

| DESIGN DESIGNATION      |       |
|-------------------------|-------|
| Current A.D.T. (1980) = | 1340  |
| Design A.D.T. (2000) =  | 2380  |
| D.H.V. =                | 380   |
| D. =                    | 60%   |
| T. =                    | 5%    |
| V. =                    | 50mph |

NOV 24 1988

MICROFILMED  
OCT 12 1984

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## TUS-800-0.37 RUSH TOWNSHIP TUSCARAWAS COUNTY

BRF-56 (7)

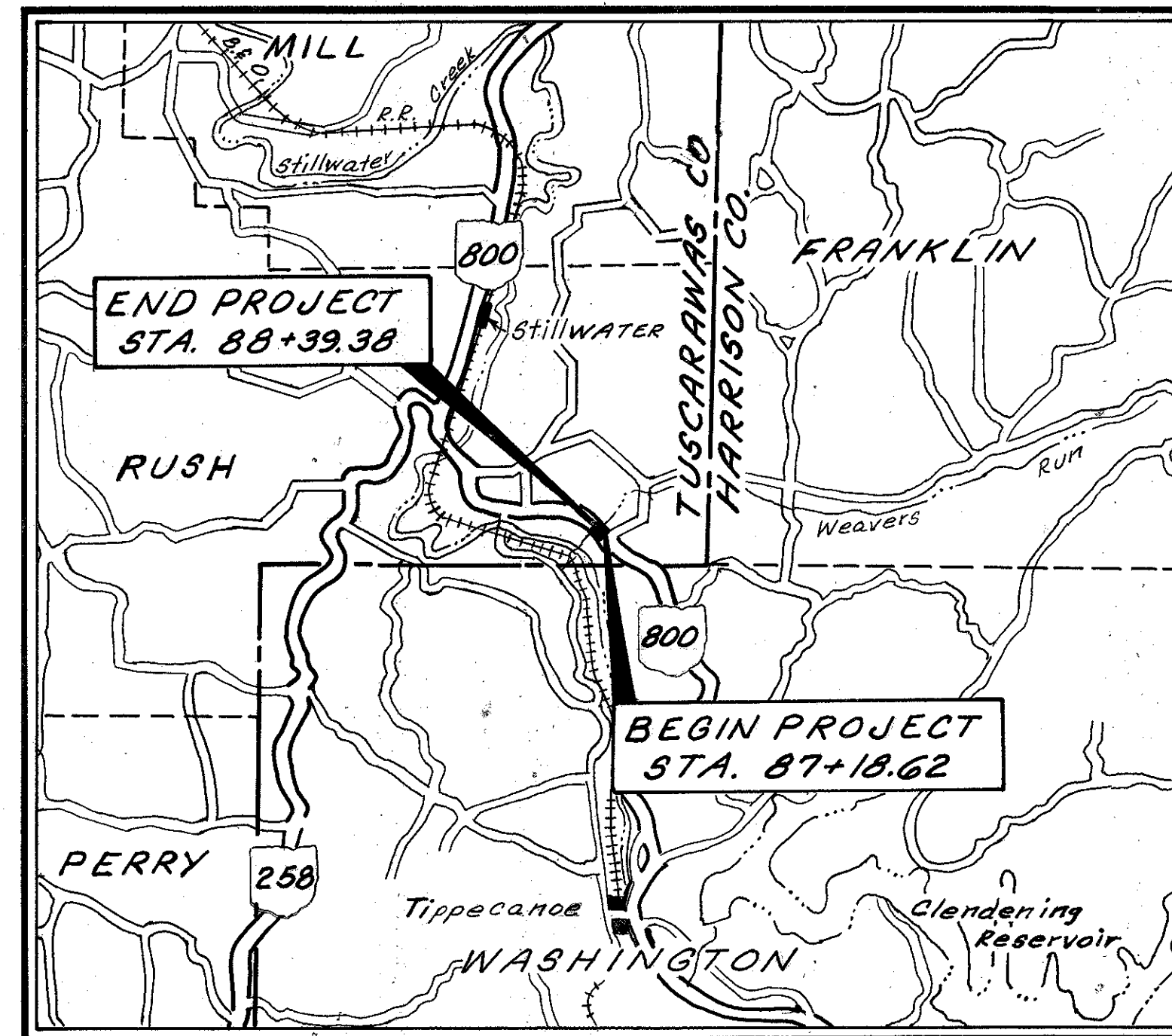
|                 |    |
|-----------------|----|
| OHIO            | 1  |
| FHWA REGION 5   | 15 |
| BRF-56 (7)      |    |
| TUS-800-0.37    |    |
| FEDERAL PROJECT |    |

### CONVENTIONAL SIGNS

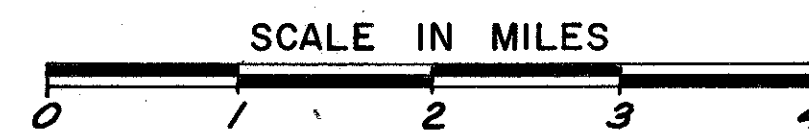
|                          |                        |                               |                               |         |
|--------------------------|------------------------|-------------------------------|-------------------------------|---------|
| County Line              | -----                  | Limited Access (only)         | -----                         | LA      |
| Township Line            | -----                  | Right of Way (only)           | -----                         | RW      |
| Section Line             | -----                  | Limited Access & Right of Way | -----                         | LA & RW |
| Corporation Line         | ----- or -----         | Existing Right of Way         | -----                         |         |
| Fence Line (existing)    | -x-x- (proposed) -x-x- | Property Line                 | — — (in existing fence) -x-x- |         |
| Center Line              | 352 353                | Railroad                      | —+— or —+—                    |         |
| Trees (to be removed)    | ⊗                      | Guardrail (existing)          | —o—o— (proposed) —o—o—        |         |
| Utility Poles: Telephone | ⊕                      |                               |                               |         |
| Power                    | ⊕                      |                               |                               |         |
| Light                    | ⊕                      |                               |                               |         |

### INDEX OF SHEETS

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LOCATION MAP



### LINE DATA

Begin Project Sta. 87+18.62  
End Project Sta. 88+39.38  
Length of Project 120.76 Lin. Ft.  
or 0.023 Mi.

Begin Work Sta. 84+50  
End Work Sta. 89+56  
Length of Work 506 Lin. Ft.  
or 0.096 Mi.

UNDERGROUND UTILITIES  
48 HOURS  
**BEFORE YOU DIG**  
Call 800-362-2764 (Toll free)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

Portion to be improved: \_\_\_\_\_  
State & Federal Routes: \_\_\_\_\_  
Other Roads: \_\_\_\_\_

Plan: \_\_\_\_\_  
Profile: Horizontal \_\_\_\_\_ Vertical \_\_\_\_\_  
Cross Section: Horizontal \_\_\_\_\_ Vertical \_\_\_\_\_

### SCALES

| SUPPLEMENTAL SPECIFICATIONS |         |
|-----------------------------|---------|
| 1001                        | 1-3-77  |
| 836                         | 3-12-73 |
|                             |         |
|                             |         |
|                             |         |
|                             |         |
|                             |         |
|                             |         |
|                             |         |
|                             |         |

| SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS |         |          |          |
|---|---------|----------|----------|
| BP-5  | 7-16-81 | AS-1-81  | 11-27-81 |
|   |         | DBR-2-73 | 4-10-73  |
| GR-1  | 2-5-82  | CPA-2-73 | 4-10-73  |
| GR-2B   | 2-5-82  | CPP-2-73 | 4-10-73  |
| GR-3  | 2-5-82  | CS-2-73  | 4-10-73  |
| GR-4  | 2-5-82  |          |          |
|   |         |          |          |
| HW-4B   | 4-1-80  |          |          |
| MC-3  | 6-1-73  |          |          |
| MC-4  | 7-26-76 |          |          |

Plan Prepared By: \_\_\_\_\_

SEAL

Project: TUS-800-0.37  
Date of Letting: 19\_\_\_\_, Contract No. \_\_\_\_\_

### 1981 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, 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 highway and that provisions for the maintenance and safety of traffic will be as set forth on these plans and estimates.

Approved: Robert M. Short  
Date: 9-13-82 District Deputy Director of Transportation

Approved: Robert B. Pfeiffer  
Date: 10-1-82 Engineer, Bureau of Bridges and S.R. Structural Design

Approved: Byrd Finley Jr.  
Date: 10-22-82 Chief Engineer, Planning and Design (Acting)

Approved: David L. Wein  
Date: 10-22-82 Director, Department of Transportation

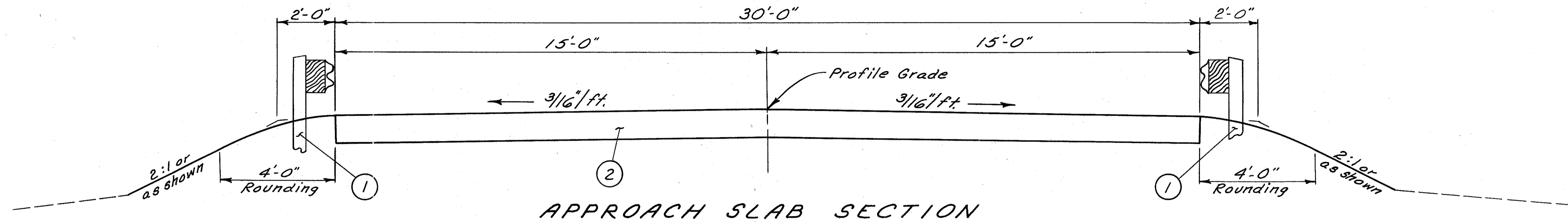
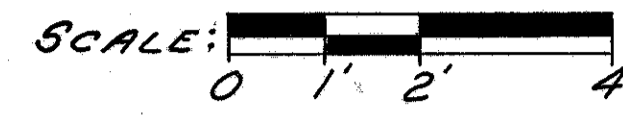
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

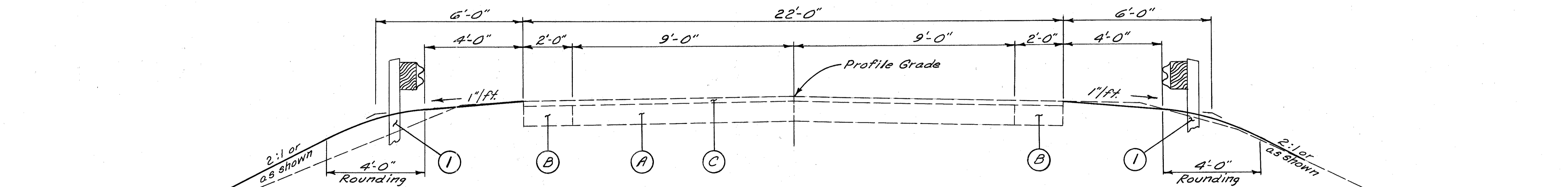
# TYPICAL SECTION

|             |       |         |  |
|-------------|-------|---------|--|
| FHWA REGION | STATE | PROJECT |  |
| 5           | OHIO  |         |  |

TUS-800-037



Sta. 87+18.62 to Sta. 87+38.62 = 20 Lin. Ft.  
 Sta. 88+19.38 to Sta. 88+39.38 = 20 Lin. Ft.



## NORMAL PAVEMENT SECTION

~ KEY ~

- ① - Existing Concrete Base
- ② - Bituminous Concrete Widening
- ③ - Bituminous Concrete Pavement
- ④ - Item 606 - Guardrail, Type 5
- ⑤ - Item 611 - Reinforced Concrete Approach Slab (T-13")

# GENERAL NOTES

| QUANTITIES     |                |
|----------------|----------------|
| Calc. Date     | Chkd. Date     |
| J.A.W. 6/22/82 | J.N.M. 6/24/82 |

| FHWA REGION | STATE | PROJECT |
|-------------|-------|---------|
| 5           | OHIO  |         |

TUS-800-0.37

### MOBILIZATION AS PER PLAN:

The Contractor shall provide a suitable field office having a minimum of 150 sq. ft. of floor space which shall be in accordance with 619.01 and 619.02. Payment shall be included in the lump sum price bid for Item 624, Mobilization, as per plan.

### LOCATIONS OF GUARDRAIL:

The locations of guardrail runs, as shown in these plans are subject to adjustment prior to final acceptance. The Engineer shall be satisfied that all installations will afford maximum protection for Traffic.

### CONTINGENCY QUANTITIES:

The Contractor shall not order materials or perform work for plan items set up to be used "as directed by the Engineer" unless authorized by the Engineer. The actual work locations and quantities used at the Engineer's discretion shall be made a matter of record by incorporation into the final change order governing completion of this project.

### UTILITIES:

The Contractor shall notify at least seven (7) working days before breaking ground, all public service corporations, having wires, poles, conduit, or other structures which are affected and not shown on these plans. He shall conduct his operations in such a manner as to avoid damages to any and all utilities. Any and all work required for public or private utilities will be done by and at the expense of their respective owner's, unless otherwise noted on these plans. Following is a list of the owners of utilities known to be in the vicinity of the project.

Ohio Power Company  
301 Cleveland Ave. S.W.  
Canton, Ohio 44701  
216 456 8173

Ohio Bell Telephone Company  
150 East Gay Street  
Columbus, Ohio 43215  
800 572 4949

### ITEM 407-TACK COAT

The Tack Coat and Cover Aggregate Operation shall be determined as per Spec. 407.05. Plan quantities indicate average application rates of 0.1 gallons per square yard of Tack Coat and 7 pounds per square yard of Cover Aggregate for estimating purposes only. Cover Aggregate shall conform to 703.06.

### MAINTAINING TRAFFIC:

The contractor shall maintain traffic at all times in accordance with the requirement of Item 614. Two way traffic shall be maintained at all times by use of the existing pavement. Item 615 Temporary Road using Class B pavement, Item 502 Temporary Structure or the completed pavement.

Traffic shall be maintained in accordance with Plate C-24 of the "Ohio Manual of Uniform Traffic Control Devices for Streets and Highways", current edition, latest revisions.

Payment for all of the above except Items 615 and 502 shall be included in the price bid for Item 614 Maintaining Traffic.

### ELEVATION DATUM:

All elevations are based on U.S.G.S. Datum.

### SEEDING:

Quantities for seeding are calculated for the soil areas between the work limits, as shown on the cross sections.

### ROUNDING OF CORNERS SHOWN ON CROSS SECTION:

The rounded corners shown on the Typical Section, apply to all cross sections even though otherwise shown on these plans.

### TEMPORARY STREAM CROSSING FORDS:

The crossing shall consist of clean non-toxic granular or rock material, properly maintained to prevent erosion with provisions for conveyance of anticipated high flows.

Furthermore, it shall follow Part 323.4-3 Specific Categories of Discharges-Nationally Permitted, paragraph (3) Minor Road Crossing Fills - of the Federal Register-Corps of Engineers Final Regulations published July, 19, 1977.

### REMOVAL OF TREES AND STUMPS:

All trees and stumps specifically marked for removal within the construction limits of this project shall be removed under the lump sum bid for Item 201 Clearing and Grubbing, except that those trees for which protection and preservation work is indicated elsewhere in these plans shall not be removed.

The following is an approximate estimate of the number of trees to be removed.

| Sizes | No Trees | Stumps |
|-------|----------|--------|
| 18"   | 23       | 0      |
| 30"   | 5        | 2      |

The above estimate is approximate and the State of Ohio reserves the right to order the removal of additional trees or stumps outside of the limits of construction but within the right of way and/or easement lines. Payment for the removal of these additional trees or stumps shall be included in the lump sum price bid for Item 201 Clearing and Grubbing.

### CONSTRUCTION SEQUENCE:

The proposed embankment constructed on a 3:1 slope from Station 84+50 Lt. to Station 86+50 Lt. shall be constructed after completion of the proposed structure and traffic is restored to the mainline pavement. Embankment material from the Temporary Runaround shall be used to construct the proposed embankment within the above limits.

### CONNECTION TO EXISTING PIPE:

Where the plans provide for proposed conduit to be connected to, or to cross either over or under an existing sewer, it shall be the responsibility of the Contractor to locate the existing pipe both as to line and grade before he starts to lay the proposed conduit.

Payment for all operations described above shall be included in the unit price bid for the pertinent 603 conduit items.

### CONDUIT END TREATMENT:

Immediately after placement of any conduits, the contractor shall construct the end treatments required by the plans at both the outlet and inlet ends. This shall include headwalls, concrete riprap, rock channel protection, sodding, etc.

# CALCULATIONS & GENERAL SUMMARY

QUANTITIES  
Calc. Date Chkd. Date  
J.A.W. 7/26/82 J.N.M. 7/29/82

|             |       |         |
|-------------|-------|---------|
| FWHA REGION | STATE | PROJECT |
| 5           | OHIO  |         |

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ITEM 404 - Asphalt Concrete  
Sta. 87+08.62 to Sta. 87+18.62 = 10 Ft.  
Sta. 88+39.38 to Sta. 88+49.38 = 10 Ft.  
Total 20 Ft.  
 $\frac{1}{2} \times 20' \times 20' \div 27 = 1.23 \text{ Cu. Yd.}$  Use 2 Cu. Yd.

ITEM 407 - Tack Coat  
Length from 404 ~  $20' \times 20' \div 9 = 45 \text{ Sq. Yd.}$   
Tack Coat  $45 \times 0.1 = 4.5 \text{ Gal.}$  Use 5 Gals.  
Cover Aggregate  $45 \times \frac{7}{2000} = 0.15 \text{ Tons}$  Use 0.2 Tons

ITEM 611 - Reinforced Concrete Approach Slabs  
 $2 \times (30 \times 20) \div 9 = 133.33 \text{ Sq. Yd.}$  Use 134 Sq. Yd.

ITEM 203 - Subgrade Compaction  
Area from Approach Slabs 134 Sq. Yd.

ITEM 202 - Pavement Removed  
Sta. 87+18.62 to Sta. 87+56 = 37.38 Ft.  
Sta. 88+01 to Sta. 88+39.38 = 38.38 Ft.  
75.76 Ft.  
 $75.76' \times 20' \div 9 = 168.36 \text{ Sq. Yd.}$  Use 169 Sq. Yd.

