STATE OF OHIO
DEPARTMENT OF HIGHWAYS

MICROFILMED
OCT 11 1985

I-680-9(3)223

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3)223 | |

1/102

MAH.-7-14.80

MAR 9 1964
GROUND PHOTOLAB

# YOUNGSTOWN EXPRESSWAY SYSTEM

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR OF HIGHWAYS IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 REVISED CODE OF OHIO.

## MAH-7-14.80
## MAHONING COUNTY
## CITY OF YOUNGSTOWN

LIMITED ACCESS

Note: Where I-608-9(3) occurs in Title Box, it shall be considered to read I-680-9(3)223.

# PART 2 - WILLIAMSON AVENUE TO HAYES AVENUE

## CONVENTIONAL SIGNS

Center Line
Corporation Line
Fence Line
Guard Rail (proposed)
Railroad
Power Poles
Telephone Poles
Trees or Stumps (Existing)

## INDEX OF SHEETS


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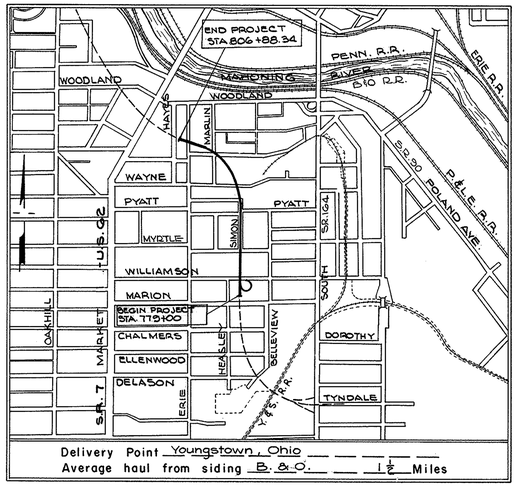
## LINE DATA

| | | |
|---|---|---|
| Begin Project | 779 + 00 | |
| End Project | 806 + 88.34 | |
| Net Length of Project | 2,788.34 Lin. Ft. | 0.528 Miles |
| * Add for Approaches | 2,665.83 Lin. Ft. | |
| Total Length of Work | 5,454.17 Lin. Ft. | 1.032 Miles |

*See Sheet No 7 for Calculation




Delivery Point Youngstown, Ohio
Average haul from siding B. & O. 1½ Miles

## LOCATION MAP

SCALE OF FEET
1000 0 1000 2000 3000

Portion to be improved
Future Construction

## SCALE

| | |
|---|---|
| Plan | 1" = 50' |
| Profile : Horizontal | 1" = 50' |
| Profile : Vertical | 1" = 5' |

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 to traffic of the highway and that provisions for the maintenance and safety of traffic will be as set forth on these plans and estimates.

Approved Paul Kostyshak
Date 5/25/60 Division Deputy Director

Approved Guy E. Keeper
Date 6-29-60 Deputy Director of Planning & Programming

Approved W. H. Wermuth
Date 6-21-60 Engineer of Bridges

Approved [illegible]
Date 6-23-60 Engineer of Location & Design

Approved C. W. McCurley
Date 6-27-60 Deputy Director of Design & Construction

Approved G. A. Berry
Date 6-29-60 First Assistant Director

Approved E. L. Preston
Date 6-29-60 Director of Highways

Approved John P. Pulley
Date 6/1/60 Commissioner of Engineering, City of Youngstown.

PREPARED AND RECOMMENDED BY
BEISWENGER, HOCH & ASSOCIATES and ROBERT J. SCHOMER
CONSULTING ENGINEERS
AKRON, OHIO YOUNGSTOWN, OHIO

File No. MAH-7-14.80
Date of Letting 19__
Contract No.

Supplemental Prints of Standard Construction Drawings

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BT 50-70-71 ENO1 | 10-1-47 | I-8 MH Nº 1A | 1-24-58 | S-27 PC-3 | 2-20-45 | I-15 Nº 6 | |
| BT-71A | 3-2-53 | | | S-27 PC-4 | 1-4-54 | | |
| F-1 | 9-1-58 | I-12 | 7-1-54 | T-35 | 1-2-56 | | |
| F-3 | 9-1-58 | I-14 G | 1-22-52 | TJ | 5-1-56 | | |
| G-7.07 | 6-1-56 | I-15 Nº 1 | 5-21-58 | AS-1-54 | 12-1-54 | | |
| I-1,2,3,4&5 | 4-24-58 | I-15 Nº 2A | 5-21-58 | CSB-2-56 SHTS. 2&3 | 2-2-59 | | |
| I-8 CB 2-2A&B | 3-2-59 | I-21-23 | 8-1-56 | RB-1-55 | 2-2-59 | | |
| I-8 CB 2-3&2-4 | 1-26-59 | L-1 | 4-1-50 | AR-1-57 | 2-2-59 | | |
| I-8 CB Nº6 | 1-26-59 | L-3 | 4-1-50 | | | | |
| I-8I Nº2 | 4-23-59 | L-3A | 4-1-50 | | | | |
| I-8I Nº2A | 4-23-59 | LJ - Nº1 | 7-1-55 | | | | |
| I-8 MH Nº1 | 1-26-59 | PI-1 | 7-15-58 | | | | |

Supplemental Specifications

| | | |
|---|---|---|
| B-2(S) | Rev. | 3-12-59 |
| I-124 | | 1-11-56 |
| S-101 | | 12-2-59 |
| 18 | Rev. | 6-15-59 |
| M-206.14 | | 7-15-49 |

Revised As-Built
MAR 9 1964
GROUND PHOTOLAB

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

Division Engineer Date

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9 (3) | |

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MAH.-7-14.80

MICROFILMED
OCT 11 1985

City & State Participation on Shaded Portion

℄ HAYES AVE.

END PROJECT MAH 7-14.80

STA. 1034+91.44 AHEAD (S.R. 18)
STA. 806+88.34 BACK

S.T. STA. 804+79.03

℄ YEXP.

℄ ERIE ST.

℄ HENRY ST.

℄ WAYNE AVE.

℄ WILLIAMSON AVE.

782+83

BEGIN WORK
STA. 48+44.45

℄ PLYMOUTH ST.

℄ PYATT ST.

℄ OKLAHOMA AVE.

BEGIN WORK
STA. 5+50

℄ MARLIN

C.S. STA. 800+79.03

CURVE DATA
Δ = 68°53'50" L = 518.03'
$D_a$ = 7°30'00" X = 387.27'
R = 763.94' y = 34.74'
$L_s$ = 400' LT. = 267.03'
$\Theta_s$ = 15°00'00" S.T. = 134.21'
$\Delta_c$ = 38°53'50" L.C. = 398.78'

S.C. STA. 795+60.40

$D_c$ = 4°30'

800+00

℄ EASELEY

℄ ALLEY

168.41'

℄ EXP. STA. 781+44.00
WILLIAMSON STA. 50+00
FOR LIMITS OF NON-PARTICIPATING FUNDS, SEE SHEET Nº 70

BEGIN PROJECT MAH 7-14.80 STA. 779+00

BEGIN WORK
STA. 775+50

SIMON ST.

780+00

785+00

790+00

795+00

T.S. STA. 791+60.40

S.C. STA. 788+66

$L_s$ = 150'

S.C. STA. 778+22.34

RAMP 'P'

S.T. STA. 1+50

$L_s$ = 150'

R = 175'

RETAINING WALL

T/B STA. 0+00

T.S. STA. 10+44.88

BRIDGE Nº MAH.-7-1479

℄ WYMER

℄ MYRTLE

℄ PYATT

WAYNE-PYATT RELOCATION

BRIDGE Nº MAH.-7-15.03

℄ EXP. STA. 794+02.76
WAYNE-PYATT REL. STA. 9+20.55
FOR LIMITS OF NON-PARTICIPATING FUNDS SEE STRUCTURE SHEET Nº 80

℄ FULTON

℄ KYLE ST.

℄ E. WOODLAND AVE.

℄ BELLEVIEW

℄ WISEMAN

℄ MYRTLE

℄ CANTON

$D_c$ = 3°

END WORK
STA. 18+45.28

NON-PARTICIPATING FUNDS
STA. 54+19.70 TO STA. 60+41.79
WILLIAMSON AVE.
(100% CITY)

END WORK
STA. 60+41.79

℄ SOUTH AVE.

NOTE :
ALL ITEMS ARE TO BE PARTICIPATING FUNDS UNLESS OTHERWISE SHOWN

# GENERAL PLAN

| FED.RD. | STATE | PROJECT | |
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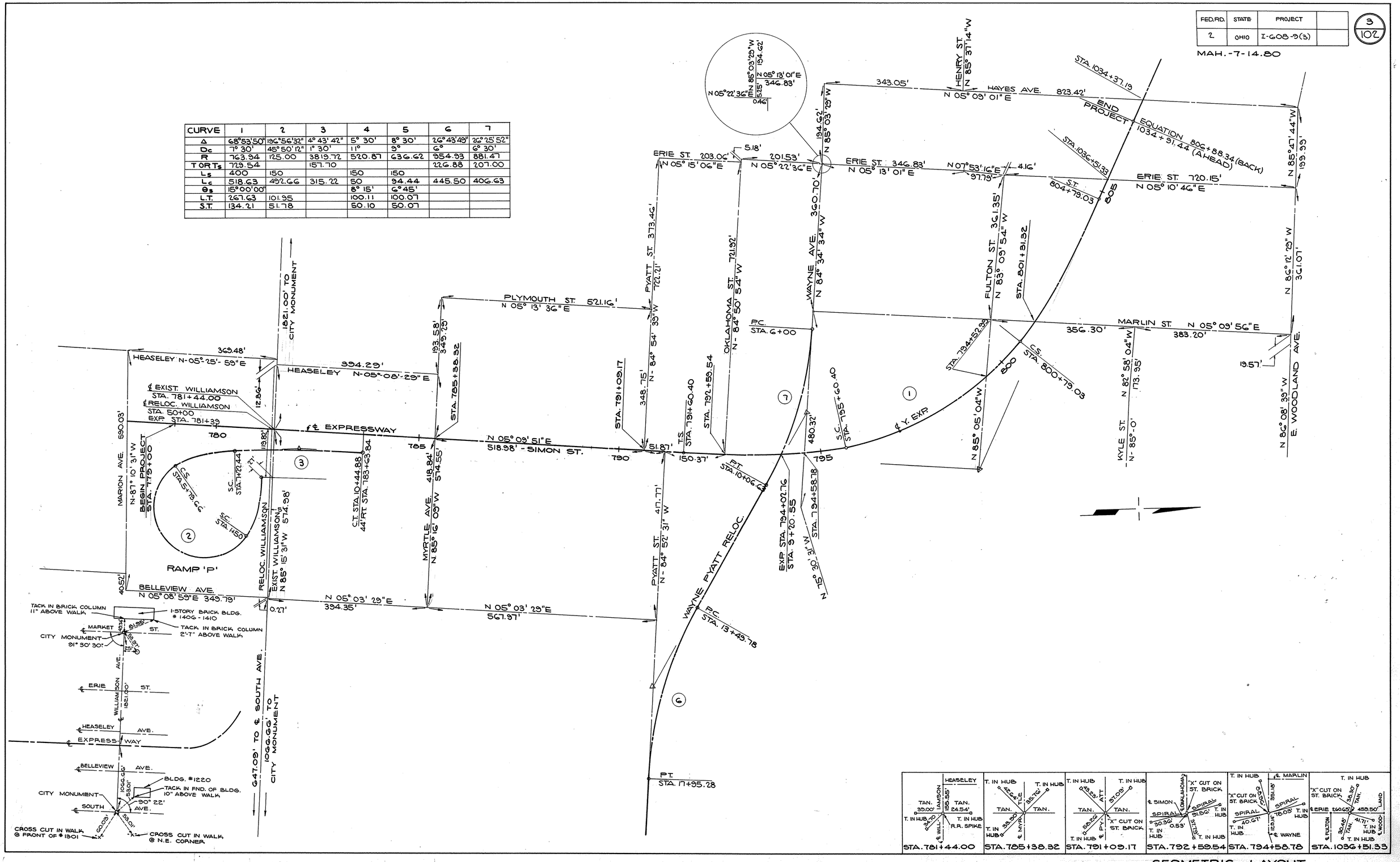
| CURVE | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|
| Δ | 68°53'50" | 196°56'32" | 4° 43' 42" | 5° 30' | 8° 30' | 26° 43' 48" | 26° 25' 52" |
| Dc | 7° 30' | 48° 50' 12" | 1° 30' | 11° | 9° | 6° | 6° 30' |
| R | 763.94 | 125.00 | 3819.72 | 520.87 | 636.62 | 954.93 | 881.47 |
| T OR $T_s$ | 729.54 | | 157.70 | | | 226.88 | 207.00 |
| $L_s$ | 400 | 150 | | 150 | 150 | | |
| $L_c$ | 518.63 | 492.66 | 315.22 | 50 | 94.44 | 445.50 | 406.63 |
| $\theta_s$ | 15° 00' 00" | | | 8° 15' | 6° 45' | | |
| L.T. | 267.63 | 101.95 | | 100.11 | 100.07 | | |
| S.T. | 134.21 | 51.78 | | 50.10 | 50.07 | | |
| | | | | | | | |







GEOMETRIC LAYOUT

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
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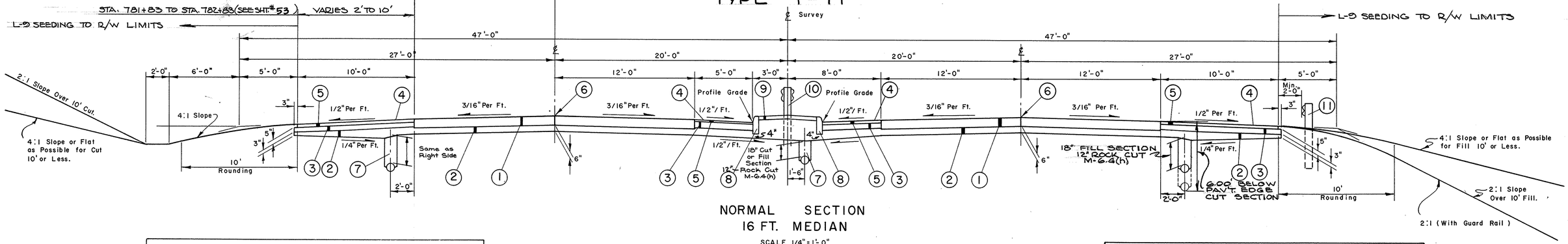
# TYPICAL SECTIONS

## TYPE T-71

STA. 779+00 TO STA. 782+83 — 24'-0"

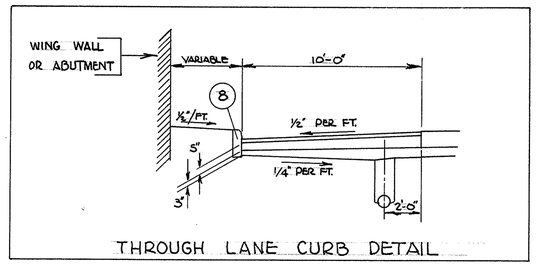
STA. 782+83 TO STA. 802+00 — 12'-0"

STA. 781+83 TO STA. 782+83 (SEE SHT. #53) — VARIES 2' TO 10'

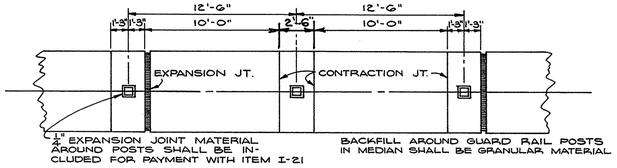



NORMAL SECTION
16 FT. MEDIAN
SCALE 1/4"=1'-0"

LIMITING STATIONS
STA. 779+00 To STA. 791+60.40
STA. 804+79.03 To STA. 806+88.34



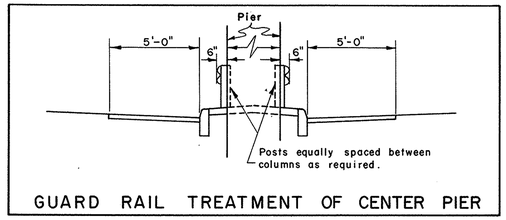

THROUGH LANE CURB DETAIL



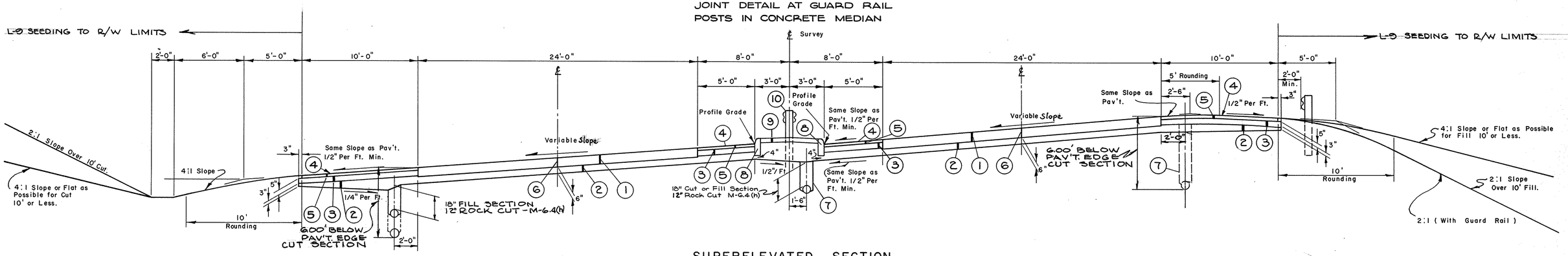

1" EXPANSION JOINT MATERIAL AROUND POSTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM I-21

BACKFILL AROUND GUARD RAIL POSTS IN MEDIAN SHALL BE GRANULAR MATERIAL

JOINT DETAIL AT GUARD RAIL POSTS IN CONCRETE MEDIAN




GUARD RAIL TREATMENT OF CENTER PIER




SUPERELEVATED SECTION
16 FT. MEDIAN
SCALE 1/4"=1'-0"

LIMITING STATIONS
STA. 791+60.40 TO 804+79.03

LIMITING STATIONS FOR M-6.4(h) UNDERDRAIN IN ROCK CUT
STA. 779+00 TO STA. 781+00

(1) T-71 10" Reinforced Portland Cement Concrete Pavement

(2) I-22 Subbase (Variable Depth)

(3) I-18 5" Stabilized Crushed Aggregate

(4) T-31 Bituminous Surface Treatment Consisting Of One Application Of .008 C.Y. Nº 6 Aggregate And 0.25 Gal. Bituminous Material per Sq.Yd. (See Note in Proposal)

(5) B-219 3" Waterproofed Aggregate Base Course

(6) Standard Longitudinal Joint

(7) I-4 6" Pipe Underdrain

(8) I-12 Standard Type 6 Curb

(9) I-21 4" Standard Type 1 Portland Cement Concrete Median Pavement

(10) I-15 Barrier Rail, Steel Beam (Deep)

(11) I-15 Guard Rail, Steel Beam (Deep)

CODE 7221

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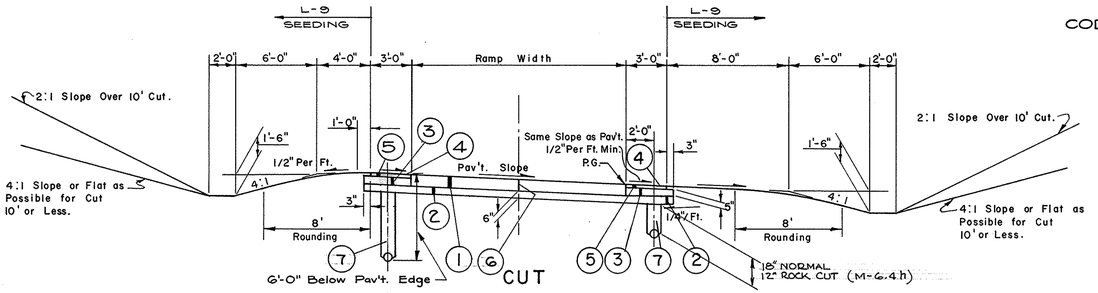
# TYPICAL SECTIONS

## TYPE T-71

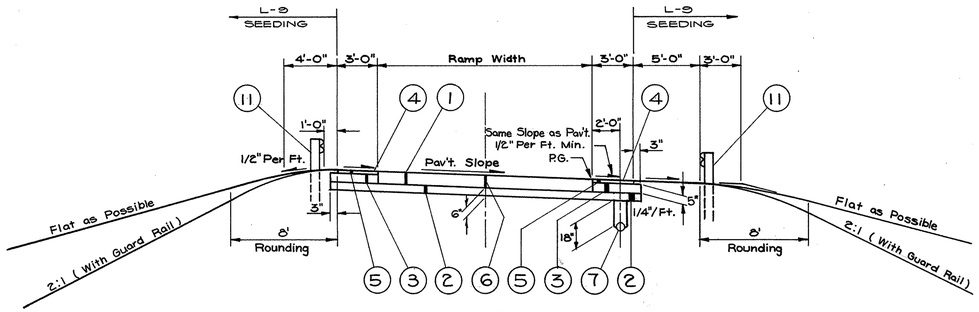
CODE 7221



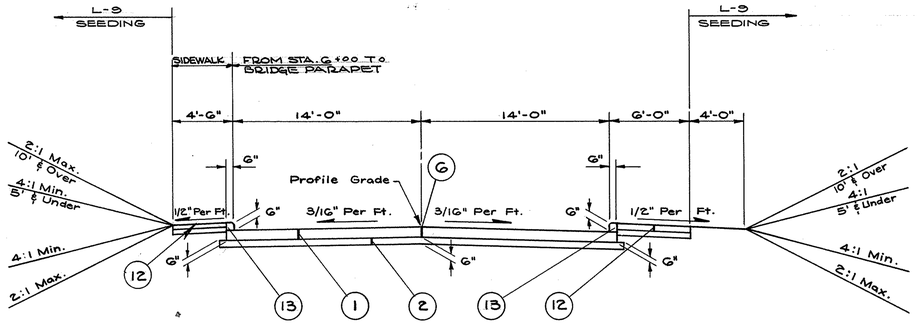

CUT

RAMP SUPERELEVATED SECTION

LIMITING STATIONS ROCK CUT I-4 M-6.4h
STA. 7+85 TO STA. 10+45
RAMP "P"



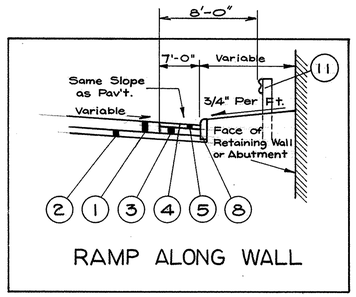

SUPERELEVATED FILL SECTION




WAYNE - PYATT RELOCATION

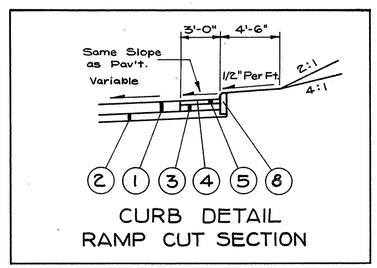
LIMITING STATIONS

Sta. 6+00.00 to Sta. 6+95.49
Sta. 11+57.61 to Sta. 15+34.00




RAMP ALONG WALL

LIMITING STATIONS
STA. 7+75 To STA. 10+44.88
RAMP "P"




CURB DETAIL
RAMP CUT SECTION

LIMITING STATIONS
LEFT STA. 1+35.10 TO STA. 2+35.10
RIGHT STA. 0+00 TO STA. 1+50
RAMP "P"

(1) T-71 9" Reinforced Portland Cement Concrete Pavement
(2) I-22 Subbase (Variable Depth)
(3) I-18 5" Stabilized Crushed Aggregate
(4) T-31 Bituminous Surface Treatment Consisting Of One Application Of .008 C.Y. No6 Aggregate And 0.25 Gal Bituminous Material per Sq. Yd. (See Note in Proposal)
(5) B-219 3" Waterproofed Aggregate Base Course
(6) Standard Longitudinal Joint
(7) I-4 6" Pipe Underdrain
(8) I-12 Standard Type 6 Curb
(9) I-21 4" Standard Type 1 Portland Cement Concrete Median Pavement
(11) I-15 Guard Rail, Steel Beam Type (Deep)
(12) I-13 5" Sidewalks, Including 5" Cinder Fill
(13) I-12 Standard Type 2-A Curb

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# GENERAL NOTES

ROAD NAME SIGNS:

ALL COUNTY, TOWNSHIP, CITY OR VILLAGE ROAD OR STREET NAME SIGNS THAT WILL BE DISTURBED BY THE CONSTRUCTION SHALL BE CAREFULLY REMOVED AND STORED BY THE CONTRACTOR FOR DISPOSAL BY THEIR RESPECTIVE OWNERS. PAYMENT FOR THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION.

FIELD OFFICE

THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE FOR THE EXECUTIVE USE OF THE STATE EMPLOYEES, IN ACCORDANCE WITH SEC. S-0.01 (b) HAVING A MINIMUM OF 500 SQUARE FEET OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THE FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT.

DESIGN SPEED:

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 50 MILES PER HOUR.

UTILITIES

THE CONTRACTOR SHALL NOTIFY AT LEAST 48 HOURS BEFORE BREAKING GROUND ALL PUBLIC SERVICE CORPORATIONS HAVING WIRE, POLES, PIPE, CONDUITS, MANHOLES OR OTHER STRUCTURES THAT MAY BE AFFECTED BY THIS OPERATION, INCLUDING ALL STRUCTURES WHICH ARE AFFECTED AND NOT SHOWN ON THESE PLANS. ANY AND ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED ON THESE PLANS.

R/W MONUMENTS. FEDERAL PROJECT MARKERS. AND SECTION MARKERS:

EXISTING R/W MONUMENTS, BENCH MARKS, FEDERAL PROJECT MARKERS AND SECTION MARKERS THAT WILL BE REMOVED BY CONSTRUCTION, SHALL BE PROTECTED BY THE CONTRACTOR AS PER SECTION G-7.09 UNTIL THEY CAN BE WITNESSED, REFERENCED AND RESET BY THE CONSTRUCTION CREWS.

ELEVATION DATUM:

ALL ELEVATIONS ARE BASED ON U. S. G. S. DATUM.

UNDERGROUND UTILITIES:

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

SPECIAL DITCHES

FOR SPECIAL DITCH GRADES, SEE CROSS SECTIONS.

TILE FOR SUBGRADE DRAINAGE

10 LIN. FT. OF 8" CORRUGATED METAL PIPE, SEC. M-6.4(a), SHALL BE FURNISHED AND PLACED BY THE CONTRACTOR, IN MANHOLES, CATCH BASINS AND INLETS FOR EACH SUBGRADE DRAIN, WHERE, AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR EACH SHALL BE MADE AT THE PRICE BID FER LINEAL FOOT OF PIPE UNDERDRAIN OUTLETS.

SUBGRADE COMPACTION FOR DRIVEWAYS

THE SUBGRADE FOR DRIVEWAYS PAVED WITH ~~TYPE~~ MATERIAL SHALL BE COMPACTED FOR A DEPTH OF SIX (6) INCHES TO THE DENSITY REQUIREMENTS SHOWN IN TABLE III, ITEM E-1. PAYMENT FOR SUBGRADE COMPACTION, AS SPECIFIED ABOVE, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF EXISTING HOUSE DRAINS

THE REMOVAL FROM ABANDONED SITES OF HOUSE CONNECTIONS, WHICH INCLUDES SANITARY, YARD, ROOF, BASEMENT OR OTHER SIMILAR PIPE DRAINS WITHIN THE ROADWAY CONSTRUCTION LIMITS SHALL BE CLASSIFIED AND PAID FOR AS ROADWAY EXCAVATION, UNLESS OTHERWISE ITEMIZED FOR PAYMENT ON THE PLANS.

NON-RIGID PAVEMENT REMOVAL

REMOVAL AND DISPOSAL OF EXISTING NON-RIGID PAVEMENT, UNLESS OTHERWISE INDICATED ON THESE PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION.

HEAVY EQUIPMENT

THE CONTRACTOR SHALL EXERCISE CARE IN THE OPERATION OF HEAVY EQUIPMENT OVER FINISHED WORK AND WILL BE REQUIRED TO REMOVE AND REPLACE ANY COMPLETED WORK DESTROYED THEREBY. CULVERTS & SEWERS SHALL BE BACKFILLED TO A HEIGHT OF FOUR FEET BEFORE LOADED EARTH-MOVING EQUIPMENT IS PERMITTED TO CROSS THE TRENCH. HEAVY EQUIPMENT SHALL NOT BE OPERATED OVER ANY COMPLETED LAYER OF EMBANKMENT COMPACTED SUBGRADE OR SUBBASE IF SUCH OPERATION TENDS TO DESTROY THE SOIL STRUCTURE OR PIPE UNDERDRAINS; HOWEVER, IF SUCH OPERATION CANNOT BE AVOIDED, THE CONTRACTOR WILL BE REQUIRED TO REDUCE THE SIZE OF LOADS TO AN EXTENT THAT DAMAGE DOES NOT OCCUR. ANY ADDITIONAL FILL AND SUBSEQUENT EXCAVATION REQUIRED TO PROVIDE THE MINIMUM SHALL BE MADE AT NO ADDITIONAL COST TO THE STATE.

GUARD RAIL POST ANCHORS

AT LOCATIONS WHERE PIER FOOTINGS INTERFERE WITH INSTALLATION OF FULL LENGTH GUARD RAIL POSTS, SHORT POSTS SHALL BE PROVIDED AND SHALL BE ANCHORED IN ACCORDANCE WITH STANDARD DRAWING I-15 NO. 6. COST OF PROVIDING AND INSTALLING NECESSARY ANCHORS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT OF GUARD RAIL.

GUARD RAIL PARAPET ANCHORS:

THE CONTRACTOR SHALL PROVIDE ONE ADDITIONAL GUARDRAIL POST IN THE CENTER OF THE FIRST PANEL OF DEEP STEEL BEAM GUARDRAIL ADJACENT TO THE PARAPET. COST OF WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FEET OF GUARDRAIL.

ITEMS L-10. SODDING, I-10 DUMPED ROCK CHANNEL PROTECTION. I-14 PAVED GUTTER.

THESE ITEMS ARE PROVIDED ON THE PLANS FOR EROSION CONTROL. THE ENGINEER SHALL CHECK AND MAKE ADJUSTMENTS IN LOCATION AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION. ROCK OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS.

L-9 COMMERCIAL FERTILIZER

ALL AREAS TO BE SEEDED UNDER ITEM L-9 OR SODDED UNDER ITEM L-10 SHALL HAVE COMMERCIAL FERTILIZER 12-12-12, APPLIED AT THE RATE OF TWENTY (20) POUNDS PER 1,000 SQUARE FEET.

SEEDING AND PROTECTING

QUANTITIES FOR SEEDING ITEM L-9 ARE CALCULATED FOR ALL AREAS WITHIN RIGHT-OF-WAY LIMITS. SEED SHALL BE SOWN AT THE RATE OF 3 POUNDS PER 1,000 SQUARE FEET EXCEPT AS OTHERWISE NOTED IN THE PLANS. SEEDING FORMULA FOR ALL SEEDED AREAS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

65% KENTUCKY BLUEGRASS
25% KENTUCKY 31 FESCUE
5% REDTOP
5% WHITE DUTCH CLOVER

REMOVAL OF TREES AND STUMPS

THE SIZE AND NUMBER OF TREES AND STUMPS SHOWN BELOW FOR REMOVAL UNDER THE CONSTRUCTION AS DETAILED ON THESE PLANS, ARE AS NEARLY CORRECT AS AVAILABLE INFORMATION PERMITS. THE STATE OF OHIO WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS FOUND DURING CONSTRUCTION. THE LUMP SUM BID FOR ITEM E-9 REMOVAL OF TREES AND STUMPS, SHALL CONSTITUTE FULL PAYMENT FOR THIS ITEM, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS AND SUCH TREES AS MARKED BY THE ENGINEER SHALL BE REMOVED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE SIZE AND NUMBER OF TREES AND STUMPS ARE ESTIMATED BELOW:

| 12"-18" | 18"-24" | 24"-30" | 30"-36" | 36"-42" | 42"-48" | OVER 48" |
|---|---|---|---|---|---|---|
| 164 | 58 | 21 | 3 | 3 | 0 | 0 |

FLARING OF GUARD RAIL AT BRIDGE

GUARD RAIL SHALL BE FLARED TO MEET THE BRIDGE RAILING IN SUCH A MANNER THAT THE CHANGE IN ALIGNMENT OF THE GUARD RAIL SHALL NOT EXCEED 1:20.

REPLACEMENT

THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY ITEM NOT SPECIFICALLY LISTED FOR REMOVAL THAT IS DAMAGED OR DESTROYED BY HIS OPERATIONS.

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING RI-1, AS MODIFIED BY THE TYPICAL SECTIONS, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

I-22 UNDER APPROACH SLABS

THE AREA BETWEEN THE BOTTOM SURFACE OF THE APPROACH SLAB AND THE SUBGRADE SHALL BE BACKFILLED WITH ITEM I-22 6" SUBBASE.

CONTRACTION AND EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING T.J.

PERMITS. LAWS AND REGULATIONS

THE CONTRACTOR SHALL SECURE, ALL NECESSARY PERMITS FROM THE MUNICIPAL OR OTHER PUBLIC AUTHORITIES & SHALL GIVE ALL NOTICES REQUIRED BY LAW OR MUNICIPAL ORDINANCES.

GUARD RAIL

THE LENGTHS OF INDIVIDUAL RUNS OF GUARD RAIL SHALL BE ADJUSTED AT THE TIME OF CONSTRUCTION TO ACCOMMODATE STANDARD PANEL LENGTHS.

UTILITIES

FOLLOWING IS A LIST OF THE UTILITIES WITHIN THE LIMITS OF THIS PROJECT:

EAST OHIO GAS CO.
OHIO EDISON CO.

OHIO BELL TELEPHONE CO.

CITY OF YOUNGSTOWN WATER DEPT.
CITY OF YOUNGSTOWN SEWER DEPT.

DRAIN PIPES

EXISTING DRAIN PIPES ENCOUNTERED DURING CONSTRUCTION ARE TO BE ADJUSTED OR REPLACED AS DIRECTED BY THE ENGINEER. PAYMENT FOR ADJUSTING EXISTING DRAIN PIPES WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR LINEAR FEET OF CURB. PAYMENT FOR REPLACEMENT OF DRAIN PIPES WILL BE AS NOTED BELOW FOR NEW DRAIN PIPES:

I-2 4" PIPE FOR STORM SEWERS M-6.8(a)
200 LIN. FT.

THE ABOVE QUANTITY IS PROVIDED FOR NEW DRAIN PIPES AND CURB OPENINGS AT LOCATIONS DESIGNATED BY THE ENGINEER. IT SHALL INCLUDE THE CURB OPENING, FURNISHING AND INSTALLING THE PIPE, AND OTHER INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THIS ITEM.

ESTIMATED QUANTITIES

THE SPECIFIC LOCATION & USAGE OF ESTIMATED QUANTITIES SET UP IN THIS PLAN TO BE USED AS DIRECTED BY THE ENGINEER SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING THE COMPLETION OF THE PROJECT.

CONSTRUCTION LAYOUT STAKES

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

DRIVEWAY RECONSTRUCTION:

THE CONTRACTOR WILL REMOVE WHERE NECESSARY AT THE LOCATIONS DESIGNATED ON THE PLANS, EXISTING DRIVEWAYS WHICH ARE TO BE RE-GRADED. THESE DRIVEWAYS ARE TO BE REPLACED IN KIND AND PAYMENT SHALL BE AT THE UNIT BID PRICE FOR THE SPECIFIC TYPE OF MATERIAL TO BE REPLACED.

| FED. RD. | STATE | PROJECT | |
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# GENERAL NOTES

SALVAGE OF MANHOLE & CATCHBASIN CASTINGS:

THE CASTINGS FROM MANHOLES AND CATCH BASINS REMOVED UNDER ITEM E-1 OR ABANDONED UNDER ITEM I-16 SHALL BE SALVAGED AND STORED WITHIN THE RIGHT OF WAY LIMITS. THE CASTINGS SHALL REMAIN THE PROPERTY OF THE CITY OF YOUNGSTOWN AND WILL BE REMOVED FROM THE STORAGE AREA BY THE CITY OF YOUNGSTOWN.

GRADING TOLERANCES

RESIDENCE AND SIMILAR AREAS FOR AREAS IN FRONT OF THE SEED BED SHALL BE PREPARED TO PROVIDE A SMOOTH SURFACE. ALL STONES LARGER THAN ONE INCH IN DIAMETER SHALL BE REMOVED FROM THE SURFACE OF THE SEED BED. HAND RAKING WILL BE REQUIRED IN AREAS INACCESSIBLE TO MACHINES AND HAND RAKING MAY BE REQUIRED, IF DIRECTED BY THE ENGINEER, IN ALL THE AFOREMENTIONED AREAS IF MACHINES USED DO NOT PROVIDE RESULTS EQUIVALENT TO RESULTS OBTAINED BY HAND RAKING. COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, ITEM E-1.

CURBS ON APPROACH SLABS:

THE HEIGHT AND FACE OF CURBS ON APPROACH SLABS SHALL BE TRANSITIONED FROM THE STANDARD SECTION USED ON THE APPROACH PAVEMENT TO THE SECTION USED ON THE BRIDGE CURBING WITHIN THE LIMITS OF THE APPROACH SLAB.

PLACING SOD IN DITCHES:

ALL SOD PLACED IN DITCHES SHALL BE LAID WITH THE LONG EDGES OF THE STRIPS PERPENDICULAR TO THE FLOW LINE OF THE DITCH. SUCCESSIVE STRIPS SHALL BE NEATLY MATCHED AND ALL JOINTLY STAGGERED OR BROKEN. THE SOD SHALL BE STAKED SECURELY WITH STAKES PLACED ON MAXIMUM TWO (2) FOOT CENTERS IN ROWS NOT MORE THAN TWO (2) FEET APART. STAKES IN ADJACENT ROWS SHALL BE STAGGERED. THE STAKES SHALL BE WOOD FROM 1/2" X3/4" X12" TO 1"X1"X24" AS REQUIRED TO HOLD THE SOD AND SHALL BE DRIVEN FLUSH WITH THE TOP OF THE SOD.

CONCRETE STEPS:

REMOVAL OF EXISTING STEPS SHALL BE INCLUDED UNDER THE UNIT PRICE BID PER LINEAL FOOT OF ITEM I-13 "CONCRETE STEPS".

RISER HEIGHT MAY BE VARIED IN THE FIELD AT THE DIRECTION OF THE ENGINEER.

NATURAL SAND AND GRAVEL SUBGRADE:

NATURAL SAND AND GRAVEL WILL BE ENCOUNTERED AT SUBGRADE ELEVATION IN MANY CUT SECTIONS. IN AREAS WHERE THIS MATERIAL CONTAINS NOT MORE THAN 15% PASSING A NO. 200 SIEVE, EXCAVATION OF THIS MATERIAL AND REPLACEMENT WITH I-22 SHALL BE NON-PERFORMED AS DIRECTED BY THE ENGINEER.

I-13 5" SIDEWALKS BETWEEN APPROACH SLAB CURBS AND ABUTMENTS:

1/2" PREMOULDED EXPANSION JOINT FILLER SHALL BE USED BETWEEN THE FACES OF THE ABUTMENT AND SIDEWALK AND THE APPROACH SLAB CURB AND SIDEWALK. THE COST OF THE EXPANSION JOINT FILLER SHALL BE INCLUDED UNDER THE UNIT PRICE BID PER SQUARE FOOT FOR ITEM I-13 5" PORTLAND CEMENT CONCRETE SIDEWALK.

T-30 TACK COAT:

ALTHOUGH THIS ITEM HAS BEEN ESTIMATED FOR USE ON THE ENTIRE EXISTING BITUMINOUS PAVEMENT AREA TO BE RESURFACED, IT SHALL BE USED ONLY ON DRY OR CHECKED PAVEMENT AREAS WHERE SPECIFICALLY DIRECTED BY THE ENGINEER.

PAY QUANTITIES FOR THIS ITEM SHALL BE DETERMINED BY FINAL MEASUREMENT.

FILLING BASEMENTS OUTSIDE NORMAL WORK LIMITS

IN ADDITION TO THE GENERAL REMOVAL REQUIREMENTS OF SEC. E-1.03(c), ALL BASEMENTS OR PORTIONS THEREOF WITHIN THE RIGHT-OF-WAY ON THIS PROJECT BUT BEYOND THE NORMAL SLOPE LINES SHALL BE FILLED TO SURROUNDING GROUND ELEVATION AS DIRECTED BY THE ENGINEER. PRIOR TO FILLING WITHIN THIS AREA, THE BASEMENT FLOORS AND WALLS SHALL BE BROKEN UP OR REMOVED AS PROVIDED UNDER SEC. 1.03(c) (AND ALL HOUSE DRAINS NOT REMOVED SHALL BE PLUGGED AS PROVIDED ELSE WHERE IN THESE NOTES).

WHERE BASEMENTS EXTEND BEYOND RIGHT-OF-WAY LINE, BUT ARE WITHIN SLOPE EASEMENT OR WORK AGREEMENT LINES, THEY SHALL BE FILLED TO THE ELEVATION OF THE SURROUNDING GROUND AS DIRECTED BY THE ENGINEER BUT THE REQUIREMENTS OF SEC. E-1.03(c) FOR REMOVALS BELOW THE PROPOSED FINISHED SURFACE SHALL BE WAIVED FOR THE PORTIONS EXTENDING BEYOND THE RIGHT-OF-WAY LINE.

PAYMENT FOR ALL OF THE ABOVE, EXCEPT PLUGGING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, ITEM E-1.

DRAINAGE

1. WHERE ABANDONED SEWER PIPES OR WATER MAINS ARE ENCOUNTERED DURING CONSTRUCTION THE PIPES SHALL BE CUT AND PLUGGED IN ACCORDANCE WITH METHODS OUTLINED IN SECTION 1-16.03. PAYMENT FOR CUTTING AND PLUGGING AND THE REMOVAL OF THE PIPE WITHIN THE LIMITS OF CONSTRUCTION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1 "ROADWAY EXCAVATION - METHOD B".

2. THE CONTRACTOR SHALL CONDUCT HIS OPERATION THAT THE FLOW OF ALL EXISTING SEWERS WILL BE MAINTAINED AT ALL TIMES. ANY ADDITIONAL LABOR OR COST INVOLVED IN MAINTAINING THIS FLOW BY PUMPING OR BY ANY OTHER APPROVED METHOD WHICH IS NECESSARY FOR THE COMPLETION OF THIS PROJECT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM I-2 "STORM SEWERS".

3. AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO CONNECT TO EXISTING PIPES: IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED SEWER. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

BRIDGE SCUPPER DRAINS:

CONDUCTOR PIPE LEADING DOWN FROM SUPERSTRUCTURE INCLUDING SPECIALS AND ACCESSORIES SHALL BE "YOLOY" PIPE OR EQUAL.

STORM SEWER DISCHARGING INTO EXISTING COMBINED SEWERS:

WHERE EVER IT BECOMES NECESSARY TO DISCHARGE THE DRAINAGE FROM A CATCH BASIN OR STORM SEWER INTO AN EXISTING COMBINATION SEWER, THE CONTRACTOR SHALL INSTALL AN APPROVED FLAP VALVE AT THE OUTLET END OF THE STORM SEWER. PAYMENT FOR MATERIALS AND LABOR INVOLVED TO INSTALL THE REQUIRED FLAP VALVE SHALL BE MADE UNDER ITEM I-5 PIPE SPECIAL FLAP VALVES AS PER PLAN.

Nº 2-4 CATCH BASIN-MODIFIED

THE STANDARD 2-4 CATCH BASIN USED ON THIS PROJECT AND IDENTIFIED AS "Nº 2-4 CATCH BASIN-MODIFIED" SHALL BE MODIFIED AS FOLLOWS:

THE WINDOW OPENING SHOWN ON STD. DWG. I-8 C.B. 2-3 & 2-4 SHALL BE REVISED TO 5" HIGH BY 2'-0" WIDE AND THE IRON BARS SHALL BE OMITTED.

LINE CALCULATIONS FOR STREETS & APPROACHES

MAIN LINE APPROACH
- BEGIN WORK ___ 777+50
- BEGIN PROJECT __ 779+00
- LENGTH OF WORK __ 150 L.F.

WAYNE-PYATT RELOCATION
- BEGIN WORK ____ 5+50
- END WORK _____ 18+45.28
- LENGTH OF WORK _ 1295.28 L.F.

WILLIAMSON AVE.
- BEGIN WORK ____ 48+44.45
- END WORK _____ 60+65
- LENGTH OF WORK _ 1220.55 L.F.

TOTAL LENGTH OF APPROACHES __ 2,665.83 L.F.

TRADE NAMES:

WHERE PRODUCTS ARE SPECIFIED FOR USAGE BY A "TRADE NAME" OR MANUFACTURER, IT SHALL BE UNDERSTOOD THAT AN APPROVED EQUAL WILL BE ALLOWED.

PAVEMENT REMOVAL OUTSIDE NORMAL CONSTRUCTION LIMITS

After the existing pavement has been removed, the old roadway shall be plowed, harrowed, and dragged to a smooth grade, the old ditches filled, and the entire area sloped to drain and left in a neat condition ready for seeding. Payment for this work shall be included in the unit price bid for Pavement Removal, Item E-8. Seeding shall be measured and paid for in accordance with Item L-9.

ROCK SUBGRADE

The Contractor shall be paid for the thickness of I-22 material shown on the typical sections in rock excavation areas. Any pockets in the rock below the plan subgrade elevation shall drain either longitudinally or laterally and all irregularities in the rock below this elevation shall be filled with I-22 material at no additional cost to the State.

MAINTENANCE OF TRAFFIC

(1) WHERE ANY OF THE WORK CALLED FOR UNDER THIS PROJECT INVOLVES CLOSING OF EXISTING STREETS, THE CONTRACTOR SHALL PROSECUTE TO THE FULLEST EXTENT THE WORK SO AS TO REDUCE TO A MINIMUM THE LENGTH OF TIME THAT THE STREETS CONCERNED SHALL BE CLOSED TO TRAFFIC.

(2) PRIOR TO THE CLOSING OF ANY STREET, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A SCHEDULE OF CONSTRUCTION OPERATIONS. UPON RECEIPT OF WRITTEN APPROVAL OF CONSTRUCTION OPERATIONS FROM THE ENGINEER AND THE CITY OF YOUNGSTOWN THE STREET MAY BE CLOSED.

(3) THE FOLLOWING QUANTITIES ARE INCLUDED FOR MAINTAINING TRAFFIC:

500 C.Y. T-10 TRAFFIC COMPACTED SURFACE COURSE
10 TONS M-10 CALCIUM CHLORIDE
75 C.Y. T-35 ASPHALTIC CONCRETE SURFACE COURSE OR APPROVED BITUMINOUS PREMIXED SURFACE COURSE FOR MAINTAINING TRAFFIC.

PAYMENT FOR TEMPORARY ROADWAYS

PAYMENT FOR CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL, WHEREVER REQUIRED, OF TEMPORARY ROADWAYS NOT SEPARATELY ITEMIZED EXCEPT FOR FURNISHING AND PLACING OF ITEMS M-10, T-10, AND T-35 FOR MAINTAINING TRAFFIC", SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "MAINTAINING TRAFFIC".

(4) ACCESS BETWEEN MARKET ST. & SOUTH AVE. WITHIN THE LIMITS OF THE PROJECT MUST BE MAINTAINED AT ALL TIMES. WAYNE ST., PYATT ST. AND WILLIAMSON AVE. MAY BE CLOSED SIMULTANEOUSLY FOR CONSTRUCTION, BUT MYRTLE ST. MUST REMAIN OPEN AND TRAFFIC DETOURED FROM MARKET ST. OVER MYRTLE ST. TO BELLEVIEW AVE., OVER BELLEVIEW AVE. TO PYATT ST., AND OVER PYATT ST. TO SOUTH AVE. UPON COMPLETION OF THE WILLIAMSON AVE. BRIDGE & APPROACHES OR THE WAYNE-PYATT ST. BRIDGE & APPROACHES, MYRTLE ST. MAY BE CLOSED AND ACCESS BETWEEN MARKET ST. & SOUTH AVE. MAINTAINED OVER THE COMPLETED WILLIAMSON AVE. OR WAYNE-PYATT IMPROVEMENT.

(5) THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION OPERATION WITH THE CONTRACTOR OF PROJECT MAH-18-17.20, SO THAT TWO WAY TRAFFIC IS MAINTAINED ON HAYES AVE. DURING THE TIME IT IS USED BY THE CONTRACTOR OF PROJECT MAH-18-17.20 AS A DETOUR FOR MARKET ST..

(6) ERIE ST., MARLIN ST., FULTON ST., OAKLAHOMA AVE., SENIOR ST., WYNER ALLEY AND MARION ST. MAY BE CLOSED TO TRAFFIC DURING THE CONSTRUCTION OF THE PROJECT.

(7) ADEQUATE PROVISION FOR PEDESTRIAN TRAFFIC SHALL BE MAINTAINED DURING THE CONSTRUCTION OF THE PROJECT.

(8) LIGHTS, SIGNS, AND BARRICADES:

THE CONTRACTOR SHALL, IN ADDITION TO THE GENERAL REQUIREMENTS OF SEC. G-7.07, ON THIS PROJECT PERFORM THE FOLLOWING:

a. PROVIDE, ERECT, AND MAINTAIN MOVABLE GATES ON INTERSECTING ROADS CLOSED TO TRAFFIC, AT ALL POINTS WHERE LOCAL MOVEMENT TERMINATES.
b. PROVIDE, ERECT, AND MAINTAIN LIGHTS, SIGNS, AND BARRICADES AT THE WORK LIMITS ON ALL INTERSECTING ROADS WHICH REMAIN OPEN TO TRAFFIC.
c. PROVIDE, ERECT, AND MAINTAIN STANDARD 40"x 24" SIZE ROAD CLOSED SIGNS, SIGN SUPPORTS, AND LIGHTS AT LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

(9) MARION AVE. BETWEEN HEASLEY & BELLEVIEW SHALL REMAIN OPEN TO TRAFFIC UNTILL SUCH TIME AS THE PROPOSED RELOCATION & STRUCTURE ON WILLIAMSON AVE. IS COMPLETED & OPEN TO TRAFFIC.

GUARD RAIL, AS PER PLAN

All guard rail in the paved median shall have square sawed pressure treated posts. All other guard rail posts shall be butt treated.

Rev. 8-23-60

# GENERAL NOTES - UTILITY RELOCATIONS

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GENERAL:

CONSTRUCTION PLANS INCLUDE RELOCATING LINES AND APPURTENANCES OF TWO UTILITY FACILITIES DISRUPTED BY CONSTRUCTION OF EXPRESSWAY. THIS RELOCATION WORK TO BE PERFORMED IN CONNECTION WITH AND BY THE CONTRACTOR OF YOUNGSTOWN EXPRESSWAY WORK IN ORDER THAT UTILITIES RELOCATIONS CAN BE CLOSELY COORDINATED WITH EXPRESSWAY WORK AND WITH EACH OTHER.

THE TWO FACILITIES ARE:

CITY OF YOUNGSTOWN SEWER DEPARTMENT; (C.O.Y. SEWER DEPT.) RELOCATION OF VARIOUS LATERAL AND INTERCEPTOR SEWERS.

CITY OF YOUNGSTOWN WATER DEPARTMENT; (C.O.Y. WATER DEPT.) RELOCATION OF VARIOUS SERVICE MAINS.

THE LOCATIONS OF THESE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. THE LOCATION, TYPE, DEPTH, AND SIZE OF ALL EXISTING PIPES ARE SHOWN AS NEARLY EXACT AS THE AVAILABLE INFORMATION WILL PERMIT. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO MAKES NO GUARANTEES AS TO THEIR ACCURACY OR COMPLETENESS. THE STATE WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS FOUND DURING CONSTRUCTION.

THERE WILL BE NO SEPARATE PAYMENT FOR EXCAVATION FOR WATER AND SEWER LINES. REQUIRED EXCAVATION OVER AND ABOVE THAT INDICATED FOR ROADWAY EXCAVATION SHALL BE INCLUDED IN THE APPROPRIATE UNIT PRICE

SHEETING AND BRACING ORDERED LEFT IN PLACE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER SQUARE FOOT UNDER ITEM E-2 "SHEET PILING LEFT IN PLACE."

WHERE CONCRETE ENCASED SEWER OR WATER PIPES ARE REQUIRED SUCH ENCASEMENT WILL BE INCLUDED IN UNIT PRICE BID FOR FURNISHING AND LAYING PIPE, ITEM 1-2 COMBINED SEWERS CONCRETE ENCASED OR ITEM 1-124 NEW WATER MAINS, CONCRETE ENCASED. SEE SHEET 29 FOR DETAILS.

WHERE CONCRETE ENCASEMENT IS REQUIRED FOR EXISTING WATER LINES IT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAL FOOT UNDER ITEM 1-124 ENCASEMENT OF EXISTING WATER MAINS. SEE SHEET 29 FOR DETAILS.

THE CONSTRUCTION OF RELOCATED WATER MAINS OWNED BY THE CITY OF YOUNGSTOWN WILL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY

THE CONTRACTOR SHALL NOTIFY CITY OF YOUNGSTOWN WATER DEPARTMENT 48 HOURS IN ADVANCE OF BREAKING GROUND ON EACH WATER MAIN RELOCATION. HE WILL OBTAIN PERMISSION FROM APPROPRIATE AUTHORITY BEFORE TAKING ANY WATER MAIN OUT OF SERVICE; HE WILL ARRANGE WORK AND MATERIALS IN ADVANCE SO THAT ANY WATER MAIN WILL BE OUT OF SERVICE A MINIMUM PERIOD OF TIME.

ALL CONSTRUCTION ON WATER MAINS SHALL CONFORM TO STATE OF OHIO DEPARTMENT OF HIGHWAYS SUPPLEMENTAL SPECIFICATION 1-124, AS AMENDED HEREIN.

NO SEPARATE PAYMENT WILL BE MADE FOR CONCRETE ANCHORAGES OR CONCRETE THRUST BLOCKS REQUIRED IN LAYING WATER LINES. THE COST FOR SUCH CONCRETE SHALL BE INCLUDED IN UNIT PRICE BID FOR ITEM 1-124 "NEW WATER MAINS."

THE DRAWINGS SHOW THE LOCATION AND PROFILE OF THE LINE TO BE LAID, AND TYPICAL DETAILS OF THE PIPING AND STRUCTURES DEPENDING UPON THE TYPE OF PIPE TO BE USED, THE LINE AND GRADE OF THE WATER PIPE MAY BE MODIFIED SLIGHTLY SO THAT CURVATURE MAY BE MADE INSOFAR AS PROPER AT THE JOINTS WITHOUT USE OF SPECIAL FITTINGS. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR THE PARTICULAR TYPE OF PIPE CHOSEN AT THE AWARD OF CONTRACT. ALL PROPOSED MODIFICATIONS FROM THE PIPE PROFILE SHOWN ON THE DRAWINGS SHALL BE SUBMITTED IN DETAIL TO THE ENGINEER FOR APPROVAL BEFORE ANY MATERIAL IS ORDERED.

WHERE ABANDONED SEWER PIPES OR WATER MAINS ARE ENCOUNTERED DURING CONSTRUCTION; THE PIPES SHALL BE CUT AND PLUGGED IN ACCORDANCE WITH METHODS OUTLINED IN SECTION 1-16.03. PAYMENT FOR CUTTING AND PLUGGING AND REMOVAL OF THE PIPE WITHIN THE LIMITS OF CONSTRUCTION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1 "ROADWAY EXCAVATION METHOD "B", UNLESS OTHERWISE SHOWN IN THE PLANS.

PROPOSED SEWERS AND WATER MAINS UNDER EXISTING PAVEMENT:

REPLACEMENT OF EXISTING PAVEMENT FOR CONSTRUCTION OF PROPOSED SEWERS AND WATER MAINS SHALL BE AS SHOWN ON SHEET # 29 REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM B-70 "PORTLAND CEMENT CONCRETE BASE COURSE FOR PAVEMENT REPLACEMENT," AND ITEM T-35 "ASPHALTIC CONCRETE SURFACE COURSE FOR PAVEMENT REPLACEMENT."

WHERE REFERENCE IS MADE TO ITEMS BY MEANS OF TRADE NAMES OR MANUFACTURERS, IT SHALL BE UNDERSTOOD THAT SUCH REFERENCE IS MADE FOR THE PURPOSE OF ESTABLISHING A STANDARD, AND THAT OTHER PRODUCTS WHICH CAN BE PROVEN FULLY EQUAL WILL BE EQUALLY ACCEPTABLE. BIDDERS WISHING TO OFFER SUBSTITUTIONS FOR THE STANDARDS NAMED SHALL SO INDICATE IN THEIR PROPOSAL. OTHERWISE BIDS WILL BE CONSTRUED TO BE BASED ON THE STANDARD, WHICH SHALL BE INSTALLED. IF SUBSTITUTIONS OFFERED ARE DEEMED NOT EQUAL, THE CONTRACTOR MAY BE REQUIRED TO PROVIDE THE STANDARD OR ITS EQUAL AT NO CHANGE FROM BID PRICE.

VALVES, VALVE BOXES AND FIRE HYDRANTS LISTED FOR REMOVAL UNDER ITEM E-12 SHALL BE CAREFULLY DISJOINTED FROM PIPE LINE AND REMOVED IN A MANNER TO PRECLUDE DAMAGE TO THEM.

CITY OF YOUNGSTOWN SEWER RELOCATIONS:

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS THAT THE FLOW OF ALL EXISTING SEWERS WILL BE MAINTAINED AT ALL TIMES. ANY ADDITIONAL LABOR OR COST INVOLVED IN MAINTAINING THIS FLOW BY PUMPING OR BY ANY OTHER APPROVED METHOD WHICH IS NECESSARY FOR THE COMPLETION OF THIS PROJECT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 1-2 "COMBINED SEWERS."

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

PAYMENT FOR REMOVAL AND/OR ABANDONING OF PIPE OUTLETS NECESSITATED BY THE ABANDONING OF EXISTING CATCH BASINS OR MANHOLES, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 1-16 "MANHOLES, CATCH BASINS, OR INLETS ABANDONED" UNLESS PAYMENT IS OTHERWISE AUTHORIZED SPECIFICALLY UNDER OTHER ITEMS IN THE PLANS.

WHERE IT IS NECESSARY UNDER ITEM 1-8 "MANHOLES ADJUSTED TO GRADE" TO REPLACE UNSATISFACTORY MANHOLE FRAME AND COVER CASTINGS, PAYMENT FOR THE NEW CASTINGS SHALL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH FOR ITEM 1-8 "MANHOLE FRAME AND COVER FURNISHED AND PLACED." PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING, HAULING AND PLACING ALL CASTINGS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM TO THE SATISFACTION OF THE ENGINEER.

REMOVAL OF EXISTING HOUSE DRAINS:

NO SEPARATE PAYMENT WILL BE MADE FOR THE REMOVAL, FROM ABANDONED SITES, OF HOUSE CONNECTIONS, INCLUDING SANITARY, YARD, ROOF, BASEMENT OR OTHER SIMILAR PIPE DRAINS WITHIN THE ROADWAY CONSTRUCTION LIMITS, UNLESS SPECIFICALLY OTHERWISE ITEMIZED FOR PAYMENT ON THE PLANS.

WHERE AN EXISTING SEWER IS REPLACED BY A RELOCATED SEWER, NO SEPARATE PAYMENT WILL BE MADE FOR THE COST OF EXTENDING HOUSE CONNECTIONS TO THE NEW SEWER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 1-2 "COMBINED SEWERS." SEE SHEET #29 FOR CONNECTION DETAILS.

REINF. CONC. COMBINATION STORM AND SANITARY SEWER SHALL CONFORM TO ITEM 1-2 "COMBINATION SEWERS UNDER PAVEMENT AND APPROACHES," AS AMENDED HEREIN.

JOINTS SHALL BE OF THE SPIGOT AND SHOULDER TYPE UTILIZING A RUBBER GASKET RETAINED BETWEEN THE GROOVED CONCRETE SPIGOT AND THE CONCRETE SHOULDER, INSTALLED ACCORDING TO MANUFACTURERS RECOMMENDATIONS. EXTERIOR JOINT RECESS AND INTERIOR RECESS, FOR PIPE 30" AND LARGER, SHALL BE POINTED WITH CEMENT MORTAR.

PIPE SHALL BE COATED INSIDE WITH TWO COATS OF COAL TAR PITCH PAINT AT A RATE OF NOT MORE THAN 180 SQ. FT. PER GALLON PER COAT. WATERPROOFING MATERIAL SHALL CONSIST OF "INERTOL STANDARD THICK," "KOPPERS SUPER SERVICE," "PITT.-CHEM 103," OR EQUAL.

CITY OF YOUNGSTOWN MANHOLES TYPES YA, YB, YC, & YD

WATERPROOFING

MANHOLES SHALL BE COATED INSIDE WITH TWO COATS OF COAL TAR PITCH PAINT, APPLIED AT A RATE OF NOT MORE THAN 150 SQ. FT. PER GALLON PER COAT.

PAYMENT SHALL BE INCLUDED UNDER THE CONTRACT PRICE BID PER EACH FOR ITEM 1-8 CITY OF YOUNGSTOWN MANHOLE TYPES YA, YB, YC, & YD. WATERPROOFING MATERIAL SHALL CONSIST OF "INTERTOL STANDARD THICK, ""KOPPERS SUPER SERVICE," "PITT-CHEM 103," OR EQUAL.

STEPS & PULLING IRONS

ALL STEPS & PULLING IRONS REQUIRED IN THE CITY OF YOUNGSTOWN MANHOLES Y-A, Y-B, Y-C OR Y-D SHALL MEET THE REQUIREMENTS OF SEC. M-7.6 OR M-7.8(4) OF THE "STATE OF OHIO, DEPARTMENT OF HIGHWAYS, CONSTRUCTION & MATERIAL SPECIFICATIONS."

CITY OF YOUNGSTOWN WATER MAIN RELOCATIONS:

ALL WATER MAINS BELONGING TO THE CITY OF YOUNGSTOWN AND OVER 8 INCHES IN DIAMETER WILL BE REMOVED AND SALVAGED AND STORED WITHIN THE R/W LIMITS TO BE PICKED UP BY THE CITY. THIS WORK WILL BE PERFORMED UNDER ITEM E-12, "PIPE REMOVAL FOR STORAGE AND REUSE."

ALL CAST IRON PIPE AND APPURTENANCES USED IN WATER MAIN CONSTRUCTION WILL CONFORM TO OHIO SUPPLEMENTAL SPECIFICATION 1-124 AND SHALL BE OF MECHANICAL JOINT TYPE AND FITTED WITH LUGS FOR TIED OR HARNESSED JOINTS AT ALL BENDS WITH DEFLECTION GREATER THAN 5°.

GATE VALVES: TO CONFORM TO A.W.W.A. SPECIFICATION C-500 WITH THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS: VALVE WILL BE OF MECHANICAL JOINT, DOUBLE DISC, PARALLEL SEATS, NON-RISING STEM, CAST IRON STUFFING BOX AND SOLID BRASS GLAND; DISC TO BE CAST IRON WITH BRASS FACES; 16 INCH DIAMETER AND LARGER VALVES TO BE SUPPLIED WITH BY-PASSES, BEVEL GEARING, OPEN AND CLOSED INDICATOR WITH TRACKS, ROLLERS AND SCRAPERS OF HIGH GRADE BRONZE; VALVES ARRANGED TO OPEN BY TURNING TO RIGHT, CLOCKWISE; AND AN ARROW ON WRENCH NUT WILL SHOW DIRECTION OF TURN TO OPEN; WITH VALVE STEMS OF HIGH GRADE MANGANESE BRONZE.

FIRE HYDRANTS TO CONFORM TO A.W.W.A. SPECIFICATION C-502 WITH THE FOLLOWING SUPPLEMENTAL SPECIFICATION: FIRE HYDRANTS SHALL BE OF COMPRESSION TYPE, VALVES OPEN AGAINST PRESSURE, 6 INCH DIAMETER INLET CONNECTION TO FIT MECHANICAL JOINT AND WITH HARNESSING LUGS, BE FURNISHED WITH 2 HOSE NOZZLES 2-1/2 INCH I.D. NAT. THD. FIRE HOSE COUPLING SCREW THREAD AND 1 PUMPER NOZZLE 4-1/2 INCH I.D. YOUNGSTOWN STD. THD. (SEE DETAIL) AND MATCHING CAPS, HAVE BURY LENGTH 5-1/2 FEET, LEATHER NOZZLE CAP GASKET, DRAIN OPENING WITH LEATHER FACED VALVE, LEATHER FACED INLET VALVE NOT LESS THAN 5 INCH DIAMETER, BRONZE STUFFING BOX AND GLAND, OPERATING AND CAP NUTS OF BRASS OR BRONZE, SQUARE SHAPED, FINISHED WITH SLIGHT TAPER 27/32 INCH SQUARE ON TOP TO 29/32 INCH SQUARE ON BOTTOM AND STAND PIPE EXPOSED ABOVE SIDE WALK BE PAINTED FEDERAL ORANGE. SEE THREAD DETAIL SHEET #29.

VALVE BOXES WILL BE SIZE "B" WITH No. 6 ROUND BASE, ADJUSTABLE SCREW TYPE, SHAFT NOT LESS THAN 5-1/4 INCH DIAMETER. DROP COVER TO HAVE "WATER" CAST THEREON AND RECESSED FOR EASE OF REMOVAL.

WATER METER BOXES:

THE CITY WATER WORKS DEPARTMENT WILL RELOCATE ALL PRIVATELY OWNED WATER METER BOXES AND THIS ITEM WILL NOT BE INCLUDED AS PART OF THE WORK TO BE PERFORMED BY THE STATE CONTRACTOR.

EXISTING WATER MAIN CUT AND PLUGGED OUTSIDE ROADWAY CONSTRUCTION LIMITS SHALL BE PAID FOR UNDER ITEM 1-124 NEW WATER MAIN AT CONTRACT UNIT PRICE BID PER EACH "CUT AND PLUG."

# COMPUTATIONS

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

9/102

MAH -7-14.80

## ITEM E-8 PARTICIPATING FUNDS

| LOCATION | FROM | TO | REMOVAL & DISPOSAL OF EXIST. RIGID PAV'T S.Y. | REMOVAL & DISPOSAL OF EXIST. SIDEWALK S.F. | REMOVAL & DISP. OF EXIST. CURB, CURB & GUTTER, H'DR CURB - L.F. | REMOVAL & STORAGE OF EXISTING STONE CURB L.F. | REMOVAL & DISPOSAL OF EXISTING WEARING COURSE S.Y. | REMOVAL & STORAGE OF EXISTING STONE SIDEWALK S.F. |
|---|---|---|---|---|---|---|---|---|
| MARION AVE. | HEASELEY AVE. | BELLEVIEW AVE. | 2120 | 5300 | 1060 | | | |
| WILLIAMSON AVE. | SEE SHEET 58 | | 856 | 6015 | | 1238 | | |
| MYRTLE AVE. | 152' LT. | 128' RT. | 932 | 2800 | | 560 | | |
| PYATT ST. | 112' LT. | 94' RT. | 861 | 2868 | | 696 | | |
| SIMON ST. | 785+54 | 792+70 | 1012 | 7160 | | 1432 | | |
| OKLAHOMA ST. | SIMON ST. | 116' LT. | 208 | 832 | | 208 | | |
| WAYNE AVE. | 302' LT. | 50' RT. | 1047 | 3136 | | 784 | | |
| FULTON ST. | 144' LT. | 104' RT. | 657 | 1968 | | 492 | | |
| MARLIN ST. | 114' LT. | 114' RT. | 609 | - | | 456 | | |
| ERIE AVE. | 135' LT. | 196' RT. | 735 | 2648 | | 662 | | 1824 |
| | | | | | | | | |
| | | | | | | | | |
| TOTAL PARTICIPATING QUANTITIES | | | 9937 | 32727 | 1060 | 6528 | | 1824 |

## ITEM E-8 NON-PARTICIPATING FUNDS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| * | WILLIAMSON AVE. | HEASELEY AVE. | BELLEVIEW AVE. | - | 6540 | - | 1300 | 357 | - |
| | | | | | | | | | |
| | | | | | | | | | |
| | TOTAL NON-PARTICIPATING QUANTITIES | | | - | 6540 | | 1300 | 357 | |
| | TOTAL BID QUANTITIES | | | 9937 | 39267 | 1060 | 7,828 | 357 | 1824 |

## PAVEMENT & BASE - PARTICIPATING FUNDS

| SHEET Nº | STATION FROM | STATION TO | T-71 10" REINF. P.C.C. PAV'T S.Y. | T-71 8" REINF. P.C.C. PAV'T S.Y. | I-18 5" CRUSHED AGGR. SHLDR. & APPROACHES C.Y. | B-215 WATERPROOFED AGGR. BASE COURSE C.Y. | T-31 BITUMINOUS SURFACE TREATMENT № 6 AGGR. C.Y. | T-31 BITUMINOUS SURFACE TREATMENT BITUM. MATERIAL GAL'S | I-22 SUBBASE C.Y. | B-10 AGGR. BASE COURSE C.Y. | T-35 1" ASPH. CONC. SURF. COURSE TYPE "C" C.Y. | B-35 2" ASPH. CONC. LEVELING COURSE C.Y. | B-35 ASPH. CONC. PRE-LEVELING COURSE | B-70 8" CONC. BASE COURSE S.Y. | T-30 BITUMINOUS PRIME COAT GAL'S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 779+00 | 782+00 | 2000 | | 135 | 80 | 8 | 240 | 630 | | | | | | |
| 15 | 782+00 | 792+00 | 6273 | " | 421 | 251 | 24 | 752 | 1687 | | | | | | |
| 16 | 792+00 | 802+00 | 5333 | | 481 | 278 | 27 | 833 | 1630 | | | | | | |
| 17 | 802+00 | 806+88.34 | 2603 | | 235 | 144 | 13 | 407 | 831 | | | | | | |
| 18 | RAMP "P" 0+00 | 7+98.07 | 416 | 1480 | 100 | 60 | 6 | 180 | 426 | | | | | | |
| 52 | WAYNE-PYATT RELOC. 5+55.38 | 17+95.28 | | 2193 | | | | | 365 | 4 | 5 | 1 | | | 2 |
| 58 | WILLIAMSON AVE. 48+44.45 | 54+19.43 | | | | | | | 144 | | 45 | 90 | 3 | 569 | 169 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| TOTAL PARTICIPATING QUANTITIES | | | 16625 | 3,673 | 1,372 | 813 | 78 | 2,412 | 5,713 | 4 | 50 | 91 | 3 | 569 | 171 |

## PAVEMENT & BASE - NON-PARTICIPATING FUNDS

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * | 58 | WILLIAMSON AVE. 54+19.43 | 60+66.79 | - | - | - | - | - | - | 191 | - | 80 | 160 | 23 | 847 | 85 |
| # | 14 & 15 | 12' Extra Lane on Lt. Sta. 779+00 | 782+83 | 511 | | | | | | 86 | | | | | | |
| TOTAL NON-PARTICIPATING QUANTITIES | | | | 511 | - | - | - | - | - | 277 | - | 80 | 160 | 23 | 847 | 85 |
| TOTAL BID QUANTITIES | | | | 17,136 | 3,673 | 1,372 | 813 | 78 | 2,412 | 5,990 | 4 | 130 | 251 | 26 | 1416 | 256 |

## PAVEMENT REPLACEMENT FOR UTILITY RELOCATIONS - PARTICIPATING FUNDS

| STREET | B-70 8" P.C.C. BASE COURSE S.Y. | T-35 1½" ASPHALTIC CONCRETE "A" C.Y. | I-13 5" CONCRETE SIDEWALK S.F. | I-12 TYPE G CURB L.F. |
|---|---|---|---|---|
| WILLIAMSON AVE | 614 | | | |
| MYRTLE AVE. | 153 | 18 | | |
| PLYMOUTH | 277 | 11 | | |
| PYATT ST. | 939 | 5 | 520 | 130 |
| WAYNE AVE. | 15 | 1 | | |
| MARLIN ST. | 570 | 23 | | |
| FULTON ST. | 200 | 80 | | |
| HENRY | 25 | 1 | | |
| HAYES AVE. | 189 | 76 | | |
| ERIE AVE. | 141 | 56 | | |
| FULTON ST. | 16 | 1 | | |
| | | | | |
| TOTAL | 3139 | 272 | 520 | 130 |

## ROADWAY ITEMS - PARTICIPATING FUNDS

| SHEET Nº | STATION FROM | STATION TO | L-8 SEEDING S.Y. | L-8 FERTILIZER 20#/1000 S.F. TONS | E-1 COMPACTED SUBGRADE S.Y. | E-11 WATER M/GAL'S .005×(EMB.+20%×1.21) |
|---|---|---|---|---|---|---|
| 14 | 779+00 INCLUDING RAMP "P" | 782+00 | 16 840 | 1.52 | 2772 | 2 |
| 15 | 782+00 | 792+00 | 19 133 | 1.72 | 10645 | 92 |
| 16 | 792+00 | 802+00 | 23338 | 2.10 | 9403 | 19 |
| 17 | 802+00 | 806+88 | 11348 | 1.02 | 4620 | 4 |
| 18 | RAMP "P" 0+00 | 7+98.07 | | | 2616 | 5 |
| 52 | WAYNE-PYATT RELOC. 10+50 | 17+50 | 6092 | 0.55 | 1416 | 5 |
| 58 | WILLIAMSON AVE. 48+44.45 | 54+19.43 | - | - | 869 | 155 |
| | Add for Items I-18 & B-13 | | | | | 7 |
| TOTAL PARTICIPATING QUANTITIES | | | 76,751 | 6.91 | 32,401 | 289 |

## ROADWAY ITEMS - NON-PARTICIPATING FUNDS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| * | 58 | WILLIAMSON AVE. 54+19.43 | 60+66.79 | 1089 | 0.10 | 1148 | 1 |
| # | 14 & 15 | 12' Extra Lane on Lt. 779+00 | 782+83 | | | 511 | 1 |
| TOTAL NON-PARTICIPATING QUANTITIES | | | | 1,089 | 0.10 | 1,659 | 2 |
| TOTAL BID QUANTITIES | | | | 77,840 | 7.01 | 34,060 | 291 |

## EARTHWORK ANALYSIS - PARTICIPATING FUNDS

| SHEET Nº | FROM | TO | EXCAVATING C.Y. | EMBANKMENT C.Y. | EMBANKMENT +20% C.Y. |
|---|---|---|---|---|---|
| 14 | 777+50 | 782+00 | 56,050 | 0 | 0 |
| 15 | 782+00 | 792+00 | 88,016 | 13,978 | 16,774 |
| 16 | 792+00 | 802+00 | 32,797 | 1,851 | 2,221 |
| 17 | 802+00 | 806+00 | 55,101 | 0 | 0 |
| 18 | RAMP "P" | | | | |
| | 0+00 | 5+00 | 4,481 | 565 | 679 |
| 52 | WAYNE - PYATT RELOC. | | | | |
| | 5+50 | 18+45 | 769 | 25,464 | 30,557 |
| 58 | WILLIAMSON ST. | | | | |
| | 48+45 | 54+20 | 517 | 0 | 0 |
| | | | | | |
| TOTAL PARTICIPATING QUANTITIES | | | 237,731 | 41,858 | 50,230 |

## EARTHWORK ANALYSIS - NON-PARTICIPATING FUNDS

| | | | | | | |
|---|---|---|---|---|---|---|
| * | 58 | WILLIAMSON ST. | | | | |
| | | 54+70 | 60+32 | 942 | 0 | 0 |
| # | 14 & 15 | 779+00 | 782+83 | 2200 | | |
| TOTAL NON-PARTICIPATING QUANTITIES | | | | 3142 | 0 | 0 |
| TOTAL BID QUANTITIES | | | | 240,873 | 41,858 | 50,230 |

240,873 CU.YDS. - 50,230 CU.YDS. = 190,643 CU.YDS. WASTE

* 100% City Participation

\# City and State Participation

# QUANTITY SUMMARY
# ROADWAY

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | I-608-9(3) | |

MAH-7-14.80



TYPE CODE 7221

| ITEM | 7 | 6 | 9 | 14 | 15 | 16 | 17 | 18 | 52 | 58 | 60 | 65 | 99 | 100% CITY FUNDS | CITY & STATE FUNDS | PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS | BID ITEM | BID QUANTITY | UNIT | DESCRIPTION (ROADWAY) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E-1 | | | 237,731 | | | | | | | | | | | | | 237,731 | | E-1 | 240,873 | C.Y. | ROADWAY EXCAVATION - METHOD "B" AS PER PLAN |
| | | | 3142 | | | | | | | | | | | 942 | 2200 | | 3142 | | | | |
| E-1 | | | 32,401 | | | | | | | | | | | | | 32401 | | E-1 | 34,060 | S.Y. | COMPACTED SUBGRADE |
| | | | 1,659 | | | | | | | | | | | 1148 | 511 | | 1,659 | | | | |
| E-8 | | | 9937 | | | | | | | | | | | | | 9937 | | E-8 | 9,937 | S.Y. | REMOVAL & DISPOSAL OF EXISTING RIGID PAVEMENT |
| | | | – | | | | | | | | | | | | | | – | | | | |
| E-8 | | | – | | | | | | | | | | | | | – | | E-8 | 357 | S.Y. | REMOVAL & DISPOSAL OF EXISTING WEARING COURSE |
| | | | 357 | | | | | | | | | | | 357 | | | 357 | | | | |
| E-8 | | | 32,727 | | | | | | | | | | | | | 32,727 | | E-8 | 39,267 | S.F | REMOVAL & DISPOSAL OF EXISTING SIDEWALK |
| | | | 6,540 | | | | | | | | | | | 6540 | | | 6540 | | | | |
| E-8 | | | 1,060 | | | | | | | | | | | | | 1060 | | E-8 | 1,060 | L.F. | REMOVAL & DISPOSAL OF EXISTING CURB, CURB & GUTTER OR HEADER CURB |
| | | | – | | | | | | | | | | | | | | – | | | | |
| E-8 | | | 6,528 | | | | | | | | | | | | | 6,528 | | E-8 | 7,828 | L.F. | REMOVAL & STORAGE OF EXISTING STONE CURB |
| | | | 1,300 | | | | | | | | | | | 1300 | | | 1,300 | | | | |
| E-9 | | Lump | | | | | | | | | | | | | | Lump | | E-9 | LUMP | LUMP | REMOVAL OF TREES & STUMPS |
| | | Lump | | | | | | | | | | | | Lump | Lump | | Lump | | | | |
| E-11 | | | 289 | | | | | | | | | | | | | 289 | | E-11 | 291 | M.GALS | WATER |
| | | | 2 | | | | | | | | | | | 1 | 1 | | 2 | | | | |
| E-8 | | | 1,824 | | | | | | | | | | | | | 1,824 | | E-8 | 1,824 | S.F. | REMOVAL & STORAGE OF EXISTING STONE SIDEWALK |
| | | | | | | | | | | | | | | | | | – | | | | |
| I-8 | | | | | 2 | 2 | | | | | | | | | | 4 | | I-8 | 4 | EACH | MONUMENT ASSEMBLIES, STANDARD |
| | | | | | | | | | | | | | | | | | – | | | | |
| I-13 | | | | | | | | | 389 | 1,846 | | | | | | 2,235 | | I-13 | 9,169 | S.F. | 5" PORTLAND CEMENT CONC. SIDEWALKS INCLUDING 5" CINDER BASE |
| | | | | | | | | | | 6,934 | | | | 6934 | | | 6934 | | | | |
| I-13 | | | | | | | | | | | | | | | | – | | I-13 | 261 | L.F. | CONCRETE STEPS, AS PER PLAN |
| | | | | | | | | | | | 261 | | | 261 | | | 261 | | | | |
| I-15 | | | | 262.5 | 805.5 | 644.5 | 50 | 150 | 525 | | | | | | | 2437.5 | | I-15 | 2,437.5 | L.F. | GUARD RAIL, STEEL BEAM STANDARD TYPE (DEEP) AS PER PLAN |
| | | | | | | | | | | | | | | | | | – | | | | |
| I-15 | | | | 212.5 | 1000 | 925 | 687.5 | | | | | | | | | 2,825 | | I-15 | 2,825 | L.F. | GUARD RAIL, STEEL BEAM BARRIER TYPE (DEEP) AS PER PLAN |
| | | | | | | | | | | | | | | | | | – | | | | |
| L-9 | | | 76,751 | | | | | | | | | | | | | 76,751 | | L-9 | 77,840 | S.Y. | SEEDING & PROTECTION AS PER PLAN |
| | | | 1,089 | | | | | | | | | | | 1089 | | | 1,089 | | | | |
| L-9 | | | 6.91 | | | | | | | | | | | | | 6.91 | | L-9 | 7.01 | TONS | COMMERCIAL FERTILIZER (12-12-12) |
| | | | 0.10 | | | | | | | | | | | 0.10 | | | 0.10 | | | | |
| L-10 | | | | 99 | 679 | 38 | 450 | | 132 | | | | | | | 1,398 | | L-10 | 1,398 | S.Y. | SODDING |
| | | | | | | | | | | | | | | | | | – | | | | |
| – | | | | | | | | | | | | | | | | | | | | | |
| T-35 | 75 | | | | | | | | | | | | | | | 75 | | T-35 | 75 | C.Y. | ASPHALTIC CONC. SURFACE COURSE OR APPROVED BITUMINOUS PRE-MIXED |
| | | | | | | | | | | | | | | | | | – | | | | SURFACE COURSE FOR MAINTAINING TRAFFIC |
| T-10 | 500 | | | | | | | | | | | | | | | 500 | | T-10 | 500 | C.Y. | TRAFFIC COMPACTED SURFACE COURSE FOR MAINTAINING TRAFFIC |
| | | | | | | | | | | | | | | | | | – | | | | |
| M-10 | 10 | | | | | | | | | | | | | | | 10 | | M-10 | 10 | TONS | CALCIUM CHLORIDE FURNISHED & APPLIED FOR MAINTAINING TRAFFIC |
| | | | | | | | | | | | | | | | | | – | | | | |
| SS-18 | | | | | | | | | | | | | 1,041 | | | 1,041 | | SS-18 | 1,041 | L.F. | FENCE TYPE "C" |
| | | | | | | | | | | | | | | | | | – | | | | |
| | | | | | | | | | | | | | | | | | | | | | **RESIDENTIAL RETAINING WALLS** |
| S-1 | | | | | | | | | | | – | | | | | – | | S-1 | 32.6 | C.Y. | CLASS "C" CONC. FOR WALLS |
| | | | | | | | | | | | 32.6 | | | 32.6 | | | 32.6 | | | | |
| S-4 | | | | | | | | | | | – | | | | | – | | S-4 | 1,358 | LBS. | REINFORCING STEEL |
| | | | | | | | | | | | 1358 | | | 1358 | | | 1358 | | | | |
| S-29 | | | | | | | | | | | – | | | | | – | | S-29 | 23 | C.Y. | POROUS BACKFILL |
| | | | | | | | | | | | 23 | | | 23 | | | 23 | | | | |
| E-2 | | | | | | | | | | | – | | | | | – | | E-2 | 136 | C.Y. | EXCAVATION FOR STRUCTURES |
| | | | | | | | | | | | 136 | | | 136 | | | 136 | | | | |
| S-24 | | | | | | | | | | | – | | | | | – | | S-24 | LUMP | LUMP | REMOVAL & DISPOSAL OF EXISTING RETAINING WALL |
| | | | | | | | | | | | LUMP | | | Lump | | | LUMP | | | | |
| | | | | | | | | | | | | | | | | | | | | | **ROADWAY LIGHTING** |
| S-25 | | | | | | | | | | | | 19 | | | | 19 | | S-25 | 19 | EACH | STANDARD 27'-0" POLE WITH 15'-0" BRACKET |
| S-25 | | | | | | | | | | | | 4 | | | | 4 | | S-25 | 4 | EACH | STANDARD 27'-0" POLE WITH 10'-0" BRACKET |
| S-25 | | | | | | | | | | | | 2 | | | | 2 | | S-25 | 2 | EACH | TWIN STANDARD 27'-0" POLE WITH ONE 15'-0" BRACKET & PROVISIONS |
| | | | | | | | | | | | | | | | | | | | | | FOR FUTURE 10'-0" BRACKET |
| | | | | | | | | | | | | 25 | | | | 25 | | S-25 | 25 | EACH | POLE FOUNDATION - CONCRETE CLASS "C" |
| S-25 | | | | | | | | | | | | 1 | | | | 1 | | S-25 | 1 | EACH | 18"x18"x26" GALVANIZED IRON JUNCTION BOX - CONCRETE ENCASED, *as per plan* |
| S-25 | | | | | | | | | | | | 30 | | | | 30 | | S-25 | 30 | EACH | 24"x24" PULL BOX - CONCRETE CLASS "C" |
| S-25 | | | | | | | | | | | | 450 | | | | 450 | | S-25 | 450 | LIN.FT. | 3" ASB. CEMENT CONDUIT - CONCRETE ENCASED |
| S-25 | | | | | | | | | | | | 360 | | | | 360 | | S-25 | 360 | LIN.FT. | 2" ASB. CEMENT CONDUIT - CONCRETE ENCASED |
| S-25 | | | | | | | | | | | | 21 | | 21 | | | 21 | S-25 | 21 | EACH | LUMINAIRE 21,500 LUMEN TYPE III |
| S-25 | | | | | | | | | | | | 4 | | 4 | | | 4 | S-25 | 4 | EACH | LUMINAIRE 21,500 LUMEN TYPE II |
| S-25 | | | | | | | | | | | | 10900 | | 10,900 | | | 10900 | S-25 | 10,900 | LIN.FT. | #6-5000 VOLT LIGHTING SINGLE CONDUCTOR CABLE |
| S-25 | | | | | | | | | | | | 7,300 | | 7,300 | | | 7,300 | S-25 | 7,300 | LIN.FT. | #4-600 VOLT GROUND GRID SINGLE CONDUCTOR CABLE |
| S-25 | | | | | | | | | | | | 27 | | 27 | | | 27 | S-25 | 27 | EACH | 5/8" x 8'-0" GROUND ROD |

*Rev. 8-23-60*

# QUANTITY SUMMARY
# PAVEMENT

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(8) | |

MAH - 7 - 14.80

11
102

TYPE CODE 7221

| ITEM | 9 | 14 | 15 | 16 | 17 | 18 | 52 | 58 | 68 | 100% CITY FUNDS | CITY & STATE FUNDS | PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS | BID ITEM | QUANTITY | UNIT | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | PAVEMENT |
| I-7 | | | | | | | 158.3 | 266.7 | | | | 425.0 | - | I-7 | 425 | S.Y. | REINFORCED CONCRETE APPROACH SLABS (T-13") |
| I-12 | | | | | | 218 | | | | | | 218 | | I-12 | 218 | L.F. | SPECIAL CONCRETE CURB AS PER PLAN |
| I-12 | | | | | | | 1287 | | | | | 1287 | | I-12 | 1287 | L.F. | ST'D TYPE 2-A CONCRETE CURB |
| I-12 | | | | | | | | 1,157 | | | | 1,157 | | I-12 | 1,791 | L.F. | ST'D TYPE 2 COMBINATION CURB & GUTTER |
| I-12 | | | | | | | | 634 | | 634 | | | 634 | | | | |
| I-12 | | 677.6 | 203.9 | 206.6 | 98.3 | 506.3 | 154 | | | | | 642.4 | | I-12 | 6424 | L.F. | ST'D TYPE 6 CONCRETE CURB |
| I-12 | | | | | | | | | | | | | | | | | |
| I-18 | 1,372 | | | | | | | | | | | 1372 | | I-18 | 1,372 | C.Y. | STABILIZED CRUSHED AGGREGATE SHOULDERS & APPROACHES |
| I-21 | - | 324.8 | 542.9 | 550.6 | 266.8 | | | | | | | 1685 | | I-21 | 1685 | S.Y. | 4" PORTLAND CEMENT CONC. MEDIAN PAVEMENT, ST'D TYPE 1 |
| I-22 | 5,713 | | | | | | | | | | | 5,713 | | I-22 | 5,990 | C.Y. | SUBBASE |
| | 277 | | | | | | | | | 191 | 86 | | 277 | | | | |
| B-219 | 813 | | | | | | | | | | | 813 | | B-219 | 813 | C.Y. | WATERPROOFED AGGREGATE BASE COURSE |
| | - | | | | | | | | | | | | | | | | |
| B-19 | 4 | | | | | | | | | | | 4 | | B-19 | 4 | C.Y. | AGGREGATE BASE COURSE |
| | - | | | | | | | | | | | | | | | | |
| B-70 | 569 | | | | | | | | | | | 569 | | B-70 | 1416 | S.Y. | 9" PORTLAND CEMENT CONCRETE BASE COURSE |
| | 847 | | | | | | | | | 847 | | | 847 | | | | |
| B-70 | 3,139 | | | | | | | | | | | 3139 | | B-70 | 3,139 | S.Y. | 9" PORTLAND CEMENT CONC. BASE COURSE FOR PAV'T REPLACEMENT |
| | | | | | | | | | | | | | - | | | | |
| T-30 | 171 | | | | | | | | | | | 171 | | T-30 | 256 | GALS. | BITUMINOUS PRIME COAT SEC. M-5.7 RT-2 OR RT-3 |
| | 85 | | | | | | | | | 85 | | | 85 | | | | |
| T-31 | 78 | | | | | | | | | | | 78 | | T-31 | 78 | CU. YD. | BITUMINOUS SURFACE TREATMENT - No 6 AGGREGATE |
| | - | | | | | | | | | | | | - | | | | |
| T-31 | 2412 | | | | | | | | | | | 2412 | - | T-31 | 2412 | GALS. | BITUMINOUS SURFACE TREATMENT - BITUMINOUS MATERIAL, AS PER PLAN |
| | | | | | | | | | | | | | - | | | | |
| | | | | | | | | | | | | | - | | | | |
| T-35 | | | | | | | | | | | | | | | | | |
| T-35 | 272 | | | | | | | | | | | 272 | | T-35 | 272 | C.Y. | ASPHALTIC CONC. SURFACE COURSE-TYPE "C" FOR PVM'T REPLACEMENT (70-85) |
| | - | | | | | | | | | | | | - | | | | |
| T-71 | | | | | | | | - | | | | 26 | | T-71 | 82 | S.Y. | 5" REINF. PORTLAND CEMENT CONC. PVM'T FOR DRIVEWAY APPROACHES AS PER PLAN |
| | | | | | | | 26 | 56 | | 56 | | | 56 | | | | |
| T-70 | | | | | | | | - | | | | 20 | | T-70 | 160 | S.Y. | 5" PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS |
| | | | | | | | 20 | 140 | | 140 | | | 140 | | | | |
| T-71 | 3,673 | | | | | | | | | | | 3673 | | T-71 | 3,673 | S.Y. | 8" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT |
| | - | | | | | | | | | | | | - | | | | |
| T-71 | 16625 | | | | | | | | | | | 16625 | | T-71 | 17,136 | S.Y. | 10" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT |
| | 511 | | | | | | | | | | 511 | | 511 | | | | |
| T-35 | 50 | | | | | | | | | | | 50 | | T-35 | 130 | C.Y. | ASPHALTIC CONCRETE SURFACE COURSE - TYPE "C" (70-85) |
| | 80 | | | | | | | | | 80 | | | 80 | | | | |
| B-35 | 94 | | | | | | | | | | | 94 | | B-35 | 277 | C.Y. | ASPHALTIC CONCRETE LEVELING COURSE - (70-85) |
| | 183 | | | | | | | | | 183 | | | 183 | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | RETAINING WALL |
| E-2 | | | | | | | | | 470 | | | 410 | | E-2 | 470 | C.Y. | EXCAVATION FOR STRUCTURES |
| E-2 | | | | | | | | | LUMP | | | Lump | | E-2 | LUMP | LUMP | COFFERDAMS, CRIBS & SHEETING |
| S-1 | | | | | | | | | 97.3 | | | 97.3 | | S-1 | 97.3 | C.Y. | CLASS "B" CONCRETE FOOTINGS |
| S-1 | | | | | | | | | 93.7 | | | 93.7 | | S-1 | 93.7 | C.Y. | CLASS "E" CONCRETE WALLS |
| S-3 | | | | | | | | | 34 | | | 34 | | S-3 | 34 | L.F. | WATER PROOFING 12" x 1/2" PREMOULDED SEALING STRIP |
| S-4 | | | | | | | | | 7994 | | | 7,994 | | S-4 | 7,994 | LBS. | REINFORCING STEEL |
| S-9 | | | | | | | | | 15 | | | 15 | | S-9 | 15 | S.F. | 1" PREFORMED EXPANSION JOINT FILLER |
| S-29 | | | | | | | | | 69 | | | 69 | | S-29 | 69 | C.Y. | POROUS BACKFILL |

# QUANTITY SUMMARY
# DRAINAGE

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-G08-9(3) | |

MAH-7-14.80

11-A
102

100% CITY FUNDS | CITY & STATE PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS

TYPE CODE 7221

| ITEM | 6' | 14' | 15' | 16' | 17' | 18' | 20' | 22' | 24' | 25' | 27' | 35' | 52' | 58' | BID ITEM | BID QUANTITY | UNIT | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E-2 | | | | | | | | | | | | 28 | | | E-2 | 28 | C.Y. | EXCAVATION FOR STRUCTURES |
| E-2 | | | | | | | 2500 | 2500 | | | | | | | E-2 | 5000 | SQ. FT. | SHEET PILING LEFT IN PLACE |
| E-12 | | | | | 92 | | | 920 | | | | | | | E-12 | 1012 | L.F. | PIPE REMOVED (24" & UNDER) |
| E-12 | | | | | | | | 450 | | | | | | | E-12 | 450 | L.F. | PIPE REMOVED (OVER 24") |
| I-2 | 200 | | | | | | | | | | | | | | I-2 | 200 | L.F. | 4" STORM SEWERS M-6.8(a) |
| I-2 | | 108 | 452 | 82 | 41 | 52 | | | | | | | 235 | | I-2 | 970 | L.F. | 12" CLASS "B" STORM SEWERS UNDER PAVEMENT OR APPROACHES |
| I-2 | | 48 | | | | | | | | | | | | | I-2 | 48 | L.F. | 15" CLASS "B" STORM SEWERS UNDER PAVEMENT OR APPROACHES |
| I-2 | | 259 | | | 590 | | | | | | | | | | I-2 | 849 | L.F. | 18" CLASS "B" STORM SEWERS UNDER PAVEMENT OR APPROACHES |
| I-2 | | | | | | | | 158 | | | | | | | I-2 | 158 | L.F. | 30" CLASS "B" STORM SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(b) or M-6.8(b) |
| I-2 | | | | | | | | 265 | | | | | | | I-2 | 265 | L.F. | 42" CLASS "B" STORM SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(b) |
| I-2 | | | | | | | | | | 6 | 8 | | | | I-2 | 14 | L.F. | 8" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.8(a) |
| I-2 | | | | | | | | 233 | 29 | | 370 | | | | I-2 | 632 | L.F. | 12" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.8(a) |
| I-2 | | | | | | | | 181 | | 157 | | | | | I-2 | 338 | L.F. | 15" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.8(a) |
| I-2 | | | | | | | | 15 | | | | | | | I-2 | 15 | L.F. | 18" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, CONC. ENCASED M-6.8(b) |
| I-2 | | | | | | | 7 | 517 | | | 229 | | | | I-2 | 753 | L.F. | 18" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.8(a) |
| I-2 | | | | | | | 7 | | | 408 | | | | | I-2 | 415 | L.F. | 18" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(c) |
| I-2 | | | | | | | | | | | 465 | | | | I-2 | 465 | L.F. | 21" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(c) |
| I-2 | | | | | | | | | | | 35 | | | | I-2 | 35 | L.F. | 24" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(b) OR M-6.8(b) |
| I-2 | | | | | | | | | | | 315 | | | | I-2 | 315 | L.F. | 24" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(c) |
| I-2 | | | | | | | | | | | 405 | | | | I-2 | 405 | L.F. | 24" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(d) |
| I-2 | | | | | | | 14 | 246 | 930 | | | | | | I-2 | 1196 | L.F. | 33" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(b) or M-6.8(b) |
| I-2 | | | | | | | 47 | 245 | | | | | | | I-2 | 292 | L.F. | 33" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(c) |
| I-2 | | | | | | | 187 | | | | | | | | I-2 | 187 | L.F. | 33" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(d) |
| I-2 | | | | | | | 455 | | | | | | | | I-2 | 455 | L.F. | 36" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(c) |
| I-2 | | | | | | | 358 | | | | | | | | I-2 | 545 | L.F. | 36" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(d) |
| I-2 | | | | | | | 187 | | | 307 | | | | 187 | 187 | 307 | L.F. | 48" COMBINATION SEWERS UNDER PAVEMENT OR APPROACHES, M-6.6(d) |
| I-4 | | 191 | 2801 | 2972 | 1633 | 1057 | | | | | | | | | I-4 | 8634 | L.F. | 6" PIPE UNDERDRAINS |
| I-4 | | 20 | 60 | 20 | 40 | 30 | | | | | | | | | I-4 | 170 | L.F. | 8" PIPE OUTLETS FOR UNDERDRAINS, M-6.4(a) |
| I-4 | | 585 | | | | | | | | | | | | | I-4 | 585 | L.F. | 6" PIPE UNDERDRAINS, M-6.4(b) |
| I-5 | | 4 | 6 | 2 | 1 | 2 | | | | | | | | | I-5 | 15 | EACH | 6" PIPE SPECIALS FOR UNDERDRAINS |

# QUANTITY SUMMARY
# DRAINAGE

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7-14.80

12
102

100% CITY FUNDS | CITY & STATE FUNDS | PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS

TYPE CODE 7221

| ITEM | 14 | 15 | 16 | 17 | 18 | 20 | 22 | 24 | 25 | 27 | 35 | 52 | 58 | 100% CITY FUNDS | CITY & STATE FUNDS | PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS | BID ITEM | BID QUANTITY | BID UNIT | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-5 | 2 | | | | | | | | | | | | | | | 2 | - | I-5 | 2 | EACH | DRAINAGE 12" FLAP VALVES NEENAH R-5040 OR APPROVED EQUAL WITH BRONZE PINS |
| I-5 | 1 | | | | | | | | | | | | | | | 1 | - | I-5 | 1 | EACH | 15" FLAP VALVES NEENAH R-5040 OR APPROVED EQUAL WITH BRONZE PINS |
| I-5 | 2 | | | | | | | | | | | | | | | 2 | - | I-5 | 2 | EACH | 18" FLAP VALVES NEENAH R-5040 OR APPROVED EQUAL WITH BRONZE PINS |
| I-5 | | | | | | | | | 1 | 2 | | | | | | 3 | - | I-5 | 3 | EACH | 8" PIPE SPECIALS FOR COMBINATION SEWERS |
| I-5 | | | | | | | 4 | | | 3 | | | | | | 7 | - | I-5 | 7 | EACH | 12" PIPE SPECIALS FOR COMBINATION SEWERS |
| I-5 | | | | | | | | | 3 | | | | | | | 3 | - | I-5 | 3 | EACH | 15" PIPE SPECIALS FOR COMBINATION SEWERS M-6.8 (a) |
| I-5 | | | | | | 2 | 4 | | | | | | | | | 6 | - | I-5 | 6 | EACH | 18" PIPE SPECIALS FOR COMBINATION SEWERS |
| I-5 | | | | | | | | | | 1 | | | | | | 1 | - | I-5 | 1 | EACH | 24" PIPE SPECIALS FOR COMBINATION SEWERS |
| I-5 | | | | | | 2 | | | | | | | | | | 2 | - | I-5 | 2 | EACH | 33" PIPE SPECIALS FOR COMBINATION SEWERS M-6.6 (c) |
| I-5 | | | | | | | | | 1 | | | | | | | 1 | - | I-5 | 1 | EACH | 48" PIPE SPECIALS FOR COMBINATION SEWERS M-6.6 (d) |
| I-8 | | | | | | | | | | | | | 3 | | | 3 | | I-8 | 8 | EACH | MANHOLES ADJUSTED TO GRADE |
| | | | | | | | | | | | | | 5 | | 5 | | 5 | | | | |
| I-8 | | | | | | 3 | 8 | 4 | 5 | 9 | | | | | | 27 | | I-8 | 28 | EACH | MANHOLES - YOUNGSTOWN TYPE Y-A |
| | | | | | | 2 | | | | | | | | | 2 | | 2 | | | | |
| I-8 | | | | | | | 2 | | 2 | | | | | | | 4 | - | I-8 | 4 | EACH | MANHOLES - YOUNGSTOWN TYPE Y-B |
| I-8 | | | | | | | | | 1 | | | | | | | 1 | - | I-8 | 1 | EACH | MANHOLES - YOUNGSTOWN TYPE Y-C |
| I-8 | | | | | | 2 | 4 | | | 2 | | | | | | 8 | - | I-8 | 8 | EACH | MANHOLES - YOUNGSTOWN TYPE Y-D |
| I-8 | 3 | | | 2 | | | | | | | | | | | | 5 | - | I-8 | 5 | EACH | STANDARD Nº 1 MANHOLE |
| I-8 | 1 | | | | | | | | | | | | | | | 1 | - | I-8 | 1 | EACH | STANDARD Nº 2-G INLET MODIFIED AS PER PLAN |
| I-8 | | | 1 | | | | | | | | | | | | | 1 | - | I-8 | 1 | EACH | STANDARD Nº 2 A-8 INLET |
| I-8 | | 2 | | 1 | | | | | | | | | | | | 3 | - | I-8 | 3 | EACH | STANDARD Nº 2-10 INLET (MODIFIED) |
| I-8 | | | | 1 | | | | | | | | | | | | 1 | - | I-8 | 1 | EACH | STANDARD Nº 2 A-10 INLET |
| I-8 | | | | | | | | | | | | 1 | | | | 1 | - | I-8 | 1 | EACH | YOUNGSTOWN TYPE I INLET |
| I-8 | | | | | 1 | | | | | | | 3 | 4 | | | 8 | | I-8 | 11 | EACH | YOUNGSTOWN TYPE II INLET |
| | | | | | | | | | | | | | 3 | | 3 | | 3 | | | | |
| I-8 | | 2 | | | | | | | | | | | | | | 2 | - | I-8 | 2 | EACH | Nº 2-4 CATCH BASIN (MODIFIED) |
| I-8 | 2 | | 1 | 1 | 1 | | | | | | | 2 | | | | 7 | - | I-8 | 7 | EACH | STANDARD Nº 2-2A CATCH BASIN |
| I-8 | 1 | | | | | | | | | | | | | | | 1 | - | I-8 | 1 | EACH | STANDARD Nº 6 CATCH BASIN |
| I-10 | | 209 | 159 | 83 | | | | | | | | | | | | 451 | - | I-10 | 451 | CU.YD. | DUMPED ROCK CHANNEL PROTECTION |
| I-14 | | 55 | 20 | | 205 | | | | | | | | | | | 280 | - | I-14 | 280 | LIN. FT. | PAVED GUTTER ST'D TYPE 1 |
| I-14 | 30 | 40 | 20 | 10 | 20 | | | | | | | 30 | | | | 150 | - | I-14 | 150 | LIN. FT. | PAVED GUTTER STD. TYPE 1 MODIFIED AS PER PLAN |
| I-16 | | | | 1 | | | 7 | 1 | 3 | 1 | | | | | | 13 | - | I-16 | 13 | EACH | MANHOLES ABANDONED |
| | | | | | | | 11 | | | | | 1 | 2 | | | 14 | - | I-16 | 18 | EACH | CATCH BASINS ABANDONED |
| | | | | | | | | | | | | | 4 | | 4 | | 4 | | | | |
| S-1 | | 0.3 | 0.2 | | | | | | | | 0.5 | | | | | 1.0 | - | S-1 | 1.0 | CU.YD. | CONCRETE FOR STRUCTURES - CLASS "E" |
| S-27 | | | | | | | | | | | 65 | | | | | 65 | - | S-27 | 65 | LIN. FT. | 15" PIPE FOR ROADWAY CULVERTS M-6.6 (a), M-6.8 (a) |

# QUANTITY SUMMARY
# WATER LINES

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-3(3) | |

MAH-7-14.80

12-A
102

TYPE CODE 7221

| ITEM | 6 | 20 | 22 | 25 | 27 | 58 | 100% LIT FUNDS | CITY & STATE FUNDS | PARTICIPATING FUNDS | NON-PARTICIPATING FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|
| I-124 | | 28 | 240 | 3 | 380 | | | | 659 | |
| I-124 | | | 267 | | | | | | 267 | |
| I-124 | | 90 | | | | | | | 90 | |
| I-124 | | 265 | | | | | | | 265 | |
| I-124 | | 64 | | | | | | | 64 | |
| I-124 | | 335 | | | | | | | 335 | |
| I-124 | | | 7 | 1 | 3 | | | | 11 | |
| I-124 | | 10 | | | | | | | 10 | |
| I-124 | | 6 | | | | | | | 6 | |
| I-124 | | 2 | 1 | 1 | 2 | | | | 6 | |
| I-124 | | 2 | 1 | 1 | 1 | | | | 5 | |
| I-124 | | | 1 | 1 | 1 | | | | 3 | |
| I-124 | | | | | | - 6 | | | - | 6 |
| E-12 | | 2 | 5 | 2 | | | 6 | | 9 | |
| E-12 | | | 2 | 1 | | | | | 3 | |
| Special | LUMP | | | | | | Lump | Lump | LUMP | LUMP |

| BID ITEM | QUANTITY | UNIT | DESCRIPTION |
|---|---|---|---|
| | | | WATER |
| I-124 | 659 | LIN. FT. | 6" NEW WATER MAINS - CLASS 22 |
| I-124 | 267 | LIN. FT | 6" NEW WATER MAINS, CONCRETE ENCASED - CLASS 22 |
| I-124 | 90 | LIN. FT. | 8" NEW WATER MAINS - CLASS 23 |
| I-124 | 265 | LIN. FT. | 8" NEW WATER MAINS, CONCRETE ENCASED - CLASS 23 |
| I-124 | 64 | LIN. FT. | 16" WATER MAINS - LOWERED |
| I-124 | 335 | LIN. FT. | 16" WATER MAINS - LOWERED, CONCRETE ENCASED |
| I-124 | 11 | EACH | 6" FITTINGS CLASS 250 |
| I-124 | 10 | EACH | 8" FITTINGS CLASS 250 |
| I-124 | 6 | EACH | 16" FITTINGS CLASS 150 |
| I-124 | 6 | EACH | 6" VALVE & BOX CLASS 150 |
| I-124 | 5 | EACH | FIRE HYDRANTS |
| I-124 | 3 | EACH | CUT & PLUG EXISTING WATER MAINS |
| I-124 | 6 | EACH | WATER VALVE BOXES - ADJUSTED TO GRADE |
| E-12 | 9 | EACH | VALVE & BOX - REMOVED FOR STORAGE, AS PER PLAN |
| E-12 | 3 | EACH | FIRE HYDRANTS - REMOVED FOR STORAGE, AS PER PLAN |
| Special | LUMP | LUMP | CONSTRUCTION LAYOUT STAKES |

STRUCTURES OVER 20 FT. SPAN
FOR ESTIMATED QUANTITIES OF:
Structure No MAH-7-1470, See Sheet No 70
Structure No MAH-7-1503, See Sheet No 80

