

MICROFILMED
AUG 15 1967
GROUND PHOTO LAB

No PID
C No. 640050

MICROFILMED
SEP 10 1966
ON
APERTURE CARDS

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

F-1072 (8)

FED. RD. DIVISION	STATE	PROJECT	
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

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.

1963 SPECIFICATIONS

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: 2-9-66 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 RELATION

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

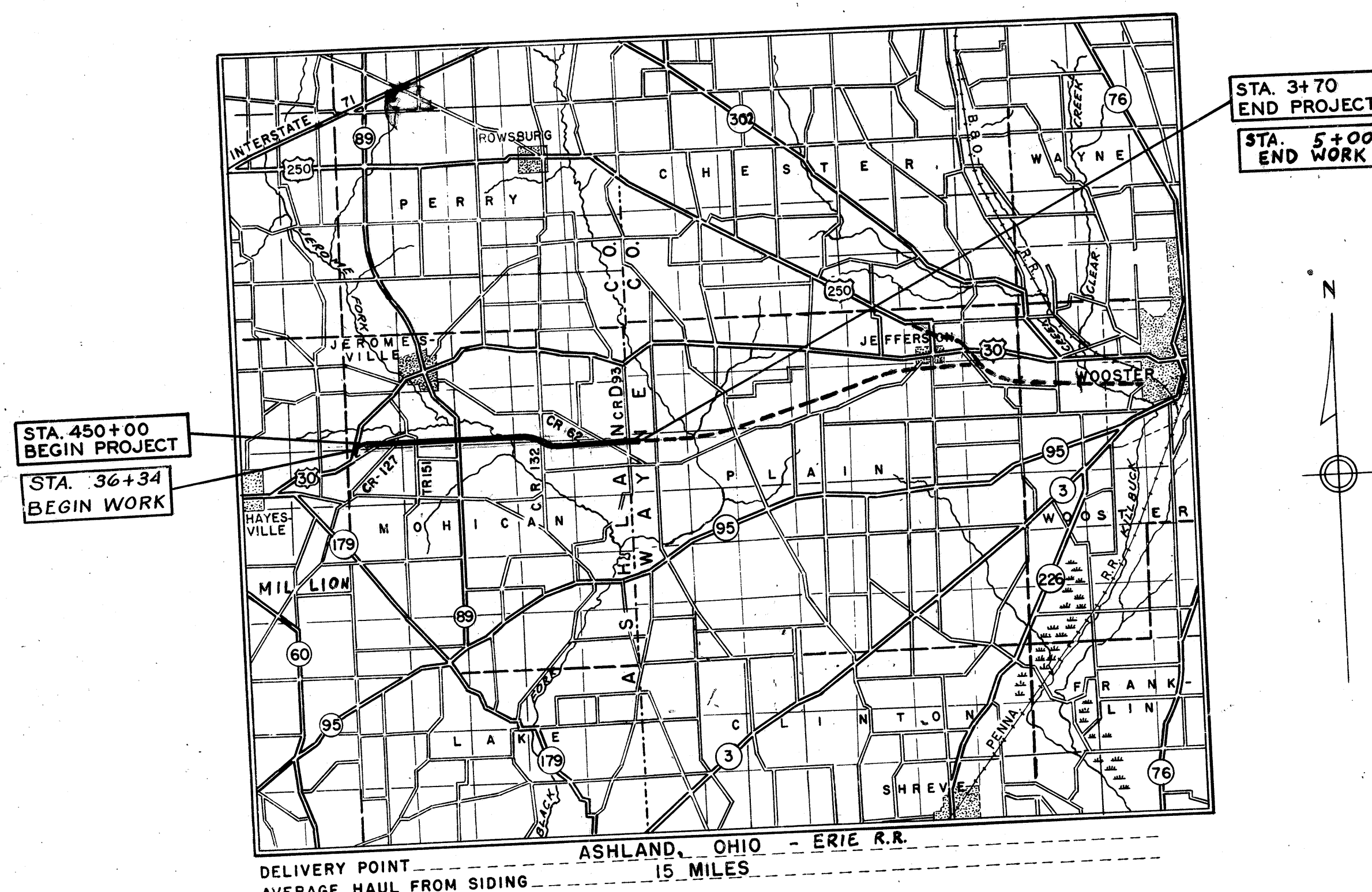
CONVENTIONAL SIGNS

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



INDEX OF SHEETS

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



LOCATION MAP

SCALE IN MILES
0 1 2 3 4 5

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS

SCALES

PLAN
PROFILE - HORIZONTAL
PROFILE - VERTICAL
CROSS SECTIONS

1" = 50'
1" = 50'
1" = 10'
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
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 2-2-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

MICROFILMED
SEP 10 1986

F-1072 (5) F-1072 (6)

PI Sta 45+44.93 Conn. S"
 $\Delta = 75^\circ 45' R_t$
 $D_c = 10^\circ 00'$
 $R = 572.96'$
 $T = 445.64'$
 $E = 152.90'$
 $L = 757.50'$

STA 450+00 Ahead
BEGIN ASD-30-8.52
PROJECT WAY-30-0.00

PI Sta 2+79.20 Conn. N"
 $\Delta = 53^\circ 23' 14'' R_t$
 $D_c = 40^\circ 00'$
 $R = 143.24'$
 $T = 72.02'$
 $E = 17.09'$
 $L = 133.47'$

PI STA 18+35.74
 $\Delta = 30^\circ 08' 30''$
 $D = 10^\circ 00'$
 $R = 572.958'$
 $T = 154.30'$
 $L = 301.45'$

PI STA 12+59.97 RELOC. TWP RD. 151
 $\Delta = 165^\circ 00' 00''$
 $R = 165'$
 $T = 165'$
 $L = 165'$

PI STA 11+61.63
 $\Delta = 30^\circ 08' 30''$
 $D = 10^\circ 00'$
 $R = 572.958'$
 $T = 154.30'$
 $L = 301.45'$

PI STA 19+19.16
 $\Delta = 20^\circ 00'$
 $D = 10^\circ 00'$
 $R = 572.958'$
 $T = 101.03'$
 $L = 200'$

CURVE NO. 1
PI STA. 4+46.20
 $\Delta = 21^\circ 10'$
 $D = 5^\circ 00'$
 $R = 1145.916'$
 $T = 214.10'$
 $L = 423.33'$

CURVE DATA 1,2,3

CURVE NO. 2
PI STA. 17+31.10
 $\Delta = 65^\circ 38' 10''$
 $D = 10^\circ 00'$
 $R = 572.96'$
 $T = 369.58'$
 $L = 656.36'$

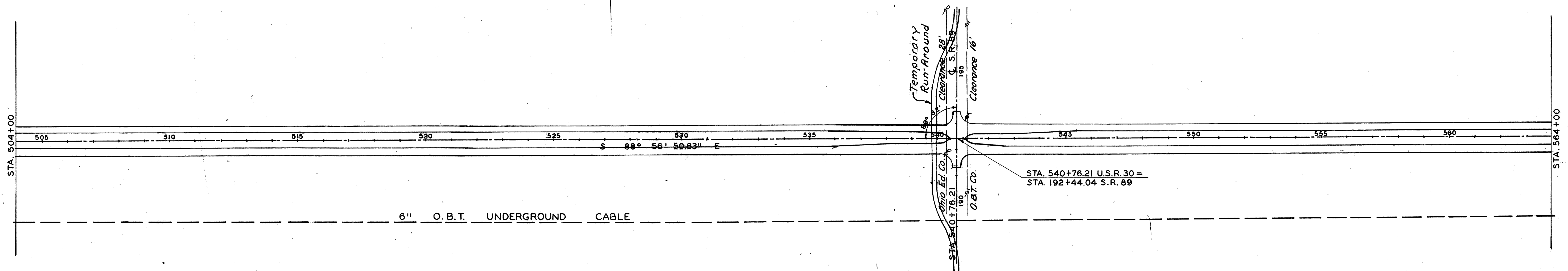
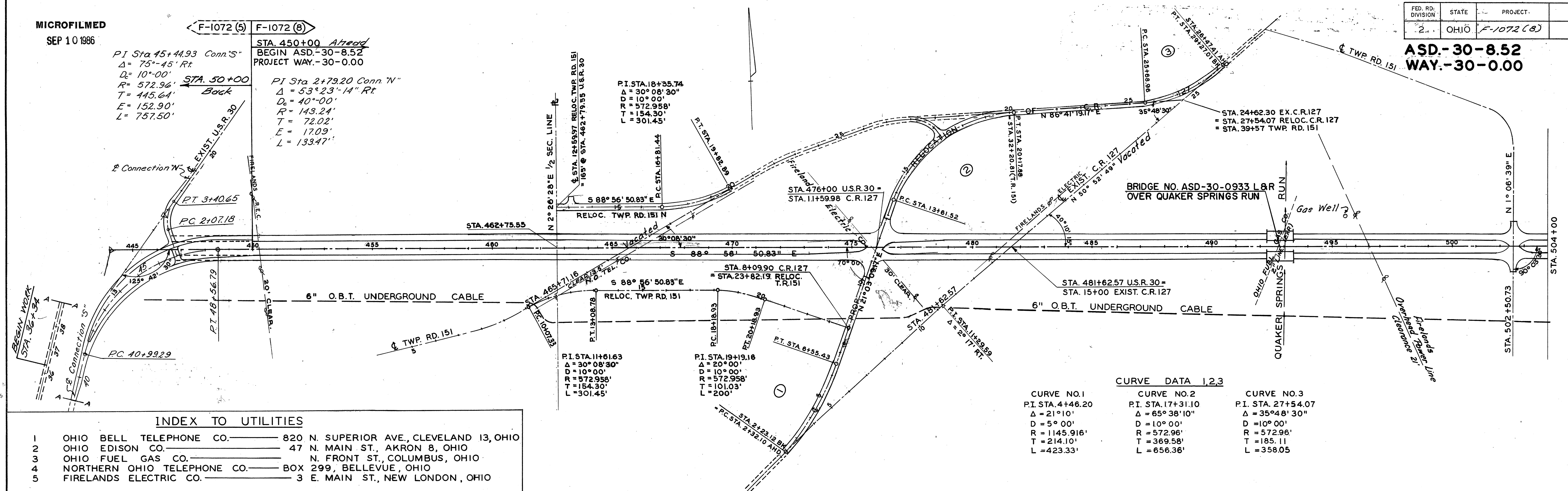
CURVE NO. 3
PI STA. 27+54.07
 $\Delta = 35^\circ 48' 30''$
 $D = 10^\circ 00'$
 $R = 572.96'$
 $T = 185.11'$
 $L = 358.05'$

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 |

FED. RD. DIVISION STATE PROJECT
2 OHIO F-1072 (6) 2 198

ASD-30-8.52
WAY-30-0.00

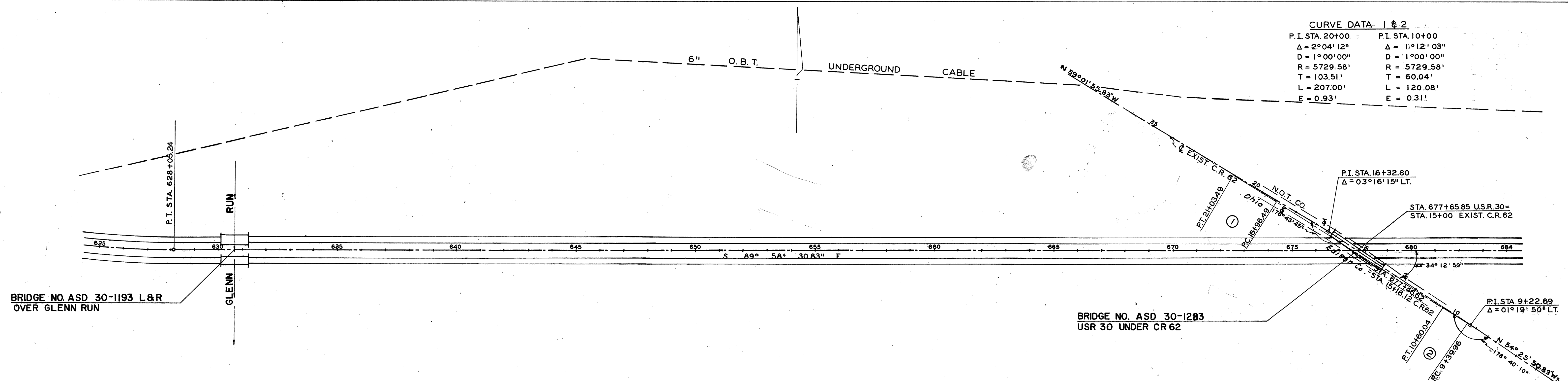
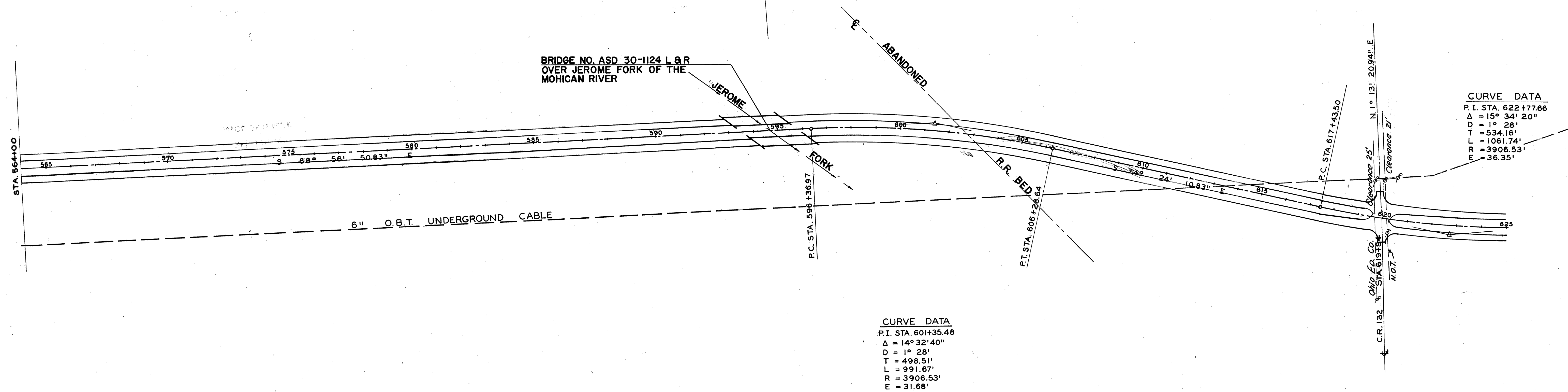


