

DESIGN DESIGNATION

CURRENT A.D.T. (1993) = 13,390
DESIGN YEAR A.D.T. (2013) = 17,410
D.H.V. = 1,741
D = 55%
T = 3%
DESIGN SPEED = 35 MPH
LEGAL SPEED = 35 MPH
FUNCTIONAL CLASSIFICATION = URBAN MINOR ARTERIAL
DESIGN EXCEPTION NONE REQUIRED

INFORMATION
APR 07 1997

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
BEL - 40 - 27.15
VILLAGE OF BROOKSIDE
PEASE TOWNSHIP
BELMONT COUNTY

BEL-40-27.15

OHIO
FHWA
REGION 5
FEDERAL
PROJECT

1
20

SURFACE TRANSPORTATION
PROGRAM PROJECT
PID 10141

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) _____ (PROPOSED) _____ X _____
CENTER LINE _____ 300+00 _____ 301+00 _____
TREES (TO BE REMOVED) _____
UTILITY POLES: TELEPHONE _____, POWER _____, LIGHT _____

INDEX OF SHEETS

TITLE SHEET 1
TYPICAL SECTIONS 2-3
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CROSS SECTIONS 11-12
STRUCTURES, 20' SPAN & UNDER 13-19
RIGHT OF WAY 20

LINE DATA

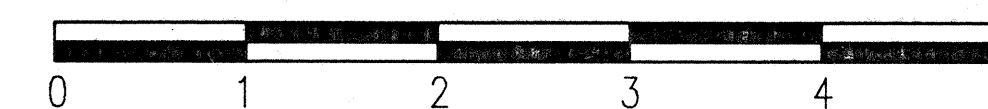
BEGIN PROJECT	STA.1433+79.08
END PROJECT	STA.1434+37.58
LENGTH OF PROJECT	58.50 L.F. OR 0.011 MILE
ADD FOR APPROACHES	
STA. 1432+15 TO STA. 1433+79.08	164.08 L.F.
STA. 1434+37.58 TO STA. 1435+95	157.42 L.F.
LENGTH OF WORK	380.00 L.F. 0.072 MILE

UNDERGROUND UTILITIES

2 WORKING DAYS
BEFORE YOU DIG
CALL 800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE

NON-MEMBERS
MUST BE CALLED DIRECTLY

SCALE IN MILES



PORTION TO BE IMPROVED _____
STATE & FEDERAL ROUTES _____
OTHER ROADS _____

SCALES

PLAN _____
PROFILE _____ HORIZ. _____ VERT. _____
CROSS-SECTION: HORIZ. _____ VERT. _____

SUPPLEMENTAL SPECIFICATIONS

802	4-13-90

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-1.1	2/21/92	CB-6	5/1/79	PCB-91	4/24/92	TC-41.10	8/29/84	MT-96.11	9/9/88
BP-3.1	2/21/92	MC-4	7/26/76			TC-41.20	6/21/94	MT-96.20	9/9/88
BP-5.1	10/28/94			BR-2-82	11/1/82	TC-52.10	4/3/79	MT-96.25	9/9/88
BP-7.1	10/30/92	MC-9A	1/11/85			TC-52.20	4/3/79	MT-97.10	4/29/88
		MC-9.2	5/6/91					MT-99.10	11/14/86
		MC-11	8/1/78					MT-105.10	7/1/92
								MT-105.11	7/1/92

STRUCTURE PLANS REVIEWED BY:
Burgess & Niple, Limited
Engineers and Architects



GLAUS, PYLE, SCHOMER
BURNS AND DEHAVEN, INC.
ENGINEERS ARCHITECTS PLANNERS
520 South Main Street Suite 2531
Akron, Ohio 44311-1010
216-434-4300 FAX 216-434-1331

PLAN PREPARED BY

Ralph A. Hendrick
Ralph A. Hendrick
REG. PROF. ENGINEER NO. 33588
DATE

PROJECT: BEL - 40 - 27.15

DATE OF LETTING 8-30 1995 CONTRACT NO. 443

1995 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO,
DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND
SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL
GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE
CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR
THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET
FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE 8-10-94 DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

APPROVED B.D. Hanchamni/DEH
DATE 8-18-94 ENGINEER, BUREAU OF BRIDGES AND
STRUCTURAL DESIGN.

APPROVED Christopher L. Runyan
DATE 10-19-94 DEPUTY DIRECTOR, DESIGN

APPROVED Jerry Wray
DATE 10-19-94 DIRECTOR, DEPARTMENT OF TRANSPORTATION

REVISED 7-18-95

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:

