

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF CONSTRUCTION

BRIDGE OVER SALT CREEK

PI-56-317

U.S.P.W.H. PROJ.
No. OHIO NRS. 711-A (1935)

FED. RD. DIST. NO.	STATE	U.S.P.W.H. PROJECT	FISCAL YEAR
10	OHIO	NRS. 711A	1935

PICKAWAY COUNTY
S. H. 362 SEC. C-BR. & RELO.
PROPOSALS NOS. 1 & 2

LINE DATA.
Gross Length NRS 711-A, Sta. 2+00 to Sta. 48+05.14 or 4605.14
Proposal 1, Sta. 10+20.91 to Sta. 11+69.09. Net Length, 148.18' or 0.028 Mi.
Proposal 2, 4605.14-148.18 " " " " 4456.96 or 0.844 Mi.
Net Length NRS 711-A " " " " 4605.14 or 0.872 Mi.

ON CIRCLEVILLE - ADELPHI RD.

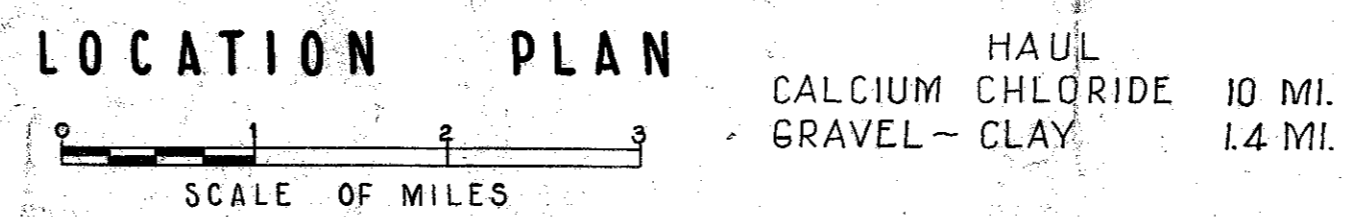
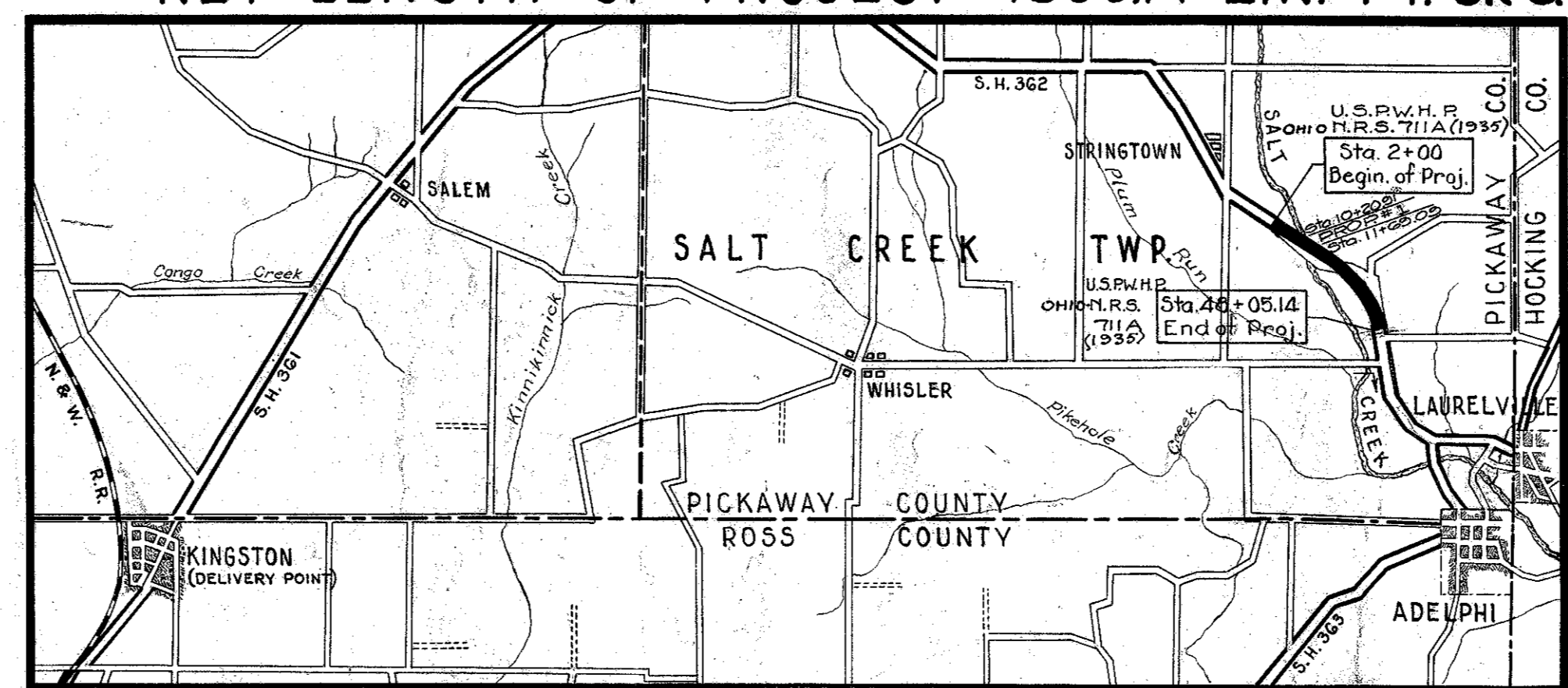
S. H. N° 362 SEC. C-(BR)+RELO.
PICKAWAY COUNTY
SALT CREEK TOWNSHIP
NET LENGTH OF PROJECT 4605.14 LIN. FT. OR 0.872 MI.

- CONVENTIONAL SIGNS -

STATE LINE	-----
COUNTY LINE	-----
TOWNSHIP LINE	-----
SECTION LINE	-----
CENTER LINE	-----
PROPERTY LINE	-----
CITY OR VILLAGE LINE	-----
FENCE LINE	-----
STEAM RAILROAD	-----
ELECTRIC RAILROAD	-----
POLE LINE	-----
GUARD RAIL	-----
DRAIN PIPE, NEW	-----
DRAIN PIPE, OLD	-----

INDEX OF SHEETS

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PLAN & PROFILE	" "	3-4
CROSS SECTIONS	" "	5-11
STRUCTURE DETAILS	" "	12
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PROPOSAL N° 1. (BR. N° PI-56-317)		
SITE PLAN	SHEET N°	14
STRUCTURE DETAILS	" "	15-19



PORTION TO BE IMPROVED	=====
STATE HIGHWAYS	=====
IMPROVED COUNTY ROADS	=====
UNIMPROVED COUNTY ROADS	-----

- SCALES -

PLAN	1" = 100'
PROFILE - VERTICAL	1" = 10'
PROFILE - HORIZONTAL	1" = 100'
CROSS SECTIONS	1" = 5'
STRUCTURES	AS SHOWN

P. S. & E.
G. J. GOEHL & F. H. BROWN
12-17-34

~ SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS ~
(I-1, 2, 3, 4 & 5) (S-27 PC 2 & 3) (I-8 C.B. 1-2 & 2-2) (G 7.07) (I-15 C.C.)
(I-14 G.)

The Standard Specifications of the State of Ohio, Department of Highways, together with "The Special Provisions for United States Public Works Highway Projects," and Supplement Specification No. 1, in force on the date of contract will govern this improvement.

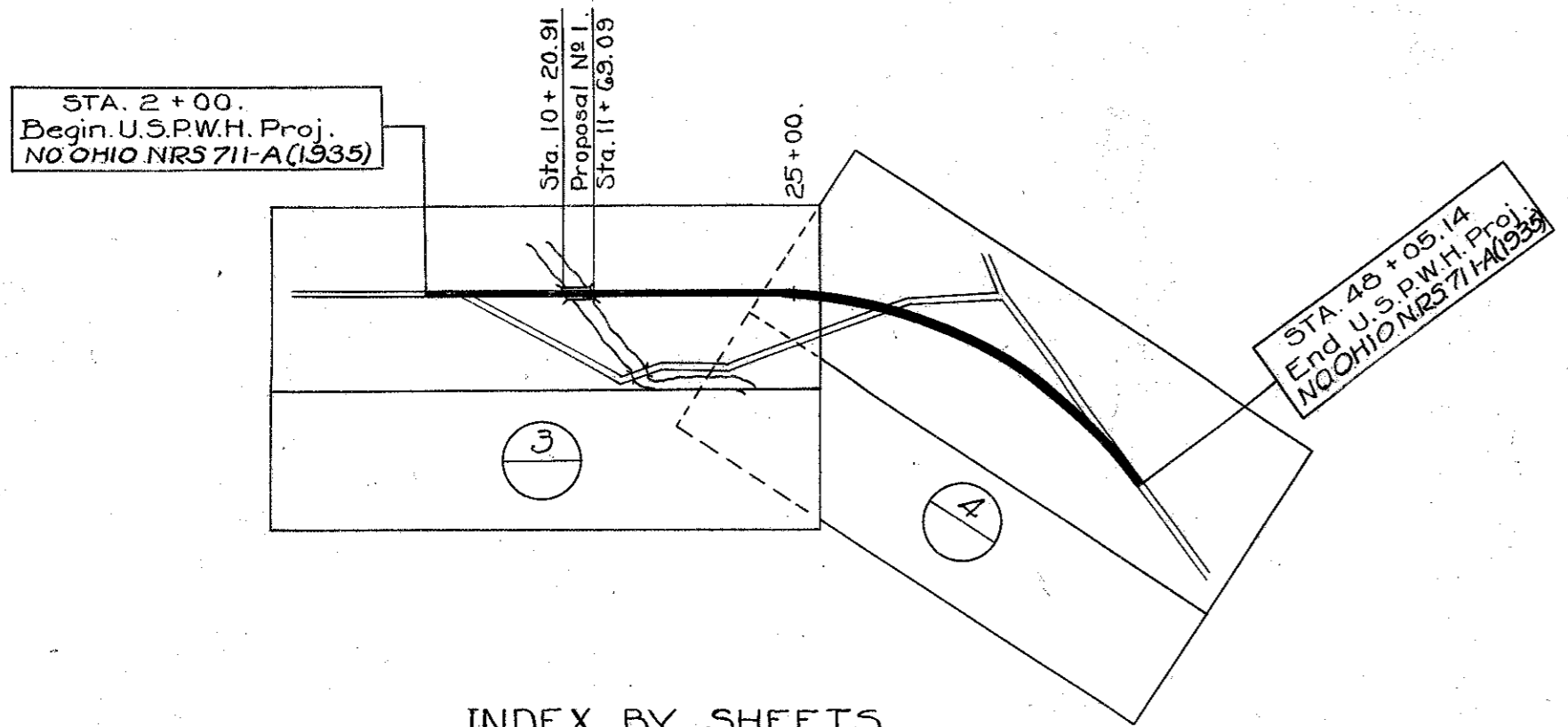
I hereby approve these plans and declare that the making of this improvement will not require that the highway be closed to traffic and that traffic will be maintained as provided for by the plans and estimates.

The necessary right of way has been provided.

File
E-15

APPROVED	.....	RESIDENT DISTRICT DEPUTY DIRECTOR
DATE	.....
APPROVED	<i>H. D. Schooner</i>	RESIDENT DIVISION DEPUTY DIRECTOR
DATE	11-21-34	
APPROVED	<i>Elmer Hiley - P.E.</i>	CHIEF ENG. BUREAU OF CONSTRUCTION
DATE	1/14-35	
APPROVED	.....	CHIEF ENG. BUREAU OF MAINTENANCE
DATE	.....
APPROVED	<i>J. P. Burkey P.E. '45</i>	CHIEF ENG. BUREAU OF BRIDGES
DATE	12-2-34	
APPROVED	<i>H. J. Chapman</i>	1ST ASST. DIRECTOR & CHIEF ENGINEER
DATE	1-14-35	
APPROVED	<i>O. W. Merrill</i>	DIRECTOR OF HIGHWAYS
DATE	1-14-35	
RECOMMENDED FOR APPROVAL	.....	DISTRICT ENG. BUREAU OF PUBLIC RDS.
DATE	.....
RECOMMENDED FOR APPROVAL	.....	CHIEF ENGINEER BUREAU OF PUBLIC RDS.
DATE	.....
APPROVED	.....	CHIEF OF BUREAU
DATE	.....

CONSTRUCTION BUREAU
MAY 15 1935
GROUND PHOTOLAB



INDEX BY SHEETS

FILE N°	PICKAWAY - 362 - C - BRIDGE
DATE OF LETTING	1935
CONTRACT N°	

CHECKING RECORD		
OFFICE	BY	DATE
RESIDENT		
DIVISION	W.S.D.	10-31-34
BUREAU OF MAINTENANCE		
BUREAU OF BRIDGES	W.H.C.	10/1/34
BUREAU OF CONSTRUCTION	J.J.H.	11-23-34
BUREAU OF PUBLIC ROADS	W.I.R.	

RECEIVED

By *M. Carroll*
Clerk of Sales

..... 1935
Date

APPROVED

W. J. Merrill 12-8-34
Planning Engineer Date

Remarks: *20' width, steel truss, part grade & site, steel truss bridge, PI-56-317*

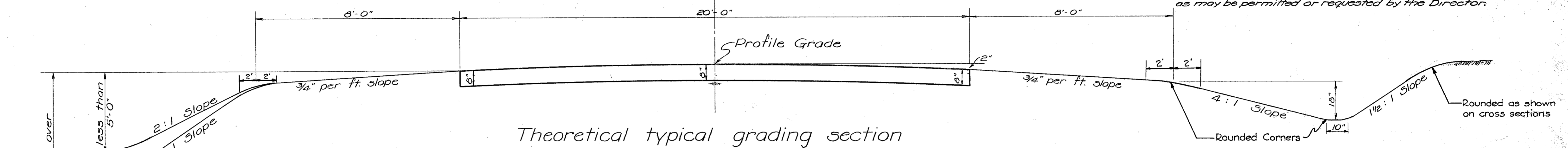
TYPICAL SECTION

FED. RD. DIST. NO.	STATE	U.S.P.W.H. PROJECT	FISCAL YEAR	2 19
10	OHIO	NBS. 711A	1935	

PICKAWAY COUNTY
S. H. 362 SEC. C-Br. & Reloc.
PROPOSAL No. 2.

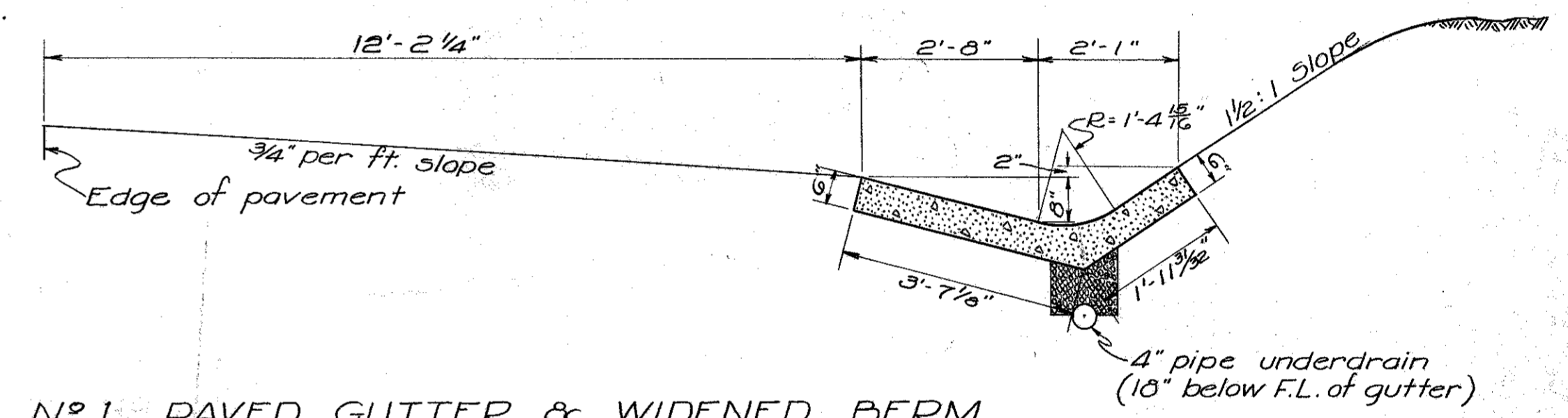
CONSTRUCTION NOTE ON WINTER OPERATIONS. Regarding the clause in the specifications for the above project which reads as follows: "The work covered by this contract shall be conducted in such a manner that maximum employment of labor is afforded so far as is practicable during the life of the contract."
The contractor shall commence construction operations immediately upon execution of the contract and shall prosecute during the winter months the work pertaining to side drainage and structures and shall perform such work of grading, paving, finishing of berms, and other items as may be permitted or requested by the Director.

Sta. 2+00 to Sta. 10+20.91
Sta. 11+60.00 to Sta. 48+05.14



Theoretical typical grading section

~ SPECIAL ATTENTION ~
Grade line has been laid, cross sections plotted, and yardage calculated for a theoretical typical grading section for a 20' pavement having a uniform 8" depth and a 2" crown as shown above.
For the accelerated traffic-bound surface course to be used as shown, the sub-grade center line elevation shall be **0.37'** below the profile grade for equal yardage.

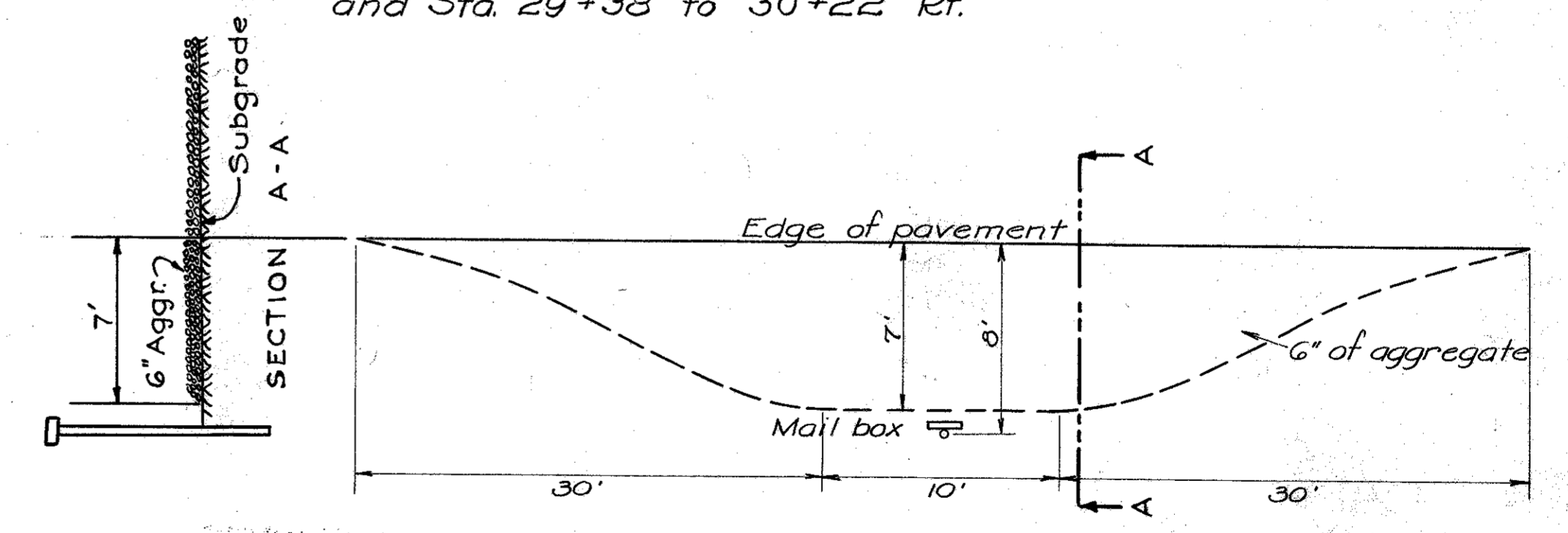
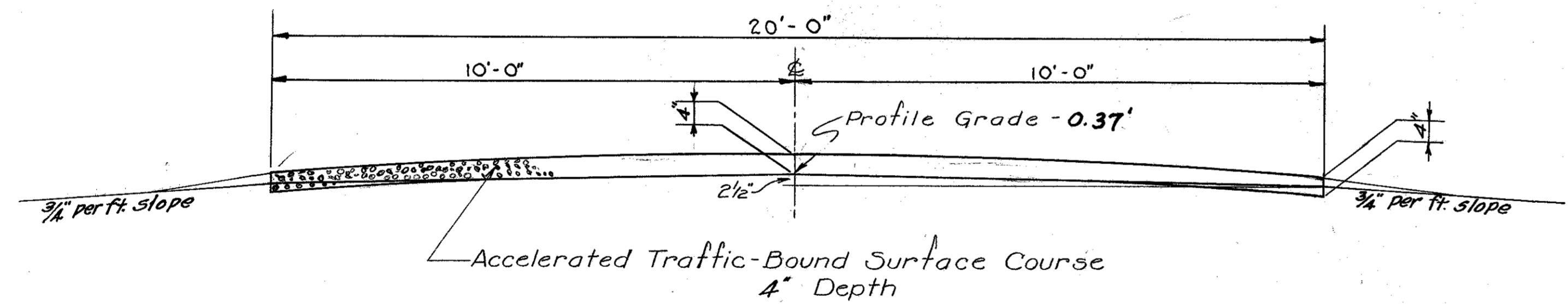


No. 1 PAVED GUTTER & WIDENED BERM
Std. Draw. I-14-G (Modified As Shown)

To Be Used Between Sta. 14+68 to 31+10.21 Lt. and 14+75 to 25+80 Rt.
and Sta. 26+20 to 29+38 Rt.

No. 3 CIRCULAR OUTLET GUTTER
Std. Draw I-14-G

To Be Used Between Sta. 11+48 to 14+33 Lt. and 11+85 to 14+75 Rt.
and Sta. 29+38 to 30+22 Rt.



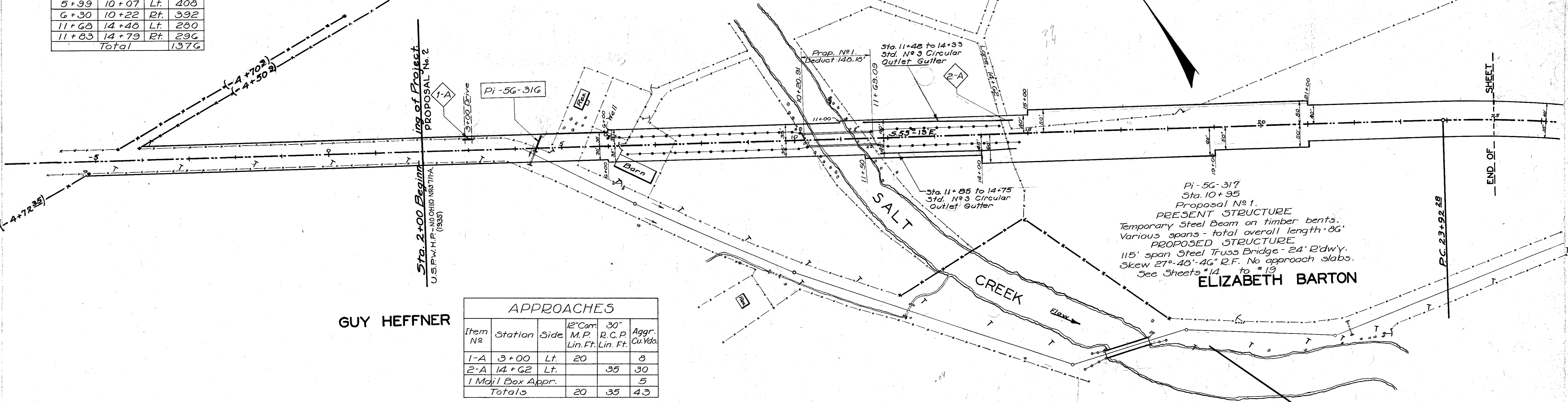
TYPICAL MAIL BOX APPROACH

APPROVED
12-5-34
RCA.

