

APPROVED
APR 35 1966

APPROVED
MAY 23 1966

LINE DATA

WAY-3-14.72 & WAY-76-12.04	
BEGIN PROJECT STA 773+72.81 TO EQUATION STA 798+24.13 BACK	2,451.32 LIN. FT.
EQUATION STA 798+17.97 AHEAD TO END PROJECT STA 981+00	18,282.03 LIN. FT.
TOTAL FOR PROJECT	=20,733.35 L.F. OR 3.926 MILES
ADD FOR APPROACH	
STA 769+05.86 TO STA 773+72.81	466.95 LIN. FT.
STA 981+00 TO STA 984+00	300.00 LIN. FT.
FROM SIDE ROADS (SEE SHEET 2)	16,913.66 LIN. FT.
TOTAL LENGTH OF WORK	38,413.96 L.F. OR 7.275 MILES

COUNTY ROAD 19 S-1511-(1)	
BEGIN PROJECT STA 74+75 TO END PROJECT STA 93+25	1,850.00 LIN. FT.
TOTAL FOR PROJECT & LENGTH OF WORK S-1511-(1)	1,850 L.F. OR .350 MILES

TOTAL LENGTH OF PROJECTS WAY-3-14.72 & WAY-76-12.04 & S-1511-(1) 22,583.35 L.F. OR 4.277 MI.
 TOTAL LENGTH OF WORK WAY-3-14.72 & WAY-76-12.04 & S-1511-(1) 40,263.96 L.F. OR 7.625 MI.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

WAY-3-14.72
WAY-76-12.04

CITY OF WOOSTER
WOOSTER & WAYNE TOWNSHIPS
WAYNE COUNTY

GRADE SEPARATION WITH THE PENN. R.R. CO.

S-1511 (1)
ON COUNTY ROAD 19

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	S-1511-(1)

WAYNE COUNTY
WAY-3-14.72
WAY-76-12.04

1965 SPECIFICATIONS

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND 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 OF THE REVISED CODE OF OHIO.

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 OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED: D.H. Ginner
DATE: 3-16-66 DIVISION DEPUTY DIRECTOR

APPROVED: C.H. Altrater
DATE: 4-25-66 ENGINEER OF BRIDGES

APPROVED: R.D. Ricketts
DATE: 5-2-66 ENGINEER OF LOCATION & DESIGN

APPROVED: P.E. Shultz
DATE: 5-2-66 DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION

APPROVED: T.H. Brand
DATE: 5-5-66 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED: R.W. Wilson
DATE: 5-6-66 DEPUTY DIRECTOR OF PLANNING & PROGRAMMING

APPROVED: _____
DATE: _____ FIRST ASSISTANT DIRECTOR

APPROVED: P.E. Moshko
DATE: 5/16/66 DIRECTOR OF HIGHWAYS

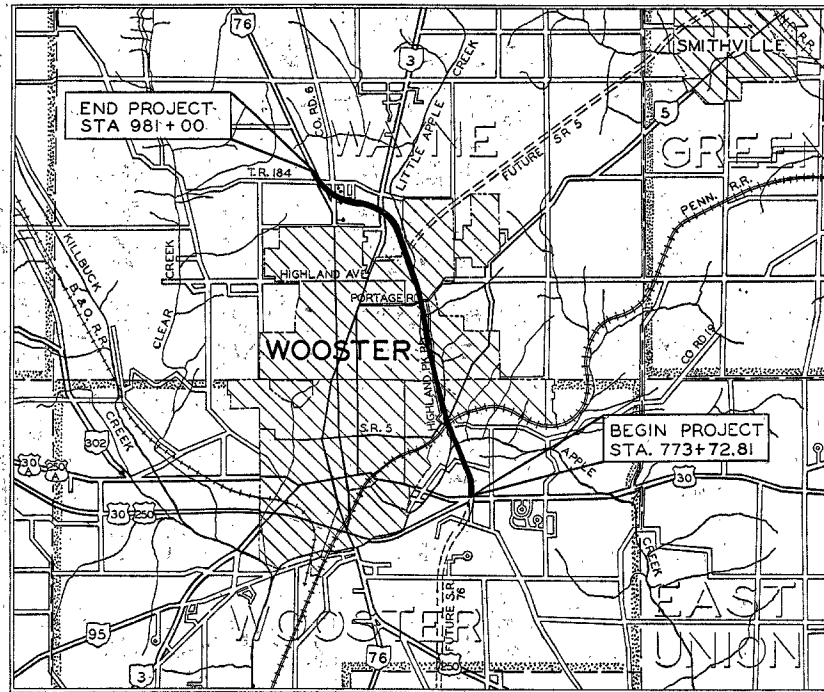
APPROVED: J. L. ...
DATE: 5/16/66 MAYOR, CITY OF WOOSTER

CONVENTIONAL SIGNS

COUNTY LINE	----
TOWNSHIP LINE	----
SECTION LINE	----
CORPORATION LINE	----
CENTER LINE	----
FENCE LINE	-x-x-x-
POLE LINE	-----
RAILROAD	====
GUARD RAIL	-----
DRAIN PIPE	-----
RIGHT OF WAY LINE	-----
LIMITED ACCESS LINE	-----
TREE REMOVAL	⊗ ⊗ ⊗ ⊗ ⊗

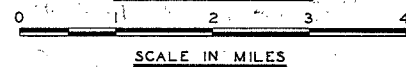
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	652-693



DELIVERY POINT AVERAGE HAUL FROM SIDING PENNSYLVANIA R.R. WOOSTER 1.5 MILES

LOCATION MAP



PORTION TO BE IMPROVED
STATE & FEDERAL HIGHWAYS
OTHER ROADS
PROPOSED HIGHWAYS

SCALES

PLAN 1" = 50'
PROFILE - HORIZONTAL 1" = 50'
PROFILE - VERTICAL 1" = 10'
CROSS SECTIONS 1" = 10'

STANDARD DRAWINGS

GR-1	6-1-65	SP-53	6-30-61	MH-1A	6-1-65	BP-3	6-1-65	SD-2-64	11-25-64	801	9-2-65	816	8-6-65
BP-1	6-1-65	MC-4	6-1-65	MH-1	6-1-65	BP-4	6-1-65	BR-1-65	2-1-65	808	7-14-65	825	4-22-65
BP-2	6-1-65	CB-2-3&2-4	6-1-65	BP-7	1-1-66	BP-5	6-1-65	AS-1-54	8-10-65	809	4-30-65	1001	9-2-65
BP-6	6-1-65	CB-2-2A & B	6-1-65	MC-5	6-1-65	MH-2	6-1-65			810	5-10-65		
F-1	6-1-65	CB-3A	6-1-65	GR-2A	9-1-65	FACI-1	6-1-65			811	3-29-65		
F-2	6-1-65	CB-6	6-1-65	GR-6	6-1-65	FACI-2	6-1-65						
F-3	6-1-65	I-1	6-1-65	L-1	6-1-65	FSB-1-62	1-15-63			814	3-16-66		
MC-3	6-1-65	I-2	6-1-65	MC-1	6-1-65	SD-1-63	11-12-63			815	8-6-65		
HW-E	6-1-65	I-2A	6-1-65	MC-6	6-1-65								

PREPARED AND RECOMMENDED BY
SHAFFER PARRETT & ASSOCIATES
CONSULTING ENGINEERS
MANSFIELD OHIO WOOSTER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

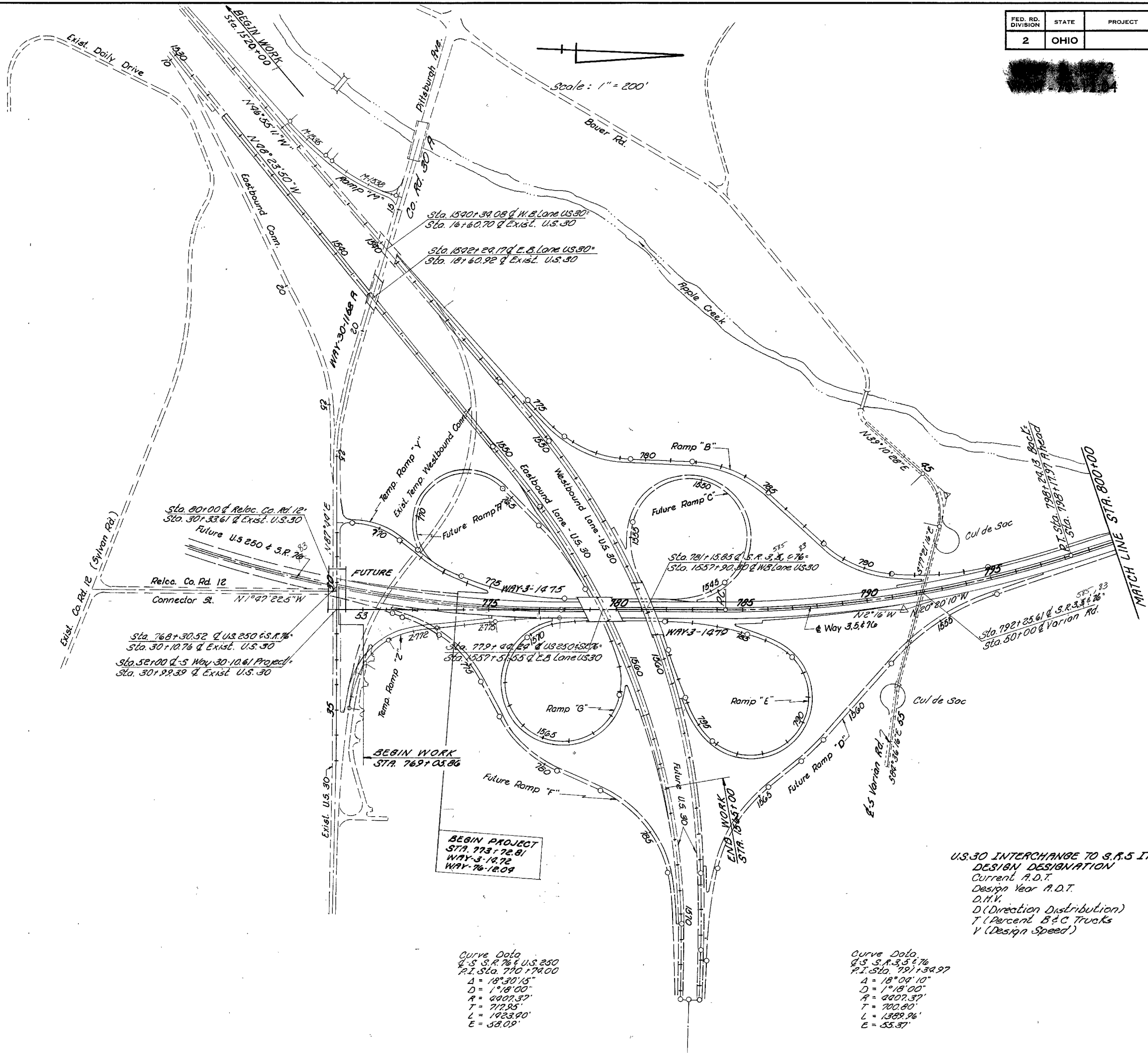
APPROVED _____
DIVISION ENGINEER DATE _____

FILE NO. _____
WAY-3-14.72
WAY-76-12.04
DATE OF LETTING _____
CONTRACT NO. _____

MICROFILMED
APR 25 1979

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

2
693



LINE DATA FOR APPROACHES

U.S. 30
Begin Work Sta. 1520+00
End Work Sta. 1565+00
Length of Work 4,500.00 Lin. Ft.

COUNTY ROAD 19
Begin Work Sta. 23+25
End Work Sta. 29+66
Length of Work 641.00 Lin. Ft.

RELOCATED S.R. 5
Begin Work Sta. 5+50
Equation Sta. 281+92.84 = Sta. 32+33.37
End Work Sta. 39+00
Length of Work 2,809.97 Lin. Ft.

PORTAGE ROAD
Begin Work Sta. 40+25
Equation Sta. 40+78.36 = 40+79.38 Ahd
End Work Sta. 61+75
Length of Work 2,148.98 Lin. Ft.

HIGHLAND AVENUE
Begin Work Sta. 110+00
End Work Sta. 117+19.38
Length of Work 719.38 Lin. Ft.

S.R. 3
Begin Work Sta. 58+75
End Work Sta. 86+00
Length of Work 2,725.00 Lin. Ft.

FRIENDSVILLE ROAD
Begin Work Sta. 12+00
Suspend Work Sta. 13+57.84
Resume Work Sta. 131+97.08
End Work Sta. 17+50
Length of Work 510.76 Lin. Ft.

MILLTOWN ROAD WEST
Begin Work Sta. 18+00
Suspend Work Sta. 19+88.73
Resume Work Sta. 20+29.66
End Work Sta. 26+00
Length of Work 759.07 Lin. Ft.

PENNSYLVANIA RAILROAD RELOCATION
Begin Work Sta. 7062+00
End Work Sta. 7083+00
Length of Work 2100.00 Lin. Ft.

Total length 16,913.66 Lin. Ft.
or 3.203 Miles

BEGIN PROJECT
STA. 773+72.81
WAY-3-14.72
WAY-76-12.09

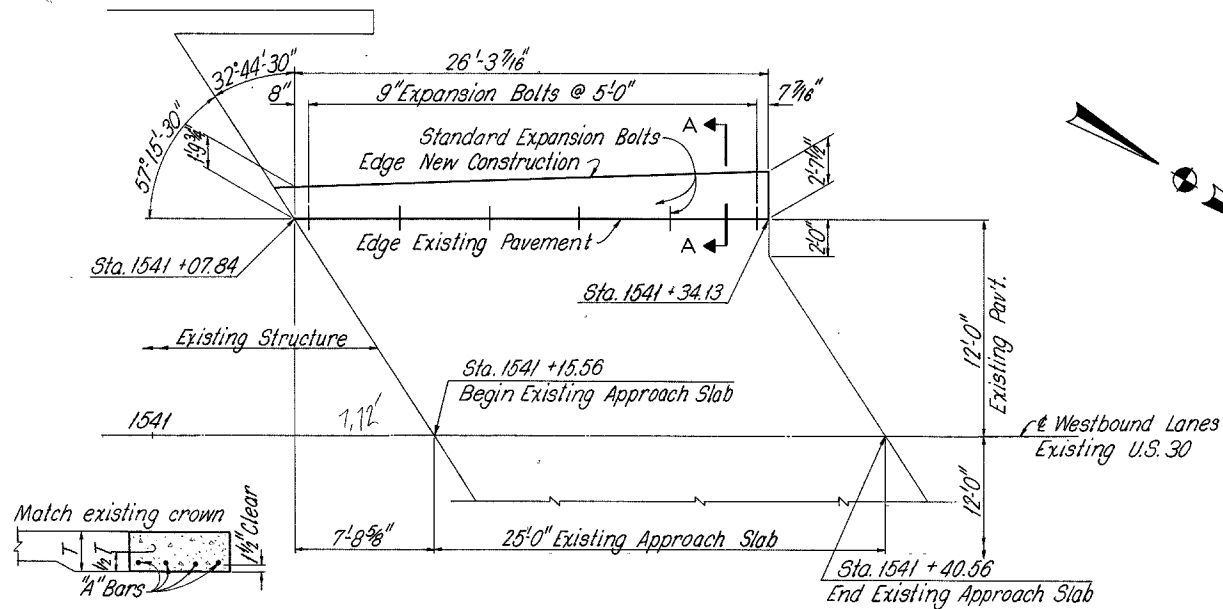
Curve Data
Q-S S.R. 76 & U.S. 250
P.I. Sta. 770+74.00
Δ = 18°30'15"
D = 1°18'00"
R = 4007.37'
T = 712.95'
L = 1923.90'
E = 58.09'

Curve Data
Q-S S.R. 3, 5 & 76
P.I. Sta. 791+34.97
Δ = 18°04'10"
D = 1°18'00"
R = 4007.37'
T = 700.80'
L = 1389.96'
E = 55.37'

U.S. 30 INTERCHANGE TO S.R. 5 INTERCHANGE

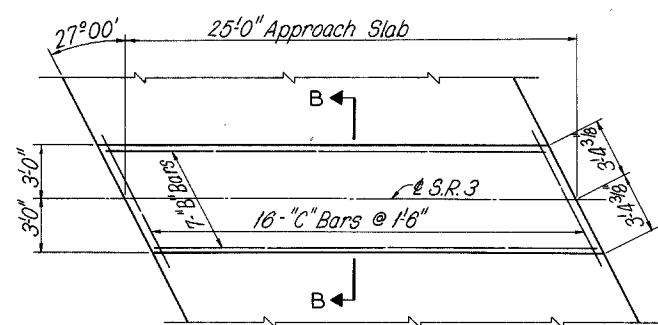
DESIGN DESIGNATION	
Current A.D.T.	6,102
Design Year A.D.T.	13,730
D.M.V.	2,060
D (Direction Distribution)	1,236
T (Percent B & C Trucks)	12.6%
V (Design Speed)	60 M.P.H.

