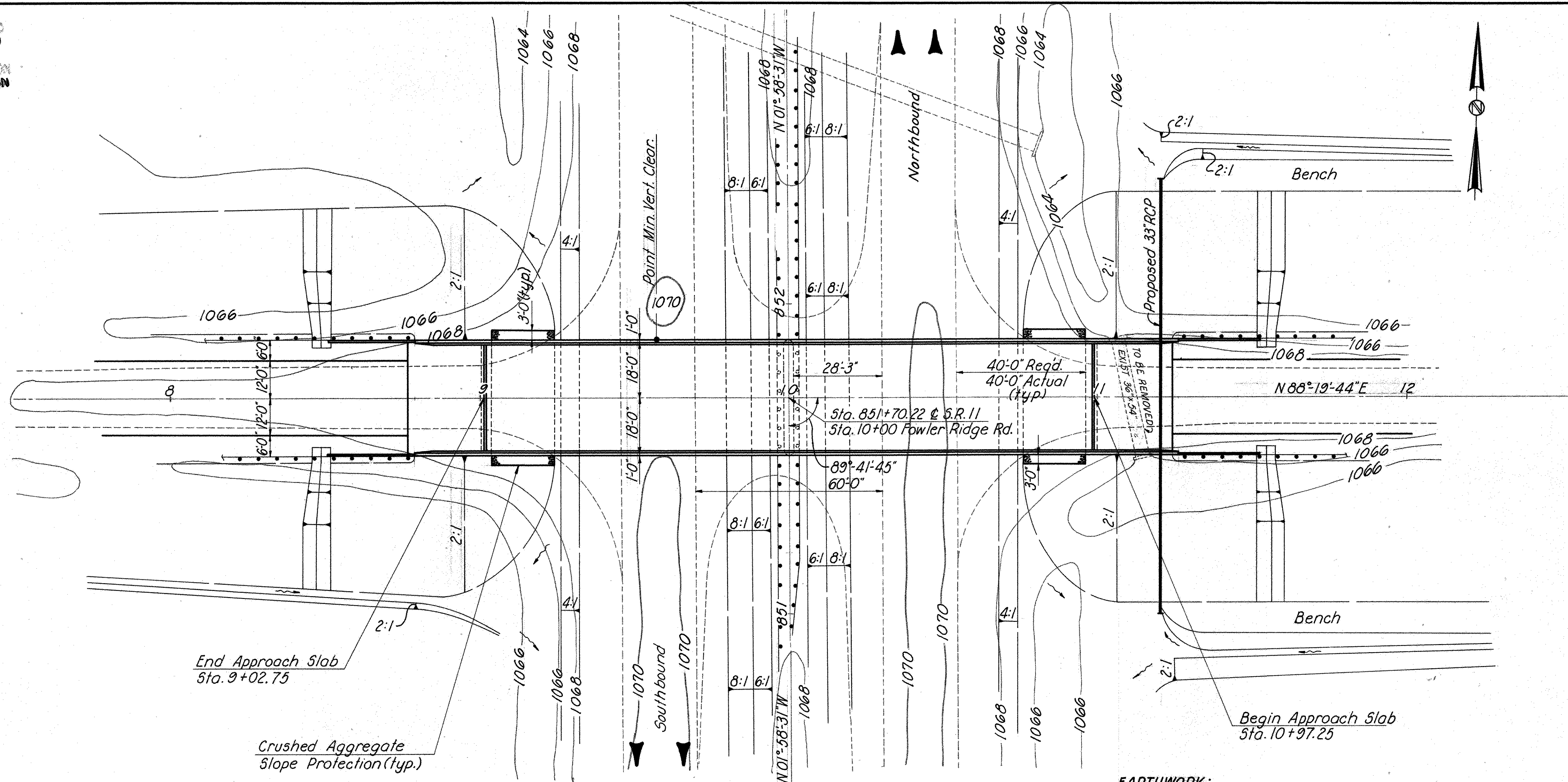


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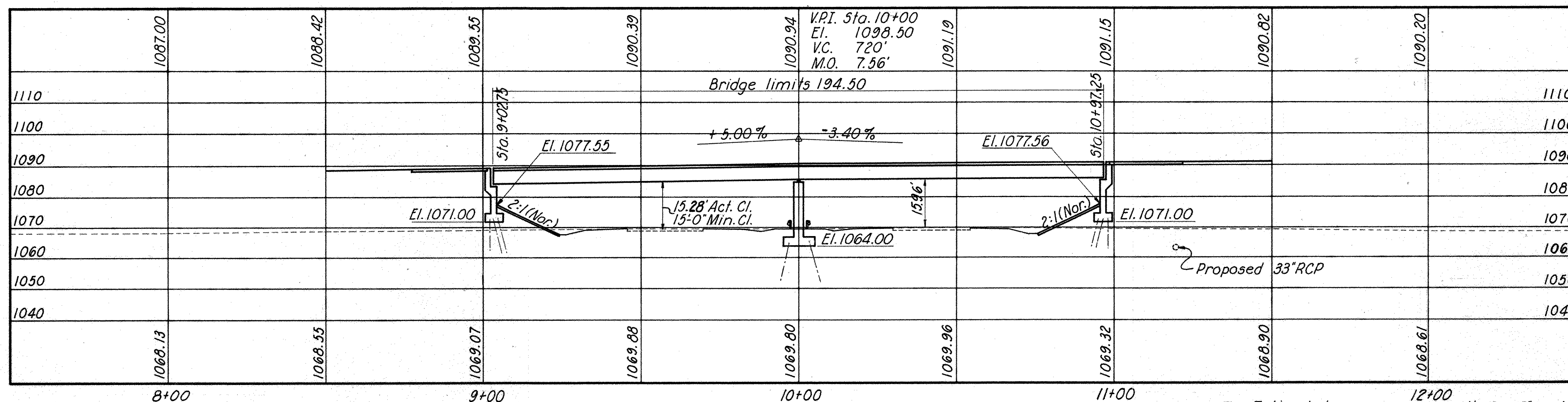
REGION	STATE	PROJECT	
5	OHIO	F-665(10)	

89
100

TRUMBULL COUNTY
TRU-11-(15.35)(16.04)



EARTHWORK:
Limits shown are schematic. Actual slopes shall conform to plan cross-sections.



12+00
Estimated average pay length for 12" Cast
in place reinforced concrete piles
Abutment - 40'
Pier - 30'

PROPOSED STRUCTURE

TYPE: Continuous Steel Girder With
Reinforced Concrete Deck & Substructure
SPANS: 95'-0", 95'-0"
ROADWAY: 36'-0" f/r Parapet

SKIEW: None
DESIGN LOADING: HS-20-44
APPROACH SLAB: A5-1-72 (25'-0")
ALIGNMENT: None
SUPERELEVATION: None
SURFACE COURSE: 2 1/2" Asphalt Concrete
AVERAGE DAILY TRAFFIC: 700 (1993)

BM # 21 Elev. 1070.02
R.R. Spike in 20" Maple 275' Lt. of E
Sta. 851+46 & 25 Rt. of Sta. 7+25
Fowler Ridge Road

MOSURE-FOK & SYRAKIS CO., LTD.
CONSULTING ENGINEERS AND PLANNERS
YOUNGSTOWN, OHIO

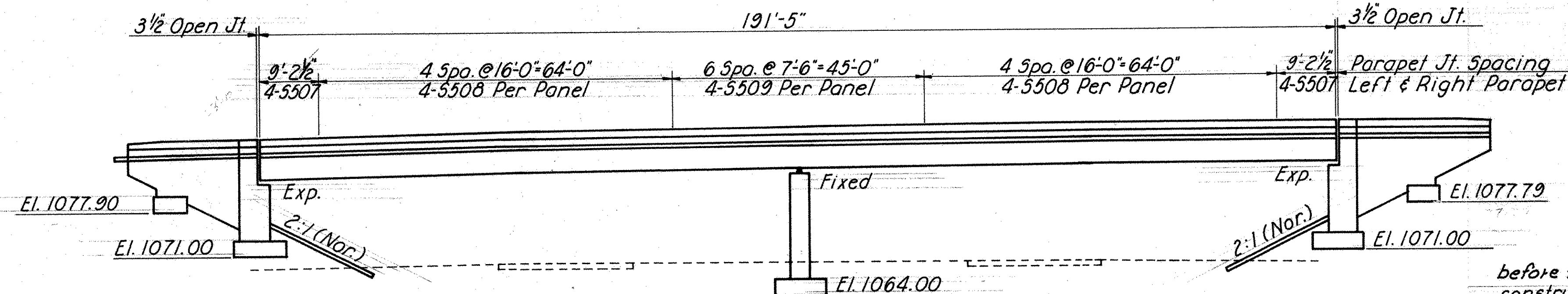
—SITE PLAN—
BR. N° TRU-11-1604
UNDER
FOWLER RIDGE ROAD

TRUMBULL COUNTY				OHIO		
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISED	
	R.L.P.	G.K.	T.F.			

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End Approach Slab
Sta. 9+02.75

Crushed Aggregate
Slope Protection (typ.)



ELEVATION
(Piling Not Shown)

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GENERAL
404	41	Cu. Yd.	Asphalt Concrete (70-85 or Ac-20)	41			
Special	11	Cu. Yd.	Sand Asphalt (As per Proposal Note)				
503	Lump	Sum	Cofferdams, Cribbs and Sheeting				Lump
503	81	Cu. Yd.	Unclassified Excavation			81	
505	Lump	Sum	Test Pile				Lump
506	Lump	Sum	Pile Test Load				Lump
506	1	Each	Subsequent Pile Test Load				
507	2730	Lin. Ft.	12" Cast in Place Reinforced Concrete Piles		1920	810	
509	95,002	Lb.	Reinforcing Steel	62,933	22,011	10,058	
512	551	Lin. Ft.	Premolded Sealing Strip		51		
511	1120	Cu. Yd.	Class "C" Concrete, Footing		93	27	
511	34	Cu. Yd.	Class "C" Concrete, Pier Cap and Columns			34	
511	166	Cu. Yd.	Class "C" Concrete, Abutments Above Footers		166		
511	254	Cu. Yd.	Class "C" Concrete, Superstructure	254			
513	244,420	Lb.	Structural Steel (A-588)	244,420			
516	117	Sq. Ft.	1" Preformed Expansion Joint Filler		117		
518	64	Lin. Ft.	6" Perforated Helical CMP 707.01		64		
518	41	Lin. Ft.	6" Non-Perforated Helical CMP 707.01 Including Specials		41		
518	74	Cu. Yd.	Porous Backfill		74		
518	8	Each	Scuppers Including Supports	8			
518	32	Lin. Ft.	8" Perforated CMP Including Specials 707.01		32		
518	380	Lin. Ft.	Subdrainage For Wearing Course	380			
601	2220	Sq. Yd.	Crushed Aggregate Slope Protection				2220
808	254	Units	Chemical Admixture for Concrete, Type A, B or D	254			
838	3	Hour	Special Pile Test				3
Special	11827	Sq. Ft.	Protection of Concrete Surfaces		1089	738	
Special	7733	Sq. Yd.	Membrane Waterproofing (As Per Proposal Note)	733			

Begin Approach Slab
Sta. 10+97.25

GENERAL NOTES

See Sheets 647 & 100 for more general notes.