ITEM 615 - Temporary Pavement, Class B  
Sta. 85+50 to Sta. 87+25 2700 (Plan.)  $\div 9 = 300 \text{ Sq. Yd.}$   
Sta. 87+75 to Sta. 89+56 2817 (Plan.)  $\div 9 = 313 \text{ Sq. Yd.}$   
Total = 613 Sq. Yd.

| Sheet No. | Station        | Excavation Cu. Yds. | Embankment Cu. Yds. | Seeding Sq. Yd. |
|-----------|----------------|---------------------|---------------------|-----------------|
| 7         | 87+50 to 87+56 | 129                 | 442                 | 1850            |
| 8         | 88+02 to 89+50 | 101                 | 25                  | 846             |
| TOTAL     |                | 230                 | 467                 | 2696            |

ITEM 659 - Fertilizer  
From Seeding  $2696 \text{ S.Y.} \times 9 \div 1000 \times 20 \div 2000 = 0.24 \text{ Ton}$

ITEM 659 - Liming  
From Seeding  $2696 \text{ S.Y.} \times 9 \div 1000 \times 100 \div 2000 = 1.21 \text{ Ton}$

| Sheet Number                                       |      |   |       |  | Item | Quantity | Unit     | DESCRIPTION                                       |
|--|------|---|-------|--|------|----------|----------|---|
| 3  | 4    | 5 | 6     |  |      |          |          |   |
| <b>ROADWAY</b>                                     |      |   |       |  |      |          |          |   |
| Lump   |      |   |       |  | 201  | Lump     | Lump     | Clearing and Grubbing                             |
|  | 169  |   |       |  | 202  | 169      | Sq. Yd.  | Pavement Removed                                  |
|  |      |   | 200   |  | 202  | 200      | Lin. Ft. | Guardrail Removed                                 |
|  |      |   |       |  | 230  | 230      | Cu. Yds. | Excavation, not including Embankment Construction |
|  |      |   |       |  | 467  | 467      | Cu. Yd.  | Embankment  |
|  |      |   |       |  | 134  | 134      | Sq. Yd.  | Subgrade Compaction                               |
|  |      |   | 31348 |  | 606  | 31348    | Lin. Ft. | Guardrail, Type 5                                 |
|  |      |   | 4     |  | 606  | 4        | Each     | Anchor Assembly, Standard Type A                  |
|  |      |   | 4     |  | 606  | 4        | Each     | Bridge Terminal Assembly, Standard Type B         |
| Lump   |      |   |       |  | 615  | Lump     | Lump     | Temporary Road                                    |
|  | 613  |   |       |  | 615  | 613      | Sq. Yd.  | Temporary Pavement, Class B                       |
| <b>PAVEMENT</b>                                    |      |   |       |  |      |          |          |   |
|  | 2    |   |       |  | 404  | 2        | Cu. Yd.  | Asphalt Concrete, AC-20                           |
|  |      |   |       |  | 407  | 5        | Gals.    | Tack Coat   |
|  |      |   |       |  | 407  | 0.2      | Tons     | Cover Aggregate                                   |
|  |      |   |       |  | 611  | 134      | Sq. Yds. | Reinforced Concrete Approach Slab (T=13")         |
| <b>EROSION CONTROL</b>                             |      |   |       |  |      |          |          |   |
|  |      |   | 55    |  | 601  | 55       | Cu. Yd.  | Rock Channel Protection, Type B without bedding   |
|  | 2696 |   |       |  | 659  | 2696     | Sq. Yd.  | Seeding and Mulching                              |
|  |      |   |       |  | 659  | 0.24     | Ton      | Commercial Fertilizer                             |
|  |      |   |       |  | 659  | 1.21     | Ton      | Agricultural Liming                               |
| <b>DRAINAGE</b>                                    |      |   |       |  |      |          |          |   |
|  |      |   | 10    |  | 603  | 10       | Lin. Ft. | 12" Conduit, Type C 706.08                        |
|  |      |   | 0.2   |  | 602  | 0.2      | Cu. Yd.  | Concrete Masonry                                  |
| <b>MISC.</b>                                       |      |   |       |  |      |          |          |   |
|  |      |   |       |  | 614  | 0.08     | Miles    | Temporary Center Lines, Class II                  |
|  |      |   |       |  | 614  | 0.08     | Miles    | Temporary Center Lines, Class I                   |
|  |      |   |       |  | 614  | 0.16     | Miles    | Temporary Edge Lines, Class I                     |
| Lump   |      |   |       |  | 614  | Lump     | Lump     | Maintaining Traffic                               |
|  |      |   |       |  | 623  | Lump     | Lump     | Construction Layout Stakes                        |
| Lump   |      |   |       |  | 624  | Lump     | Lump     | Mobilization, as per plan                         |
| For Bridge Quantities See Sheet N <sup>o</sup> 10. |      |   |       |  |      |          |          |   |

# TEMPORARY PAVEMENT MARKINGS

| QUANTITIES     |                |
|----------------|----------------|
| Calc. Date     | Chkd. Date     |
| J.N.M. 7/13/82 | J.A.W. 7/14/82 |

| FHWA | STATE | PROJECT |
|------|-------|---------|
| 5    | OHIO  |         |

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TUS-800-0.37

## 614 TEMPORARY PAVEMENT MARKINGS

### GENERAL

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND WHEN NECESSARY, REMOVE TEMPORARY RETROREFLECTIVE PAVEMENT MARKINGS ON EXISTING, RECONSTRUCTED, RESURFACED OR TEMPORARY ROADS WITHIN THE WORK LIMITS, IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

THE MARKINGS SHALL BE MAINTAINED IN GOOD CONDITION DURING THE REQUIRED SERVICE PERIOD TO PROVIDE DAY AND NIGHT VISIBILITY. THE MARKINGS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER TO MAINTAIN REQUIRED VISIBILITY AT NO ADDITIONAL COST TO THE STATE.

### MATERIALS

UNLESS OTHERWISE INDICATED ON THE PLANS, TEMPORARY PAVEMENT MARKINGS MAY BE OF PAINT OR PAVEMENT MARKING TAPE.

#### A. PAINT

PAINT SHALL COMPLY WITH 708.14 AND SHALL BE APPLIED IN ACCORDANCE WITH 621 EXCEPT AS MODIFIED HEREIN.

#### B. PAVEMENT MARKING TAPE

FLEXIBLE RETROREFLECTIVE PREFORMED PRESSURE SENSITIVE TAPE SHALL HAVE STRAIGHT EDGES AND BE FREE OF CRACKS. THE TAPE SHALL CONSIST OF PIGMENT AND FILLERS WITH SUFFICIENT BINDER AND PLASTICIZER TO RETAIN GLASS BEADS HAVING A REFRACTIVE INDEX MEETING THE MINIMUM REFLECTIVE INTENSITY STANDARD STATED IN THE MANUFACTURERS INFORMATION. THE TAPE SHALL BE FLEXOLITE "WET REFLECTIVE", 3M "SCOTCHLANE", OR AN APPROVED EQUAL.

THE GLASS BEADS SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE TAPE WITH SUFFICIENT SURFACE BEADS TO PROVIDE OPTIMUM REFLECTORIZATION AT ALL TIMES.

PAVEMENT MARKING TAPE SHALL COMPLY WITH THE COLOR REQUIREMENTS OF 708.14.

THE TAPE SHALL HAVE A PRECOATED ADHESIVE LAYER FOR PAVEMENT APPLICATION WITHOUT THE USE OF HEAT, SOLVENTS OR ADDITIONAL ADHESIVES. THE ADHESIVE SHALL BE SUFFICIENT TO RETAIN COMPLETE MARKINGS ON THE PAVEMENT SURFACE THROUGHOUT THE USEFUL LIFE OF THE MARKINGS.

IN ADDITION TO THE FOREGOING, ALL TEMPERATURE APPLICATION REQUIREMENTS AND OTHER APPLICABLE MANUFACTURERS MATERIAL AND APPLICATION INSTRUCTIONS SHALL BE FOLLOWED.

### LAYOUT

THE TEMPORARY MARKINGS SHALL BE ACCURATELY LAID OUT IN CONFORMANCE WITH 621.051 AND SHALL BE LOCATED IN A TRUE LINE ON THE CENTER LINE, LANE LINE, EDGE LINE, OR CHANNELIZING LINE WHERE PERMANENT MARKINGS WOULD LIE UNLESS OTHERWISE SPECIFIED IN THE PLANS.

### PLACEMENT

TEMPORARY MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS, UNLESS OTHERWISE SPECIFIED IN THE PLANS.

TEMPORARY MARKINGS SHALL BE COMPLETE AND IN PLACE ON ALL PAVEMENT PRIOR TO EXPOSING IT TO TRAFFIC. WHEN TEMPORARY MARKINGS ARE NO LONGER NEEDED, THEY SHALL BE REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH 621.134 AND NECESSARY PAVEMENT MARKINGS INSTALLED BEFORE THE FLOW OF TRAFFIC IS CHANGED TO THE NEXT PHASE OR RETURNED TO ITS NORMAL CHANNEL.

WHERE PAVEMENT MARKINGS ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL FURNISH AND PLACE THE PERMANENT MARKINGS WITHIN 30 CALENDAR DAYS FOLLOWING COMPLETION OF ALL SURFACE COURSES IN A SINGLE ROADWAY OR PRIOR TO THE END OF THE CONSTRUCTION SEASON, WHICHEVER COMES FIRST. PERMANENT MARKINGS SHALL NOT BE PLACED OVER ANY CLASS I, TAPE MARKINGS.

#### A. CLASS I MARKINGS

CLASS I MARKINGS SHALL BE AS DEFINED IN 621, EXCEPT AS FOLLOWS:

- 1) LANE LINES SHALL BE 4-INCHES IN WIDTH.
- 2) TRANSVERSE LINES SHALL BE 8-INCHES IN WIDTH.
- 3) STOP LINES SHALL BE 12-INCHES IN WIDTH.
- 4) CROSS WALK LINES SHALL BE 8-INCHES IN WIDTH.

GORE MARKINGS SHALL CONSIST OF TWO CHANNELIZING LINES PLACED AT THE THEORETICAL OR TEMPORARY GORE OF RAMPS AND DIVERGING OR CONVERGING ROADWAYS.

THE PAINT APPLICATION RATE SHALL BE NOT LESS THAN 16 GALLONS PER MILE FOR SOLID 4-INCH LINES, 24 GALLONS PER MILE FOR SOLID 6-INCH LINES, 48 GALLONS PER MILE FOR SOLID 12-INCH LINES, AND 4 GALLONS PER MILE FOR 4-INCH DASHED LINES.

#### B. CLASS II MARKINGS

CENTER LINES SHALL CONSIST OF SINGLE, YELLOW 12-INCH BY 4-INCH DASHES SPACED AT A MAXIMUM OF 40-FOOT INTERVALS.

LANE LINES SHALL CONSIST OF WHITE 12-INCH BY 4-INCH DASHES SPACED AT A MAXIMUM OF 40-FOOT INTERVALS.

CHANNELIZING LINES SHALL CONSIST OF WHITE 12-INCH BY 4-INCH DASHES SPACED AT A MAXIMUM OF 20-FOOT INTERVALS.

GORE MARKINGS SHALL BE TWO CONTINUOUS, WHITE 50-FOOT BY 4-INCH LINES PLACED AT THE THEORETICAL GORE OF AN EXIT RAMP OR DIVERGING ROADWAYS.

THE PAINT APPLICATION RATE SHALL BE NOT LESS THAN 16 GALLONS PER MILE FOR GORE MARKINGS, 0.8 GALLONS PER MILE FOR CHANNELIZING LINE, AND 0.4 GALLONS PER MILE FOR LANE LINE AND CENTER LINE.

### CONFLICTING MARKINGS

THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY MARKINGS, REMOVE ALL EXISTING CONFLICTING MARKINGS VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS IN ACCORDANCE WITH 621.134. THE COST FOR REMOVAL OF CONFLICTING MARKINGS SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

### METHOD OF MEASUREMENT

TEMPORARY PAVEMENT MARKINGS WILL BE MEASURED COMPLETE IN PLACE, BY CLASS AND MATERIAL, IN THE UNITS DESIGNATED. DASHED LINE QUANTITIES WILL BE THE LENGTH OF THE COMPLETED STRIPE, INCLUDING GAPS, INTERSECTIONS, AND OTHER SECTIONS OF PAVEMENT NOT NORMALLY MARKED, IN ACCORDANCE WITH 621.15.

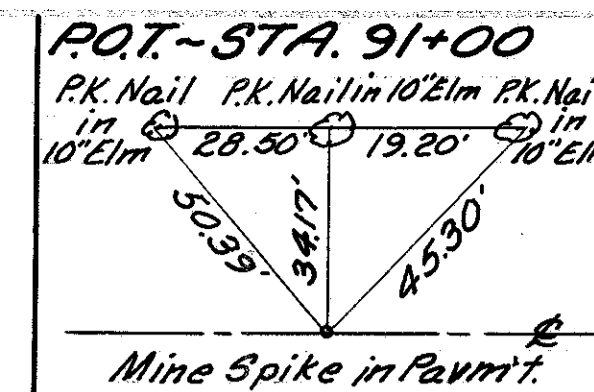
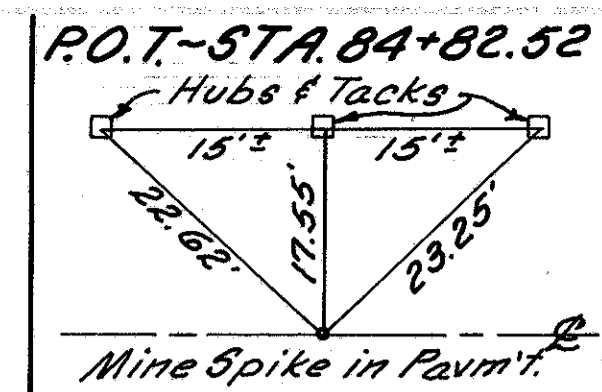
TEMPORARY PAVEMENT MARKINGS WILL INCLUDE THE LAYOUT, APPLICATION AND REMOVAL OF THE MARKINGS, WHEN REQUIRED.

### BASIS OF PAYMENT

PAYMENT FOR ACCEPTED QUANTITIES COMPLETE IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR PLACEMENT, MAINTENANCE AND NECESSARY REMOVAL OF THE MARKINGS.

| ITEM           | UNIT                | DESCRIPTION  |
|----------------|---------------------|--|
| <del>614</del> | <del>MILES</del>    | <del>TEMPORARY LANE LINES, CLASS _____</del><br>(PAINT OR TAPE)                    |
| 614            | 0.08 MILES          | TEMPORARY CENTER LINES, CLASS <u>II</u> , (Project Center Line)<br>(PAINT OR TAPE) |
| 614            | 0.08 MILES          | TEMPORARY CENTER LINES, CLASS <u>I</u> , (Temporary Runaround)<br>(PAINT OR TAPE)  |
| 614            | 0.16 MILES          | TEMPORARY EDGE LINES, CLASS I,<br>(PAINT OR TAPE) (Temporary Runaround)            |
| <del>614</del> | <del>LIN. FT.</del> | <del>TEMPORARY GORE MARKING, CLASS H,</del><br>(PAINT OR TAPE)                     |
| <del>614</del> | <del>LIN. FT.</del> | <del>TEMPORARY STOP LINES, CLASS I,</del><br>(PAINT OR TAPE)                       |
| <del>614</del> | <del>LIN. FT.</del> | <del>TEMPORARY CROSSWALK LINES, CLASS I,</del><br>(PAINT OR TAPE)                  |
| <del>614</del> | <del>EACH</del>     | <del>TEMPORARY LANE ARROWS, CLASS I,</del><br>(PAINT OR TAPE)                      |
| <del>614</del> | <del>EACH</del>     | <del>TEMPORARY WORD "ONLY" ON PAVEMENT, 72-INCH,</del><br>CLASS I, (PAINT OR TAPE) |
| <del>614</del> | <del>LIN. FT.</del> | <del>TEMPORARY TRANSVERSE LINES, CLASS I,</del><br>(PAINT OR TAPE)                 |

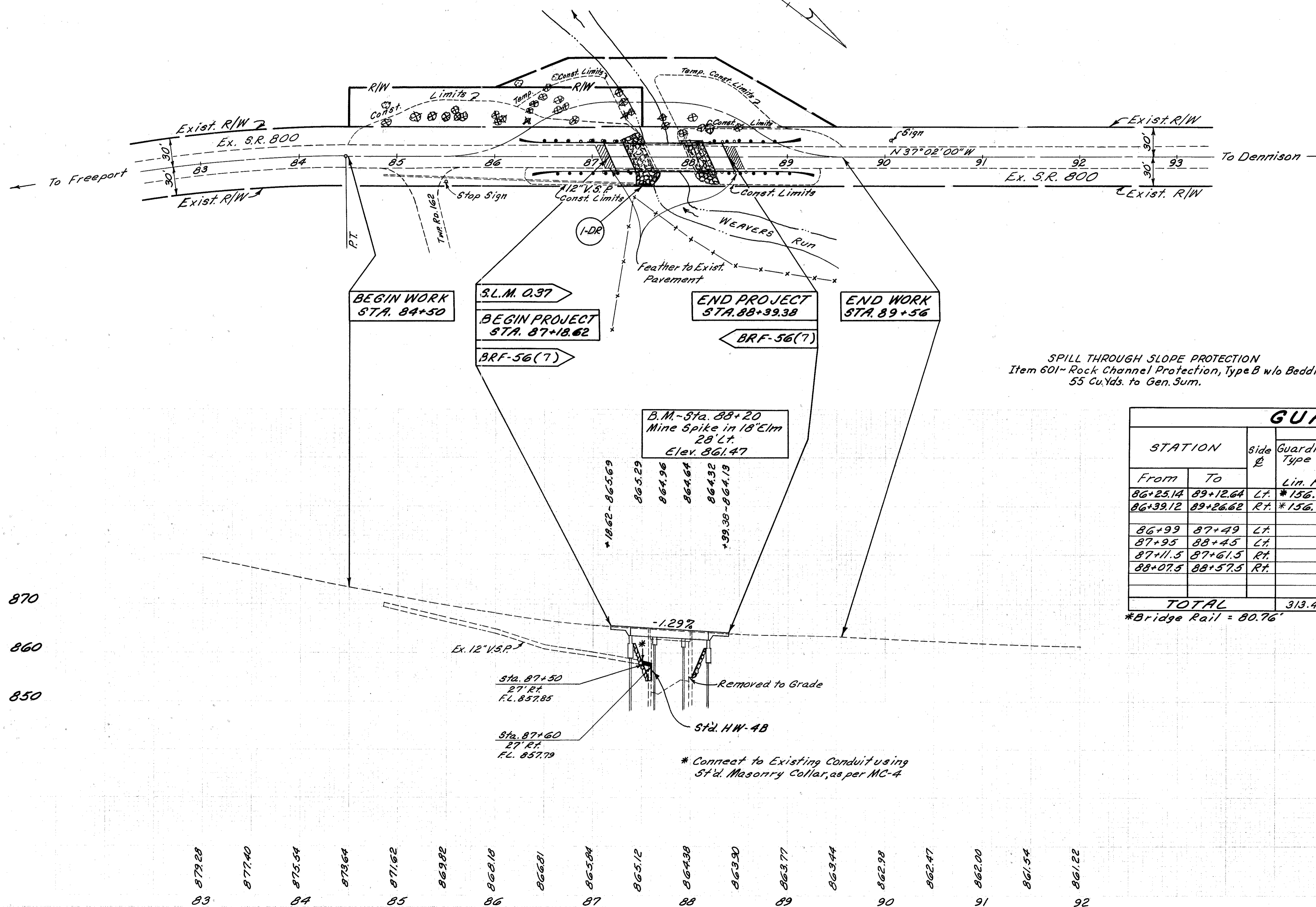
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OCT 12 1984



| QUANTITIES |         |        |         |
|------------|---------|--------|---------|
| Calc.      | Date    | Chk'd. | Date    |
| J.N.M.     | 7/29/82 | J.A.W. | 7/30/82 |

| FHWA REGION | STATE | PROJECT | 6  |
|-------------|-------|---------|----|
| 5           | OHIO  |         | 15 |

TUS-800-0.37



**EXISTING STRUCTURE DATA**  
 Type: Concrete  
 Length: 1 Span @ 39'-6"  
 Roadway: 23'-4" between Curbs  
 Alignment: Tangent  
 Skew: 25° Right Forward  
 To Be Removed

**PROPOSED STRUCTURE**  
 TYPE: Continuous Reinf. Conc. Slab Bridge with Capped Piles Structure  
 LENGTH: 3 Spans @ 24'-30'-24'  
 ROADWAY: 30' Face to Face Guardrail  
 LOADING: HS-20-44  
 WEARING SURFACE: 1" Monolithic  
 SKEW: 25° Right Forward  
 APPROACH SLAB: 20'-0"

SPILL THROUGH SLOPE PROTECTION  
 Item 601 - Rock Channel Protection, Type B w/o Bedding  
 55 Cu.Yds. to Gen. Sum.