DIVISION ADMINISTRATOR

DATE

TYPICAL SECTIONS

CALC.
BY
DATE
CHKD.
BY
DATE

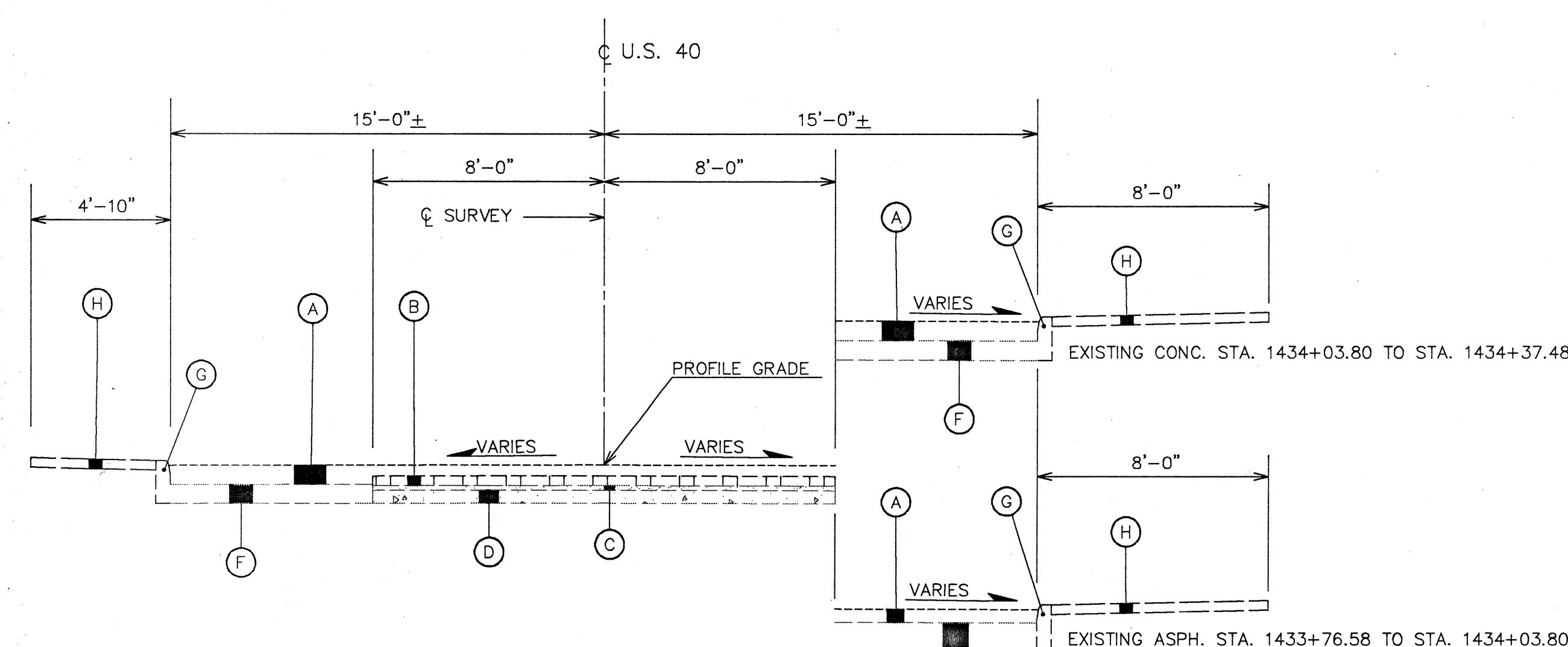
OHIO
FHWA
REGION 5

2
20

BEL - 40 - 27.15

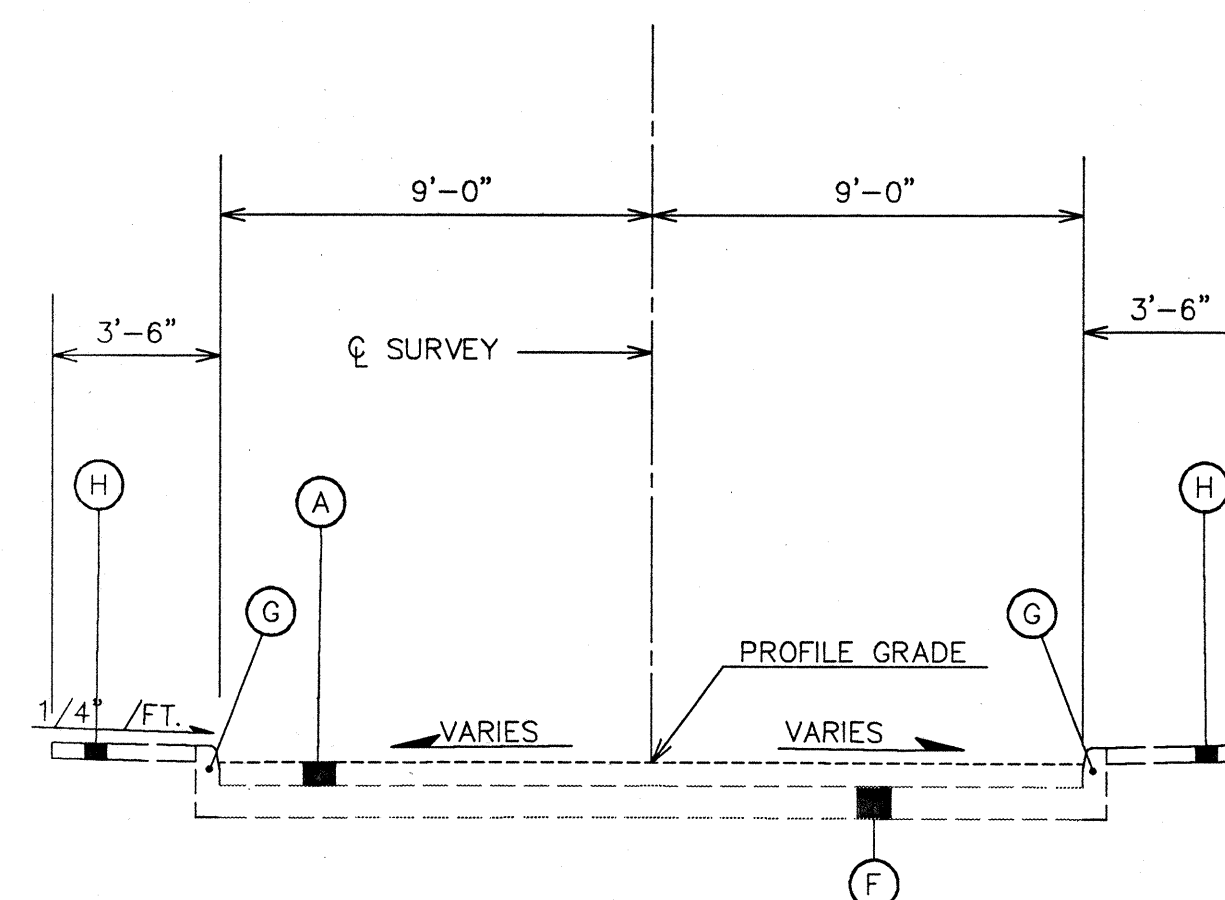
EXISTING LEGEND

- (A) VARIABLE THICKNESS ASPHALT
- (B) 4" BRICK
- (C) 2" SAND CUSHION
- (D) 5 1/2" CONCRETE BASE
- (E) 10 1/2" ASPHALT BASE
- (F) 8" CONCRETE BASE
- (G) CONCRETE CURB
- (H) 4" CONCRETE WALK



US - 40 EXISTING NORMAL TYPICAL SECTION

LIMITING STATIONS
STA. 1433+79.08 TO STA. 1434+37.58 = 58.50 L.F.



OVERBROOK DRIVE EXISTING NORMAL TYPICAL SECTION

LIMITING STATIONS
STA. 9+61.43 TO STA. 9+84.53 = 23.10 L.F.

BEL - 40 - 27.15

* SEE PAVEMENT ELEVATION TABLE ON SHEET 10

LIMITING STATIONS

STA. 1433+79.08 TO STA. 1434+01.55 = 22.47 L.F.
STA. 1434+17.55 TO STA. 1434+37.58 = 20.03 L.F.
TOTAL = 42.50 L.F.



LIMITING STATIONS

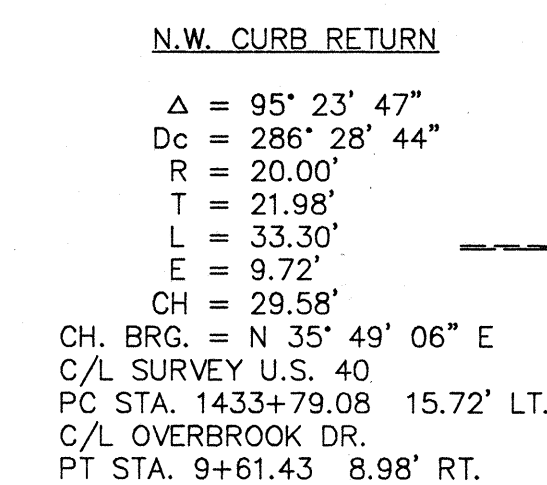
STA. 9+61.43 TO STA. 9+84.53 = 23.10 L.F.

CROSS SLOPE VARIES
+ FROM 0.0067 FT/FT TO 0.0156 FT/FT
STA. 9+61.43 TO STA. 9+84.53 LT.
++ FROM 0.0223 FT/FT TO 0.0044 FT/FT
STA. 9+61.43 TO STA. 9+84.53 RT.



LIMITING STATIONS

STA. 1434+01.55 TO STA. 1434+17.55 = 16.00 L.F.



N.E. CURB RETURN
 $\Delta = 74^{\circ} 51' 56''$
 $D_c = 229^{\circ} 10' 59''$
 $R = 25.00'$
 $T = 19.14'$
 $L = 32.67'$
 $E = 6.48'$ — —
 $CH = 30.39'$
 BRG. = N $49^{\circ} 07' 08''$ W
 SURVEY U.S. 40
 STA. 14344+37.58 15.26' LT.
 OVERBROOK DR.
 STA. 9+63.03 8.96' LT.

ALL ELEVATIONS ARE PAVEMENT SURFACE
ELEVATIONS UNLESS OTHERWISE NOTED.

INTERSECTION DETAIL

SCALE: 1" = 10'

TYPICAL SECTIONS

MAINTENANCE OF TRAFFIC SUB-SUMMARY & NOTES

ESTIMATED QUANTITIES

REF. NO.	ITEM	DESCRIPTION	PHASE	LOCATION		UNIT	QUANTITY	TOTAL
				FROM	TO			
1	614	BARRIER REFLECTORS, TYPE B2	I	1433+15 TO 1433+65		EACH	6	
			I	1433+65 TO 1434+45		EACH	4	
			I	1434+45 TO 1435+45		EACH	11	
			II	1432+65 TO 1433+65		EACH	11	
			II	1433+65 TO 1434+45		EACH	4	
			II	1434+45 TO 1434+65		EACH	4	
			II	9+80		EACH	3	
						EACH		43
2	614	TEMPORARY CENTER LINE, CLASS I 740.05 TYPE C	I & II	1430+65 TO 1432+15		MILE	0.03	
			I & II	1435+95 TO 1437+45		MILE	0.03	
						MILE		0.06
3	614	TEMPORARY EDGE LINE, CLASS I 740.05 TYPE C	I	1434+45 TO 1435+45		MILE	0.02	
			II	1432+65 TO 1433+65		MILE	0.02	
						MILE		0.04
4	614	TEMPORARY STOP LINE, CLASS I, 740.05 TYPE C	I & II	1432+15		L.F.	16	
			I & II	1435+95		L.F.	16	
						L.F.		32
5	614	TEMPORARY CENTERLINE, CLASS II	II	1432+15 TO 1435+95		MILE	0.07	
						MILE		0.07
6	614	OBJECT MARKER	I	1433+15 TO 1435+45		EACH	20	
			II	1432+65 TO 1434+65		EACH	20	
						EACH		40
7	622	PORTABLE CONCRETE BARRIER, 32"	I	1433+15 TO 1433+75		L.F.	60	
			I	1434+35 TO 1435+45		L.F.	110	
			I & II	1433+45 TO 1433+95		L.F.	50	
			I & II	9+00		L.F.	20	
			II	1432+65 TO 1433+75		L.F.	110	
			II	1434+35 TO 1434+65		L.F.	30	
			II	9+80		L.F.	40	
						L.F.		420
8	622	PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED	I	1433+75 TO 1434+35		L.F.	60	
			II	1433+75 TO 1434+35		L.F.	60	
						L.F.		120

MAINTENANCE OF TRAFFIC NOTES

ITEM 614 MAINTAINING TRAFFIC: THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, NEW PAVEMENT AND PORTIONS OF THE EXISTING AND NEW STRUCTURE. ALTERNATING ONE WAY TRAFFIC SHALL BE MAINTAINED DURING PHASES I & II BY USE OF TEMPORARY SIGNALS AS SHOWN ON SHEETS 6 & 7. TRAFFIC SHALL BE SEPARATED FROM THE WORK AREA BY MEANS OF ITEM 622 PORTABLE CONCRETE BARRIER, 32" AND PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED. ACCESS FOR LOCAL PROPERTY OWNERS SHALL BE MAINTAINED AT ALL TIMES. OVERBROOK DRIVE WILL BE CLOSED DURING PHASE I & II CONSTRUCTION AS SHOWN ON PLANS.

EITHER PERMANENT OR TEMPORARY CENTERLINE PAVEMENT MARKING MUST BE IN PLACE PRIOR TO OPENING THE ROADWAY TO TRAFFIC (SEE SHEET No. 8_ FOR CALCULATION).

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

LIGHTS, SIGNS AND SIGNALIZATION: THE LIGHTS, SIGNS AND SIGNALS SHALL BE PLACED IN ACCORDANCE TO STANDARD DRAWING MT-96.11 AND PLAN SHEETS 6 & 7. SIGN SUPPORTS AND LIGHTS FOR ROAD CLOSED SIGNS SHALL BE AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING LIGHTS, SIGNS, SIGN SUPPORTS, AND SIGNALIZATION SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM SPECIAL-LAW ENFORCEMENT OFFICER WITH PATROL CAR: IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

BELMONT COUNTY SHERIFF'S DEPARTMENT
SHERIFF TOM MCCORT
101 EAST MAIN STREET
ST. CLAIRSVILLE, OHIO 43950
(614) 659-2212

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE HOURLY BASIS UNDER ITEM SPECIAL-LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL, LAW ENFORCEMENT OFFICER WITH PATROL CAR
40 HOURS.