# QUANTITY SUMMARY
# BUILDING REMOVAL

| FED. RD | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | | |

MAH - 7 - 14.80

12B
102

| BID ITEM | BID QUANTITY | BID UNIT | DESCRIPTION (PARTICIPATING FUNDS) | PARCEL Nº |
|---|---|---|---|---|
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS & FR. SHED | 398 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 400 B LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 401 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 402 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & 1-2 STY. FR. HOUSE | 402 A LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 403 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 403 B LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS | 408 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 410 LA |
| S-24 | LUMP | LUMP | 1-1 STY. FR. DWELLING & FR. SHED | 411 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 412 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 413 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 413 A LA |
| S-24 | LUMP | LUMP | 1-2½ STY. FR. STORE & APT. BLDG., | |
| | | | 1-2 STY. FR. DWELLING & FR. SHED | 413 B LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 414 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 415 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 416 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 417 LA |
| S-24 | LUMP | LUMP | 4-2 STY. FR. DWELLINGS, 2 FRAME GARAGES & FR. SHED. | 418 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 419 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 420 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 421 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & CONC. BLOCK GARAGE | 422 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 423 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 424 LA |
| S-24 | LUMP | LUMP | 1-1 STY. FR. DWELLING | 435 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 435 A LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS | 436 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 437 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & CONC. BLOCK GARAGE | 439 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 440 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 441 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 442 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 443 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 445 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 446 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 447 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 448 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING, GAR., & 2-FR. SHEDS | 449 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING, FR. GAR. & FR. SHED | 450 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING, FR. GAR. & 2-FR. SHEDS | 451 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING, FR. GAR. & 2-FR. SHEDS | 452 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 453 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 454 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING, 1-FR. BARN & 2-FR. SHEDS | 455 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 456 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 457 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 457 A LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 458 LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS | 458 D LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 458 C LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & CONC. BLOCK GARAGE | 458 E LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 458 F LA |
| S-24 | LUMP | LUMP | 3-2 STY. FR. DWELLINGS & 1-FR. GARAGE | 459 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 461 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 462 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 463 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 464 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 464 A LA |
| S-24 | LUMP | LUMP | 1-FACTORY BLDG. ; PIPE STOCK | 464 C LA |
| | | | YARD ; GARAGE BLDG. | |
| | | | QUANSON BLDG. & 1-2 STY. FR. DWELLING | |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 466 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 467 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 468 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 469 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & CONC. BLOCK GARAGE | 469 A LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 471 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 472 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 473 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & 2-FR. GARAGES | 475 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 476 LA |
| S-24 | LUMP | LUMP | 1-2 STY. BRICK DWELLING | 477 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 483 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & CONC. BLOCK GARAGE | 484 LA |
| S-24 | LUMP | LUMP | 1-1½ STY. FR. DWELLING, FR. GARAGE & SHED | 485 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 490 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 494 LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS | 496 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 497 LA |
| S-24 | LUMP | LUMP | 1-1 STY. FR. DWELLING | 498 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & METAL GARAGE | 499 LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS | 500 LA |

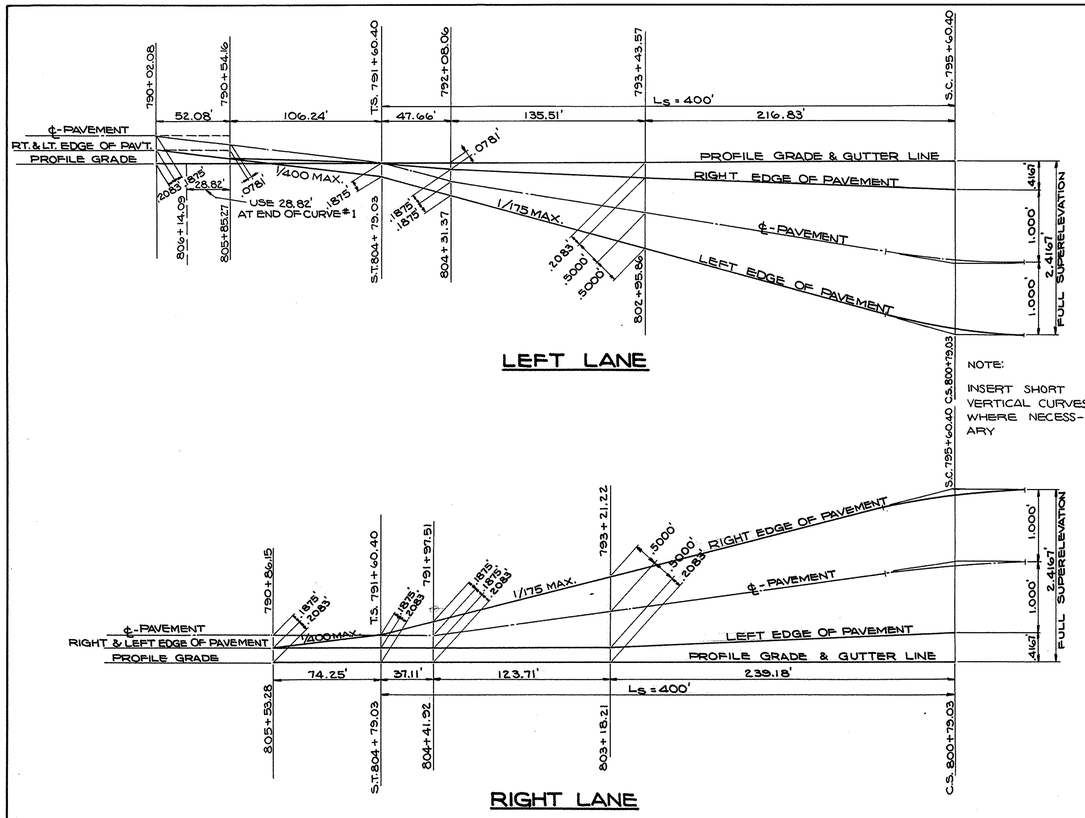
| BID ITEM | BID QUANTITY | BID UNIT | DESCRIPTION (PARTICIPATING FUNDS) | PARCEL Nº |
|---|---|---|---|---|
| | | | | |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 503 LA |
| S-24 | LUMP | LUMP | 1-1 STY. STUCCO DWELLING | 512 LA |
| S-24 | LUMP | LUMP | 3-2 STY. FR. DWELLINGS | 512 A LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 513 LA |
| | | | | |
| S-24 | LUMP | LUMP | 1-2 STY. BRICK DWELLING, FR. DWELLING | 515 LA |
| | | | & FR. GARAGE | |
| S-24 | LUMP | LUMP | 1-2 STY. BRICK DWELLING | 517 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 519 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 520 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 521 LA |
| S-24 | LUMP | LUMP | 2-2 STY. FR. DWELLINGS, 1-FR. GARAGE & | 522 LA |
| | | | FR. SHED | |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 522 A LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & GARAGE | 525 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 531 LA |
| S-24 | LUMP | LUMP | 1-2½ STY. FR. DWELLING & ATTACHED BRICK | 533 LA |
| | | | GARAGE | |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 534 LA |
| S-24 | LUMP | LUMP | 1-1 STY. FR. DWELLING | 535 LA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & 2 STY. BRICK | 536 LA |
| | | | APT. BLDG. & 1-FR. GARAGE | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| S-24 | LUMP | LUMP | 1-2 STY. STOREROOM & APT. BLDG. & GARAGE | 464 A |
| | | | | |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. SHED | 464 B |
| S-24 | LUMP | LUMP | 1-1½ STY. FR. DWELLING & FR. SHED | 471 H |
| S-24 | LUMP | LUMP | 1-2½ STY. FR. DWELLING | 471 I |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 471 IA |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING | 471 F |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 471 E |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & FR. GARAGE | 471 D |
| S-24 | LUMP | LUMP | 1-1 STY. FR. DWELLING & FR. SHED | 471 C |
| S-24 | LUMP | LUMP | 1-2 STY. FR. DWELLING & 3-FR. SHEDS | 471 B |

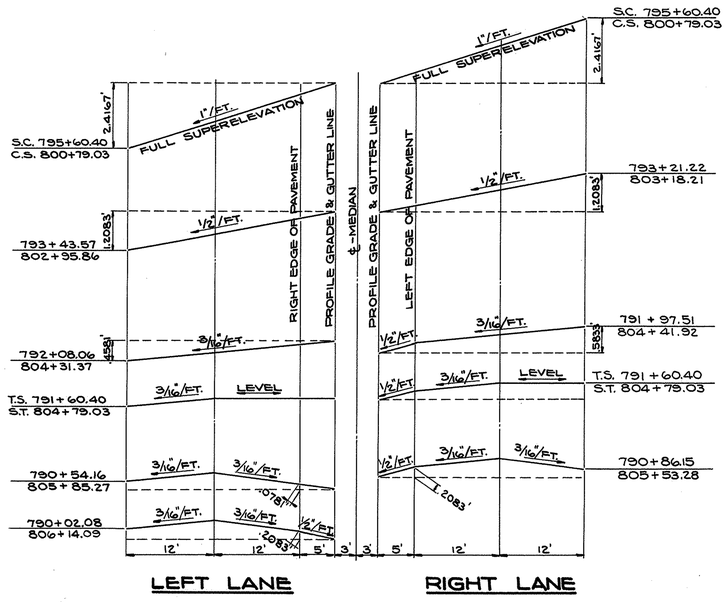
| BID ITEM | BID QUANTITY | BID UNIT | DESCRIPTION |
|---|---|---|---|

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

13
102

MAH - 7 - 14.80




LEFT LANE RIGHT LANE

# SUPERELEVATION TABLE
## CURVE Nº 1
## Δ = 68° 53' 50" LT.

| ℄ STATION | LEFT LANE | | | PROFILE GRADE | RIGHT LANE | | |
|---|---|---|---|---|---|---|---|
| | LEFT EDGE | ℄ | RIGHT EDGE | | LEFT EDGE | ℄ | RIGHT EDGE |
| 790+02.08 | 952.54 | 952.73 | 952.54 | 952.33 | | | |
| 790+25 | 952.28 | 952.47 | 952.28 | 952.13 | | | |
| 790+50 | 952.01 | 952.20 | 952.01 | 951.92 | | | |
| 790+54.16 | 951.96 | 952.15 | 951.96 | 951.88 | | | |
| 790+75 | 951.76 | 951.95 | 951.79 | 951.73 | | | |
| 790+86.15 | | | | 951.65 | 951.86 | 952.05 | 951.86 |
| 791+00 | 951.52 | 951.71 | 951.61 | 951.56 | 951.77 | 951.96 | 951.80 |
| 791+25 | 951.31 | 951.50 | 951.44 | 951.41 | 951.62 | 951.81 | 951.71 |
| 791+50 | 951.11 | 951.30 | 951.28 | 951.27 | 951.48 | 951.67 | 951.64 |
| 791+60.40 | 951.03 | 951.22 | 951.22 | 951.22 | 951.43 | 951.62 | 951.62 |
| 791+75 | 950.88 | 951.07 | 951.13 | 951.15 | 951.36 | 951.55 | 951.62 |
| 791+97.51 | | | | 951.03 | 951.24 | 951.43 | 951.61 |
| 792+00 | 950.61 | 950.80 | 950.96 | 951.02 | 951.23 | 951.43 | 951.62 |
| 792+08.06 | 950.53 | 950.71 | 950.90 | 950.98 | | | |
| 792+25 | 950.35 | 950.58 | 950.81 | 950.90 | 951.11 | 951.37 | 951.63 |
| 792+50 | 950.08 | 950.37 | 950.65 | 950.77 | 950.98 | 951.30 | 951.62 |
| 792+75 | 949.82 | 950.16 | 950.51 | 950.65 | 950.86 | 951.24 | 951.63 |
| 793+00 | 949.55 | 949.95 | 950.35 | 950.52 | 950.73 | 951.17 | 951.62 |
| 793+21.22 | | | | 950.41 | 950.62 | 951.12 | 951.62 |
| 793+25 | 949.29 | 949.75 | 950.21 | 950.40 | 950.61 | 951.12 | 951.63 |
| 793+43.57 | 949.09 | 949.59 | 950.09 | 950.30 | | | |
| 793+50 | 949.03 | 949.54 | 950.06 | 950.27 | 950.50 | 951.06 | 951.62 |
| 793+75 | 948.77 | 949.34 | 949.91 | 950.15 | 950.40 | 951.02 | 951.63 |
| 794+00 | 948.50 | 949.13 | 949.76 | 950.02 | 950.30 | 950.96 | 951.63 |
| 794+25 | 948.24 | 948.93 | 949.61 | 949.90 | 950.20 | 950.92 | 951.64 |
| 794+50 | 947.97 | 948.72 | 949.46 | 949.77 | 950.09 | 950.86 | 951.63 |
| 794+75 | 947.71 | 948.51 | 949.32 | 949.65 | 949.99 | 950.82 | 951.64 |
| 795+00 | 947.44 | 948.30 | 949.16 | 949.52 | 949.88 | 950.76 | 951.63 |
| 795+25 | 947.18 | 948.10 | 949.02 | 949.40 | 949.79 | 950.71 | 951.64 |
| 795+50 | 946.91 | 947.89 | 948.86 | 949.27 | 949.68 | 950.65 | 951.63 |
| 795+60.40 | 946.80 | 947.80 | 948.80 | 949.22 | 949.64 | 950.64 | 951.64 |
| 795+75 | 946.73 | 947.73 | 948.73 | 949.15 | 949.57 | 950.57 | 951.57 |
| 796+00 | 946.60 | 947.60 | 948.60 | 949.02 | 949.44 | 950.44 | 951.44 |
| 796+25 | 946.48 | 947.48 | 948.48 | 948.90 | 949.32 | 950.32 | 951.32 |
| 796+50 | 946.35 | 947.35 | 948.35 | 948.77 | 949.19 | 950.19 | 951.19 |
| 796+75 | 946.23 | 947.23 | 948.23 | 948.65 | 949.07 | 950.07 | 951.07 |
| 797+00 | 946.10 | 947.10 | 948.10 | 948.52 | 948.94 | 949.94 | 950.94 |
| 797+25 | 945.98 | 946.98 | 947.98 | 948.40 | 948.82 | 949.82 | 950.82 |
| 797+50 | 945.85 | 946.85 | 947.85 | 948.27 | 948.69 | 949.69 | 950.69 |
| 797+75 | 945.73 | 946.73 | 947.73 | 948.15 | 948.57 | 949.57 | 950.57 |
| 798+00 | 945.60 | 946.60 | 947.60 | 948.02 | 948.44 | 949.44 | 950.44 |
| 798+25 | 945.48 | 946.48 | 947.48 | 947.90 | 948.32 | 949.32 | 950.32 |
| 798+50 | 945.34 | 946.34 | 947.34 | 947.76 | 948.18 | 949.18 | 950.18 |
| 798+75 | 945.18 | 946.18 | 947.18 | 947.60 | 948.02 | 949.02 | 950.02 |

| ℄ STATION | LEFT LANE | | | PROFILE GRADE | RIGHT LANE | | |
|---|---|---|---|---|---|---|---|
| | LEFT EDGE | ℄ | RIGHT EDGE | | LEFT EDGE | ℄ | RIGHT EDGE |
| 799+00 | 944.98 | 945.98 | 946.98 | 947.40 | 947.82 | 948.82 | 949.82 |
| 799+25 | 944.74 | 945.74 | 946.74 | 947.16 | 947.58 | 948.58 | 949.58 |
| 799+50 | 944.46 | 945.46 | 946.46 | 946.88 | 947.30 | 948.30 | 949.30 |
| 799+75 | 944.14 | 945.14 | 946.14 | 946.56 | 946.98 | 947.98 | 948.98 |
| 800+00 | 943.78 | 944.78 | 945.78 | 946.20 | 946.62 | 947.62 | 948.62 |
| 800+25 | 943.39 | 944.39 | 945.39 | 945.81 | 946.23 | 947.23 | 948.23 |
| 800+50 | 942.95 | 943.95 | 944.95 | 945.37 | 945.79 | 946.79 | 947.79 |
| 800+75 | 942.47 | 943.47 | 944.47 | 944.89 | 945.31 | 946.31 | 947.31 |
| 800+79.03 | 942.39 | 943.39 | 944.39 | 944.81 | 945.23 | 946.23 | 947.23 |
| 801+00 | 942.08 | 943.03 | 943.98 | 944.38 | 944.78 | 945.73 | 946.63 |
| 801+25 | 941.66 | 942.55 | 943.45 | 943.82 | 944.20 | 945.10 | 946.00 |
| 801+50 | 941.21 | 942.05 | 942.88 | 943.23 | 943.58 | 944.44 | 945.29 |
| 801+75 | 940.72 | 941.50 | 942.28 | 942.60 | 942.93 | 943.73 | 944.53 |
| 802+00 | 940.18 | 940.90 | 941.62 | 941.92 | 942.23 | 942.98 | 943.73 |
| 802+25 | 939.61 | 940.27 | 940.93 | 941.21 | 941.50 | 942.19 | 942.89 |
| 802+50 | 939.01 | 939.61 | 940.22 | 940.47 | 940.74 | 941.38 | 942.02 |
| 802+75 | 938.40 | 938.95 | 939.49 | 939.72 | 939.96 | 940.55 | 941.14 |
| 802+95.86 | 937.88 | 938.38 | 938.88 | 939.09 | | | |
| 803+00 | 937.78 | 938.27 | 938.76 | 938.97 | 939.19 | 939.73 | 940.27 |
| 803+18.21 | | | | 938.43 | 938.64 | 939.14 | 939.64 |
| 803+25 | 937.17 | 937.60 | 938.04 | 938.22 | 938.43 | 938.91 | 939.39 |
| 803+50 | 936.56 | 936.94 | 937.31 | 937.47 | 937.68 | 938.10 | 938.52 |
| 803+75 | 935.95 | 936.27 | 936.59 | 936.72 | 936.93 | 937.28 | 937.64 |
| 804+00 | 935.35 | 935.61 | 935.86 | 935.97 | 936.18 | 936.47 | 936.77 |
| 804+25 | 934.74 | 934.94 | 935.14 | 935.22 | 935.43 | 935.66 | 935.89 |
| 804+31.37 | 934.58 | 934.76 | 934.95 | 935.03 | | | |
| 804+41.92 | | | | 934.71 | 934.92 | 935.11 | 935.29 |
| 804+50 | 934.12 | 934.31 | 934.42 | 934.47 | 934.68 | 934.87 | 935.01 |
| 804+75 | 933.50 | 933.69 | 933.71 | 933.72 | 933.93 | 934.12 | 934.14 |
| 804+79.03 | 933.41 | 933.60 | 933.60 | 933.60 | 933.81 | 934.00 | 934.00 |
| 805+00 | 932.83 | 933.02 | 932.99 | 932.97 | 933.18 | 933.37 | 933.31 |
| 805+25 | 932.14 | 932.33 | 932.25 | 932.22 | 932.43 | 932.62 | 932.50 |
| 805+50 | 931.46 | 931.65 | 931.52 | 931.47 | 931.68 | 931.87 | 931.69 |
| 805+53.28 | | | | 931.37 | 931.58 | 931.77 | 931.58 |
| 805+75 | 930.77 | 930.96 | 930.79 | 930.72 | | | |
| 805+85.27 | 930.49 | 930.68 | 930.49 | 930.41 | | | |
| 806+00 | 930.13 | 930.32 | 930.13 | 929.99 | | | |
| 806+14.09 | 929.70 | 929.89 | 929.70 | 929.49 | | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

14/102

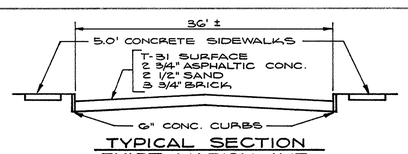
MICROFILMED OCT 11 1985

MAH-7-14.80

FOR CONSTRUCTION DETAILS & ELEVATIONS OF PAVED SHOULDER ON LEFT LANE FROM STA. 780+50 TO STA. 782+00 SEE SHEET Nº 53

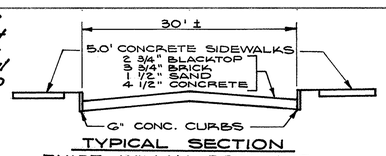
FOR CONSTRUCTION DETAILS & QUANTITIES OF ITEMS MARKED A-UTILITY B-UTILITY SEE SHEET Nº 20

NO FEDERAL PARTICIPATION ON ITEMS FOR SHADED PORTION

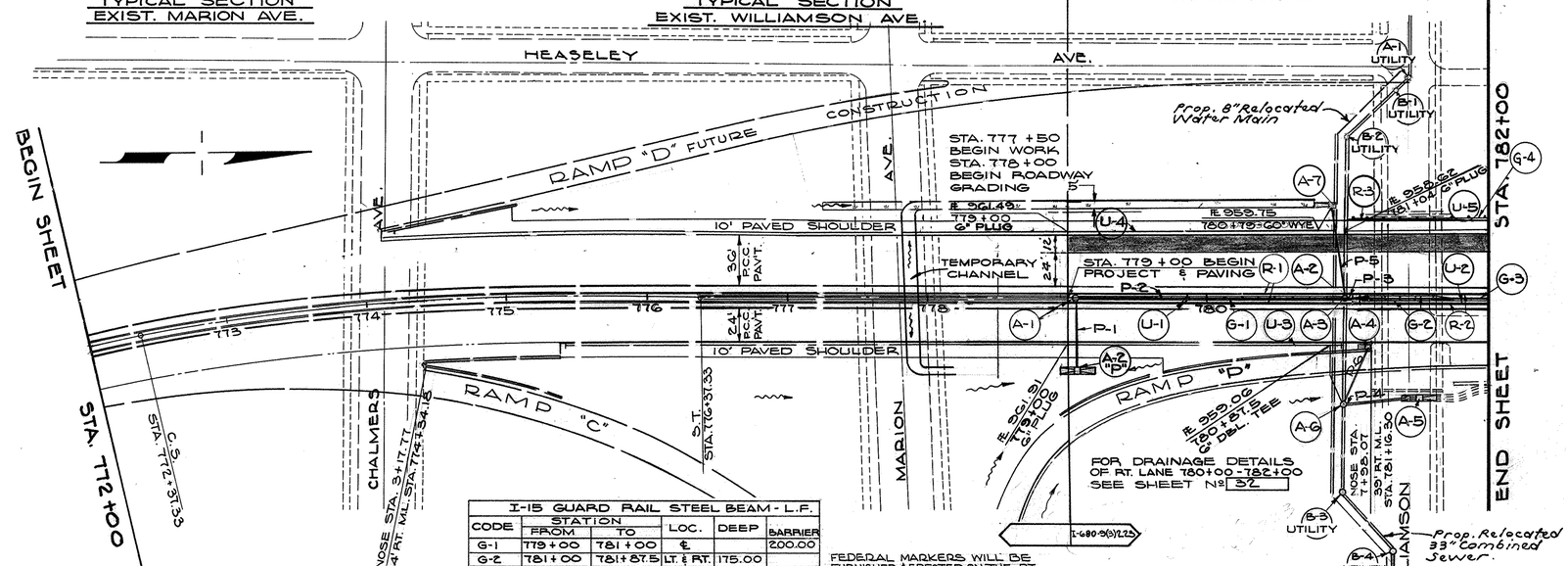



TYPICAL SECTION EXIST. MARION AVE.

Note: Typical Section of adjoining pavement at beginning of project is the same as the typical section for sta. 779+00 as shown on sheet 4.




TYPICAL SECTION EXIST. WILLIAMSON AVE.




| I-15 GUARD RAIL STEEL BEAM - L.F. | | | | | |
|---|---|---|---|---|---|
| CODE | STATION FROM | STATION TO | LOC. | DEEP | BARRIER |
| G-1 | 779+00 | 781+00 | ℄ | | 200.00 |
| G-2 | 781+00 | 781+87.5 | LT. & RT. | 175.00 | |
| G-3 | 781+87.5 | 782+00 | ℄ | | 12.50 |
| G-4 | 780+12.5 | 782+00 | | 87.50 | |
| SHEET TOTAL | | | | 262.50 | 212.50 |

FEDERAL MARKERS WILL BE FURNISHED & ERECTED ON THE RT. BY THE STATE OF OHIO BEFORE ACCEPTANCE OF THIS PROJECT.

| I-8 INLETS, MANHOLES & CATCH BASINS | | | | | | I-14 |
|---|---|---|---|---|---|---|
| CODE | LOCATION | #1 M.H. EACH | #2-G INLET MODIFIED EACH | #6 C.B. EACH | #2-2A C.B. EACH | TYPE I PAVED GUTTER MODIFIED LIN. FT. |
| A-1 | 779+07 ℄ | 1 | | | | |
| A-2 | 781+07 ℄ | | 1 | | | |
| A-3 | 781+00 ℄ | 1 | | | | |
| A-4 | 781+13.50 - 37.5 RT. ℄ | | | 1 | | |
| A-5 | 781+50 71.5' RT. ℄ | | | | 1 | 20 |
| A-6 | 781+00 75' RT. ℄ | 1 | | | | |
| A-7 | 780+90 65' LT. ℄ | | | | 1 | 10 |
| | | | | | | |
| SHEET TOTAL | | 3 | 1 | 1 | 2 | 30 |

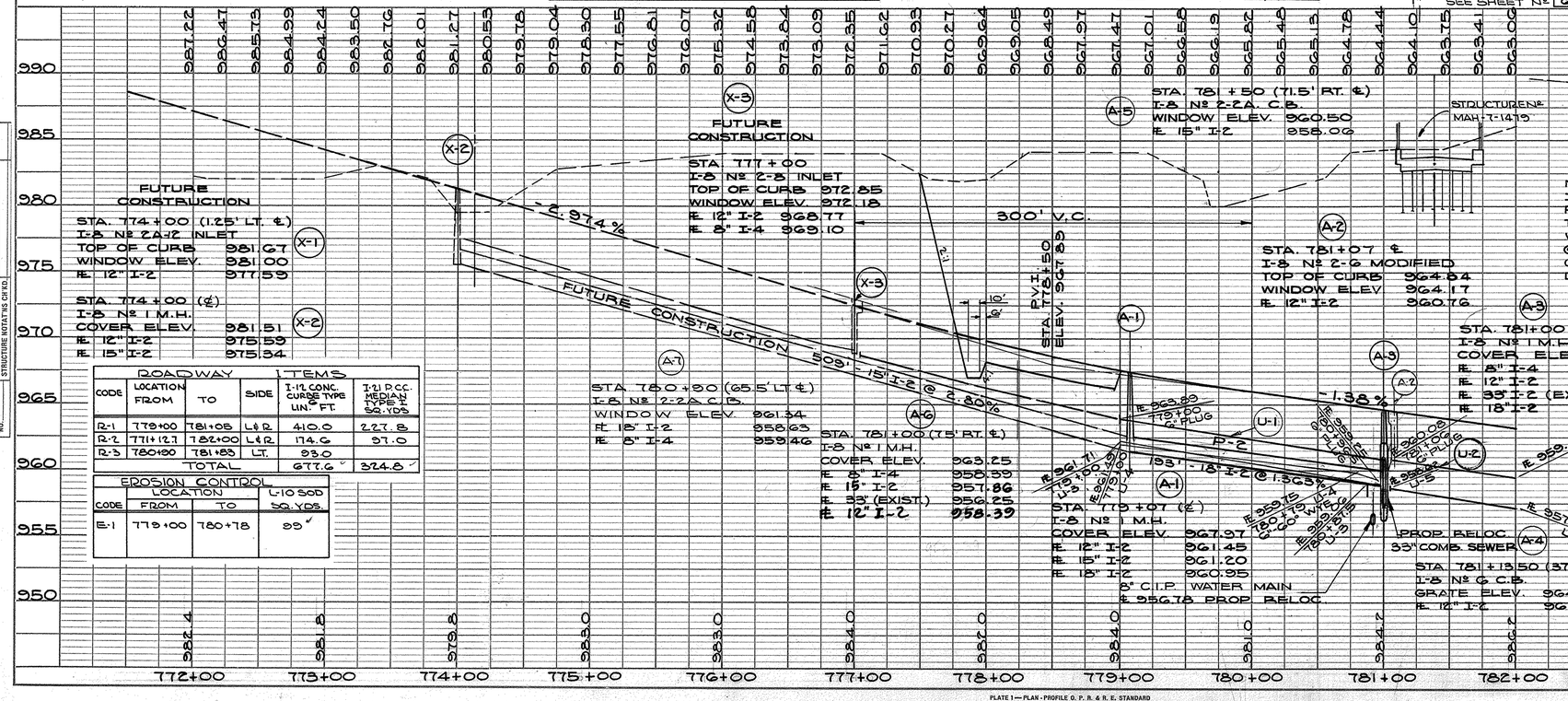
| I-4 UNDERDRAINS LIN. FT. | | | | | | | I-5 PIPE SPECIALS - EACH | |
|---|---|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | DEEP OR SHALLOW | 6" PIPE | 8" PIPE OUTLET M-6.4(a) | 6" PIPE M-6.4(h) | 6"x6"x6" WYE | 6"x90° BEND |
| U-1 | 779+00 | A-2 | S | | 10 | 188 | | |
| U-2 | 781+06 | 782+00 | S | 94 | | | 2 | |
| U-3 | 779+00 | 780+87.5 | D | | | 187 | | |
| U-4 | 779+00 | 780+90 | D | | 10 | 210 | 1 | 1 |
| U-5 | 781+03 | 782+00 | D | 97 | | | | |
| SHEET TOTAL | | | | 191 | 20 | 585 | 3 | 1 |

| I-2 PIPES LIN. FT. | | | | | | I-5 PIPE SPEC'L EA. FLAP VALVE | | |
|---|---|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | CL. "B" STORM SEWER UNDER PAVT. OR APPR. 12" | 15" | 18" | 12" | 15" | 18" |
| P-1 | A-1 | A-2 | 58 | | | | | |
| P-2 | A-1 | A-3 | | | 193 | | | 1 |
| P-3 | A-2 | A-3 | 8 | | | 1 | | |
| P-4 | A-5 | A-6 | | 48 | | | 1 | |
| P-5 | A-7 | A-3 | | | 66 | | | 1 |
| P-6 | A-4 | A-6 | 42 | | | 1 | | |
| | | | | | | | | |
| SHEET TOTAL | | | 108 | 48 | 259 | 2 | 1 | 2 |

D.M. Nº 413 TOP OF FIRE HYDT. ON SW. CORNER OF WILLIAMSON & HEASLEY ELEV. 980.51

| ROADWAY ITEMS | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | TO | SIDE | I-12 CONC. CURBS TYPE LIN. FT. | I-21 P.C.C. MEDIAN TYPE SQ. YDS. |
| R-1 | 778+00 | 781+05 | L & R | 410.0 | 227.8 |
| R-2 | 771+12.7 | 782+00 | L & R | 174.6 | 97.0 |
| R-3 | 780+80 | 781+83 | LT. | 93.0 | |
| TOTAL | | | | 677.6 ✓ | 324.8 ✓ |

| EROSION CONTROL | | | |
|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | I-10 SOD SQ. YDS. |
| E-1 | 779+00 | 780+78 | 89 ✓ |




STA. 772+00 TO STA. 782+00

PLATE I — PLAN - PROFILE O. P. R. & R. E. STANDARD
201 FM-3 AGEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

15
102

MAH – 7 – 14.80

PROPOSED RELOCATION
16" WATER MAIN FOR DETAILS
SEE SHEET Nº 20

NO FED. PARTIC. ON ITEMS FOR SHADED PORTION

30.0'±

STONE CURBS

2 3/4" BITUMINOUS WEARING COURSE
2" SAND
3 3/4" BRICK
5" CONCRETE

TYPICAL SECTION
EXIST. MYRTLE AVE.

PAVED SHOULDER SEE SHEET Nº 53

STA. 782+83

WYMER ALLEY

17.0'±

TRAFFIC COMPACTED SLAG

TYPICAL SECTION
EXIST. WYMER ALLEY

MYRTLE AVE.

STA. 785+38.32

SLOPE T-35 GUTTER TO PAVED GUTTER

2'-0" 1'-0" R/W LIMITS

I-15 TYPE 2-A

EXIST. PAV'T

1' T-35

6" B-19

TYPE G CURB

SECTION "A"-"A"

EDGE OF SHOULDER

STA. 782+00

BEGIN SHEET

10' PAVED SHOULDER

47'

785

RAMP "P"

8' PAVED SHOULDER

FOR DRAINAGE DETAILS RT LANE STA 782+00 TO 784+00 SEE SHEET Nº 32

P.T. STA. 10+44.88
44.0' RT. ℄ STA. 788+03.84

44.0' RT. ℄
STA. 788+10.40
BEGIN PAV'T TAPER

PROPOSED RELOCATIONS:
42" STORM SEWER
33" COMBINATION SEWER
6" WATER LINE
FOR DETAILS OF ITEMS MARKED THUS B-UTLY
SEE SHEET Nº 22

DETAIL "A"

PYATT ST.

STA. 792+00

℄ 344.61

END SHEET

T.S. 791+60.40
END PAV'T TAPER

℄ 347.44

48" STORM SEWER

| I-8 INLETS, MANHOLES, & C.B. | | | | | I-14 PAVED GUTTER TYPE I MODIFIED LIN. FT. |
|---|---|---|---|---|---|
| CODE | STATION & LOCATION | | 2-10 MODIFIED INLET EACH | 2-4 MOD. C.B. EACH | |
| A-8 | 785+00 | ℄ | 1 | | |
| A-9 | 788+90 | ℄ | 1 | | |
| A-10 | 791+00 | 77.0' LT. ℄ | | 1 | 20 |
| A-11 | 791+05 | 78.0' RT. ℄ | | 1 | 20 |
| | | | | | |
| SHEET TOTAL | | | 2 | 2 | 40 |

| EROSION CONTROL | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | L-10 SOD SQ. YDS. | I-14 TYPE I PAVED GUTTER LIN. FT. | I-10 DUMPED ROCK CHANNEL PROT. CU. YDS. |
| E-1 | 786+50 | 790+90 | 244 | | |
| E-2 | 791+10 | 791+75 | 36 | | |
| E-3 | 783+64 | 783+97 | | 33 | |
| E-4 | 784+00 | —— | | | 3 |
| E-5 | 784+00 | A-11 | 383 | | |
| E-6 | 785+25 | LT. ℄ | | 22 | 98 |
| E-7 | 783+47.5 | LT. ℄ | | | 98 |
| E-8 | 791+87 | RT. ℄ | | | 9 |
| E-9 | 791+00 | LT. ℄ | 16 | | |
| E-10 | 788+90 | RT. ℄ | | | 1 |
| | SHT TOTALS | | 679 | 55 | 209 |

| ROADWAY ITEMS | | | | | | |
|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | | I-12 CONC CURB TYPE G LIN. FT. | I-21 P.C.C. MEDIAN SQ. YDS. |
| R-1 | 782+00 | 784+91.3 | ℄ | | 582.6 | 161.8 |
| R-2 | 785+02.7 | 788+81.3 | ℄ | | 757.2 | 210.4 |
| R-3 | 788+92.7 | 792+00 | ℄ | | 614.7 | 170.7 |
| R-4 | 783+63.8 | 783+97 | RT. | | 33.2 | |
| R-5 | 785+26 | 785+50 | LT. | | 24.0 | |
| R-6 | 790+97 | 791+21 | RT. | | 25.2 | |
| | | | | | | |
| SHEET TOTAL | | | | | 2036.9 | 542.9 |

| I-15 GUARDRAIL STEEL BEAM | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | LIN. FT. DEEP | LIN. FT. BARRIER |
| G-1 | 782+00 | 790+00 | ℄ | | 1000 |
| G-2 | 788+57 | 792+00 | RT. | 343 | |
| G-3 | 783+00 | 791+50 | LT. | 250 | |
| G-4 | 785+25.5 | 785+50 | LT. | 25 | |
| G-5 | 785+26.5 | 785+51 | RT. | 25 | |
| G-6 | 785+30 | 785+55 | LT. | 25 | |
| G-7 | 783+30 | 783+58 | RT. | 37.5 | |
| G-8 | 790+39 | 790+64 | LT. | 25 | |
| G-9 | 790+96.5 | 791+21.2 | RT. | 25 | |
| G-10 | 782+00 | 782+50 | LT. | 50 | |

| PC-4 ENDWALLS | | |
|---|---|---|
| CODE | LOCATION | S-1 CL. "E" CONC. CU. YDS. |
| H-1 | 788+90-GT.5' RT. ℄ | 0.23 |
| | | |
| SHEET TOTAL | | 0.23 |

B.M. ON EAST BOLT OF FIRE HYDRANT @ PYATT & BELLEVIEW
ELEV. 948.98

| I-4 PIPE UNDERDRAINS LIN. FT. | | | | | | I-5 PIPE SPECIAL |
|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | DEEP OR SHALLOW | 6" PIPE | 8" PIPE OUTLET M-6.4(a) | 6" 90° BEND |
| U-1 | 782+00 | A-8 | S | 288 | 10 | |
| U-2 | 785+05 | A-9 | S | 375 | 10 | |
| U-3 | 788+95 | 792+00 | S | 305 | | |
| U-4 | 783+64 | 788+86 | D | 535 | 10 | 1 |
| U-5 | 782+00 | 788+86 | D | 686 | | 1 |
| U-6 | 788+04 | 792+00 | S | 306 | | 1 |
| U-7 | 788+04 | 791+00 | S | 206 | 30 | 3 |
| " | 791+00 | 792+00 | D | 100 | | |
| SHEET TOTAL | | | | 2801 | 60 | 6 |

| I-2 PIPE LIN. FT. | | | | | | | |
|---|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | CL. "B" STORM SEWER UNDER PAV'T OR APPR. 12" | | | | |
| P-7 | A-8 | A-9 | 386 | | | | |
| P-8 | A-9 | H-1 | 66 | | | | |
| P-9 | A-10 | EXIST. 42" STM. SEW. | 45.5 | | | | |
| SHEET TOTAL | | | 452 | | | | |

℄ REFERENCE MONUMENTS
STA. 786+00
STA. 791+60.40

24'±

3 3/4" BRICK
5" CEMENT

6" STONE CURBS

TYPICAL SECTION
EXIST. PYATT ST.

STORM SEWER PROFILES

SCALE
HORZ. 1" = 20'
VERT. 1" = 5'

STA. 782+00 TO STA 792+00

STA. 783+45
PROP. RELOC.
16" WATER MAIN

STA. 785+00 (℄)
I-8 Nº 2-10 INLET MODIFIED
TOP OF CURB 959.42
WINDOW EL. 958.75
℄ 8" I-4 955.67
℄ 12" I-2 955.34

STA. 788+90 (℄)
I-8 Nº 2-10 INLET MODIFIED
TOP OF CURB 954.07
WINDOW EL. 953.40
℄ 8" I-4 950.32
℄ 12" I-2 949.99

STA. 790+91 (77.0' LT. ℄)
I-8 Nº 2-4 MOD. C.B.
WINDOW EL. 936.24
℄ 42" I-2 930.17
℄ 36" I-2 930.67

STA. 790+81
PROP. RELOC.
6" WATER MAIN
℄ EL.

STA. 790+91
PROP. RELOC.
33" COMB. SEWER
℄ 33" 931.32

STA. 790+99
PROP. RELOC.
42" STORM SEWER
℄ 42" 929.04

STA. 791+05 (77.3' RT. ℄)
I-8 Nº 2-4 MOD. C.B.
WINDOW EL. 936.45
℄ C.B. 928.11

PROP. 36" RELOC.
PROP. 42" RELOC.
STORM SEWER
℄ 930.17 (42")
STA. 2+60
℄ 930.67 (36")

PROP. 42" RELOC.
STORM SEWER
℄ 928.1

L-10 DUMPED ROCK PAD

℄ @ DITCH = 948.81

P-8 @ 12" I-2 @ 1.74%

PC-4 ENDWALL

P.V.C. 788+50
ELEV. 954.09

P.V.I. 790+00
ELEV. 952.02

P.V.T. 791+50
ELEV. 951.27

300' V.C.

-1.38%

@ 1.38%

-0.50%

390'-12" I-2 P-7

PLATE 1 — PLAN - PROFILE O. P. R. & R. E. STANDARD
261 FM-3 AGEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
GRADES CHECKED
R. & R. ESTIMATED
STRUCTURE NO. & TYP. CH'KD.

MICROFILMED
OCT 11 1985

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH - 7 - 14.80



18.0' ± 4.0' CONC. SIDEWALKS — 3 3/4" BRICK, 5" CONCRETE, 6" STONE CURBS
TYPICAL SECTION EXIST. OKLAHOMA ST.

EXIST. PAVT. — T-35 3" B-219 — SEC. "A"-"A"
2'-0" 6'-0" R/W LIMITS — I-15 TYPE 2 G.R. — TYPE G CURB

24.0' ± — 4.0' CONC. SIDEWALKS — FULTON & WAYNE — 4.0' STONE SIDEWALKS-MARLIN — 3 3/4" BRICK, 5" CONCRETE, 6" STONE CURBS
TYPICAL SECTION EXIST. MARLIN ST., FULTON ST. & WAYNE AVE.

24.0' ± — 5.0' CONC. SIDEWALKS — 3 3/4" BRICK, 5" CONCRETE, 6" STONE CURBS
TYPICAL SECTION EXIST. SIMON ST.

BEGIN SHEET — STA. 792+00
STA. 792+79.54 ℄ OKLAHOMA ST.
STA. 794+55.75
BEGIN 16° CURVE ℄ MARLIN ST. STA 801+81.22
END SHEET — STA. 802+00

℄ CURVE DATA № 1

| | | | |
|---|---|---|---|
| Δ = 68° 53' 50" | | P = 8.70 | |
| $D_c$ = 7° 30' | | K = 199.54 | |
| $L_s$ = 400' | | x = 397.27 | |
| $R_c$ = 763.94' | | y = 34.74 | |
| $\theta_s$ = 15° 00' | | L.T. = 227.63 | |
| $L_c$ = 518.63 | | S.T. = 134.21 | |
| $T_s$ = 129.54 | | L.C. = 398.78 | |
| $E_s$ = 17.31 | | $\Delta_c$ = 38° 53' 50" | |

B.M. #403 TOP OF HYDT. S.W. COR. PYATT & PLYMOUTH ELEV. 947.087

NOTE: FOR WAYNE-PYATT RELOCATION SEE SHEET № 52

CONSTRUCT TYPE G CURB & T-31 SHOULDER TO DRAIN TO I-10 DUMPED ROCK

PROPOSED COMBINED SEWER

NOTE: FOR CONSTRUCTION DETS. OF U-1 I-4 PIPE FROM STA. 793+55 TO STA. 794+30 SEE DET. "A" AT BOTTOM OF THIS SHEET

℄ 945.62 STA. 794+04 6" PLUG

944.92 797+04 6" PLUG

10' PAVED SHOULDER

PROPOSED RELOCATED 108" STORM SEWER FOR DETAILS SEE SHEET № 22 & 24

℄ RELOC. WAYNE-PYATT

WAYNE-PYATT

EXISTING 12" COMBINED SW. ℄ WAYNE AVE.

S.C. 795+60.40

S-5°09'51"-W

S-63°43'55"-E

℄ FULTON ST. STA. 799+52.99

℄ REFERENCE MONUMENTS
STA. 795+60.40
STA. 800+79.03

B.M. #GG TOP OF STEM ON HYDT. NORTH SIDE OF WAYNE & EAST OF MARLIN ST. ELEV. 956.62

TEMPORARY SEE SH. № 17

## P.C. 4 ENDWALLS

| CODE | STATION & LOCATION | S-1 CONC. CL. "E" CU. YDS. |
|---|---|---|
| H-2 | 797+00 - 67.0' RT. ℄ | 0.23 |
| | | |
| | | |
| SHEET TOTAL | | 0.23 |

## I-2 PIPES

| CODE | LOCATION FROM | LOCATION TO | CL. "B" STORM SEWER UNDR PAVT OR. APPR. 12" | | LIN. FT. |
|---|---|---|---|---|---|
| P-10 | A-12 | B-G UTLY | 17 | | |
| P-11 | A-13 | H-2 | 65 | | |
| | | | | | |
| | | | | | |
| SHEET TOTAL | | | 82 | | |

## I-8 INLETS, MANHOLES & C.B.

| CODE | STATION & LOCATION | 2-2A C.B. | 2A-8 INLET | I-14 PAVED GUTTER TYPE I MODIFIED LIN. FT. |
|---|---|---|---|---|
| A-12 | 794+50 -72.0' RT. ℄ | 1 | | 20 |
| A-13 | 797+00 - 1.25' RT. ℄ | | 1 | |
| | | | | |
| | | | | |
| SHEET TOTAL | | 1 | 1 | 20 |

## EROSION CONTROL

| CODE | LOCATION FROM | LOCATION TO | L-10 SOD S.Y. | I-10 DUMPED ROCK CHANNEL PROT'C'N C.Y. | I-14 TYPE I PAVED GUTTER L.F. |
|---|---|---|---|---|---|
| E-1 | 794+25 | 794+40 | 10 | | |
| E-2 | 792+80 | | | | 20 |
| E-3 | 792+80 | | | 54.0 | |
| E-4 | 800+40 | | | 52.0 | |
| E-5 | 794+00 | LT. ℄ | | 30.0 | |
| E-6 | 795+00 | LT. ℄ | | 23.0 | |
| E-7 | 801+50 | 802+00 | 28 | | |
| SHEET TOTAL | | | 38 | 159 | 20 |

## I-4 UNDERDRAIN LIN. FT.

| CODE | LOCATION FROM | LOCATION TO | DEEP OR SHALLOW | 6" PIPE | 8" OUTLET PIPE M-6.4(A) | I-5 PIPE SP'C'L EACH 6" 45° BEND | |
|---|---|---|---|---|---|---|---|
| U-1 | 792+00 | 796+98 | S | 492 | 10 | 2 | |
| U-2 | 797+04 | 801+98 | S | 484 | 10 | | |
| U-3 | 792+00 | 782+00 | D | 1000 | | | |
| U-4 | 792+04 | 802+00 | D | 996 | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| SHEET TOTAL | | | | 2972 | 20 | 2 | |

## ROADWAY ITEMS

| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | I-12. CONC. CURB TYPE G LIN. FT. | I-21 P.C.C. MEDIAN PAVING |
|---|---|---|---|---|---|
| R-1 | 792+52 | 792+82 | LT. | 30.0 | |
| R-2 | 792+00 | 796+93.3 | RT. | 493.3 | |
| R-3 | 797+02.7 | 801+91.5 | RT. | 488.7 | |
| R-4 | 792+00 | 802+00 | LT. | 1000.0 | |
| R-5 | 792+00 | 802+00 | L. & R. | | 550.6 |
| R-6 | 800+46 | 801+17 | LT. | 54.0 | |
| | | | | | |
| | | | | | |
| SHEET TOTAL | | | | 2066.0 | 550.6 |

## I-15 GUARD RAIL-STEEL BEAM

| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | LIN. FT. DEEP | LIN. FT. BARRIER |
|---|---|---|---|---|---|
| G-1 | 792+54.5 | 792+79.5 | LT. | 25 | |
| G-2 | 792+00 | 793+62.5 | ℄ | | 162.5 |
| G-3 | 794+46.3 | 794+60.3 | RT. | 25 | |
| G-4 | 793+62.5 | 794+36.5 | LT. & RT. | 150 | |
| G-5 | 794+36.5 | 802+00 | ℄ | | 762.5 |
| G-6 | 792+00 | 794+07 | RT. | 20 | |
| G-7 | 798+74.5 | 798+99.5 | RT. | 25 | |
| G-8 | 800+55 | 801+07 | LT. | 37.5 | |
| G-9 | 801+75 | 802+00 | RT. | 25 | |
| G-10 | 793+87.5 | 795+37.5 | LT. | 150 | |
| | | | | | |
| SHEET TOTAL | | | | 644.50 | 925.00 |

## STORM SEWER PROFILE

SCALES: HORIZ. 1" = 20'
VERT. 1" = 5'

A-12
STA. 794+50 (72.0' RT. ℄)
I-8 № 2-2A C.B.
WINDOW ELEV. 940.50
℄ 12" I-2 938.33

A-13
STA. 797+00 (1.25' RT. ℄)
I-8 № 2A-8 INLET
TOP OF CURB 943.02
WINDOW ELEV. 943.35
℄ 18" I-2 945.27
℄ 12" I-2 944.94

A-13 (TEMPORARY)
STA. 801+69 (54' RT.)
I-8 № 2-4 INLET
WINDOW EL.
℄ GL. 18" I-2

P.V.I. 800+38.00
ELEV. 946.83
-0.50%
-3.00%
947.44 U-1
945.44
945.62 U-4
944.61 U-3
944.85 797+04 U-4
944.28 U-4
939.68 U-2
937.72 U-4
934.18
P-11 65' - 12" I-2 @ 1.00%
℄ OUTLET 944.28
400' V.C.
STA. 801+36.5
PROP. RELOC. 24" COMB. SW.
℄ 931.85

A-12 B-G UTLY
P-10 17" 12" ℄ @ 3.00%
EXIST. 3.0 STUB OUTLET - 937.73
EXIST. 12" COMB. SEWER @ 2.27%

PIER FOOTERS
℄ MAINLINE
793+75
794+00
794+25
794+02.16
G"I-4
1.0
1.5'
℄ 946.65 794+02.16 45° BEND
℄ 944.22 794+25 45° BEND

DETAIL "A"
SCALE: 1"=10'

792+00 793+00 794+00 795+00 796+00 797+00 798+00 799+00 800+00 801+00 802+00

PLATE 1 — PLAN - PROFILE O. P. R. & R. E. STANDARD
201 FM-3 AGEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

STA. 792+00 to STA 802+00

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7-14.80

17
102

FEDERAL MARKERS WILL BE FURNISHED & ERECTED ON THE LEFT BY THE STATE OF OHIO BEFORE ACCEPTANCE OF THIS PROJECT

I-680-9(3)223 I-680-9(1)222

EQUATION
806+88.34 (BACK) } END WORK & END PROJECT
1034+91.44 (AHEAD)

PROJECT MAH-7-14.80 → PROJECT. MAH-18-17.20

I-8 Nº 1 M.H. & I-8 Nº 2-2A C.B. SHOWN @ STA. 806+88.34 TO BE CONSTRUCTED UNDER PROJECT MAH 18-17.20

TO BE ROUGH GRADED UNDER PROJECT MAH-18-17.20

FOR SEWER DELOCATION SEE SHEET Nº 27

℄ FULTON ST.

20'±
4.0' CONC. SIDEWALK
3¼" BRICK
5" CONC.
6" STONE CURBS
TYPICAL SECTION EXIST. ERIE ST.

TEMP. CHANNEL 10' BOTTOM

72'

5'

10' PAVED SHOULDER

10' PAVED SHOULDER

BEGIN SHEET — STA. 802+00

STA. 804+79.03

℄ MARLIN ST.

℄ ERIE ST. STA. 805+29.49

RAMP 'M'

RAMP 'N'

℄ HAYES AVE.

STA. 1030+29.49

℄ MARKET ST.

END SHEET — STA. 1030+00

S.C. 1030+91.44

803 804 805 806 1034 1033 1032 1031

Fl. 927.58
806+57
6" PLUG

Fl. 922.96
806+86
6" PLUG

Fl. 936.90
802+48
6" PLUG

Fl. 922.57
806+88.34
6" PLUG
6" WYE

A-14 A-15 A-16 A-17 A-18 (TEMPORARY)
B-1 B-2 B-3
E-1 E-2 E-3
F-3
G-1 G-2 G-3
R-1 R-2 R-3
U-1 U-2 U-3 U-4 U-5
P-12 P-13 P-14 P-15 P-16 (TEMPORARY)

OUTLETS FOR SEWERS P-15 & HIGHWAY SIDE DITCHES ARE PROVIDED UNDER PROJECT MAH-18-17.20. TEMPORARY M.H. A-18 & TEMPORARY SEWER P-16 ARE PROVIDED TO ENABLE THE CONTRACTOR TO GRADE THIS PROJECT TO STA. 802+75, STA. 806+00 TO STA. 806+88.34 IS TO BE ROUGH GRADED UNDER PROJECT MAH-18-17.20 THE CONTRACTOR SHALL COORDINATE HIS CONST. OPERATIONS WITH MAH-18-17.20 SO THAT GRADING IS NOT PERFORMED BETWEEN STA. 802+75 & STA. 806+00 UNTIL DRAINAGE OUTLETS ARE PROVIDED UPON COMPLETION OF GRADING FROM STA. 802+75 TO 806+00 THE TEMP. M.H. A-18 & TEMP. SEWER P-16 SHALL BE REMOVED & THE COMBINATION SEWER F-3 RESTORED. THE COST OF REMOVAL OF A-18 & P-16 SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM E-12, PIPE REMOVED & ITEM I-16 M.H. ABANDONED. FOR F-3 QUANTITY & DETAIL, SEE SHEET Nº 27.

## ℄ CURVE DATA Nº 5

| | | | |
|---|---|---|---|
| Δ = 53°49'25" | | P = 6.68' | |
| $D_c$ = 5°45' | | K = 199.73' | |
| $L_s$ = 400' | | x = 398.39' | |
| $R_c$ = 996.45' | | y = 26.68' | |
| $\theta_s$ = 11°30' | | L.T. = 267.23' | |
| $L_c$ = 536.06' | | S.T. = 133.85' | |
| $T_s$ = 708.91' | | L.C. = 399.28' | |
| $E_s$ = 128.51' | | $\Delta_c$ = 30°49'25" | |

B.M.#69 TOP OF STEM ON HYDT. @ E. SIDE OF MARLIN & N. OF KYLE ELEV. 947.98

B.M.#61 TOP OF STEM ON HYDT. @ W. SIDE OF ERIE S. OF HENRY ELEV. 961.37

B.M.#59 TOP OF STEM ON HYDT. @ N.W. COR. HAYES & HENRY ELEV. 969.19

| ESTIMATED QUANTITIES I-8 INLETS MANHOLES & CATCH BASINS | | | | | | I-14 TYPE I PAVED GUTTER MODIFIED LIN. FT. | I-16 MANHOLES ABANDONED EACH |
|---|---|---|---|---|---|---|---|
| CODE | LOCATION & STATION | Nº 2-10 MODIFIED INLET EACH | Nº 1 M.H. EACH | Nº 2-2A C.B/ EACH | Nº 2A-10 | | |
| A-14 | 802+00-54.0' LT.℄ | | | 1 | | 10 | |
| A-15 | 802+00 -1.25' RT. ℄ | | | | 1 | | |
| A-16 | 802+45 - ℄ | | 1 | | | | |
| A-17 | 805+53 - ℄ | 1 | | | | | |
| A-18 | 801+69 - 54' RT. | | 1 | | | | 1 |
| SHEET TOTAL | | 1 | 2 | 1 | 1 | 10 | 1 |

| ESTIMATED QUANTITIES I-2 PIPES | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION | | CL "B" STORM SEWER UNDER PAV'T. & APPR. | | E-12 18" L.F. |
| | FROM | TO | 12" | 18" | |
| P-12 | A-14 | A-16 | | 67 | |
| P-13 | A-15 | A-16 | 41 | | |
| P-14 | A-16 | A-17 | | 304 | |
| P-15 | A-17 | 806+88.34 | | 127 | |
| P-16 | A-16 | A-18 | | 92 | 92 |
| SHEET TOTAL | | | 41 | 590 | 92 |

*Note: Typical section of adjoining pavement at end of project is the same as the typical section for Sta. 806+88.34 as shown on sheet 9.*

| I-4 UNDERDRAINS | | | | | | I-5 PIPE SPECIAL EACH 6"-60° WYE |
|---|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | DEEP OR SHALLOW | 8" OUTLET M-6.4 ᵃ | 6" PIPE | |
| U-1 | 802+00 | A-16 | S | 10 | 38 | |
| U-2 | 802+43 | A-17 | S | 10 | 290 | |
| U-3 | 805+57 | 806+88 | S | 10 | 119 | |
| U-4 | 802+00 | 806+86 | D | 10 | 703 | 1 |
| U-5 | 802+00 | 806+88 | D | | 488 | |
| SHEET TOTAL | | | | 40 | 1633 | 1 |

| I-15 GUARD RAIL TYPE DEEP - LIN. FT. | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | STEEL BEAM | BARRIER |
| G-1 | 802+00 | 806+87.5 | ℄ | | 687.5 |
| G-2 | 804+70 | 804+96 | LT. | 25.0 | |
| G-3 | 805+90 | 806+15 | RT. | 25.0 | |
| SHEET TOTAL | | | | 50.0 | 687.5 |

| ROADWAY ITEMS | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | I-12 CONC. CURB TYPE C LIN. FT. | I-21 P.C.C. MEDIAN PAVING SQ. YDS. |
| R-1 | 802+00 | 805+44 | L & R | 688 | 191 |
| R-2 | 805+857 | 806+88 | L & R | 273 | 75.8 |
| R-3 | 804+71.5 | 804+93.5 | LT. | 22 | |
| SHEET TOTAL | | | | 983 | 266.8 |

| EROSION CONTROL | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION FROM | LOCATION TO | L-10 SOD SQ. YDS. | I-10 DUMPED ROCK CU. YDS. | |
| E-1 | 803+50 | 806+83 | 185 | | |
| E-2 | 805+00 | LT OF ℄ | | 83 | |
| E-3 | 802+00 | | 265 | | |
| SHEET TOTAL | | | 450 | 83 | |

965 960 955 950 945 940 935 930 925 920

941.92 940.47 938.97 937.47 935.97 934.47 932.97 931.47 929.97 928.47 927.15 926.49 926.06 925.87 925.92 926.21 926.73 927.50 928.50 929.74

802+00 803+00 804+00 805+00 806+00 1034+00 1033+00 1032+00 1031+00 1030+00

EQUATION 806+88.34 (BACK) 1034+91.44 (AHEAD) EL 927.88

A-16
STA. 802+45 (℄)
I-8 Nº 1 M.H.
COVER EL. 940.97
Fl. 8" I-4 936.88
Fl. 12" I-2 934.49
Fl. 18" I-2 933.99

A-15
STA. 802+00 (1.25' RT. ℄)
I-8 Nº 2A-10 INLET
TOP OF CURB = 942.82
WINDOW EL. = 941.75
Fl. 12" I-2 = 938.34
Fl. 8" I-4 = 938.67

A-14
STA. 802+00 (54' LT. ℄)
I-8 Nº 2-2A INLET
GRATE EL. = 937.40
Fl. 18" I-2 = 934.60

A-17
STA. 805+53 ℄
I-8 Nº 2-10 (MODIFIED) INLET
TOP OF CURB = 931.88
WINDOW EL. = 931.21
Fl. 12" I-2 = 925.24
Fl. 8" I-4 = 925.57

A-18 (TEMPORARY)
STA. 801+69 (54' RT.)
I-8 Nº 1 M.H.
TOP 942.61
INV. 18" I-2, 930.35
INV. 18" I-2, 933.00 (TEMP.)

400' V.C.
P.V.T. STA. 802+36
EL. 940.85
2.1%
-3.00%
443' - 8" I-2 @ -1.842%
P.V.T. STA. 805+79.76
EL. 930.56
600' V.C.
P.V.I. 1033+00
ELEV. 921.58
+2.72%
21" I-2 @ .0134
24" I-2 @ .0016
24" I-2 @ .0016
Existing 18" I-2 Stub
Fl. 924.30 806+86 U-4
Fl. 924.47 806+88.34 U-3
Fl. 925.47 806+88.34 U-5
Fl. 925.16 U-5
Fl. 925.24
Fl. 936.40
Fl. 936.34
Fl. 936.75
P-13 P-14 P-15 P-16

A-17 935 TOP CURB P.G. P-14 18" I-2 P-15 18" I-2 925 Fl. 925.24

A-16 A-14 940 P-12 70' - 18" I-2 @ 1.00% 935

## STORM SEWER PROFILES

SCALES:
VERT. 1" = 5'
HORIZ. 1" = 20'

STA. 802+00 TO 1030+00

PLAN
SURVEYED BY
PLOTTED BY
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
GRADES CHECKED
S. R. L. NOTED
STRUCTURE NOTATIONS CHKD.
DATE

PROFILE
SURVEYED BY
PLOTTED BY
NOTE BOOK
NO.
GRADES CHECKED
S. R. L. NOTED
STRUCTURE NOTATIONS CHKD.
DATE

PLATE I — PLAN - PROFILE O. P. R. & R. E. STANDARD
201 FM-3 AGEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

18
102

MAH-7-14.80

PROPOSED RELOCATION
33" COMBINED SEWER & 8" WATER MAIN FOR
DETAILS SEE SHEET Nº 20

℄ REL. WILLIAMSON STA. 50+00
EXPRESSWAY STA. 781+39
STRUCTURE Nº MAH-7-1479

RAMP "C"
FUTURE CONSTRUCTION

℄ MARION AVE.

℄ MYRTLE AVE.

SPIRAL DATA
Ls=142.68'
T1=101.38'
T2=117.46'
Δ1+Δ2=35°30'09"
Θ2=33°15'09"

CURVE DATA
Δ=190°56'32"
R=125.00'
L=429.66'
C=247.27'
STA. 3+50
65.0' 15° S-27
SEE SHEET Nº 35

SPIRAL DATA
Ls=150.00'
LT.=101.95'
ST.=51.78'
X=144.705'
Y=29.24'

CURVE DATA
Δ=4°43'42"
Dc=1°30'
R=3819.72'
T=157.70'
L=315.22'
E=3.25'

FOR DRAINAGE DETAILS
RT. LANE FROM STA.
7+75 TO 11+00 SEE
SHEET Nº 32

NOSE 22'LT. STA. 1+45.55
RT. STA. 52+75.25

NOTE:
FOR INTERSECTION DETAIL
SEE SHEET Nº 59

FOR CONSTRUCTION
DETAILS OF RETAINING
WALL SEE SHEET
Nº 67 & 68

P.T. STA. 10+44.88
44'RT. STA. 783+63.84

8.0' PAVED SHLD

| ESTIMATED QUANTITIES I-8 INLETS MANHOLES & CATCH BASINS | | | | I-14 PAVED GUTTER TYPE I L.F. MODIF. |
|---|---|---|---|---|
| CODE | LOCATION & STATION | TYPE II YNGST. INLET EACH | 2-2A C.B. EACH | |
| A-1 | 1+43.17 3.0' RT. ℄ | 1 | | |
| A-2 | 6+00 34.0' LT. ℄ | | 1 | 20 |
| SHEET TOTAL | | 1 ✓ | 1 ✓ | 20 |

| ESTIMATED QUANTITIES I-2 PIPES | | | |
|---|---|---|---|
| CODE | LOCATION | | CL. "B" STORM SEWER UNDER PAV'T. & APPR. |
| | FROM | TO | 12" LIN. FT. |
| P-17 | A-1 | 82+58.9 WILLIAMSON | 52 ✓ |

| SUPERELEVATION TABLE | | |
|---|---|---|
| STATION | P.G. | LT. LANE |
| 2+50 | 972.38 | 974.65 |
| +75 | 972.13 | 973.80 |
| 3+00 | 971.37 | 973.04 |
| +25 | 970.71 | 972.38 |
| +50 | 970.14 | 971.81 |
| +75 | 969.67 | 971.34 |
| 4+00 | 969.30 | 970.97 |
| +25 | 968.97 | 970.64 |
| +50 | 968.65 | 970.32 |
| +75 | 968.32 | 969.99 |
| 5+00 | 968.00 | 969.67 |
| +25 | 967.67 | 969.34 |
| +50 | 967.35 | 969.01 |

| I-4 UNDERDRAINS L.F. | | | | | | | I-5 PIPE SPEC. EACH |
|---|---|---|---|---|---|---|---|
| CODE | LOCATION | | DEEP OR SHALLOW | 6" PIPE | 8" OUTLET PIPE M-6.4 ♣ | 6"-90° BEND | |
| | FROM | TO | | | | | |
| U-1 | 0+00 | A-1 | S | 134 | 10 | | |
| U-2 | 1+50 | 2+98 | S | 160 | 10 | 1 | |
| U-3 | 3+02 | 10+44.9 | S | 743 | | | |
| U-4 | 1+50 | 3+48 | D | | 10 | 1 | |
| | | | | | | | |
| SHEET TOTAL | | | | 1037 | 30 ✓ | 2 ✓ | |

| I-12 CURBS LIN. FT. | | | | | |
|---|---|---|---|---|---|
| CODE | LOCATION | | LEFT OR RIGHT | TYPE 6 | SPECIAL |
| | FROM | TO | | | |
| C-1 | 0+00 | 1+50 | RT. | 136.33 | |
| C-2 | 1+35.10 | 2+35.10 | LT. | 100 | |
| C-3 | 5+79.66 | 7+98.07 | LT. | | 218.41 |
| C-4 | 7+75 | 10+44.88 | RT. | 270 | |
| SHEET TOTALS | | | | 506.3 | 218.4 |

| I-15 STD. GUARD RAIL - Steel Beam Deep | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | LOCA. | L.F.T. |
| G-1 | 7+00 | 8+50 | RT. | 150 ✓ |

| EROSION CONTROL | | | |
|---|---|---|---|
| | LOCATION | | I-14 PAVED GUTTER TYPE I LIN. FT. |
| | FROM | TO | |
| E-1 | 8+40-10+44.88 | | 204.9 |

FOR ELEVATIONS FROM
STA. 0+00 TO STA. 1+45.55
SEE INTERSECTION DETS.
SHEET Nº 58

STA. 0+00 22' RT. WILLIAMSON
STA. 51+19.82 EL. 981.75

P.V.C. STA. 1+50
EL. 977.38

P.V.I. STA. 2+75
EL. 970.92

P.V.T. STA. 4+00
EL. 969.30

STA. 8+00 EL. 964.08

STA. 10+44.88
EL. 960.82

GRAPHIC GRADE

℄ 977.40
℄ 973.68
℄ 972.57
1+50
℄ 962.10
℄ 958.29
7+85
℄ 957.63
℄ 965.58
℄ 964.47

S.17%
-1.30%

5" S-27

A-1
STA. 1+43.17 (3.0' RT. ℄)
I-8 YNGST. TYPE II INLET
TOP OF CURB 977.63
WINDOW ELEV. 976.88
℄ 12" I-2 973.57
℄ INLET 971.88
℄ 8" I-4 973.80

STA. 7+23.0
PROP. RELOC.
8" WATER MAIN
℄ EL. 956.7

STA. 7+81
PROP. RELOC.
33" COMB. SEWER
℄ 957.63

A-1
STA. 1+43.17
3.0' RT. ℄
I-8 YNGST. TYPE II
TOP CURB 977.63
WINDOW EL. 976.88
℄ 12" I-2 973.57
℄ INLET 971.88
℄ 8" I-4 973.80

BASE LINE
RAMP "P"

EXIST. ℄
WILLIAMSON

82.6'-12"-7.2-82.6
P-17
@ 0.1336

STA. 52+58.9
EXIST. ℄
WILLIAMSON ST.
EXIST. 32" BRICK
COMB. SEWER
℄ 965.73

SCALE -HORIZ- 1"=5'
-VERT- 1"=20'

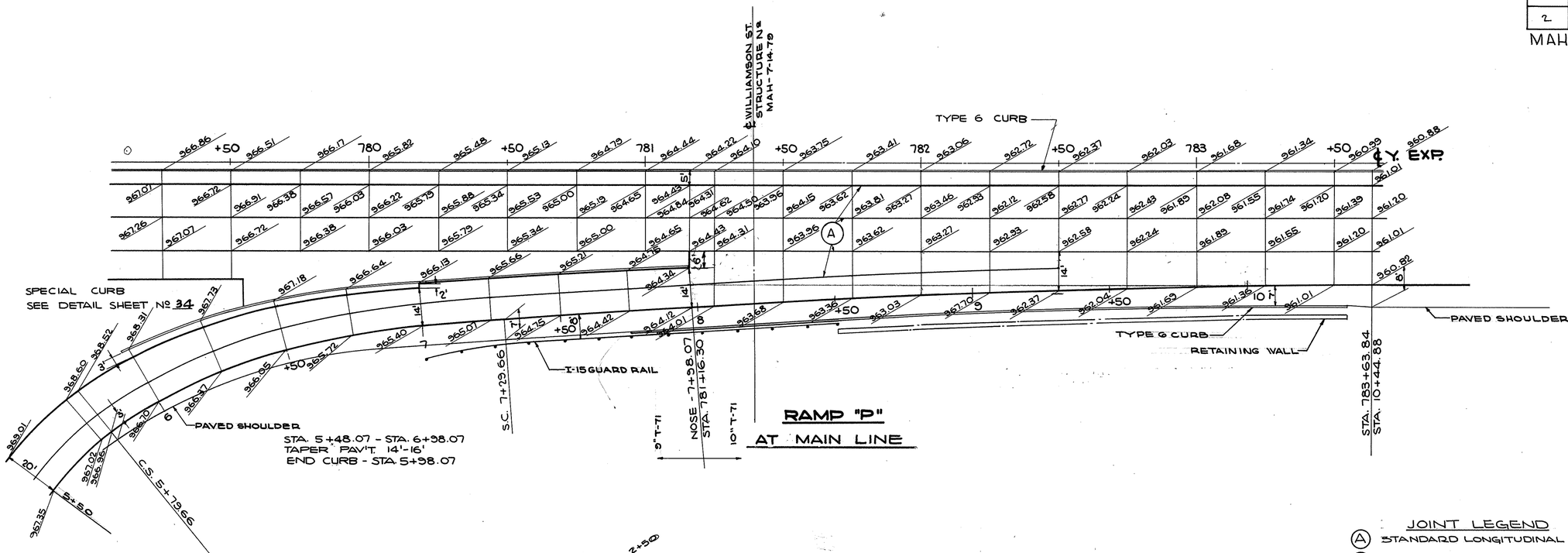
PLATE I — PLAN - PROFILE O. P. R. & R. E. STANDARD
291 PB-3 ACEPROOF FILM MADE AND PRINTED IN U.S.A.
EUGENE DIETZGEN CO., CHICAGO

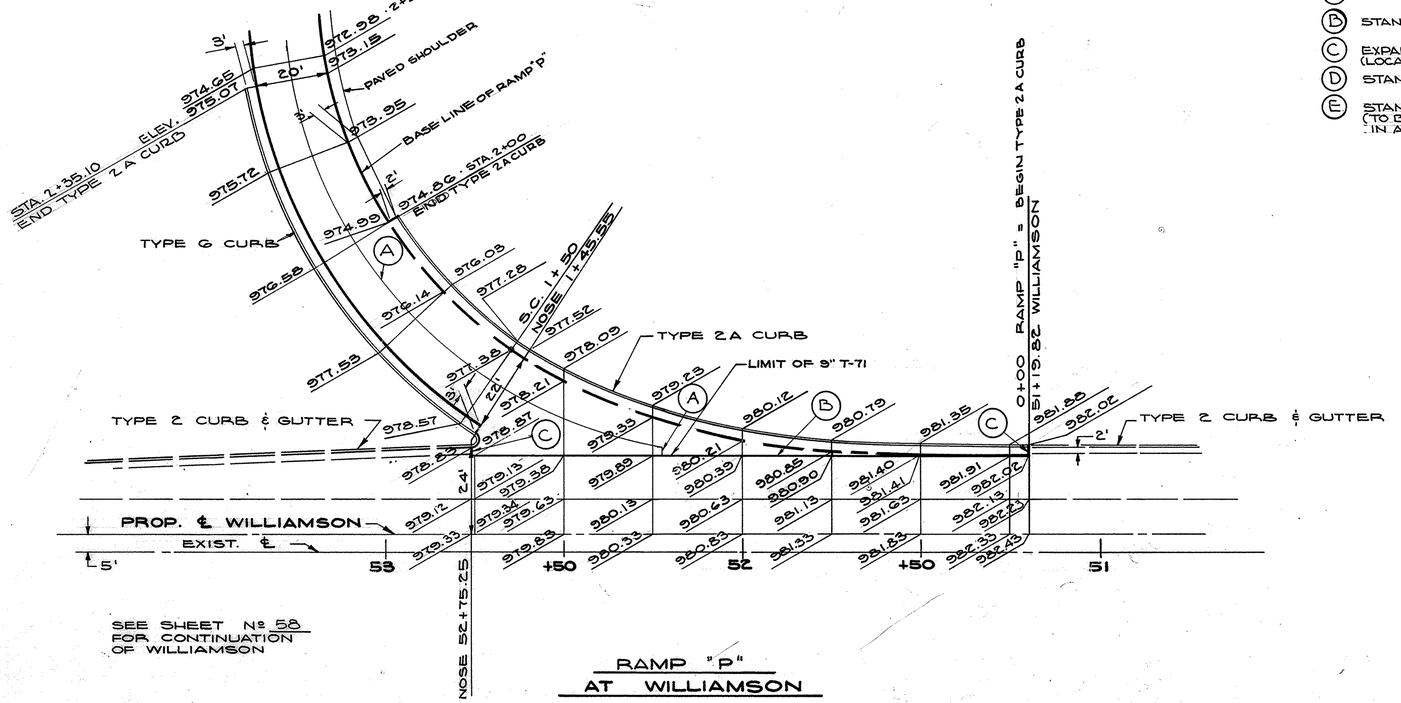
PLAN-PROFILE RAMP "P"

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

19
107

MAH-7-14.80




JOINT LEGEND

- (A) STANDARD LONGITUDINAL JOINT
- (B) STANDARD KEY JOINT WITHOUT TIE BAR
- (C) EXPANSION JOINT WITHOUT TIE BAR (LOCATED ON RADIAL LINES)
- (D) STANDARD EXPANSION JOINT
- (E) STANDARD CONTRACTION JOINT (TO BE PLACED AT 60' INTERVALS OR LESS IN ALL T-71 PAVEMENT)

DETAILS - RAMP "P"

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-GOS-9(3) | |

20 / 102

MAH.-7-14.80

# ESTIMATED QUANTITIES - WATER I-124

| CODE | LOCATION FROM | LOCATION TO | STREET NAME | LOWER WATER MAIN - L.F. 16" | NEW WATER MAINS LIN. FT. 16" CONC. ENC. | 6" CL. 22 | 8" CL. 23 | 8" CL. 23 CONC. ENC. | FITTINGS - EACH BENDS 16"-45° CL. 150 | 8"-90° CL. 250 | 8"-45° CL. 250 | REDUCER 8"-6" CL. 250 | 6" VALVE & BOX EACH | FIRE HYDRANT EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W-1 | 0+10 | 0+40 | WYMER ALLEY | 32 | | | | | 1 | | | | | |
| W-2 | 0+40 | 3+70 | WYMER ALLEY | | 335 | | | | 4 | | | | | |
| W-3 | 3+70 | 4+00 | WYMER ALLEY | 32 | | | | | 1 | | | | | |
| W-4 | 0+00 | 0+46 | WILLIAMSON | | | | 46 | | | 1 | | | | |
| W-5 | 0+46 | 3+11 | 51'S. & WILLIAMSON | | | | | 265 | | 2 | 2 | | | |
| W-6 | 3+11 | 3+55 | WILLIAMSON | | | | 44 | | | 1 | | | | |
| W-7 | 135'± E. | ℄ EXP'WY | MYRTLE | | | 10 | | | | 1 | | 1 | 1 | 1 |
| W-8 | 168'± W. | ℄ EXP'WY | MYRTLE | | | 18 | | | | 1 | | 1 | 1 | 1 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| SHEET TOTAL | | | | 64' | 335' | 28' | 90' | 265' | 6" | 6" | 2" | 2" | 2" | 2" |

100% CITY FUNDS

NOTE:
EXISTING SEWERS E-1 & E-2 ARE TO REMAIN IN SERVICE. EXISTING SERVICE CONNECTIONS TO THESE SEWERS SHALL BE MAINTAINED DURING THE CONSTRUCTION OF SEWERS F-5 & F-6. THE LOCATION OF THE SERVICE CONNECTIONS MAY BE OBTAINED FROM THE CITY OF YOUNGSTOWN SEWER DEPT. THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY SERVICE CONNECTIONS DAMAGED OR SEVERED BY HIS OPERATIONS.

# DESCRIPTION OF WORK — STRUCTURES

| CODE | LOCATION | DESCRIPTION | ELEV. | REMARKS | PAY ITEM |
|---|---|---|---|---|---|
| **EXISTING STRUCTURES** | | | | | |
| A-1 | ℄-WILLIAMSON 12.86'E.℄ HEASLEY | MANHOLE | INV.974.04 | NEW 33" OUTLET | I-2 |
| A-2 | 15'N.℄ WILLIAMSON 109'E.℄ HEASLEY | CATCH BASIN | | SEE SHEET Nº | |
| A-3 | ℄-WILLIAMSON 359'E.℄ HEASLEY | MANHOLE | INV. 967.89 | TOP EL. 981.09 - UNDISTURBED | |
| A-4 | ℄-WILLIAMSON 24'W.℄ BELLEVIEW | MANHOLE | INV. 964.26 | TOP EL. 976.76 - UNDISTURBED | |
| A-5 | 15'S.℄ WILLIAMSON 28'W.℄ BELLEVIEW | CATCH BASIN | | SEE SHEET Nº | |
| A-6 | 15'N.℄ WILLIAMSON 26'W.℄ BELLEVIEW | CATCH BASIN | | SEE SHEET Nº | |
| A-7 | ℄-WILLIAMSON 272'E.℄ BELLEVIEW | MANHOLE | INV. 959.11 | UNDISTURBED | |
| A-8 | ℄-WILLIAMSON 63.8'W.℄ SOUTH ST. | MANHOLE | INV. 948.67 | TOP EL. 959.92 - UNDISTURBED | |
| A-9 | 10'N.℄ MYRTLE 46'W.℄ SIMON ST. | CATCH BASIN | SEE NOTE | REMOVED UNDER ITEM | E-1 |
| A-10 | 15'S.℄ MYRTLE 37'W.℄ SIMON ST. | CATCH BASIN | SEE NOTE | REMOVED UNDER ITEM | E-1 |
| A-11 | ℄-MYRTLE 24'W.℄ SIMON ST. | MANHOLE | SEE NOTE | REMOVED UNDER ITEM | E-1 |
| A-12 | 31.8' N.℄ WILLIAMSON, 6'W.℄ SOUTH. | MANHOLE | 36" INV. 944.79 | TOP EL. 959.03 UNDISTURBED | |
| **PROPOSED STRUCTURES** | | | | | |
| B-1 | STA. 12+34.95'℄ WILSON 23'℄ HEASLEY | DROP MANHOLE | 33" INV. 966.76 | TOP EL. 987.7 | I-8 YNGST Y-D |
| B-2 | STA. 11+87.45'℄ WILSON 54'℄ HEASLEY | DROP MANHOLE | 33" INV. 958.3 | TOP EL. 987.8 | I-8 YNGST Y-D |
| B-3 | STA. 9+38.45'℄ WILSON 310'℄ HEASLEY | MANHOLE | 33" INV. 955.5 | TOP EL. 982.8 | I-8 YNGST Y-A |
| B-4 | STA. 8+78.9'S.℄ WILSON 237'W.℄ BELLEVIEW | MANHOLE | 33" INV. 954.9 | TOP EL. 981.0 | I-8 YNGST Y-A |
| B-5 | STA. 4+55.9'S.℄ WILSON 184'℄ BELLEVIEW | MANHOLE | 33" INV. 950.85 | TOP EL. 972.8 | I-8 YNGST Y-A |
| B-6 | STA. 0+00 9'S.℄ WILSON 6'W.℄ SOUTH | MANHOLE | 36" INV. 944.99 | 33" INV. 945.24 | I-8 YNGST Y-A |
| | | | TOP 956.60 | CONST. M.H. IN EXISTING 36" LINE | |
| B-7 | ℄ MYRTLE 140' E.℄ SIMON | MANHOLE | 20" INV. 963.46 | CONST. M.H. IN EX. 20" | I-8 YNGST Y-A |
| | | | TOP 978.62 | | |

# DESCRIPTION OF WORK — COMBINED SEWERS

| CODE | LOCATION | STREET | PAY ITEM | FROM | TO | SIZE | LENGTH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| **EXISTING SEWERS** | | | | | | | | |
| E-1 | ℄-WILLIAMSON | | | 290'W. | A-1 | 24" | | SLOPE 2.32% COMBINED SEWER-UNDISTURBED |
| E-2 | ℄-HEASLEY | | | 361'S. | A-1 | 24" | | SLOPE 1.1% COMBINED SEWER-UNDISTURBED |
| E-3 | ℄-WILLIAMSON | | E-1 | A-1 | A-3 | 32" | 345' | SLOPE 1.78% BRICK COMB.- REMOVED |
| E-4 | ℄-WILLIAMSON | | | A-3 | A-4 | 32" | 207' | SLOPE 1.76% BRICK COMB.- UNDISTURBED |
| E-5 | ℄-WILLIAMSON | | | A-4 | A-7 | 32" | 296' | SLOPE BRICK COMB.- UNDISTURBED |
| E-6 | ℄-WILLIAMSON | | | A-7 | A-8 | 32" | | SLOPE BRICK COMB.- UNDISTURBED |
| E-7 | ℄-MYRTLE | | E-1 | A-11 | B-7 | 20" | 163' | SLOPE 2.3% - REMOVE |
| E-8 | 6' W.℄ SOUTH | | | B-6 | A-12 | 36" | 41' | SLOPE 0.5% - UNDISTURBED |
| **PROPOSED SEWERS** | | | | | | | | |
| F-1 | WILLIAMSON ST. | | | A-1 | B-1 | 33"CONC. | 14' | SLOPE 2.0% |
| F-2 | S. ℄ WILLIAMSON | | | B-1 | B-2 | 33"CONC. | 47' | SLOPE 2.0% |
| F-3 | 44'S.℄ WILSON, V.EXP. & STA. 781+00 | | | B-2 | B-3 | 33" & 36" | 254' | SLOPE 1.1% |
| F-4 | S. ℄ WILLIAMSON | | | B-3 | B-4 | 33"CONC. | 55' | SLOPE 1.1% |
| F-5 | 9'S. ℄ WILLIAMSON | | | B-4 | B-5 | 33"CONC. | 423' | SLOPE 1.1% |
| F-6 | WILLIAMSON ST. | | | B-5 | B-6 | 33"CONC. | 455' | SLOPE 1.1% |
| F-1 DROP | M.H. B-1 | | | | | 18" | 7' | DROP PIPE, 33"x33"x18" TEE, 18"-90° BEND |
| F-2 DROP | M.H. B-2 | | | | | 18" | 75' | DROP PIPE, 33"x33"x18" TEE, 18"-90° BEND |

E-2 REMOVED FOR STORAGE

| CODE | LOCATION | WATER VALVES EACH |
|---|---|---|
| W-9 | WILLIAMSON | 1 |
| W-10 | MYRTLE | 1 |
| TOTAL THIS SHEET | | 2 |

ESTIMATED QUANTITIES I-8 MANHOLES EACH

| CODE | YNGST. TYPE Y-D | YNGST. TYPE Y-A |
|---|---|---|
| B-1 | 1 | |
| B-2 | 1 | |
| B-3 | | 1 |
| B-4 | | 1 |
| B-5 | | * 1 |
| B-6 | | * 1 |
| B-7 | | 1 |
| SHEET TOTAL | 2 | 5 |

* 100% City Funds

# ESTIMATED QUANTITIES - SEWERS

| CODE | I-2 COMB. SEWERS UNDER PAVT OR APPR. L.F. 18" M-G.G(c) | 18" M-G.G(b) | 33" M-6.8 (b) M-G.G (b) | 33" M-G.G(c) | 33" M-6.6(d) | 36" M-6.6(e) | 36" M-6.6(d) | I-5 PIPE SPECIALS EACH 33"x33"x18" TEE M-6.6(c) | 18"-90° BEND M-G.G(c) |
|---|---|---|---|---|---|---|---|---|---|
| F-1 | | 7 | 14 | | | | | 1 | 1 |
| F-2 | 7 | | | 47 | | | | 1 | 1 |
| F-3 | | | | | 187 | | 67 | | |
| F-4 | | | | | | | 55 | | |
| F-5 | | | | | | | #423 | | |
| F-6 | | | | | | 455 | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| SHEET TOTAL | 7 | 7 | 14 | 47 | 187 | 455 | 545 | 2 | 2 |

# : 187 = 100% City Funds; 236 = Participating Funds

SHEET PILING LEFT IN PLACE, ITEM E-2, FOR PROPOSED RELOCATED STORM SEWER = 2500 SQUARE FEET.

RELOCATIONS: WILLIAMSON SEWER & W.M.; WYMER ALLEY W.M.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-3(3) | |

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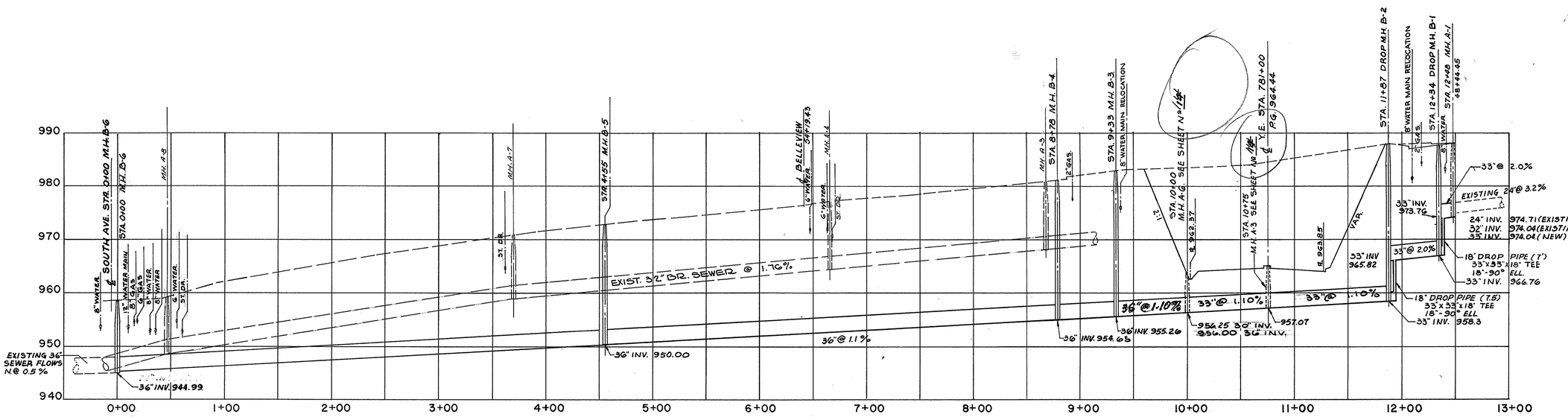
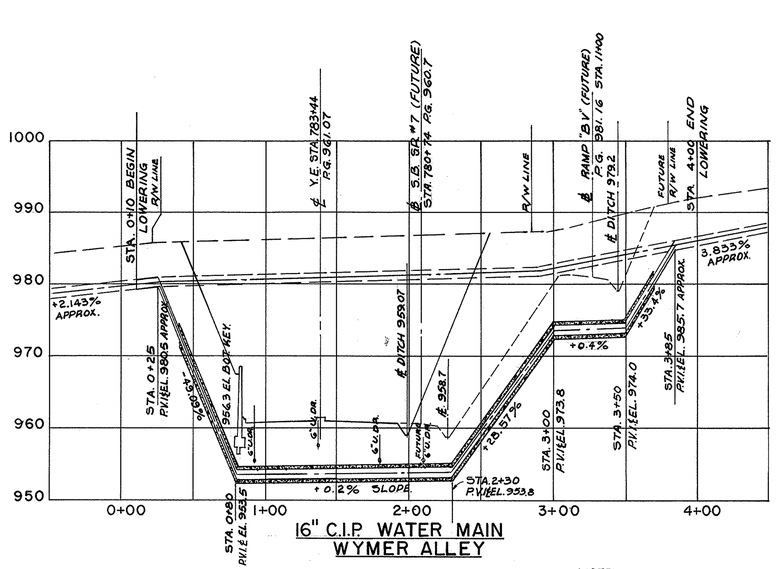
102

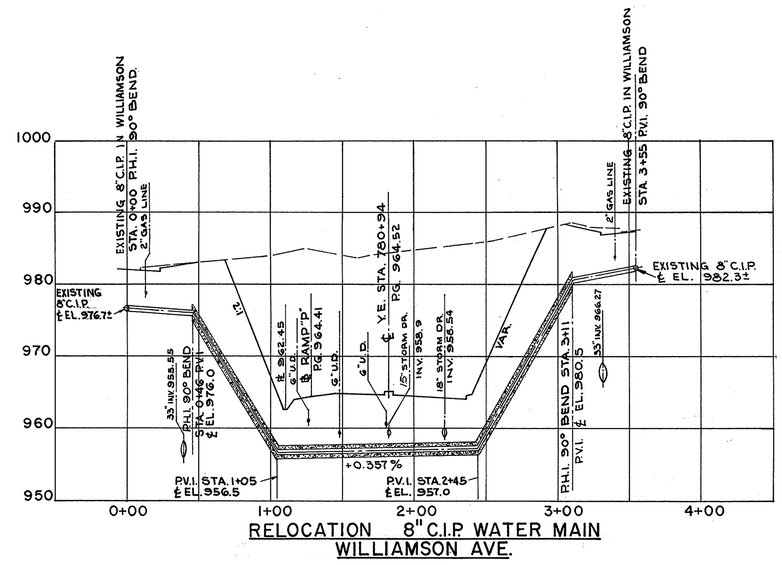



## RELOCATION — WILLIAMSON AVE. SEWER
## HEASLEY TO SOUTH




## 16" C.I.P. WATER MAIN
## WYMER ALLEY

NOTE:
16" C.I.P. ENCASED IN 6" THICKNESS CONCRETE STA. 0+40 TO STA. 3+70




## RELOCATION 8" C.I.P. WATER MAIN
## WILLIAMSON AVE.

NOTE:
8" C.I.P. ENCASED IN 6" THICKNESS CONCRETE STA. 0+46 TO STA. 3+11

SCALE: HOR. 1" = 50'
VERT. 1" = 10'

PROFILES: WILLIAMSON SEWER & W.M., WYMER ALLEY W.M.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | I-608-2(3) | |

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102

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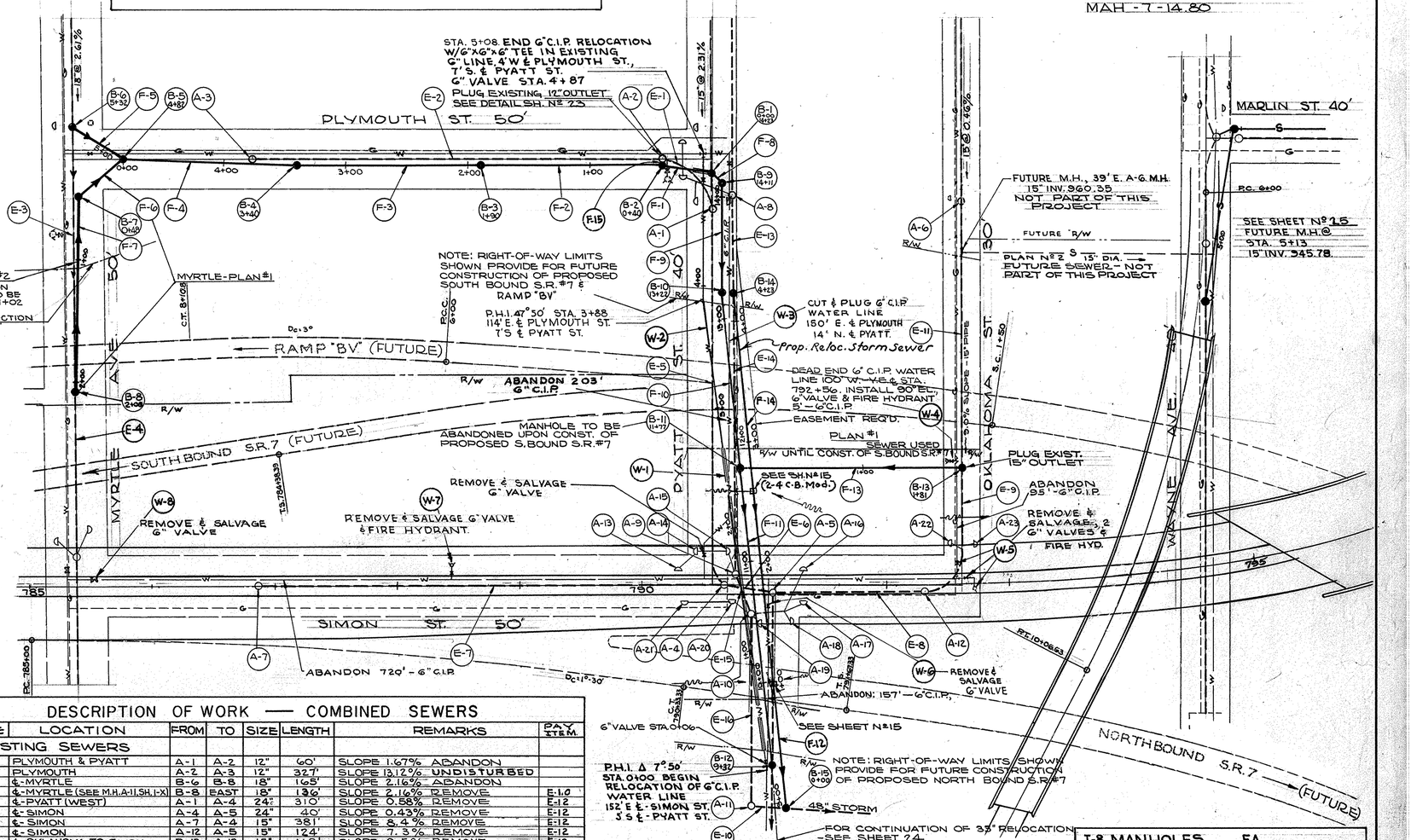
SHEET PILING LEFT IN PLACE, ITEM E-2, FOR PROPOSED RELOCATED STORM SEWER = 2500 SQUARE FEET.

NOTE:
SERVICE CONNECTIONS TO SEWER E-3 SHALL BE CONNECTED TO SEWER F-7. SERVICE CONNECTIONS TO SEWER E-5 SHALL BE CONNECTED TO SEWERS F-9 & F-10. CONNECTIONS SHALL BE MADE AS SHOWN ON SH. Nº 29. NO ADDITIONAL PAYMENT SHALL BE MADE FOR MAKING THE SERVICE CONNECTION. THE COST OF THE SERVICE CONNECTIONS SHALL BE INCLUDED UNDER THE CONTRACT PRICE BID PER LINEAL FT. OF ITEM I-2 "COMBINATION SEWERS UNDER PAV'T & APPROACHES".
EXISTING SEWER E-2 IS TO REMAIN IN SERVICE. EXISTING SERVICE CONN. TO SEWER E-2 MUST BE MAINTAINED DURING THE CONSTRUCTION OF SEWERS F-2, F-3 & F-4. THE LOCATIONS OF SERVICE CONNECTIONS MAY BE OBTAINED FROM THE CITY OF YOUNGSTOWN SEWER DEPARTMENT. THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY SERVICE CONNECTION DAMAGED OR SEVERED BY HIS OPERATION.




## ESTIMATED QUANTITIES - WATER

I-124 NEW WATER MAIN

| CODE | LOCATION FROM | LOCATION TO | LOCATION STREET NAME | 6" C.I.P. CL. 22 LIN. FT. 6" CONC. ENC. | 6" C.I.P. CL. 22 LIN. FT. | FITTINGS CL. 250 EA. TEES 6"x6"x6" | FITTINGS CL. 250 EA. BENDS 6" 90° | FITTINGS CL. 250 EA. BENDS 6" SPECIAL | VALVES 6" CL. 150 EACH | FIRE HYDRANTS EACH. | CUT & PLUG EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| W-1 | 0+00 | 2+67 | PYATT | 267 | | | | 3 | | | |
| W-2 | 2+67 | 5+08 | PYATT | | 241 | 1 | | 2 | | | |
| W-3 | | | PYATT | | | | | | | | 1 |
| W-4 | | | OKLAHOMA | | 5 | | 1 | | 1 | 1 | |
| TOTAL - THIS SHEET | | | | 267 | 246 | 1 | 1 | 5 | 1 | 1 | 1 |

## E-12 WATER VALVE REMOVAL FOR STORAGE

| CODE | LOCATION | 6" VALVE REMOVAL |
|---|---|---|
| W-5 | OKLAHOMA | 2 |
| W-6 | SIMON | 1 |
| W-7 | SIMON | 1 |
| W-8 | SIMON & MYRTLE | 1 |
| TOTAL - THIS SHEET | | 5 |

## E-12 FIRE HYDRANT REMOVAL FOR STORAGE

| CODE | LOCATION | FIRE HYDRANT REMOVAL EACH |
|---|---|---|
| W-5 | OKLAHOMA | 1 |
| W-7 | SIMON | 1 |
| | | 2 |

## DESCRIPTION OF WORK — STRUCTURES

| CODE | LOCATION | DESCRIPTION | ELEV. | REMARKS | PAY ITEM |
|---|---|---|---|---|---|
| **EXISTING STRUCTURES** | | | | | |
| A-1 | ℄-PYATT, 41' E. ℄-PLYMOUTH | MANHOLE | 24" INV. 934.00 | TOP EL. 941.15 UNDISTURBED | |
| A-2 | ℄-PLYMOUTH, 40'S. ℄-PYATT | MANHOLE | 12" INV. 936.00 | TOP EL. 944.3 UNDISTURBED | |
| A-3 | ℄-PLYMOUTH, 155' N. ℄-MYRTLE | MANHOLE | 12" INV. 917.20 | TOP EL. 924.0 UNDISTURBED | |
| A-4 | ℄-SIMON ST. 9' N. ℄-PYATT (WEST) | MANHOLE | 24" INV. 932.39 | TOP EL. 937.62 ABANDON | I-16 |
| A-5 | 6' E. ℄-SIMON, 99' N. ℄-PYATT (WEST) | MANHOLE | 24" INV. 932.22 | TOP EL. 940.02 ABANDON | I-16 |
| A-6 | ℄-OKLAHOMA, 312' W. ℄-SIMON | MANHOLE | 15" INV. 962.87 | TOP EL. 973.00 UNDISTURBED | |
| A-7 | ℄-SIMON ST., 148' N. ℄-MYRTLE | MANHOLE | 15" INV. 964.51 | TOP EL. 972.71 ABANDON | I-16 |
| A-8 | 16' N. ℄-PYATT (W.), 29' E. ℄-PLYMOUTH | MANHOLE | 36" INV. 934.40 | TOP EL. 941.50 UNDISTURBED | |
| A-9 | 19' N. ℄-PYATT (W.), 8' W. ℄-SIMON | MANHOLE | 48" INV. 927.11 | TOP EL. 937.61 ABANDON | I-16 |
| A-10 | 32' N. ℄-PYATT (W.), 24' E. ℄-SIMON | MANHOLE | 48" INV. 926.90 | TOP EL. 938.10 ABANDON | I-16 |
| A-11 | 17' S. ℄-PYATT (E.), 181' E. ℄-SIMON | MANHOLE | 48" INV. 925.96 | TOP EL. 940.26 ABANDON | I-16 |
| A-12 | ℄-SIMON ST., 30' S. ℄-OKLAHOMA | MANHOLE | 15" INV. 941.36 | TOP EL. 948.21 ABANDON | I-16 |
| A-13 | SIMON ST. | CATCH BASIN | | ABANDON | I-16 |
| A-14 | PYATT ST. | CATCH BASIN | | ABANDON | I-16 |
| A-15 | PYATT ST. | CATCH BASIN | | ABANDON | I-16 |
| A-16 | SIMON ST. | CATCH BASIN | | ABANDON | I-16 |
| A-17 | SIMON ST. | CATCH BASIN | | ABANDON | I-16 |
| A-18 | PYATT ST. | CATCH BASIN | | ABANDON | I-16 |
| A-19 | PYATT ST. | CATCH BASIN | | ABANDON | I-16 |
| A-20 | SIMON ST. | CATCH BASIN | | ABANDON | I-16 |
| A-21 | SIMON ST. | CATCH BASIN | | ABANDON | I-16 |
| A-22 | OKLAHOMA | CATCH BASIN | | ABANDON | I-16 |
| A-23 | OKLAHOMA | CATCH BASIN | | ABANDON | I-16 |
| **PROPOSED STRUCTURES** | | | | | |
| B-1 | ℄-PYATT, 12' E. ℄-PLYMOUTH | MANHOLE Y-A | 33" INV. 933.17 | 18" INV. 934.42, 15" INV. 934.67, TOP EL. 941.7 (ESTABLISH IN EXIST. LINE) | |
| B-2 | 6' E. ℄-PLYMOUTH, 40' S. ℄-PYATT | DROP M.H. Y-D | 18" INV. 935.30 | 18" INV. 938.5, TOP EL. 944.3 | |
| B-3 | 6' E. ℄-PLYMOUTH, 230' S. ℄-PYATT | DROP M.H. Y-D | 18" INV. 949.0 | 18" INV. 958.0, TOP EL. 964.3 | |
| B-4 | 6' E. ℄-PLYMOUTH, 340' S. ℄-PYATT | DROP M.H. Y-D | 18" INV. 948.5 | 15" INV. 971.79, TOP EL. 982.6 | |
| B-5 | ℄-PLYMOUTH, 42' N. ℄-MYRTLE | DROP M.H. Y-D | 18" INV. 974.91 | 12" INV. 975.41, 18" INV. 979.62, TOP EL. 988.9 | |
| B-6 | ℄-MYRTLE, 25' W. ℄-PLYMOUTH | MANHOLE Y-A | 18" INV. 980.72 | TOP EL. 990.6, ESTABLISH IN EXIST. 18" LINE | |
| B-7 | 5' N. ℄-MYRTLE, 31' E. ℄-PLYMOUTH | MANHOLE Y-A | 12" INV. 975.88 | TOP EL. 989.25, | |
| B-8 | ℄-MYRTLE, 180' S. ℄-PLYMOUTH | MANHOLE Y-A | 12" INV. 976.12 | TOP EL. 985.5 ESTABLISH IN EXIST. 18" LINE | |
| B-9 | 8' N. ℄-PYATT, 20' E. ℄-PLYMOUTH | MANHOLE Y-A | 33" INV. 933.08 | TOP EL. 941.6, | |
| B-10 | 8' N. ℄-PYATT, 109' E. ℄-PLYMOUTH | MANHOLE Y-A | 33" INV. 932.40 | TOP EL. 940.5, | |
| B-11 | 23' N. ℄-PYATT, 95' W. ℄-SIMON ST. | MANHOLE Y-A | 33" INV. 931.75 | 15" INV. 935.75, TOP EL. 942.9 | |
| B-12 | SAME AS M.H. B-4 | SHEET 5-X | | | |
| B-13 | ℄-OKLAHOMA, 96' W. ℄-SIMON | MANHOLE Y-A | 15" INV. 950.43 | TOP EL. 959.5, ESTABLISH IN EXIST. 15" LINE | |
| B-14 | 18' N. ℄-PYATT (W.), 110' E. ℄-PLYMOUTH | MANHOLE Y-B | | 36" EL. 933.02, TOP EL. 940, ESTAB. IN EXIST. 36" LINE | |
| B-15 | 11' N. ℄-PYATT (E.), 181 E. ℄-SIMON | MANHOLE Y-B | 48" INV. 925.80 | 42" INV. 926.36, TOP EL. 940.6, ESTAB. IN EXIST. 48" LINE | |

## DESCRIPTION OF WORK — COMBINED SEWERS

| CODE | LOCATION | FROM | TO | SIZE | LENGTH | REMARKS | PAY ITEM |
|---|---|---|---|---|---|---|---|
| **EXISTING SEWERS** | | | | | | | |
| E-1 | PLYMOUTH & PYATT | A-1 | A-2 | 12" | 60' | SLOPE 1.67% ABANDON | |
| E-2 | PLYMOUTH | A-2 | A-3 | 12" | 327' | SLOPE 13.12% UNDISTURBED | |
| E-3 | ℄-MYRTLE | B-6 | B-8 | 18" | 165' | SLOPE 2.16% ABANDON | |
| E-4 | ℄-MYRTLE (SEE M.H. A-11, SH. I-X) | B-8 | EAST | 18" | 136' | SLOPE 2.16% REMOVE | E-1.0 |
| E-5 | ℄-PYATT (WEST) | A-1 | A-4 | 24" | 310' | SLOPE 0.58% REMOVE | E-12 |
| E-6 | ℄-SIMON | A-4 | A-5 | 24" | 40' | SLOPE 0.43% REMOVE | E-12 |
| E-7 | ℄-SIMON | A-7 | A-4 | 15" | 381' | SLOPE 8.4% REMOVE | E-12 |
| E-8 | ℄-SIMON | A-12 | A-5 | 15" | 124' | SLOPE 7.3% REMOVE | E-12 |
| E-9 | ℄-OKLAHOMA TO SIMON | B-13 | A-12 | 15" | 118' | SLOPE 8.5% REMOVE | E-12 |
| E-10 | PYATT ST. | B-15 | A-11 | 48" | 28' | SLOPE 0.36% REMOVE | E-12 |
| E-11 | ℄-OKLAHOMA | A-6 | B-13 | 15" | 216' | SLOPE 9.0% UNDISTURBED | |
| E-13 | 17' N. ℄-PYATT (W.) | A-8 | B-14 | 36" | 81' | SLOPE 2.18% UNDISTURBED | |
| E-14 | 17' N. ℄-PYATT (W.) | B-14 | A-9 | 36" | 230' | SLOPE 2.18% REMOVE | E-12 |
| E-15 | SIMON & PYATT | A-9 | A-10 | 48" | 35' | SLOPE 0.6% REMOVE | E-12 |
| E-16 | 18' S. ℄-PYATT (E.) | A-10 | A-11 | 48" | 157' | SLOPE 0.58% REMOVE | E-12 |
| **PROPOSED SEWERS** | | | | | | | |
| F-1 | PLYMOUTH TO PYATT | B-1 | B-2 | 18" | 40' | SLOPE 2.2% CONCRENC. OVER 6" C.I.P. | |
| F-2 | PLYMOUTH ST. | B-2 | B-3 | 18" | 150' | SLOPE 7.0% | |
| F-3 | PLYMOUTH ST. | B-3 | B-4 | 18" | 150' | SLOPE 7.0% | |
| F-4 | PLYMOUTH ST. | B-4 | B-5 | 18" | 142' | SLOPE 2.2% | |
| F-5 | PLYMOUTH TO MYRTLE | B-5 | B-6 | 18" | 50' | SLOPE 2.2% | |
| | DROP MANHOLES B-2, B-3, B-4 | B-5 | B-5 | 12" | 20' | 4-18"x18"x12" TEES, 4-12" 90° ELS. | |
| F-6 | PLYMOUTH TO MYRTLE | B-5 | B-7 | 12" | 48' | SLOPE 0.3% | |
| F-7 | MYRTLE | B-8 | B-7 | 12" | 160' | SLOPE 0.3% MAKE HOUSE CONNECTIONS | |
| F-8 | PYATT (WEST OF SIMON) | B-1 | B-9 | 33" | 12' | SLOPE 0.76% | |
| F-9 | PYATT (WEST OF SIMON) | B-9 | B-10 | 33" | 89' | SLOPE 0.76% MAKE HOUSE CONNECTIONS | |
| F-10 | PYATT (WEST OF SIMON) | B-10 | B-11 | 33" | 145' | SLOPE 0.45% MAKE HOUSE CONNECTIONS | |
| F-11 | PYATT (UNDER EXPRESSWAY) | B-11 | B-12 | 33" | 245' | SLOPE 0.45% | |
| F-12 | PYATT (UNDER EXPRESSWAY) | B-12 | B-15 | 42" | 265' | SLOPE 1.46% | |
| F-13 | 96' W & Y.E. | B-11 | B-13 | 15" | 181' | SLOPE 8.1% | |
| F-14 | PYATT (UNDER EXPRESSWAY) | B-14 | A-6 | 36" | 158' | SLOPE 1.46% | |
| F-15 | PLYMOUTH ST. | A-2 | B-2 | 12" | 2' | SLOPE 3.33% | |

## ESTIMATED QUANTITIES - SEWER

I-2 COMBINATION SEWER-UNDER PAV'T & APP'R. - LIN. FT. I-5 PIPE SPEC. EA. M.G.8.b

| DIA. | 12" | 15" | 18" | 18" | 33" | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TYPE | M.G.8.b | M.G.8.b | M.G.8.b | M.G.8.b CONC. ENC. | M-6.6(b) M-6.8(b) | | M.G.6.c | C.I.P. STORM SEWER UNDER PAV'T & APP'R. 36" * | C.I.P. STORM SEWER UNDER PAV'T & APP'R. 42" * | TEES 18x18x12 | | TEES 90° BEND 12" | |
| TOTAL | 233 | 181 | 517 | 15 | 246 | | 245 | 158 | 265 | 4 | | 4 | |

* M-6.6(b) or M-6.8(b)

## I-8 MANHOLES EA.

| CODE | YOUNGSTOWN SPEC. - TYPE Y-A | Y-B | Y-D |
|---|---|---|---|
| B-1 | 1 | | |
| B-2 | | | 1 |
| B-3 | | | 1 |
| B-4 | | | 1 |
| B-5 | | | 1 |
| B-6 | 1 | | |
| B-7 | 1 | | |
| B-8 | 1 | | |
| B-9 | 1 | | |
| B-10 | 1 | | |
| B-11 | 1 | | |
| | | | |
| B-13 | 1 | | |
| B-14 | | 1 | |
| B-15 | | 1 | |
| TOTAL | 8 | 2 | 4 |

| I-16 MANHOLES ABANDONED EACH | I-16 CATCH BASINS ABANDONED EACH |
|---|---|
| 7 | 11 |

## E-12 PIPE REMOVED LIN. FT.

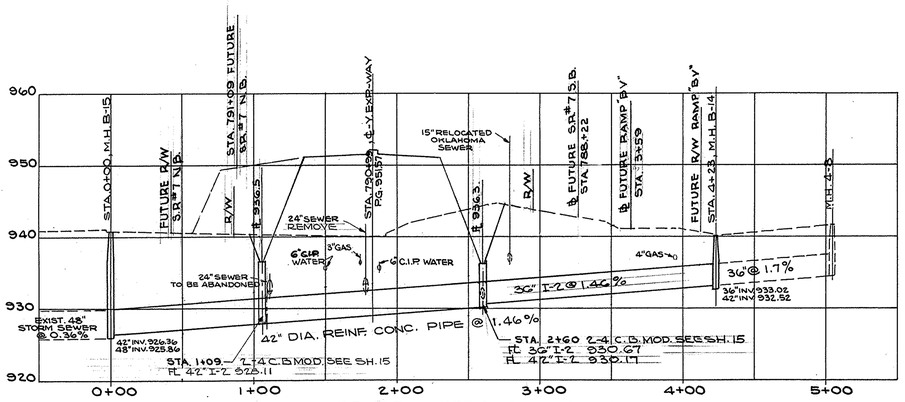
| 24" DIA. & UNDER | OVER 24" DIA. |
|---|---|
| 920 | 450 |

RELOCATIONS: SEWER & WATER LINES - PYATT & OKLAHOMA STS.

