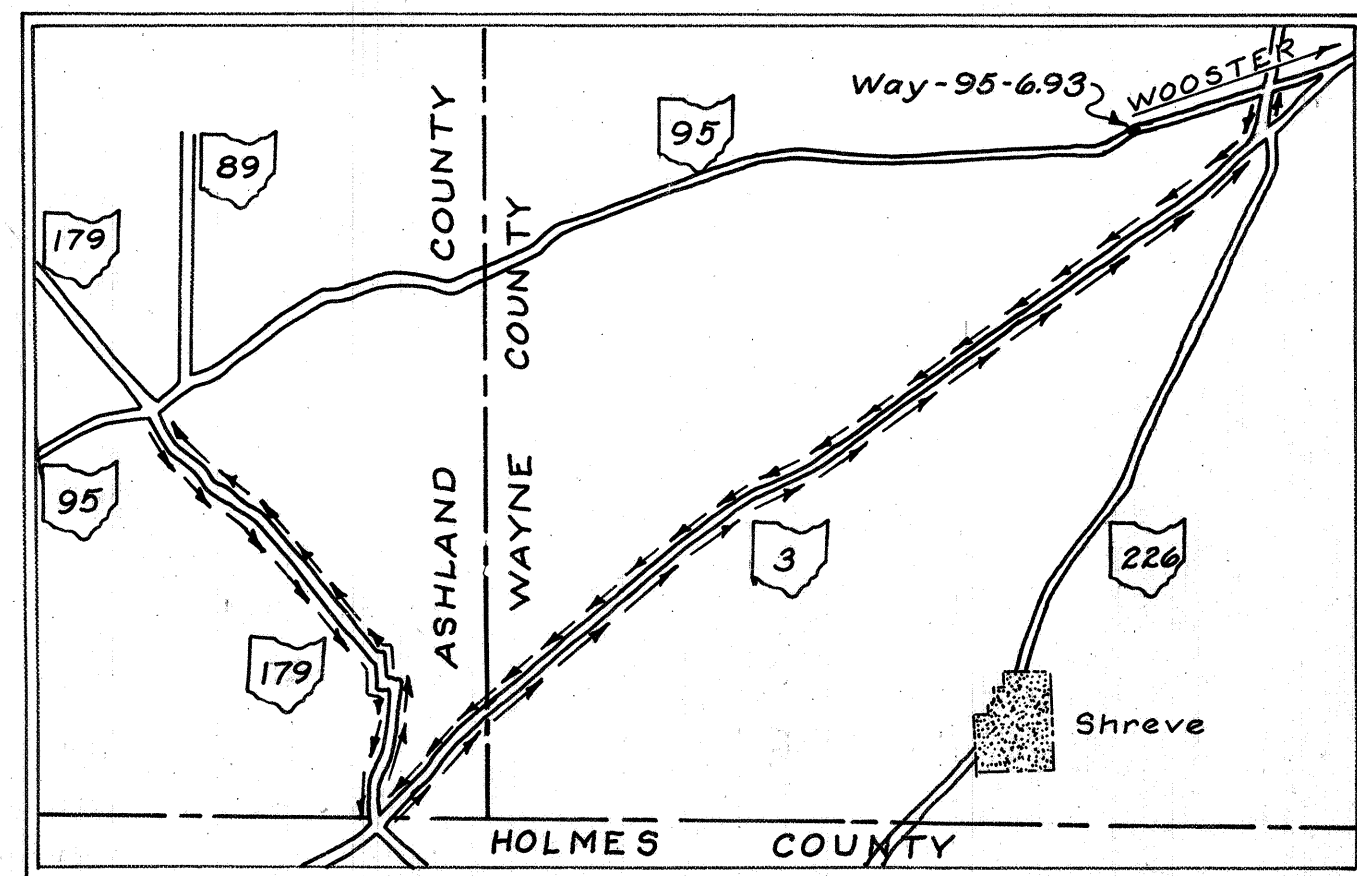




DETOUR MAP

STATE OF OHIO DEPARTMENT OF HIGHWAYS WAY-95-6.93 WAYNE COUNTY PLAIN TOWNSHIP

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	1 21

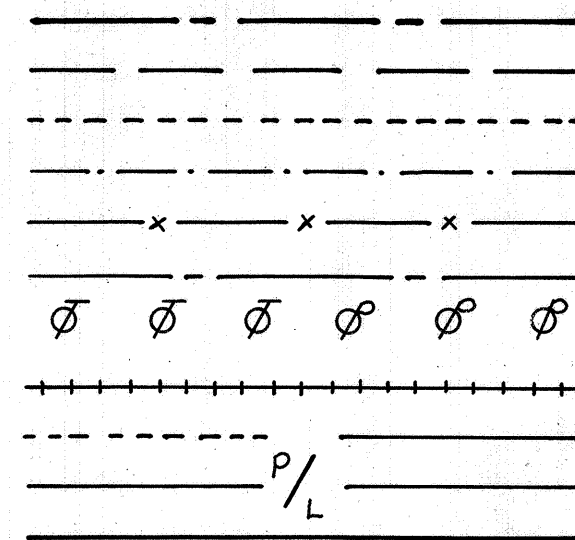
DEC 7, 1965
GROUND PHOTOLAB

WAY-95-6.93
WAYNE COUNTY

CONVENTIONAL

SIGNS

COUNTY LINE
TOWNSHIP LINE
SECTION LINE
CORPORATION LINE
FENCE LINE
CENTER LINE
POLE LINE (TELEPHONE & POWER)
RAILROAD
GUARD RAIL (EXISTING & PROPOSED)
PROPERTY LINE
RIGHT OF WAY



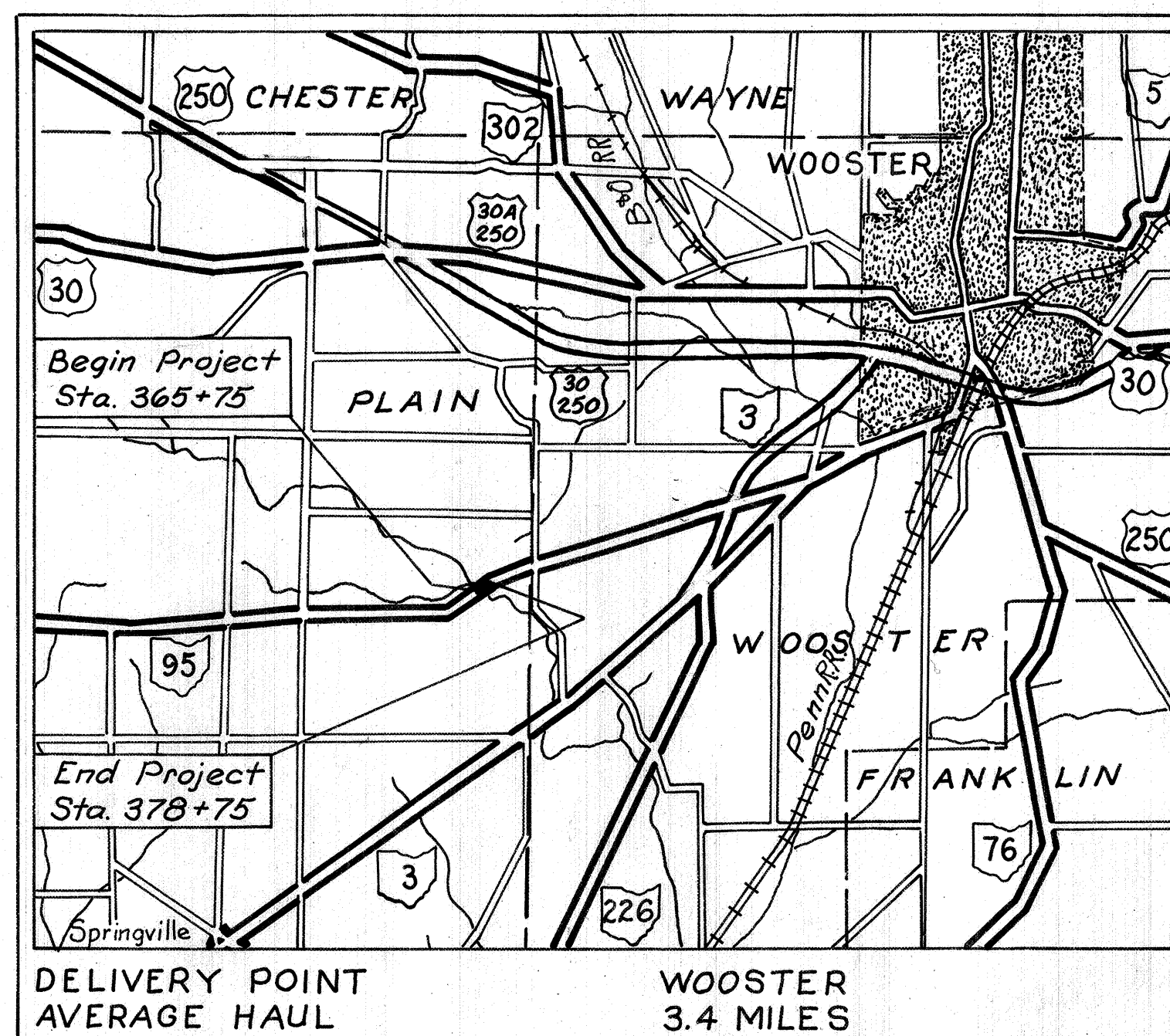
INDEX OF SHEETS

TITLE SHEET
TYPICAL SECTIONS
GENERAL NOTES, SUPERELEVATION TABLE
SPECIAL CONSTRUCTION DETAILS
GENERAL SUMMARY
PLAN AND PROFILE
CROSS SECTIONS
CHANNEL SECTIONS
STRUCTURE OVER 20 FT. SPAN
RIGHT OF WAY

1
2
3
3
4
5-7
8-12
13-14
15-20
21

LINE DATA

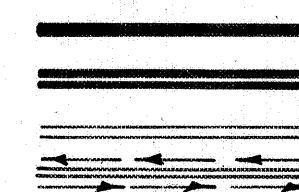
	PROJECT	WORK
BEGIN	STA. 365+75	STA. 365+25
END	STA. 378+75	STA. 379+25
GROSS LENGTH	1300 LIN. FT.	1400 LIN. FT.
NO ADDITIONS OR DEDUCTIONS		
NET LENGTH	1300 LIN. FT. OR 0.246 MILES	1400 LIN. FT. OR 0.265 MILES



LOCATION MAP

Scale of Miles
1 in. = 1 mi.

