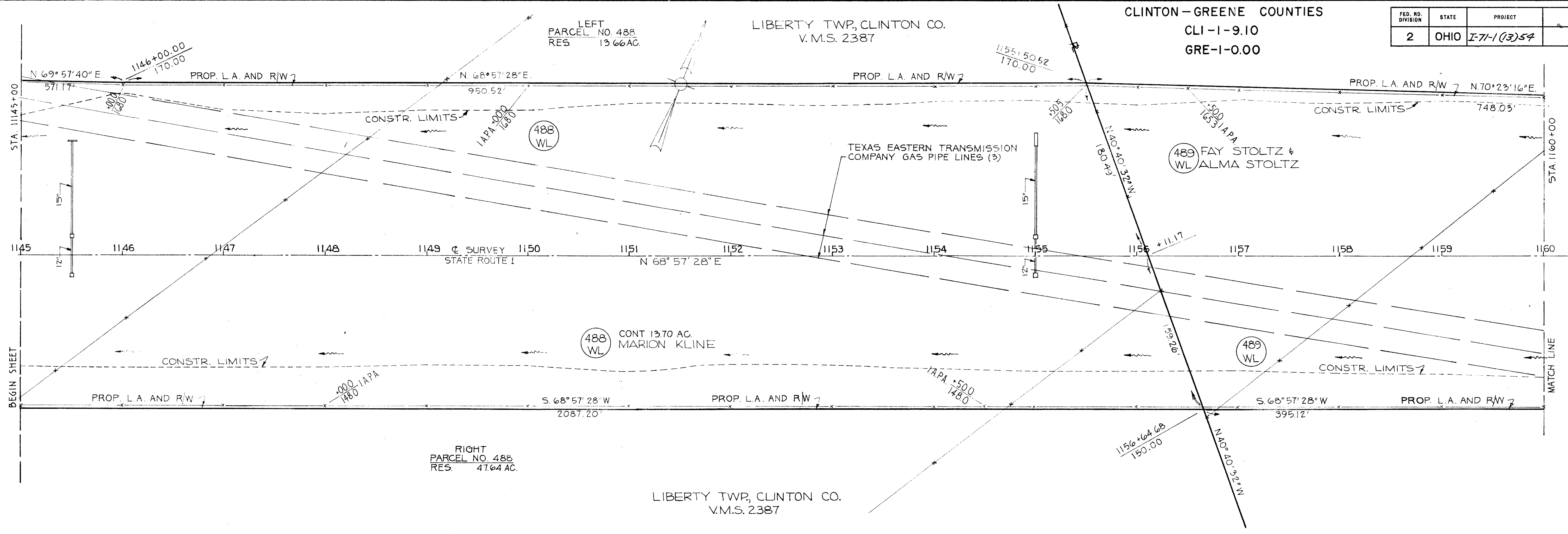
RIGHT  
PARCEL NO. 485  
RES. 256 AC

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

TYPE "D" R/W FENCE - STA. 1085+00 TO STA. 1115+00 (BOTH SIDES) = 6035 L.F.

RIGHT OF WAY STA. 1085+00 TO STA. 1115+00





COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

TYPE "D" R/W FENCE- STA. 1145+00 TO STA. 1175+00 (BOTH SIDES) = 6009 L.F.

RIGHT OF WAY STA. 1145+00 TO STA. 1175+00

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

± S.P.I. CURVE DATA  
P.I. STA. 1196+63.23  
Δ = 19° 02' 28" LT.  
D = 0° 16' 00"  
R = 21,485.92'  
L = 7,140.42'  
T = 3,603.43'  
E = 300.07'

JEFFERSON TWP, GREENE CO.  
V.M.S. 935

W.F. STEWART &  
O.S. LITTLE  
492 WL-1 CONT. 1.06 AC.

C.E. BORST &  
H.V. BORST  
491 WL CONT. 22.45 AC  
P.R.O. 0.94 AC

FAY STOLTZ &  
ALMA STOLTZ  
489 WL

489 WL

GREENE COUNTY  
CLINTON COUNTY

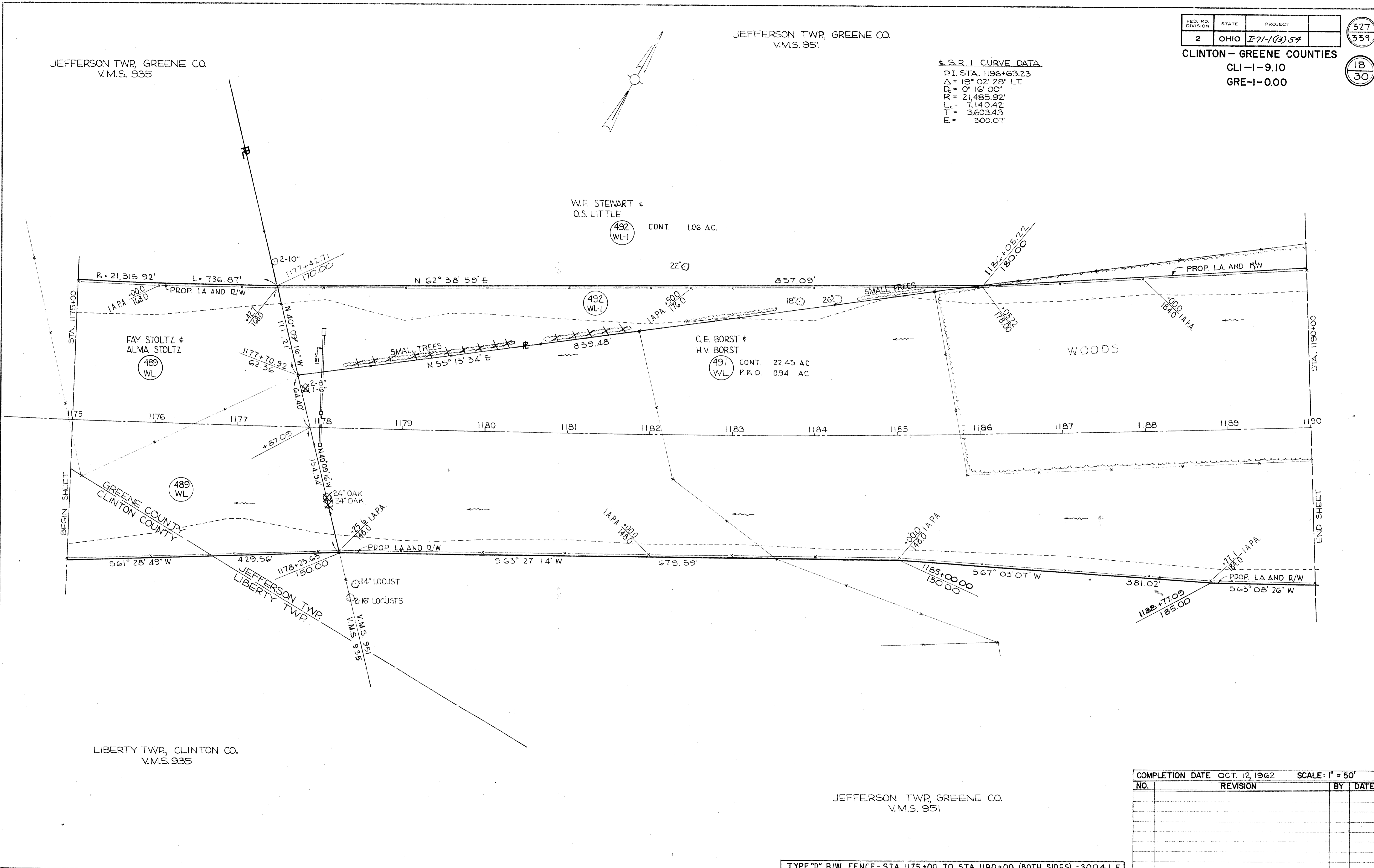
LIBERTY TWP, CLINTON CO.  
V.M.S. 935

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

TYPE "D" R/W FENCE - STA. 1175+00 TO STA. 1190+00 (BOTH SIDES) = 3004 L.F.

RIGHT OF WAY STA. 1175+00 TO STA. 1190+00





**RAMP "M" CURVE DATA**  
 P.I. = STA. 7+51.61  
 $\Delta = 41^{\circ}00'00''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $L_c = 312.50'$   
 $T_s = 368.58'$   
 $E_s = 50.91'$

**RAMP "M" CURVE DATA**  
 P.I. = STA. 1+59.39  
 $\Delta = 27^{\circ}20'11''$  LT.  
 $D_c = 18^{\circ}00'00''$   
 $R_c = 318.31'$   
 $L_c = 151.87'$   
 $T = 77.41'$   
 $E = 9.28'$

**RAMP "J" CURVE DATA**  
 P.I. = STA. 8+06.65  
 $\Delta = 34^{\circ}58'03''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $\Delta_c = 17^{\circ}28'03''$   
 $L_c = 218.34'$   
 $T_s$  BACK TAN = 306.62'  
 $T_s$  FWD TAN = 327.35'

**RAMP "J" CURVE DATA**  
 P.I. = STA. 2+50.37  
 $\Delta = 7^{\circ}30'01''$  LT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 3819.72'$   
 $L_c = 500.03'$   
 $T = 250.37'$   
 $E = 8.20'$

**RAMP "J" CURVE DATA**  
 P.I. = STA. 12+77.98  
 $\Delta = 10^{\circ}21'14''$  RT.  
 $D_c = 15^{\circ}00'00''$   
 $R_c = 381.97'$   
 $L_c = 69^{\circ}03'$   
 $T = 34.61'$   
 $E = 1.54'$

**RAMP "J" SPIRAL DATA**  
 $L_a = 200.00'$   
 $\theta_a = 6^{\circ}30'00''$   
 $P_a = 1.89'$   
 $\Delta_1 + \Delta_2 = 9^{\circ}30'00''$

**S.R. 1 CURVE DATA**  
 P.I. = 1196+63.23  
 $\Delta = 19^{\circ}02'28''$  LT.  
 $D_c = 0^{\circ}16'$   
 $R_c = 21,485.92'$   
 $L_c = 7140.42'$   
 $T = 3603.43'$   
 $E = 300.07'$

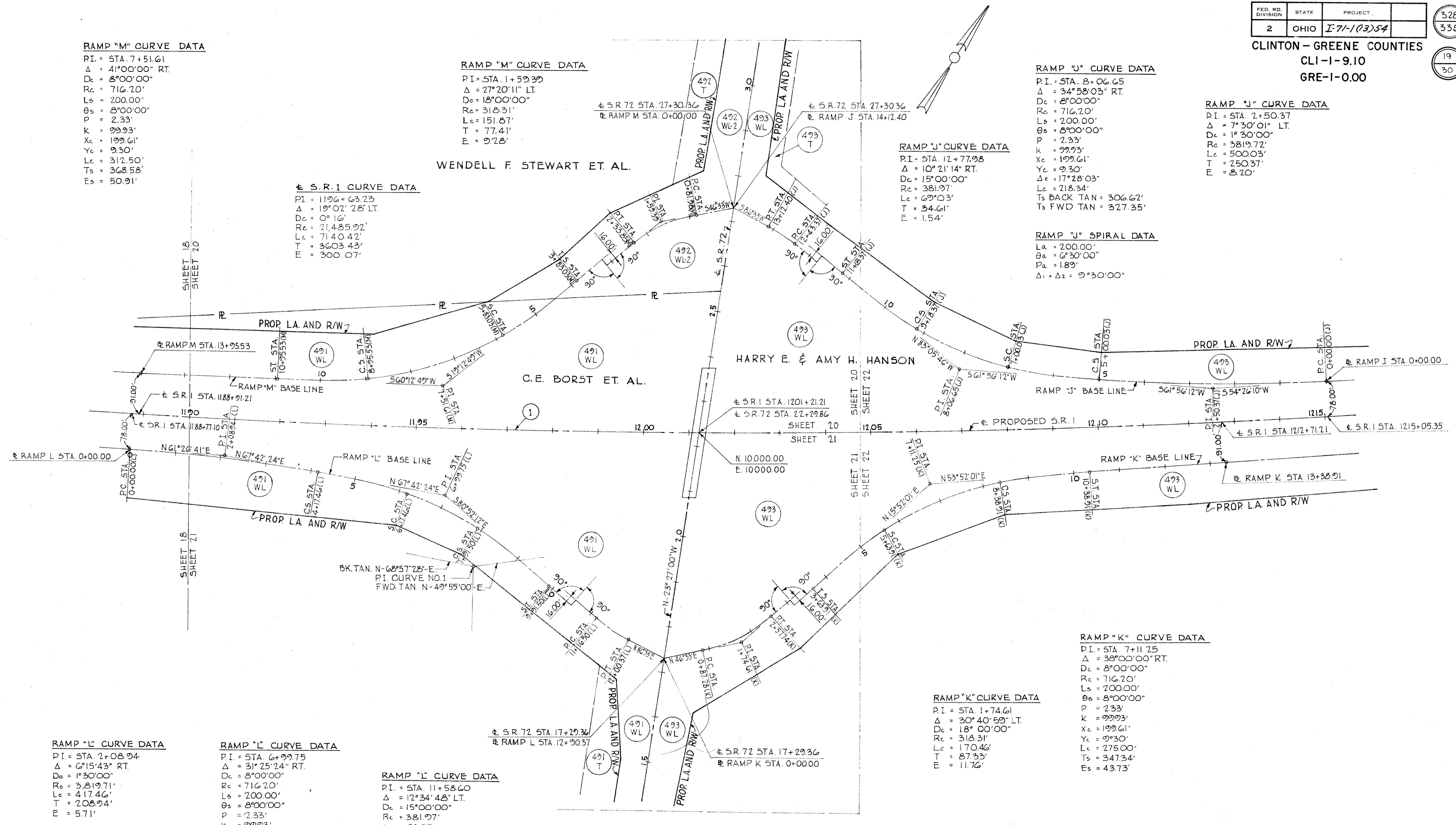
**RAMP "L" CURVE DATA**  
 P.I. = STA. 2+08.94  
 $\Delta = 6^{\circ}15'43''$  RT.  
 $D_c = 1^{\circ}30'00''$   
 $R_c = 3,819.71'$   
 $L_c = 417.46'$   
 $T = 208.94'$   
 $E = 5.71'$

**RAMP "L" CURVE DATA**  
 P.I. = STA. 6+99.75  
 $\Delta = 31^{\circ}25'24''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $\Delta_c = 13^{\circ}55'24''$   
 $L_c = 174.04'$   
 $T_s$  BACK TAN = 282.29'  
 $T_s$  FRWD TAN = 303.26'

**RAMP "L" CURVE DATA**  
 P.I. = STA. 11+58.60  
 $\Delta = 12^{\circ}34'48''$  LT.  
 $D_c = 15^{\circ}00'00''$   
 $R_c = 381.97'$   
 $L_c = 83.87'$   
 $T = 42.10'$   
 $E = 2.31'$

**RAMP "K" CURVE DATA**  
 P.I. = STA. 1+74.61  
 $\Delta = 30^{\circ}40'59''$  LT.  
 $D_c = 18^{\circ}00'00''$   
 $R_c = 318.31'$   
 $L_c = 170.46'$   
 $T = 87.33'$   
 $E = 11.76'$

**RAMP "K" CURVE DATA**  
 P.I. = STA. 7+11.25  
 $\Delta = 38^{\circ}00'00''$  RT.  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $L_c = 275.00'$   
 $T_s = 347.34'$   
 $E_s = 43.73'$



COMPLETION DATE		OCT 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		

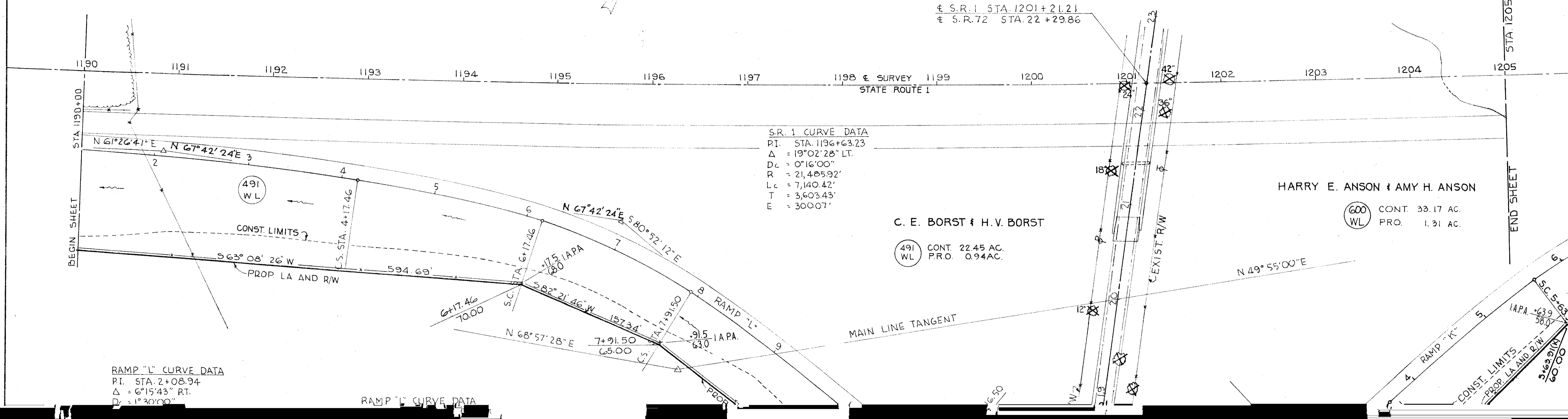


JEFFERSON TWP., GREENE CO.  
V. M. S. 951

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	E-71-103)54

330  
339  
21  
30

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00



S.R. 1 CURVE DATA  
 P.I. STA. 1196+63.23  
 $\Delta = 19^{\circ}02'28''$  LT.  
 $D_c = 0^{\circ}16'00''$   
 $R = 21,485.92'$   
 $L_c = 7,140.42'$   
 $T = 3,603.43'$   
 $E = 300.07'$

C. E. BORST & H. V. BORST

(491 WL) CONT. 22.45 AC.  
P.R.O. 0.94 AC.