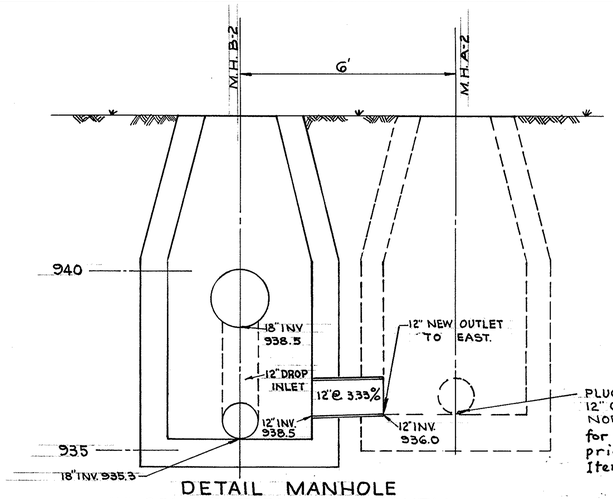
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH - (-14.80

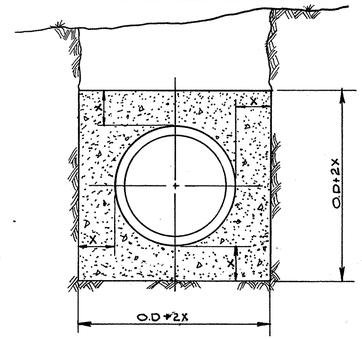
23
102




RELOCATION - 42" STORM SEWER
PYATT ST.

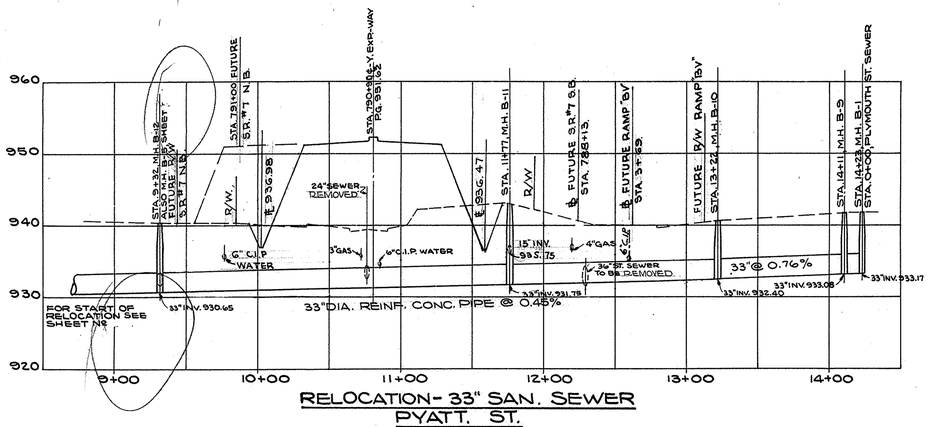



DETAIL MANHOLE
CONNECTION - PLYMOUTH
ST. SEWER RELOCATION

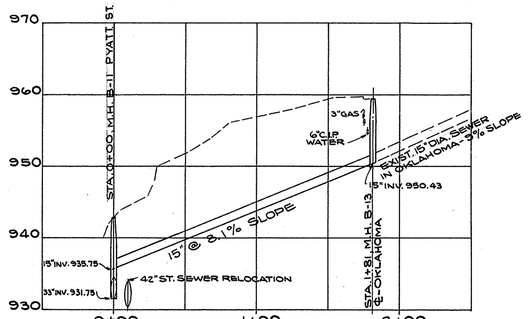



CONC. ENCASEMENT DETAIL
AT M.H. B-1 & PYATT ST.
18" SEWER

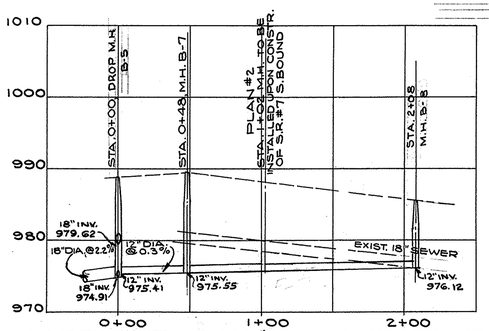
CONC. SCHEDULE
SEWER:
O.D.+2X X=6 INCHES




RELOCATION - 33" SAN. SEWER
PYATT. ST.

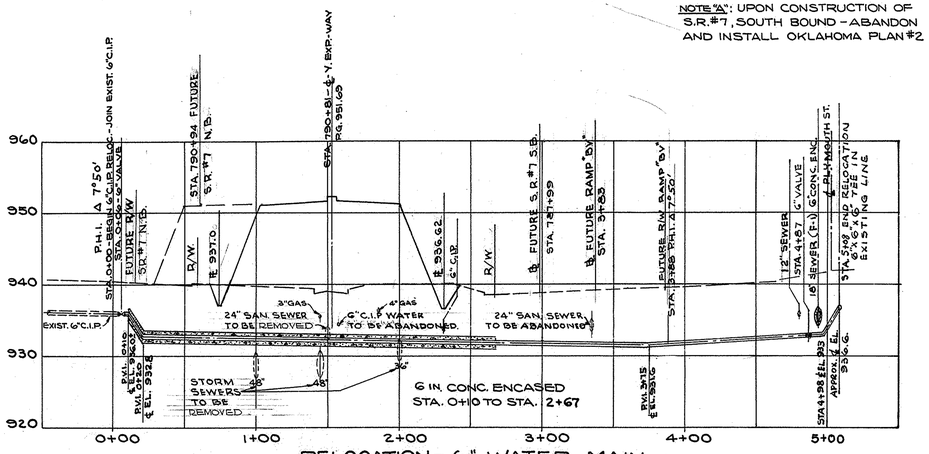



PLAN #1 - 15" SEWER RELOCATION
OKLAHOMA TO PYATT (SEE NOTE "A")

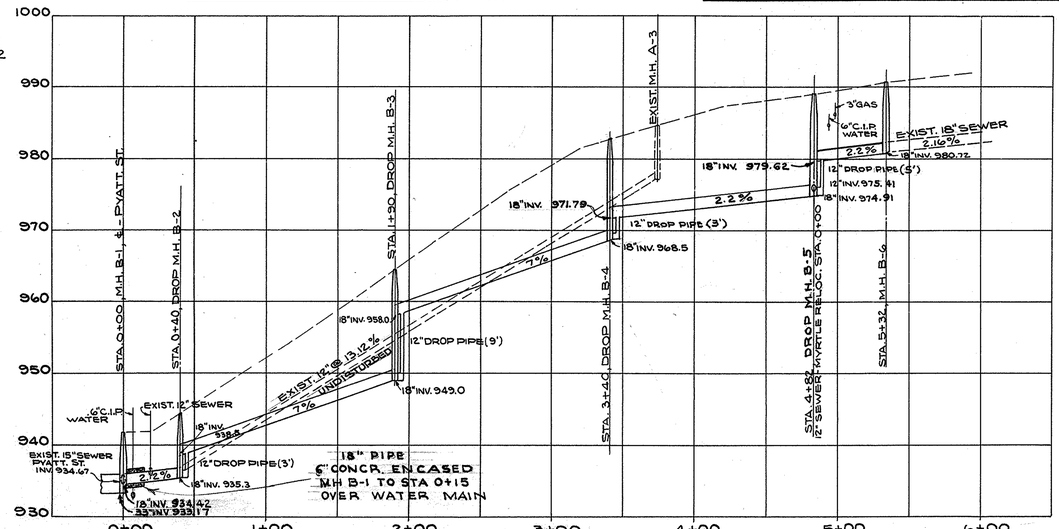



MYRTLE ST. PLAN #1 - NEW 12" SEWER
E. OF PLYMOUTH, W. OF Y. EXP-WAY

NOTE "A": UPON CONSTRUCTION OF S.R. #7, SOUTH BOUND - ABANDON AND INSTALL OKLAHOMA PLAN #2




RELOCATION - 6" WATER MAIN
PYATT ST.




RELOCATION: 18" SEWER
MYRTLE TO PYATT VIA PLYMOUTH ST.

SCALE: HOR. 1"=50'
VERT. 1"=10'

PROFILES: SEWER & WATER LINES - PYATT & OKLAHOMA STS.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-GOB-9(3) | |

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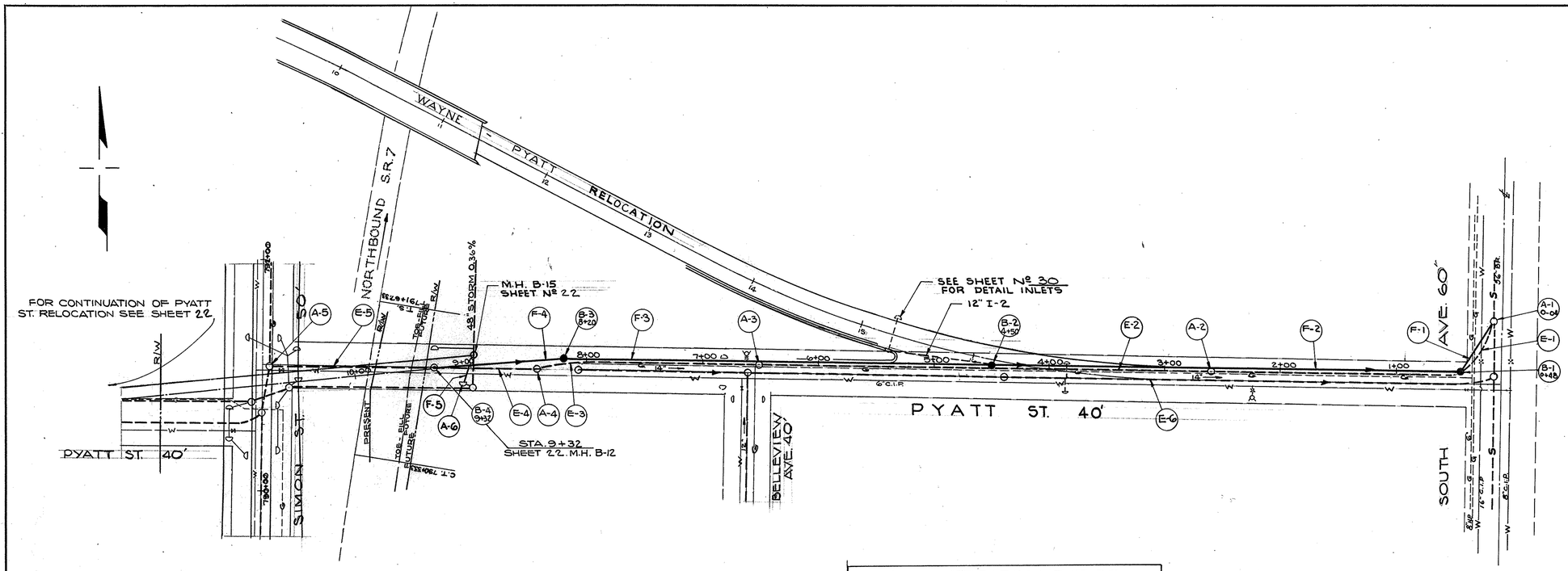
MAH -7-14.80




NOTE:

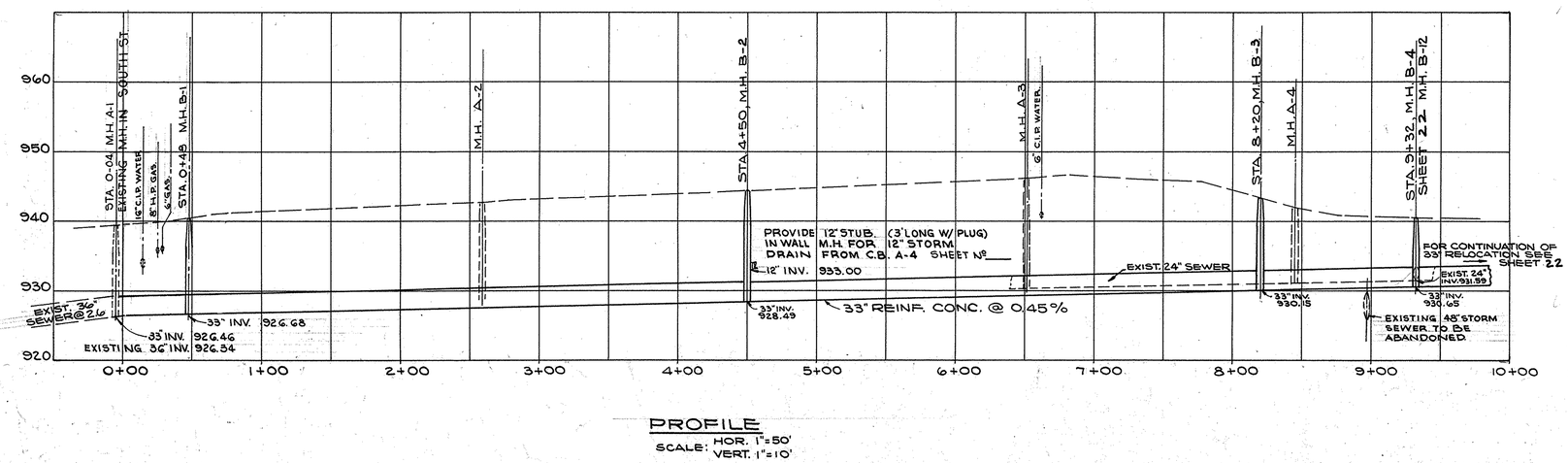
THE REMOVAL OF EXISTING SEWERS E-1, E-2 & E-3 AND REMOVAL OF EXISTING MANHOLES A-2 & A-3 SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER LINEAL FT. FOR ITEM I-2 COMBINATION SEWERS UNDER PAVEMENT & APPROACHES.

EXISTING SERVICE CONNECTIONS TO SEWER E-4 ARE TO BE CONNECTED TO SEWER F-4. THE LOCATIONS OF THESE CONNECTIONS CAN BE OBTAINED FROM THE CITY OF YOUNGSTOWN SEWER DEPARTMENT. THE COST OF MAKING THESE CONNECTIONS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FT. OF ITEM I-2, COMBINATION STORM SEWERS UNDER PAVEMENT & APPROACHES.

EXISTING SEWER E-6 SHALL REMAIN IN SERVICE. EXISTING SERVICE CONNECTIONS TO SEWER E-6 SHALL BE MAINTAINED DURING THE CONSTRUCTION OF SEWERS F-2 & F-3. THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY SERVICE CONNECTION DAMAGED OR SEVERED BY HIS OPERATION.

## ESTIMATED QUANTITIES

| I-2 COMB. SEWER UNDER PAV'T. OR APPROACHES LIN. FT. | | | | I-8 MANHOLES EACH | | I-16 MANHOLES ABANDON | |
|---|---|---|---|---|---|---|---|
| CODE | 12" M-6.8(b) | | 33" M-6.6(b) | CODE | YOUNGSTOWN SPECIAL TYPE Y-A | CODE | EACH |
| F-1 | | | 52 | B-1 | 1 | A-4 | 1 |
| F-2 | | | 402 | B-2 | 1 | | |
| F-3 | | | 370 | B-3 | 1 | | |
| F-4 | | | 112 | B-4 | 1 | | |
| F-5 | 26 | | | | | | |
| F-6 | 3 | | | | | | |
| SHEET TOTAL | 29 | | 936 | SHEET TOTAL | 4 | | 11 |




PROFILE

SCALE: HOR. 1"=50'
VERT. 1"=10'

## DESCRIPTION OF WORK — STRUCTURES

| CODE | LOCATION | DESCRIPTION TYPE STRUCT | DESCRIPTION PAY ITEM | ELEV. | REMARKS |
|---|---|---|---|---|---|
| EXISTING STRUCTURES | | | | | |
| A-1 | 8'W.℄-SOUTH, 54'N.℄-PYATT. | M. H. | I-2 | 36"INV.926.34 | 24"INV.926.46 NEW 33"INV.926.46 TOP EL. 939.41 |
| | | | | | MANHOLE TO BE ALTERED TO ACCOM. NEW 33" INLET |
| | | | | | REPLACING EXIST. 24" INLET FROM PYATT ST. |
| A-2 | 6.3'N.℄-PYATT, 245'W.℄-SOUTH | M.H. | I-2 | 24"INV.928.58 | TOP EL.942.72 REMOVED |
| A-3 | 6.5'N.℄-PYATT, 429'E.℄-SIMON | M. H. | I-2 | 24"INV.930.19 | TOP EL.946.14 REMOVED |
| A-4 | ℄-PYATT, 236.5'E.℄-SIMON | M.H. | I-16 | 24"INV.931.19 | TOP EL.941.99 ABANDON |
| A-5 | SEE SHEET 22. | | | | |
| A-6 | 12' S.℄ PYATT, 173' E. ℄ SIMON | C.B. | I-2 | | PROVIDE DRAIN TO NEW 48" SEWER |
| | | | | | CATCH BASIN UNDISTURBED |
| PROPOSED STRUCTURES | | | | | |
| B-1 | 9'N.℄-PYATT, 55' W.℄-SOUTH | MANHOLE Y-A | | 33"INV.926. | TOP EL. 941.0 |
| B-2 | 9'N.℄-PYATT, 437' W.℄-SOUTH | MANHOLE Y-A | | 33"INV.928.49 | TOP EL. 944.25 12" ST. DR. STUB. INV. 933.0 |
| B-3 | 9'N.℄-PYATT, 259'E.℄-SIMON | MANHOLE Y-A | | 33 INV.930.15 | TOP EL. 943.3 |
| B-4 | ℄-PYATT, 148' E.℄-SIMON | MANHOLE Y-A | | 33 INV.930.65 | TOP EL. 940.3 |

## DESCRIPTION OF WORK — COMBINED SEWERS

| CODE | LOCATION | FROM | TO | SIZE | LENGTH | REMARKS | PAY ITEM |
|---|---|---|---|---|---|---|---|
| EXISTING SEWERS | | | | | | | |
| E-1 | PYATT & SOUTH | A-1 | A-2 | 24" | 264' | REMOVED-EXCAV. F-1 | I-2 |
| E-2 | PYATT | A-2 | A-3 | 24" | 392' | REMOVED-EXCAV. F-2 | I-2 |
| E-3 | PYATT | A-3 | A-4 | 24" | 192' | REMOVED-EXCAV. F-3 | I-2 |
| E-4 | PYATT | A-4 | B-5 | 24" | 89' | SLOPE 0.45% ABANDON | |
| E-5 | PYATT | B-5 | A-5 | 24" | 141' | SLOPE 0.45% ABANDON | |
| E-6 | PYATT | | | 14" | | UNDISTURBED | |
| PROPOSED SEWERS | | | | | | | |
| F-1 | SOUTH AVE. | B-1 | A-1 | 33" | 52' | SLOPE 0.45% | |
| F-2 | PYATT TO SOUTH | B-2 | B-1 | 33" | 402' | SLOPE 0.45% | |
| F-3 | PYATT | B-3 | B-2 | 33" | 370' | SLOPE 0.45% | |
| F-4 | PYATT | B-4 | B-3 | 33" | 112' | SLOPE 0.45% MAKE HOUSE CONNECT. | |
| F-5 | PYATT | A-6 | B-15 | 12" | 26' | | |
| F-6 | ST.DR. PROVISION-STUB | M.H. | B-2 | 12" | 3' | W/PLUG FOR DRAIN FROM C.B A-4 SH.# | |

RELOCATION: SANITARY SEWER - PYATT ST.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-GOB-9(3) | |

MAH-7-14.80

25/102

NOTE:
24" SEWER @ 2.2% DESIGNED TO ACCOMODATE SEWERS FROM HENRY, HAYES, ERIE, FULTON, MARLIN, WAYNE & OKLAHOMA.
18" SEWER @ 1.75% (IN MARLIN) DESIGNED TO ACCOMODATE SEWERS FROM OKLAHOMA & WAYNE

NOTE:
EXISTING SERVICE CONNECTIONS TO EXISTING SEWERS E-1, E-2, E-4 & E-5 SHALL BE CONNECTED TO SEWERS F-1 & F-3. THE LOCATION OF EXISTING SERVICE CONNECTIONS CAN BE OBTAINED FROM THE CITY OF YOUNGSTOWN SEWER DEPT. PAYMENT FOR THE SERVICE CONNECTIONS SHALL BE INCLUDED UNDER THE CONTRACT PRICE BID PER LINEAL FEET OF ITEM I-2, COMBINATION SEWERS UNDER PAVEMENT & APPROACHES.

PLYMOUTH ST. 50'
PYATT ST. 40'
OKLAHOMA ST. 30'
MARLIN ST. 40'
FULTON ST. 40'
SIMON ST. 50'
BELLEVIEW AVE. 40'
PYATT ST. 40'
WAYNE AVE.
FUTURE S.R. 7 OKLAHOMA SOUTH-BOUND
FUTURE S.R. 7 NORTH-BOUND
RAMP BX
FUTURE CONST.
RELOCATION
WAYNE - PYATT

UPON CONSTRUCTION OF RAMP "B-X" 21" SEWER FROM ERIE & FULTON TO BE RELOCATED TO STA. 1+90 (APPROX) 24" SEWER IN MARLIN (UNDER EXPRESSWAY) TO BE EXTENDED SOUTH @ +2.2% TO STA. 1+90 (APPROX.) FUTURE CONSTRUCTION. NOT PART OF THIS PROJECT.

DROP M.H. B-3 STA. 7+55 SHEET Nº 27 STA. 0+00 THIS RELOCATION

FOR SEWER RELOCATION SEE SHEET Nº 27

SEE DETAIL SHEET Nº 26

UPON CONSTRUCTION OF S.R. 7 S.B. 15" SEWER FROM OKLAHOMA TO BE RELOCATED TO STA. 5+13 (APPROX.) WAYNE. FUTURE CONST. NOT PART OF THIS PROJECT.

PLUG EXIST. OUTLET

21" DIA. (FUTURE) 1.5%

24" @ 2.2%

PROPOSED TYPE II INLET SEE SHEET Nº 27

FUTURE R/W

PLAN Nº 2 15" DIA.

PROPOSED TYPE II INLET SEE SHEET Nº 27

OHIO EDISON TEMP. SPAN OVER CONST. AREA

REMOVE & SALVAGE 6" VALVE

ABANDON 6" C.I.P. 277'

DEAD END 6" C.I.P. W/VALVE & FIRE HYDRANT. 135' E. & MARLIN, 10' N. & WAYNE 5'-6" C.I.P., 90° EL., 6" VALVE, FIRE HYDRANT.

ABANDON 6" C.I.P. 305'
REMOVE & SALVAGE VALVE & FIRE HYDRANT.

FOR 42" STORM SEWER RELOCATION SEE SHEET Nº 22

CUT & PLUG 6" C.I.P. 250' E. & MARLIN ST., 5' S. & FULTON ST.

PROP. 2-2A C.B. SEE SHEET Nº 16

SEE SHEET Nº 16

CUT & PLUG 6" C.I.P. 440' E. & MARLIN ST. 6' N. & WAYNE AVE.

M.H. B-15 SHEET Nº 22 42" INV. 926.36 48" INV. 925.86 TOP 940.6

2-2A C.B. SEE SHEET Nº 52

2-2A C.B. SEE SHEET Nº 52

STA. 0+62.5 48"x12" 60° WYE FITTING SEE SHEET Nº 24

FOR NEW 6" WATER LINE IN FULTON COURT SEE SHEET Nº 27

## ESTIMATED QUANTITIES - WATER I-124

| CODE | STREET NAME | LOCATION | NEW WATER MAINS L.F. 6" CL 22 | FITTING 6"x90° BEND CL 250 EA. | VALVE & BOX EA. 6" CL 150 | FIRE HYDRANT EA. | CUT & PLUG EA. |
|---|---|---|---|---|---|---|---|
| W-1 | FULTON | 250' E. & MARLIN | | | | | 1 |
| W-2 | WAYNE | 440' E. & MARLIN | | | | | |
| W-3 | WAYNE | & MARLIN - 135' E. | 5 | 1 | 1 | 1 | |
| | | | | | | | |
| SHEET TOTAL | | | 5 | 1 | 1 | 1 | 2 |

## E-12 REMOVAL FOR STORAGE EA.

| CODE | STREET NAME | LOCATION | 6" WATER VALVE | FIRE HYDRANT | | |
|---|---|---|---|---|---|---|
| W-4 | FULTON | 15' E. OF MARLIN | 1 | | | |
| W-5 | WAYNE | 245" E. OF MARLIN | | 1 | | |
| | | | | | | |
| | | SHEET TOTAL | 2 | 1 | | |

## DESCRIPTION OF WORK STRUCTURES

| CODE | LOCATION | DESCRIPTION TYPE | PAY ITEM | ELEV. | REMARKS |
|---|---|---|---|---|---|
| **EXISTING STRUCTURES** | | | | | |
| A-1 | & MARLIN, 205' S. & FULTON | MANHOLE | I-16 | 15' INV. 948.81 | TOP EL. 959.06 ABANDON |
| A-2 | & MARLIN, 25' N. & WAYNE | MANHOLE | I-16 | 15' INV. 951.56 | TOP EL. 960.86 ABANDON |
| A-3 | 2' W. & MARLIN, 95' N. & WAYNE | MANHOLE | | 15' INV. 952.12 | ALTER - NEW 15" OUTLET PLUG 10" OUTLET |
| A-4 | 86' E. & MARLIN, & WAYNE | MANHOLE | I-16 | 12" INV. 948.94 | TOP EL. 958.56 ABANDON |
| A-5 | 272' E. & MARLIN, 1' S. & WAYNE | MANHOLE | E-1 | 12" INV. 941.75 | TOP EL. 951.65 REMOVE |
| A-6 | 547' E. & MARLIN, 17' S. & WAYNE | MANHOLE | | 48" INV. 924.63 | 42" INV. 924.63 TOP EL. 934.73 UNDIST. |
| A-7 | 81' E. & MARLIN, & FULTON | MANHOLE | E-1 | 15' INV. 947.4 | TOP EL. 955.65 REMOVE |
| A-8, A-9 | MARLIN @ FULTON | C.B. | I-2 | | CONNECT TO NEW 18" SEWER I-2 |
| A-10, A-11 | WAYNE 275' E. & MARLIN | C.B. | E-1 | | SALVAGE FR. & GR. REMOVE |
| **PROPOSED STRUCTURES** | | | | | |
| B-1 | 135' E. & MARLIN, & WAYNE | MANHOLE | Y-A | 15' INV. 946.17 | TOP EL. 960.75 ESTAB. IN EXISTING LINE |
| B-2 | 7' W. & MARLIN, 21' N. & WAYNE | DROP M.H. | Y-C | 18' INV. 944.48 | 15" INV. 944.73, 15" INV. 951.9, TOP EL. 961.0 |
| B-3 | SEE SHEET Nº 27 | DROP M.H. | | 18' INV. 937.33 | |
| B-4 | 603' E. & MARLIN, 17' S. & WAYNE | MANHOLE | Y-B | 48" INV. 924.10 | 42" INV. 924.10, TOP EL. 932.6, ESTAB. IN EXIST. 42" LINE |
| B-5 | 182' E. & SIMON, 73' N. & PYATT | MANHOLE | Y-B | 48" INV. 925.64 | TOP EL. 940.5 ESTAB. IN EXISTING 48" LINE |
| B-6 | 440' E. & MARLIN, 1' S. & WAYNE | MANHOLE | Y-A | 12" INV. 931.84 | TOP EL. 942.6 ESTAB. IN EXISTING 12" LINE |
| B-7 | 250' E. & MARLIN, & FULTON | MANHOLE | Y-A | 15" INV. 941.07 | TOP EL. 949.69 ESTAB. IN EXISTING 15" LINE |

## DESCRIPTION OF WORK COMBINED SEWERS

| CODE | LOCATION | FROM | TO | SIZE | LENGTH | REMARKS |
|---|---|---|---|---|---|---|
| **EXISTING SEWERS** | | | | | | |
| E-1 | MARLIN | A-1 | N.OFFU | 15" | 234' | SLOPE 0.295% ABANDON |
| E-2 | MARLIN | A-2 | A-1 | 15" | 209' | SLOPE 1.31% ABANDON |
| E-3 | MARLIN & WAYNE | A-3 | A-2 | 15" | 15' | SLOPE 3.73% REMOVE |
| E-4 | WAYNE | A-3 | A-4 | 10" | 88' | ABANDON |
| E-5 | WAYNE | A-4 | B-1 | 12" | 49' | SLOPE 3.76% REMOVE |
| E-6 | WAYNE | B-1 | A-5 | 12" | 142' | SLOPE 3.76% E-1.03d ABANDON |
| E-7 | WAYNE | A-5 | B-6 | 12" | 163' | SLOPE 6.1% E-1.03d ABANDON |
| E-8 | E. & Y.E. PYATT TO WAYNE | B-5 | A-6 | 48" | 282' | SLOPE 0.358% E-1.03d ABANDON |
| E-9 | E. & Y.E. N. PYATT | B-15 | B-5 | 48" | 62' | SLOPE 0.358% UNDISTURBED |
| E-10 | WAYNE | A-6 | B-4 | 42" | 56' | SLOPE 0.94% UNDIST. |
| E-11 | FULTON | A-7 | B-7 | 15" | 169' | SLOPE 3.74% E-1.03d ABANDON |
| **PROPOSED SEWERS** | | | | | | |
| F-1 | WAYNE | B-1 | B-2 | 15" | 144' | SLOPE 1.0% OPP GRADE MAKE HOUSE CONN. |
| F-2 | WAYNE & MARLIN | A-3 | B-2 | 15" | 13' | SLOPE 0.72% |
| F-3 | MARLIN | B-2 | B-3 | 18" | 408' | SLOPE 1.75% MAKE HOUSE CONNECT. |
| F-4 | E. Y.E. PYATT TO WAYNE | B-5 | B-4 | 48" | 307' | SLOPE 0.5% |
| | | | | | | |
| F-2 | DROP M.H. B-2 | | | 8" | 6' | DROP PIPE, 15"x15"x8" TEE, 8" DIA. 90° EL. |
| F-1 | ST. DR. PROVISION | STA. 4+84 | 15"x12" 60° WYE | W/12" PLUG | | SEE SHEET Nº 26 |
| F-1 | ST. DR. PROVISION | STA. 4+90 | 15"x15"x12" TEE | W/12" PLUG | | SEE SHEET Nº 26 |

## ESTIMATED QUANTITIES - SEWER

I-5 PIPE SPECIAL EACH

| | TEES | | | | WYES | | BEND |
|---|---|---|---|---|---|---|---|
| | 15"x15"x8" M-6.8(b) | 15"x15"x12" M-6.8(b) | 15"x12"x48" M-6.8(b) | 15"x12"x48" M-6.8(d) | 8"-90° M-6.8(b) | | |
| | 1 W/12" PLUG | 1 W/12" PLUG | | | | | |
| 1 | | | | | 1 | | |
| | | 1 W/12" PLUG | | | | | |
| SHEET TOTAL | 1' | 1' | 1' | 1' | 1' | | |

I-8 MANHOLES (YNG ST) SPEC. EA.

| CODE | TYPE Y-A | TYPE Y-B | TYPE Y-C |
|---|---|---|---|
| B-1 | 1 | | |
| B-2 | | | 1 |
| B-4 | | 1 | |
| B-5 | | 1 | |
| B-6 | 1 | | |
| B-7 | 1 | | |
| SHEET TOTAL | 3 | 2 | 1 |

I-2 COMB. SEWER UNDER PAV'T OR APPROACHES LIN. FT.

| 8" M-6.8(b) | 15" M-6.8(b) | 18" M-6.8(c) | 48" M-6.8(d) |
|---|---|---|---|
| | 144 | | |
| 6 | 13 | | |
| | | 408 | |
| | | | 307 |
| 6' | 157' | 408' | 307' |

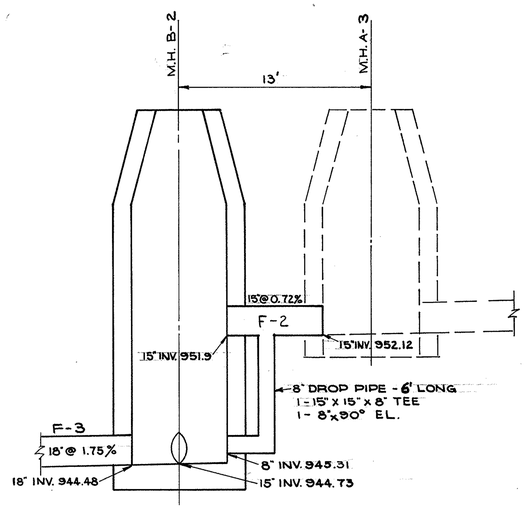
I-16 MANHOLES ABANDON EA.

| CODE | NUMBER |
|---|---|
| A-4 | 3 |
| SHEET TOTAL | 3 |

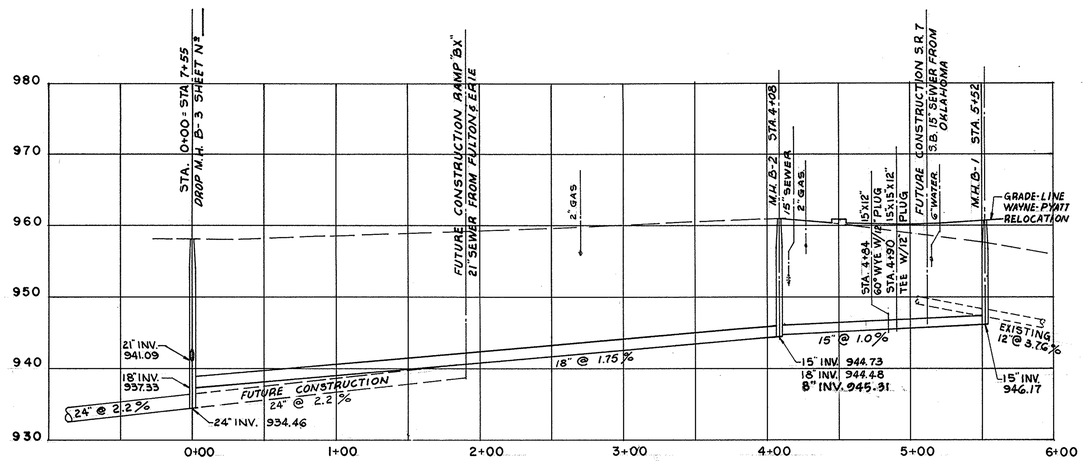
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7-14.80

26/102

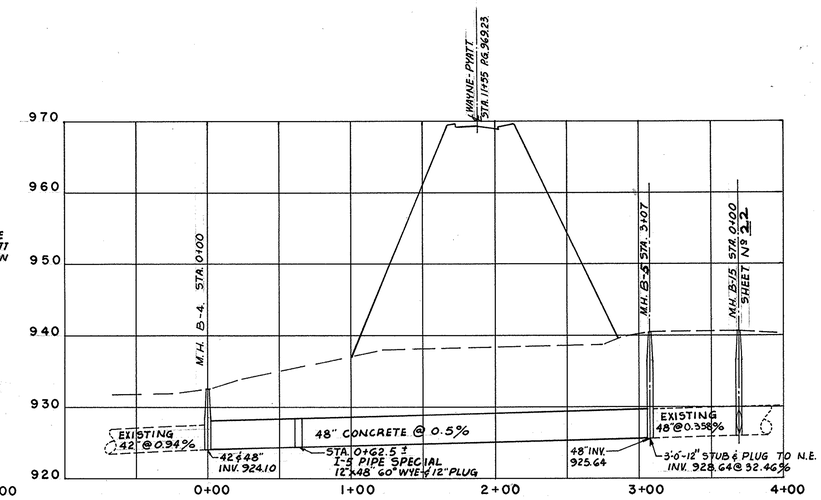



## DETAIL OF CONNECTION WAYNE AVE. 15" SEWER INTO RELOC. MARLIN ST. SEWER




## RELOCATION — WAYNE AVE. SEWER TO FULTON VIA MARLIN

NOTE:
THIS SEWER DESIGNED TO ACCOMODATE PLAN Nº 2 RELOCATION OF OKLAHOMA AVE. SEWER UPON CONSTRUCTION OF S.R. Nº 7 S.B.



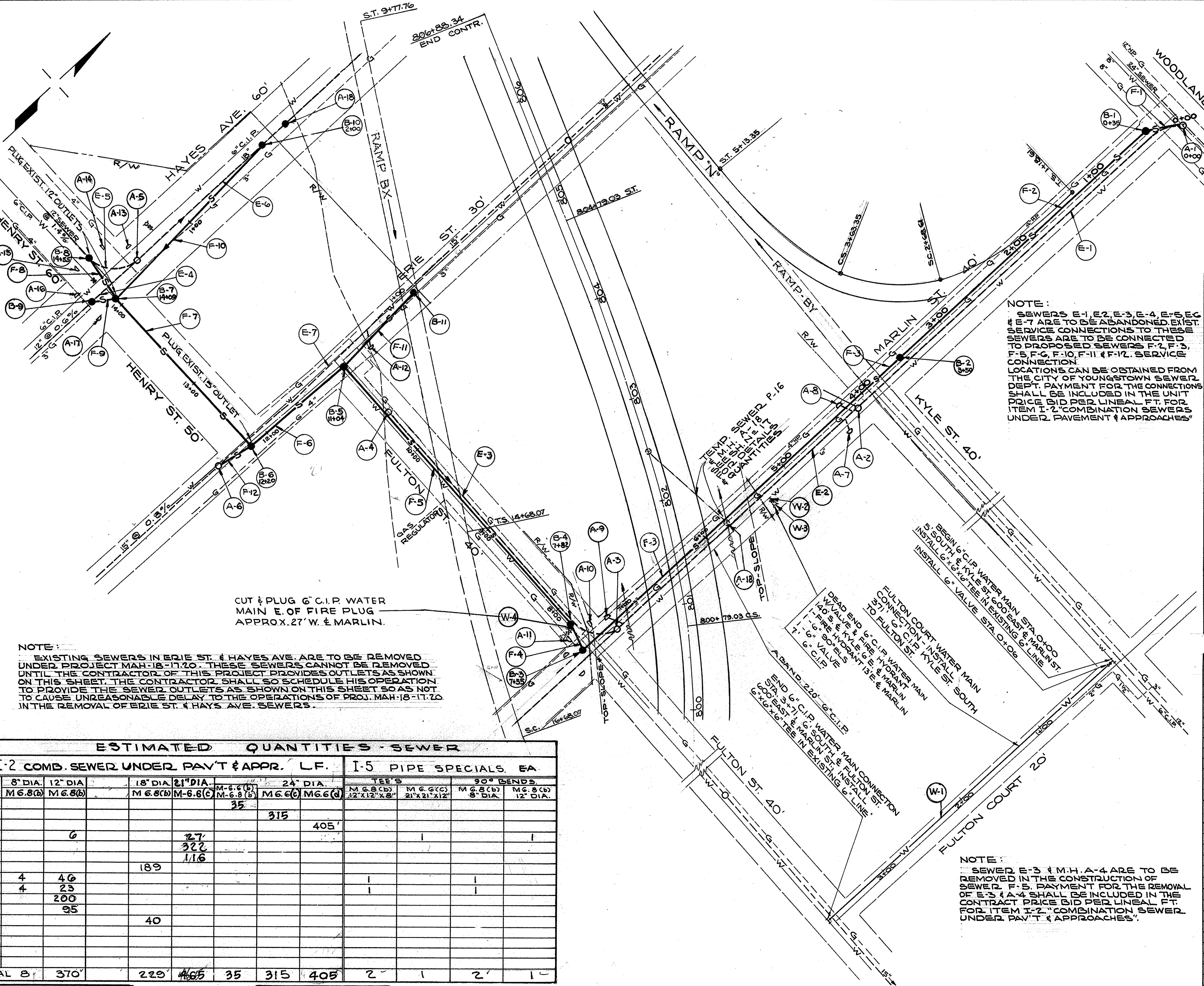

## RELOCATION — 48" STORM SEWER PYATT TO WAYNE

SCALE: HOR. 1"= 50'
VERT. 1"= 10'

PROFILES: SEWER & STORM SEWER WAYNE AVE., MARLIN & FULTON STS.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7-14.80




NOTE:
SEWERS E-1, E2, E-3, E-4, E-5, E-6 & E-7 ARE TO BE ABANDONED. EXIST. SERVICE CONNECTIONS TO THESE SEWERS ARE TO BE CONNECTED TO PROPOSED SEWERS F-2, F-3, F-5, F-6, F-10, F-11 & F-12. SERVICE CONNECTION LOCATIONS CAN BE OBTAINED FROM THE CITY OF YOUNGSTOWN SEWER DEPT. PAYMENT FOR THE CONNECTIONS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FT. FOR ITEM I-2 "COMBINATION SEWERS UNDER PAVEMENT & APPROACHES"

NOTE:
EXISTING SEWERS IN ERIE ST. & HAYES AVE. ARE TO BE REMOVED UNDER PROJECT MAH-18-17.20. THESE SEWERS CANNOT BE REMOVED UNTIL THE CONTRACTOR OF THIS PROJECT PROVIDES OUTLETS AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL SO SCHEDULE HIS OPERATION TO PROVIDE THE SEWER OUTLETS AS SHOWN ON THIS SHEET SO AS NOT TO CAUSE UNREASONABLE DELAY TO THE OPERATIONS OF PROJ. MAH-18-17.20 IN THE REMOVAL OF ERIE ST. & HAYS AVE. SEWERS.

NOTE:
SEWER E-3 & M.H. A-4 ARE TO BE REMOVED IN THE CONSTRUCTION OF SEWER F-5. PAYMENT FOR THE REMOVAL OF E-3 & A-4 SHALL BE INCLUDED IN THE CONTRACT PRICE BID PER LINEAL FT. FOR ITEM I-2 "COMBINATION SEWER UNDER PAV'T & APPROACHES".

## ESTIMATED QUANTITIES WATER - I-124

| CODE | LOCATION FROM | TO | STREET | NEW WATER MAINS CL. 22 6" L.F. | FITTINGS CL.250 EACH 6"X6"X6" TEE | FITTINGS CL.250 EACH 90° W/LUGS ELS. | CL. 150 6" VALVE & BOX EACH | FIRE HYDRANT EACH | CUT & PLUG 6" W.M. |
|---|---|---|---|---|---|---|---|---|---|
| W-1 | 0+00 | 3+71 | FULTON CT | 373 | 2 | | 1 | | |
| W-2 | EXISTING 6" W.M. | W-3 | MARLIN | 7 | | 1 | 1 | | |
| W-3 | 140' S ℄ KYLE 13' E ℄ MARLIN | | MARLIN | | | | | 1 | |
| W-4 | 27'± W. ℄ MARLIN | | FULTON ST | | | | | | 1 |
| | | | | | | | | | |
| SHEET TOTAL | | | | 380 | 2 | 1 | 2 | 1 | 1 |

## DESCRIPTION OF WORK — STRUCTURES

| CODE | LOCATION | DESCRIPTION TYPE | PAY ITEM | ELEV. | REMARKS |
|---|---|---|---|---|---|
| EXISTING STRUCTURES | | | | | |
| A-1 | ℄-WOODLAND, 12'E. ℄-MARLIN | MANHOLE | I-2 | 24" INV. 914.37 | TOP EL. 927.57 NEW 24" INLET FROM MARLIN |
| A-2 | ℄-MARLIN, 13'S. ℄-KYLE | MANHOLE | E1 | 15" INV. 938.82 | TOP EL. 947.72 REMOVED |
| A-3 | ℄-MARLIN, 29'N. ℄-FULTON ST. | MANHOLE | E-1 | 15" INV. 948.12 | TOP EL. 957.42 REMOVED |
| A-4 | 65'E. ℄-ERIE, ℄-FULTON ST. | MANHOLE | | 12" INV. 952.69 | TOP EL. 961.99 REMOVED |
| A-5 | ℄-HAYES, 32'N. ℄-HENRY | MANHOLE | I-16 | 12" INV. 955.98 | 18" INV. 953.68, TOP EL. 964.70 ABANDON |
| A-6 | 5'W. ℄ ERIE, 158'S ℄ FULTON | MANHOLE | I-2 | 15" INV. 949.79 | TOP EL. 958.69 NEW 15" OUTLET. |
| A-7, A-8 | MARLIN, S. KYLE | CATCH BAS. | I-2 | | CONNECT TO NEW 24" SEWER F-3 |
| A-9, A-10 | N.W. COR. MARLIN & FULTON | CATCH BAS | E-1 | | REMOVED |
| A-11 | S.W. COR. MARLIN & FULTON | CATCH BAS. | I-2 | | CONNECT TO NEW 21" SEWER F-4 |
| A-12 | N.E. COR ERIE & FULTON | CATCH BAS | I-2 | | CONNECT TO NEW 12" SEWER F-11 |
| A-13, A-14 A-15, A-16, A-17 | HENRY & HAYES | CATCH BASINS | I-2 | | CONNECT TO NEW SEWERS |
| | | | | | |
| B-1 | STA. 0+35, 29'S. ℄ WOODL'D, 7'W ℄ MARLIN | MANHOLE | Y-A | 24" INV. 915.49 | TOP EL. 929.50 |
| B-2 | STA. 3+50, 315'S ℄ WOODL'D, 7'W ℄ MARLIN | MANHOLE | Y-A | 24" INV. 925.53 | TOP EL. 945.20 |
| B-3 | STA. 7+55, 10'S ℄ FULTON, 7' W ℄ MARLIN | DROP M.H | Y-D | 24" INV. 934.46 | 21" INV. 941.09 TOP EL. 958.20 |
| B-4 | STA. 7+82, 3'S ℄ FULTON, 33'W ℄ MARLIN | MANHOLE | Y-A | 21" INV. 941.47 | TOP EL. 958.60 |
| B-5 | STA. 11+04, 6'E. ℄ ERIE, 3'S. ℄ FULTON | MANHOLE | Y-A | 21" INV. 946.30 | 12" INV. 941.05 TOP EL. 962.50 |
| B-6 | STA. 12+20, 6'E. ℄ ERIE, 119'S ℄ FULTON | MANHOLE | Y-A | 21" INV. 947.92 | 18" INV. 948.17 15" INV. 948.42 TOP EL. 958.8 |
| B-7 | STA. 14+09, 12'E. ℄ HAYES, 8'S. ℄ HENRY | DROP M.H. | Y-D | 18" INV. 950.53 | 12" INV. 951.03, 2-12" INV. 954.85, TOP EL. 962.9 |
| B-8 | STA. 14+55 ℄ HENRY, 33'W. ℄ HAYES | MANHOLE | Y-A | 12" INV. 955.61 | TOP EL. 963.85 ESTABLISH IN EXIST. 12" LINE |
| B-9 | ℄ HAYES, 27'S. ℄ HENRY | MANHOLE | Y-A | 12" INV. 954.98 | TOP EL. 963.94 ESTABLISH IN EXIST. 12" LINE |
| B-10 | STA. 2+00, ℄ HAYES, 192'N. ℄ HENRY | MANHOLE | Y-A | 12" INV. 951.63 | TOP EL. 966.2 ESTABLISH IN EXIST. 18" LINE |
| B-11 | STA. 0+95, 2'W. ℄ ERIE, 92'N. ℄ FULTON | MANHOLE | Y-A | 12" INV. 947.86 | TOP EL. 961.49 |

## DESCRIPTION OF WORK — COMBINED SEWERS

| CODE | LOCATION | FROM | TO | SIZE | LENGTH | REMARKS | PAY ITEM |
|---|---|---|---|---|---|---|---|
| EXISTING SEWERS | | | | | | | |
| E-1 | MARLIN ST. | A-1 | A-2 | 15" | 397' | SLOPE 5.46% - ABANDON | |
| E-2 | MARLIN ST. | A-2 | A-3 | 15" | 314' | SLOPE 3.0% - REMOVED | E-1 |
| E-3 | FULTON ST. | A-4 | A-3 | 12" | 316' | SLOPE 1.0% - REMOVED | I-2 |
| E-4 | HAYES AVE. | B-9 | A-5 | 12" | 59' | SLOPE 0.6% - ABANDON | |
| E-5 | HENRY - HAYES | B-8 | A-5 | 12" | 48' | SLOPE 1.4% - ABANDON | |
| E-6 | HAYES AVE. | A-5 | A-18 | 18" | 188' | SLOPE 1.28% - ABANDON | |
| E-7 | ERIE ST. | A-6 | A-19 | 15" | 340' | SEE NOTE THIS SHEET | |
| PROPOSED SEWERS | | | | | | | |
| F-1 | MARLIN ST. TO WOODLAND | A-1 | B-1 | 24" | 35' | SLOPE 3.194% | |
| F-2 | MARLIN ST. | B-1 | B-2 | 24" | 315' | SLOPE 3.194% MAKE HOUSE CONNECTIONS | |
| F-3 | MARLIN ST. | B-2 | B-3 | 24" | 405' | SLOPE 2.2% MAKE HOUSE CONNECTIONS | |
| F-4 | FULTON ST. | B-3 | B-4 | 21" | 27' | SLOPE 1.5% | |
| F-5 | S. ℄-FULTON ST. | B-4 | B-5 | 21" | 322' | SLOPE 1.5% MAKE HOUSE CONNECTIONS | |
| F-6 | E. ℄-ERIE ST. | B-5 | B-6 | 21" | 116' | SLOPE 1.4% MAKE HOUSE CONNECTIONS | |
| F-7 | HAYES TO ERIE HENRY EXT. | B-6 | B-7 | 18" | 189' | SLOPE 1.25% | |
| F-8 | HENRY - HAYES | B-7 | B-8 | 12" | 46' | SLOPE 1.65% | |
| F-9 | HENRY — HAYES | B-7 | B-9 | 12" | 23' | SLOPE 0.6% | |
| F-10 | HAYES AVE. N.- HENRY | B-7 | B-10 | 12" | 200' | SLOPE 0.3% MAKE HOUSE CONNECTIONS | |
| F-11 | ERIE ST. N. FULTON | B-5 | B-11 | 12" | 95' | SLOPE 0.84% MAKE HOUSE CONNECTIONS | |
| F-12 | ERIE ST. S. FULTON | A-6 | B-6 | 18" | 40' | SLOPE 4.05% - MAKE HOUSE CONN. | |
| F 4 | DROP M.H. B-3 | | | 12" | 6' | 1-21"x21"x12" TEE 1-12" 90° BEND | |
| F-8 | DROP M.H. B-7 | | | 8" | 4' | 1-12"x12"x8" TEE 1-8" 90° BEND | |
| F-9 | DROP M.H. B-7 | | | 8" | 4' | 1-12"x12"x8" TEE 1-8" 90° BEND | |

## ESTIMATED QUANTITIES - SEWER

| CODE | I-2 COMB. SEWER UNDER PAV'T & APPR. L.F. 8" DIA. M6.8(b) | 12" DIA M6.8(b) | | 18" DIA M6.8(b) | 21" DIA. M-6.6(c) | 24" DIA. M-6.6(b) M-6.8(b) | 24" DIA. M6.6(c) | 24" DIA. M6.6(d) | I-5 PIPE SPECIALS EA. TEE'S M6.8(b) 12"x12"x8" | TEE'S M6.6(c) 21"x21"x12" | 90° BENDS M6.8(b) 8" DIA. | 90° BENDS M6.8(b) 12" DIA. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F-1 | | | | | | 35 | | | | | | |
| F-2 | | | | | | | 315 | | | | | |
| F-3 | | | | | | | | 405' | | | | |
| F-4 | | 6 | | | 27 | | | | | 1 | | 1 |
| F-5 | | | | | 322 | | | | | | | |
| F-6 | | | | | 116 | | | | | | | |
| F-7 | | | | 189 | | | | | | | | |
| F-8 | 4 | 46 | | | | | | | 1 | | 1 | |
| F-9 | 4 | 23 | | | | | | | 1 | | 1 | |
| F-10 | | 200 | | | | | | | | | | |
| F-11 | | 95 | | | | | | | | | | |
| F-12 | | | | 40 | | | | | | | | |
| TOTAL | 8 | 370' | | 229' | 465 | 35 | 315 | 405 | 2 | 1 | 2 | 1 |

| I-8 MANHOLES YOUNGSTOWN TYPE EACH | |
|---|---|
| Y-A | Y-D |
| 9 | 2 |

| I-16 MANHOLES ABANDON EACH |
|---|
| 1 |

FOR PROFILES OF RELOCATIONS, SEE SH. 28.

RELOCATIONS OF SEWER & WATER MAINS-HENRY, HAYES, ERIE, FULTON, MARLIN TO WOODLAND

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7 -14.80

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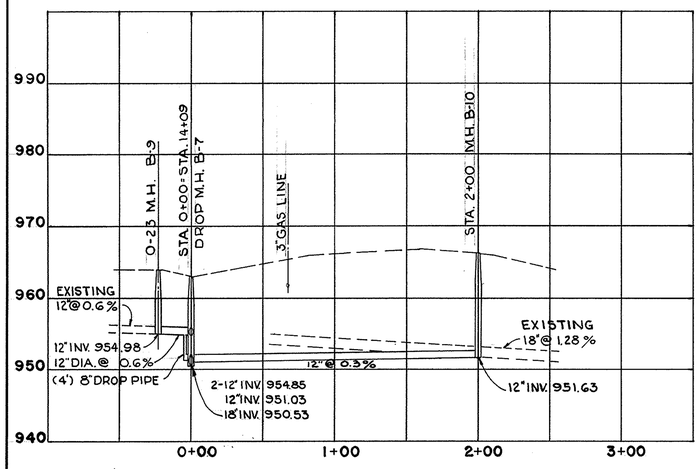
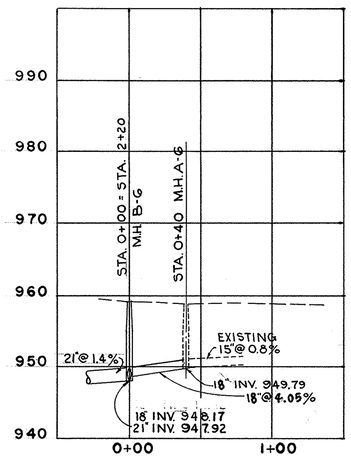
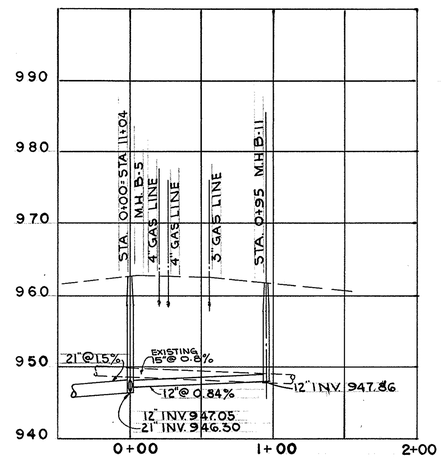


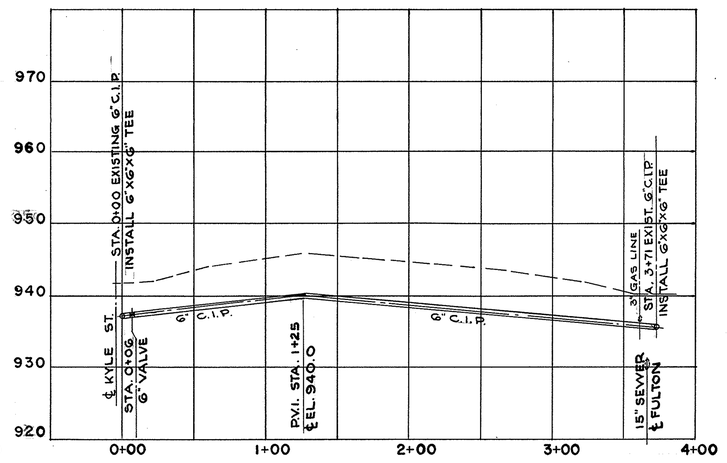

SEWER RELOCATION
HAYES AVE.



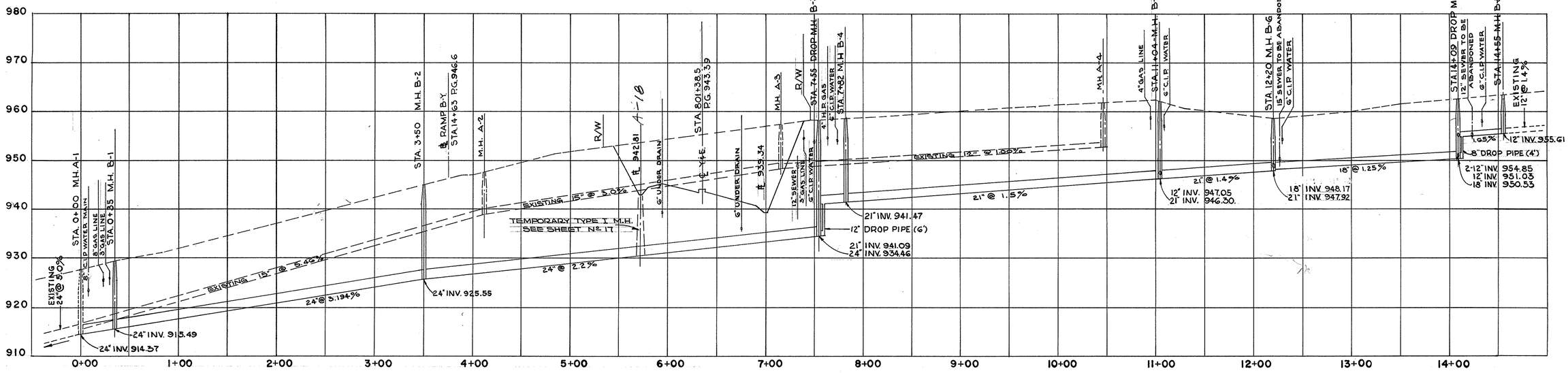

SEWER RELOCATION
ERIE ST. SOUTH OF FULTON




SEWER RELOCATION
ERIE ST. NORTH OF FULTON




6" WATER MAIN CONNECTION
FULTON COURT




RELOCATIONS OF SEWER MAINS
HENRY, HAYES, ERIE, FULTON, MARLIN TO WOODLAND

SCALE : HOR. 1" = 50'
VERT. 1" = 10'

FOR PLANS OF RELOCATIONS, SEE SH. 27

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608:9(3) | |

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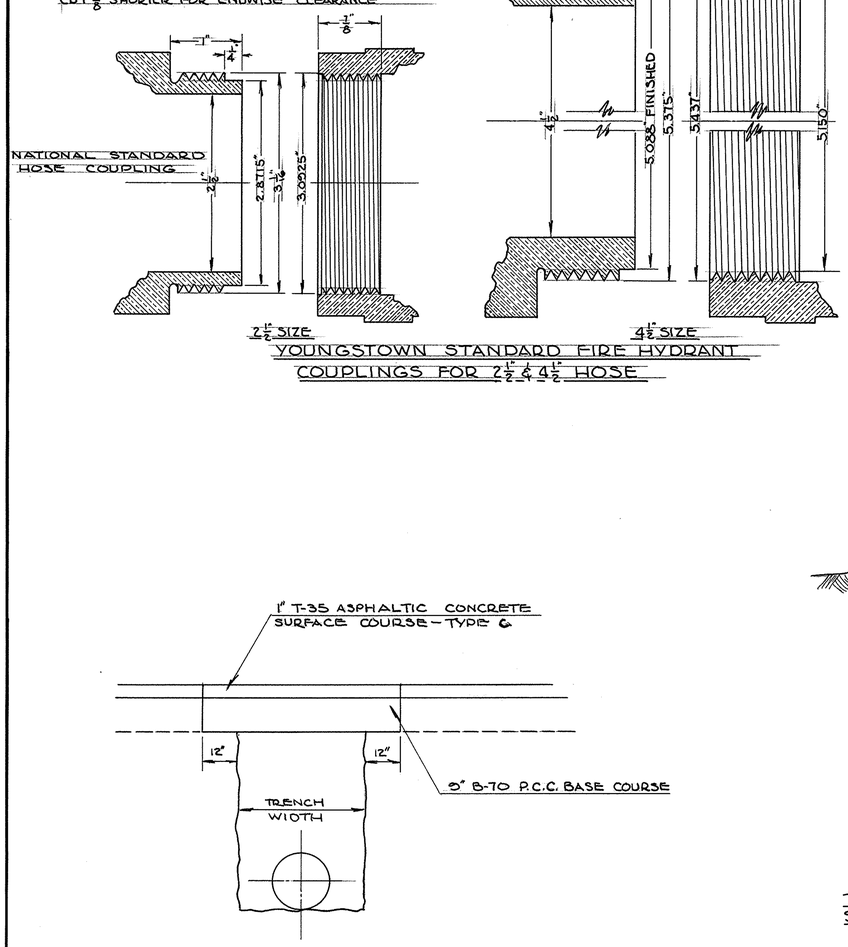
MAH - 7 - 14 - 80

| | |
|---|---|
| INSIDE DIAMETER OF HOSE COUPLING | 4½" |
| NUMBER OF THREADS PER INCH | 6 |
| BLANK END ON MALE PART | 1¼" |
| OUTSIDE DIAMETER OF THREAD FINISHED | 5⅜" |
| DIAMETER OF ROOT OF THREAD " | 5.088" |
| CLEARANCE BETWEEN MALE AND FEMALE THREADS | .062" |
| TOTAL LENGTH OF THREADED MALE END | 1⅜" |
| 60° V THREAD PATTERN | |
| FEMALE END TO BE CUT ⅛" SHORTER FOR ENDWISE CLEARANCE. | |

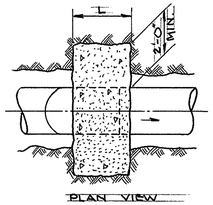
| | |
|---|---|
| INSIDE DIAMETER OF HOSE COUPLING | 2½" |
| NUMBER OF THREADS PER INCH | 7½ |
| BLANK END ON MALE PART | 1" |
| OUTSIDE DIAMETER OF THREAD FINISHED | 3⅛" |
| DIAMETER OF ROOT OF THREAD | 2.8715 |
| CLEARANCE BETWEEN MALE & FEMALE THREADS | .03" |
| TOTAL LENGTH OF THREADED MALE END | 1.00" |
| 60° V THREAD PATTERN 1/7½ INCH | |
| CUT OFF TOP OF THREAD AND 1/100 INCH | |
| LEFT IN BOTTOM OF VALLEY FEMALE END TO BE | |
| CUT ⅛" SHORTER FOR ENDWISE CLEARANCE | |



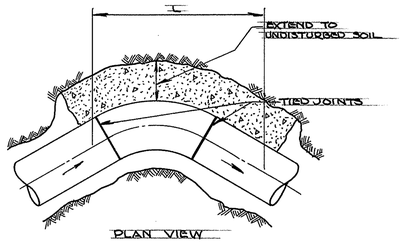

2½" SIZE 4½" SIZE

YOUNGSTOWN STANDARD FIRE HYDRANT COUPLINGS FOR 2½" & 4½" HOSE

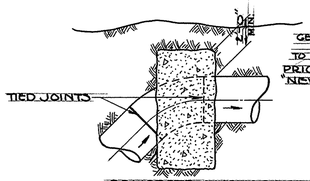
NOTE:
ON CONC. ENCASED PIPE WHICH REQ. THRUST BLOCKS, THRUST BLOCKS SHALL EXTEND BEYOND CONCRETE ENCASEMENT TO UNDISTURBED SOIL




PLAN VIEW

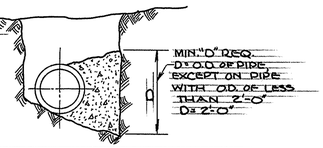



PLAN VIEW

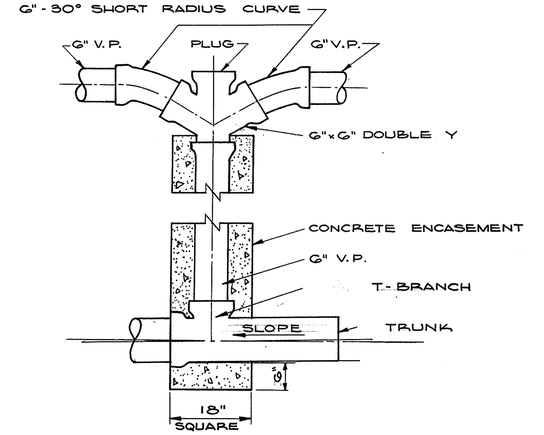



CONCRETE ANCHORAGE

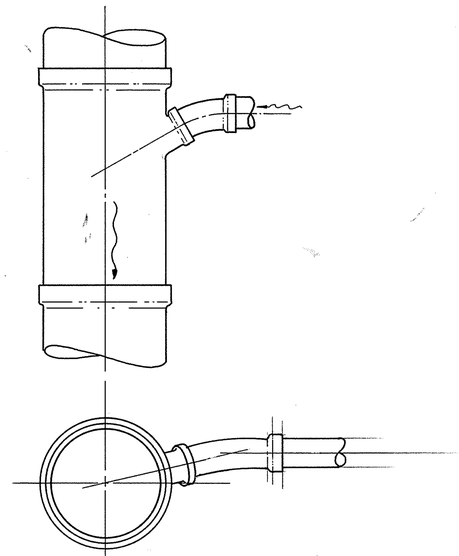
GENERAL NOTE:
CLASS "E" CONCRETE TO BE INCLUDED IN UNIT PRICE BID FOR ITEM I-124 "NEW WATER MAIN"




CONCRETE THRUST BLOCK DETAILS



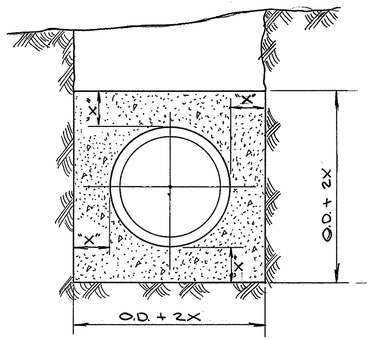

TYPICAL STACK DETAIL



ALTERNATE SERVICE CONNECTION




PAVEMENT REPLACEMENT




TYPICAL SECTION OF S-1 CLASS "E" CONCRETE ENCASEMENT

CONCRETE SCHEDULE

CITY WATER:
O.D. + 2X "X" = 6 INCHES MIN. {TO BE INCLUDED IN UNIT PRICE BID FOR ITEM I-124 NEW WATER MAIN}

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

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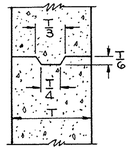
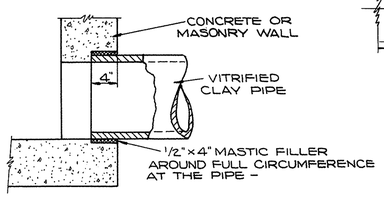
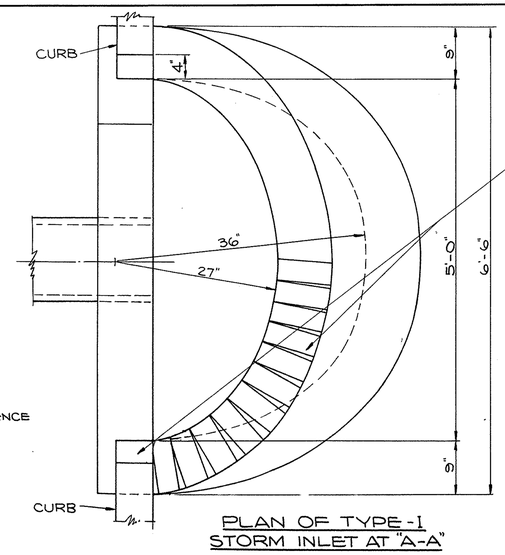
NOTE:
ALL CONCRETE TO BE CLASS "C"



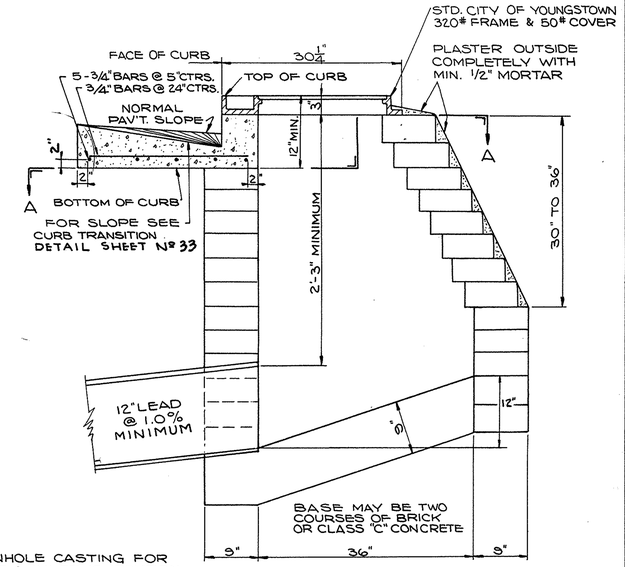
## STD. CONSTRUCTION JT.
~NO SCALE~




## VIT. PIPE CONNECTION
~NO SCALE~

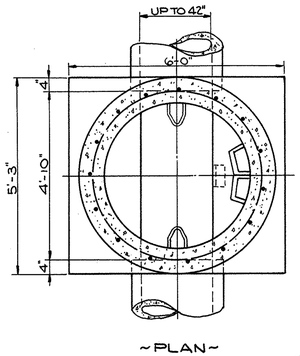


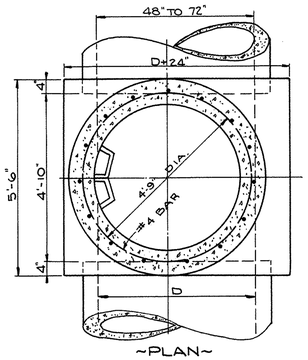

## PLAN OF TYPE-I STORM INLET AT "A-A"

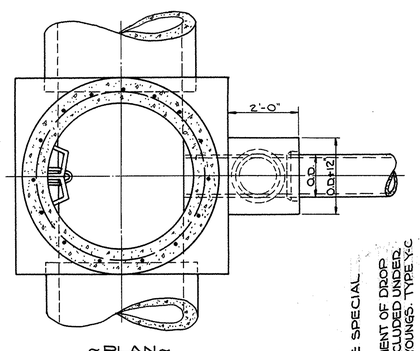


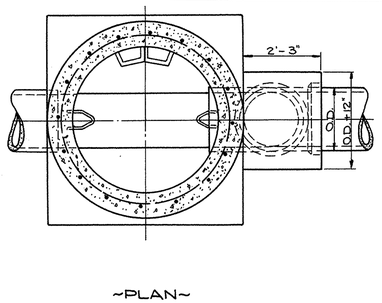

NOTE:
MANHOLE CASTING FOR TYPE-I INLET IS IDENTICAL TO CASTING FOR TYPE II INLET. FOR DETAILS SEE SHEET Nº 33

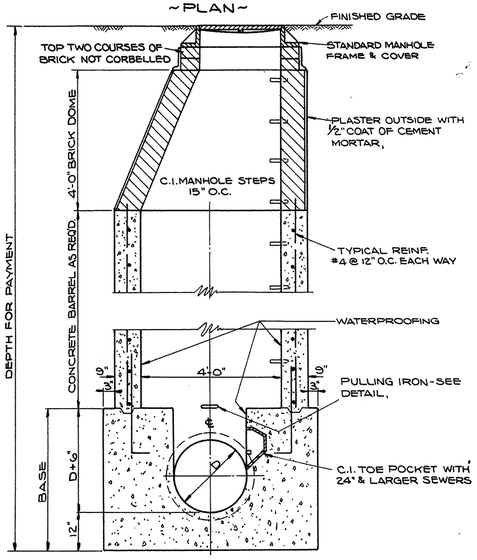
## SECTIONAL ELEVATION TYPE-I STORM INLET
SCALE: 1"=1'-0"



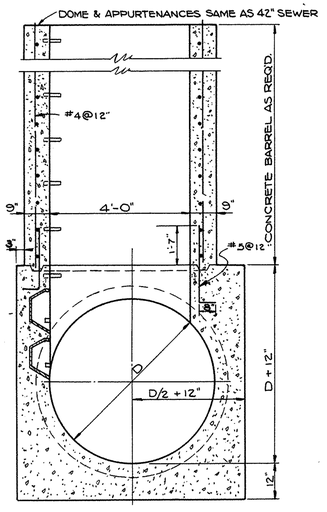



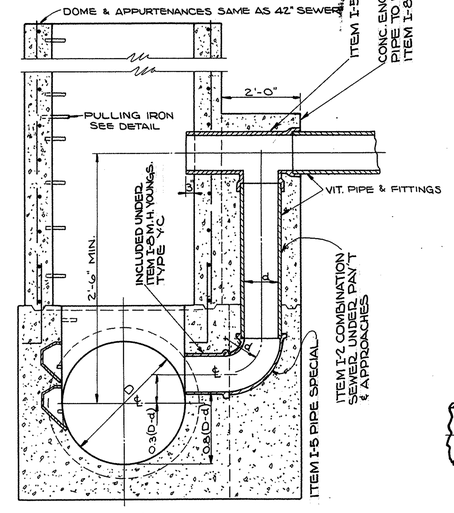



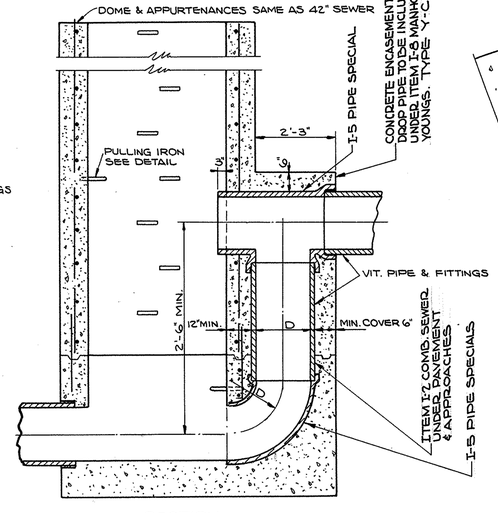

## SEWERS UP TO 42" (TYPE Y-A)




## SEWERS 48" TO 72" (TYPE Y-B)

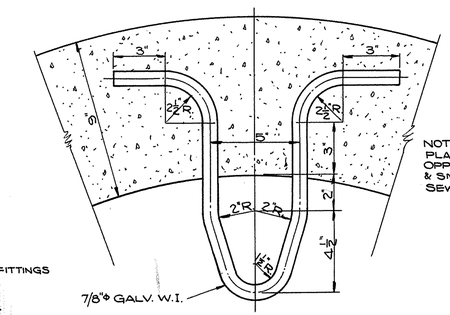



## LATERAL DROP CONNECTION (TYPE Y-C)




## LINE-DROP MANHOLE (TYPE Y-D)

## STANDARD MANHOLE DETAILS
SCALE: 1/2"=1'-0"




NOTE: PULLING IRON TO BE PLACED IN MANHOLE WALLS OPPOSITE ALL SEWERS OF 15" DIA. & SMALLER & LOCATED 6" ABOVE SEWER CROWN

## PULLING IRON
SCALE: 3"=1'-0"

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

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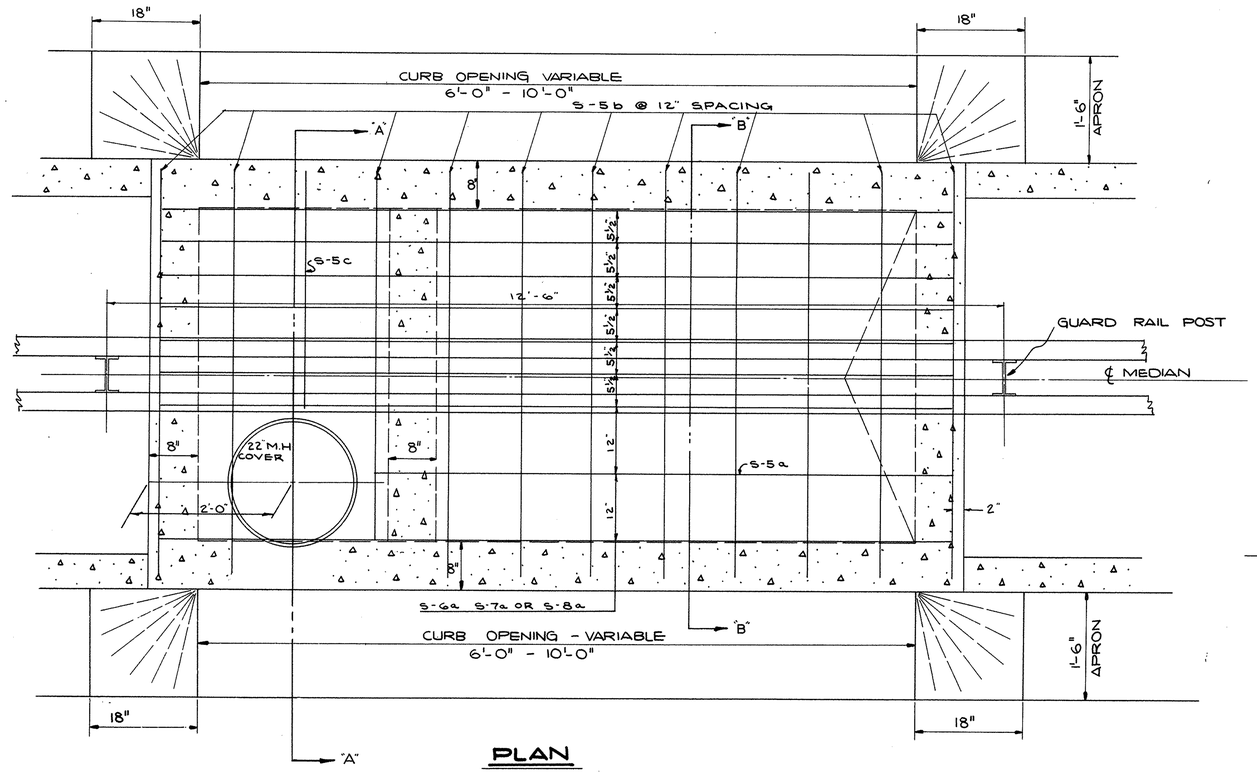
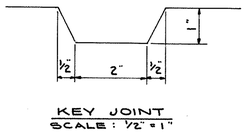
MAH - 7 - 14.80

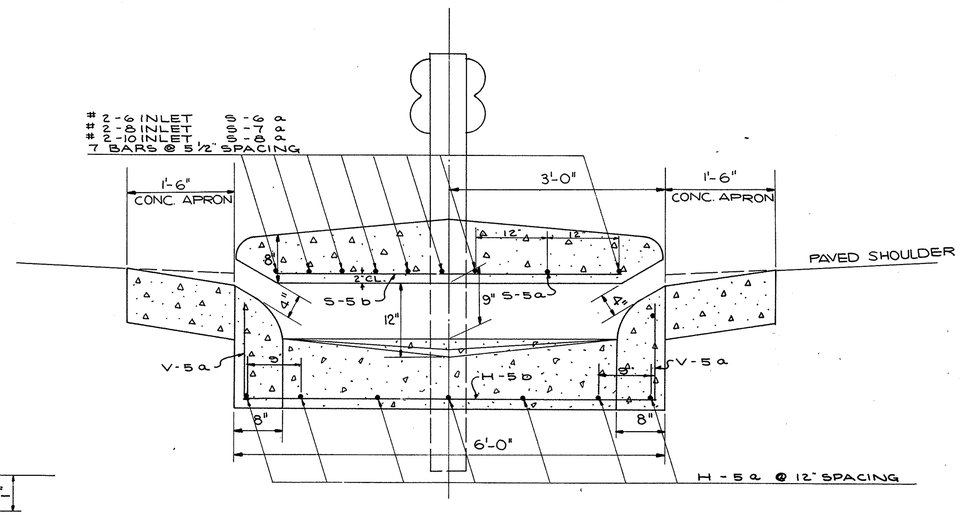



PLAN

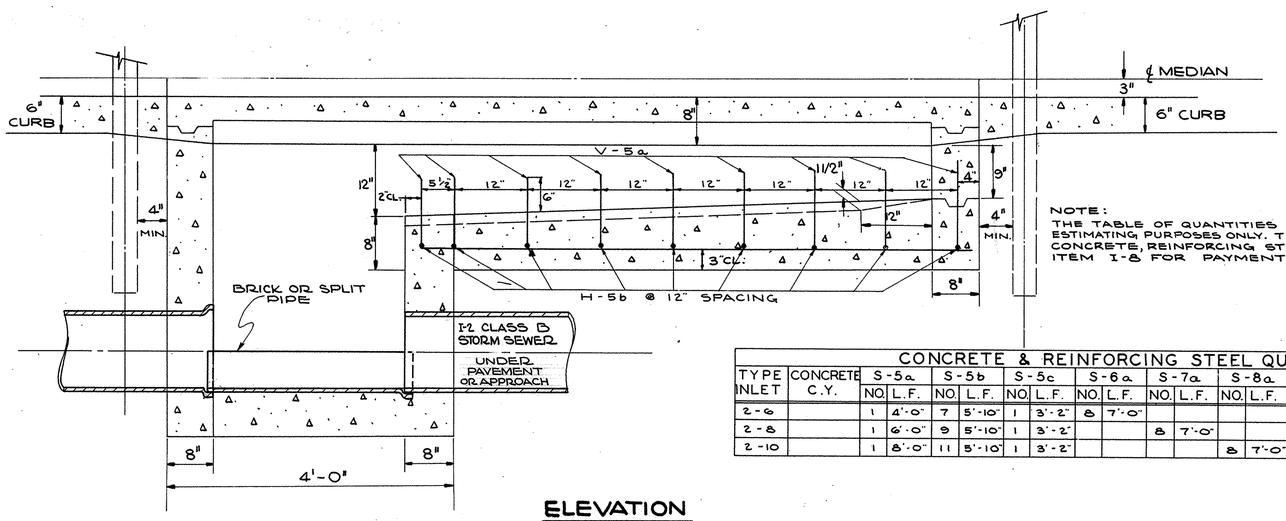



KEY JOINT
SCALE: ½" = 1"

QUANTITIES OF CURB WITHIN THE LIMITS OF THE INLET SHALL BE DEDUCTED FROM THE PROJECT QUANTITIES




SECTION B-B

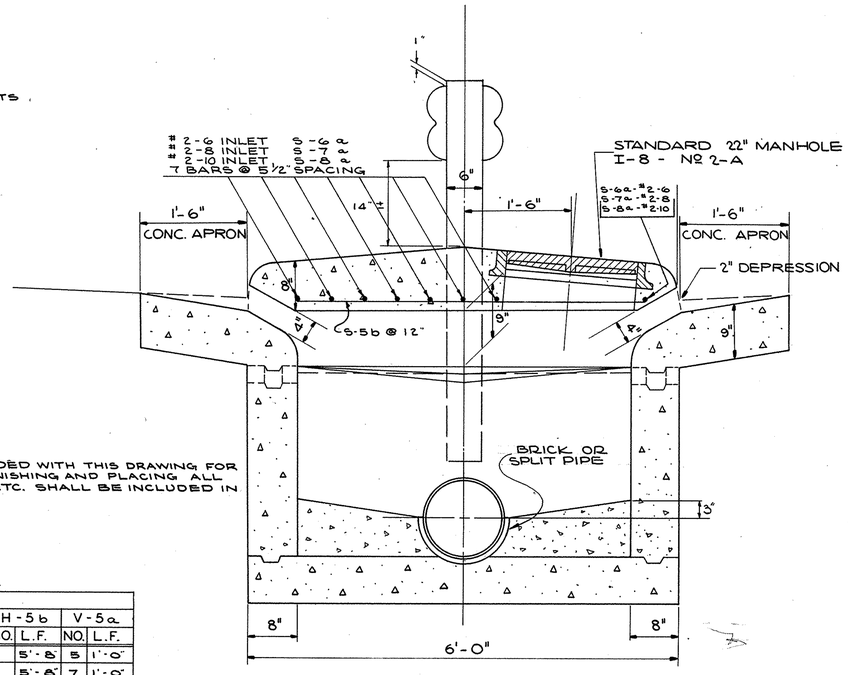



ELEVATION

NOTE:
THE TABLE OF QUANTITIES BELOW IS INCLUDED WITH THIS DRAWING FOR ESTIMATING PURPOSES ONLY. THE COST OF FURNISHING AND PLACING ALL CONCRETE, REINFORCING STEEL, CASTING, ETC. SHALL BE INCLUDED IN ITEM I-8 FOR PAYMENT.

CONCRETE & REINFORCING STEEL QUANTITIES

| TYPE INLET | CONCRETE C.Y. | S-5a NO. | S-5a L.F. | S-5b NO. | S-5b L.F. | S-5c NO. | S-5c L.F. | S-6a NO. | S-6a L.F. | S-7a NO. | S-7a L.F. | S-8a NO. | S-8a L.F. | TYPE | H-5a NO. | H-5a L.F. | H-5b NO. | H-5b L.F. | V-5a NO. | V-5a L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2-6 | | 1 | 4'-0" | 7 | 5'-10" | 1 | 3'-2" | 8 | 7'-0" | | | | | #2-6 | 7 | 3'-8 | | 5'-8 | 5 | 1'-0" |
| 2-8 | | 1 | 6'-0" | 9 | 5'-10" | 1 | 3'-2" | | | 8 | 7'-0" | | | #2-8 | 7 | 5'-8" | | 5'-8" | 7 | 1'-0" |
| 2-10 | | 1 | 8'-0" | 11 | 5'-10" | 1 | 3'-2" | | | | | 8 | 7'-0" | #2-10 | 7 | 7'-8" | 9 | 5'-8" | 9 | 1'-0" |




SECTION A-A

STANDARD Nº 2-6 , 2-8 & 2-10 INLETS - MODIFIED

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

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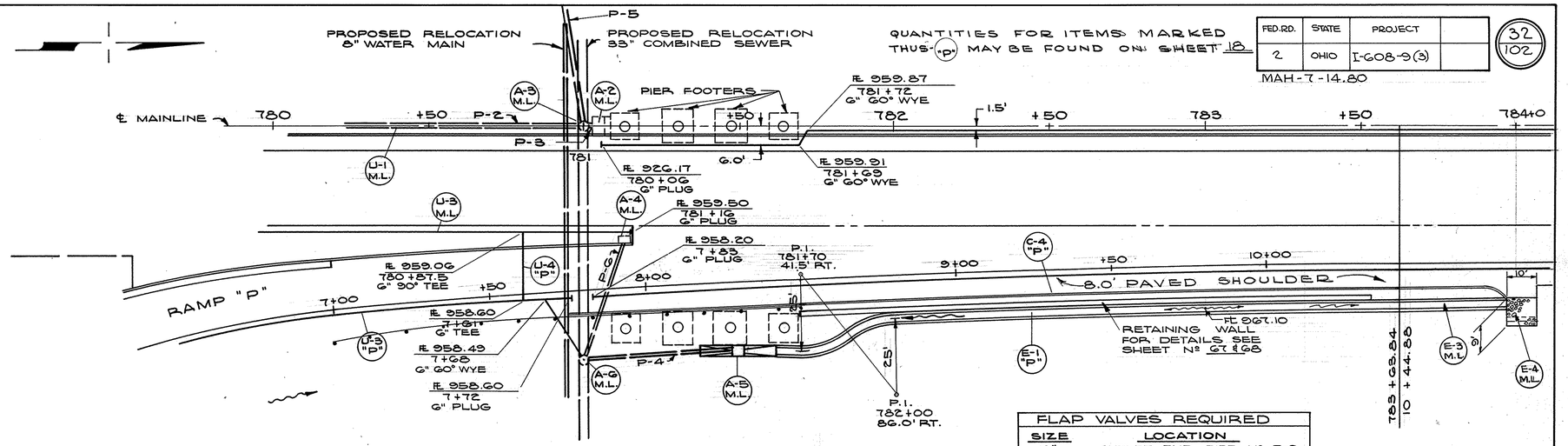
MAH-7-14.80

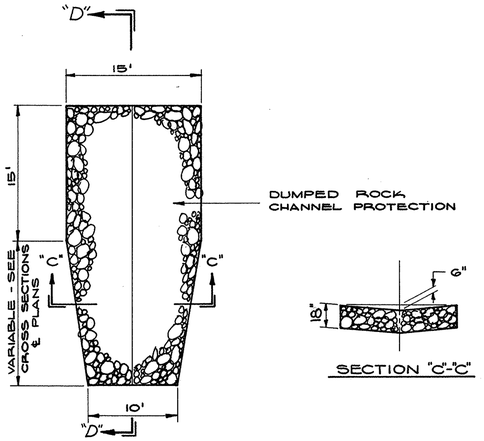



## DRAINAGE DETAILS
## STA. 780+50 TO STA. 784+00
## RIGHT LANE

SCALE : 1" = 20'

### FLAP VALVES REQUIRED

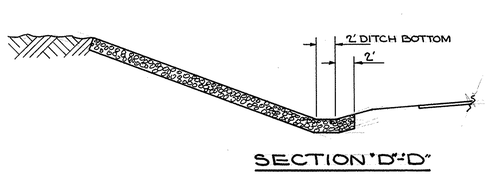
| SIZE | LOCATION |
|---|---|
| 18" | OUTLET END PIPE Nº P-2 |
| 12" | OUTLET END PIPE Nº P-3 |
| 15" | OUTLET END PIPE Nº P-4 |
| 18" | OUTLET END PIPE Nº P-5 |
| 12" | OUTLET END PIPE Nº P-6 |



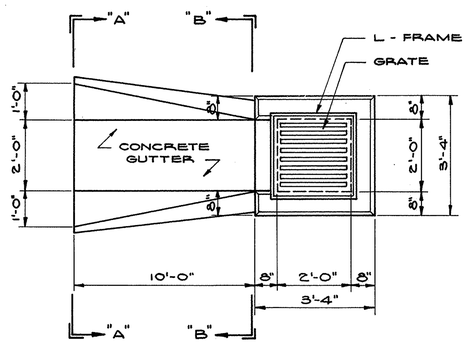

PLAN

## I-10 DUMPED ROCK BACK SLOPE PROTECTION

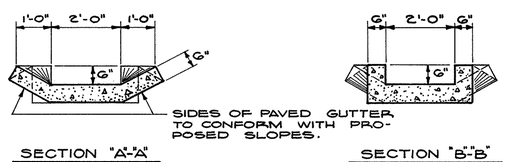
SCALE : 1/8" = 1'-0"




SECTION "D"-"D"




PLAN



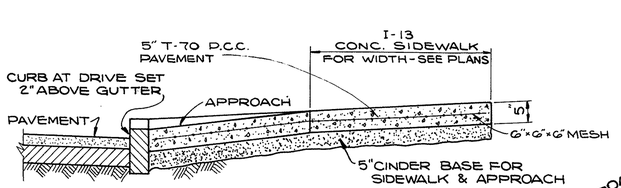

## I-14 TYPE 1 MODIFIED CONCRETE GUTTER FOR 2-4 & 2-2A CATCH BASIN

SCALE : 1/2" = 1'-0"

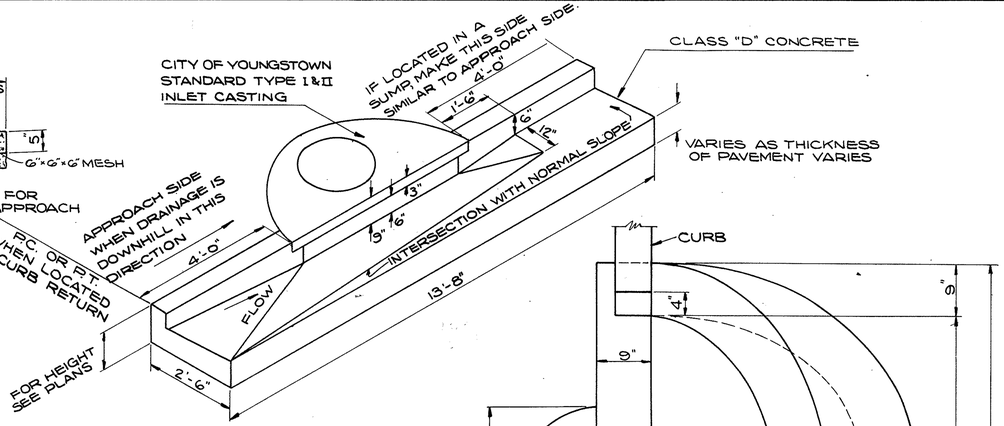
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH - 7 - 14 - 80

33
102

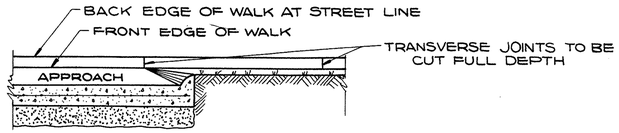



## SECTION B-B

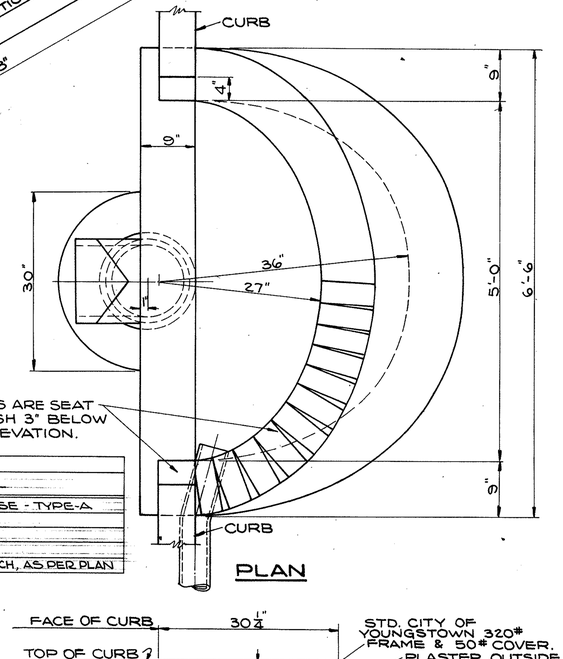



## INLET APPROACH & CURB TRANSITION

SCALE: 1 1/2" = 1 FT.



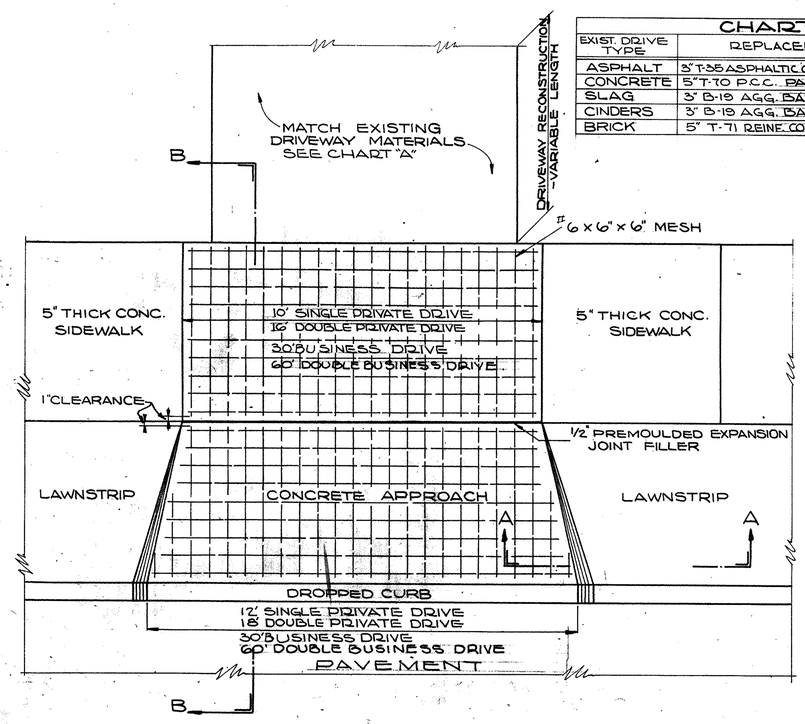

## SECTION A-A




THESE SURFACES ARE SEAT FOR FRAME. FINISH 3" BELOW TOP OF CURB ELEVATION.

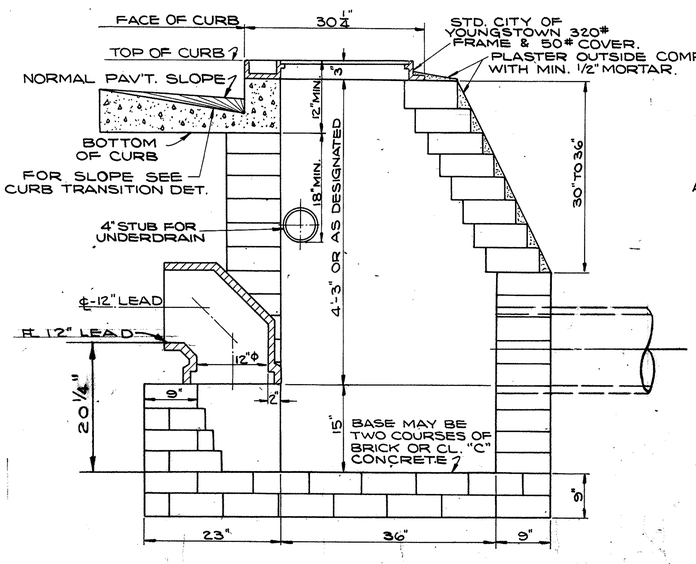
## PLAN

| CHART "A" | |
|---|---|
| EXIST. DRIVE TYPE | REPLACEMENT MATERIAL |
| ASPHALT | 5" T-55 ASPHALTIC CONC. SURFACE COURSE - TYPE-A |
| CONCRETE | 5" T-70 P.C.C. PAVEMENT |
| SLAG | 3" B-19 AGG. BASE COURSE |
| CINDERS | 3" B-19 AGG. BASE COURSE |
| BRICK | 5" T-71 REINF. CONC. DRIVEWAY APPROACH, AS PER PLAN |




## TYPICAL PLAN OF DRIVEWAY APPROACH

DRIVEWAY APPROACHES INCLUDING REINFORCEMENT MESH AND CINDER BASE SHALL BE INCLUDED UNDER THE CONTRACT UNIT PRICE BID PER SQ YD FOR "5" T-71 R.P.C.C. DRIVEWAY APPROACH, AS PER PLAN.




## SECTIONAL ELEVATION
## TYPE II - COMBINATION INLET

SCALE: 1" = 1 FT.

## NOTES

FRAME & COVER SHALL BE OF CAST IRON IN ACCORDANCE WITH MATERIAL DETAILS FOR STANDARD TYPE I & II 320# INLET CASTING & 50# COVER.

BRICK SHALL BE EIGHT INCHES IN SIZE LAID IN MORTAR AND INTERIOR SURFACE SHALL BE PLASTERED WITH A SMOOTH COATING OF PORTLAND CEMENT MORTAR AT LEAST ONE HALF INCH THICK TO THE HEIGHT SHOWN. THE BRICK SHALL BE LAID IN A FULL BED OF MORTAR WITH NO JOINTS APPEARING ON EITHER SURFACE OF MORE THAN THREE EIGHTS INCHES IN THICKNESS. JOINTS SHALL BE NEATLY POINTED AND STRUCK ON THE INSIDE OF THE INLET. THE MORTAR SHALL BE COMPOSED OF ONE PART OF PORTLAND CEMENT TO TWO PARTS OF SAND BY VOLUME.

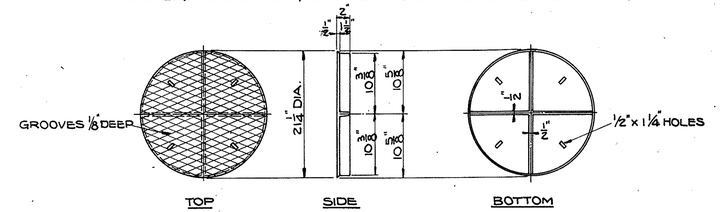
THE TOP OF THE WALLS OF THE STANDARD INLETS SHALL BE PROPERLY LEVELED OFF SO AS TO FORM A FLAT SURFACE UPON WHICH THE INLET CASTING IS TO REST.

THE TOP OF THE CASTING SHALL BE FILLED WITH CLASS "B" CONCRETE AND TROWELLED TO A SMOOTH EVEN FINISH.

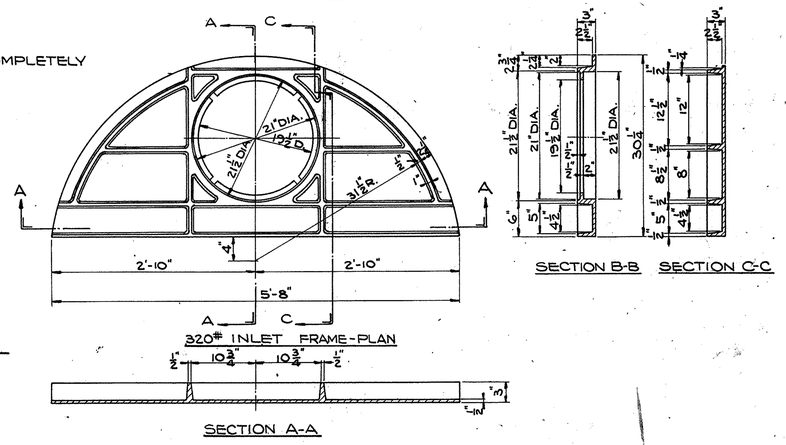
WHENEVER THE STREET GRADE IS FOUR PER-CENT OR GREATER THE STORM INLET SHALL BE SET AT SUCH AN ANGLE ALONG THE CURB SO AS TO COLLECT MAXIMUM GUTTER FLOW AS MAY BE SPECIFIED ON THE CONTRACT DRAWINGS.

THE BOTTOM OF THE STORM INLET SHALL BE CONSTRUCTED OF TWO COURSES OF BRICK LAID IN MORTAR. A CONCRETE BOTTOM MAY BE USED IN THE PLACE OF BRICK. THE PAD SHALL BE 9 INCHES IN THICKNESS, CLASS "C" CONCRETE AND LEVELED OFF TO A FLAT SURFACE.

INTEGRAL CURB AND GUTTER SHOWN WILL BE CONSTRUCTED AND PAID FOR AS ITEM I-8, "CATCH BASIN". REINFORCE SLAB WITH #4 BARS @ 4" CENTER TO CENTER, 8 FT. LONG CENTERED ON OPENING.




50# INLET COVER




320# INLET FRAME - PLAN




SECTION A-A

## DETAILS OF INLET FRAME & COVER

SCALE: 1" = 1 FT.

CITY OF YOUNGSTOWN

DRIVEWAY APPROACH & COMBINATION INLET DETAILS

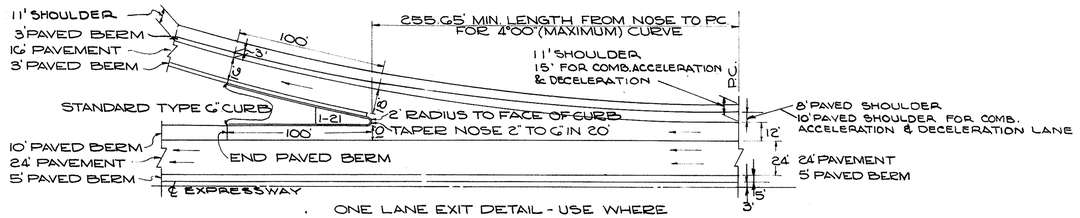
ARTERIAL HIGHWAY SYSTEM

SCALE AS SHOWN | MARCH, 1959

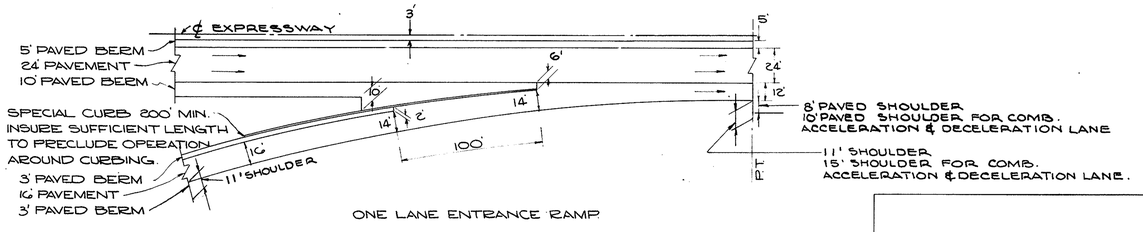
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH - 7 - 14.80

34
102

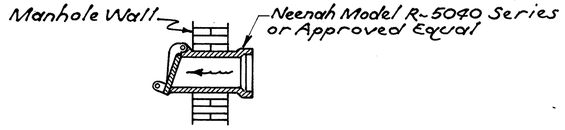



ONE LANE EXIT DETAIL - USE WHERE ONE LANE EXIT RAMP LEAVES AN EXPRESSWAY FROM A DECELERATION LANE. EXPRESSWAY IS NOT REDUCED IN NUMBER OF LANES.




ONE LANE ENTRANCE RAMP

ONE LANE ENTRANCE DETAIL - USE WHERE
1. ONE LANE ENTERING JOINS AN EXPRESSWAY ON AN ACCELERATION LANE.
2. ONE LANE ENTERING JOINS AN EXPRESSWAY ON AN ADDITIONAL LANE.