| GUARDRAIL    |          |      |                              |                                |   |                               |
|--------------|----------|------|------------------------------|--------------------------------|---|-------------------------------|
| STATION      |          | Side | ITEM 606                     |                                | ITEM 202                                |                               |
| From         | To       |      | Guardrail Type 5<br>Lin. Ft. | Anchor Assembly Type A<br>Each | Bridge Terminal Assembly Type B<br>Each | Guardrail Removed<br>Lin. Ft. |
| 86+25.14     | 89+12.64 | Lt.  | *156.74'                     | 2                              | 2                                       |                               |
| 86+39.12     | 89+26.62 | Rt.  | *156.74'                     | 2                              | 2                                       |                               |
| 86+99        | 87+49    | Lt.  |                              |                                |   | 50                            |
| 87+95        | 88+45    | Lt.  |                              |                                |   | 50                            |
| 87+11.5      | 87+61.5  | Rt.  |                              |                                |   | 50                            |
| 88+07.5      | 88+57.5  | Rt.  |                              |                                |   | 50                            |
| <b>TOTAL</b> |          |      | 313.48                       | 4                              | 4                                       | 200                           |

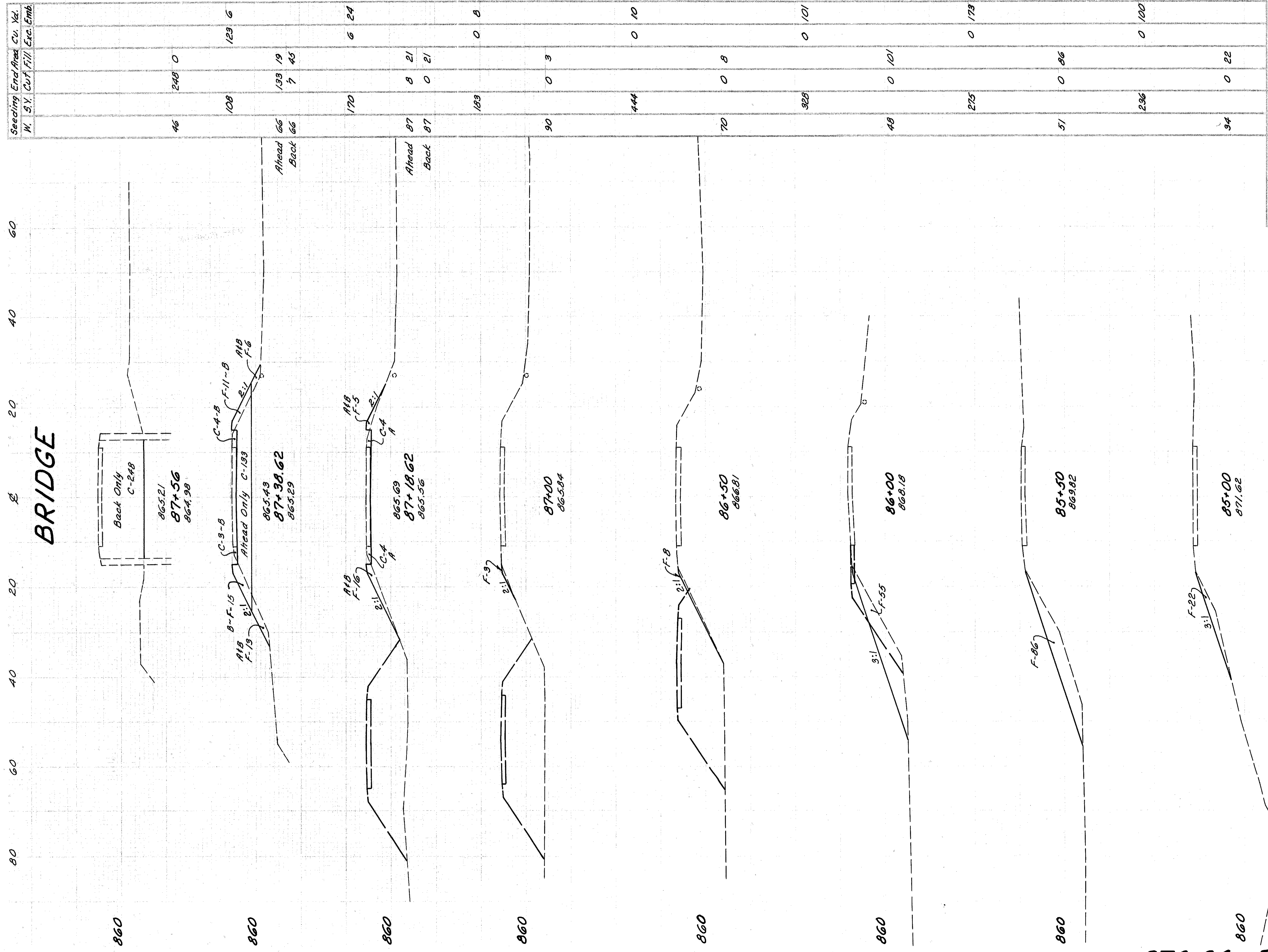
\*Bridge Rail = 80.76'

| DRAINAGE 1-DR |       |      |  |                             |
|---------------|-------|------|--|-----------------------------|
| STATION       |       | Side | 603                                      | 602                         |
| From          | To    |      | 12" Conduit Type C<br>706.08<br>Lin. Ft. | Concrete Masonry<br>Cu. Yd. |
| 87+50         | 87+60 | Rt.  | 10                                       | 0.20                        |
| <b>TOTAL</b>  |       |      | 10                                       | 0.20                        |

\* Connect to Existing Conduit using Std. Masonry Collar, as per MC-4

- 879.29
- 877.40
- 875.54
- 873.64
- 871.62
- 869.82
- 868.19
- 866.81
- 865.84
- 865.12
- 864.38
- 863.90
- 863.77
- 863.44
- 862.98
- 862.47
- 862.00
- 861.54
- 861.22

STA. 83+00 To STA. 93+00



**BRIDGE**

| Seeding | End Area | Cu. Yd. | W. B.Y. | Cut | Fill | Exc. | Emb. |
|---------|----------|---------|---------|-----|------|------|------|
|         |          | 46      | 248     | 0   |      |      |      |
|         |          | 108     |         | 129 | 6    |      |      |
| Ahead   |          | 66      | 133     | 19  |      |      |      |
| Back    |          | 66      | 7       | 45  |      |      |      |
|         |          | 170     |         | 6   | 24   |      |      |
| Ahead   |          | 87      | 8       | 21  |      |      |      |
| Back    |          | 87      | 0       | 21  |      |      |      |
|         |          | 183     |         | 0   | 8    |      |      |
|         |          | 90      | 0       | 3   |      |      |      |
|         |          | 444     |         | 0   | 10   |      |      |
|         |          | 70      | 0       | 8   |      |      |      |
|         |          | 323     |         | 0   | 101  |      |      |
|         |          | 48      | 0       | 101 |      |      |      |
|         |          | 273     |         | 0   | 173  |      |      |
|         |          | 51      | 0       | 26  |      |      |      |
|         |          | 236     |         | 0   | 100  |      |      |
|         |          | 34      | 0       | 22  |      |      |      |

| Seeding | End Area | Cu. Yd. |
|---------|----------|---------|
| W. B.Y. | Cut      | Fill    |
|         | 106      | 0       |
|         | 4        | 0       |
|         |          | 0       |
|         |          | 0       |
|         |          | 20      |

FHWA REGION  
TUS-800-0.37

**QUANTITIES**

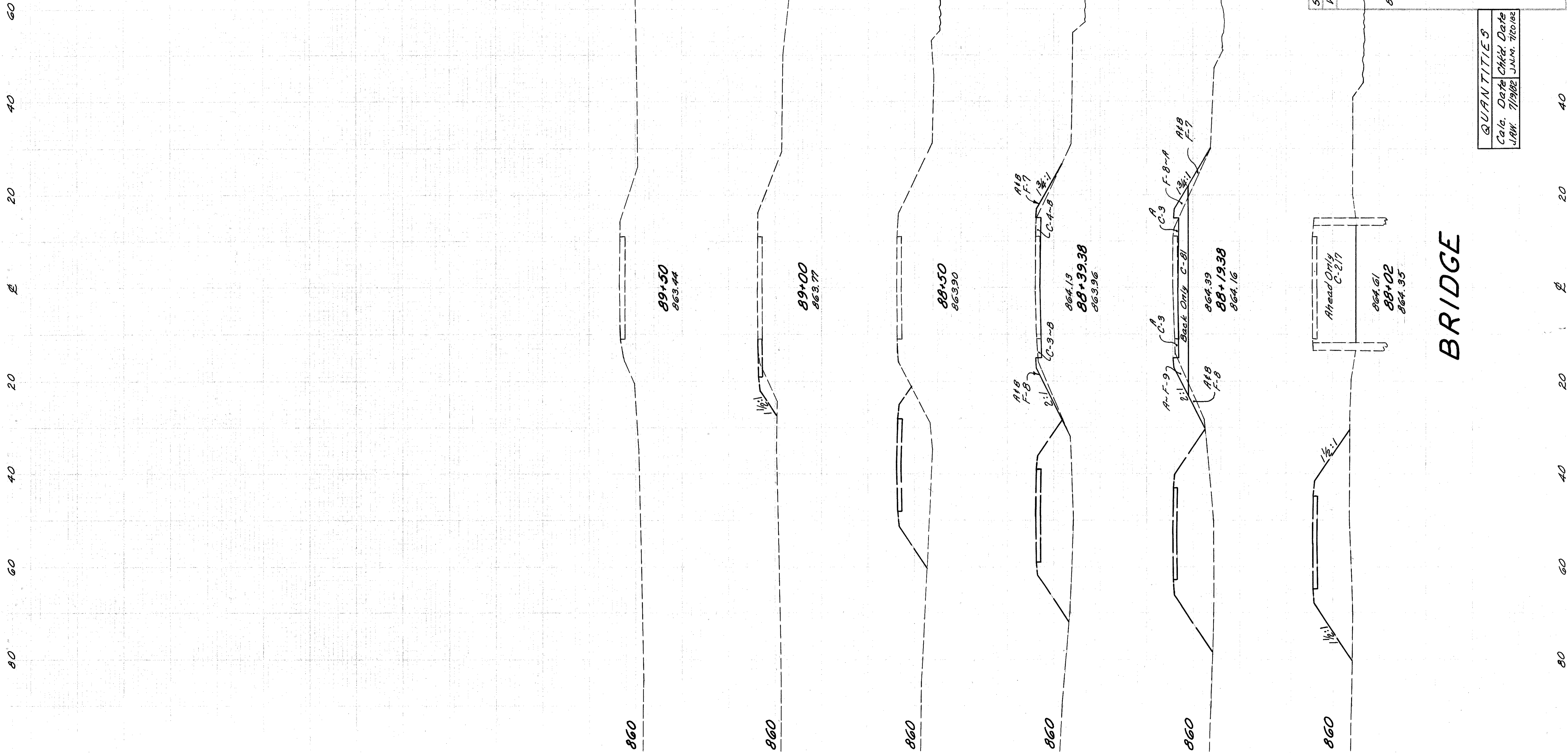
|             |             |
|-------------|-------------|
| Calc. Date  | Chkd. Date  |
| JAN. 7/9/82 | JUN 7/20/82 |

STA. 84+50 to STA. 87+56

| St. No. | Seeding End Area Cu. Yd. |           |
|---------|--------------------------|-----------|
|         | W. S.Y.                  | Exc. Emb. |
| 88+00   | 0                        | 0         |
| 88+10   | 119                      | 0         |
| 88+20   | 292                      | 0         |
| 88+30   | 70                       | 0         |
| 88+40   | 87                       | 0         |
| 88+50   | 102                      | 5         |
| 88+60   | 166                      | 96        |

| St. No. | Seeding End Area Cu. Yd. |           |
|---------|--------------------------|-----------|
|         | W. S.Y.                  | Exc. Emb. |
| 86      | 217                      | 0         |

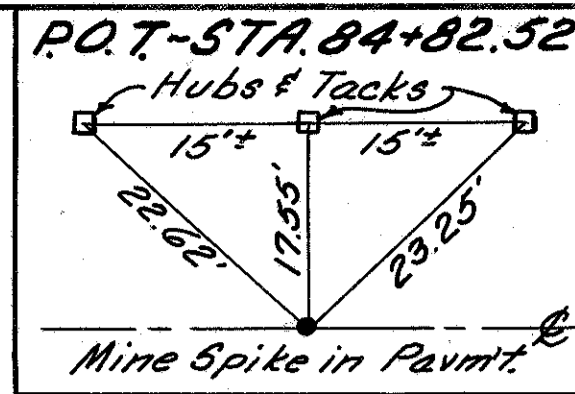
FHWA REGION  
 TUS-800-0.37  
 8/15



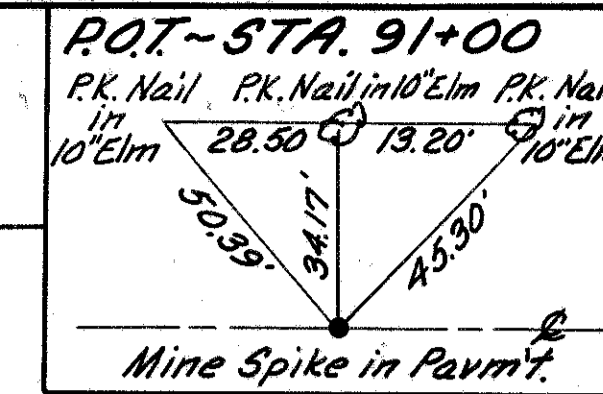
| QUANTITIES  |              |  |
|-------------|--------------|--|
| Calc. Date  | Chkd. Date   |  |
| JAN. 7/9/82 | JAN. 7/10/82 |  |

STA. 88+02 to STA. 89+50





B.M. - STA. 88+20  
 Mine Spike in 18' Elm  
 28' Lt  
 Elev. 861.47

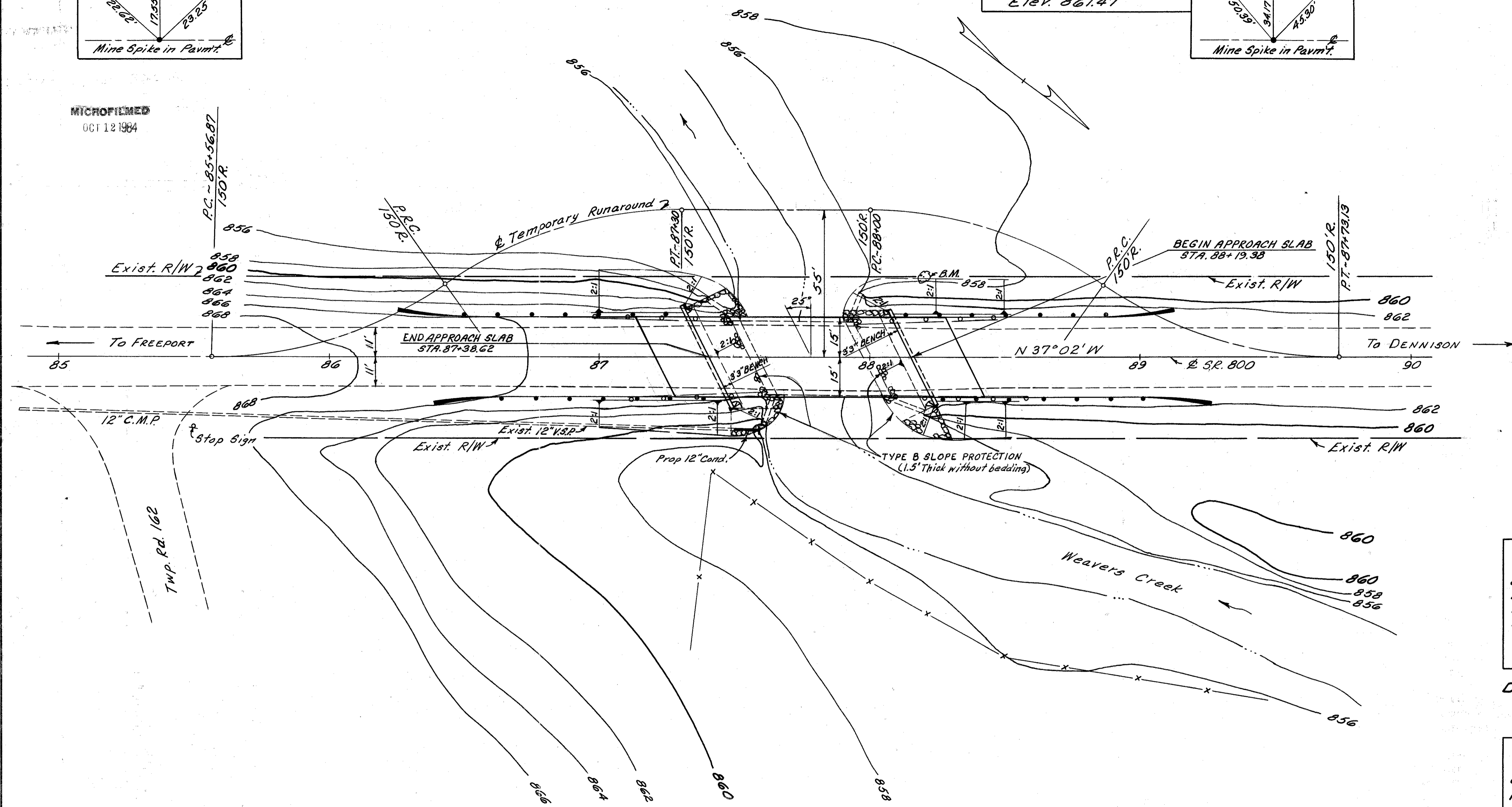


|             |       |         |
|-------------|-------|---------|
| FHWA REGION | STATE | PROJECT |
| 5           | OHIO  |         |

9  
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TUS-800-0.37

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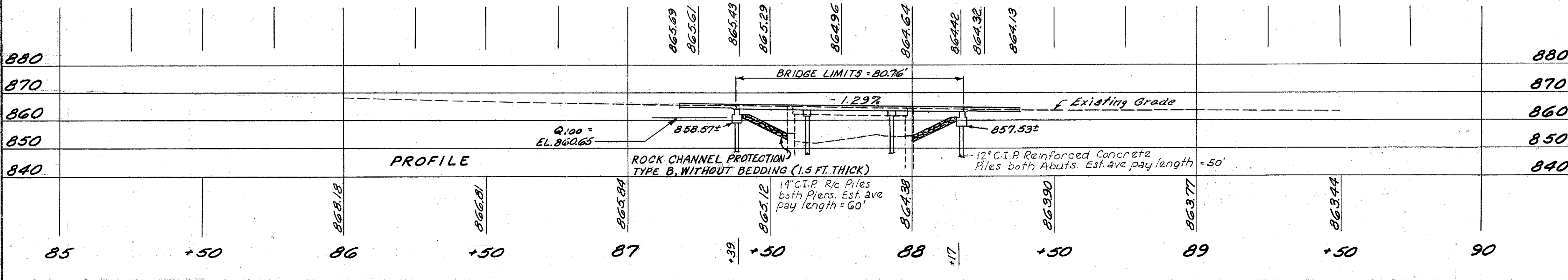
**EXISTING STRUCTURE**  
 TYPE: Concrete Girder  
 LENGTH: 1 Span @ 39'-6"  
 ROADWAY: 23'-4" between Curbs  
 ALIGNMENT: Tangent  
 SKEW: 25° Right Forward  
 Bridge to be removed

**DRAINAGE AREA = 8.93 Sq. Mi.**  
 Q<sub>100</sub> = 1756 c.f.s.  
 Q<sub>50</sub> = 1500 c.f.s.  
 Q<sub>25</sub> = 1262 c.f.s.