HARRY E. ANSON & AMY H. ANSON

(600 WL) CONT. 33.17 AC.  
P.R.O. 1.31 AC.

RAMP 'L' CURVE DATA  
 P.I. STA. 2+08.94  
 $\Delta = 6^{\circ}15'43''$  RT.  
 $D_c = 1^{\circ}30'00''$

RAMP 'K' CURVE DATA

BEGIN SHEET STA. 1190+00  
 END SHEET STA. 1205+00

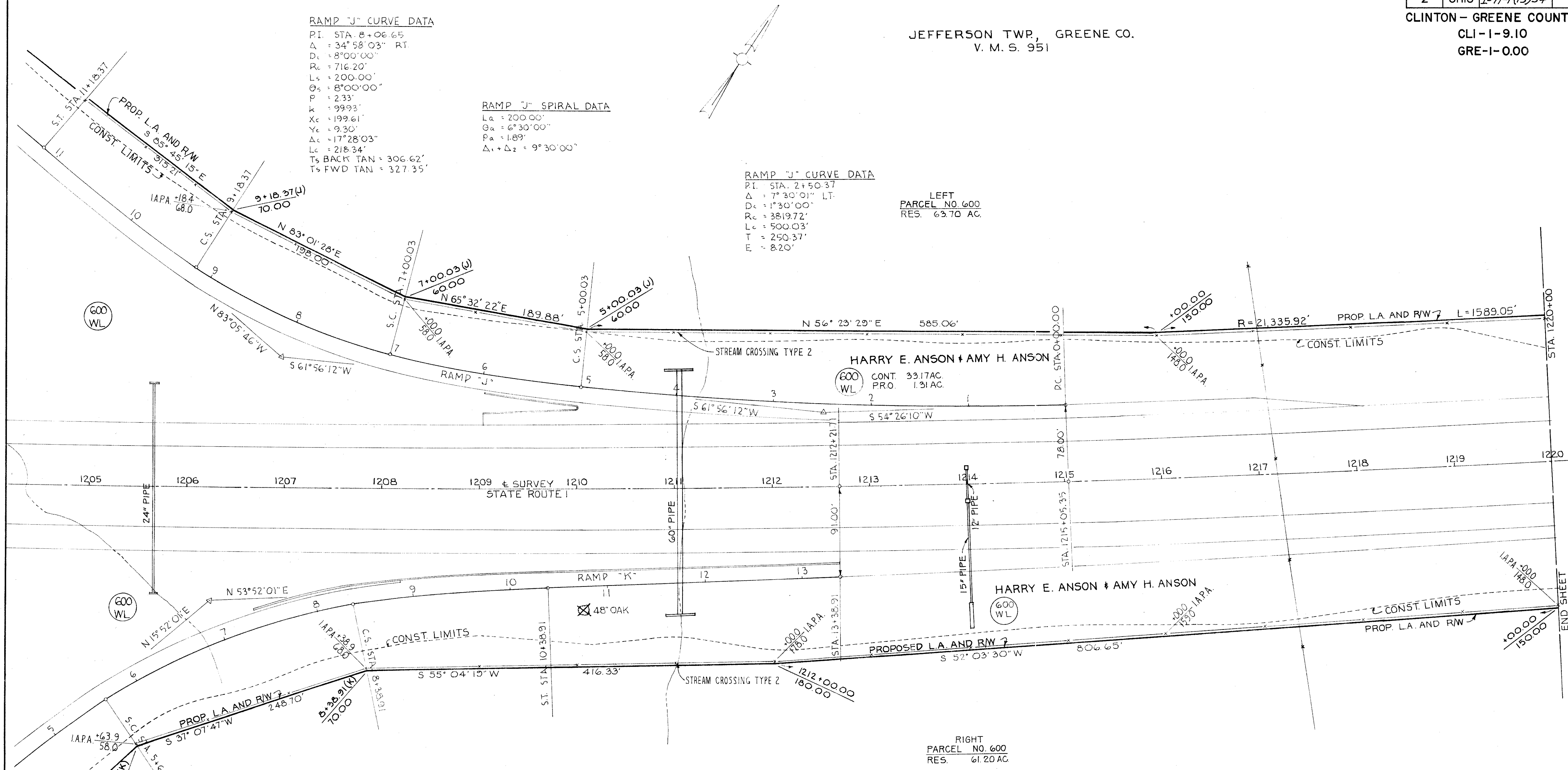
JEFFERSON TWP, GREENE CO.  
V. M. S. 951

**RAMP "J" CURVE DATA**  
 P.I. STA. 8+06.65  
 $\Delta = 34^{\circ}58'03''$  RT  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $\Delta_c = 17^{\circ}28'03''$   
 $L_c = 218.34'$   
 $T_s \text{ BACK TAN} = 306.62'$   
 $T_s \text{ FWD TAN} = 327.35'$

**RAMP "J" SPIRAL DATA**  
 $L_a = 200.00'$   
 $G_a = 6^{\circ}30'00''$   
 $P_a = 1.89'$   
 $\Delta_1 + \Delta_2 = 9^{\circ}30'00''$

**RAMP "J" CURVE DATA**  
 P.I. STA. 2+50.37  
 $\Delta = 7^{\circ}30'01''$  LT  
 $D_c = 1^{\circ}30'00''$   
 $R_c = 3819.72'$   
 $L_s = 500.03'$   
 $T = 250.37'$   
 $E = 8.20'$

LEFT  
PARCEL NO. 600  
RES. 63.70 AC.



**RAMP "K" CURVE DATA**  
 P.I. STA. 7+11.25  
 $\Delta = 38^{\circ}00'00''$  RT  
 $D_c = 8^{\circ}00'00''$   
 $R_c = 716.20'$   
 $L_s = 200.00'$   
 $\theta_s = 8^{\circ}00'00''$   
 $P = 2.33'$   
 $K = 99.93'$   
 $X_c = 199.61'$   
 $Y_c = 9.30'$   
 $L_c = 275.00'$   
 $T_s = 347.34'$   
 $E_s = 43.73'$

RIGHT  
PARCEL NO. 600  
RES. 61.20 AC.

JEFFERSON TWP, GREENE CO.  
V. M. S. 951

COMPLETION DATE OCT 12, 1962 SCALE: 1" = 50'

NO.	REVISION	BY	DATE

TYPE "D" R/W FENCE - STA. 1205+00 TO STA. 1220+00 (BOTH SIDES) = 3138 L.F.

RIGHT OF WAY STA. 1205+00 TO STA. 1220+00

± S.R. 1 CURVE DATA

PI. STA. 1196+63.23  
 $\Delta = 19^{\circ} 02' 28''$  LT.  
 $D = 0^{\circ} 16' 00''$   
 $R = 21485.92'$   
 $T = 3603.43'$   
 $E = 300.07'$   
 $L = 7140.42'$

JEFFERSON TWP, GREENE CO.  
 V. M. S. 951

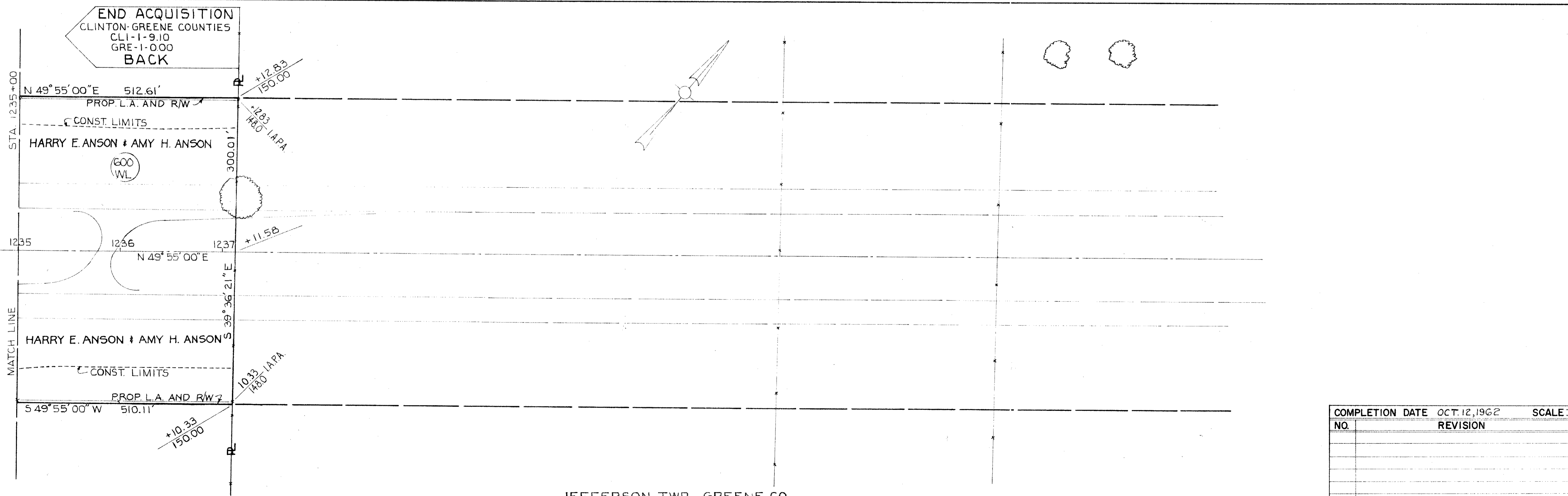
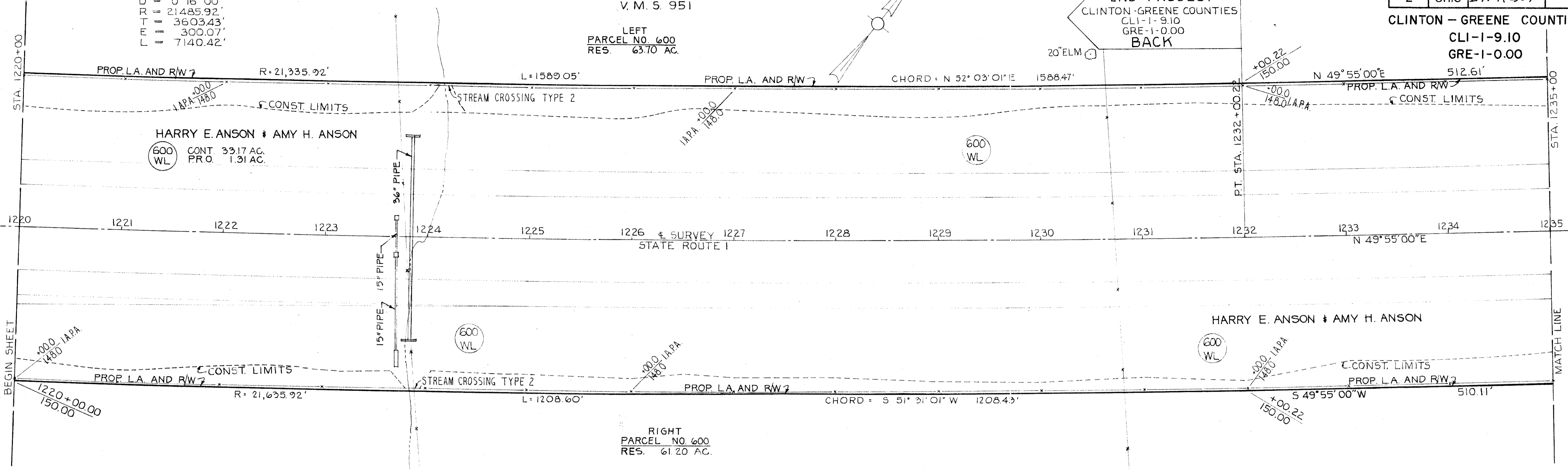
LEFT  
 PARCEL NO. 600  
 RES. 63.70 AC.

END PROJECT  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00  
 BACK

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(12)54

CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

332  
 339  
 23  
 30



JEFFERSON TWP, GREENE CO.  
 V. M. S. 951

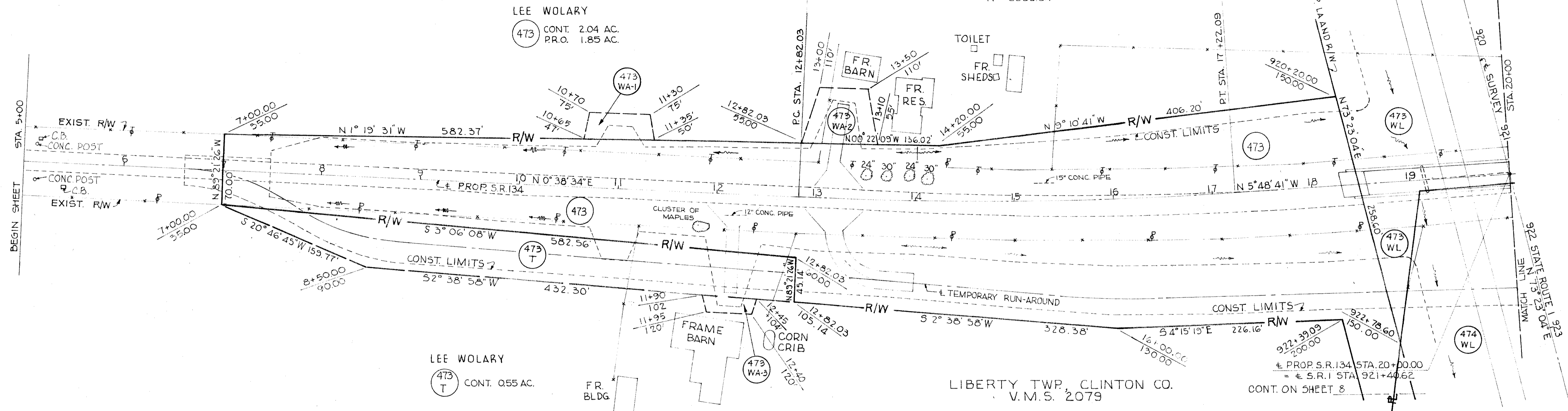
COMPLETION DATE		OCT. 12, 1962	SCALE: 1" = 50'	
NO.	REVISION	BY	DATE	

TYPE "D" R/W FENCE - STA. 1220+00 TO STA. 1237+12 (BOTH SIDES) = 3423 L.F.

RIGHT OF WAY STA. 1220+00 TO STA. 1237+12

LIBERTY TWP, CLINTON CO.  
 V.M.S. 2079

± PROP CURVE DATA  
 P.I. = 15+02.9  
 $\Delta$  = 6° 27' 15" LT  
 $D_c$  = 1° 28' 00"  
 $T$  = 220.19'  
 $L_c$  = 440.06'  
 $R$  = 3906.64'



LEE WOLARY  
 (473) CONT. 2.04 AC.  
 P.R.O. 1.85 AC.

LEE WOLARY  
 (473) CONT. 0.55 AC.