DESIGN DATA:

Design Loading HS-20-44
Concrete Class "C" - Unit Stress 1200 PSI for Superstructure
Unit Stress 1333 PSI for Substructure
Structural Steel - ASTM-A588 - Unit Stress 27,000 PSI
ASTM-A36 - Unit Stress 20,000 PSI
Reinforcing Steel - ASTM-A615, A616 or A617 Unit Stress 20,000 PSI
Spiral reinforcing may be plain bars ASTM-A62, A306, A499 or A615.
If bars in accordance with ASTM-A616 are provided they shall be subject to bend tests as per AASHTO designation M24-70.

DESIGN SPECIFICATION:

This structure conforms to "Standard Specification for Highway Bridges" adopted by the American Association of State Highway Officials, 1969 including the Ohio Supplement to those Specifications.

REFERENCE shall be made to Standard drawings:

A5-1-72 dated 6-30-72 Sheets 1 & 2 of 2
BR-1-67 revised 10-15-71 Sheet 1 of 3
RB-1-55 revised 2-2-59
SD-1-69 dated 6-12-69 Sheets 1, 2, 3 of 4

SUPPLEMENTAL SPECIFICATIONS:

808 dated 1-1-71, 836 dated 1-1-71, 838 dated 3-18-70

EMBANKMENT CONSTRUCTION:

The embankment shall be constructed to the level of the bottom of the abutment footing. The embankment shall be placed on a 1.5:1 slope from the heel of the abutment footing to the subgrade for a min. distance of 200 feet back of the abutment

before the wing walls are constructed. Before the backwall is constructed the embankment shall be constructed up to the level of the subgrade with a 1:1 slope from the bridge seat to the subgrade.

PILES:

Piles shall be driven to 52 tons per pile for the abutment piles & 49 tons per pile for the pier piles.

BLAST CLEANING FASCIA GIRDERS:

As a final operation after the deck has been placed, blast clean as per 514.04 the outside web and outside stiffener surfaces, top surface of outer leg of bottom flange, and bottom surface of bottom flange of the fascia girders to assure uniform weathering of the A588 steel. Included with Item 513 for payment.

PROTECTION OF CONCRETE SURFACES:

All surfaces of the pier above ground line and visible surfaces of the abutments which will be exposed to rust-laden water from corrosion resistant steel during initial weathering shall receive a clear vinyl resin coating to protect against absorptive staining. The coating shall be applied after the concrete has received a final surface finish including any grout cleaning or rubbing and before the erection of the structural steel. Waterproof membrane curing compound and concrete curing and protective membrane, Supplemental Specification 836, shall not be used on the surfaces coated with clear protective coating. Such surfaces shall be water cured or, at the contractor's option, two full coats of clear protective coating, each approximately 1 1/3 mils dry film thickness may be applied to act as a combination curing compound and anti-staining agent. The agent shall be applied by brush or roller, or by spraying, so that the surfaces of the concrete is completely and uniformly coated at the rate of one gallon per 200 sq. ft. This rate of application will provide a dry film thickness of 1 1/3 mils. If running or sagging occurs, the material should be applied in two or more coats of approximately equal thickness. Not less than 10 minutes shall elapse between applications. When applied by spraying, the coating material may be thinned with not more than 10 percent toluene. The composition of the clear protective coating shall be as follows:

Vinyl Resin * ----- Percent by Weight 25.0 Min.
Methyl Ethyl Ketone Solvent ----- 37.0 Min.
Toluene Solvent ----- 37.0 Min.

*The resin shall be a vinyl chloride-acetate copolymer containing 86% vinyl chloride and 14% vinyl acetate. The viscosity of a 22% by weight solution of resin in a solvent, consisting of equal parts of Methyl Isobutyl Ketone and Toluene, shall be 250-500 centipoises at 77°F. The resin shall be Union Carbide's VYHH grade, or approved equal.

Coating Properties:
Weight per gal. at 77°F. lb. ----- 7.6 Min.
Consistency, Viscosity at 77°F., KU ----- 60-70
Color ----- Clear and Colorless
Drying Time, hr. ----- 1/2 Max.

REGION	STATE	PROJECT	
5	OHIO	F-0065480	

TRUMBULL COUNTY
TRU-11-(15.35)(16.04)

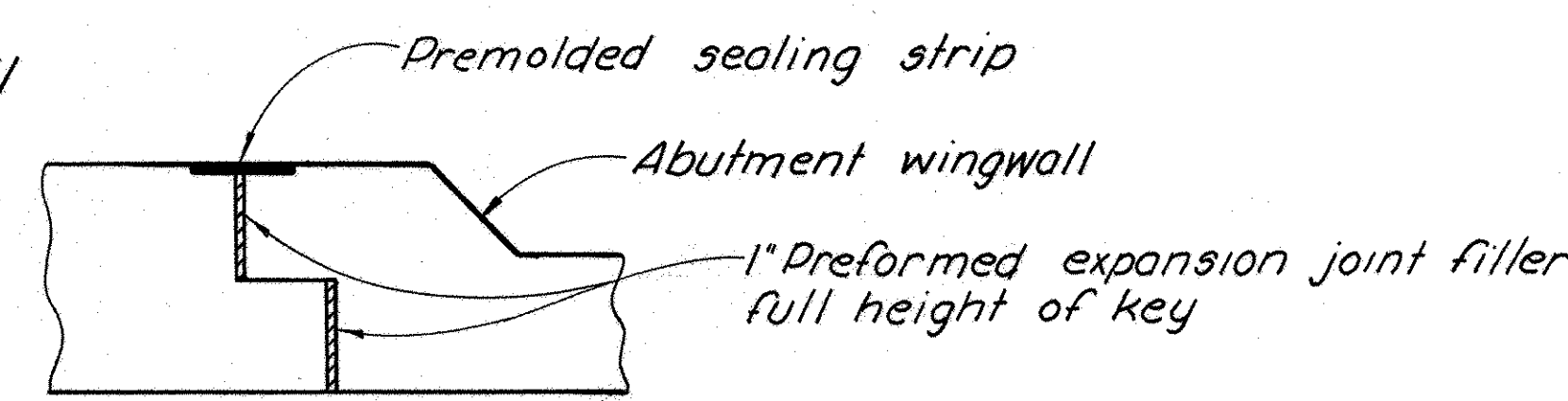
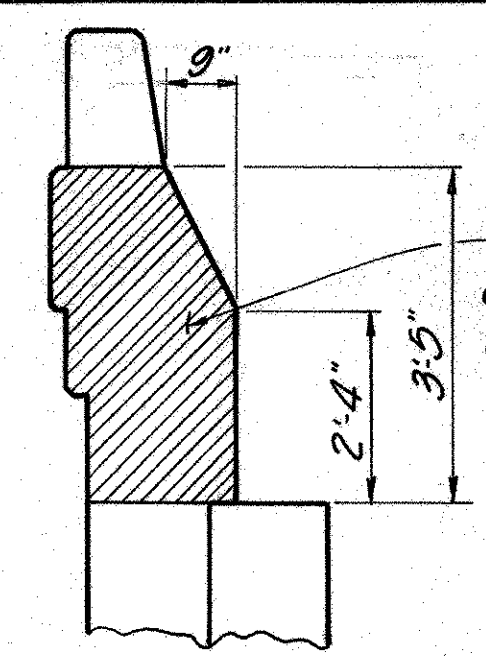


MOSURE-FOK & SYRAKIS CO., LTD. CONSULTING ENGINEERS AND PLANNERS YOUNGSTOWN, OHIO					
GENERAL PLAN & ESTIMATED QUAN.					
BR. N° TRU-11-1604					
UNDER FOWLER RIDGE ROAD					
TRUMBULL COUNTY			OHIO		
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVIS
	R.L.P.	G.K.			
3-30-73			4-4-73		

TRUMBULL COUNTY
TRU-11- (1535) (16.04)

1" Preformed gray sponge rubber, or gray cellular polyvinyl chloride (PVC) sponge joint filler between wingwall and breastwall portions. To be included with abutment concrete for payment.