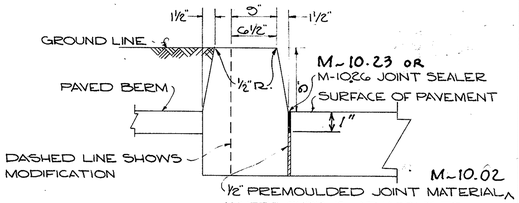



MANHOLE FLAP VALVE DETAIL

NOTES:

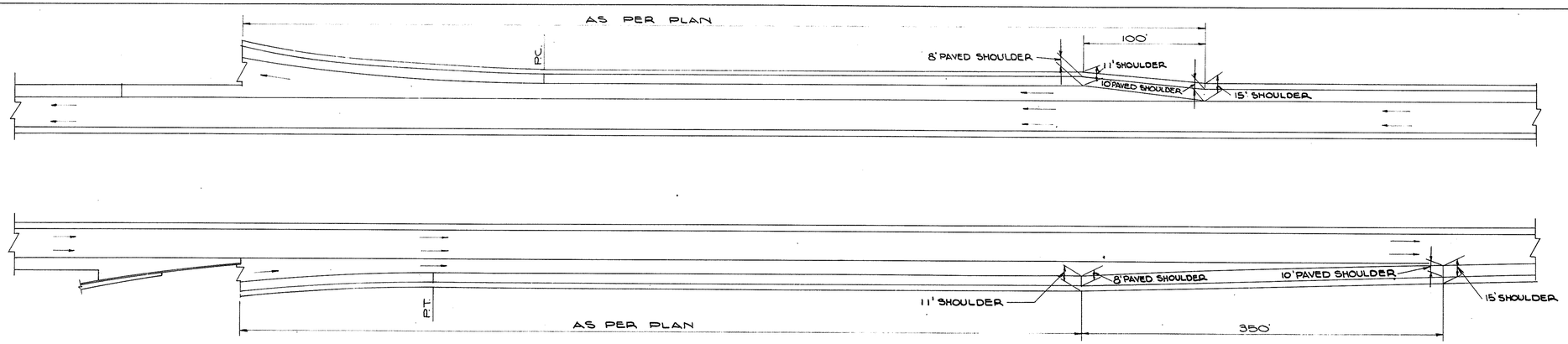
TRANSITION PAVED BERM FROM 10' TO 8' IN LENGTH FOR PAVEMENT TRANSITION.

0.0312 FT./FT. MAXIMUM CHANGE IN RATE OF PAVEMENT CROSS SLOPE.




SPECIAL PORTLAND CEMENT CONCRETE CURB DETAILS

# DETAILS OF ENTRANCE & EXIT TERMINALS



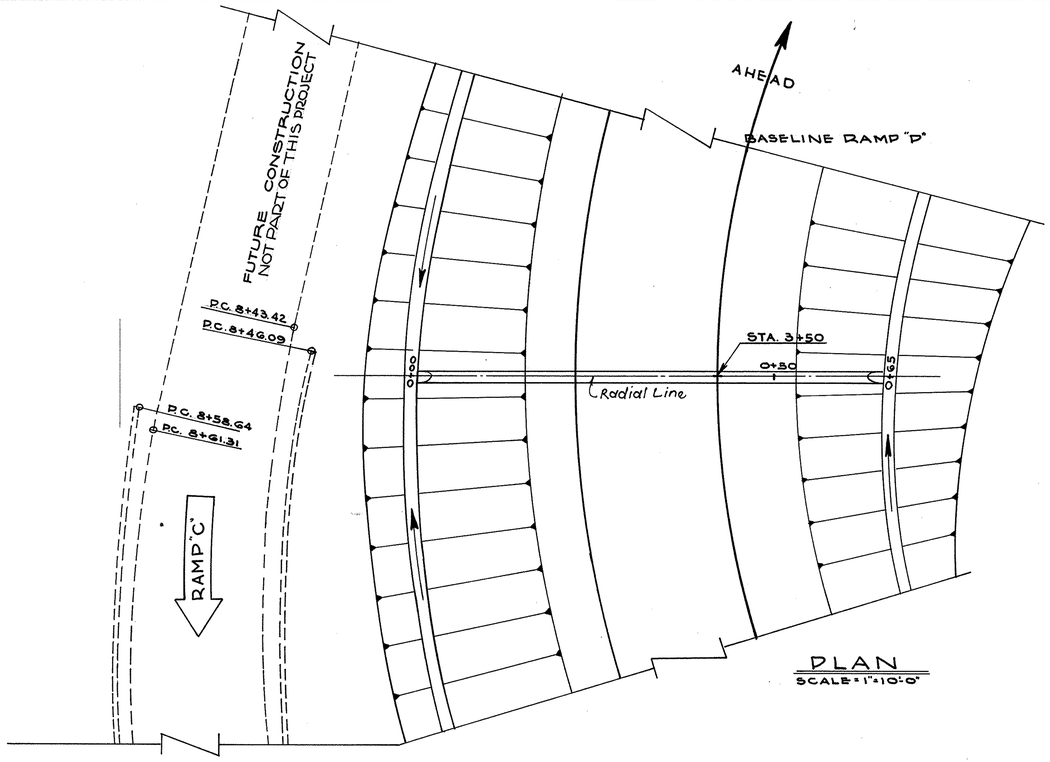

# TYPICAL ACCELERATION & DECELERATION LANES

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-3(3) | |

35/102

MAH-7-14.80

# RAMP "P" STA. 3+50




PLAN
SCALE = 1"=10'-0"

## CULVERT DATA

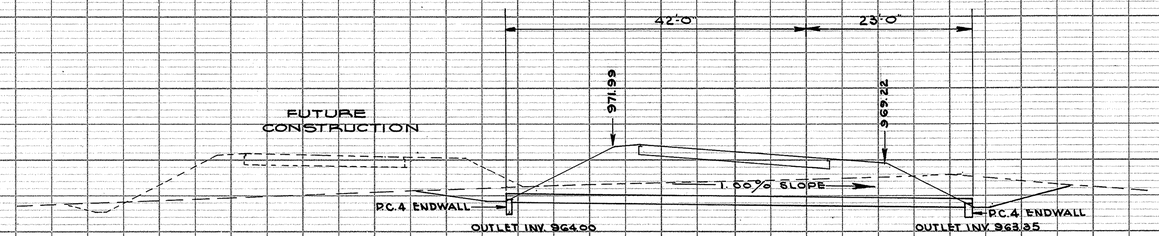
TYPE = STANDARD PIPE CULVERT M-G.6 (b) or M-6.8 (b)
SIZE = 15" X 65'-0"
SKEW = NONE
WORK REQ'D = BUILD NEW 15" X 65'-0" STANDARD PIPE CULVERT AS SHOWN.
AREA = .05 ACRES
Q50 = 2.61 C.F.S.

## ESTIMATED QUANTITIES

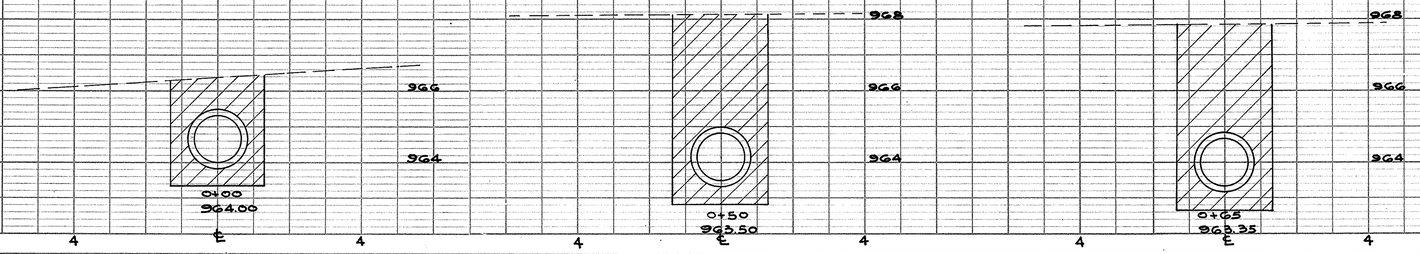
| | | |
|---|---|---|
| E-2 | EXCAVATION FOR STRUCTURES | 28.28 CU.YDS. |
| S-1 | CONCRETE FOR STRUCTURES (CLASS E) | 0.52 CUYDS |
| S-27 | 15" PIPE FOR ROADWAY CULVERTS | 65 L.F. |

PLAN
SURVEYED
PLOTTED
ASSEMBLY CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHKD.
NOTE BOOK
NO.
BY
DATE




970




| STA. | END AREA E-2 | C.U. YDS. E-2 |
|---|---|---|
| 0+00 | 7.98 | 0 |
| 0+50 | 14.11 | 19.53 |
| 0+65 | 13.78 | 7.75 |
| H.W. EXC. | | 1.00 |
| TOTAL | | 28.28 |

CULVERT CROSS-SECTIONS
RAMP "P" STA. 3+50
SCALE = 1" = 2'-0"

PLATE 1 — PLAN - PROFILE O. P. R. & R. E. STANDARD
201 FM-3 ACEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

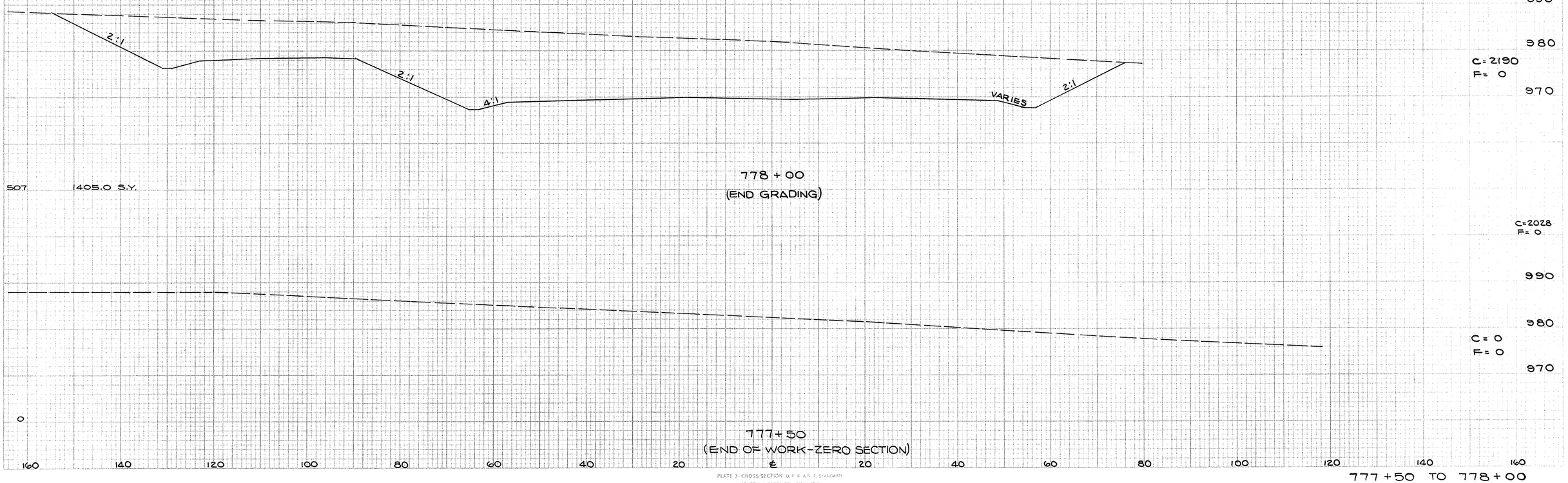
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

36
102

MAH 7-14.80

FINAL SURVEY
ORIGINAL SURVEY
NOTE BOOK
NO.
DATE
BY
CHECKED
DATE CHECKED

E.A. C.Y.
C=6055
F= 0




777+50 TO 778+00

PLATE 3 CROSS SECTION O.P.R. & R.F. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

STA. 780+90
I-8 № 2-2A C.8 (65.5' LT ℄)
WINDOW ELEV. 961.34
℄ 18" I-2 958.63
℄ 8" I-4 959.46

E.A. C.Y.

435 24130 S.Y.

780+50 981.8 — 963.03 — 966.13 — 965.89 — 965.00 — 7+31 RAMP "P" — 963.04 — 4:1 — 2:1 — VAR.

C=3921 F=0 980

434 2405.0 S.Y.

780+00 981.0 — 963.72 — 965.82 — 966.47 — 965.61 — 965.98 — 6+80 RAMP "P" — 963.45 — 4:1 — 2:1 — VAR.

C=7036 F=0

C=3678 F=0 980

2+55

433 1838.0 S.Y.

779+50 983.0 — 964.48 — 966.58 — 967.45 — 966.04 — 966.20 — 6+35 RAMP "P" — 963.99 — 4:1 — 2:1 — VAR.

C=6859 F=0

C=3730 F=0 970

229 1944.0 S.Y.

779+00 984.0 — 965.37 — 967.47 — 965.55 — 968.15 — 966.80 — 5+90 RAMP "P" — 964.52 — 4:1 — 2:1 — VAR.

C=7087 F=0

C=3924 F=0 970

3+05

STA. 779+0
BEGIN CONTRACT
MAH-7-14.80

I-8 #2-2A C.8
STA. 6+00
RAMP "P"
34'-LT ℄
WINDOW EL. 964.70

C=7176 F=0

C=3826 F=0 980

784.0 — 966.39 — 968.49 — 966.58 — 967.97 — 967.30 — 5+55 RAMP "P" — 964.88 — 4:1 — 2:1 — VAR.

778+50 ℄

778+50 to 780+50

160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160

PLATE 3-CROSS SECTION O.P.R.&B.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

FINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / AREAS / AREAS CHECKED / NO. / BY / DATE

ORIGINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / 11"=1'-0" / AREAS / AREAS CHECKED / NO. / BY / DATE

| FED. RD. | STATE | PROJ. | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

38
102

MAH 7-14.80

E.A. C.Y.

FINAL SURVEY PLOTTED NOTE BOOK TEMPLATE NO. — SURVEYED DRAWING TRACED AREA CHECKED

ORIGINAL SURVEY PLOTTED NOTE BOOK TEMPLATE NO. — DRAWING TRACED AREA CHECKED

165

2:1 4:1 960.28 962.39 962.58 962.77 962.58 962.57 962.37 962.58 962.77 962.58 962.37 962.10 968.45 967.45 2:1 BLDG. WALL 984.5

9+81.5 RAMP "P"

782+50 986.2

980 C=3906 F=0

C=7493 F=0

897 S.Y.

2:1 4:1 960.97 962.85 963.06 963.49 963.06 963.06 963.27 963.46 963.27 963.03 962.78 968.3 967.30 2:1 BLDG. WALL 984.5

8+75 RAMP "P"

980 C=4186 F=0

C=7428 F=0

158

BEGIN RETAINING WALL, I-12 TYPE 6 CURB ℄
STA. 781+69.47 MAIN LINE
STA. 8+60.56 RAMP "P"

END I-12 TYPE 6 CURB
STA. 781+83 53.0' LT. ℄

782+00 986.2

980 C=3836 F=0

439 S.Y.

2:1 4:1 963.35 963.77 963.96 963.96 963.96 963.75 963.75 963.96 964.15 963.96 963.68 2:1 370.30

8+31 RAMP "P"

957.50 957.21

STA. 781+50
I-8 Nº 2 2-2A C.B.
71.5' RT. ℄
GRATE ELEV. 960.50
℄ 15" I-2 958.06

781+50 985.0

C=7011 F=0

0

1236 S.Y.

VARIES 964.71 964.04 964.46 964.65 964.84 964.65 964.44 964.44 964.65 964.84 964.65 964.63 964.93 4:1 962.37 2:1

M.H. CASTING TO BE PLACED TO CONFORM TO SLOPE

7+81 RAMP "P"

980 C=3736 F=0

445

BEGIN I-12 TYPE 6 CURB STA. 780+90 540' LT. ℄

781+00 984.2

I-8 Nº 1 M.H. ℄
℄ 33" I-2 957.07

33" M-6.6(d)

I-8 Nº 1 M.H.
75' RT. ℄
℄ 33" I-2 956.25

C=7090 F=0

2444 S.Y.

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3 - CROSS SECTION O.P.R. & P.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

STA. 781+00 To 782+50

| FED. RD. | STATE | 39 / 102 |
|---|---|---|
| 2 | OHIO I-608-9(3) | |

MAH 7-14.80

FINAL SURVEY — PLOTTED / CHECKED / NOTE BOOK / DATES / NO. / DATES CHECKED

ORIGINAL SURVEY — SURVEYED / PLOTTED / CHECKED / NOTE BOOK / DATES / NO. / DATES CHECKED

E.A. C.Y.

198 1064.0 S.Y.

784+50
985.5

2:1 4:1 957.70 959.82 960.01 959.82 959.91 959.91 959.82 960.01 959.82 959.63 957.63 2:1

C=4680 F= 0

C=8815 F= 0

985.5

195 1080.0 S.Y.

784+00
986.0

2:1 4:1 958.39 960.51 960.30 960.30 960.51 960.70 960.51 960.32 959.86 4:1 958.36 2:1

985.00

END I-14 TYPE 1 PAVED GUTTER
& I-12 TYPE 6 CURB
STA. 784 + 00

C=8301 F=0

986.0

C=4125 F= 0

SEE SHEET 53
FOR SHOULDER TRANSITION

2:1 959.00 961.11 961.20 961.39 961.20 960.99 960.99 961.20 961.01 960.68 968.70 967.55 2:1

END RETAINING WALL
STA. 783+54.54 MAIN LINE
STA. 10+35.58 RAMP "P"

10+25
RAMP "P"

C=7481 F= 0

194 1008.0 S.Y.

783+50
986.5

985.80

YOUNGSTOWN SANITARY DAIRY

60'

C=3954 F= 0

2:1 959.70 961.70 110' PAVED SHLDR. 961.89 962.08 961.80 961.68 961.68 961.89 962.08 961.89 961.69 961.96 968.70 967.70 2:1

9+81.5
RAMP "P"

169 927.0 S.Y.

959.87

783+00
986.0

C=7278 F= 0

970 960 980 970 960 980 970 960

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

783+00 To 784+50

| FED. RD. | STATE | PROJECT | 40 |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | 102 |

MAH 7-14.80

E.A. C.Y.

210

786+50
975.0

956.85 957.06

4:1 2:1

954.94 954.91

1140 S.Y.

C = 4030 970
F = 0

960

C=7841
F= 0

975.0

980

210

786+00
978.5

957.54 957.75

4:1 2:1

955.63 955.60

1106 S.Y.

C=4438
F= 0 970

C=7929
F= 0

978.5

980

198

785+50
981.0

958.23 958.44

2:1 4:1 2:1

956.32 956.29

1073 S.Y.

C=4125
F= 0 970

C=8065
F= 0

981.0

980

198

785+00
984.0

959.13 959.32 959.13 958.92 958.92 959.13 959.32 959.13 958.94

2:1 4:1 2:1

957.01 956.98

1073 S.Y.

C=4585
F= 0

970

960

I-8 Nº 2-10 INLET
MODIFIED ℄

C=8579
F= 0

984.0

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3 CROSS SECTION O P R R A.C. 1960-62
KEUFFEL & ESSER CO., NEW YORK.

785+00 To 786+50

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

41/102

MAH 7-14.80

E.A. C.Y.

175 910 S.Y.

944.45 — 4:1 — 4:1 — 953.44 — 953.65 — 20.36 — 953.51 — 5:1 — 4:1 — 947.98

789+00
945.5

960
950
C = 17
F = 774

172 929.0 S.Y.

951.48 — 954.08 — 22.10 — 954.30 — 954.14 — 4:1 — 2:1 — 952.15

788+50
951.0

C = 81
F = 806
960
C = 70
F = 96
950

BEGIN SHOULDER & PAV'T. TRANSITION STA. 788+10.40

182 1004.0 S.Y.

952.87 — 3:1 — 4:1 — 954.78 — 954.90 — 23.00' — 4:1 — 2:1 — 952.80

788+00
959.0

C = 1185
F = 89
960
C = 1210
F = 0
C = 3404
F = 0

199 1023.0 S.Y.

953.56 — 2:1 — 4:1 — 955.47 — 955.68 — 2:1 — 953.49

787+50
965.0

970
C = 2466
F = 0
960
C = 5056
F = 0

189 1054.0 S.Y.

954.25 — 2:1 — 4:1 — 956.37 — 956.56 — 956.37 — 956.16 — 956.16 — 956.37 — 956.56 — 956.37 — 956.18 — 2:1 — 954.18

787+00
970.0
℄

970
C = 2994
F = 0
960
C = 6504
F = 0

160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160

787+00 To 789+00

ORIGINAL SURVEY PLOTTED FROM FIELD NOTE BOOK NO. — AREAS COMPUTED — AREAS CHECKED

FINAL SURVEY

PLATE — CROSS SECTIONS — P.C. — 1.1 — CONCRETE
HEUFELT & ESSER CO., NEW YORK

END PAVT. & SHOULDER TRANSITION STA. 791+60.40

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

42 / 102

MAH 7-14.80

E.A. C.Y.

137

951.11 951.27 951.64 15.26' 751.01

4:1 4:1 4:1 2:1

947.90

791+50

939.50

942.0

717 S.Y.

951.52 951.56 951.60 951.77 16.40' 751.17

2:1 2:1 2:1 2:1

134

STA. 790+81
I-8 № 2-4 C.B.
77.0' LT. ℄
WINDOW ELEV. - 936.24
℄ 42" I-2 930.17
℄ 36" I-2 930.67

791+00

936.97

940.0

671 S.Y.

952.01 951.92 952.13 952.07 17.54

2:1 2:1 2:1 2:1

936.89

937.12

127

790+50

937.5

805 S.Y.

953.56 952.35 952.56 952.48 18.68'

2:1 2:1 2:1 2:1

937.44

937.27

182

790+00

938.0

952 S.Y.

952.86 953.07 952.96 19.82'

2:1 2:1 2:1 2:1

938.35

940.34

180

789+50

940.5

932 S.Y.

STA. 791+05 77.3' RT. ℄
I-8 № 2-4 C.B.
WINDOW ELEV. 936.45
℄ C.B. 928.11

C= 55
F= 1730

C= 13
F= 1142

C= 23
F= 2540

C= 12
F= 1601

C= 24
F= 3031

C= 14
F= 1672

C= 27
F= 2841

C= 15
F= 1396

C= 30
F= 2009

C= 46
F= 726

950
940

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3 - CROSS SECTION O. P. R. & P. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

789+50 To 791+50

FINAL SURVEY — LOTTED — PLOTTED — NOTE BOOK — AREAS CHECKED — NO.

ORIGINAL SURVEY — SURVEYED — PLOTTED — NOTE BOOK — AREAS CHECKED — NO.

| FED. RD. | STATE | PROJ. | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

43/102

MAH 7-14.80

E.A. C.Y.

359 1838.0 S.Y.

948.50 950.02 951.63 951.7

2:1 4:1 4:1

946.22 794+00 945.50

C= 573 950
F= 66

940

C=1031
F= 128

960

303 1675.0 S.Y.

949.03 950.27 951.62 951.8

2:1 3:1 2:1

946.91 793+50 945.20

C= 540 950
F= 72

2:1

960

C=1046
F= 122

949.55 950.52 951.62

2:1 VARIES 3:1 2:1

947.43 942.81

C=590 950
F= 60

2:1

300 1272.0 S.Y. 793+00

950.2

960

C=889
F=142

950.08 950.77 951.62

2:1 2:1 3:1

947.06 942.50

C= 370 950
F= 93

158 844.0 S.Y. 792+50

949.5

C=625
F=345

950.61 951.23 951.02 951.02 951.62

2:1 2:1 3:1

948.49 940.92

C= 305 950
F= 280

146 768.0 S.Y. 792+00

946.0

940

C=325
F=932

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3 CROSS SECTION O.P.R.&R.E. STANDARD
REUTTER & KISER CO., NEW YORK.

792+00 To 794+00

FINAL SURVEY NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | DATE

ORIGINAL SURVEY NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | DATE

| FED. AID | STATE | | 44 |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | 102 |

MAH 7-14.80

E.A. C.Y.

160

989 S.Y.

3:1 3:1 3:1 3:1

946.35 948.77 951.19

943.61 944.13

796+50

950.1

C = 477
F = 90

C=968
F=134

196

1081 S.Y.

3:1 3:1 3:1 3:1

946.00 949.02 951.44

945.85 943.98

796+00

950.6

C = 568
F = 55

C=1245
F= 56

193

881 S.Y.

3:1 3:1 3:1 2:1

946.91 949.27 951.63

944.21 943.83

795+50

952.1

C = 777
F = 6

C=1275
F= 10

124

1003 S.Y.

3:1 3:1 2:1

947.44 949.52 951.63

944.94 943.68

795+00

951.0

C = 600
F = 5

C=778
F=296

237

1646 S.Y.

3:1 4:1 VARIABLE 3:1

947.97 949.17 951.63

945.54 941.00

794+50

947.6

STA. 794+50
I-8 Nº 2-2A C.B. (72.0' RT. ℄)
WINDOW EL. 940.50
℄ 12" I-2 938.33

C = 240
F = 315

C=753
F=353

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

794+50 TO 796+50

PLATE 3 - CROSS SECTION O.P.R.&P.E STANDARD
KEUFFEL & ESSER CO. NEW YORK.

FINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / AREAS / AREAS CHECKED / NO. / DATE

ORIGINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / AREAS / AREAS CHECKED / NO. / DATE

| FED. ED | STATE | | 45 |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | 102 |

MAH 7-14.80

E.A. C.Y.

187

1197 S.Y.

2:1

942.23

944.98

947.40

949.82

4:1 4:1

947.96

799+00

954.1

C = 1060
F = 0

C = 1787
F = 0

244

1456 S.Y.

2:1

942.59

945.34

947.76

950.18

4:1 4:1

948.32

798+50

952.6

C = 870
F = 0

C = 1296
F = 2

280

1456 S.Y.

3:1

942.85

945.20

948.02

950.44

4:1 4:1

948.61

798+00

950.0

C = 530
F = 2

C = 784
F = 43

181

1281 S.Y.

3:1

943.10

945.85

948.27

950.69

4:1

947.00

797+50

948.0

C = 317
F = 44

C = 581
F = 89

163

956 S.Y.

3:1

943.35

946.10

948.52

950.94

3:1

944.28

797+00

948.0

C = 311
F = 52

C = 730
F = 131

950
940

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

797+00 TO 799+00

PLATE 3 - CROSS SECTION O.P.W.& R.E. STANDARD
REUPERT & LETSCH CO., NEW YORK

FINAL SURVEY NOTE BOOK NO. — SURVEYED PLOTTED AREAS CHECKED

ORIGINAL SURVEY NOTE BOOK NO. — SURVEYED PLOTTED AREAS CHECKED

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

46
102

MAH 7-14.80

E.A. C.Y.

137 877.0 S.Y.

2:1 4:1 938.67 941.21 943.23 943.23 943.58 944.44 945.26 4:1 2:1 943.45

801+50
955.3

C = 2120
F = 0

C=3676
F= 0

179 1028.0 S.Y.

2:1 4:1 939.39 942.08 944.38 944.38 944.78 945.73 946.69 4:1 2:1 944.88

801+00
956.0

C = 1850
F = 0

C=3435
F= 0

189 1430.0 S.Y.

2:1 4:1 940.20 942.95 945.37 945.37 947.79 4:1 3:1 945.98

800+50
956.7

C = 1860
F = 0

C=3127
F= 0

226 1177.0 S.Y.

2:1 4:1 941.03 943.78 946.20 946.20 948.62 4:1 3:1 946.73

800+00
956.0

C = 1517
F = 0

C=2460
F= 0

198 1069.0 S.Y.

2:1 4:1 941.71 944.46 946.88 946.88 949.30 4:1 4:1 947.49

799+50
953.2

C = 1140
F = 0

C=2037
F= 0

960
950
940

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3. CROSS SECTION O.P.R.R.&R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

799 + 50 TO 801 + 50

ORIGINAL SURVEY
DATE FROM 19 TO 19
NOTE BOOK
NO ITEMS CHECKED

| FED. RD. | STATE | NO. | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

47
102

MAH 7-14.80

E.A. C.Y.

1300 S.Y. — 2:1 — 4:1 — 933.23 — 935.35 — 935.97 — 935.97 — 936.77 — 4:1 — 934.81 — 2:1

273

804+00
957.9

C = 3912
F = 0

C = 6772
F = 0

1522 S.Y. — 2:1 — 4:1 — 934.44 — 936.56 — 937.47 — 937.47 — 938.52 — 4:1 — 936.59 — 2:1

276

803+50
957.8

C = 3402
F = 0

C = 5980
F = 0

1535 S.Y. — 2:1 — 4:1 — 935.66 — 937.78 — 938.97 — 938.97 — 940.27 — 4:1 — 938.36 — 2:1

276

803+00
957.7

C = 3056
F = 0

C = 5420
F = 0

1486 S.Y. — 2:1 — 4:1 — 936.75 — 939.01 — 940.47 — 940.47 — 942.02 — 4:1 — 940.13 — 2:1

259

802+50
957.3

C = 2797
F = 0

C = 4901
F = 0

1117 S.Y. — 2:1 — 4:1 — 937.78 — 940.18 — 941.92 — 941.92 — 943.78 — 4:1 — 941.87 — 2:1

143

802+00
957.0

C = 2496
F = 0

C = 4274
F = 0

STA. 802+00 (54.0' LT. ℄)
I-8 N² 2-2A C.B.
WINDOW ELEV. 937.28

747 S.Y.

960
950
940

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

802+00 TO 804+00

PLATE 3 CROSS SECTION U.P.R.R.A.R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

ORIGINAL SURVEY FINAL SURVEY
NOTE BOOK
NO.
AREAS CHECKED

| FED. RD. | STATE | PROJECT |
|---|---|---|
| 2 | OHIO | I-608-9(3) |

48
102

MAH 7-14.80

E.A. C.Y.

960

950

940

SEE RAMP "N"
X-SECTIONS
PROJECT MAH 18-17.20

C = 4462
F = 0

195

930.11 | 929.63 | 930.03 | 930.06 | 930.00

2:1 | 4:1 | 4:1 | 4:1

927.99 | 927.88

806+00 (ZERO SECTION)

966.9

C = 8147
F = 0

960

950

940

10.81 S.Y.

SEE RAMP "N"
X-SECTIONS
PROJECT MAH 18-17.20

C = 4336
F = 0

2:1 | 4:1 | 4:1 | 2:1

931.46 | 931.47 | 931.06

929.34 | 929.57

194

805+50

959.7

C = 8008
F = 0

960

950

940

1047 S.Y.

SEE RAMP "N"
X-SECTIONS
PROJECT MAH 18-17.20

C = 4312
F = 0

2:1 | 4:1 | 4:1 | 2:1

932.83 | 932.97 | 933.31

930.71 | 931.19

183

805+00

959.8

C = 8122
F = 0

960

950

940

1050 S.Y.

SEE RAMP "N"
X-SECTIONS
PROJECT MAH 18-17.20

C = 4459
F = 0

2:1 | 4:1 | 4:1 | 2:1

934.12 | 934.47 | 935.01

932.00 | 933.02

195

804+50

960.0

C = 7751
F = 0

160 140 120 100 80 60 40 20 ℄ 20 40 60 80 100 120 140 160

PLATE 3 CROSS SECTION O.P.R.A.R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

804+50 TO 806+00

ORIGINAL SURVEY PLOTTED
SURVEY PLOTTED
NOTE BOOK TEMPLET
NOTE BOOK LEVELS
NO. AREAS CHECKED

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(8) | |

45
102

MAH 7-14.80

FINAL SURVEY PLOTTED
NOTE BOOK TEMPLATE
NO. AREAS CROSS CHECKED

ORIGINAL SURVEY PLOTTED
NOTE BOOK TEMPLATE
NO. AREAS CROSS CHECKED

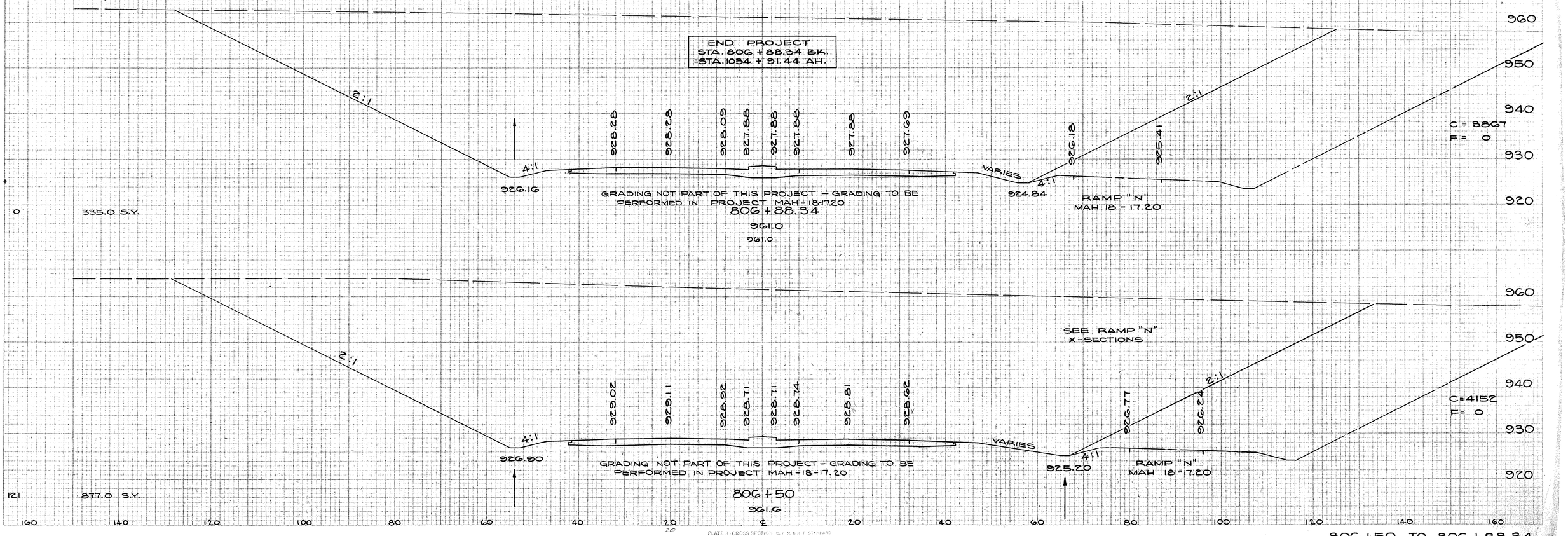



PLATE A-CROSS SECTIONS U.S.B.R.F. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

806+50 TO 806+88.34

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-3(2) | |

50
120

MAR 7-14-80

E.A. C.Y.

C=106
F=241

C=30
F=190

C=44
F=213

C=18
F=40

C=702
F=37

C=740
F=0

C=1328
F=0

C=694
F=0

C=889
F=0

C=266
F=0

C=320
F=0

C=80
F=0

C=117
F=0

C=46
F=0

C=68
F=0

C=28
F=0

910 970 980

969.22 970.14 970.31 971.37 972.06 972.98 974.12 974.96 977.38 977.21 979.54 979.37 980.75 980.58 982.12 982.21

3+50 966.5 3+00 970.0 2+50 968.175 2+00 964.75 1+50 963.25 1+00 962.0 0+50 962.5 0+00 963.0

2:1 4:1 11.2' 1.5' 1.4'

S-27 @ 0.150%

65'-1.5"

971.99 972.06 971.81 972.86 973.07 972.86 974.65 974.90 976.91 976.58 978.57 978.36 979.02 978.25 979.54 979.37 980.35 980.30 981.30 982.36

EXIST. ℄ WILLIAMSON

FUTURE CONSTRUCTION
I-8 N° 2-2A C.B.
EL 964.00

INV. 964.00

STA. 8+44.75
FUTURE RAMP "E"

STA. 9+22
FUTURE RAMP "C"

STA. 10+03
FUTURE RAMP "C"

963.00

971.5 ℄

971.0 ℄

972.87 974.80

968.81 973.40 976.41

RAMP "P"

PLATE 3-CROSS SECTION © P. P. & P. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

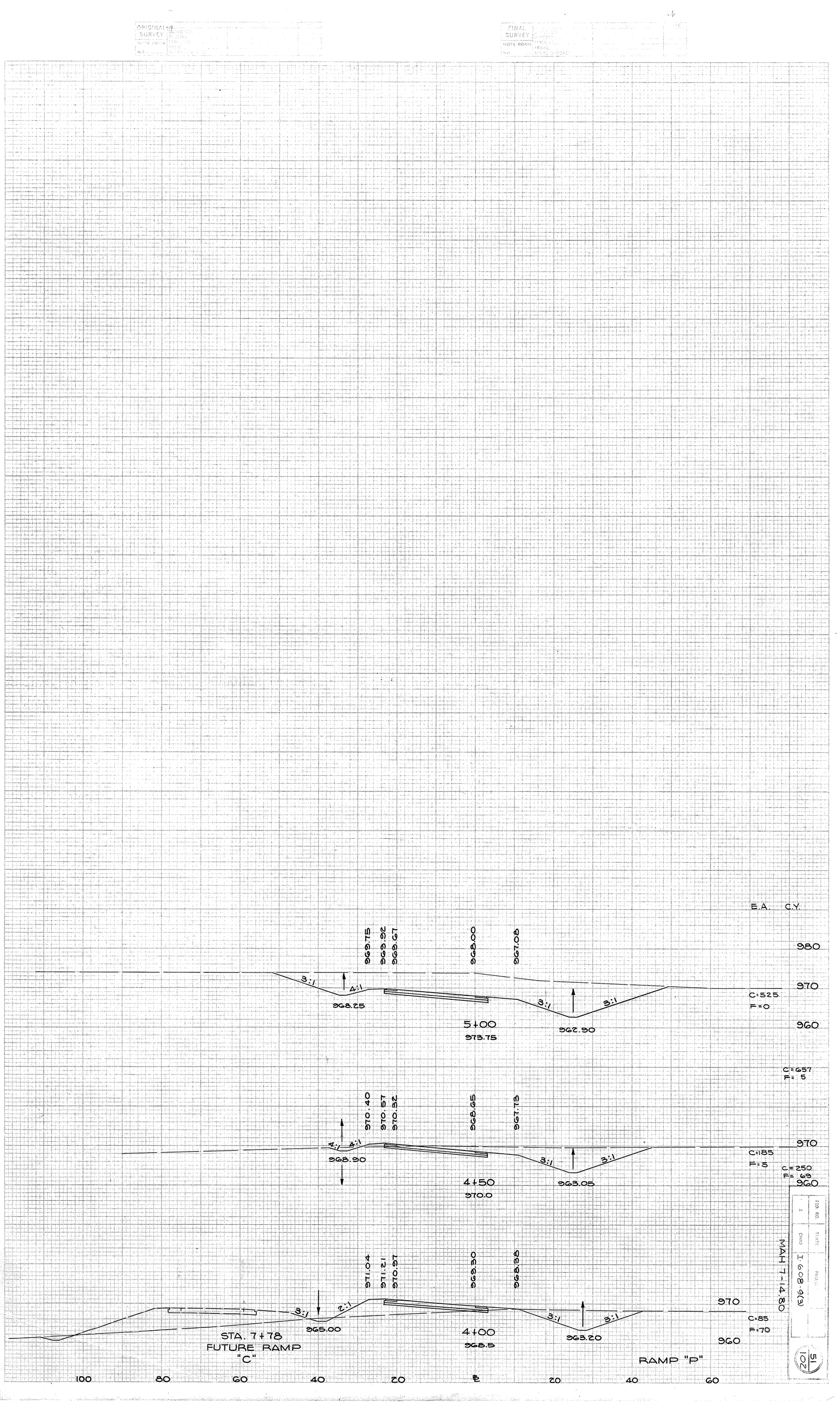
RAMP "P"

ORIGINAL SURVEY NOTE BOOK

FINAL SURVEY NOTE BOOK

PLATE 3: CROSS SECTION O. P. A. & F. STANDARD

RAMP "P"




| FED. RD. | STATE | PROJECT |
|---|---|---|
| 2 | OHIO | I-608-9(3) |

MAH 7-14.80

51
102

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I 608-9(3) | |

MAH-7-14.80

52
102

## I-15 GUARD RAIL LIN. FT.

| CODE | LOCATION FROM | LOCATION TO | ℄ OR SIDE | TYPE DEEP |
|---|---|---|---|---|
| G-1 | 11+47 | 13+72 | LT. | 225 |
| G-2 | 11+55 | 14+55 | RT. | 300 |
| | | | | |
| | | | | |
| SHEET TOTAL | | | | 525 |

## EROSION CONTROL

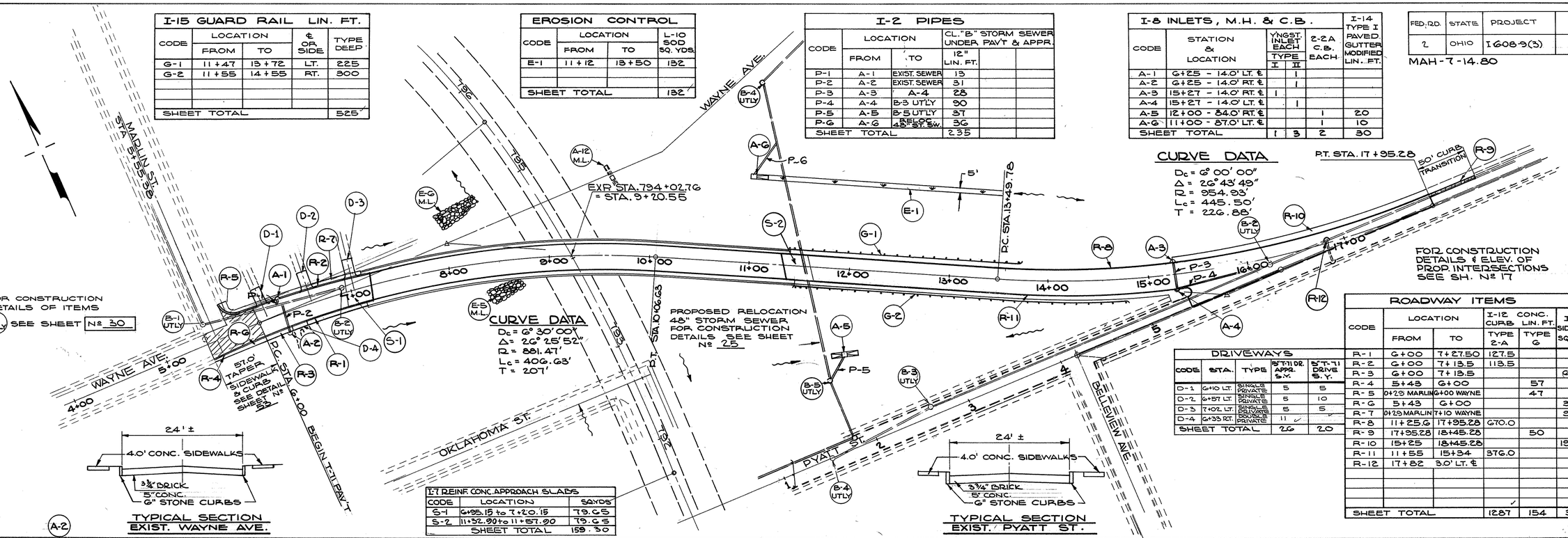
| CODE | LOCATION FROM | LOCATION TO | L-10 SOD SQ. YDS. |
|---|---|---|---|
| E-1 | 11+12 | 13+50 | 132 |
| | | | |
| | | | |
| SHEET TOTAL | | | 132 |

## I-2 PIPES

| CODE | LOCATION FROM | LOCATION TO | CL."B" STORM SEWER UNDER PAV'T & APPR. 12" LIN. FT. |
|---|---|---|---|
| P-1 | A-1 | EXIST. SEWER | 13 |
| P-2 | A-2 | EXIST. SEWER | 31 |
| P-3 | A-3 | A-4 | 28 |
| P-4 | A-4 | B-3 UT'LY | 90 |
| P-5 | A-5 | B-5 UT'LY | 37 |
| P-6 | A-6 | RELOC. 48" ST. SW. | 36 |
| SHEET TOTAL | | | 235 |

## I-8 INLETS, M.H. & C.B.

| CODE | STATION & LOCATION | YNGST. INLET EACH TYPE I | YNGST. INLET EACH TYPE II | 2-2A C.B. EACH | I-14 TYPE I PAVED GUTTER MODIFIED LIN. FT. |
|---|---|---|---|---|---|
| A-1 | G+25 - 14.0' LT. ℄ | | 1 | | |
| A-2 | G+25 - 14.0' RT. ℄ | | 1 | | |
| A-3 | 15+27 - 14.0' RT. ℄ | 1 | | | |
| A-4 | 15+27 - 14.0' LT. ℄ | | 1 | | |
| A-5 | 12+00 - 84.0' RT. ℄ | | | 1 | 20 |
| A-6 | 11+00 - 87.0' LT. ℄ | | | 1 | 10 |
| SHEET TOTAL | | 1 | 3 | 2 | 30 |




## I-7 REINF. CONC. APPROACH SLABS

| CODE | LOCATION | SQ YDS |
|---|---|---|
| S-1 | G+95.15 to 7+20.15 | 79.05 |
| S-2 | 11+32.90 to 11+87.90 | 79.05 |
| SHEET TOTAL | | 159.30 |

## DRIVEWAYS

| CODE | STA. | TYPE | 5"T-11 DR. APPR. S.Y. | 5"T-11 DRIVE S.Y. |
|---|---|---|---|---|
| D-1 | G+10 LT. | SINGLE PRIVATE | 5 | 5 |
| D-2 | G+57 LT. | SINGLE PRIVATE | 5 | 10 |
| D-3 | 7+02 LT. | SINGLE PRIVATE | 5 | 5 |
| D-4 | G+33 RT. | SINGLE PRIVATE | 11 | |
| SHEET TOTAL | | | 26 | 20 |

## ROADWAY ITEMS

| CODE | LOCATION FROM | LOCATION TO | I-12 CONC. CURB LIN. FT. TYPE 2-A | I-12 CONC. CURB LIN. FT. TYPE G | I-18 SIDEWALK SQ. FT. | I-16 CATCH BASIN ABANDND EACH |
|---|---|---|---|---|---|---|
| R-1 | G+00 | 7+27.50 | 127.5 | | | |
| R-2 | G+00 | 7+13.5 | 113.5 | | | |
| R-3 | G+00 | 7+13.5 | | | 69.4 | |
| R-4 | 5+43 | G+00 | | 57 | | |
| R-5 | 0+29 MARLIN | G+00 WAYNE | | 47 | | |
| R-6 | 5+43 | G+00 | | | 31.6 | |
| R-7 | 0+29 MARLIN | 7+10 WAYNE | | | 95.0 | |
| R-8 | 11+25.6 | 17+95.28 | G70.0 | | | |
| R-9 | 17+95.28 | 18+45.28 | | 50 | | |
| R-10 | 15+25 | 18+45.28 | | | 193.0 | |
| R-11 | 11+55 | 15+34 | 376.0 | | | |
| R-12 | 17+82 | 3.0' LT. ℄ | | | | 1 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| SHEET TOTAL | | | 1287 | 154 | 389 | 1 |

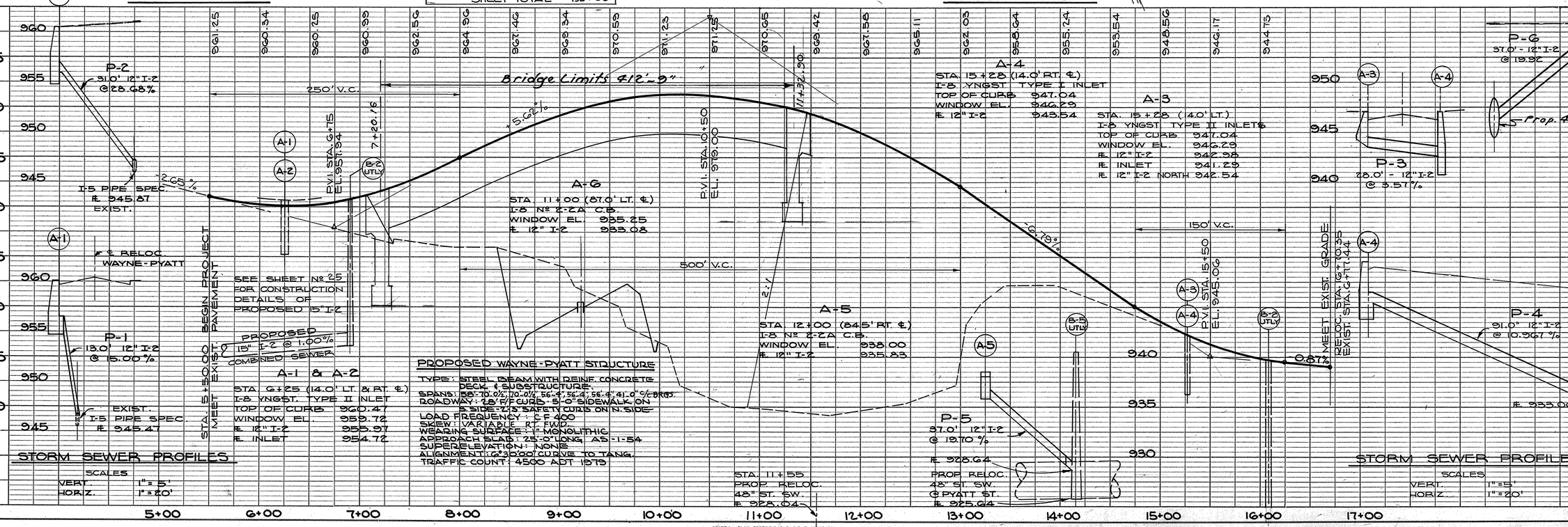


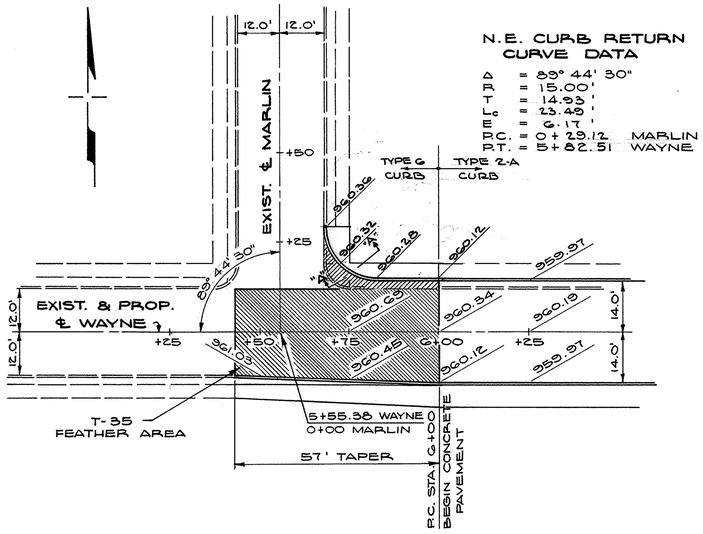

PLATE 1 — PLAN - PROFILE O. P. R. & R. E. STANDARD
261 FM-3 AGEPROOF FILM MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

# PLAN - PROFILE WAYNE - PYATT RELOCATION

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

MAH-7-14.80

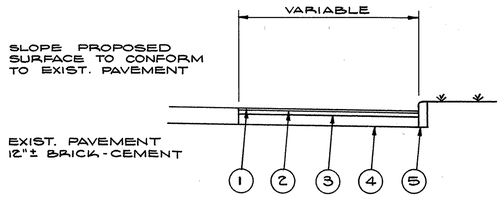
53
107




N.E. CURB RETURN
CURVE DATA

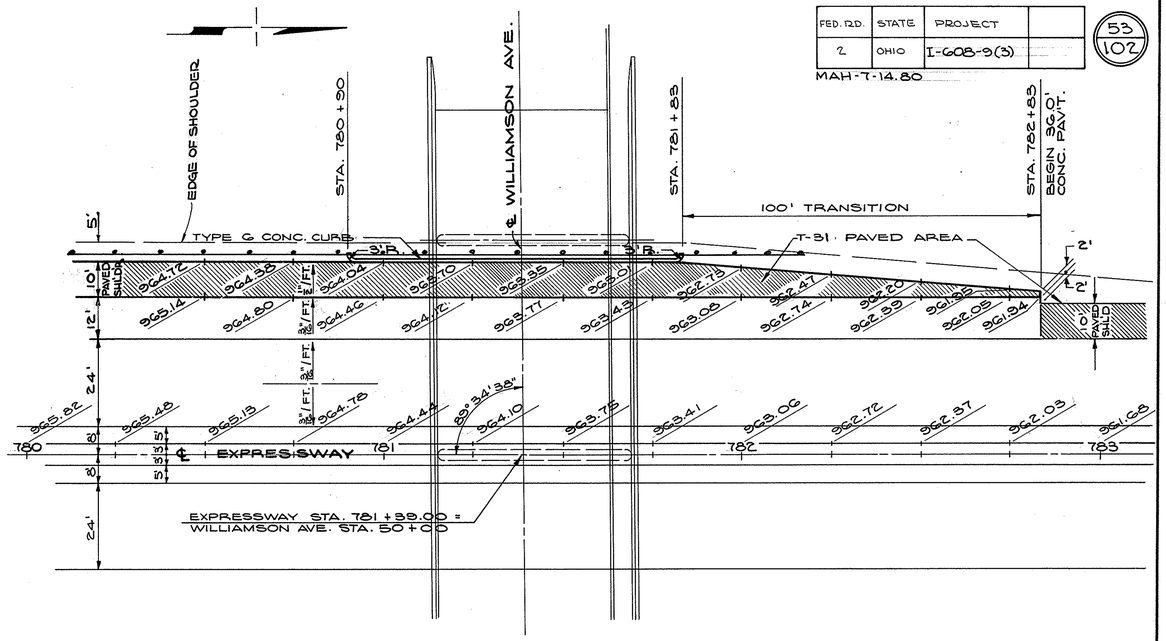
| | | |
|---|---|---|
| Δ | = 89° 44' 30" | |
| T | = 15.00' | |
| L | = 23.48' | |
| E | = 6.17' | |
| P.C. | = 0+29.12 | MARLIN |
| P.T. | = 5+82.51 | WAYNE |

INTERSECTION DETAIL
MARLIN & RELOCATED WAYNE

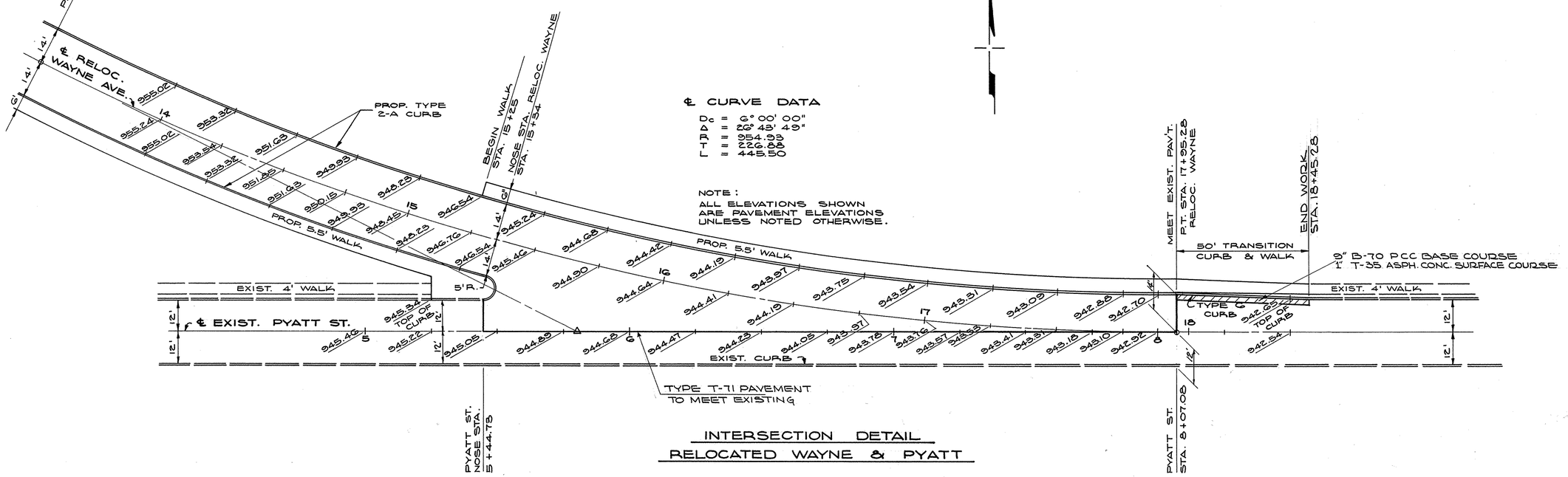



| | | | |
|---|---|---|---|
| 1 | 2" T-35 | ASPHALTIC CONCRETE SURFACE COURSE | C.Y. |
| 2 | 3" B-35 | ASPHALTIC CONCRETE BASE COURSE | C.Y. |
| 3 | T-30 | PRIME COAT .4 GAL/S.Y. | |
| 4 | 6" B-19 | AGGREGATE BASE COURSE | C.Y. |
| 5 | I-12 | CONCRETE CURB TYPE G | L.F. |

SECTION "A"-"A"




ADDITIONAL PAVED AREA
AT WILLIAMSON AVE. STRUCTURE




℄ CURVE DATA

| | |
|---|---|
| $D_c$ | = 6° 00' 00" |
| Δ | = 26° 43' 49" |
| R | = 954.93 |
| T | = 226.88 |
| L | = 445.50 |

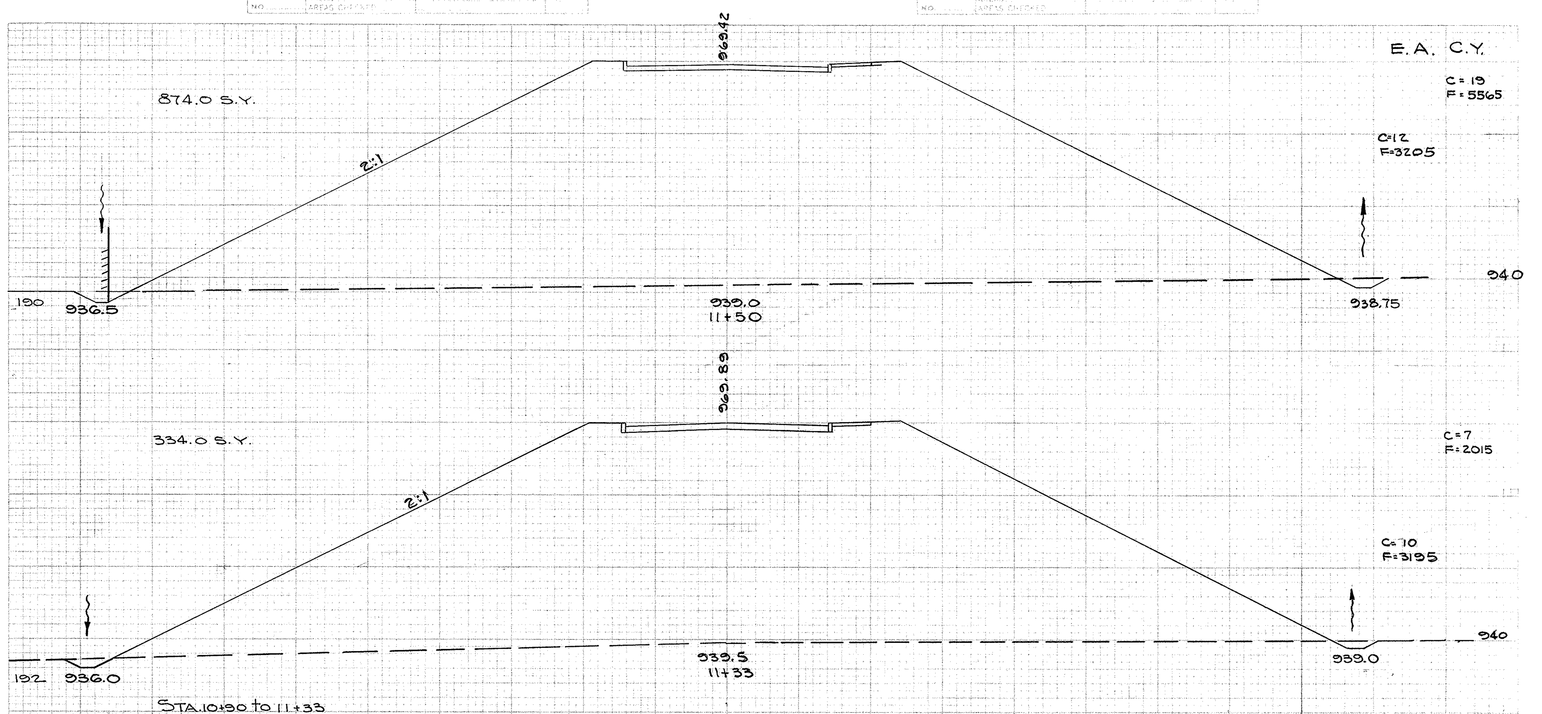
NOTE:
ALL ELEVATIONS SHOWN
ARE PAVEMENT ELEVATIONS
UNLESS NOTED OTHERWISE.

INTERSECTION DETAIL
RELOCATED WAYNE & PYATT

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

E. A. C. Y.



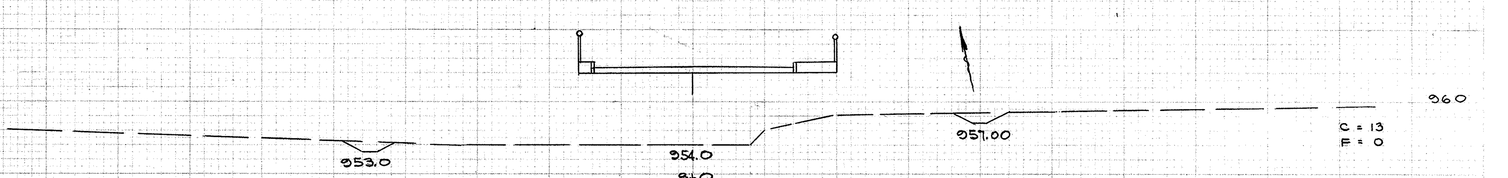




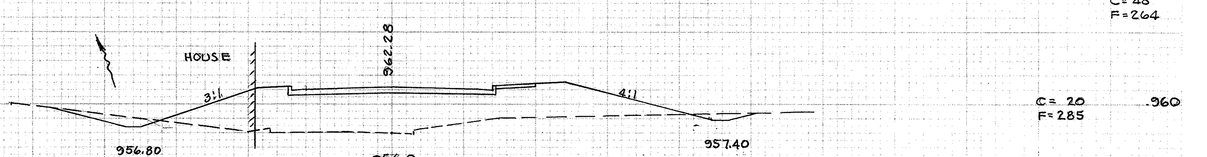
STA. 10+90 to 11+33
1367.0 S.Y. SEEDING

STA. 11+00
I-8 № 2-2A C.B.
87.0' LT. ℄
WINDOW EL. 935.25
E. 12" I-2 933.08

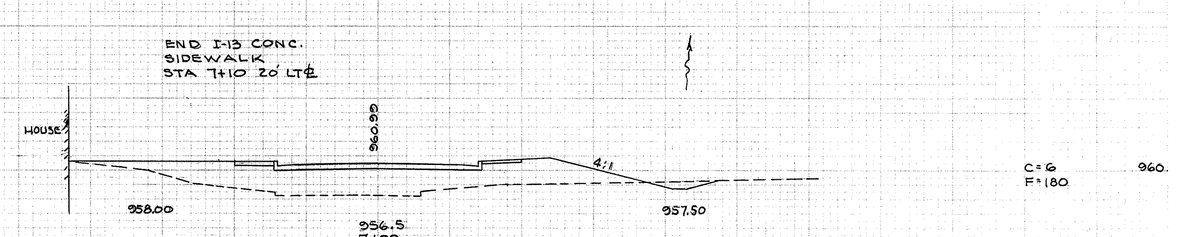
C=18
F=5917

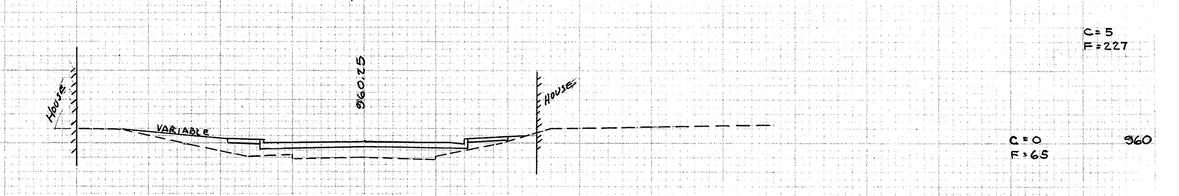


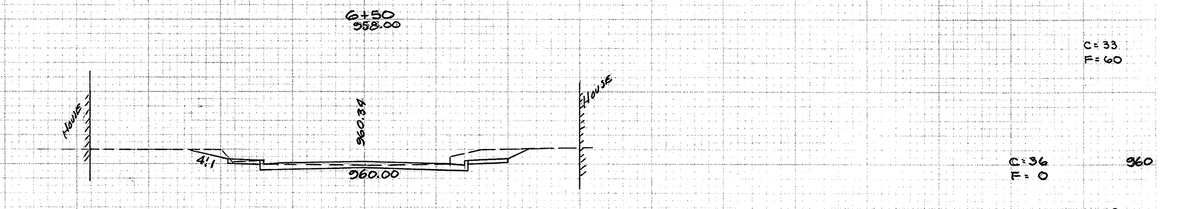

C=48
F=264



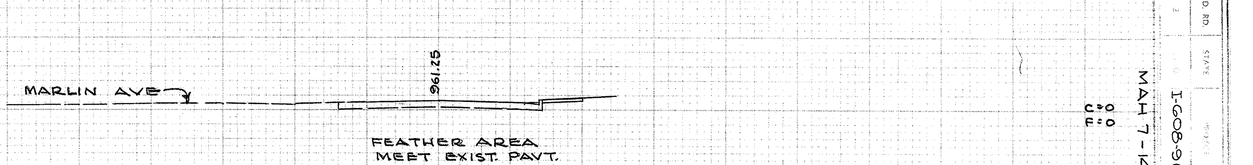

C=24
F=430




C=33
F=0




60 40 20 ℄ 20 40 60

WAYNE - PYATT

MAI-7-14.80

I-608-9(3)

STATE — SHEET NO. — TOTAL SHEETS

54
102

| ORIGINAL SURVEY | | BY | DATE |
|---|---|---|---|
| NOTE BOOK | SURVEYED | | |
| NO. | PLOTTED | | |
| | TEMPLATE | | |
| | AREAS | | |
| | AREAS CHECKED | | |

| FINAL SURVEY | | BY |
|---|---|---|
| NOTE BOOK | SURVEYED | |
| NO. | PLOTTED | |
| | TEMPLATE | |
| | AREAS | |
| | AREAS CHECKED | |

E. A. C.Y.

158 S.Y.

944.64

945.5
16+00

C+11
EXIST. PYATT

C = 55
F = 0

28

C=116
F = 0

161 S.Y.

945.46

4:1

947.0
15+50

5+60
EXIST. PYATT

C = 70
F = 0

30

C = 125
F = 10

186 S.Y.

948.45

4:1

949.5
15+00

5+10
945.36
EXIST. PYATT

C = 65
F = 11

37

C = 65
F = 195

264 S.Y.

955.54

4:1

2:1

951.00

950.0
14+50

4+58
945.80
EXIST. PYATT

C = 5
F = 200

58

C = 17
F = 370

389 S.Y.

955.24

4:1

953.00

951.7
14+00

949.50

4+07
EXIST. PYATT

C = 14
F = 200

82

C = 24
F = 527

522 S.Y.

958.64

3:1

2:1

952.50

952.1
13+50

949.00

C = 12
F = 380

106

613 S.Y.

962.09

C = 23
F = 1648

2:1

2:1

944.0
13+00

940.00

944.50

C = 13
F = 1400

124

868 S.Y.

965.11

C = 21
F = 3468

2:1

2:1

940.0
12+50

937.25

941.00

C = 10
F = 2345

198

1038 S.Y.

C = 17
F = 4768

2:1

2:1

939.0
12+00

936.75

938.50

C = 9
F = 2805

185

STA. 12+00 (84.5' RT. ℄)
I-8 № 2-2A C.B.
WINDOW EL. 938.00
E. 12" I-2 935.85

80 60 40 20 ℄ 20 40 60 80

WAYNE - PYATT

| FED. RD. | STATE | PROJECT |
|---|---|---|
| 2 | OHIO | I-608-9(3) |

MAY 7 - 14 - 80

55
107

| FED. RD. | STATE | PROJECT |
|---|---|---|
| 2 | OHIO | I-608-9(3) |

56
107

MAH 7-14.80

E.A. C.Y.

C= 0 0
F= 0

C= 0 0
F= 0

C= 0 0
F= 0

C= 5
F= 0

C= 6 0
F= 0

C= 33
F= 0

C= 30
F= 0

C= 56
F= 0

C= 31
F= 0

C= 80
F= 0

18+45

17+95

17+50

943.76

943.54

17+00

944.19

943.37

16+50

615 C.Y.

136 C.Y.

0

2.2

100
80
60
40
20
0
20
40
60
80
100

WAYNE - PYATT

PLATE 3 CROSS SECTION G.P.R.& R.R. STANDARD
PEURFEIL & ESSER CO., NEW YORK

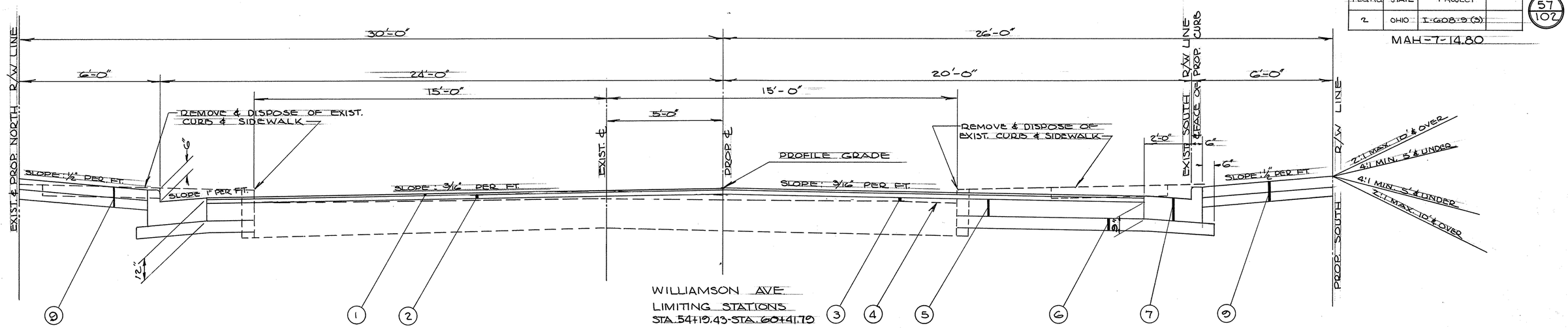
ORIGINAL SURVEY
DATE
NOTE BOOK
PAGES
NO.

FINAL SURVEY
DATE
NOTE BOOK
PAGES
NO.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9 (5) | |

57
102

MAH-7-14.80




(1) 1" T-35 ASPHALTIC CONCRETE SURFACE COURSE - TYPE 'C' (70-85)

(2) 2" B-35 ASPHALTIC CONCRETE LEVELING COURSE - (70-85)

(3) B-35 ASPHALTIC CONCRETE PRELEVELING COURSE - VARIABLE THICKNESS

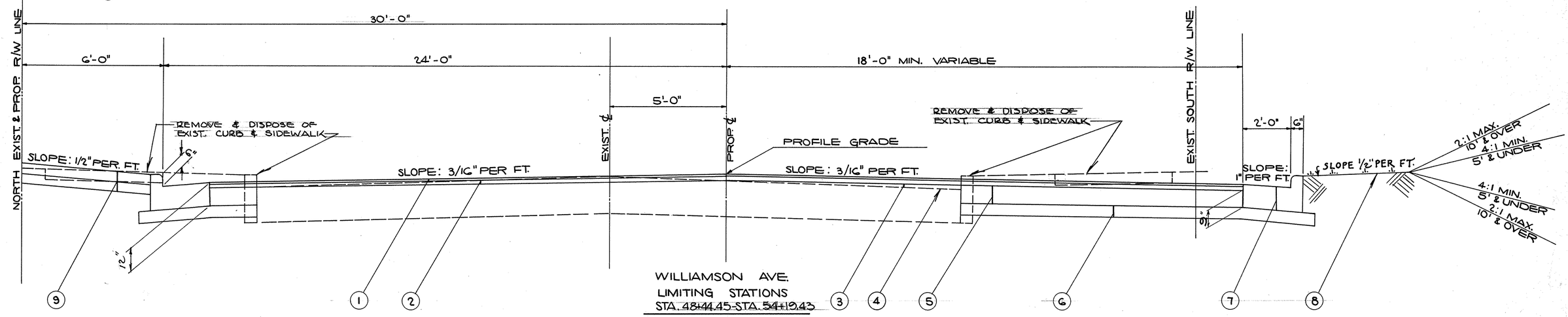
(4) T-30 BITUMINOUS TACK COAT .10 GAL. PER SQ. YD. {SEC. M-5.5, MS-2, RS-1 or SEC. M-5.2, RC-1, RC-2 or RC-3

(5) 9" B-70 PORTLAND CEMENT CONCRETE BASE COURSE

(6) 6" I-22 SUBBASE - GRANULATED SLAG - 'C' GRADING

(7) I-12 COMBINED CURB & GUTTER - TYPE 2

(9) 5" I-13 CONCRETE SIDEWALK - CLASS 'C' - INCLUDING 5" CINDER SUBBASE




(1) 1" T-35 ASPHALTIC CONCRETE SURFACE COURSE - TYPE 'C' (70-85)

(2) 2" B-35 ASPHALTIC CONCRETE LEVELING COURSE (70-85)

(3) B-35 ASPHALTIC CONCRETE PRELEVELING COURSE - VARIABLE THICKNESS

(4) T-30 BITUMINOUS TACK COAT .10 GAL. PER SQ. YD. {SEC. M-5.5, MS-2, RS-1 or SEC. M-5.2, RC-1, RC-2 or RC-3

(5) 9" B-70 PORTLAND CEMENT CONCRETE BASE COURSE

(6) 6" I-22 SUBBASE

(7) I-12 COMBINED CURB & GUTTER - TYPE 2

(8) L-9 SEEDING & PROTECTING

(9) 5" I-13 CONCRETE SIDEWALK - CLASS 'C' - INCLUDING 5" CINDER SUBBASE

TYPICAL SECTIONS - WILLIAMSON AVE.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

58/102

MAH-7-14.80

T-HUB FRONT OF HOUSE
T-HUB. W. SIDE HO. 221
IRON PIN BY N.E. COR. HO. 213
P.K. NAIL
PT. ON M.H. COVER
℄ HEASLEY NORTH
℄ HEASLEY SOUTH
℄ WILLIAMSON
69.08
78.66
12.86
61.61
73.71
70.16
69.28

T-HUB FRONT OF HO. 336
T-HUB. S.W. COR. HO. 406
IRON PIN WEST SIDE HO. 405
P.K. NAIL
℄ BELLEVIEW NORTH
℄ BELLEVIEW SOUTH
℄ WILLIAMSON
66.72
66.50
70.68
70.51
0.27'
83.91
84.12

100% CITY PARTICIPATION

| ITEM E-8 REMOVAL & DISPOSAL OF EXISTING WEARING COURSE (SQ.YD) | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | QUAN. | REMARKS |
| K-1 | 50+44 | 60+41.68 | 357 | |
| SHEET TOTAL | | | 357 | |

| ITEM I-124 VALVE & BOX. ADJUST TO GRADE (EA.) | | | |
|---|---|---|---|
| CODE | STA. | LOCA. | REMARKS |
| M-1 | 54+14 | 9.7' RT. | |
| M-2 | 54+14 | 19.7 LT. | |
| M-3 | 58+33 | 1' LT. ℄ | |
| M-4 | 60+26 | 7' RT. ℄ | |
| M-5 | 60+32 | 18.4' LT. | |
| M-6 | 60+38 | ON ℄ | |

| ITEM I-8 MANHOLES ADJ. TO GRADE | | | |
|---|---|---|---|
| CODE | STA. | LOCA. | REMARKS |
| E-1 | 48+43 | 5' LT. ℄ | |
| E-2 | 51+00 | 5' LT. ℄ | |
| E-3 | 53+06 | 5' LT. ℄ | |
| E-4 | 54+41 | 1' RT. ℄ | W.V.-M.H. |
| E-5 | 54+45 | 9' LT. ℄ | W.V.-M.H. |
| E-6 | 56+02 | 5' LT. ℄ | |
| E-7 | 60+03 | 5' LT. ℄ | |
| E-8 | 60+33 | 13' LT. ℄ | W.V.-M.H. |

| ITEM I-16 INLETS ABAND. EACH | | | |
|---|---|---|---|
| CODE | STA. | LOCA. | NUMBER |
| F-1 | 53+03 | 10' RT. ℄ | 1 |
| F-2 | 51+05 | 30' LT. ℄ | 1 |
| F-3 | 57+04 | 10' RT. ℄ | 1 |
| F-4 | 60+04 | 20' LT. ℄ | 1 |
| F-5 | 60+00 | 10' RT. ℄ | 1 |
| F-6 | 53+05 | 20' LT. ℄ | 1 |
| SHEET TOTAL | | | 6 |

BEGIN WORK STA. 48+44.45

NOTE: FOR DETAILS OF SEWER AND WATER MAIN RELOCATION IN THIS AREA, SEE UTILITY RELOCATION SHEET Nº 20 & 21

SEE SH'T. Nº 18 FOR RAMP "D" DETAILS AT WILLIAMSON AVE.

FOR INTERSEC. ST. DETAILS SEE SHT.# 59

FOR STEP & RET. WALL DETAILS SEE SHEET Nº 60

FOR TYPICAL SECTION DETAILS SEE SH'T. Nº 57

B.M. Nº 413 TOP OF FIRE HYDT. ON S.W. CORNER OF WILLIAMSON & HEASLEY ELEVA. 990.91

B.M. Nº 404 TOP OF FIRE HYDT. ON S.W. CORNER OF WILLIAMSON & BELLEVIEW ELEVA. 979.95

| I-7 REINF. CONC. APPROACH SLABS | | |
|---|---|---|
| CODE | LOCATION | SQ.YDS. |
| S-1 | 48+76.75 to 49+01.75 | 133.33 |
| S-2 | 51+08.50 to 51+33.50 | 133.33 |
| SHEET TOTAL | | 266.66 |

| ITEM E-8 REMOV. & STOR. OF EXIST. CURB | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | LOCA. | QUAN. |
| A-1 | N.E. RET. @ | HEASLEY (N) | LT. ℄ | 27 L.F. |
| A-2 | S.E. RET. To | 0+55 (S) | HEASLEY | 50 L.F. |
| A-3 | 48+53 | 54+00 | LT. ℄ | 547 L.F. |
| A-4 | 48+46 | 54+00 | RT. ℄ | 554 L.F. |
| A-5 | N.W. RET @ | BELLEVIEW | LT. ℄ | 27 L.F. |
| A-6 | S.W. RET. To | 0+45 (S) | BELLVW. | 40 L.F. |
| A-7 | N.E. RET @ | BELLEVIEW | LT. ℄ | 27 L.F. |
| A-8 | S.E. RET. To | 0+45 (S) | BELLVW. | 40 L.F. |
| A-9 | 54+41 | 60+09 | LT. ℄ | 568 L.F. |
| A-10 | 54+41 | 60+09 | RT. ℄ | 565 L.F. |
| A-11 | N.W. RETURN @ | SOUTH AVE. | | 45 L.F. |
| A-12 | S.W. RETURN @ | SOUTH AVE. | | 52 L.F. |

| ITEM E-8 REMOV. & DISP. OF EXIST. S. WALK | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | LOCA. | QUAN. |
| B-1 | 0+20 (S) | 0+55 (S) | HEASL. | 115 S.F. |
| B-2 | 48+48 | 54+06 | LT. ℄ | 2730 S.F. |
| B-3 | 48+48 | 54+06 | RT. ℄ | 2830 S.F. |
| B-4 | 0+20 (S) | 0+45 (S) | BELLVW. | 125 S.F. |
| B-5 | 0+26 (N) | 0+45 (S) | BELLVW. | 95 S.F. |
| B-6 | 0+20 (S) | 0+45 (S) | BELLVW. | 125 S.F. |
| B-7 | 0+26 (N) | 0+45 (S) | BELLVW. | 95 S.F. |
| B-8 | 54+30 | 60+30 | RT. ℄ | 3000 S.F. |
| B-9 | 54+30 | 60+30 | LT. ℄ | 3000 S.F. |
| B-10 | N.W. COR. | SOUTH AVE. | | 120 S.F. |
| B-11 | S.W. COR. | SOUTH AVE. | | 200 S.F. |

| ITEM I-2 COMB. SEWER 12"-68 (L) | | | | | |
|---|---|---|---|---|---|
| CODE | FROM | TO | LGTH | % GR. | |
| C-1 | D-1 | EXIST. SWR. | 12' | 53.0% | |
| C-2 | D-2 | E-3 | 32' | 1.0% | |
| C-3 | D-3 | E-3 | 24' | 1.0% | |
| C-4 | D-6 | E-6 | 32' | 1.0% | |
| C-5 | D-7 | E-6 | 34' | 1.0% | |
| C-6 | D-4 | E-7 | 30' | 1.0% | |
| C-7 | D-5 | E-7 | 24' | 4.32% | |

| ITEM I-8 INLETS YOUNGTN. TYPE 2 | | | | |
|---|---|---|---|---|
| CODE | STA. | LOCA. | TOP | F. INV. |
| D-1 | 0+55.36 | HEASLEY (S) | 388.08 | 384.02 |
| D-2 | 53+74.35 | WMSN. RT. | 377.47 | 373.41 |
| D-3 | 53+80.63 | WMSN LT. | 377.35 | 373.29 |
| D-4 | ¼ PT N.W. RET. | SOUTH AVE. | 358.75 | 354.63 |
| D-5 | 60+08.96 | WMSN. RT. | 359.53 | 355.47 |
| D-6 | 57+15 | LT. | 370.49 | 366.43 |
| D-7 | 57+15 | RT. | 370.55 | 366.49 |

*NOTE: AT STA. 59+10 RT. & 59+50 RT. PORCHES FOR BOTH OF THESE HOUSES TO BE REMOVED AND DISPOSED OF UNDER ITEM S-24, COMPENSATION TO BE ARRANGED WITH THE OWNERS (SEE X-SECS.)

| ITEM I-12 TYPE 2 COMB. CURB & GUTTER | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | LOCA. | QUAN. |
| G-1 | 48+47.00 | 48+76.75 | RT. of ℄ | 43.72 L.F. |
| G-2 | 52+75.25 | 54+07.43 | RT. of ℄ | 146.52' |
| G-3 | 54+31.43 | 60+30.68 | RT. of ℄ | 636.66' |
| G-4 | 48+53.76 | 48+76.75 | LT. of ℄ | 34.54' |
| G-5 | 51+23.50 | 54+07.46 | LT. of ℄ | 295.49' |
| G-6 | 54+31.35 | 60+30.68 | LT. of ℄ | 633.53' |
| SHEET TOTAL | | | | 1,791' |

| ITEM I-13 5" CONC. SIDEWALK REPLACE. | | | | |
|---|---|---|---|---|
| CODE | FROM | TO | LOCA. | QUAN. |
| H-1 | 48+60 | 48+90 | LT. of ℄ | 165 S.F. |
| H-2 | 51+19 | 54+05 | LT. of ℄ | 1681 S.F. |
| H-3 | 54+35 | 60+30 | LT. of ℄ | 3467 S.F. |
| H-4 | 54+35 | 60+30 | RT. of ℄ | 3467 S.F. |

| I-124 FIRE HYDRANTS-REMOVED & RESET-EACH | | |
|---|---|---|
| CODE | EXISTING LOCATION | PROPOSED LOCATION |
| W-1 | 53+97.20 26' LT. ℄ | 53+87.46 25' LT. ℄ |
| W-2 | 57+15 23' LT. ℄ | 57+22 25' LT. ℄ |
| W-3 | 60+04.70 12' RT. ℄ | 60+04.70 22' RT. ℄ |

PROPOSED STRUCT. DATA
TYPE: CONT. ST'L. BEAM WITH REINF. CONC. DECK SLAB & SUB STRUCT.
SPANS - 36'-0", 60'-0", 63'-0", 42'-6" & BRGS.
ROADWAY - 48' E/F OR 2'-3" CURB & 5'-0" SIDEWALK ON ONE SIDE
LOAD FREQUENCY: C.F. 2000 ADEQUATE FOR AASHO ALTERNATE LOADING
SKEW - 0°25'22" R.F. (Bridge Square)
WEARING SURFACE - 1" MONOLITHIC
APPROACH SLAB - 25' LONG AS I-1-54
SUPERELEVATION - NONE
ALIGNMENT - TANGENT

| 55: DRIVEWAYS SINGLE: PRIVATE | | | | | | |
|---|---|---|---|---|---|---|
| CODE | STATION | LOCA | TYPE | W.A. LIMIT | 5" T-70 S.Y. | 8" B-19 S.Y. | 7" T71 PCC DRIVEWAY/ APPROACH AS PER PLAN S.Y. |
| J-1 | 54+75 | RT | SLAG | 45' OFF ℄ | | 21 | 7 |
| J-2 | 55+84 | RT | CONC. | 50' OFF ℄ | 27 | | 7 |
| J-3 | 56+59 | RT | CONC. | 55' OFF ℄ | 32 | | 7 |
| J-4 | 56+97 | RT | CONC. | NONE | | | |
| J-5 | 58+07 | RT | CONC. | 50' OFF ℄ | 27 | | 7 |
| J-6 | 58+68 | RT | BRICK | 50' OFF ℄ | 27 | | 7 |
| J-7 | 59+28 | RT | BRICK | 35' OFF ℄ | 27 | | 7 |
| J-8 | 59+71 | RT | DIRT | 45' OFF ℄ | | 21 | 7 |
| J-9 | 51+33 | LT | | NONE | | | |
| J-10 | 51+74 | LT | | NONE | | | |
| J-11 | 52+58 | LT | | NONE | | | |
| J-12 | 55+32 | LT | CONC. | NONE | | | |
| J-13 | 56+14 | LT | BRICK | NONE | | | |
| J-14 | 57+00 | LT | EL. TOP | NONE | | | |
| J-15 | 59+35 | LT | CONC. | NONE | | | |
| J-16 | 55+21 | RT | SLAG | 50' OFF ℄ | | 27 | 7 |
| SHEET TOTAL | | | | | 140 | 69 | 56 |

WILLIAMSON AVE.

PLATE 3 - PLAN - PROFILE G.P.S. & R.E. STANDARD
REUPEL & REUPEL CO., NEW YORK

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
CROSS CHECKED
RT. OF WAY CHECKED

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
CROSS CHECKED
B. M.'s NOTED
SYNOPTIC NOTATIONS CHKD.

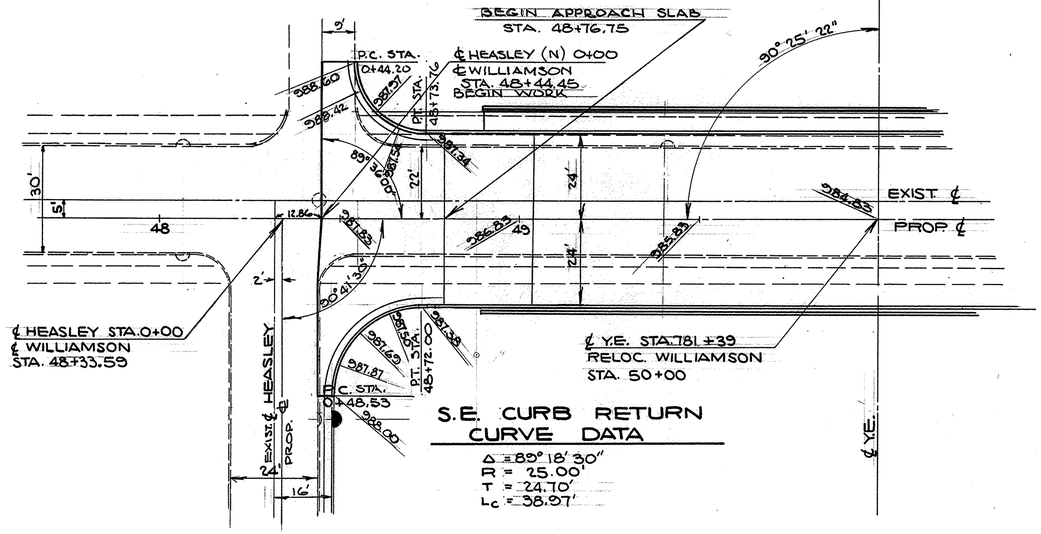
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | I-608-9(3) | |

59
102

MAH - 7-14.80

## N.E. CURB RETURN CURVE DATA

Δ = 90°24'00"
R = 20.00'
T = 20.14'
$L_c$ = 31.55



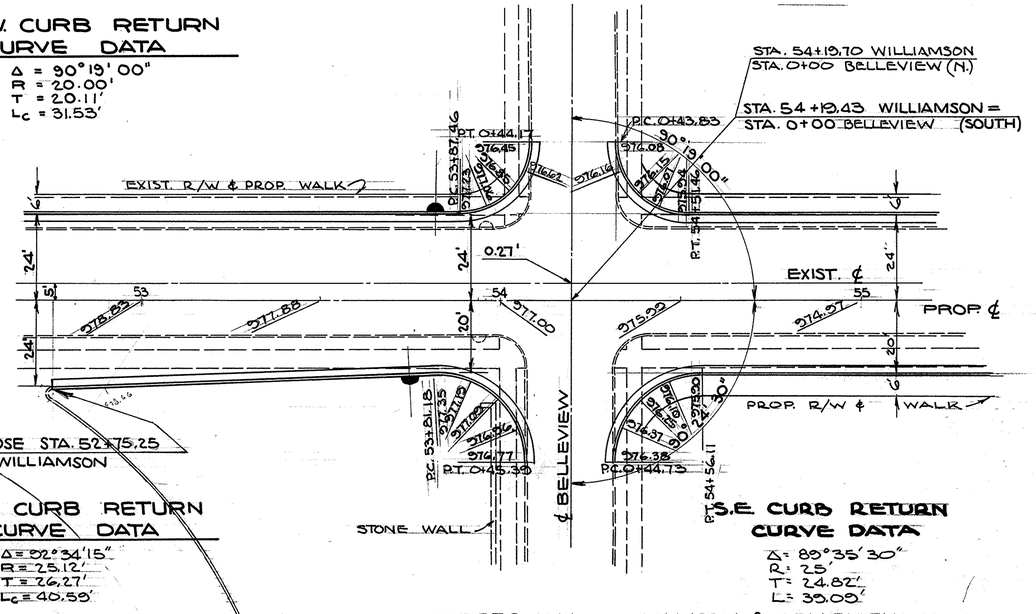

## S.E. CURB RETURN CURVE DATA

Δ = 89°18'30"
R = 25.00'
T = 24.70'
$L_c$ = 38.97'

INTERSECTION - WILLIAMSON & HEASLEY

## N.W. CURB RETURN CURVE DATA

Δ = 90°19'00"
R = 20.00'
T = 20.11'
$L_c$ = 31.53'




## N.E. CURB RETURN CURVE DATA

Δ = 89°41'00"
R = 20'
T = 19.89'
L = 31.31'

## S.W. CURB RETURN CURVE DATA

Δ = 02°34'15"
R = 25.12'
T = 26.27'
$L_c$ = 40.59'

## S.E. CURB RETURN CURVE DATA

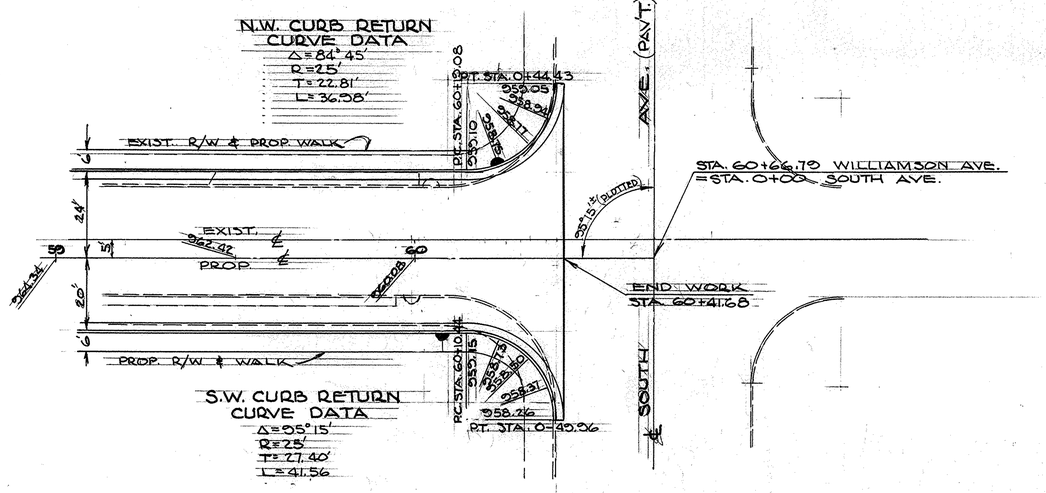
Δ = 89°35'30"
R = 25'
T = 24.82'
L = 39.09'

INTERSECTION - WILLIAMSON & BELLEVIEW

NOTE:
ALL ELEVATION SHOWN THIS SHEET ARE FOR TOP OF CURB UNLESS NOTED OTHERWISE

## N.W. CURB RETURN CURVE DATA

Δ = 84° 45'
R = 25'
T = 22.81'
L = 36.98'




## S.W. CURB RETURN CURVE DATA

Δ = 95°15'
R = 25'
T = 27.40'
L = 41.56

INTERSECTION - WILLIAMSON & SOUTH AVE.

PAVEMENT DETAILS - WILLIAMSON AVE.

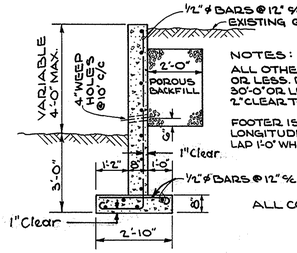
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

60
102

MAH-7-14.80

## ESTIMATED QUANTITIES PER LIN. FT.

| ① | CU. YDS. CONC. FOOTER | CU. YDS. CONC. WALL | REINF. ST'L LBS. | EXCAV. CU. YDS. | POROUS BACK FILL CU. YDS. |
|---|---|---|---|---|---|
| 1'-0" | .0702 | .083 | 6.847 | .636 | - |
| 1'-6" | .0702 | .095 | 7.181 | .687 | - |
| 2'-0" | .0702 | .107 | 7.515 | .734 | .098 |
| 2'-6" | .0702 | .120 | 7.849 | .786 | .136 |
| 3'-0" | .0702 | .132 | 8.350 | .833 | .173 |
| 3'-6" | .0702 | .145 | 8.684 | .885 | .210 |
| 4'-0" | .0702 | .158 | 9.018 | .932 | .247 |

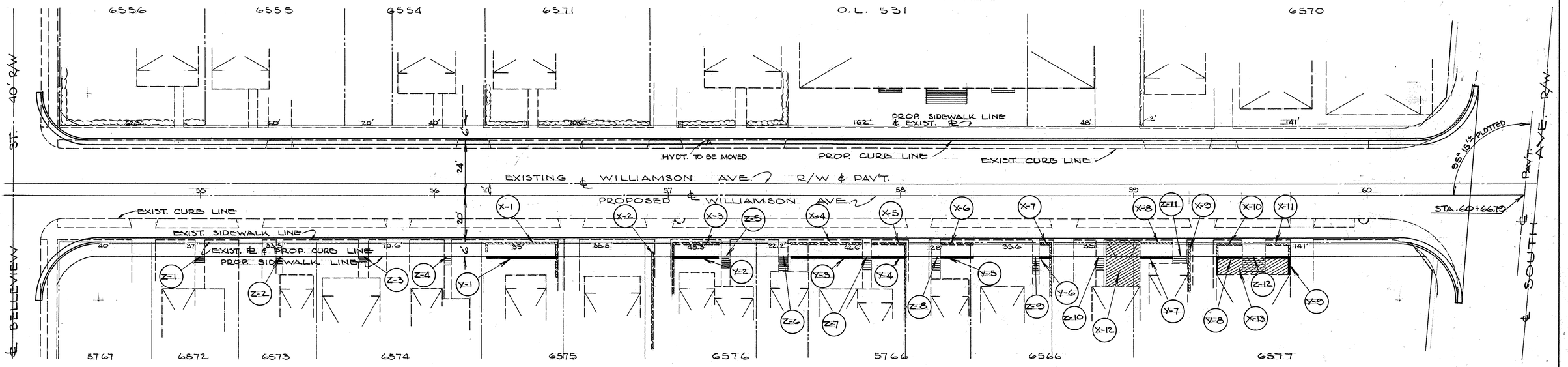



NOTES:
ALL OTHER BARS ARE #3 @ 2'-0" c/c OR LESS. EXPANSION JOINTS @ 30'-0" OR LESS. ALL BARS WILL HAVE 2" CLEAR TO EDGE OF CONCRETE, UNLESS SHOWN OTHERWISE.

FOOTER IS CONTINUOUS AND LONGITUDINAL BARS ARE TO LAP 1'-0" WHERE NECESSARY

ALL CONCRETE TO BE CLASS "C"

**RESIDENTIAL RETAINING WALL DETAIL**
NO SCALE




100% CITY PARTIC'N

### ITEM S-24 REMOVAL & DISPOSAL OF EXISTING STRUCTURES

| CODE | FROM | TO | LOCA. | TYPE | WIDTH | AVRG. HT. | LGTH. | REMARKS |
|---|---|---|---|---|---|---|---|---|
| X-1 | 56+22 | 56+53 | 20' S. OF ℄ | CONC. | 8" | 3 FT. | 40' – | INCLS. 8' S. OF PR. |
| X-2 | 56+02 | ~~57+22~~ | 24' S. OF ℄ | BRICK | 8" | 2 FT. | 12' | |
| X-3 | 57+02 | 57+22 | 20' S. OF ℄ | CONC. BLK. | 8" | 2 FT. | 26' – | INCLS. 6' S. OF PR. |
| X-4 | 57+52 | 57+83 | " " " | CONC. BLK. | 8" | 3 FT. | 31' | |
| X-5 | 57+87 | 58+02 | " " " | CONC. BLK. | 8" | 3 FT. | 21' – | INCLS. 6' S. OF PR. |
| X-6 | 58+17 | 58+32 | " " " | BRICK | 8" | 2 FT. | 15' | |
| X-7 | 58+60 | 58+65 | " " " | CONC. | 8" | 2 FT. | 11' – | INCLS. 6' S. OF PR. |
| X-8 | 50+03 | 50+17 | " " " | BRICK | 8" | 1½ FT. | 14' | |
| X-9 | 50+24 | ——— | " " " | BRICK | 8" | 1½ FT. | 6' | SOUTH OF PR. |
| X-10 | 50+35 | 50+46 | " " " | BRICK | 8" | 1 FT. | 17' | INCLS. 6' S. OF PR. |
| X-11 | 50+56 | 50+67 | " " " | BRICK | 8" | 2 FT. | 17' | INCLS. 6' S. OF PR. |
| X-12 | 58+88.4 | 59+02.4 | 19' S. OF ℄ | 1 STR. BRICK PORTION ONLY | | | 14' | STORE BLDG. |
| X-13 | 50+36 | 50+68 | 27' S. OF ℄ | 7'x32' PORCH (ON DUPLEX) | | | 32' | |

100% CITY PARTIC'N

### CONCRETE RESIDENTIAL RETAINING WALLS

| CODE № | FROM STA. | TO STA. | LOCATION FROM PROPOSED ℄ | LENGTH LIN. FT. | ITEM-S-1 CLASS "C" CONCR. CU. YDS. | ITEM-S-4 REINF. STEEL LBS. | ITEM-E-2 EXCAVA. FOR STRUC. CU. YDS. | ITEM-S-20 POROUS BACKFILL CU. YDS. | AVERAGE HEIGHT |
|---|---|---|---|---|---|---|---|---|---|
| Y-1 | 56+22 | 56+53 | 26 FT. | 31' | 5.89 | 212 | 24 | 4 | 5.5 |
| Y-2 | 57+02 | 57+22 | " | 20' | 3.80 | 205 | 18 | 3 | 5.5 |
| Y-3 | 57+52 | 57+83 | " | 31' | 7.09 | 279 | 29 | 8 | 7.0 |
| Y-4 | 57+87 | 58+02 | " | 15' | 3.44 | 135 | 14 | 4 | 7.0 |
| Y-5 | 58+17 | 58+32 | " | 15' | 3.44 | 135 | 14 | 4 | 7.0 |
| Y-6 | 58+60 | 58+65 | " | 5' | 1.15 | 45 | 5 | 1 | 7.0 |
| Y-7 | 50+03 | 50+17 | " | 14' | 2.31 | 101 | 10 | – | 4.5 |
| Y-8 | 50+35 | 50+46 | " | 18' | 2.76 | 123 | 11 | – | 4.0 |
| Y-9 | 50+56 | 50+67 | " | 18' | 2.76 | 123 | 11 | – | 4.0 |
| SHEET TOTALS | | | | | 32.64 | 1358 | 136 | 23 | |

100% CITY PARTIC'N

### ITEM I-13 CONC. STEPS IN PLACE COMPLETE & ACCEPT.

| CODE | STATION | NUMBER OF STEPS | WIDTH | LIN. FT. | REMARKS |
|---|---|---|---|---|---|
| Z-1 | 54+99 | 3 | 4 FT | 12 | 8" R – 12" T |
| Z-2 | 55+34 | 2 | 3 FT | 6 | 8" R – 12" T |
| Z-3 | 55+70 | 3 | 4 FT | 12 | 8" R – 12" T |
| Z-4 | 56+07 | 4 | 3 FT | 12 | 8" R – 12" T |
| Z-5 | 57+25 | 6 | 4 FT | 24 | 8" R – 11" T |
| Z-6 | 57+50 | 7 | 4 FT | 28 | 8" R – 12" T |
| Z-7 | 57+86 | 6 | 3 FT | 18 | 9" R – 12" T |
| Z-8 | 58+15 | 6 | 3 FT | 18 | 8" R – 11" T |
| Z-9 | 58+58 | 8 | 3 FT | 18 | 7" R – 11" T |
| Z-10 | 58+86 | 6 | 3 FT | 18 | 7" R – 12" T |
| Z-11 | 50+20 | 3 | 6 FT | 18 | 6" R – 12" T |
| Z-12 | 50+52 | 7 | 11 FT | 77 | 6" R – 12" T |
| SHEET TOTAL | | | | 261 | |

CONCRETE STEPS & WILLIAMSON AVE. RESIDENT. RET. WALLS

F.B. 27 P.34-

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

61/102

MAH-7-14.80

E.A. C.Y.

C=42 F=0 — SEE RAMP "P" X-SECTIONS — C=73 F=0

C=37 F=0 — SEE RAMP "P" X-SECTIONS — C=48 F=0

C=36 F=0 — C=13 F=0

C=18 F=0 — C=33 F=0 — C=3 F=0

570.83 (579.75) 52+50 | 580.83 (580.74) 52+00 | 581.83 (581.67) 51+50 | STRUCTURE 582.83 | (582.66) 51+00 | STRUCTURE 583.83 | (583.65) 50+50 | STRUCTURE 584.83 | (584.65) 50+00 | STRUCTURE 585.83 | (585.55) 49+50 | STRUCTURE 586.83 | (586.58) 49+00 | 587.83 (587.74) 48+50

DRIVEWAY @ 52+58 NO W.A. REQ.

DRIVEWAY @ 51+74 NO W.A. REQ.

DRIVEWAY @ 51+33 NO W.A. REQ.

582 580 | 582 580 | 582 580 | 584 582 | 585 583 | 586 584 | 588 586 | 589 587

FINAL SURVEYED / SURVEY PLOTTED / NOTE BOOK TEMPLATE / NO. AREAS CHECKED

ORIGINAL SURVEYED / SURVEY PLOTTED / NOTE BOOK AREAS / NO. AREAS CHECKED

PLATE 3 - CROSS SECTION O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

X-SECTIONS WILLIAMSON AVE. 48+50 TO 52+50

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — DATE — NOTE BOOK — NO.

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — NO.

50 40 30 20 10 0 10 20 30 40 50

E.A. C.Y.

574
572
570

DRIVEWAY @ 56+14
NO W.A. REQ.

23 107 S.Y.

572.54
9
40
C=49
F=0
C=96
F=0
(572.40)
56+19.70

DRIVEWAY @ 55+84
W.A. REQ. TO 50' OFF ℄

575
573
571

15 86 S.Y.

DRIVEWAY @ 55+32
NO WA REQ.

573.55
9
36
C=87
F=0
C=45
F=0
(573.41)
55+69.70

DRIVEWAY @ 55+21
W.A. REQ. TO 50' OFF ℄

576
574
572

16 61 S.Y.

574.57
9
32
C=80
F=0
C=41
F=0
(574.36)
55+19.70

DRIVEWAY @ 54+75
W.A. REQ. TO 45' OFF ℄

576
574
572

6 17 S.Y.

575.58
9
23
C=68
F=0
C=32
F=0
(575.33)
54+69.70

578
576
574

576.69
C=30
F=0

0

(576.38)
54+19.70 ℄ BELLEVIEW (N.)

578
576
574

577.00
1
8
21
C=11
F=0
C=29
F=0
(576.75)
54+00

980
978
976

977.88
8
60
C=80
F=0
C=68
F=0
(977.73)
53+50

982
980
978

978.83
8
67
C=133
F=0
C=75
F=0
(978.77)
53+00
C=108
F=0

EXIST ℄ PROP ℄

50 40 30 20 10 0 10 20 30 40

PLATE 3 CROSS-SECTION G.P.W.A.R.F. STANDARD
KUFFEL & ESSER CO. NEW YORK

X-SECTIONS WILLIAMSON AVE. 53+00 TO 56+19.70

| | | | |
|---|---|---|---|
| | FED. RD. | | |
| 2 | STATE | | |
| CHRIS | I-600-9(13) | | |

MAH-17-14.80

62
102

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — NO.

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — NO.

50 40 30 20 10 0 10 20 30 40

E.A. C.Y.

960
958
C=10
F=0
(958.42.)
60+31.70 W.P. SOUTH AVE.
26 108 S.Y.

960
958
C=11
F=0
958.04
C=41
F=0
9
32
(958.04)
60+19.70
13 36 S.Y.
STEPS & RET. WALL
PORCH
2½ STR. (½ BRICK & FR.) DUPLEX
℄ @ 59+31.70
C=69
F=0
C=34
F=0

963
961
961.55
9
25
DRIVEWAY @ 59+71
W.A. REQ. TO 45' OFF ℄
(961.81)
59+69.70
4 28 S.Y.
PORCH
FACE OF 2 STR. FR. HSE ℄ @ 59+14.70

DRIVEWAY @ 59+35
NO W.A. REQ.
965
963
963.63
C=68
F=0
C=39
F=0
9
30
DRIVEWAY @ 59+28
W.A. REQ. TO 35' OFF ℄
(963.50)
59+19.70
6 169 S.Y.

968
966
965.48
C=68
F=0
C=35
F=0
9
26
DRIVEWAY @ 58+68
W.A. REQ. TO 50' OFF ℄
(965.29)
58+69.10
58 169 S.Y.

