

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

F-421(5)

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	F-421(5)

1
197

JACKSON COUNTY
JAC-75-0.29

JAC-75-0.29

JEFFERSON TOWNSHIP & VILLAGE OF OAK HILL

JACKSON COUNTY

CONVENTIONAL SIGNS

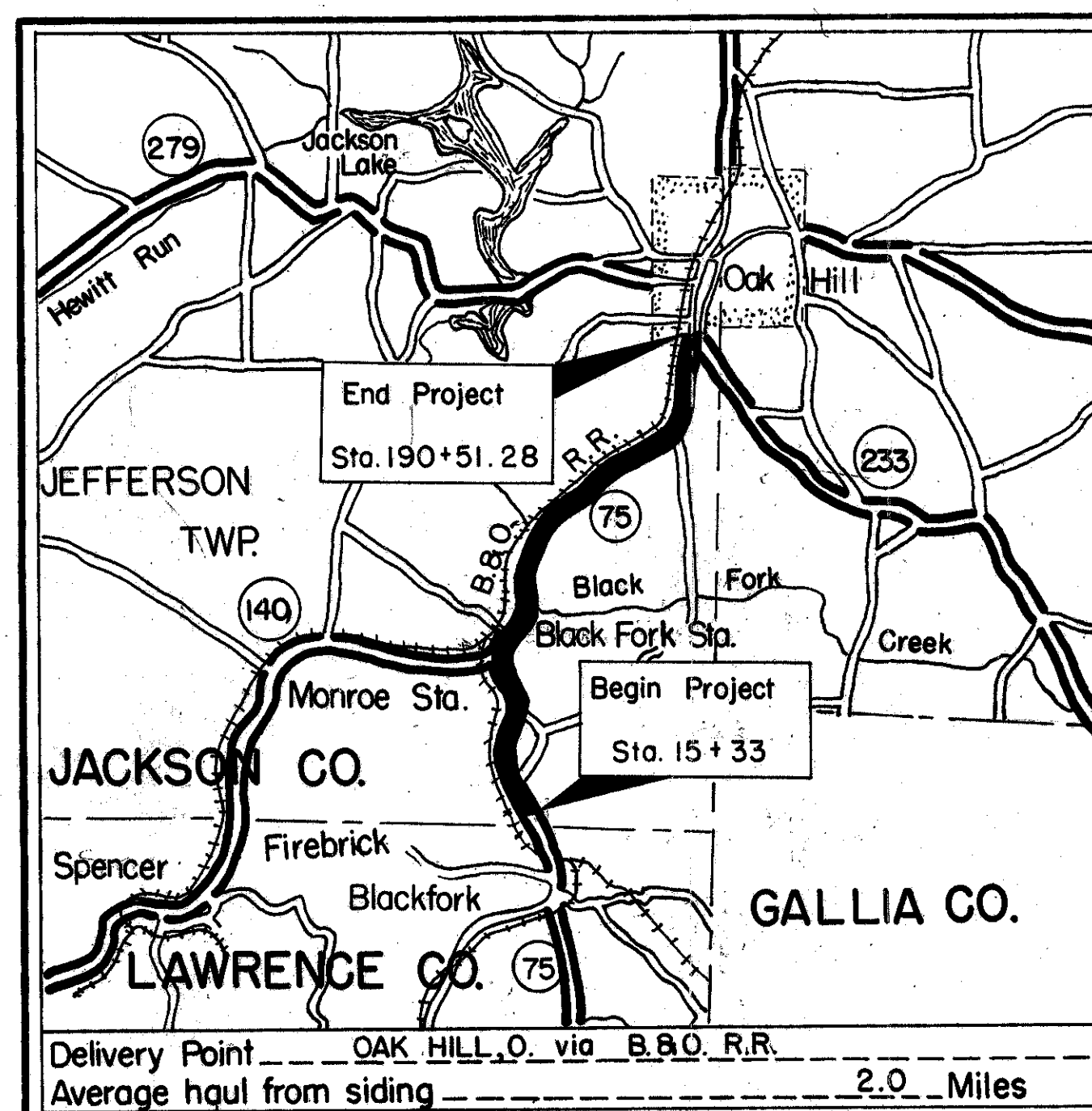
State Line	
County Line	
Township Line	
Section Line	
Center Line	
Corporation Line	
Fence Line	
Guard Rail (existing)	
Guard Rail (proposed)	
Steam Railroad	
Power Poles	
Telephone Poles	
Trees or Stumps (existing)	
Trees or Stumps (to be removed)	

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STRUCTURES UNDER 20', Sheets Added 5-4-59	180-5, 181S, 181AS

LINE DATA

Begin Project	Sta. 15+33
End Project	Sta. 190+51.28
Gross Length of Project	17,518.28 Lin. Ft.
Deduction for Spur Track	
Sta. 184+66.40 to Sta. 184+99.70=	33.30 Lin. Ft.
Net Length of Project	17,484.98 Lin. Ft. or 3.311 Miles
Add for Approaches	
Sta. 6+78 to Sta. 15+33	855.00 Lin. Ft.
Sta. 190+51.28 to Sta. 191+01.28	50.00 Lin. Ft.
Net Length of Work	18,389.98 Lin. Ft. or 3.482 Miles



LOCATION MAP

SCALE OF MILES



Portion to be improved
State Roads
Other Roads

SCALE

Plan	"=50'
Profile: Horizontal	"=50'
Profile: Vertical	"=5'
Cross-Sections	"=5' or 10'

Note concerning federal non-participation added to sheet B REC. 6-22-59

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

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

I hereby approve these plans and declare that the making of this improvement will not require the closing 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 Delmon B. Barkley P.E. 4773

Date 13 Feb. 1959 Division Deputy Director

Approved Larry E. Neff

Date 3-19-59 Deputy Director of Planning & Programming

Approved W. W. Overman

Date 12-17-58 Engineer of Bridges

Approved Walter J. Sherman

Date 3-16-59 Engineer of Location & Design

Approved C. W. McCaughey

Date 3-16-59 Deputy Director of Design & Construction

Approved Earl Perry

Date 3-21-59 First Assistant Director

Approved E. J. Ruston

Date 3-21-59 Director of Highways

File No.	Jackson County	JAC-75-0.29
Date of Letting		19
Contract No.		

Supplemental Prints of Standard Construction Drawings							
I-8 C.B. 2-382-4	1-26-59	I-12.3485	4-24-58	I-14G	1-22-52	S-27 P.C.1	5-1-52
CS-1-54 (2 Sheets)	7-16-56	I-15 No.1	8-1-55	S-27 P.C.3	2-20-45		
P-1-54	12-1-54	I-8 C.B. 2-2A&B	3-2-59	I-15 No.2A	6-1-57	S-27 P.C.4	1-4-54
A-1-54	12-1-54	L-2	4-1-50	I-8 M.H. No.1	1-26-59	SP-53	11-25-58
AS-1-54	12-1-54	I-8 C.B. No.3	1-26-59	L-3	4-1-50	LBC-45 (2 Sheets)	9-18-47
RW-45	9-18-47	I-8 C.B. No.7	3-2-59	L-3A	4-1-50	T-35	1-2-56
DR-1	1-3-55	I-8 C.B. No.16	3-2-59	RI-1	7-15-58	L-1	4-1-50
G-7.07	6-1-56	I-12	7-1-54				

Supplemental Specifications	
M-206.6(b)	5-25-56

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER

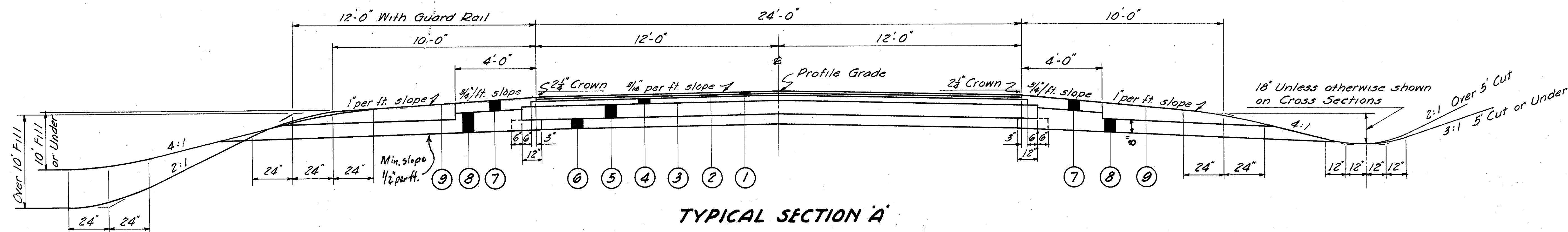
DATE

6-22-59 R.E.C.
Revised 5-4-59 R.E.C.

TYPICAL SECTION

TYPE T-35 ON B-19

Scale $\frac{3}{8}" = 1'-0"$



TYPICAL SECTION A'

The above Typical Section applies between the following stations

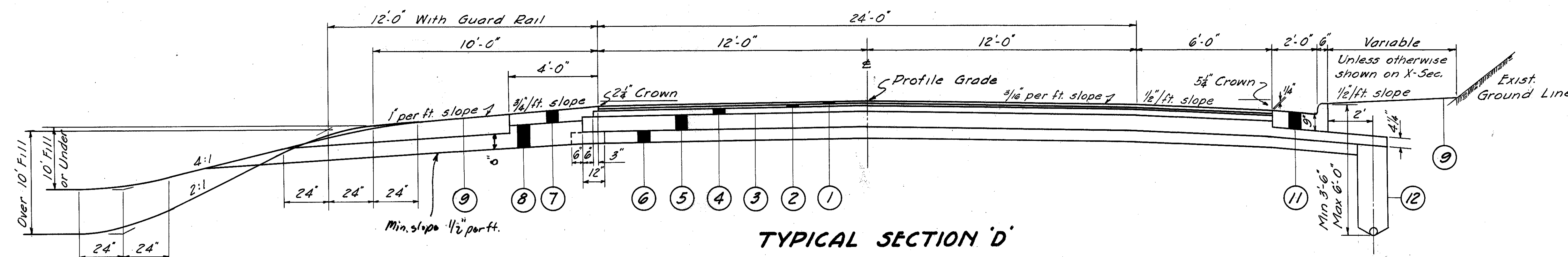
Sta. 8+50 to Sta. 20+50	1200.00 Lin. Ft.
Sta. 28+50 to Sta. 40+26	1176.00 Lin. Ft.
Sta. 48+00 to Sta. 59+00	1100.00 Lin. Ft.
Sta. 64+00 to Sta. 77+94.88	1394.88 Lin. Ft.
Sta. 79+57.12 to Sta. 86+00	642.88 Lin. Ft.
Sta. 93+00 to Sta. 104+78	1178.00 Lin. Ft.
Sta. 111+50 to Sta. 112+00	50.00 Lin. Ft.
Sta. 127+75 to Sta. 139+00	3125.00 Lin. Ft.
Net Length	9866.76 Lin. Ft.

NOTE:

For location of Guard Rail see Std. Dwg. RI-1.

BRIDGE No JAC 75-0140

Limits of
Bridge and Approach Slabs
Sta. 77+94.88 Sta. 79+57.12

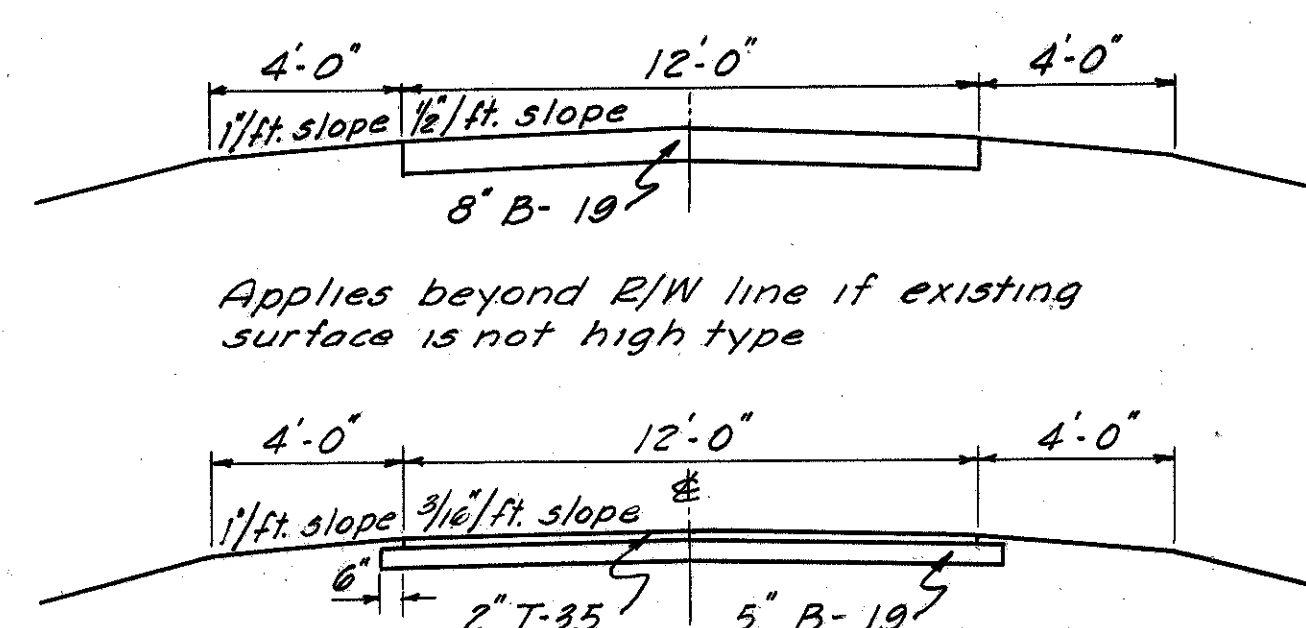


TYPICAL SECTION D'

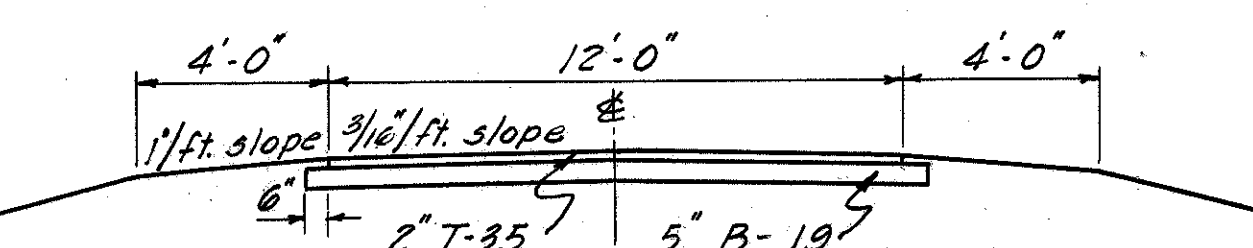
The above Typical Section applies between the following stations.

Sta. 120+50 to Sta. 127+75	725.00 Lin. Ft.
Sta. 166+25 to Sta. 169+00 (I-4 on Both Sides)	275.00 Lin. Ft.
Sta. 169+00 to Sta. 170+00	100.00 Lin. Ft.
Net Length	1100.00 Lin. Ft.

For course legend, see Sheet 5.

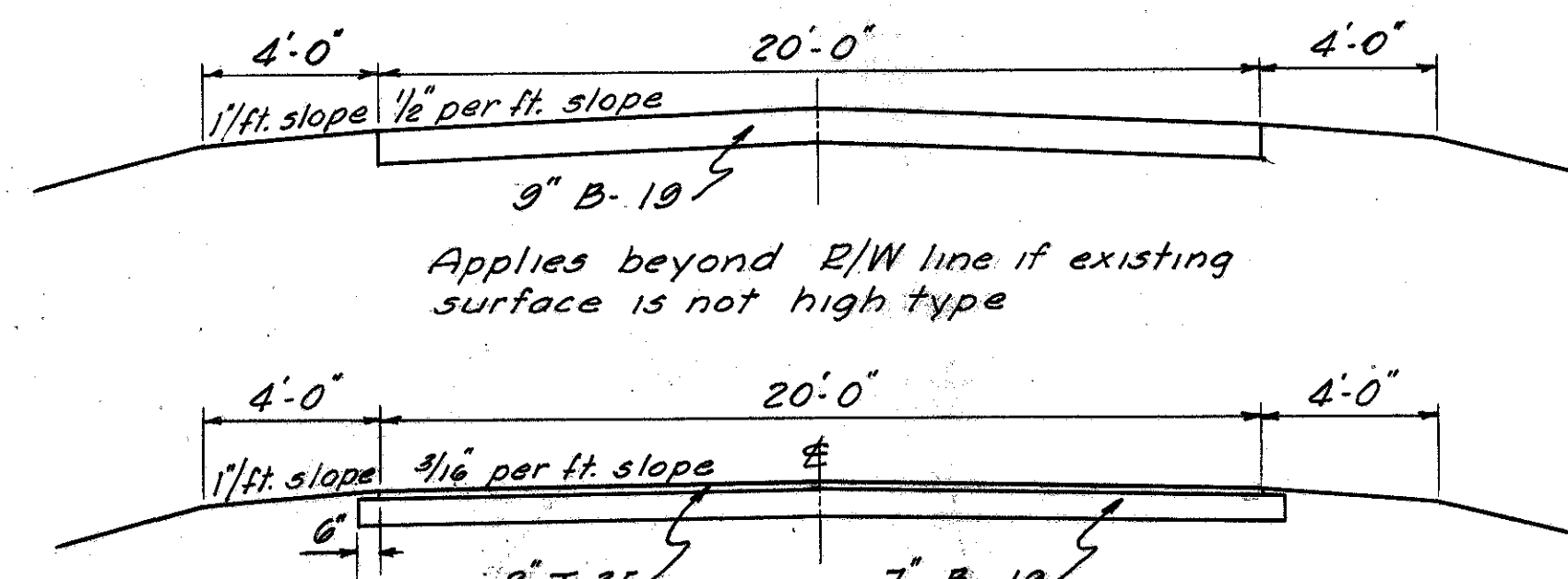


Applies beyond R/W line if existing surface is not high type

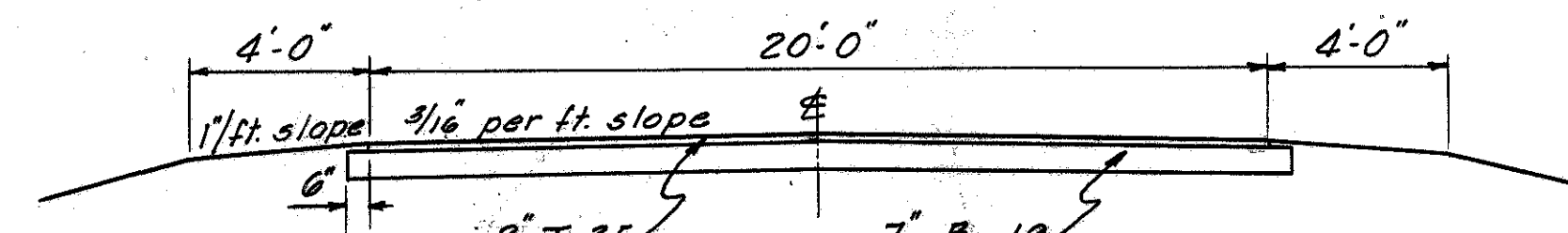


Applies to R/W line or to limits of reconstructed drive within the R/W.
All curbs at driveways to be depressed as detailed on Std. Dwg. DR-1.

TYPICAL SECTION OF RESIDENCE DRIVE

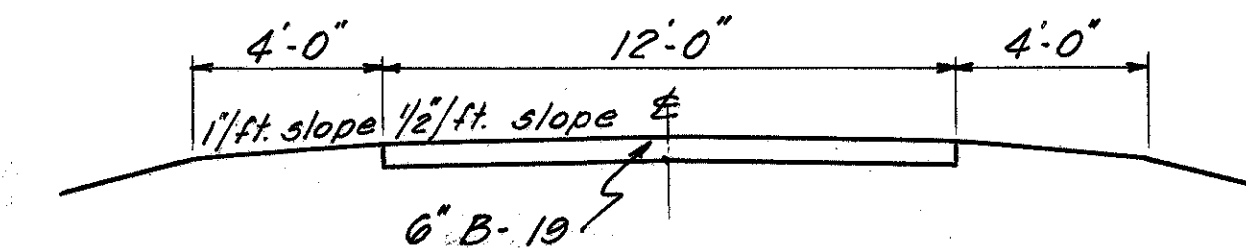


Applies beyond R/W line if existing surface is not high type



Applies to R/W line or to limits of reconstructed drive within the R/W.
All curbs at driveways to be depressed as detailed on Std. Dwg. DR-1.

TYPICAL SECTION OF COMMERCIAL DRIVE



TYPICAL SECTION OF FIELD DRIVE

JACKSON COUNTY
JAC 75-0.29

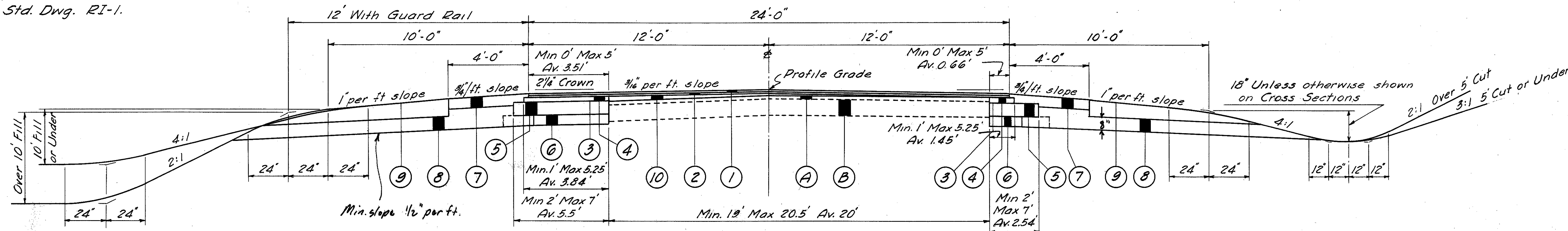
TYPICAL SECTION

TYPE T-35

Scale $\frac{3}{8}" = 1'-0"$

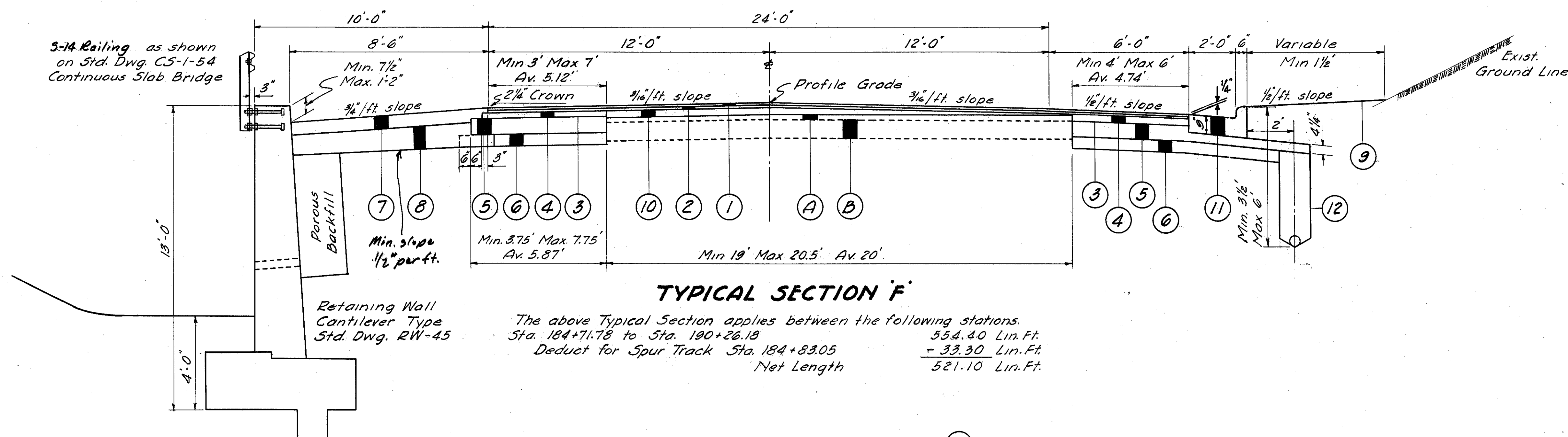
NOTE:

For location of Guard Rail
see Std. Dwg. RI-1.



TYPICAL SECTION C

The above Typical Section applies between the following stations.
Sta. 112+00 to Sta. 117+00
Net Length 500.00 Lin. Ft.



TYPICAL SECTION F

The above Typical Section applies between the following stations.
Sta. 184+71.78 to Sta. 190+26.18
Deduct for Spur Track Sta. 184+83.05
Net Length 554.40 Lin. Ft.
33.30 Lin. Ft.
521.10 Lin. Ft.