LIBERTY TWP, CLINTON CO.  
 V.M.S. 2079

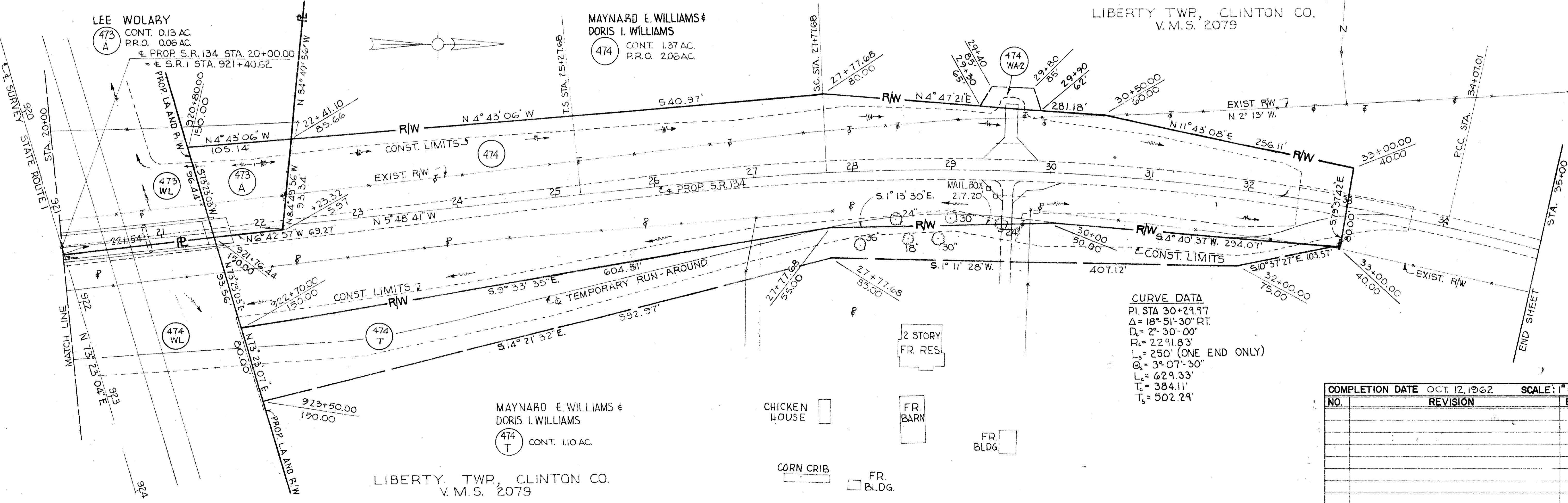
CONT. ON SHEET 8

LEE WOLARY  
 (473) CONT. 0.13 AC.  
 P.R.O. 0.06 AC.  
 ± PROP. S.R. 134 STA. 20+00.00  
 ± S.R. 1 STA. 921+40.62

MAYNARD E. WILLIAMS &  
 DORIS I. WILLIAMS  
 (474) CONT. 1.37 AC.  
 P.R.O. 2.06 AC.

LIBERTY TWP, CLINTON CO.  
 V.M.S. 2079

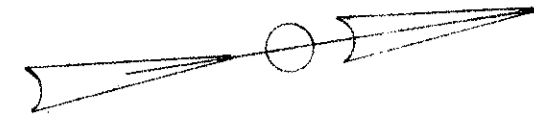
CURVE DATA  
 P.I. STA 30+29.97  
 $\Delta$  = 18° 51' 30" RT  
 $D_c$  = 2° 30' 00"  
 $R_c$  = 2291.83'  
 $L_c$  = 250' (ONE END ONLY)  
 $\theta_c$  = 3° 07' 30"  
 $L_c$  = 629.33'  
 $T_c$  = 384.11'  
 $T_c$  = 502.29'



MAYNARD E. WILLIAMS &  
 DORIS I. WILLIAMS  
 (474) CONT. 1.10 AC.

LIBERTY TWP, CLINTON CO.  
 V.M.S. 2079

COMPLETION DATE	OCT. 12, 1962	SCALE: 1" = 50'
NO.	REVISION	BY DATE



FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)54

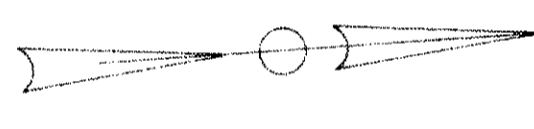
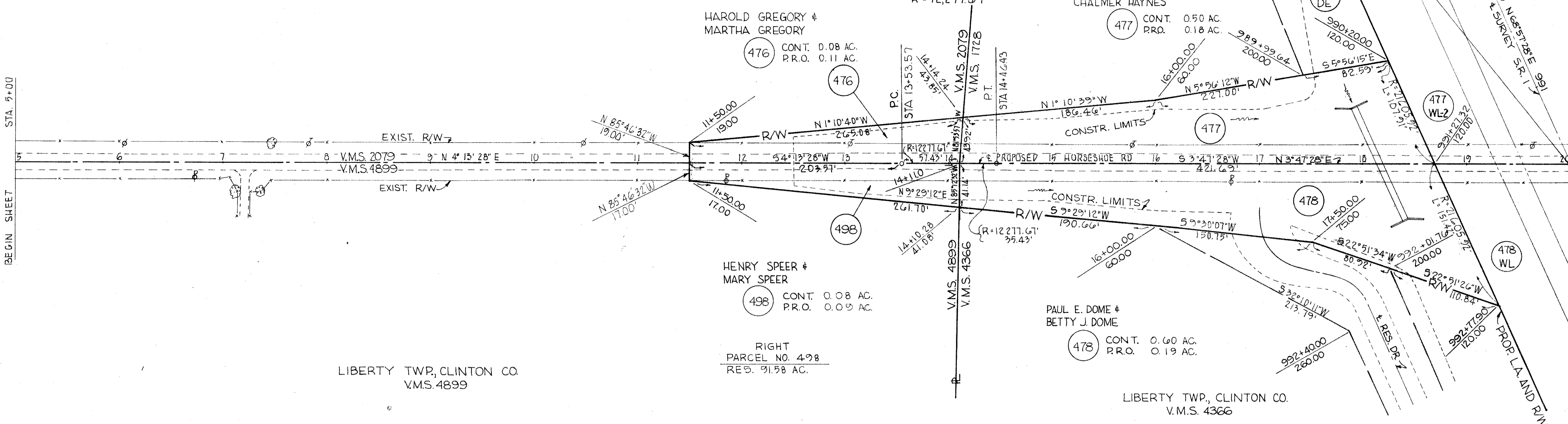
334  
339  
25  
30

CURVE DATA  
PI STA 14+00.00  
 $\Delta = 0^\circ 26' 00''$  LT.  
 $D = 0^\circ 28' 00''$   
 $T = 46.43'$   
 $L = 92.86'$   
 $R = 12,277.67'$

± PROP HORSESHOE ROAD STA. 20+00.00  
= ± PROP. S.R. 1 STA. 991+81.86

BEGIN SHEET  
STA. 5+00

MATCH LINE  
STA. 20+00

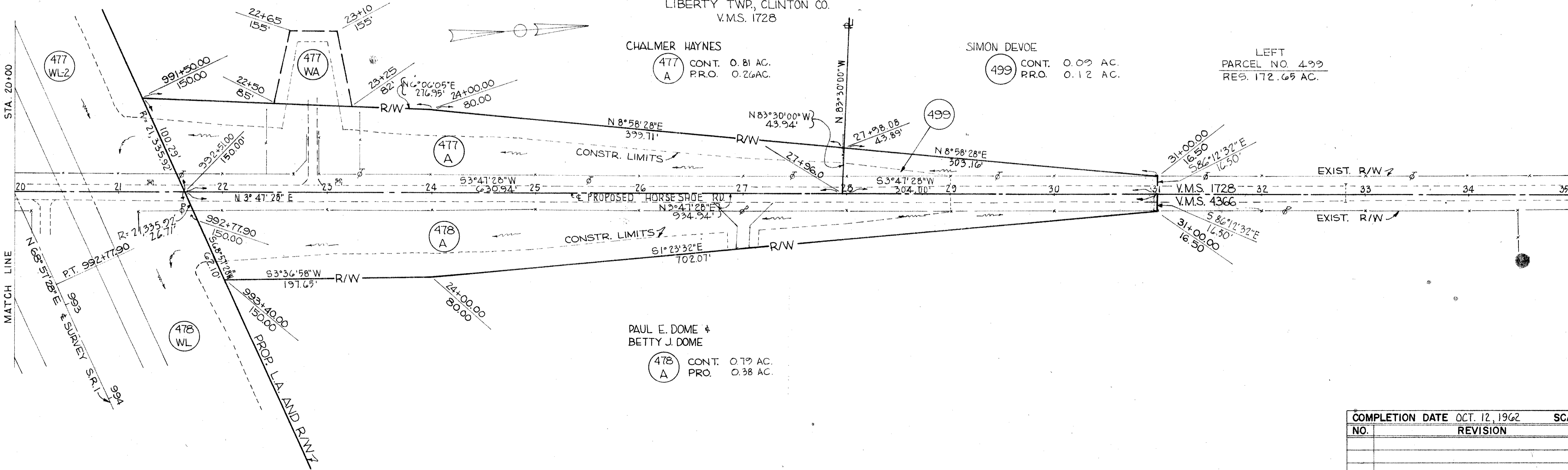


SIMON DEVOE (499) CONT. 0.09 AC. P.R.O. 0.12 AC.

LEFT PARCEL NO. 499 RES. 172.65 AC.

MATCH LINE  
STA. 20+00

END SHEET  
STA. 35+00



COMPLETION DATE OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE





LIBERTY TWP., CLINTON CO.  
V.M.S. 6621

LIBERTY TWP., CLINTON CO.  
V.M.S. 7021

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-1(13)57

336  
339  
27  
30

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

HENRY D. HARE AND WALTER T. HARE

484 CONT. 0.30 AC.  
P.R.O. 0.19 AC.

MAYNARD W. BEAM

485 A CONT. 1.14 AC.  
P.R.O. 0.32 AC.

MAYNARD AND IRENE M. BEAM

486 A CONT. 5.11 AC.  
P.R.O. 0.80 AC.

LIBERTY TWP., CLINTON CO.  
V.M.S. 2387

LIBERTY TWP., CLINTON CO.  
V.M.S. 7021

MAYNARD W. BEAM

485 CONT. 3.85 AC.  
P.R.O. 0.74 AC.

THE OHIO FUEL GAS CO.

485 E CONT. 0.114 AC.  
P.R.O. 0.057 AC.

DOROTHA KLINE

487 CONT. 0.78 AC.  
P.R.O. 0.44 AC.

LIBERTY TWP., CLINTON CO.  
V.M.S. 2387

COMPLETION DATE		OCT. 12, 1962		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE		
	Added 485E The Ohio Fuel Gas Co.				

Revised 1-16-64 C.E.H.

RIGHT OF WAY STARBUCK ROAD

LIBERTY TWP. CLINTON CO.  
V.M.S. 8008

MAYNARD W. BEAM

LIBERTY TWP. CLINTON CO.  
V.M.S. 7021

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

336A  
339

CLINTON-GREENE COUNTIES

CLI-1-9.10

GRE-1-0.00

FOR CHANGE ORDER No.

27A  
30

LIBERTY TWP. CLINTON CO.  
V.M.S. 2387

± CURVE DATA  
RELOC. GALLIMORE RD.

P.I. = STA. 18+24.67  
 $\Delta$  = 58° 30'  
D = 23° 00'  
R = 254.35'  
L = 139.51'  
E = 36.40'

± CURVE DATA  
RELOC. GALLIMORE RD.

P.I. = STA. 14+22.95  
 $\Delta$  = 75° 12'  
D = 19° 00'  
R = 301.56'  
L = 395.79'  
T = 232.23'  
E = 79.06'

LIBERTY TWP. CLINTON CO.  
V.M.S. 7021

LIBERTY TWP. CLINTON CO.  
V.M.S. 2387

SUPERSEDES UPPER HALF OF SHEET No 337

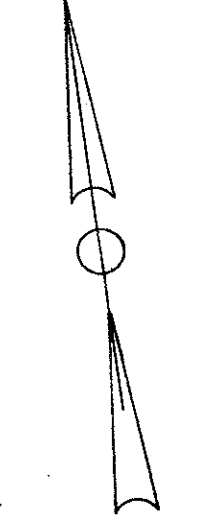
HENRY D. HARE &  
WALTER T. HARE

± PROP. GALLIMORE RD. STA. 20+00.00  
± PROP. STARBUCK RD. STA. 25+37.00

DOROTHA KLINE

MAYNARD BEAM &  
IRENE M. BEAM

Part of 485 possibly  
to be vacated



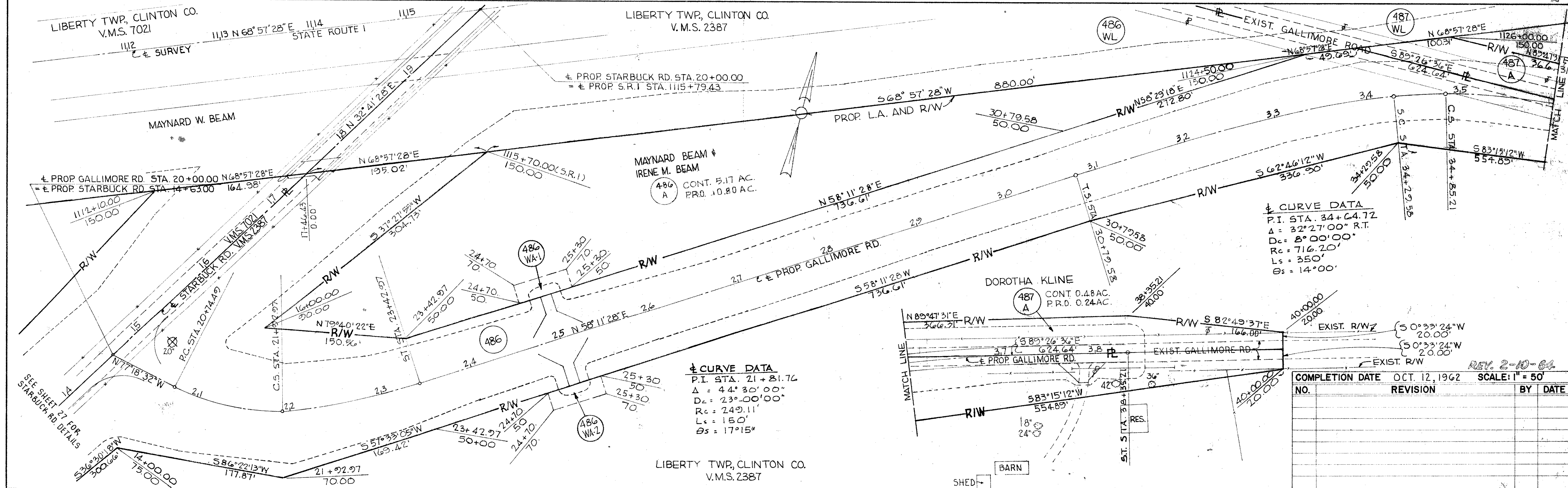
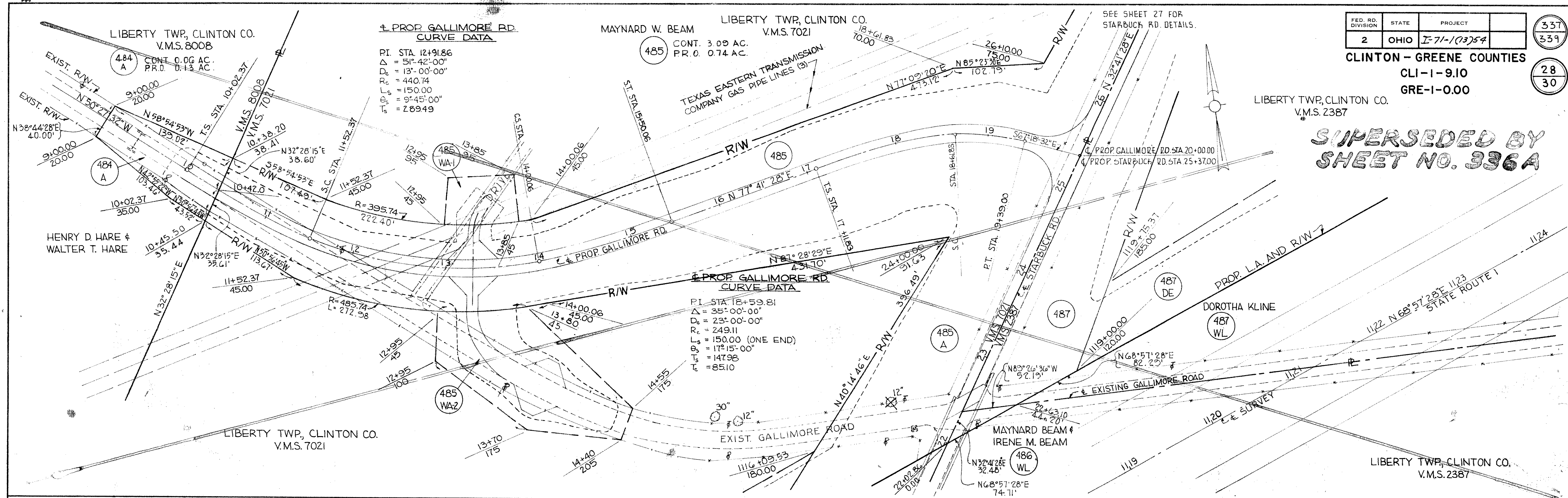
REV. 2-10-64

COMPLETION DATE		SCALE: 1" = 50'	
NO.	REVISION	BY	DATE
1	Added parcel 485 B	JJ	5/1/63

RIGHT OF WAY GALLIMORE ROAD

CLINTON - GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

**SUPERSEDED BY  
 SHEET NO. 336A**



REV. 2-10-64

COMPLETION DATE	OCT. 12, 1962	SCALE: 1" = 50'
NO.	REVISION	BY DATE

RIGHT OF WAY GALLIMORE ROAD

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-71-1(23)54	

CLINTON - GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

338  
339  
29  
30

C. E. BORST & H. V. BORST

- (491) CONT. 0.17 AC.  
P.R.O. 0.33 AC.
- (491) CONT. 3.26 AC.