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS
DETOUR



SCALE S

PLAN 1" = 50'
PROFILE HORIZONTAL 1" = 50'
PROFILE VERTICAL 1" = 5'
CROSS SECTIONS 1" = 5'

1963 SPECIFICATIONS

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

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

I hereby approve these plans and declare that the making of this improvement will require the closing of the highway to traffic and that detours will be provided as indicated on the plans.

Approved D. H. Rimmer
Date 2-11-63 Division Deputy Director

Approved C. H. Albrecht
Date 5-8-64 Engineer of Bridges

Approved D. M. Dickson
Date 5-20-64 Engineer of Location and Design

Approved R. E. Shultz
Date 5-20-64 Deputy Director of Design and Construction

Approved T. H. Bond
Date 4-20-64 Deputy Director of Right of Way

Approved S. W. Wilson
Date 5-25-64 Deputy Director of Planning and Programming

Approved _____
Date _____ First Assistant Director

Approved A. B. Mashuta
Date 5/25/64 Director of Highways

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

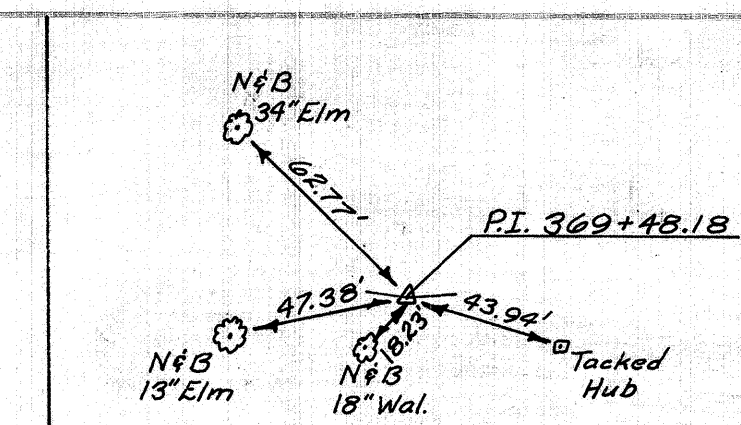
		L-3-A	4-1-50
		RI-1	7-15-58
G-707	4-1-64	T-35	1-2-56
I-1	11-15-60	AS-1-54	7-5-62
I-8CB 2-2A&B	2-1-63	L-1	4-1-50
I-8 I. No. 1	2-1-63		
I-15 No. 1	11-15-60		
I-15 No. 2-A	8-17-60		
L-3	4-1-50		

SUPPLEMENTAL SPECIFICATIONS

FILE WAYNE COUNTY WAY-95-6.93
DATE OF LETTING 196
CONTRACT NO. 132-W

DEC 7, 1965

GROUND PHOTOLAB



Sta 362+00 To Sta. 373+00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

15

WAY-95-0698
4.4 Miles East
of Blochleyville

PI. 369+48.18
Δ = 8°-18'-00" Lt.
D = 1°-00'
T = 415.73'
L = 830.00'
E = 15.06'

Item I-10.07-Dumped
Rock channel protection,
2' Thick (salvage Allowable)

Fill to elev. 978.01
and slope to drain

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

Begin Approach Slab
Station 368+95.39

End Approach Slab
Station 368+50.62

Transition slopes
2:1 to 4:1 at all
bridge corners

Clears 5-10 yr H.W.
by 1.3'

1 Sty. Fr.
Res.

1 Sty. Fr.
Res.

B.M. elevation used for developing site plan
has been adjusted from El. 982.10 to El. 981.375
making contours as shown 0.725 ft. high.

BM CHISELED X SE. CORNER SE. WINGWALL
BRIDGE WAY-95-0698 ELEV. 981.375

EXISTING BRIDGE DATA
Bridge No. Way-95-0698

Type: Steel Beam
Span: #1 21'-9" #2 13'-8 1/2"
Roadway: 17'-1"
Wearing Surface: 1" Bit.
Skew: 25° Rt. Fwd.
Loading: #1 H-15 9-8.2-46
#2 H-15 8-13.8-46
Condition: Fair
Sub-Structure: R.R. Rails Bent

Drainage Area = 3.3 Square Miles

PROPOSED STRUCTURE

TYPE: Simple span, reinf. concrete
slab with vertical wall reinforced
concrete abutments.
SPAN: 32'-0" to abutments
RDWY: 30'-0" 1/2 Guardrail
LOADING: CF-130 (57)
SKEW: 25° R.F.
WEARING SURF: 3/4" Mono. conor.
APPR. SLABS: AS-1-54 (25' long)
ALIGNMENT: Dc-1°-00' Left
SUPERELEVATION: 0.017 Ft./Ft.

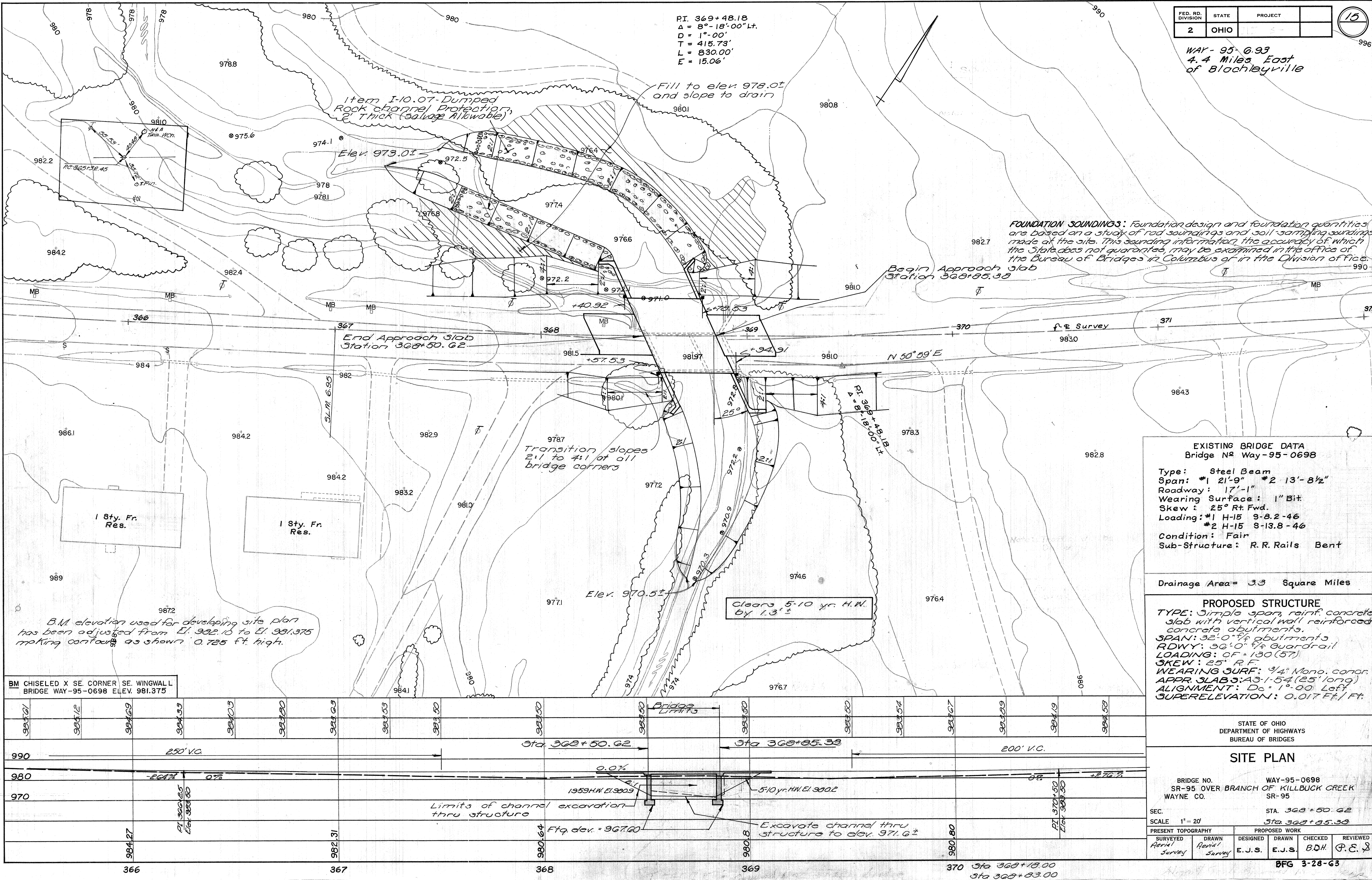
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

