

RECEIVED
APR 25 1966

RECEIVED
MAY 23 1966

LINE DATA

WAY-3-14.72 & WAY-76-12.04	
BEGIN PROJECT STA 773+72.81 TO	
EQUATION STA 798+24.13 BACK	2,451.32 LIN. FT.
EQUATION STA 798+17.97 AHEAD TO	
END PROJECT STA 981+00	18,282.03 LIN. FT.
TOTAL FOR PROJECT	=20,733.35 L.F. OR 3.924 MILES
ADD FOR APPROACH	
STA 769+05.86 TO STA 773+72.81	466.95 LIN. FT.
STA 981+00 TO STA 984+00	300.00 LIN. FT.
FROM SIDE ROADS (SEE SHEET 2)	16,913.66 LIN. FT.
TOTAL LENGTH OF WORK	38,413.96 L.F. OR 7.275 MILES

COUNTY ROAD 19 S-1511-(1)	
BEGIN PROJECT STA 74+75 TO	
END PROJECT STA 93+25	1,850.00 LIN. FT.
TOTAL FOR PROJECT & LENGTH OF WORK S-1511-(1)	1,850 L.F. OR .350 MILES

TOTAL LENGTH OF PROJECTS WAY-3-14.72 & WAY-76-12.04 & S-1511-(1)	22,583.35 L.F. OR 4.277 MI.
TOTAL LENGTH OF WORK WAY-3-14.72 & WAY-76-12.04 & S-1511-(1)	40,263.96 L.F. OR 7.625 MI.

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWNSHIP LINE	----
SECTION LINE	-----
CORPORATION LINE	-----
CENTER LINE	-----
FENCE LINE	-x-x-x-
POLE LINE	-----
RAILROAD	+++++
GUARD RAIL	-----
DRAIN PIPE	-----
RIGHT OF WAY LINE	R/W
LIMITED ACCESS LINE	LA
TREE REMOVAL	⊗ ⊗ ⊗ ⊗
TELEPHONE	⊗
POWER	⊗

INDEX OF SHEETS

TITLE SHEET	1
SCHEMATIC PLAN AND DESIGN DESIGNATION	2-5
TYPICAL SECTIONS	6-17
GENERAL NOTES	18-20
GENERAL SUMMARY	21-23
CALCULATIONS	24-25
SUMMARY OF TABLES	26-33
SPECIAL CONSTRUCTION DETAILS	34-35
PLAN AND PROFILE	36-59
CROSS SECTIONS	60-138
U. S. ROUTE 30 INTERCHANGE	139-162
EXIST. STATE ROUTE 5 INTERCHANGE	162A, 162B, 162C, 162D, 163-171, 171A, 171B, 171C, 171D, 171E, 171F, 172-177, 177A, 177B, 178-180, 180A.
RELOCATED ROUTE 5 INTERCHANGE	181-207
STATE ROUTE 3 INTERCHANGE	208-211
LOCAL ROADS	212-236
RAMP AND TAPER DETAILS	237-239
SUPERELEVATION TABLES	240-266
PENN. RAILROAD RELOCATION	267-271
LITTLE APPLE CREEK RELOCATION	271A, 271B, 271C, 271D, 271E, 272-380
STRUCTURES 20' AND UNDER	382-385, 387-402
SPECIAL CONSTRUCTION DETAILS	403
SANITARY AND WATER LINES	404-411
TRAFFIC CONTROL DEVICES	412-421
STILLING BASINS	422-443
APPROACH SLABS	444-459
STRUCTURES OVER 20 FT. SPAN	460-462
RIGHT-OF-WAY AND FENCE PLAN	463-482
	483-500
	501-510
	511
	512-515, 517-583, 583A, 584-651 (SHEET 516 NOT USED)
	652-693

STANDARD DRAWINGS

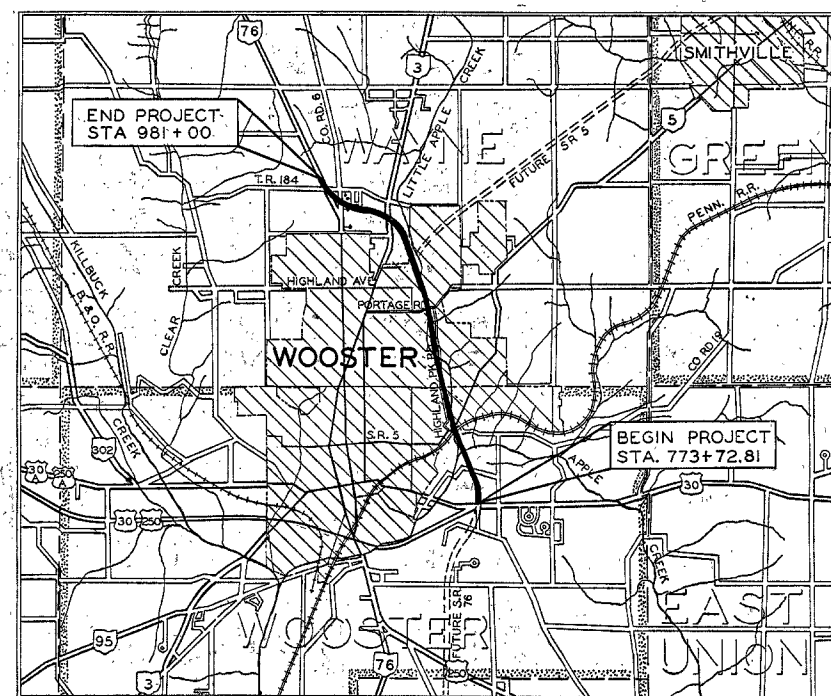
GR-1	6-1-65	SP-53	6-30-61	MH-1A	6-1-65	BP-3	6-1-65	SD-2-64	11-25-64	801	2-2-65	816	8-6-65
BP-1	6-1-65	MC-4	6-1-65	MH-1	6-1-65	BP-4	6-1-65	BR-1-65	2-1-65	808	7-14-65	825	4-22-65
BP-2	6-1-65	CB-2-3&2-4	6-1-65	BP-7	6-1-65	BP-5	6-1-65	AS-1-54	8-10-65	809	4-30-65	1001	9-2-65
BP-6	6-1-65	CB-2-2A&B	6-1-65	MC-5	6-1-65	MH-2	6-1-65			810	5-10-65		
F-1	6-1-65	CB-3A	6-1-65	GR-2A	9-1-65	FACI-1	6-1-65			811	3-29-65		
F-2	6-1-65	CB-6	6-1-65	GR-6	6-1-65	FACI-2	6-1-65						
F-3	6-1-65	I-1	6-1-65	L-1	6-1-65	FSB-1-62	1-15-63			814	3-16-66		
MC-3	6-1-65	I-2	6-1-65	MC-1	6-1-65	SD-1-63	11-12-63			815	8-6-65		
HW-E	6-1-65	I-2A	6-1-65	MC-6	6-1-65								

STATE OF OHIO DEPARTMENT OF HIGHWAYS

WAY-3-14.72 WAY-76-12.04

CITY OF WOOSTER WOOSTER & WAYNE TOWNSHIPS WAYNE COUNTY

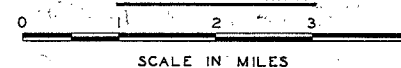
GRADE SEPARATION WITH THE PENN. R.R. CO.



DELIVERY POINT
AVERAGE HAUL FROM SIDING

PENNSYLVANIA R.R. WOOSTER
1.5 MILES

LOCATION MAP



PORTION TO BE IMPROVED
STATE & FEDERAL HIGHWAYS
OTHER ROADS
PROPOSED HIGHWAYS

SCALES

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

SEE SHEET NO. 1 FOR
GENERAL DESIGNATION

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	S-1511-(1)

WAYNE COUNTY
WAY-3-14.72
WAY-76-12.04

1965 SPECIFICATIONS

LIMITED ACCESS

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

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

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

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

APPROVED: D.H. Cimmer
DATE: 3-16-66 DIVISION DEPUTY DIRECTOR

APPROVED: C.H. Altrater
DATE: 4-25-66 ENGINEER OF BRIDGES

APPROVED: R.D. Ricketts
DATE: 5-2-66 ENGINEER OF LOCATION & DESIGN

APPROVED: P.E. Shultz
DATE: 5-2-66 DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION

APPROVED: T.H. Broun
DATE: 5-5-66 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED: E.W. Wilson
DATE: 5-6-66 DEPUTY DIRECTOR OF PLANNING & PROGRAMMING

APPROVED: _____
DATE: _____ FIRST ASSISTANT DIRECTOR

APPROVED: P.E. Maschke
DATE: 5/16/66 DIRECTOR OF HIGHWAYS

APPROVED: W. Wilson
DATE: 5/16/66 MAYOR, CITY OF WOOSTER

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

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER

DATE

FILE NO. _____
WAY-3-14.72
WAY-76-12.04
DATE OF LETTING _____
CONTRACT NO. _____

MODIFIED
APR 25 1977
REVISION

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

2
693

LINE DATA FOR APPROACHES

U.S. 30
Begin Work Sta. 1520+00
End Work Sta. 1565+00
Length of Work 4,500.00 Lin. Ft.

COUNTY ROAD 19
Begin Work Sta. 23+25
End Work Sta. 29+66
Length of Work 641.00 Lin. Ft.

RELOCATED S.R. 5
Begin Work Sta. 5+50
Equation Sta. 28+92.84 = Sta. 39+33.37
End Work Sta. 39+00
Length of Work 2,809.97 Lin. Ft.

PORTAGE ROAD
Begin Work Sta. 40+25
Equation Sta. 40+78.36 = 40+79.38 Ahd
End Work Sta. 61+75
Length of Work 2,148.98 Lin. Ft.

HIGHLAND AVENUE
Begin Work Sta. 110+00
End Work Sta. 117+19.38
Length of Work 719.38 Lin. Ft.

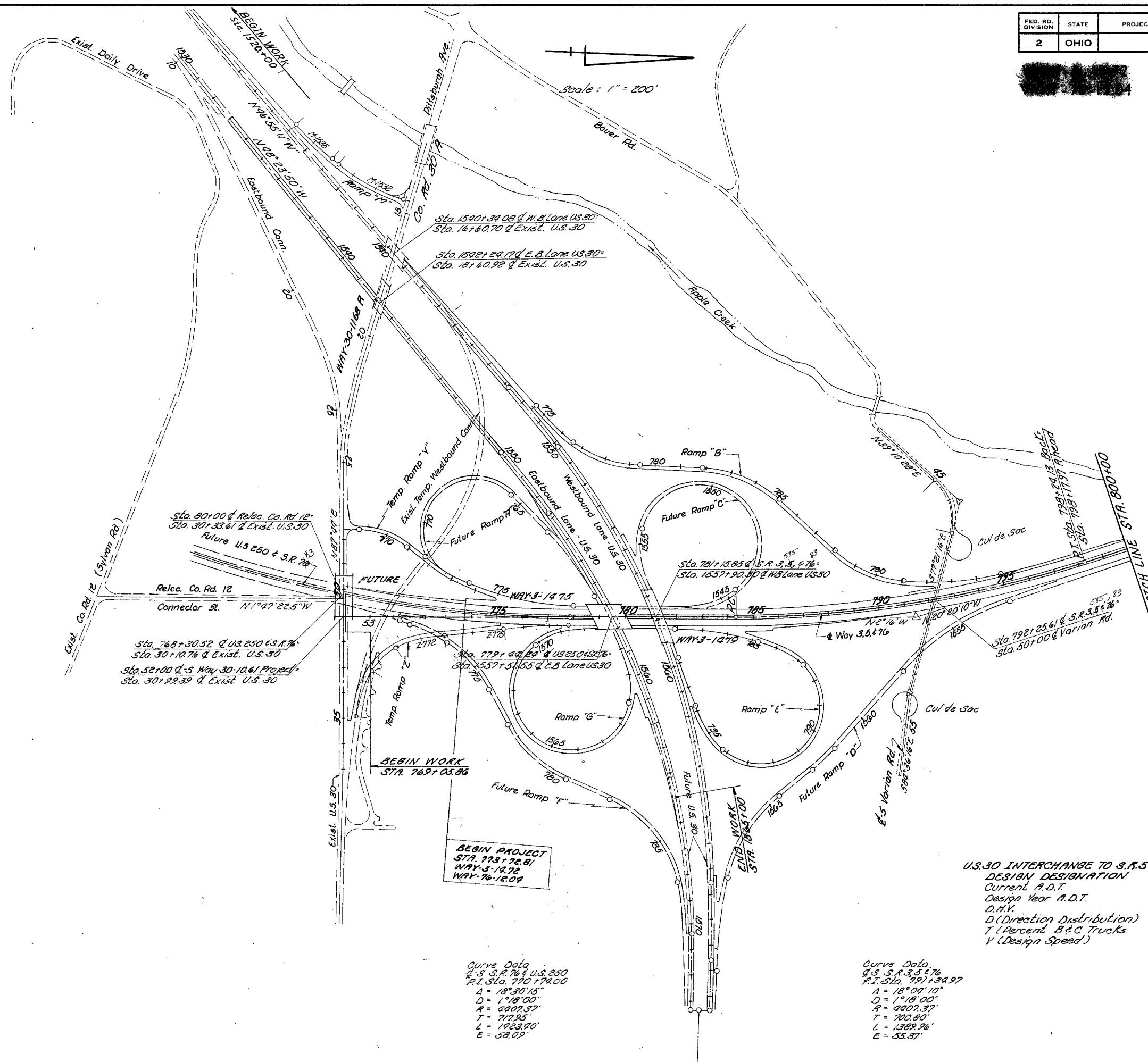
S.R. 3
Begin Work Sta. 58+75
End Work Sta. 56+00
Length of Work 2,725.00 Lin. Ft.

FRIENDSVILLE ROAD
Begin Work Sta. 12+00
Suspend Work Sta. 13+57.84
Resume Work Sta. 13+97.08
End Work Sta. 17+50
Length of Work 510.76 Lin. Ft.

MILLTOWN ROAD WEST
Begin Work Sta. 18+00
Suspend Work Sta. 19+88.73
Resume Work Sta. 20+29.66
End Work Sta. 26+00
Length of Work 759.07 Lin. Ft.

PENNSYLVANIA RAILROAD RELOCATION
Begin Work Sta. 7062+00
End Work Sta. 7083+00
Length of Work 2100.00 Lin. Ft.

Total length 16,913.66 Lin. Ft.
or 3.203 Miles



U.S. 30 INTERCHANGE TO S.R. 5 INTERCHANGE
DESIGN DESIGNATION
Current A.D.T. 6,102
Design Year A.D.T. 13,750
D.H.V. 2,060
D (Direction Distribution) 1,236
T (Percent B & C Trucks) 12.6 %
V (Design Speed) 60 M.P.H.