MICROFILMED
SEP 10 1986

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

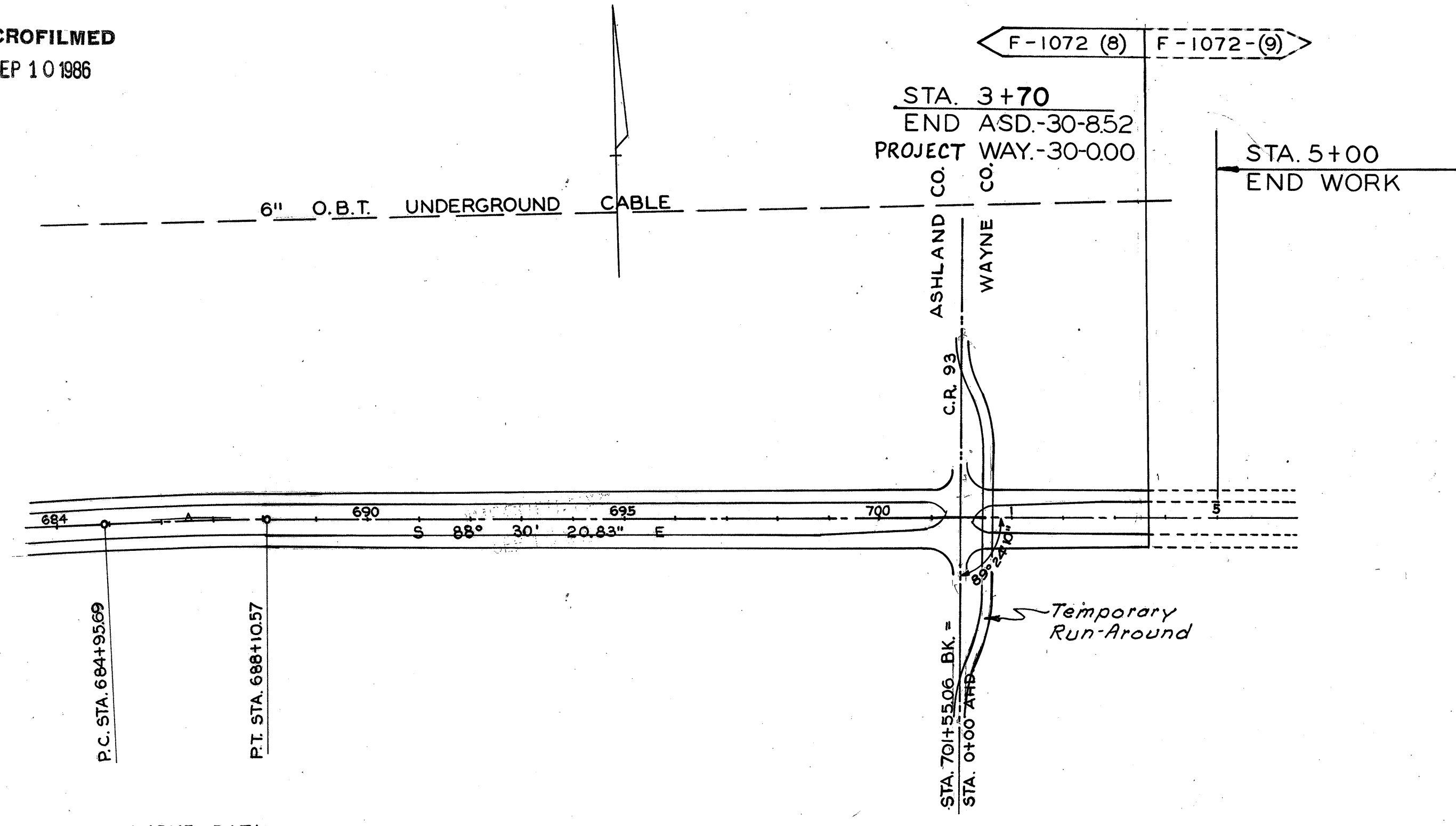
3
198

ASD-30-8.52
WAY-30-0.00



MICROFILMED
SEP 10 1986

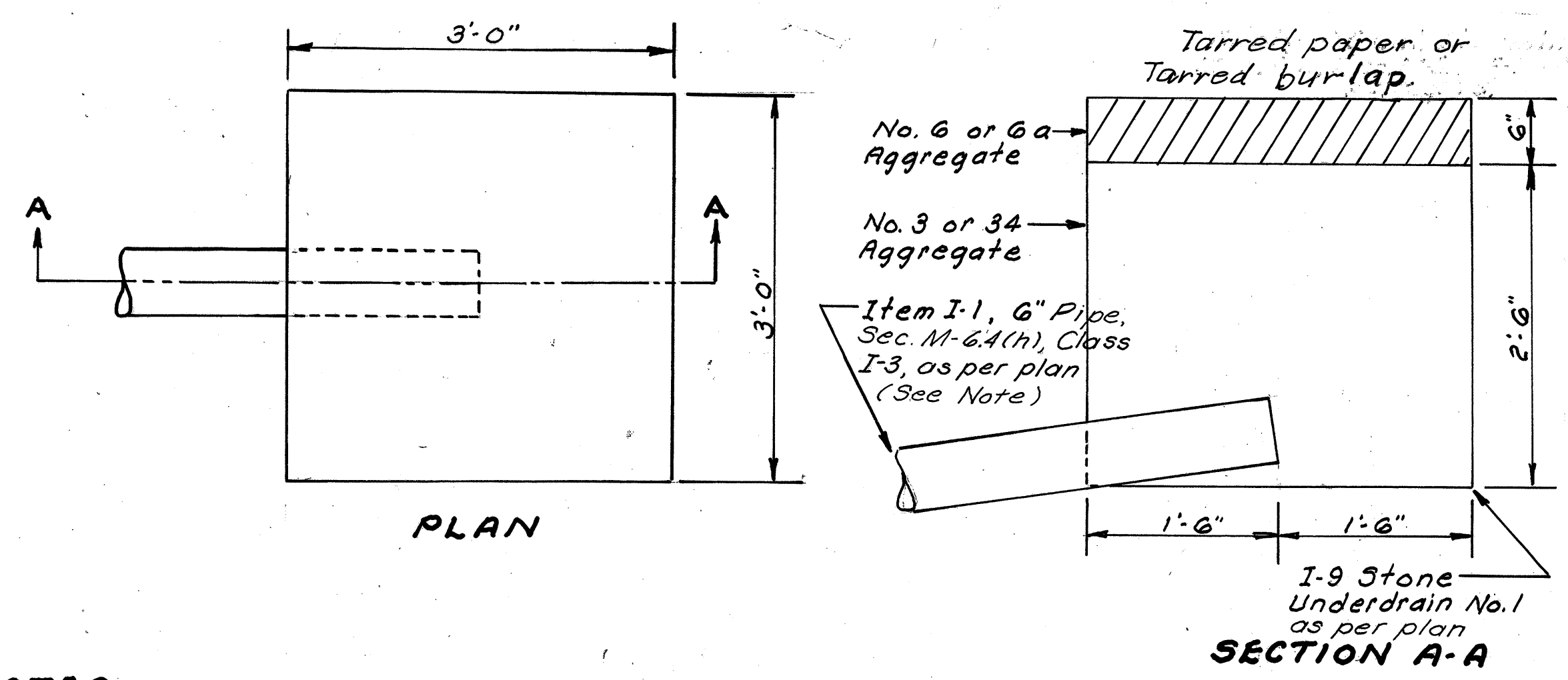
ASD.-30-8.52
WAY.-30-0.00



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

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



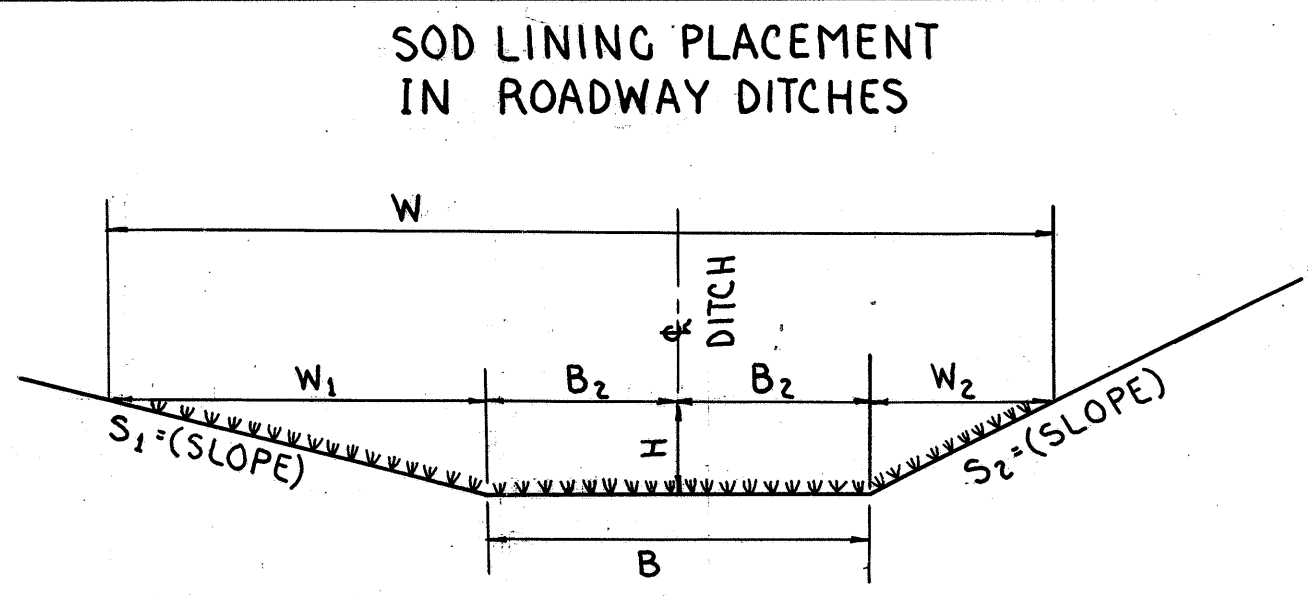
NOTES

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-inch 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



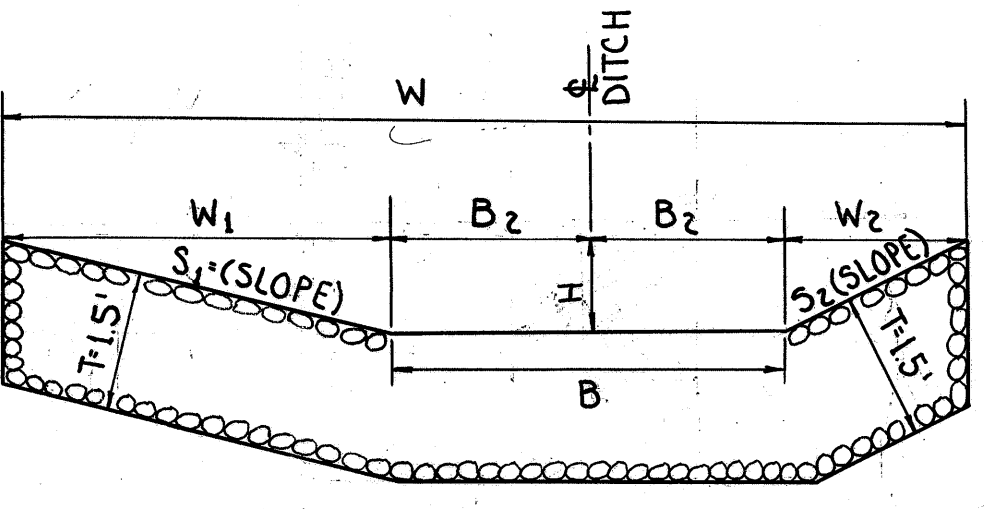
NOTE:

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

FORMULA

- ① $H = \frac{W-B}{(S_1 + S_2)}$ W = TOTAL WIDTH OF SOD LINING
- ② $W_1 = S_1(H)$ W1 = WIDTH OF SOD FROM EDGE OF DITCH TO SIDE SLOPE
- ③ $W_2 = S_2(H)$ W2 = WIDTH OF SOD FROM EDGE OF DITCH TO BACK SLOPE
- B = WIDTH OF BOTTOM OF DITCH

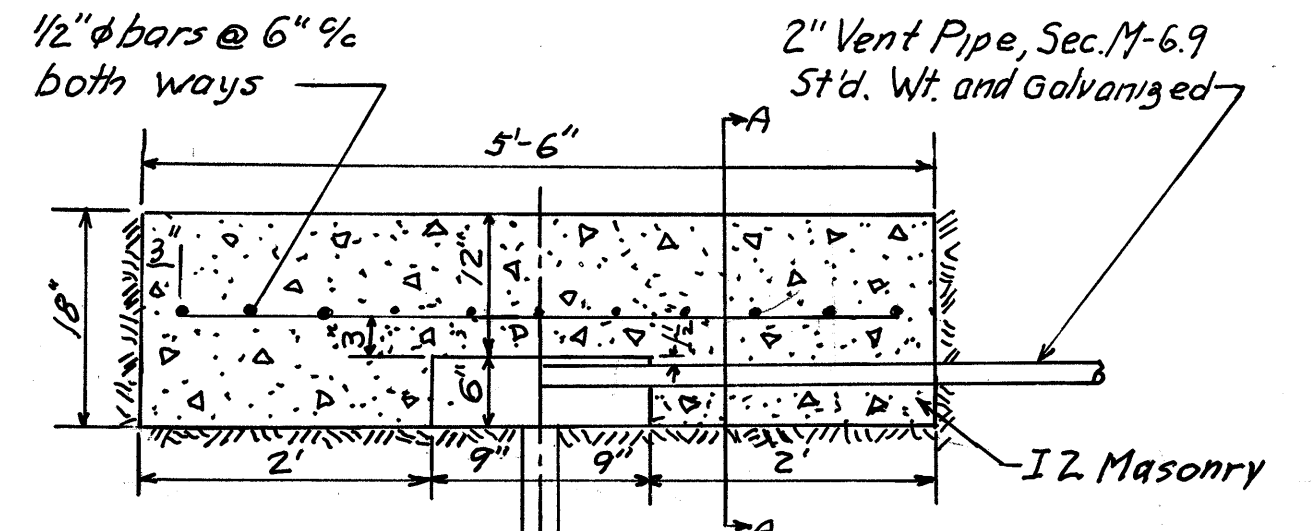
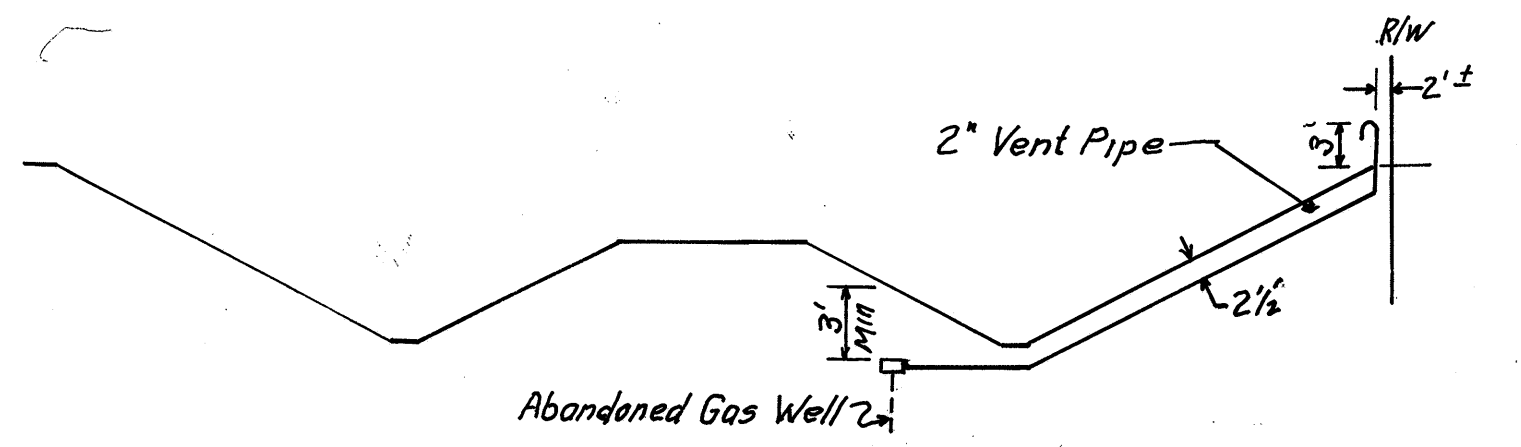
DUMPED ROCK CHANNEL PROTECTION ROADWAY DITCHES



