

MICROFILMED  
DEC 29 1989

STATE OF OHIO  
DEPARTMENT OF HIGHWAYS

MED -224-17.66  
SUM -224- 0.00

WADSWORTH AND GUILFORD TOWNSHIPS  
& CITY OF WADSWORTH, MEDINA COUNTY  
AND NORTON TOWNSHIP  
SUMMIT  
COUNTY

F-458(14)  
PARTS I & II

2 OHIO F-458(14)

MED -224-17.66  
SUM -224- 0.00

Note:  
This project has been sub-  
divided into two parts, each of which requires  
grading, drainage, and  
pavement work and incidental performance  
as specified.

PART I = STA. 959+00 TO 1278+00 IN MED. CO.  
PART II = STA. 1278+00 IN MED. CO. TO STA. 138+58 SUM. CO.

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.

I hereby approve these plans and declare that the making of  
this improvement will not require the closing to traffic of the highways except  
as noted on Sheet No. 5 and that provisions for the maintenance and safety of  
traffic will be as set forth on the plans and estimates.

The Right-of-Way necessary for this improvement will be  
provided by the State of Ohio.

Approved: W.C. Hammerman  
Date: 2-26-57 Division Deputy Director

Approved: C.H. Makover  
Date: 5-27-57 Deputy Director of Planning and Programming

Approved: D.H. Overman  
Date: 5-16-57 Engineer of Bridges

Approved: P.E. Shultz  
Date: 5-17-57 Engineer of Location and Design.

Approved: P.E. Masterton  
Date: 5-17-57 Deputy Director of Design and Construction

Approved: \_\_\_\_\_  
Date: \_\_\_\_\_ First Assistant Director

Approved: George J. Shormay  
Date: 5-22-57 Acting Director of Highways

Approved: W.M. J. J. J.  
Date: 1-22-57 Stepleton, McDonnell, & Barber, Associated Engineers  
and Architect

SEP 7 1961  
GROUND PHOTOLAB

Sheet 5- Revised 7-12-57- G.H.J.

SUPPLEMENTAL  
SPECIFICATIONS

|            |      |         |
|------------|------|---------|
| B-119      | Rev. | 6-30-56 |
| E-101      |      | 1-1-57  |
| 5          |      | 6-8-55  |
| 18         | Rev. | 2-6-57  |
| M-206.6(b) |      | 5-25-56 |
| S-114      |      | 8-30-55 |

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

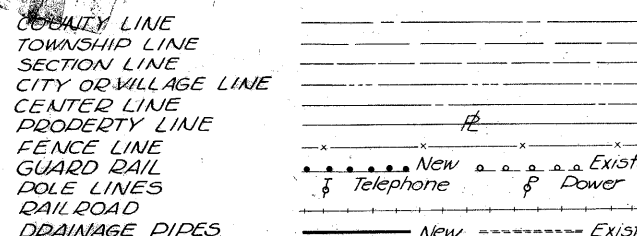
APPROVED:

DISTRICT ENGINEER

DATE

PLANS BY STEPLETON, McDONNELL, & BARBER - TOLEDO, OHIO

CONVENTIONAL SIGNS



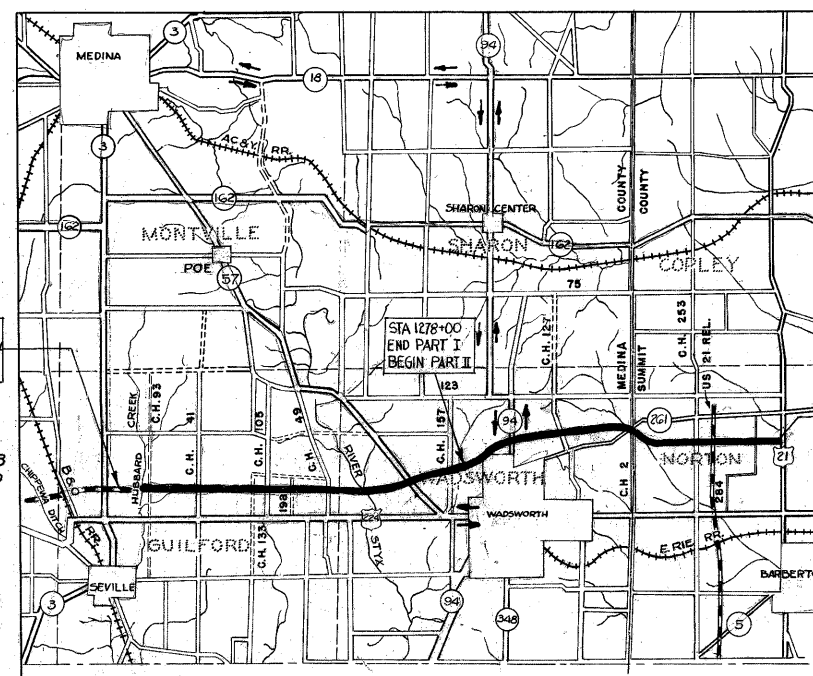
INDEX OF SHEETS

|                                     |            |
|-------------------------------------|------------|
| TITLE SHEET                         | 1          |
| TYPICAL SECTIONS                    | 2-4        |
| GENERAL NOTES                       | 5 & 12-A   |
| SCHEMATIC LAYOUT                    | 6-7        |
| GENERAL SUMMARY                     | 8-10       |
| COMPUTATIONS AND SUB-SUMMARIES      | 11, 12, 2A |
| SUPERELEVATION TABLES               | 13-15      |
| PAVEMENT DETAILS                    | 16         |
| PLAN AND PROFILE SHEETS             | 17-59      |
| CROSS SECTIONS                      | 60-180     |
| C.H. 93 DETAILS                     | 181-182    |
| C.H. 41 AND C.H. 127 DETAILS        | 183        |
| C.H. 234 AND C.H. 193 DETAILS       | 184        |
| C.H. 105 DETAILS                    | 185        |
| OMIT (SEE GENERAL NOTES)            | 186-187    |
| S.R. 57 AND INTERCHANGE DETAILS     | 188-200    |
| C.H. 157 DETAILS                    | 201-202    |
| S.R. 94 AND INTERCHANGE DETAILS     | 203-213    |
| S.R. 261 AND INTERCHANGE DETAILS    | 214-221    |
| C.H. 2 AND C.H. 253 DETAILS         | 222-224    |
| U.S. 21 (RELOCATED) AND INTERCHANGE |            |
| DETAILS                             | 225-246    |
| OMIT (SEE GENERAL NOTES)            | 248-249    |

LINE DATA

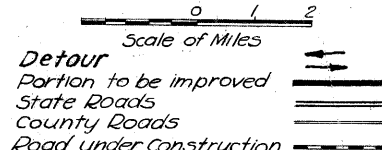
|                                                                            |                                                            |
|----------------------------------------------------------------------------|------------------------------------------------------------|
| BEGIN PT. I PROJ. F-458(14) 959+00.00 (MEDINA CO.)                         |                                                            |
| END PT. I STA. 1278+00.00                                                  | NET LENGTH PROJ. PT. I = 31,900.00 Lin. Ft. or 6.042 Miles |
| BEGIN PT. II PROJ. F-458(14) 1278+00.00                                    |                                                            |
| TO STA. 1299+60.00 (WADSWORTH COR. LINE)                                   | = 2180.00 Lin. Ft.                                         |
| TO STA. 1302+16.85 (WADSWORTH COR. LINE)                                   | = 236.85 "                                                 |
| TO STA. 1455+70.03 (MEDINA-SUMMIT CO. LINE)                                | = 15,353.18 "                                              |
| STATION EQUATION: 1455+70.03 MEDINA CO. = 0+00.00 SUMMIT CO.               |                                                            |
| END PT. II PROJECT F-458(14) STA. 136+35.00 (SUMMIT CO.)                   | = 13,635.00 "                                              |
| NET LENGTH PROJECT F-458(14)                                               | = 31,405.03 Lin. Ft. or 5.947 Miles                        |
| TOTAL LENGTH PROJECT F-458(14)                                             | = 63,305.03 Lin. Ft. or 11.989 Miles                       |
| WORK PT. I F-458(14)                                                       |                                                            |
| APPR. C.H. 93 STA. 7+75 TO 15+55 (-24')                                    | = 756 Lin. Ft.                                             |
| APPR. S.R. 57 STA. 2+80 TO 28+25                                           | = 2545 "                                                   |
| APPR. C.H. 157 STA. 0+75 TO 8+25 (-88')                                    | = 662 "                                                    |
| TOTAL WORK PT. I = 31,900 + 3963 = 35863 Lin. Ft. or 6.792 Miles           |                                                            |
| WORK PT. II F-458(14)                                                      |                                                            |
| APPR. STA. 136+35 TO 138+58                                                | = 223 "                                                    |
| APPR. S.R. 261 STA. 6+40 TO 13+30                                          | = 690 Lin. Ft.                                             |
| APPR. C.H. 2 STA. 8+49 TO 15+75 (-111')                                    | = 615 "                                                    |
| APPR. C.H. 253 STA. 8+75 TO 14+25 (-88')                                   | = 462 "                                                    |
| APPR. U.S. 21 (Reloc.) STA. 172+47 TO 208+00                               | = 3553 "                                                   |
| APPR. S.R. 94 STA. 2+50 TO 18+00                                           | = 1550 "                                                   |
| TOTAL WORK PT. II = 31,405.03 + 7093.00 = 38498.03 Lin. Ft. or 7.291 Miles |                                                            |
| TOTAL WORK F-458(14)                                                       |                                                            |
| = 35863.00 Lin. Ft. + 38498.03 Lin. Ft.                                    |                                                            |
| = 74361.03 Lin. Ft. or 14.083 Miles                                        |                                                            |

