

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

I-1105(27)

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-1105 (27)

1
308

ASHLAND & WAYNE COUNTIES
ASD - I - 12.38
WAY - I - 0.00

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.

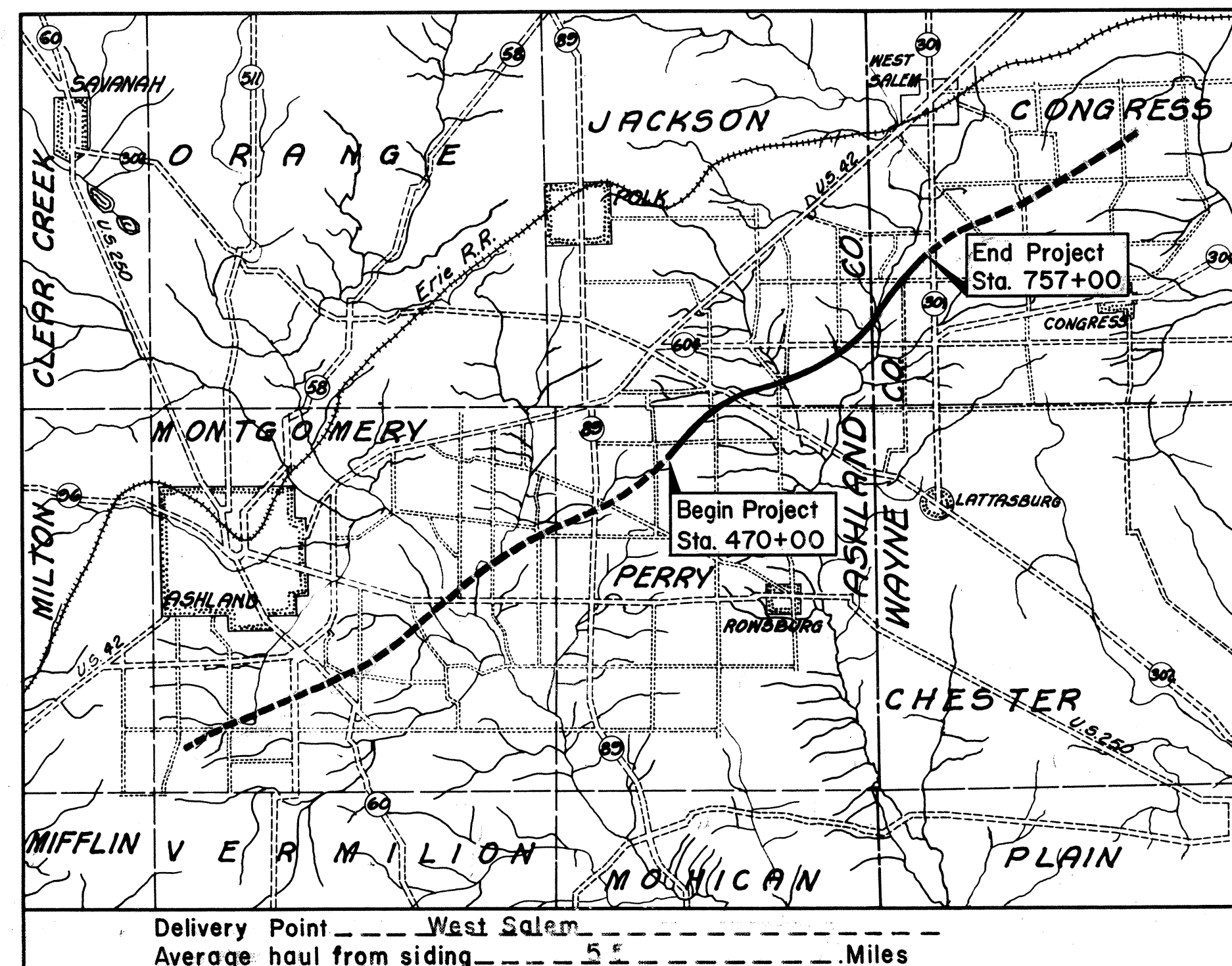
Approved R. G. Lehman
Date 10-14-57 Chief Engineer, Interstate Projects

Approved C. H. Mahewer
Date 10-16-57 Deputy Director, Planning & Programming

Approved C. E. Masheter
Date 10-17-57 Deputy Director, Design & Construction

Approved _____
Date _____ First Assistant Director

Approved Henry J. Shormeyer
Date 10-18-57 Acting Director of Highways



LOCATION MAP
SCALE OF MILES

Portion to be improved
Portion Under Separate Contract
State Roads
Other Roads

SCALE

Plan _____ 1" = 100'
Profile: Horizontal _____ 1" = 100'
Profile: Vertical _____ 1" = 10'

Supplemental Prints of Standard Construction Drawings							
BT-507071E NO. 1	10-1-47	S-27 P.C. 2	3-15-48	HW-A&B	7-15-57	AR-1-57	4-9-57
BT-71R	3-2-53	I-14G	1-22-52	HW-C	7-15-57	SP-53	7-21-53
DR-1	1-3-55	I-15 NO. 1	8-1-55	S-27 P.C. 3	2-20-45		
F-1	4-1-57	I-15 NO. 2-A	6-1-57	S-27 P.C. 4	1-4-54		
G-707	6-1-56	I-15 NO. 2-B	6-1-57	T-35	1-2-56		
I-1,2,3,4&5	2-20-45	L-1	4-1-50	T. J.	5-1-56		
I-8 C.B. 2-2A&B	8-1-56	L-3	4-1-50	AS-1-54	12-1-54		
I-8 C.B. NO. 4	6-1-57	L-3-A	4-1-50	CSB-2-56 Sheet 2	12-3-56		
I-8 C.B. NO. 5	6-1-57	L.J. NO. 1	7-1-55	CSB-2-56 Sheet 3	12-3-56		
I-8 M.H. NO. 1	5-1-52	R.I.-1	1-3-55	R.B.-1-55	3-1-55		

Supplemental Specifications	
E-101	1-1-57
B-119	REV. 8-11-57
5	6-8-55
I-8	REV. 2-6-57
S-114	REV. 8-1-57
I-127	REV. 9-18-57
M-206.6(b)	5-25-56
I-125	REV. 9-30-57

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER
DATE

REVISED 5-4-58

MICROFILMED
DEC 18 1989

ASD-I-12.38

No PID
C No. 570557

WAY-I-0.00

PERRY & JACKSON TOWNSHIPS
ASHLAND COUNTY

CONGRESS TOWNSHIP
WAYNE COUNTY

CONVENTIONAL SIGNS

State Line	-----
County Line	-----
Township Line	-----
Section Line	-----
Center Line	-----
Corporation Line	-----
Fence Line	-----
Guard Rail (existing)	-----
Guard Rail (proposed)	-----
Steam Railroad	-----
Power Poles	-----
Telephone Poles	-----
Trees (existing)	-----

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LINE DATA

Begin Project	Sta. 470+00	
End Project	Sta. 757+00	
Gross Length of Project	28,700.00	Lin. Ft.
Deduct for Equation	1,563.59	Lin. Ft.
Net Length of Project	27,136.41	Lin. Ft. or 5.139 Miles
Begin Work	Sta. 469+00	
End Work	Sta. 758+00	
Gross Length of Work	28,900.00	Lin. Ft.
Deduct for Equation	1,563.59	Lin. Ft. or 5.139 Miles
Net Length of Work	27,336.41	Lin. Ft. or 5.177 Miles
Add for Approaches (See Sheet No. 8)	7,735.00	Lin. Ft.
Total Length of Work	35,071.41	Lin. Ft. or 6.642 Miles

Approved R. G. Lehman
Date 10-14-57 Engineer of Traffic

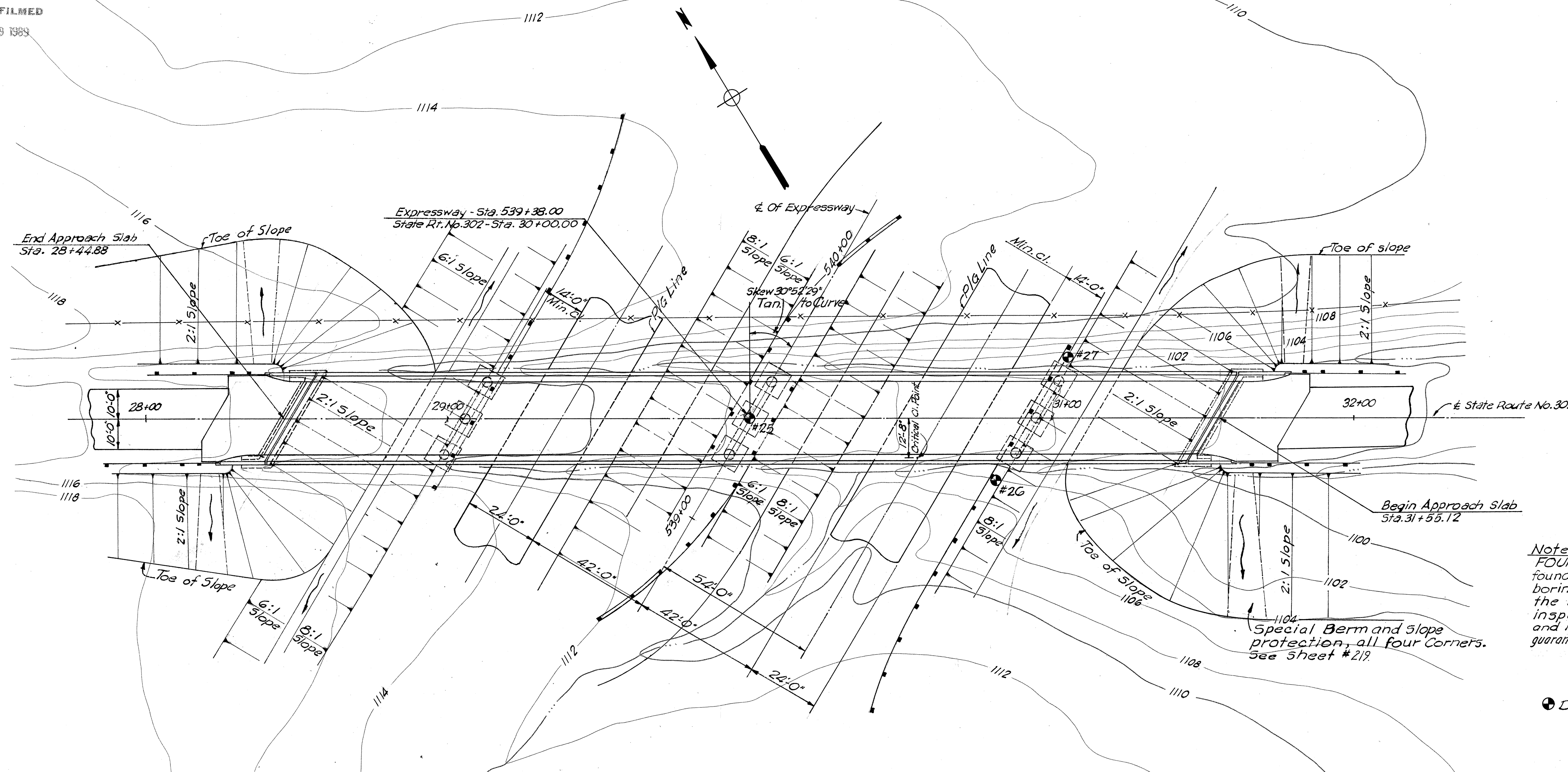
File No.	ASHLAND COUNTY ASD-I-12.38
	WAYNE COUNTY WAY-I-0.00
	Date of Letting _____ 19
	Contract No. _____

MICROFILMED
DEC 19 1989

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	I-1105(27)	

