

S.H.(I.C.H.) 345 SEC. G
MUSKINGUM COUNTY
PROPOSALS No. 3 & 4

TYPE C
ITEM T-7

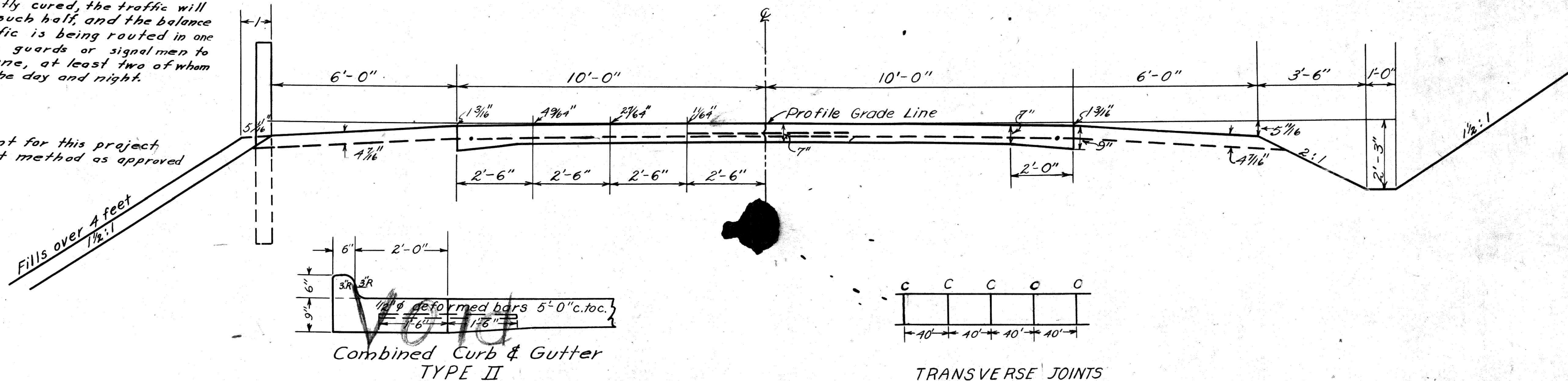
CONSTRUCTION DRAWING NO. 98 or 100

Building Under Traffic.

At the north end of Proposal No. 4, that portion from Sta. 661+65 to Sta. 663+14.8 will be built under traffic, and contractor shall so plan and conduct this operation that traffic will be carried thru this portion of project at all times. Pavement will be laid half width, traffic being carried in one way lane over the other half of roadway. Such one way lane shall be paved by the contractor in the Item T-2 materials, 10 ft. wide and 6" deep and maintained by daily dragging and the addition of further materials when necessary. Contractor shall construct and maintain on the outside of such one way lane a temporary guardrail of adequate strength and as approved by the engineer. As soon as the paved half is sufficiently cured, the traffic will be routed in one way lane over such half, and the balance of paving completed. When traffic is being routed in one way lane contractor shall provide guards or signalmen to handle such traffic in one way lane, at least two of whom shall be on duty at all hours of the day and night.

Note:

The aggregates for the pavement for this project will be proportioned by the weight method as approved by the Director.



Combined Curb & Gutter
TYPE II

CONSTRUCTION DRAWING No. 129

Construction Note.

From the time of award of contract until April 15, 1930 the road will not be closed to traffic. During such period present pavement will be maintained by State M. & R. Forces; and during this period the contractor may carry on such operations that do not interfere with traffic, like grading on new location, grubbing, the construction of bridges and culverts, etc. Where these structures are built during such period the contractor shall construct and maintain adequate detour bridges and approaches, 16 ft. wide, 10 ton capacity and as approved by the Engineer and he shall construct and maintain such other detour bridges and approaches as are necessary for local traffic, in the opinion of the engineer. Since the necessity for such detour bridges will be dependent to an extent on the time of construction, and the general plan of operation, payment for these items is in lump sum.

Project will be closed to traffic and detours provided as stated on the title sheet excepting from Sta. 661+65 to 663+14.8 of Proposal No. 4. However, as soon as pavement is completed and sufficiently cured the detour shall be removed and the road opened to traffic. The final finishing items like berming, trimming shoulders, slopes, ditches, etc. shall be completed under traffic. If the pavement is not completed by Nov. 15, 1930 the contractor shall cease grading and paving operations and shall open the road to traffic.

He shall pave with Item T-2 material, those portions of the road where present traffic bound pavement has been destroyed in grading operation. Such pavement shall consist of loose materials 16 ft. wide and 6" deep. He shall then turn over to the State M. & R. Forces such portions of the road not paved with concrete for State maintenance through the balance of the year and until April 15, 1931 when the road may be closed for such period as necessary for completion, of same.

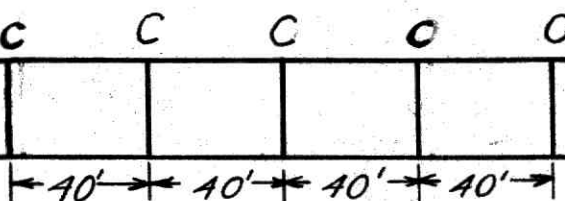
In opening the road to traffic on Nov. 15, 1930, he shall construct detour bridges where present structures have been removed and new ones not completed. Such detour bridges shall be 16 ft. wide, 10 ton capacity with wooden railings.

Note:

Where subgrade line conforms to present surface, the subgrade shall be scarified, spread and rolled to a depth of 6" or as approved by the Engineer.

Note:

At Rokeby Lock and through the U.S. Government property from Sta. 348+50 to Sta. 357+00, a distance of 650 Lin. ft. the quantities on the plan are not included in proposal No. 1 and this portion of the road is not in the contract. However, contingent on the approval by the War Dept. of the plans shown thru this stretch, same will be completed by the contractor at the Unit Bid Price.



TRANSVERSE JOINTS

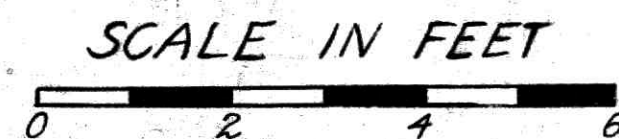
C-Contraction

Spacing of contraction joint
(No expansion joint required)
Construction Dr. No. 95

℄ courses are magnetic bearing.

Elevations are referred to government datum.
Note:- Flood Stage. The elevation of a 25 foot flood stage in the Muskingum River is shown on the plans. This flood stage is the controlling one on this route in the village of McConnelsville.

TYPICAL SECTION



Note - Rough grading will be completed to cross section indicated by the broken line. All earth below the broken line for the width of the pavement and the full width of berms shall be scarified to the depth of the sub-grade and parallel to the slope of the broken line before any excavated material is placed on the shoulders. The sub-grade shall then be prepared as provided for in the specifications for the type of pavement to be built and the material removed from the sub-grade or adjacent thereto be placed on the shoulders.

Note: Pavement on all curves will be super-elevated and on all curves where the degree of curvature is 5° or more will be widened.
See: tables on sheet No. 9