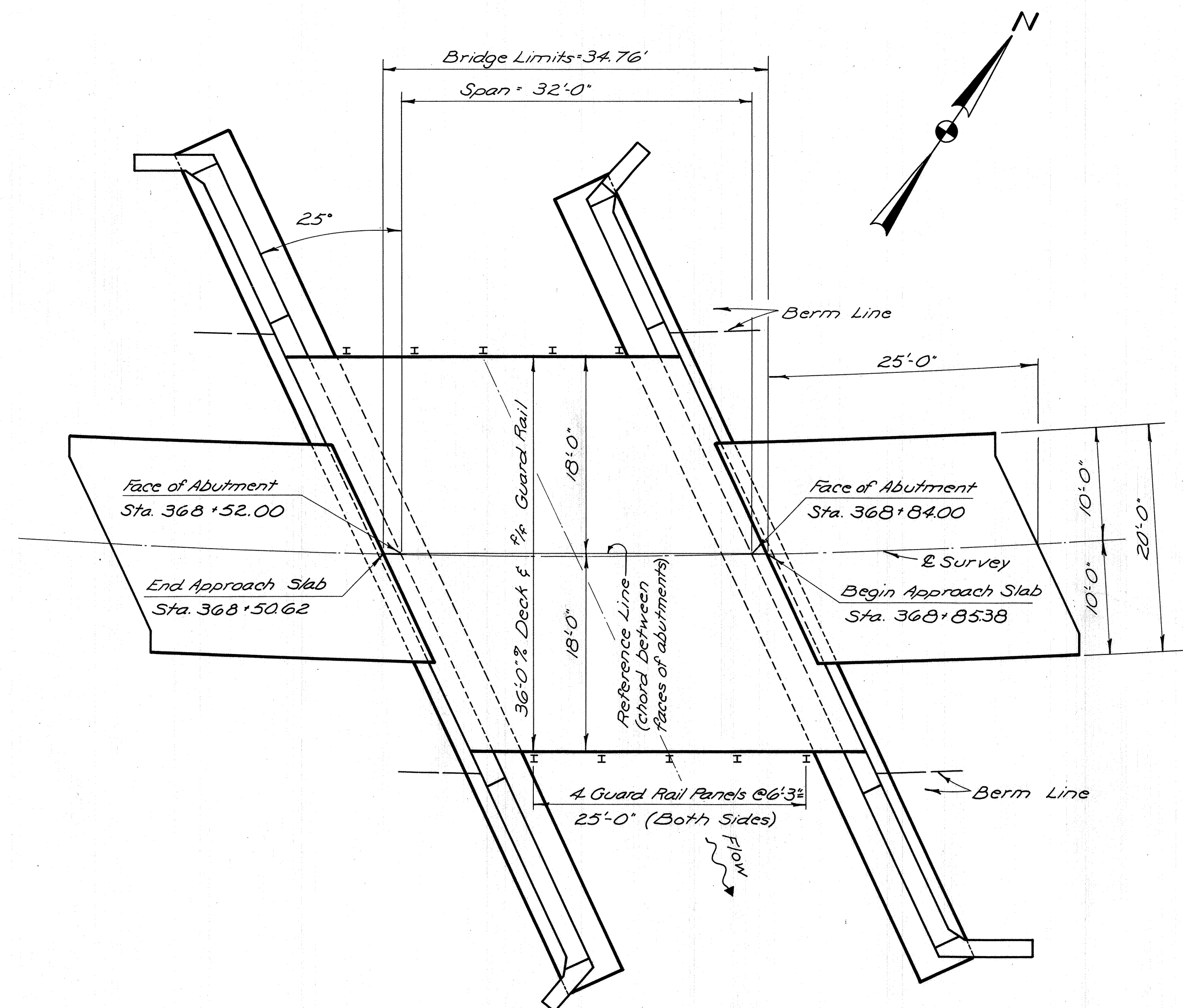
BRIDGE NO. WAY-95-0698
SR-95 OVER BRANCH OF KILLBUCK CREEK
WAYNE CO. SR-95

SEC.	SCALE	PRESENT TOPOGRAPHY	DESIGNED	DRAWN	CHECKED	REVIEWED
1	1" = 20'	Survey	E.J.S.	E.J.S.	B.D.H.	P.E. J.

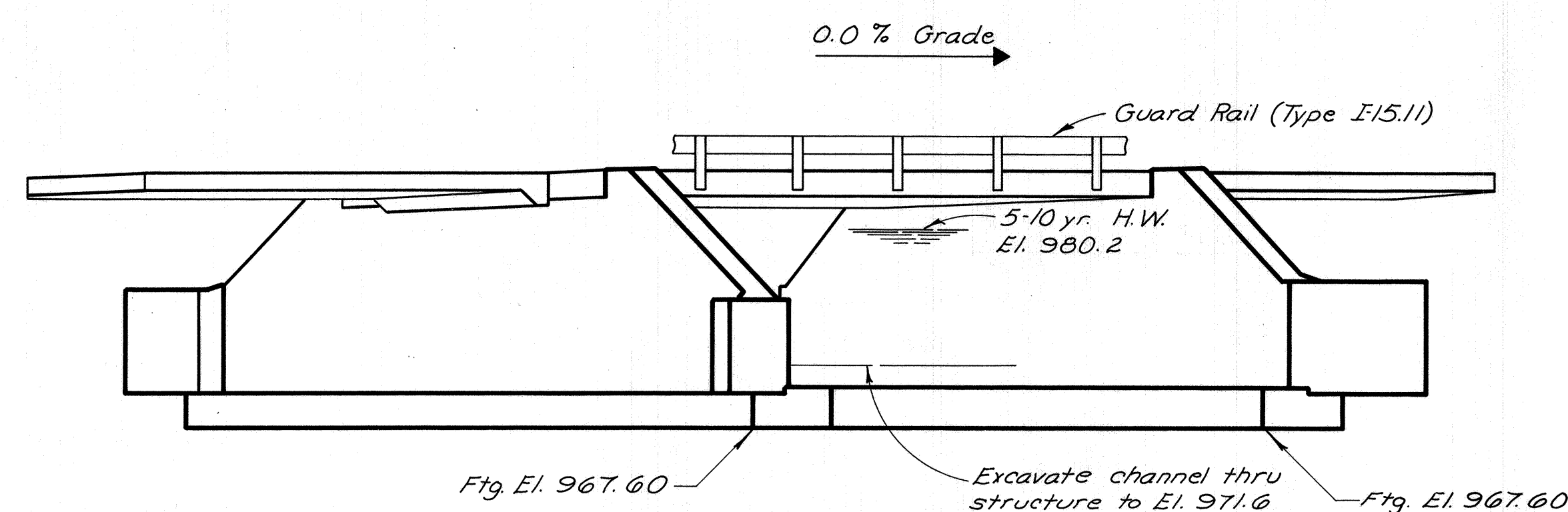
BFG 3-28-63



WAY-95-6.93



GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES									
Item	Total	Unit	Description	Super.	Abuts	Gen'l.			
E-2	Lump	Sum	Cofferdams, cribs and sheeting			Lump			
E-2	200	Cu. Yds.	Unclassified excavation		200				
E-3	923	Cu. Yds.	Channel excavation			923			
S-1	79	Cu. Yds.	Class "C" concrete, superstructure	79					
S-1	124	Cu. Yds.	Class "E" concrete, abutment walls		124				
S-1	78	Cu. Yds.	Class "E" concrete, abutment footings		78				
S-3	48	Lin. Ft.	Waterproofing, premolded sealing strip		48				
S-4	22,488	Lbs.	Reinforcing steel	16,474	6,014				
S-9	14	Sq. Ft.	1/2" preformed expansion joint filler		14				
S-14	63.52	Lin. Ft.	Railing (Type I-15.11 with galvanized steel posts and bolts)	63.52					
S-24	Lump	Sum	Removal of existing structure			Lump			
S-29	120	Cu. Yds.	Porous backfill		120				
S-101	79	Each	Water-reducing, set-retarding admixture	79					
I-10	213	Cu. Yds.	Dumped rock channel protection			213			

GENERAL NOTES

REFERENCE shall be made to Supplemental Specification S-101 dated 7-12-62.

