

STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
**TUS-21-26.48**  
**TUSCARAWAS COUNTY**  
**GOSHEN TOWNSHIP**

F-675(3)

FED. RD. DIVISION	STATE	PROJECT	1
2	OHIO	F-675(3)	23

TUS-21-26.48

~ CONVENTIONAL SIGNS ~

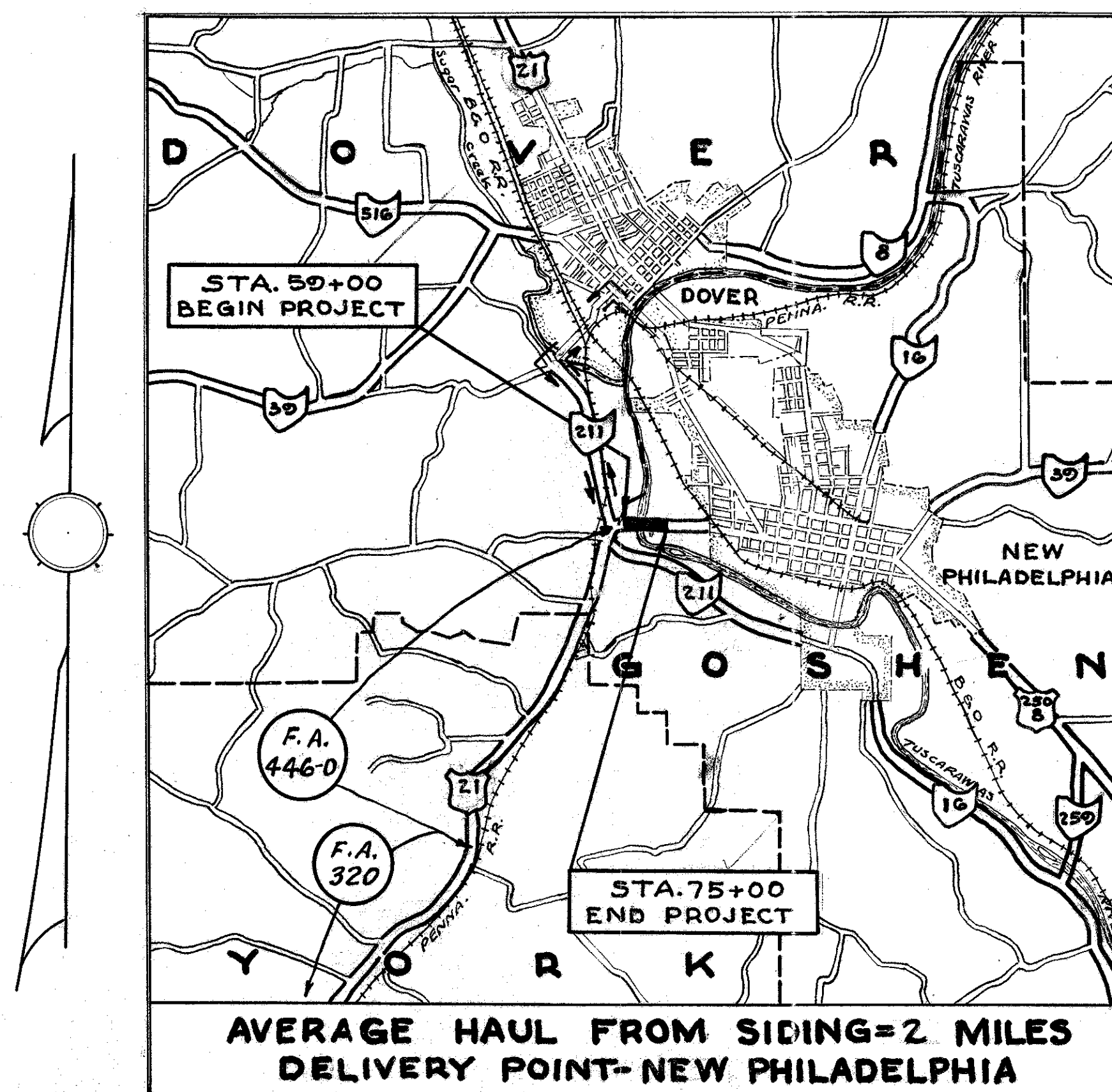
COUNTY LINE	-----
TOWNSHIP LINE	-----
CENTER LINE	-----
PROPERTY LINE	-----
FENCE LINE	-----
POLE LINE	-----
GUARD RAIL	o o o o old o o o o New
RAILROAD	=====old===== New
DRAIN PIPE	-----

~ INDEX OF SHEETS ~

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RIGHT OF WAY	" 22-23

~ LINE DATA ~

BEGIN PROJECT	STA. 59+00
END PROJECT	STA. 75+00
NO ADDITIONS OR DEDUCTIONS	
NET LENGTH OF PROJECT =	1600 LIN. FT. OR 0.303 MILE
BEGIN WORK	STA. 58+50
END WORK	STA. 75+50
NET LENGTH OF WORK =	1700 LIN. FT. OR 0.321 MILE



LOCATION PLAN  
Scale 1" = 1 Mile

PORTION TO BE IMPROVED	=====
FEDERAL HIGHWAYS	=====
STATE HIGHWAYS	=====
OTHER ROADS	-----
DETOUR	-----

SCALES

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

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 necessary 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 require the closing to traffic of the highway and that detours will be provided as indicated on the plans.

Approved Dean R. Linn  
Date 2-22-54 Division Deputy Director

No. RR  
443  
Approved John D. Decker, esq.  
Date 2-21-55 Deputy Director of Planning & Programming

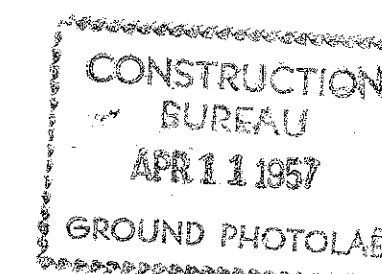
Approved Richard Orth  
Date 2-1-55 Engineer of Bridges

Approved K. L. Roth  
Date 2-1-55 Engineer of Location & Design

Approved W. F. Gould  
Date 2-2-55 Deputy Director of Design & Construction

Approved V. J. Paulin  
Date 2-23-55 First Assistant Director

Approved J. H. Zell  
Date 2-24-55 Director of Highways



\*\* Submitted to B.P.R. for Approval

STANDARD		DRAWINGS	
G-707	1-2-53	I-1,2,3,4,5	2-20-45
T-35	10-1-52	I-15 No 1 **	12-1-54
RI-1	6-1-53	I-15 No 2 **	12-1-54
L-1	4-1-50	R B-1-47	7-27-49
L-3	4-1-50	AS-3-47, AS-4-47	7-27-49
L-3-A	4-1-50	I-14 G	1-22-52

SUPPLEMENTAL SPECIFICATIONS	
L-209.12	7-17-54

FILE NO	TUS-21-26.48
DATE OF LETTING	195
CONTRACT NO	

**DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS**

APPROVED: \_\_\_\_\_

DISTRICT ENGINEER                      DATE

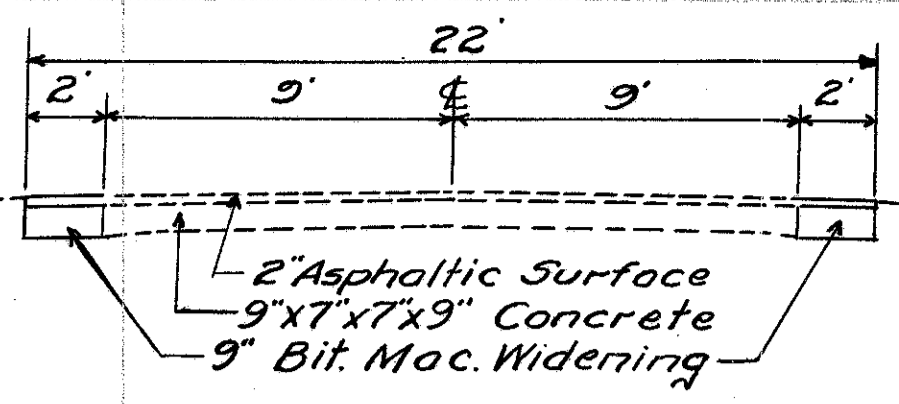




TUS-21-26.48

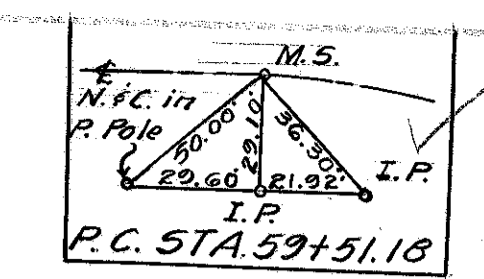
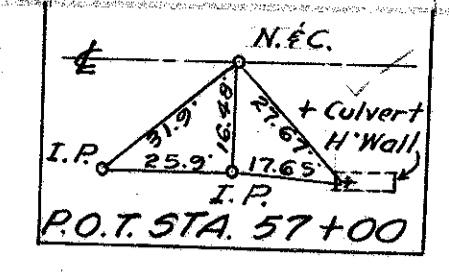
APPROACHES & BERM MATERIAL				
Station From	Station To	Side	I-18 Aggr. Cu. Yds.	
59+00	61+00	Lt.	15	
59+00	61+00	Rt.	15	
Total			30	

REMOVALS				
Station From	Station To	Side	Pavement Sq. Yds.	
59+00	61+00	R & L	489	
Total			489	



TYPICAL SECTION ADJOINING PAVEMENT EACH END OF PROJECT

Sta. 53+00 = Sta. 253+00  
End F. A. Project  
446-D (1930).



PI 53+97.69  
Δ = 64° 02' Rt.  
D = 12° 00'  
T = 298.54'  
L = 533.61'  
E = 85.65'  
R = 477.46'

NOTE: All elevations refer to U.S.G.S. datum.

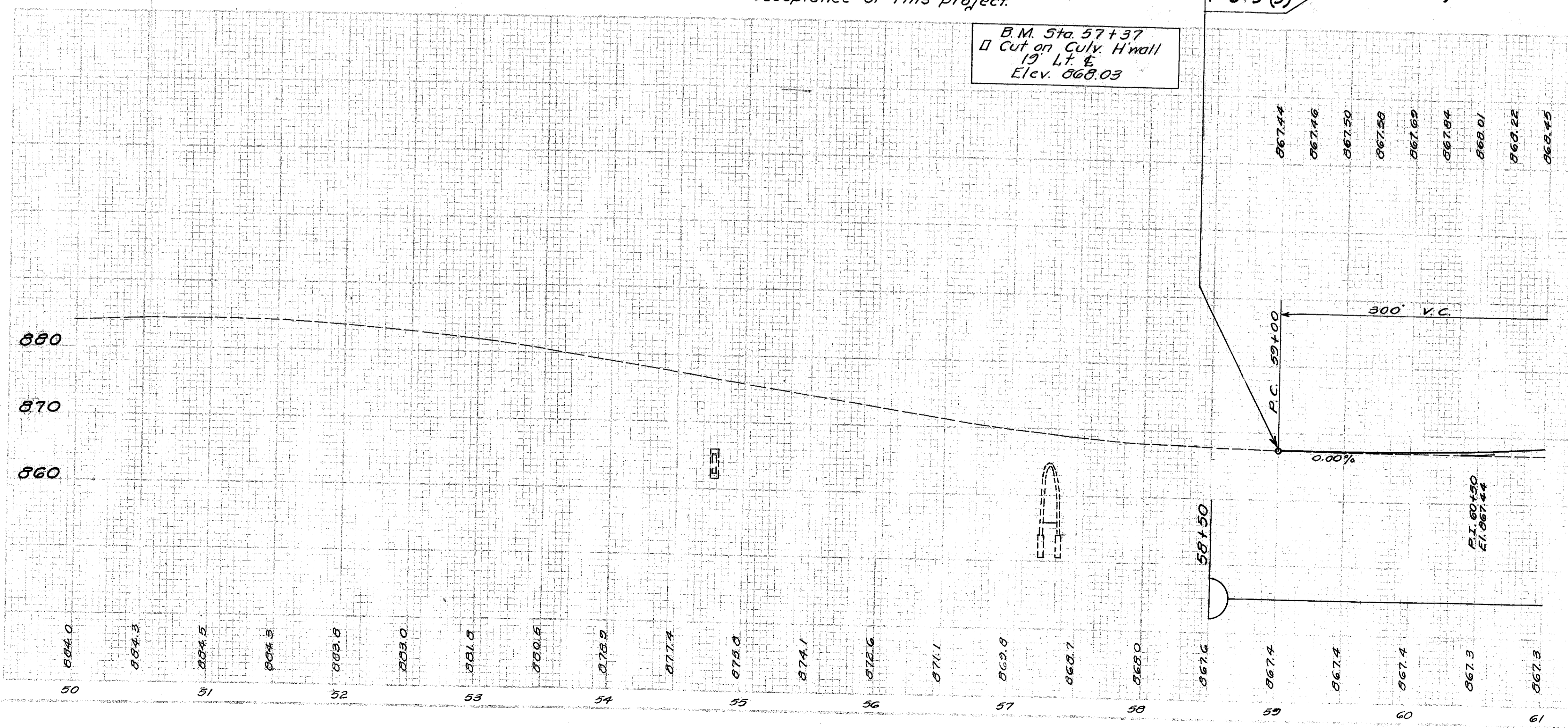
NOTE: Marker shall be furnished and erected on right by State's Forces before acceptance of this project.