GUARD RAIL				
From Station	To Station	Side	Length	
5+99	10+07	Lt.	408	
6+30	10+22	Rt.	392	
11+68	14+48	Lt.	280	
11+83	14+79	Rt.	296	
Total			1376	

PI-5G-31G
Sta. 4+45.3
Remove left headwall to top of pipe. Extend present 18" x 32" V.S.P. (enc) culvert 36' left with 16" R.C.P. See sheet #12.

ELIZABETH BARTON



GUY HEFFNER

APPROACHES					
Item No	Station	Side	12" Cor. M.P. Lin. Ft.	30" R.C.P. Lin. Ft.	Aggr. Cu. Yds.
1-A	3+00	Lt.	20	0	0
2-A	14+62	Lt.	0	35	30
1 Mail Box Appr.					5
Totals			20	35	43

NOTE: Present pavement adjacent to project at Sta. 2+0 is 18' Traffic Board 5" x 6" deep.

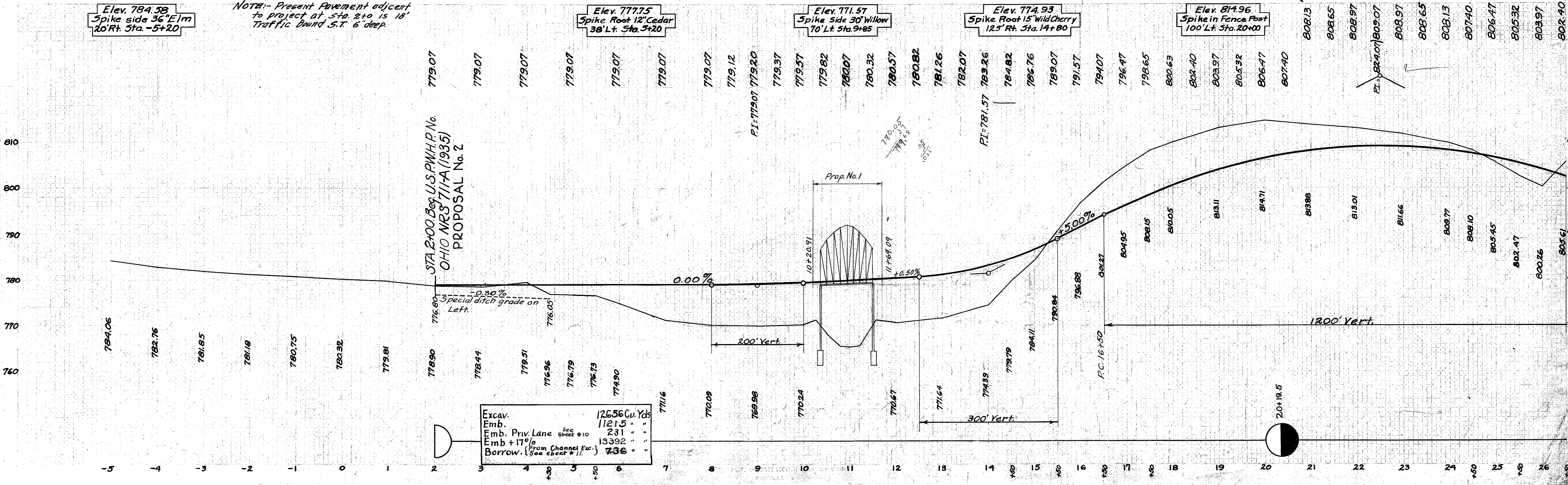
Elev. 784.58
Spike side 36" Elm
20' Lt. Sta. -5+20

Elev. 777.75
Spike Root 12" Cedar
38' Lt. Sta. 5+20

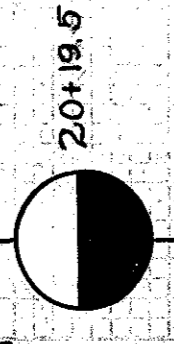
Elev. 771.57
Spike Side 30" Willow
70' Lt. Sta. 9+85

Elev. 774.93
Spike Root 15" Wild Cherry
12.5' Rt. Sta. 14+80

Elev. 814.96
Spike in Fence Post
100' Lt. Sta. 20+00



Excav.	126.56 Cu. Yds.
Emb. Priv Lane	1121.5 "
Emb + 17' From Channel Exc.	231 "
Borrow. (See sheet # 11)	13392 "
	736 "



PICKAWAY COUNTY
S. H. 362 SEC. C-De. & Reloc.
PROPOSAL No. 2.

2°20' curve to Rt. P.I. 36+42.63

Left Elev.	Width	Station	Desig.	El. Prof.	Right Width	Right Elev.
808.83	10.00	22+92.28	P.T.C.	809.00	10.00	808.83
808.83		23+00		808.97		808.80
808.71		+50		808.65		808.48
808.46		23+92.28	P.C.	808.23		808.06
808.39		24+00		808.13		807.96
807.96		+42.88	E.T.C.	807.53		807.36
807.83		+50		807.40		807.23
806.90		25+00		806.47		806.30
805.75		+50		805.32		805.15
804.40		26+00		803.97		803.80
802.83		+50		802.40		802.23
801.06		27+00		800.63		800.46
799.08		+50		798.65		798.48
796.90		28+00		796.47		796.30
794.50		+50		794.07		793.90
792.00		29+00		791.57		791.40
789.50		+50		789.07		788.90
787.00		30+00		786.57		786.40
784.57		+50		784.14		783.97
782.30		31+00		781.87		781.70
780.17		+50		779.74		779.57
778.19		32+00		777.76		777.59
776.37		+50		775.94		775.77
774.69		33+00		774.26		774.09
773.16		+50		772.73		772.56
771.78		34+00		771.35		771.18
770.55		+50		770.12		769.95
769.46		35+00		769.03		768.86
768.53		+50		768.10		767.93
767.75		36+00		767.32		767.15
767.11		+50		766.68		766.51
766.63		37+00		766.20		766.03
766.26		+50		765.83		765.66
765.97		38+00		765.54		765.37
765.76		+50		765.33		765.16
765.63		39+00		765.20		765.03
765.54		+50		765.11		764.94
765.45		40+00		765.02		764.85
765.36		+50		764.93		764.76
765.27		41+00		764.84		764.67
765.18		+50		764.75		764.58
765.09		42+00		764.66		764.49
765.00		+50		764.57		764.40
764.91		43+00		764.48		764.31
764.82		+50		764.39		764.22
764.73		44+00		764.30		764.13
764.64		+50		764.21		764.04
764.55		45+00		764.12		763.95
764.46		+50		764.03		763.86
764.37		46+00		763.94		763.77
764.28		+50		763.85		763.68
764.27		+55.14	E.T.C.	763.84		763.67
764.01		47+00		763.76		763.59
763.98		+05.14	P.T.	763.75		763.58
763.72		+50		763.67		763.50
763.44		48+00		763.58		763.41
763.40	10.00	+05.14	P.T.C.	763.57	10.00	763.40

No Extra Pavement.

GUARD RAIL

From Station	To Station	Side	Length
25+84	26+16	Rt.	32
31+00	33+56	Rt.	256
32+20	33+00	Lt.	80
Total			368

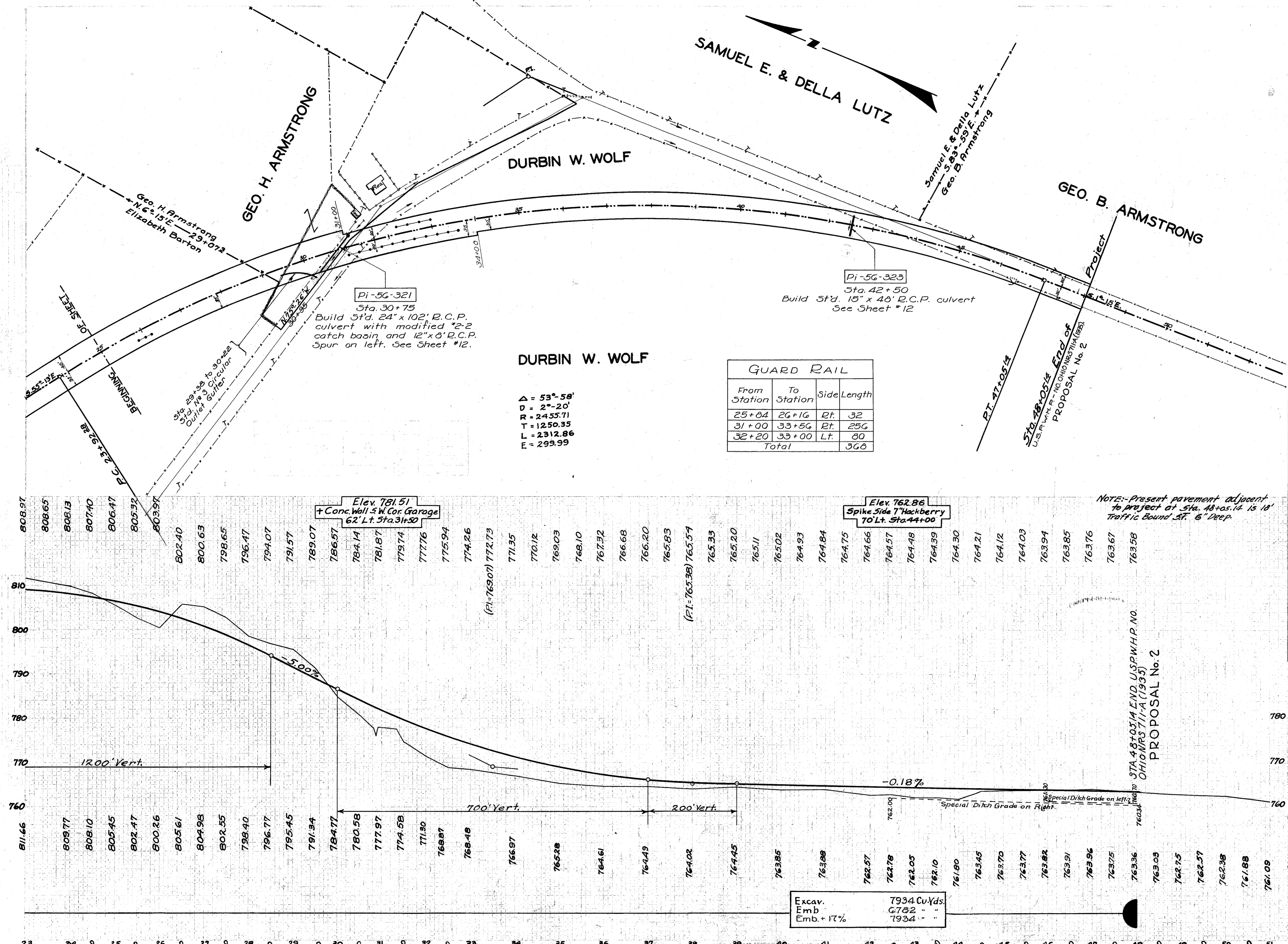
Δ = 53°-58'
D = 2°-20'
R = 2455.71
T = 1250.35
L = 2312.86
E = 299.99

Pi-56-321
Sta. 30+75
Build Std. 24' x 102' R.C.P. culvert with modified 2-2 catch basin and 12" x 8" R.C.P. Spur on left. See Sheet #12.

Pi-56-323
Sta. 42+50
Build Std. 15' x 48' R.C.P. culvert See Sheet #12

NOTE: Present pavement adjacent to project at Sta. 48+05.14 15' 18" Traffic Bound St. 6" Deep.

STA. 48+05.14 END U.S.P.W.H.P. NO. OHIO NRS 711-A (1935) PROPOSAL No. 2



30 25 20 15 10 5 ± 5 10 15 20 25 30

30 25 20 15 10 5 ± 5 10 15 20 25 30

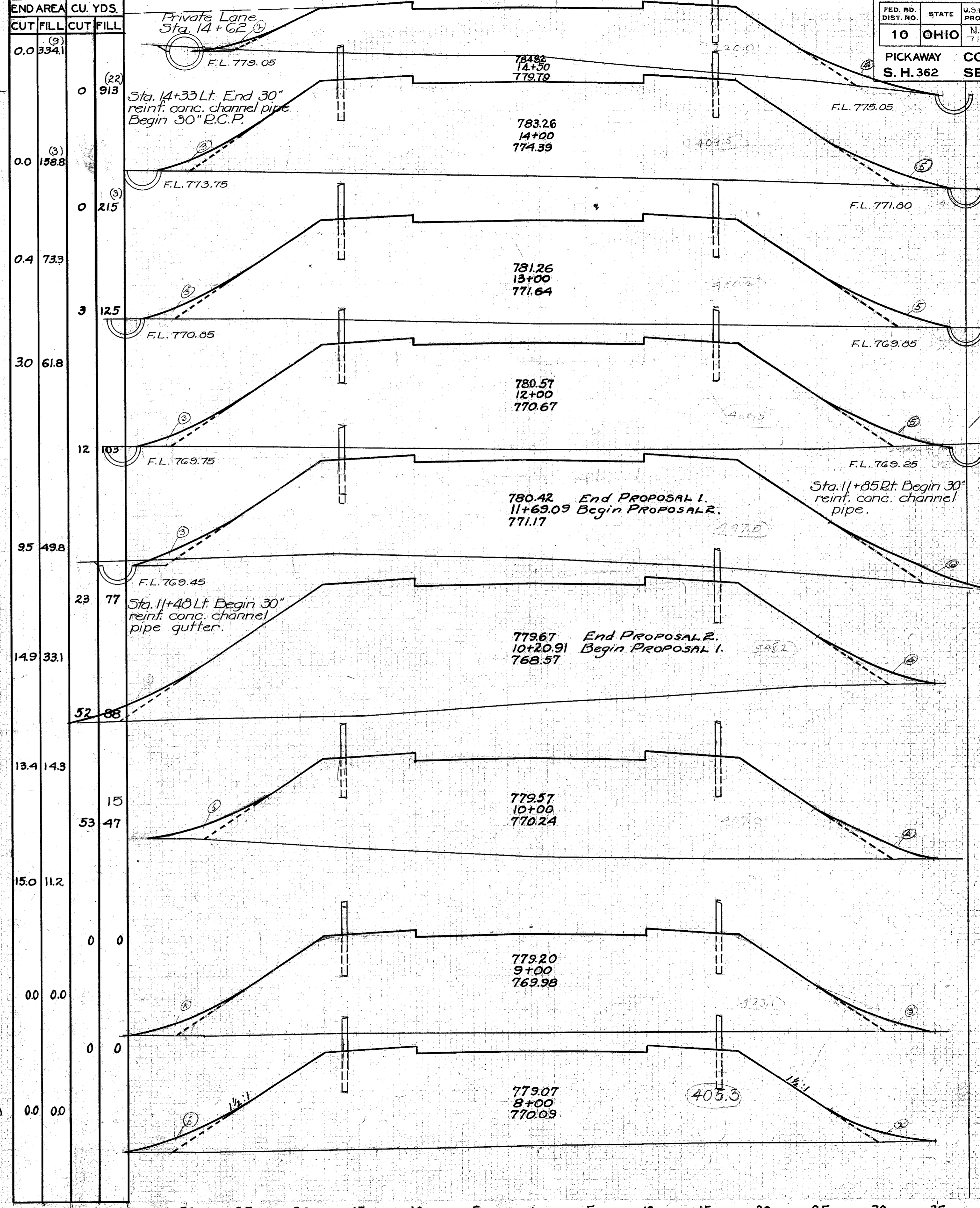
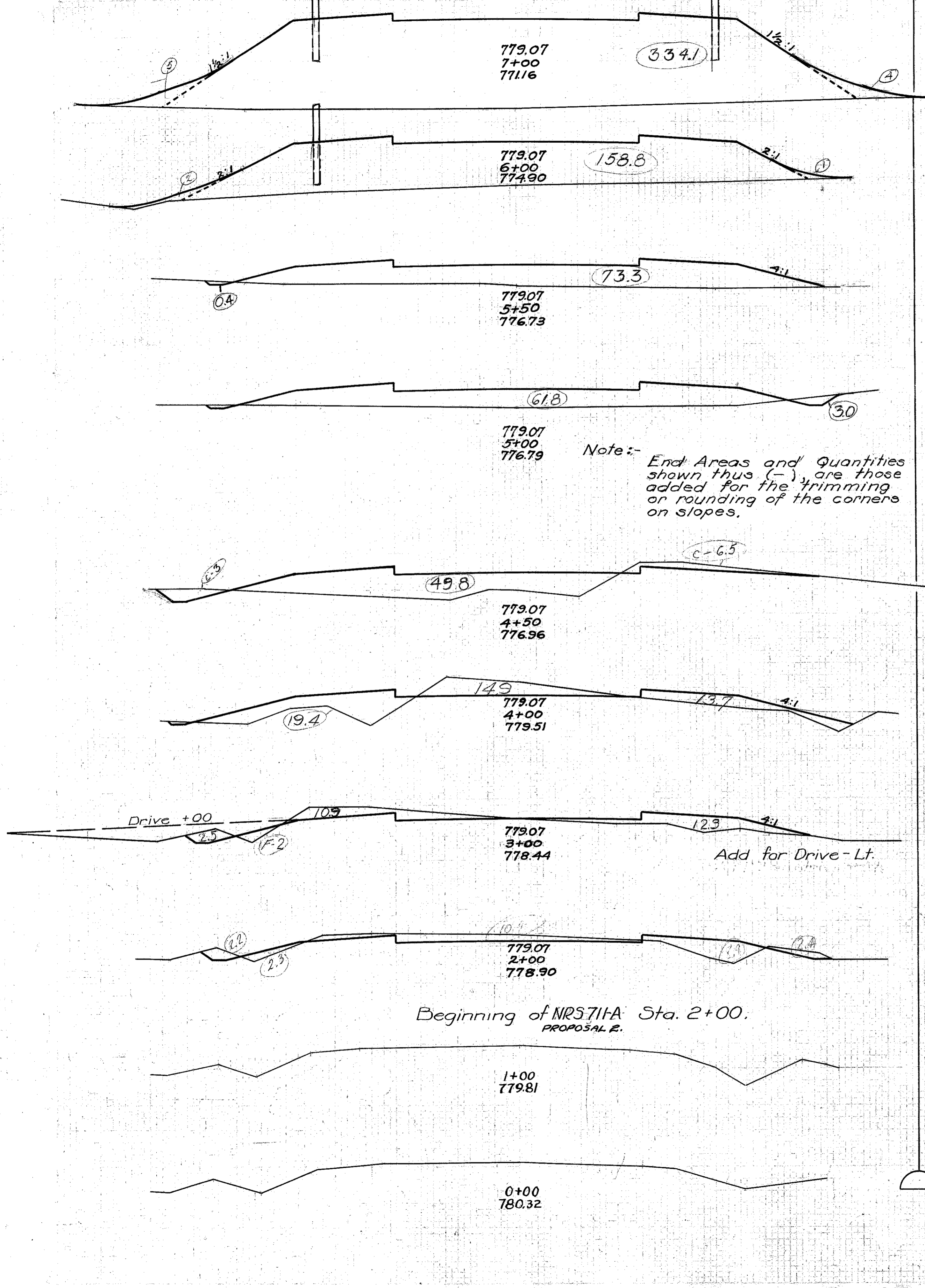
FED. RD. DIST. NO. 10 STATE OHIO U.S. P.W.H. PROJECT N.E.S. 711-A FISCAL YEAR 1935

PICKAWAY COUNTY S. H. 362 SEC. C-Br. & Reloc.

5 19

END AREA	CUT	FILL	CU. YDS.
CUT	FILL	CUT	FILL
0.0	334.1	0	913
0.0	158.8	0	215
0.4	73.3	3	12.5
30	61.8	12	103
95	49.8	23	77
149	33.1	52	86
13.4	14.3	15	47
15.0	11.2	0	0
0.0	0.0	0	0
0.0	0.0	0	0

END AREA	CUT	FILL	CU. YDS.
CUT	FILL	CUT	FILL
0.0	220.0	0	583
0.0	409.5	0	1592
0.0	450.2	0	1666
0.0	460.5	0	520
0.0	447.0	0	369
0.0	548.2	0	1537
0.0	407.0	0	1534
0.0	423.1	0	1369
0.0	409.3	0	1369



30 25 20 15 10 5 ± 5 10 15 20 25 30

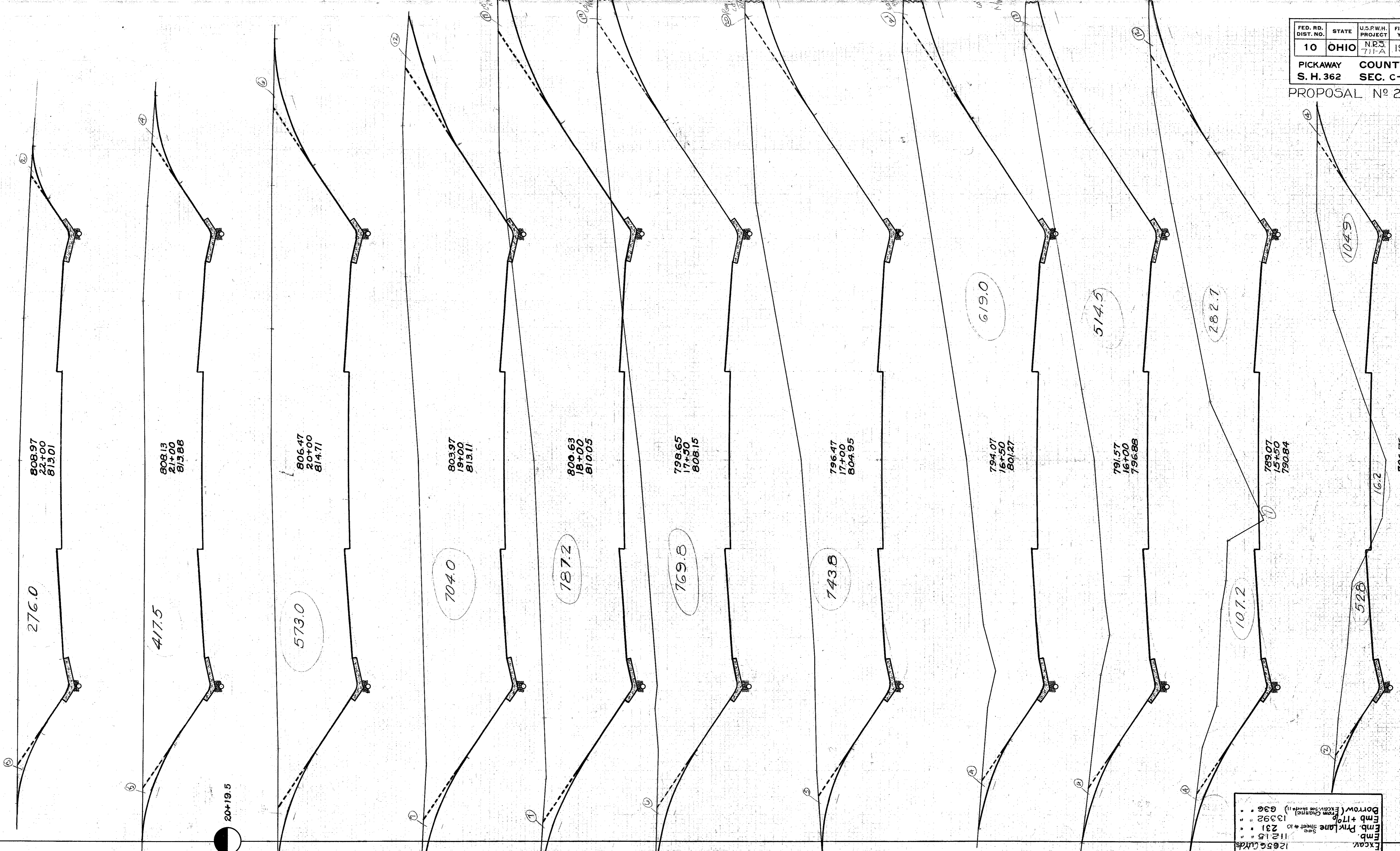
30 25 20 15 10 5 ± 5 10 15 20 25 30

30 25 20 15 10 5 ± 5 10 15 20 25 30 35

45 40 35 30 25 20 15 10 5 4 5 10 15 20 25 30 35 40 45

PROPOSAL No 2.

