

MICROFILMED

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GROUND PHOTO LAB

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWNSHIP LINE	---
SECTION LINE	---
CORPORATION LINE	---
CENTER LINE	---
FENCE LINE	---
POWER POLES	---
TELEPHONE POLES	---
GUARD RAIL--EXISTING	---
GUARD RAIL--PROPOSED	---
SOD DITCHES	---
PAVED DITCHES	---
SEED & MULCH DITCHES	---
DUMPED ROCK	---
JUTE MATTING	---
RIGHT OF WAY WITH LIMITED ACCESS	LA
RIGHT OF WAY WITHOUT LIMITED ACCESS	R/W
EXISTING RIGHT-OF-WAY	---

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Revised Sheets Nos. 25, 26, 27, 28,
42, 52, 157 and 158.
R.E.C. 1-21-63
Sheets 251 & 253 Revised 1-10-63
Sheets 235, 240, 253, 274, & 275
Revised 3-20-63.
Sheet 233 Revised 8-27-63

Not included

LINE DATA

Begin Project	Sta. 0+00
End Project	Sta. 237+00
Gross Length of Project	23,700.00 Lin. Ft.
Deduct for Equation - Sta. 98+59.41 Bk. = Sta. 98+88.49 Ahd. -	29.08 Lin. Ft.
Net Length of Project Part 1 - I-75-4(25)221	23,670.92 Lin. Ft. or 4.483 Mi.
Net Length of Project Part 2 = 13,000 L.F. or 2.462 Mi. TOTAL PROJECT = 36,670.92 L.F. or 6.945 Mi.	
Add for Approaches:	
C.H. 21 Sta. 43+50 to Sta. 63+50	2,000.00 Lin. Ft.
C.H. 131 Sta. 0+12.71 to Sta. 5+25	512.29 Lin. Ft.
C.H. 66 Sta. 43+25 to Sta. 57+25	1,400.00 Lin. Ft.
C.H. 37 Sta. 43+50 to Sta. 59+00	1,550.00 Lin. Ft.
Reloc S.R. 3 Sta. 890+00 to Sta. 906+00	1,600.00 Lin. Ft.
S.R. 3 Connect. Sta. 35+05 to Sta. 49+44	1,439.00 Lin. Ft.
Reloc. C.H. 76 Sta. 50+16.77 to Sta. 55+25	508.23 Lin. Ft.
Length of Work Part 1 I-75-4(25)221	32,680.44 Lin. Ft. or 6.189 Mi.
Length of Work Part 2 = 16,723 L.F. or 3.167 Mi. TOTAL WORK = 49,403.44 or 9.356 Mi.	

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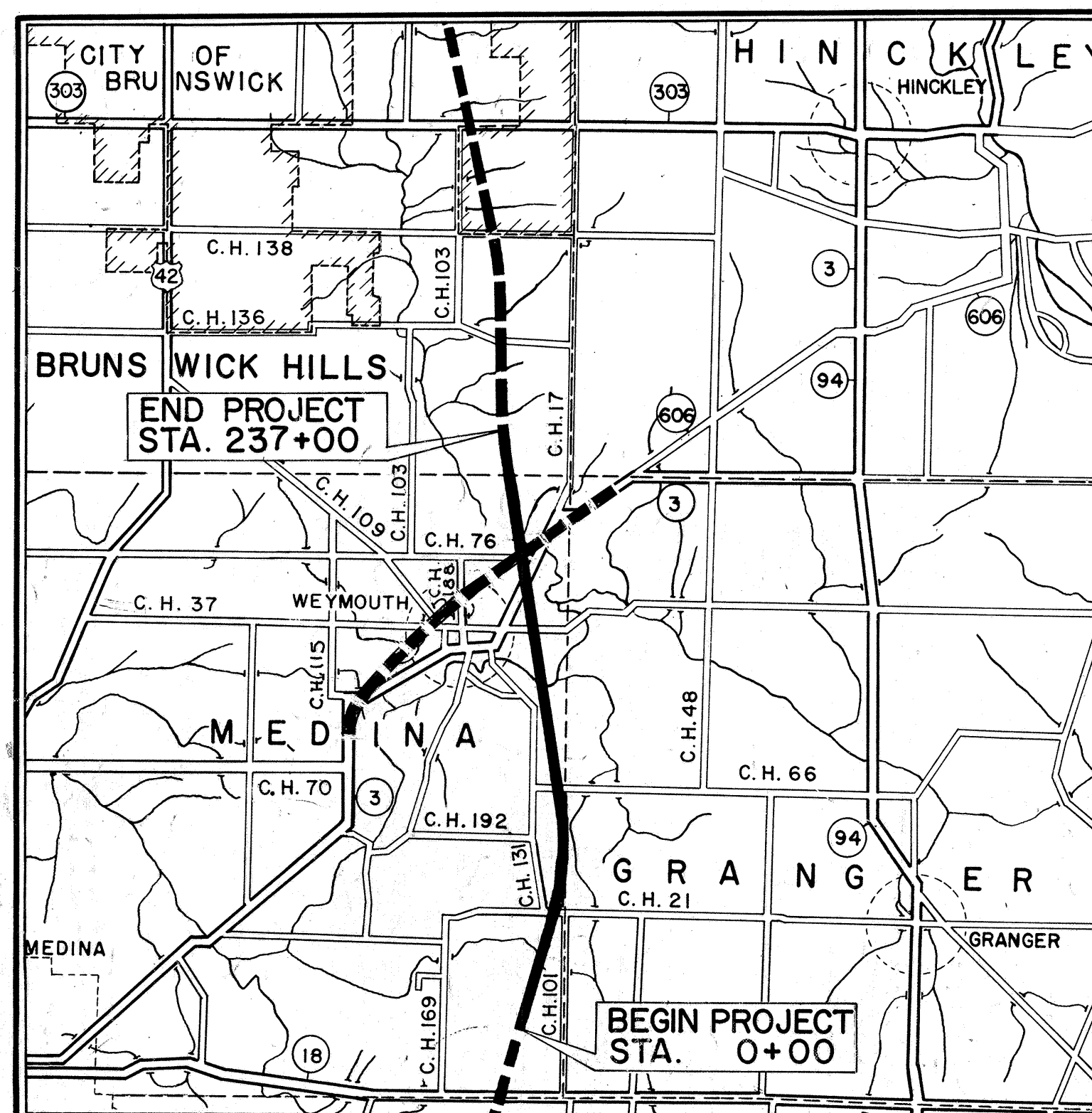
GROUND PHOTO LAB

STATE OF OHIO

DEPARTMENT OF HIGHWAYS

MED-42-17.46

MEDINA COUNTY

MEDINA, GRANGER &
BRUNSWICK HILLS TOWNSHIPSDELIVERY POINT-MEDINA
B.S.O. RR
OR A.C.B.Y. RR

LOCATION MAP

AVERAGE HAUL - 6.9 MILES

SCALE IN MILES

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS
OTHER PROJECTS

SCALES

PLAN
PROFILE -- HORIZONTAL
PROFILE -- VERTICAL
CROSS SECTIONS1" = 50'
1" = 50'
1" = 5'
1" = 10'