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



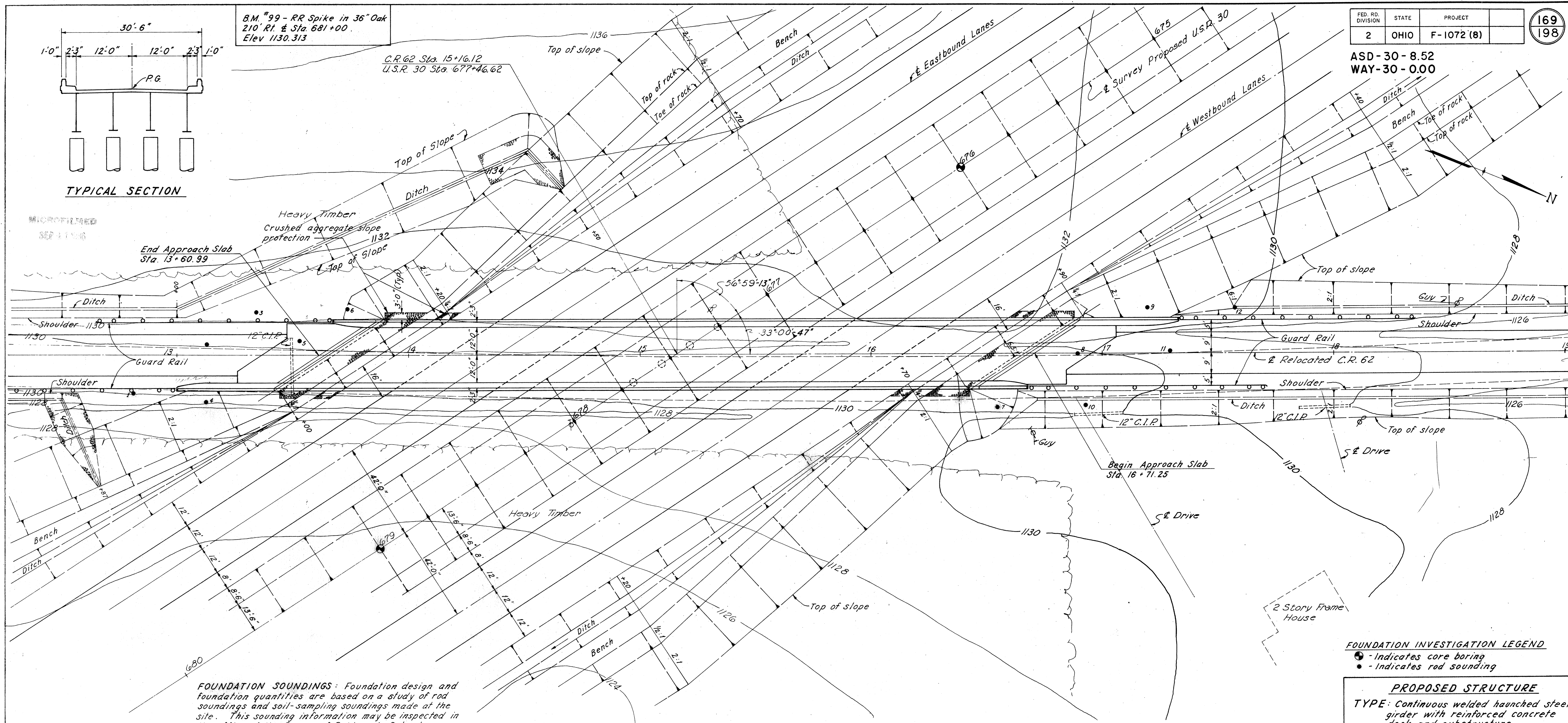
SECTION A-A
Not To Scale

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

ASD-30-8.52
WAY-30-0.00



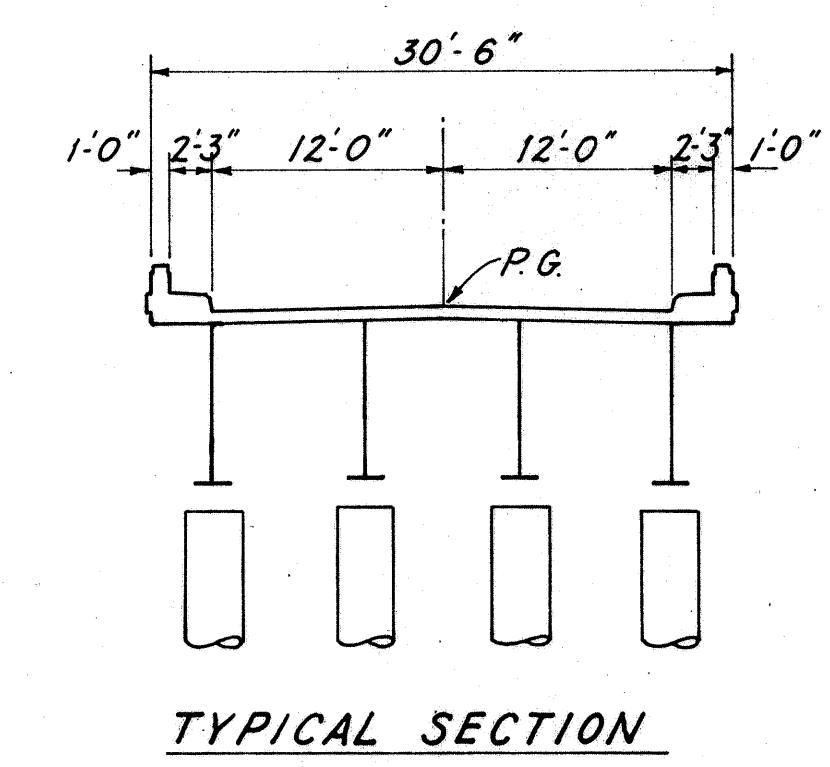
FOUNDATION INVESTIGATION LEGEND
 ● - Indicates core boring
 ○ - Indicates rod sounding

PROPOSED STRUCTURE
TYPE: Continuous welded haunched steel girder with reinforced concrete deck and substructure.
SPANS: 2 @ 151'-0"
ROADWAY: 24'-0" w/ 2'-3" safety curbs
LOAD FREQUENCY: CF 130 (57)
WEARING SURFACE: 3/4" monolithic conc.
APPROACH SLABS: AS-1-54 (25' long)
SKEW: 56°-59'-13" L.F.
ALIGNMENT: Tangent
AVERAGE DAILY TRAFFIC: 129 (1981)

SHAFFER, PARRETT AND ASSOCIATES
 Consulting Engineers
 MANSFIELD, OHIO.

SITE PLAN
 BRIDGE No. ASD-30-1283
 U.S.R. 30 UNDER C.R. 62
 ASHLAND COUNTY OHIO
 STA. 677 + 46.62

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK	RAK	RAK				

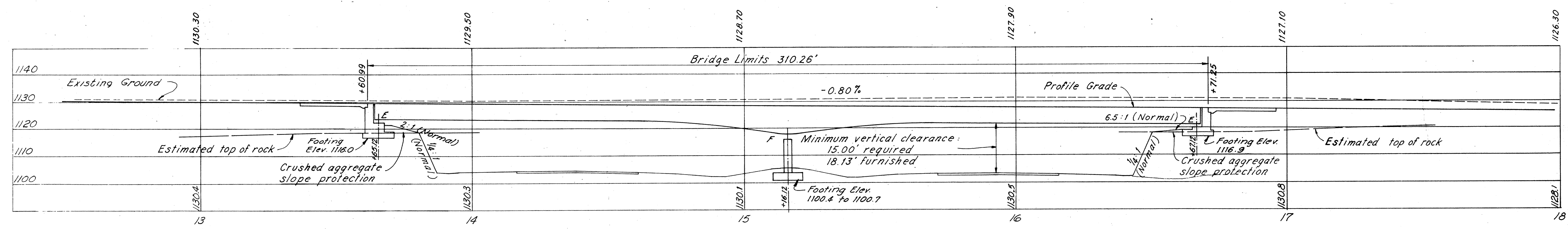


B.M. #99 - RR Spike in 36" Oak
 210' Rt. & Sta. 681+00
 Elev. 1130.313

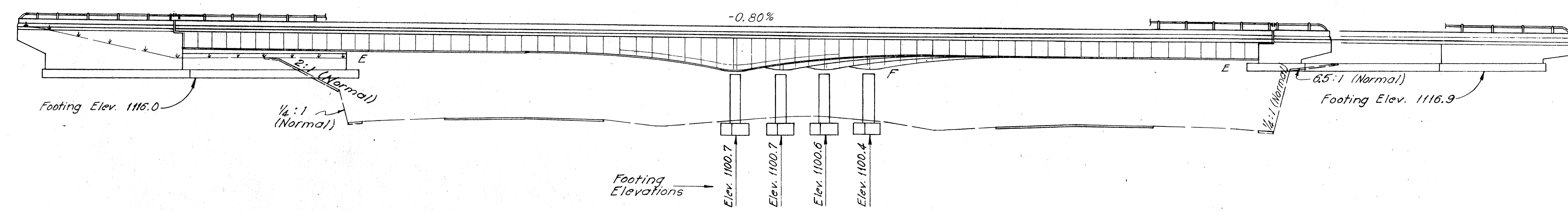
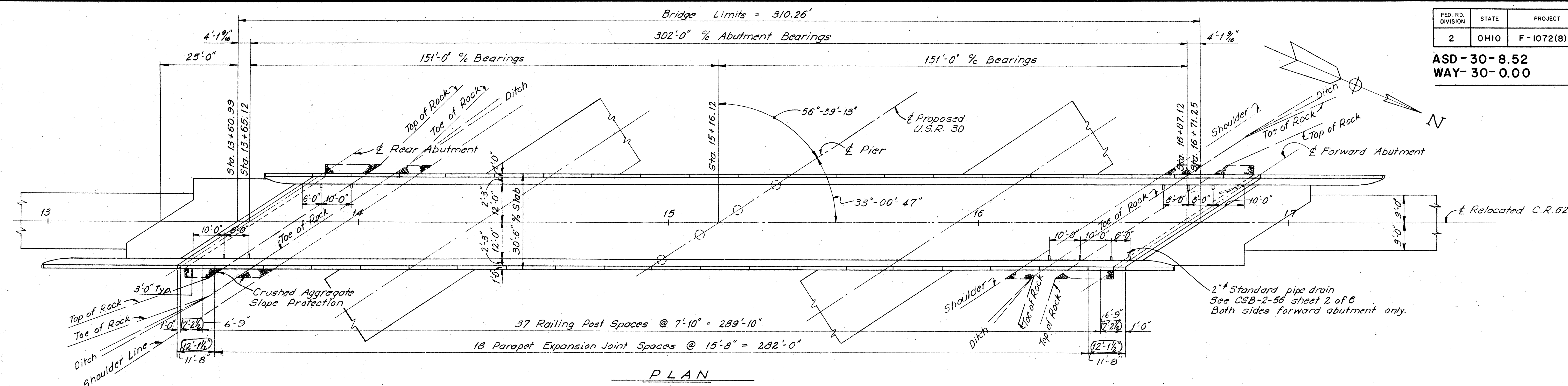
End Approach Slab
 Sta. 13+60.99

Begin Approach Slab
 Sta. 16+71.25

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 assumes no responsibility for the accuracy thereof.



ASD-30-8.52
WAY-30-0.00



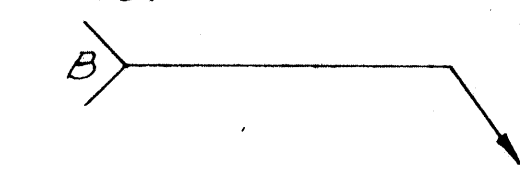
		ESTIMATED QUANTITIES					
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUTS	PIERS	GEN'L
E-2	483	Cu.Yds.	Unclassified excavation		483		
E-2	97	Cu.Yds.	Rock excavation		69	28	
S-1	301	Cu.Yds.	Class "C" concrete, superstructure	301			
S-1	18	Cu.Yds.	Class "C" concrete, pier columns			18	
S-1	238	Cu.Yds.	Class "E" concrete, abutments		238		
S-1	16	Cu.Yds.	Class "E" concrete, pier footings			16	
S-3	18	Lin.Ft.	Waterproofing, premolded sealing strip		18		
94,817 S-4	(95,299)	Lbs.	Reinforcing steel	74609	(74,715)	(16,258)	(4328) 4444
S-7	505,316	Lbs.	Structural steel	505,316	15,764		
S-8	505,316	Lbs.	Field painting of structural steel	505,316			
S-14	(725)	Lin.Ft.	Railing (Aluminum rail, supports & concrete parapet)	(612)	(113)		
	723.91		Type "A"	611.33	112.58		
S-29	10	Each	Scuppers, including supports	10			
S-29	51	Cu.Yds.	Porous backfill	51			
I-10	166	Sq.Yds.	Crushed Aggregate slope protection				166
S-101	301	Each	Water-reducing, set-retarding admixture	301			

GENERAL NOTES

REFERENCE shall be made to Std. Dwg. A5-1-54 (revised 7-5-62), AR-1-57 (revised 4-2-62), CSB-2-56 sheets 1, 2 and 3 of 6 (revised 2-2-59) and RB-1-55 revised 2-2-55.

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.