ONIA M. LOCKWOOD

- (494) CONT. 0.10 AC.  
P.R.O. 0.21 AC.

RIGHT PARCEL NO. 494  
RES. 83.60 AC.

HARRY E. ANSON & AMY H. ANSON

- (600) CONT. 33.17 AC.  
P.R.O. 1.31 AC.
- (600) CONT. 0.42 AC.  
P.R.O. 0.12 AC.

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

SEE SHEET 21 FOR MORE  
DETAILS AT INTERCHANGE

TYPE "D" R/W FENCE - STA. 11+83.93 TO STA. 14+50.00 (BOTH SIDES) = 532 L.F.

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

W. F. STEWART & O. S. LITTLE

- (492) CONT. 0.26 AC.  
P.R.O. 0.22 AC.
- (492) CONT. 0.92 AC.

CURVE DATA  
P.I. STA. 33+33.57  
 $\Delta = 4^{\circ}53'00''$  LT.  
 $D_c = 1^{\circ}00'00''$   
 $T = 244.31'$   
 $L_c = 488.38'$   
 $R = 5729.58'$

GILBERT REAM & R. E. REAM

- (496) CONT. 0.05 AC.  
P.R.O. 0.12 AC.
  - (496) CONT. 0.11 AC.  
P.R.O. 0.00 AC.
- LEFT PARCEL NO. 496  
RES. 155.96 AC.

C. E. BORST & H. V. BORST

SEE SHEET 20 FOR MORE  
DETAILS AT INTERCHANGE

HARRY E. ANSON & AMY H. ANSON

- (600) CONT. 0.08 AC.  
P.R.O. 0.07 AC.
- (600) CONT. 0.35 AC.

JEFFERSON TWP, GREENE CO.  
V.M.S. 951

D. A. CLINE & M. B. CLINE

- (495) CONT. 0.13 AC.  
P.R.O. 0.25 AC.

RIGHT PARCEL NO. 495  
RES. 5.70 AC.

COMPLETION DATE OCT. 12, 1962 SCALE: 1" = 50'

NO.	REVISION	BY	DATE

RIGHT OF WAY S.R. 72



GENERAL INFORMATION

DESCRIPTION

The project consists of the proposed construction of 7.5 miles of SR 72, beginning approximately 2800 feet east of IOP 60, extending northward, terminating 2.00 feet east of SR 70, approximately 1 mile south of Piquetteville. Also included in this report are the profiles of four intersecting roads - SR 134, Sabina Road, Starbuck Road and SR 70.

The proposed grades indicate the following:

Starbuck Road - cuts, ranging between 0 and 20 feet in depth, and fill embankments, ranging between 0 and 15 feet in height.

SR 134 - fill embankment, ranging between 0 and 22 feet in height.

Sabina Road - fill embankment, ranging between 0 and 21 feet in height.

Starbuck Road - cuts, ranging between 0 and 1-foot in depth, and fill embankment, ranging between 0 and 20 feet in height.

SR 72 - cuts, ranging between 0 and 3 feet in depth, and fill embankment, ranging between 0 and 20 feet in height.

GEOLOGY OF THE PROJECT

The project is located on the glaciated till plain region, where marginal deposits, in excess of 20 feet thick, overlie shale and limestone bedrock, of Silurian age.

EXPLORATORY

Exploratory borings were made by means of truck-mounted mechanical earth auger between February 5 and 13, 1962.

INVESTIGATIONAL DISCUSSION

Profiles (SR 1)

Borings disclose that materials occurring immediately below proposed grade consist of sandy silt, silt, silt clay and clays, in the A-3, A-6 and A-7-5 classifications, having moisture contents generally within or below the plastic range.

Frost susceptible silt was encountered within three feet of grade at stations 854+00, 859+20, 857+00, 915+70, 920+15, 951+70, 1017+00, 1017+30, 1084+00, 1084+30, 1092+00, 1095+00, 1264+00, 1130+00, 1130+00, 1158+00, 1174+00, 1177+00, 1179+50, 1187+50, 1190+00, 1197+00 and 1199+00.

Embankment foundation materials are comprised of sandy silts, silt clays, clays and elastic clays, in the A-3a, A-6, A-7-6 and A-7-5 classifications, generally having moisture contents within the plastic range. It is noted that thin intervals of elastic clay occur in the embankment foundation at surface or near surface at stations 895+00, 901+70, 1005+00, 1005+00, 1052+00, 1071+00, 1104+00, 1106+00, 1100+00, 1205+00 and 1221+00.








Intersecting Roads (SR 134, Sabina Road, Starbuck Road, and SR 72)

Materials occurring immediately below proposed grade and in the embankment foundation areas are comprised of sandy silts, silts, silt clay and clay, in the A-3, A-6, and A-7-6 classifications, having moisture contents generally within the plastic range.

Frost susceptible silt was found to occur within three feet of grade at SR 134 station 10+00 and SR 72 station 34+50.

LEGEND FOR PROJECT-AVERAGE RESULTS OF TESTS - 464 SAMPLES TESTED

DESCRIPTION	N.O. 2 CLAS.	Q. NO. CLAS.	% AGC	% SAND	% SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
Gravel	A-1-(0)	A-1-1	45	10	17	11	11	15		11	3
Coarse and fine sand		A-2	11	11	39	12	16	80	40	19	5
Gravel and sand fragments with sand and silt	A-2-(0)	A-2-1	26	10	15	17	15	25	1	10	6
Sandy silt	A-3(0)	A-3-1	12	9	19	35	35	32	5	15	233
Silt	A-4(0)	A-4-1	1	4	9	57	38	25	8	21	21
Silt and clay	A-5(0)	A-5-1	5	5	12	13	35	30	12	20	93
Sticky clay	A-6(1)	A-6-1	6	2	8	53	37	38	17	27	12
Elastic clay without organic material unless otherwise noted	A-7-(0)	A-7-5	0	2	6	46	48	19	10	31	17
Clay	A-7-6(0)	A-7-6	1	2	7	38	13	16	22	27	12
Various other materials											

- Vertical Classification
-  Sand and gravel (approximate depth)
  -  Bare material
  -  Auger boring - plan view
  -  Auger boring plotted to vertical scale only
  -  Water content nearly equal to or greater than liquid limit.
  -  Indicates a non-plastic material with high water content.
  -  Free water.
- NOTE: Figures beside borings indicate water content in percent. e.g. 19

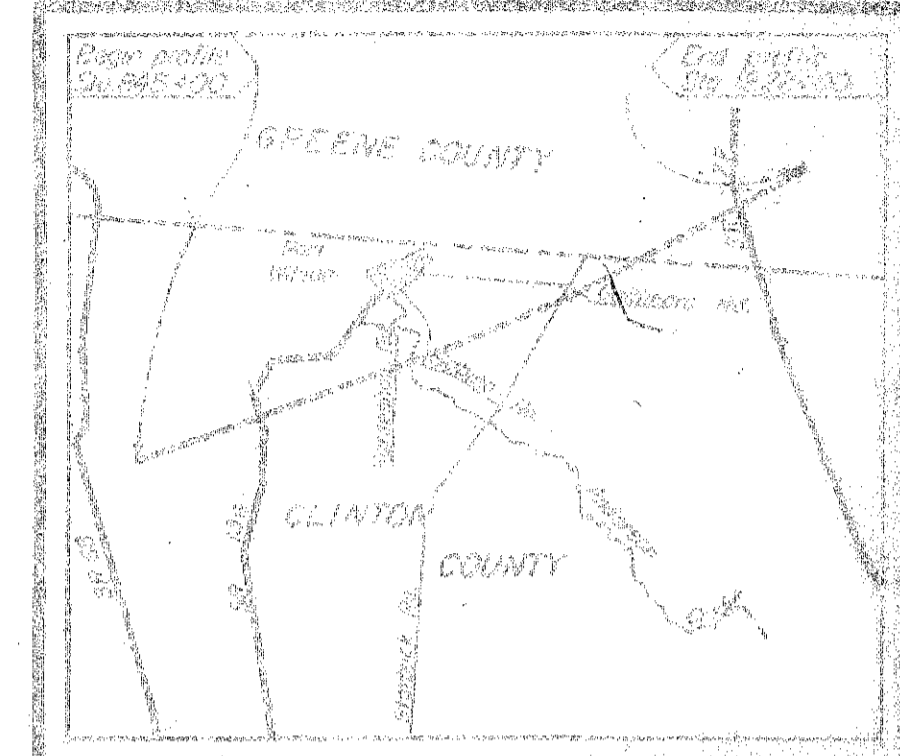
REVISED 4/11/62

SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY TESTING LABORATORY  
COLUMBUS, OHIO

MICROFIL  
DEC 9 1986

NOTE: INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS OBTAINED SOLELY FOR USE IN ESTABLISHING DESIGN CONTROLS FOR THE PROJECT. THE STATE OF OHIO DOES NOT GUARANTEE THE ACCURACY OF THIS DATA AND IT IS NOT TO BE CONSTRUED AS A PART OF THE PLANS GOVERNING CONSTRUCTION OF THE PROJECT.

Proj No. 1-77-1(13)54



LOCATION MAP  
Revised: JES, FLR 1/18/62  
Drafting: LAG, LAG, JLB 2/15/62 to 2/15/62  
Drafting: WSP, GHS 5/7/62  
REVISION  
Drafting: G.W. 4/1/62

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SUMMARY OF SOIL TEST DATA NOTE: NP shown in Liquid Limit and Plasticity Index columns indicates that the material is non-plastic. \*Denotes sample taken at or near grass.

Table with columns for Station & Offset, Depth, Moisture, Plasticity, and Soil Classification. It contains multiple columns of data for various soil samples, including station numbers like 801000, 803000, 804000, etc., and their corresponding soil test results.

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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00

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OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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SUMMARY OF SOIL TEST DATA (Cont'd)  
NOTE: NP shown in liquid limit and plasticity index columns indicates that the material is non-plastic.  
\*Denotes sample taken at or near grade.

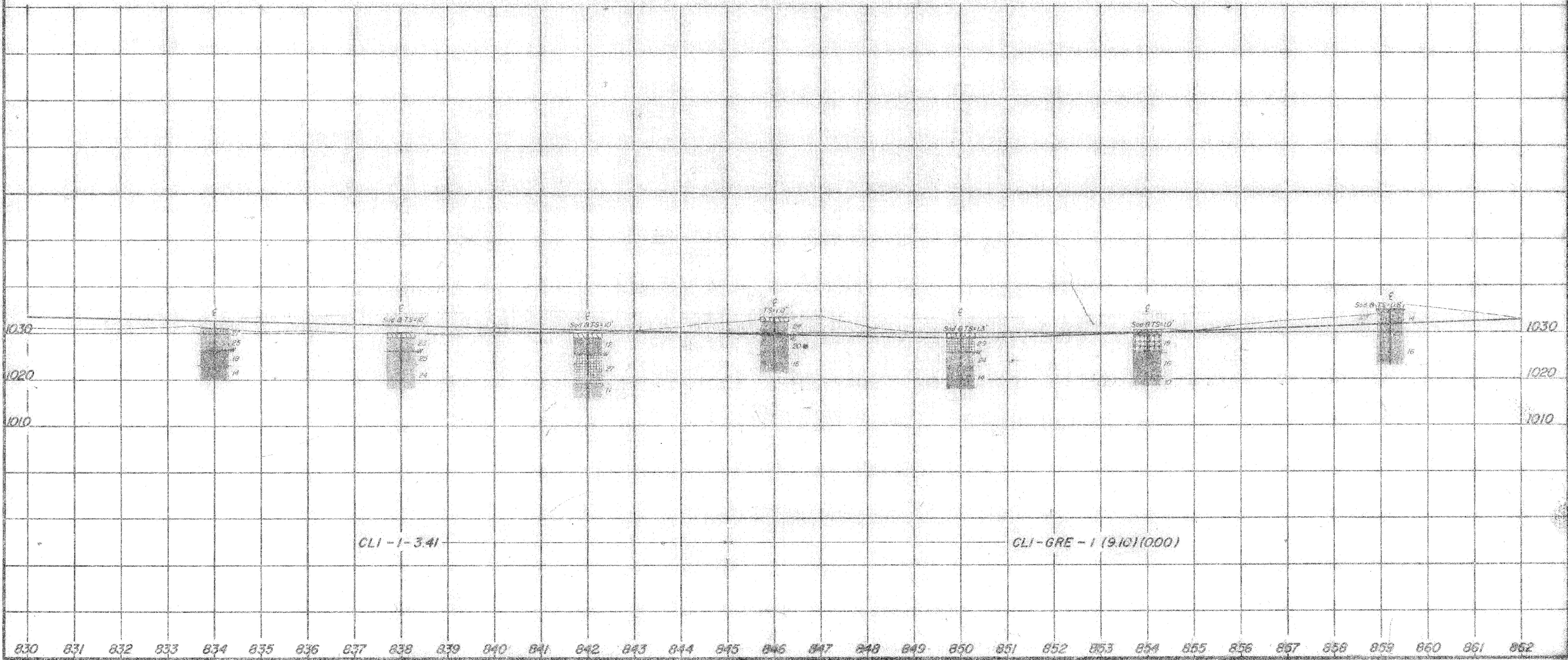
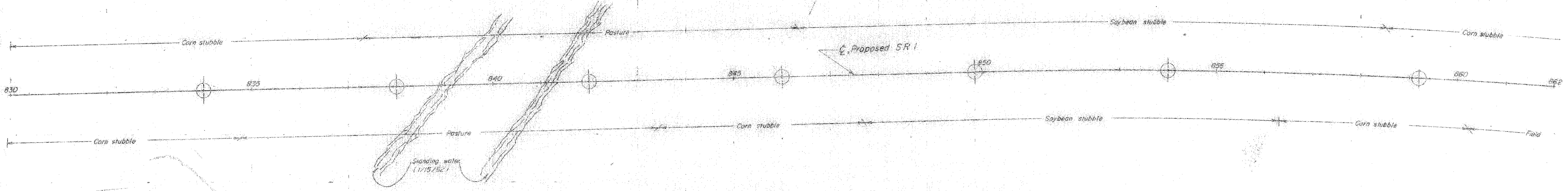
Table with columns for Station & Offset, Depth, Moisture Content, Plasticity Index, Liquid Limit, Plasticity Index, Shrinkage, and Soil Classification. Includes data for stations 1107+50 through 1211+25 and 1214+00 through 1214+30. Includes sub-sections for Sabina Road and Starbuck Road.



