

F-1072 (8)

FED. RD. DIVISION	STATE	PROJECT	1 198
2	OHIO	F-1072(8)	

**ASHLAND & WAYNE CO.**  
**ASD.-30-8.52**  
**WAY.-30-0.00**  
 LIMITED ACCESS

MICROFILMED  
 AUG 15 1967  
 GROUND PHOTO LAB

STATE OF OHIO  
 DEPARTMENT OF HIGHWAYS  
 ASD.-30-8.52 & WAY.-30-0.00  
 ASHLAND COUNTY  
 MOHICAN TOWNSHIP  
 WAYNE COUNTY  
 PLAIN TOWNSHIP

1963 SPECIFICATIONS

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, 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: [Signature]  
 DATE: 2-9-64 DIVISION DEPUTY DIRECTOR
- APPROVED: [Signature]  
 DATE: 1-29-64 ENGINEER OF BRIDGES
- APPROVED: [Signature]  
 DATE: 2-7-64 ENGINEER OF LOCATION AND DESIGN
- APPROVED: [Signature]  
 DATE: 2-7-64 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION
- APPROVED: [Signature]  
 DATE: 2-7-64 DEPUTY DIRECTOR OF RIGHT OF WAY ACQUISITION
- APPROVED: [Signature]  
 DATE: 2-7-64 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING
- APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ FIRST ASSISTANT DIRECTOR
- APPROVED: [Signature]  
 DATE: 2-13-64 DIRECTOR OF HIGHWAYS

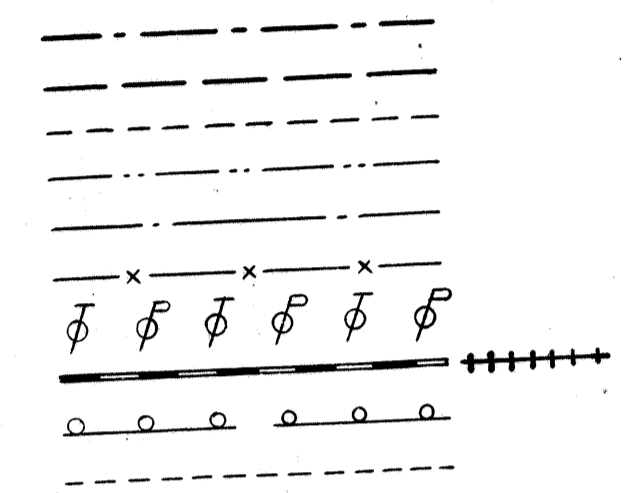
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MICROFILMED  
 AUG 15 1967  
 GROUND PHOTO LAB

MICROFILMED  
 SEP 10 1966  
 ON  
 APERTURE CARDS

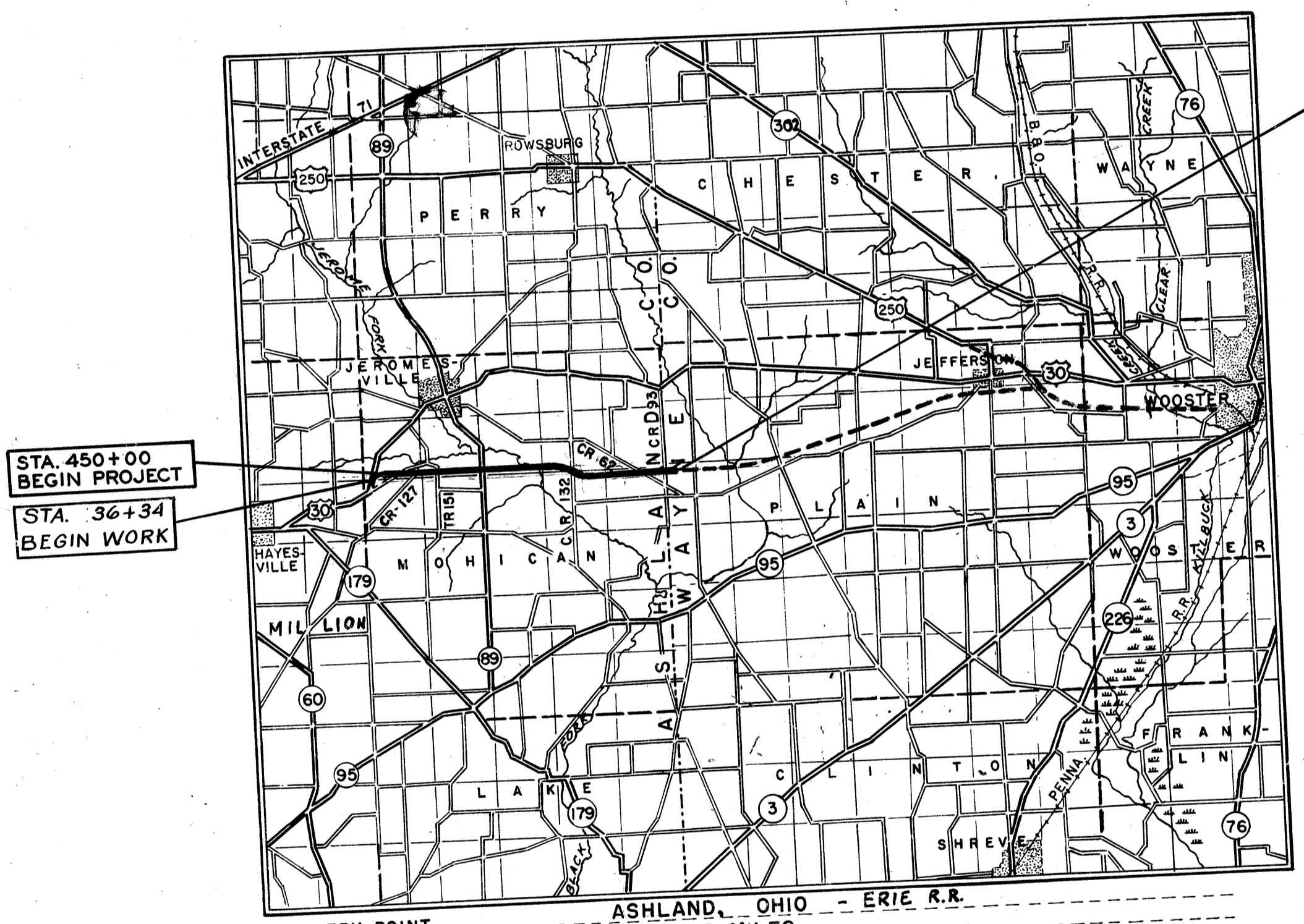
CONVENTIONAL SIGNS

- COUNTY LINE
- TOWNSHIP LINE
- SECTION LINE
- CORPORATION LINE
- CENTER LINE
- FENCE LINE
- POLE LINE
- RAILROAD
- GUARD RAIL
- DRAIN PIPE



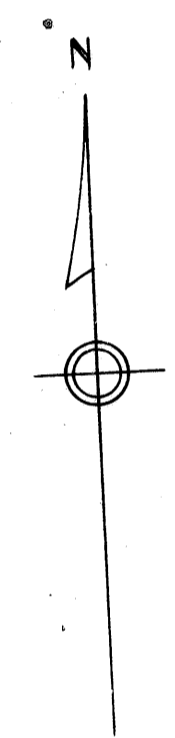
INDEX OF SHEETS

TITLE SHEET	1
LOCATION PLAT	2-4
TYPICAL SECTIONS	5-7, 7A
GENERAL NOTES	8-9
TRAFFIC NOTE	9
CALCULATIONS	10-11, 11-A
SUMMARY OF TABLES	12-14
GENERAL SUMMARY	15-16
PLAN & PROFILE	16A, 17-41
SUPERELEVATION TABLES	42-43
CROSS SECTIONS	43-A, B, C, D, E, 44-108
TYPICAL SECTIONS - SIDE ROADS	109-110
DETAILS OF SIDE ROADS	110-A, B, C, 111-136 131-A
CHANNEL RELOCATIONS	137-141
SPECIAL CONSTRUCTION DETAILS	142-144
STRUCTURES 20FT. & UNDER	144A, 145-150
STRUCTURES OVER 20FT.	151-177
RIGHT-OF-WAY & FENCE PLAN	178-198



STA. 3+70  
END PROJECT

STA. 5+00  
END WORK



DELIVERY POINT - ASHLAND, OHIO - ERIE R.R.  
 AVERAGE HAUL FROM SIDING - 15 MILES

LOCATION MAP  
 SCALE IN MILES

PORTION TO BE IMPROVED  
 STATE HIGHWAYS  
 OTHER ROADS

SCALES

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

SUPPLEMENTAL SPECIFICATIONS	
CE-101.04	5-22-56
L-120	REV. 1-2-62
S-101	7-12-62
S-307	8-23-60

LINE DATA	WORK	PROJECT
BEGIN	STA. 36+34	STA. 450+00
STATION EQUATION	STA. 50+00 BK.	STA. 450+00 AH.
ASHLAND-WAYNE COUNTY LINE	STA. 701+55.06 BK.	STA. 0+00 AH.
END	STA. 5+00	STA. 3+70
SIDE ROADS (FROM SHEET No. 4)	8,041.48 L.F.	
GROSS LENGTH	35,062.54 L.F.	25,525.06 L.F.
NO EQUALITY	35,062.54 L.F.	25,525.06 L.F.
NET LENGTH	OR 6.640 MI.	OR 4.834 MI.

Sheets No's. 12 and 16 revised 5-1-64 C.E.H.  
 Sheets No's. 156, 162, 168, 170, 175 and 177 revised 6-5-64  
 Sheet No. 176 revised 6-23-64  
 Sheet No. 170 revised 9-17-64

STANDARD DRAWINGS									
B-T-70-71	11-15-60	HW-D	11-15-60	I-15 No. 5-A	2-1-63	RB-1-55	2-2-59	FACI-2	3-8-63
B-T-71-R	3-2-53	HW-E	2-1-63	L-3	4-1-50	CSB-1-55 (1,2,8,7)	2-2-59	I-8 CB 2-A#B	2-1-63
DR-1	1-3-55	I-1	11-15-60	L-3-A	4-1-50	CSB-2-56 (1,2,3,8,8)	2-2-59	I-8 CB NO. 5	2-1-63
F-1	2-1-63	I-8 C.B. No. 8	2-1-63	L.J. No. 1	7-1-55	AR-1-57	4-2-62	FJB-1-62	1-15-63
F-3	2-1-63	I-14-G	1-22-52	RI-1	7-15-58	L-1	4-1-50		
G-7.07	6-1-56	I-15-No. 1	11-15-60	T-35.	1-2-56	I-21-23	8-1-56		
HW-A & B	7-15-57	I-15-No. 2	11-15-60	T.J.	9-12-60	SP-53	6-30-61		
HW-C	7-15-57	I-15-No. 2-A	8-17-60	AS-1-54	7-5-62	FACI-1	3-8-63		

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

FILE NO.	ASD.-30-8.52 WAY.-30-0.00
DATE OF LETTING	
CONTRACT NO.	

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_  
 DIVISION ENGINEER

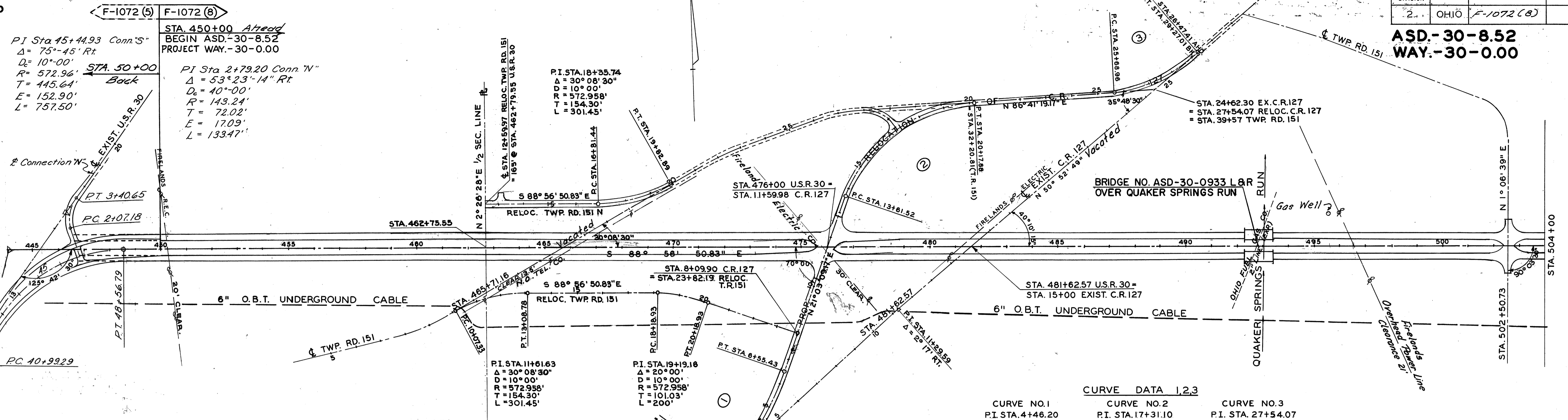
DATE: \_\_\_\_\_

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SEP 10 1986

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2	OHIO	F-1072 (B)

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198

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WAY-30-0.00

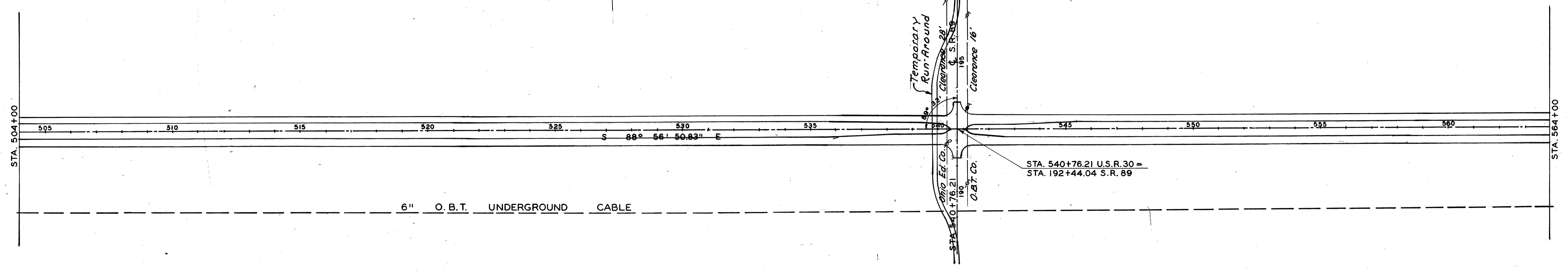


**INDEX TO UTILITIES**

- |   |                             |  |
|---|-----------------------------|--|
| 1 | OHIO BELL TELEPHONE CO.     | 820 N. SUPERIOR AVE., CLEVELAND 13, OHIO |
| 2 | OHIO EDISON CO.             | 47 N. MAIN ST., AKRON 8, OHIO            |
| 3 | OHIO FUEL GAS CO.           | N. FRONT ST., COLUMBUS, OHIO             |
| 4 | NORTHERN OHIO TELEPHONE CO. | BOX 299, BELLEVUE, OHIO                  |
| 5 | FIRELANDS ELECTRIC CO.      | 3 E. MAIN ST., NEW LONDON, OHIO          |