STA. 58+50  
BEGIN WORK

STA. 59+00  
BEGIN PROJECT

TUS-21-26.48

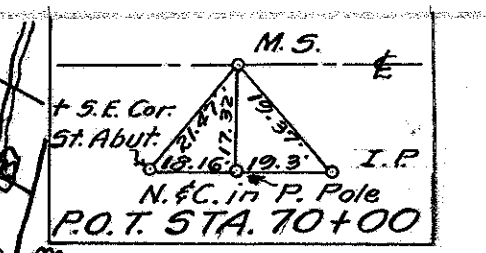
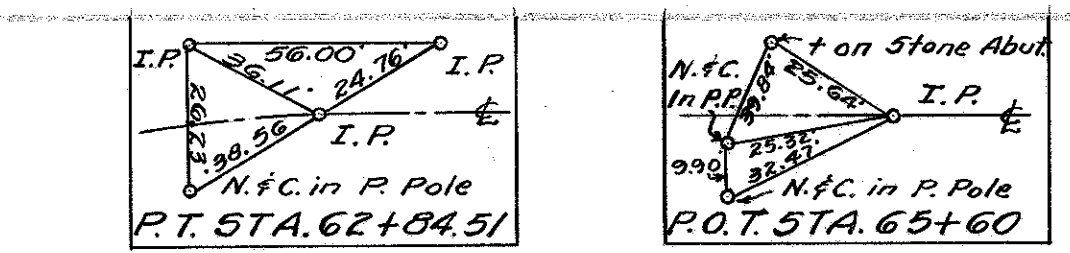
B.M. Sta. 57+37  
Cut on Culv. H'wall  
13' Lt. E  
Elev. 868.03



END SHEET

TU5-21-26.48

**EXISTING BRIDGE DATA**  
 Type: High Steel Truss.  
 Spans: 103'-6", 108'-11", 101'-4" & 101'-7" clear.  
 Roadway: 16'-8".  
 Abuts. and Piers: Stone and Conc.  
 Loading: H-15.  
 Condition: Good.  
 To be removed.



BEGIN SHEET

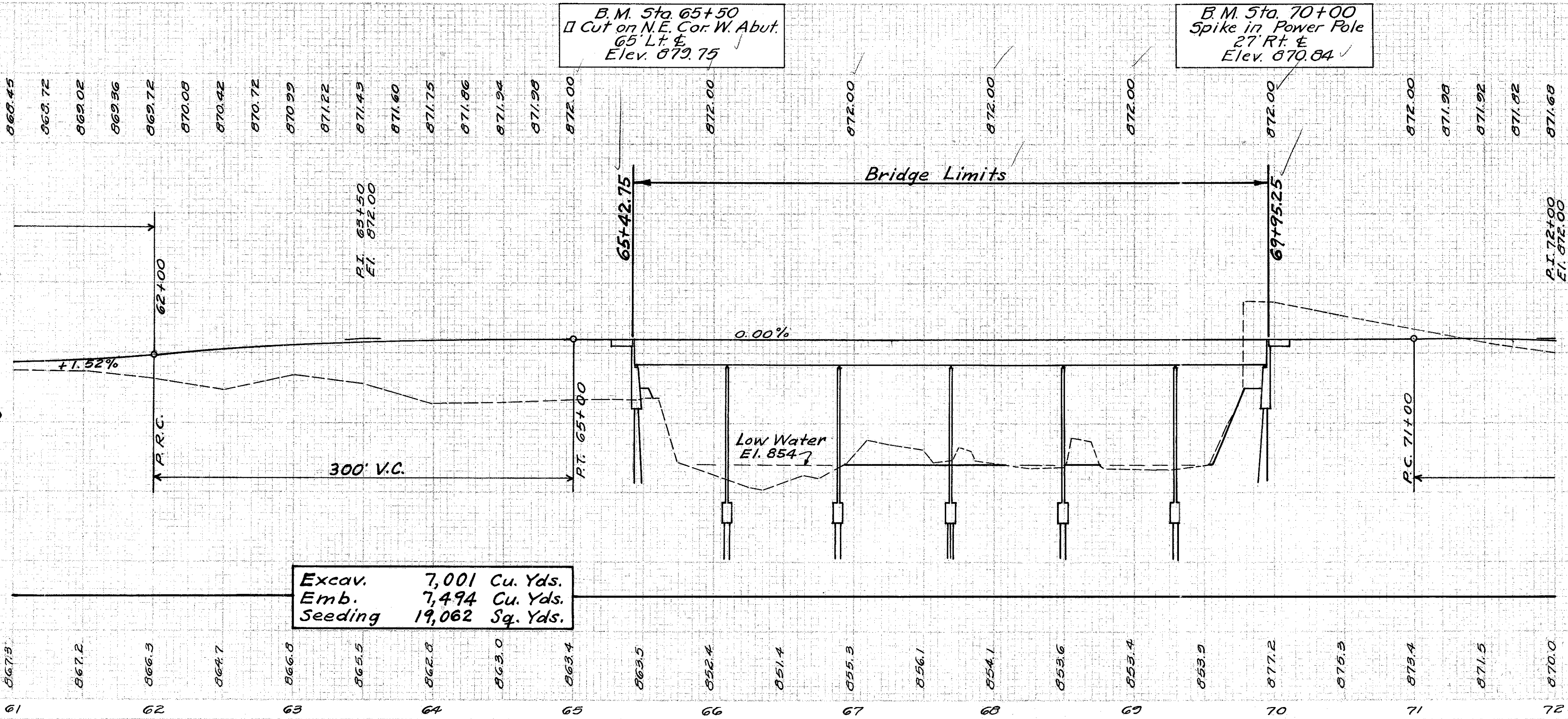
END SHEET

STA. 61+00

STA. 72+00

P.I. 61+18.42  
 $\Delta = 11^\circ 40' R$   
 $D = 3^\circ 30'$   
 $T = 167.24'$   
 $L = 333.33'$   
 $E = 8.52'$   
 $R = 1637.02'$

**PROPOSED STRUCTURE**  
 Type: Continuous steel beam with reinf. concrete deck and substructure.  
 Spans: 64'-80'-80'-80'-80'-64' % brgs.  
 Roadway: 28' face to face of curbs, with two 3' sidewalks.  
 Load Frequency: CF-400 (5).  
 Skew: None.  
 Surface Course: Bituminous.  
 Approach Slabs: AS-3-47.  
 Alignment: Tangent.



**APPROACHES & BERM MATERIAL**

Station	Side	I-18 Aggr. Cu. Yds.	T-35 Surface Cu. Yds.	12" Pipe Lin. Ft.
62+00	Lt.	34		
63+00	Lt.	6	2.2	
63+00	Rt.	22		
71+48	Rt.	17	6.6	32
71+48	Lt.	6	2.3	
61+00	65+42	Lt.	25	
61+00	65+42	Rt.	30	
69+96	72+00	Lt.	10	
69+96	72+00	Rt.	12	
<b>Totals</b>		162	11.1	32

**GUARD RAIL**

From Sta.	To Sta.	Side	New - Lin. Ft.	Remove - Lin. Ft.
62+33	65+44	Lt.		320
63+12	65+42	Lt.		233
65+15	65+40	Lt.	25	
65+15	65+40	Rt.	25	
69+84	71+51	Lt.		167
69+98	70+23	Lt.	25	
69+98	70+23	Rt.	25	
<b>Totals</b>			100	720

**REMOVALS**

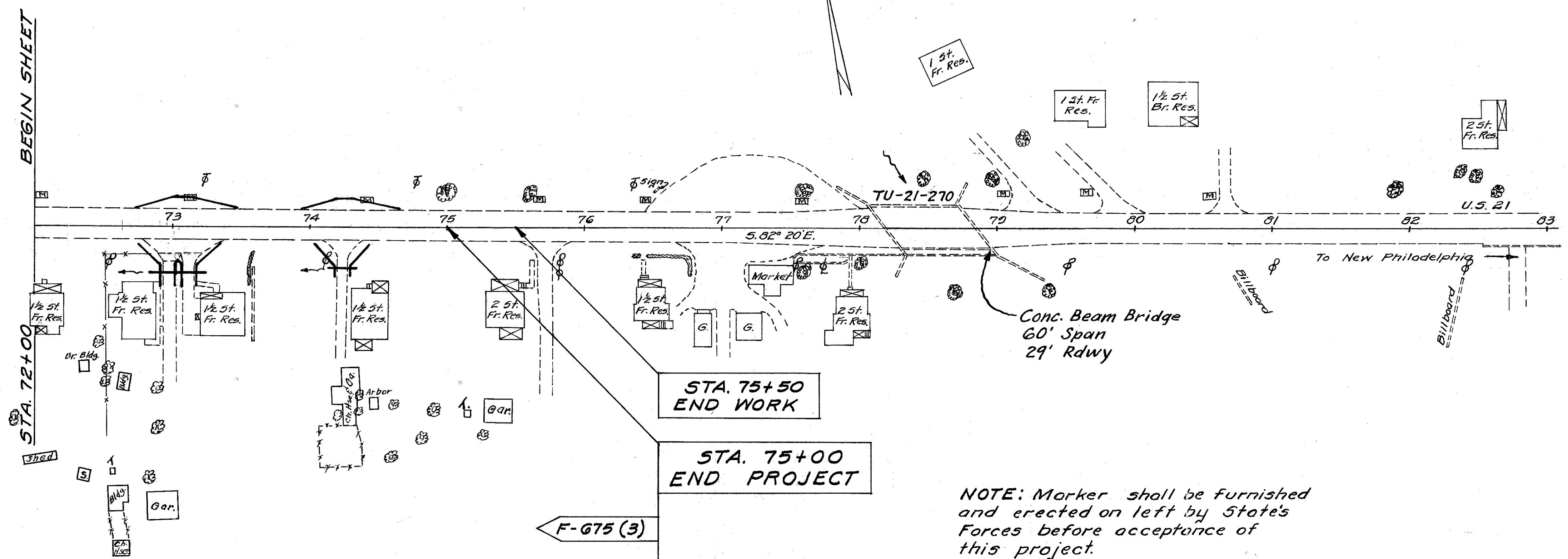
Station	Side	Pavement Sq. Yds.	Trees and Stumps - Each				
From To	€		12'-18"	18'-24"	24'-30"	30'-36"	Over 48"
61+00	65+47	L. & R.	1158				
69+83	72+00	L. & R.	530				
62+50	66+00	Rt.		3			2
64+00	64+50	Lt.		6			
67+00	72+00	Lt.	83	14	6	3	2
69+90	72+00	Rt.	3				
<b>Totals</b>		1688					122

**APPROACH SLABS**

Station	Slab	T-35 Surface Sq. Yds.	Tack Coat Cu. Yds.	Gals.
From To				
65+27.75	65+42.75	43	3.0	4.3
69+95.25	70+10.25	43	3.0	4.3
<b>Totals</b>		86	6.0	8.6

\* See Note in Proposal

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**APPROACHES & BERM MATERIAL**

Station From	Station To	Side	I-18 Aggr. Cu. Yds.	T-35 Surface Cu. Yds.	12" Pipe Lin. Ft.
72+96		Rt.	8	2.9	21
73+04		Lt.	6	2.3	
73+13		Rt.	8	2.9	21
74+24		Lt.	6	2.2	
74+24		Rt.	7	2.8	20
72+00	75+00	Lt.	13		
72+00	75+00	Rt.	16		
<b>Totals</b>			<b>64</b>	<b>13.1</b>	<b>62</b>

**REMOVALS**

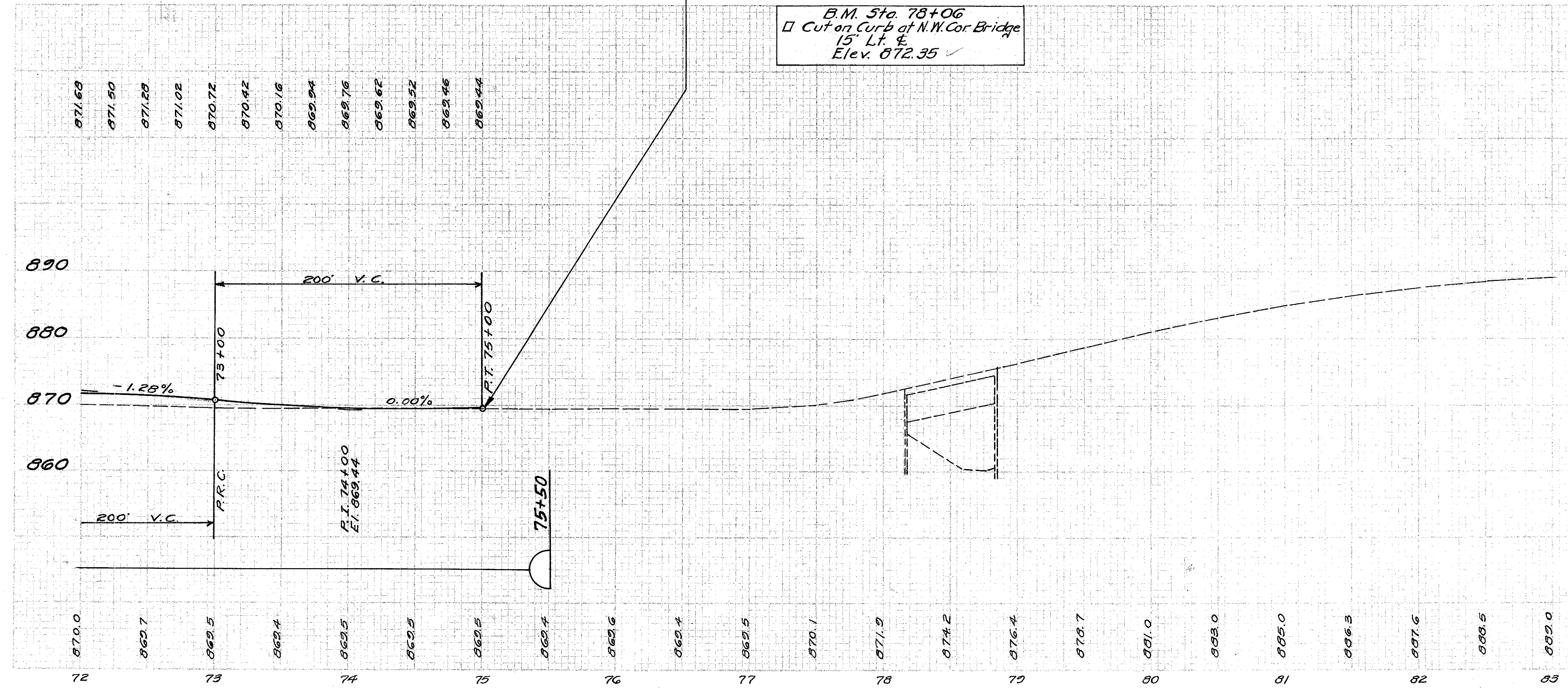
Station From	Station To	Side	Pavement Sq. Yds.	Trees - Each 18"-24"
72+00	75+00	L & R	733	
72+89	73+05	Rt.	9	
73+05	73+22	Rt.	31	
75+00		Lt.		1
<b>Totals</b>			<b>773</b>	<b>1</b>