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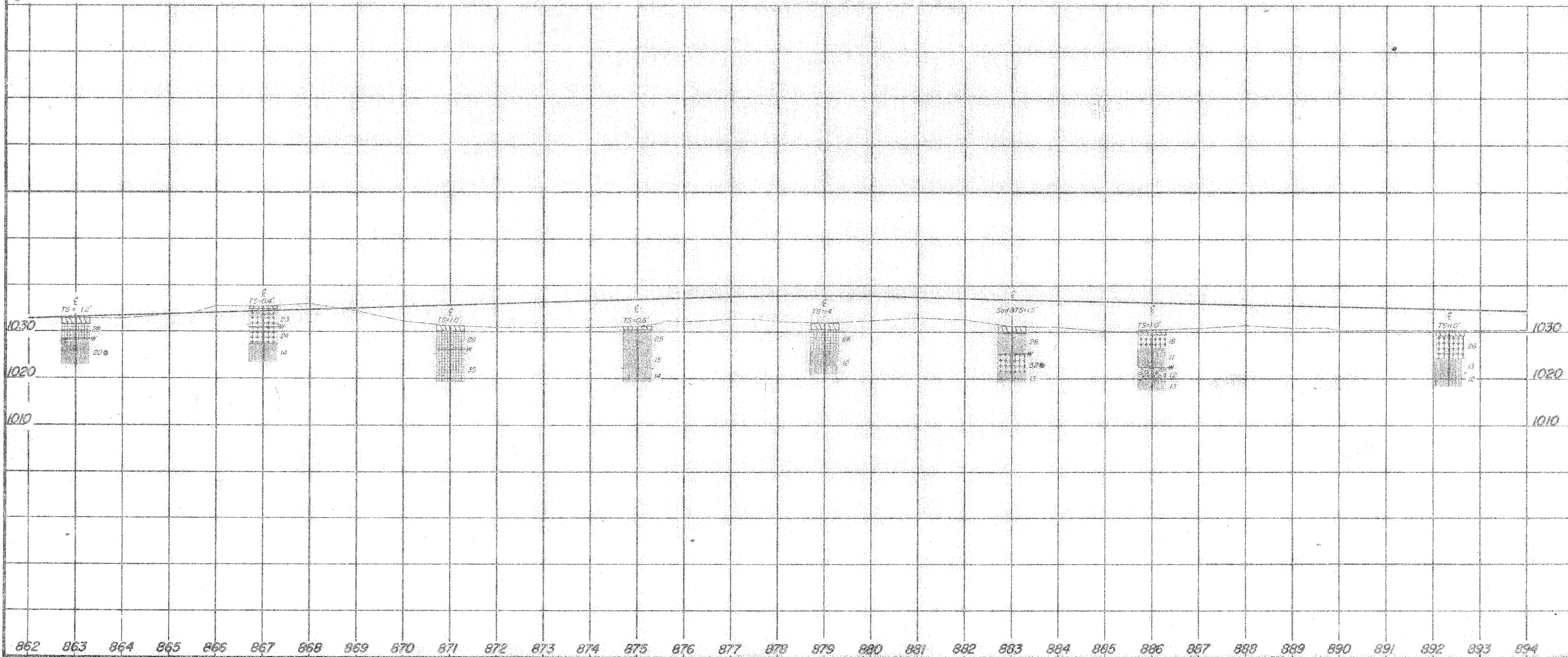
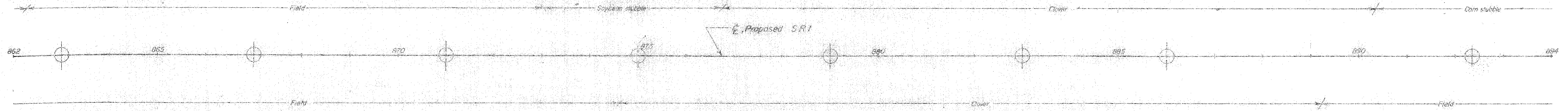
SOIL PROFILE  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00  
 OHIO STATE HIGHWAY  
 TESTING LABORATORY  
 COLUMBUS, OHIO

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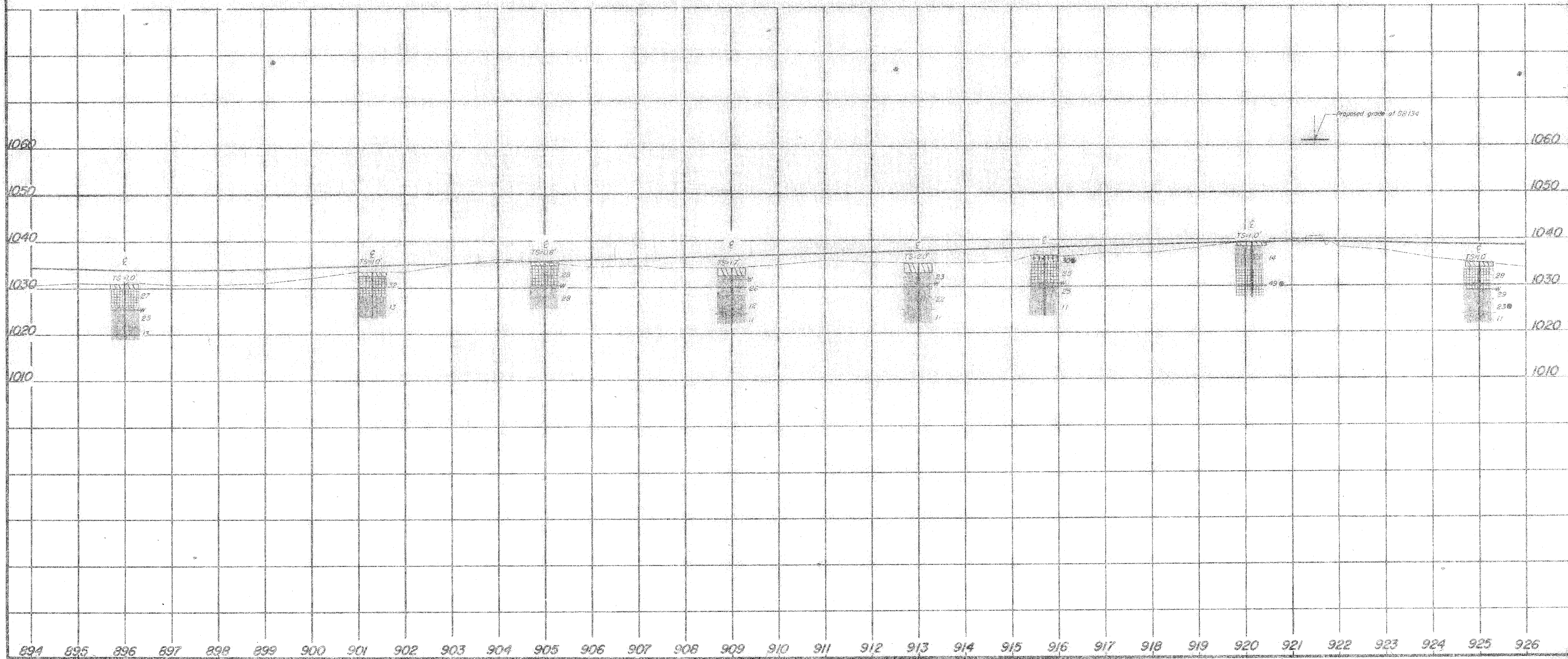
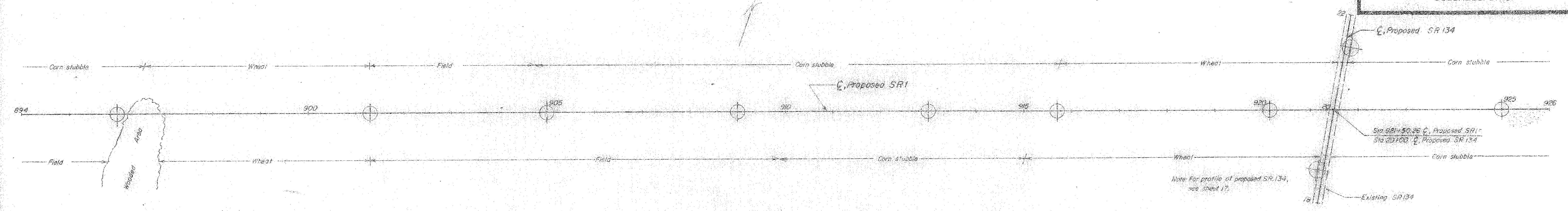
SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO



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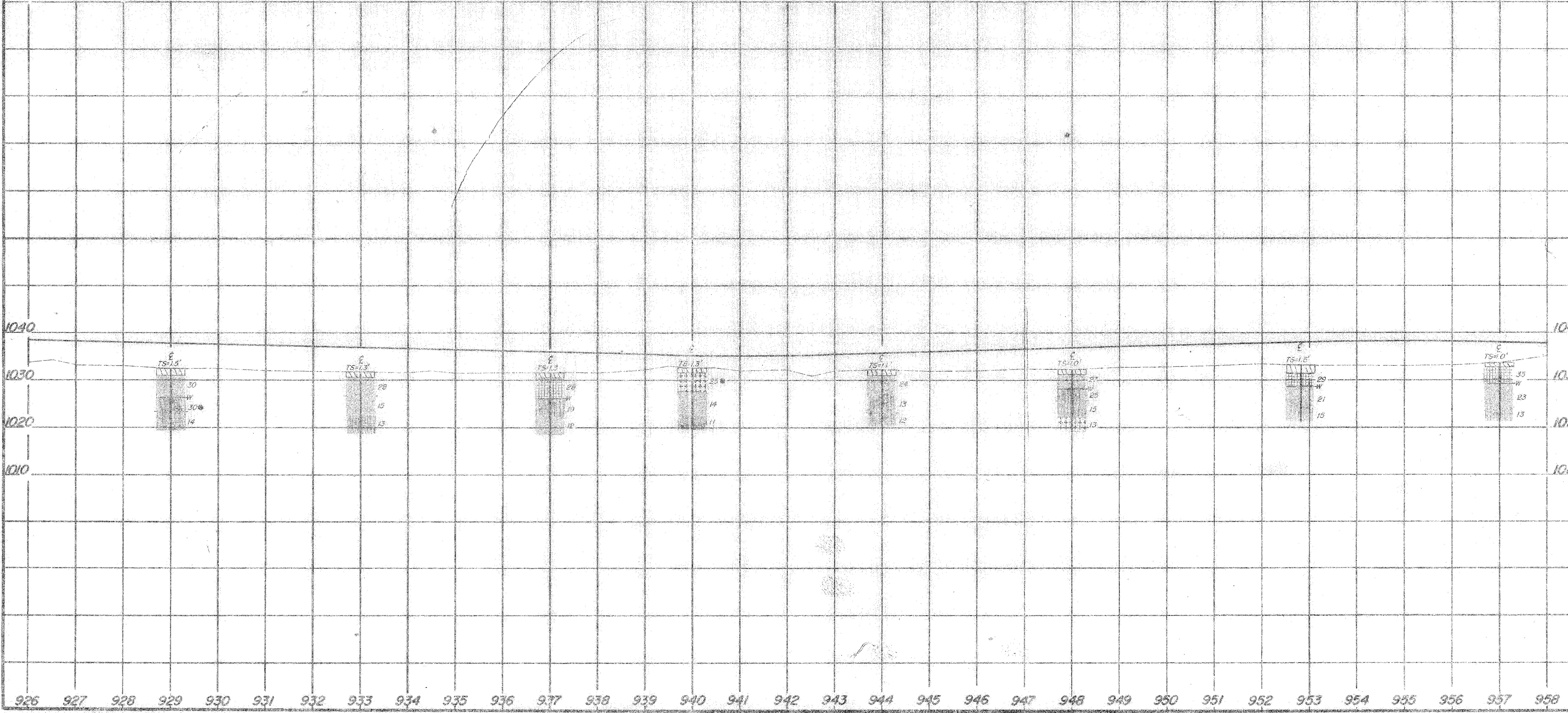
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CLINTON-GREENECOUNTIES  
CL-I-9.10  
GRE-I-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS OHIO



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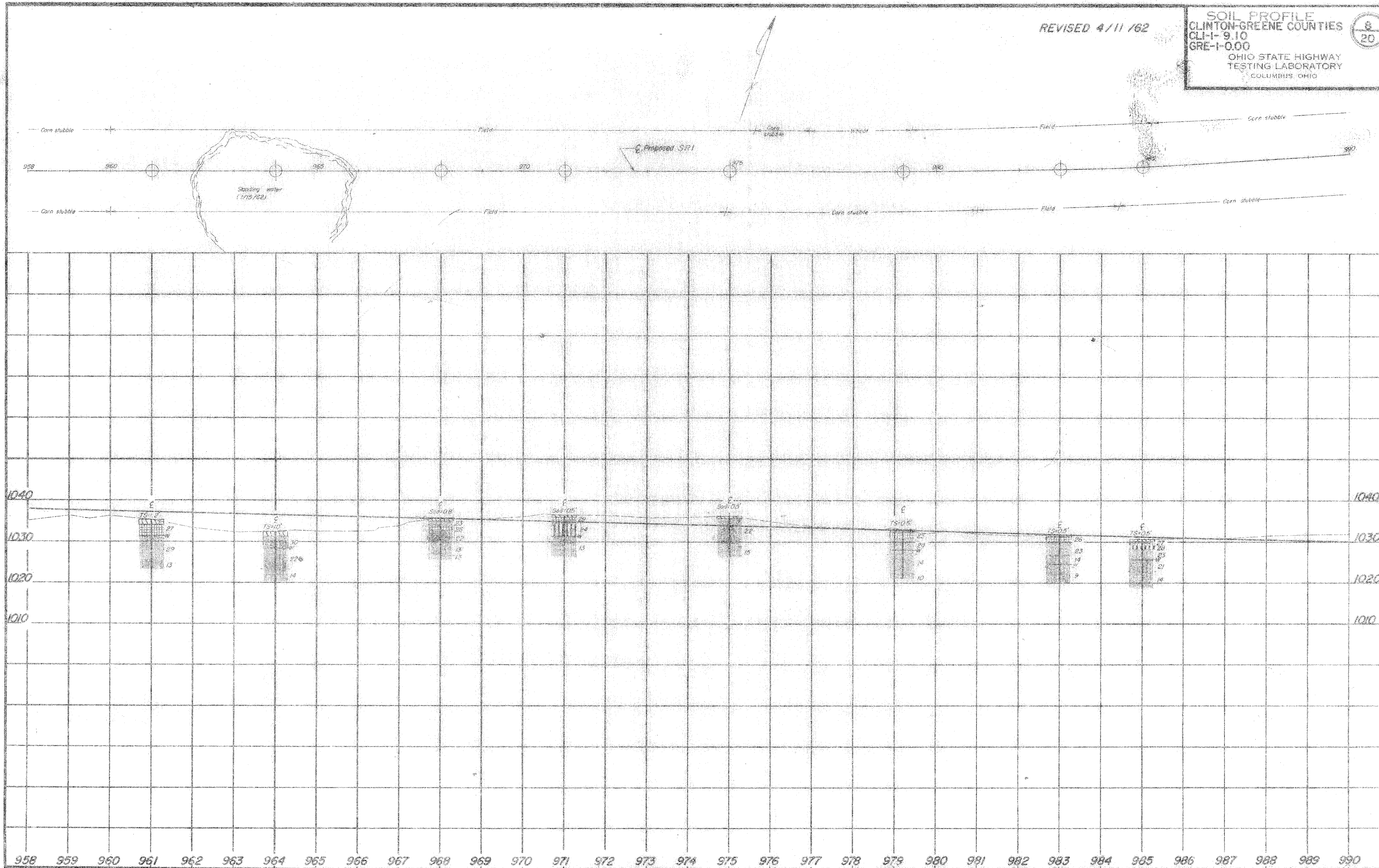
SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-C.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

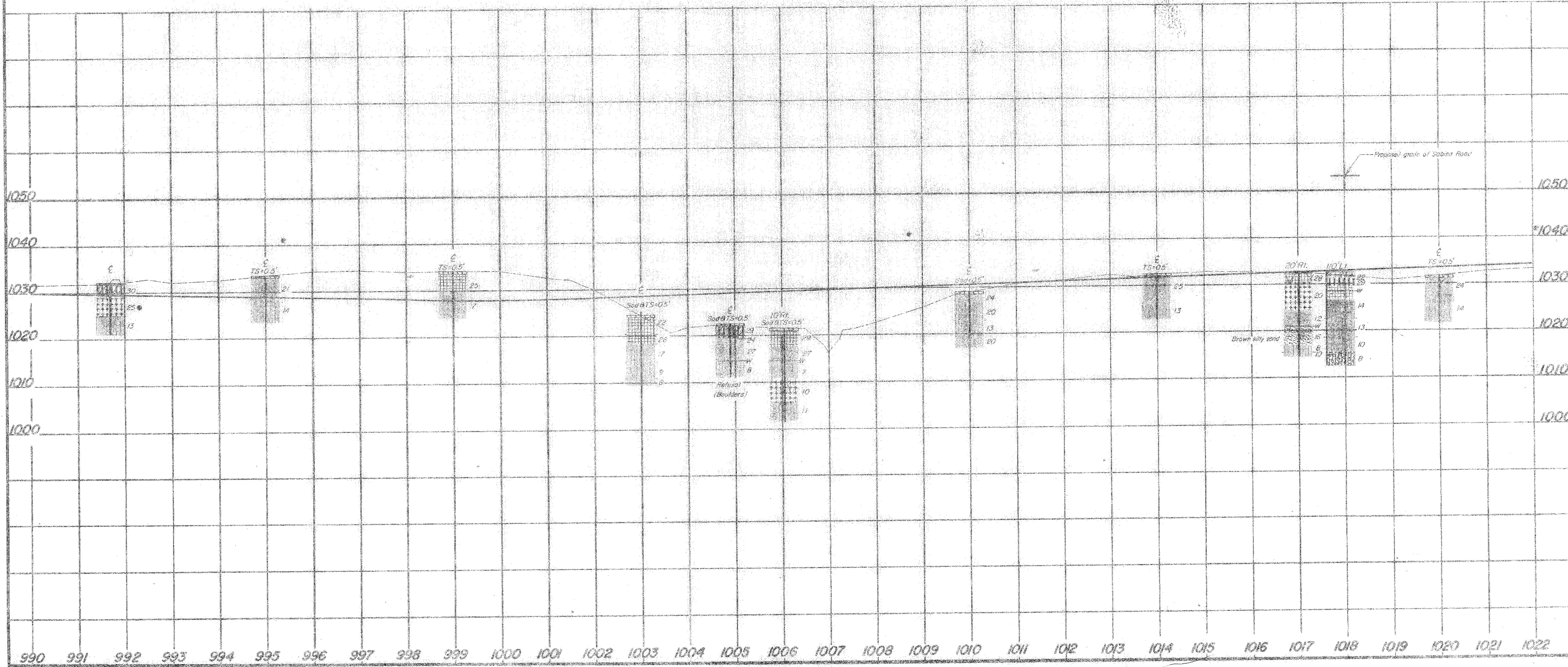
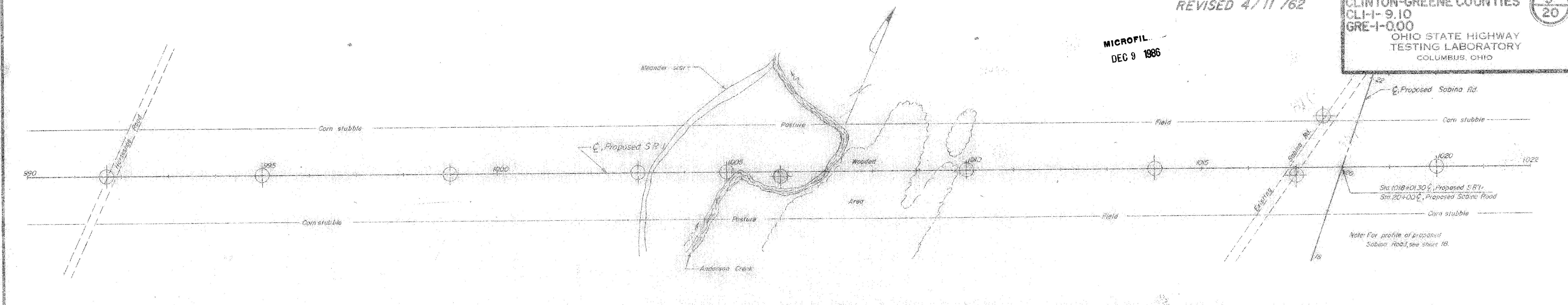


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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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Note: For profile of proposed Sabina Road, see sheet 18.