- ① Item T-35 $1\frac{1}{2}"$ Asphaltic Concrete Surface Course, Type 'A' (70-85).
- ② Item B-35 $1\frac{1}{2}"$ Asphaltic Concrete Leveling Course (70-85).
- ③ Item T-30 Bituminous Prime Coat, Sec. M-3.3, MC-0 or MC-1 or Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.35 gal/sy.
- ④ Item B-35 $2\frac{3}{4}"$ Asphaltic Concrete Base Course (70-85).
- ⑤ Item B-19 Aggregate Base Course, 8" Thick, unless otherwise shown.
- ⑥ Item I-22 5" Subbase

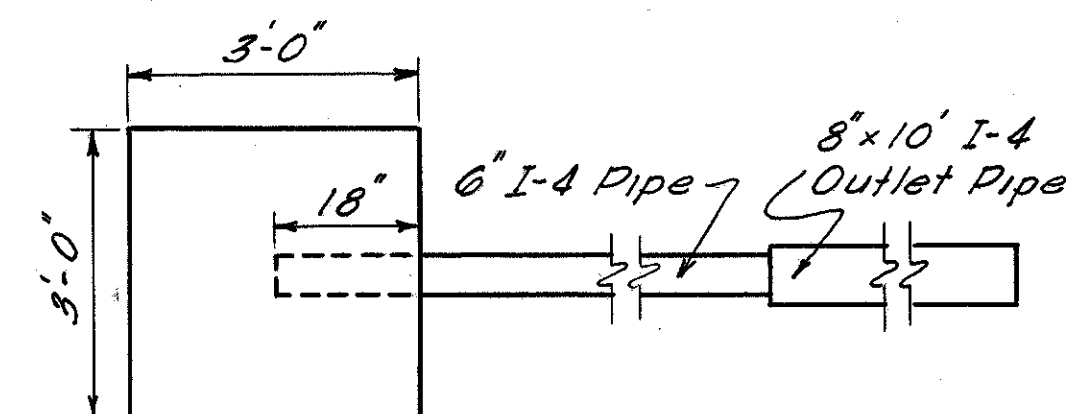
- ⑦ Item I-18 Stabilized Crushed Aggregate Shoulders, 6" thick, unless otherwise shown, with CaCl₂ as per Secs. B-11.13 & B-11.15 of the General Specifications (See note in Proposal).
- ⑧ Item I-9 Stone Underdrain, No. 2, as per plan.
- ⑨ Item L-9 Seeding and Protecting
- ⑩ Item B-35 Variable Thickness Asphaltic Concrete Leveling Course (70-85) Minimum 0" Maximum 7" Av. 2 $\frac{3}{8}"$ (Maximum thickness placed in one operation shall not exceed 3 inches, when compacted).
- ⑪ Item I-12 Combination Curb & Gutter, Type 2
- ⑫ Item I-4 6" Pipe Underdrain
- A Existing 2" T-32
- B Existing 10" Traffic Bound Macadam

DETAILS

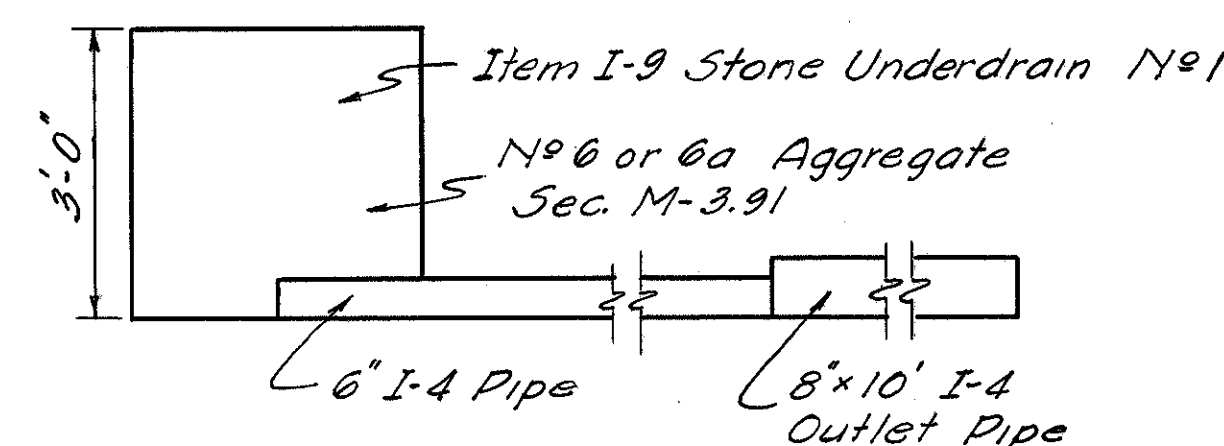
FED. RD. DIVISION	STATE	PROJECT
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JAC 75 0.29

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PLAN

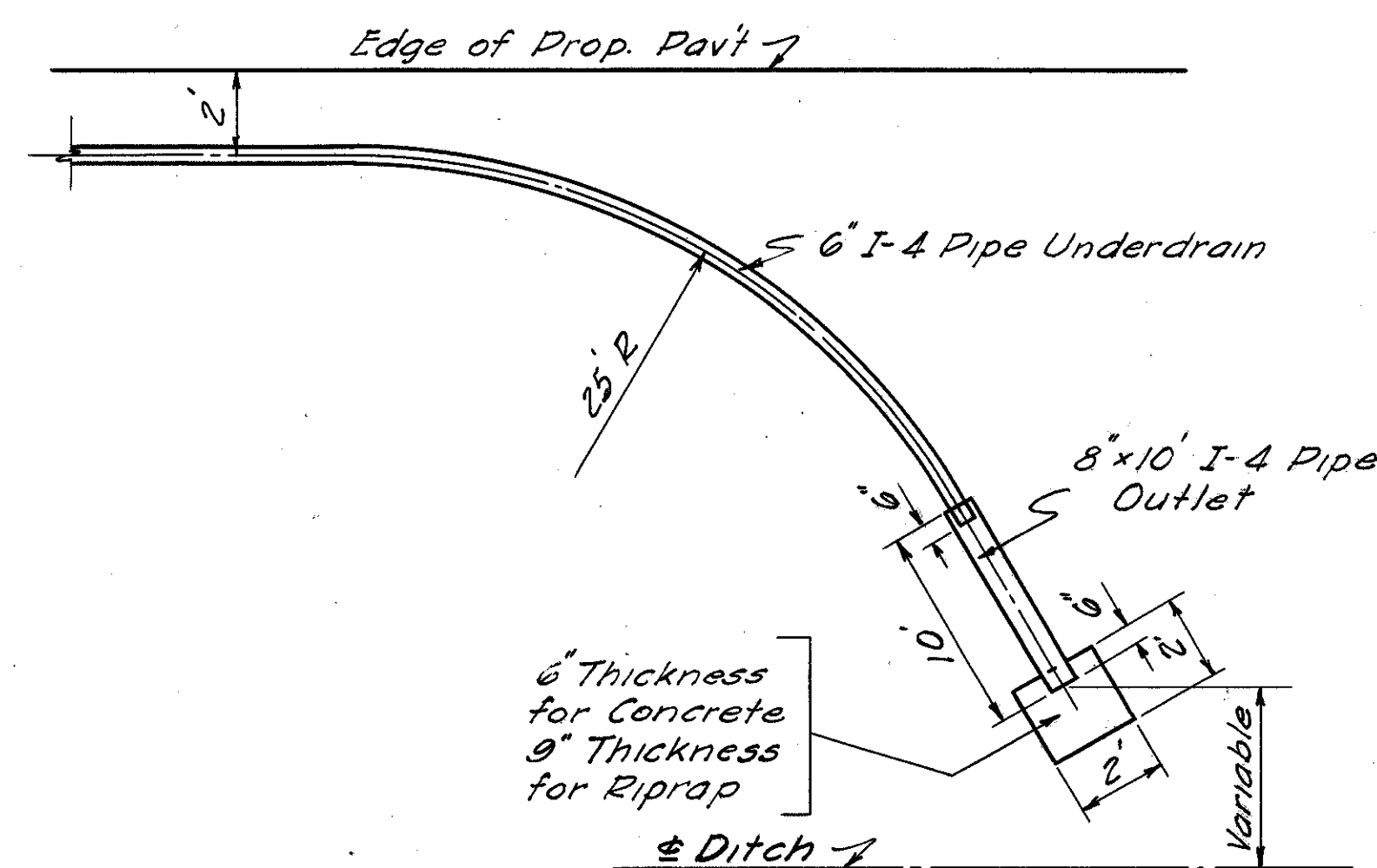


SECTION

NOTE:

Unit price bid per Lin. Ft. of Item I-9 Stone Underdrain No. 1 shall include the necessary excavation and placing.

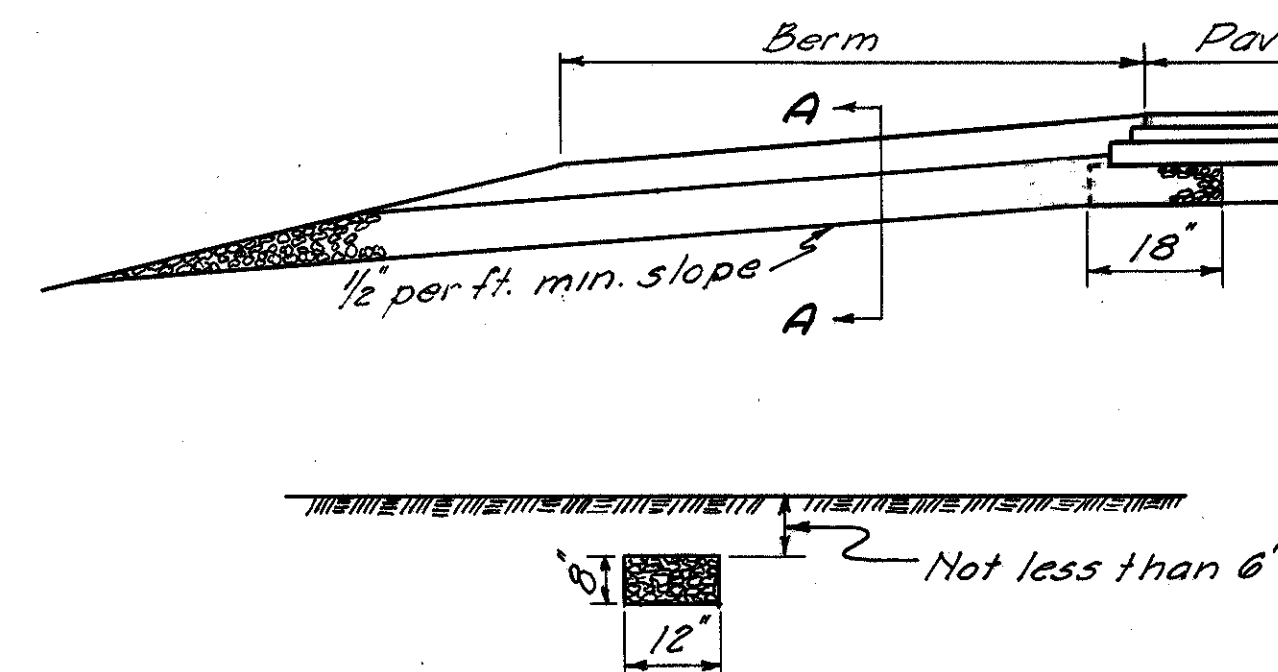
DETAIL OF SPRING DRAIN



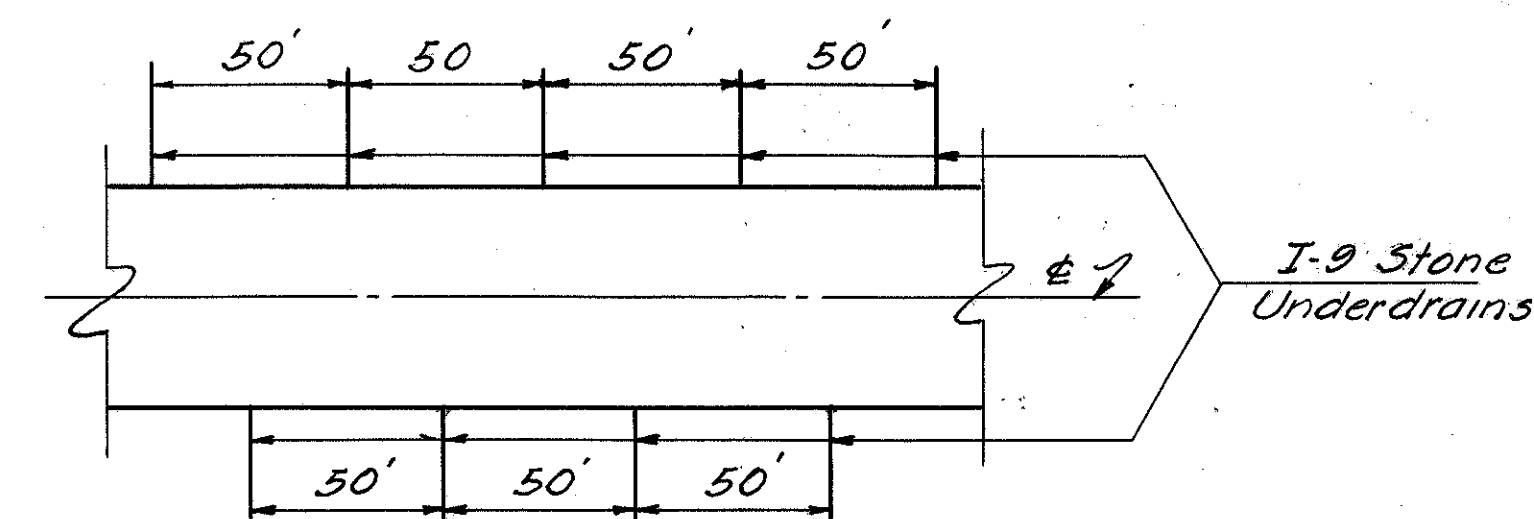
NOTE:

Unit price bid per Lin. Ft. of Item I-4 8" Pipe Outlet for Underdrains shall include furnishing & placing riprap or concrete slab.

DETAIL PIPE UNDERDRAIN OUTLET



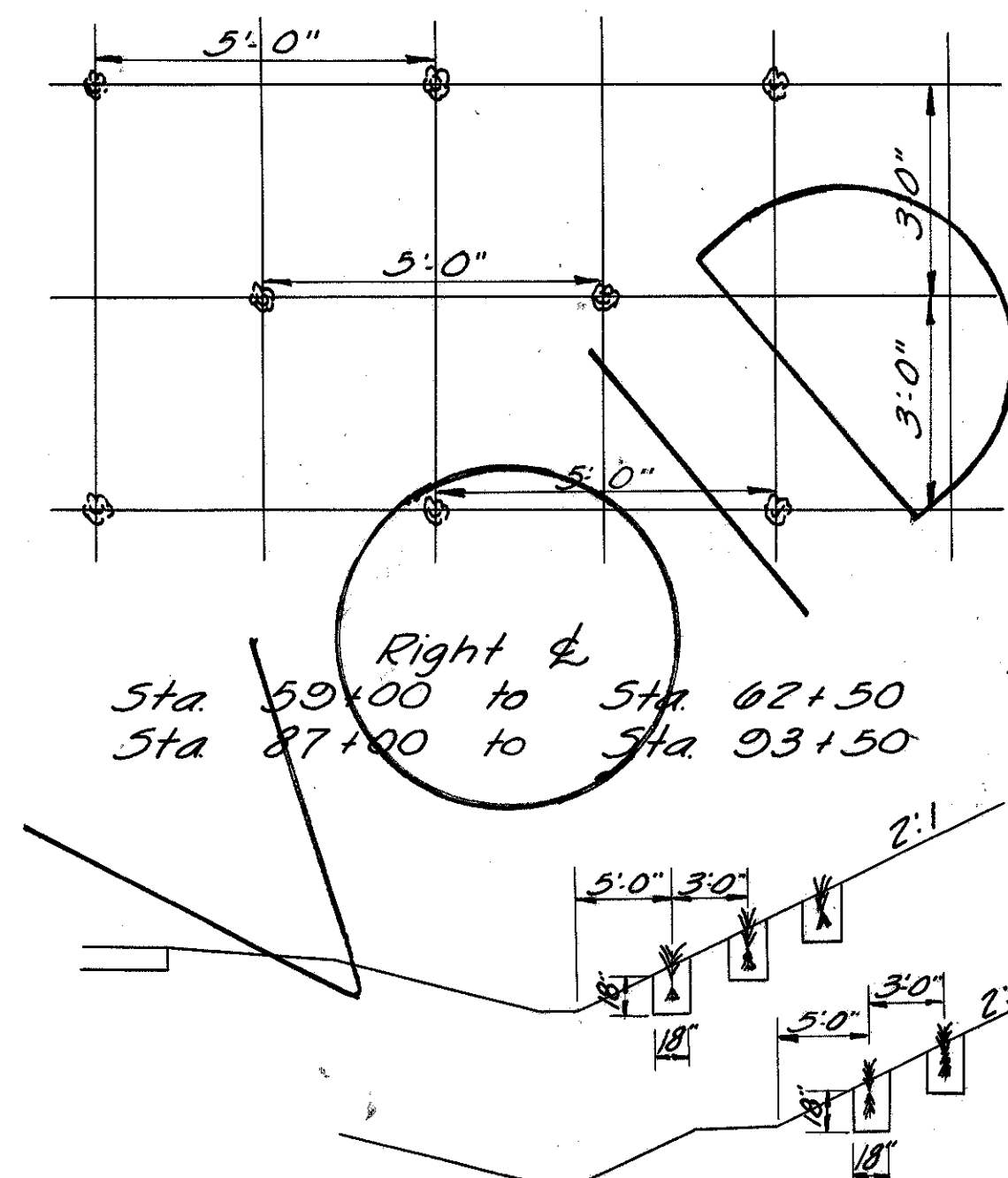
SEC A-A



DETAIL I-9 STONE UNDERDRAIN No. 2

NOTE:

Additional Stone Underdrains No. 2 shall be placed where and as directed by the Engineer.



PLANTING DIAGRAM FOR JAPANESE HONEYSUCKLE

LOCATION I-9 STONE UNDERDRAINS

LEFT #	RIGHT #	LEFT #	RIGHT #	LEFT #	RIGHT #	LEFT #	RIGHT #	LEFT #
8+50	13+25	58+00	70+25	80+50	89+50	119+25	138+50	155+25
9+00	13+75	58+50	70+75	81+00	100+00	119+75	139+00	155+75
9+50	14+25	59+00	71+25	81+50	100+50	120+15	139+50	156+25
10+00	14+75	59+50	71+75	82+00	101+00	121+35	140+00	156+75
10+50	15+25	60+00	72+25	83+25	101+50	137+20	140+50	157+25
11+00	15+75	60+50	72+75	83+75	102+00	137+75	141+20	157+75
11+50	16+25	61+00	73+25	84+25	102+50	138+25	141+50	158+25
12+00	17+00	61+50	73+75	84+75	103+00	138+75	142+00	158+75
12+50	17+50	62+00	74+25	85+25	103+50	139+25	142+80	169+25
13+00	18+00	62+50	74+75	85+75	104+00	139+75	143+40	169+75
13+50	18+50	63+00	75+25	86+25	104+50	140+25	144+10	170+25
28+75	19+00	64+50	75+75	86+75	111+60	140+75	144+50	170+75
29+25	19+50	65+00	76+25	87+25	112+00	141+25		171+25
29+75	20+00	65+50	76+75	87+75	112+50	141+75		171+75
30+25	20+50	66+00	77+25	88+25	113+00	142+25		172+25
30+75	21+00	66+50	77+75	88+75	113+50	142+75		172+75
31+25	30+00	67+00	78+75	89+25	114+00	143+25		173+25
31+75	30+50	67+50	80+20	89+75	114+50	143+75		173+75
32+25	31+00	68+00	80+80	100+25	115+00	144+25		174+25
32+75	31+50	68+50	81+25	100+75	115+50	144+75		174+75
33+25	48+50	69+00	81+75	101+25	127+85	145+25		175+25
33+75	49+00	69+50	82+25	101+75	128+25	145+75		175+75
34+25	49+50	70+00	82+75	102+25	128+75	146+25		176+25
34+75	50+00	70+50	83+25	109+25	129+25	146+75		176+75
35+25	50+50	71+00	83+75	109+75	129+75	147+25		177+25
35+75	51+00	71+50	84+25	110+25	130+25	147+75		177+75
36+25	52+25	72+00	84+65	111+25	130+60	148+25		178+25
36+75	52+75	72+50	85+80	111+75	131+25	148+75		178+75
37+25	53+25	73+00	86+25	112+25	131+75	149+25		179+25
37+75	53+75	73+50	83+50	112+75	132+25	149+75		179+75
38+25	54+25	74+00	94+00	113+25	132+75	150+25		180+25
38+75	54+75	75+00	94+50	113+75	133+25	150+75		180+75
39+25	55+25	75+50	95+00	114+25	133+75	151+25		181+25
39+75	55+75	76+00	95+50	115+75	134+40	151+75		181+75
40+25	56+25	76+50	96+00	116+15	135+00	152+25		182+25
55+50	56+75	77+00	96+50	116+90	135+50	152+75		182+75
56+00	57+25	77+50	97+00	117+25	136+20	153+25		183+25
56+50	57+75	78+00	97+50	117+75	137+00	153+75		183+75
57+00	58+25	79+50	98+50	118+25	137+50	154+25		184+25
57+50	58+75	80+00	99+00	118+75	138+00	154+75		

NOTES

PAVEMENT

EXCAVATION FOR B-19

Excavation for B-19 material used on Side Road Approaches, Mail Box Turnouts and Drives has been included in Earthwork Quantities when same is in "cut." Where Side Road Approaches, Mail Box Turnouts and Drives are in fill, excavation for B-19 material shall be made by the Contractor at his own expense if he builds the embankment up to finish grade before placing the B-19 material.

PART WIDTH CONSTRUCTION

Because of the necessity of building this project under traffic and constructing the pavement part at a time, extreme care shall be taken to prevent the construction of a butt joint on center line in the B-19 and T-22 courses.

This shall be accomplished by building the B-19 and T-22 courses placed with the first portion of the pavement built at least eighteen (18) inches beyond the center line and by surfacing no closer than eighteen (18) inches to this edge of the above courses. When the second portion of the pavement is built, at least twelve (12) inches of these projecting courses shall be broken down and thoroughly keyed in with the newly placed corresponding courses in the second portion of the pavement. Payment for this operation shall be included in the unit prices bid for the pertinent pavement items.

GENERAL

TRAFFIC (Continued)

From Station 112+00 to Sta. 120+00 maintain traffic on existing pavement while the proposed widening is constructed and then use part width construction and shoulders while placing the resurfacing course. From Sta. 120+00 to Station 170+00 maintain traffic by use of part width construction and temporary road as needed. From Station 170+00 to Station 191+01.28 maintain traffic on existing pavement and shoulders.

In lieu of the above, the Contractor may submit to the Director for approval, a written detailed plan of his alternate method of maintaining traffic. Prior to adoption and use of an alternate plan for maintenance of traffic, approval must be granted by the Director.

Payment for construction, maintenance and subsequent removal, wherever required, of temporary roadways, except for furnishing and placing of Items M-10 and T-10 for Maintaining Traffic, is included in the lump sum bid for Maintaining Traffic.

T-10 Traffic Compacted Surface Course for Maintaining Traffic 6,400 C.Y.
M-10 Calcium Chloride furnished and applied for Maintaining Traffic 128 Tons.

ESTIMATED QUANTITIES

Specific location and usage of estimated quantities set up on this plan to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this project.

ADJUSTMENT OF MANHOLES

Adjustment of manholes for this project to be performed by others.

WORK IN VICINITY OF GAS LINE

The attention of the Contractor is directed to the fact that the proposed box extension to the existing slab top culvert at Sta. 190+33.28 is to be built around an existing 4" gas line which is to remain in place.

Due caution shall be exercised by the Contractor in all operations in the vicinity of this gas line and particular care shall be taken to assure that the gas line is adequately supported and protected at all times during the proposed construction.

GENERAL

ROAD NAME SIGNS

All County, Township, City or Village road or street name signs that will be disturbed by the construction shall be carefully removed and stored by the Contractor at the disposal of their respective owners. Payment for this operation shall be included in the unit price bid for Roadway Excavation, Item E-1.

FIELD OFFICES

The Contractor shall provide a suitable field office for the exclusive use of the State Employees in accordance with Section S-0.01 (b), having a minimum of 300 sq. ft. of floor space. The Contractor shall have a telephone installed and maintained in the field office during the construction of this project.

Contractor shall also install wiring and outlets suitable for connecting the electrical office equipment. He shall provide 110 volt alternating current during the construction of this project.

DESIGN SPEED

The geometrics for this project have been planned for a design speed of 60 miles per hour.

UTILITIES

The Contractor shall notify at least 48 hours before breaking ground all Public Service Corporations having wire, poles, pipe, conduits, manholes or other structures that may be affected by this operation including all structures which are affected and not shown on these plans. Any and all work required for public or private utilities will be done by and at the expense of their respective owners, unless otherwise noted on these plans.

UNDERGROUND UTILITIES

The locations of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

ELEVATION DATUM

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

TRAFFIC

Two-way traffic shall be maintained at all times, except during the placing of proposed pavement when one way traffic will be permitted as directed by the Engineer.

The existing and proposed pavement and structures shall be used to maintain traffic whenever and wherever possible.

The contractor's attention is directed to the following sections of the Construction and Material Specifications:

G-4.05 Maintenance of Local Traffic.

G-7.06 Public Convenience and Safety.

T-35.23 & B-35.25 Protection of Completed Courses.

This note shall not be construed to waive any portion of the Construction and Material Specifications.

The following is a suggested sequence of construction operations to facilitate the maintenance of two-way traffic at all times.

From Station 8+50 to Station 11+50 maintain traffic on existing pavement and shoulder while connection is being made with existing pavement. From Station 11+50 to Station 59+00 maintain traffic on the existing pavement and structures. From Station 59+00 to Station 63+50 maintain traffic on temporary roadway on the right of proposed pavement as shown on the cross sections. From Station 63+50 to Station 86+50 maintain traffic on existing pavement and structures. From Station 86+50 to Station 94+50 maintain traffic on temporary roadway on the right of proposed pavement as shown on the cross sections. From Station 94+50 to Station 105+00 maintain traffic on existing pavement and structures. From Station 105+00 to Station 112+00 maintain traffic on temporary roadway on the left of proposed pavement as shown on the cross sections.

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ROADWAY

SPECIAL DITCHES

For special ditch grades, see Cross Sections.

TILE FOR SUBGRADE DRAINAGE

6" Drain Tile, Section M-6.7(b), shall be furnished and placed by the Contractor, in manholes, catch basins and inlets for subgrade drainage, where, and as directed by the Engineer. Payment for same shall be included in the price bid per each for manholes, catch basins and inlets.

ROUNDING OF CORNERS ON CROSS SECTIONS

The rounded corners, shown on Standard Drawing E-1, apply to all cross sections even though otherwise shown on these plans.

R/W MONUMENTS, FEDERAL PROJECT MARKERS AND SECTION MARKERS

Existing R/W Monuments, Bench Marks, Federal Project Markers and Section Markers that will be removed by construction, shall be protected by the Contractor as per Section E-7.09 until they can be witnessed, referenced and reset by the Construction Com.