WAY-3-14.72
WAY-76-12.04

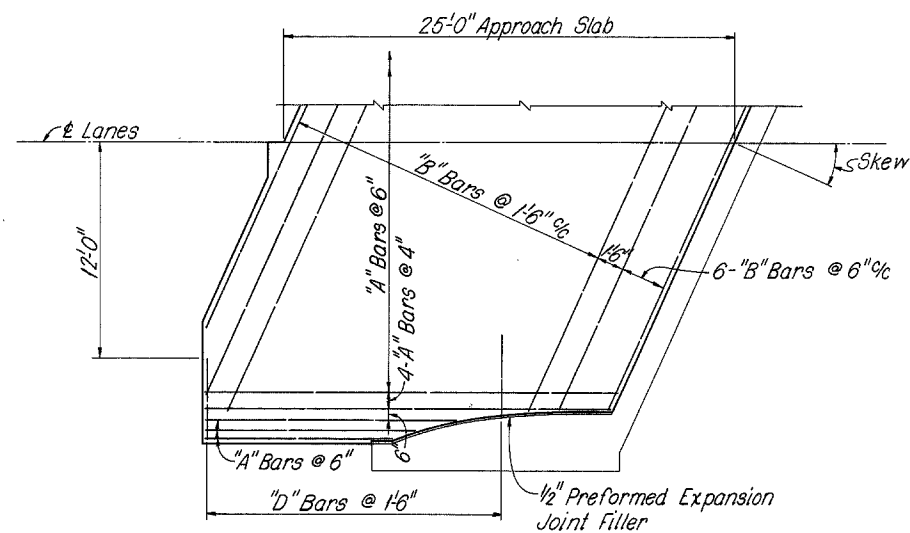


SECTION A-A

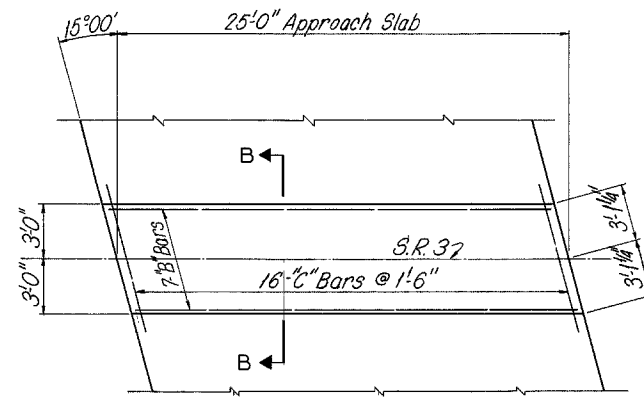
APPROACH SLAB MODIFICATION
EXISTING STRUCTURE
WAY-30-1163 - L



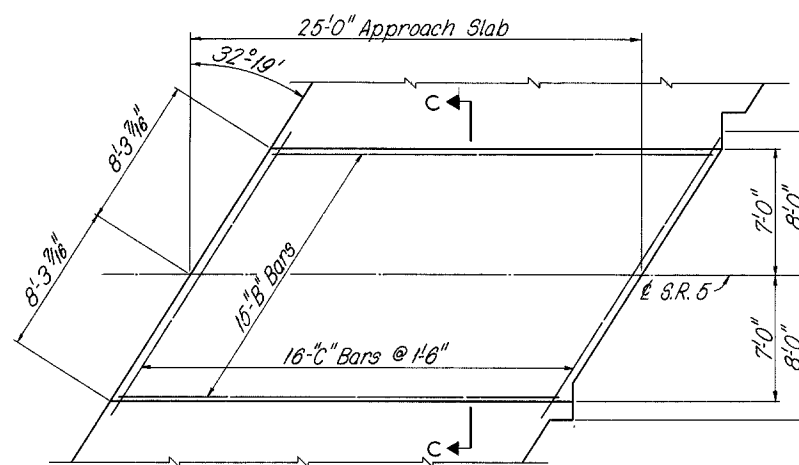
APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1475
E.B. LANES UNDER S.R. 3



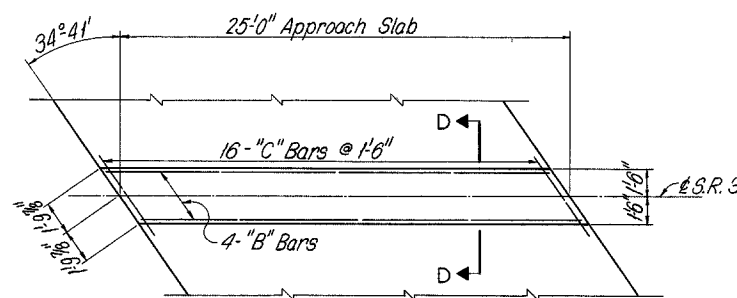
APPROACH SLAB DETIAL
BRIDGE NO. WAY-3-1479 (AS SHOWN) 1766 (OPP. HAND)
OVER S.R. 3
BRIDGE NO. WAY-3-1547
S.R. 5 OVER LITTLE APPLE CREEK & S.R. 3



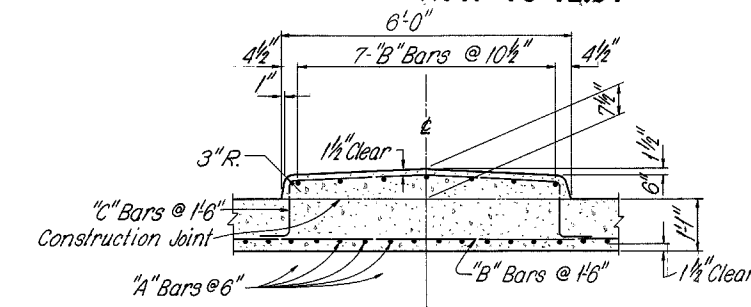
APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1520
OVER APPLE CREEK



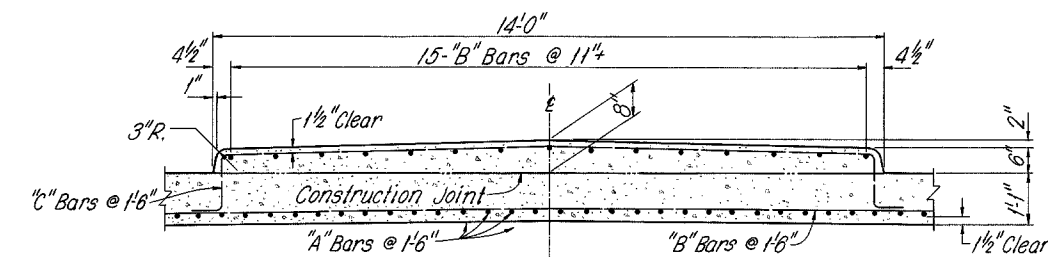
APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1547
S.R. 5 OVER LITTLE APPLE CREEK & S.R. 3



APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1766
OVER EXISTING U.S. 3



SECTION B-B

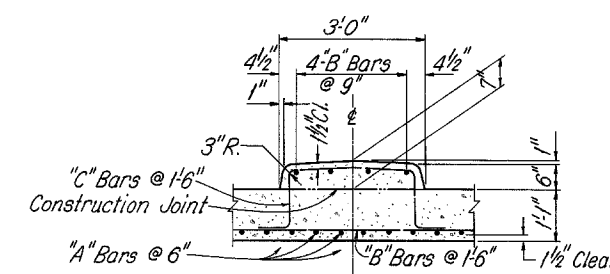


SECTION C-C

NOTES

NOTES AND DETAILS See Standard Drawing AS-1-54 (dated 8-10-65).

REINFORCING STEEL: "A" Bars are number 8
"B" Bars are number 5
"C" Bars are number 5
"D" Bars are number 5



SECTION D-D

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

APPROACH SLAB DETAILS
BRIDGE NO. WAY-30-1163-L (EXISTING),
WAY-3-1475, 1479, 1520, 1547 & 1766
WAYNE COUNTY SR. 3

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JPG	JPG	JS				

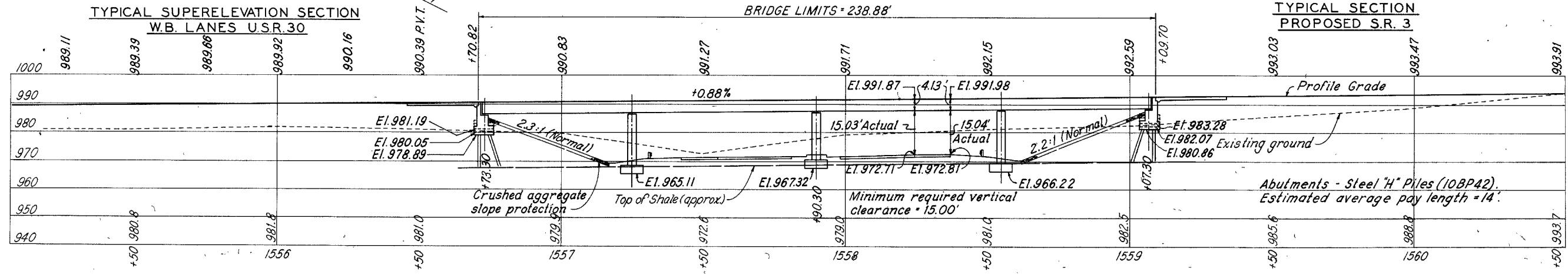
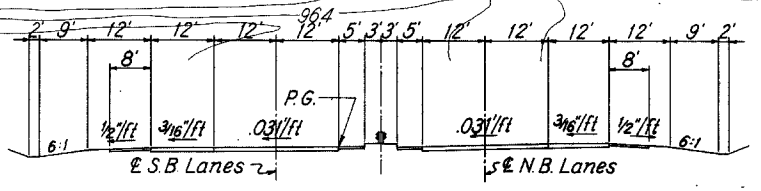
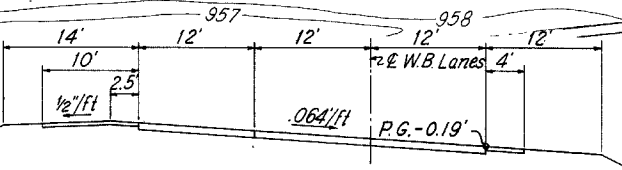
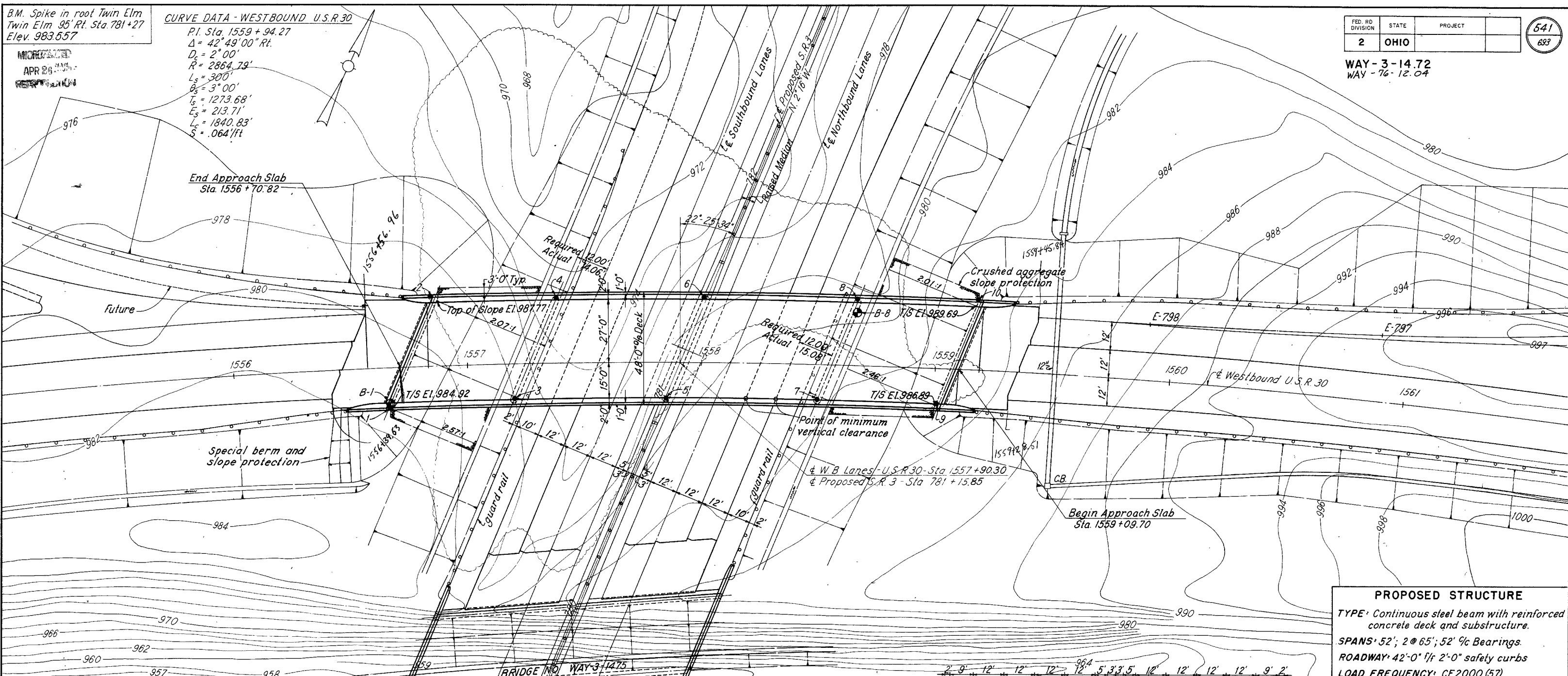
B.M. Spike in root Twin Elm
Twin Elm 95' Rt. Sta. 781+27
Elev. 983.57

CURVE DATA - WESTBOUND U.S.R.30
 P.I. Sta. 1559 + 94.27
 $\Delta = 42^\circ 49' 00''$ Rt.
 $D_c = 2^\circ 00'$
 $R = 2864.79'$
 $L_s = 300'$
 $\theta_s = 3^\circ 00'$
 $T_s = 1273.68'$
 $E_s = 213.71'$
 $L_c = 1840.83'$
 $S = .064'/ft$

APR 26 1972
 REVISION

FED. RD. DIVISION	STATE	PROJECT	541
2	OHIO		693

WAY-3-14.72
 WAY-76-12.04



PROPOSED STRUCTURE
 TYPE: Continuous steel beam with reinforced concrete deck and substructure.
 SPANS: 52'; 2 @ 65'; 52' @ Bearings.
 ROADWAY: 42'-0" / 1' 2'-0" safety curbs
 LOAD FREQUENCY: CF2000 (57)
 SKEW: 22°-25'-34" L.F.
 WEARING SURFACE: 1" monolithic concrete
 APPROACH SLABS: AS-1-54 (25' long)
 ALIGNMENT: 2°-00' curve Rt.
 SUPERELEVATION: .064'/ft for full width
 AVERAGE DAILY TRAFFIC: W.B. Lanes Prop. U.S.R.30 P=6880, C=1920, Total=8800
 Prop. S.R.3: P=10,620, C=1645, Total=12,265 (1985 traffic)
FOUNDATION INVESTIGATION LEGEND
 ● - Indicates core boring location.
 ○ - Indicates rod sounding location.

SHAFER, PARRETT AND ASSOCIATES
 Consulting Engineers
 MANSFIELD, OHIO.

SITE PLAN
 BRIDGE NO. WAY-3-1479
 W.B. LANES OVER S.R. 3

WAYNE COUNTY S.R. 3
 STA. 781+04.59

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK	Bob	UL				

WAY-3-14.72

WAY-76-1204

~ GENERAL NOTES ~

REFERENCE shall be made to Standard Drawings BR-1-65 (Sheet 1) revised 11-24-65, FSB-1-62 revised 1-15-63, SD-1-63 (Sheets 2, 3 and 4) dated 11-12-63, SD-2-64 dated 11-23-64, AS-1-54, revised 8-10-65, and Supplemental Specifications 303 dated 7-14-65, 311 dated 3-29-65, and 325 dated 4-22-65.

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

- Design Loading : CF-2000 (57)
- Concrete Class "C" : Basic unit stress 1,333 p.s.i.
- Concrete Class "E" : Basic unit stress 1,133 p.s.i.
- Structural Steel : ASTM A36, Basic unit stress - 20,000 p.s.i.
- Reinforcing Steel : ASTM A15, A16, A160, deformed intermediate or hard grade, basic unit stress - 20,000 p.s.i. Except, spiral reinforcement may be plain, structural grade with basic unit stress of 18,000 p.s.i.

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade after which excavation shall be made for the abutments and piles driven.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments. Excavation quantity for the piers includes the removal of material between the surface of the proposed roadway and the bottom of the pier footings.

