

STATE OF OHIO DEPARTMENT OF HIGHWAYS

MER-29-15.52 AUG-29-0.00 MER-429-2.91

Note: All references to federal numbers F-629 (11) and S-5U-1610 (1) throughout this plan shall be disregarded.

**MERCER COUNTY
AUGLAIZE COUNTY**
MER-29-15.52
AUG-29-0.00
MER-429-2.91

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	STATE

1
426

1969 SPECIFICATIONS

CONVENTIONAL SIGNS

COUNTY LINE	-----
TOWNSHIP LINE	-----
SECTION LINE	-----
CORPORATION LINE	-----
PROPERTY LINE	-----
FENCE LINE	-----
CENTER LINE	-----
POLE LINE	-----
RAILROAD	-----
HEDGE	-----
DRAIN PIPE (NEW)	-----
DRAIN PIPE (OLD)	-----
GUARD RAIL (NEW)	-----
GUARD RAIL (OLD)	-----
TREES & STUMPS	-----
CONSTRUCTION LIMITS	-----
R/W WITH LIMITED ACCESS	-----
R/W WITHOUT LIMITED ACCESS	-----
EXISTING RIGHT-OF-WAY	-----

MERCER & AUGLAIZE COUNTIES JEFFERSON & NOBLE TOWNSHIPS CITY OF CELINA GRADE SEPARATION WITH N & W. R.Y.

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR OF HIGHWAYS IN ACCORDANCE WITH THE PROVISIONS OF SEC. 5511.02 OF THE REVISED CODE OF OHIO. S.R. 29 STA. 797+79.7 TO STA. 58+00 S.R. 429 STA. 699+61.69 TO STA. 792+09.63 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

THE RIGHT OF WAY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED DATE 9-27-68 Olevis M. Lippert
DIVISION DEPUTY DIRECTOR

APPROVED DATE 2-13-69 C. H. Altrates
ENGINEER OF BRIDGES

APPROVED DATE 2-19-69 R. E. Gattis
ENGINEER OF LOCATION & DESIGN

APPROVED DATE 2-19-69 George J. Sharmyer
DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION

APPROVED DATE 3-10-69 T. H. Board
DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED DATE 3-10-69 Thomas M. Mapp
DEPUTY DIRECTOR OF PLANNING & PROGRAMMING

APPROVED DATE _____ _____
FIRST ASSISTANT DIRECTOR

APPROVED DATE 3-10-69 P. E. Masheter
DIRECTOR OF HIGHWAYS

LINE DATA

S.R. 429
BEGIN WORK STA. 698+70
BEGIN PROJECT STA. 698+80
Station Equation 746+42.93 Back = 746+00 Ahead
Station Equation 771+32.43 Back = 771+32.43 Ramp "A" Ahead
END PROJECT - SUSPEND WORK STA. 792+09.63 RAMP "A"
Add Grand Lake Road - 20+08.5 to 23+51.96 = 343.46 Lin. Ft.
Add S.R. 703-711+04.06 to 717+46.79 Back = 718+07.56 Ahead to 720+13 = 848.17 Lin. Ft.
Add Havemann Road 19+00 to 28+43.51, 29+58.45 to 49+59.11 BK, 48+69.18 AH to 49+00 = 2974.99 Lin. Ft.
NET LENGTH PROJECT S.R. 429 9372.56 LIN. FT. = 1.775 MILES
NET LENGTH WORK S.R. 429 13,549.18 LIN. FT. = 2.566 MILES

S.R. 29
RESUME WORK - BEGIN PROJECT STA. 792+09.63 Ramp "A" Back = 819+50.72 S.R. 29 Ahead
Station Equation 1022+13.64 (Mercer Co.) Back = 0+00.00 (Auglaize Co.) Ahead
END PROJECT STA. 55+00
END WORK STA. 58+00
Add Staeger Road - 27+00 to 33+05 = 495.56 Lin. Ft.
Add Harris Road - 27+00 to 31+00 = 892.00 Lin. Ft.
Add Koenig Road - 13+85 to 44+15 = 3030.00 Lin. Ft.
NET LENGTH PROJECT S.R. 29 25,702.92 LIN. FT. = 4.819 MILES
NET LENGTH WORK S.R. 29 30,480.48 LIN. FT. = 5.772 MILES
GRAND TOTAL LENGTH OF PROJECT 35,135.48 LIN. FT. = 6.654 MILES
GRAND TOTAL LENGTH OF WORK 44,029.66 LIN. FT. = 8.338 MILES

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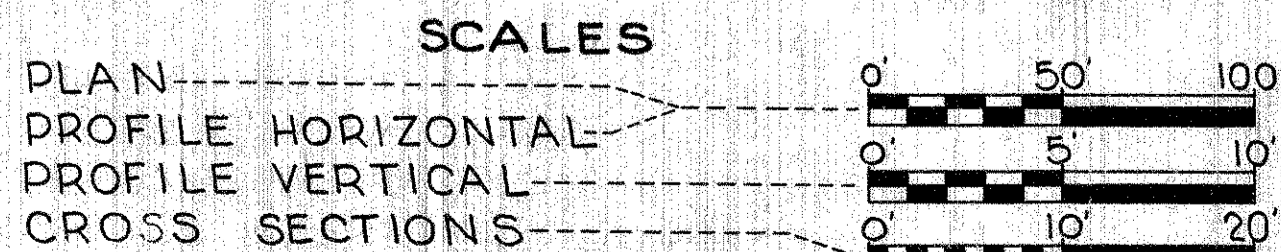
SUPPLEMENTAL SPECIFICATIONS			
Nº	DATE	Nº	DATE
801	1-1-69		
938	8-12-69		
808	11-14-69		
811	1-1-69		
815	1-1-69		
816	1-1-69		
836	6-17-69		
1001	1-1-69		



MAP SCALE 0 1 2 MILES

LOCATION MAP

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS



END PROJECT
429 Sta. 792+09.63
BEGIN PROJECT
29 Sta. 819+50.72

END PROJECT 29
STA. 55+00
SLM 1.04

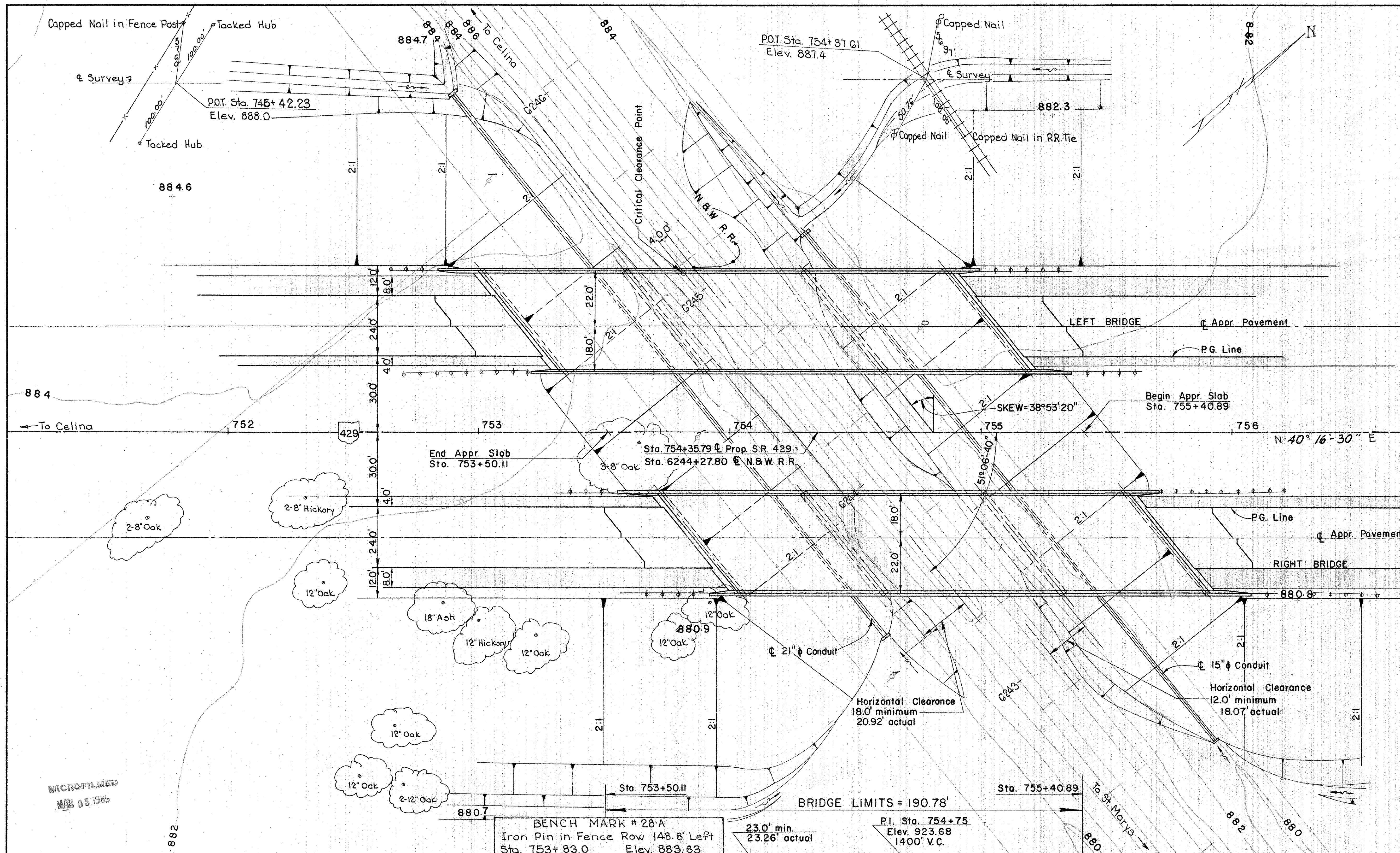
STANDARD		DRAWINGS	
Nº	DATE	Nº	DATE
MC-1	6-13-69		
MC-3	6-20-69		
MC-4	6-13-69	GR-5	1-15-68
MC-7	10-1-68	GR-6	7-15-68
L-1	6-1-65	F-1	3-10-69
BP-3	12-1-68	F-2	3-10-69
BP-5	6-1-65		
BP-6	6-1-65		
BP-7	1-1-66	F-6	10-1-66
HW-E	6-1-65	HL-1	11-1-65
CB-22A&B	6-1-65	HL-2	11-1-65
CB-4	9-1-69	HL-3	11-1-65
CB-458A	6-6-68	HL-4	1-1-66
CB-8	9-1-69	GR-2B	2-15-68
MH-1	10-1-68	MH-1A	10-1-68
		MC-8	12-1-67