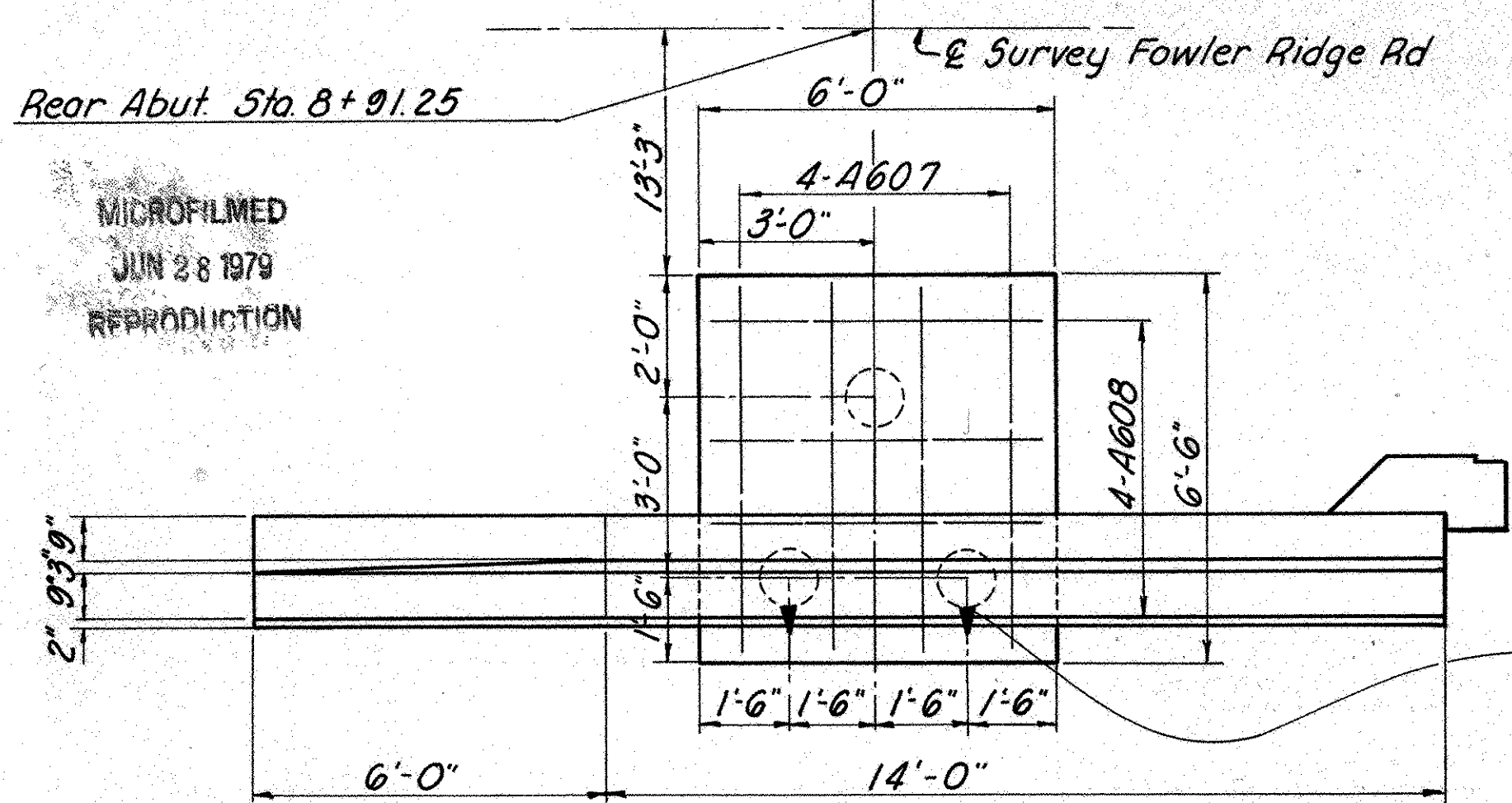
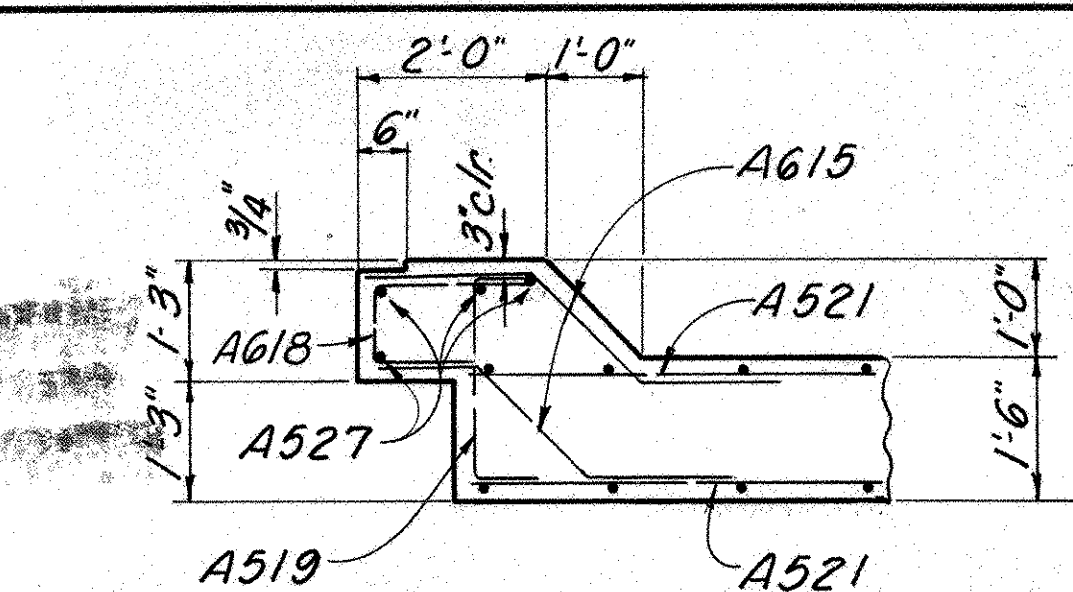
CURB JOINT SEAL



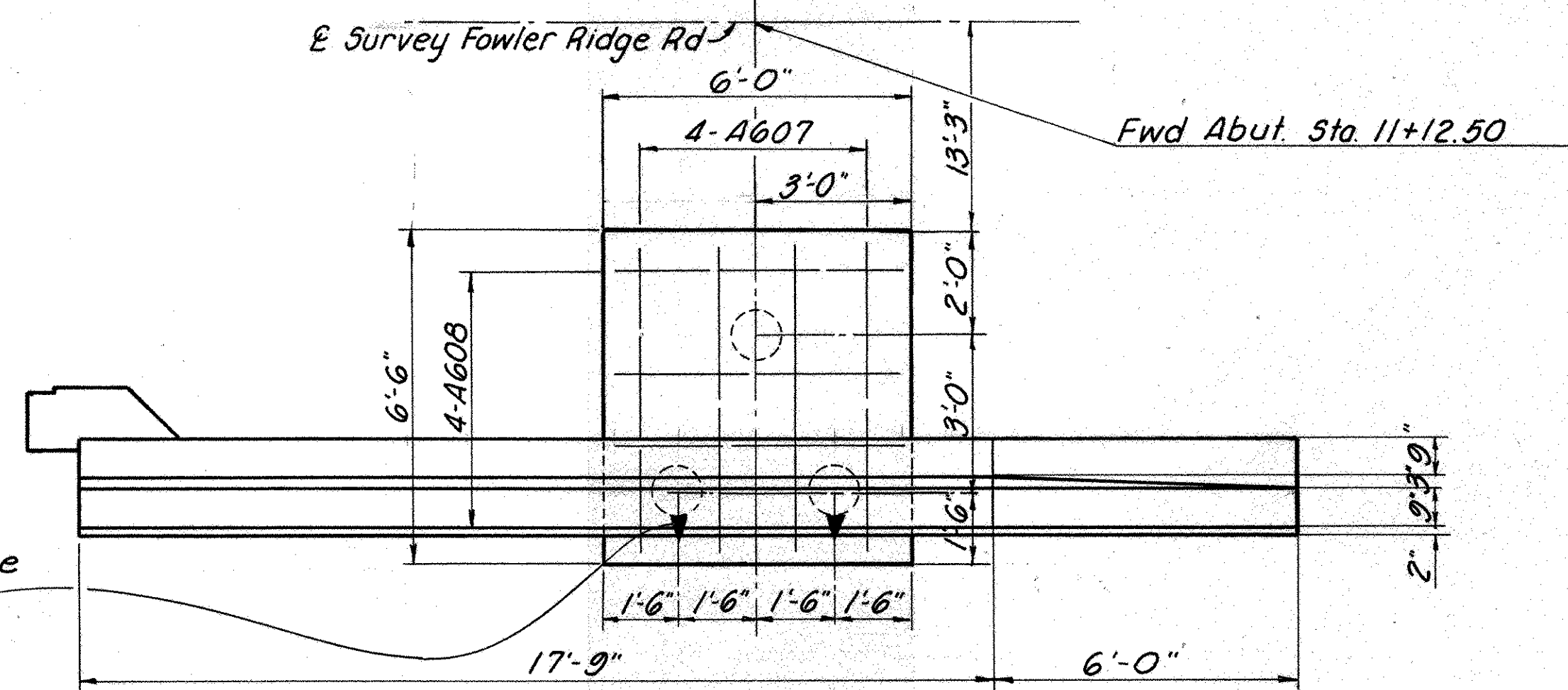
SECTION C-C
(Fwd. Abut. Shown) - (Rear Abut. Opposite Hand)
Showing joint filler and sealing strip placed at key between wingwall and breastwall portions.

Abutment breastwall
Length of premolded sealing strip from top of key to one foot below wingwall seat

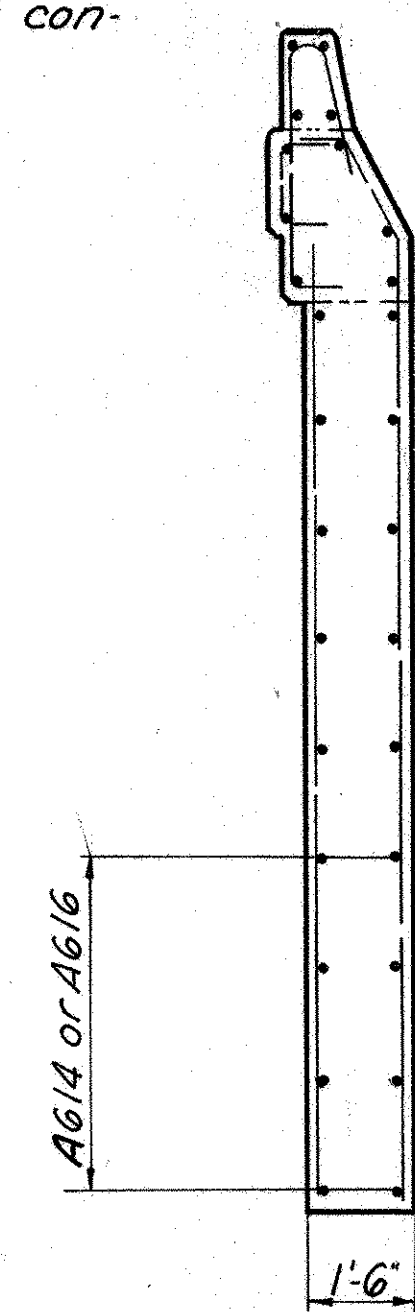
SECTION C-C
(Fwd. Abut. Shown) - (Rear Abut. Opposite Hand)