Curve Data
G.S. S.R. 76 & U.S. 250
P.I. Sta. 770+74.00
Δ = 18°30'15"
D = 1°18'00"
R = 4407.37'
T = 712.95'
L = 1923.90'
E = 38.09'

Curve Data
G.S. S.R. 3.5 & 76
P.I. Sta. 791+34.97
Δ = 18°09'10"
D = 1°18'00"
R = 4407.37'
T = 700.80'
L = 1389.96'
E = 55.37'

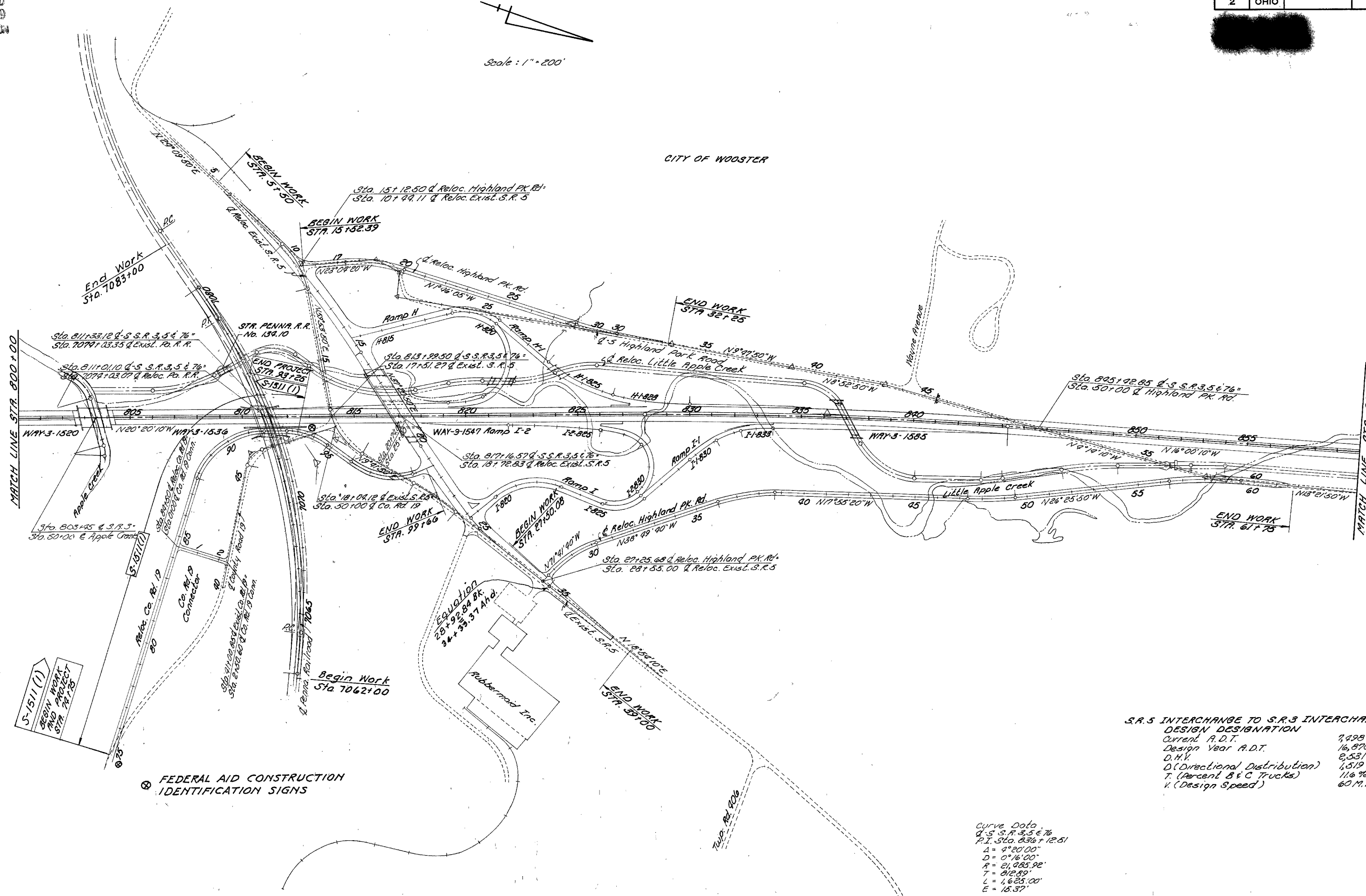
MODIFIED
APR 25 1979
REVISION

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

3
623

Scale: 1" = 200'

CITY OF WOOSTER



S.R. 5 INTERCHANGE TO S.R. 3 INTERCHANGE	
DESIGN DESIGNATION	
Current A.D.T.	7,498
Design Year A.D.T.	16,870
D.H.V.	2,531
D (Directional Distribution)	4,519
T (Percent B & C Trucks)	11.6%
V (Design Speed)	60 M.P.H.

Curve Data
d S.S.R. 3, 5 & 76
P.I. Sta. 836+12.51
Δ = 4°20'00"
D = 0°16'00"
R = 21,885.92'
T = 812.89'
L = 1,625.00'
E = 15.37'

Rev. 5-10-66

MODIFIED
APR 25 1968
REVISION

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

4
693

Scale: 1" = 200'

MATCH LINE STA. 860+00

MATCH LINE STA. 920+00

CITY OF WOOSTER

CITY OF WOOSTER

WAYNE TOWNSHIP

CITY OF WOOSTER

Wooster Corporation Limits

County Rd. 23

Cleveland Rd.

Exst. S.R. 9

Northview Dr.

Wooster Corp. Limits

Sta. 117+41.38 Rebo. Highland Ave.
Sta. 45+50 Rebo. Portage Rd.

Sta. 883+68.66 & Way S&S
Sta. 29+95.72 Rebo. Portage Rd.

2360-1964 A.D.T.

BEGIN WORK
Sta. 40+78.36 Back =
Sta. 40+79.38 Ahead

Begin Work
Sta. 170+00

Rebo. Highland Ave.
Exst. Highland Ave.
90 A.D.T. 1964

D=0°40'00"

Way 3&5

E-Survey Highland Park Rd.

BEGIN WORK
Sta. 76+75

290-1964 A.D.T.

END WORK
Sta. 90+31.67

Sta. 53+90.06 Rebo. Portage Rd.
Sta. 90+58.46 Rebo. Highland Park Rd.

End Work
Sta. 61+75

Southbound Lane

D=3°00'

Little Apple Creek

Future Ramp "O"

Future S.R. 5

Future Ramp "D"

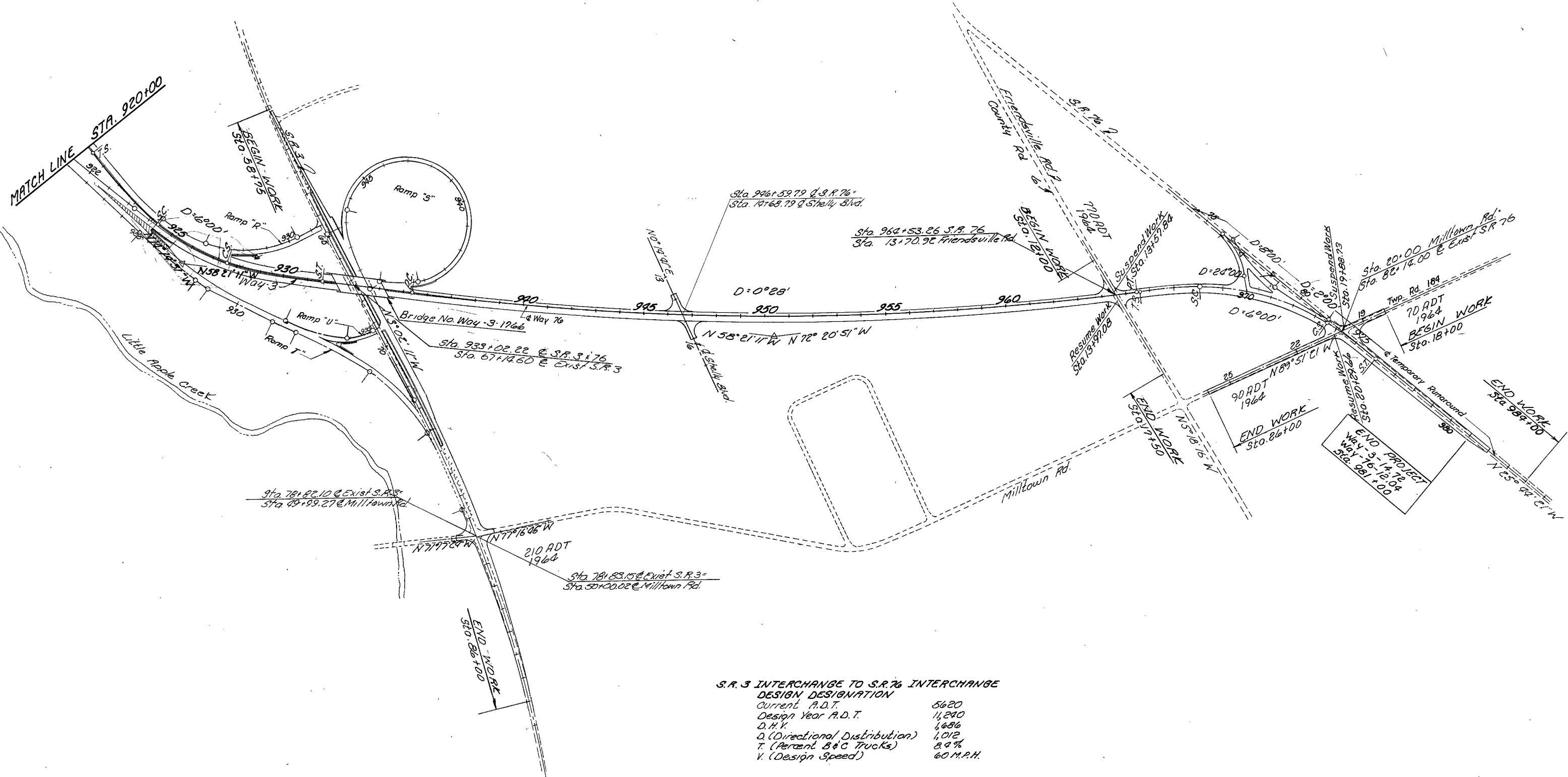
Future Proposed S.R. 5

MICROFILMED
APR 25 1974
FED. HIGHWAY ADMIN.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

5
623

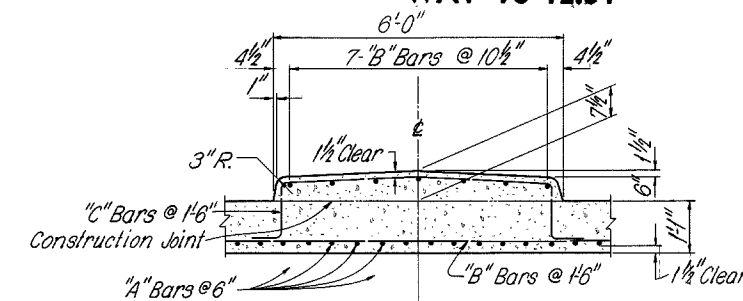
Scale: 1" = 200'



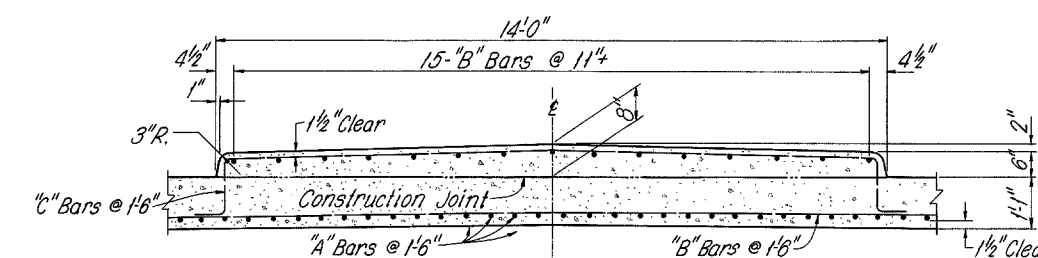
S.R. 3 INTERCHANGE TO S.R. 76 INTERCHANGE

DESIGN DESIGNATION	
Current A.D.T.	5420
Design Year A.D.T.	11,240
D.H.K.	1,686
D. (Directional Distribution)	1,012
T. (Percent B+C Trucks)	8.4%
V. (Design Speed)	60 M.P.H.

WAY-3-14.72
WAY-76-12.04



SECTION B-B

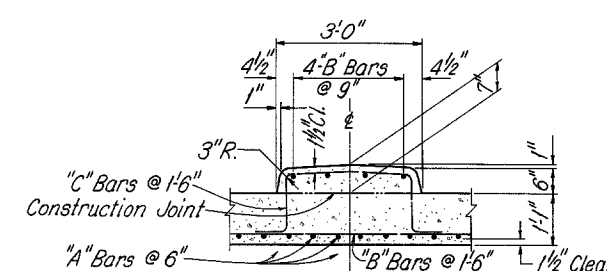


SECTION C-C

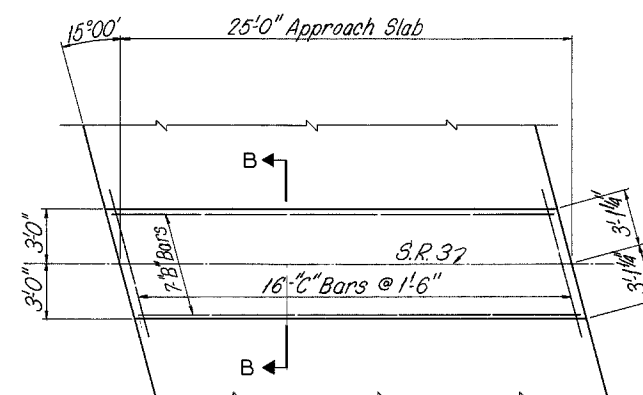
NOTES

NOTES AND DETAILS See Standard Drawing AS-1-54 (dated 8-10-65).