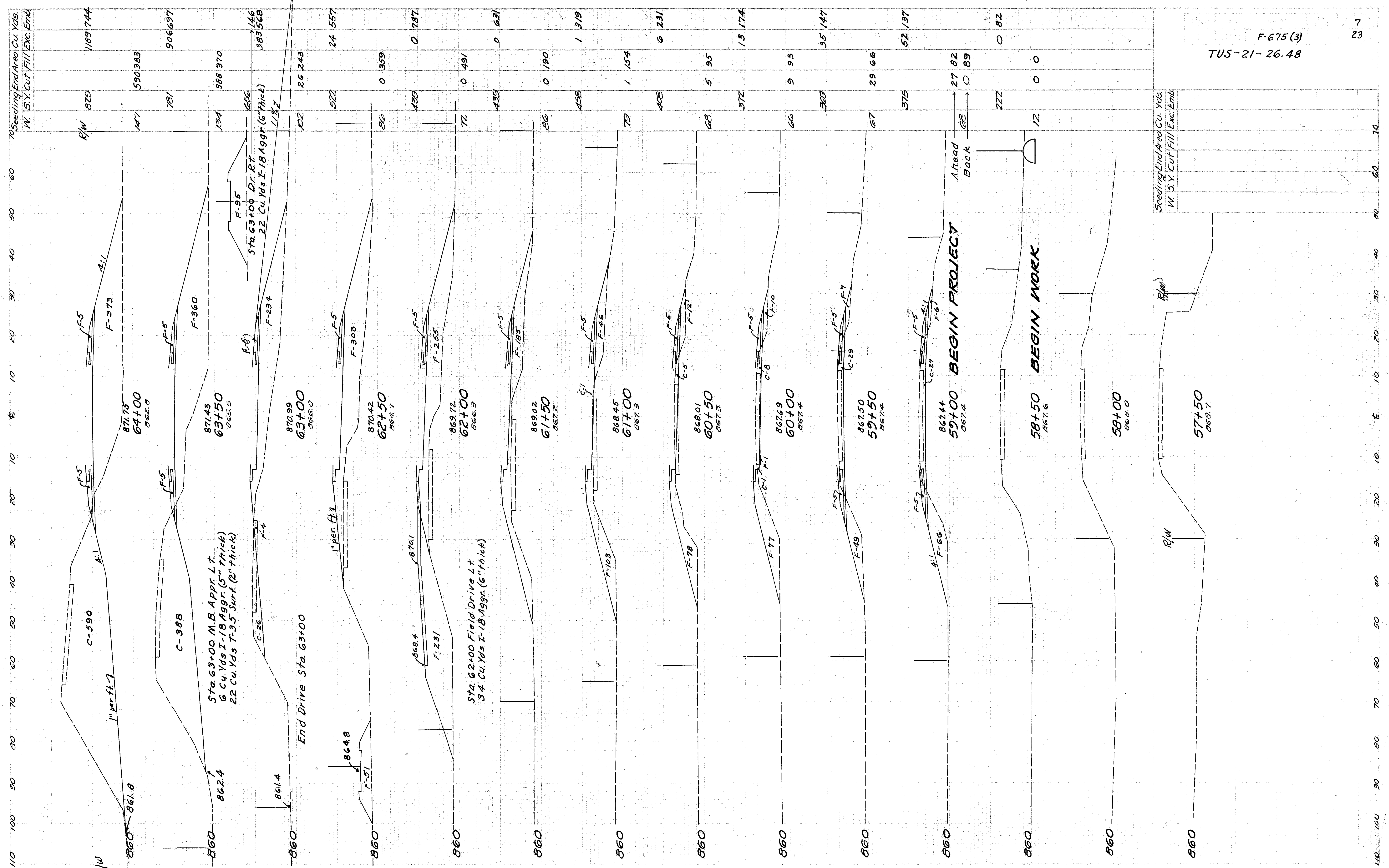
STA. 75+50  
END WORK

STA. 75+00  
END PROJECT

NOTE: Marker shall be furnished and erected before acceptance of this project.

B.M. Sta. 78+06  
□ Cut on Curb at N.W. Cor. Bridge  
15' Lt. &  
Elev. 872.35 ✓





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STA. 57+50 TO STA. 64+00

Seeding End Area Cu. Yds.  
W. S.Y. Cut Fill Exc. Emb.

Station	Seeding End Area Cu. Yds.	W. S.Y. Cut Fill Exc. Emb.
860	861.8	189 744
860	862.4	590 383
860	861.4	781
860	862.4	388 370
860	870.99	26 243
860	870.42	24 557
860	870.42	86 0 359
860	869.72	139 0 787
860	869.02	72 0 491
860	868.45	439 0 631
860	868.45	458 1 319
860	868.01	79 1 154
860	867.50	408 6 231
860	867.50	68 5 95
860	867.69	372 13 174
860	867.50	66 9 93
860	867.50	329 35 147
860	867.44	67 29 66
860	867.44	375 52 137
860	867.44	27 82
860	867.44	88 0 89
860	867.6	222 0 82
860	867.6	12 0 0
860	868.0	
860	868.1	

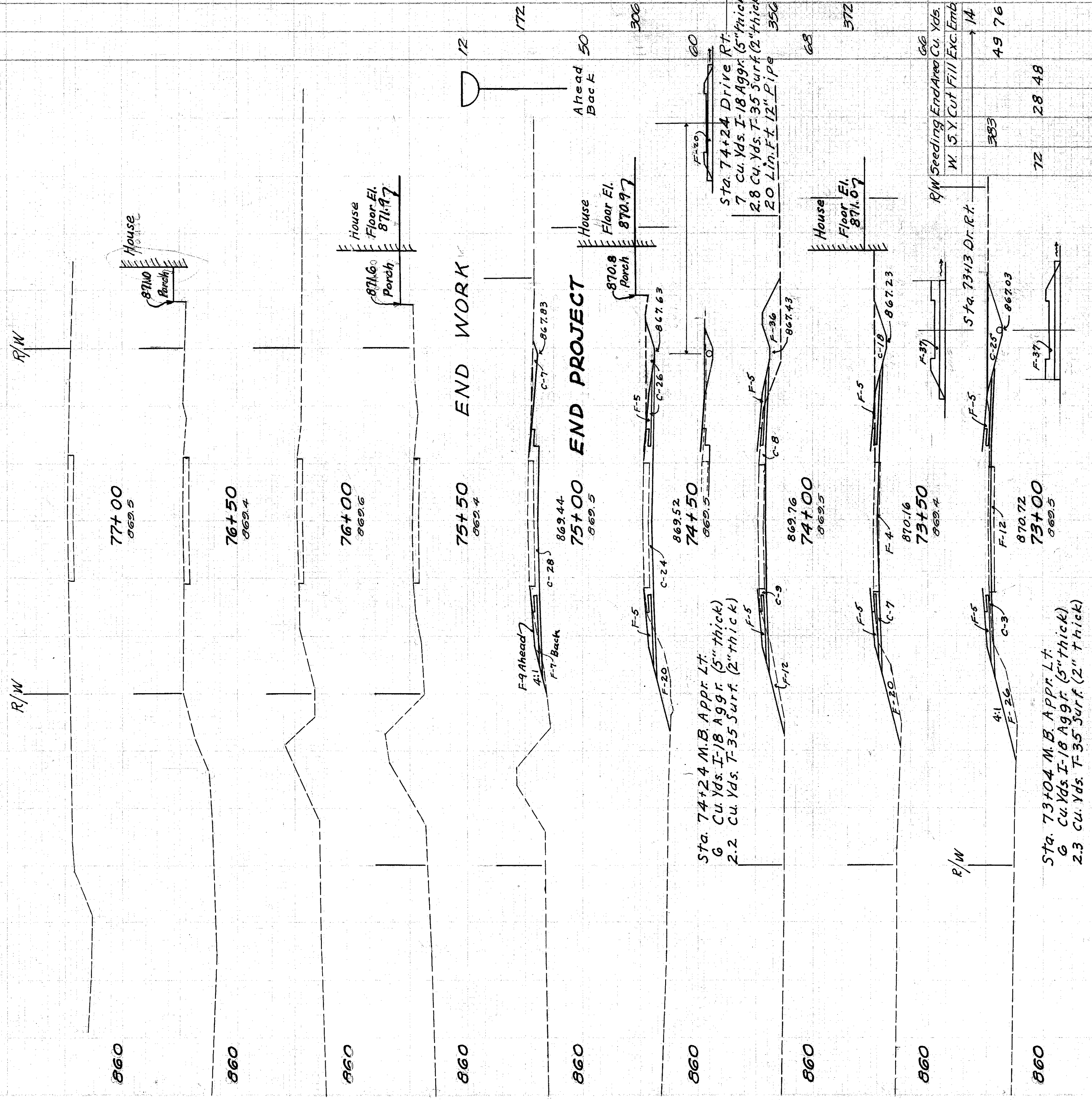


100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 Seeding End Area Cu. Yds. W. S.Y. Cut Fill Exc. Emb.

**CURVE TABLE**  
 P.C. 59+51.18 D=3°30' RT. P.T. 62+84.51  
 LEFT RIGHT

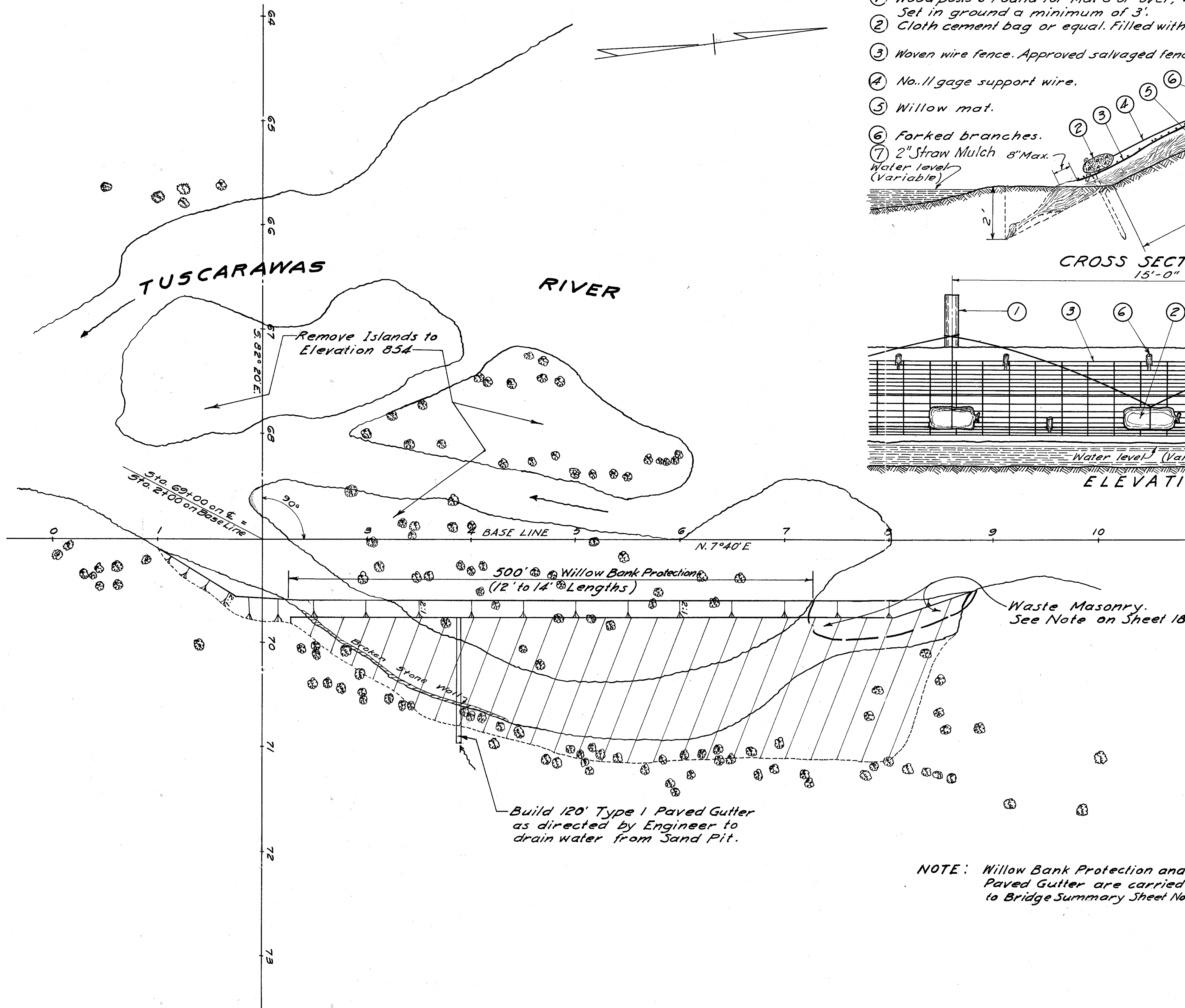
Edge of Pav't	Add Super	Width STATION	Profile Grade	Width Crown	Deduct Edge of Pav't
867.25	0.00	59	867.44	12.00	0.19
867.38		+25	867.46		867.27
867.52		+50	867.50		867.31
867.71		+75	867.58		867.59
867.95		60	867.69		867.50
868.20		+25	867.84		867.65
868.49		+50	868.01		867.82
868.82		+75	868.22		868.03
869.13		61	868.45		868.26
869.46		+25	868.72		868.59
869.78		+50	869.02		868.93
870.11		+75	869.36		869.17
870.43		62	869.72		869.53
870.74		+25	870.08		869.89
870.99		+50	870.42		870.23
871.15		+75	870.72		870.59
871.27		63	870.99		870.80
871.36		+25	871.22		871.03
871.44		+50	871.43		871.24
871.52		+75	871.60		871.41
871.59		64	871.75		871.56
871.67		+25	871.86	12.00	0.19
					871.67

The Design Speed is 40 M.P.H.