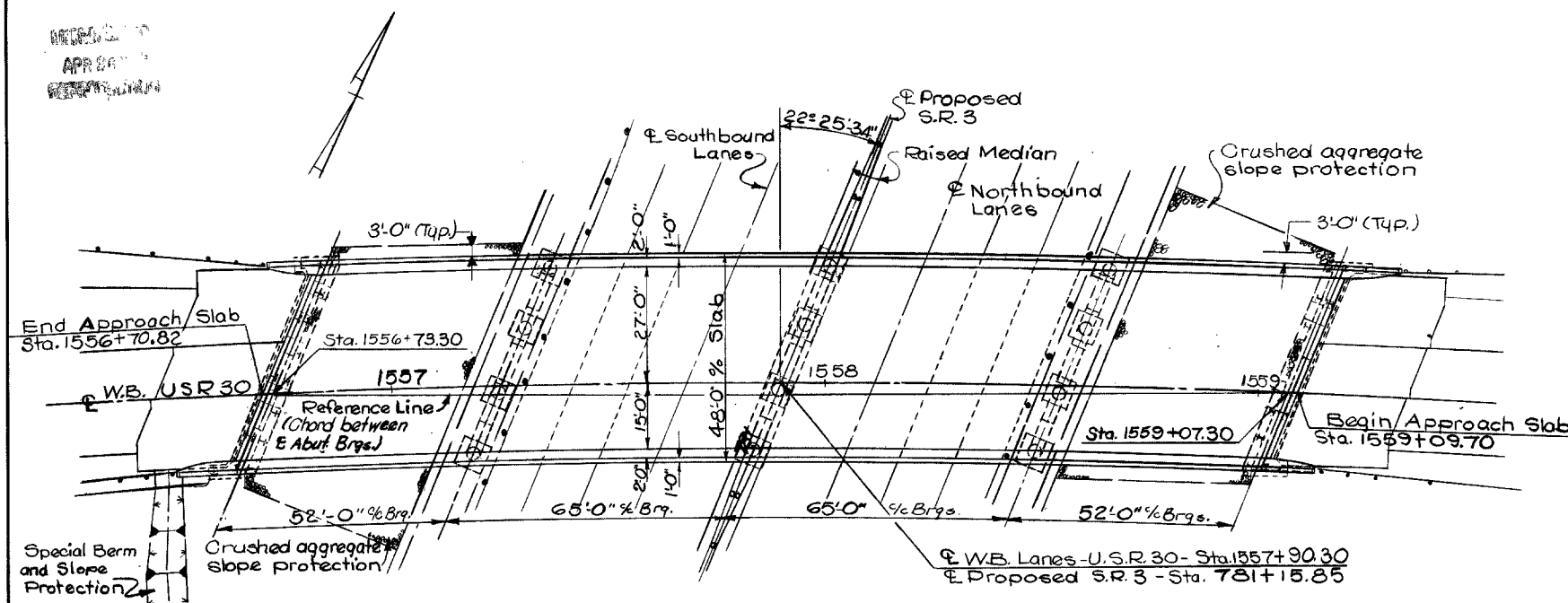
ABUTMENT PILES shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in item 507 is not less than the following value for a pile hammer of the indicated energy rating:

- 40 tons per pile using a 7000 ft. lb. hammer.
 - 34 tons per pile using a 11000 ft. lb. hammer.
 - 32 tons per pile using a 15000 ft. lb. or greater 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 design load is 32 tons per pile for the abutment piles.

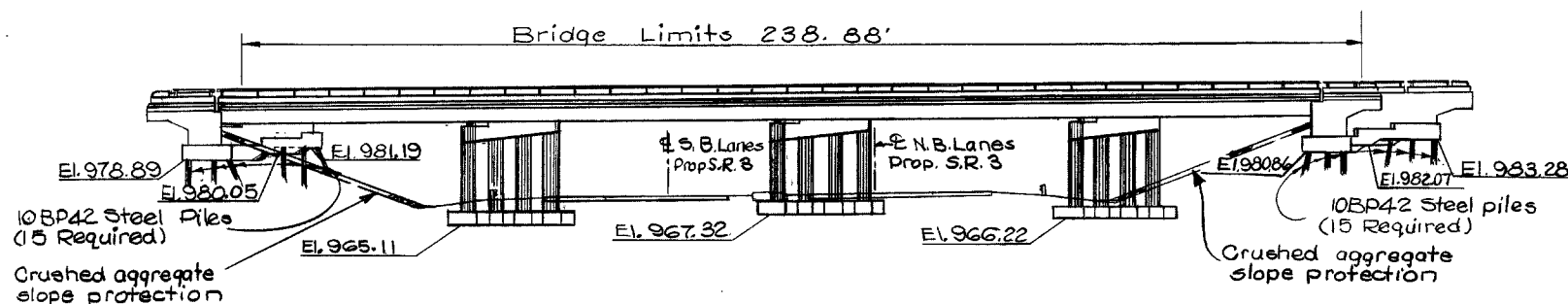
PIER FOOTINGS shall extend a minimum of 3" into undisturbed rock or to the elevation shown, whichever is lower.

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 10 tons per sq. ft.

MACHINE FINISH: The concrete bridge deck may, at the option of the Contractor, be finished by the use of a finishing machine.



GENERAL PLAN



GENERAL ELEVATION

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER	GENERAL	AS BUILT
503	328	Cu. Yds.	Unclassified Excavation	328				
503	68	Cu. Yds.	Rock Excavation		68			
505	Lump	Sum	First Test Pile				Lump	
507	420	Lin. Ft.	Steel Piles 10 BP 42	420				
509	155,475	Lbs.	Reinforcing Steel	14,783	37,944	102,748		
511	365	Cu. Yds.	Class "C" Concrete, Superstructure			365		
511	110	Cu. Yds.	Class "C" Concrete, Pier Caps and Columns		110			
511	109	Cu. Yds.	Class "E" Concrete, Abutment above Footings	109				
511	133	Cu. Yds.	Class "E" Concrete, Footings	87	46			
513	282,600	Lbs.	Structural Steel			282,600		
514	282,600	Lbs.	Field Painting of Structural Steel			282,600		
517	523.01	Lin. Ft.	Bridge Railing, Type 1	50.84		472.17		
518	38	Cu. Yds.	Porous Backfill	38				
518	88	Lin. Ft.	3" Helical Perforated C.M.P. Sec. 707.06, including specials.	88				
518	96	Lin. Ft.	6" Helical C.M.P. Sec. 707.06, Non-Perforated.	96				
518	11	Each	Scuppers, including supports.			11		
601	650	Sq. Yds.	Crushed Aggregate Slope Protection				650	
825	1460	Sq. Yds.	Concrete Surface Treatment				1460	
808	365	Units	Water-Reducing, Set-Retarding Admixture			365		

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

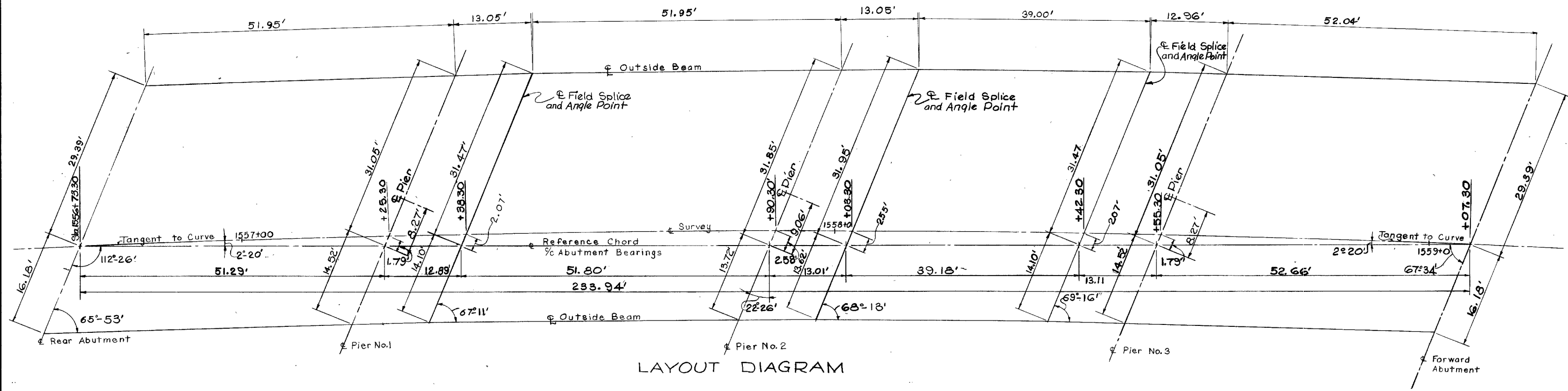
GENERAL PLAN AND ELEVATION
EST. QUANTITIES AND GEN. NOTES
BRIDGE NO. WAY-3-1479
W.B. LANES OVER S.R. 3
WAYNE COUNTY U.S.R. 30
STA. 1556+70.82 TO STA. 1559+09.70
SCALE DATE
DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED
F.H.S. W.L.C. P.J.M. 8/17 12.6.65

MICHIGAN
APR 29 1970

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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WAY-3-14.72
WAY-76-12.04



LAYOUT DIAGRAM

SHAFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

LAYOUT DIAGRAM
BRIDGE NO WAY-3-14.79
W. B. LANES OVER S. R. 3
WAYNE COUNTY U.S.R. 30
STA. 1556+70.82 TO STA. 1559+09.70

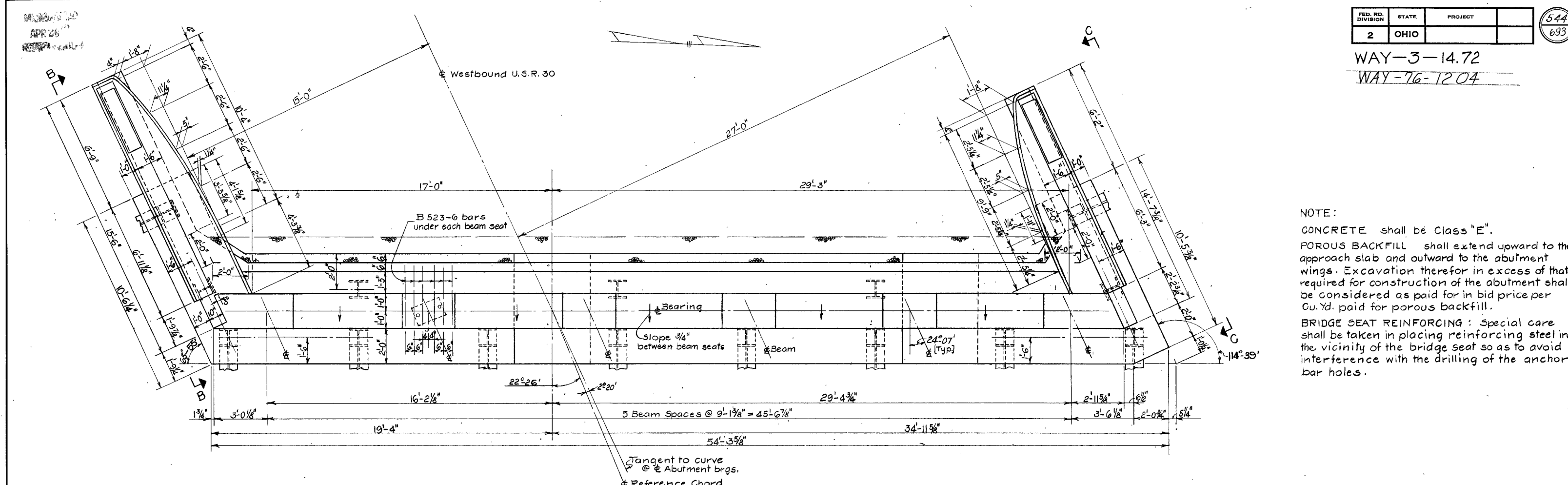
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
WIC	RJM	T.P.	SK	FHS	12-8-65

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

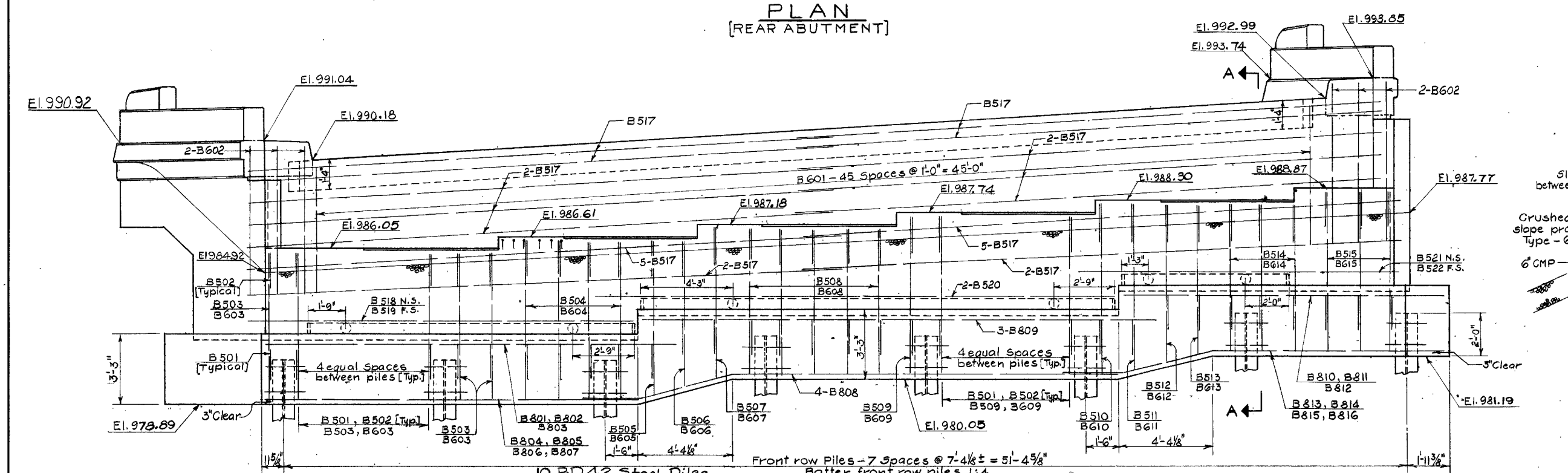
544
693

WAY-3-14.72
WAY-76-1204

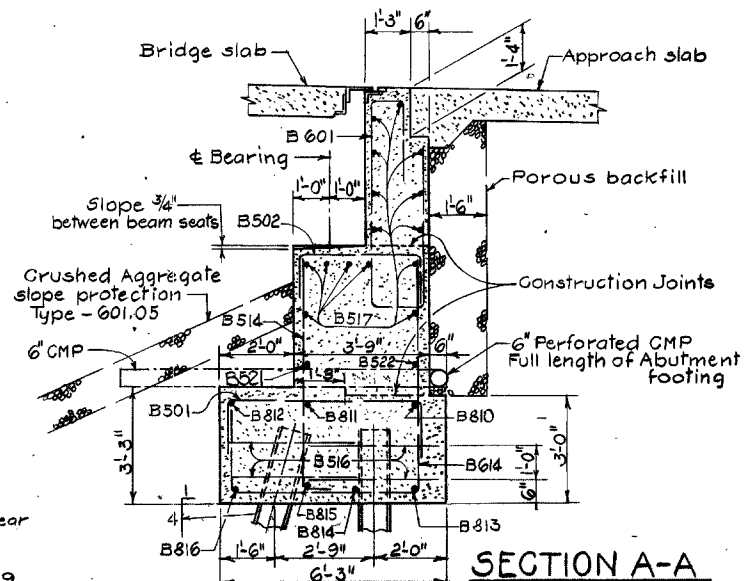
APR 26



PLAN
[REAR ABUTMENT]



ELEVATION
[REAR ABUTMENT]



SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

REAR ABUTMENT DETAILS
BRIDGE NO. WAY-3-1472
W.B. LANES OVER S.R. 3
WAYNE COUNTY U.S.R. 30
STA. 1536+70.82 TO STA. 1559+09.70

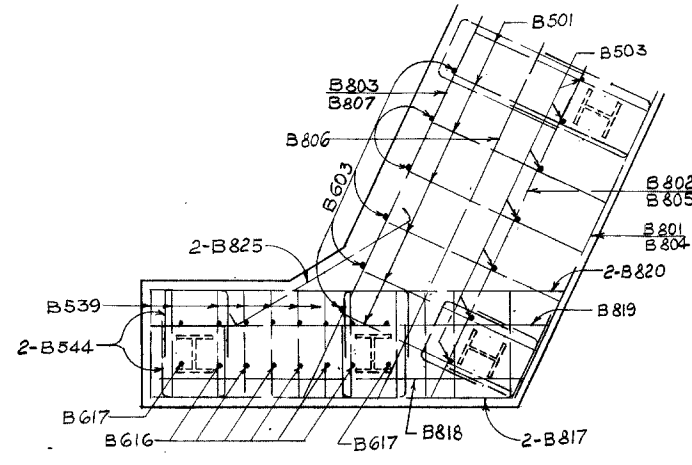
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
W.I.C.	L.F.	L.F.	CLP	J.H.S.	12-8-65	