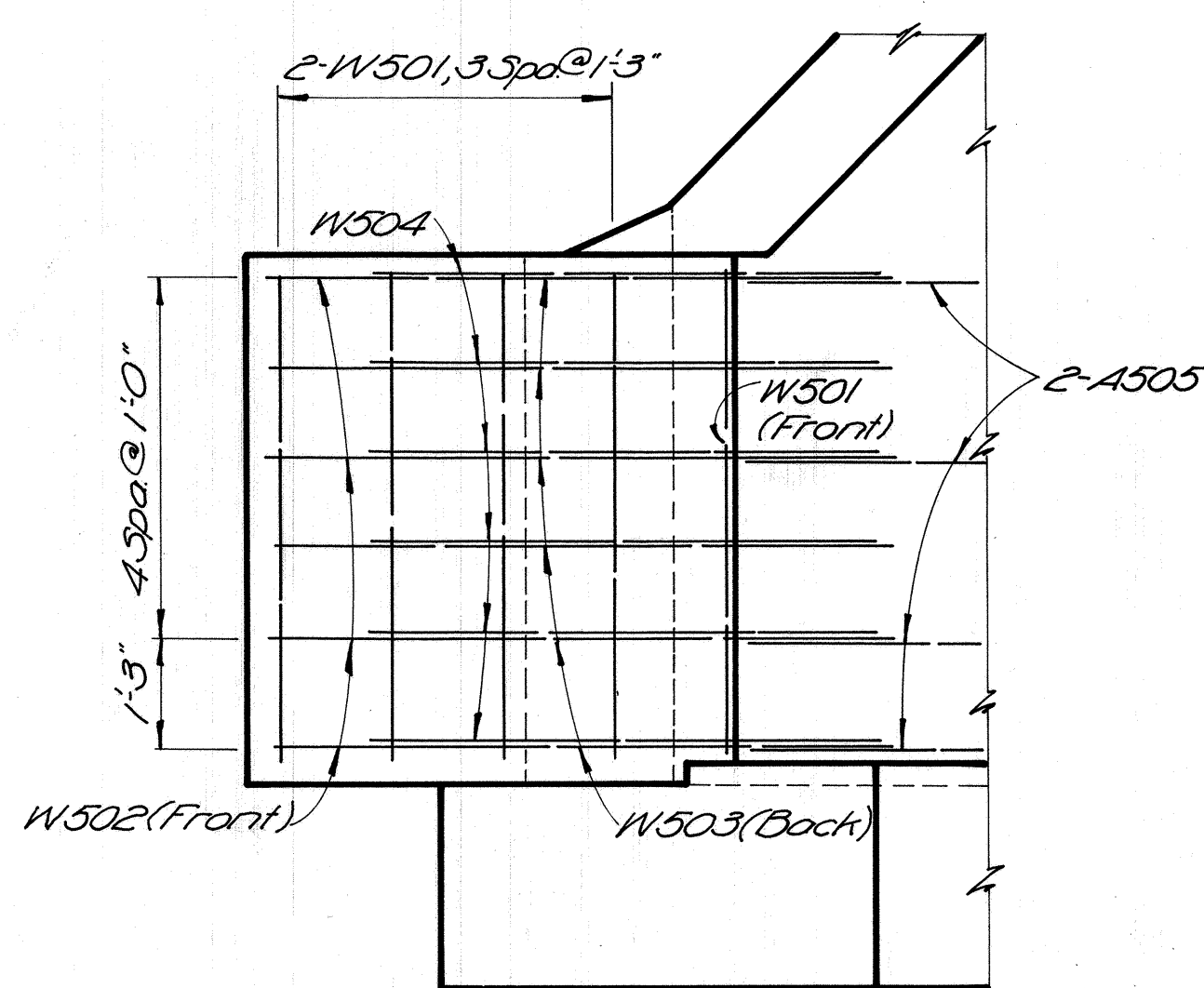
DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed. I-beam guard rail and 12" I-beams in rear pier bent shall be carefully removed and stored near the site for removal by State's forces. Suitable waste masonry may be used as channel protection as shown on the Site Plan or as directed by the Engineer.

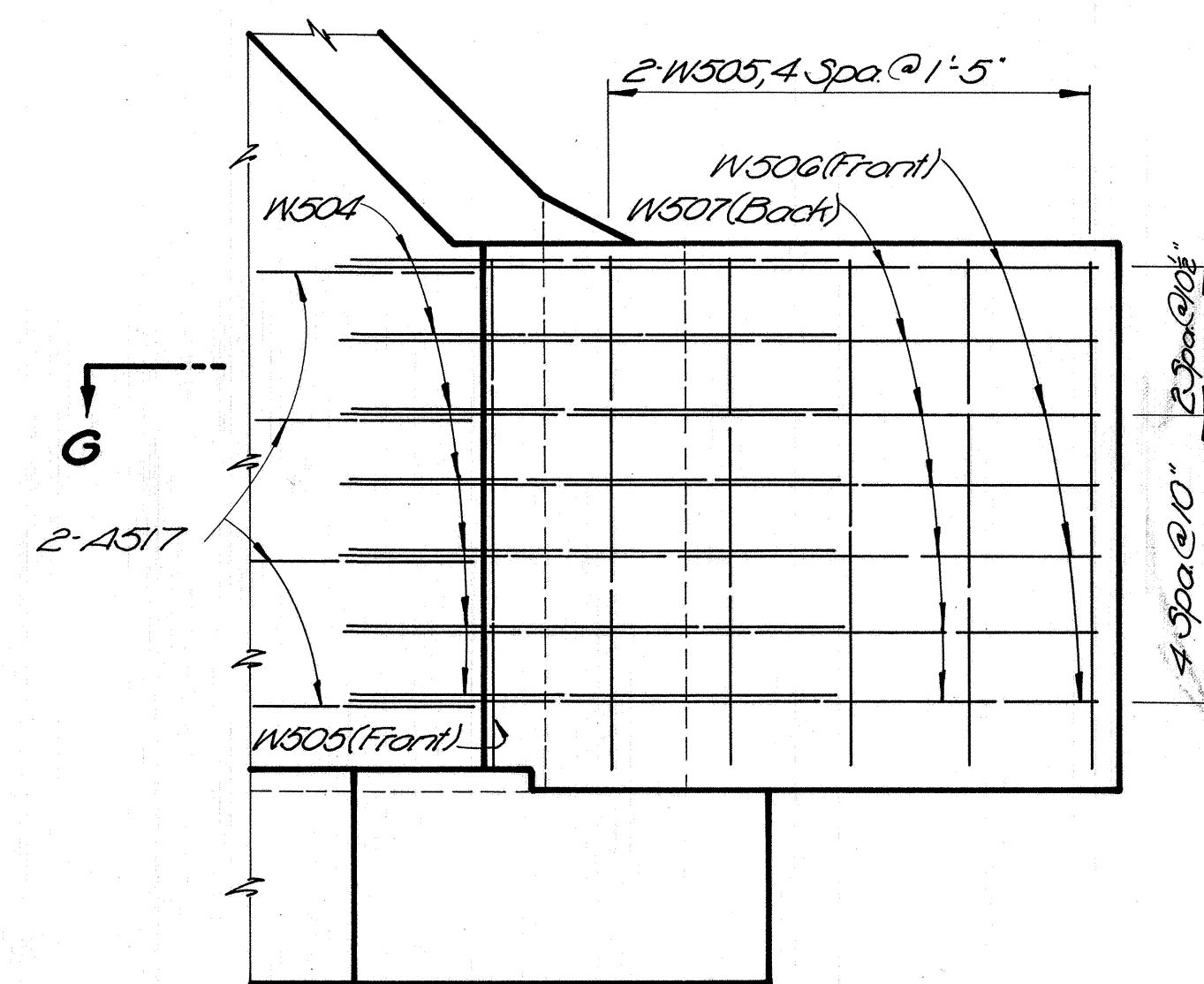
FOUNDATION BEARING PRESSURE: Footings are designed for a maximum bearing pressure of 2 1/2 tons per sq. ft.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES							
GENERAL PLAN AND ELEVATION, NOTES AND ESTIMATED QUANTITIES BRIDGE No. WAY-95-0698 OVER BRANCH OF KILLBUCK CREEK WAYNE COUNTY STA. 368+50.62 368+85.38							
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED	
OPM	OPM	Jerry Kingham	R.L.D.	BFG	3-28-63		