END AREA	CUT	FILL	CUT	FILL
(5) 276.0	0.0	(26) 128.4	0	
(9) 417.5	0.0	(32) 1477	397	(7)
(12) 573.0	0.0	(67) 236.5	0	
(19) 704.0	0.0	(91) 276.2	0	
(25) 787.2	0.0	(40) 144.2	0	
(25) 769.8	0.0	(40) 146.2	0	
(25) 743.8	0.0	(40) 146.2	0	
(25) 619.0	0.0	(42) 105.0	0	
(22) 514.5	0.0	(36) 83.6	1	
(10) 987.9	1.0	(20) 505	16	
(6) 157.7	16.2	(6) 146.2	19	

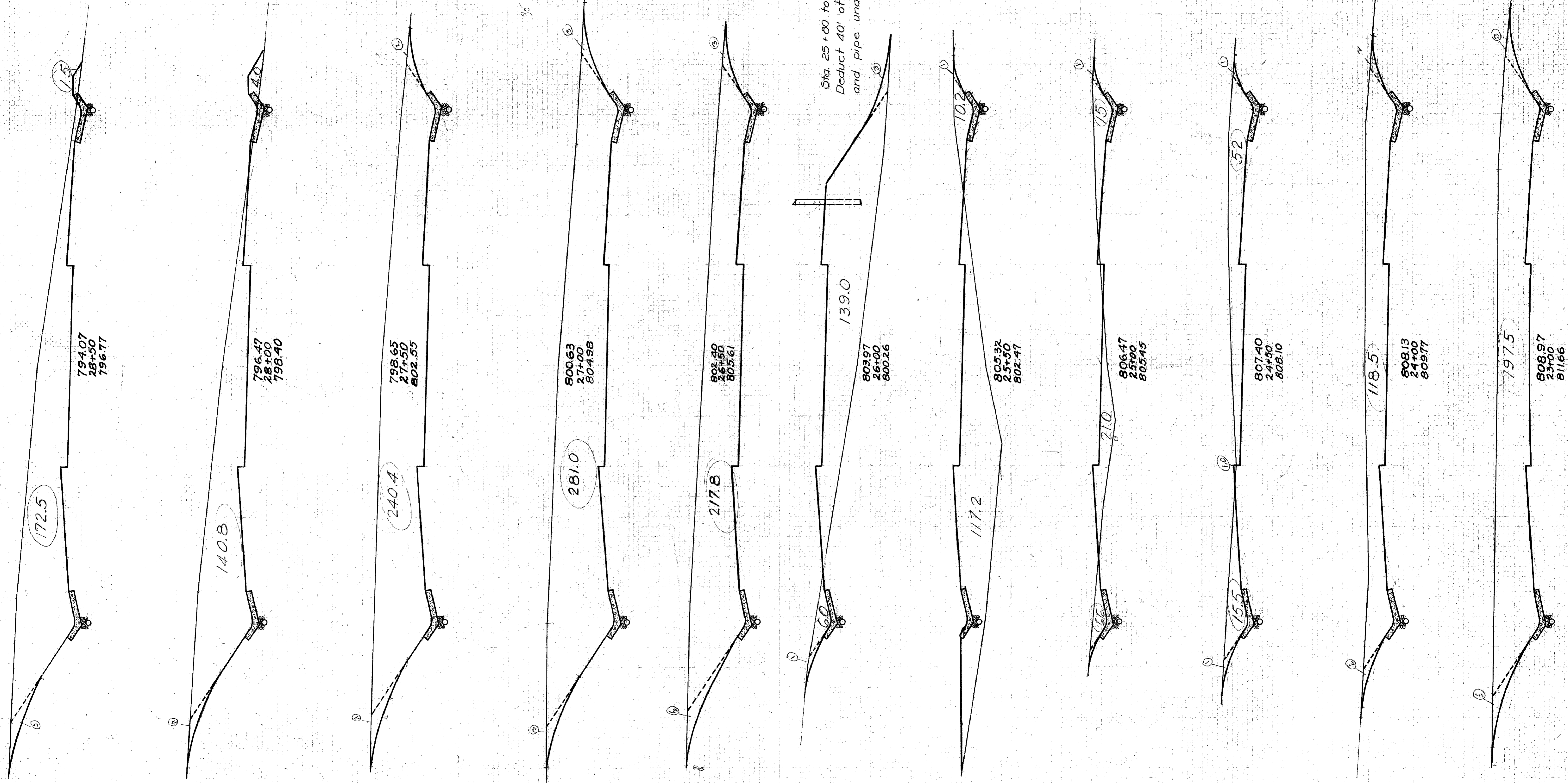


Excav. 1256 CUMDS
Emb. Pkwy Lane Sect # 10 112.15
Emb + 17' 13.92
Borrow (From Channel) 636

Sta. 14+75 to End 30" Reinf. Conc. channel pipe. Begin Concrete gutter & 4" Drain Tile.

Sta. 14+68 LT. Begin Concrete gutter & 4" Dr. Tile.

45 40 35 30 25 20 15 10 5 4 5 10 15 20 25 30 35 40 45 50



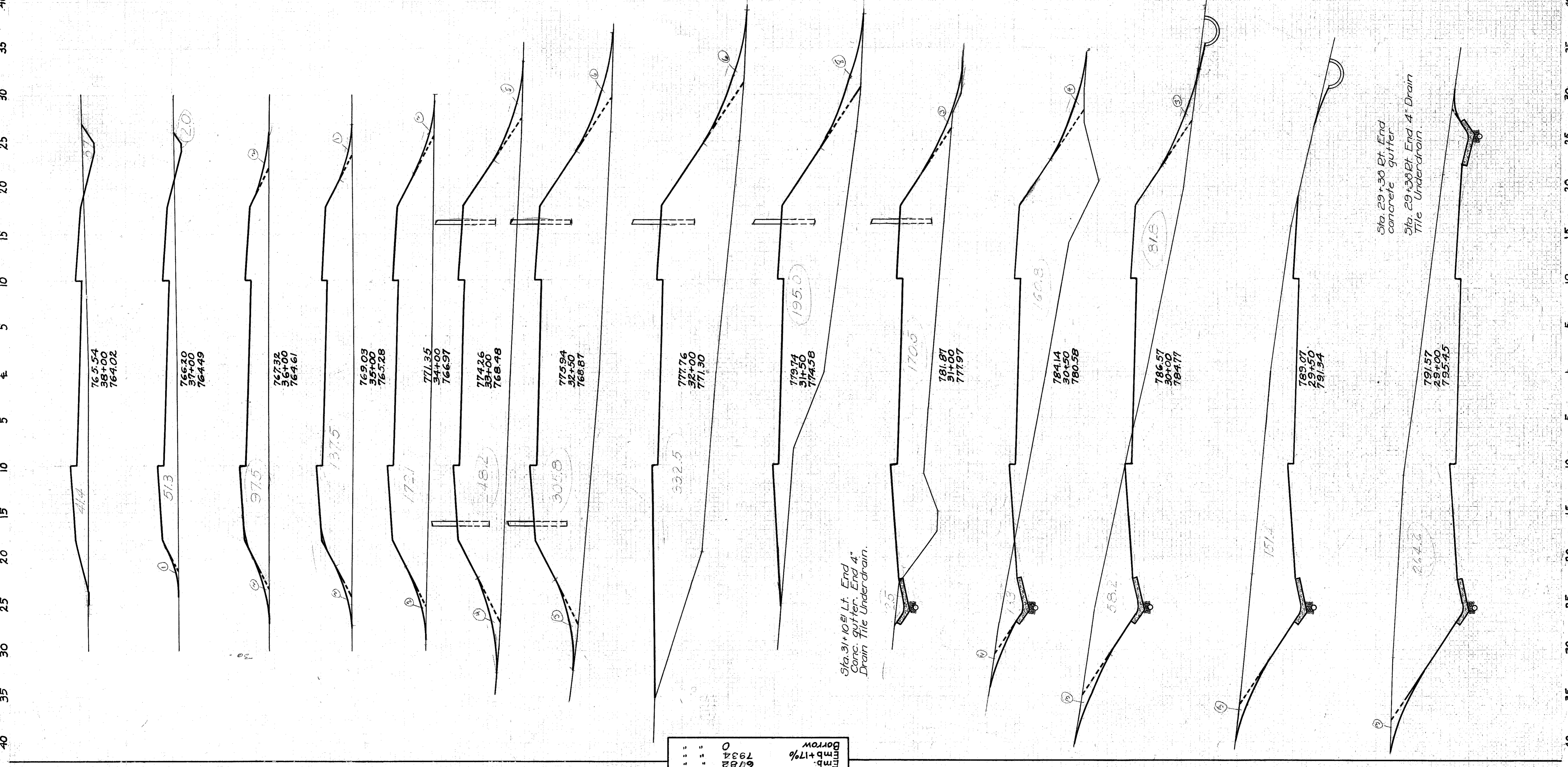
END AREA CU. YDS.	CUT	FILL	CUT	FILL
(9) 172.5	1.5			
(4) 140.8	4.0		(2) 290	5
(6) 240.4	0.0		(9) 353	4
(6) 281.0	0.0		(1) 483	0
(6) 217.8	0.0		(3) 462	0
(1) 6.0	139.0		(6) 207	128
(1) 102.2	117.2		(2) 15	237
(1) 21.6	21.0		(2) 29	128
(2) 67.5	1.0		(3) 63	20
(4) 118.5	0.0		(6) 172	1
(6) 197.5	0.0		(2) 585	0
(6)			(24) 877	0

45 40 35 30 25 20 15 10 5 4 5 10 15 20 25 30 35 40 45 50

45 40 35 30 25 20 15 10 5 4 5 10 15 20 25 30 35 40 45

END AREA	CUT	FILL	CUT	FILL
5.7	41.4			
		(1)	14	172
2.0	57.3		4	276
0.0	97.5			(13)
0.0	137.5		0	435
		(3)	0	573
0.0	172.1		(24)	778
0.0	248.2			(9)
0.0	305.8		(17)	513
0.0	332.5			(14)
		(3)	0	488
0.0	195.0		(10)	336
2.5	170.5		(2)	307
(4)	13.3	160.8		(6)
			5	22.5
(3)	281.8		(3)	76
				194
(3)	151.4	0.0		0
			(4)	385
(3)	264.6	0.0		405

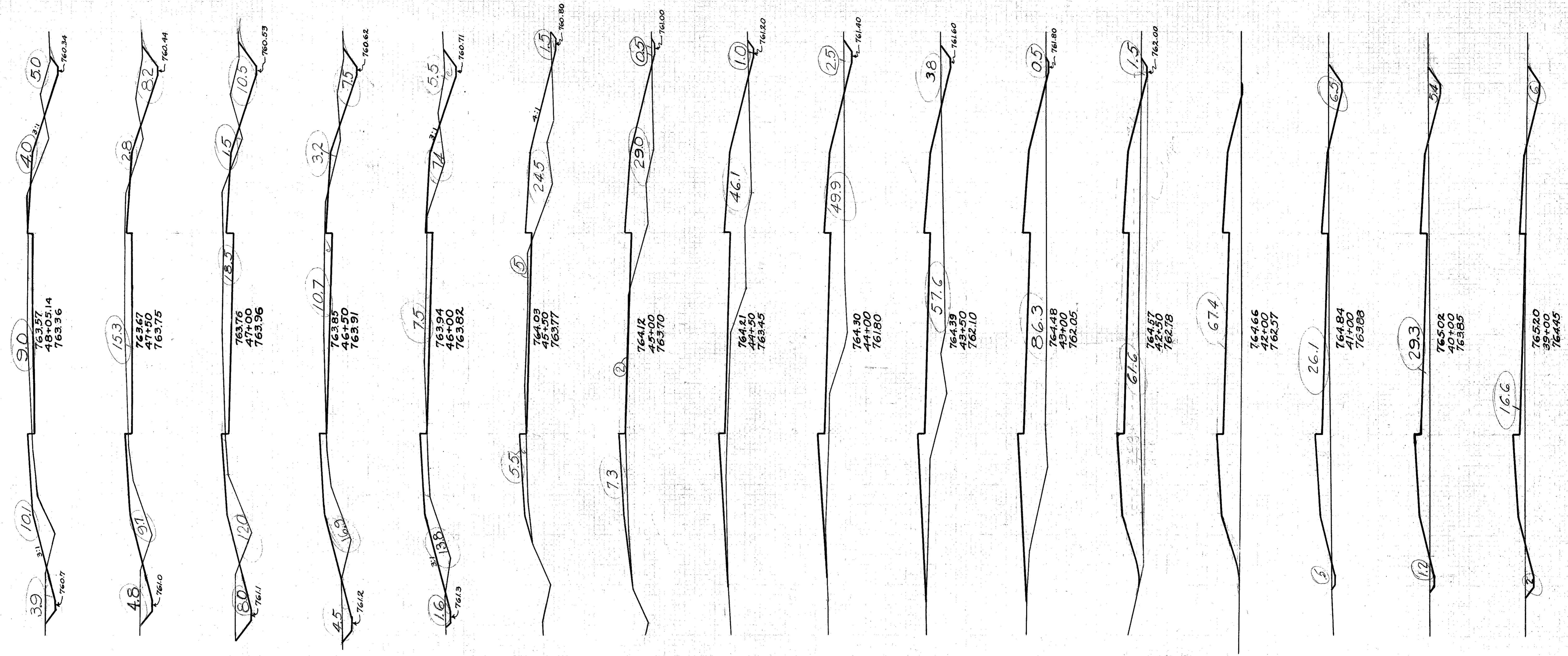
Excav. 7934 Cu.Yds.
Emb. 6782
mb + 17% 7934
Borrow 0



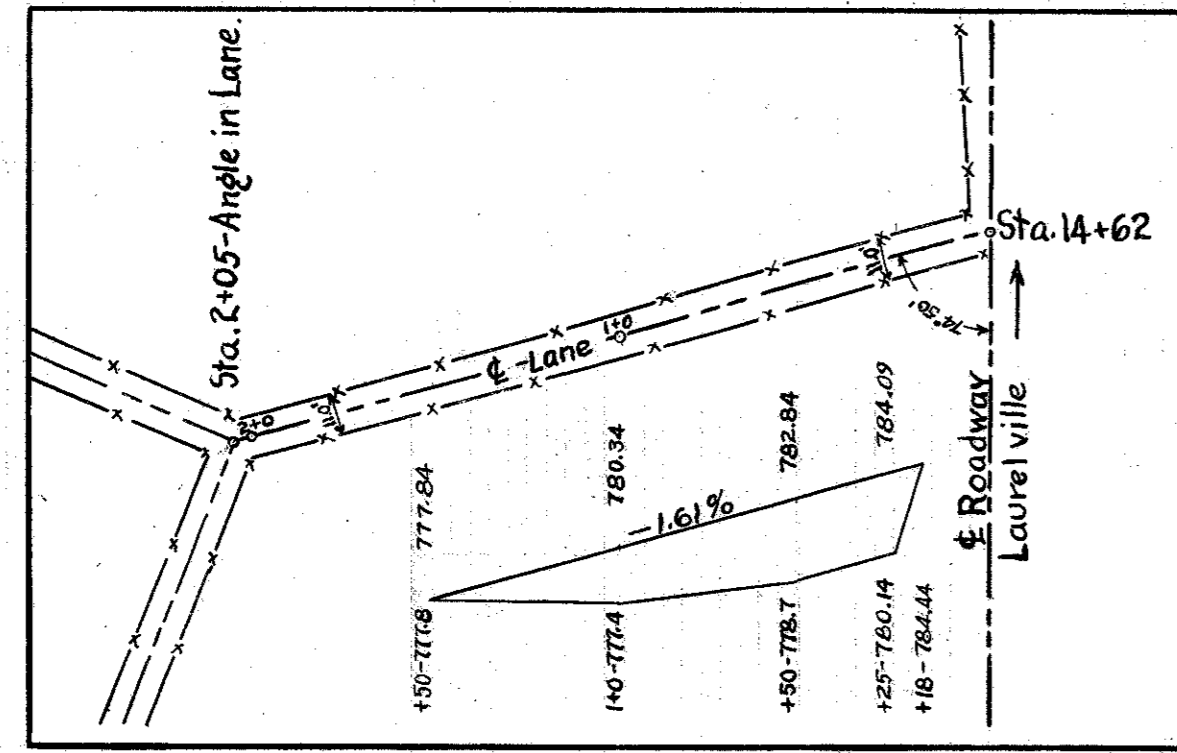
45 40 35 30 25 20 15 10 5 4 5 10 15 20 25 30 35 40 45 50

End of NRS 711A Sta 48+05.14
Proposal 2

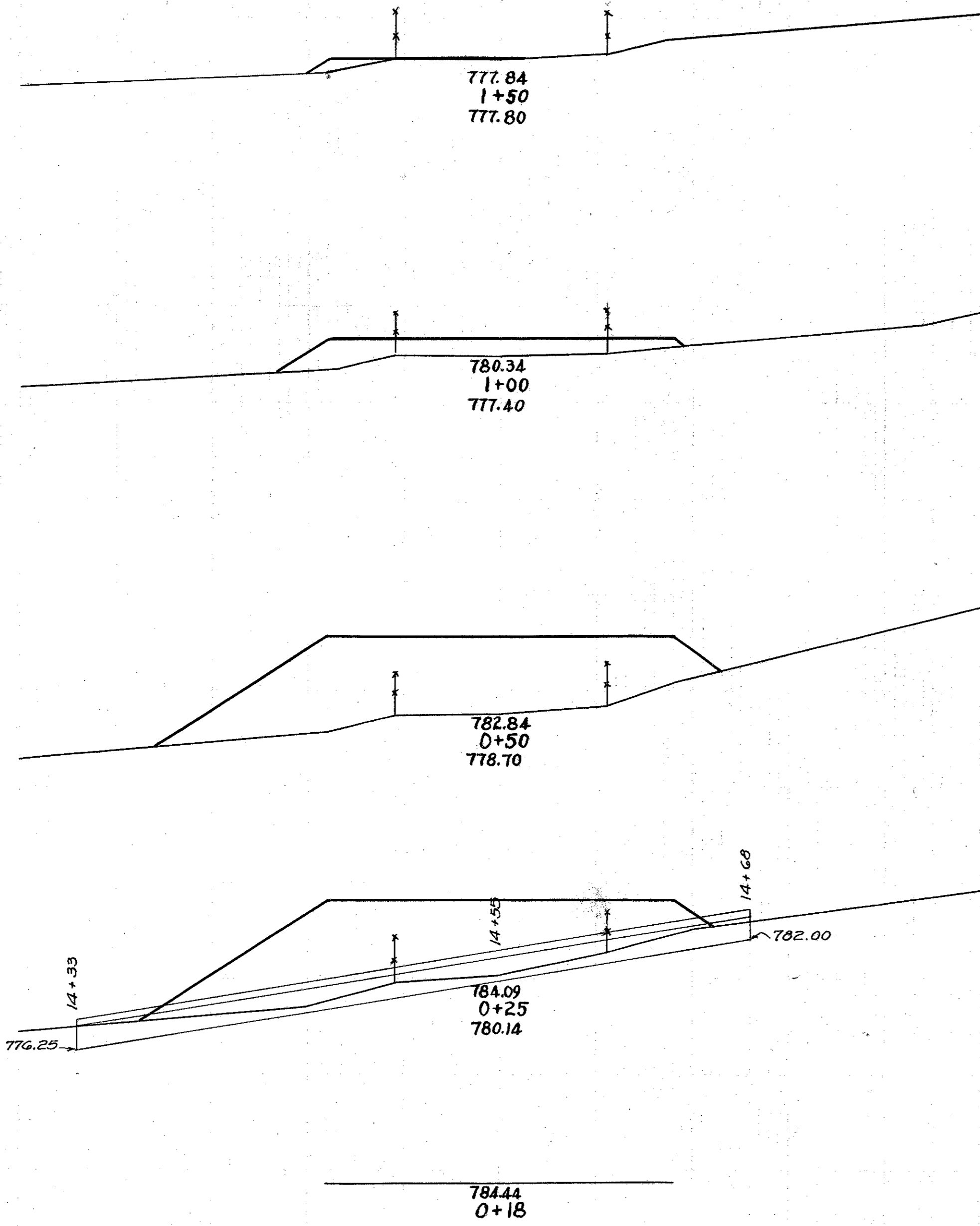
END AREA	CUT	YDS.	FILL
179	14.1	47	27
283	12.5	61	24
370	13.5	55	31
22.7	20.1	35	38
14.6	21.2	20	47
6.5	30.0	8	61
2.5	36.3	3	76
1.0	46.1	3	89
2.5	49.9	6	100
3.8	57.6	4	133
0.5	86.3	2	137
1.5	61.6	1	119
0.0	67.4	13	173
7.0	26.1	2.5	103
6.6	29.3	2.7	85
8.0	16.6	2.5	107



25 20 15 10 5 4 5 10 15 20 25



Private Lane - Sta. 14+62 - Left.
Embankment included in roadway quantities.