APR 1972

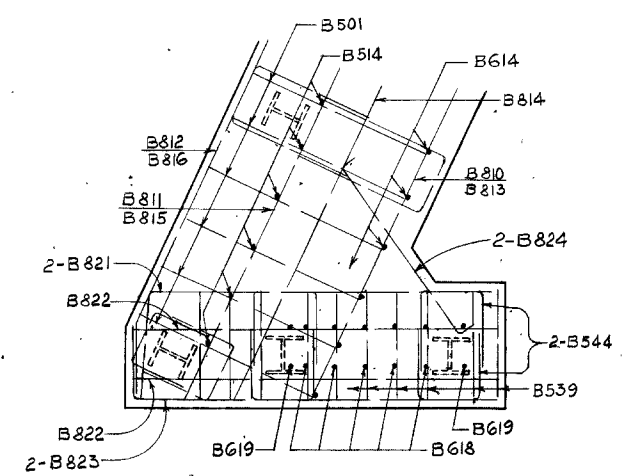
FED. RD. DIVISION	STATE	PROJECT	545 693
2	OHIO		

WAY-3-14.72

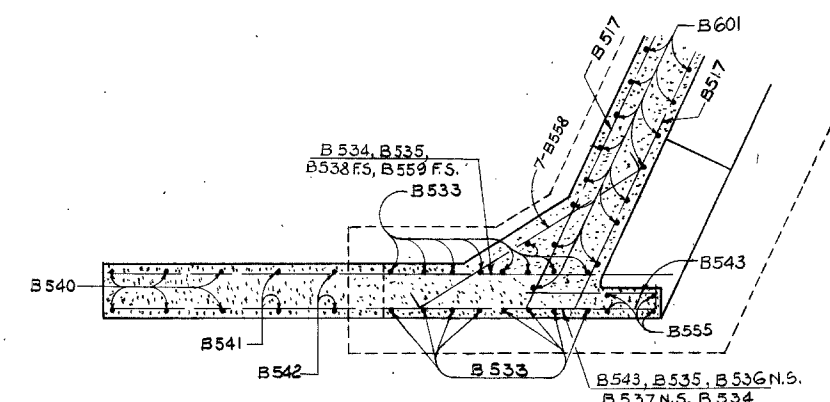
WAY-76-1204



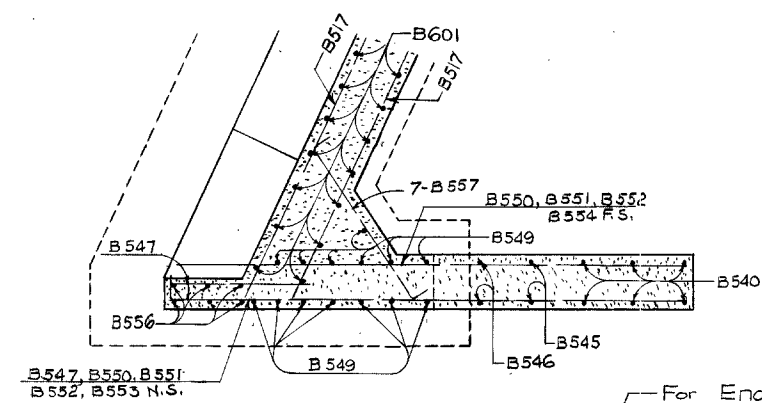
PART PLAN FOOTING



PART PLAN FOOTING

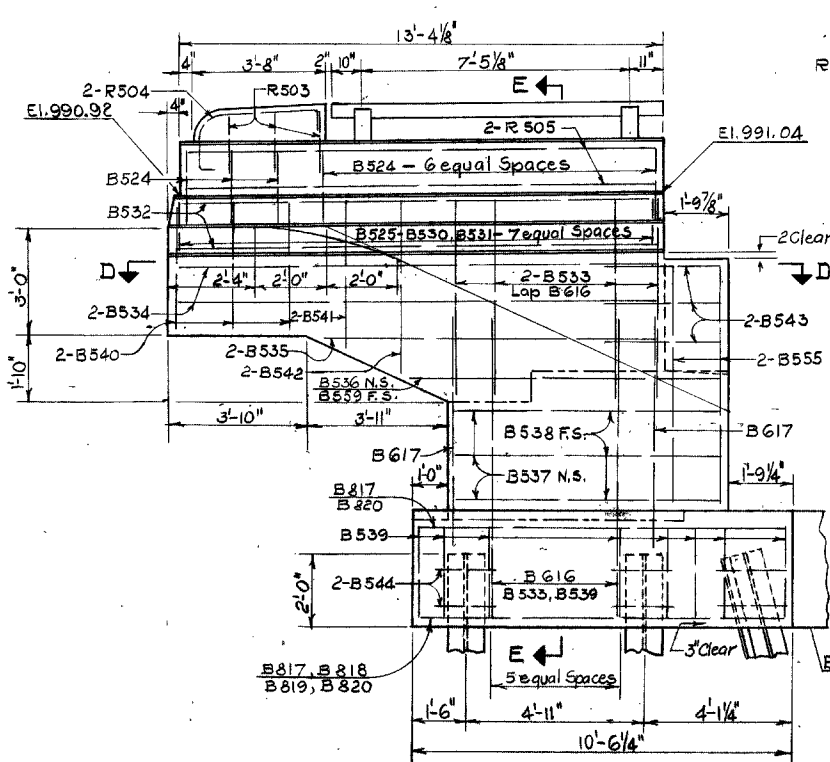


SECTION D-D

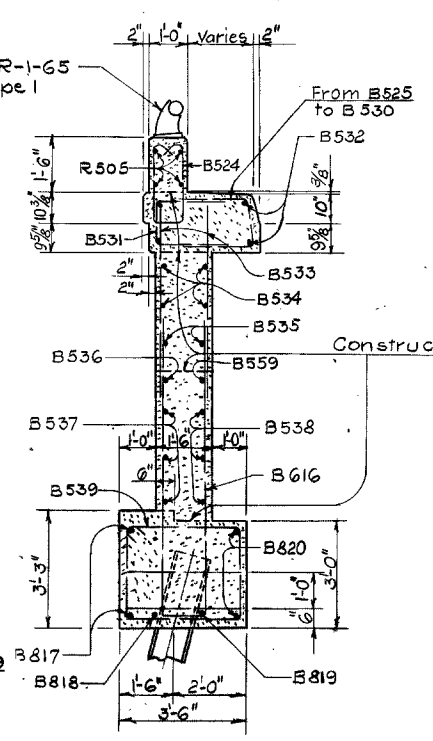


SECTION F-F

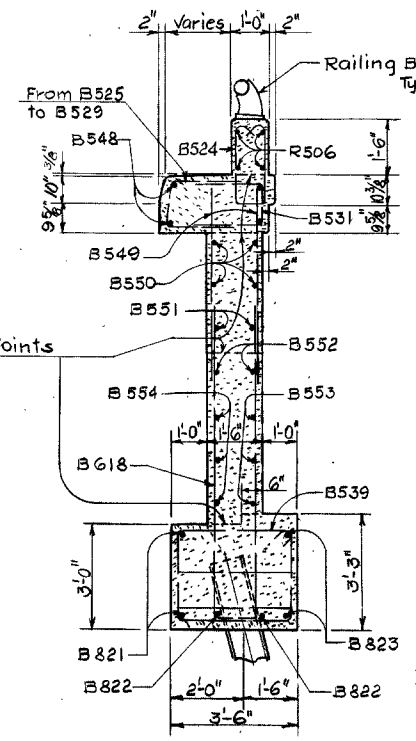
For End Post details see Standard Drawing BR-1-G5 Sheet No. 1 (Typical)



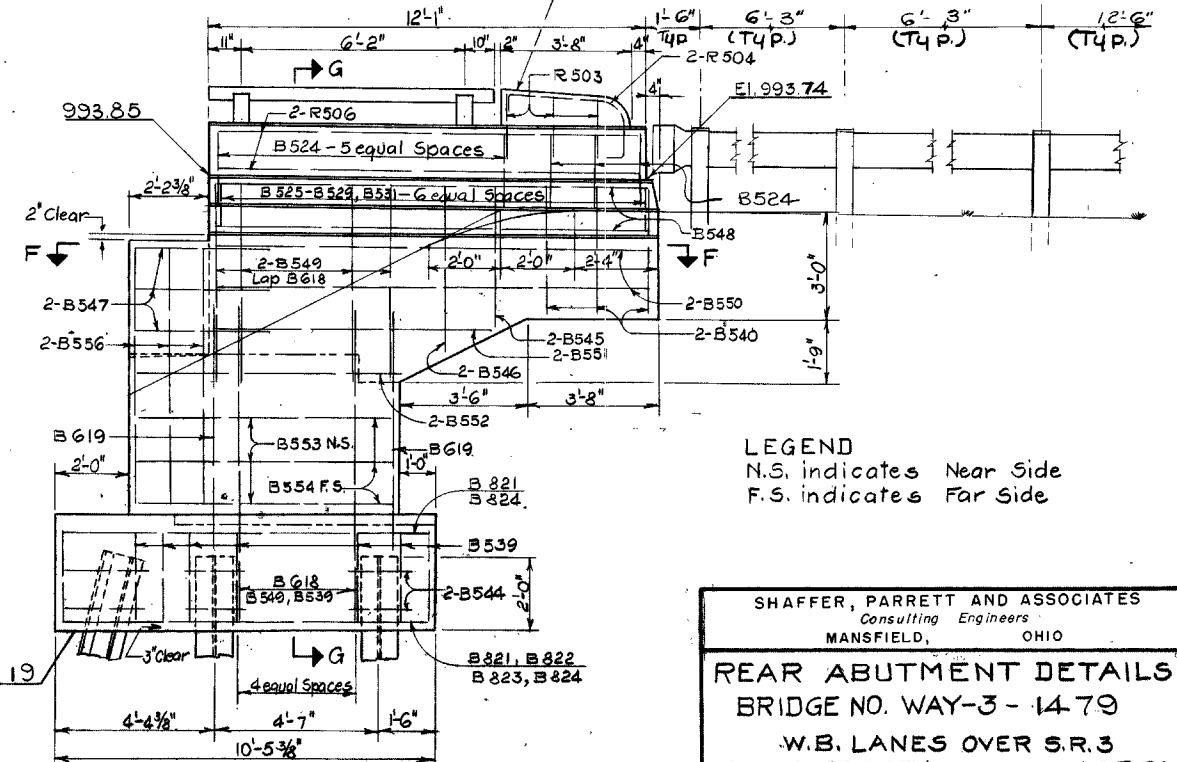
VIEW B-B



SECTION E-E



SECTION G-G



VIEW C-C

LEGEND
N.S. indicates Near Side
F.S. indicates Far Side

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Consulting Engineers
MANSFIELD, OHIO

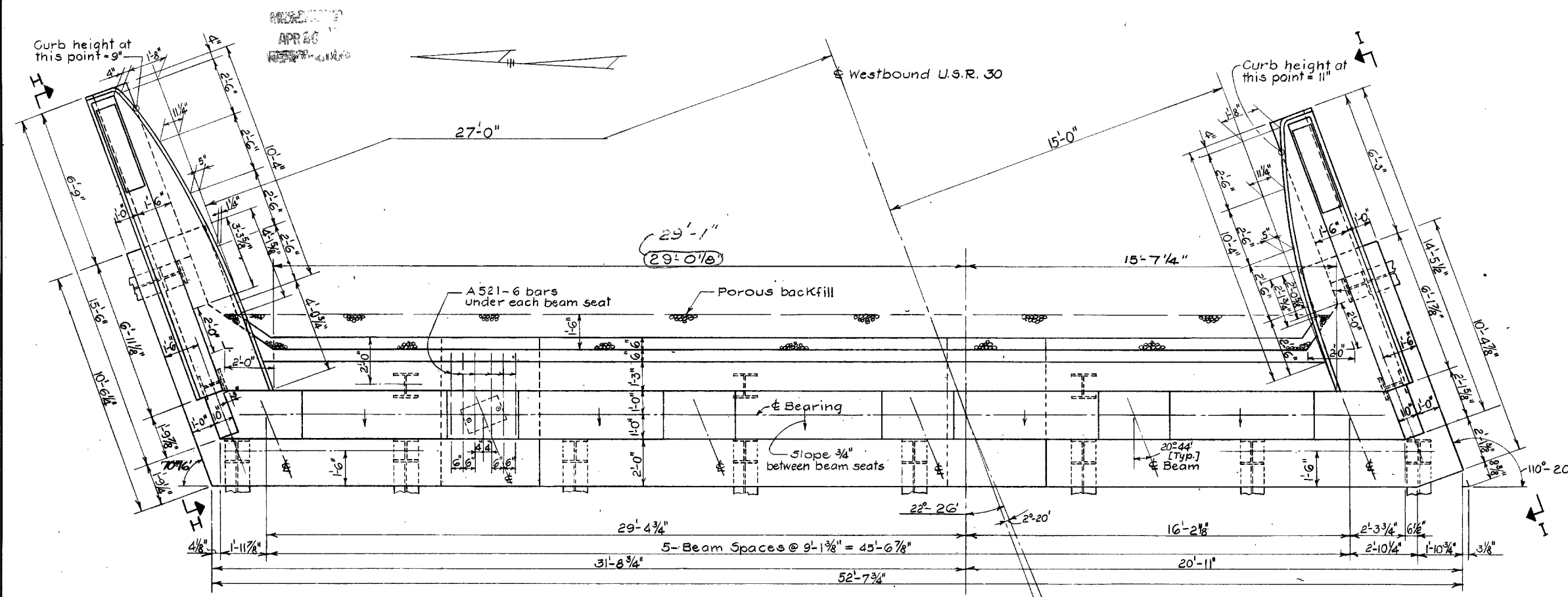
REAR ABUTMENT DETAILS
BRIDGE NO. WAY-3 - 14.72
W.B. LANES OVER S.R.3
WAYNE COUNTY U.S.R.30
STA. 1556+70.82 TO STA. 1559+09.70

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W.I.C.	L.P.		804	F.H.D.	12-8-65	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

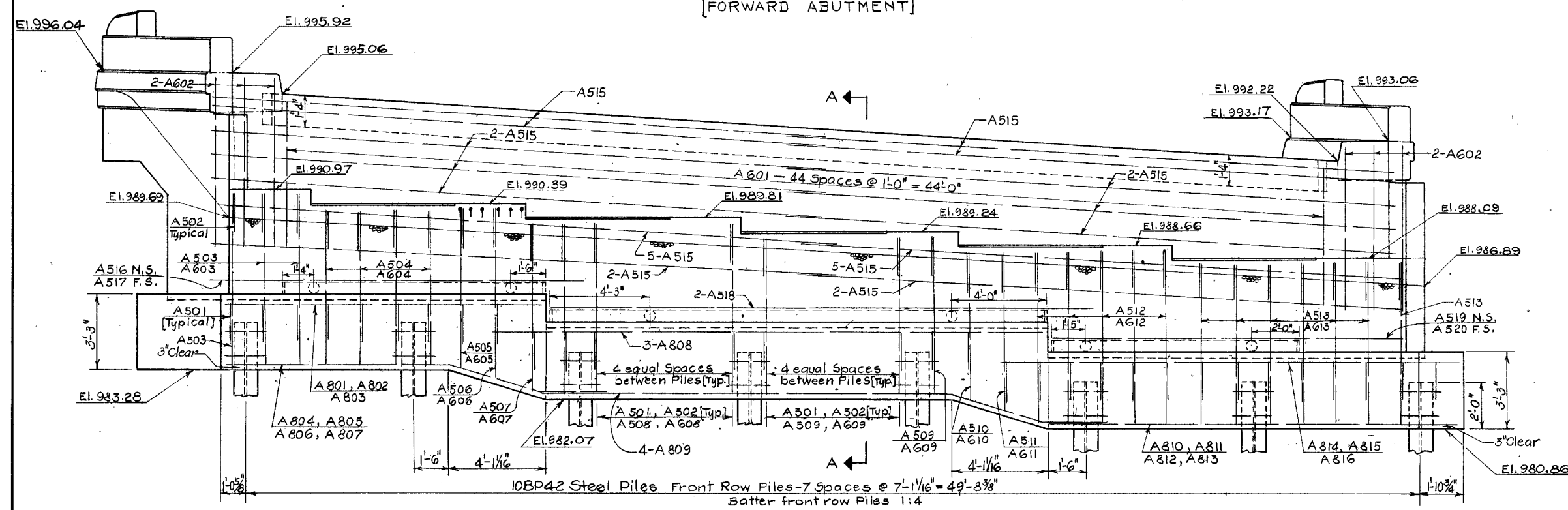
543
693

WAY-3-14.72
WAY-76-1204

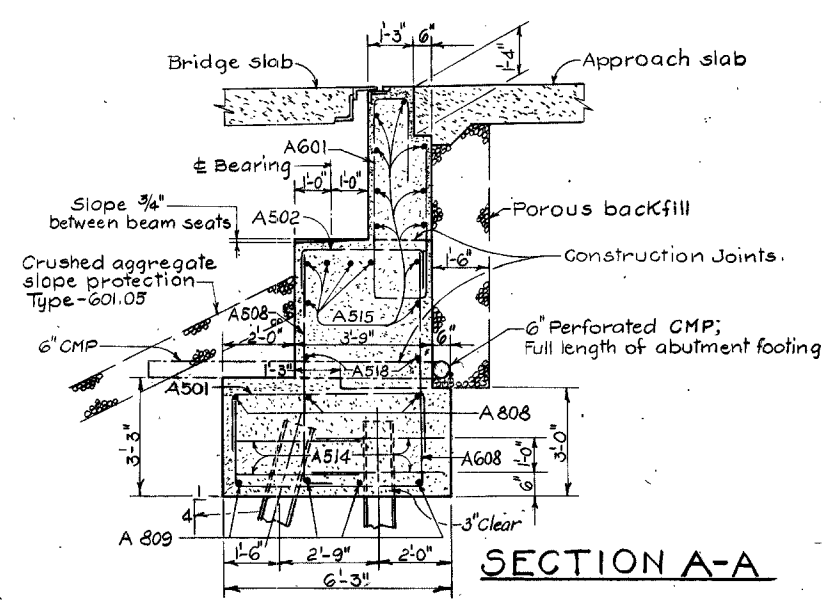


PLAN
[FORWARD ABUTMENT]

NOTE:
CONCRETE shall be Class "E".
POROUS BACKFILL shall extend upward to the approach slab and outward to the abutment wings. Excavation therefor in excess of that required for construction of the abutment shall be considered as paid for in bid price per Cu. Yd. paid for porous backfill.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of the anchor bar holes.