STANDARD CONSTRUCTION DRAWINGS

DRAWING NO.	DATE	DRAWING NO.	DATE	DRAWING NO.	DATE	DRAWING NO.	DATE
CS-2-54 Sh. 1 & 2	2-2-59	B-T-70-71	11-15-60	I-8 C.B. NO. 5	7-1-58	I-14G	1-22-52
CSB-2-56 Sh. 2 & 3	2-2-59	B-T-71R	3-2-53	I-8 C.B. NO. 6	1-26-59	I-15 NO. 1	11-15-60
FSB-1-62	4-19-62	DR-1	1-3-55	I-8 C.B. 2 & 3 & 4	1-26-59	I-15 NO. 2-A	8-17-60
P-1-54	2-2-59	G-7.07	6-1-56	I-8 M.H. NO. 1-A	10-2-61	I-21-23	8-1-56
		HW-E	11-15-60			L-1	4-1-50
		I-1	11-15-60	I-8 M.H. NO. 1	1-26-59	L-3	4-1-50
		I-8 C.B. 2-2-A&B	3-2-59	I-15 NO. 4	12-1-54	L-3-A	4-1-50
		I-8 C.B. NO. 4	7-1-58	I-12	7-1-54	L.J. NO. 1	7-1-55
						L.B. 3-45	9-18-47

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	NUMBER	DATE
B-112	8-21-61	S-207.10	4-25-61
I-125	6-26-61 Rev.	S-307	8-23-60
I-127	1-15-62 Rev.	CE-101.04	5-22-56
I-128	7-31-59	M-106.6(d)	4-1-58 Rev.
I-129	4-5-61 Rev.		
L-120	1-2-62 Rev.		
M-107.18	4-3-61 Rev.		
M-109.28	8-12-59 Rev.		

I-71-4(25)221

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-4(25)221

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MEDINA COUNTY

MED-42-17.46

OCT 16 1967

PART I

FOR PART 2, SEE PLANS FOR
MED-3-(15.04)(1716-1728)

LIMITED ACCESS

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

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 NECESSARY FOR THIS IMPROVEMENT WILL BE PROVIDED
BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF
THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE
HIGHWAY AND THAT PROVISION FOR THE MAINTENANCE AND SAFETY OF
TRAFFIC WILL BE AS SET FORTH ON THESE PLANS AND ESTIMATES.

APPROVED: E. L. I. I.
DATE 10-29-62 DIVISION DEPUTY DIRECTORAPPROVED: W. J. I.
DATE 11-5-62 ENGINEER OF BRIDGESAPPROVED: W. J. I.
DATE 11-19-62 ENGINEER OF LOCATION & DESIGNAPPROVED: C. W. M. R.
DATE 11-5-62 DEPUTY DIRECTOR, DESIGN & CONSTRUCTIONAPPROVED: W. J. I.
DATE 11-5-62 DEPUTY DIRECTOR, RIGHT OF WAYAPPROVED: W. J. I.
DATE 11-5-62 DEPUTY DIRECTOR, PLANNING & PROGRAMMINGAPPROVED: W. J. I.
DATE 11-5-62 FIRST ASSISTANT DIRECTORAPPROVED: E. S. P.
DATE 11-5-62 DIRECTOR OF HIGHWAYS

PLANS PREPARED BY

J. E. GREINER COMPANY

CONSULTING ENGINEERS - BALTIMORE, MARYLAND

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OCT 16 1967

GROUND PHOTO LAB

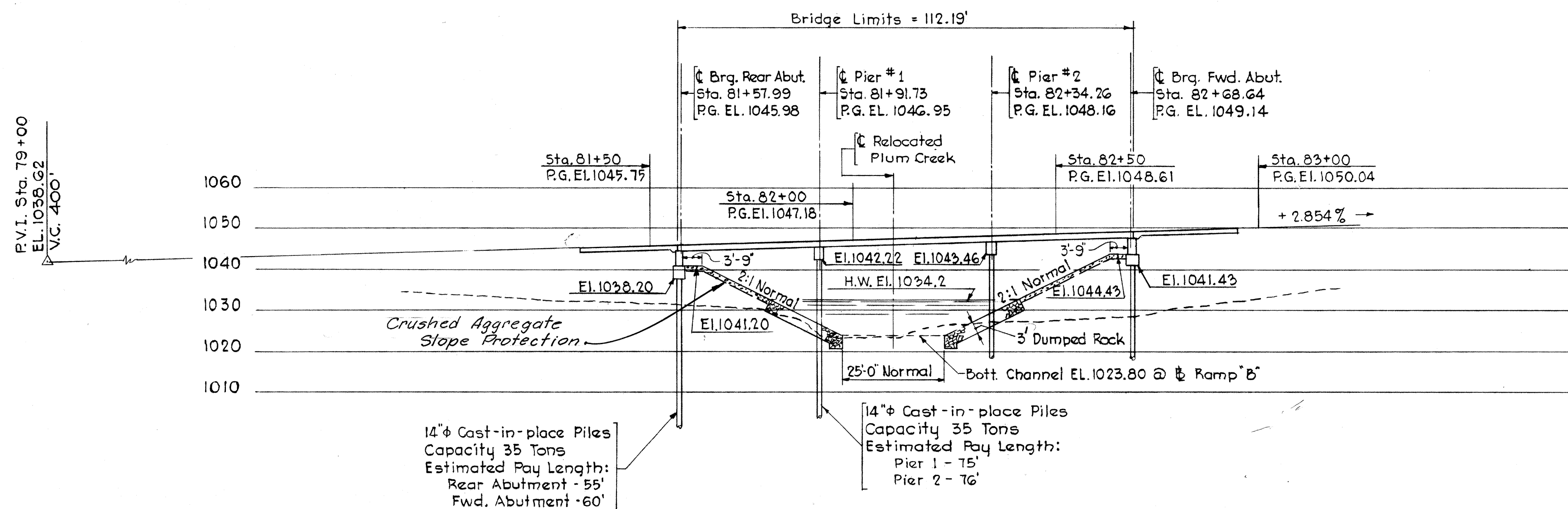
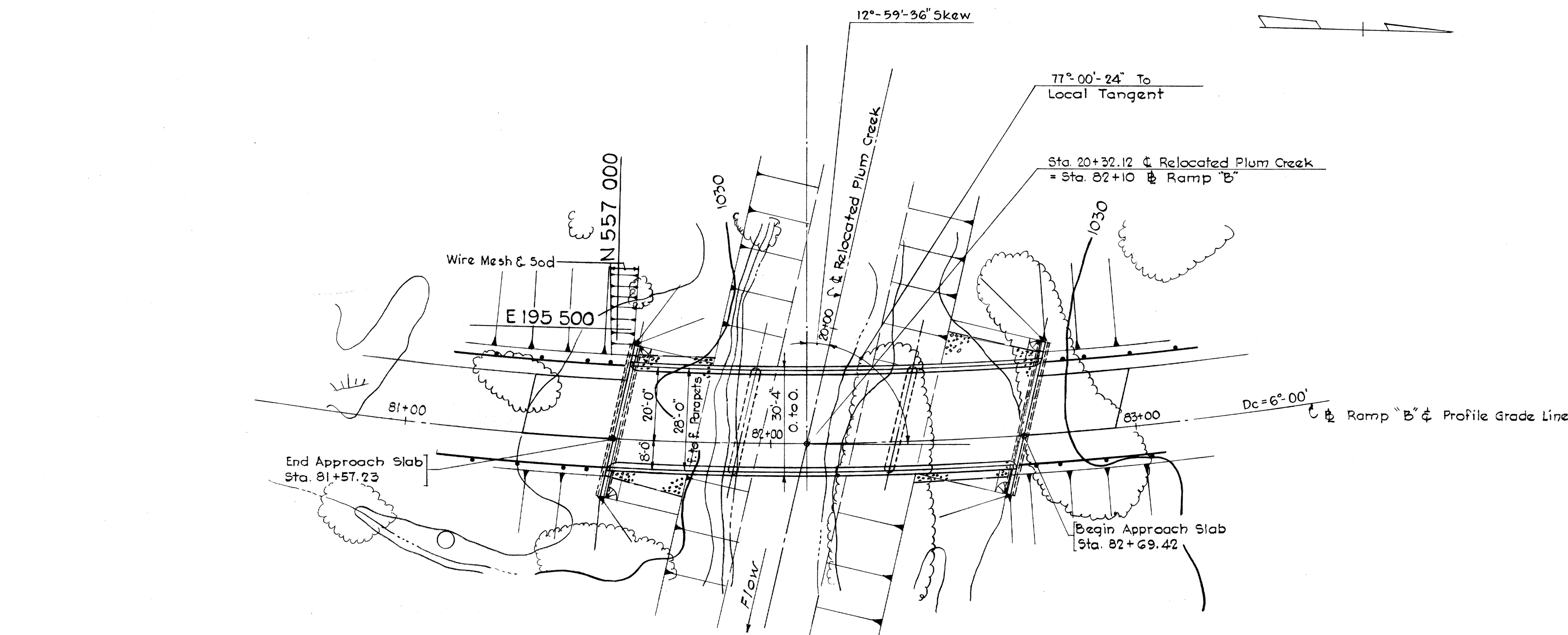
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER

DATE

FILE NO.
MED-42-17.46
DATE OF LETTING
CONTRACT NO.



PAVEMENT ELEVATIONS			
Station	West Curb Line	Center Line	East Curb Line
81+75	1045.28	1046.47	1046.90
82+00	1045.99	1047.18	1047.61
82+25	1046.71	1047.90	1048.33
82+50	1047.42	1048.61	1049.04

PROPOSED STRUCTURE

Type: Continuous slab bridge with capped pile piers and abutments.
Spans: 34'-0"; 42'-6"; 34'-0"
Roadway: 28'-0" face to face of parapets.
Load Frequency: CF = 400 (57)
Skew: 12°-59'-36" (L.F.) to local tangent
Wearing Surface: 1" Monolithic Concrete.
Approach Slab: AS-1-54 (25' long)
Alignment: 6°-00' curve left.
Superelevation: 0.063 ft./ft.
Traffic Volume: 90, ADT - 1975

FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of drive sample - core borings and drive rod penetration tests made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.

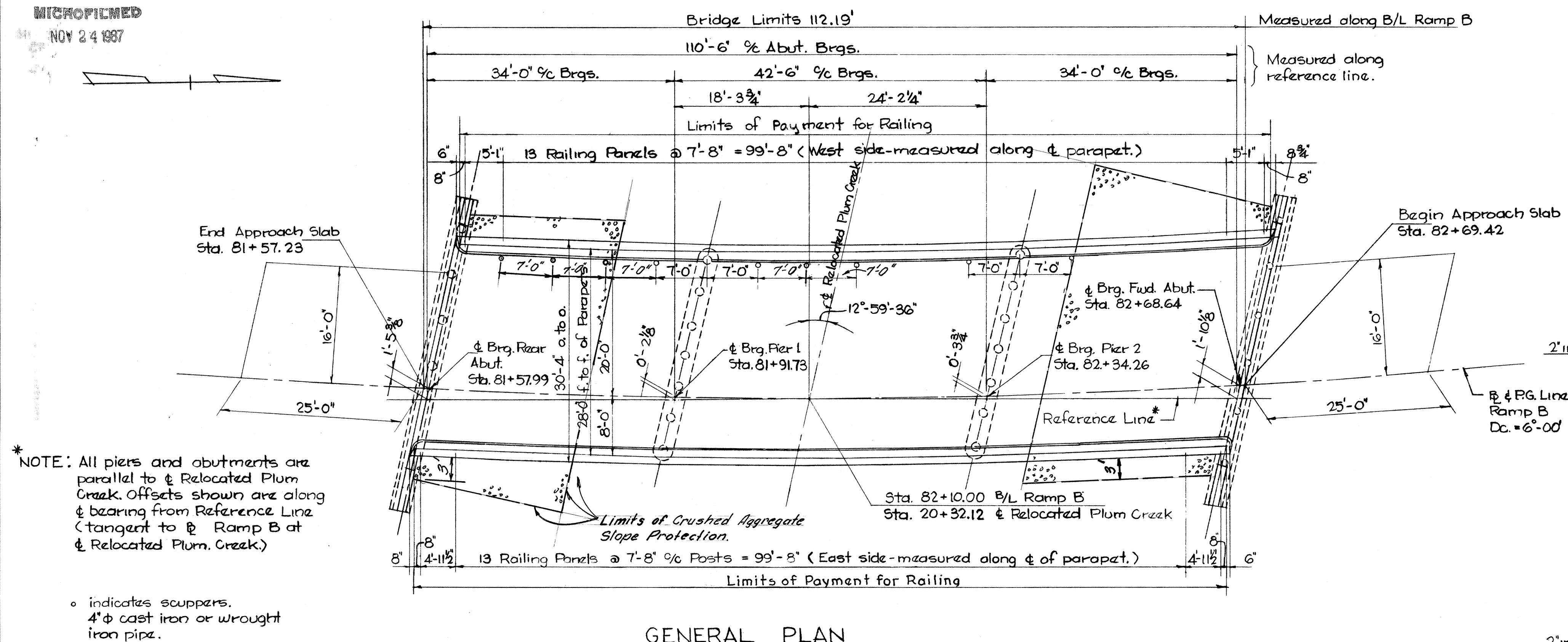
J.E. GREINER CO.
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