0+00 = ϕ Roadway - Sta. 14+62

Excav. 0 Cu.Yds.
Emb. 231 " "
Emb. + 17% 270 " "
Borrow 270 " "

End Area		Cu. Yards	
Cut	Fill	Cut	Fill
0.0	17.7	0	19
0.0	18.7	0	108
0.0	98.0	0	91
0.0	97.7	0	13
0.0	0.0		

25 20 15 10 5 4 5 10 15 20 25

FED. RD. DIST. NO.	STATE	U.S.P.W.H. PROJECT	FISCAL YEAR	10 19
10	OHIO	N.R.S. 711A	1935	

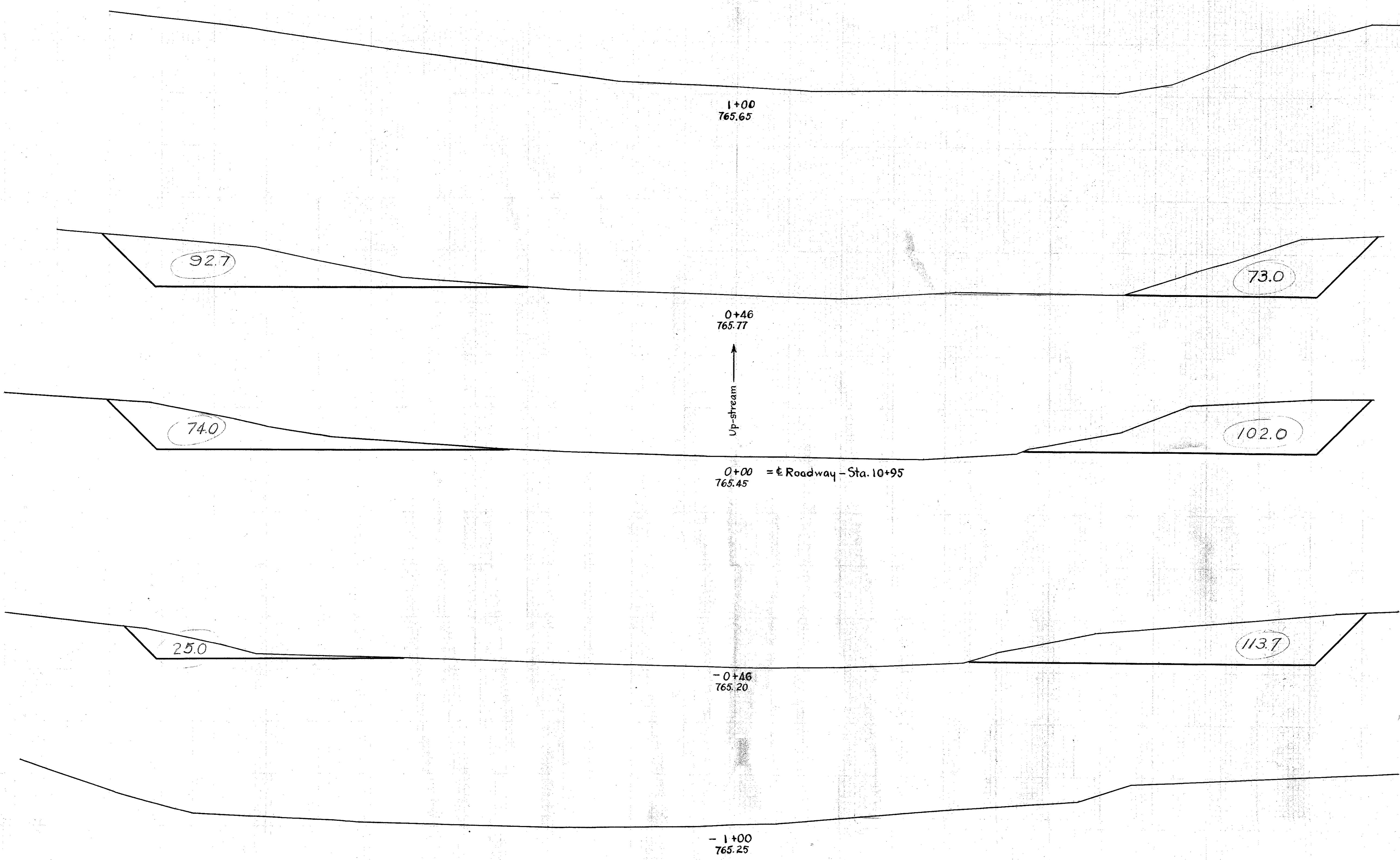
PICKAWAY COUNTY
S.H. 362 SEC. C - Br. & Reloc.
PROPOSAL N^o 2.

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

CHANNEL EXCAVATION

FED. RD. DIST. NO.	STATE	U.S.P.W.H. PROJECT YEAR	FISCAL YEAR
10	OHIO	N.R.S. 711-A	1935
PICKAWAY COUNTY			11 19
S.H. 362		SEC. C-Dr. & Reloc.	

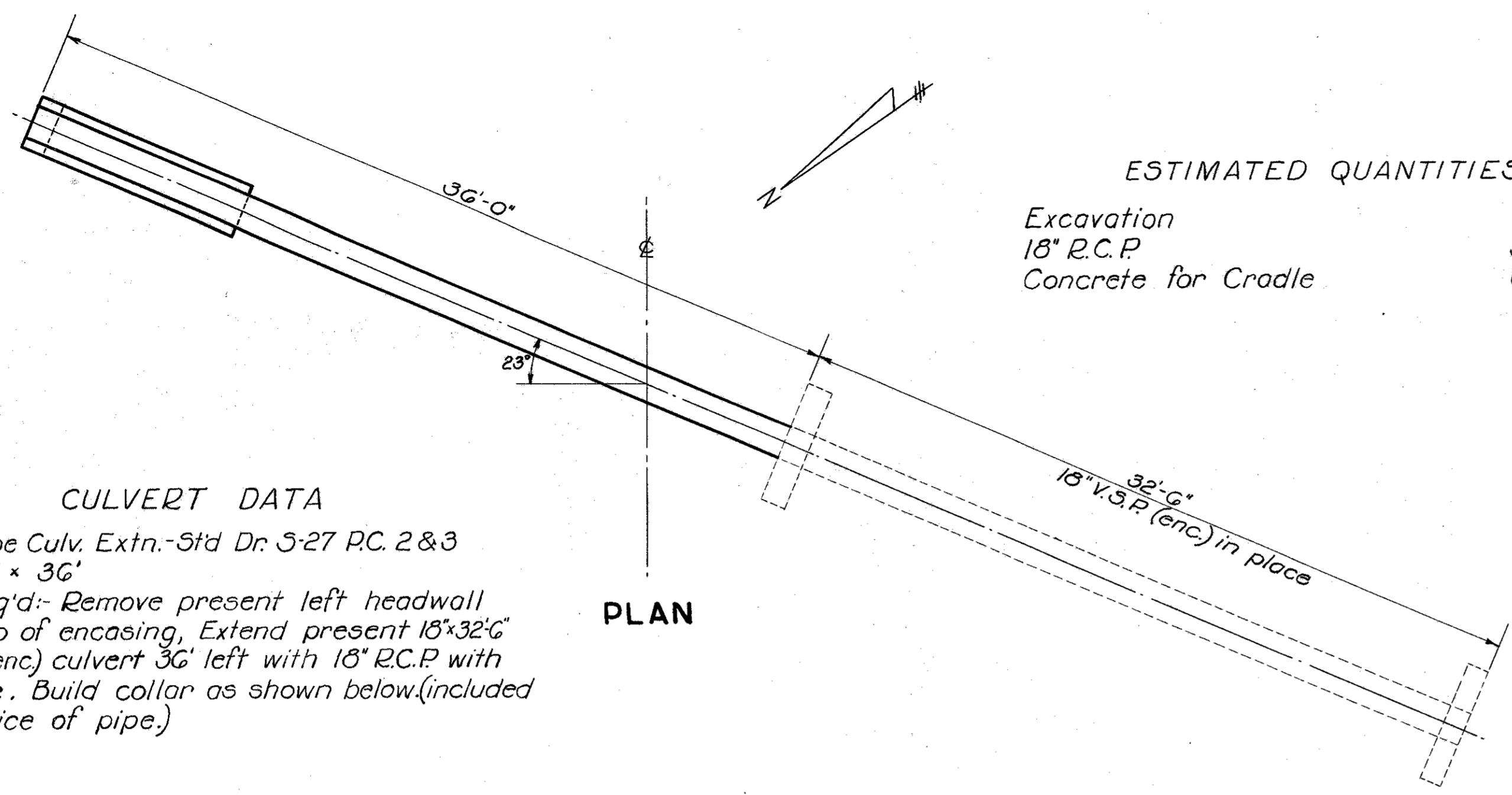
PROPOSAL No. 2.



End Area	Cu. Yards	
	Cut	Fill
0.0	0.0	
		166 0
165.7	0.0	
		291 0
176.0	0.0	
		268 0
138.7	0.0	
		139 0
0.0	0.0	

Channel Excav. = 864 Cu. Yds.

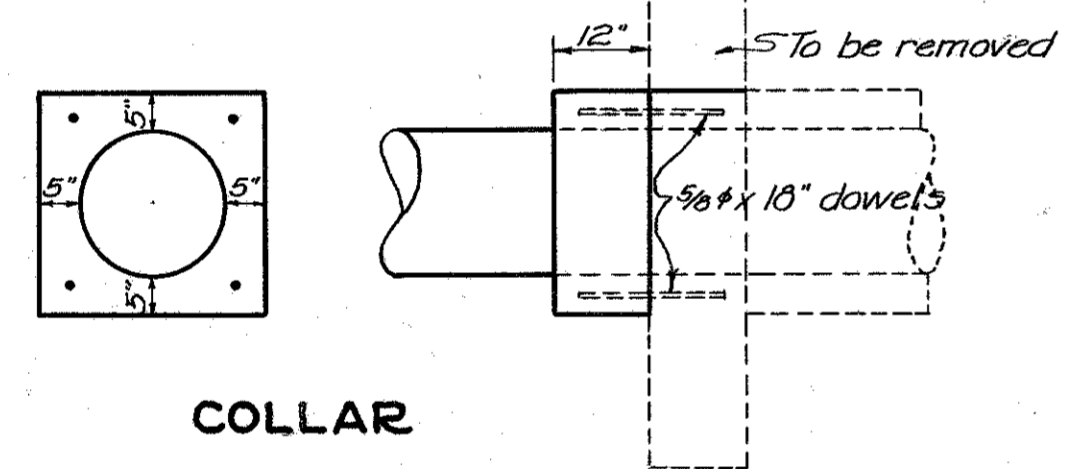
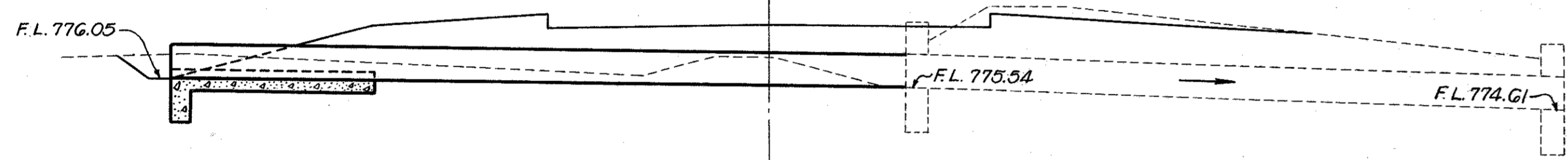
60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60



ESTIMATED QUANTITIES
Excavation 3 cu. yds.
18" R.C.P. 36 lin. ft.
Concrete for Cradle 0.9 cu. yd.

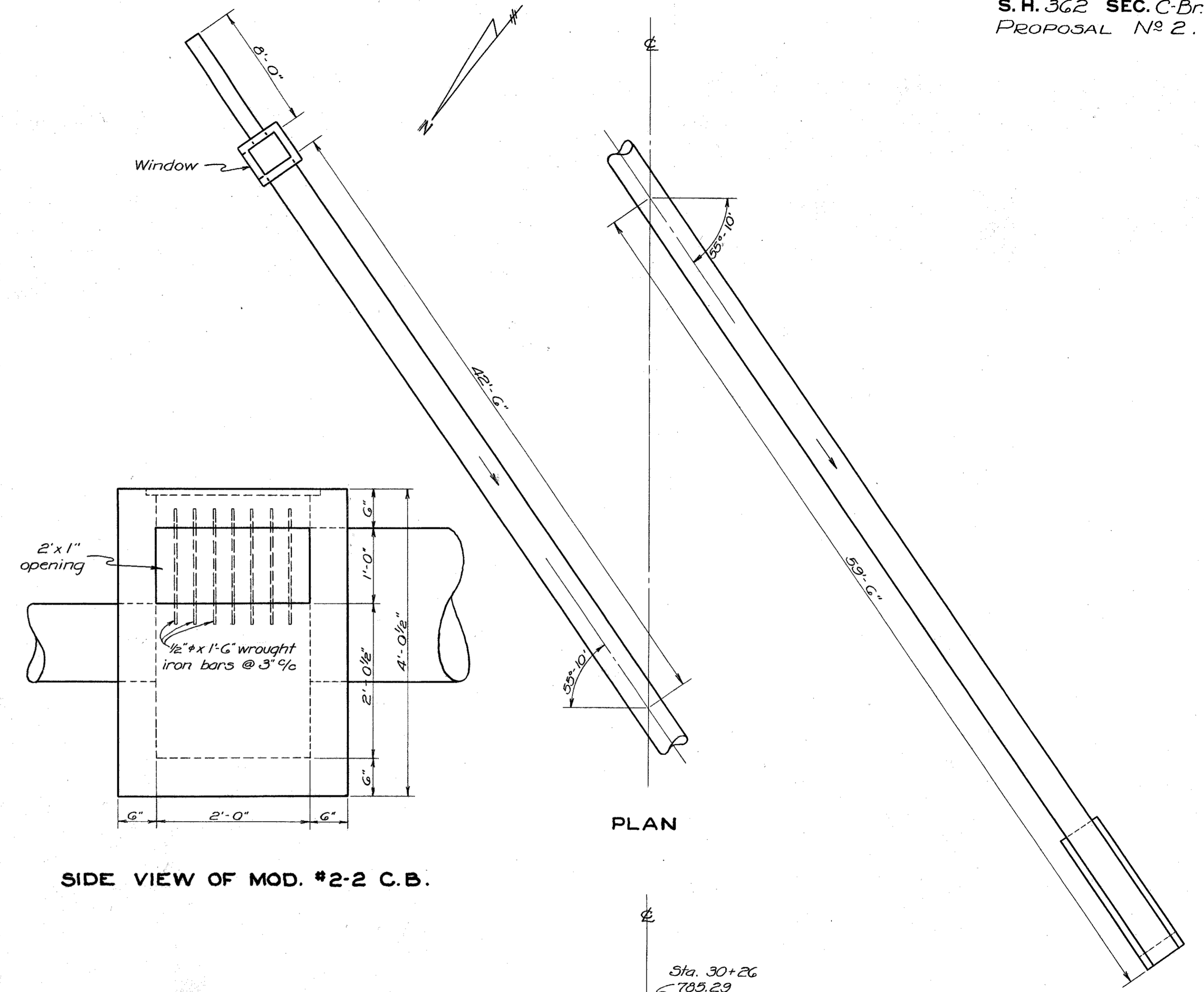
CULVERT DATA
Type :- Pipe Culv. Extn.-Std Dr. S-27 P.C. 2 & 3
Size :- 18" x 36'
Work Req'd :- Remove present left headwall to top of encasing, Extend present 18"x32" V.S.P.(enc) culvert 36' left with 18" R.C.P with cradle. Build collar as shown below.(included in price of pipe.)

PLAN



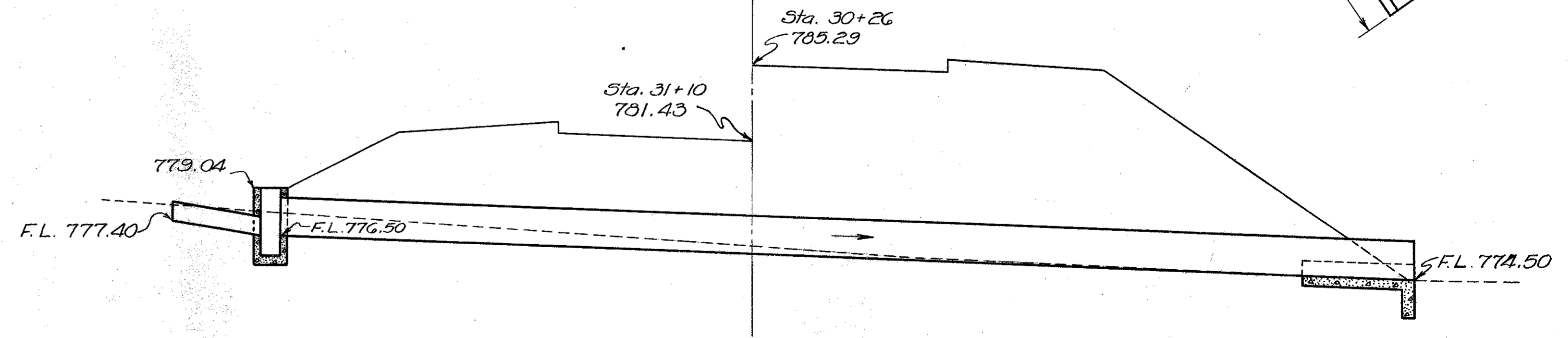
CROSS SECTION

PI-56-316
Sta. 4+45.3



SIDE VIEW OF MOD. #2-2 C.B.

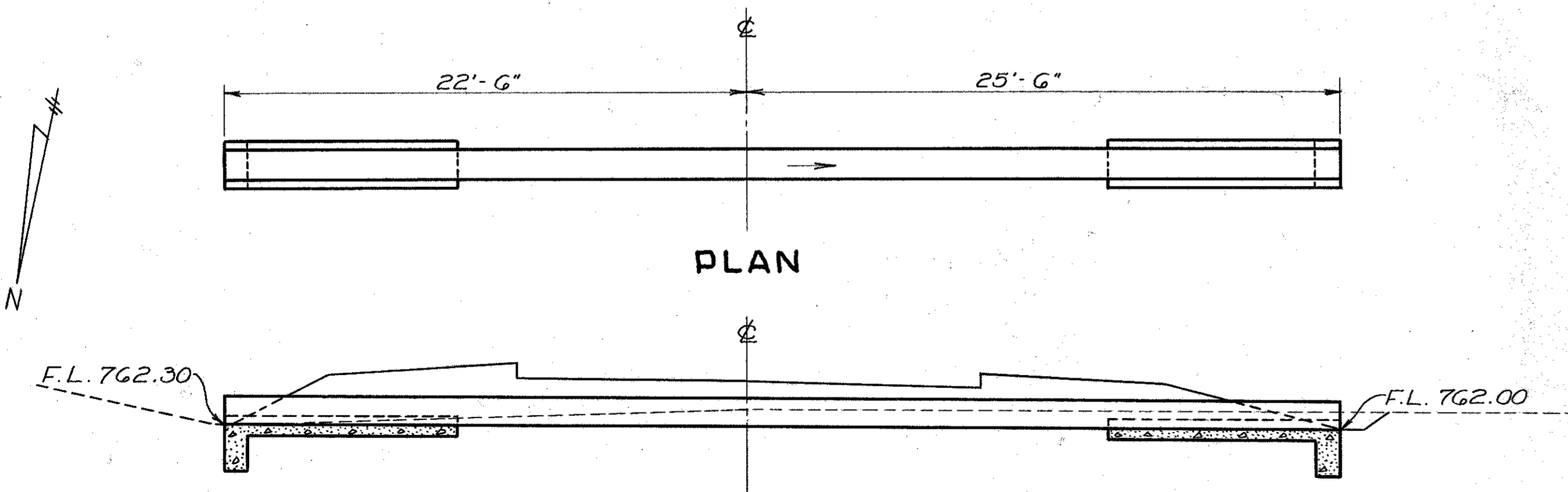
PLAN



CULVERT DATA
Type :- Pipe Culvert - Std. Dr. S-27 P.C. 2 & 3 ; I-8 C.B. 2-2.
Size :- 24" x 102'
Work Req'd :- Build Std. 24" x 102' R.C.P. culvert with cradle on right and modified #2-2 catch basin with 12" x 8' R.C.P. spur on left. Skew 55°-10' L.F.

ESTIMATED QUANTITIES
Excavation 9 Cu. Yds.
12" R.C.P. 8 Lin. Ft.
24" R.C.P. 102 " "
Modified #2-2 C.B. 1 Only
Concrete for Cradle. 1.1 Cu. Yds.

PI-56-321
Sta. 30+75.



PLAN

CROSS SECTION

CULVERT DATA
Type :- Pipe Culvert - Std. Dr. S-27 P.C. 2 & 3.
Size :- 15" x 48'
Work Req'd :- Build Std. 15" x 48' R.C.P. culvert with cradles.

ESTIMATED QUANTITIES
Excavation 3 cu. yds.
15" R.C.P. 48 lin. ft.
Concrete for Cradles 1.4 cu. yds.

PI-56-323
Sta. 42+50.

SUMMARY OF QUANTITIES

PAVEMENT CALCULATIONS			
Beginning of Project.	Sta. 2+00.		
End of Project.	Sta. 48+05.14		
Net Length of U.S.P.W.H. Project N.R.S.	4,605.14	lin. ft.	
Bridge - Proposal No 1 (10+20.91 to 11+69.09)	148.18	" "	
Approaches - Proposal No 2.	4,456.96	" "	
Length-Finishing Shoulders, Slopes & Ditches	4605.14-160 or 4445.14	" "	
	USE	4445.0	" "
Accelerated Traffic-Bound Surface Course			
Net Length of Proposal No 2. =	4,456.96	lin. ft.	
@ 20' width $(\frac{4,456.96 \times 20}{3})$	= 9,904.36	sq. yds.	
Aggregate @ 4' depth $(\frac{9,904.36 \times 0.33}{3})$	= 108948	Cu. Yds. Use	1090 cu. yds.
Soil Binder (15% of 1,100.48)			
	16342	Cu. Yds. Use	164 " "
Calcium Chloride @ 1/2" per sq. yd. $(\frac{9,904.36 \times 1.5}{2000})$	7.43	tons	
No 1 Paved Gutter			
Sta. 14+68 to 31+10.21 Lt.	1642	lin. ft.	
Sta. 14+75 to 25+80 Rt.	1105	" "	
Sta. 26+20 to 29+38 Rt.	318	" "	
Total	3065	" "	
No 3 Circular Outlet Gutter			
Sta. 11+48 to 14+33 Lt.	285	" "	
Sta. 11+85 to 14+75 Rt.	290	" "	
Sta. 29+38 to 30+22 Rt.	84	" "	
Total	659	" "	
Gutter Excavation			
Gutter 3065 x 2.75 @ 1' ÷ 27	312	Cu. Yds.	
Outlet 659 x 2.75 @ 1' ÷ 27	67	" "	
Total	379	" "	

STRUCTURES UNDER 20' SPAN								
Structure No.	Excav. Cu. Yds.	Conc. Cradles 1:5 1/2 Cu. Yds.	Reinforced Concrete Pipe				Modified C. B.	
			12" Lin. Ft.	15" Lin. Ft.	18" Lin. Ft.	24" Lin. Ft.		
PI-5G-316	3	0.9			36			
PI-5G-321	9	1.1	8			102	1	
PI-5G-323	3	1.4		48				
Totals	15	3.4	8	48	36	102	1	

GUARD RAIL			
Sheet No.	From Station	To Station	Length Lin. Ft.
3	2+00	25+00	1376
4	25+00	48+05.14	368
Total			1744

EARTHWORKS					
From Station	To Station	Excav. Cu. Yds.	Emb. Cu. Yds.	Emb. +17% Cu. Yds.	Borrow Cu. Yds.
2+00	20+19.5	12,656	11,446	13,392	736
20+19.5	48+05.14	7,934	6,782	7,934	
Gutter Exc.		379			
Total		20969	18228	21326	*736

*Borrow to be obtained from Gutter & Channel Exc.