**CURVE DATA 1,2,3**

<b>CURVE NO.1</b>	<b>CURVE NO.2</b>	<b>CURVE NO.3</b>
P.I. STA. 4+46.20	P.I. STA. 17+31.10	P.I. STA. 27+54.07
Δ = 21°10'	Δ = 65°38'10"	Δ = 35°48'30"
D = 5°00'	D = 10°00'	D = 10°00'
R = 1145.916'	R = 572.96'	R = 572.96'
T = 214.10'	T = 369.58'	T = 185.11'
L = 423.33'	L = 656.36'	L = 358.05'



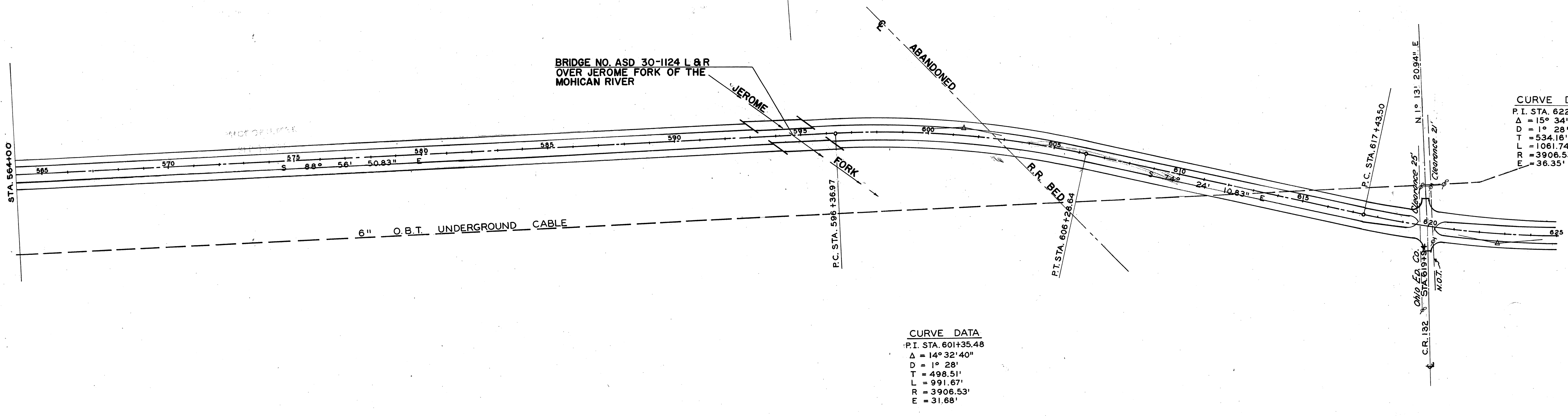
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SEP 10 1986

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	F-1072(B)	

3  
198

ASD-30-8.52  
WAY-30-0.00

BRIDGE NO. ASD 30-1124 L & R  
OVER JEROME FORK OF THE  
MOHICAN RIVER



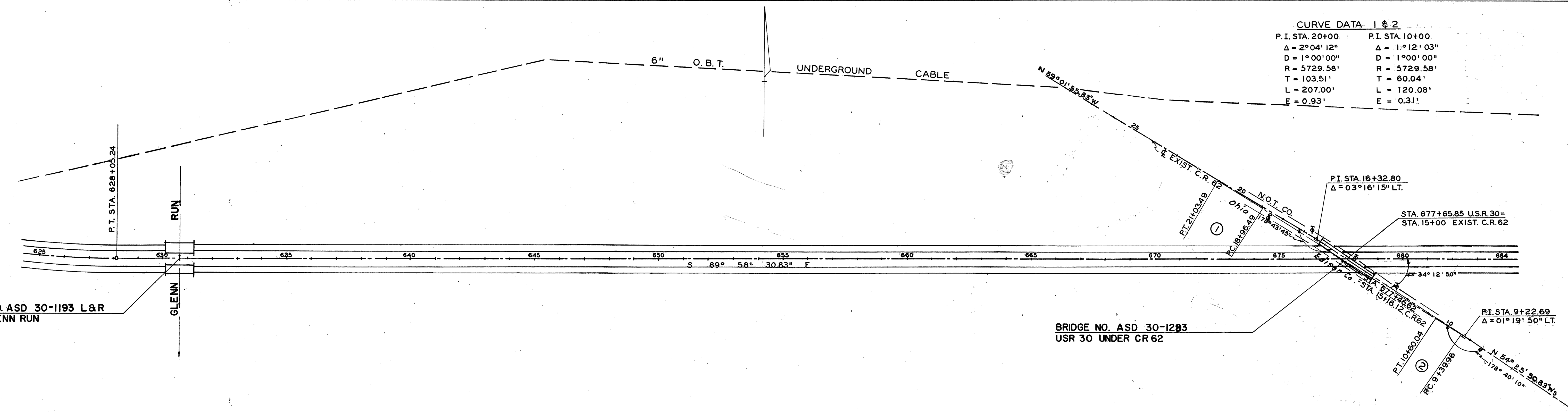
CURVE DATA  
P.I. STA. 622+77.66  
 $\Delta = 15^\circ 34' 20''$   
D = 1' 28'  
T = 534.16'  
L = 1061.74'  
R = 3906.53'  
E = 36.35'

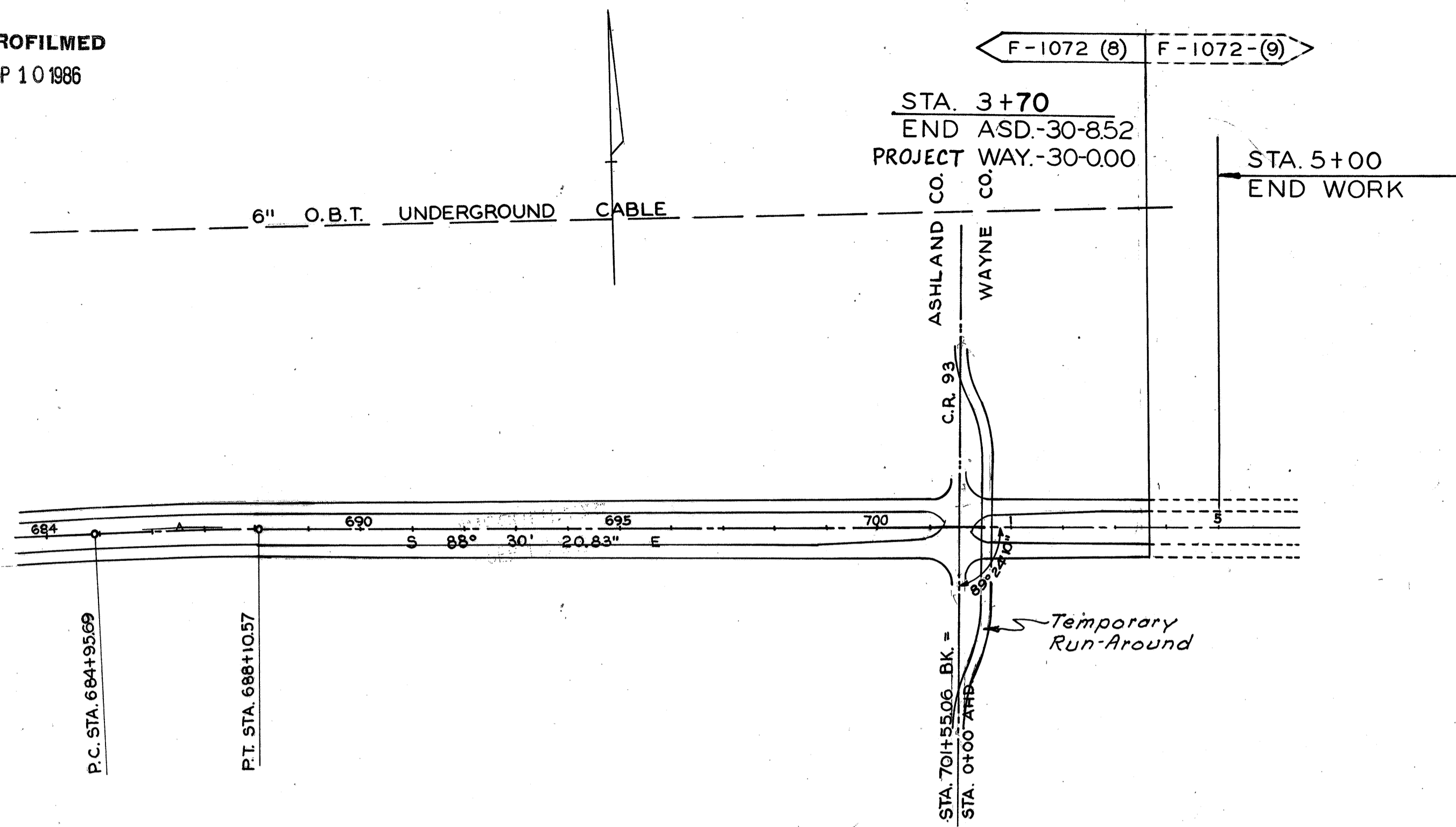
CURVE DATA  
P.I. STA. 601+35.48  
 $\Delta = 14^\circ 32' 40''$   
D = 1' 28'  
T = 498.51'  
L = 991.67'  
R = 3906.53'  
E = 31.68'

CURVE DATA 1 & 2  
P.I. STA. 20+00.  $\Delta = 2^\circ 04' 12''$   
D = 1' 00' 00"  
R = 5729.58'  
T = 103.51'  
L = 207.00'  
E = 0.93'  
P.I. STA. 10+00.  $\Delta = 1^\circ 12' 03''$   
D = 1' 00' 00"  
R = 5729.58'  
T = 60.04'  
L = 120.08'  
E = 0.31'

BRIDGE NO. ASD 30-1193 L & R  
OVER GLENN RUN

BRIDGE NO. ASD 30-1283  
USR 30 UNDER CR 62

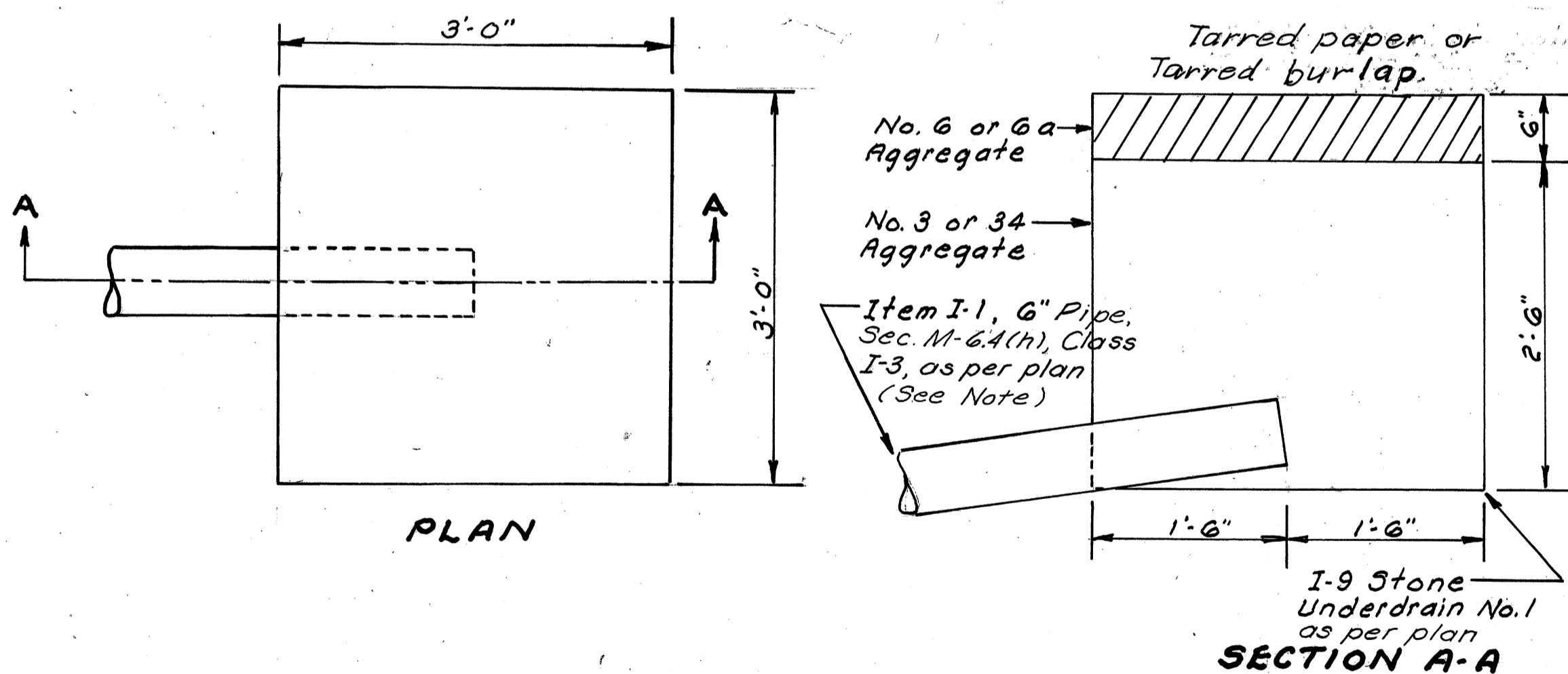




**CURVE DATA**  
P.I. STA. 686+53.14  
 $\Delta = 1^\circ 28' 10''$   
D = 0° 28'  
T = 157.45'  
L = 314.88'  
R = 12277.67'  
E = 1.01'

**SUMMARY OF WORK ON SIDE ROADS**

NAME	STA. TO	STA.	LENGTH
C.R. 127	Sta. 1+50	Sta. 11+02.52	943.54
	Sta. 12+17.44	Sta. 27+50	1812.16
T.R. 151	Sta. 9+00	Sta. 14+46	546.00
	Sta. 15+54	Sta. 19+50	396.00
S.R. 89	Sta. 187+50	Sta. 191+90.04	440.04
	Sta. 192+98.04	Sta. 197+50	451.96
C.R. 132	Sta. 8+50	Sta. 14+45.20	595.20
	Sta. 15+54.86	Sta. 18+50	295.14
C.R. 62	Sta. 9+00	Sta. 23+00	1400.00
C.R. 93	Sta. 14+00	Sta. 14+45.97	345.97
	Sta. 15+54.03	Sta. 18+53	298.97
Conn. "N"	Sta. 1+50.5	Sta. 6+67.0	516.50
Total			8,041.48



**NOTES**

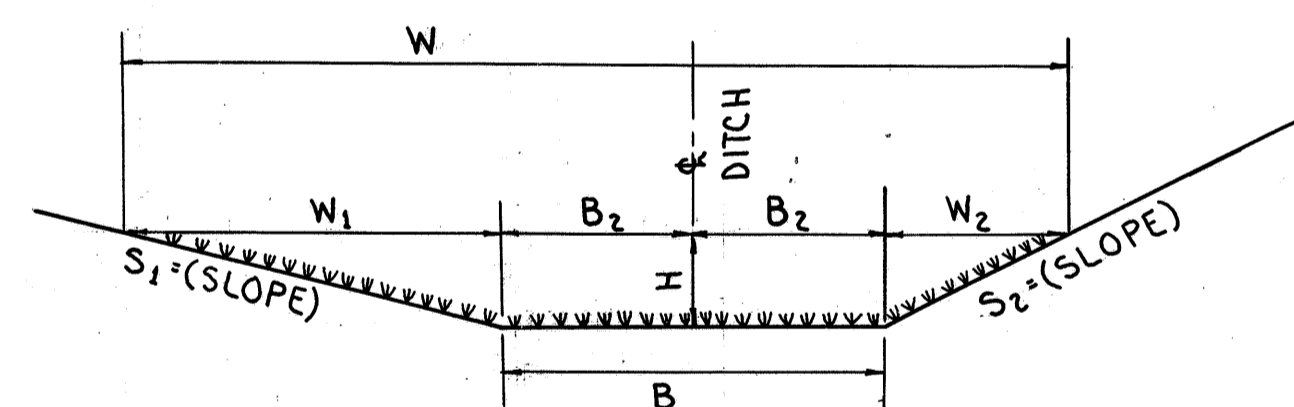
Aggregate tarred paper or burlap and necessary excavation for Spring Drains shall be included for payment in the price bid per lin. ft. for Item I-9 Stone Underdrains, No. 1, as per plan. Spring Drains shall be placed at locations designated by Engineer.

