FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

1/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)(7.45)

US-38(5)

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

HUR-269-(6.40)(7.45)

GRADE SEPARATION WITH THE NORFOLK AND WESTERN RAILWAY CO. AND PENN CENTRAL COMPANY

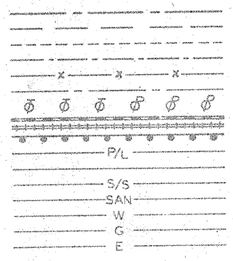
SANDUSKY COUNTY , CITY OF BELLEVUE, HURON COUNTY

DESIGN DESIGNATION

CURRENT (1964) ADT	= 4510
DESIGN YEAR (1986) ADT	= 7910
DHV	= 1191
D (DIRECTIONAL DISTRIBUTION)	= 50 %
T (PERCENT B & C TRUCKS)	= 10 %
V (DESIGN SPEED)	= 35 MPH

CONVENTIONAL SIGNS

COUNTY LINE
TOWNSHIP LINE
SECTION LINE
CORPORATION LINE
FENCE LINE
CENTER LINE
POLE LINE (TELEPHONE & POWER)
RAILROAD
GUARD RAIL
PROPERTY LINE
RIGHT OF WAY
EXISTING STORM SEWER
EXISTING SANITARY SEWER
EXISTING WATER LINE
EXISTING GAS LINE
EXISTING UNDERGROUND ELECTRIC



Sheet No. 37 revised 4-25-69 EBL

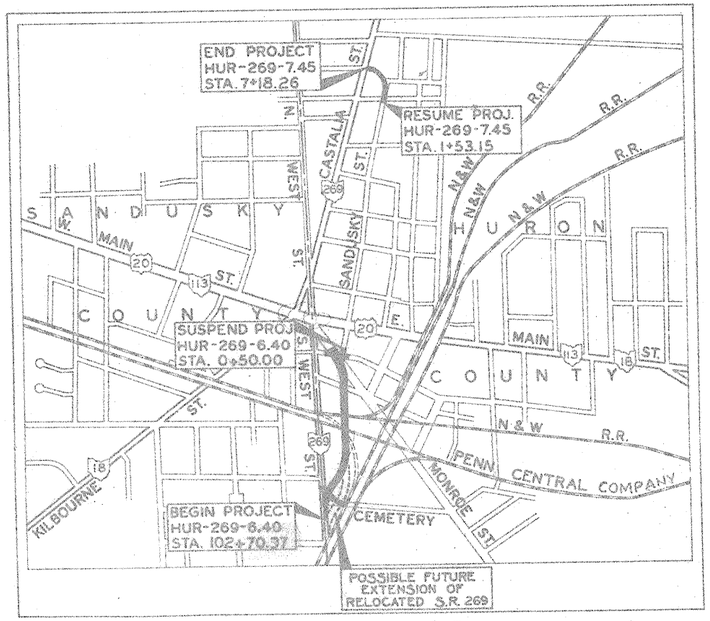
INDEX OF DRAWINGS

TITLE SHEET	1	SANDUSKY ST. EXT. PLAN	28
SCHEMATIC PLAN	2	SANDUSKY ST. EXT. PROFILE	29
GUARDRAIL DETAILS	3,4	SANDUSKY ST. EXT. CROSS SECTIONS	30-31
TYPICAL SECTIONS	5	STRUCTURE OVER 20 SPAN	32-43
MISCELLANEOUS DETAILS	6-8	APPROACH SLAB DETAILS	43A
GENERAL NOTES	9-10	CENTER LINE SURVEY PLAT	44
CALCULATIONS	11-12	PROPERTY MAP	45
GENERAL SUMMARY	13	SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED	46
PLAN SHEETS S.R. 269	14-18	RIGHT OF WAY SHEETS	47-53
PROFILES S R 269	19-21		
CROSS SECTIONS S R 269	22-27		

LINE DATA (SEE SHEET 2)

TOTAL LENGTH OF PROJECT	2845.08 LIN. FT. or 0.538 MILES
TOTAL LENGTH OF WORK	3,342.78 LIN. FT. or 0.633 MILES

FILE №	HURON COUNTY HUR-(6.40)(7.45)
	DATE OF LETTING
	CONTRACT №



LOCATION MAP

SCALE OF MILES
0 500 1000 1500

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS

SCALES

PLAN	0 20 40
PROFILE HORIZONTAL	0 50 100
PROFILE VERTICAL	0 5 10
CROSS SECTIONS	0 10 20
OTHER SHEETS AS SHOWN	

1969 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 REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC AS NOTED ON SHEET 9, DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN ON SHEET 2. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Lloyd A. Deatrick
DATE 12-27-68 DIRECTOR OF PUBLIC SERVICE, CITY OF BELLEVUE

APPROVED H. H. Reader
DATE 10-1-68 DIVISION DEPUTY DIRECTOR

APPROVED C. H. Abbruzzese
DATE 1-9-69 ENGINEER OF BRIDGES

APPROVED R. E. Gatlin
DATE 1-24-69 ENGINEER OF LOCATION AND DESIGN

APPROVED George J. Thomas
DATE 1-24-69 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED T. N. Borrard
DATE 1-28-69 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED Thomas M. Major
DATE 1-28-69 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED [illegible]
DATE 1-28-69 FIRST ASSISTANT DIRECTOR

APPROVED P. E. Hendricks
DATE 1-28-69 DIRECTOR OF HIGHWAYS

PLANS PREPARED BY

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-4	12-1-68	BP-3	12-1-68	HL-1	11-1-65	FACI-2	6-1-65
BP-5	6-1-65	MC-1	10-1-67	HL-2	11-1-65		
BP-6	6-1-65	MC-2	6-1-65	HL-3	11-1-65		
BP-7	1-1-66	MC-3	11-1-68	HL-4	1-1-66		
CB-2-2A&B	6-1-65	MC-4	6-1-65	BR-1-65 1OF2	11-24-65		
CB-3	6-1-65	MH-1	10-1-68	RB-1-55	2-2-59		
CB-3A	6-1-65	MH-1A	10-1-68	SD-1-65 1,2,3	11-8-65		
GR-2A	1-1-67	AS-1-67	1-11-68	FACI-1	9-15-67		

SUPPLEMENTAL SPECIFICATIONS

1001	1-1-69		
808	1-1-69		
825	1-1-69		
811	1-1-69		
816	1-1-69		

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER DATE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

1/55

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)(7.45)

DESIGN DESIGNATION

CURRENT (1964) ADT	= 4510
DESIGN YEAR (1986) ADT	= 7910
DHV	= 1191
D (DIRECTIONAL DISTRIBUTION)	= 50 %
T (PERCENT B & C TRUCKS)	= 10 %
V (DESIGN SPEED)	= 35 MPH

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

US-38(5)

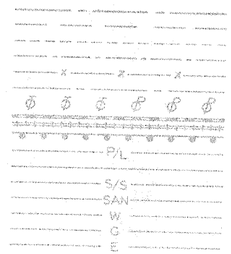
HUR-269-(6.40)(7.45)

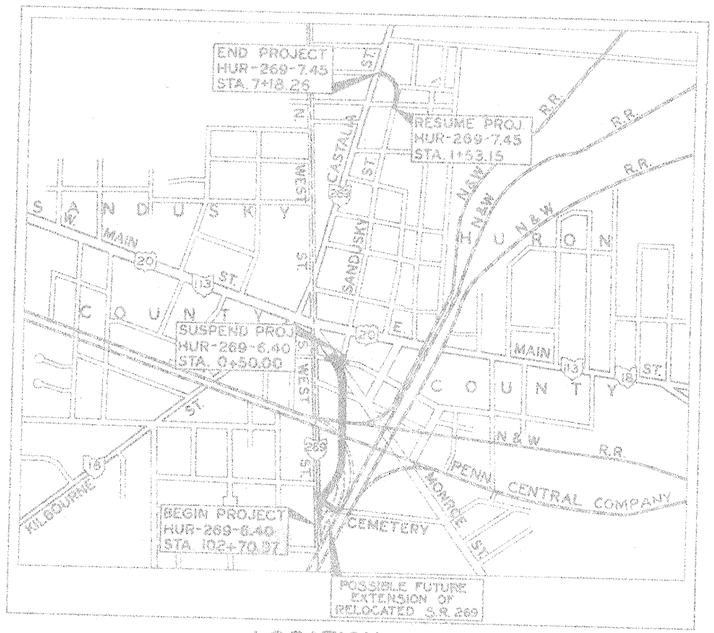
GRADE SEPARATION WITH THE NORFOLK AND WESTERN RAILWAY CO. AND PENN CENTRAL COMPANY

SANDUSKY COUNTY , CITY OF BELLEVUE, HURON COUNTY

CONVENTIONAL SIGNS

COUNTY LINE
TOWNSHIP LINE
SECTION LINE
CORPORATION LINE
FENCE LINE
CENTER LINE
POLE LINE (TELEPHONE & POWER)
RAILROAD
GUARD RAIL
PROPERTY LINE
RIGHT OF WAY
EXISTING STORM SEWER
EXISTING SANITARY SEWER
EXISTING WATER LINE
EXISTING GAS LINE
EXISTING UNDERGROUND ELECTRIC





LOCATION MAP

SCALE OF MILES
0 500 1000 1500

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS

SCALES

PLAN
PROFILE HORIZONTAL
PROFILE VERTICAL
CROSS SECTIONS
OTHER SHEETS AS SHOWN

INDEX OF DRAWINGS

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PROFILES S.R. 269	19-21		
CROSS SECTIONS S.R. 269	22-27		

LINE DATA (SEE SHEET 2)

TOTAL LENGTH OF PROJECT — 2645.06 LIN. FT. or 0.538 MILES
TOTAL LENGTH OF WORK — 3,342.78 LIN. FT. or 0.639 MILES

1989 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 REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC AS NOTED ON SHEET 9, DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN ON SHEET 2. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Lloyd A. Deitrick
DATE 12-22-69 DIRECTOR OF PUBLIC SERVICE, CITY OF BELLEVUE

APPROVED H. W. Kinder
DATE 12-1-69 DIVISION DEPUTY DIRECTOR

APPROVED C. H. Altenbern
DATE 1-2-69 ENGINEER OF BRIDGES

APPROVED R. E. Mutz
DATE 1-24-69 ENGINEER OF LOCATION AND DESIGN

APPROVED George J. Hommer
DATE 1-24-69 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED D. M. Conrad
DATE 1-28-69 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED Thomas W. Major
DATE 1-28-69 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED
DATE 1-28-69 FIRST ASSISTANT DIRECTOR

APPROVED
DATE 1-28-69 DIRECTOR OF HIGHWAYS

PLANS PREPARED BY

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-4	12-1-68	BP-3	12-1-65	HL-1	11-1-65	FAC-2	6-1-65		
BP-5	6-1-65	MC-1	10-1-67	HL-2	11-1-65				
BP-6	6-1-65	MC-2	6-1-65	HL-3	11-1-65				
BP-7	1-1-66	MC-3	11-1-68	HL-4	1-1-66				
CB-2.2A&B	6-1-65	MC-4	6-1-65	BR-1-65	1 OF 2	11-24-65			
CB-3	6-1-65	MH-1	9-1-68	RB-1-55	2-2-50				
CB-3A	6-1-65	MH-1A	9-1-68	SD-1-65	L23	11-5-65			
GR-2A	1-1-68	RS-1-62	1-1-68	FAC-1	2-15-67				

SUPPLEMENTAL SPECIFICATIONS

1001	1-1-69		
806	1-1-69		
525	1-1-69		
811	1-1-69		
816	1-1-69		

FILE Nº
HURON COUNTY HUR-(6.40)(7.45)
DATE OF LETTING
CONTRACT Nº

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
APPROVED

DIVISION ENGINEER — DATE

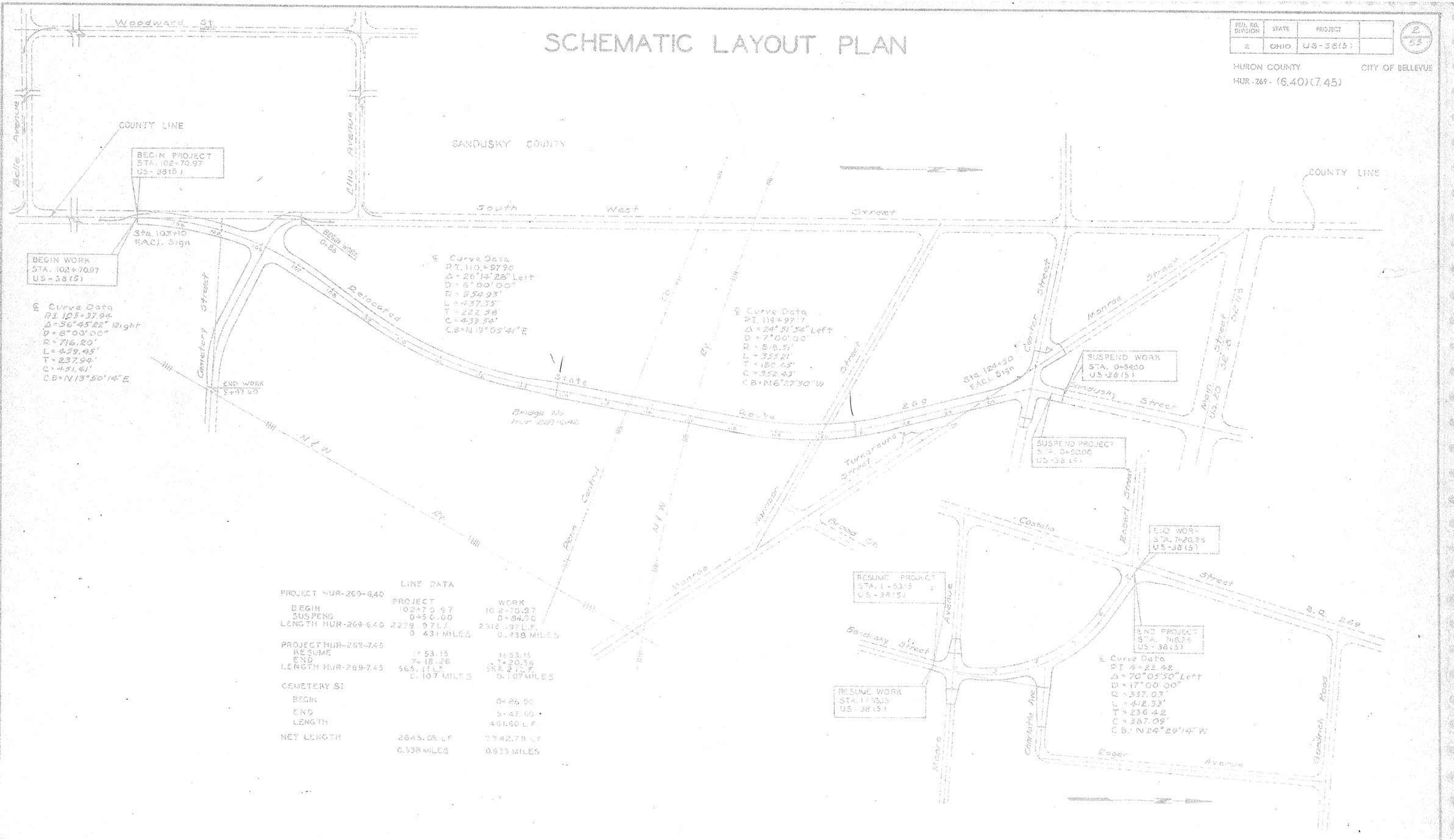
SCHEMATIC LAYOUT PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

2 / 53

HURON COUNTY CITY OF BELLEVUE

HUR-269-(6.40)(7.45)



LINE DATA

PROJECT HUR-269-6.40		
	PROJECT	WORK
BEGIN	102+70.97	102+70.97
SUSPEND	0+50.00	0+84.00
LENGTH HUR-269-6.40	2279.97 L.F.	2312.97 L.F.
	0.431 MILES	0.438 MILES
PROJECT HUR-269-7.45		
RESUME	1+53.15	1+53.15
END	7+18.26	7+20.36
LENGTH HUR-269-7.45	565.11 L.F.	562.21 L.F.
	0.107 MILES	0.107 MILES
CEMETERY ST		
BEGIN		0+26.00
END		5+47.60
LENGTH		461.60 L.F.
NET LENGTH	2845.08 L.F.	3342.78 L.F.
	0.538 MILES	0.633 MILES

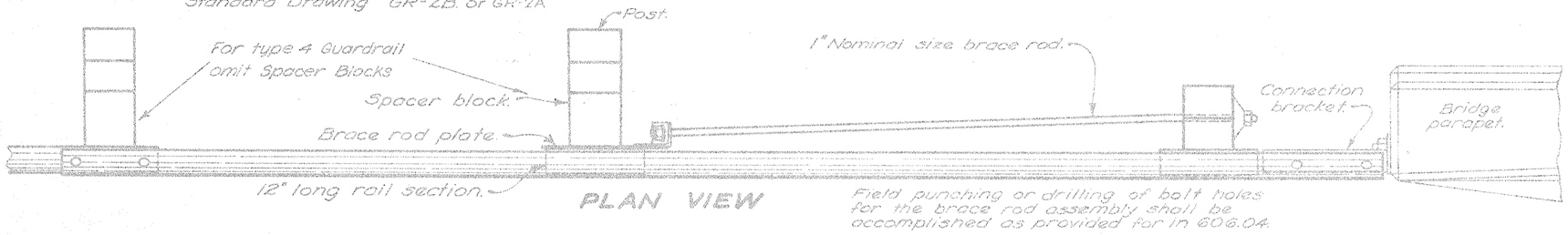
NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

SURV.	DES.	DRAWN	CHK.	DATE
RAM	RAM	DRS	RAM	8-27-1973

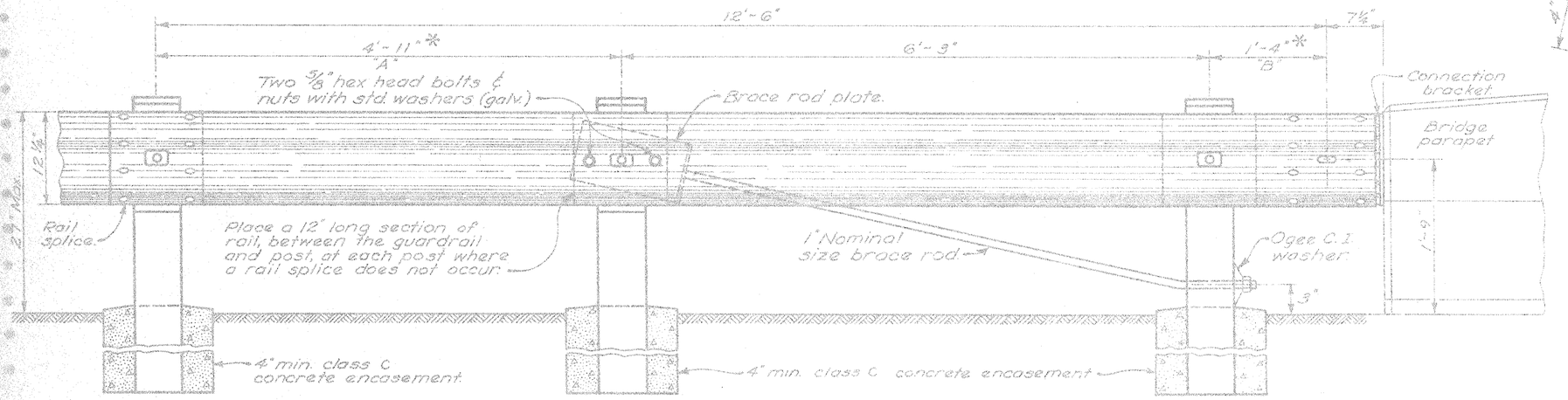
FED. RD. DIVISION	STATE	PROJECT		SHEET NO.	TOTAL SHEETS
2	OHIO			2	53

HUR-269-(6.40)(7.45)



PLAN VIEW

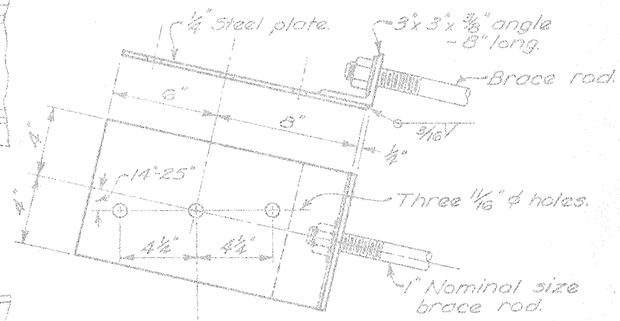
Field punching or drilling of bolt holes for the brace rod assembly shall be accomplished as provided for in 606.04.



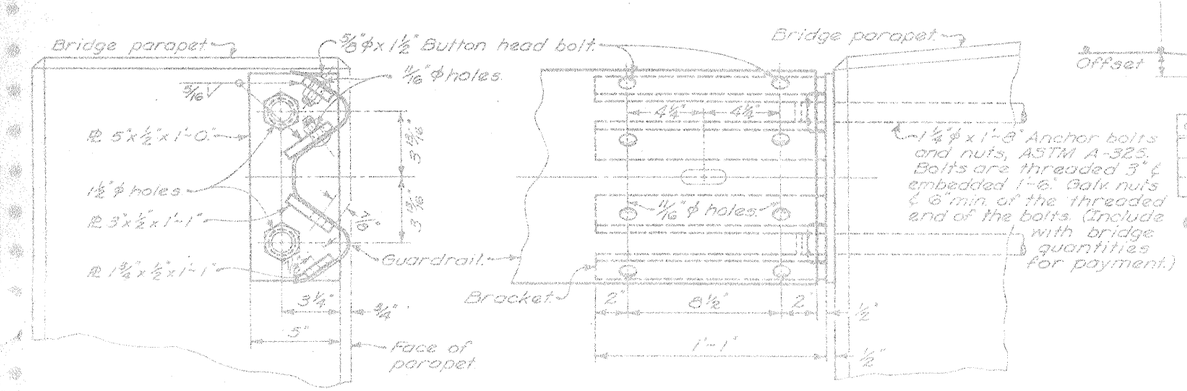
ELEVATION

GUARDRAIL TERMINAL AT BRIDGE

* Dimension "A" shall decrease as dimension "B" increases to accommodate interference by the bridge substructure.



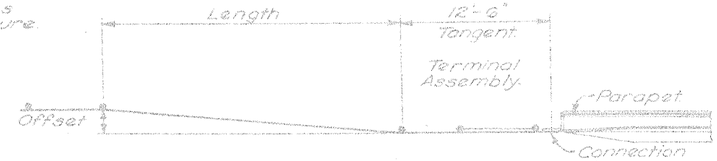
BRACE ROD PLATE



CONNECTION BRACKET DETAIL

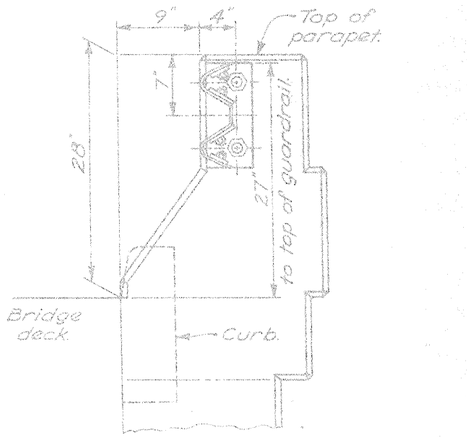
GUARDRAIL - BRIDGE CONNECTION

The connection bracket shall be galvanized after welding and shall be included with guardrail for payment.



Offset	Length	Offset	Length
1'-0"	25.00'	5'-0"	100.00'
2'-0"	50.00'	6'-0"	100.00'
4'-0"	100.00	7'-0"	100.00'

GUARDRAIL OFFSET DETAIL

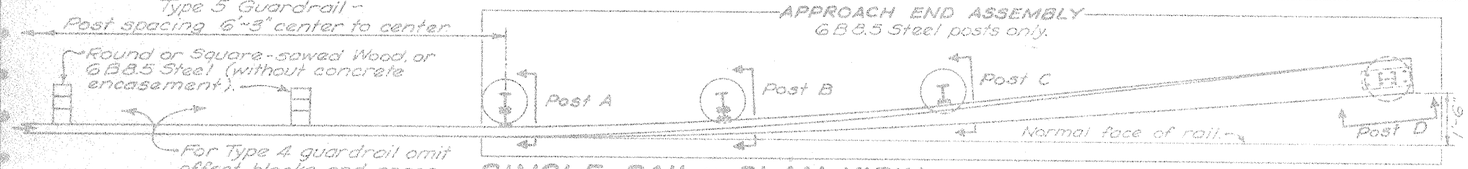


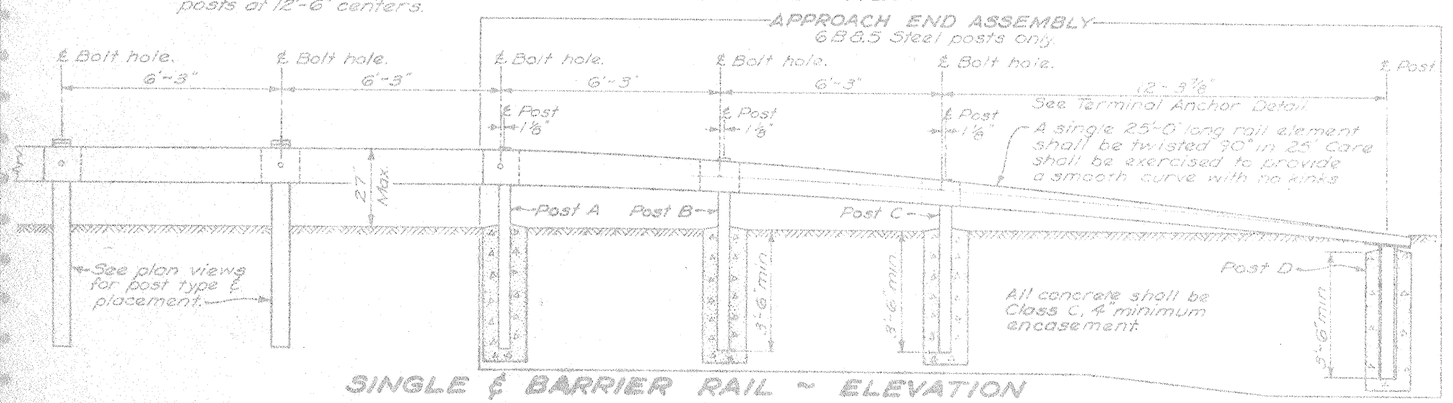
PARAPET APPROACH

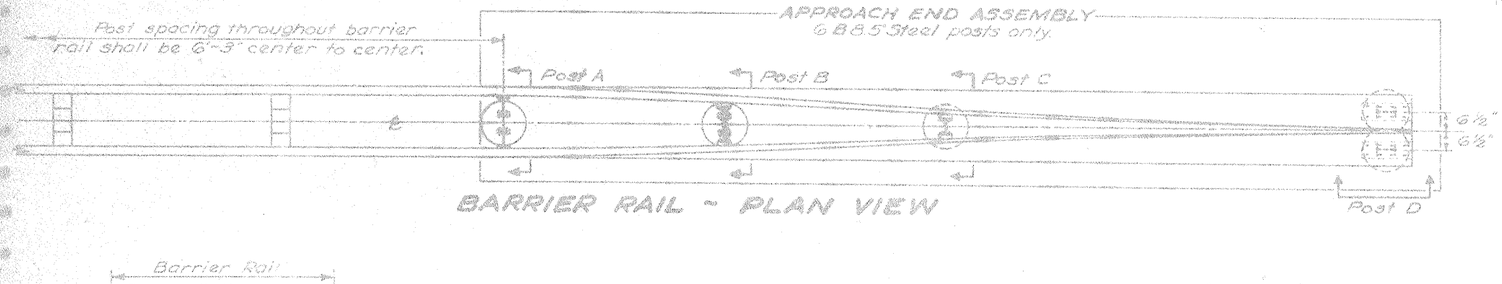
For unurbed approaches, guardrail shall be set 27" above ground line at face of rail. For curbed approaches guardrail shall be located 27" above gutter line and 9" behind the face of curb.

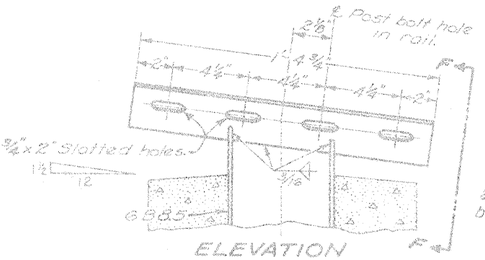
Rev. 7-10-98

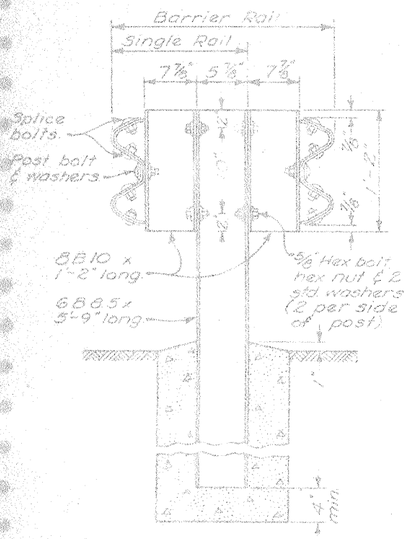
GR-3 BRIDGE TERMINAL ASSEMBLY

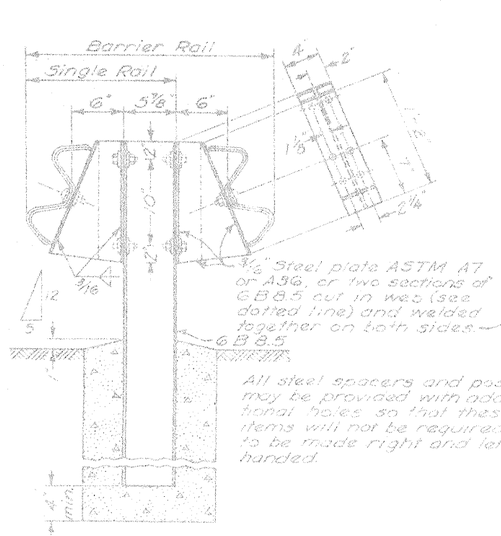


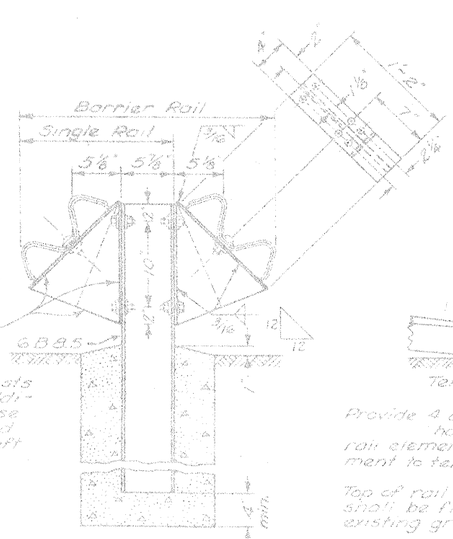


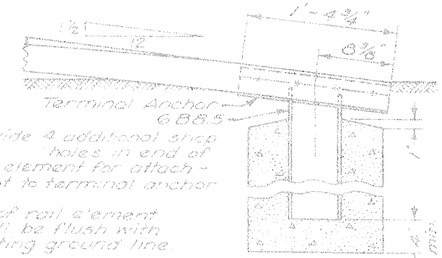












NOTES

For details not shown, see Standard Drawings GR-2A and GR-2B.

All steel parts shall be galvanized in accordance with ASTM A123, A153 or A525, whichever may apply.

This drawing shall govern where a conflict arises.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HURON COUNTY.

HUR-269-(6.40)(7.45)

4 / 33

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (5.40) (7.45)

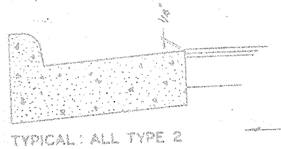
TYPICAL SECTIONS

TYPE 404

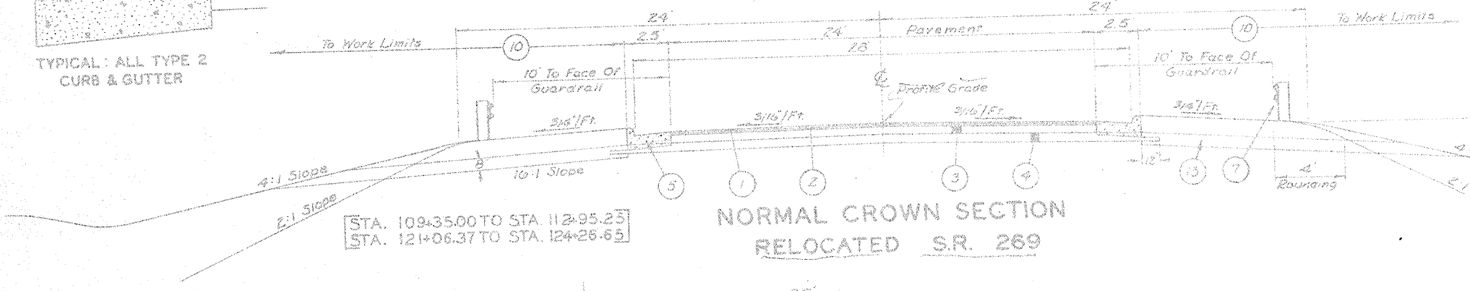
NOTE: Typical Sections Show General Features Only. For Detail, See Plan Detail Sheets and Cross Sections.

Details of Shoulders, Slopes and Ditches Not Shown Are To Conform With Standard Drawing MC-1 Unless Otherwise Shown Here Or On Cross Sections.

When New Walk Is Placed Across New Or Existing Driveways, The Thickness Of The Walk Shall Be Increased To 7".

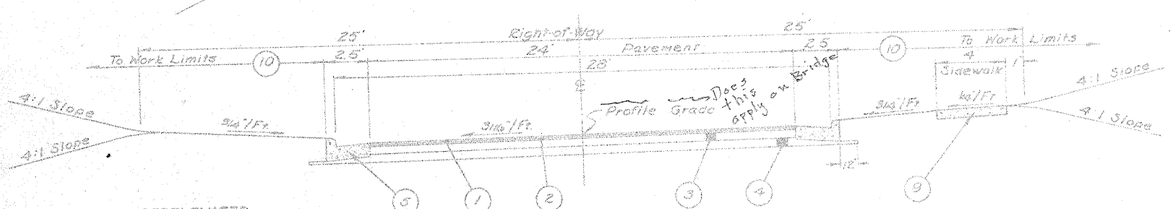


TYPICAL: ALL TYPE 2 CURB & GUTTER



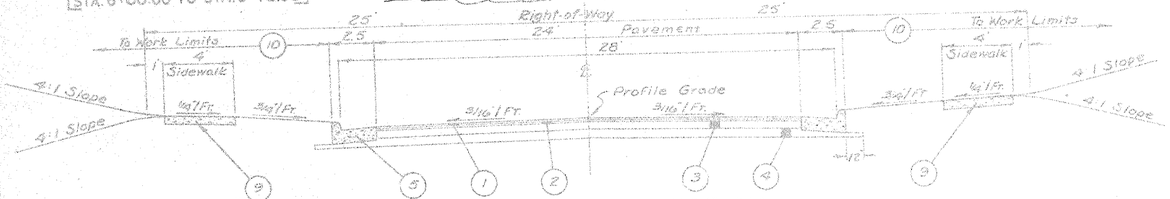
STA. 109+35.00 TO STA. 112+95.25
STA. 121+06.37 TO STA. 124+26.65

NORMAL CROWN SECTION
RELOCATED S.R. 269



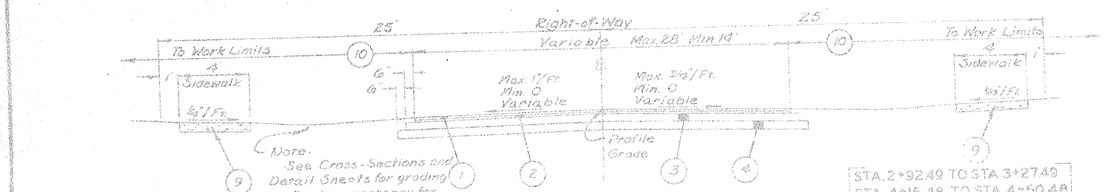
SUPERELEVATED
STA. 3+00.00 TO STA. 6+00.00
TRANSITION
STA. 2+25.00 TO STA. 3+00.00
STA. 6+00.00 TO STA. 6+75.00

SUPERELEVATED SECTION ? Rotate about Ctr
SANDUSKY STREET EXTENSION



STA. 1+53.15 TO STA. 2+25.00
STA. 6+75.00 TO STA. 7+20.50

NORMAL CROWN SECTION
SANDUSKY STREET EXTENSION & CENTER STREET



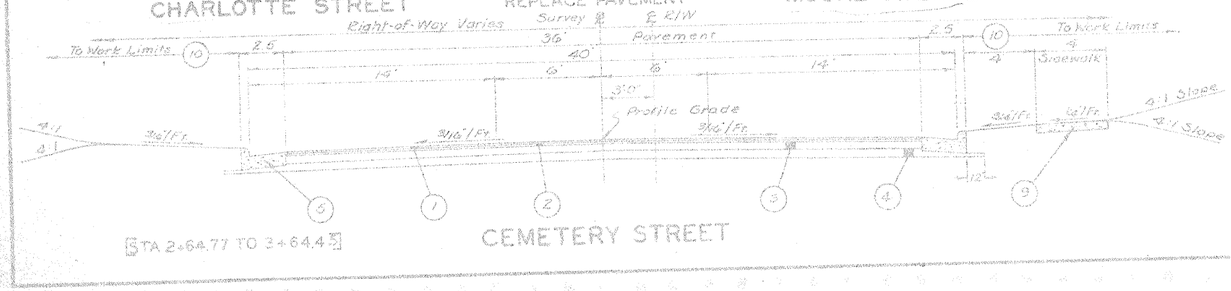
STA. 0+81.06 TO STA. 1+51.06

CHARLOTTE STREET

TRANSITION SECTION
REPLACE PAVEMENT

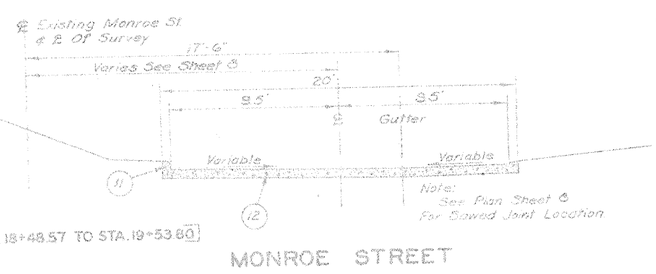
STA. 2+92.49 TO STA 3+27.49
STA. 4+15.48 TO STA. 4+50.48

MOORE AVENUE



STA. 2+64.77 TO 3+64.45

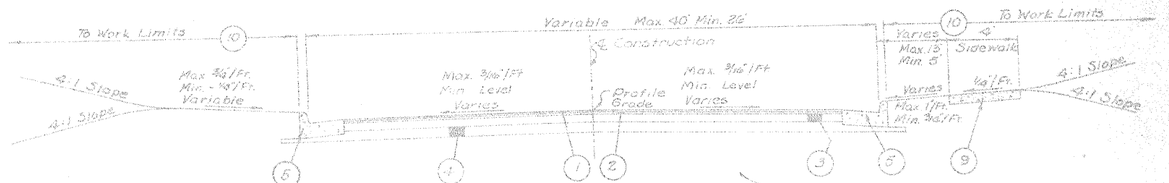
CEMETERY STREET



Note: See Plan Sheet 6 For Sawed Joint Location

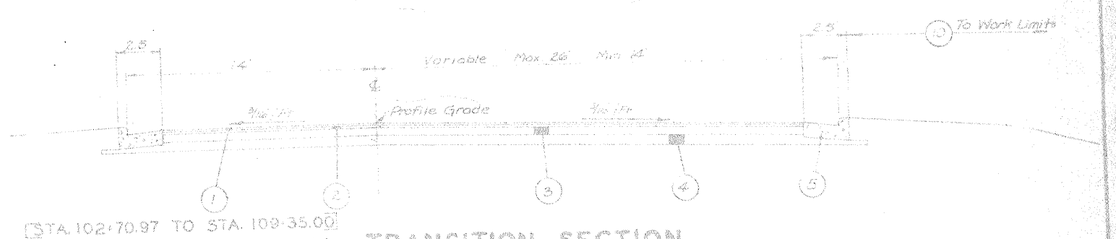
STA. 18+48.57 TO STA. 19+53.80

MONROE STREET



STA. 3+64.45 TO STA. 5+14.22

TRANSITION SECTION
CEMETERY STREET



STA. 102+70.97 TO STA. 109+35.00

TRANSITION SECTION
RELOCATED S.R. 269
Not on bridge (14'-12")

LEGEND

ITEM	DESCRIPTION
1	404 1½" Asphalt Concrete (70-85)
2	402 1½" Asphalt Concrete (70-85)
3	301 5" Bituminous Aggregate Base (1 Course): 702.01 (65-100) or 702.09 RT-11 or 12
4	310 Subbase, 6" Thick or as Shown
5	609 Combination Curb and Gutter Standard Type 2
6	609 Standard Type 6 Concrete Curb
7	606 Guardrail Type 4
8	407 Tack Coat - 0.10 Gal per S.Y., 702.04, MS-2 or RS-1; 702.02, RC-70 or RC-250
9	608 4" Concrete Sidewalk
10	659 Seeding and Mulching (See General Notes)
11	609 Standard Type 2-4 Concrete Curb
12	452 8" Plain Portland Cement Concrete Pavement
13	605 Aggregate Drains (See General Notes)

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DES.	DET.	CHKD.	DATE	ITEM
SM		DPE	1-13-68	04, 47

TYPICAL SECTIONS

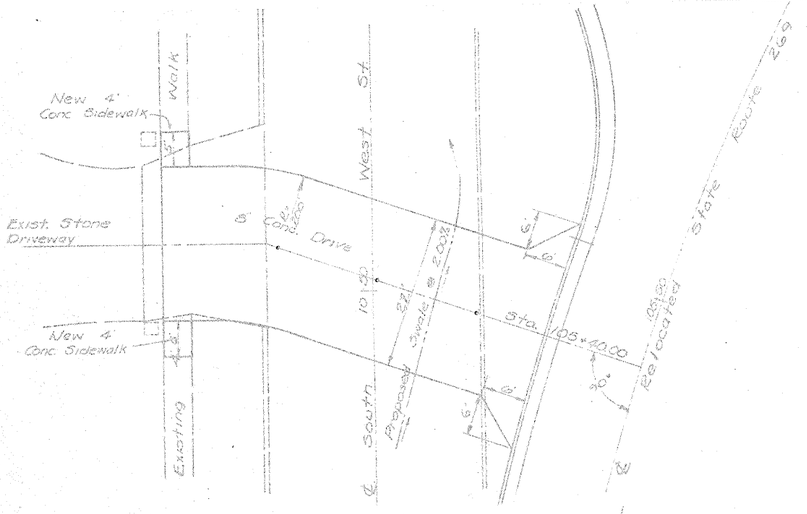
DRIVE AND MISCELLANEOUS DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(S)	

6 / 55

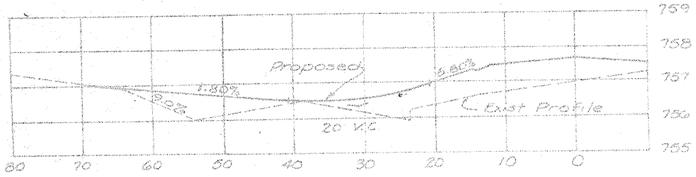
HURON COUNTY — CITY OF BELLEVUE

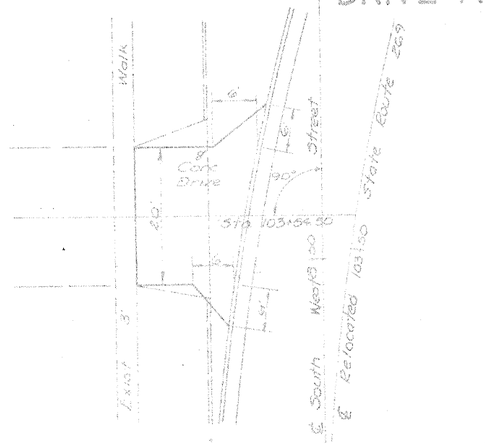
HUR-269-(6.40)(7.45)



RELOCATED STATE ROUTE 269

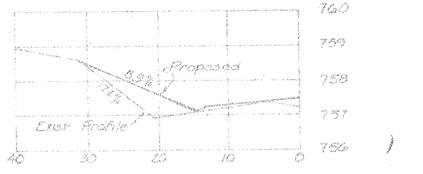
DRIVE AT STA. 105+40



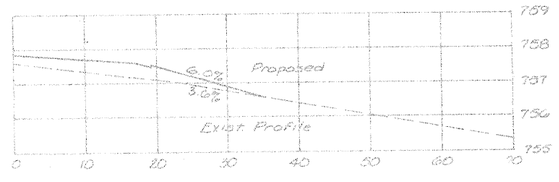


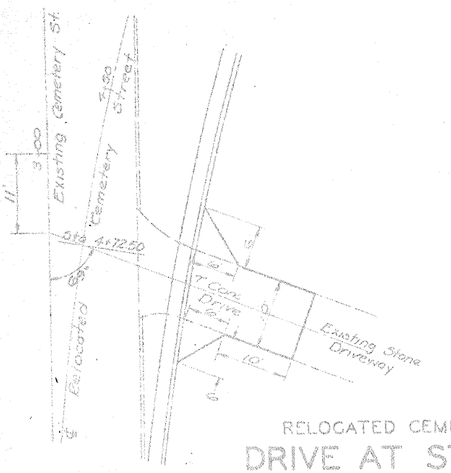
RELOCATED STATE ROUTE 269

DRIVE AT STA. 103+54.50



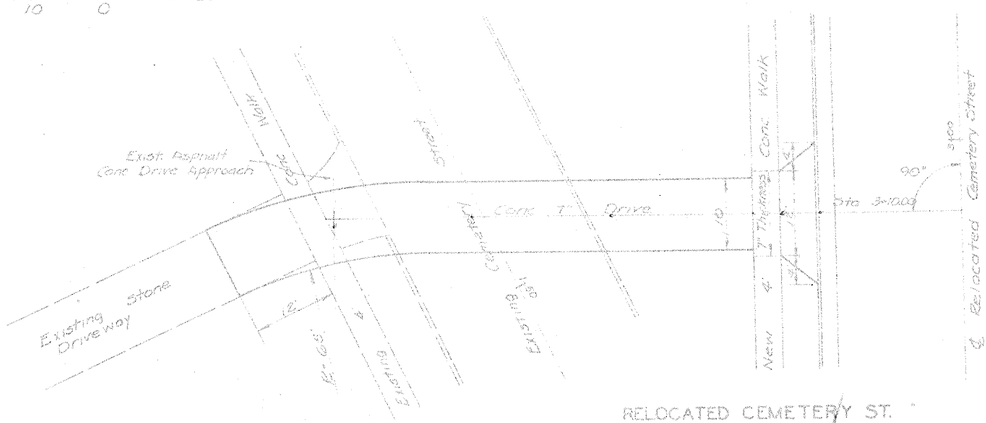






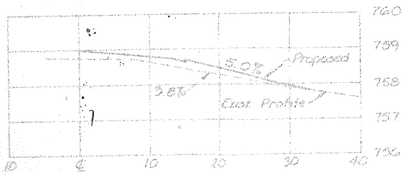
RELOCATED CEMETERY ST.