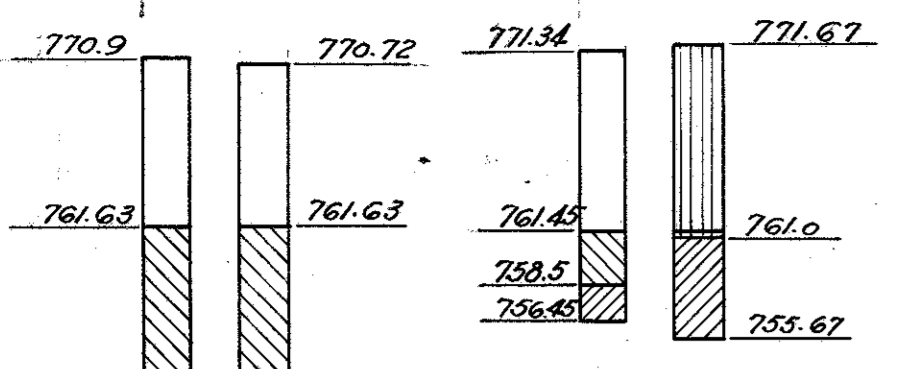
FINAL SUMMARY		
Roadway		
20,969	cu. yds. Roadway Excavation (Unclassified)	E-1.
864	" " Channel Excavation (to supply borrow) (Sheet #11)	E-3.
4,445	lin. ft. Finishing Shoulders, Slopes and Ditches.	E-5.
20	" " 12" Corr. Metal Pipe for Driveways. (Sheet #3)	I-1.
35	" " 30" Reint. Conc. Pipe for Driveways. (" ")	I-1.
3,065	" " 4" Pipe Underdrains Sec. M-6.7(b)	I-4.
659	" " No 3 Circular Outlet Gutter	I-14.
3,065	" " Modified, No 1 Paved Gutter	I-14.
1,744	" " Type CC Guard Rail.	I-15.
43	cu. yds. Aggregate for Traffic Bound Side Approaches (Sheet #3)	I-17.
Pavement		
1090	cu. yds. Aggregates (furnishing, delivering, scarifying, mixing, shaping, compacting and wetting included.)	Spec.
164	cu. yds. Soil Binder (furnishing, delivering, drying and pulverizing included.)	Spec.
7.4	tons Calcium Chloride (furnishing, delivering and applying included.)	Spec.
Structures Under 20' Span		
15	cu. yds. Excavation for Structures (Unclassified)	E-2.
3.4	" " Concrete for Cradles (1:5 1/2 mix)	S-1.
8	lin. ft. 12" Reint. Conc. Pipe for Roadway Culverts. Sec. M-6.6(b)	S-27.
48	" " 15" " " " " " " " " " "	S-27.
36	" " 18" " " " " " " " " " "	S-27.
102	" " 24" " " " " " " " " " "	S-27.
1	Modified #2-2 Catch Basin	I-8.

PROPOSAL No 1
BRIDGE No PI-56-317
STA. 10+20.91 To STA 11+69.09
FOR ESTIMATED QUANTITIES
SEE SHEET No 15.

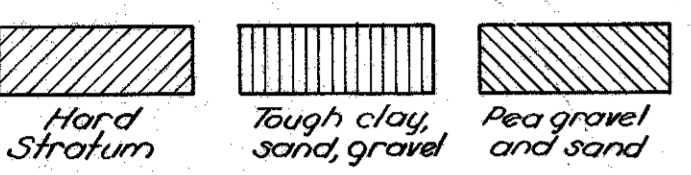
PICKAWAY COUNTY HIGHWAYS DEPT. (94-4106)

PROJECT NO. 14
19

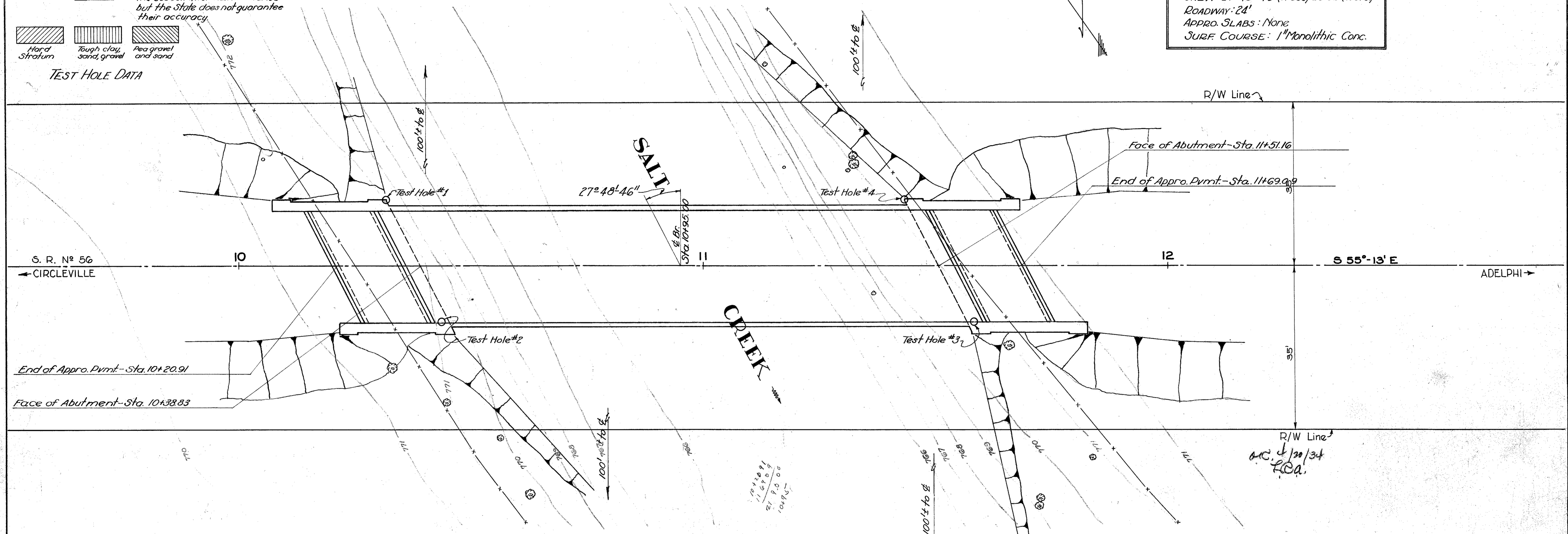
PROPOSED STRUCTURE
 TYPE: Steel Truss
 SPAN: 115'
 SKEW: 27° 48' 46" (truss) 28° 52' (abuts.)
 ROADWAY: 24'
 APPRO. SLABS: None
 SURF. COURSE: 1" Monolithic Conc.



These soundings represent the subsoil information obtained but the State does not guarantee their accuracy.



TEST HOLE DATA

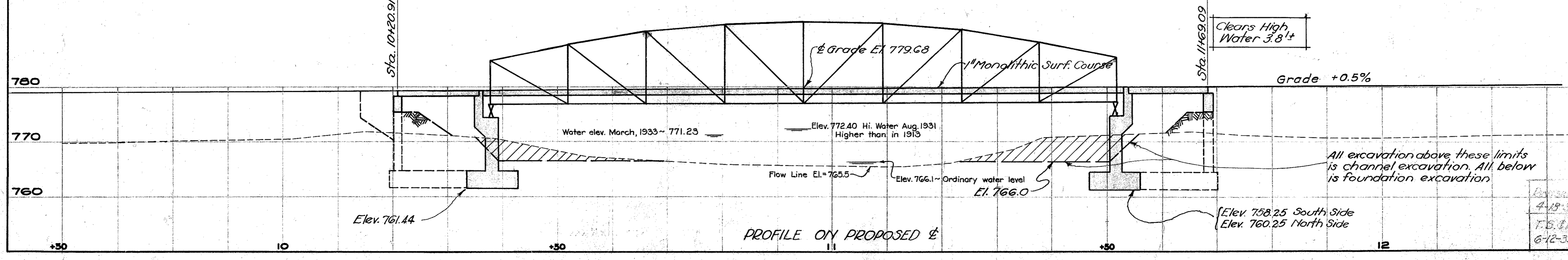


Drainage Area
23 Sq. Miles

Present Structure 800' down stream
Temporary Steel Beam on timber bents
Various spans - Total overall length - 86'

Note: - Channel Excavation shall be made as per channel cross-sections shown on Sheet No. 11. Quantity of Channel Excavation listed Proposal No. 2 (Road portion) quantities.

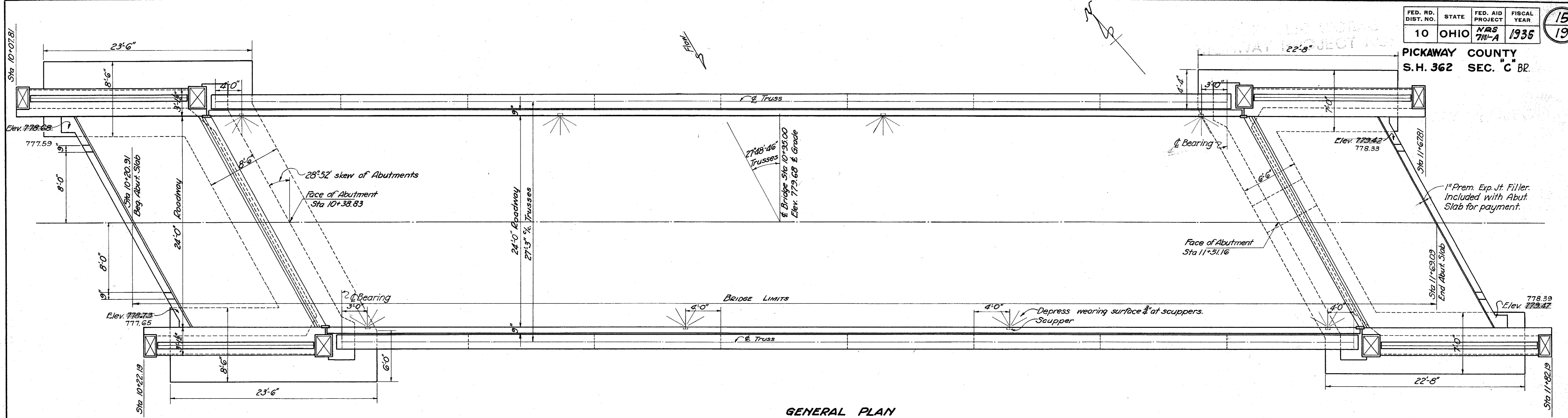
BRIDGE LIMITS
PROPOSAL No. 1



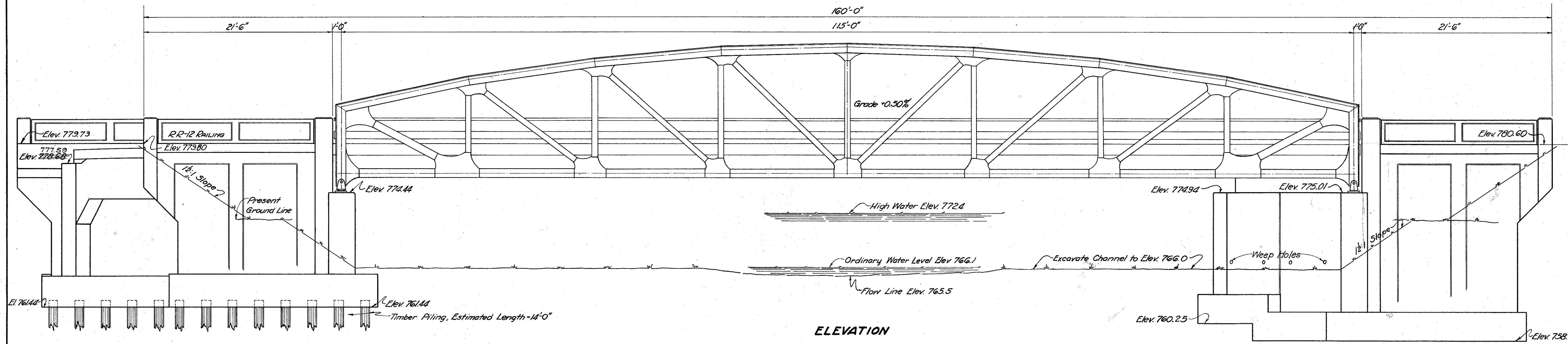
PROPOSAL No. 1
Scale 1" = 10' Br. No. PI-56-317 Apr. 1, 1933

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES			
SITE PLAN, PROFILE AND TEST HOLE DATA			
BRIDGE OVER SALT CREEK			
S. H. 362		PICKAWAY COUNTY	
SECTION C-Br		STA. 10+95	
Present Topography	Proposed Work	Des.	Rev.
Surveyed	Drawn	Des.	Rev.
G.B.	G.B.	C.C.B.	C.C.B.
4-19-33	7-5-33	6-12-33	7-17-33

PROFILE ON PROPOSED



GENERAL PLAN



ELEVATION

PROPOSED STRUCTURE is a steel truss (115' % pins), 24' roadway, 1" monolithic concrete surface course, 14.78' x 24' Abut. Slab, 13" thick. Skew of truss 27° 48' 46". Abutments skewed 28° 52' with U wings.

LOADING: Bridge is designed for H-15-33 loading.

EXCAVATION: Channel excavation shall be made as shown on Site Plan and Channel Cross-Sections to Elev. 766.0. All excavation below Elev. 766.0 shall be classified as "Foundation Excavation, Wet" and all excavation above Elev. 766.0, except Channel Excavation shall be classified as "Foundation Excavation, Dry". See sheet N° 14.

PILING shall be driven to a minimum bearing capacity of 18 tons and preferably 21 tons.

CONCRETE MIX: All concrete for footings and walls shall be 1-6 1/2 mix. Deck concrete shall be 1-5 1/2 mix.

WEARING SURFACE to be 1" monolithic concrete. The wearing surface at and adjacent to scuppers shall be depressed a maximum of 3/4".

REPLACEMENT STEEL: Bars marked "RE-1" to "RE-9" are bars furnished to replace specimens cut from ends of reinforcing bars to be submitted for testing purposes. Not more than two "RE" bars may be used for testing purposes.

SUBSTRUCTURE CONSTRUCTION JOINTS: Special care shall be taken to conceal all exposed construction joints. No horizontal construction joints other than those shown will be permitted. Vertical construction joints allowed only by special permission of Engineer.

CONCRETE DECK shall be placed full width of bridge, out to out of curbs, between transverse construction joints, located midway between floor beams, as approved by the Engineer.

ANCHOR BOLT HOLES shall be drilled after bearing plates and bolsters are located. Care shall be taken in placing reinforcing bars under bearing plates and bolsters so that they will not be cut when holes are drilled.

ROCKERS shall be so placed that when bridge is completed they will stand in a vertical position for average temperature.

CHAMFER all exposed edges 3/4".

SHEET LEAD: 1/8" thick sheet lead shall be placed under all rocker bearing plates and bolsters. Sheet lead, cast iron name plate, and anchor bolts included with structural steel for payment.

CAMBER: Provide 1/8" camber under no load.

END FINISH: The end finish shall be used as a template for top of abutment slab. The backwall shall be built after the superstructure has been completed.

Cofferdam, Sheeting and Pumping	Lump Sum
Foundation Excavation, Dry	165 Cu. Yds.
Foundation Excavation, Wet	295 Cu. Yds.
Porous Backfill	Lump Sum
1-5 1/2 Concrete, Superstructure & Abutment Slab	102 Cu. Yds.
1-6 1/2 Concrete, Walls	235 Cu. Yds.
1-6 1/2 Concrete, Footings	136 Cu. Yds.
Type "B" Waterproofing	30 Sq. Yd.
Reinforcing Steel	37,610 Lbs. (37,630)
Reinforced Concrete Bridge Railing 1-5 1/2 mix Type RR-12	72 Lin. Ft.
Structural Steel (Except field painting)	150,300 Lbs.
Field Painting of Structural and Cast Steel	152,320 Lbs.
12" - 24oz. folded copper strip	20 Lin. Ft.
First test pile (timber)	Lump Sum.
Timber Piling (including pile points) (Estimated Length 14')	924 Lin. Ft.
Cast Iron Scuppers	8 Pieces
Steel Castings (except field painting)	2,020 Lbs.

