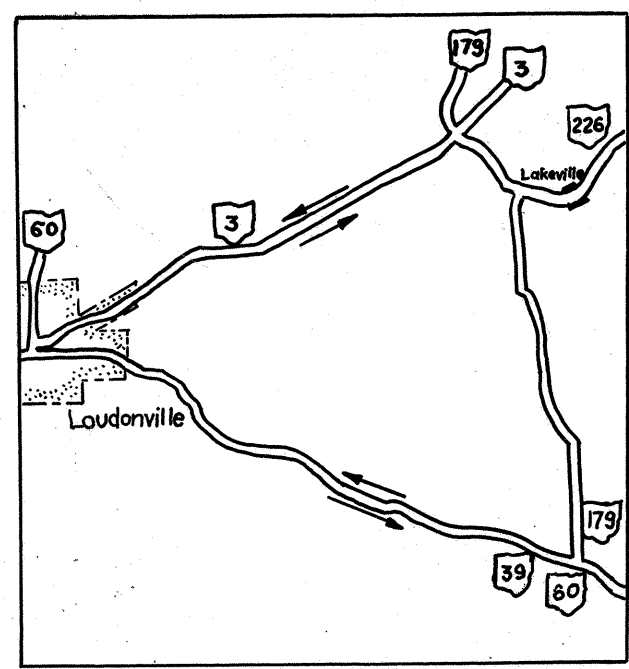


JUL 19 1977



DETOUR MAP
SCALE 0 mi. 1 mi. 2 mi.

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

HOL-179-0.00 HOLMES COUNTY BRIDGE NO. HOL-179-0395 WASHINGTON TOWNSHIP

PLAN NO. BR-18-77

OHIO

FHWA REGION 5

FEDERAL PROJECT

HOL-179-0.00

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JUN 27 1987

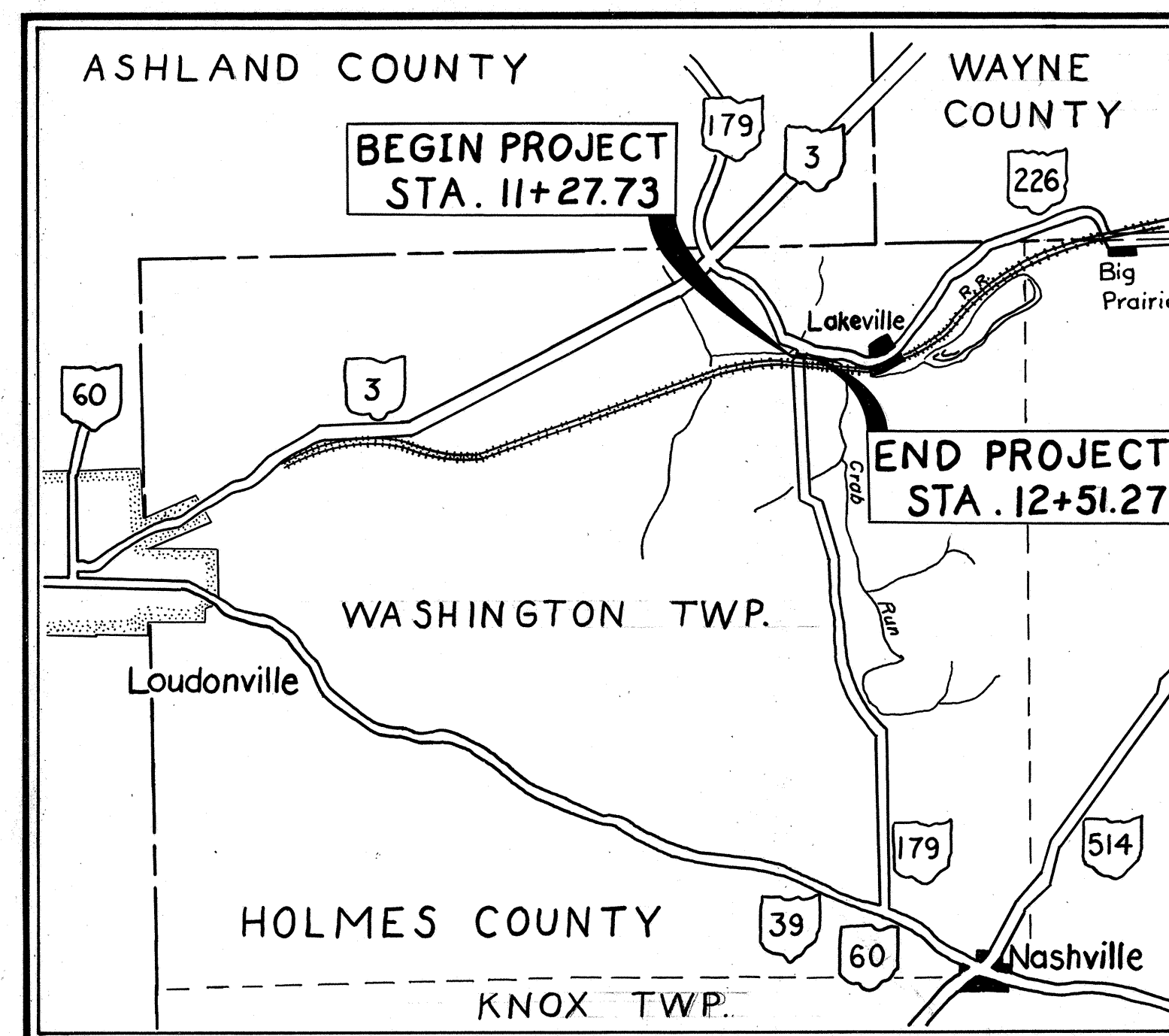
CONVENTIONAL SIGNS

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) ---
Center Line	352 353	Railroad	----- or -----
Trees, Stumps, (to be removed)	⊗ ⊗ ⊗	Guardrail (existing)	o-o-o (proposed) o-o-o
Utility Poles: Telephone, Power, Light	⊕ ⊕ ⊕		

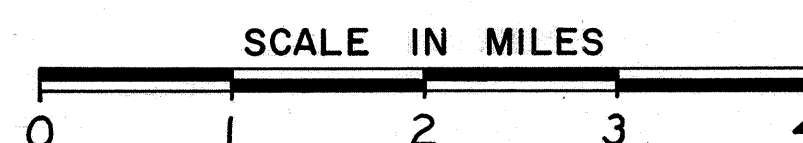
INDEX OF SHEETS

- Title Sheet
- General Notes and Estimated Quantities
- Bridge Site Plan
- Channel Cross-Sections
- General Plan and Elevation
- Abutment Details
- Pier Details and Reinforcing Steel
- Superstructure
- Foundation Investigation

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9, 10, 11



LOCATION MAP



Portion to be improved	=====
State & Federal Routes	=====
Other Roads	-----

SCALES

Plan	0' 6' 12'
Profile: Horizontal	0' 10' 20'
Profile: Vertical	0' 10' 20'

SUPPLEMENTAL SPECIFICATIONS	
808 Dated 1-1-71	
836 Dated 3-12-75	

LINE DATA

BEGIN PROJECT STA. 11+27.73
 END PROJECT STA. 12+51.27
 NO ADDITIONS OR DEDUCTIONS
 NET LENGTH OF PROJECT = 123.54 LIN. FT. OR 0.023 MILE

BEGIN WORK STA. 10+40.00
 END WORK STA. 12+90.00
 NO ADDITIONS OR DEDUCTIONS
 NET LENGTH OF WORK = 250 LIN. FT. OR 0.047 MILE

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS			
AS-1-72	Dated	6-30-72	
CPA-2-73	Dated	4-10-73	
CPP-2-73	Dated	4-10-73	
CS-2-73	Dated	4-10-73	
DBR-2-73	Dated	4-10-73	
GR-2B	Dated	12-6-76	
GR-4	Dated	12-6-76	
MC-3	Dated	6-1-73	

Plan Prepared By: _____

SEAL

1977 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.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the highway be closed to traffic and provisions for the maintenance and safety of traffic will be as set forth in these plans and estimates.

Approved C. Clark Street
 Date 3-4-77 District Deputy Director of Transportation

Approved Robert B. Pfeiffer
 Date 3-14-77 Engineer of Bridges

Approved R. S. Zook
 Date 3-17-77 Engineer of Maintenance

Approved _____
 Date _____

Approved _____
 Date _____

Approved Howard E. Nolan
 Date 3-21-77 Assist. Dep. Director, Program Development

Approved R. E. Patton
 Date 3-22-77 Chief Engineer, Design

Approved _____
 Date _____ Chief Engineer, Construction

Approved George E. Nelson
 Date 3-18-77 Chief Engineer, Operations

Approved Annis P. Blawie
 Date 3-22-77 Assist. Director, Department of Transportation

Approved David L. Wei
 Date 3-22-77 Director, Department of Transportation

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

Project: _____
 Date of Letting _____ 19____, Contract No. _____
 LD0300 Rev. 9-3-75

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FHWA REGION	STATE	PROJECT	
5	OHIO		

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HOL-179-0.00

WORK REQUIRED

1. Remove existing structure & pavement.
2. Construct new structure.
3. Perform earthwork items.
4. Construct new approach slabs.

UTILITY LINES: All expense involved in relocating the affected utility lines shall be bore by the Owner. The Contractor and Owner are requested to cooperate by arranging their work in such a manner that inconvenience to either would be held to a minimum.

UTILITY COMPANY

General Telephone Company
P.O. Box 9
Ashland, Ohio 44805

ELEVATION DATUM

All elevation on these plans are assumed. Assume B.M., Mine Spike in base of Power Pole at Sta. 11+27, 50' Rt. to be elevation 997.77. This Power Pole shall not be disturbed. Assumed elevation is 67.00' higher than U.S.C. & G.S. datum.

DESIGN SPECIFICATION: This structure conforms to "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway and Transportation Officials, 1973 including the 1974, 1975, and 1976 Interim Specifications and the Ohio "Supplement" to these specifications.

DESIGN DATA: HS 20-44

Concrete Class C - unit stress 1200 p.s.i. for superstructure
unit stress 1333 p.s.i. for substructure

Reinforcing Steel A.S.T.M. A615, A616 or A617 - unit stress 20,000 p.s.i.

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.

REFERENCE shall be made to Standard Drawings:

MC-3	Dated	6-1-73
GR-2B	Dated	12-6-76
GR-4	Dated	12-6-76
DBR-2-73	Dated	4-10-73
CS-2-73	Dated	4-10-73
CPA-2-73	Dated	4-10-73
CPP-2-73	Dated	4-10-73
AS-1-72	Dated	6-30-72

and to Supplemental Specifications, 808 dated 1-1-71 and 836 dated 1-1-71.

APPROACH SLAB DETAILS

The Jacking Holes as called for on Standard Drawing AS-1-72 will not be required on this project. Top reinforcing bars shall clear top surface of concrete by 3".

FIELD OFFICE

The Contractor shall provide a suitable field office having a minimum of 150 sq. ft. of floor space and in addition to the requirements of Item 619, he shall provide and maintain sanitary provisions as per 107.06. All the above is included in the lump sum price bid for Item 619, Field Office.

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS apply to all cross-sections even though otherwise shown on these plans.