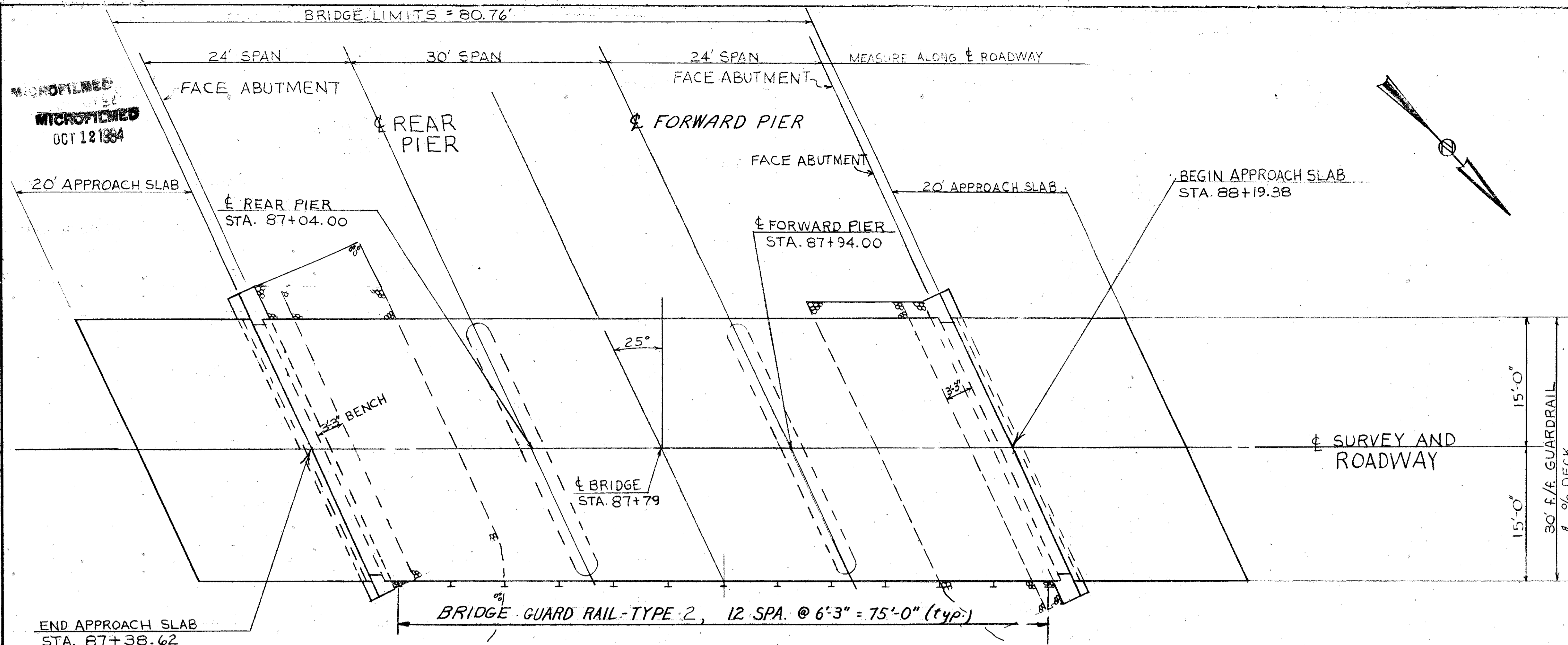
**PROPOSED STRUCTURE**  
 TYPE: CONTINUOUS REINF. CONC. SLAB BRIDGE WITH CAPPED PILES STRUCTURE  
 LENGTH: 3 Span @ 24'-30'-24'  
 ROADWAY: 30' Face to Face Guard Rail  
 LOADING: HS-20-44  
 WEARING SURFACE: 1" Monolithic  
 SKEW: 25° Right Forward  
 APPROACH SLAB: 20'-0"  
 ALIGNMENT: TANGENT  
 SUPERELEVATION: None  
 AVERAGE DAILY TRAFFIC: 2380 (2000)

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF BRIDGES

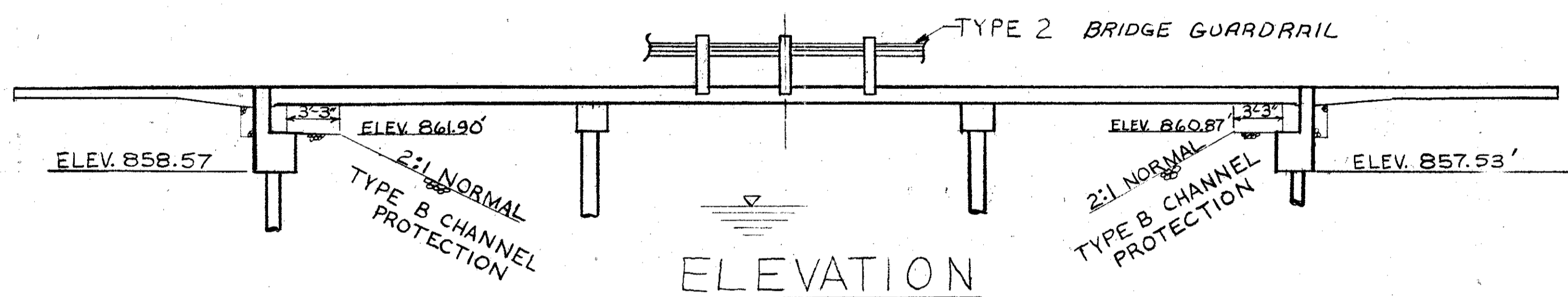
**SITE PLAN**  
 BRIDGE No TUS-800-0038  
 OVER  
 WEAVERS CREEK  
 TUSCARAWAS COUNTY S.R. 800  
 SCALE: 1"=20'



|                    |          |               |        |         |          |
|--------------------|----------|---------------|--------|---------|----------|
| PRESENT TOPOGRAPHY |          | PROPOSED WORK |        |         |          |
| SURVEYED           | DRAWN    | DESIGNED      | DRAWN  | CHECKED | REVIEWED |
| DIST. II           | DIST. II | T.F.          | V.N.S. | W.C.    |          |



GENERAL PLAN



ELEVATION

| ESTIMATED QUANTITIES |        |          |   |        |       |       |         |
|----------------------|--------|----------|---|--------|-------|-------|---------|
| ITEM                 | TOTAL  | UNIT     | DESCRIPTION   | SUPER. | ABUT. | PIERS | GENERAL |
| 202                  | LUMP   | SUM      | STRUCTURE REMOVED   |        |       |       | LUMP    |
| 502                  | LUMP   | SUM      | TEMPORARY STRUCTURE   |        |       |       | LUMP    |
| 503                  | 115    | CU. YD.  | UNCLASSIFIED EXCAVATIONS  |        | 115   |       |         |
| 505                  | LUMP   | SUM      | TEST PILE   |        |       |       | LUMP    |
| 509                  | 24,435 | LBS.     | REINFORCING STEEL, GRADE 60   | 17,843 | 4,998 | 1,594 |         |
| 511                  | 126    | CU. YD.  | CLASS S CONCRETE, SUPERSTRUCTURE  | 126    |       |       |         |
| 511                  | 12     | CU. YD.  | CLASS C CONCRETE, PIERS   |        |       | 12    |         |
| 511                  | 42     | CU. YD.  | CLASS C CONCRETE, ABUTMENTS   |        | 42    |       |         |
| 518                  | 9      | CU. YD.  | POROUS BACKFILL   |        | 9     |       |         |
| 507                  | 720    | LIN. FT. | 14" CAST-IN-PLACE REINFORCED CONC. PILES  |        |       | 720   |         |
| 507                  | 700    | LIN. FT. | 12" CAST-IN-PLACE REINFORCED CONC. PILES  |        | 700   |       |         |
| 517                  | 161.52 | LIN. FT. | RAILING (DEEP BEAM RAIL WITH TUBULAR BACK-UP INCLUDING STEEL POST, BOLTS AND ACCESSORIES) | 161.52 |       |       |         |
| SPECIAL              | 11,513 | LBS.     | EPOXY COATED REINFORCING STEEL, GRADE 60  | 10,225 |       | 1,288 |         |

GENERAL NOTES

**DESIGN DATA:**  
 DESIGN LOADING - HS20-44 AND THE ALTERNATE MILITARY LOADING.  
 CONCRETE CLASS S - COMPRESSIVE STRESS  $f_c$  --- 4500 P.S.I. DESIGN OF SUPERSTRUCTURE AS NOTED ON CS-2-73.  
 CONCRETE CLASS C - COMPRESSIVE STRESS 4000 P.S.I. FOR SUBSTRUCTURE.  
 REINFORCING STEEL - ASTM A615, A616 OR A617 UNIT STRESS 24,000 P.S.I.,  $F_y=60$ .  
 DECK PROTECTION METHOD: EPOXY COATED REINFORCING STEEL TOP MAT.

**DESIGN SPECIFICATIONS:** THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1981, INCLUDING THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

**REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:**  
 DBR-2-73 DATED 4-10-73  
 CPA-2-73 DATED 4-10-73  
 CPP-2-73 DATED 4-10-73  
 CS-2-73 DATED 4-10-73 SHEETS 1 AND 2.  
 AS-1-73 DATED 11-7-73  
 AND TO SUPPLEMENTAL SPECIFICATION 836 DATED 3-12-75.

**MONOLITHIC WEARING SURFACE THICKNESS IS ASSUMED, FOR DESIGN PURPOSE, TO BE 1".**

**MAINTAINING TRAFFIC:** TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

**PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 25 TONS PER PILE FOR THE ABUTMENTS AND 35 TONS PER PILE FOR THE PIERS.**

**POROUS BACKFILL 1'-6" THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE AND Laterally TO THE SURFACE OF THE EMBANKMENT SLOPES.**

**REINFORCING STEEL SAMPLES - REFER TO CWS SECTIONS 106.03, 700, 709.01 THROUGH 709.05 AND 709.08 - SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.**

**REMOVAL OF EXISTING STRUCTURE:** WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED TO ELEVATION AS DIRECTED BY OHIO DEPARTMENT OF TRANSPORTATION ENGINEER.

**UTILITY LINES:** ALL EXPENSE INVOLVED IN RELOCATING THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNER. THE CONTRACTOR AND OWNER ARE REQUESTED TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

**PILES SHALL BE 14" CAST-IN-PLACE REINFORCED CONCRETE AT THE PIERS AND 12" CAST-IN-PLACE REINFORCED CONCRETE AT THE ABUTMENTS. ESTIMATED AVERAGE PAY LENGTHS ARE 60' AT THE PIERS, 50' AT THE ABUTMENTS.**

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**THOMAS FOK & ASSOCIATES, LIMITED**  
 CONSULTING ENGINEER SURVEYOR & PLANNER  
 3896 MAHONING AVE. YOUNGSTOWN, OHIO

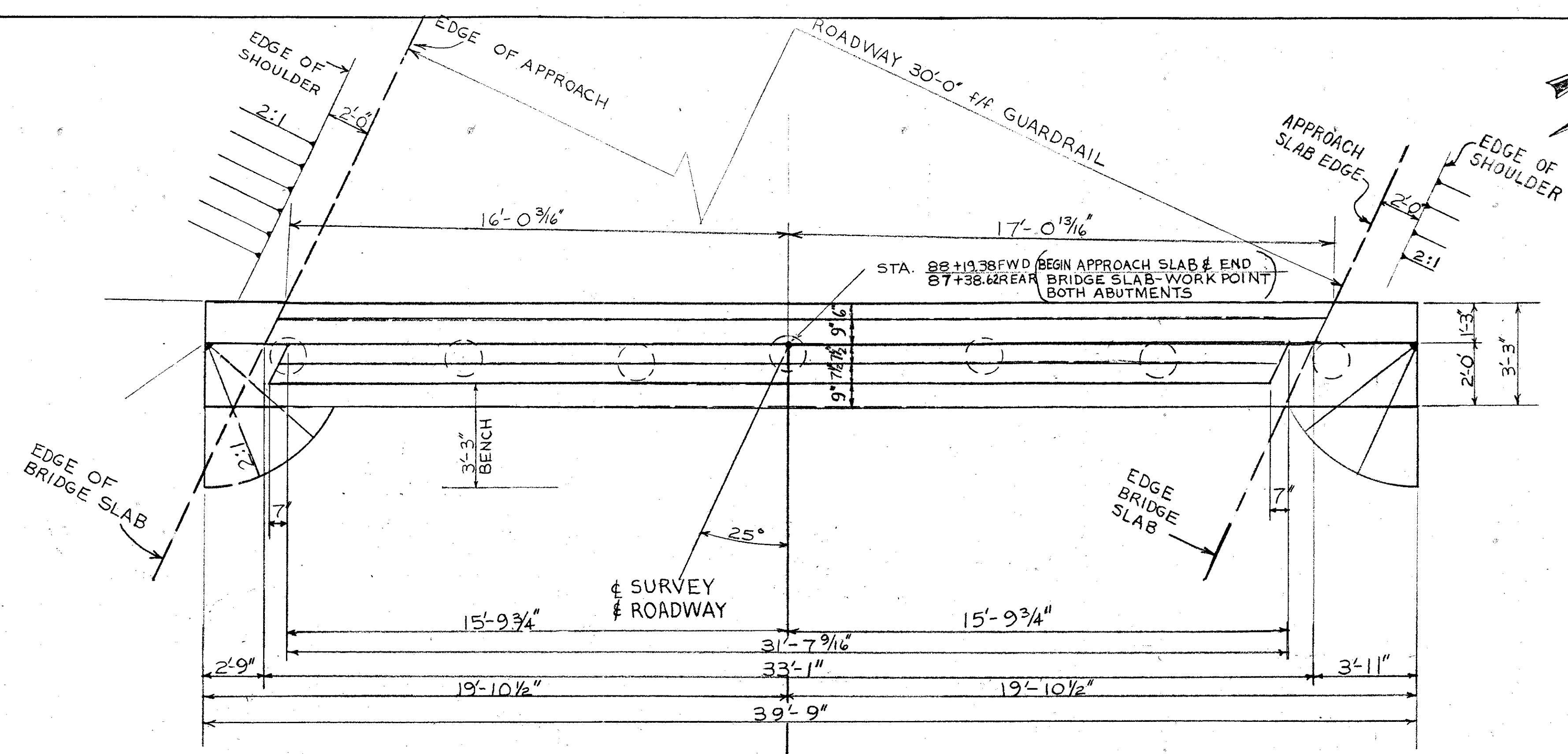
**GENERAL PLAN & ELEVATIONS**  
 BR. N<sup>o</sup> TUS-800-0038  
 OVER  
 WEAVERS CREEK  
 TUSCARAWAS COUNTY S.R. 800

|          |          |       |         |          |         |
|----------|----------|-------|---------|----------|---------|
| SURVEYED | DESIGNED | DRAWN | CHECKED | REVIEWED | REVISED |
|          | GEF      | GEF   | LZ      | T.F.     |         |

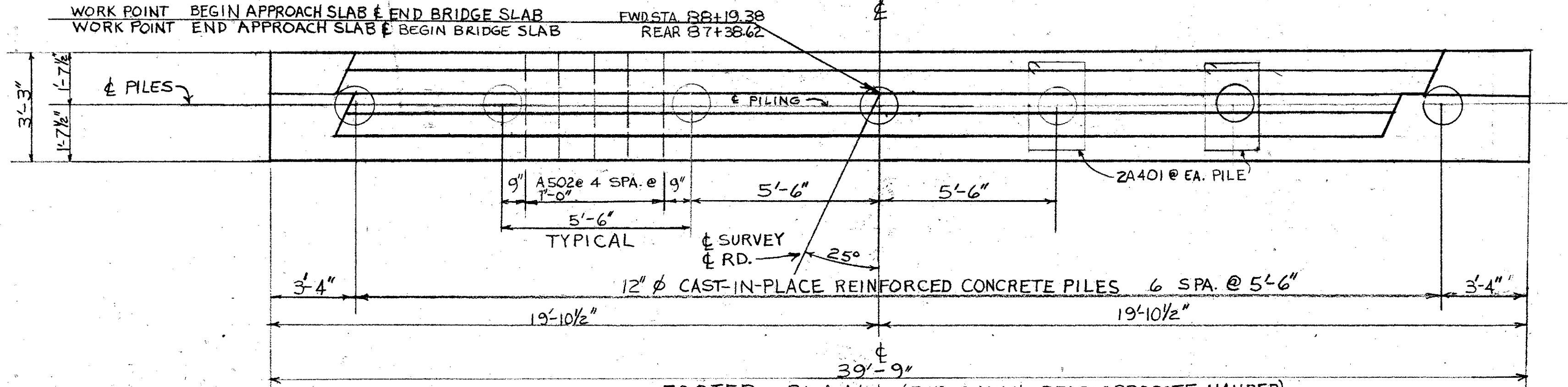
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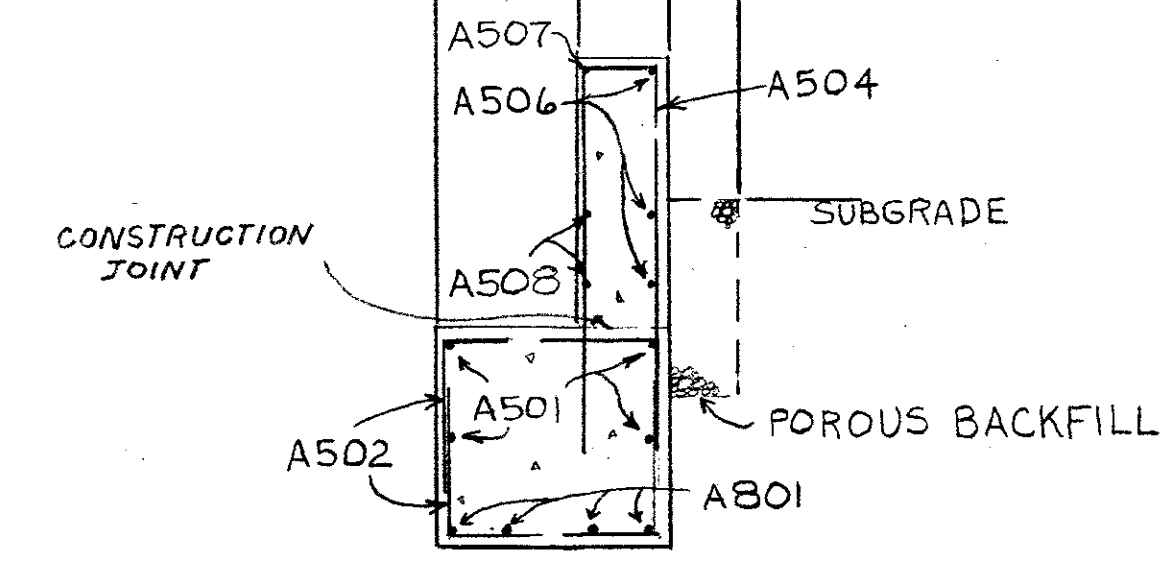
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15



