

1965

MICROFILMED

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SEP 19 1967

SEP 5 1966

GROUND PHOTO LAB

STATE OF OHIO
 DEPARTMENT OF HIGHWAYS
LOR-254-0.00-B

F-U-1115 (2)

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	F-U-1115 (2)	1/325

LORAIN COUNTY
 LOR-254-0.00-B

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SEP 5 1966

GROUND PHOTO LAB

LINE DATA
 F-1115(2)
 NET LENGTH OF PROJECT 6650.23 LIN. FT. OR 1.259 MILES
 NET LENGTH OF WORK 12874.12 LIN. FT. OR 2.438 MILES
 U-1115(2)
 NET LENGTH OF PROJECT 1784.0 LIN. FT. OR 3.378 MILES
 NET LENGTH OF WORK 21,337.70 LIN. FT. OR 4.041 MILES
 TOTAL NET LENGTH OF PROJECTS 24,490.00 LIN. FT. OR 4.638 MILES
 TOTAL NET LENGTH OF WORK 34,208.82 LIN. FT. OR 6.478 MILES

FOR DETAILS OF LINE DATA SEE SHEET NO. 4

CONVENTIONAL SIGNS

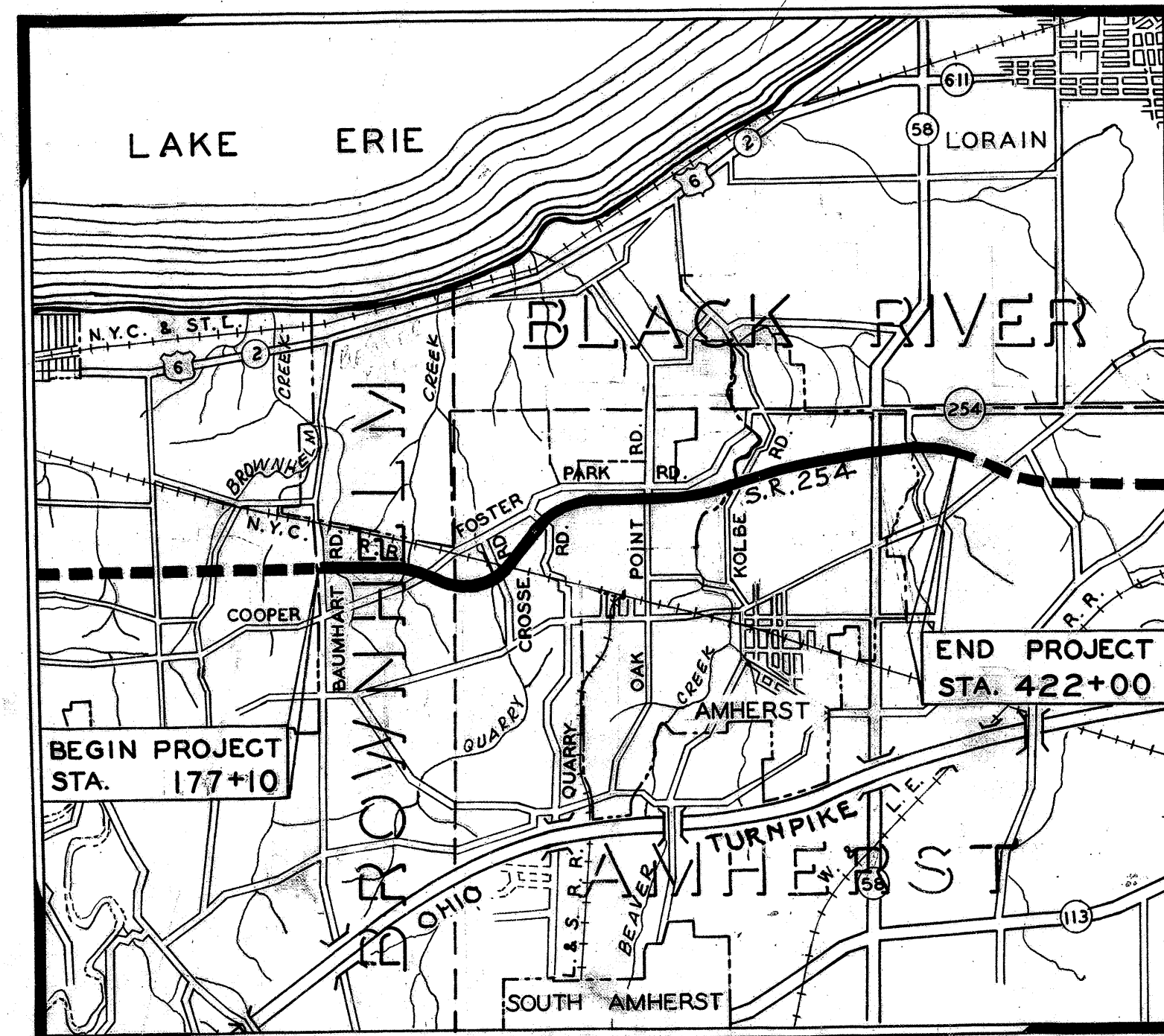
COUNTY LINE	-----
TOWNSHIP LINE	-----
LOT LINE	-----
CORPORATION LINE	-----
CENTER LINE	-----
FENCE LINE	-x-x-x-
POLE LINE	o-o-o-o
RAILROAD	o-o-o-o
GUARD RAIL	o-o-o-o
DRAIN PIPE	-----
RIGHT OF WAY LINE	---R/W---
LIMITED ACCESS LINE	---LA---
LIMITED ACCESS AND RIGHT OF WAY LINE	---LA R/W---

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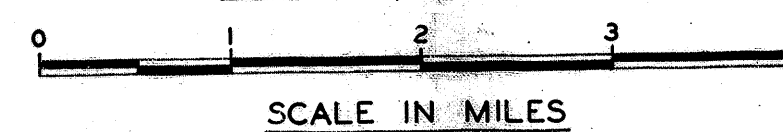
Sheet Nos. 249, 263, 264, 265, 266, 267, 268 and 269 revised 1-14-65
 Sheet No. 261 revised 10-29-65

LORAIN COUNTY
 CITY OF AMHERST
BROWNHELM & AMHERST TWP'S
 GRADE SEPARATION WITH THE N.Y.C. R.R. CO.



DELIVERY POINT N.Y.C. R.R.
 AVERAGE HAUL FROM SIDING
 AMHERST 2.7 MILES

LOCATION MAP



PORTION TO BE IMPROVED
 STATE HIGHWAYS
 OTHER ROADS

SCALES

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

of M

1963 SPECIFICATIONS

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 SECTION 5511.02 OF THE REVISED CODE OF OHIO.

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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

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

APPROVED: D.W. Cunniff
 DATE: 7-27-64 DIVISION DEPUTY DIRECTOR

APPROVED: A.H. Ahwater
 DATE: 9-11-64 ENGINEER OF BRIDGES

APPROVED: R.N. Rickette
 DATE: 9-15-64 ENGINEER OF LOCATION & DESIGN

APPROVED: P.E. Shultz
 DATE: 9-15-64 DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION

APPROVED: T.H. Bonard
 DATE: 9-7-64 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED: J.W. Wilam
 DATE: 9-16-64 DEPUTY DIRECTOR OF PLANNING & PROGRAMMING

APPROVED: _____
 DATE: _____ FIRST ASSISTANT DIRECTOR

APPROVED: P.B. Marked
 DATE: 9/18/64 DIRECTOR OF HIGHWAYS

APPROVED: _____
 DATE: _____ DIRECTOR SERVICE - SAFETY, CITY OF AMHERST

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

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 APPROVED: _____
 DIVISION ENGINEER DATE

STANDARD DRAWINGS

B-T-70-71	11-15-60	1-8 C.B. No. 6	2-1-63	L-1	4-1-50	FACI-2	2-25-64	AS-1-54	7-5-62
B-T-71R	3-2-53	1-8 M.H. No. 1	2-1-63	L-3	4-1-50	1-8 M.H. NO. 1-A	2-1-63	AR-1-57	4-2-62
DR-1	1-3-55	1-8 M.H. No. 2	2-1-63	L-3-A	4-1-50	1-15 NO. 5-B	2-1-63	FSB-1-62	1-15-63
G-7.07	4-1-64	1-12	2-1-63	L.J. No. 1	7-1-55	1-15 NO. 6	2-1-63	SD-1-63, SH. 1-4	11-12-63
HW-E	2-1-63	1-14 G	1-22-52	RI-1	7-15-58	T-35	1-2-56		
I-1	11-15-60	1-15 No. 1	11-15-60	SP-53	6-30-61	F-2	2-1-63		
1-8 C.B. 2-2-A & B	2-1-63	1-15 No. 2-A	8-17-60	T.J.	9-12-60	F-3	2-1-63		
1-8 C.B. 2-3 & 2-4	2-1-63	1-21-23	8-1-56	FACI-1	2-25-64	1-8 C.B. No. 7	2-1-63		

SUPPLEMENTAL SPECIFICATIONS

T-335	10-28-63
I-212	R. 6-23-61
S-307	8-23-60
I-124	R. 3-20-61
CE-101.04	5-22-56
S-101	7-12-62
I-127	R. 1-15-62
I-128	7-31-59
I-129	R. 4-5-61
M-107.18	R. 4-3-61

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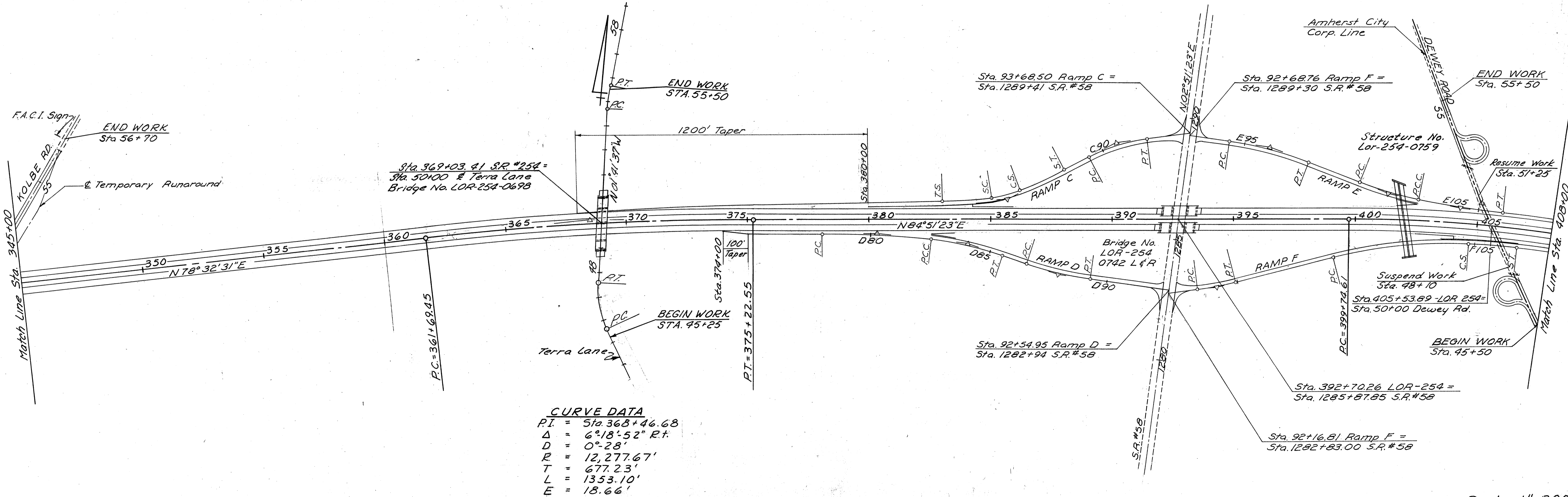
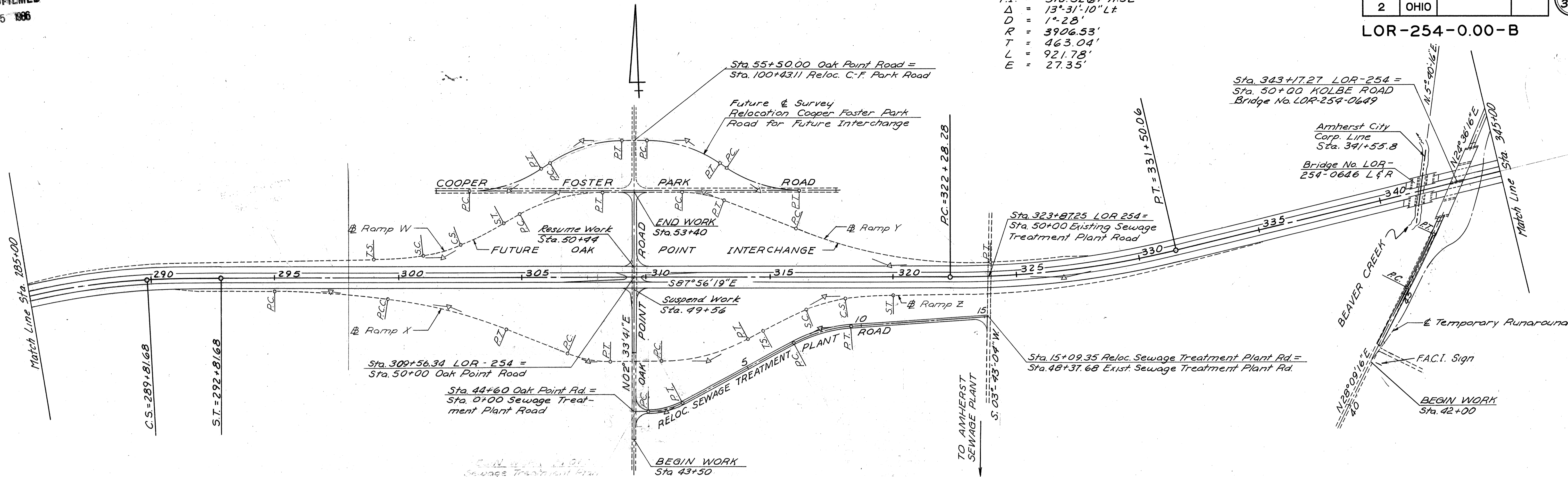
FILE NO.	LORAIN COUNTY - LOR-254-0.00-B
DATE OF LETTING	19
CONTRACT NO.	

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FED. RD. DIVISION	STATE	PROJECT	3 325
2	OHIO		

LOR-254-0.00-B

CURVE DATA
 P.I. = Sta. 326+91.32
 Δ = 13°31'10" Lt
 D = 1'-28'
 R = 3906.53'
 T = 463.04'
 L = 921.78'
 E = 27.35'



CURVE DATA
 P.I. = Sta. 368+46.68
 Δ = 6°18'52" Rt
 D = 0'-28'
 R = 12,277.67'
 T = 677.23'
 L = 1353.10'
 E = 18.66'

Scale: 1"=200'

SCHEMATIC PLAN

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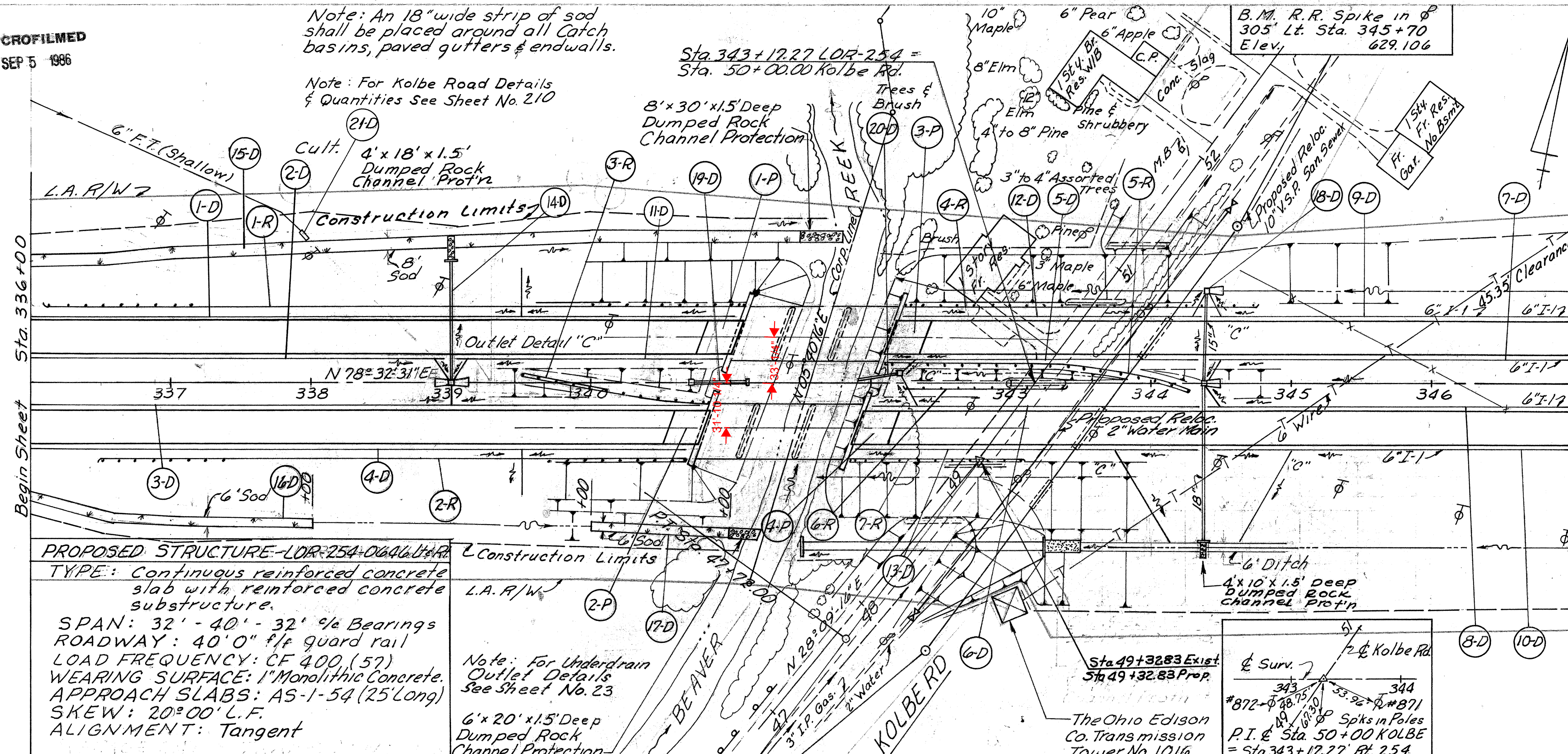
Note: An 18" wide strip of sod shall be placed around all Catch basins, paved gutters & endwalls.