PROPOSAL N° 1

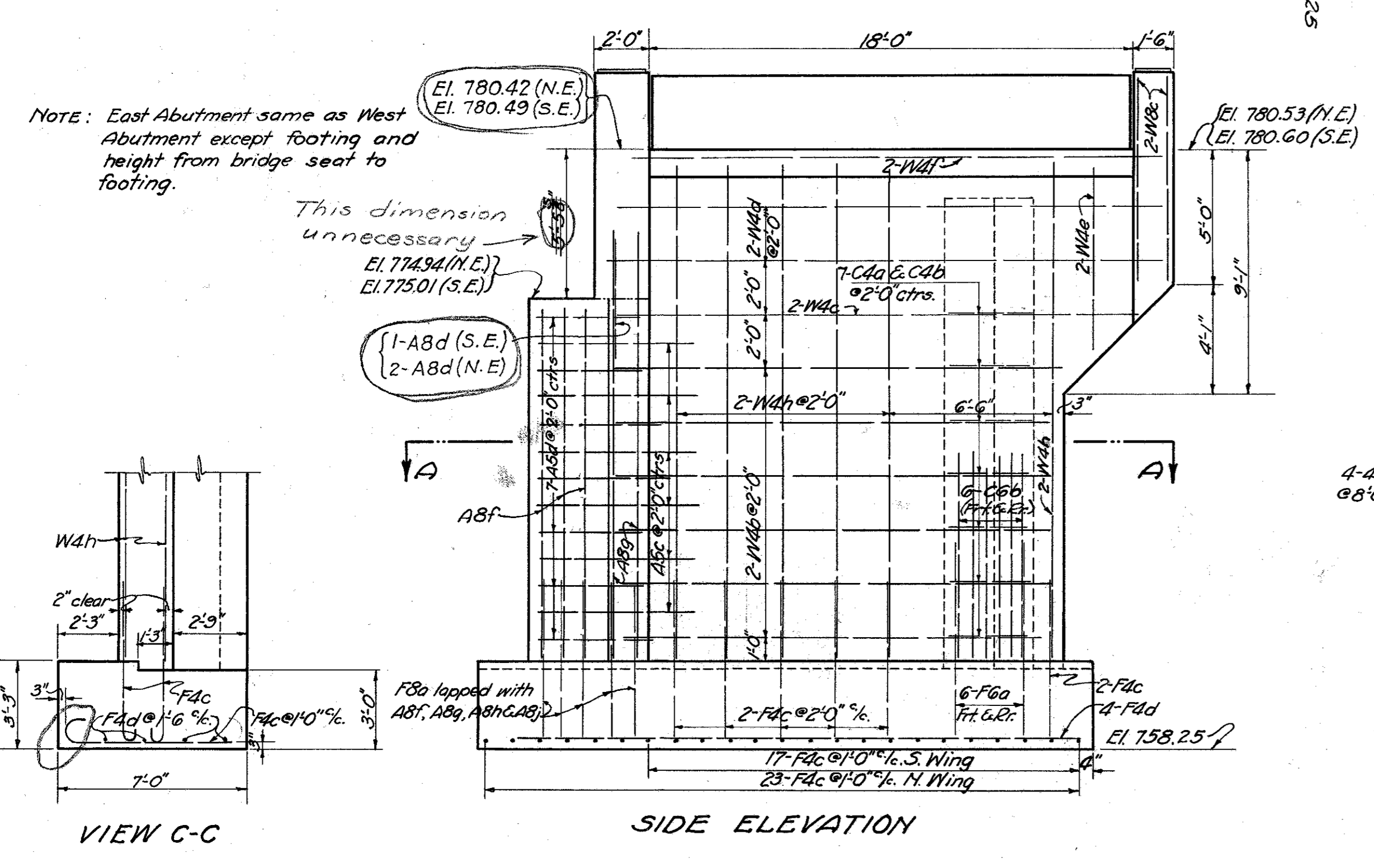
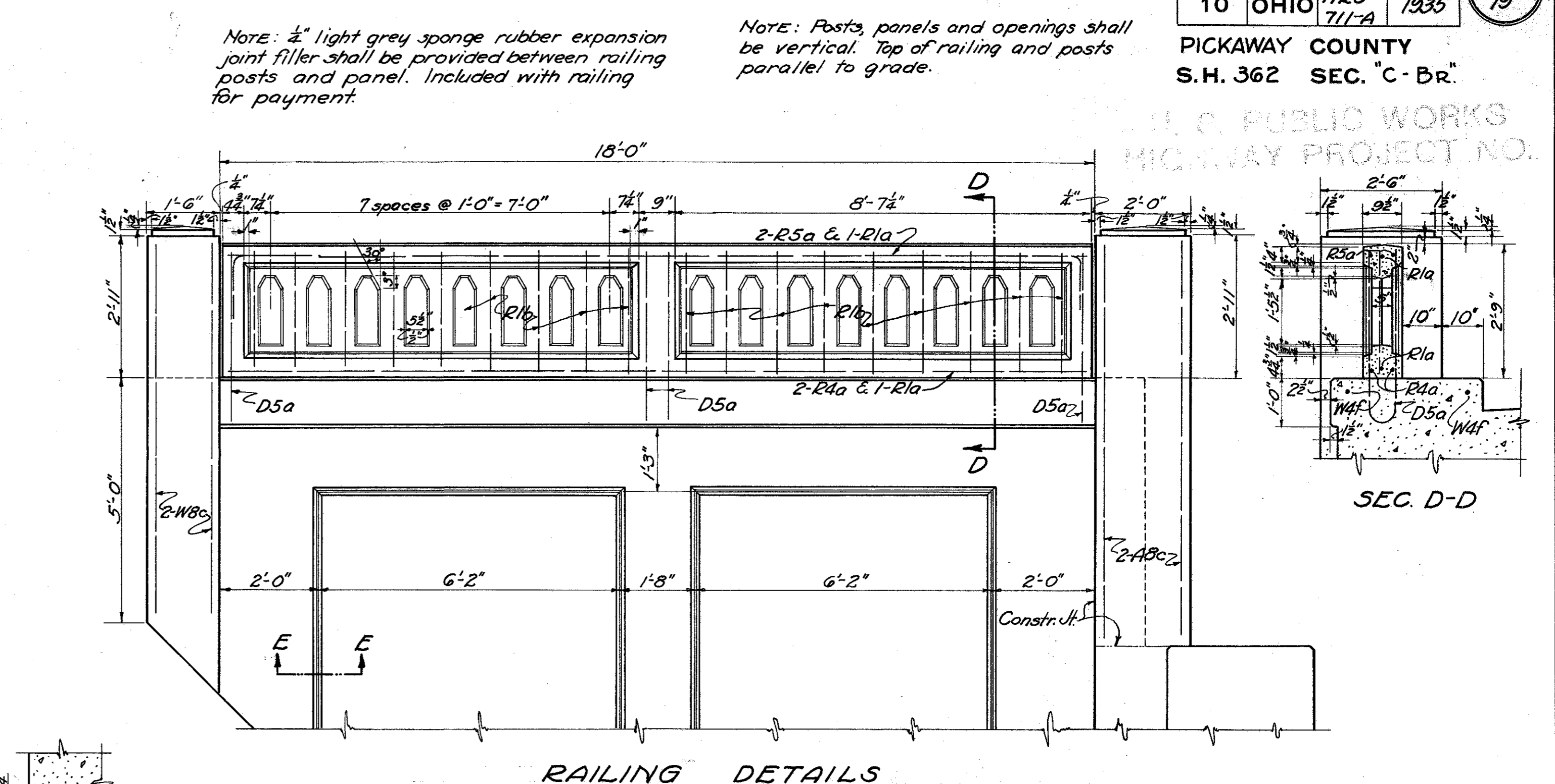
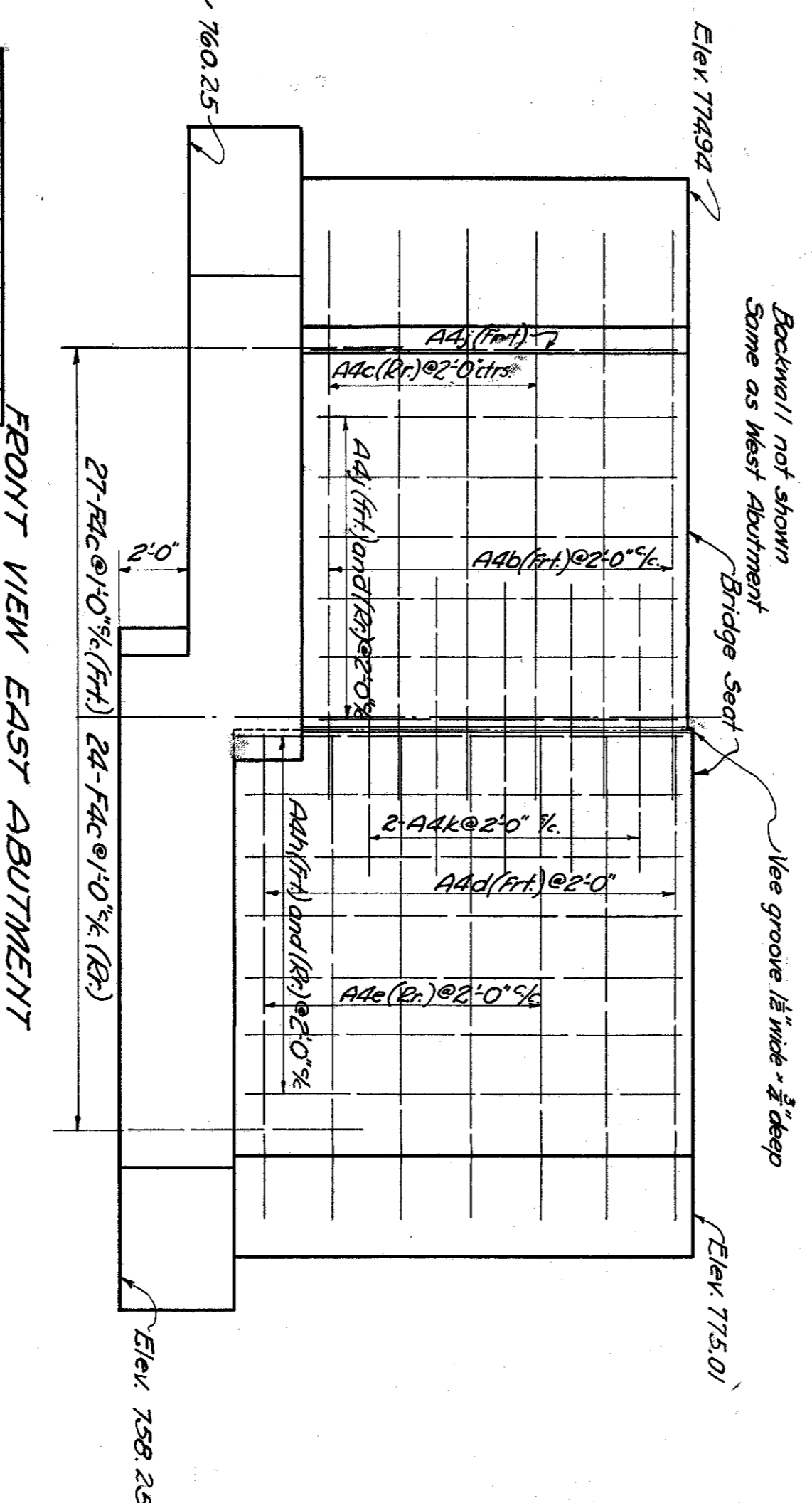
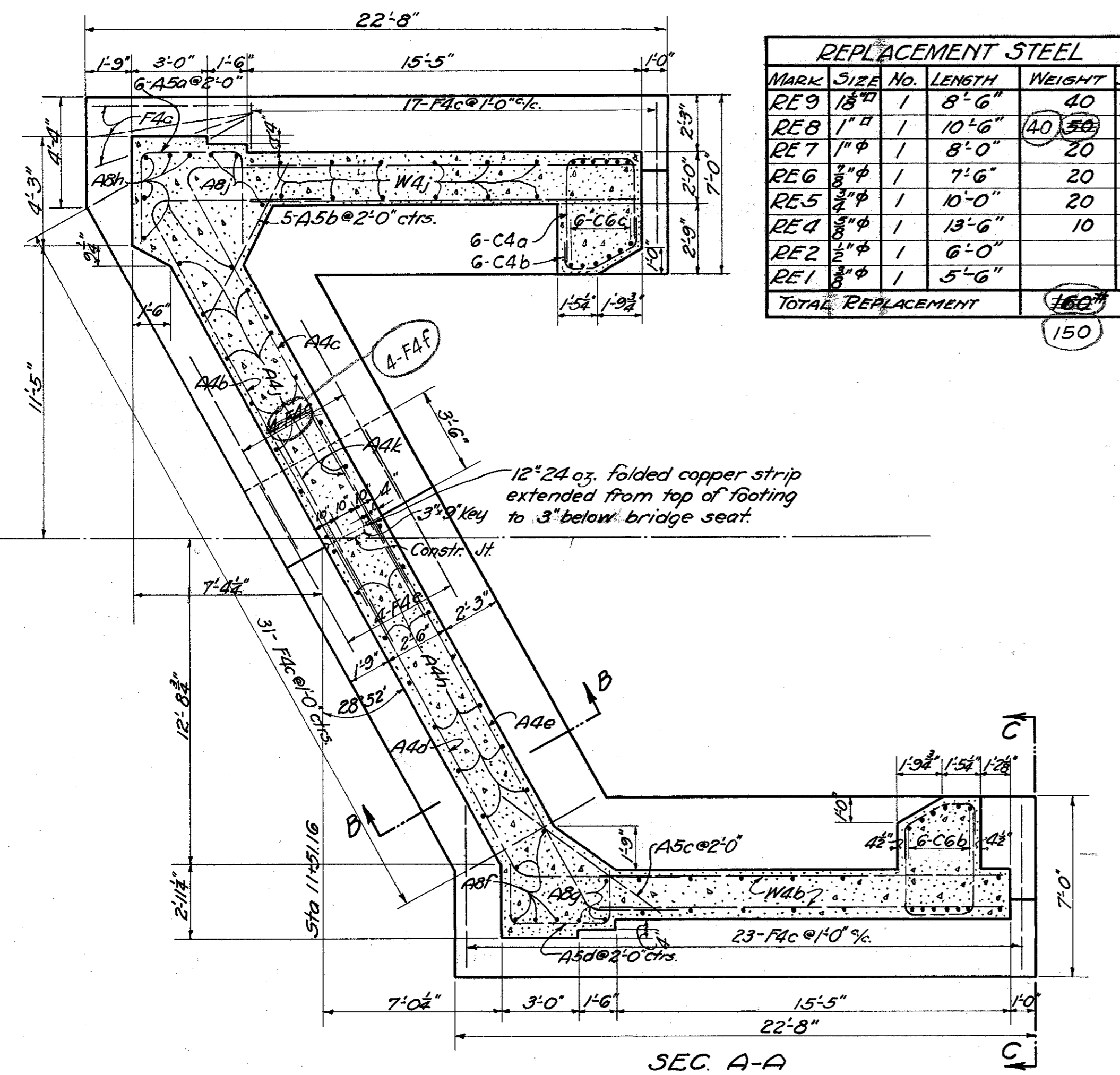
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

**GENERAL PLAN & ELEVATION
NOTES & QUANTITIES**
BR. NO. PI-56-317
OVER SALT CREEK
PICKAWAY COUNTY S.H. 362
SEC. C BR. STA 10+95.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
REP	REP	AM	J.P.S.	W.H.B.	12/1/34	3/20/35 3/29/35 4/17/35

PICKAWAY COUNTY
S.H. 362 SEC. 'C-Br.'

OHIO PUBLIC WORKS
HIGHWAY PROJECT NO.

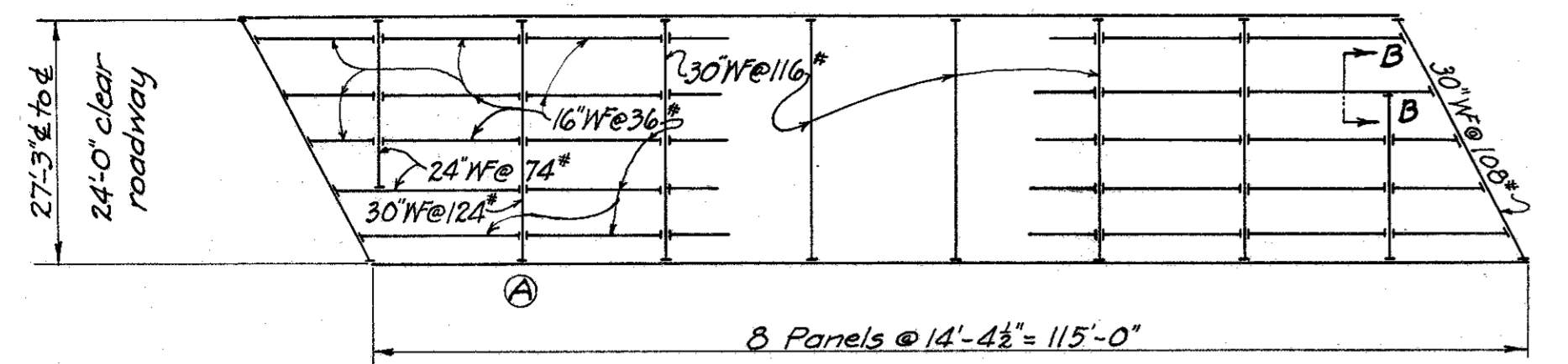


MARK	SIZE	NO.	LENGTH	WEIGHT	SHAPE
A4a	3/8"	27	9'-9"	250	5#
b	11	27'-3"	310	5#	
c	8	24'-6"	200	5#	
d	12	22'-0"	280	5#	
e	9	22'-0"	210	5#	
f	58	5'-0"	300	5#	
g	16	33'-9"	560	5#	
h	14	13'-3"	190	5#	
j	13	11'-3"	150	5#	
k	18	10'-0"	190	5#	
A5a	3/8"	11	10'-0"	170	5#
b	9	6'-9"	90	5#	
c	10	8'-0"	120	5#	
d	12	7'-0"	130	5#	
A6a	3/8"	58	7'-0"	150	5#
A8a	1"	11	9'-0"	340	5#
b	6	13'-0"	270	5#	
c	16	8'-0"	440	5#	
d	6	5'-0"	100	5#	
e	6	10'-0"	200	5#	
f	5	13'-3"	230	5#	
g	3	17'-3"	180	5#	
h	6	11'-3"	230	5#	
j	3	15'-3"	160	5#	
B5a	3/8"	4	31'-6"	190	5#
b	4	31'-6"	190	5#	
c	34	9'-0"	460	5#	
d	34	4'-0"	200	5#	
e	34	7'-6"	380	5#	
B9a	1/2"	12	29'-0"	1500	5#
b	18	20	10'-0"	860	5#
C4a	3/8"	25	10'-6"	270	5#
b	3/8"	26	5'-3"	140	5#
C6a	3/8"	24	12'-9"	630	5#
b	3/8"	12	16'-9"	410	5#
C6c	3/8"	12	14'-9"	360	5#

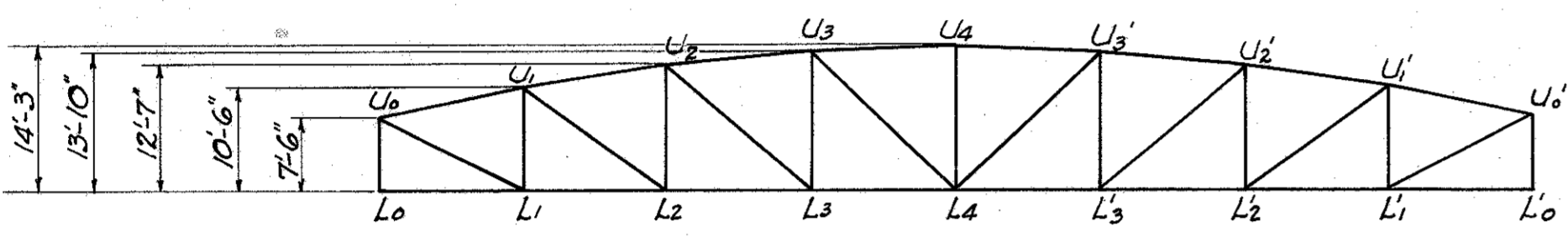
MARK	SIZE	NO.	LENGTH	WEIGHT	SHAPE
C8a	1"	24	13'-0"	1060	5#
F4a	3/8"	20	27'-0"	560	5#
F6a	3/8"	94	16'-3"	3120	5#
F4a	3/8"	109	9'-6"	1080	5#
b	3	36'-0"	110	5#	
c	200	6'-9"	140	5#	
d	14	20'-0"	290	5#	
e	4	21'-0"	90	5#	
f	4	16'-0"	70	5#	
F6a	3/8"	48	8'-6"	840	5#
F8a	1"	34	8'-3"	1010	5#
W4a	3/8"	20	14'-3"	360	5#
b	38	16'-0"	630	5#	
c	8	18'-0"	150	5#	
d	16	21'-0"	350	5#	
e	8	6'-6"	50	5#	
f	8	20'-0"	170	5#	
h	12	18'-0"	230	5#	
j	12	16'-0"	200	5#	
W8a	1"	6	10'-6"	210	5#
b	1"	6	10'-0"	200	5#
c	1"	16	7'-9"	420	5#
D5a	3/8"	16	7'-3"	170	5#
R1a	3/8"	8	17'-6"	5#	
R1b	3/8"	72	2'-6"	5#	
R4a	3/8"	8	17'-6"	5#	
R5a	3/8"	8	19'-6"	5#	
TOTAL SUBSTRUCTURE					25,170

PROPOSAL NO. 1
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES
EAST ABUTMENT DETAILS, RAILING
DETAILS & SUBSTRUCTURE STEEL LIST
BR. NO. PI-56-317
OVER SALT CREEK
PICKAWAY COUNTY
S.H. 362
SEC. 'C-Br.'
STA 10+95.00
DESIGNED: P.E.P. DRAWN: P.E.P. TRACED: P.E.P. CHECKED: J.P.H. REVIEWED: J.W.C. DATE: 12/1/34 REVISION: 3/29/35 4/17/35

NOTE: Footing for East Abutment shall be carried down to firm bearing with minimum capacity 3 tons per sq. ft.



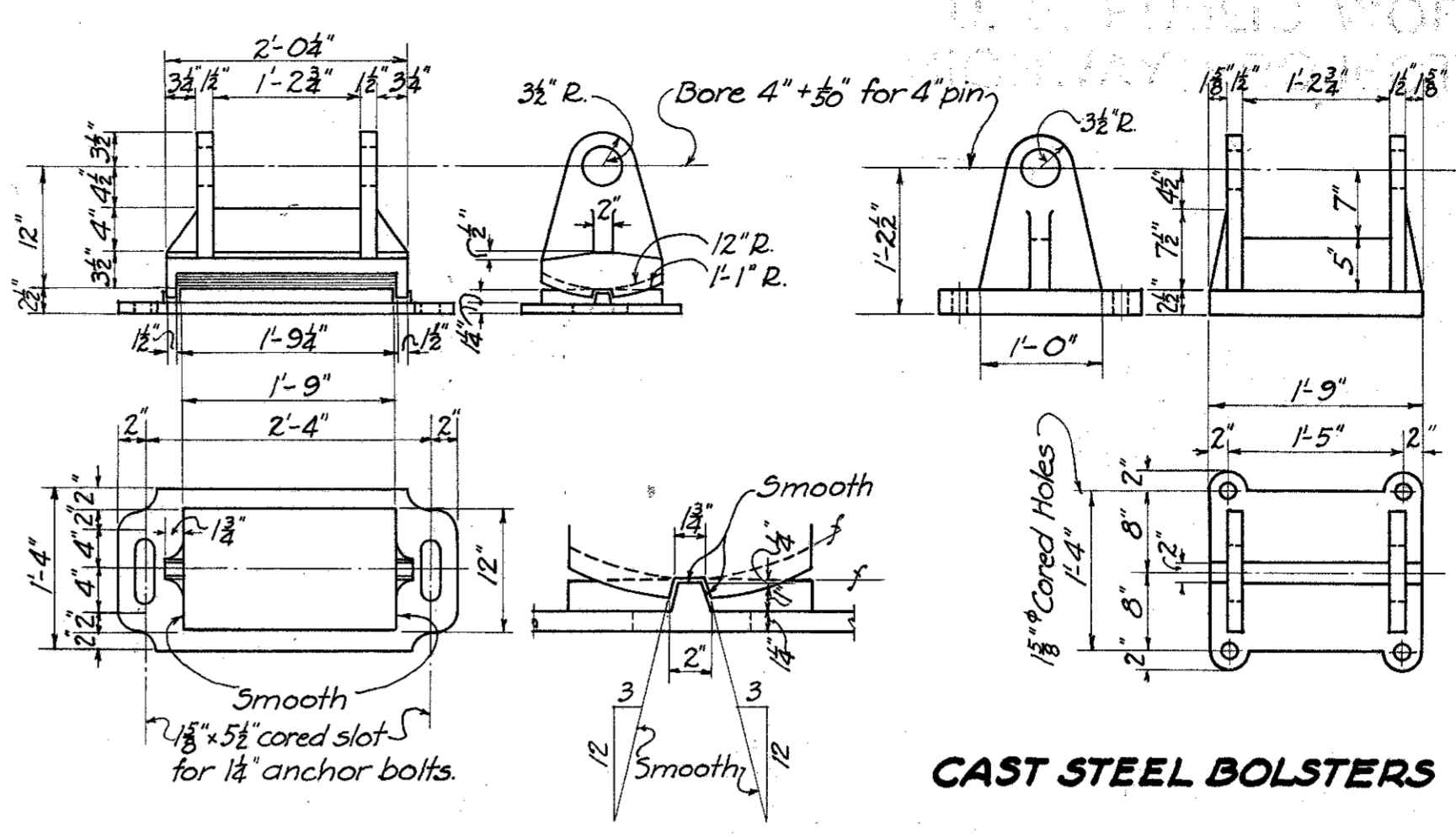
STRUCTURAL PLAN OF FLOOR SYSTEM



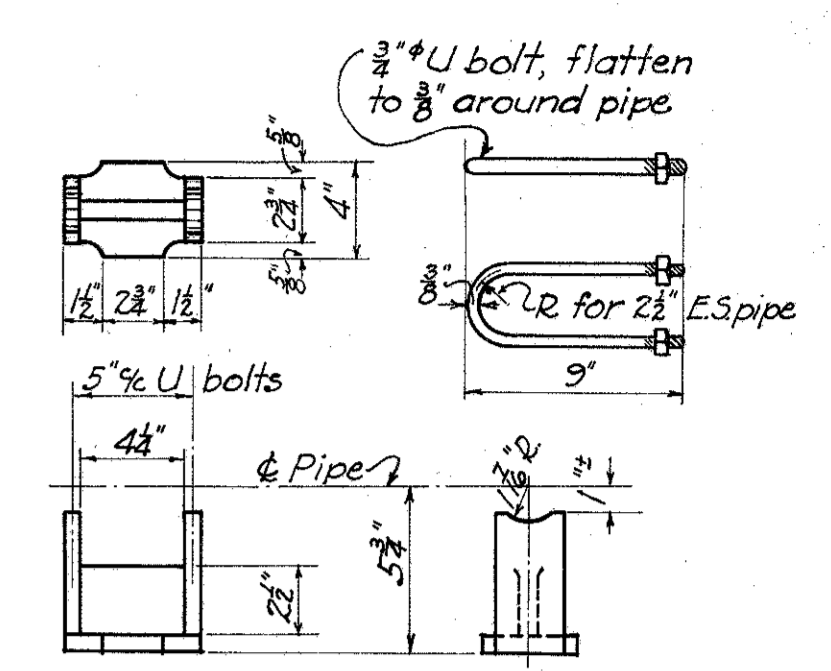
SIDE ELEVATION

MEMBER	D. L.	L. L.	IMR	TOTAL	SECTION
U ₀ -U ₁	152.3	65.6	13.6	231.5	2-B 12" @ 25" & 1 R 20" x 1/2"
U ₁ -U ₂	215.5	92.3	19.2	327.0	2-B 12" @ 25" & 1 R 20" x 1/2"
U ₂ -U ₃	243.4	105.2	21.9	370.5	2-B 12" @ 30" & 1 R 20" x 1/2"
U ₃ -U ₄	251.2	107.5	22.4	381.1	2-B 12" @ 30" & 1 R 20" x 1/2"
L ₀ -L ₁	0.0	0.0	0.0	0.0	2-Rs. 12" x 3/4"
L ₁ -L ₂	-149.4	-64.3	-13.4	-227.1	2-Rs. 12" x 3/4"
L ₂ -L ₃	-213.5	-91.2	-19.0	-323.7	2-Rs. 12" x 3/4" & 2-Rs. 12" x 3/4"
L ₃ -L ₄	-242.8	-105.0	-21.8	-369.6	2-Rs. 12" x 3/4" & 2-Rs. 12" x 3/4"
U ₀ -L ₀	108.9	46.6	9.7	165.2	2-B 12" @ 30" & 1 R 20" x 1/2"
U ₁ -L ₁	46.8	26.9	6.7	80.4	12" WF @ 25"
U ₂ -L ₂	+15.7	+18.9	+4.8	+39.4	12" WF @ 25"
U ₃ -L ₃	-3.4	+15.5	+4.3	+16.4	12" WF @ 25"
U ₄ -L ₄	-5.5	-21.3	-6.3	-33.1	12" WF @ 25"
U ₀ -L ₁	-168.0	-72.5	-16.1	-256.6	12" WF @ 58"
U ₁ -L ₂	-79.5	-41.6	-9.9	-131.0	12" WF @ 32"
U ₂ -L ₃	-38.8	-32.0	-8.1	-78.9	12" WF @ 25"
U ₃ -L ₄	-11.9	-7.1	-1.8	-23.8	12" WF @ 40"