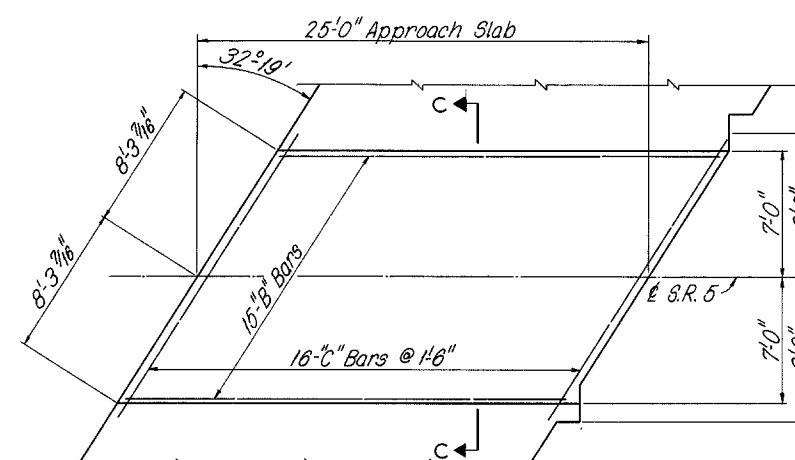
REINFORCING STEEL: "A" Bars are number 8
"B" Bars are number 5
"C" Bars are number 5
"D" Bars are number 5



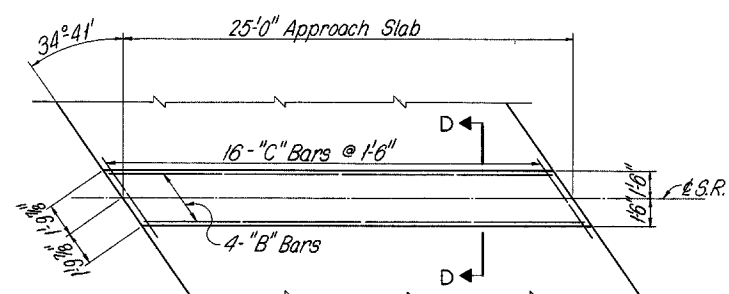
SECTION D-D



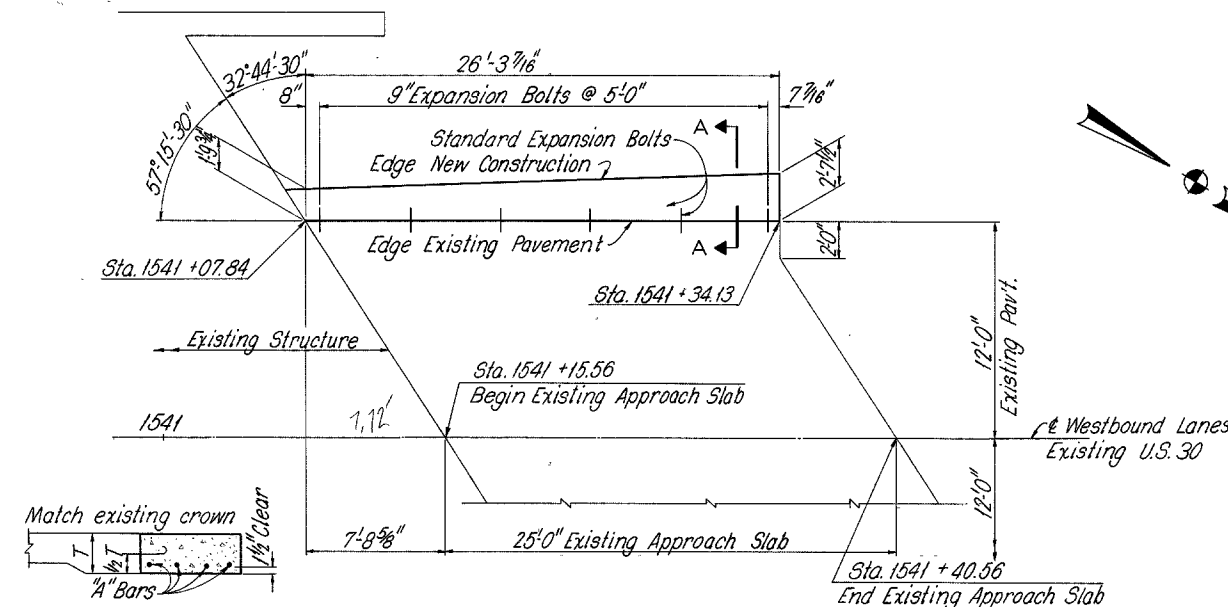
APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1520
OVER APPLE CREEK



APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1547
S.R.5 OVER LITTLE APPLE CREEK & S.R.3

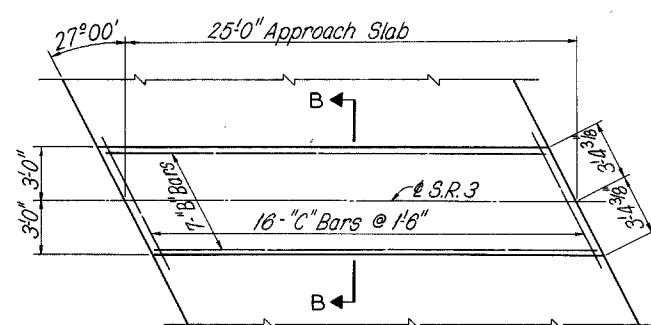


APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1766
OVER EXISTING U.S. 3

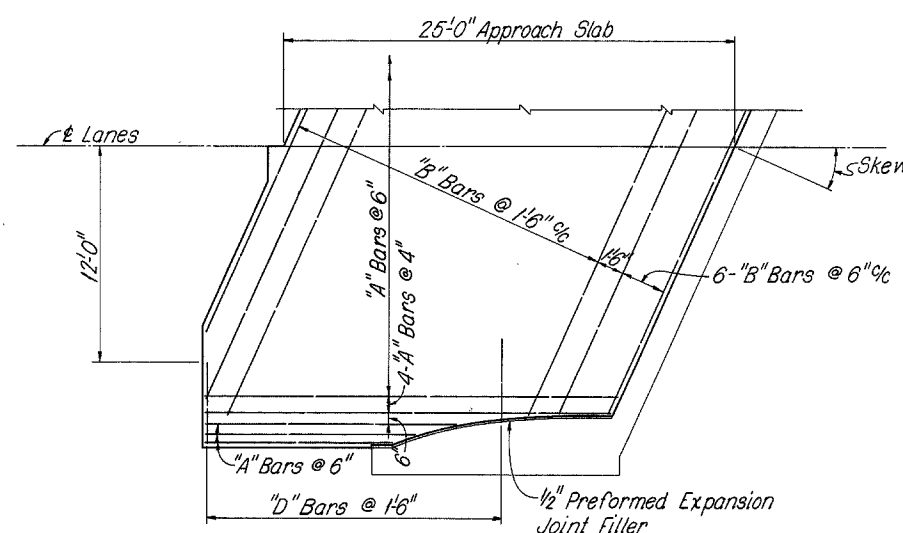


SECTION A-A

APPROACH SLAB MODIFICATION
EXISTING STRUCTURE
WAY-30-1163-L



APPROACH SLAB MEDIAN DETAIL
BRIDGE NO. WAY-3-1475
E.B. LANES UNDER S.R.3



APPROACH SLAB DETAIL
BRIDGE NO. WAY-3-1479 (AS SHOWN) 1766 (OPP. HAND)
OVER S.R. 3
BRIDGE NO. WAY-3-1547
S.R.5 OVER LITTLE APPLE CREEK & S.R.3

B.M. Spike in Root Twin Elm
95' Rt. Sta. 781+27
Elev. 983.557

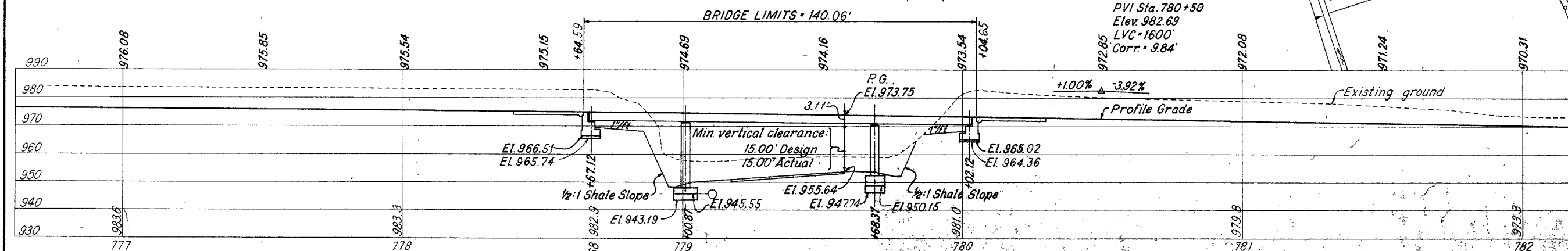
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

527
693

WAY-3-1472
WAY-76-12.04

CURVE DATA - EASTBOUND U.S.R.30

P.I. Sta. 1562+06.00
 $\Delta = 41^{\circ}19'30''$ Rt.
 $D_s = 2^{\circ}00'$
 $R = 2864.79'$
 $L_s = 300'$
 $T_s = 1230.85'$
 $E_s = 198.34'$
 $G_s = 3^{\circ}00'$
 $L_c = 1766.25'$
 $S = .064/ft$



PROPOSED STRUCTURE

TYPE: Continuous steel beam with reinforced concrete deck and substructure.
SPANS: 33'-9"; 67'-6"; 33'-9" % Brgs.
ROADWAY: 108' f/r Parapets with 6' raised median
LOAD FREQUENCY: CF2000 (57)
SKEW: 27°-00' R.F.
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: AS-1-54 (25' long, modified)
ALIGNMENT: Tangent
SUPERELEVATION: .031 /ft.

AVERAGE DAILY TRAFFIC: Proposed S.R.3:
P = 10,620; C = 1645; Total = 12,265. Proposed U.S.R.30:
P = 8260; C = 2005; Total = 10,265. (1985 traffic)

FOUNDATION INVESTIGATION LEGEND

- Indicates core boring location
- Indicates rod sounding location

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

SITE PLAN

BRIDGE NO. WAY-3-1475
E.B. LANES UNDER S.R.3

WAYNE COUNTY S.R.3
STA 778+64.59 TO STA 780+04.65

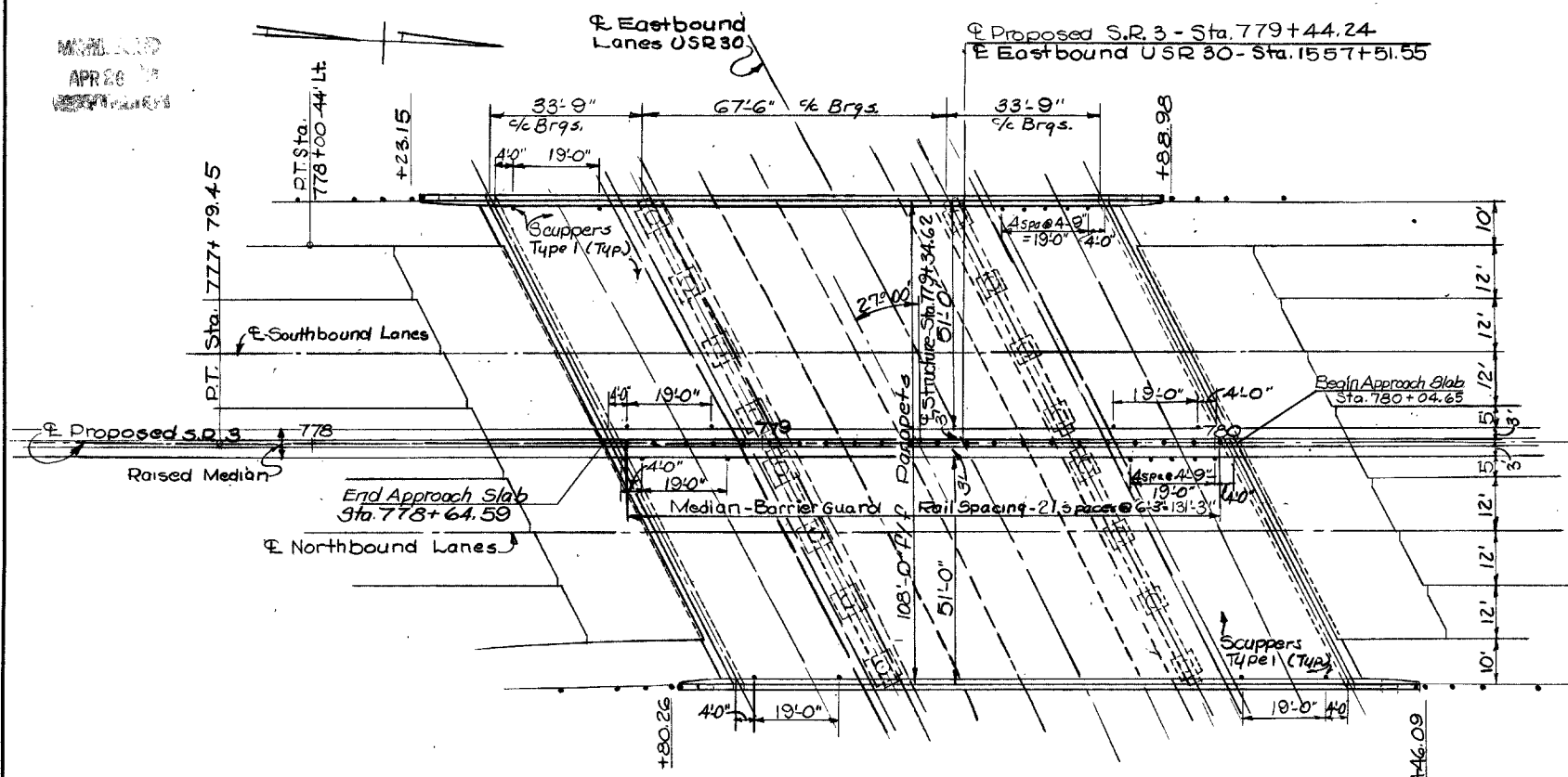
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
PAK	PAK	PAK	PAK	PAK		

MANFIELD
APR 28 1965

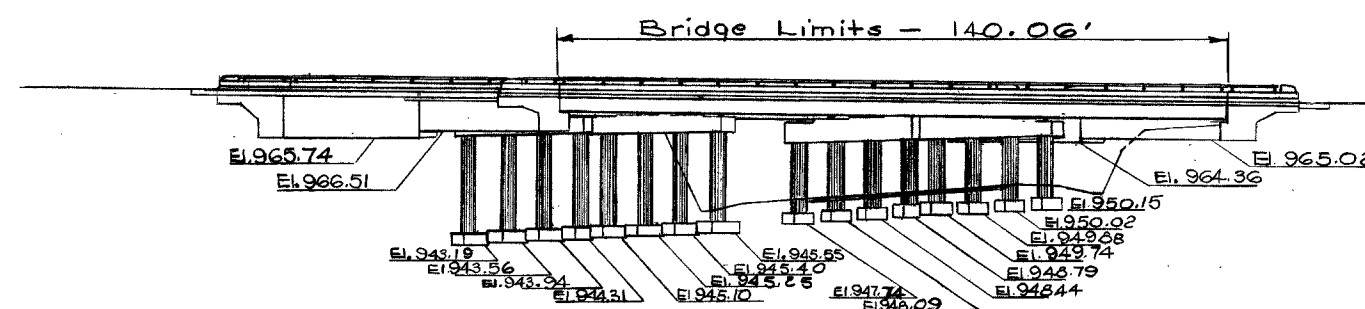
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

528
693

WAY-3-14.72
WAY-76-12.04



GENERAL PLAN



GENERAL ELEVATION

ESTIMATED QUANTITIES (TWO STRUCTURES)

ITEM	QUANTITY	UNIT	DESCRIPTION	ABUTMENT	PIER	SUPER	GENERAL	AS BUILT
503	124	Cu. Yds.	Unclassified Excavation.	124				
503	281	Cu. Yds.	Rock and Shale Excavation.	197	84			
509	187,207	Lbs.	Reinforcing Steel.	16,262	40,263	130,682		
511	457	Cu. Yds.	Class "C" Concrete, Superstructure.			457		
511	168	Cu. Yds.	Class "C" Concrete, Pier caps and columns.		168			
511	43	Cu. Yds.	Class "E" Concrete, Pier footings.		43			
511	237	Cu. Yds.	Class "E" Concrete, Abutments.	237				
512	15	Lin. Ft.	Waterproofing, Premolded Sealing Strip.	15				
513	364,500	Lbs.	Structural Steel.			364,500		
514	364,500	Lbs.	Field Painting of structural Steel.			364,500		
516	54	Sq. Ft.	1" Preformed Expansion Joint Filler (AASHTO, M-153)	54				
517	325.67	Lin. Ft.	Bridge Railing, Type 1.	51.17		274.50		
517	140.06	Lin. Ft.	Railing, Barrier (Deep beam rails, with steel posts and bolts)			140.06		
518	22	Each	Scuppers, including supports.			22		
808	457	Units	Water-Reducing, Set-Retarding Admixture			457		
825	1890	Sq. Yds.	Concrete Surface Treatment				1890	

~GENERAL NOTES~

REFERENCE shall be made to Standard Drawings BR-1-65 (Sheet 1) revised 11-24-65, FSB-1-62 revised 1-15-63, SD-1-63 (Sheets 2, 3 and 4) dated 11-12-63, SD-2-64 dated 11-25-64, AS-1-54 revised 8-10-65, and Supplemental Specifications 808 dated 7-14-65, 811 dated 3-29-65, and 825 dated 4-22-65.