256
308

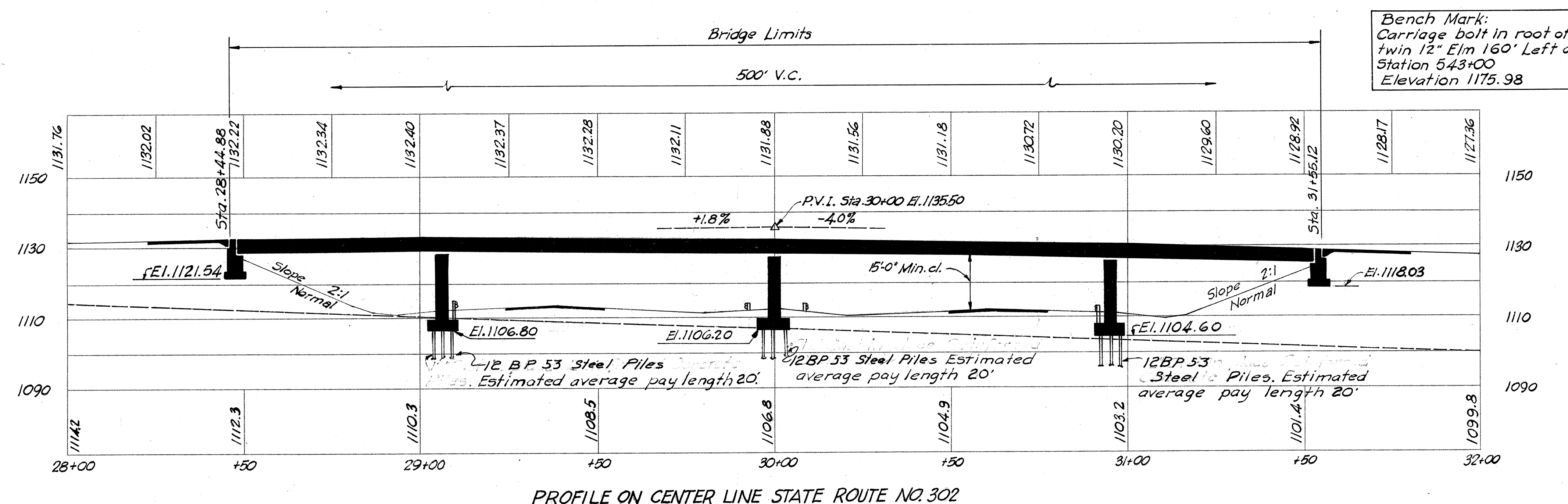
7.51 MILES EAST OF ASHLAND
ASHLAND & WAYNE COUNTIES
ASD - I-12.38
WAY - I- 0.00



CURVE DATA
(EXPRESSWAY)
P.I. Sta. 527+92.87
 $\Delta = 22^\circ 16' 45''$ Rt.
 $D = 0^\circ 28'$
 $R = 12,271.67$
 $L = 4774.11$
 $T = 2417.59$
 $E = 235.76$

Note:
FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of borings and soil sampling soundings made at the site. This sounding information may be inspected in the Interstate Projects Office and in the Division Office, but the State does not guarantee the accuracy thereof.

⊙ Denotes Boring Location.



PROFILE ON CENTER LINE STATE ROUTE NO. 302

S.R. 302 A.D.T. 720 (1975)

Preliminary Design
6-19-57 J.M.B.

PROPOSED STRUCTURE

TYPE: Continuous steel beams with reinforced conc. deck & substructure.
SPAN: 57'-95.5'-95.5'-57' c/c Bearings.
ROADWAY: 24' $\frac{1}{4}$ 2'-0" safety Curbs.
LOAD FREQUENCY: C.F. = 130 (51)
SKEW: 30° 52' 29" L.F.
WEARING SURFACE: $\frac{3}{4}$ " mono. concr.
APPROACH SLAB: Special Design (25' long)
ALIGNMENT: Tangent
SUPERELEVATION: None

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

SITE PLAN
BRIDGE NO. ASD-I-1370
UNDER S.R. NO. 302
ASHLAND COUNTY

SCALE: 1" = 20' STA. 539+38.00

PRESENT	TOPOGRAPHY	PROPOSED	WORK
Surveyed	Drawn	Designed	Drawn
		A.A.	A.D.
		Checked	D.W.S.
			Reviewed

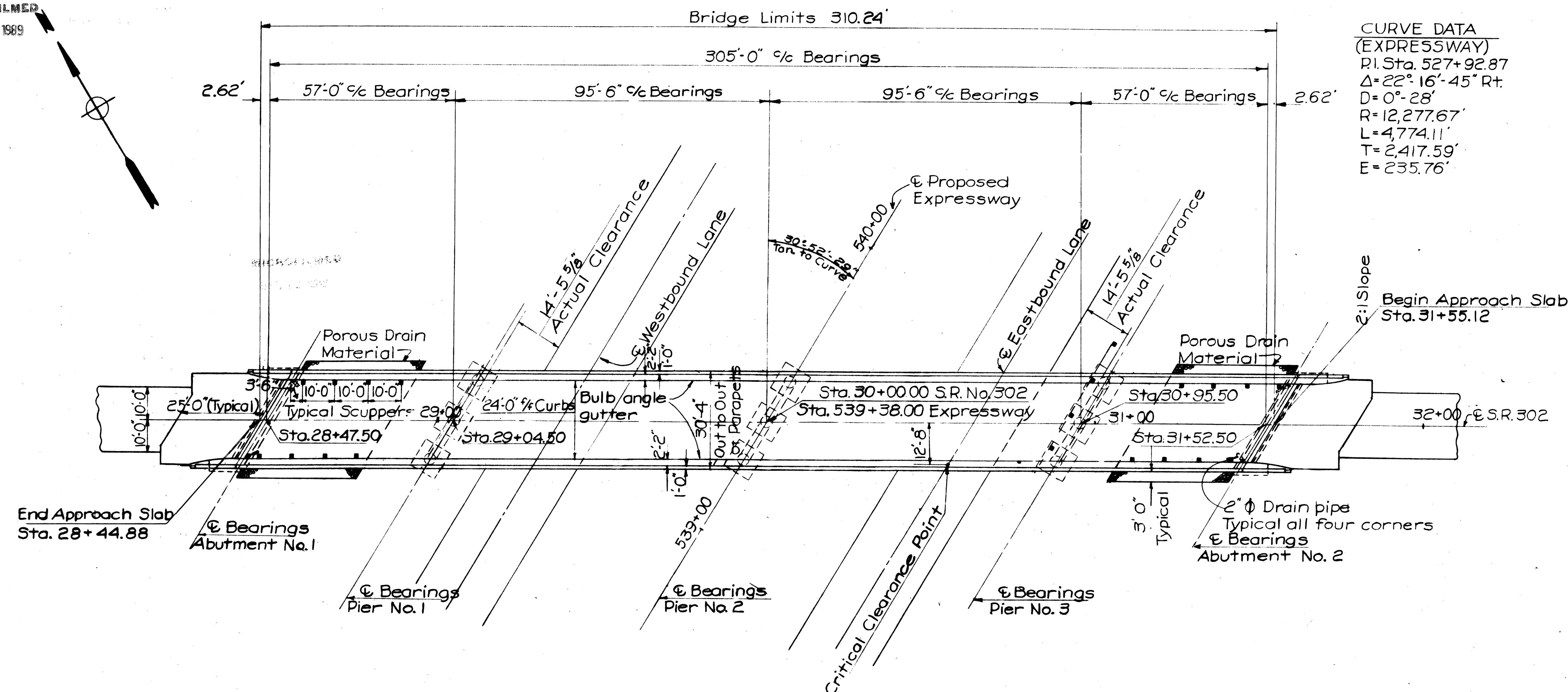
MICROFILMED
DEC 19 1989

FED. RD. DIVISION	STATE	PROJECT	F.A.I.
2	OHIO	I-1105(27)	

ASHLAND & WAYNE COUNTIES
ASD - I-12.38
WAY - I- 0.00

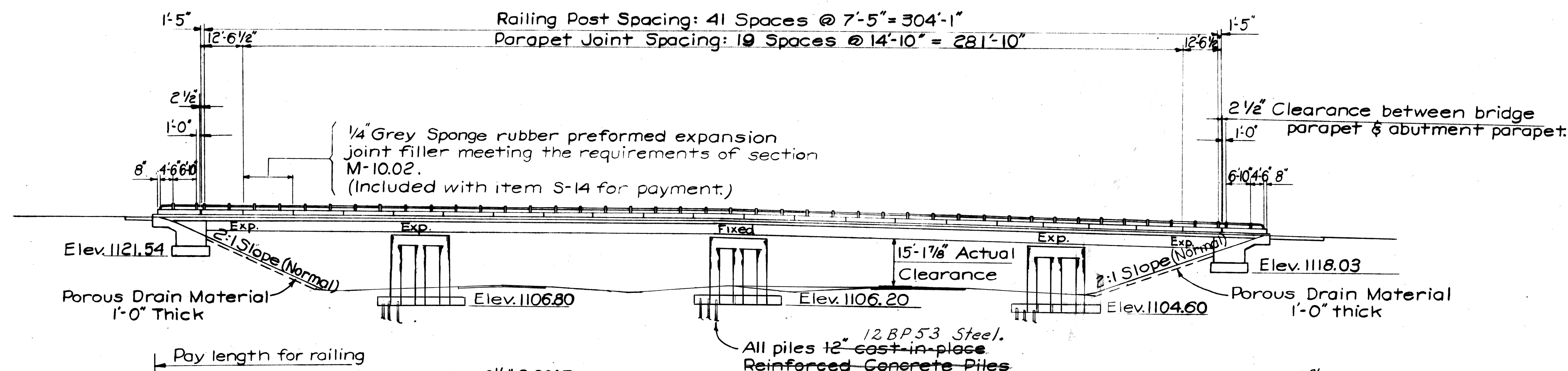
257
308

CURVE DATA
(EXPRESSWAY)
P.I. Sta. 527+92.87
 $\Delta = 22^\circ 16' 45''$ Rt.
 $D = 0^\circ 28'$
 $R = 12,277.67'$
 $L = 4,774.11'$
 $T = 2,417.59'$
 $E = 235.76'$



GENERAL PLAN

- GENERAL NOTES**
- Reference shall be made to Standard Drawings CSB-2-56, Sheet Nos. 2 and 3 of 6 dated 12-3-56, RB-1-55 dated 3-1-55, AR-1-57 dated 4-9-57, and to Supplemental Specifications S-114 revised 8-1-57.
 - Design Specification: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 10-1-51, together with revisions thereof, dated 7-15-52, 4-1-54 and 2-1-55.
 - Loading: C.F. = 130 (51)
 - Welding of structural steel shall be Class "A", except as shown. Any welds shown as field welds may, at the option of the Contractor, be made in the shop.
 - Welded Steel: The steel for the 36 WF 160 & 36 WF 230 beams shall conform to A.S.T.M. Designation A-373. All other structural steel shall conform to either A.S.T.M. A-7 (as per Sec. M-7.4(a) of the "Construction and Material Specifications") or to A-373.
 - Piles shall be driven to a minimum bearing capacity of 40 tons for the piers.
 - Porous drain material as shown on the General Plan shall be provided at each end of bridge. The material shall be placed one foot thick and shall extend across the slope area for approximately three feet beyond the edge of the superstructure.
 - Embankments to be placed to subgrade elevation for a distance of approximately 200 feet beyond the bridge limits as early as practical in the construction procedure and before work is begun on Abutments or Piers 1 and 3. Abutments should be placed as late as practical, with a minimum time lapse of 30 days between completion of the embankment and starting of work on the abutments.
 - Excavation quantity includes the removal of fill material between surface of proposed embankment and the bottom of the abutment.