STA. 73+00 TO STA. 77+00

**PLAN OF CHANNEL CHANGE**  
SCALE: 1" = 50'



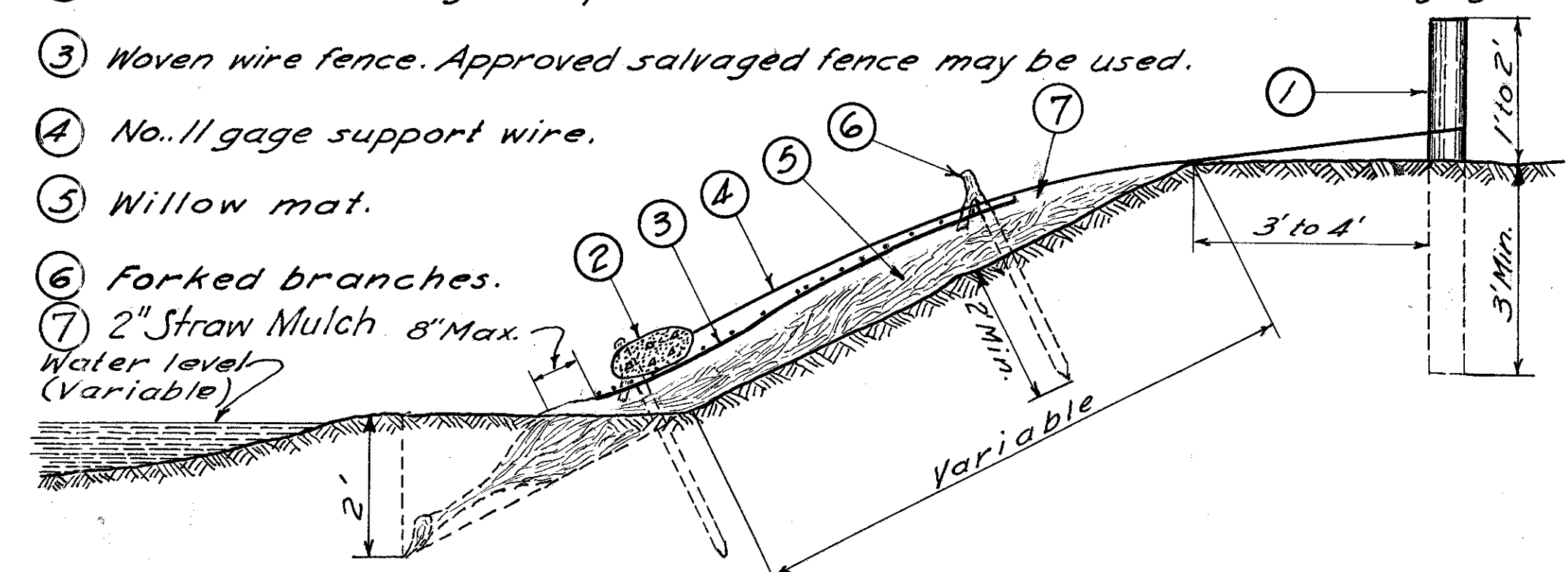
**WILLOW BANK PROTECTION**

(SPECIAL ITEM) SEE NOTE IN PROPOSAL

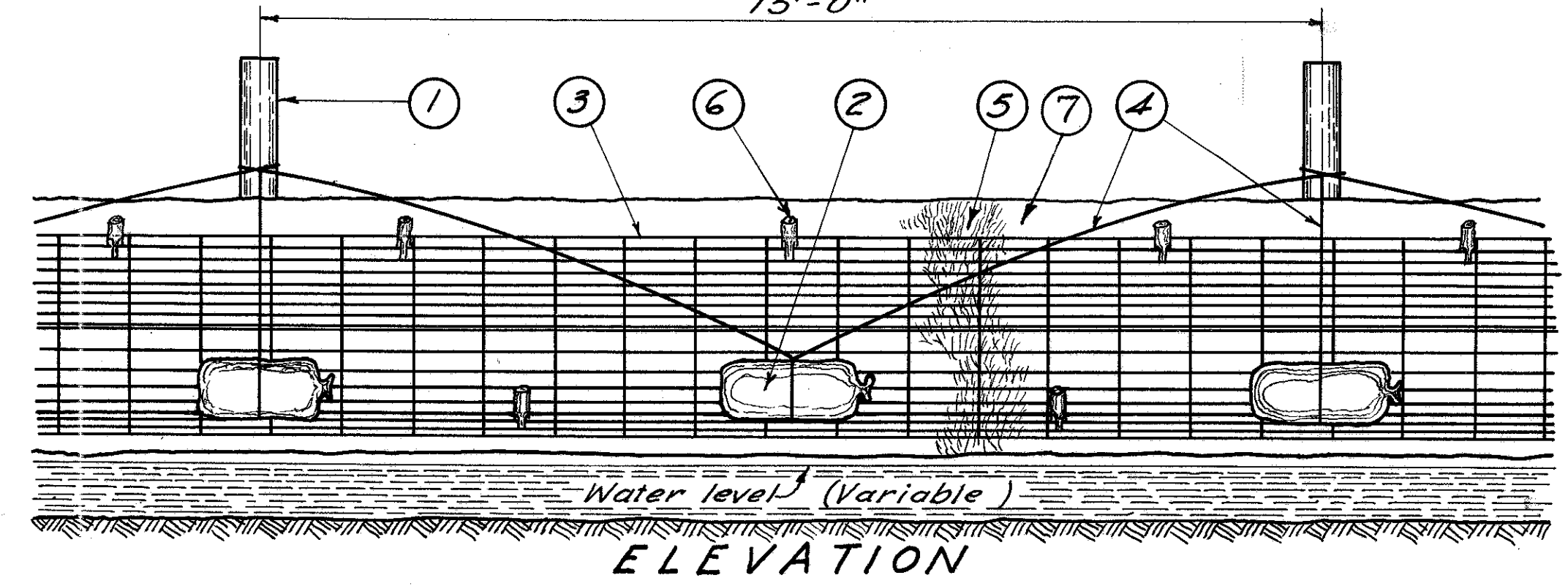
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	F-675 (3)	

TU5-21-26.48

- ① Wood posts 6" round for Mat 8' or over, 4" for less, and 4' to 5' long. Set in ground a minimum of 3'.
- ② Cloth cement bag or equal. Filled with Class "C" concrete, thoroughly wetted.
- ③ Woven wire fence. Approved salvaged fence may be used.
- ④ No. 11 gage support wire.
- ⑤ Willow mat.
- ⑥ Forked branches.
- ⑦ 2" Straw Mulch 8" Max.



CROSS SECTION  
15'-0"



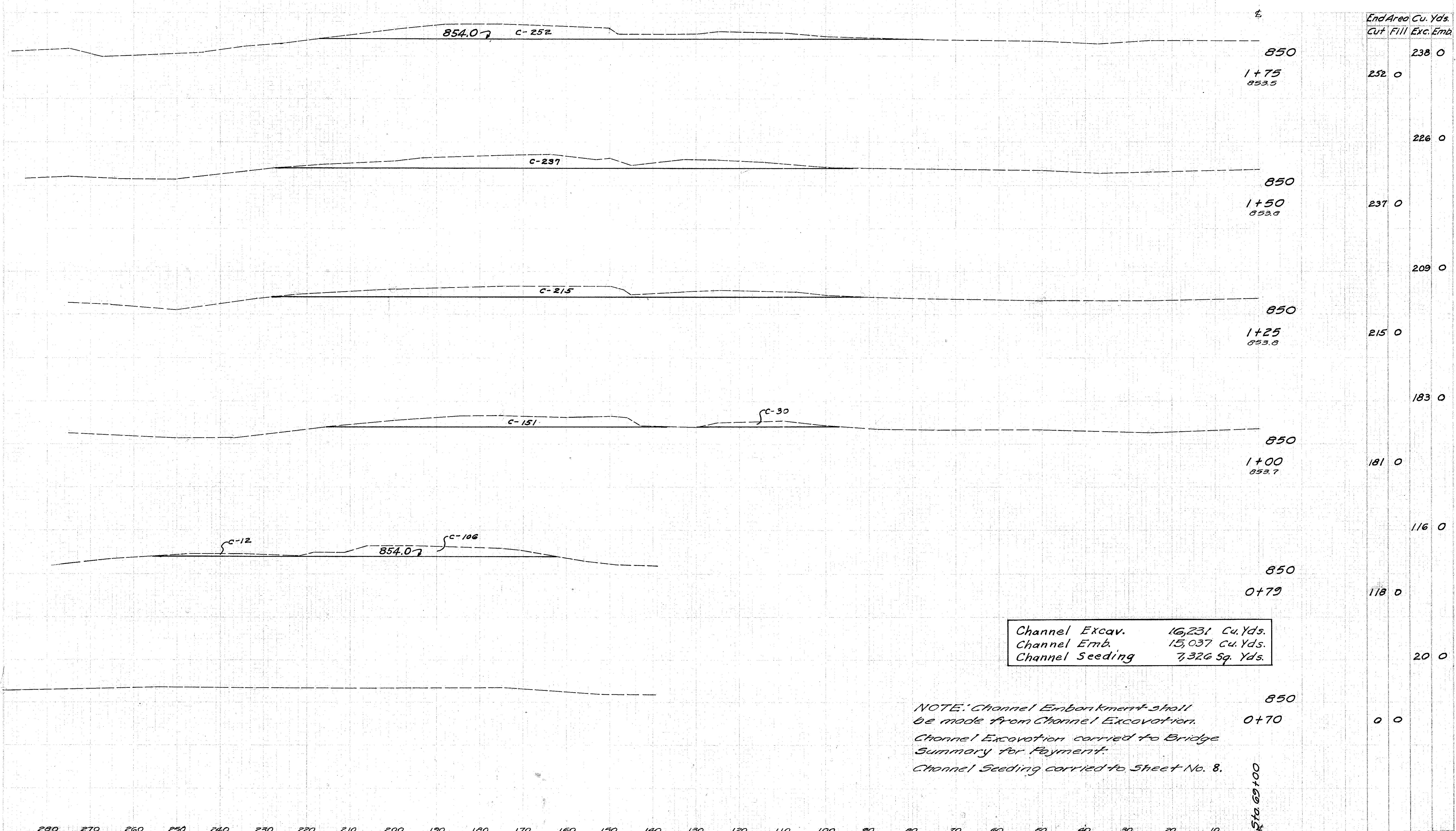
Water level (Variable)  
ELEVATION

Waste Masonry.  
See Note on Sheet 18.

NOTE: Willow Bank Protection and Paved Gutter are carried to Bridge Summary Sheet No. 18.

280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10

F-675 (B) 11  
 23  
 TUS-21-26.48



Channel Excav. 16,231 Cu. Yds.  
 Channel Emb. 15,037 Cu. Yds.  
 Channel Seeding 7,326 Sq. Yds.