OFFICE OF THE DIRECTOR OF HIGHWAYS
DIVISION OF PUBLIC ROADS

Rev. 11-5-70
Rev. 1-20-70
Rev. 8-19-69
Revised 6-8-69
Rev. 5-16-60

9/68
32H
CEK

MER-29-15.52
 AUG-29-0.00
 MER-429-2.91
 0.4 MILES NE. OF CELINA, O.

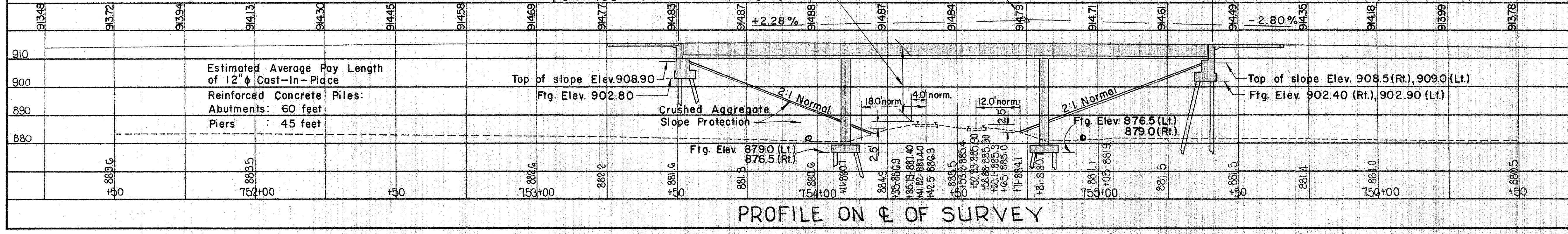


EARTHWORK LIMITS shown are schematic. Actual slopes shall conform to Plan-Cross Sections.

RAILROAD TRAFFIC
 8-Freight at 60 MPH daily seven days per week.
 2-Local freight at 60 M.P.H. daily six days per week.

1987 Design Traffic P=4100
 C=220

PROPOSED STRUCTURE
 TYPE: Continuous steel beams with reinforced concrete deck and substructure
 SPANS: 57.0'-71.0'-57.0' %/c brgs.
 ROADWAY: 2 at 40.0' f/f parapets
 LOADING: HS 20-44
 SKEW: 38°53'20" R.F.
 WEARING SURFACE: 1" monolithic concrete
 APPROACH SLABS: AS-1-67 (25' long)
 ALIGNMENT: Tangent



APPROACH ROADWAY: 45', 2 at 24' with 60' median and 8' and 12' berms

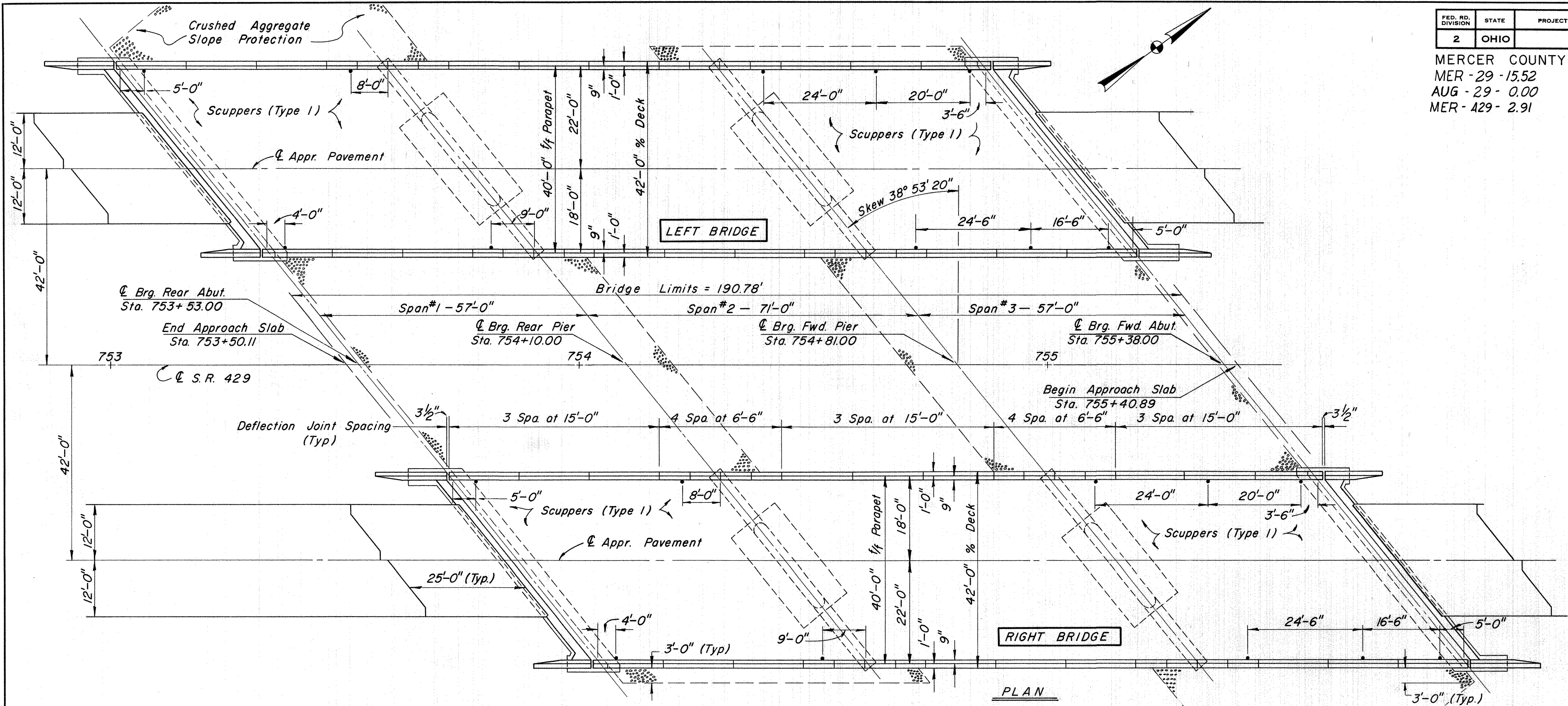
MICROFILMED
 MAR 05 1985

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES					
SITE PLAN					
BRIDGE NO. MER-429-0395 L & R			N & W RAILROAD		
PROP. SR. 429 OVER			S.R. 429		
MERGER CO			STA. 753+50.11		
			755+40.89		
SCALE 1" = 20'					
PRESENT TOPOGRAPHY			PROPOSED WORK		
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
AERIAL SURVEY	AERIAL SURVEY	D.H.S.	D.H.S.	B.D.H.	P.E.S.

878.4

878.6

MERCER COUNTY
 MER-29-15.52
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GENERAL NOTES

REFERENCE shall be made to Standard Drawings SD-1-65 sht's 1,2, & 3 dated 11-8-65, RB-1-55 revised 2-2-59 and to Supplemental Specifications 808 (DATED 11-14-69) 811 (DATED 1-1-69) & 836 (DATED 6-17-69) and to Standard Drawing BR-1-67 dated 2-1-67

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 — HS 20-44
 Concrete Class "C" — unit stress 1200 p.s.i. for superstructures
 unit stress 1333 p.s.i. for substructures
 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.