F-458(14)  
Begin Project  
Sta. 959+00



Delivery Point: Wadsworth. Average Haul: 4 Miles

LOCATION PLAN



SCALES

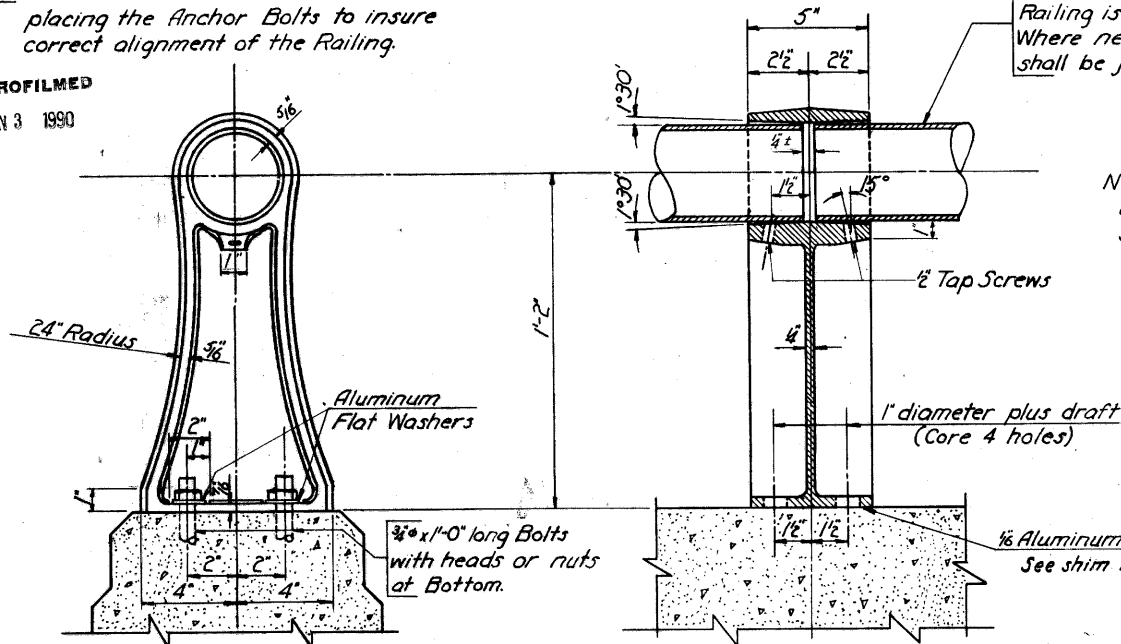
PLAN: 1"=50'  
PROFILE: Hor. 1"=50' Vert. 1"=5' & 1"=10'  
CROSS SECTIONS: 1"=10'