ELEVATION
[FORWARD ABUTMENT]

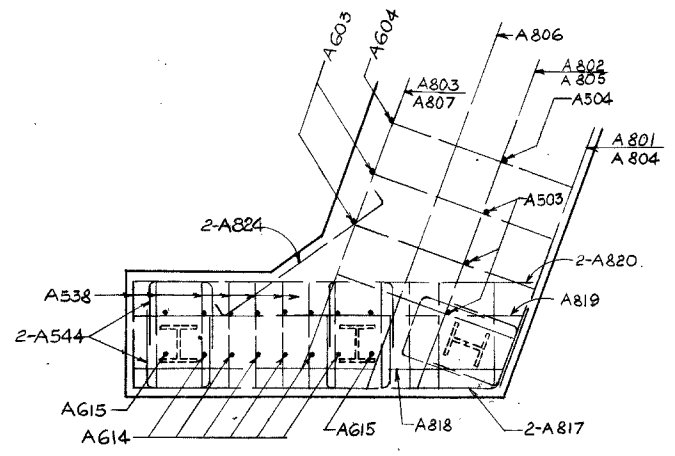


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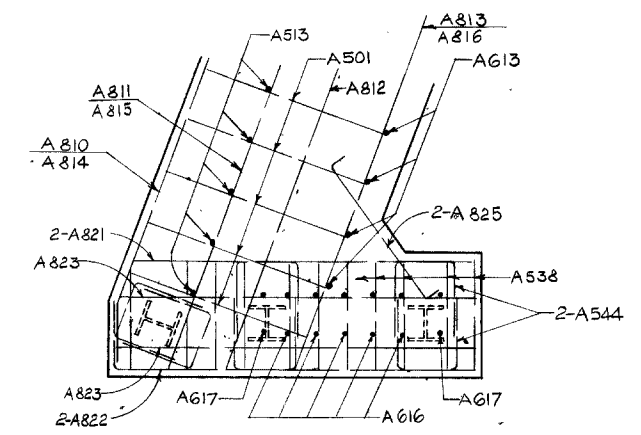
FORWARD ABUTMENT DETAILS
BRIDGE NO. WAY-3-1479
W.B. LANES OVER S.R. 3
WAYNE COUNTY U.S.R. 30
STA. 1556+70.82 TO STA. 1539+09.70

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W.I.C.	W.L.P.	L.P.		FHS	12-8-65	9-13-65

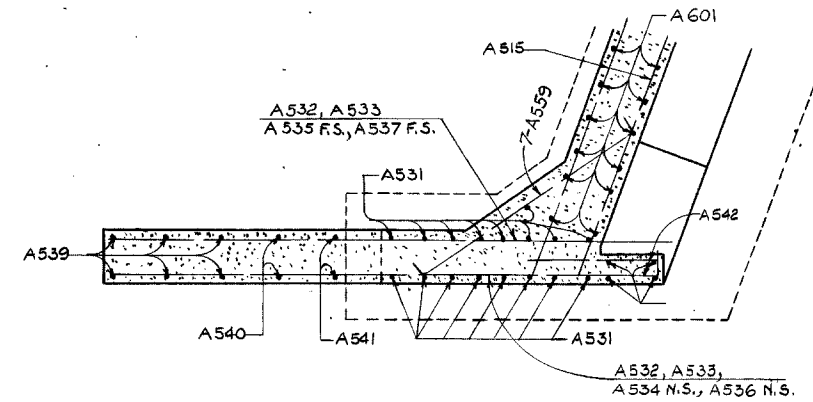
WAY-3-14.72
WAY-76-12.04



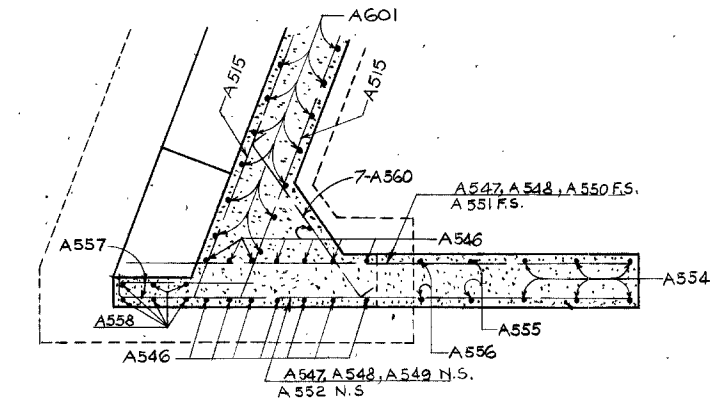
PART PLAN FOOTING



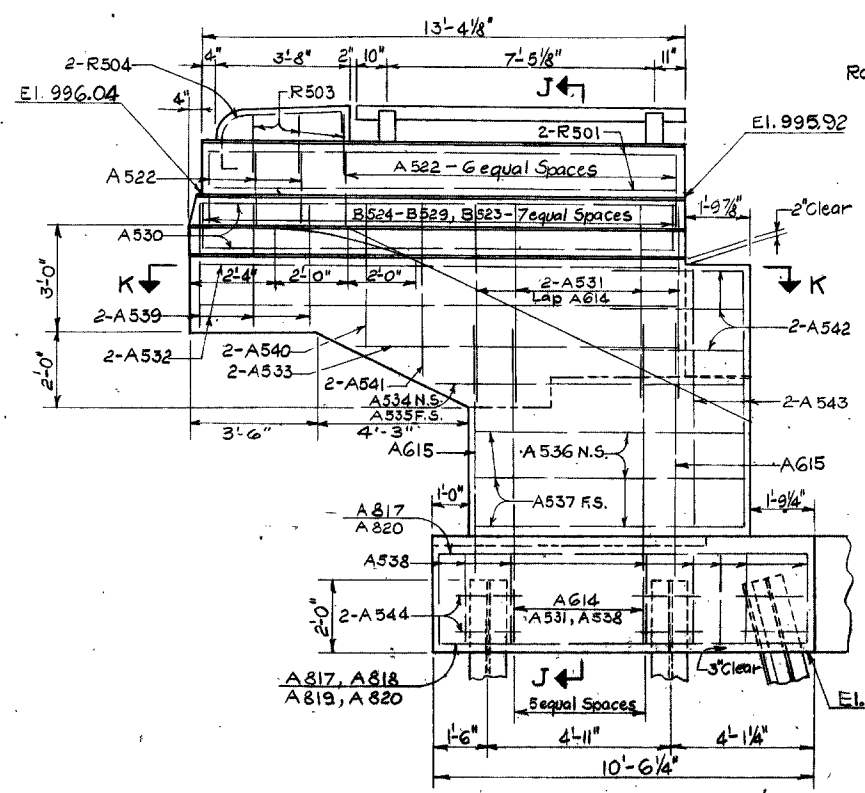
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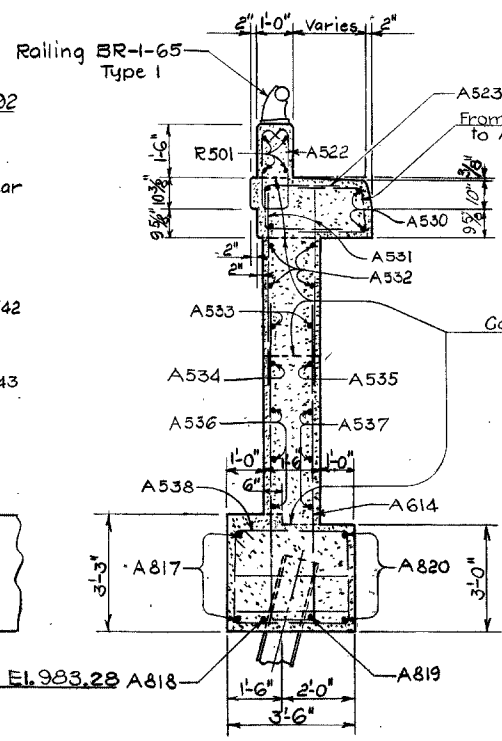
SECTION K-K



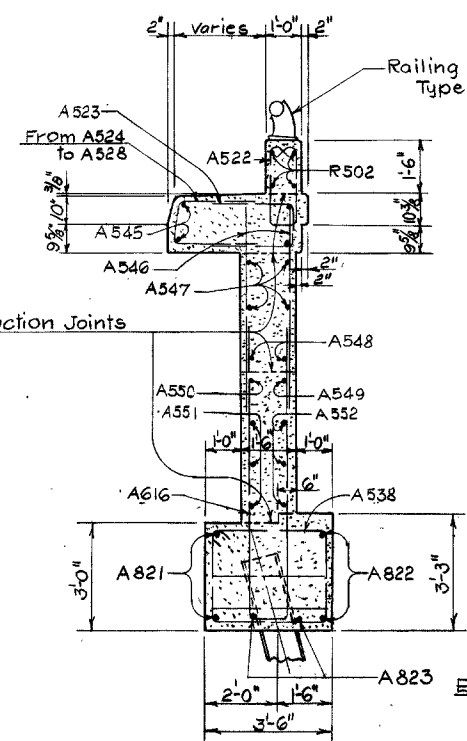
SECTION M-M



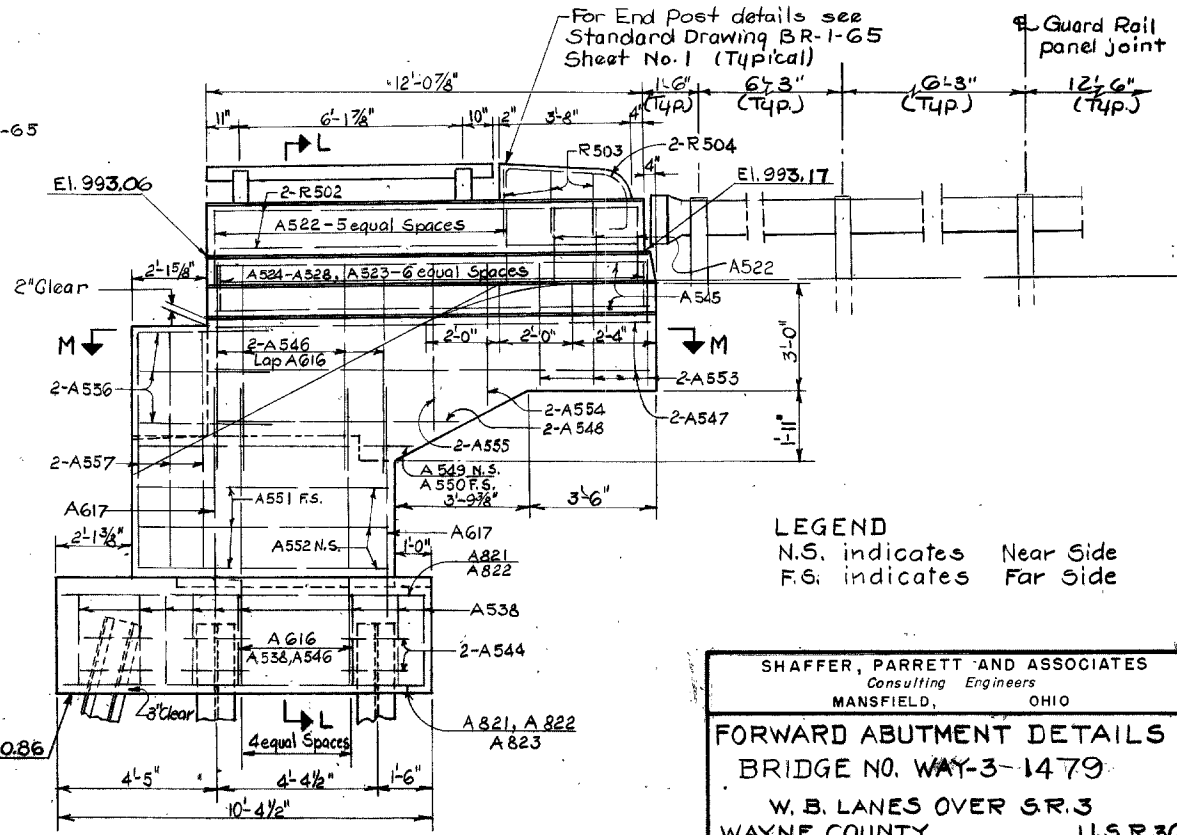
VIEW H-H



SECTION J-J



SECTION L-L



VIEW I-I

LEGEND
N.S. indicates Near Side
F.S. indicates Far Side

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Consulting Engineers
MANSFIELD, OHIO

FORWARD ABUTMENT DETAILS
BRIDGE NO. WAY-3-1479

W. B. LANES OVER S.R. 3 U.S.R. 30
WAYNE COUNTY STA. 1556+70.82 TO STA. 1559+09.70

SCALE DATE

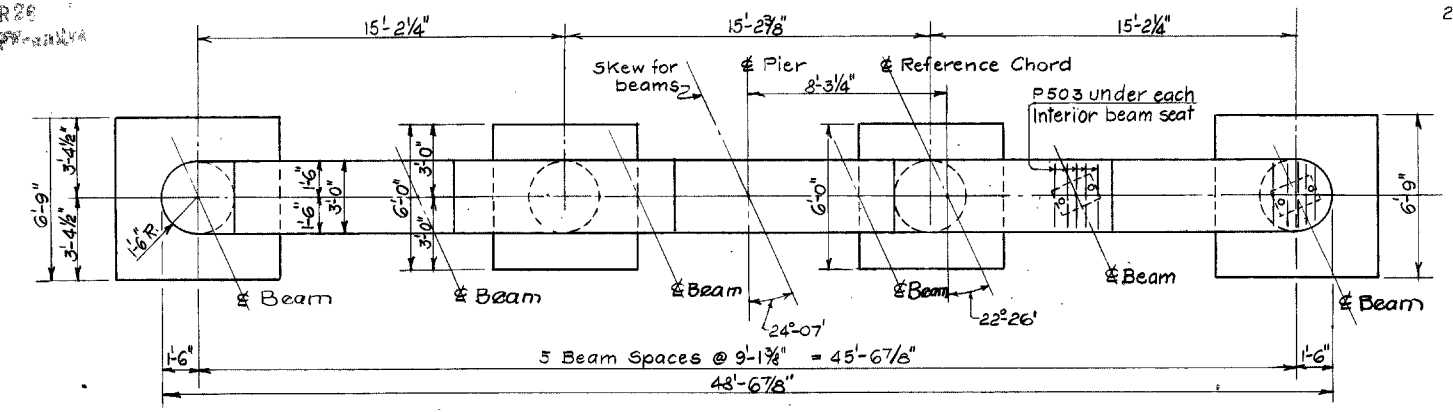
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W.I.C.	L.P.				12-8-65	

APR 26

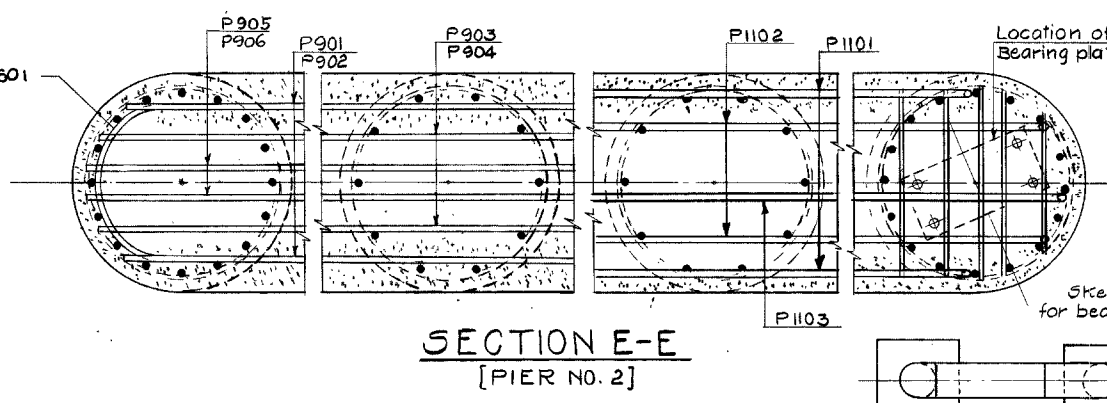
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