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:



REFERENCE shall be made to Supplemental Specification 5-101 and 5-307 dated 7-12-62 and 8-23-60 respectively.

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.

PARAPETS: R502 thru R508 reinforcing bars and concrete above the parapet construction joint shall be included in the price per lined foot of railing for payment.

POROUS BACKFILL shall extend upward to the subgrade elevation and for the full length of the abutment.

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

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

SURFACE FINISH OF CONCRETE: The requirements of Sec. 5-1.22, Rubbed Finish, shall apply to the following concrete surface:
a) The entire superstructure except the top and bottom surfaces of sidewalks and roadways.
b) The entire surface of piers and abutments except bridge seats, backwalls and the face of spill-through abutments between outside girders.

DESIGN DATA

- Design Loading - CF 130 (57)
- Concrete Class "C" - basic unit stress 1,333 psi.
- Concrete Class "E" - basic unit stress 1,133 psi.
- STRUCTURAL STEEL - ASTM A36 - basic unit stress 20,000 psi. (ASTM A7 and A373 steel not permitted)
- REINFORCING STEEL - ASTM A15, A160, Deformed, Intermediate or Hard Grade - basic unit stress 20,000 psi. Except spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 psi.

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

**GENERAL PLAN, GENERAL NOTES
AND ESTIMATED QUANTITIES**

BRIDGE NO. ASD-30-1283
U.S.R. 30 UNDER C.R.62

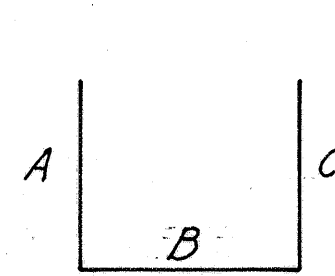
ASHLAND COUNTY STA. 677 + 46.62 U.S.R. 30

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK	JEG	JEG				6-5-64 9-17-64

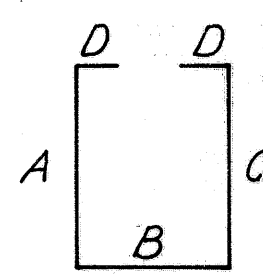
2-A527, Curb Face
2-A528, F.F.
2-A529, R.F.

ASD / WAY - 30 - 8.52 / 0.00

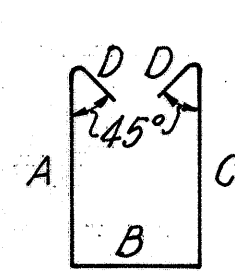
MICROFILMED
SEP 11 1986



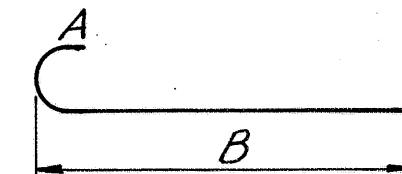
TYPE 1



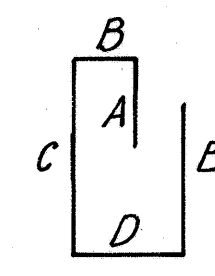
TYPE 2



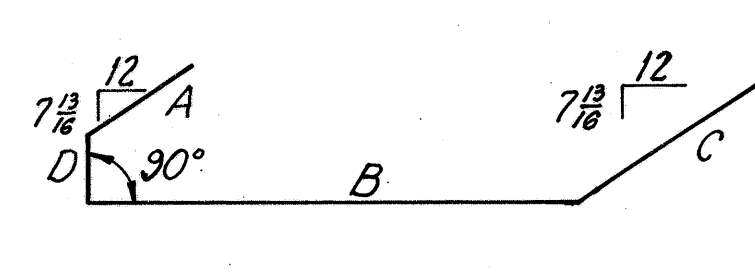
TYPE 3



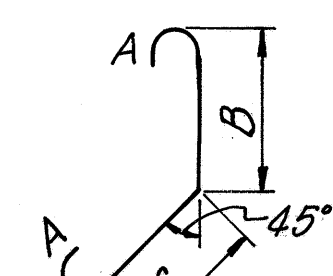
TYPE 4



TYPE 5



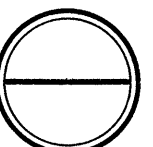
TYPE 6



TYPE 7

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

ASD-30-8.52
WAY-30-0.00



ABUTMENTS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
R501	88	5'-9"	3	2'-3"	8"	2'-3"	5"		528
R502	8	34'-8"	Str.						*
R503	8	27'-9"	Str.						*
A1001	154	7'-7"	1	6'-0"	1'-10"	0			5025
A1002	78	10'-3"	Str.						3440
A801	76	17'-1"	Str.						3467
A701	308	7'-10"	4	10"	7'-0"				4931
A702	16	10'-4"	1	4'-6"	1'-8"	4'-6"			338
A703	16	13'-8"	Str.						447
A704	8	11'-4"	4	10"	10'-6"				185
A705	20	5'-4"	4	10"	4'-6"				218
A601	88	19'-8"	5	2'-3"	11"	8'-6"	1'-5"	7'-3"	2599
A602	4	32'-0"	Str.						192
A603	4	22'-6"	Str.						135
A604	10	6'-8"	Str.						100
A605	10	9'-8"	1	4'-2"	1'-8"	4'-2"			145
A501	160	6'-8"	1	6'-0"	10"	0			1113
A502	40	10'-0"	Str.						417
A503	40	16'-11"	Str.						706
A504	120	6'-6"	1	1'-7 1/2"	3'-6"	1'-7 1/2"			814
A505	120	28'-2"	Str.						3525
A506	88	7'-3"	9	7"	1'-7"	4'-6"			665
A507	48	30'-1"	Str.	Bend 4 in Field					1506
A508	26	6'-4"	1	6 1/2"	5'-6"	6 1/2"			172
A509	18	10'-6"	Str.						197
A510	6	8'-9"	Str.						55
A511	16	5'-6"	Str.						92
A512	6	Varies	Str.	Vary from 10'-2" to 17'-0"	Vary 2 ea. by 3'-5"				85
A513	6	Varies	Str.	Vary from 6'-8" to 13'-6"	Vary 2 ea. by 3'-5"				63
A514	6	29'-6"	Str.						185
A515	6	26'-3"	Str.						164
A516	2	28'-5"	Str.						59
A517	2	27'-2"	Str.						57
A518	4	35'-4"	Str.						147
A519	4	34'-1"	Str.						142
A520	4	22'-10"	Str.						95
A521	10	7'-5"	Str.						77
A522	20	24'-10"	Str.						518
A523	24	Varies	Str.	Vary from 14'-5" to 17'-9"	Vary 4 ea. by 8"				403
A524	16	13'-8"	Str.						228
A525	4	6'-5"	Str.						27
A526	16	5'-3"	Str.						88

- ① - Vary from 2'-11" to 14'-3", Vary 2 ea. by 2'-10"
② - Vary from 6'-11" to 18'-3", Vary 2 ea. by 2'-10"
* Included with railing for payment.

ABUTMENTS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
A527	4	38'-3"	Str.	Bend in Field					160
A528	4	34'-10"	Str.						145
A529	4	34'-0"	Str.						142
A530	24	8'-0"	6	0	4'-0"	4'-0"	0		200
A531	48	5'-2"	Str.						259
A532	28	10'-7"	1	4'-7"	1'-8"	4'-7"			309
A533	6	22'-10"	Str.						143
A534	18	24'-10"	Str.						468
A535	40	Varies	Str.	Vary from 7'-1" to 16'-10"	Vary 4 ea. by 1'				499
A536	10	6'-8"	Str.						70
A537	8	6'-0"	1	0	4'-1"	2'-0"			50
A538	10	Varies	Str.	Vary from 11'-8" to 22'-10"	Vary 2 ea. by 2'-9 1/2"				180
A539	10	②	1	0	4'-1"	①			131
A540	2	21'-10"	Str.						46
A541	2	18'-1"	Str.						38
A542	8	28'-1"	Str.						234
A543	8	24'-4"	Str.						203
A544	4	25'-0"	Str.						104
A401	92	3'-11"	1	8"	2'-10"	8"			241
A402	92	5'-9"	2	1'-2"	2'-10"	1'-2"	5"		353
A403	4	3'-10 1/2"	1	8"	2'-9 1/2"	8"			10
A404	4	3'-9"	1	8"	2'-8"	8"			11
A405	4	3'-7"	1	8"	2'-6"	8"			10
A406	4	3'-5"	1	8"	2'-4"	8"			9
A407	4	3'-3"	1	8"	2'-2"	8"			9
A408	4	3'-1"	1	8"	2'-0"	8"			8
A409	4	2'-8 1/2"	1	8"	1'-7 1/2"	8"			7
A410	4	2'-4"	1	8"	1'-3"	8"			6
A411	4	1'-11 1/2"	1	8"	10 1/2"	8"			5
A412	4	5'-8 1/2"	2	1'-2"	2'-9 1/2"	1'-2"	5"		15
A413	4	5'-7"	2	1'-2"	2'-8"	1'-2"	5"		15
A414	4	5'-5"	2	1'-2"	2'-6"	1'-2"	5"		14
A415	4	5'-3"	2	1'-2"	2'-4"	1'-2"	5"		14
A416	4	5'-1"	2	1'-2"	2'-2"	1'-2"	5"		14
A417	4	4'-11"	2	1'-2"	2'-0"	1'-2"	5"		13
A418	4	4'-6 1/2"	2	1'-2"	1'-7 1/2"	1'-2"	5"		12
A419	4	4'-2"	2	1'-2"	1'-3"	1'-2"	5"		11
A420	4	3'-9 1/2"	2	1'-2"	10 1/2"	1'-2"	5"		10
Total									37516

ESTIMATED QUANTITIES

ITEM	UNIT	TOTAL	DESCRIPTION
E-2	Cu.Yds.	* 250	Unclassified excavation
E-2	Cu.Yds.	* 775	Rock excavation
S-1	Cu.Yds.	555	Class "E" concrete, abutment
S-4	Lbs.	37,516	Reinforcing steel
S-14	Lin.Ft.	126	Railing (Type "A" Aluminum rail, supports and concrete parapet)
S-29	Cu.Yds.	127	Porous backfill
* To be final measured in field			

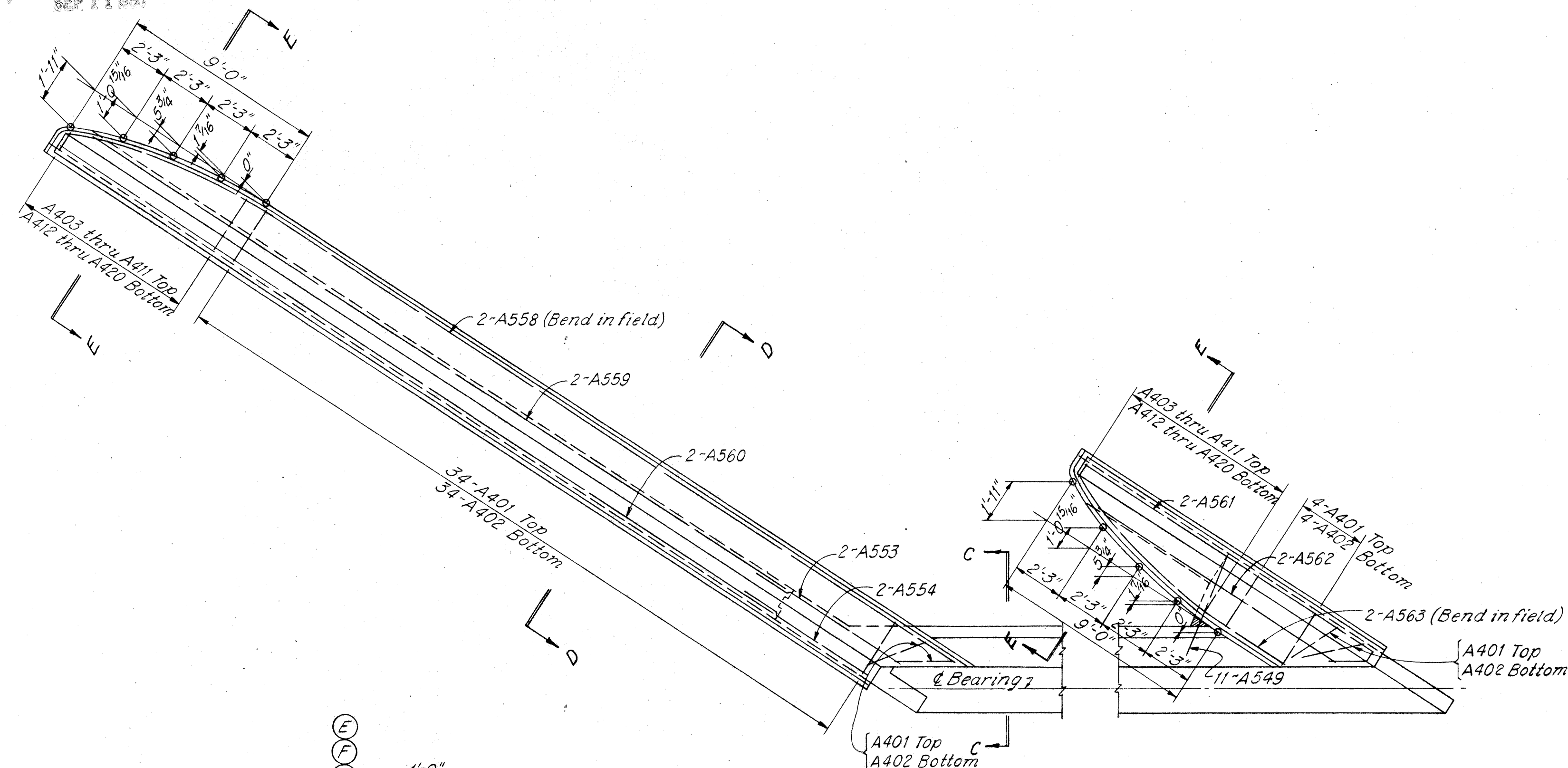
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION NO. 3

REINFORCING STEEL LIST
ESTIMATED QUANTITIES
BRIDGE NO. ASD-30-1283
U.S.R. 30 UNDER C.R. 62
ASHLAND COUNTY U.S.R. 30
STA. 677 + 46.62