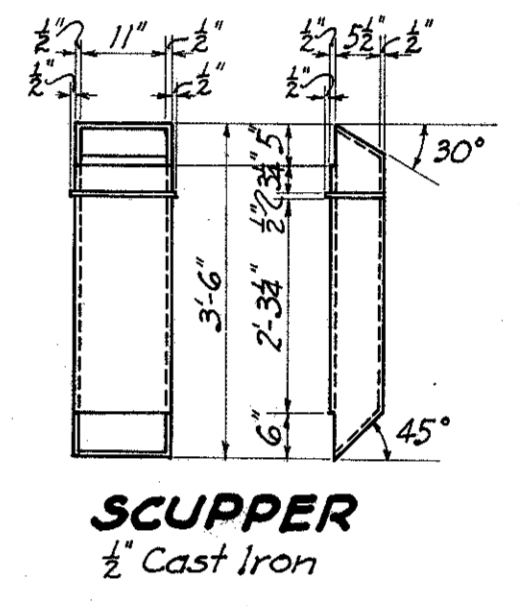
MAX. END REACTION-INT. FL. BEAM 62,600# (69,400 @ A)
 LIFTING LOAD-END FL. BEAM 125,000#
 MAX. END REACTION-TRUSS 185,400#



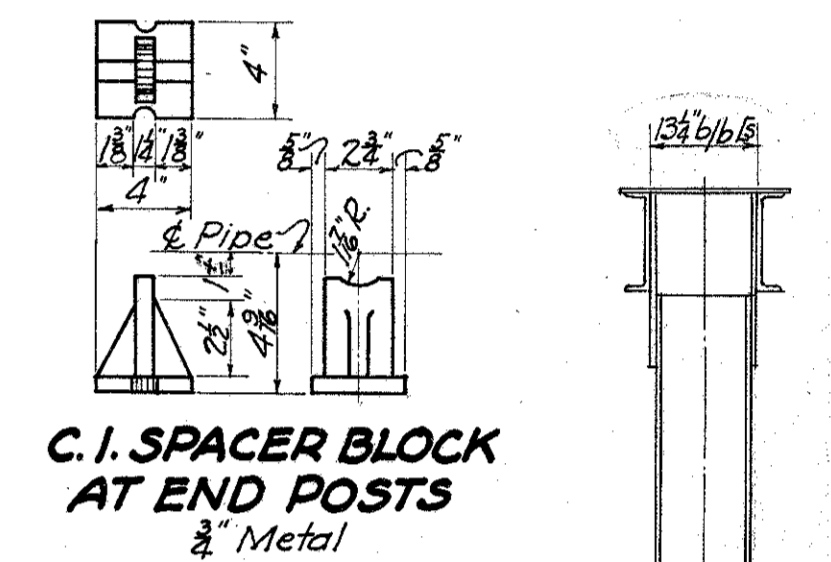
CAST STEEL BOLSTERS
CAST STEEL ROCKERS & BEARING PLATE



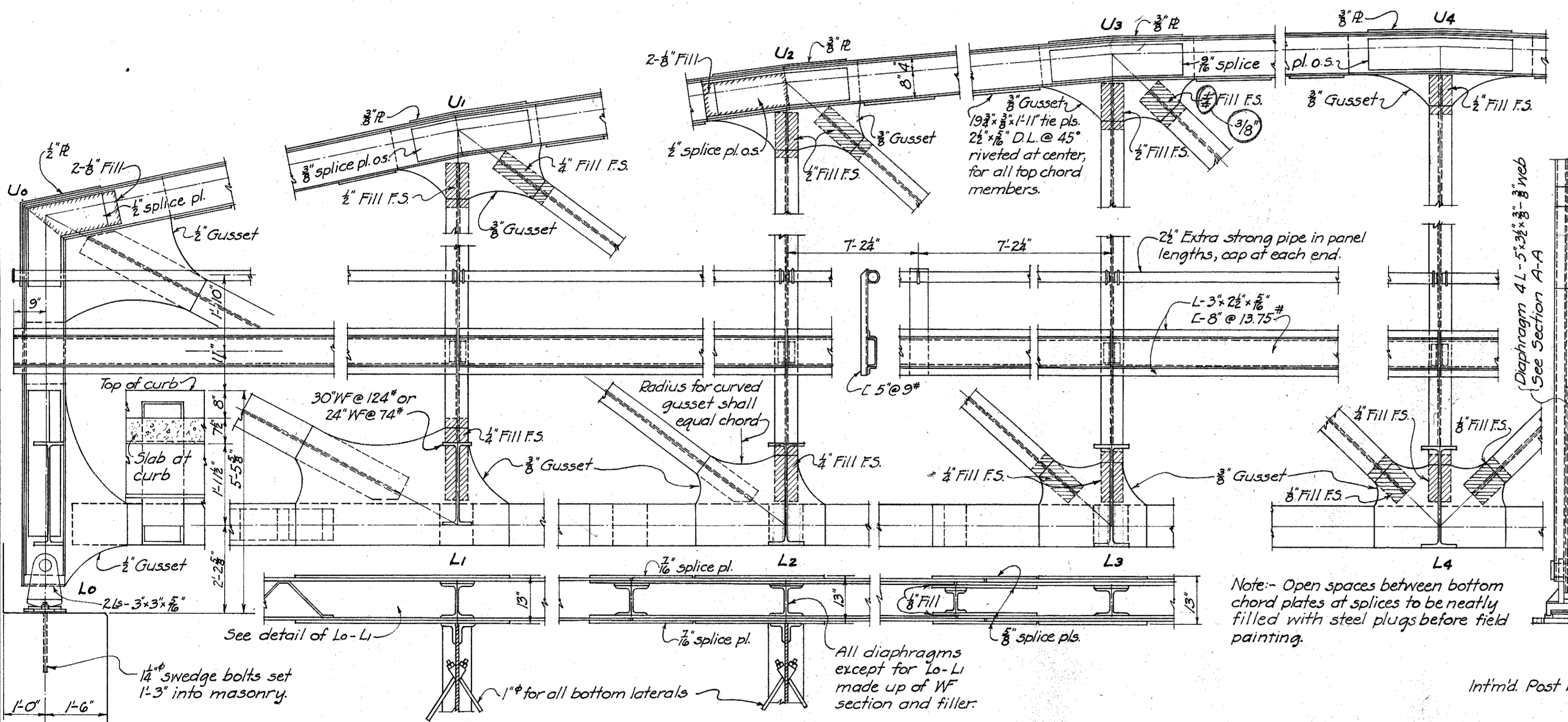
CAST IRON SPACER BLOCK AT INTERMEDIATE POSTS



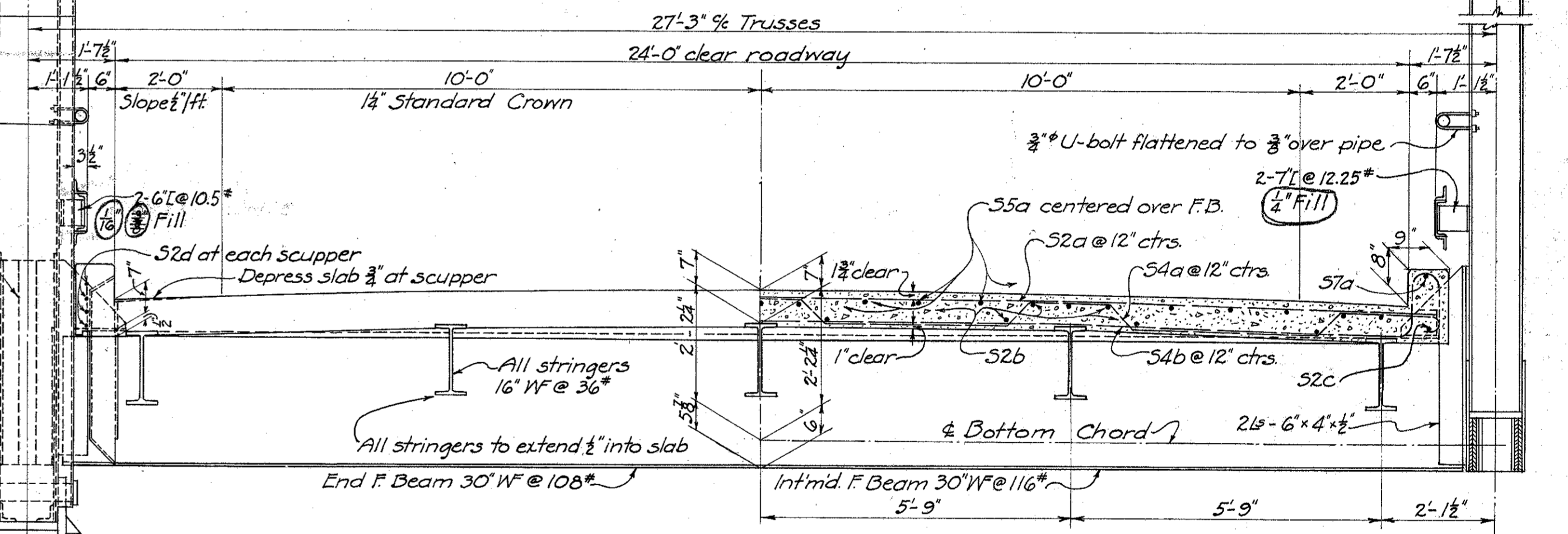
SCUPPER 1/2" Cast Iron



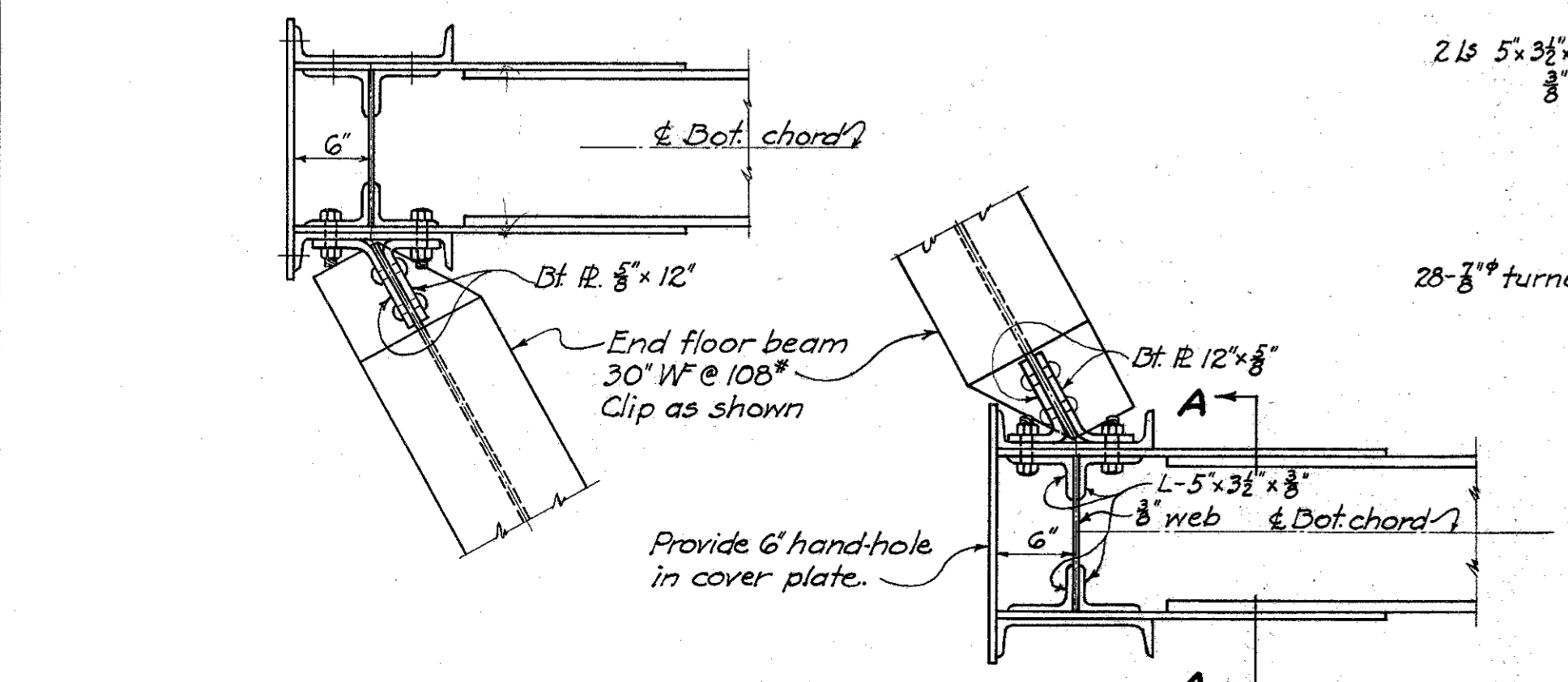
C.I. SPACER BLOCK AT END POSTS 3/4" Metal



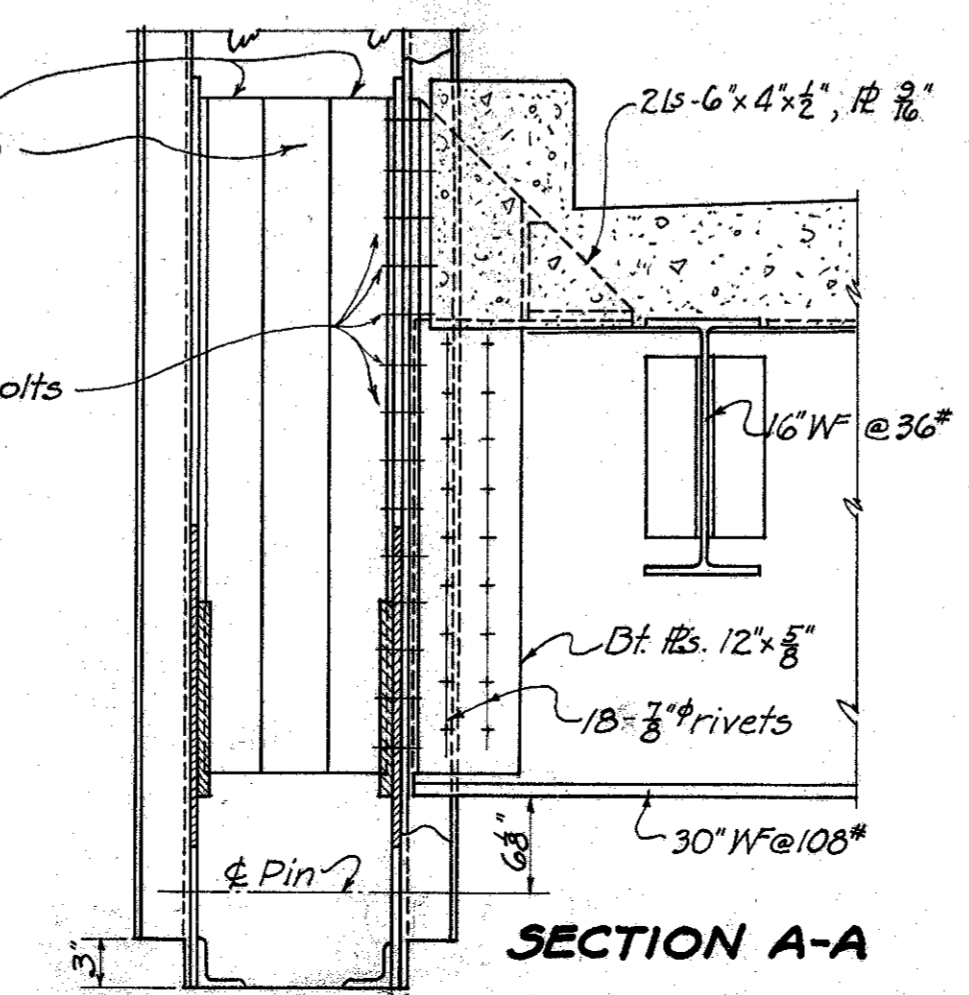
HALF END ELEVATION
End Finish not shown.



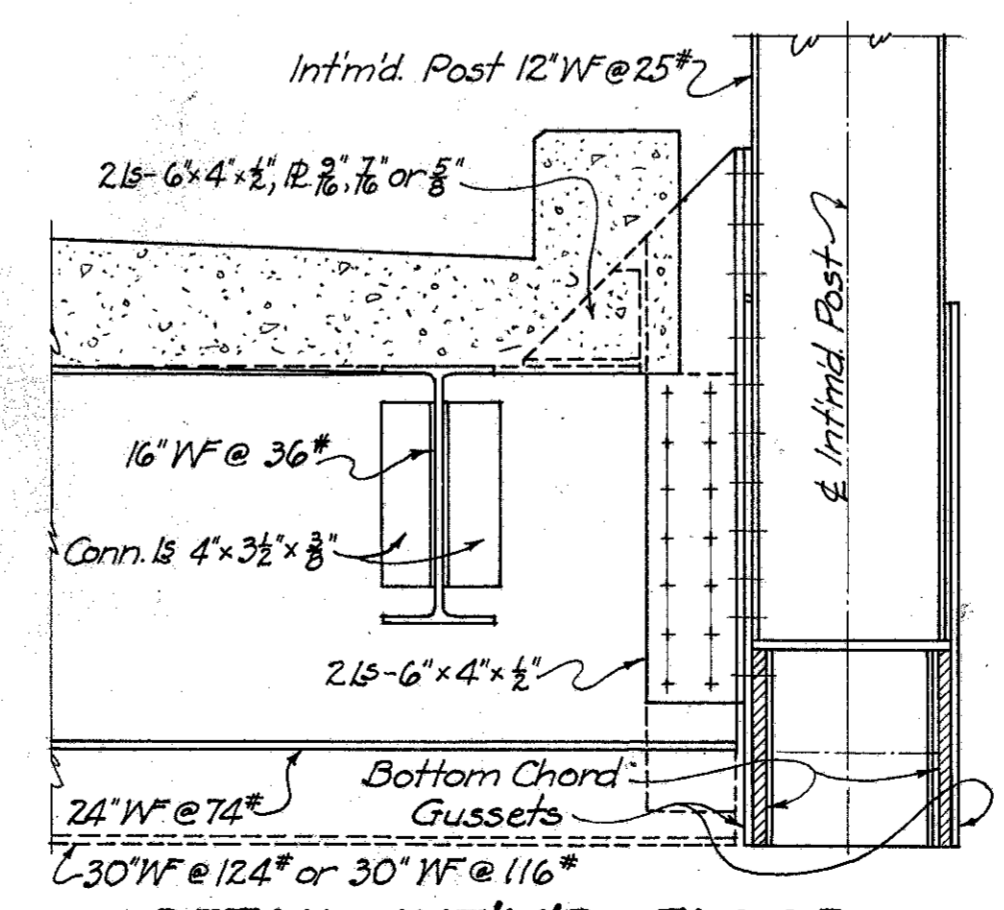
HALF CROSS SECTION



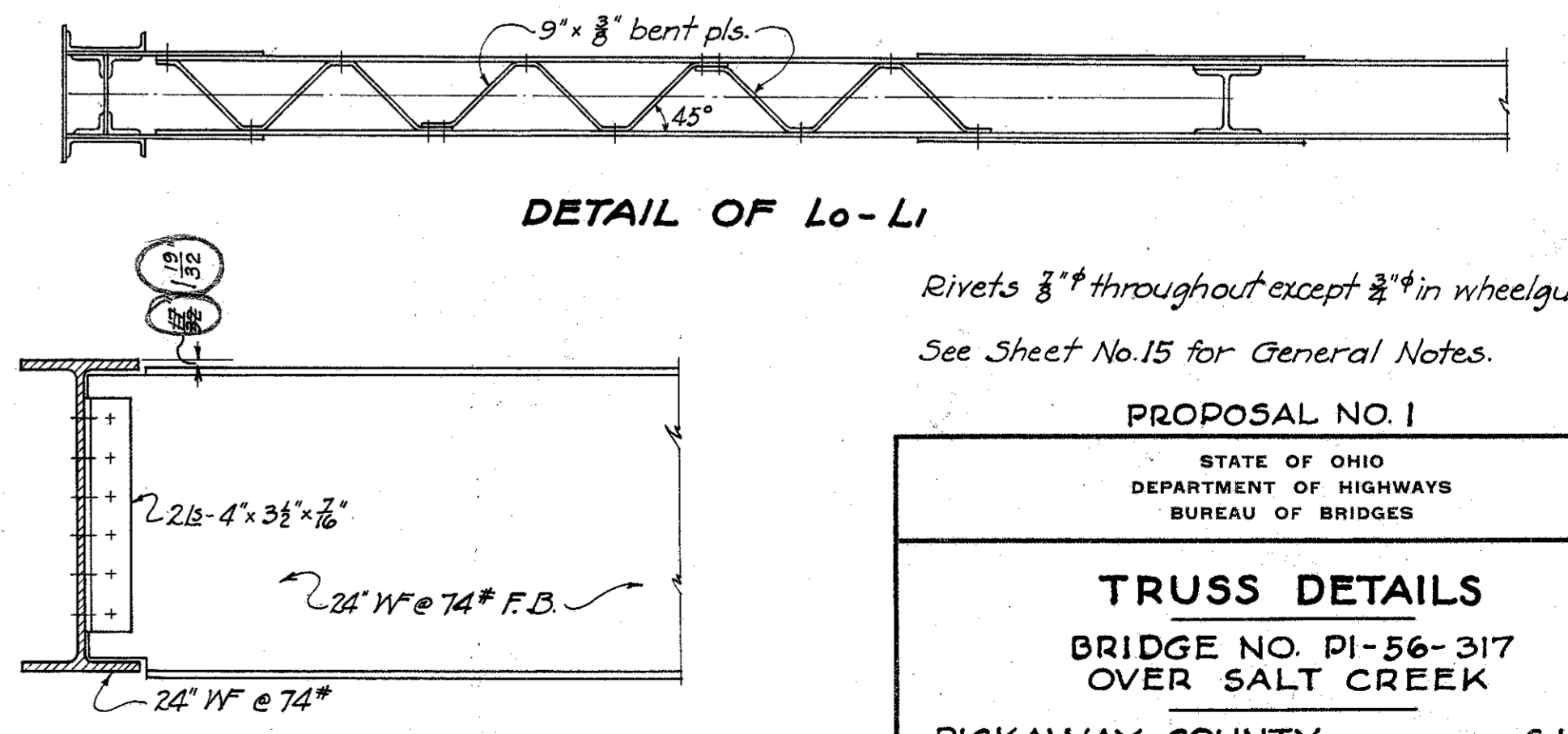
DETAIL END FLOOR BEAM CONNECTION



SECTION A-A



DETAIL INT'M'D. FLOOR BEAM CONNECTION
 Max. Floor Beam Reaction 51.5 k (24" WF @ 74")
 Max. Floor Beam Reaction 69.4 k (30" WF @ 124")
 Max. Floor Beam Reaction 62.6 k (30" WF @ 116")