PAVEMENT REMOVED: Limits of pavement removed are as follows. Sta. 11+27.73 to Sta. 11+42.73 and Sta. 12+36.27 to Sta. 12+51.27. The contractor shall saw the pavement at Sta. 11+27.73 and Sta. 12+51.27.

POROUS BACKFILL shall extend upward to the plane of the subgrade and laterally to the surface of the embankment slopes.

REMOVAL OF EXISTING STRUCTURE: When traffic is no longer maintained and is rerouted onto the detour, the existing structure shall be removed. The abutments shall be removed to Elev. 999.0. Piers shall be removed to Elev. 989.0.

ESTIMATED QUANTITIES

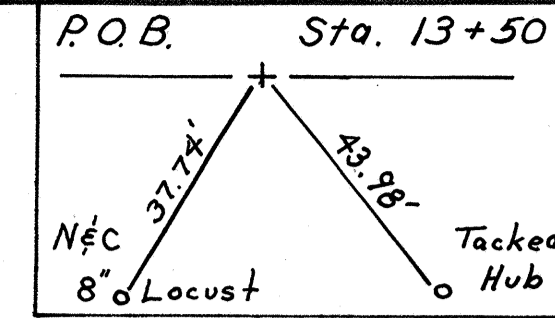
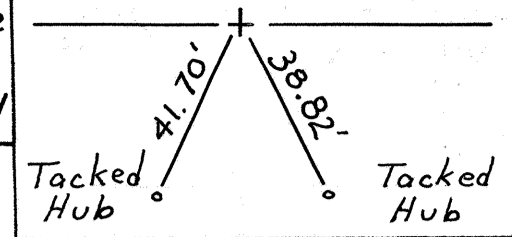
ITEM	TOTAL	UNIT	DESCRIPTION
202	Lump	Sum	Structure removed
202	55	Sq.Yds.	Pavement removed
203	332	Cu.Yds.	Excavation including embankment construction
207	3	Cu.Yds.	Temporary benches, dikes, dams and sediment basins
503	66	Cu.Yds.	Unclassified excavation
505	Lump	Sum	Test pile
507	910	Lin.ft.	Steel Piles, HP12x53
509	40,949	lbs.	Reinforcing steel
511	41	Cu.Yds.	Class C concrete, Abutments
511	11	Cu.Yds.	Class C concrete, Pier Caps
511	167	Cu.Yds.	Class C concrete, Superstructure
516	8	Sq.ft.	1" preformed expansion joint filler
517	187.1	Lin.ft.	Railing, Deep Beam with tubular backup, steel posts and bolts
518	20	Cu.Yds.	Porous backfill
601	250	Sq.Yds.	Crushed aggregate slope protection
606	150.4	Lin.ft.	Guard rail, Type 5
606	4	Each	Anchor assembly
611	60	Sq.Yds.	Reinforced concrete approach slabs
614	Lump	Sum	Maintaining Traffic
619	Lump	Sum	Field Office
659	0.02	Ton	Commercial Fertilizer (12-12-12)
659	0.09	Ton	Agricultural liming
659	197	Sq.Yds.	Seeding and Mulching
808	167	Units	Chemical Admixture for Concrete, Type A, B or D

WATER POLLUTION AND SILTATION CONTROL: The estimated quantities for Temporary Benches, Dikes, Dams and Sediment Basins are to be used as directed by the Engineer for erosion and siltation control measures.

STATE OF OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF MAINTENANCE						
GENERAL NOTES & ESTIMATED QUANTITIES						
BRIDGE NO. HOL-179-0395 OVER CRAB RUN						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DIST. II	DIST. II	DIST. II	DIST. II			
J.L.O.	J.L.O.	J.L.O.	J.J.M.			

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JUL 1968

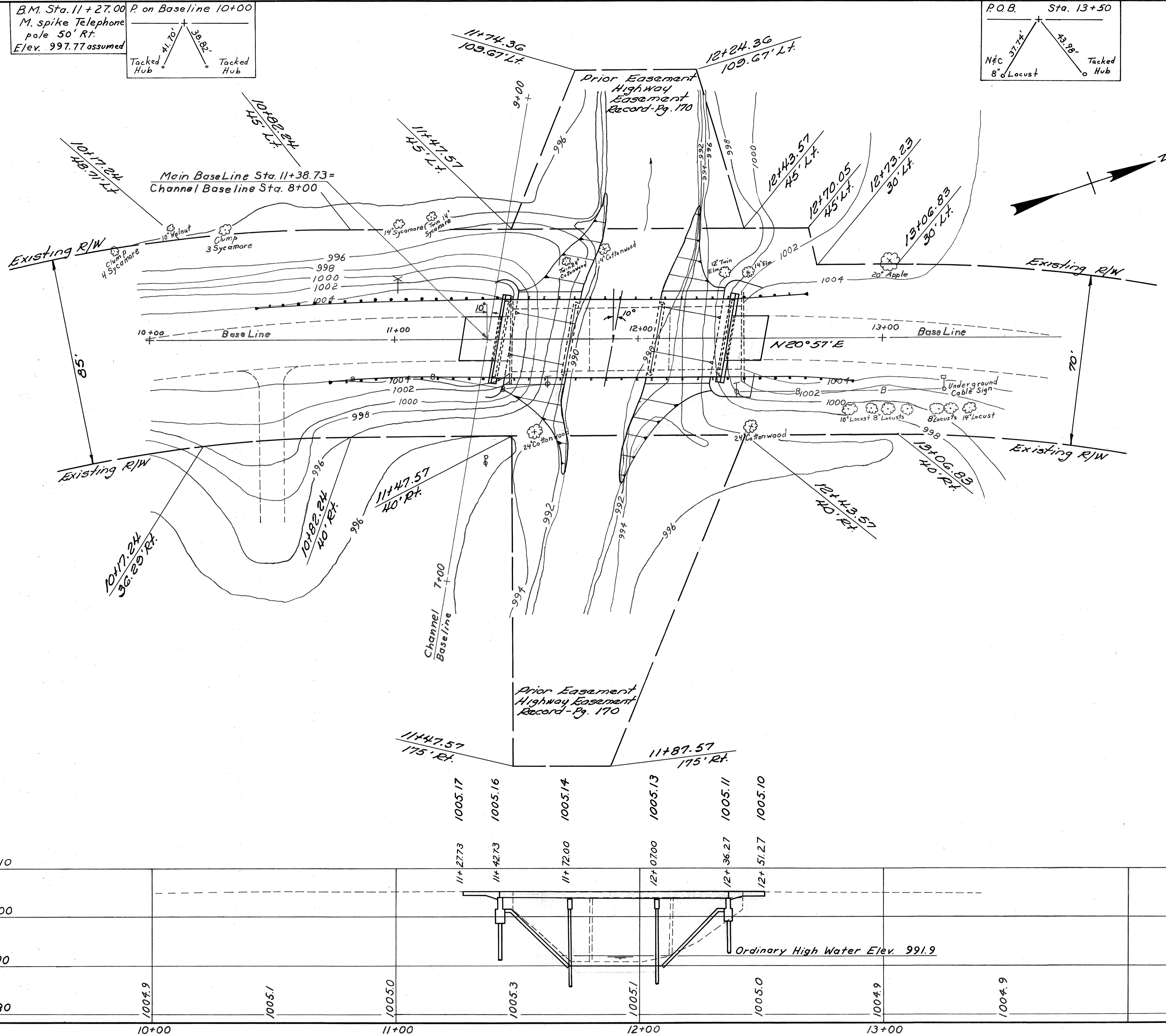
B.M. Sta. 11+27.00 P on Baseline 10+00
M. spike Telephone pole 50' Rt.
Elev. 997.77 assumed



FHWA REGION	STATE	PROJECT
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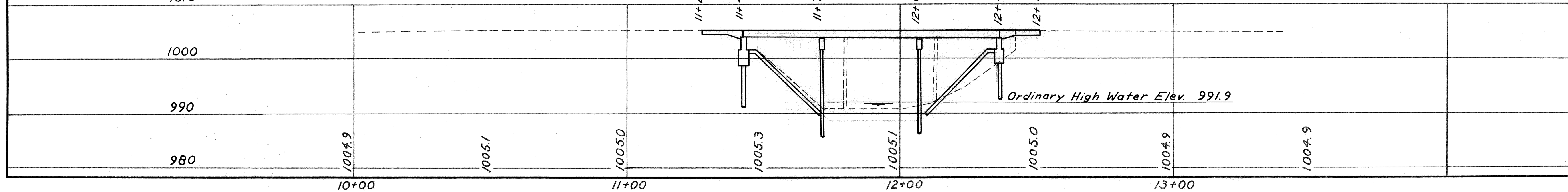
EXISTING STRUCTURE

Type: Steel Beam Simple
Spans: 28'-29'-28' - Clear
Rdwy: 24'-0"
Abuts: Capped Pile
Piers: Braced Capped Pile Double Bent
Loading: H-15
Deck: 3" x 6" Strip (Crea. Oak)
Wearing Surface: Bit. Mac.
Skew: 0°-0'

PROPOSED STRUCTURE

Type: Concrete Slab Continuous
Spans: 28'-0" 35'-0" 28'-0"
Rdwy: 30'-8" Face to Face of Rail
Abuts: Capped Pile
Piers: Capped Pile
Loading: HS-20-44
Wearing Surface: Monolithic
Approach Slabs: AS-1-72 (modified)
Skew: 10°-00' L.F.
Alignment: Tangent

DRAINAGE AREA 29.36 SQ. MI.



STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BUREAU OF MAINTENANCE

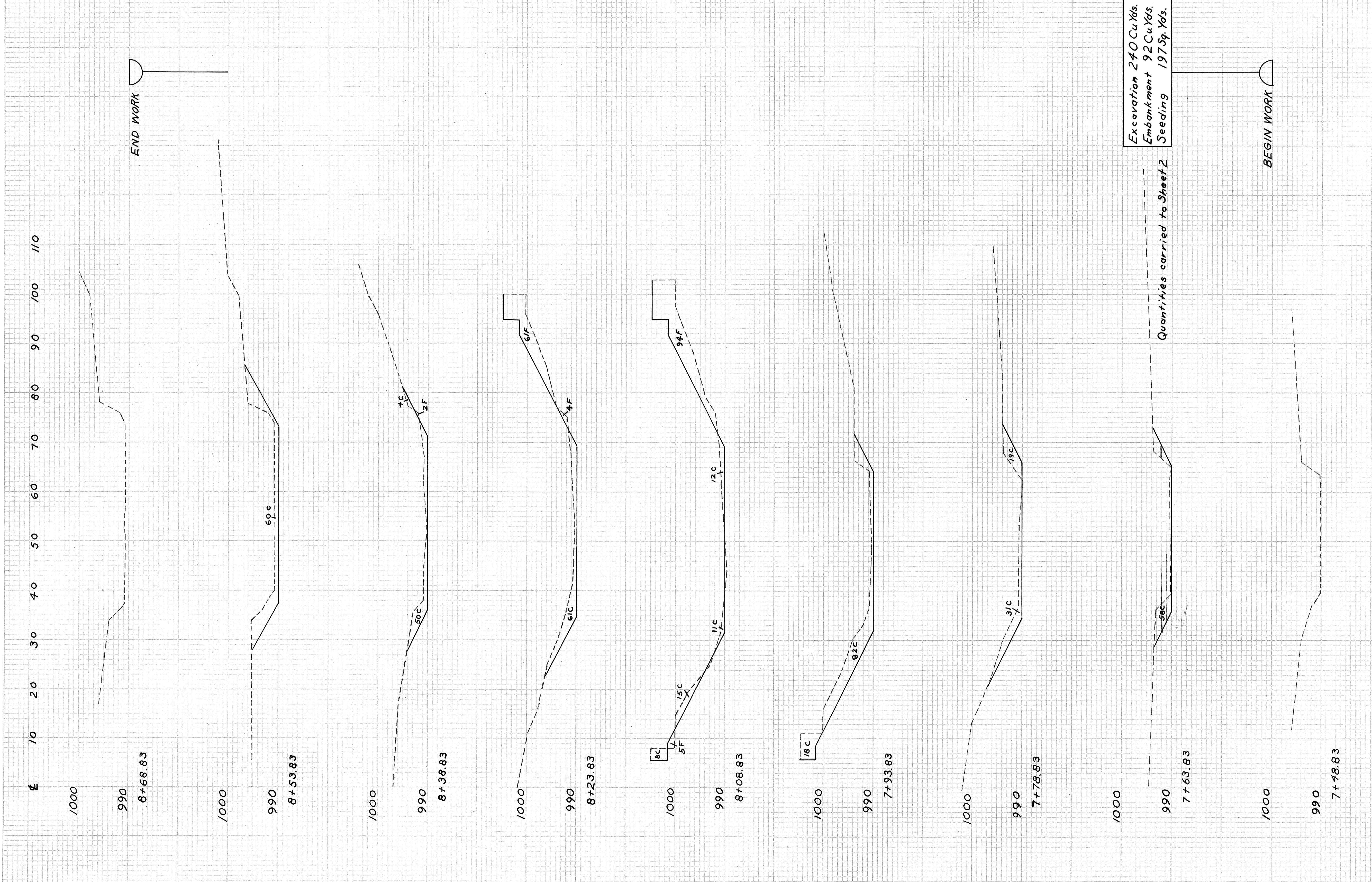
1/5

SITE PLAN

**BRIDGE NO. HOL-179-0395
OVER CRAB RUN**

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DIST. II	DIST. II	DIST. II	DIST. II	DIST. II		
J.J.N.	J.J.N.	J.L.O.	J.J.N.			

Seeding Width Area	End Area Cut	Area Fill	Cu. Yds. Exc.	Cu. Yds. Emb.
0	0			
22			17	
26	60			
49			32	
33	54	0		
40			32	18
15	61	65		
12			30	47
0	46	103		
8			41	27
9	100	0		
28			42	
24	50			
23			30	
18	58			
0			16	
				0

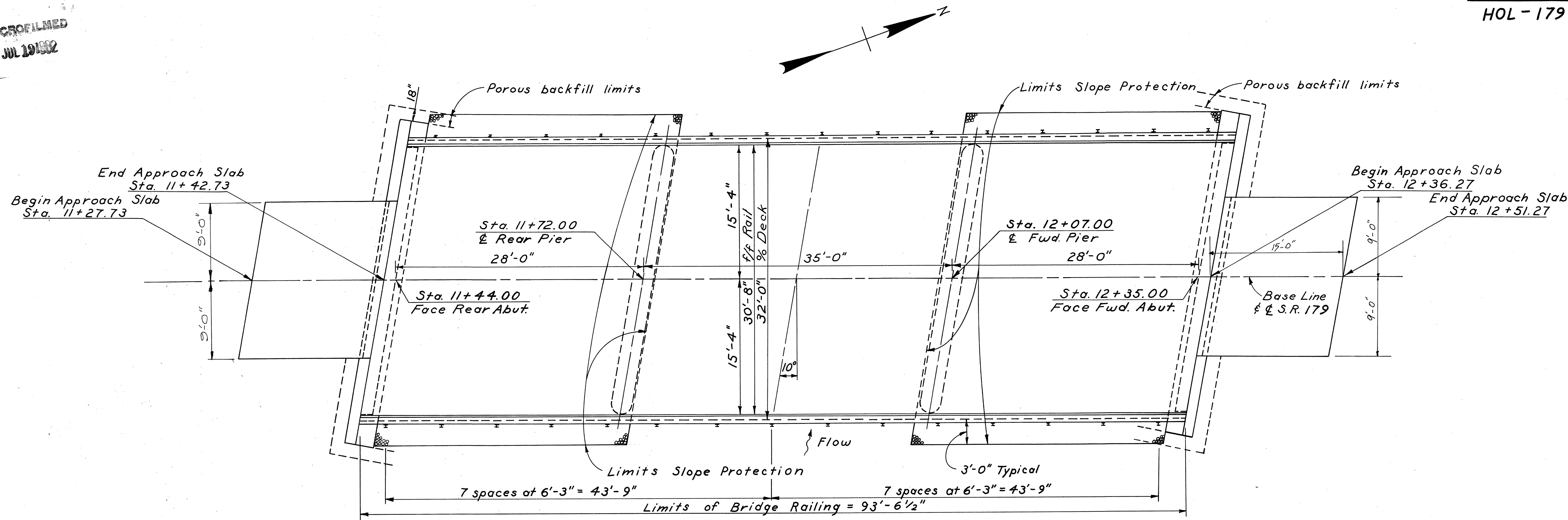


Excavation 240 Cu. Yds.
Embankment 92 Cu. Yds.
Seeding 197.5g. Yds.

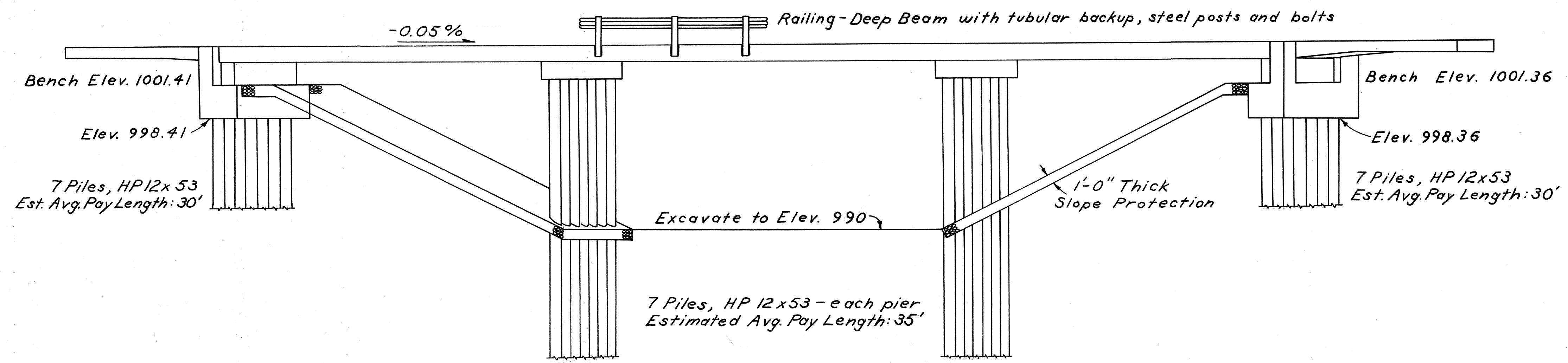
Quantities carried to Sheet 2

CHANNEL CROSS SECTIONS

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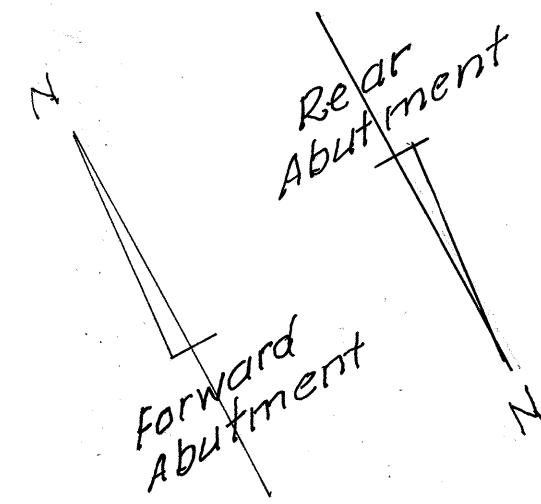
PLAN



ELEVATION

STATE OF OHIO							2/5
DEPARTMENT OF TRANSPORTATION							
DIVISION OF HIGHWAYS							
BUREAU OF MAINTENANCE							
PLAN AND ELEVATION							
BRIDGE NO. HOL-179-0395							
OVER CRAB RUN							
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED	
DIST. II	DIST. II	DIST. II	DIST. II	DIST. II			
J.L.O.	J.L.O.	J.L.O.	J.L.N.				

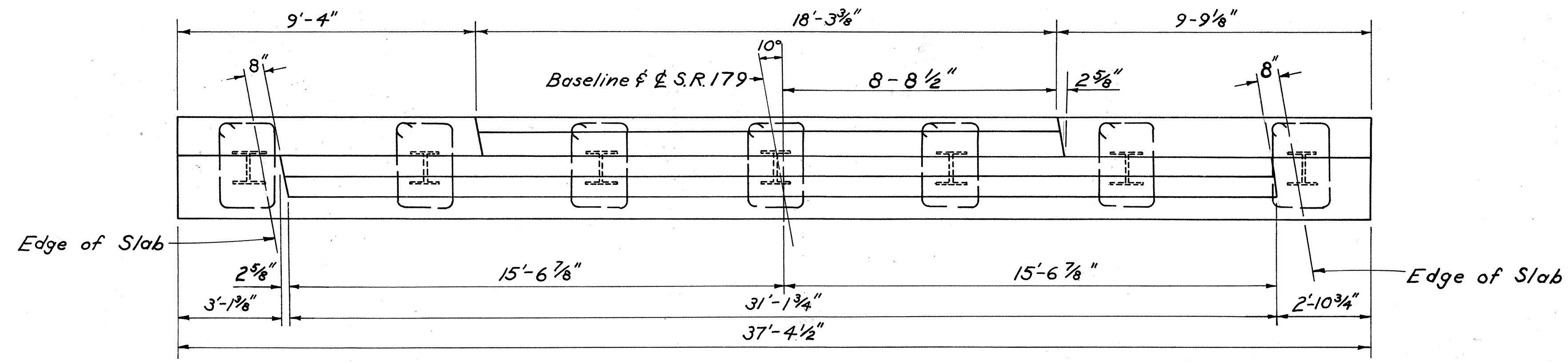
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JUL 19 1982