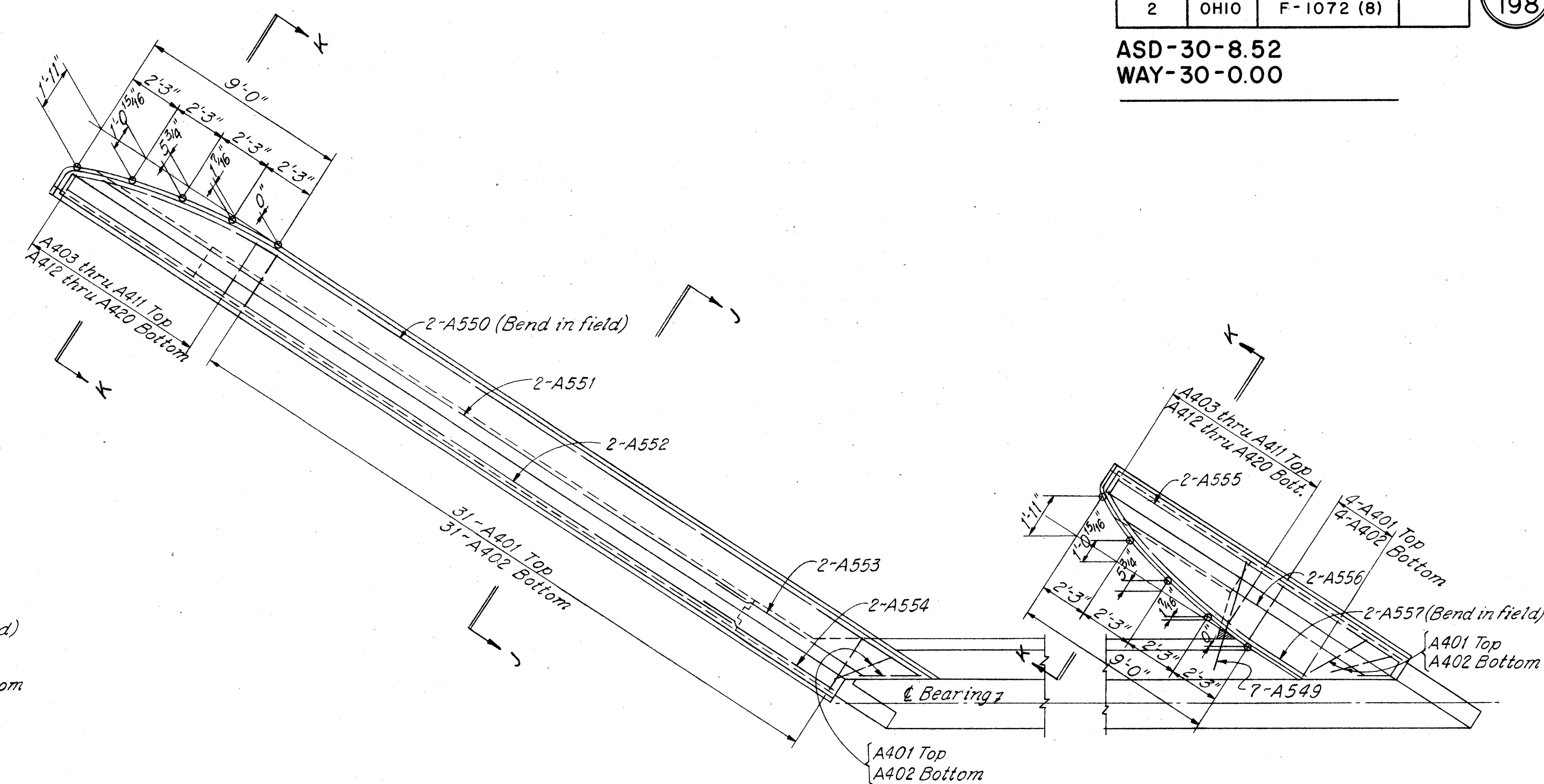
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEG	JEG	JEG	H.W.M.			