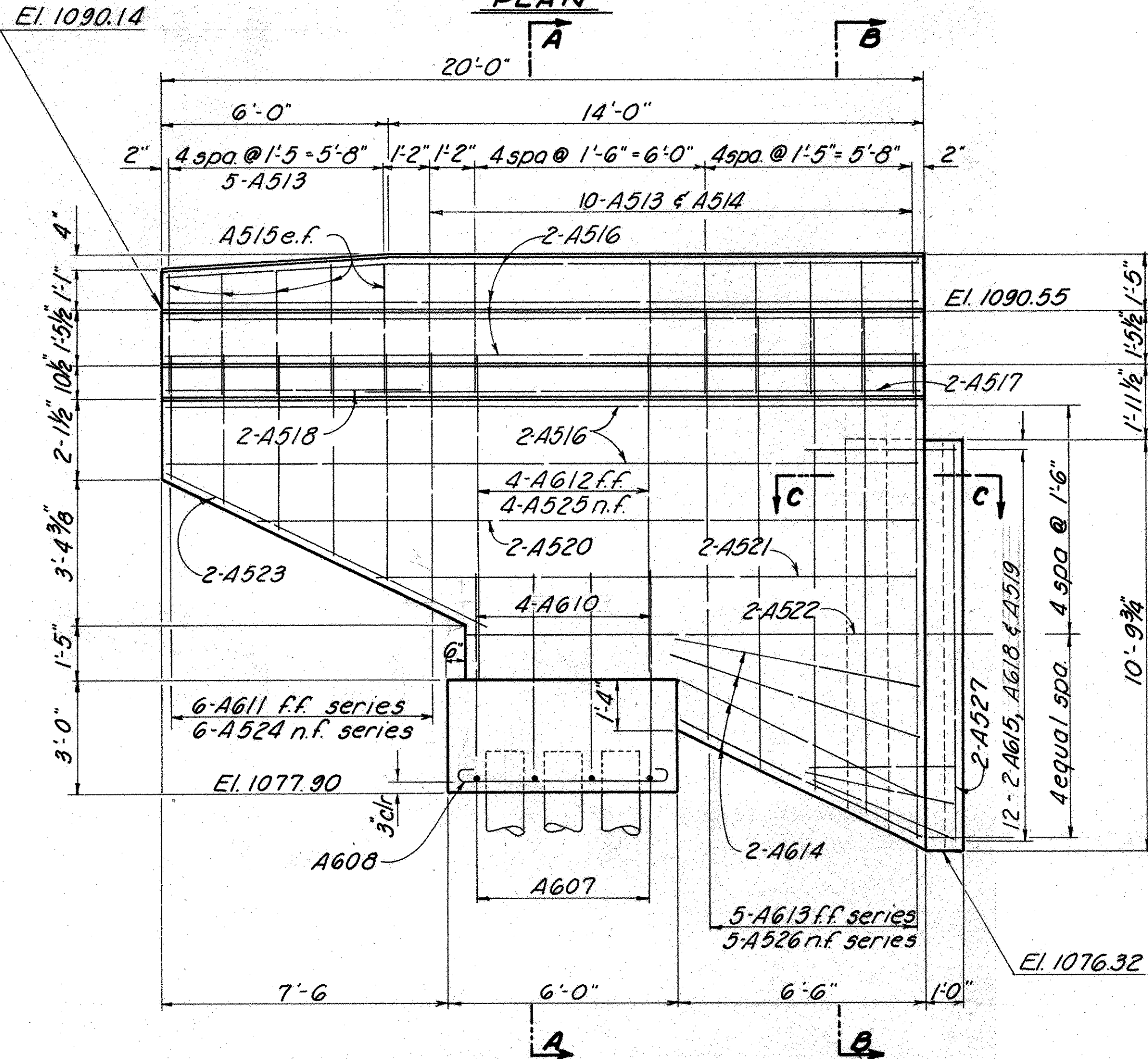
PLAN



PLAN

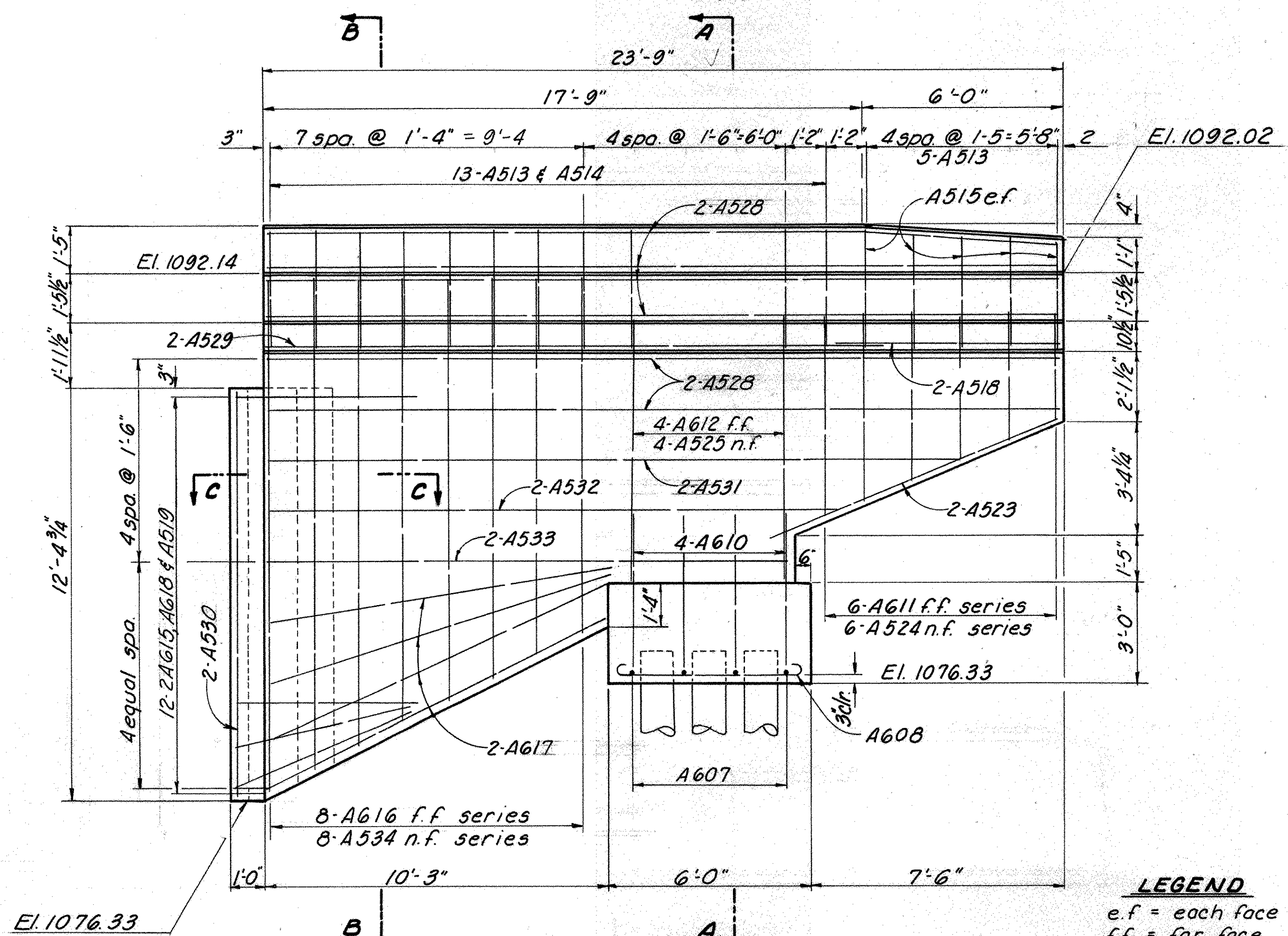


SECTION B-B



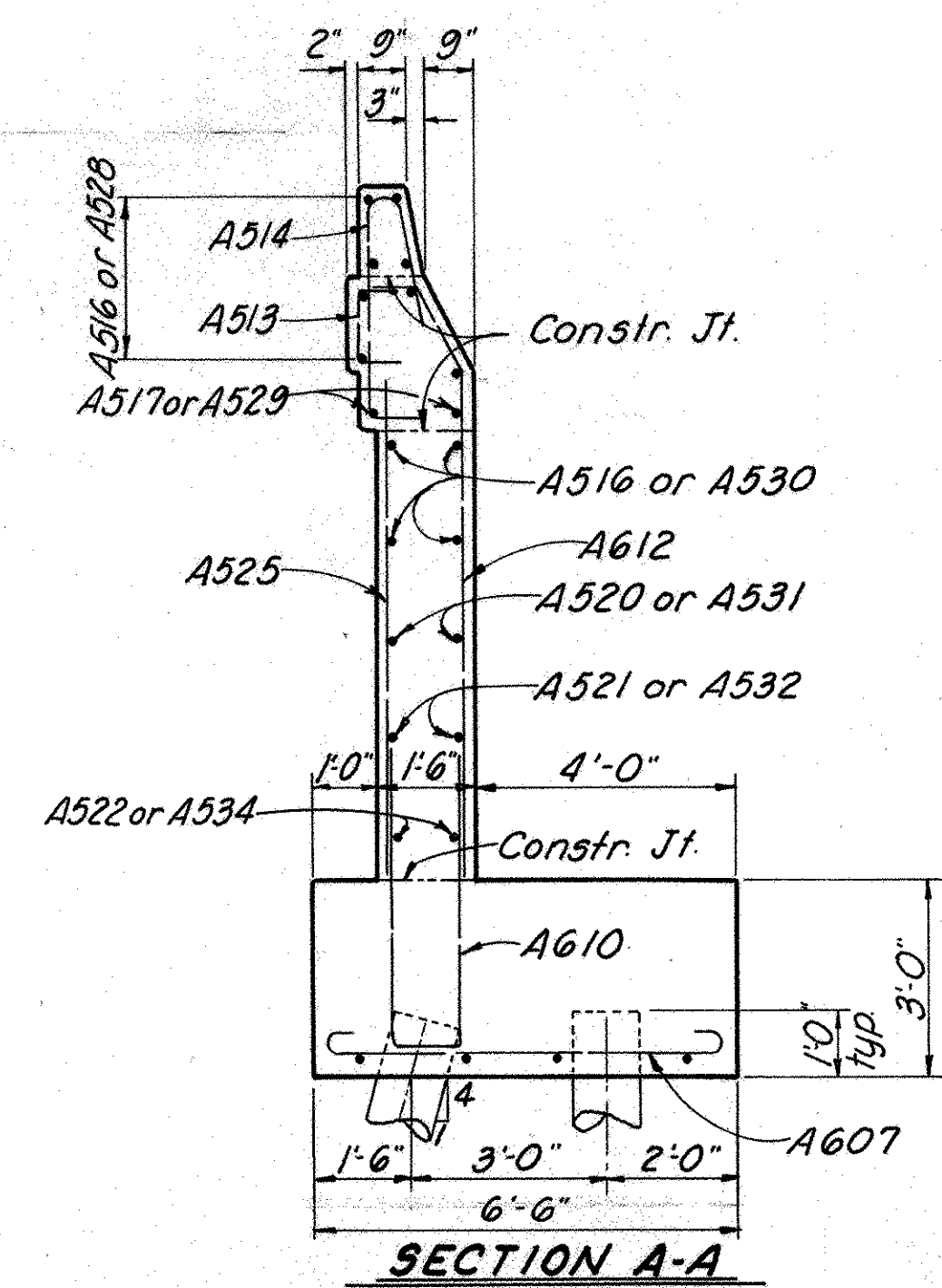
ELEVATION

Rear Abutment



ELEVATION

Forward Abutment



SECTION A-A

LEGEND
e.f. = each face
f.f. = far face
n.f. = near face

MOSURE-FOK & SYRAKIS CO., LTD. CONSULTING ENGINEERS AND PLANNERS YOUNGSTOWN, OHIO					
REAR & FORWARD WINGWALL DETAILS BR. N° TRU-11-1604 UNDER FOWLER RIDGE ROAD					
TRUMBULL COUNTY OHIO					
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISED