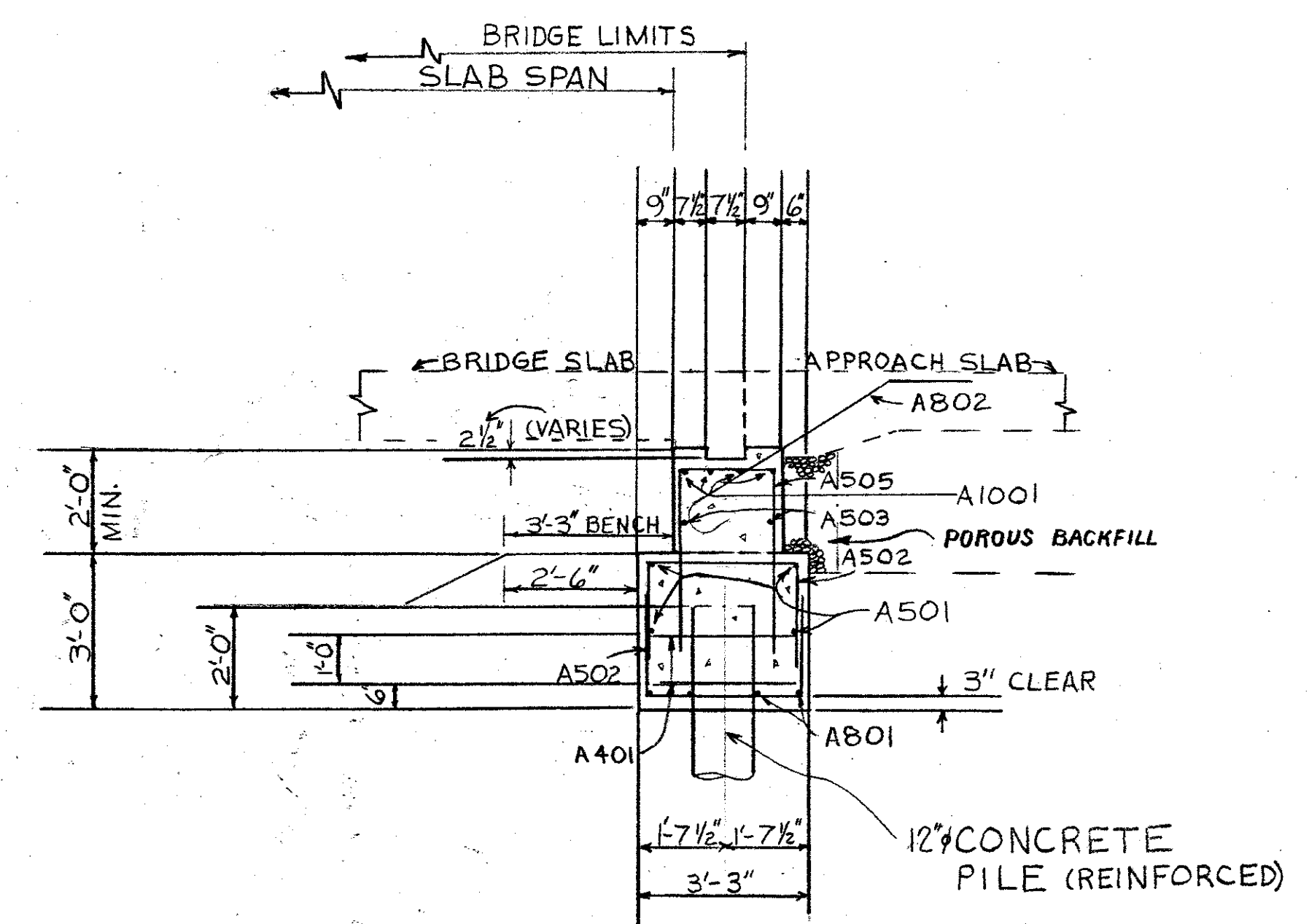
PLAN  
(FORWARD ABUTMENT SHOWN  
REAR ABUTMENT OPPOSITE HANDED)



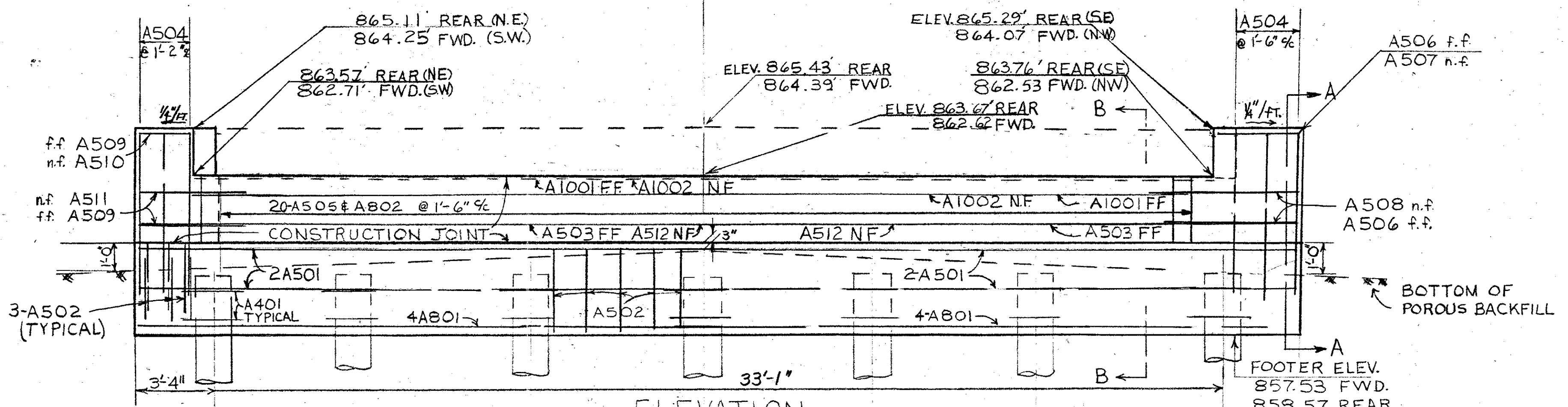
FOOTER PLAN (FWD SHOWN - REAR: OPPOSITE HANDED)



SECTION A-A



SECTION B-B



ELEVATION  
(FORWARD ABUTMENT SHOWN  
REAR ABUTMENT OPPOSITE HAND)

n.f. = NEAR FACE  
f.f. = FAR FACE

SEE STANDARD DRAWING  
CPA-2-73 FOR ADD. DETAILS

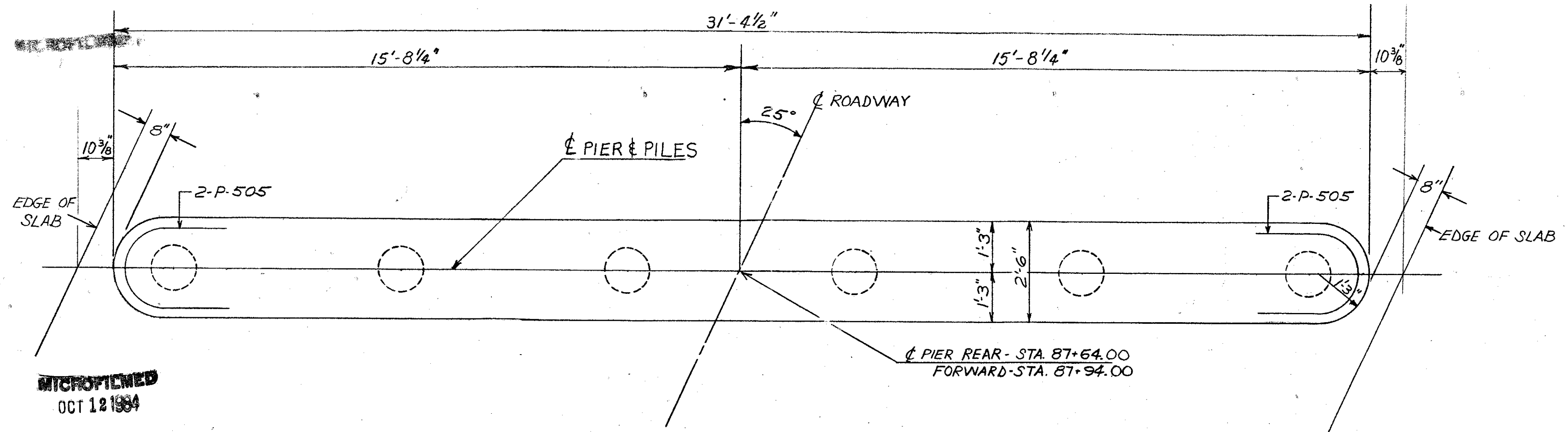
POROUS BACKFILL SHALL EXTEND TO  
THE PLANE OF THE SUBGRADE AND  
LATERALLY TO THE SURFACE OF  
THE EMBANKMENT SLOPES.

3/6

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CONSULTING ENGINEER, SURVEYOR & PLANNER  
3896 MAHONING AVE. YOUNGSTOWN, OHIO

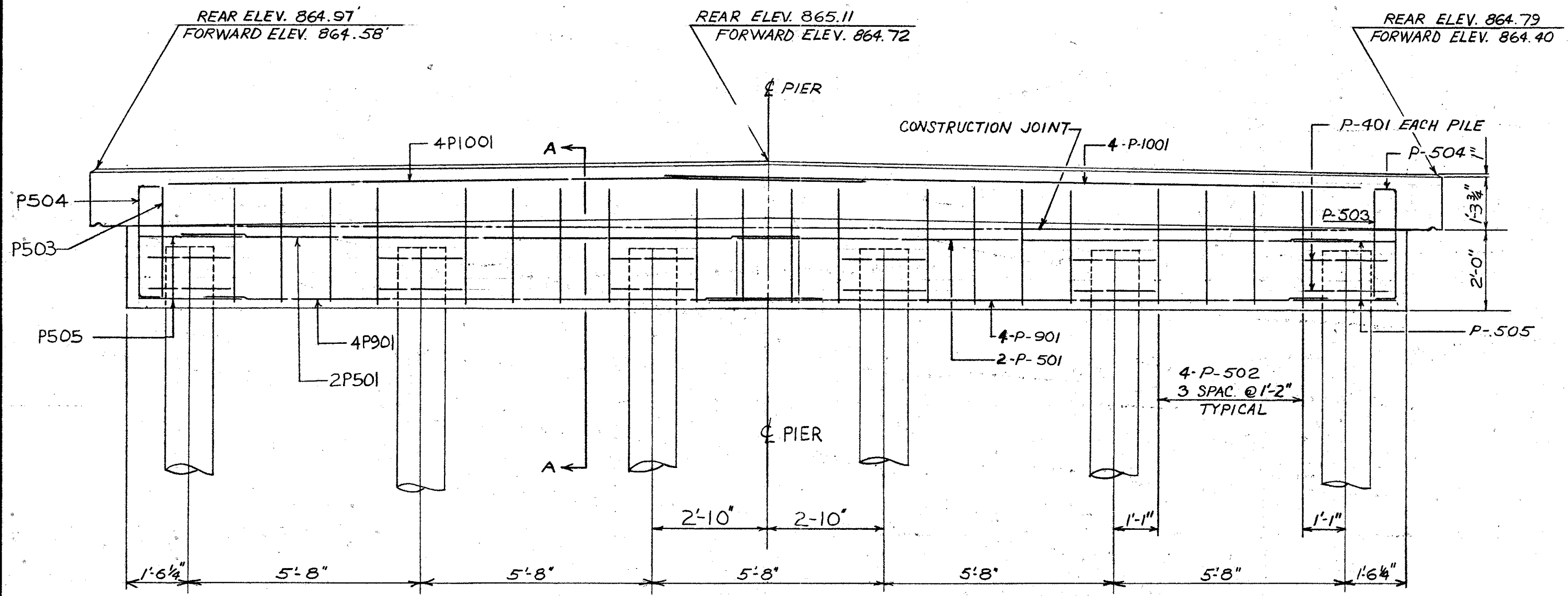
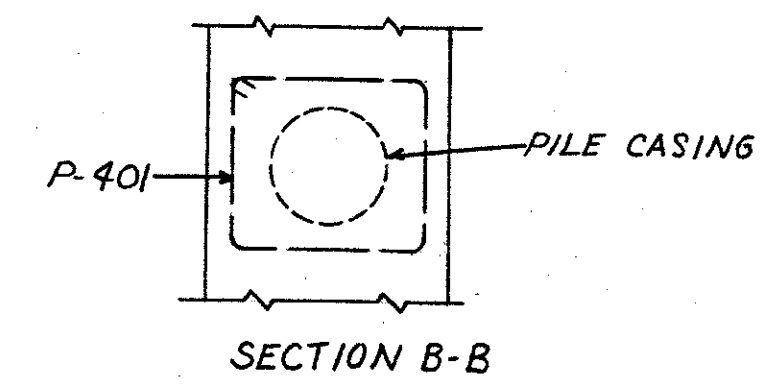
ABUTMENT DETAILS  
BR. N° TUS-800-0038  
OVER  
WEAVERS CREEK  
TUSCARAWAS COUNTY S.R. 800

|          |          |       |         |          |         |
|----------|----------|-------|---------|----------|---------|
| SURVEYED | DESIGNED | DRAWN | CHECKED | REVIEWED | REVISED |
|          | DEF      | DEF   | 4       | T.F.     |         |

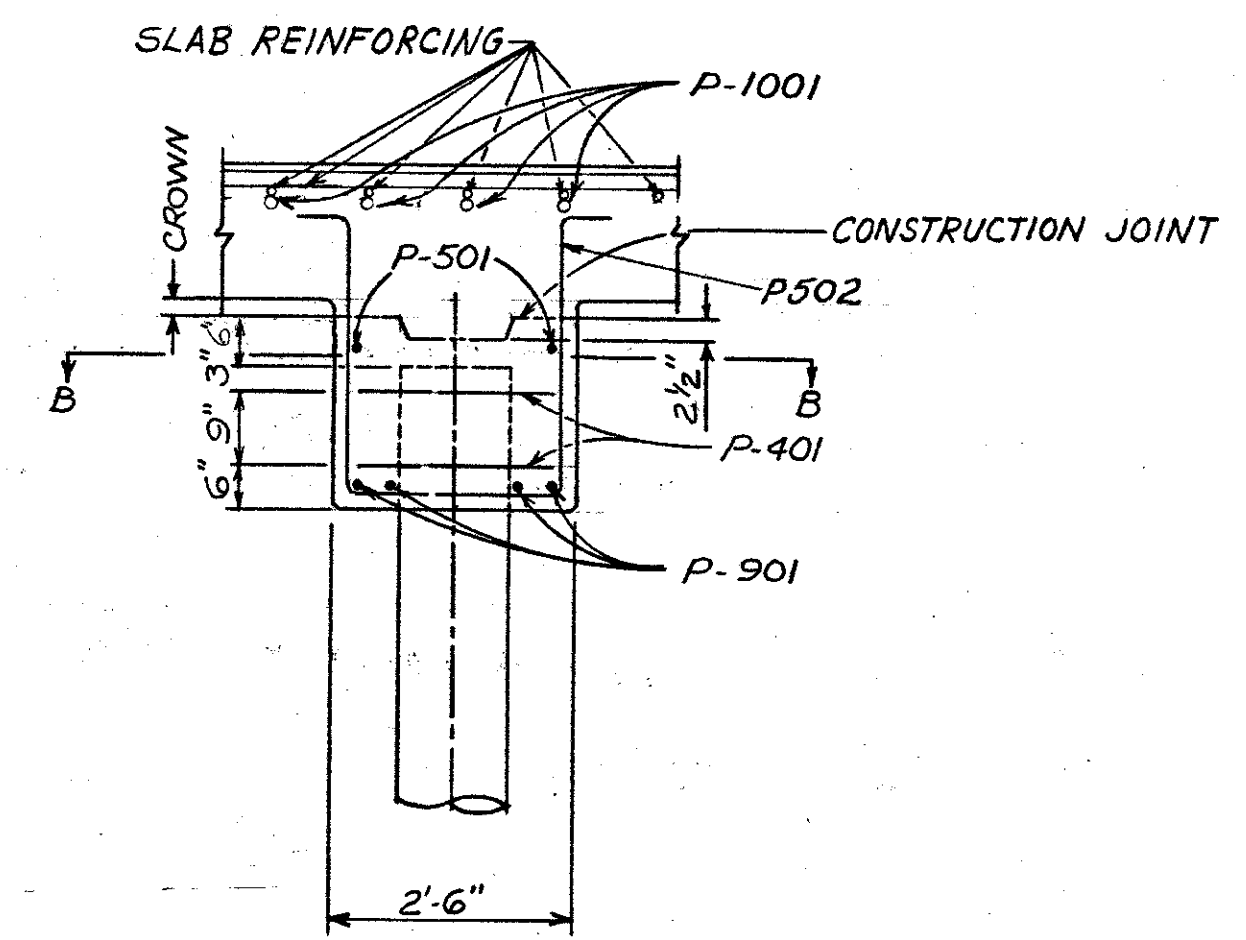


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PLAN - REAR & FORWARD PIERS



ELEVATIONS - REAR & FORWARD PIERS



SECTION A-A  
USE 1 1/2" Ø CAST-IN-PLACE REINFORCED  
CONCRETE PILES

FOR ADDITIONAL DETAILS,  
SEE STD. DRAWING CPP-2-73  
P1001 BARS SHALL BE EPOXY COATED

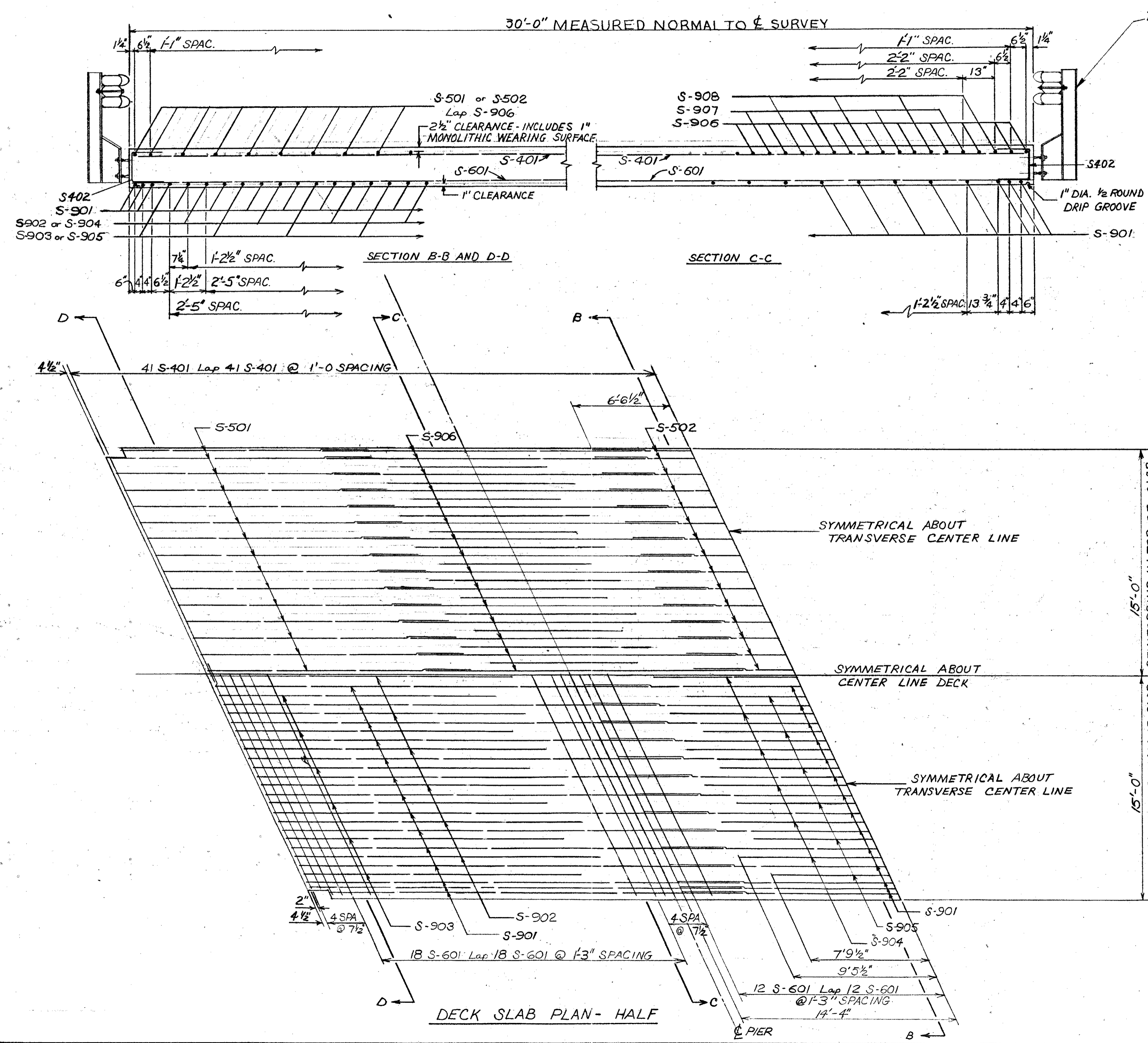
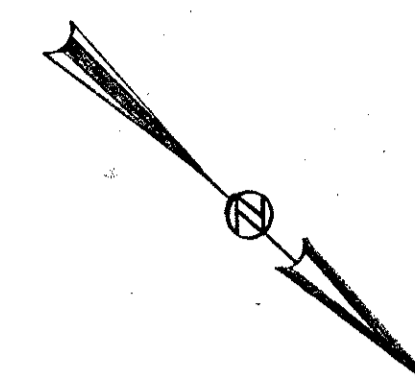
4/6