STANDARD CONSTRUCTION DRAWINGS

| DRAWING NO.         | DATE    | DRAWING NO.        | DATE    | DRAWING NO.        | DATE     |
|---------------------|---------|--------------------|---------|--------------------|----------|
| RB-1-55             | 3-1-55  | CSB-1-55 (Sheet 2) | 12-3-56 | P-1-54             | 12-1-54  |
| A-1-54              | 12-1-54 | CS-1-54 (2 Sheets) | 7-16-56 |                    |          |
| L-1                 | 4-1-50  | S-27 PC-3          | 2-20-45 | I-15 N° 2A         | 7-2-56   |
| L-3                 | 4-1-50  | S-27 PC-4          | 1-4-54  | I-21-23            | 8-1-56   |
| L-3A                | 4-1-50  | I-12.3.4.6.5       | 2-20-45 | I-8 MHN° 1A        | 1-3-55   |
| RI-1                | 1-3-55  | I-8 CB 2.2A 1B     | 8-1-56  | G-7.0.7            | 6-1-56   |
| T-35                | 1-2-56  | I-8 CB N° 3        | 5-1-52  | B-1.50.70-71E N° 1 | 10-1-47  |
| B-7.71R             | 3-2-53  | I-8 CB N° 6        | 5-1-52  | I-8 MHN° 3         | 5-1-52   |
| LJ N° 1             | 7-1-55  | I-8 CB N° 7        | 5-1-52  | OS-1               | 12-17-56 |
| T-7                 | 5-1-56  | I-8 M.H. N° 1      | 5-1-52  | OS-2               | 12-17-56 |
| DR-1                | 1-3-55  | I-12               | 7-1-54  | L-2                | 4-1-50   |
| A5-1-54             | 12-1-54 | T-14G              | 1-22-52 | RP-1               | 7-2-56   |
| S-27 PC-1           | 5-1-52  | I-15 N° 1          | 8-1-55  | RP-2               | 9-14-56  |
| I-8 CB N° 2.3 & 2.4 | 5-1-52  | I-15 N° 2          | 12-1-54 | RP-3               | 9-14-56  |
| SP-53               | 7-21-53 |                    |         |                    |          |

NOTE: Extreme care shall be exercised in placing the Anchor Bolts to insure correct alignment of the Railing.

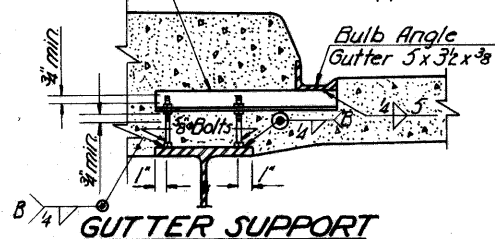
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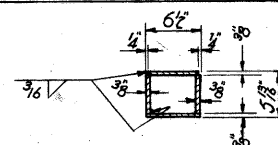
NOTE: Reference shall be made to Supplemental Specification No. S-114, Aluminum for Bridge Railing, dated August 30, 1953.

### ALUMINUM RAILING DETAIL

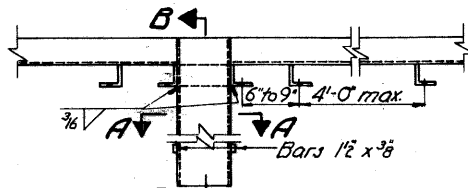
Gutter Support is 2x2x1/4 spaced not more than 4'-0" c.c. between Scuppers. Slotted holes 1/8" x 1/2".