SITE PLAN

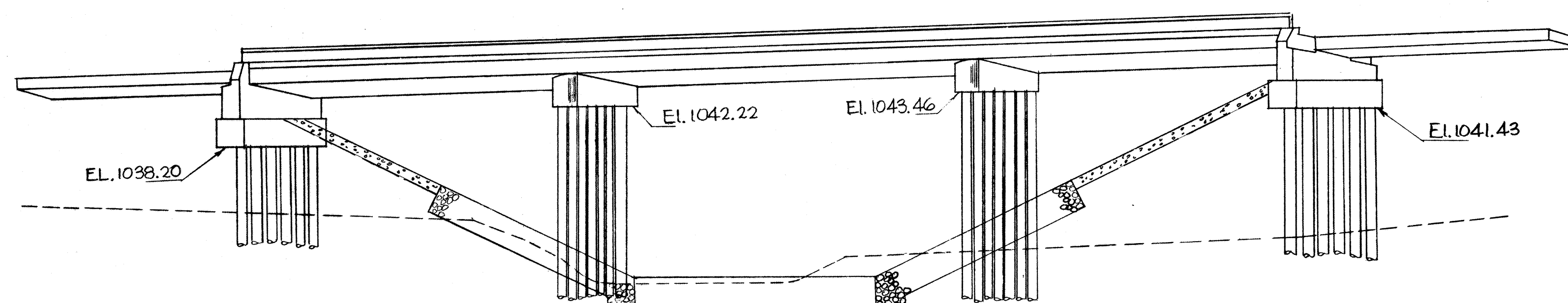
BRIDGE NO. MED.-42-2091
RAMP 'B' OVER RELOCATED PLUM CREEK
SR-3 INTERCHANGE

MEDINA CO. STA. 82+10.00 RAMP 'B'

PRESENT TOPOGRAPHY			PROPOSED WORK		
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
HENRY	AIR SURVEY CORP.	KEEFER	KEEFER	SORTEBERG	MUDD



GENERAL PLAN



ELEVATION

GENERAL NOTES

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.

REFERENCE should be made to:

Standard Drawing A-2-54, revised 12-1-54
Standard Drawing AR-1-57, Type A, revised 4-2-62
Standard Drawing AS-1-54, revised 7-5-62
Standard Drawing CS-2-54, sheets 1 & 2, revised 2-2-59
Standard Drawing P-1-54, revised 2-2-59

EXCAVATION QUANTITY includes the removal of fill material between the surface of the proposed embankment and the bottom of the abutment.

MACHINE FINISH: The concrete deck shall be finished by the use of a finishing machine.

PILES shall be driven to a minimum bearing capacity of 35 tons per pile for the abutments and piers.

PIER PILE ENCASEMENT as shown on Std. Dwg. No. P-1-54 may be omitted provided that the tapered portion, if any, of all pier piles does not extend above the stream bed or the proposed surface of the ground. If the tapered portion of any pile extends above these limitations, the encasement will be required for all the pier piles. If the encasement is omitted the pile casings shall have a thickness of metal of not less than No. 7 gauge, and the painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, the painting shall extend to at least one foot below the proposed surface of the ground.

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen.
E-2	50	Cu. Yds.	Unclassified excavation		50		
S-1	225	Cu. Yds.	Class 'C' concrete, superstructure and pier caps	214		11	
S-1	49	Cu. Yds.	Class 'E' concrete, abutments		49		
S-4	61,304	Lbs.	Reinforcing steel	52,476	5327	3501	
S-14	22208	Lin. Ft.	Railing (aluminum rail, supports and concrete parapet)	22208			
S-16	Lump	Sum	First test pile				Lump
S-18	1750	Lin. Ft.	14" Cast-in-place reinforced concrete piles		690	1060	
S-29	22	Cu. Yds.	Porous backfill		22		
S-29	9	Each	Scuppers, 4" Cast iron or wrought iron pipe	9			
Special	225	Each	Water reducing, set-retarding admixture	214		11	
I-127	2	Each	Delineators, Type C-2, Bracket mounted	2			
I-10	143	Sq. Yds.	Crushed Aggregate Slope Protection				
S-24	Lump	Lump	Removal of Structures - B. No. MED-3-172P				Lump

* See Proposal Note

REINFORCING STEEL LIST

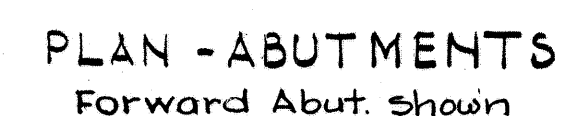
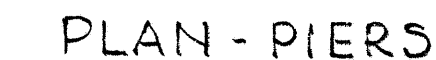
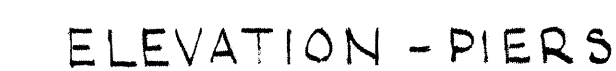
MARK NO. LENGTH WEIGHT SHP				BENDING DIAGRAMS				MARK NO. LENGTH WEIGHT SHP			
ABUTMENTS								SUPERSTRUCTURE			
A401	48	5'-5"	174	B		S501	136	5'-9"	816	B	
A501	28	22'-0"	642	S		S502	136	6'-1"	863	B	
A503	8	3'-3"	27	S		S503	12	24'-6"	307	S	
A504	116	6'-7"	797	B		S504	6	22'-5"	140	S	
A505	16	2'-7"	43	S		S505	81	5'-3"	444	B	
A506	8	3'-6"	29	S		S506	81	5'-9"	486	B	
A507	8	4'-0"	33	S		S507	272	2'-8"	757	B	
A508	6	7'-11"	50	B		S601	32	22'-1"	1061	S	
A509	2	8'-1" to 11'-3"	403	B	S602	16	16'-9"	409	S		
A510	5	11'-5"	60	B	S603	10	29'-11"	449	S		
A511	2	10'-11"	23	B	S604	25	30'-2"	1133	S		
A512	2	8'-11"	19	B	S605	25	30'-6"	1145	S		
A701	72	4'-0"	589	S	S606	10	30'-9"	462	S		
A801	16	22'-5"	958	S	S701	17	29'-11"	1040	S		
A1001	16	21'-6"	1480	S	S702	35	30'-2"	2158	S		
					S703	35	30'-6"	2182	S		
					S704	17	30'-9"	1069	S		
					S901	20	23'-5"	1592	S		
PIERS						S1001	62	30'-6"	8137	S	
P401	56	5'-5"	203	B			S1002	32	15'-5"	2123	S
P501	4	27'-2"	113	S			S1003	28	11'-0"	1325	S
P502	12	6'-9"	84	B			S1004	93	39'-8"	15874	S
P503	4	22'-0"	92	S			S1005	28	28'-6"	3434	B
P504	4	15'-0"	63	S			S1006	24	24'-11"	2573	B
P505	2	8'-9" to 12'-3"	482	B			S1007	14	25'-10"	1556	S
							S1008	12	18'-4"	947	S
P701	84	4'-0"	687	S			PARAPET RAILING				
P901	8	27'-2"	739	S			R501	16	16'-10"	*	S
P1001	8	30'-2"	1038	S			R502	40	15'-0"	*	S
							* Parapet railing bars are included with S-14 for payment				
							REPLACEMENT BARS				
							RE401	1	5'-5"		B
							RE501	1	5'-7"		S
							RE601	1	5'-11"		S
							RE701	1	6'-2"		S
							RE801	1	6'-6"		S
							RE901	1	6'-10"		S
							RE1001	2	7'-2"		S

BAR SIZE is indicated on 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, A701 is a No. 7 size bar and P1001 is a No. 10 size bar.