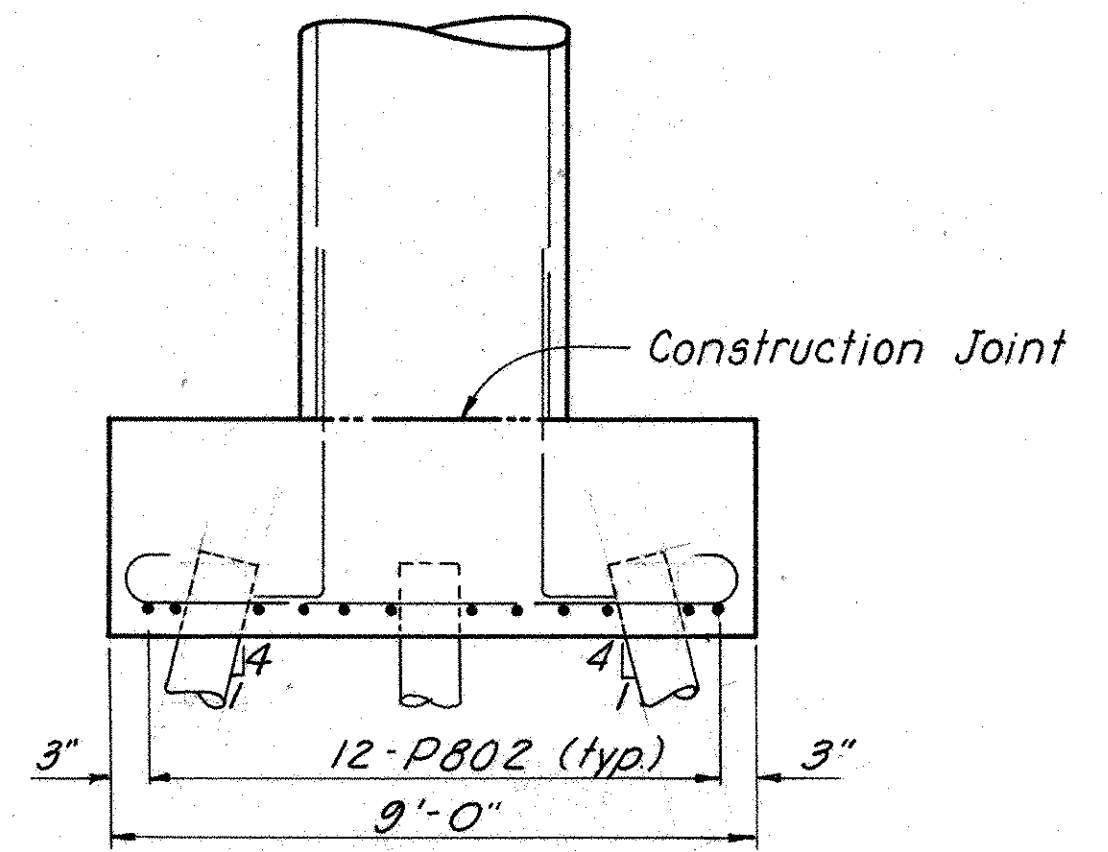
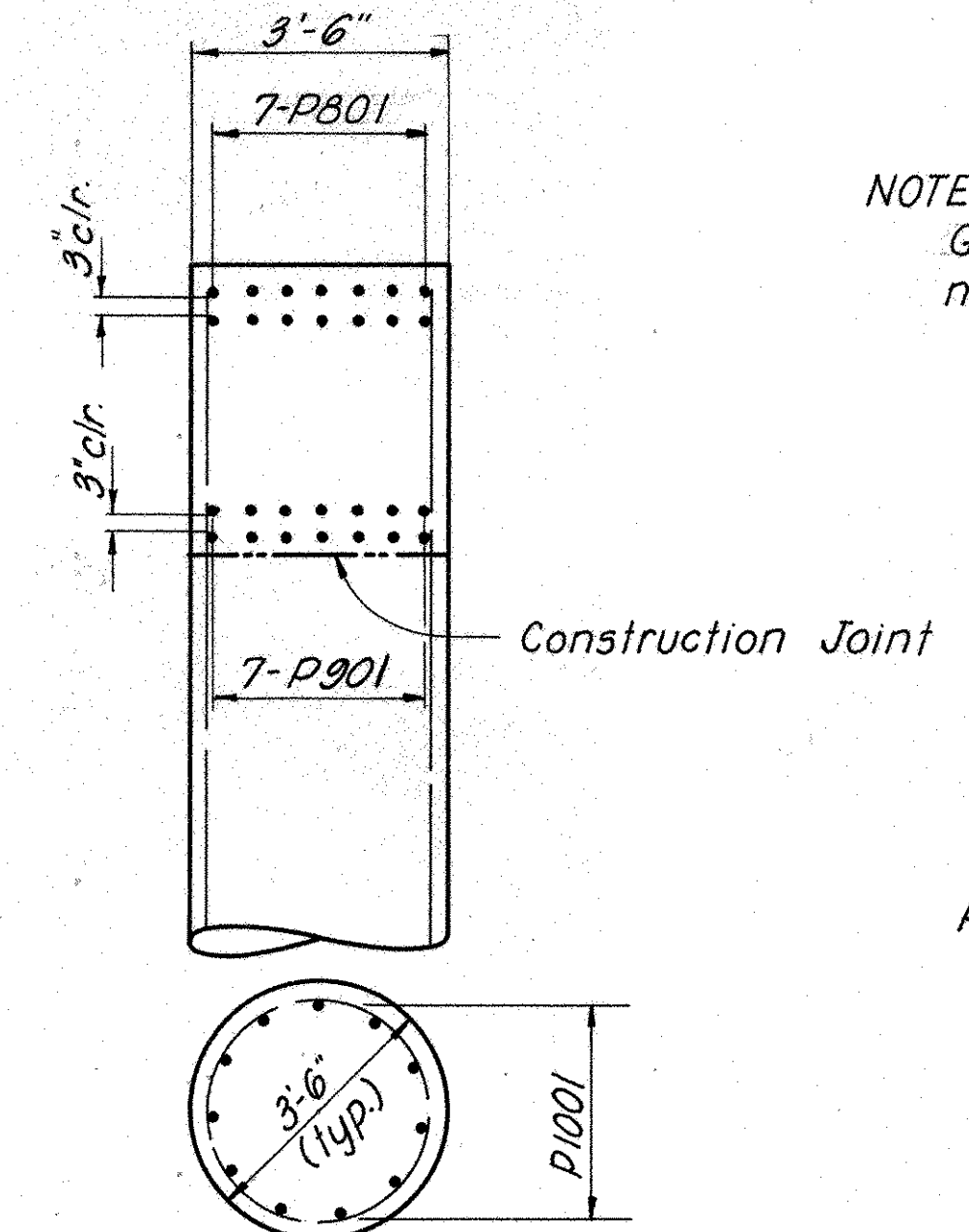
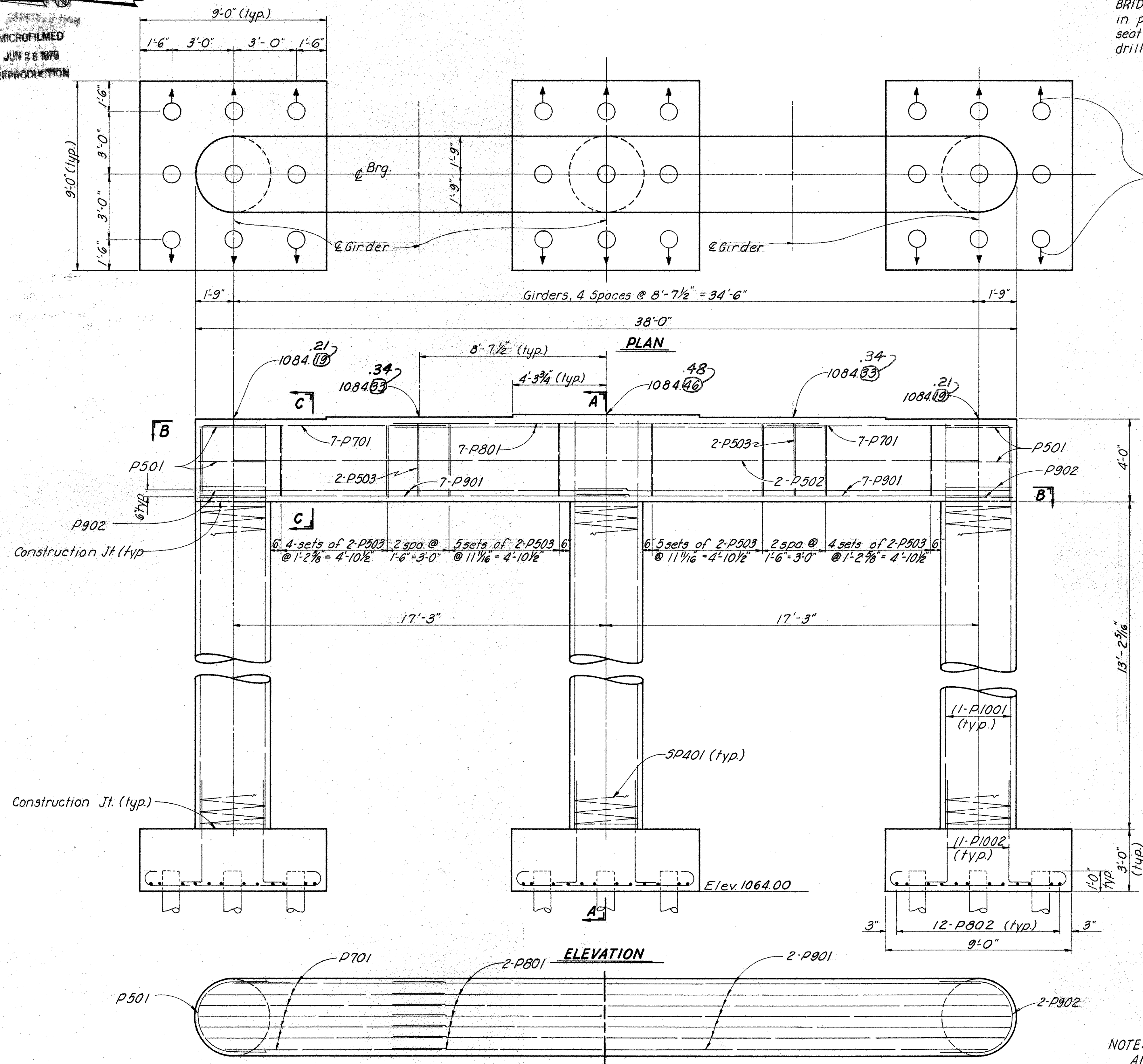
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REGION	STATE	PROJECT	
5	OHIO	F-6025(12)	

TRUMBULL COUNTY
TRU-11-(15.35) (16.04)

BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in vicinity of the bridge seat at the pier so as to avoid interference with the drilling of anchor bar bolt holes.