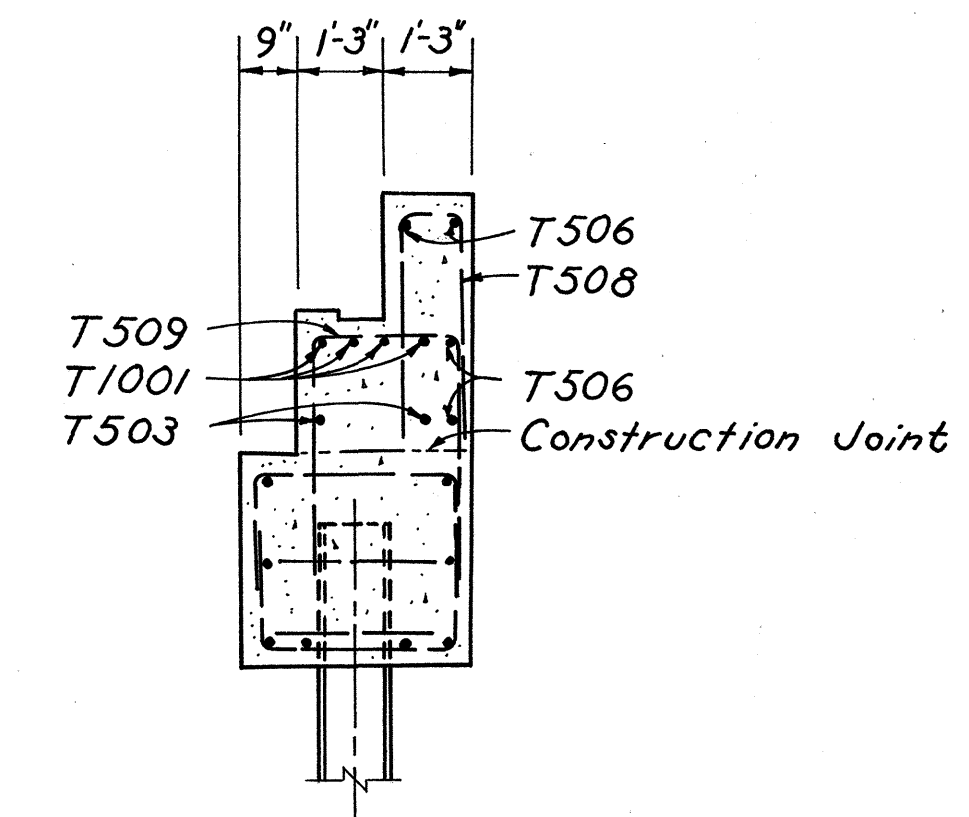
FHWA REGION	STATE	PROJECT
5	OHIO	

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HOL-179-0.00



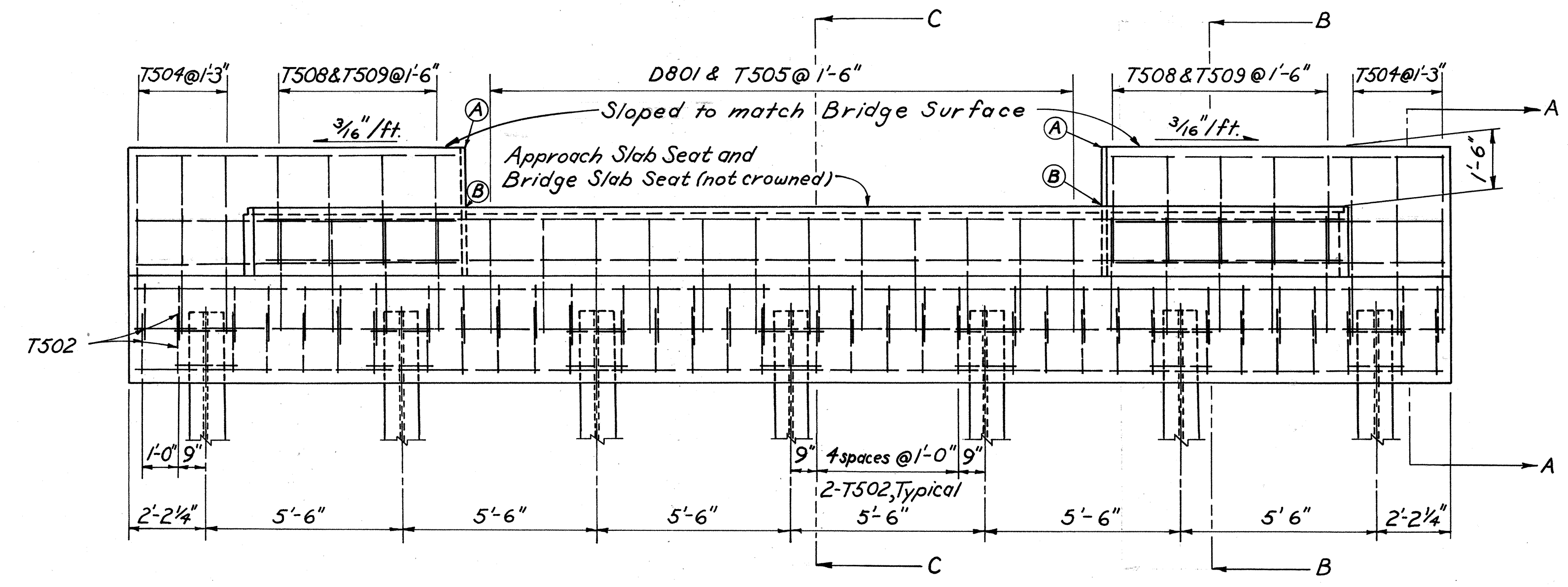
PLAN



SECTION B-B

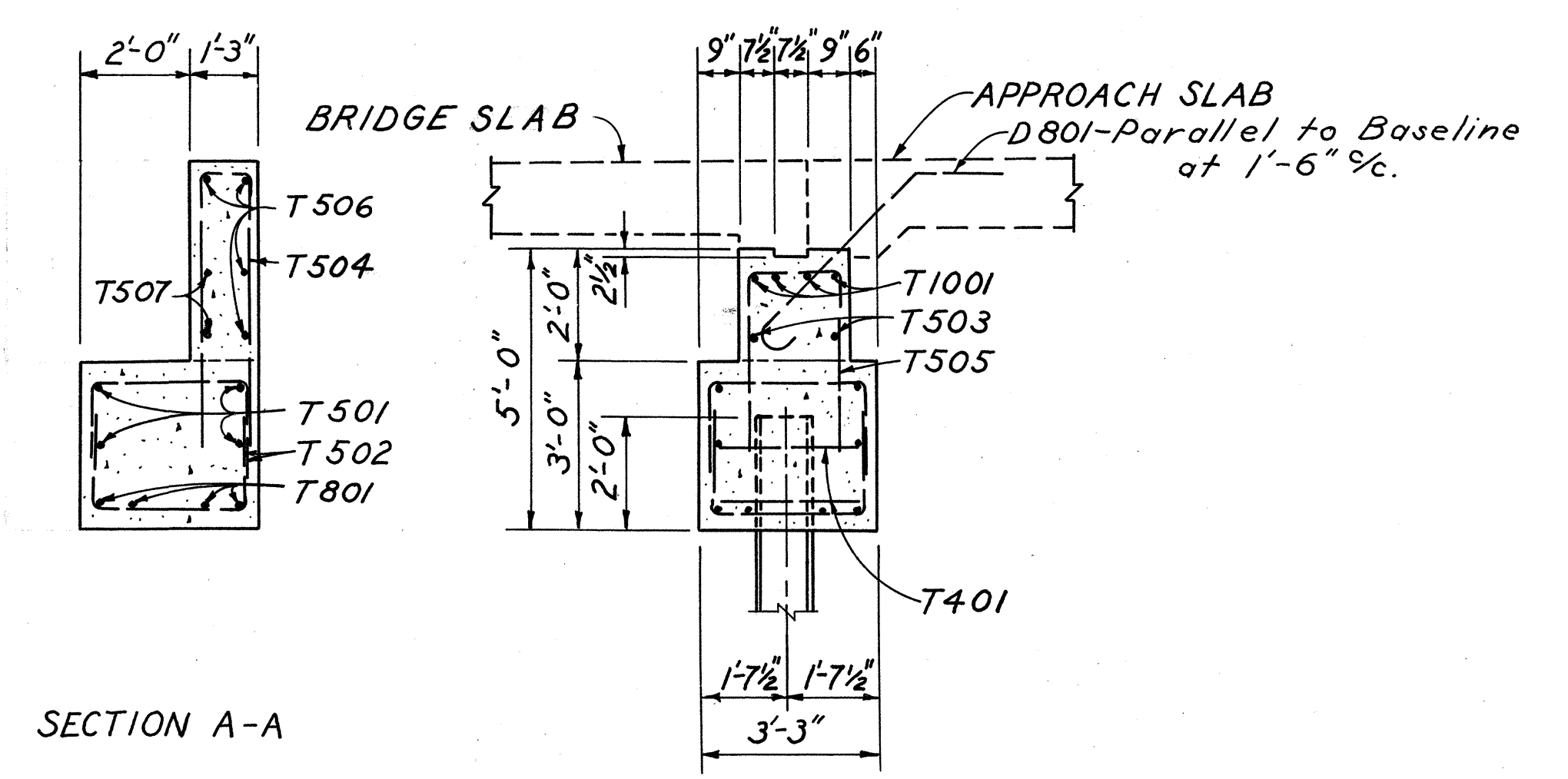
ABUTMENT ELEVATIONS

	A	B
Rear Abutment	1005.02	1003.41
Fwd. Abutment	1004.97	1003.36



ELEVATION

See Standard Drawing No. CPA-2-73
for any details not shown.