ELEVATION

P.I. Station 30+00
Elev. 1135.50
V.C. 500'
M.O. 3.625'

GRADE DATA

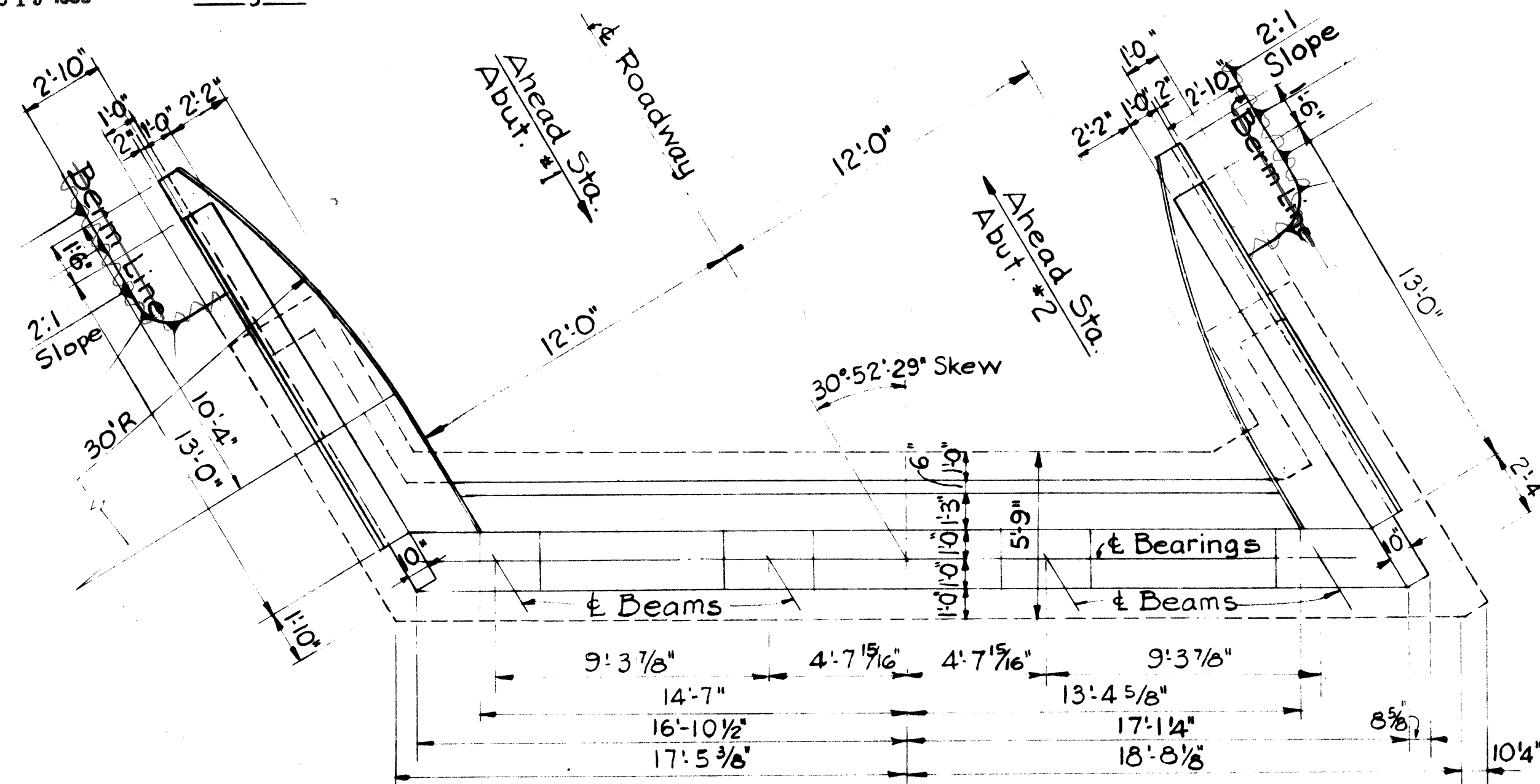
ABUTMENT RAILING DETAIL

MICHAEL BAKER, JR., CONSULTING ENGINEERS ROCHESTER, PENNSYLVANIA					
GENERAL PLAN & ELEVATION					
BRIDGE NO. ASD-I-1370 UNDER S.R. NO. 302					
ASHLAND COUNTY			STA. 539+38.0		
Designed	Drawn	Traced	Checked	Reviewed - Date	Revised
A.A.	G.A.B.		A.A.	KA 8-23-57	11-4

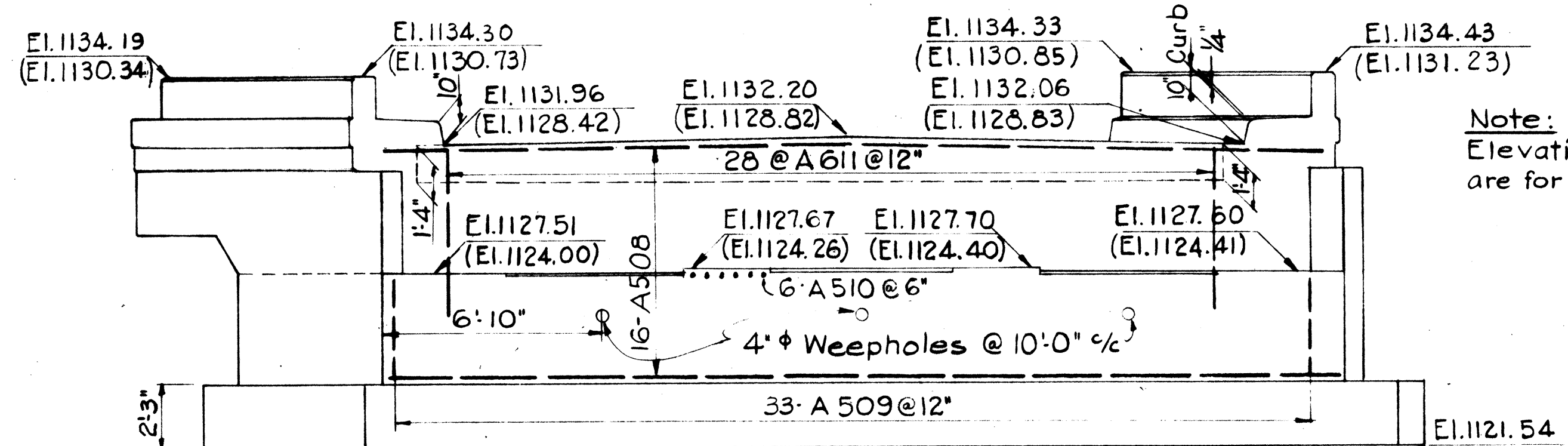
DEC 19 1989

Wing 'A'

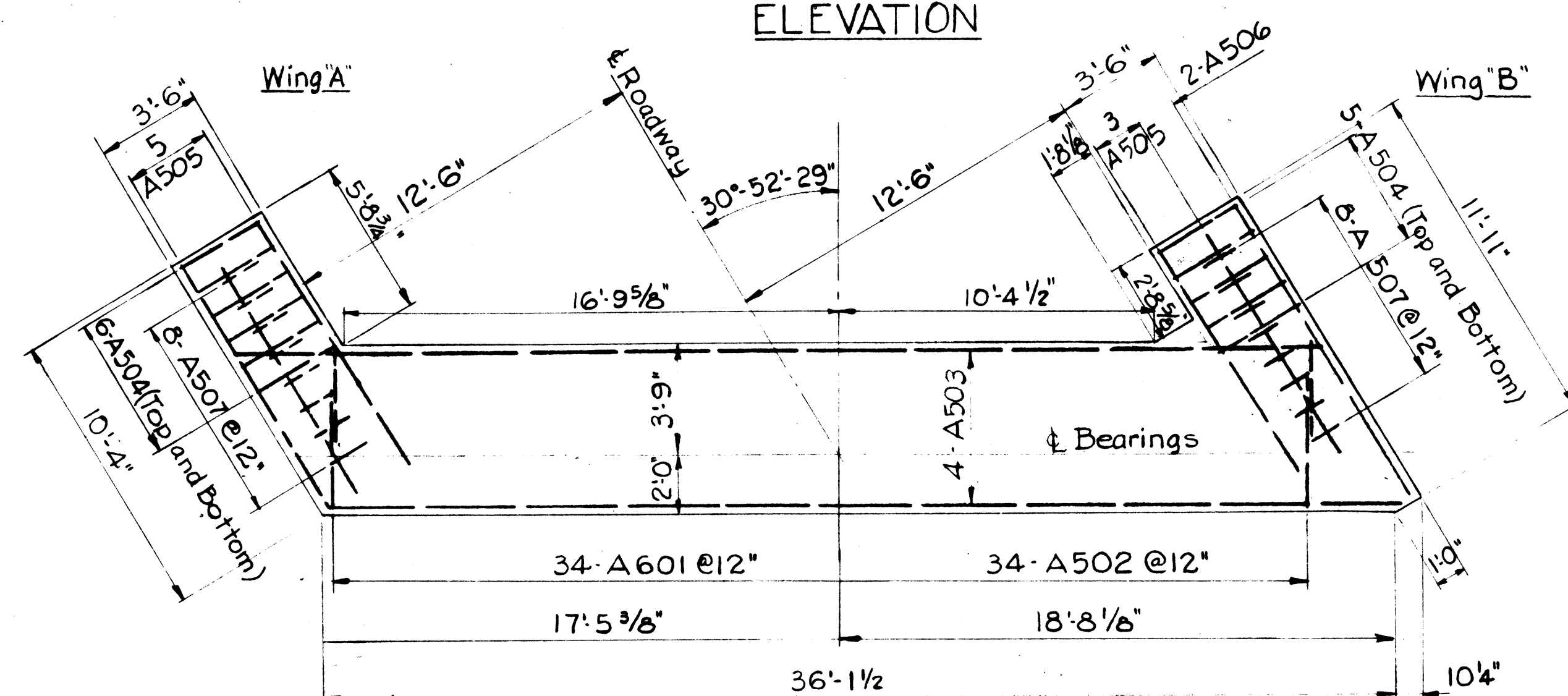
Wing 'B'