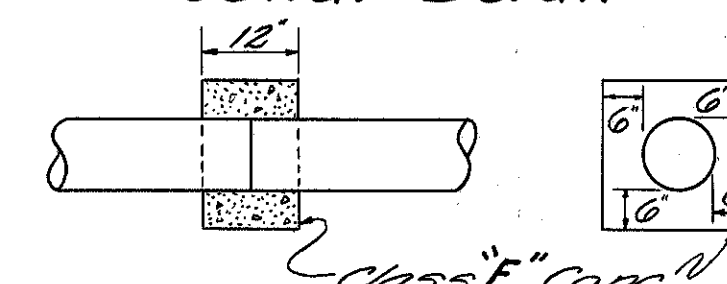
LOCATION AND SIZE OF PIPES

The location, type, depth and size of all existing pipes are shown as near exact as the available information will permit. The State will not be responsible for any variations found during construction.

PIPE CULVERT

When bell and spigot pipe is used, any necessary pipe cut-offs will be made at the spigot end of the length of pipe adjacent to the end length. When tongue and groove pipe is used, the length of pipe next to the end length shall be cut and butt joint formed with a collar as shown. The cost of the joint and collar shall be included in the Contract Unit Price bid for the pertinent pipe item.

Collar Detail



EXISTING SANITARY DRAINS OR SEWERS

Sanitary drains or sewers which include leaching bed outlets, cellar drains, sink drains or polluted water of any kind, shall not be connected to the highway drainage system, either pipes or ditches. Any such drains encountered shall be plugged with Class E concrete at the right of way line. Payment for plugging shall be included in the unit price bid for Item E-1, Roadway Excavation.

EXISTING FLEXIBLE PAVEMENT

Within the limits of construction where the existing flexible pavement will have less than six (6) inches of fill placed upon it, the pavement shall be thoroughly scarified for its full depth, mixed with sufficient soil and properly recompacted to insure the elimination of any plane of separation between it and the embankment placed thereon. Payment for this operation is included in the unit price bid for Roadway Excavation, Item E-1.

NON-RIGID PAVEMENT REMOVAL

The removal of non-rigid pavement is to be paid for under Item E-1, Roadway Excavation, unless otherwise indicated on these plans.

NOTES

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ROADWAY

SUBGRADE COMPACTION FOR DRIVES AND MAIL BOX TURNOUTS WITH B-19

The subgrade under B-19 material used on Drives and Mail Box Turnouts shall be compacted to a depth of six (6) inches to the density requirements of Table III in Item E-1. Payment for subgrade compaction, as specified above, shall be included in the unit price bid for Item E-1, Roadway Excavation.

SUBGRADE COMPACTION 12" IN DEPTH

The area of compacted subgrade to be paid for includes the full width main pavements, approach slabs and hard surfaced crossroad pavements.

L-9 COMMERCIAL FERTILIZER

All areas to be seeded under Item L-9, or sodded under Item L-10 shall have commercial fertilizer L-12, L-13, applied at the rate of twenty (20) pounds per 1,000 sq. ft.

SEEDING AND PROTECTING

Quantities for Seeding Item L-9 are calculated for the soil areas between lines ten (10) feet outside the work limits as shown on the cross sections or to the Right-of-Way line if such is less than ten (10) feet from the work limits, and for all areas surrounded by Ramps or proposed pavement. Seed shall be sown at the rate of three (3) pounds per 1,000 sq. ft. except as otherwise noted in plans. Seeding formula for all seeded areas shall be in accordance with the "Seed Mixes" note shown elsewhere on this sheet.

AGRICULTURAL LIMING MATERIAL

The location and need for agricultural liming materials will be determined by laboratory tests after rough grading operations have been performed. Quantities of agricultural liming materials as shown on the plans are sufficient for the entire project, but will be non-performed for the areas where tests show the liming material is not needed. Where used this material shall be applied at the rate of 100 lbs. per 1,000 sq. ft.

ITEM L-10 SODDING, I-10 RIPRAP AND I-14 PAVED GUTTER

These items are provided on the plans for erosion control. The Engineer shall check and make adjustments in the location and quantities for these items where indicated by field conditions during construction. Should rock of a stable nature be encountered at flow line of any of these items, they may be non-performed.

GUARD RAIL REMOVAL

The removal of any Guard Rail Posts lying within the limits of Roadway Excavation or Embankment (and not specifically paid for under a separate item) is included in the Contract unit price bid for Item E-1, Roadway Excavation. All resulting materials shall become the property of the Contractor and shall be disposed of by him at no extra cost to the State, except that the steel rail on all existing steel beam type or steel cable on steel cable type Guard Rails shall be stored on the Right-of-Way at the disposal of the State.

REMOVAL OF TREES AND STUMPS

All trees and stumps lying within the construction limits of this project shall be removed under Lump Sum Bid for Removal of Trees and Stumps, Item E-9, unless work is indicated in these plans to preserve same.

The following is an approximate estimate of the number of trees and stumps to be removed:

ROADWAY

Sizes	No. Trees	No. Stumps
12"-18"	122	3
18"-24"	28	7
24"-30"	3	0
30"-36"	6	1
36"-48"	1	1
over 48"	1	0

The above estimate is only 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 Right-of-Way lines. Payment for the removal of these additional trees or stumps is included in Lump Sum Bid under Item E-9, Removal of Trees and Stumps.

DRAINAGE OF SUBBASE MATERIAL

Where the subbase material is drained by I-9 Stone Underdrain or by extensions through the shoulders to the fill slope or the ditch line, the Contractor shall finish, seed and mulch the slopes so as not to impede drainage of the subbase material. The actual area of the outcrop of the subbase material or I-9 Underdrain shall not be seeded.

STONE UNDERDRAIN NO. 2

Stone Underdrains have been estimated on this project at 50 ft intervals on each side where I-4 drainage is not provided. They shall be placed not over 50 ft apart. This quantity is to be used in its entirety.

PLUGGING PIPE ENDS

The upstream ends of pipe lines or tile lines intercepted by earthwork operations shall be effectively blocked and covered. Broken pieces and portions of pipe or tile shall be removed until a whole length is encountered, which shall be blocked with concrete, flat stone or brick laid in mortar, or precast clay or concrete stopper. Payment for the above work shall be included in the unit price bid for E-1, Roadway Excavation.

REMOVAL OF EXISTING HOUSE DRAINS

The removal of all existing house connections, which includes sanitary, yard, roof, basement or other similar drains within the roadway construction limits shall be classified and paid for as Item E-1, Roadway Excavation, unless otherwise itemized for payment in the plans.

CONNECTIONS TO EXISTING SEWERS

At places where the plans provide for proposed drainage pipe to be connected to existing pipes, 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 sewer. The cost of this operation shall be included in the unit price bid for the pertinent Pipe Item.

FEDERAL PARTICIPATION

Federal participation in Item T-35 used on drives will be limited to the area extending from the edge of the through pavement lane to the end of the return radius on existing unpaved drives. On this project, an estimated quantity of 24 cubic yards of Item T-35 will be non-participating for this reason.

ROADWAY

RELOCATION OF WATER METER BOXES

The Water Works Department will relocate all privately owned water meter boxes and this item will not be included as a part of the work to be performed by the State Contractor.

ITEM I-12, TYPE 2 COMBINATION CURB AND GUTTER

Payment for reinforcing steel, for variable gutter plate width and thickness and for variable curb sections in proposed combination curb and gutter at flares to proposed catch basins, as shown in the structure details, shall be included in the unit price bid for this item.

REPLACEMENT

The Contractor shall replace at his own expense any item not specifically listed for removal that is damaged or destroyed by his operations.

CENTERLINE REFERENCE MONUMENTS

Monuments shall be constructed of Class "C" concrete, cast in place in a circular hole eight (8) inches in diameter and forty-four (44) inches in depth. Top of concrete shall be finished at a depth of two (2) inches below ground level and the upper six (6) inch portion of the concrete shall be formed. One-half (1/2) inch Brass Rods six (6) inches long shall be embedded in the wet concrete as directed by the Engineer to mark the Centerline and Station. For location, from Sta 7+00 to Sta 100+50, see Sheet 112 189.

SEED MIXES:

STEEP SLOPES 2:1 or Steeper.

- 50% Kentucky 31 Fescue
- 20% Kentucky Blue Grass
- 15% Yellow Blossom Sweet Clover
- 15% Hairy Vetch

SHOULDERS, DITCHES, AREAS IN FRONT OF RESIDENCES & OTHER AREAS

- 10% Fancy Red Top
- 40% Kentucky Bluegrass
- 30% Creeping Red Fescue or Chewings Fescue
- 20% Alsike Clover

ITEM E-8 PAVEMENT REMOVAL OUTSIDE NORMAL CONSTRUCTION LIMITS

After the existing pavement has been removed, the old roadway shall be plowed, harrowed and dragged to a smooth grade, the old ditches filled and the entire area sloped to drain and left in a neat condition. Payment for this work shall be included in the unit price bid for pavement removal, Item E-8. Areas shall then be seeded and mulched, Item L-9.

SEE SHEET N° 14 FOR NOTE ON RIPRAP TYPE "B"

JACKSON COUNTY
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PAVEMENT CALCULATIONS

[illegible]

SUMMARY OF QUANTITIES

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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PAVEMENT CALCULATIONS																										
See Sheet No	Location & Description	Side	T-35 Asphaltic Concrete Surface Course			B-35 Asphaltic Concrete Leveling Course				B-35 Asphaltic Conc. Base Course	T-30 Bituminous Prime Coat 0.35 gal. per s.y.	B-19 Aggregate Base Course						I-22 Subbase		I-7 Reinf. Conc. Approach Slabs	I-9 Stone Underdrain No 2	I-12 Comb. Curb & Gutter Type 2	I-18 Stab. Cr's'd Aggregate Shoulders Approach	E-1 Compacted Subgrade	Special Mixing Calcium Chloride & Crushed Aggregate	
			Sq. Yd.		Cu. Yd.	Sq. Yd.		Cu. Yd.		Sq. Yd.	Sq. Yd.	Sq. Yd.						Sq. Yd.	Cu. Yd.	Sq. Yd.	Lin. Ft.	Lin. Ft.	Sq. Yd.	Sq. Yd.	Sq. Yd.	
			1 1/2"	2"	Variable	1 1/4"	1 1/2"	Var. 2 1/8" Av.	Variable	2 3/4"		4 1/4"	5"	6"	7"	8"	9"	5"	Variable				6"			
5	Typical Section "F"																									
	521.10 x 30 x 1/9		1737.00			1737.00																521.10				
	521.10 x 5.37 x 1/9	Lt								310.92																
	521.10 x 4.74 x 1/9	Rt								274.44																
	521.10 x 5.87 x 1/9	Lt									339.87					339.87										
	521.10 x 4.74 x 1/9	Rt								274.44						274.44										
	521.10 x 5.125 x 1/9	Rt								296.74	296.74															
	521.10 x 6.37 x 1/9	Lt																368.82								
	521.10 x 8.615 x 1/9	Rt																498.81								
	521.10 x 20 x 1/9						68.35																			
	521.10 x 8.5 x 1/9	Lt																				492.15		492.15		
	Feather Area																									
18	7+50 to 8+50		222.22					9.26																		
37	190+51.28 to 191+01.28		178.88					6.98																		
186	Approach Slabs																									
	77+94.88 to 78+12.88																		66.07					67		
	79+32.12 to 79+57.12																		66.07					66		
13	Drives & Approaches		2281.95	3354.04		2281.95				2281.95		2950.47	2795.59	477.20	2946.60	191.83								2282		
6	I-9 Stone Underdrains																				4390.0					
	Sub-Total carried from																									
	Sheet No 9		48532.69			48532.69	307.85			44220.86	47830.09	1678.08		1375.37		46,094.72		49,252.65				1100.00	14,212.97	91,044	14,212.97	
	Sub-Total		52952.74	3354.04		50269.69	2281.95	376.20	16.24	44906.22	51,023.09	1974.82	2950.47	4170.96	477.20	49,655.63	191.83	50,120.28		133.34	4390.0	1621.10	14,212.97	93,459	14,705.12	
	Conv. to C.Y., Gal., etc.		2206.36	186.34		1745.47	95.08	376.20	16.24	3422.70	17,858.08	197.48	409.79	695.16	92.79	11,034.58	47.96	6961.15				2450.85				
	Total		2392.70			2232.99				3422.70	17,858.08		12,477.76					6961.15		133.34	4390.0	1621.10	2450.85	93,459	14,705.12	

EXCAVATION & EMBANKMENT						
See Sheet No	Station to Station	Side	Excava- tion	Embank- ment	Embank- ment +20 %	Channel Excava- tion
			Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.
43	6+78 to 78+48		39,556	67015		
78	79+03 to 191+01.28		78,926	58,563		
	Total		118,812	125,578	150,693.6	834.5

REMOVAL OF TREES AND STUMPS	
ITEM E-9	LUMP

SIDEWALK & STEPS					
See Sheet No	Station	Side	I-13 Concrete Sidewalk 4"	I-13 Concrete Steps T & R. Var.	
			Sq. Ft.	Lin. Ft.	
30	120 + 55	Rt.		28	
30	123 + 91	Rt.		20	
35	170 + 50	Rt.	37		
35	173 + 09.5	Rt.	51		
35	174 + 33	Rt.	40		
35	177 + 77.5	Rt.	18		
30	180 + 00	Rt.		28	
30	189 + 08	Rt.	15		
	Total		101	70	

Note: Removal and Disposal of existing Sidewalk and Steps has been included in Item E-1. Roadway Excavation for payment.

BORROW CALCULATIONS		
Roadway Embankment +20%	150,694	- Cu. Yd.
Roadway Excavation, Item E-1	118,812	- Cu. Yd.
Gross Borrow, Item E-4	31,882	- Cu. Yd.
Available to reduce borrow		
Channel Excavation, Item E-3 [60% of (3007+840)]	2,308	- Cu. Yd.
Net Borrow, Item E-4	29,574	- Cu. Yd.

WATER	
Item E-11	799-M-Gals.

JACKSON COUNTY
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* Quantities carried to Erosion Control Box Sheet N210
* Quantities carried to Roadway Drainage Box Sheet N212

SUMMARY OF QUANTITIES

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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JACKSON COUNTY
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ROADWAY DRAINAGE

See Sheet No.	Station	Side	I-3					I-4		I-5		I-8	I-9	I-10	E-12	
			Roadway Drainage					Pipe Underdrain	Outlet for Underdrain	Pipe Special	Catch Basin Standard	Stone Underdrain	Catch Basin Abandoned	Pipe Removed		
			Lin. Ft.					6"	8"	Each	2-2A	Nº1	Each	18" Under	Over 18"	
			18"	12"	18"	12"	18"	Lin. Ft.	Lin. Ft.	Tee	Ell	Each	Lin. Ft.	Each	18" Under	Over 18"
			18"	12"	18"	12"	18"	Lin. Ft.	Lin. Ft.	Tee	Ell	Each	Lin. Ft.	Each	18" Under	Over 18"
19	12+92	Rt.													28.5	
19	12+85	Rt.							10							
19	12+90	Lt.							10							
19-20	12+88 to 28+50	Rt.						860								
19-20	12+93 to 28+71	Lt.						876								
20	28+50 Crossover	℄						24		1	1					
20	28+75	Lt.							10							
22	40+26 to 47+00	Lt.						672								
22	47+00 Crossover	℄						24		1	1					
22	40+26 to 48+24	Rt.						794								
22	48+25	Rt.							10							
23	57+12.81	Rt.													29	
23-24	59+00 to 64+10	Rt.						508								
24	64+10 Crossover	℄						50	10		1					
26	80+20 to 93+00	Rt.						978								
26	80+15	Rt.							10							
27	93+00 Crossover	℄						62	10		1					
27	92+45 to 92+62	Lt.													27	
28-29	104+78 to 111+50	Rt.						672								
28	104+78 Crossover	℄						48	10							
29	115+50	Rt.							10							
29	115+55 to 127+75	Rt.						1220								
29	117+05	℄													29	
29-30	117+05 to 124+74	Rt.													709	
30	120+40	Rt.													38	
30	127+00	Rt.											1		18	
30	127+00 to 127+28	Rt.													93	
30	128+60 to 128+81	Rt.													21	
31	134+08 to 134+26	Rt.													18	
31	133+20 to 134+32	Rt.					30									
31	134+32 to 135+04	Rt.		132												
31	135+05	Rt.										1				
31	135+06 to 136+02	Rt.					30									
32	140+68 to 141+08	Rt.					40									
32	141+08 to 142+22	Rt.			114											
32	142+00 to 142+56	Rt.													56	
32	142+23	Rt.										1				
32	142+24 to 142+02	Rt.					38									
32	142+02 to 143+52	Rt.			90							1				
32	143+53	Rt.														
32	143+54 to 143+26	Rt.					42									
32	143+26 to 144+20	Rt.	94													
32	144+21	Rt.										1				
32	143+08 to 143+88	Rt.													20	
32	144+22 to 145+88	Rt.					36									
32	144+25 to 145+38	Rt.													43	
33	154+80 to 157+30	Lt.	250													
33	159+42 to 159+86	Lt.													44	
33	158+20	Lt.							10							
33-34	159+04 to 169+00	Lt.						1004								
33	159+00	Rt.							10							
33-35	159+09 to 175+03	Rt.						1604								
34	161+30 to 163+14	Rt.													378	
34	160+03	℄													40	
34	160+10 to 167+56	Rt.													140	
35	170+04 to 171+54	Rt.													150	
35-36	175+07 to 189+51	Rt.						1444								
6	* For Spring Drains							300	30			9				
11	Carried from Str. Box.														69	38
Totals			344	132	204	72	216	10840	140	2	4	4	9	1	1807	186.5

* To be placed where and as directed by the Engineer.

GUARD RAIL

See Sheet No.	Station to Station	Side	I-15			
			Guard Rail Steel Beam Type, Deep		Guard Rail Removed and Disposed of	
			Lin. Ft.		Lin. Ft.	
			Lin. Ft.		Lin. Ft.	
			Lin. Ft.		Lin. Ft.	
19	13+60 to 19+10	Lt.	55.0			
19	13+75 to 1+66 (Inter)	Rt.	412.5			
19	0+77.5 (Inter) to 17+50	Rt.	100.0			
20	29+50 to 34+50	Lt.	500.0			
21	33+25 to 39+50	Rt.	625.0			
23	50+05 to 1+89.5	Rt.	225.0			
23	50+23 to 1+06	Lt.	125.0			
23	1+06 to 52+46	Lt.	125.0			
23	1+41.5 to 52+50	Rt.	175.0			
23	50+00 Barricade	Rt.	12.5			
25-26	77+47.53 to 80+22.53	Rt.	275.00			
25-26	77+79.47 to 89+16.97	Lt.	1137.50			
26	80+77.5 to 82+27.5	Rt.	150.0			
26-27	85+45 to 92+45	Rt.			700	
26	89+72.5 to 0+57 (Inter)	Lt.	325.0			
27	0+55 (Inter) to 34+22	Lt.	150.0			
27	97+75 Barricade	Rt.	12.5			
27	99+00 Barricade	Rt.	12.5			
28	101+75 to 105+25	Lt.	350.0			
29	117+00 to 119+75	Lt.	275.0			
29-31	125+43 to 136+43	Lt.	1100.0			
32	144+75 to 147+25	Lt.	250.0			
32	0+25 (Inter) to 148+85	Rt.	387.5			
33	153+25 to 157+25	Rt.	400.0			
34	164+50 to 0+55 (Inter)	Lt.	287.5			
35	0+50 (Inter) to 178+00	Lt.	1050.0			
34-37	184+73.28 to 190+35.78	Lt.				
34-37	185+09 to 190+09	Lt.			500	
	74+60 (Two barricades)	Rt.	50.0			
Sub-Total			9062.50		1200	
Deduct for Bridge			224.48			
Total			8838.02		1200	

(At str. removal site on existing S.C. 75)

ITEM M-10 CALCIUM CHLORIDE:

From Area of I-18 $14,705.12 \times 2.1 \div 2000$ = 15.44 Tons
 From Traffic Note Sheet 7 = 128.00 Tons
 From Surface Treatment Approach Roads Sheet 13 = 0.90 Tons
 Total = 144.34 Tons

ITEM E-9 PAVEMENT REMOVAL

Sta. 12+70 to 16+50 Rt. 865 S.Y.
 " 52+20 to 54+05 Rt. 830 "
 " 56+00 to 57+05 Rt. 245 "
 " 64+85 to 66+10 Rt. 255 "
 " 94+50 to 97+75 Rt. 700 "
 " 99+00 to 103+80 Rt. 1020 "
 TOTAL 3915 S.Y.

SUMMARY OF QUANTITIES

DRIVES AND APPROACHES																	
Job Sheet No	Station	Side	T-35		B-35		T-30		B-19					I-1			M-10
			Asphaltic Conc. Surface Course	Asphaltic Conc. Level Course	Asphaltic Bituminous Prime Coat 0.35 gal per sq yd	Aggregate Base					Pipe for Driveways						
						1 1/2"	5"	6"	7"	8"	9"	12"	15"	24"	30"	36"	
			Sq Yd. 1 1/2"	Sq Yd. 5"	Sq Yd. 6"	Sq Yd. 7"	Sq Yd. 8"	Sq Yd. 9"	Sq Yd. 12"	Sq Yd. 15"	Sq Yd. 24"	Sq Yd. 30"	Sq Yd. 36"	Calcium Chloride 1lb/5Y			
19	11+18.4 Res. Dr.	Lt	102.78	100.00									36"				
19	12+43.03 Res. Dr.	Rt	105.50	110.00								38	30				
19	12+43.03 M.B.	Lt	30.83	35.03													
19	16+70 Connection	Rt	475.50	475.50													
20	27+41.35 Res. Dr.	Lt	93.97	100.38					36								
23	51+74 Connection	Rt	1010.83														
23	55+03.5 Approach	Lt															
24	63+60.00 Two Rd.	Lt															
24	66+25 Approach	Rt	408.80										44				
25	74+42.7 Flt. Drives	Rt															
26	80+50 Flt. Dr.	Rt															
26	85+50 Approach	Rt															
26	89+47.86 Flt. Dr.	Lt									54						
27	92+77.5 Two Rd.	Lt															
27	98+00 Res. Dr.	Rt	203.17	218.13						64		38		202.61			
27	98+00 M.B.	Lt	30.83	35.03													
28	106+31.65 Flt. Dr.	Lt															
28	106+31.65 Flt. Dr.	Rt															
29	110+85 Flt. Dr.	Lt															
29	110+85 Flt. Dr.	Rt	105.50	111.45													
29	115+14 Approach f M.B.	Lt															
29	116+50 Res. Dr. f M.B.	Lt															
29	117+20.5 Res. Dr.	Rt	70.75	85.29													
29	117+03 M.B.	Lt	20.83	22.10													
29	117+03 M.B.	Rt	30.83	35.03													
29	118+21.8 Res. Dr.	Lt	20.83	22.10													
29	118+58.3 Res. Dr.	Rt	20.83	22.10													
29	119+00 M.B.	Lt	30.83	35.03													
29	119+00 M.B.	Rt	30.83	35.03													
30	120+20.15 Res. Dr.	Lt	27.78	29.45													
30	120+40 Commercial Dr.	Lt	70.82	29.45													
30	121+05.15 Res. Dr.	Lt															
30	122+02.8 Res. Dr.	Rt	34.17	35.03													
30	122+35 M.B.	Lt	30.83	35.03													
30	123+30 M.B.	Lt	30.83	35.03													
30	124+50 Res. Dr.	Rt	55.50	58.34													
30	125+17.5 Res. Dr. f M.B.	Lt	95.71	102.57													
30	126+78.8 Res. Dr.	Rt	69.44	71.94													
30	127+00 M.B.	Lt	30.83	35.03													
31	131+00 Res. Dr.	Rt	69.44	74.33													
31	131+40 M.B.	Lt	30.83	35.03													
31	134+21.0 Res. Dr.	Rt	80.50	85.00													
31	134+20 M.B.	Lt	30.83	35.03													
31	135+05 M.B.	Lt	30.83	35.03													
31	135+83.55 Res. Dr.	Rt	70.03	74.46													
31	136+02 Flt. Dr.	Rt		87.32													
31	136+83 Res. Dr. f M.B.	Lt	100.35	114.09													
32	140+88 Res. Dr. - 12'	Rt	85.99	91.74													
32	140+88 M.B.	Lt	30.83	35.03													
32	142+43 M.B.	Lt	30.83	35.03													
32	142+43.15 Res. Dr.	Rt	79.34	84.54													
32	143+75.7 Res. Dr.	Rt	85.99	91.74													
32	143+80 M.B.	Lt	30.83	35.03													
32	145+25 M.B.	Lt	30.83	35.03													
32	145+43.9 Two Rd.	Rt															
33	151+50 M.B.	Lt	30.83														
33	157+58 Res. Dr.	Rt	78.01	83.10													
33	157+58 Commercial Dr.	Rt	272.22														
33	158+70 M.B.	Lt	41.40														
34	162+95.48 Comm. Dr.	Rt	100.00														
34	163+50 M.B.	Lt	30.83	35.03													
34	166+90.1 Res. Dr.	Rt	13.89	14.90													
34	167+50 Two Rd. f M.B.	Lt															
34	168+04 Res. Dr.	Rt	13.89	14.90													
34	168+50 M.B.	Lt	30.83	35.03													
35	170+48 M.B.	Lt	30.83	35.03													
35	171+34.2 Res. Dr.	Rt	10.07	17.78													
35	172+08.7 Res. Dr. (Double)	Rt	55.50	58.22													
35	172+24 M.B.	Lt	30.83	35.03													
35	172+90.9 Res. Dr.	Rt	10.07	17.78													
35	174+92.3 Comm. Dr.	Rt	177.78														
35	175+83 Res. Dr.	Rt	27.78	29.45													
35	178+20 Res. Dr.	Rt	10.07	17.78													
35	177+75 M.B.	Lt	30.83	35.03													
35	179+40.8 Res. Dr.	Rt	10.07	17.78													
35	179+60 M.B.	Lt	30.83	35.03													
36	181+58.1 Res. Dr.	Rt	52.78	54.45													
36	183+29.7 Res. Dr.	Rt	52.78	54.45													
36	183+50 M.B.	Lt	30.83	35.03													
36	183+80.4 Res. Dr.	Rt	27.78	29.45													
36	189+08.45 Comm. Dr.	Rt	52.78														
37	190+03.8 Comm. Dr.	Lt	41.07														
Total			2281.95	2795.59	2281.95	2281.95	2795.59	2281.95	2281.95	2795.59	2281.95	2281.95	2795.59	2281.95			

* Quantities carried to Pavement Calculations See Sheet N°10

SUMMARY OF QUANTITIES

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

14
107

JACKSON COUNTY
JAC 75-0.29

GENERAL NOTES (CONTINUED)
RIPRAP, TYPE "B", AS PER PLAN
This item shall consist of concrete in bags, the concrete shall be placed in cloth cement sacks or burlap bags laid horizontally so as to form a stepped or "shingled" surface which will shed a maximum amount of water. The bags shall be filled about 3/4 full, securely tied and immediately placed in The Work. Joints of adjacent courses shall be broken. After each bag is placed in The Work it shall be pierced with a pick or similar tool to permit some concrete to flow out and make bond with the underlying course.
The upper outer exposed edge shall be in the general plane of the slope and shall at no point vary more than 3 inches from the plane of the slope. Each course shall lap on the course immediately below. The upper exposed edge of the bags in a course shall not deviate from the general line of the course (measured horizontally) more than 3 inches. The bags in a course shall be laid as close together as possible. Each course shall be firmly bedded on the supporting course, using mortar of 1-3 mix, if necessary, between courses to obtain a firm bearing. The earth backing shall be compacted, as the construction of the riprap progresses, in layers not more than 6 inches thick.