J.E. GREINER COMPANY
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

GENERAL PLAN AND ELEVATION,
NOTES, ESTIMATED QUANTITIES
AND REINFORCING STEEL LIST
BRIDGE NO. MED-42-2091
RAMP 'B' OVER RELOCATED PLUM CREEK
MEDINA CO. STA. 82+10.00 RAMPB

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HENDERSON	HENDERSON	KATZ	ROBINSON	MUDD	10/26/62	



POROUS BACKFILL shall extend upward to the approach slab and 3' paved berms and to the surface of the earth shoulders and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the abutments, shall be considered as paid for in the bid price per cu. yd. for porous backfill.

CONCRETE shall be Class 'C' in piers, Class 'E' in abutments.

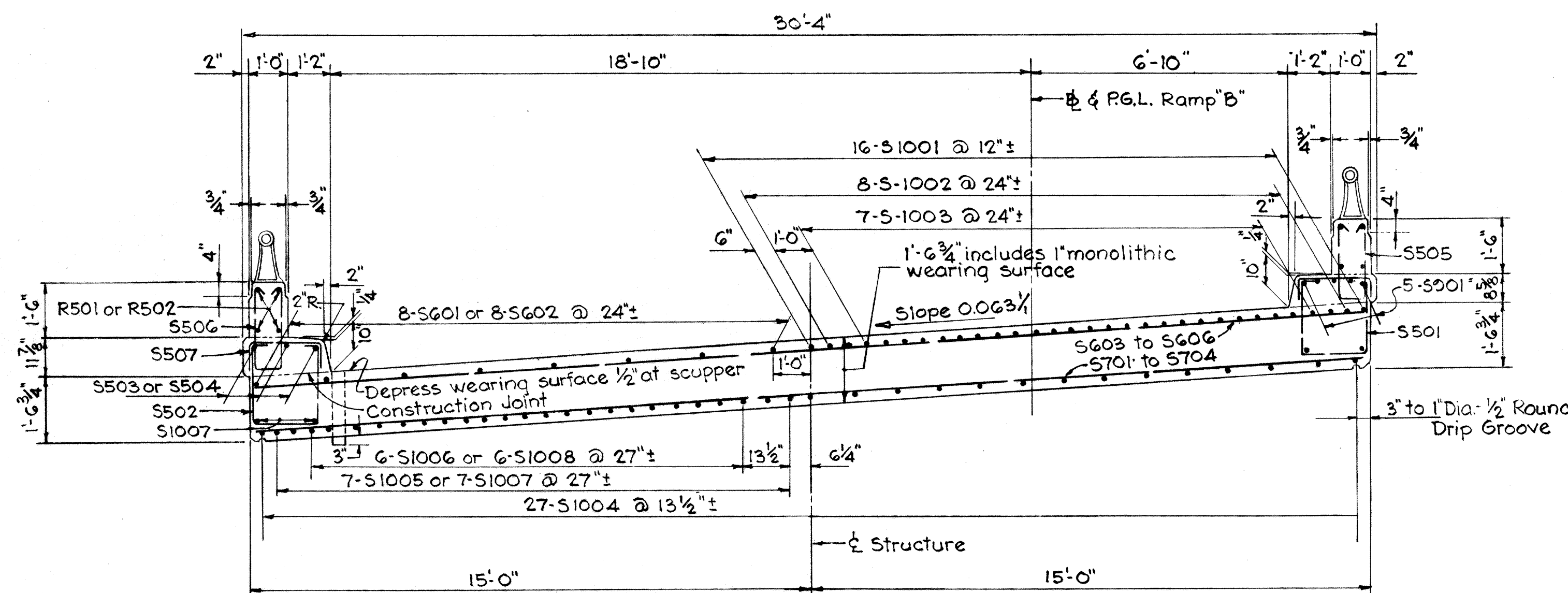
CLEARANCE of reinforcing from face of concrete shall be 2".

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutments, after which excavation shall be made for the abutment and for the earth bench and piles driven.



ABUTMEN
BRIDGE
RAMP 'B' OVER
SR
MEDINA CO.