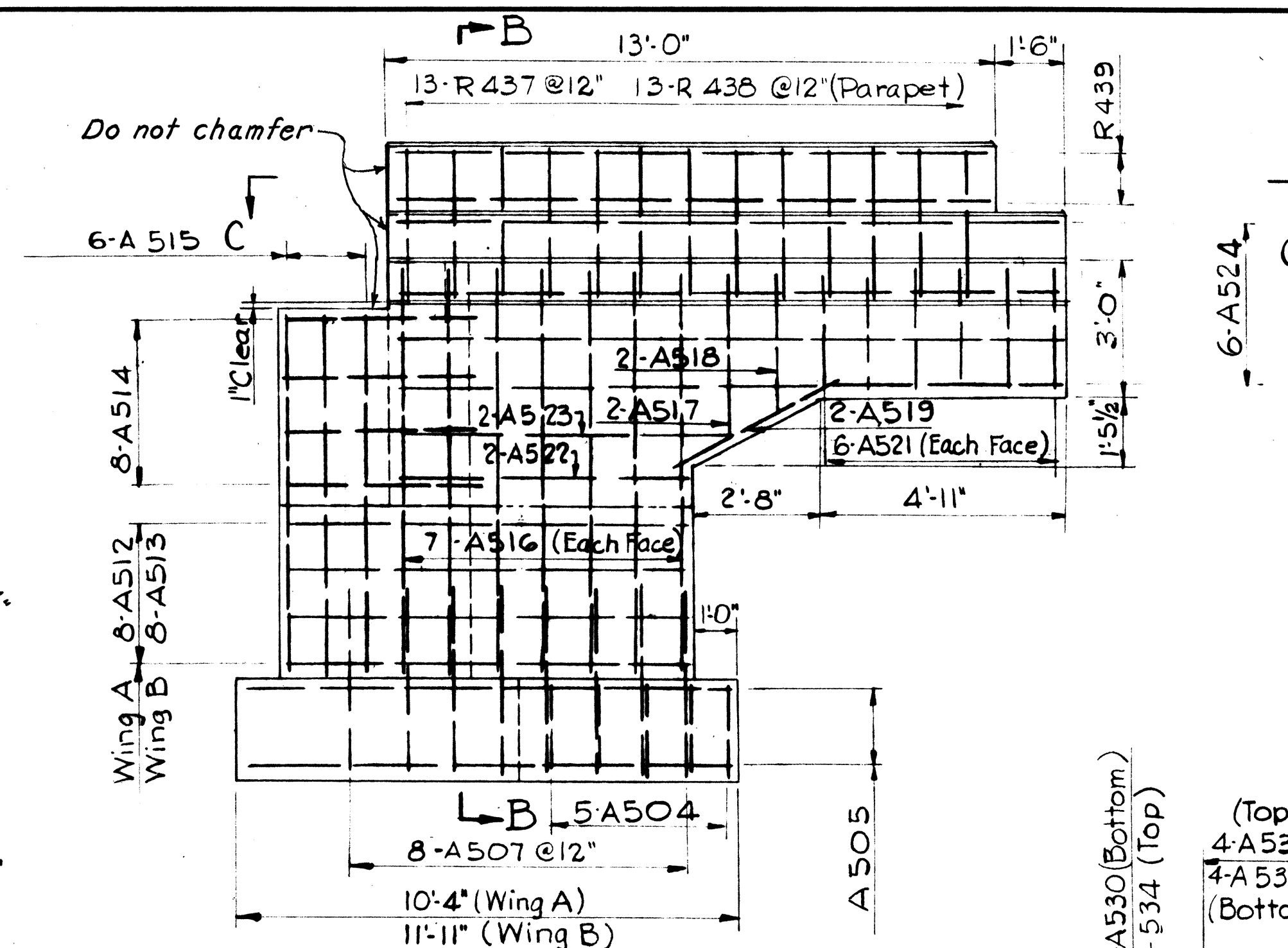
PLAN



ELEVATION



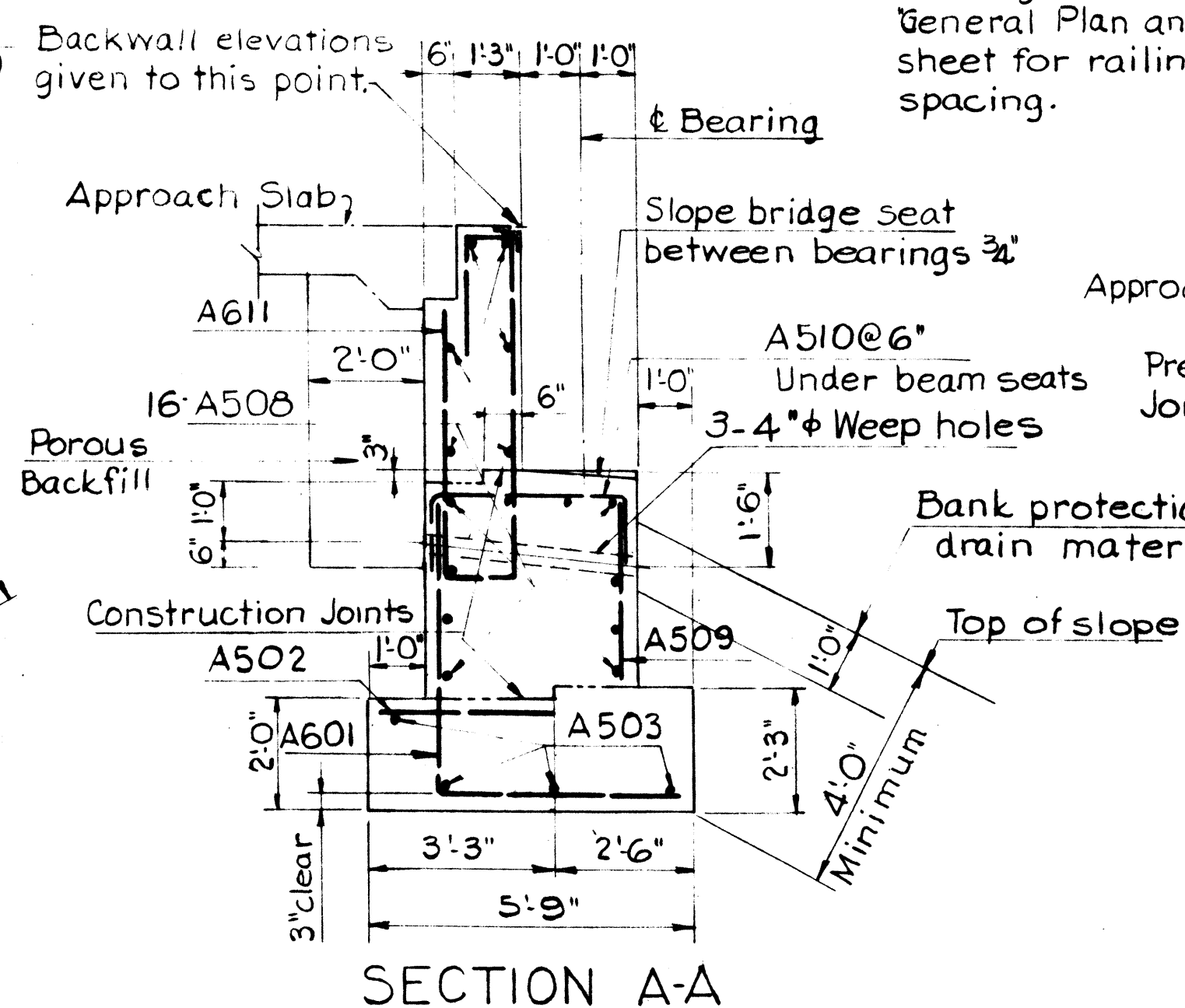
FOOTING PLAN



WINGWALL ELEVATION

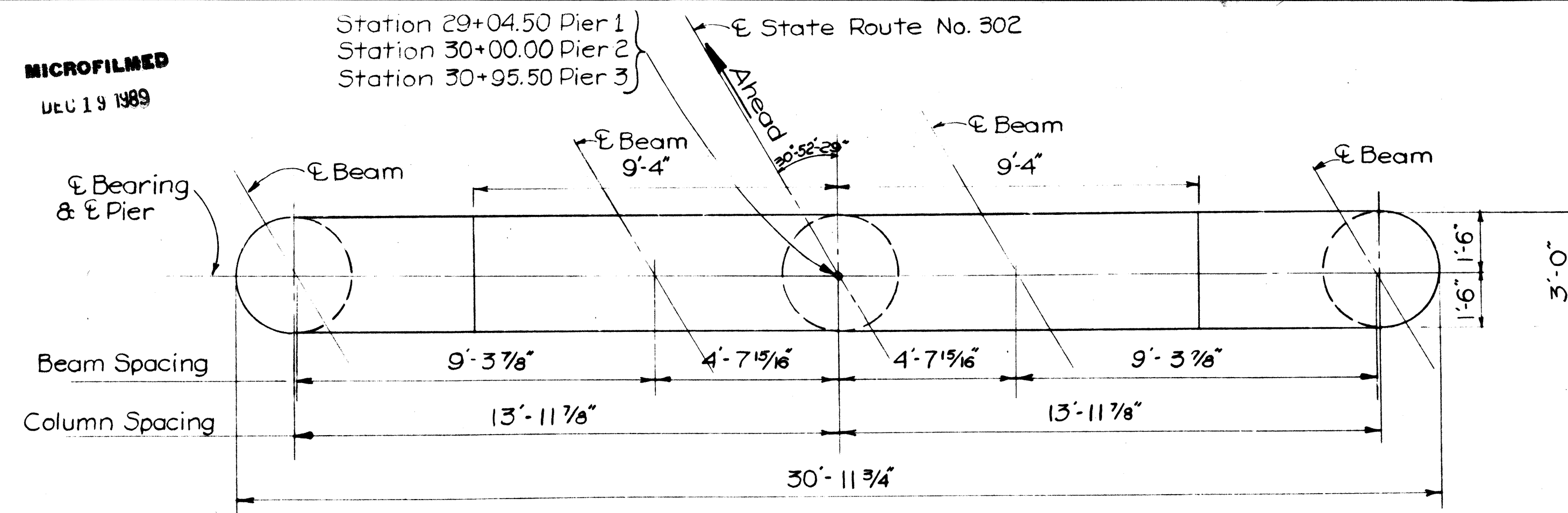
Note:
Elevations shown thus ()
are for Abutment No. 2.

Backwall elevations
given to this point.