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CONSULTING ENGINEER, SURVEYOR & PLANNER  
3896 MAHONING AVE. YOUNGSTOWN, OHIO

PIER DETAILS  
BR. N° TUS-800-0038  
OVER  
WEAVERS CREEK  
TUSCARAWAS COUNTY S.R. 800

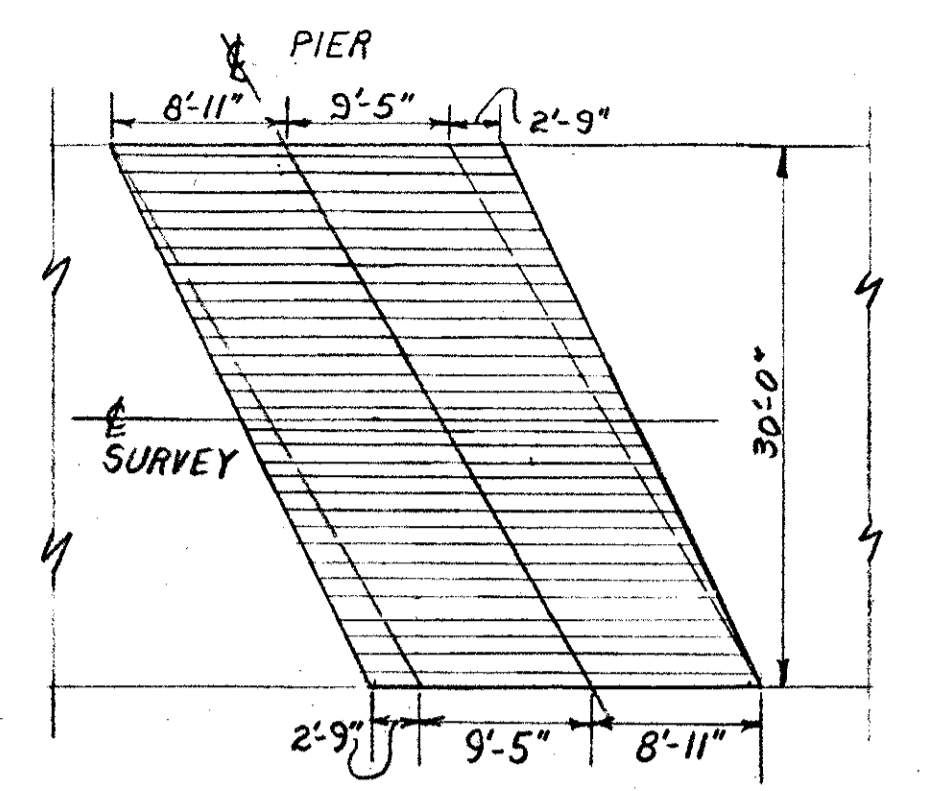
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|----------|----------|-------|---------|----------|---------|
| SURVEYED | DESIGNED | DRAWN | CHECKED | REVIEWED | REVISED |
|          | VMS      | VMS   | LZ      | T.F.     |         |

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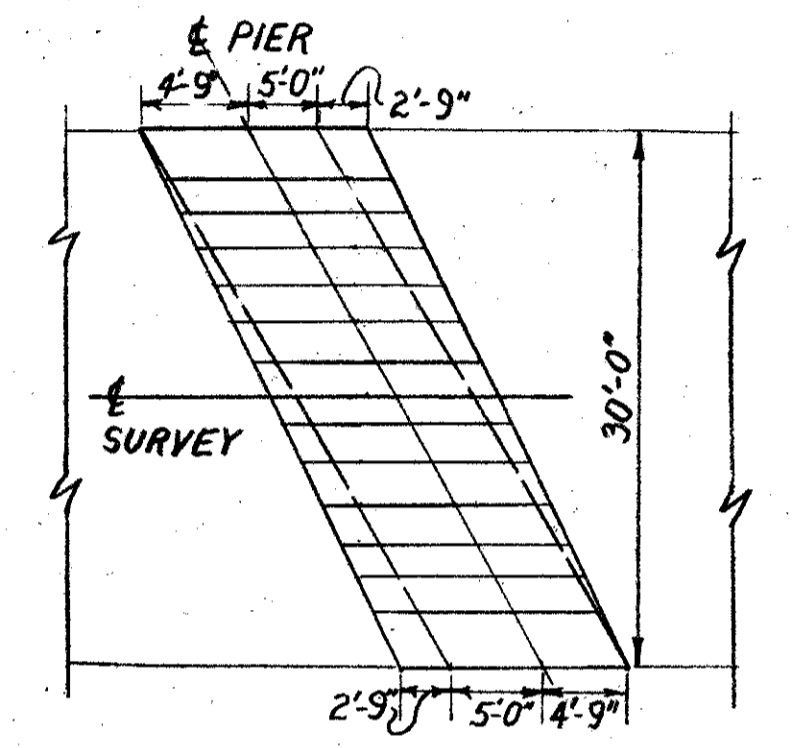


TYPE 2 GUARD RAIL POST

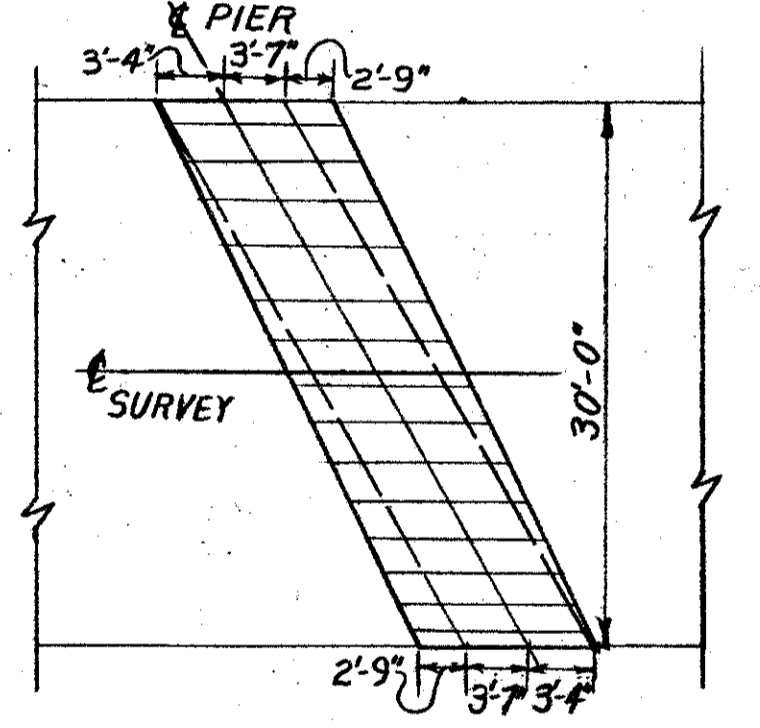
- For additional superstructure notes and details see Std. Dwg. CS-2-73.
- For details of Guard Rail see Std. Dwg. DBR-2-73
- SPACING NORMAL TO  $\perp$  SURVEY



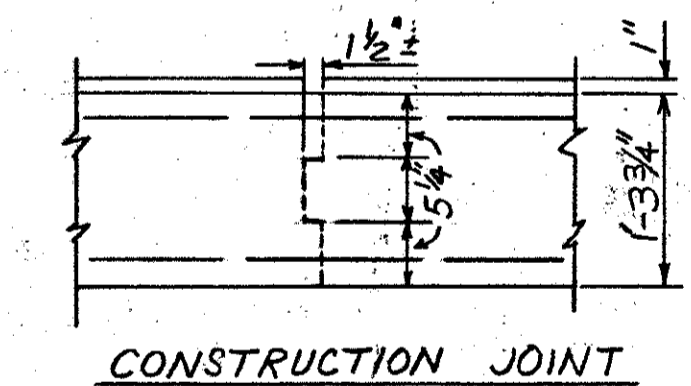
PLACEMENT DIAGRAM FOR S906 BARS



PLACEMENT DIAGRAM FOR S907 BARS

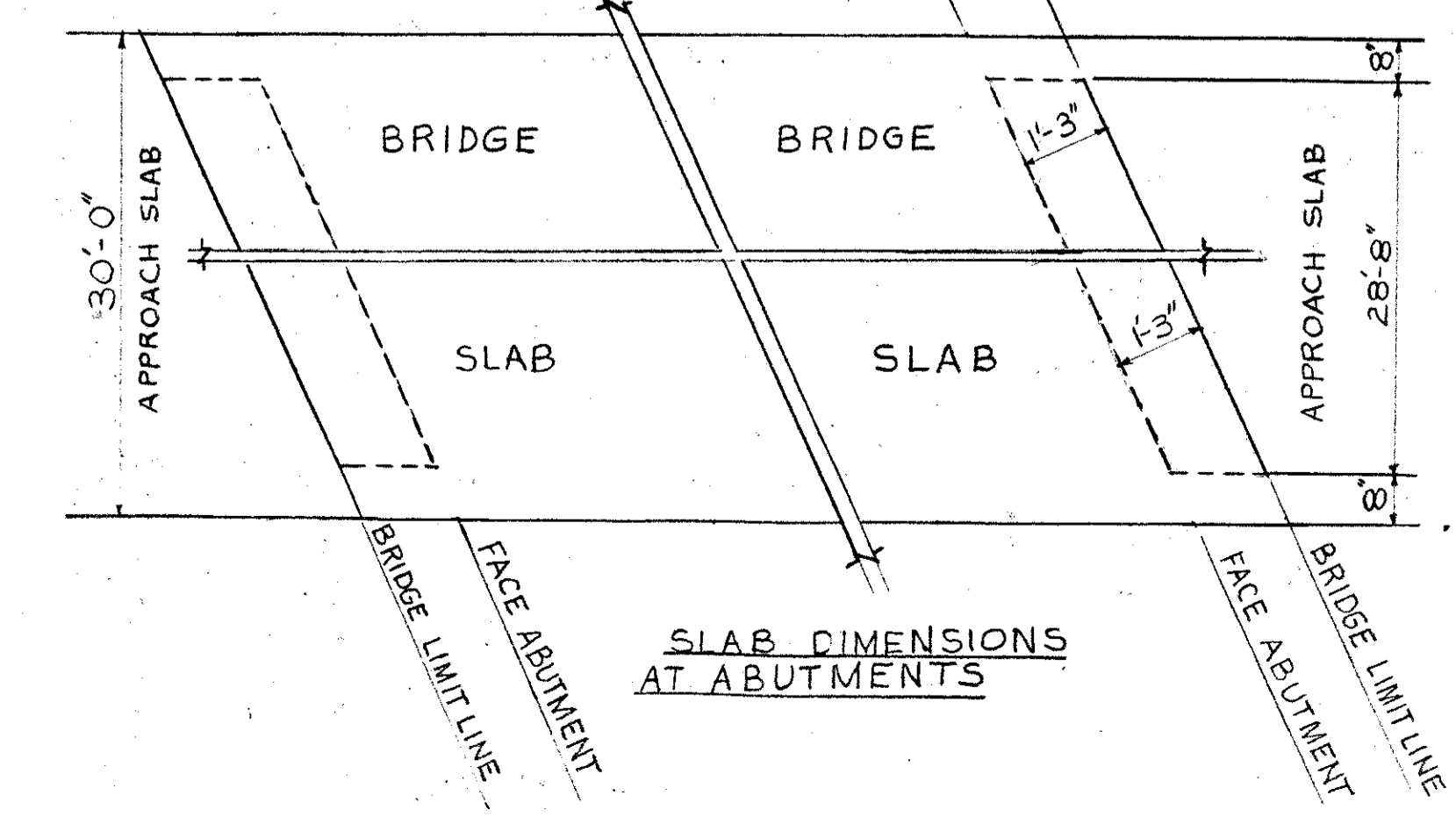


PLACEMENT DIAGRAM FOR S908 BARS



CONSTRUCTION JOINT

Note: One construction joint in bridge slab may be placed on transverse centerline of middle span or 1'-0" ± off transverse centerline if necessary to miss railing post and transverse reinforcing bars. One longitudinal joint will be permitted, on centerline of roadway.



SLAB DIMENSIONS AT ABUTMENTS

5/6

**THOMAS FOK & ASSOCIATES, LIMITED**  
 CONSULTING ENGINEER, SURVEYOR & PLANNER  
 3896 MAHONING AVENUE YOUNGSTOWN, OHIO

**SUPERSTRUCTURE DETAILS**  
 BR. N<sup>o</sup> TUS-800-0038  
 OVER  
 WEAVERS CREEK  
 TUSCARAWAS COUNTY S.R. 800

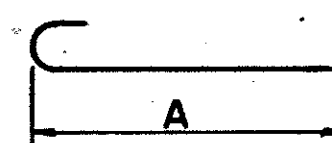
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|----------|----------|-------|---------|----------|---------|
| SURVEYED | DESIGNED | DRAWN | CHECKED | REVIEWED | REVISED |
|          | VNS      | VNS   | LZ      | T.F.     |         |

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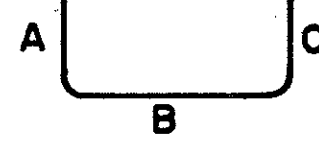
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|-------------------|-------|---------|
| FED. RD. DIVISION | STATE | PROJECT |
|                   |       |         |

14  
15

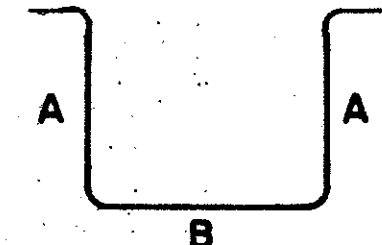
TUS-800-0.37



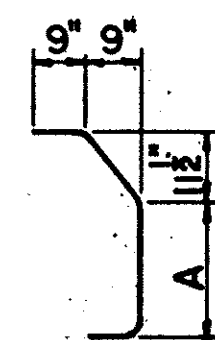
TYPE 1



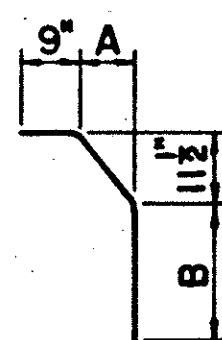
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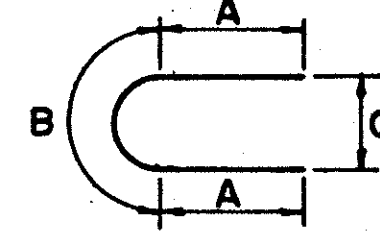
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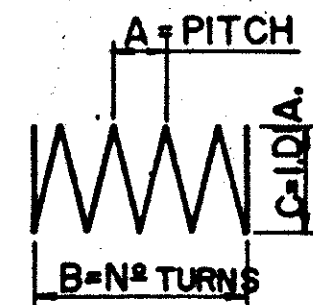
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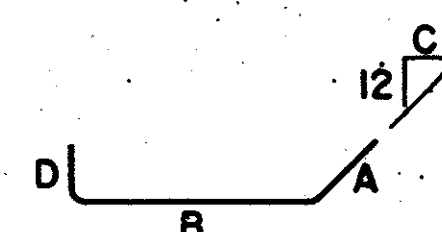
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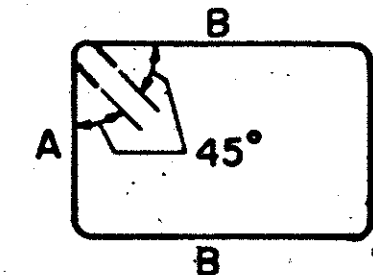
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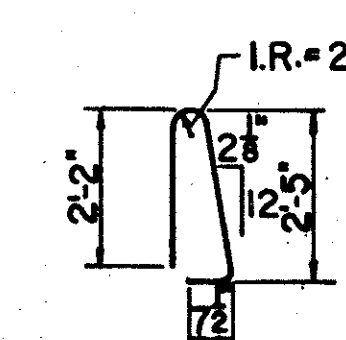
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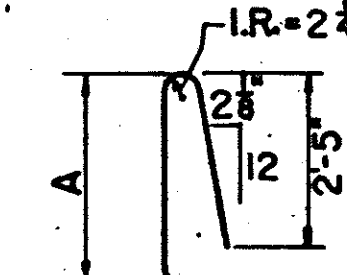
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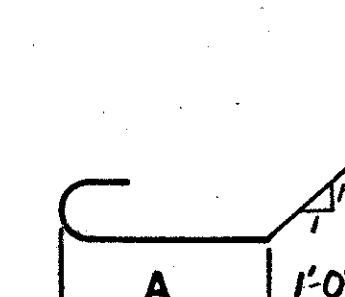
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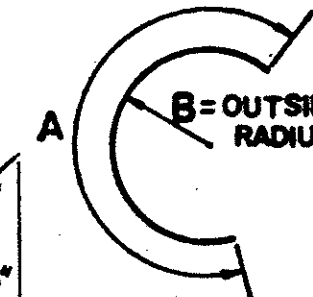
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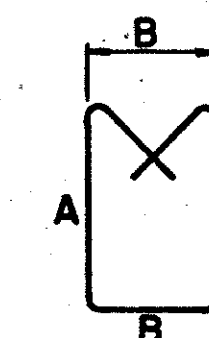
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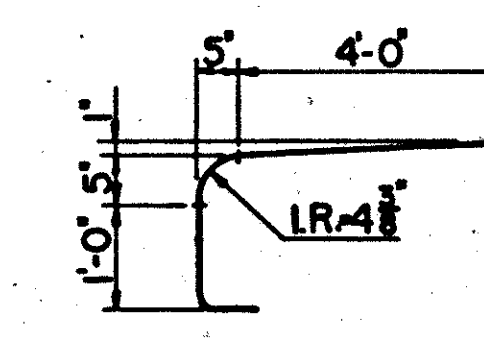
TYPE 12



TYPE 13



TYPE 14



TYPE 15

ABUTMENTS (REAR AND FORWARD)