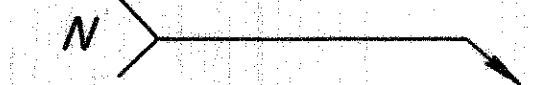
PROCEDURE: The embankment shall be constructed to the level of the Subgrade for a minimum distance of 200 feet back of the abutments. Excavation may then be made for the abutments and piers and piles driven.

PILES shall be driven to a minimum bearing capacity of 40 tons per pile for the abutments and piers.

CONSTRUCTION CLEARANCE of 20' vertically above the top of the railroad rails and 8' horizontally from the center of tracks shall be maintained at all times.

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 Railroad in the relocation of these lines. The cost of the relocation shall be included in the railroad force account work.

WELDS on non-stress-carrying members are shown thus:



PORCTIONS OF END DAMS in contact with steel or with concrete shall not be painted. All other portions shall be cleaned and painted in accordance with 514.

MICROFILMED
 MAR 05 1965

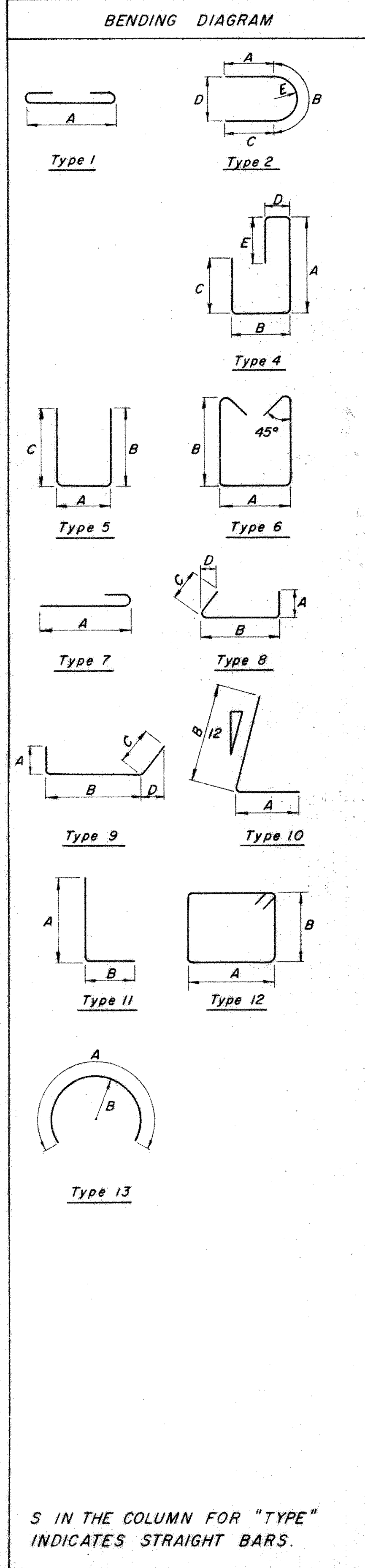
Revised 6-2-69
 Rev. 5-26-70

STICKLEN - BELSHEIM & ASSOCIATES ENGINEERS WORTHINGTON OHIO					
GENERAL PLAN & GENERAL NOTES BRIDGE No. MER-429-0395 L/R OVER N & W R.R. MERCER COUNTY STA. 753+50.11 755+40.89					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE REVISION

REINFORCING STEEL LIST (BOTH BRIDGES)

MER-29-15.52
AUG-29-000
MER-429-2.91

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, A 700 is a number 7 size bar and A1014 is a number 10 size.



MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E																																																																																																																																												
ABUTMENTS										PIERS										SUPERSTRUCTURE																																																																																																																																																					
A801	56	29'-0"	4,336	S						P1101	32	26'-6"	4,505	11	24'-0"	2'-9"					S601	1084	41'-8"	67,840	S																																																																																																																																																
A802	24	9'-8"	619	S						P1102	32	32'-9"	5,568	S							S602	8 Series of 52	5'-4 7/8 to 41'-0"	14,501	S	Vary by 8 3/8" increments																																																																																																																																															
A803	24	11'-0"	705	S						P1103	32	35'-3"	5,993	11	32'-9"	2'-9"					S603	40	5'-6"	330	S																																																																																																																																																
A601	152	14'-2"	3,234	5	5'-5"	6'-6"	2'-7"			P901	32	29'-0"	3,155	1	26'-6"						S501	1164	30'-0"	36,422	S																																																																																																																																																
A602	120	15'-6"	2,794	4	6'-5"	1'-5"	4'-1"	11"	2'-6"	P902	156	14'-0"	7,425	1	11'-6"						S502	194	16'-6"	3,339	S																																																																																																																																																
A603	74	13'-11"	1,547	5	1'-5"	6'-5"	6'-5"			P903	192	6'-7"	4,298	11	5'-7"	1'-3"					S503	160	28'-6"	4,756	S																																																																																																																																																
A604	40	7'-0"	421	S						P904	52	25'-6"	4,508	S							X501	500	2'-0"	1,043	⊗																																																																																																																																																
A605	40	7'-6"	451	S						P905	52	28'-0"	4,950	S							X502	488	5'-4"	2,715	⊗																																																																																																																																																
A606	40	12'-8"	761	5	1'-2"	5'-9"	5'-9"			P906	88	12'-0"	3,590	S							X503	500	2'-3"	1,173	⊗	1'-9"																																																																																																																																															
A501	152	7'-0"	1,110	11	6'-6"	7 1/2"				P501	92	22'-0"	2,111	S							X504	500	2'-11"	1,521	⊗	9"																																																																																																																																															
A502	152	7'-2"	1,136	5	5'-5"	1'-0"	1'-0"			P502	92	7'-1"	679	2	1'-7"	3'-11"	1'-7"	2'-5 3/4"	1'-2 1/4"		X505	144	14'-8"	2,203	S																																																																																																																																																
A503	128	27'-4"	3,649	S						P503	8	38'-6"	321	S							X506	128	6'-2"	823	S																																																																																																																																																
A504	4	35'-0"	146	S						P504	16	25'-6"	426	S							REPLACEMENT BARS																																																																																																																																																				
A505	4	8'-0"	33	S						P505	16	27'-4"	456	S							R1100	2	8'-6"	90	S																																																																																																																																																
A506	4	13'-0"	54	S						P506	16	16'-0"	267	9	0	2'-1"	14'-0"	13'-4"			R900	2	7'-10"	53	S																																																																																																																																																
A507	152	7'-2"	1,136	5	3'-5"	2'-0"	2'-0"			P507	8	25'-0"	209	S							R800	1	7'-6"	20	S																																																																																																																																																
A510	4 Series of 5	5'-7" to 8'-11"	151	5	1'-2"	*	*			P508	288	7'-6"	2,253	5	1'-11"	2'-11"	2'-11"				R700	1	7'-2"	15	S																																																																																																																																																
A511	8	8'-0"	67	S						P509	16 Series of 16	5'-2" to 13'-4"	2,470	5	1'-11"	*	*				R600	5	6'-11"	52	S																																																																																																																																																
A512	16	8'-6"	142	S						P510	32	13'-4"	444	5	1'-11"	5'-10"	5'-10"				R500	4	6'-7"	18	S																																																																																																																																																
A513	16	12'-4"	206	S						P511	128	10'-8"	1,423	5	1'-11"	4'-5"	4'-5"				⊗ See STD-DWG. BR-1-67 for bar bending details.																																																																																																																																																				
A514	8	9'-5"	79	11	8'-0"	1'-6"				P512	32	11'-3"	375	5	2'-8"	4'-5"	4'-5"				* Vary from 1'-9" to 5'-9 3/4" by 3 1/4" increments.																																																																																																																																																				
A515	24	7'-6"	188	S																ESTIMATED QUANTITIES (BOTH BRIDGES) S-SU-1610 (1)																																																																																																																																																					
A516	68	12'-0"	851	12	3'-2"	2'-7"														<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Item</th><th>Total</th><th>Unit</th><th>Description</th><th>Abut's.</th><th>Piers</th><th>Superst.</th><th>General</th></tr> </thead> <tbody> <tr> <td>503</td><td>Lump</td><td>Sum</td><td>Coferdam, cribs and sheeting</td><td></td><td></td><td></td><td>Lump</td></tr> <tr> <td>503</td><td>1,029</td><td>Cu.Yd.</td><td>Unclassified excavation</td><td>563</td><td>466</td><td></td><td></td></tr> <tr> <td>505</td><td>Lump</td><td>Sum</td><td>First test pile</td><td></td><td></td><td></td><td>Lump</td></tr> <tr> <td>507</td><td>7,440</td><td>Lin.Ft.</td><td>12" cast-in-place reinforced concrete piles</td><td>3,120</td><td>4,320</td><td></td><td></td></tr> <tr> <td>509</td><td>223,206</td><td>Lb.</td><td>Reinforcing steel</td><td>27,034</td><td>59,506</td><td>136,666</td><td></td></tr> <tr> <td>511</td><td>509</td><td>Cu.Yd.</td><td>Class "C" concrete, superstructure</td><td></td><td></td><td>509</td><td></td></tr> <tr> <td>511</td><td>402</td><td>Cu.Yd.</td><td>Class "C" concrete abutments</td><td>402</td><td></td><td></td><td></td></tr> <tr> <td>511</td><td>382</td><td>Cu.Yd.</td><td>Class "C" concrete, piers above footings</td><td></td><td>382</td><td></td><td></td></tr> <tr> <td>511</td><td>140</td><td>Cu.Yd.</td><td>Class "C" concrete, pier footing</td><td></td><td>140</td><td></td><td></td></tr> <tr> <td>513</td><td>448,400</td><td>Lb.</td><td>Structural steel</td><td></td><td></td><td>448,400</td><td></td></tr> <tr> <td>514</td><td>448,400</td><td>Lb.</td><td>Field painting of structural steel</td><td></td><td></td><td>448,400</td><td></td></tr> <tr> <td>518</td><td>100</td><td>Cu.Yd.</td><td>Porous backfill</td><td>100</td><td></td><td></td><td></td></tr> <tr> <td>518</td><td>204</td><td>Lin.Ft.</td><td>6" perforated, helical corrugated metal pipe including specials, 707.01</td><td>204</td><td></td><td></td><td></td></tr> <tr> <td>518</td><td>141</td><td>Lin.Ft.</td><td>6" non-perforated helical corrugated metal pipe, 707.01</td><td>141</td><td></td><td></td><td></td></tr> <tr> <td>518</td><td>20</td><td>Each</td><td>Scuppers including supports (Type 1)</td><td></td><td></td><td>20</td><td></td></tr> <tr> <td>601</td><td>2,389</td><td>Sq.Yd.</td><td>Crushed aggregate slope protection</td><td></td><td></td><td></td><td>2,389</td></tr> <tr> <td>808</td><td>509</td><td>Units</td><td>Chemical admixtures for concrete - Type A, B or D.</td><td></td><td></td><td>509</td><td></td></tr> </tbody> </table>						Item	Total	Unit	Description	Abut's.	Piers	Superst.	General	503	Lump	Sum	Coferdam, cribs and sheeting				Lump	503	1,029	Cu.Yd.	Unclassified excavation	563	466			505	Lump	Sum	First test pile				Lump	507	7,440	Lin.Ft.	12" cast-in-place reinforced concrete piles	3,120	4,320			509	223,206	Lb.	Reinforcing steel	27,034	59,506	136,666		511	509	Cu.Yd.	Class "C" concrete, superstructure			509		511	402	Cu.Yd.	Class "C" concrete abutments	402				511	382	Cu.Yd.	Class "C" concrete, piers above footings		382			511	140	Cu.Yd.	Class "C" concrete, pier footing		140			513	448,400	Lb.	Structural steel			448,400		514	448,400	Lb.	Field painting of structural steel			448,400		518	100	Cu.Yd.	Porous backfill	100				518	204	Lin.Ft.	6" perforated, helical corrugated metal pipe including specials, 707.01	204				518	141	Lin.Ft.	6" non-perforated helical corrugated metal pipe, 707.01	141				518	20	Each	Scuppers including supports (Type 1)			20		601	2,389	Sq.Yd.	Crushed aggregate slope protection				2,389	808	509	Units	Chemical admixtures for concrete - Type A, B or D.			509	
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513	448,400	Lb.	Structural steel			448,400																																																																																																																																																																			
514	448,400	Lb.	Field painting of structural steel			448,400																																																																																																																																																																			
518	100	Cu.Yd.	Porous backfill	100																																																																																																																																																																					
518	204	Lin.Ft.	6" perforated, helical corrugated metal pipe including specials, 707.01	204																																																																																																																																																																					
518	141	Lin.Ft.	6" non-perforated helical corrugated metal pipe, 707.01	141																																																																																																																																																																					
518	20	Each	Scuppers including supports (Type 1)			20																																																																																																																																																																			
601	2,389	Sq.Yd.	Crushed aggregate slope protection				2,389																																																																																																																																																																		
808	509	Units	Chemical admixtures for concrete - Type A, B or D.			509																																																																																																																																																																			
A517	16	14'-9"	246	S																																																																																																																																																																					
A518	4 Series of 5	5'-7" to 9'-7"	158	5	1'-2"	⊗	⊗																																																																																																																																																																		
A519	8	7'-9"	65	S																																																																																																																																																																					
Y701	8	4'-4"	71	S																																																																																																																																																																					
Y702	8	4'-9"	78	⊕																																																																																																																																																																					
Y703	8	4'-10"	79	⊕																																																																																																																																																																					
Y704	8	4'-11"	80	⊕																																																																																																																																																																					
Y705	8	5'-0"	82	⊕																																																																																																																																																																					
Y601	40	5'-0"	300	⊕																																																																																																																																																																					
Y501	80	2'-0"	167	⊕																																																																																																																																																																					
Y502	80	2'-9"	223	S																																																																																																																																																																					
Y503	40	6'-3"	261	⊕	3'-1"																																																																																																																																																																				
Y504	32	12'-4"	412	S	*																																																																																																																																																																				
Y505	16	7'-3"	121	S																																																																																																																																																																					
Y506	8	7'-0"	58	S																																																																																																																																																																					
Y507	80	2'-10"	236	S																																																																																																																																																																					
Y508	32	14'-9"	492	S	*																																																																																																																																																																				
Y509	8	10'-0"	83	S																																																																																																																																																																					