The Class I-3 Pipe for Spring Drainage shall be covered with Class 3 Porous Backfill Material to a height of one (1) foot above the top of the pipe. The remainder of the backfill for this item shall meet the specification requirements for Type 2 Backfill.

Estimated Quantities of 15 Lin. Ft. of Item I-9 Stone Underdrains, No. 1, as per plan, and 250 Lin. Ft. of Item I-1, 6" Pipe, Sec. M-6.4(h), Class I-3, as per plan are carried in the Summary of Tables for draining Springs. This item shall be non-performed in the event no Springs are encountered.

**DETAIL SECTION SPRING DRAIN**

**SOD LINING PLACEMENT IN ROADWAY DITCHES**



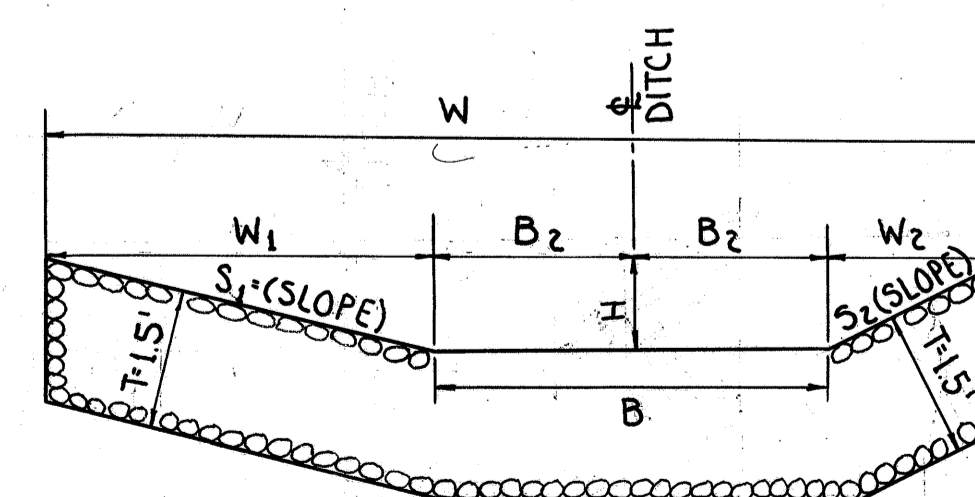
**NOTE:**

SOD LINING SHALL BE PLACED IN ROADWAY DITCHES TO HEIGHT "H" USING THE FOLLOWING CRITERIA TO FIND THE VARIOUS DIMENSIONS

**FORMULA**

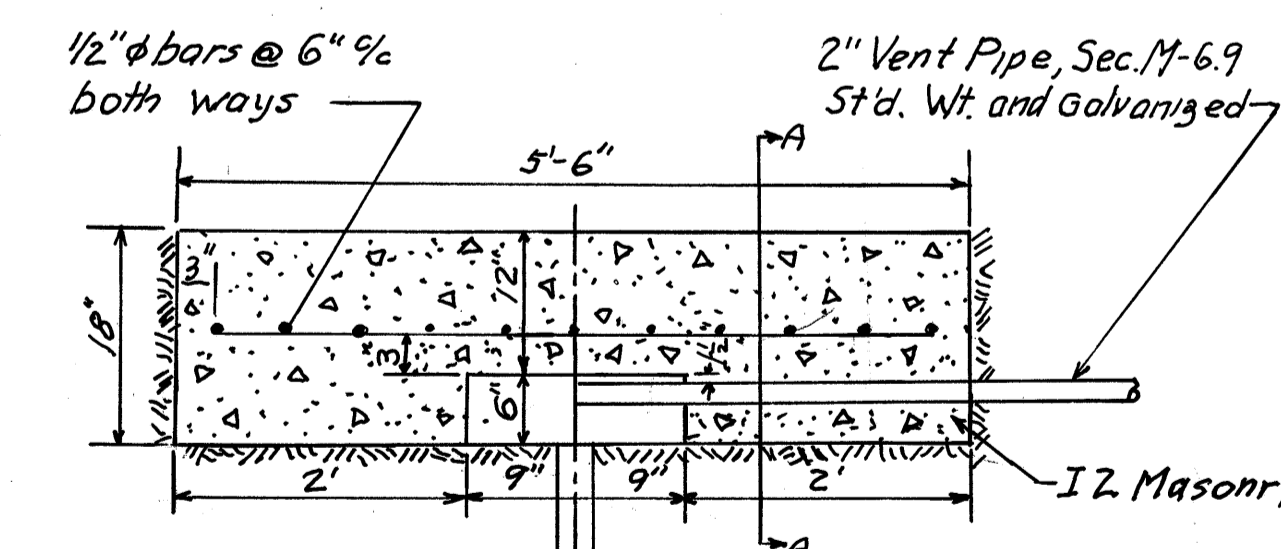
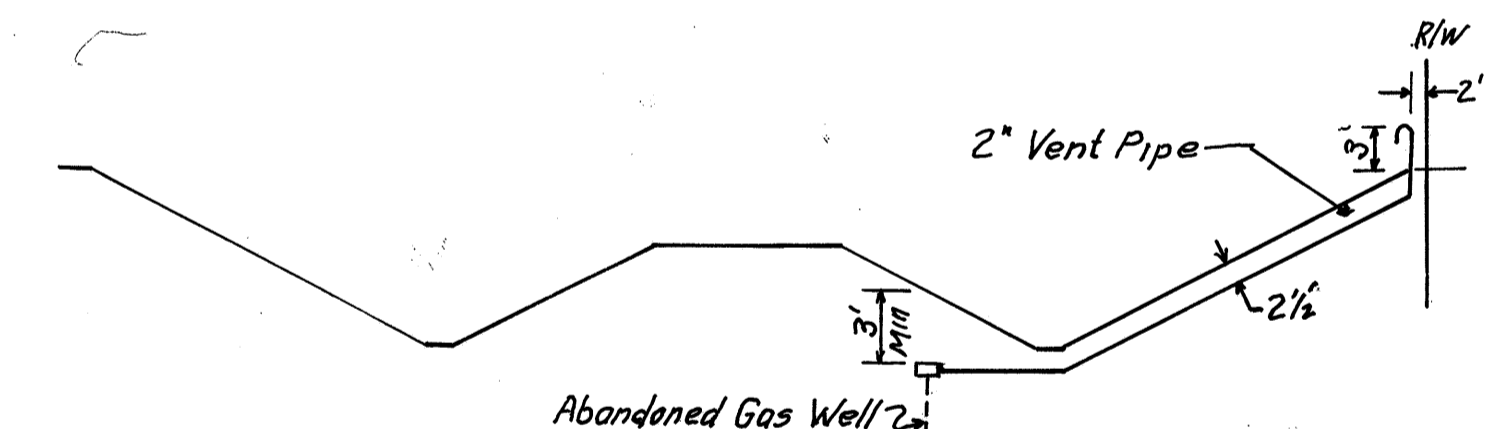
- $H = \frac{W-B}{(S_1 + S_2)}$  W = TOTAL WIDTH OF SOD LINING
  - $W_1 = S_1(H)$  W<sub>1</sub> = WIDTH OF SOD FROM EDGE OF DITCH TO SIDE SLOPE
  - $W_2 = S_2(H)$  W<sub>2</sub> = WIDTH OF SOD FROM EDGE OF DITCH TO BACK SLOPE
- B = WIDTH OF BOTTOM OF DITCH

**DUMPED ROCK CHANNEL PROTECTION ROADWAY DITCHES**



**NOTE:**

DUMPED ROCK CHANNEL PROTECTION SHALL BE PLACED IN ROADWAY DITCHES TO HEIGHT "H" USING THE ABOVE CRITERIA\* FOR SOD PLACEMENT TO FIND THE VARIOUS DIMENSIONS FOR THE DUMPED ROCK CHANNEL PROTECTION.  
\* USE CRITERIA IN THE ABOVE SKETCH



**SECTION A-A**  
Not To Scale

The abandoned gas well casing shall be cut off at least 4 1/2 ft. below finished grade or bottom of subbase. Cost of this operation shall be included in the unit price bid for Masonry, Item I-2. The pipe specials shall be included in the unit price bid for the vent pipe.

**QUANTITIES**

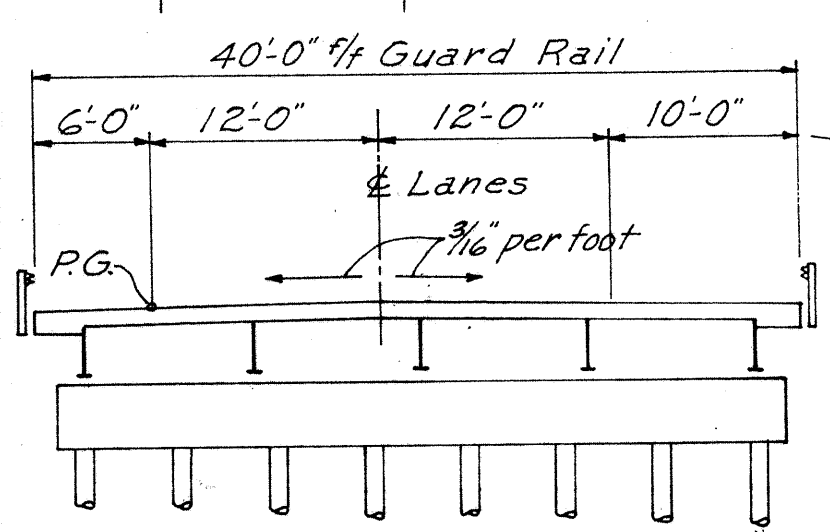
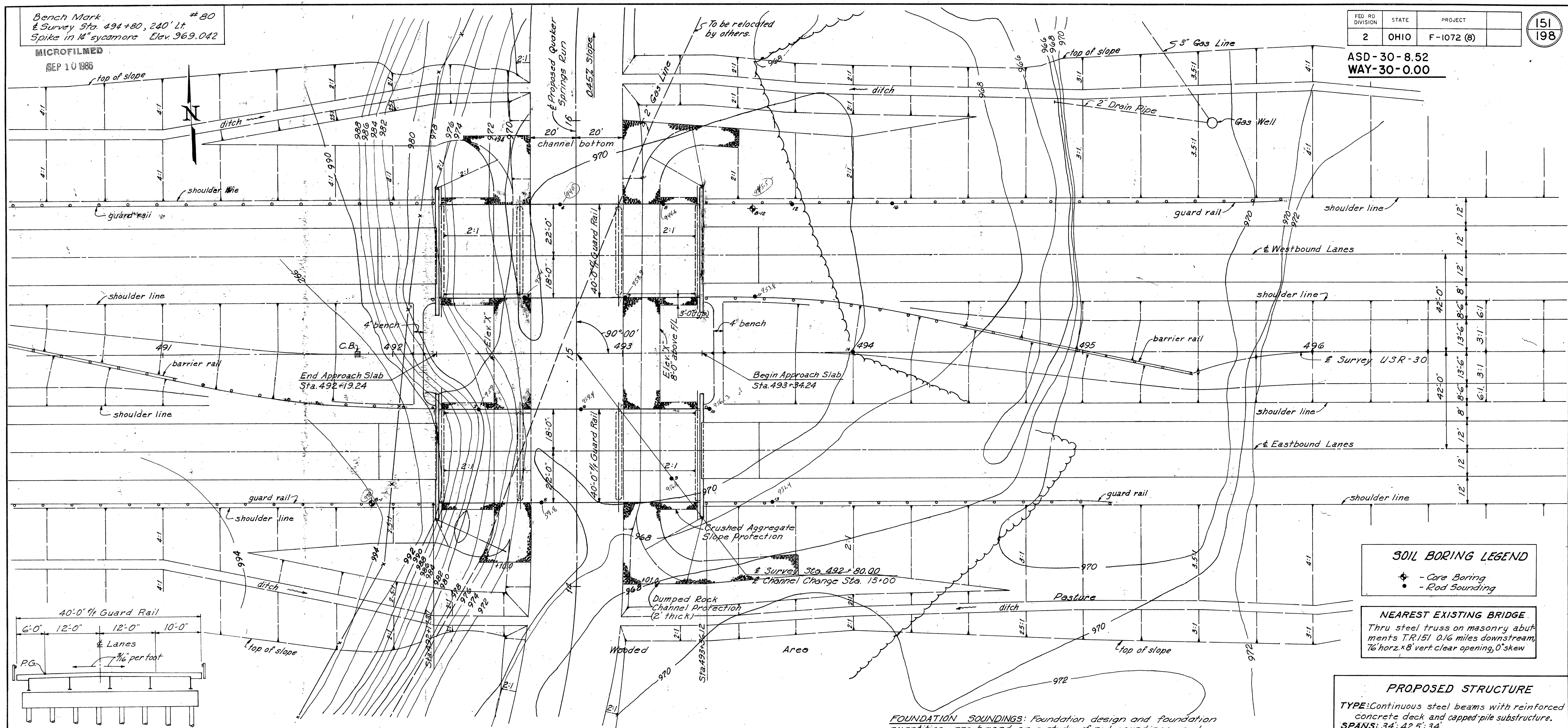
- I-2 Masonry 17 CuYd
- I-1 2" Pipe, Sec. M-6.9 Std. Wt. Galvanized with Type 4 Backfill, as per, plan 800 Lin. ft.