Proposed grade of Sabina Road

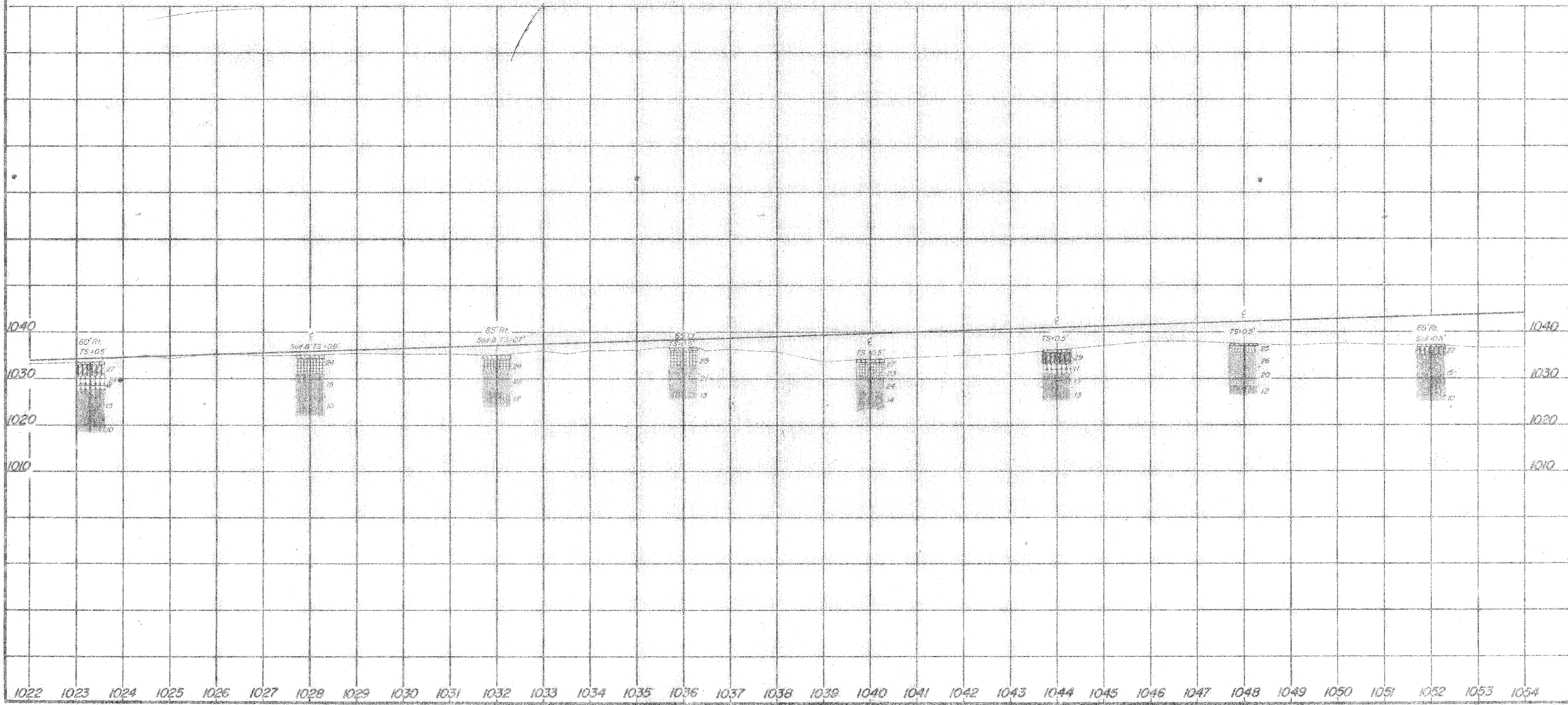
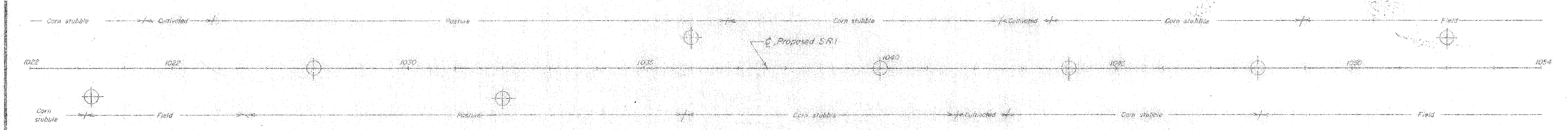
Brown silty sand

Refusal (Boulders)

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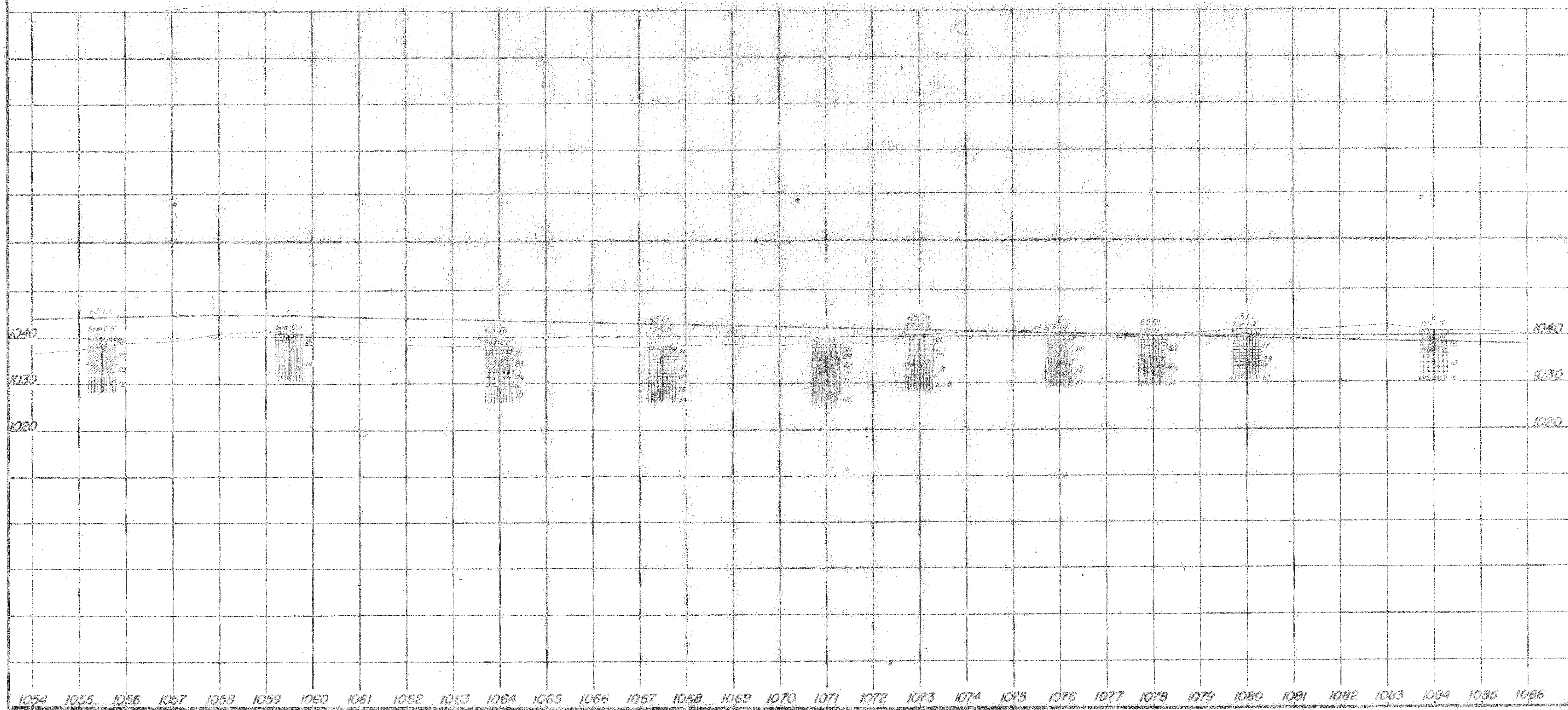
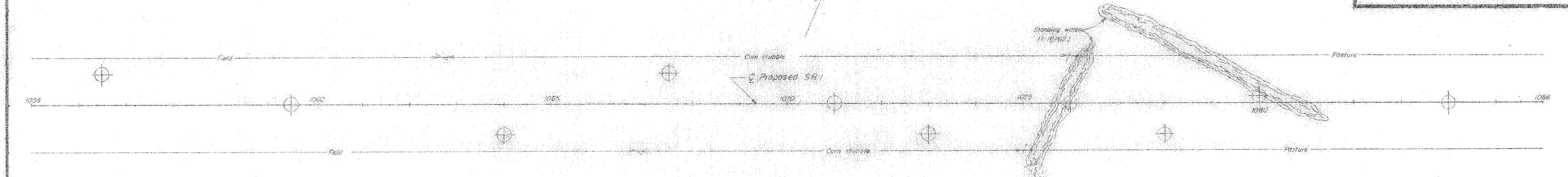
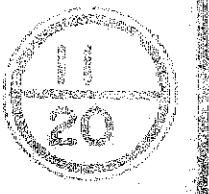
SOIL PROFILE  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00  
 OHIO STATE HIGHWAY  
 TESTING LABORATORY  
 COLUMBUS, OHIO

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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO



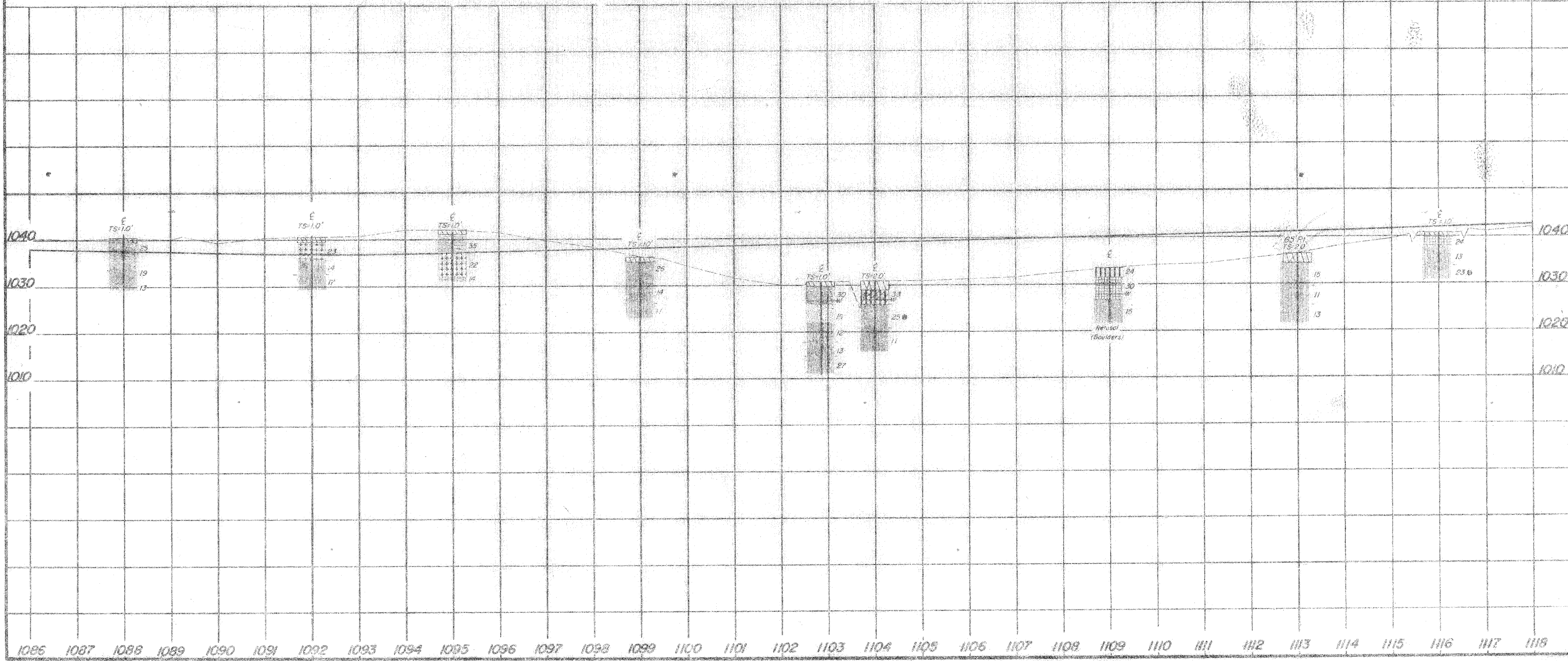
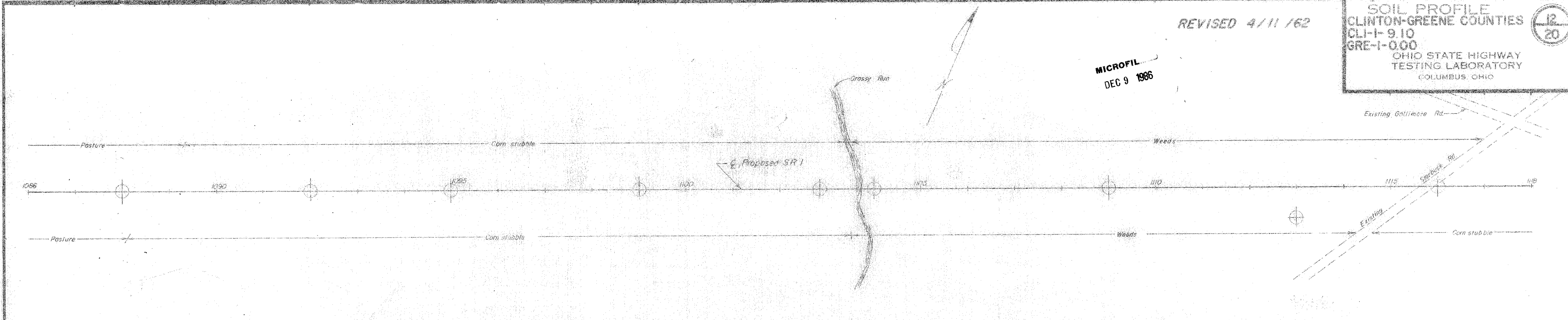


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SOIL PROFILE  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00  
 OHIO STATE HIGHWAY  
 TESTING LABORATORY  
 COLUMBUS, OHIO