ASD/WAY-30-8.52/10.00

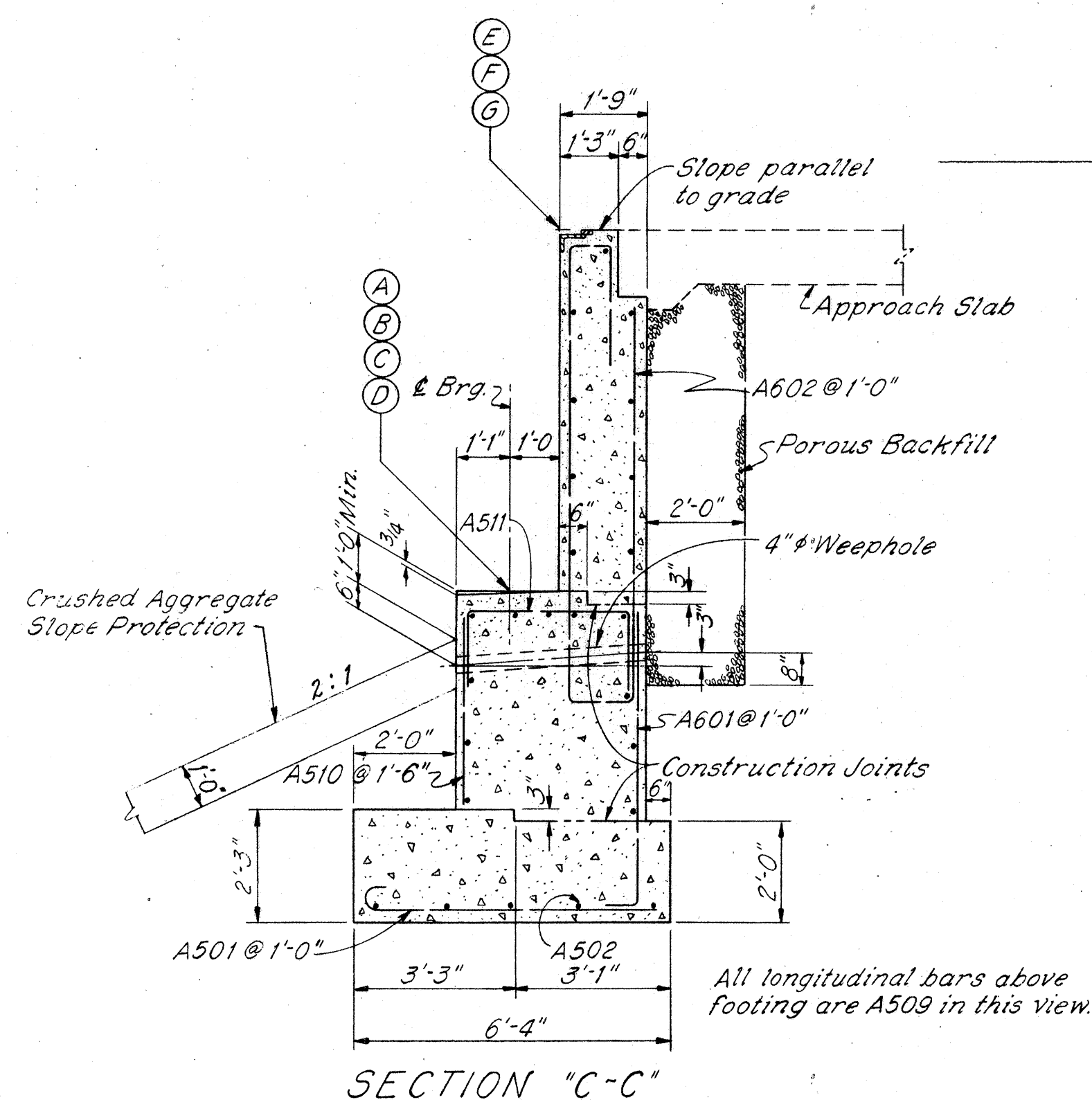
ASD-30-8.52
WAY-30-0.00



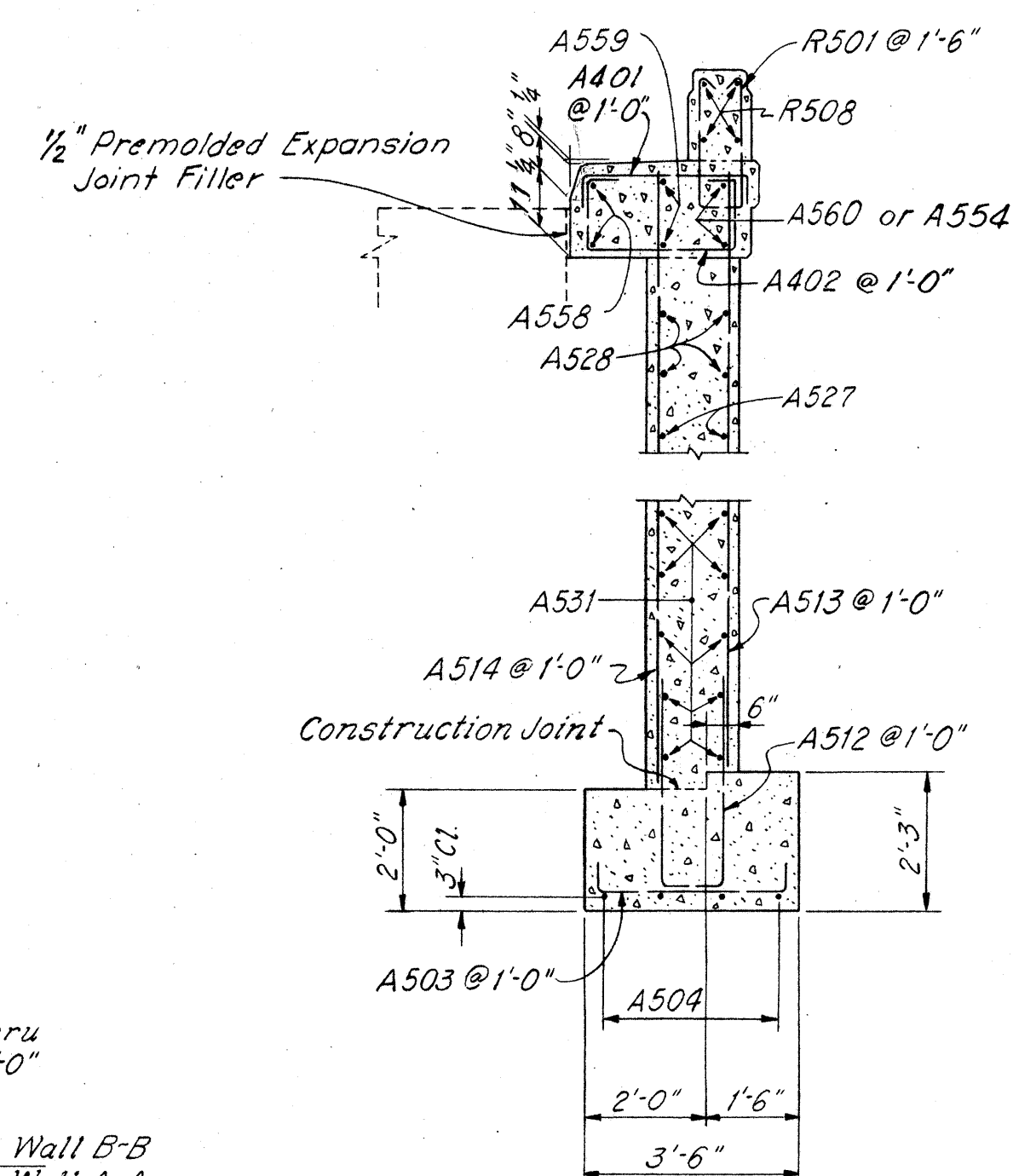
WINGWALL PLAN F_0 REAR ABUTMENT



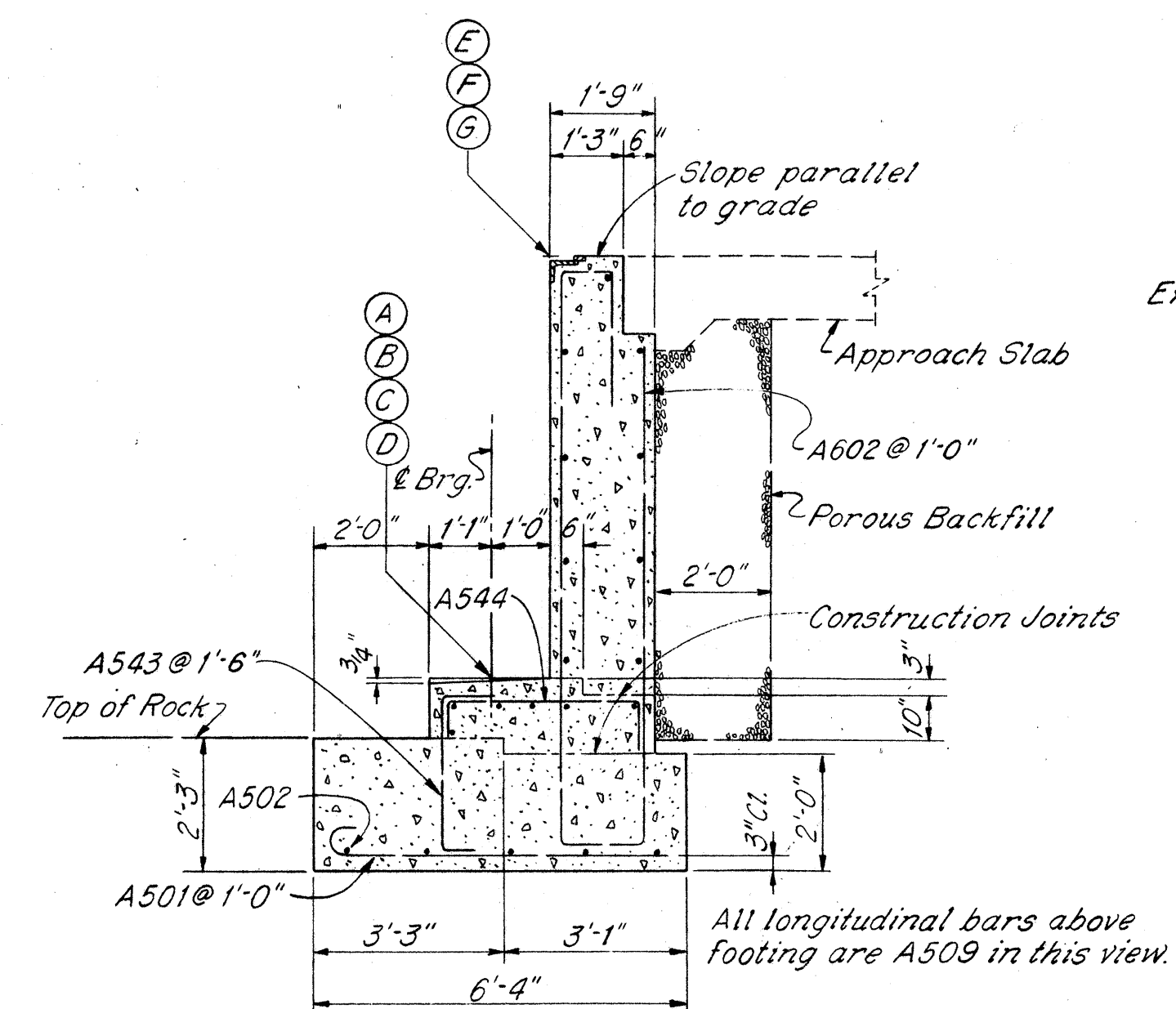
WINGWALL PLAN F_0R FORWARD ABUTMENT



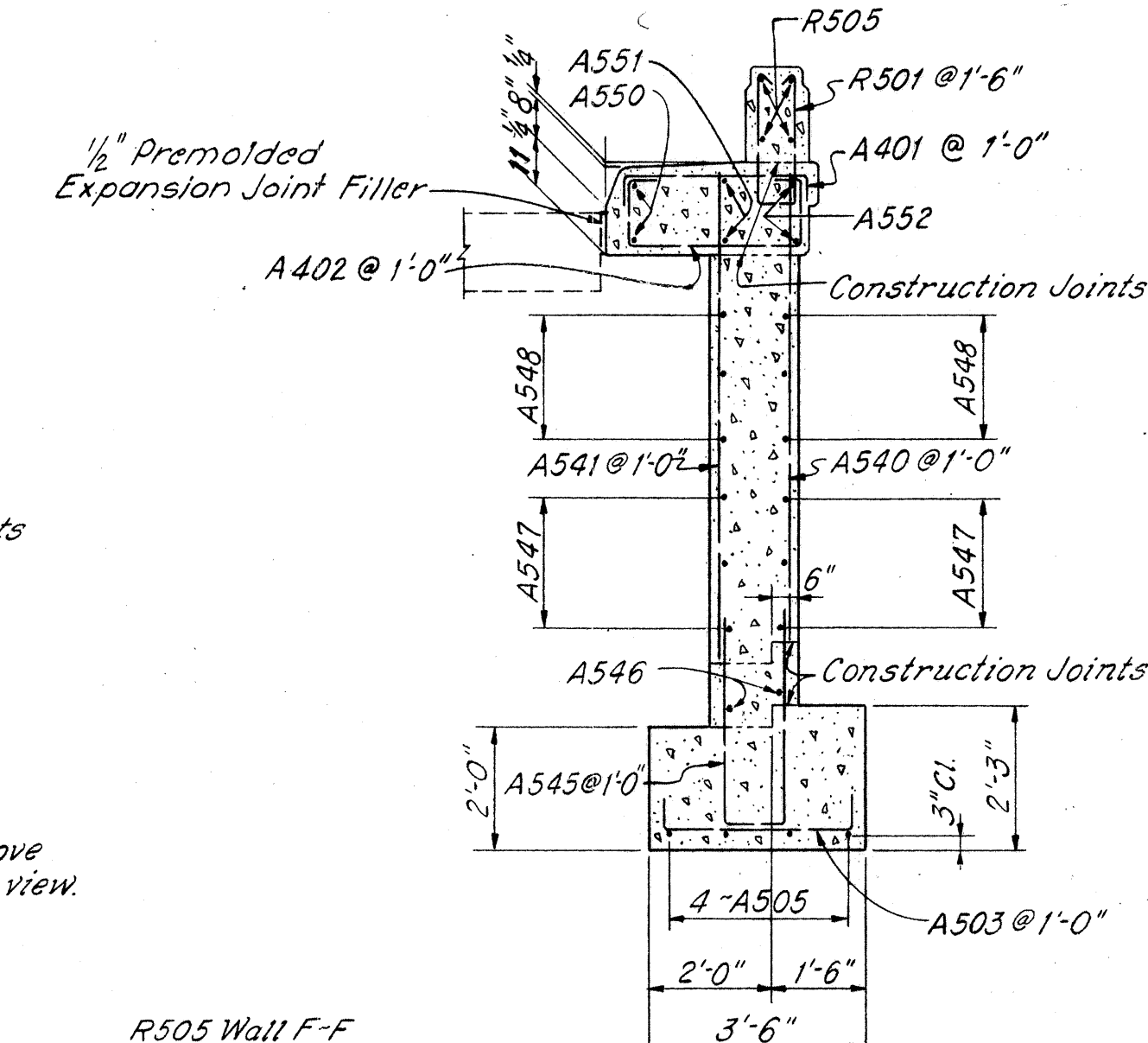
SECTION "C-C"



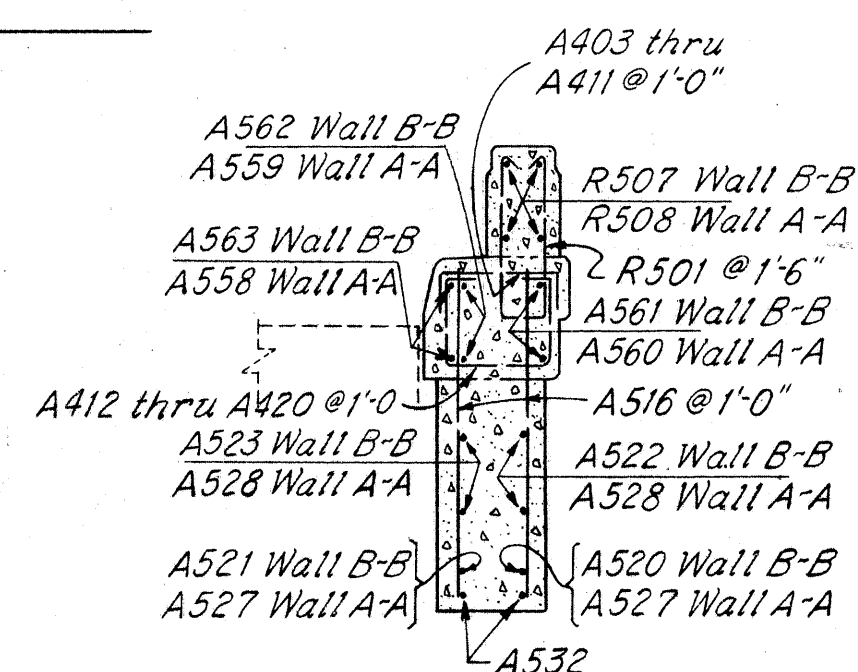
SECTION "D-D"



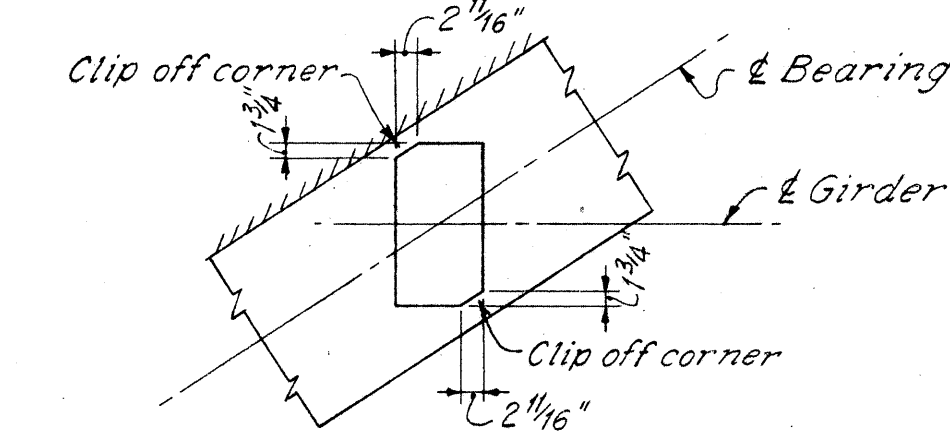
SECTION "H-H"



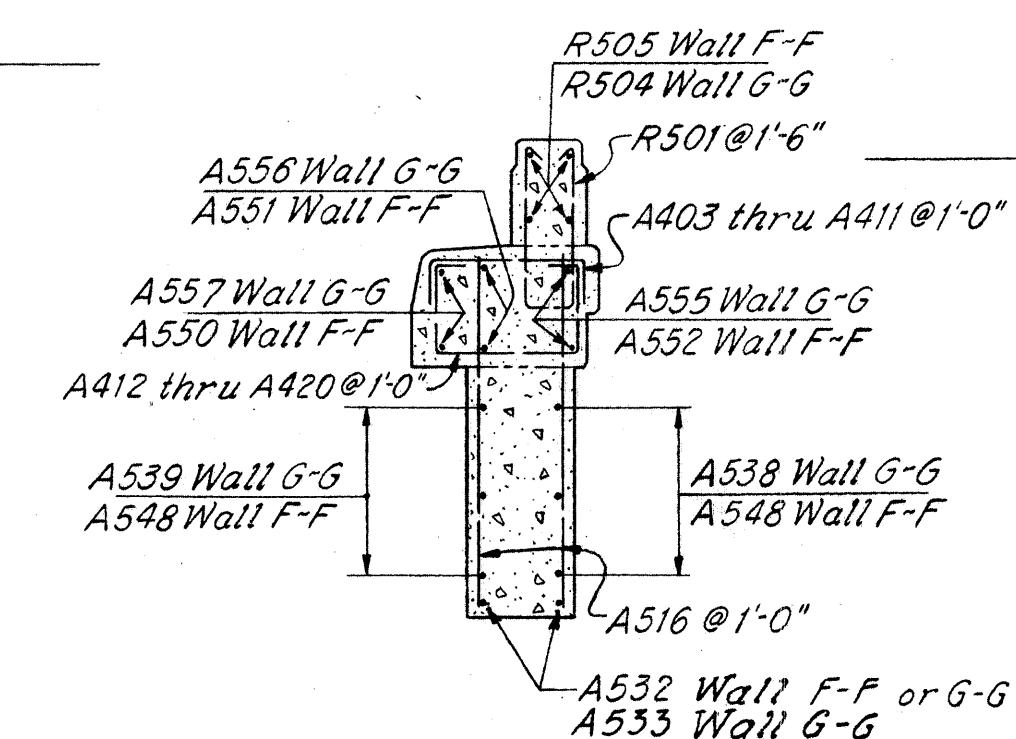
SECTION "J-J"



SECTION "E-E"



ABUTMENT BEARING PLATES



SECTION "K-K"

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

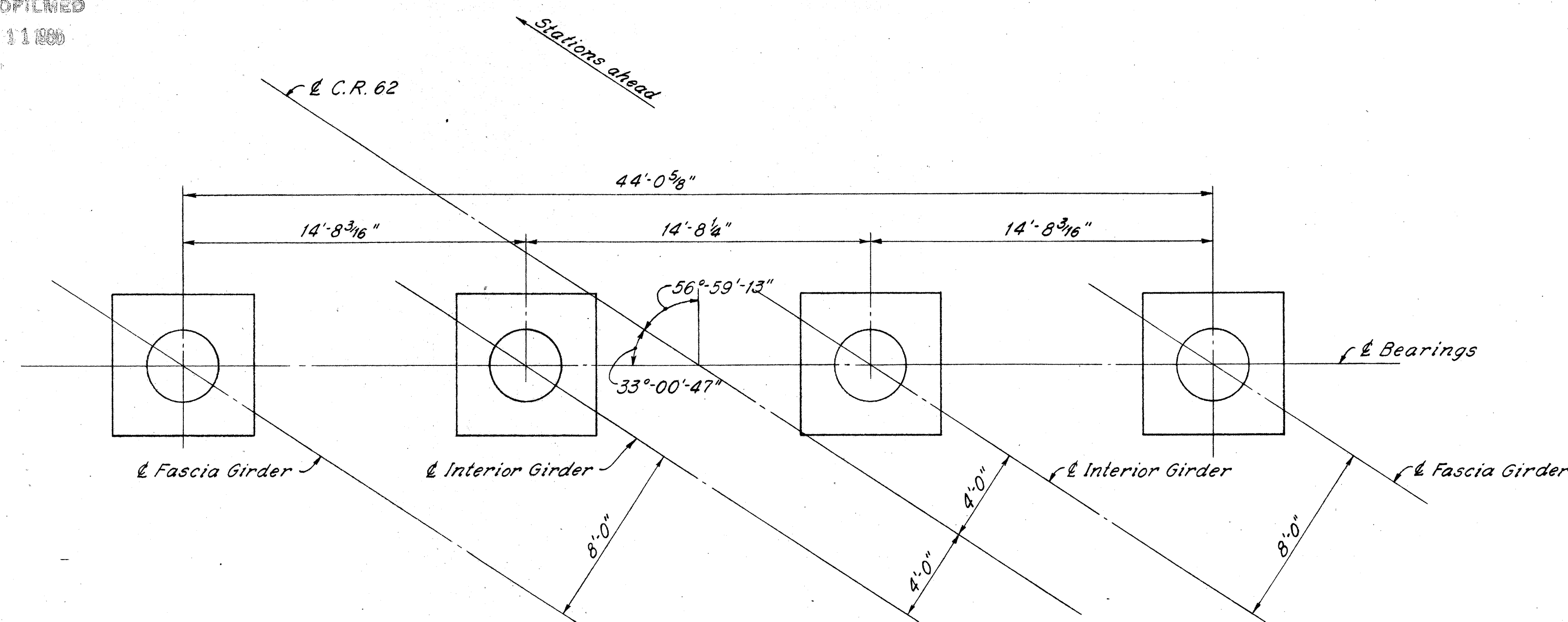
ABUTMENT DETAILS

BRIDGE NO. ASD-30-1283
U.S.R. 30 UNDER C.R. 62

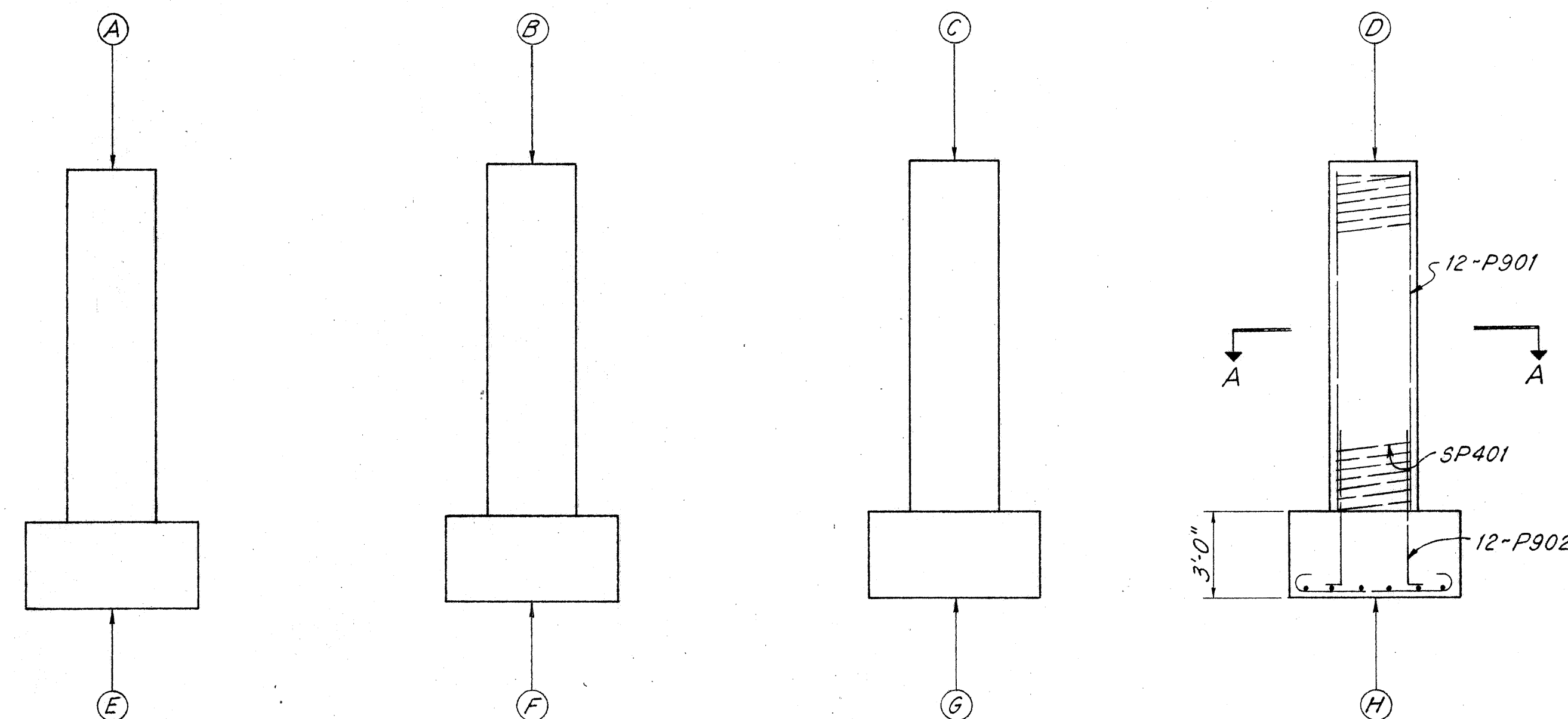
ASHLAND COUNTY U.S.R. 30
STA. 677 + 46.62