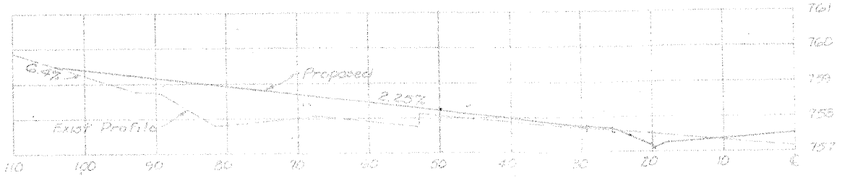
DRIVE AT STA. 4+72.50



RELOCATED CEMETERY ST.

DRIVE AT STA. 3+10.00





Note
See Sheet 8 for Quantity Tabulation.

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DESIGN	CKD	DRAWN	CKD	DATE	DATE
ESM		RAM		8-13-68	None

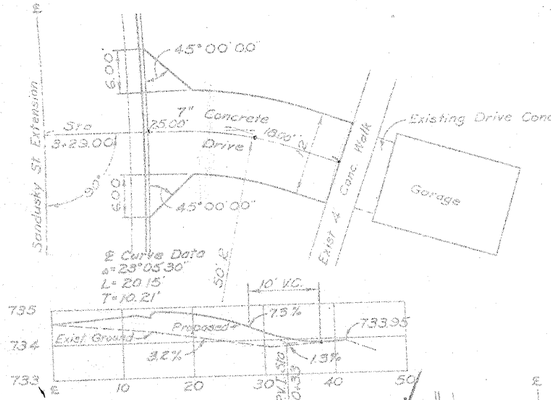
DRIVE AND MISCELLANEOUS DETAIL

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-33(5)	

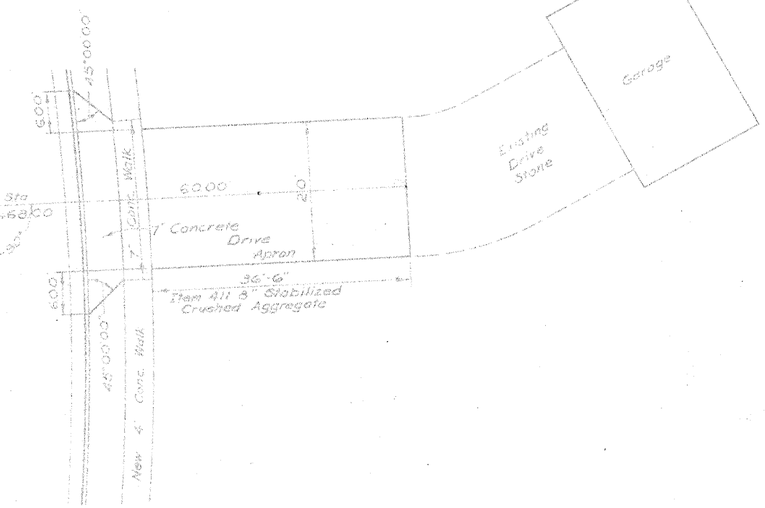
HURON COUNTY — CITY OF BELLEVUE

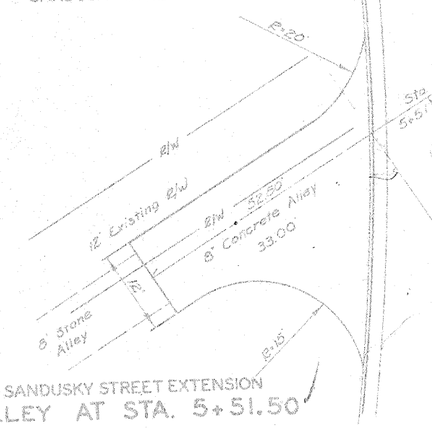
HUR-269 (8.40) (7.45)

DRIVE AND MISCELLANEOUS DETAILS

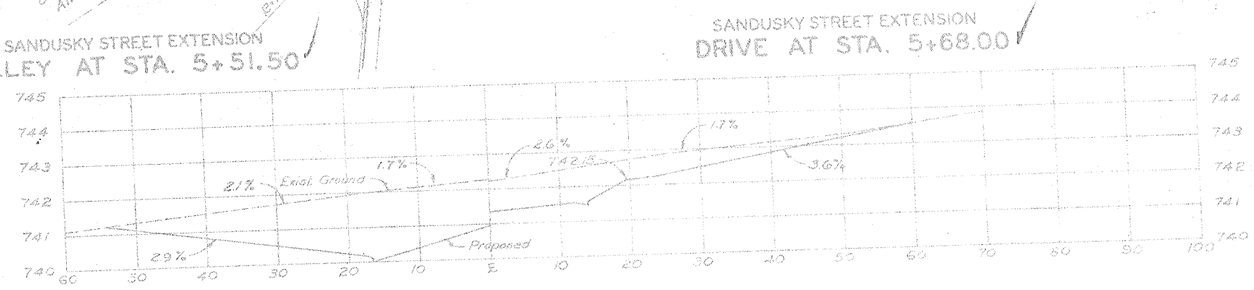


DRIVE AT STA. 3+29.00
SANDUSKY STREET EXTENSION

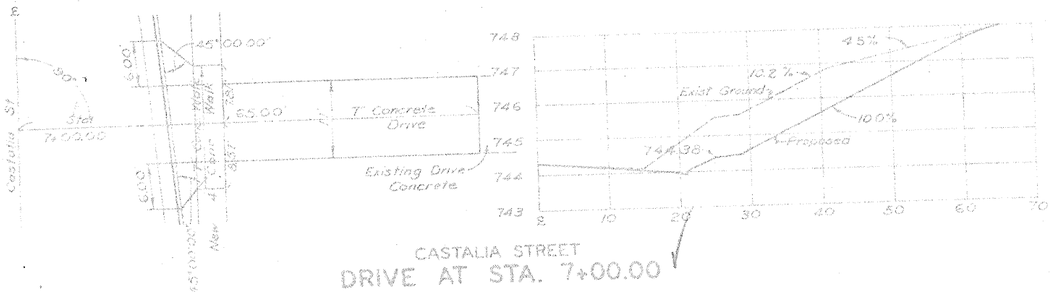




SANDUSKY STREET EXTENSION
ALLEY AT STA. 5+51.50

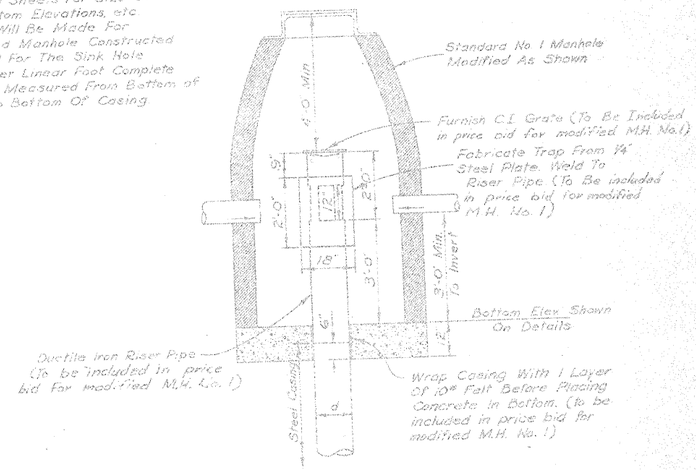


SANDUSKY STREET EXTENSION
DRIVE AT STA. 5+68.00

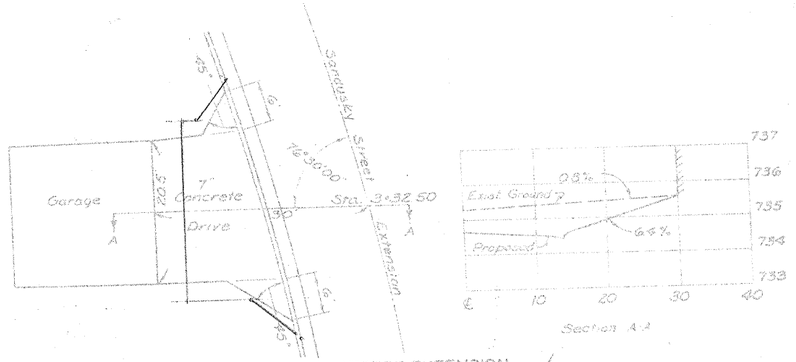


CASTALIA STREET
DRIVE AT STA. 7+00.00

Note:
Four Holes Required In Riser Pipe. Width Of Each Hole Should Be Equal To ⅓ Of The Circumference. See Detail Sheets for Size Of Sink Hole, Bottom Elevations, etc. Payment Will Be Made For Each Standard Manhole Constructed As Shown And For The Sink Hole And Casing Per Linear Foot Complete And In Place, Measured From Bottom of Riser Pipe to Bottom Of Casing



SINK HOLE DETAIL



SANDUSKY STREET EXTENSION
DRIVE AT STA. 3+32.50

Note:
See Sheet 1A for Quantity Tabulation.

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

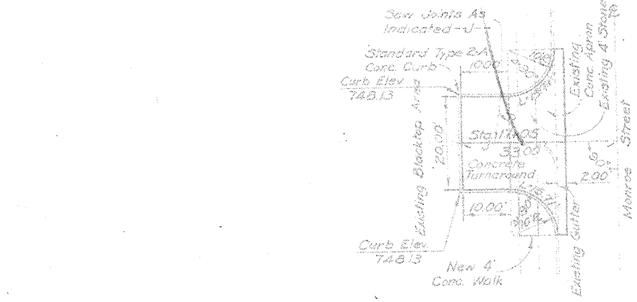
DESIGN	CHK.	DETAIL	CHK.	SCALE
RWH	7/15/68	DEM	7/23/68	1"=10'

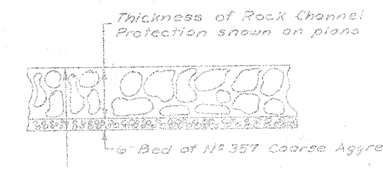
DRIVE AND MISCELLANEOUS DETAILS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

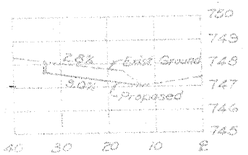
HURON COUNTY — CITY OF BELLEVUE

HUR-269 (8.40) (7.45)

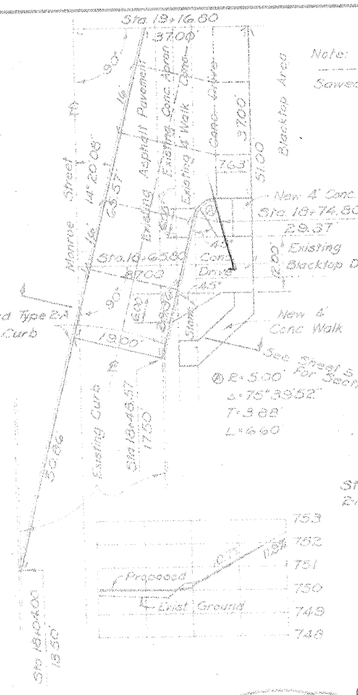




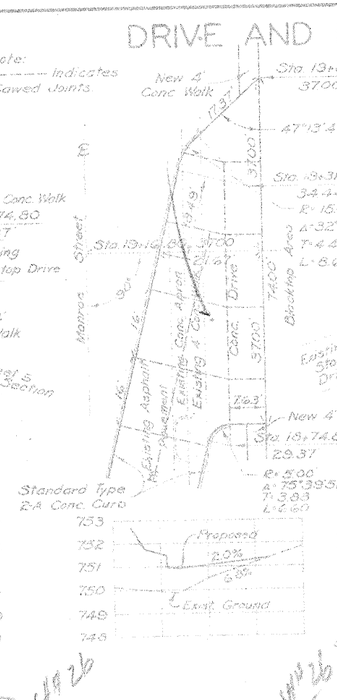
DETAIL of ROCK CHANNEL PROTECTION



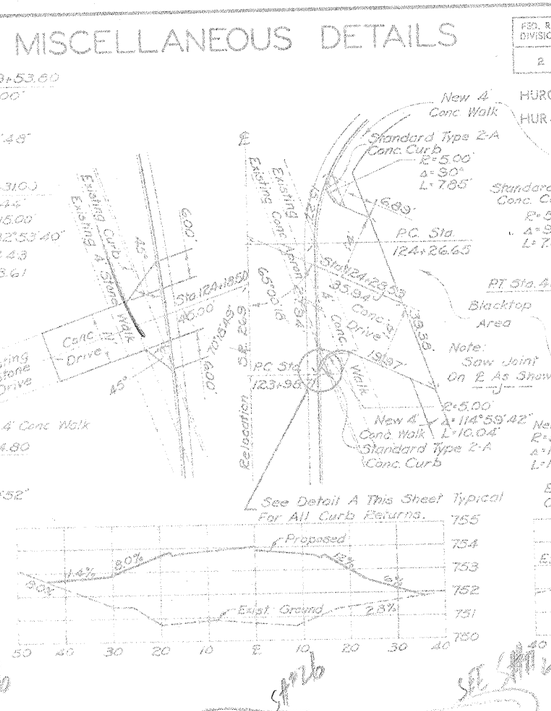
TURNAROUND AT STA. 17+05.00 MONROE STREET



DRIVE AT STA. 18+65.80 MONROE STREET

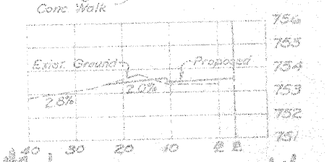


DRIVE AT STA. 19+16.80 MONROE STREET

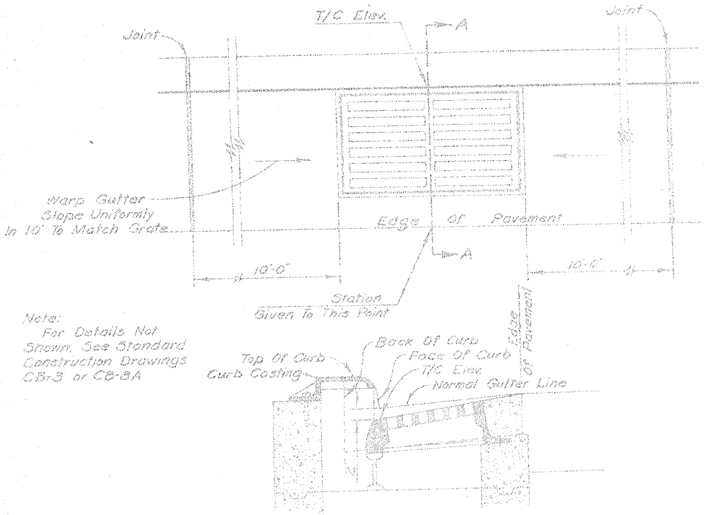


See Detail A This Sheet Typical For All Curb Returns.

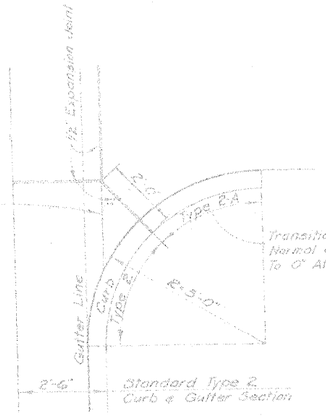
DRIVES AT STA. 124+18.50 & STA. 124+28.53 RELOCATED S.R. 269



DRIVE AT STA. 4+67.38 CENTER STREET



DETAIL SHOWING SETTING OF CATCH BASIN IN CURB & GUTTER
STANDARD NO. 3 OR 3A MODIFIED CATCH BASIN



Note: Warp Concrete In This Area To Maintain Gutter Line And To Present A Pleasing Appearance.

Transition Curb Height From Normal 6" At Expansion Joint To 0" At End Of Curb Return

DETAIL A

TABULATION OF DRIVE QUANTITIES

STATION	LOCATION	STANDARD TYPE 2-A CONC. CURB	STANDARD TYPE 2 CONC. CURB	ITEM 452.7 PORTLAND CEMENT CONC. PAVEMENT		ITEM 452.8 PORTLAND CEMENT CONC. PAVEMENT				ITEM 411 8" STABILIZED CRUSHED AGG.
		L.F.	L.F.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.			CU. YD.
4+72.50	Cemetery St.			190.2	21.8					
5+80.00	Cemetery St.			276.0	30.6					
8+00.00	Cemetery St.			850.0	94.4					
103+54.56	S.R. 269					335.0	37.5			
105+40.00	S.R. 269					1290.3	143.3			
17+05.00	Monroe St.	71.4				522.9	58.1			
18+65.80	Monroe St.			213.8	23.8					
19+16.80	Monroe St.	178.8				2080.9	231.2			
124+18.50	S.R. 269			329.4	36.6					
124+28.53	S.R. 269	144	35			566.5	62.8			
4+67.38	Center St.	179				385.7	42.9			
SANDUSKY STREET EXTENSION										
3+29.00	S.R. 269			376.2	41.8					
3+32.50	S.R. 269			345.4	38.4					
5+51.50	S.R. 269					646.6	68.5			
5+68.00	S.R. 269			136.1	15.1					10.0
7+00.00	Castalia St.			462.4	51.4					
TOTAL		282.2	35		353.9		644.1			10.0

Note: Not Drawn To Scale

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DET.	CHKD.	DES.	SCALE	DATE
RWH				1"=10'	1-13-68

NONE

DRIVE AND MISCELLANEOUS DETAIL

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-250(57)	

HURON COUNTY — CITY OF BELLEVUE
HUR-269 (6.40) (7.45)

GENERAL NOTES

GENERAL

MAINTAINING TRAFFIC:

NORTHBOUND TRAFFIC, AT THE BEGINNING OF THE PROJECT, SHALL BE MAINTAINED ON THE WEST ONE-HALF (1/2) OF THE EXISTING PAVEMENT ON SOUTH WEST STREET, AND SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON A DETOUR SHOWN ON SHEET 2. THE DETOUR SHALL BE PROVIDED AND MAINTAINED BY THE CITY OF BELLEVUE.

THE MAINTENANCE OF NORTHBOUND TRAFFIC CAN BE ACCOMPLISHED BY PART WIDTH CONSTRUCTION OF THE PROPOSED PAVEMENT ON RELOCATED S.R. 269 IN THE VICINITY OF SOUTH WEST STREET. AFTER COMPLETION OF PART WIDTH PAVEMENT NORTHBOUND TRAFFIC SHALL BE PLACED THEREON, AND THE REMAINING PORTION OF THE PAVEMENT COMPLETED AFTER WHICH BOTH NORTHBOUND AND SOUTHBOUND TRAFFIC SHALL BE PLACED ON THE COMPLETED PAVEMENT.

ONCE WORK IS STARTED ON SOUTH WEST STREET THAT WOULD CAUSE THE DETOUR TO BE PLACED INTO EFFECT, THE CONTRACTOR SHALL PROCEED WITHOUT ANY UNDUE DELAY TO COMPLETE THE PAVEMENT.

Once work is started between Sta. 1+53.15 to Sta. 7+18.26 on the Sandusky Street Extension it must be completed within 45 calender days.

ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE EXISTING PAVEMENT (CASTALIA AVENUE) AT THE NORTH END OF THE PROJECT.

TWO-WAY TRAFFIC SHALL BE MAINTAINED ON HARRISON STREET AT ALL TIMES.

MONROE STREET WILL BE CLOSED PERMANENTLY, IMMEDIATELY SOUTH OF RELOCATED S.R. 269, BUT NOT UNTIL SUCH TIME THAT CONSTRUCTION IN THE AREA NECESSITATES ONE CLOSING.

IT WILL BE NECESSARY TO CLOSE THE INTERSECTION OF RELOCATED S.R. 269 WITH CEMETERY STREET; CENTER STREET, MONROE STREET AND SANDUSKY STREET; AND MOORE AVENUE, DURING THE GRADING AND PAVING OF SAID INTERSECTION. ONCE WORK IS STARTED THAT WOULD CAUSE THE INTERSECTIONS TO BE CLOSED, THE CONTRACTOR SHALL PROCEED WITHOUT ANY UNDUE DELAY TO COMPLETE THE PAVING OF THE PROPOSED INTERSECTIONS AND PLACE TRAFFIC THEREON.

THE CONTRACTOR SHALL GIVE THE CITY FORTY-EIGHT (48) HOURS' ADVANCE NOTICE OF THE NEED FOR THE DETOUR, AS WELL AS OF THE NEED FOR CLOSING TO TRAFFIC OF THE INTERSECTIONS.

THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR MAINTAINING TRAFFIC:

2.	ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 C.Y.
2.	ITEM 616 CALCIUM CHLORIDE	2 TONS
3.	ITEM 616 WATER (FOR DUST CONTROL)	5 M. GALLONS

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DIRECTOR OF HIGHWAYS.

PAYMENT FOR ALL ITEMS ABOVE EXCEPT FOR ITEM 410 AND 616 SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 614 - MAINTAINING TRAFFIC."

"THE CONTRACTOR SHALL MAINTAIN THE TRAVELING PUBLIC OF OHIO PRIOR NOTICE TO ABUTTING PROPERTY, EACH OF OTHER SUITABLE PROTECTION DURING THE PERIOD, LANE CLOSURES SHALL BE AS PER THE STATE HIGHWAY CONSTRUCTION. PAYMENT FOR THIS PROTECTION SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

FIELD OFFICE:

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 300 SQ.FT. OF FLOOR SPACE FOR THE FIELD OFFICE AND, IN ADDITION TO THE REQUIREMENTS OF ITEM 619, SHALL PROVIDE AND MAINTAIN SANITARY PROVISIONS AS PER 107.06. ALL THE ABOVE IS INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 619, FIELD OFFICE.

ELEVATION DATUM:

ALL ELEVATIONS ARE BASED ON U. S. COAST AND GEODETIC SURVEY DATUM.

UTILITY OWNERS:

FOLLOWING IS THE LIST OF UTILITY OWNERS AFFECTED BY THIS PROJECT:

1.	OHIO EDISON COMPANY	SANDUSKY, OHIO
2.	NORTHERN OHIO TELEPHONE COMPANY	BELLEVUE, OHIO
3.	COLUMBIA GAS OF OHIO	NORWALK, OHIO
4.	CITY OF BELLEVUE, WATER DEPARTMENT	BELLEVUE, OHIO

UNDERGROUND UTILITIES:

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO MAKES NO GUARANTEE AS TO THEIR ACCURACY OR COMPLETENESS.

CONSTRUCTION LAYOUT STAKES:

SEE NOTE IN PROPOSAL DESCRIBING THE WORK INCLUDED IN THIS LUMP SUM PAY ITEM.

FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS:

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS AT EACH OF THE FOLLOWING APPROXIMATE LOCATIONS:

1. 103 + 10 ± RT.
2. 124 + 50 ± LT.

SIGN DETAILS SHALL BE AS SPECIFIED ON STANDARD DRAWING FAI-1. CODE 1.9-(1)-64(9).

THE SIGNS SHALL BE ERECTED IN ACCORDANCE WITH STANDARD DRAWING FAI-2. ADDITIONAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH NOTES IN THE PROPOSAL.

ESTIMATED QUANTITIES:

SPECIFIC LOCATIONS AND USAGE OR ESTIMATED QUANTITIES SET UP ON THIS PLAN TO BE USED "AS DIRECTED BY THE ENGINEER" SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CONCRETE STEPS:

CONCRETE STEPS TO BE REMOVED ARE TO BE PAID FOR AT THE UNIT PRICE PER SQUARE FOOT FOR SIDEWALK REMOVED.

ROADWAY

ROUNDING OF CORNERS ON CROSS SECTIONS:

THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING BE-1, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE ON THESE PLANS.

SEEDING AND MULCHING:

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN THE RIGHT-OF-WAY LINES, AND WITH THE WORK LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY TEMPORARY AND SLOPE EASEMENTS.

THE FOLLOWING SEED MIXTURE SHALL, IN LIEU OF THE MIXTURES LISTED IN 659.08, BE USED THROUGHOUT THE LIMITS OF THIS PROJECT:

60% KENTUCKY BLUEGRASS
40% CREEPING RED FESCUE

[illegible] ALL ITEMS OF WORK ESSENTIALLY MARKED OR NOTED [illegible] THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE [illegible] [illegible] WITH THE SPECIFICATIONS, UNLESS OTHERWISE [illegible] [illegible] SHALL BE DONE IN A NEAT AND WORKMANLIKE MANNER [illegible]

[illegible]	2"
[illegible]	3"
[illegible]	5"
[illegible]	6"

[illegible] ROADWAY EXCAVATION SHALL BE DONE TO SUCH LINES AND GRADES AS WILL PERMIT THE CONSTRUCTION OF THE ROADWAY PAVEMENT, SHOULDERS AND SLOPES AS SHOWN ON THE TYPICAL CROSS SECTIONS. ALL EXCAVATED MATERIAL SHALL BE USED IN THE CONSTRUCTION OF EMBANKMENTS, FILLING OF SHOULDERS AND SLOPES, AND FOR SUCH OTHER PURPOSES AS MAY BE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.

SCARIFICATION OF EXISTING FLEXIBLE PAVEMENT:

WITHIN THE LIMITS OF CONSTRUCTION, WHERE THE FLEXIBLE PAVEMENT WILL HAVE LESS THAN THREE FEET OF FILL PLACED ON IT, THE PAVEMENT SHALL BE THOROUGHLY SCARIFIED FOR ITS FULL DEPTH, MIXED WITH SUFFICIENT SOIL AND PROPERLY RECOMPACTED TO INSURE THE ELIMINATION OF ANY PLANES OF SEPARATION BETWEEN IT AND THE EMBANKMENT PLACED THEREON. PAYMENT FOR SCARIFICATION AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 ROADWAY EXCAVATION.

PAVEMENT REMOVAL OUTSIDE NORMAL CONSTRUCTION LIMITS:

AFTER THE EXISTING PAVEMENT AS INDICATED ON THE PLANS HAS BEEN REMOVED, THE OLD ROADWAY SHALL BE GRADED TO THE LEVEL OF THE SURROUNDING GROUND, THE OLD DITCHES FILLED AND THE DISTURBED AREAS SLOPED TO DRAIN AND LEFT IN A NEAT CONDITION READY FOR SEEDING. SEEDING SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 659 SEEDING AND MULCHING. PAYMENT FOR ALL OTHER WORK REQUIRED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202.

DRAINAGE

SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEM:

THIS PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT, ANY EXISTING OR NEW DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM WHICH SUCH DRAINS CARRY FLOW FROM ANY PLUMBING FIXTURES INCLUDING FLOOR DRAINS AND SINK DRAINS OR POLLUTED WATER OF ANY KIND. EXISTING PIPE CARRYING FLOW WHICH COMES WITHIN THE CATEGORY OUTLINED ABOVE SHALL BE PLUGGED WITH CLASS C CONCRETE AT THE RIGHT-OF-WAY LINE. PAYMENT FOR SAID PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION.

MAINTENANCE OF SEWER FLOWS:

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES SEWER FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PLACED INTO USE.

PAYMENT FOR ANY ADDITIONAL COSTS INVOLVED IN MAINTAINING THESE FLOWS BY PUMPING OR BY ANY OTHER MEANS APPROVED BY THE ENGINEER SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE RESPECTIVE ITEMS OF SOD CONDIT.

CONNECTIONS TO EXISTING PIPE:

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED PIPE TO BE CONNECTED TO EXISTING PIPES, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 603 CONDUIT ITEM.

EXISTING INLETS & STORM TRAPS:

ALL CURB AND FACE INLETS SHALL WHICH ARE NOW IN EXISTENCE FROM WHICH [illegible] WHICH WILL NOT BE REMOVED, AND WHICH ARE INTERCEPTED BY EXCAVATION WITHIN THE CONSTRUCTION OF THE PROJECT SHALL BE CONNECTED TO THE STORM DRAINAGE SYSTEM OF THIS PROJECT, IF POSSIBLE, IN SUCH A WAY AS TO NOT DISTURB EXISTING CONDITIONS, AS DETERMINED BY THE ENGINEER WILL BE MADE.

THE LOCATION AND TYPE OF EXISTING STRUCTURES SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION AND PAYMENT SHALL BE MADE AT THE UNIT PRICE BID FOR EACH ITEM INCORPORATED INTO THE WORK, PARTLY OR FINAL WORK COMPLETE.

ALL EXCAVATION, BACKFILL, MATERIAL, AND LABOR SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEM. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK NOTED ABOVE.

ITEM 603 12" CONDUIT, TYPE 1, CL. [illegible]

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DESIGN	DRAWN	CHECKED	QTY.	BOOK
S.W.	8-20-68	E.M.H.	1-28-68	NONE

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

10
53

HURON COUNTY CITY OF BELLEVUE

HUR-269-(6.40)(7.45)

ITEM SPECIAL, DRILLED WELL ABANDONED:

THE EXISTING CONCRETE OR STONE SLAB WELL COVER AND PUMPING EQUIPMENT SHALL BE REMOVED AND DISPOSED OF. THE CASING SHALL BE CUT OFF AT LEAST TWO (2) FEET BELOW THE PROPOSED FINISHED GRADE OUTSIDE PROPOSED PAVEMENT AREAS OR AT LEAST TWO (2) FEET BELOW THE PROPOSED SUBGRADE ELEVATION INSIDE PROPOSED PAVEMENT AREAS AND CAPPED WITH CLASS C CONCRETE OR A STANDARD THREADED PIPE CAP.

THE UNIT PRICE BID FOR EACH "DRILLED WELL ABANDONED" SHALL INCLUDE PAYMENT FOR ALL LABOR, TOOLS, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

ABANDON EXISTING SINK HOLES

EXISTING SINK HOLES WITHIN THE RIGHT-OF-WAY SHALL BE CAPPED AND FILLED IN ACCORDANCE WITH SECTION 202.08, UNLESS OTHERWISE INDICATED ON THE PLANS. IN ADDITION TO THE REQUIREMENTS OF SECTION 202.08, ANY STEEL RISER PIPES RISING ABOVE THE BASE OF THE SINK HOLE SHALL BE REMOVED AND SCRAPPED. THE STOPPER SHALL BE INSTALLED IN THE SINK HOLE BASE.

PAYMENT SHALL BE MADE FOR EACH SINK HOLE SO ABANDONED AT THE UNIT PRICE BID FOR ITEM 202 SINK HOLES, ABANDONED.

SINK HOLES

SINK HOLES SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS OF SHEET 1. THE SINK HOLE EXCAVATION SHALL BE A STANDARD NO. 1 MANHOLE, MODIFIED AS PER PLAN. ALL APPURTENANCES WITHIN THE MANHOLE, INCLUDING BENCH TOPS, STEPS AND TRAPS, SHALL BE CONSTRUCTED AS SHOWN AND PER NOTES OF CONTINUITY AND INSTALLATION PLANNED FOR THE SINK HOLES, ON STANDARD NO. 1 SHEET OF 1, MODIFIED AS PER PLAN.

THE SINK HOLE SHALL BE EXCAVATED TO ROCK AT THE LOCATION OF EACH TOP TO BE CREATED, WITH HOLE A CLOSE FOR CENTER DIMENSIONS AS SHOWN ON THE PLAN SHEETS. PAYMENT DUE TO MAKE ON THE LINEAL FOOT PRICE BID TO ITEM SPECIAL, SINK HOLE DRILLED, OF THE DIAMETER INDICATED ON THE PLAN AT SHALL INCLUDE ALL EXCAVATION AND REMOVAL OF ALL MATERIAL OF ANY KIND, TOOLS AND EQUIPMENT AND ALL OPERATIONS, WITHIN TOLERANCES, INSTALLING CAP, CASING PIPE, FURNISHED OR ORDERED UNDER ITEM.

THE CASING SHALL BE SOME DIAMETER OTHER THAN, EITHER, AS SHALL BE DIRECTED BY THE ENGINEER AT A LOCATION STARTED SHALL BE WITH THE MATERIAL BOTTOM OF THE CASING OF THE SINK HOLE AT A MINIMUM AS PER 613.23 OAC IS MADE. THE CASING SHALL EXTEND A MINIMUM OF ONE FOOT INTO THE ROCK FOR EXPOSURE OF BEDROCK. ADDITIONAL FEET OF CASING SHALL BE PLACED AT THE DIRECTION OF THE ENGINEER, AS SHALL BE SHOWN FROM INSPECTION OF THE SINK HOLE AT A, OF TOOLS AND EQUIPMENT AT ALL LOCATIONS, INCLUDING MOBILIZATION, TO HAVE A MINIMUM.

ACCEPTABILITY OF THE SINK HOLE WILL BE DETERMINED BY DISCHARGING A TWO AND ONE HALF INCH FIRE HOSE INTO THE HOLE AT A RATE OF 500 GALLONS OF WATER PER MINUTE FOR A PERIOD OF TIME EQUIVALENT TO THE DESIGN DISCHARGE AS SHOWN ON THE PLAN SHEETS FOR EACH SINK HOLE. THIS TIME PERIOD SHALL BE COMPUTED BY DIVIDING THE DESIGN DISCHARGE BY 500 GALLONS PER MINUTE TO GIVE THE TOTAL NUMBER OF MINUTES THAT THE TEST IS TO BE CONTINUED. PAYMENT FOR ALL SUCH TESTING WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM [illegible] SINK HOLE DRILLED. SHOULD THE ENGINEER DRAIN THE HOLE OF A DEPTH B, PAYMENT SHALL BE MADE FOR THE ACTUAL LINEAL FEET OF SINK HOLE DRILLED AND THE ACTUAL LINEAL FEET OF CASING PURCHASED AND INSTALLED.

AFTER THE SINK HOLE HAS BEEN DRILLED, ASSEMBLED TO THE SATISFACTION OF THE ENGINEER, THE MANHOLE SHALL BE CONSTRUCTED AND THE ACCEPTANCE TESTING CONDUCTED. CAUTION MUST BE TAKEN AT ALL TIMES TO KEEP ALL DIRT AND POLLUTION MATTER FROM THE COMPLETED HOLE.

GENERAL NOTES

REMOVAL OF EXISTING PIPE:

THE REMOVAL OF ALL EXISTING PIPE DRAINS WHICH WOULD NORMALLY BE REMOVED IN VARIOUS EXCAVATION ITEMS SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE SHOWN IN THE PLANS. EXISTING PIPES SHOWN IN THE PLANS TO BE ABANDONED SHALL BE LEFT IN PLACE. THE PLUGGING OF THE ENDS OF THESE PIPES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 ROADWAY EXCAVATION, OR ITEM 202 MANHOLES REMOVED, WHICHEVER IS APPLICABLE.

APPROACH SLABS

APPROACH SLABS SHALL BE PLACED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH ITEM 608 CONCRETE SIDEWALKS AND AT INTERVALS OF 25 FEET IN LENGTH OF SLAB AS SHOWN ON THE PLANS. WHERE CONSTRUCTION JOINTS ARE AT INTERVALS OTHER THAN SHOWN ON THE PLANS, THE SPACING SHALL BE APPROVED BY THE ENGINEER.

AT APPROACH SLAB "A" SHALL BE PLACED AT THE LOW POINT IN THE VERTICAL CURVE.

SEALING OF PIPE JOINTS:

WHERE CONNECTIONS ARE MADE BETWEEN RIGID AND FLEXIBLE PIPE SECTIONS OF DIFFERENT KIND OR TYPE OR END FABRICATION, WHETHER REQUIRED BY THE PLANS, ARISING FROM PERMISSIBLE USE OF OPTIONAL MATERIALS OR ENCOUNTERED IN THE CONNECTION OF EXISTING FACILITIES, THE JOINT SHALL BE SEALED, IF SEALING IS REQUIRED BY THE SPECIFICATIONS, BY MEANS OF A CLASS "B" CONCRETE COLLAR HAVING A MINIMUM LENGTH OF 12 INCHES AND A MINIMUM THICKNESS OF 6 INCHES. PAYMENT FOR SEALING AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

PAVEMENT

CURB TRANSITIONS:

CURBS AS SHOWN ON THE TYPICAL SECTIONS SHALL BE TRANSITIONED UNIFORMLY IN HEIGHT AND SHAPE IN A DISTANCE OF 10 FEET TO MATCH EXISTING CURB SECTIONS WHERE SHOWN ON THE PLANS TO MATCH EXISTING CURB.

SAWED JOINTS:

IN REMOVING PAVEMENT, DRIVES, SIDEWALK, ETC. WHERE CONSTRUCTION WILL ABUT SAID REMOVAL, A HEAT JOINT WITH A MINIMUM DEPTH OF SIX (6) INCHES SHALL BE CUT WITH AN APPROVED POWER SAW.

SUPERELEVATION:

SUPERELEVATED CURVES SHALL BE BUILT WITHOUT CROWN. THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT IN THE PORTION BETWEEN THE BEGINNING OF THE TRANSITION AND THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROWN.

Cooperation Traffic Control Devices

A seperate contractor may be required to install or erect traffic controldevices within the work limits of this project prior to its completion.

The contractor shall cooperate with the seperate contractor in accordance with 105.07, to arrange a suitable work schedule, subject to the approval of the Engineer, to permit the seperate contractor to work and operate necessary equipment within work limits to carry out the provisions of his contract.

Compensation for the above shall be included in the unit prices bid for the various pay items included within this construction project.

Estimated Quantities

The estimated quantities of 140 L.F. of Item 625 3"Conduit, Type II or III" and 1.6 C.Y. of Item 614 Concrete for Signal Support Foundation" are provided for bidding purposes only.

The necessary details for the Signal Foundations and Conduit are not available at this time.

These details will be provided by the Engineer during construction.

Pay quantities for these items will be determined by final measurement.

614 Concrete Foundations For Signal Supports

Payment for reinforcing steel, anchor rods and 2" and 3/4" conduit etc. shall be included in the costs of concrete for Signal Support Foundations. Concrete shall be class "C".