Note: For Kolbe Road Details & Quantities See Sheet No. 210

Sta. 343+17.27 LOR-254 = Sta. 50+00.00 Kolbe Rd.

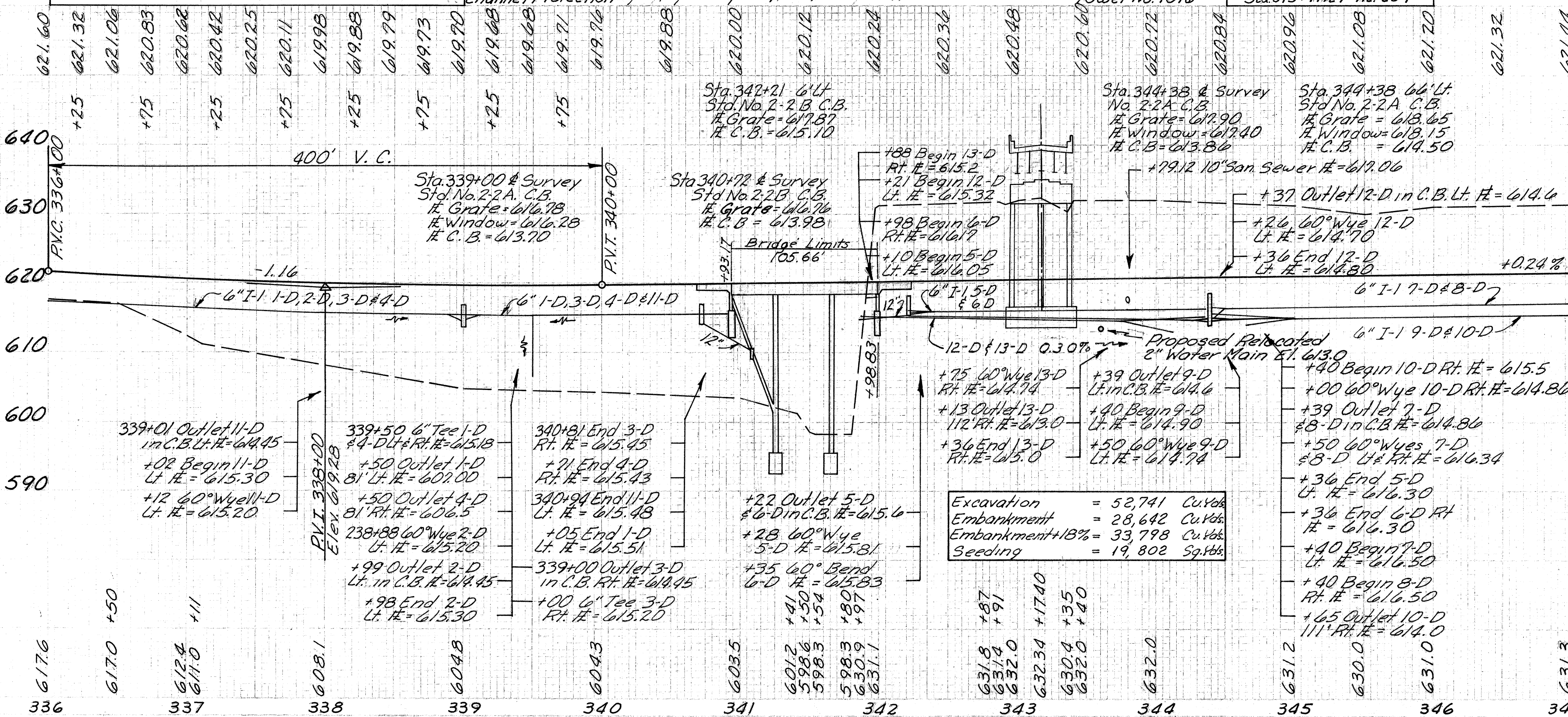
B.M. R.R. Spike in 305' Lt. Sta. 345+70 Elev. 629.106

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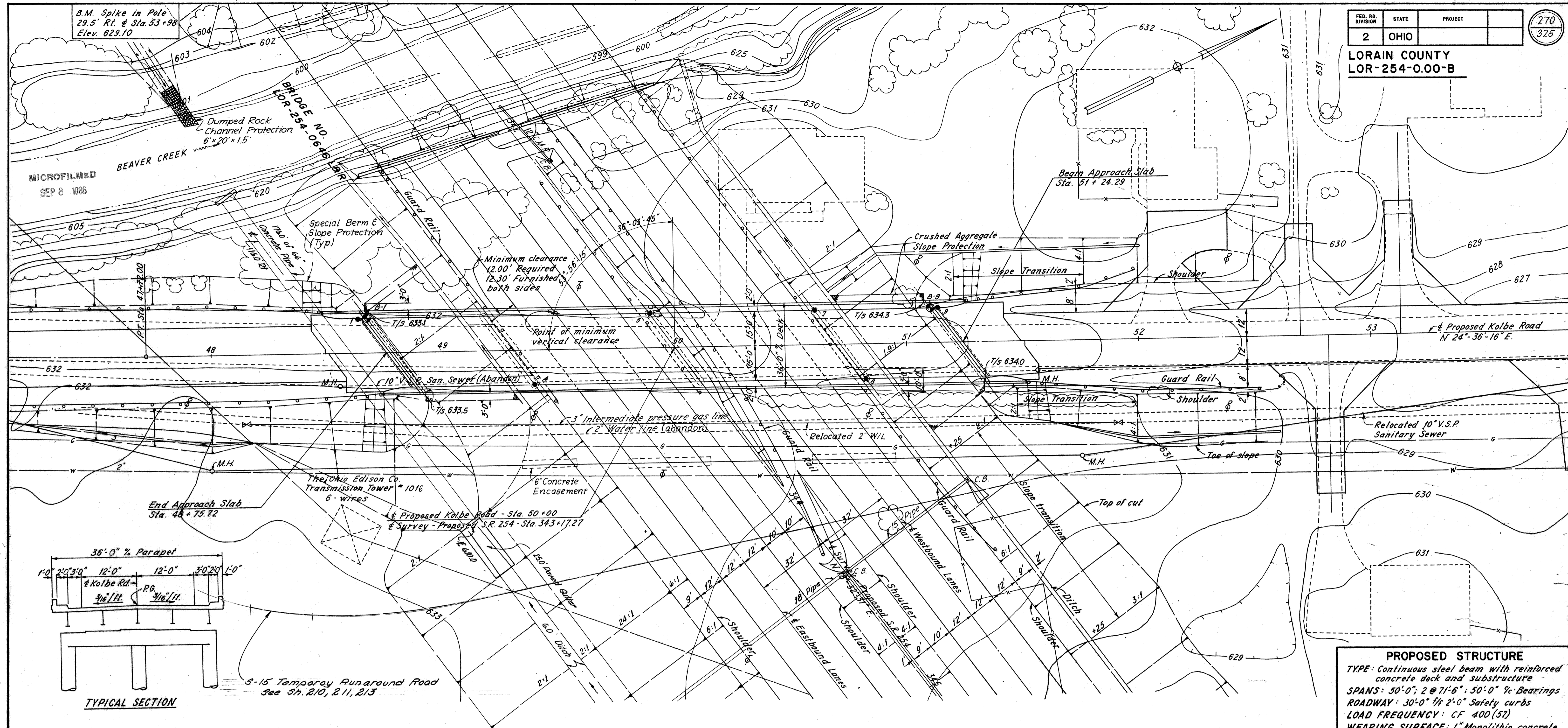
Begin Sheet Sta. 336+00

End Sheet Sta. 347+00



ESTIMATED QUANTITIES

Ref. No.	Station	Side	I-1 Pipe		I-2 Pipe		I-3 Pipe		I-4 Pipe		I-5 Pipe		I-6 Pipe		I-7 Pipe		I-8 Pipe		I-9 Pipe		I-10 Pipe		I-11 Pipe		I-12 Pipe		I-13 Pipe		I-14 Pipe		I-15 Pipe		I-16 Pipe		I-17 Pipe		I-18 Pipe		I-19 Pipe		I-20 Pipe		I-21 Pipe		I-22 Pipe		I-23 Pipe		I-24 Pipe		I-25 Pipe		I-26 Pipe		I-27 Pipe		I-28 Pipe		I-29 Pipe		I-30 Pipe		I-31 Pipe		I-32 Pipe		I-33 Pipe		I-34 Pipe		I-35 Pipe		I-36 Pipe		I-37 Pipe		I-38 Pipe		I-39 Pipe		I-40 Pipe		I-41 Pipe		I-42 Pipe		I-43 Pipe		I-44 Pipe		I-45 Pipe		I-46 Pipe		I-47 Pipe		I-48 Pipe		I-49 Pipe		I-50 Pipe		I-51 Pipe		I-52 Pipe		I-53 Pipe		I-54 Pipe		I-55 Pipe		I-56 Pipe		I-57 Pipe		I-58 Pipe		I-59 Pipe		I-60 Pipe		I-61 Pipe		I-62 Pipe		I-63 Pipe		I-64 Pipe		I-65 Pipe		I-66 Pipe		I-67 Pipe		I-68 Pipe		I-69 Pipe		I-70 Pipe		I-71 Pipe		I-72 Pipe		I-73 Pipe		I-74 Pipe		I-75 Pipe		I-76 Pipe		I-77 Pipe		I-78 Pipe		I-79 Pipe		I-80 Pipe		I-81 Pipe		I-82 Pipe		I-83 Pipe		I-84 Pipe		I-85 Pipe		I-86 Pipe		I-87 Pipe		I-88 Pipe		I-89 Pipe		I-90 Pipe		I-91 Pipe		I-92 Pipe		I-93 Pipe		I-94 Pipe		I-95 Pipe		I-96 Pipe		I-97 Pipe		I-98 Pipe		I-99 Pipe		I-100 Pipe		I-101 Pipe		I-102 Pipe		I-103 Pipe		I-104 Pipe		I-105 Pipe		I-106 Pipe		I-107 Pipe		I-108 Pipe		I-109 Pipe		I-110 Pipe		I-111 Pipe		I-112 Pipe		I-113 Pipe		I-114 Pipe		I-115 Pipe		I-116 Pipe		I-117 Pipe		I-118 Pipe		I-119 Pipe		I-120 Pipe		I-121 Pipe		I-122 Pipe		I-123 Pipe		I-124 Pipe		I-125 Pipe		I-126 Pipe		I-127 Pipe		I-128 Pipe		I-129 Pipe		I-130 Pipe		I-131 Pipe		I-132 Pipe		I-133 Pipe		I-134 Pipe		I-135 Pipe		I-136 Pipe		I-137 Pipe		I-138 Pipe		I-139 Pipe		I-140 Pipe		I-141 Pipe		I-142 Pipe		I-143 Pipe		I-144 Pipe		I-145 Pipe		I-146 Pipe		I-147 Pipe		I-148 Pipe		I-149 Pipe		I-150 Pipe		I-151 Pipe		I-152 Pipe		I-153 Pipe		I-154 Pipe		I-155 Pipe		I-156 Pipe		I-157 Pipe		I-158 Pipe		I-159 Pipe		I-160 Pipe		I-161 Pipe		I-162 Pipe		I-163 Pipe		I-164 Pipe		I-165 Pipe		I-166 Pipe		I-167 Pipe		I-168 Pipe		I-169 Pipe		I-170 Pipe		I-171 Pipe		I-172 Pipe		I-173 Pipe		I-174 Pipe		I-175 Pipe		I-176 Pipe		I-177 Pipe		I-178 Pipe		I-179 Pipe		I-180 Pipe		I-181 Pipe		I-182 Pipe		I-183 Pipe		I-184 Pipe		I-185 Pipe		I-186 Pipe		I-187 Pipe		I-188 Pipe		I-189 Pipe		I-190 Pipe		I-191 Pipe		I-192 Pipe		I-193 Pipe		I-194 Pipe		I-195 Pipe		I-196 Pipe		I-197 Pipe		I-198 Pipe		I-199 Pipe		I-200 Pipe		I-201 Pipe		I-202 Pipe		I-203 Pipe		I-204 Pipe		I-205 Pipe		I-206 Pipe		I-207 Pipe		I-208 Pipe		I-209 Pipe		I-210 Pipe		I-211 Pipe		I-212 Pipe		I-213 Pipe		I-214 Pipe		I-215 Pipe		I-216 Pipe		I-217 Pipe		I-218 Pipe		I-219 Pipe		I-220 Pipe		I-221 Pipe		I-222 Pipe		I-223 Pipe		I-224 Pipe		I-225 Pipe		I-226 Pipe		I-227 Pipe		I-228 Pipe		I-229 Pipe		I-230 Pipe		I-231 Pipe		I-232 Pipe		I-233 Pipe		I-234 Pipe		I-235 Pipe		I-236 Pipe		I-237 Pipe		I-238 Pipe		I-239 Pipe		I-240 Pipe		I-241 Pipe		I-242 Pipe		I-243 Pipe		I-244 Pipe		I-245 Pipe		I-246 Pipe		I-247 Pipe		I-248 Pipe		I-249 Pipe		I-250 Pipe		I-251 Pipe		I-252 Pipe		I-253 Pipe		I-254 Pipe		I-255 Pipe		I-256 Pipe		I-257 Pipe		I-258 Pipe		I-259 Pipe		I-260 Pipe		I-261 Pipe		I-262 Pipe		I-263 Pipe		I-264 Pipe		I-265 Pipe		I-266 Pipe		I-267 Pipe		I-268 Pipe		I-269 Pipe		I-270 Pipe		I-271 Pipe		I-272 Pipe		I-273 Pipe		I-274 Pipe		I-275 Pipe		I-276 Pipe		I-277 Pipe		I-278 Pipe		I-279 Pipe		I-280 Pipe		I-281 Pipe		I-282 Pipe		I-283 Pipe		I-284 Pipe		I-285 Pipe		I-286 Pipe		I-287 Pipe		I-288 Pipe		I-289 Pipe		I-290 Pipe		I-291 Pipe		I-292 Pipe		I-293 Pipe		I-294 Pipe		I-295 Pipe		I-296 Pipe		I-297 Pipe		I-298 Pipe		I-299 Pipe		I-300 Pipe		I-301 Pipe		I-302 Pipe		I-303 Pipe		I-304 Pipe		I-305 Pipe		I-306 Pipe		I-307 Pipe		I-308 Pipe		I-309 Pipe		I-310 Pipe		I-311 Pipe		I-312 Pipe		I-313 Pipe		I-314 Pipe		I-315 Pipe		I-316 Pipe		I-317 Pipe		I-318 Pipe		I-319 Pipe		I-320 Pipe		I-321 Pipe		I-322 Pipe		I-323 Pipe		I-324 Pipe		I-325 Pipe		I-326 Pipe		I-327 Pipe		I-328 Pipe		I-329 Pipe		I-330 Pipe		I-331 Pipe		I-332 Pipe		I-333 Pipe		I-334 Pipe		I-335 Pipe		I-336 Pipe		I-337 Pipe		I-338 Pipe		I-339 Pipe		I-340 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Pipe		I-424 Pipe		I-425 Pipe		I-426 Pipe		I-427 Pipe		I-428 Pipe		I-429 Pipe		I-430 Pipe		I-431 Pipe		I-432 Pipe		I-433 Pipe		I-434 Pipe		I-435 Pipe		I-436 Pipe		I-437 Pipe		I-438 Pipe		I-439 Pipe		I-440 Pipe		I-441 Pipe		I-442 Pipe		I-443 Pipe		I-444 Pipe		I-445 Pipe		I-446 Pipe		I-447 Pipe		I-448 Pipe		I-449 Pipe		I-450 Pipe		I-451 Pipe		I-452 Pipe		I-453 Pipe		I-454 Pipe		I-455 Pipe		I-456 Pipe		I-457 Pipe		I-458 Pipe		I-459 Pipe		I-460 Pipe		I-461 Pipe		I-462 Pipe		I-463 Pipe		I-464 Pipe		I-465 Pipe		I-466 Pipe		I-467 Pipe		I-468 Pipe		I-469 Pipe		I-470 Pipe		I-471 Pipe		I-472 Pipe		I-473 Pipe		I-474 Pipe		I-475 Pipe		I-476 Pipe		I-477 Pipe		I-478 Pipe		I-479 Pipe		I-480 Pipe		I-481 Pipe		I-482 Pipe		I-483 Pipe		I-484 Pipe		I-485 Pipe		I-486 Pipe		I-487 Pipe		I-488 Pipe		I-489 Pipe		I-490 Pipe		I-491 Pipe		I-492 Pipe		I-493 Pipe		I-494 Pipe		I-495 Pipe		I-496 Pipe		I-497 Pipe		I-498 Pipe		I-499 Pipe		I-500 Pipe		I-501 Pipe		I-502 Pipe		I-503 Pipe		I-504 Pipe		I-505 Pipe		I-506 Pipe		I-507 Pipe		I-508 Pipe		I-509 Pipe		I-510 Pipe		I-511 Pipe		I-512 Pipe		I-513 Pipe		I-514 Pipe		I-515 Pipe		I-516 Pipe		I-517 Pipe		I-518 Pipe		I-519 Pipe		I-520 Pipe		I-521 Pipe		I-522 Pipe		I-523 Pipe		I-524 Pipe		I-525 Pipe		I-526 Pipe		I-527 Pipe		I-528 Pipe		I-529 Pipe		I-530 Pipe		I-531 Pipe		I-532 Pipe		I-533 Pipe		I-534 Pipe		I-535 Pipe		I-536 Pipe		I-537 Pipe		I-538 Pipe		I-539 Pipe		I-540 Pipe		I-541 Pipe		I-542 Pipe		I-543 Pipe		I-544 Pipe		I-545 Pipe		I-546 Pipe		I-547 Pipe		I-548 Pipe		I-549 Pipe		I-550 Pipe		I-551 Pipe		I-552 Pipe		I-553 Pipe		I-554 Pipe		I-555 Pipe		I-556 Pipe		I-557 Pipe		I-558 Pipe		I-559 Pipe		I-560 Pipe		I-561 Pipe		I-562 Pipe		I-563 Pipe		I-564 Pipe		I-565 Pipe		I-566 Pipe		I-567 Pipe		I-568 Pipe		I-569 Pipe		I-570 Pipe		I-571 Pipe		I-572 Pipe		I-573 Pipe		I-574 Pipe		I-575 Pipe		I-576 Pipe		I-577 Pipe		I-578 Pipe		I-579 Pipe		I-580 Pipe		I-581 Pipe		I-582 Pipe		I-583 Pipe		I-584 Pipe		I-585 Pipe		I-586 Pipe		I-587 Pipe		I-588 Pipe		I-589 Pipe		I-590 Pipe		I-591 Pipe		I-592 Pipe		I-593 Pipe		I-594 Pipe		I-595 Pipe		I-596 Pipe		I-597 Pipe		I-598 Pipe		I-599 Pipe		I-600 Pipe		I-601 Pipe		I-602 Pipe		I-603 Pipe		I-604 Pipe		I-605 Pipe		I-606 Pipe		I-607 Pipe		I-608 Pipe		I-609 Pipe		I-610 Pipe		I-611 Pipe		I-612 Pipe		I-613 Pipe		I-614 Pipe		I-615 Pipe		I-616 Pipe		I-617 Pipe		I-618 Pipe		I-619 Pipe		I-620 Pipe		I-621 Pipe		I-622 Pipe		I-623 Pipe		I-624 Pipe		I-625 Pipe		I-626 Pipe		I-627 Pipe		I-628 Pipe		I-629 Pipe		I-630 Pipe		I-631 Pipe		I-632 Pipe		I-633 Pipe		I-634 Pipe		I-635 Pipe		I-636 Pipe		I-637 Pipe		I-638 Pipe		I-639 Pipe		I-640 Pipe		I-641 Pipe		I-642 Pipe		I-643 Pipe		I-644 Pipe		I-645 Pipe		I-646 Pipe		I-647 Pipe		I-648 Pipe		I-649 Pipe		I-650 Pipe		I-651 Pipe		I-652 Pipe		I-653 Pipe		I-654 Pipe		I-655 Pipe		I-656 Pipe		I-657 Pipe		I-658 Pipe		I-659 Pipe		I-660 Pipe		I-661 Pipe		I-662 Pipe		I-663 Pipe		I-664 Pipe		I-665 Pipe		I-666 Pipe		I-667 Pipe		I-668 Pipe		I-669 Pipe		I-670 Pipe		I-671 Pipe		I-672 Pipe		I-673 Pipe		I-674 Pipe		I-675 Pipe		I-676 Pipe		I-677 Pipe		I-678 Pipe		I-679 Pipe		I-680 Pipe		I-681 Pipe		I-682 Pipe		I-683 Pipe		I-684 Pipe		I-685 Pipe		I-686 Pipe		I-687 Pipe		I-688 Pipe		I-689 Pipe		I-690 Pipe		I-691 Pipe		I-692 Pipe		I-693 Pipe		I-694 Pipe		I-695 Pipe		I-696 Pipe		I-697 Pipe		I-698 Pipe		I-699 Pipe		I-700 Pipe		I-701 Pipe		I-702 Pipe		I-703 Pipe		I-704 Pipe		I-705 Pipe		I-706 Pipe		I-707 Pipe		I-708 Pipe		I-709 Pipe		I-710 Pipe		I-711 Pipe		I-712 Pipe		I-713 Pipe		I-714 Pipe		I-715 Pipe		I-716 Pipe		I-717 Pipe		I-718 Pipe		I-719 Pipe		I-720 Pipe		I-721 Pipe		I-722 Pipe		I-723 Pipe		I-724 Pipe		I-725 Pipe		I-726 Pipe		I-727 Pipe		I-728 Pipe		I-729 Pipe		I-730 Pipe		I-731 Pipe		I-732 Pipe		I-733 Pipe		I-734 Pipe		I-735 Pipe		I-736 Pipe		I-737 Pipe		I-738 Pipe		I-739 Pipe		I-740 Pipe		I-741 Pipe		I-742 Pipe		I-743 Pipe		I-744 Pipe		I-745 Pipe		I-746 Pipe		I-747 Pipe		I-748 Pipe		I-749 Pipe		I-750 Pipe		I-751 Pipe		I-752 Pipe		I-753 Pipe		I-754 Pipe		I-755 Pipe		I-756 Pipe		I-757 Pipe		I-758 Pipe		I-759 Pipe		I-760 Pipe		I-761 Pipe		I-762 Pipe		I-763 Pipe		I-764 Pipe		I-76	
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PROPOSED STRUCTURE