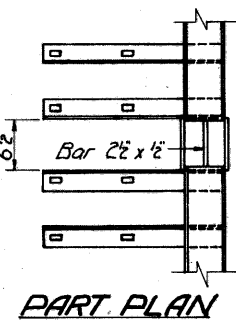
### GUTTER SUPPORT



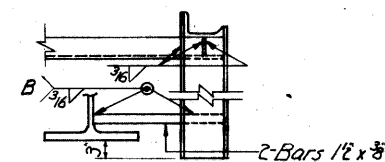
### SECTION A-A



### REAR ELEVATION



### PART PLAN



### SECTION B-B

### GUTTER AND SCUPPER NOTES

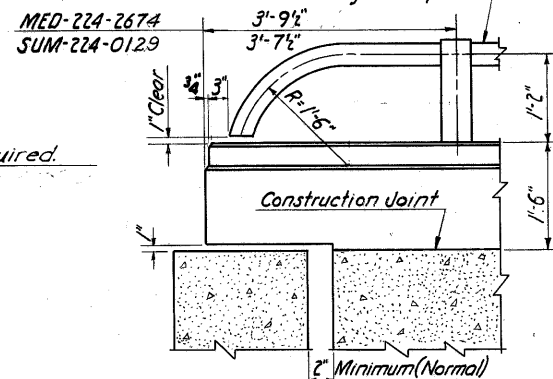
- See General Plan for spacing of scuppers. Scuppers must be spaced to clear crossframes.
- Milled joints will be permitted in bulb angles, but individual lengths shall be made as long as practicable.
- Supports shall be placed 6" to 9" on each side of joints.
- Gutters shall be accurately adjusted for alignment and grade, with allowance for dead load deflection, before concrete is placed.
- Welding shall be Class "A" except as shown. Any welds shown as field welds may, at the option of the Contractor, be made in the shop.
- Class "B" welds are indicated thus B.

4" O.D. x 3/8 wall aluminum tube. Railing is generally continuous. Where necessary railing tube shall be joined as shown.

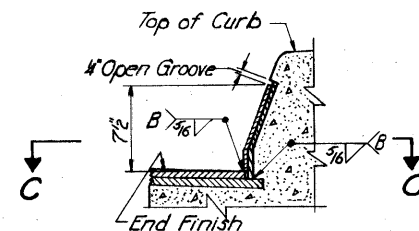
NOTES: Shims shall be used where necessary for vertical alignment. They shall be of aluminum alloy, 2 1/8 x 1/2 x 0'-8" slotted for anchor bolts to permit insertion after posts are in place.

The tubes shall be closed with a welded-in aluminum plate (1/4 min. thickness) at ends adjacent to concrete end posts.

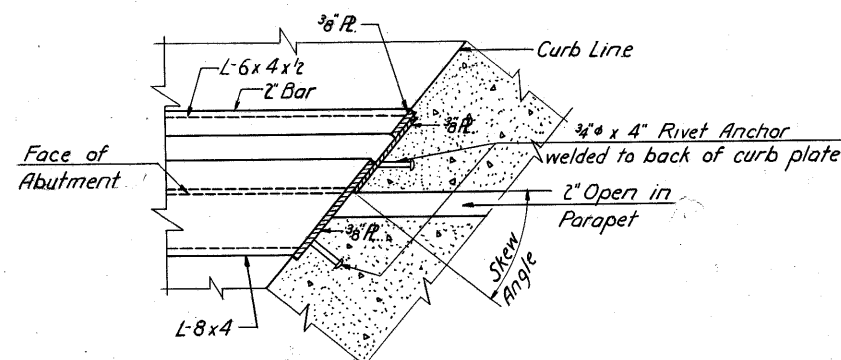
4" O.D. x 3/8 wall aluminum tube. Railing shall be continuous through first post.