EROSION CONTROL														
See Sheet No	Station	Side	I-10		I-14 Paved Gutter Type I Lin. Ft.	L-9		L-10 Sodding					I-14 Paved Gutter Type A Lin. Ft.	
			Channel Protection Cu. Yd.	Riprap Type B Conc. in Bags as per plan Sq. Yd.		Seeding and Protecting Sq. Yd.	Commercial Fertilizer 12-12-12 Ton	Agricultural Liming Material Ton	Sq. Yd.					
									18'	3'	6'	9'		12'
18	6+75 to 6+85	Lt	7.4											
19	6+85 to 11+06	Lt											561.3	
19	11+40 to 12+00	Lt											100.0	
19	12+00 to 12+50	Lt	33.3										45.3	
19	12+00 to 12+34	Rt											66.7	
19	12+50 to 13+00	Lt											225.0	
19	12+70 to 13+75	Rt										140.0		
19	13+75 to 16+00	Rt												
19	16+16 to 16+30	Rt	6.2											
19	13+00 to 14+23.6	Lt	82.4										168.5	
19	14+23.6 to 15+50	Lt												
19	15+50 to 16+00	Lt	25.0										200.0	
19	16+00 to 17+50	Lt												
19	17+05 to 20+00	Rt	138.5											
20	20+00 to 20+90	Rt										90.0		
20	20+90 to 21+60	Rt	35.0											
20	22+50 to 24+15	Lt												
20	27+55 to 28+44	Lt												
20	28+44 to 30+50	Lt	68.7											
20	28+50 to 29+66.5	Rt												
20	29+66.5 to 29+86.5	Rt	4.2											
20	29+86.5 to 33+05	Rt												
21	30+50 to 31+50	Lt												
21	32+70 (510ps)	Lt	2.5											
21	31+50 to 33+15	Lt	55.0											
21	33+05 to 34+05	Rt	22.2											
21	33+15 to 35+50	Lt												
21	35+50 to 40+00	Lt												
21	34+05 to 38+00	Rt												
21	39+00 to 38+55	Rt	18.3											
21	38+55 to 40+10	Rt												
22	43+32 (510ps)	Lt	5.5											
22	40+00 to 43+65.27	Lt	162.7											
22	41+00 to 47+00	Rt												
22	43+65.27 to 51+15	Lt												
22	46+45.27 to 51+15	Lt	376.4											
22	46+64 (510ps)	Lt	10.0											
23	56+90 to 58+00	Rt												
23	78+00 to 78+25	Rt	8.3											
25	78+79 to 78+92	Rt	4.3											
25	78+92 to 79+50	Rt												
26	80+10 to 80+50	Lt												
26	84+50 to 84+97.5	Rt												
26	85+38.5 to 86+50	Rt												
27	89+87 to 91+75	Lt	125.3											
27	92+93 to 93+82	Lt	66.7											
27	93+50 to 94+00	Rt												
27	94+00 to 96+00	Lt												
28	102+00 to 104+10	Rt												
29	111+00 to 111+90	Rt												
29	112+07 to 112+50	Rt												
29	116+84 to 117+00	Rt			16.0									
31	136+01 to 136+40	Rt	13.1											
31	139+00 to 140+09	Rt												
32	140+00 to 143+90	Lt												
32	143+90 to 145+60	Lt												
32	145+60 to 145+93	Lt	10.4											
32	145+93 to 148+90	Lt												
33	153+00 to 154+50	Lt												
33	154+00 to 154+19	Rt												
33	154+19 to 154+33	Rt												
33	154+47 to 155+00	Rt												
33	154+80 to 157+29	Lt												
33	157+29 to 158+50	Lt												
33	155+00 to 157+25	Rt												
33	157+88 to 160+00	Rt												
34	165+95 to 166+25	Rt												
36	184+22 to 184+75	Lt												
33	159+64 to 161+23.13	Rt												
22	41+50	Lt												
														22
109	Channel Change 71+25													
170	Channel Change 45+83													
43	6+78 to 78+43	Rt												
78	79+03 to 79+26.28	Rt												
11	Carried from 3rd Box		61.0											
	Percent Removal Areas													
	Totals		1342.4	108.9	856.0	177,204	16.51	588.3						

GENERAL SUMMARY

TYPE CODE - 6201				DESCRIPTION			
ITEM NO.	QUANTITY	UNIT		ROADWAY			
E-1	118.812	Cu Yd		Roadway Excavation Method B, as per plan			
E-1	43,459	Sq Yd		Compacted Subgrade			
E-4	29,574	Cu Yd		Barren			
E-8	39.15	Sq Yd		Removal and Disposal of Existing Pavement, as per plan			
E-9	Lump			Removal of Trees and Stumps			
E-11	799	Mgal		Water			
I-8	54	Each		Centerline Reference Monuments, as per plan.			
I-13	161	Sq Ft		Concrete Sidewalk 4"			
I-13	76	Lin Ft		Concrete Steps, as per plan.			
I-15	8838.02	Lin Ft		Guard Rail, Steel Beam Standard Type (Deep) as per Standard Drawing I-15 No. 2-A.			
I-15	1200	Lin Ft		Guard Rail Removed 1' Disposed of			
I-18	2451	Cu Yd		Stabilized Crushed Aggregate Shoulders and Approaches.			
I-9	177,204	Sq Yd		Seeding, s. Portulac, as per plan			
I-9	16.51	Tons		Commercial Fertilizer (12-12-12)			
I-9	82.55	Tons		Agricultural Liming Material, as per plan.			
I-10	6247	Sq Yd		Sodding			
F-10	6400	Cu Yd		Traffic Compacted Surface Course for Maintaining Traffic.			
M-10	144.4	Tons		Calcium Chloride furnished and applied.			
Special	14,705	Sq Yd		Mining Calcium Chloride and Crushed Aggregate.			
E-2	940	Cu Yd		Excavation for Structures.			
E-3	840	Cu Yd		Channel Excavation			
E-12	1307	Lin Ft		Pipe Removed 18" Under.			
E-12	137	Lin Ft		Pipe Removed over 18"			
I-1	74	Lin Ft		12" Pipe for Driveways, Sec. M-6.4 (d).			
I-1	64	Lin Ft		15" Pipe for Driveways, Sec. M-6.4 (a).			
I-1	54	Lin Ft		24" Pipe for Driveways, Sec. M-6.4 (d).			
I-1	140	Lin Ft		30" Pipe for Driveways			
I-1	80	Lin Ft		36" Pipe for Driveways			
I-3	344	Lin Ft		Roadway Drainage			
I-3	138	Lin Ft		Roadway Drainage with porous Backfill.			
I-3	204	Lin Ft		Roadway Drainage with porous Backfill.			
I-3	72	Lin Ft		Roadway Drainage under Pavement or Approaches.			
I-3	216	Lin Ft		Roadway Drainage under Pavement or Approaches			
I-4	10840	Lin Ft		6" Underdrains			
I-4	140	Lin Ft		8" Pipe Culverts for Underdrains, Sec. M-6.4 (d).			
I-5	6	Each		6" Pipe Specials for underdrains.			
I-5	1	Each		18" Pipe Special for Roadway Culverts, Sec. M-6.8 (d) or Sec. M-6.6 (b).			
I-5	1	Each		21" Pipe Special for Roadway Culverts, Sec. M-6.8 (b), or Sec. M-6.6 (b).			
I-8	2	Each		Std. 2-2-A Catch Basins, modified as per plan			
I-8	4	Each		Catch Basins 2' x 2', Std.			
I-8	1	Each		Catch Basin 2' x 2', Std., modified as per plan			
I-8	1	Each		Std. No. 2-3 catch basin, modified as per plan			
I-8	1	Each		Catch Basin No. 3, Std., modified as per plan			
I-8	1	Each		Catch Basin No. 3, Std., modified as per plan			
I-8	1	Each		Catch Basin No. 6, Std., modified as per plan			
I-9	9	Lin Ft		Stone Underdrains No. 1, as per plan.			
I-9	4390	Lin Ft		Stone Underdrains No. 2, as per plan.			
I-10	1343	Cu Yd		Pumped Rock Channel Protection			
I-10	29	Sq Yd		Roads, as per plan			
I-10	109	Sq Yd		Roads, Spec. B, as per plan.			
I-14	856	Lin Ft		Paved Gutter, Type 1, Std.			
I-14	22	Lin Ft		Paved Gutter, Type A, as per plan.			
I-14	7	Lin Ft		Special Paved Gutters, as per plan			
I-16	1	Each		Catch Basin Abandoned			
S-1	674	Cu Yd		Concrete for Structures, Class "C", as per plan			
S-1	35.3	Cu Yd		Concrete for Structures, Class "E"			
S-4	7656	Lbs.		Reinforcing Steel			
S-14	12	Lin Ft		Railings, 2"x1/4" Angle Iron.			
S-22	Lump			Removal of Portions of Existing Structures.			
S-23	16	Lin Ft		Dowel Holes			
S-24	Lump			Removal of Existing Structures			
S-27	184	Lin Ft		15" Pipe for Roadway Culverts.			
S-27	70	Lin Ft		18" Pipe for Roadway Culverts.			
S-27	68	Lin Ft		18" Pipe for Roadway Culverts. Sec. M-6.6 (d), under Railroad.			
S-27	110	Lin Ft		18" Pipe for Roadway Culverts. Sec. M-6.8 (b) or Sec. M-6.6 (b).			
S-27	256	Lin Ft		21" Pipe for Roadway Culverts.			
S-27	69	Lin Ft		21" Pipe for Roadway Culverts. Sec. M-6.8 (b) or Sec. M-6.6 (b).			
S-27	188	Lin Ft		24" Pipe for Roadway Culverts.			
S-27	58	Lin Ft		24" Pipe for Roadway Culverts. Sec. M-6.4 (c) 10 Gage, under Railroad.			
S-27	80	Lin Ft		30" Pipe for Roadway Culverts.			
S-27	86	Lin Ft		42" Pipe for Roadway Culverts.			
S-27	80	Lin Ft		48" Pipe for Roadway Culverts.			
S-27	110	Lin Ft		48" Pipe for Roadway Culverts			
S-27	102	Lin Ft		Reinforced Elliptical Concrete Pipe 68" x 43", Sec. M-206.6 (b), for Roadway Culverts.			
S-27	88	Lin Ft		Pipe Arch for Roadway Culverts 43" x 27", Sec. M-6.4 (c) 11d or 4.5" x 2.9" Sec. M-206.6 (b).			
S-28	100	Lin Ft		Sectional Corrugated Metal Structures 7'3" x 5'3", Sec. M-6.4 (g), 10-10 Gage.			
S-28	104	Lin Ft		Sectional Corrugated Metal Structures 14'3" x 8'11", Sec. M-6.4 (g), 7-5 Gage.			

GENERAL SUMMARY

TYPE CODE 6201

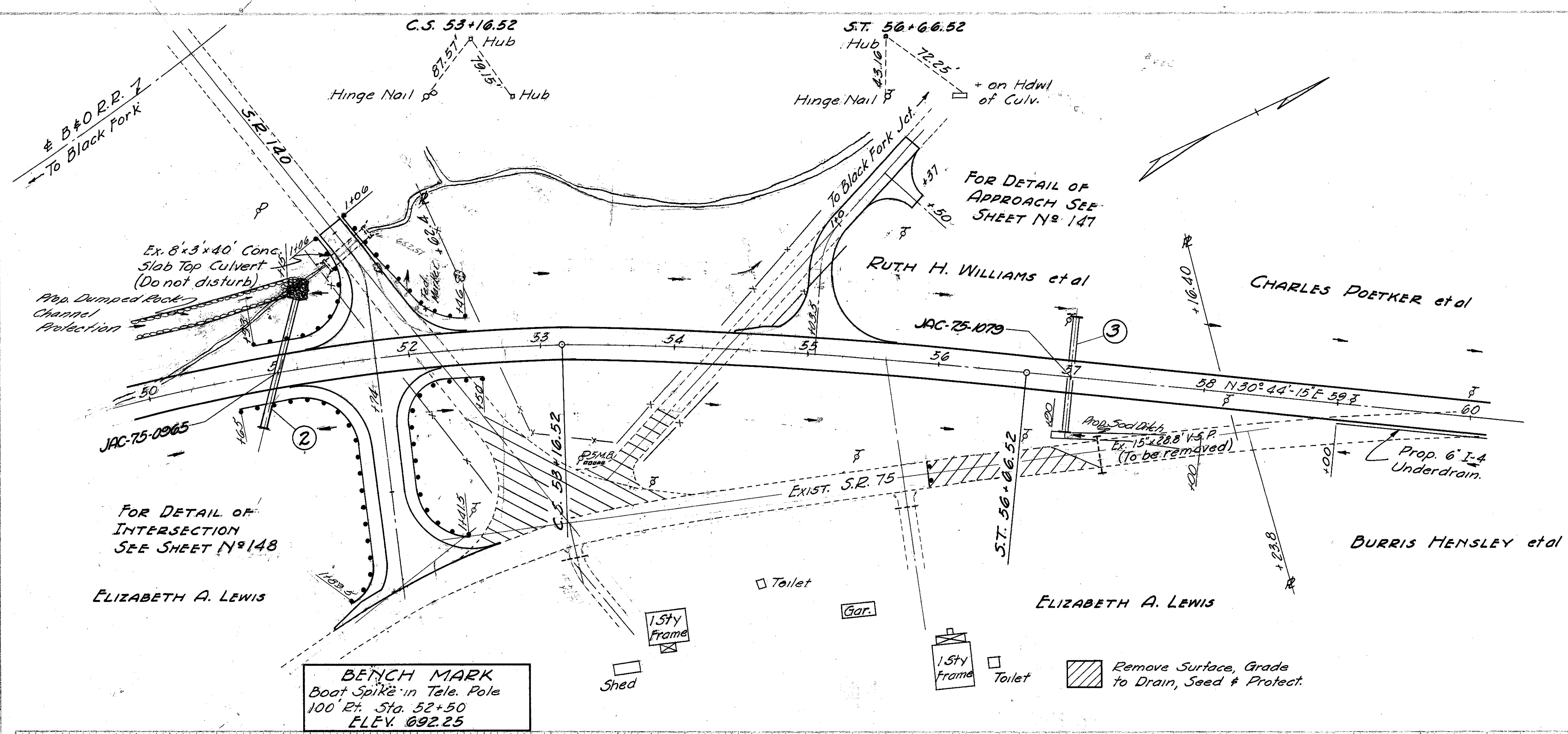
[illegible]

FED. RD. DIVISION	STATE	PROJECT	FISCAL YEAR
2	OHIO		

JACKSON COUNTY
JAC-75-0.29



JACKSON COUNTY
JAC 75-0.29



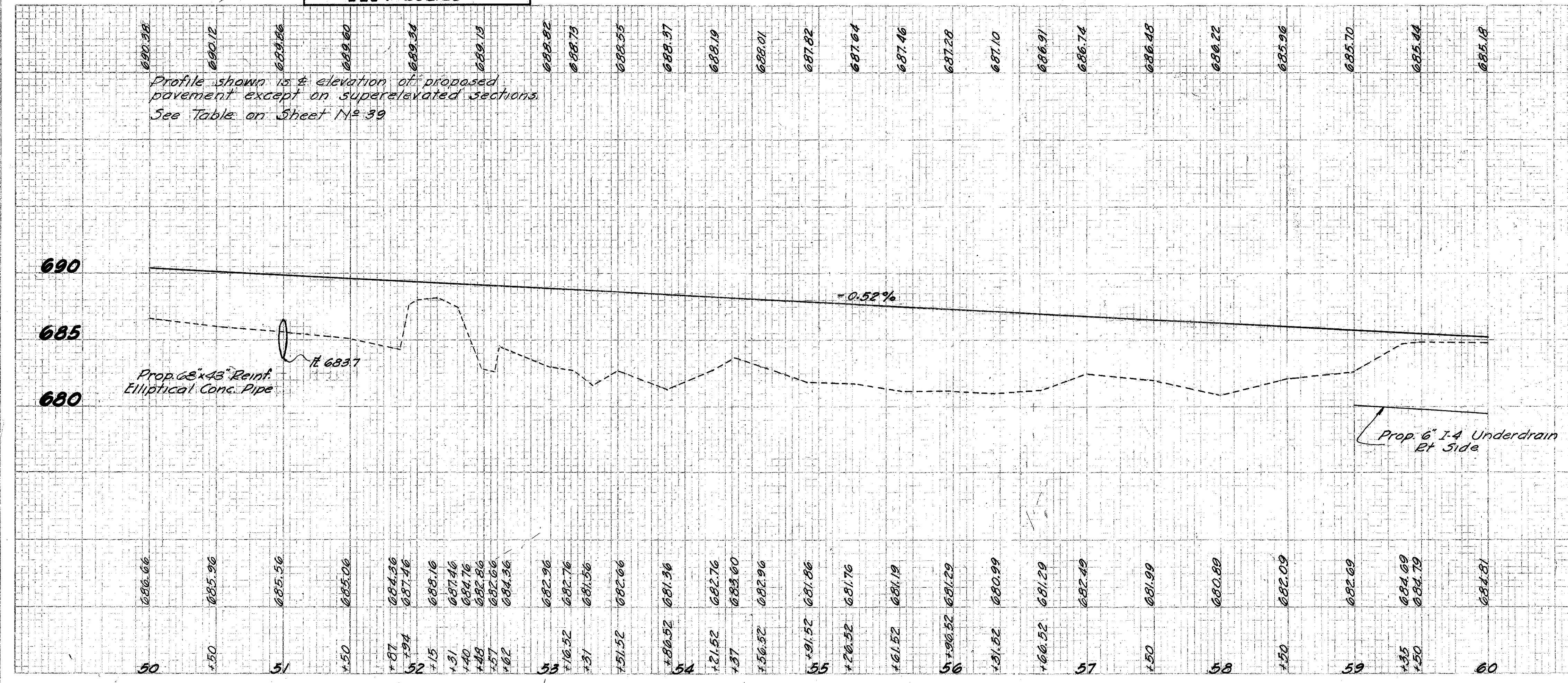
FOR DETAIL OF INTERSECTION SEE SHEET N° 148

FOR DETAIL OF APPROACH SEE SHEET N° 147

BENCH MARK
 Boat Spike in Tele. Pole
 100 Ft. Sta. 52+50
 ELEV. 692.25

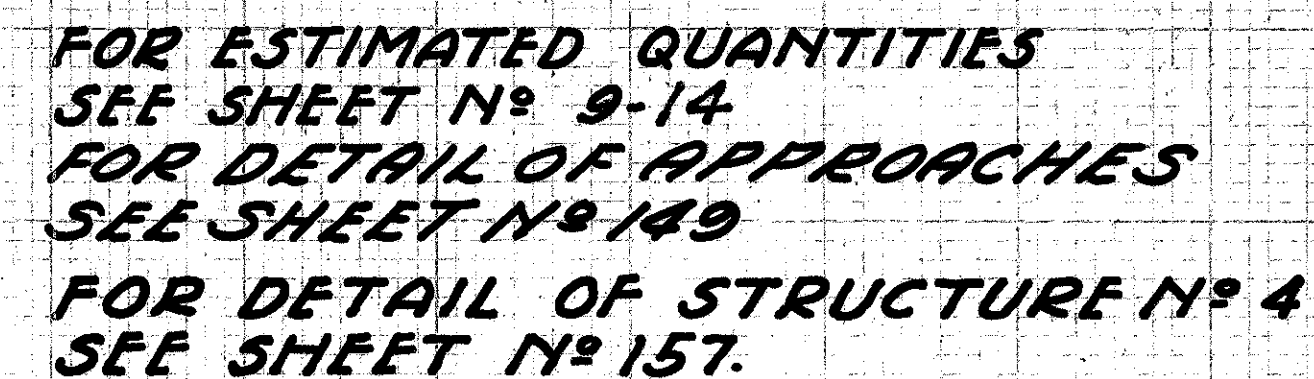
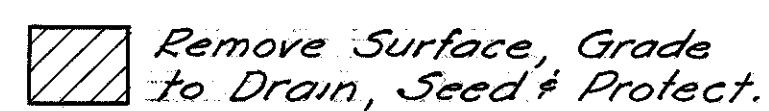
Profile shown is elevation of proposed pavement except on super-elevated sections. See Table on Sheet N° 39

FOR ESTIMATED QUANTITIES SEE SHEET N° 9-14
 FOR DETAIL OF PROP. APPROACH SEE SHEET N° 147
 FOR DETAIL OF PROP. INTERSECTION SEE SHEET N° 148
 FOR DETAIL OF STRUCTURE N° 2 SEE SHEET N° 155
 FOR DETAIL OF STRUCTURE N° 3 SEE SHEET N° 156



STA 50+00 TO STA 60+00

JACKSON COUNTY
JAC 75-0.29



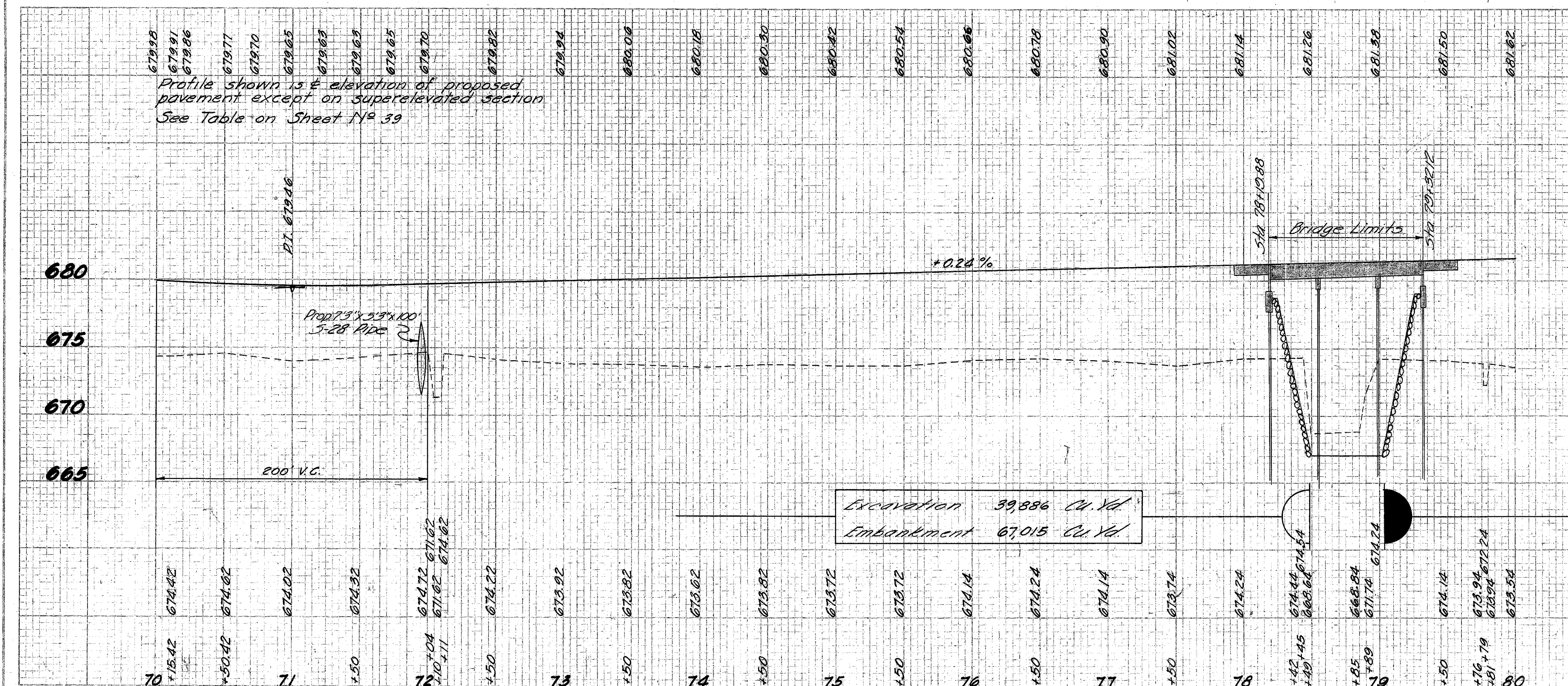
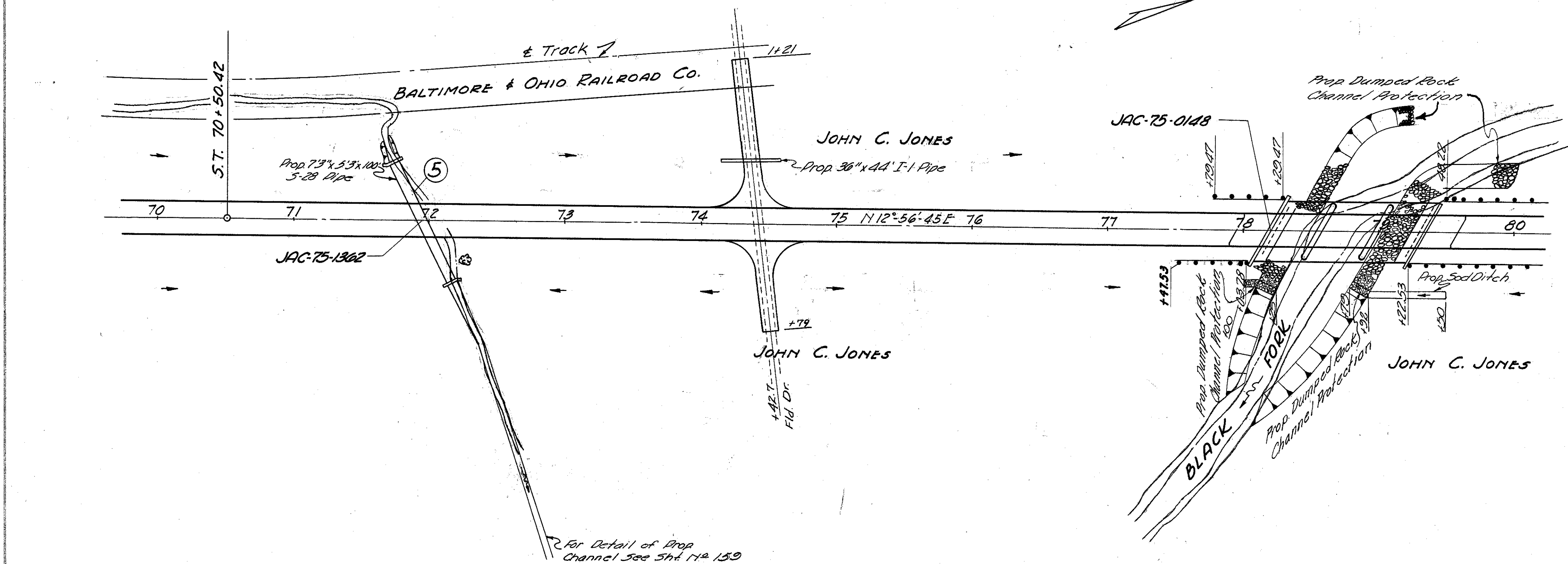
STA 60+00 TO STA 70+00