* Vary from 2'-4" to 4'-0" by 5" increments.

⊗ Vary from 2'-4" to 4'-4" by 6" increments.

⊕ See STD DWG BR-1-67 for bending diagrams.

* Bend in field where necessary.

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MAR 05 1965

S IN THE COLUMN FOR "TYPE" INDICATES STRAIGHT BARS.

3 / 9

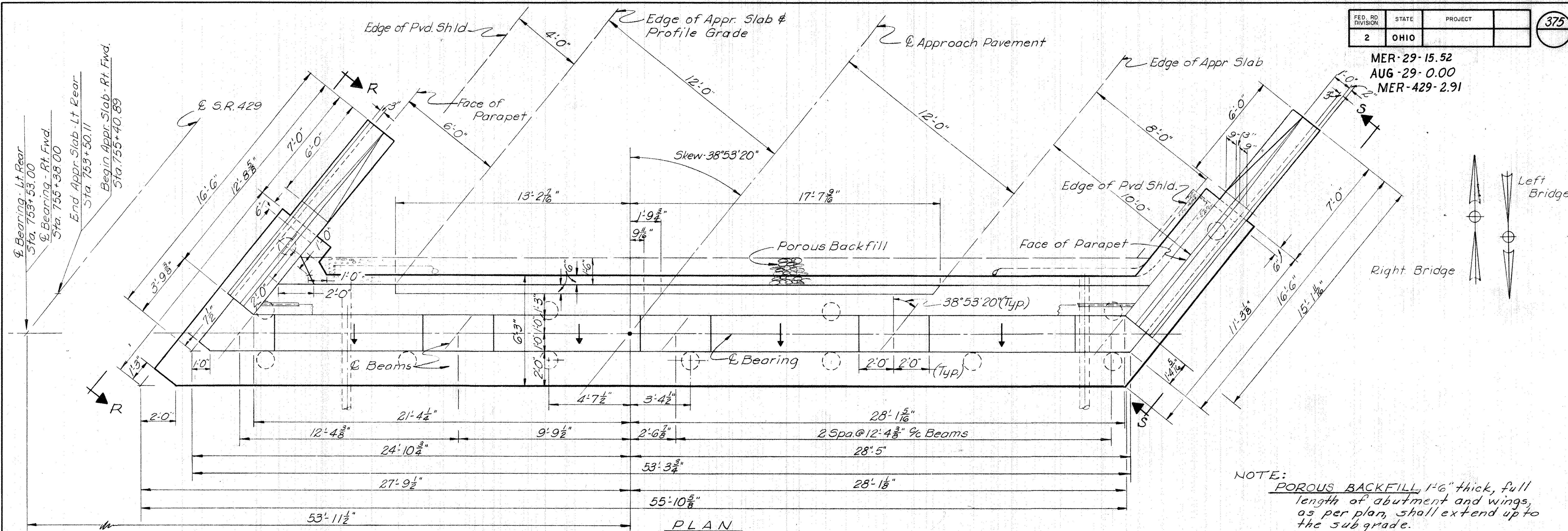
STICKLEN-BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

ESTIMATED QUANTITIES & REINFORCING STEEL LIST
BRIDGE No. MER-429-0395 1/4R
OVER
N & W R.R.
MERCER COUNTY STA 753+50
753+40 3/4

DESIGNED D.C.	DRAWN D.C.	TRACED RDY	CHECKED G.S.B.	REVIEWED D.C.	DATE 1-17-69
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Rev. 5-26-70