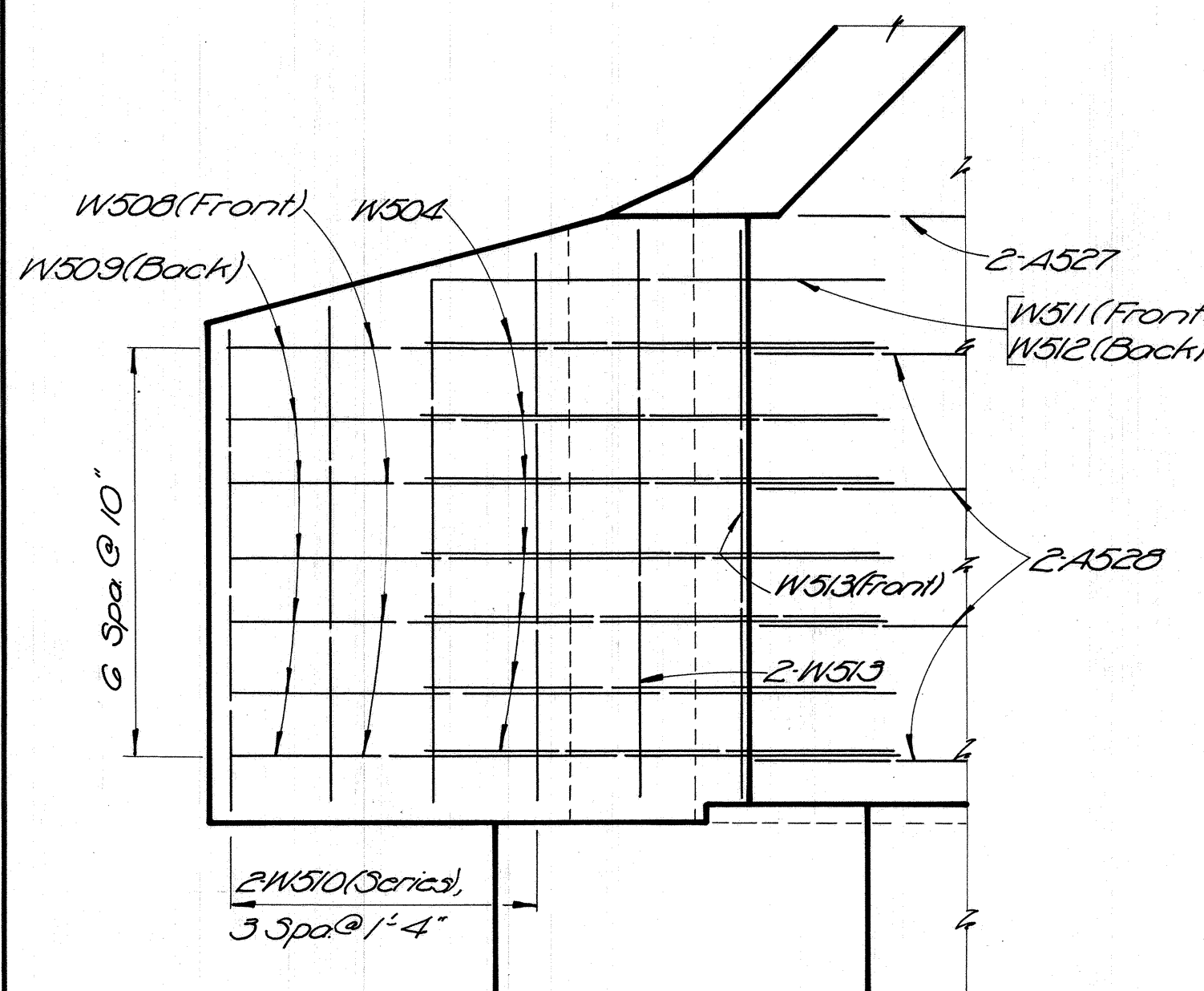
WAY-95-6.93



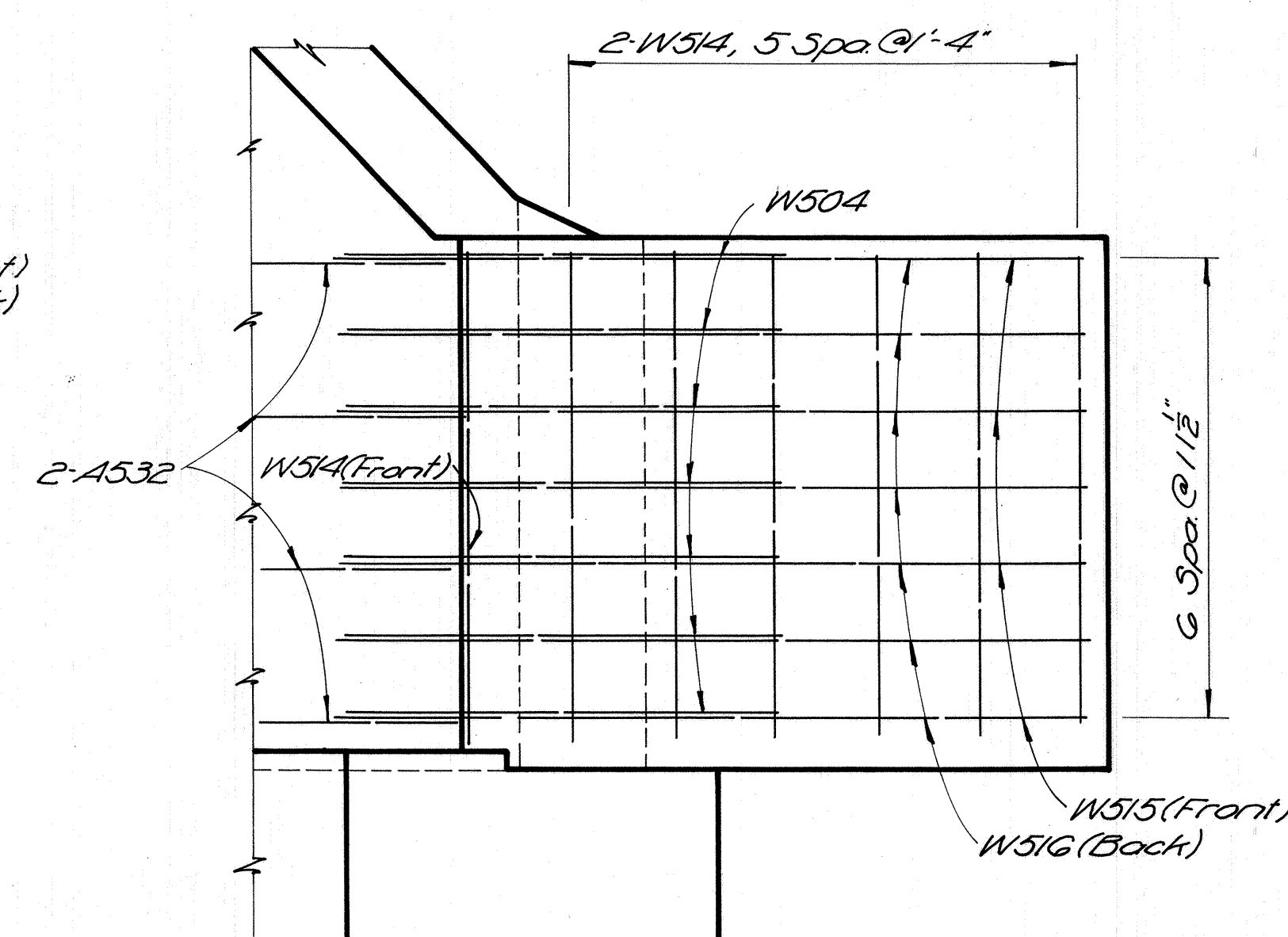
VIEW C-C



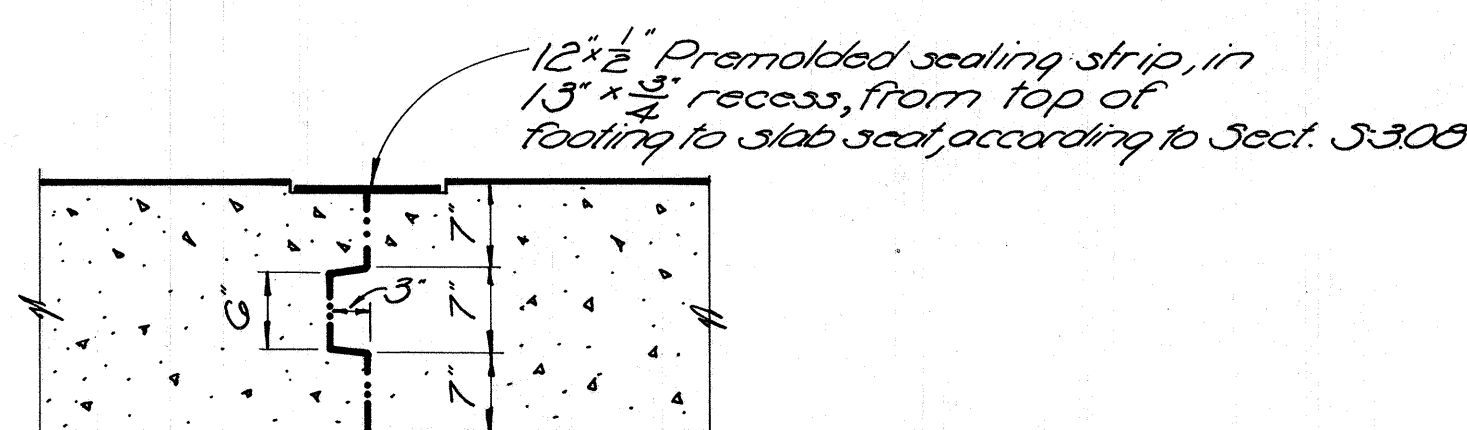
VIEW B-B



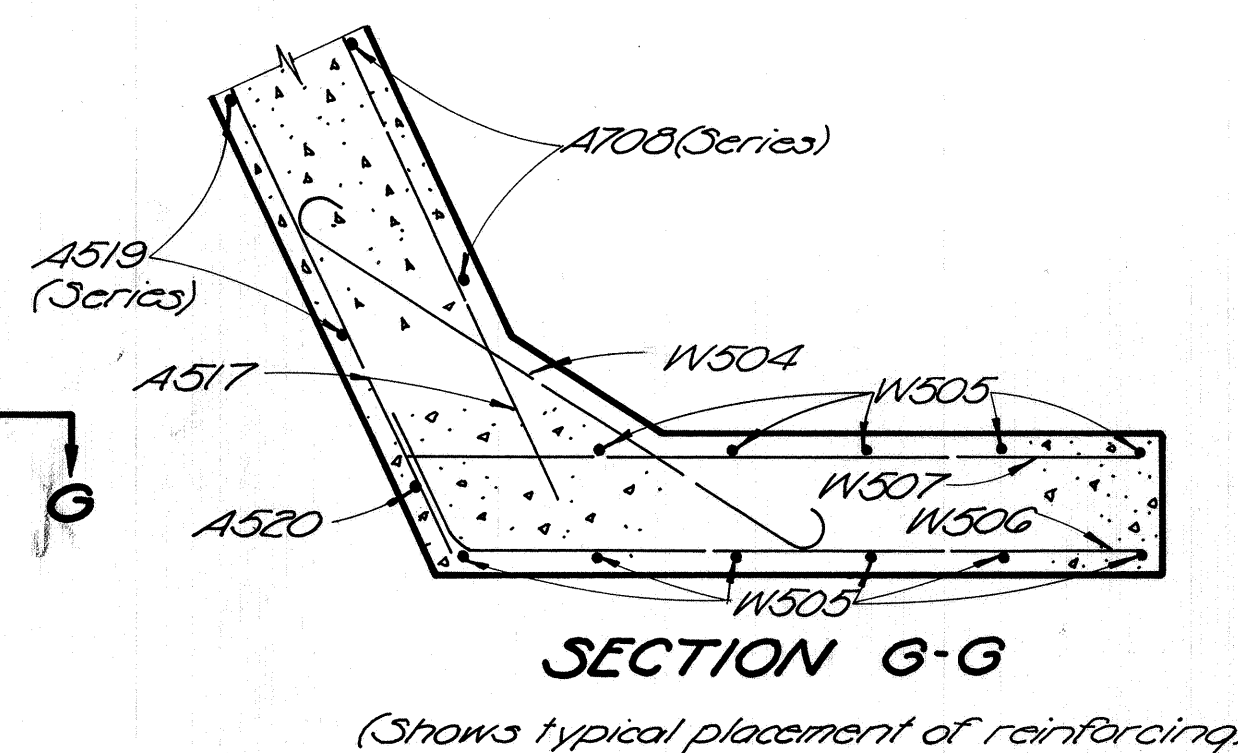
VIEW E-E



VIEW F-F

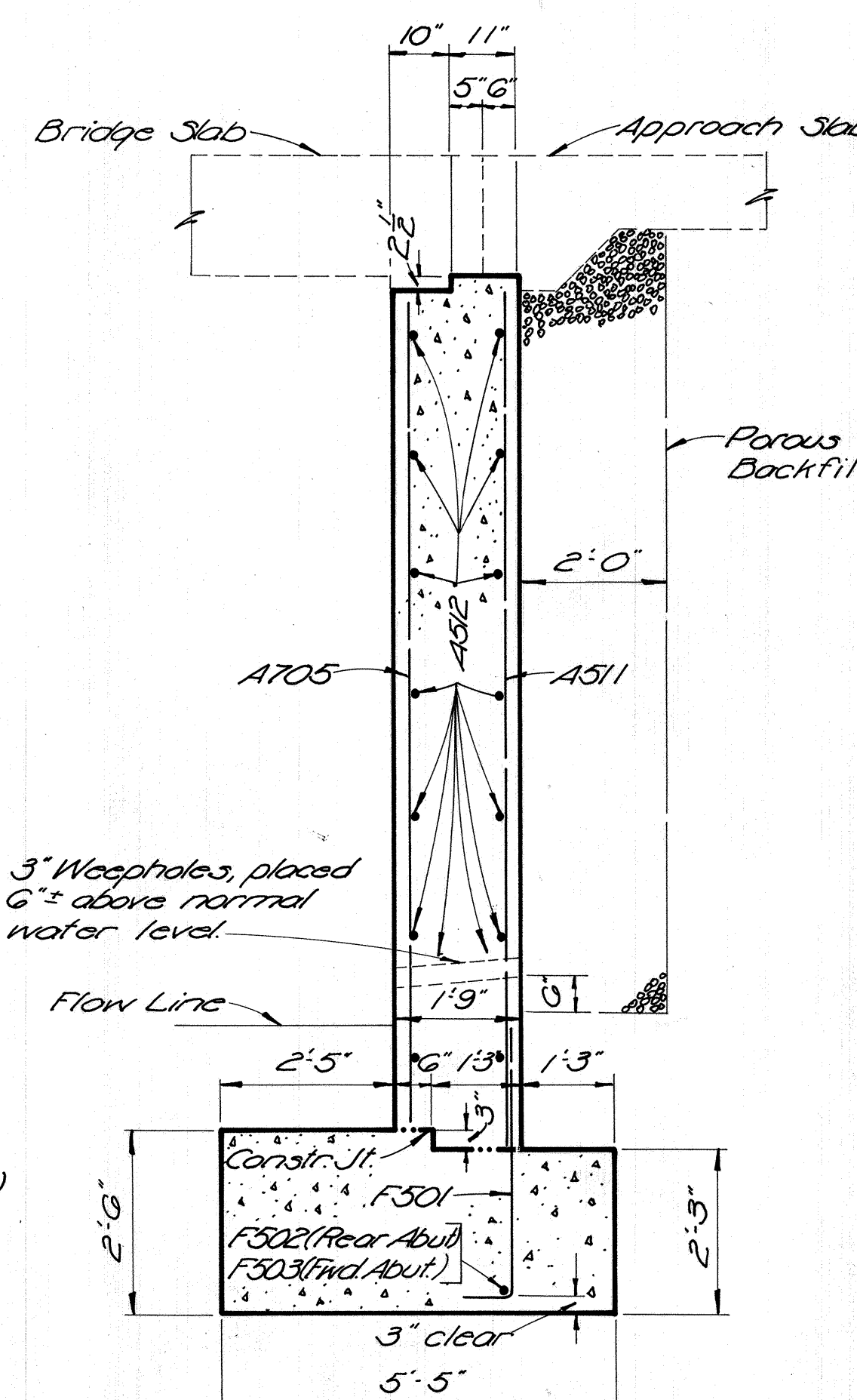