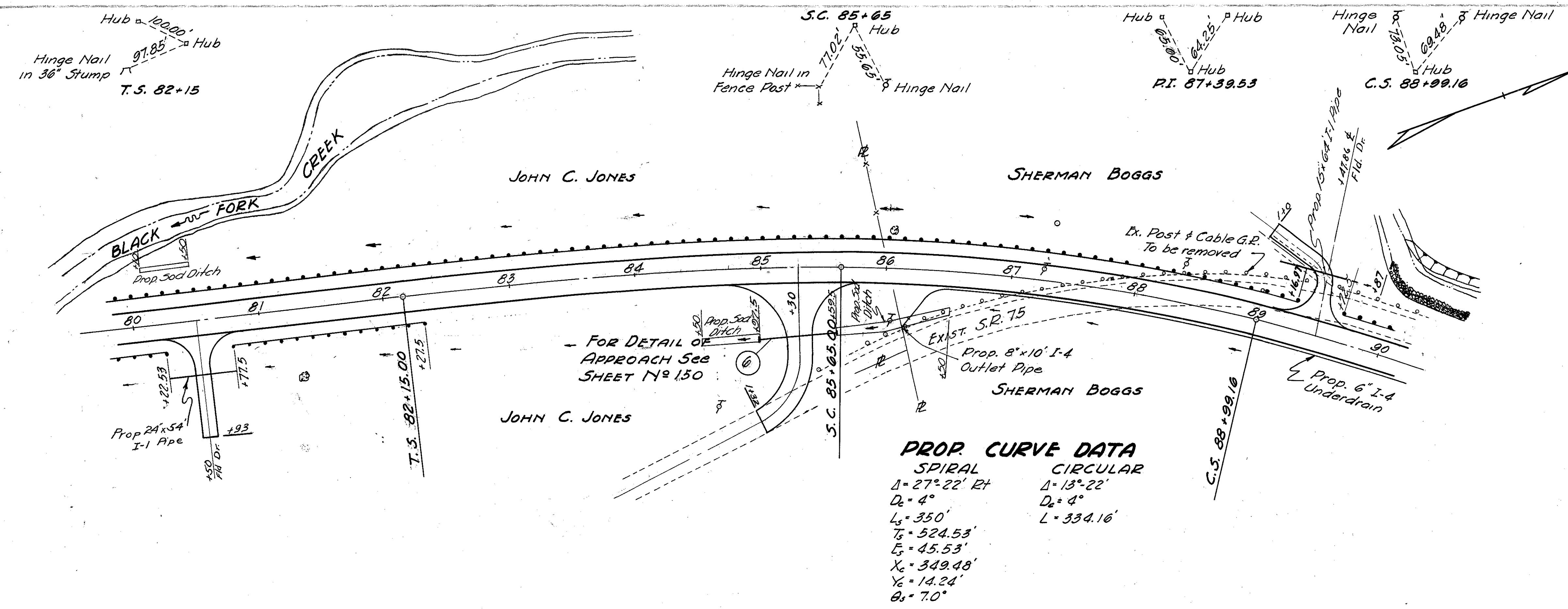
JACKSON COUNTY
JAC 75-0.29

EXISTING BRIDGE DATA
BRIDGE NO JAC 75-0140
TYPE: Pony Truss
SPAN: 46'-6"
ROADWAY: 17'-7"
CONDITION: Fair
REDUCTION: 30%
SUFF. RATING: 30

PROPOSED STRUCTURE
TYPE: Continuous Reinforced Concrete Slab with Capped Pile Substructure
SPANS: 34'-42.5'-34' % Brgs.
ROADWAY: 44'-0" f/f Guard Rails
LOAD FREQUENCY: CF-130 (37)
WEARING SURFACE: 3/4 Monolithic Concrete
SKEN: 30° L.F.
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: Tangent

FOR ESTIMATED QUANTITIES
SEE SHEET NO 9-14
FOR DETAIL OF PROP. STRUCTURE
SEE SHEET NO 187
FOR DETAIL OF STRUCTURE NO 5
SEE SHEET NO 158 & 159

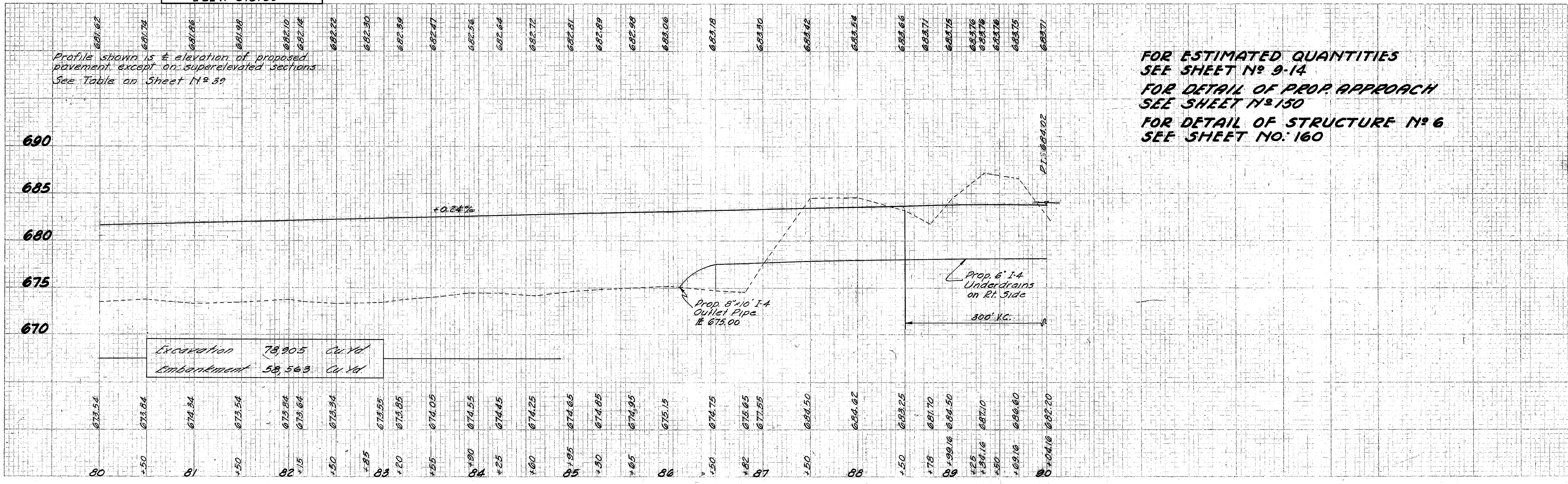




PROP. CURVE DATA

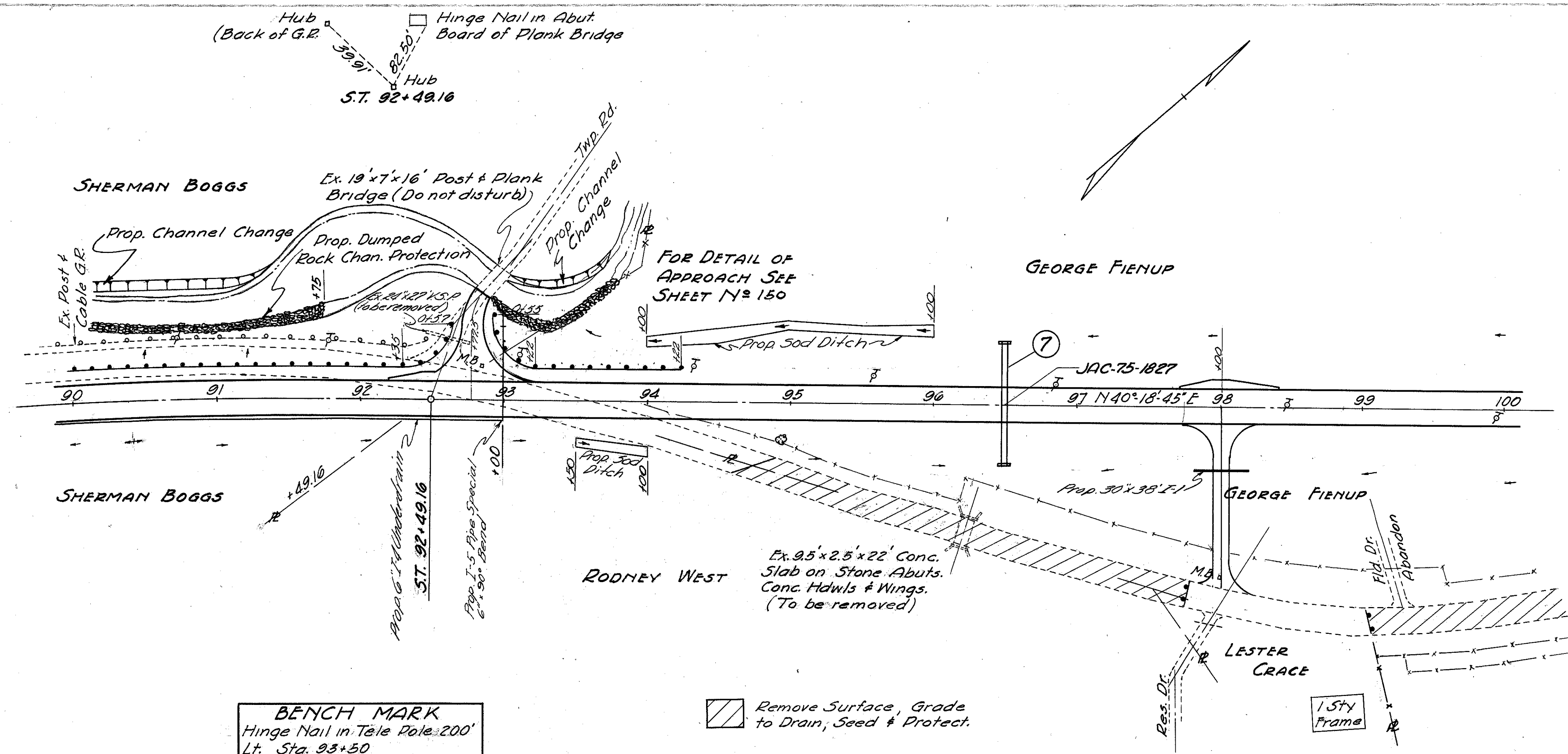
SPIRAL	CIRCULAR
$\Delta = 27^\circ 22' R$	$\Delta = 13^\circ 22'$
$D_c = 4'$	$D_c = 4'$
$L_s = 350'$	$L = 334.16'$
$T_s = 524.53'$	
$E_s = 45.53'$	
$X_c = 349.48'$	
$Y_c = 14.24'$	
$\theta_s = 7.0^\circ$	

BENCH MARK
Hinge Nail in root 48" Maple
100' Rt. Sta. 81+25
ELEV. 673.69

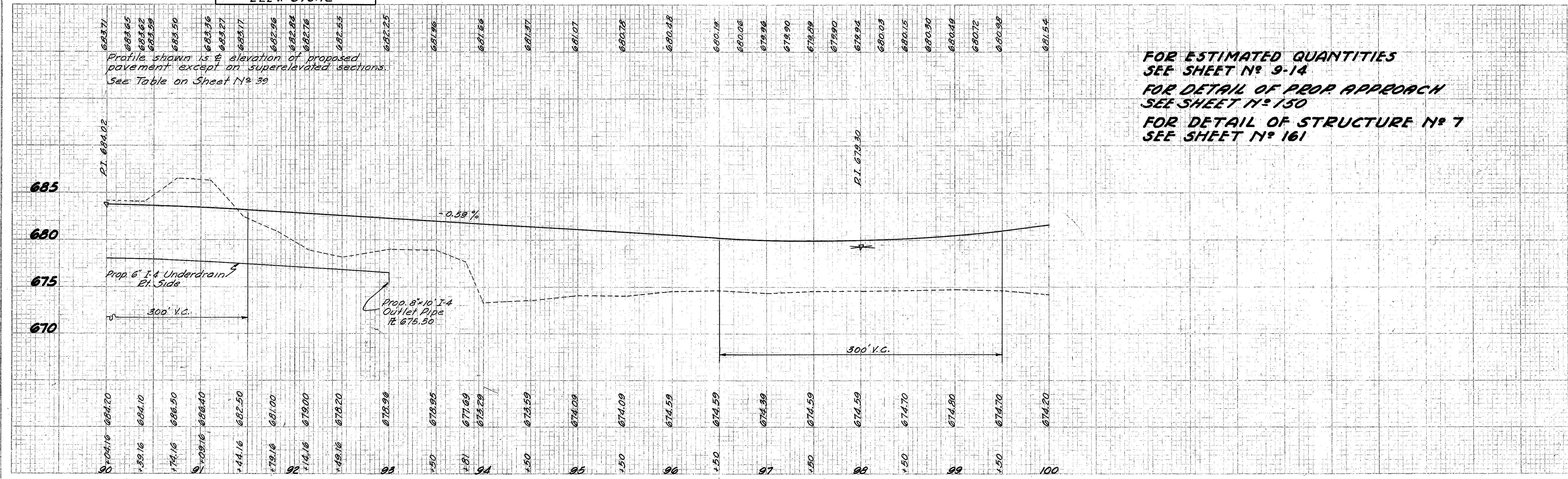


FOR ESTIMATED QUANTITIES
SEE SHEET NO. 9-14
FOR DETAIL OF PROP. APPROACH
SEE SHEET NO. 150
FOR DETAIL OF STRUCTURE NO. 6
SEE SHEET NO. 160

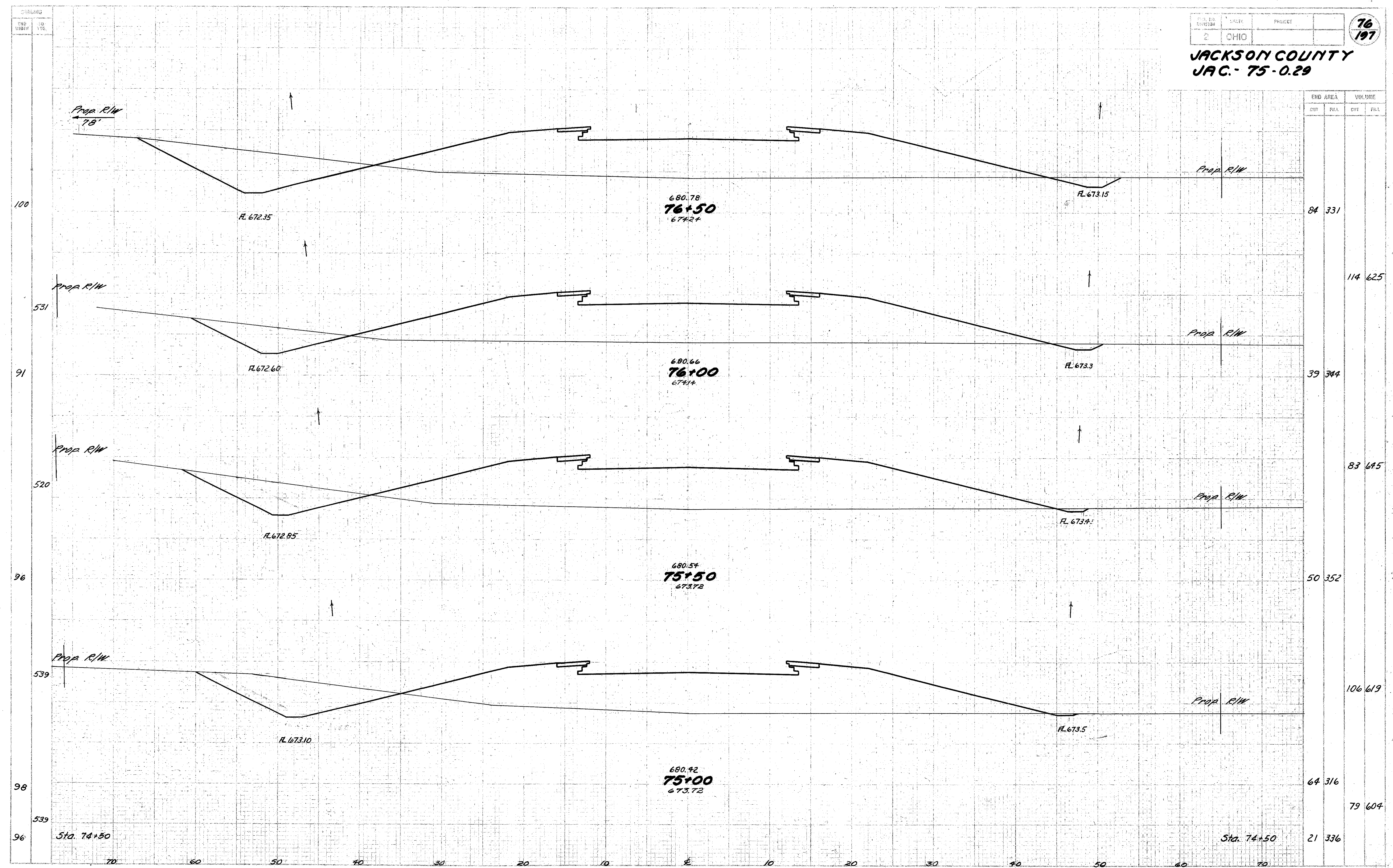
JACKSON COUNTY
JAC 75-0.29



BENCH MARK
Hinge Nail in Tale Pole: 200'
Lt. Sta. 93+50
ELEV. 676.72

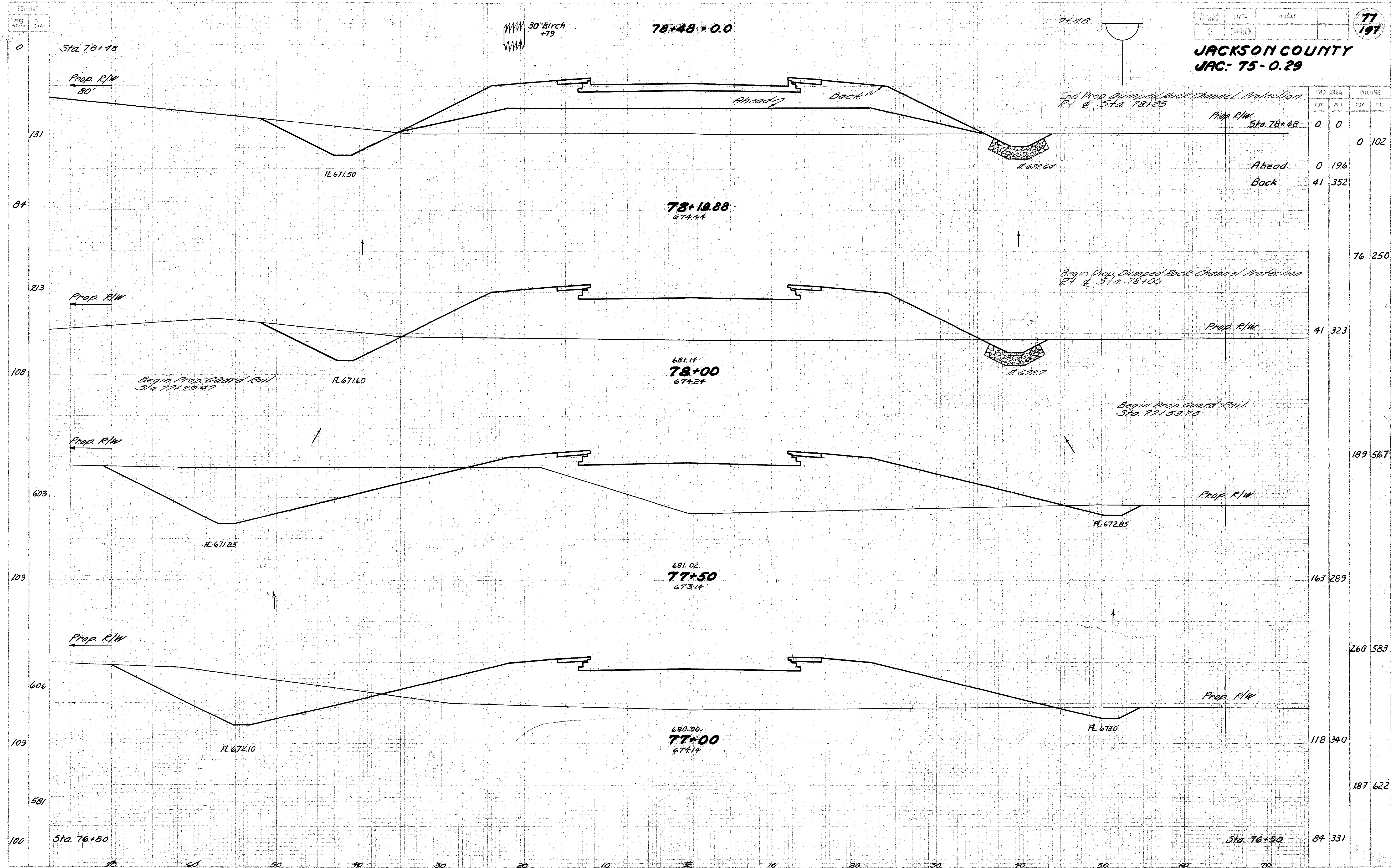


FOR ESTIMATED QUANTITIES
SEE SHEET N° 9-14
FOR DETAIL OF PROP. APPROACH
SEE SHEET N° 150
FOR DETAIL OF STRUCTURE N° 7
SEE SHEET N° 161