### SECTION E-E

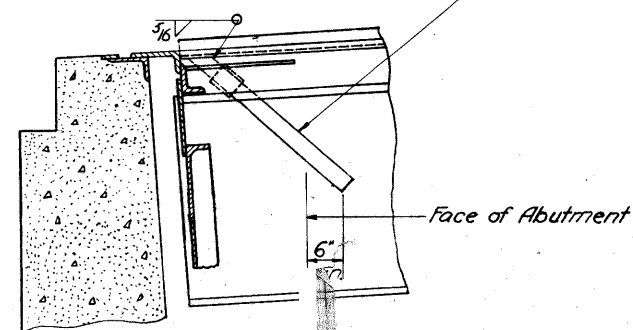


### SPLASH GUARD DETAIL



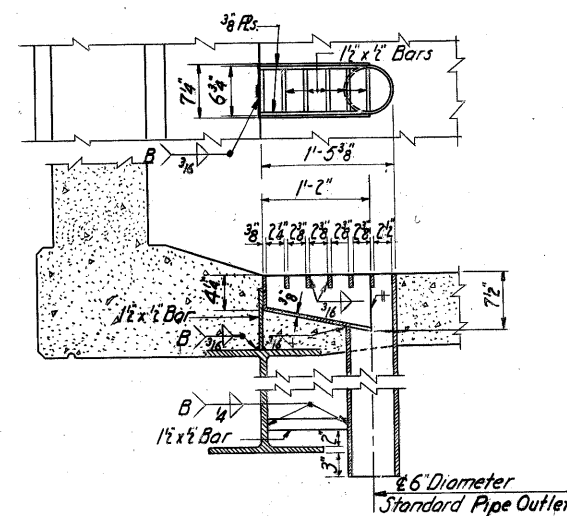
### SECTION C-C

3" Diameter Standard Steel Pipe. Weld stub end full perimeter to Bulb L and provide coupling.



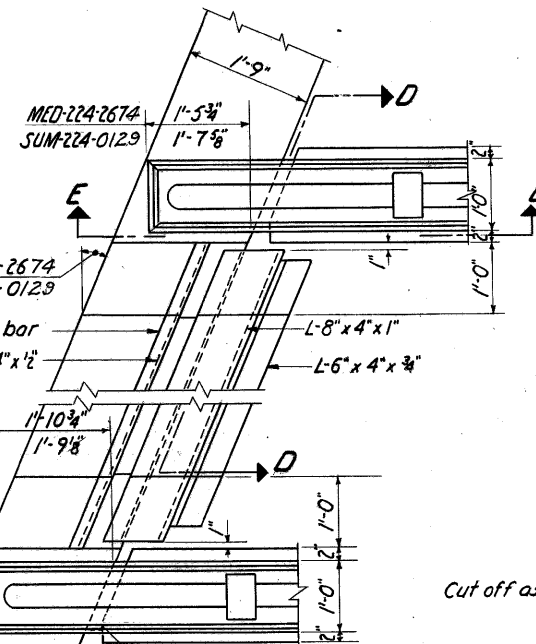
### SCUPPER DETAIL AT LO END FINISH

Locate at ends of bridge where grade slops down to end finish.



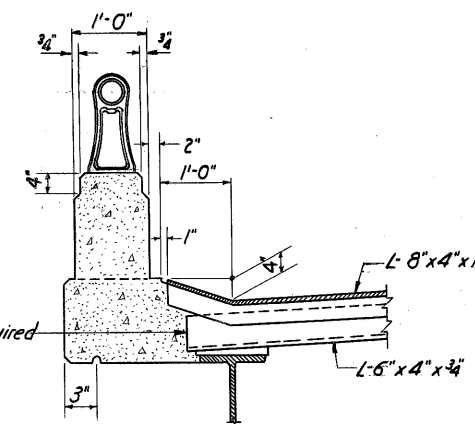
### SCUPPER DETAIL

For MED-224-2674 & SUM-224-0129



### DETAILS OF END FINISH AND PARAPET

For MED-224-2674 & SUM-224-0129



### SECTION D-D

| FED. RD. DIVISION | STATE | PROJECT | TYPE FUNDS |
|-------------------|-------|---------|------------|
| 2                 | OHIO  |         |            |

MED-224-17.66  
SUM-224-0.00

301

MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

### COMMON DETAILS

| MEDINA COUNTY |       |          |         | MED-224-SUM-224- |        |         |  |
|---------------|-------|----------|---------|------------------|--------|---------|--|
| Designed      | Drawn | Traced   | Checked | Reviewed         | Date   | Revised |  |
|               |       | P.V.C.D. |         |                  | 4-8-57 |         |  |



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JAN 3 1990

| FED. RD. DIVISION | STATE | PROJECT | TYPE FUNDS |
|-------------------|-------|---------|------------|
| 2                 | OHIO  |         |            |