970
968
967.28
C=80
F=0
C=51
F=0
9
42
DRIVEWAY @ 58+07
W.A. REQ. TO 50' OFF ℄
(967.02)
58+19.70
8 50 S.Y.

971
969
968.94
C=97
F=0
C=54
F=0
9
45
(968.61)
57+69.70
10 44 S.Y.

972
970
970.36
C=94
F=0
C=47
F=0
9
38
DRIVEWAY @ 57+00
NO W.A. REQ.
DRIVEWAY @ 56+07
NO W.A. REQ.
(970.05)
57+19.70
6 83 S.Y.
C=94
F=0
DRIVEWAY @ 56+50
W.A. REQ. TO 55' OFF ℄

974
972
970
971.54
C=55
F=0
C=96
F=0
9
46
(971.33)
56+69.70
24 181 S.Y.

℄ ENTRANCE ℄ GRADE

50 40 30 20 10 0 10 20 30 40

PLATE 3: CROSS SECTION @ 5' & 2½' STAGGERED
REPORT & COPY OF REC'D TOO.

X-SECTIONS WILLIAMSON AVE, 56+69.70 TO 60+31.70

REV. NO. | DATE | BY | REMARKS
I-608-9(8)
MAH-7-14.80
63
102

# GENERAL NOTES - LIGHTING

INSPECTION AND TESTING:

COSTS OF ALL OF THE FOLLOWING INSPECTIONS AND TESTS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS ON THIS PROJECT.

THE INSTALLATION OF ALL STREET LIGHTING EQUIPMENT WILL BE INSPECTED BY A REPRESENTATIVE OF THE OHIO EDISON COMPANY WHILE BEING INSTALLED. THE COST OF SUCH INSPECTION SHALL BE BORNE BY THE CONTRACTOR.

UPON COMPLETION OF THE LIGHTING SYSTEM, THE FOLLOWING TESTS WILL BE CONDUCTED BY THE OHIO EDISON COMPANY, SUCH TESTS TO BE PAID FOR BY THE CONTRACTOR.

POTENTIAL TEST:

THE POTENTIAL OF THE SYSTEM SHALL BE CONSIDERED SATISFACTORY WHEN THE TEST VOLTAGE OF TWICE THE OPERATING VOLTAGE PLUS 1,000 VOLTS IS HELD FOR ONE MINUTE.

BURNING TEST:

THE COMPLETED LIGHTING SYSTEM SHALL BE OPERATED FROM SUNSET TO SUNRISE EACH NIGHT FOR A PERIOD OF ONE WEEK PRIOR TO ACCEPTANCE. DURING THIS TRIAL OPERATION, THE CONTRACTOR SHALL CORRECT ANY DEFECTS WHICH MAY DEVELOP, AT NO EXTRA COST TO THE STATE.

LIGHTING STANDARD FOUNDATIONS, CONDUIT WIRE AND CABLE:

THE LAMP STANDARD FOUNDATIONS SHALL BE CLASS "C" CONCRETE WITH FOUR (4) 1" X 3'-4" STEEL ANCHOR RODS, CADMIUM COATED OR GALVANIZED, 6" ON THREADED ENDS, EXTENDED 2 5/8" ABOVE THE TOP OF THE FOUNDATION. THE LIGHTING CABLES SHALL ENTER THE LIGHTING STANDARD BASE THRU A 2" GALVANIZED STEEL CONDUIT, FROM THE 24" SQUARE CONC. PULL BOX MOUNTED ADJACENT TO IT, AS INDICATED ON THE PLANS.

THE NO. 6 AWG CABLE, AS INDICATED ON THE PLANS, SHALL BE 5,000 VOLT, STRANDED COPPER, SERIES CABLE WITH 10/64" RUBBER INSULATION, NON-SHIELDED, WITH 4/64" NEOPRENE JACKET, SUPER CORONAL-GEOPRENE OR EQUAL.

THE NO. 2 AWG CABLE, AS INDICATED ON THE PLANS, SHALL BE SEVEN-STRANDED TINNED COPPER CABLE WITH 2/64" FLAMENOL INSULATION OR EQUAL.

THE NO. 8 AWG CABLE USED TO CONNECT BETWEEN THE SECONDARY OF THE 175 W. SERIES TRANSFORMERS AND THE LUMINAIRE SHALL BE 1,000 VOLT 7 STRAND, COPPER WIRE WITH 5/64" VERSATOL GEOFRENE INSULATION OR EQUAL. DUPLEX CABLE MAY BE USED IN FLACE OF 2 SINGLE WIRES, AT THE OPTION OF THE CONTRACTOR.

STANDARDS:

THE STANDARDS SHALL BE OF SUCH DESIGN AS TO MAKE A COMPLETE WIRING RACEWAY AFTER THE STANDARDS HAVE BEEN ASSEMBLED AND ERECTED. THE BRACKET SHALL NOT BE LESS THAN 2" INSIDE DIAMETER. THE STANDARDS SHALL BE EQUIPPED WITH A "J" HOOK PLACED INSIDE AND ABOVE THE BRACKET MOUNTING HEIGHT, TO ATTACH A CABLE GRIP IN SUCH A MANNER TO PREVENT THE CABLE FROM HANGING IN THE POLE AND BRACKET BUSHING AT THE POINT OF BRACKET ATTACHMENT TO THE POLE. THE LIGHT STANDARD SHALL BE SUPPLIED WITH A GROUNDING LUG INSIDE THE BASE, AND A 4" X 6 1/2" HAND HOLE. THE STANDARDS ON BRIDGES ARE TO BE MOUNTED ON THE CONC. PARAPET WALL, WITH A GALV. CAST IRON BOX ADJACENT TO IT, TO FACILITATE THE WIREING.

LUMINAIRE:

THE LUMINAIRE SHALL BE AS FOLLOWS:

A. EXPRESSWAY--G.E. FORM M-400 # C704G022 OR WESTINGHOUSE OV-25 STYLES OV-25E II 20S AND AV-25E III 20S. THEY SHALL BE DESIGNED FOR 2" SLIPFITTER, ASA-IES TYPE II OR III DISTRIBUTION (AS INDICATED ON THE PLANS) AND A 21,500 LUMEN HI-LS 400 WATT MERCURY LAMP (CLEAR).

B. UNDER STRUCTURE UNITS--G.E. FORM 10IS (IF ADAPTED FOR 175 W. MERCURY LAMP), OR WESTINGHOUSE AK-10, OR I.M. CO. CAT. #LM2841, THEY SHALL BE DESIGNED FOR 1 1/4" SIDE MOUNTING SLIPFITTER, ASA-IES TYPE V DISTRIBUTION, AND A 7,000 LUMEN H22KD 175 WATT MERCURY LAMP (CLEAR).

SERIES MERCURY TRANSFORMERS:

A SERIES MERCURY TRANSFORMER SHALL BE PROVIDED FOR EACH LUMINAIRE TO BE MOUNTED IN THE LUMINAIRE OF ALL ROADWAY AND RAMP STANDARDS, AND IN THE 24" X 10" X 10" CAST BOX OF THE UNDER-STRUCTURE UNITS.

ALL SERIES TRANSFORMERS SHALL BE FOR SERIES CIRCUITS RATED AT 20 AMPERES, AND OF THE WATTS REQUIRED FOR THE LUMINAIRE WITH WHICH IT IS USED.

DIRECT BURIAL CABLE INSTALLATION:

THE NO. 6 5,000 VOLT LIGHTING CABLES, AND NO. 2 GROUND WIRE (ALSO USED TO COMPLETE THE SERIES LOOPS), SHALL BE CONTINUOUS FROM BASE TO BASE OF STANDARDS, AND EXCEPT FOR THAT PART IN GALVANIZED STEEL CONDUIT ON BRIDGES AND IN CONCRETE ENCASED CEMENT-ASBESTOS CONDUIT WHERE CROSSING UNDER PAVED RAMPS AND SHOULDERS, SHALL BE DIRECT BURIAL, LAID NOT LESS THAN 18" BELOW GRADE. CONDUIT SHALL COMPLY WITH SPECIFICATION NO. M-206.14 AND SHALL BE GRADED TO PREVENT WATER POCKETS.

EXCAVATION:

THE CONTRACTOR SHALL DO ALL EXCAVATION OF EVERY DESCRIPTION TO THE DIMENSIONS AND LEVELS SHOWN ON THE PLANS., OR AS DIRECTED BY THE ENGINEER. EXCAVATION MAY BE ACCOMPLISHED WITH MECHANICAL TRENCHING EQUIPMENT. WALLS OF TRENCHES SHALL BE ESSENTIALLY VERTICAL, AND BOTTOMS SMOOTH AND FREE FROM AGGREGATE LARGER THAN 1/4". PROVIDE SHORING WHEN REQUIRED.

WHEN ROCK IS ENCOUNTERED IN EXCAVATION FOR CABLE TRENCHES, THE ROCK SHALL BE REMOVED TO A DEPTH OF THREE INCHES (3") BELOW THE REQUIRED DEPTH OF EXCAVATION, AND A BED OF SAND OR EARTH CONTAINING NO MINERAL AGGREGATE PARTICLES THAT WOULD BE RETAINED ON A 1/4" INCH SIEVE, SHALL BE PLACED IN THE BOTTOM OF THE TRENCH AND COMPACTED AS SPECIFIED FOR SLOPES.

CABLE INSTALLATION:

CABLES SHALL BE UNREELED IN PLACE ALONGSIDE, OR IN THE CABLE TRENCH, AND SHALL BE CAREFULLY PLACED ALONG THE BOTTOM OF THE TRENCH. UNDER NO CIRCUMSTANCES SHALL THE CABLE BE UNREELED AND PULLED INTO THE TRENCH FROM ONE END.

NO SPLICES IN CABLES WILL BE PERMITTED IN TRENCHES BETWEEN STANDARDS OR PULL BOXES. 24" SQUARE CONCRETE PULL BOXES ARE TO BE PROVIDED AT EACH LIGHTING STANDARD, AND AT ENDS OF EACH RUN OF CEMENT-ASBESTOS CONDUIT, WHERE LIGHTING CIRCUITS CROSS UNDER PAVEMENTS. IN MOST CASES CROSSING UNDER PAVEMENT WILL BE AT A STANDARD, THEREBY UTILIZING THE PULL BOX AT THE STANDARD. PULL BOXES SHALL BE LOCATED OUTSIDE THE PAVED SHOULDER IN ALL CASES, AND CABLES SHALL BE ROUTED THROUGH THEM. AT THE PULL BOXES ADJACENT TO THE STANDARDS, SUFFICIENT CABLE SHALL BE LEFT, SO THAT IT MAY BE PULLED THROUGH THE 2" CONDUIT, AND UP THE STANDARD TO A CONNECTION MADE AT THE SERIES TRANSFORMER IN THE LUMINAIRE.

BACKFILL FOR CABLE TRENCHES SHALL BE PLACED IN LAYERS. THE FIRST LAYER SHALL BE EITHER EARTH OR SAND, 3 INCHES THICK LOOSE MEASUREMENT, AND SHALL CONTAIN NO MINERAL AGGREGATE PARTICLES THAT WOULD BE RETAINED IN A 1/4" INCH SIEVE. THE SECOND LAYER SHALL BE FOUR INCHES (4") THICK AND SHALL CONTAIN NO PARTICLES THAT WOULD BE RETAINED ON A 1 INCH SIEVE. THE THIRD AND SUBSEQUENT LAYERS SHALL CONTAIN NO AGGREGATE LARGER THAN 3 INCHES. THE COMPACTION OF THE DIFFERENT LAYERS AND FINISH GRADING AROUND BACKFILL WORK SHALL BE IN ACCORDANCE WITH THAT OF THE ADJACENT AREAS, RAMPS, AND GRADES, ALL TO BE ACCOMPLISHED IN A MANNER SATISFACTORY TO THE ENGINEER.

CABLE TERMINATION AND SPLICING:

THE CABLE TERMINATION AND SPLICES SHALL BE MADE IN ACCORDANCE WITH THE LATEST CABLE MANUFACTURERS' RECOMMENDATIONS AND UNDER THE SUPERVISION OR DIRECTION OF THE OHIO EDISON COMPANY'S INSPECTOR.

GROUNDING:

A GROUND ROD OR RODS SHALL BE DRIVEN UNDER THE BASE OF EACH LIGHT STANDARD, WITH A TINNED FLEXIBLE #6 BARE COPPER WIRE TAIL OF SUFFICIENT LENGTH TO REACH THE GROUNDING LUG ON THE STANDARD. STANDARD AND GROUND ROD MUST NOT MEASURE MORE THAN 15 OHMS. RESISTANCE.

THE #2 CABLE SHALL BE GROUNDED TO THE LIGHTING STANDARD GROUND LUG AT EACH STANDARD. AT THE MID POINT AND AT EACH END OF THE CIRCUIT, THE #2 GROUND CONDUCTOR SHALL BE CONNECTED TO THE OHIO EDISON COMPANY NEUTRAL GROUND GRID. LOCATION OF THESE GROUND POINTS AND METHOD OF INSTALLATION SHALL BE OBTAINED FROM THE OHIO EDISON COMPANY.

IF ADDITIONAL GROUND RODS ARE REQUIRED TO OBTAIN 15 OHMS RESISTANCE, THEY MAY BE DRIVEN 5'-0" OR MORE FROM THE BASE OF THE STANDARD AND TAILS FROM THE ADDITIONAL GROUND RODS SHALL BE EXTENDED FROM THESE RODS THROUGH A CABLE ENTRANCE CONDUIT TO THE GROUNDING LUG IN THE STANDARD, ALL GROUNDING RODS AND TAILS SHALL NOT BE EXPOSED ABOVE THE GRADE LINE.

THE BRIDGE LIGHT STANDARDS SHALL BE GROUNDED AS INDICATED ON THE PLANS.

ELECTRICAL SYSTEM PRINTS:

THE CONTRACTOR SHALL FURNISH TO THE OHIO EDISON COMPANY AT LEAST THREE (3) PRINTS OF THE ELECTRICAL SYSTEM SHOWING THE EXACT LOCATION OF CABLE, CONNECTIONS AND OTHER PERTINENT INFORMATION.

PAINTING:

LIGHT STANDARDS SHALL BE GIVEN TWO FIELD COATS OF ALUMINUM PAINT CONFORMING TO SEC. M-9.12. THE FIRST COAT SHALL BE SUITABLY TINTED.

CONSTANT CURRENT SERVICES:

THE 20-AMPERE CONSTANT CURRENT STATIONS WILL BE PROVIDED BY THE OHIO EDISON COMPANY. THE CONTRACTOR SHALL EXTEND CIRCUIT LEADS UP SERVICE POLES IN 3" GALVANIZED RIGID CONDUITS AND TERMINATE WITH SUFFICIENT LEADS EXTENDING FROM SUITABLE ENTRANCE FITTINGS OR TERMINATORS FOR CONNECTIONS BY OHIO EDISON COMPANY. EXTEND RIGID CONDUIT TO 2 FOOT BELOW GROUND AND HORIZONTALLY CONVERT TO CONCRETE ENCASED CEMENT-ASBESTOS CONDUIT. CONCRETE ENCASE THE TURN-UP AT POLE TO A MINIMUM OF 8" ABOVE THE GRADE.

LIGHTING DESIGN:

THE LIGHTING DESIGN IS BASED ON 0.6 TO 0.8 FOOTCANDLE AVERAGE MAINTAINED VALUE ON THE EXPRESSWAY, LANES, AND RAMPS.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-608-9(3) | |

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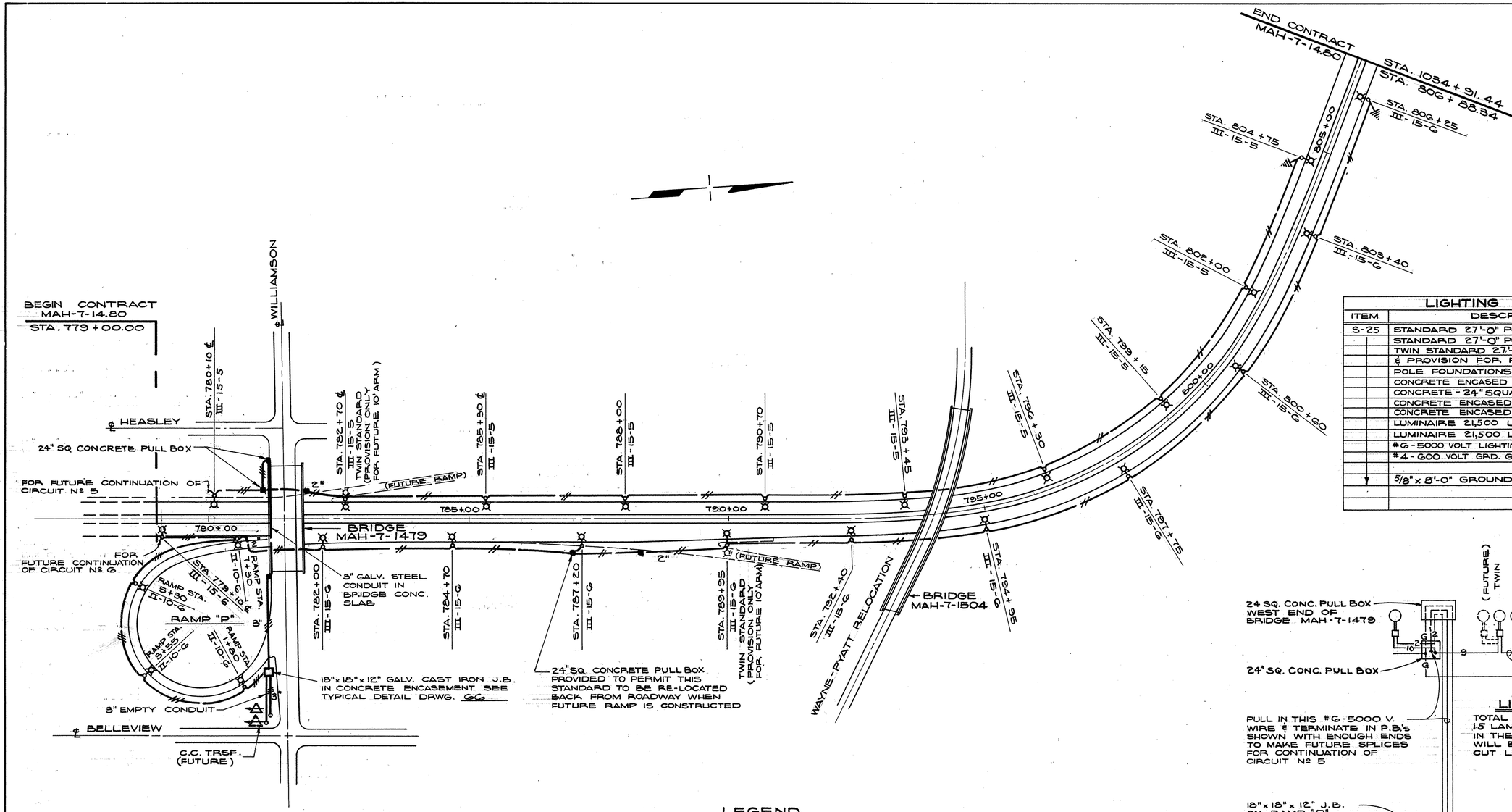
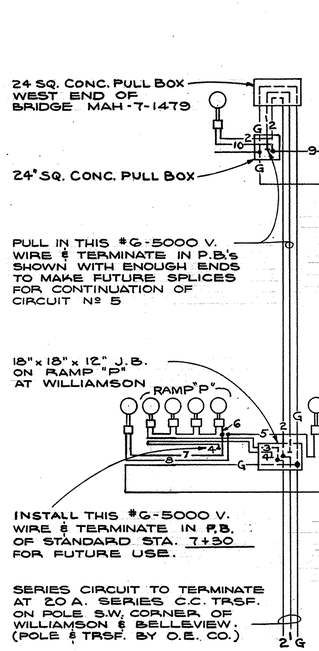



## LIGHTING QUANTITIES

| ITEM | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| S-25 | STANDARD 27'-0" POLE WITH 15' BRACKET | EACH | 19 |
| | STANDARD 27'-0" POLE WITH 10' BRACKET | EACH | 4 |
| | TWIN STANDARD 27'-0" POLE WITH 1-15' BRKT. ℄ PROVISION FOR FUTURE 10' BRACKET | EACH | 2 |
| | POLE FOUNDATIONS - CONCRETE CLASS "C" | EACH | 25 |
| | CONCRETE ENCASED 18"x18"x12" J.B. | EACH | 1 |
| | CONCRETE - 24" SQUARE PULL BOX | EACH | 30 |
| | CONCRETE ENCASED 3" TRANSITE CONDUIT | LIN. FT. | 450 |
| | CONCRETE ENCASED 2" TRANSITE CONDUIT | LIN. FT. | 360 |
| | LUMINAIRE 21,500 LUMEN TYPE III | EACH | 21 |
| | LUMINAIRE 21,500 LUMEN TYPE II | EACH | 4 |
| | #6-5000 VOLT LIGHTING SINGLE COND. CABLE | LIN. FT. | 10,900 |
| | #4-600 VOLT GRD. GRID SINGLE COND. CABLE | LIN. FT. | 7300 |
| | | | |
| | 5/8"x8'-0" GROUND ROD. | EACH | 27 ? |
| | | | |
| | | | |

## LEGEND

| | |
|---|---|
| ⊸☼ | ROADWAY LIGHT STANDARD SEE DWG. Nº 66 FOR DETAIL. |
| III-15-5 | DESIGNATION OF LIGHT STANDARDS: III INDICATES I.E.S. TYPE III DISTRIBUTION; THE NUMBER 15 INDICATES THE BRACKET ARM LENGTH; THE NUMBER 5 INDICATES THE SERIES CIRCUIT NUMBER. |
| 2" OR 3" | TYPE RR COPPER WIRE, DIRECT BURIAL, OR CEMENT-ASBESTOS CONDUIT. SLASH MARKS INDICATE NUMBER OF WIRES, INCLUDING GROUND. NUMBER INDICATES SIZE OF CONDUIT. GALV. STEEL CONDUIT SHALL BE USED WHERE INDICATED. |
| □ | GALVANIZED CAST IRON J.B. (JUNCTION BOX) CONCRETE ENCASED AS PER TYPICAL DETAIL ON DRWG 66. SIZE ℄ CONDUIT ENTRANCES ARE TO BE AS INDICATED |
| STA. | STATIONING: STATIONING SHOWN FOR LIGHT STANDARDS IS APPROXIMATE ℄ IN THE EVENT OF INTERFERENCE WITH OTHER PARTS OF THE WORK, LIGHT STANDARDS SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. SPACING OF LIGHTS IS DESIGNED FOR .6 TO .8 MAINTAINED F.C.. |
| ⏚ | GROUND TO O.E. CO. NEUTRAL GRID. |
| ⊸△ | CONSTANT CURRENT TRANSFORMER - 20 AMP SERIES SYSTEM ON WOOD POLE BY O.E. CO., KW SIZE AS DETERMINED BY O.E. CO. |




### LIGHTING CIRCUIT Nº 5

TOTAL 10 400 W. MERCURY LAMPS (APPROX. 15 LAMPS ARE TO BE ADDED TO THIS CIRCUIT IN THE FUTURE AT WHICH TIME CIRCUIT Nº 5 WILL BE ON THE PRESENT C.C. TRSF. ℄ CUT LOOSE FROM CIRCUIT Nº 6.)

### LIGHTING CIRCUIT Nº 6

TOTAL 15 400 W. MERCURY LAMPS (APPROX. 12 LAMPS ARE TO BE ADDED TO THIS CIRCUIT IN THE FUTURE AT WHICH TIME CIRCUIT Nº 6 WILL BE ON ITS OWN C.C. TRSF. ℄ CUT LOOSE FROM CIRCUIT Nº 5.)

ALL CABLES SHOWN NUMBERED SHALL BE PROVIDED WITH IDENTIFYING NON-FERROUS METAL TAGS, TO FACILITATE FUTURE RE-CONNECTION FOR SEPARATE CIRCUITS.

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| 2 | OHIO | I-608-9(3) | |

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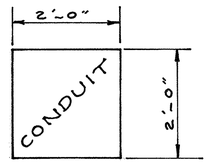
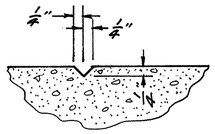
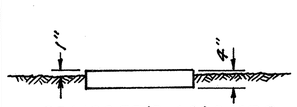


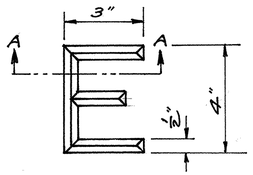




SEC. A-A



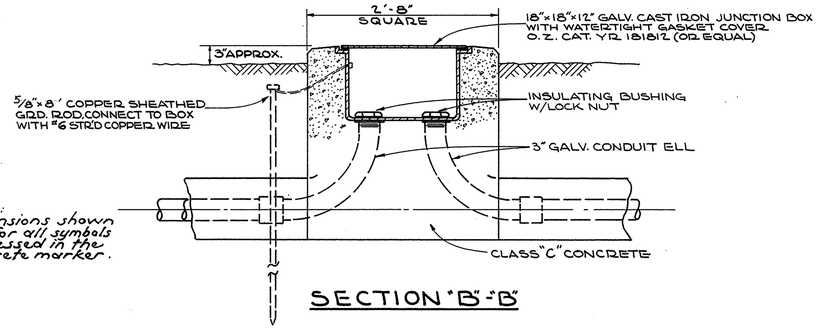

CONCRETE MARKER

Note: Impress the word "CONDUIT" in the top of concrete marker using letters of the type and dimensions as per detail.




TYPICAL SYMBOL

Note: Dimensions shown are for all symbols impressed in the concrete marker.




SECTION "B"-"B"

# MARKER DETAILS

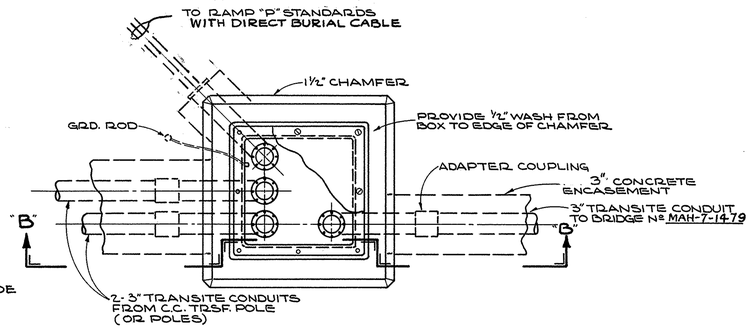
## NOTES

UNDERGROUND ELECTRICAL CONDUIT
Conduits shall be encased by class E concrete having a minimum thickness of three inches, shall have at least 24 inches cover below subgrade and shall be pitched to drain. Ends of conduits shall extend two feet beyond edge of shoulder pavement or back of curb. One № 10 AWG galvanized steel drag wire shall be left in each conduit and ends of conduits shall be closed with capped bushings. Underground electrical conduits shall meet the requirements of supplemental specification № M-206.14 dated July 15, 1949.

MARKERS
Concrete markers, manufactured in accordance with details shown above shall be placed over each end of each underground conduit. Markers shall be installed flat on the ground, projecting one inch above finished grade. Cost of furnishing and installing markers shall be included in the unit price bid for conduit.

EXCAVATION AND BACKFILL
Excavation and backfill shall conform to the applicable provisions of item E-2.

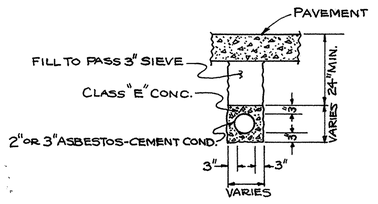
PAYMENT
Payment for conduits and markers complete in place shall be made under item S-25 per linear foot of Asbestos-Cement Conduit, Sec. M-206.14 as per plan.



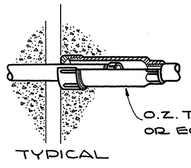

## TYPICAL DETAIL PLAN CONCRETE ENCASED JUNCTION BOX

SCALE 1"=1'-0"

THIS PLAN IS FOR JUNCTION BOX NEAR TOP OF RAMP 'P' AT WILLIAMSON.



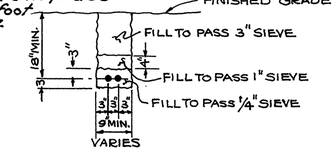

## COND. SECTION UNDER PAVEMENT



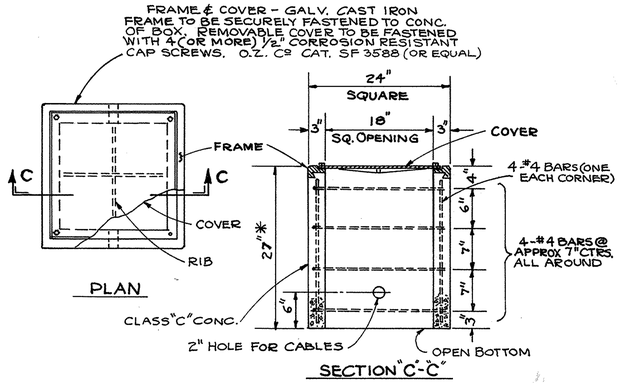

TYPICAL

## ELECTRICAL CONDUIT-EXPANSION FITTING IN BRIDGE CONC. SLAB

ONE AT EACH EXPANSION JOINT OF BRIDGE SLAB




## TYPICAL - CABLE TRENCH




PLAN

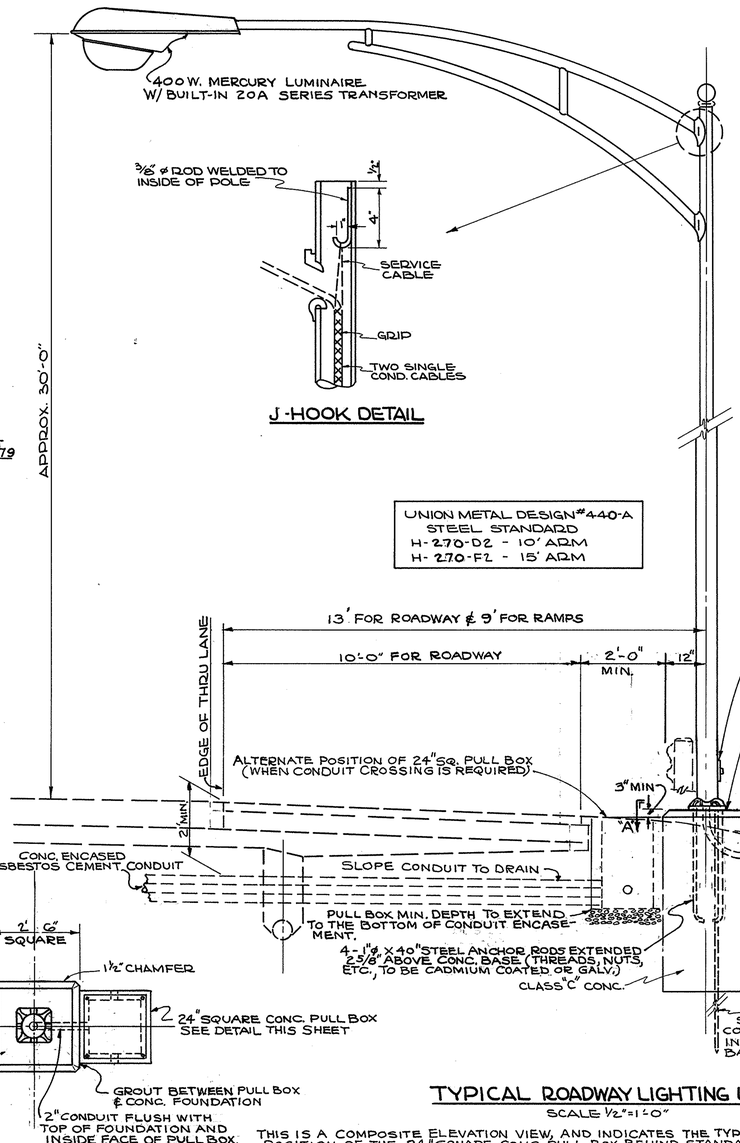
SECTION "C"-"C"

## 24" SQUARE CONC. PULL BOX

SCALE 1"=1'-0"

PULL BOX MAY BE PRECAST OR CAST IN PLACE.

* 27" MINIMUM DEPTH - DEPTH OF BOX SHALL BE INCREASED WHERE CONDUIT PASSES UNDER PAVEMENT, TO MAKE ITS BOTTOM NO LESS THAN UNDERSIDE OF CONC. ENCASEMENT.




SECTION A-A

SCALE ½"=1'-0"

## TYPICAL ROADWAY LIGHTING UNIT

SCALE ½"=1'-0"

THIS IS A COMPOSITE ELEVATION VIEW, AND INDICATES THE TYPICAL NORMAL POSITION OF THE 24" SQUARE CONC. PULL BOX BEHIND STANDARD, AS WELL AS AN ALTERNATE POSITION OF PULL BOX USED WHERE CABLES ARE TO BE INSTALLED UNDER ROADWAY (RAMPS) DIRECTLY IN CONDUIT FROM A LAMP STANDARD. ONLY ONE PULL BOX IS REQUIRED AT EACH STANDARD LOCATION. STANDARD FOUNDATION SHALL BE FORMED 2'-6" SQUARE FOR AT LEAST THE TOP ONE FOOT, OR A MINIMUM OF SIX INCHES BELOW FINISHED GROUND LINE. THE LOWER PORTION OF THE FOUNDATION MAY BE CAST WITHOUT FORMS IN A 2'-6" DIAMETER ROUND, OR A 2'-6" SQUARE HOLE.

# ROADWAY LIGHTING DETAILS

MAH-7-1480

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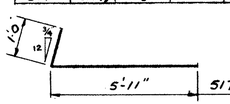
## # REINFORCING STEEL SCHEDULE #

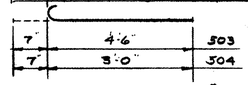
| MARK | NO REQ'D | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|
| 501 | 4 | 34'-2" | 143 | ST. |
| 502 | 49 | 29'-8" | 1516 | ST. |
| 503 | 139 | 5'-1" | 737 | BT. |
| 504 | 139 | 3'-7" | 519 | BT. |
| 505 | 2 | 27'-6" | 57 | ST. |
| 506 | 2 | 18'-6" | 39 | ST. |
| 507 | 2 | 26'-6" | 55 | ST. |
| 508 | 2 | 20'-6" | 43 | ST. |
| 509 | 2 | 15'-0" | 31 | ST. |
| SERIES OF 510 | 1 SET OF 6 BARS | VARIES 4'-0" TO 6'-6" @ 6" INC. | 33 | ST. |
| 511 | 19 | 6'-9" | 134 | ST. |
| 512 | 11 | 7'-11" | 91 | ST. |
| 513 | 17 | 8'-8" | 154 | ST. |
| SERIES OF 514 | 1 SET OF 6 BARS | VARIES 5'-10" TO 8'-5" @ 10" INC. | 38 | ST. |

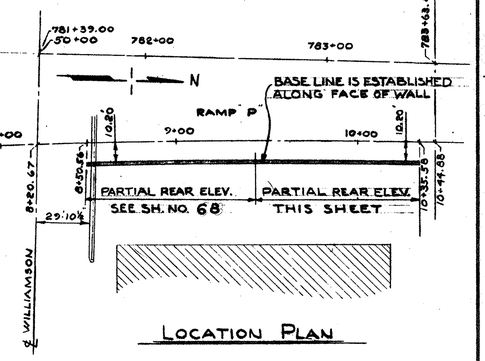
| MARK | NO REQ'D | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|
| 515 | 28 | 32'-0" | 935 | ST |
| 516 | 7 | 36'-6" | 266 | ST |
| 517 | 277 | 6'-10" | 1973 | BT. |
| SERIES OF | 1 SET OF 10 BARS | VARY FROM 2'-10 1/2" TO 4'-6" INC. 3" | 34 | ST |
| 519 | 38 | 4'-7" | 182 | ST |
| 520 | 22 | 5'-10" | 134 | ST |
| 521 | 23 | 6'-0" | 144 | ST |
| 522 | 12 | 8'-1" | 101 | ST |
| 523 | 33 | 6'-0" | 224 | ST |
| SERIES OF 524 | 1 SET OF 10 BARS | VARY FROM 6'-6 1/2" TO 7'-5" INC. OF 5" | 46 | ST |
| 525 | 35 | 10'-0" | 356 | ST |
| | | TOTAL | 7994 LBS. | |

## — REPLACEMENT STL. —

| | | | | |
|---|---|---|---|---|
| RESPL | 1 | 5'-6" | | ST. |



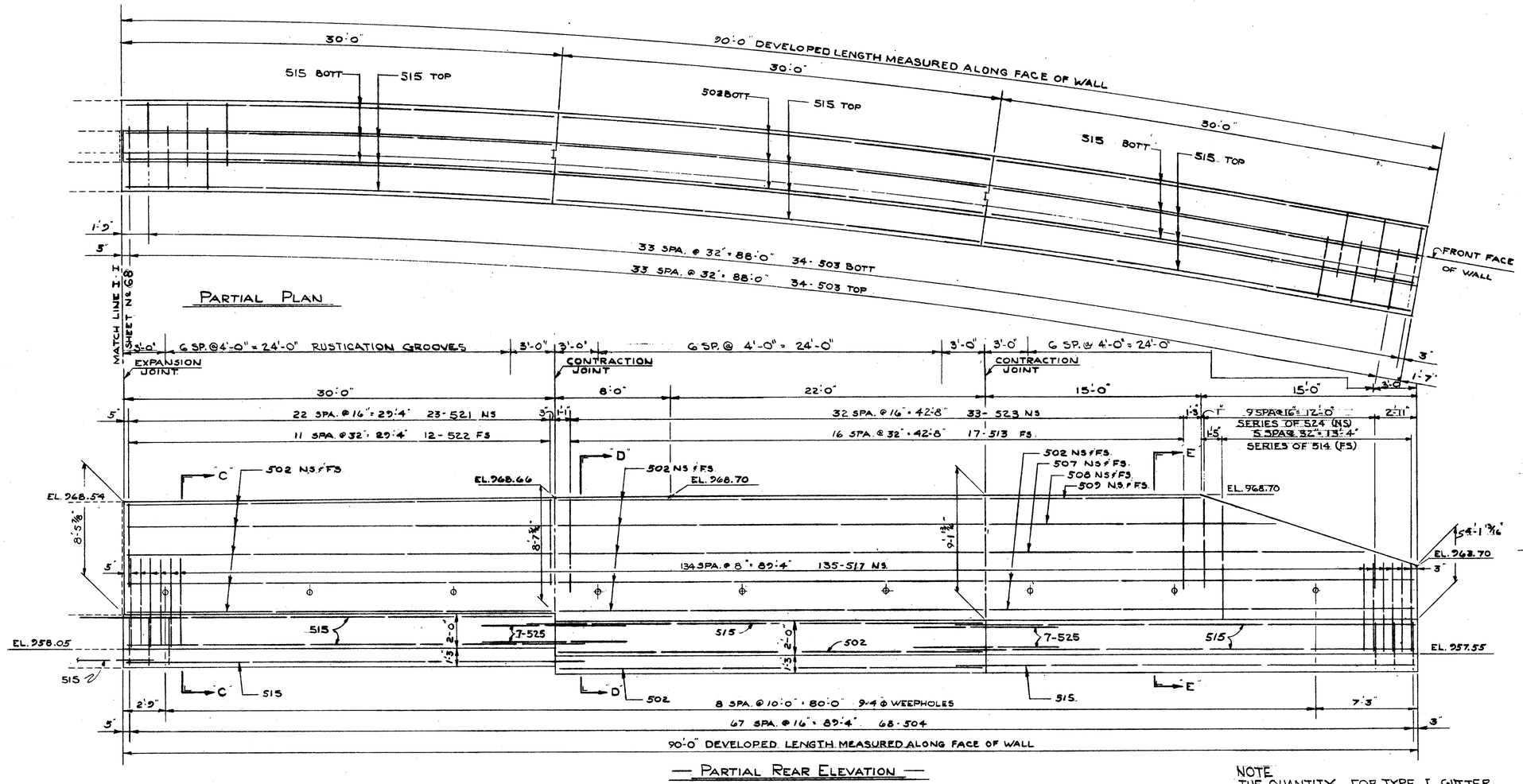



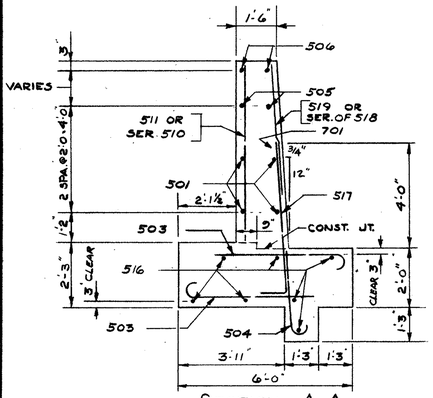

## LOCATION PLAN

| RAMP "P" CURVE DATA. | |
|---|---|
| Δ | 4° 43' 48" |
| D.C. | 1° 30' 00" |
| R. | 3812.72' |
| T. | 157.70 |
| L.C. | 315.22 |

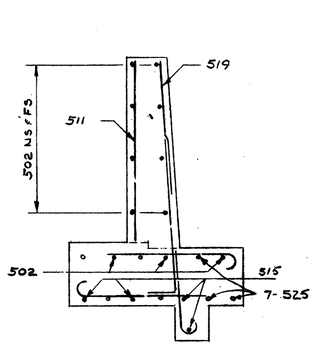
## PARTIAL PLAN



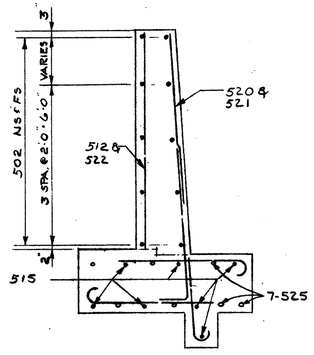

## — PARTIAL REAR ELEVATION —




## SECTION - A-A

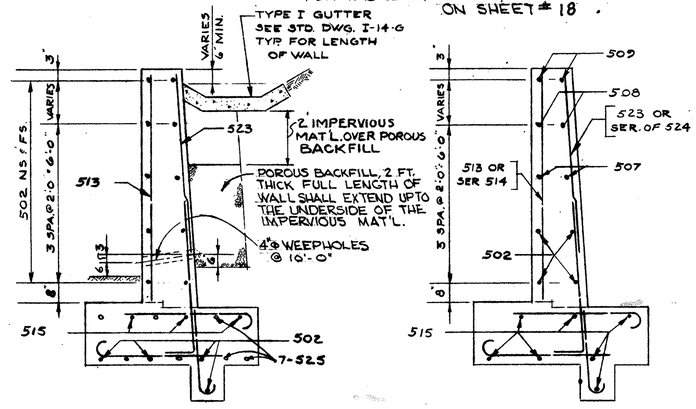



## SECTION - B-B




## SECTION - C-C

NOTE
THE QUANTITY FOR TYPE I GUTTER FOR THE LENGTH OF THE WALL IS SHOWN ON SHEET # 18 .




## SECTION - D-D

## SECTION - E-E

NOTE: SEE SECTION "A-A" FOR BAR NOS. & DIMENSIONS NOT SHOWN ON SECTIONS "B-B", "C-C", "D-D", & "E-E"

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# RETAINING WALL
ALONG RAMP "P"
PLAN & ELEVATION
YOUNGSTOWN, MAHONING COUNTY
STA. 8+50.56 To STA. 10+35.56

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| DS. | JNP | | DSL. | | | |

| FED. RD. | STATE | PROJECT | |
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| 2 | OHIO | I-608-9(3) | |

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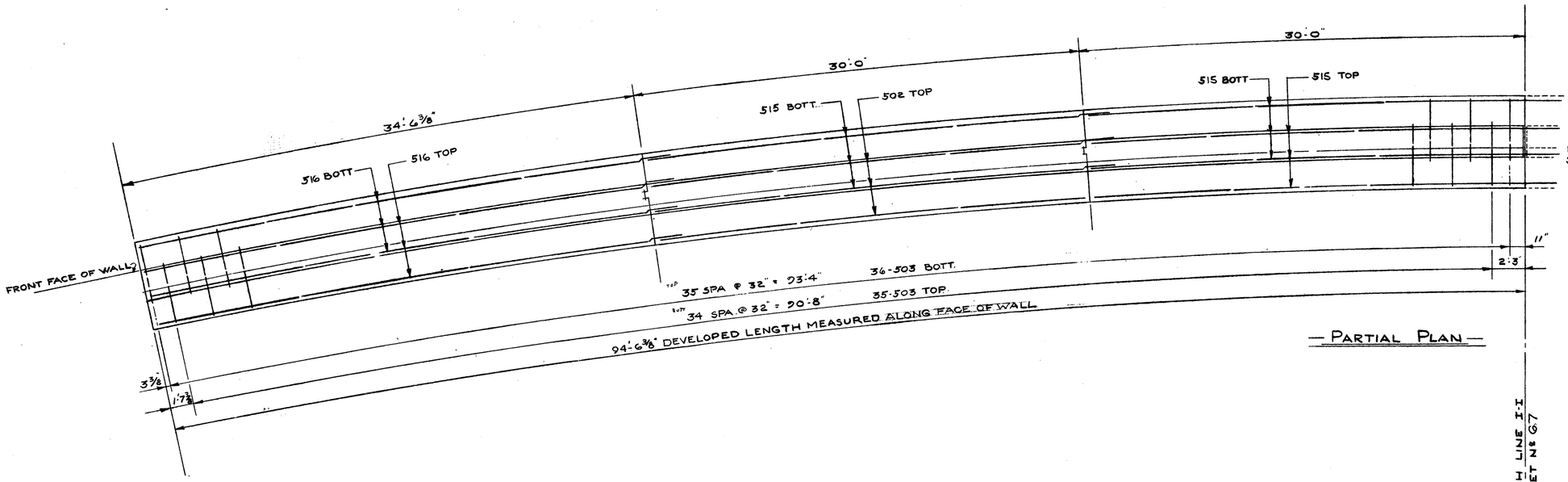
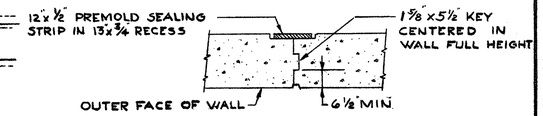
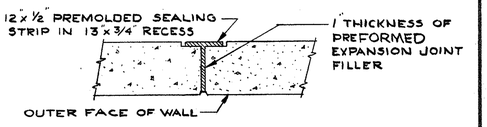



— PARTIAL PLAN —




TYPICAL CONTRACTION JOINT

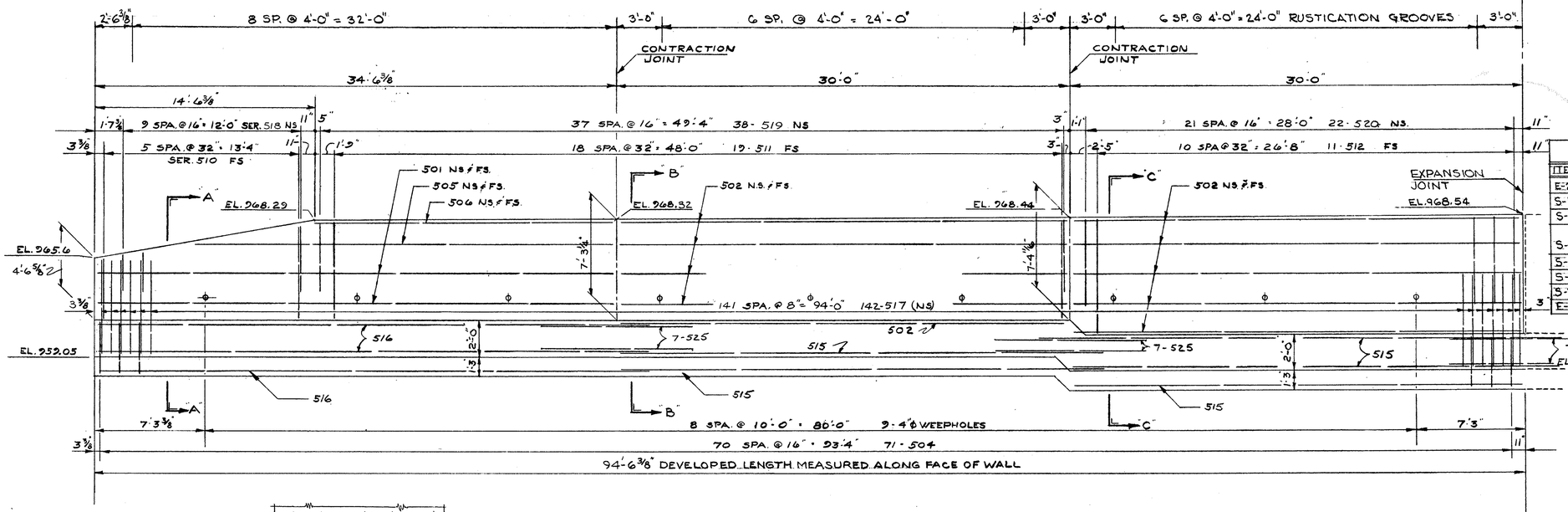



EXPANSION JOINT DETAIL

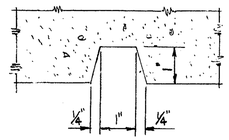
MATCH LINE I-I SHEET No. 67

## GENERAL NOTES

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.
EXCAVATION QUANTITIES: INCLUDES THE REMOVAL OF MATERIAL BETWEEN THE BACK SLOPE LINE AND THE BOTTOM OF THE FOOTING.
THE KEY: UNDER THE FOOTER SHALL BE PLACED ON UNDISTURBED EARTH.




PARTIAL REAR ELEVATION




DETAIL OF RUSTICATION GROOVE

## QUANTITIES TABLE

| ITEM | UNIT | DESCRIPTION | TOTAL | | |
|---|---|---|---|---|---|
| E-2 | CU. YDS. | UNCLASSIFIED EXCAVATION | 470 | | |
| S-1 | CU. YDS. | CLASS "E" CONCRETE FOOTINGS | 97.3 | | |
| S-1 | CU. YDS. | CLASS "E" CONCRETE WALLS | 93.7 | | |
| S-3 | LIN. FT. | WATER PROOFING 12"x 1/2" PREMOLDED SEALING STRIPS | 34 | | |
| S-4 | LBS | REINFORCING STEEL | 7,994 | | |
| S-9 | SQ. FT. | 1" PREFORMED EXPANSION JT. FILLER | 15 | | |
| S-29 | CU. YDS. | POROUS BACKFILL | 69 | | |
| E-2 | LUMP | COFFERDAMS, CRIBS & SHEETING | LUMP | | |

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# RETAINING WALL
ALONG RAMP "P"
PLAN & ELEVATION
YOUNGSTOWN, MAHONING COUNTY
STA. 8+50.56 To STA. 10+35.58

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.S. | J.P. | | D.S. | | | |

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | MAH-7-1480 | | 1 | 102 |

48'-0" F/F CURBS
6' S.W. 2' 22' 22' 2'
19' 5'
15' 15'

30' EXISTING ROADWAY ℄ PROPOSED WILLIAMSON ST.

PROPOSED TYPICAL SECTION WILLIAMSON ST.

30' ROADWAY EXISTING

END APR SLAB STA. 49+01.75

TYPICAL SKEW FOR ABUTMENTS & PIERS

FUTURE ACCELERATION LANE

℄ SOUTH-BOUND LANES

℄ SURVEY OF STATE ROUTE #7

℄ NORTH-BOUND LANES

ACCELERATION LANE

8' PAVED SHOULDER

RETAINING WALL

DUMP ROCK MICROFILMED

PT. STA. 10+44.00 W.E. STA. 9+00

END CONSTRUCTION STA. 780+00

STA. 781+39.00

STA. 781+44.00

STA. 781+38.00

PT. OF MIN. CLEAR.

BEGIN APR SLAB STA. 51+08.50

P.C. STA. 1+09.65

ENTRANCE RAMP "P"

CURVE DATA - RAMP "P"
Δ = 4°43'42"
D_c = 1°30'.00"
R = 3819.72'
L_c = 315.22'
T = 157.70'

EL. 975.50 — 2.00% GRADE — EL. 953.42

EL. 970.31

EL. 967.21

AVERAGE ESTIMATED PILES LENGTH FOR ABUTMENTS - 20'

NORMAL 12°

15.00' REQ'D MIN. CLEAR.

BRIDGE WIDTH 3-20'-0"

STA. 49+01.75 EL. 986.55

STA. 51+08.50 EL. 987.09

985.63 984.63 983.63 982.63 981.63

940 960 980 1000

49+00 50+00 51+00

FOUNDATION SOUNDINGS

FOUNDATION DESIGN & FOUNDATION QUANITIES ARE BASED ON A STUDY OF SOIL-SAMPLING SOUNDINGS MADE AT THE SITE. THIS SOUNDING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR AT THE DIVISION OFFICE, BUT THE STATE DOES NOT GUARANTEE THE ACCURACY THEREOF.

SLOPE PROTECTION

I-10 CRUSHED AGGREGATE SLOPE PROTECTION
ESTIMATED AVERAGE PAY LENGTH FOR PILES IS 20 FEET AT ABUTMENT #1.

967.20 966.51 965.82 965.13 964.44 963.75 963.06 962.37 961.68

1000 980 960 940

-1.38% GRADE

END CONSTRUCTION STA. 780+00 (APPROX)

15.00' REQ'D MIN. CLEAR

15.26'

EXISTING PROFILE

℄ RELOC. PAV.

℄ EXIST. PAV.

779+00 780+00 781+00 782+00 783+00

PROPOSED STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE SLAB DECK & SUB-STRUCTURE.
SPANS: 26'-0" 60'-0" 63'-9" 42'-6" ⅝" BEARINGS
ROADWAY: 46' S/F OF 7'-3" CURB & 5'-0" S.W. ON ONE SIDE
LOAD FREQUENCY: CF-2000 - ADEQUATE FOR A.A.S.H.O. ALTERNATE LOADING
SKEW: 0°-25'-22" R.F. (BRIDGE SQUARE)
WEARING SURFACE: 1" MONOLITHIC
APPROACH SLABS: 25' LONG - AS-1-54
SUPER ELEVATION: NONE
ALIGNMENT: TANGENT

TRAFFIC COUNT - 5000 ADT 1979

MICROFILMED
OCT 11 1985

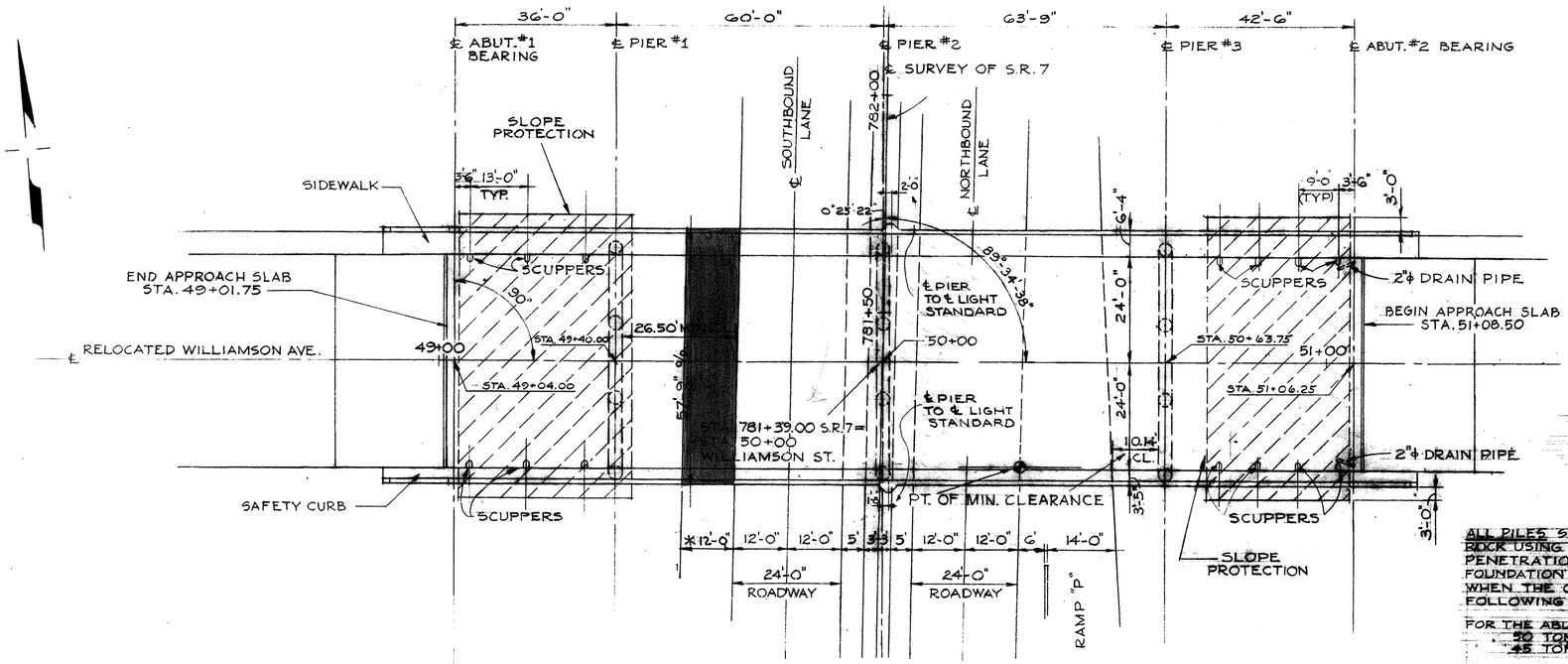
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES
BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

SITE PLAN
BRIDGE Nº MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781+39.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVISED | DATE | APPROVED |
|---|---|---|---|---|---|---|
| W.B.H. | W.B.H. | | D.C. | | | |

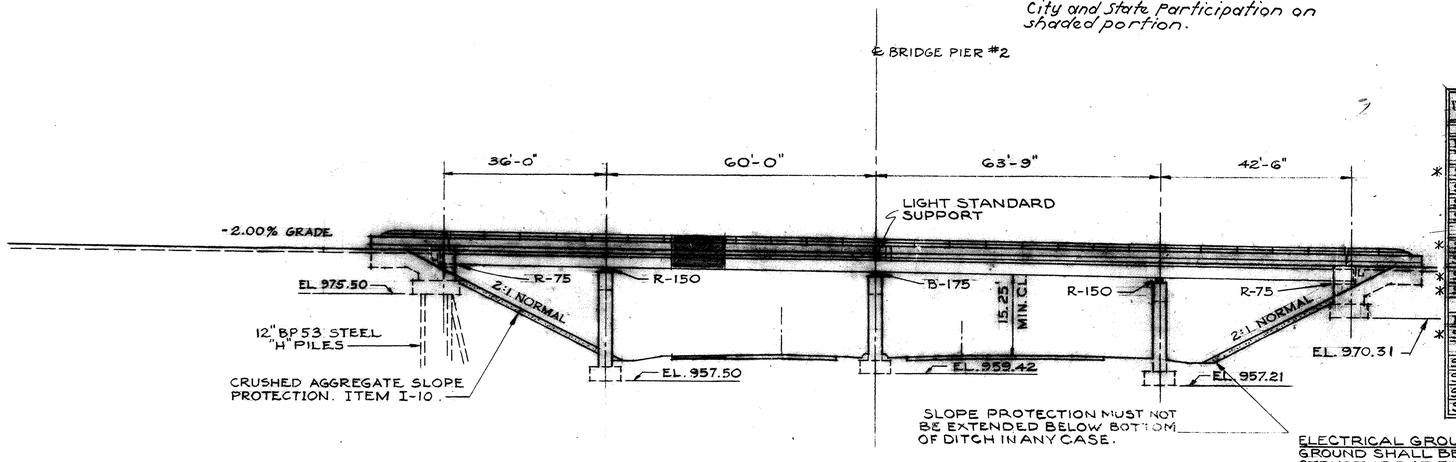
MAH-7-1480

| FED. RD. | STATE | PROJECT | | 70 / 102 |
|---|---|---|---|---|
| | OHIO | | | |




PLAN

* Non-participating funds by the Bureau of Public Roads:
S-1 , 23 cu. yds.
S-4 , 6293 lbs.
S-7 , 16,740 lbs.
S-8 , 16,740 lbs.
S-14 , 24 lin. Ft.
City and State participation on shaded portion.




ELEVATION

## GENERAL NOTES:

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.

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 THE SECTIONS BETWEEN THE TRANSVERSE CONSTRUCTION JOINTS WHICH ARE NORMAL TO THE CENTERLINE OF THE BRIDGE AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.

WELDING OF STRUCTURAL STEEL: SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. ANY WELDS SHOWN AS FIELD WELDS MAY AT THE OPTION OF THE CONTRACTOR BE MADE IN THE SHOP.

CRUSHED AGGREGATE SLOPE PROTECTION: EXTENDING FROM FACE OF EACH ABUTMENT TO TOE OF SLOPE, SHALL BE PROVIDED AT EACH ABUTMENT FOR FULL WIDTH OF BRIDGE PLUS THREE FEET ON EACH SIDE OF BRIDGE AND PARALLEL WITH ℄ OF SUPERSTRUCTURE.

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 AS DESCRIBED IN SEC. E-2.09 AND BY THE FINISHED SLOPE OF THE CUT.

STEEL: SEE PROPOSAL REGARDING A-373 STEEL
MACHINE FINISH: THE TOP OF THE BRIDGE DECK SLAB SHALL BE MACHINE FINISHED IN ACCORDANCE WITH PROPOSAL NOTE "MACHINE FINISHING OF BRIDGE DECK SLABS".

ALL PILES SHALL BE 12" BP 53# STEEL H-PILES AND SHALL BE DRIVEN TO FIRM CONTACT WITH ROCK USING A HAMMER OF NOT LESS THAN 11,000 FT. LBS. PER BLOW. IF THE LENGTH OF PENETRATION IS APPROXIMATELY EQUAL TO THE DEPTH TO ROCK ACCORDING TO THE BRIDGE FOUNDATION INVESTIGATION REPORT, THE FIRM CONTACT SHALL BE CONSIDERED AS ATTAINED WHEN THE CAPACITY ACCORDING TO THE FORMULA IN SEC. 5-18.05 IS NOT LESS THAN THE FOLLOWING VALUE FOR A PILE HAMMER OF THE INDICATED ENERGY RATING:

FOR THE ABUTMENT PILES:
30 TONS PER PILE USING A 11,000 FT. LB. HAMMER
45 TONS PER PILE USING A 15,000 FT. LB. OR GREATER HAMMER.

IF THE ENERGY RATING OF THE HAMMER IS BETWEEN THE RATINGS AS SHOWN ABOVE; THE REQUIRED FORMULA CAPACITY SHALL BE DETERMINED BY INTERPOLATION. THE DESIGN LOAD IS 30 TONS PER PILE FOR THE ABUTMENT PILES.

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:
AR-1-57 DATED 2-2-59 FOR ALUMINUM RAILING
CSB-2-56, SHEET 2 & 3, DATED 2-2-59.
RB-1-55 DATED 2-2-59 FOR BEARING DETAILS.
ALSO SUPPLEMENTAL SPECIFICATIONS
S-101 DATED 12-2-59
LIGHT STANDARDS SHALL BE FURNISHED AND INSTALLED BY OTHERS.

MICROFILMED
OCT 11 1985

## ESTIMATED QUANTITIES

| ITEM | TOTAL | UNIT | DESCRIPTION | SUPERST. | ABUTS. | PIERS | GEN. | As Built |
|---|---|---|---|---|---|---|---|---|
| E-2 | 580 | CU.YDS. | UNCLASSIFIED EXCAVATION | | 285 | 295 | | |
| * S-1 | 398 | CU.YDS. | CLASS "C" CONCRETE SUPERSTRUCTURE | 398 | | | | |
| S-1 | 128 | CU.YDS. | CLASS "E" CONCRETE ABUTS ABOVE FOOTINGS | | 128 | | | |
| S-1 | 121 | CU.YDS. | CLASS "C" CONCRETE PIERS ABOVE FOOTINGS | | | 121 | | |
| S-1 | 195 | CU.YDS. | CLASS "E" CONCRETE ABUT. & PIER FOOTINGS | | 74 | 121 | | |
| * S-4 | 152,736 | LBS. | REINFORCING STEEL | 108,493 | 9744 | 34,501 | | |
| S-29 | 14 | EACH | SCUPPERS | 14 | | | | |
| * S-7 | 284,150 | LBS. | STRUCTURAL STEEL | 284,150 | | | | |
| * S-8 | 284,150 | LBS. | FIELD PAINTING OF STRUCTURAL STEEL AS PER PLAN | 284,150 | | | | |
| I-10 | 530 | SQ.YDS. | CRUSHED AGGREGATE SLOPE PROTECTION | 530 | | | | 828 |
| * S-14 | 458 | LIN.FT. | RAILING (ALUM. RAIL & SUPPORTS-CONCRETE PARAPETS) | 408 | 50 | | | |
| S-16 | LUMP | SUM | FIRST TEST PILE | | | | LUMP | |
| S-18 | 360 | LIN.FT. | 12" BP 53 STEEL "H" PILES | | 360 | | | 282 |
| S-29 | 60 | CU.YDS. | POROUS BACKFILL | | 60 | | | |
| S-25 | LUMP | SUM | ELECTRICAL LIGHTING SYSTEM | LUMP | | | | |

ELECTRICAL GROUNDS: A SOLID N° 0 GAGE BARE COPPER WIRE ELECTRICAL GROUND SHALL BE EMBEDDED IN THE OUTSIDE COLUMN ON EACH SIDE OF THE STRUCTURE AT PIER N° 2. THE LOWER ENDS OF THE WIRE SHALL TERMINATE IN A 25 FT. LENGTH COILED UNDER THE FOOTING AND SEPARATED FROM THE CONCRETE BY TWO LAYERS OF TAR PAPER AND THE UPPER END SHALL EXTEND SUFFICIENTLY ABOVE THE CONCRETE TO PROVIDE A SUITABLE SPLICE & EXTENSION FOR CONNECTION TO THE SUPERSTRUCTURE. THE CONNECTION TO THE SUPERSTRUCTURE SHALL BE A N° 6 GAGE BARE STRANDED TINNED COPPER WIRE BRAZED OR BOLTED TO A BEAM FLANGE AND TO THE SOLID COPPER WIRE IN THE PIER SHAFT. THERE SHALL BE A TINNED N° 6 GAGE BARE COPPER WIRE BRAZED TO A ANCHOR BOLT OF EACH LIGHT STANDARD AND THE OTHER ENDS BRAZED OR BOLTED TO THE OUTSIDE BEAM FLANGE. PAYMENT FOR ELECTRICAL GROUNDS IS INCLUDED IN THE LUMP SUM BID FOR ITEM S-25 "ELECTRICAL LIGHTING SYSTEM"

ITEM S-25: ELECTRICAL LIGHTING SYSTEM INCLUDES 8 ANCHOR BOLTS-EACH 1½" DIA. x 4'-1" LONG.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# GENERAL PLAN & ELEVATION

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781+39.00

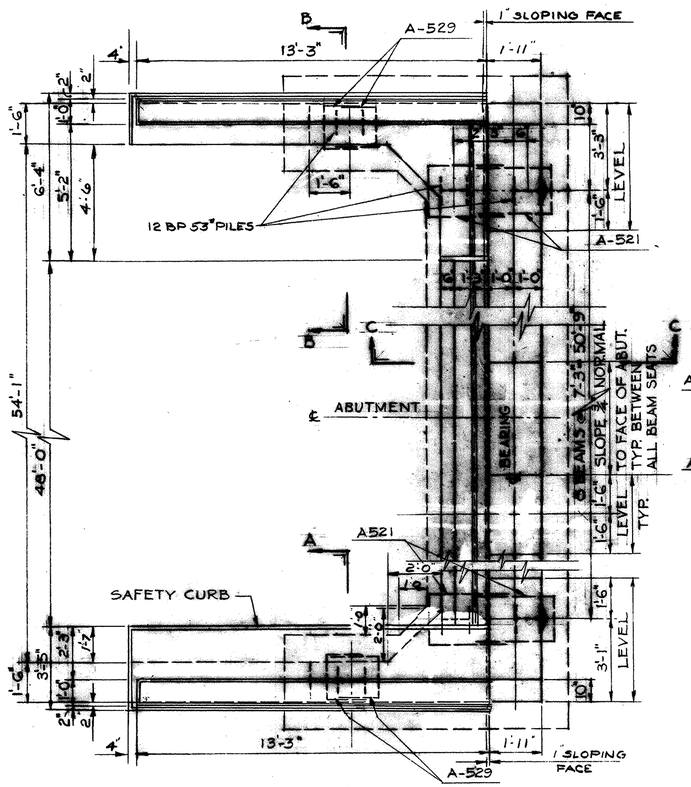
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | W.J. | | 6-10-60 |

Revised: As-Built GAM 2-24-64

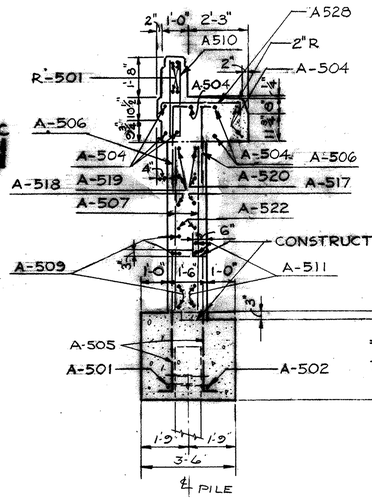
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH - 7 - 1480

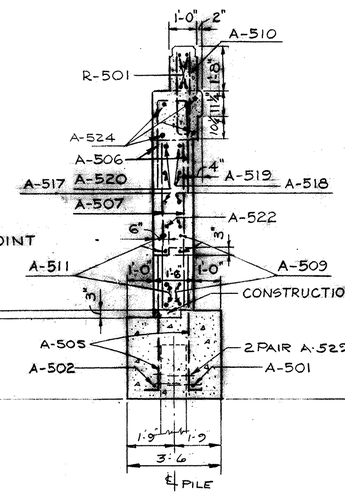
71
102



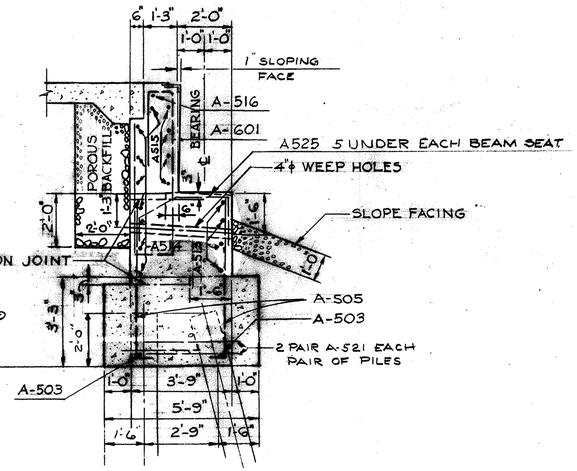

PLAN



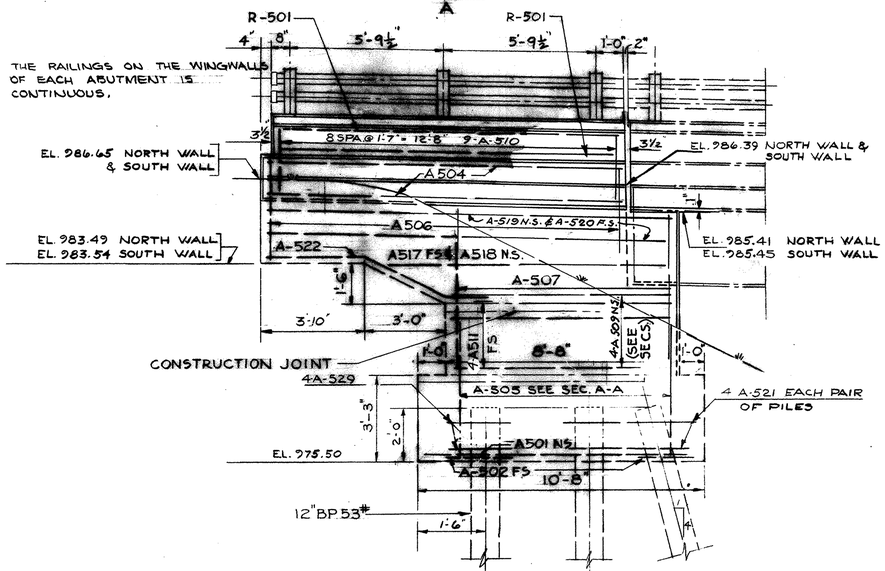

SECTION A-A



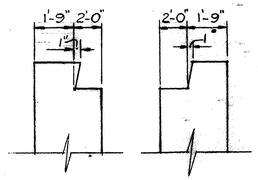

SECTION B-B




SECTION C-C




ELEVATION OF WING WALL




SECTIONS SHOWING SLOPE OF BACKWALL FACES

NOTE:

1. ALL REINFORCING STEEL TO BE COVERED WITH 3" OF CONCRETE WHEN BEARING ON EARTH. ALL OTHER STEEL MUST BE COVERED WITH 2" CONCRETE UNLESS OTHERWISE NOTED.
2. THE CONCRETE IN THE ABUTMENT BACKWALL SHALL NOT BE PLACED UNTIL AFTER STEEL WORK IS ERECTED BUT SHALL BE PLACED BEFORE THE DECK SLAB CONCRETE IS PLACED.
3. POROUS BACKFILL, 2 FT THICK, FULL LENGTH OF ABUTMENT & WING WALLS SHALL EXTEND UP TO THE UNDERSIDE OF THE APPROACH SLAB OR TO THE FINISHED GROUND SURFACE.
4. ALL PILES SHALL BE 12" BP 53 STEEL H PILES.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 1

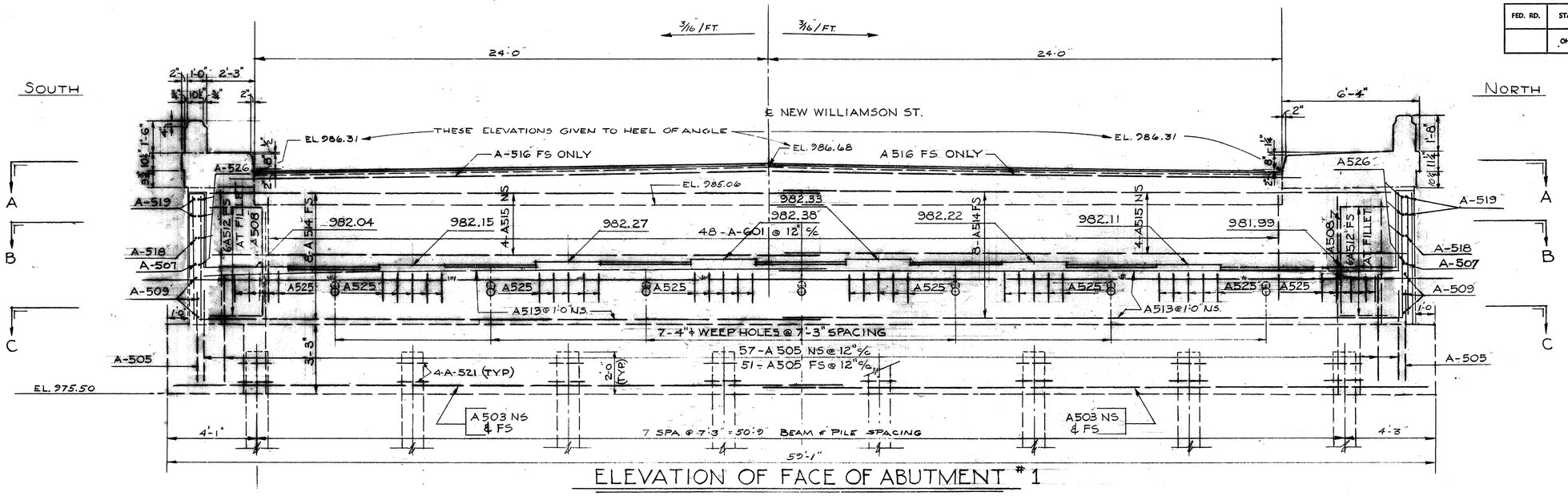
BRIDGE No. MAH - 7 - 1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781 + 30.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | | | |

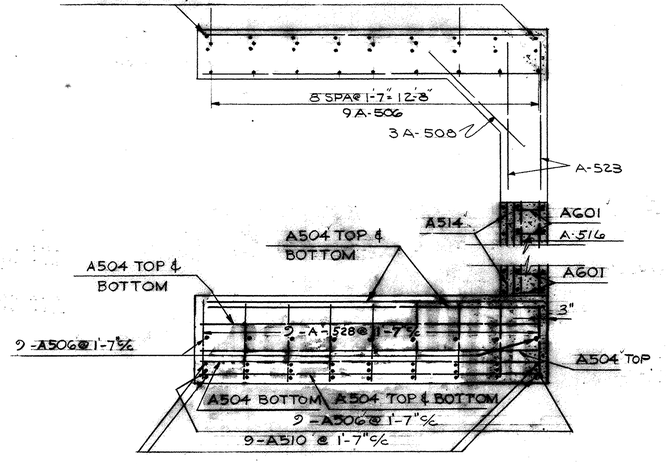
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

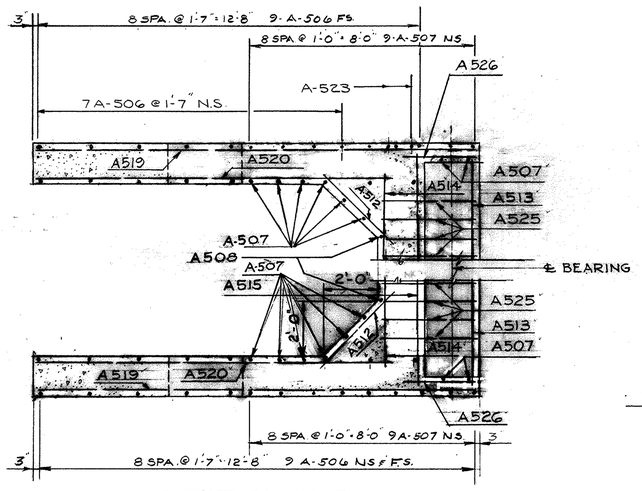
72
102



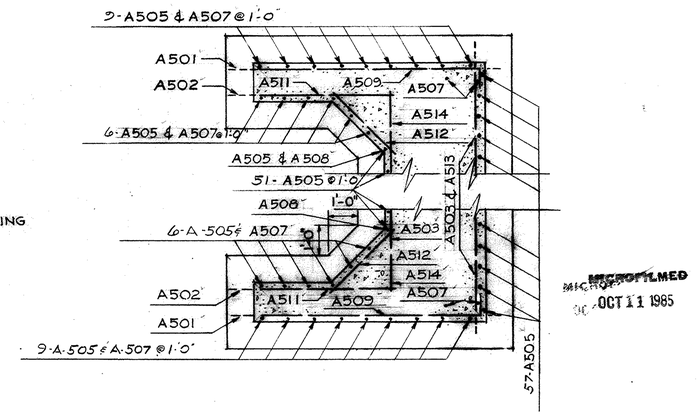

ELEVATION OF FACE OF ABUTMENT # 1




SECTION A-A




SECTION B-B




SECTION C-C

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 1

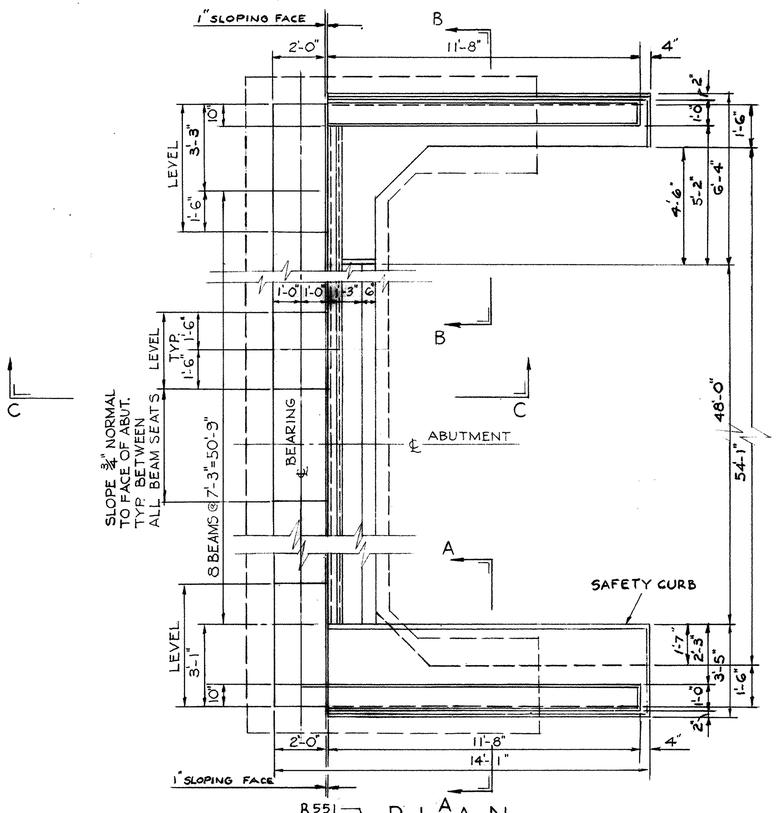
BRIDGE No. MAH-7-1470
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781+39.00

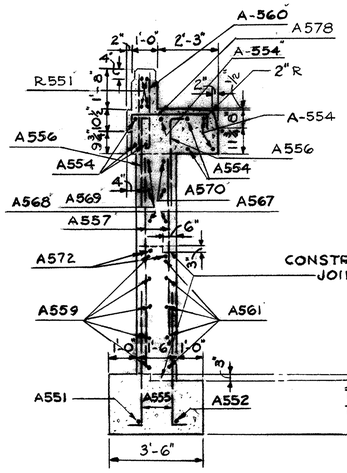
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | D.J. | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

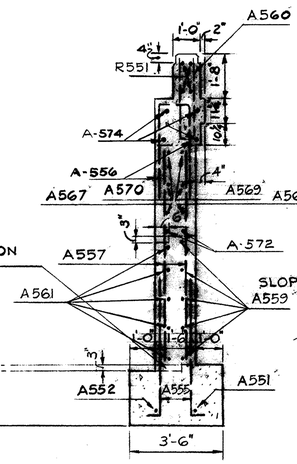
MAH - 7 - 1480

73
'02

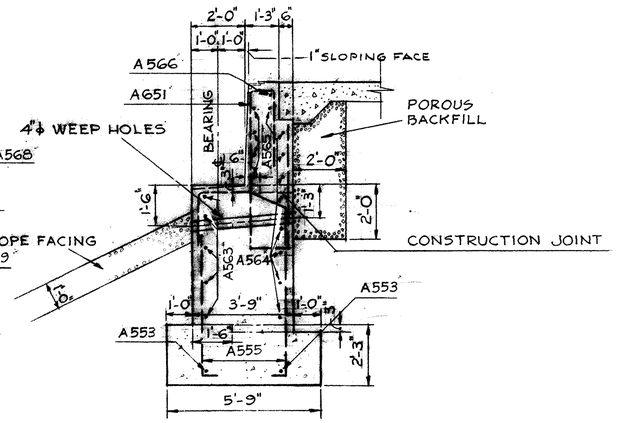


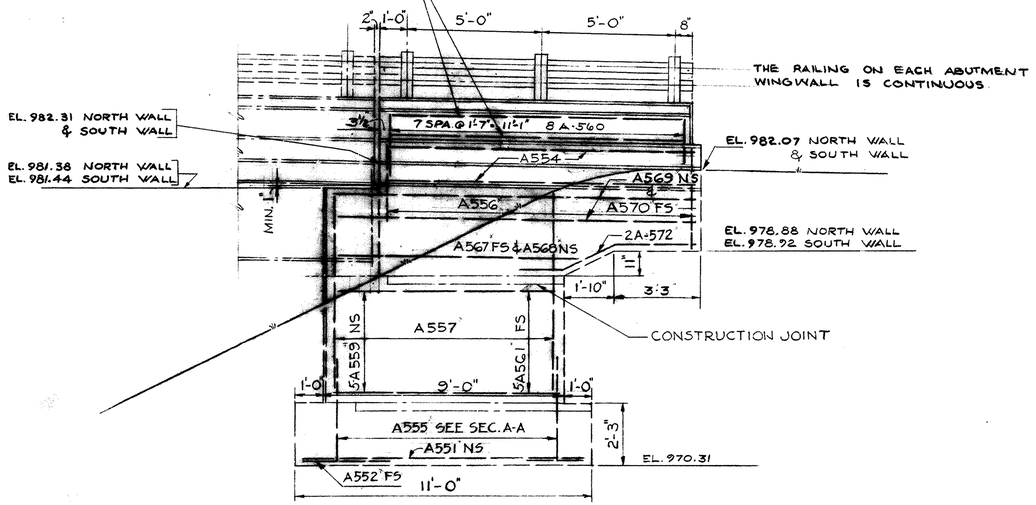

SECTION A-A




SECTION B-B




SECTION C-C




ELEVATION OF WING WALL

NOTE:

1. ALL REINFORCING STEEL TO BE COVERED WITH 3" OF CONCRETE WHEN BEARING ON EARTH. ALL OTHER STEEL MUST BE COVERED WITH 2" CONCRETE UNLESS OTHERWISE NOTED.
2. THE CONCRETE IN THE ABUTMENT BACKWALL SHALL NOT BE PLACED UNTIL AFTER STEEL WORK IS ERECTED BUT SHALL BE PLACED BEFORE THE DECK SLAB CONCRETE IS PLACED.
3. POROUS BACKFILL, 2 FT. THICK, FULL LENGTH OF ABUTMENT & WING WALLS SHALL EXTEND UP TO THE UNDERSIDE OF THE APPROACH SLAB OR TO THE FINISHED GROUND SURFACE
4. MAXIMUM DESIGN BEARING PRESSURE UNDER ABUTMENT FOOTINGS = 2500 # PER SQ FT.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 2

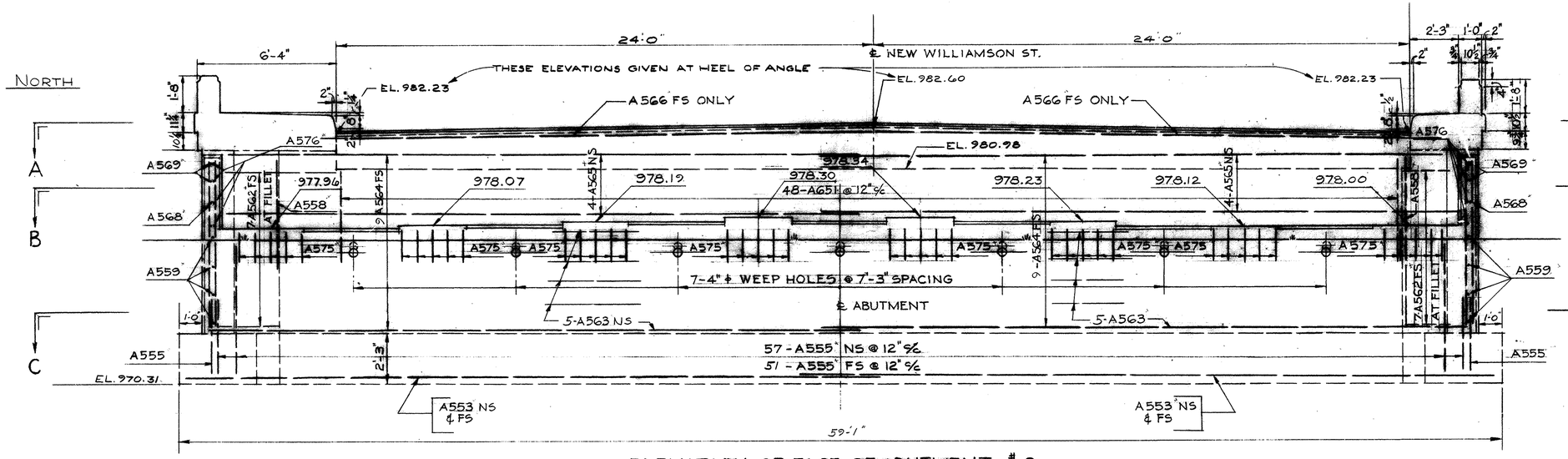
BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781 + 30.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | D.L. | | |

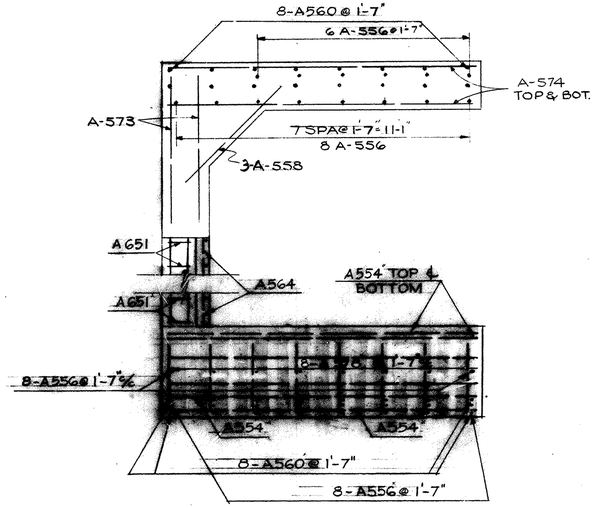
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH.-7-1480

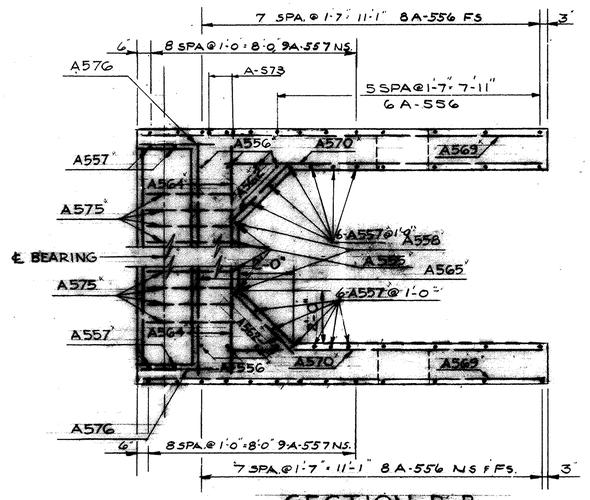
74
102



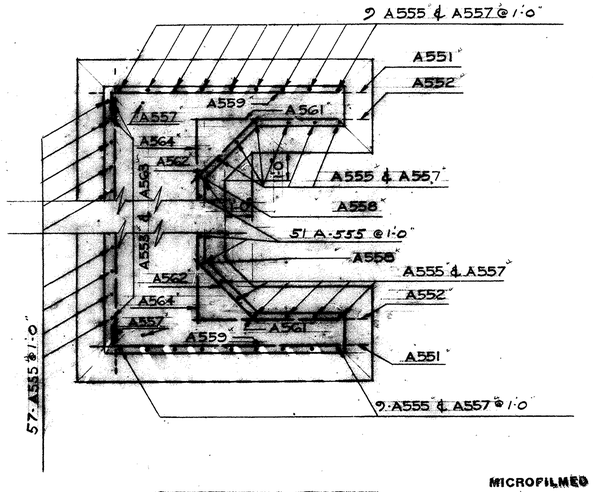

ELEVATION OF FACE OF ABUTMENT # 2




SECTION A-A




SECTION B-B




SECTION C-C

MICROFILMED
DATE OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 2

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781 + 39.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | D.L. | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

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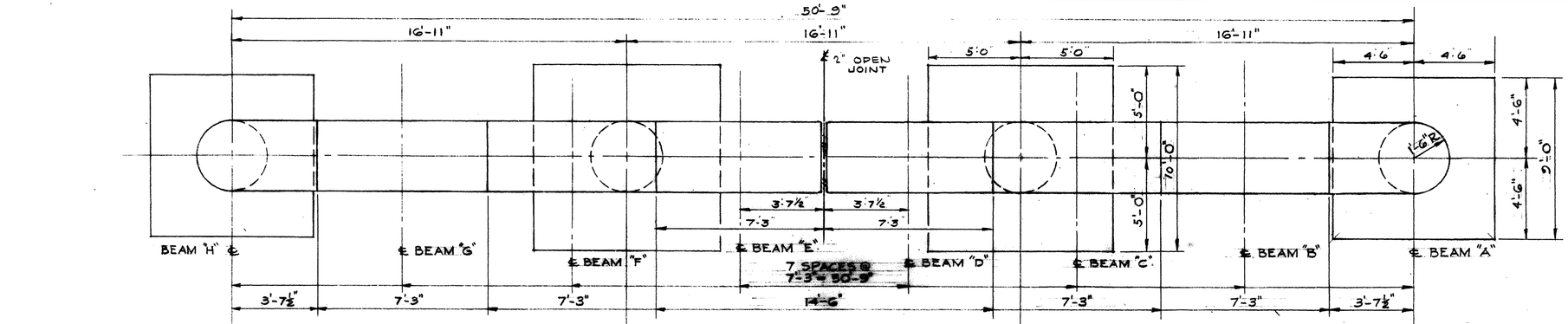
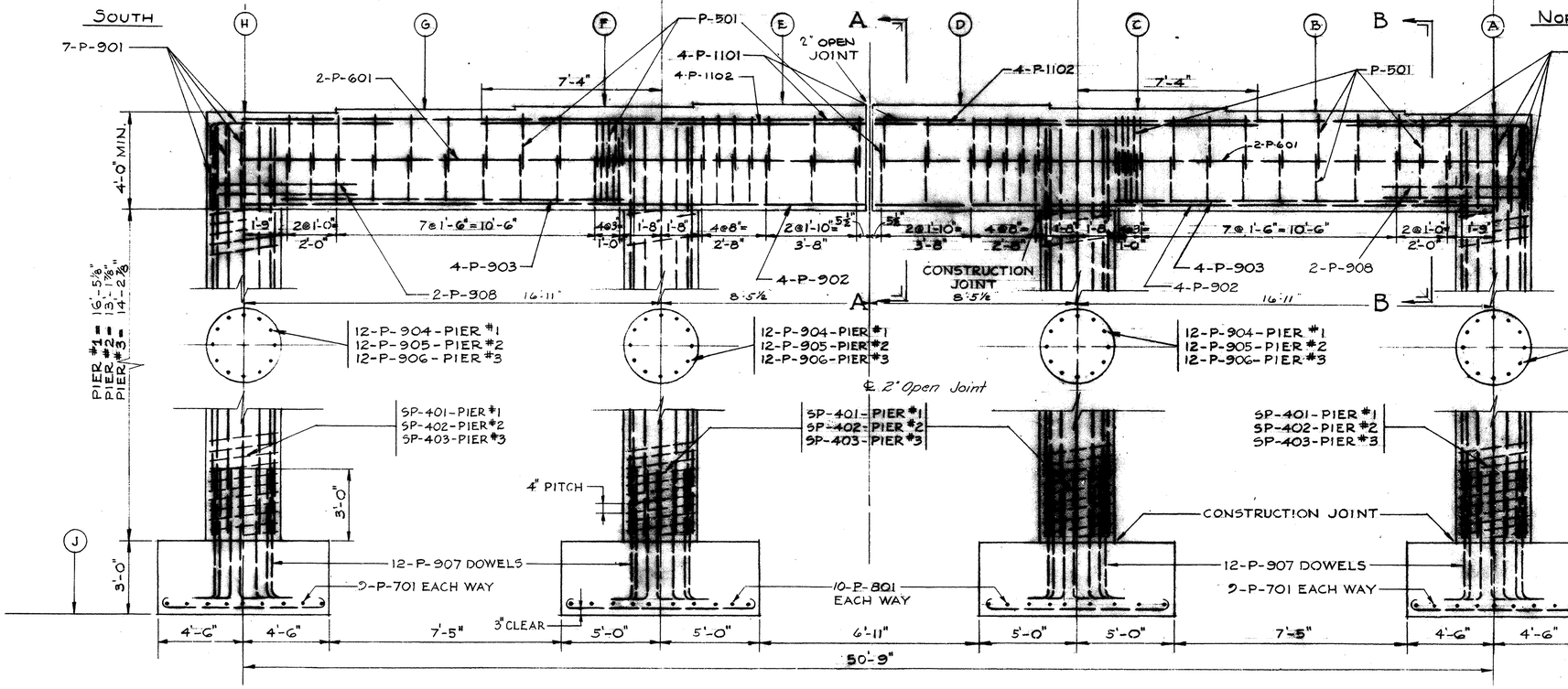
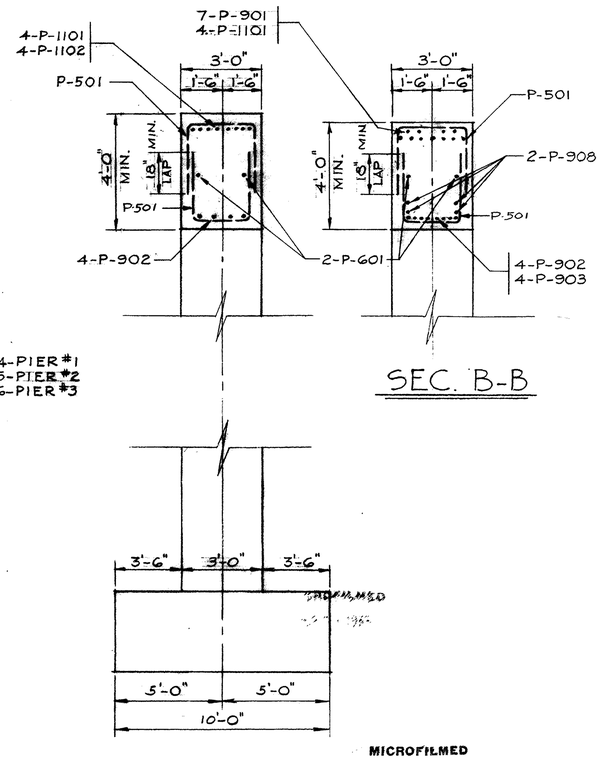
102




## PLAN




## ELEVATION




MICROFILMED
OCT 11 1985

## PIER ELEVATION TABLE

| | A | B | C | D | E | F | G | H | J |
|---|---|---|---|---|---|---|---|---|---|
| PIER #1 | 980.93 | 981.04 | 981.15 | 981.27 | 981.31 | 981.19 | 981.08 | 980.97 | 957.50 |
| PIER #2 | 979.58 | 979.69 | 979.81 | 979.92 | 979.96 | 979.85 | 979.73 | 979.62 | 959.42 |
| PIER #3 | 978.45 | 978.56 | 978.68 | 978.79 | 978.83 | 978.71 | 978.60 | 978.49 | 957.21 |

MAXIMUM DESIGN BEARING PRESSURE UNDER PIER FOOTINGS = 5000 # PER SQ FT.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# PIER #1 #2 & #3

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781+30.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | C.J. | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

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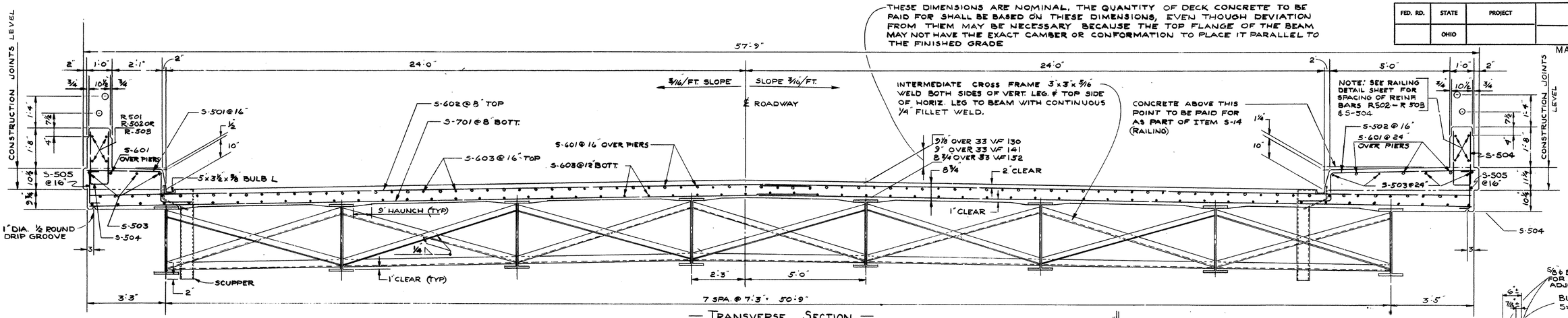
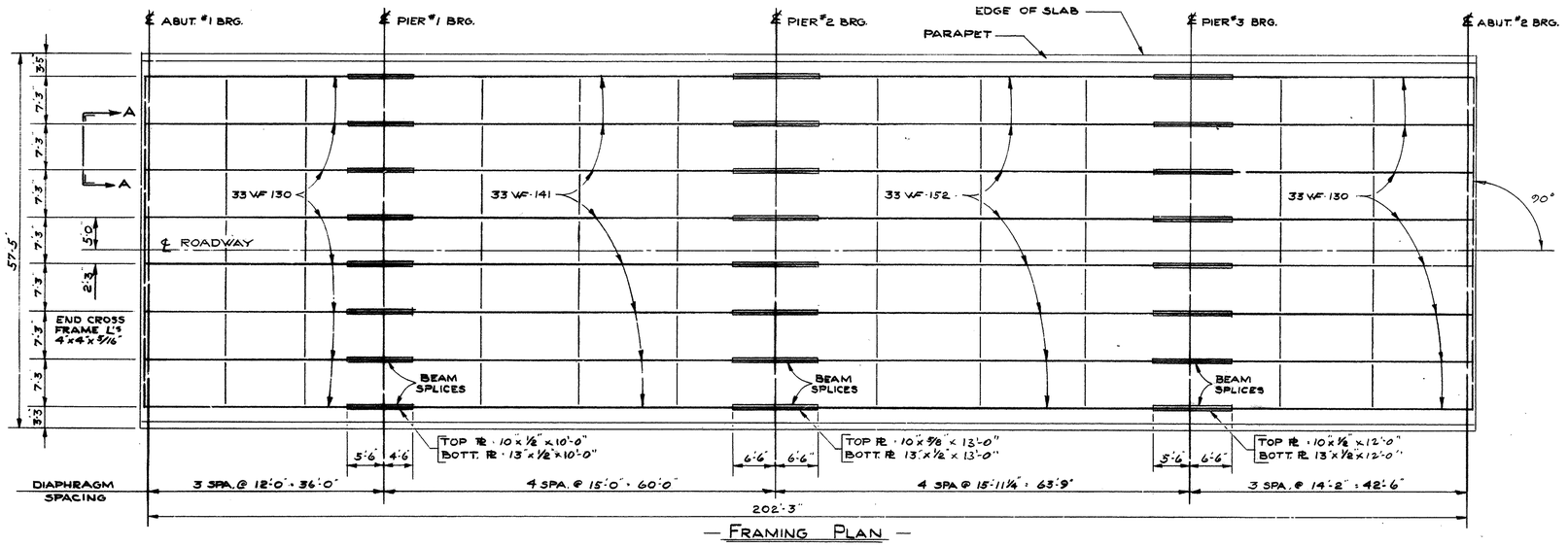
MAH-7-1480

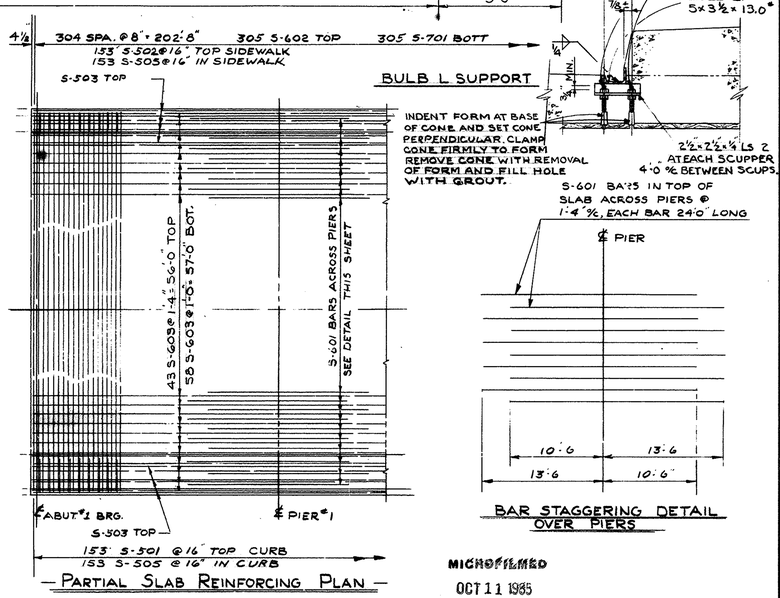
THESE DIMENSIONS ARE NOMINAL, THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THESE DIMENSIONS, EVEN THOUGH DEVIATION FROM THEM MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION TO PLACE IT PARALLEL TO THE FINISHED GRADE




— TRANSVERSE SECTION —

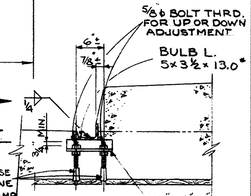



— FRAMING PLAN —




— PARTIAL SLAB REINFORCING PLAN —

BULB L SUPPORT

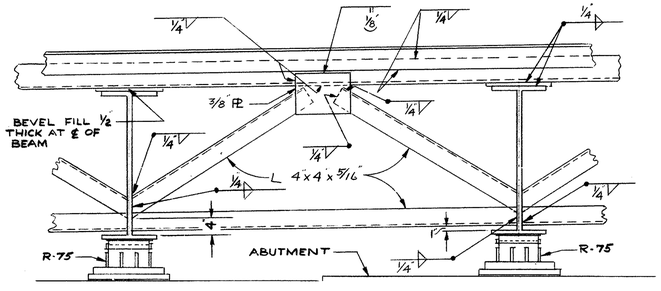



S-601 BARS IN TOP OF SLAB ACROSS PIERS @ 1'-4" c/c, EACH BAR 24'-0" LONG

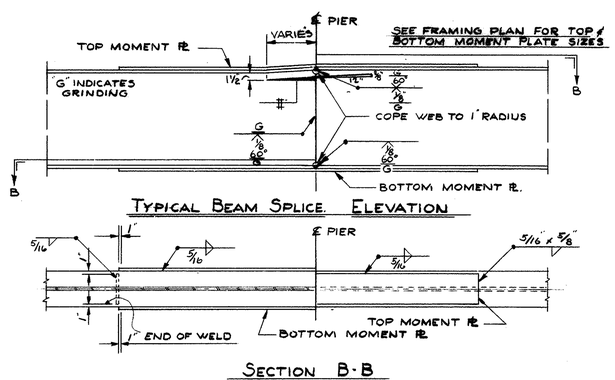



BAR STAGGERING DETAIL OVER PIERS

MICROFILMED
OCT 11 1985




SECTION A-A




TYPICAL BEAM SPLICE ELEVATION

SECTION B-B

PAINTING: AFTER ERECTION AND AFTER THE SHOP COAT HAS BEEN CLEANED AND WHERE NECESSARY, REPAINTED IN ACCORDANCE WITH SEC. 804, AN ADDITIONAL COAT OF THE SAME PAINT AS USED IN THE SHOP SHALL BE APPLIED OVER OUTSIDE FACE OF OUTSIDE STEEL BEAMS AND ALL SIDES OF BOTTOM FLANGE.

## NOTES

SLAB THICKNESS SHOWN INCLUDES 1" MONOLITHIC WEARING SURFACE.