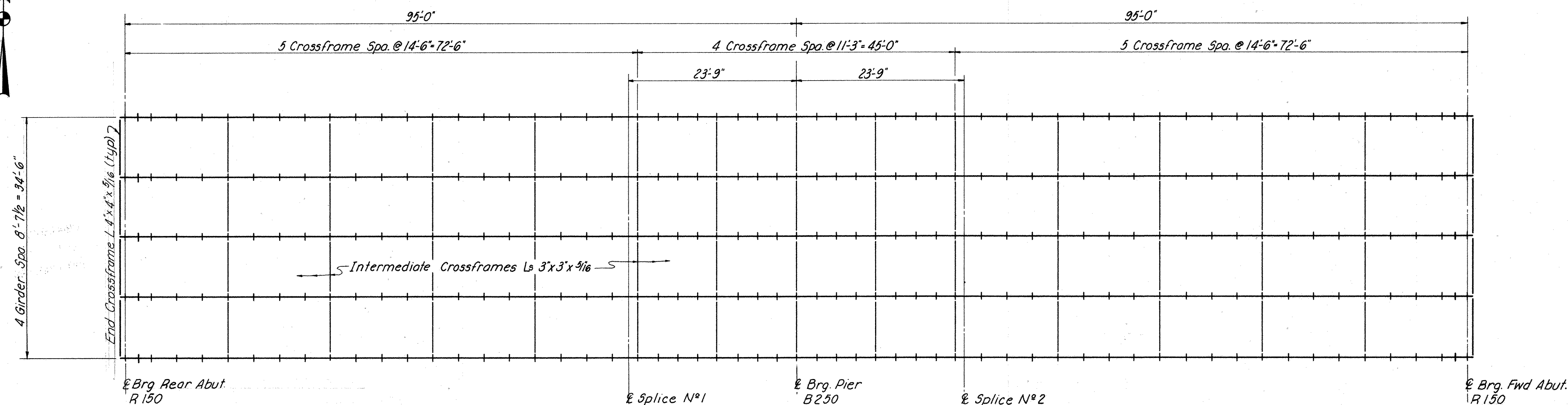
Butter 1:4 in direction of arrows (typ)



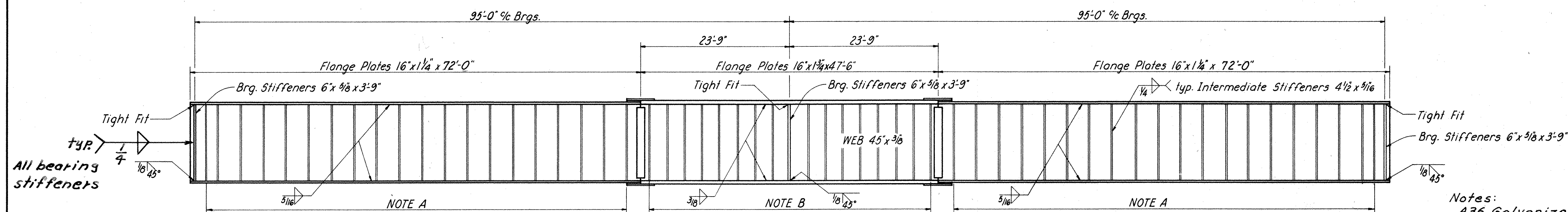
NOTE: All footing reinforcing steel shall have 3" clearance from all concrete surfaces.

MOSURE-FOK & SYRAKIS CO., LTD.					
CONSULTING ENGINEERS AND PLANNERS YOUNGSTOWN, OHIO					
PIER DETAILS					
BR. N° TRU - 11 - 1604					
UNDER					
FOWLER RIDGE ROAD					
TRUMBULL COUNTY					
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISED
	RLP	3	3		1-25-74

TRUMBULL COUNTY
TRU-11-(15.35)(16.04)



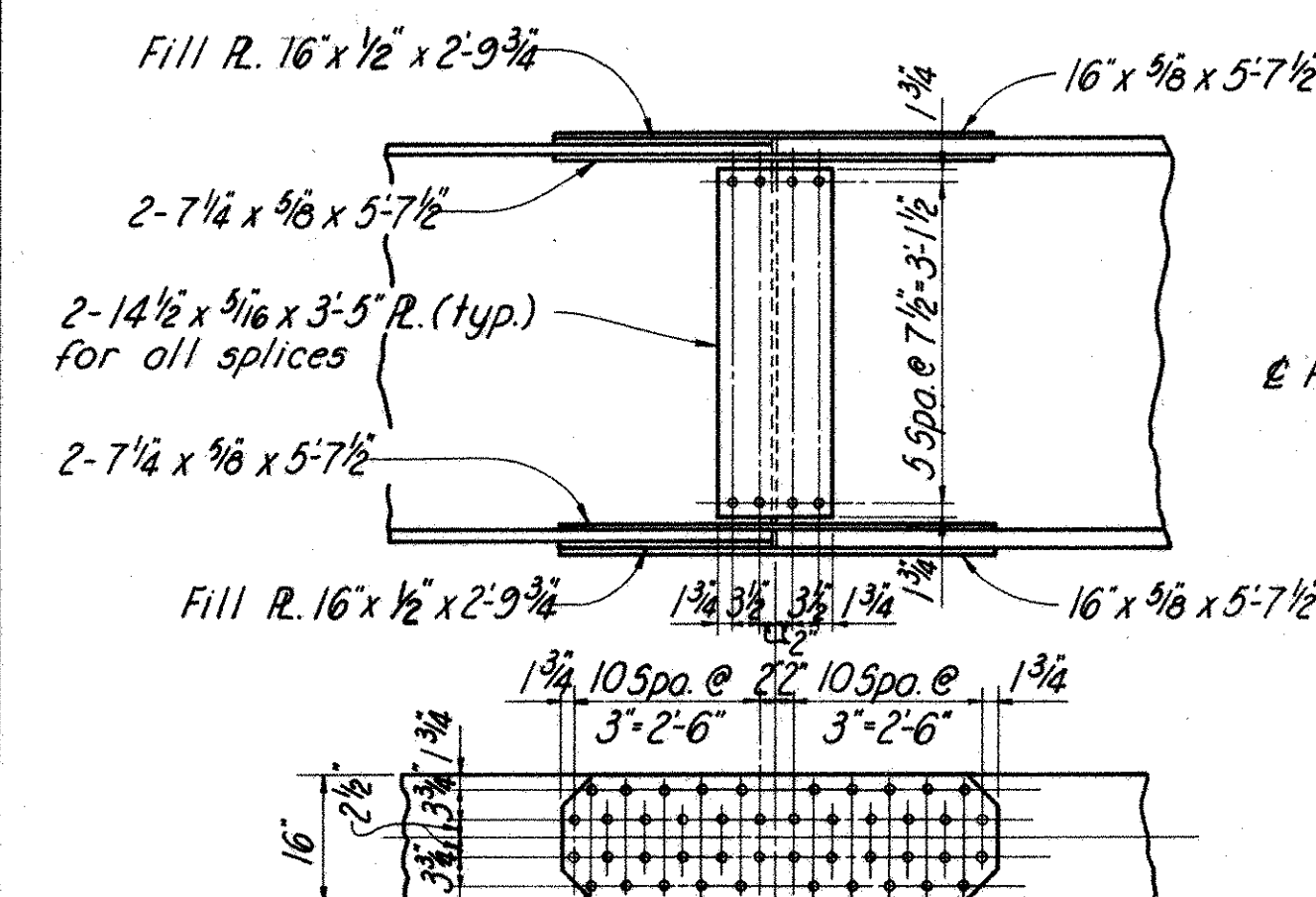
FRAMING PLAN



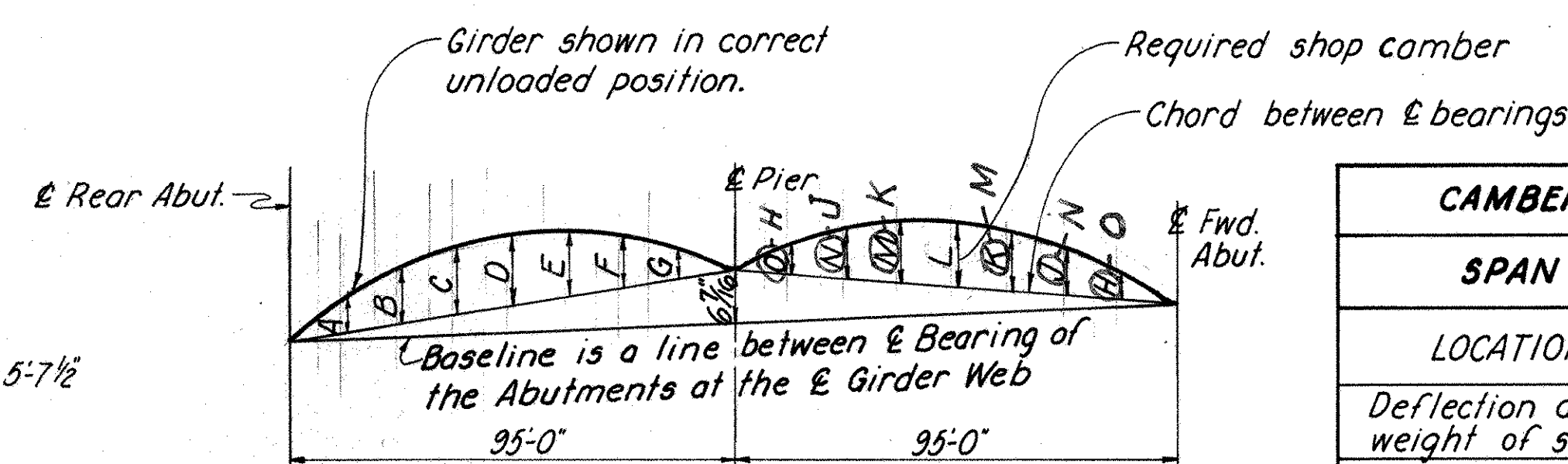
Notes:
A36 Galvanized steel shall
be used for the end dams.