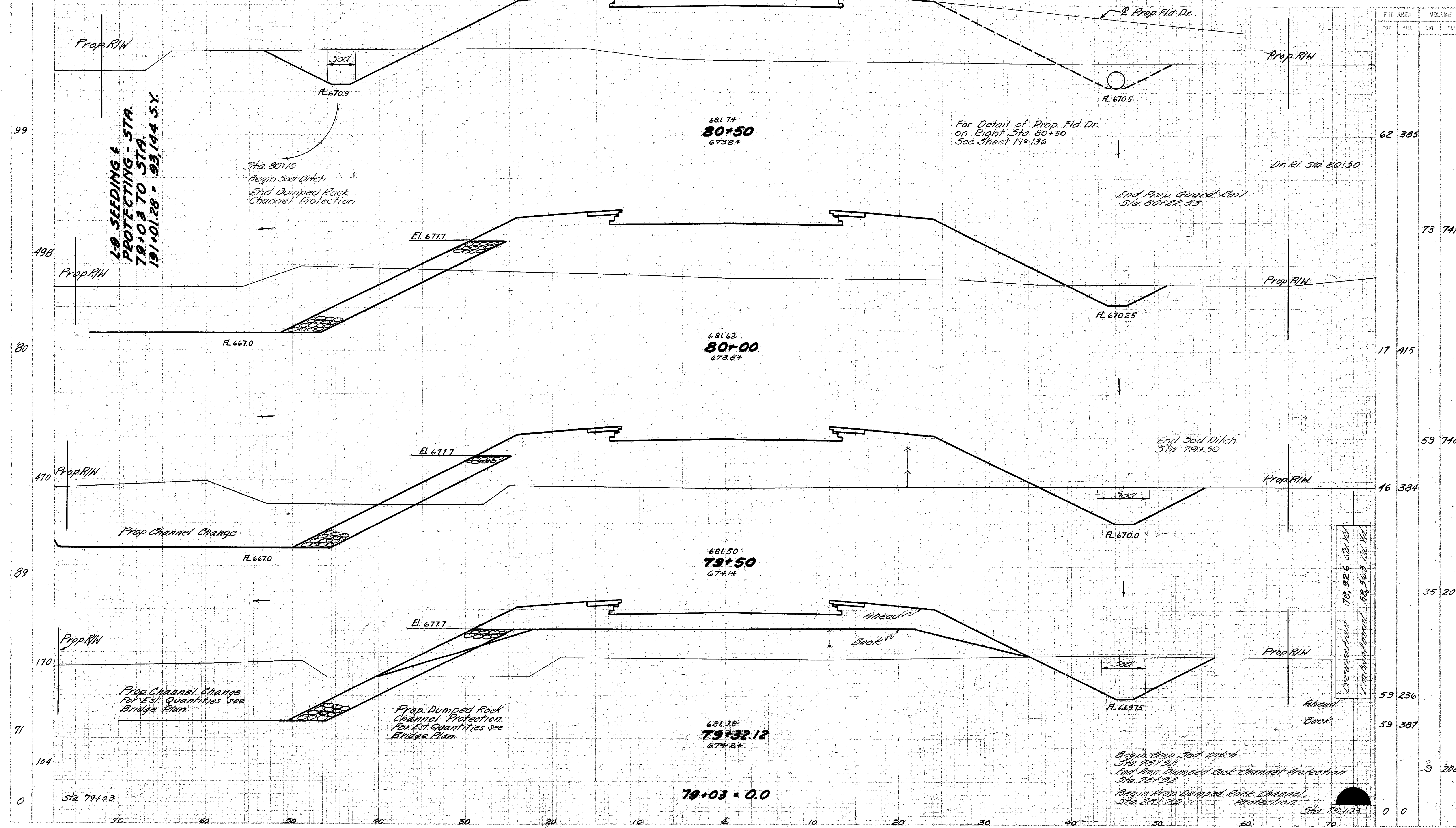


STA. 75+00 TO STA. 76+50

JACKSON COUNTY
JAC- 75- 0.29

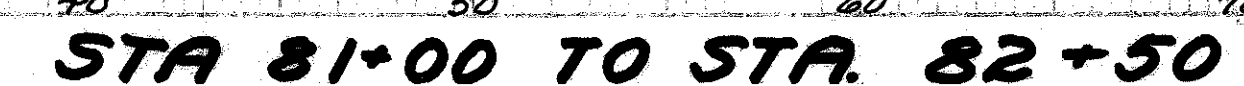


STA. 77+00 TO STA 78+42



END AREA		VOLUME	
SUB	FULL	CUT	FILL
62	385		
73	741		
17	415		
59	740		
46	384		
35	205		
59	236		
59	387		
9	208		
0	0		

STA 79+00 TO STA. 80+50



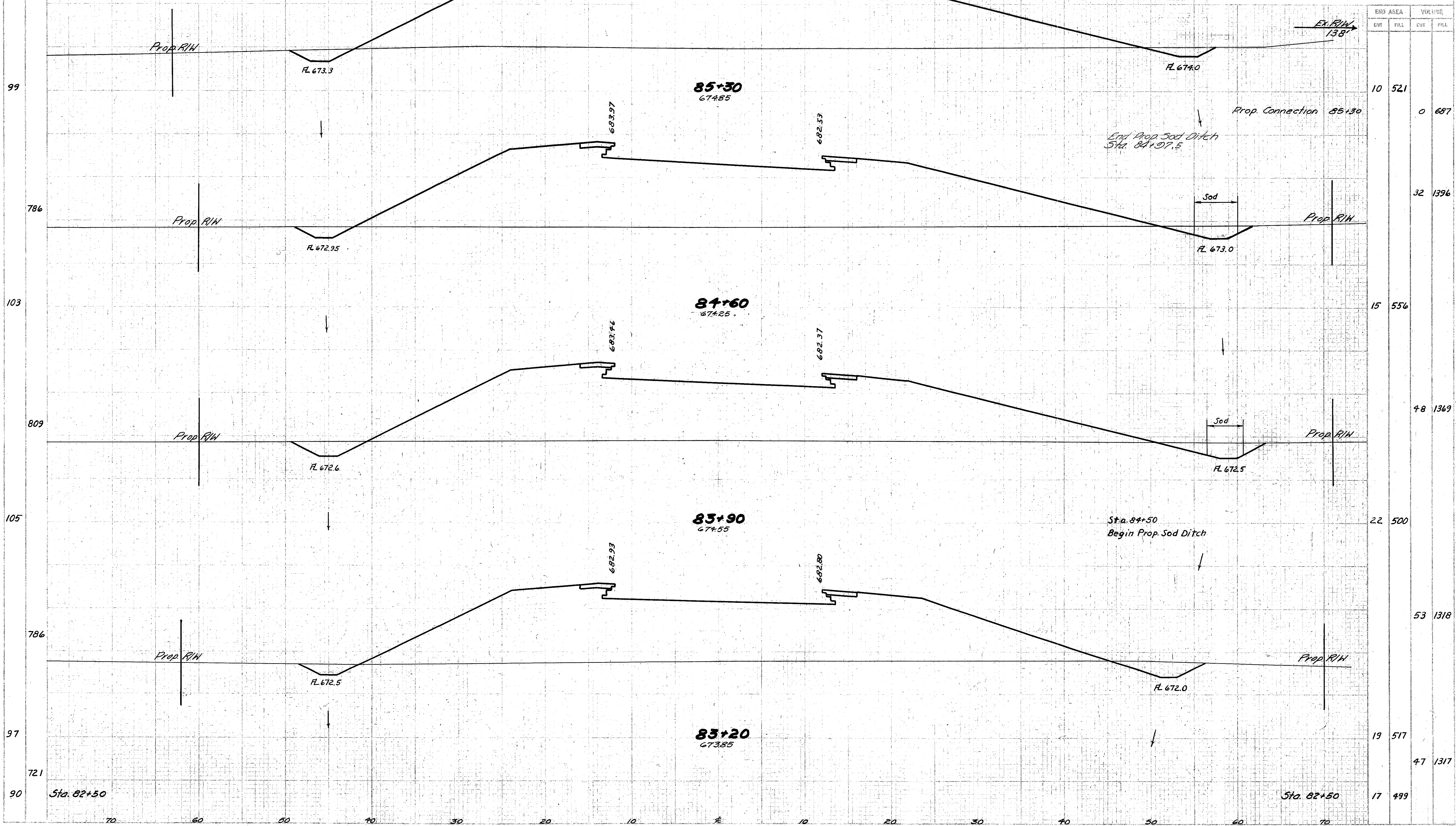
SECTION
CROSS
SECTION

FOR DETAIL OF PROPOSED
5.27 PIPE RT. @ STA. 85+30
SEE SHEET 112 160
For Detail of Prop. Connection
on Right Sta. 85+30
See Sheet 112 150

PLAN NO.	DATE	PROJECT
2	0-11-0	

80
197

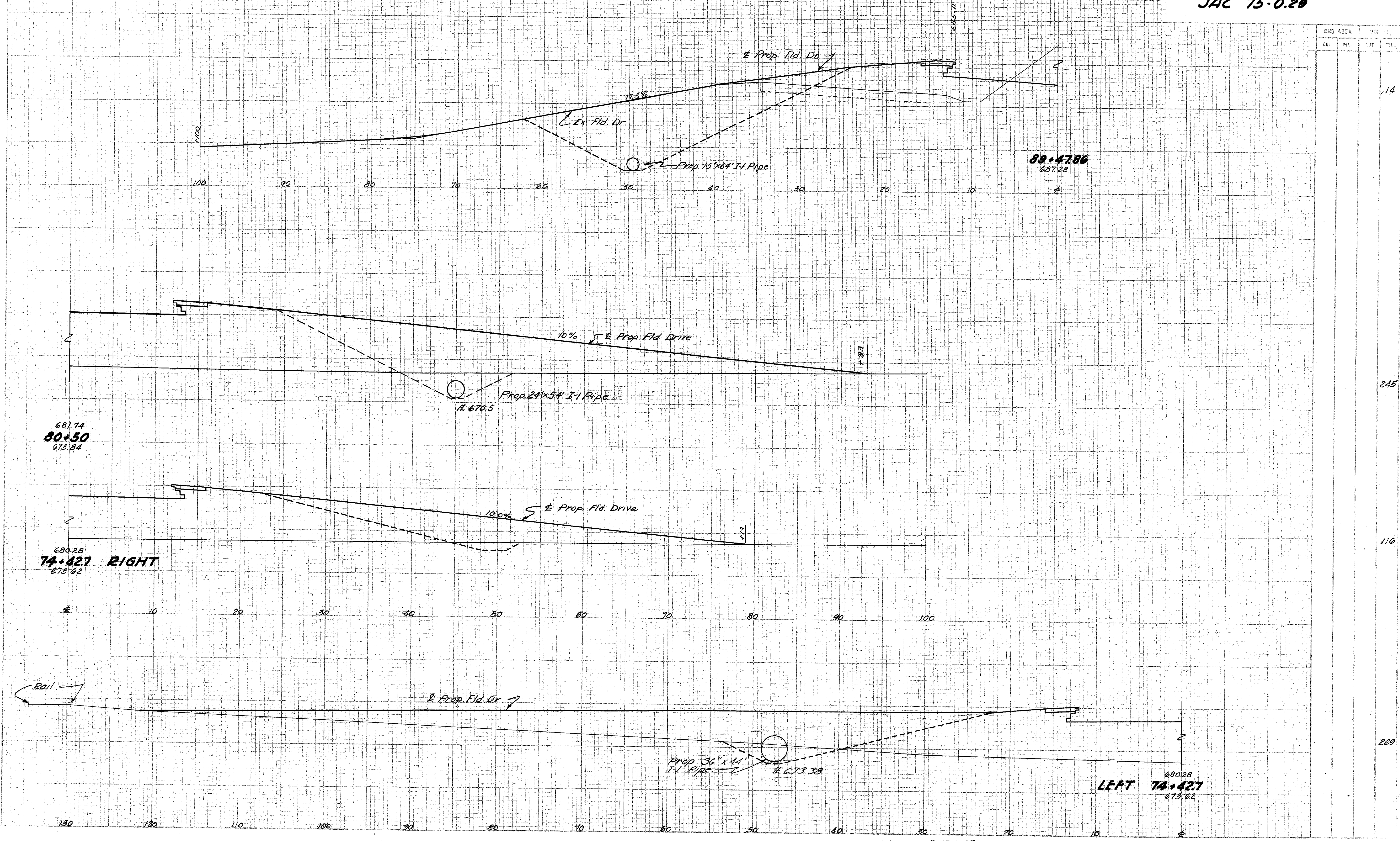
JACKSON COUNTY
JAC-75-0.29

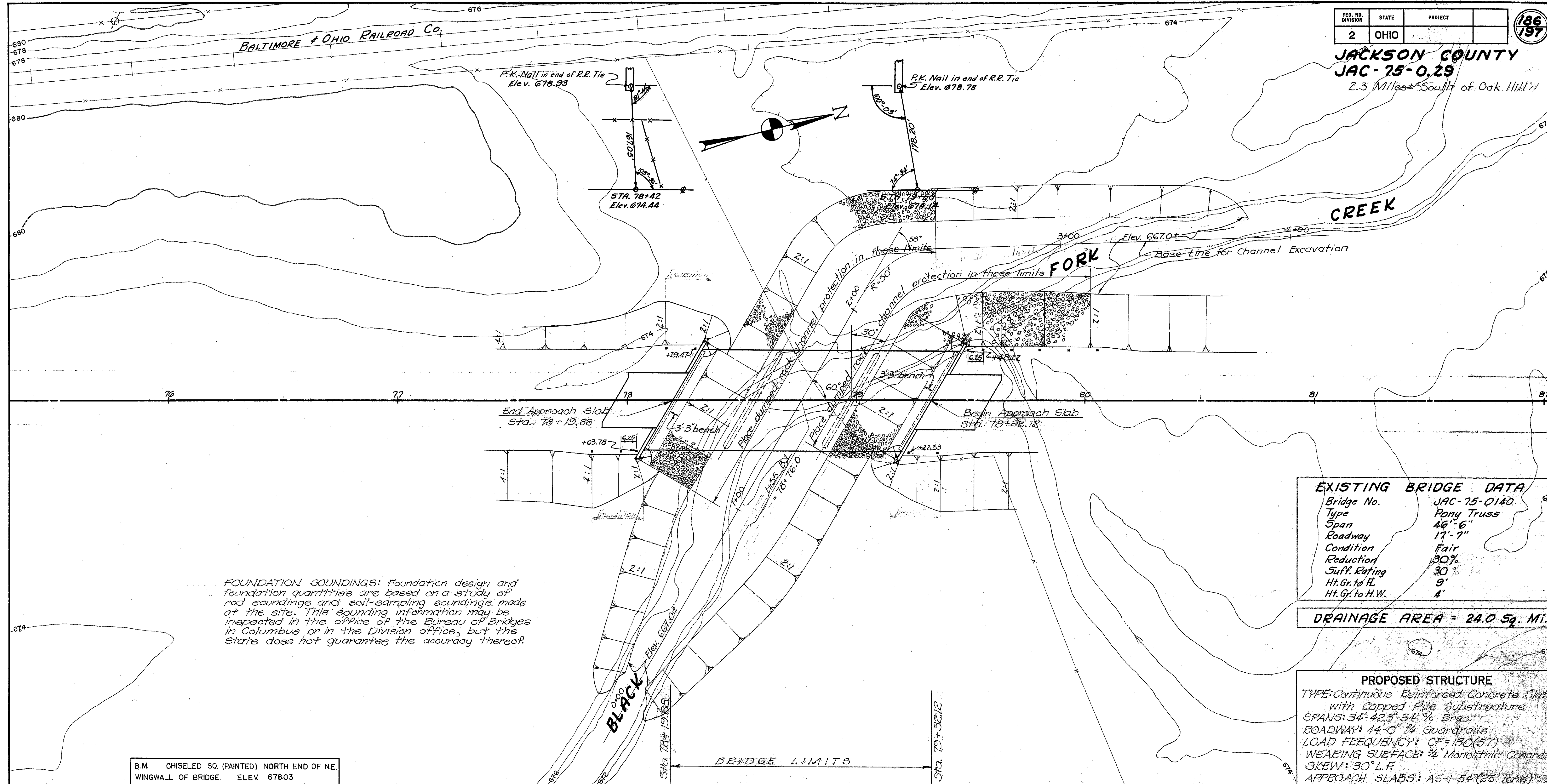


STA. 83+20 TO STA. 85+30

JACKSON COUNTY
JAC 75-0.29

END AREA		VOL. CUT	
CUT	FILL	CUT	FILL





FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division office, but the State does not guarantee the accuracy thereof.

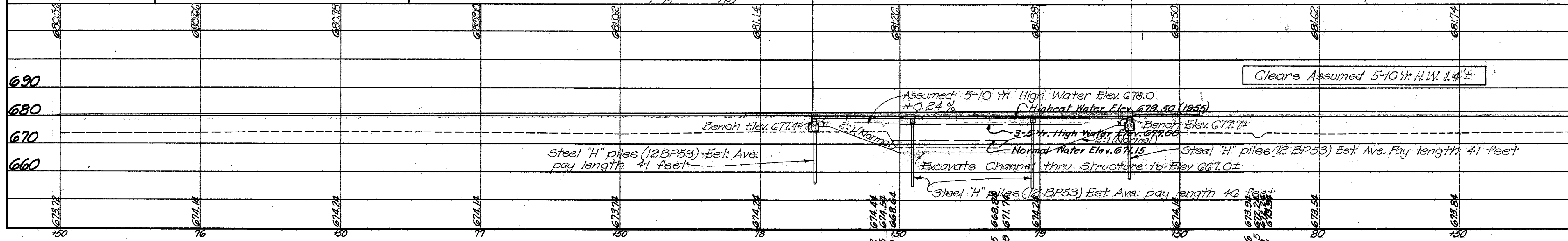
EXISTING BRIDGE DATA	
Bridge No.	JAC-75-0140
Type	Pony Truss
Span	46'-6"
Roadway	17'-7"
Condition	Fair
Reduction	30%
Suff. Rating	30%
Ht. Gr. to H.	9'
Ht. Gr. to H.W.	4'

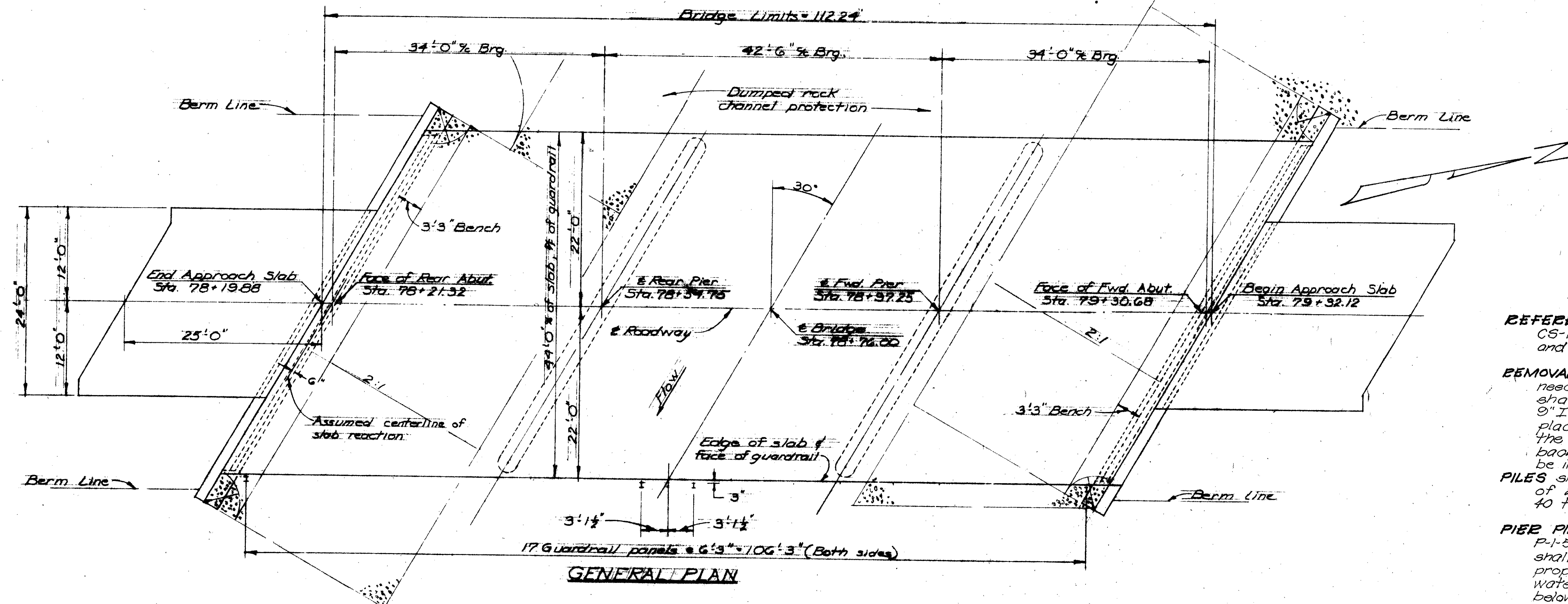
DRAINAGE AREA = 24.0 Sq. Mi.

PROPOSED STRUCTURE
 TYPE: Continuous Reinforced Concrete Slab with Capped Pile Substructure
 SPANS: 34'-42.5'-34' % Brgs.
 ROADWAY: 44'-0" #4 Guardrails
 LOAD FREQUENCY: CF=130(57)
 WEARING SURFACE: 3/4" Monolithic Concrete
 SKEW: 30° L.F.
 APPROACH SLABS: AS-1-54 (25' long)
 ALIGNMENT: Tangent

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES	
SITE PLAN	
BRIDGE NO. JAC-75-0140	over Black Fork Creek
JACKSON CO.	SR. 75
STA. 78+19.88 to 79+32.12	
SCALE 1"=20'	
PRESENT TOPOGRAPHY	
SURVEYED Aerial Survey	DRAWN Aerial Survey
PROPOSED WORK	
DESIGNED LVE	DRAWN LVE
CHECKED J.P.	REVIEWED P.E.

B.M. CHISELED SQ. (PAINTED) NORTH END OF N.E. WINGWALL OF BRIDGE. ELEV. 678.03





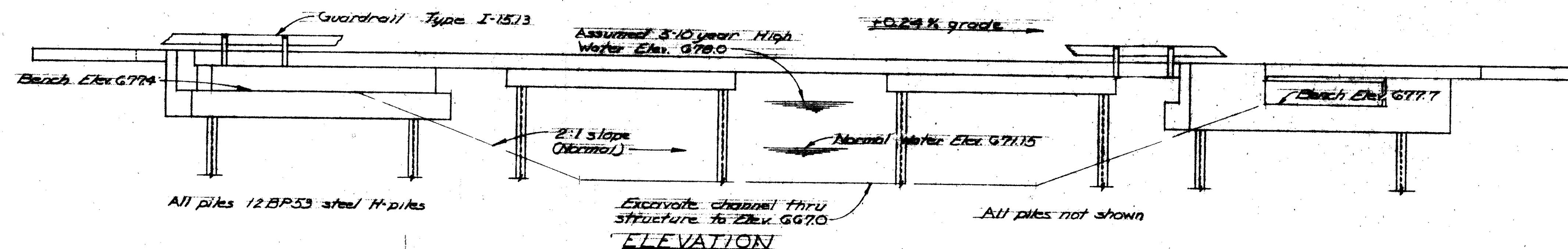
GENERAL NOTES

REFERENCE shall be made to Standard Drawings CS-1-54 revised 7-16-56, P-1-54 revised 12-1-54 and A-1-54 revised 12-1-54.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed. The 20" I floor beams and 9" I beam joists shall be carefully removed and placed along the right-of-way for disposal by the State's forces. Banks shall be dressed back at 2:1 slope. Payment for dressing slopes shall be included in lump sum bid for Item 5-24.

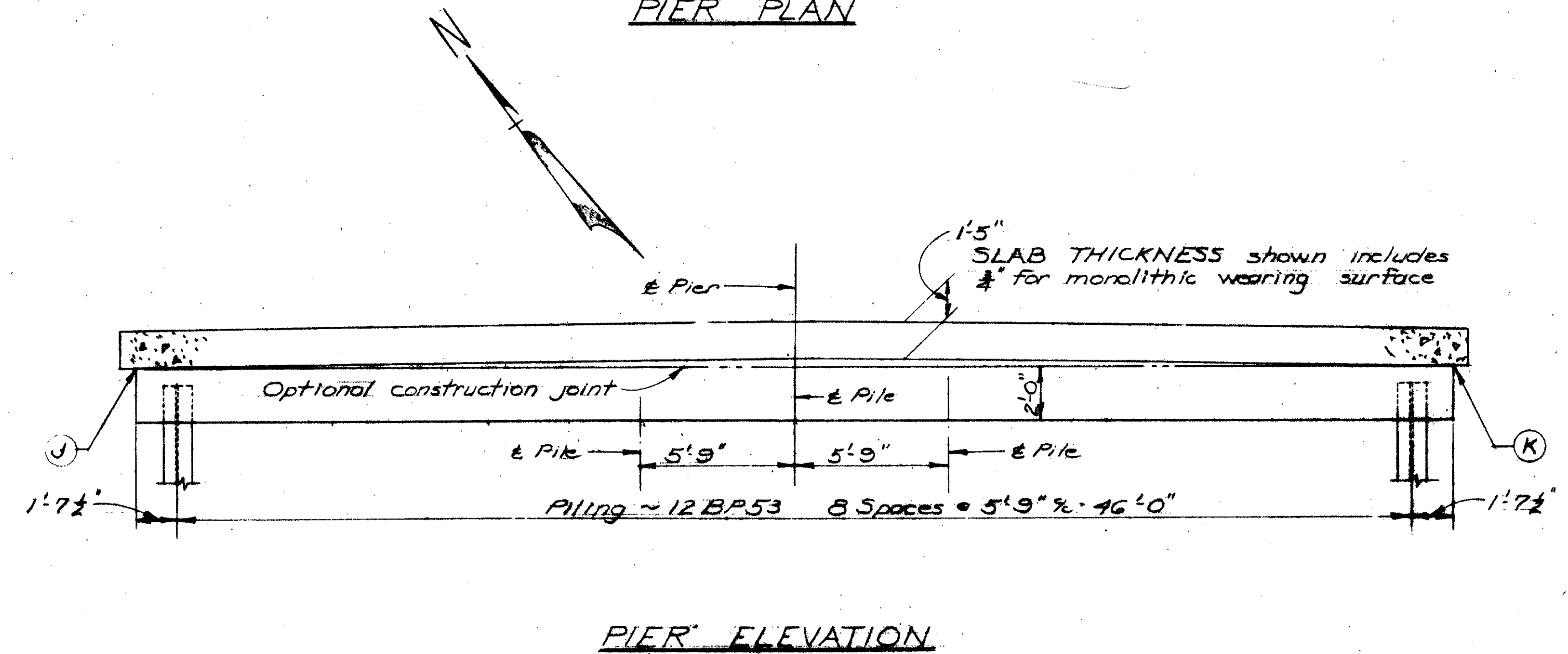
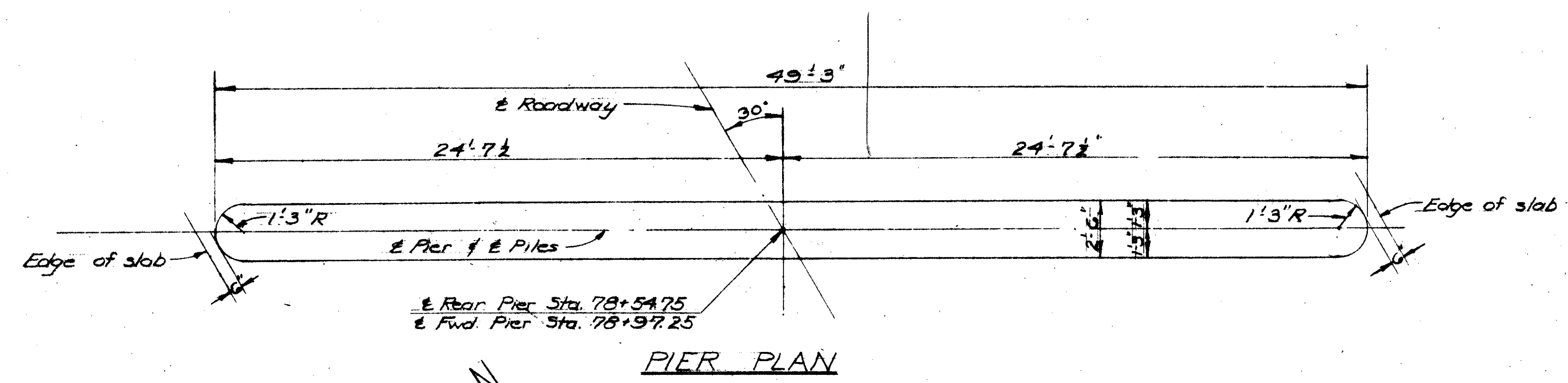
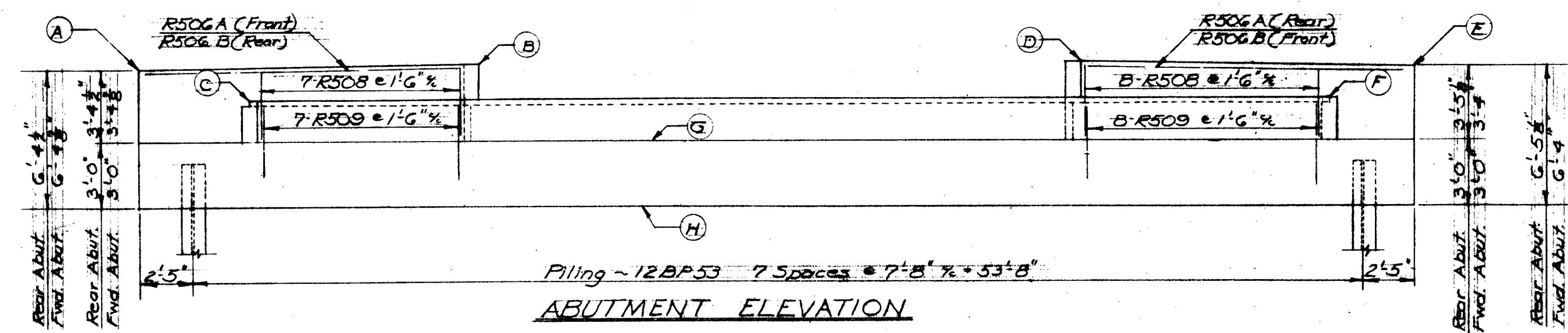
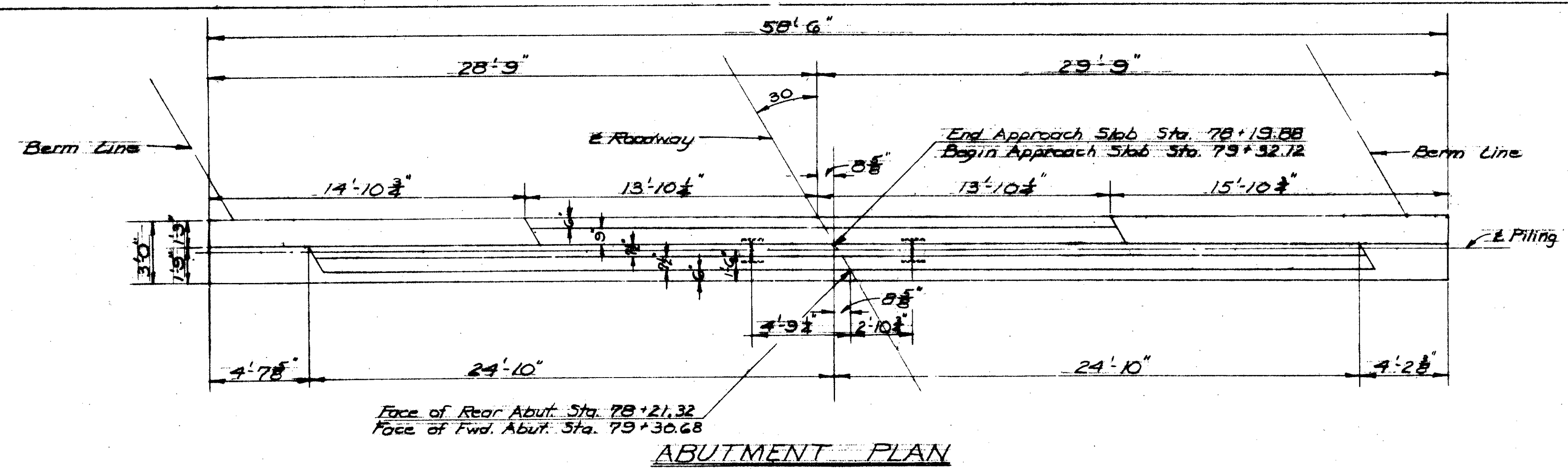
PILES shall be driven to a minimum bearing capacity of 29 tons per pile for the abutments and 40 tons per pile for the piers.