WELDING PROCEDURE

1. RAISE BEAM ENDS AT PIER #1 - 1¼"
2. BUTT WELD BEAM FLANGES & WEB AT PIER #2 USING THE FOLLOWING SEQUENCE: MAKE TWO PASSES ON EACH FLANGE, THEN TWO ON WEB, REPEAT USING ONE PASS AT EACH LOCATION, UNTIL WELDS ARE COMP.
3. WELD TOP & BOTTOM MOMENT PLATES AT PIER #2.
4. LOWER BEAM ENDS INTO PLACE AT PIER #1
5. RAISE BEAM ENDS AT ABUTMENT #1 - 3/8" AND AT ABUTMENT #2 - ½"
6. MAKE SPLICES AT PIERS #1 & #3 IN SAME MANNER AS AT PIER #2
7. LOWER BEAM ENDS INTO PLACE AT ABUTMENTS.

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. ANY WELDS SHOWN AS FIELD WELDS MAY, AT THE OPTION OF THE CONTRACTOR, BE MADE IN THE SHOP

DEFLECTION & CAMBER

| LOCATION | 36'-0" SPAN | | | 60'-0" SPAN | | | 63'-9" SPAN | | | 42'-6" SPAN | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | S. EXT. BEAM | INT. BEAMS | N. EXT. BEAM | S. EXT. BEAM | INT. BEAMS | N. EXT. BEAM | S. EXT. BEAM | INT. BEAMS | N. EXT. BEAM | S. EXT. BEAM | INT. BEAMS | N. EXT. BEAM |
| DEFLECTION DUE TO WEIGHT OF STEEL | .01" | .01" | .01" | .06" | .05" | .07" | .09" | .09" | .09" | .02" | .02" | .02" |
| DEFLECTION DUE TO REMAINING DEAD LOAD | .05" | .03" | .06" | .54" | .31" | .64" | .67" | .37" | .80" | .15" | .08" | .18 |
| CONVEXITY REQUIRED FOR VERTICAL CURVE | .00" | .00" | .00" | .00" | .00" | .00" | .00" | .00" | .00" | .00" | .00" | .00" |
| SUM OF DEFLECTION & CONVEXITY | .06" | .04" | .07" | .60" | .36" | .71" | .76 | .46 | .89 | .17" | .10" | .20" |
| REQUIRED CAMBER | 0 | 0 | 0 | 0 | 0 | 0 | 1" | 1" | 1" | 0 | 0 | 0 |

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# FRAMING PLAN

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781+30.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | J.N.P | | D.C. | | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

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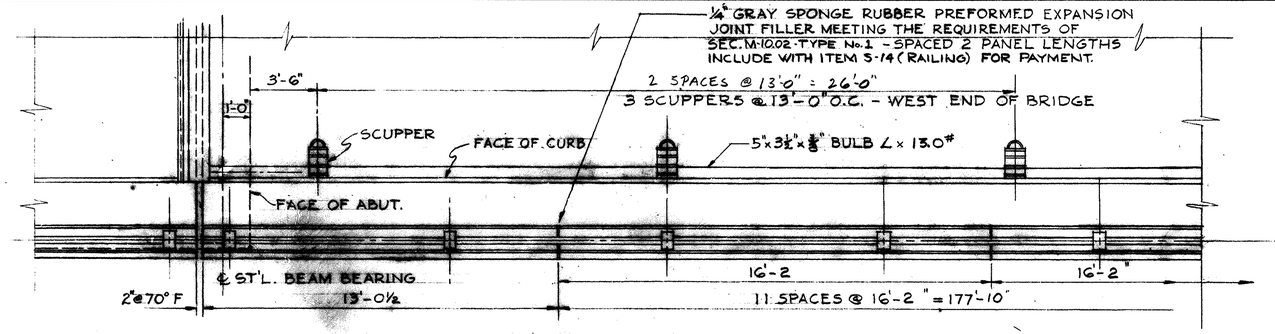
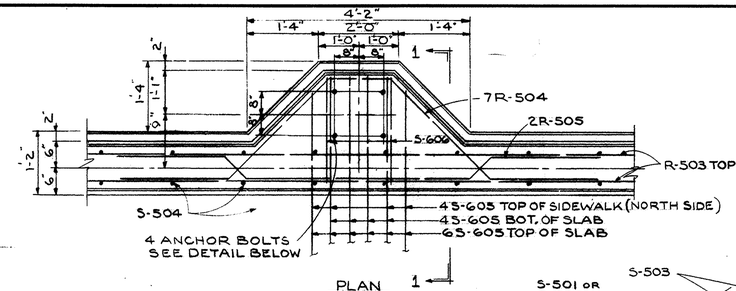


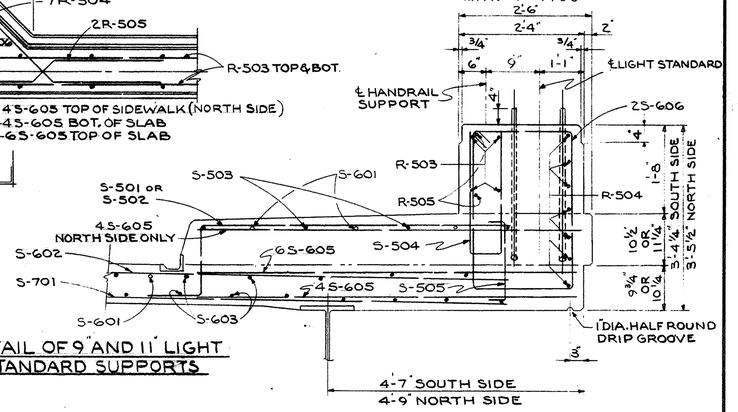

## PART DECK PLAN - WEST END

SCALE: 3/8" = 1'-0"

(OPPOSITE HAND SIMILAR)



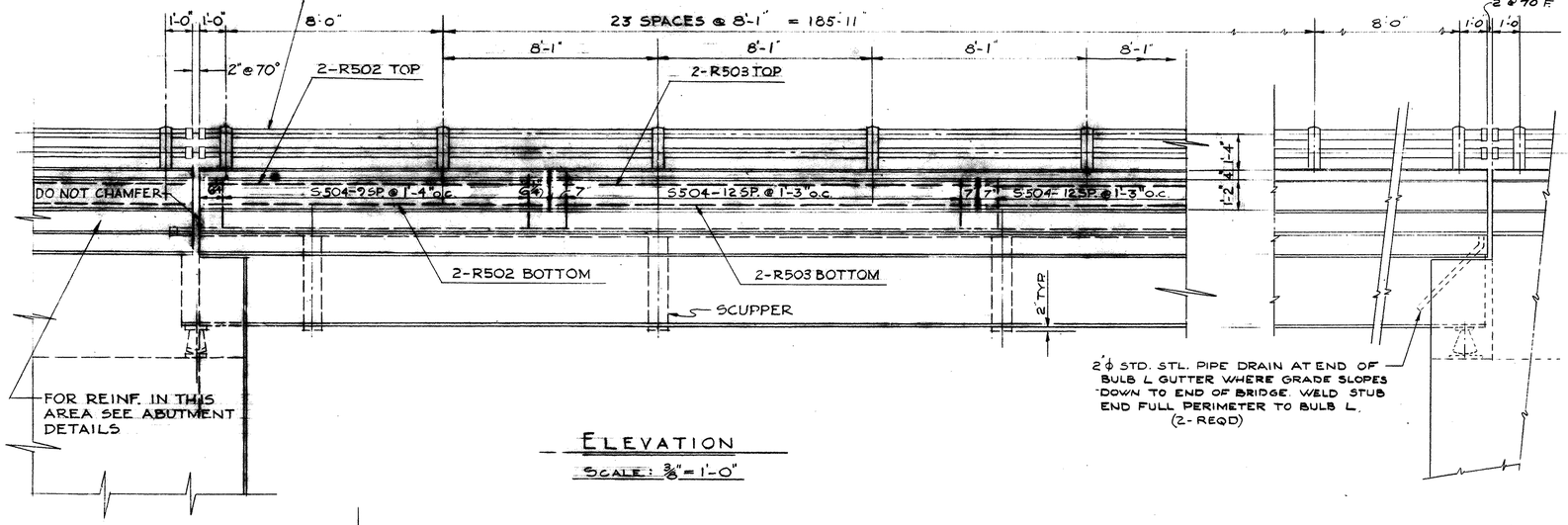

PLAN




DETAIL OF 9" AND 11" LIGHT STANDARD SUPPORTS

SECTION 1-1

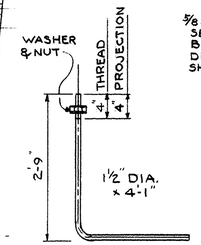
4"O.D. x 3/16" WALL ALUMINUM TUBE RAILING SHALL BE CONTINUOUS THRU FIRST POST AT EACH END OF SUPERSTRUCTURE.



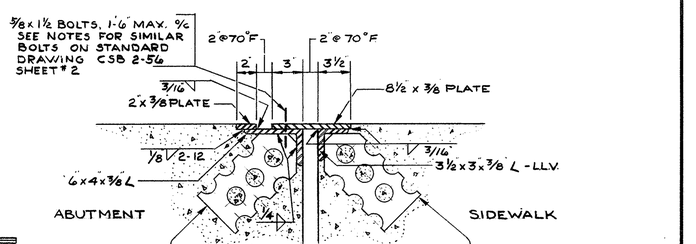

ELEVATION

SCALE: 3/8" = 1'-0"

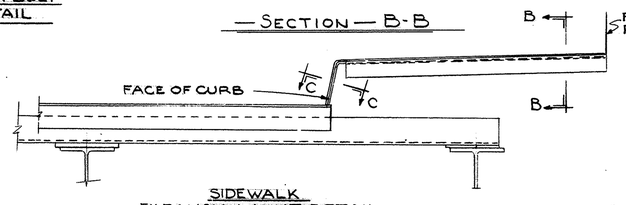
2 ϕ STD. STL. PIPE DRAIN AT END OF BULB L GUTTER WHERE GRADE SLOPES DOWN TO END OF BRIDGE. WELD STUB END FULL PERIMETER TO BULB L. (2- REQD)



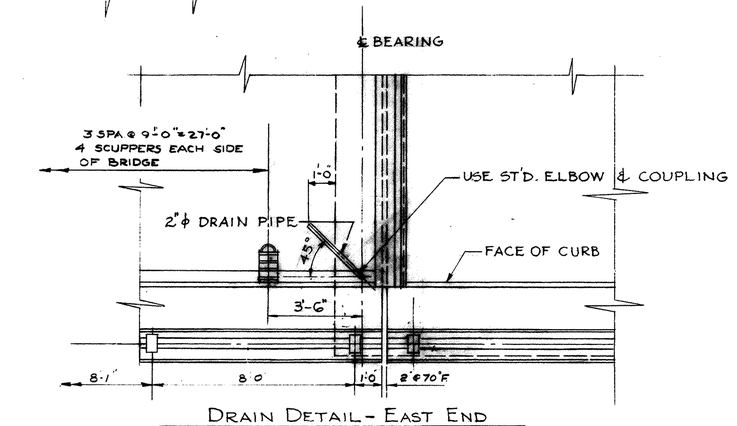

ANCHOR BOLT DETAIL




— SECTION — B-B

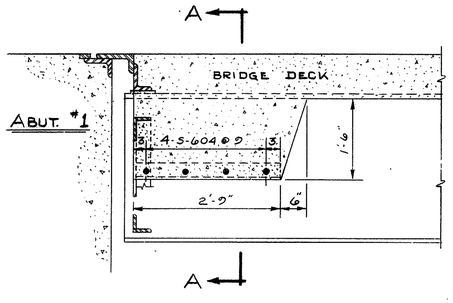


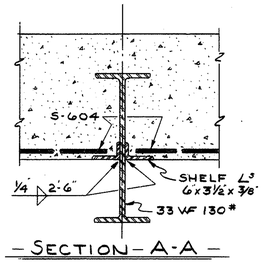

SIDEWALK EXPANSION JOINT DETAIL



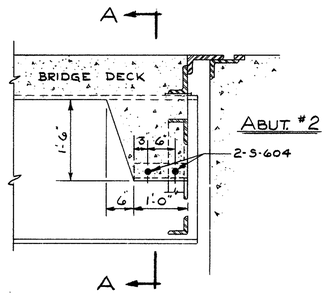

DRAIN DETAIL - EAST END

SCALE: 3/8" = 1'-0"



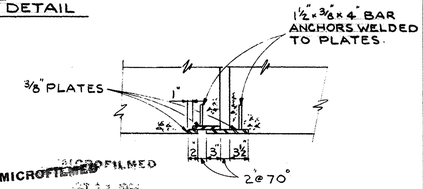




— SECTION - A-A —




— SECTION THRU END OF BRIDGE DECK —

— SHOWING COUNTERWEIGHTS —




SECTION C-C

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# RAILING & DRAINAGE DETAILS

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781 + 39.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | D.L. | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH - 7 - 1480

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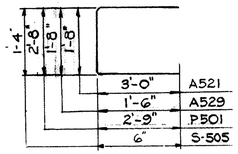
# REINFORCING STEEL SCHEDULE

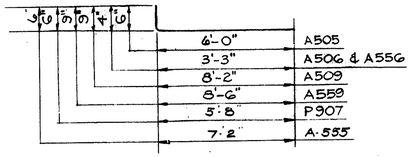
| MARK | NO. | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|
| ABUTMENTS | | | | |
| A501 | 2 | 10'-2" | 21 | ST. |
| A502 | 2 | 6'-2" | 13 | ST. |
| A503 | 4 | 31'-1" | 130 | ST. |
| A504 | 8 | 13'-3" | 111 | ST. |
| A505 | 138 | 6'-5" | 924 | BT. |
| A506 | 34 | 3'-6" | 124 | BT. |
| A507 | 34 | 6'-5" | 228 | ST. |
| A508 | 3 | 5'-0" | 16 | ST. |
| A509 | 8 | 8'-10" | 74 | BT. |
| A510 | 18 | 6'-4" | 119 | BT. |
| A511 | 8 | 5'-0" | 42 | ST. |
| A512 | 12 | 3'-4" | 42 | ST. |
| A513 | 8 | 29'-2" | 244 | ST. |
| A514 | 16 | 28'-1" | 469 | ST. |
| A515 | 8 | 29'-1" | 243 | ST. |
| A516 | 2 | 26'-8" | 56 | ST. |
| A517 | 2 | 8'-3" | 17 | ST. |
| A518 | 2 | 10'-3" | 21 | ST. |
| A519 | 4 | 15'-2" | 63 | ST. |
| A520 | 4 | 12'-1" | 51 | ST. |
| A521 | 32 | 7'-6" | 250 | BT. |
| A522 | 4 | 8'-5" | 36 | BT. |
| A523 | 2 | 10'-6" | 22 | BT. |
| A524 | 4 | 13'-2" | 55 | ST. |
| A525 | 40 | 6'-4" | 264 | BT. |
| A526 | 8 | 3'-6" | 29 | ST. |
| A528 | 9 | 3'-9" | 35 | BT. |
| A529 | 8 | 4'-6" | 38 | BT. |
| A530 TO A550, INC. | UNASSIGNED NOS. | | | |
| A551 | 2 | 10'-6" | 22 | ST. |
| A552 | 2 | 6'-6" | 14 | ST. |
| A553 | 4 | 31'-1" | 130 | ST. |
| A554 | 8 | 11'-8" | 98 | ST. |
| A555 | 138 | 7'-7" | 1092 | BT. |
| A556 | 30 | 3'-6" | 110 | BT. |
| A557 | 34 | 8'-6" | 302 | ST. |
| A558 | 3 | 5'-0" | 16 | ST. |
| A559 | 10 | 9'-2" | 96 | BT. |
| A560 | 16 | 6'-4" | 106 | BT. |
| A561 | 10 | 5'-6" | 57 | ST. |
| A562 | 14 | 3'-4" | 49 | ST. |
| A563 | 10 | 29'-2" | 305 | ST. |
| A564 | 18 | 28'-1" | 527 | ST. |
| A565 | 8 | 29'-1" | 243 | ST. |
| A566 | 2 | 26'-8" | 56 | ST. |
| A567 | 2 | 7'-2" | 15 | ST. |
| A568 | 2 | 9'-2" | 19 | ST. |
| A569 | 4 | 13'-9" | 57 | ST. |
| A570 | 4 | 10'-9" | 45 | ST. |
| A571 | UNASSIGNED NO. | | | |
| A572 | 4 | 6'-7 | 28 | BT. |
| A573 | 2 | 10'-6" | 22 | BT. |
| A574 | 4 | 11-8 | 49 | ST. |
| A575 | 40 | 6-4 | 264 | BT. |
| A576 | 8 | 3'-6" | 29 | ST. |
| A578 | 8 | 3'-9" | 32 | BT. |
| A601 | 48 | 15'-5" | 1,112 | BT. |
| A651 | 48 | 15'-5" | 1,112 | BT. |
| TOTAL ABUTMENTS | | | 9744 | |
| PIERS | | | | |
| P-501 | 252 | 8'-0" | 2103 | BT. |
| P-601 | 12 | 25'-4" | 456 | ST. |
| P-701 | 108 | 10'-4" | 2282 | BT. |
| P-801 | 120 | 11'-10" | 3792 | BT. |
| P-901 | 42 | 10'-10" | 1547 | BT. |
| P-902 | 24 | 25'-4" | 2068 | ST. |
| P-903 | 24 | 13'-11" | 1136 | ST. |
| P-904 | 48 | 20'-1" | 3,278 | ST. |
| P-905 | 48 | 16'-9" | 2734 | ST. |
| P-906 | 48 | 17'-10" | 2910 | ST. |
| P-907 | 144 | 6'-0 | 2938 | BT. |
| P-908 | 12 | 10'-7 | 432 | BT. |
| P-1101 | 24 | 25'-4" | 3230 | ST. |
| P-1102 | 24 | 15'-7" | 1987 | ST. |
| TOTAL PIERS | | | 30,893 | |
| PIER TOTAL-INCLUDING SPIRALS - 34,501 | | | | |
| SUPERSTRUCTURE | | | | |
| S-501 | 153 | 5'-0" | 798 | BT |
| S-502 | 153 | 7'-11" | 1264 | BT |
| S-503 | 42 | 35'-2" | 1540 | ST |
| S-504 | 326 | 5'-0" | 1702 | BT |
| S-505 | 306 | 2'-2" | 692 | BT |
| S-601 | 138 | 24'-0" | 4,975 | ST. |
| S-602 | 610 | 29'-9" | 27,258 | ST. |
| S-603 | 606 | 35'-6" | 32,313 | ST. |
| S-604 | 42 | 6-11 | 437 | ST. |
| S-605 | 24 | 7'-2" | 258 | ST |
| S-606 | 4 | 9'-7" | 58 | BT |
| S-701 | 610 | 29'-10" | 37,198 | ST |
| TOTAL SUPERSTRUCTURE = 108,493 | | | | |
| RAILING* | | | | |
| R501 | 8 | 12'-10 | | ST. |
| R502 | 16 | 12'-8" | | ST. |
| R503 | 88 | 15'-9" | | ST. |
| R-504 | 14 | 10'-4" | | BT. |
| R-505 | 4 | 9'-7" | | BT. |
| R551 | 8 | 11'-2" | | ST. |
| REPLACEMENT BARS | | | | |
| RE401 | 1 | 5'-3" | (SPIRAL) | BT. |
| RE501 | 2 | 5'-6" | | ST. |
| RE601 | 4 | 6'-0" | | ST. |
| RE701 | 2 | 6'-3" | | ST. |
| RE801 | 1 | 6'-6" | | ST. |
| RE901 | 1 | 7'-0" | | ST. |
| RE1101 | 1 | 7-6 | | ST. |

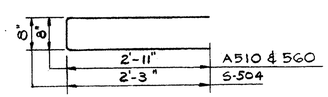
## SPIRAL REINFORCING LIST

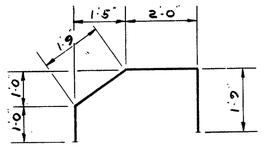
| MARK | NO. REQ'D | CORE DIA. OF SPIRAL | LENGTH OF SPIRAL | PITCH | NO. OF TURNS | WEIGHT |
|---|---|---|---|---|---|---|
| SP-401 | 4 | 2'-8" | 16'-6" | 4" | 53 | 1168 |
| SP-402 | 4 | 2'-8" | 13'-2" | 4" | 43 | 948 |
| SP-403 | 4 | 2'-8" | 14'-3" | 4" | 46 | 1014 |
| SPACERS | 48 | | | | | 478 |
| | | | | | TOTAL SPIRALS | 3608 |

GRAND TOTAL - 144,306 LBS.

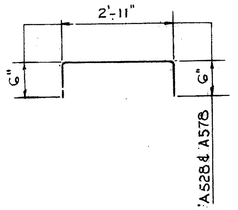


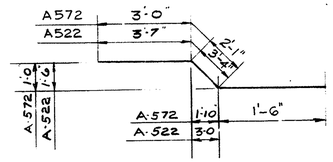



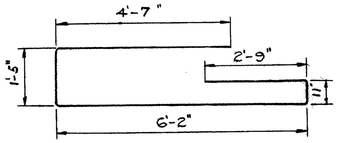



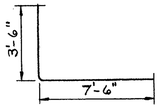

A-525
A-575



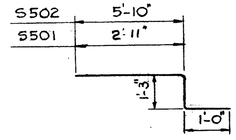

AG01
AG51

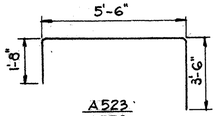



P901




P-908

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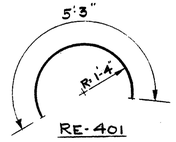
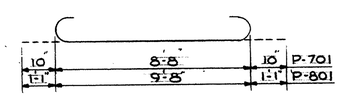
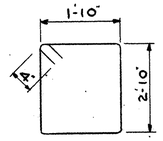
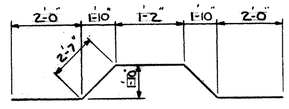



RE-401

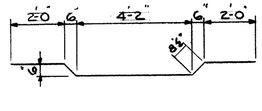



S-606




R-504




R-505

## SPIRAL REINFORCING NOTES

THE LENGTH SHOWN IN THE STEEL LIST FOR SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO BOTTOM OF PIER CAPS. THE NUMBER OF TURNS SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE LENGTH DIVIDED BY THE PITCH PLUS THREE TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED AS THE NEAREST WHOLE NUMBER. SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4. ONE AND HALF CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT. FOUR (4) STEEL CHANNEL, TEE OR ANGLE SPACERS WEIGHING APPROXIMATELY 0.68 LBS. PER LINEAL FT. OF SPACERS SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS BASED ON 0.68 LBS. PER LINEAL FT. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.

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-510 IS A NO. 5 SIZE BAR AND A-1101 IS A NO. 11 SIZE BAR.

REPLACEMENT BARS: IF REINFORCING BARS ARE FABRICATED FROM STOCK WHICH HAS PREVIOUSLY BEEN TESTED AND APPROVED BY THE OHIO HIGHWAY TESTING LABORATORY TEST SAMPLES AS PROVIDED IN SECTION S-4.02 NEED NOT BE FURNISHED AND REPLACEMENT BARS WILL NOT BE REQUIRED.

*RAILING REINFORCEMENT BARS WILL BE INCLUDED AS PART OF ITEM S-14 FOR PAYMENT.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

## REINFORCING SCHEDULE

BRIDGE No. MAH-7-1479
UNDER WILLIAMSON AVE.
YOUNGSTOWN, MAHONING COUNTY
STA. 781 + 39.00

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| D.C. | E.S.S. | | D.C. | D.J. | | |

MAH-7-1480

| FED RD | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

79/102

END APPROACH SLAB
STA. 7+20.15
2'0 EARTH BENCH
EL. 956.00
INCLUDE WITH ITEM
E-2, UNCLASSIFIED
EXCAVATION FOR
PAYMENT

14.00' MIN. CLEAR. REQ'D
14.07' ACTUAL CLEAR.

CURVE DATA - S.R.# 7
Δ = 66°-53'-50"
D = 7°-30'-00"
R = 764.01'
L = 893.54'
θs = 15°-00"
Es = 129.05'
Ts = 518.63'

SURVEY OF STATE ROUTE # 7
℄ SOUTHBOUND LANES #7
℄ NORTHBOUND LANES #7
FUTURE ℄ SOUTHBOUND LANES-RT #7
FUTURE ℄ NORTHBOUND LANES-RT #7
FULTON STREET
OKLAHOMA STREET
℄ SIMON ST.
WAYNE PYATT ST.
EXISTING WAYNE AVENUE
PT. OF MIN. CLEAR.
PT. STA. 10+63.48
℄ CONNECTOR
℄ EXISTING WAYNE AVENUE
14.00' MIN. CLEAR. REQ'D
17.64 ACTUAL CLEAR.
PROP. M.H.
PROP. 48" STORM SEWER
I-8 № 2-2A C.B. 84.5' RT. ℄ STA. 12+00
I-8 № 2-2A C.B. 87.0' LT. ℄ STA. 11+00
BEGIN APPROACH SLAB STA. 11+32.80
EXIST. 42" STORM SEWER
M.H.
12" S.S.
8" C.I.P.
2-0 EARTH BENCH
EL. 956.00

PROPOSED WAYNE-PYATT STRUCTURE

TYPE : STEEL BEAM WITH REINFORCED CONCRETE DECK & SUBSTRUCTURE
SPAN : 58'-0" 70'-0½" 70'-0½" 56'-4" 56'-4" 56'-4" 41'-0" ⅝" BRGS.
ROADWAY : 28' F/F CURB - 5'-0" SIDEWALK ON S. SIDE - 2'-3" SAFETY CURB ON N. SIDE
LOAD FREQUENCY : C.F. 400
SKEW : VARIABLE R.F.
WEARING SURFACE : 1" MONOLITHIC
APPROACH SLAB : 25'-0" LONG AS-1-54
SUPERELEVATION : NONE
ALIGNMENT : 6°30'-00" CURVE TO TANGENT
TRAFFIC COUNT : 4500 ADT 1979

P.I. STA. 6+75 EL. 957.94
-2.65%/2.50'V.C.+5.62%
+5.62%/5.00'V.C.-6.78%
P.I. STA. 10+30 EL. 931.00
EL. 959.19
EL. 932.00
EL. 944.00
EL. 945.00
EL. 955.00
EL. 957.00
EL. 958.54
2% NORMAL
FUTURE PROFILE
FUTURE PROFILE
MIN. CLEAR. = 15.16' ACTUAL
15.00' MIN. REQ'D.
BRIDGE JOINTS - 41'-9"
960.99
962.56
964.96
967.46
969.34
970.59
971.23
971.75
970.65
969.42

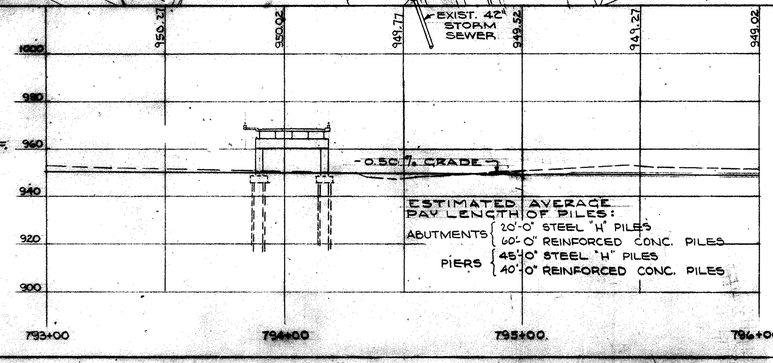
FOUNDATION SOUNDING

FOUNDATION DESIGN & FOUNDATION QUANTITIES ARE BASED ON A STUDY OF SOIL SAMPLING SOUNDINGS MADE AT THE SITE. THIS SOUNDING INFORMATION MAY BE INSPECTED IN THE OFFICE OF THE BUREAU OF BRIDGES IN COLUMBUS OR IN THE DIVISION OFFICE, BUT THE STATE DOES NOT GUARANTEE THE ACCURACY THEREOF.

SLOPE PAVING

I-10 CRUSHED AGGREGATE SLOPE PROTECTION

TYPICAL SECTION
PROP. WAYNE-PYATT ST. CONN.




ESTIMATED AVERAGE PAY LENGTH OF PILES:
ABUTMENTS { 20'-0" STEEL "H" PILES / 60'-0" REINFORCED CONC. PILES
PIERS { 45'-0" STEEL "H" PILES / 40'-0" REINFORCED CONC. PILES

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

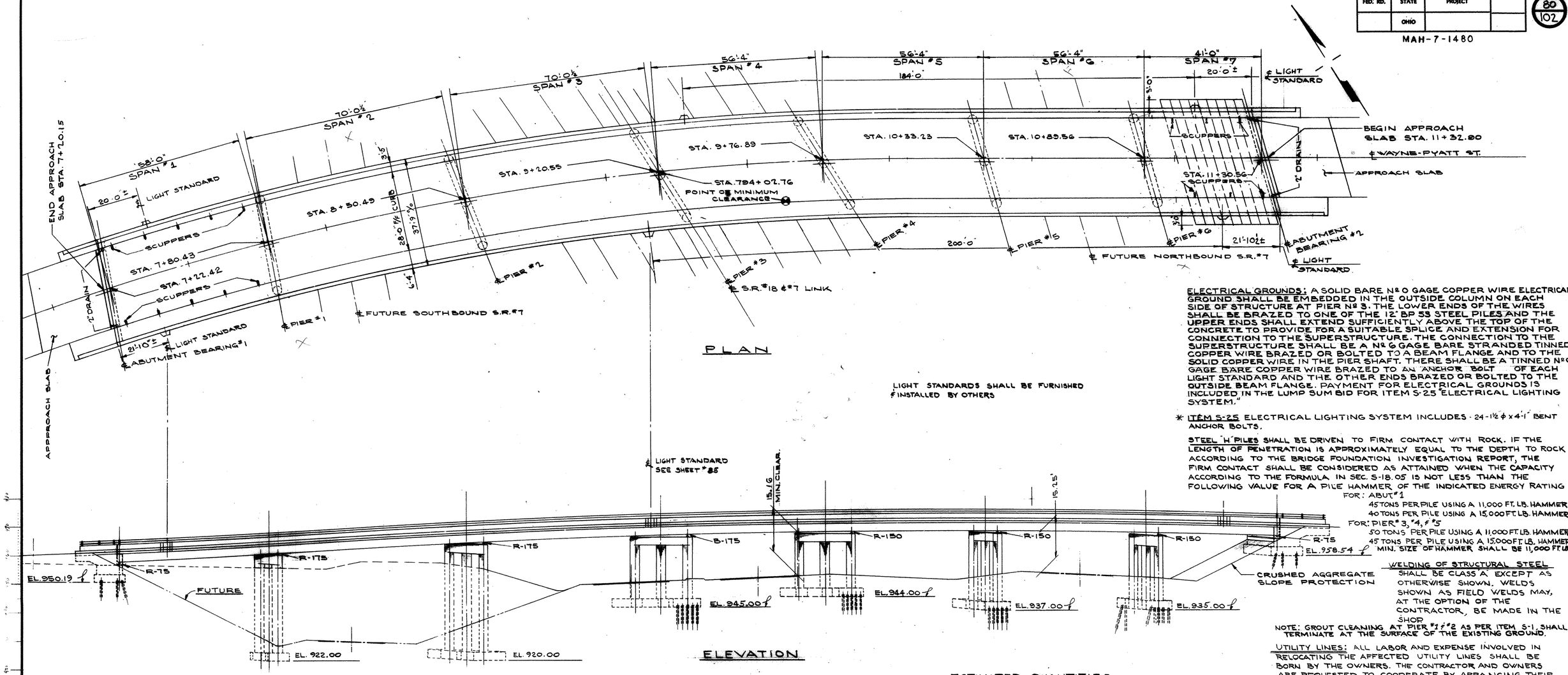
SITE PLAN
BRIDGE № MAH.-7-1503
UNDER WAYNE - PYATT ST.
YOUNGSTOWN MAHONING COUNTY
STA. 794+02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| E.A.K. | D.G.S. | | C.W. | DC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

80/102




PLAN

ELEVATION

LIGHT STANDARDS SHALL BE FURNISHED & INSTALLED BY OTHERS

ELECTRICAL GROUNDS: A SOLID BARE N° 0 GAGE COPPER WIRE ELECTRICAL GROUND SHALL BE EMBEDDED IN THE OUTSIDE COLUMN ON EACH SIDE OF STRUCTURE AT PIER N° 3. THE LOWER ENDS OF THE WIRES SHALL BE BRAZED TO ONE OF THE 12" BP 53 STEEL PILES AND THE UPPER ENDS SHALL EXTEND SUFFICIENTLY ABOVE THE TOP OF THE CONCRETE TO PROVIDE FOR A SUITABLE SPLICE AND EXTENSION FOR CONNECTION TO THE SUPERSTRUCTURE. THE CONNECTION TO THE SUPERSTRUCTURE SHALL BE A N° 6 GAGE BARE STRANDED TINNED COPPER WIRE BRAZED OR BOLTED TO A BEAM FLANGE AND TO THE SOLID COPPER WIRE IN THE PIER SHAFT. THERE SHALL BE A TINNED N° 6 GAGE BARE COPPER WIRE BRAZED TO AN ANCHOR BOLT OF EACH LIGHT STANDARD AND THE OTHER ENDS BRAZED OR BOLTED TO THE OUTSIDE BEAM FLANGE. PAYMENT FOR ELECTRICAL GROUNDS IS INCLUDED IN THE LUMP SUM BID FOR ITEM S-25 "ELECTRICAL LIGHTING SYSTEM."

* ITEM S-25 ELECTRICAL LIGHTING SYSTEM INCLUDES - 24-1½ ϕ x 4'-1" BENT ANCHOR BOLTS.

STEEL "H" PILES SHALL BE DRIVEN TO FIRM CONTACT WITH ROCK. IF THE LENGTH OF PENETRATION IS APPROXIMATELY EQUAL TO THE DEPTH TO ROCK ACCORDING TO THE BRIDGE FOUNDATION INVESTIGATION REPORT, THE FIRM CONTACT SHALL BE CONSIDERED AS ATTAINED WHEN THE CAPACITY ACCORDING TO THE FORMULA IN SEC. S-18.05 IS NOT LESS THAN THE FOLLOWING VALUE FOR A PILE HAMMER OF THE INDICATED ENERGY RATING

FOR: ABUT. #1
45 TONS PER PILE USING A 11,000 FT. LB. HAMMER.
40 TONS PER PILE USING A 15,000 FT. LB. HAMMER
FOR: PIER #3, #4, & #5
50 TONS PER PILE USING A 11,000 FT. LB. HAMMER
45 TONS PER PILE USING A 15,000 FT. LB. HAMMER
MIN. SIZE OF HAMMER SHALL BE 11,000 FT. LBS.

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.

NOTE: GROUT CLEANING AT PIER #1 & #2 AS PER ITEM S-1, SHALL TERMINATE AT THE SURFACE OF THE EXISTING GROUND.

UTILITY LINES: ALL LABOR AND EXPENSE INVOLVED IN RELOCATING THE AFFECTED UTILITY LINES SHALL BE BORN 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 A MINIMUM.

## GENERAL NOTES

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE REQUIREMENTS OF DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, DATE 9-1-57. TOGETHER WITH CURRENT REVISIONS THEREOF.

CONCRETE DECK PLACING: IN ORDER TO FACILITATE WATER CURING OF THE DECK SLAB, THE PLACING OF CONCRETE SHALL PROGRESS UPGRADE. THE SLAB MAY BE PLACED IN SECTIONS, BETWEEN TRANSVERSE CONSTRUCTION JOINTS WHICH ARE NORMAL TO THE CENTERLINE OF BRIDGE AND ARE LOCATED NEAR THE CENTER OF ANY SPAN.

STEEL: SEE PROPOSAL REGARDING A373 STEEL

SLOPE PROTECTION: CRUSHED AGGREGATE, ITEM 1-10; EXTENDING FROM FACE OF ABUTMENT TO TOE OF SLOPE, SHALL BE PROVIDED AT EAST ABUTMENT FOR FULL WIDTH OF BRIDGE PLUS THREE FEET ON EACH SIDE OF BRIDGE & PARALLEL WITH ℄ SUPERSTRUCTURE.

EXCAVATION AND BACKFILL: EXCAVATION QUANTITY INCLUDES THE REMOVAL OF FILL MATERIAL BETWEEN THE SURFACE OF THE PROPOSED EMBANKMENT AND THE BOTTOM OF FOOTINGS.

PILING: - ABUTMENT #1 AND PIERS #3, 4 AND 5 12" BP 53 STEEL PILES
- ABUTMENT #2 AND PIER #6 12" CAST-IN-PLACE REINFORCED CONCRETE PILES.

MINIMUM BEARING CAPACITY : 30 TONS PER PILE AT ABUTMENTS
" " " : 40 TONS PER PILE AT PIERS. (SEE NOTE ABOVE)

PIERS #1 AND 2 ON SPREAD FOOTINGS. MAXIMUM DESIGN BEARING LOAD: 5 TONS PER SQ. FT. AT PIER #1
: 2.5 TONS PER SQ. FT. AT PIER #2.

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD DRAWINGS: RB-1-55 DATED 2-2-59 AR-1-57 DATED 2-2-59, CSB-2-56, SHEET 2 & 3 DATED 2-2-59, SUPPLEMENTAL SPECIFICATION S-101, DATED 12-2-59

## ESTIMATED QUANTITIES

| PARTICIPATING FUNDS | NON-PART. FUNDS | ITEM | TOTAL | UNIT | DESCRIPTION | SUPERSTRUCT. PART. | SUPERSTRUCT. NON-PART. | ABUT. | PIERS PART. | PIERS NON-PART. | PIERS GEN | AS BUILT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LUMP | | E-2 | LUMP | SUM | COFFERDAMS, CRIBS, & SHEETING, PIERS 3 TO 5 INCLUSIVE. | | | | LUMP | | | |
| 1190 | 284 | E-2 | ~~1474~~ | CU.YDS. | UNCLASSIFIED EXCAVATION | | | 233 | 957 | 284 | | 60.9 -144 1330 |
| - | 61 | E-2 | ~~61~~ | CU.YDS. | ROCK EXCAVATION | | | | - | 61 | | 60.2 +66 127 |
| 342 | 147 | S-1 | 489 | CU.YDS. | CLASS "C" CONCRETE, SUPERSTRUCTURE | 342 | 147 | | | | | |
| ~~82~~ | - | S-1 | 82 | CU.YDS. | CLASS "E" CONC. ABUT'S. ABOVE FOOTINGS | | | 82 | | | | |
| 128 | 71 | S-1 | 199 | CU.YDS. | CLASS "C" CONC. PIERS ABOVE FOOTINGS | | | | 128 | 71 | | |
| 203 | 46 | S-1 | 249 | CU.YDS. | CLASS "E" CONC. PIER & ABUT. FOOTINGS | | | 63 | 140 | 46 | | |
| 155,423 | ~~63,475~~ | S-4 | ~~218,898~~ | LBS. | REINFORCING STEEL | 93,773 | 40,452 | 7,489 | 54,161 | 23,023 | | |
| 248,444 | 119,166 | S-7 | ~~367,610~~ | LBS. | STRUCTURAL STEEL | 248,444 | 119,166 | | | | | 367,610 +37,037 404,647 |
| 248,444 | 119,166 | S-8 | ~~367,610~~ | LBS. | FIELD PAINTING OF STRUCT. STEEL, AS PER PLAN | 248,220 | 118,920 | | | | | 60.76 +37,037 404,647 |
| 621 | 253 | S-14 | 874 | LIN. FT. | RAILING, ALUM. RAIL & SUPPORTS, & CONCRETE PARAPETS | 567 | 253 | 54 | | | | |
| LUMP | - | S-16 | LUMP | SUM | FIRST TEST PILE (STEEL or CONCRETE) | | | | | | LUMP | |
| 720 | 960 | S-18 | ~~1680~~ | LIN. FT. | 12" ϕ CAST-IN-PLACE REINFORCED CONC. PILE | | | 720 | - | 960 | | 60.4 -1680 0 |
| 3480 | - | S-18 | ~~3480~~ | LIN. FT. | 12" BP 53 STEEL PILE | | | 240 | 3240 | | | 20.1 696 4176 |
| LUMP | - | S-25 | LUMP | SUM | ELECTRICAL LIGHTING SYSTEM * | LUMP | | | | | | |
| 28 | - | S-29 | 28 | CU.YDS. | POROUS BACKFILL | | | 28 | | | | |
| 16 | - | S-29 | 16 | EACH | SCUPPERS | 16 | | | | | | |
| 282 | - | I-10 | 282 | SQ.YDS. | CRUSHED AGGREGATE SLOPE PROTECTION | | | | | | 282 | |
| | LUMP | E-2 | LUMP | SUM | Cofferdams, cribs & sheeting, Piers 1, 2 & 6 | | | | Lump | | | |

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OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

GENERAL PLAN & ELEVATION
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| F.A.H. | R.J. | | W.W. | H.C. | | 6-16-60 7-28-60 |

AB Revised As-Built CAM 2-24-64

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-14.80

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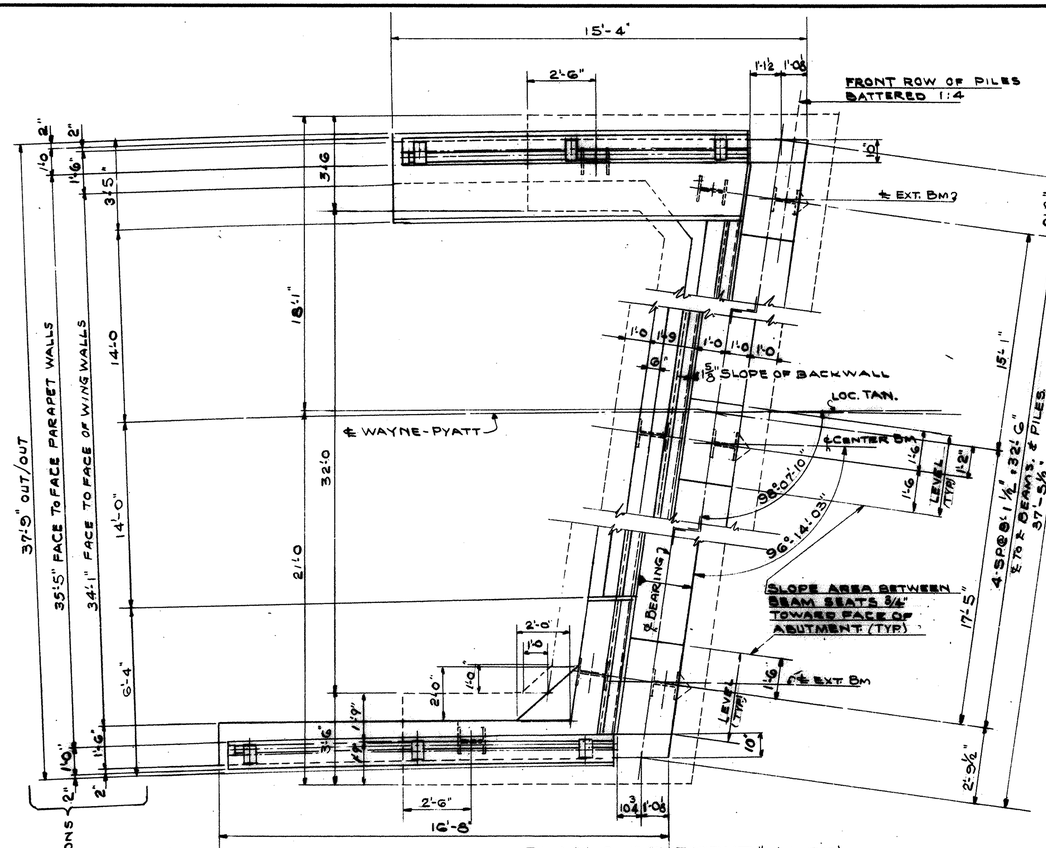
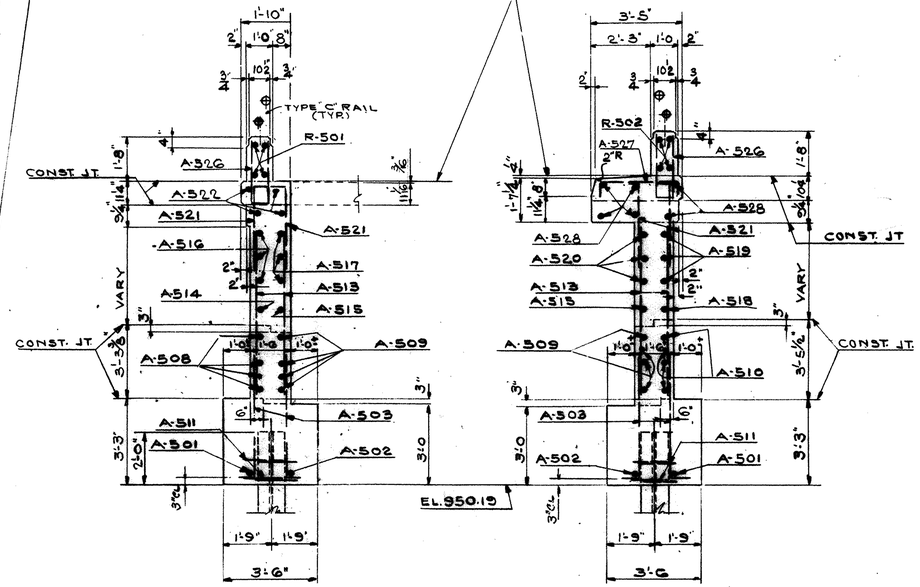
102



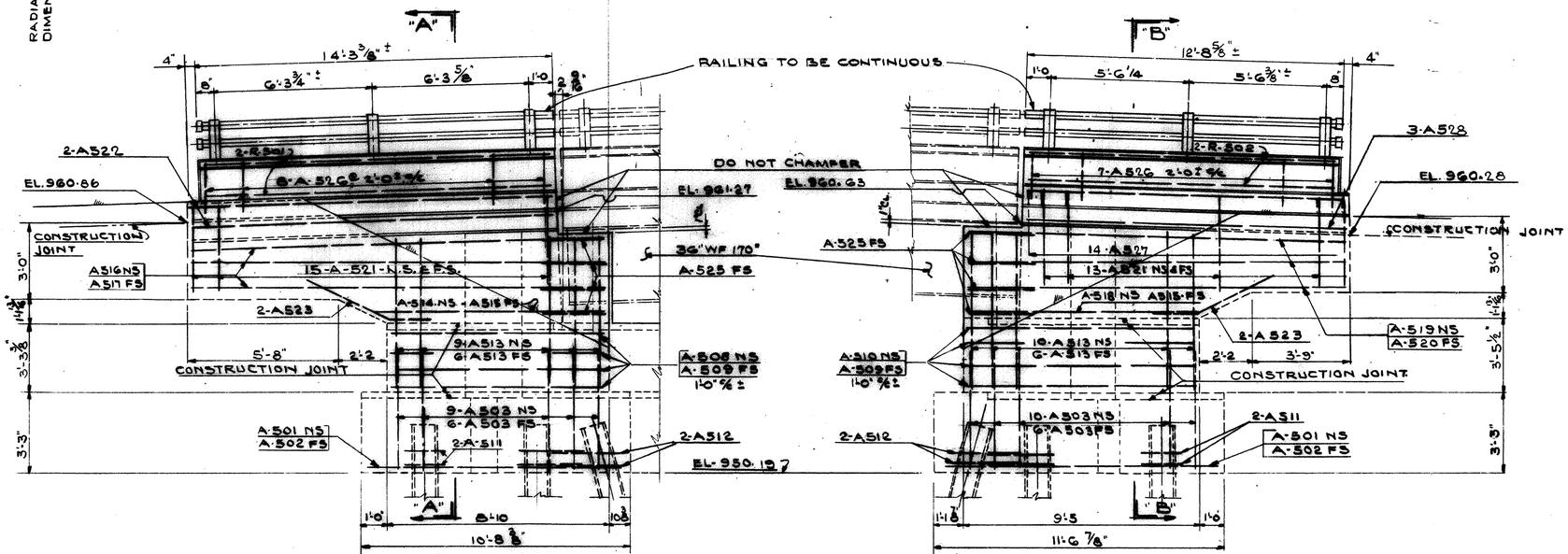

PLAN OF ABUTMENT # 1 (WEST)




SECTION A-A

SECTION B-B

NOTE:- CONCRETE ABOVE THIS LINE TO BE INCLUDED WITH ITEM S-14 FOR PAYMENT.




ELEVATION OF SOUTH WINGWALL

ELEVATION OF NORTH WINGWALL

NOTE:-
THE CONCRETE IN THE ABUTMENT BACK-WALL SHALL NOT BE PLACED UNTIL AFTER STEEL-WORK IS ERECTED, BUT SHALL BE PLACED BEFORE THE DECK SLAB IS PLACED.

ALL PILES SHALL BE 12 BP 53 STEEL "H" BEARING PILES.

POROUS BACKFILL 2 FT. THICK FULL LENGTH OF ABUTMENT AND WINGWALLS SHALL EXTEND UP TO THE UNDERSIDE OF THE APPROACH SLAB OR TO THE FINISHED GROUND SURFACE.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 1

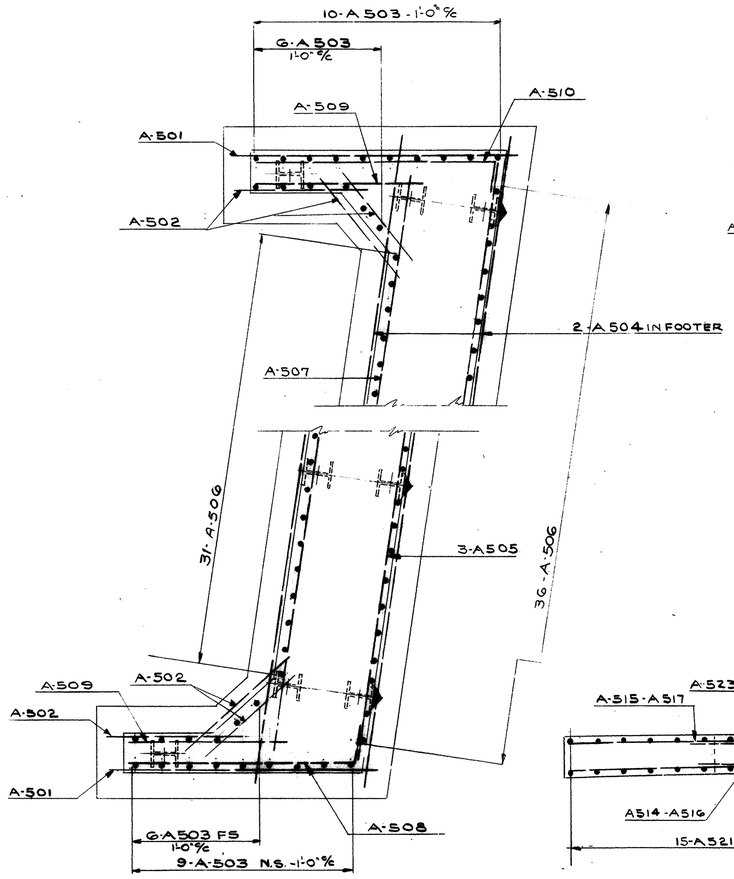
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAH | C.W. | | EOW | RJC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

82/102

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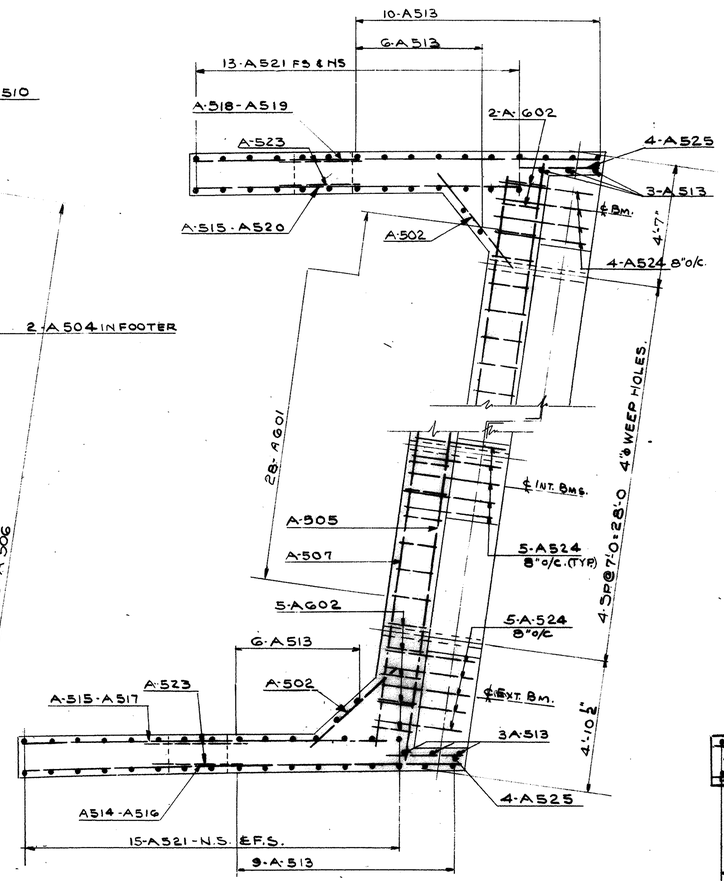


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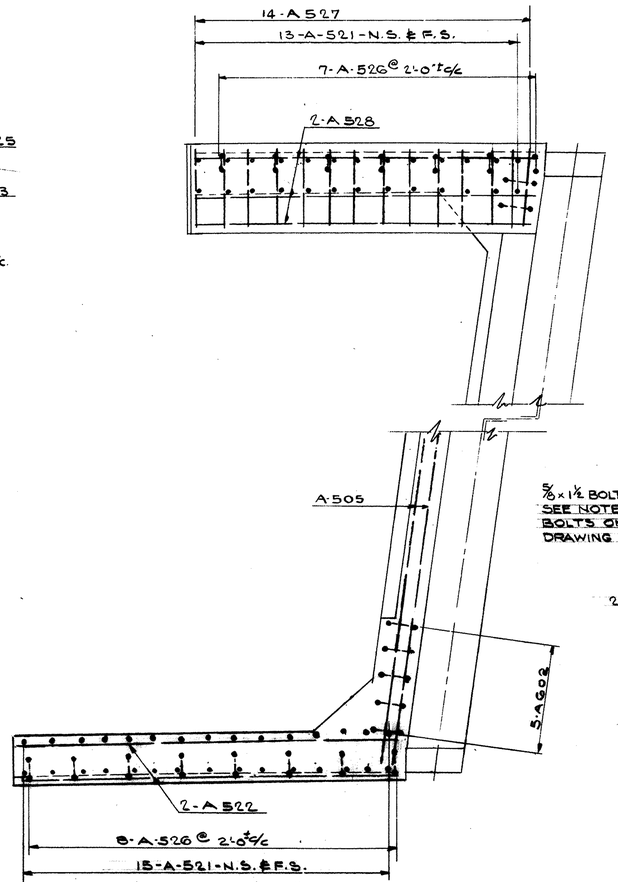


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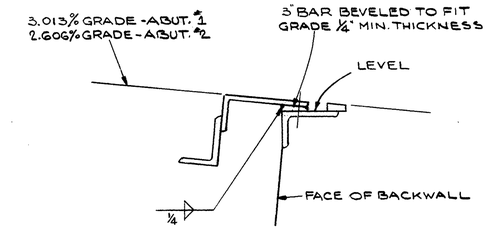
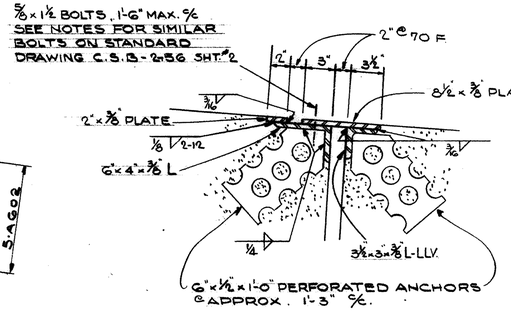
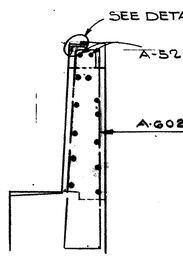



FOR NOTES & DETAILS NOT SHOWN SEE STD. DWG. - C.S.B - 2-56 SHT. #2

DETAIL - A




DETAIL - B

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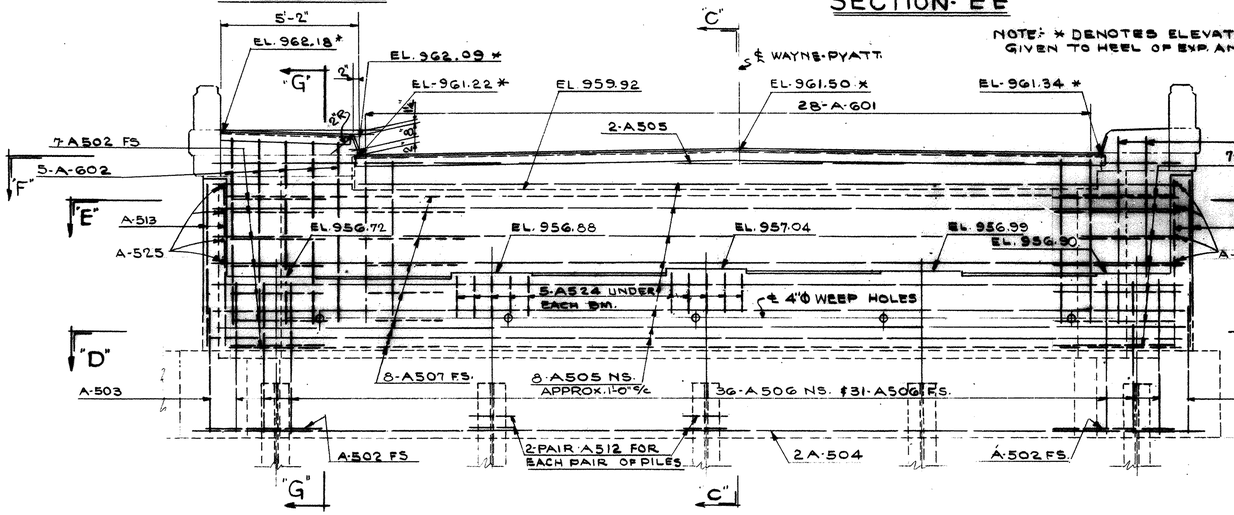
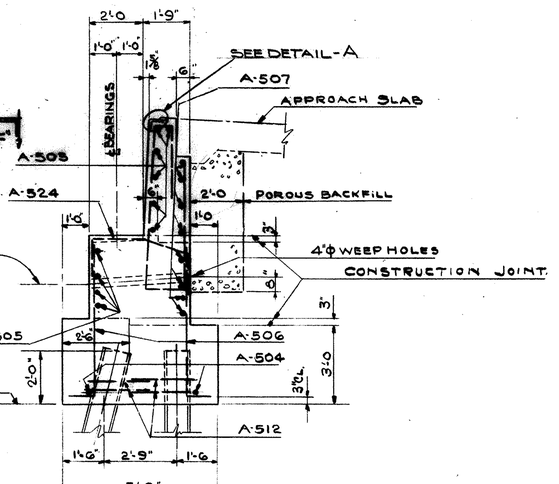
OCT 11 1985

SECTION GG

DIMENSIONS & DETAILS NOT SHOWN SAME AS SECTION CC




ELEVATION ABUTMENT #1



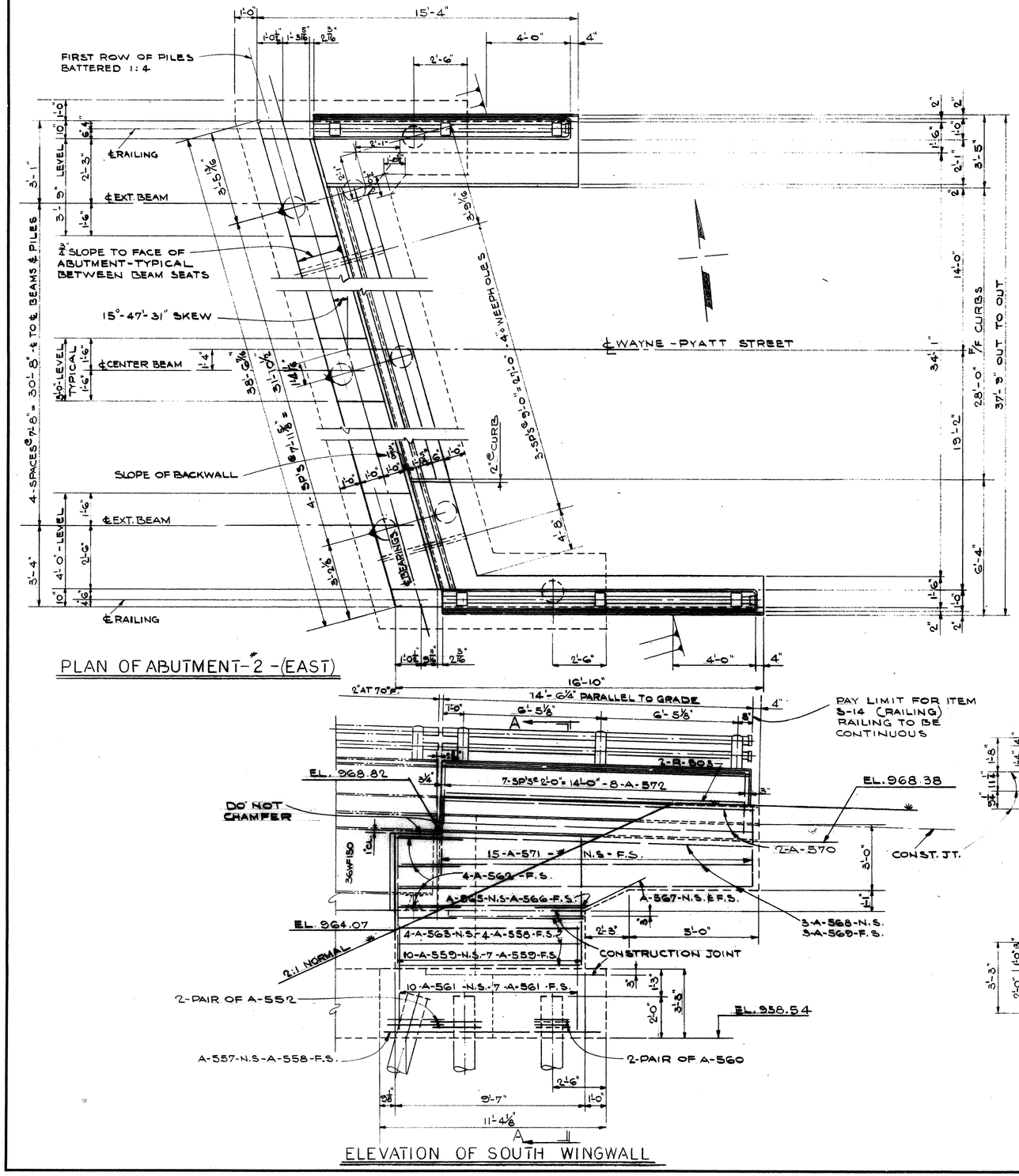

SECTION CC

| STATE OF OHIO<br>DEPARTMENT OF HIGHWAYS<br>BUREAU OF BRIDGES | | | | | | |
|---|---|---|---|---|---|---|
| BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER<br>CONSULTING ENGINEERS<br>3600 MARKET ST. YOUNGSTOWN, OHIO | | | | | | |
| ABUTMENT #1<br>BRIDGE No MAH-7-1503<br>UNDER WAYNE-PYATT STREET<br>YOUNGSTOWN MAHONING COUNTY<br>STA. 794 + 02.76 | | | | | | |
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
| E.A.K. | C.W. | | C.W.W. | N.C. | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

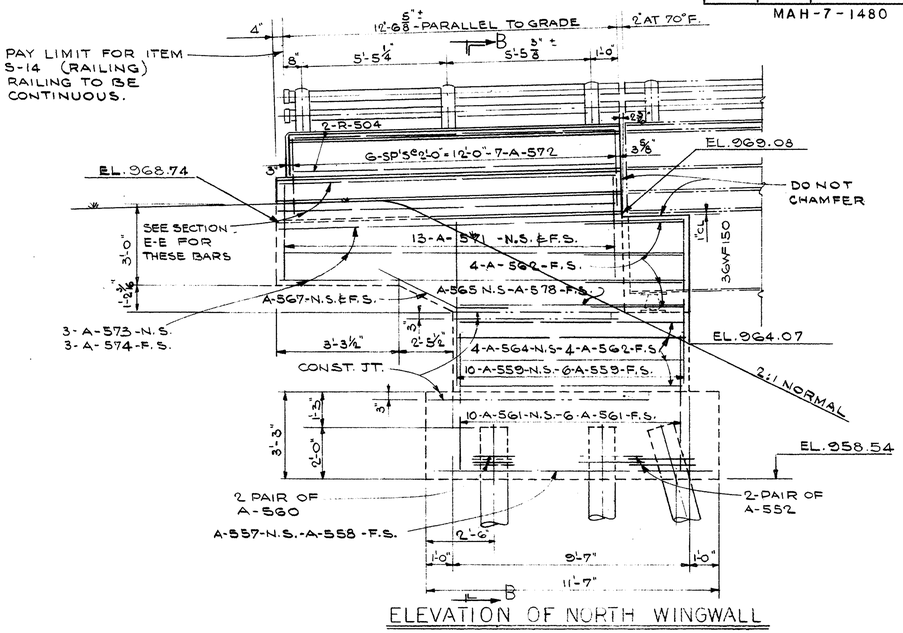
83
102




PLAN OF ABUTMENT-2 -(EAST)

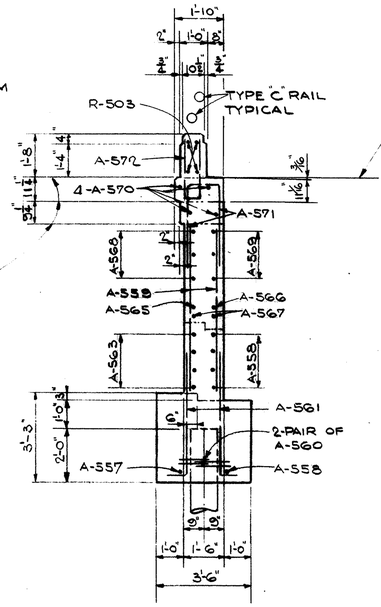



ELEVATION OF SOUTH WINGWALL

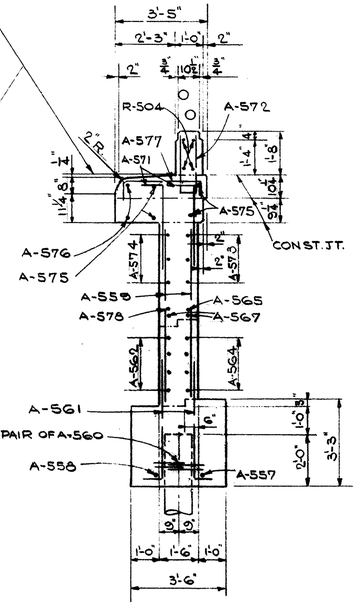



ELEVATION OF NORTH WINGWALL

CONCRETE ABOVE THIS LINE TO BE INCLUDED WITH ITEM S-14 FOR PAYMENT (RAILING)




SECTION A-A




SECTION B-B

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT # 2

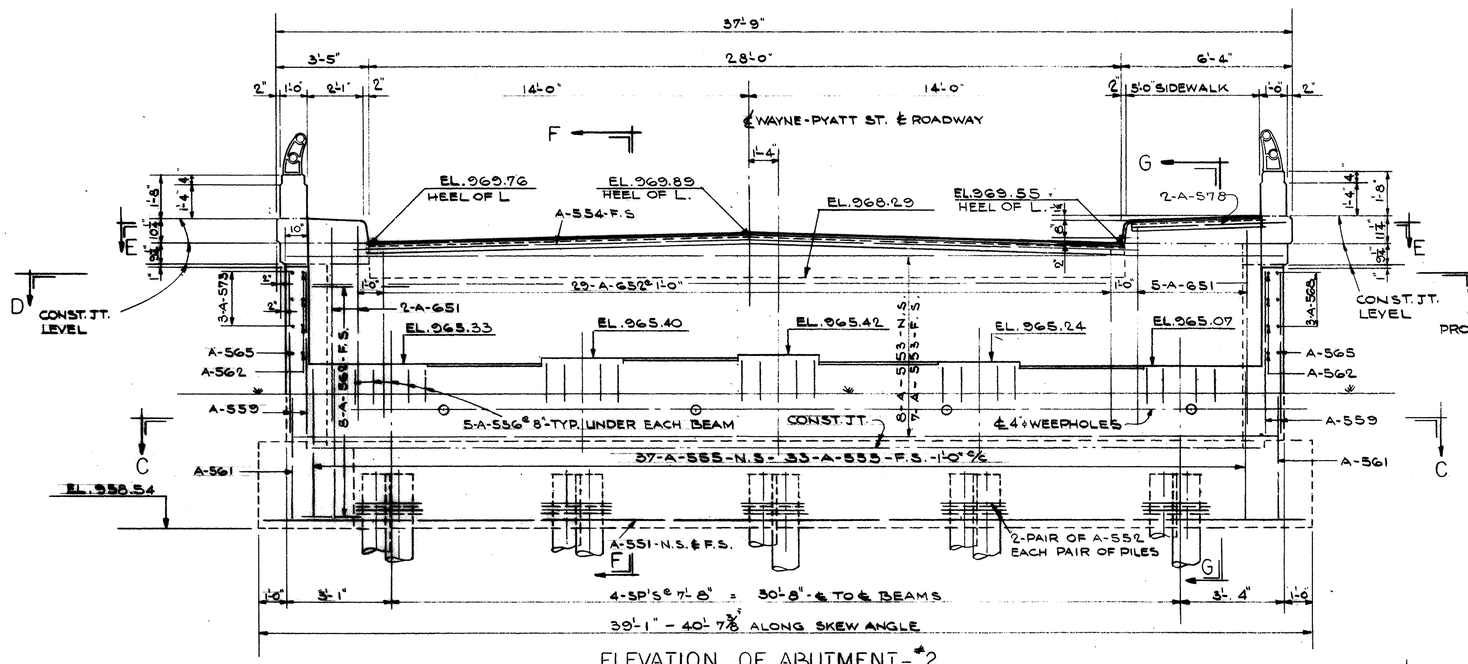
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | JK | | aw | BC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

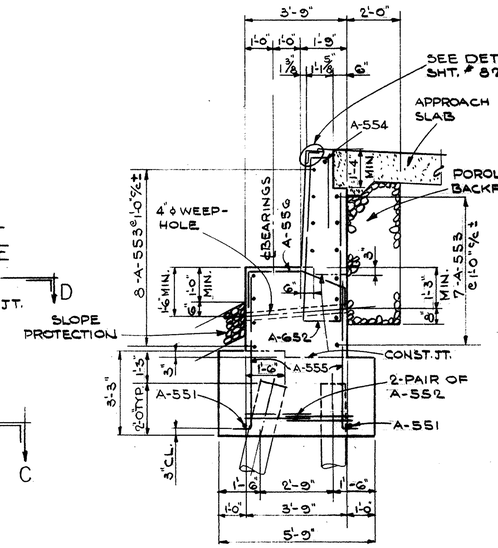
MAH-7-1480

84/102

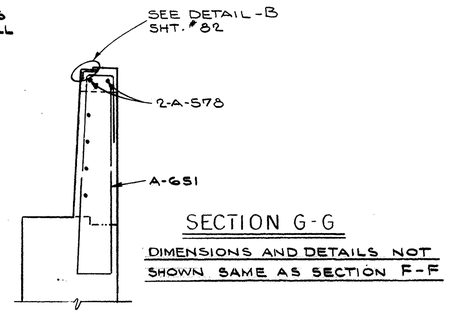



ELEVATION OF ABUTMENT - #2

ALL LONGITUDINAL DIMENSIONS ARE NORMAL TO ℄ OF ROADWAY UNLESS OTHERWISE NOTED.




SECTION F-F




SECTION G-G

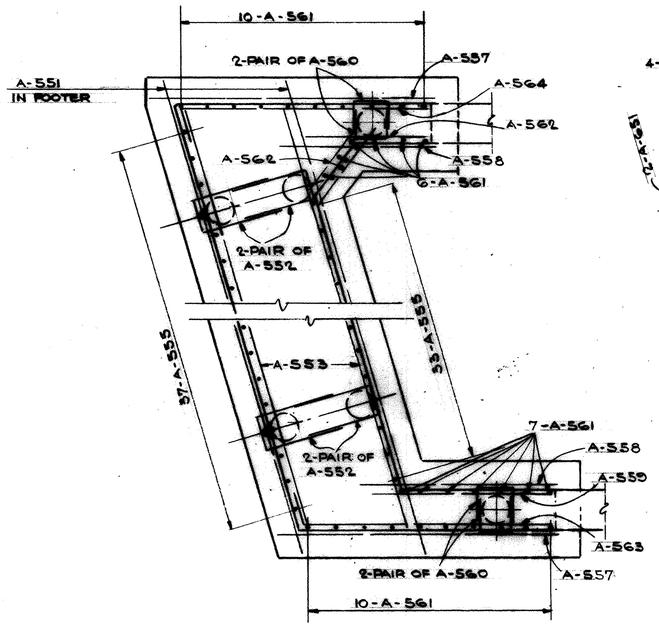
DIMENSIONS AND DETAILS NOT SHOWN SAME AS SECTION F-F

NOTES: THE CONCRETE IN THE ABUTMENT BACKWALL SHALL NOT BE PLACED UNTIL AFTER STEEL WORK IS ERECTED, BUT SHALL BE PLACED BEFORE THE DECK SLAB IS PLACED.

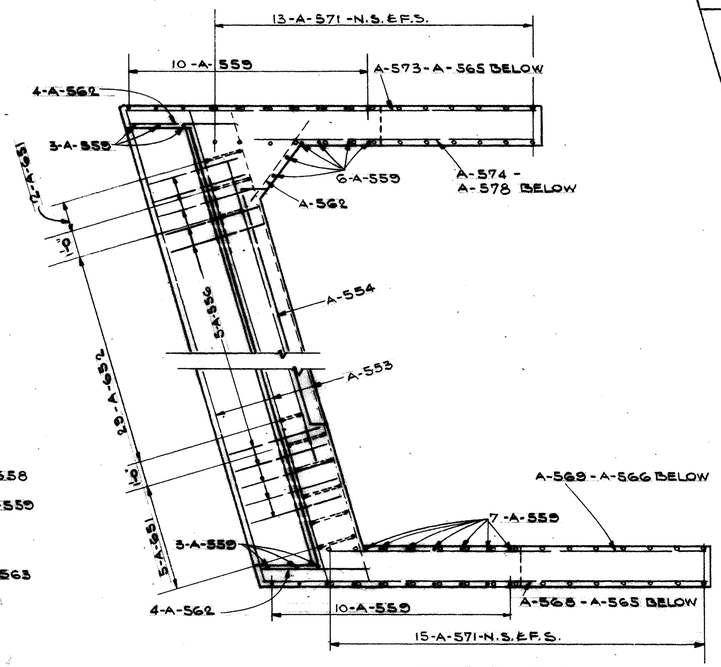
POROUS BACKFILL 2 FT. THICK FULL LENGTH OF ABUTMENT AND WINGWALLS SHALL EXTEND UP TO THE UNDERSIDE OF THE APPROACH SLAB OR TO THE FINISHED GROUND SURFACE.

ALL PILES SHALL BE 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN TO A MIN. BEARING CAPACITY OF 30 TONS.

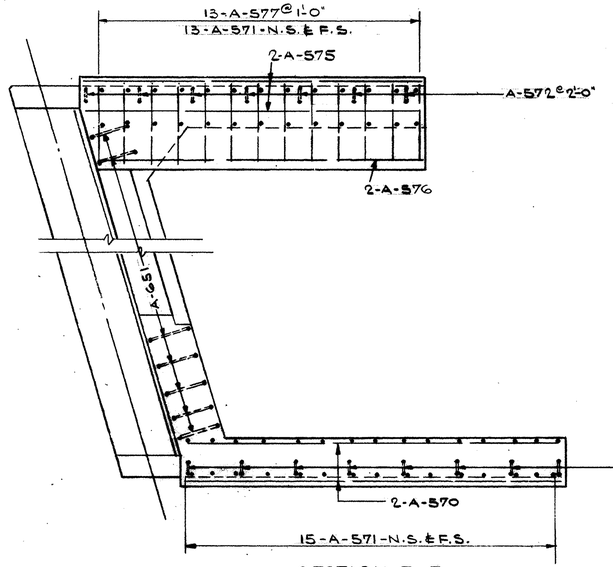
PROCEDURE: THE EMBANKMENT SHALL BE PLACED AND COMPACTED UP TO THE FINISHED SPILL-THRU SLOPE AND TO THE LEVEL OF THE SUB-GRADE FOR A DISTANCE OF 200 FEET BACK OF THE ABUTMENT (ABUTMENT #2 ONLY), AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENTS.




SECTION C-C




SECTION D-D




SECTION E-E

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# ABUTMENT #2

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

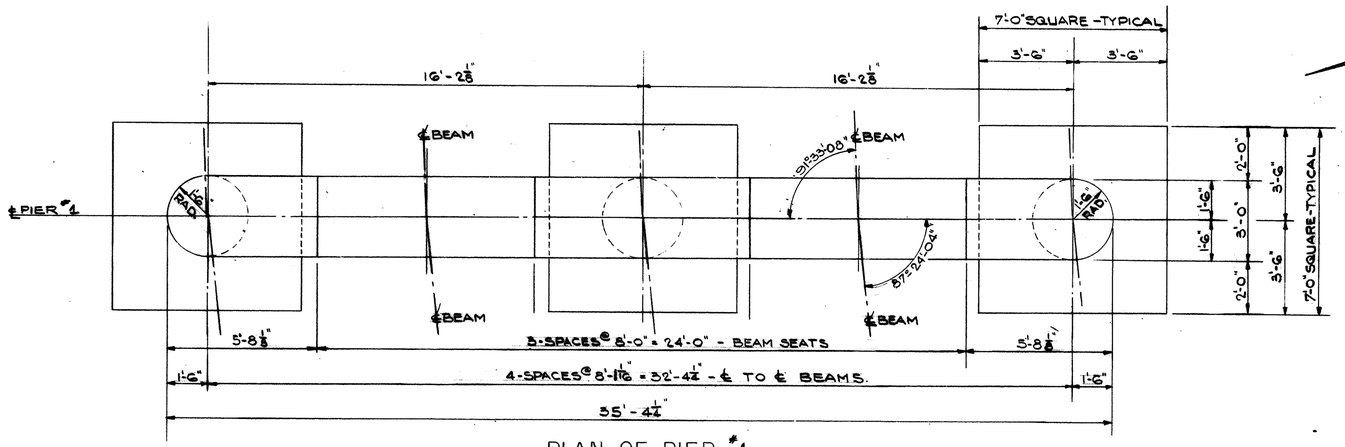
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| FAK | JK | | CW | AC. | | |

LIGHT STANDARDS SHALL BE FURNISHED & INSTALLED BY OTHERS.

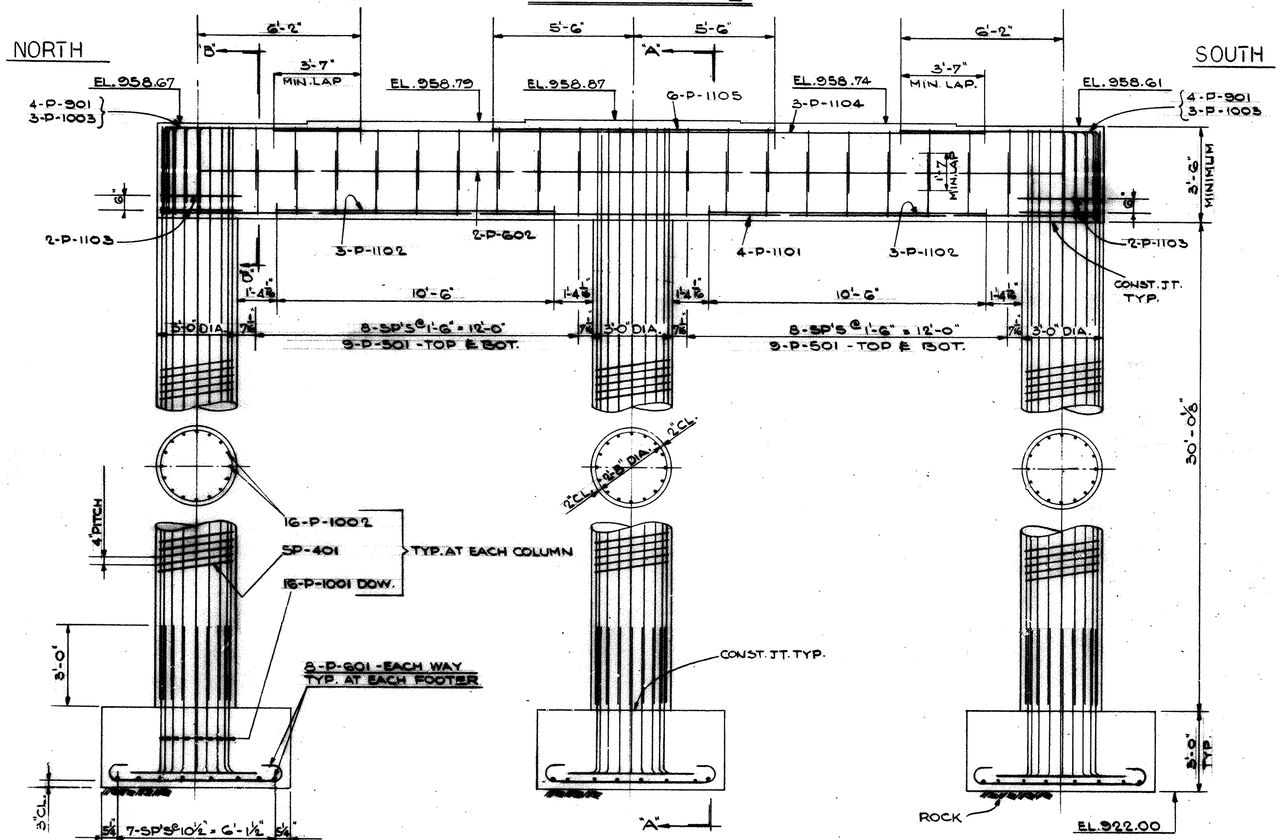
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

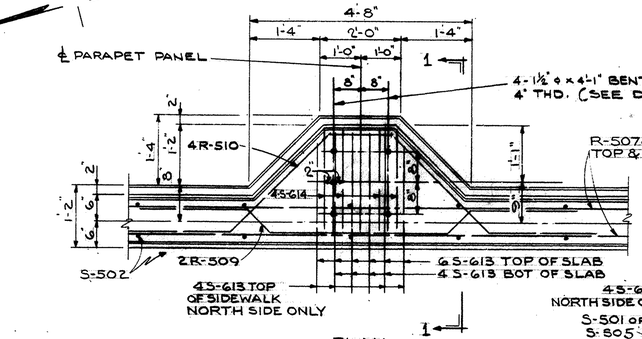
85/102

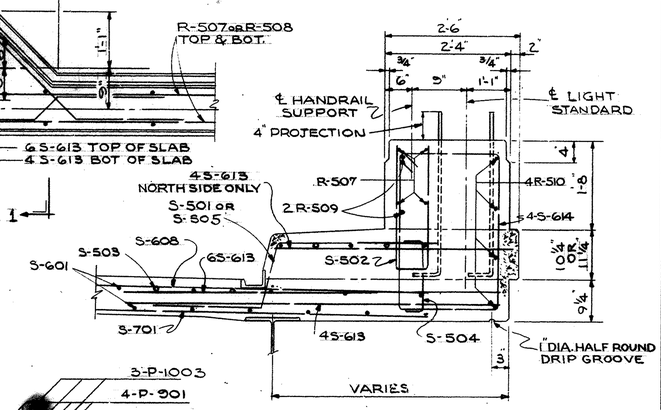



PLAN OF PIER #1

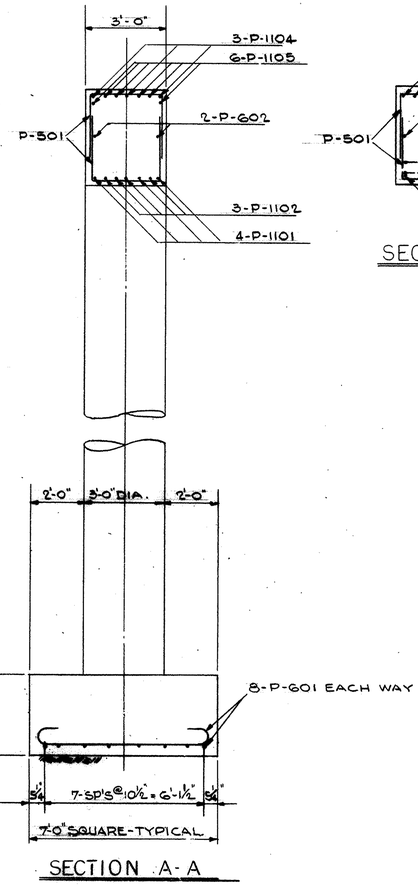


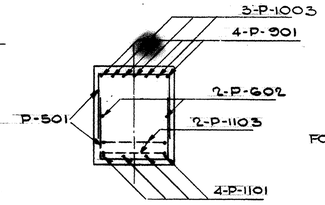

ELEVATION




SECTION 1-1

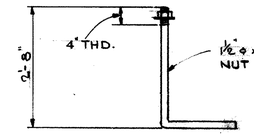


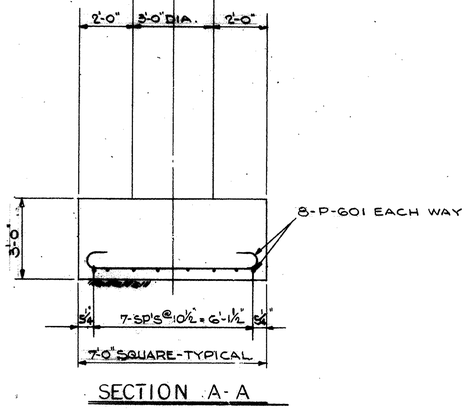

SECTION B-B

DETAIL OF LIGHT STANDARD SUPPORT (6 REQ'D.)

FOR LOCATION SEE GENERAL PLAN & ELEVATION SHT. #80




DETAIL OF LIGHT STANDARD ANCHOR BOLTS




SECTION A-A

## NOTES

ALL REINFORCING STEEL TO HAVE A MINIMUM COVER OF 2" CONCRETE UNLESS OTHERWISE NOTED.

FOOTING SHALL EXTEND A MINIMUM 3" INTO SOLID ROCK OR TO THE ELEVATION SHOWN, WHICHEVER IS LOWER.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# PIER #1

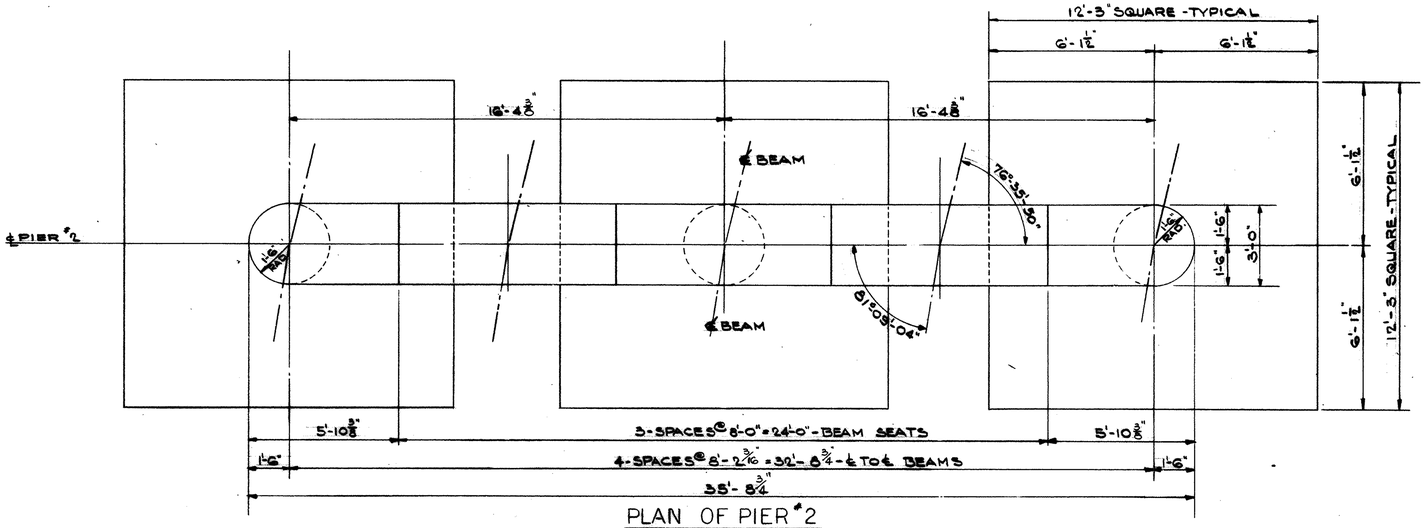
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAH | JK | | ew | RC. | | |

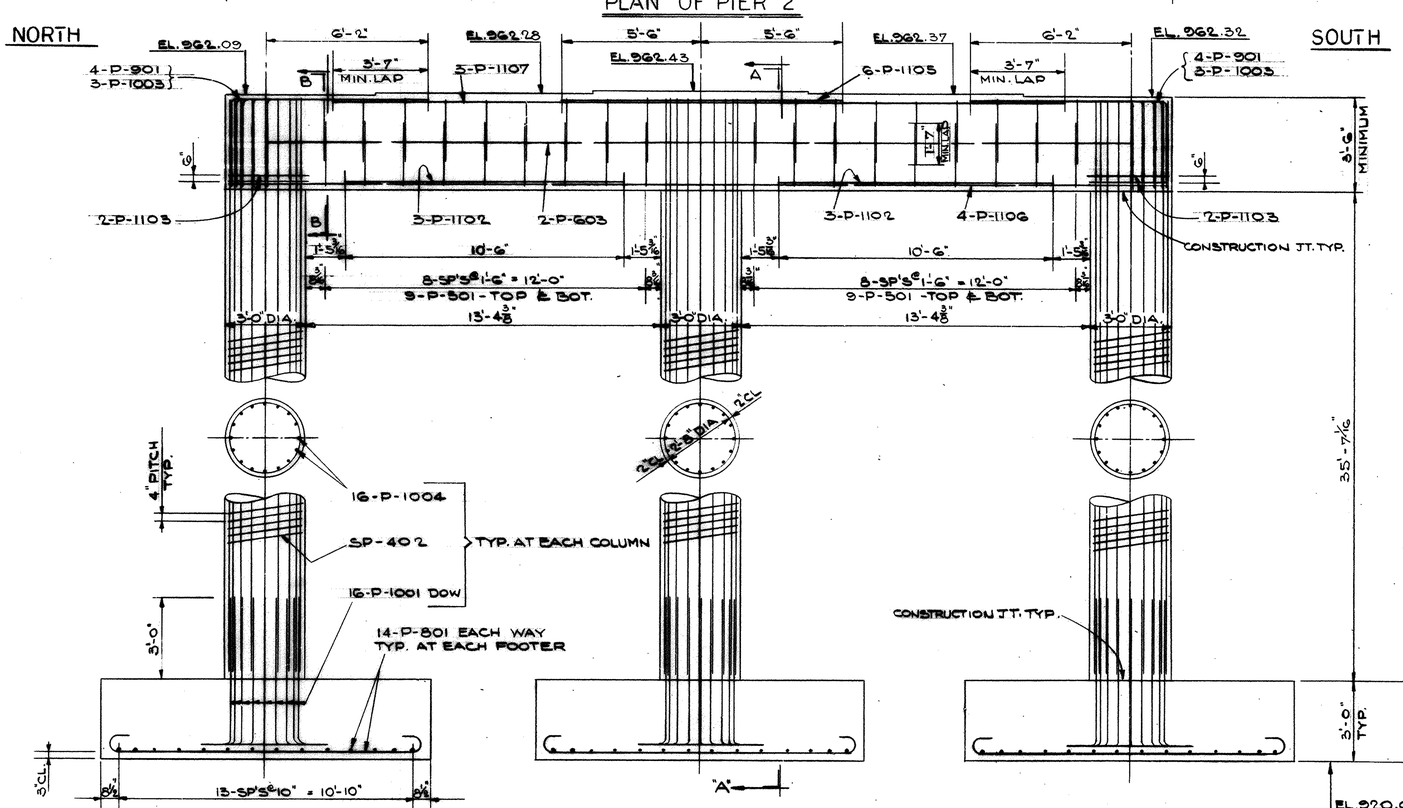
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

86/102

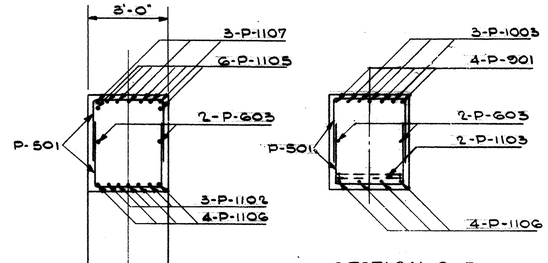



PLAN OF PIER #2




ELEVATION

SECTION A-A




SECTION B-B

NOTE

ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" CONCRETE UNLESS OTHERWISE NOTED.

MICROFILMED
MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# PIER #2

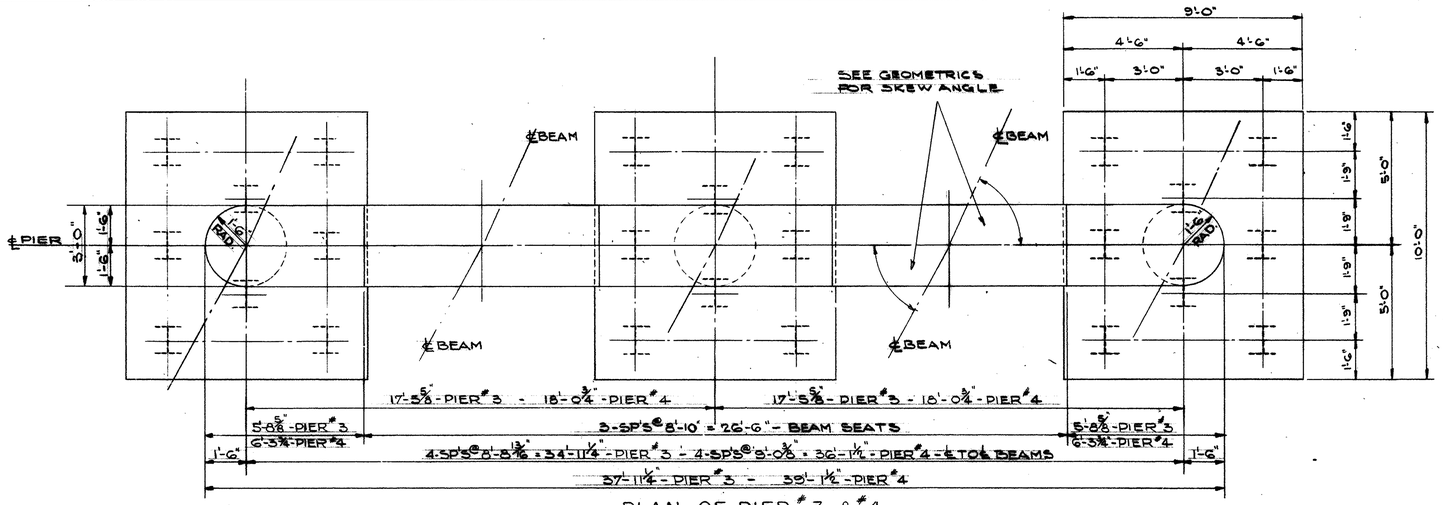
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAR | JK | | ew | DE | | |

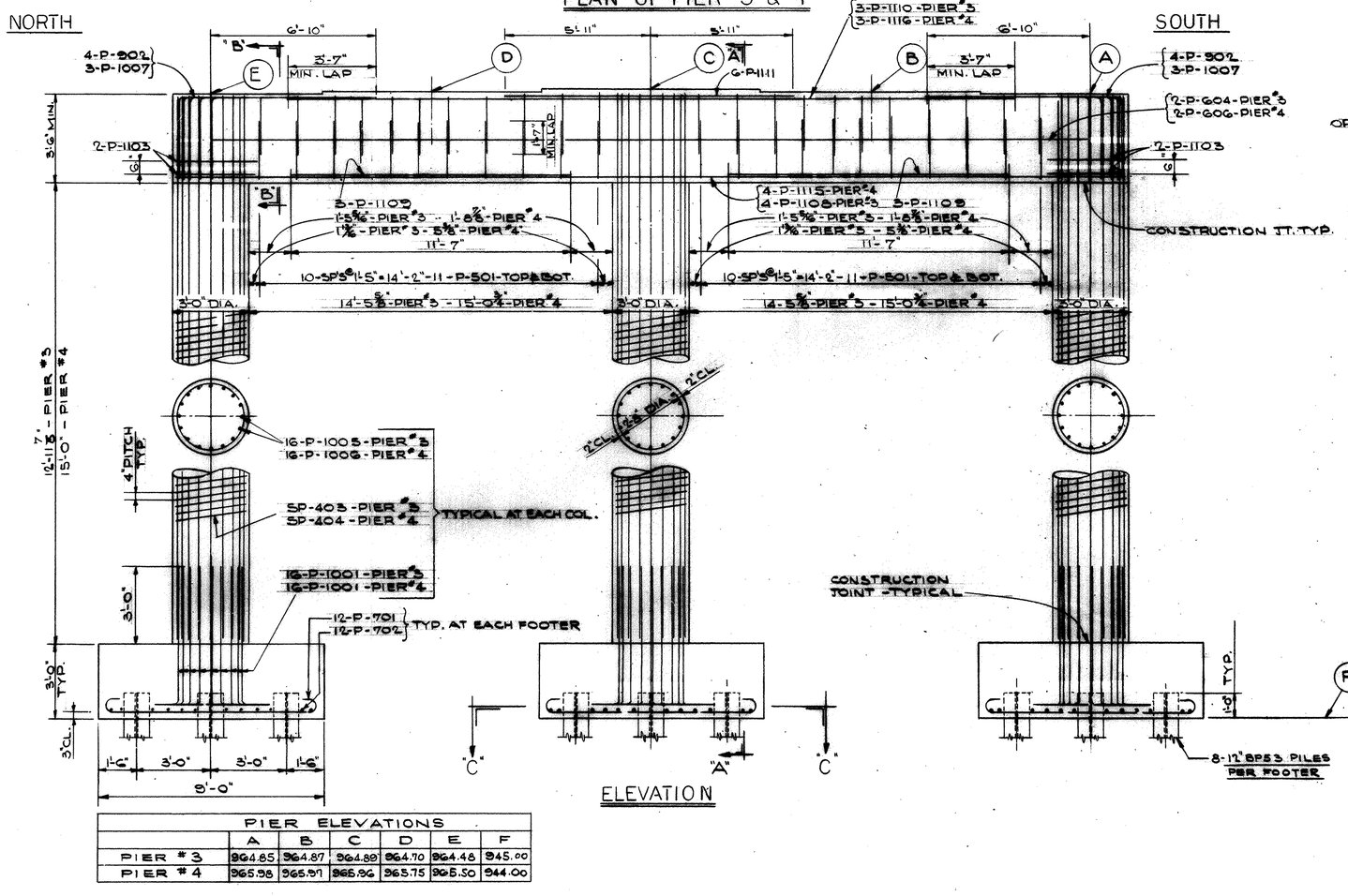
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

87
102

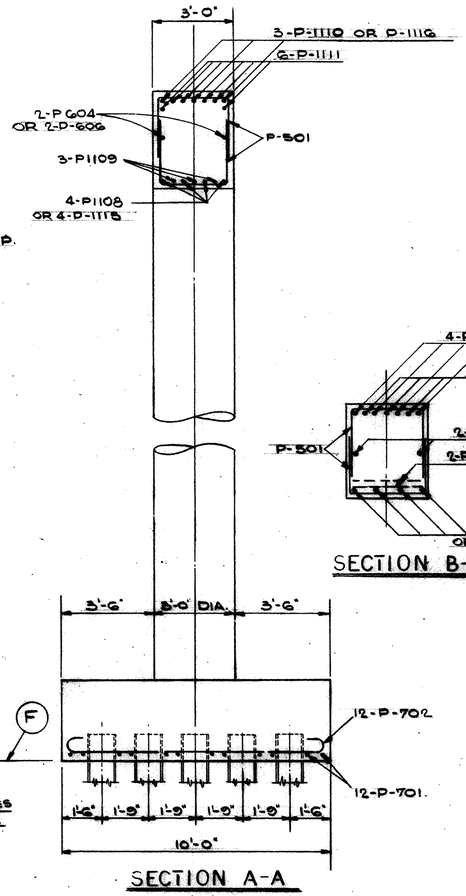



PLAN OF PIER #3 & #4

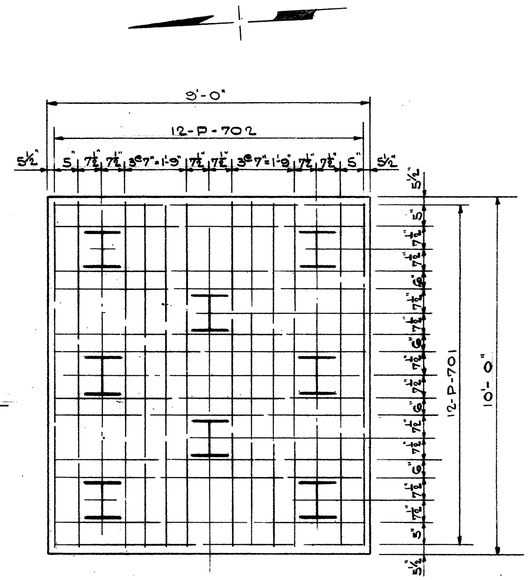



ELEVATION

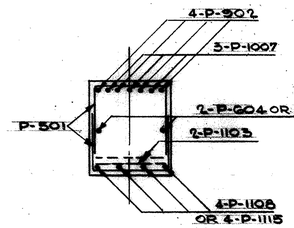
| PIER ELEVATIONS | | | | | | |
|---|---|---|---|---|---|---|
| | A | B | C | D | E | F |
| PIER #3 | 964.85 | 964.87 | 964.80 | 964.70 | 964.48 | 945.00 |
| PIER #4 | 965.98 | 965.91 | 965.96 | 965.75 | 965.50 | 944.00 |




SECTION A-A




SECTION C-C




SECTION B-B

NOTE:
ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM COVER UNLESS OTHERWISE NOTED.

ALL PILES SHALL BE 12 BP 53 STEEL H BEARING PILES

SPECIAL CARE SHALL BE TAKEN IN SPACING REINFORCING STEEL IN THE PIER CAP OF PIER #3 SO THAT IT WILL NOT INTERFERE WITH THE BEARING PLATE ANCHOR BOLTS.