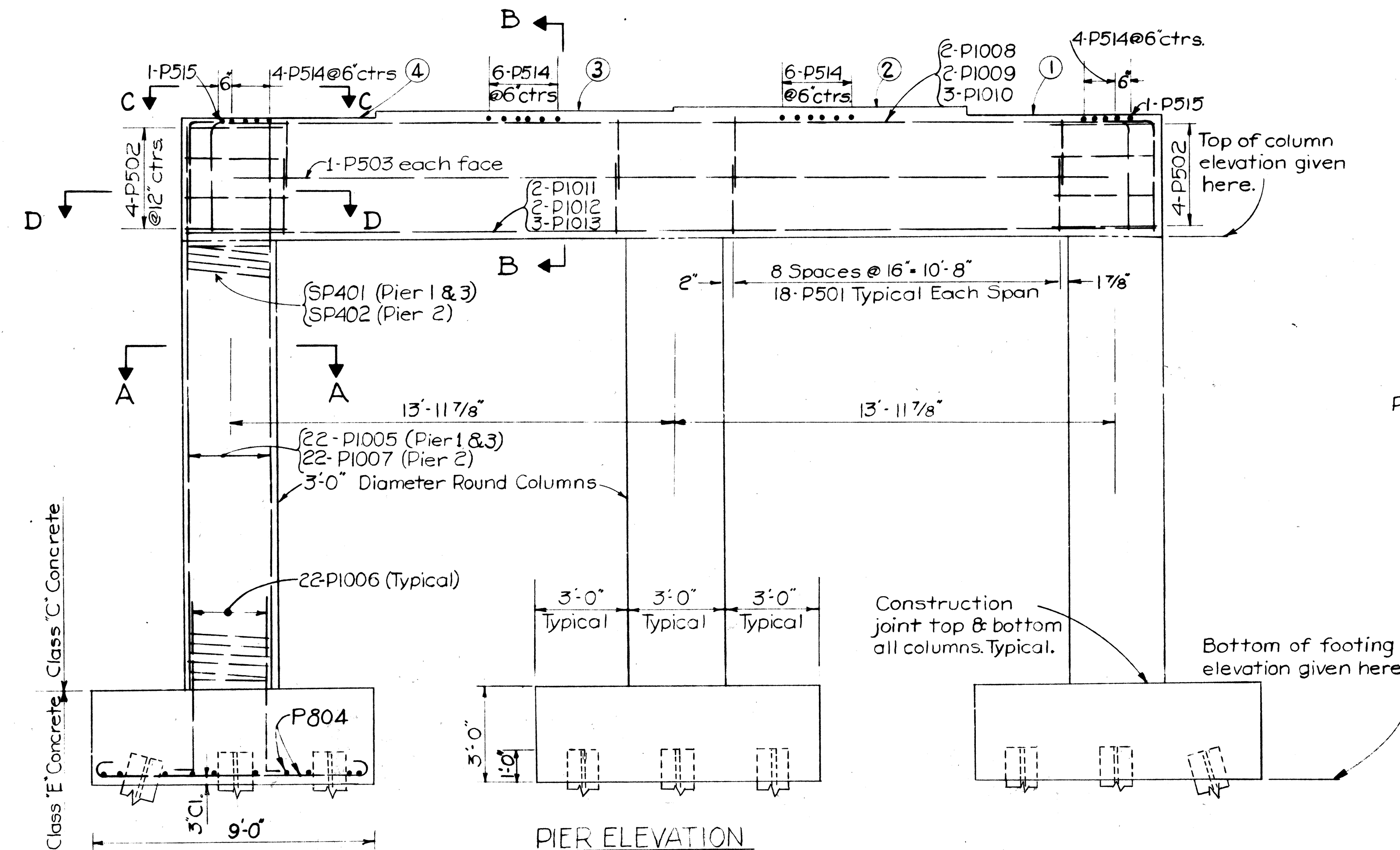


MICROFILMED
DEC 19 1989

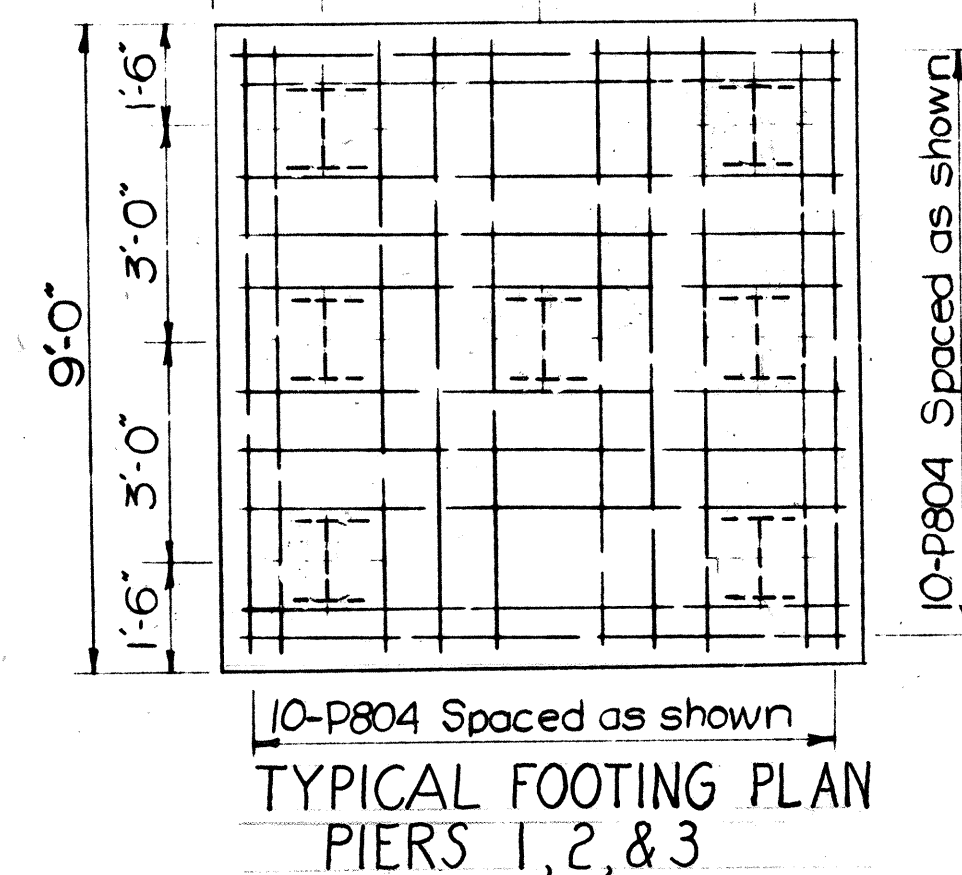
Station 29+04.50 Pier 1
Station 30+00.00 Pier 2
Station 30+95.50 Pier 3