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 BARRIER REFLECTORS: THESE REFLECTORS AND THEIR MOUNTING SHALL CONFORM WITH SPECIFICATION 802 EXCEPT THAT SPACING SHALL BE 25' ON NORMAL SECTIONS AND 10' ON TAPERS.

EXISTING SIGNALS: ANY EXISTING VEHICULAR TRAFFIC SIGNAL WHICH WILL BE OUT OF OPERATION SHALL BE COVERED AS DESCRIBED IN 632.24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING SIGNAL INSTALLATION FROM THE TIME IT IS DISCONNECTED UNTIL THE SIGNAL OPERATION IS RESTORED.

ITEM 622 PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED: PORTABLE CONCRETE BARRIER, BRIDGE MOUNTED SHALL BE USED ON THE STRUCTURE DURING PART WIDTH CONSTRUCTION. THE CONTRACTOR SHALL NOT ANCHOR THE BARRIER.

ITEM 622, PORTABLE CONCRETE BARRIER:

IT IS ANTICIPATED THAT THE SAME BARRIER WILL BE USED IN VARIOUS PHASES OF THE CONSTRUCTION. MOVEMENT OF THE CONCRETE BARRIER BETWEEN PHASES SHALL BE ACCOMPLISHED IN ONE WORKING DAY. FLAGGERS SHALL BE UTILIZED FOR PROTECTION OF VEHICULAR TRAFFIC UNTIL MOVEMENT OF THE BARRIER IS COMPLETE.

SEQUENCE OF OPERATION

PHASE I

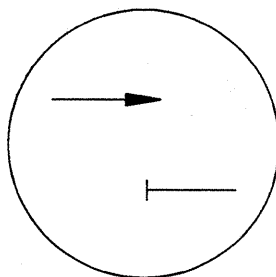
1. PLACE ALL SIGNS AND SIGNAL EQUIPMENT AS PER MT-96.11 "SIGNALIZED CLOSING 1 LANE OF A 2 LANE HIGHWAY WITH PCB'S" AND AS SHOWN ON PLANS. DURING PLACEMENT FLAGGERS SHALL BE USED FOR PROTECTION OF VEHICULAR TRAFFIC.
2. PLACE ALL TEMPORARY PAVEMENT MARKINGS, PORTABLE CONCRETE BARRIER, BARRIER REFLECTORS, AND TEMPORARY RAISED PAVEMENT MARKINGS AS SHOWN ON THE PLANS. DURING PLACEMENT, FLAGGERS SHALL BE USED FOR PROTECTION OF VEHICULAR TRAFFIC.
3. COVER EXISTING VEHICULAR TRAFFIC SIGNAL HEADS AS DESCRIBED IN 632.24.
4. BEGIN SINGLE LANE SIGNALIZED TWO-WAY TRAFFIC OPERATION ON SOUTH LANE OF SR 40.
5. CONSTRUCT NORTH SIDE OF STRUCTURE BEL-40-27.16 INCLUDING PAVEMENT, CURBS, AND SIDEWALK.

PHASE II

1. REMOVE TEMPORARY EDGE LINES AND TEMPORARY RAISED PAVEMENT MARKINGS FROM PHASE I. DURING REMOVAL, FLAGGERS SHALL BE USED FOR PROTECTION OF VEHICULAR TRAFFIC.
2. PLACE TEMPORARY EDGE LINES, PORTABLE CONCRETE BARRIER, BARRIER REFLECTORS, AND TEMPORARY RAISED PAVEMENT MARKINGS AS SHOWN ON PHASE II OF THE MAINTENANCE OF TRAFFIC PLANS. DURING PLACEMENT, FLAGGERS SHALL BE USED FOR PROTECTION OF VEHICULAR TRAFFIC.
3. BEGIN SINGLE LANE SIGNALIZED TWO-WAY TRAFFIC OPERATION ON THE NORTH SIDE OF SR 40.
4. CONSTRUCT SOUTH SIDE OF STRUCTURE BEL-40-27.16 INCLUDING PAVEMENT, CURBS, AND SIDEWALK.
5. UPON COMPLETION OF CONSTRUCTION, REMOVE ALL MAINTENANCE OF TRAFFIC DEVICES.
6. UNCOVER TRAFFIC SIGNALS AND BEGIN SIGNAL OPERATION.
7. INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN ON THE TRAFFIC CONTROL PLAN.
8. OPEN ROADWAY TO NORMAL TRAFFIC FLOW.