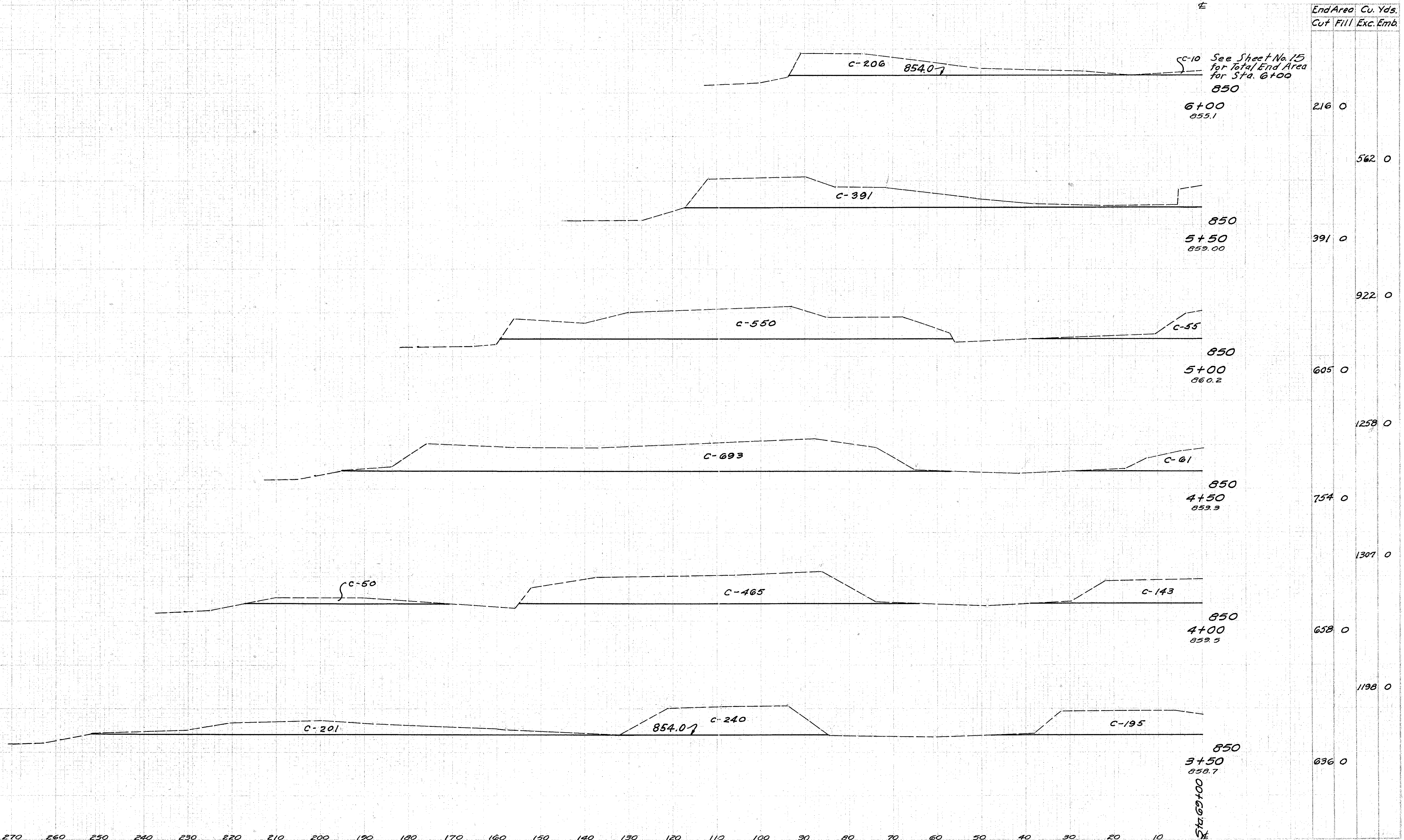
NOTE: Channel Embankment shall be made from Channel Excavation.  
 Channel Excavation carried to Bridge  
 Summary for Payment.  
 Channel Seeding carried to Sheet No. 8.

280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10

CHANNEL CHANGE STA. 0+70 TO STA. 1+75 LT.



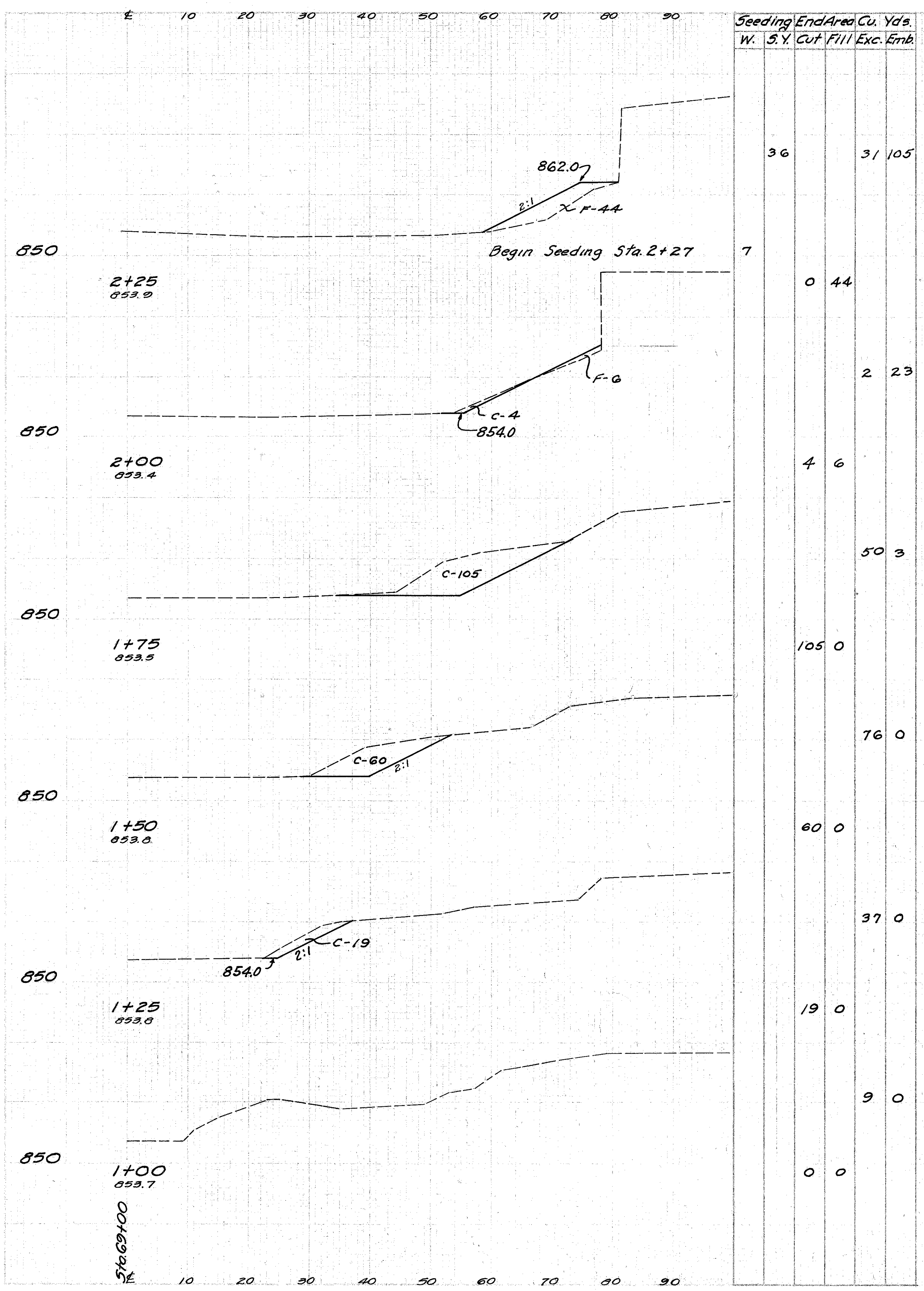
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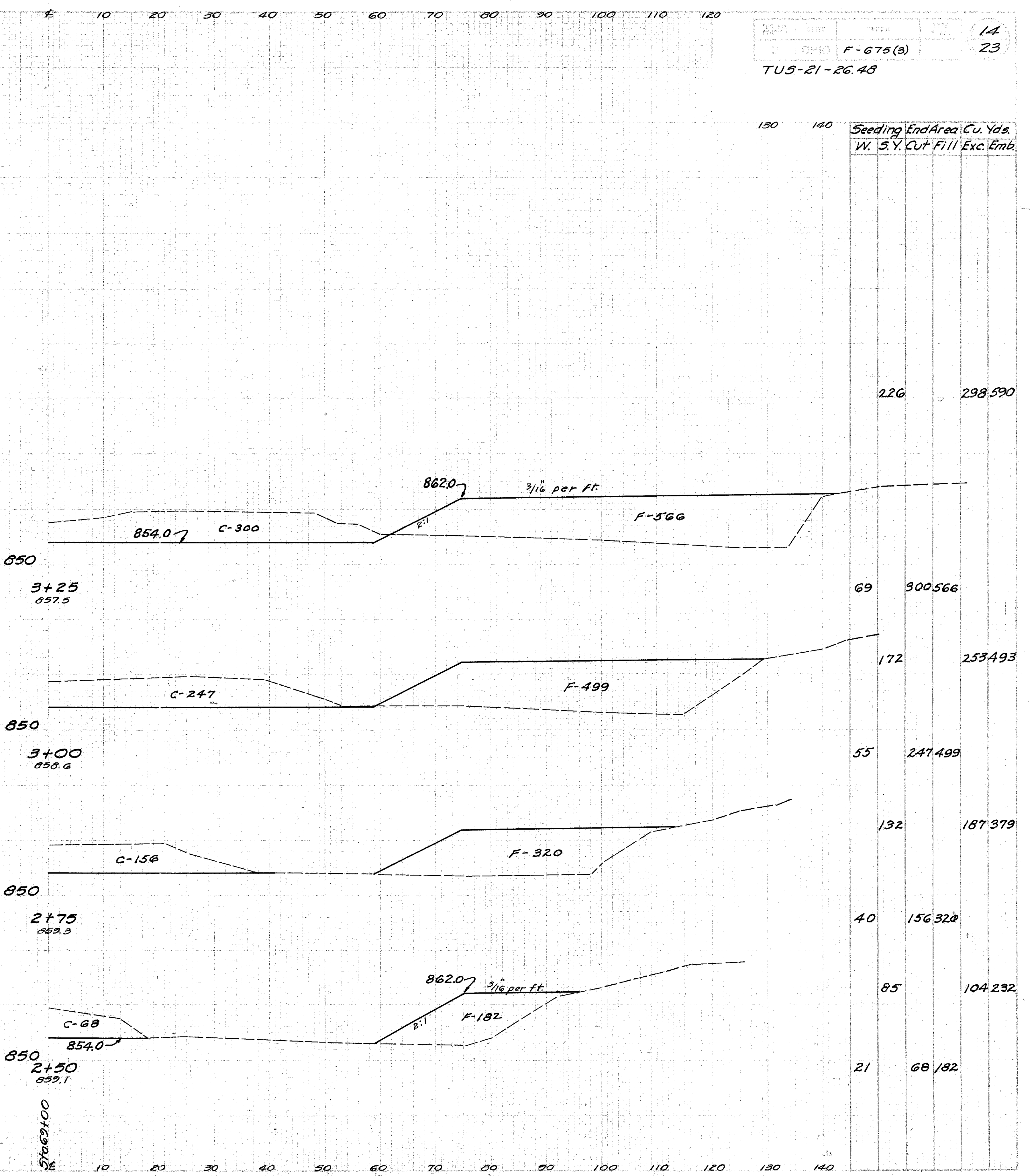
End Area		Cu. Yds.	
Cut	Fill	Exc.	Emb.
216	0		
		562	0
391	0		
		922	0
605	0		
		1258	0
754	0		
		1307	0
658	0		
		1198	0
636	0		

280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10

CHANNEL CHANGE STA. 3+50 TO STA. 6+00 LT.

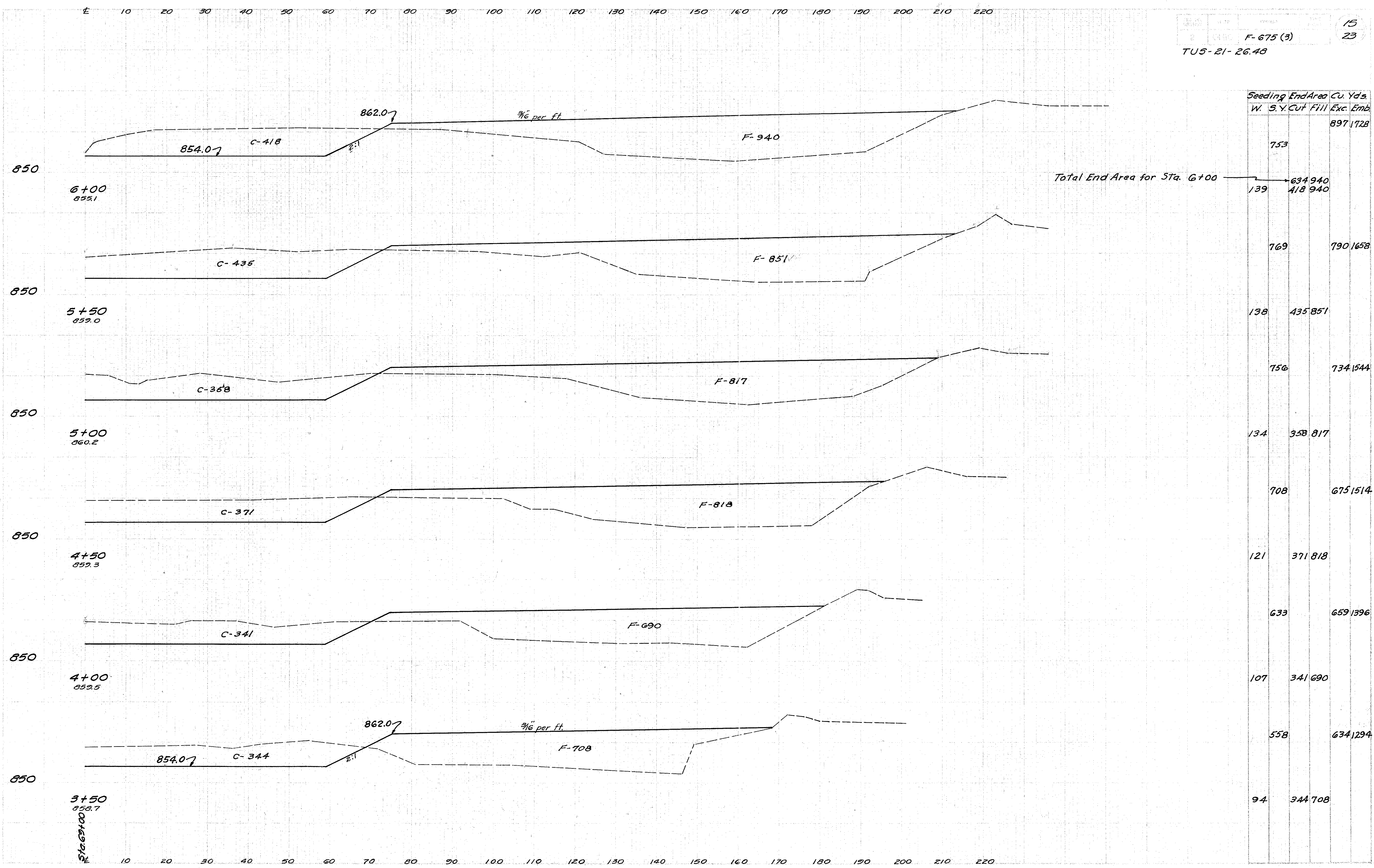


Seeding		End Area		Cu. Yds.	
W.	S.Y.	Cut	Fill	Exc.	Emb.
		36		31	105
		7		0	44
				2	23
		4		4	6
				50	3
		105		0	0
				76	0
		60		0	0
				37	0
		19		0	0
				9	0
		0		0	0