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.

Design Loading: CF-2000 (57)

Concrete Class C: basic unit stress 1,333 p.s.i.

Concrete Class E: basic unit stress 1,133 p.s.i.

Structural Steel: ASTM A 36, basic unit stress 20,000 p.s.i.

Reinforcing Steel: ASTM A 15, A 16, A 160 Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i.

Except, spiral reinforcement may be plain

Structural Grade with basic unit stress of

18,000 p.s.i.

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

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 1.4 tons per sq. ft. and pier footings are designed for a maximum bearing pressure of 10.6 tons per sq. ft.

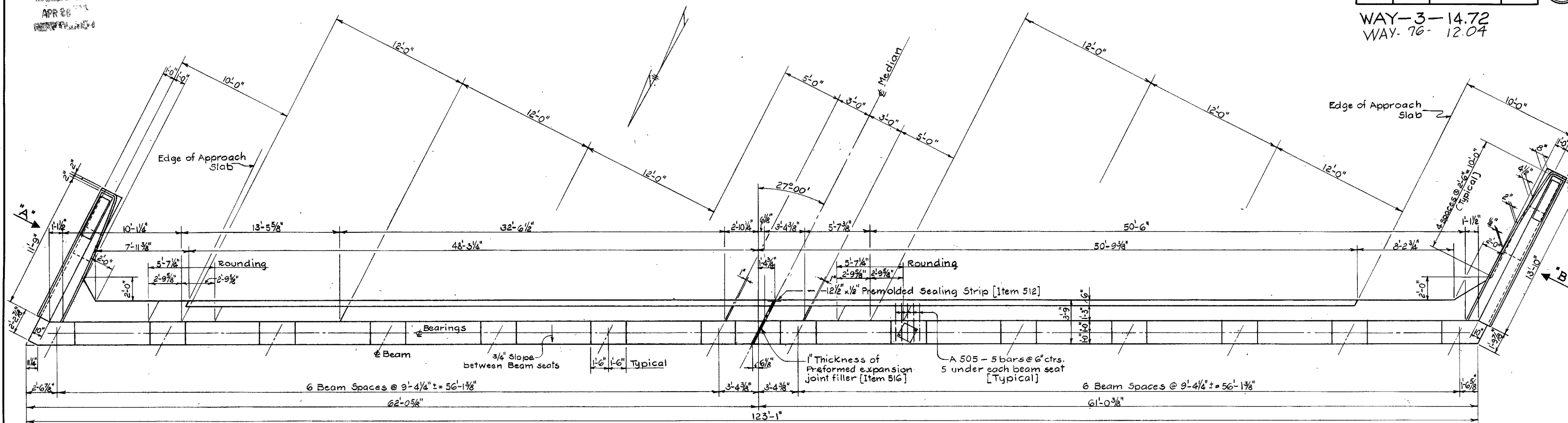
MACHINE FINISH: At the Contractor's option, the concrete deck may be finished by the use of a finishing machine.

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANFIELD, OHIO.

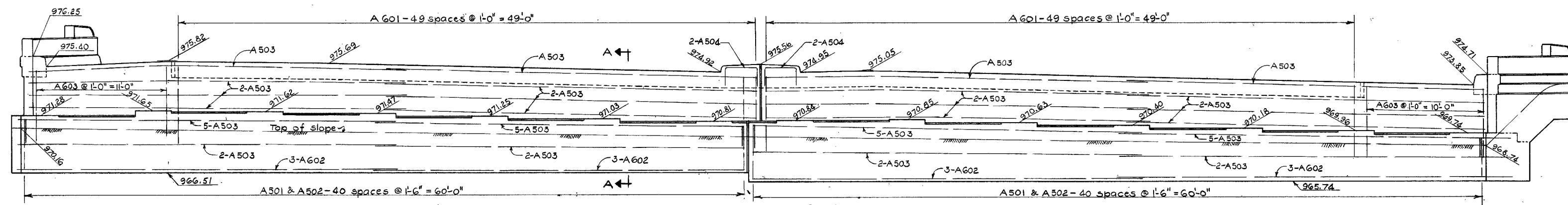
GENERAL PLAN & ELEVATION
EST. QUANTITIES & GEN. NOTES
BRIDGE NO. WAY- 3- 1475
E.B. LANES UNDER S.R. 3
WAYNE COUNTY S.R. 3
STA. 778+64.59 TO STA. 780+04.65

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WIC	PJM		AW	PHS	12 8 65	
FHS						

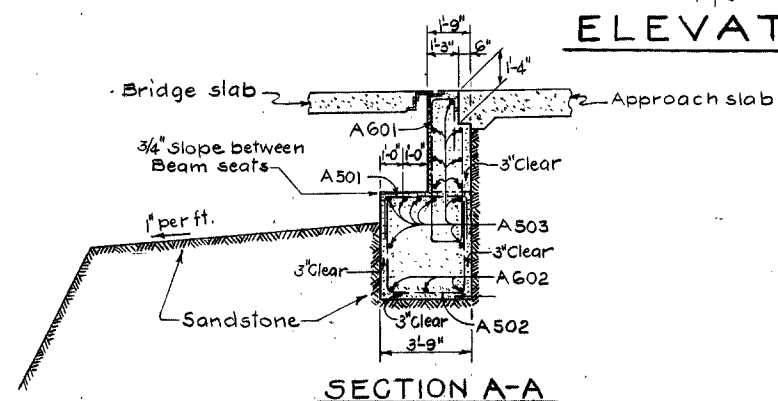
WAY-3-14.72
WAY-76-12.04



PLAN



ELEVATION



NOTES:

CONCRETE shall be Class "E" for Abutments
and Class "C" for parapet and end post.

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

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

REAR ABUTMENT DETAILS

BRIDGE NO. WAY-3-1475

E.B. LANES UNDER S.R.3

WAYNE COUNTY S.R.
STA. 778+64.59 TO STA. 780+04.65

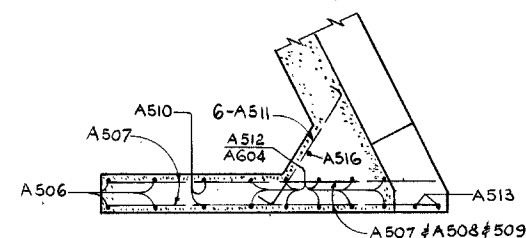
SCALE				DATE	
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
W.C.	F.H.S.	L.P.	<i>[Signature]</i>	<i>[Signature]</i>	7-8-65

APR 86

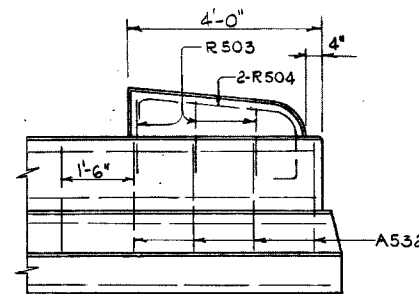
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

631
693

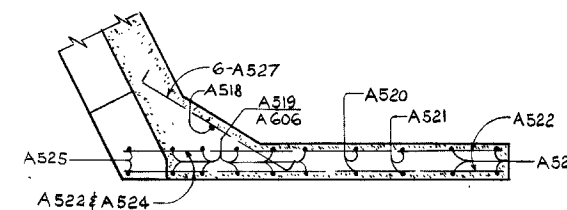
WAY-3-14.72
WAY-76-12.04



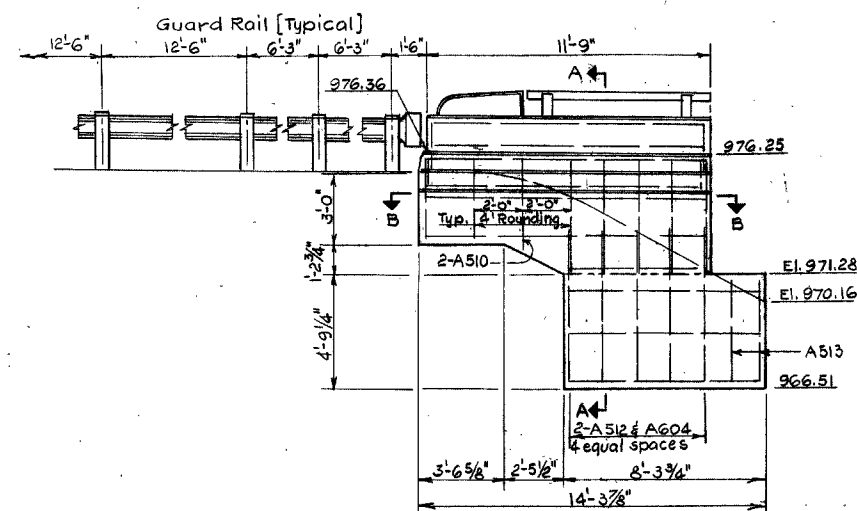
SECTION B-B



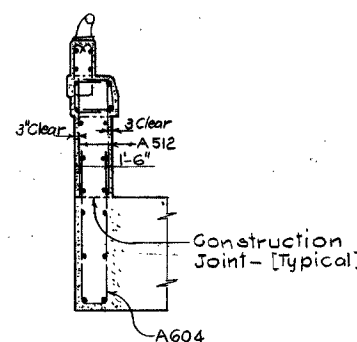
SUPPORTED END POST
[See Std. Drwg. BR-1-65 TYPE I]
Typical for all wingwalls



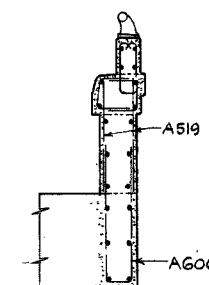
SECTION D-D



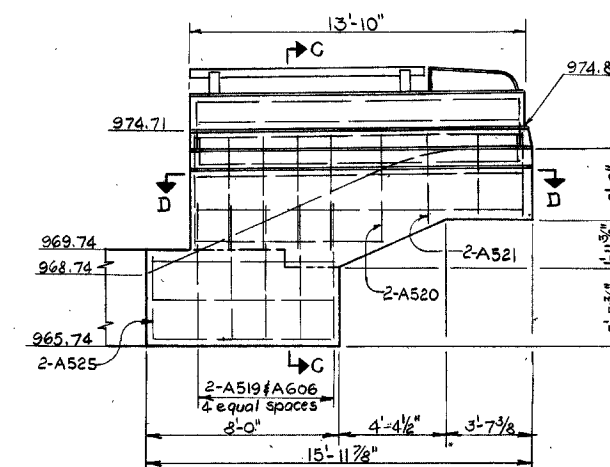
REAR ABUTMENT-VIEW "A"
Reinforcing steel not shown is identical
to reinforcement shown in View "C".



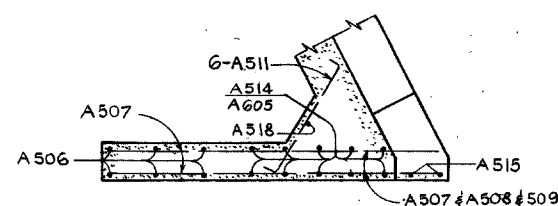
SECTION A-A



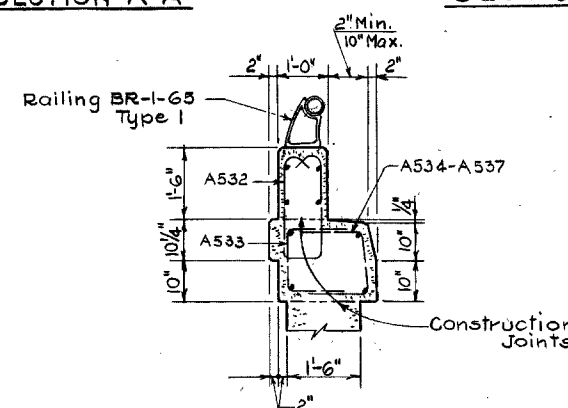
SECTION C-C



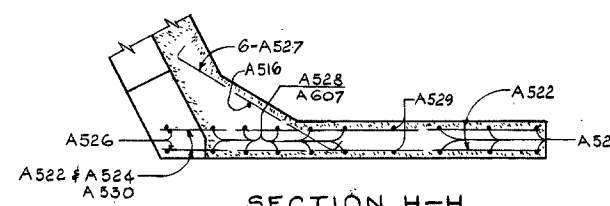
REAR ABUTMENT-VIEW "B"
Reinforcing steel not shown is identical
to reinforcement shown in View "D".