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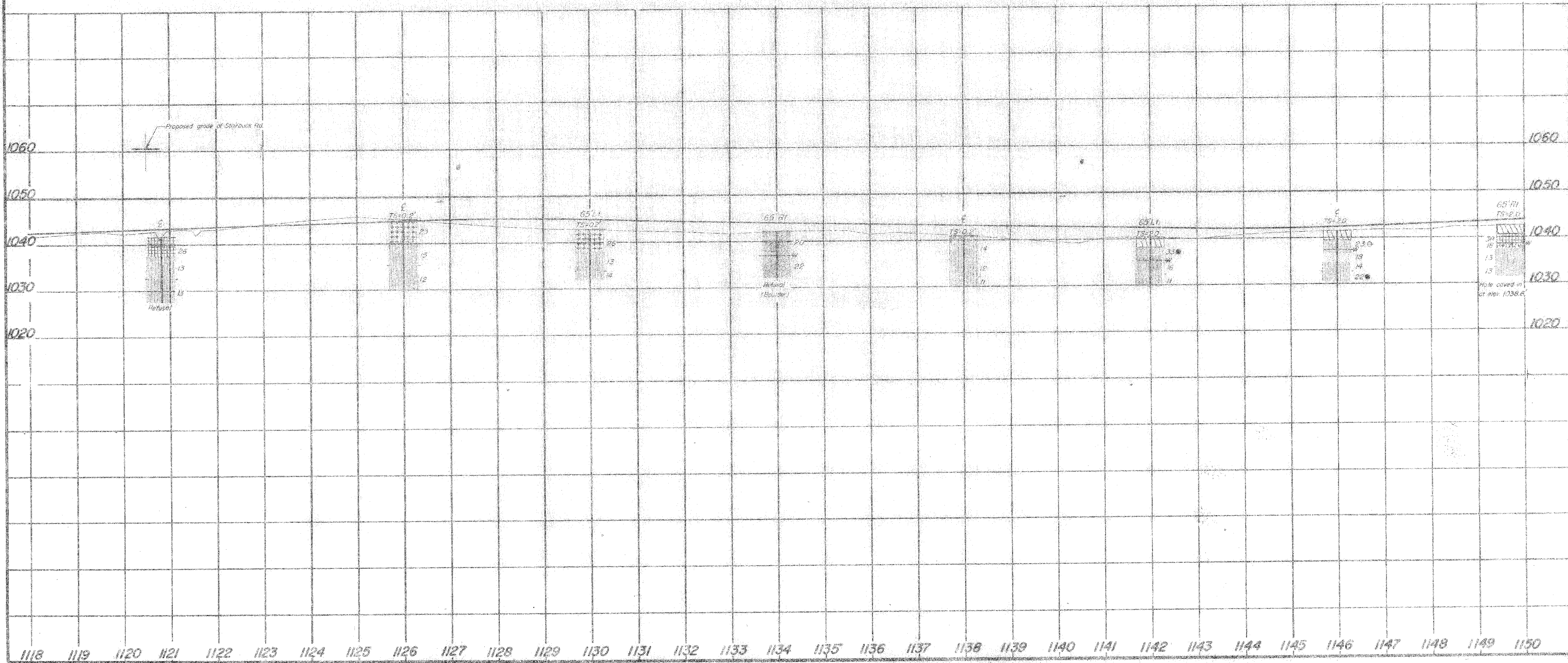
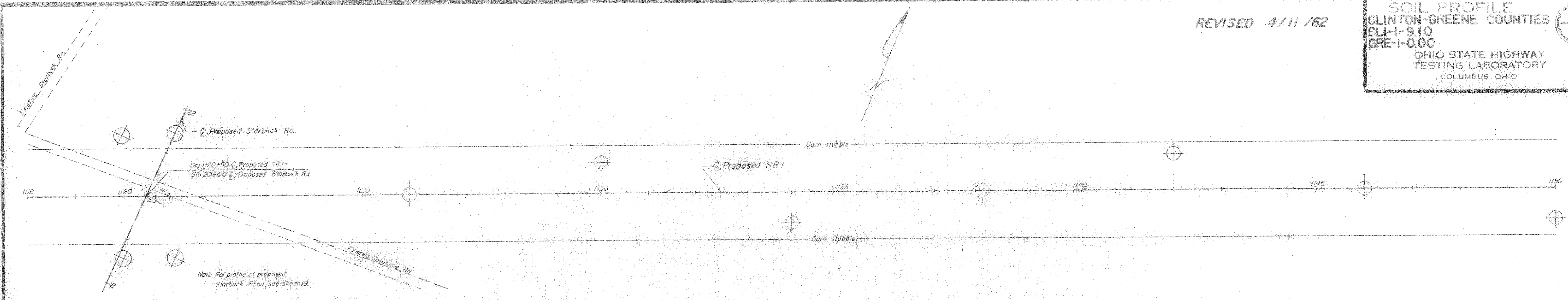
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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-910  
GRE-1-000  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

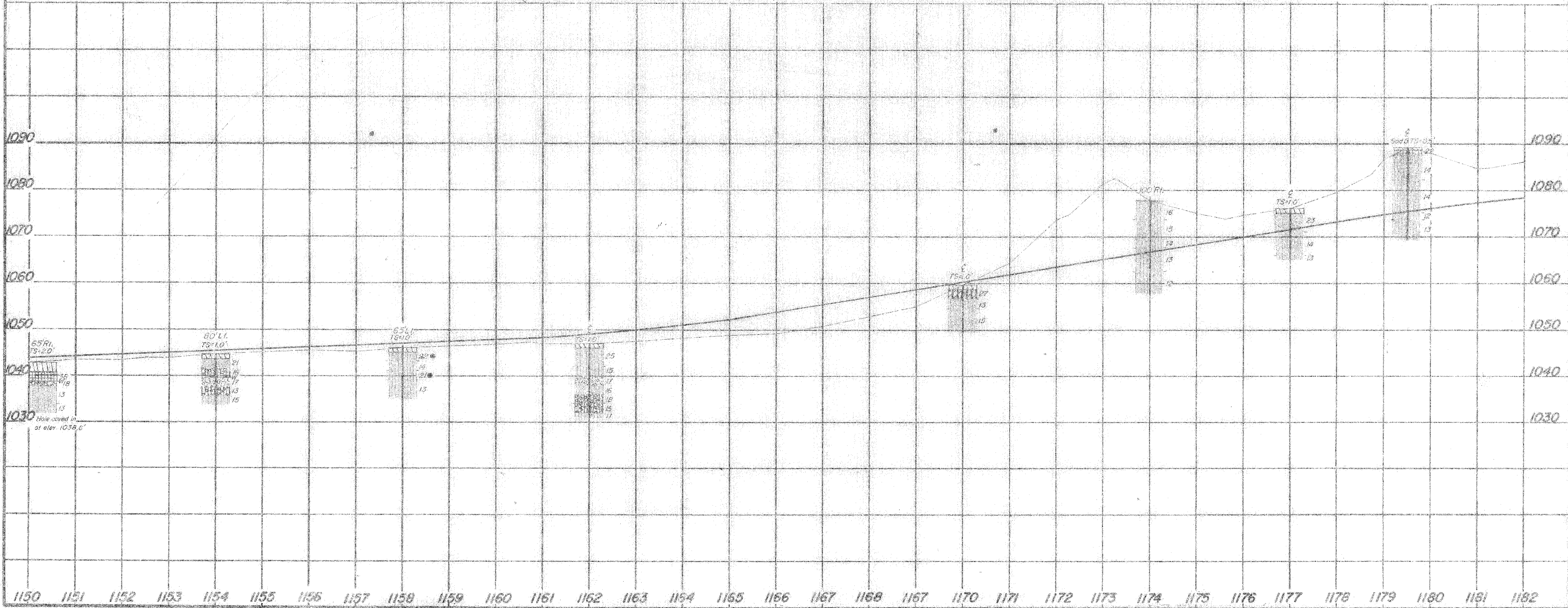
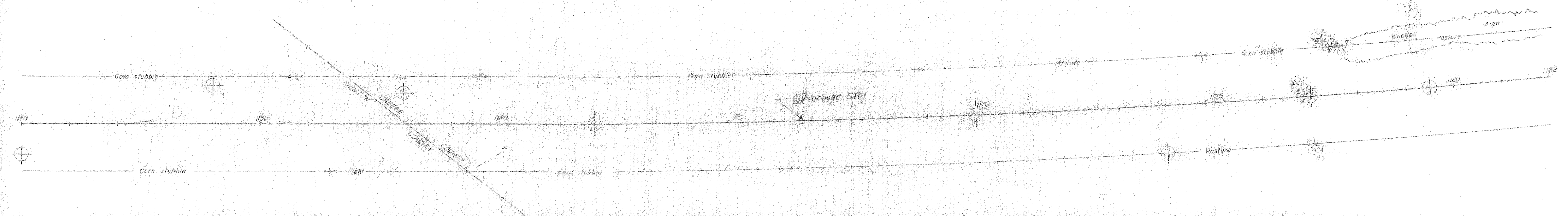
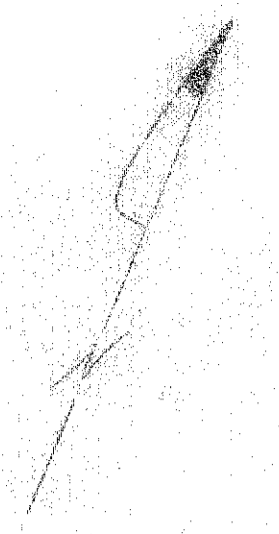
13  
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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CL-I-9.10  
GRE-I-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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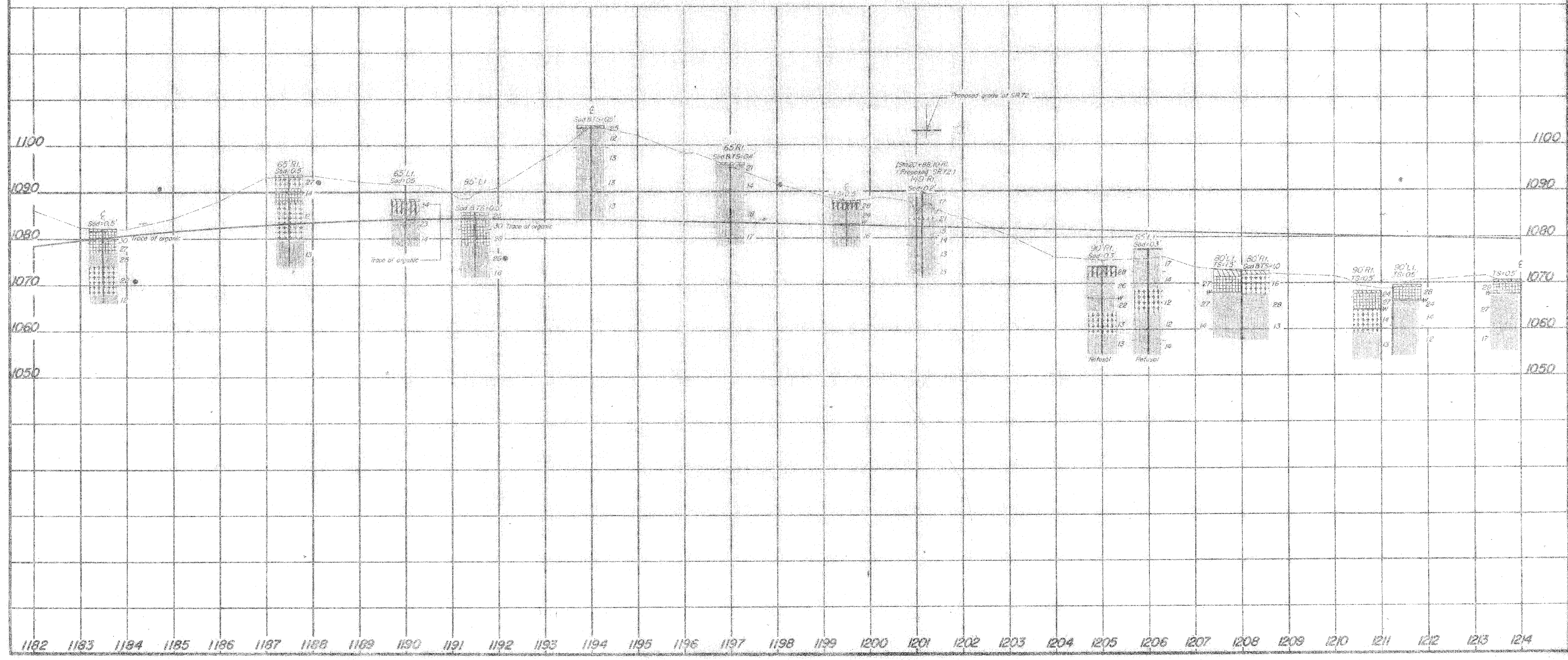
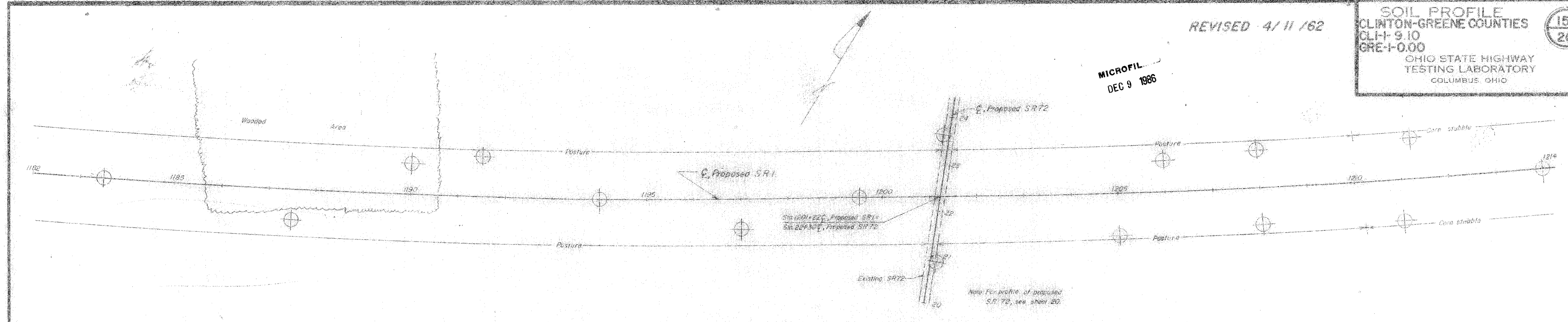


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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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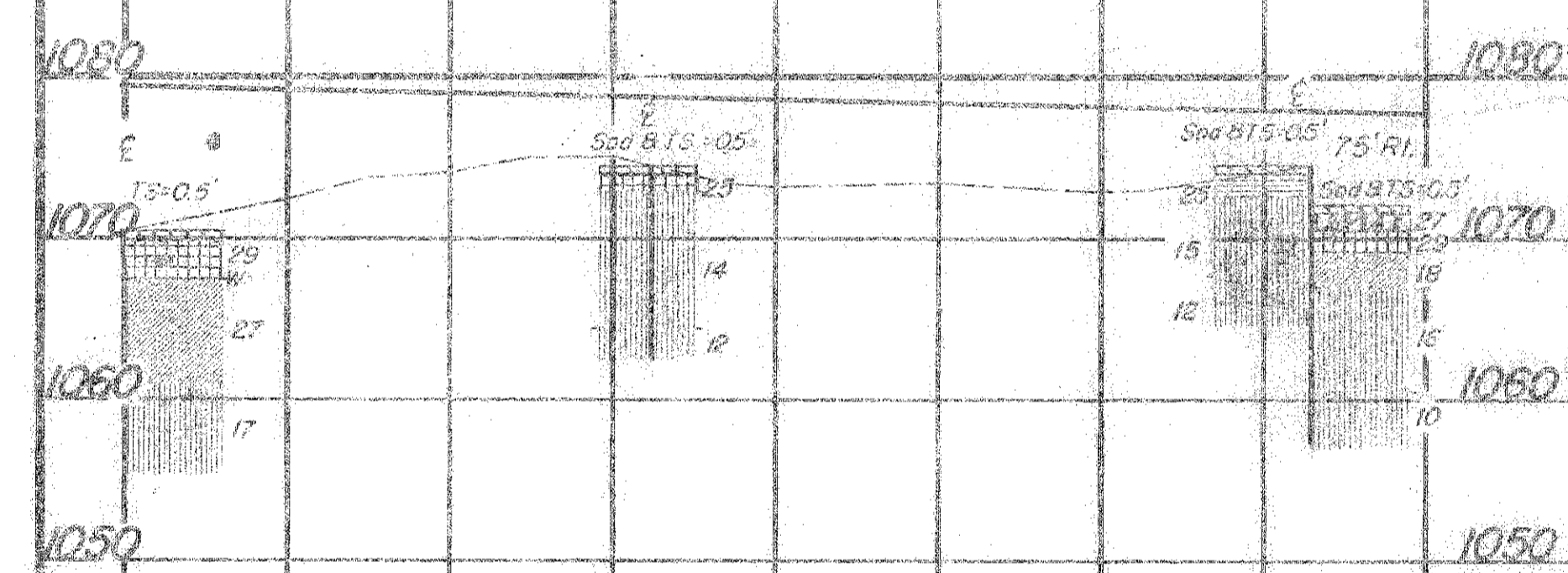
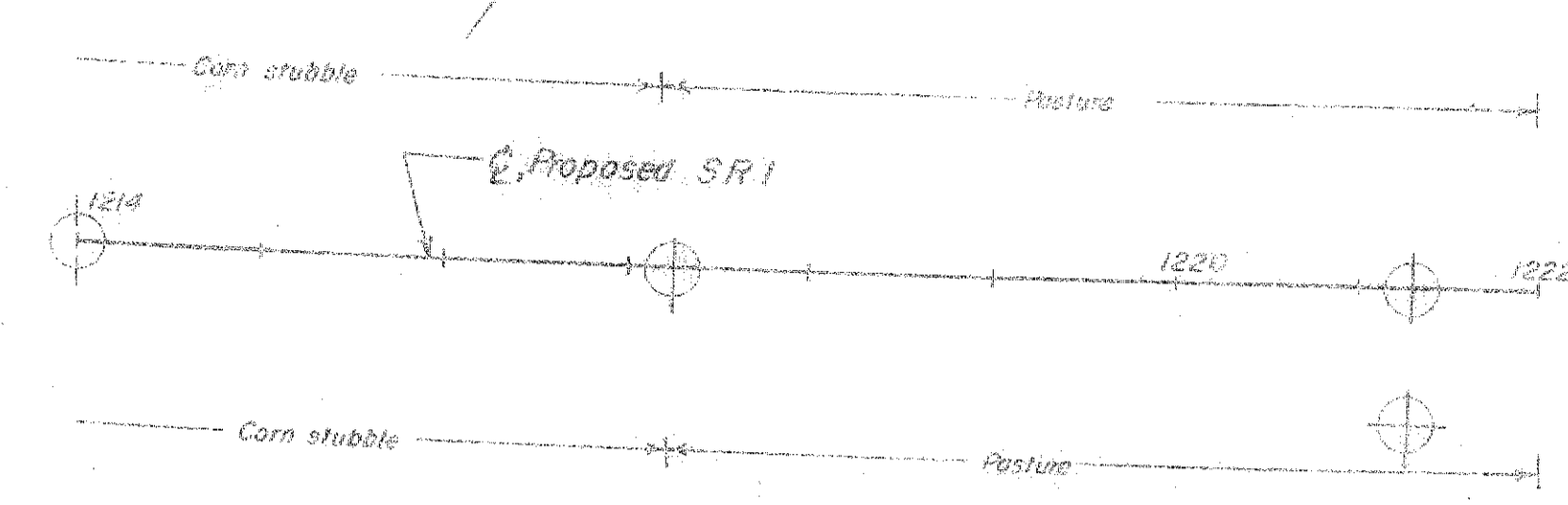
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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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1214 1215 1216 1217 1218 1219 1220 1221 1222