TYPE: Continuous steel beam with reinforced concrete deck and substructure

SPANS: 50'-0"; 2 @ 71'-6"; 50'-0" % Bearings

ROADWAY: 30'-0" 1/4 2'-0" Safety curbs

LOAD FREQUENCY: CF 400 (57)

WEARING SURFACE: 1" Monolithic concrete

APPROACH SLABS: AS-1-54 (25' long, modified)

SKEW: 36°-03'-45" R.F.

ALIGNMENT: Tangent

AVERAGE DAILY TRAFFIC: 4700 (Kolbe Road) 19660 (S.R. 254) - 1980 Figures

FOUNDATION INVESTIGATION LEGEND

- - Core Boring location
- - Rod Sounding location

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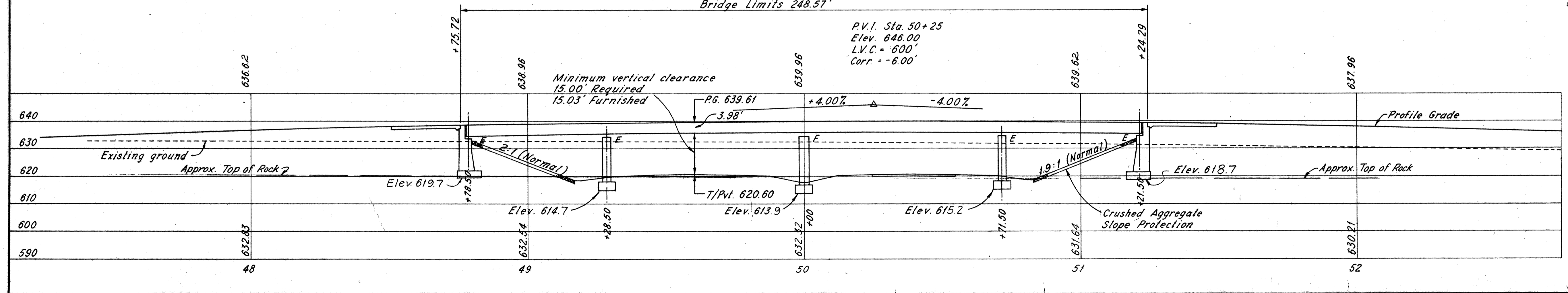
SITE PLAN

BRIDGE NO. LOR-254-0649

UNDER KOLBE ROAD

LORAIN COUNTY S.R. 254

STA. 342 + 71.39



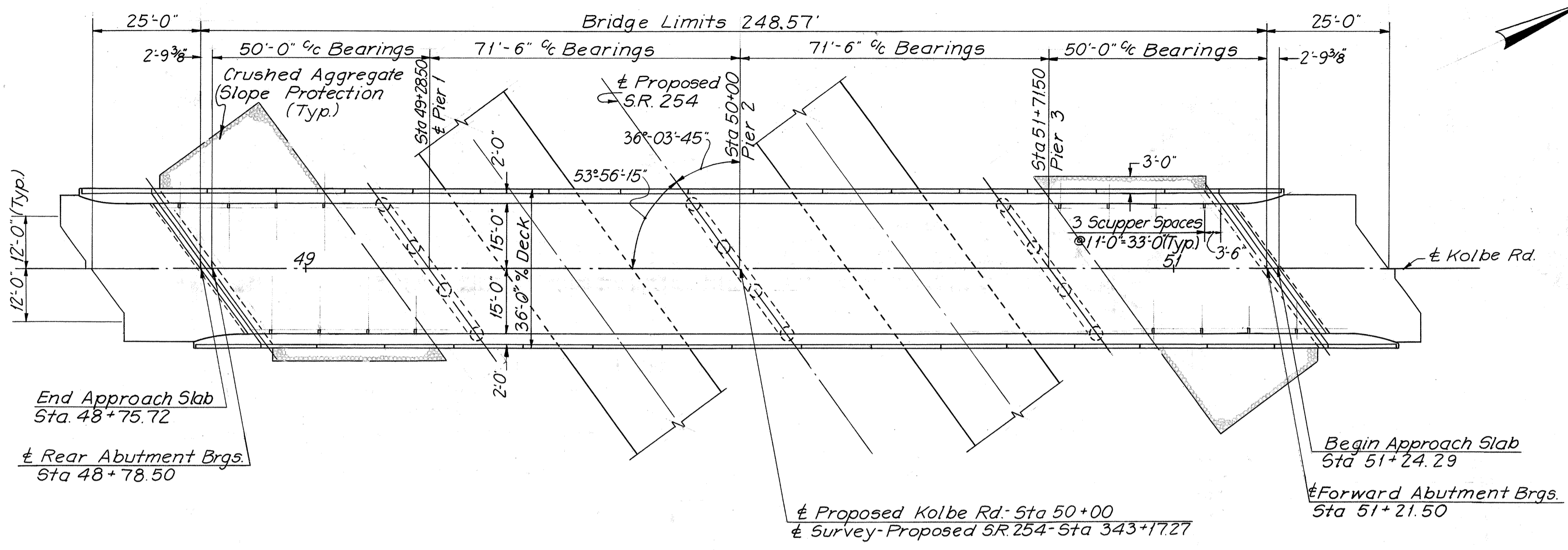
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RAK	RAK	RAK	RAK			

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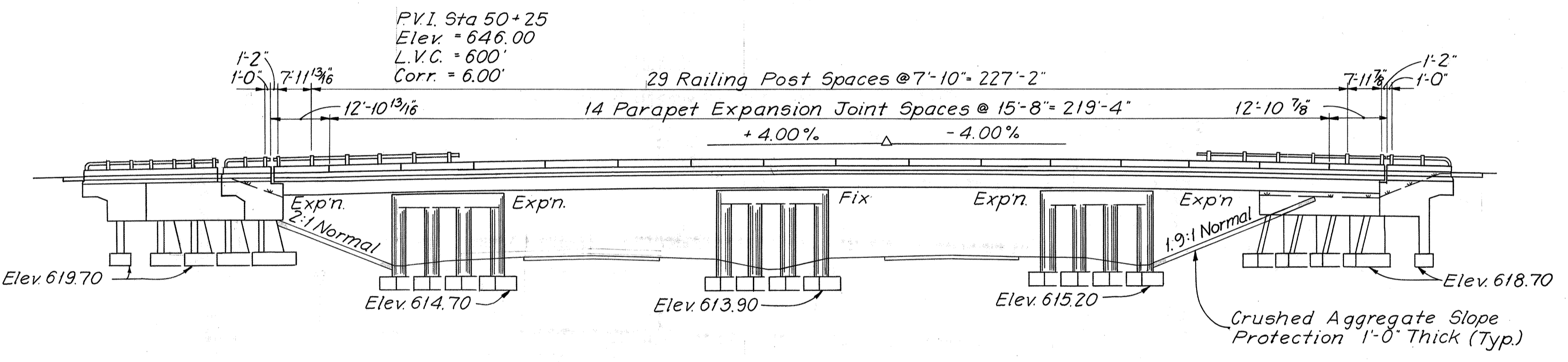
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

271
325

LORAIN COUNTY
LOR-254-0.00-B



GENERAL PLAN



GENERAL ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawings 50-1-63 (dated 11-12-63), AR-1-57 (revised 4-2-62), F5B-1-62 (revised 1-15-63), A5-1-54 (revised 7-5-62) and Supplemental Specification 5101 (dated 7-12-62) and S-307 (dated 8-23-6).

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

UNIT STRESSES:
Design Loading - CF 400 (57)
Concrete, Class "C" - basic unit stress 1,333 p.s.i.
Concrete, Class "E" - basic unit stress 1,133 p.s.i.
Structural Steel - ASTM A36 - basic unit stress 20,000 p.s.i. (ASTM A7 and A373 not permitted)
Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i. except spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p.s.i.

EXCAVATION QUANTITY for the abutments, in addition to that outlined in Sec E-2.09, includes the removal of material bounded by the front vertical plane described in Sec E-2.09, by the finished embankment slope and by the bottom of the abutment crossbeam.

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

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 5.0 tons per sq. ft.

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

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. 5-7.12 of the construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up of weld joint preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

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

SURFACE FINISH OF CONCRETE: The requirements of Sec. 1-22, Rubbed Finish, shall apply to the following exposed concrete surfaces: the entire superstructure except top and bottom surfaces of sidewalks and roadways; and the entire surface of piers and abutments except bridge seats, backwalls and the face of spill-through abutments between outside beams.

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

UTILITY LINES: All expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to minimum.

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUTS.	PIERS	GEN'L.
E-2	Lump	Sum	Cofferdams, cribs and sheeting				Lump
E-2	116	Cu. Yds.	Unclassified Excavation			116	
E-2	74	Cu. Yds.	Shale Excavation			4	70
S-1	280	Cu. Yds.	Class "C" concrete, superstructure	280			
S-1	88	Cu. Yds.	Class "C" concrete, piers above footings			88	
S-1	132	Cu. Yds.	Class "E" concrete, abutments above footings		132	132	
S-1	82	Cu. Yds.	Class "E" concrete, footings		34	48	
S-4	105,691	lbs.	Reinforcing steel	71,685	11,499	22,507	
S-7	228,655	lbs.	Structural steel	228,655			
S-8	228,655	lbs.	Field painting of structural steel	228,655			
S-14	539.45	Lin. Ft.	Railing Type A (aluminum rail, supports and concrete parapets)	490.28	49.17		
S-29	29	Cu. Yds.	Porous backfill		29		
S-29	16	Each	Scuppers, including supports	16			
I-10	521	Sq. Yds.	Crushed Aggregate Slope Protection				521
S-101	280	Each	Water-reducing, set-retarding admixture	280			

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**GENERAL PLAN, GENERAL NOTES
AND ESTIMATED QUANTITIES**
BRIDGE NO. LOR-254-0649
UNDER KOLBE ROAD