NO.	DIVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DATE [illegible]

GENERAL NOTES

CALCULATIONS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

11/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)(7.45)

ITEM 402 1½" ASPHALT CONCRETE (70-85)

STATION FROM	STATION TO	LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. FT.	VOLUME CU. YD.
102 + 70.97	105 + 52	S.R. 269	281.00 ✓	31.40	8820.0 ▫	34.0
0 + 86	1 + 88	CEMETERY	102.0 ✓	38.64	3941.1 ▫	15.2
105 + 52	106 + 68.14	S.R. 269	116.14 ✓	34.70	4040.0 ▫	15.6
2 + 22	3 + 64.45	CEMETERY	142.45 ✓	38.50	5484.0 ▫	21.7
3 + 64.45	5 + 47.6	CEMETERY	183.15 ✓	28.89	5292.0 ▫	20.4
106 + 68.14	107 + 00	S.R. 269	31.86 31.86	36.00	1129.1	4.4
107 + 00	109 + 35	S.R. 269	235.0 ✓	30.13	7080.8	27.3
109 + 35	112 + 93.25	S.R. 269	360.25 ✓	24.00	8646.0	33.3
121 + 06.37	124 + 00	S.R. 269	293.63 ✓	24.00	7047.1	27.2
124 + 00	22 + 12.84	S.R. 269	380.02	30.68	11658.8 ▫	45.0
		CENTER	20.00	3.00	60.00	0.2
		TOTAL S.R. 269				243.2
		SANDUSKY STREET EXTENSION				
1 + 53.15	1 + 87.80	SANDUSKY	34.65	32.35	1120.0 ▫	4.3
2 + 92.49	3 + 27.49	MOORE	35.00	23.50	822.5 ✓	3.2
3 + 27.49	4 + 15.48	MOORE	87.99	24.00	2111.8 ✓	8.1
4 + 15.48	4 + 50.48	MOORE	35.00	22.50	787.5 ✓	3.0
0 + 14.00	0 + 61.06	CHARLOTTE	47.06	34.30	1620.0 1509.5	6.2 5.8
0 + 61.06	1 + 51.06	CHARLOTTE	90.00	21.00 ✓	1890.0 ✓	7.0 2.2
2 + 12.00	2 + 38.99	S.R. 269	26.99	35.46	957.2 ▫	3.7
2 + 38.99	5 + 98.33	S.R. 269	359.34	24.00	8624.2 ✓	33.2
5 + 98.33	6 + 59.39	S.R. 269	61.06	24.00	1465.4 ✓	5.7
6 + 59.39	7 + 21.00	S.R. 269	61.61	52.20	3220.0 3216.0	12.4 ✓
		TOTAL SANDUSKY STREET EXTENSION				87.1
		TOTAL ITEM 402				330.9

11.538

ITEM 406 1½" ASPHALT CONCRETE (70-85)

STATION FROM	STATION TO	LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. FT.	VOLUME
102 + 70.97	105 + 52	S.R. 269	281.00	31.40	8820.0 ▫	34.0
0 + 86	1 + 88	CEMETERY	102.0	38.64	3941.1 ▫	15.2
105 + 52	106 + 68.14	S.R. 269	116.14	34.70	4040.0 ▫	15.6
2 + 22	3 + 64.45	CEMETERY	142.45	38.50	5484.0 ▫	21.7
3 + 64.45	5 + 47.6	CEMETERY	183.15	28.89	5292.0 ▫	20.4
106 + 68.14	107 + 00	S.R. 269	31.36	36.00	1129.1	4.4
107 + 00	109 + 35	S.R. 269	235.0	30.13	7080.8	27.3
109 + 35	112 + 93.25	S.R. 269	360.25	24.00	8646.0	33.3
121 + 06.37	124 + 00.00	S.R. 269	293.63	24.00	7047.1	27.2
124 + 00	22 + 12.84	S.R. 269	380.02	30.68	11658.8 ▫	45.0
3 + 02.64	3 + 11.64	CENTER	9.00	26.00	234.0	0.9
4 + 67.86	4 + 87.86	CENTER	20.00	25.00	500.0	1.9
0 + 50.00	0 + 75.00	SANDUSKY	25.00	30.40	760.0	2.8
		TOTAL S.R. 269				243.2
		SANDUSKY STREET EXTENSION				
1 + 53.15	1 + 87.80	SANDUSKY	34.65	32.35	1120.0 ▫	4.3
2 + 92.49	3 + 27.49	MOORE	35.00	23.50	822.5	3.2
3 + 27.49	4 + 15.48	MOORE	87.99	24.00	2111.8	8.1
4 + 15.48	4 + 50.48	MOORE	35.00	22.50	787.5	3.0
0 + 14.00	0 + 61.06	CHARLOTTE	47.06	34.30	1620.0 ▫	6.2
0 + 61.06	1 + 51.06	CHARLOTTE	90.00	21.00	1890.0	7.0
2 + 12.00	2 + 38.99	S.R. 269	26.99	35.46	957.2 ▫	3.7
2 + 38.99	5 + 98.33	S.R. 269	359.34	24.00	8624.2	33.2
5 + 98.33	6 + 59.39	S.R. 269	61.06	24.00	1465.4	5.7
6 + 59.39	7 + 21.00	S.R. 269	61.61	52.20	3220.0 ▫	12.4
		TOTAL SANDUSKY STREET EXTENSION				87.1
		TOTAL ITEM 406				330.8

ITEM 301 5" BITUMINOUS AGGREGATE BASE

STATION FROM	STATION TO	LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. FT.	VOLUME CU. YD.
102 + 70.97	105 + 52	S.R. 269	281.0	31.40	8820.0 ▫	139.3
0 + 86	1 + 88	CEMETERY	102.0	38.64	3941.1 ▫	60.8
105 + 52	106 + 68.14	S.R. 269	116.14	34.70	4040.0 ▫	62.8
2 + 22	3 + 64.45	CEMETERY	142.45	38.50	5484.0 ▫	83.2
3 + 64.45	5 + 47.6	CEMETERY	183.15	28.89	5292.0 ▫	81.7
106 + 68.14	107 + 00	S.R. 269	31.36	36.00	1129.1	17.4
107 + 00	109 + 35	S.R. 269	235.0	30.13	7080.8	109.3
109 + 35	112 + 93.25	S.R. 269	360.25	24.00	8646.0	134.0
121 + 06.37	124 + 00	S.R. 269	293.63	24.00	7047.1	108.8
124 + 00	22 + 12.84	S.R. 269	380.02	30.68	11658.8 ▫	179.9
4 + 67.86	4 + 87.86	CENTER	20.00	3.00	60.00	0.9
		TOTAL S.R. 269				978.1
		SANDUSKY STREET EXTENSION				
1 + 53.15	1 + 87.80	SANDUSKY	34.65	32.35	1120. ▫	17.5
2 + 92.49	3 + 27.49	MOORE	35.00	24.50	857.5	13.2
3 + 27.49	4 + 15.48	MOORE	87.99	24.00	2111.8	32.6
4 + 15.48	4 + 50.48	MOORE	35.00	23.50	822.5	12.7
0 + 14.	0 + 61.06	CHARLOTTE	47.06	34.30	1620. ▫	25.2
0 + 61.06	1 + 51.06	CHARLOTTE	90.00	22.00	1980.0	30.6
2 + 12.00	2 + 38.99	S.R. 269	26.99	35.46	957.2 ▫	14.8
2 + 38.99	5 + 98.33	S.R. 269	359.34	24.00	8624.2	134.1
5 + 98.33	6 + 59.39	S.R. 269	61.06	24.00	1465.4	22.6
6 + 59.39	7 + 21.00	S.R. 269	61.61	52.20	3220. ▫	50.2
		TOTAL SANDUSKY STREET EXTENSION				355.5
		TOTAL ITEM 301				1331.6

ITEM 407 TACK COAT 0.10 GAL. PER SQUARE YARD

STATION FROM		STATION TO		LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. YD.	GALLONS
0 + 50	L/R	0 + 75	L/R	SANDUSKY	25.0	30.40	84.4	8.4
3 + 02.64	L/R	3 + 11.64	L/R	CENTER	9.0	26.0	26.0	2.6
4 + 67.86	L/R	4 + 87.86	L/R	CENTER	20.0	22.00	48.9	4.9
				TOTAL S.R. 269				15.9
				SANDUSKY STREET EXTENSION				
NOT REQUIRED								
				TOTAL ITEM 407				15.9

ITEM 612 6" CONCRETE TRAFFIC ISLAND

STATION FROM	STATION TO	LOCATION	AREA SQ. FT.			AREA SQ. FT.
22 + 61.78	22 + 97.52	MONROE	572.00 ▫			63.7 ▫
		TOTAL S.R. 269				63.7
		SANDUSKY STREET EXTENSION				
7 + 06.00	7 + 15.53	S.R. 269	92.0 ▫			10.3 ▫
		TOTAL SANDUSKY STREET EXTENSION				10.3
		TOTAL ITEM 612				74.0

ITEM 608 7" CONCRETE SIDEWALK

STATION FROM		STATION TO		LOCATION	LENGTH	AVERAGE WIDTH		AREA SQ. FT.
3 + 25	R	3 + 35	R	CEMETERY	10.0	4.0		40.0
				TOTAL S.R. 269				40.0
				SANDUSKY STREET EXTENSION				
3 + 68	R			S.R. 269	23.5	4.0		92.0
7 + 00	R			CASTALIA	18.0	4.0		72.0
				TOTAL SANDUSKY STREET EXTENSION				164.0
				TOTAL ITEM 608				204.0

ITEM 202 EXISTING CURB REMOVED

STATION FROM		STATION TO		LOCATION	LENGTH	VOLUME LINEAR FOOT
7 + 73.06	L	13 + 87.28	L	WEST	414.2	414.2
7 + 73.06	R	9 + 71	R	WEST	197.9	197.9
10 + 24	R	11 + 97.5	R	WEST	173.5	173.5
0 + 15	R	1 + 20.5	R	CEMETERY	113.0	113.0
1 + 35	R	3 + 57.88	R	CEMETERY	218.9	218.9
0 + 15	L	0 + 99	L	CEMETERY	92.0	92.0
1 + 19	L	1 + 82	L	CEMETERY	63.0	63.0
1 + 96	L	3 + 10	L	CEMETERY	114.0	114.0
3 + 22	L	3 + 82.5	L	CEMETERY	60.5	60.5
5 + 00	L			HARRISON	8.0	8.0
5 + 82.50	L			HARRISON	8.0	8.0
16 + 85	L	17 + 25	L	MONROE	31.5	31.5
17 + 67	L	17 + 80	L	MONROE	13.0	13.0
18 + 06	L	18 + 57	L	MONROE	51.0	51.0
18 + 88.57	R	18 + 61	R	MONROE	19.0	19.0
18 + 72.30	R	18 + 82.60	R	MONROE	17.0	17.0
19 + 53.0	R	20 + 02	R	MONROE	61.0	61.0
20 + 13.50	L	21 + 34.50	L	MONROE	121.0	121.0
20 + 02	R	20 + 16	R	MONROE	14.0	14.0
20 + 52.50	R	20 + 81	R	MONROE	37.0	37.0
21 + 99.50	L	22 + 08	L	MONROE	13.3	13.3
22 + 58	L	22 + 12.84	L	MONROE	21.0	21.0
2 + 58.50	L	2 + 79.00	L	CENTER	33.0	33.0
3 + 13.64	R	3 + 35	R	CENTER	23.0	23.0
3 + 52.50	L	3 + 77.5	L	CENTER	41.0	41.0
4 + 08.0	L	4 + 87.86	L	CENTER	86.0	86.0
4 + 08.6	R	4 + 22	R	CENTER	15.0	15.0
4 + 76	R	4 + 96	R	CENTER	23.0	23.0
0 + 21	R	0 + 50	R	SANDUSKY	29.0	29.0
				TOTAL S.R. 269		2112.8
				SANDUSKY STREET EXTENSION		
1 + 53.15	L	1 + 68	L	SANDUSKY	15.0	15.0
1 + 53.15	R	1 + 78	R	SANDUSKY	25.0	25.0
5 + 80.41	R	5 + 92	R	CASTALIA	31.4	31.4
6 + 07	R	7 + 76.30	R	CASTALIA	169.3	169.3
				TOTAL SANDUSKY STREET EXTENSION		240.9
				TOTAL ITEM 202		2353.7

ITEM 202 EXISTING SIDEWALK REMOVED AND DISPOSED OF

STATION FROM		STATION TO		LOCATION	LENGTH	AVERAGE WIDTH		AREA SQ. FT.
0 + 30	L	2 + 94	L	CEMETERY	264.0	4.0		1056.0
8 + 27	R	9 + 86	R	WEST	159.0	4.0		636.0
8 + 72	R			WEST	9.5	3.0		28.5
10 + 13	R	11 + 72.00	R	WEST	159.0	4.0		636.0
10 + 33	R			WEST	22.0	4.0		88.0
10 + 51	R			WEST	16.0	4.0		64.0
10 + 59	L			WEST	8.0	4.0		32.0
11 + 13	R			WEST	27.0	4.0		108.0
11 + 65	R			WEST	24.0	4.0		96.0
12 + 20	R			WEST	23.0	4.0		92.0
12 + 32	R			WEST	35.0	2.0		70.0
12 + 56.50	R			WEST	24.0	5.0		120.0
108 + 00	L			S.R. 269	23.0	2.0		46.0
4 + 02	L			HARRISON	18.0	4.0		72.0
5 + 15	L	5 + 62	L	HARRISON	46.0	4.0		184.0
5 + 55	R			HARRISON	31.0	3.0		93.0
5 + 53.50	R	5 +86.50	R	HARRISON	33.0	4.0		132.0
6 + 05	R			HARRISON	70.0	3.0		98.0
120 + 59.50	R/L			S.R. 269	89.0	5.0		445.0
120 + 63	R	121 + 28	R	S.R. 269	45.0	5.0		225.0
17 + 52	L			MONROE	14.0	4.0		56.0
18 + 03	L			MONROE	16.0	3.0		48.0
18 + 85	L	18 + 35	L	MONROE	150.0	4.0		600.0
18 + 46	R	20 + 00.50	R	MONROE	154.5	4.0		618.0
20 + 12	L			MONROE	22.0	4.0		88.0
20 + 35	L	21 + 28	L	MONROE	122.0	4.2		512.4 ▫
20 + 98	L			MONROE	14.0	4.0		56.0
20 + 00.50	R	20 + 80	R	MONROE	85.0	4.8		408.0 ▫
22 + 01	L	22 + 14	L	MONROE	13.0	4.0		52.0
2 + 34	L	2 + 76	L	CENTER	42.0	4.0		168.0
3 + 11.64	R	3 + 32.51	R	CENTER	15.9	4.0		63.6
3 + 58	L	3 + 76	L	CENTER	18.0	8.9		160.2
4 + 06	L	4 + 87.86	L	CENTER	79.9	4.1		327.6 ▫
4 + 12	R	4 + 34	R	CENTER	22.0	4.0		88.0
4 + 78	R	4 + 97	R	CENTER	19.0	4.6		87.4
4 + 46	L			CENTER	5.0	3.0		15.0
4 + 51	L			CENTER	5.0	3.0		15.0
4 + 75	L			CENTER	3.5	3.0		10.5
0 + 39.50	R	0 + 89.50	R	SANDUSKY	30.0	4.0		40.0
				TOTAL S.R. 269				7459.8
				SANDUSKY STREET EXTENSION				
1 + 77.6	L	1 + 86.6	R	SANDUSKY	9.0	4.0		36.0
1 + 76	L	1 + 83	L	SANDUSKY	13.0	5.0		60.0
3 + 45	L	3 + 76	L	MOORE	31.0	4.0		124.0
3 + 86	L	4 + 10	L	MOORE	22.0	4.0		88.0
2 + 12	R	2 + 30	R	S.R. 269	15.0	4.0		60.0
5 + 71	R	7 + 25	R	CASTALIA	154.0	4.0		616.0
5 + 52	L			CASTALIA	30.3	4.0		120.0
5 + 78	L			CASTALIA	27.5	4.0		110.0
				TOTAL SANDUSKY STREET EXTENSION				1216.0
				TOTAL ITEM 202				8675.8

NO. | REVISION | DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DRAWN | DATE | TRACED | DATE | SCALE
LTP | 11-25-60 | | 11-25-60 | 1" = 100'

CALCULATIONS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

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HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)(7.45).

ITEM 609 STANDARD CURB AND GUTTER TYPE 2

STATION FROM		STATION TO		LOCATION	LENGTH			TOTAL LINEAR FOOT
102 + 70.97	L	105 + 54.28	L	S.R. 269	268.20			268.20
105 + 54.28	L	2 + 56.69	R	CEMETERY	60.36			60.36
1 + 56.69	R	0 + 86	R	CEMETERY	86.10			86.10
0 + 86	L	0 + 96.55	L	CEMETERY	10.55			10.55
0 + 96.55	L	106 + 68.14	L	CEMETERY	91.95			91.95
106 + 68.14	L	107 + 00	L	S.R. 269	31.86			31.86
102 + 70.97	R	105 + 49.72	R	S.R. 269	271.88			271.88
105 + 49.72	R	2 + 54.77	R	CEMETERY	58.76			58.76
2 + 69.77	R	3 + 64.45	R	CEMETERY	99.68			99.68
3 + 64.45	R	5 + 34.22	R	CEMETERY	156.61			156.61
5 + 10.22	L	3 + 96.73	L	CEMETERY	110.55			110.55
3 + 96.73	L	2 + 61.00	L	CEMETERY	135.75			135.75
2 + 61.00	L	106 + 68.86	R	CEMETERY	55.95			55.95
106 + 68.86	R	107 + 10	R	S.R. 269	39.65			39.65
107 + 10	R	109 + 35	R	S.R. 269	225.0			225.0
107 + 00	L	109 + 35	L	S.R. 269	233.0			233.0
109 + 35	L/R	112 + 55.25	L/R	S.R. 269	360.25			720.50
121 + 06.37	L/R	123 + 54.94	L/R	S.R. 269	248.57			497.14
123 + 54.94	R	124 + 26.65	R	S.R. 269	71.71			71.71
123 + 54.94	L	124 + 50.49	L	S.R. 269	95.00			96.00
124 + 50.49	L	3 + 11.64	R	S.R. 269	95.87			95.87
124 + 26.65	R	4 + 67.36	R	S.R. 269	70.54			70.54
2 + 35	L	22 + 12.84	L	CENTER	71.47			71.47
4 + 32.84	L	4 + 67.36	L	CENTER	35.02			35.02
21 + 41.66	R	22 + 12.84	R	MONROE	71.18			71.18
21 + 41.66	R	0 + 28.24	L	SANDUSKY	23.30			23.30
0 + 28.24	L	0 + 50	L	SANDUSKY	21.76			21.76
4 + 38.86	L	0 + 42.96	R	SANDUSKY	39.86			39.86
0 + 42.96	R	0 + 50	R	SANDUSKY	7.04			7.04
				TOTAL S.R. 269				3759.24
				SANDUSKY STREET EXTENSION				
1 + 53.15	L	3 + 27.49	R	SANDUSKY	43.80			43.80
1 + 53.15	R	1 + 67.55	R	SANDUSKY	14.40			14.40
1 + 67.55	R	4 + 04.85	R	SANDUSKY	34.74			34.74
4 + 04.85	R	4 + 15.48	R	MOORE	10.63			10.63
3 + 27.49	L	3 + 37.44	L	MOORE	9.95			9.95
3 + 37.44	L	2 + 37.81	L	MOORE	38.63			38.63
2 + 40.16	R	4 + 15.48	L	MOORE	39.94			39.94
2 + 40.16	R	3 + 66.29	R	S.R. 269	132.50			132.50
3 + 66.29	R	0 + 61.06	R	CHARLOTTE	48.10			48.10
0 + 21.61	L	0 + 61.06	L	CHARLOTTE	39.45			38.45
0 + 21.61	L	4 + 44.52	R	S.R. 269	24.63			24.63
4 + 44.52	R	5 + 98.33	R	S.R. 269	163.0			163.0
2 + 37.81	L	5 + 98.33	L	S.R. 269	346.0			346.0
5 + 98.33	L	6 + 79.67	L	S.R. 269	81.34			81.38
6 + 79.69	L	5 + 60.41	R	S.R. 269	46.94			46.94
5 + 98.33	R	6 + 59.39	R	S.R. 269	61.06			61.06
6 + 59.39	R	6 + 75.30	R	CASTALIA	94.80			94.80
6 + 78.30	R	7 + 78.30	R	CASTALIA	100.00			100.00
				TOTAL SANDUSKY STREET EXTENSION				1329.71
				TOTAL ITEM 609 TYPE 2				5088.95

ITEM 610 6" SUBBASE

STATION FROM		STATION TO		LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. FT.	VOLUME C.Y.
102 + 70.97		105 + 52		S.R. 269	281.00	31.49	8820.0	163.0
0 + 86		1 + 88		CEMETERY	102.00	38.64	3941.1 *	72.9
105 + 52		106 + 68.14		S.R. 269	116.14	34.20	3969 *	73.7
2 + 22		3 + 64.45		CEMETERY	142.45	38.50	5485 *	101.6
3 + 64.45		5 + 47.6		CEMETERY	183.15	28.89	5292.0 *	98.0
106 + 68.14		107 + 00		S.R. 269	31.86	36.00	1129.1	20.9
107 + 00		109 + 35		S.R. 269	235.00	30.13	7080.8	131.1
109 + 35		112 + 55.25		S.R. 269	360.25	24.00	8646.0	160.0
121 + 06.37		124 + 00		S.R. 269	293.63	24.00	7047.1	130.4
124 + 00		22 + 12.84		S.R. 269	380.02	30.68	11658.0 *	215.8
4 + 67.86		4 + 87.86		CENTER	20.00	3.00	60.0	1.1
ADDITION UNDER GUTTER PLATE = 3759.24 x 0.032 S.Y./L.F.								120.3
				TOTAL S. R. 269				1259.7
				SANDUSKY STREET EXTENSION				
1 + 53.15		1 + 87.80		SANDUSKY	34.65	32.35	1120.8 *	20.8
2 + 92.49		3 + 27.49		MOORE	35.00	24.90	871.5	16.1
3 + 27.49		4 + 15.48		MOORE	87.99	24.00	2111.8	39.1
4 + 15.48		4 + 50.48		MOORE	35.00	24.60	852.5	15.8
0 + 24		0 + 61.06		CHARLOTTE	40.06	39.50	1680.0 *	30.6
0 + 61.06		1 + 51.06		CHARLOTTE	90.00	23.00	2070.0	38.3
2 + 12.00		2 + 38.99		S.R. 269	26.99	35.46	957.2 *	17.7
2 + 38.99		3 + 98.33		S. R. 269	359.34	24.00	8624.2	159.6
5 + 98.33		6 + 59.39		S.R. 269	61.06	24.00	1465.4	27.1
6 + 59.39		7 + 21.00		S.R. 269	61.61	52.23	3220.0 *	59.6
ADDITION UNDER GUTTER PLATE = 1329.71 x 0.032 S.Y./L.F.								42.6
				TOTAL SANDUSKY STREET EXTENSION				467.2
				TOTAL ITEM 610				1726.9

ITEM 609 STANDARD TYPE 6 CONCRETE CURB

STATION FROM		STATION TO		LOCATION	LENGTH	TOTAL LINEAR FOOT
11 + 86.50	R	11 + 97.50	R	WEST	10.0	10.0
5 + 41.50	L	5 + 86.50	L	HARRISON	45.0	23.0
2 + 92.39	L	3 + 27.51	L	CENTER	35.12	35.12
3 + 27.51	L	21 + 61.78	R	MONROE	4.72	4.72
21 + 61.78	R	21 + 97.52	R	MONROE	35.74	35.78
2 + 92.39	L	21 + 97.52	R	MONROE	35.13	35.13
17 + 66	L	17 + 79.50	L	MONROE	13.50	13.50
0 + 67.86	L	4 + 87.86	L	CENTER	21.0	21.0
				TOTAL S. R. 269		198.21
				SANDUSKY STREET EXTENSION		
7 + 04.01	R	7 + 15.33	R	S.R. 269	11.32	11.32
6 + 12.27	R	6 + 21.77	R	CASTALIA	9.50	9.60
7 + 81	R	7 + 21	R	S.R. 269	30.0	30.0
				TOTAL SANDUSKY STREET EXTENSION		50.57
				TOTAL ITEM 609 TYPE 6		231.13

ITEM 202 EXISTING PAVEMENT REMOVED AND DISPOSED OF

STATION FROM		STATION TO		LOCATION	LENGTH	AVERAGE WIDTH	AREA SQ. FT.	AREA SQ. YD.
7 + 33.96	L/R	11 + 87.28	L/R	WEST	414.2	30.0	12,426	1380.7
5 + 55	L			WEST	10.0	22.5	225	25.0
10 + 55	L			WEST	25.00	14.0	350	38.9
16 + 59	R			WEST	16.0	9.5	152	16.9
11 + 91	R			WEST	9.5	13.0	123.5	13.7
5 + 54	L			HARRISON	7.0	19.55	136.9	15.2
16 + 85	L	17 + 25	L	MONROE	40.0	2.00	80.0	8.9
17 + 10.25	L			MONROE	4.6	12.72	58.9 *	5.7
17 + 72	L			MONROE	20.5	7.84	160.6 *	17.9
15 + 00	L	20 + 02	R	MONROE	198.0	12.10	2395.8 *	266.3
18 + 82.60	R	19 + 43	R	MONROE	4.0 *	41.89	246.8 *	27.4
20 + 08	L/R	22 + 13		MONROE	265	43.20	8960 *	997.8
2 + 15	L	3 + 19		CENTER	104	8.34	838 *	96.7
3 + 96.56		4 + 68		CENTER	92	28.39	2612 *	290.2
0 + 18		3 + 50		SANDUSKY	35	32.00	1084 *	120.5
0 + 38	L	0 + 86	L	SANDUSKY	44	9	396	44.0
4 + 34	R	4 + 77	R	CENTER	43	5.5	236.5	26.3
20 + 13	R	20 + 52	R	MONROE	39	3	114	12.7
21 + 52	R	21 + 97	R	MONROE	40	6	240	26.7
				TOTAL S.R. 269				3434.1
				SANDUSKY STREET EXTENSION				
1 + 53.15	L/R	3 + 72.50	L/R	SANDUSKY	19.35	26.0	503.1	55.9
5 + 69.42	R	7 + 76.30	R	CASTALIA	215.99	2.0	931.8	48.0
7 + 00	R			CASTALIA	44.5	10.85	482.0 *	53.2
				TOTAL SANDUSKY STREET EXTENSION				157.6
				TOTAL ITEM 202				3592.7

ITEM 606 GUARD RAIL TYPE 4 DEEP BEAM

STATION FROM		STATION TO		LOCATION	LENGTH	Approach End Assembly Each	Bridge Term Assembly Each	TOTAL LINEAR FOOT
107 + 00.00	L	113 + 06.50	L	S.R. 269	562.50	1	1	562.50
107 + 99.00	R	112 + 99.00	R	S.R. 269	500.00	1	1	500.00
121 + 01.00	L	122 + 26.00	L	S.R. 269	125.00	1	1	125.00
120 + 99.00	R	123 + 52.50	R	S.R. 269	262.50	1	1	262.50
				TOTAL ITEM 606		4	4	1450.00

ITEM 611 REINFORCED CONCRETE APPROACH SLABS

STATION FROM		STATION TO		LOCATION	WIDTH	LENGTH	AREA SQ. FT.	AREA SQ. YD.
112 + 95.25	L/R	113 + 20.25	L/R	S.R. 269	29.00	25.00	725	80.6
120 + 81.37	L/R	121 + 06.37	L/R	S.R. 269	29.00	25.00	725	80.6
				TOTAL ITEM 611				161.2

ITEM 605 AGGREGATE DRAINS

STATION FROM		STATION TO		LOCATION	LENGTH
106 + 50	L			S.R. 269	24.0
107 + 00	L/R			S.R. 269	34.0
107 + 50	L/R			S.R. 269	33.0
108 + 00	L/R			S.R. 269	34.0
108 + 50	L/R			S.R. 269	38.0
109 + 00	L/R			S.R. 269	32.0
109 + 50	L/R			S.R. 269	32.0
110 + 00	L/R			S.R. 269	30.0
110 + 50	L/R			S.R. 269	26.0
111 + 00	L/R			S.R. 269	26.0
111 + 50	L/R			S.R. 269	26.0
112 + 00	L/R			S.R. 269	26.0
112 + 50	L/R			S.R. 269	28.0
113 + 00	L/R			S.R. 269	26.0
113 + 00	L/R			S.R. 269	29.0
121 + 50	L/R			S.R. 269	32.0
122 + 00	L/R			S.R. 269	33.0
122 + 50	L/R			S.R. 269	33.0
123 + 00	L/R			S.R. 269	34.0
123 + 50	L/R			S.R. 269	33.0
		TOTAL ITEM 605			611.0

ITEM 203 SUBGRADE PREPARATION

	AREA SQ. FT.	AREA SQ. YD.
TOTAL AREA ITEM 402 1½" ASPHALT CONCRETE	86357.3	
TOTAL AREA ITEM 609 STANDARD CURB & GUTTER TYPE 2 (5088.95 x 2.5)	12722.4	
TOTAL ITEM 203	99079.9	11009

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
GLN	1-10-68	RAM	1-25-68	None

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US - 38 (5)	

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (6.40)(7.45)

Item	Quant.	Units	Description (620.3 Unless Otherwise Shown)
			ROADWAY
201	Lump	Lump	Clearing and Grubbing
202	3592	Sq. Yd.	Existing Pavement Removed and Disposed Of
202	8676	Sq. Ft.	Existing Sidewalk Removed and Disposed Of
202	2354	Lin. Ft.	Existing Curb or Curb and Gutter Removed and Disposed Of
			Existing Buildings Removed
202	Lump	Lump	3 WD 2 Story Brick and Frame residence, 1 Story Frame Sales Office, 2 Greenhouses, 2 Story Concrete Block Garage
202	Lump	Lump	18-WD, 18-T 1 Story Frame Residence
202	Lump	Lump	39-A, 39-T, 40-WD, 40-AND, 40-AT, 40-ST-1 1½ Story metal and Frame sales office and lumber yard building complex.
202	Lump	Lump	47-WD 2 Story frame residence, 1 car frame Garage.
202	Lump	Lump	48-WD 1 Car frame Garage.
202	Lump	Lump	48-EL 2 Story frame residence.
202	Lump	Lump	66-WD, 66-T 2 Story frame residence.
202	Lump	Lump	69-WD, 69T 2 Story brick residence, 1 metal and frame shed
202	Lump	Lump	74-WD 1 Story concrete block building.
203	Lump	Lump	94-T, 94-WD 2-Car frame Garage.
202	1	Each	Manhole Removed
202	16	Each	Sinkhole, Abandon, As Per Plan
202	5	Each	Inlet Removed
203	3821	Cu. Yd.	Excavation Not Including Embankment Construction
203	42,393	Cu. Yd.	Embankment
203	11,089	Sq. Yd.	Subgrade Compacting
603	4	Each	Approach End Assembly
604	15	Each	Standard Monument Assemblies
604	1	Each	Manhole, Adjust to Grade
606	1430	Lin. Ft.	Guard Rail, Type 9
606	4	Each	Bridge Terminal Assembly
608	6175	Sq. Ft.	Concrete Walk 4 Thick
608	204	Sq. Ft.	Concrete Walk 6 Thick
608	72	Lin. Ft.	Concrete Steps, Standard Type B
616	51	M-Gal	Water
619	21	Ton	Calcium Chloride
410	100	Cu. Yd.	Traffic Compacted Surface, Type A or B
625	140	Lin. Ft.	3" Conduit, Type B or 2"
626	16	Cu. Yd.	Concrete for Signal Support Foundation
			Erosion Control Case 1005
			Rock Channel Protection, Type B
659	5	Cu. Yd.	Seeding and Mulching, As Per Plan
659	30,793	Sq. Yd.	Commercial Fertilizer (12-12-12)
659	2.8	Ton	Agricultural Liming
659	13.8	Ton	
			DRAINAGE
603	100	Lin. Ft.	6" Conduit, Type F
603	780	Lin. Ft.	12" Conduit, Type B
604	10	Each	Manhole, Standard No 1, Modified As Per Plan
604	1	Each	Manhole, Standard No 1
Special	102	Lin. Ft.	8" Sinkhole Drilled
Special	140	Lin. Ft.	10" Sinkhole Drilled
604	1	Each	12" Sidewalk Drilled
604	3	Each	Catch Basin, Type 2, 2.2
604	3	Each	Catch Basin, Type 2, 2.3
604	6	Each	Catch Basin, Type 3
604	72	Each	Catch Basin, Type 3-A
605	611	Lin. Ft.	Aggregate Drains
Special	50	Lin. Ft.	Casing Furnished and Installed for 8" Sinkhole.
Special	70	Lin. Ft.	Casing Furnished and Installed for 10" Sinkhole.
Special	450	Lin. Ft.	Casing Furnished and Installed for 12" Sinkhole.
			PAVEMENT
301	1832	Cu. Yd.	Bituminous Aggregate Base (as in 301.06-.10) or 702.09, .27-11 or 12
310	1757	Cu. Yd.	Subbase
402	331	Cu. Yd.	Asphalt Concrete (70-83)
404	3346	Cu. Yd.	Asphalt Concrete (70-85)
407	76	Gal.	Tack Coat RS-1, MS-1 or CRS-1 or 702.02 (CRS-2 or HFE-150 or HFE-300)
452	3594	Sq. Yd.	Plain Portland Cement Concrete Pavement (7" Thick)
452	6484	Sq. Yd.	Plain Portland Cement Concrete Pavement (8" Thick)
609	2832	Lin. Ft.	Concrete Curb, Standard Type 2-A
609	231	Lin. Ft.	Concrete Curb, Standard Type 6
609	30093	Lin. Ft.	Combination Curb and Gutter, Standard Type 2
611	161	Cu. Yd.	Reinforced Concrete Approach Slabs (7"-13")
611	18	Cu. Yd.	Reinforced Concrete Aggregate
612	28	Sq. Yd.	Concrete Traffic Island
619	Lump	Lump	Field Office
624	Lump	Lump	Construction Layout Stakes
624	Lump	Lump	Maintaining Traffic
			Structure Over 20 Ft Span Hur-269-06.60 For Estimated Quantities See Sheet 34

SEEDING TABLE

Station From	Station To	Sq. Yd.
102+70.91	103+00.00	3.54
103+00.00	107+00.00	11.72
107+00.00	118+72.00	10,357
120+56.00	135+00.00	8472
Cemetery Street		1.854
Monroe Intersection		445.0
Total S.R. 269		18,164
Sandusky Street Extension		
1+53.16	7+20.00	2,069
0+61.00	1+57.06	278
Total Sandusky St. Ext.		2,325
Temporary Parcels		10,261
Total Seeding		30,775

EARTHWORK TABLE

Sheet	Excavation	Embankment
22	4,812	751.2
23	151.2	901.8
24	366.5	19,240.6
25	1,951	19,895.3
26	1,072	1,774
27	1,388.0	458.0
30	12,260	90.9
31	4,212	47,392.6
Totals	30,223	

Item 659 Commercial Fertilizer
30,773 Sq. Yd. From Seeding Table
30,775 × 9 × 1000 × 20 ÷ 2000 × 2.8 Tons

Item 659 Agricultural Liming
30,773 × 9 × 1000 × 100 ÷ 2000 × 13.8 Tons

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

PLAN	DATE	CHKD.	DATE	SCALE
GM	1-12-68	RAM	1-26-68	None

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US - 38(5)	

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HURON COUNTY — CITY OF BELLEVUE

HUR - 269 - (6.40)(7.45)

Drainage Quantity Tabulation

Ref No	Sht No	Station From	Station To	Offset	603 Cond Type B 12" Lin Ft	604 C.B. Std 3	604 C.B. Std 3-A	604 M.H. Mod No.1 Ea	Special Sink Hole 12" Lin Ft	Design Data Sink Holes Qs cfs	Design Data Sink Holes Tc min
CB-1	27	2+65		Rt		1					
CB-2	27	2+65		Lt		1					
CB-3	24	106+75		Rt			1				
CB-4	27	0+90		Rt			1				
CB-5	27	0+90		Lt			1				
CB-6	24	106+75		Lt			1				
P-1	27	2+65		—	38						
P-2	27	2+65	106+75	Rt	52						
P-3	24	106+75		Rt	10						
P-4	27	0+90		—	28						
P-5	27	0+90	106+75	Lt	60						
P-6	24	106+65		Lt	12						
SH-1	27	106+75		35'Rt				1	140	7.1	10
SH-2	24	106+75		25'Lt				1	140	4.3	10
			Totals		200	2	4	2	280		

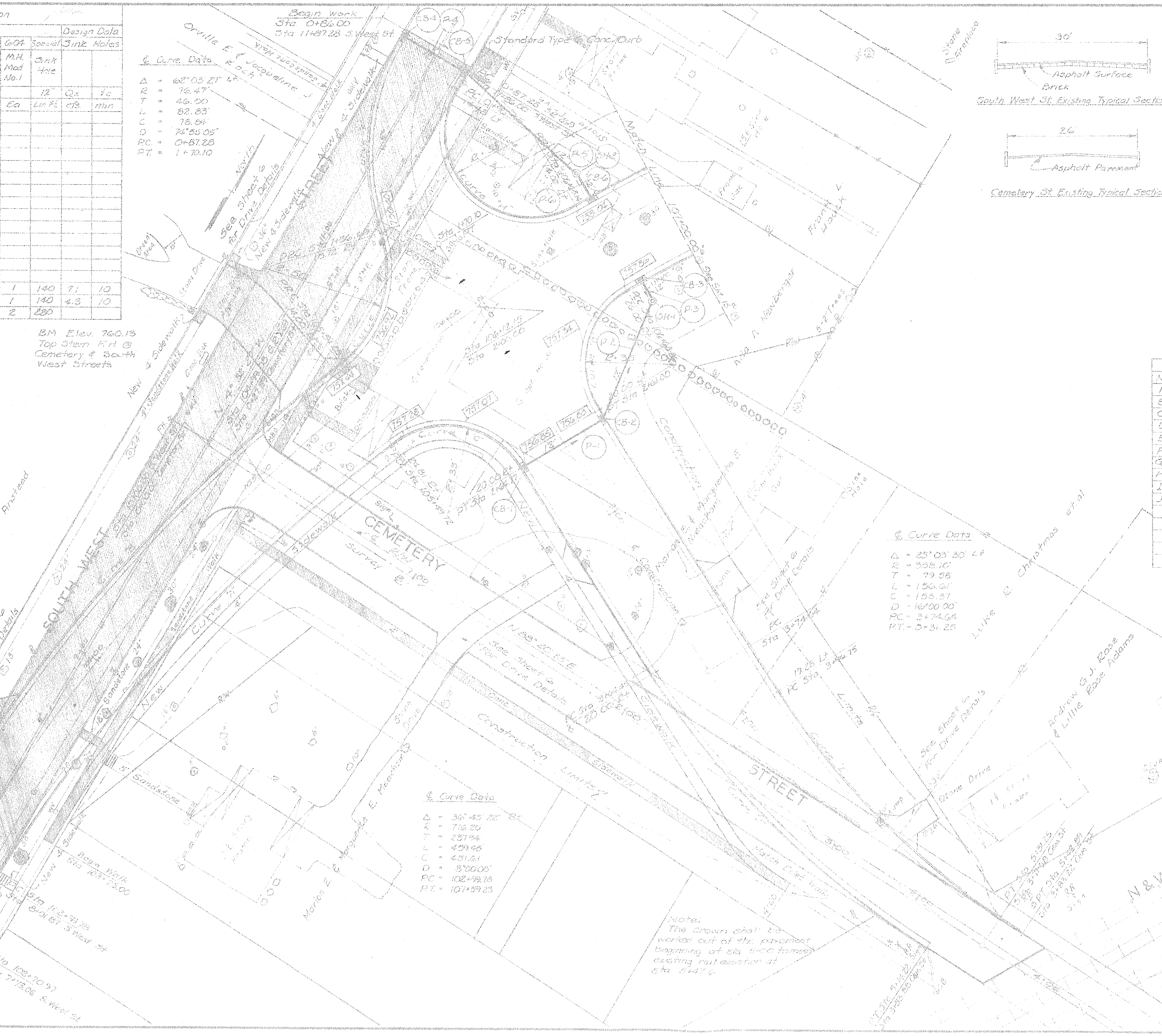
608 Type B Concrete Steps

Station	Offset	Tread No	Tread Size	Riser No	Riser Size	Linear Feet
102+99.78	16'Lt	3	12"	2	6"	12
102+99.78	15'Rt	4	14"	3	7"	16
103+68	26'Rt	4	12"	3	6"	20

℄ Curve Data

Δ = 62°03'27" Lt
R = 76.47'
T = 46.00'
L = 82.83'
C = 78.84'
D = 74°55'05"
P.C. = 0+87.28
P.T. = 1+70.10

BM Elev. 760.13
Top Stem F.H. @ Cemetery & South West Streets



South West St. Existing Typical Section (30', Asphalt Surface, Brick)

Cemetery St. Existing Typical Section (26', Asphalt Pavement)

Note:
For Profile See Sheet 21
For Cross Sections, See Sheets 27
For Drive Details See Sheet 6

Legend:
000.00 — Finished Pavement Grades
(shaded) — Sidewalk & Pavement Removal
● — Sink Hole Abandon
● — Tree Removal

Sink Hole To Be Abandoned

Station	Offset
106+49.50	450' Lt

Pavement Curve Data

No	Radius	Δ	Tan	Arc	Chord
A	716.20'	21°45'02"	137.60	271.88	270.25
B	747.20	20°33'56"	135.56	268.20	266.76
C	35.00	96°11'31"	39.00	58.76	52.10
D	35.00	91°35'01"	35.98	55.95	50.18
E	50.00	69°09'58"	34.47	60.36	56.76
F	100.00	48°36'02"	45.15	84.82	82.30
G	690.20	3°17'29"	19.83	39.65	39.64
H	35.00	150°31'52"	133.09	91.95	
I	318.31	25°03'30"	70.74	139.21	138.11
J	358.10	25°03'30"	79.58	156.61	155.37

℄ Curve Data

Δ = 25°03'30" Lt
R = 358.10'
T = 79.58
L = 156.61
C = 155.37
D = 16°00'00"
P.C. = 3+74.64
P.T. = 5+31.25

℄ Curve Data

Δ = 36°45'22" Rt
R = 716.20'
T = 237.94
L = 459.45
C = 451.61
D = 8°00'00"
P.C. = 102+99.78
P.T. = 107+59.23

Note:
The crown shall be worked out of the pavement beginning at sta. 5+00 to meet existing rail elevation at sta. 5+47.6

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

BEGIN WORK TO STA. 107+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

15 / 53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40) (7.45)

℄ Curve Data
Δ - 26°14'29"
R - 954.93
T - 222.58
L - 437.55'
C - 433.54
D - 6°00'
PC - 108+75.32
PT - 113+12.87

℄ Curve Data
Δ - 36°45'22"
R - 716.80
T - 237.94'
L - 459.45'
C - 451.61'
D - 8°00'
PC - 102+98.78
PT - 107+59.23

Drainage Quantity Tabulation

Ref. Sht. No.	No.	Station From	Station To	Off-set	Item 603	Item 604	Item 604	Item Special	Item Special	Design Data Sink	Design Data Notes
					Cond. Type B	C.B. Std. 2-28	MH Mod. No. 1	Sink Hole	Sink Hole		
					12"			10"	12"	"Q"	"T"
					Lin. Ft.	Ea.	Ea.	Lin. Ft.	Lin. Ft.		
CB7	10	109+50	-	Rt.		1					
CB8	19	110+50	-	Lt.		1					
CB9	19	112+87	-	Rt.		1					
P-7	10	109+50	-	Rt.	6						
P-8	19	110+50	-	Lt.	6						
P-9	19	112+57	-	Rt.	6						
SH-3	15	109+50	-	75 Rt.			1		140	7.8	3.3
SH-4	19	110+50	-	70 Lt.			1		140	1.4	
SH-5	19	112+87	-	87 Rt.			1	130		1.2	
			Total		18	3	3	140	280		

Sink Holes To Be Abandoned

Station	Offset
107+44.50	18.50' Lt.
107+65.50	35.20' Lt.
109+64.00	42.00' Rt.
111+31.50	41.00' Rt.

Legend
- Sidewalk Removal
- Sink Hole Abandon
- Tree Removal

Note
For Profile See Sheet 19
For Cross Sections See Sheets 24 & 25
For Location of Aggregate Drains See Cross Sections

Note
Vary Guard Rail Alignment Uniformly Within 3 Panel Lengths (100 Feet) to Match Bridge Rail.