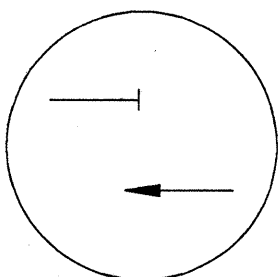
PHASING SEQUENCE

Ø1



Y + R = 3 + 11 = 14
G = 61

Ø2

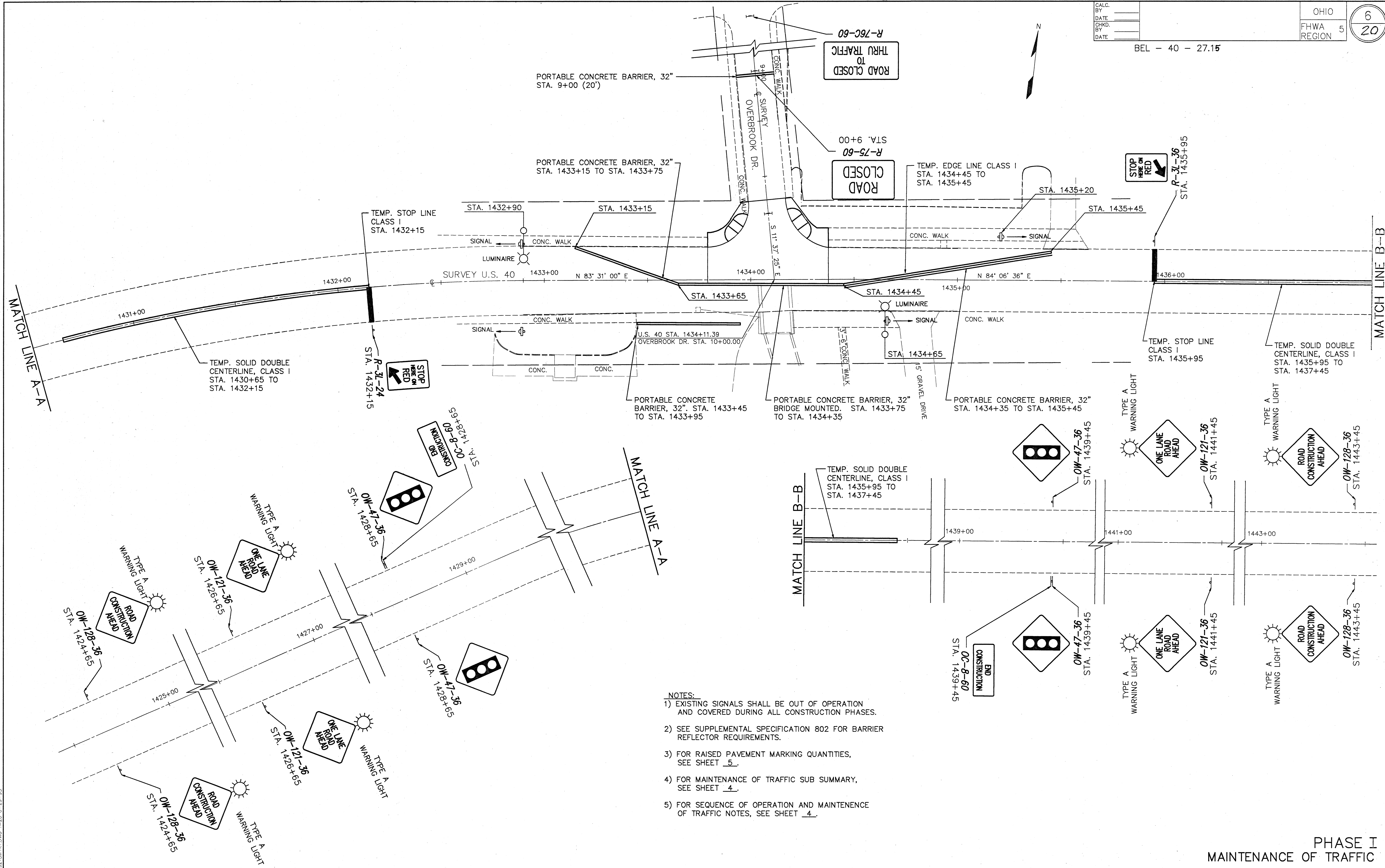


Y + R = 3 + 11 = 14
G = 61

	5
6	20

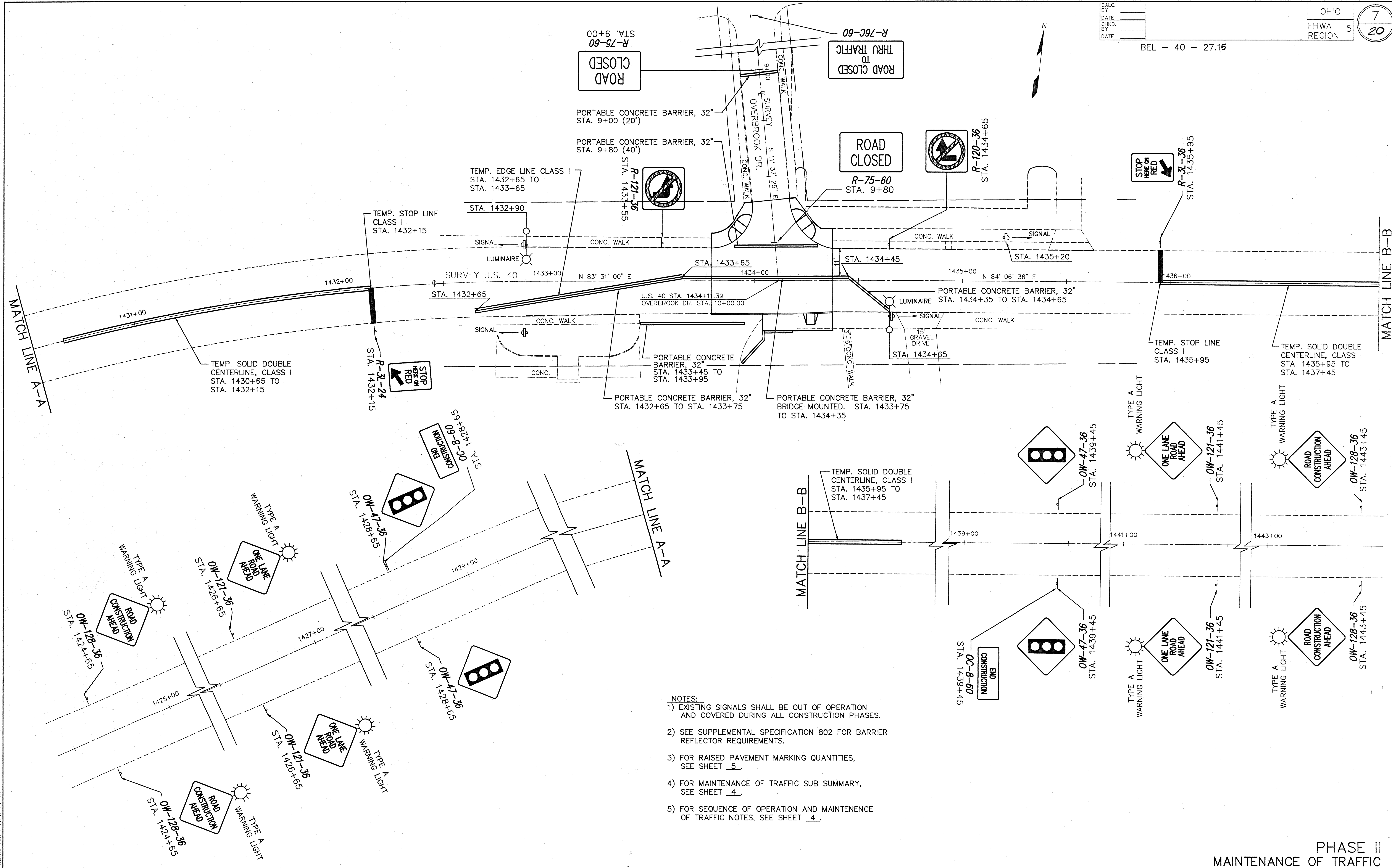
DESIGNED	DRAWN <i>Autocad</i>	CHECKED	DATE 5-12-87	REVISED
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BEL - 40 - 27.15



- NOTES:
- 1) EXISTING SIGNALS SHALL BE OUT OF OPERATION AND COVERED DURING ALL CONSTRUCTION PHASES.
 - 2) SEE SUPPLEMENTAL SPECIFICATION 802 FOR BARRIER REFLECTOR REQUIREMENTS.
 - 3) FOR RAISED PAVEMENT MARKING QUANTITIES, SEE SHEET 5.
 - 4) FOR MAINTENANCE OF TRAFFIC SUB SUMMARY, SEE SHEET 4.
 - 5) FOR SEQUENCE OF OPERATION AND MAINTENANCE OF TRAFFIC NOTES, SEE SHEET 4.

BEL - 40 - 27.15



- NOTES:**
- 1) EXISTING SIGNALS SHALL BE OUT OF OPERATION AND COVERED DURING ALL CONSTRUCTION PHASES.
 - 2) SEE SUPPLEMENTAL SPECIFICATION 802 FOR BARRIER REFLECTOR REQUIREMENTS.
 - 3) FOR RAISED PAVEMENT MARKING QUANTITIES, SEE SHEET 5.
 - 4) FOR MAINTENANCE OF TRAFFIC SUB SUMMARY, SEE SHEET 4.
 - 5) FOR SEQUENCE OF OPERATION AND MAINTENANCE OF TRAFFIC NOTES, SEE SHEET 4.

CALC. BY CEW DATE 9-93 CHKD. BY DM DATE 2/5/93	OHIO FHWA 5 REGION	
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$$32 \text{ S.Y. } (9)(100)(1/1000)(1/2000) = 0.014 \text{ TONS}$$

GENERAL NOTES & CALCULATIONS

CALC BY CEW DATE 9-13 CHKD BY JM DATE 9-13	OHIO FHWA REGION 5	
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[illegible]

BEL - 40 - 27.15

PAVEMENT ELEVATION TABLE								
ELEVATION LEFT TOP CURB	ELEVATION LEFT GUTTER	CROSS SLOPE LEFT	OFFSET LEFT	PROFILE GRADE C/L SURVEY	STATION	OFFSET RIGHT	CROSS SLOPE RIGHT	ELEVATION RIGHT GUTTER
660.22	659.70	0.0254	15.72'	660.10	1433+79.08	15.73'	0.0337	659.57
-	659.61	0.0174	15.56'	659.88	1434+00	15.65'	0.0319	659.38
-	659.33	0.0215	15.36'	659.62	1434+25	15.61'	0.0295	659.16
659.30	659.13	0.0236	15.26'	659.49	1434+37.58	15.05'	0.0279	659.07

EXISTING STRUCTURE
(TO BE REMOVED)

TYPE: SIMPLE SPAN REINFORCED CONCRETE SLAB WITH CONCRETE SUBSTRUCTURE

SPAN: 13'-0"± F/F ABUTMENTS

ROADWAY: 30'-0"± F/F CURBS WITH 8'-0" SIDEWALK SOUTH SIDE

LOADING: H15

SKREW: 5± RF

ALIGNMENT: TANGENT

SUPERELEVATION: NONE

WEARING COURSE: ASPHALT CONCRETE

APPROACH SLAB: NONE

DATE BUILT: 1911

STRUCTURE FILE NO: 0701777

PROPOSED STRUCTURE

TYPE: PRECAST REINFORCED CONCRETE BOX CULVERT WITH FULL HEIGHT REINFORCED CONCRETE HEADWALLS, & CAST-IN-PLACE REINFORCED CONCRETE BOX CULVERT AT NORTH END

SPAN: 14'-0" SPAN X 5'-0" RISE

ROADWAY: VARIES (31'-2" TO 31'-0 1/2" F/F CURBS) WITH 8'-0" SIDEWALK SOUTH SIDE

LOADING: HS20-44 AND ALTERNATE MILITARY LOADING

SKREW: 3' 56' 27" RF

ALIGNMENT: TANGENT

SUPERELEVATION: NONE

CROWN: VARIES

WEARING SURFACE: ASPHALT CONCRETE

APPROACH SLAB: NONE

C/L SURVEY U.S. 40

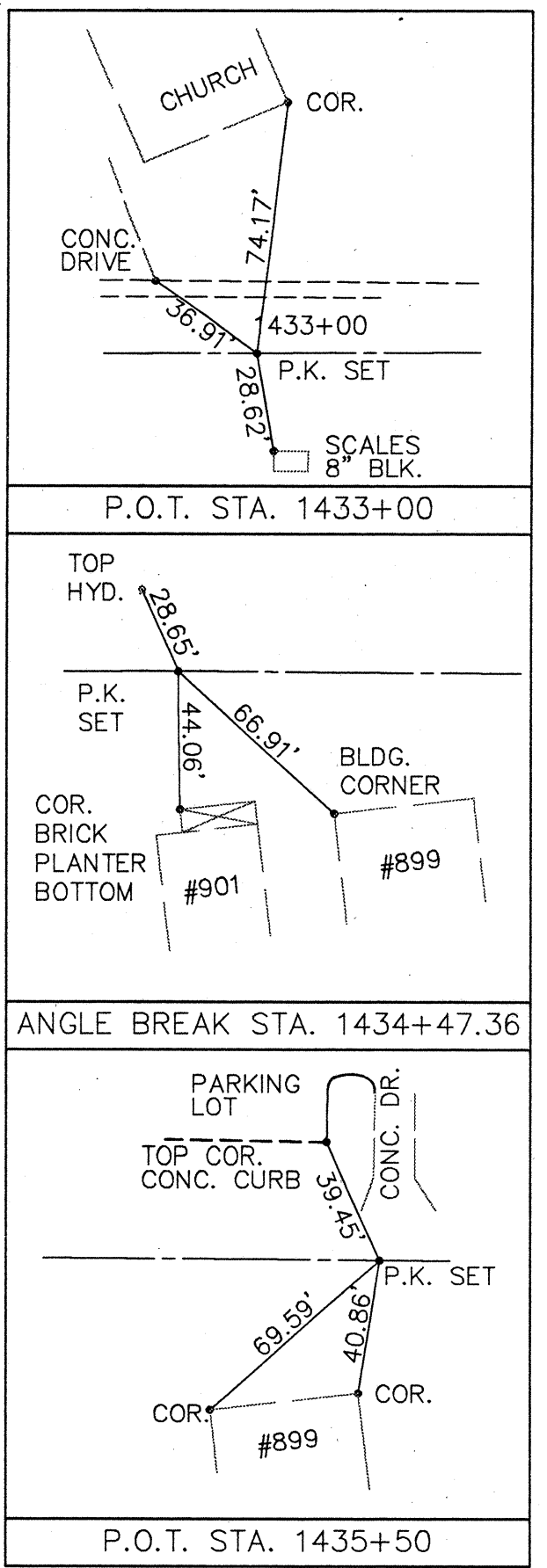
Δ = 23° 43' 00" RT.
Dc = 6' 20' 00"
R = 904.67'
T = 189.96'
L = 374.47'
E = 19.73'
CH = 371.81'
CH. BRG. = N 71° 39' 30" E
PC STA. 1429+15.33
PI STA. 1431+05.28
PT STA. 1432+89.80

N.W. CURB RETURN

Δ = 95° 23' 47"
Dc = 286' 28' 44"
R = 20.00'
T = 21.98'
L = 33.30'
E = 9.72'
CH = 29.58'
CH. BRG. = N 35° 49' 06" E
C/L SURVEY U.S. 40
PC STA. 1433+79.08 15.72' LT.
C/L OVERBROOK DR.
PT STA. 9+61.43 8.98' RT.