5.43
693

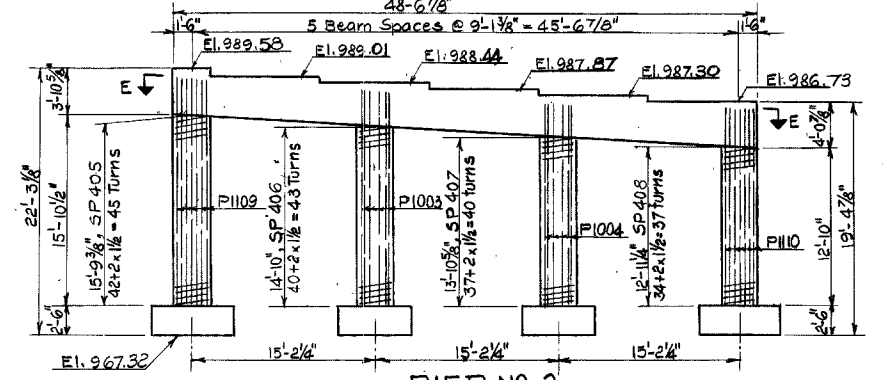
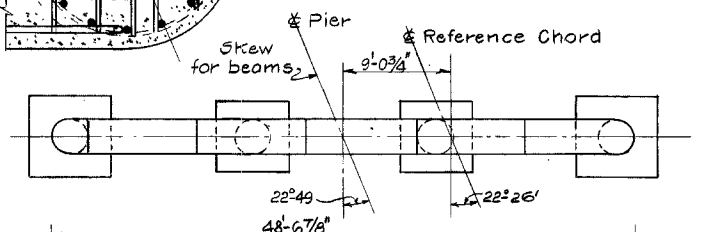
WAY-3-14.72
WAY-76-12.04



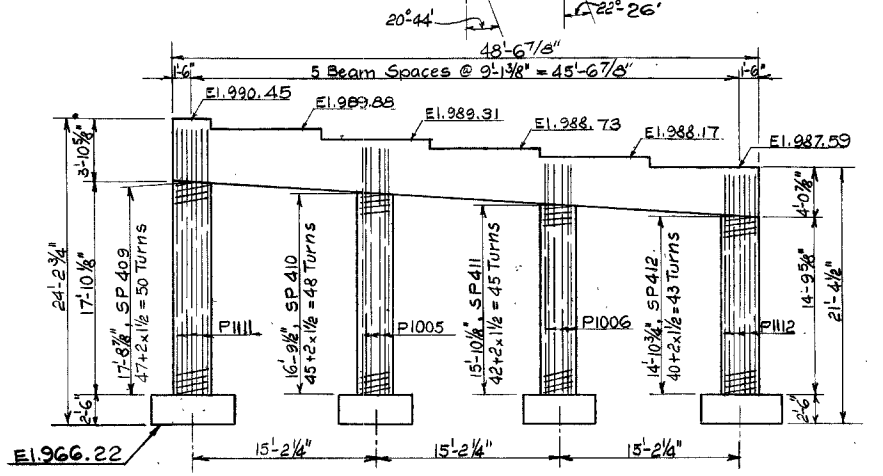
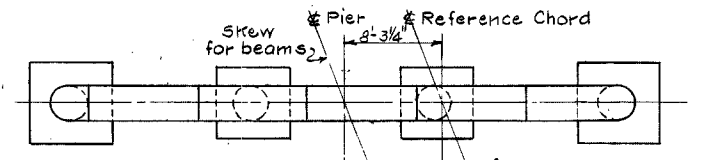
PLAN - PIER NO. 1



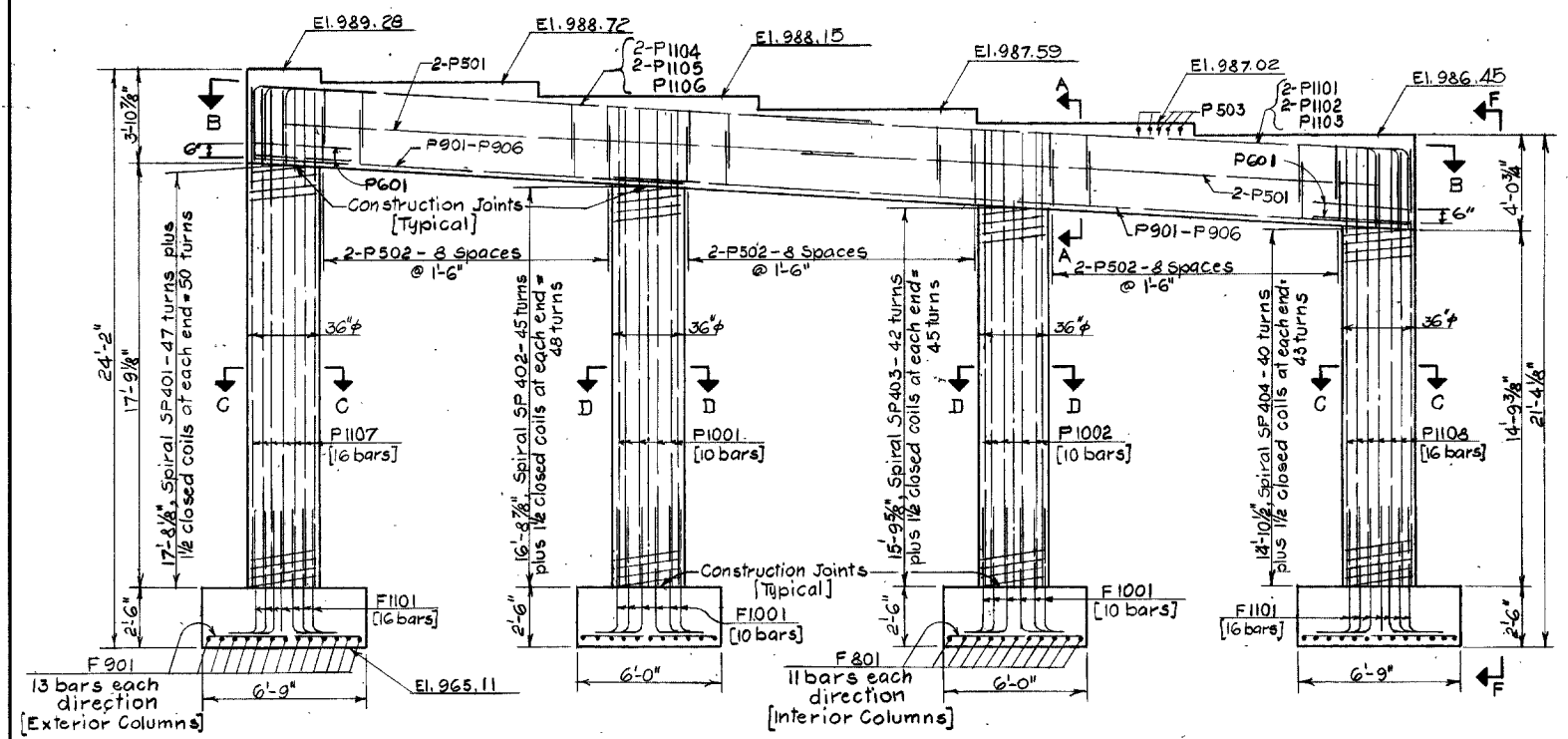
SECTION E-E
[PIER NO. 2]



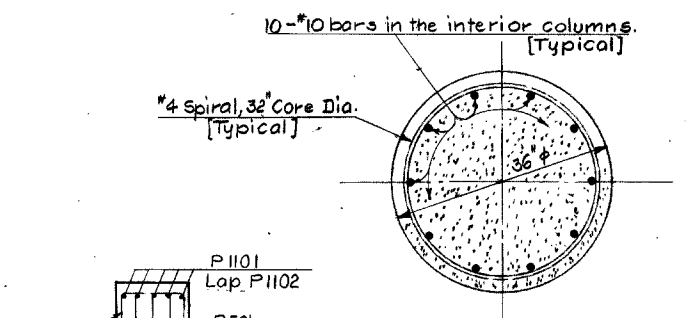
PIER NO. 2



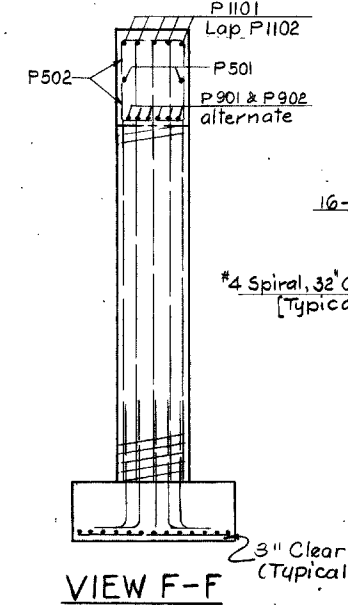
PIER NO. 3



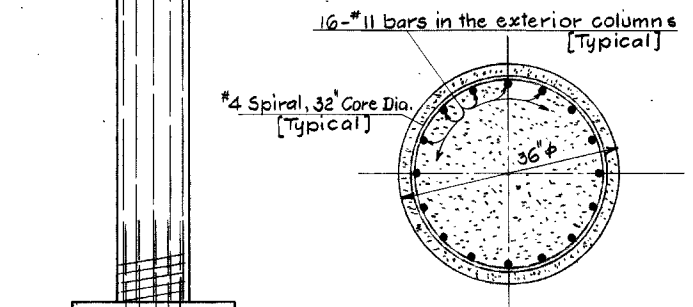
ELEVATION - PIER NO. 1



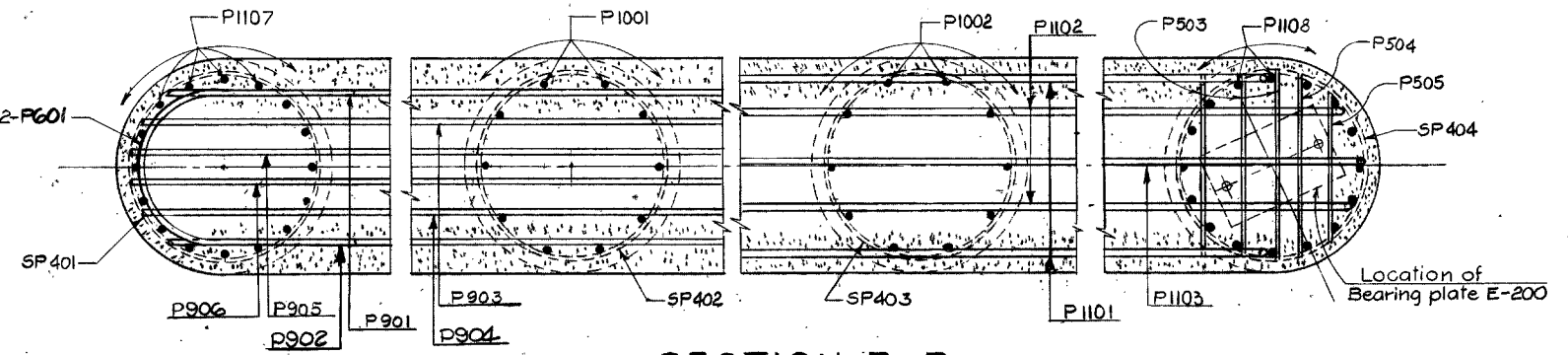
SECTION D-D



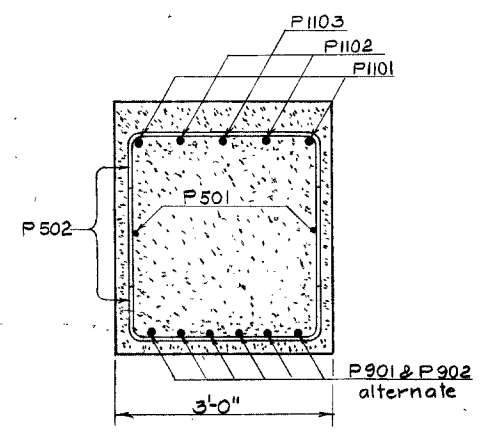
VIEW F-F



SECTION C-C



SECTION B-B
[PIER NO. 1 and 3]



SECTION A-A

[Steel in bottom of Pier cap]
Bars from P901 to P906 alternate in lapping each other over column No. 2 and column No. 3

[Steel in top of Pier cap]

NOTE:
CONCRETE shall be Class "C" for caps and columns and Class "E" for footings.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.

Dimensions and details not shown for Pier No. 2 and 3 are similar to Pier No. 1.

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO					
PIER DETAILS					
BRIDGE NO. WAY-3-1470					
W.B. LANES OVER S.R.30					
WAYNE COUNTY U.S.R.30					
STA. 1556+70.82 TO STA. 1559+09.70					
SCALE	DATE	DESIGNED	DRAWN	TRACED	CHECKED
		F.H.S.	L.P.	8/17	F.H.S.
					REVIEWED
					DATE
					12-8-65

NOTE:- CONCRETE shall be Class 'C'. $f_c = 1333$ p.s.i.

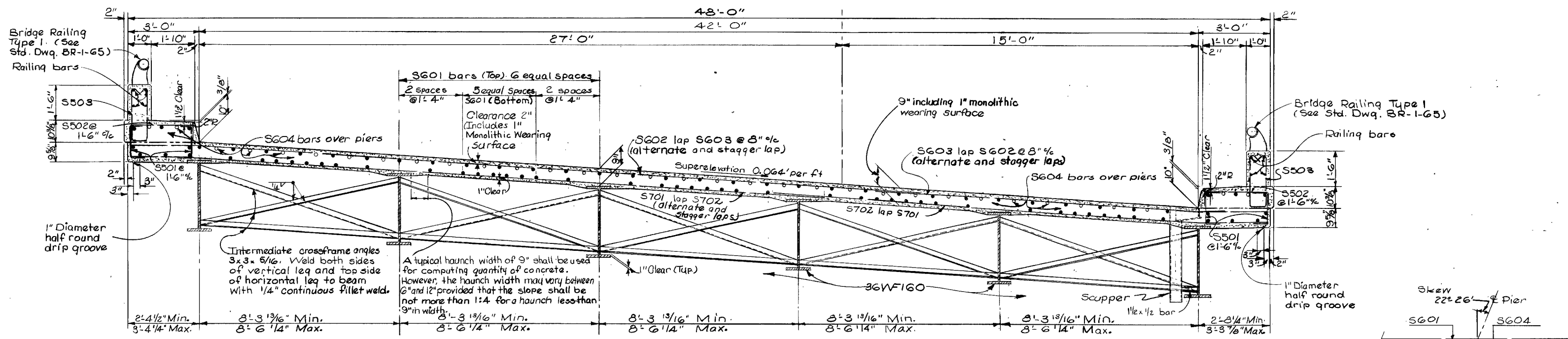
DECK SLAB DEPTH: The distance shown from the top of the deck slab to the top of steel beams is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension even though deviations from them may be necessary because the top flange of the beams may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per Section 5-1.25 of the Construction and Material Specifications.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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WAY-3-14.72