Seeding		End Area		Cu. Yds.	
W.	S.Y.	Cut	Fill	Exc.	Emb.
		130	140		
				226	298
				69	300
				172	253
				55	247
				132	187
				40	156
				85	104
				21	68

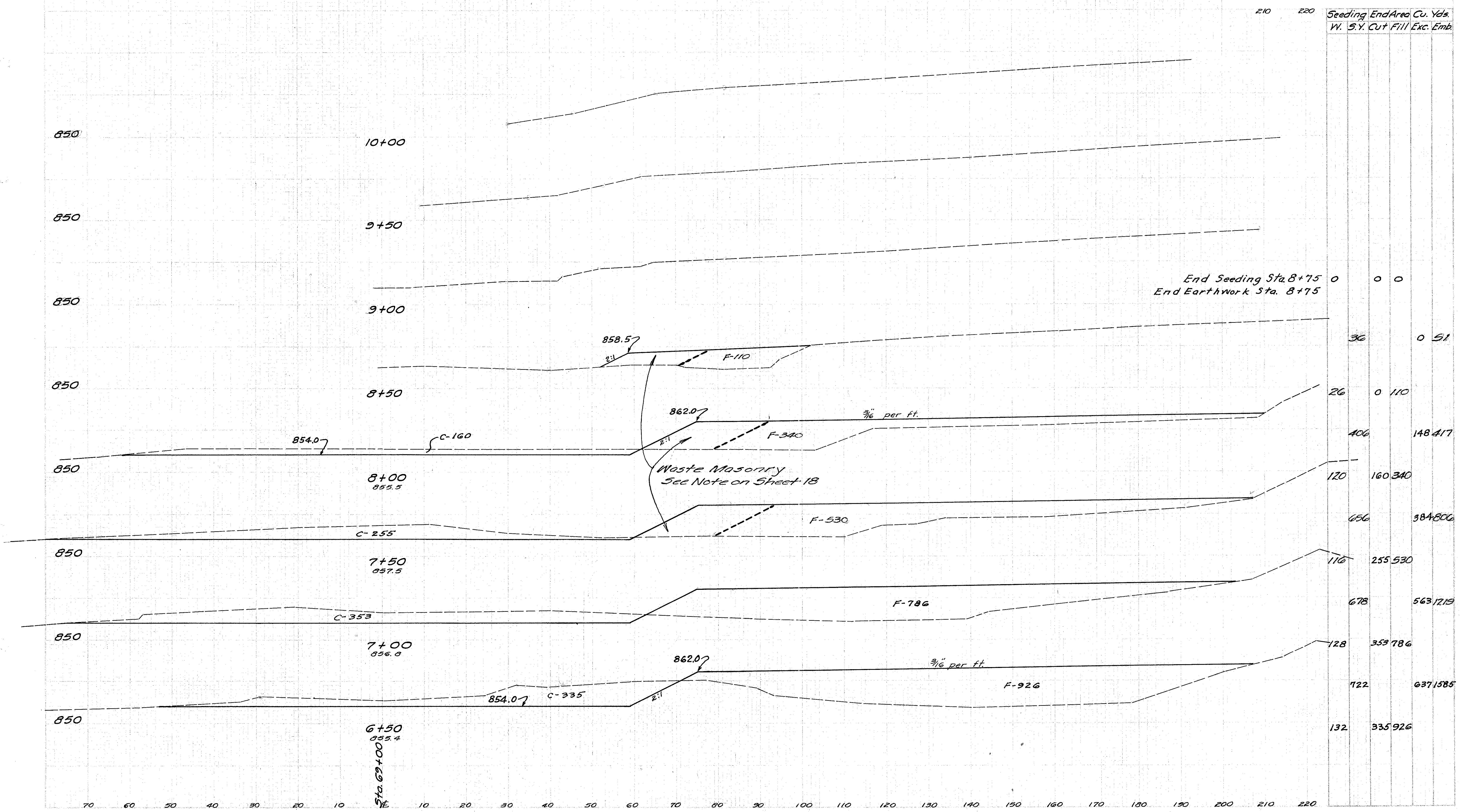
CHANNEL CHANGE STA. 1+00 TO STA. 3+25 RT.



Station	Seeding	End Area	Cu. Yds.
	W. S. Y.	Cut	Fill Exc. Emb.
6+00	139	634 940	897 1728
5+50	138	435 851	790 1658
5+00	134	358 817	734 1544
4+50	121	371 818	675 1514
4+00	107	341 690	659 1396
3+50	94	344 708	634 1294
Total End Area for Sta. 6+00		634 940	

CHANNEL CHANGE STA. 3+50 TO STA. 6+00 RT.

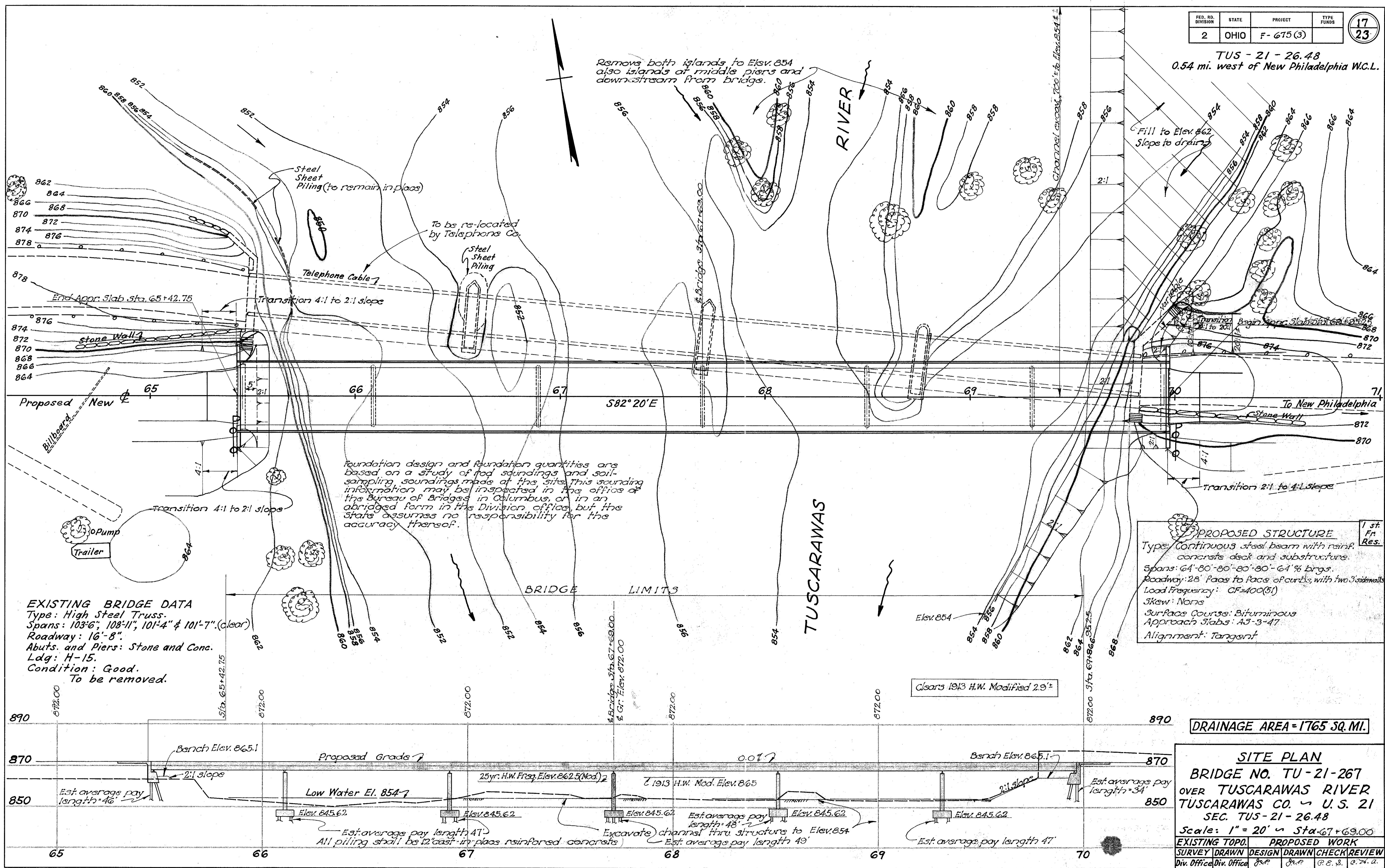
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200



Sta.	Seeding W. S.Y.	End Area Cu. Yds.	Cu. Yds.
210			
220			
End Seeding Sta. 8+75	0	0	0
End Earthwork Sta. 8+75			
8+75	36	0	51
8+50	26	0	110
8+00	406	148	417
7+50	170	160	340
7+00	656	384	806
6+50	116	255	530
6+50	678	563	719
6+50	128	353	786
6+50	722	637	1585
6+50	132	335	926

CHANNEL CHANGE STA. 6+50 TO STA. 10+00

TUS-21-26.48  
0.54 mi. west of New Philadelphia W.C.L.



Remove both islands to Elev. 854 also islands at middle piers and downstream from bridge.

Foundation design and foundation quantities are based on a study of log soundings and 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 an abridged form in the Division office, but the State assumes no responsibility for the accuracy thereof.

**EXISTING BRIDGE DATA**  
Type: High Steel Truss.  
Spans: 103'-6", 108'-11", 101'-4" & 101'-7" (clear)  
Roadway: 16'-8"  
Abuts. and Piers: Stone and Conc.  
Ldg: H-15.  
Condition: Good.  
To be removed.

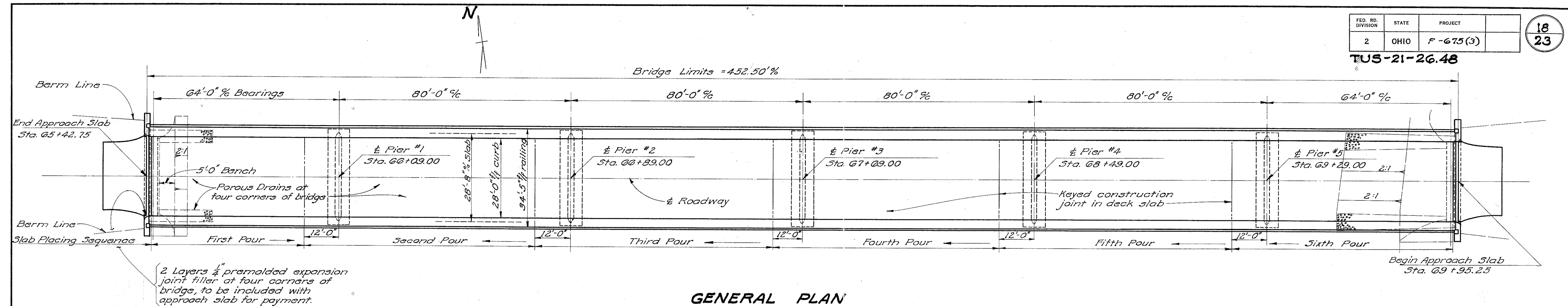
**PROPOSED STRUCTURE**  
Type: Continuous steel beam with reinf. concrete deck and substructure.  
Spans: 64'-80'-80'-80'-80'-64' brgs.  
Roadway: 28' Face to Face of curbs, with two sidewalks  
Load Frequency: CF=400(51)  
Skew: None  
Surface Course: Bituminous  
Approach Slabs: A5-3-47  
Alignment: Tangent

DRAINAGE AREA = 1765 SQ. MI.