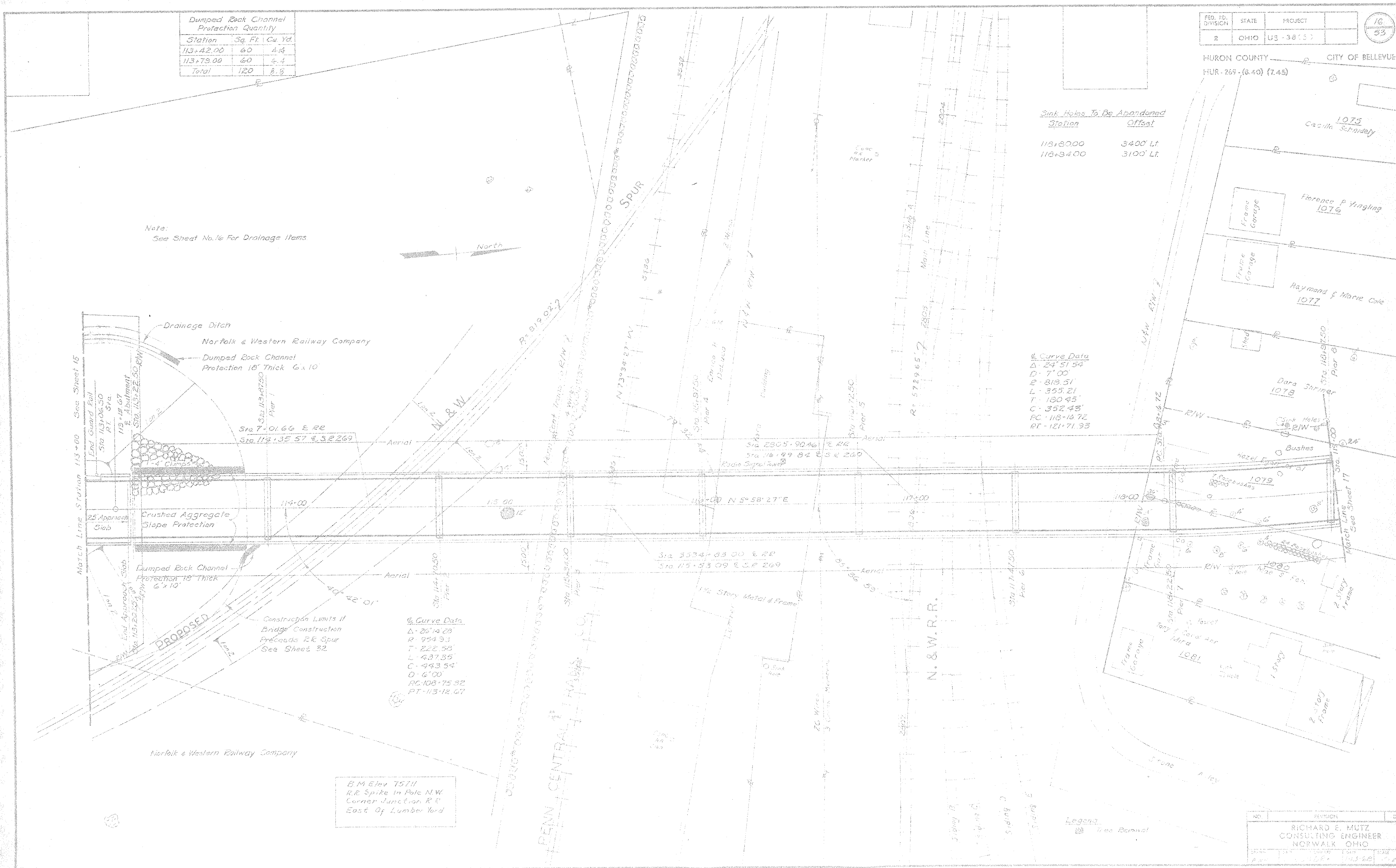
GM Elev 715.13 Top Stem F.H.@ Cemetery And South West Sts

Albert A. Link — Norfolk & Western Railway Company — Norfolk & Western Railway Company — Norfolk & Western Railway Company — Andrew G. J. Rose & Lillie Rose Adams — Marion E. & Marguerite E. Meacham — Luke R. Christmas et al — Ernest W. Kumm — Cecil G. White — George J. & Catherine T. Swartz — Mary E. Fritz et al — Harold L. & Velma Amos — Samuel T. & Helen Walter — Glade Gold — Crank E. Houck — A. Newberger — Green House — Concrete Block Garage — 2½ Story Frame — 2 Story Frame — 1½ Story Concrete — 1½ Story Frame — 1 Story Frame — Frame Garage — Frame Shed — Gar — Sink Hole — Drainage Ditch — R/W — Match Line Sta 107+00 See Sheet 18 — Match Line Sta 113+00 See Sheet 16 — Proposed Spur

NO. | REVISION | BY | DATE

RICHARD E. METZ
CONSULTING ENGINEER
NORWALK, OHIO

STA 107+00 TO STA 113+00 RELOCATION S.R. 269 PLAN



Dumped Rock Channel Protection Quantity		
Station	Sq. Ft.	Cu. Yd.
113+42.00	60	4.4
113+79.00	60	4.4
Total	120	8.8

Sink Holes To Be Abandoned

Station	Offset
118+80.00	34.00' Lt.
118+94.00	31.00' Lt.

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

STA 113+00 TO STA 119+00 RELOCATION S.R. 269 PLAN

FED. HWY DIVISION	STATE	PROJECT	
2	OHIO	US-36(5)	

17 SHEETS 53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40) (7.45)

PROPOSED STRUCTURE

Type: Continuous rolled beams with reinforced concrete deck and substructure.
Span: 1@65.00', 1@83.00', 2@93.50', 5@75.00', 1@62.50', 1@44.00'.
Roadway: 28.00' F/F, 2'-0" Safety curbs.
Skew: None. All piers perpendicular to back tangent.
Wearing Surface: 1" monolithic concrete.
Approach Slabs: AS-1-67 (25' long special)
Alignment: Tangent and 7° curve to the left.
Superelevation: None.
Loading: H5-20-44
Traffic Volume: 1986 ADT 7,910 passenger, 600 commercial.



Existing Pavement Typical Section
Monroe St

Sink Holes And Wells To Be Abandoned

Station	Sink Holes	Offset
121+09.00		9.50' Lt.
121+51.50		48.00' Lt.
121+75.00		49.50' Lt.
121+83.00		22.00' Lt.
122+56.50		43.00' Lt.
	Wells	
122+23.50		34.00' Lt.
123+39.50		75.00' Lt.
123+72.00		85.00' Lt.

Curve Data

Δ - 9°36'00"
D - 10°00'
R - 572.96
L - 96.00'
C - 95.89'
T - 48.11
PC - 123+54.94
PCC - 124+50.49

Drainage Quantity Tabulation

Ref No	Sht No	Station From	Station To	Off-set	Item 603 Cond Type B 12" Lin Ft	Item 604 C B Sta No. 3A Ea	Item 604 Sta No. 2 M.H. Ea	Item 202 Remove Exist M.H. Ea
CB-10	20	123+90		Rt		1		
P-10	20	123+90	124+00	Rt	10			
MH 3		123+33.5					1	
			Total		10	1	1	

B.M. Elev 754.01
Top Stem F.H. In Front
Of 132 Harrison St.

Legend
- Pavement, Sidewalk & Conc. Apron Removal
- Sink Hole Abandon
- Tree Removal
- Finished Pavement Grades

For Profile See Sheet 20
For Cross Sections See Sheet 26
For Drive Details See Sheet 15

NO	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

SCALE	DATE	PROJECT	DRAWN
1"=40'	DATE 1-13-69		

STA 119+00 TO STA 124+00 RELOCATION S.R. 269 PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US - 20 (S)	

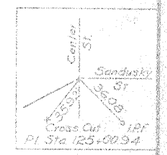
18
52

HURON COUNTY — CITY OF BELLEVUE

HUR-269 - (6.40) (7.45)

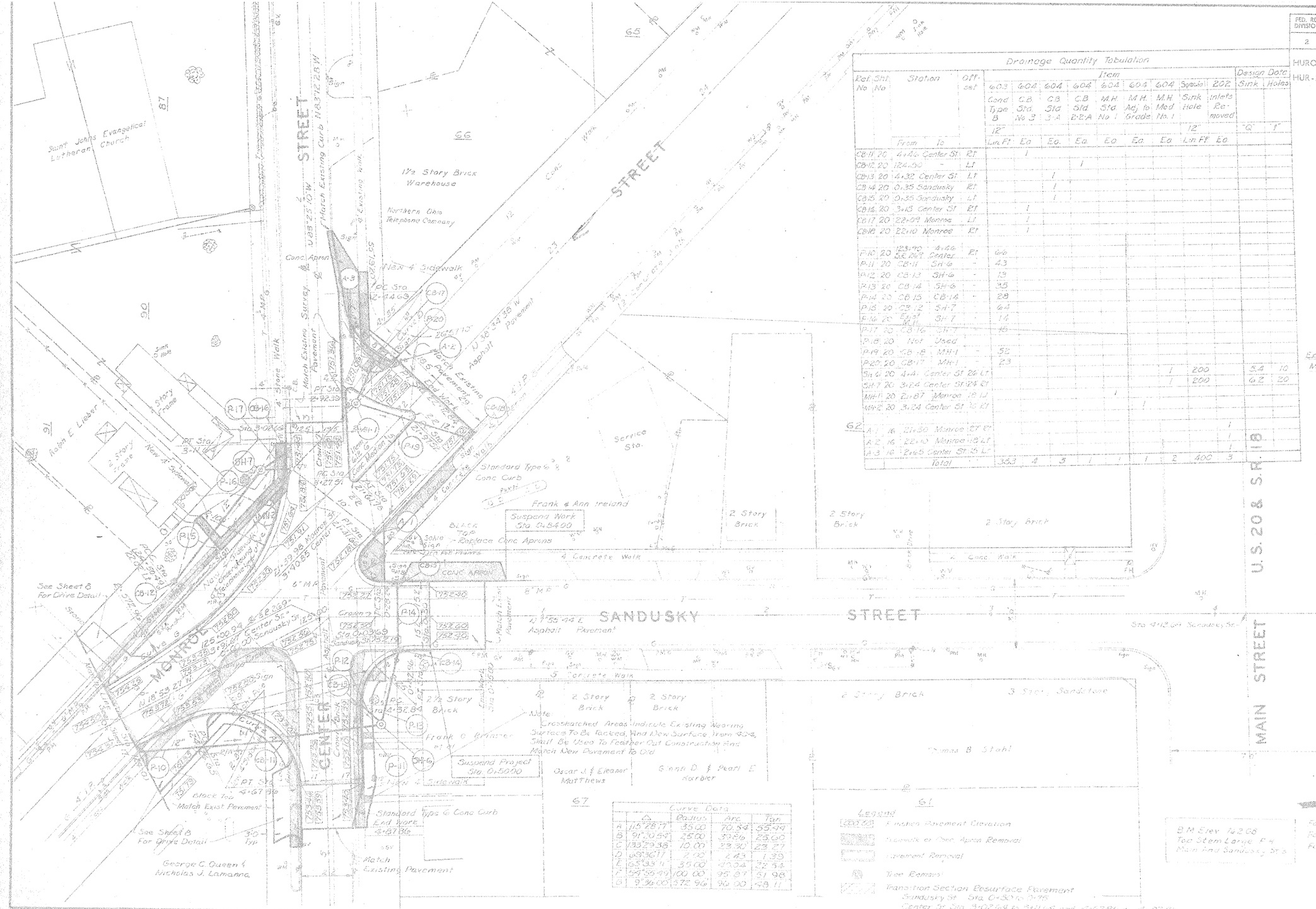
Drainage Quantity Tabulation

Ref. Sht No	Sht No	Station	Offset	Item 603 Cond B 12"	604 CB Sta No 3	604 CB Std 3-A	604 CB Std 2-B-A	604 M.H. Std No 1	604 M.H. Adj to Grade	604 M.H. Mod No 1	Special Sink Hole 12"	202 Inlets Removed	Design Data Sink "Q"	Design Data Holes "I"
		From	To	Lin. Ft.	Ea.	Ea.	Ea.	Ea.	Ea.	Ea.	Lin. Ft.	Ea.		
CB-11	20	4+45	Center St.	Rt	1									
CB-12	20	124+50	-	Lt			1							
CB-13	20	4+32	Center St	Lt		1								
CB-14	20	0+35	Sandusky	Rt		1								
CB-15	20	0+35	Sandusky	Lt		1								
CB-16	20	3+15	Center St	Rt	1									
CB-17	20	22+09	Monroe	Lt	1									
CB-18	20	22+10	Monroe	Rt	1									
P-10	20	128+70	4+46 Bk. 20	Rt	w/o									
P-11	20	CB-11	Sta. 0	-	43									
P-12	20	CB-13	SH-6	-	13									
P-13	20	CB-14	SH-6	-	35									
P-14	20	CB-15	CB-14	-	28									
P-15	20	CB-12	SA-7		64									
P-16	20	Ex-31	SH-7		14									
P-17	20	CB-16	SH-7		45									
P-18	20	Not Used												
P-19	20	CB-18	MH-1	-	52									
P-20	20	CB-17	MH-1		23									
St-4	20	4+41	Center St	26 Lt						1	200		5.4	10
SH-7	20	3+24	Center St	24 Rt						1	200		6.2	20
MH-1	20	21+87	Monroe	18 Lt				1						
MH-2	20	3+24	Center St	16 Rt					1					
A-1	16	21+30	Monroe	27 Rt								1		
A-2	16	22+10	Monroe	12 Lt								1		
A-3	16	2+45	Center St	15 Lt								1		
		Total			353	4	3	1	1	1	2	400	3	





Existing Pavement Typical Section
Monroe, Center, Sandusky Sts.



Note:
Crosshatched Areas Indicate Existing Wearing Surface To Be Tacked, And New Surface From Sta. Shall Be Used To Feather Out Construction And Match New Pavement To Old

Curve Data				
	Δ	Radius	Arc	Tan
A	115°28'17"	35.00	70.54	55.49
B	91°30'44"	25.00	39.94	25.60
C	183°29'38"	15.00	23.90	23.27
D	053°31'17"	2.00	1.83	1.39
E	65°33'11"	35.00	40.04	22.54
F	144°56'49"	100.00	95.87	51.98
G	91°30'00"	572.96	90.00	48.11

Legend
- 200.23 Finished Pavement Elevation
- Sidewalk or Conc. Apron Removal
- Pavement Removal
- Tree Remove
- Transition Section Resurface Pavement Sandusky St. Sta. 0+53.44 to 0+79.44, Center St. Sta. 3+02.64 to 3+41.64 and 4+67.94 to 4+87.94

B.M. Elev. 742.66
Tee Stem Large F.H.
Main And Sandusky Sts.

For Profile See Sheet 20
For Cross Sections See Sheet 26
For Drive Details See Sheet 8

NO.	REVISIONS	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DESIGNED	DRAWN	CHECKED	DATE	SCALE
R.W.M.		DEE	7-13-05	1"=40'

STA 124+00 TO END OF WORK RELOCATION S.R. 269 PLAN

FED RD DIVISION	STATE	PROJECT	
2	OHIO	US-38(53)	

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (8.40) (7.45)

	103	104	105	106	107	108	109	110	111	112
Top Left Curb	737.25	737.83	737.92	737.95	737.90	737.80	737.72			
Left E.P. 12"	736.38 .19	737.13 .20	737.28 .20	737.45 .20	737.55 .19	737.63 .19	737.63 .19			
℄	737.18	737.93	737.98	737.65	737.74	737.82	738.08			
Right E.P.	736.99 .19	737.73 .20	737.78 .20	737.85 .20	737.94 .19	738.02 .19	738.28 .19			
Top Right Curb	737.48	738.23	738.28	738.35	738.44	738.52	738.78			
	Intersection									
Top Left Curb	737.63	737.83	737.92	737.95	737.90	737.80	737.72			
Left E.P. 12"	737.69	737.89	737.98	738.01	737.97	737.87	737.78			
℄	737.89	738.09	738.18	738.21	738.17	738.07	737.98			
Right E.P.	738.09 .19	738.29 .20	738.38 .20	738.41 .20	738.37 .19	738.27 .19	738.18 .19			
Top Right Curb	738.28	738.48	738.58	738.61	738.57	738.47	738.38			
	Intersection									
Top Left Curb	737.63	737.83	737.92	737.95	737.90	737.80	737.72			
Left E.P. 12"	737.69	737.89	737.98	738.01	737.97	737.87	737.78			
℄	737.89	738.09	738.18	738.21	738.17	738.07	737.98			
Right E.P.	738.09 .19	738.29 .20	738.38 .20	738.41 .20	738.37 .19	738.27 .19	738.18 .19			
Top Right Curb	738.28	738.48	738.58	738.61	738.57	738.47	738.38			
	23.71 .37	23.71 .37	23.08 .34	21.24 .34	20.51 .32	19.23 .30	17.85 .28	16.57 .26	15.38 .24	14.32 .23
Left E.P. 12"	737.96	738.32	738.67	739.09	739.59	740.10	740.81	761.32	762.13	762.99
℄	738.32	738.69	739.05	739.46	739.96	740.47	741.18	741.69	742.50	743.36
Right E.P.	738.69 .37	739.06 .37	739.42 .34	739.83 .34	740.33 .32	740.84 .30	741.51 .28	742.02 .26	742.83 .24	743.72 .23
Top Right Curb	739.06	739.43	739.76	740.17	740.65	741.14	741.79	742.28	743.07	743.95
								same as right		

Intersection

Begin Work Sta. 102+70.97

℄ South West St. Sta. 102+79.06
Sta. 102+70.97

PVT. Sta. 104+50.00
Elev. 736.08

℄ Center St. Sta. 105+21.25

350' V.C.

PVT. Sta. 108+75.00

Profile Grade +3.60%

+0.60%

Existing Ground

-0.45%

PVC. Sta. 103+75.00

PVRC. Sta. 105+25.00

PVT. Sta. 107+00.00
Elev. 736.68

Match Line

Scale: Hor 1"=50'
Ver 1"=5'

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DESIGN | DETAIL | QUANTITIES | CHK | DATE | SCALE
CM | | | RMM | 8-1-67 | CRE | 1-13-68 | As Noted

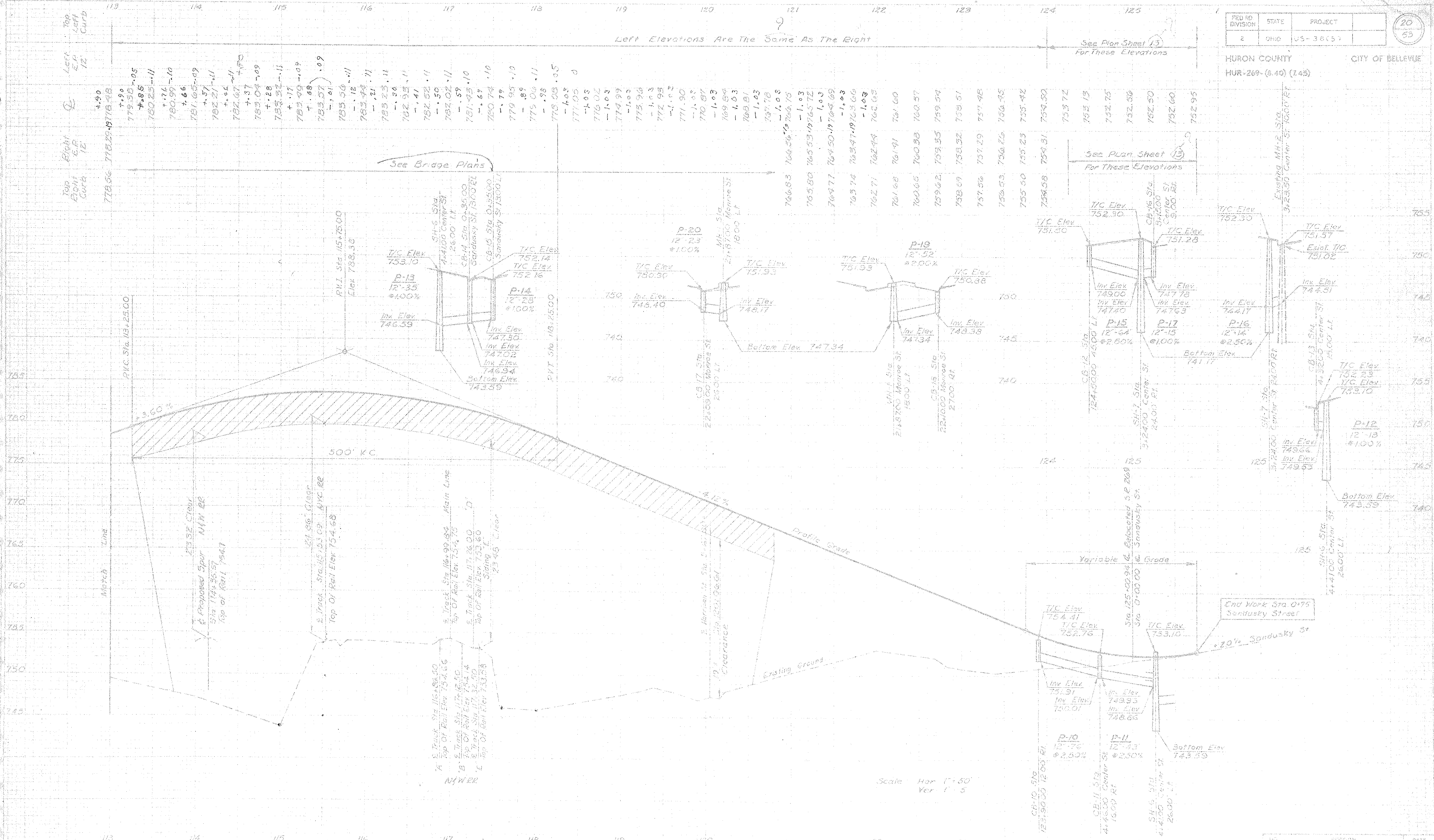
℄ PROFILE GRADE STA. 102+99.75 TO STA. 113+00.00

FED RD DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

20 / 53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40) (7.45)



NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
S.A.I.	1-20-67	CEK	1-13-68	As Noted

℄ PROFILE GRADE STA. 113+00.00 TO STA. 125+00.00

Top Right Curb	Right E.P.	℄	Left E.P.	Top Left Curb
		758.65		
		764.66		
		759.30		
		756.59		
		755.45		
		757.29		
		757.82		
		761.74		
		757.32		
		757.11		
761.10	760.91	757.19	756.91	761.45
761.91	757.14	756.82	757.14	757.91
757.64	757.57	757.48	757.57	757.64
758.81	761.00	761.58	761.00	759.87
758.10	757.83	758.11	757.83	758.10
758.34	759.07	758.94	758.67	758.34
759.59	759.32	759.57	759.32	758.99
758.85	758.59	758.87	758.59	758.62
759.07	758.80	759.05	758.80	759.07
759.21	759.06	759.22	759.06	759.91
	759.44	759.49	759.35	
	759.69	759.70	759.71	



FED. DIV. 5 | STATE OHIO (US-6&SR 5) | PROJECT

HURON COUNTY CITY OF BELLEVUE

HUB-269-(6.40)(7.45)

2 / 33

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

DIVISION	STATE	PROJECT
2	OHIO	US-250 (57)

HURON COUNTY

CITY OF NORWALK

HUR-250 (5.40) (7.45)

22
55

Begin Project

Existing Sidewalk

New 4" Sidewalk & 6.06 Type B1 Case Shelf

Existing Sidewalk

Begin Work

Existing Sidewalk

Southwest St

Item 202

East E/W

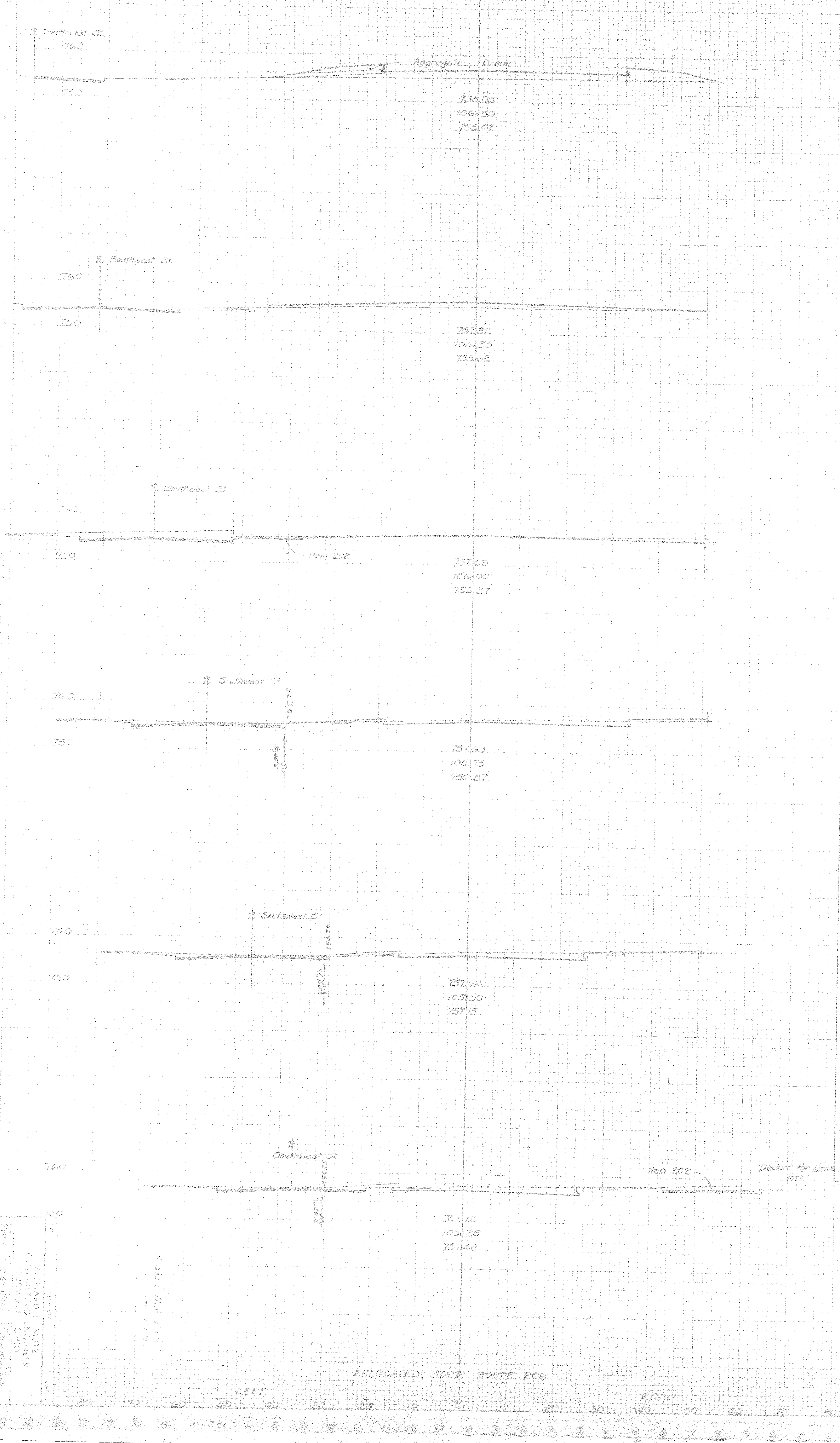
R/W

Scale: 1" = 10'
Ver. 1" = 5'

RICHARD L. METZ
CONSULTING ENGINEER
NORWALK, OHIO

CROSS SECTIONS STA 102+98.78 TO STA 105+28

SEEDING		END AREA		CU. YDS.	
End Mow.	Sq. Yds.	Cut	Fill	Cut	Fill
	381			5.6	450.9
46		0	173		
	21			0	112.5
0		0	10		
	21			9.3	81.0
45		20	105		
	178			25.6	76.4
85		35	60		
	231			38.0	80.9
89		47	50		
	236			41.2	57.4
87		42	74		
	867 -143			31.5	72.0
				151.2	[illegible]



Deduct for Drive

Scale: Hor. 1"=10' Ver. 1"=10'

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	US-38(5)

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (6.40) (7.45)

23/55

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

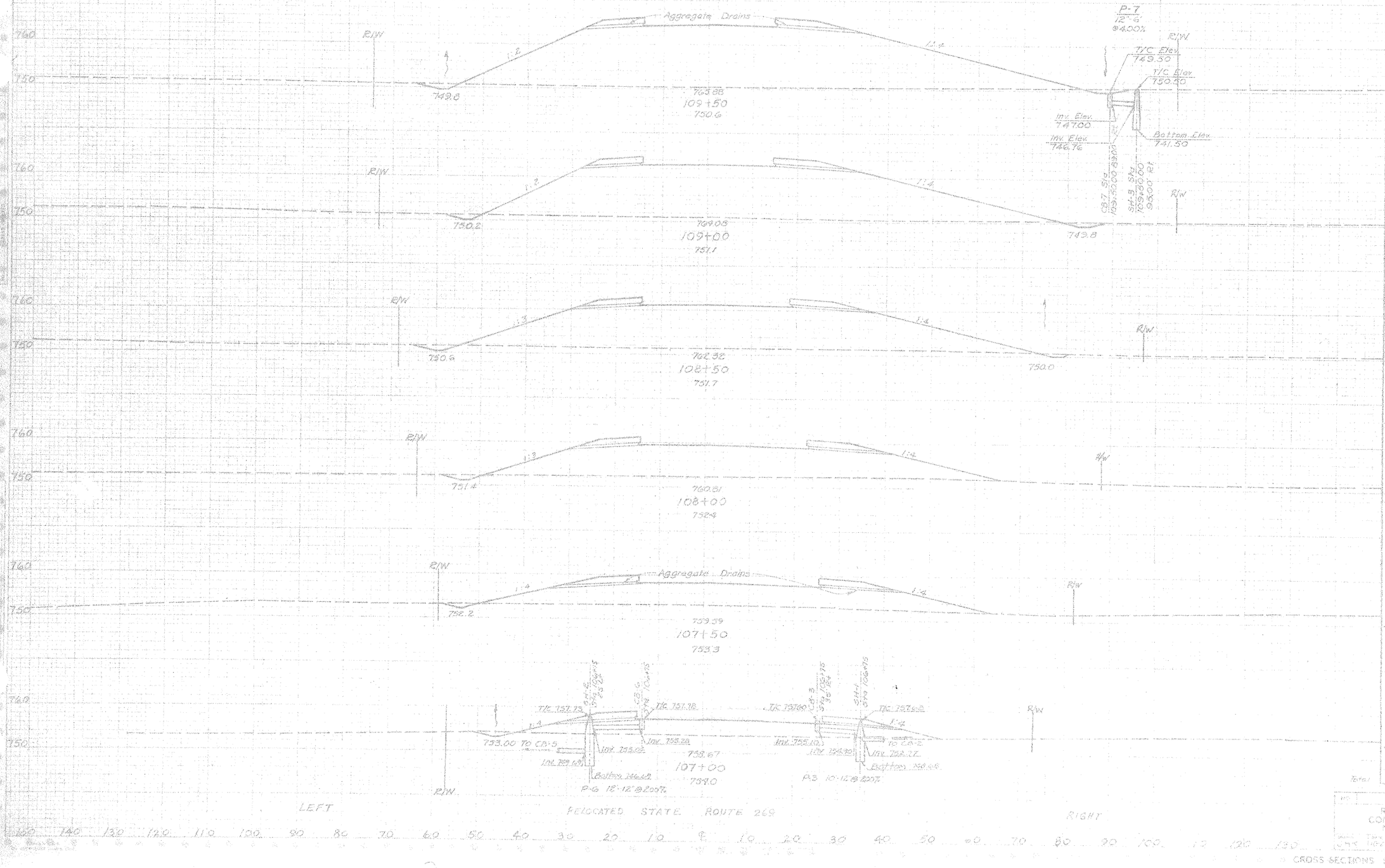
CROSS SECTIONS STA 105+25 TO STA 106+50

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(55)	

24
29

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)X148



SEEDING	END AREA		CU YDS	
END STA	SQ YDS	CUT	FILL	CUT	FILL
	850.0			25.9	2625.0
150.0		15.0	1401.0		
	855.6			25.0	2349.1
152.0		12.0	1136.0		
	800			20.4	1960.7
158.0		10.0	900.0		
911				16.8	1615.3
180.0		6	653		
617				10.2	1078.4
102.2		5	526.4		
541				10.2	759.2
92.0		2	184		
Total				130.5	11,006.7

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

CROSS SECTIONS STA 107+00 TO STA. 109+50

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(3)	

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (8.49)(7.48)

SHEET 25 OF 52 SHEETS

SEE GRADING PLAN

END AREA METHOD

STA.	SQ. FT.	SQ. YDS. CUT	SQ. YDS. FILL	CUT	FILL
				0	
					2000
	664.0			93	
1100		70	30750		
	963.8			193	3900
1170		140	25720		
	9.930			228	46950
1490		100	22520		
	900.8			218	46950
1600		130	16520		
	851			204	42140
1650		90	11250		
	822.8			184	40170
1670		40	5930		
	702.2			231	48357
1700		130	4930		
Total					

Split Thru Area

$\frac{1}{2} \times \left[\frac{20106.24 \times 13383}{27}\right] - \left[\frac{16885.75 \times 8}{27}\right]$

Aggregate Drains

End Ditch @ Sta. 113+40.80 Lt.
Provide Bumped Rip-Rap Channel Protection 18" Thick
4' Wide x 10 Long

P-9 12"ø @ 4.00%

Sta. 12+68.96 Inv. Elev. 745.50
Sta. 12+87.00 Inv. Elev. 747.00

T/C Elev. 750.50
Inv. Elev. 746.76
End Ditch @ Inlet Sta. 112+87.81 Lt.
Bottom Elev. 741.50

Sta. 111+65 Ditch Gr. = 752.7

113+40	774.88	749.5	750.9
113+00	774.88	749.5	750.1
112+50	774.88	750.7	751.8
112+00	774.88	751.7	752.0
111+50	773.08	752.5	751.0
111+00	771.28	751.4	750.5
110+50	769.48	750.3	750.0
110+00	767.68	751.9	750.0

Sta. 12+68.96 Inv. Elev. 745.50
Sta. 12+87.00 Inv. Elev. 747.00

T/C Elev. 750.00
Inv. Elev. 746.26
Bottom Elev. 741.50

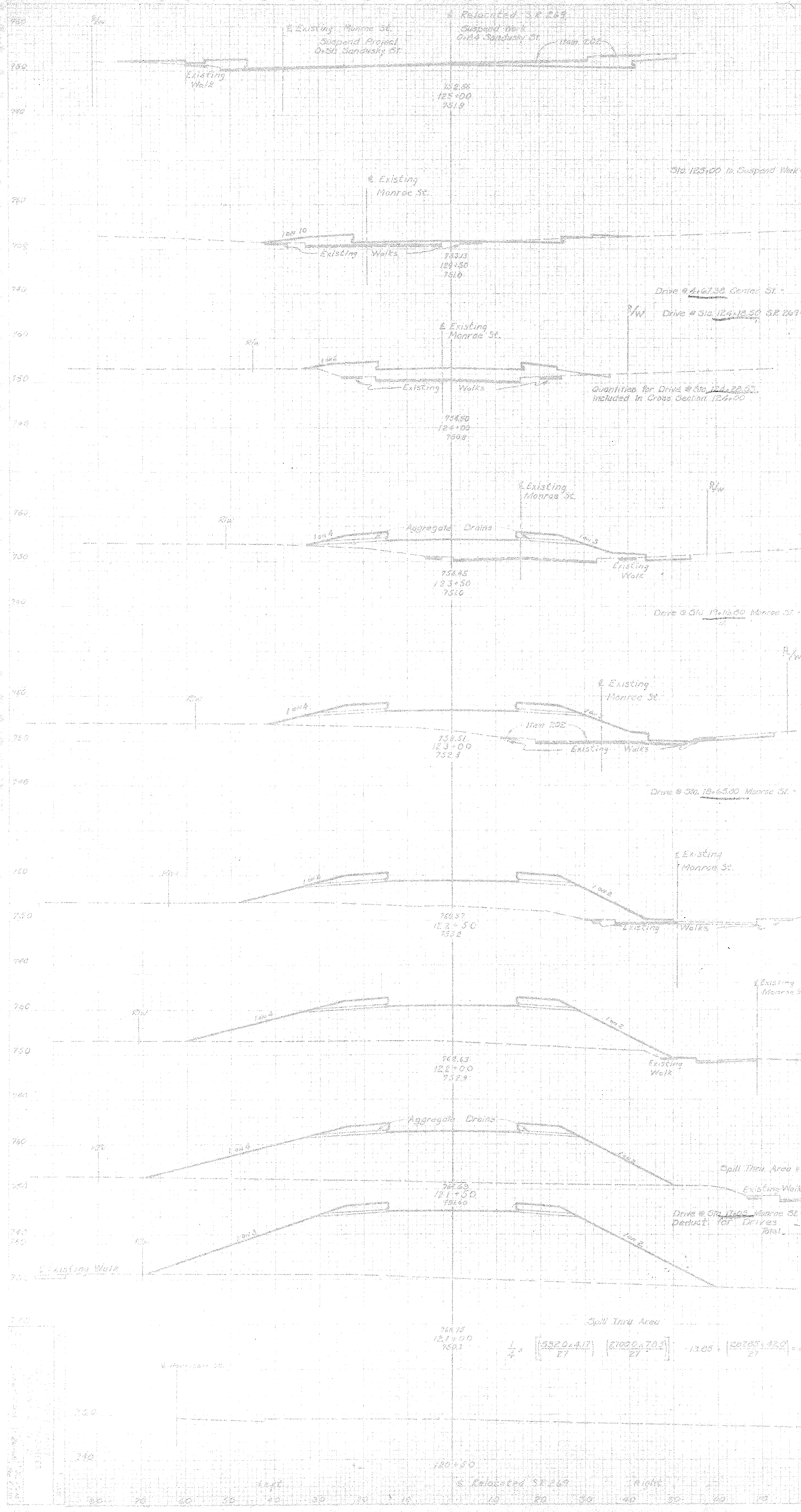
T/C Elev. 745.00
Inv. Elev. 742.50

RELOCATED STATE ROUTE 269

LEFT — RIGHT

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK, OHIO

CROSS SECTIONS STA 110+00 TO STA. 113+00



Spill Thru Area

$\frac{1}{4} \times \left[\frac{352.0 \times 4.17}{27}\right] \left[\frac{2100.0 \times 7.63}{27}\right] - 13.85 + \left[\frac{2878.5 \times 42.0}{27}\right] = 606.7$

	SEEDING End W/P Tk	SEEDING Sq Yds	END AREA Cut	END AREA Fill	CU YDS Cut	CU YDS Fill
Sta. 125+00 to Suspend Work =					148.1	24.1
	30.0		94.0	28.0		
		190.0			629.0	68.5
	40.0		9.0	48.0		
Drive @ 4+67.38 Center St. =					11.5	
Drive @ Sta. 124+18.50 S.R. 269 =						0.5
		193.4			9.5	181.6
	50.0		1.0	150.0		
		272.2			9.5	380.6
	68.0		9.0	251.0		
Drive @ Sta. 19+19.80 Monroe St. =						17.3
		288.9			22.2	614.8
	72.0		15.0	400.0		
Drive @ Sta. 18+65.80 Monroe St. =					3.6	1.0
		144.4			13.9	837.0
	86.0		0	496.0		
		327.6			0	413.0
	102.0		0	710.0		
		349.0			0	1608.3
	131.0		0	1020.0		
		363.9			0	2238.0
	144.0		0	1396.0		
Spill Thru Area =		352.0			0	606.7
Existing Walk	0		0	0		
Drive @ Sta. 17+03 Monroe St. = Deduct for Drives					13.8	
Total		3173			307.3	7677.4

FED. RD. DIV. NO.	STATE	PROJECT	
2	OHIO	US 381 [illegible]	

26/33

HURON COUNTY — CITY OF BELLEVUE

HUR-269 (8.40) (8.43)

CROSS-SECTIONS STA. 120+50 TO 125+00

DESIGN	STATE	PROJECT	
2	OHIO	113 32 (5)	

HURON COUNTY CITY OF BELLEVUE

HUR 269 (6.40) (7.25)

Deduct for Drive

RICHARD E. METZ
CONSULTING ENGINEER
CLEVELAND, OHIO

CEMETERY STREET CROSS-SECTIONS

Ref. No.	Sht. No.	Station From	Station To	Offset	603 Cond. Type B 12" Lin. Ft.	604 C.B. Std. No. 3 Ea.	604 C.B. Std. 3-A Ea.	604 M.H. Mod. No. 1 Ea.	Special Sink-hole 8" Lin. Ft.	Special Sink-hole 12" Lin. Ft.	202 Inlets Removed Ea.	Design Data Sink Holes "Q"	Design Data Sink Holes "t"
CB19	30	1+65	-	Lt.			1						
CB20	30	1+65	-	Rt.			1						
CB21	30	3+00	-	Lt.		1							
CB22	30	3+00	-	Rt.			1						
CB23	29	0+50 Charlotte		Lt.			1						
CB24	30	7+00	-	Rt.		1							
P21	30	1+65	-	-	28'								
P22	30	1+65	1+60	Lt.	8'								
P23	30	3+00	-	-	26'								
P24	30	3+00	-	Rt.	12'								
P25	29	CB-23	SH-9	Rt.	126'								
P26	30	7+00	-	Rt.	8'								
SH-8	30	1+60	-	20'Lt.				1		100		5.15	19
SH-9	29	3+00	-	25'Rt.				1		100		3.26	17
SH-10	30	7+00	-	32'Rt.				1	100				
A-1	28	1+68	-	13'Rt.							1		
A-2	28	1+68	-	13'Lt.							1		
Totals					208	2	4	3	100	200	2		

608 Type B Concrete Steps

Station	Offset	Tread No	Tread Size	Riser No	Riser Size	Linear Feet
6+68.00*	32' Rt.	6	12"	5	8"	24

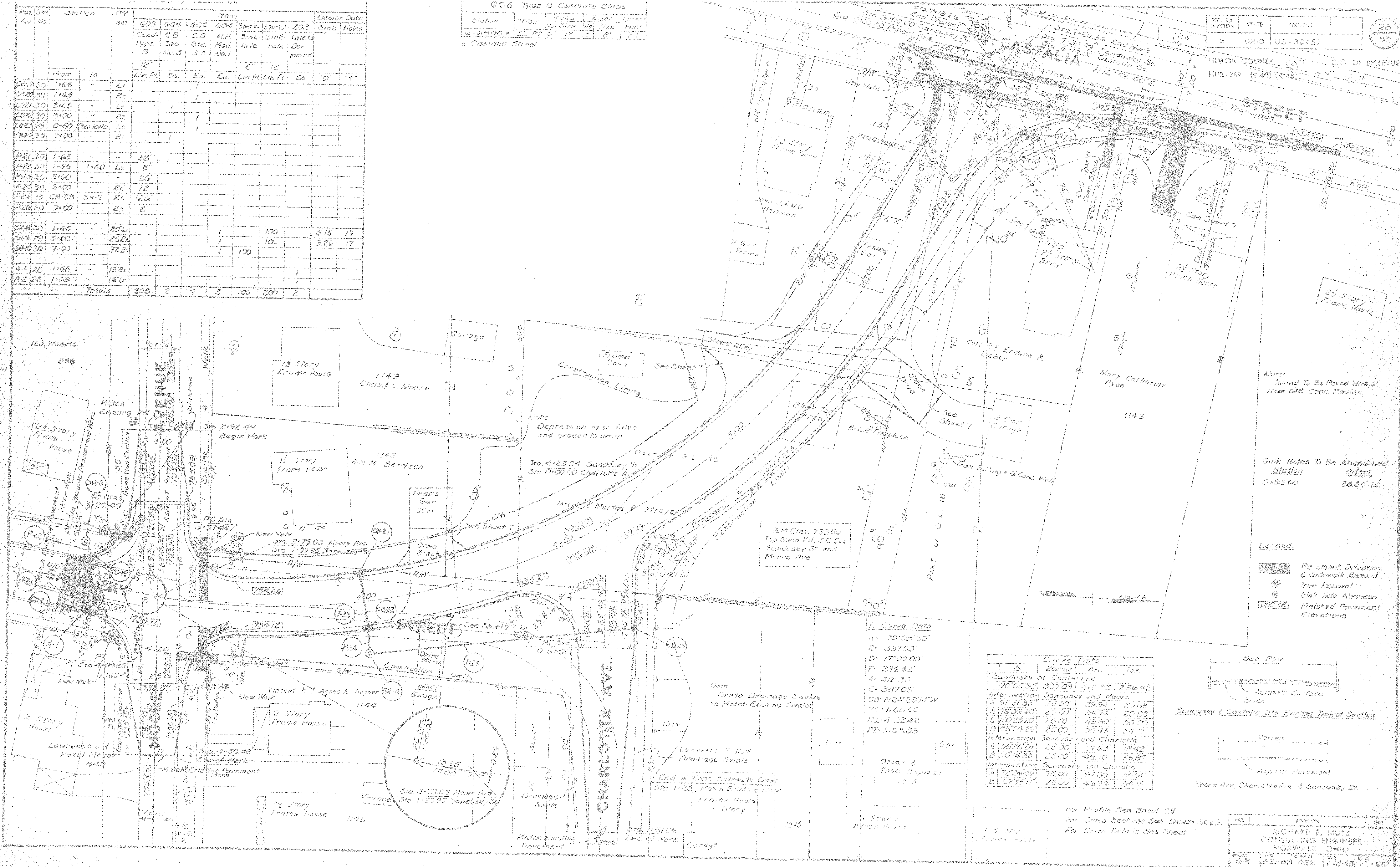
* Castalia Street

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

28 / 53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40)(7.45)