A36 Galvanized steel may be used for the rockers and bolsters except for the sole plates which should be A588 to allow for field welding to the girders.

GIRDER ELEVATION



All bolts are to be 1" ϕ H.S. bolts
SPLICE DETAIL



LAYOUT DIAGRAM

CAMBER & DEFLECTION TABLE								
SPAN	SPAN N°1 & SPAN N°2							
LOCATION	$\frac{1}{8} PT$ A=O	$\frac{1}{4} PT$ B=1/4	$\frac{3}{8} PT$ C=1/2	$\frac{1}{2} PT$ D=L	$\frac{5}{8} PT$ E=3/4	$\frac{3}{4} PT$ F=7/8	$\frac{7}{8} PT$ G=1	$\frac{1}{8} PT$ H=1
Deflection due to weight of steel	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{5}{16}$	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{1}{8}$
Deflection due to remaining dead load	1	$1\frac{1}{4}$	$2\frac{1}{2}$	$2\frac{3}{4}$	$2\frac{1}{2}$	$1\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{8}$
Adjustment required for vertical curve	$\frac{1}{16}$	$1\frac{3}{16}$	$1\frac{1}{2}$	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{3}{16}$	$\frac{1}{2}$	$\frac{1}{8}$
Required shop camber	$1\frac{1}{16}$	$3\frac{1}{4}$	$4\frac{1}{8}$	$4\frac{1}{4}$	$3\frac{1}{16}$	$2\frac{1}{2}$	$1\frac{1}{2}$	$\frac{1}{8}$

All intermediate crossframe angles 3"x3"x 5/16

*All intermediate web stiffeners are plates $4\frac{1}{2} \times \frac{9}{16} \times 3\text{'-}7\frac{3}{4}$.
Place intermediate stiffeners at equal spaces between
crossframes except where necessary to clear web
splices by 2" min. or around bearings as shown.
One half splice required at Abutments.*

The stiffeners shall be clipped at the corners to clear the web-to-flange weld. The dimensions of the clip shall be $2\frac{1}{2}$ " along the web and 1" along the flange.

Note A Stiffeners shall have a tight fit at both compression and tension flanges. (Max. spa. 3'-9")

6 Note B Stiffeners shall have a tight fit at both
compression and tension flanges. (Max. spa. 2'-10")

Note: Contractor shall submit the Director for approval three sets of prints showing his proposed erection of the plate girders.

MOSURE-FOK & SYRAKIS CO., LTD.
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YOUNGSTOWN, OHIO

FRAMING PLAN & CAMBER DIAGRAM
BR. N° TRU-11-1604

UNDER
FOWLER RIDGE ROAD

TRUMBULL COUNTY					OHIO	
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISION	
	R.L.P.	G.K.	L.Z.	T.F.	10-22	
					1-25	

TRUMBULL COUNTY
TRU-11-(15.35) (16.04)

** This is the design dimension. The quantity of deck concrete to be paid for shall be based upon this dimension, even though deviation from it may be necessary because the top flange of the girder may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per 511.18 of the Construction and Material Specification

Construction Jt.

Note:

Subdrainage for Wearing Surface Course as per 518.07 shall be provided except that 1/4 square perforated galvanized steel tube shall be used instead of the 1 1/2 x 1 1/2 x 1/4 angle and 1" plastic tubes shall be used instead of 1 1/2" copper tubes

Note:

At the Contractor's option, a portion (not to exceed 25%) of the upper longitudinal bars (S401) in the deck slab may be placed beneath the upper transverse bars for support of the top mat.

Note:

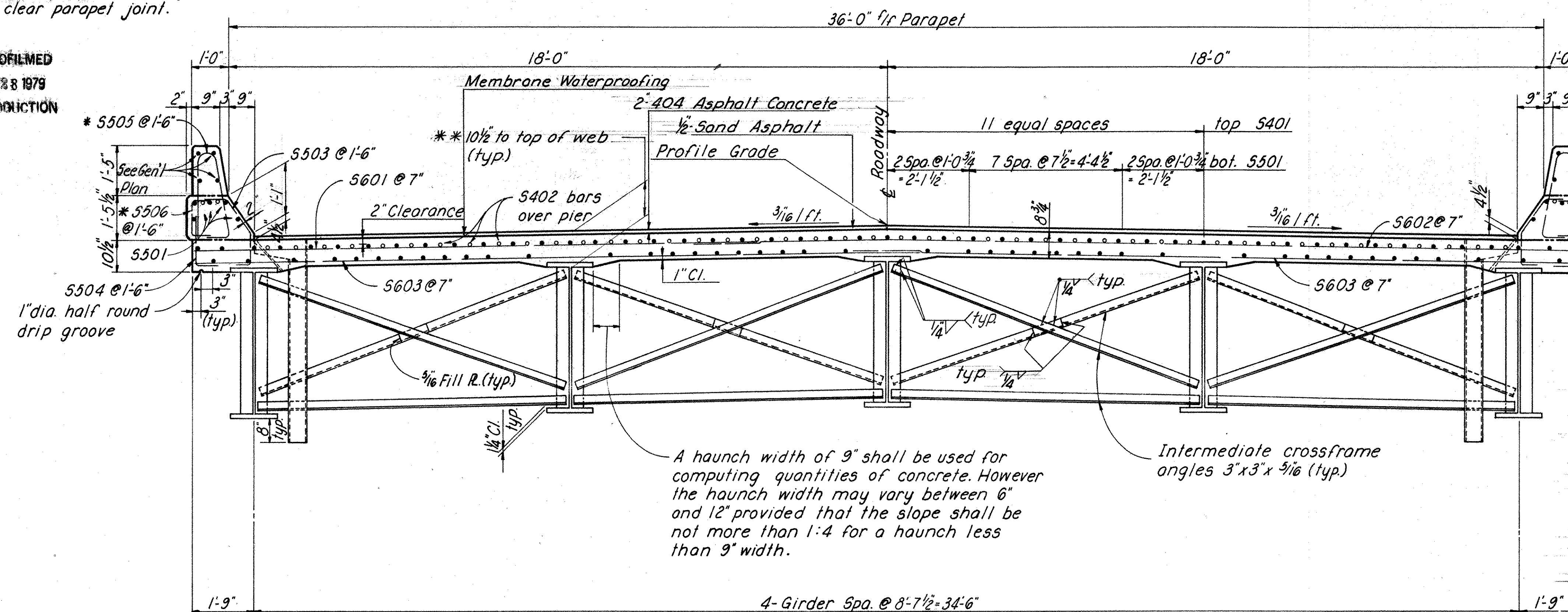
Scupper head shall be increased 2 1/2 in height from dimensions shown on 50-1-69

Note:

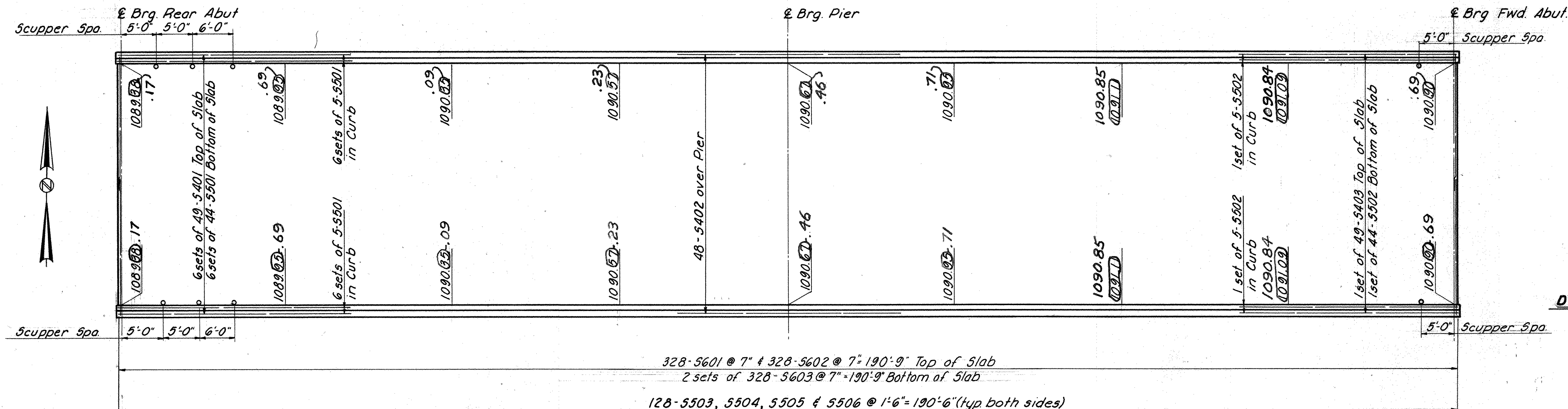
Deck Finishing: Texturing of the deck surface as provided in 451.09 shall not be done.

* Except where necessary to clear parapet joint.

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TRANSVERSE SECTION



Note:

Elevation shown at Gutter Lines are Screed Elevations at quarter point of spans and are elevations before concrete is poured.

SLAB PLAN & SCREED ELEVATIONS

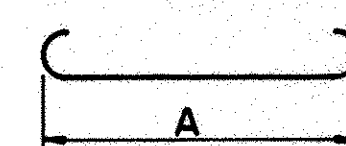
**DIAGRAM SHOWING STAGGER
5402 BARS OVER PIER**

MOSURE-FOK & SYRAKIS CO., LTD.					
CONSULTING ENGINEERS AND PLANNERS					
YOUNGSTOWN, OHIO					
TRANSVERSE SECTION & SLAB PLAN					
BR. N ^o TRU-11-1604					
UNDER					
FOWLER RIDGER ROAD					
TRUMBULL COUNTY OHIO					
SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISED
	R.L.P.	J.	L.Z.		1-25-74

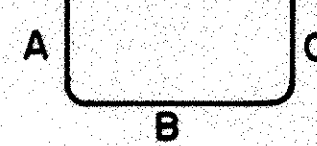
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JUN 28 1979
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FED. RD. DIVISION	STATE	PROJECT	
5	OHIO	F-665(18)	

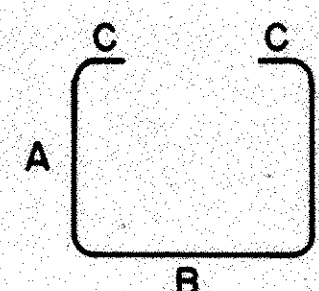
TRUMBULL COUNTY
TRU - 11 - (15.35) (16.04)