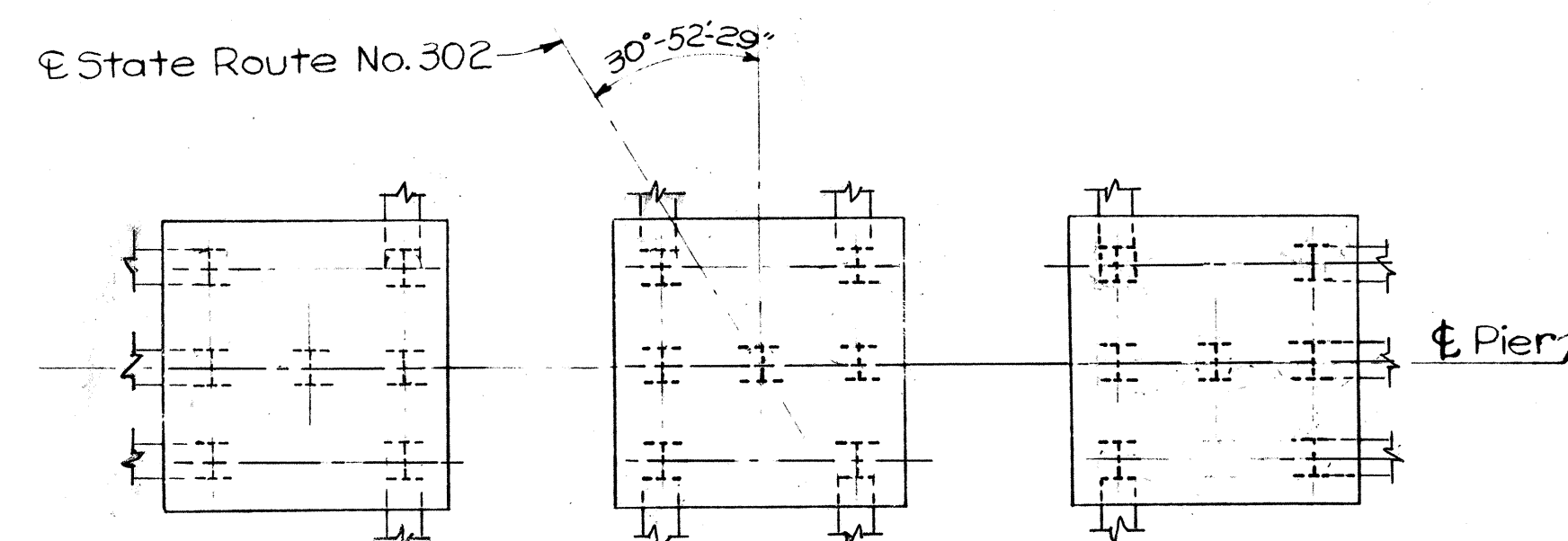
PIER CAP PLAN



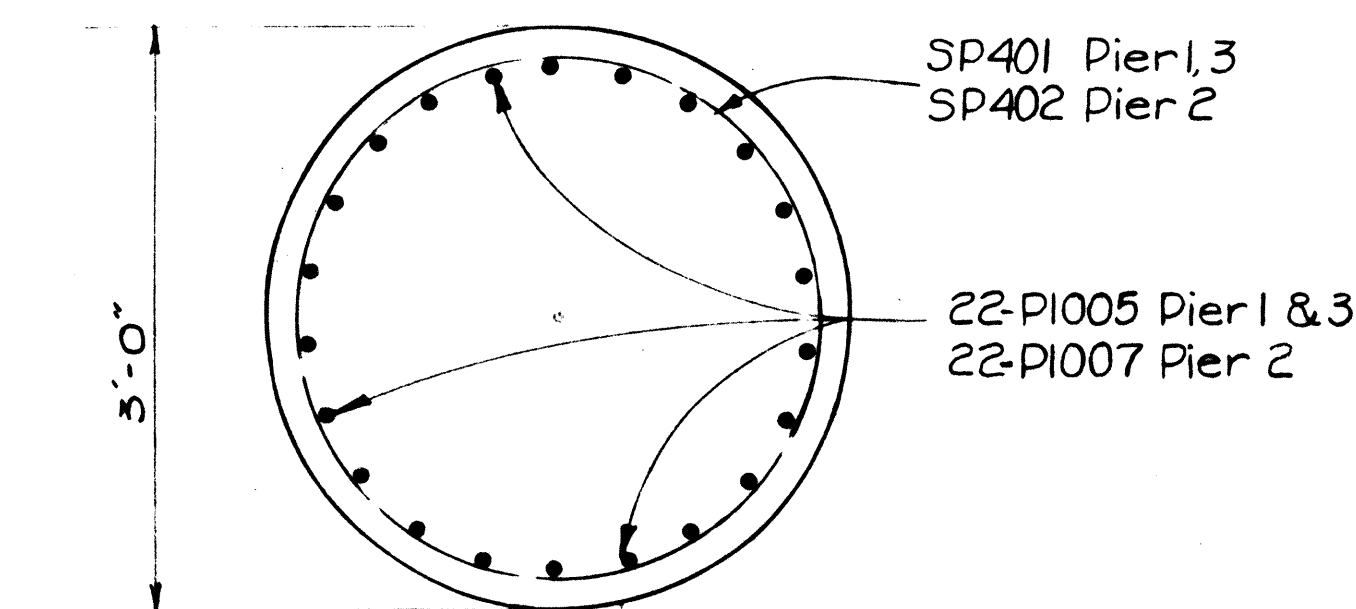
PIER ELEVATION



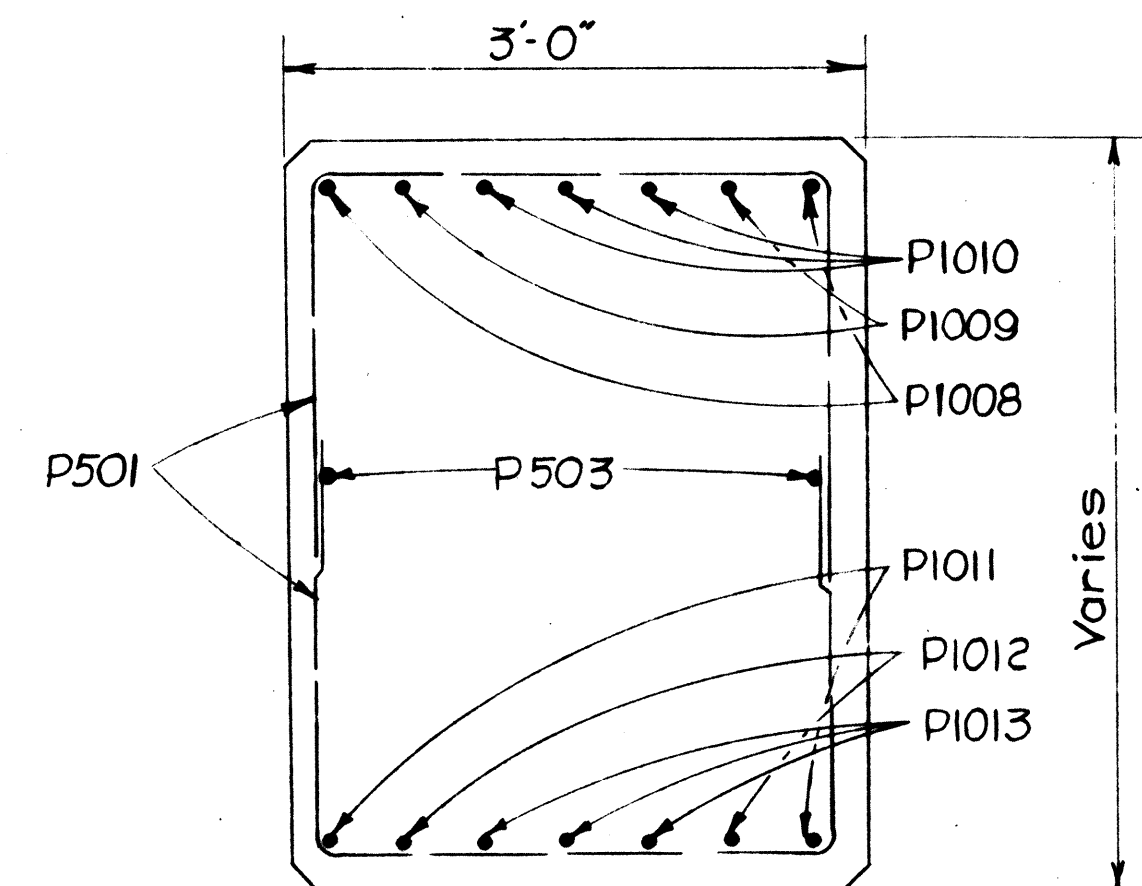
TYPICAL FOOTING PLAN
PIERS 1, 2, & 3



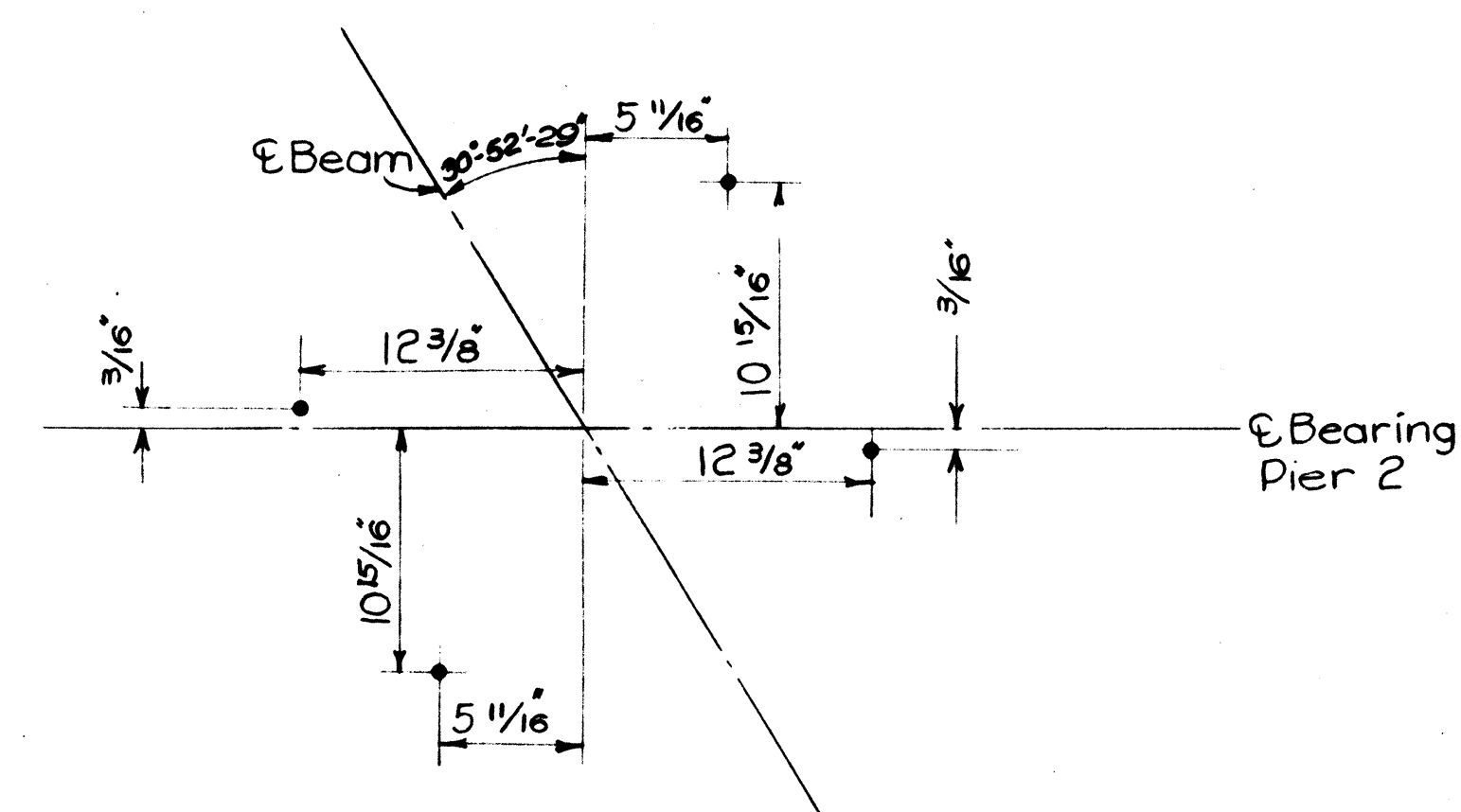
PILE BATTER PLAN
Batter 3\"/>



SECTION A-A



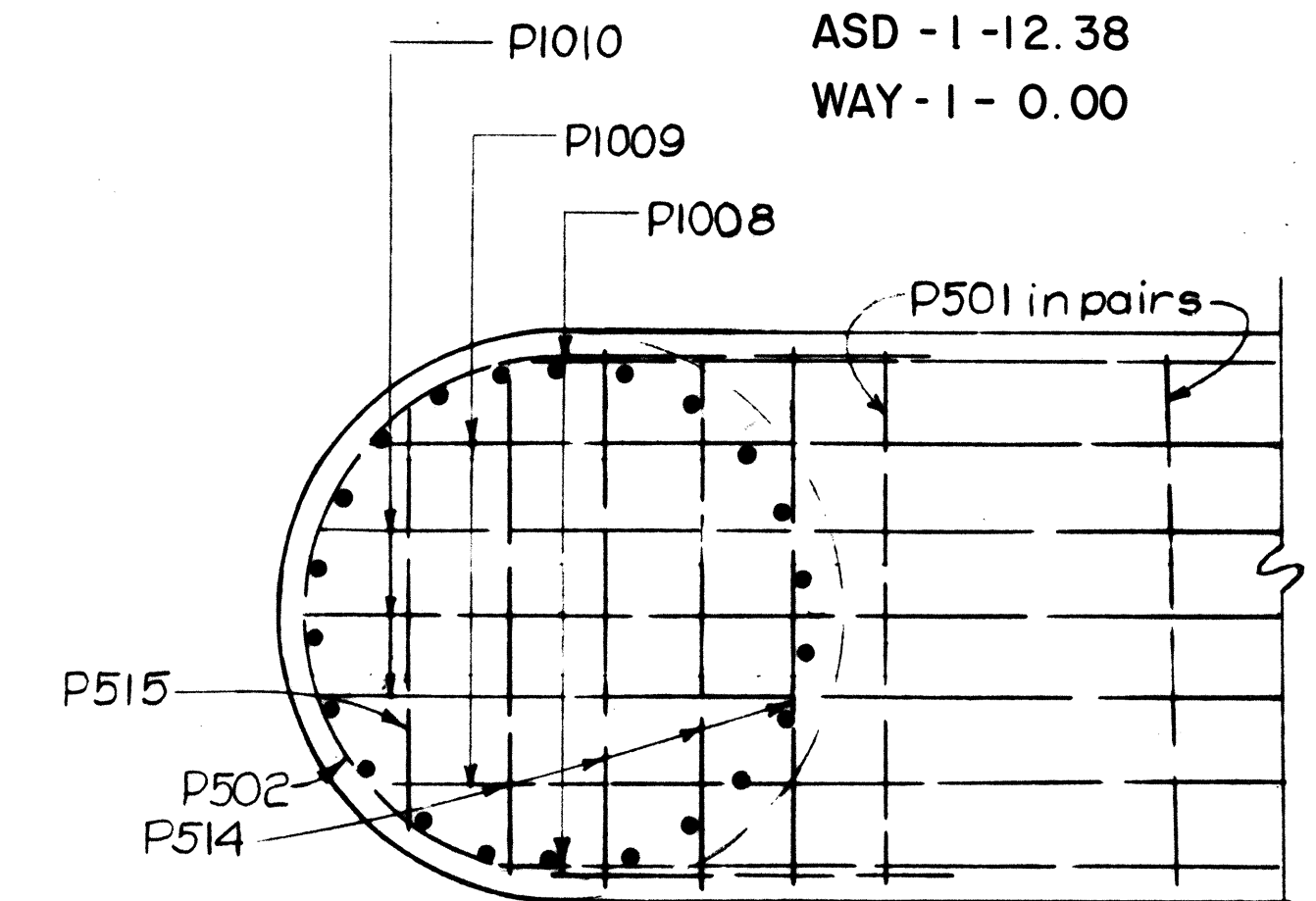
SECTION B-B



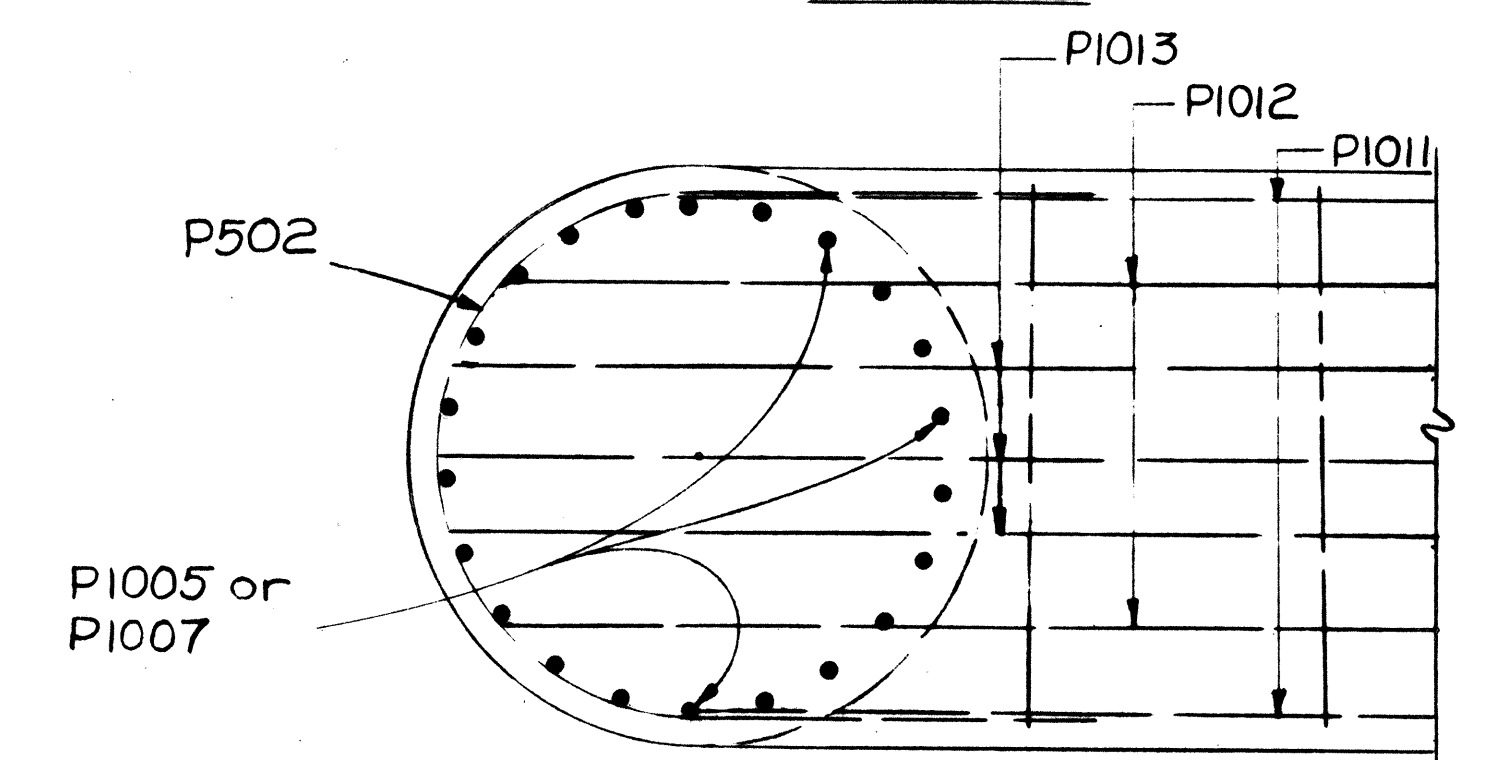
ANCHOR BOLT LAYOUT
(Pier 2 Only)