Curve Data	Δ	Radius	Arc	Tan
Sandusky St. Centerline	70°05'50"	337.03	412.33	236.42
Intersection Sandusky and Moore				
A	91°31'33"	25.00'	39.94'	25.68'
B	79°36'40"	25.00'	34.74'	20.83'
C	100°23'20"	25.00'	43.80'	30.00'
D	88°04'29"	25.00'	38.43'	24.17'
Intersection Sandusky and Charlotte				
A	56°26'26"	25.00'	24.63'	13.42'
B	110°14'35"	25.00'	48.10'	35.87'
Intersection Sandusky and Castalia				
A	72°24'49"	75.00'	94.80'	54.91'
B	107°35'11"	25.00'	46.94'	34.15'

For Profile See Sheet 29
For Cross Sections See Sheets 30 & 31
For Drive Details See Sheet 7

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
GM	2-21-67	DRZ	1-13-68	1" = 20'

SANDUSKY STREET EXTENSION PLAN

SEC. NO.	STATE	PROJECT	
2	OHIO	US-250 (S)	

HURON COUNTY — CITY OF BELLEVUE

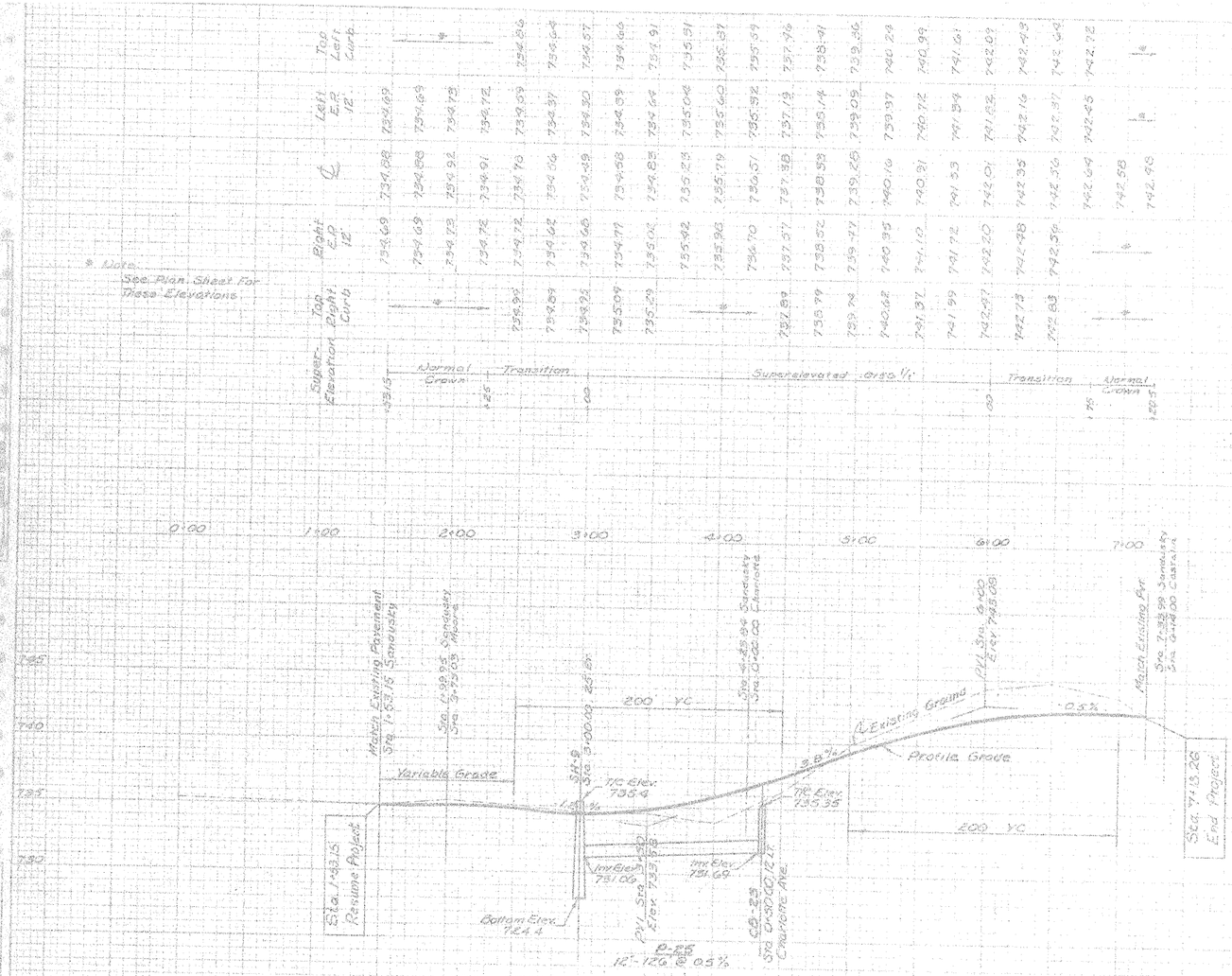
HUR-250 (5.40) (*.48)

29
33

Sta.	Top Left Curb	Left E.P. 12'	℄	Right E.P. 12'	Top Right Curb	Super Elevation
0+00	734.84	734.69	734.88	734.69	734.92	-4.5%
0+25	734.64	734.49	734.72	734.72	734.92	-4.5%
0+50	734.44	734.29	734.52	734.72	734.92	-4.5%
0+75	734.24	734.09	734.32	734.72	734.92	-4.5%
1+00	734.04	733.89	734.12	734.72	734.92	-4.5%
1+25	733.84	733.69	733.92	734.72	734.92	-4.5%
1+50	733.64	733.49	733.72	734.72	734.92	-4.5%
1+75	733.44	733.29	733.52	734.72	734.92	-4.5%
2+00	733.24	733.09	733.32	734.72	734.92	-4.5%
2+25	733.04	732.89	733.12	734.72	734.92	-4.5%
2+50	732.84	732.69	732.92	734.72	734.92	-4.5%
2+75	732.64	732.49	732.72	734.72	734.92	-4.5%
3+00	732.44	732.29	732.52	734.72	734.92	-4.5%
3+25	732.24	732.09	732.32	734.72	734.92	-4.5%
3+50	732.04	731.89	732.12	734.72	734.92	-4.5%
3+75	731.84	731.69	731.92	734.72	734.92	-4.5%
4+00	731.64	731.49	731.72	734.72	734.92	-4.5%
4+25	731.44	731.29	731.52	734.72	734.92	-4.5%
4+50	731.24	731.09	731.32	734.72	734.92	-4.5%
4+75	731.04	730.89	731.12	734.72	734.92	-4.5%
5+00	730.84	730.69	730.92	734.72	734.92	-4.5%
5+25	730.64	730.49	730.72	734.72	734.92	-4.5%
5+50	730.44	730.29	730.52	734.72	734.92	-4.5%
5+75	730.24	730.09	730.32	734.72	734.92	-4.5%
6+00	730.04	729.89	730.12	734.72	734.92	-4.5%
6+25	729.84	729.69	729.92	734.72	734.92	-4.5%
6+50	729.64	729.49	729.72	734.72	734.92	-4.5%
6+75	729.44	729.29	729.52	734.72	734.92	-4.5%
7+00	729.24	729.09	729.32	734.72	734.92	-4.5%
7+13.26	729.13	728.98	729.21	734.72	734.92	-4.5%

* Note: See Plan Sheet For These Elevations

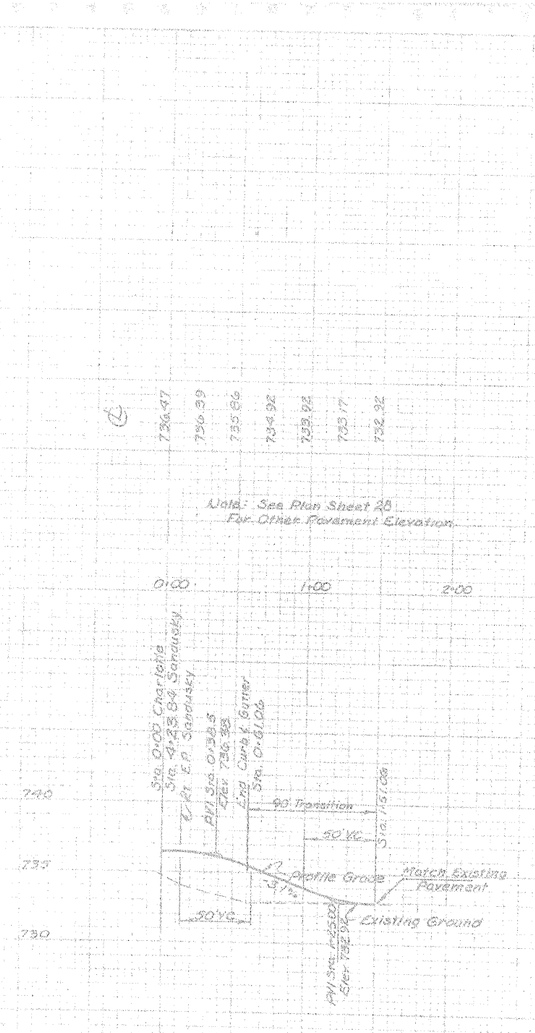
Normal Crown | Transition | Superelevated -4.5% | Transition | Normal Crown



SANDUSKY STREET EXTENSION PROFILE

Sta.	℄
0+00	736.47
0+25	736.89
0+50	735.96
0+75	734.92
1+00	733.92
1+25	733.17
1+50	732.92

Note: See Plan Sheet 28 For Other Pavement Elevation



CHARLOTTE AVENUE PROFILE

CHARLES E. MILLER
CONSULTING ENGINEER
NORWALK, OHIO

SANDUSKY STREET EXTENSION PROFILE

NO.	DATE	REVISION	BY
2	07/10	AS-CONSTRUCTED	
1	07/09	ISSUED FOR TENDER	

HURON COUNTY — CITY OF GODERICH

HWY 21 (5+40) (7+45)

Existing Work at Existing Pedestrian Crossover

Deduct for Drive

Item 202

End Project Sta. 0+45.26
End Work Sta. 0+20.26

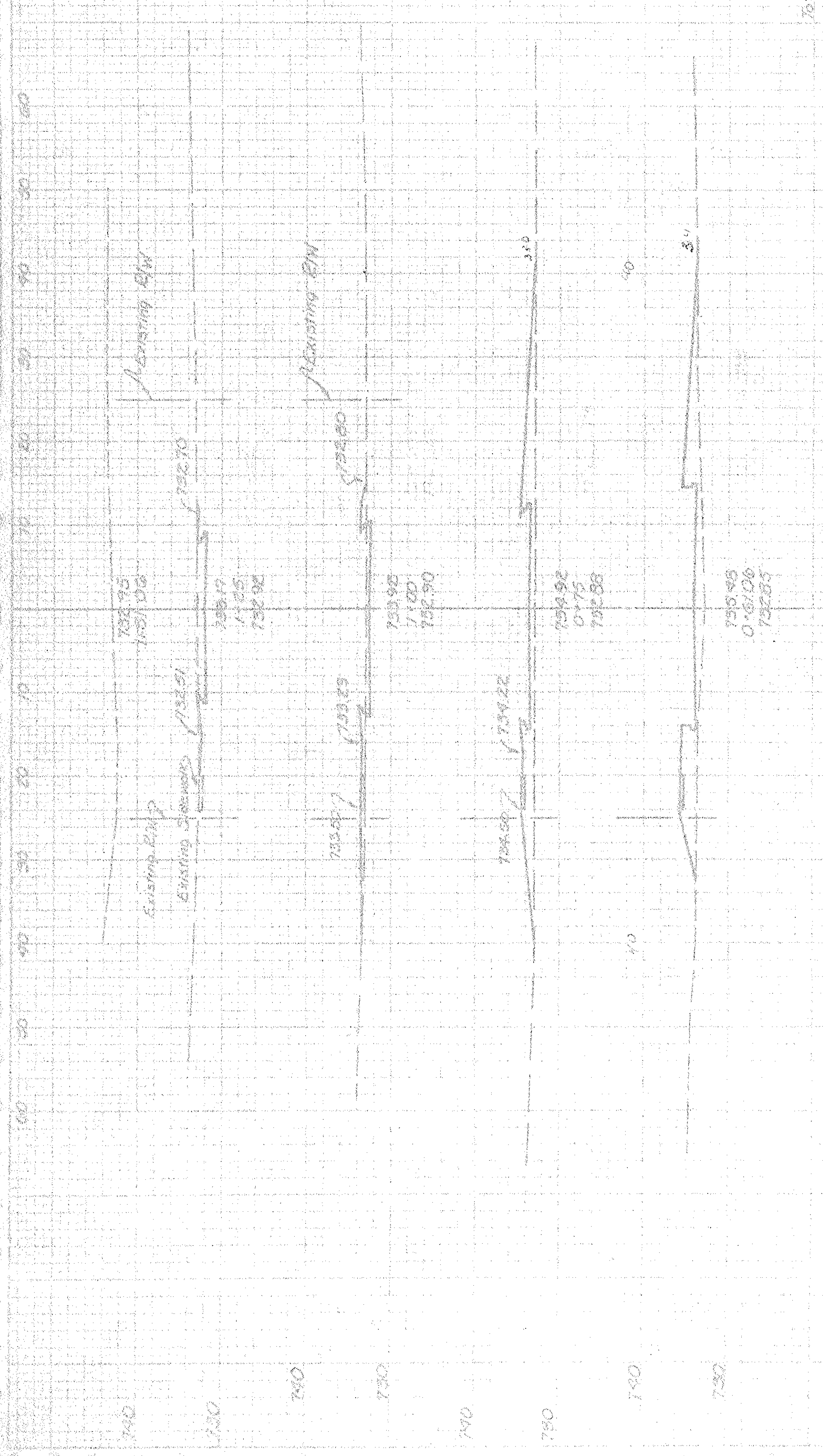
SANDUSKY STREET EXTENSION CROSS SECTIONS

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO	US - 3 S(5)		31/53

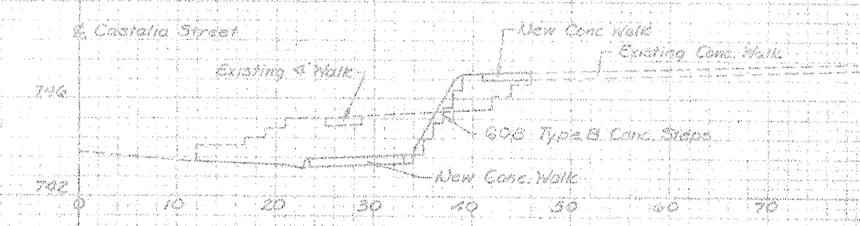
HURON COUNTY CITY OF BELLEVUE

HUR-269 (6.40) (1.45)

Seeding End Yd	Seeding Sq Yd	End Area Cut	End Area Fill	Cu Yd Cut	Cu Yd Fill
0		0	0		
	23.2			9.6	0
16.0		2.0	0		
	63.3			18.4	7.4
31.0		9.0	16.0		
	116.7			4.2	41.7
53.0		0	24.0		
	75.6			0	41.8
42.0		0	88.0		
Total				27.2	90.9



CHARLOTTE AVENUE



Profile ℄ Concrete House Walk And Concrete Steps
Sta. 6+68 Castalia St. 33' Rt.

Scale: Hor. 1"=10'
Ver. 1"=4'

NO.	REVISION	DATE

RICHARD F. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

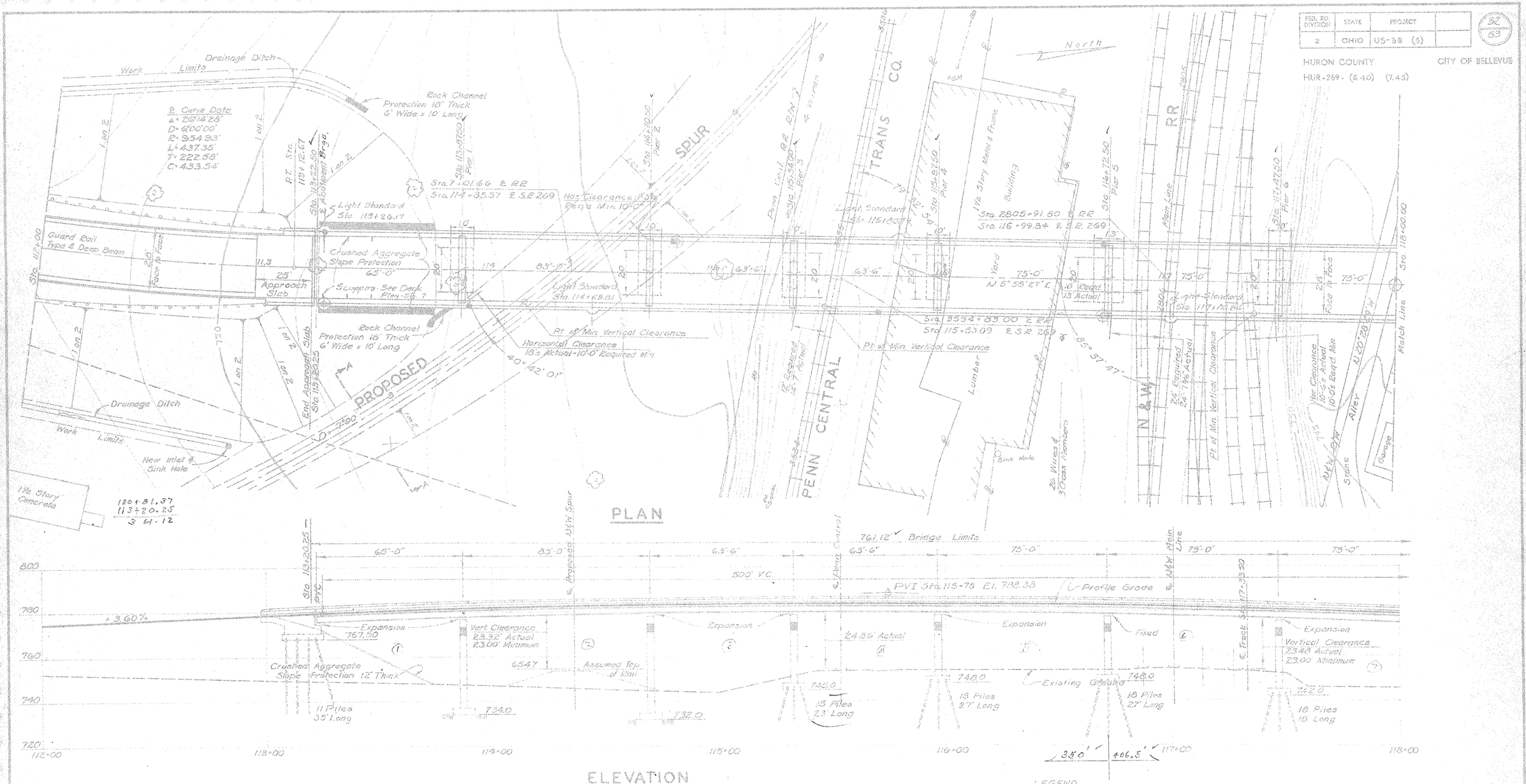
CHARLOTTE AVENUE CROSS SECTIONS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (5)	

32
53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.40) (7.45)



1 / 12

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

SITE PLAN SHEET NO. 1

BRIDGE NO. HUR 269-0660

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN CENT TRANS. CO.
STA. 113+20.25 TO STA. 120+81.37

HURON COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE REVISED
EKM	EWH	EWH	DRK	DRK	
5-20-65		5-20-65	5-20-65		

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (2)	

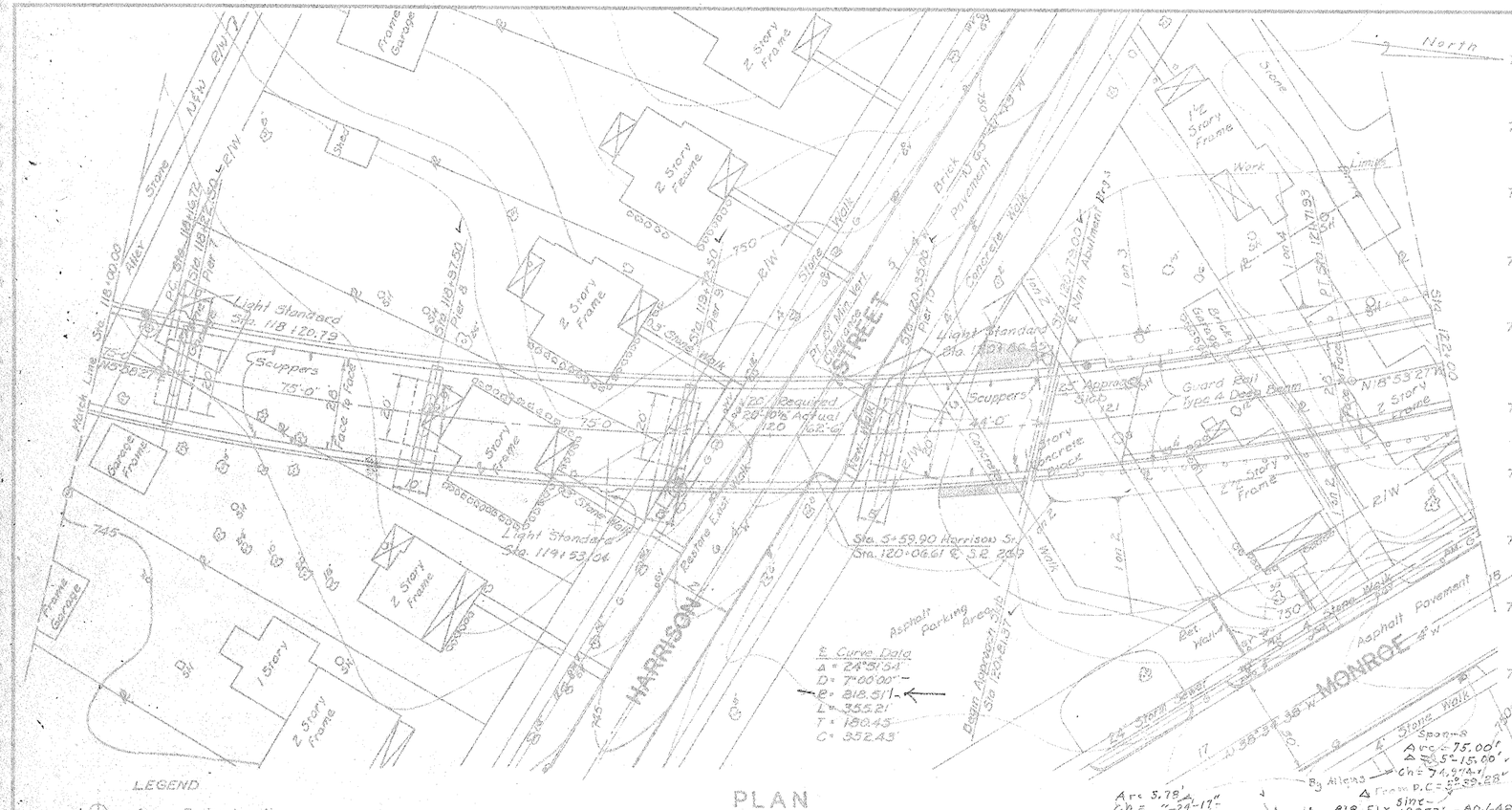
33
33

HURON COUNTY CITY OF BELLEVUE

HUR-269 - (8.40) (7.45)

PROPOSED STRUCTURE

TYPE: Continuous rolled beams with reinforced concrete deck and substructure
SPAN: 1@65.00', 1@83.00', 2@63.50', 5@75.00', 1@62.50', 1@44.00'
ROADWAY: 28'-0" f/f, 2'-0" Safety Curbs
SKEW: None, All piers perpendicular to back tangent
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' Long Special)
ALIGNMENT: Tangent & 7° Curve to the left
SUPERELEVATION: None
LOADING: HS-20-44
TRAFFIC VOLUME: 1986 ADT 7910
Passenger, 600 Commercial



LEGEND

- Auger Boring Location
- Press and/or Drive Sample and/or Core Boring Location
- Drive Rod Penetration Resistance Sounding Location
- Gas Line
- Water Main

PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-36(5)	

34
53

HURON COUNTY CITY OF BELLEVUE

HUR-269-(6.42) (7.45)

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUTS	PIERS	GEN'L	AS BUILT	
503	1132	Cu Yds	Unclassified excavation, including rock		238	894			
503	Lump	Sum	Coffordams, cribs, and sheeting				Lump		
505	Lump	Sum	First test pile				Lump		
506	Lump	Sum	First pile test load (12 BP 53)				Lump		
506	1	Ea	Subsequent pile test load (12 BP 53)				1		
507	2556	Lin Ft	Steel piles, 12 BP 53			2556			
507	685	Lin Ft	Steel piles 10 BP 42		685				
509	329,812	Lbs	Reinforcing steel	217,607	10,252	100,873			
511	874	Cu Yds	Class "C" concrete, superstructure	874					
511	490	Cu Yds	Class "C" concrete, piers above footings			490			
511	220	Cu Yds	Class "C" concrete, pier footings			220			
511	146	Cu Yds	Class "C" concrete, abutments		146				
513	689,925	Lbs	Structural steel	689,925					
516	689,925	Lbs	Field paint of structural steel	689,925					
517	1575.68	Lin Ft	Bridge railing, type I	1515.95	59.73				
518	18	Ea	Scuppers, including supports	18					
518	33	Cu Yds	Porous backfill		33				
518	60	Lin Ft	6" Helical perforated CMP 707.01, including specials		60				
518	50	Lin Ft	6" Helical CMP 707.01 nonperforated		50				
601	262	Sq Yds	Crushed aggregate slope protection				262		
601	127	Sq Yds	Concrete slope protection				127		
625	7	Each	Light pole anchor bolts (1"x40")	7					
626	1506	Lin Ft	2" Conduit - type A raceway	1344	62				
625	1	Ea	Structure grounding system @ pier 2	1					
808	674	Units	Water-reducing, set-retarding admixture	674					
823	3535	Sq Yds	Concrete surface treatment	3535					

GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD DRAWINGS

DRAWING NO.	DATE
AS-2-67	1-1-68
BM-1-65 1 of 2	rev. 11-24-65
BR-1-55	rev. 2-2-59
SD-1-65 SHEETS 1,2,&3	11-8-65
WL-3	11-1-65
WL-4	1-1-66

REFERENCE SHALL BE MADE TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SPEC. 808	1-1-69
SPEC. 825	1-1-69
SPEC. 511	1-1-69

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS, 1965, INCLUDING THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA:

DESIGN LOADING - H520-44

CONCRETE CLASS C - UNIT STRESS 1200 P.S.I. FOR SUPERSTRUCTURE
UNIT STRESS 1333 P.S.I. FOR SUBSTRUCTURE

STRUCTURAL STEEL - ASTM A36 - UNIT STRESS 20,000 P.S.I.

REINFORCING STEEL - ASTM A615, A616, A617, DEFORMED, INTERMEDIATE OR HARD GRADE. UNIT STRESS 20,000 P.S.I.

ABUTMENTS PROCEDURE:

THE EMBANKMENTS SHALL BE CONSTRUCTED TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BACK OF ABUTMENTS. EXCAVATION SHALL THEN BE MADE FOR THE ABUTMENTS.

PILE DRIVING:

PILES SHALL BE DRIVEN WITH A HAMMER OF NOT LESS THAN 11,000 FT. LBS. PER BLOW TO FIRM CONTACT WITH BEDROCK. IF THE LENGTH OF PENETRATION IS APPROXIMATELY EQUAL TO THE DEPTH TO BEDROCK ACCORDING TO THE BRIDGE FOUNDATION INVESTIGATION REPORT, THE FIRM CONTACT SHALL BE CONSIDERED AS ATTAINED WHEN THE CAPACITY ACCORDING TO THE FORMULA IN 507.05 IS NOT LESS THAN THE FOLLOWING VALUE FOR A PILE HAMMER OF THE INDICATED ENERGY RATING:

FOR THE ABUTMENT PILES (10 BP 42)
40 TONS PER PILE USING AN 11,000 FT-LB. HAMMER
38 TONS PER PILE USING A 15,000 FT-LB. HAMMER

FOR THE PIER PILES (12 BP 53)
70 TONS PER PILE USING AN 11,000 FT-LB. HAMMER
65 TONS PER PILE USING A 15,000 FT-LB. HAMMER

IF THE ENERGY RATING IS BETWEEN THE RATINGS SHOWN ABOVE, THE REQUIRED FORMULA CAPACITY SHALL BE DETERMINED BY INTERPOLATION.

THE DESIGN LOADS ARE:

ABUTMENT PILES	35 TON
PIER PILES	50 TON PIERS 3,4,5 &6
	40 TON PIERS 7,8,9&10

PILE TEST LOAD - 12 OF 53:

PILE TEST LOAD SHALL BE ACCORDING TO SECTION 506, EXCEPT THAT THE MAXIMUM LOAD REQUIRED SHALL BE 150 TONS ON THE 12 BP 53 TESTED.

FACIAL FINISH:

THE CONCRETE BRIDGE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

UTILITY LINES (OTHER THAN RAILROAD AERIAL LINES):

ALL EXPENSE INVOLVED IN RELOCATING THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNERS. THE CONTRACTOR AND OWNERS ARE REQUESTED TO CO-OPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WOULD BE HELD TO A MINIMUM

MAINTENANCE OF TRAFFIC:

TWO LANES OF TRAFFIC WITH A MINIMUM VERTICAL CLEARANCE OF 12'-9" SHALL BE MAINTAINED ON HARRISON STREET AT ALL TIMES.

CONSTRUCTION CLEARANCE:

CONSTRUCTION CLEARANCE OF 21'-0" VERTICALLY ABOVE THE TOP OF THE RAILROAD RAILS AND 8'-0" HORIZONTALLY FROM THE CENTER OF TRACKS SHALL BE MAINTAINED AT ALL TIMES.

RAILROAD AERIAL LINES:

RAILROAD AERIAL LINES WILL BE RELOCATED BY THE RAILROAD. THE CONTRACTOR SHALL USE ALL PRECAUTIONS NECESSARY TO SEE THAT THE LINES ARE NOT DISTURBED DURING THE CONSTRUCTION STAGE AND SHALL COOPERATE WITH THE RAILROADS IN THE RELOCATION OF THESE LINES. THE COST OF THE RELOCATION SHALL BE INCLUDED IN THE RAILROAD FORCE ACCOUNT WORK.

WELDS:

FOR-STRESS CARRYING WELDS ARE INDICATED THUS:



WELDED ATTACHMENTS:

NO ATTACHMENTS SHALL BE MADE BY FIELD WELDING TO THE TOP FLANGES OR FLANGE PLATES OF CONTINUOUS BEAMS OR PLATE GIRDERS WITHIN A DISTANCE OF 0.1L OF THE SPAN LENGTH OF EITHER SIDE OF THE INTERIOR SUPPORTS. WELDING FOR ATTACHMENTS TO THE TOP FLANGES AT OTHER PARTS OF THE SPANS SHALL BE KEPT AT LEAST 2" FROM EDGE OF FLANGE.

SHEETING AND BRACING

SHEETING AND BRACING PLANS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BEAR HIS SIGNATURE OR PROFESSIONAL ENGINEERING SEAL. ONE COPY OF HIS DESIGN COMPUTATIONS SHALL ACCOMPANY THE PLANS SUBMITTED FOR APPROVAL.

ALIGNING RAILROAD TRACKS:

AFTER THE CONTRACTOR HAS COMPLETED ALL EXCAVATION AND BACKFILL ADJACENT TO THE RAILROAD TRACKS IN COMPLIANCE WITH SECTION 503.04 AND SECTION 503.06 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SUBJECT TO THE SUPERVISION OF THE RAILROAD COMPANY, ITEMS IN SECTIONS 509.04, 509.05, 509.06 OF THE SPECIFICATIONS SHALL BE CONSTRUED TO HOLD THE CONTRACTOR LIABLE FOR ALIGNING AND RESURFACING THE RAILROAD TRACKS.

JOINT SEALS:

ITEM 823 JOINT SEALER INCLUDING BOND BREAKER, SHOWN IN SECTION A-A OF STANDARD DRAWING SD-1-65, SHEET NO.1 SHALL BE OMITTED.

EXPANSION JOINTS:

A WELDED BUTT JOINT IN THE END DAM, AT OR NEAR THE CENTER LINE OF ROADWAY, WILL BE REQUIRED FOR THAT PORTION OF THE END DAM ATTACHED TO THE SUPERSTRUCTURE. THE PORTION ATTACHED TO THE BACKWALL SHALL BE PLACED IN SEGMENTS NOT LESS THAN SIX FEET IN LENGTH, WITH A JOINT AT EACH JOINT IN THE BACKWALL AND WITH ONE OF THE JOINTS AT OR NEAR THE CENTER LINE OF ROADWAY. THESE SHALL BE CLOSELY BUTTED BUT SHALL NOT BE WELDED.

THE ABUTMENT ANCHOR PLATES, 6" x 1/2" x 12", SHALL BE SPACED AT APPROXIMATELY 15" C-C EXCEPT NEAR JOINTS WHERE THE PLATES SHALL BE PLACED WITHIN 6 INCHES OF EACH SIDE OF THE JOINT. THE HOLES MAY BE HORIZONTAL IN THE PLATES.

THE TWO PORTIONS OF THE JOINT SHALL BE BOLTED TOGETHER WITH 5/8" x 2" BOLTS AT NOT MORE THAN 2'-0" C-C WITH THE NUTS TACK-WELDED TO THE UNDERSIDE OF THE ANGLE. USE 1-1/16" HOLES IN THE UPPER PLATE, CENTER THE 5/8" HOLES IN THE 1-1/16" HOLES. APPLY FLAKE GRAPHITE BETWEEN WASHERS AND PLATE. TURN BOLTS TIGHT AND RELEASE ONE-HALF TURN. REMOVE BOLTS AS SOON AS BACKWALL CONCRETE HAS SET, PREFERABLY WITHIN TWO HOURS AFTER PLACING, TO AVOID DAMAGE DUE TO THERMAL EXPANSION OR CONTRACTION OF THE SUPERSTRUCTURE. FILL HOLES WITH BITUMINOUS MATERIAL.

ONE SHOP PAINT COAT OF ALL PORTIONS OF END DAM. PORTIONS IN CONTACT WITH STEEL OR CONCRETE SHALL NOT BE PAINTED. ALL OTHER PORTIONS SHALL BE CLEANED AND GIVEN TWO SHOP COAT AS WELL AS THE FIELD COATS IN THE FIELD.

LIGHTING:

THE CONTRACTOR SHALL CONTACT THE OHIO EDISON COMPANY AT THE OUTSET OF THE PROJECT TO COORDINATE THE SEPARATE PARTS OF THE WORK NECESSARY FOR THE LIGHTING SYSTEM. THE CONTRACTOR SHALL ARRANGE HIS SCHEDULE SO THAT ALL LIGHTING WORK MAY BE INSTALLED IN THE MOST DIRECT MANNER AND DELAYS WILL BE AVOIDED. IN GENERAL, ANCHOR BOLTS, CONDUIT, AND STRUCTURE GROUNDING ARE INCLUDED WITH THIS PROJECT. LIGHT POLES, LUMINAIRES, CABLE, AND CONTROLS ARE NOT A PART OF THE PROJECT. NOTE THAT ALL EMPTY CONDUITS SHALL BE FURNISHED WITH PULL WIRES. CAP 2" CONDUIT AT ENDS OF WING WALL.

8712

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

GENERAL NOTES AND QUANTITIES

BRIDGE NO. HUR. 269-0.42
RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN CENT. TRANS. CO.
STA 103+20.25 TO 120+13.37
HURON COUNTY

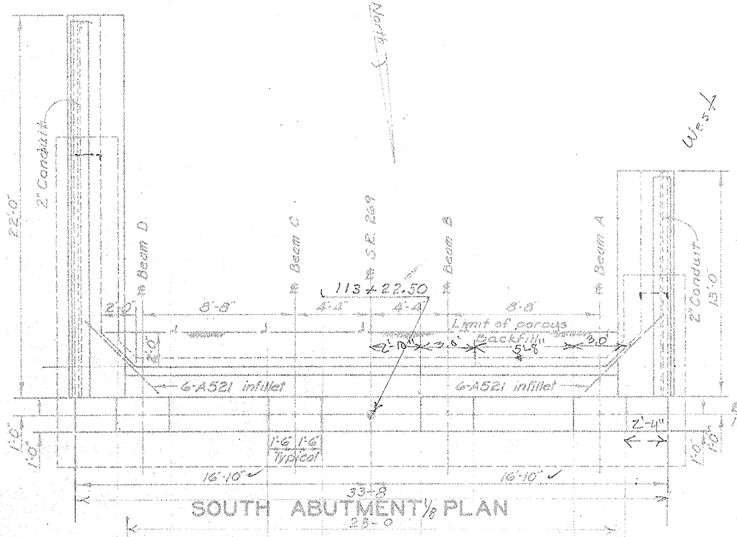
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DRR	RAM	ERJ	DRR	DRR	8-12-68	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (5)	

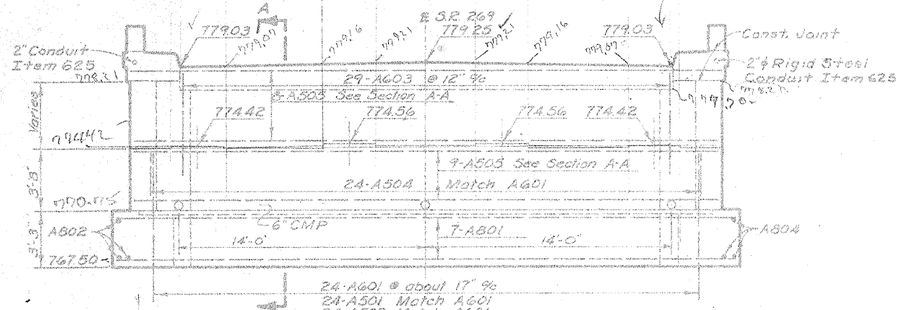
HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.42)(7.45)

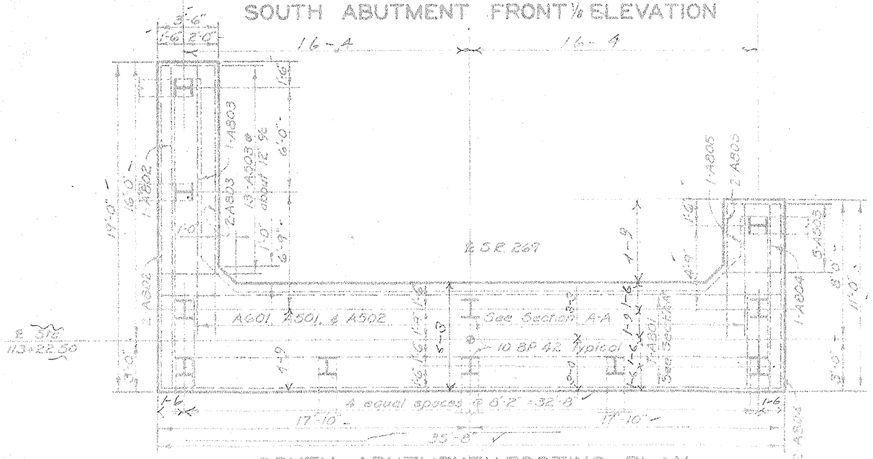
10 3/8
8 13/16
1-8 3/16 = 1.682



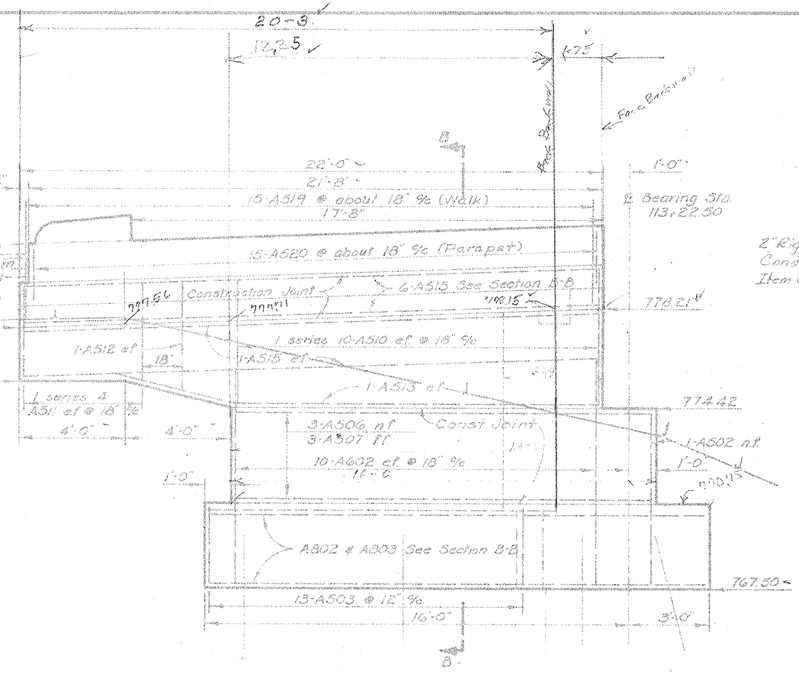
SOUTH ABUTMENT 1/8 PLAN



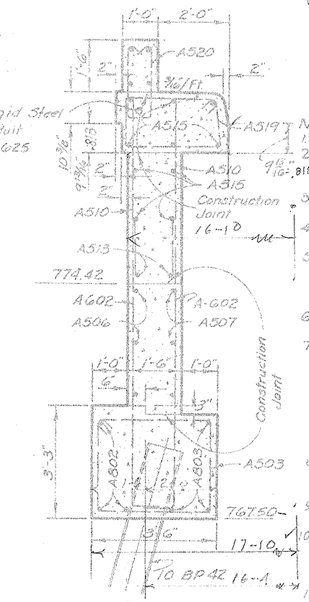
SOUTH ABUTMENT FRONT 1/8 ELEVATION



SOUTH ABUTMENT 1/8 FOOTING PLAN



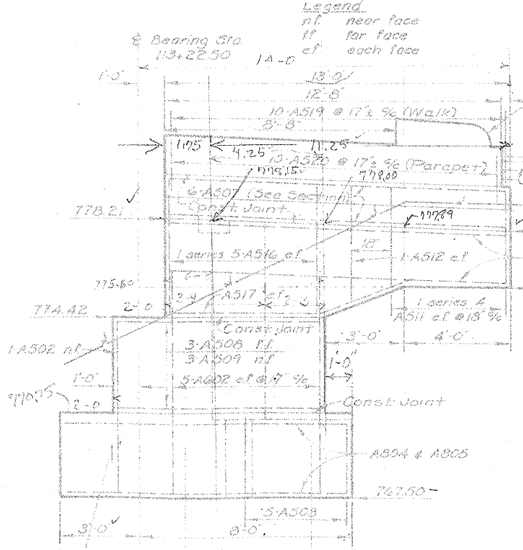
EAST 3/16 WINGWALL ELEVATION



SECTION 1/4 B-B

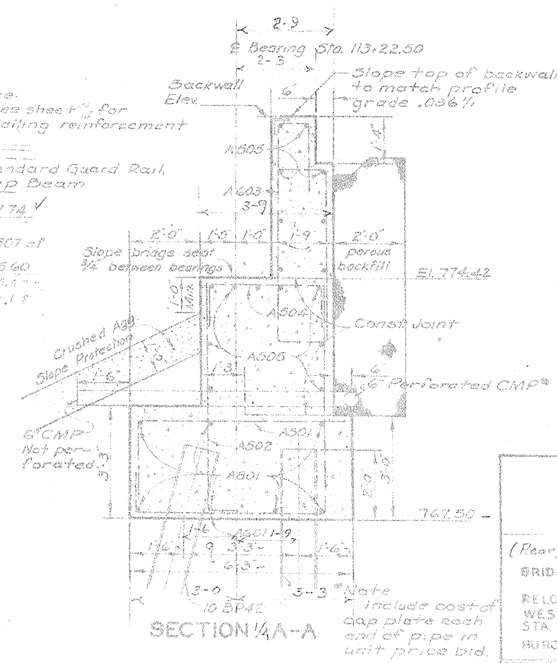
Note:
1. All piles shall be 10BP42.
2. All battered piles shall be battered 3 inches in 12 in direction shown.
3. Pile spacing is given along bottom of footing.
4. For details of end dam see sheet 10/12.
5. Reinforcement bars shall be 3 inches clear from bottom of footing and 2 inches clear elsewhere.
6. For reinforcement schedule see sheet 12/12.
7. For replacement schedule see sheet 12/12.
8. For detail of guard rail attachment to parapet see plan sheets 3 & 4.
9. For railing detail see sheet 10/12.
10. All abutment concrete shall be class "C".
11. Porous backfill, 2 feet thick, full length of abutment, shall extend upward to the bottom of the approach slab. Excavation therefore, 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.
12. Adjustable type elbows meeting specifications required for gage and coating are acceptable for making bends in perforated corrugated metal pipe. Elbows and the stem of tees need not be perforated.