MICROFILMED
OCT 11 1985

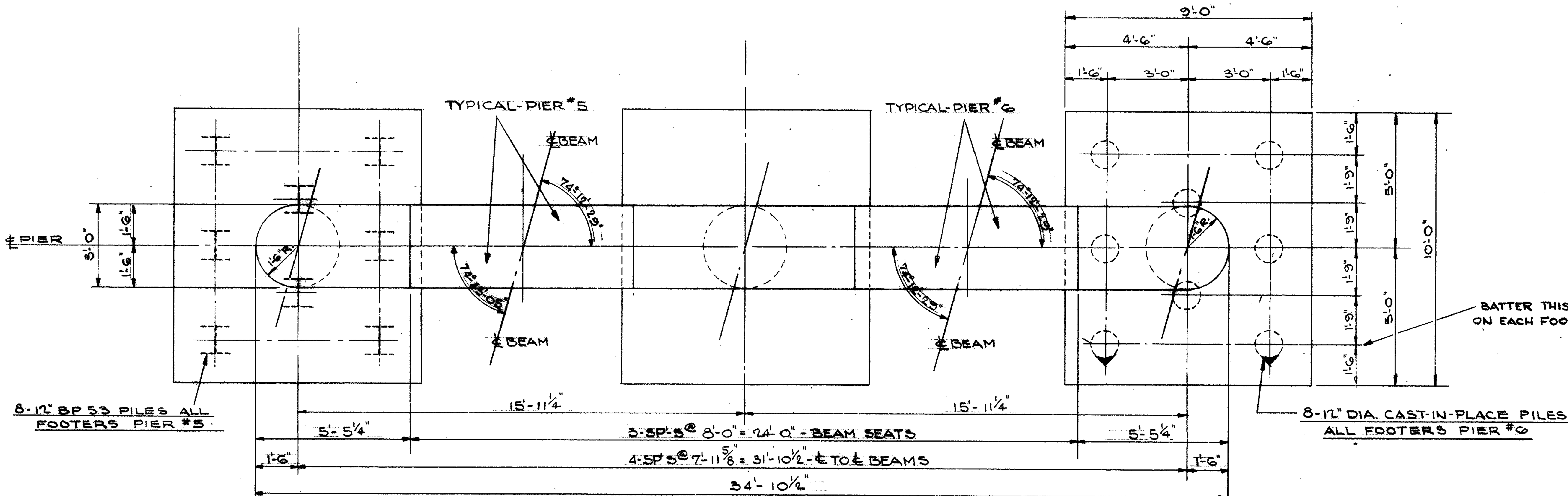
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

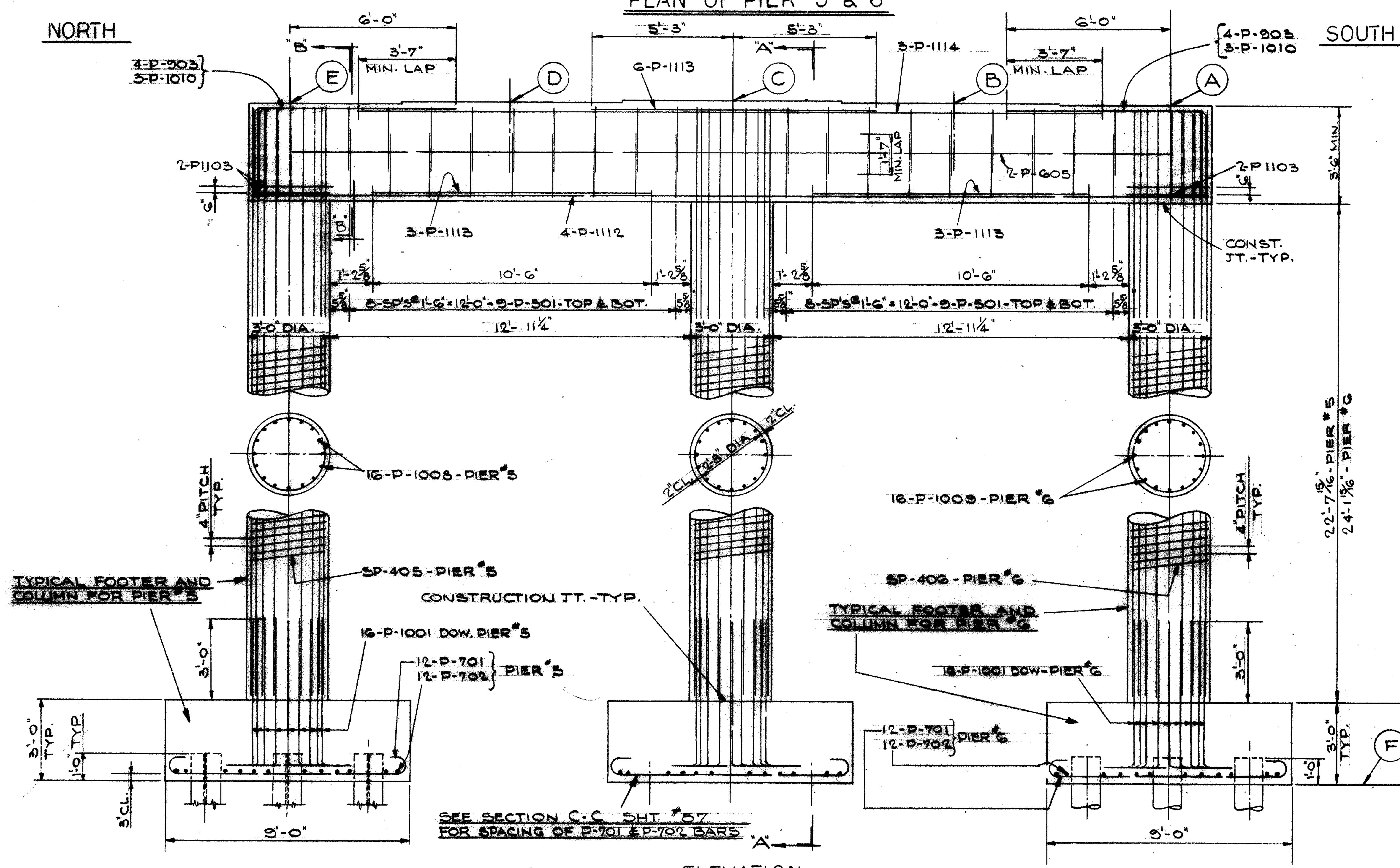
# PIER 3 & 4

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

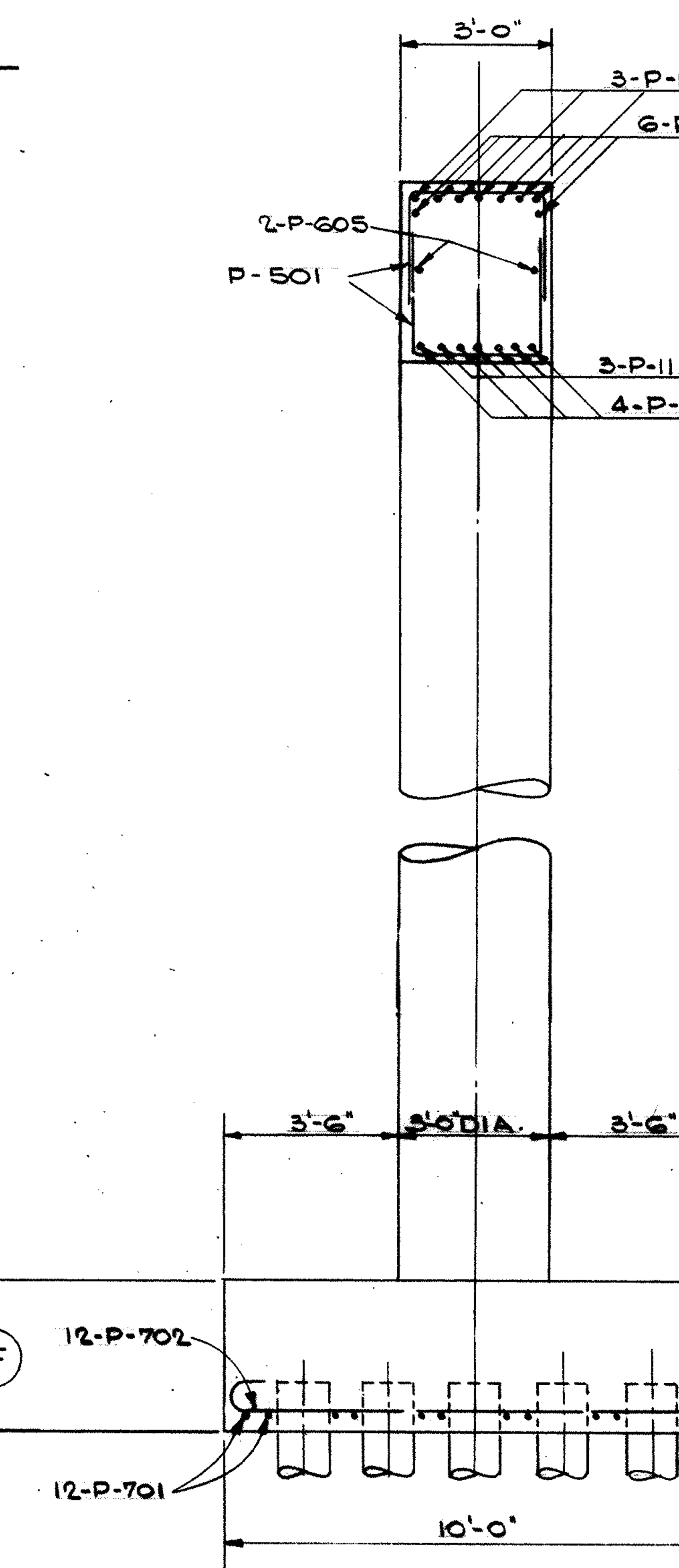
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EHK | RJ+ JK | | ww | 10e | | |



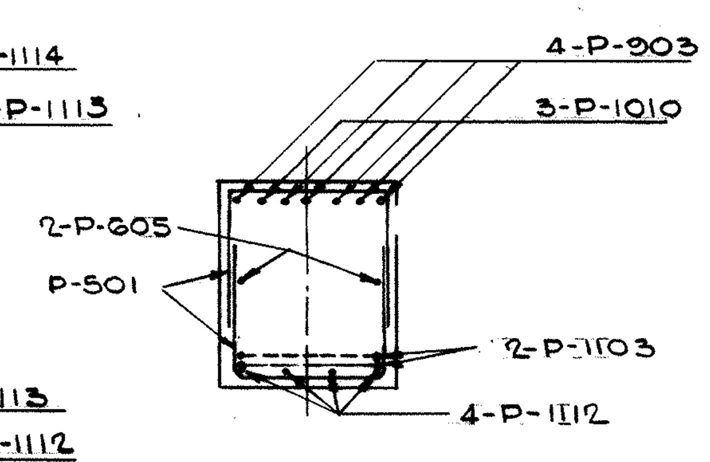

PLAN OF PIER #5 & #6




ELEVATION




SECTION A-A




SECTION B-B

| PIER ELEVATIONS | | | | | | |
|---|---|---|---|---|---|---|
| | A | B | C | D | E | F |
| PIER #5 | 966.16 | 966.28 | 966.41 | 966.33 | 966.22 | 937.00 |
| PIER #6 | 965.65 | 965.80 | 965.96 | 965.91 | 965.83 | 935.00 |

NOTE:
ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM COVER UNLESS OTHERWISE NOTED.

PILES: PIER #5 - 12 BP 53 STEEL H BEARING PILES.
PIER #6 - 12" CAST-IN-PLACE REINFORCED CONCRETE PILES.


MICROFILMED
OCT 11 1985


STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# PIER #5 & #6

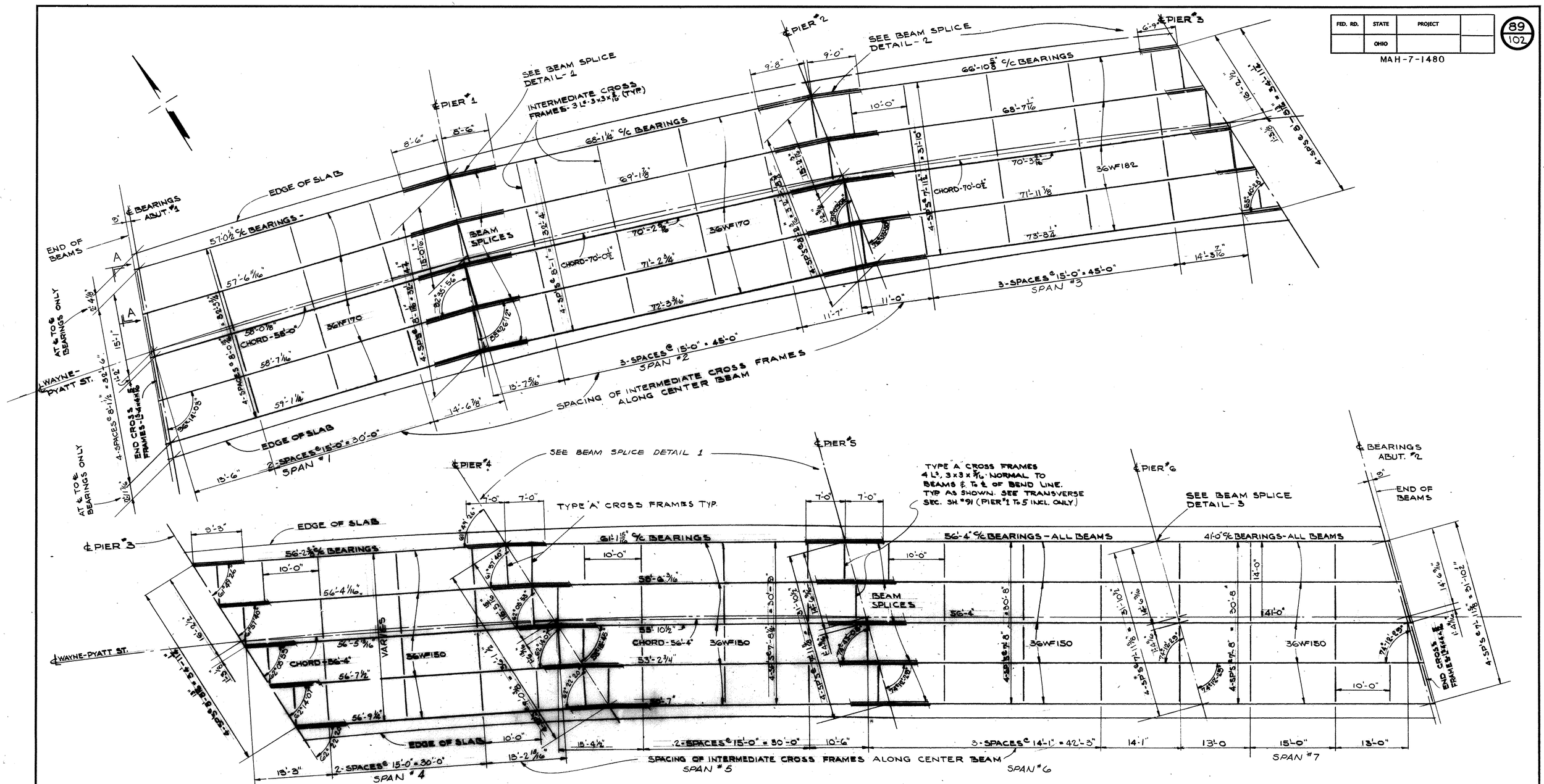
BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | JK | | [illegible] | [illegible] | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

89
102




## FRAMING PLAN

SEE GEOMETRIC LAYOUT

MICROFILMED
OCT 11 1985

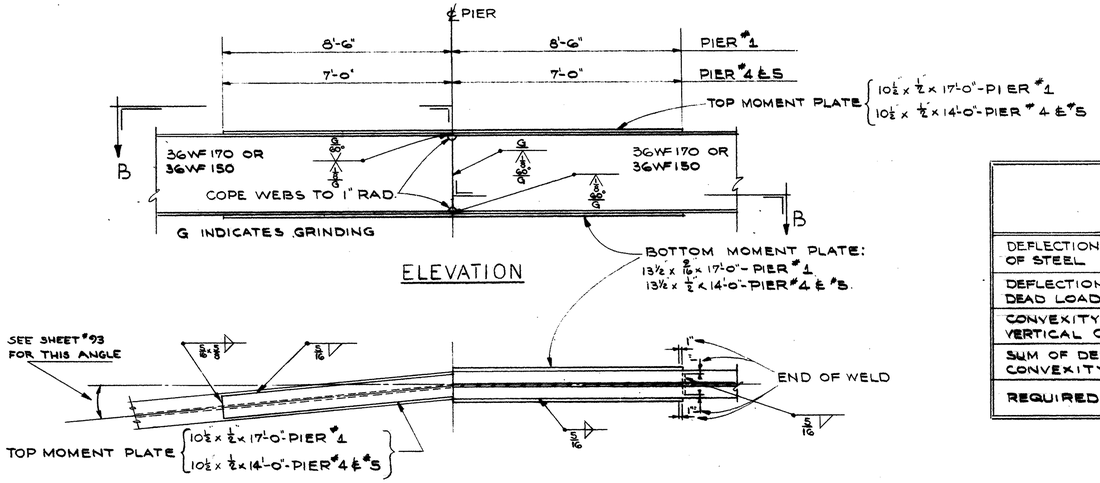
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

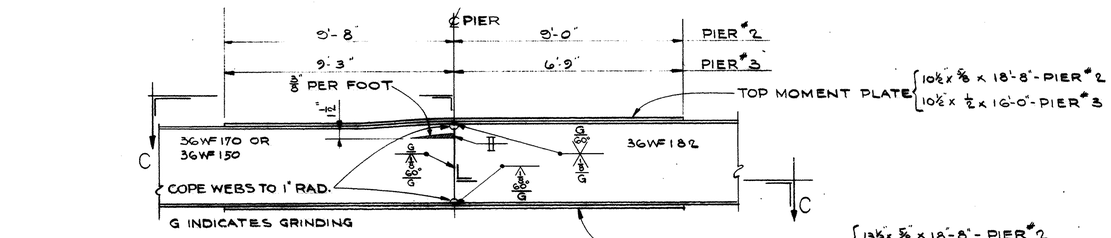
# FRAMING PLAN

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794+02.76

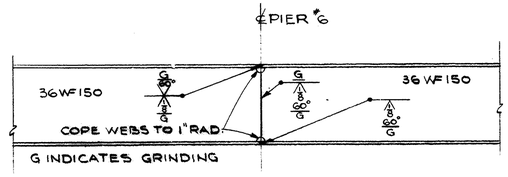
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | JK | | EW | RJC | | |




SECTION B-B
DETAIL - 1




SECTION C-C
DETAIL-2




ELEVATION
DETAIL-3

BEAM SPLICE DETAILS

## DEFLECTION AND CAMBER

| | SPAN #1 | | | SPAN #2 | | | SPAN #3 | | | SPAN #4 | | | SPAN #5 | | | SPAN #6 | | | SPAN #7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK | INTERIOR BEAM | UNDER CURB | UNDER SIDEWALK |
| DEFLECTION DUE TO WEIGHT OF STEEL | 0.050 | 0.050 | 0.050 | 0.058 | 0.058 | 0.058 | 0.088 | 0.088 | 0088 | 0.007 | 0.007 | 0.007 | 0.051 | 0.051 | 0.051 | 0.024 | 0.024 | 0.024 | 0.015 | 0.015 | 0.015 |
| DEFLECTION DUE TO REMAINING DEAD LOAD | 0.360 | 0.502 | 0.595 | 0.412 | 0.575 | 0.662 | 0.627 | 0.875 | 1.036 | 0.048 | 0.067 | 0.079 | 0.363 | 0.507 | 0.601 | 0.171 | 0.238 | 0.283 | 0.108 | 0.151 | 0.178 |
| CONVEXITY REQUIRED FOR VERTICAL CURVE | -1.670 | -1.670 | -1.670 | 1.078 | 1.078 | 1.078 | 1.822 | 1.822 | 1.822 | 1.182 | 1.182 | 1.182 | 1.182 | 1.182 | 1.182 | 1.180 | 1.180 | 1.180 | 0.624 | 0.624 | 0.624 |
| SUM OF DEFLECTION AND CONVEXITY | -1.260 | -1.118 | -1.025 | 1.548 | 1.711 | 1.798 | 2.537 | 2.785 | 2.946 | 1.237 | 1.256 | 1.268 | 1.596 | 1.740 | 1.834 | 1.375 | 1.442 | 1.487 | 0.747 | 0.790 | 0.817 |
| REQUIRED CAMBER | -1¼" | -1⅛" | -1" | 1½" | 1¾" | 1¾" | 2½" | 2¾" | 3" | 1¼" | 1¼" | 1¼" | 1⅝" | 1¾" | 1⅞" | 1⅜" | 1½" | 1½" | 1" | 1" | 1" |

NOTES: BEAM SPLICE WELDING PROCEDURE:

1. RAISE END OF BEAMS AT PIER #4 - 2"
2. BUTT WELD BEAM FLANGES AND WEB AT PIER #5 USING THE FOLLOWING SEQUENCE: MAKE TWO PASSES ON EACH FLANGE, THEN TWO ON THE WEB, REPEAT USING ONE PASS AT EACH LOCATION UNTIL WELDS ARE COMPLETED.
3. WELD TOP AND BOTTOM MOMENT PLATES AT PIER #5.
4. WELD CROSS FRAMES INTO PLACE OVER PIER #5.
5. LOWER END OF BEAM AT PIER #4.
6. MAKE SPLICES AT PIER #4, PIER #5, PIER #6, PIER #2, PIER #1 IN THAT ORDER, IN SAME MANNER AS AT PIER #3, RAISING BEAM ENDS IN ORDER THE FOLLOWING AMOUNTS: PIER #5 = 1⅛", PIER #6 = 1", ABUT. #2 = ½", PIER #1 = 2, & ABUT. #1 = 1⅛"

PAINTING: AFTER ERECTION AND AFTER THE SHOPCOAT HAS BEEN CLEANED AND WHERE NECESSARY, REPAINTED IN ACCORDANCE WITH SEC. 8.04, AN ADDITIONAL COAT OF THE SAME PAINT AS USED IN THE SHOP SHALL BE APPLIED OVER THE OUTSIDE FACE OF THE OUTSIDE STEEL BEAMS, ALL SIDES OF BOTTOM FLANGE.


MICROFILMED
OCT 11 1985


STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# FRAMING PLAN DETAILS

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | JK | | ew | DC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

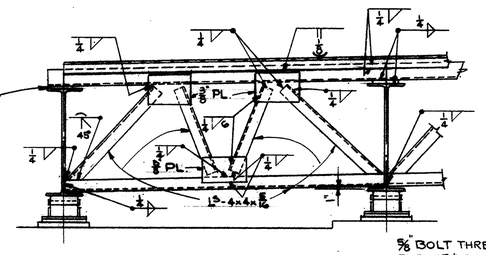
91/102

37'-9" OUT TO OUT
28'-0" F/F CURBS
5'-5" | 14'-0" | 14'-0" | 6'-4"
5'-0" SIDEWALK
RADIAL DIMS. SEE GEOMETRICS.
℄ WAYNE-PYATT ST. ℄ ROADWAY
VARIABLE 5/16"/FT. SLOPE | 5/16"/FT. SLOPE
CONCRETE ABOVE THIS POINT TO BE PAID FOR AS PART OF ITEM S-14 (RAILING)
SEE RAILING DETAIL SHEET FOR SPACING OF REINF. BARS IN PARAPET.
S-503 OVER PIERS
5x3½x13.0# BULB ANGLE
S-503 @ 1'-5" OVER PIERS ONLY
S-601 @ 1'-5" OR SERIES-S-603
S-601 @ 1'-1" OR SER-S-602
8¼ OVER 36WF182
8⅝ OVER 36WF170
8¾ OVER 36WF150
AT SUPPORTS *
5x3½x13.0# BULB ANGLE
SEE DETAIL-A
S-505
S-503 OVER PIERS
S-502
S-504 @ 1'-5"
S-501
S-504 @ 1'-5"
VARIABLE
CONSTRUCTION JOINT
1" DIA. HALF-ROUND DRIP GROOVE
S-601
S-601
CONST. JT.
VARIABLE
SCUPPER ❶
½x2 BAR
1" CLEAR
HAUNCH-TYPICAL
36WF150 OR 36WF170 OR 36WF182
SCUPPER
3x3x5/16 CROSS FRAME L's - TYPE A WELD SAME AS INTERMEDIATE CROSS FRAME L's
INTERMEDIATE CROSS FRAME L's 3x3x5/16 WELD BOTH SIDES OF VERTICAL LEG AND TOP OF HORIZONTAL LEG TO BEAM WITH CONTINUOUS ¼" FILET WELD.
VARIABLE 3.45' MAX. 2.25' MIN
SEE GEOMETRICS
VARIABLE 3.5' MAX. 2.14' MIN.

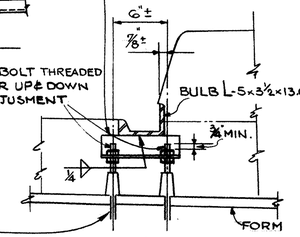
❶ SEE STD. DWG. C.S.B-2-56 SHEET #3 FOR DETAIL OF SCUPPER AND BULB ANGLE SUPPORTS.

TRANSVERSE SECTION

* THIS IS A 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 BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.

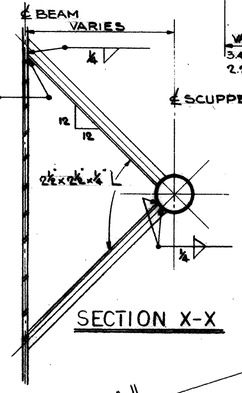



SECTION A-A
SHT. # 89.

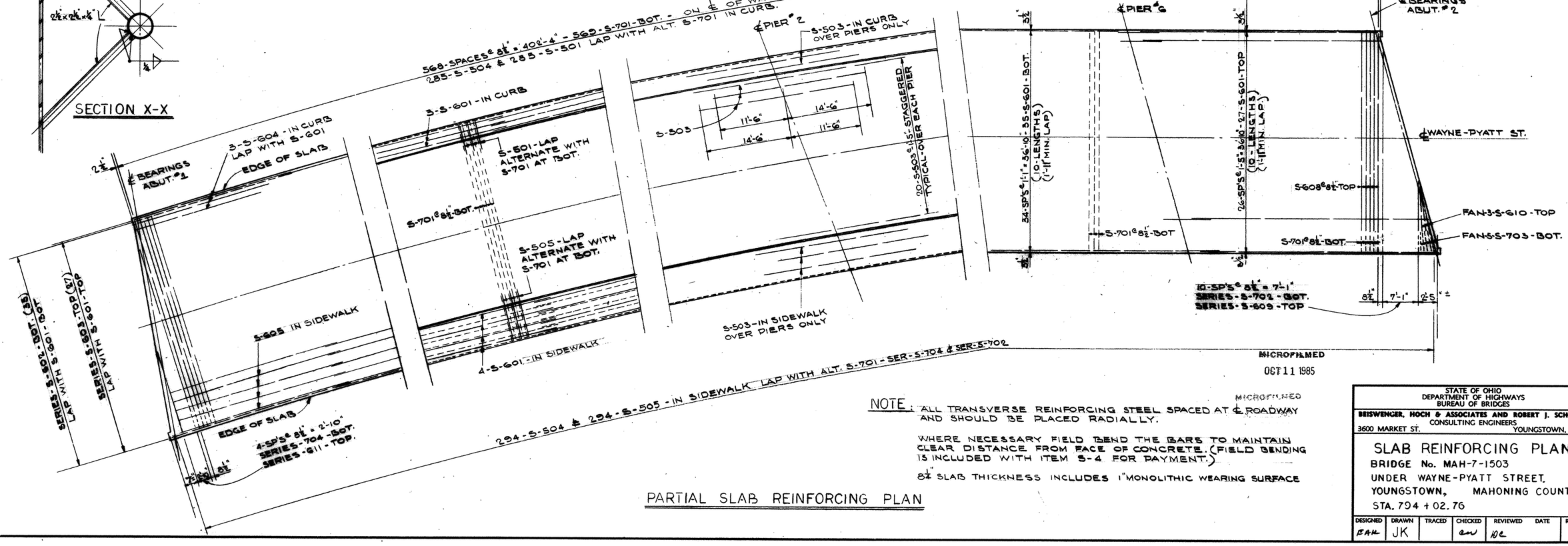



INDENT FORM AT BASE OF CONE AND SET CONE PERPENDICULAR. CLAMP CONE FIRMLY TO FORM. REMOVE CONE WITH REMOVAL OF FORM AND FILL HOLE WITH GROUT.

ENLARGED DETAIL-A




SECTION X-X




PARTIAL SLAB REINFORCING PLAN

NOTE: ALL TRANSVERSE REINFORCING STEEL SPACED AT ℄ ROADWAY AND SHOULD BE PLACED RADIALLY.

WHERE NECESSARY FIELD BEND THE BARS TO MAINTAIN CLEAR DISTANCE FROM FACE OF CONCRETE. (FIELD BENDING IS INCLUDED WITH ITEM S-4 FOR PAYMENT.)

8½" SLAB THICKNESS INCLUDES 1" MONOLITHIC WEARING SURFACE

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

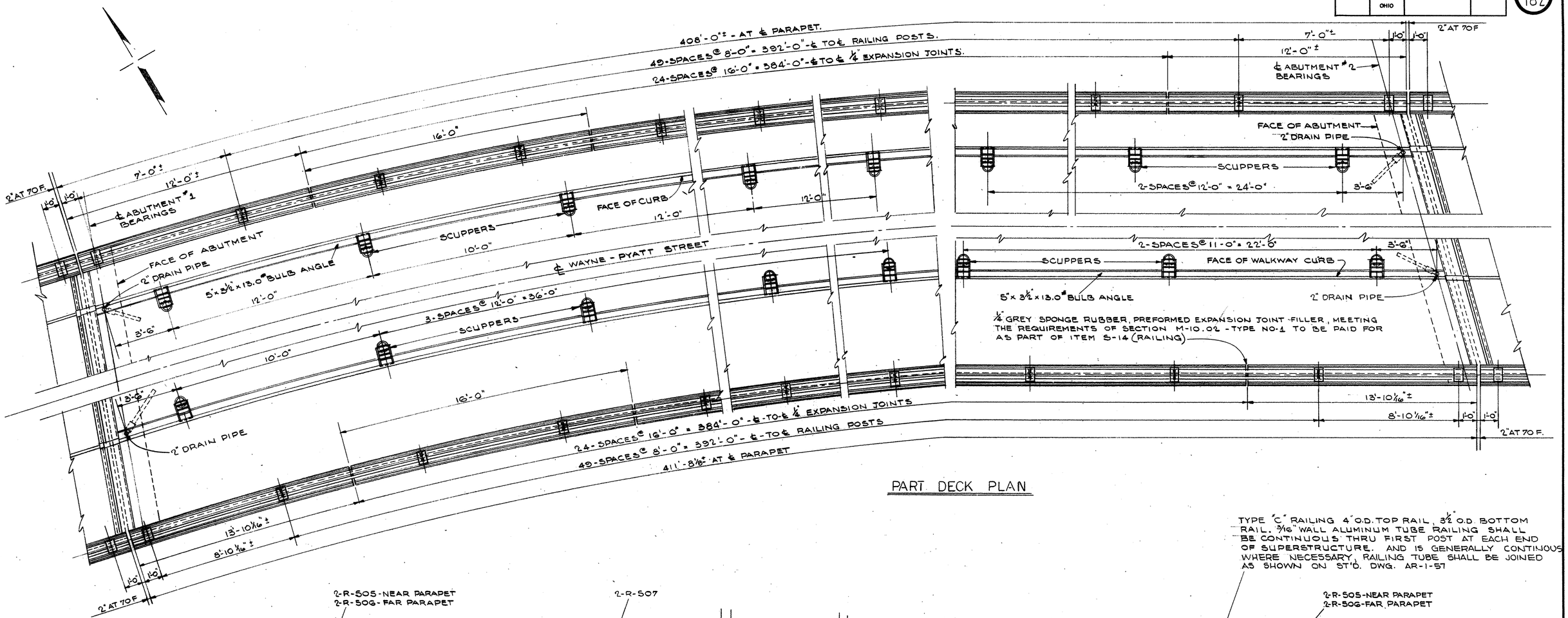
# SLAB REINFORCING PLAN

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

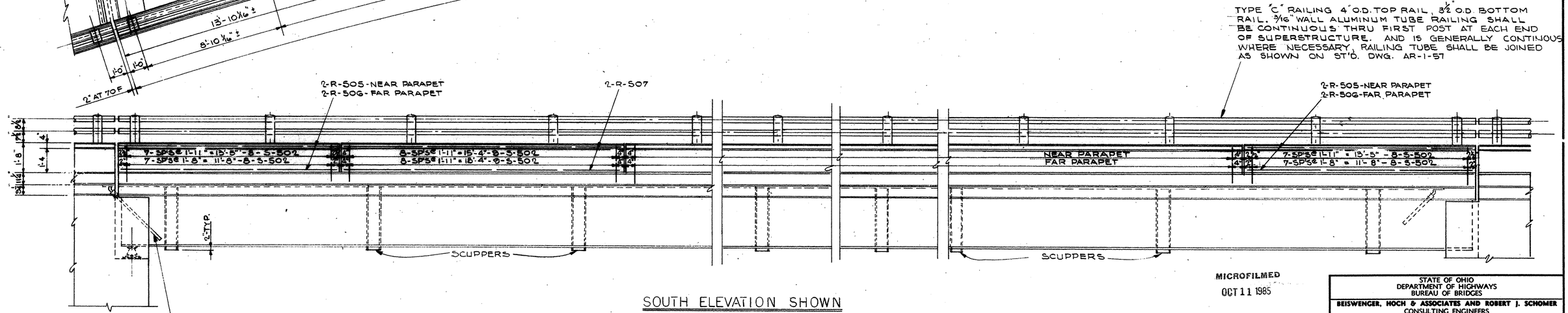
| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAH | JK | | EW | RC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

92
102




## PART DECK PLAN




SOUTH ELEVATION SHOWN
NORTH ELEVATION SIMILAR

2" DIA. STD. STEEL PIPE DRAIN AT THE ABUTMENT END OF EACH BULB ANGLE AS INDICATED ON PLAN. WELD STUB END FULL PERIMETER TO BULB ANGLE.

NOTE: WHERE NECESSARY FIELD BEND THE BARS IN PARAPET TO MAINTAIN CLEAR DISTANCE FROM FACE OF CONCRETE. (FIELD BENDING IS INCLUDED WITH ITEM S-4 FOR PAYMENT.)

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# RAILING & DRAINAGE DETAILS

BRIDGE No. MAH-7-1503
UNDER WAYNE PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| FAK | JK | | GOW | DC | | |

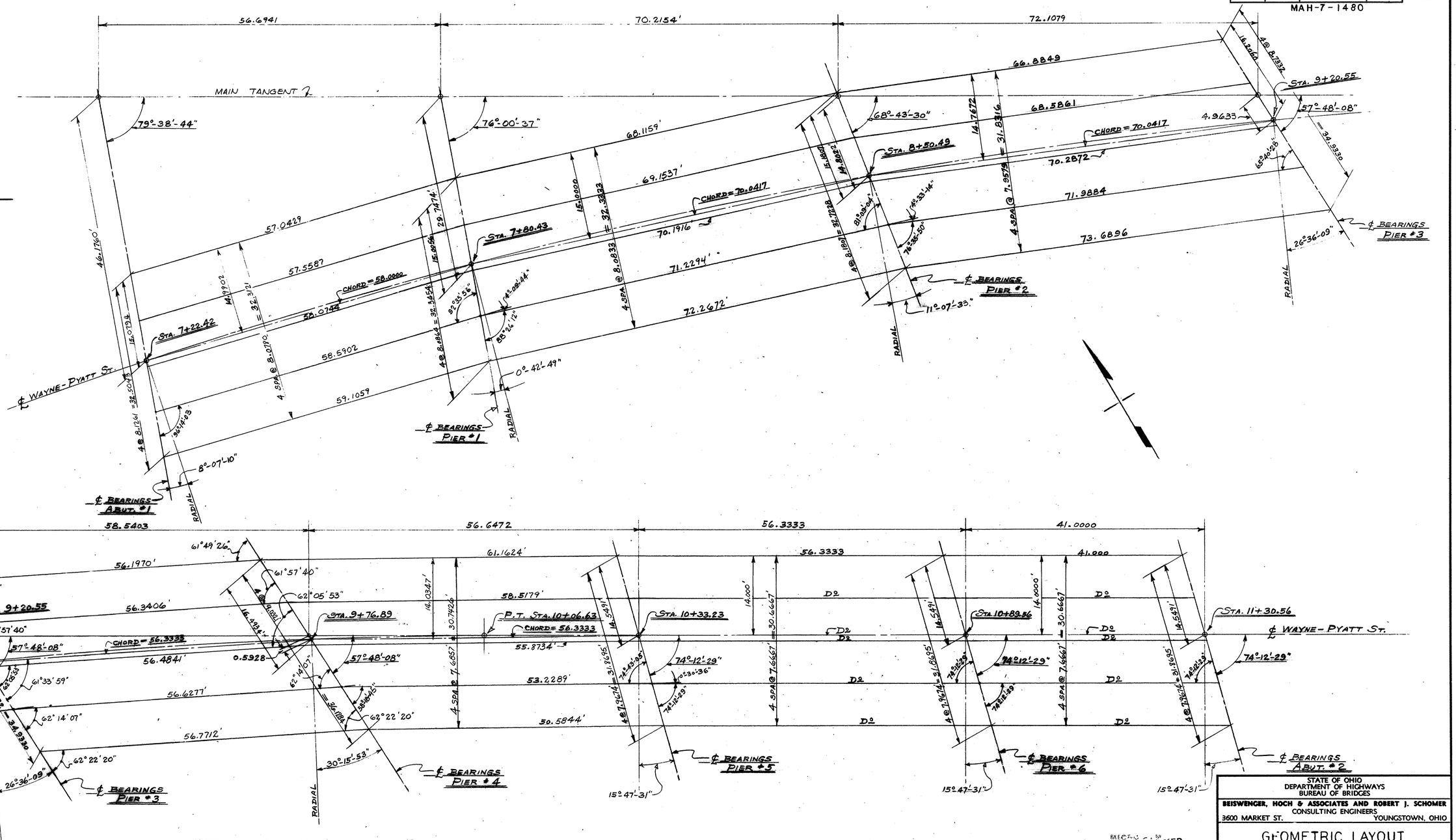
| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

MAH-7-1480

93
102

## CURVE DATA

$D_c = 6°-30'-00"$
$\Delta = 26°-25'-52"$
$R = 881.47'$
$L_c = 406.63'$
$T = 207'$




NOTE : ALL BEAMS ARE PARALLEL IN THEIR RESPECTIVE SPANS EXCEPT THOSE BETWEEN PIER #3 AND PIER #4.

MICROFILMED
OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

# GEOMETRIC LAYOUT

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET.
YOUNGSTOWN, MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | HAGER | | C.O.W | DC | | |

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | | |

94
102

MAIN TANGENT

℄ ABUTMENT #1 BEARINGS

FRONT ROW OF PILES BATTERED 1:4

STA. 7+22.42

℄ WAYNE-PYATT ST.

12 BP 53 STEEL PILES CUT OFF EL. 952.19

℄ PILES

℄ PIER #1

FOOTER ON ROCK

STA. 7+80.43

℄ PIER #2

SPREAD FOOTER

STA. 8+50.49

℄ PIER #3

12 BP 53 STEEL PILES CUT OFF EL. 946.00

STA. 9+20.55

℄ PIER #4

12 BP 53 STEEL PILES CUT OFF EL. 945.00

STA. 9+76.89

℄ PIER #5

12 BP 53 STEEL PILES CUT OFF EL. 938.00

STA. 10+33.23

℄ PIER #6

12"ø CAST-IN-PLACE REINF. CONCRETE PILES CUT OFF EL. 936.00

THIS ROW OF PILES BATTERED 1:4

STA. 10+89.56

℄ ABUTMENT #2 BEARINGS

FRONT ROW OF PILES BATTERED 1:4

12"ø CAST-IN-PLACE REINF. CONCRETE PILES CUT OFF EL. 860.54

STA. 11+30.56

℄ WAYNE-PYATT ST.

SEE DETAIL OF PILING ABOVE

56'-4"

70'-0½"

41'-0"

## PILING PLAN

(SEE GEOMETRIC LAYOUT)

MICROFILMED
DOT-1-81 #1995
OCT 1 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER & HOCH AND JOHN GLANCY & ASSOCIATES
CONSULTING ENGINEERS
AKRON, OHIO YOUNGSTOWN, OHIO

# PILING PLAN

BRIDGE No. MAH-7-1503
UNDER WAYNE-PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794 + 02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK | JK | | ew | DC | | |

# REINFORCING STEEL SCHEDULE

| MARK | NO. | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|
| ABUTMENT #1 | | | | |
| A-501 | 2 | 10'-6" | 22 | ST. |
| A-502 | 18 | 4'-9" | 89 | ST. |
| A-503 | 31 | 5'-1" | 164 | BT. |
| A-504 | 2 | 39'-0" | 81 | ST. |
| A-505 | 10 | 36'-10" | 384 | ST. |
| A-506 | 67 | 5'-11" | 413 | BT. |
| A-507 | 8 | 35'-6" | 296 | ST. |
| A-508 | 4 | 9'-4" | 39 | BT. |
| A-509 | 8 | 6'-4" | 53 | ST. |
| A-510 | 4 | 9'-10" | 41 | BT. |
| A-511 | 8 | 4'-6" | 38 | BT. |
| A-512 | 20 | 7'-6" | 156 | BT. |
| A-513 | 37 | 6'-6" | 251 | ST. |
| A-514 | 1 | 9'-4" | 10 | ST. |
| A-515 | 2 | 7'-0" | 15 | ST. |
| A-516 | 3 | 16'-4" | 51 | ST. |
| A-517 | 3 | 14'-0" | 44 | ST. |
| A-518 | 1 | 9'-7" | 10 | ST. |
| A-519 | 3 | 14'-11" | 47 | ST. |
| A-520 | 3 | 12'-1" | 38 | ST. |
| A-521 | 56 | 3'-11" | 228 | BT. |
| A-522 | 4 | 14'-2" | 59 | ST. |
| A-523 | 4 | 5'-0" | 21 | BT. |
| A-524 | 24 | 5'-7" | 140 | BT. |
| A-525 | 8 | 2'-6" | 21 | ST. |
| A-526 | 15 | 4'-11" | 77 | BT. |
| A-527 | 14 | 3'-8" | 54 | BT. |
| A-528 | 6 | 12'-8" | 79 | ST. |
| A-529 | 2 | 5'-10" | 12 | ST. |
| | | | | |
| A-601 | 28 | 15'-4" | 645 | BT. |
| A-602 | 7 | 17'-9" | 187 | BT. |
| TOTAL ABUTMENT #1 | | | 3,760 | |
| ABUTMENT #2 | | | | |
| A-551 | 2 | 40'-0" | 83 | ST. |
| A-552 | 20 | 7'-6" | 156 | BT. |
| A-553 | 15 | 38'-0" | 595 | ST. |
| A-554 | 1 | 30'-0" | 31 | ST. |
| A-555 | 70 | 5'-11" | 433 | BT. |
| A-556 | 25 | 5'-7" | 146 | BT. |
| A-557 | 2 | 11'-0" | 23 | ST. |
| A-558 | 5 | 7'-0" | 37 | ST. |
| A-559 | 39 | 6'-6" | 244 | ST. |
| A-560 | 8 | 4'-6" | 38 | BT. |
| A-561 | 33 | 5'-5" | 186 | BT. |
| A-562 | 20 | 4'-0" | 83 | ST. |
| A-563 | 4 | 10'-2" | 42 | BT. |
| A-564 | 4 | 10'-0" | 42 | BT. |
| A-565 | 2 | 9'-8" | 20 | ST. |
| A-566 | 1 | 7'-6" | 8 | ST. |
| A-567 | 4 | 5'-0 | 21 | ST. |
| A-568 | 3 | 16'-6" | 52 | ST. |
| A-569 | 3 | 14'-3" | 45 | ST. |
| A-570 | 4 | 14'-5" | 60 | ST. |
| A-571 | 56 | 3'-11" | 228 | BT. |
| A-572 | 15 | 4'-11" | 77 | BT. |
| A-573 | 3 | 14'-11" | 47 | ST. |
| A-574 | 3 | 9'-10" | 31 | ST. |
| A-575 | 4 | 12'-5" | 52 | ST. |
| A-576 | 2 | 11'-11" | 25 | ST. |
| A-577 | 13 | 3'-8" | 50 | BT. |
| A-578 | 3 | 6'-2" | 19 | ST. |
| A-651 | 7 | 17'-9" | 187 | BT. |
| A-652 | 29 | 15'-4" | 666 | BT. |
| TOTAL ABUTMENT #2 | | | 3725 | |

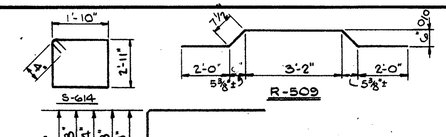
| MARK | NO. | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|
| SUPERSTRUCTURE | | | | |
| S-501 | 285 | 6'-0" | 1784 | BT. |
| S-502 | 464 | 4'-11" | 2378 | BT. |
| S-503 | 150 | 26'-0" | 4068 | ST. |
| S-504 | 579 | 2'-2" | 1308 | BT |
| S-505 | 294 | 8'-11" | 2754 | BT |
| S-601 | 690 | 40'-0" | 41,465 | ST |
| SERIES OF S-602 | 1-SET OF 35 | VARIES 30'-0"-32'-10" @INC. OF 1" | 1,652 | ST. |
| SERIES OF S-603 | 1-SET OF 27 | VARIES 30'-4"-32'-10" @INC. OF 1" | 1281 | ST. |
| S-604 | 3 | 30'-8" | 138 | ST. |
| S-605 | 4 | 32'-10" | 197 | ST. |
| S-608 | 569 | 37'-1" | 31,693 | ST. |
| SERIES OF S-609 | 1-SET OF 11 | VARIES 8'-10"-33'-10" @INC. OF 2'-6" | 352 | ST. |
| S-610 | 3 | 5'-0" | 23 | ST. |
| SERIES OF S-611 | 1-SET OF 5 | VARIES 11'-1"-31'-3" @INC. OF 5'-0" | 159 | ST. |
| S-613 | 72 | 7'-0" | 757 | ST |
| S-614 | 24 | 9'-8" | 348 | BT. |
| S-701 | 569 | 37'-1" | 43,129 | ST. |
| SERIES OF S-702 | 1-SET OF 11 | VARIES 8'-10"-33'-10" @INC. OF 2'-6" | 480 | ST. |
| S-703 | 5 | 7'-0" | 72 | ST. |
| SERIES OF S-704 | 1-SET OF 5 | VARIES 11'-1"-31'-3" @INC. OF 5'-0" | 216 | ST. |
| TOTAL SUPERSTRUCTURE | | | 134,225 | |
| RAILING * | | | | |
| R-501 | 4 | 18'-10" | | ST. |
| R-502 | 4 | 12'-4" | | ST. |
| R-503 | 4 | 14'-2" | | ST. |
| R-504 | 4 | 12'-2" | | ST. |
| R-505 | 8 | 13'-6" | | ST. |
| R-506 | 8 | 11'-8" | | ST. |
| R-507 | 198 | 15'-8" | | ST. |
| R-509 | 12 | 8'-5" | | BT. |
| R-510 | 24 | 10'-5" | | BT. |
| REPLACEMENT BARS | | | | |
| RE-401 | 1 | 5'-3" (SPIRAL) | | BT |
| RE-501 | 2 | 5'-6" | | ST. |
| RE-601 | 5 | 5'-11" | | ST. |
| RE-701 | 3 | 6'-5" | | ST. |
| RE-801 | 1 | 6'-6" | | ST. |
| RE-901 | 1 | 6'-10" | | ST. |
| RE-1001 | 3 | 7'-3" | | ST. |
| RE-1101 | 1 | 7'-9" | | ST. |

| MARK | NUMBER REQUIRED PIER #1 | PIER #2 | PIER #3 | PIER #4 | PIER #5 | PIER #6 | TOTAL | LENGTH | WEIGHT | SHAPE |
|---|---|---|---|---|---|---|---|---|---|---|
| PIERS | | | | | | | | | | |
| P-501 | 36 | 36 | 44 | 44 | 36 | 36 | 232 | 8'-0" | 1936 | BT. |
| P-601 | 48 | | | | | | 48 | 8'-0" | 577 | BT. |
| P-602 | 2 | | | | | | 2 | 32'-6" | 98 | ST. |
| P-603 | | 2 | | | | | 2 | 32'-10" | 99 | ST. |
| P-604 | | | 2 | | | | 2 | 35'-1" | 105 | ST. |
| P-605 | | | | | 2 | 2 | 4 | 32'-0" | 192 | ST. |
| P-606 | | | | 2 | | | 2 | 36'-3" | 109 | ST. |
| P-701 | | | 36 | 36 | 36 | 36 | 144 | 10'-1" | 2968 | BT. |
| P-702 | | | 36 | 36 | 36 | 36 | 144 | 11'-1" | 3262 | BT. |
| P-801 | | 84 | | | | | 84 | 14'-1" | 3159 | BT. |
| P-901 | 8 | 8 | | | | | 16 | 10'-6" | 571 | BT. |
| P-902 | | | 8 | 8 | | | 16 | 11'-2" | 607 | BT. |
| P-903 | | | | | 8 | 8 | 16 | 10'-4" | 562 | BT. |
| P-1001 | 48 | 48 | 48 | 48 | 48 | 48 | 288 | 6'-7" | 8158 | BT. |
| P-1002 | 48 | | | | | | 48 | 32'-5" | 6747 | ST. |
| P-1003 | 6 | 6 | | | | | 12 | 10'-6" | 542 | BT. |
| P-1004 | | 48 | | | | | 48 | 38'-3" | 7900 | ST. |
| P-1005 | | | 48 | | | | 48 | 15'-8" | 3236 | ST. |
| P-1006 | | | | 48 | | | 48 | 17'-8" | 3804 | ST. |
| P-1007 | | | 6 | 6 | | | 12 | 11'-2" | 577 | BT. |
| P-1008 | | | | | 48 | | 48 | 25'-3" | 5215 | ST. |
| P-1009 | | | | | | 48 | 48 | 26'-9" | 5525 | ST. |
| P-1010 | | | | | 6 | 6 | 12 | 10'-4" | 534 | BT. |
| P-1101 | 4 | | | | | | 4 | 32'-6" | 691 | ST. |
| P-1102 | 6 | 6 | | | | | 12 | 10'-6" | 680 | ST. |
| P-1103 | 4 | 4 | 4 | 4 | 4 | 4 | 24 | 9'-6" | 1211 | BT. |
| P-1104 | 3 | | | | | | 3 | 27'-2" | 435 | ST. |
| P-1105 | 6 | 6 | | | | | 12 | 11'-0" | 701 | ST. |
| P-1106 | | 4 | | | | | 4 | 32'-10" | 698 | ST. |
| P-1107 | | 3 | | | | | 3 | 27'-7" | 440 | ST. |
| P-1108 | | | 4 | | | | 4 | 35'-1" | 746 | ST. |
| P-1109 | | | 6 | 6 | | | 12 | 11'-7" | 739 | ST. |
| P-1110 | | | 3 | | | | 3 | 28'-5" | 453 | ST. |
| P-1111 | | | 6 | 6 | | | 12 | 11'-10" | 754 | ST. |
| P-1112 | | | | | 4 | 4 | 8 | 32'-0" | 1360 | ST. |
| P-1113 | | | | | 12 | 12 | 24 | 10'-6" | 1339 | ST. |
| P-1114 | | | | | 3 | 3 | 6 | 27'-1" | 863 | ST. |
| P-1115 | | | 4 | | | | 4 | 86'-8" | 770 | ST. |
| P-1116 | | | 3 | | | | 3 | 78'-8" | 475 | ST. |
| TOTAL | | | | | | | | | 68,834 | |
| SPIRALS | | | | | | | | | 8,350 | |
| TOTAL PIERS | | | | | | | | | 77,184 | |

## SPIRAL REINFORCING SCHEDULE

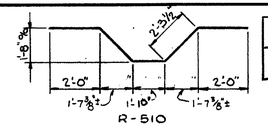
| LOCATION | MARK | NO. REQUIRED | CORE DIA OF SPIRAL | LENGTH OF SPIRAL | PITCH | NO. OF TURNS | WEIGHT |
|---|---|---|---|---|---|---|---|
| PIER #1 | SP-401 | 3 | 2'-8" | 30'-0⅜" | 4" | 95 | 1527 |
| PIER #2 | SP-402 | 3 | 2'-8" | 35'-7⅛" | 4" | 110 | 1818 |
| PIER #3 | SP-403 | 3 | 2'-8" | 12'-11⅛" | 4" | 42 | 694 |
| PIER #4 | SP-404 | 3 | 2'-8" | 15'-0" | 4" | 48 | 793 |
| PIER #5 | SP-405 | 3 | 2'-8" | 22'-7⅛" | 4" | 71 | 1175 |
| PIER #6 | SP-406 | 3 | 2'-8" | 24'-11⅝" | 4" | 78 | 1284 |
| | SPACERS | 72 | | | | | 1151 |
| | | | | | TOTAL | | 8550 |

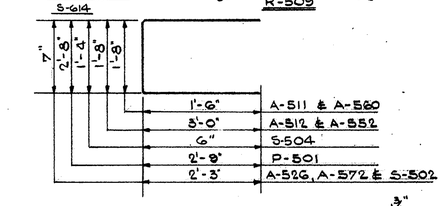
GRAND TOTAL 218,898 LBS.

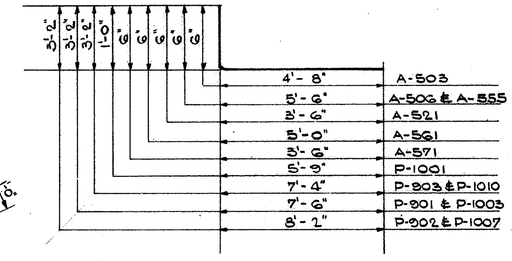


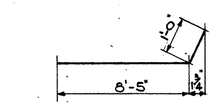


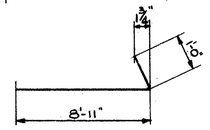


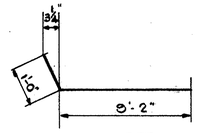


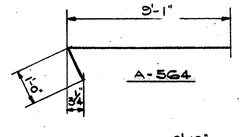



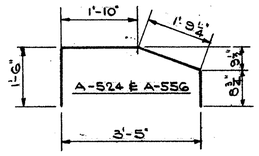



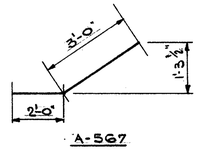



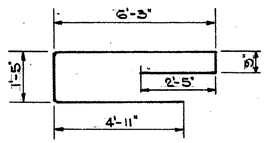



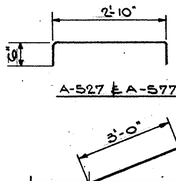



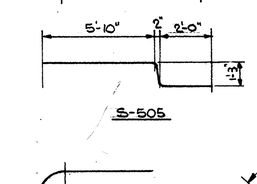



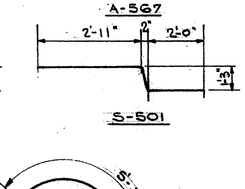



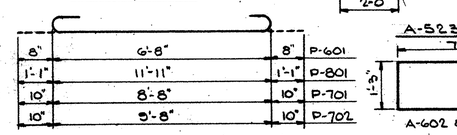



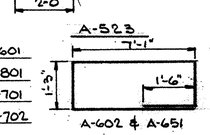



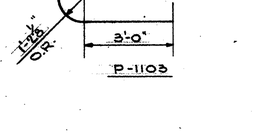



## SPIRAL REINFORCING NOTES

THE LENGTH SHOWN IN THE STEEL SCHEDULE FOR SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO BOTTOM OF PIER CAPS.
THE NUMBER OF TURNS SHOWN IN THE STEEL SCHEDULE FOR THE SPIRAL BARS IS THE LENGTH DIVIDED BY THE PITCH PLUS THREE TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED AS THE NEAREST WHOLE NUMBER.
SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS, BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM S-4.
ONE AND ONE HALF CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.
FOUR (4) STEEL CHANNEL, TEE OR ANGLE SPACERS WEIGHING APPROX. 0.68 LBS. PER LINEAL FT. OF SPACERS SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF EACH COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.68 LBS. PER LINEAL FT. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.
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 NO 7 SIZE BAR AND P-1001 IS A NO. 10 SIZE BAR.
REPLACEMENT BARS: IF REINFORCING BARS ARE FABRICATED FROM STOCK WHICH HAS PREVIOUSLY BEEN TESTED AND APPROVED BY THE OHIO HIGHWAY TESTING LABORATORY, TEST SAMPLES AS PROVIDED IN SECTION S-4.02 NEED NOT BE FURNISHED AND REPLACEMENT BARS WILL NOT BE REQUIRED.
* RAILING REINFORCEMENT BARS WILL BE INCLUDED AS PART OF ITEM S-14 FOR PAYMENT.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| | OHIO | | |

95
102

MICROFILMED
, OCT 11 1985

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ASSOCIATES AND ROBERT J. SCHOMER
CONSULTING ENGINEERS
3600 MARKET ST. YOUNGSTOWN, OHIO

REINFORCING SCHEDULE
BRIDGE NO. MAH-7-1503
UNDER WAYNE PYATT STREET
YOUNGSTOWN MAHONING COUNTY
STA. 794+02.76

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| EAK. | JK | | E.O.W. | | | |

R/W SHEET Nº 1 OF 7 — 7-MAH-14.80

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

# LOCATION PLAT
## MAH 18-17.20 & MAH 7-14.80
## MAHONING COUNTY
## CITY OF YOUNGSTOWN

SCALE: 1"= 500'

**CURVE DATA No. 1**

P. I. Sta.
Δ = 43° 47' 40"Lt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 621.04'
P = 6.39' Es = 87.89'
K = 199.76' Lc = 396.26'
X = 398.53' Δc = 21° 47' 40"

**CURVE DATA No. 2**

P. I. Sta.
Δ = 54° 44' 10"Rt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 742.31'
P = 6.39' Es = 138.49'
K = 199.76' Lc = 595.20'
X = 398.53' Δc = 32° 44' 10"

**CURVE DATA No. 3**

P. I. Sta.
Δ = 60° 43' 03"Lt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 813.68'
P = 6.39' Es = 172.95'
K = 199.76' Lc = 703.95'
X = 398.53' Δc = 38° 43' 03"

**CURVE DATA No. 4**

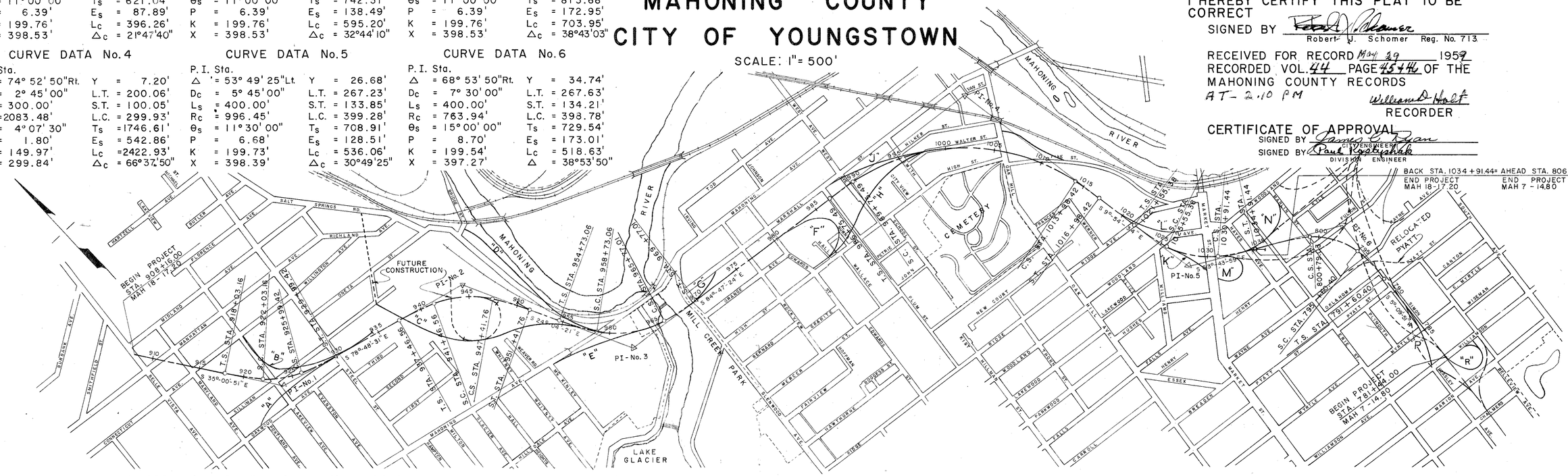
P. I. Sta.
Δ = 74° 52' 50"Rt. Y = 7.20'
Dc = 2° 45' 00" L.T. = 200.06'
Ls = 300.00' S.T. = 100.05'
Rc = 2083.48' L.C. = 299.93'
θs = 4° 07' 30" Ts = 1746.61'
P = 1.80' Es = 542.86'
K = 149.97' Lc = 2422.93'
X = 299.84' Δc = 66° 37' 50"

**CURVE DATA No. 5**

P. I. Sta.
Δ = 53° 49' 25"Lt. Y = 26.68'
Dc = 5° 45' 00" L.T. = 267.23'
Ls = 400.00' S.T. = 133.85'
Rc = 996.45' L.C. = 399.28'
θs = 11° 30' 00" Ts = 708.91'
P = 6.68' Es = 128.51'
K = 199.73' Lc = 536.06'
X = 398.39' Δc = 30° 49' 25"

**CURVE DATA No. 6**

P. I. Sta.
Δ = 68° 53' 50"Rt. Y = 34.74'
Dc = 7° 30' 00" L.T. = 267.63'
Ls = 400.00' S.T. = 134.21'
Rc = 763.94' L.C. = 398.78'
θs = 15° 00' 00" Ts = 729.54'
P = 8.70' Es = 173.01'
K = 199.54' Lc = 518.63'
X = 397.27' Δ = 38° 53' 50"




## LIMITED ACCESS HIGHWAY

I HEREBY CERTIFY THIS PLAT TO BE CORRECT

SIGNED BY Robert J. Schomer

Robert J. Schomer Reg. No. 713

RECEIVED FOR RECORD May 29 1959

RECORDED VOL. 44 PAGE 454 & 454A OF THE MAHONING COUNTY RECORDS

AT 2:10 PM William D. Hoff RECORDER

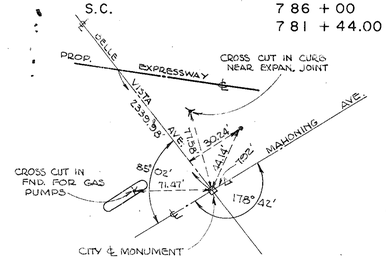
CERTIFICATE OF APPROVAL

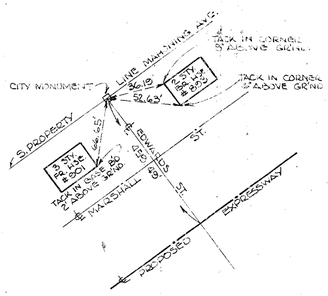
SIGNED BY James E. Ryan CITY ENGINEER

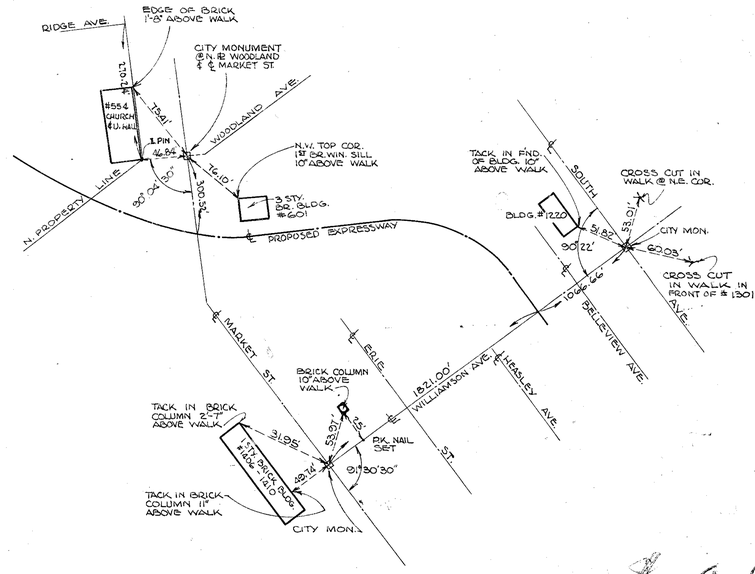
SIGNED BY Paul Kopasakis DIVISION ENGINEER

MONUMENTS WILL BE SET ON CENTERLINE AT FOLLOWING STATIONS

| STATION | DESCRIPTION | STATION | DESCRIPTION |
|---|---|---|---|
| 908+16.00 | P.O.T. | 994+00 | P.O.C. |
| 918+03.16 | T.S. | 999+00 | P.O.C. |
| 922+03.16 | S.C. | 1005+50 | P.O.C. |
| 925+99.42 | C.S. | 1013+98.42 | C.S. |
| 929+99.42 | S.T. | 1016+98.42 | S.T. |
| 937+46.56 | T.S. | 1018+50 | P.O.T. |
| 941+46.56 | S.C. | 1021+55.38 | T.S. |
| 947+41.76 | C.S. | 1025+55.38 | S.C. |
| 951+41.76 | S.T. | 1030+91.44 | C.S. |
| 954+73.06 | T.S. | | |
| 958+73.06 | S.C. | 1034+91.44 (Equation) | S.T. |
| 965+77.01 | C.S. | 806+88.34 | |
| 969+77.01 | S.T. | | |
| 975+00 | P.O.T. | 800+79.03 | C.S. |
| 980+00 | P.O.T. | 795+60.40 | S.C. |
| 986+75.49 | T.S. | 791+60.40 | T.S. |
| 989+75.49 | S.C. | 786+00 | P.O.T. |
| | | 781+44.00 | P.O.T. |




3238

118.00

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

97
102

# SUMMARY OF R/W REQUIRED

## CITY OF YOUNGSTOWN

## PROJECT MAH.-7-14.80

| PARCEL Nº | OWNER | EXIST. BLDGS. | LOT Nº | AREA S.F. | SHEET Nº | REMARKS |
|---|---|---|---|---|---|---|
| 396-LA | GEORGE L. ALEXANDER | YES | 3378 | 4,000 | 6 | |
| 398-LA | *MODESTINA CERCONE* | YES | 3375 | 3,875 | 6 | |
| 400-A-LA | HILDA KOLAR | YES | 3380 | 3,330 | 6 | |
| 400-B-LA | SAVERIO CICCHESE | YES | 3380 | 2,670 | 6 | |
| 401-LA | OLLIE E. WILLIAMS - HENRY E. WILLIAMS | YES | 3380 | 2,600 | 6 | |
| 402-LA | RICHARD HARRIS - ODESSA HARRIS | YES | 3381 | 2,400 | 6 | |
| 402-A-LA | *MAUDE H. DUDLEY* | YES | 3382 | 4,125 | 6 | |
| 403-LA | LUIGI CICCHESE | YES | 3381 | 2,250 | 6 | |
| 403-B-LA | NICHOLAS CICCHESE - JENNIE CICCHESE | YES | 3382 | 2,250 | 6 | |
| 408-LA | ANGELO DERAMO | YES | 1702 | 10,233 | 6 | |
| 409-LA | KAROL KASZOWSKI - MINI KASZOWSKI | YES | 1707 | 10,593 | 6 | |
| 410-LA | ROY JOSEPH McCANN - MINA McCANN | YES | 1708 | 5462 | 6 | |
| 411-LA | GABRIEL WARGO | YES | 5570 | 5,257 | 6 | |
| 412-LA | GEORGE PILAR - SUZANNA PILAR | YES | 1718 | 5,443 | 6 | |
| 413-LA | PHILIP F. JONES - AQUILA JONES | YES | 1713 | 5,330 | 6 | |
| 413-A-LA | | YES | 1714 | 3,966 | 6 | |
| 413-B-LA | | YES | 5572 | 4,208 | 6 | |
| 414-LA | | YES | 1715 | | 6 | |
| 415-LA | MERLIN G. BURKEY | YES | 1715 | 1,709 | 6 | |
| 416-LA | EMILY PARKMAN | YES | 1715 | 2,636 | 5 | |
| 417-LA | CATERINA TROPEPE | YES | 1715 | 2,426 | 5 | |
| 418-LA | MARY JANE MAHONEY | YES | 1712 | 10,850 | 6 | |
| 419-LA | ELEANOR BAKER DOTA - JOHN ORBU | YES | 5571 | 5,442 | 6 | |
| 420-LA | MARY G. SIMONS | YES | 1709 | 5,478 | 6 | |
| 421-LA | JAMES J. VITULLO | YES | 1706 | 5,445 | 6 | |
| 422-LA | CHESTER H. HOPKINS - ANNA HOPKINS | YES | 1706 | 5,445 | 6 | |
| 423-LA | MOSES G. BROWN - NELLIE M. BROWN | YES | 1703 | 5,465 | 6 | |
| 424-LA | LANGSTON BOOKER | YES | 1703 | 5,462 | 6 | |
| 435-LA | MIKE BONISH - GLADYS BONISH | YES | 1710 | 6,220 | 6 | |
| 435-A-LA | TOM ROSS - ROSA L. ROSS | YES | 1710 | 4,043 | 6 | |
| 436-LA | MAGGIE THOMAS - JAMES & MARY WELLS | YES | 1711 | 10,372 | 6 | |
| 437-LA | PHILIP F. JONES | YES | 1716 | 7,982 | 6 | |
| 438-LA | SALLY BEMIS | NO | 1722 | 10,521 | 6 | |
| 439-LA | MARIA SARBAN | YES | 1723 | 1,080 | 6 | |
| 440-LA | STEVE MARKO - HELEN MARKO | YES | 1724 | 10,365 | 6 | |
| 441-LA | JOHN HUGHES, ET AL | YES | 1725 | 8,200 | 6 | |
| 443-LA | TUFIC SAADI | YES | 4356 | 3,791 | 5 | |
| 442-LA | JEAN M. PELAR | YES | 4356 | 3,812 | 5 | |
| 445-LA | SUSI RUSSO | YES | 1726 | 5,138 | 5 | |
| 446-LA | ASEDOR ALTER - DORA ALTER | YES | 1726 | 5,621 | 5 | |
| 447-LA | FLORENCE ROGOVIN | YES | 1727 | 5,621 | 5 | |
| 448-LA | HARRY LEV | YES | 1727-1728 | 5,075 | 5 | |
| 449-LA | MICHAEL ARBUTINA - MARY ARBUTINA | YES | 1728 | 5,075 | 5 | |
| 450-LA | ANTONI OLBRYCH - ELEONORA OLBRYCH | YES | 1728-1729 | 5,020 | 5 | |
| 451-LA | MIKE BARTELL | YES | 1729 | 5,029 | 5 | |
| 452-LA | ANNA POTOCAVA | YES | 1771 | 8,773 | 5 | |
| 453-LA | RAYMOND R. JANIK - CHRISTINE JANIK | YES | 1734 | 7,533 | 5 | |
| 454-LA | JOSEPH A. GUERRIERO | YES | 1735 | 9,420 | 5 | |
| 455-LA | VIRGINIA D. CLARK | YES | 1736 | 7,536 | 5 | |
| 456-LA | FRANK E. MEEKER - LILLIE MEEKER | YES | 1737 | 4,710 | 5 | |
| 457-LA | *JOHN ABROM PARR - HELEN PARR* | YES | 1737 | 4,710 | 5 | |
| 457-A-LA | ARTHUR A. LUCCI - HILDA M. LUCCI | NO | 1738 | 261 | 5 | |
| 464-C-S | CAR&GEMENT | SEWER | EASE | | 5 | |
| 457-B | JAMES KELTY | NO | 1739 | 762 | 5 | |
| 457-E | RAYMOND J. SHONES - RITA MARIE SHONES | NO | 1740-1741 | 188 | 5 | |
| 457-F | ADOLF LANGE | NO | 1741 | 102 | 5 | |
| 458-LA | JOSEPH GUERRIERO - ROSE GUERRIERO | YES | 1758 | 6,480 | 5 | |
| 458-DA | RAY E. PERRETT - DEANE PERRETT | NO | 1754 | 100 | 5 | |
| 458-C-LA | ANN MONACO | YES | 1755 | 8,193 | 5 | |
| 458-D-LA | STEPHEN GUERRIERO | YES | 1756 | 6,546 | 5 | |
| 458-E-LA | ANTHONY J. GUERRIERO - ELSIE S. GUERRIERO | YES | 1757 | 8,175 | 5 | |
| 458-F-LA | GEORGE PRISLIPSKY - MARY PRISLIPSKY | YES | 1762 | 6,863 | 5 | |
| 459-LA | MARY C. FLASCO OR FLASK | YES | 1759 | 8,154 | 5 | |
| 460-LA | JAMES A. VERGALLITO - ALVIE VERGALLITO | YES | 6587-6588 | 1,394 | 5 | |
| 461-LA | L. A. MARKSTROM - EMMA MARKSTROM | YES | 1761 | 8,136 | 5 | |
| 462-LA | ANGELINA CAMPANA - FRANK CAMPANA | YES | 6593 | 3,780 | 5 | |
| 462-A | ANGELINA CAMPANA - FRANK CAMPANA | NO | 6593 | 2,552 | 5 | |
| 463-LA | JOSEPH M. BANJO - MARGARET BANJO | YES | 6592 | 4,500 | 5 | |
| 463-A | JOSEPH M. BANJO - MARGARET BANJO | NO | 6592 | 2,563 | 5 | |
| 464-LA | ANTONIO GEMMA | YES | 6591 | 3,320 | 5 | |
| 464-A-LA | | NO | 6590 | 1,149 | 5 | |
| 464-A | | YES | 6594 | 4,606 | 5 | |
| 464-B | FLORENCE S. COTTERMAN | YES | 6594 | 3,745 | 5 | |
| 464-C | CAROLE F. MILLS-OR-CAROLE FULLERTON MILLS | YES | O.L. 351 | 20,420 | 5 | |
| 464-C-WA | CAROLE F. MILLS-OR-CAROLE FULLERTON MILLS | YES | O.L. 351 | | 5 | FILL & GRADE AREA |
| 464-A-WA | | YES | 6594 | | 5 | FILL & GRADE AREA |
| 464-B-WA | FLORENCE S. COTTERMAN | YES | 6594 | | 5 | FILL & GRADE AREA |
| 465-LA | HERMAN E. BOYER - ALBERTA BOYER | YES | 6587 | 1,394 | 5 | |
| 466-LA | STEPHEN ZAWILINSKY - PATRICIA ZAWILINSKY | YES | 6663 | 2,947 | 5 | |
| 467-LA | ALFRED L. GUARNIERI - AMELIA GUARNIERI | YES | 6664 | 2,950 | 5 | |
| 468-LA | MARIA NICOLA CLEMENTE | YES | 6665 | 2,943 | 5 | |
| 469-LA | LUCY FERRA SANTANGELO | YES | 18757 | 2,954 | 5 | |
| 469-A-LA | FRANK & ANNA CAROSELLA | YES | 18758 | 3,077 | 5 | |
| 470-AS | JULIA CZEREPAK AKA JULIA CZEREPAK | NO | 18762 | | 5 | SEWER EASEMENT |
| 470-BS | | NO | 18750 | | 4 | SEWER EASEMENT |
| 470-CS | | NO | 6666 | | 4 | SEWER EASEMENT |
| 470-DS | | NO | 6667 | | 4 | SEWER EASEMENT |
| 471-LA | KATHERINE SANDECKI | YES | 6662 | 12,508 | 5 | |
| 471-A | ANNA LUKA | NO | 6492 | 164 | 5 | |
| 471-B | JULIA LUCIVJANSKY | YES | 6493 | 821 | 5 | |
| 471-C | ELIZABETH VALDEZ | YES | 6494-6495 | 4,323 | 5 | |
| 471-D | MARY DEVAN | YES | 6495 | 1,908 | 5 | |
| 471-E | SABINA DRASKOWICK | YES | 6496 | 2,310 | 5 | |
| 471-F | STEVE KALBASKY - ANNA KALBASKY | YES | 6496 | 3,272 | 5 | |
| 471-G | THERESA MOGG BARTEL, KARL F. MOGG JR., RICHARD E. MOGG | NO | 6497 | 7,536 | 5 | |
| 471-H | LAWRENCE JANIK OR LORENZ JANIK | YES | 6498 | 7,623 | 5 | |
| 471-I | MARY NOVICKY | NO | 6498 | | 5 | |
| 471-H-WA | LAWRENCE JANIK OR LORENZ JANIK | YES | 6498 | | 5 | FILL & GRADE AREA |
| 471-I-WA | MARY NOVICKY | YES | 6498 | | 5 | FILL & GRADE AREA |
| 471-B-WA | JULIA LUCIVJANSKY | YES | 6493 | | 5 | FILL & GRADE AREA |
| 471-C-WA | ELIZABETH VALDEZ | YES | 6494 | | 5 | FILL & GRADE AREA |
| 472-LA | FRANK SZESZKOWSKI - NATALIA SZESZKOWSKI | YES | 6655 | 5,900 | 4 | |
| 473-LA | ABRAHAM HAYNIE | YES | 6587-6588 | 2,720 | 4 | |
| 474-LA | ELIZABETH A. SWEET | YES | 6587-6588 | 3,026 | 4 | |
| 475-LA | GUISEPPE AGRESTA - FORTUNATA AGRESTA | YES | 6586 | 3,400 | 4 | |
| 476-LA | ALEX MAZAI | YES | 6585 | 2,720 | 4 | |
| 477-LA | WLADISLAW DRUZKEWICZ - BALBINA DRUZKEWICZ | YES | 6584 | 2,720 | 4 | |
| 478-LA | CATHERINE KELLY | NO | 6582-6583 | 4,080 | 4 | |
| 480-LA | MARY LLENCIK | YES | 6581 | 3,580 | 4 | |
| 481-LA | GEORGE SAFRANIC - LUCY SAFRANIC | YES | 6578 | 2,400 | 4 | |
| 482-LA | EMIL PETRISOR | YES | 6578 | 9,500 | 4 | |
| 483-LA | MICHELE GIACOBBE | YES | 6579 | 1,736 | 4 | |
| 483-WA | MICHELE GIACOBBE | YES | 6579 | | 4 | FILL BASEMENT |
| 484-LA | RAFFAELE & MARIA VIGLAIRINO | YES | 6658 | 5,900 | 4 | |
| 485-LA | GEORGE JOSEPH JAVORCHIK | YES | 6655 | 5,900 | 4 | |
| 486-LA | ADAM JOHN BARAN - JANINA BARAN | YES | 6654 | 5,900 | 4 | |
| 487-LA | MICHAEL IWASZKO - AGNES IWASZKO | YES | 6651 | 5,900 | 4 | |
| 488-LA | LOUIS G. & MARY MINOTTI | YES | 6650 | 5,900 | 4 | |
| 489-LA | ANNA ROMAN | YES | 6642 | 6,435 | 4 | |
| 490-LA | SUZANNE KRCHNIAK FILO | YES | 6644 | 6,413 | 4 | |
| 491-LA | DANNY FUSCHINO - ELEANORA F. FUSCHINO | YES | 6643 | 6,413 | 4 | |
| 471-J-A | *JOHN NOVICKY* | | | 4,017 | 5 | |
| 471-J-WA | *JOHN NOVICKY* | | | | 5 | FILL & GRADE AREA |
| 470-BLA | *JULIA CZEREPAK AKA JULIA CEREPAK* | YES | 18672 | 2,320 | 4 | |
| 494-LA | ASENATH HARRIS | YES | 13852 | 6,480 | 4 | |
| 495-LA | TONY FUSCHINO - SABINA FUSCHINO | YES | 13853 | 6,480 | 4 | |
| 496-LA | SUSIE DAMICO | YES | 13854 | 6,480 | 4 | |
| 497-LA | ELIZABETH SIMERLINK | YES | 13855 | 6,480 | 4 | |
| 498-LA | ANDY DIMENNO | YES | 13856 | 3,159 | 4 | |
| 499-LA | RAYMOND T. VALLINGER - CONNIE VALLINGER | YES | 13856 | 3,078 | 4 | |
| 500-LA | ROLAND L. FABRIZIO - ELIZABETH FABRIZIO | YES | 13857 | 6,480 | 4 | |
| 501-LA | MARTHA SQUILLANTE | YES | 6607 | 5,832 | 4 | |
| 502-LA | NATIONAL DAIRY PRODUCTS CORP. | NO | 6606 | 1,458 | 4 | |
| 503-LA | MARY PEZZENTE | YES | 13847 | 6,480 | 4 | |
| 504-LA | NATIONAL DAIRY PRODUCTS CORP. | YES | 13846 | 6,480 | 4 | |
| 506-LA | THOMAS IVANUSICH | YES | 13845 | 3,600 | 4 | |
| 506-A-LA | FRANK F. SOBCZYK - CAROLINE SOBCZYK | YES | 13845 | 2,880 | 4 | |
| 507-LA | JOSEPH SOSNOWSKI - ANNA SOSNOWSKI | YES | 13844 | 6,480 | 4 | |
| 508-LA | DAVID PROSSER - ELSIE PROSSER | YES | 13843 | 6,480 | 4 | |
| 509-LA | CHRISTINA PETTI | YES | 13842 | 6,480 | 4 | |
| 470-BLA | *H & E. WYMER* | YES | 18750 | 2,520 | 4 | |
| 511-LA | MICHAEL ADAMS ZAJAC - GEORGETTA MAE ZAJAC | NO | 13840 | | 4 | |
| 512-LA | RALPH MASTO | YES | 9925 | 6,000 | 4 | |
| 513-LA | THOMAS ALBERT NILES | YES | 9926 | 6,900 | 4 | |
| 514-LA | STANLEY MAGIELSKI - STEFANIA MAGIELSKI | YES | 9927 | 6,900 | 4 | |
| 515-LA | JOHN A. & VERNA ANTONUCCI | YES | 16725 | 6,304 | 4 | |
| 516-LA | PAUL TANONA - LEOKADIA TANONA | YES | 9928 | 6,000 | 4 | |
| 517-LA | MARY CONROY | YES | 16724 | 6,224 | 4 | |
| 518-LA | KATARZYNA GLOWACKY | YES | 16723 | 6,153 | 4 | |
| 519-LA | STANLEY USCILOWSKI - HELEN S. USCILOWSKI | YES | 9929 | 6,000 | 4 | |
| 520-LA | FRANK PRZYMYKALSKI | YES | 16722 | 6,088 | 4 | |
| 521-LA | FRANK B. WOZNIAK - ELIZABETH GORSKY WOZNIAK | YES | 9930 | 6,000 | 4 | |
| 522-LA | FELIX & WLADYSLAWA SWITALSKI | YES | 9931 | 6,000 | 4 | |
| 522-A-LA | | YES | 9932 | 6,000 | 4 | |
| 523-LA | JOHN SKRZYPEK - STELLA SKRZYPEK | YES | 18806 | 6,019 | 4 | |
| 524-LA | FELIX LIPINSKI - HARRIET LIPINSKI | YES | 18805 | 5,950 | 4 | |
| 525-LA | CONCETTA HUIZDAK, ET AL | YES | 9933 | 6,000 | 4 | |
| 526-LA | VICTORIA KOTT | YES | 18804 | 5,820 | 4 | |
| 527-LA | JOHN KOLLAR | YES | 18803 | 5,840 | 4 | |
| 528-LA | MITCHELL H. SIMERLINK - VERONICA T. SIMERLINK | YES | 9934 | 6,000 | 4 | |
| 529-LA | MILDRED BOROWIEC | YES | 9935 | 6,000 | 4 | |
| 530-LA | IRENE VASILION | YES | 18802 | 5,742 | 4 | |
| 531-LA | EDITH W. SAARBACH | YES | 9936 | 8,400 | 4 | |
| 532-LA | ANTONETTA MARCOVECCHIO | YES | 9936 | 2,819 | 4 | |
| 534-LA | JOHN SEIDLAR | YES | 18801 | 3,390 | 4 | |
| 535-LA | WILLIAM H. & MARY WORRELLS | YES | 16726 | 6,362 | 3 | |
| 533-LA | WALTER J. WARCHOL | YES | 18800 | 3,500 | 4 | |
| 536-LA | LENA WHITE | YES | 16727-16728 | 12,760 | 4 | |
| 475A-LA | GIUSEPPE AGRESTA FORTUNATA AGRESTA | | | 880 | 4 | |
| 502A-LA | NATIONAL DAIRY PRODUCTS CORP | YES | 6606 | 5,994 | 4 | |
| 502-WD | " " " " | YES | 6604 & 6605 | 14,904 | 4 | |
| 510 LA | MICHAEL J. MSZANSKI & JENNIE ROSE MSZANSKI | YES | 13841 | 6480 | 4 | |

ADDED PARCEL 510LA (PURCHASED BY 'STATE OF OHIO BY WARRANTY DEED) 10-28-75 (GAS)
ADDED PCLS-502A-LA 502-WD REVISED AREA 502-LA 11-27-61
*Added Pcl. Nº 470 BLA* *10-17-61*
*Added Pcl. Nº 470ALA* *10-17-61*
*Added Pcl. Nº 475-A-LA* *6-29-60*
*Deleted Pcl. 464-C-WA* *9-22-60*
*Parcel Nos Changed 442 & 443 LA* *8-19-60*
*Name Change Parcel 457-LA* *7-18-60*
*Changed Name 398-LA* *7-13-60*
*Revised Pcl. 471-I Added Pcl. 471-I-A WA* *7-7-60*
*Pcl. 458-F-LA Change Area* *6-30-60*
*Pcl. 402-A-LA Added Name* *6-2-60*
*Changed Area Pcl Nº 502 LA* *10-17-61*

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

98
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# SUMMARY OF R/W REQUIRED

## CITY OF YOUNGSTOWN
## PROJECT MAH. -7-14.80

| PARCEL NO. | OWNER | LOT NO. | EXISTING BLDG. | AREA S.F. | SHT. NO. |
|---|---|---|---|---|---|
| C-70A | ROSE GAUDIO | 5767,6572 | | 462 | 7 |
| C-70A-WA | ROSE GAUDIO | 5767,6572 | | | 7 |
| C-71A | JOSEFA BATTKO | 6573 | | 201 | 7 |
| C-71A-WA | JOSEFA BATTKO | 6573 | | | 7 |
| C-72A | PETER AND HELEN ANTOLAK | 6574 | | 222 | 7 |
| C-72A-WA | PETER AND HELEN ANTOLAK | 6574 | | | 7 |
| C-73A | KENNETH L. AND ANNE SIMPSON | 6574 | | 198 | 7 |
| C-73A-WA | KENNETH L. AND ANNE SIMPSON | 6574 | | | 7 |
| C-74A | DONALD D. AND MILDRED O. WELLS | 6575 | | 210 | 7 |
| C-74A-WA | DONALD D. AND MILDRED O. WELLS | 6575 | | | 7 |
| C-75A | DOMINIC ZEBROCKI | 6575 | | 2141.50 | 7 |
| C-75A-WA | DOMINIC ZEBROCKI | 6575 | | | 7 |
| C-76A | JOSEPH GRZYWNA | 6576 | | 292 | 7 |
| C-76A-WA | JOSEPH GRZYWNA | 6576 | | | 7 |
| C-77A | EUNICE AGNONE | 6576 | | 132 | 7 |
| C-77A-WA | EUNICE AGNONE | 6576 | | | 7 |
| C-78A | STAMATOIS G. SAMONAS | 5766 | | 255 | 7 |
| C-78A-WA | STAMATOIS G. SAMONAS | 5766 | | | 7 |
| C-79A | SLANLYE M. AND FRANCES F. MAJDESKI | 5766 | | 168 | 7 |
| C-79A-WA | SLANLYE M. AND FRANCES F. MAJDESKI | 5766 | | | 7 |
| C-80A | DAN PRERGICVANNI | 6566 | | 210 | 7 |
| C-80A-WA | DAN PRERGICVANNI | 6566 | | | 7 |
| C-81A | JOSEPH K. GALGAN | 6566 | 1-ST. BR. | 213 | 7 |
| C-81A-WA | JOSEPH K. GALGAN | 6566 | | | 7 |
| C-82A | ANNETTA B. MILLIGAN | 6577 | 2-ST. FR., 2 1/2 ST. FR. & BR. | 846 | 7 |
| C-82A-WA | ANNETTA B. MILLIGAN | 6577 | | | 7 |

# I-680

R/W SHEET NO. 4 OF 7

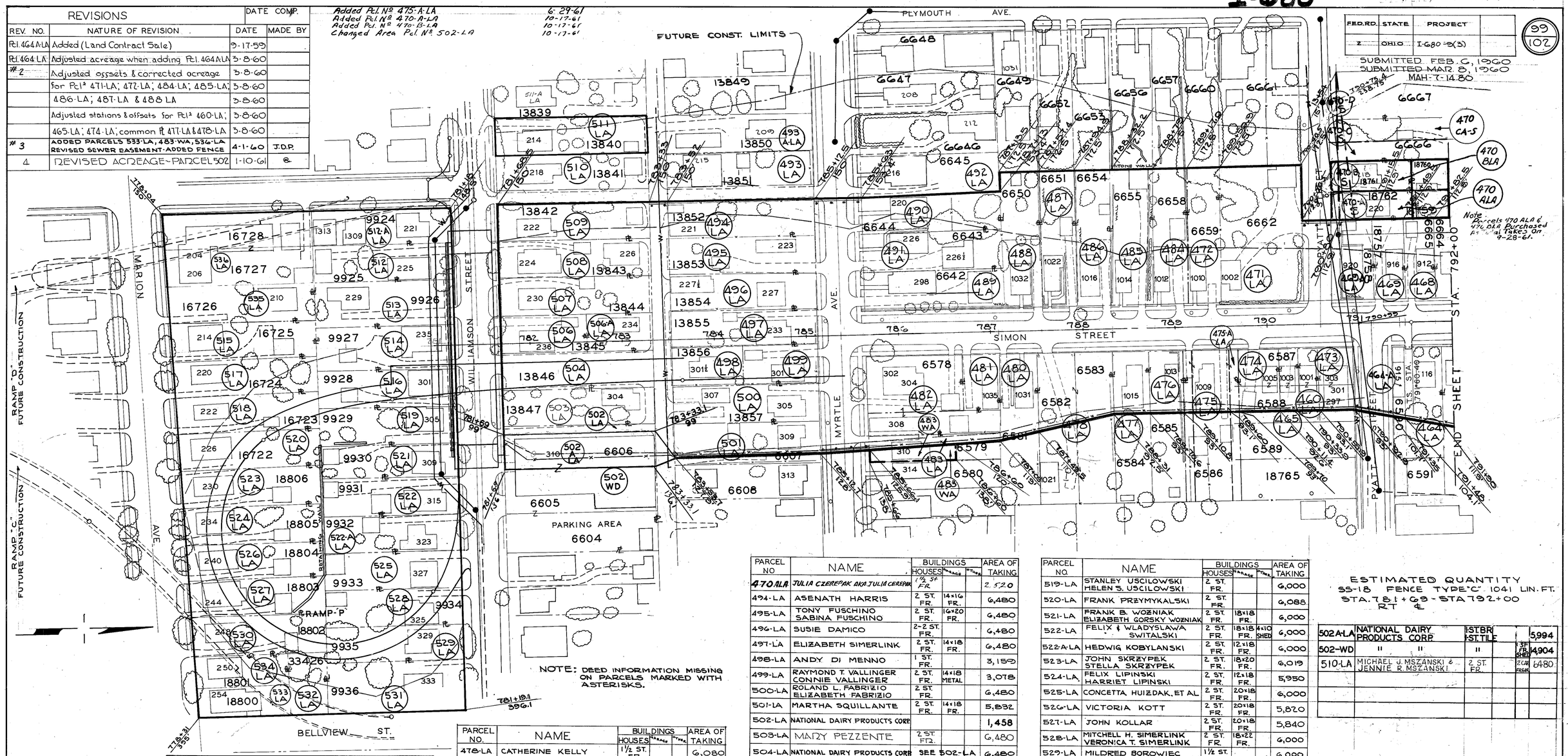
| REVISIONS | | | DATE COMP. |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| Pcl. 464-A-LA | Added (Land Contract Sale) | 9-17-59 | |
| Pcl. 464-LA | Adjusted acreage when adding Pcl. 464-A-LA | 3-8-60 | |
| #2 | Adjusted ossets & corrected acreage | 3-8-60 | |
| | for Pcl's 471-LA; 472-LA; 484-LA; 485-LA; | 3-8-60 | |
| | 486-LA; 487-LA & 488 LA | 3-8-60 | |
| | Adjusted stations & offsets for Pcl's 460-LA; | 3-8-60 | |
| | 465-LA; 474-LA; common Pt 471-LA & 478-LA | 3-8-60 | |
| #3 | ADDED PARCELS 533-LA, 483-WA, 536-LA REVISED SEWER EASEMENT-ADDED FENCE | 4-1-60 | J.D.P. |
| 4 | REVISED ACREAGE-PARCEL 502 | 1-10-61 | E |

Added Pcl. Nº 475-A-LA 6-29-61
Added Pcl. Nº 470-A-LA 10-17-61
Added Pcl. Nº 470-B-LA 10-17-61
Changed Area Pcl. Nº 502-LA 10-17-61

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-3(3) | |

99 / 107

SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14-60




NOTE: DEED INFORMATION MISSING ON PARCELS MARKED WITH ASTERISKS.

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 460-LA | JAMES A. VERGALLITO<br>ALVIE VERGALLITO | 2 ST. FR. | | | 1,394 |
| 464-LA | ANTONIO GEMMA | 2-2 ST. FR. | | | 3,320 |
| 465-LA | HERMAN E. BOYER<br>ALBERTA BOYER | 2 ST. FR. | | | 1,394 |
| 468-LA | MARIA NICOLA CLEMENTE | 2 ST. FR. | 14x20 FR. | | 2,943 |
| 469-LA | LUCY FERRA SANTANGELO | 2 ST. FR. | | | 2,954 |
| 469-A-LA | FRANK & ANNA CAROSELLA | 2 ST. FR. | | | 3,077 |
| 471-LA | KATHERINE SANDECKI | 2 ST. FR. | 28x16 FR. | | 12,508 |
| 472-LA | FRANK SZESZKOWSKI<br>NATALIA SZESZKOWSKI | 2 ST. FR. | | | 5,900 |
| 473-LA | ABRAHAM HAYNIE | 2 ST. FR. | | | 2,720 |
| 474-LA | ELIZABETH A. SWEET | 2 ST. FR. | 19x18 FR. | | 3,026 |
| 475-LA | GIUSEPPE AGRESTA<br>FORTUNATA AGRESTA | 2 ST. FR. | 19x18<br>20x18 | | 3,400 |
| 476-LA | ALEX MAZAI | 2 ST. FR. | | 10x12 SHED | 2,720 |
| 477-LA | WLADISLAW DRUZKEWICZ<br>B. ALBINA DRUZKEWICZ | 2 ST. BR. | | | 2,720 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 478-LA | CATHERINE KELLY | 1½ ST. FR. | | | 6,080 |
| 480-LA | MARY LLENCIK | 2 ST. FR. | | | 3,580 |
| 481-LA | GEORGE SAFRANIC<br>LUCY SAFRANIC | 2 ST. FR. | 10x16 FR. | | 2,400 |
| 482-LA | EMIL PETRISOR | 2-2 ST. FR. | 18x18<br>12x19 | 19x7 SHED | 9,500 |
| 483-LA | MICHELE GIACOBBE | 2 ST. FR. | | | 1,736 |
| 484-LA | RAFFAELE & MARIA<br>VIGLAIRINO | 2 ST. FR. | 13x19 C.B. | | 5,900 |
| 485-LA | GEORGE JOSEPH JAVORCHIK | 1⅛ ST. FR. | 10x18<br>FR. | 8x18 SHED | 5,900 |
| 486-LA | ADAM JOHN BARAN<br>JANINA BARAN | 2 ST. FR. | | | 5,900 |
| 487-LA | MICHAEL IWASZKO<br>AGNES IWASZKO | 1½ ST. FR. | 12x18 FR. | | 5,900 |
| 488-LA | LOUIS G. & MARY MINOTTI | 2 ST. FR. | | | 5,900 |
| 489-LA | ANNA ROMAN | 2 ST. FR. | 34x20 FR. | | 6,435 |
| 490-LA | SUZANNE KRCHNIAK FILO | 2 ST. FR. | | | 6,413 |
| 491-LA | DANNY FUSCHINO<br>ELEANORA F. FUSCHINO | 2 ST. FR. | GARAGE/LIVING QUARTERS | | 6,413 |
| 483-WA | MICHELE GIACOBBE | FILL | BASEMENT | | |
| 475-A-LA | GIUSEPPE AGRESTA<br>FORTUNATA AGRESTA | | | | 680 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 470-ALA | JULIA CZEREPAK AKA JULIA CEREPAK | 1½ ST. FR. | | | 2,520 |
| 494-LA | ASENATH HARRIS | 2 ST. FR. | 14x16 FR. | | 6,480 |
| 495-LA | TONY FUSCHINO<br>SABINA FUSCHINO | 2 ST. FR. | 16x20 FR. | | 6,480 |
| 496-LA | SUSIE DAMICO | 2-2 ST. FR. | | | 6,480 |
| 497-LA | ELIZABETH SIMERLINK | 2 ST. FR. | 14x18 FR. | | 6,480 |
| 498-LA | ANDY DI MENNO | 1 ST. FR. | | | 3,159 |
| 499-LA | RAYMOND T. VALLINGER<br>CONNIE VALLINGER | 2 ST. FR. | 14x18 METAL | | 3,078 |
| 500-LA | ROLAND L. FABRIZIO<br>ELIZABETH FABRIZIO | 2 ST. FR. | | | 6,480 |
| 501-LA | MARTHA SQUILLANTE | 2 ST. FR. | 14x18 FR. | | 5,832 |
| 502-LA | NATIONAL DAIRY PRODUCTS CORP. | | | | 1,458 |
| 503-LA | MARY PEZZENTE | 2 ST. FR. | | | 6,480 |
| 504-LA | NATIONAL DAIRY PRODUCTS CORP. | SEE 502-LA | | | 6,480 |
| 506-LA | THOMAS IVANUSICH | 2 ST. FR. | 12x18 C.B. | | 3,600 |
| 506-A-LA | FRANK SOBCZYK<br>CAROLINE SOBCZYK | 2 ST. FR. | | | 2,880 |
| 507-LA | JOSEPH SOSNOWSKI<br>ANNA SOSNOWSKI | 2 ST. FR. | 2 CAR | | 6,480 |
| 508-LA | DAVID PROSSER<br>ELSIE PROSSER | 1½ ST. FR<br>2 ST. FR. | 14x18 FR. | | 6,480 |
| 509-LA | CHRISTINA PETTI | 2 ST. FR. | 20x24 FR. | | 6,480 |
| 470-BLA | H & E WYMER | 2½ ST. FR | | | 2,520 |
| 511-LA | MICHAEL ADAMS ZAJAC<br>GEORGETTA MAE ZAJAC | 2 ST. FR. | 14x18 FR. | | 6,480 |
| 512-LA | RALPH MASTO | 1 ST. STUCCO | 25x18 C.B. | | 6,900 |
| 513-LA | THOMAS ALBERT NILES, ET AL | | | | 6,900 |
| 514-LA | STANLEY MAGIELSKI<br>STEFANIA MAGIELSKI | 2 ST. FR. | 14x18 FR | | 6,900 |
| 515-LA | JOHN A. & VERNA ANTONUCCI | 2 ST. BR. & FR. | 18x20 FR. | | 6,300 |
| 516-LA | PAUL TANONA<br>LEOKADIA TANONA | 2 ST. FR. | 16x18 FR | | 6,900 |
| 517-LA | MARY CONROY | 2 ST. BR. | | | 6,224 |
| 518-LA | KATARZYNA GLOWACKY | 2 ST. FR. | 12x16 FR. | | 6,153 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 519-LA | STANLEY USCILOWSKI<br>HELEN S. USCILOWSKI | 2 ST. FR. | | | 6,000 |
| 520-LA | FRANK PRZYMYKALSKI | 2 ST. FR. | | | 6,088 |
| 521-LA | FRANK B. WOZNIAK<br>ELIZABETH GORSKY WOZNIAK | 2 ST. FR. | 18x18 FR. | | 6,000 |
| 522-LA | FELIX & WLADYSLAWA SWITALSKI | 2 ST. FR. | 18x18 FR. | 4x10 SHED | 6,000 |
| 522-A-LA | HEDWIG KOBYLANSKI | 2 ST. FR. | 12x18 FR. | | 6,000 |
| 523-LA | JOHN SKRZYPEK<br>STELLA SKRZYPEK | 2 ST. FR. | 18x20 FR. | | 6,019 |
| 524-LA | FELIX LIPINSKI<br>HARRIET LIPINSKI | 2 ST. FR. | 12x18 FR. | | 5,950 |
| 525-LA | CONCETTA HUIZDAK, ET AL | 2 ST. FR. | 20x18 FR. | | 6,000 |
| 526-LA | VICTORIA KOTT | 2 ST. FR. | 20x18 FR. | | 5,820 |
| 527-LA | JOHN KOLLAR | 2 ST. FR. | 20x18 FR. | | 5,840 |
| 528-LA | MITCHELL H. SIMERLINK<br>VERONICA T. SIMERLINK | 2 ST. FR. | 18x22 FR. | | 6,000 |
| 529-LA | MILDRED BOROWIEC | 1½ ST. FR. | | | 6,000 |
| 530-LA | IRENE VASILION | 2 ST. FR. | 12x20 FR. | 8x15 SHED | 5,742 |
| 531-LA | EDITH W. SAARBACH | 2 ST. FR. | | | 8,400 |
| 532-LA | ANTONETTA MARCOVECCHIO | | | | 2,819 |
| 534-LA | JOHN SEIDLAR | 2 ST. FR. | | | 3,350 |
| 535-LA | WILLIAM H. & MARY WORRELLS | 1 ST. FR. | | | 6,362 |
| 483-WA | MICHELE GIACOBBE | FILL | BASEMENT | | |
| * 512-A-LA | HOWARD & EMMA WYMER | 2 ST. FR.<br>2 ST. FR. | 1 ST. FR | | 6,000 |
| 470-A-S | JULIA CZEREPAK<br>AKA JULIA CEREPAK | SEWER EASEMENT | | | |
| * 470-B-S | H & E. WYMER | SEWER EASEMENT | | | |
| * 470-C-S | JOHN & ANNA DWULIT | SEWER EASEMENT | | | |
| * 470-CA-S | J F J. ESPOSITO | SEWER EASEMENT | | | |
| * 464-A-LA | A. GEMMA (FEE)<br>NELLIE SCHONBERGER (LAND CONTRACT) | | | | 1,149 |
| 533-LA | WALTER J. WARCHOL | 2-ST. FR. | | | 3500 |
| 536-LA | LENA WHITE | 2-ST. BR.<br>2-ST. FR. | 20x20 FR. | | 12760 |

470-DS LETTERINA CONIGLIO SEWER EASEMENT

ESTIMATED QUANTITY
SS-18 FENCE TYPE "C" 1041 LIN. FT.
STA. 781+69 - STA 792+00
RT ℄

| | | | | | |
|---|---|---|---|---|---|
| 502-A-LA | NATIONAL DAIRY PRODUCTS CORP | 1-ST BR 1-ST TILE | | | 5,994 |
| 502-WD | " " | " | | 1 ST. FR. STEEL | 14,904 |
| 510-LA | MICHAEL J. MSZANSKI &<br>JENNIE R. MSZANSKI | 2 ST. FR. | | 2 CAR FRAME | 6480 |
| | | | | | |
| | | | | | |
| | | | | | |

Revision: Proposed Retaining Wall Right of ℄ Sta. 781+69.47 to Sta. 783+34.54 Was Performed by Change Order №9 Dated 12-11-61. Revised Construction Limits and Fence Line. 1-16-70

Added Parcel 510-LA - Purchased by State of Ohio by Warranty Deed 10-28-75 (GA-5)

ADDED PCL'S 502-LA & 502-WD REVISED 502A-LA 11-27-61

I-680

R/W SHEET NO. 5 OF 7.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

100
102

SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14.80

| REVISIONS | | DATE COMP. | |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| # 1 | DELETED 457-A REVISED 457-A-LA ADDED 464-C-S | 4-1-60 | J.D.P. |
| # 2 | Parcel 458-F-LA Added BUILDING | 6-30-60 | S.S. |
| # 3 | Revised Pcl. 471-I Added Pcl. 471-I-A-WA | 7-7-60 | S.S. |
| # 4 | Added Stations On R/W Line | 7-15-60 | S.S. |
| # 5 | Name Change Parcel 457-LA | 7-18-60 | S.S. |
| 6 | Changed Parcels 442 LA & 443 LA | 8-19-60 | S.S. |
| 7 | Added 439-A-LA | 5-13-60 | S.S. |
| 8 | Rev. L/A & Add Parcel 457 BLA Rev. Area of Taking Par. 457 B | 7-4-61 | T.J. |

| WORK AGREEMENTS | | |
|---|---|---|
| | | |
| * 464-A-WA | | FILL & GRADE AREA |
| 464-B-WA | FLORENCE S. COTTERMAN | FILL & GRADE AREA |
| 471-H-WA | LAWRENCE JANIK OR LORENZ JANIK | FILL & GRADE AREA |
| 471-I-WA | MARY NOVICKY | FILL & GRADE AREA |
| 471-I-A-WA | JOHN NOVICKY | FILL & GRADE AREA |
| 471-B-WA | JULIA LUCIVJANSKY | FILL & GRADE AREA |
| 471-C-WA | ELIZABETH VALDEZ | FILL & GRADE AREA |

NOTE:
DEED INFORMATION MISSING ON PARCELS MARKED WITH AN ASTERISK

| PARCEL NO. | NAME | BUILDINGS HOUSES | | | AREA OF TAKING |
|---|---|---|---|---|---|
| 416-LA | EMILY PARKMAN | 2 ST. FR. | | | 2,636 |
| 417-LA | CATERINA TROPEPE | 2 ST. FR. | | | 2426 |
| 435-LA | MIKE BONISH GLADYS BONISH | 1 ST. FR. | | | 6220 |
| 435-A-LA | TOM ROSS ROSA L. ROSS | 2 ST. FR. | | | 4,043 |
| 436-LA | MAGGIE THOMAS JAMES & MARY WELLS | 2 ST. FR. | | | 10,372 |
| 437-LA | PHILIP F. JONES | 2 ST. FR. | | | 7,982 |
| 438-LA | SALLY BEMIS | 2 ST. FR. | 32×22 FR. | | 10,521 |
| 439-LA | MARIA SARBAN | 2 ST. FR. | 18×20 FR. | | 4,320 |
| 440-LA | STEVE MARKO HELEN MARKO | 2 ST. FR. | 32×22 FR. | | 10,365 |
| 441-LA | JOHN HUGHES, ET AL | 2 ST. FR. | | | 8,700 |
| 443-LA | TUFIC SAADI | 2 ST. FR. | | | 3,791 |
| 442-LA | JEAN M. PELAR | 2 ST. FR. | | | 3,817 |
| 445-LA | SUSI RUSSO | 2 ST. FR. | 22×20 FR. | | 5,138 |
| 446-LA | ASEDOR ALTER DORA ALTER | 2 ST. FR. | | | 5,621 |
| 447-LA | FLORENCE ROGOVIN | 2 ST. FR. | | | 5,621 |
| 448-LA | HARRY LEV | | | | 5,075 |
| 449-LA | MICHAEL ARBUTINA MARY ARBUTINA | 2 ST. FR. | 20×20 FR. | 2 SHEDS | 5,075 |
| 450-LA | ANTONI OLBRYCH ELEONORA OLBRYCH | 2 ST. FR. | 12×20 FR. | 12 SHED | 5,020 |
| 451-LA | MIKE BARTELL | 2 ST. FR. | 14×25 FR. | 8×10 FR. SHED | 5,029 |
| 452-LA | ANNA POTCOAVA | 2 ST. FR. | 12×20 FR. | 2 SHEDS | 8,772 |
| 453-LA | RAYMOND R. JANIK CHRISTINE JANIK | 2 ST. FR. | | 5×6 FR. SHED | 7,533 |
| 454-LA | JOSEPH A. GUERRIERO ROSE GUERRIERO | 2 ST. FR. | 18×20 FR. | | 9,420 |
| 455-LA | VIRGINIA D. CLARK | 2 ST. FR. | | 1 BARN 1 SHED | 7,536 |
| 456-LA | FRANK E. MEEKER LILLIE MEEKER | 2 ST. FR. | 18×18 FR. | | 4,710 |
| 457-LA | JOHN ABROM PARR HELEN PARR | 2 ST. FR. | | | 4,710 |
| 457A-LA | ANTHONY A. LUCCI HILDA M. LUCCI | 2 ST. FR. | 14×24 FR. | | 7,533 |
| 439-A-LA | SECURITY INVESTMENT CO. | | | | 4,080 |
| 457-B | JAMES KELTY | 2 ST. FR., 1 ST. FR | | | 490 |
| 457-E | RAYMOND J. SHONES RITA MARIE SHONES | | | | 188 |
| 457-F | ADOLF LANGE MARTA LANGE | | | | 102 |
| 458-LA | JOSEPH GUERRIERO ROSE GUERRIERO | 2 ST. FR. | 18×20 FR. | | 6,480 |
| 458-D-A | RAY E. DERRETT DEANE DERRETT | | | | 100 |
| 458-C-LA | ANN MONACO | | | | 8,193 |
| 458-D-LA | STEPHEN GUERRIERA | 2 ST. FR. 2 ST. FR. | | | 6,546 |
| 458-E-LA | ANTHONY J. GUERRIERO ELSIE S. GUERRIERO | 2 ST. FR. | | | 8,175 |
| 458-F-LA | GEORGE PRISLIPSKY MARY PRISLIPSKY | 2 ST. FR. | 20×12 BR. | | 6,865 |
| 459-LA | MARY C. FLASCO, FLASK OR MARY FLASCO | 2 ST. FR. | 18×20 FR. | | 8,184 |
| 461-LA | L.A. MARKSTROM EMMA MARKSTROM | 2 ST. FR. | | 6×14 SHED | 8,136 |
| 457-BLA | JAMES KELTY | 2 ST. FR. | | | 5,650 |

| | | | | | |
|---|---|---|---|---|---|
| 471-I-A | JOHN NOVICKY | | | | 4,017 |
| 471-F | STEVE KALBASKY ANNA KALBASKY | | | | 3,272 |
| 471-G | THERESA MOGG BARTEL, KARL F. MOGG, JR. & RICHARD E. MOGG | | | | 7,596 |
| 471-H | LAWRENCE JANIK OR LORENZ JANIK | | | | 7,623 |
| 471-I | MARY NOVICKY | | | | 4,317 |
| 464-C-S | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | SEWER EASEMENT | | | |

| | | | | | |
|---|---|---|---|---|---|
| 462-LA | ANGELINA CAMPANA FRANK CAMPANA | 2 ST. FR. | | | 3,980 |
| 462-A | ANGELINA CAMPANA FRANK CAMPANA | SEE ABOVE | | | 2,552 |
| 463-LA | JOSEPH M. BANJO MARGARET BANJO | 2 ST. FR. | | | 4,500 |
| 463-A | JOSEPH M. BANJO MARGARET BANJO | SEE ABOVE | | | 2,563 |
| 464-A | | | | | 4,606 |
| 464-B | FLORENCE S. COTTERMAN | | | | 3,745 |
| 464-C-LA | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | | | | 7,596 |
| 464-C | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | | | | 20,420 |
| 466-LA | STEPHEN ZAWILINSKY PATRICIA ZAWILINSKY | 2 ST. FR. | 11×17 FR. | | 2,947 |
| 467-LA | ALFRED L. GUARNIERI AMELIA GUARNIERI | 2 ST. FR. | | | 2,950 |
| 471-A | ANNA LUKA | | | | 164 |
| 471-B | JULIA LUCIVJANSKY | | | | 821 |
| 471-C | ELIZABETH VALDEZ | | | | 4,323 |
| 471-D | MARY DEVAN | | | | 1,908 |
| 471-E | SABINA DRASKOWICK | | | | 2,310 |

Deleted Pcl. 464-C-WA 9-22-60

I-680

R/W SHEET NO. 6 OF 7

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

101
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SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14.80

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | SHED | AREA OF TAKING |
|---|---|---|---|---|---|
| 396-LA | GEORGE L. ALEXANDER | 2 ST. FR. | | | 4,000 |
| 398-LA | *MODESTINA CERCONE* | 2-2 ST. FR. | | 6×11 SHED | 3,875 |
| 400-A-LA | HILDA KOLAR | | | | 3,330 |
| 400-B-LA | SAVERIO CICCHESE | | | | 2,670 |
| 401-LA | OLLIE E. WILLIAMS HENRY E. WILLIAMS | 2 ST. FR. | | | 2,600 |
| 402-LA | RICHARD HARRIS ODESSA HARRIS | 2 ST. FR. | 12×18 FR. | | 2,400 |
| 403-LA | LUIGI CICCHESE | 2 ST. FR. | | | 2,250 |
| 403-A-LA | NICHOLAS CICCHESE JENNIE CICCHESE | 1 ST. FR. | | | 2,250 |
| 408-LA | ANGELO DERAMO | 2-2 ST. FR. | | | 10,233 |
| 409-LA | KAROL KASZOWSKI MINI KASZOWSKI | 2 ST. FR. | 20×38 FR. | | 10,593 |
| 410-LA | ROY JOSEPH McCANN MINA McCANN | 2 ST. FR. | 10×28 FR. | | 5,462 |
| 411-LA | GABRIEL WARGO | 2 ST. FR. | | 9×15 SHED | 5,297 |
| 412-LA | GEORGE PILAR SUZANNA PILAR | 2 ST. FR. | 18×10 FR. | | 5,443 |
| 413-LA | PHILIP F. JONES AQUILA JONES | 2 ST. FR. | | | 5,330 |
| * 414-LA | | 2 ST. FR. | | | |
| 415-LA | MERLIN G. BURKEY MAY BURKEY | 2 ST. FR. | | | 1,709 |
| 418-LA | MARY JANE MAHONEY | 4-2 ST. FR. | 20×20 11×18 | 4×4 SHED | 10,890 |
| 419-LA | ELEANOR BAKER DOTA JOHN ORBU | 2 ST. FR. | 14×20 FR. | | 5,462 |
| 420-LA | MARY G. SIMONS | 2 ST. FR. | 12×18 FR. | | 5,478 |
| 421-LA | JAMES J. VITULLO | 2 ST. FR. | 20×18 FR. | | 5,445 |
| 422-LA | CHESTER H. HOPKINS ANNA HOPKINS | 2 ST. FR. | 27×13 C.B. | | 5,445 |
| 423-LA | MOSES G. BROWN NELLIE M. BROWN | 2 ST. FR. | | 10×20 SHED | 5,465 |
| 424-LA | LANGSTON BOOKER | 2 ST. FR. | | | 5,462 |
| * 413-A-LA | | 2 ST. FR. | | | 3,966 |
| * 413-B-LA | | 2 ST. FR.; 1 ST. FR. | 2 ST. FR.; 1 ST. FR. | | 4,208 |
| * 402-B-LA | | 2 ST FR. 1 ST FR. | | | |
| 402-A-LA | *MAUDE H. DUDLEY* | 2 ST. FR. 1 ST. FR. | | | 4,125 |

NOTE: DEED INFORMATION MISSING ON PARCELS MARKED WITH ASTERISK.

| REVISIONS | | DATE COMP. | |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| 421-LA & 422-LA | Adjust station & offset for common Property Line | 3-8-60 | |
| # 2 | REVISED 403-A-LA TO 403-B-LA | 4-1-60 | T.D.P. |
| # 3 | *Added Parcel 402-A-LA* | 6-2-60 | A. S. |
| # 4 | *Changed Name Pcl 398-LA* | 7-13-60 | S. S. |
| | | | |

I-680

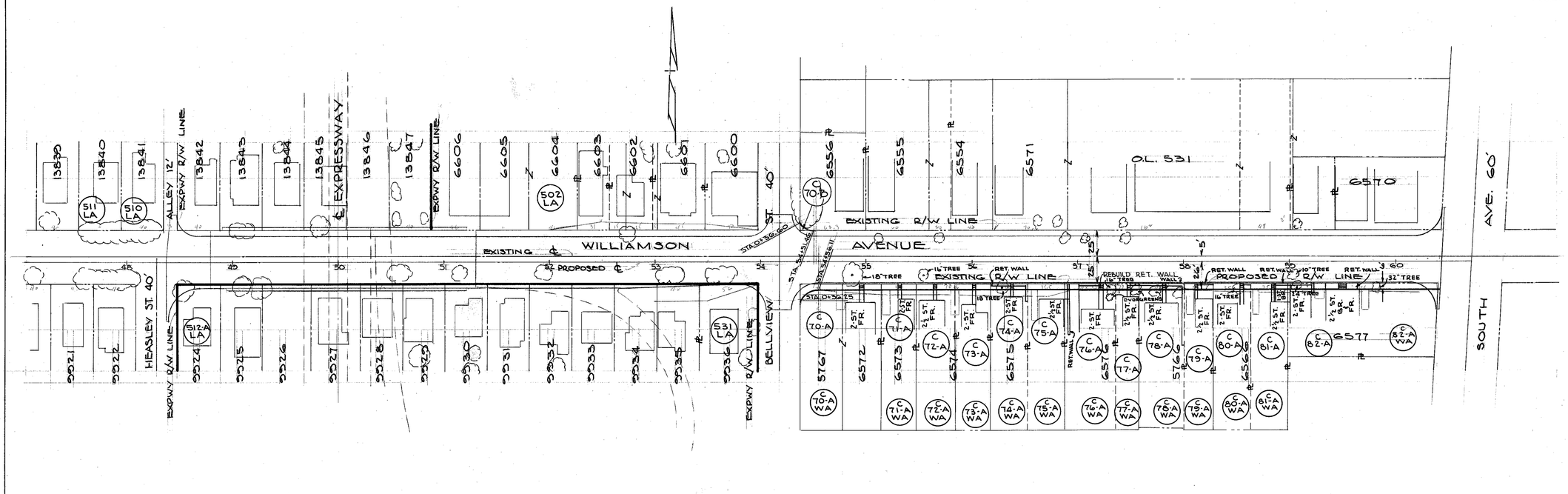
R/W SHEET Nº 7 OF 7

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

102
102

MAH-7-14.80

① REVISED PARCEL C 82-A PORCH REMOVAL DELETED 4-27-60




## REVISIONS

| DATE | PARCEL Nº | BY | REMARKS |
|---|---|---|---|
| 6-27-61 | C-70-B<br>C-70-A | C.N. | ADDED NEW PARCEL.<br>CHGD. AREA OF TAKING FROM 462 TO 510 |
| | | | |
| | | | |

| PARCEL Nº | NAME | BLDG. | OTHER | AREA OF TAKING | REMARKS |
|---|---|---|---|---|---|
| C-70-B | STANISLAW & TEOFILA SZELAZEK | | | 20 | |
| C-70A | ROSE GAUDIO | | | 510 | |
| C-70A-WA | ROSE GAUDIO | | | | SLOPE, DRIVEWAY & STEPS |
| C-71A | JOSEFA BATTKO | | | 201 | |
| C-71A-WA | JOSEFA BATTKO | | | | SLOPE, DRIVEWAY & STEPS |
| C-72A | PETER & HELEN ANTOLAK | | | 222 | |
| C-72A-WA | PETER & HELEN ANTOLAK | | | | SLOPE, DRIVEWAY & STEPS |
| C-73A | KENNETH L. & ANNE SIMPSON | | | 198 | |
| C-73A-WA | KENNETH L. & ANNE SIMPSON | | | | SLOPE, DRIVEWAY & STEPS |
| C-74A | DONALD D. & MILDRED O. WELLS | | 18" TREE | 210 | |
| C-74A-WA | DONALD D. & MILDRED O. WELLS | | | | WALL & STEPS |
| C-75A | DOMINIC ZEBROCKI | | | 214.50 | |
| C-75A-WA | DOMINIC ZEBROCKI | | | | DRIVEWAY & SLOPE |
| C-76A | JOSEPH GRZYWNA | | BR. GATE POST EVERGREENS | 292 | |
| C-76A-WA | JOSEPH GRZYWNA | | | | DRIVEWAY, RET. WALL, STEPS |
| C-77A | EUNICE AGNONE | | EVERGREEN | 132 | |
| C-77A-WA | EUNICE AGNONE | | | | STEPS & WALL |
| C-78A | STAMATOIS G. SAMONAS | | 2 EVERGREENS | 255 | |
| C-78A-WA | STAMATOIS G. SAMONAS | | | | STEPS & WALL |
| C-79A | SLANLYE M. & FRANCES F. MAJDESKI | | | 168 | |
| C-79A-WA | SLANLYE M. & FRANCES F. MAJDESKI | | | | STEPS & WALL & DRIVEWAY |
| C-80A | DAN PRERGIOVANNI | | 16" TREE | 210 | |
| C-80A-WA | DAN PRERGIOVANNI | | | | STEPS & WALL |
| C-81A | JOSEPH K. GALGAN | 14 x 19.4 1-ST. BR. | | 213 | REMOVE 1-ST. BR. |
| C-81A-WA | JOSEPH K. GALGAN | | | | DRIVEWAY, STEPS, WALL |
| ① C-82-A | ANNETTA B. MILLIGAN | 2-ST. FR. 2½ ST. FR. & BR. | 1-24" TREE 1-32" TREE | 846 | PORCH TO BE REMOVED |
| C-82A-WA | ANNETTA B. MILLIGAN | | | | DRIVEWAY, STEPS, & WALLS, SLOPES |

R/W WILLIAMSON AVE.