PIER PILE ENCASEMENT as shown on Std. Dwg. P-1-54 is not required. The painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, it shall extend to at least one foot below the proposed surface of the ground.



ESTIMATED QUANTITIES

Item	Total	Unit	Description	Superstr.	Piers	Abuts.	General
E-2	67	Cu Yd.	Unclassified excavation			67	
E-3	3007	Cu Yd.	Channel excavation				3007
S-1	279	Cu Yd.	Class "C" concrete, superstructure and pier caps	261	18		
S-1	61	Cu Yd.	Class "B" concrete, abutments			61	
S-4	73,000	Lb.	Reinforcing steel	67,265	4,471	6,264	
S-14	224.48	lin ft.	Railing (Type I-15.13 with galvanized steel posts and bolts)	224.48			
S-16	Lump	Sum	First test pile				Lump
S-18	1,490	lin ft.	Steel piles, 12BP53		830	660	
S-24	Lump	Sum	Removal of existing structure				Lump
S-29	14	Cu Yd.	Porous rockfill			14	
I-10	617	Cu Yd.	Dumped rock channel protection				617



REINFORCING STEEL LIST					Bending Diagrams	
Mark	No.	Length	Weight	Shp		
Superstructure						
A1029	111	39'-4"	18,787	S		
B1029	36	28'-8"	4,376	B		
C1029	36	24'-8"	3,821	B		
D1029	18	25'-2"	1,949	S		
E1029	18	18'-10"	1,459	S		
F1029	86	33'-11"	12,551	S		
G1029	42	20'-1"	3,630	S		
H1029	42	16'-0"	2,892	S		
M701	194	26'-2"	10,376	S		
J601	44	22'-11"	1,515	S		
K601	22	12'-10"	424	S		
NG01	140	26'-1"	3,485	S		
Abutments						
E1001	16	26'-3"	1,807	S		
E801	16	30'-4"	1,296	S		
E501	16	29'-11"	499	S		
E502	156	6'-7"	1,071	B		
E503	8	25'-6"	213	S		
E504	24	5'-4"	133	S		
E505	38	7'-11"	314	B		
E506A	4	15'-0"	63	S		
E506B	4	14'-6"	60	S		
E507	16	6'-3"	104	S		
E508	30	6'-8"	209	B		
E509	30	8'-5"	263	B		
E401	64	5'-5"	232	B		
Piers						
P1001	16	26'-11"	1,853	S		
P901	16	24'-10"	1,351	S		
P501	8	24'-3"	202	S		
P502	80	9'-0"	751	B		
P503	8	6'-4"	53	B		
P401	72	5'-5"	261	B		
Replacement Bars						
EE1001	3	7'-2"	-	S		
EE901	1	6'-10"	-	S		
EE801	1	6'-6"	-	S		
EE701	1	6'-2"	-	S		
EE601	1	5'-11"	-	S		
EE501	1	5'-7"	-	S		
EE401	1	5'-3"	-	S		

B1029 27'-0"

C1029 23'-5"

E401 1'-9"
E502 2'-8"
E505 1'-8"
E508 11"
E509 2'-2"

P503 1'-7" 2'-0 1/2"

P502 2'-10" 2'-2"

P401 1'-11" 1'-9"

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 3-4.02 need not be furnished and replacement bars will not be required.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-4.02 need not be furnished and replacement bars will not be required.

For details not shown see Standard Drawings A-1-54 and P-1-54.

ELEVATIONS									
Rear Abut.	680.77	680.58	675.40	681.02	680.89	675.14	674.10		
Fwd. Abut.	681.11	681.23	679.72	681.25	681.04	679.64	674.70		
Rear Pier								679.39	679.49
Fwd. Pier								679.65	679.65

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

ABUTMENT & PIER DETAILS
REINFORCING STEEL LIST
BRIDGE NO. 75-0.29
OVER JACKSON CREEK

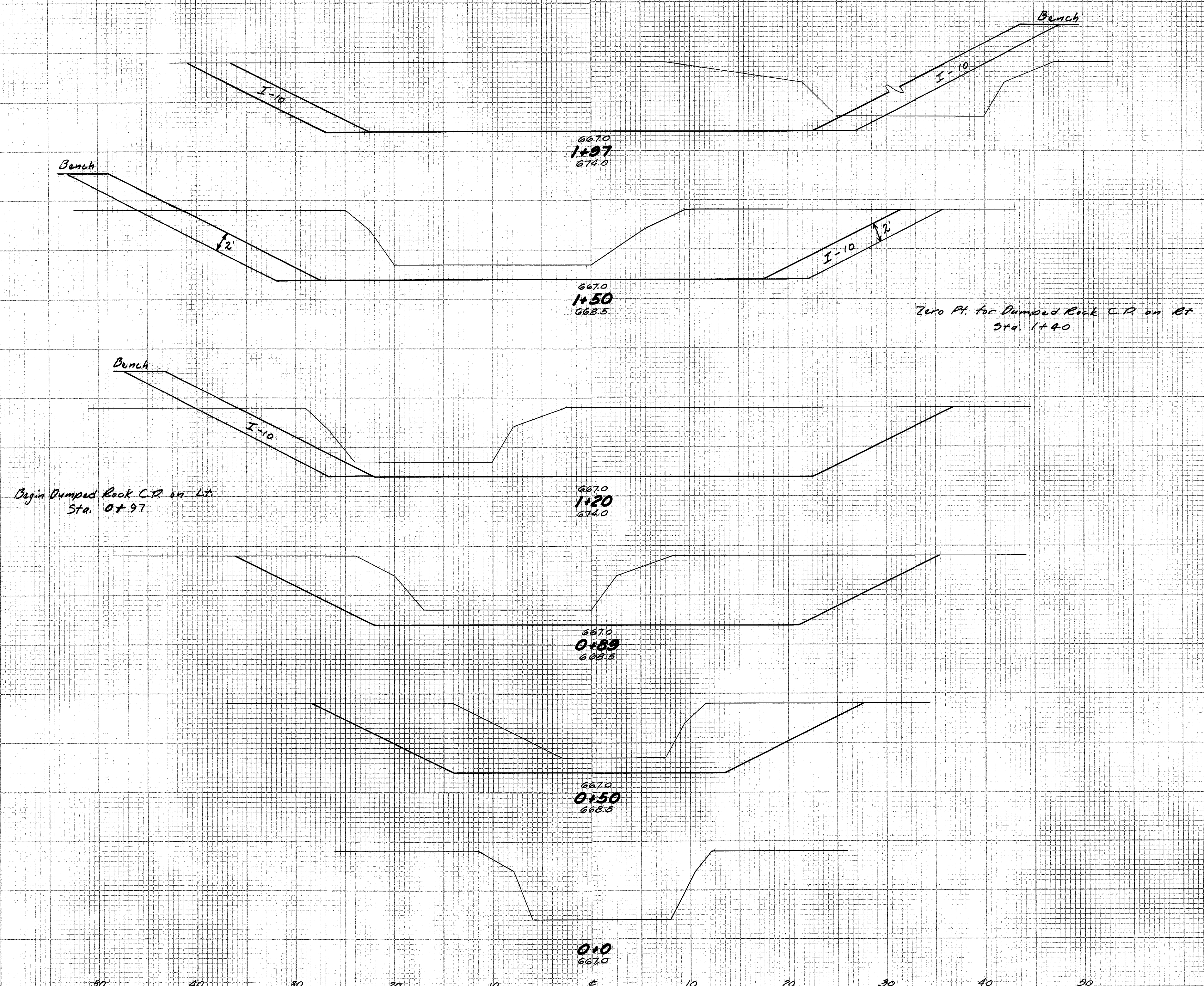
DESIGNED: N.J.B. DRAWN: N.J.B. TRACED: EDV. CHECKED: [Signature] REVISION: [Signature]

SEEDING
END
WIDTH
SQ.
YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

188A
187

JACKSON COUNTY
JAC 75-0.29



ITEM E-3 CHANNEL EXCAVATION 3007 CU.YD.
ITEM I-10 DUMPED ROCK CHANNEL PROTECTION 617 CU.YD.

NOTE: Above quantities carried to Sheet 187

END AREA		VOLUME	
CUT	FILL	CUT	FILL
347			
		535	
268			
		316	
301			
		325	
265			
		533	
106			
		182	
00			

CHANNEL SECTIONS RT. & LT. STA 78+76

SEEDING
END
WIDTH
50
YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

1888
197

JACKSON COUNTY
JAC 75-0.29

END AREA		VOLUME	
CUT	FILL	CUT	FILL

00

54

61

212

108

296

283

287

362

304

386

163

347

End Dumped Rock C.P. on Lt.
Sta. 2+46

End Dumped Rock C.P. Sta. 3+13 on Rt.

3+98
672.3

667.0
3+50
668.5

667.0
3+00
672.9

667.0
2+55
674.0

667.0
2+31
674.0

667.0
2+09
674.0

I-10

I-10

I-10

I-10

50 40 30 20 10 0 10 20 30 40 50

CHANNEL SECTIONS RT. & LT. STA 78+76

Sta. 1+97

LOCATION PLAN

STATE OF OHIO, DEPARTMENT OF HIGHWAYS
STATE ROUTE No. 75, SECTION 0.29
JACKSON COUNTY JEFFERSON TOWNSHIP
SECTIONS 35, 26, 25 & 24, TOWN 5 NORTH, RANGE 18 WEST

Scale 1" = 600'

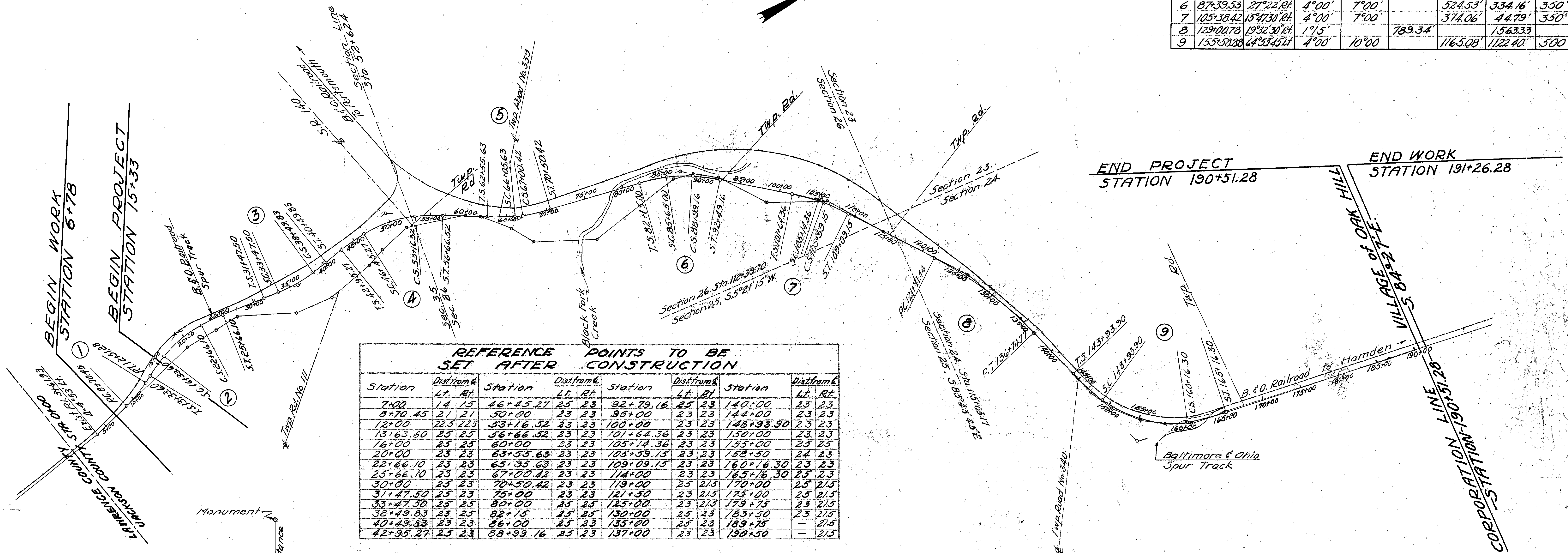
1958

JACKSON - IRONTON ROAD

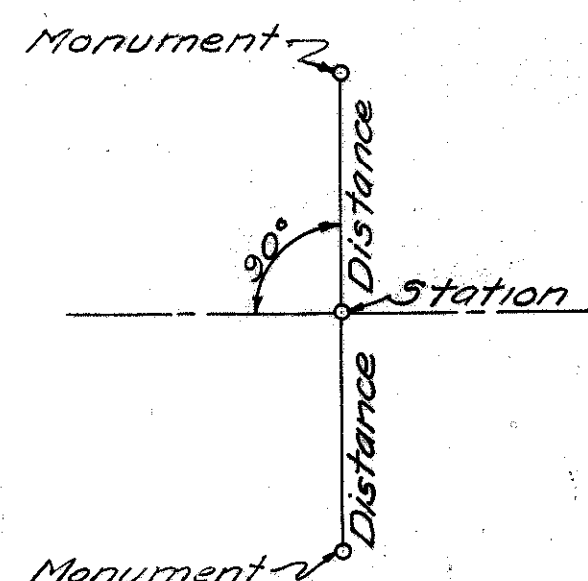
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

189
197

CURVE DATA								
Nº	P.I.	Δ	Dc.	Os	Tc	Ts	Lc	Ls
1	10+62.00	15°14' Lt	4'00"		191.55'		380.83'	
2	19+67.88	37°18' Rt	4'00"	6°00'		634.28'	632.50'	300'
3	36+01.55	17°33'30" Lt	2'30"	2°30'		454.05'	502.33'	200'
4	50+04.93	40°51' Rt	4'00"	7°00'		709.66'	671.25'	350'
5	66+55.31	17°47'30" Lt	4'00"	7°00'		399.68'	94.79'	350'
6	87+39.53	27°22' Rt	4'00"	7°00'		524.53'	334.16'	350'
7	105+38.42	15°47'30" Rt	4'00"	7°00'		374.06'	44.79'	350'
8	129+00.78	19°32'30" Rt	1'15"		789.34'		1563.33'	
9	155+58.88	64°53'45" Lt	4'00"	10°00'		1165.08'	1122.40'	500'



REFERENCE POINTS TO BE SET AFTER CONSTRUCTION											
Station	Dist. from		Station	Dist. from		Station	Dist. from		Station	Dist. from	
	Lt.	Rt.		Lt.	Rt.		Lt.	Rt.		Lt.	Rt.
7+00	14	15	46+45.27	25	23	92+79.16	25	23	140+00	23	23
8+70.45	21	21	50+00	23	23	95+00	23	23	144+00	23	23
12+00	22.5	22.5	53+16.52	23	23	100+00	23	23	148+93.90	23	23
13+63.60	25	25	56+66.52	23	23	101+64.36	23	23	150+00	23	23
16+00	25	25	60+00	23	23	105+14.36	23	23	155+00	25	25
20+00	23	23	63+55.63	23	23	105+59.15	23	23	158+50	24	23
22+66.10	23	23	65+35.63	23	23	109+09.15	23	23	160+16.30	23	23
25+66.10	23	23	67+00.42	23	23	114+00	23	23	165+16.30	25	23
30+00	25	23	70+50.42	23	23	119+00	25	21.5	170+00	25	21.5
31+47.50	25	23	75+00	23	23	121+50	23	21.5	175+00	25	21.5
33+47.50	25	25	80+00	25	25	125+00	23	21.5	179+75	23	21.5
38+49.83	23	25	82+15	25	25	130+00	25	23	183+50	23	21.5
40+49.83	23	23	86+00	25	23	135+00	25	23	189+75	—	21.5
42+95.27	25	23	88+39.16	25	23	137+00	23	23	190+50	—	21.5

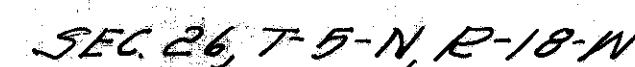
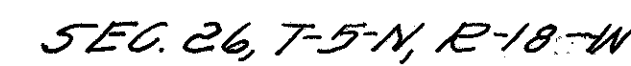


DETAIL FOR SETTING
REFERENCE POINTS.

RECORDED IN JACKSON COUNTY RECORDS
BOOK _____ PAGE _____ DATE _____

I HEREBY CERTIFY THAT THIS
PLAT IS A TRUE DELINEATION OF
A SURVEY MADE BY THE OHIO
DEPARTMENT OF HIGHWAYS.
DATE 7-9-58
Paul M. Miller
DIVISION ENGINEER
DIVISION 9 (P.E. 11116)

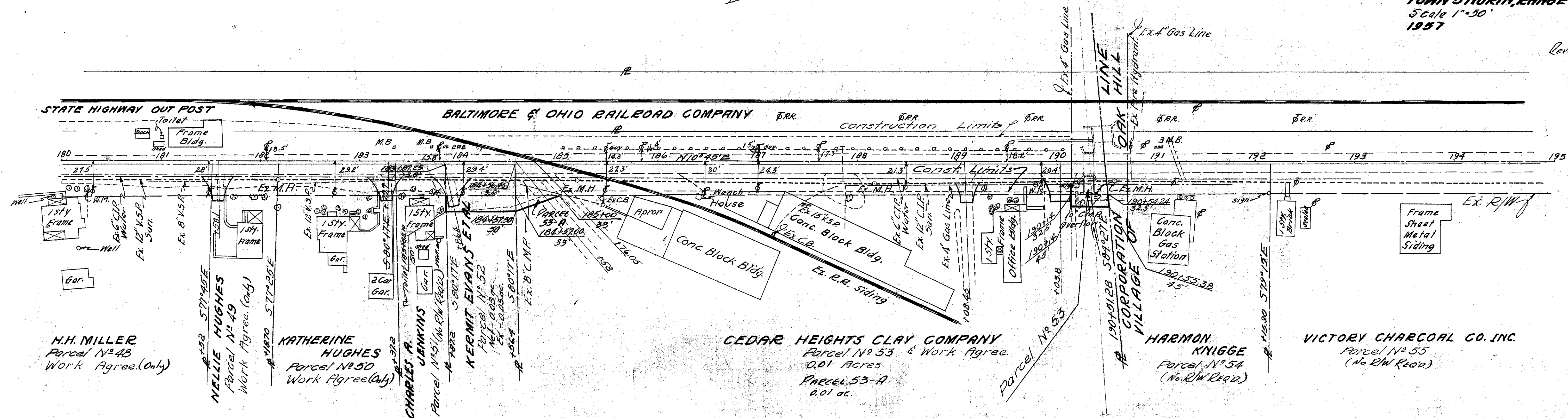
Revised-10-10-58 HJB



STA. 60+00 TO STA. 90+00 INCL.

RIN PLAN JAC. 75-0.29
JACKSON COUNTY
JEFFERSON TOWNSHIP
SECTIONS 35, 26, 25 & 24
TOWN 5 NORTH, RANGE 18 WEST
Scale 1"=50'
1957

Revised 10-10-58
 1475
 3-25-60/hrs



SUMMARY OF ADDITIONAL R/W REQUIRED

Parcel	OWNER	Acres	Bldg	Sh. N°	Remarks	Parcel	OWNER	Acres	Bldg	Sh. N°	Remarks	Parcel	OWNER	Acres	Bldg	Sh. N°	Remarks	Parcel	OWNER	Acres	Bldg	Sh. N°	Remarks
1	John Davis et al			1	not needed	17	Arley Clark			3	not needed	30	Daniel M Jones	.17		5	W.A.	42	Mabel Evans			6	W.A. Only
2	Arndt & Hubert Carrington	.78		1	Buy out	18	Sherman Boggs	2.45		36.4	W.A.	30X	"	.03		5		435L	William H. Shadrach	0.02		6	
3	Wilbur House	1.59	Yes	1	Buy out	18-X	"	.26		36.4	Channel Hy.							445L	Jefferson L. & Agnes H. M. Daniel	0.02		6	W.A.
4	Mary Walker et al	.88	Yes	1	Buy out	19	Rodney West	1.38		4		33	General Refractories Comp.	.61	Yes	5	W.A.	453L	~ SAME As 41 & 51 ~	0.09		6	
5	Harvey & Louise Patton	2.28	Yes	1	Buy out	20	Roland Grace			4	not needed							46	John W. Albarr			6	W.A. Only
6	Eva D. Caulley	.06		1	Buy out	21	George Fienup	4.73		4	W.A.	34	Alva & Ollie Strath	.12		5		47	Cecil Chauncey Jones et al.			6	W.A. Only
7	John Hansgen	.94	Yes	1	Buy out	21-X	"	.03		4	Channel Hy.	35	~ SAME As 33 & 38 ~	.78	Yes	5-6	W.A.	48	H.H. Miller			6-7	W.A. Only
8	Hazel & Helen Arnett	2.42		2								35-X	"	.24		5	Channel Hy.	49	Nellie Hughes			7	W.A. Only
9	Elizabeth C. Jones	1.08		2														50	Katherine Hughes			7	W.A. Only
10	Arthur S. Lewis	.63		2		23	Paul & Dolly Cherrington	.01		4		36	Minnie Brisker	.02		6.58		51	~ SAME As 41 & 45			7	Not Needed
11	Fred Lewis	1.41		2		24	Lola J. Shadrach	0.02		4	W.A.	36-RY	"	.10		6.58		52	Kermit Evans et al.	0.03		7	
12	Elizabeth A. Lewis	1.76		2		25	Cecil Ruth			4	W.A. Only	37A	Edward Evans	.21	Yes	6.58		53	Cedar Heights Clay Comp.	0.01		7	W.A.
12-A	"	0.02		2		26	Ethel F. Grace	.08		4.65	W.A.	37B	"	.01		6.58		53-A	"	0.01		7	
13	Ruth H. Williams et al	1.68		2	W.A.	26A	Harvey E. Neal et al.			4-5	W.A. Only	38A	~ SAME As 33 ~	.02		6.58							
13-A	"	0.07		2		27	Roy Allen et al.	0.02		5	W.A.	38A	"	.18	Yes	6	Buy out	54	Harmon Knigge			7	Not Needed
14	Charles & Mina Poetker	1.99		2.53		27-5	"			5	Sewer Hy.	39	Walter Evans	0.03		6	W.A.	55	Victory Charcoal Comp.			7	Not Needed
15	Burris & Melissa Hensley	.84		2.63		28	Gordon Anderson	.01		5	W.A.							56	Baltimore & Ohio R.R.	0.015		8	
16	John C. Jones	5.73		3	W.A.	29	Nellie Griffith	.09		5	W.A.	40	John G. Warman				not needed	56-A	"	1.972		9, 10, 11	
16-X	"	.20		3	Channel Hy.							41	Charles A. Jenkins			6	W.A. Only						
16-Y	"	.20		3																			
16-Z	"	.38		3																			

Auger boring - plan view

Core boring - plan view

Auger boring plotted to vertical scale only.