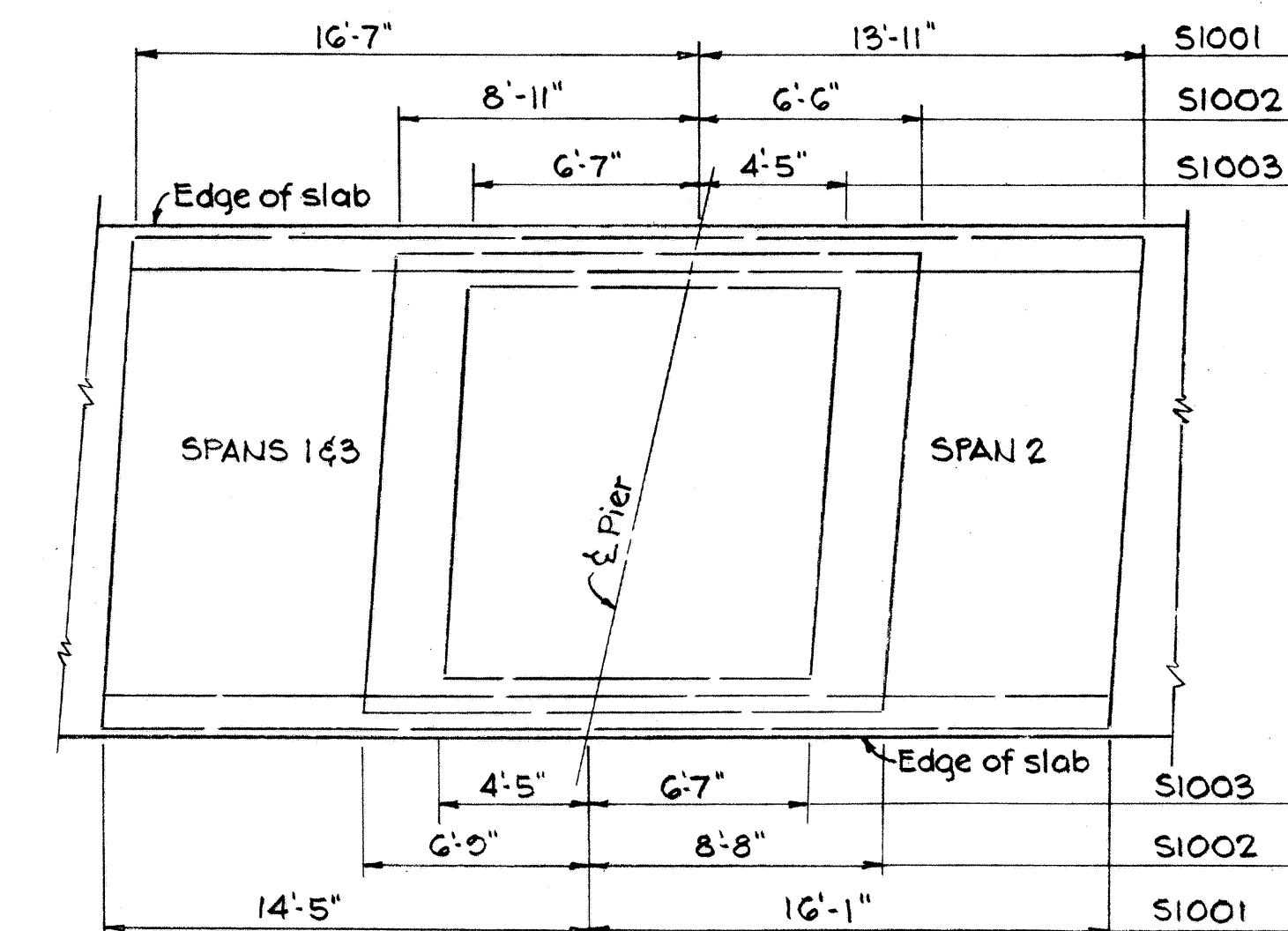
DESIGNED	DRAWN	TR
HENDERSON	HENDERSON	SOR



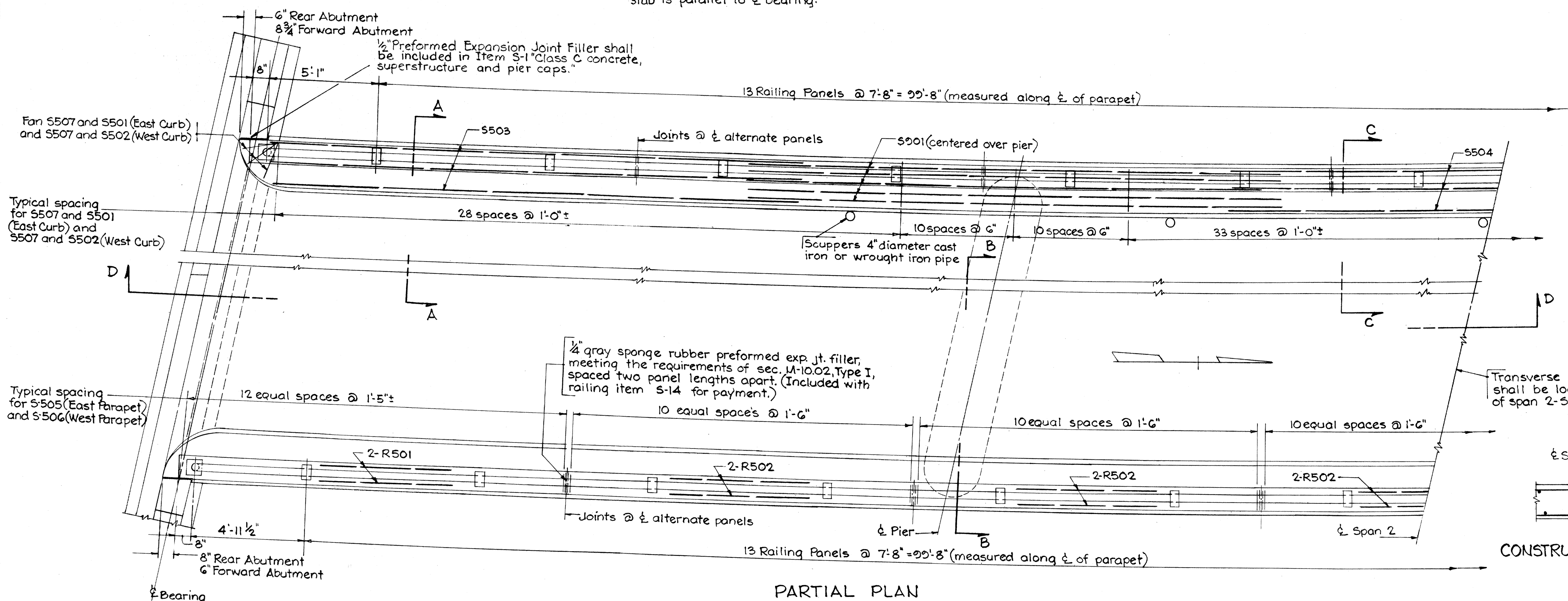
SECTIONS A-A AND C-C

SECTION B-B

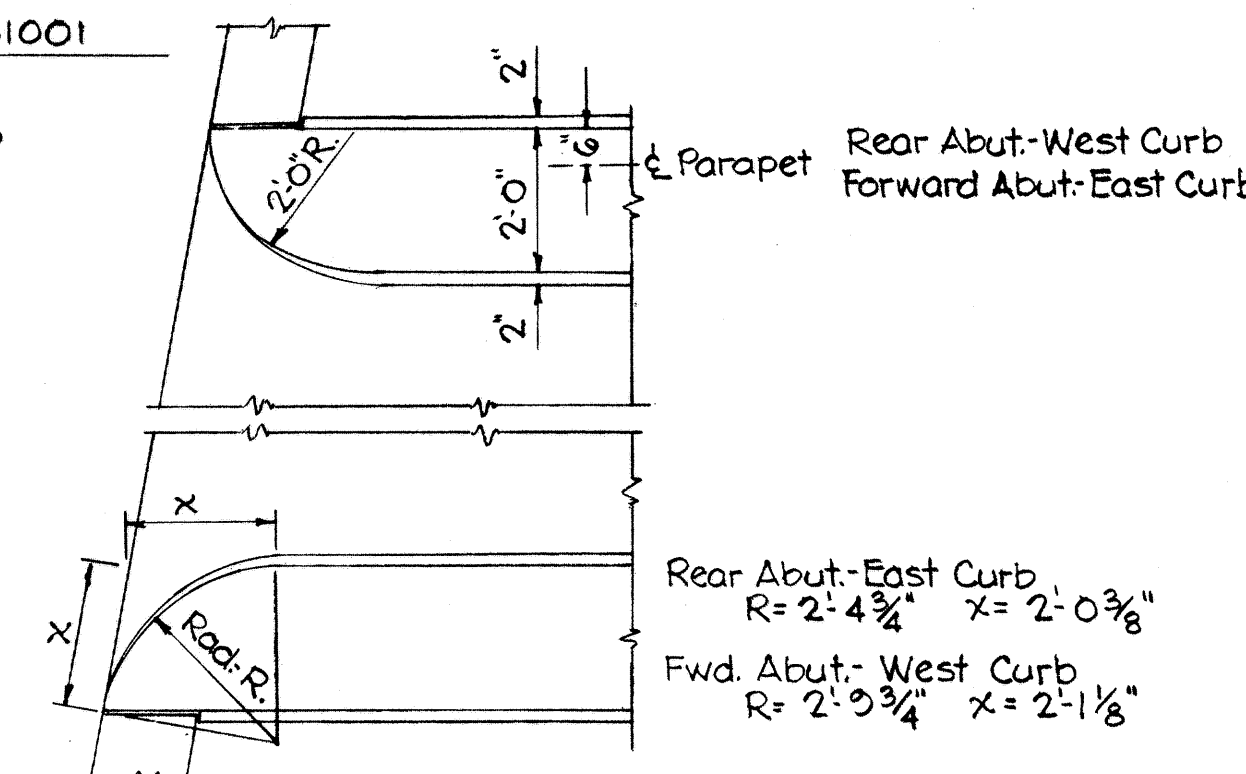
Note: Transverse reinforcing in slab is parallel to $\bar{x}$ bearing.