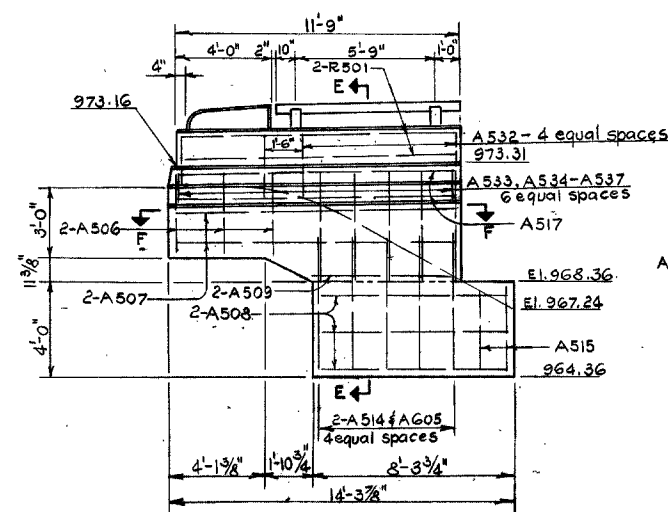
SECTION F-F



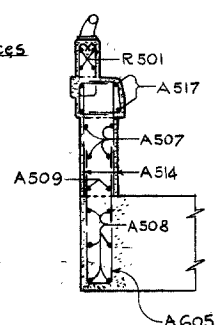
PARAPET and CURB DETAILS
Typical for all wingwalls



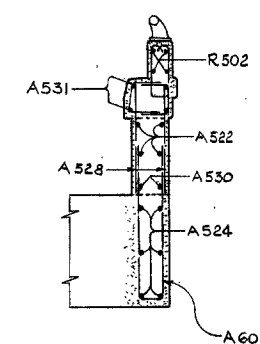
SECTION H-H



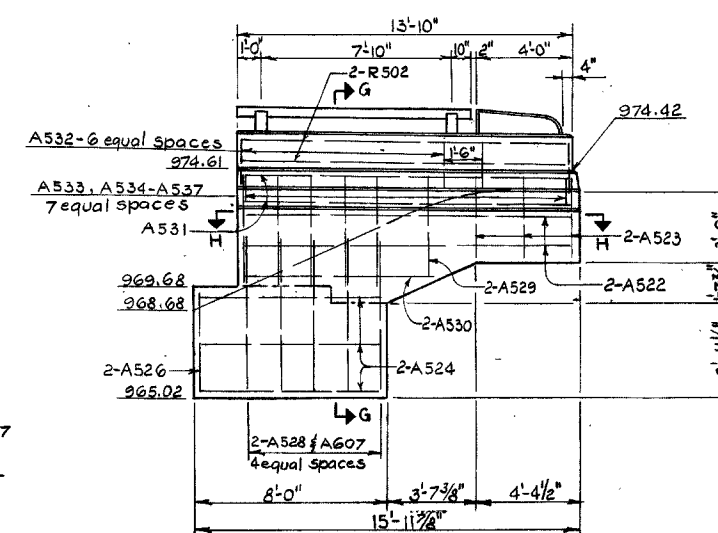
FORWARD ABUTMENT-VIEW "C"



SECTION E-E



SECTION G-G



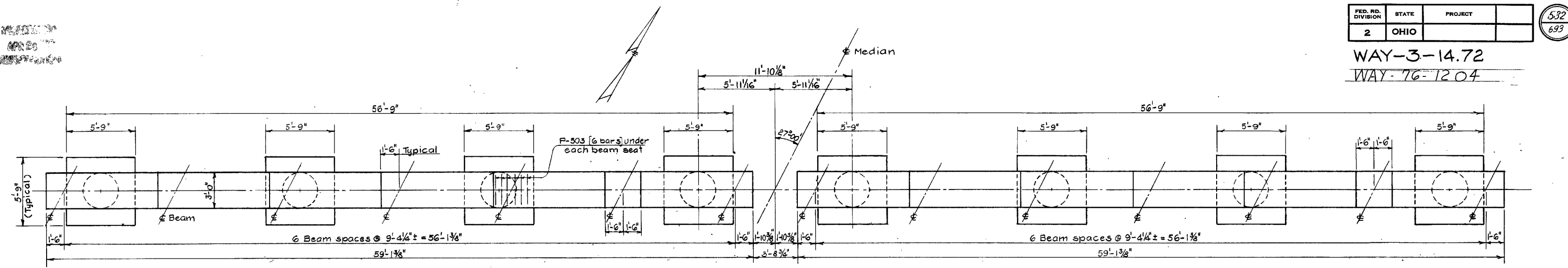
FORWARD ABUTMENT-VIEW "D"

SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO

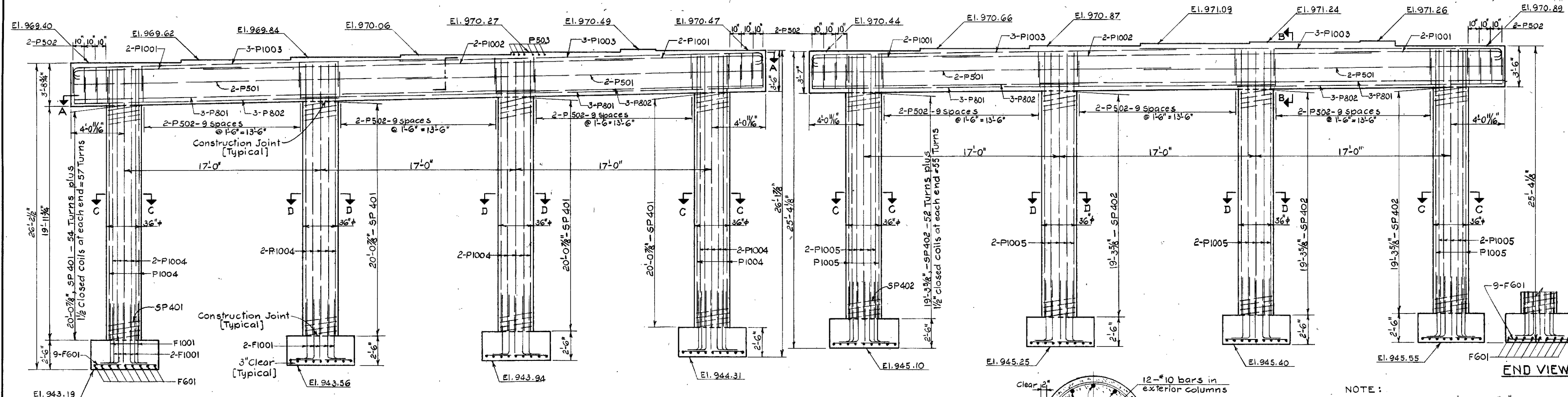
ABUTMENT DETAILS
BRIDGE NO. WAY-3-1475
E.B. LANES UNDER S.R.3
WAYNE COUNTY S.R.3
STA. 778+64.59 TO STA. 780+04.65

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
W.C.	F.H.S.	L.P.	8/24	F.H.S.	12-8-65

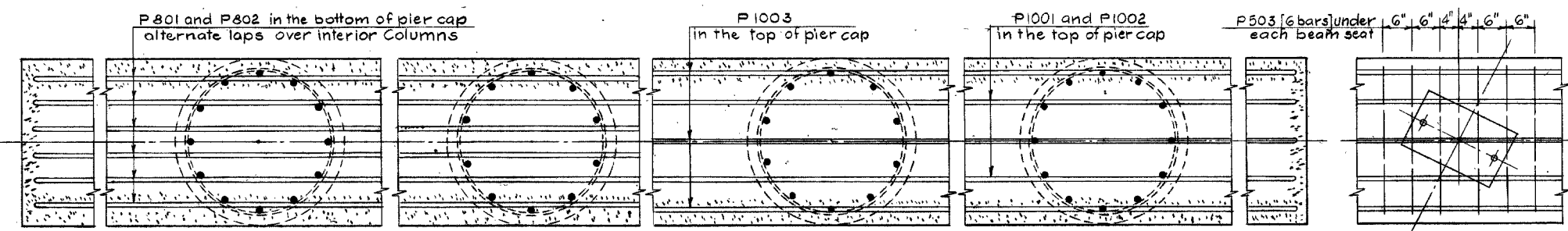
WAY-3-14.72
WAY-76-12.04



PLAN

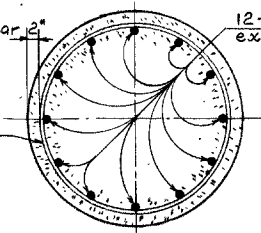


ELEVATION

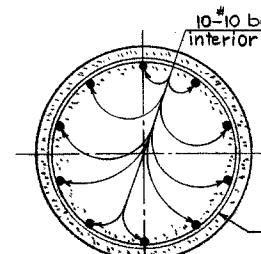


SECTION A-A

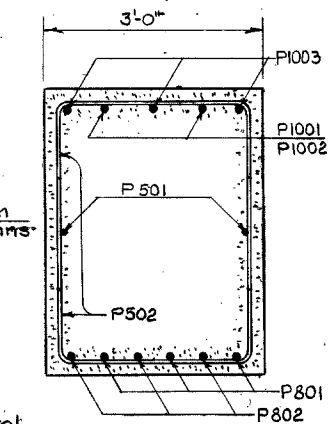
LOCATION OF BEARING PLATE
E-200



SECTION C-C



SECTION D-D



SECTION B-B

NOTE:
CONCRETE shall be Class "C" for caps and columns and Class "E" for footing.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO.							
REAR PIER DETAILS							
BRIDGE NO. WAY-3-1475							
E.B. LANES UNDER S.R.3							
WAYNE COUNTY S.R.3							
STA. 778+64.59 TO STA. 780+04.65							
SCALE DATE							
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED	
WIC	L.P.				12-8-65		

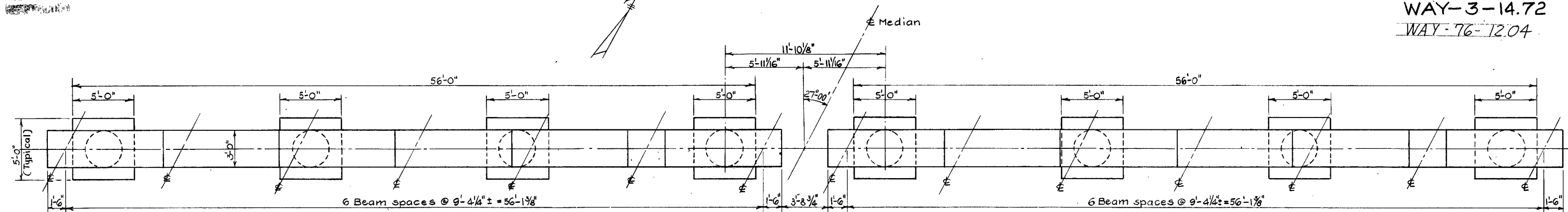
APR 88

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

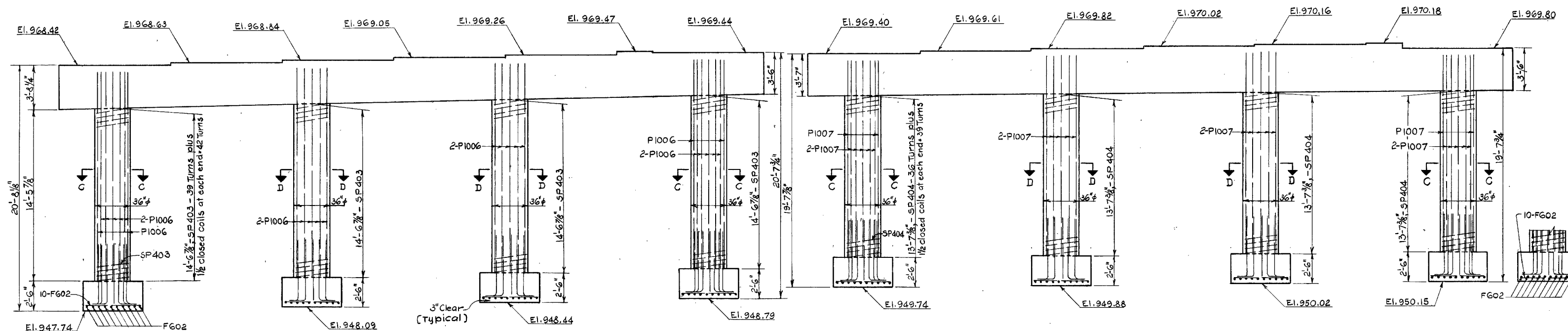
533
693

WAY-3-14.72

WAY-76-12.04

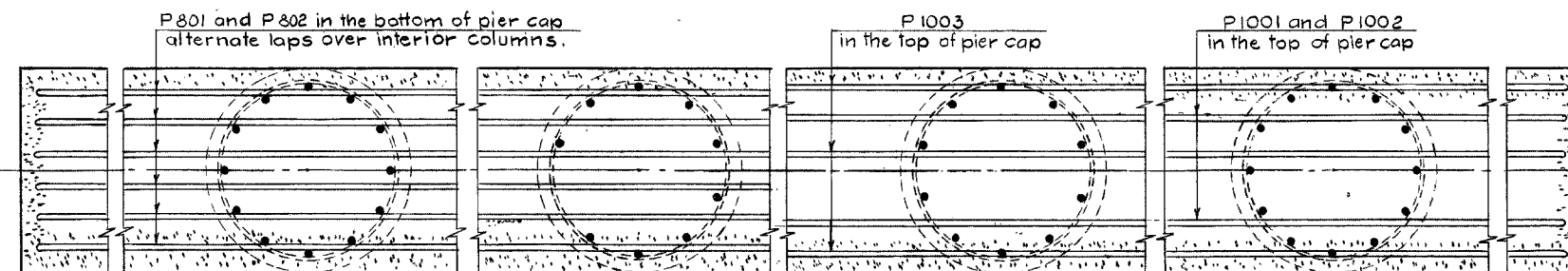


PLAN

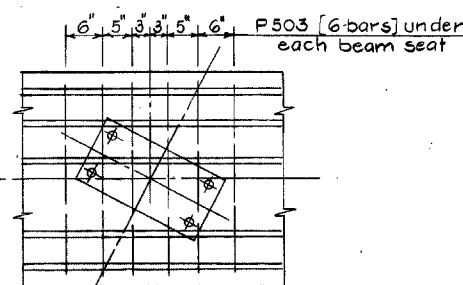


ELEVATION

NOTE: Dimensions, Details and Reinforcing Steel not shown are identical to REAR PIER DETAILS.



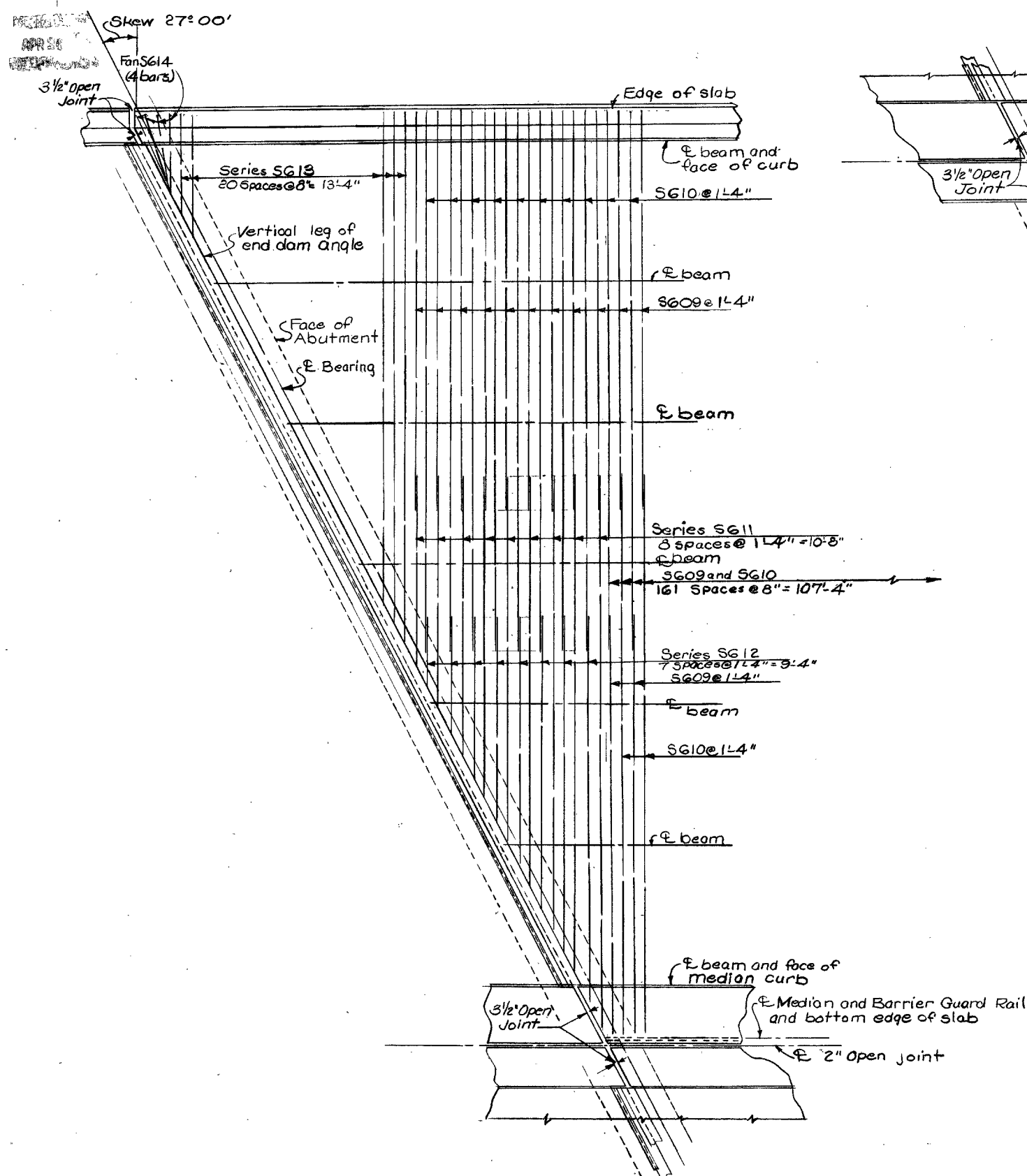
LONGITUDINAL BARS IN PIER CAP
[FORWARD PIER]