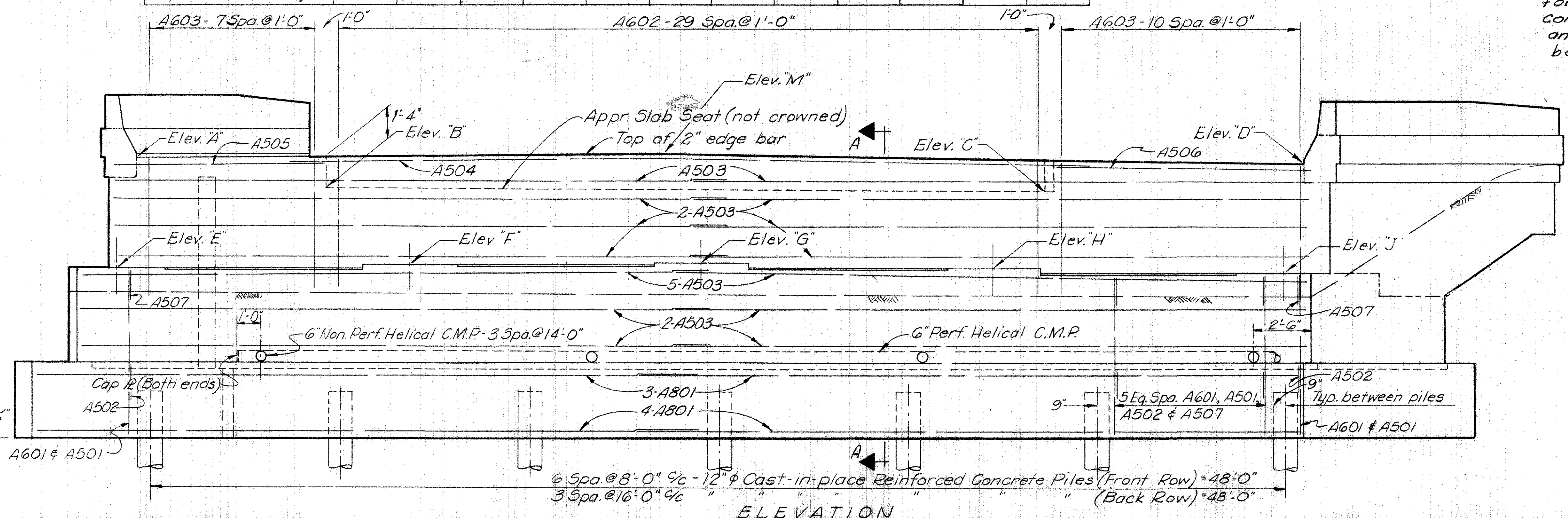
MER-29-15.52
AUG-29-0.00
MER-429-2.91



NOTE: POROUS BACKFILL, 1/2\"/>

LOCATION	Elev. "A"	Elev. "B"	Elev. "C"	Elev. "D"	Elev. "E"	Elev. "F"	Elev. "G"	Elev. "H"	Elev. "J"	Elev. "K"	Elev. "L"	Elev. "M"
Fwd. Abut. Rt. Bridge	914.36	913.07	912.95	914.11	909.72	909.83	909.87	909.67	909.47	902.40	908.50	914.55
Rear Abut. Lt. Bridge	914.71	913.44	913.38	914.55	910.07	910.20	910.26	910.08	909.91	902.80	908.90	914.94

ADJUSTABLE TYPE ELBOWS meeting specification requirements for gage and coating are acceptable for making bends in perforated corrugated metal pipe. Elbows and the stem of tees need not be perforated.



For Section A-A see 4/9

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ENGINEERS
WORTHINGTON OHIO

REAR ABUTMENT DETAILS (LT. BR.)
FORWARD ABUTMENT DETAILS (RT. BR.)
BRIDGE No. MER-429-0395 L/R
OVER
N & W. R.R.