PLACEMENT DIAGRAM FOR S1001, S1002 AND S1003 OVER PIERS



PARTIAL PLAN



CURB END DETAILS

SUPERSTRUCTURE NOTES

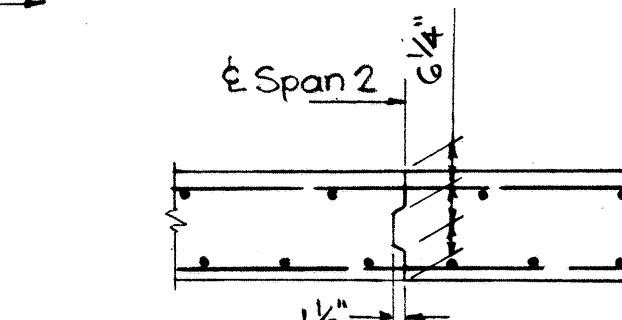
For details of aluminum railing see Standard Drawing AR-1-57, Type A.

For scupper spacing see Sheet No. 260.

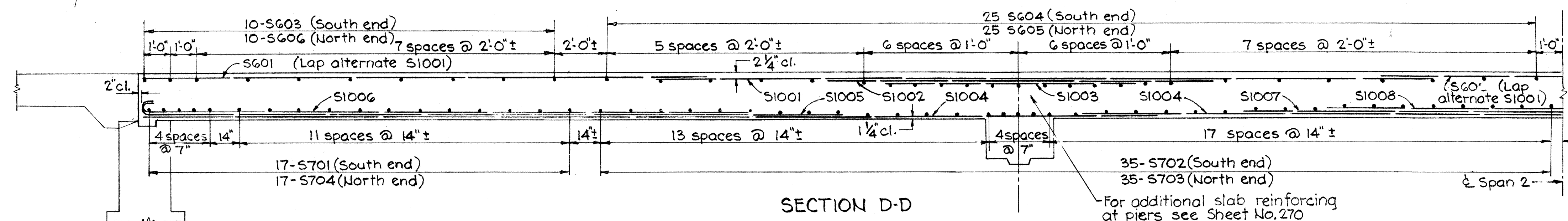
Reinforcing Steel shall be 1/2" clear of surfaces in parapets and safety curbs.

CAMBER of 1/800 of the span shall be provided in each span to allow for dead load deflection. This is the amount of camber required before falsework is released. To obtain this, proper allowance shall be made for the deflecting of falsework members.

CURBS shall be placed after the shoring under the slab has been released sufficiently to permit the slab spans to attain full dead load deflection.



CONSTRUCTION JOINT DETAIL



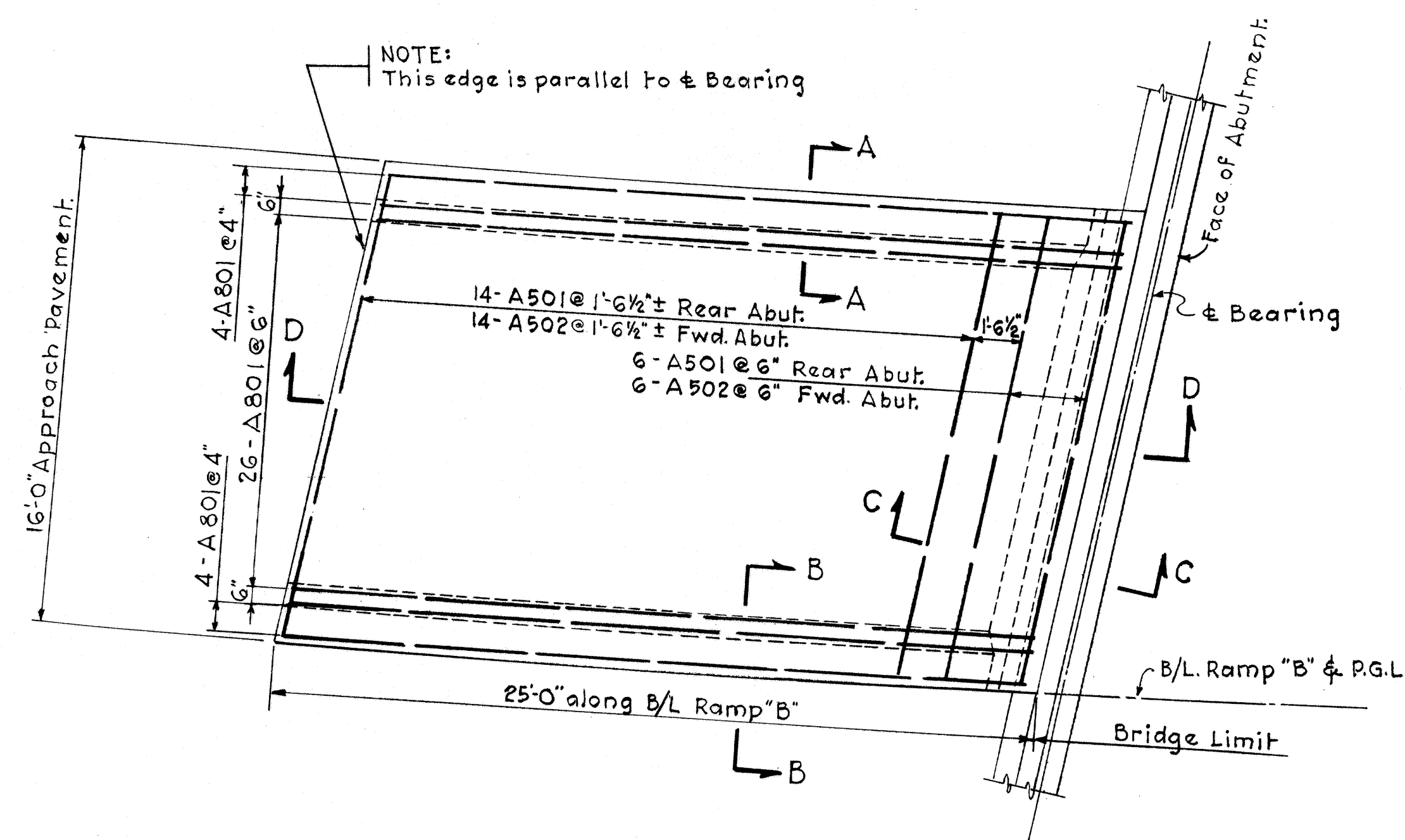
SECTION D-D

For additional slab reinforcing at piers see Sheet No. 270

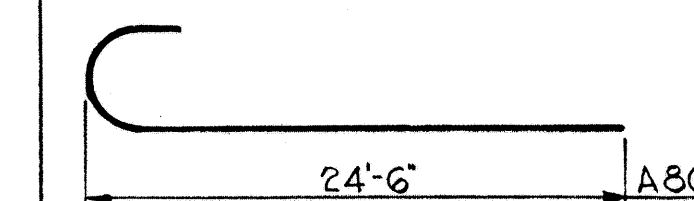
J.E. GREINER COMPANY
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