SECTION D-D



SECTION G-G

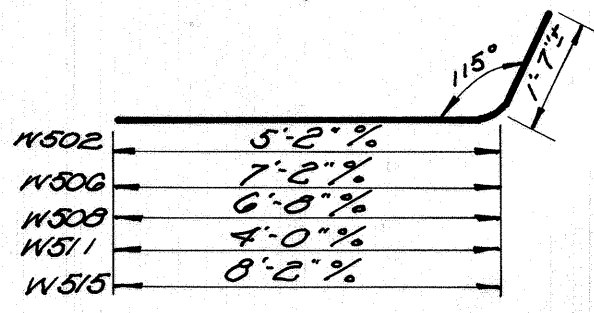
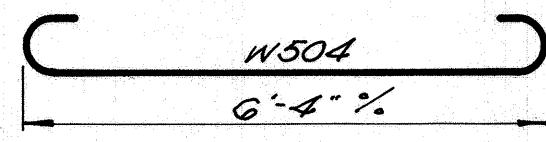
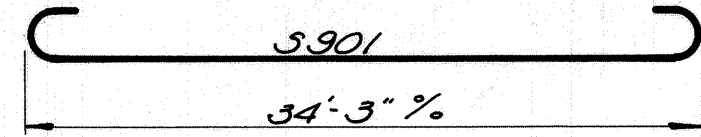
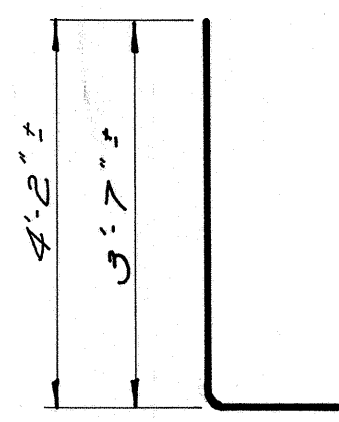
(Shows typical placement of reinforcing)