SECTION A-A

SECTION C-C

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BUREAU OF MAINTENANCE

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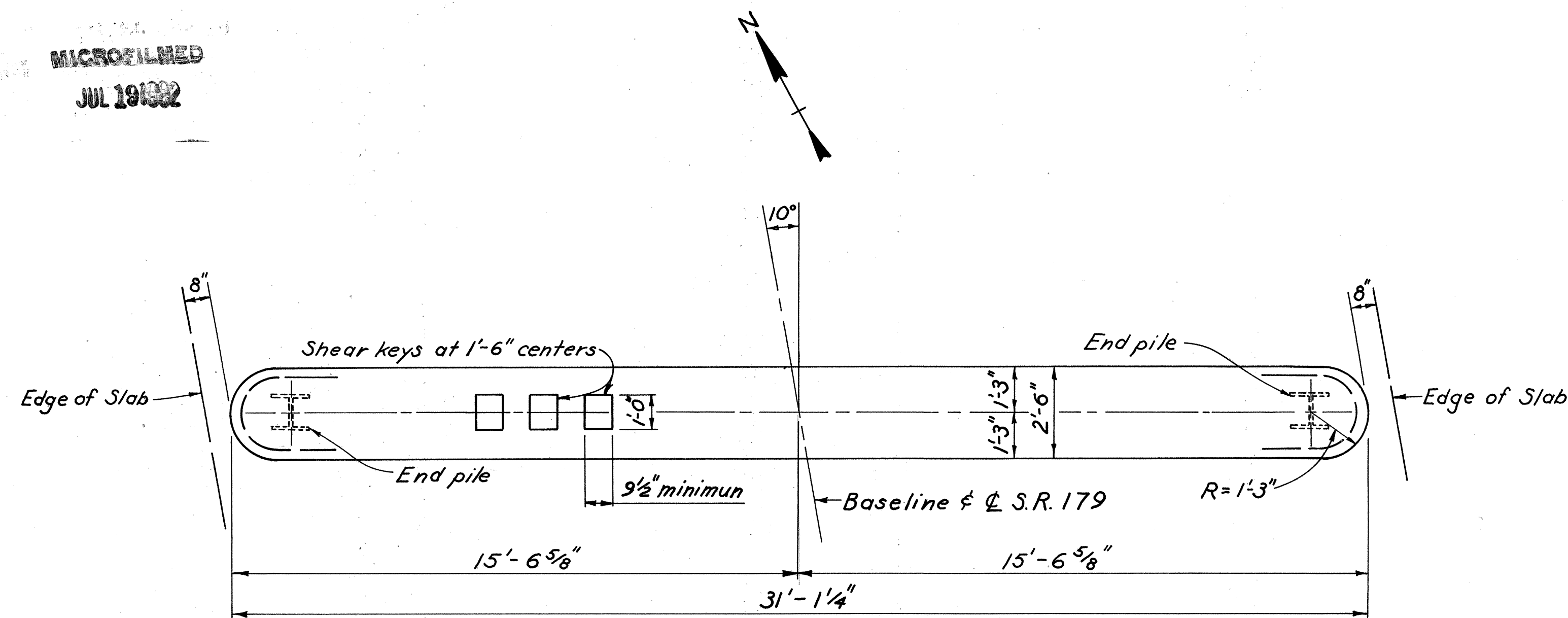
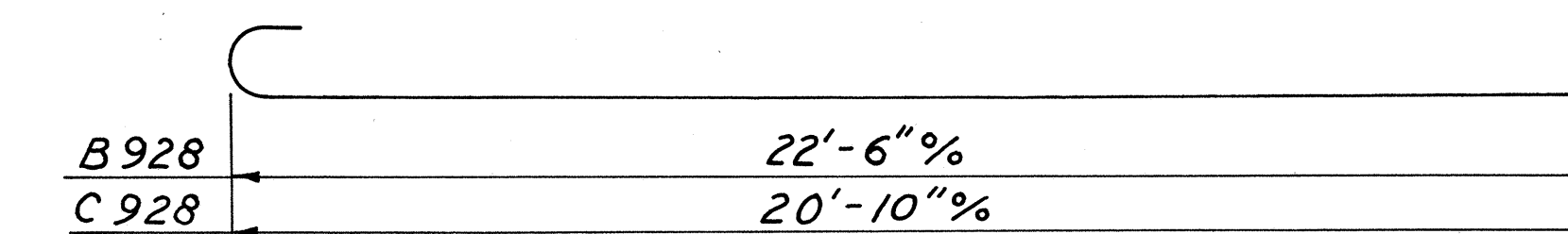
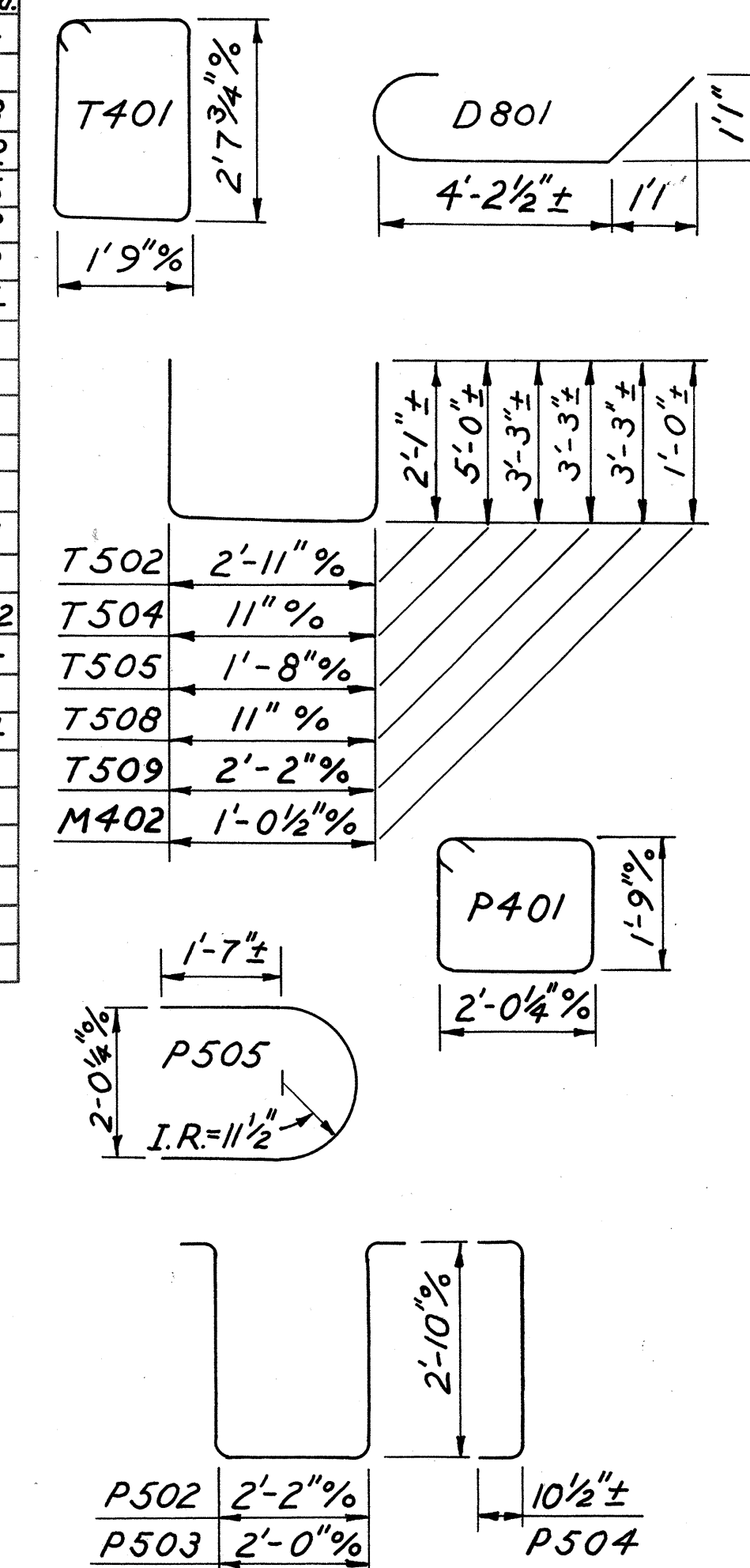
ABUTMENT DETAIL

BRIDGE NO. HOL-179-0395
OVER CRAB RUN

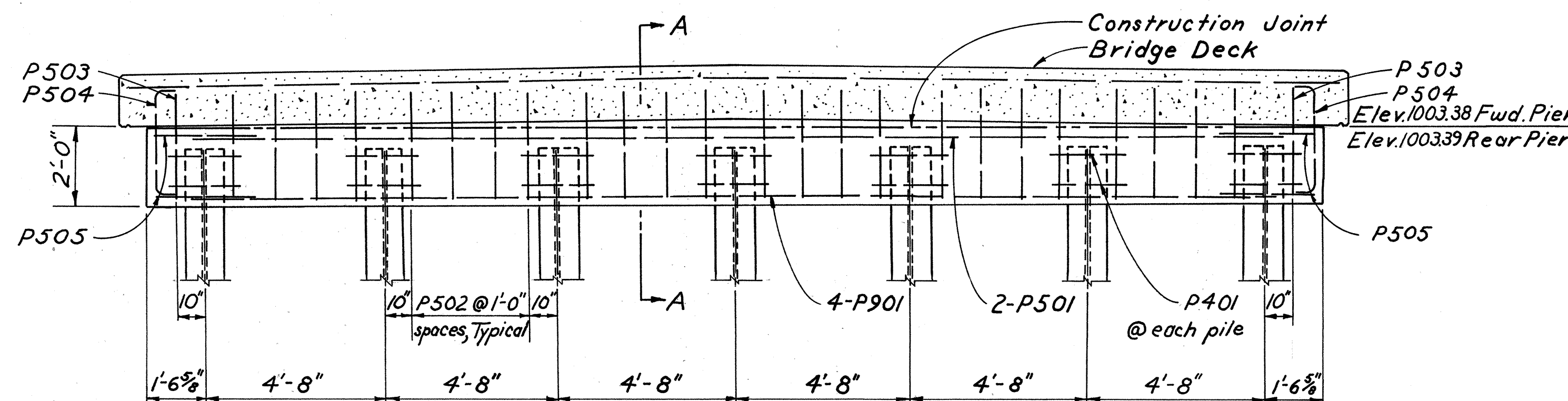
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.J.M.	J.L.O.	J.L.O.	J.J.M.			

REINFORCING STEEL LIST

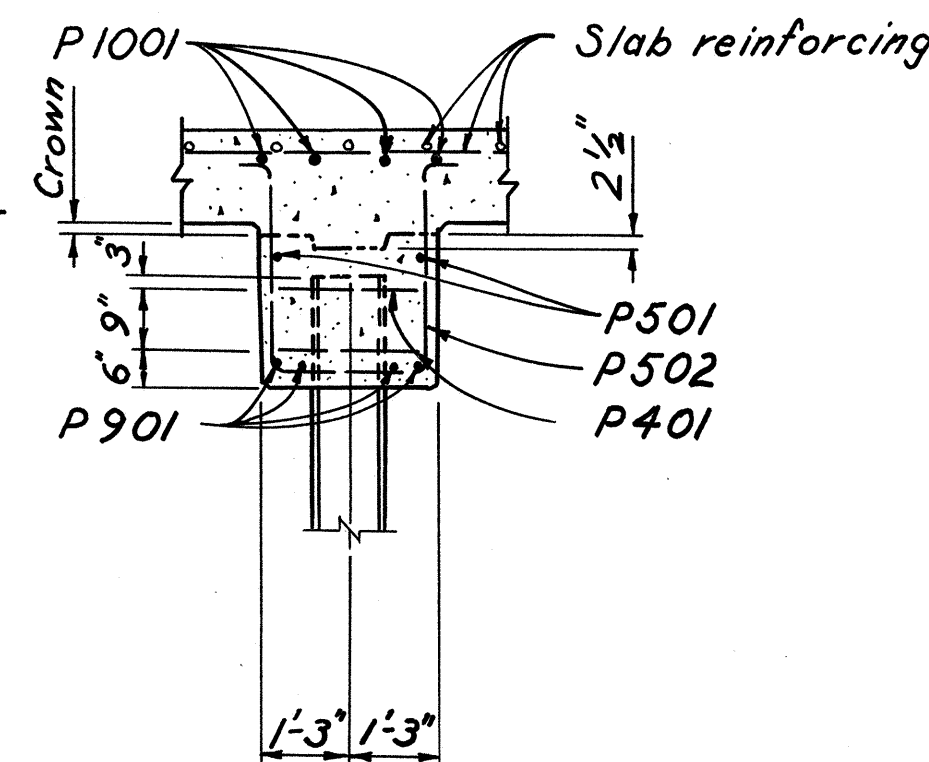
Mark	No.	Length	Weight	Shp.	Rear	Fwd.
ABUTMENTS						
T401	28	9'-2"	171	B	14	14
T501	8	36'-10"	307	S	4	4
T502	136	6'-10"	969	B	68	68
T503	4	31'-0"	129	S	2	2
T504	12	10'-8"	134	B	6	6
T505	24	7'-11"	198	B	12	12
T506	16	9'-2"	153	S	8	8
T507	8	3'-0"	25	S	4	4
T508	18	7'-2"	135	B	9	9
T509	18	8'-5"	158	B	9	9
T801	8	36'-10"	787	S	4	4
T1001	8	31'-0"	1067	S	4	4
D801	24	6'-9"	433	B	12	12
PIERS						
					No.1	No.2
P401	28	8'-0"	150	B	14	14
P501	4	28'-7"	119	S	2	2
P502	48	9'-1"	455	B	24	24
P503	4	8'-11"	37	B	2	2
P504	4	4'-4"	18	B	2	2
P505	8	6'-4"	53	B	4	4
P901	8	28'-7"	778	S	4	4
P1001	8	32'-0"	1102	S	4	4
SUPERSTRUCTURE						
A928	99	33'-0"	11108	S		
B928	28	23'-9"	2261	B		
C928	28	22'-1"	2102	B		
D928	14	21'-6"	1023	S		
E928	14	18'-3"	869	S		
F1028	58	22'-8"	5657	S		
G1028	26	12'-7"	1408	S		
H1028	26	9'-8"	1081	S		
J501	58	19'-11"	1205	S		
K501	29	16'-8"	504	S		
M601	83	32'-0"	3989	S		
M402	150	3'-6 1/2"	355	B		
N402	94	32'-0"	2009	S		