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVIS
RAK	JEG	UL				

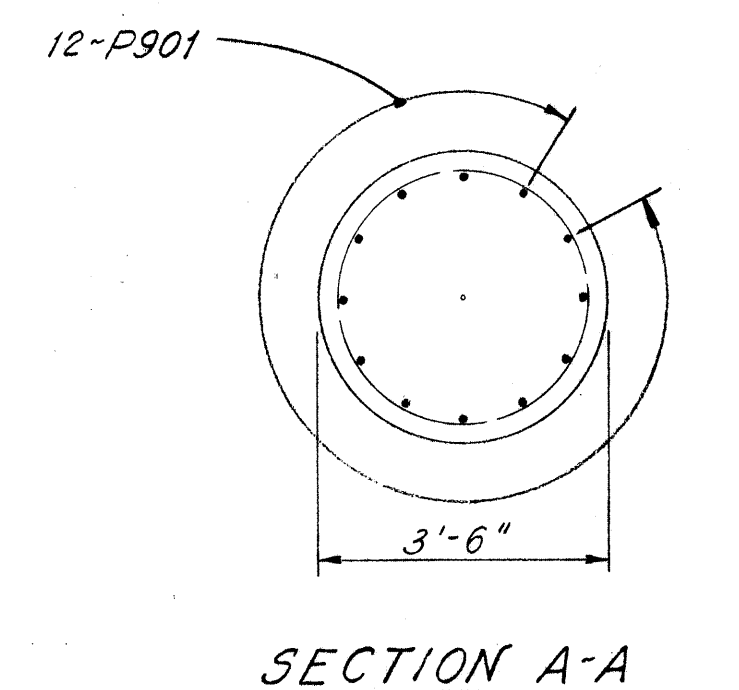
ASD-30-8.52
WAY-30-0.00



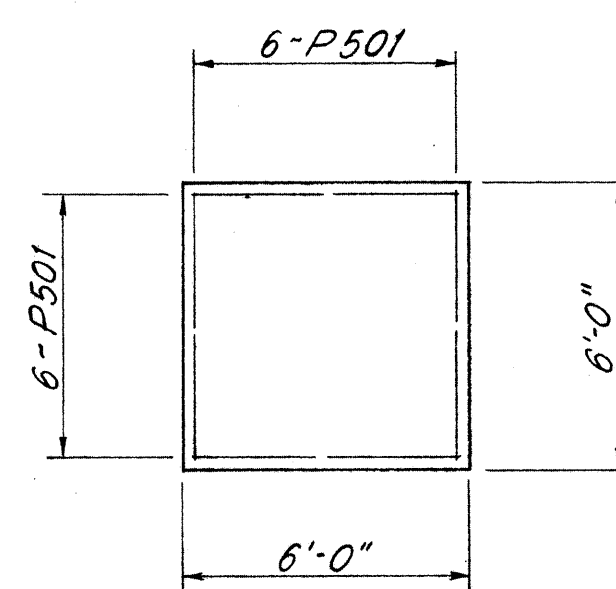
PLAN



ELEVATION



SECTION A-A



FOOTING PLAN

TABLE OF ELEVATIONS							
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
1115.653	1115.876	1115.975	1115.948	1100.40	1100.60	1100.70	1100.70

NOTES:

CONCRETE for pier columns shall be Class "C" and for pier footings shall be Class "E".

FOUNDATION BEARING PRESSURE: Footings are designed for a maximum bearing pressure of 5.4 tons per square foot.

GENERAL NOTES: See Sheet 170.

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

PIER
BRIDGE NO. ASD-30-1283
U.S.R. 30 UNDER C.R. 62
ASHLAND COUNTY U.S.R. 30
STA. 677 + 46.62

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK	RAK	UL				

SHAFER, PARRETT AND ASSOCIATES
Consulting Engineers
 MANSFIELD, OHIO.

SUPERSTRUCTURE - 1

BRIDGE NO. ASD-30-1283
U.S.R. 30 UNDER C.R. 62

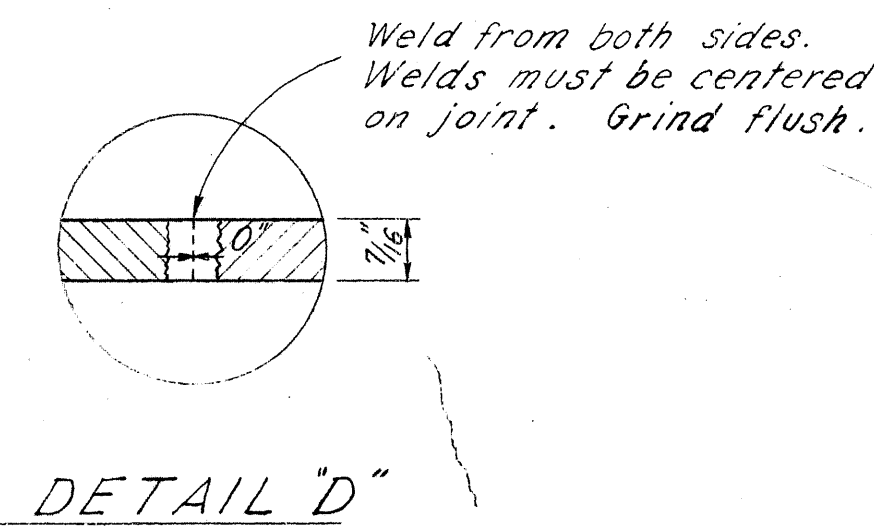
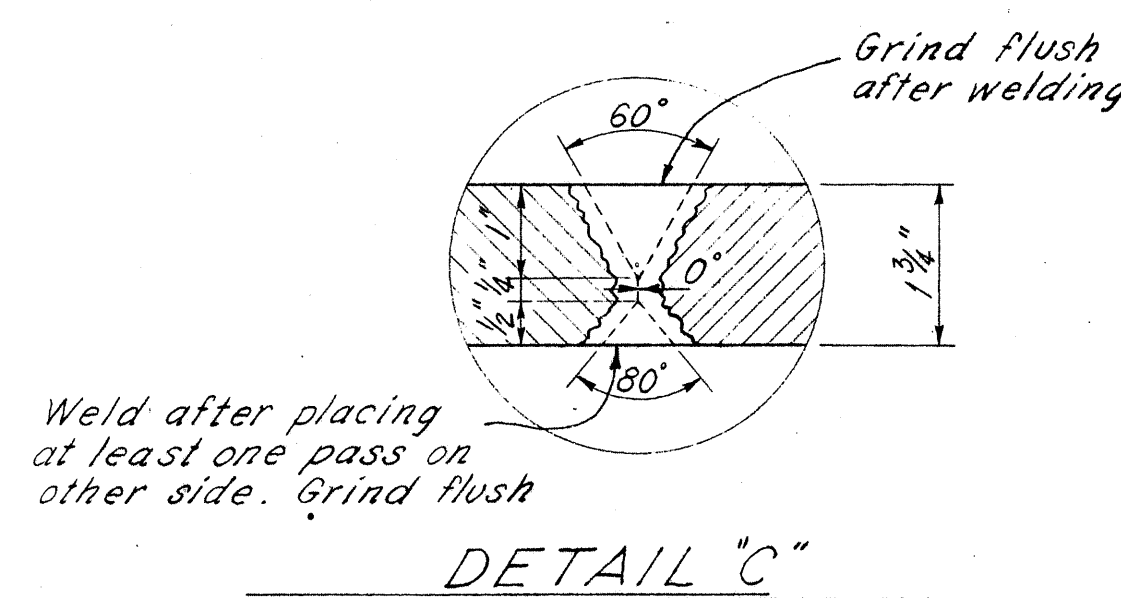
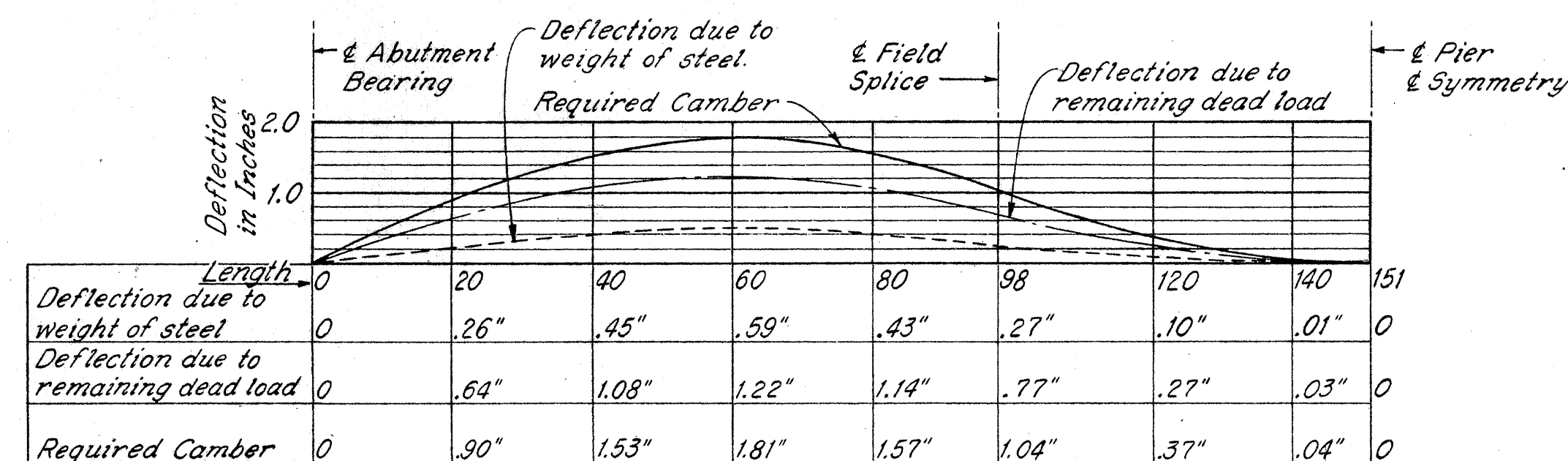
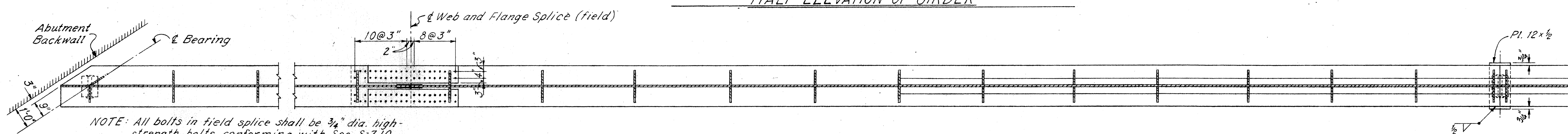
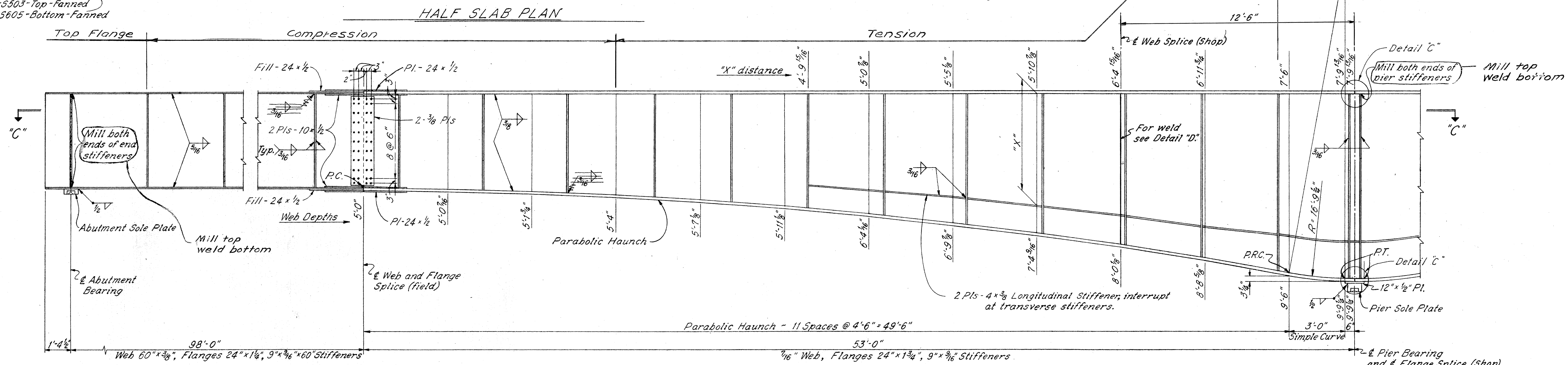
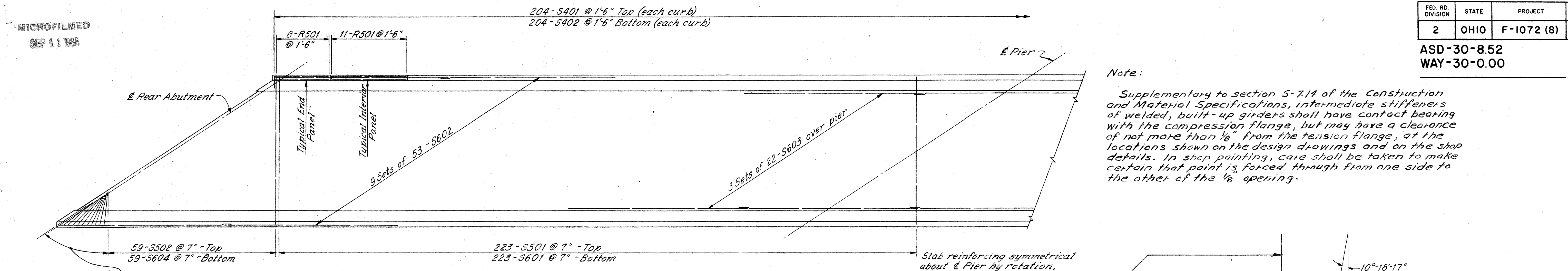
ASHLAND COUNTY **U.S.R. 30**