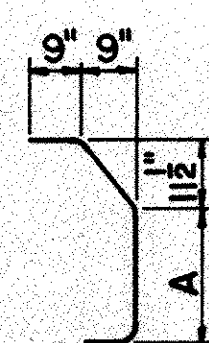
TYPE I



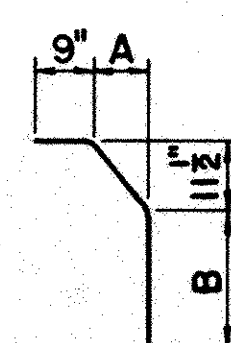
TYPE 2



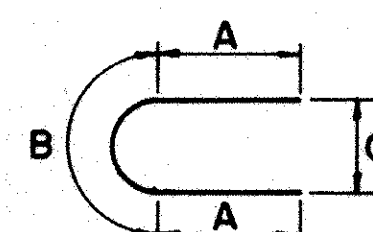
TYPE 3



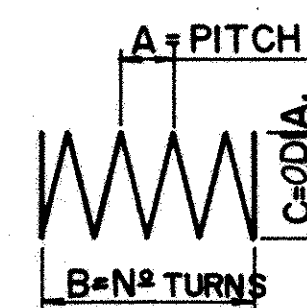
TYPE 4



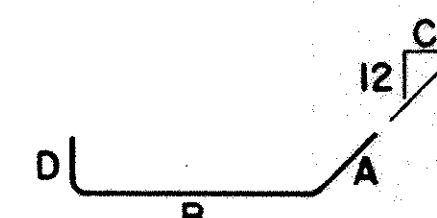
TYPE 5



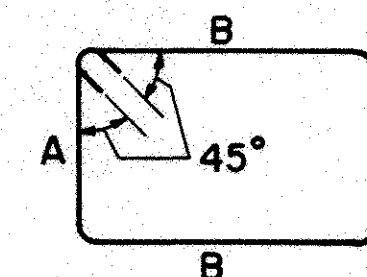
TYPE 6



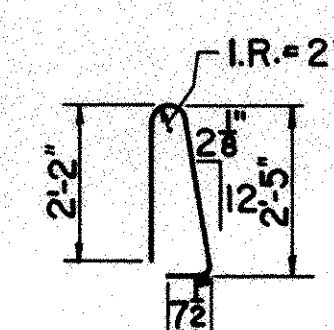
TYPE 7



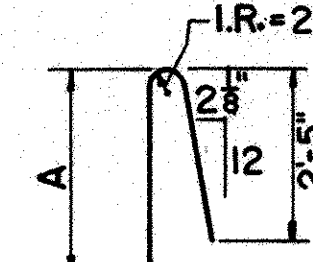
TYPE 8



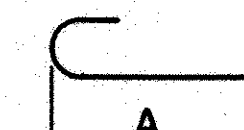
TYPE 9



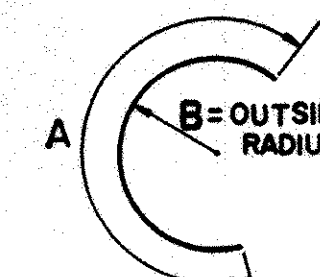
TYPE 10



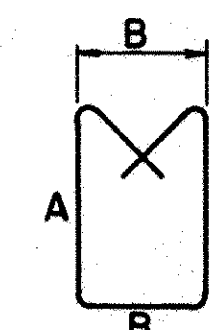
TYPE II



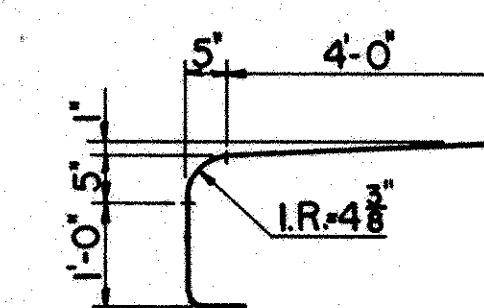
TYPE 12



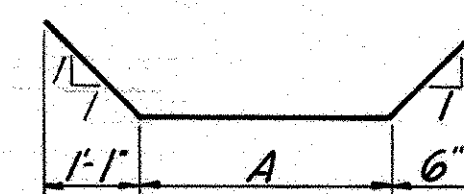
TYPE 13



TYPE 14



TYPE 15

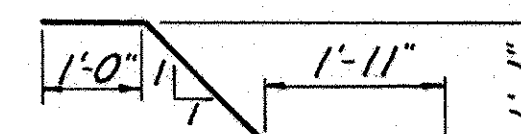


TYPE-16

NOTES:

BAR SIZE; The 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 No.5 size bar and P1101 is a No.11 size bar.

SPIRAL REINFORCING BARS; The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap. The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars may have deformation and shall in other respects conform to Item 509. 1/2 closed coils shall be provided at the ends of each spiral unit. Four steel channel, tee or angle spacers, weighing approximately 0.80 lb. per lin. ft. of spacers, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.80 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.



TYPE 17

8/8

MOSURE-FOK & SYRAKIS CO., LTD.
CONSULTING ENGINEERS AND PLANNERS
YOUNGSTOWN, OHIO

REINFORCING STEEL LIST
BR N° TRU-11-1604
UNDER
FOWLER RIDGE ROAD

TRUMBULL COUNTY OHIO

SURVEYED	DESIGNED	DRAWN	CHECKED	REVIEWED	REVISED
	RLP	<i>[Signature]</i>	LZ		
	4-5-73	<i>[Signature]</i>	4-12-73		

ABUTMENTS												PIERS												SUPERSTRUCTURE											
MARK	NO.	LENGTH	TYPE	A	B	C	D		WEIGHT	Rear	Fwd.	MARK	NO.	LENGTH	TYPE	A	B	C	D		WEIGHT		MARK	NO.	LENGTH	TYPE	A	B	C	D		WEIGHT			
A801	48	6'-2"	16	4'-0"					790	24	24																					7636			
A802	52	20'-10"	5						2892	26	26														5601	328	15'-6"	5					11906		
												P1001	33	17'-0"	5						2414				5602	328	24'-2"	5					19542		
A601	72	6'-11"	2	3'-2"	0'-11"	3'-2"			748	36	36	P1002	33	7'-0"	2	5'-11"	1'-4 1/2"	0			994				5603	656	19'-10"	5							
A602	144	9'-5"	2	4'-2"	1'-5"	4'-2"			2037	72	72																								
A603	72	6'-3"	8	1'-11"	4'-4"	12	0		676	36	36																								
A604	30	9'-4"	3						421	30		P901	28	20'-3"	5						1928														
A605	60	10'-2"	2	4'-5"	1'-8"	4'-5"			916	30	30	P902	4	10'-3"	6	2'-10"	4'-7"	2'-11"			139			5501	324	30'-0"	5					10138			
A606	12	4'-4"	1	3'-0"					78	6	6														5502	44	20'-4"	5					933		
A607	52	7'-4"	1	6'-0"					573	26	26														5503	256	3'-4"	4	1'-0"				890		
A608	16	6'-10"	1	5'-6"					164	8	8	P801	14	20'-2"	5						754			5504	256	2'-4"	2	1'-10"	0'-7 1/2"	0			623		
A609	16	7'-8"	5	0'-9"	5'-10"				184	8	8	P802	72	10'-8"	1	8'-6"					2051			5505	256	5'-4"	10					1424			
A610	16	10'-6"	2	4'-10"	1'-2"	4'-10"			252	8	8													5506	256	2'-2"	2	0'-7 1/2"	1'-2"	0'-7 1/2"			579		
A611	24	7'-10" 4'-11"	5	1'-0"	5'-11" 3'-0"		Incr. of 7"		230	8 sets of 16	8 sets of 16													5507	16	8'-10"	5						147		
A612	16	9'-2"	5	0'-9"	7'-4"				220	8	8	P701	14	15'-2"	2	11'-6"	3'-10"				434			5508	64	15'-8"	5					1046			
A613	10	14'-4" 10'-8"	5	0'-9"	12'-6" 8'-10"		Incr. of 11"		188	10														5509	48	7'-2"	5						359		
A614	16	6'-11"	3						166	16																									
A615	96	5'-8"	17						817	48	48	P501	4	7'-9"	6	1'-7"	4'-7"	2'-11"			32														
A616	16	15'-11" 10'-8"	5	0'-9"	14'-1" 8'-10"		Incr. of 9"		319	16	16	P502	2	34'-6"	5						72			5401	294	30'-0"	5					5892			
A617	16	11'-0"	5						264		16	P503	40	10'-3"	2	3'-8"	3'-2"	3'-8"			428			5402	48	38'-0"	5					1218			
A618	48	3'-2"	2	1'-9"	0'-9"	1'-0"			228	24	24													5403	49	18'-4"	5					600			
A619	30	10'-10"	3						488		30																								
												SP401	3	13'-2 5/16"	7	0'-4 1/2"	38	3'-2"			812														
A501	60	6'-4"	2	1'-7"	3'-5"	1'-7"			396	30	30																								
A502	30	9'-1"	3						284	30																									
A503	128	12'-1"	2	1'-11"	8'-6"	1'-11"			1613	64	64																								
A504	104	19'-5"	3						2106	30	54																								
A505	12	12'-0"	2	4'-11"	2'-5"	4'-11"			150	6	6																								
A506	12	5'-2"	2	1'-4"	1'-2"	2'-11"			65	6	6																								
A507	24	7'-2"	2	1'-4"	1'-2"	4'-11"			179	12	12																								
A508	12	6'-0"	2	1'-11"	2'-5"	1'-11"			75	6	6																								
A509	24	10'-0"	2	3'-11"	2'-5"	3'-11"			250	12	12																								
A510	20	12'-8"	5						264	10	10																								
A511	16	5'-10"	3						97	8	8																								
A512	8	10'-10"	2	4'-4"	2'-5"	4'-4"			90	4	4																								
A513	82	2'-2"	2	0'-7 1/2"	1'-2"	0'-7 1/2"			185	38	44																								
A514	62	6'-7"	11	3'-5"					426	31	31																								
A515	72	2'-11"	3						219	36	36																								
A516	24	19'-8"	3						492	24																									
A517	4	14'-0"	3						58	4	4																								
A518	8	7'-3"	5						60	4	4																								
A519	48	3'-2"	2	0'-7 1/2"	2'-2"	0'-7 1/2"			159	24	24																								
A520	4	17'-0"	3						71	4																									
A521	4	14'-4"	3						60	4																									
A522	4	11'-8	3						49	4																									
A523	8	8'-7	5						72	4	4																								
A524	24	5'-11" 3'-0"	5				Incr. of 7"		112	2 sets of 6	2 sets of 6																								
A525	16	7'-4	5						122	8	8																								
A526	10	12'-6" 8'-10"	5				Incr. of 11"		111	10																									
A527	8	10'-5"	5						87	8																									
A528	24	23'-5	3						586		24													</											