Sod & Topsoil = X' = Approximate depth.

Berm material

W Free water

Water content nearly equal to or greater than liquid limit.

This A-4a soil will be rubbery and unstable at water contents which exceed the optimum.

Samples Taken

Lab. Nos. So.

66991-67119 Incl.

67711-67782 Incl.

NOTE: Figures beside borings indicate water content in percent.

General Note

Bituminous pavement in fair condition, patched, cracked, somewhat rutted.

LEGEND FOR PROJECT - AVERAGE RESULTS OF TESTS - 198

DESCRIPTION	H. R. B. CLASS	OHIO CLASS	% AGG.	% C. SAND	% F. SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
Stone fragments	A-1-a ₍₁₀₎	A-1-a	70	4	13	8	5	NP	NP	14	1
Cinders with sand	A-1-b ₍₁₀₎	A-1-b	40	15	20	15	10	NP	NP	19	1
Fine sand	A-3 ₍₁₀₎	A-3	0	12	80	5	3	NP	NP	23	3
Coarse and fine sand	—	A-3a	3	13	56	16	12	NP	NP	19	21
Stone fragments with sand and silt	A-2-4 ₍₁₀₎	A-2-4	21	11	38	16	14	20	3	19	6
Sandy silt	A-4 ₍₄₎	A-4a	1	5	37	33	24	22	5	21	97
Silt	A-4 ₍₈₎	A-4b	0	2	16	54	28	26	7	22	24
Silt and clay	A-6 ₍₉₎	A-6a	0	4	15	39	42	32	12	25	28
Silty clay	A-6 ₍₁₁₎	A-6b	0	4	16	30	50	36	17	23	6
Elastic clay without organic material unless otherwise noted	A-7-5 ₍₁₄₎	A-7-5	0	0	4	37	59	51	20	54	3
Clay	A-7-6 ₍₁₇₎	A-7-6	0	1	3	27	69	51	27	28	8
Sandstone	Visual classification										
Shale	Visual classification										

SOIL PROFILE

JACKSON COUNTY

JAC-75-0.29

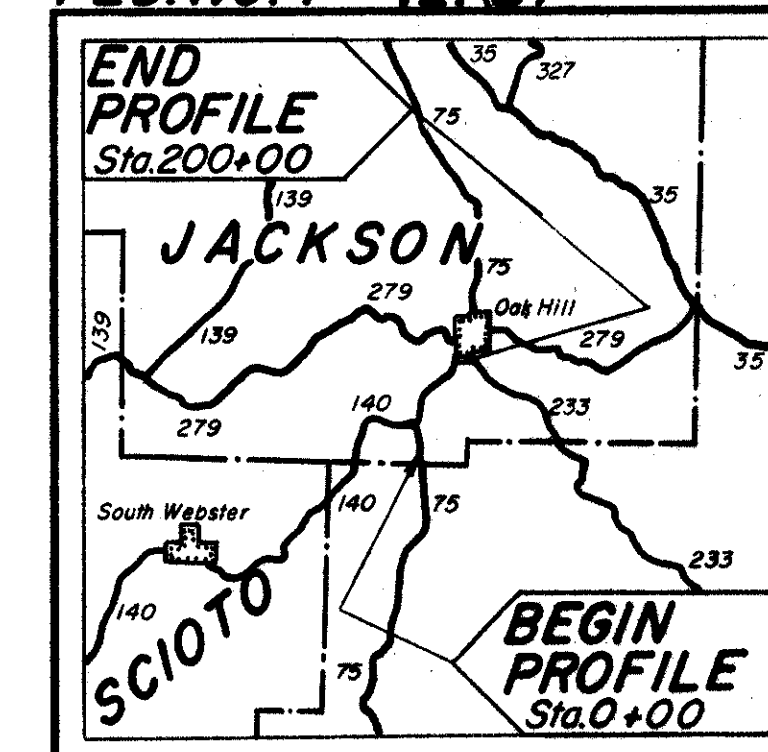
STATE HIGHWAY TESTING AND RESEARCH LABORATORY

O. S. U. CAMPUS, COLUMBUS, OHIO



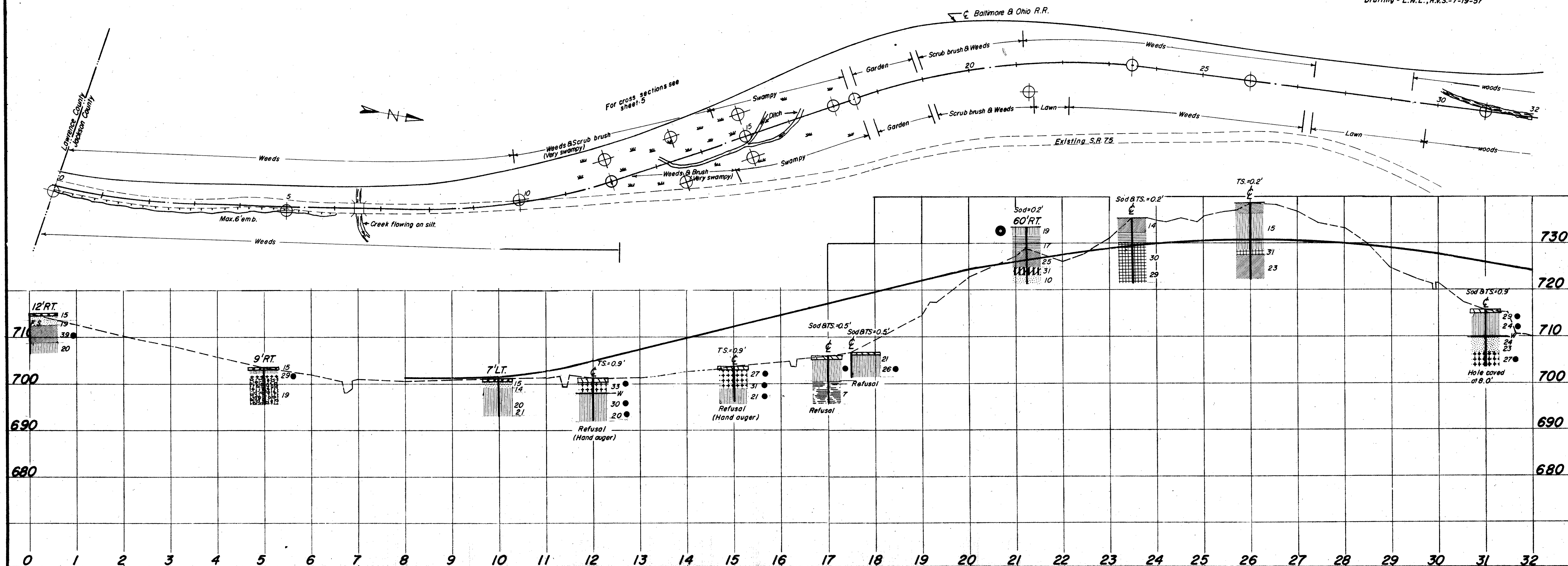
NOTE: THE INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS SECURED FOR THE USE OF THE STATE OF OHIO AND IS NOT TO BE CONSTRUED AS A PART OF THE PLANS GOVERNING THE CONSTRUCTION OF THE PROJECT.

FED. NO. F-421(5)



LOCATION MAP

Recon - C.J.K. - 6-19-57
Auger - C.A.S. - 6-24-57
Drilling - G.S.C. - 7-3-57
Drafting - L.N.L., R.V.S. - 7-19-57

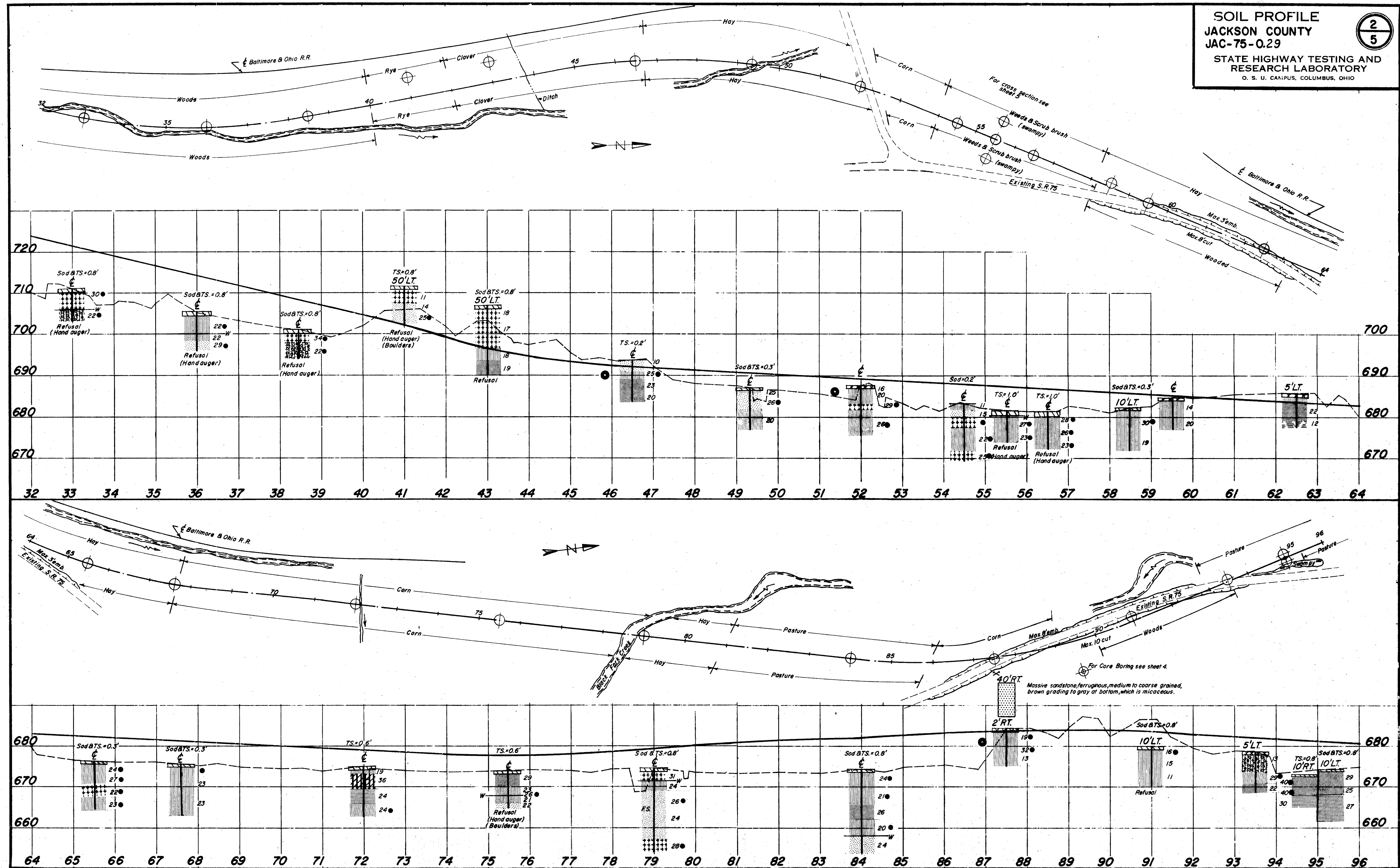


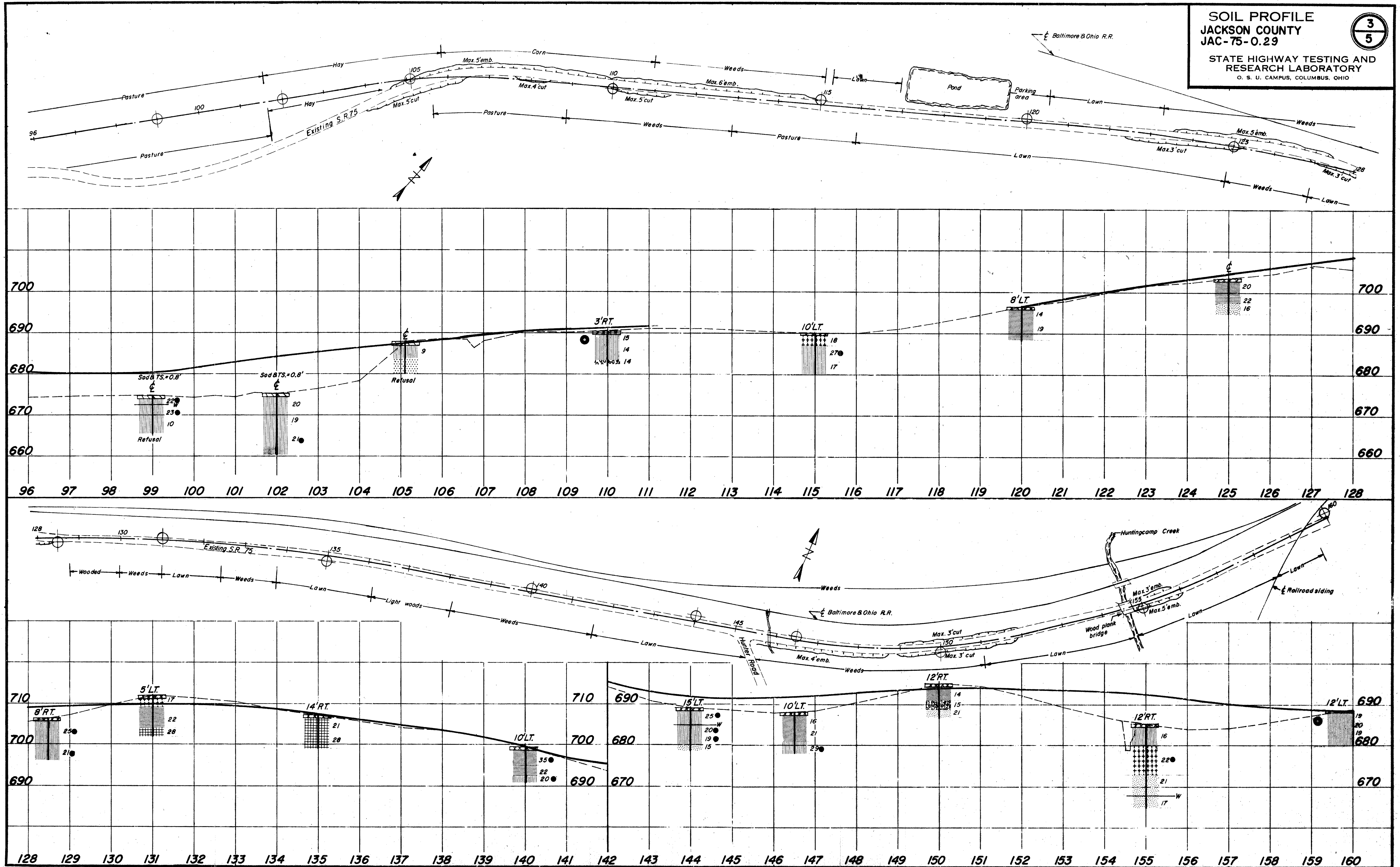
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00-3-57

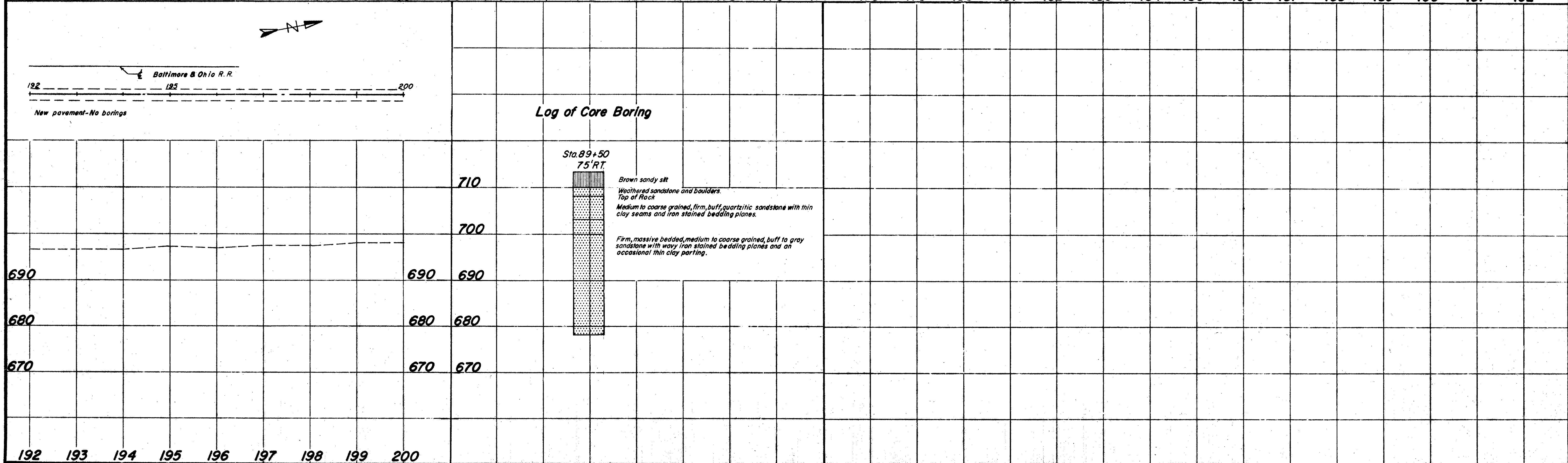
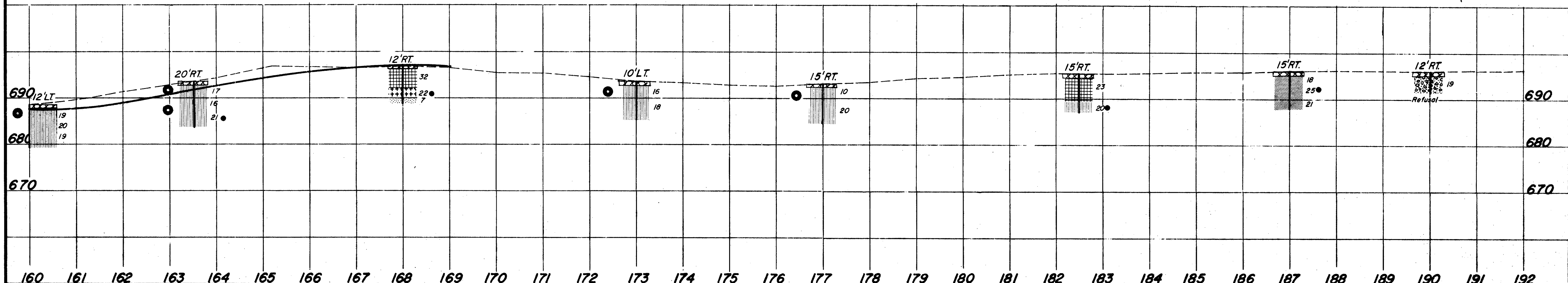
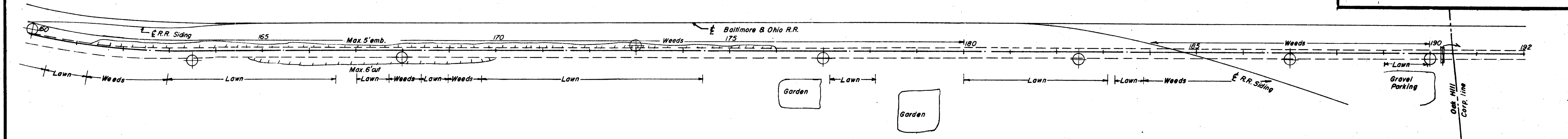
SOIL PROFILE
JACKSON COUNTY
JAC-75-0.29

2
5

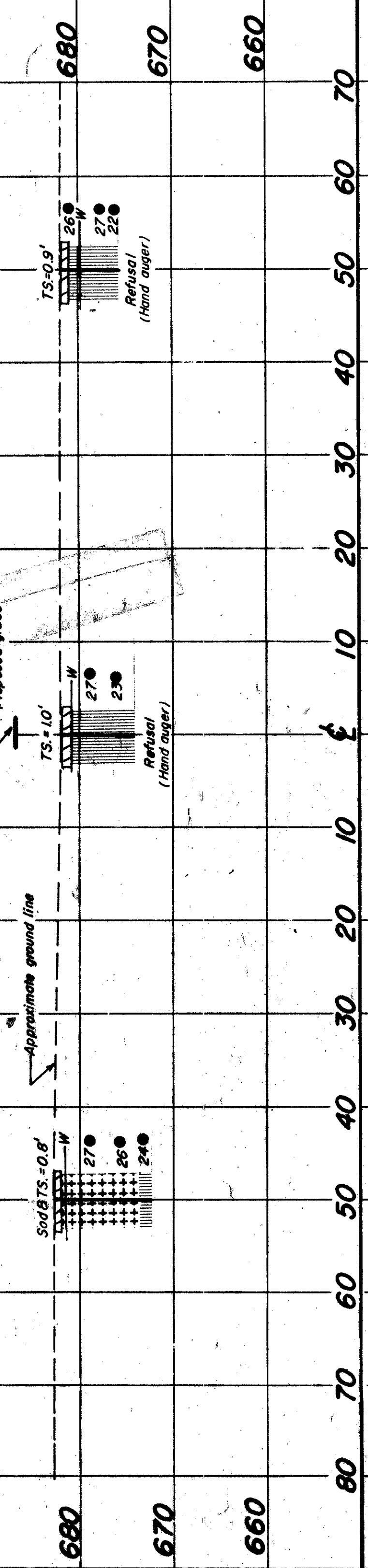
STATE HIGHWAY TESTING AND
RESEARCH LABORATORY
O. S. U. CAMPUS, COLUMBUS, OHIO



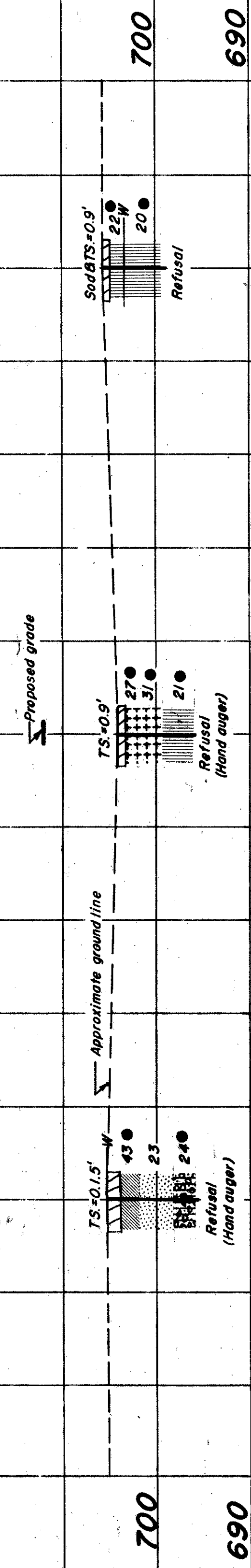




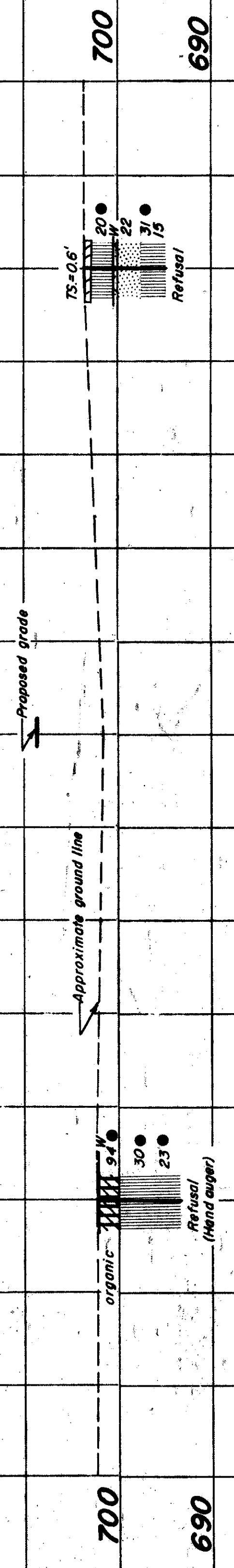
Cross Section
Sta. 55+50



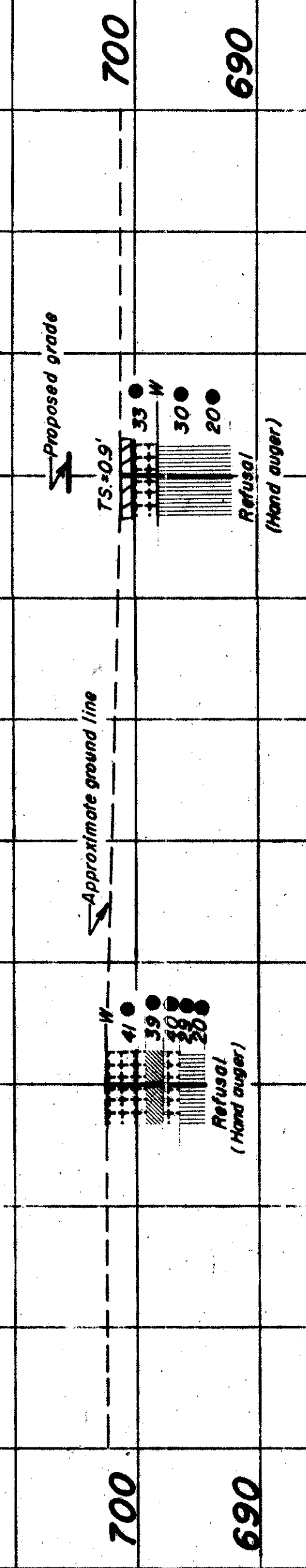
Cross Section
Sta. 15+00



Cross Section
Sta. 13+50



Cross Section
Sta. 12+00



5-6-75
JAC-75-0.29
PARKS