FED. RD. DIVISION	STATE	PROJECT	F.A.I.
2	OHIO	I-1105(27)	

ASHLAND & WAYNE COUNTIES
ASD - I - 12.38
WAY - I - 0.00



VIEW GC



SECTION D-D

TABLE OF ELEVATIONS						
LOCATION	1	2	3	4	Top of Col.	Bottom Ftg.
Pier 1	1127.21	1127.35	1127.34	1127.21	1123.33	1106.00
Pier 2	1126.65	1126.73	1126.67	1126.49	1122.61	1106.20
Pier 3	1125.77	1125.30	1125.19	1124.95	1121.07	1104.60

NOTES:

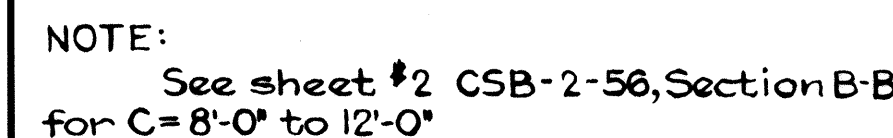
- Clearance of reinforcing steel shall be 2" from face of concrete unless otherwise shown.
- Special care shall be taken in placing reinforcing steel in the bridge seat so that it will not interfere with the drilling of anchor bolt holes in Pier 2.
- All piles to be 12 BP-53 Steel Piles driven to a safe bearing load of 40 tons.

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

PIERS
BRIDGE NO. ASD-I-1370
UNDER S.R. NO. 302

ASHLAND COUNTY STA. 539 + 38.00

Designed	Drawn	Traced	Checked	Reviewed - Date	Revised
A.A.	W.H.J.		DWS	KA 8-23-57	1-11-58



Technical drawing of a steel beam splice. The drawing shows a cross-section of a beam with a central splice. The splice is labeled "No Weld" and "ASHLAND & WAYNE COUNTIES". The splice is labeled "Bearing & Splice ASD - 1 - 12.38" and "WAY - 1 - 0.00". The drawing shows a cross-section of a beam with a central splice. The splice is labeled "No Weld" and "ASHLAND & WAYNE COUNTIES". The splice is labeled "Bearing & Splice ASD - 1 - 12.38" and "WAY - 1 - 0.00".

$x 4" \times \frac{5}{16}"$ (each panel)

6'-0"

Top flange 15" x 1" x 12'-0"

36 WF 230

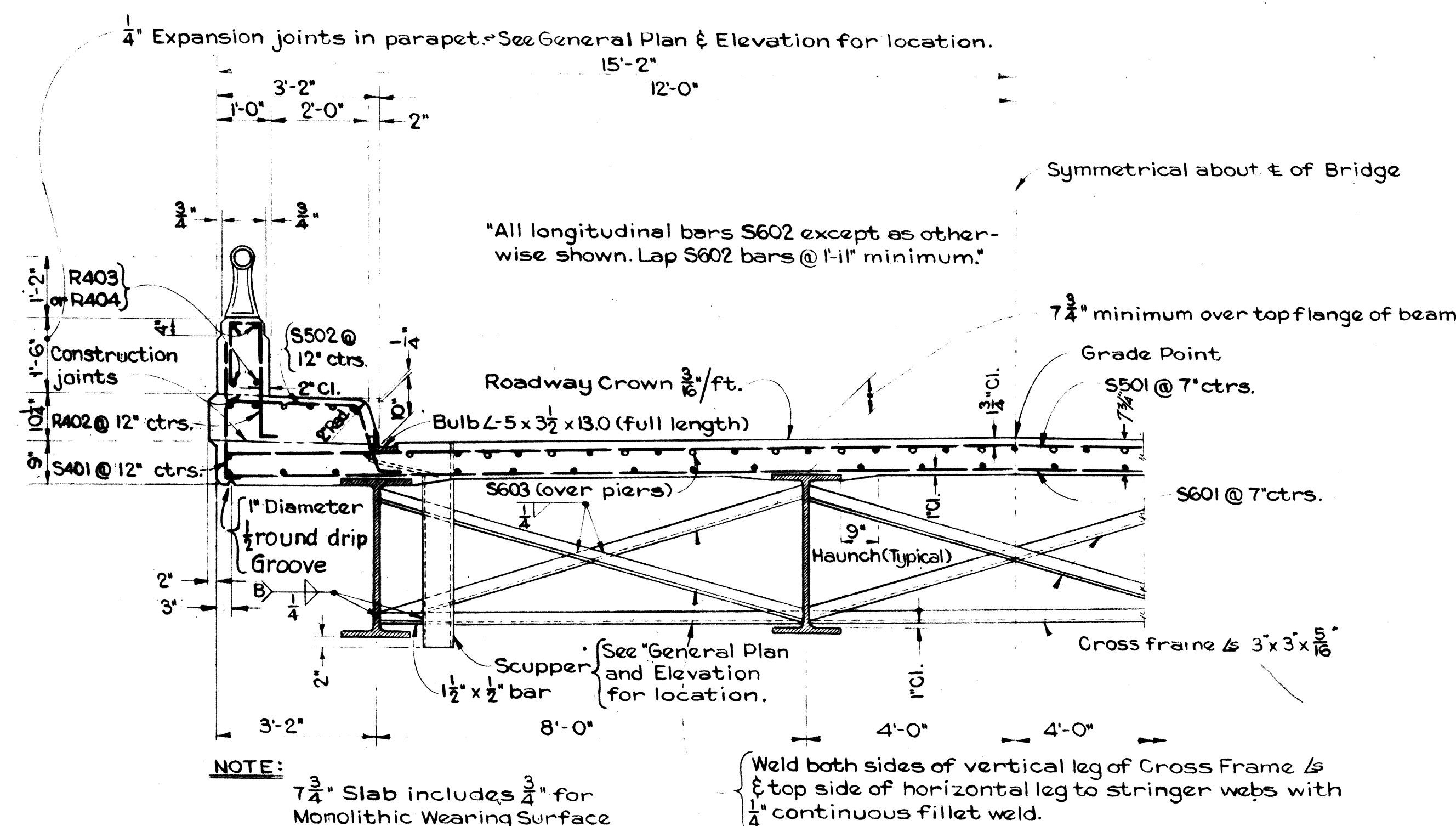
36 WF 230

C

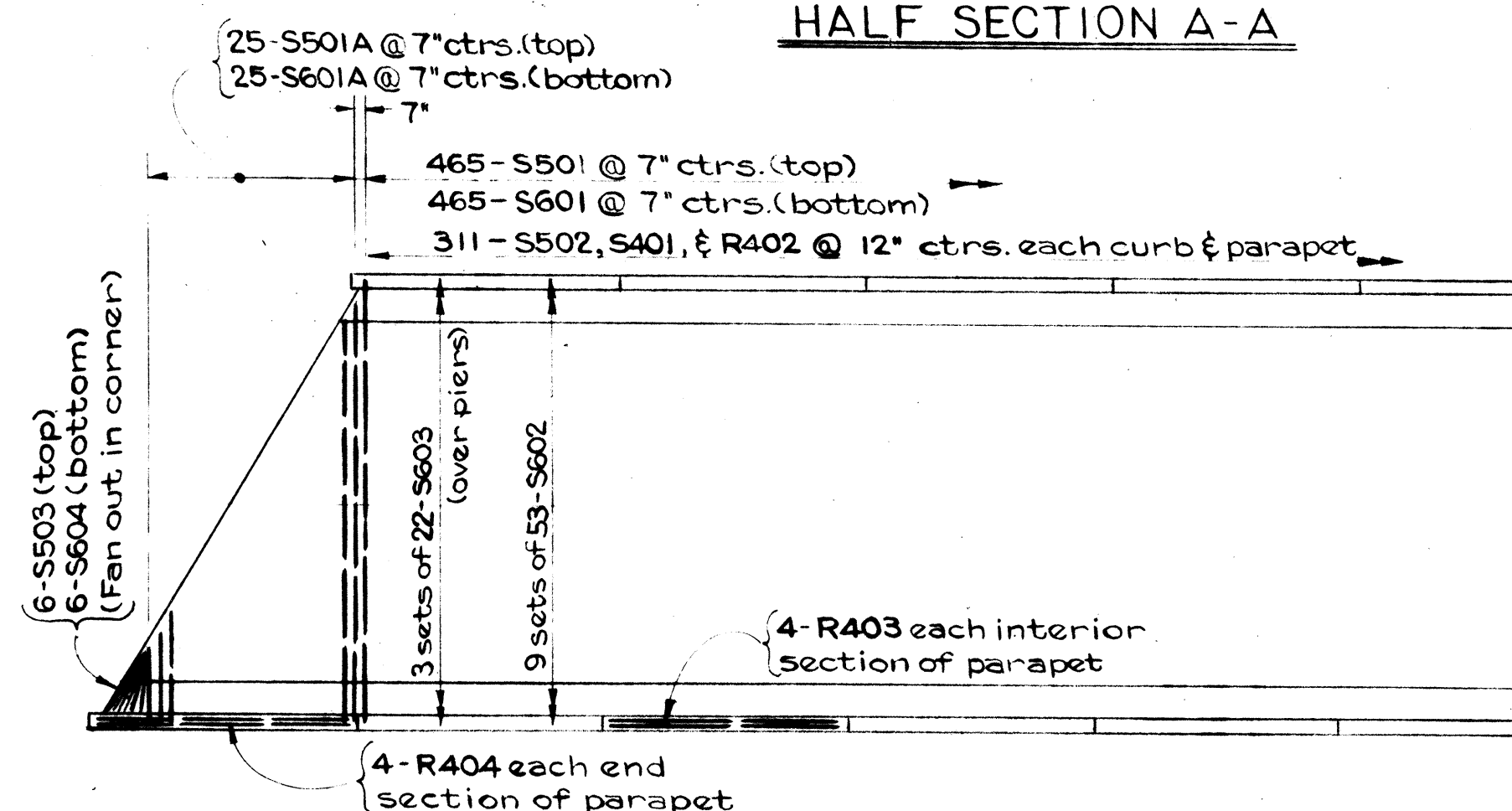
Bottom flange 18" x $\frac{3}{8}"$ x 12'-0"

Sole Plate

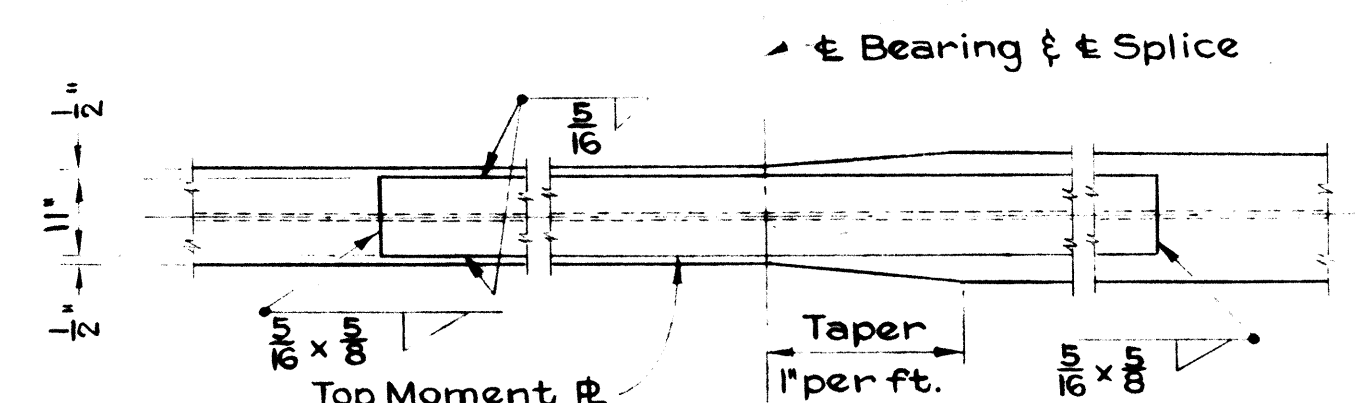
(Details not shown, same as for Splice Detail at Piers 1 & 3)



NOTE:
7 $\frac{3}{4}$ " Slab includes $\frac{3}{4}$ " for
Monolithic Wearing Surface



(Other end similar)

[illegible]

ELEVATION

No Weld

2'-3"

Taper on fl. 12'-3"

5/16"

Taper 1" per ft.