N.E. CURB RETURN

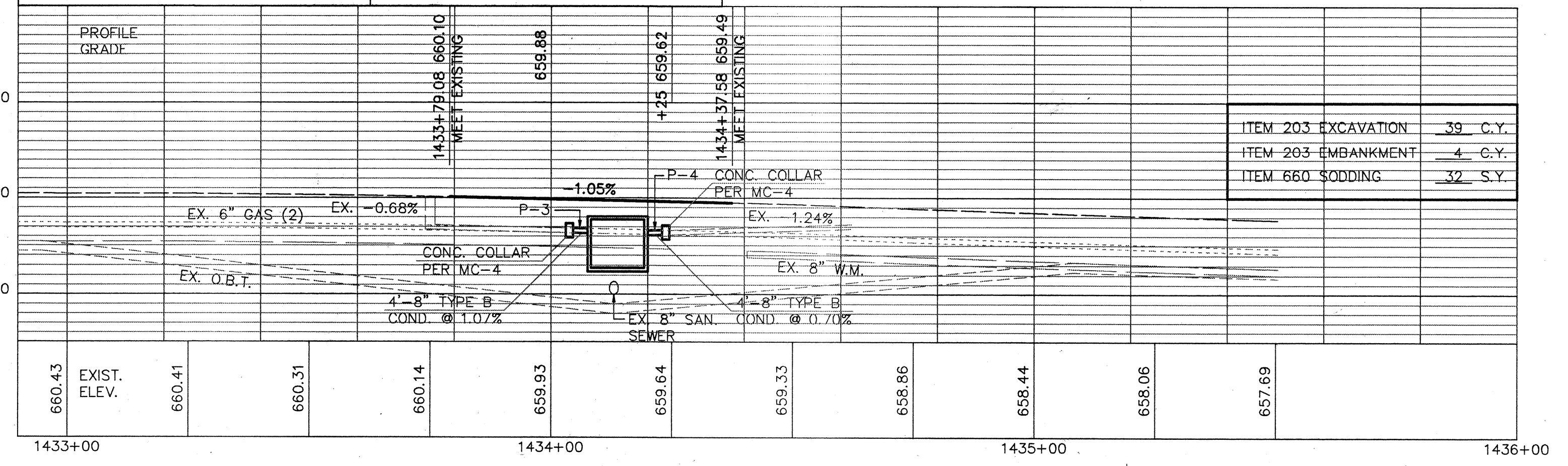
Δ = 74° 51' 56"
Dc = 229° 10' 59"
R = 25.00'
T = 19.14'
L = 32.67'
E = 6.48'
CH = 30.39'
CH. BRG. = N 49° 07' 08" W
C/L SURVEY U.S. 40
PT STA. 1434+37.58 15.26' LT.
C/L OVERBROOK DR.
PC STA. 9+63.03 8.96' LT.



LIMITS OF PAVEMENT REMOVAL & REPLACEMENT FOR COMMERCIAL DRIVE (1 1/4" ITEM 404 OVER 6" ITEM 301)

BENCHMARK STA. 1434+35.96 26.18' LT. "X" CUT IN N. BONNET BOLT, HYD. @ N.E. CORNER OF S.R. 40 & OVERBROOK DR. ELEV. 661.52

BENCHMARK S.W. CORNER, TOP OF CONCRETE STEP OFF WALK, WEST SIDE HOUSE AT 977 U.S. 40 ELEV. 656.13



FOR INTERSECTION DETAIL SEE SHEET No. 3

ITEM 203 EXCAVATION	39 C.Y.
ITEM 203 EMBANKMENT	4 C.Y.
ITEM 660 SODDING	32 S.Y.

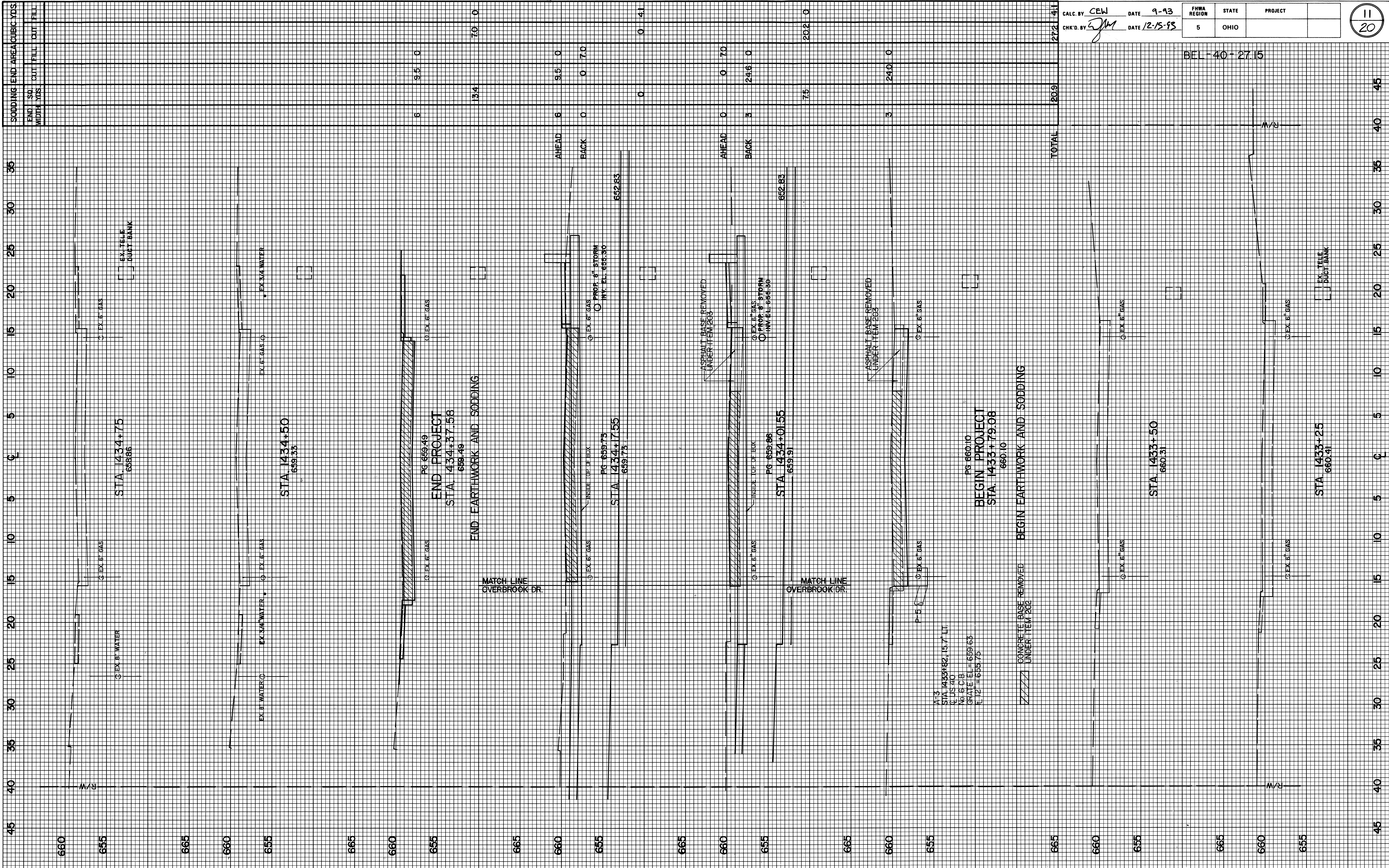
Q₂₅ = 449 CFS
V₂₅ = 12.9 FT/SEC
HWL₂₅ = 660.3
Q₁₀₀ = 657 CFS
V₁₀₀ = 14.6 FT/SEC
HWL₁₀₀ = 660.9

ESTIMATED QUANTITIES

ESTIMATED QUANTITIES																									
CODE	LOCATION		ITEM 202	ITEM 202	ITEM 202	ITEM 601	ITEM 601	ITEM 601	ITEM 602	ITEM 603	ITEM 603	ITEM 604	ITEM 608	ITEM 608	ITEM 608	ITEM 609									
	FROM	TO	CURB REMOVED	WALK REMOVED	GUARD RAIL REMOVED	RIPRAP USING 6" REINFORCED CONCRETE SLAB AS PER PLAN	S.Y.	C.Y.	ROCK CHNL PROTECTION TYPE B W/FAB. FLTR	C.Y.	TYPE B CONDUIT, 706.08	L.F.	NO. 6 CATCH BASIN	EACH	CURB RAMP AS PER PLAN	TYPE 6 CURB AS PER PLAN									
C-1	1433+79.08	1434+37.58																							
C-2	9+61.43	1434+37.58																							
C-3	1433+79.08	1434+01.55	27.2*																						
C-4	1434+17.55	1434+37.58																							
C-5	1434+01.55	1434+17.55																							
W-1	1433+79.08	9+61.43		196.00																					
W-2	9+61.43	1434+37.58		196.00																					
W-3	1434+01.55	1434+37.58		145.00																					
E-1	1434+04	1434+24					29																		
E-2	1433+95	1434+14						21																	
E-3	1434+03	31' LT.																							
P-1	A-1	PROP. BOX																							
P-2	A-2	PROP. BOX																							
P-3	1433+98.55	PROP. BOX																							
P-4	PROP. BOX	1434+20.55																							
P-5	A-3	A-1																							
GR-1	1434+07.45	1434+19.95																							
A-1	9+71	11' RT. C			12.50																				
A-2	9+70	10' LT. C																							
A-3	1433+82	15.6' LT. C																							
SHEET TOTAL														27.2*	537.00	12.50	29	21	8	30	3	2	1	612.0	110.07
* CURB ENDS AT STA. 1434+03.08 (SEE SHEET 2); REMAINDER OF EXISTING CURB REMOVED UNDER ITEM 202 CONCRETE BASE REMOVED.																									