MERCER COUNTY
DESIGNED: G.S.B. DRAWN: D.M.K. TRACED: D.M.K. CHECKED: G.S.B. REVIEWED: A.C.H. DATE: J-17-69

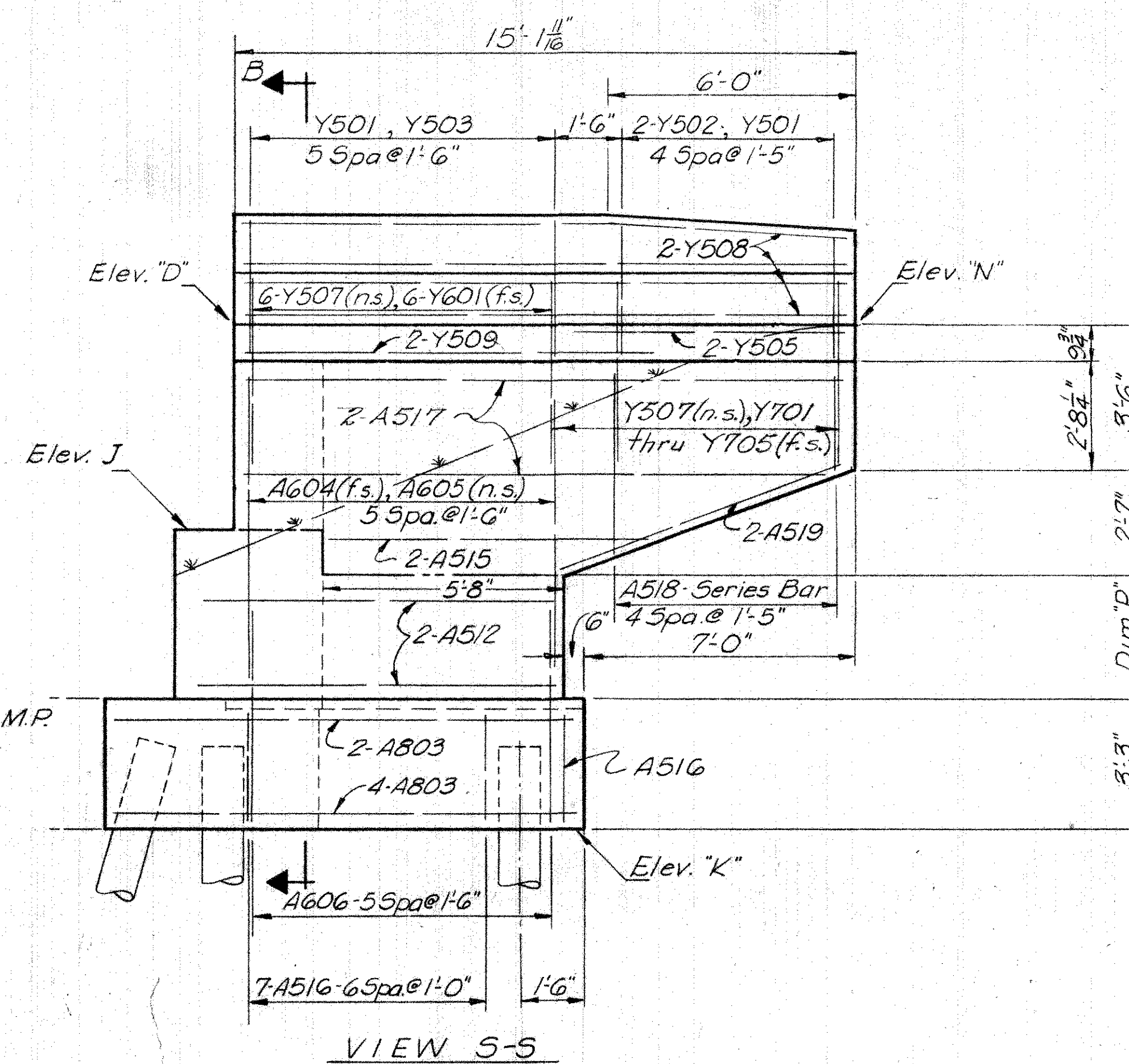
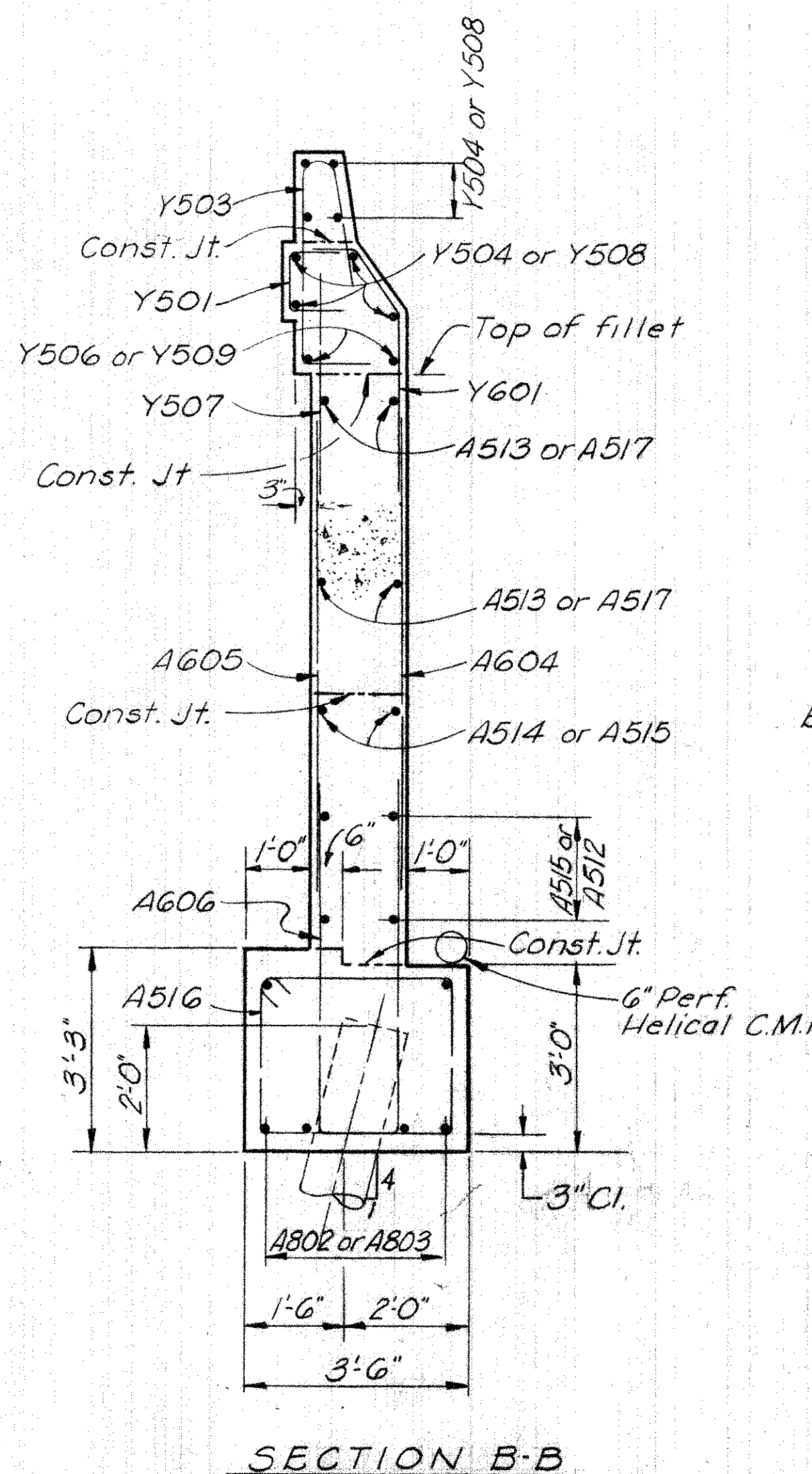
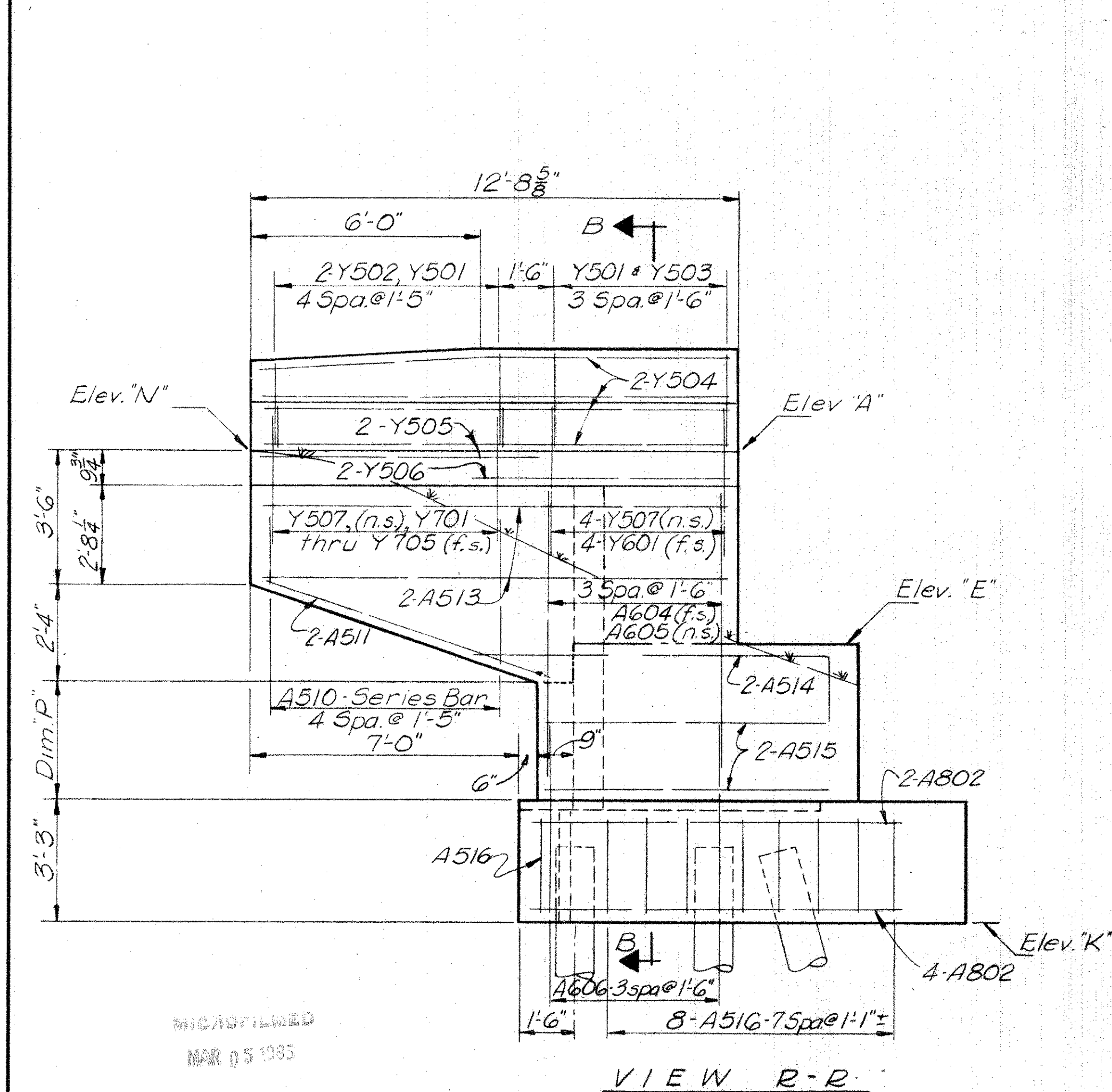
STA. 753+50.11
755+40.89

MICROFILMED
MAR 65 1365

MER-29-15.52
AUG-29-0.00
MER-429-2.91

	LOCATION	Elev. "A"	Elev. "D"	Elev. "E"	Elev. "J"	Elev. "K"	Elev. "N"	Dim "P"
View R-R	Rear Abutment Rt. Br.	914.74	—	910.09	—	902.80	914.74	2'-10 $\frac{1}{4}$ "
	Fwd. Abutment Lt. Br.	914.61	—	909.97	—	902.90	914.57	2'-7"
	Rear Abutment Lt. Br.	914.71	—	910.07	—	902.80	914.67	2'-9 $\frac{7}{16}$ "
	Fwd. Abutment Rt. Br.	914.36	—	909.72	—	902.40	914.29	2'-9 $\frac{11}{16}$ "
View S-S	Rear Abutment Rt. Br.	—	914.78	—	910.14	902.80	914.76	2'-7 $\frac{1}{2}$ "
	Fwd. Abutment Lt. Br.	—	914.56	—	909.92	902.90	914.49	2'-3 $\frac{1}{16}$ "
	Rear Abutment Lt. Br.	—	914.55	—	909.91	902.80	914.49	2'-4 $\frac{1}{4}$ "
	Fwd. Abutment Rt. Br.	—	914.11	—	909.47	902.40	914.00	2'-3 $\frac{3}{16}$ "