PLAN



ELEVATION



SECTION A-A

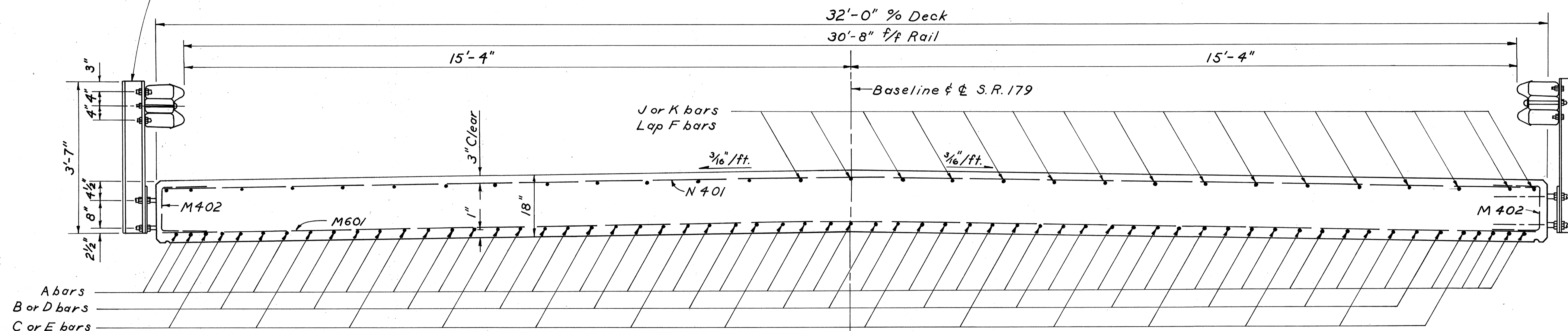
See Standard Drawing No. CPP-2-73 for any details not shown.

PIER DETAIL
& REINFORCING STEEL LIST
BRIDGE NO. HOL-179-0395
OVER CRAB RUN

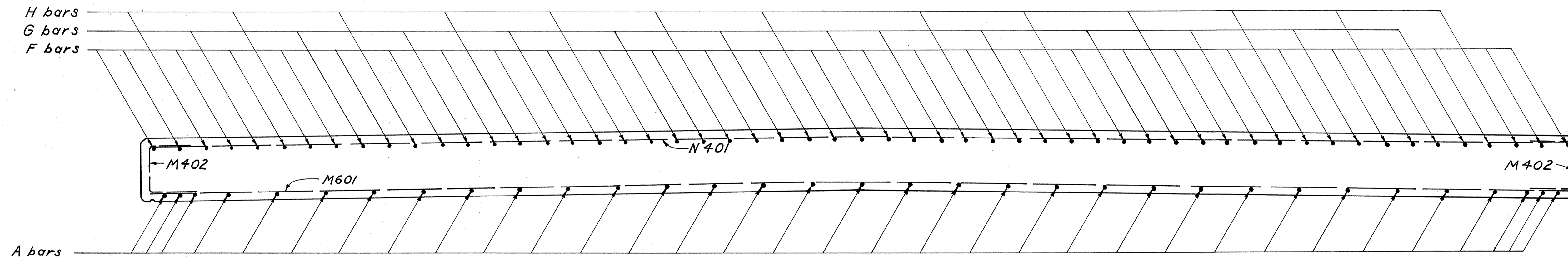
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DIST. II	DIST. II	DIST. II	DIST. II	DIST. II		
J.L.O.	J.L.O.	J.L.O.	J.J.N.			

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See Standard Drawing No. DBR-2-73
for any Guard Rail detail not shown



SECTION AT ABUTMENT AND CENTER OF SPANS



SECTION AT PIER
Reinforcing steel detail only

See Standard Drawing No. CS-2-73
for any details not shown.

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BUREAU OF MAINTENANCE

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SUPERSTRUCTURE

BRIDGE NO. HOL-179-0395
OVER CRAB RUN

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
DIST.//	DIST.//	DIST.//	DIST.//			
J.L.O.	J.L.O.	J.L.O.	J.J.N.			

JUL 19 1977

GEOLOGY OF THE SITE

THE STRUCTURE SITE IS LOCATED IN THE GENTLY ROLLING GLACIATED PORTION OF THE ALLEGHENY PLATEAU REGION, ON THE FLOODPLAIN OF LAKE FORK MOHICAN RIVER AND OVER CRAB RUN, IN AN AREA WHERE DEEP STREAM AND GLACIAL DEPOSITS OVERLIE BEDROCK, OF MISSISSIPPIAN 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 AND TWO MECHANICALLY-DRIVEN ROD PENETRATION TESTS, PERFORMED BETWEEN JANUARY 25 AND 27, 1976.

INVESTIGATIONAL FINDINGS

THE BORINGS ENCOUNTERED INTERVALS OF LOOSE TO DENSE UNSTRATIFIED SILTS, SAND AND GRAVEL THAT INCREASE IN DENSITY WITH INCREASE IN DEPTH. RUNNING SAND WAS ENCOUNTERED IN BORING B-1 AT 20-FOOT DEPTH, ELEVATION 984 FEET. THE BORINGS WERE TERMINATED AT 36 TO 42-FOOT DEPTH, ELEVATION 968 TO 962 FEET, AFTER PENETRATING IN EXCESS OF 21 FEET OF MATERIAL, REQUIRING IN EXCESS OF 30 BLOWS PER FOOT IN THE STANDARD PENETRATION TEST.

THE ROD SOUNDINGS ENCOUNTERED GRADUAL, OCCASIONALLY ERRATIC INCREASE IN RESISTANCE TO PENETRATION WITH INCREASE IN DEPTH AND WERE TERMINATED UPON NEAR-REFUSAL TO PENETRATION AT 11 TO 40-FOOT DEPTH, ELEVATION 993 TO 964 FEET, CONSIDERED TO BE IN DENSE MATERIAL, AS REVEALED BY THE BORINGS.

NO FREE WATER OBSERVATIONS WERE MADE DURING OR AT THE CONCLUSION OF DRILLING OPERATIONS.

- 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

LEGEND

- 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.
- Indicates Final Measurement of Penetration, in Inches.
- Indicates Free Water Elevation.
- 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.

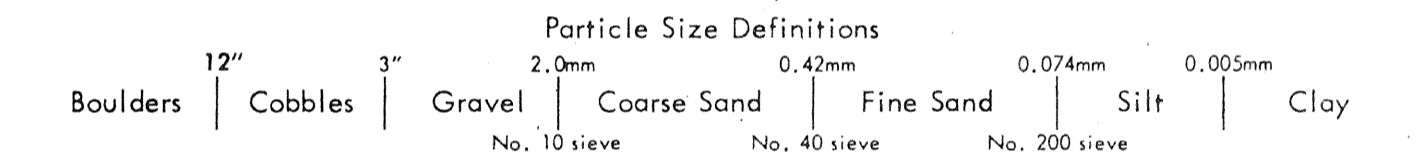
Drive Sample Borings - Drive-Press Sample Borings

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.



HOLLOW STEM LOG OF BORING
Date Started 1/25/77 Date Completed 1/25/77
Boring No. B-1 Station & Offset 11+40, 15' RT (REAR ABUTMENT)
Sampler Type AUGER Dia. _____ Casing Length _____ Dia. _____
Water Elev. _____ Surface Elev. 1004.0'

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.			
1004.0	0																
999.0	6	AUGER			BROWN SANDY GRAVELLY SILT	1	40	12	12	20	16	NP	NP	12	A-4a		
994.0	10	2/3/4			BROWN SILT	2	0	1	12	73	14	NP	NP	32	A-4b		
989.0	16	11/16/20			BROWN SILTY SANDY GRAVEL	3	52	15	12	17	4	NP	NP	15	A-1-b		
984.0	20				BROWN GRAVELLY SAND (SAND HEAVED IN FLIGHTS)	4	36	30	17	10	7	NP	NP	17	VISUAL		
979.0	26	23/32			BROWN SILTY GRAVELLY SAND	5	28	32	22	10	8	NP	NP	16	A-1-b		
974.0	30	16/18/18			BROWN SILTY SANDY GRAVEL	6	49	20	13	13	5	NP	NP	13	A-1-b		
969.0	36	22/24			BROWN AND GRAY SILT	7	8	4	2	78	8	NP	NP	26	A-4b		

BOTTOM OF BORING

HOLLOW STEM LOG OF BORING
Date Started 1/26/76 Date Completed 1/26/76
Boring No. B-8 Station & Offset 12+50, 14' LT (FORWARD ABUTMENT)
Sampler Type AUGER Dia. _____ Casing Length _____ Dia. _____
Water Elev. _____ Surface Elev. 1004.0'

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.			
1004.0	0																
999.0	6	AUGERED			BROWN SILTY GRAVELLY SAND	1	32	25	21	17	5	NP	NP	10	A-1-b		
994.0	10	3/3/3			BROWN AND GRAY SANDY SILT	2	6	7	31	41	15	NP	NP	24	A-4a		
989.0	16	11/16/12			BROWN SILTY SANDY GRAVEL	3	43	26	14	12	5	NP	NP	20	A-1-b		
984.0	20	17/14/14			BROWN SANDY GRAVEL	4	56	22	10	9	3	NP	NP	12	VISUAL		
979.0	26	16/16/16			BROWN SANDY GRAVEL	5	51	36	6	4	3	NP	NP	18	A-1-b		
974.0	30	19/17/29			BROWN SILTY SANDY GRAVEL	6	55	13	10	15	7	NP	NP	9	A-1-b		
969.0	36	8/10/20			BROWN AND GRAY SILT	7	4	3	4	74	15	NP	NP	27	A-4b		
964.0	40	11/17/18			GRAY SILT	8	0	1	2	80	17	NP	NP	24	A-4b		

BOTTOM OF BORING

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 ROADWAY DESIGN OR IN THE BRIDGE BUREAU AT 25 SOUTH FRONT STREET.