SUPERSTRUCTURE DETAILS
BRIDGE NO. MED.-42-2091
RAMP B OVER RELOCATED PLUM CREEK
SR-3 INTERCHANGE
MEDINA CO. STA. 82+10.00 RAMP B

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HENDERSON	HENDERSON	MEFAUL	ROBINSON	MUDD	10/26/62	



MARK	NO.	LENGTH	WEIGHT	SHAPE
A801	68	25'-7"	4645	B
A501	20	15'-9"	329	S
A502	20	16'-3"	339	S



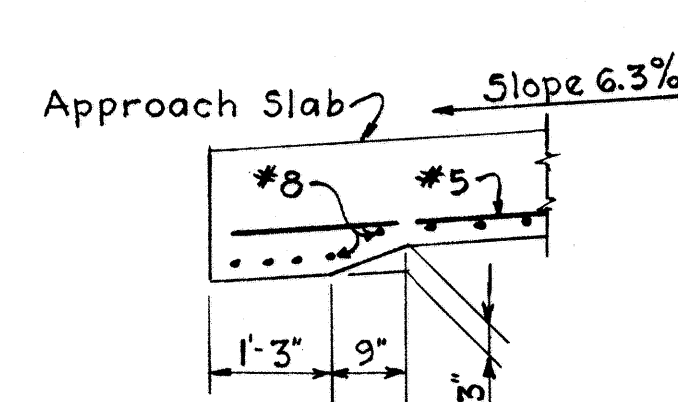
Quantities are for 2 Approach Slabs.

NOTES:

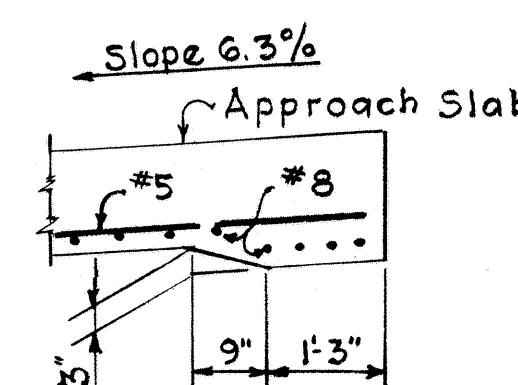
Bar size is indicated in the Bar Mark. The first digit indicates the Bar Size Number. For example, A801 is a No.8 Size Bar.

Work this sheet with Standard Drawing No. AS-1-54 (Revised 7-5-62)

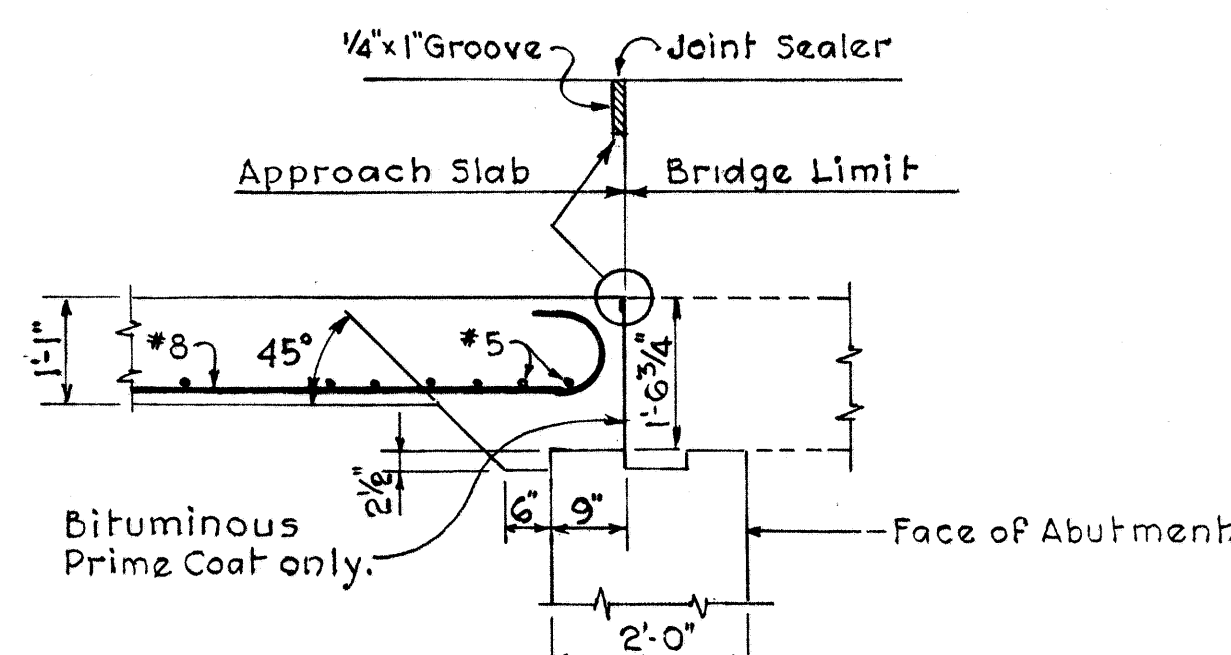
Concrete in Approach Slabs shall be Class "C".



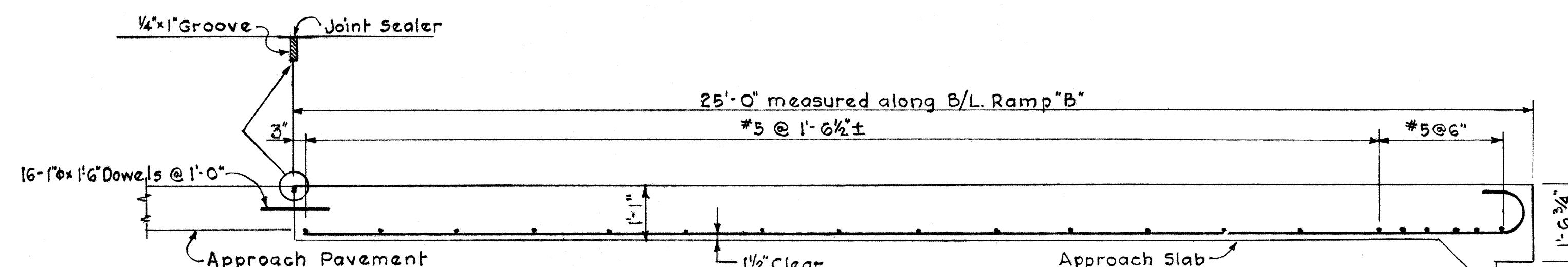
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

J.E. GREINER COMPANY CONSULTING ENGINEERS BALTIMORE, MARYLAND						
APPROACH SLAB DETAILS						
BRIDGE NO. MED.-42-2091						
RAMP "B" OVER RELOCATED PLUM CREEK						
SR-3 INTERCHANGE						
MEDINA CO. STA. 82+10.00 RAMP "B"						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HENDSON	GREIMANN	RUARK	ROBINSON	MUDD	10/26/62	