**ABANDONED GAS WELL VENT DETAIL**

Bench Mark # 30  
 & Survey Sta. 494+80, 240' Lt.  
 Spike in 14" sycamore Elev. 969.042

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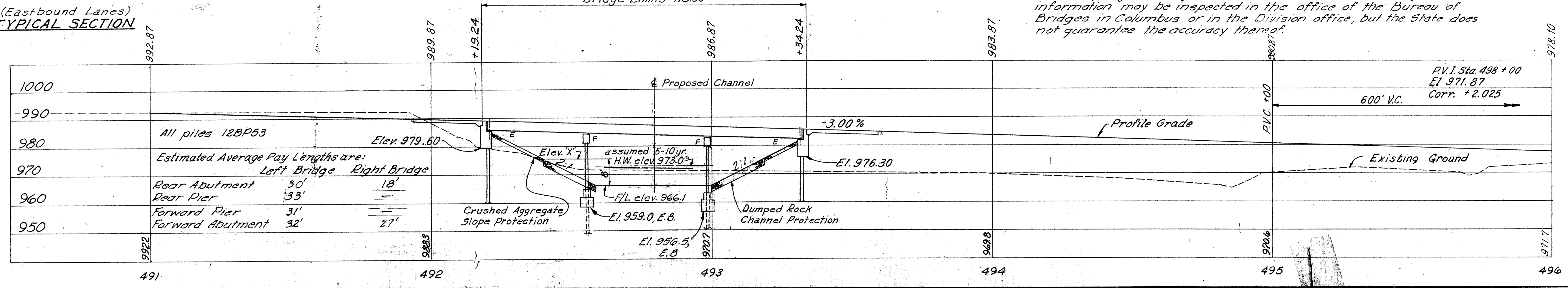
**SOIL BORING LEGEND**  
 \* - Core Boring  
 • - Rod Sounding

**NEAREST EXISTING BRIDGE**  
 Thru steel truss on masonry abutments T.R.151 0.16 miles downstream, 76' horz. x 8' vert. clear opening, 0° skew

**PROPOSED STRUCTURE**  
 TYPE: Continuous steel beams with reinforced concrete deck and capped-pile substructure.  
 SPANS: 34', 42.5', 34'  
 ROADWAY: 40'-0" 1/2 guard rail  
 LOAD FREQUENCY: CF=2000(57)  
 WEARING SURFACE: 1" Monolithic concrete  
 APPROACH SLAB: A5-1-54 (25'-0" Long)  
 SKEW: 0°  
 ALIGNMENT: Tangent  
 AVERAGE DAILY TRAFFIC: 6800 (1980)

**FOUNDATION SOUNDINGS:** Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings 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.

(Eastbound Lanes)  
**TYPICAL SECTION**



**Drainage Area = 9.6 sq. mi.**

SHAFFER, PARRETT AND ASSOCIATES  
 Consulting Engineers  
 MANSFIELD, OHIO.

**SITE PLAN**  
 BRIDGE ASD-30-0933 L & R  
 OVER QUAKER SPRINGS RUN

ASHLAND COUNTY U.S.R. 30  
 STA. 492 + 19.24 TO STA. 493 + 34.24

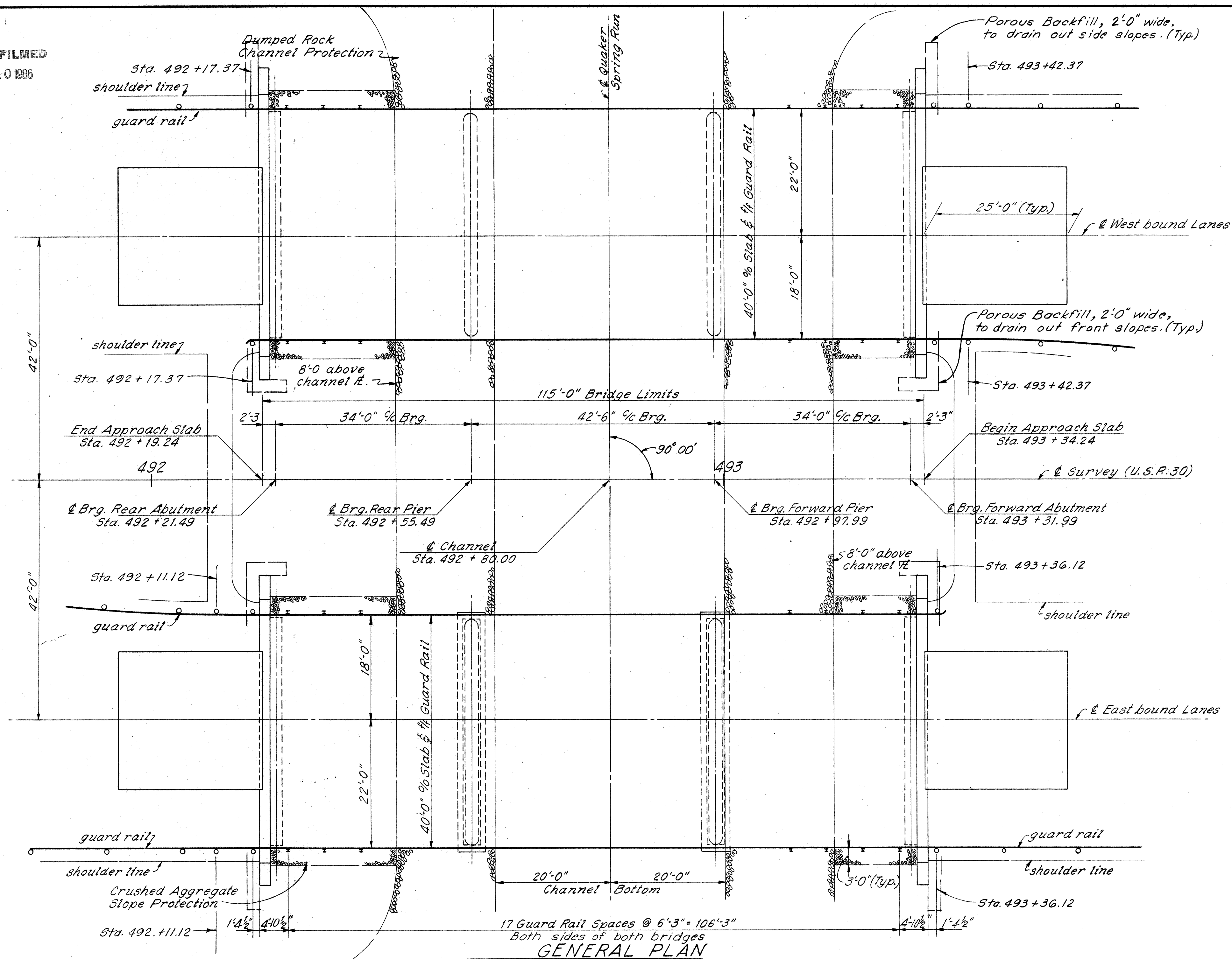
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.E.G.	J.C.Z.	Joe	RAK.			

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SEP 10 1986

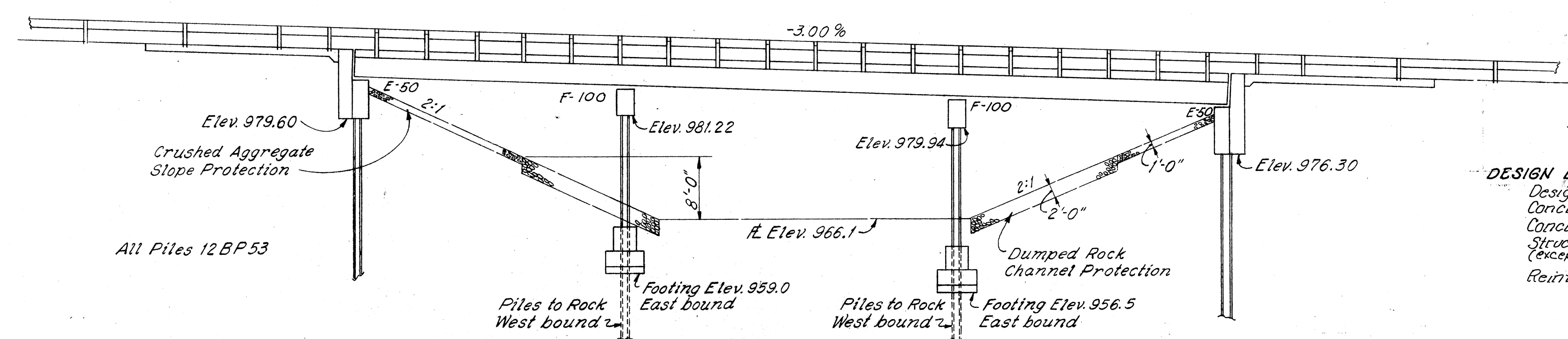
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	F-1072 (8)	

152  
198

ASD-30-8.52  
WAY-30-0.00



GENERAL PLAN



GENERAL ELEVATION

GENERAL NOTES

**REFERENCE** shall be made to Standard Drawings AS-1-54 (revised 7-5-62) and CSB-1-55, sheets 1, 2 and 7 of 8 (revised 2-2-59), FSB-1-62 revised 1-15-63 and to Supplemental Specifications S-101 & S-307 dated 7-12-62 and 8-23-60 respectively.

**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.

**EXCAVATION QUANTITY** includes the removal of fill material required for construction of the abutments.

**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 Sec. S-18.05 is not less than the following value for a pile hammer of the indicated energy rating:

LOCATION	Required Formula Capacity in Tons per Pile			Design Load Tons per Pile
	7,000 Ft-lb	11,000 Ft-lb	15,000 Ft-lb	
Left Bridge	Rear Abutment Piles	60	55	50
	Rear Pier Piles	50	45	40
	Forward Pier Piles	50	45	40
Right Bridge	Forward Abutment Piles	60	55	50
	Rear Abutment Piles	50	45	40

If the energy rating of the hammer is between the ratings as shown above, the required formula capacity shall be determined by interpolation.

**CONCRETE DECK PLACING:** In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between the transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

**WELDING** of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the contractor, be made in the shop. Class "B" welds are shown as

**BRIDGE SEATS:** Special care must be taken in placing bars in the bridge seats so that they will not interfere with the drilling of holes for anchor bolts.

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

**CONTINUOUS BEAM SHOP ASSEMBLY:** Reference paragraph 4, Sec. S-712 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up of weld joint preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

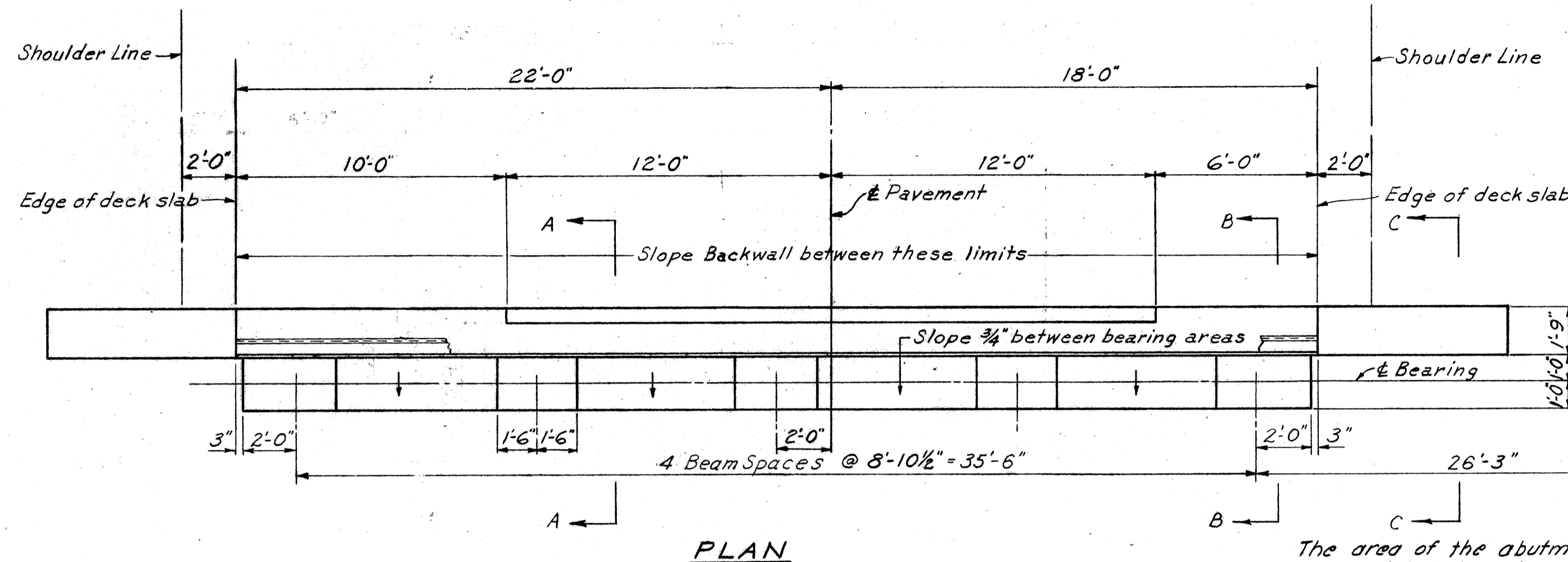
**DESIGN DATA**  
Design Loading - CF 2000 (57).  
Concrete Class C - basic unit stress 1,333 p.s.i.  
Concrete Class E - basic unit stress 1,133 p.s.i.  
Structural Steel - ASTM A36 - basic unit stress 20,000 p.s.i. (except piling) (ASTM A7 and A373 steel not permitted)  
Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i.

SHAFFER, PARRETT AND ASSOCIATES  
Consulting Engineers  
MANSFIELD, OHIO.