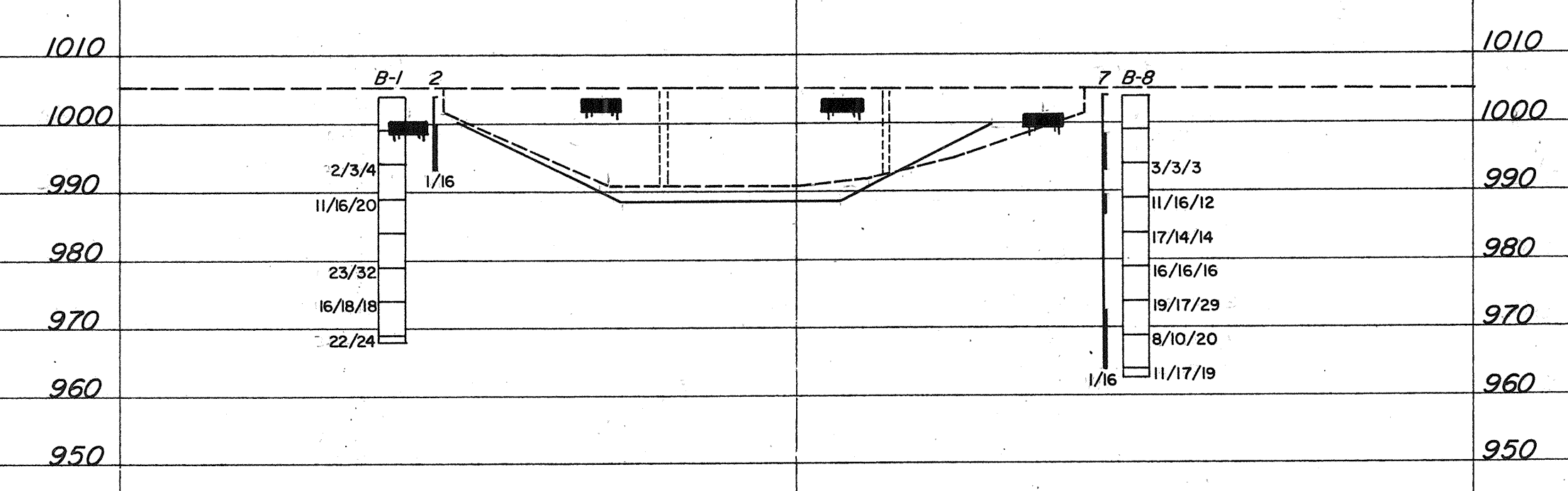
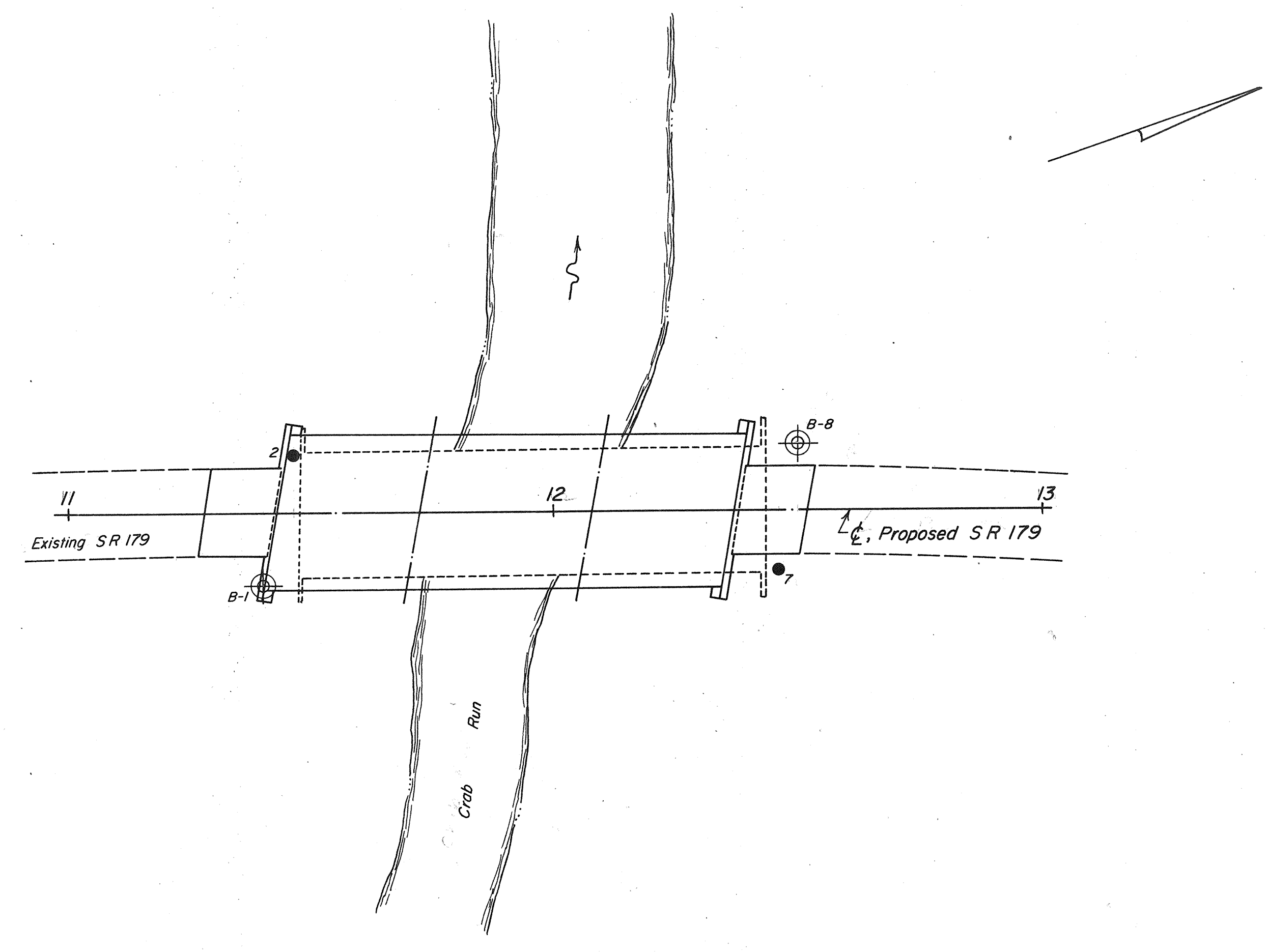
NOTE: Information shown by this subsurface investigation was obtained solely for the use in establishing design controls for the project. The State of Ohio does not guarantee the accuracy of this data and it is not to be construed as a part of the plans governing construction of the project.

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

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. HOL-179-0395
OVER CRAB RUN
SEC. HOL-179-0.00

CHECKED BY L. N. L. REVIEWED BY R. D. R. DATE 3/1/77

INTERESTED
JUL 19 1972



OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS-TESTING LABORATORY 1600 WEST BROAD STREET, COLUMBUS, OHIO 43223			
STRUCTURE FOUNDATION INVESTIGATION			
BRIDGE NO.	HOL-179-0395		
SEC.	HOL-179-0.00		
PLAN AND PROFILE			
DRAWN BY	CHECKED BY	REVIEWED BY	DATE
L. N. L.	L. N. L.	R. D. R.	3/1/77

SCALE: 1" = 20'

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

Test Location No. 2
Station & Offset 11+46.12' LT. (Rear Abut.)
Date Performed 1/26/77
Surface Elev. 1004.0 Water Elev. _____

Test Location No. 7
Station & Offset 12+46.12' RT. (Fwd Abut.)
Date Performed 1/26/77
Surface Elev. 1003.0 Water Elev. _____

Test Location No. _____
Station & Offset _____
Surface Elev. _____ Water Elev. _____