Legend
nf. near face
ff. far face
ef. each face



WEST 3/16 WINGWALL ELEVATION

Note
See sheet 11/12 for Railing reinforcement



SECTION 1/4 A-A

Standard Guard Rail, Deep Beam

1-A507 ef
775.60
1:1

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

(Paar) SOUTH ABUTMENT

BRIDGE NO. HUR. 269-0000

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT TRAN. CO.
STA. 113+20.25 TO STA. 120+81.37

HURON COUNTY

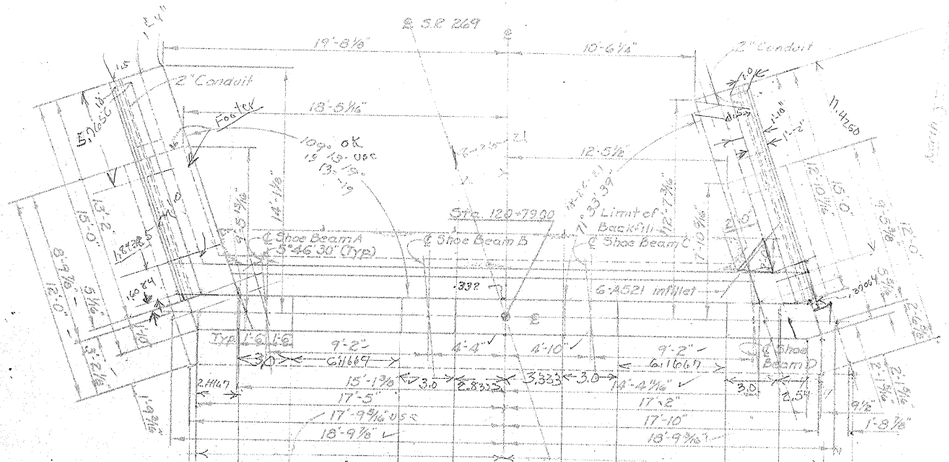
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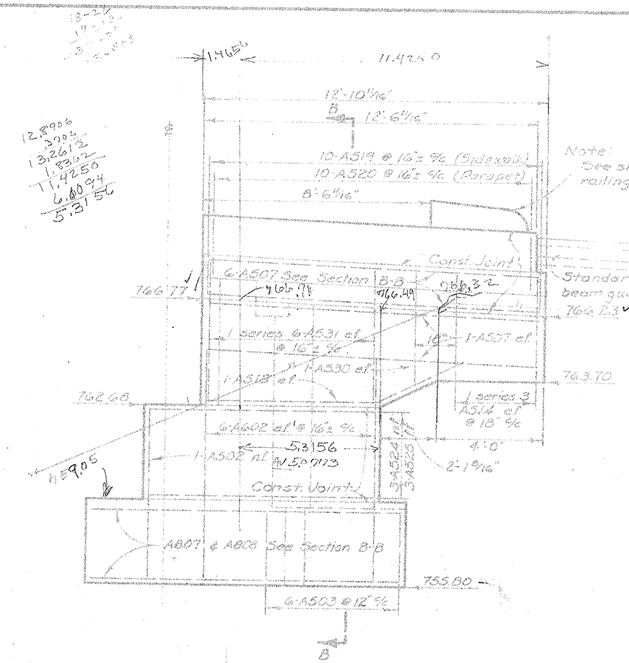
4 7/12

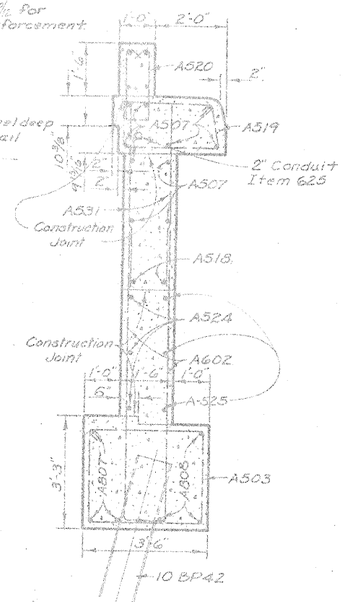
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US - 38 (S)	

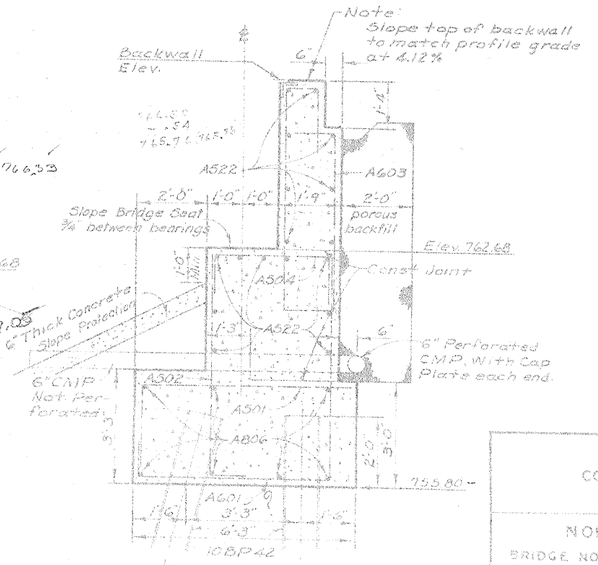
HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.42) (7.45)









Note: See bridge detail sheet No. 4 for notes applicable to the north abutment.

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

NORTH ABUTMENT

BRIDGE NO. HUR 269-0660

RELOCATED SR 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN CENT. TRANS. CO.
STA. 113+20.25 TO STA. 120+81.37
HURON COUNTY

RECORD DRAWN	TRACED	CHECKED	REVIEWED	DATE REVISED
5-29-68	RWH	DRK	DRK	5-20-68 5-29-68

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (5)	

37/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.42) (7.45)

PIER REINFORCEMENT

PIER NO.	FOOTING REINFORCEMENT A BARS MARK	NO.	SPACING	B BARS MARK	NO.	SPACING *	COLUMN REINFORCEMENT C BARS MARK	NO.	X	D BARS MARK	NO.	Y	LENGTH	CAP BEAM REINFORCEMENT E BARS MARK	NO.	LENGTH	F BARS MARK	NO.	P401 † MARK	NO.	G BARS MARK	NO.	H BARS MARK	NO.	J BARS MARK	NO.	P504 NO.
1	P1101	10	12" Ctrs.	P1001	20	12" Ctrs.	P1103	30	3'-2"	P1106	30	12"	38'-9"	P403	4	29'-6"	P402	2	P401	14	P505	2	P404	4	P1007	14	11
2	P1101	10	12" Ctrs.	P1001	20	12" Ctrs.	P1103	30	3'-2"	P1107	30	12"	42'-6"							50						14	11
3	P1101	12	2-4-4-2	P1001	20	2-4-4-4-4-2	P901	30	2'-10"	P902	30	12"	30'-0"							32						10	11
4	P1101	12	2-4-4-2	P1001	20	2-4-4-4-4-2	P901	30	2'-10"	P903	30	12"	27'-0"							28						14	11
5	P1101	12	2-4-4-2	P1002	29	2-5-5-5-5-5-2	P1103	50	3'-6"	P1104	50	6"	260'							26						14	11
6	P1101	12	2-4-4-2	P1001	24	2-4-4-4-4-4-2	P1103	30	3'-6"	P1105	30	12"	30'-3							32						14	11
7	P1101	12	2-4-4-2	P1001	24	2-4-4-4-4-4-2	P1003	30	3'-2"	P1006	30	12"	27'-6"	P403	4	29'-6"	P402	2		28	P505	2	P404	4	P1007	14	11
8	P1101	12	2-4-4-2	P1001	19	2-3-3-3-3-3-2	P901	30	2'-10"	P904	30	12"	25'-6"	P406	4	31'-0"	P407	2		22	P506	2	P405	4	P1008	14	11
9	P1101	12	2-4-4-2	P1002	20	2-4-4-4-4-2	P801	30	2'-6"	P802	30	12"	20'-6"	P406	4	31'-0"	P407	2		18	P506	2	P405	4	P1008	14	11
10	P1101	10	2-3-3-2	P1002	16	2-3-3-3-3-2	P801	30	2'-6"	P803	30	12"	18'-0"	P406	4	31'-0"	P407	2	P401	16	P506	2	P405	4	P1008	12	11

* Note:
Spacing shown indicates how bars are to be arranged between piles.

† Note:
Column reinforcement.

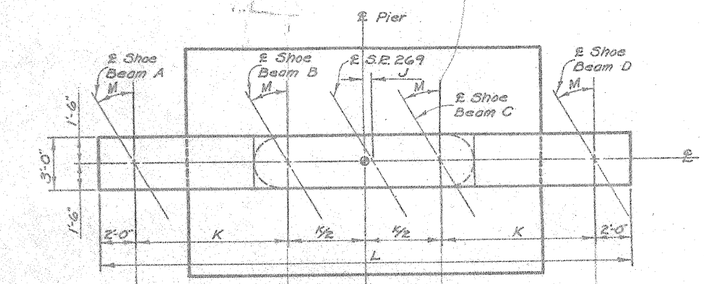
PIER DIMENSIONS

PIER NO.	FOOTING G	H	R	S	J	COLUMN Q 35° 6 5/8"	CAP BEAM A ±.05	B	C	D ±.05	E ±.05	F ±.05	K	L	M	N	P
1	737.00	734.00	10'-0"	——	0	31'-11"	775.91	776.03	776.03	775.91	772.42	768.92	8'-8"	30'-0"	0"	8'-9"	3'-6"
2	735.30	732.00	10'-0"	——	0	33'-7 1/2"	777.61	777.69	777.69	777.61	774.12	770.62	8'-8"	30'-0"	0"	8'-9"	3'-6"
3	748.00	745.00	10'-0"	3'-6"	0	23'-2 9/16"	778.17	778.29	778.29	778.17	774.68	771.18	8'-8"	30'-0"	0"	8'-9"	3'-6"
4	751.00	748.00	10'-0"	3'-6"	0	20'-0 1/16"	778.03	778.16	778.16	778.03	774.54	771.04	8'-8"	30'-0"	0"	8'-9"	3'-6"
5	751.00	748.00	13'-0"	5'-0"	0	19'-1 1/16"	777.13	777.26	777.26	777.13	773.64	770.14	8'-8"	30'-0"	0"	8'-9"	3'-6"
6	745.00	742.00	10'-0"	3'-6"	0	23'-4 1/16"	775.38	775.51	775.51	775.38	771.89	768.39	8'-8"	30'-0"	0"	8'-9"	3'-6"
7	745.00	742.00	10'-0"	3'-6"	1 1/16" *	20'-9 1/16"	772.75	772.88	772.88	772.75	769.26	765.76	8'-8"	30'-0"	0"	8'-9"	3'-6"
8	746.00	743.00	10'-0"	3'-6"	2 1/16"	16'-3 3/8"	769.59	769.76	769.91	769.71	766.10	762.30	9'-2"	31'-6"	1°15'46"	9'-6"	3'-9 7/8"
9	746.00	743.00	8'-0"	2'-6"	2 1/16"	13'-2 3/8"	766.49	766.71	766.78	766.71	763.00	759.20	9'-2"	31'-6"	3°00'36"	9'-6"	3'-9 7/8"
10	746.00	743.00	8'-0"	2'-6"	2 1/16"	10'-0 7/8"	764.03	764.23	764.33	764.63	760.63	756.63	9'-2"	31'-6"	4°44'30"	9'-6"	3'-9 7/8"

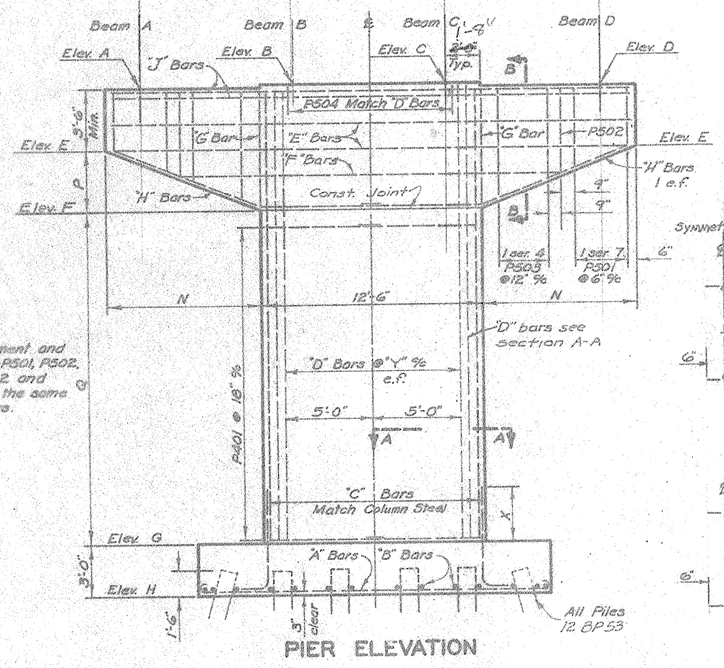
* ℄ Pier is right of ℄ S.R. 269 — 763.99 — .30 — .49 — .69

Notes:
for Piers 1 & 2

1. Footings shall extend a minimum of 3" into bed rock. If necessary the footings should be lowered, however if the low point of the surface of the bed rock occurs 2' above plan elevation the footings may be raised after approval by the Director, but to an elevation not higher than elevation 740.0. Stepping of individual footings will not be permitted unless shown on the plans.
2. All piles shall be 12BP53
3. All battered piles to be battered 3" in 12" in direction shown.
4. Pile spacing is given along bottom of footing.
5. Reinforcement bars shall be 2" clear unless otherwise shown.
6. For Reinforcement Schedule see Sheet 12/12.
7. For Replacement Schedule see Sheet 12/12.
8. Foundation Bearing Pressure:
Pier footings 1 & 2 are designed for a maximum bearing pressure of six (6) tons per sq. ft.

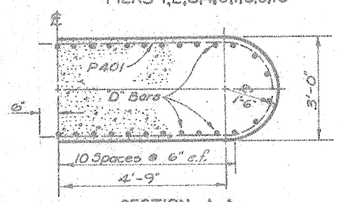


PIER PLAN

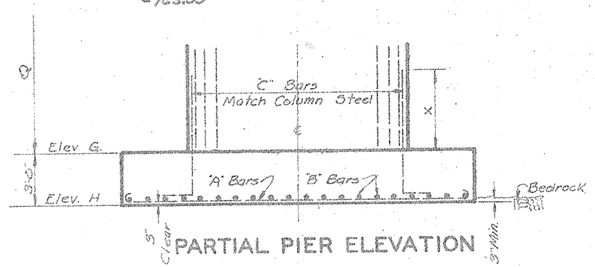


PIER ELEVATION

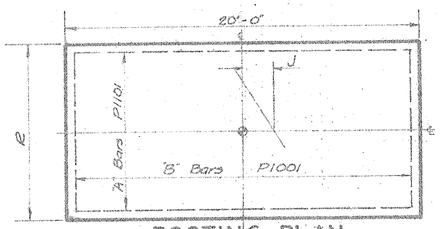
SECTION A-A
PIERS 1,2,3,4,6,7,8,9,10



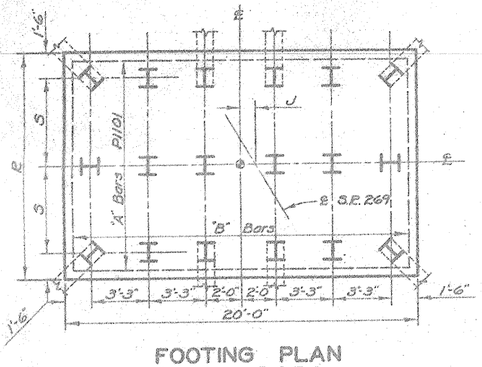
SECTION A-A
PIER 5



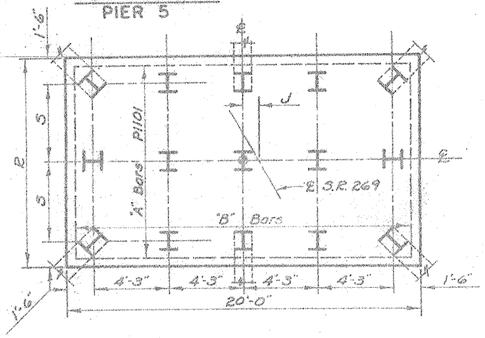
PARTIAL PIER ELEVATION



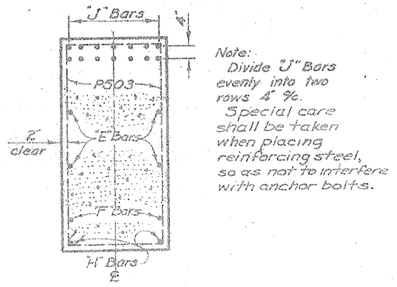
FOOTING PLAN
PIERS 1,2



FOOTING PLAN
PIERS 5,6,7,8



FOOTING PLAN
PIERS 3,4,9,10



SECTION B-B

Note:
Divide "J" Bars evenly into two rows 4" %.
Special care shall be taken when placing reinforcing steel, so as not to interfere with anchor bolts.

Revised Sheet

6/12

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NORWALK OHIO

PIERS 1 THRU 10

BRIDGE NO. HUR. 269-0660

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA 113+20.25 TO STA. 120+81.37
HURON COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	RELEASED
DRK 5-29-68	RWH	RWH	DRK 5-29-68	DRK 6-12	9-20-68

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-36 (S)	

37/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.42) (7.45)

PIER REINFORCEMENT

PIER NO.	FOOTING REINFORCEMENT A BARS MARK	NO	SPACING	B BARS MARK	NO.	SPACING *	COLUMN REINFORCEMENT C BARS MARK	NO.	X	D BARS MARK	NO	Y	LENGTH
1	P1101	10	12" c/rs	P1001	20	12" c/rs	P1103	30	5'-2"	P1106	30	12"	38'-9"
2	P1101	10	12" c/rs	P1001	20	12" c/rs	P1103	30	3'-2"	P1107	30	12"	32'-6"
3	P1101	12	2-4-4-2	P1001	20	2-4-4-4-4-2	P901	30	2'-10"	P902	30	12"	30'-0"
4	P1101	12	2-4-4-2	P1001	20	2-4-4-4-4-2	P901	30	2'-10"	P903	30	12"	27'-0"
5	P1101	12	2-4-4-2	P1002	23	2-3-3-3-3-3-3-2	P1103	30	3'-6"	P1104	30	16"	26'0"
6	P1101	12	2-4-4-2	P1001	24	2-4-4-4-4-4-2	P1103	30	3'-6"	P1105	30	12"	30'-3"
7	P1101	12	2-4-4-2	P1001	24	2-4-4-4-4-4-2	P1003	30	3'-2"	P1006	30	12"	27'-6"
8	P1101	12	2-4-4-2	P1001	19	2-3-3-3-3-3-3-2	P901	30	2'-10"	P904	30	12"	23'-6"
9	P1101	12	2-4-4-2	P1002	20	2-4-4-4-4-2	P901	30	2'-6"	P802	30	12"	20'-6"
10	P1101	10	2-3-3-2	P1002	16	2-3-3-3-3-2	P801	30	2'-6"	P803	30	12"	18'-6"

PIER NO.	CAP BEAM REINFORCEMENT E BARS MARK	NO.	LENGTH	F BARS MARK	NO.	P401 † MARK	NO	G BARS MARK	NO.	H BARS MARK	NO	J BARS MARK	NO.	P504 NO.
1	P403	4	29'-6"	P402	2	P401	44	P505	2	P404	4	P1007	14	11
							60						14	11
							32						10	11
							28						14	11
							26						14	11
							32						14	11
	P403	4	29'-6"	P402	2		28	P505	2	P404	4	P1007	14	11
	P406	4	31'-0"	P407	2		22	P506	2	P405	4	P1008	14	11
	P406	4	31'-0"	P407	2		18	P506	2	P405	4	P1008	14	11
	P406	4	31'-0"	P401	2	P401	16	P506	2	P405	4	P1008	12	11

† Note: Column reinforcement.

* Note: Spacing shown indicates how bars are to be arranged between piles.

PIER DIMENSIONS

PIER NO.	FOOTING G	H	R	S	J	COLUMN Q	CAP BEAM A	B	C	D	E	F	K	L	M	N	P
1	737.00	734.00	10'-0"	——	0	5'-1"	775.91	776.03	776.03	775.91	772.46	.05	76.89	8'-8"	30'-0"	0"-	8'-9"	3'-6"
						28'-7½"	777.61	777.61	777.61	777.61	774.12	.55	770.62	8'-8"	30'-0"	0"-	8'-9"	3'-6"
2	735.30	732.00	10'-0"	——	0													
3	748.00	745.00	10'-0"	3'-6"	0	23'-2⅜"	778.17	778.29	778.29	778.17	774.68		771.18	8'-8"	30'-0"	0"-	8'-9"	3'-6"
4	751.00	748.00	10'-0"	3'-6"	0	20'-0½"	778.03	778.16	778.16	778.03	774.54		771.04	8'-8"	30'-0"	0"-	8'-9"	3'-6"
5	751.00	748.00	13'-0"	5'-6"	0	19'-1⅞"	777.13	777.26	777.26	777.13	773.64		770.14	8'-8"	30'-0"	0"-	8'-9"	3'-6"
6	745.00	742.00	10'-0"	3'-6"	0	23'-4⅛"	775.38	775.51	775.51	775.38	771.89		768.39	8'-8"	30'-0"	0"-	8'-9"	3'-6"
7	745.00	742.00	10'-0"	3'-6"	1'-8"	20'-9⅛"	772.75	772.88	772.88	772.75	769.26		765.76	8'-8"	30'-0"	0"	8'-9"	3'-6"
8	746.00	743.00	10'-0"	3'-6"	2'-3⅜"	16'-3⅜"	769.59	769.76	769.81	769.71	766.10		762.30	9'-2"	31'-6"	1'-8" 46°	9'-6"	3'-9⅞"
9	746.00	743.00	8'-0"	2'-6"	2'-3⅜"	13'-2⅜"	766.49	766.71	766.78	766.71	763.00		759.20	9'-2"	31'-6"	3°00'36"	9'-6"	3'-9⅞"
10	746.00	743.00	8'-0"	2'-6"	2'-3⅛"	10'-9"	764.05	764.63	764.63	764.63	760.53		756.75	9'-2"	31'-6"	4°44'30"	9'-6"	3'-9⅞"

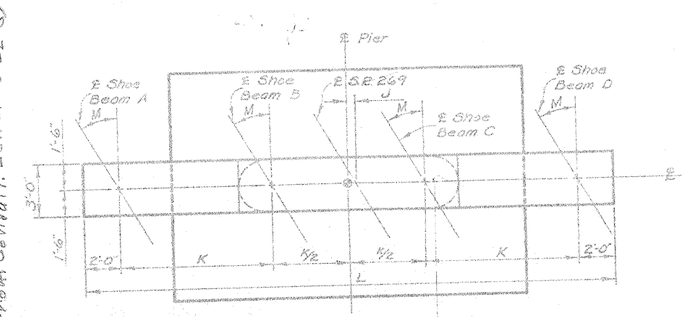
3.49

Not sent in as small

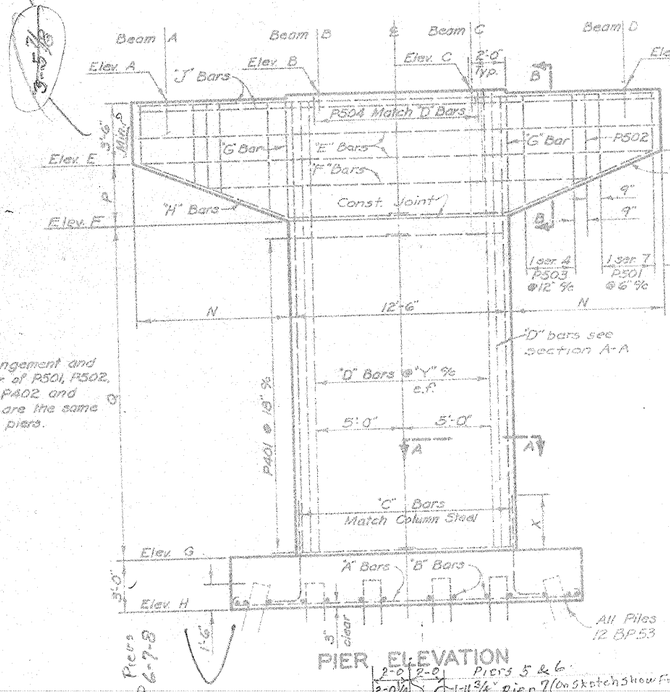
Elev. of ℄ Pier is right-of ℄ S.R. 269 -24 -34 -3 -764.30 760.49 756.69 763.99

10-8½

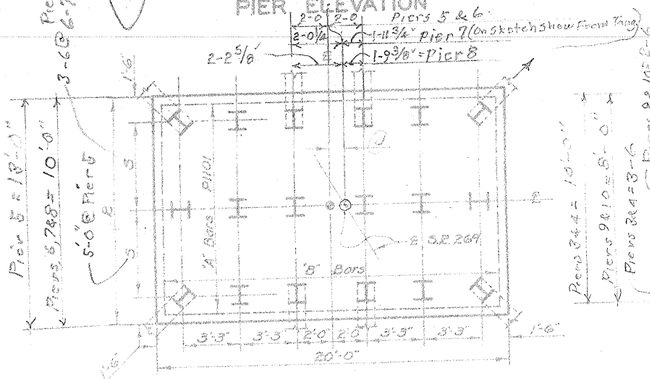
PIER PLAN



See black pencil revisions from Consult. Letter 2-22-69



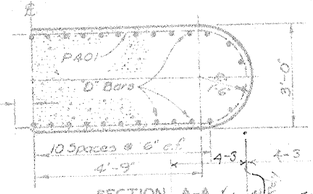
PIER ELEVATION

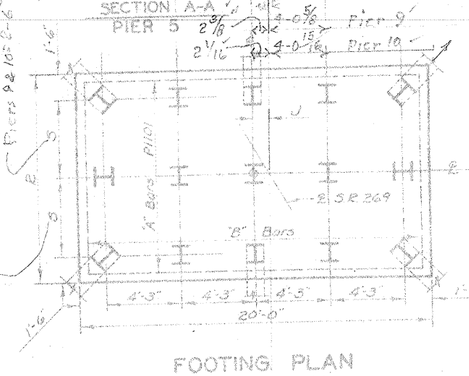


FOOTING PLAN
PIERS 5,6,7,8

Looking Ahead

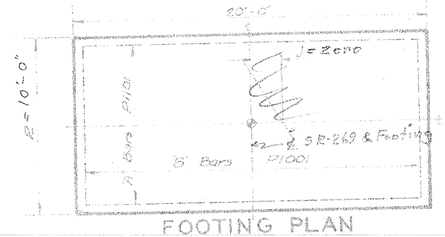
SECTION A-A
PIERS 1,2,3,4,6,7,8,9,10



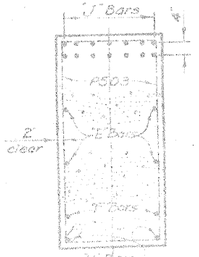


FOOTING PLAN
PIERS 3, 4, 9, 10

PARTIAL PIER ELEVATION



FOOTING PLAN
→ PIERS 1,2



SECTION B-B

Note: Divide "J" Bars evenly into two rows 4" %. Special care shall be taken when placing reinforcing steel, so as not to interfere with anchor bolts.

1. For Piers 1 & 2 Footings, shall extend a minimum of 3" into bed rock. If necessary the footings should be lowered, however if the low point of the surface of the bed rock occurs 2' above plan elevation the footings may be raised after approval by the Director, but to an elevation not higher than elevation 740.0. Stepping of individual footings will not be permitted unless shown on the plans

2. All piles shall be 12BP53

3. All battered piles to be battered 1 3" in 12" in direction shown.

4. Pile spacing is given along bottom of footing.

5. Reinforcement bars shall be 2" clear unless otherwise shown.

6. For Reinforcement Schedule see Sheet 12/12.

7. For Replacement Schedule see Sheet 12/12.

8. Foundation Bearing Pressure: Pier footings 1 & 2 are designed for a maximum bearing pressure of Six (6) tons per sq. ft.

Richard E. Mutz

6/12

RICHARD E MUTZ
CONSULTING ENGINEER
NORWALK OHIO

PIERS 1 THRU 10

BRIDGE NO. HUR-269-0680

RELOCATED SR 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN CENT TRANS CO.
STA 15+20.25 TO STA. 1+20+81.37

HURON COUNTY

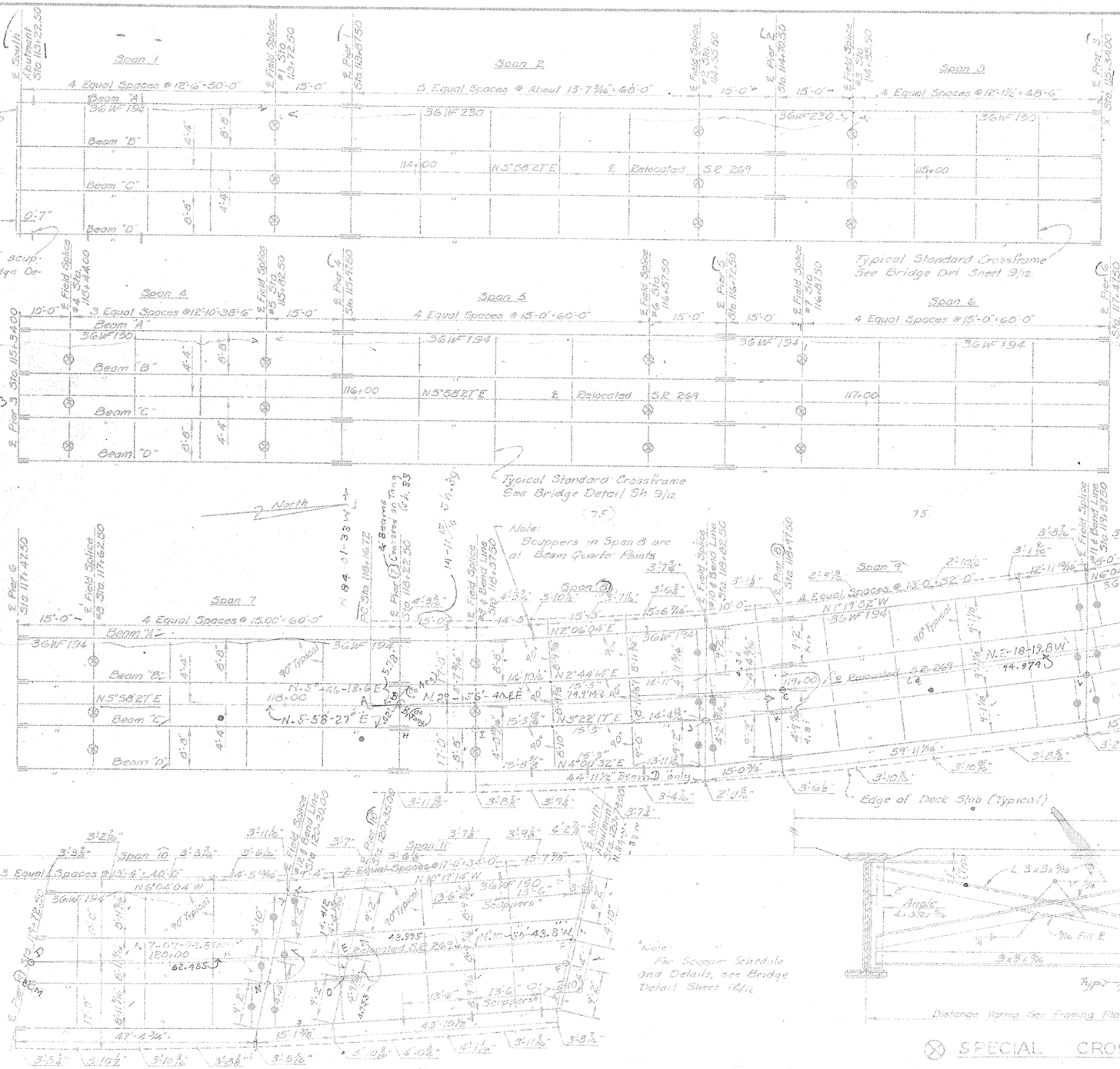
DESIGNED FROM	TRACED	CHECKED	REVIEWED	DATE REVISED
LRK. RWH	RWH	DRK		
5-29-68		5-29-68		

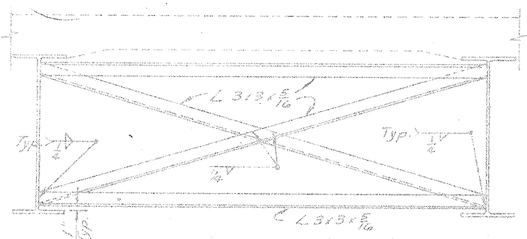
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-36 (5)	

38
33

HURON COUNTY CITY OF BELLEVUE

HUR-269- (6.40) (7.45)





BEND LINE CROSS FRAME

Note:
Use Bend Line Crossframes as shown on Framing Plan. Space approximately 1'-0" from centerline of splice or clear splice material. Place Crossframes at right angles to members being braced.

Note:
For Scupper Schedule and Details, see Bridge Detail Sheet 12/12

⊗ SPECIAL CROSSFRAME

Notes:

1. Distances from ℄ of exterior stringer to edge of Deck Slab are shown thus: X.X
2. See Bridge Detail Sheet 8/12 for Beam Elevations.
3. See Bridge Detail Sheet 9/12 for Typical Crossframe.
4. See Bridge Detail Sheet 10/12 for End Dam and Expansion Joint Detail.

Note: Traverses in H.W.N. file find all beams very close.

7/12

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

FRAMING PLAN

BRIDGE NO. HUR 269-0660

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO. STA. 113+20.25 TO STA. 120+81.37

HURON COUNTY

DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED
E.E.C. L.L.D.D. L.D.C. D.R.K.

For Ord. offset see sheet 33

62.5

9.167 + 4.412 = 13.579

9.167 + 4.755 = 13.922

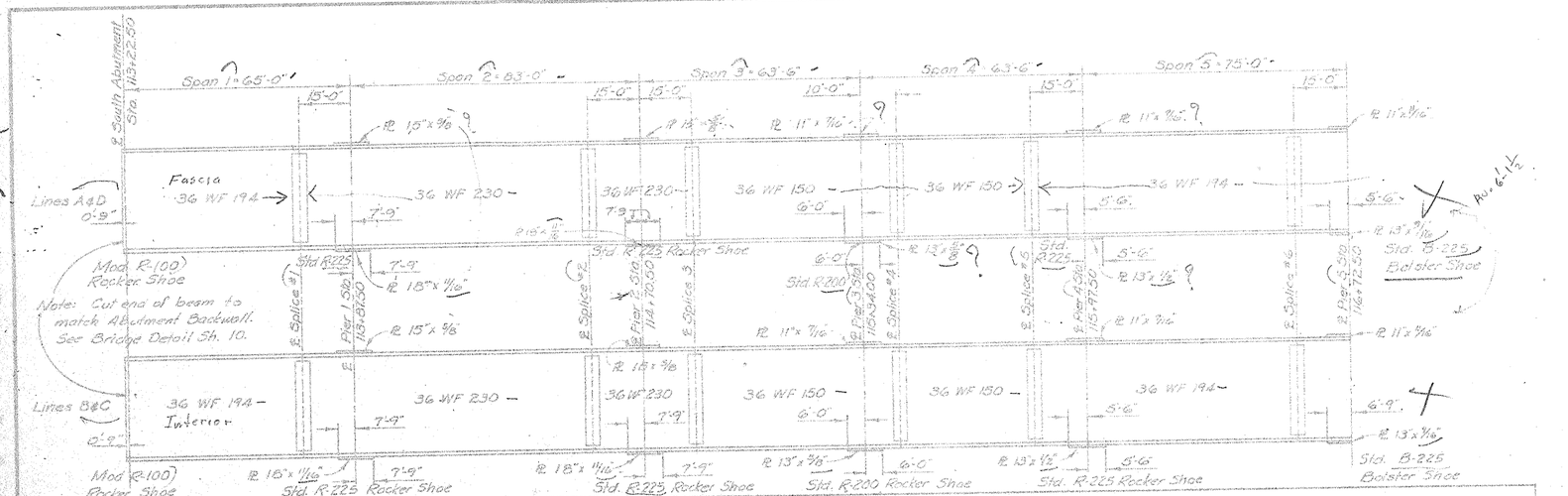
3/16 Scale

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (S)	

39 / 55

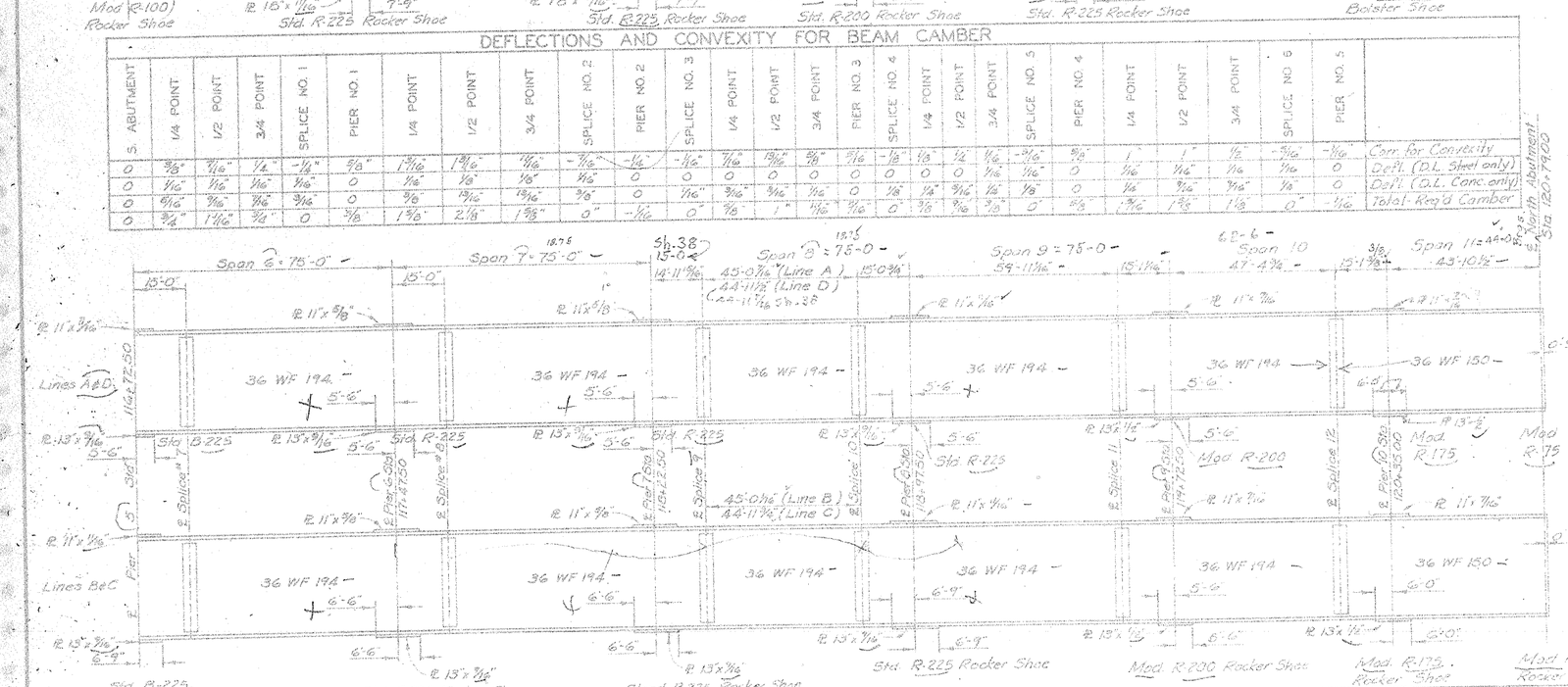
HURON COUNTY CITY OF BELLEVUE

HUR-269 (8.40) (7.45)



DEFLECTIONS AND CONVEXITY FOR BEAM CAMBER

S. ABUTMENT	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 1	PIER NO. 1	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 2	PIER NO. 2	SPLICE NO. 3	1/4 POINT	1/2 POINT	3/4 POINT	PIER NO. 3	SPLICE NO. 4	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 5	PIER NO. 4	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 6	PIER NO. 5	
0	3/16"	1/16"	1/4"	-1/16"	5/8"	1 1/16"	1 9/16"	1 1/16"	-1/16"	-1/4"	-1/16"	7/16	13/16	5/8	1/16	-1/8	1/8	1/4	1/16	-1/16	5/8	1"	1"	1/2"	-1/16	-1/16	0	Corr for Convexity
0	1/16	1/16	1/16	1/16"	0	1/16"	1/8"	1/16"	1/16"	0	0	0	0	0	0	1/8"	1/8"	1/16"	1/16"	0	0	1/16	1/16"	1/16"	1/16	1/16	0	Defl. (D.L. Sheet only)
0	3/16	1/16	1/16	1/16"	0	1/16"	1/8"	1/16"	1/16"	0	0	0	0	0	0	1/8"	1/8"	1/16"	1/16"	0	0	1/16	1/16"	1/16"	1/16	1/16	0	Defl. (D.L. Conc. only)
0	3/16	1/16	1/16	3/16"	0	3/16	1/16"	1/16"	1/16"	0	1/16"	3/16	3/16	1/16	0	1/8"	1/8"	3/16"	1/16	0	0	1/16	3/16"	3/16"	1/16	1/16	0	Total-Reqd Camber
0	3/4"	1 1/16"	3/4"	0	5/8	1 3/8	2 1/8	1 3/8"	0"	-1/2	0"	5/8	1"	11/16	0"	3/8	3/16	5/16	1/8"	0"	-1/2	1 1/8	1 3/8	1/2"	0"	-1/2	0	Total-Reqd Camber



DEFLECTIONS AND CONVEXITY FOR BEAM CAMBER

PIER NO. 6	SPLICE NO. 7	1/4 POINT	1/2 POINT	3/4 POINT	PIER NO. 6	SPLICE NO. 8	1/4 POINT	1/2 POINT	3/4 POINT	PIER NO. 7	SPLICE NO. 9	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 10	PIER NO. 8	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 11	PIER NO. 9	1/4 POINT	1/2 POINT	3/4 POINT	SPLICE NO. 12	PIER NO. 10	1/4 POINT	1/2 POINT	3/4 POINT	ABUTMENT N	
		9/16"	1"	1"			9/16"	1"	1"	½"	-1/4"	-5/16"	-7/16"	-5/16"	-1/16"	-3/8"	-1/16"	-1/16"	-1/16"	-3/16"	-3/16"	-3/16"	-1/4"	-1/8"	-1/8"	-1/8"	-1/8"	-1/8"	0	Corr. for Convexity (Line A)
-1/4"	-1/2"	9/16"	1"	1"	9/16"	-1/4"	15/16"	1 7/8"	1 7/8"	1 1/16"	-1/4"	-5/16"	-7/16"	-5/16"	-1/16"	-3/8"	-1/16"	-1/16"	-1/16"	-3/16"	-3/16"	-3/16"	-1/4"	-1/8"	-1/8"	-1/8"	-1/8"	-1/8"	0	Corr. for Convexity (Line B)
		9/16"	15/16"	15/16"			15/16"	1 7/8"	1 7/8"	1 1/16"	-1/4"	-5/16"	-7/16"	-5/16"	-1/16"	-3/8"	-1/16"	-1/16"	-1/16"	-3/16"	-3/16"	-3/16"	-1/4"	-1/8"	-1/8"	-1/8"	-1/8"	-1/8"	0	Corr. for Convexity (Line C)
		9/16"	7/8	7/8			7/8"	1 7/16	1 7/16	15/16"	-1/4"	-5/16"	-3/16"	-1/16	1/16	-1/8	1/16	1/8	1/16	-1/16	-1/16	-1/16	1/8	0	0	0	0	+1/16	0	Corr. for Convexity (Line D)
		9/16"	7/8	7/8			7/8"	1 7/16	1 7/16	15/16"	-1/4"	-5/16"	-3/16"	-1/16	1/16	-1/8	1/16	1/8	1/16	-1/16	-1/16	-1/16	1/8	0	0	0	0	+1/16	0	Defl. (D.L. Steel only)
0	0	1/16"	1/16	0	0	0	1/16"	1/16	0	0	1/16	1/16	1/16	1/16	0	0	1/16	1/16	1/16	0	0	1/16	1/16	1/16	0	0	1/16	1/16	1/16	0	Defl. (D.L. Conc. only)
0	1/16	1/16	1/16	1/16	0	1/16"	1/16	1/16	0	1/16	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	Total-Reqd Camber (Left)
-1/16	0"	1/16"	1/16	1/16	0	1/16"	1/16	1/16	0	1/16	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	1/16	1/16	1/16	1/16	0	Total-Reqd Camber (Left)

Notes:
1. "Total-Required Camber" shown hereon is the theoretical required camber for each beam fabricated. "Corr. for Convexity" includes correction for both horizontal and vertical curvature and has been corrected from splice to splice. Fabricator shall use values shown to fabricate each beam section in compliance with Sec. 513 of the Construction and Material Specifications.