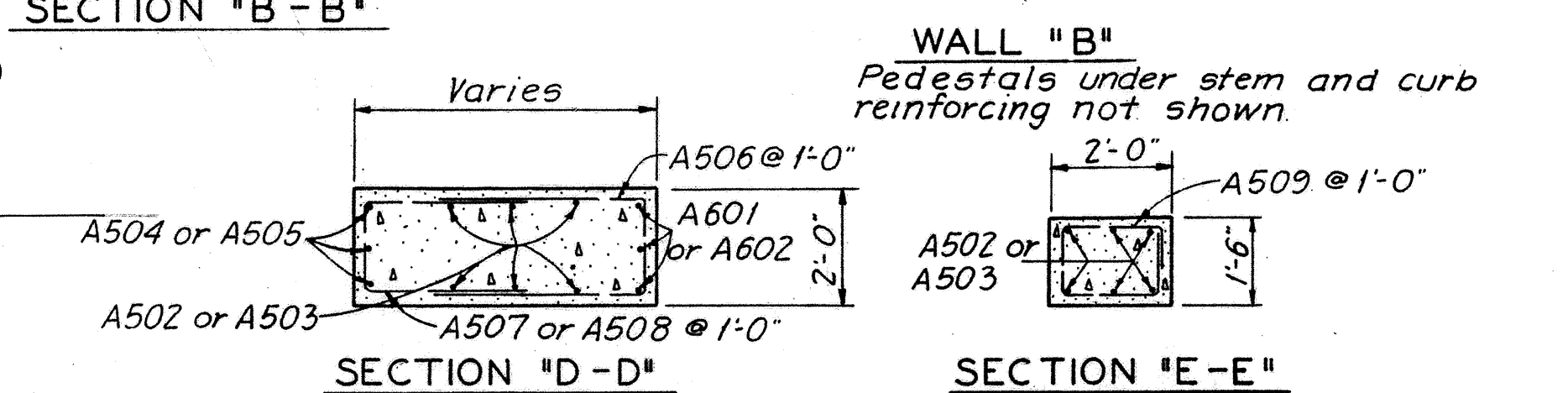
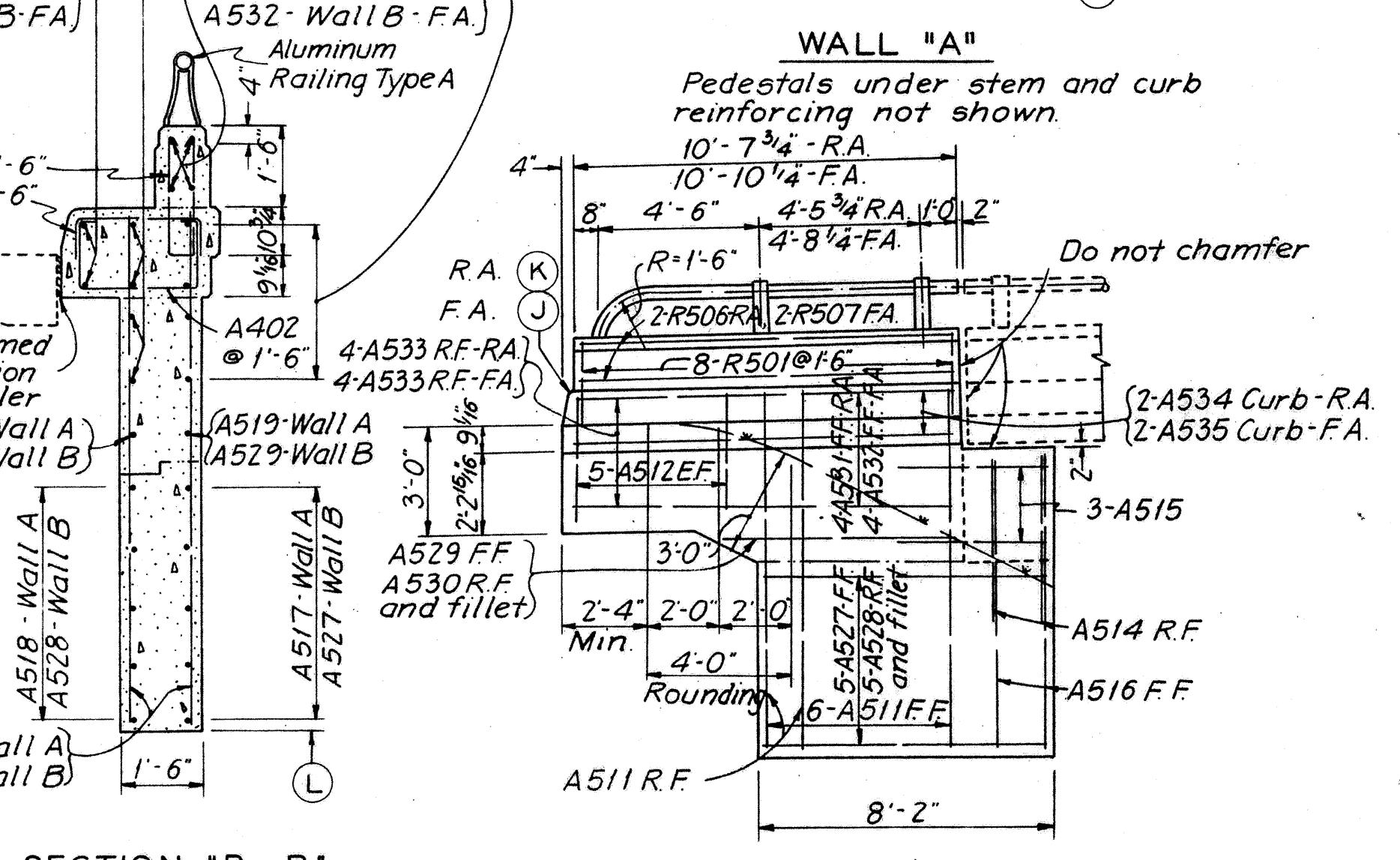
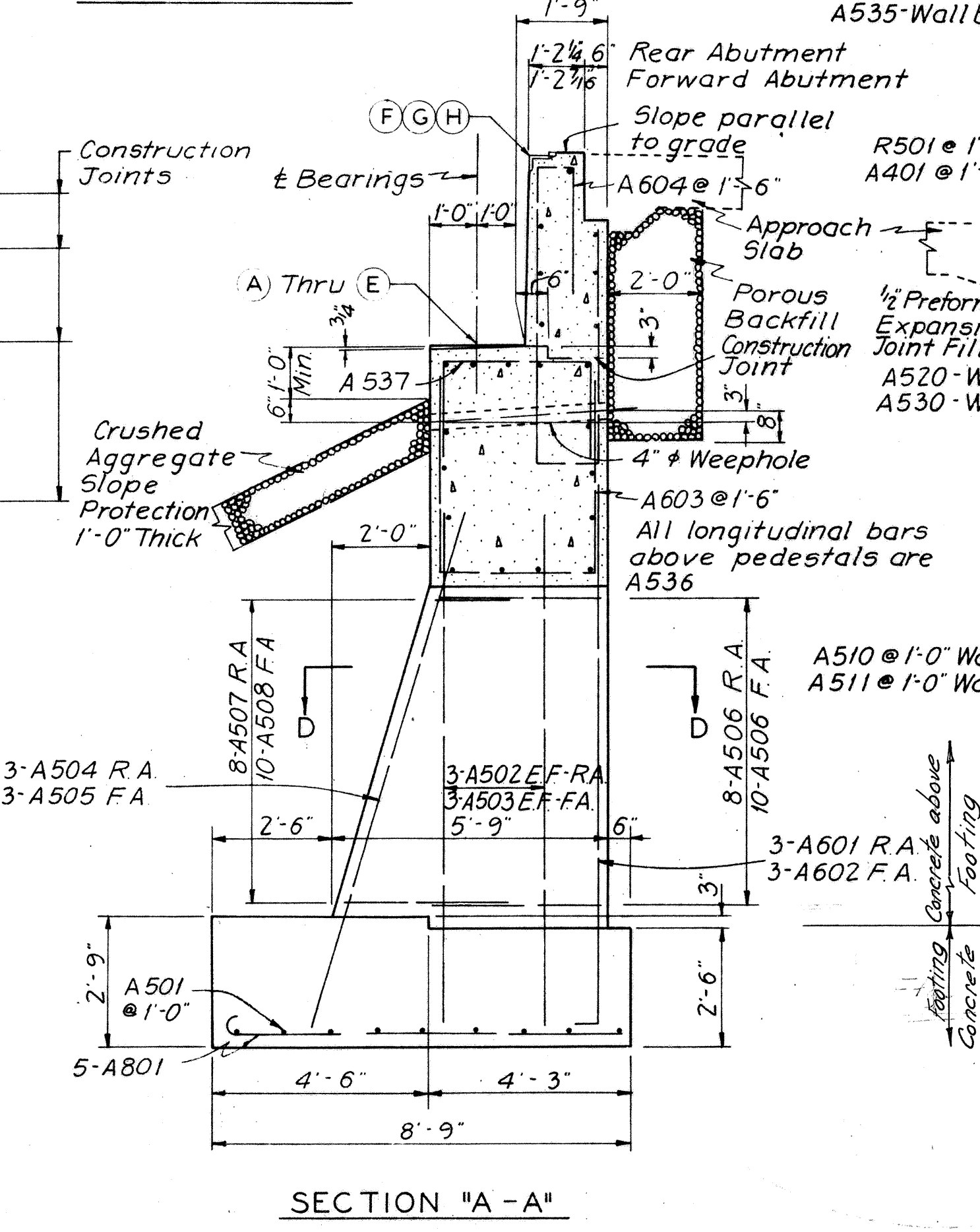
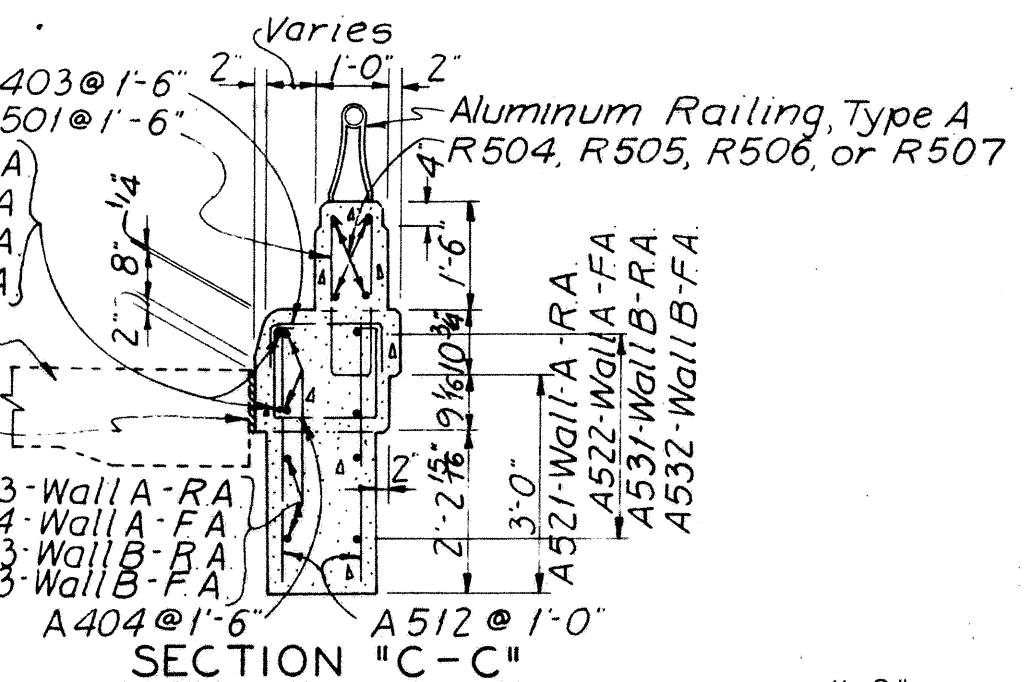
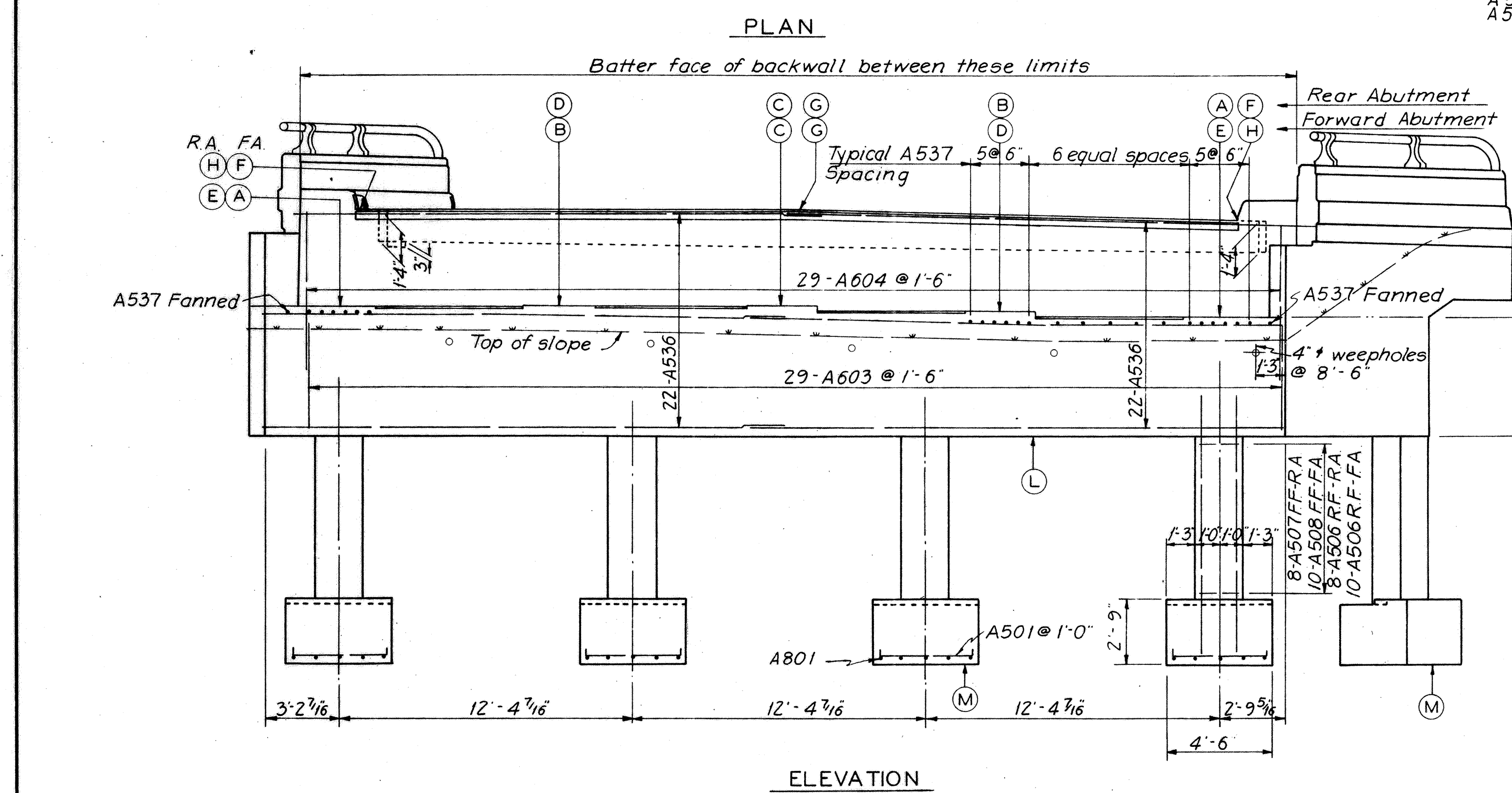
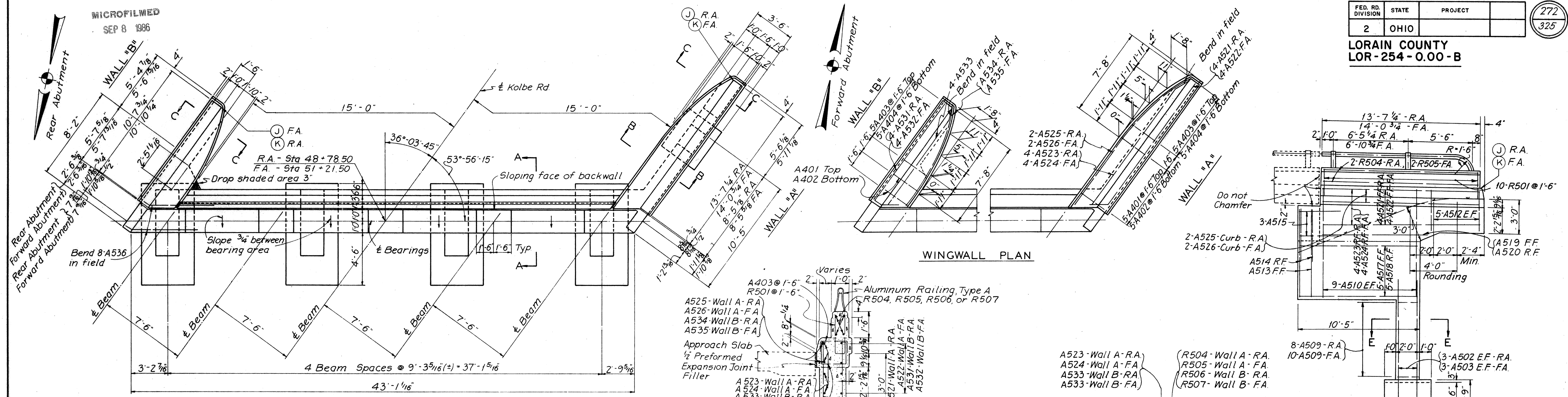
LORAIN COUNTY STA. 342 + 71.39 S.R. 254

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.E.G.	L.K.	L.K.	J.E.G.			

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FED. RD. DIVISION	STATE	PROJECT	272
2	OHIO		325

LORAIN COUNTY
LOR-254-0.00-B



NOTES:
CONCRETE: All abutment concrete shall be Class 'E' except parapets, which shall be Class 'C'.
RAILING: See AR-1-57 and Sheet 271. Tubing on abutment wingwalls shall be continuous.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.
NOTATION: FF=Front Face, RF=Rear Face, EF=Each Face, RA=Rear Abutment, FA=Forward Abutment.
POROUS BACKFILL: 2'-0" thick, shall extend upward to the subgrade elevation and for the full length of the abutment. Excavation therefor in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.
PROCEDURE: After the pedestals have been constructed the earth fill shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade, after which excavation of the abutment.
GENERAL NOTES: See Sheet 271

TABLE OF ELEVATIONS

LOCATION	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(J)	(K)	(L)	(M)
Rear Abutment	634.12	634.35	634.57	634.56	634.55	638.09	638.54	638.52	638.58	639.17	629.10	619.70
Forward Abutment	635.28	635.34	635.38	635.20	635.00	639.26	639.36	638.98	639.98	639.57	630.00	618.70

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ABUTMENTS
BRIDGE NO. LOR-254-0649
UNDER KOLBE ROAD
LORAIN COUNTY S.R. 254
STA. 342 + 71.39

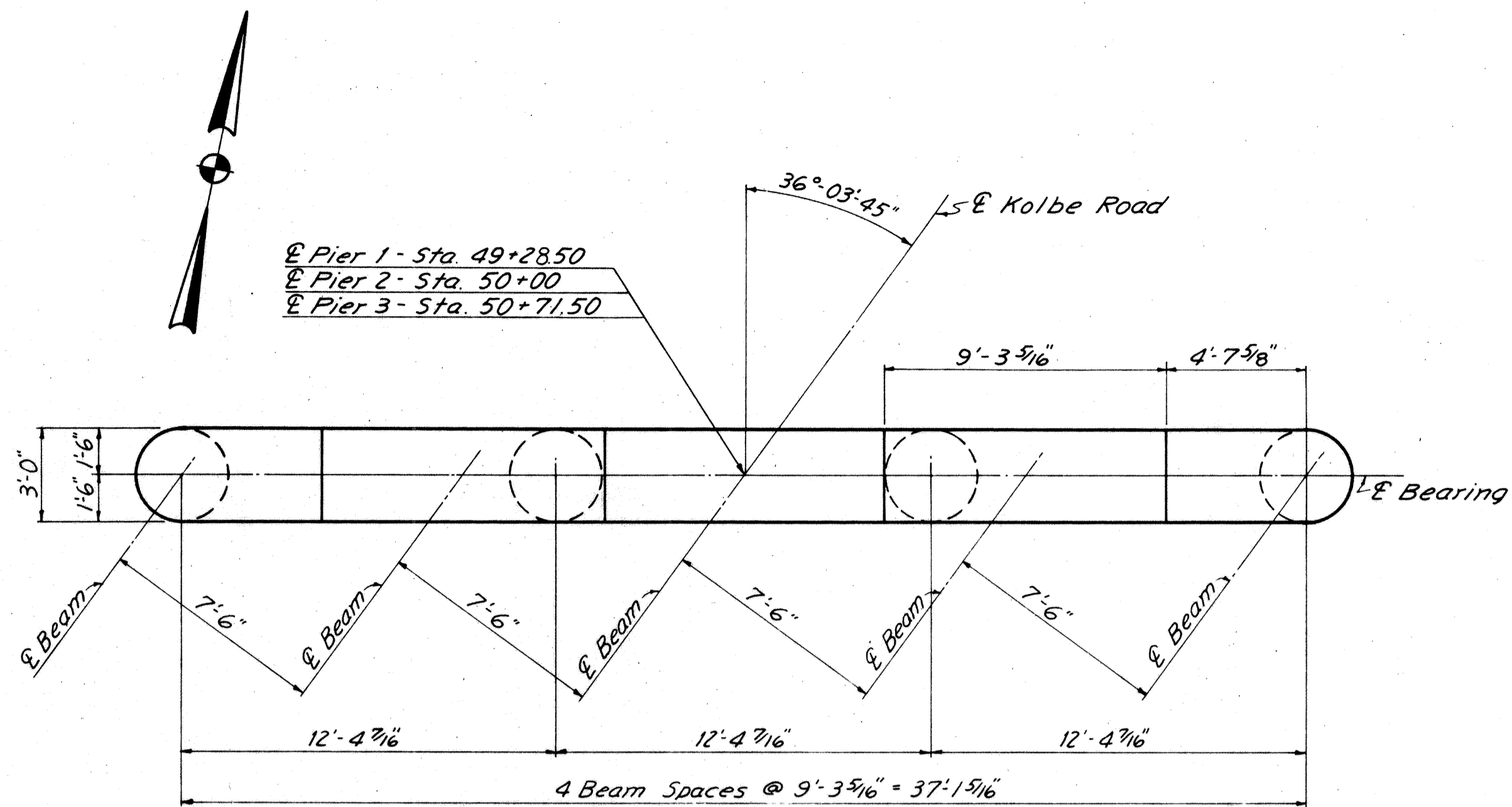
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RAK	RAK	LK				