Note: For additional Railing details see Std. Dwg. BR-1-67



LEGEND
f.s. = far side
n.s. = near side

NOT RECORDED
MAR 05 1955

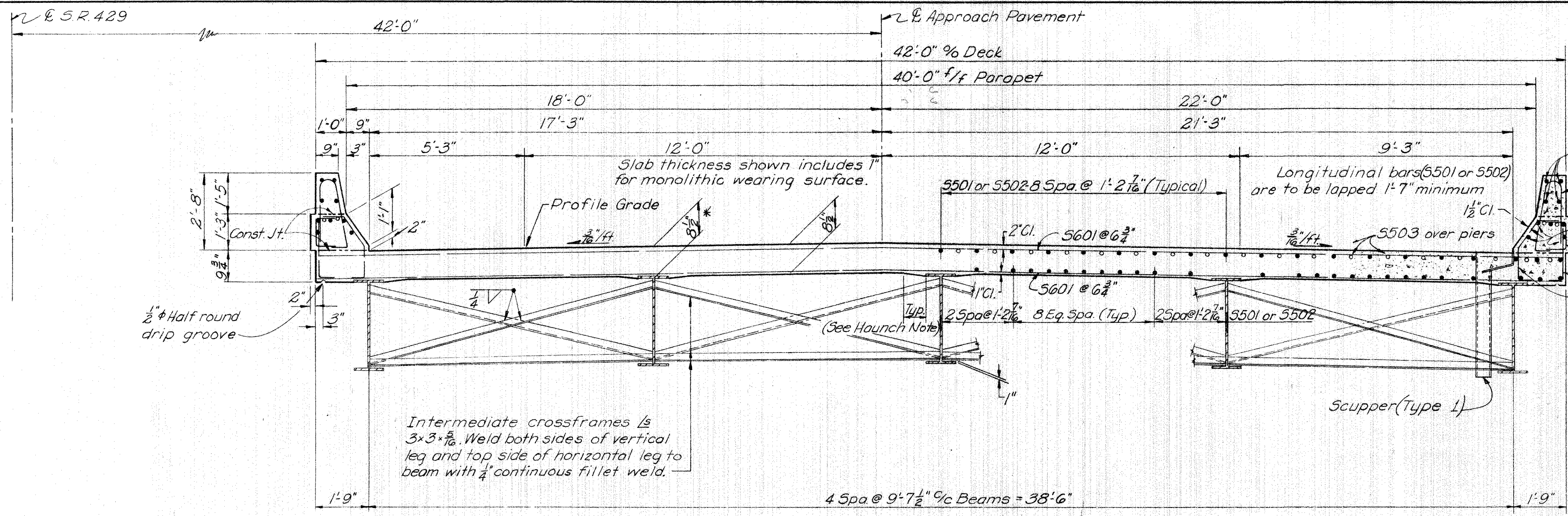
STICKLEN - BELSHEIM & ASSOCIATES ENGINEERS						6/9	
WORTHINGTON OHIO							
WINGWALL DETAILS							
BRIDGE NO. MER-429-0395 L/R OVER N.&W. R.R.							
MERCER COUNTY						STA. 753+50.11	
						755+40.89	
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED	
AGH	DMK	DMK	S.P.	ACH	1-17-69		

MER-29-15.52
AUG-29-0.00
MER-429-2.91

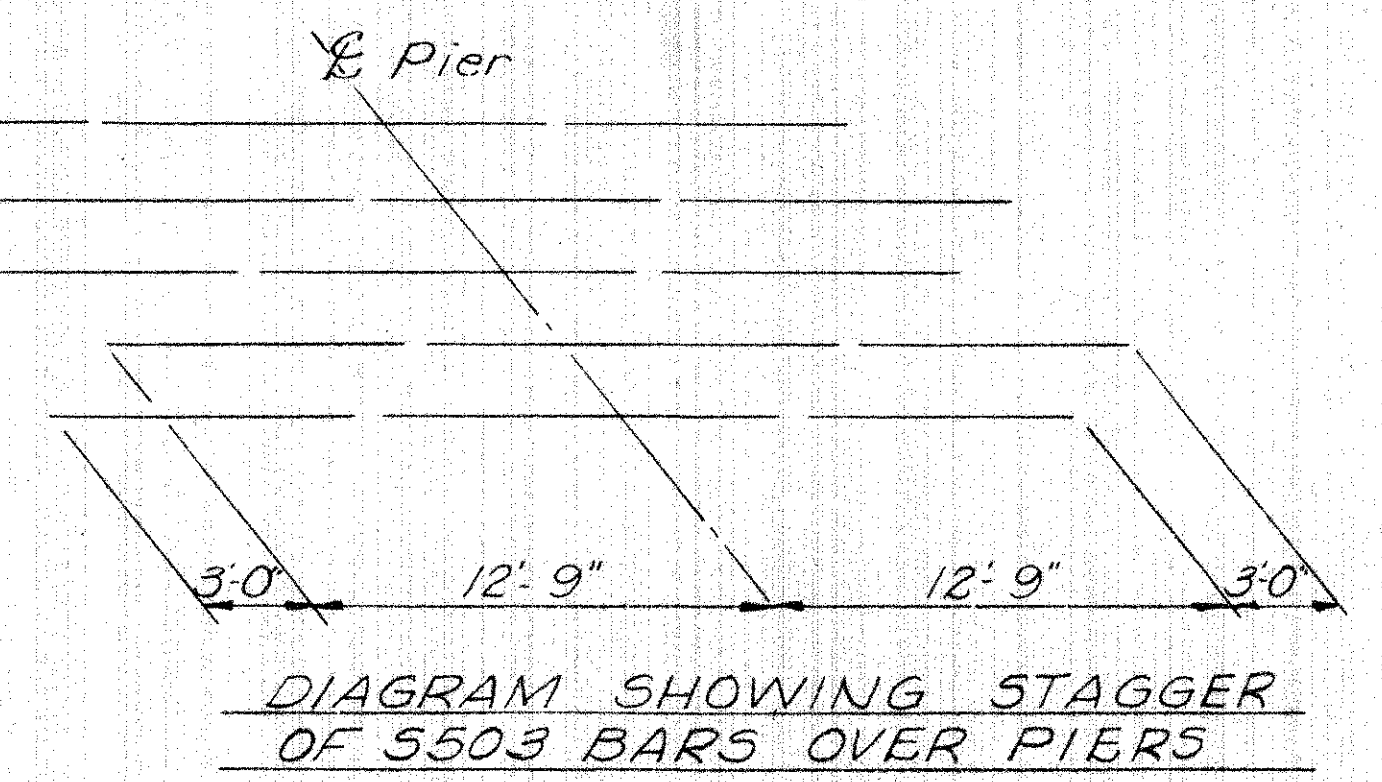
* This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

HAUNCH
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.

+ Space to clear deflection joints by 2".



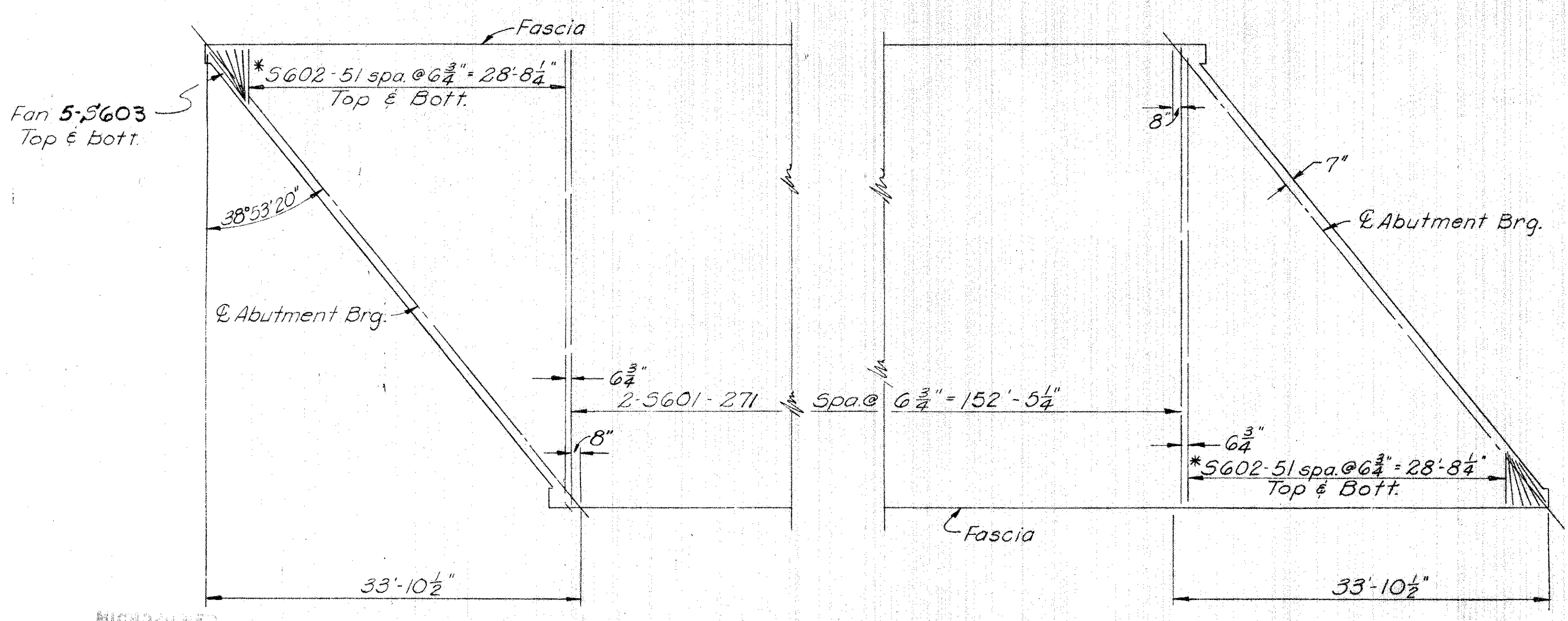
TRANSVERSE SECTION
Right Structure shown looking up station
Left Structure similar looking down station