PIERS

SUPERSTRUCTURE

| MARK  | NO. | LENGTH  | TYPE | A     | B      | C         | D      | WEIGHT | MARK                      | NO. | LENGTH      | TYPE | A         | B         | C         | D | WEIGHT                      | MARK  | NO. | LENGTH      | TYPE | A         | B          | C         | D | WEIGHT |
|-------|-----|---------|------|-------|--------|-----------|--------|--------|---------------------------|-----|-------------|------|-----------|-----------|-----------|---|-----------------------------|-------|-----|-------------|------|-----------|------------|-----------|---|--------|
| A501  | 16  | 19'-9"  | STR  |       |        |           |        | 342    | P401                      | 24  | 8'-0"       | 9    | 1'-9"     | 2'-0 1/4" |           |   | 129                         | *S401 | 162 | 16'-10 1/2" | STR  |           |            |           |   | 1826   |
| A502  | 144 | 6'-10"  | 2    | 2'-1" | 2'-11" | 2'-1"     |        | 1026   |                           |     |             |      |           |           |           |   |                             | *S402 | 130 | 2'-9 3/4"   | 2    | 1'-0 3/4" | 0'-11 1/4" | 1'-0 3/4" |   | 244    |
| A503  | 7   | 17'-3"  | STR  |       |        |           |        | 72     | P501                      | 8   | 15'-4 1/4"  | STR  |           |           |           |   | 128                         | *S501 | 60  | 17'-6"      | STR  |           |            |           |   | 1095   |
| A504  | 12  | 11'-2"  | 2    | 5'-3" | 0'-11" | 5'-3"     |        | 140    | P502                      | 40  | 8'-8"       | 3    | 2'-9"     | 2'-2"     |           |   | 362                         | *S502 | 60  | 13'-1"      | STR  |           |            |           |   | 819    |
| A505  | 40  | 7'-11"  | 2    | 3'-3" | 1'-8"  | 3'-3"     |        | 330    | P503                      | 4   | 8'-6"       | 3    | 2'-9"     | 2'-0"     |           |   | 36                          |       |     |             |      |           |            |           |   |        |
| A506  | 6   | 2'-4"   | STR  |       |        |           |        | 19     | P504                      | 4   | 3'-9"       | 2    | 0'-7 1/2" | 2'-9"     |           |   | 16                          |       |     |             |      |           |            |           |   |        |
| A507  | 2   | 2'-9"   | STR  |       |        |           |        | 7      | P505                      | 8   | 6'-4"       | 6    | 1'-7 1/2" | 3'-0"     | 2'-0 1/4" |   | 53                          | S601  | 146 | 17'-2 1/2"  | STR  |           |            |           |   | 3774   |
| A508  | 4   | 4'-6"   | STR  |       |        |           |        | 23     |                           |     |             |      |           |           |           |   |                             |       |     |             |      |           |            |           |   |        |
| A509  | 6   | 2'-2"   | STR  |       |        |           |        | 18     | P901                      | 16  | 15'-11 3/4" | STR  |           |           |           |   | 870                         | S901  | 84  | 28'-8"      | STR  |           |            |           |   | 8187   |
| A510  | 2   | 1'-9"   | STR  |       |        |           |        | 5      |                           |     |             |      |           |           |           |   |                             | S902  | 22  | 21'-3"      | 1    | 20'-0"    |            |           |   | 1590   |
| A511  | 4   | 3'-6"   | STR  |       |        |           |        | 17     | PI001                     | 16  | 18'-8 1/2"  | STR  |           |           |           |   | 1288                        | S903  | 24  | 19'-8"      | 1    | 18'-5"    |            |           |   | 1605   |
| A512  | 4   | 16'-8"  | STR  |       |        |           |        | 70     |                           |     |             |      |           |           |           |   |                             | S904  | 22  | 18'-11"     | STR  |           |            |           |   | 1415   |
| A401  | 28  | 9'-2"   | 9    |       | 1'-9"  | 2'-7 1/4" |        | 172    |                           |     |             |      |           |           |           |   |                             | S905  | 24  | 15'-7"      | STR  |           |            |           |   | 1272   |
| A801  | 16  | 19'-9"  | STR  |       |        |           |        | 876    |                           |     |             |      |           |           |           |   |                             | *S906 | 60  | 21'-1"      | STR  |           |            |           |   | 4301   |
| A802  | 42  | 5'-6"   | 12   |       |        |           | 2'-11" | 617    |                           |     |             |      |           |           |           |   |                             | *S907 | 24  | 12'-6"      | STR  |           |            |           |   | 1020   |
| A1001 | 4   | 18'-11" | STR  |       |        |           |        | 326    |                           |     |             |      |           |           |           |   |                             | *S908 | 28  | 9'-8"       | STR  |           |            |           |   | 920    |
| A1002 | 12  | 18'-2"  | STR  |       |        |           |        | 938    |                           |     |             |      |           |           |           |   |                             |       |     |             |      |           |            |           |   |        |
|       |     |         |      |       |        |           |        |        | *EPOXY COATED BARS = 1288 |     |             |      |           |           |           |   | *EPOXY COATED BARS = 10,225 |       |     |             |      |           |            |           |   |        |
|       |     |         |      |       |        |           |        |        | REINFORCED STEEL = 1594   |     |             |      |           |           |           |   | REINFORCED STEEL = 17,843   |       |     |             |      |           |            |           |   |        |
|       |     |         |      |       |        |           |        |        | TOTAL = 2882              |     |             |      |           |           |           |   | TOTAL = 28,068              |       |     |             |      |           |            |           |   |        |

REPLACEMENT BARS

TOTAL 4998

**NOTES:**

**BAR SIZE;** The bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example: A506 is a No. 5 size bar and PI001 is a No. 11 size bar.

**SPIRAL REINFORCING BARS;** The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap. The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall have deformation and shall in other respects conform to Item 509. 1/2 closed coils shall be provided at the ends of each spiral unit. Four steel channel, tee or angle spacers, weighing approximately 0.80 lb. per lin. ft. of spacers, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.80 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

6/6

**THOMAS FOK & ASSOCIATES, LIMITED**  
CONSULTING ENGINEERS, SURVEYOR & PLANNER  
3896 MAHONNS AVE. YOUNGSTOWN, OHIO

**REINFORCING STEEL LIST**  
BR. N° TUS-800-0038  
OVER  
WEAVERS CREEK  
TUSCARAWAS COUNTY SR. 800

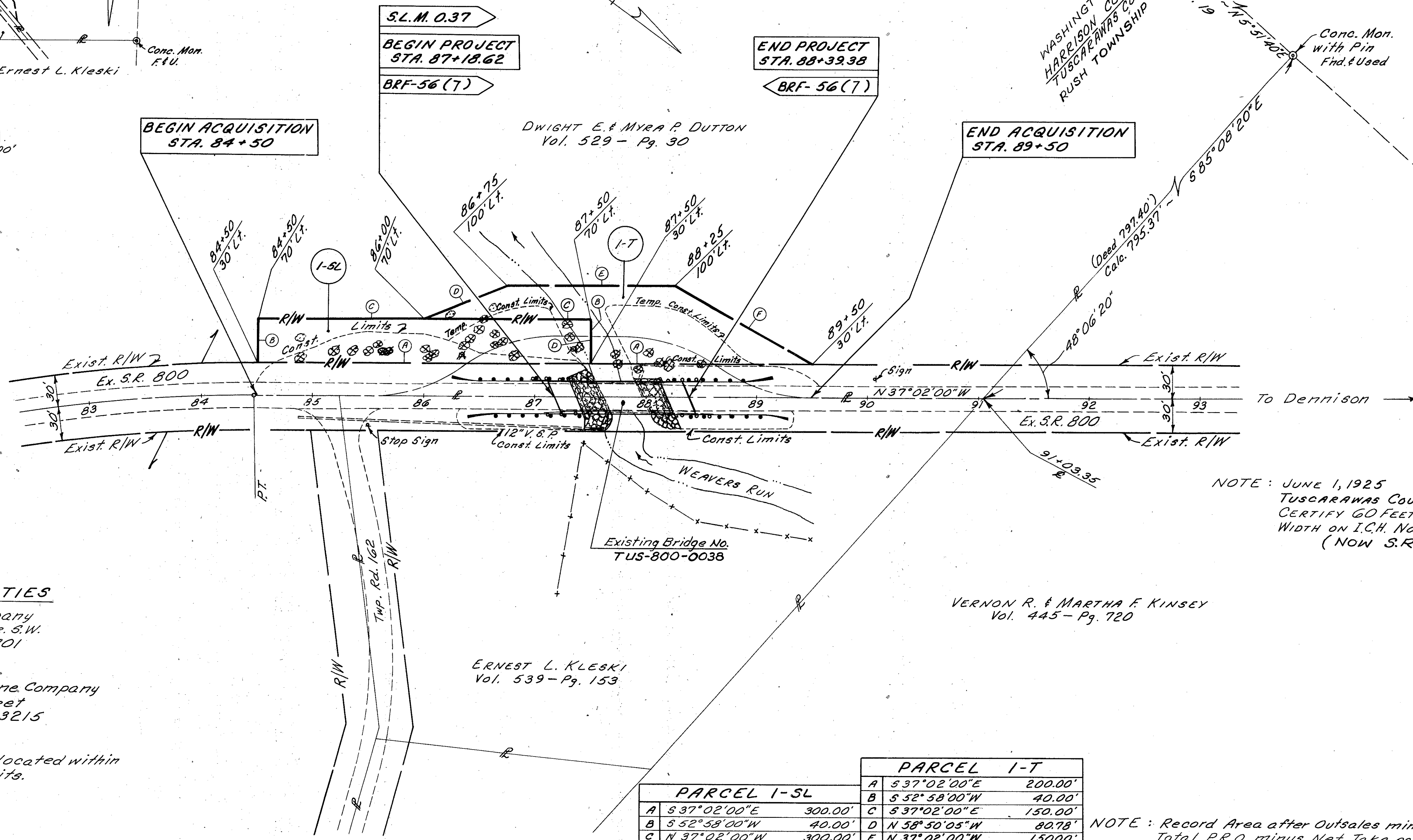
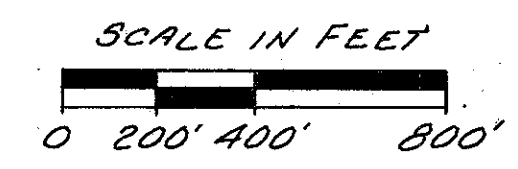
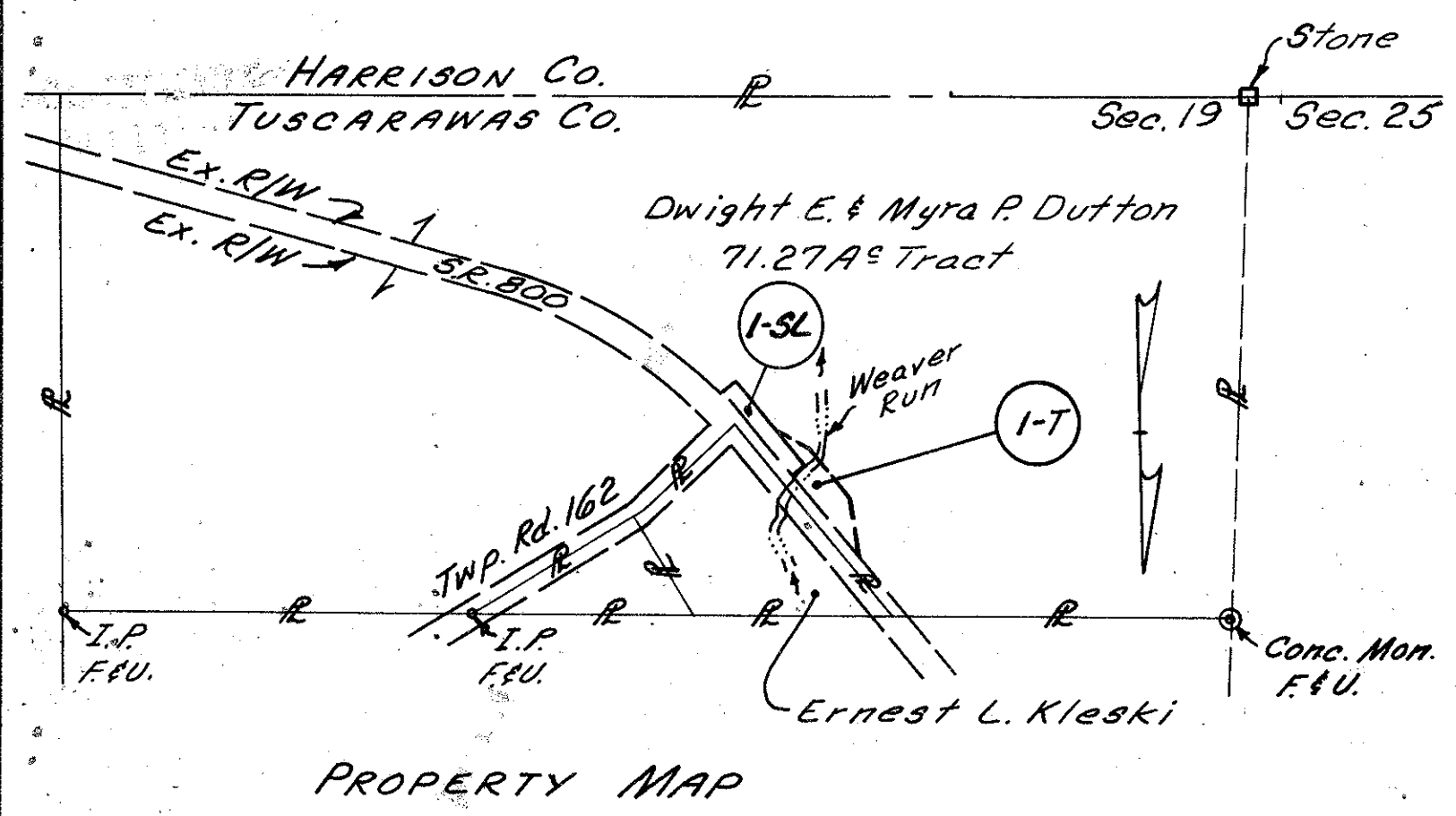
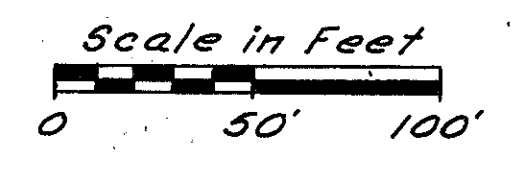
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|----------|----------|-------|---------|----------|---------|
| SURVEYED | DESIGNED | DRAWN | CHECKED | REVIEWED | REVISED |
|          | VNS      | ATB   | JZ      | T.F.     |         |

# TUSCARAWAS COUNTY, OHIO

## RUSH TOWNSHIP, SECTION 19, T-13-N, R-7-W

|             |       |                  |    |
|-------------|-------|------------------|----|
| FHWA REGION | STATE | STATE PROJECT No | 15 |
| 5           | OHIO  | 11510 (0)        | 15 |

TUS-800-037  
RIGHT OF WAY PLAN



NOTE: JUNE 1, 1925  
TUSCARAWAS COUNTY COMMISSIONERS  
CERTIFY 60 FEET RIGHT OF WAY  
WIDTH ON I.C.H. No. 506, SEC. A-2.  
(NOW S.R. 800)

**PUBLIC UTILITIES**  
Ohio Power Company  
301 Cleveland Ave. S.W.  
Canton, Ohio 44701

Ohio Bell Telephone Company  
150 East Gay Street  
Columbus, Ohio 43215

NOTE: No Utilities are located within the Project Limits.

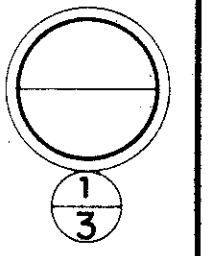
| PARCEL 1-SL |                      | PARCEL 1-T |                      |
|-------------|----------------------|------------|----------------------|
| A           | 537°02'00"E 300.00'  | A          | 537°02'00"E 200.00'  |
| B           | 552°58'00"W 40.00'   | B          | 552°58'00"W 40.00'   |
| C           | N 37°02'00"W 300.00' | C          | 537°02'00"E 150.00'  |
| D           | N 52°58'00"E 40.00'  | D          | N 58°50'05"W 80.78'  |
|             |                      | E          | N 37°02'00"W 150.00' |
|             |                      | F          | N 8°47'04"W 143.27'  |

NOTE: Record Area after Outsales minus Total P.R.O. minus Net Take equals Net Residue.

### SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

| PARCEL NO. | OWNER                      | NO. TOTAL TAKES - 0 |             | TOTAL OWNERS WITH STRUCTURES INVOLVED - 0 |                    |                     |                |                     |                      |                     |                     |           |                                  | REMARKS | TYPE FUND |
|------------|----------------------------|---------------------|-------------|---|--------------------|---------------------|----------------|---------------------|----------------------|---------------------|---------------------|-----------|----------------------------------|---------|-----------|
|            |                            | DEED BOOK           | RECORD PAGE | DEED AREA                                 | TOTAL P.R.O.       | TOTAL TAKE          | P.R.O. IN TAKE | NET TAKE            | NET RES. LT.         | NET RES. RT.        | BLDG'S TO BE ACQ'D. | SHEET NO. |                                  |         |           |
| 1-SL       | DWIGHT E. & MYRA P. DUTTON | 529                 | 30          | 71.27A <sup>±</sup>                       | 3.37A <sup>±</sup> | 0.275A <sup>±</sup> | 0              | 0.275A <sup>±</sup> | 39.525A <sup>±</sup> | 28.10A <sup>±</sup> |                     | 1         |                                  | STATE   |           |
| 1-T        |                            |                     |             |   |                    | 0.298A <sup>±</sup> | 0              | 0.298A <sup>±</sup> |                      |                     |                     | 1         | To Construct Temporary Runaround | STATE   |           |

OCT 12 1982



**GEOLOGY OF THE SITE**

THE STRUCTURE SITE IS LOCATED IN THE HIGHLY DISSECTED UNGLACIATED PORTION OF THE ALLEGHENY PLATEAU REGION, ON THE BROAD FLOODPLAIN OF STILLWATER CREEK AND OVER WEAVER RUN, IN AN AREA WHERE EXTREMELY DEEP VALLEY AND ALLUVIAL DEPOSITS OVERLIE BEDROCK, OF PENNSYLVANIAN AGE.

**EXPLORATION**

THE EXPLORATION CONSISTED OF TWO DRIVE SAMPLE BORINGS MADE BY MEANS OF A MECHANICALLY-POWERED HOLLOW STEM AUGER MOUNTED ON A MOBILE PLATFORM, PERFORMED ON FEBRUARY 24 AND 25, 1982.

**INVESTIGATIONAL FINDINGS AND OBSERVATIONS**

THE BORINGS ENCOUNTERED INTERVALS OF EXTREMELY LOOSE TO EXTREMELY DENSE UNSTRATIFIED BASIC SILTS AND SAND MODIFIED WITH CLAYS AND VARYING AMOUNTS OF EACH OTHER THAT GRADUALLY INCREASE (ERRATIC AT TIMES) IN DENSITY WITH INCREASE IN DEPTH. BORING B-1 (IN THE GENERAL VICINITY OF THE REAR ABUTMENT) PENETRATED TO A DEPTH OF 61.0 FEET, ELEVATION 803.8 FEET, AND WAS TERMINATED AFTER PENETRATING IN EXCESS OF 6.0 FEET OF MATERIAL REQUIRING IN EXCESS OF 30 BLOWS PER FOOT IN THE STANDARD PENETRATION TEST. BORING B-2 (IN THE GENERAL VICINITY OF THE FORWARD ABUTMENT) PENETRATED TO A DEPTH OF 61.0 FEET, ELEVATION 799.3 FEET, AND WAS TERMINATED AFTER PENETRATING IN EXCESS OF 16.0 FEET OF MATERIAL REQUIRING IN EXCESS OF 30 BLOWS PER FOOT IN THE STANDARD PENETRATION TEST.

BEDROCK SURFACE WAS NOT ENCOUNTERED IN EITHER OF THE TEST BORINGS PERFORMED. NO FREE WATER OBSERVATIONS WERE MADE DURING OR AT THE CONCLUSION OF DRILLING OPERATIONS.

**LEGEND**

- Auger Boring Location - Plan View.
- Press and/or Drive Sample and/or Core Boring Location - Plan View.
- Drive Rod Penetration Resistance Sounding Location - Plan View.
- Capped Pile
- Footing
- Footing on Pile
- Top of Rock

- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- Figures Beside the Boring Log in Profile Indicate the Number of Blows for Standard Penetration Test.  
X = Number of Blows for First 6 inches.  
Y = Number of Blows for Second 6 inches.  
Z = Number of Blows for Third 6 inches.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z Indicates Final Measurement of Penetration, in Inches.
- W Indicates Free Water Elevation.
- V Indicates Static Water Elevation.