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SEP 8 1986

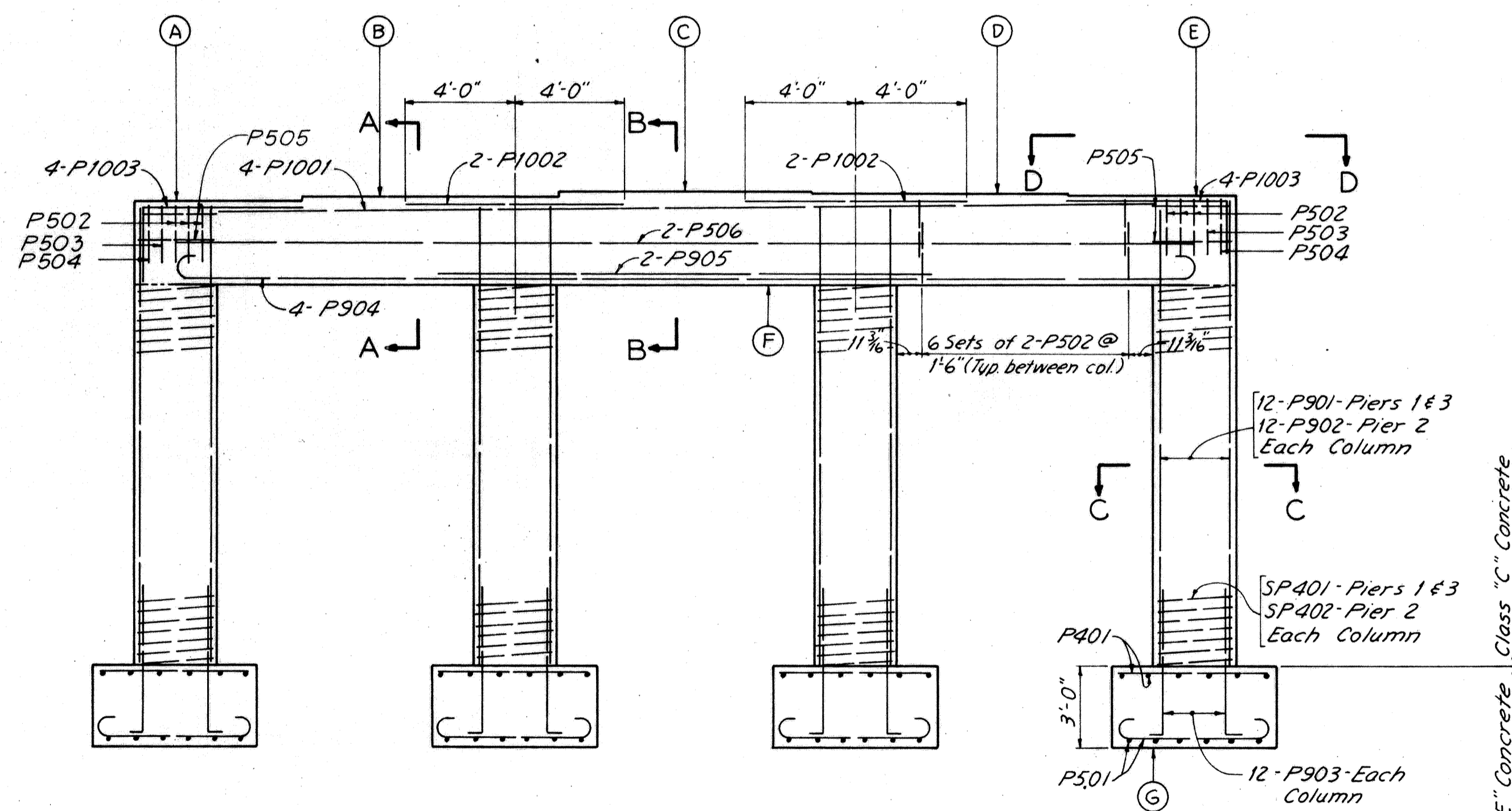
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

273
325

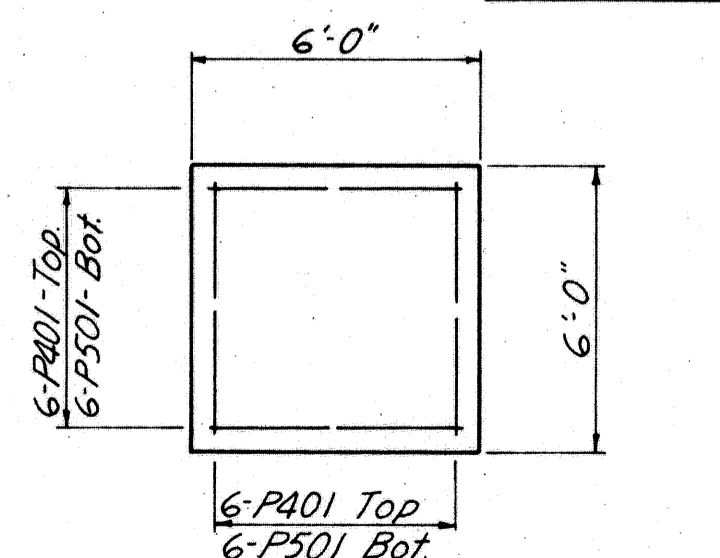
LORAIN COUNTY
LOR - 254 - 0.00 - B



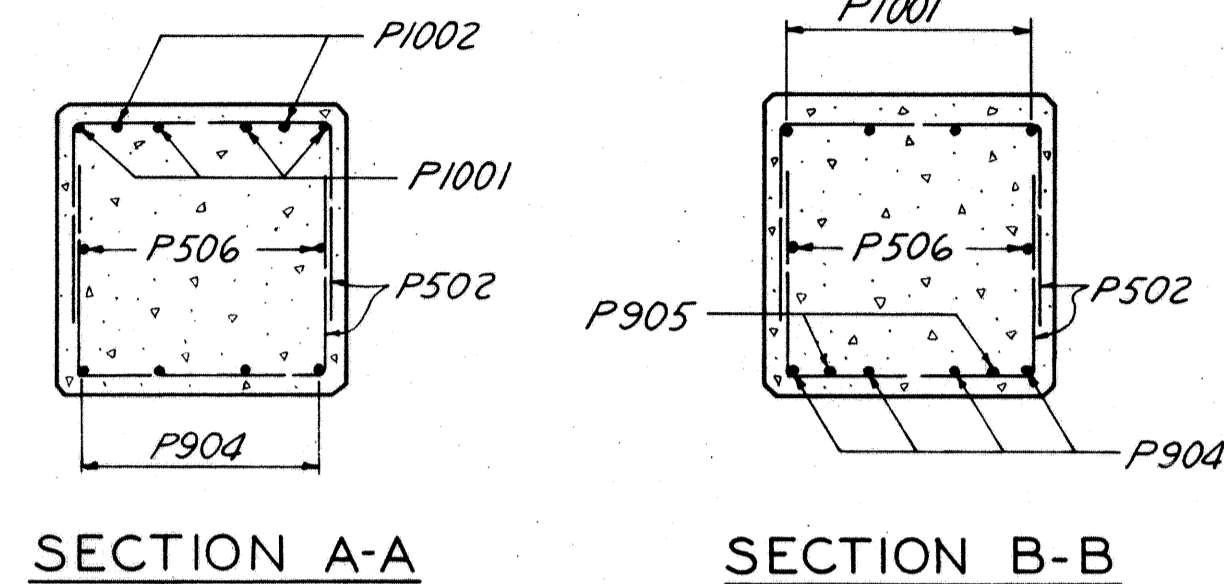
PLAN



ELEVATION

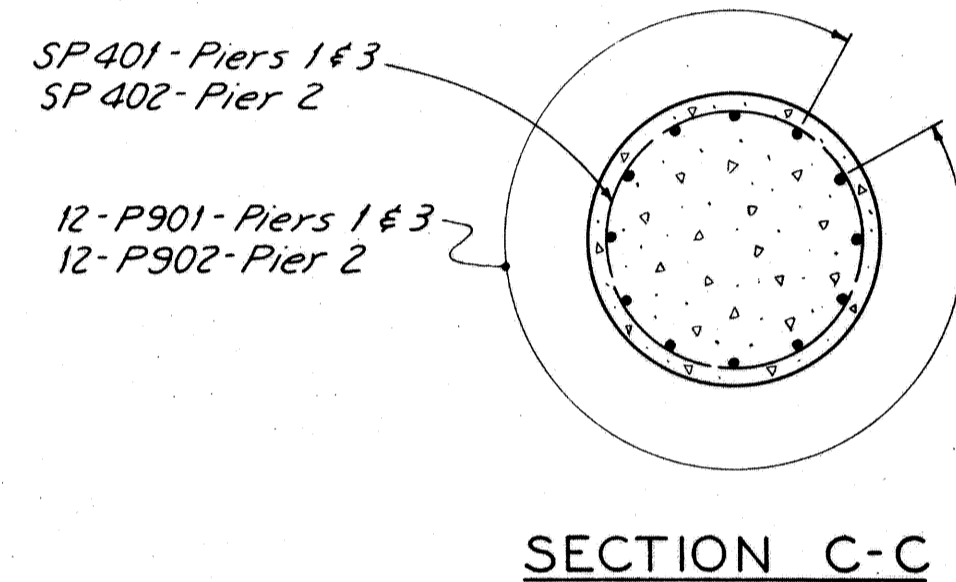


PLAN OF TYPICAL FOOTING

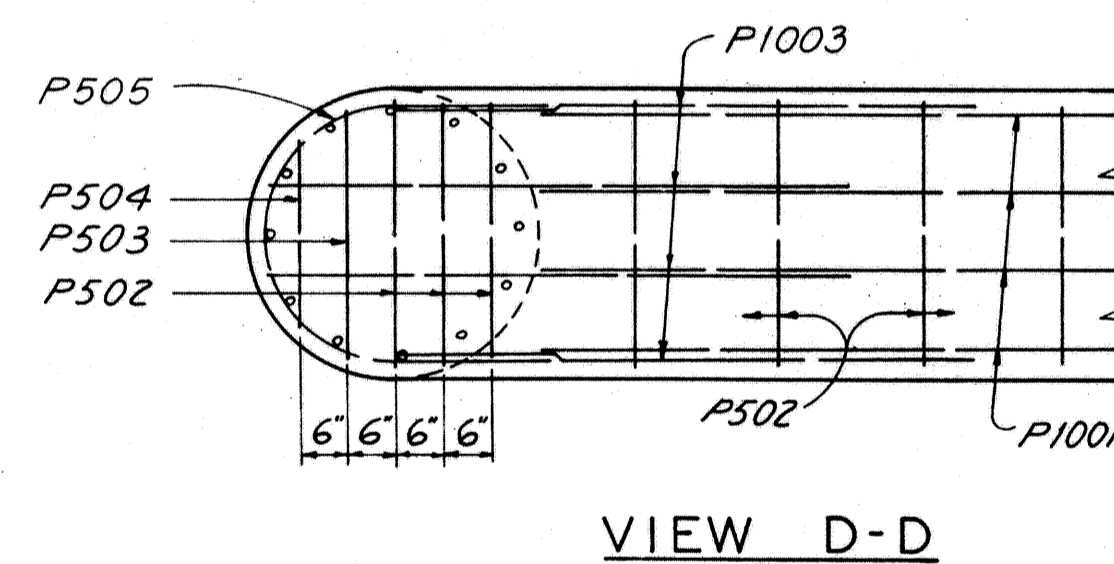


SECTION A-A

SECTION B-B



SECTION C-C



VIEW D-D

NOTES:

CONCRETE: All concrete for pier footings shall be Class "E" and all concrete above footings shall be Class "C".

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

GENERAL NOTES: See Sheet 27.1

LOCATION	A	B	C	D	E	F	G
Pier 1	634.90	635.10	635.29	635.24	635.18	631.90	614.70
Pier 2	635.27	635.42	635.55	635.45	635.34	632.27	613.90
Pier 3	635.58	635.68	635.76	635.6	635.45	632.45	615.20

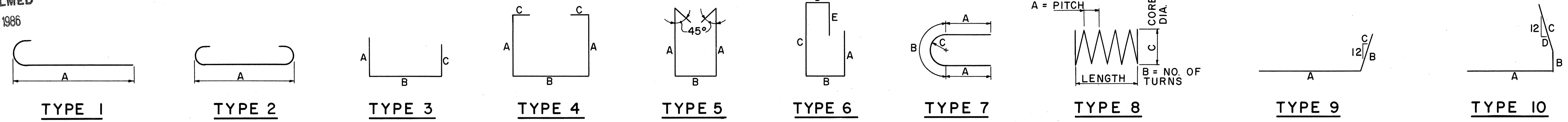
SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

PIERS
BRIDGE NO. LOR-254-0649
UNDER KOLBE ROAD

LORAIN COUNTY S.R. 254
STA. 342 + 71.39

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.A.K.	R.A.K.	J.R.B.				

MICROFILMED
SEP 8 1986



ABUTMENTS									
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
R501	36	5'-9"	5	2'-3"	8"				216
R504	4	13'-3"	Str.						*
R505	4	13'-8"	Str.						*
R506	4	10'-3"	Str.						*
R507	4	10'-6"	Str.						*
A401	14	3'-7"	3	8"	2'-6"	8"			34
A402	14	5'-2"	4	1'-3"	2'-6"	4"			48
A403	20	②	3	8"	①	8"			35
A404	20	③	4	1'-3"	②	4"			56
A501	72	4'-5"	3	4"	4'-0"	4"			332
A502	30	10'-11"	Str.						342
A503	30	12'-10"	Str.						402
A504	12	11'-4"	Str.						142
A505	12	13'-9"	Str.						172
A506	72	8'-3"	3	3'-5"	1'-8"	3'-5"			620
A507	32	⑤	3	④	1'-8"	④			217
A508	40	⑦	3	⑥	1'-8"	⑥			271
A509	18	6'-4"	4	1'-8"	1'-2"	1'-2"			119
A510	36	9'-5"	Str.						354
A511	16	9'-8"	Str.						161
A512	40	3'-6"	Str.						146
A513	4	7'-7"	Str.						32
A514	8	4'-7"	Str.						38
A515	12	8'-7"	3	4'-2"	6"	4'-2"			107
A516	4	7'-11"	Str.						33
A517	10	11'-7"	9	10'-1"	1'-7"	8 3/4			121
A518	10	11'-0"	Str.						115
A519	2	9'-11"	9	8'-5"	1'-7"	8 3/4			21
A520	2	9'-3"	Str.						19
A521	4	14'-5"	9	12'-11"	1'-7"	8 3/4			60
A522	4	14'-10"	9	13'-4"	1'-7"	8 3/4			62
A523	4	13'-9"	Str.						57
A524	4	14'-2"	Str.						59
A525	2	14'-8"	Str.	Bend in field					31
A526	2	15'-1"	Str.	Bend in field					31
A527	10	9'-9"	10	7'-9"	7"	1'-7"	8 3/4		102
A528	10	4'-3"	9	6"	3'-10"	6 1/4			44
A529	2	8'-1"	10	6'-1"	7"	1'-7"	8 3/4		17
A530	2	5'-3"	9	1'-6"	3'-10"	6 1/4			11
A531	4	12'-5"	10	10'-5"	7"	1'-7"	8 3/4		52
A532	4	12'-8"	10	10'-8"	7"	1'-7"	8 3/4		53
A533	8	10'-2"	Str.						85
A534	2	9'-4"	Str.	Bend in field					19
A535	2	9'-6"	Str.	Bend in field					20
A536	88	22'-7"	Str.						2,073
A537	104	7'-4"	3	2'-1"	3'-5"	2'-1"			795
A601	12	11'-8"	3	11'-4"	6"	0			210
A602	12	13'-7"	3	13'-3"	6"	0			245
A603	58	11'-9"	3	4'-5"	3'-3"	4'-5"			1,024
A604	58	14'-11"	6	4'-9"	1'-4"	6'-6"	10"	2'-2"	1,299
A801	40	9'-4"	1	8'-3"					997
TOTAL WEIGHT									11,499

PIERS									
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
P401	144	5'-6"	Str.						529
P501	144	6'-8"	2	5'-6"					1,001
P502	126	6'-11"	3	2'-3"	2'-8"	2'-3"			909
P503	6	6'-9"	3	2'-3"	2'-6"	2'-3"			42
P504	6	6'-2"	3	2'-3"	1'-11"	2'-3"			39
P505	12	7'-4"	7	1'-7"	4'-2"	1'-5"			92
P506	6	37'-1"	Str.						233
P901	96	17'-0"	Str.						5,549
P902	48	18'-2"	Str.						2,965
P903	144	5'-9"	3	5'-6"	6"	0			2,815
P904	12	39'-7"	2	37'-1"					1,615
P905	6	18'-0"	Str.						367
P1001	12	34'-1"	Str.						1,760
P1002	12	8'-0"	Str.						413
P1003	24	8'-6"	3	6'-0"	2'-10"	0			878
SP401	8	14'-3"	8	4 1/2"	41	32"			2,147
SP402	4	15'-4"	8	4 1/2"	44	32"			1,153
TOTAL WEIGHT									22,507

SUPERSTRUCTURE									
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	WEIGHT
R501	348	5'-9"	5	2'-3"	8"				2,087
R502	112	15'-4"	Str.						*
R503	16	12'-6"	Str.						*
S401	332	3'-7"	3	8"	2'-6"	8"			795
S402	332	5'-0"	4	1'-2"	2'-6"	4"			1,109
S601	292	35'-8"	Str.						15,643
S602	427	36'-7"	Str.						23,463
S603	48	26'-0"	Str.						1,874
S604	24	28'-0"	Str.						1,009
S605	58	Varies	Str.	34'-4" to 6'-8"	Vary 2 each by 11 7/8"				1,786
S606	10	5'-8"	Str.						85
S701	292	35'-8"	Str.						21,288
S702	58	Varies	Str.	34'-4" to 6'-8"	Vary 2 each by 11 7/8"				2,430
S703	10	5'-8"	Str.						116
TOTAL WEIGHT									71,685

* These bars included with Item 5-14 for payment.