12"

No Weld

Bottom Moment

5/16"

SECTION B-B
SPLICE DETAIL AT
PIERS 1 & 3

NOTE:- Cambering of beams is required in accordance with following table

DEFLECTION & CAMBER						
Location	Inside Beams			Outside Beams		
	Spans 1 & 4	Span 2	Span 3	Spans 1 & 4	Span 2	Span 3
Deflection due to weight of steel	0	$\frac{3}{16}$ "	$\frac{3}{16}$ "	0	$\frac{3}{16}$ "	$\frac{3}{16}$ "
Deflection due to remaining dead load	$\frac{1}{16}$ "	$\frac{7}{8}$ "	$\frac{7}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{16}$ "	$\frac{1}{16}$ "
Convexity required for vertical curve	$\frac{5}{8}$ "	$1\frac{11}{16}$ "	$1\frac{9}{16}$ "	$\frac{5}{8}$ "	$1\frac{11}{16}$ "	$1\frac{9}{16}$ "
Sum of deflection and convexity	$\frac{11}{16}$ "	$2\frac{3}{4}$ "	$2\frac{5}{8}$ "	$\frac{11}{16}$ "	$2\frac{15}{16}$ "	$2\frac{13}{16}$ "
Required camber	0"	$2\frac{3}{4}$ "	$2\frac{5}{8}$ "	0"	$2\frac{15}{16}$ "	$2\frac{13}{16}$ "

1. Raise end of beam at Pier 2 ~ 2' $\frac{15}{16}$ "
2. Butt weld beam flanges & webs at Pier 1 using the following procedure:
Make one pass on each flange, then one on the web, and repeat until welds are completed.
3. Weld top and bottom flange moment plates at Pier 2.
4. Lower end of beam at Pier 2.
5. Make splices at Piers 2 & 3 in the same manner, raising the ends of the beams 4" at Pier 3 and 1 1/2" at the abutment.

In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress up grade. The slab may be placed in sections between transverse construction joints which are normal to the centerline of bridge and are located near the center of any span.

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

BRIDGE NO. ASD-1-1370
UNDER S.R. NO. 302

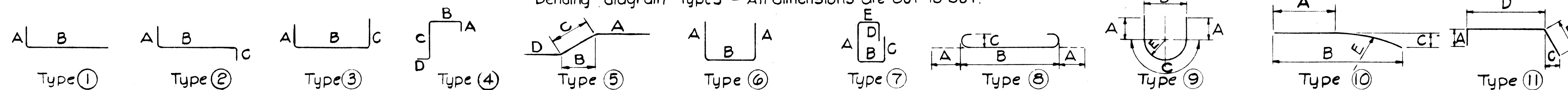
ASHLAND COUNTY STA. 539+38.0

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
A. A.	R.S.S.	R.S.S.	A. A.	KQ 8-23-57	

ASHLAND & WAYNE COUNTIES
ASD - I - 12.38
WAY - I - 0.00

REINFORCING STEEL BAR SCHEDULE

Bending diagram types - All dimensions are out to out.



PIERS									
MARK	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E
P501	108	5	8'-0"	6	2'-8"	2'-8"			
P502	24	5	8'-0"	9	1'-11"	2'-8"	4'-2"		1'-4"
P503	6	5	28'-0"	Str.					
P804	180	8	10'-8"	8	1'-1"	8'-6"	10'		
PI005	132	10	17'-2"	Str.					
PI006	198	10	7'-0"	1	1'-0"	6'-0"			
PI007	66	10	17'-0"	Str.					
PI008	6	10	35'-6"	3	3'-6"	28'-6"	3'-6"		
PI009	6	10	36'-11"	6	3'-6"	29'-11"	3'-6"		
PI010	9	10	37'-6"	6	3'-6"	30'-6"	3'-6"		
PI011	6	10	28'-6"	Str.					
PI012	6	10	29'-11"	Str.					
PI013	9	10	30'-6"	Str.					
P514	60	5	4'-4"	6	10'	2'-8"			
P515	6	5	4'-2"	6	10'	2'-6"			
SPIRAL BARS									
MARK	TOTAL	SIZE	LENGTH	PITCH	No. of TURNS	CORE DIA.	WEIGHT		
SP401	6	1/2"	13'-6"	4 1/2"	39	32"	1530		
SP402	3	1/2"	13'-5"	4 1/2"	39	32"	765		
Total Weight							35,550		

ABUTMENTS									
MARK	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E
A601	68	6	9'-3"	1	5'-3"	4'-3"			
A502	68	5	3'-3"	Str.					
A503	8	5	36'-2"	Str.					
A504	44	5	6'-0"	6	1'-6"	3'-0"			
A505	16	5	10'-0"	Str.					
A506	4	5	11'-5"	Str.					
A507	32	5	8'-4"	6	3'-7"	1'-2"			
A508	32	5	34'-2"	Str.					
A509	66	5	3'-6"	Str.					
A510	48	5	6'-2"	6	1'-6"	3'-2"			
A611	56	6	15'-10"	7	6'-0"	1'-5"	4'-8"	2'-10"	11"
A512	16	5	8'-3"	Str.					
A513	16	5	8'-9"	Str.					
A514	32	5	5'-0"	Str.					
A515	24	5	7'-0"	Str.					
A516	56	5	8'-0"	Str.					
A517	8	5	3'-8"	Str.					
A518	8	5	3'-0"	Str.					
A519	8	5	4'-0"	Str.					
A520	4 sets of 4	5	25'-to 3'-11"	11	6"	1'-2"	2"	3'-8"	
A521	48	5	2'-6"	Str.					
A522	8	5	6'-6"	Str.					
A523	8	5	8'-6"	Str.					
A524	24	5	14'-2"	Str.					
A525	4	5	12'-8"	Str.					
A526	2	5	12'-0"	Str.					
A527	2	5	10'-6"	Str.					
A528	4	5	15'-3"	10	4'-3"	15'-3"	2'-6"	29'-10"	
A529	4	5	13'-0"	10	2'-0"	13'-0"	2'-6"	29'-10"	
A530	8	5	3'-4"	1	6"	2'-10"			
A531	4 sets of 4	5	2'-11" to 3'-2"	1	6"	B=2'-5" to 2'-8"			
A532	4 sets of 4	5	2'-2" to 2'-10"	1	6"	B=1'-8" to 2'-4"			
A533	4 sets of 4	5	1'-3" to 1'-11"	1	6"	B=9" to 1'-5"			
A534	8	5	4'-5"	11	6"	1'-2"	2"	2'-9"	
A535	4 sets of 4	5	4'-1" to 4'-4"	11	6"	1'-2"	2"	D=2'-5" to 2'-8"	
A536	4 sets of 4	5	3'-4" to 4'-0"	11	6"	1'-2"	2"	D=1'-8" to 2'-4"	
R437	52	4	3'-9"	4	1'-0"	8"	1'-8"	5"	Included with railing for payment
R438	52	4	3'-0"	1	5"	2'-7"			
R439	16	4	12'-8"	Str.					
Total Weight							7640		

SUPERSTRUCTURE									
MARK	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E
S401	622	4	2'-11"	1	5"	2'-7"			
R402	622	4	4'-9"	4	1'-3"	8"	2'-2"	8"	Included with railing for payment
R403	152	4	14'-6"	Str.					
R404	16	4	12'-0"	Str.					
S501	465	5	30'-0"	Str.					
S501A	50	5	28'-6" to 30'-0"	Str.	2 each vary by 11 1/8"				
S502	622	5	4'-11"	5	2'-9"	2'-3"	1'-2"	9"	
S503	12	5	6'-0"	Str.					
S601	465	6	30'-0"	Str.					
S601A	50	6	28'-6" to 30'-0"	Str.	2 each vary by 11 1/8"				
S602	477	6	36'-6"	Str.					
S603	66	6	36'-0"	Str.					
S604	12	6	6'-0"	Str.					
Total Weight							72,100		

SPIRAL NOTES:

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 in the steel list for the spiral bars 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 S-4.

1/2 closed coils shall be provided at ends of each spiral unit.

Four steel channel, tee or angle spacers, weighing approximately 0.68 Lbs. 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 Lbs. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUTS.	PIERS	GENERAL
E-2	403	Cu.Yd.	Unclassified Excavation		181	222	79
S-1	294	Cu.Yd.	Class "C" Concrete, Superstructure	294			
S-1	73	Cu.Yd.	Class "C" Concrete, Pier Caps & Columns			73	
S-1	80	Cu.Yd.	Class "E" Concrete, Abutments above footings		80		
S-1	119	Cu.Yd.	Class "E" Concrete, Footings		39	80	
S-4	114,220	Lbs.	Reinforcing Steel	72,100	7,640	35,550	
S-7	300,100	Lbs.	Structural Steel	300,100			
S-8	300,100	Lbs.	Field Painting of Structural Steel	300,100			
S-14	667	Lin.ft.	Railing (Aluminum Rail & Supports, Concrete Parapet and Guard Rail Connectors)				667
S-16	Lump	Sum	First Test Pile				Lump
S-18	1260	Lin.ft.	Steel Piles, 12BP53			1260	
S-29	25	Cu.Yd.	Porous Backfill		25		
S-29	106	Cu.Yd.	Porous Drains on Embankment Slopes				106

REPLACEMENT BARS

MARK	NO.	SIZE	LENGTH	TYPE	WEIGHT
RE401	1	4	5'-3"	Str.	
RE502	2	5	5'-7"	Str.	
RE603	3	6	5'-11"	Str.	
RE804	1	8	6'-6"	Str.	
RE1005	2	10	7'-2"	Str.	

REPLACEMENT BARS:

If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test sample as provided in section S-402 need not be furnished and replacement bars will not be required.

BAR SIZE:

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, A401 is a no. 4 size bar and A1114 is a no. 11 size bar.

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

REINFORCING STEEL LIST & ESTIMATED QUANTITIES

BRIDGE NO. ASD-I-1370
UNDER S.R. NO. 302

ASHLAND COUNTY STA. 539 + 38.00

Designed	Drawn	Traced	Checked	Reviewed - Date	Reviewed
A.A.	G.R.B.	R.D.S.	R.D.S.	KA 8-23-57	1-11-58