**SYMBOLS OF ROCK TYPES**

- Coal
- Weathered Mudstone or Claystone
- Mudstone or Claystone
- Weathered Shale
- Shale
- Weathered Siltstone
- Siltstone
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite
- Leached Limestone
- Limestone
- Boulders or Cobbles

**GENERAL INFORMATION**

**Drive Rod Penetration Sounding Tests**

Drive rod penetration resistance tests constitute driving a 1.315-inch diameter steel rod, with a 45° cone point, into the ground, using a 122-pound drop-hammer with a free fall of five feet. At one or two-foot depth intervals, a measurement is taken to determine the amount of penetration achieved in three hammer drops. This reading is converted to an empirical value for capacity "R", in thousands of pounds (which is a measure of both the point resistance and frictional resistance on the rod), by using charts prepared by the Ohio Department of Highways, Bureau of Bridges, on the basis of correlation study of rod penetration with past performance of pile driving. For interpretation, a graph is prepared by plotting the value "R" against the depth at which the reading was taken, and connecting the plotted points. The curve so obtained reflects the density of subsurface materials in a manner that can be readily compared with data from similar tests at other locations on the structure site. From this comparison, the overall uniformity of subsurface condition may be evaluated.

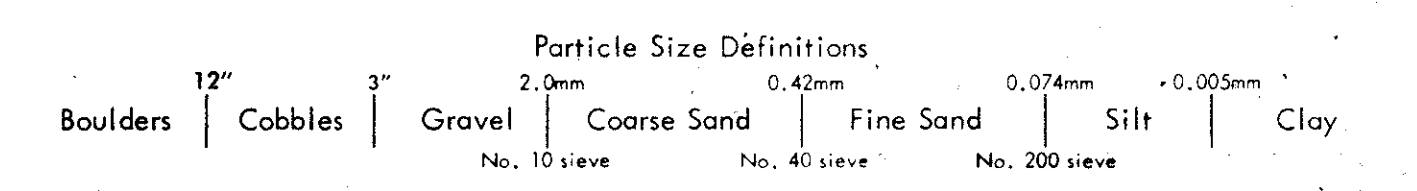
**Drive Sample Borings - Drive-Press Sample Borings**

Drive sample borings are made by means of a rotary-type drill rig, employing a 2" O.D., 1-3/8" I.D. sampler, at 2-1/2 and/or 5-foot depth intervals, driven by means of a 140-pound drop-hammer with a free fall of 30 inches. The number of blows required to drive the sampler 18 inches is considered the standard penetration test.

Drive-press sample borings are made by means of a rotary-type drill rig, employing a 2" O.D., 1-3/8" I.D. drive sampler, and 3" O.D. thin-wall press sampler. The press sampler is advanced by continuous uniform pressure, applied by the drill rig.

The boring log sheets show a graphic plot of the information obtained, including depth and elevation of the sample, number of blows for the standard penetration tests in three 6-inch increments, depth of press samples, field sample number, sample description - based on laboratory tests and the Casagrande AC classification system - and gradation, plasticity, and moisture content determinations. Results of strength and consolidation testing, if performed, appear on separate enclosures.

At depths where materials are bouldery or gravelly to the extent that the sampler can not be driven, a wash sample is procured for visual classification, in order to determine the general character of the material. These samples are not considered sufficiently representative to warrant laboratory testing.



NOTE - ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN ON THE STRUCTURE FOUNDATION INVESTIGATION SHEETS HAS BEEN SO REPORTED. ADDITIONAL SUBSURFACE INVESTIGATIONS MAY HAVE BEEN MADE TO STUDY SOME SPECIAL ASPECT OF THE PROJECT. COPIES OF THIS DATA, IF ANY, MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE BUREAU OF TESTS AT 1600 WEST BROAD STREET, THE PAVEMENT AND SOILS SECTION OF THE BUREAU OF LOCATION AND DESIGN OR IN THE BRIDGE BUREAU AT 25 SOUTH FRONT STREET.

NOTE: Information shown by this subsurface investigation was obtained solely for the use in establishing design controls for the project. The State of Ohio does not guarantee the accuracy of this data and it is not to be construed as a part of the plans governing construction of the project.

OHIO DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS - TESTING LABORATORY  
1600 WEST BROAD STREET, COLUMBUS, OHIO 43223

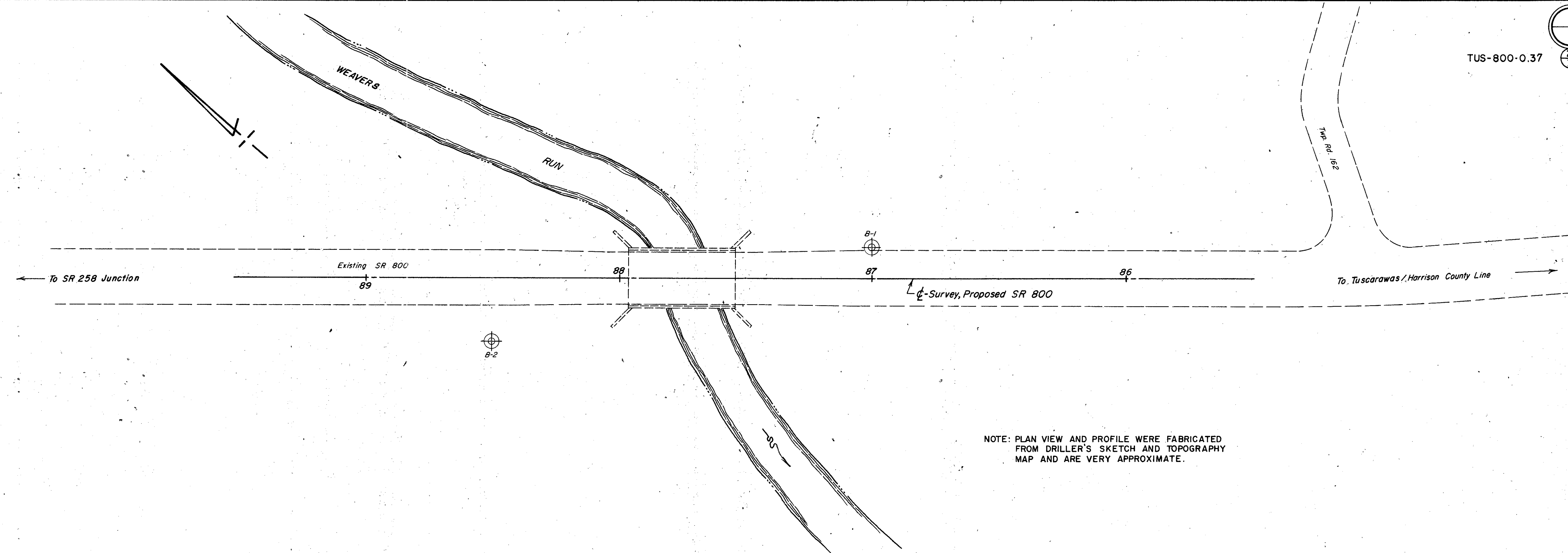
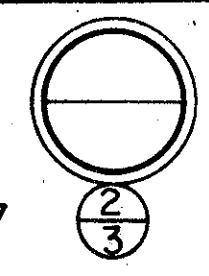
STRUCTURE FOUNDATION INVESTIGATION  
BRIDGE NO. TUS-800-0038  
OVER WEAVERS RUN  
SEC. TUS-800-0.38

|                        |                         |                 |
|------------------------|-------------------------|-----------------|
| CHECKED BY<br>L. N. L. | REVIEWED BY<br>R. D. R. | DATE<br>4/19/82 |
|------------------------|-------------------------|-----------------|

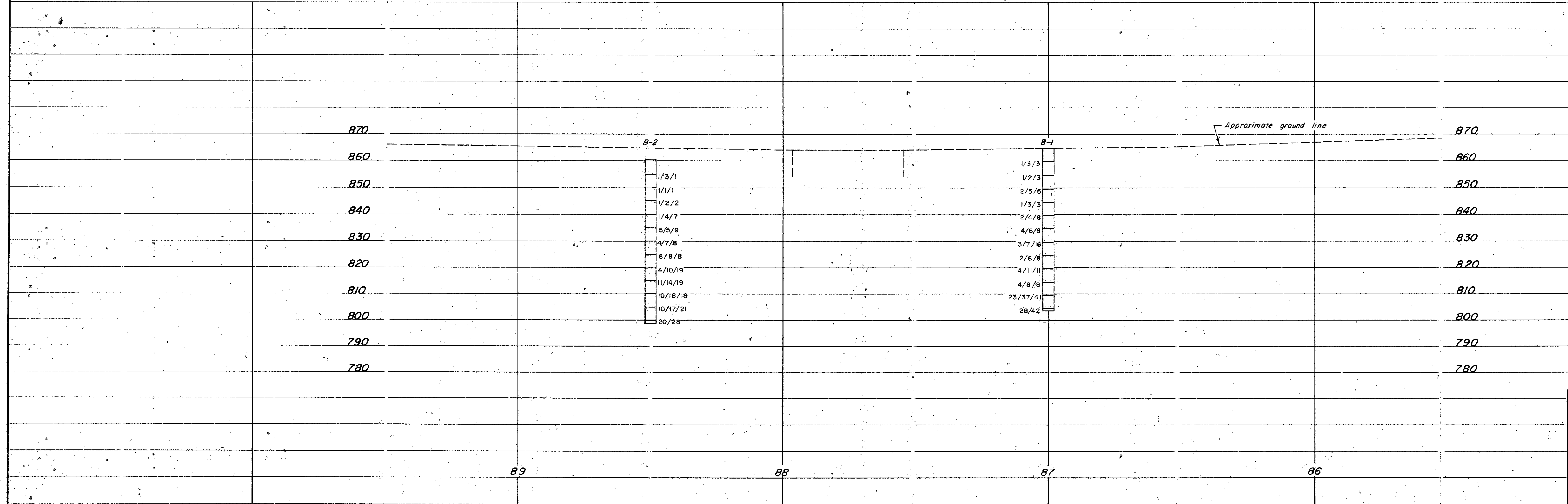


OCT 18 1984

TUS-800-0.37



NOTE: PLAN VIEW AND PROFILE WERE FABRICATED FROM DRILLER'S SKETCH AND TOPOGRAPHY MAP AND ARE VERY APPROXIMATE.



OHIO DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS-TESTING LABORATORY  
 1600 WEST BROAD STREET, COLUMBUS, OHIO 43223

**STRUCTURE FOUNDATION INVESTIGATION**  
 BRIDGE NO. TUS-800-0038  
 OVER WEAVER'S RUN  
 SEC. TUS-800-0.38

**PLAN AND PROFILE**

|                   |                        |                         |                 |
|-------------------|------------------------|-------------------------|-----------------|
| DRAWN BY<br>A. F. | CHECKED BY<br>L. N. L. | REVIEWED BY<br>R. D. R. | DATE<br>4/19/82 |
|-------------------|------------------------|-------------------------|-----------------|

SCALE: 1" = 20'

Rev 5/6/82

OCT 12 1984

**LOG OF BORING**

Date Started 2-24-82 Sampler Type SS Dia. 1 3/8" Water Elev. \_\_\_\_\_  
 Date Completed 2-24-82 Casing Length \_\_\_\_\_ Dia. \_\_\_\_\_  
 Boring No. B-1 Station & Offset 87+00, 12' RT. (REAR ABUTMENT) Surface Elev. 864.8'

| Elev.          | Depth    | Std. Pen. (N) | Rec. ft. | Loss ft. | Description                               | Sample No. | Physical Characteristics |        |        |        |        |      |      |      |  |  |  | SHTL Class. |  |  |        |      |      |
|----------------|----------|---------------|----------|----------|---|------------|--------------------------|--------|--------|--------|--------|------|------|------|--|--|--|-------------|--|--|--------|------|------|
|                |          |               |          |          |   |            | % Agg.                   | % C.S. | % F.S. | % Silt | % Clay | L.L. | P.I. | W.C. |  |  |  |             |  |  |        |      |      |
| 864.8          | 0        |               |          |          |   |            |                          |        |        |        |        |      |      |      |  |  |  |             |  |  |        |      |      |
|                | 2        |               |          |          | BROWN CLAYEY SILT (DRILLER'S DESCRIPTION) |            |                          |        |        |        |        |      |      |      |  |  |  |             |  |  | VISUAL |      |      |
| 859.8          | 6        | 1/3/3         |          |          | BROWN SANDY SILT                          | 1          | 0                        | 3      | 26     | 38     | 33     | 27   | 10   | 20   |  |  |  |             |  |  |        | A-4A |      |
| 854.8          | 10       | 1/2/3         |          |          | BROWN WITH GRAY SANDY SILT                | 2          | 0                        | 0      | 21     | 47     | 32     | 29   | 10   | 26   |  |  |  |             |  |  |        |      | A-4A |
| 849.8          | 16       | 2/5/5         |          |          | BROWN WITH GRAY SILT AND CLAY             | 3          | 0                        | 0      | 18     | 51     | 31     | 30   | 11   | 29   |  |  |  |             |  |  |        |      | A-6A |
| 844.8          | 20       | 1/3/3         |          |          | GRAY WITH BROWN SILTY SAND                | 4          | 6                        | 12     | 53     | 16     | 13     | NP   | NP   | 24   |  |  |  |             |  |  |        |      | A-3A |
| 839.8          | 24       | 2/4/8         |          |          | GRAY WITH BROWN CLAYEY SILT               | 5          | 2                        | 1      | 9      | 54     | 34     | 27   | 7    | 26   |  |  |  |             |  |  |        |      | A-4B |
| 834.8          | 30       | 4/6/8         |          |          | GRAY WITH BROWN CLAYEY SILT               | 6          | 0                        | 0      | 4      | 54     | 42     | 28   | 8    | 25   |  |  |  |             |  |  |        |      | A-4B |
| 829.8          | 36       | 3/7/16        |          |          | GRAY CLAYEY SILT                          | 7          | 0                        | 0      | 4      | 50     | 46     | 28   | 8    | 21   |  |  |  |             |  |  |        |      | A-4B |
| 824.8          | 42       | 2/6/8         |          |          | GRAY WITH BROWN SAND                      | 8          | 0                        | 0      | 21     | 52     | 27     | 26   | 7    | 26   |  |  |  |             |  |  |        |      | A-4B |
| 819.8          | 46       | 4/11/11       |          |          | GRAY WITH BROWN SILTY SAND                | 9          | 0                        | 4      | 66     | 18     | 12     | NP   | NP   | 23   |  |  |  |             |  |  |        |      | A-3A |
| 814.8          | 50       | 4/8/8         |          |          | BROWN WITH GRAY SILTY SAND                | 10         | 2                        | 6      | 66     | 13     | 13     | NP   | NP   | 23   |  |  |  |             |  |  |        |      | A-3A |
| 809.8          | 56       | 23/37/41      |          |          | BROWN SILTY SAND                          | 11         | 1                        | 10     | 57     | 17     | 15     | NP   | NP   | 24   |  |  |  |             |  |  |        |      | A-3A |
| 804.8<br>803.8 | 60<br>62 | 26/42         |          |          | BROWN SILTY SAND                          | 12         | 0                        | 18     | 60     | 9      | 13     | NP   | NP   | 19   |  |  |  |             |  |  |        |      | A-3A |

BOTTOM OF BORING

**LOG OF BORING**

Date Started 2-24-82 Sampler Type SS Dia. 1 3/8" Water Elev. \_\_\_\_\_  
 Date Completed 2-25-82 Casing Length \_\_\_\_\_ Dia. \_\_\_\_\_  
 Boring No. B-2 Station & Offset 88+50-25 LT. (FORWARD ABUTMENT) Surface Elev. 860.3'

| Elev.          | Depth    | Std. Pen. (N) | Rec. ft. | Loss ft. | Description                                  | Sample No. | Physical Characteristics |        |        |        |        |      |      |      |  |  |  | SHTL Class. |  |  |        |  |      |
|----------------|----------|---------------|----------|----------|--|------------|--------------------------|--------|--------|--------|--------|------|------|------|--|--|--|-------------|--|--|--------|--|------|
|                |          |               |          |          |  |            | % Agg.                   | % C.S. | % F.S. | % Silt | % Clay | L.L. | P.I. | W.C. |  |  |  |             |  |  |        |  |      |
| 860.3          | 0        |               |          |          |  |            |                          |        |        |        |        |      |      |      |  |  |  |             |  |  |        |  |      |
|                | 2        |               |          |          | BROWN CLAYEY SILT (DRILLER'S DESCRIPTION)    |            |                          |        |        |        |        |      |      |      |  |  |  |             |  |  | VISUAL |  |      |
| 855.3          | 6        | 1/3/1         |          |          | BROWN SILTY SAND                             | 13         | 0                        | 0      | 62     | 19     | 19     | NP   | NP   | 26   |  |  |  |             |  |  |        |  | A-4A |
| 850.3          | 10       | 1/1/1         |          |          | GRAY SANDY SILT                              | 14         | 0                        | 1      | 38     | 41     | 20     | NP   | NP   | 31   |  |  |  |             |  |  |        |  | A-4A |
| 845.3          | 16       | 1/2/2         |          |          | GRAY WITH BROWN SILTY SAND                   | 15         | 0                        | 1      | 60     | 20     | 19     | NP   | NP   | 29   |  |  |  |             |  |  |        |  | A-4A |
| 840.3          | 20       | 1/4/7         |          |          | GRAY WITH BROWN SILT                         | 16         | 0                        | 0      | 3      | 65     | 32     | 26   | 4    | 28   |  |  |  |             |  |  |        |  | A-4B |
| 835.3          | 26       | 5/5/9         |          |          | GRAY CLAYEY SILT                             | 17         | 0                        | 0      | 5      | 65     | 30     | 25   | 7    | 28   |  |  |  |             |  |  |        |  | A-4B |
| 830.3          | 30       | 4/7/8         |          |          | GRAY CLAYEY SILT                             | 18         | 0                        | 0      | 3      | 53     | 44     | 28   | 7    | 23   |  |  |  |             |  |  |        |  | A-4B |
| 825.3          | 36       | 8/8/8         |          |          | GRAY WITH BROWN SANDY SILT WITH COAL BLOSSOM | 19         | 0                        | 4      | 27     | 47     | 22     | 22   | 3    | 23   |  |  |  |             |  |  |        |  | A-4A |
| 820.3          | 40       | 9/10/19       |          |          | BROWN WITH GRAY SILTY SAND                   | 20         | 0                        | 2      | 65     | 19     | 14     | NP   | NP   | 26   |  |  |  |             |  |  |        |  | A-3A |
| 815.3          | 46       | 11/14/19      |          |          | BROWN SILTY SAND                             | 21         | 0                        | 6      | 70     | 12     | 12     | NP   | NP   | 20   |  |  |  |             |  |  |        |  | A-3A |
| 810.3          | 50       | 10/18/18      |          |          | BROWN SILTY SAND                             | 22         | 0                        | 7      | 68     | 10     | 15     | NP   | NP   | 21   |  |  |  |             |  |  |        |  | A-3A |
| 805.3          | 56       | 10/17/21      |          |          | BROWN SILTY SAND                             | 23         | 0                        | 4      | 74     | 11     | 11     | NP   | NP   | 21   |  |  |  |             |  |  |        |  | A-3A |
| 800.3<br>798.3 | 60<br>62 | 20/28         |          |          | BROWN SILTY SAND                             | 24         | 0                        | 12     | 68     | 8      | 12     | NP   | NP   | 21   |  |  |  |             |  |  |        |  | A-3A |

BOTTOM OF BORING

|   |                                  |                         |                 |
|---|----------------------------------|-------------------------|-----------------|
| OHIO DEPARTMENT OF TRANSPORTATION<br>DIVISION OF HIGHWAYS - TESTING LABORATORY<br>1600 WEST BROAD STREET - COLUMBUS, OHIO 43223 |                                  |                         |                 |
| STRUCTURE FOUNDATION INVESTIGATION  |                                  |                         |                 |
| BRIDGE NO.  | TUS-800-0038                     |                         |                 |
| SEC.  | OVER WEAVERS RUN<br>TUS-800-0.38 |                         |                 |
| BORING DATA   |                                  |                         |                 |
| TYPED BY<br>S. M. G.  | CHECKED BY<br>L. N. L.           | REVIEWED BY<br>R. D. R. | DATE<br>4/19/82 |

Rev 5/6/82