**GENERAL PLAN & ELEVATION AND GENERAL NOTES**  
BRIDGE ASD-30-0933 L & R  
OVER QUAKER SPRINGS RUN  
ASHLAND COUNTY U.S.R. 30  
STA. 492 + 19.24 TO STA. 493 + 34.24

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEG	JEG	UL	RAK			

ASD-30-8.52  
WAY-30-0.00

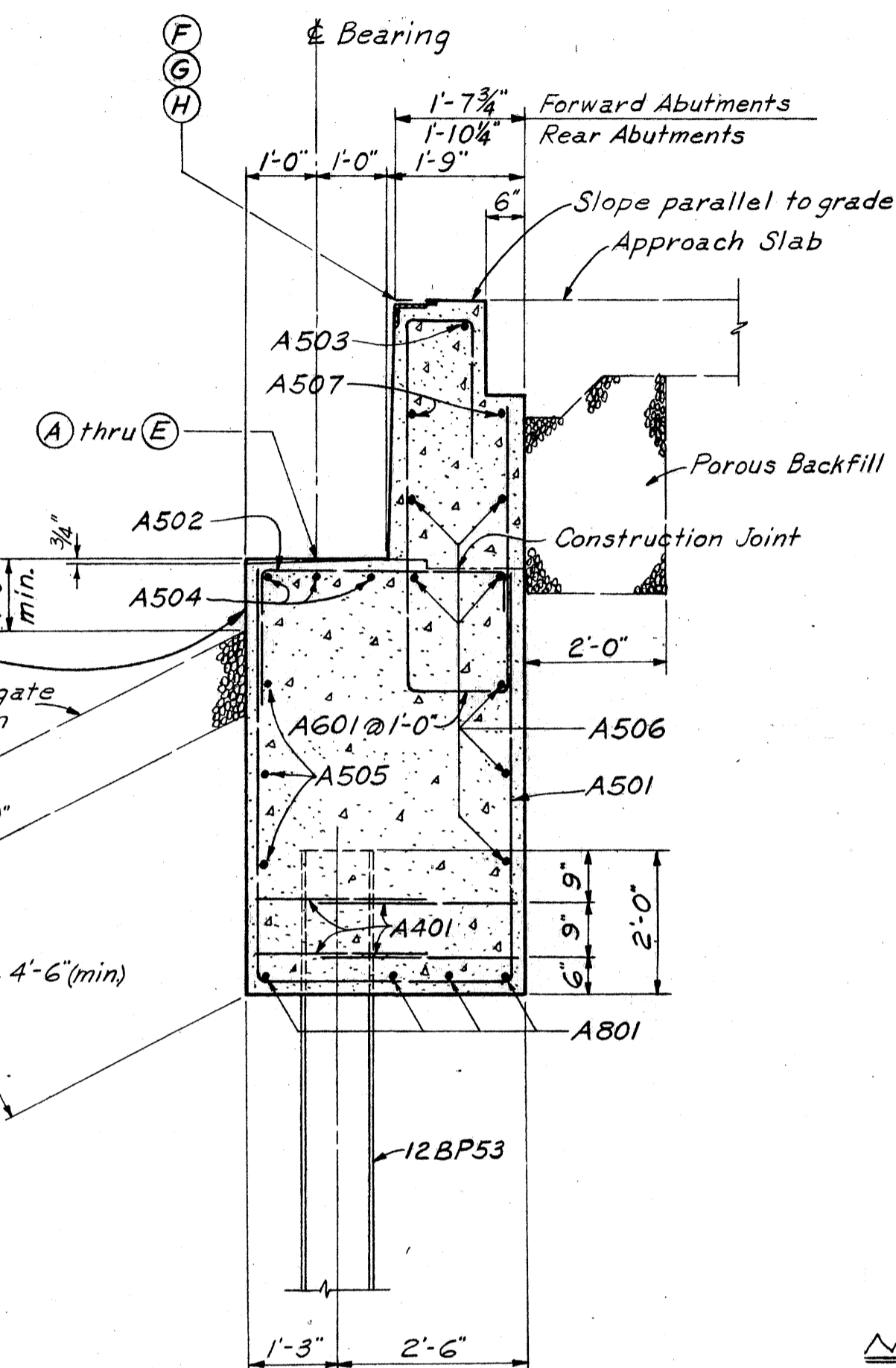


PLAN

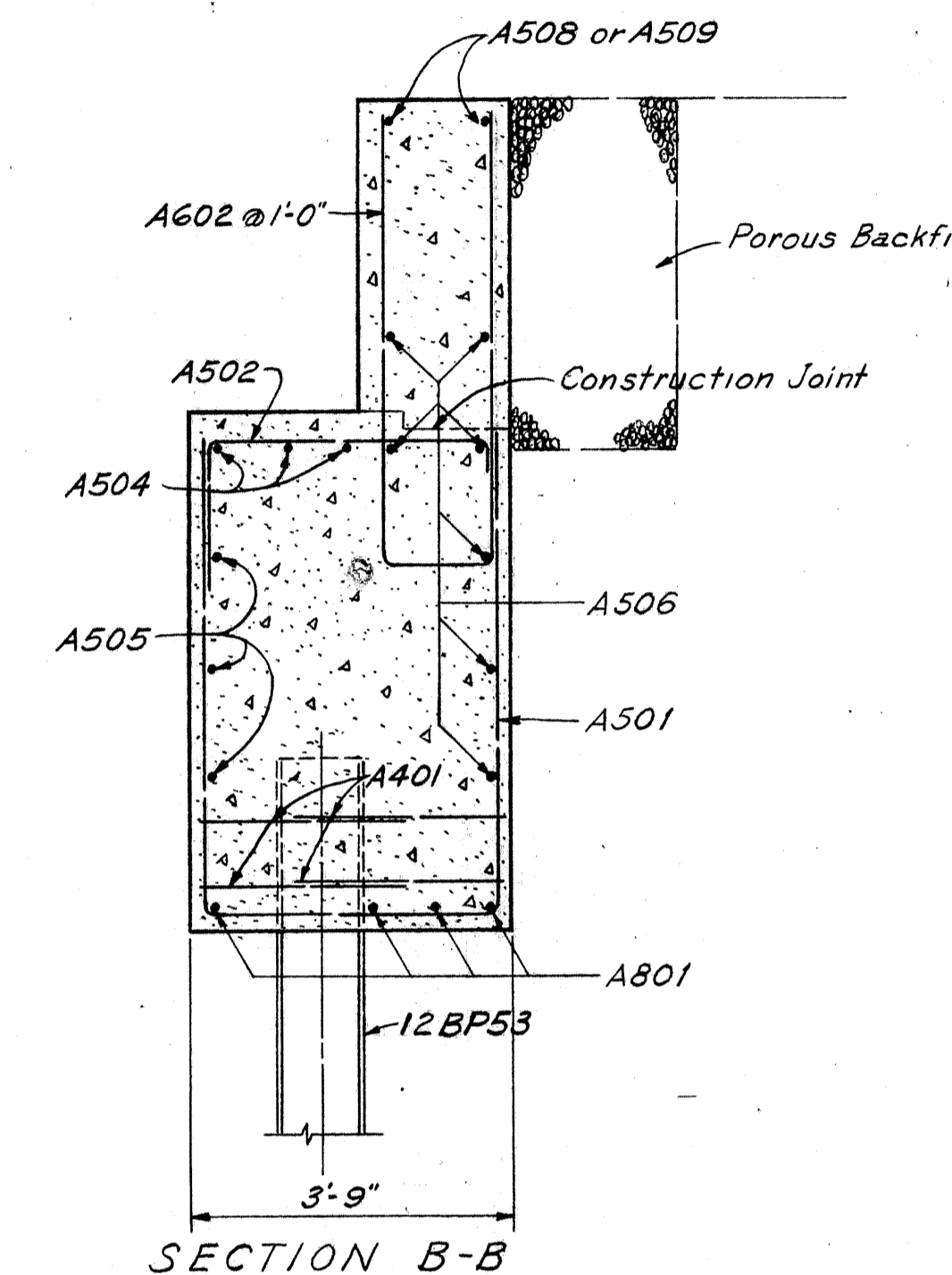
The area of the abutment face immediately below the beam seats shall be finished with particular care to provide a plane surface at right angles with the grade of the structure insuring full bearing for the bumper angles.

Rear Abutment Sta. 492+21.49  
Forward Abutment Sta. 493+31.99

± Survey - U.S.R.30  
Left Bridge



SECTION A-A



SECTION B-B

NOTES:

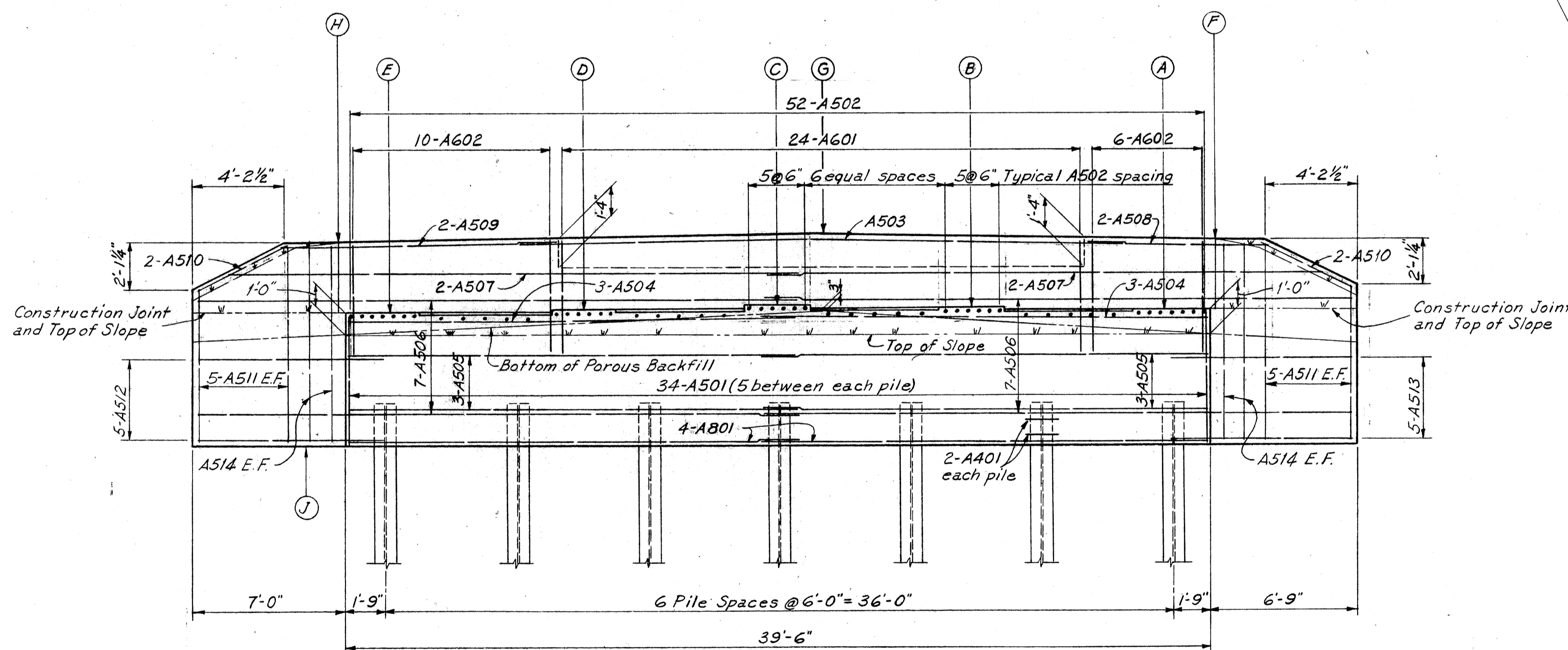
**POROUS BACKFILL:** shall extend upward to the approach slab and to the surface of the earth shoulders, and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd.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

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

**CONCRETE:** All abutment concrete shall be Class "E".

**NOTATION:** F.F. - Front Face  
R.F. - Rear Face  
E.F. - Each Face

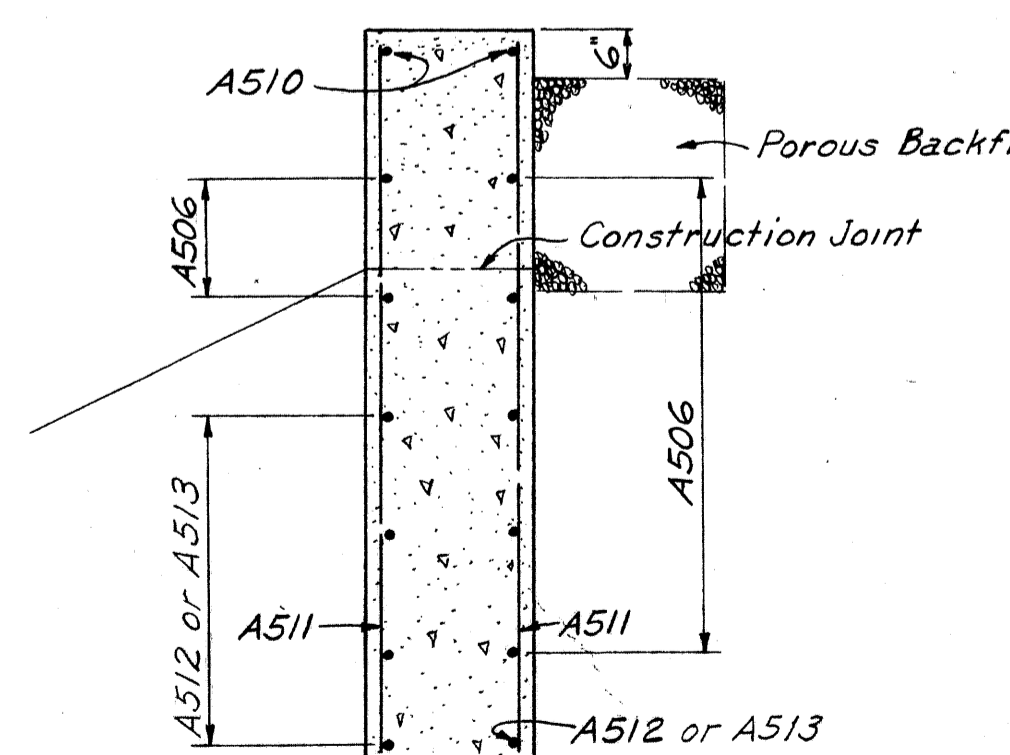
**GENERAL NOTES:** See Sheet 152.



ELEVATION

Left Bridge Forward Abutment looking ahead } As SHOWN.  
Right Bridge Rear Abutment looking back }  
Left Bridge Rear Abutment looking back } Opp. HAND.  
Right Bridge Forward Abutment looking ahead }

TABLE OF ELEVATIONS									
LOCATION	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(J)
Rear Abutments	985.54	985.68	985.76	985.62	985.48	989.158	989.440	989.096	979.60
Forward Abutments	982.23	982.36	982.44	982.30	982.16	985.784	986.065	985.721	976.30



SECTION C-C

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Consulting Engineers  
MANSFIELD, OHIO.