SECTION B-B

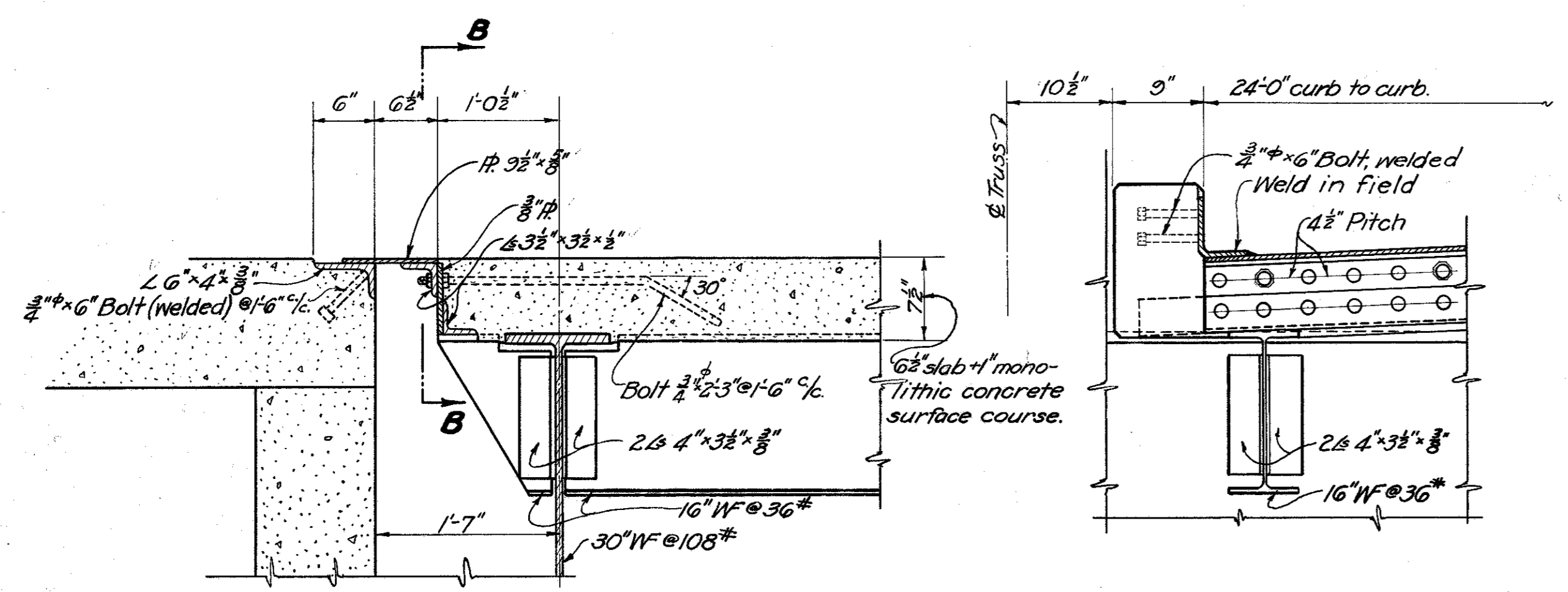
Rivets 3/4" throughout except 3/8" in wheelguard.
See Sheet No. 15 for General Notes.

PROPOSAL NO. 1
 STATE OF OHIO
 DEPARTMENT OF HIGHWAYS
 BUREAU OF BRIDGES

TRUSS DETAILS
 BRIDGE NO. PI-56-317
 OVER SALT CREEK

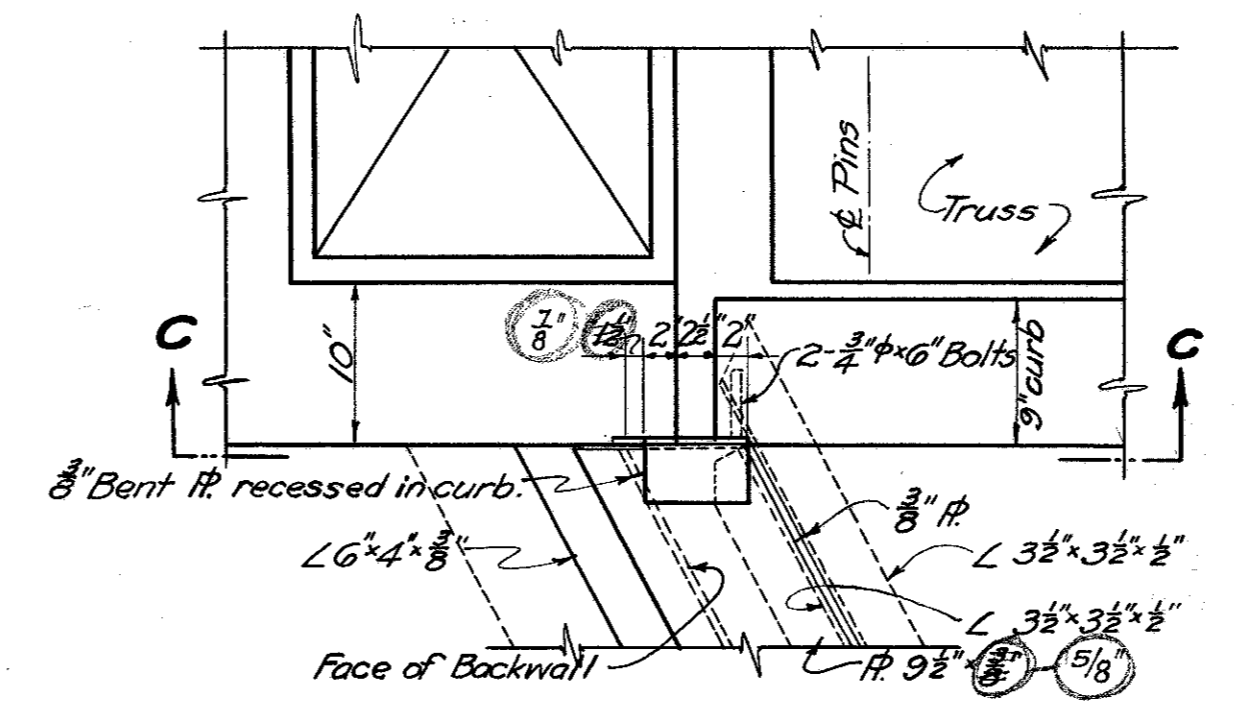
PICKAWAY COUNTY S.H. 362
 SEC. 'C' BRIDGE STA. 10+95

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Q.E.P.	Q.E.P.	J.P.P.	J.P.P.	W.F.R.	12/1/34	4/17/35

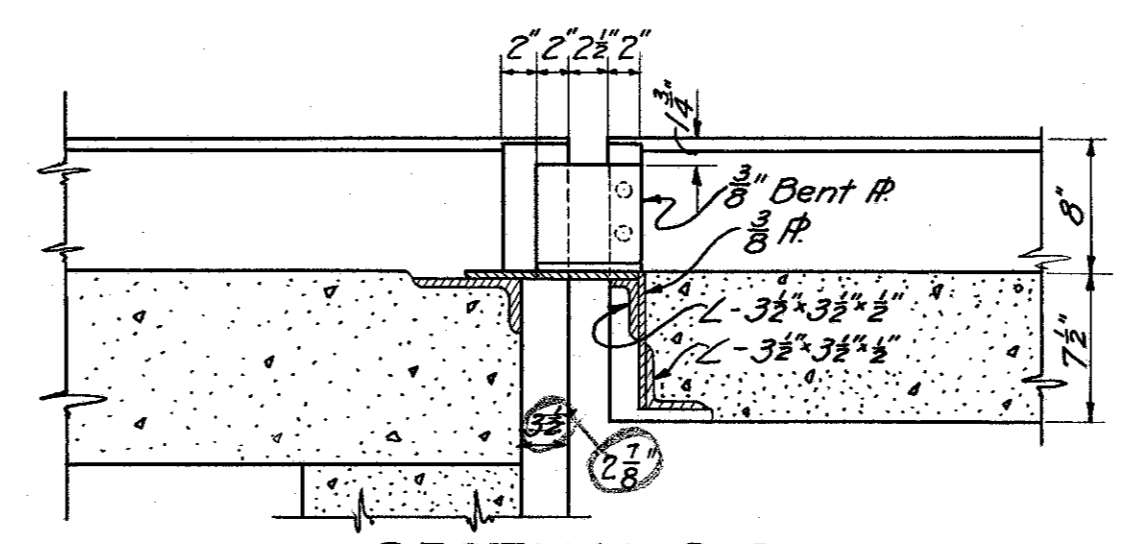


SECTION A-A
SAME AT BOTH ENDS

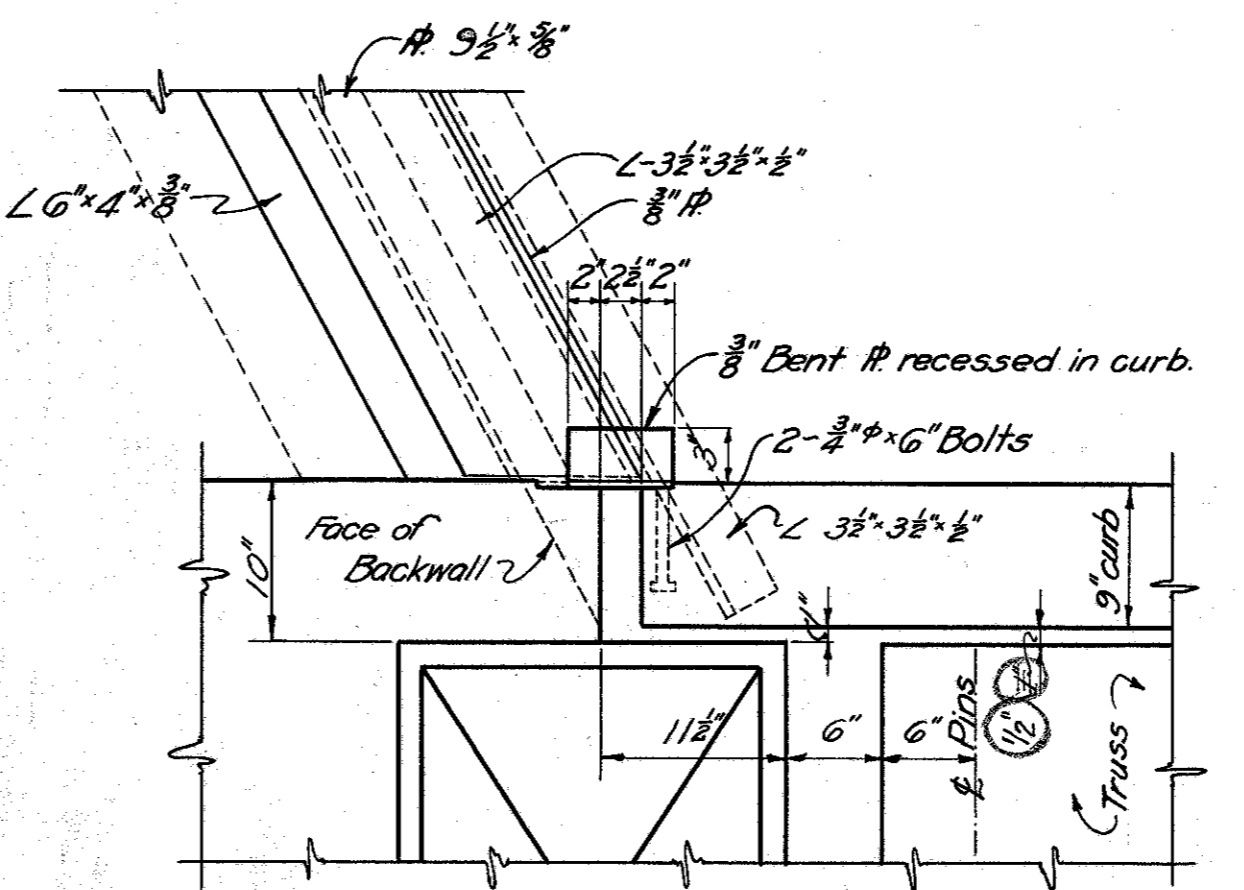
SECTION B-B
AT CURB



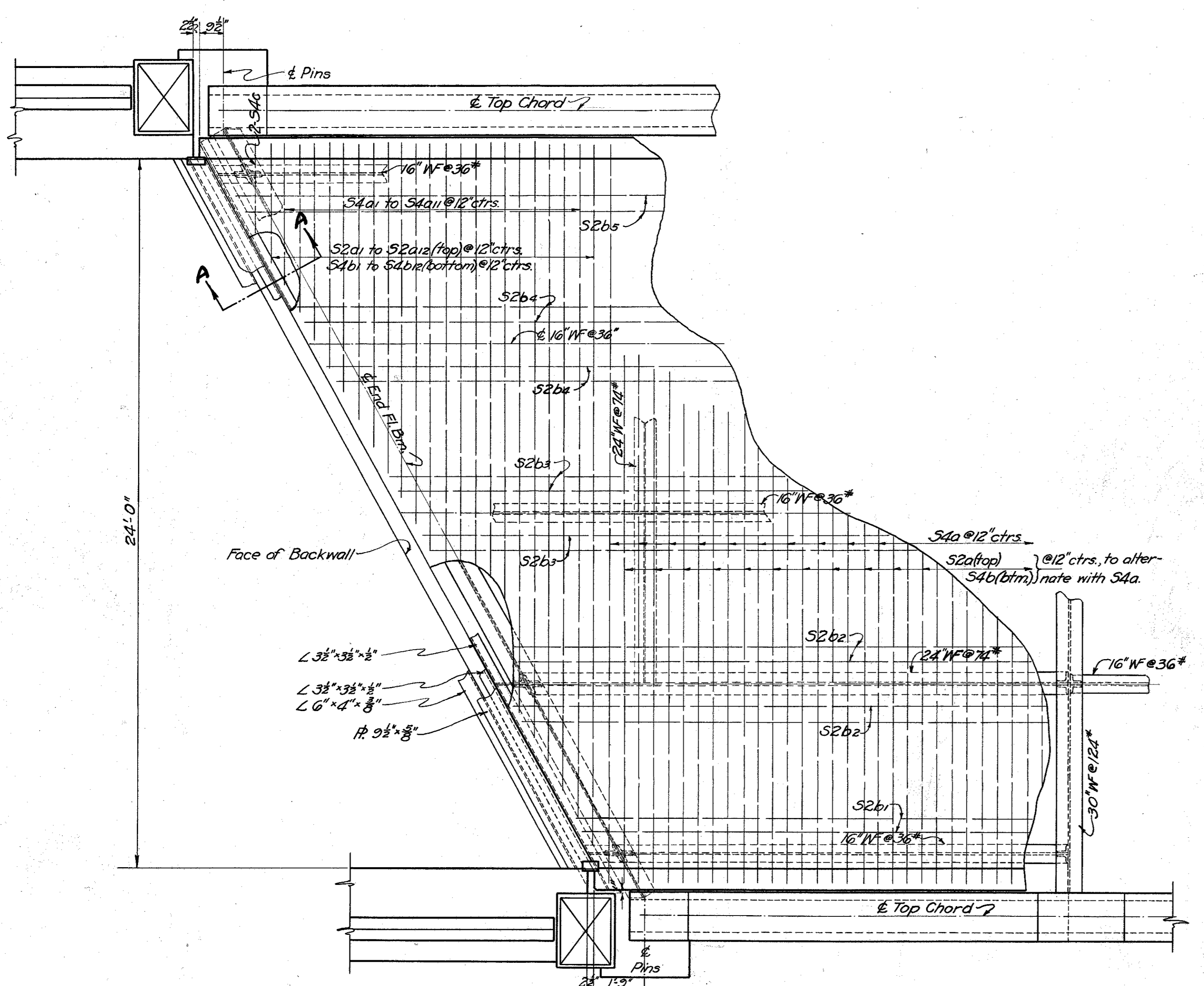
DETAIL END FINISH AT N.W. & S.E. CORNERS



SECTION C-C

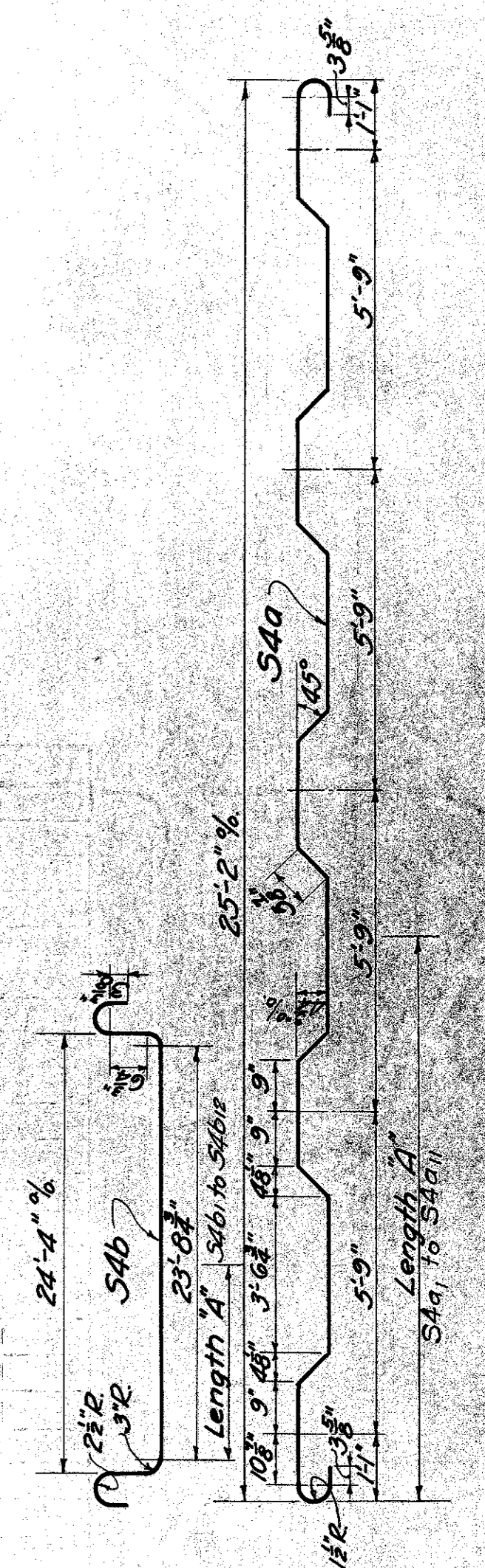


DETAIL END FINISH AT N.E. & S.W. CORNERS



PART PLAN SHOWING END FINISH AND SLAB REINFORCING

SUPERSTRUCTURE STEEL LIST									
MARK	SIZE	No.	LENGTH	WEIGHT	LENGTH A	SHAPE			
S2a	1/2"	102	25'-3"	1720		(1740)			
a1	2	2	24'-3"	30					
a2	2	2	22'-6"	30					
a3	2	2	20'-9"	30					
a4	2	2	19'-0"	20					
a5	2	2	17'-3"	20					
a6	2	2	15'-3"	20					
a7	2	2	13'-6"	20					
a8	2	2	11'-9"	10					
a9	2	2	10'-0"	10					
a10	2	2	8'-0"	10					
a11	2	2	6'-3"	10					
a12	1/2"	2	4'-6"	10					
S2b	1/2"	80	16'-0"	860					
b1	4	4	18'-9"	50					
b2	8	8	22'-0"	120					
b3	8	8	25'-0"	130					
b4	8	8	28'-0"	150					
b5	1/2"	4	30'-0"	80					
S2c	1/2"	16	14'-0"	150					
S2d	1/2"	32	3'-0"	60					
S4a	3/8"	104	27'-6"	2990					
a1	2	2	25'-0"	50	23'-5 3/8"				
a2	2	2	23'-0"	50	21'-5 3/8"				
a3	2	2	21'-0"	40	19'-6 3/8"				
a4	2	2	19'-3"	40	17'-9 3/8"				
a5	2	2	17'-3"	40	15'-11 3/8"				
a6	2	2	15'-6"	30	14'-2 3/8"				
a7	2	2	13'-6"	30	12'-4"				
a8	2	2	11'-6"	20	10'-5 3/8"				
a9	2	2	9'-9"	20	8'-8 3/8"				
a10	2	2	7'-9"	20	6'-10 3/8"				
a11	2	2	5'-9"	10	5'-0"				
S4b	3/8"	102	27'-9"	2980					
b1	2	2	25'-6"	50	23'-5 3/8"				
b2	2	2	23'-9"	50	21'-8 3/8"				
b3	2	2	22'-0"	50	19'-11 3/8"				
b4	2	2	20'-3"	40	18'-2 3/8"				
b5	2	2	18'-6"	40	16'-5 3/8"				
b6	2	2	16'-6"	30	14'-5 3/8"				
b7	2	2	14'-9"	30	12'-8 3/8"				
b8	2	2	13'-0"	30	10'-11 3/8"				
b9	2	2	11'-3"	20	9'-2 3/8"				
b10	2	2	9'-6"	20	7'-2 3/8"				
b11	2	2	7'-6"	20	5'-5 3/8"				
b12	2	2	5'-9"	10	3'-8 3/8"				
S4c	1/2"	4	3'-0"	10					
S5a	1/2"	128	7'-0"	1350					
S7a	1"	8	32'-0"	680					
TOTAL				12,260					



Bent Reinforcing Steel shall be measured along ϵ of bar. Dimensions are along ϵ unless marked out to out (%). All radii are inside.

PROPOSAL No 1

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

END FINISH DETAILS AND SUPERSTRUCTURE STEEL LIST
BR. NO. PI-56-317
OVER SALT CREEK.
PICKAWAY COUNTY S.H. 362
SEC. C BR. STA 10+35.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
REP	REP	Am	J.S.H.	W.H.E.	12/1/34