REPLACEMENT BARS		
MARK	NO.	LENGTH
RE 400	1	5'-3"
RE 500	1	5'-7"
RE 600	3	5'-11"
RE 700	2	6'-3"
RE 800	1	6'-6"
RE 900	1	6'-10"
RE 1000	1	7'-2"

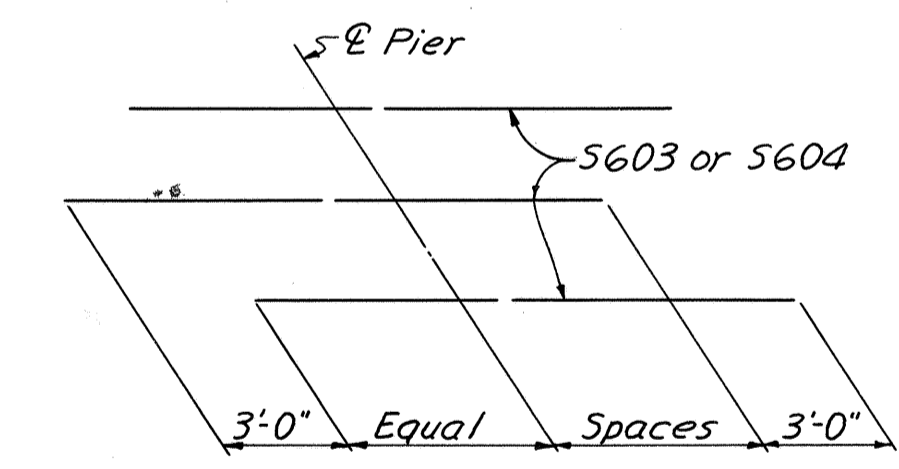


DIAGRAM SHOWING STAGGER OF S603 OR S604 BARS OVER PIERS

- ① 2'-5" to 8" Vary 4 each by 5 1/4"
- ② 3'-6" to 1'-9" Vary 4 each by 5 1/4"
- ③ 5'-1" to 3'-4" Vary 4 each by 5 1/4"
- ④ 3'-6" to 1'-7" Vary 4 each by 3 7/8"
- ⑤ 8'-5" to 4'-7" Vary 4 each by 7 1/4"
- ⑥ 3'-6" to 1'-7" Vary 4 each by 2 3/4"
- ⑦ 8'-5" to 4'-7" Vary 4 each by 5 5/8"

NOTES:

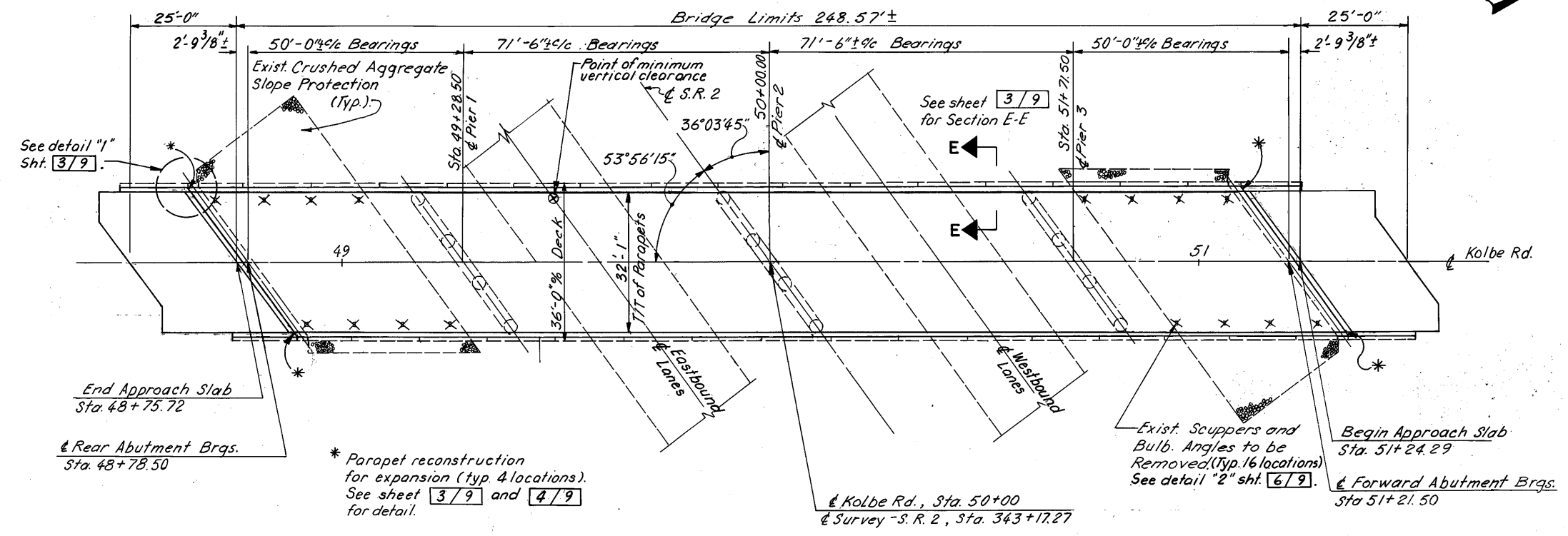
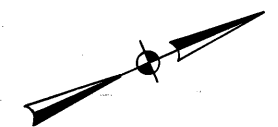
BAR SIZE: is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example: A506 is a No. 5 size bar and P1001 is a No. 10 size bar.

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to 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 shall not have deformations but shall in other respects conform to Item 5-4. 1 1/2 closed coils shall be provided at the ends of each spiral unit. Four steel channel, tee or angle spacers, weighing approximately 0.68 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 0.68 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO

REINFORCING STEEL
BRIDGE NO. LOR-254-0649
UNDER KOLBE ROAD
LORAIN COUNTY S.R. 254
STA. 342 + 71.39

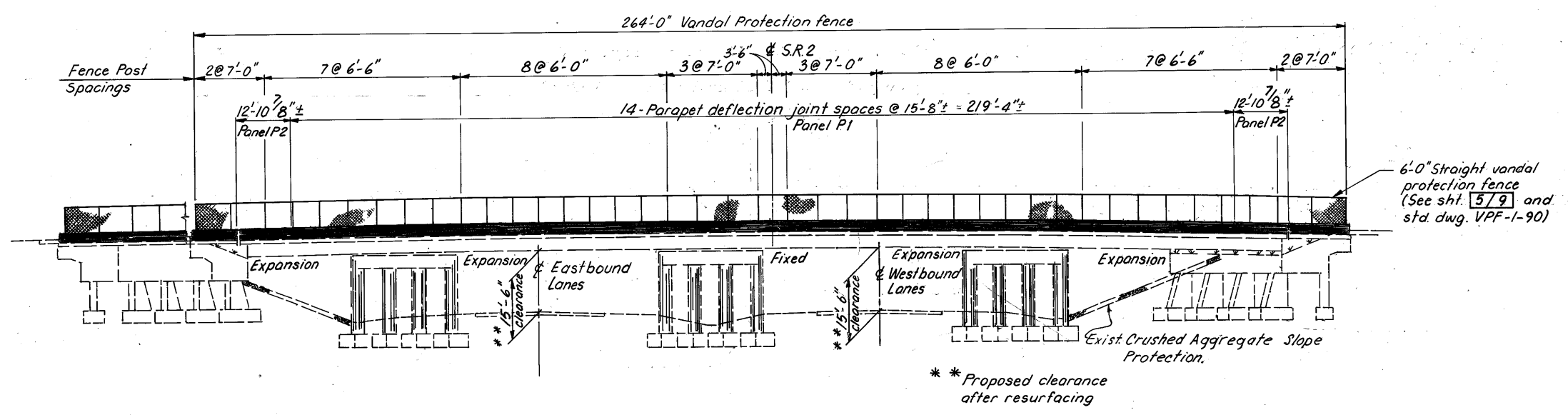
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RAK.	JRB.	JRB.	J.E.G.			



GENERAL PLAN

EXISTING STRUCTURE	
TYPE:	Continuous Steel Beam with Reinforced Concrete Deck & Substructure
SPANS:	50'-0" ; 2 @ 71'-6" ; 50'-0" % Bearings
ROADWAY:	30'-0" f/f 2'-0" Safety curbs
LOAD FREQUENCY:	CF 400 (57)
SKEW:	36°-03'-45" R.F.
ALIGNMENT:	Tangent
WEARING SURFACE:	Monolithic Concrete
APPROACH SLABS:	AS-1-54 (25' Long, Modified)
DATE BUILT:	1965
STRUCTURE FILE NO.	4700155

PROPOSED STRUCTURE	
PROPOSED WORK:	Micro-Silica Conc. Overlay, Retrofit Existing Parapets, Painting, Fence
TYPE:	Continuous Steel Beam with Reinforced Concrete Deck & Substructure
SPANS:	50'-0" ; 2 @ 71'-6" ; 50'-0" % Bearings
ROADWAY:	32'-1" f/f Curb, t/t Parapets
LOAD FREQUENCY:	CF 400 (57)
SKEW:	36°-03'-45" R.F.
ALIGNMENT:	Tangent
WEARING SURFACE:	Micro - Silica Concrete Deck Overlay
APPROACH SLABS:	AS-1-81 (25' Long)
AVERAGE DAILY TRAFFIC:	
AVERAGE DAILY TRUCK TRAFFIC:	



ELEVATION

R.E. WARNER & ASSOCIATES CONSULTING ENGINEERS WESTLAKE, OHIO						1 / 9
GENERAL PLAN AND ELEVATION						
BRIDGE NO. LOR-2-0649 UNDER KOLBE ROAD						
DESIGN SWR	DRAWN GSC	TRACED —	CHECKED CDW	REVIEWED ART	DATE 2/24/94	REVISED

PROPOSED WORK:

MAJOR WORK TO BE PERFORMED UNDER THIS CONTRACT CONSISTS OF MICRO-SILICA CONCRETE OVERLAY, INSTALLING STRIP SEAL EXPANSION JOINTS, INSTALLING PROTECTIVE FENCE ON RETROFITTED PARAPETS, REMOVING SCUPPERS, CONCRETE SEALING, REMOVING CONCRETE AT PARAPET JOINTS TO PROVIDE ROOM FOR EXPANSION AND PAINTING. THE DETAILS OF THIS WORK ARE SHOWN IN THE PLANS AND SPECIFICATIONS.

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

A-1-69 SHEET 3 DATED (REVISED) 6-12-69
AS-1-81 SHEET 2 DATED (REVISED) 11-27-81
EXJ-4-87 DATED 1-20-94
VPF-1-90 DATED 3-24-93

AND TO SUPPLEMENTAL SPECIFICATIONS:

852 DATED 7-30-93
910 DATED 5-20-91
944 DATED 5-2-94

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1992, INCLUDING THE 1993 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

LOAD FREQUENCY - CF 400 (57)
CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 P.S.I.
CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 P.S.I.
REINFORCING STEEL - ASTM A615, A616, A617 - GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.

DECK PROTECTION METHOD:

MICRO - SILICA MODIFIED CONCRETE OVERLAY.
SEALING OF CONCRETE SURFACES.
EPOXY COATED REINFORCING.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY - URETHANE):

A SEALER SHALL BE APPLIED TO THE EXPOSED CONCRETE SURFACES OF THE BRIDGE TO THE LIMITS AS SHOWN ON SHEETS [4/9], [5/9] AND [7/9]. SEE PROPOSAL NOTE FOR SEALER MATERIAL AND SURFACE PREPARATION REQUIREMENTS AND APPLICATION RATES AND PROCEDURES.

MAINTENANCE OF TRAFFIC

BRIDGE WORK SHALL BE COORDINATED WITH ROADWAY WORK AND MAINTENANCE OF TRAFFIC REQUIREMENTS. STRUCTURE IS TO BE CLOSED DURING CONSTRUCTION.

ITEM 202 - REMOVAL, MISC.: SCUPPER REMOVAL

THIS ITEM SHALL BE USED TO PLUG AND REMOVE PORTIONS OF THE EXISTING SCUPPERS AS PER DETAILS IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM 202 REMOVAL, MISC.: SCUPPER REMOVAL WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

UTILITIES

THERE IS A 4" DIAMETER GAS LINE LOCATED UNDER THE BRIDGE AND THROUGH THE BACKWALL OF OF BOTH ABUTMENTS. CARE MUST BE TAKEN TO NOT DAMAGE THIS LINE AT ANY TIME.

COLUMBIA GAS OF OHIO INC.
2110 CALDWELL STREET
SANDUSKY, OH 44870
PHONE (419) 625-4534

ADDITIONAL NOTES:

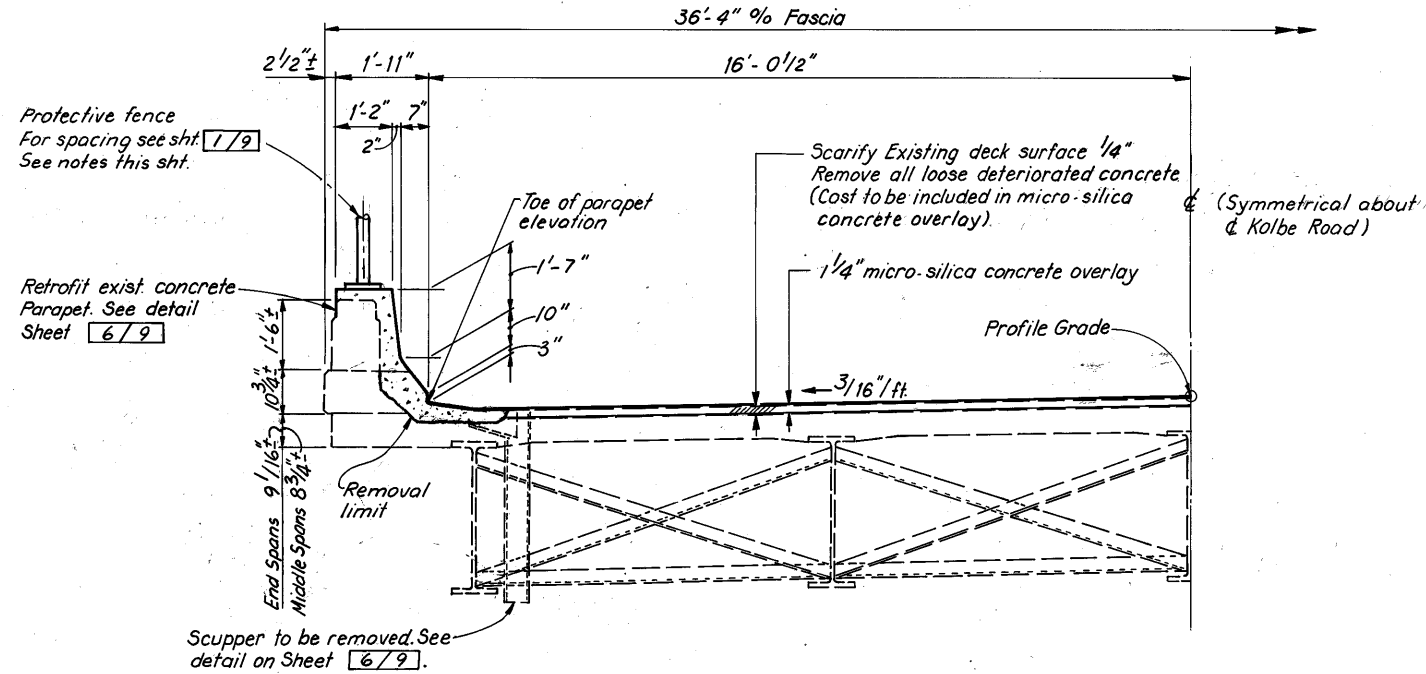
FOR ADDITIONAL NOTES SEE SHEET **120**, AND **121**.

CALC. BY. <u>SWR</u> DATE. <u>2/24/94</u>		ESTIMATED QUANTITIES				CHK'D BY <u>CDW</u> DATE <u>2/24/94</u>		
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	PIERS	SUPER.	ABUTS	GEN'L
202	11301	33	CU.YD.	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SEE SHT. 144)		33		
202	11301	27	CU.YD.	PORTIONS OF STRUCTURE REMOVED (ABUTMENTS), AS PER PLAN (SEE SHT. 144)			27	
202	98100	16	EACH	REMOVAL, MISC.: SCUPPER REMOVAL		16		
509	15820	7685	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60		4164	3321	200
510	11101	660	EACH	DOWEL HOLE, AS PER PLAN (SEE SHT. 144)		660		
511	34450	36	CU.YD.	CLASS S CONCRETE, MISCELLANEOUS (PARAPETS), AS PER PLAN (SEE SHT. 145)		30	6	
511	45701	20	CU.YD.	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (SEE SHT. 145)			20	
SPECIAL	51267510	627	SQ.YD.	SEALING OF CONCRETE SURFACES (EPOXY - URETHANE) (SEE PROPOSAL NOTE)		505	122	
SPECIAL	51400050	14777	SQ.FT.	SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU, (SEE PROPOSAL NOTE)		14777		
SPECIAL	51400056	14777	SQ.FT.	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU, (SEE PROPOSAL NOTE)		14777		
SPECIAL	51400060	14777	SQ.FT.	FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU, (SEE PROPOSAL NOTE)		14777		
SPECIAL	51400066	14777	SQ.FT.	FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU, (SEE PROPOSAL NOTE)		14777		
516	11210	88	LIN.FT.	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL (SEE PROPOSAL NOTE)		88		
518	21201	107	CU.YD.	POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN (SEE SHT. 145)			107	
518	40001	116	LIN.FT.	6" PERFORATED CORRUGATED PLASTIC PIPE, AS PER PLAN (SEE SHT. 145)			116	
518	40011	77	LIN.FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN (SEE SHT. 145)			77	
519	11101	14	SQ.FT.	PATCHING CONCRETE STRUCTURE, AS PER PLAN (SEE SHT. 145)			14	
SPECIAL	51922000	880	SQ.YD.	MICRO - SILICA MODIFIED CONCRETE OVERLAY (1.25" THICK) (SEE PROPOSAL NOTE)		880		
SPECIAL	51922100	55	CU.YD.	MICRO - SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS) (SEE PROPOSAL NOTE)		55		
SPECIAL	51922300	LUMP		TEST SLAB (SEE PROPOSAL NOTE)				
SPECIAL	60739900	528	LIN.FT.	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC		528		

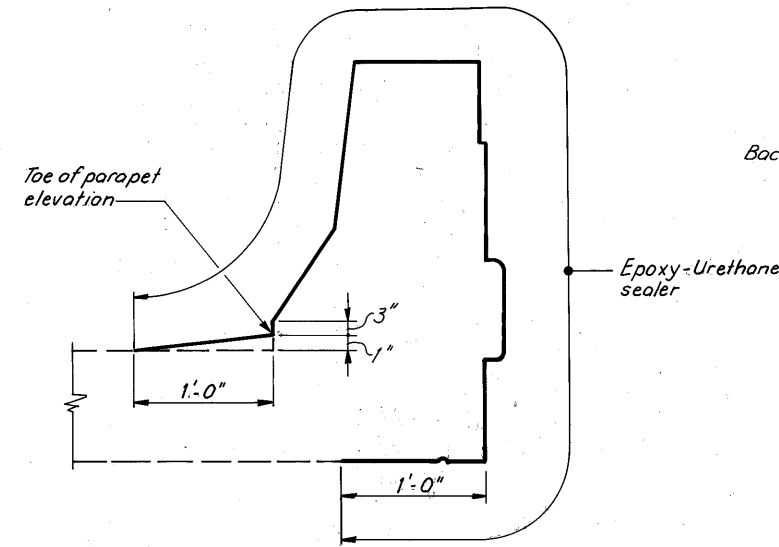
R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE, OHIO 2 / 9