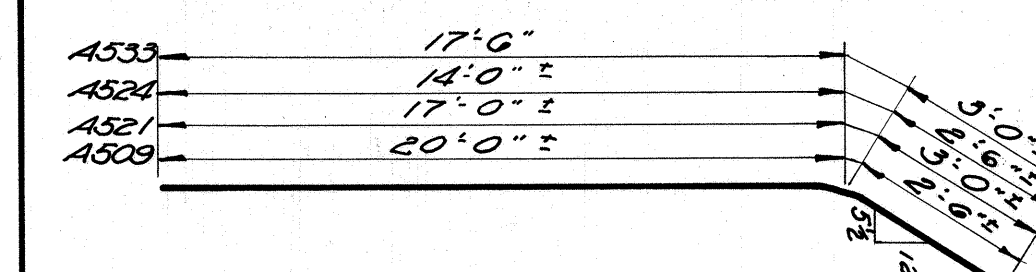


SECTION A-A

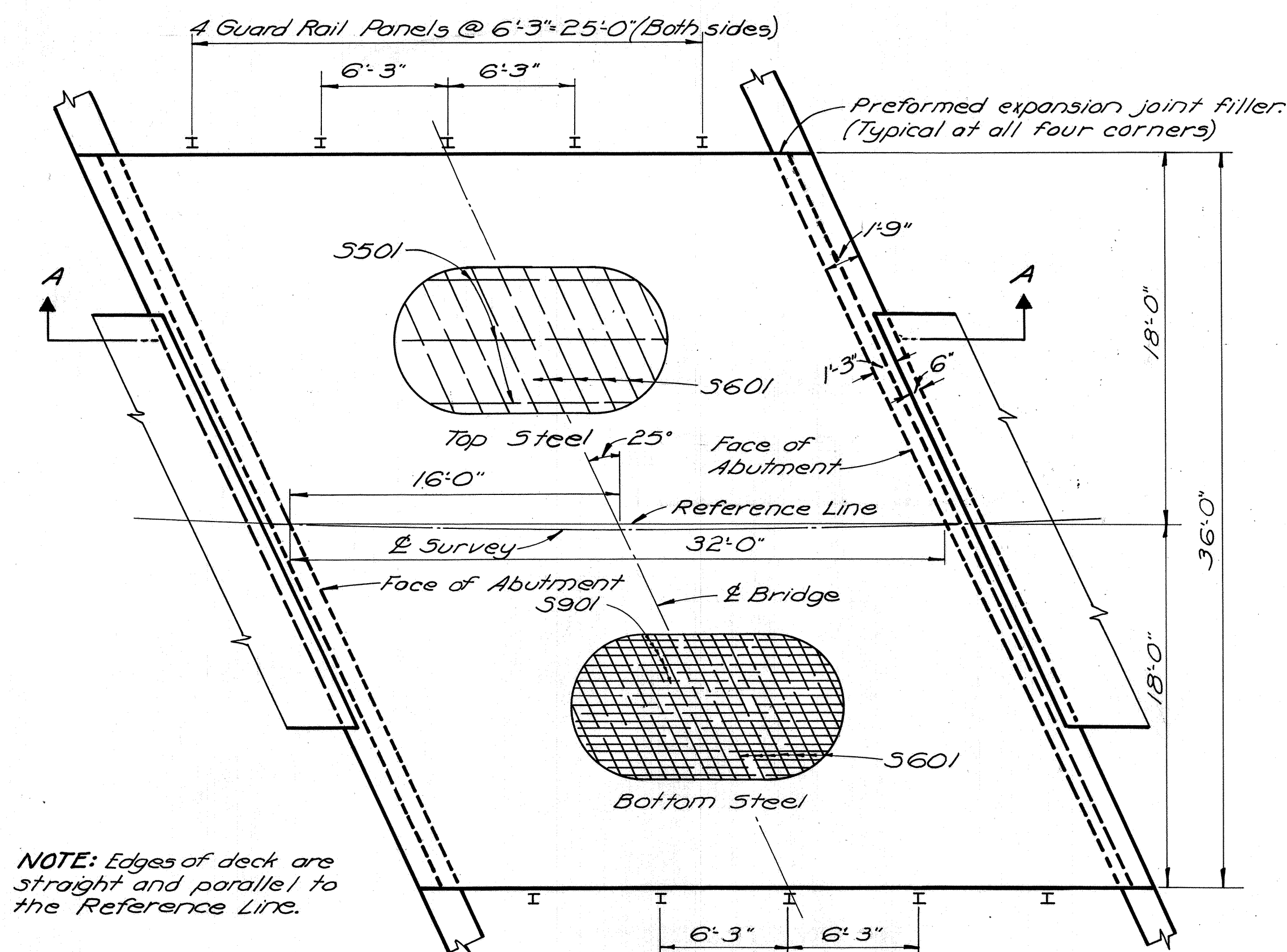
BAR SIZE is indicated in the bar mark. The first digit indicates the bar size number. For example, 3901 is a No. 9 size bar.

REINFORCING STEEL LIST

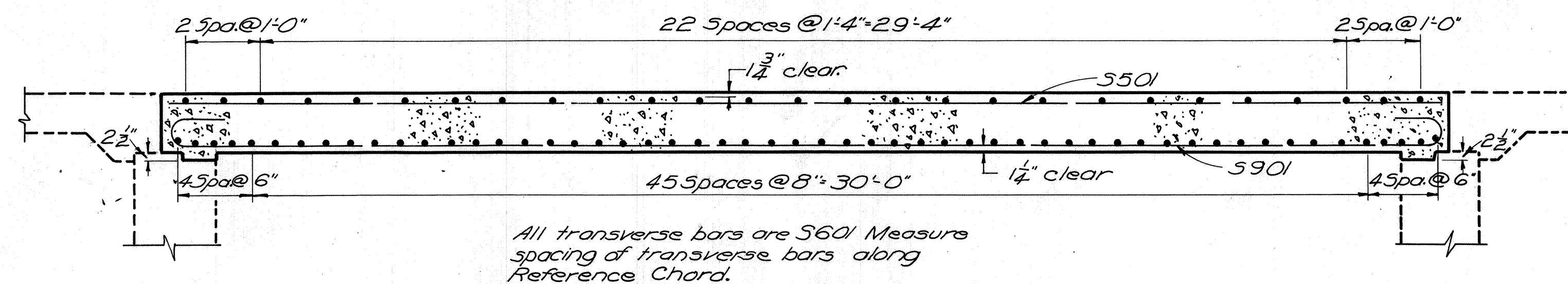
MARK	No.	LENGTH	WEIGHT	SHR	BENDING DIAGRAMS		MARK	No.	LENGTH	WEIGHT	SHR	
Superstructure							A520	1	6'-0"	6	3	
3901	90	36'-9"	11,245	B	Vary by 1'-3" increments		A521	2	20'-0"	42	B	
3601	81	39'-2"	4,765	3				One Series of 5	7'-10"	10	54	3
3501	13	34'-3"	464	3				One Series of 5	7'-4"	10	51	3
								5	12'-10"			
Abutments					Vary by 1'-3" increments		A523	5	7'-4"	10	51	
F701	53	5'-0"	542	B			A524	2	16'-6"	34	B	
F501	59	4'-1"	251	B			A525	2	13'-6"	20	3	
F502	3	29'-0"	91	3			A526	2	17'-3"	36	3	
F503	3	27'-3"	85	3			A527	2	21'-8"	44	3	
	One Series of 7	5'-9"			Vary by 1'-3" increments		A528	8	22'-8"	189	3	
A701	10	13'-3"	136	3			A529	2	11'-1"	23	3	
							A530	2	14'-9"	31	3	
							A531	2	18'-6"	39	3	
A702	3	13'-10"	85	3			A532	8	22'-8"	189	3	
A703	3	11'-7"	71	3			A533	2	20'-6"	43	B	
A704	12	11'-4"	278	3			A534	1	6'-6"	7	3	
A705	10	11'-1"	227	3			A535	1	7'-4"	8	3	
A706	4	10'-11"	89	3	Vary by 1'-3" increments		W501	9	5'-6"	52	3	
A707	3	13'-1"	80	3			W502	4	6'-8"	28	B	
	One Series of 5	6'-10"					W503	6	5'-7"	35	3	
A708	10	11'-10"	95	3			W504	27	7'-6"	211	B	
	One Series of 5	8'-1"			Vary by 1'-3" increments		W505	11	6'-0"	69	3	
A709	10	13'-1"	108	3			W506	4	8'-8"	36	B	
							W507	7	7'-7"	55	3	
							W508	4	8'-2"	34	B	
A710	5	7'-7"			Vary by 1'-3" increments/Vary by 4" increments		W509	7	7'-1"	52	3	
	One Series of 5	10	103	3			W510	Two Series of 4	6'-1"	10	55	3
		12'-7"							7'-1"			
A501	One Series of 7	5'-6"			Vary by 1'-3" increments		W511	1	5'-6"	6	B	
		10	68	3			W512	1	4'-5"	5	3	
		13'-0"					W513	3	7'-3"	23	3	
A502	3	13'-7"	43	3			W514	13	6'-6"	88	3	
A503	3	12'-0"	38	3			W515	4	9'-8"	40	B	
A504	2	4'-2"	9	3			W516	7	8'-7"	63	3	
A505	8	25'-7"	213	3								
A506	2	20'-3"	42	3								
A507	2	15'-10"	33	3	Replacement Bars		RE 301	1	6'-10"			3
A508	2	11'-5"	24	3			RE 701	1	6'-2"			3
A509	2	22'-6"	47	B			RE 801	1	5'-11"			3
A510	12	11'-9"	147	3			RE 901	1	5'-7"			3
A511	10	11'-6"	120	3								
A512	20	29'-8"	866	3								
A513	4	11'-4"	47	3								
A514	2	13'-4"	28	3								
A515	2	16'-6"	34	3	Vary by 1'-3" increments							
A516	2	20'-4"	42	3								
A517	8	25'-0"	209	3								
A518	3	12'-10"	40	3								
	One Series of 5	6'-7"										
A519	10	47	3									
		11'-7"										



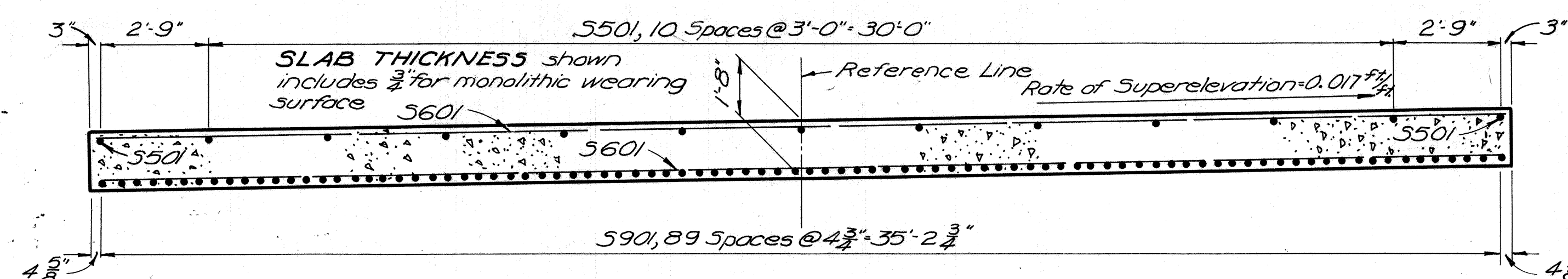
WAY-95-6.93



DECK PLAN



SECTION A-A



TRANSVERSE DECK SECTION

(Looking forward)

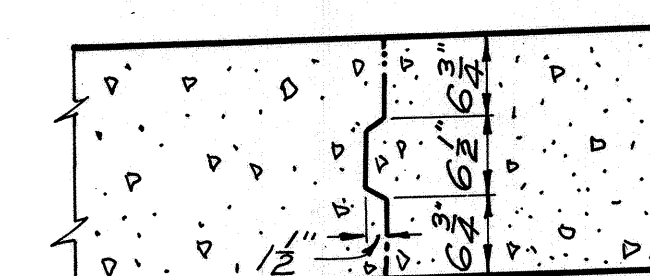
NOTES

S601 BARS may be furnished in one length as shown or in pairs of equal length, lapped thirty diameters at the centerline of the roadway, or they may be furnished in pairs of different length in order to place the lap beyond a longitudinal construction joint at the centerline of roadway, at the option of the contractor. Determination of the pay quantity will be according to the number and length of bars as shown hereon.