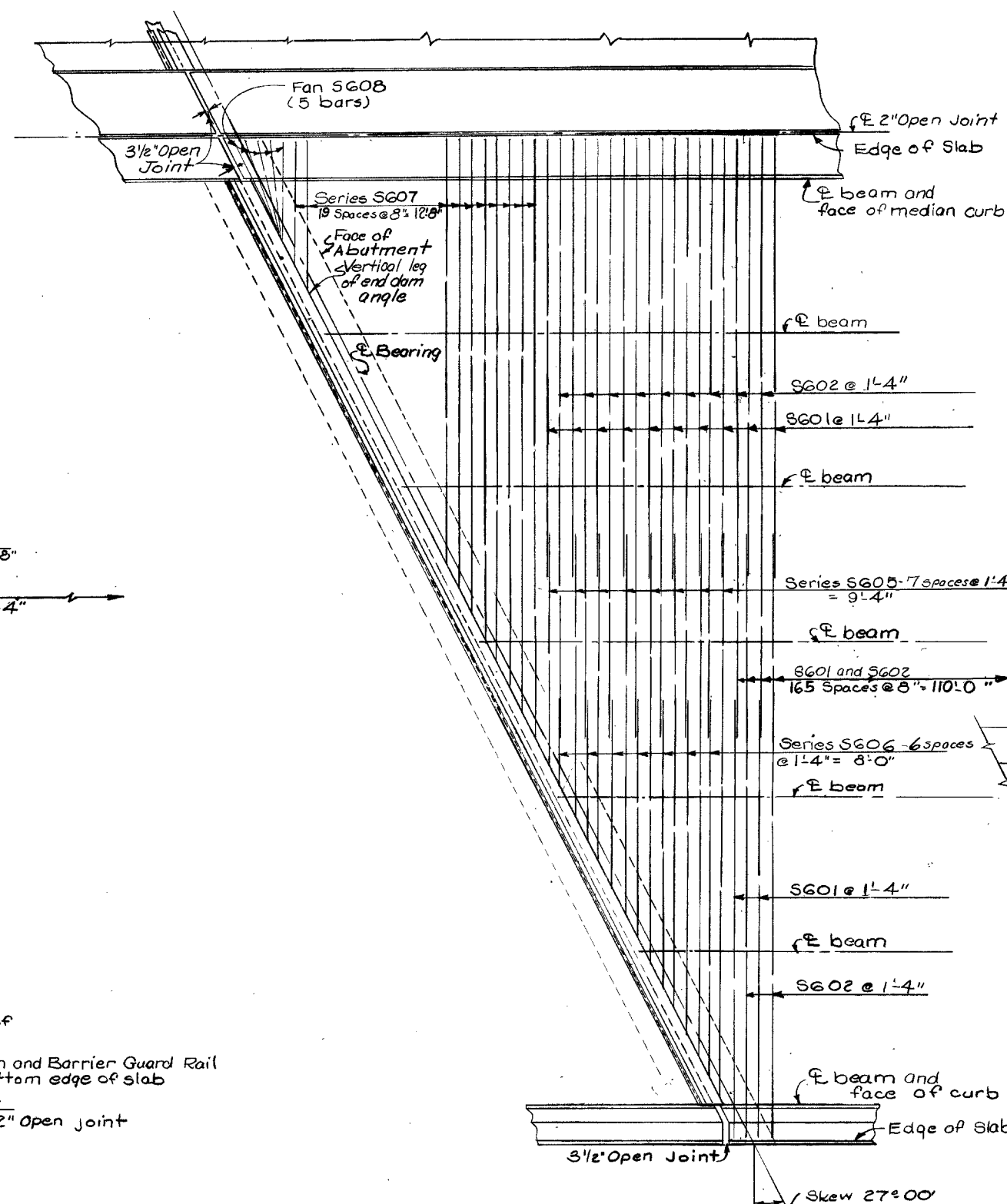
LOCATION OF
BEARING PLATE
F-200

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO					
FORWARD PIER DETAILS					
BRIDGE NO. WAY-3-1475					
E.B. LANES UNDER S.R.3					
WAYNE COUNTY S.R.3					
STA. 778+64.59 TO STA. 780+04.65					
SCALE	DRAWN	TRACED	CHECKED	REVIEWED	DATE
WIC	L.P.				12-5-65

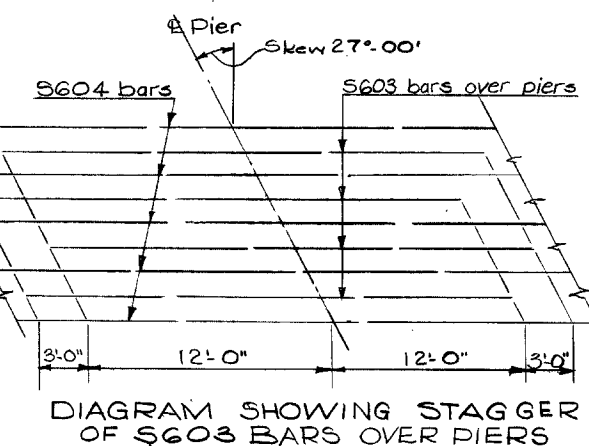
WAY-3-14.72
WAY-76-12.04



PART PLAN- LEFT BRIDGE
REINFORCING STEEL IN TOP OF SLAB



PART PLAN- RIGHT BRIDGE
REINFORCING STEEL IN TOP OF SLAB



SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

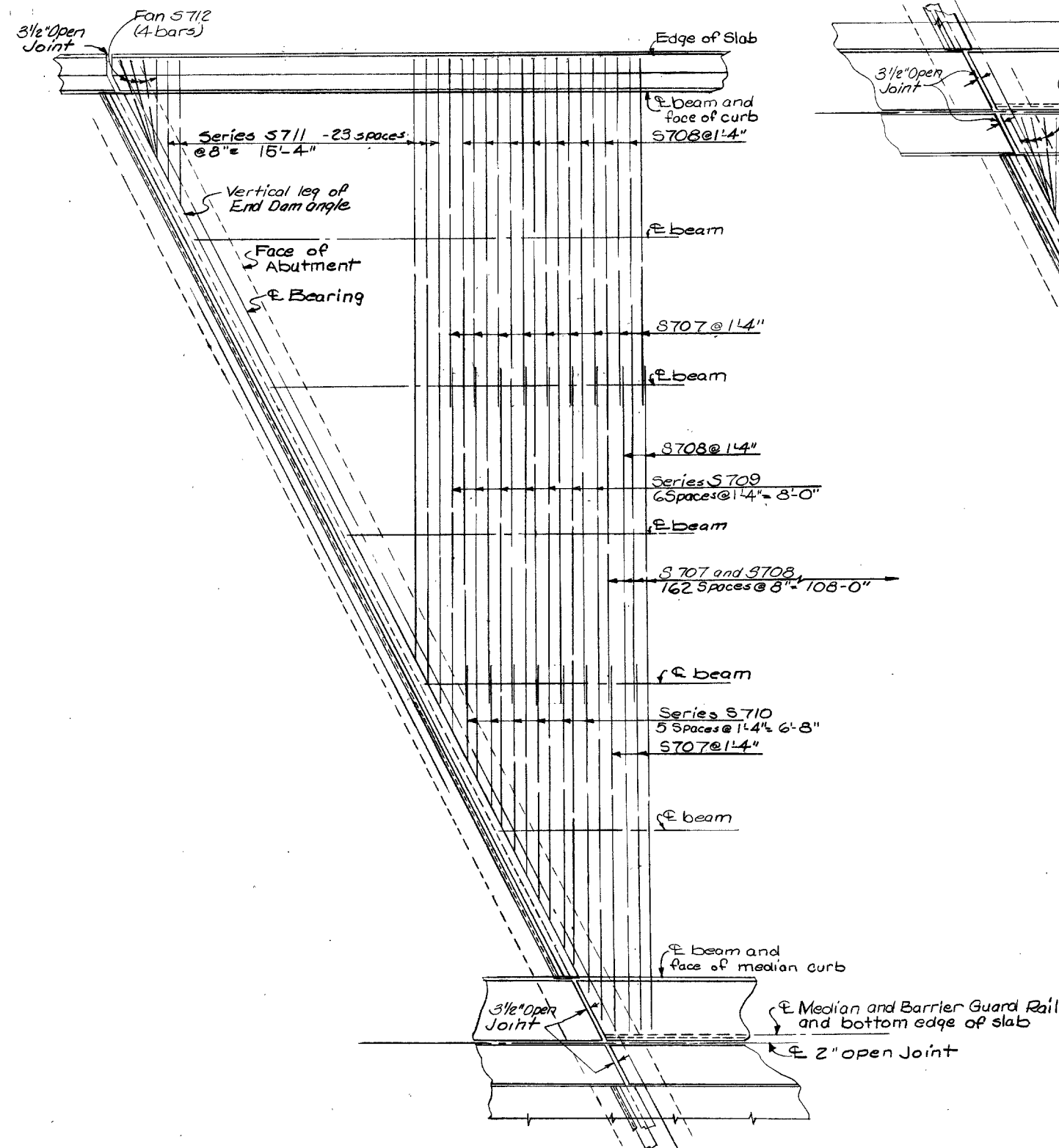
TOP OF SLAB REINFORCING
BRIDGE NO WAY-3-1475
E.B. LANES UNDER S.R. 3
WAYNE COUNTY S.R. 3
STA 778+64.59 TO STA. 780+04.65

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
WIC	DJM				12-8-65	

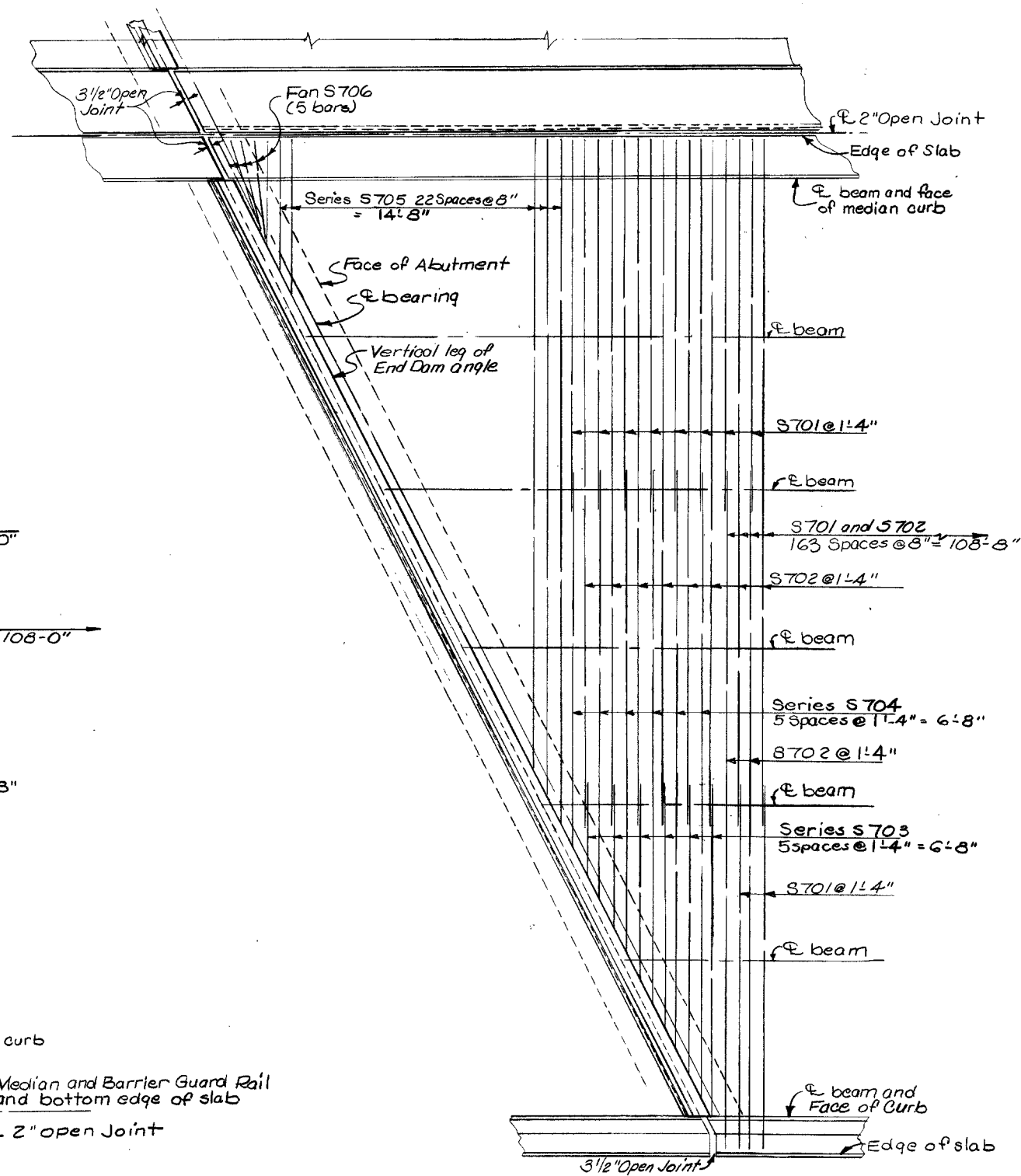
APR 26 1965

FED. RD. DIVISION	STATE	PROJECT	536
2	OHIO		693

WAY-3-14.72
WAY-76-12.04



PART PLAN - LEFT BRIDGE
REINFORCING STEEL IN BOTTOM OF SLAB

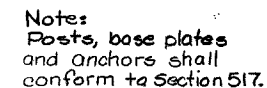


PART PLAN - RIGHT BRIDGE
REINFORCING STEEL IN BOTTOM OF SLAB

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO.					
BOTTOM OF SLAB REINFORCING BRIDGE NO WAY 3-1475 E.B. LANES UNDER S.R. 3					
WAYNE COUNTY S.R. 3 STA. 778+64.59 TO STA. 780+04.65					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
WIC	RJM				12-8-65



For Type I Scupper details see Standard Drawing SD-1-63, Sheet 3. Scuppers shall be modified by eliminating the cut-out in the side plates and the back plate at the face of curb shall be cut to the elevation of the top of slab. For Scupper spacing see General Plan.