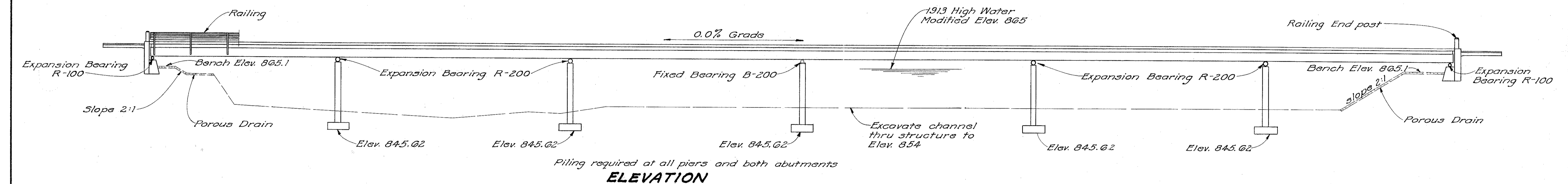
**SITE PLAN**  
BRIDGE NO. TU-21-267  
OVER TUSCARAWAS RIVER  
TUSCARAWAS CO. U.S. 21  
SEC. TUS-21-26.48  
Scale: 1" = 20' ~ Sta. 67+69.00

EXISTING TOPO.	PROPOSED WORK
SURVEY	DRAWN
DIV. OFFICE	CHECK
DIV. OFFICE	REVIEW

TUS-21-26.48



**GENERAL PLAN**



**ELEVATION**

ESTIMATED QUANTITIES		Description		Superstr.	Abuts.	Piers	Genar.	As-Built
E-2	Lump	Sum	Cofferdams, cribs and sheeting				Lump	
E-2	565	Cu. Yd.	Unclassified Excavation		65	500		
E-3	16231	Cu. Yd.	Channel Excavation				16231	
I-14	120	Lin. Ft.	Standard Type I Paved gutter				120	
S-1	291	Cu. Yd.	Class "C" concrete, superstructure	291				
S-1	94	Cu. Yd.	Class "E" concrete, abutments		94			
S-1	118	Cu. Yd.	Class "E" concrete, pier footings			118		
S-1	208	Cu. Yd.	Class "E" concrete, pier walls			208		
S-3	1471	Sq. Yd.	Type "C" waterproofing	1471				
S-4	112,299	Lbs.	Reinforcing steel	95921	4583	11712	83	
S-7	556000	Lbs.	Structural steel	556000				573,604
S-8	556000	Lbs.	Field painting of structural steel	556000				573,604
S-14	905.67	Lin. Ft.	Railing (steel with concrete end posts)	905.67				
S-16	Lump	Sum	First test pile				Lump	
S-18	4450	Lin. Ft.	12" cast in place reinforced concrete piling		640	3810		4540
S-24	Lump	Sum	Removal of existing structure				Lump	
S-29	20	Cu. Yd.	Porous drains on embankment slopes				20	
T-35	98	Cu. Yd.	Asphaltic concrete surface course, Type "A" or "C"		98			
Special	500	Lin. Ft.	Willow Bank Protection (12'-14')					

**GENERAL NOTES**

**EXCAVATION QUANTITY** includes the removal of fill material between top of earth bench and bottom of abutment.

**PILING** shall be driven to a minimum bearing capacity of 20 tons for the abutments and 35 tons for the piers.

**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.

**PAINTING**, both shop and field, shall be according to Item 5-8 except that the paint shall be applied by brushing. Spray application will not be permitted.

**DESIGN SPECIFICATIONS:** This structure conforms to the requirements of "Design Specifications for Highway Structures" dated October 1, 1951, together with revisions thereof dated July 15, 1952 and April 1, 1954.

**WELDED STEEL:** The steel for the 33WF220 beams shall conform to ASTM Designation A-373. All other structural steel shall conform to ASTM A-7 (as per Sec. M-7.4 (a) of the Construction and Material Specifications) or A-373. A-373 steel need not be preheated for welding. A-7 steel for rockers and bolsters shall be preheated in accordance with Sec. 5-7.22 of the specifications.

**DECK CONSTRUCTION PROCEDURE:** Deck slab shall be placed in sections, between transverse construction joints, in the numerical order and in the direction indicated on the General Plan in order that the major portion of dead load deflection may occur prior to placing concrete over each pier.

**SURFACE FINISH OF CONCRETE:** Railing and posts shall receive a rubbed surface finish. All other exposed surfaces shall be governed by the provisions of Item 5-1.

**POROUS DRAINS,** extending from face of abutment to Elev. 862± at west abutment and Elev. 854± at east abutment, shall be placed on and flush with embankment slopes at all four corners of bridge. At the west abutment the drains shall be 4 ft. wide. At the east abutment the drains shall be 4 ft. wide at the face of the abutment tapering to 6 ft. wide at toe of embankment slope. They shall be centered under edge of deck slab. The drains shall be 1 ft. thick and shall be composed of No. 1 or No. 12 gravel, stone or slag. Construction procedure shall conform essentially to Item I-9. Trench excavation shall be included for payment with the price per cu. yd. bid for "Porous drains on embankment slopes."

**REINFORCING STEEL** shall be 2" clear of surface of concrete except as otherwise shown.

**2½" ASPHALTIC CONCRETE SURFACE COURSE,** Item T-35, laid in two 1½" courses, shall be provided.

**GRAVEL,** if used as course aggregate, shall be according to Sec. M-3.93 instead of M-3.91 for Class "C" concrete, superstructure. Gravel meeting the requirements of Sec. M-3.93 also may be used for other concrete in this structure.

REFERENCE shall be made to Standard Drawing RB-1-47 revised 7-27-49.

**REMOVAL OF EXISTING STRUCTURE:** Existing structure shall be removed when no longer needed to maintain traffic. The 12" I-beam stringers and timber strip flooring shall be piled along the right-of-way for disposal by the States forces. East abutment shall be removed to 1 ft. below proposed bench. West abutment

to be removed to Elevation 862± or where necessary for new construction. Piers shall be removed. West pier, including sheet piling, to be removed to Elev. 852, central pier and east pier to Elev. 854 and to whatever extent is necessary to avoid interference with new construction including pile driving. Waste masonry shall be dumped as bank protection across old east channel at upstream end. Remainder of removed materials shall become the property of the Contractor. Strip floor may be removed in sections not to exceed 8'.

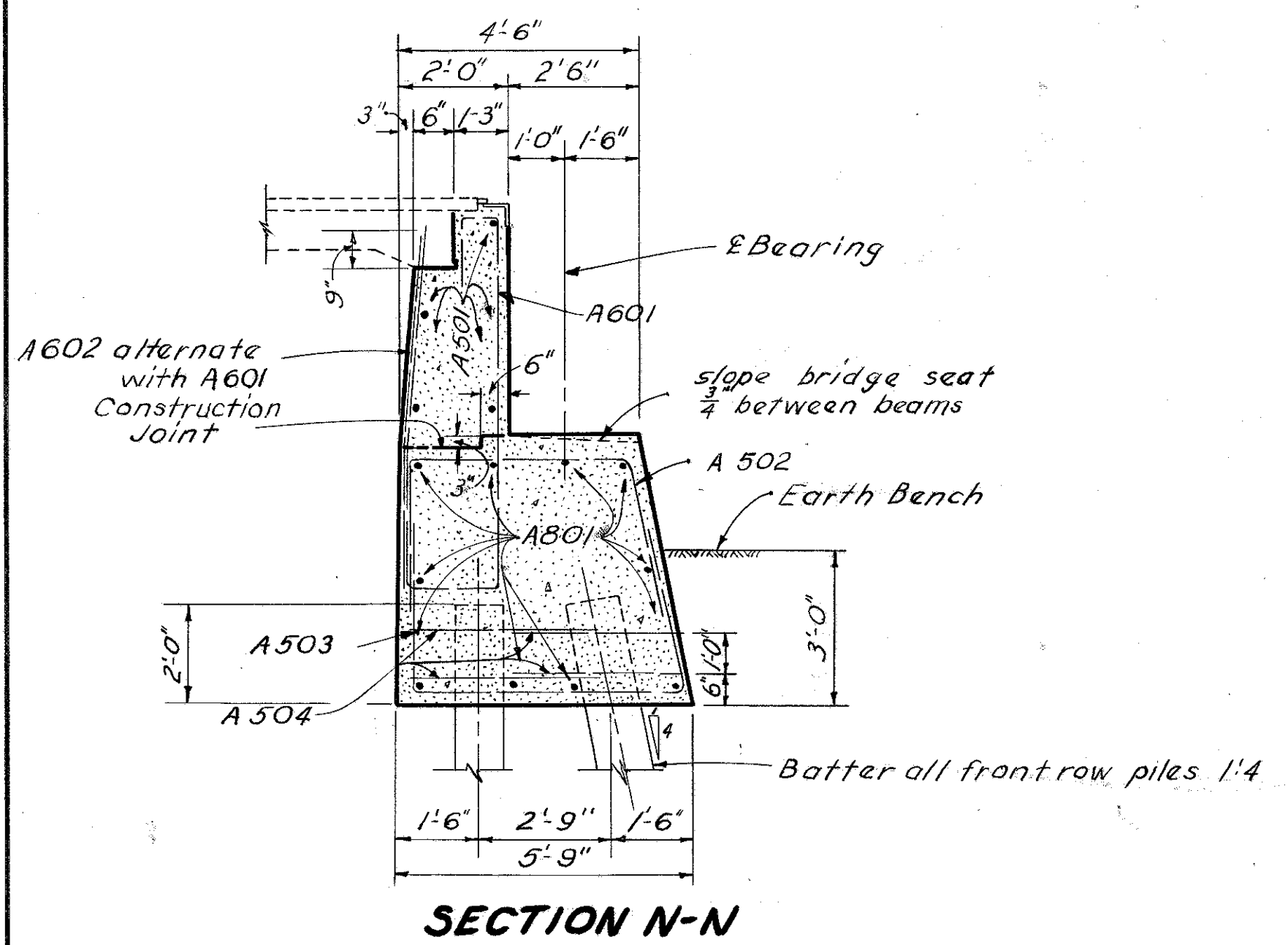
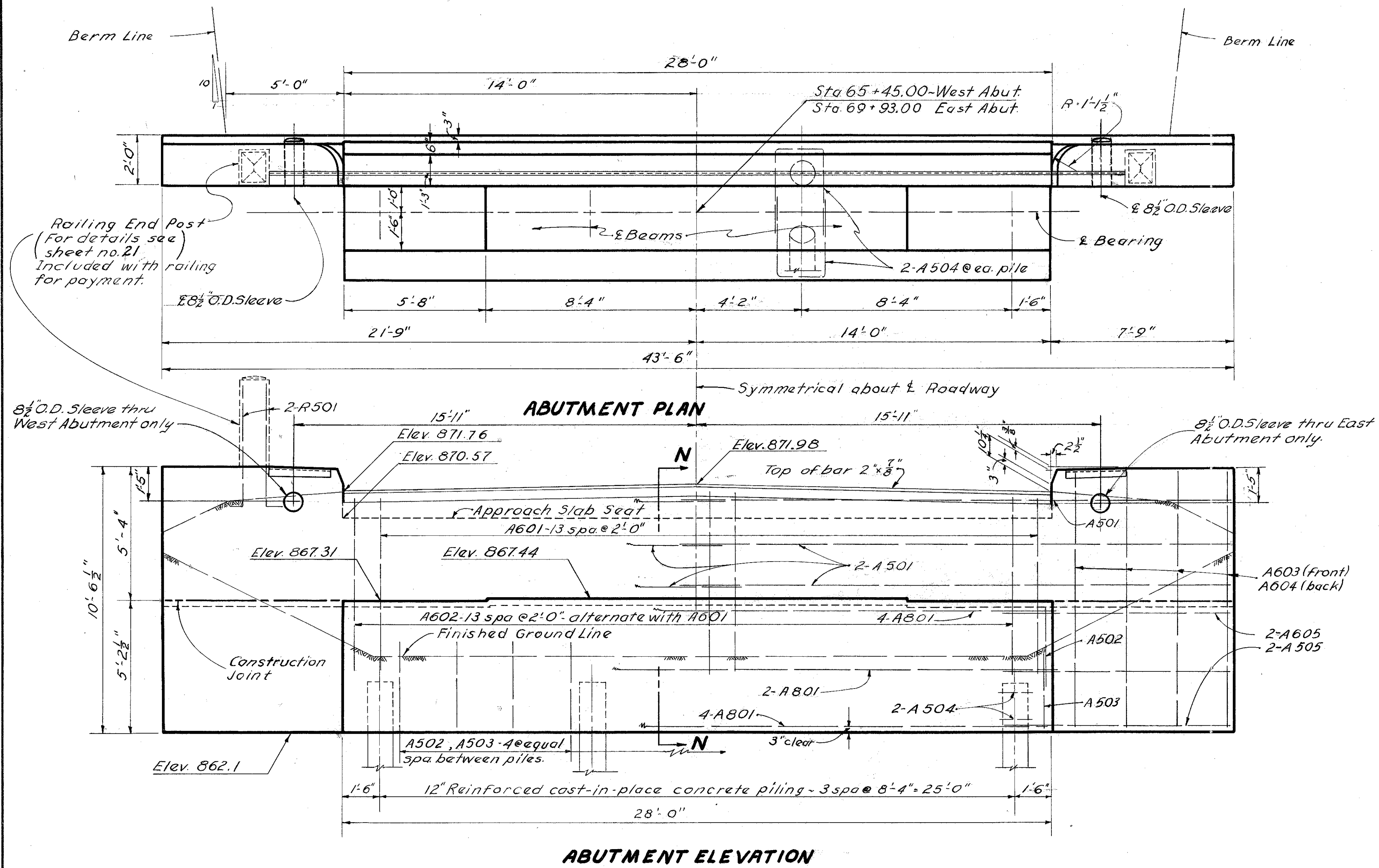
STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
DIVISION OF DESIGN AND CONSTRUCTION  
BUREAU OF BRIDGES

**GENERAL PLAN & ELEVATION  
NOTES & QUANTITIES**  
BRIDGE NO. TU-21-267  
OVER TUSCARAWAS RIVER  
TUSCARAWAS COUNTY STA. 67+69.00  
SEC. TU5-21-26.48

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
REK	REK	JDJ	mfu	BFG	10-29-54	11-14-54

1-8-58 JVP

TUS-21-26.48



**BRIDGE SEAT PROCEDURE:** Concrete above bridge seat construction joint shall not be placed until after steel work is erected. Steel end finish shall be used as a template for top of backwall.