**GENERAL NOTES AND
ESTIMATED QUANTITIES**
BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

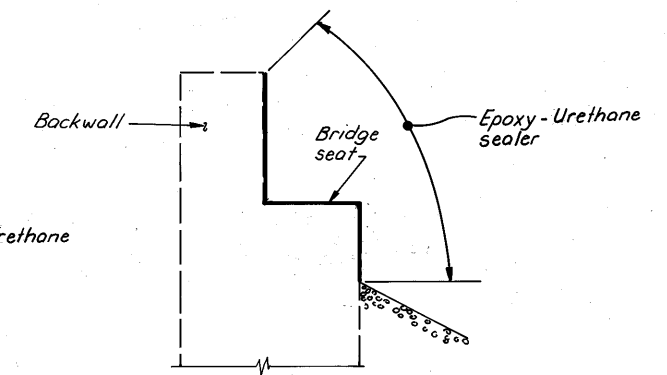
DESIGN	DRAWN	TRACED	CHECKED	REVIEW	DATE	REVISED
SWR	GSC		CDW	ART	2/24/94	



PARTIAL CROSS SECTION

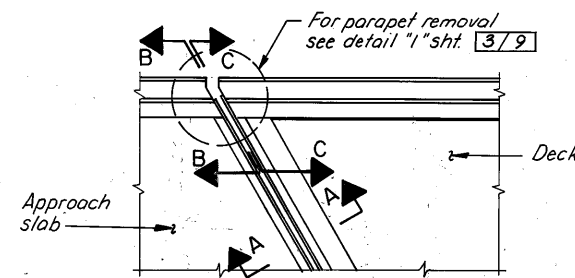


DETAIL "1"
EPOXY SEALER AT PARAPET & DECK

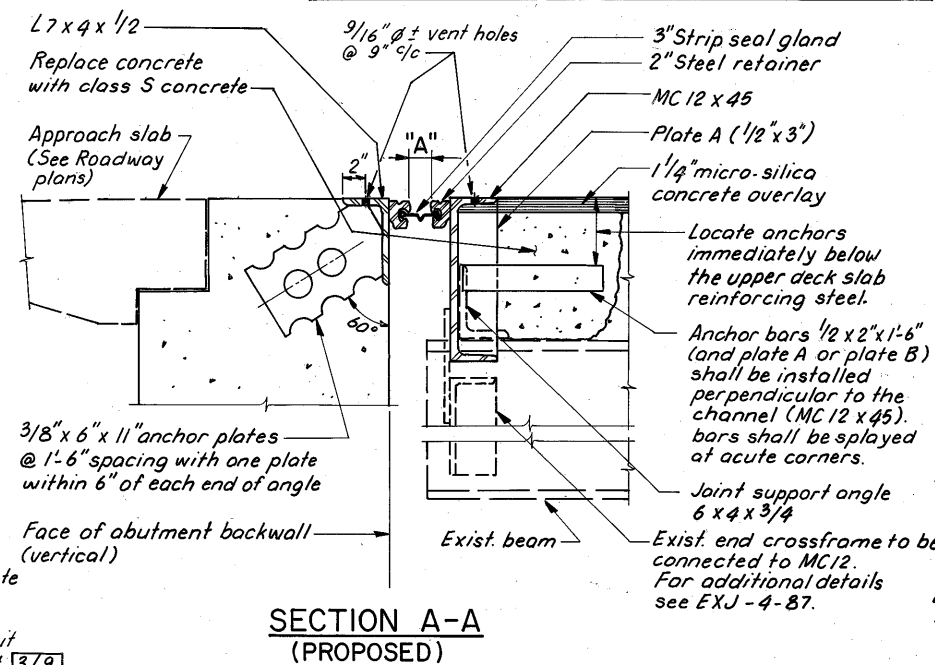


DETAIL "2"
EPOXY SEALER AT ABUTMENT

PROPOSED DECK ELEVATIONS			
STATION	TOE OF PARAPET ELEV. (L)	PROFILE GRADE	TOE OF PARAPET ELEV. (R)
48 + 78.50	638.56	638.73	638.56
49 + 00	638.95	639.12	638.95
49 + 25	639.32	639.49	639.32
49 + 50	639.59	639.76	639.59
49 + 75	639.82	639.99	639.82
50 + 00	639.95	640.12	639.95
50 + 25	639.99	640.16	639.99
50 + 50	639.92	640.09	639.92
50 + 75	639.80	639.97	639.80
51 + 00	639.59	639.76	639.59
51 + 21.50	639.38	639.55	639.38

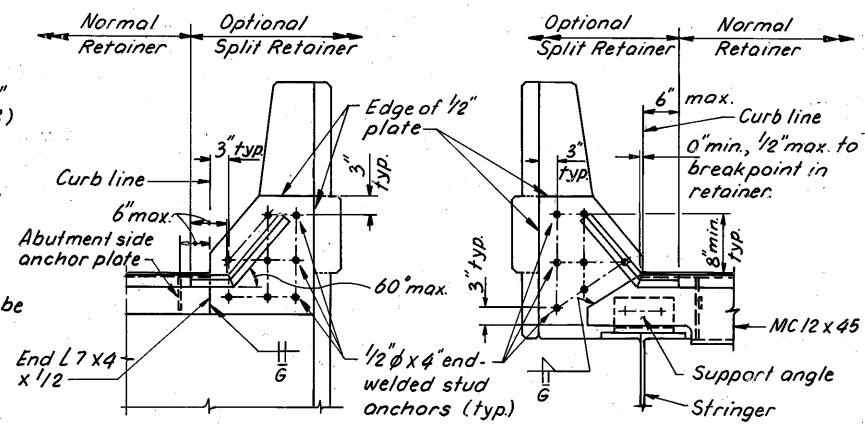


PART PLAN AT ABUTMENT



SECTION A-A
(PROPOSED)

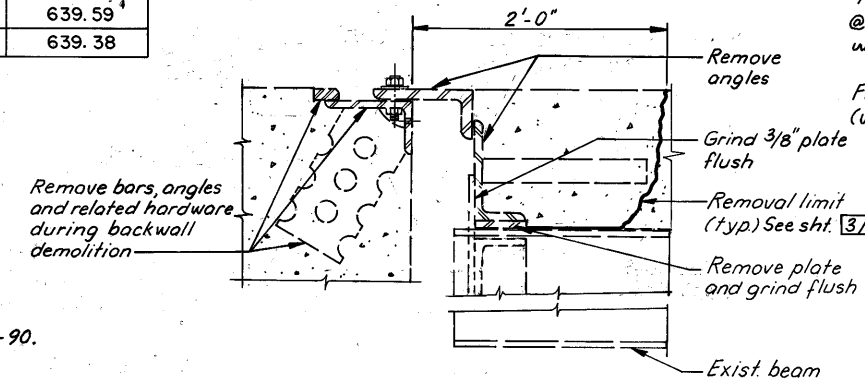
Note:
Epoxy seal top and front surfaces of abutment as shown and exposed surfaces of wingwalls including beam seal ends.



SECTION B-B

SECTION C-C

- Item Special - Vandal Protective Fence, 6' Straight, Coated Fabric
- PVC coating shall be class 2B.
 - The wire shall be 9 gauge.
 - For fence post spacing see sht. 1/9
 - Base plate shall be type BA-3.1 of std. dwg. VPF-1-90.



SECTION A-A
(EXISTING)

Note: Dimension "A" measured perpendicular to abutment bearings.

TEMPERATURE & ADJUSTMENT TABLE							
TEMP	30°	40°	50°	60°	70°	80°	90°
"A"	1 7/8"	1 13/16"	1 3/4"	1 5/8"	1 1/2"	1 1/2"	1 1/2"

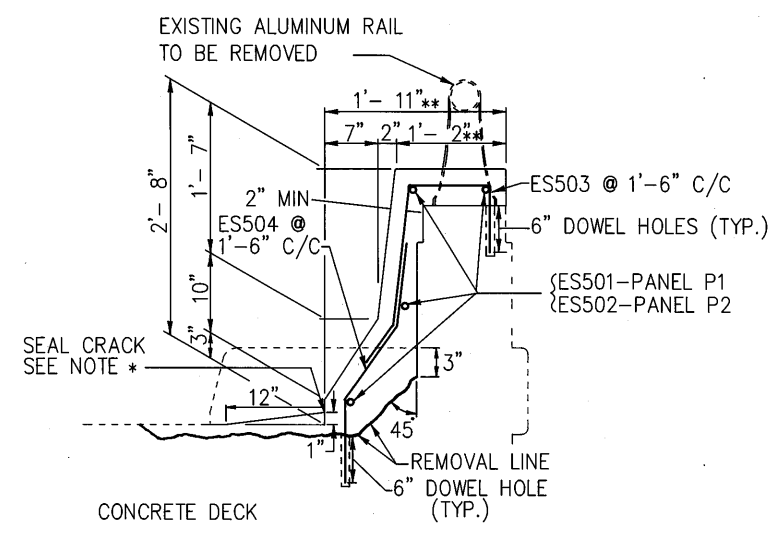
Payment for all of the above shall be at the unit price bid per lin. ft. for item 516 structural expansion joint including elastomeric strip seal, as per plan which shall include all labor, equipment, materials, and incidentals necessary to complete the above work.

R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE, OHIO 44145

MICRO-SILICA CONCRETE OVERLAY AND MISCELLANEOUS DETAILS

BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

DESIGN	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SWR	CCC	—	CDW	ART	2/24/94	



DETAIL "1"

NOTES

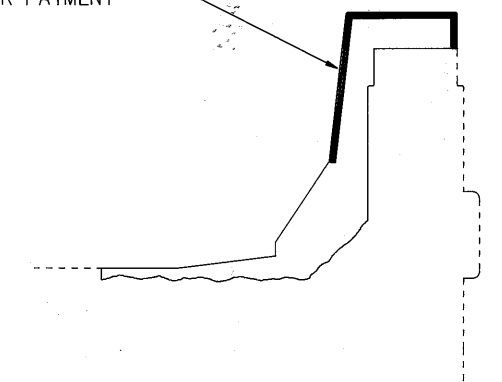
- * CRACK SEALING - WHEN CURING IS COMPLETED, SEAL CRACK WITH AN APPROVED HIGH MOLECULAR WEIGHT METHACRYLATE SEALER, THE SEALER SHALL BE PREPARED AND APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. INCLUDE COST WITH ITEM 511 CLASS S CONCRETE, PARAPET, AS PER PLAN.
 - ** THESE DIMENSIONS ARE DIFFERENT THAN STANDARD DRAWINGS BECAUSE OF FACING PARAPETS.
- REINFORCING BARS NEAR DEFLECTION JOINTS MAY NEED TO BE MOVED TO PROVIDE 2" OF CLEARANCE ON EACH SIDE OF THE DEFLECTION JOINTS.

COST TO REMOVE EXISTING ALUMINUM RAIL SHALL BE INCLUDED IN ITEM 202 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ALL LOOSE AND UNSOUND CONCRETE IN THE AREA OF THE PARAPET TO BE FACED, SHALL BE REMOVED. ALL REMAINING SOUND CONCRETE SHALL THEN BE MECHANICALLY SCARIFIED 1/4" DEEP.

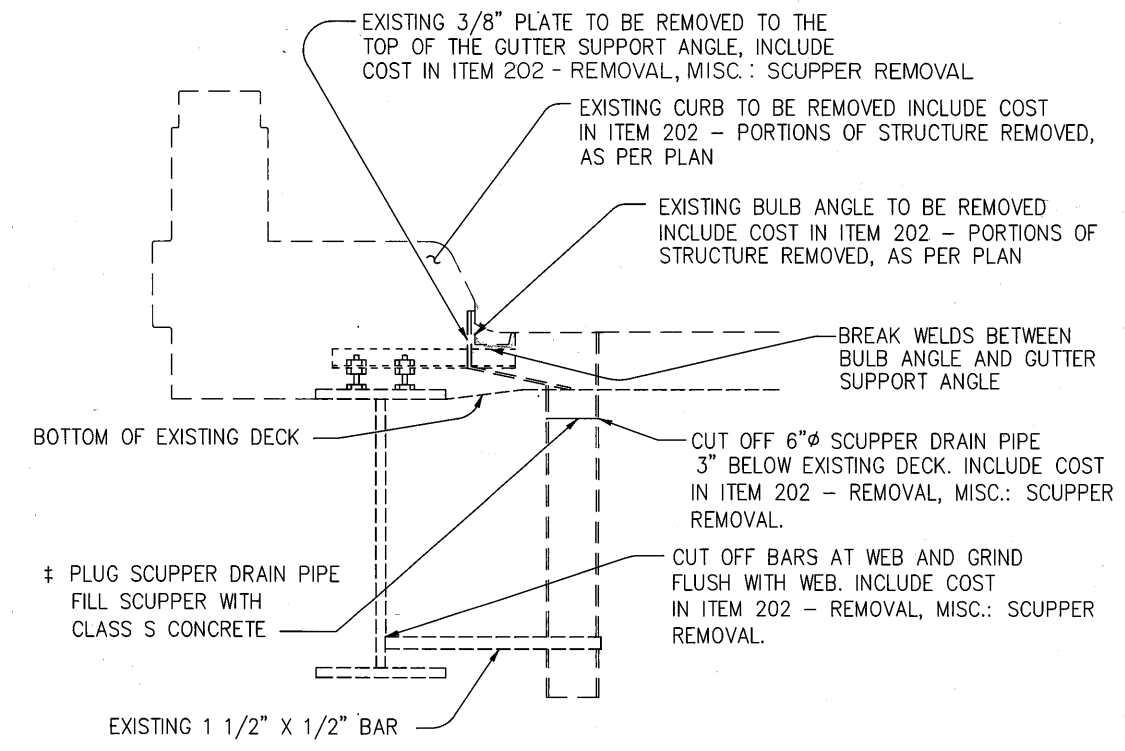
IN LIEU OF THE BONDING GROUT SPECIFIED IN ITEM 511 CLASS S CONCRETE, PARAPET, AS PER PLAN, THE CONTRACTOR MAY ELECT TO THOROUGHLY DRENCH THE CONCRETE SURFACE WITH CLEAN WATER AND ALLOW IT TO DRY TO A DAMP CONDITION JUST BEFORE PLACING THE CONCRETE.

EXISTING DEFLECTION JOINTS SHALL BE EXTENDED COMPLETELY THROUGH THE PROPOSED FACING AND SHALL BE MADE BY FORMING. THE 1/4" JOINTS SHALL BE SEALED 3/4" DEEP (MIN) WITH AN IMPREGNATED PRECOMPRESSED EXPANDING FOAM SEALANT TAPE KNOWN AS WILL-SEAL MANUFACTURED BY ILLBUCK/USA INC. MINN. OR A LOW DENSITY CLOSED CELL CROSSLINKED ETHYLENE VINYL ACETATE FOAM KNOWN AS EVAZOTE 50 MANUFACTURED BY E-POXY INDUSTRIES, RAVENA N.Y. INCLUDE WITH ITEM 511 CLASS S CONCRETE, PARAPET, AS PER PLAN FOR PAYMENT

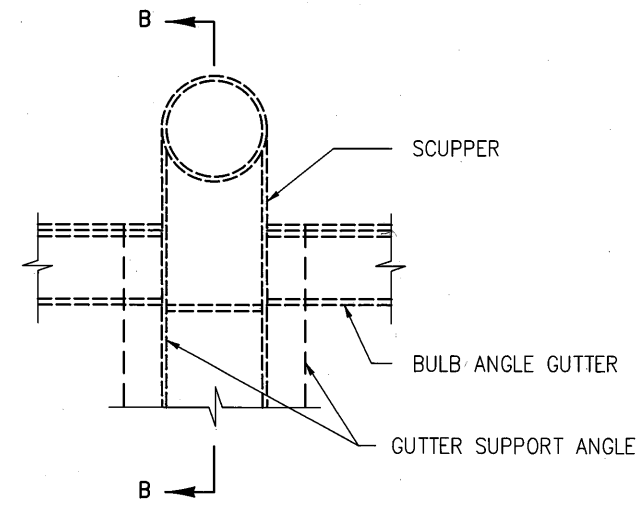


SECTION THROUGH DEFLECTION JOINT

RETROFIT EXISTING CONCRETE PARAPET



SECTION B - B



DETAIL "2"
SCUPPER AND
BULB ANGLE GUTTER

‡ IF ANY SCUPPER WHICH HAS ALREADY BEEN PLUGGED, HAS CONCRETE BELOW CUT OFF LEVEL, BREAK OFF CONCRETE AND PATCH AREA SMOOTH. INCLUDE COST IN ITEM 202 - REMOVAL, MISC.: SCUPPER REMOVAL

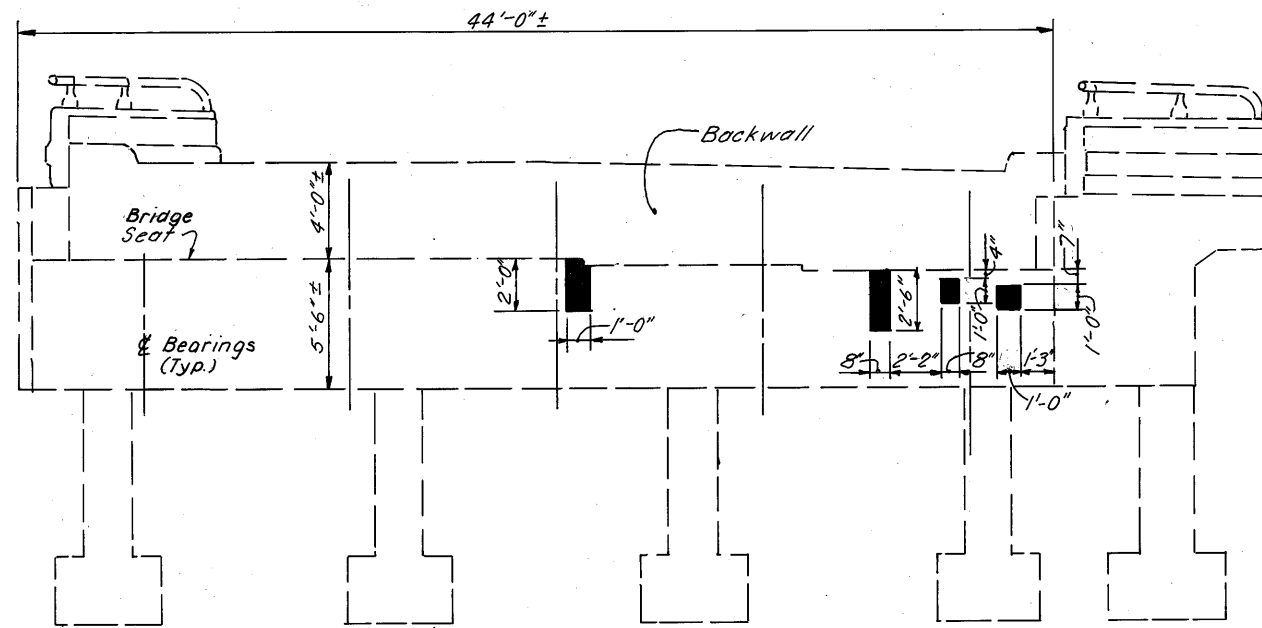
REMOVAL AND PLUGGING EXISTING SCUPPER

R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE, OHIO

MISCELLANEOUS DETAILS

BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

DESIGN	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SWR	GSC	-	CDW	ART	2/24/94	