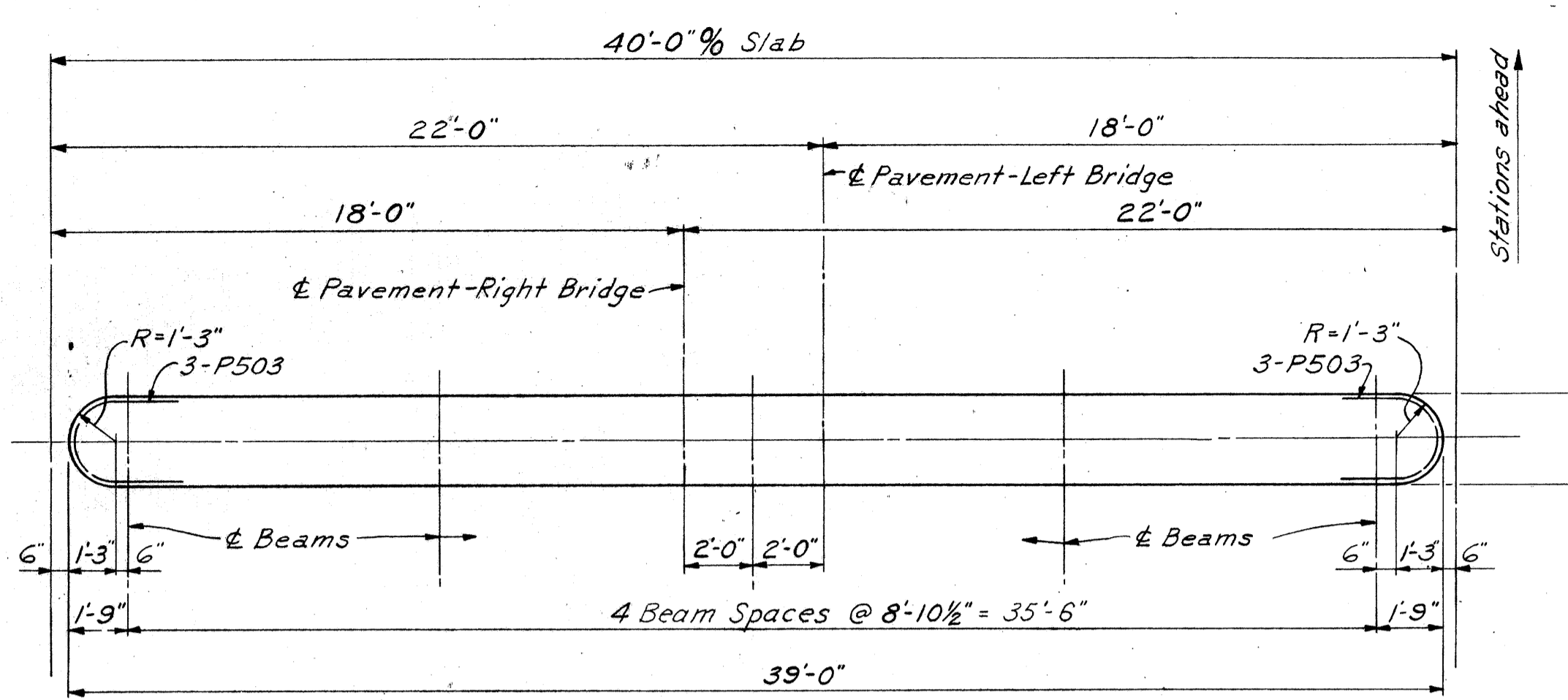
**ABUTMENTS**  
BRIDGE ASD-30-0933 L & R  
OVER QUAKER SPRINGS RUN

ASHLAND COUNTY U.S.R. 30  
STA. 492 + 19.24 TO STA. 493 + 34.24

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEG	JEG	UL	RAK			

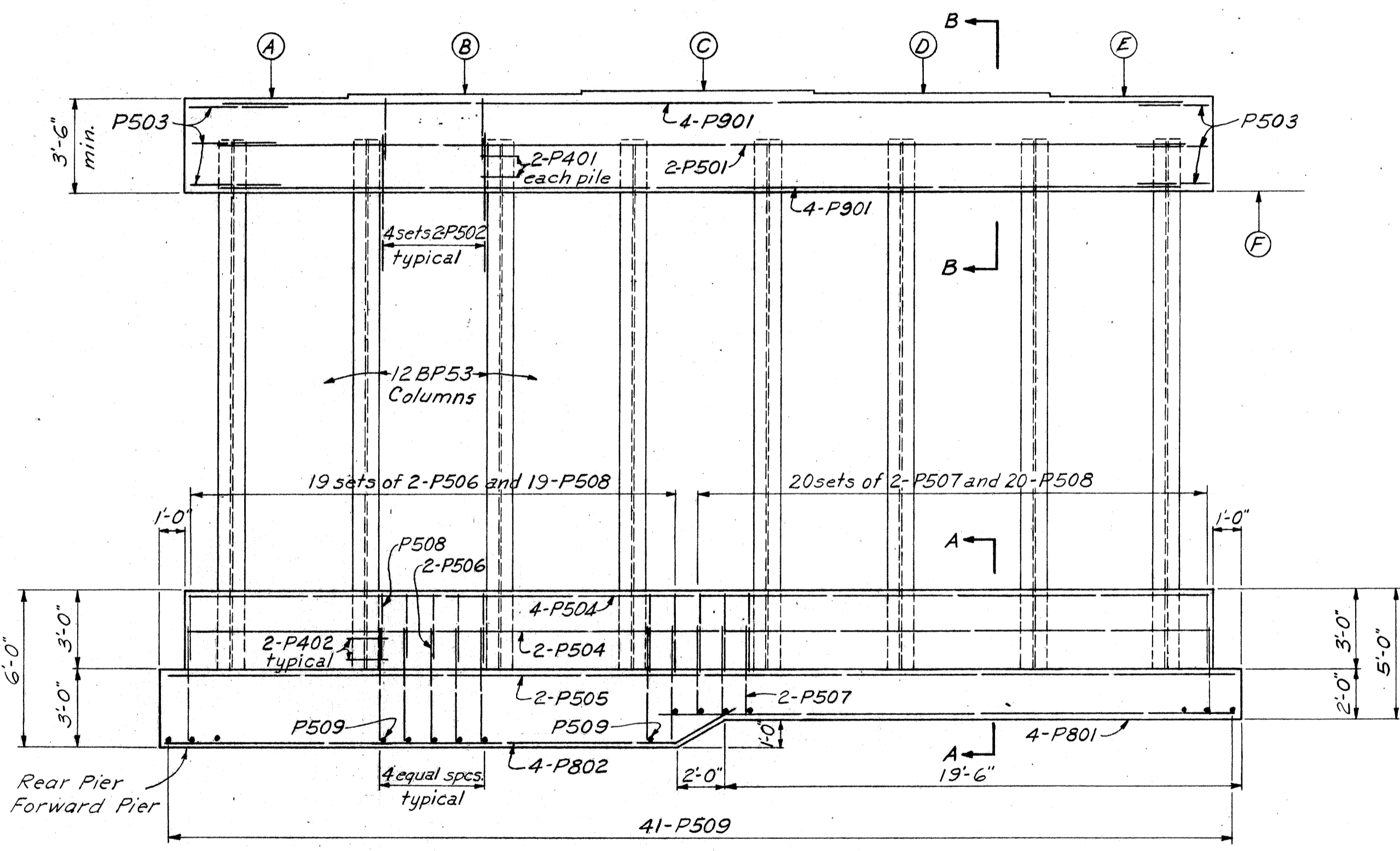
MICROFILMED  
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ASD-30-8.52  
WAY-30-0.00

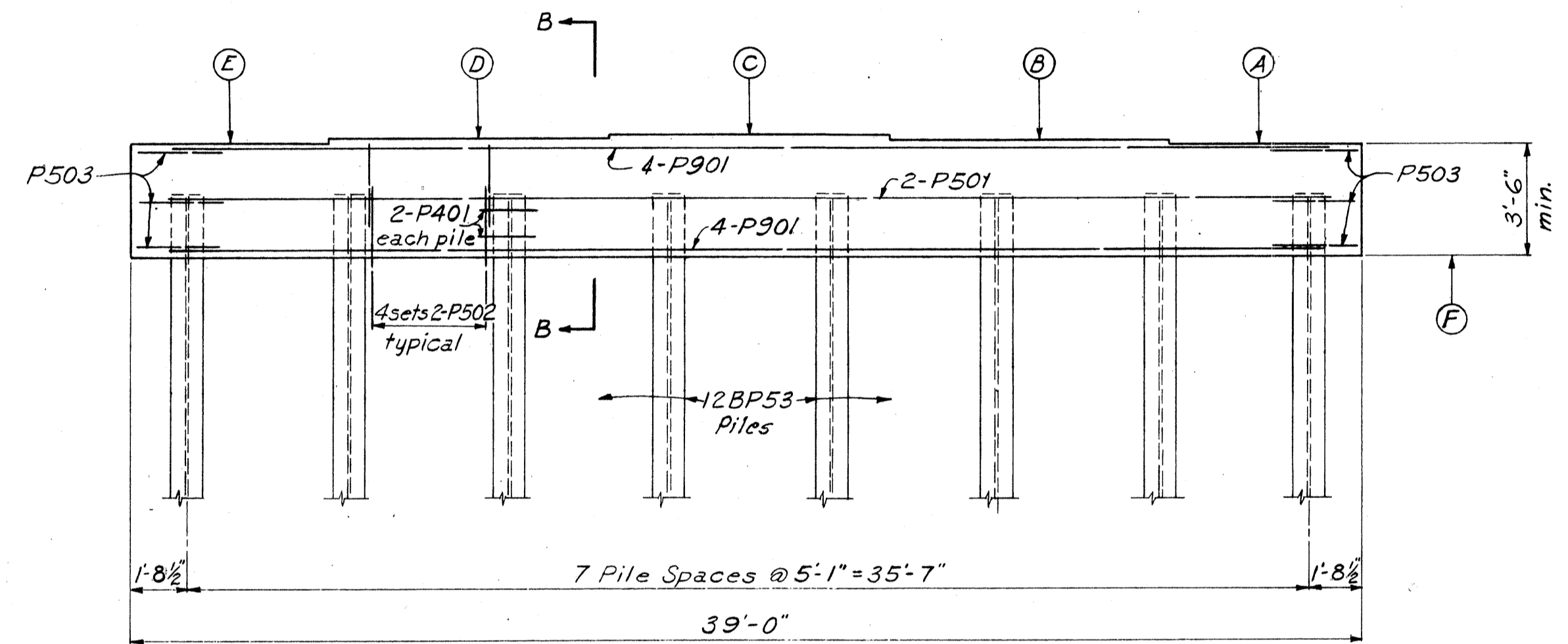


PLAN

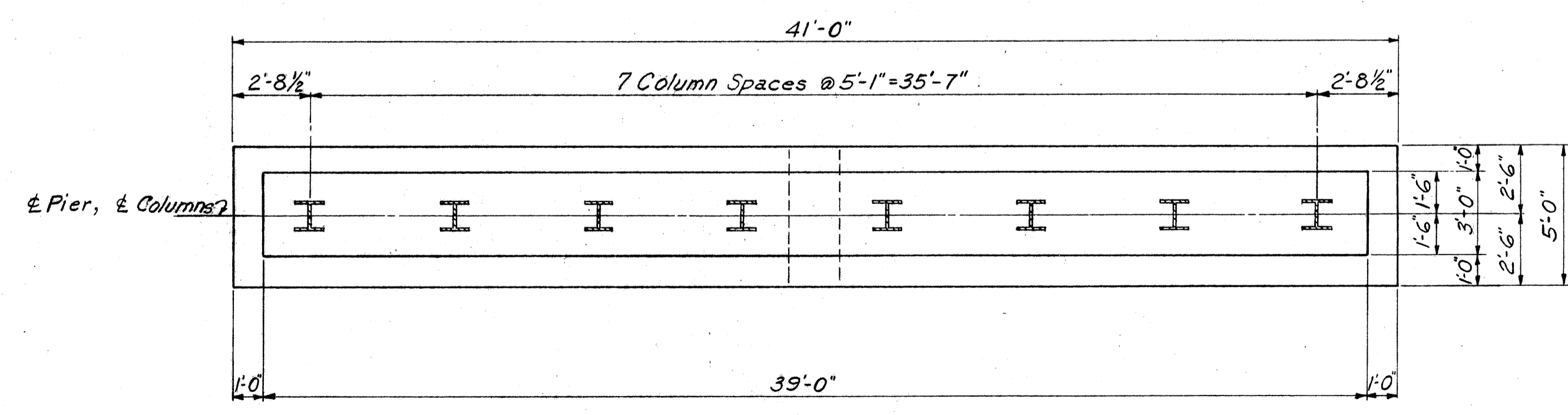
LOCATION	(A)	(B)	(C)	(D)	(E)	(F)
Rear Piers	984.43	984.57	984.65	984.51	984.37	980.87
Forward Piers	983.16	983.30	983.37	983.23	983.10	979.59



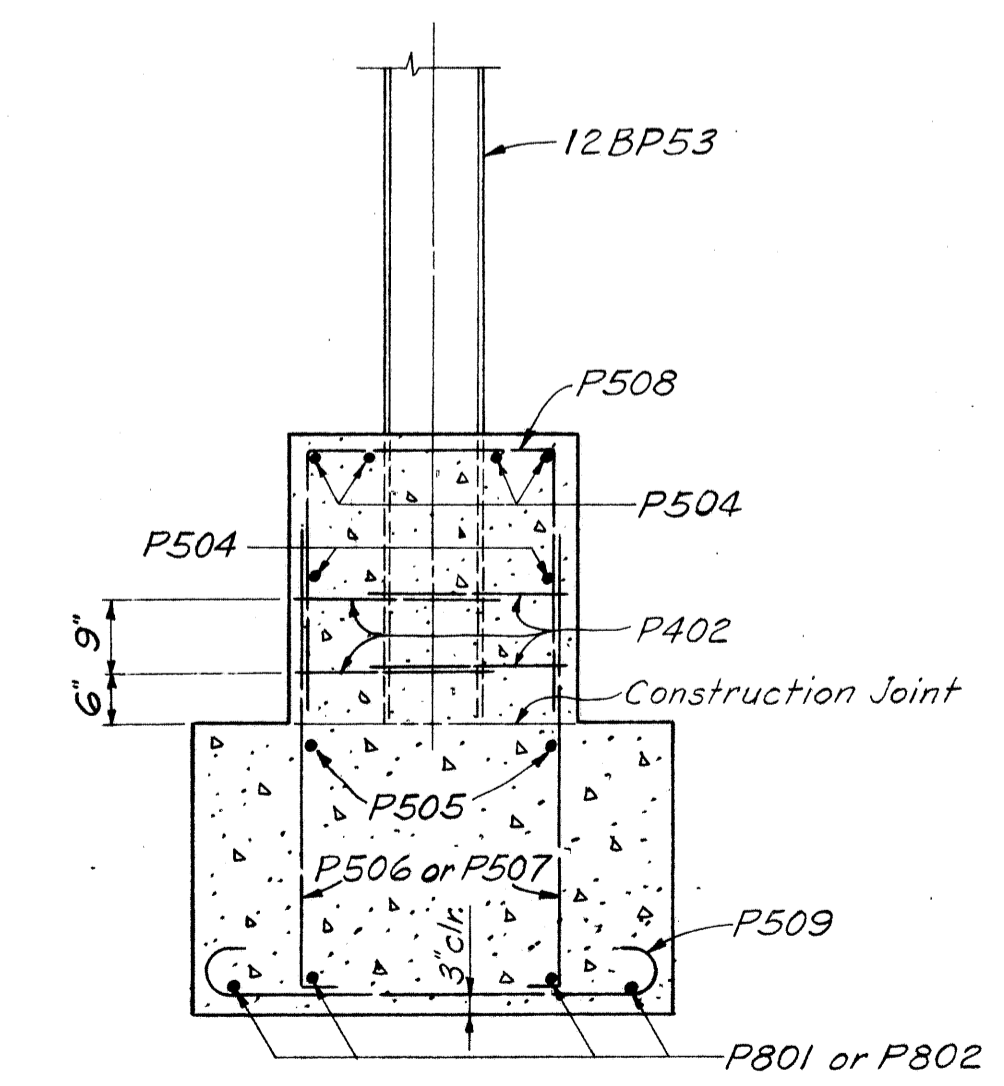
ELEVATION  
(Right structure)