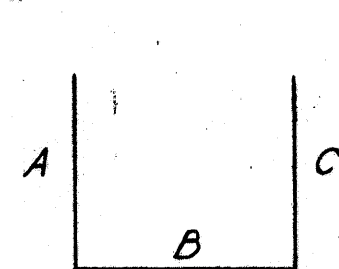
STA. 677 + 46.62

DESIGNED <i>RAK</i>	DRAWN <i>RAK</i>	TRACED <i>UL</i>	CHECKED	REVIEWED	DATE	REVISE <i>6-5-6</i>
------------------------	---------------------	---------------------	---------	----------	------	------------------------

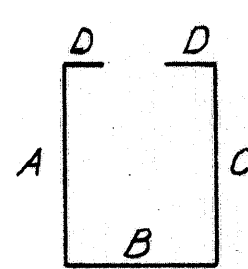
MICROFILMED
SEP 11 1986

ASD-30-8.52
WAY-30-0.00

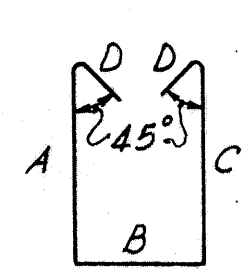




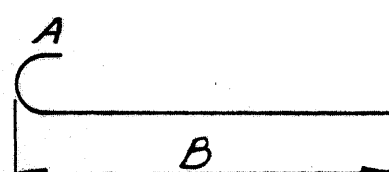
TYPE 1



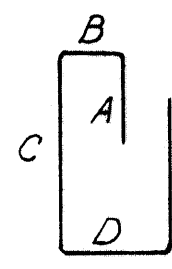
TYPE 2



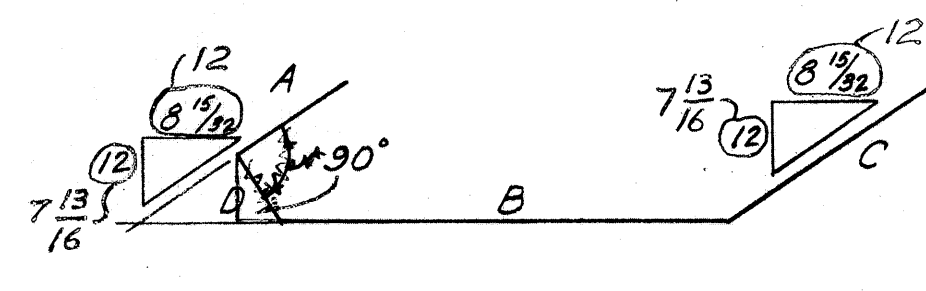
TYPE 3



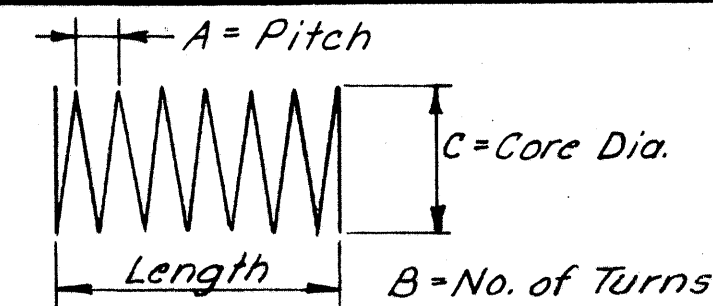
TYPE 4



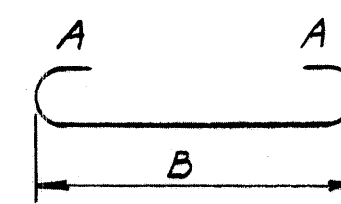
TYPE 5



TYPE 6



TYPE 7



TYPE 8

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

ASD-30-8.52
WAY-30-0.00177
198

ABUTMENTS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
R501	77	5'-10 9/16"	3	2'-3"	8"	2'-3"	5'-4"		462 (488)
R504	4	14'-5"	Str.						*
R505	4	34'-0"	Str.						*
R506	8	6'-5"	Str.						*
R507	4	15'-1"	Str.						*
R508	4	37'-9"	Str.						*
A401	81	(4'-2")	1	8"	2'-10"	8"			212 (229)
A402	81	5'-9"	2	1'-2"	2'-10"	1'-2"	5'-3 1/2"		311
A403	4	(4'-1 1/2")	1	8"	2'-9 1/2"	8"			11
A404	4	(4'-0 3/4")	1	8"	2'-8"	8"			11
A405	4	3'-10 7/8"	1	8"	2'-6"	8"			10
A406	4	3'-8 1/5"	1	8"	2'-4"	8"			10
A407	4	3'-6 3/3"	1	8"	2'-2"	8"			9
A408	4	3'-4 1/1"	1	8"	2'-0"	8"			9
A409	4	2'-11 1/2")	1	8"	1'-7 1/2"	8"			8
A410	4	2'-10 3/4"	1	8"	1'-5"	8"			7
A411	4	(2'-2 1/2")	1 1/2	8"	10 1/2"	8"			6
A412	4	5'-8 1/2"	2	1'-2"	2'-9 1/2"	1'-2"	5'-3 1/2"		15
A413	4	5'-7"	2	1'-2"	2'-8"	1'-2"	5'-3 1/2"		15
A414	4	5'-5"	2	1'-2"	2'-6"	1'-2"	5'-3 1/2"		14
A415	4	5'-3"	2	1'-2"	2'-4"	1'-2"	5'-3 1/2"		14
A416	4	5'-1"	2	1'-2"	2'-2"	1'-2"	5'-3 1/2"		14
A417	4	4'-11"	2	1'-2"	2'-0"	1'-2"	5'-3 1/2"		13
A418	4	4'-6 1/2"	2	1'-2"	1'-7 1/2"	1'-2"	5'-3 1/2"		12
A419	4	4'-2"	2	1'-2"	1'-3"	1'-2"	5'-3 1/2"		11
A420	4	3'-9 1/2"	2	1'-2"	10 1/2"	1'-2"	5'-3 1/2"		10
A501	104	6'-5"	4	7"	5'-10"				698
A502	20	29'-10"	Str.						622
A503	65	3'-11 (4'-2)	1	6"	3'-2"	6"			266 (282)
A504	4	40'-8"	Str.						170
A505	4	37'-1"	Str.						155
A506	4	15'-6"	Str.						65
A507	2	14'-8"	Str.						30
A508	14	5'-0"	Str.						73
A509	70	28'-2"	Str.	Bend 6 in field.					2056
A510	36	4'-2"	Str.						156
A511	60	6'-8 1/5"	1	1'-7"	3'-6"	1'-7"			402 (417)
A512	31	8'-1 1/4"	1	3'-7"	1'-2"	3'-10"			269 (278)
A513	36	12'-4"	Str.						463
A514	32	12'-7"	Str.						420
A515	4	10'-6"	Str.						44
A516	64	Varies	Str.	4'-0" to 7'-1"	Vary 8 each by 5"				370
A517	8	12'-0"	Str.						100
A518	8	10'-2"	Str.						85
A519	24	5'-1"	Str.						127
A520	4	(2)	6	1'-7"	(1)	0	6"		56 (70)

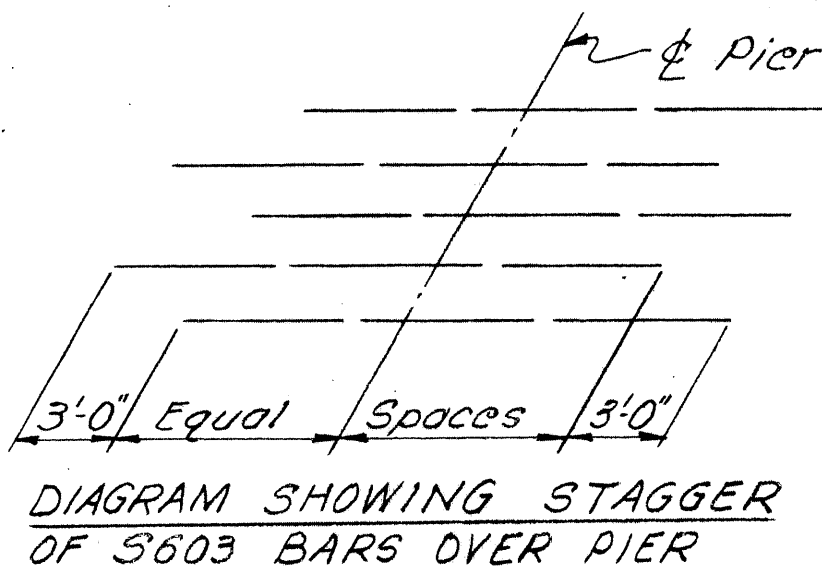
- ① 8'-3" to 14'-3" Vary 1 each by 2'-0"
② 10'-4" to 16'-4" Vary 1 each by 2'-0"
③ 7'-9" to 12'-7" Vary 1 each by 2'-5"
④ 9'-10" to 14'-8" Vary 1 each by 2'-5"

REPLACEMENT BARS

MARK	NUMBER	LENGTH
RE 400	1	5'-3"
RE 500	2	5'-7"
RE 600	3	5'-11"
RE 900	1	6'-10"

ABUTMENTS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
A521	4	Varies	Str.	1'-7" to 9'-1"	Vary each by 2'-6"				22
A522	2	17'-6"	6	1'-7"	15'-5"	0	6"		37
A523	2	9'-4"	Str.						19
A524	5	13'-6"	6	1'-7"	11'-5"	0	6"		70
A525	12	6'-10"	6	0	5'-3"	1'-7"			86
A526	18	4'-5"	Str.						83
A527	8	Varies	Str.	30'-6" to 36'-6"	Vary 2 each by 2'-0"				280 (559)
A528	4	38'-2"	Str.						159
A529	24	4'-0"	Str.						100
A530	6	10'-7"	6	0	9'-0"	1'-7"	0		66
A531	10	30'-0"	Str.						313
A532	6	9'-0"	Str.						56
A533	2	8'-0"	Str.						17
A534	8	8'-7"	Str.						72
A535	2	12'-9"	6	1'-7"	10'-8"	0	6"		27
A536	3	(4)	6	1'-7"	(3)	0	6"		38
A537	3	Varies	Str.	1'-8" to 9'-6"	Vary each by 3'-11"				18 (10)
A538	3	16'-10"	6	1'-7"	14'-9"	0	6"		53
A539	3	7'-6"	Str.						23
A540	40	7'-2"	Str.						299
A541	29	7'-7"	Str.						229 (224)
A542	6	6'-9"	Str.						42
A543	36	(4'-1) 3'-10"	1	11"	2'-8"	6"			144 (153)
A544	60	5'-3 1/10"	1	8"	3'-8"	11"			313 (329)
A545	29	10'-1 1/4"	1	4'-7"	1'-2"	4'-10"			313 (320)
A546	2	26'-4"	Str.						55
A547	6	Varies	Str.	26'-6" to 31'-6"	Vary 2 each by 2'-6"				182
A548	6	34'-0"	Str.						213
A549	18	4'-8"	Str.						88
A550	2	42'-0"	Str.	Bend in field.					88
A551	2	32'-3"	Str.						67
A552	2	34'-0"	Str.						71
A553	4	7'-0"	Str.						29
A554	4	6'-3"	Str.						26
A555	2	16'-6"	6	1'-7"	14'-5"	0	6"		34
A556	2	12'-3"	Str.						26
A557	2	11'-10"	Str.	Bend in field.					25
A558	2	45'-9"	Str.	Bend in field.					95
A559	2	36'-2"	Str.						75
A560	2	37'-9"	Str.						79
A561	2	17'-2"	6	1'-7"	15'-1"	0	6"		36
A562	2	12'-8"	Str.						26
A563	2	12'-6"	Str.	Bend in field.					26
A601	53	(7'-0") 6'-8"	1	6"	6'-6"	0			531 (557)
A602	106	(21'-5")	5	2'-3"	11"	3'-3"	1'-5"	7'-7"	3304 (3410)
		20'-9"							
Total									(16,258) 15,764



SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
R501	492	5'-10 9/16"	3	2'-3"	8"	2'-3"	5'-4"		2591 (2620)
R502	144	15'-4"	Str.						*
R503	16	11'-9"	Str.						*
S401	408	(4'-2) 3'-11"	1	8"	2'-10"	8"			1067 (1130)
S402	408	5'-9"	2	1'-2"	2'-10"	1'-2"	5'-3 1/2"		1567
S501	446	30'-2"	Str.						14033
S502	118	Varies	Str.	29'-10" to 7'-10 1/2"	Vary 2 each by 4 1/2"				2320
S503	22	7'-6"	Str.						172
S601	446	30'-2"	Str.						20208
S602	477	35'-6"	Str.						25434
S603	66	36'-7"	Str.						3627
S604	118	Varies	Str.	29'-10" to 7'-10 1/2"	Vary 2 each by 4 1/2"				3342
S605	22	7'-6"	Str.						248
Total									(74,715) 74,609

PIERS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
P501	48	6'-8"	3	7"	5'-6"				334 (337)
P901	48	12'-1"	Str.						1972
P902	48	6'-2 1/8"	1	1'-0 6/8"	5'-8"	0			1088 (1006)
SP401	4	12'-1"	7	4 1/2"	35	58"			1050 (1010)
Total									(4,326) 4,174

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 A1014 is a No. 10 size bar.

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to 2" below the lowest pier bridge seat.

The "No. of Turns" shown is the "Length" divided by the pitch, plus three 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 1/2 closed coils shall be provided at the ends of each spiral unit.

Four (4) steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lineal foot 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 0.68 lb. per lineal foot, will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

* - Included with railing for payment.

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

REINFORCING STEEL

BRIDGE NO. ASD - 30-1283

U.S.R. 30 UNDER C.R. 62

ASHLAND COUNTY

U.S.R. 30

STA. 677 + 46.62

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK	JEG	JEG				6-5-84