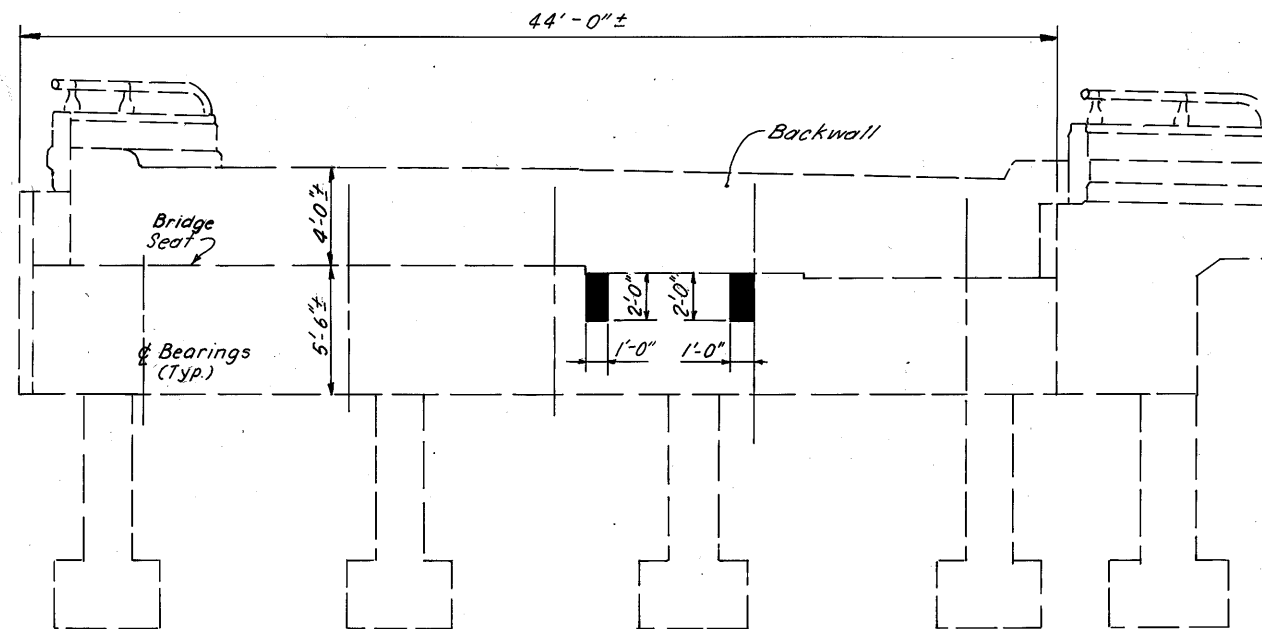


ELEVATION
REAR ABUTMENT

LEGEND:



Minor cracks and hollow concrete to be patched and sealed with Epoxy-Urethane sealer.



ELEVATION
FORWARD ABUTMENT

Item 519 - Patching Conc. Struct., As Per Plan		
Location	Unit	Measured Quantity
Rear Abutment	Sq. Ft.	6
Forward Abutment	Sq. Ft.	4
Total	Sq. Ft.	10

R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE, OHIO 44145

REPAIR DETAILS

BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

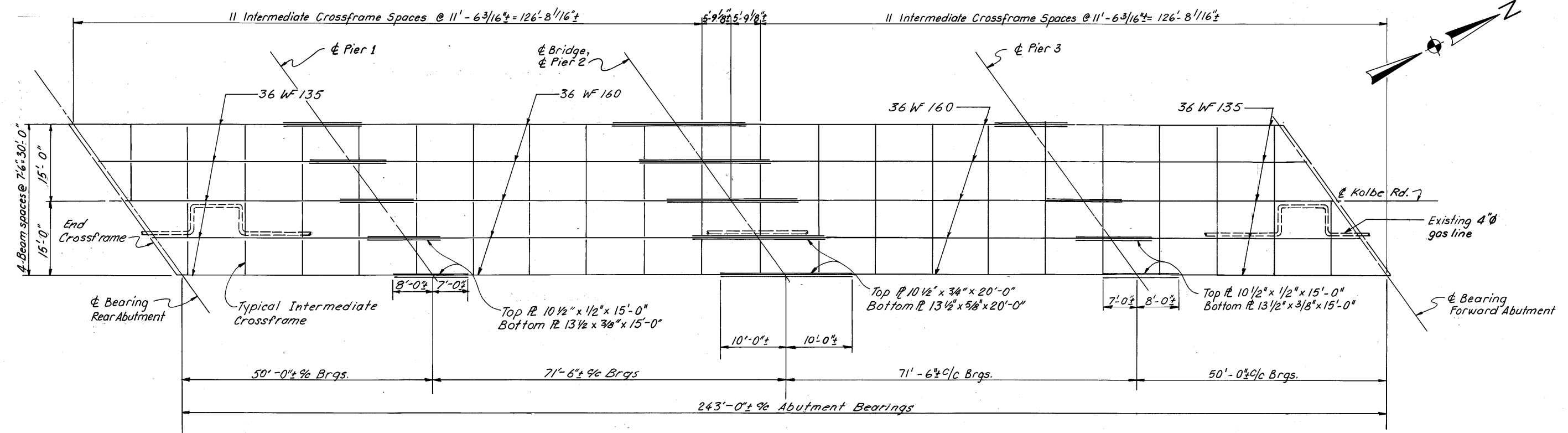
DESIGN	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SWR	GSC	—	CDW	ART	2/24/94	

1995

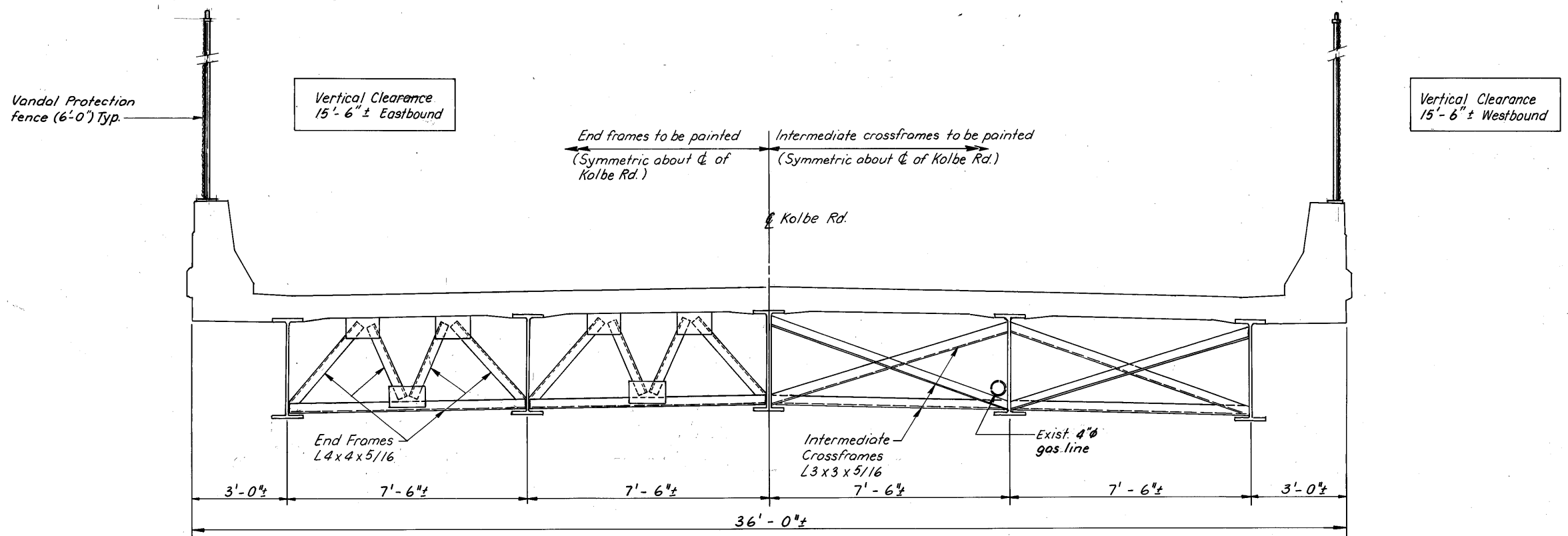
LOR-2-3.48

OHIO
FHWA
REGION 5

194
222



STEEL FRAMING PLAN



TYPICAL SECTION

R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE, OHIO

8 / 9

STRUCTURAL STEEL
FOR PAINTING

BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

DESIGN	DRAWN	TRACED	CHECKED	REVIEW	DATE	REVISED
SWR	SSM		CDW	ART	2/24/94	

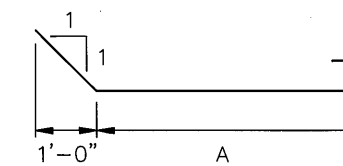
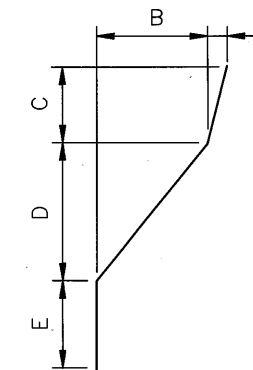
REINFORCING STEEL SCHEDULE

EPOXY COATED REINFORCEMENT										
ABUTMENTS										
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F
EA501	32	22'-7"	754	STR						
EA502	9	13'-8"	128	STR						
EA503	6	13'-8"	86	5	12'-6"	1'-6"				
EA504	28	3'-5"	100	1	1'-5"	0'-10"				
EA505	28	2'-1"	62	3	0'-6"	1'-0"	0'-9"			
EA506	3	13'-3"	42	STR						
EA507	2	13'-3"	28	5	12'-1"	1'-6"				
EA508	12	2'-9"	35	STR						
EA509	2	4'-4"	9	STR						
EA510	14	4'-4"	64	STR						
EA511	12	5'-4"	67	STR						
EA601	80	4'-9"	570	1	1'-10"	1'-5"				
EA602	80	6'-1"	730	1	2'-9"	0'-11"				
ED801	44	5'-6"	646	4	3'-3"					
		TOTAL	3321							

EPOXY COATED REINFORCEMENT										
SUPERSTRUCTURE										
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F
ES501	112	15'-8"	1791	STR						
ES502	16	12'-10"	209	STR						
ES503	330	3'-7"	1232	2	0'-7"	0'-10"	0'-2"	0'-3"	1'-5"	0'-5"
ES504	330	2'-8"	932	3	0'-1"	0'-7"	0'-8"	0'-10"	0'-9"	
		TOTAL	4164							

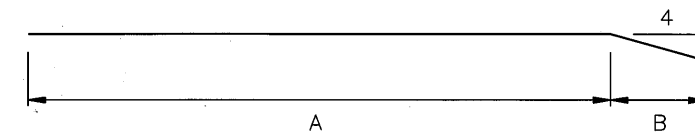
NOTES:

ALL BARS ARE TO BE EPOXY COATED.



TYPE 3

TYPE 4



TYPE 5

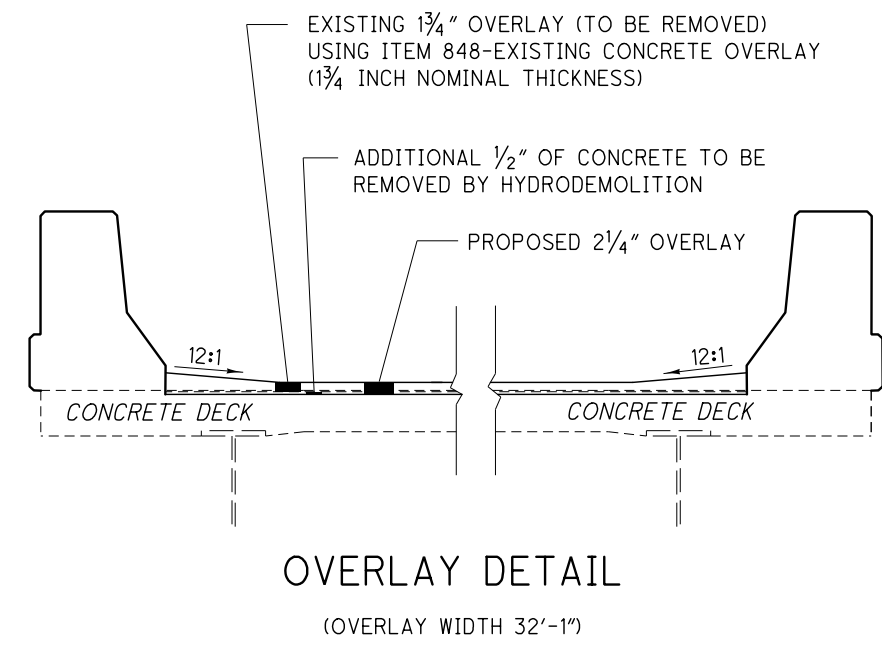
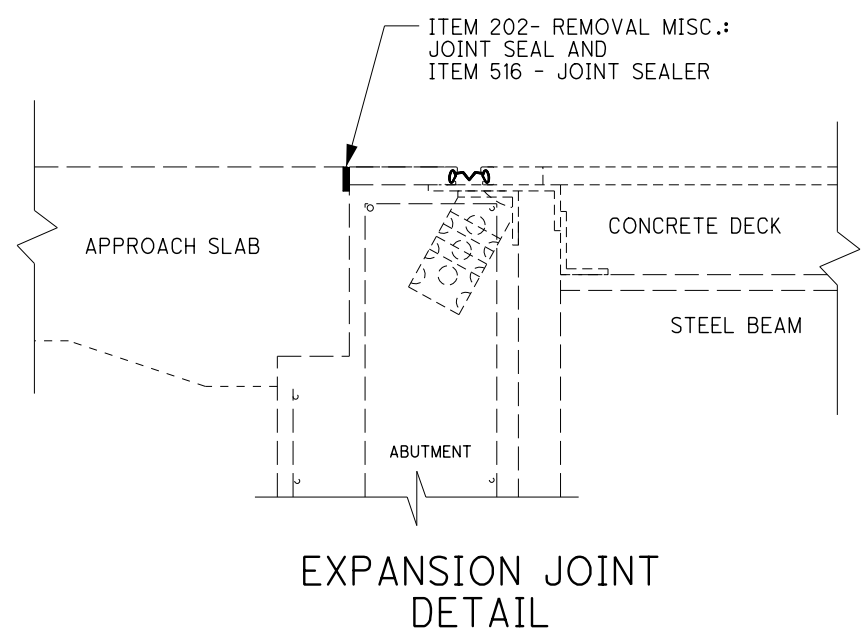
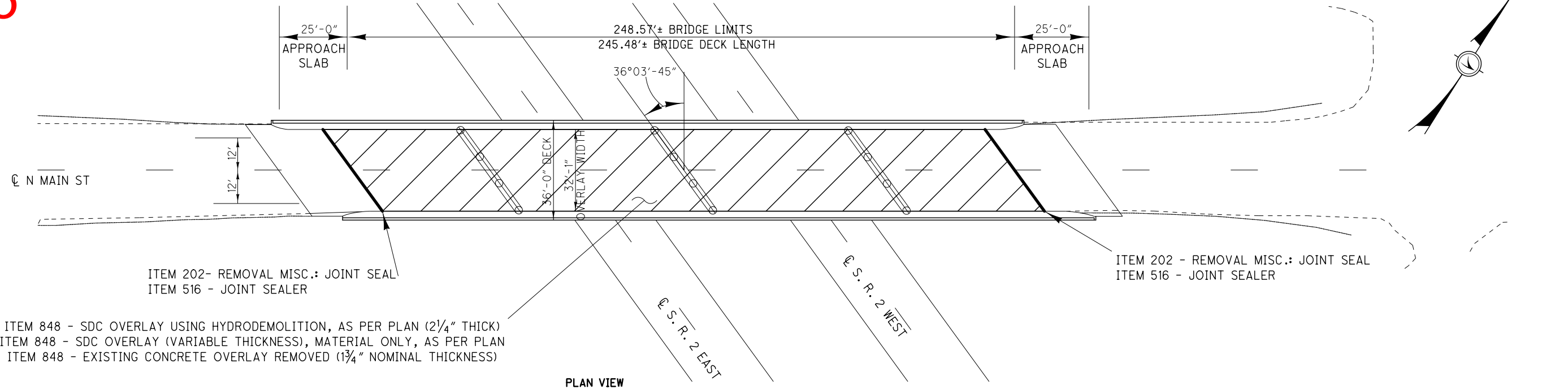
R.E. WARNER & ASSOCIATES
CONSULTING ENGINEERS
WESTLAKE OHIO

REINFORCING STEEL SCHEDULE

BRIDGE NO. LOR-2-0649
UNDER KOLBE ROAD

DESIGN	DRAWN	TRACED	CHECKED	REVIEW	DATE	REVISED
SWR	SWR	---	CDW	ART	2/24/94	

2015



NOTE:
1) EXISTING VANDAL PROTECTION FENCE NOT SHOWN.

ITEM	QUANTITY	UNIT	DESCRIPTION
202	80	FT	REMOVAL MISC.: JOINT SEAL
516	80	FT	JOINT SEALER
646	0.09	MILE	EDGE LINE
646	0.05	MILE	CENTER LINE
848	875	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)
848	875	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	18	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	129	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	875	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1 3/4" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET.

DESIGN FILE: \\projects\84587\structures\LOR-2-649.dgn
WORKSTATION:mpeters DATE:10/20/2014

MODELNAME: Design

DESIGN AGENCY
ODOT DISTRICT THREE
OFFICE OF
PLANNING AND ENGINEERING

DATE
10-17-14

REVIEWED
KRB

STRUCTURE FILE NUMBER
4700155

DRAWN
MKP

REVISED

DESIGNED
MKP

CHECKED

PLAN VIEW
LOR-02-06.49
OVER S.R. - 2

D03-DECK
OVERLAYS - FY 2015

1 / 1

12 / 18