LEFT BRIDGE				
Face of Curb Elevations				
LOCATION	West Side		East Side	
	Station	Elev.	Station	Elev.
Brig. Rear Abut	753+01.98	914.70	753+33.04	914.79
1/4 Pt.	+16.25	914.77	+47.30	914.85
1/2 Pt.	+30.50	914.81	+61.55	914.88
Splice	+45.00	914.83	+76.00	914.88
Brig. Rear Pier	753+58.98	914.85	753+90.04	914.88
1/4 Pt.	+76.75	914.89	754+07.80	914.90
1/2 Pt.	+94.50	914.91	+25.55	914.91
Splice	754+16.00	914.89	+47.00	914.86
Brig. Fwd. Pier	754+29.98	914.87	754+61.04	914.82
1/4 Pt.	+44.25	914.86	+75.30	914.80
1/2 Pt.	+58.50	914.85	+89.55	914.77
3/4 Pt.	+72.75	914.82	755+03.80	914.72
Brig. Fwd. Abut	754+86.98	914.76	755+18.04	914.64
RIGHT BRIDGE				
LOCATION	Station		Elev.	
	Station	Elev.	Station	Elev.
Brig. Rear Abut	753+72.96	914.87	754+04.02	914.86
1/4 Pt.	+87.20	914.90	+18.30	914.90
1/2 Pt.	754+01.50	914.91	+32.50	914.89
Splice	+16.00	914.88	+47.00	914.85
Brig. Rear Pier	754+29.96	914.87	754+61.02	914.82
1/4 Pt.	+47.70	914.87	+78.75	914.80
1/2 Pt.	+65.50	914.84	+96.50	914.76
Splice	+89.00	914.77	755+18.00	914.66
Brig. Fwd. Pier	755+00.96	914.71	755+32.02	914.58
1/4 Pt.	+15.20	914.67	+46.25	914.52
1/2 Pt.	+29.45	914.62	+60.50	914.46
3/4 Pt.	+43.70	914.55	+74.75	914.37
Brig. Fwd. Abut	755+57.96	914.45	755+89.02	914.26

FOR DETAIL OF	SEE
End Dam (Use data for CF-2000)	
End Crossframes	SD-1-65
Welded butt joint in superstructure end dam	Sheet N° 1
Scupper Details (Type 1)	
Moment Plates	
Curb Plate Details, (except the shape shall conform to railing shown on these plans.)	SD-1-65 Sheet N° 2
Bolted Beam Splice Details	SD-1-65 Sheet N° 3
Rocker and Bolster Bearings	RB-1-55

⊕ Joint Sealer: Item 828 joint sealer including bond breaker, shown in Sect. A-A of Std. Dwg. SD-1-65, Sht. N° 1, shall be omitted



DECK SLAB REINFORCING
* Vary from 5'-4 3/8" to 41'-0" by 8 3/4" increments.

NOTE: The elevations shown at face of curbs are those which are required before the concrete deck is placed. Proper allowance has been made for the dead load deflections caused by the weight of the concrete.

8/9

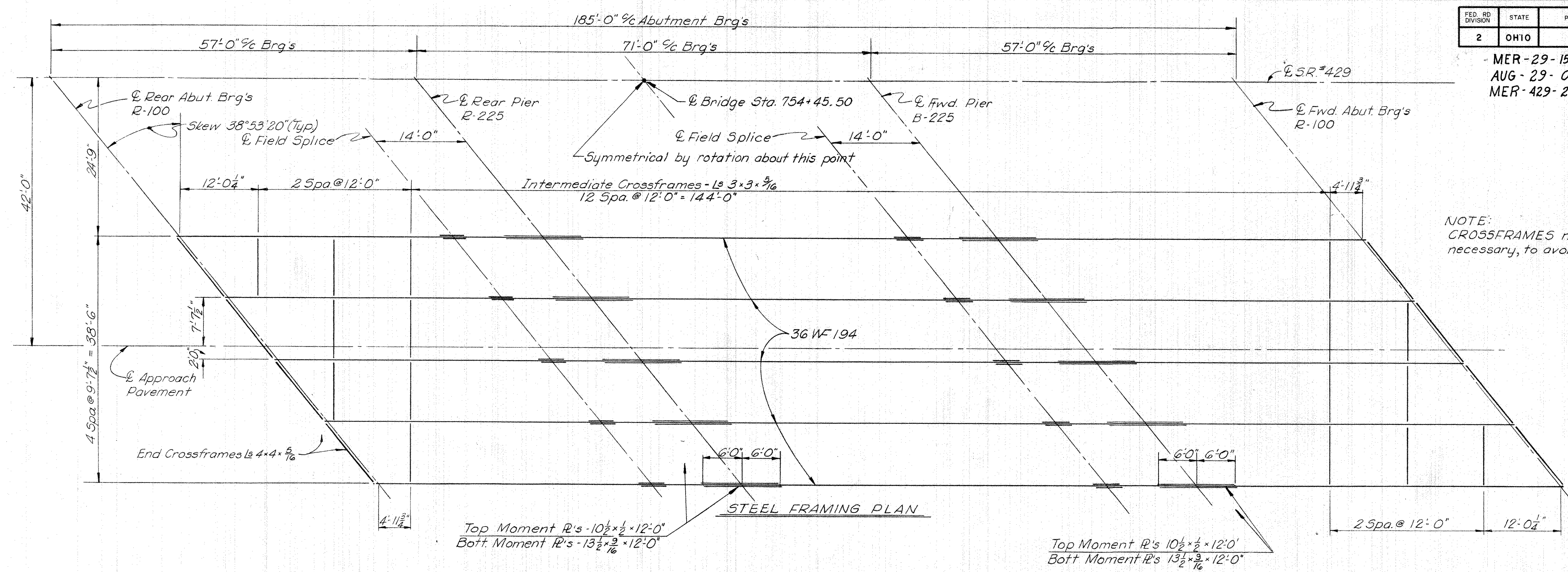
STICKLEN - BELSHEIM & ASSOCIATES
ENGINEERS
WORthington OHIO

SUPERSTRUCTURE DETAILS
BRIDGE N° MER-429-0395 L/R
OVER
NEW RR.

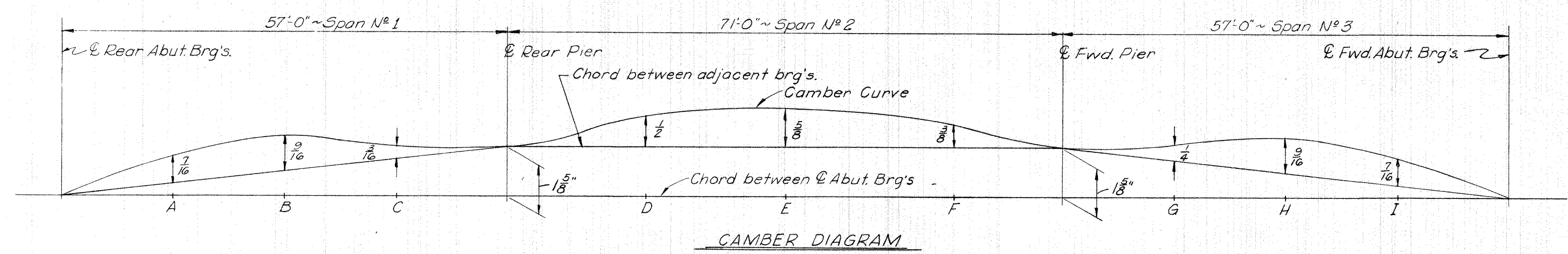
MERCER COUNTY STA. 753+60.11
755+40.85

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.C.H.	J.M.K.	J.M.K.	G.S.B.	D.C.H.	1-17-69	

MER-29-15.52
 AUG-29-000
 MER-429-2.91



NOTE:
 CROSSFRAMES maybe shifted, if necessary, to avoid beam web splices.



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LOCATION (Dimensions shown in inches)	SPAN N° 1			SPAN N° 2			SPAN N° 3		
	1/4 Pt. A	1/2 Pt. B	Splice C	1/4 Pt. D	1/2 Pt. E	Splice F	1/4 Pt. G	1/2 Pt. H	3/4 Pt. I
Deflection due to weight of steel	7/16	1/16	0	0	1/16	0	0	1/16	1/16
Deflection due to remaining D.L.	1/4	5/16	1/16	1/4	5/8	1/8	1/8	5/16	1/4
Adjust. required for Vertical Curve	1/8	3/16	1/8	1/4	3/16	1/4	1/8	3/16	1/8
Required Shop Camber	7/16	9/16	3/16	1/2	5/8	3/8	1/4	9/16	7/16

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 WORTHINGTON OHIO

SUPERSTRUCTURE DETAILS
 BRIDGE N° MER-429-0395 L/R
 OVER
 N.W. R.R.

MERCER COUNTY STA. 755+50.11
 755+40.89

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.C.H.	D.M.K.	D.M.K.	G.S.B.	L.G.H.	1-17-69	