11
11
3

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

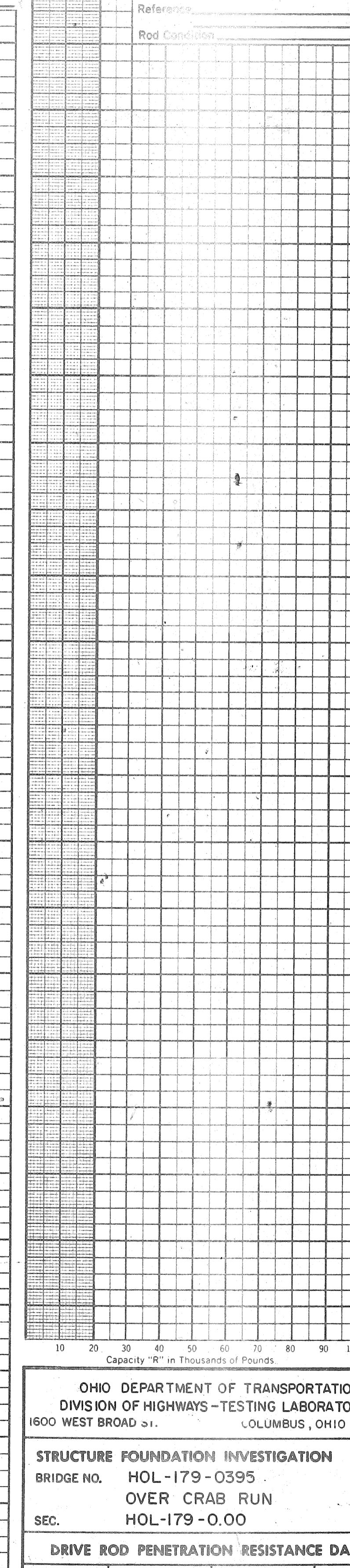
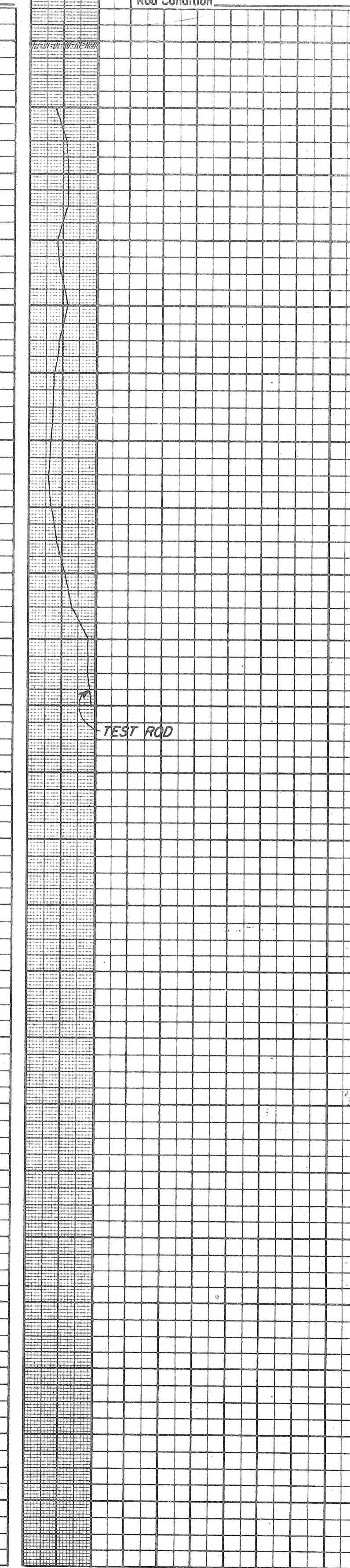
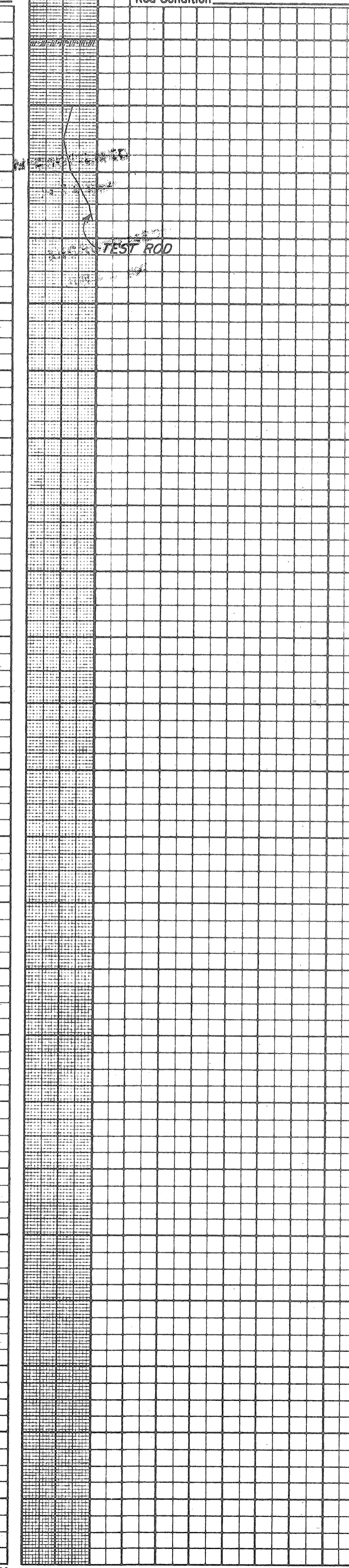
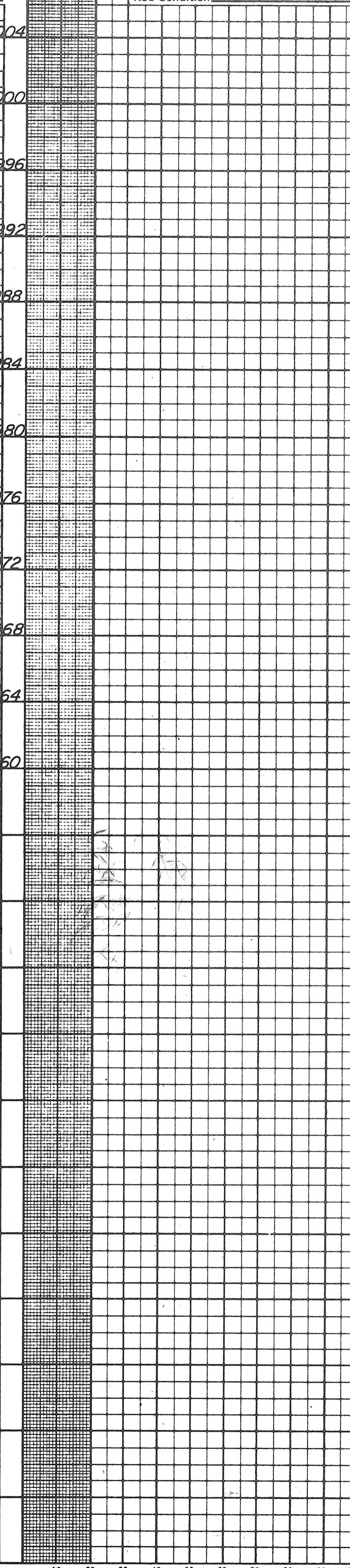
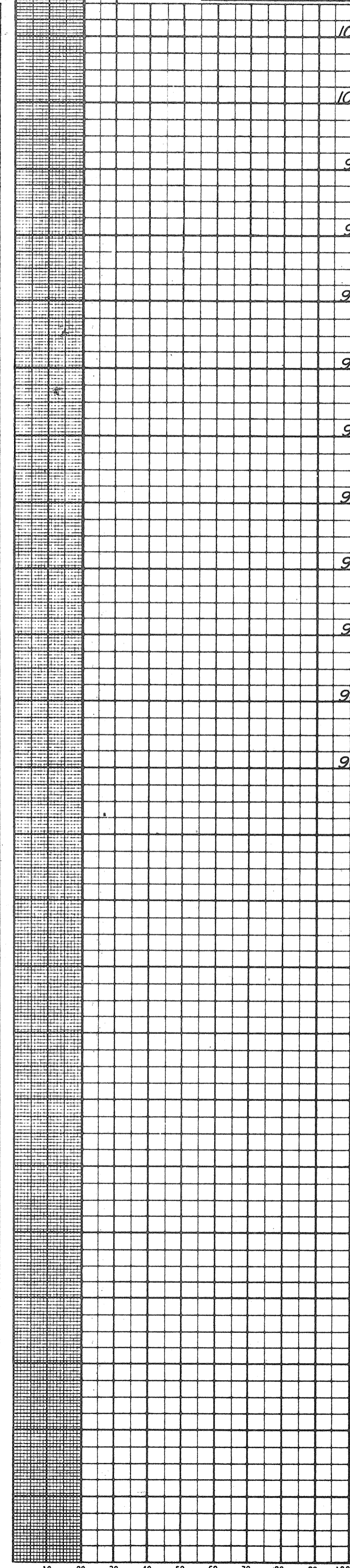
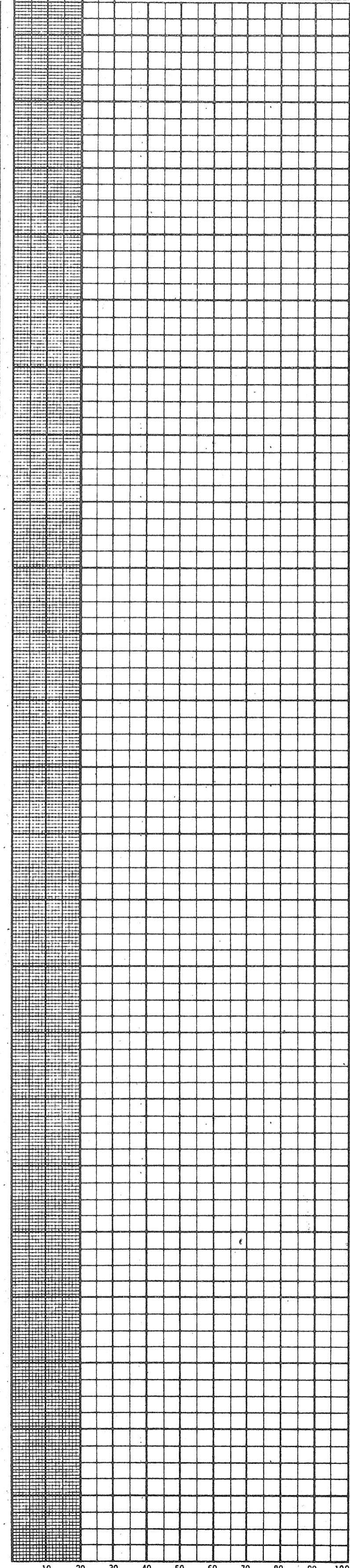
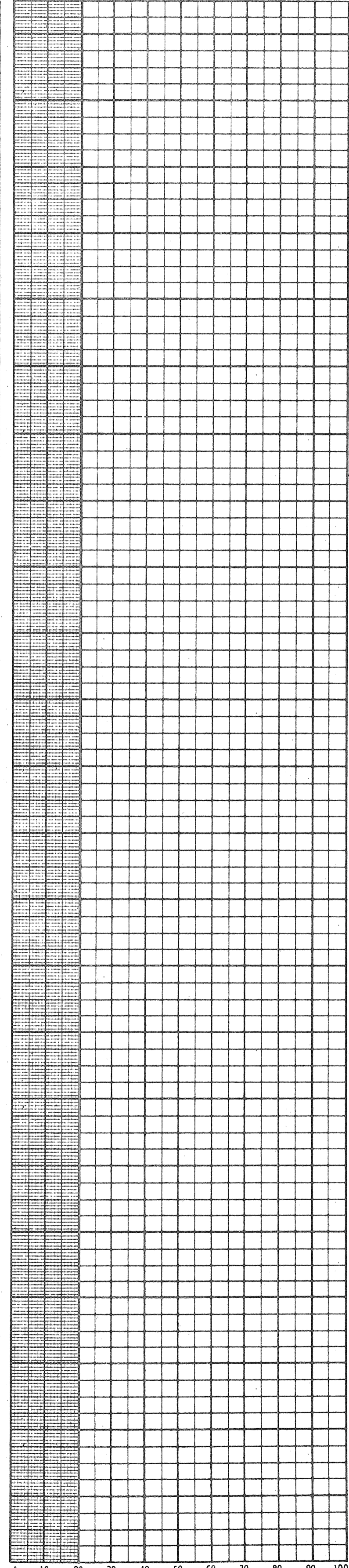
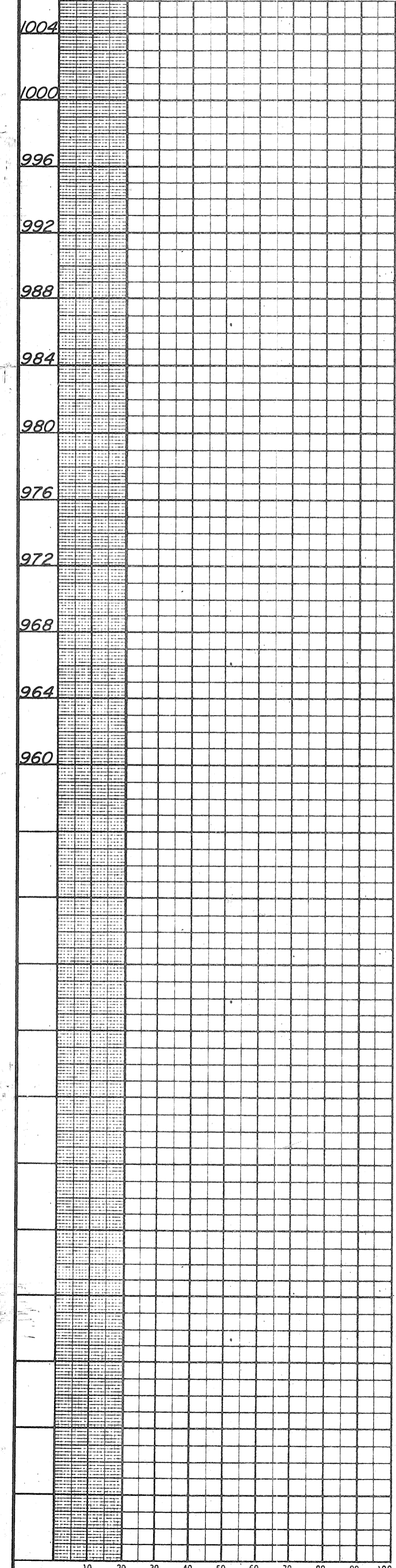
Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

Piling _____
Hammer _____
Formula _____
Reference _____
Rod Condition _____

HOL-179-0.00



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STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. HOL-179-0395
OVER CRAB RUN
SEC. HOL-179-0.00

DRIVE ROD PENETRATION RESISTANCE DATA
PLOTTED BY L. N. L. CHECKED BY L. N. L. REVIEWED BY R. D. R. DATE 3/17/77