X 2. Deck elevations shown hereon are finished theoretical pavement elevations. Prior to setting the forms for the deck, actual top of beam elevations shall be observed and the proper form and screed setting shall be determined.

Make appropriate correction for splice and cover plates.

3. See Bridge Detail Sh. 9/12 for note required slab thickness and basis of payment.
4. For Typical Cross-section through deck, see Br. Det. Sh. 9/12.
5. For Details of Expansion Joint, see Br. Detail Sheet 10/12.
6. For Details of Rockers shown to be modified, see Br. Detail Sheet 11/12.
7. For Details of Beam Splice, see Bridge Detail Sheet 11/12.

DECK ELEVATIONS (Add Conc. D.L. Camber for setting forms)

POINT	A	B	C	D	POINT	A	B	C	D
S. ABUTMENT	779.08	779.22	779.22	779.09	SPLICE NO. 7	782.08	782.22	782.22	782.09
1/4 POINT	779.53	779.86	779.66	779.53	1/4 POINT	781.77	781.90	781.90	781.77
1/2 POINT	779.95	780.08	780.08	779.95	1/2 POINT	781.41	781.55	781.55	781.41
3/4 POINT	780.34	780.48	780.48	780.34	3/4 POINT	781.03	781.16	781.16	781.03
SPLICE NO. 1	780.71	780.85	780.85	780.71	PIER NO. 6	780.61	780.74	780.74	780.61
PIER NO. 1	781.13	781.26	781.26	781.13	SPLICE NO. 8	780.15	780.29	780.29	780.15
1/4 POINT	781.55	781.69	781.89	781.55	1/4 POINT	779.66	779.80	779.80	779.66
1/2 POINT	781.93	782.07	782.07	781.93	1/2 POINT	779.13	779.27	779.27	779.13
3/4 POINT	782.27	782.40	782.40	782.27	3/4 POINT	778.57	778.71	778.71	778.57
SPLICE NO. 2	782.56	782.70	782.70	782.56	PIER NO. 7	777.98	778.11	778.12	777.98
PIER NO. 2	782.78	782.92	782.92	782.78	SPLICE NO. 9	777.35	777.50	777.50	777.37
SPLICE NO. 3	782.97	783.10	783.10	782.97	1/4 POINT	776.83	777.03	777.04	776.92
1/4 POINT	783.09	783.23	783.23	783.09	1/2 POINT	776.40	776.56	776.58	776.46
1/2 POINT	783.19	783.33	783.33	783.19	3/4 POINT	775.93	776.09	776.12	776.00
3/4 POINT	783.27	783.41	783.41	783.27	SPLICE NO. 10	775.46	775.63	775.65	775.54
PIER NO. 3	783.33	783.46	783.46	783.33	PIER NO. 8	774.82	775.00	775.04	774.94
SPLICE NO. 4	783.36	783.49	783.49	783.36	1/4 POINT	774.19	774.37	774.43	774.33
1/4 POINT ℄	783.37	783.51	783.51	783.37	1/2 POINT	773.56	773.75	773.82	773.73
1/2 POINT ℄	783.37	783.51	783.51	783.37	3/4 POINT	772.94	773.14	773.20	773.12
3/4 POINT	783.36	783.49	783.49	783.36	SPLICE NO. 11	772.36	772.52	772.58	772.50
SPLICE NO. 5	783.33	783.43	783.46	783.33	PIER NO. 9	771.88	771.89	771.97	771.90
PIER NO. 4	783.25	783.39	783.39	783.25	1/4 POINT	771.18	771.40	771.48	771.42
1/4 POINT	783.15	783.28	783.28	783.15	1/2 POINT	770.69	770.91	771.00	770.94
1/2 POINT	783.00	783.14	783.14	783.00	3/4 POINT	770.19	770.42	770.51	770.46
3/4 POINT	782.82	782.96	782.96	782.82	SPLICE NO. 12	769.70	769.94	770.02	769.97
SPLICE NO. 6	782.61	782.75	782.75	782.61	PIER NO. 10	769.00	769.30	769.41	769.37
PIER NO. 5	782.36	782.50	782.50	782.36	1/4 POINT	768.60	768.85	768.96	768.93
					1/2 POINT	768.13	768.39	768.51	768.48
					3/4 POINT	767.85	767.94	768.05	768.04
					N. ABUTMENT	767.24	767.49	767.61	767.59

Note
Top cover Plate same length as bottom.

Note
At ¾ Point between Splice 8 and Pier 7, required camber = 1 3/16" ± 1/16"

8/12

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

BEAM ELEVATION & CAMBER

BRIDGE NO. HUR 269-0660
RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA. 113+20.25 TO STA 120+81.37
HURON COUNTY

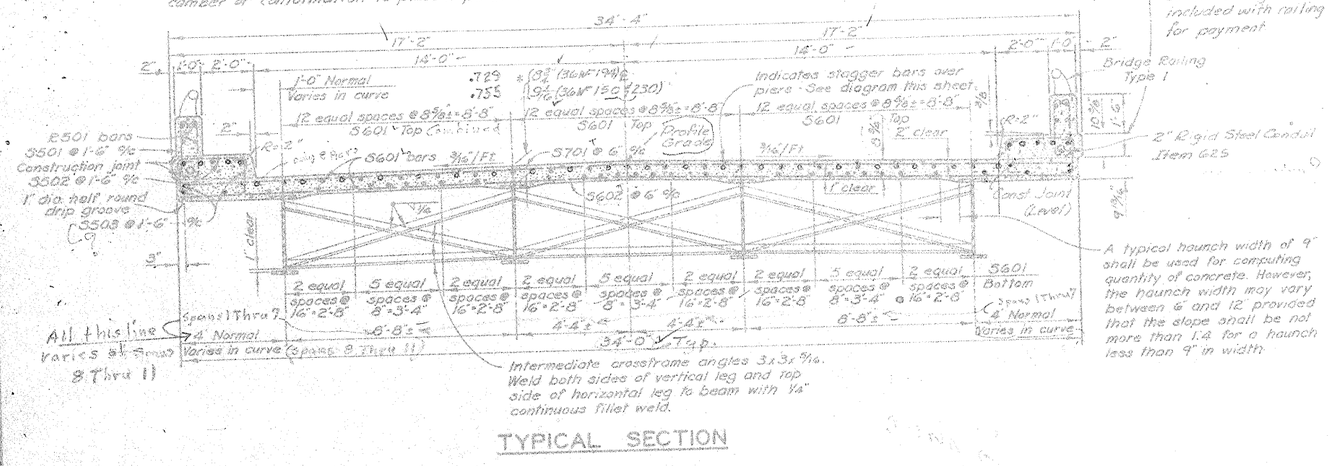
DESIGNED	DRAWN	TRACED	CHECKED	DATE	REVISED
	KWH	KWH	RER	5/76	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US - 38 (S)	

HURON COUNTY — CITY OF BELLEVUE

HUR - 269 - (6.40) (7.46)

Note:
* Dimension shown from top of wearing surface to top of steel beam is nominal. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beam may not have the exact camber or conformation to place it parallel to the finished grade. Deduction shall be made for the volume of the encased steel plates as per Sec. 511.19 of the Construction and Material Specs.
Slab thicknesses shown include 1" for monolithic wearing surface.
Clearance shown of 2" includes monolithic wearing surface.



TYPICAL SECTION

A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

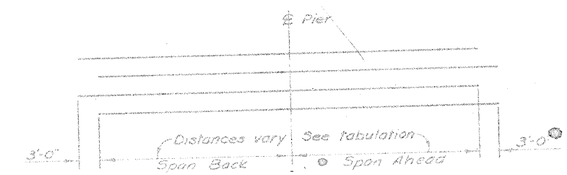
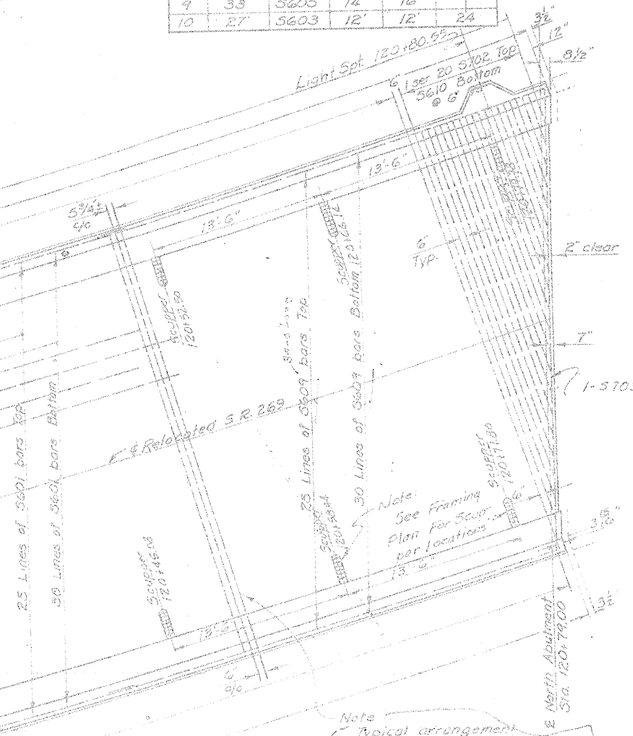


DIAGRAM SHOWING STAGGER OF S603, S604, S605, S606, S607, S608 BARS OVER PIERS

LIGHT STANDARD LOCATION	
Left Side	Right Side
Sta. 113+26.17	Sta. 113+45.84
Sta. 115+80.79	Sta. 117+00.84
Sta. 118+23.79	Sta. 119+53.04
Sta. 120+80.65	

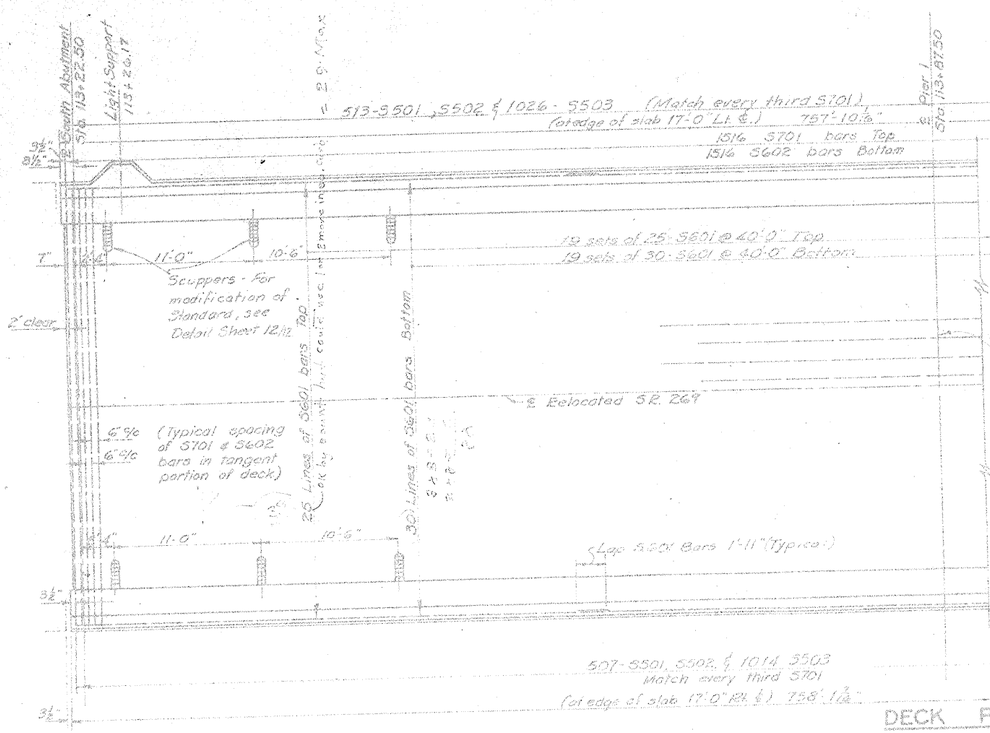
SCUPPER LOCATION	
Left Side	Right Side
Sta. 113+24.83	Sta. 113+35.83
Sta. 113+36.83	Sta. 113+46.33
Sta. 118+49.26	Sta. 118+48.73
Sta. 118+60.10	Sta. 118+59.27
Sta. 118+72.15	Sta. 118+70.94
Sta. 120+32.30	Sta. 120+45.08
Sta. 120+46.16	Sta. 120+58.46
Sta. 120+79.78	Sta. 120+71.80

STAGGER BAR TABULATION					
PIER NO.	BAR LENGTH	MARK	SPAN BACK	SPAN AHEAD	NO REQ'D.
1	35'	S608	18'	17'	24
2	37'	S607	15'	19'	24
3	28'	S604	13'	12'	24
4	33'	S605	16'	14'	24
5	35'	S606	16'	16'	24
6	35'	S606	16'	16'	24
7	35'	S606	16'	16'	24
8	35'	S606	16'	16'	24
9	33'	S605	14'	16'	24
10	27'	S603	12'	12'	24



Note:
Typical arrangement of transverse deck reinforcement in curved portion of bridge. Steel to be laid in a radial line

Notes:
1. For location of edge of Bridge Deck with respect to Beams, See Framing Plan, Bridge Detail Sheet 7/12.
2. In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab shall be placed in sections between transverse construction joints located near points of contraflexure.
3. Transverse bars shall be placed radially except as noted.
4. For light standard support and other lighting details, see Bridge Detail Sh. 12/12.
5. For Railing Details, see Bridge Detail Sheet 10/12.
6. For Scupper Details, see Bridge Detail Sheet 12/12.
7. For Expansion Joint Detail, see Bridge Detail Sheet 10/12.
8. For Finished Deck Elevations, see Bridge Detail Sheet 6/12.



DECK PLAN

Note:
See stagger bar diagram and tabulation, this sheet, for additional reinforcement required over each pier.

9/12

RICHARD E. MUTZ
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NORWALK OHIO

DECK PLAN & SECTION

BRIDGE NO. 269-1660

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA. 113+20.25 TO STA. 120+81.37

HURON COUNTY

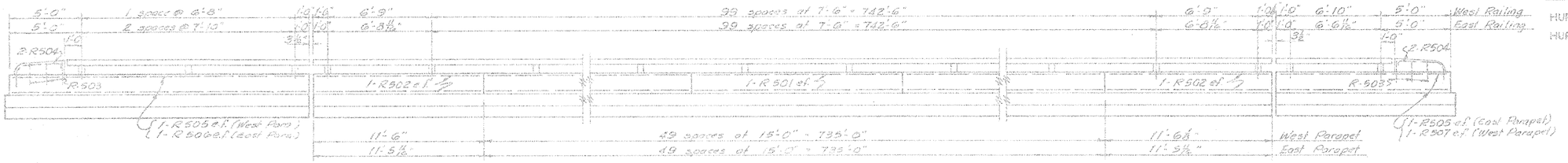
DESIGNED	DRAWN	TRACED	CHECKED	REVISED	DATE	REVISED
C.M.L.	R.E.M.	T.M.H.	R.E.M.	R.E.M.	8-27-65	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

41 53

HURON COUNTY — CITY OF BELLEVUE

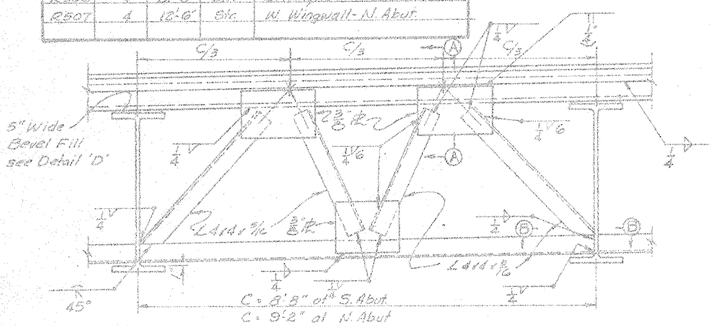
HUR-269-(6.42) (7.45)



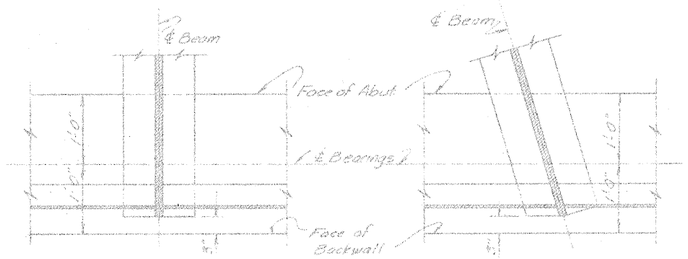
BRIDGE RAILING DETAIL

Rail Reinforcement Schedule

Mark	No.	Length	Shape	Location
R501	392	14'-0"	Str.	East & West Parapet
R502	16	11'-0"	Str.	East & West Parapet
R503	12	4'-2"	Bent	Wingwalls - See BR-1-65
R504	8	5'-4"	Bent	Wingwalls - See BR-1-65
R505	8	12'-3"	Str.	E. Wing N.Ab.; West Wing S.Ab.
R506	4	21'-3"	Str.	E. Wingwall - S. Abut.
R507	4	12'-6"	Str.	W. Wingwall - N. Abut.

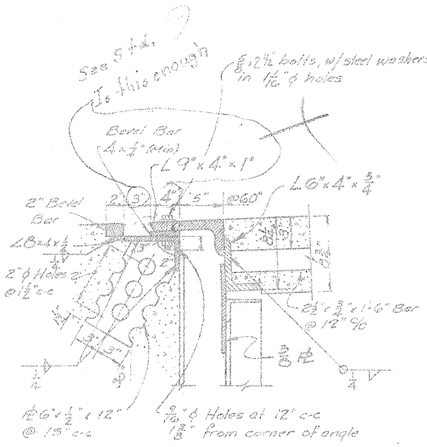


END CROSSFRAME



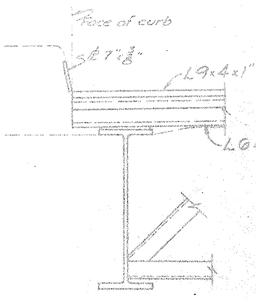
SECTION B-B (S. ABUT.)

SECTION B-B (N. ABUT.)

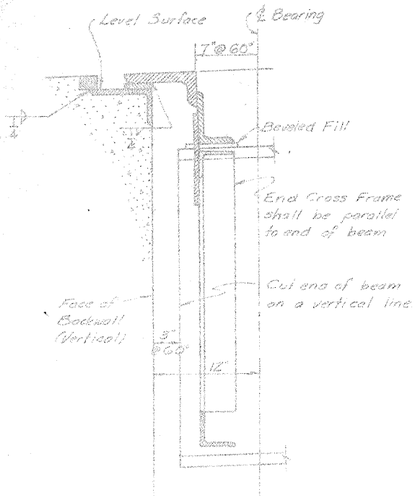


SECTION A-A

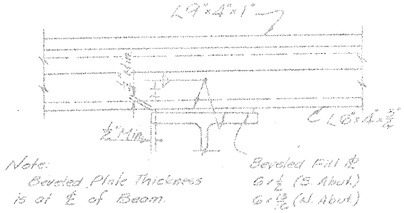
Note: For additional notes regarding end dam construction, see Bridge Detail Sheet 3 of 12.



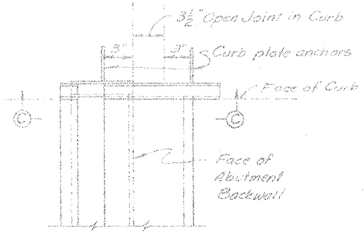
END DAM DETAIL AT CURB



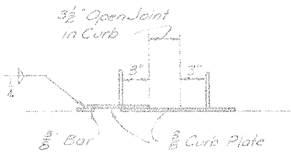
LONGITUDINAL SECTION AT ABUTMENTS



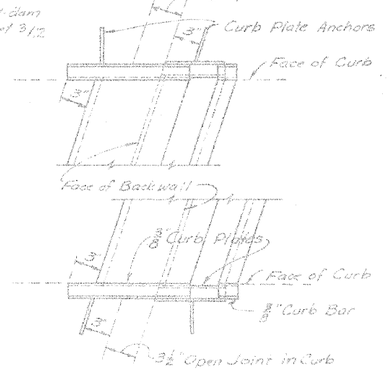
DETAIL D



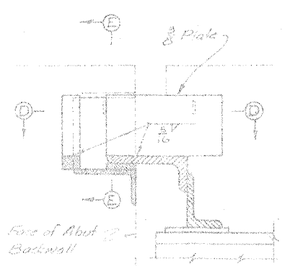
PART DECK PLAN (S. ABUT.)



SECTION D-D

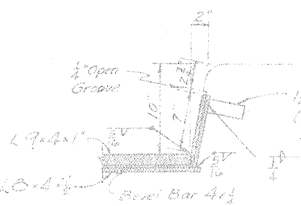


PART DECK PLAN (N. ABUT.)



WELDED BUTT JOINT IN SUPERSTRUCTURE END DAM

SECTION C-C



SECTION E-E

RICHARD E. MUTZ
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NORWALK OHIO

10 12

DETAILS

BRIDGE NO. HUR 269-0640
RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA. 113 + 20.25 TO STA. 120 + 81.37
HURON COUNTY

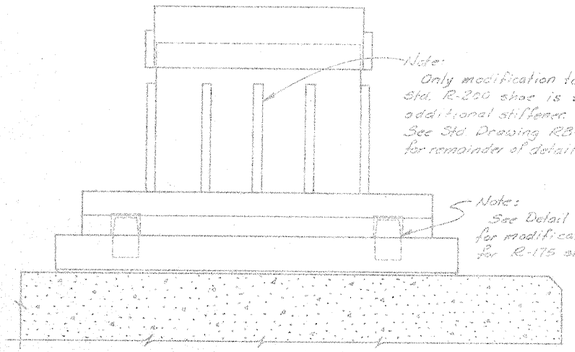
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FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

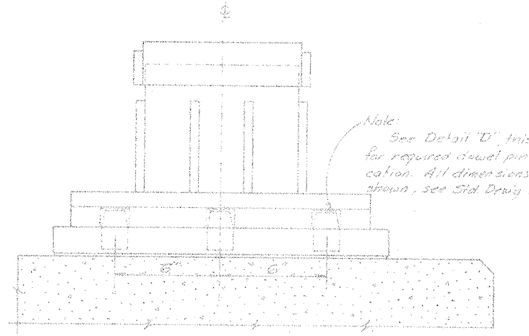
42
53

HURON COUNTY — CITY OF BELLEVUE

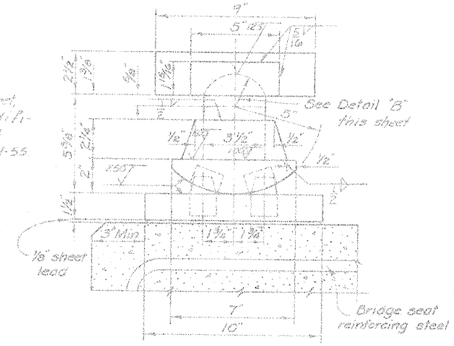
HUR-269-(5.42) (7.45)

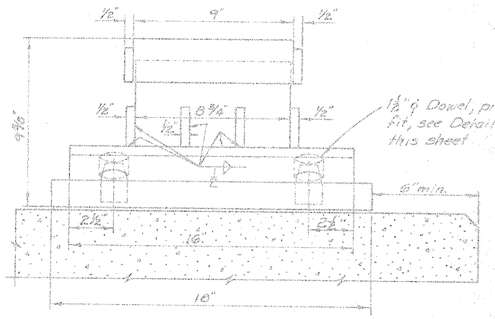


MODIFICATION TO STD R-175 & R-200 ROCKER SHOE

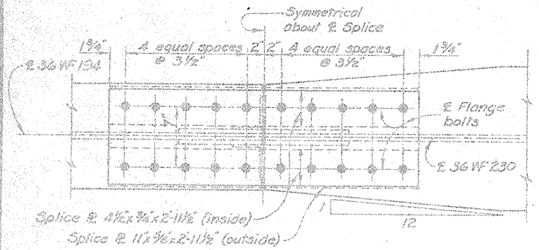


MODIFICATIONS TO STD-100 ROCKER SHOE

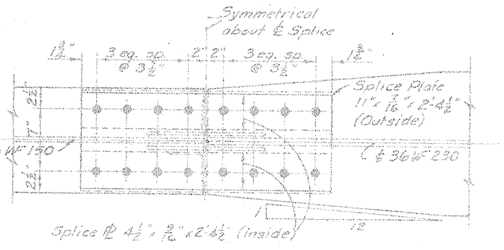




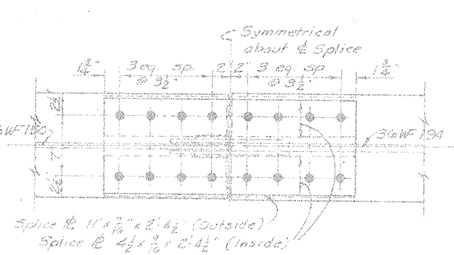
MODIFIED R-75 ROCKER SHOE



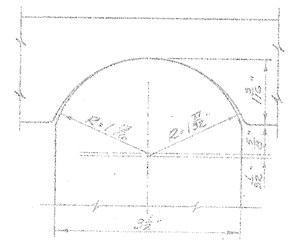
PLAN



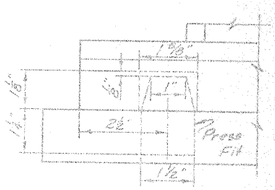
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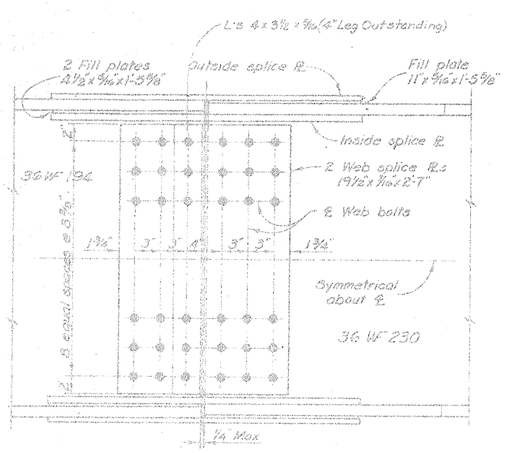
PLAN



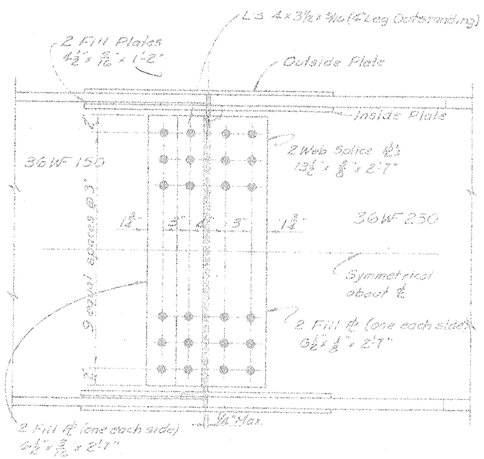
DETAIL "B"



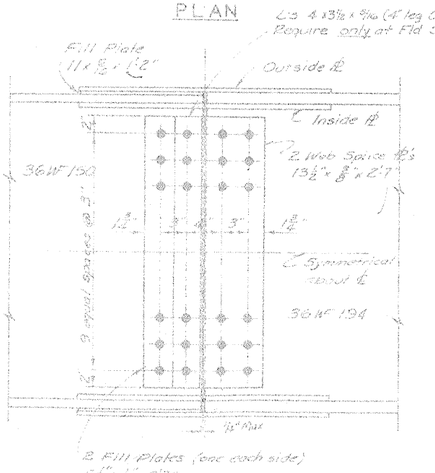
DETAIL "A"



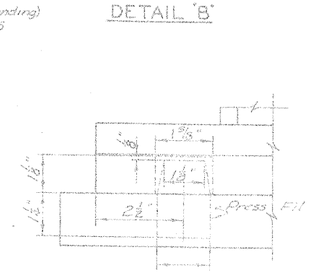
ELEVATION
BEAM SPLICE - 36 WF 194 TO 36 WF 230
FIELD SPLICE NO.1



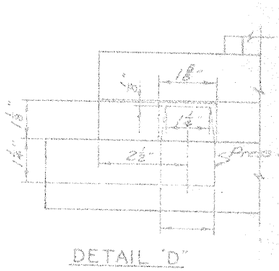
ELEVATION
BEAM SPLICE - 36 WF 150 TO 36 WF 230
FIELD SPLICE NO.3



ELEVATION
SPLICE 36 WF 150 TO 36 WF 194
FIELD SPLICE NO. 5 & 12



DETAIL "C"



DETAIL "D"

Note:
High-strength bolts shall be ⅞" diameter unless otherwise noted.

Dimension for splice plates on beam lines are measured at center line of beams.

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RICHARD E. MUTZ
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NORWALK, OHIO

DETAILS

BRIDGE NO. HUR. 269-0660
RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA. 113 + 20.25 TO STA. 120 + 81.37
HURON COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
[illegible]	RPK	RPH	DBK	Dec 5-12-58		

FED. AID PROJECT NO.	STATE	PROJECT	
2	OHIO	U.S.-38 (3)	

48 SHEETS 55

HURON COUNTY — CITY OF BELLEVUE

HUR-269-(6.42) (6.45)

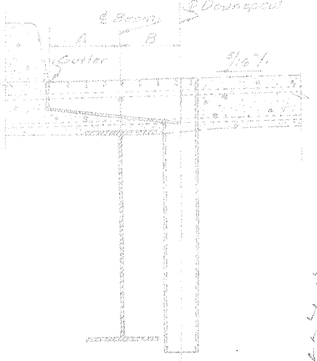
REINFORCEMENT SCHEDULE

Mark	No	Length	Type	Weight	Spl Inc	Reference
ABUTMENTS						
A501	52	6'-0"	1	411	Str	Br Seat
A502	53	7'-6"	1	386	"	"
A503	31	12'-0"	2	388		Wingwalls
A504	30	6'-4"	2	330		Br Seat
A505	17	55'-3"	Str	591		S. Bkwall
A506	3	15'-6"	Str	49		S. Wingwall
A507	23	12'-6"	Str	300		Wingwall
A508	3	4'-6"	Str	14		S. Wingwall
A509	3	7'-6"	Str	23		"
A510	52 @ 8"	6'-10" to 5'-4"	Str	100	3/16	"
A511	52 @ 8"	3'-11" to 3'-6"	Str	37	3/16	"
A512	6	4'-3"	Str	27		"
A513	2	19'-4"	4	40		"
A514	28 @ 3"	3'-11" to 4'-1"	Str	25	3/16	N. Wingwall
A515	10	21'-6"	Str	214		S. Wingwall
A516	22 @ 3"	5'-0" to 5'-3"	Str	52	3/16	"
A517	2	10'-4"	4	22		"
A518	2	10'-7"	4	22		N. Wingwall
A519	45	6'-4"	5	991		Saftdrystk
A520	45	5'-7"	6	262		Parapet
A521	10	6'-0"	Str	113		Backwall
A522	17	35'-0"	Str	621		N. Bkwall
A523	6	8'-9"	Str	55		N. Wingwall
A524	3	8'-6"	Str	27		"
A525	3	9'-0"	Str	25		"
A526	22 @ 3"	4'-9" to 5'-2"	Str	54	1/16	"
A527	22 @ 3"	3'-7" to 3'-8"	Str	23	1/16	"
A528	10	12'-9"	Str	133		"
A529	2	11'-2"	4	23		"
A530	4	4'-0"	Str	17		"
A531	28 @ 3"	5'-4" to 5'-7"	Str	68	1/16	"
A601	50	19'-4"	7	1001		Br Seat
A602	24	9'-3"	1	130		Wingwalls
A603	58	17'-8"	8	1536		Backwalls

Mark	No	Length	Type	Weight	Spl Inc	Reference
A801	7	24'-3"	Str	650		S.F. Ftng
A802	3	18'-6"	Str	148		"
A803	3	14'-9"	Str	118		"
A804	3	10'-6"	Str	84		"
A805	3	6'-9"	Str	54		"
A806	7	37'-3"	Str	696		N. F'tng
A807	6	11'-6"	Str	184		"
A808	6	3'-0"	Str	144		"
		Total A806		1020		
P401	296	14'-8"	9	2900		Columns
P402	14	20'-9"	Str	194		Caps 1-7
P403	28	29'-6"	Str	552		Caps 1-7
P404	28	15'-3"	4	288		Caps 1-7
P405	12	18'-2"	4	130		Caps 8-10
P406	12	31'-0"	Str	245		Caps 8-10
P407	6	21'-6"	Str	86		Caps 8-10
P501	29 @ 3"	12'-6" to 16'-11"	2	2002	4 @ 1/2	Cap Beam
P502	20	13'-6"	2	323		Cap Beam
P503	2 @ 3" 4 @ 2"	16'-1" to 19'-11"	2	1425	3	"
P504	110	5'-7"	3	640		"
P505	14	19'-2"	2	280		Cap 1-7
P506	6	19'-8"	2	123		Caps 8-10
P801	60	5'-11"	1	948		Figs. 3&10
P802	30	20'-6"	Str	1642		Col. 9
P803	30	18'-0"	Str	1442		Col. 10
P901	90	6'-4"	1	1937		Figs. 3&8
P902	30	30'-0"	Str	3060		Col. 3
P903	30	27'-0"	Str	2754		Col. 4
P904	30	23'-6"	Str	2397		Col. 8

Mark	No	Length	Type	Weight	Spl Inc	Reference
P1001	147	12'-6"	10	7067		Fig. 5
P1002	36	10'-6"	10	1627		Figs. 9&10
P1003	30	6'-9"	1	811		Figs. 3
P1006	30	27'-6"	Str	3550		Col. 7
P1007	94	29'-6"	Str	11,932		Caps 1-7
P1008	40	31'-0"	Str	5274		Caps 8-10
P1101	114	23'-10"	10	1828		Railings
P1102	29	15'-10"	12	2059		Fig. 5
P1103	140	7'-2"	1	2333		Fig. 1 & 11
P1103	30	26'-0"	Str	4901		Col. 5
P1105	30	30'-3"	Str	4822		Col. 6
P1106	90	38'-9"	Str	6776		Col. 1
P1107	30	42'-6"	Str	6774		Col. 2
		Total Piers		100,873		
DECK SLAB						
S501	1020	5'-7"	6	5936		Sidewalk
S502	1020	3'-6"	3	3724		"
S503	2040	2'-8"	3	4958		"
S601	1082	40'-0"	Str	6278		Longitud.
S602	1516	33'-8"	Str	10,643		Transverse
S603	24	27'-6"	Str	973		Stagger
S604	24	28'-0"	Str	1009		"
S605	48	33'-0"	Str	2379		"
S606	96	35'-0"	Str	5047		"
S607	24	37'-0"	Str	1334		"
S608	24	38'-0"	Str	1370		"
S609	35	36'-0"	Str	1943		"
S610	62 @ 8"	30'-1" to 31'-0"	Str	511	1-5/8	Trans

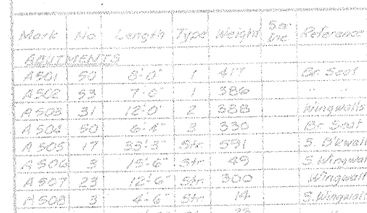
Mark	No	Length	Type	Weight	Spl Inc	Reference
S701	1	43'-8"	Str	1574		Fig. 4
S702	2 @ 8"	3'-0" to 3'-2"	Str	64	5/8	"
S703	1	35'-0"	Str	631		End D.
LIGHT SUPPORT REINFORCEMENT						
L501	28	7'-9"	11	224		
L502	14	7'-0"	3	98		
L503	14	5'-6"	3	60		
		Total Deck		27,018		
RAILING REINFORCEMENT						
R501	392	14'-0"	Str	-		Parapet
R502	12	11'-0"	Str	-		"
R503	12	4'-3"	13	-		Abutment
R504	8	5'-4"	12	-		"
R505	8	12'-3"	Str	-		N. Ts. Abut
R506	4	21'-3"	Str	-		S. Abut
R507	4	12'-6"	Str	-		N. Abut
REPLACEMENT BASES						
RE800		8'-3"	Str	-		
RE500		6'-7"	Str	-		
RE600		6'-11"	Str	-		
RE700		7'-5"	Str	-		
RE900		7'-10"	Str	-		
RE1000		8'-2"	Str	-		
RE1100		8'-6"	Str	-		



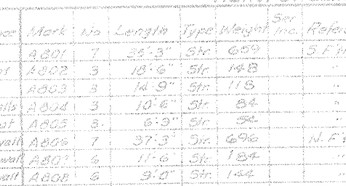
SCUPPER LOCATION DETAIL

SCUPPER SCHEDULE

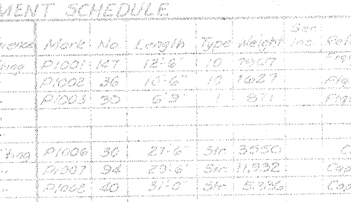
Location		Dimensions		Remarks
Station	Side	A	B	
113+24.83	Lt & Rt	1'-0"	0'-11"	
113+39.83	Lt & Rt	1'-2"	0'-11"	
113+46.32	Lt & Rt	1'-0"	0'-11"	
118+19.26	Lt	0'-10½"	1'-0½"	At ¼ Pt. Beam "A"
118+48.73	Rt	0'-9¼"	1'-1¾"	At ¼ Pt. Beam "D"
118+60.70	Lt	0'-7⅞"	1'-3⅛"	At ¼ Pt. Beam "A"
119+59.29	Rt	0'-7⅞"	1'-3⅛"	At ½ Pt. Beam "D"
119+72.15	Lt	0'-6⅜"	1'-4⅝"	At ½ Pt. Beam "A"
119+70.34	Rt	0'-4½"	1'-6⅛"	At ½ Pt. Beam "D"
120+45.08	Rt	1'-1⅛"	0'-3⅞"	
120+53.46	Rt	1'-0⅜"	0'-10⅝"	
120+77.80	Rt	0'-9⅜"	1'-1⅝"	
120+82.50	Lt	0'-6⅛"	1'-4⅞"	
120+66.14	Lt	0'-8"	1'-3"	
120+79.72	Lt	1'-1"	0'-10"	



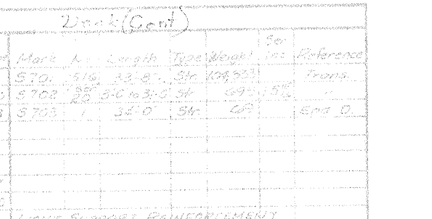
TYPE 1



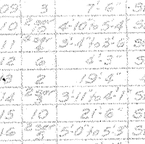
TYPE 2



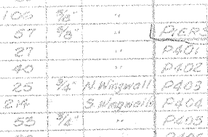
TYPE 3



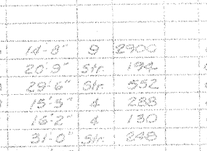
TYPE 4



TYPE 5



TYPE 6



TYPE 7



TYPE 8



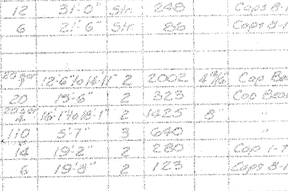
TYPE 9



TYPE 10



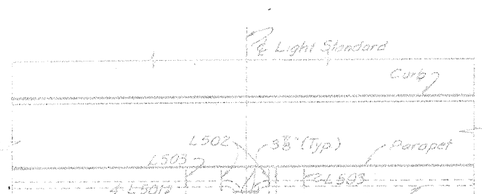
TYPE 11



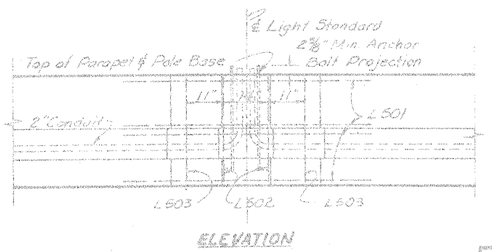
TYPE 12



TYPE 13



PLAN



ELEVATION

POLE BASE DETAILS

Notes:
1. For detail and dimensions required for fabrication and proper installation of Scuppers, see Ohio Std. Drawing SD-1-65.
2. Cut longitudinal reinforcing as required to clear scupper. Adjust spacing of transverse bars to clear.
3. For location of Light Pole Bases, see Bridge Detail Sh. 9/12.
4. All bar dimensions are given out-to-out.
5. Railing bars (designated with the prefix "R") are included for payment with Item 517 Railing.
6. 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, A506 is a "5" bar; P1101 is a "11" bar.