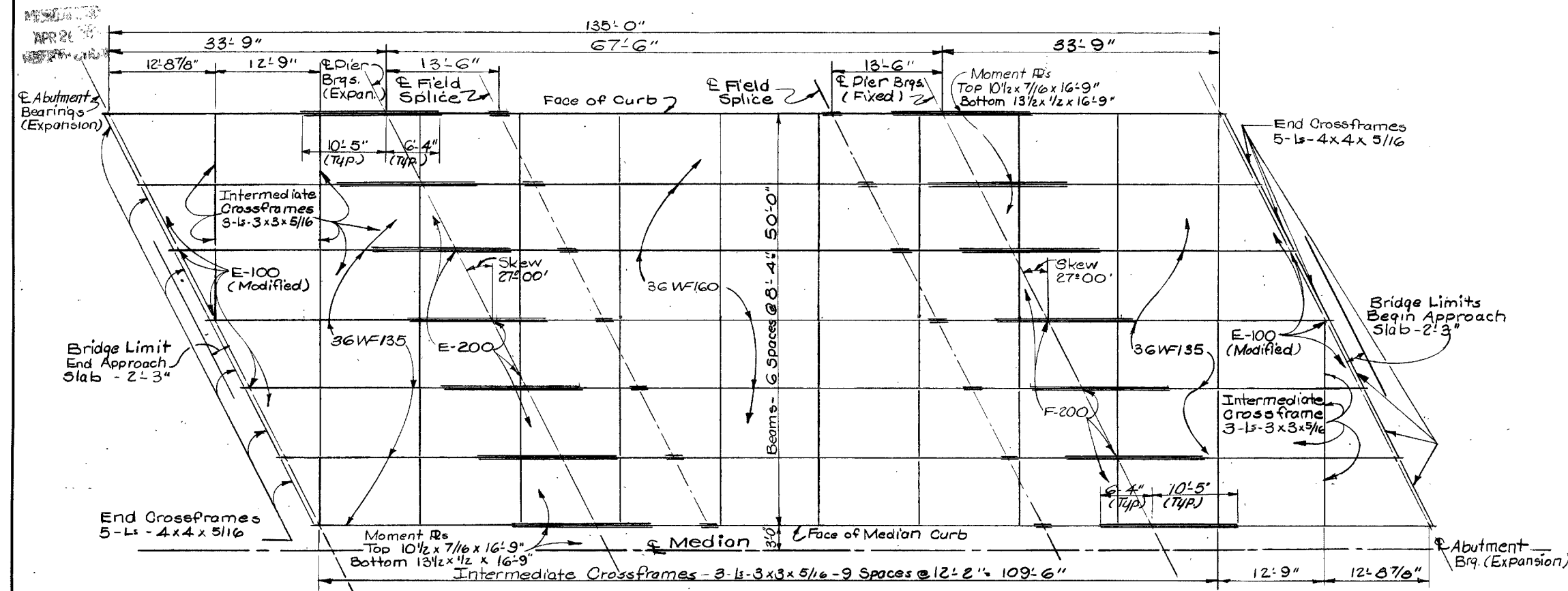


BARRIER GUARD RAIL AND MEDIAN CURB DETAILS



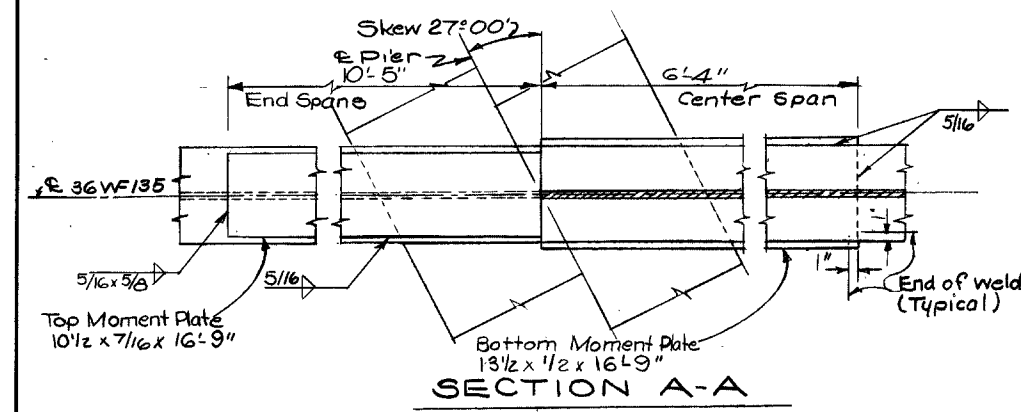
SCALE				DATE		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WIC	P.J.M.		<i>[Signature]</i>	JHS	12-8-65	

WAY-3-14.72
WAY-76-12.04

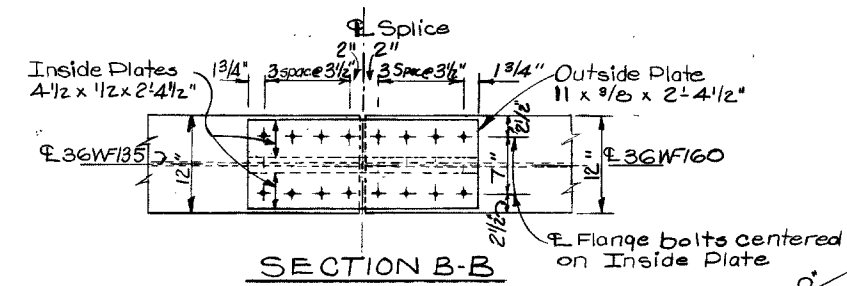


STEEL FRAMING PLAN LEFT BRIDGE
RIGHT BRIDGE SIMILAR

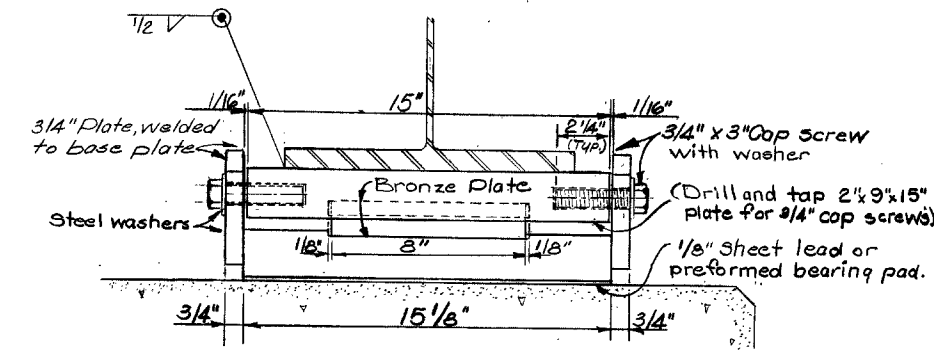
Notes:
For additional superstructure details see Standard Drawing SD-1-63 (Sheets 2, 3 and 4.) A modification consisting of elimination of the bulb angle cutter shown is intended to apply to these sheets.



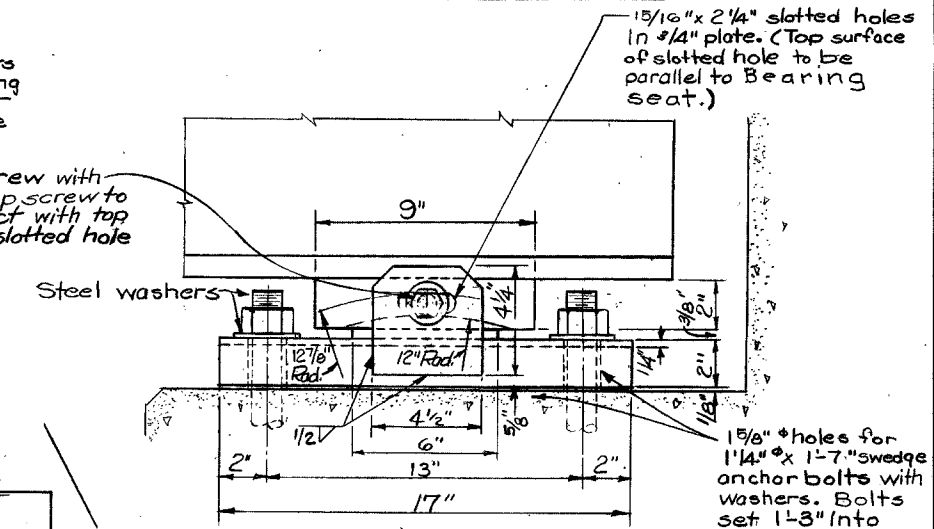
SECTION A-A



SECTION B-B

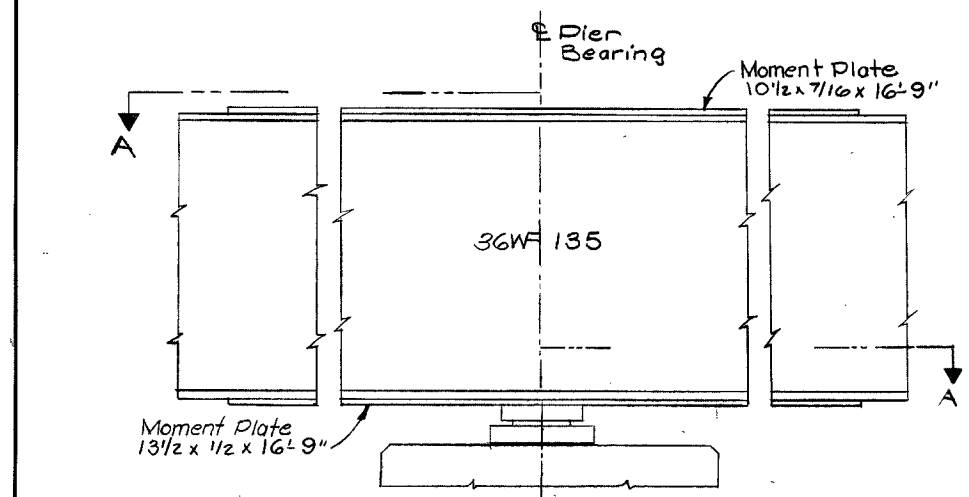


END ELEVATION
(E-100 MODIFIED)

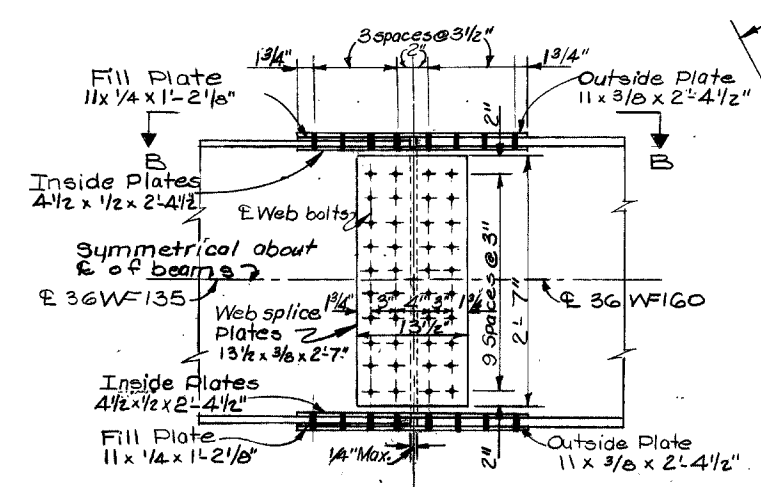


SIDE ELEVATION
(E-100 MODIFIED)

Notes:
For additional details and notes see Standard Drawing FSB-1-62.

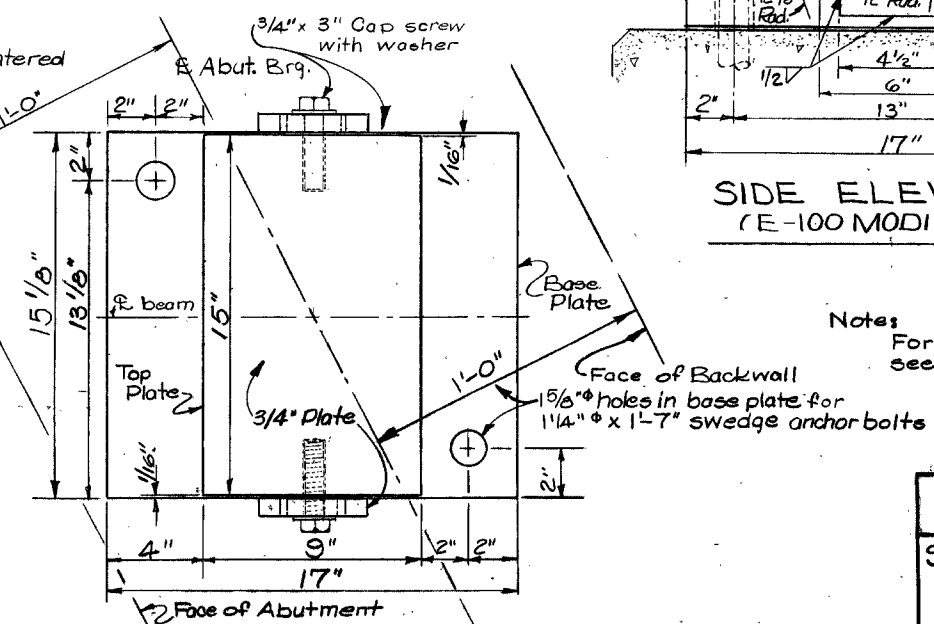


ELEVATION
MOMENT PLATE DETAILS



ELEVATION
BOLTED BEAM SPLICE DETAIL

Notes: For additional details and notes see Standard Drawing SD-2-64.