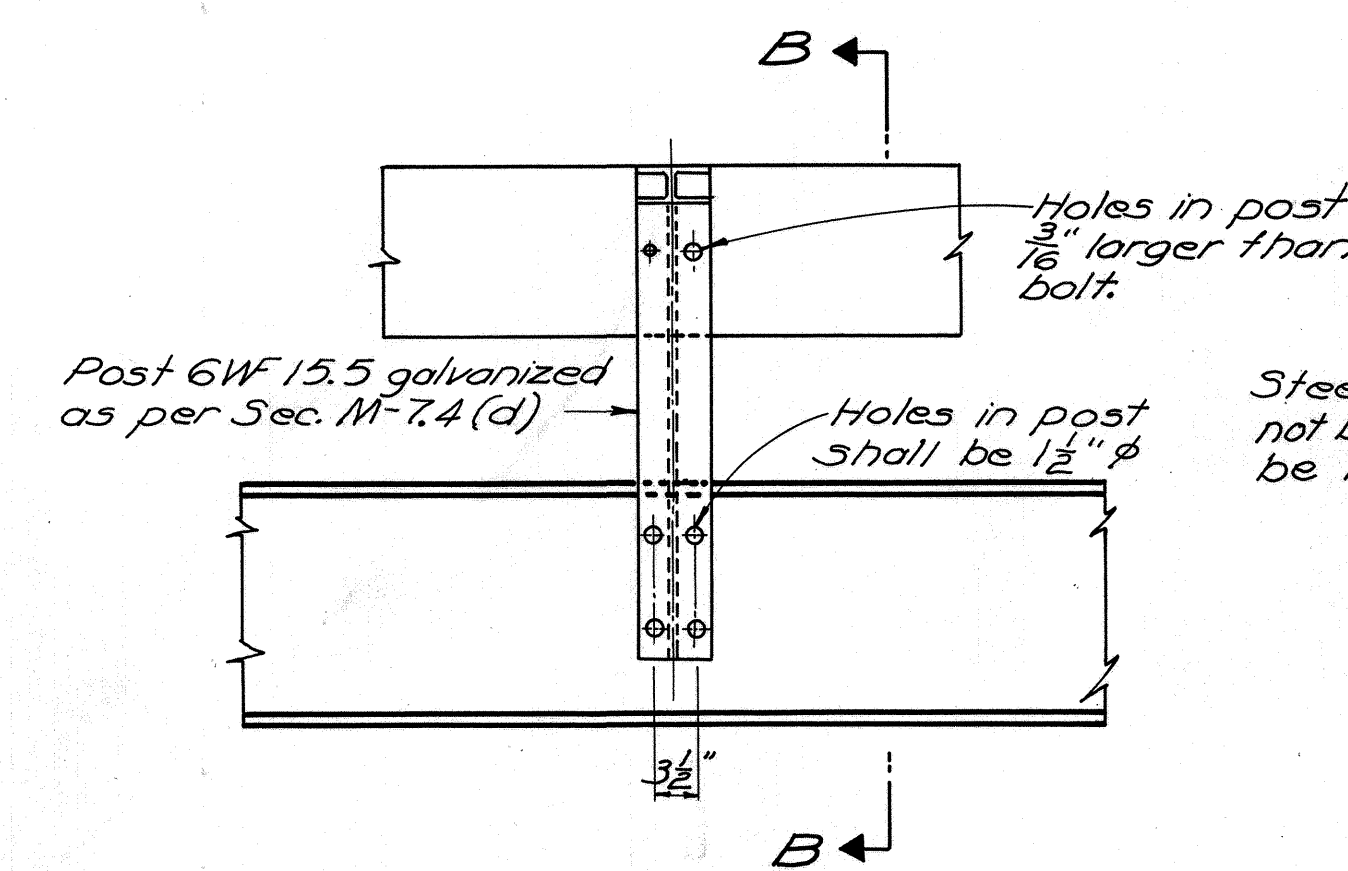
CAMBER of $\frac{1}{2}$ " shall be provided to allow for dead load deflection. This is the amount of camber required before the falsework is released. To obtain this, proper allowance shall be made for the deflection of the falsework members.

CONSTRUCTION JOINT: A longitudinal construction joint in the slab, preferably at or near the centerline of roadway, will be permitted.

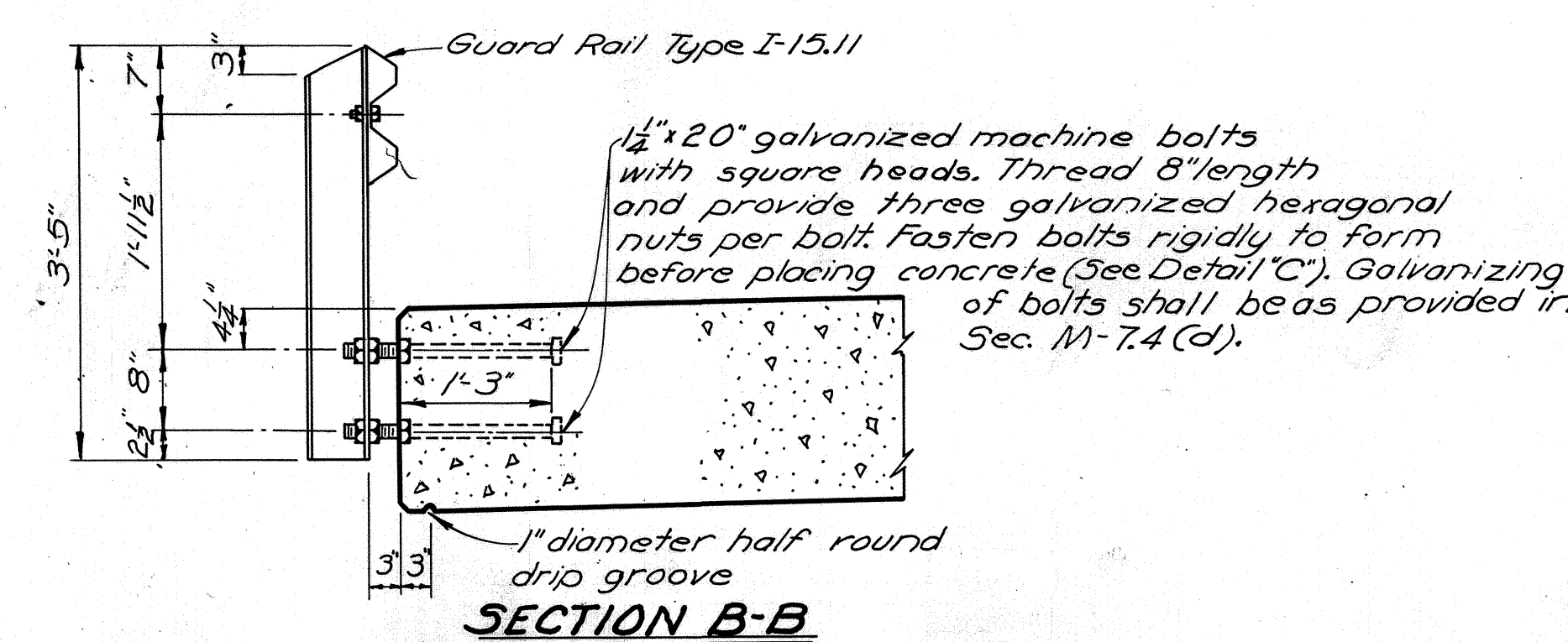
RAILING: The guard rail shall be painted white in accordance with Sec. I-15.07 of the Construction and Materials Specifications. The galvanized posts and anchor bolts shall not be painted. The price per linear foot of railing includes payment for guard rail, posts, anchors, connections, galvanizing and painting.



OPTIONAL SLAB CONSTRUCTION JOINT
(See Note)



ELEVATION OF RAILING POST



SECTION B-B

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
SUPERSTRUCTURE DETAILS					
BRIDGE NO. WAY-95-0698					
OVER					
BRANCH OF KILLBUCK CREEK					
WAYNE COUNTY STA. 368+50.62					
368+85.38					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
OPM	OPM	CAM	R.L.D.	BFG	3-28-63