12 / 12

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

REINF. SCHEDULE & DETAILS

BRIDGE NO. HUR 269-0660

RELOCATED S.R. 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT. TRANS. CO.
STA. 113+20.25 TO STA. 120+81.37

HURON COUNTY

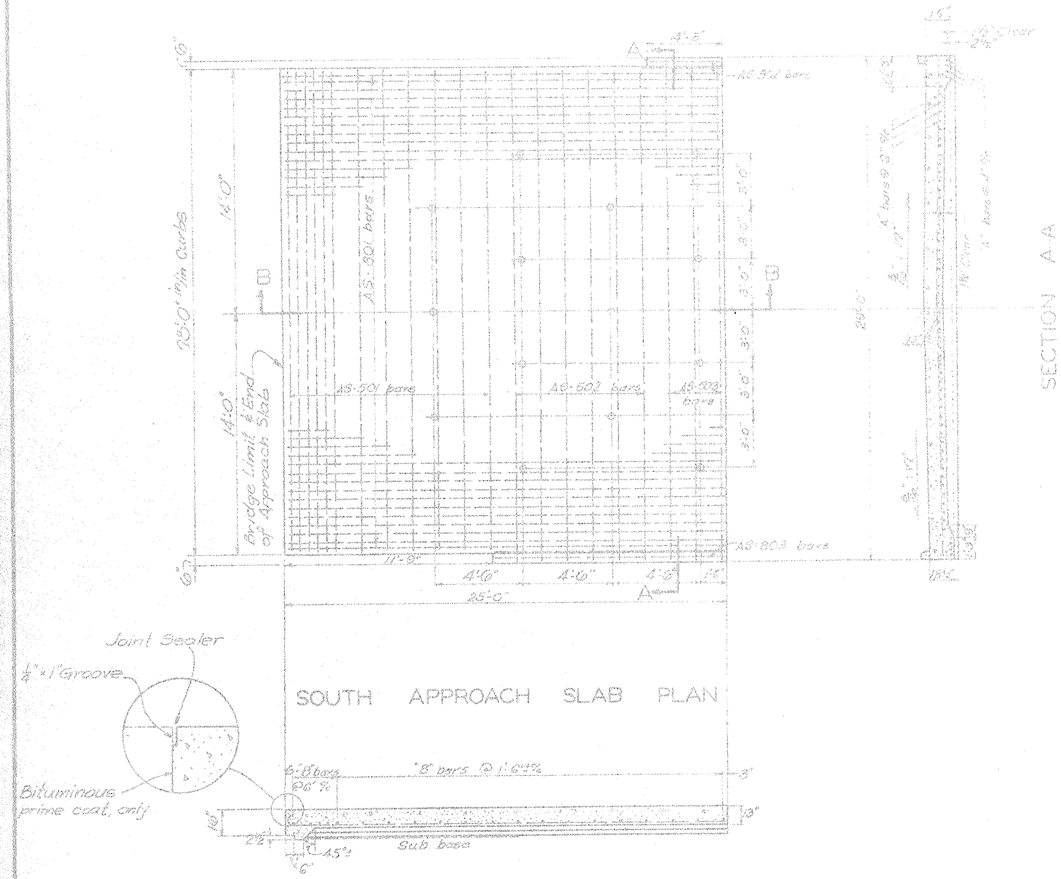
ENGINEER	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DRK	DRK	SPH	DRK	DRK	8-24-68	

PROJ. NO. ENG. DIV.	STATE	PROJECT	
2	OHIO	US-38 (9)	

43 A
53

HURON COUNTY CITY OF BELLEVUE

HUR-269 (3.42) (7.45)

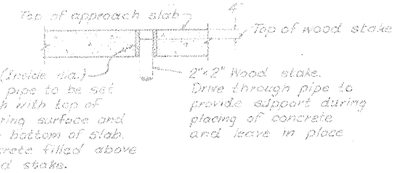


SOUTH APPROACH SLAB PLAN

SECTION B-B



NORTH APPROACH SLAB PLAN



DETAIL OF HOLES FOR PAVEMENT JACKING

NOTES:

1. Concrete shall be Class "C".
2. Bar size is indicated in the bar mark. The first digit indicates the bar size number. For example, A801 is a No. 8 bar.
3. Preformed expansion joint filler of the edges of the approach slabs shall be included with the approach slab for payment.
4. Bridge with sidewalks shall be provided with curbed approach slabs for the bridge roadway width. The curbs on the approach slabs shall transition from the bridge curb height to the approach curb height.
5. Longitudinal joints in accordance with Standard Construction Drawing No. BP-3 shall be provided at the edges of all traffic lane elements. If joints are sawed the depth of sawed groove shall be 3". "Approach" pavement type joint sealer shall be used in all joints.

TOTAL FOR NORTH & SOUTH APPROACH SLABS
REINFORCEMENT SCHEDULE

Mark	No.	Length	Type	Weight	Sev. Inc.	Reference
		"2" Bars				
AS-501	13	27'-6"	Str.	373		
AS-502	6	28'-0"	Str.	175		
AS-503	3	28'-6"	Str.	89		
AS-504	11	29'-0"	Str.	333		
AS-505	1	29'-6"	Str.	31		
AS-506	7	30'-0"	Str.	219		
		"A" Bars				
AS-801	108	25'-1"	Str.	1112		
AS-802	2	3'-9"	Str.	20		
AS-803	2	10'-9"	Str.	68		
AS-804	2	12'-6"	Str.	78		
AS-805	2	10'-3"	Str.	60		
AS-806	4	25'-1" 24'-6"	Bt.	200	1/2	
AS-807	4	26'-1" 25'-7"	Bt.	276	2	
				3032		

½ "A" Bars

12a/12

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

APPROACH SLAB DETAILS
BRIDGE NO. HUR. 269 - 0660

RELOCATED SR 269 OVER NORFOLK AND WESTERN RAILWAY AND PENN. CENT TRAN. CO.
STA. 113+20.25 TO STA. 120+81.37
HURON COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
R.E.M.	E.A.J.	E.A.J.	E.A.J.		
12-28-68			12-28-68		

CENTER LINE SURVEY PLAT

RELOCATION OF STATE ROUTE 269

HUR 269-(6.40) (7.45)

HURON COUNTY, OHIO

LYME TWP. R.24, T.4, SEC. 3

CITY OF BELLEVUE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

44/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

RIGHT-OF-WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

1/1

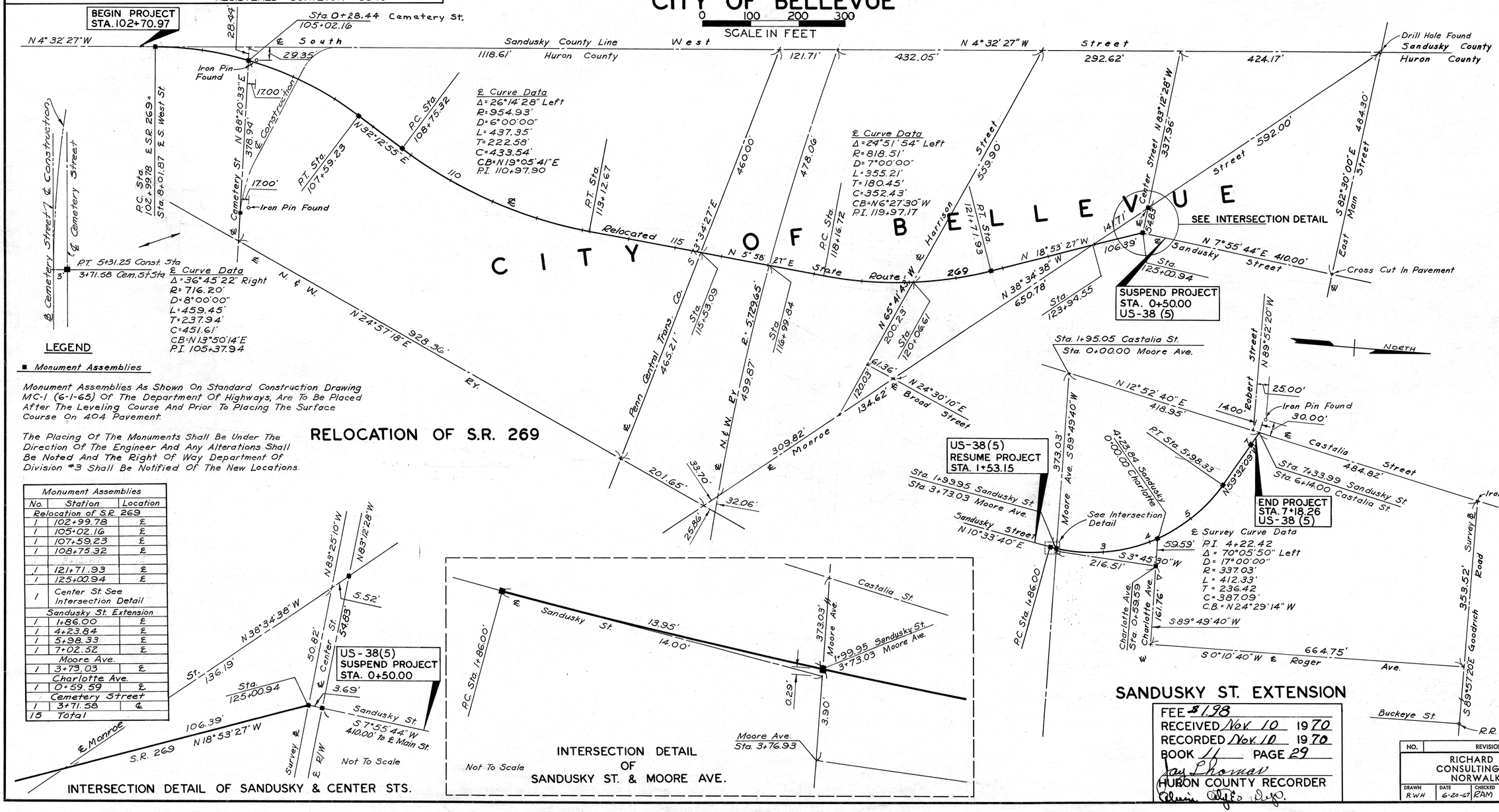
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF HIGHWAYS BY RICHARD E. MUTZ, CONSULTING ENGINEER, NORWALK, OHIO

DATE:_____ BY: Ronald S. Mackowski

REGISTERED SURVEYOR #5340

0 100 200 300

SCALE IN FEET



LEGEND

■ Monument Assemblies

Monument Assemblies As Shown On Standard Construction Drawing MC-1 (6-1-65) Of The Department Of Highways, Are To Be Placed After The Leveling Course And Prior To Placing The Surface Course On 404 Pavement.

The Placing Of The Monuments Shall Be Under The Direction Of The Engineer And Any Alterations Shall Be Noted And The Right Of Way Department Of Division #3 Shall Be Notified Of The New Locations.

RELOCATION OF S.R. 269

Monument Assemblies		
No.	Station	Location
Relocation of S.R. 269		
1	102+99.78	℄
1	105+02.16	℄
1	107+59.23	℄
1	108+75.32	℄
Sandusky St.		
1	121+71.93	℄
1	125+00.94	℄
1	Center St. See Intersection Detail	
Sandusky St. Extension		
1	1+86.00	℄
1	4+23.84	℄
1	5+98.33	℄
1	7+02.52	℄
Moore Ave.		
1	3+73.03	℄
Charlotte Ave.		
1	0+59.59	℄
Cemetery Street		
1	3+71.58	℄
15	Total	

INTERSECTION DETAIL OF SANDUSKY & CENTER STS.

INTERSECTION DETAIL OF SANDUSKY ST. & MOORE AVE.

SANDUSKY ST. EXTENSION

FEE $1.98

RECEIVED Nov. 10 1970

RECORDED Nov. 10 1970

BOOK 11 PAGE 29

Jay Thomas

HURON COUNTY RECORDER

Edwin [illegible] Dep.

NO.	REVISION	DATE
	RICHARD E. MUTZ CONSULTING ENGINEER NORWALK OHIO	

DRAWN	DATE	CHECKED	DATE	SCALE
R.W.H.	6-20-67	R.A.M.	1-26-68	1" = 100'

TOTAL NO. OF OWNERS 36

TOTAL NO. OF OWNERS WITH STRUCTURES TO BE REMOVED 20

SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

45/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42
RIGHT-OF-WAY PLAN
SOLD AS HUR 269-(6-40)(7-45)

1/9

TYPE FUNDS	PARCEL NO.	OWNER	DEED RECORD BOOK	DEED RECORD PAGE	DEED AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS	NET RESIDUE LEFT	NET RESIDUE RIGHT	SHEET NO.	REMARKS
	2WD	Marion E. & Marguerite E. Meacham	280	693	41,025	2745	No	0	38,280	3	
	3WD	Marion E. & Marguerite E. Meacham	236	44	24.790	24790	YES	0	0	3	TOTAL TAKE
	6WD	Luke R. & Esther Christmas	215/220	563/416	99,175	41.035	No	0	55,135	4	
†	6-AWD					3,005					
	8WD	Ada A. Newberger	146/144	128/221	10,465	10465	Yes	0	0	3&4	TOTAL TAKE
	11WD	Frank L. Houck	157	186	7595	6220		1375	0	3&4	
	11T	" " "				1370	Yes			3&4	For removal of House
	12WD	Samuel T. & Helen J. Walter	256	378	7085	4510		2575	0	4	
	12T	" " " " " "				2575	Yes			4	For removal of House
	13WD	Fred T. & Gladys A. Golden	244	676	8830	4250	No	4580	0	4	
	16WD	Ernest W. Kumm (Fee)	256	63	10,890	2675	No	8215	0	4	
		William Wesley & Elizabeth Jane Vannest (L.C.)	248	166							
	17WD	Cecil G. White (Deceased)	240	257	10,665	330		10,335	0	4	
	17T	" " " "				2040	Yes			4	For removal of barn
	18WD	Albert A. Link	239	462,464,466	7500	5340	Yes	2160	0	4	
	18T					2,160					For removal of garage
	37	Norfolk & Western Railway Co.	270	15.17.10	5.5 Ac.±	39805	Yes *	1.2 Ac.±	3.0 Ac.±	4,5&6	*Gas Regulator Bldg.
	37-Aerial	" " " "	281	138		12435				"	
	37-A	" " " "				308				"	
	37-B	" " " "				330				"	
	37-SL	" " " "				10230				"	
	37-T	" " " "				1100				"	
	39	New York Central Railroad Co.	10	422		308				5&6	
	39-A		98	18		116				"	
	39-Aerial					4435				"	
	39-T					21540				"	Building Removal
‡	40WD	Enrico H. DeLuca	274	495	0.047	755	Yes	1420	0	5&6	
	40-T	" " "				1420					Building Removal
	40-A-WD	Enrico H. & Patricia Ann DeLuca	285	211	0.29	3075		2320	6945	5&6	
	40-A-T	" " " " "				6945				5&6	Building Removal
	40-A-T-1	" " " " "				2320				5&6	For Building Removal
		" " " " "									
	41	Wheeling & Lake Erie R.R. Co.	38	267		330				5&6	
	41-A	" " " " "	85	30		308				5&6	
	41-Aerial	" " " " "				3200				5&6	
	41-T	" " " " "				19475				5&6	Building Removal
	46WD	John A. Donovan, Bishop of Toledo	219	509	7220	1770		5505	0	5&7	
	46T	" " "				2730	Yes			5&7	For removal of House
	47WD	Mae Fehl & Clifford, Ruth, & Hazel Egan, & Lenore H. Brown	153/138	377,378/151	7039	7039	Yes	0	0	5&7	Total Take
	48WD	Mae S. Fehl	274	76	6843	2145		0	4695	5&7	
	48EL	" " " "				4698	Yes			5&7	For removal of Bldg.
	G4	St. John's Evangelical Lutheran Church of Bellevue	80	85		None					No R/W Required
			246	8							
			239	403							
			267	99							
	65	Ralph R. Lieber	94	374		None					No R/W Required
	66WD	George L. Welsch (Fee) St. John's	191	456	6865	685		6180	0	7	No Access To Residue Provided
	66T	Lutheran Church of Bellevue (L.C.)	266	674		3030	Yes			7	For removal of House
	68WD	Lloyd H. Keller	243	10	5030	1900		3130	0	7	No Access To Residue Provided
	68T	" " " "				1730	Yes			7	For removal of House
	69WD	Mary C. Schneider	262/171	266/399	4680	3240		1440	0	7	No Access To Residue Provided
	69T	" " " "				1440	Yes			7	For removal of garage

NOTE: THERE ARE NO P.R.O. AREAS ON THIS PROJECT

TYPE FUNDS	PARCEL NO.	OWNER	DEED RECORD BOOK	DEED RECORD PAGE	DEED AREA	TO BE ACQUIRED LAND	TO BE ACQUIRED BLDGS	NET RESIDUE LEFT	NET RESIDUE RIGHT	SHEET NO.	REMARKS
	70WD	Louis C. & Betty Marie Stancliff	256/250	521/629	7975	4195	Yes	3780	0	7	
	70T	" " " " " " "				1575				7	For removal of garage
	71WD	Charles & Stella R. Byrne	262	722, 724	3340	1850	Yes	1490	0	7	
	71T	" " " " " "				1490				7	For Removal Of House
	72WD	Richard E. & Patricia A. Jamison	255	105	3629	3629	Yes	0	0	7	Total Take
	73WD	Eleanor Wurm	145	325	6080	6080	Yes	0	0	7	Total Take
	74WD	Arthur D. Osman	248	213	11,990	6075	Yes	0	5915	7	
	77	Donald N. Springer	241	233		None					No R/w Required
	78	Francis A. Gildenmeister	222	493		None					No R/w Required
	79WD	George C. Queen & Nicholas J. Lamanna	233	503	7890	365	No	0	7525	8	
	80	Frank O. Brinster et. al.	241/255	107/243		None					No R/w Required
	81	Frank & Anna Ireland	182	292		None					No R/w Required
	82	The Northern Ohio Telephone Co.	225	561		None					No R/w Required
	91	Henry J. Weerts	237/208	562A/197		None					No R/w Required
	92	Lawrence J. & Hazel E. Moyer	187	233		None					No R/w Required
	93	Vincent P. & Agnes A. Bogner	158	101		None					No R/w Required
	94WD	Robert & Rita M. Bertsch	178/176	95/157	10,480	2175	Yes	8305	0	9	For Removal Of Garage
	94T	" " "				2400	No			9	Grading
	95WD	Joseph M. & Martha R. Strayer	237	468	21285	10100	No	4920	6265	9	
	95-T	" " " "				4920				9	For Slope grading
	95-T-1	" " " "				3040				9	" " "
	96T	Lawrence F. Wolf	252/226	731/554	11,490	1810	No		11,490	9	For slope grading
	98WD	Carl P. Lieber	257/277	201/603	16,830	1110	No	0	15,720	9	
	98T	" "				2590				9	For slope grading
	98T-1	" "				410				9	For drive Construction
	99T	Mary Catherine Ryan	264/245	51/50	15.770	1595	No	0	15.770	9	For drive Construction
	100WD	W.G. Heltman (Remainderman)	164	211	5980	4760	Yes	1220	0	9	
	100T	& Anna D. Heltman (Life Estate)				1220				9	for house removal & grading of slope
	100AWD	W.G. Heltman	158	249	6280	420	No	5860		9	
	100-A-T	" " "				975				9	For Slope grading
	101	Charles H. & L.J. Moore	223	40	9225	NONE				9	NO. R/W Required
	40EL	Enrico H. DeLuca	274	495		1420				5&6	ALL OF PAR. 40-T
	40AEL	Enrico H. & Patricia Ann DeLuca	285	211		6945				5&6	ALL OF PAR. 40-A-T
	40AEL-1	" " " " "	"	"		2320				5&6	ALL OF PAR. 40-A-T-1
	40BEL	Enrico H. DeLuca (Sold 7-13-71)	266	628	32163	32163	Yes	0	0	2	SANDUSKY COUNTY
	7-WD	Andrew G.J. Rose & Lillie Rose Adams	130	216	13445	450	No	12,995	0	3	

PARCEL NUMBERS NOT USED: 1, 4, 5, 9, 10, 14, 15, 19-23, 23-36, 42-45, 49-63, 67, 75-76, 83-90, 97, 38

† INDICATES A PARCEL HAS BEEN ADDED AT END OF SUMMARY.

NOTE: AREA SHOWN ARE ALL IN SQUARE FEET

NO.	REVISION	DATE
1	Changed Par. 37WD to Par. 37 10/8/9	
2	Added PAR-40EL, AEL, AEL-1 & BEL 7/8/9	

COMPLETION DATE _____

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
RAM	3-7-67	DEK	1-13-68	None

PROPERTY MAP

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US- 38(5)	

46/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

RIGHT-OF-WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

2/9

0 100 200 300
SCALE IN FEET

SEE SKETCH BELOW

BELLE AVE

ELLIS AVE

Begin Acquisition Sta. 103+36.79

Begin Project Sta. 102+70.97

Sandusky County Line
Huron County

SOUTH WEST STREET 60'

CEMETERY ST. 59'

105

110

115

125

CITY OF BELLEVUE
HURON COUNTY, LYME TWP.
R-24, T-4, SEC. 3

℄ RELOCATED S.R. 269

Aerial

Aerial

Existing Drive

NORFOLK AND WESTERN RR. 100'

NEW YORK CENTRAL RR.

LAKE ERIE RR.

WHEELING AND

BROAD

Alley

Alley

HARRISON ST. 66'

MONROE ST. 80'

CENTER ST. 60'

EAST MAIN ST. 100'

SANDUSKY ST. 60'

St. John's Evangelical Lutheran Church

Suspend Acquisition Sta. 124+71.57

Suspend Project Sta. 0+50.00

60'

North

Utility Owners		
Type	Owner	Address
Telephone	Northern Ohio Telephone Co.	117 N. Sandusky, Bellevue, Ohio
Power	Ohio Edison Co.	2508 W. Perkins Ave, Sandusky, Ohio
Gas	Columbia Gas of Ohio	166 Milan, Norwalk, Ohio
Water & Sewer	City of Bellevue	Bellevue, Ohio

MOORE AVE.

ROBERT AVE.

WILLIAM AVE.

End Acquisition Sta. 7+02.52

End Project Sta. 7+18.26

CASTALIA ST. 60'

ALLEY 12'

ALLEY 18'

SANDUSKY ST. 50'

℄ Sandusky St. ext.

Resume Project Sta. 1+53.15

Resume Acquisition Sta. 2+25.10

ALLEY 16'

ST. 50'

50'

ROGER AVE. 60'

CHARLOTTE

North

Parcel Owners	
Parcel No.	Owners
2	Marian E. & Marguerite E. Meacham
3	Marion E. & Marguerite E. Meacham
6	Luke R. & Esther Christmas
8	Ada. A. Newberger
11	Frank L. Houck
12	Samuel T. & Helen J. Walter
13	Fred T. & Gladys A. Golden
16	Ernest W. Kumm (fee) W.W. & E.J. Vannest (L.C.)
17	Cecil G. White
18	Albert A. Link
37	Norfolk & Western Railway Co.
39	New York Central Railroad Co.
40	Enrico H. Deluca
41	Wheeling & Lake Erie Railroad Co.
46	Dora Shriner
47	Hazel Egan et. al.
48	Mae S. Fehl
73	Eleanor Wurm
66	George L. Welsch (fee) St. John Luth. Church (L.C.)
68	Lloyd H. Keller
69	Mary C. Schneider
70	Betty Marie Stancliff
71	Charles & Stella R. Byrne
72	Richard E. & Patricia A. Jamison
74	Arthur D. Osman
79	George C. Queen & Nicholas J. Lomanna

Parcel Owners	
Parcel No.	Owners
94	Robert & Rita M. Bertsch
95	Joseph M. & Martha R. Strayer
96	Lawrence F. Wolf
98	Carl P. & Ermina B. Lieber
99	Mary Catherine Ryon
100	John J. & W.G. Heltman & Life Estate
101	Charles & L. Moore
100A	W.G. Heltman
40A	Enrico H. & Patricia Ann DeLuca
7	Andrew G.J. Rose & Lillie Rose Adams
40B	Enrico H. DeLuca

York St. 56

35.67'

84.33'

90°

East R/W

Track #35

Freight House

365.41'

R/W

40 B-EL

Enrico H. DeLuca

209.91'

(Sold T-15-711)

110.40'

245°49'

15.89'

Chapman Street 49.50'

East R/W

R/W

Center line of Main track

240.04'

Scale 1" = 60'

38.12'

64.09'

West R/W

Southwest St. 60'

J.C. Changed Par 37WD to 37 10/8/9

COMPLETION DATE

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
RWH	6-30-67	DRK	1-13-68	1"=100'

PROPERTY MAP

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

47/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269

3/9

RIGHT-OF-WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

* TOTAL SHT. SUPERCEEDED BY PLAN HUR-269-6.29 (2005)

Orville E. & Jacqueline J. Koch 1110

Lot Line

O.L. 63

Sandusky County / Huron County 12

Ft. 27

106+71.61

11 County Line

43.80 106+18.01

N 85° 36' 24" E 48.78

Sta. 106+38.86

Sta. 107+11.98

Ada A. Newberger

10465 S.F.

TOWN PLAT OF BELLEVUE PLAT BK. A PG. 3

N 4° 32' 27" W 48.88

Frank L. Houck

156 Stone Holes

Stone Fireplace

Frame Gar.

Story Frame

Stone Drive

Gravel Area

Conc. Drive Approach

Conc. Slab

Fh

Sta. 104+12.15

Sta. 106+12.15

Greenhouse

Green House

24790 S.F.

2 Story Brick

Marion E. & Marguerite E. Meacham

Sta. 105+02.16 & S.E. 269

Sta. 104+99.08 & S.E. 269 1

Sta. 01+27.59 & Cemetery St.

Work Limits

Construction

Conc. Block Gar.

Stone

Lot Line

Haven Anstead Ft. O.L. 24

356.42'

S 81° 36' 20" E 12.13'

WEST

SOUTH

5 STREET New Drive

Sta. 10+00.00 & S. West St. Sta. 0+00.00 & Cemetery St.

N 4° 32' 27" W

Speed Limit 50

Doris H. Kern

Begin Acquation Sta. 103+30.79

191.27' S 88° 14' 18" W

30.46

29.08 103+36.79

12.13' 104+61.47

45.00'

56.40' 104+16.91

122.11'

2745 S.F.

2½ Story Frame

128.00' S 76° 00' 36" W

PLAT OF SHEFFIELDS ADD. TO BELLEVUE ENG. PLAT BK. 2 PG. 19

Marion E. & Marguerite E. Meacham

CITY OF BELLEVUE HURON CO., LYM & TOWNSHIP R 24, T 4, SEC. 3

℄ Curve Data

Δ = 36° 45' 22" Rt.
R = 716.20'
T = 237.94'
L = 459.45'
C = 451.61
D = 8° 00' 00"
P.C. = 102+99.78
P.T. = 107+59.23

℄ RIW

Survey CEMETERY

N 88° 20' 33" E

225.52'

Work Limits

STREET

210.94' S 88° 20' 33" W

43.09' (R&M)

59.17' 101+27.14

58.43' 100+79.69

65.71'

Stone Drive

Stone

Story Frame

New Drive

6" G

8" G

Fh

Sta. 107+11.98

8 WD

10465 S.F.

8' WD

5-27" Trees

Cal. 12

36"

101.51' 101+00.36

219.70'

147.01' 101+36.73

Lot Line

N 88° 27' 32" E 118.30'

Clump 10" 12"

Sylvia Bos

Luke R. & Esther Christmas

177.43 106+61.78

120.43'

S 0° 14' 34" E

65.42'

PLAT BK. 3 PG. 21

55.00'

S 67° 5' 24" E 80.71'

0.00' N 1.27' E

3005 S.F.

6 WD

194.98' 105+92.60

19.64'

104.11' 106+16.24

N 1° 30' 44" E 145.00'

165.00'

Andrew G.J. Rose & Lillie Rose Adams

Shed Frame

Clump

Clump

450 S.F.

1½ Story Frame

S 67° 11' 42" E

45.00'

7 WD

312.30' 106+70.50

184.00' S 24° 57' 18" W

271.46' 106+35.65

27.89'

132.11' S 24° 47' 33" W

NORFOLK & WESTERN RY.

RR Telephone

RR Sign

496

497

Lot Line

COMPLETION DATE

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
EAJ	8-9-68	RAM	8-13-68	1"=20'

BEGIN WORK TO STA. 107+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (5)	

48 / 33

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

4 / 9

RIGHT-OF-WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

TOWN PLAT OF BELLEVUE
PLAT BK. A PG. 3

N 4°32'27" W 6" I.P.

3" M.P.

Ernest W. Kumm 154

Cecil G. White 153

Gar. Mary E. Fritz Life Estate (Lee Fritz-James Motter, Richard Varsaci, Priscilla Stamm)

Harold L. & Velma Amos

George J. & Catherine T. Swartz 151

Samuel Walter & Helen V. Golden 155

Frank L. Houck 156

Ada A. Newberger 157

Marion E. & Marguerite E. Meacham

Andrew G. J. Rose & Lillie Rose Adams

Luke R. & Esther Christmas 496 Plat Book 3, Page 21

Albert A. Link Vol. 239 Page 462

Norfolk & Western Railway Company

Right of Way For Gas Line
H. Chevinson to The Logan Gas Co.
Vol. 114, Page 179

Columbia Gas Regulator Bldg.

Do Not Disturb Bldg.

Work Limits

Right To Use Jointly a 34' Strip of Land Between Lots 151 & 152, And a 34'x75' Easement Adjacent To North Side of Lot

110 & Reloc. S.R. 269

Match Line Station 107+00

Match Line Station 113+00

Proposed 11 Spur

Broadway (To Be Abandoned)

℄ Curve Data

Δ = 36°45'22" Rt.
R = 716.20'
T = 237.94'
A = 459.45'
C = 451.61'
D = 8°00'
P.C. = 102+99.78
P.T. = 107+59.23
P.I. = 105+37.94

℄ Curve Data

Δ = 26°14'28" Lt.
R = 954.93'
T = 222.58'
A = 437.35'
C = 433.54'
D = 6°00'
P.C. = 108+75.32
P.T. = 113+12.67
P.I. = 110+97.90

Parcel 37-T R/W Curve Data

Δ = 3°26'34"
R = 807.02'
L = 48.49'
T = 24.25'
C = 48.48'
CB = N 22°55'08" W

( ) = Deed Distance

NORTH

* TOTAL SHT. SUPERCEEDED BY PLAN HUR-269-6.29 (2005)

Changed Par 37WD to 37 10/8/69

NO.	REVISION	DATE


COMPLETION DATE _____

CITY OF BELLEVUE
HURON CO., LYME TOWNSHIP
R 24, T 4, SEC. 3

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
EWH	6-16-67	EAM	1-4-68	1"=20'

STA 107+00 TO STA 113+00 RELOCATION S.R. 269 RIGHT-OF-WAY



STA 113+00 TO STA 119+00 RELOCATION S.R. 269 RIGHT-OF-WAY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (S)	

50/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

RIGHT OF WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

6/9

North

Norfolk & Western Railway Company

New York Central Railroad Company

Wheeling & Lake Erie Railroad Company Leased to Norfolk & Western Railway Company

N.Y.C. R.R.

N. & W. R.R.

W. & L.E. R.R.

DeLuca

Enrico H. & Patricia Ann DeLuca

Aerial

Right-of-Way

℄

R/W

S/L

37 SL — Cont.- 10230 S.F.

37 — 113+80.50 11.00' | 6.00' | 8.00' | 113+94.50 11.00' | N5°58'27"E | 308 S.F. | N84°01'33"W 22.00' | S84°01'33"E 22.00' | 37-A | 54.00' | 113+26.50 | 113+80.50 11.00' | 55°58'27"W | 6.00' | 8.00'

S.R. 269 113+94.50 11.00' N&W R.R. 2806+23.03 303.69'

37 Aerial — Cont.- 12485 S.F. — 68.50'

114+63.00 11.00' | N5°58'27"E 15.00' | 330 S.F. | N84°01'33"W 22.00' | S84°01'33"E 22.00' | 37-B | 114+63.00 11.00' | 55°58'27"W 15.00' | 114+78.00 11.00'

S.R. 269 114+78.00 11.00' N&W R.R. 2806+17.34 220.41'

39 T — Cont: 21540 S.F.

115+27.00 11.00' | N5°58'27"E 14.00' | 308 S.F. | N84°01'33"W 22.00' | S84°01'33"E 22.00' | 39 | 115+27.00 11.00' | 55°58'27"W 14.00' | 115+41.00 11.00' | 49.00'

S.R. 269 115+53.09 N.Y.C. R.R. 3534+83.00

S.R. 269 115+41.00 11.00' N.Y.C. R.R. 3534+69.99 9.89'

N 13° 34' 27" W 62.43' — 32.71' @ 115+81.71 — 22.50' @ 3536+22.73 — 32.17' — 116+07.18 — 30.01' — 11.12'

40 T — Cont: 1420 Sq.Ft.

40 EL

40 WD — Cont.- 755 Sq.Ft.

N 5°58'27" E 25.19' — 48.74'

115+90.50 1.85' — 26.08' — 6.82' @ 115+76.97 N.Y.C. 21.81' @ 3534+89.67 — 26.19' — N 42°30'10" E

Relocated S.R. 269 S.R. 269 116+01.41 1.81' N.Y.C. R.R. 3534+89.99 47.85'

39-A — N33°10'33"W 12.85' — 11.50' — 9.30' — S 15°30'54" E 10.51' — 116.00 03 11.00' — 116.0 S.F. — S5°58'27"W 9.53' — 11.36'

40A FL-1 — 40B T-1 — Cont.- 2320 ℄

40A WD — Cont.- 3075 Sq.Ft. — 60.42' — S 5°13'34"27"E

32.51' @ 116+55.92 W&L.E.- 47.0 @ 2805+62.02

32.17' @ 116+43.96 W&L.E.- 33.95 @ 2806+26.50

40A T — 40A EL — Cont.- 6945 ℄ — 18.04' — N65°29'50"W — 48.50' — S 5°58'27"E

39 T — 21.39 @ 115+98.49 N.Y.C. 18.51 @ 3534+70.20 — 32.17 @ 115+94.86 N.Y.C. 46.92 @ 3534+38.95

41 T — Cont.- 19475 S.F.

41 — 116+65.00 11.00' | 9.10' | 5.90' | 116+80.00 11.00' | N5°58'27"E | 330 S.F. | N84°01'33"W 22.00' | S84°01'33"E 22.00' | 41 | 60.50' | 116+65.00 11.00' | 55°58'27"W 15.00'

N5°58'27"E 3.46'

41 Aerial — Cont.- 9200 S.F. — 60.50'

S.R. 269 116+80.00 11.00' W.&L.E. R.R. 2806+02.90 18.95'

S.R. 269 Sta. 116+99.84 W.&L.E. R.R. Sta. 2805+90.46

117+40.50 11.00' | N5°58'27"E 14.00' | 308 S.F. | N84°01'33"W 22.00' | S84°01'33"E 22.00' | 41 A | 117+40.50 11.00' | 55°58'27"W 14.00' | 117+54.50 11.00' | 37.65' | 117+92.15

S.R. 269 117+54.50 11.00' W.&L.E. R.R. 2805+97.31 55.35'

NORFOLK & WESTERN RAILWAY COMPANY

PARCEL NUMBER	EASEMENT REQUIRED	TOTAL AREA	AREA OF OVERLAP HIGHWAY	AERIAL	SLOPE	TEMPORARY
37 WD	Warranty D.	39805 S.F.				
37-A	Highway	308 S.F.		308 S.F.	132 S.F.	
37-B	Highway	330 S.F.		330 S.F.		
37-Aerial	Aerial	12485 S.F.	638 S.F.		3860 S.F.	
37-SL	Slope	10230 S.F.	132 S.F.	3860 S.F.		
37-T	Temporary	1100 S.F.				

WHEELING & LAKE ERIE RAILROAD CO.

41 Aerial	Aerial	9200 S.F.	638 S.F.			1830 S.F.
41	Highway	330 S.F.		330 S.F.		330 S.F.
41-A	"	308 S.F.		308 S.F.		308 S.F.
41-T	Temporary	19475 S.F.	255 S.F.	1830 S.F.		

NEW YORK CENTRAL RAILROAD COMPANY

PARCEL NUMBER	EASEMENT REQUIRED	TOTAL AREA	AREA OF OVERLAP HIGHWAY	AERIAL	SLOPE	TEMPORARY
39	Highway	308 S.F.		308 S.F.		
39 Aerial	Aerial	4435 S.F.	424 S.F.			2125 S.F.
39-T	Temporary	21,540 S.F.	116 S.F.	2125 S.F.		
39-A	Highway	116 S.F.		116 S.F.		116 S.F.

JSC Changed Par 37WD to 37 10/8/69

COMPLETION DATE _____

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
RWH	1-23-68	RAM	1-24-68	1"=10'

RIGHT OF WAY DETAIL

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

51/53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

7/9

RIGHT-OF-WAY PLAN

SOLD AS HUR-269-(6.40)(7.45)

TOWN PLAT OF BELLEVUE
PLAT BK. A PG. 3

G.W. FRIEDLEY'S SUB.
PLAT BK. 5 PG. 24

Note:
See Sheet 5 For R/W
Curve Data In Parcels 46 & 47

Curve Data
Δ = 24°51'54" Lt.
D = 7°00'
T = 180.45'
A = 355.21'
C = 352.43'
R = 818.51'
P.C. = 118+16.72
P.T. = 121+71.93
P.I. = 119+97.17

STREET — HARRISON — MONROE — CENTER ST. 60'

Sta 119+00 — Sta 120+00.66 — Sta 121+78.59 — Sta 124+00

B.P.R. Participation Line

( ) = Deed Distance

NORTH

CITY OF BELLEVUE
HURON CO., LYME TOWNSHIP
R24, T4, SEC. 3

COMPLETION DATE _____

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
GM	12-4-67	RAM	1-22-68	1"=20'

STA 119+00 TO STA 124+00 RELOCATION S.R. 269 RIGHT-OF-WAY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38(5)	

52
53

HURON COUNTY — CITY OF BELLEVUE

HUR-269-6.42

RIGHT-OF-WAY PLANS

SOLD AS HUR-269-(6.40)(7.45)

8
9

NORTH

TOWN PLAT OF BELLEVUE
PLAT BK. A PG. 3

CITY OF BELLEVUE
HURON CO., LYME TOWNSHIP
R 24, T 4, SEC. 3

COMPLETION DATE _____

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
GM	12-6-67	RAM	1-24-68	1"=20'

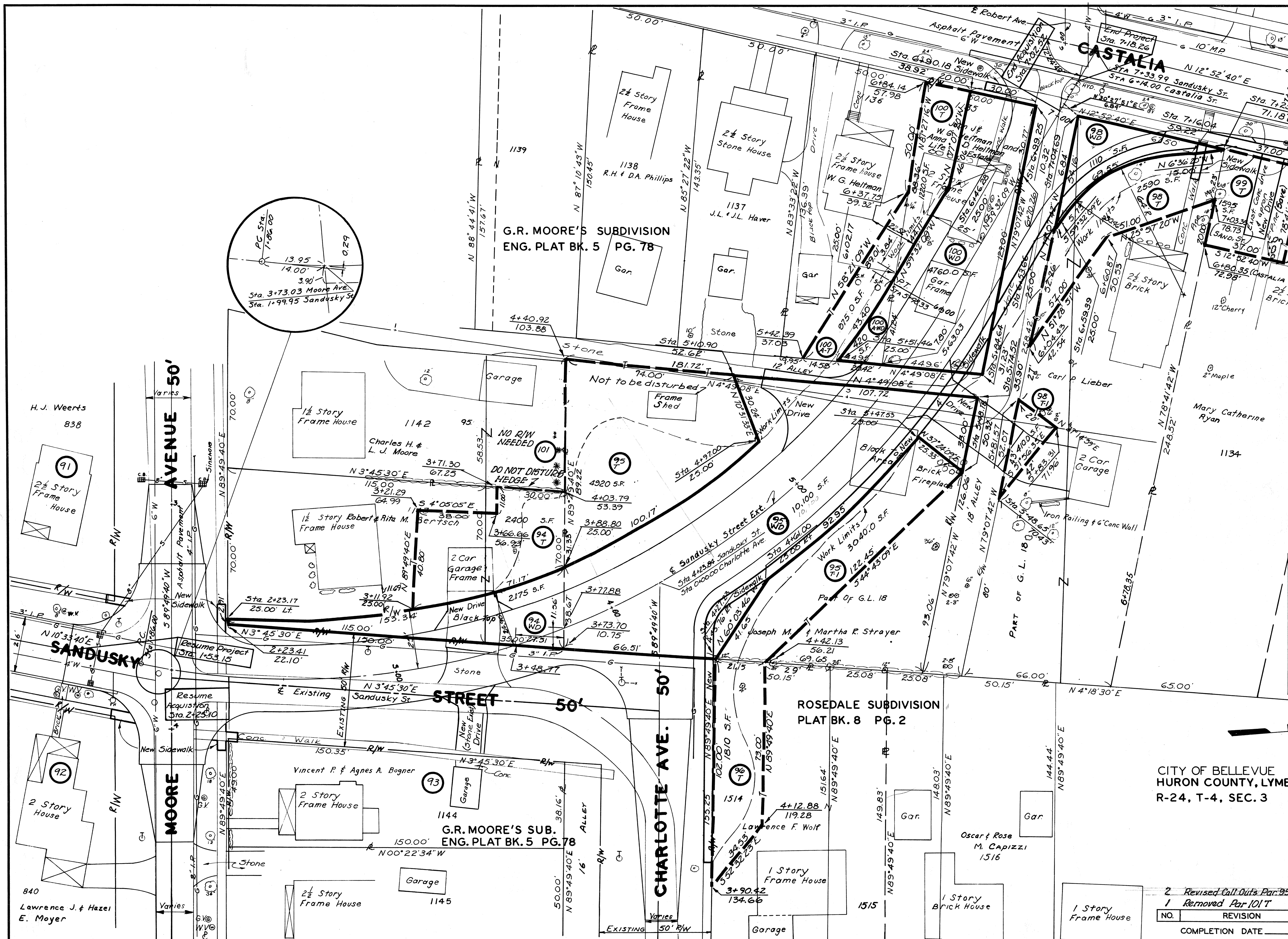
STA 124+00 TO END OF WORK RELOCATION S.R. 269 RIGHT-OF-WAY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	US-38 (5)	

53/53

HURON COUNTY — CITY OF BELLEVUE
HUR-269-6.42
RIGHT-OF-WAY PLAN
SOLD AS HUR-269-(6.40)(7.45)

9/9



CITY OF BELLEVUE
HURON COUNTY, LYME TWP.
R-24, T-4, SEC. 3

Parcel Curve Data

No.	Δ	R	A	T	C	C.B.
94 WD	28°09'24"	312.03'	153.34'	78.25'	151.80'	N 9°50'13"W
94 T	13°04'09"	312.03'	71.17	35.74	71.02	N 17°22'51"W
95WD	18°23'37"	312.03'	100.17'	50.52'	99.74'	N33°06'44"W
95 WD	14°42'40"	362.03'	92.95	46.73'	92.70	N 43°32'40"W
98WD	62°15'55"	64.00	69.55	38.66	66.18'	N 28°24'11"W
100A-WD	7°58'01"	312.03'	43.40'	21.73	43.36	N 55°33'05"W

℄ Curve Data

Δ	70°05'50" Lt.
D	17°00'00"
T	236.42'
A	412.33'
C	387.09'
C.B.	N 24°29'14" W
P.C.	1+86.00
P.I.	4+22.42
P.T.	5+98.33
R	337.03'

NO.	REVISION	DATE
2	Revised Call Outs Par. 99T	1/9/69
1	Removed Par 101 T	12/4/68

COMPLETION DATE ______

NO.	REVISION	DATE

RICHARD E. MUTZ
CONSULTING ENGINEER
NORWALK OHIO

DRAWN	DATE	CHECKED	DATE	SCALE
DJC	6-15-67	RAM	1-4-68	1"=20'

SANDUSKY STREET EXTENSION RIGHT-OF-WAY