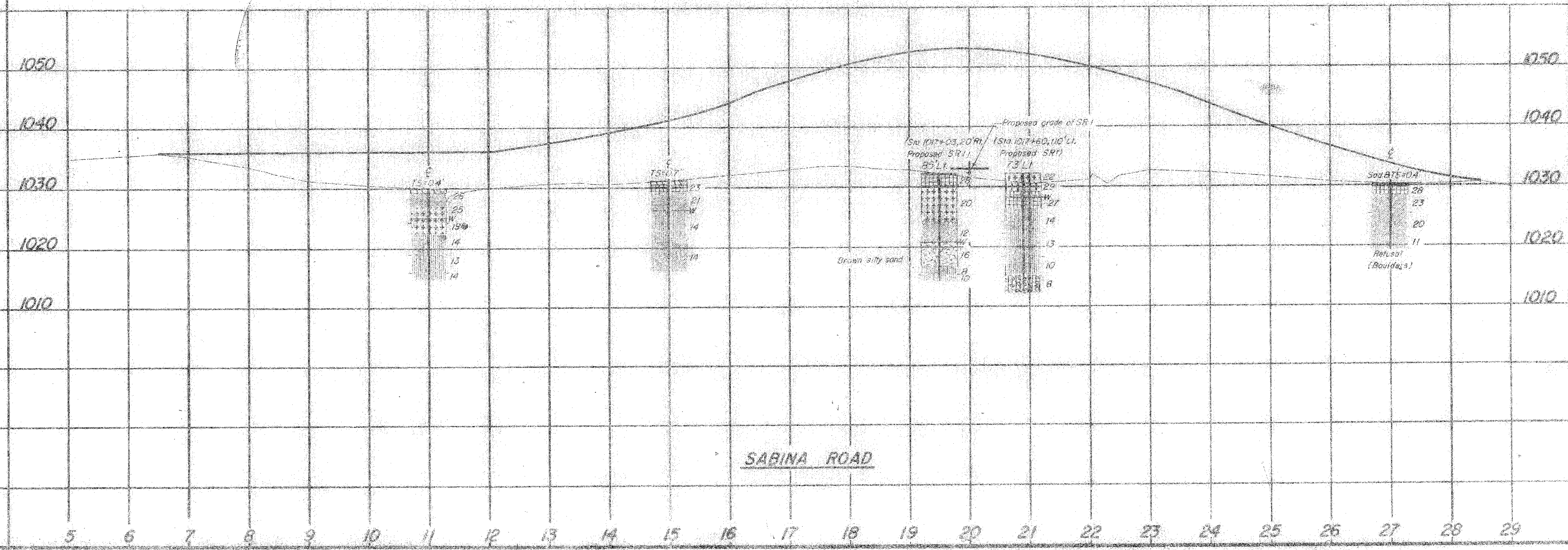
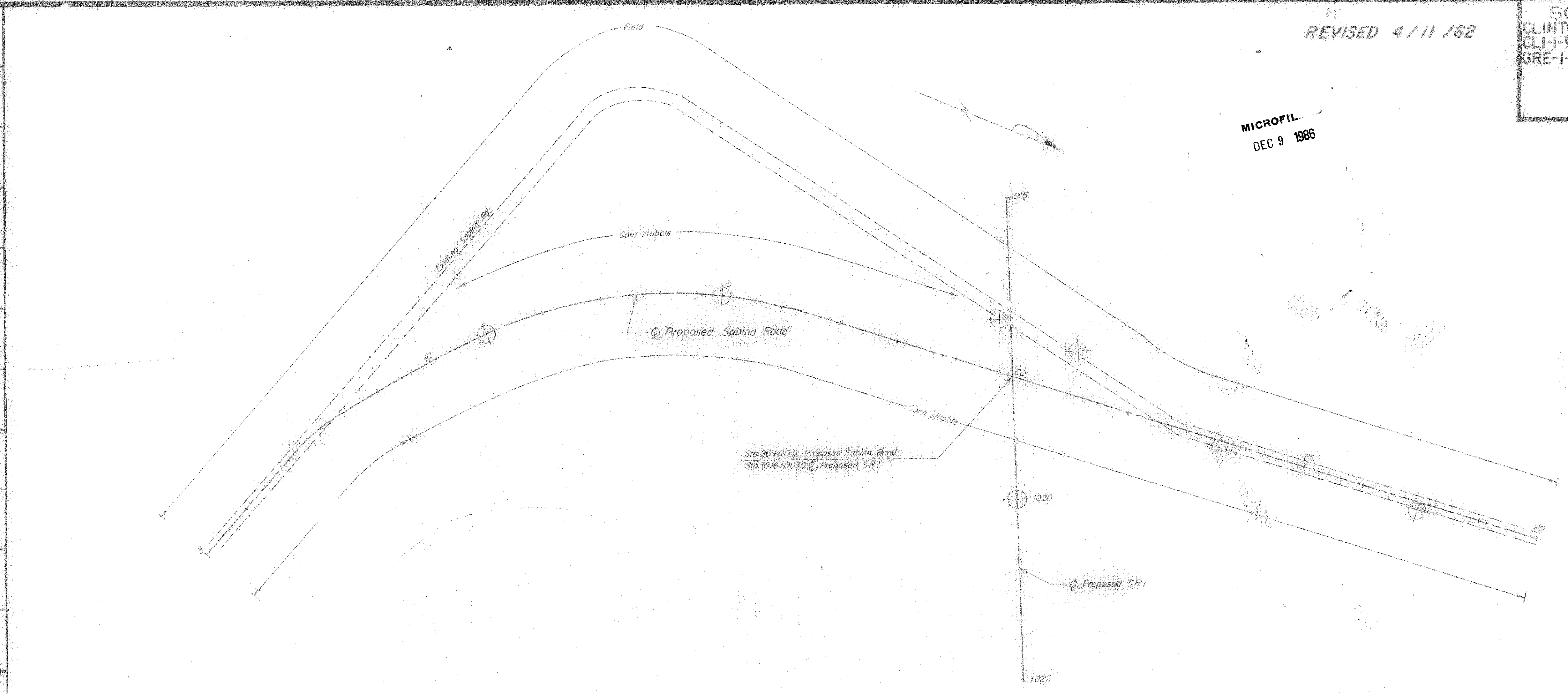


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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLI-1-9.10  
GRE-1-0.00  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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MICROFIL  
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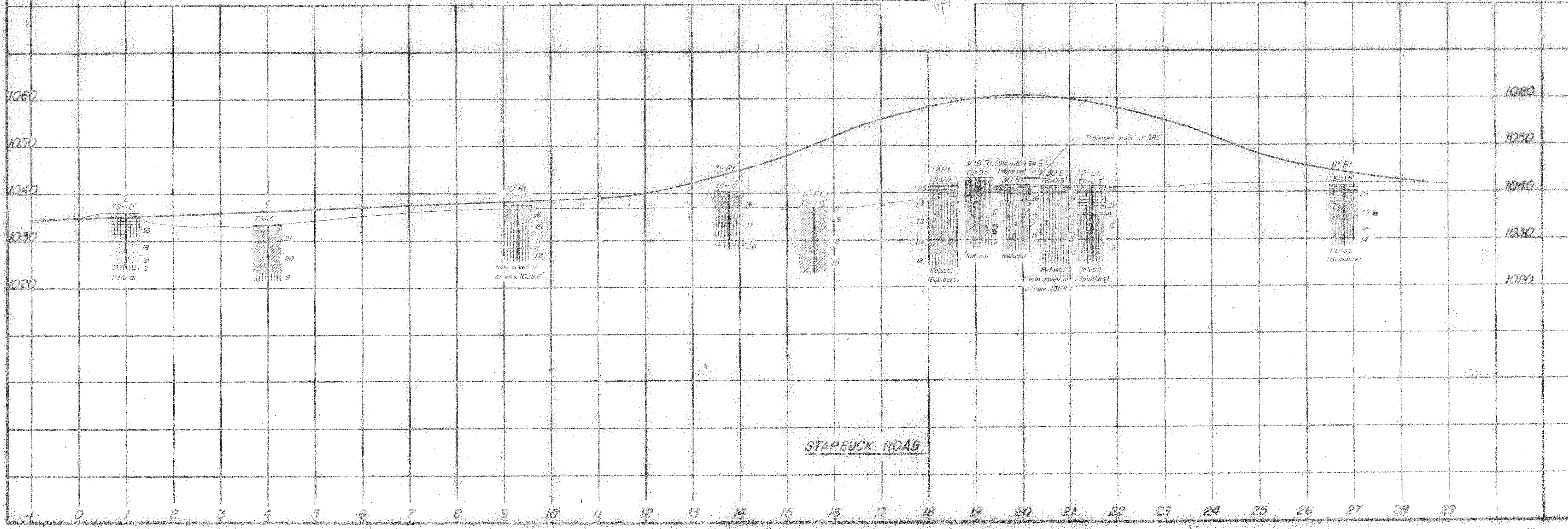
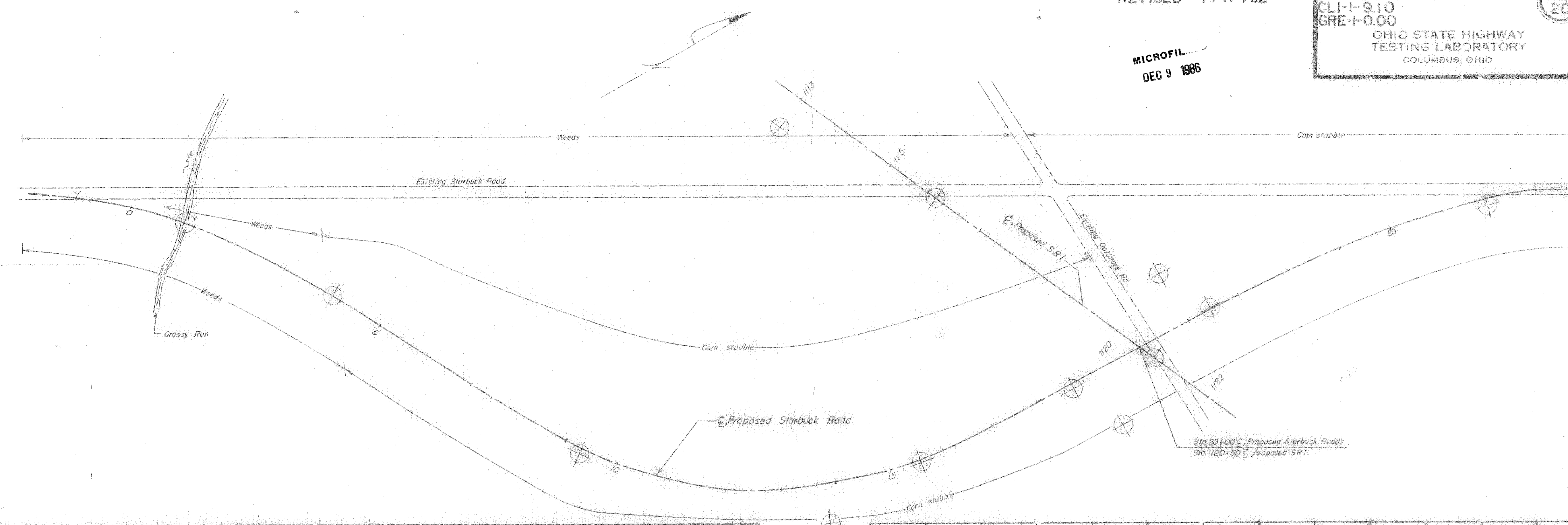
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SOIL PROFILE  
 CLINTON-GREENE COUNTIES  
 CLI-1-9.10  
 GRE-1-0.00

OHIO STATE HIGHWAY  
 TESTING LABORATORY  
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STARBUCK ROAD

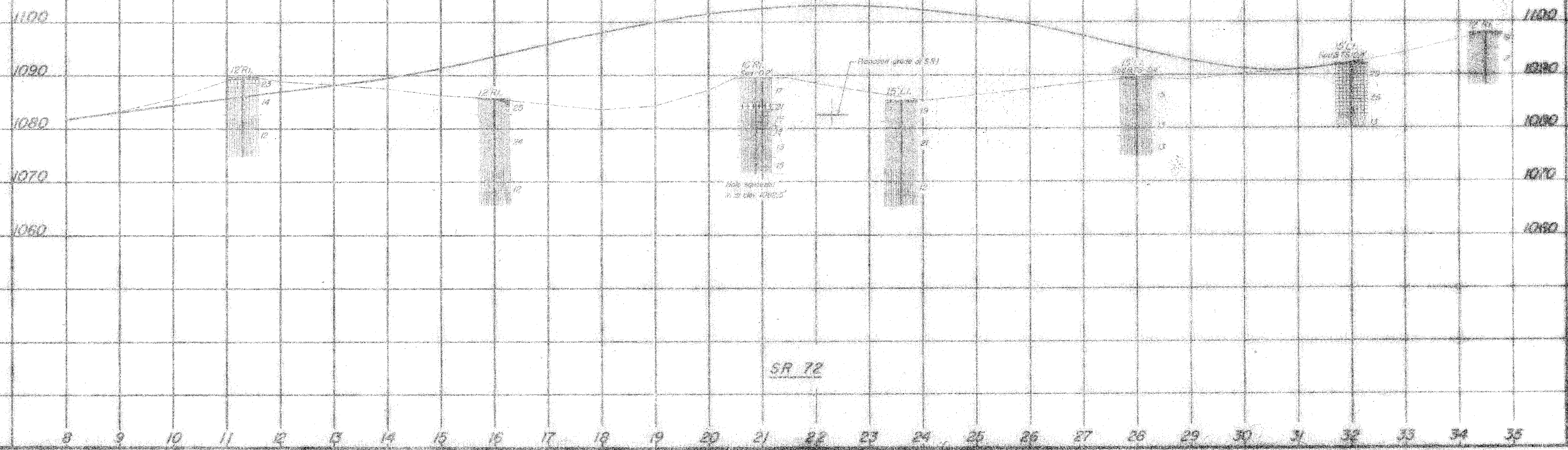
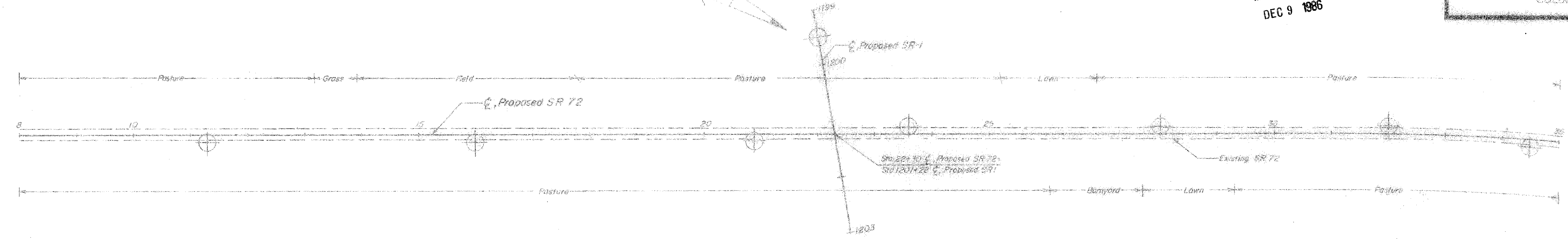


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SOIL PROFILE  
CLINTON-GREENE COUNTIES  
CLH-9.10  
GRE-1-000  
OHIO STATE HIGHWAY  
TESTING LABORATORY  
COLUMBUS, OHIO

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