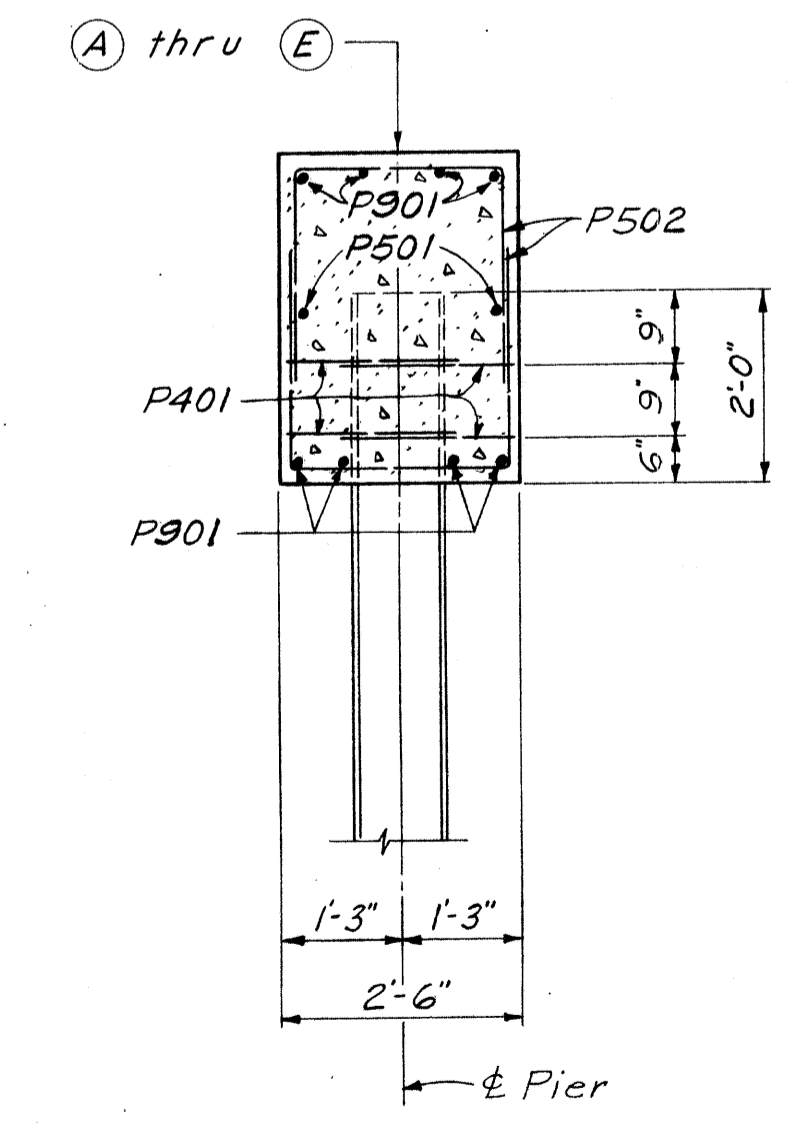
ELEVATION  
(Left structure)



FOOTING PLAN  
(Right structure)



SECTION A-A



SECTION B-B

NOTES:  
CONCRETE for Pier Caps shall be Class "C" and for Eastbound Pier Footings shall be Class "E".  
GENERAL NOTES: See Sheet 152.  
RIGHT BRIDGE ONLY:  
12BP53 columns shall be included with Item S-7 "Structural Steel" for payment.  
Footings shall extend a minimum of 3" into solid rock or to the elevation shown, whichever is lower.

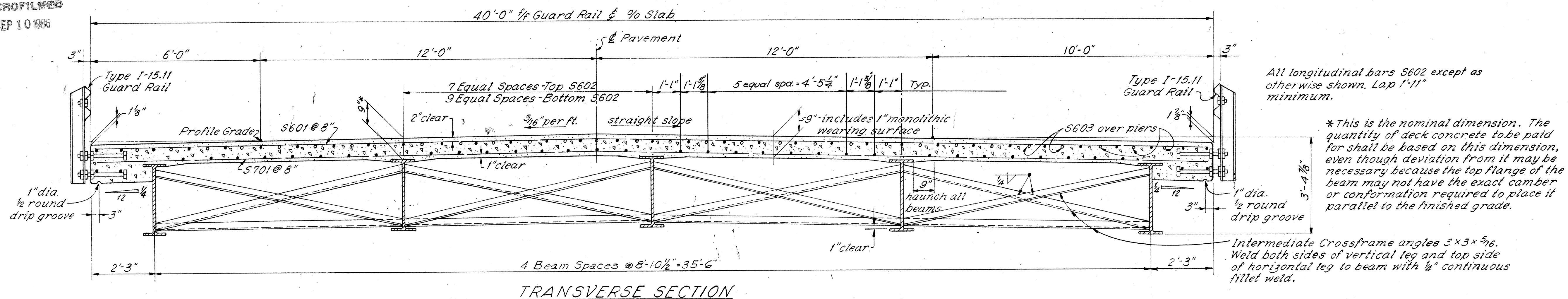
SHAFER, PARRETT AND ASSOCIATES  
Consulting Engineers  
MANSFIELD, OHIO.

**PIERS**  
BRIDGE ASD-30-0933 L & R  
OVER QUAKER SPRINGS RUN  
ASHLAND COUNTY U.S.R. 30  
STA. 492 + 19.24 TO STA. 493 + 34.24

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEG	JEG	JCZ	RAK			



ASD-30-8.52  
WAY-30-0.00



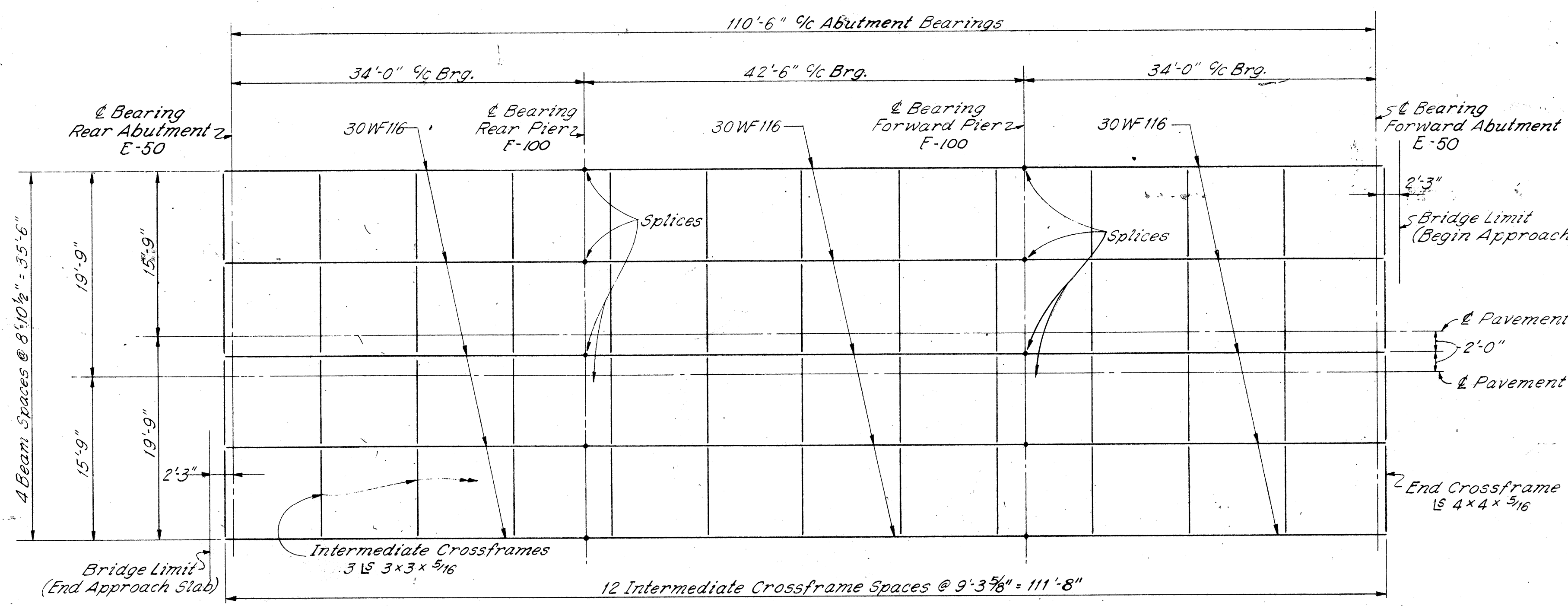
TRANSVERSE SECTION

All longitudinal bars S602 except as otherwise shown. Lap 1'-11" minimum.

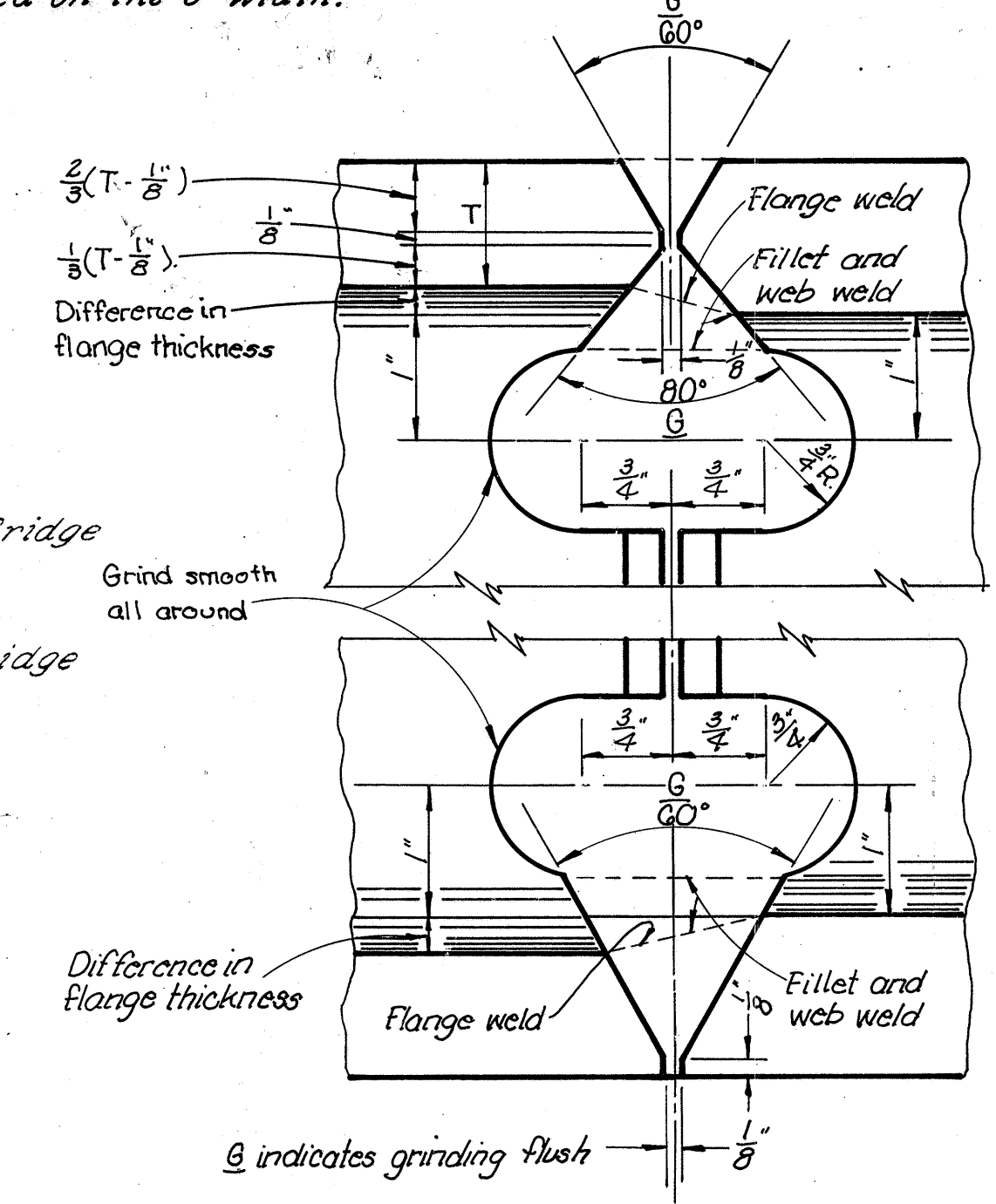
\*This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

Intermediate Crossframe angles 3x3x5/16. Weld both sides of vertical leg and top side of horizontal leg to beam with 1/4" continuous fillet weld.

DECK BEAM HAUNCH: The haunch in the deck slab adjacent to the top of the steel beams, which is shown as 9" wide, may vary from this dimension with a minimum of 5" and a maximum of 12". Maximum slope of haunch shall be one vertical to four horizontal. Payment for deck slab concrete shall be based on the 9" width.



FRAMING PLAN



DETAIL A

NOTES:  
BEAM SPLICE DETAILS (without moment plates), END CROSSFRAMES, END DAM DETAILS AND JOINTS, RAILING DETAILS, AND BEARING PLATES: See Std. Dwg. CSB-1-55, sheets 1, 2 and 7 of 8.