**CAPPED PILE ABUTMENTS:** All earth fill around the abutments shall be made full height of earth bench. Excavation shall then be made for the abutment cap, after which the piling shall be driven.

**8 1/2" O.D. SLEEVES:** to be furnished by the East Ohio Gas Company. Placing of sleeves to be included for payment in the price bid per cubic yard for abutment concrete.

REINFORCING STEEL LIST					BENDING DIAGRAMS	
MARK	NO.	LENGTH	WEIGHT	SHAPE		
<b>SUPERSTRUCTURE</b>						
S701	599	28'-2"	34486	S	7'-2" % P604	
S601	540	39'-2"	31767	S		
S602	90	32'-0"	4326	S		
S603	599	28'-2"	25342	S		
<b>PIERS</b>						
P601	110	18'-6"	3057	S	P603 4'-1" % R307 2'-0" %	
P603	200	4'-11"	1477	B	1'-8" % 1'-10"	
P604	185	8'-6"	2362	B	P503 1'-7" % P502 1'-8" % R-1" R=2'-6"	
P501	100	27'-0"	2816	S	10" % 1'-7" %	
P502	100	7'-6"	782	B	4'-2" % 9"	
P503	115	4'-6"	540	B	A502 3'-1 1/2" % A504 3'-3 1/2" %	
P504	20	32'-6"	678	S	A503 5'-5" %	
<b>ABUTMENTS</b>						
A801	20	27'-8"	1477	S	A501 2'-8" 4'-0" 5'-2" 1'-8" %	
A601	28	17'-2"	722	B	A502 4'-11" %	
A602	28	6'-8"	280	B	A503 4'-8" 9"	
A603	16	10'-2"	244	S	A503 5'-5" %	
A604	16	10'-2"	244	B	A601 2'-8" 4'-0" 1'-8" %	
A605	8	9'-2"	110	S	6'-10" %	
A501	20	22'-4"	466	S		
A502	28	10'-2"	297	B		
A503	28	11'-4"	331	B		
A504	32	7'-9"	259	B		
A505	16	9'-2"	153	S		
<b>RAILING</b>						
R501	16	4'-9"	*	B		
R502	32	2'-9"	*	B		
<b>REPLACEMENT BARS</b>						
RE801	1	6'-6"	17	S		
RE701	2	6'-2"	25	S		
RE601	4	5'-10"	35	S		
RE501	1	5'-7"	6	S		

NOTE: In the reinforcing steel bar marks the first digit is the Bar Number which indicates the size of the bar  
 \* Included for payment under Item S-14

STATE OF OHIO  
 DEPARTMENT OF HIGHWAYS  
 BUREAU OF BRIDGES AND RAILROAD CROSSINGS

**ABUTMENT DETAILS AND REINFORCING STEEL LIST**

BRIDGE NO. TU-21-267  
 OVER TUSCARAWAS RIVER  
 TUSCARAWAS COUNTY  
 SEC. TUS-21-26.48 Sta. 67+69.00

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
REK	REK	RFB	CFB	CFB	4-4-55	

BFG 10-29-54





GOSHEN TWP - T-8, R-2-2<sup>ND</sup> QTR.

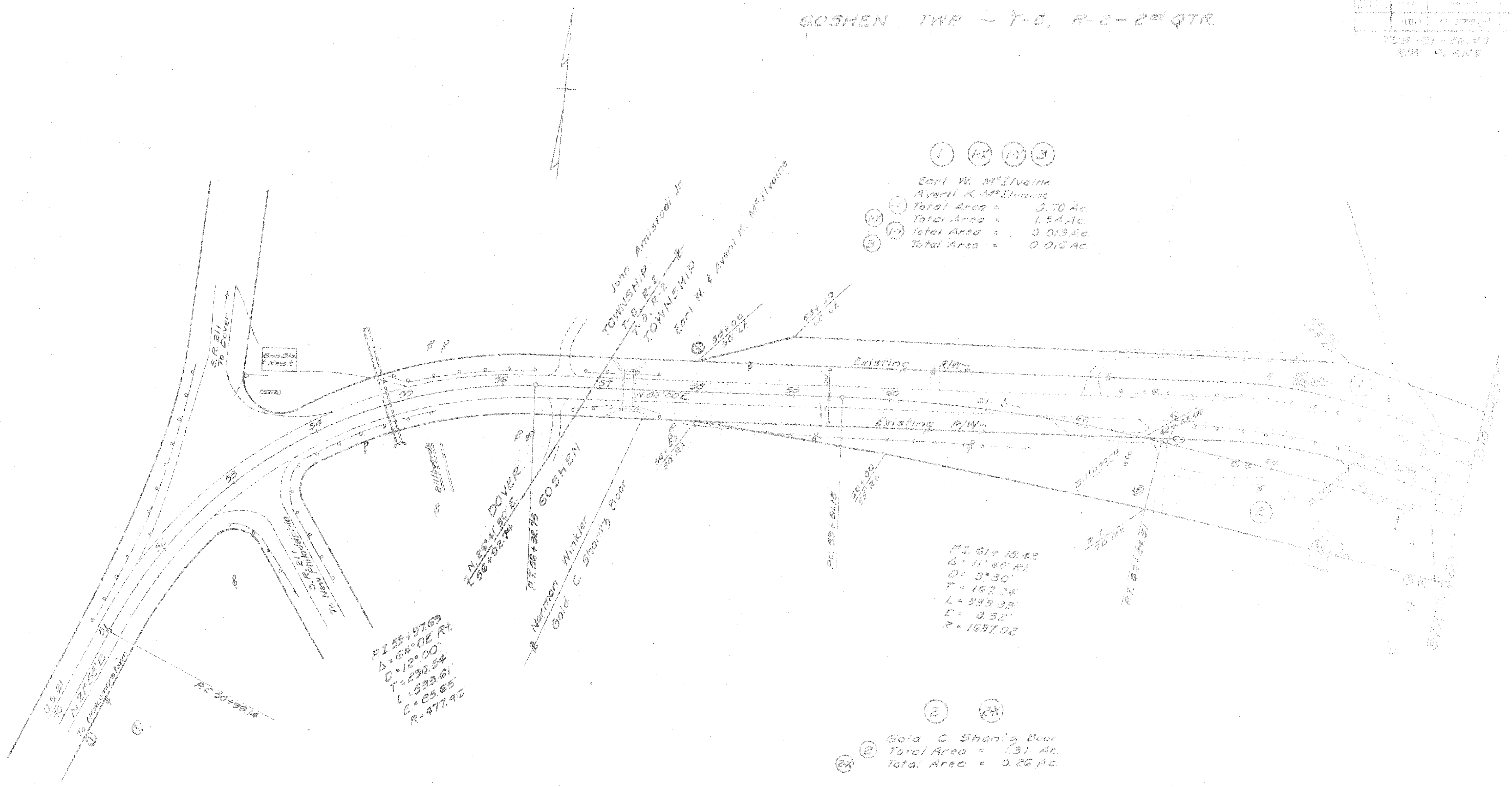
DATE	BY	SCALE	NO.
10/27/50			21
TUB-21-26-40			
R/W PLANS			

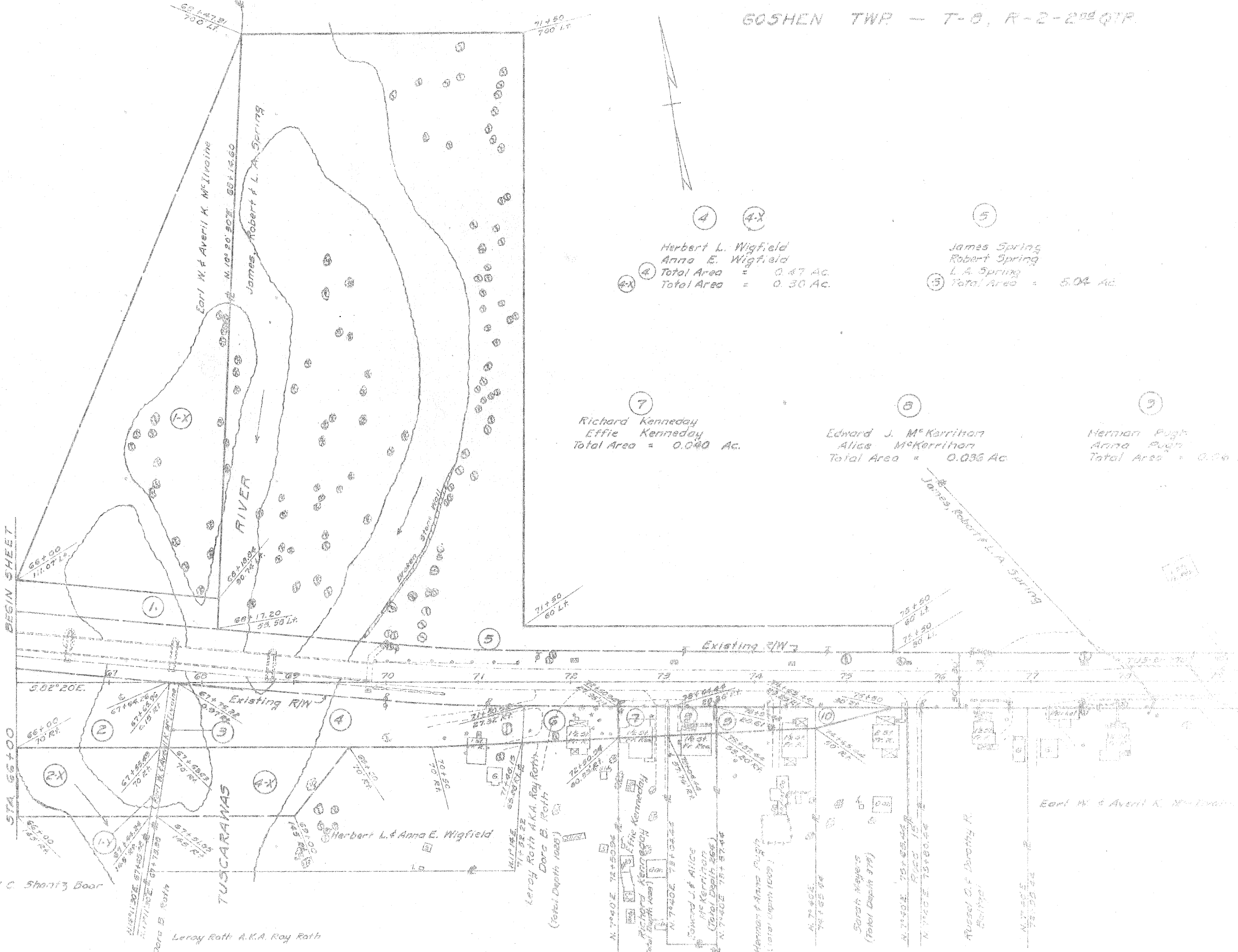
(1) (1X) (1Y) (3)  
 Earl W. McIlvaine  
 Averil K. McIlvaine  
 Total Area = 0.70 Ac.  
 Total Area = 1.54 Ac.  
 Total Area = 0.013 Ac.  
 Total Area = 0.016 Ac.

(2) (2X)  
 Gold C. Shantz Boor  
 Total Area = 1.31 Ac.  
 Total Area = 0.26 Ac.

PI 53+97.63  
 Δ = 64° 02' RT  
 D = 12° 00'  
 T = 230.54  
 L = 533.61  
 E = 85.65  
 R = 477.96

PI 61+19.42  
 Δ = 11° 40' RT  
 D = 3° 30'  
 T = 167.24  
 L = 333.33  
 E = 8.52  
 R = 1637.02





4  
 Herbert L. Wigfield  
 Anna E. Wigfield  
 Total Area = 0.47 Ac.  
 4X  
 Total Area = 0.30 Ac.

5  
 James Spring  
 Robert Spring  
 L.A. Spring  
 Total Area = 5.04 Ac.

6  
 Doris B. Roth  
 Leroy Roth A.K.A. Ray Roth  
 Total Area = 0.031 Ac.

7  
 Richard Kennedy  
 Effie Kennedy  
 Total Area = 0.040 Ac.

8  
 Edward J. McKerrihon  
 Alice McKerrihon  
 Total Area = 0.036 Ac.

9  
 Herman Pugh  
 Anna Pugh  
 Total Area = 0.026 Ac.

10  
 Scott Pugh  
 Total Area = 0.026 Ac.

Sold C. Shortz Boor

Leroy Roth A.K.A. Ray Roth

Leroy Roth A.K.A. Ray Roth  
 Doris B. Roth  
 (Total Depth 1022)

Richard Kennedy  
 Effie Kennedy  
 (Total Depth 1009)

Edward J. & Alice  
 McKerrihon  
 (Total Depth 979)

Sarah Meyer's  
 (Total Depth 979)

Russell C. & Dorothy K.  
 Beatty

Earl W. & Averil K. McIlvaine