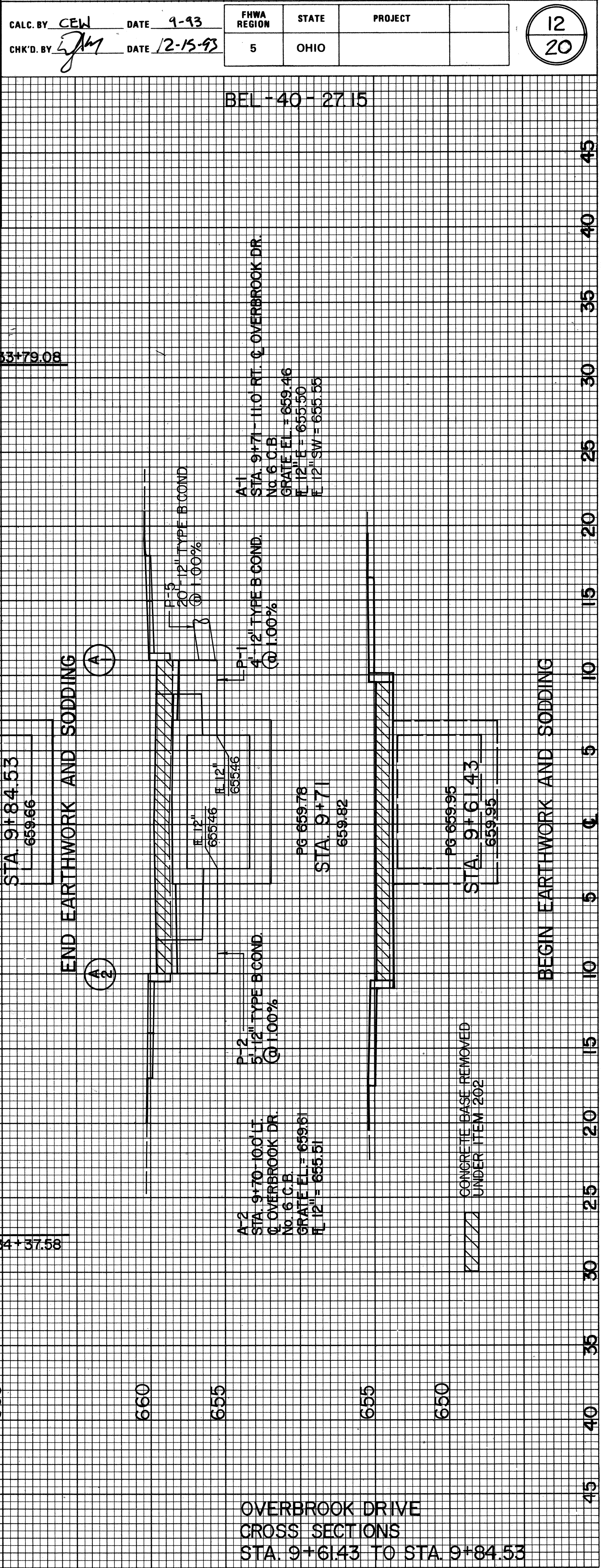
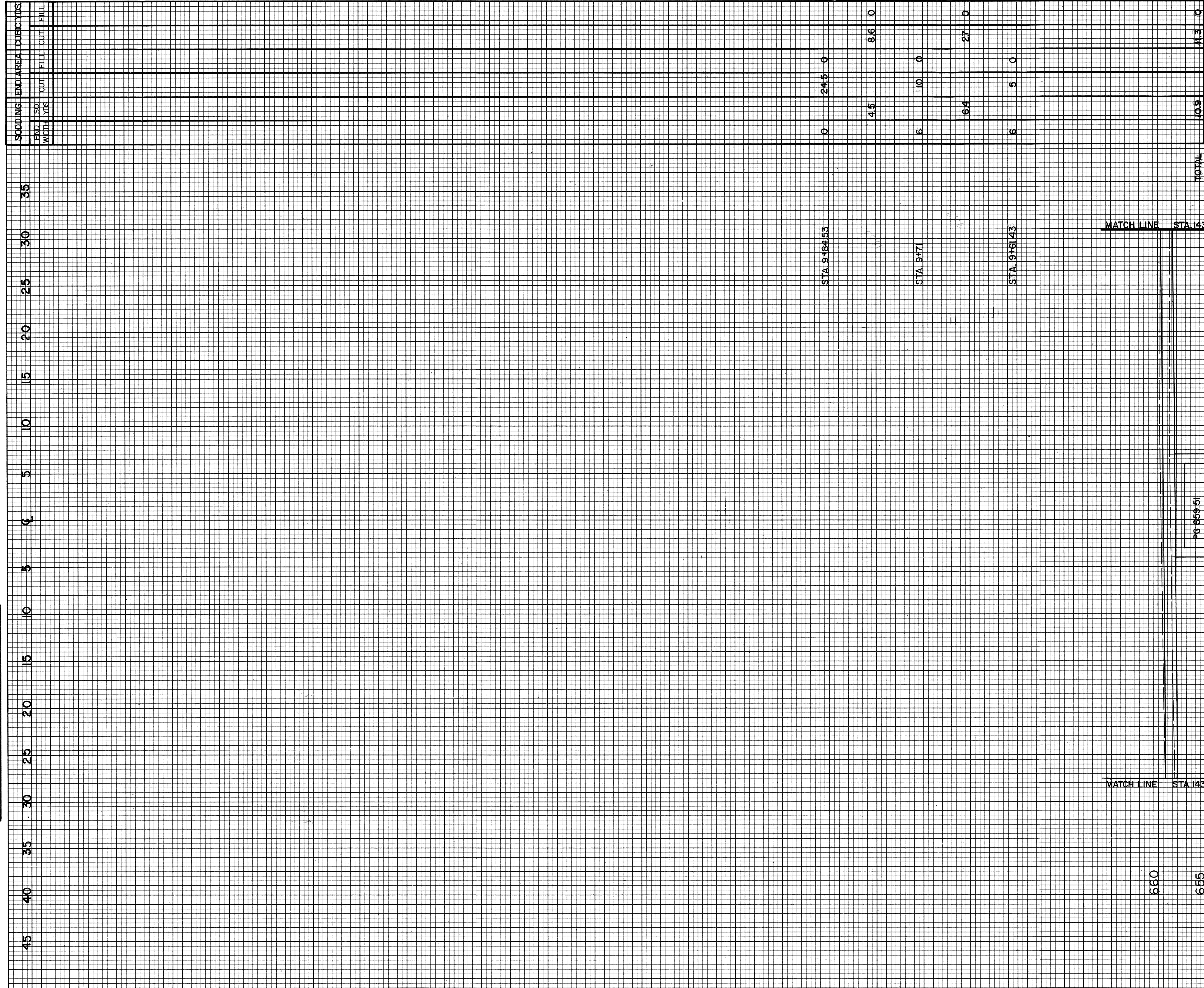
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SURVEY	PLATTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

FINAL	SURVEYED	BY	DATE
SURVEY	PLATTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



CALC. BY	CEW	DATE	9-93	FHWA REGION	5	STATE	OHIO	PROJECT	
CHK'D BY	JM	DATE	12-15-93						

DESIGNED KST	DRAWN R.L.W.	TRACED	CHECKED PLW	REVIEWED DATE KST 1-22-93	REVISED
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REVIEWED BY BURGESS & NIPLE, LTD.
RMK 12-31-93

 <u>GPD ASSOCIATES</u>		GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO		2/7/78 JOB N° 9210		
CULVERT PLAN & PROFILE STRUCTURE N° BEL-40-2716 U.S. 40 OVER SLAUGHTERHOUSE RUN						
BELMONT COUNTY, OHIO			STA. 1434 + 09.55			
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.D.	RPK		Pkw	KSY	1.22.93	

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1992, AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA

DESIGN LOADING: HS 20-44 AND ALTERNATE MILITARY LOADING
CONCRETE CLASS C: COMPRESSIVE STRENGTH 4000 PSI
REINFORCING STEEL: ASTM A615, A616 OR A617 - GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

REFERENCE

REFERENCE SHALL BE MADE TO THE FOLLOWING:
STANDARD DRAWING NO. BR-2-82 DATED 11-1-82
STANDARD DRAWING NO. PCB-91 DATED 04-24-92
SUPPLEMENTAL SPECIFICATION 852 DATED 06-10-87

FOUNDATION BEARING PRESSURE

HEADWALL FOOTING, AS DESIGNED, PRODUCES A MAXIMUM BEARING PRESSURE OF 1.0 TON/S.F.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY)

EXPOSED CONCRETE SURFACES AS SHOWN ON SHEET NOS. 2/7, 4/7 AND 5/7 SHALL BE SEALED USING AN EPOXY SEALER.

FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION RATES, MATERIAL REQUIREMENTS, APPLICATION PROCEDURES AND MEASUREMENT AND PAYMENT, SEE PROPOSAL NOTE.

ITEM 603 - 14' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN.

ITEM SPECIAL, MEMBRANE WATERPROOFING (SHEET TYPE 3) SHALL BE APPLIED TO THE TOP SURFACE OF THE PRECAST CULVERT SECTIONS AND THE ADJOINING CAST-IN-PLACE CULVERT SECTION AND SHALL EXTEND 1-FOOT VERTICALLY DOWN THE SIDES INCLUDING THE JOINTS FOR ALL PORTIONS OF THE CULVERT WHICH WILL BE IN CONTACT WITH THE BACKFILL. ITEM SPECIAL, MEMBRANE WATERPROOFING (SHEET TYPE 2) SHALL BE APPLIED ON THE ENTIRE FACE OF EACH VERTICAL SIDE FOR FULL LENGTH OF THE CULVERT INCLUDING CAST-IN-PLACE SECTION. THE EXTERIOR JOINT GAP ON THE TOP AND SIDES BETWEEN THE PRECAST CULVERT SECTIONS SHALL BE FILLED WITH PORTLAND CEMENT MORTAR PRIOR TO INSTALLING THE MEMBRANE WATERPROOFING. JOINT WRAP AS SPECIFIED IN 603.06 AND CONCRETE SEALING AS SPECIFIED IN 603.08 ARE NOT REQUIRED UNDER THE LIMITS OF THE MEMBRANE WATERPROOFING. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BIDS PER SQUARE YARD FOR ITEM SPECIAL MEMBRANE WATERPROOFING (SHEET TYPE 3) AND ITEM SPECIAL MEMBRANE WATERPROOFING (SHEET TYPE 2) RESPECTIVELY.

CULVERT MANUFACTURER: THE MANUFACTURER OF THE BOX CULVERT SHALL NOT PROVIDE THE STANDARD BEVEL AT THE OUTLET END OF THE BOX CULVERT.

ABBREVIATIONS

OPNG. = OPENINGS
N.S. = NEAR SIDE
F.S. = FAR SIDE
B.S. = BOTH SIDES
SPA. = SPACING
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
BOT. = BOTTOM
SER. = SERIES

CONDUIT OPENINGS

CONDUIT OPENINGS SHALL BE PREFABRICATED IN THE BOX CULVERT. THE CONDUIT SHALL EXTEND 2" INSIDE THE BOX CULVERT WALL.

NOTE "A"

AFTER INSTALLATION OF CONDUIT, THE CAVITY BETWEEN THE PIPE AND THE OPENING WALL SHALL BE FILLED WITH CEMENT MORTAR. MORTARING IS INCLUDED WITH THE PIPE FOR PAYMENT.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

ITEM 510 - DOWEL HOLES, AS PER PLAN

THIS ITEM SHALL BE PERFORMED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND SHALL BE USED TO PLACE NEW DOWEL BARS WHERE A NEW CONCRETE SECTION IS BEING ATTACHED TO THE REMAINING PORTIONS OF EXISTING CONCRETE.

THE GROUT SHALL CONFORM TO CMS SECTION 705.20 AND THE INSTALLATION SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 852.

THE DOWEL BARS ARE TO BE PAID FOR UNDER "ITEM 509 - REINFORCING STEEL, GRADE 60" AND THE DOWEL HOLES ARE TO BE PAID FOR UNDER "ITEM 510 - DOWEL HOLES, AS PER PLAN".

UTILITY LINES

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

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO DOES NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS.

ITEM SPECIAL - LOW STRENGTH MORTAR BACKFILL MATERIAL CLASS LSM-50

LOW STRENGTH MORTAR BACKFILL SHALL BE PLACED AS SHOWN ON SHEET NO. 4/7 AND LATERALLY TO THE EDGE OF PAVEMENT ON THE RIGHT SIDE AND TO THE END OF PAVEMENT REPLACEMENT ON THE LEFT SIDE. SEE PROPOSAL NOTE FOR REMAINING REQUIREMENTS. PAYMENT FOR LOW STRENGTH BACKFILL SHALL BE MADE ONLY FOR BACKFILL TO THE LIMITS CITED.

ITEM 202 - STRUCTURE REMOVED, AS PER PLAN

- THIS WORK SHALL CONSIST OF THE FOLLOWING:
 - REMOVAL OF THE EXISTING STRUCTURE CARRYING US 40.
 - REMOVAL OF THE PORTIONS OF THE EXISTING OVERBROOK DRIVE STRUCTURE LOCATED LEFT OF AND CONNECTED WITH THE US 40 STRUCTURE, TO THE LIMITS SHOWN IN THE PLANS OR AS AUTHORIZED BY THE ENGINEER.
- CARE SHALL BE EXERCISED IN REMOVING PORTIONS OF THE EXISTING OVERBROOK DRIVE STRUCTURE SO THAT NO DAMAGE IS DONE TO THE PORTIONS WHICH ARE TO REMAIN. ANY RESULTING DAMAGE TO THE REMAINING CONCRETE OR REINFORCING STEEL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY REMOVAL OF THE CONCRETE BEYOND THE LIMITS SHOWN IN THE PLANS WILL ONLY BE AS AUTHORIZED BY THE ENGINEER. EXISTING REINFORCING STEEL PARTIALLY EXPOSED BY CONCRETE REMOVAL SHOULD BE LEFT IN PLACE, EXCEPT THAT IT SHALL BE BENT AS NECESSARY TO CLEAR PROPOSED CONCRETE SURFACES BY AT LEAST 2 INCHES.
- PAYMENT: ALL WORK REQUIRED TO ACCOMPLISH THE REMOVAL DESCRIBED ABOVE, INCLUDING THE EXCAVATION AND ITS DISPOSAL, AND EXCAVATION FOR THE CAST-IN-PLACE CULVERT SECTION AND HEADWALL SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "ITEM 202 - STRUCTURE REMOVED, AS PER PLAN."

ITEM 517 - RAILING, AS PER PLAN
CONCRETE SHALL BE CLASS C.

ITEM 601 RIPRAP USING 6" REINFORCED CONCRETE SLAB, AS PER PLAN
THE DEPTH OF THE SLAB SHALL BE INCREASED TO 2'-3" AT THE CULVERT OUTLET FOR A MINIMUM LENGTH OF 2'-0". SEE DETAIL ON SHEET 5/7.

PROPOSED WORK

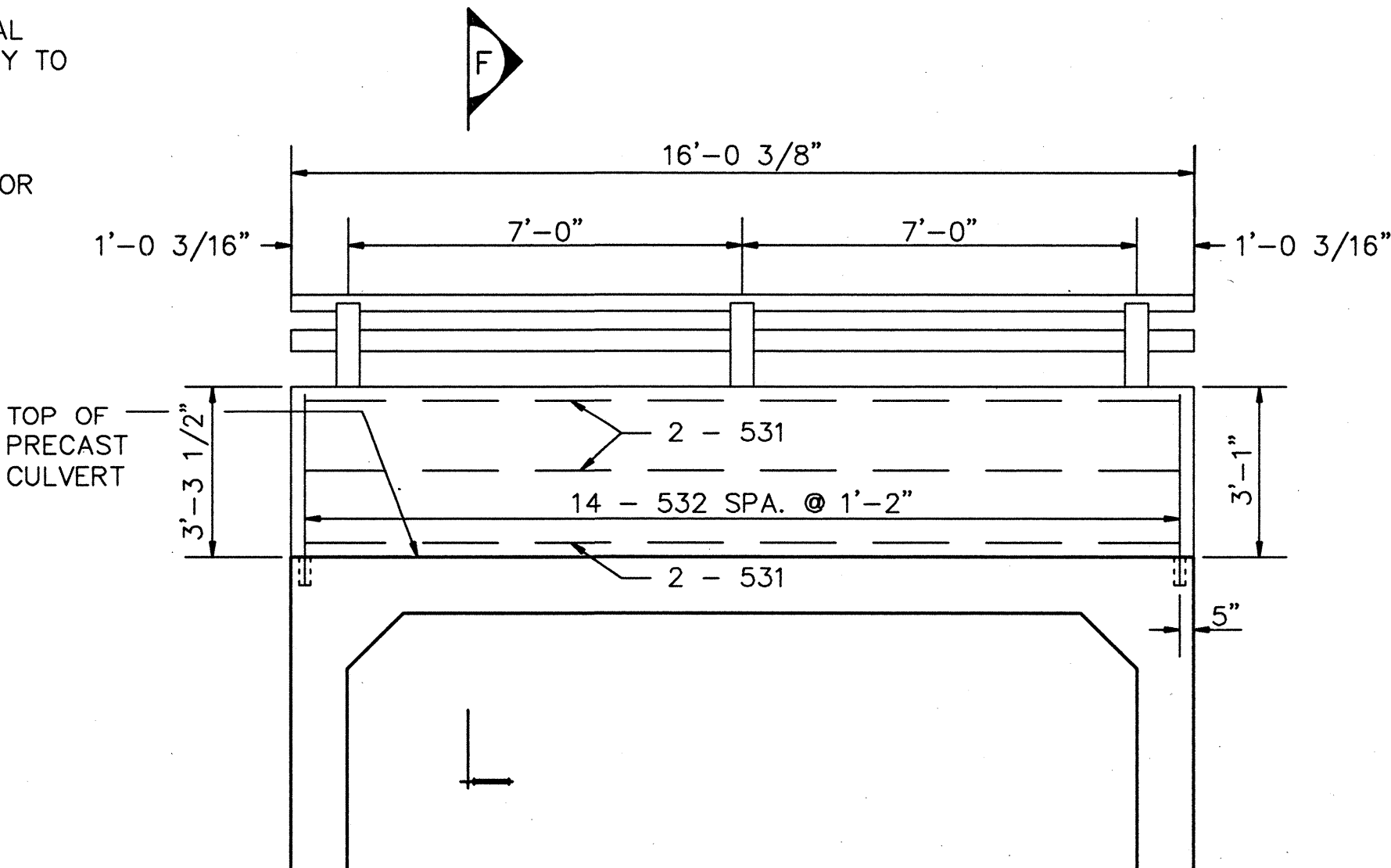
- BRACE EXISTING S.E. RETAINING WALL WITHIN R/W LIMITS TO PREVENT DAMAGE FROM THE PILE DRIVING OR STRUCTURE REMOVAL OPERATIONS.
- CLOSE OVERBROOK DRIVE TO TRAFFIC NORTH OF INTERSECTION WITH US 40.
- INSTALL PORTABLE CONCRETE BARRIER ON EXISTING STRUCTURE AND APPROACHES AND MAINTAIN TRAFFIC AS SHOWN FOR PHASE 1 CONSTRUCTION.
- INSTALL TEMPORARY SHEETING TO PERMIT REMOVALS AND CONSTRUCTION.
- REMOVE PORTION OF EXISTING STRUCTURE TO LIMITS SHOWN FOR PHASE 1.
- CONSTRUCT PHASE 1 PORTION OF PROPOSED STRUCTURE UP THROUGH THE ITEM 402 ASPHALT CONCRETE.
- INSTALL PORTABLE CONCRETE BARRIER ON PHASE 1 CONSTRUCTION, AND MAINTAIN TRAFFIC AS SHOWN FOR PHASE 2 CONSTRUCTION.
- INSTALL SHEET PILING AS SHOWN IN SHEET NO. 5/7.
- PROCEED WITH THE REMOVAL OF REMAINDER OF STRUCTURE.
- CONSTRUCT REMAINING PORTION OF PROPOSED STRUCTURE.
- REMOVE SHEET PILING AND PLACE CONCRETE CLOSURE POUR AS SHOWN IN SHEET NO. 5/7.
- REMOVE PORTABLE CONCRETE BARRIER AND PLACE ITEM 404 ASPHALT CONCRETE.