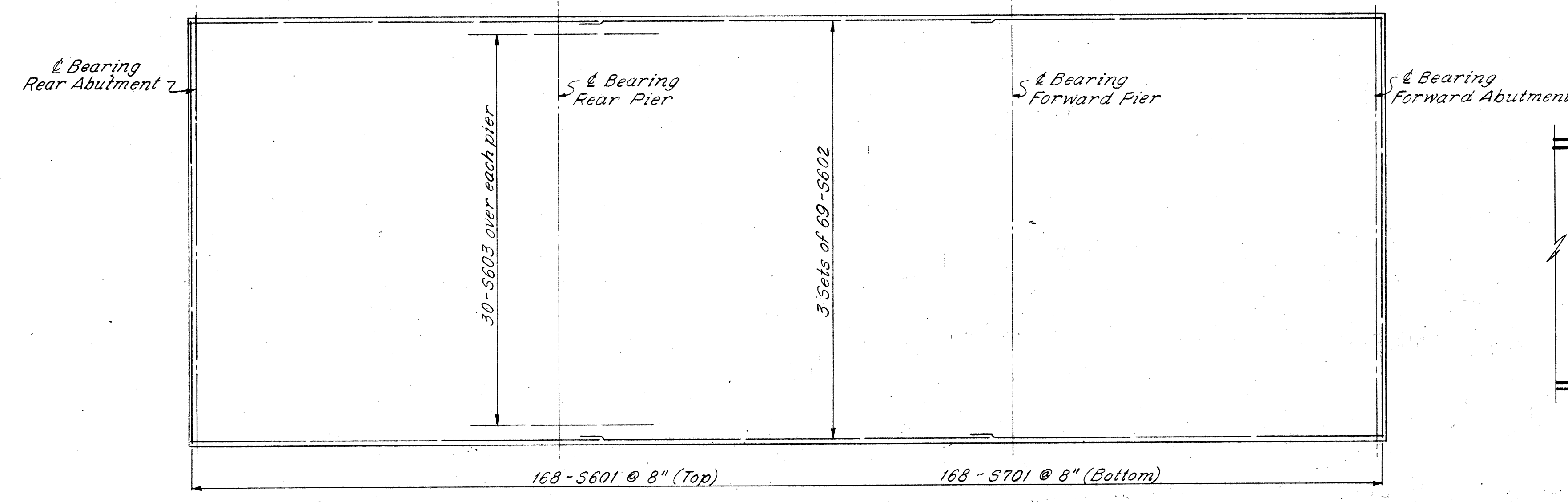
CAMBER: No camber required.

RAILING POST SPACING: See sheet 152.

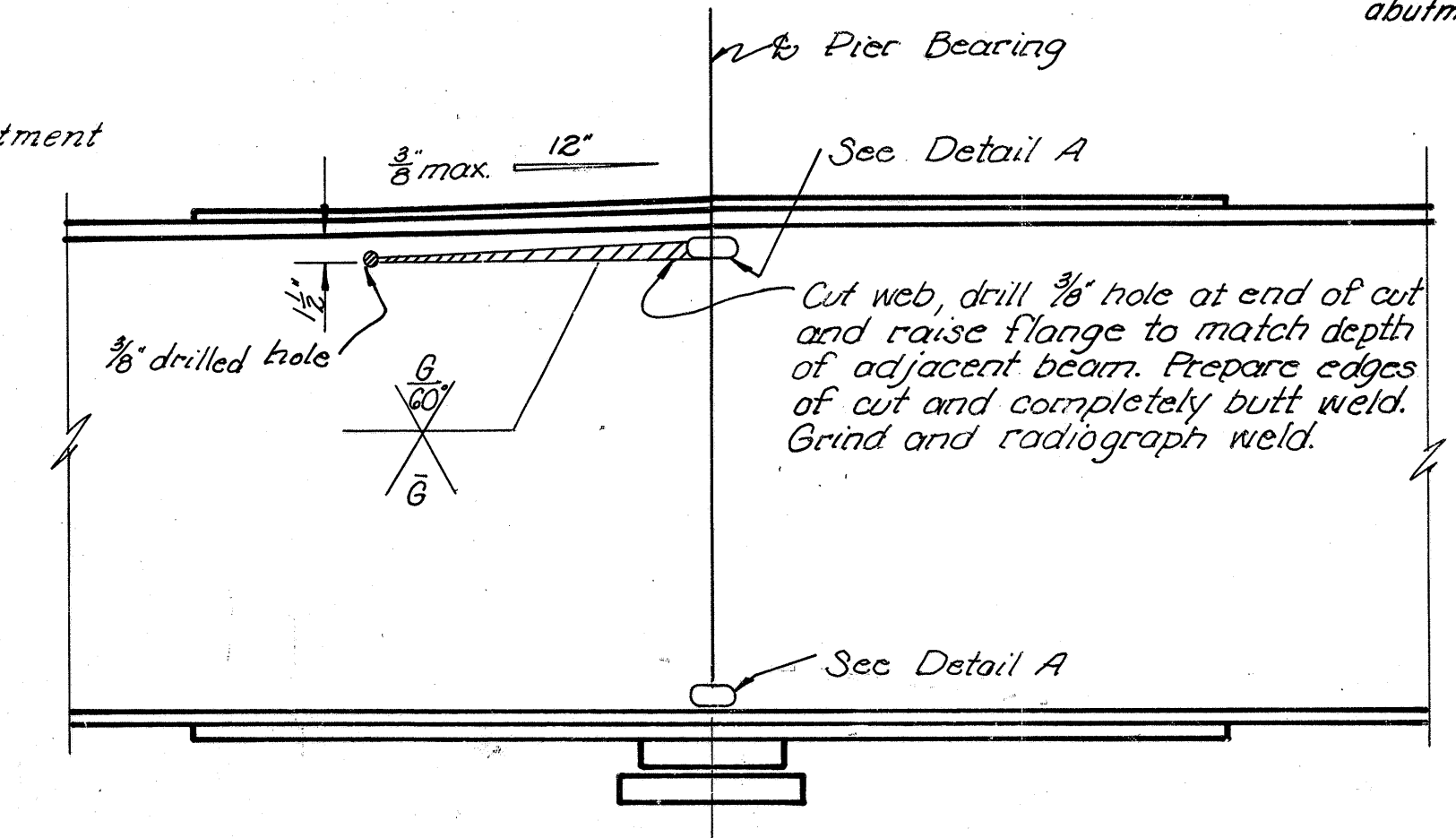
GENERAL NOTES: See sheet 152.

BEAM WEB WELDS: Butt welds in webs of beams may have convex reinforcement in accordance with Sec. 5-7.22. Finishing flush by grinding is not required.

BUMPER ANGLES: 8x8x3/4 bumper angles with 3-1/2 web plates shall be placed as shown on Std. Dwg. CSB-1-55 except that the angles shall be placed in full bearing against the abutment before welding.



SLAB PLAN



BEAM SPLICE DETAIL

(For splicing beams having depths differing by more than 1/8")

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**SUPERSTRUCTURE**  
BRIDGE ASD-30-0933 L & R  
OVER QUAKER SPRINGS RUN

ASHLAND COUNTY U.S.R. 30  
STA. 492 + 19.24 TO STA. 493 + 34.24

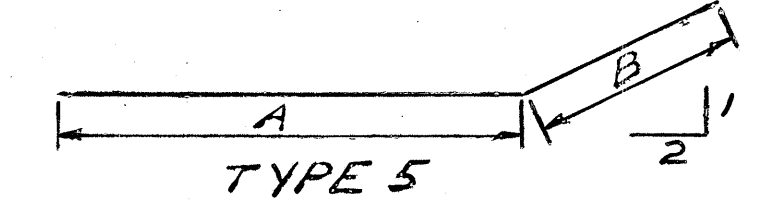
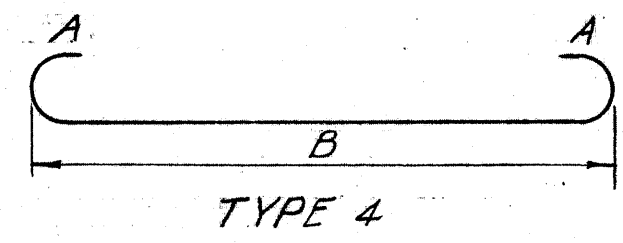
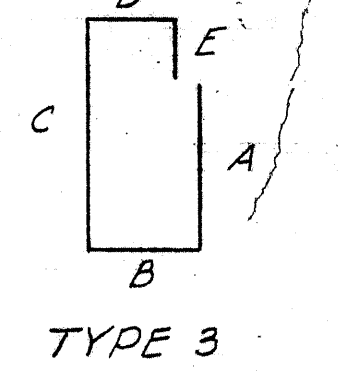
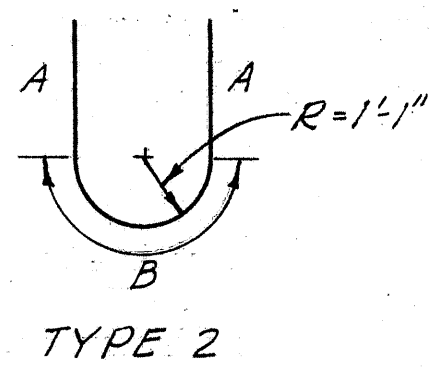
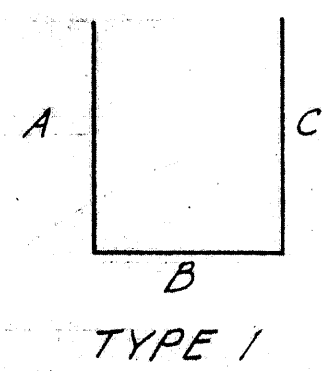
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEG	JEG	LH	RAK			

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SEP 10 1986

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	F-1072 (8)

156  
198

ASD-30-8.52  
WAY-30-0.00



ABUTMENTS										
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT	
A401	112	6'-6" (6'-9")	1	2'-6"	1'-9"	2'-6"			486 (505)	
A501	136	14'-7" (14'-7")	1	5'-7"	3'-5"	5'-7"			2033 (2069)	
A502	208	5'-6" (5'-6")	1	1'-10"	3'-5"	6"			1193 (1247)	
A503	4	27'-2"	Str.						113	
A504	24	20'-5"	Str.						511	
A505	24	23'-10"	1	20'-5"	3'-5"	0			597	
A506	56	27'-5"	Str.						1601	
A507	16	25'-10"	Str.						431	
A508	8	8'-3"	Str.						69	
A509	8	12'-7"	Str.						105	
A510	16	4'-8"	Str.						78	
A511	80	Varies	Str.	Varies from 9'-1" to 7'-1", 16 each by 6"						674
A512	20 (10)	8'-7"	Str.						179 (60)	
A513	20 (10)	8'-4"	Str.						174 (67)	
A514	32	9'-1"	Str.						303	
A601	96	13'-4" (14'-0")	3	4'-3"	1'-4"	5'-7"	10"	2'-0"	1923 (2019)	
A602	64	12'-6" (12'-2")	1	5'-7"	1'-4"	5'-7"			1170 (1202)	
A801	32	20'-10"	Str.						1780	
Total									13481	

PIERS									
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
P401	128	5'-7" (4'-4")	1	1'-11"	1'-9"	1'-11"			456 (477)
P402	64	6'-7" (5'-10")	1	2'-2"	1'-9"	2'-2"			249 (260)
P501	8	36'-6"	Str.						305
P502	224	6'-9" (2'-0")	1	2'-5"	2'-2"	2'-5"			1577 (1635)
P503	24	6'-6" (6'-6")	2	1'-7"	3'-8" (4'-4")				163 (159)
P504	12	38'-8"	Str.						484
P505	4	40'-8"	Str.						170
P506	76	4'-11"	1	4'-5"	6"	0			390
P507	80	3'-11"	1	3'-5"	6"	0			327
P508	78	7'-9" (6'-0")	1	2'-8"	2'-8"	2'-8"			630 (650)
P509	82	5'-8"	4	7"	4'-6"				485
P901	52	36'-6"	Str.						3971
P801	8	21'-9"	Str.						465
P802	8	22'-0"	(Str) 5	19'-3"	2'-9"				470
Total									10,249

SUPERSTRUCTURE									
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
S601	336	39'-8"	Str.						20019
S602	414	38'-6"	Str.						23340
S603	120	17'-0"	Str.						3064
S701	336	39'-8"	Str.						27242
Total									74265

REPLACEMENT BARS		
MARK	NO.	LENGTH
RE400	1	5'-3"
RE500	1	5'-7"
RE600	3	5'-10"
RE700	2	6'-2"
RE800	1	6'-6"
RE900	1	6'-10"

ESTIMATED QUANTITIES - 2 BRIDGES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUTS	PIERS	GENERAL
E-2	Lump	Sum	Cofferdams, cribs and sheeting				Lump
E-2	339	Cu. Yds.	Unclassified excavation		228	111	
E-2	30	Cu. Yds.	Rock excavation			30	
E-3	3102	Cu. Yds.	Channel excavation				3102
S-1	268	Cu. Yds.	Class "C" concrete, superstructure	268			
S-1	52	Cu. Yds.	Class "C" concrete, pier caps			52	
S-1	201	Cu. Yds.	Class "E" concrete, abutments		201		
S-1	64	Cu. Yds.	Class "E" concrete, pier footings			64	
S-101	268	Each	Water-reducing, set-retarding Admixture	268			
S-4	(97,995)	Lbs.	Reinforcing steel	74,265	(13,420)	(10,249)	10,142
S-7	186,080	Lbs.	Structural steel	167,848		18,232	
S-8	186,080	Lbs.	Field painting of structural steel	167,848		18,232	
S-14	460	Lin. Ft.	Railing (Type I-15.11 with galvanized bolts and posts)	460			
S-16	Lump	Sum	First Test Pile				Lump
S-18	1,262	Lin. Ft.	Steel Piles 12 BP53		750	512	
S-29	67	Cu. Yds.	Porous backfill			67	
I-10	716	Sq. Yds.	Crushed aggregate slope protection				716
I-10	648	Cu. Yds.	Dumped rock channel protection				648

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, A700 is a No. 7 size bar and A1014 is a No. 10 size.

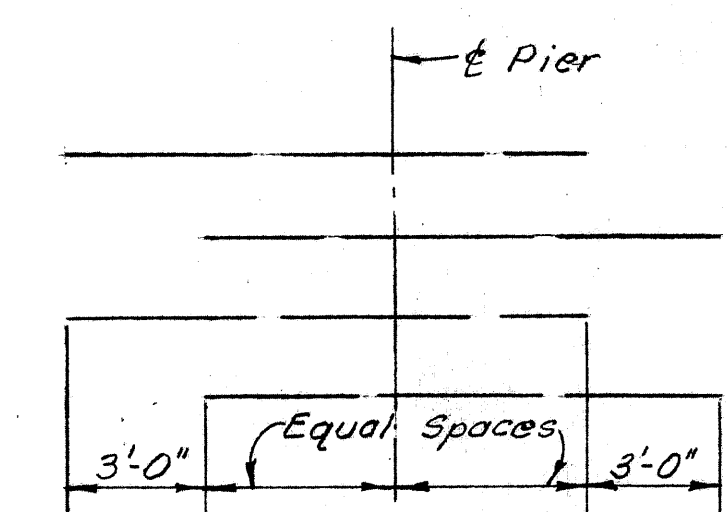


DIAGRAM SHOWING STAGGER OF 5603 BARS OVER PIERS

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Consulting Engineers  
MANSFIELD, OHIO.

**REINFORCING STEEL AND ESTIMATED QUANTITIES**  
BRIDGE ASD-30-0933 L & R  
OVER QUAKER SPRINGS RUN  
ASHLAND COUNTY U.S.R. 30  
STA. 492 + 19.24 TO STA. 493 + 34.24

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
JEG	JEG	ED	R.A.K.		6-5-64