WAY-76-12.04



TRANSVERSE SECTION

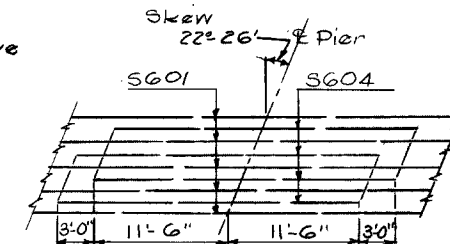
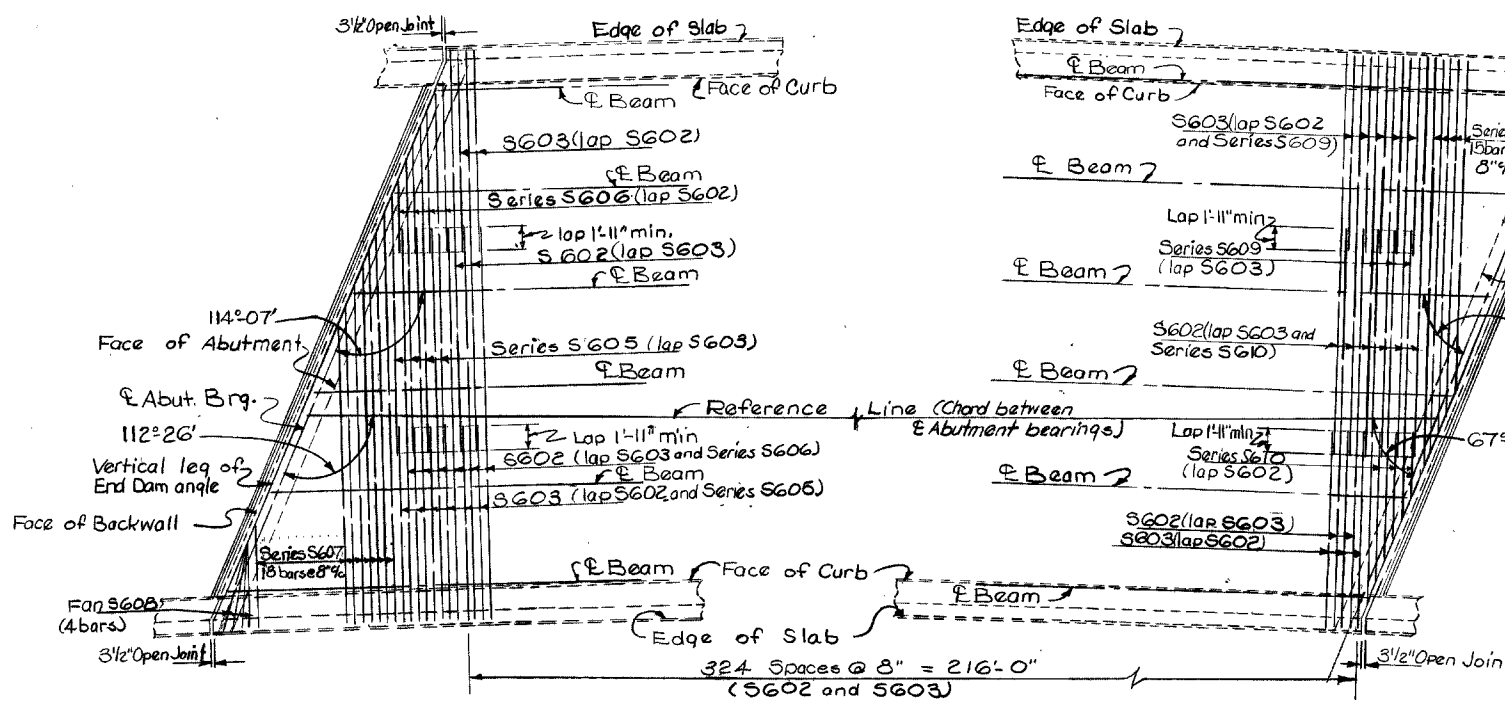
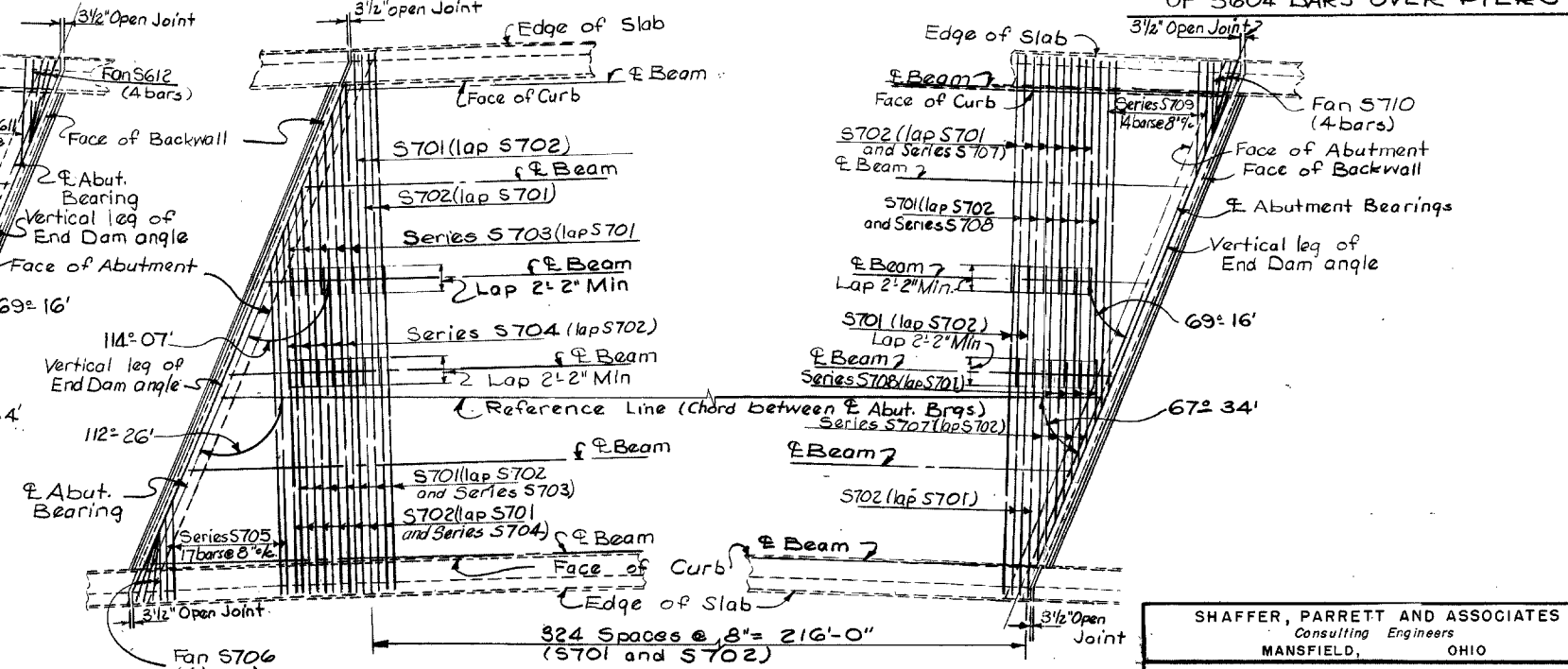


DIAGRAM SHOWING STAGGER OF S604 BARS OVER PIERS



REINFORCING STEEL IN TOP OF SLAB



REINFORCING STEEL IN BOTTOM OF SLAB

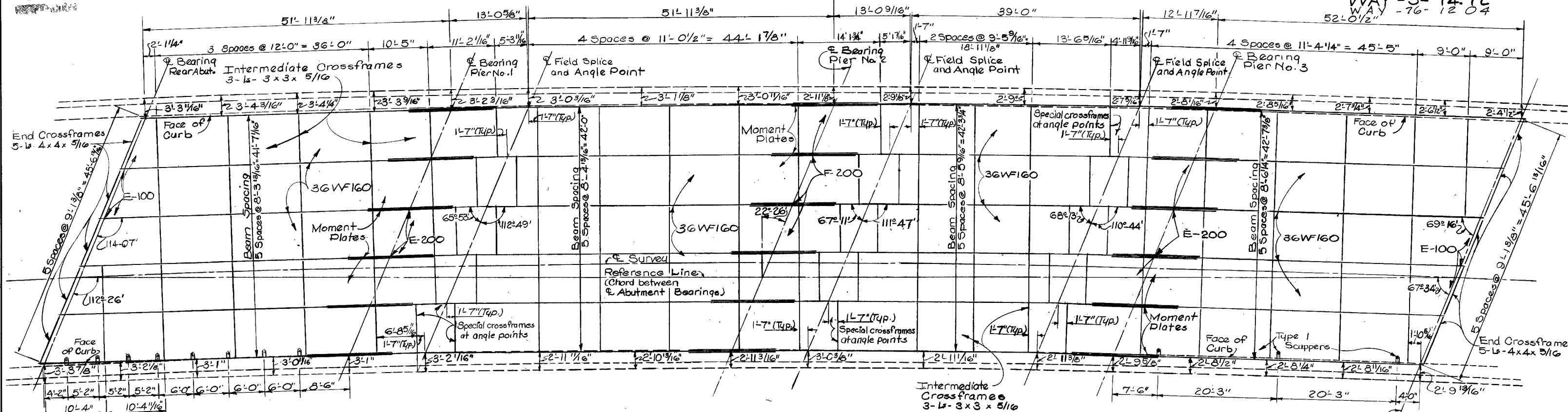
SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO

SLAB REINFORCING DETAILS
BRIDGE NO. WAY-3-1479
W.B. LANES OVER S.R. 3

WAYNE COUNTY U.S.R. 30
STA. 1556+70.82 TO STA. 1559+09.70

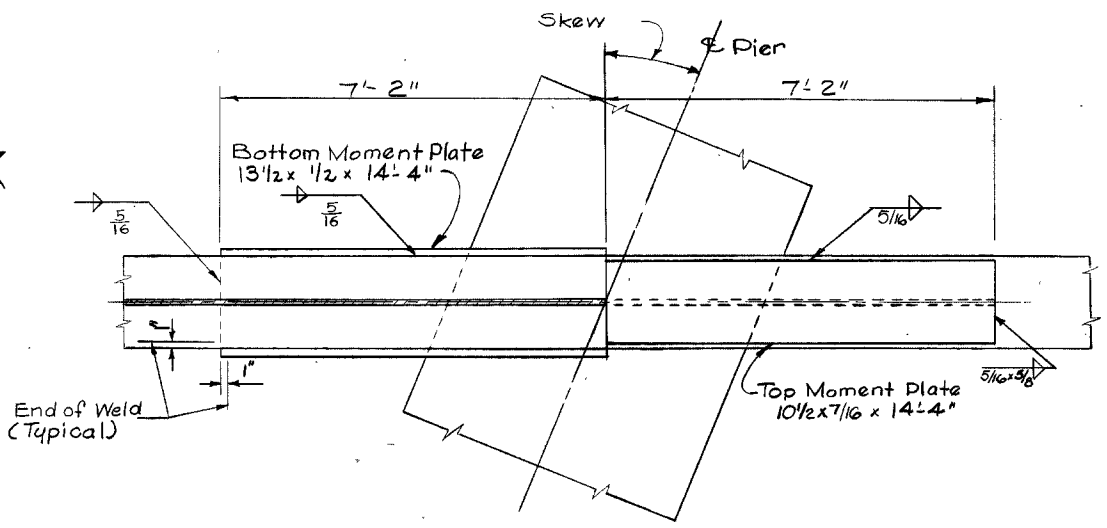
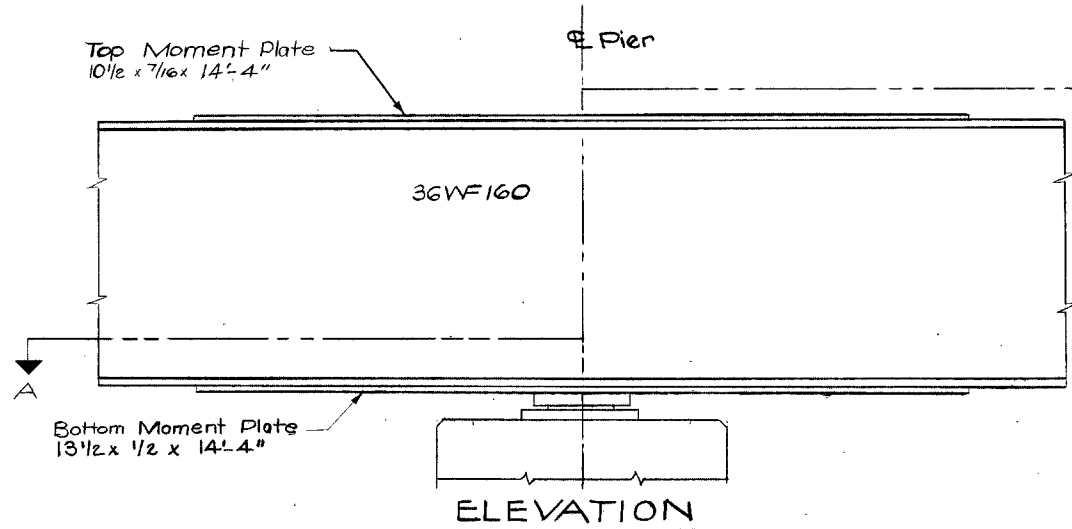
SCALE	DATE
DESIGNED BY	TRACED
CHECKED	REVIEWED
DATE	REVISION
W.T.C.	P.J.M.
	F.H.S. 12-8-65

WAY-3-14.72
WAY -76-1204

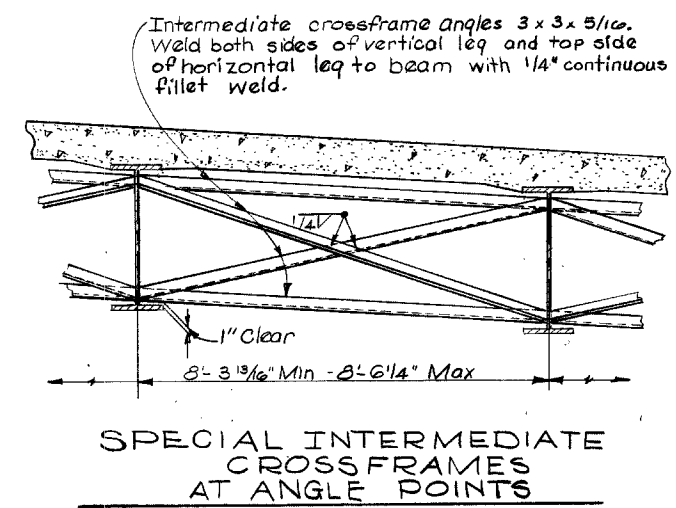


STEEL FRAMING PLAN

Note:
For additional superstructure details see Standard Drawing SD-1-63, sheets 2, 3, and 4.
A modification consisting of elimination of the bulb angle gutter shown is intended to apply to these sheets.
For beam splice details see Standard Drawing SD-2-64



MOMENT PLATE DETAILS

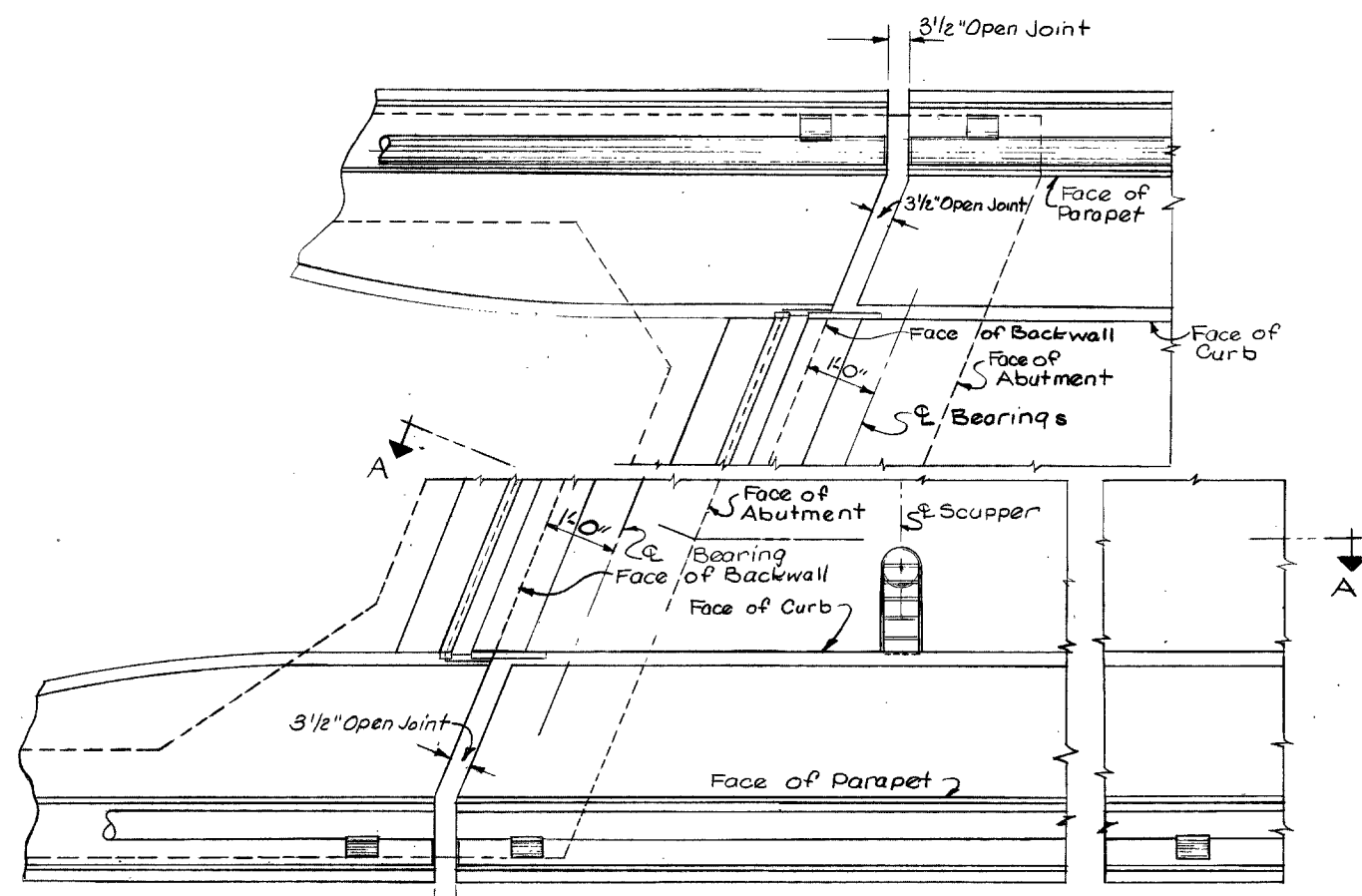


SHAFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO.						
STEEL FRAMING PLAN						
BRIDGE NO. WAY-3-1479						
W.B. LANES OVER S.R. 3						
WAYNE COUNTY U.S.R. 30						
STA. 1556+70.88 TO STA. 1559+09.70						
SCALE DATE						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W.I.C.	P.J.M.	P.J.M.	SPH	F.H.S.	12-8-65	