310

MEDINA COUNTY  
MED.-224-17.66  
SUM -224-0.00

**EXISTING BRIDGE DATA**  
Bridge No. ME-224- ,2400' Downstrm.  
on Exist. U.S. 224  
TYPE: Conc. Slab Deck on Conc. Abut.  
SPAN: 30'  
ROADWAY: 20'  
OUT-TO-OUT: 24'

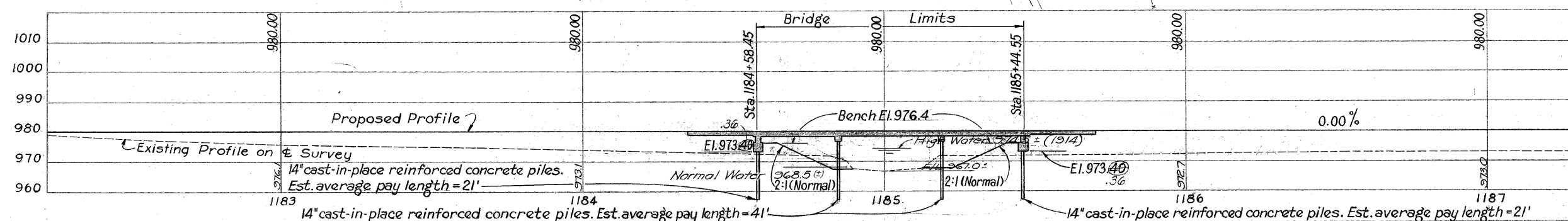
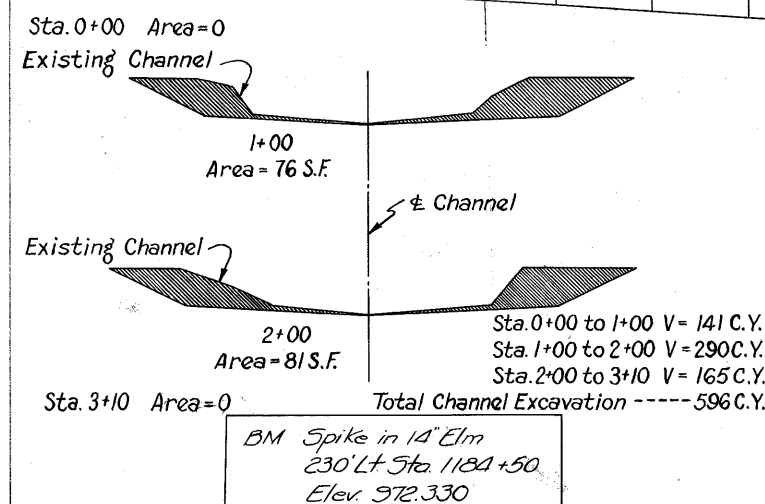
### PROPOSED STRUCTURE

TYPE:- Continuous reinforced concrete slab  
with capped pile substructure  
SPANS:- 26'-32.5'-26' % Bearings  
ROADWAY:- 2@44'-0" flt of guardrails  
LOAD FREQUENCY:- CF 2000 (51)  
SKEW:- 20° R.F.  
WEARING SURFACE:- 1" monolithic concrete  
APPROACH SLAB:- AS-1-54 (25' long)  
ALIGNMENT:- Tangent

Drainage Area = 10.3 Sp. Mi.

**FOUNDATION SOUNDINGS:-** Foundation design and foundation quantities are based on a study of rod soundings (and/or 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 assumes no responsibility for the accuracy thereof.

Clears 1914 High Water by 3.4'±



PROFILE ON PROPOSED CENTER LINE

DESIGN ENGINEER - MICHAEL BAKER JR.

Revised 7-10-57

STEPLETON, McDONNELL & BARBER  
ASSOCIATES  
TOLEDO 2, OHIO

**SITE PLAN**  
BRIDGE No. MED 224-2193  
OVER RIVER STYX

MEDINA COUNTY  
STA. 1184+58.45  
STA. 1185+44.55

|          |        |        |         |          |      |         |
|----------|--------|--------|---------|----------|------|---------|
| DESIGNED | DRAWN  | TRACED | CHECKED | REVIEWED | DATE | REVISED |
| R.E.P.   | R.E.P. |        |         |          |      |         |