PLAN-E-100 (MODIFIED)

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO.					
SUPERSTRUCTURE DETAILS					
BRIDGE NO. WAY-3-14.75					
E.B. LANES UNDER S.R. 3					
WAYNE COUNTY S.R. 3					
STA. 778+64.59 TO STA. 780+04.65					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
WIC	PJM				7-8-65

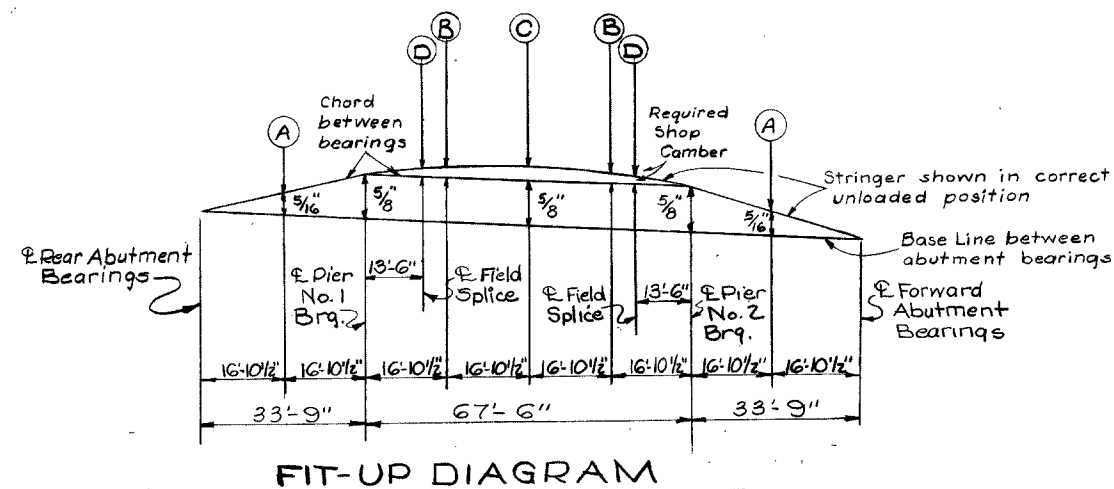
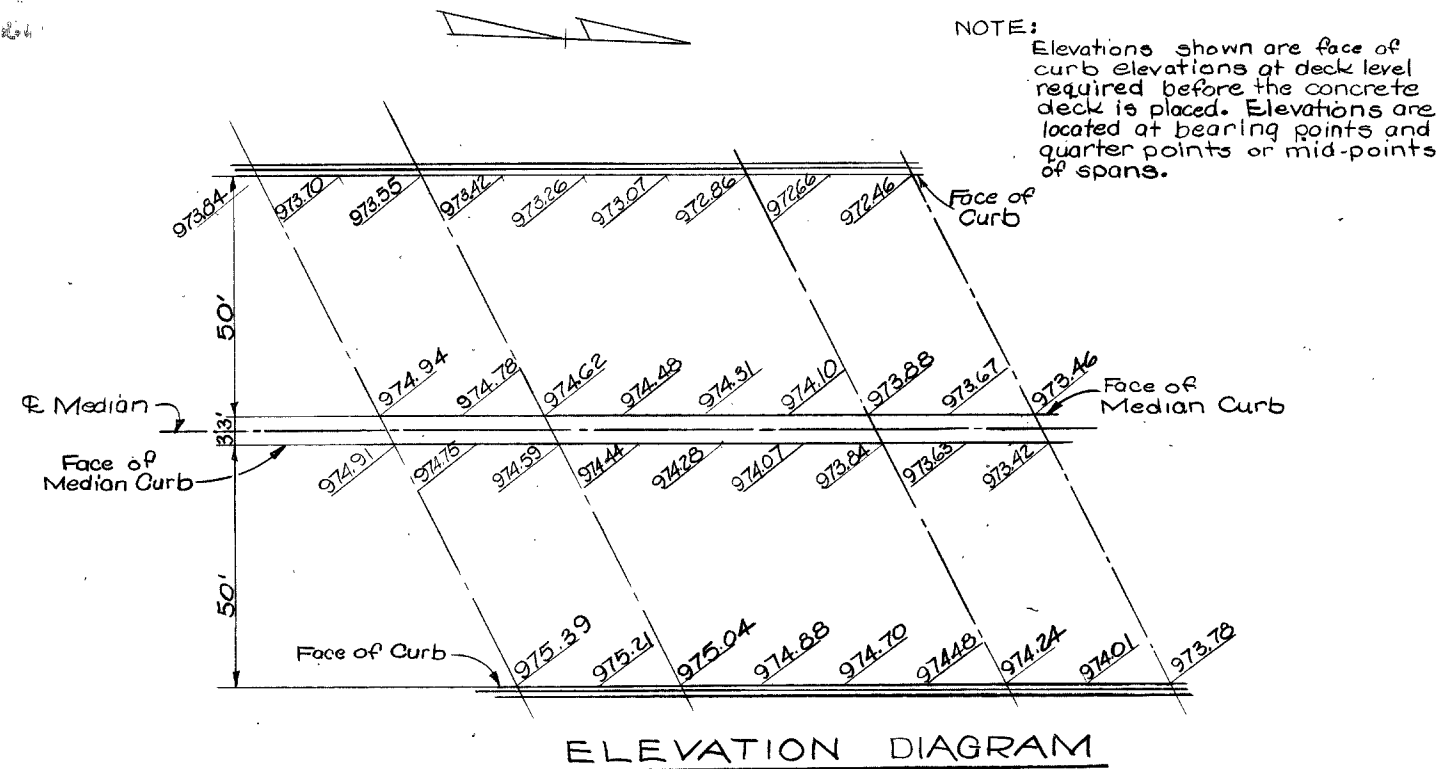
APR 26

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

5.89
693

WAY-3-14.72

WAY-76-12.04



* NOTE: Minus sign indicates upward deflection.

	DEFLECTION AND CAMBER			
	SPANS NO. 1 & 3	SPAN NO. 2		
	Center Point "A"	1/4 Point "B"	Center Point "C"	Splice Point "D"
Deflection due to weight of steel	* -0.01"	0.06"	0.09"	0.05"
Deflection due to remaining dead load	* -0.04"	0.32"	0.51"	0.25"
Adjustment required for vertical curve	0.05"	0.16"	0.21"	0.13"
Required Shop Camber	0"	9/16"	13/16"	7/16"

SHAFFER, PARRETT AND ASSOCIATES Consulting Engineers MANSFIELD, OHIO.						
ELEVATION & FIT-UP DIAGRAM AND DEFLECTION AND CAMBER TABLE						
BRIDGE NO. WAY-3-14.75						
E.B. LANES UNDER S.R. 3						
WAYNE COUNTY S.R. 3						
STA. 778+64.59 TO STA. 780+04.65						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
WIC	P.J.M.		8/2/65	F.H.S.	12-8-65	

WAY-3-14.72
WAY-76-12.04

~NOTES~

BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A501 is a No. 5 size bar and P1001 is a No. 10 size.

RAILING STEEL in the parapet wall is included in Item 517, Bridge Railing for payment

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

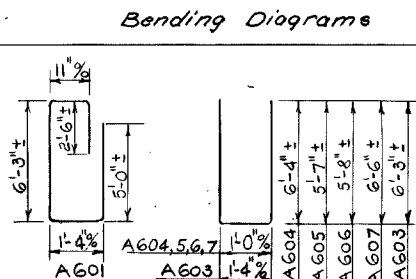
The "No of Turns" shown is the length divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number.

Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 509. 1 1/2 closed coils shall be provided at the ends of each spiral unit.

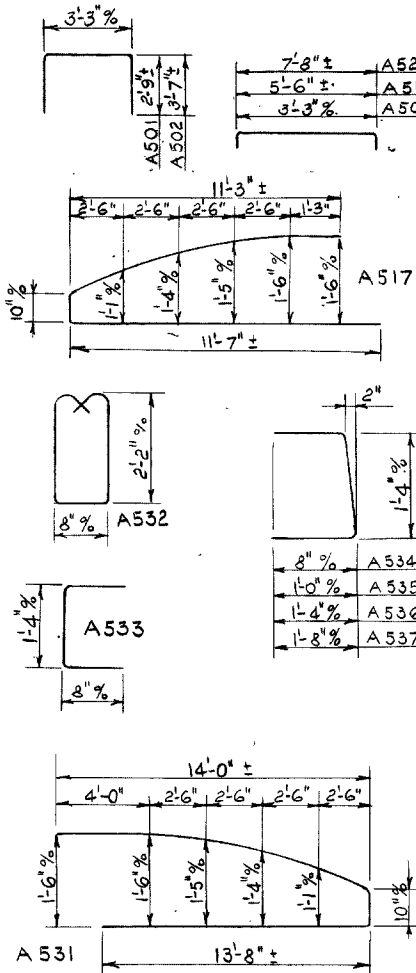
Four steel channel, tee or angle spacers, weighing approximately 0.60 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.60 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

REINFORCING STEEL LIST

Bar Number	Number Required	Length	Shape	Weight
TWO ABUTMENTS				
A 601	200	15'-5"		4631
A 602	24	31'-6"		1136
A 603	46	13'-6"		933
A 604	5	13'-4"		100
A 605	5	11'-10"		89
A 606	5	12'-0"		90
A 607	5	13'-8"		103

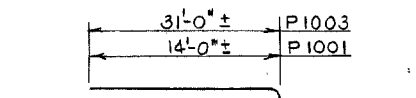


A 501	164	8'-6"		1454
A 502	164	10'-2"		1739
A 503	112	31'-4"		3660
A 504	8	5'-9"		48
A 505	140	4'-3"		621
A 506	10	3'-6"		37
A 507	8	11'-9"		98
A 508	12	7'-10"		98
A 509	4	5'-9"		24
A 510	2	3'-9"		8
A 511	12	6'-6"		81
A 512	10	4'-9"		50
A 513	2	4'-4"		9
A 514	10	4'-8"		49
A 515	2	3'-7"		7
A 516	2	8'-3"		17
A 517	4	23'-8"		99
A 518	2	7'-7"		16
A 519	10	4'-10"		50
A 520	2	4'-6"		9
A 521	2	3'-9"		8
A 522	8	13'-10"		115
A 523	10	3'-6"		37
A 524	12	7'-8"		96
A 525	2	3'-7"		7
A 526	2	4'-3"		.9
A 527	12	8'-8"		108
A 528	10	4'-9"		50
A 529	2	4'-3"		9
A 530	4	7'-9"		32
A 531	4	28'-6"		119
A 532	40	5'-7"		233
A 533	30	2'-5"		76
A 534	4	2'-3"		9
A 535	8	2'-11"		24
A 536	8	3'-7"		30
A 537	10	4'-3"		44



TOTAL TWO ABUTMENTS 16,262

FOUR PIERS				
P 1001	16	15'-5"		1061
P 1002	8	37'-2"		1279
P 1003	24	32'-5"		3348
P 1004	44	23'-3"		4402
P 1005	44	22'-6"		4260
P 1006	44	17'-9"		3361
P 1007	44	16'-9"		3171



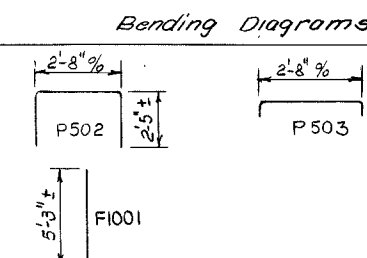
Bar Number	Number Required	Length	Shape	Weight
Continued FOUR PIERS				
P 501	16	30'-3"		505
P 502	304	7'-3"		2299
P 503	168	3'-8"		642
F 1001	176	6'-4"		4796
F 601	144	5'-3"		1136
F 602	160	4'-6"		1081
SUB-TOTAL				35,271

SPIRAL REINFORCING STEEL						
Bar Number	Number Req'd	Core Dia	Length	Pitch	Number of Turns	Weight
SP 401	4	32"	20'-0 7/8"	4 1/2"	57	1476
SP 402	4	32"	19'-3 3/8"	4 1/2"	55	1423
SP 403	4	32"	14'-6 7/8"	4 1/2"	42	1085
SP 404	4	32"	13'-7 3/8"	4 1/2"	39	1008
SUB-TOTAL						4,992

TOTAL FOUR PIERS 40,263

SUPERSTRUCTURE				
S 701	176	19'-7"	7045	
S 702	176	36'-8"	13,191	Incr.
S 703	2 series of 6 bars	5'-5" to 18'-6"	293	2'-7 1/2"
S 704	2 series of 6 bars	21'-2" to 34'-3"	680	2'-7 1/2"
S 705	2 series of 23 bars	8'-6" to 37'-3"	2151	1'-3 3/4"
S 706	10	7'-2"	146	
S 707	177	19'-7"	7085	
S 708	175	37'-3"	13,324	
S 709	2 series of 7 bars	20'-8" to 36'-5"	817	2'-7 1/2"
S 710	2 series of 6 bars	4'-4" to 17'-5"	267	2'-7 3/8"
S 711	2 series of 24 bars	6'-9" to 36'-9"	2134	1'-3 3/8"
S 712	8	5'-4"	87	

S 601	182	23'-8"	6470	
S 602	180	32'-5"	8764	
S 603	136	27'-0"	5515	
S 604	696	35'-7"	37,199	
S 605	2 series of 8 bars	11'-8" to 29'-11"	500	2'-7 3/8"
S 606	2 series of 7 bars	4'-2" to 19'-11"	253	2'-7 1/2"
S 607	2 series of 20 bars	7'-2" to 32'-1"	1179	1'-3 3/4"
S 608	10	5'-11"	89	
S 609	180	23'-8"	6399	
S 610	178	32'-2"	8867	
S 611	2 series of 9 bars	12'-0" to 32'-11"	607	2'-7 3/8"
S 612	2 series of 8 bars	3'-10" to 22'-1"	311	2'-7 3/8"
S 613	2 series of 21 bars	6'-2" to 32'-4"	1214	1'-3 3/4"
S 614	8	4'-10"	58	



Bar Number	Number Required	Length	Shape	Weight
Continued SUPERSTRUCTURE				
S 501	184	4'-11"		944
S 502	184	2'-6"		480
S 503	208	5'-7"		1211
S 504	92	4'-10"		464
S 505	92	2'-6"		240
S 506	92	3'-7"		344
S 507	92	5'-7"		536
S 508	205	3'-10"		820
S 509	205	4'-8"		998

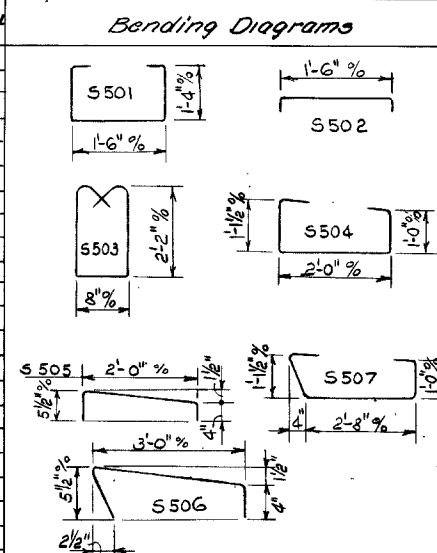
TOTAL SUPERSTRUCTURE 130,682

RAILING STEEL

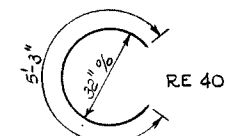
R 501	8	11'-5"		
R 502	8	13'-6"		
R 503	12	4'-2"		
R 504	8	5'-4"		
R 505	16	12'-7"		
R 506	56	15'-6"		

REPLACEMENT STEEL

RE1001	2	7'-2"		
RE 801	1	6'-6"		
RE 701	3	6'-2"		
RE 601	5	5'-11"		
RE 501	1	5'-7"		
RE 401	1	5'-3"		



See Std. Drwg.
BR-1-65, TYPE I



SHAFFER, PARRETT AND ASSOCIATES
Consulting Engineers
MANSFIELD, OHIO.

REINFORCING STEEL LIST
BRIDGE NO. WAY-3-1475
E.B. LANES UNDER S.R. 3
WAYNE COUNTY
STA. 778+64.59 TO STA. 780+04.65

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
W.I.C.	P.J.M.				12-8-65