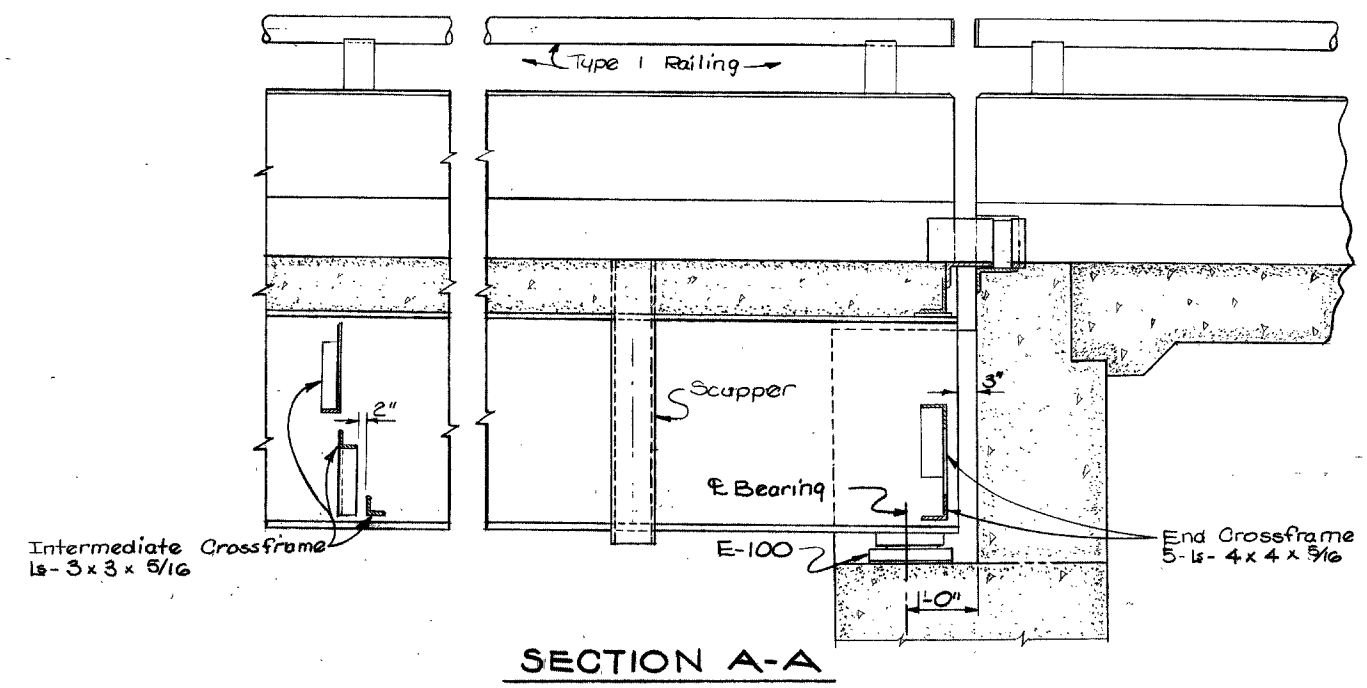
NO. 100
APR 65

FED. RD. DIVISION	STATE	PROJECT	557 693
2	OHIO		

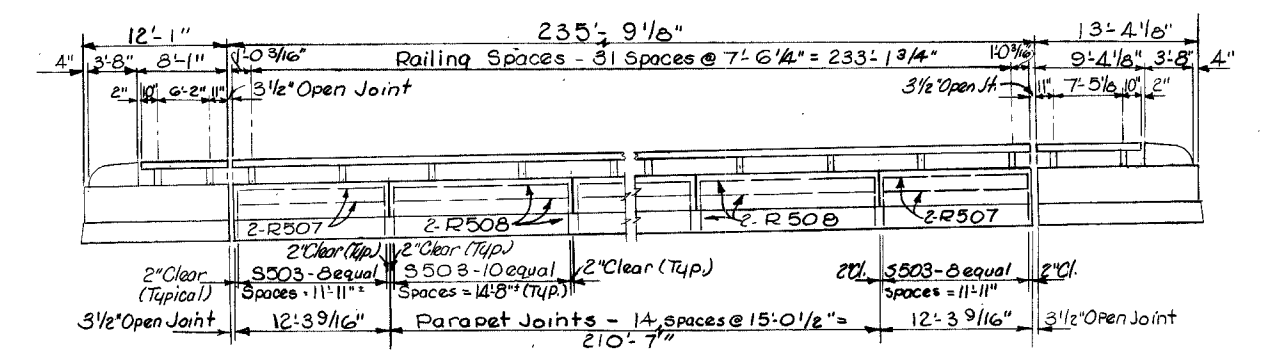
WAY-3-14.72
WAY-76-1204



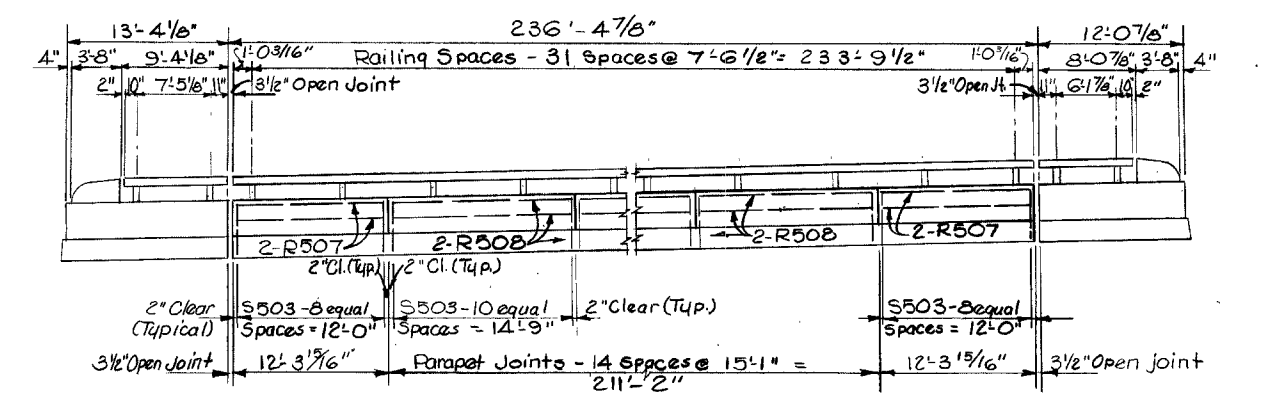
PART PLAN
AT REAR ABUTMENT



SECTION A-A



NORTH SIDE



SOUTH SIDE
RAILING AND PARAPET DETAILS

Notes:
For additional railing and end post details see abutment details and Standard Drawing BR-1-G5 Sheet No. 1.

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Consulting Engineers
MANSFIELD, OHIO

SUPERSTRUCTURE DETAILS
BRIDGE NO. WAY-3-1479
W.B. LANES OVER S.R. 3

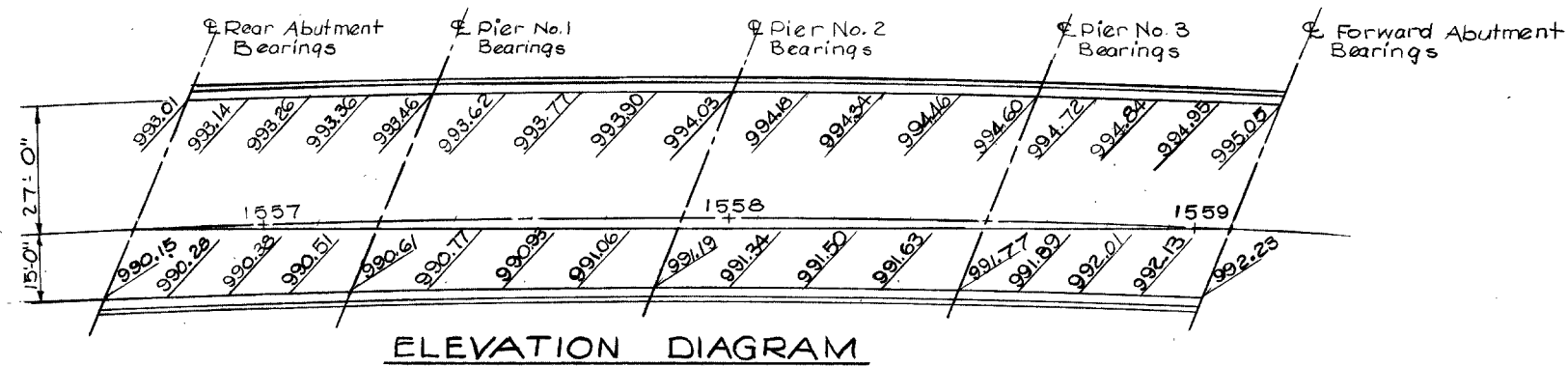
WAYNE COUNTY U.S.R. 30
STA. 1556 + 70.82 TO STA. 1559 + 09.70
SCALE DATE

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WIC	R.J.M.			F.H.S.	12-8-65	

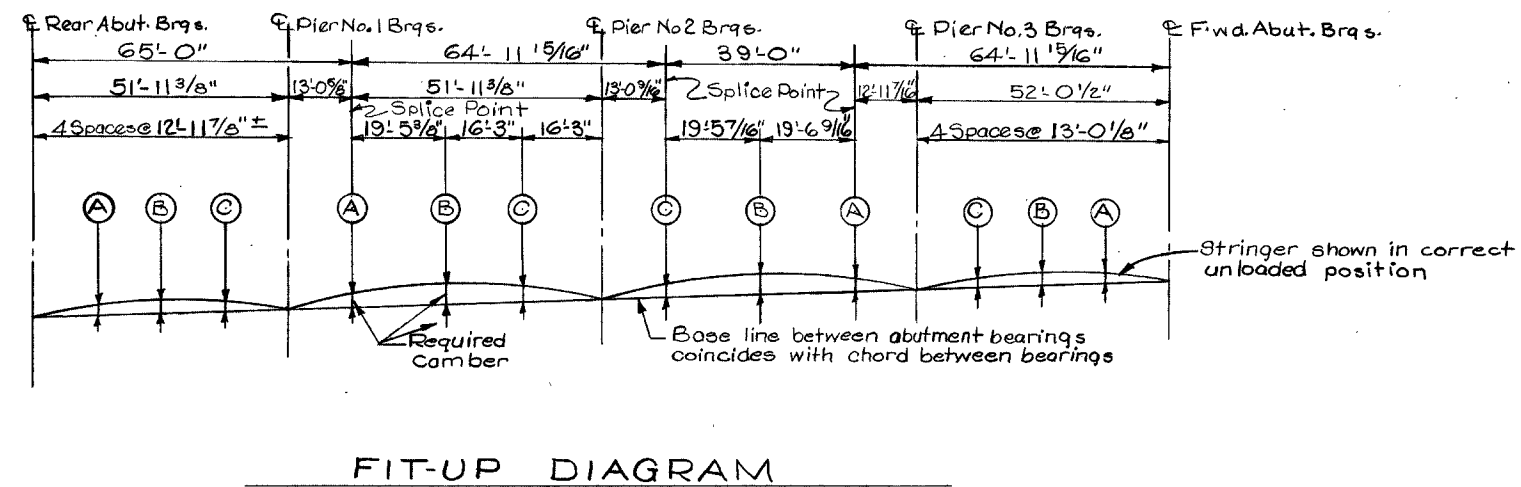
MOBILE
APR 28 1965

FED. RD. DIVISION	STATE	PROJECT	552
2	OHIO		693

WAY-3-14.72
WAY-76-1204



NOTE:
Elevations shown are face of curb elevations, required before concrete deck is placed.
Elevations are located at bearing points, quarter points and mid-points of spans.



LOCATION	SPAN NO. 1			SPAN NO. 2			SPAN NO. 3			SPAN NO. 4		
	1/4 Point A	Center Point B	3/4 Point C	Splice Point A	Center Point B	3/4 Point C	Splice Point A	Center Point B	Splice Point C	1/4 Point A	Center Point B	3/4 Point C
Deflection Due to Weight of Steel	.03"	.04"	.02"	.02"	.05"	.03"	.02"	.05"	.02"	.03"	.04"	.02"
Deflection Due to Remaining Dead Load	.18"	.22"	.10"	.12"	.28"	.16"	.12"	.28"	.12"	.18"	.22"	.10"
Adjustment Required for Superelevation	-.07"	-.09"	-.07"	.11"	-.01"	-.04"	.09"	.05"	.11"	-.07"	-.09"	-.07"
Required Shop Camber	1/8"	3/16"	1/16"	1/4"	5/16"	1/8"	1/4"	3/8"	1/4"	1/8"	3/16"	1/16"

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ELEVATION DIAGRAM,
FIT-UP DIAGRAM, AND DEFLECTION
AND CAMBER TABLE
BRIDGE NO. WAY-3-14.72
W.B. LANES OVER S.R. 3
WAYNE COUNTY
STA. 1556+70.82 TO STA. 1559+09.70 U.S.R. 30

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
W.I.C.	P.J.M.			F.H.S.	12-8-65	

REINFORCING STEEL LIST

WAY-3-14.72 WAY-76-12.04

-NOTES-

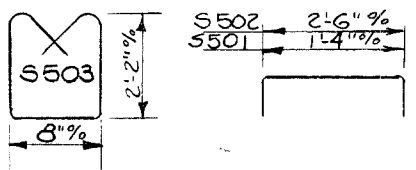
BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A501 is a No. 5 size bar and A1001 is a No. 10 size.

RAILING STEEL in the parapet wall is included in Item 517 Bridge Railing for payment.

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 "No of Turns" shown 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 509 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.



For Reinforcing Steel, Railing and End Post Details See Standard Drawing BR-1-G-5, Sheet No. 1

Table for Pier No. 1 reinforcement bars including bar number, number required, length, shape, and weight.

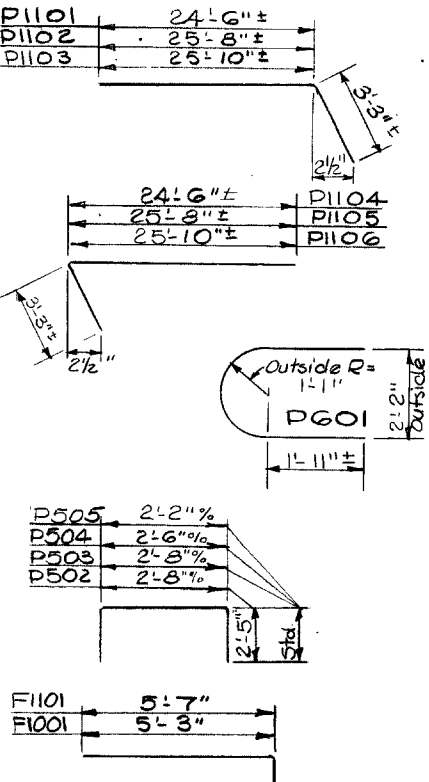


Table for Spiral Reinforcing for Pier No. 1 including bar number, number required, core diameter, length, pitch, number of turns, and weight.

Table for Pier No. 2 reinforcement bars including bar number, number required, length, shape, and weight.

Table for Pier No. 3 reinforcement bars including bar number, number required, length, shape, and weight.

Table for Pier No. 2 Continued reinforcement bars including bar number, number required, length, shape, and weight.

Table for Spiral Reinforcing for Pier No. 2 including bar number, number required, core diameter, length, pitch, number of turns, and weight.

Table for Pier No. 3 reinforcement bars including bar number, number required, length, shape, and weight.

Table for Spiral Reinforcing for Pier No. 3 including bar number, number required, core diameter, length, pitch, number of turns, and weight.

Table for Pier No. 3 reinforcement bars including bar number, number required, length, shape, and weight.

Table for Spiral Reinforcing for Pier No. 3 including bar number, number required, core diameter, length, pitch, number of turns, and weight.

Table for Pier No. 3 reinforcement bars including bar number, number required, length, shape, and weight.

Table for Replacement Steel including bar number, length, and weight.

Table for Superstructure reinforcement bars including bar number, number required, length, shape, and weight.

Table for Railing Steel including bar number, length, and weight.

Table for Replacement Steel including bar number, length, and weight.

Table for Replacement Steel including bar number, length, and weight.

Table for Replacement Steel including bar number, length, and weight.

Table for Replacement Steel including bar number, length, and weight.

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REINFORCING STEEL LIST BRIDGE NO. WAY-3-1479 W.B. LANES OVER S.R.3 WAYNE COUNTY U.S.R.30 STA. 1556+70.82 TO STA. 1559+09.70