R/W SHEET Nº 1 OF 7 — 7-MAH-14.80

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

# LOCATION PLAT
## MAH 18-17.20 & MAH 7-14.80
## MAHONING COUNTY
## CITY OF YOUNGSTOWN

SCALE: 1"= 500'

**CURVE DATA No. 1**

P. I. Sta.
Δ = 43° 47' 40"Lt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 621.04'
P = 6.39' Es = 87.89'
K = 199.76' Lc = 396.26'
X = 398.53' Δc = 21° 47' 40"

**CURVE DATA No. 2**

P. I. Sta.
Δ = 54° 44' 10"Rt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 742.31'
P = 6.39' Es = 138.49'
K = 199.76' Lc = 595.20'
X = 398.53' Δc = 32° 44' 10"

**CURVE DATA No. 3**

P. I. Sta.
Δ = 60° 43' 03"Lt. Y = 25.53'
Dc = 5° 30' 00" L.T. = 267.18'
Ls = 400.00' S.T. = 133.80'
Rc = 1041.74' L.C. = 399.34'
θs = 11° 00' 00" Ts = 813.68'
P = 6.39' Es = 172.95'
K = 199.76' Lc = 703.95'
X = 398.53' Δc = 38° 43' 03"

**CURVE DATA No. 4**

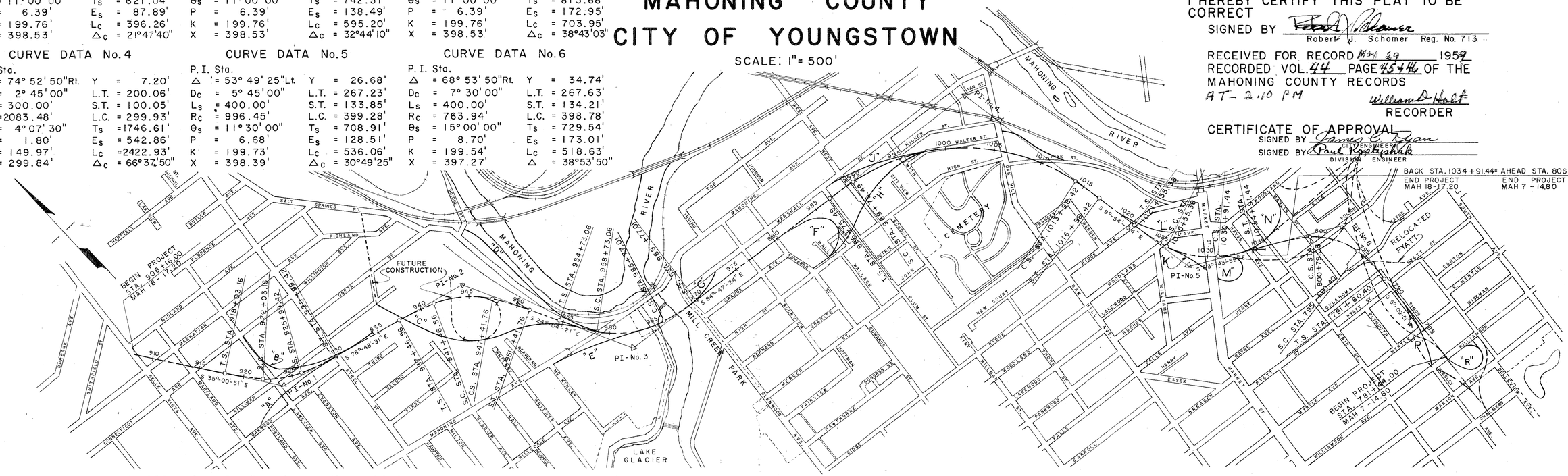
P. I. Sta.
Δ = 74° 52' 50"Rt. Y = 7.20'
Dc = 2° 45' 00" L.T. = 200.06'
Ls = 300.00' S.T. = 100.05'
Rc = 2083.48' L.C. = 299.93'
θs = 4° 07' 30" Ts = 1746.61'
P = 1.80' Es = 542.86'
K = 149.97' Lc = 2422.93'
X = 299.84' Δc = 66° 37' 50"

**CURVE DATA No. 5**

P. I. Sta.
Δ = 53° 49' 25"Lt. Y = 26.68'
Dc = 5° 45' 00" L.T. = 267.23'
Ls = 400.00' S.T. = 133.85'
Rc = 996.45' L.C. = 399.28'
θs = 11° 30' 00" Ts = 708.91'
P = 6.68' Es = 128.51'
K = 199.73' Lc = 536.06'
X = 398.39' Δc = 30° 49' 25"

**CURVE DATA No. 6**

P. I. Sta.
Δ = 68° 53' 50"Rt. Y = 34.74'
Dc = 7° 30' 00" L.T. = 267.63'
Ls = 400.00' S.T. = 134.21'
Rc = 763.94' L.C. = 398.78'
θs = 15° 00' 00" Ts = 729.54'
P = 8.70' Es = 173.01'
K = 199.54' Lc = 518.63'
X = 397.27' Δ = 38° 53' 50"




## LIMITED ACCESS HIGHWAY

I HEREBY CERTIFY THIS PLAT TO BE CORRECT

SIGNED BY Robert J. Schomer

Robert J. Schomer Reg. No. 713

RECEIVED FOR RECORD May 29 1959

RECORDED VOL. 44 PAGE 454 & 454A OF THE MAHONING COUNTY RECORDS

AT 2:10 PM William D. Hoff RECORDER

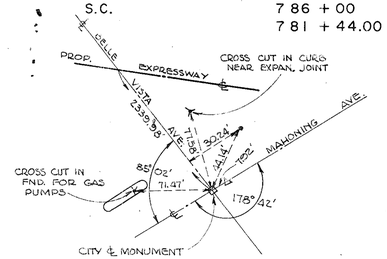
CERTIFICATE OF APPROVAL

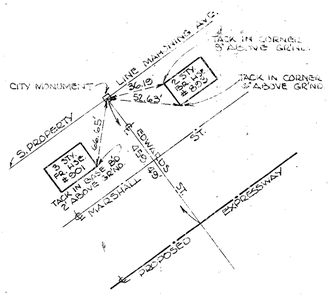
SIGNED BY James E. Ryan CITY ENGINEER

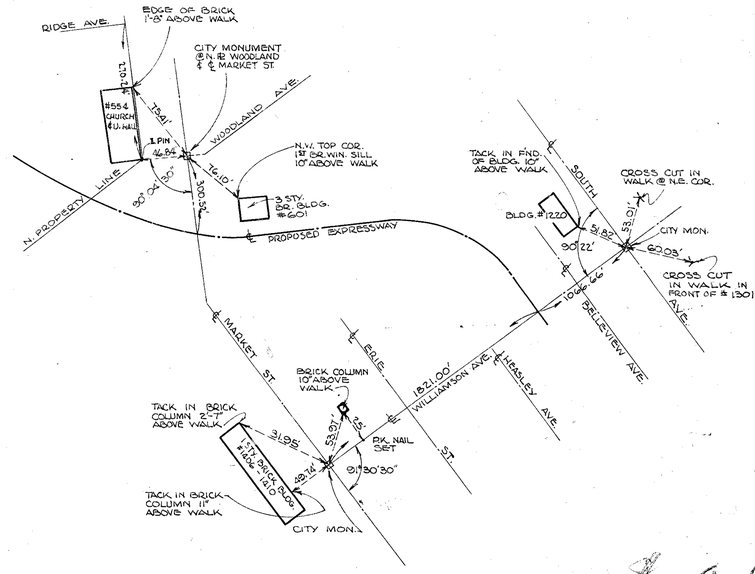
SIGNED BY Paul Kopasakis DIVISION ENGINEER

MONUMENTS WILL BE SET ON CENTERLINE AT FOLLOWING STATIONS

| STATION | DESCRIPTION | STATION | DESCRIPTION |
|---|---|---|---|
| 908+16.00 | P.O.T. | 994+00 | P.O.C. |
| 918+03.16 | T.S. | 999+00 | P.O.C. |
| 922+03.16 | S.C. | 1005+50 | P.O.C. |
| 925+99.42 | C.S. | 1013+98.42 | C.S. |
| 929+99.42 | S.T. | 1016+98.42 | S.T. |
| 937+46.56 | T.S. | 1018+50 | P.O.T. |
| 941+46.56 | S.C. | 1021+55.38 | T.S. |
| 947+41.76 | C.S. | 1025+55.38 | S.C. |
| 951+41.76 | S.T. | 1030+91.44 | C.S. |
| 954+73.06 | T.S. | | |
| 958+73.06 | S.C. | 1034+91.44 (Equation) | S.T. |
| 965+77.01 | C.S. | 806+88.34 | |
| 969+77.01 | S.T. | | |
| 975+00 | P.O.T. | 800+79.03 | C.S. |
| 980+00 | P.O.T. | 795+60.40 | S.C. |
| 986+75.49 | T.S. | 791+60.40 | T.S. |
| 989+75.49 | S.C. | 786+00 | P.O.T. |
| | | 781+44.00 | P.O.T. |

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118.00

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

97
102

# SUMMARY OF R/W REQUIRED

## CITY OF YOUNGSTOWN

## PROJECT MAH.-7-14.80

| PARCEL Nº | OWNER | EXIST. BLDGS. | LOT Nº | AREA S.F. | SHEET Nº | REMARKS |
|---|---|---|---|---|---|---|
| 396-LA | GEORGE L. ALEXANDER | YES | 3378 | 4,000 | 6 | |
| 398-LA | *MODESTINA CERCONE* | YES | 3375 | 3,875 | 6 | |
| 400-A-LA | HILDA KOLAR | YES | 3380 | 3,330 | 6 | |
| 400-B-LA | SAVERIO CICCHESE | YES | 3380 | 2,670 | 6 | |
| 401-LA | OLLIE E. WILLIAMS - HENRY E. WILLIAMS | YES | 3380 | 2,600 | 6 | |
| 402-LA | RICHARD HARRIS - ODESSA HARRIS | YES | 3381 | 2,400 | 6 | |
| 402-A-LA | *MAUDE H. DUDLEY* | YES | 3382 | 4,125 | 6 | |
| 403-LA | LUIGI CICCHESE | YES | 3381 | 2,250 | 6 | |
| 403-B-LA | NICHOLAS CICCHESE - JENNIE CICCHESE | YES | 3382 | 2,250 | 6 | |
| 408-LA | ANGELO DERAMO | YES | 1702 | 10,233 | 6 | |
| 409-LA | KAROL KASZOWSKI - MINI KASZOWSKI | YES | 1707 | 10,593 | 6 | |
| 410-LA | ROY JOSEPH McCANN - MINA McCANN | YES | 1708 | 5462 | 6 | |
| 411-LA | GABRIEL WARGO | YES | 5570 | 5,257 | 6 | |
| 412-LA | GEORGE PILAR - SUZANNA PILAR | YES | 1718 | 5,443 | 6 | |
| 413-LA | PHILIP F. JONES - AQUILA JONES | YES | 1713 | 5,330 | 6 | |
| 413-A-LA | | YES | 1714 | 3,966 | 6 | |
| 413-B-LA | | YES | 5572 | 4,208 | 6 | |
| 414-LA | | YES | 1715 | | 6 | |
| 415-LA | MERLIN G. BURKEY | YES | 1715 | 1,709 | 6 | |
| 416-LA | EMILY PARKMAN | YES | 1715 | 2,636 | 5 | |
| 417-LA | CATERINA TROPEPE | YES | 1715 | 2,426 | 5 | |
| 418-LA | MARY JANE MAHONEY | YES | 1712 | 10,850 | 6 | |
| 419-LA | ELEANOR BAKER DOTA - JOHN ORBU | YES | 5571 | 5,442 | 6 | |
| 420-LA | MARY G. SIMONS | YES | 1709 | 5,478 | 6 | |
| 421-LA | JAMES J. VITULLO | YES | 1706 | 5,445 | 6 | |
| 422-LA | CHESTER H. HOPKINS - ANNA HOPKINS | YES | 1706 | 5,445 | 6 | |
| 423-LA | MOSES G. BROWN - NELLIE M. BROWN | YES | 1703 | 5,465 | 6 | |
| 424-LA | LANGSTON BOOKER | YES | 1703 | 5,462 | 6 | |
| 435-LA | MIKE BONISH - GLADYS BONISH | YES | 1710 | 6,220 | 6 | |
| 435-A-LA | TOM ROSS - ROSA L. ROSS | YES | 1710 | 4,043 | 6 | |
| 436-LA | MAGGIE THOMAS - JAMES & MARY WELLS | YES | 1711 | 10,372 | 6 | |
| 437-LA | PHILIP F. JONES | YES | 1716 | 7,982 | 6 | |
| 438-LA | SALLY BEMIS | NO | 1722 | 10,521 | 6 | |
| 439-LA | MARIA SARBAN | YES | 1723 | 1,080 | 6 | |
| 440-LA | STEVE MARKO - HELEN MARKO | YES | 1724 | 10,365 | 6 | |
| 441-LA | JOHN HUGHES, ET AL | YES | 1725 | 8,200 | 6 | |
| 443-LA | TUFIC SAADI | YES | 4356 | 3,791 | 5 | |
| 442-LA | JEAN M. PELAR | YES | 4356 | 3,812 | 5 | |
| 445-LA | SUSI RUSSO | YES | 1726 | 5,138 | 5 | |
| 446-LA | ASEDOR ALTER - DORA ALTER | YES | 1726 | 5,621 | 5 | |
| 447-LA | FLORENCE ROGOVIN | YES | 1727 | 5,621 | 5 | |
| 448-LA | HARRY LEV | YES | 1727-1728 | 5,075 | 5 | |
| 449-LA | MICHAEL ARBUTINA - MARY ARBUTINA | YES | 1728 | 5,075 | 5 | |
| 450-LA | ANTONI OLBRYCH - ELEONORA OLBRYCH | YES | 1728-1729 | 5,020 | 5 | |
| 451-LA | MIKE BARTELL | YES | 1729 | 5,029 | 5 | |
| 452-LA | ANNA POTOCAVA | YES | 1771 | 8,773 | 5 | |
| 453-LA | RAYMOND R. JANIK - CHRISTINE JANIK | YES | 1734 | 7,533 | 5 | |
| 454-LA | JOSEPH A. GUERRIERO | YES | 1735 | 9,420 | 5 | |
| 455-LA | VIRGINIA D. CLARK | YES | 1736 | 7,536 | 5 | |
| 456-LA | FRANK E. MEEKER - LILLIE MEEKER | YES | 1737 | 4,710 | 5 | |
| 457-LA | *JOHN ABROM PARR - HELEN PARR* | YES | 1737 | 4,710 | 5 | |
| 457-A-LA | ARTHUR A. LUCCI - HILDA M. LUCCI | NO | 1738 | 261 | 5 | |
| 464-C-S | CAR&GEMENT | SEWER | EASE | | 5 | |
| 457-B | JAMES KELTY | NO | 1739 | 762 | 5 | |
| 457-E | RAYMOND J. SHONES - RITA MARIE SHONES | NO | 1740-1741 | 188 | 5 | |
| 457-F | ADOLF LANGE | NO | 1741 | 102 | 5 | |
| 458-LA | JOSEPH GUERRIERO - ROSE GUERRIERO | YES | 1758 | 6,480 | 5 | |
| 458-DA | RAY E. PERRETT - DEANE PERRETT | NO | 1754 | 100 | 5 | |
| 458-C-LA | ANN MONACO | YES | 1755 | 8,193 | 5 | |
| 458-D-LA | STEPHEN GUERRIERO | YES | 1756 | 6,546 | 5 | |
| 458-E-LA | ANTHONY J. GUERRIERO - ELSIE S. GUERRIERO | YES | 1757 | 8,175 | 5 | |
| 458-F-LA | GEORGE PRISLIPSKY - MARY PRISLIPSKY | YES | 1762 | 6,863 | 5 | |
| 459-LA | MARY C. FLASCO OR FLASK | YES | 1759 | 8,154 | 5 | |
| 460-LA | JAMES A. VERGALLITO - ALVIE VERGALLITO | YES | 6587-6588 | 1,394 | 5 | |
| 461-LA | L. A. MARKSTROM - EMMA MARKSTROM | YES | 1761 | 8,136 | 5 | |
| 462-LA | ANGELINA CAMPANA - FRANK CAMPANA | YES | 6593 | 3,780 | 5 | |
| 462-A | ANGELINA CAMPANA - FRANK CAMPANA | NO | 6593 | 2,552 | 5 | |
| 463-LA | JOSEPH M. BANJO - MARGARET BANJO | YES | 6592 | 4,500 | 5 | |
| 463-A | JOSEPH M. BANJO - MARGARET BANJO | NO | 6592 | 2,563 | 5 | |
| 464-LA | ANTONIO GEMMA | YES | 6591 | 3,320 | 5 | |
| 464-A-LA | | NO | 6590 | 1,149 | 5 | |
| 464-A | | YES | 6594 | 4,606 | 5 | |
| 464-B | FLORENCE S. COTTERMAN | YES | 6594 | 3,745 | 5 | |
| 464-C | CAROLE F. MILLS-OR-CAROLE FULLERTON MILLS | YES | O.L. 351 | 20,420 | 5 | |
| 464-C-WA | CAROLE F. MILLS-OR-CAROLE FULLERTON MILLS | YES | O.L. 351 | | 5 | FILL & GRADE AREA |
| 464-A-WA | | YES | 6594 | | 5 | FILL & GRADE AREA |
| 464-B-WA | FLORENCE S. COTTERMAN | YES | 6594 | | 5 | FILL & GRADE AREA |
| 465-LA | HERMAN E. BOYER - ALBERTA BOYER | YES | 6587 | 1,394 | 5 | |
| 466-LA | STEPHEN ZAWILINSKY - PATRICIA ZAWILINSKY | YES | 6663 | 2,947 | 5 | |
| 467-LA | ALFRED L. GUARNIERI - AMELIA GUARNIERI | YES | 6664 | 2,950 | 5 | |
| 468-LA | MARIA NICOLA CLEMENTE | YES | 6665 | 2,943 | 5 | |
| 469-LA | LUCY FERRA SANTANGELO | YES | 18757 | 2,954 | 5 | |
| 469-A-LA | FRANK & ANNA CAROSELLA | YES | 18758 | 3,077 | 5 | |
| 470-AS | JULIA CZEREPAK AKA JULIA CZEREPAK | NO | 18762 | | 5 | SEWER EASEMENT |
| 470-BS | | NO | 18750 | | 4 | SEWER EASEMENT |
| 470-CS | | NO | 6666 | | 4 | SEWER EASEMENT |
| 470-DS | | NO | 6667 | | 4 | SEWER EASEMENT |
| 471-LA | KATHERINE SANDECKI | YES | 6662 | 12,508 | 5 | |
| 471-A | ANNA LUKA | NO | 6492 | 164 | 5 | |
| 471-B | JULIA LUCIVJANSKY | YES | 6493 | 821 | 5 | |
| 471-C | ELIZABETH VALDEZ | YES | 6494-6495 | 4,323 | 5 | |
| 471-D | MARY DEVAN | YES | 6495 | 1,908 | 5 | |
| 471-E | SABINA DRASKOWICK | YES | 6496 | 2,310 | 5 | |
| 471-F | STEVE KALBASKY - ANNA KALBASKY | YES | 6496 | 3,272 | 5 | |
| 471-G | THERESA MOGG BARTEL, KARL F. MOGG JR., RICHARD E. MOGG | NO | 6497 | 7,536 | 5 | |
| 471-H | LAWRENCE JANIK OR LORENZ JANIK | YES | 6498 | 7,623 | 5 | |
| 471-I | MARY NOVICKY | NO | 6498 | | 5 | |
| 471-H-WA | LAWRENCE JANIK OR LORENZ JANIK | YES | 6498 | | 5 | FILL & GRADE AREA |
| 471-I-WA | MARY NOVICKY | YES | 6498 | | 5 | FILL & GRADE AREA |
| 471-B-WA | JULIA LUCIVJANSKY | YES | 6493 | | 5 | FILL & GRADE AREA |
| 471-C-WA | ELIZABETH VALDEZ | YES | 6494 | | 5 | FILL & GRADE AREA |
| 472-LA | FRANK SZESZKOWSKI - NATALIA SZESZKOWSKI | YES | 6655 | 5,900 | 4 | |
| 473-LA | ABRAHAM HAYNIE | YES | 6587-6588 | 2,720 | 4 | |
| 474-LA | ELIZABETH A. SWEET | YES | 6587-6588 | 3,026 | 4 | |
| 475-LA | GUISEPPE AGRESTA - FORTUNATA AGRESTA | YES | 6586 | 3,400 | 4 | |
| 476-LA | ALEX MAZAI | YES | 6585 | 2,720 | 4 | |
| 477-LA | WLADISLAW DRUZKEWICZ - BALBINA DRUZKEWICZ | YES | 6584 | 2,720 | 4 | |
| 478-LA | CATHERINE KELLY | NO | 6582-6583 | 4,080 | 4 | |
| 480-LA | MARY LLENCIK | YES | 6581 | 3,580 | 4 | |
| 481-LA | GEORGE SAFRANIC - LUCY SAFRANIC | YES | 6578 | 2,400 | 4 | |
| 482-LA | EMIL PETRISOR | YES | 6578 | 9,500 | 4 | |
| 483-LA | MICHELE GIACOBBE | YES | 6579 | 1,736 | 4 | |
| 483-WA | MICHELE GIACOBBE | YES | 6579 | | 4 | FILL BASEMENT |
| 484-LA | RAFFAELE & MARIA VIGLAIRINO | YES | 6658 | 5,900 | 4 | |
| 485-LA | GEORGE JOSEPH JAVORCHIK | YES | 6655 | 5,900 | 4 | |
| 486-LA | ADAM JOHN BARAN - JANINA BARAN | YES | 6654 | 5,900 | 4 | |
| 487-LA | MICHAEL IWASZKO - AGNES IWASZKO | YES | 6651 | 5,900 | 4 | |
| 488-LA | LOUIS G. & MARY MINOTTI | YES | 6650 | 5,900 | 4 | |
| 489-LA | ANNA ROMAN | YES | 6642 | 6,435 | 4 | |
| 490-LA | SUZANNE KRCHNIAK FILO | YES | 6644 | 6,413 | 4 | |
| 491-LA | DANNY FUSCHINO - ELEANORA F. FUSCHINO | YES | 6643 | 6,413 | 4 | |
| 471-J-A | *JOHN NOVICKY* | | | 4,017 | 5 | |
| 471-J-WA | *JOHN NOVICKY* | | | | 5 | FILL & GRADE AREA |
| 470-BLA | *JULIA CZEREPAK AKA JULIA CEREPAK* | YES | 18672 | 2,320 | 4 | |
| 494-LA | ASENATH HARRIS | YES | 13852 | 6,480 | 4 | |
| 495-LA | TONY FUSCHINO - SABINA FUSCHINO | YES | 13853 | 6,480 | 4 | |
| 496-LA | SUSIE DAMICO | YES | 13854 | 6,480 | 4 | |
| 497-LA | ELIZABETH SIMERLINK | YES | 13855 | 6,480 | 4 | |
| 498-LA | ANDY DIMENNO | YES | 13856 | 3,159 | 4 | |
| 499-LA | RAYMOND T. VALLINGER - CONNIE VALLINGER | YES | 13856 | 3,078 | 4 | |
| 500-LA | ROLAND L. FABRIZIO - ELIZABETH FABRIZIO | YES | 13857 | 6,480 | 4 | |
| 501-LA | MARTHA SQUILLANTE | YES | 6607 | 5,832 | 4 | |
| 502-LA | NATIONAL DAIRY PRODUCTS CORP. | NO | 6606 | 1,458 | 4 | |
| 503-LA | MARY PEZZENTE | YES | 13847 | 6,480 | 4 | |
| 504-LA | NATIONAL DAIRY PRODUCTS CORP. | YES | 13846 | 6,480 | 4 | |
| 506-LA | THOMAS IVANUSICH | YES | 13845 | 3,600 | 4 | |
| 506-A-LA | FRANK F. SOBCZYK - CAROLINE SOBCZYK | YES | 13845 | 2,880 | 4 | |
| 507-LA | JOSEPH SOSNOWSKI - ANNA SOSNOWSKI | YES | 13844 | 6,480 | 4 | |
| 508-LA | DAVID PROSSER - ELSIE PROSSER | YES | 13843 | 6,480 | 4 | |
| 509-LA | CHRISTINA PETTI | YES | 13842 | 6,480 | 4 | |
| 470-BLA | *H & E. WYMER* | YES | 18750 | 2,520 | 4 | |
| 511-LA | MICHAEL ADAMS ZAJAC - GEORGETTA MAE ZAJAC | NO | 13840 | | 4 | |
| 512-LA | RALPH MASTO | YES | 9925 | 6,000 | 4 | |
| 513-LA | THOMAS ALBERT NILES | YES | 9926 | 6,900 | 4 | |
| 514-LA | STANLEY MAGIELSKI - STEFANIA MAGIELSKI | YES | 9927 | 6,900 | 4 | |
| 515-LA | JOHN A. & VERNA ANTONUCCI | YES | 16725 | 6,304 | 4 | |
| 516-LA | PAUL TANONA - LEOKADIA TANONA | YES | 9928 | 6,000 | 4 | |
| 517-LA | MARY CONROY | YES | 16724 | 6,224 | 4 | |
| 518-LA | KATARZYNA GLOWACKY | YES | 16723 | 6,153 | 4 | |
| 519-LA | STANLEY USCILOWSKI - HELEN S. USCILOWSKI | YES | 9929 | 6,000 | 4 | |
| 520-LA | FRANK PRZYMYKALSKI | YES | 16722 | 6,088 | 4 | |
| 521-LA | FRANK B. WOZNIAK - ELIZABETH GORSKY WOZNIAK | YES | 9930 | 6,000 | 4 | |
| 522-LA | FELIX & WLADYSLAWA SWITALSKI | YES | 9931 | 6,000 | 4 | |
| 522-A-LA | | YES | 9932 | 6,000 | 4 | |
| 523-LA | JOHN SKRZYPEK - STELLA SKRZYPEK | YES | 18806 | 6,019 | 4 | |
| 524-LA | FELIX LIPINSKI - HARRIET LIPINSKI | YES | 18805 | 5,950 | 4 | |
| 525-LA | CONCETTA HUIZDAK, ET AL | YES | 9933 | 6,000 | 4 | |
| 526-LA | VICTORIA KOTT | YES | 18804 | 5,820 | 4 | |
| 527-LA | JOHN KOLLAR | YES | 18803 | 5,840 | 4 | |
| 528-LA | MITCHELL H. SIMERLINK - VERONICA T. SIMERLINK | YES | 9934 | 6,000 | 4 | |
| 529-LA | MILDRED BOROWIEC | YES | 9935 | 6,000 | 4 | |
| 530-LA | IRENE VASILION | YES | 18802 | 5,742 | 4 | |
| 531-LA | EDITH W. SAARBACH | YES | 9936 | 8,400 | 4 | |
| 532-LA | ANTONETTA MARCOVECCHIO | YES | 9936 | 2,819 | 4 | |
| 534-LA | JOHN SEIDLAR | YES | 18801 | 3,390 | 4 | |
| 535-LA | WILLIAM H. & MARY WORRELLS | YES | 16726 | 6,362 | 3 | |
| 533-LA | WALTER J. WARCHOL | YES | 18800 | 3,500 | 4 | |
| 536-LA | LENA WHITE | YES | 16727-16728 | 12,760 | 4 | |
| 475A-LA | GIUSEPPE AGRESTA FORTUNATA AGRESTA | | | 880 | 4 | |
| 502A-LA | NATIONAL DAIRY PRODUCTS CORP | YES | 6606 | 5,994 | 4 | |
| 502-WD | " " " " | YES | 6604 & 6605 | 14,904 | 4 | |
| 510 LA | MICHAEL J. MSZANSKI & JENNIE ROSE MSZANSKI | YES | 13841 | 6480 | 4 | |

ADDED PARCEL 510LA (PURCHASED BY 'STATE OF OHIO BY WARRANTY DEED) 10-28-75 (GAS)
ADDED PCLS-502A-LA 502-WD REVISED AREA 502-LA 11-27-61
*Added Pcl. Nº 470 BLA* *10-17-61*
*Added Pcl. Nº 470ALA* *10-17-61*
*Added Pcl. Nº 475-A-LA* *6-29-60*
*Deleted Pcl. 464-C-WA* *9-22-60*
*Parcel Nos Changed 442 & 443 LA* *8-19-60*
*Name Change Parcel 457-LA* *7-18-60*
*Changed Name 398-LA* *7-13-60*
*Revised Pcl. 471-I Added Pcl. 471-I-A WA* *7-7-60*
*Pcl. 458-F-LA Change Area* *6-30-60*
*Pcl. 402-A-LA Added Name* *6-2-60*
*Changed Area Pcl Nº 502 LA* *10-17-61*

| FED.RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

MAH-7-14.80

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# SUMMARY OF R/W REQUIRED

## CITY OF YOUNGSTOWN
## PROJECT MAH. -7-14.80

| PARCEL NO. | OWNER | LOT NO. | EXISTING BLDG. | AREA S.F. | SHT. NO. |
|---|---|---|---|---|---|
| C-70A | ROSE GAUDIO | 5767,6572 | | 462 | 7 |
| C-70A-WA | ROSE GAUDIO | 5767,6572 | | | 7 |
| C-71A | JOSEFA BATTKO | 6573 | | 201 | 7 |
| C-71A-WA | JOSEFA BATTKO | 6573 | | | 7 |
| C-72A | PETER AND HELEN ANTOLAK | 6574 | | 222 | 7 |
| C-72A-WA | PETER AND HELEN ANTOLAK | 6574 | | | 7 |
| C-73A | KENNETH L. AND ANNE SIMPSON | 6574 | | 198 | 7 |
| C-73A-WA | KENNETH L. AND ANNE SIMPSON | 6574 | | | 7 |
| C-74A | DONALD D. AND MILDRED O. WELLS | 6575 | | 210 | 7 |
| C-74A-WA | DONALD D. AND MILDRED O. WELLS | 6575 | | | 7 |
| C-75A | DOMINIC ZEBROCKI | 6575 | | 2141.50 | 7 |
| C-75A-WA | DOMINIC ZEBROCKI | 6575 | | | 7 |
| C-76A | JOSEPH GRZYWNA | 6576 | | 292 | 7 |
| C-76A-WA | JOSEPH GRZYWNA | 6576 | | | 7 |
| C-77A | EUNICE AGNONE | 6576 | | 132 | 7 |
| C-77A-WA | EUNICE AGNONE | 6576 | | | 7 |
| C-78A | STAMATOIS G. SAMONAS | 5766 | | 255 | 7 |
| C-78A-WA | STAMATOIS G. SAMONAS | 5766 | | | 7 |
| C-79A | SLANLYE M. AND FRANCES F. MAJDESKI | 5766 | | 168 | 7 |
| C-79A-WA | SLANLYE M. AND FRANCES F. MAJDESKI | 5766 | | | 7 |
| C-80A | DAN PRERGICVANNI | 6566 | | 210 | 7 |
| C-80A-WA | DAN PRERGICVANNI | 6566 | | | 7 |
| C-81A | JOSEPH K. GALGAN | 6566 | 1-ST. BR. | 213 | 7 |
| C-81A-WA | JOSEPH K. GALGAN | 6566 | | | 7 |
| C-82A | ANNETTA B. MILLIGAN | 6577 | 2-ST. FR., 2 1/2 ST. FR. & BR. | 846 | 7 |
| C-82A-WA | ANNETTA B. MILLIGAN | 6577 | | | 7 |

# I-680

R/W SHEET NO. 4 OF 7

| REVISIONS | | | DATE COMP. |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| Pcl. 464-A-LA | Added (Land Contract Sale) | 9-17-59 | |
| Pcl. 464-LA | Adjusted acreage when adding Pcl. 464-A-LA | 3-8-60 | |
| #2 | Adjusted ossets & corrected acreage | 3-8-60 | |
| | for Pcl's 471-LA; 472-LA; 484-LA; 485-LA; | 3-8-60 | |
| | 486-LA; 487-LA & 488 LA | 3-8-60 | |
| | Adjusted stations & offsets for Pcl's 460-LA; | 3-8-60 | |
| | 465-LA; 474-LA; common Pt 471-LA & 478-LA | 3-8-60 | |
| #3 | ADDED PARCELS 533-LA, 483-WA, 536-LA REVISED SEWER EASEMENT-ADDED FENCE | 4-1-60 | J.D.P. |
| 4 | REVISED ACREAGE-PARCEL 502 | 1-10-61 | E |

Added Pcl. Nº 475-A-LA 6-29-61
Added Pcl. Nº 470-A-LA 10-17-61
Added Pcl. Nº 470-B-LA 10-17-61
Changed Area Pcl. Nº 502-LA 10-17-61

| FED.RD. | STATE | PROJECT | |
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| 2 | OHIO | I-680-3(3) | |

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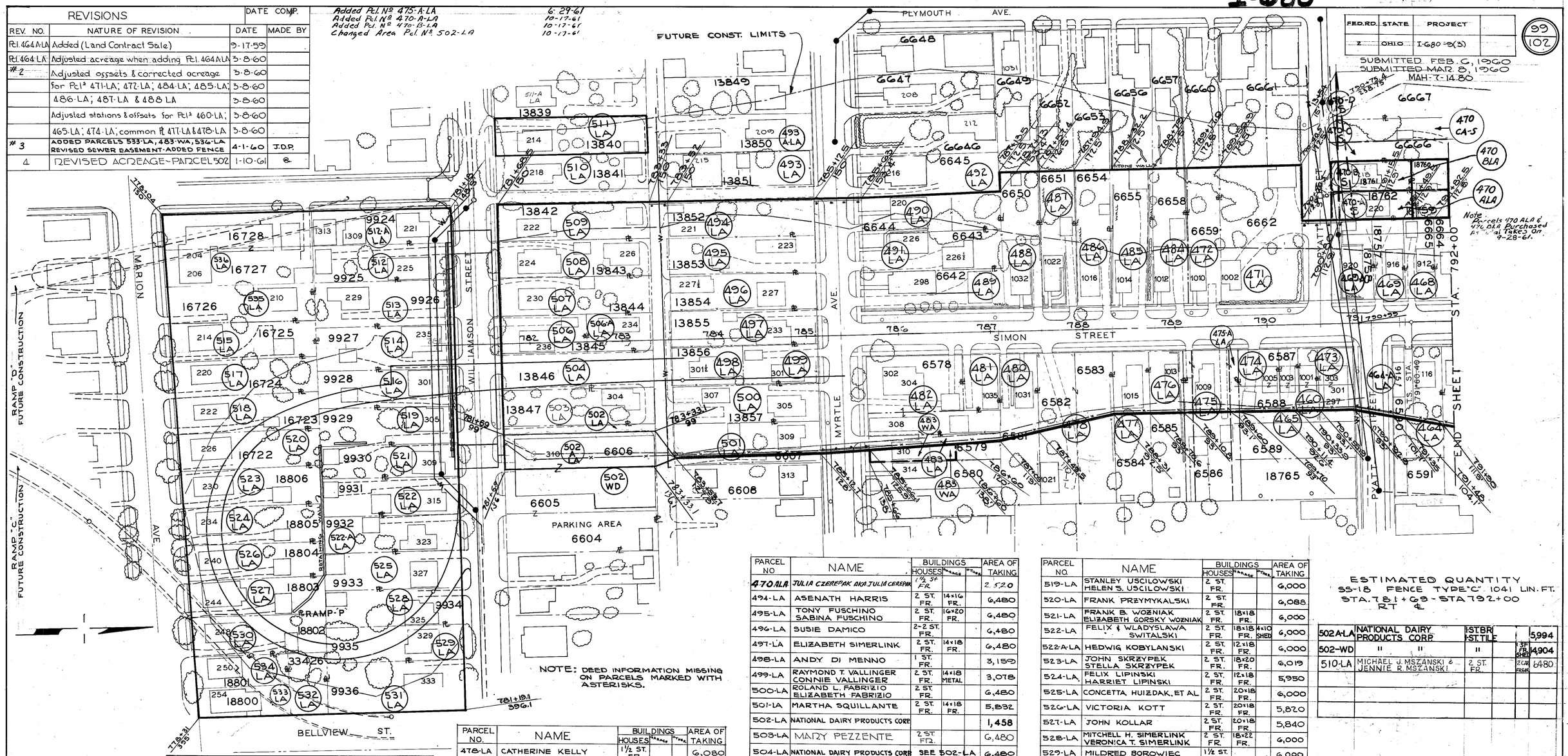
SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14-60




NOTE: DEED INFORMATION MISSING ON PARCELS MARKED WITH ASTERISKS.

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 460-LA | JAMES A. VERGALLITO<br>ALVIE VERGALLITO | 2 ST. FR. | | | 1,394 |
| 464-LA | ANTONIO GEMMA | 2-2 ST. FR. | | | 3,320 |
| 465-LA | HERMAN E. BOYER<br>ALBERTA BOYER | 2 ST. FR. | | | 1,394 |
| 468-LA | MARIA NICOLA CLEMENTE | 2 ST. FR. | 14x20 FR. | | 2,943 |
| 469-LA | LUCY FERRA SANTANGELO | 2 ST. FR. | | | 2,954 |
| 469-A-LA | FRANK & ANNA CAROSELLA | 2 ST. FR. | | | 3,077 |
| 471-LA | KATHERINE SANDECKI | 2 ST. FR. | 28x16 FR. | | 12,508 |
| 472-LA | FRANK SZESZKOWSKI<br>NATALIA SZESZKOWSKI | 2 ST. FR. | | | 5,900 |
| 473-LA | ABRAHAM HAYNIE | 2 ST. FR. | | | 2,720 |
| 474-LA | ELIZABETH A. SWEET | 2 ST. FR. | 19x18 FR. | | 3,026 |
| 475-LA | GIUSEPPE AGRESTA<br>FORTUNATA AGRESTA | 2 ST. FR. | 19x18<br>20x18 | | 3,400 |
| 476-LA | ALEX MAZAI | 2 ST. FR. | | 10x12 SHED | 2,720 |
| 477-LA | WLADISLAW DRUZKEWICZ<br>B. ALBINA DRUZKEWICZ | 2 ST. BR. | | | 2,720 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 478-LA | CATHERINE KELLY | 1½ ST. FR. | | | 6,080 |
| 480-LA | MARY LLENCIK | 2 ST. FR. | | | 3,580 |
| 481-LA | GEORGE SAFRANIC<br>LUCY SAFRANIC | 2 ST. FR. | 10x16 FR. | | 2,400 |
| 482-LA | EMIL PETRISOR | 2-2 ST. FR. | 18x18<br>12x19 | 19x7 SHED | 9,500 |
| 483-LA | MICHELE GIACOBBE | 2 ST. FR. | | | 1,736 |
| 484-LA | RAFFAELE & MARIA<br>VIGLAIRINO | 2 ST. FR. | 13x19 C.B. | | 5,900 |
| 485-LA | GEORGE JOSEPH JAVORCHIK | 1⅛ ST. FR. | 10x18<br>FR. | 8x18 SHED | 5,900 |
| 486-LA | ADAM JOHN BARAN<br>JANINA BARAN | 2 ST. FR. | | | 5,900 |
| 487-LA | MICHAEL IWASZKO<br>AGNES IWASZKO | 1½ ST. FR. | 12x18 FR. | | 5,900 |
| 488-LA | LOUIS G. & MARY MINOTTI | 2 ST. FR. | | | 5,900 |
| 489-LA | ANNA ROMAN | 2 ST. FR. | 34x20 FR. | | 6,435 |
| 490-LA | SUZANNE KRCHNIAK FILO | 2 ST. FR. | | | 6,413 |
| 491-LA | DANNY FUSCHINO<br>ELEANORA F. FUSCHINO | 2 ST. FR. | GARAGE/LIVING QUARTERS | | 6,413 |
| 483-WA | MICHELE GIACOBBE | FILL | BASEMENT | | |
| 475-A-LA | GIUSEPPE AGRESTA<br>FORTUNATA AGRESTA | | | | 680 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 470-ALA | JULIA CZEREPAK AKA JULIA CEREPAK | 1½ ST. FR. | | | 2,520 |
| 494-LA | ASENATH HARRIS | 2 ST. FR. | 14x16 FR. | | 6,480 |
| 495-LA | TONY FUSCHINO<br>SABINA FUSCHINO | 2 ST. FR. | 16x20 FR. | | 6,480 |
| 496-LA | SUSIE DAMICO | 2-2 ST. FR. | | | 6,480 |
| 497-LA | ELIZABETH SIMERLINK | 2 ST. FR. | 14x18 FR. | | 6,480 |
| 498-LA | ANDY DI MENNO | 1 ST. FR. | | | 3,159 |
| 499-LA | RAYMOND T. VALLINGER<br>CONNIE VALLINGER | 2 ST. FR. | 14x18 METAL | | 3,078 |
| 500-LA | ROLAND L. FABRIZIO<br>ELIZABETH FABRIZIO | 2 ST. FR. | | | 6,480 |
| 501-LA | MARTHA SQUILLANTE | 2 ST. FR. | 14x18 FR. | | 5,832 |
| 502-LA | NATIONAL DAIRY PRODUCTS CORP. | | | | 1,458 |
| 503-LA | MARY PEZZENTE | 2 ST. FR. | | | 6,480 |
| 504-LA | NATIONAL DAIRY PRODUCTS CORP. | SEE 502-LA | | | 6,480 |
| 506-LA | THOMAS IVANUSICH | 2 ST. FR. | 12x18 C.B. | | 3,600 |
| 506-A-LA | FRANK SOBCZYK<br>CAROLINE SOBCZYK | 2 ST. FR. | | | 2,880 |
| 507-LA | JOSEPH SOSNOWSKI<br>ANNA SOSNOWSKI | 2 ST. FR. | 2 CAR | | 6,480 |
| 508-LA | DAVID PROSSER<br>ELSIE PROSSER | 1½ ST. FR<br>2 ST. FR. | 14x18 FR. | | 6,480 |
| 509-LA | CHRISTINA PETTI | 2 ST. FR. | 20x24 FR. | | 6,480 |
| 470-BLA | H & E WYMER | 2½ ST. FR | | | 2,520 |
| 511-LA | MICHAEL ADAMS ZAJAC<br>GEORGETTA MAE ZAJAC | 2 ST. FR. | 14x18 FR. | | 6,480 |
| 512-LA | RALPH MASTO | 1 ST. STUCCO | 25x18 C.B. | | 6,900 |
| 513-LA | THOMAS ALBERT NILES, ET AL | | | | 6,900 |
| 514-LA | STANLEY MAGIELSKI<br>STEFANIA MAGIELSKI | 2 ST. FR. | 14x18 FR | | 6,900 |
| 515-LA | JOHN A. & VERNA ANTONUCCI | 2 ST. BR. & FR. | 18x20 FR. | | 6,300 |
| 516-LA | PAUL TANONA<br>LEOKADIA TANONA | 2 ST. FR. | 16x18 FR | | 6,900 |
| 517-LA | MARY CONROY | 2 ST. BR. | | | 6,224 |
| 518-LA | KATARZYNA GLOWACKY | 2 ST. FR. | 12x16 FR. | | 6,153 |

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | OTHER | AREA OF TAKING |
|---|---|---|---|---|---|
| 519-LA | STANLEY USCILOWSKI<br>HELEN S. USCILOWSKI | 2 ST. FR. | | | 6,000 |
| 520-LA | FRANK PRZYMYKALSKI | 2 ST. FR. | | | 6,088 |
| 521-LA | FRANK B. WOZNIAK<br>ELIZABETH GORSKY WOZNIAK | 2 ST. FR. | 18x18 FR. | | 6,000 |
| 522-LA | FELIX & WLADYSLAWA SWITALSKI | 2 ST. FR. | 18x18 FR. | 4x10 SHED | 6,000 |
| 522-A-LA | HEDWIG KOBYLANSKI | 2 ST. FR. | 12x18 FR. | | 6,000 |
| 523-LA | JOHN SKRZYPEK<br>STELLA SKRZYPEK | 2 ST. FR. | 18x20 FR. | | 6,019 |
| 524-LA | FELIX LIPINSKI<br>HARRIET LIPINSKI | 2 ST. FR. | 12x18 FR. | | 5,950 |
| 525-LA | CONCETTA HUIZDAK, ET AL | 2 ST. FR. | 20x18 FR. | | 6,000 |
| 526-LA | VICTORIA KOTT | 2 ST. FR. | 20x18 FR. | | 5,820 |
| 527-LA | JOHN KOLLAR | 2 ST. FR. | 20x18 FR. | | 5,840 |
| 528-LA | MITCHELL H. SIMERLINK<br>VERONICA T. SIMERLINK | 2 ST. FR. | 18x22 FR. | | 6,000 |
| 529-LA | MILDRED BOROWIEC | 1½ ST. FR. | | | 6,000 |
| 530-LA | IRENE VASILION | 2 ST. FR. | 12x20 FR. | 8x15 SHED | 5,742 |
| 531-LA | EDITH W. SAARBACH | 2 ST. FR. | | | 8,400 |
| 532-LA | ANTONETTA MARCOVECCHIO | | | | 2,819 |
| 534-LA | JOHN SEIDLAR | 2 ST. FR. | | | 3,350 |
| 535-LA | WILLIAM H. & MARY WORRELLS | 1 ST. FR. | | | 6,362 |
| 483-WA | MICHELE GIACOBBE | FILL | BASEMENT | | |
| * 512-A-LA | HOWARD & EMMA WYMER | 2 ST. FR.<br>2 ST. FR. | 1 ST. FR | | 6,000 |
| 470-A-S | JULIA CZEREPAK<br>AKA JULIA CEREPAK | SEWER EASEMENT | | | |
| * 470-B-S | H & E. WYMER | SEWER EASEMENT | | | |
| * 470-C-S | JOHN & ANNA DWULIT | SEWER EASEMENT | | | |
| * 470-CA-S | J F J. ESPOSITO | SEWER EASEMENT | | | |
| * 464-A-LA | A. GEMMA (FEE)<br>NELLIE SCHONBERGER (LAND CONTRACT) | | | | 1,149 |
| 533-LA | WALTER J. WARCHOL | 2-ST. FR. | | | 3500 |
| 536-LA | LENA WHITE | 2-ST. BR.<br>2-ST. FR. | 20x20 FR. | | 12760 |

470-DS LETTERINA CONIGLIO SEWER EASEMENT

ESTIMATED QUANTITY
SS-18 FENCE TYPE "C" 1041 LIN. FT.
STA. 781+69 - STA 792+00
RT ℄

| | | | | | |
|---|---|---|---|---|---|
| 502-A-LA | NATIONAL DAIRY PRODUCTS CORP | 1-ST BR 1-ST TILE | | | 5,994 |
| 502-WD | " " | " | | 1 ST. FR. STEEL | 14,904 |
| 510-LA | MICHAEL J. MSZANSKI &<br>JENNIE R. MSZANSKI | 2 ST. FR. | | 2 CAR FRAME | 6480 |
| | | | | | |
| | | | | | |
| | | | | | |

Revision: Proposed Retaining Wall Right of ℄ Sta. 781+69.47 to Sta. 783+34.54 Was Performed by Change Order №9 Dated 12-11-61. Revised Construction Limits and Fence Line. 1-16-70

Added Parcel 510-LA - Purchased by State of Ohio by Warranty Deed 10-28-75 (GA-5)

ADDED PCL'S 502-LA & 502-WD REVISED 502A-LA 11-27-61

I-680

R/W SHEET NO. 5 OF 7.

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

100
102

SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14.80

| REVISIONS | | DATE COMP. | |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| # 1 | DELETED 457-A REVISED 457-A-LA ADDED 464-C-S | 4-1-60 | J.D.P. |
| # 2 | Parcel 458-F-LA Added BUILDING | 6-30-60 | S.S. |
| # 3 | Revised Pcl. 471-I Added Pcl. 471-I-A-WA | 7-7-60 | S.S. |
| # 4 | Added Stations On R/W Line | 7-15-60 | S.S. |
| # 5 | Name Change Parcel 457-LA | 7-18-60 | S.S. |
| 6 | Changed Parcels 442 LA & 443 LA | 8-19-60 | S.S. |
| 7 | Added 439-A-LA | 5-13-60 | S.S. |
| 8 | Rev. L/A & Add Parcel 457 BLA Rev. Area of Taking Par. 457 B | 7-4-61 | T.J. |

| WORK AGREEMENTS | | |
|---|---|---|
| | | |
| * 464-A-WA | | FILL & GRADE AREA |
| 464-B-WA | FLORENCE S. COTTERMAN | FILL & GRADE AREA |
| 471-H-WA | LAWRENCE JANIK OR LORENZ JANIK | FILL & GRADE AREA |
| 471-I-WA | MARY NOVICKY | FILL & GRADE AREA |
| 471-I-A-WA | JOHN NOVICKY | FILL & GRADE AREA |
| 471-B-WA | JULIA LUCIVJANSKY | FILL & GRADE AREA |
| 471-C-WA | ELIZABETH VALDEZ | FILL & GRADE AREA |

NOTE:
DEED INFORMATION MISSING ON PARCELS MARKED WITH AN ASTERISK

| PARCEL NO. | NAME | BUILDINGS HOUSES | | | AREA OF TAKING |
|---|---|---|---|---|---|
| 416-LA | EMILY PARKMAN | 2 ST. FR. | | | 2,636 |
| 417-LA | CATERINA TROPEPE | 2 ST. FR. | | | 2426 |
| 435-LA | MIKE BONISH GLADYS BONISH | 1 ST. FR. | | | 6220 |
| 435-A-LA | TOM ROSS ROSA L. ROSS | 2 ST. FR. | | | 4,043 |
| 436-LA | MAGGIE THOMAS JAMES & MARY WELLS | 2 ST. FR. | | | 10,372 |
| 437-LA | PHILIP F. JONES | 2 ST. FR. | | | 7,982 |
| 438-LA | SALLY BEMIS | 2 ST. FR. | 32×22 FR. | | 10,521 |
| 439-LA | MARIA SARBAN | 2 ST. FR. | 18×20 FR. | | 4,320 |
| 440-LA | STEVE MARKO HELEN MARKO | 2 ST. FR. | 32×22 FR. | | 10,365 |
| 441-LA | JOHN HUGHES, ET AL | 2 ST. FR. | | | 8,700 |
| 443-LA | TUFIC SAADI | 2 ST. FR. | | | 3,791 |
| 442-LA | JEAN M. PELAR | 2 ST. FR. | | | 3,817 |
| 445-LA | SUSI RUSSO | 2 ST. FR. | 22×20 FR. | | 5,138 |
| 446-LA | ASEDOR ALTER DORA ALTER | 2 ST. FR. | | | 5,621 |
| 447-LA | FLORENCE ROGOVIN | 2 ST. FR. | | | 5,621 |
| 448-LA | HARRY LEV | | | | 5,075 |
| 449-LA | MICHAEL ARBUTINA MARY ARBUTINA | 2 ST. FR. | 20×20 FR. | 2 SHEDS | 5,075 |
| 450-LA | ANTONI OLBRYCH ELEONORA OLBRYCH | 2 ST. FR. | 12×20 FR. | 12 SHED | 5,020 |
| 451-LA | MIKE BARTELL | 2 ST. FR. | 14×25 FR. | 8×10 FR. SHED | 5,029 |
| 452-LA | ANNA POTCOAVA | 2 ST. FR. | 12×20 FR. | 2 SHEDS | 8,772 |
| 453-LA | RAYMOND R. JANIK CHRISTINE JANIK | 2 ST. FR. | | 5×6 FR. SHED | 7,533 |
| 454-LA | JOSEPH A. GUERRIERO ROSE GUERRIERO | 2 ST. FR. | 18×20 FR. | | 9,420 |
| 455-LA | VIRGINIA D. CLARK | 2 ST. FR. | | 1 BARN 1 SHED | 7,536 |
| 456-LA | FRANK E. MEEKER LILLIE MEEKER | 2 ST. FR. | 18×18 FR. | | 4,710 |
| 457-LA | JOHN ABROM PARR HELEN PARR | 2 ST. FR. | | | 4,710 |
| 457A-LA | ANTHONY A. LUCCI HILDA M. LUCCI | 2 ST. FR. | 14×24 FR. | | 7,533 |
| 439-A-LA | SECURITY INVESTMENT CO. | | | | 4,080 |
| 457-B | JAMES KELTY | 2 ST. FR., 1 ST. FR | | | 490 |
| 457-E | RAYMOND J. SHONES RITA MARIE SHONES | | | | 188 |
| 457-F | ADOLF LANGE MARTA LANGE | | | | 102 |
| 458-LA | JOSEPH GUERRIERO ROSE GUERRIERO | 2 ST. FR. | 18×20 FR. | | 6,480 |
| 458-D-A | RAY E. DERRETT DEANE DERRETT | | | | 100 |
| 458-C-LA | ANN MONACO | | | | 8,193 |
| 458-D-LA | STEPHEN GUERRIERA | 2 ST. FR. 2 ST. FR. | | | 6,546 |
| 458-E-LA | ANTHONY J. GUERRIERO ELSIE S. GUERRIERO | 2 ST. FR. | | | 8,175 |
| 458-F-LA | GEORGE PRISLIPSKY MARY PRISLIPSKY | 2 ST. FR. | 20×12 BR. | | 6,865 |
| 459-LA | MARY C. FLASCO, FLASK OR MARY FLASCO | 2 ST. FR. | 18×20 FR. | | 8,184 |
| 461-LA | L.A. MARKSTROM EMMA MARKSTROM | 2 ST. FR. | | 6×14 SHED | 8,136 |
| 457-BLA | JAMES KELTY | 2 ST. FR. | | | 5,650 |

| | | | | | |
|---|---|---|---|---|---|
| 471-I-A | JOHN NOVICKY | | | | 4,017 |
| 471-F | STEVE KALBASKY ANNA KALBASKY | | | | 3,272 |
| 471-G | THERESA MOGG BARTEL, KARL F. MOGG, JR. & RICHARD E. MOGG | | | | 7,596 |
| 471-H | LAWRENCE JANIK OR LORENZ JANIK | | | | 7,623 |
| 471-I | MARY NOVICKY | | | | 4,317 |
| 464-C-S | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | SEWER EASEMENT | | | |

| | | | | | |
|---|---|---|---|---|---|
| 462-LA | ANGELINA CAMPANA FRANK CAMPANA | 2 ST. FR. | | | 3,980 |
| 462-A | ANGELINA CAMPANA FRANK CAMPANA | SEE ABOVE | | | 2,552 |
| 463-LA | JOSEPH M. BANJO MARGARET BANJO | 2 ST. FR. | | | 4,500 |
| 463-A | JOSEPH M. BANJO MARGARET BANJO | SEE ABOVE | | | 2,563 |
| 464-A | | | | | 4,606 |
| 464-B | FLORENCE S. COTTERMAN | | | | 3,745 |
| 464-C-LA | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | | | | 7,596 |
| 464-C | CAROLE F. MILLS OR CAROLE FULLERTON MILLS | | | | 20,420 |
| 466-LA | STEPHEN ZAWILINSKY PATRICIA ZAWILINSKY | 2 ST. FR. | 11×17 FR. | | 2,947 |
| 467-LA | ALFRED L. GUARNIERI AMELIA GUARNIERI | 2 ST. FR. | | | 2,950 |
| 471-A | ANNA LUKA | | | | 164 |
| 471-B | JULIA LUCIVJANSKY | | | | 821 |
| 471-C | ELIZABETH VALDEZ | | | | 4,323 |
| 471-D | MARY DEVAN | | | | 1,908 |
| 471-E | SABINA DRASKOWICK | | | | 2,310 |

Deleted Pcl. 464-C-WA 9-22-60

I-680

R/W SHEET NO. 6 OF 7

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

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SUBMITTED FEB. 6, 1960
SUBMITTED MAR. 8, 1960
MAH-7-14.80

| PARCEL NO. | NAME | BUILDINGS HOUSES | GARAGE | SHED | AREA OF TAKING |
|---|---|---|---|---|---|
| 396-LA | GEORGE L. ALEXANDER | 2 ST. FR. | | | 4,000 |
| 398-LA | *MODESTINA CERCONE* | 2-2 ST. FR. | | 6×11 SHED | 3,875 |
| 400-A-LA | HILDA KOLAR | | | | 3,330 |
| 400-B-LA | SAVERIO CICCHESE | | | | 2,670 |
| 401-LA | OLLIE E. WILLIAMS HENRY E. WILLIAMS | 2 ST. FR. | | | 2,600 |
| 402-LA | RICHARD HARRIS ODESSA HARRIS | 2 ST. FR. | 12×18 FR. | | 2,400 |
| 403-LA | LUIGI CICCHESE | 2 ST. FR. | | | 2,250 |
| 403-A-LA | NICHOLAS CICCHESE JENNIE CICCHESE | 1 ST. FR. | | | 2,250 |
| 408-LA | ANGELO DERAMO | 2-2 ST. FR. | | | 10,233 |
| 409-LA | KAROL KASZOWSKI MINI KASZOWSKI | 2 ST. FR. | 20×38 FR. | | 10,593 |
| 410-LA | ROY JOSEPH McCANN MINA McCANN | 2 ST. FR. | 10×28 FR. | | 5,462 |
| 411-LA | GABRIEL WARGO | 2 ST. FR. | | 9×15 SHED | 5,297 |
| 412-LA | GEORGE PILAR SUZANNA PILAR | 2 ST. FR. | 18×10 FR. | | 5,443 |
| 413-LA | PHILIP F. JONES AQUILA JONES | 2 ST. FR. | | | 5,330 |
| * 414-LA | | 2 ST. FR. | | | |
| 415-LA | MERLIN G. BURKEY MAY BURKEY | 2 ST. FR. | | | 1,709 |
| 418-LA | MARY JANE MAHONEY | 4-2 ST. FR. | 20×20 11×18 | 4×4 SHED | 10,890 |
| 419-LA | ELEANOR BAKER DOTA JOHN ORBU | 2 ST. FR. | 14×20 FR. | | 5,462 |
| 420-LA | MARY G. SIMONS | 2 ST. FR. | 12×18 FR. | | 5,478 |
| 421-LA | JAMES J. VITULLO | 2 ST. FR. | 20×18 FR. | | 5,445 |
| 422-LA | CHESTER H. HOPKINS ANNA HOPKINS | 2 ST. FR. | 27×13 C.B. | | 5,445 |
| 423-LA | MOSES G. BROWN NELLIE M. BROWN | 2 ST. FR. | | 10×20 SHED | 5,465 |
| 424-LA | LANGSTON BOOKER | 2 ST. FR. | | | 5,462 |
| * 413-A-LA | | 2 ST. FR. | | | 3,966 |
| * 413-B-LA | | 2 ST. FR.; 1 ST. FR. | 2 ST. FR.; 1 ST. FR. | | 4,208 |
| * 402-B-LA | | 2 ST FR. 1 ST FR. | | | |
| 402-A-LA | *MAUDE H. DUDLEY* | 2 ST. FR. 1 ST. FR. | | | 4,125 |

NOTE: DEED INFORMATION MISSING ON PARCELS MARKED WITH ASTERISK.

| REVISIONS | | DATE COMP. | |
|---|---|---|---|
| REV. NO. | NATURE OF REVISION | DATE | MADE BY |
| 421-LA & 422-LA | Adjust station & offset for common Property Line | 3-8-60 | |
| # 2 | REVISED 403-A-LA TO 403-B-LA | 4-1-60 | T.D.P. |
| # 3 | *Added Parcel 402-A-LA* | 6-2-60 | A. S. |
| # 4 | *Changed Name Pcl 398-LA* | 7-13-60 | S. S. |
| | | | |

I-680

R/W SHEET Nº 7 OF 7

| FED. RD. | STATE | PROJECT | |
|---|---|---|---|
| 2 | OHIO | I-680-9(3) | |

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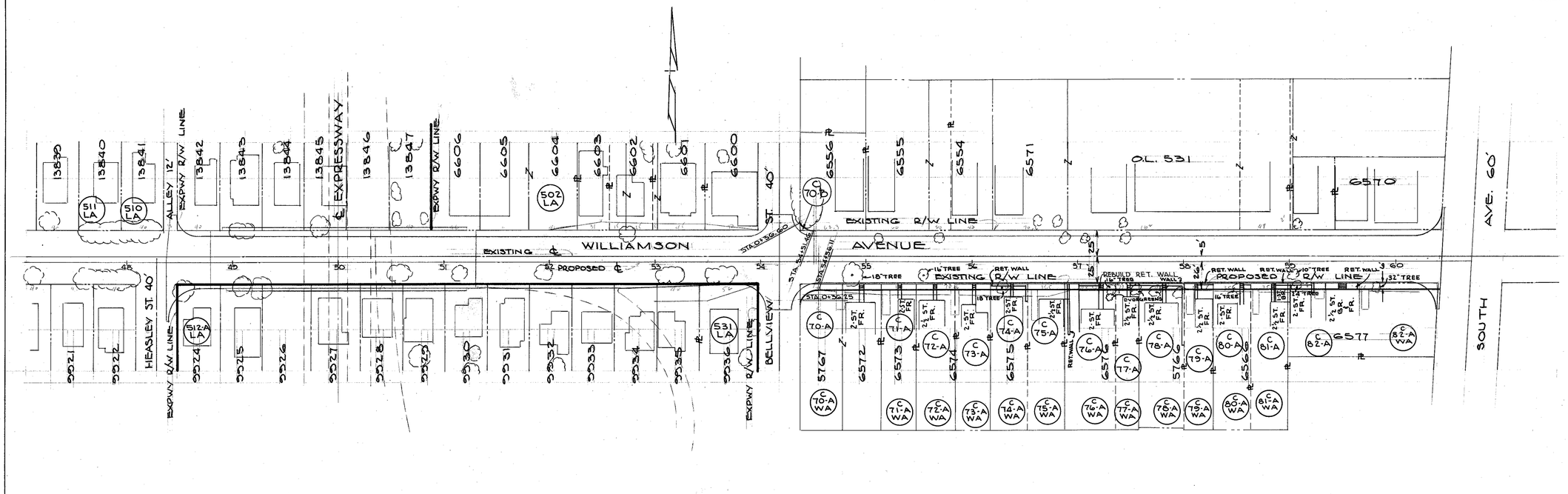
MAH-7-14.80

① REVISED PARCEL C 82-A PORCH REMOVAL DELETED 4-27-60




## REVISIONS

| DATE | PARCEL Nº | BY | REMARKS |
|---|---|---|---|
| 6-27-61 | C-70-B<br>C-70-A | C.N. | ADDED NEW PARCEL.<br>CHGD. AREA OF TAKING FROM 462 TO 510 |
| | | | |
| | | | |

| PARCEL Nº | NAME | BLDG. | OTHER | AREA OF TAKING | REMARKS |
|---|---|---|---|---|---|
| C-70-B | STANISLAW & TEOFILA SZELAZEK | | | 20 | |
| C-70A | ROSE GAUDIO | | | 510 | |
| C-70A-WA | ROSE GAUDIO | | | | SLOPE, DRIVEWAY & STEPS |
| C-71A | JOSEFA BATTKO | | | 201 | |
| C-71A-WA | JOSEFA BATTKO | | | | SLOPE, DRIVEWAY & STEPS |
| C-72A | PETER & HELEN ANTOLAK | | | 222 | |
| C-72A-WA | PETER & HELEN ANTOLAK | | | | SLOPE, DRIVEWAY & STEPS |
| C-73A | KENNETH L. & ANNE SIMPSON | | | 198 | |
| C-73A-WA | KENNETH L. & ANNE SIMPSON | | | | SLOPE, DRIVEWAY & STEPS |
| C-74A | DONALD D. & MILDRED O. WELLS | | 18" TREE | 210 | |
| C-74A-WA | DONALD D. & MILDRED O. WELLS | | | | WALL & STEPS |
| C-75A | DOMINIC ZEBROCKI | | | 214.50 | |
| C-75A-WA | DOMINIC ZEBROCKI | | | | DRIVEWAY & SLOPE |
| C-76A | JOSEPH GRZYWNA | | BR. GATE POST EVERGREENS | 292 | |
| C-76A-WA | JOSEPH GRZYWNA | | | | DRIVEWAY, RET. WALL, STEPS |
| C-77A | EUNICE AGNONE | | EVERGREEN | 132 | |
| C-77A-WA | EUNICE AGNONE | | | | STEPS & WALL |
| C-78A | STAMATOIS G. SAMONAS | | 2 EVERGREENS | 255 | |
| C-78A-WA | STAMATOIS G. SAMONAS | | | | STEPS & WALL |
| C-79A | SLANLYE M. & FRANCES F. MAJDESKI | | | 168 | |
| C-79A-WA | SLANLYE M. & FRANCES F. MAJDESKI | | | | STEPS & WALL & DRIVEWAY |
| C-80A | DAN PRERGIOVANNI | | 16" TREE | 210 | |
| C-80A-WA | DAN PRERGIOVANNI | | | | STEPS & WALL |
| C-81A | JOSEPH K. GALGAN | 14 x 19.4 1-ST. BR. | | 213 | REMOVE 1-ST. BR. |
| C-81A-WA | JOSEPH K. GALGAN | | | | DRIVEWAY, STEPS, WALL |
| ① C-82-A | ANNETTA B. MILLIGAN | 2-ST. FR. 2½ ST. FR. & BR. | 1-24" TREE 1-32" TREE | 846 | PORCH TO BE REMOVED |
| C-82A-WA | ANNETTA B. MILLIGAN | | | | DRIVEWAY, STEPS, & WALLS, SLOPES |

R/W WILLIAMSON AVE.

TE-54-A
200-5-67

# LEGEND FOR PROJECT-AVERAGE RESULTS OF TESTS- 75 SAMPLES TESTED

| DESCRIPTION | H. R. B. CLASS | OHIO CLASS | % AGG. | % C. SAND | % F. SAND | % SILT | % CLAY | LIQUID LIMIT | PLASTICITY INDEX | WATER CONTENT | SAMPLES TESTED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Gravel | A-1-a (0) | A-1-a | 81 | 6 | 5 | 6 | 2 | NP | NP | 17 | 1 |
| Gravel with sand | A-1-b (0) | A-1-b | 46 | 16 | 18 | 12 | 8 | 21 | 2 | 11 | 6 |
| Coarse and fine sand | ---- | A-3a | 18 | 21 | 38 | 16 | 7 | NP | NP | 15 | 2 |
| Gravel or stone fragments with sand and silt | A-2-4 (0) | A-2-4 | 40 | 9 | 21 | 22 | 8 | 23 | 3 | 11 | 6 |
| Gravel with sand, silt, and clay | A-2-6 (1) | A-2-6 | 4 | 21 | 41 | 24 | 10 | 34 | 14 | 18 | 1 |
| Sandy silt | A-4 (3) | A-4a | 20 | 8 | 20 | 33 | 19 | 22 | 4 | 13 | 44 |
| Silt | A-4 (8) | A-4b | 5 | 2 | 16 | 57 | 20 | 27 | 2 | 20 | 4 |
| Silt and clay | A-6 (4) | A-6a | 36 | 5 | 8 | 24 | 27 | 31 | 12 | 12 | 4 |
| Silty clay | A-6 (12) | A-6b | 12 | 4 | 6 | 35 | 43 | 38 | 19 | 13 | 1 |
| Random fill (Ashes, Glass, Cinders and Slag) | | | | CLASSIFIED BY VISUAL INSPECTION | | | | | | | 3 |
| Indurated clay | | | | CLASSIFIED BY VISUAL INSPECTION | | | | | | | |
| Sandstone | | | | CLASSIFIED BY VISUAL INSPECTION | | | | | | | |
| Shale | | | | CLASSIFIED BY VISUAL INSPECTION | | | | | | | 3 |

Auger boring-plan view.

Drive sample-core boring-plan view.

Auger boring plotted to vertical scale only.

Water content nearly equal to or greater than liquid limit.

(X/Y) Number of blows for "Standard Penetration" test.
X-number of blows for the first 6 inches.
Y-number of blows for the second 6 inches

NOTE: Figures beside borings indicate water content in percent.

Sod and/ or Topsoil-X'-Approximate depth

Berm material

W——— Free water

Samples Tested
Lab. Nos. So.
11646 - 11690 incl.
11730 - 11734 incl.
12413 - 12418 incl.
16378 - 16396 incl.

MICROFILMED
OCT 11 1965

# SOIL PROFILE

## MAHONING COUNTY

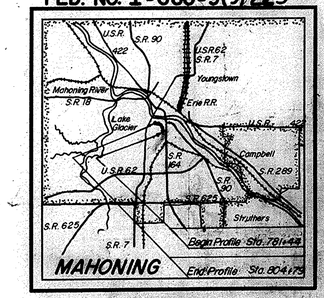
## MAH-7-14.80

STATE HIGHWAY TESTING AND RESEARCH LABORATORY
O. S. U. CAMPUS, COLUMBUS, OHIO

1/4

NOTE: THE INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS SECURED FOR THE USE OF THE STATE OF OHIO AND IS NOT TO BE CONSTRUED AS A PART OF THE PLANS GOVERNING THE CONSTRUCTION OF THE PROJECT.

I-1109-(4) old
FED. NO. I-680-9(3)223




LOCATION MAP

Recon-P.A.H.- Jan. 9, 1959
Core-A.T.W., W.L.T.- Mar. 12,- April 16, 1959
Auger-C.A.S., D.J.H.-Feb. 4-12,- Mar. 31- April 1, 1959
Drafting-J.H.W.- May 29, 1959

# SUMMARY OF SOIL TEST DATA

NOTE: NP shown in Liquid Limit and Plasticity Index columns indicate that the material is non-plastic.
*Denotes sample taken at or near grade.

| STATION & OFFSET | | DEPTH FROM-TO | % AGG. | % C.S. | % F.S. | % SILT | % CLAY | L.L. | P.I. | % W.C. | *SHTL CLASS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 781+75 | 14'Rt | 0.0-2.0 | Random Fill | | | | | | | 17 | Visual |
| | | 2.0-7.0 | 0 | 1 | 9 | 66 | 24 | 27 | 2 | 19 | A-4b |
| | | 7.0-16.0 | 0 | 2 | 16 | 61 | 21 | NP | NP | 19 | A-4b |
| | | 16.0-20.0 | 15 | 8 | 18 | 39 | 20 | 22 | 5 | 15 | A-4a* |
| | | 20.0-26.0 | 81 | 6 | 5 | 6 | 2 | NP | NP | 17 | A-1-a* |
| | | 26.0-27.0 | 43 | 5 | 26 | 17 | 9 | NP | NP | 11 | A-2-4 |
| 786+25 | 15'Rt | 0.0-10.0 | 20 | 7 | 17 | 36 | 20 | 21 | 7 | 13 | A-4a |
| | | 10.0-15.0 | 16 | 7 | 20 | 40 | 17 | 20 | 4 | 10 | A-4a |
| | | 15.0-21.0 | 23 | 9 | 18 | 35 | 15 | 20 | 8 | 8 | A-4a* |
| | | 21.0-27.0 | 14 | 10 | 27 | 35 | 14 | 18 | 4 | 8 | A-4a |
| 787+75 | 25'Rt | 0.0-8.0 | 15 | 8 | 23 | 36 | 18 | NP | NP | 16 | A-4a |
| | | 8.0-14.0 | 17 | 11 | 42 | 21 | 9 | NP | NP | 13 | A-4a* |
| | | 14.0-17.0 | 47 | 5 | 18 | 25 | 15 | NP | NP | 15 | A-4a |
| | | 17.0-20.0 | 23 | 3 | 7 | 21 | 46 | NP | NP | 12 | A-4a |
| | | 20.0-20.5 | 4 | 21 | 41 | 24 | 10 | 34 | 14 | 18 | A-2-6 |
| 790+00 | 25'Rt | 0.0-4.0 | 23 | 16 | 20 | 26 | 15 | 20 | 4 | 12 | A-4a |
| | | 4.0-9.0 | Random Fill | | | | | | | 40 | Visual |
| | | 9.0-17.0 | 12 | 7 | 20 | 42 | 19 | 21 | 6 | 17 | A-4a |
| | | 17.0-21.0 | 12 | 7 | 21 | 33 | 27 | 22 | 5 | 20 | A-4a |
| | | 21.0-24.0 | 9 | 5 | 12 | 33 | 41 | 28 | 11 | 16 | A-6a |
| 792+00 | 25'Rt | 0.0-5.0 | 31 | 8 | 18 | 25 | 18 | 21 | 5 | 13 | A-4a |
| | | 5.0-10.0 | 31 | 9 | 22 | 26 | 12 | 20 | 3 | 11 | A-4a |
| | | 10.0-16.0 | 7 | 3 | 53 | 31 | 6 | NP | NP | 18 | A-4a |
| | | 16.0-18.0 | 43 | 16 | 20 | 14 | 7 | NP | NP | 9 | A-1-b |
| 794+10 | 15'Rt | 0.0-9.0 | 16 | 8 | 23 | 31 | 22 | 25 | 9 | 15 | A-4a* |
| | | 9.0-14.0 | 15 | 10 | 26 | 32 | 17 | 18 | 4 | 14 | A-4a |
| | | 14.0-18.0 | 43 | 16 | 27 | 10 | 4 | NP | NP | 8 | A-1-b |
| | | 18.0-22.0 | 19 | 30 | 35 | 11 | 5 | NP | NP | 17 | A-3a |
| | | 22.0-25.0 | 20 | 10 | 37 | 27 | 6 | NP | NP | 12 | A-2-4 |
| | | 25.0-32.0 | 27 | 7 | 28 | 30 | 8 | NP | NP | 16 | A-4a |
| | | 32.0-34.0 | 12 | 2 | 27 | 53 | 6 | NP | NP | 22 | A-4b |
| | | 34.0-37.0 | 31 | 13 | 26 | 24 | 6 | NP | NP | 15 | A-2-4 |
| | | 37.0-38.0 | 20 | 4 | 6 | 34 | 36 | NP | NP | 11 | A-4a |
| 795+00 | CL | 0.0-4.0 | 35 | 8 | 18 | 24 | 15 | 21 | 6 | 13 | A-4a* |
| | | 4.0-6.0 | 39 | 22 | 19 | 12 | 8 | 18 | 4 | 7 | A-1-b |
| | | 6.0-10.5 | 46 | 14 | 14 | 18 | 8 | 23 | 5 | 16 | A-2-4 |
| 796+50 | CL | 0.0-8.0 | Random Fill | | | | | | | 18 | Visual* |
| | | 8.0-12.0 | 33 | 14 | 16 | 25 | 12 | 21 | 1 | 15 | A-4a |
| | | 12.0-21.0 | 68 | 6 | 10 | 8 | 8 | 23 | 3 | 13 | A-1-b |
| | | 21.0-25.0 | 43 | 7 | 8 | 22 | 20 | 30 | 11 | 12 | A-6a |
| | | 25.0-26.0 | Gray Shale | | | | | | | 8 | Visual |

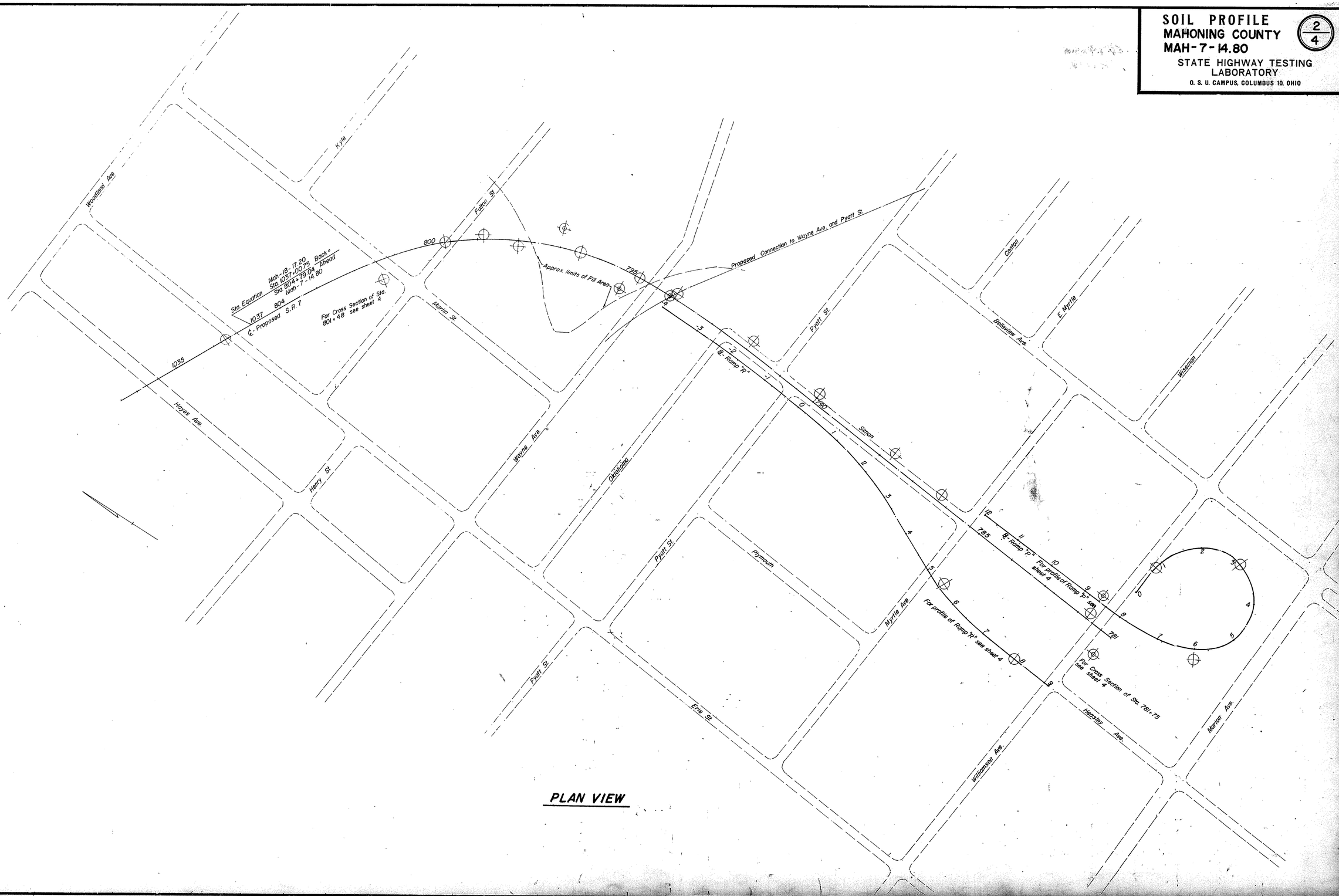
| STATION & OFFSET | | DEPTH FROM-TO | % AGG. | % C.S. | % F.S. | % SILT | % CLAY | L.L. | P.I. | % W.C. | SHTL CLASS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 798+00 | 12'Lt | 1.5-5.0 | 13 | 9 | 24 | 31 | 23 | 24 | 8 | 14 | A-4a* |
| | | 5.0-16.0 | 36 | 23 | 16 | 15 | 10 | 22 | 4 | 10 | A-1-b |
| | | 24.0-26.5 | 12 | 4 | 6 | 35 | 43 | 38 | 19 | 13 | A-6b |
| 798+85 | 10'Rt | 6.0-8.0 | 19 | 10 | 19 | 32 | 20 | 25 | 6 | 14 | A-4a* |
| | | 8.0-14.0 | 50 | 7 | 11 | 31 | 11 | 23 | 7 | 11 | A-2-4* |
| | | 14.0-18.5 | 37 | 6 | 16 | 23 | 18 | 24 | 10 | 13 | A-4a |
| | | 18.5-19.0 | 49 | 5 | 5 | 24 | 17 | 29 | 8 | 7 | A-4a |
| 799+75 | CL | 0.6-8.0 | 11 | 11 | 26 | 32 | 20 | 24 | 8 | 16 | A-4a* |
| | | 8.0-11.0 | 51 | 8 | 12 | 16 | 13 | 25 | 5 | 10 | A-2-4* |
| 801+45 | 45'Rt | 0.4-5.0 | 14 | 7 | 18 | 38 | 23 | 23 | 4 | 13 | A-4a |
| | | 5.0-11.0 | 15 | 7 | 24 | 35 | 19 | 19 | 3 | 7 | A-4a |
| | | 11.0-18.0 | 55 | 4 | 3 | 16 | 22 | 34 | 15 | 7 | A-6a* |
| | | 18.0-19.5 | Gray Shale | | | | | | | 4 | Visual |
| | | MAHONING-18 -17.20 | | | | | | | | | |
| 1038+30 | CL | 0.5-8.0 | 33 | 7 | 20 | 29 | 11 | 21 | 4 | 14 | A-4a |
| | | 8.0-11.0 | 13 | 8 | 26 | 34 | 19 | 21 | 6 | 8 | A-4a |
| | | 11.0-19.0 | 16 | 10 | 24 | 31 | 19 | 18 | 4 | 8 | A-4a |
| | | 19.0-23.0 | 15 | 2 | 4 | 48 | 31 | 27 | 11 | 7 | A-6a |
| | | 23.0-25.0 | Gray Shale | | | | | | | 5 | Visual |
| | | RAMP P | | | | | | | | | |
| 0+75 | CL | 0.6-3.0 | 14 | 9 | 23 | 38 | 16 | 26 | 9 | 17 | A-4a |
| | | 3.0-9.0 | 11 | 10 | 19 | 41 | 19 | 21 | 4 | 12 | A-4a |
| | | 9.0-15.0 | 32 | 7 | 16 | 31 | 14 | 21 | 3 | 9 | A-4a |
| 3+00 | CL | 0.4-3.0 | 24 | 5 | 15 | 38 | 18 | 23 | 2 | 18 | A-4a |
| | | 3.0-10.0 | 10 | 4 | 17 | 44 | 25 | 26 | 2 | 15 | A-4a |
| | | 10.0-15.0 | 8 | 6 | 18 | 42 | 26 | 24 | 4 | 13 | A-4a |
| 6+00 | 25'Lt | 0.4-5.0 | 18 | 8 | 25 | 37 | 20 | 21 | 1 | 11 | A-4a |
| | | 5.0-18.0 | 35 | 8 | 19 | 25 | 13 | 21 | 3 | 15 | A-4a |
| | | 15.0-20.0 | 44 | 11 | 21 | 14 | 10 | 22 | 3 | 18 | A-1-b |
| | | RAMP R | | | | | | | | | |
| 5+50 | 15'Lt | 0.4-5.0 | 8 | 7 | 19 | 40 | 26 | 25 | 9 | 13 | A-4a |
| | | 5.0-12.0 | 19 | 8 | 18 | 38 | 17 | 23 | 5 | 12 | A-4a |
| | | 12.0-16.0 | 19 | 8 | 19 | 38 | 16 | 21 | 5 | 12 | A-4a |
| | | 16.0-23.0 | 19 | 10 | 26 | 31 | 14 | 17 | 4 | 9 | A-4a |
| 8+00 | CL | 0.6-4.0 | 7 | 5 | 11 | 50 | 27 | 26 | 5 | 19 | A-4b |
| | | 4.0-9.0 | 23 | 7 | 19 | 33 | 18 | 23 | 6 | 17 | A-4a |
| | | 9.0-12.0 | 12 | 7 | 18 | 39 | 24 | 23 | 6 | 15 | A-4a |

TE-54-B
600-1-58

# SOIL PROFILE
## MAHONING COUNTY
## MAH-7-14.80

STATE HIGHWAY TESTING LABORATORY
O. S. U. CAMPUS, COLUMBUS 10, OHIO

2/4




PLAN VIEW

TE-54-B
600-1-56

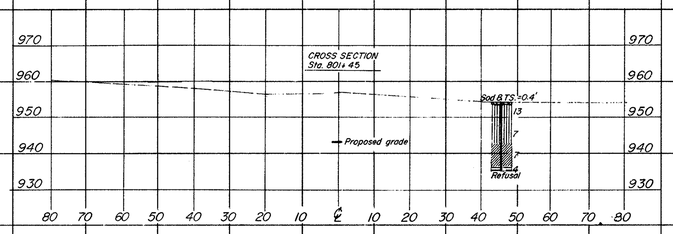
# SOIL PROFILE
## MAHONING COUNTY
## MAH- 7-14.80

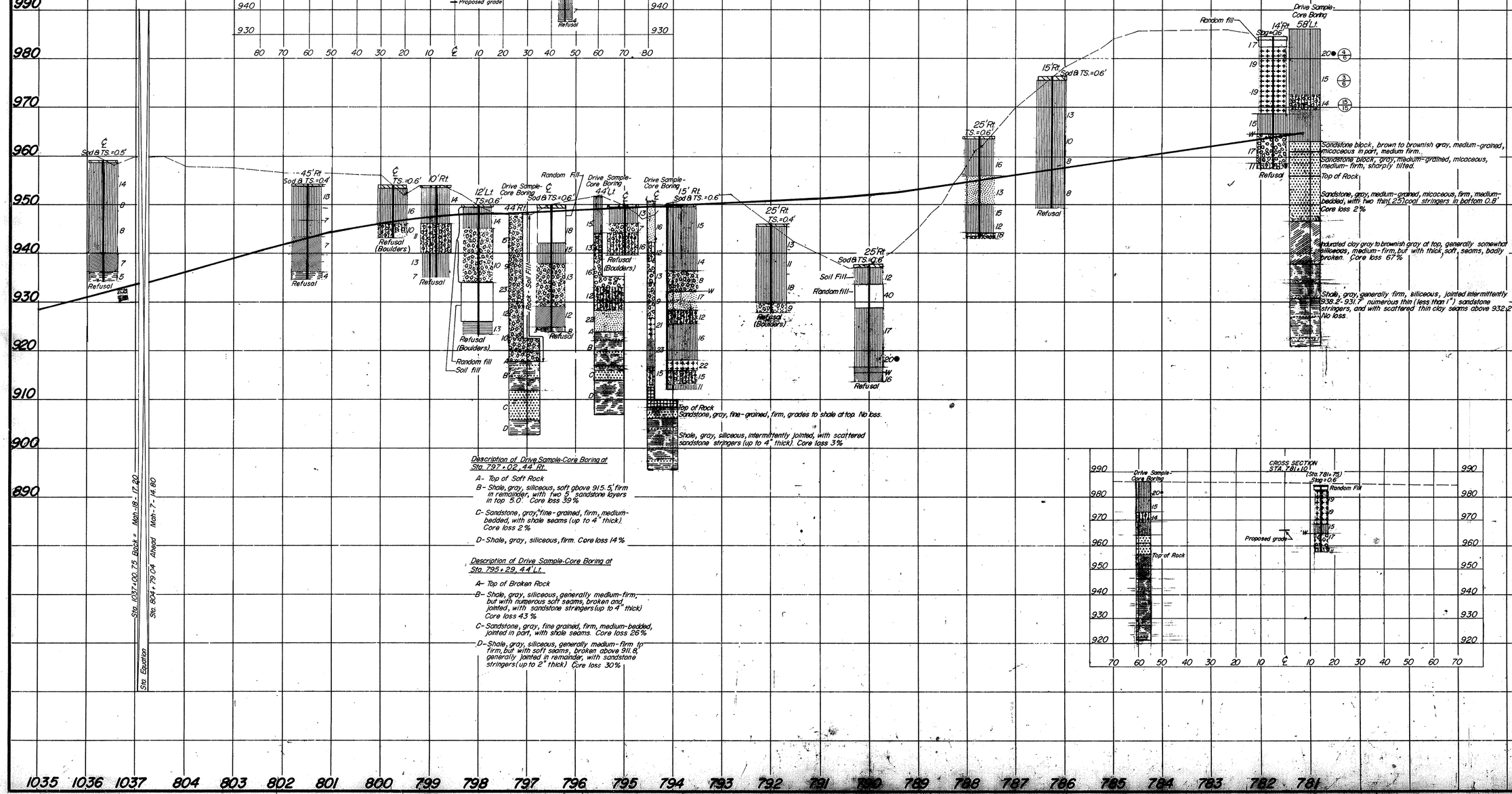
3/4

STATE HIGHWAY TESTING LABORATORY
O. S. U. CAMPUS, COLUMBUS 10, OHIO

DRIVE SAMPLE SOIL TEST DATA

| STATION & OFFSET | DEPTH FROM-TO | % AGG. | % C.S. | % F.S. | % SILT | % CLAY | L.L. | P.I. | % W.C. | SHTL CLASS. |
|---|---|---|---|---|---|---|---|---|---|---|
| 781+40 58'Lt | 5.0-6.0 | 9 | 8 | 17 | 40 | 26 | 23 | 4 | 20 | A-4a |
| | 10.0-11.0 | 19 | 6 | 19 | 27 | 29 | 25 | 9 | 15 | A-4a |
| | 15.0-16.0 | 44 | 8 | 15 | 18 | 15 | 23 | 6 | 14 | A-2-4 |




Description of Drive Sample-Core Boring at Sta. 797+02, 44'Rt.

A- Top of Soft Rock

B- Shale, gray, siliceous, soft above 915.5' firm in remainder, with two 5" sandstone layers in top 5.0'. Core loss 39%

C- Sandstone, gray, fine-grained, firm, medium-bedded, with shale seams (up to 4" thick). Core loss 2%

D- Shale, gray, siliceous, firm. Core loss 14%

Description of Drive Sample-Core Boring at Sta. 795+29, 44'Lt.

A- Top of Broken Rock

B- Shale, gray, siliceous, generally medium-firm, but with numerous soft seams, broken and jointed, with sandstone stringers (up to 4" thick) Core loss 43%

C- Sandstone, gray, fine grained, firm, medium-bedded, jointed in part, with shale seams. Core loss 26%

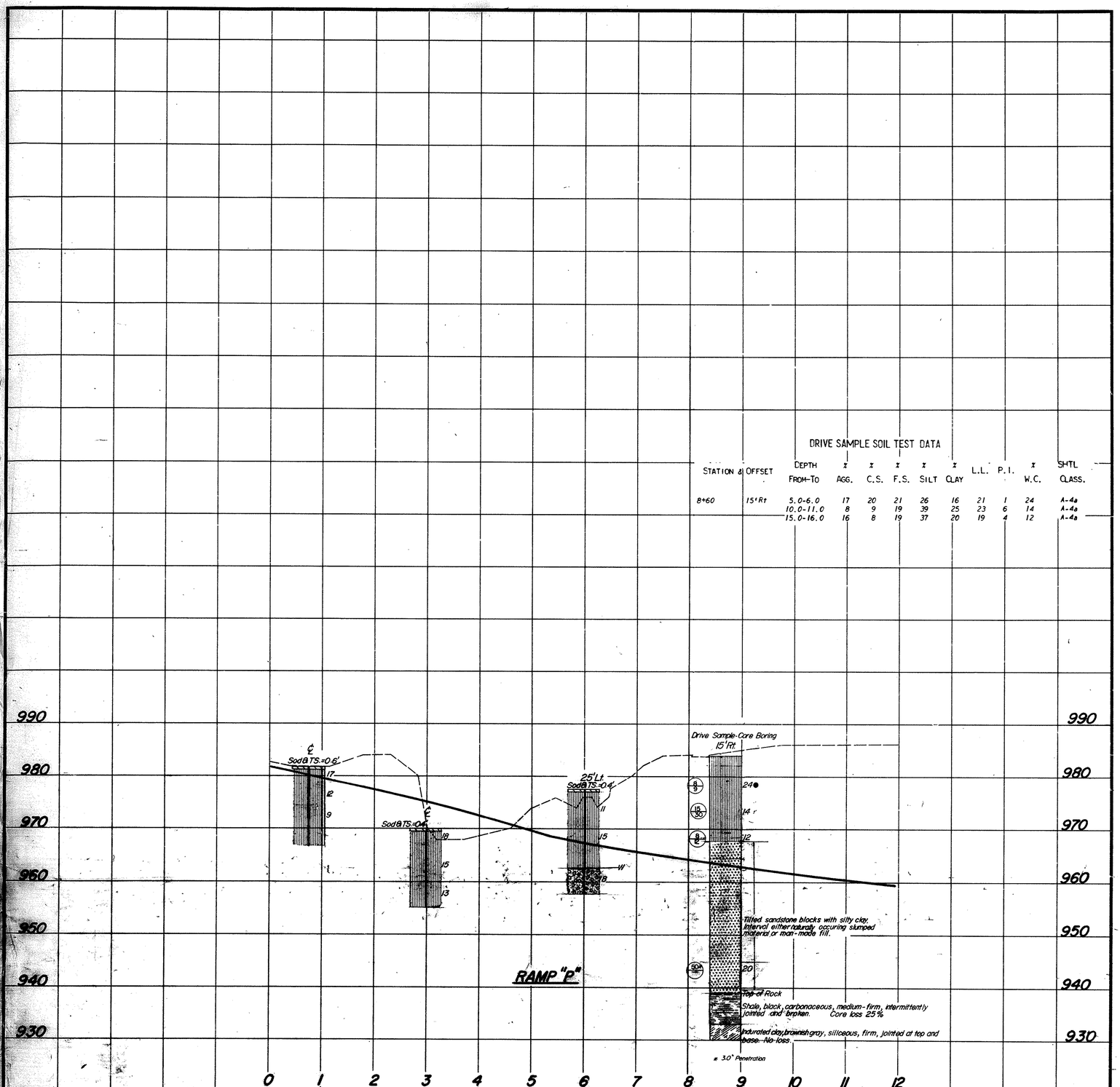
D- Shale, gray, siliceous, generally medium-firm to firm, but with soft seams, broken above 911.8, generally jointed in remainder, with sandstone stringers (up to 2" thick). Core loss 30%

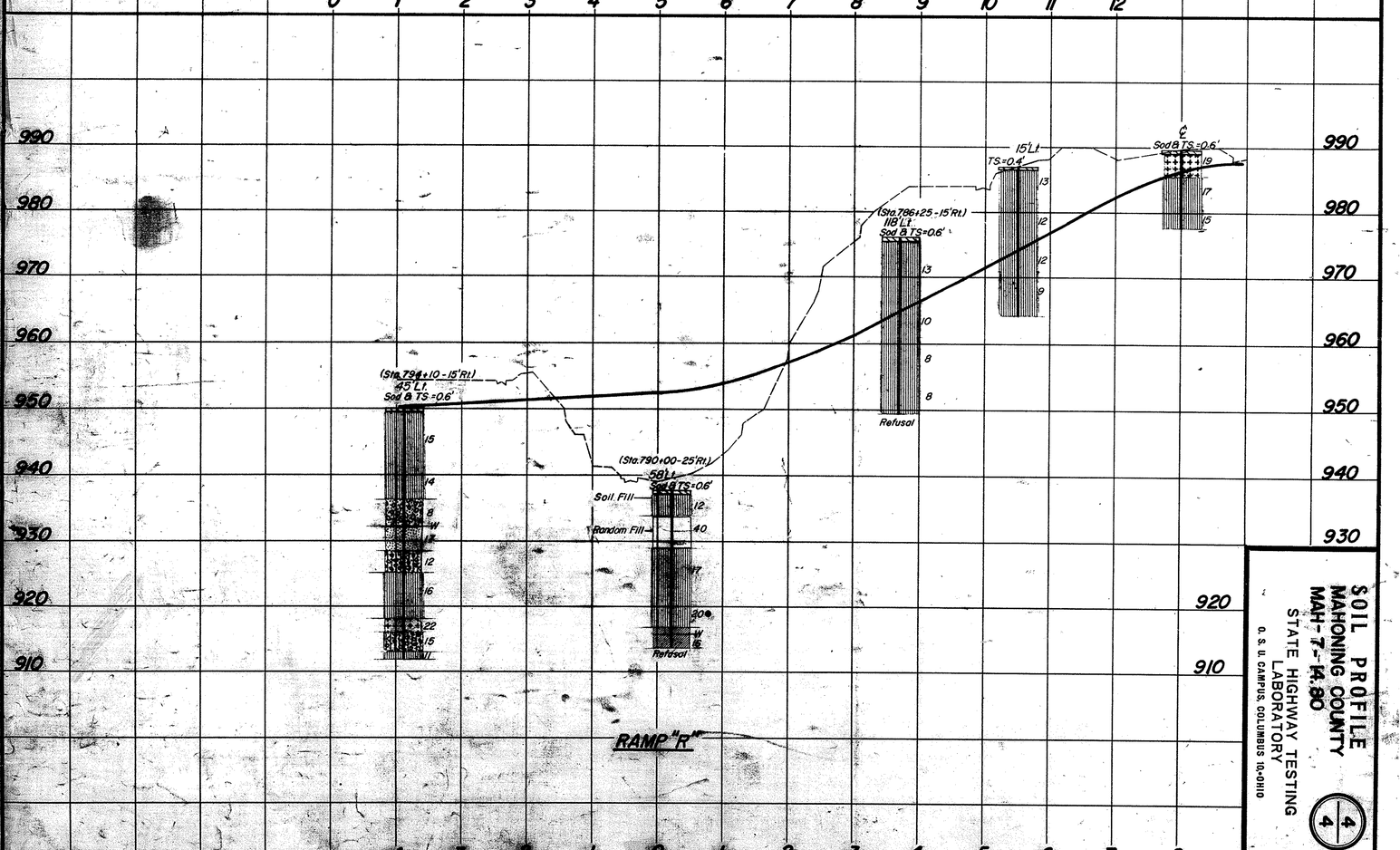
| | Signature | Date |
|---|---|---|
| Drawn by | | 3-22-57 |
| Checked by | | 5-20-57 |
| Recommended by | | 5/21/57 |
| Approved by | | 5/21/57 |

TE-24-B
600-1-58

DRIVE SAMPLE SOIL TEST DATA

| STATION & OFFSET | DEPTH FROM-TO | % AGG. | % C.S. | % F.S. | % SILT | % CLAY | L.L. | P.I. | % W.C. | SHTL CLASS. |
|---|---|---|---|---|---|---|---|---|---|---|
| B+60 15'Rt | 5.0-6.0 | 17 | 20 | 21 | 26 | 16 | 21 | 1 | 24 | A-4a |
| | 10.0-11.0 | 8 | 9 | 19 | 39 | 25 | 23 | 6 | 14 | A-4a |
| | 15.0-16.0 | 16 | 8 | 19 | 37 | 20 | 19 | 4 | 12 | A-4a |




# SOIL PROFILE
## MAHONING COUNTY
## MAH-7-14.80

STATE HIGHWAY TESTING LABORATORY
O. S. U. CAMPUS, COLUMBUS 10-OHIO

4/4