ESTIMATED QUANTITIES

CALC. BY AD DATE 10/26/93
CHECKED BY PW DATE 10-26-93

ITEM	TOTAL	UNIT	DESCRIPTION
202	LUMP		STRUCTURE REMOVED, AS PER PLAN
503	LUMP		COFFERDAMS, CRIBS AND SHEETING
SPECIAL	125	C.Y.	LOW STRENGTH MORTAR BACKFILL MATERIAL CLASS LSM-50 (SEE PROPOSAL NOTE)
510	64	EA.	DOWEL HOLES, AS PER PLAN
512	7	S.Y.	TYPE B WATERPROOFING
SPECIAL	92	S.Y.	MEMBRANE WATERPROOFING (SHEET TYPE 2) (SEE PROPOSAL NOTE)
SPECIAL	109	S.Y.	MEMBRANE WATERPROOFING (SHEET TYPE 3) (SEE PROPOSAL NOTE)
SPECIAL	23	S.Y.	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)
516	20	S.F.	1" PREFORMED EXPANSION JOINT FILLER
517	16	L.F.	RAILING, (CONCRETE PARAPET WITH DOUBLE PIPE RAIL), AS PER PLAN
518	3	C.Y.	POROUS BACKFILL WITH FILTER FABRIC
602	29	C.Y.	CONCRETE MASONRY
601	29	S.Y.	RIPRAP USING 6" REINFORCED CONC. AS PER PLAN
603	49.5	L.F.	14' X 5' CONDUIT TYPE A, 706.05, AS PER PLAN

THESE ITEMS ARE CARRIED TO THE GENERAL SUMMARY SHEET



RAILING ELEVATION

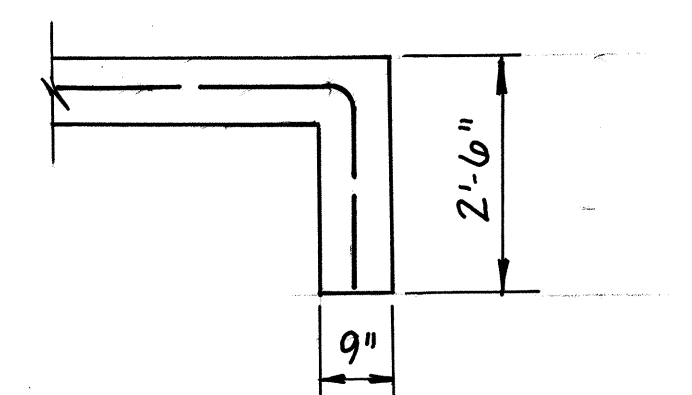
NOTE
FOR SECTION F-F, SEE SHT. 4 / 7

		GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO		3 / 7 JOB NO. 9210		
GENERAL NOTES & ESTIMATED QUANTITIES						
STRUCTURE NO. BEL-40-2716 U.S. 40 OVER SLAUGHTERHOUSE RUN						
BELMONT COUNTY, OHIO				STA. 1434+09.55		
DESIGNED A.D.	DRAWN JH	TRACED	CHECKED PW	REVIEWED KJS	DATE 10.26.93	
			REVIEWED			

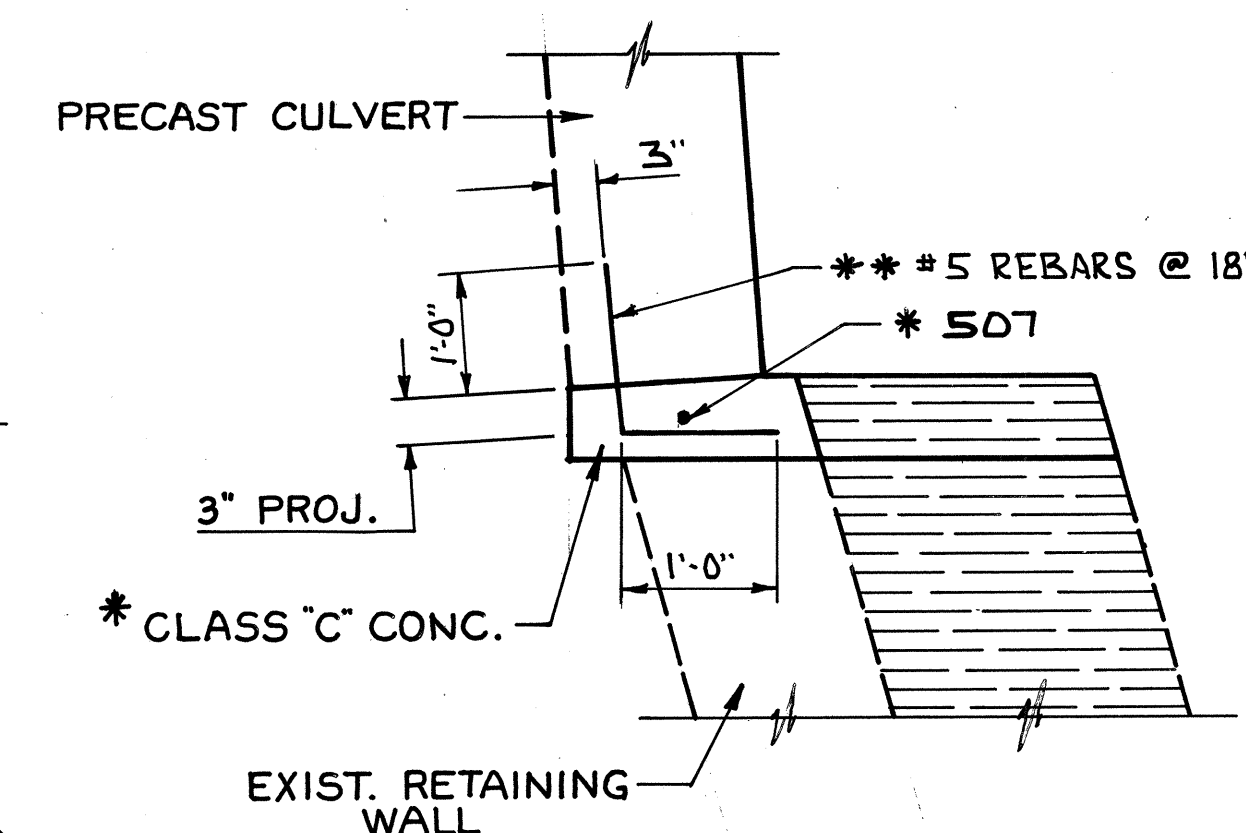
 <u>GPD ASSOCIATES</u>		GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO		4 / 7 JOB N ^o 9210		
CONSTRUCTION PHASING AND TYPICAL SECTIONS STRUCTURE N^o BEL-40-2716 U.S. 40 OVER SLAUGHTERHOUSE RUN						
BELMONT COUNTY, OHIO			STA. 1434 + 09.55			
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.D.	R.L.W.		PW	K.S.J.	7. 14. 93	

NOTES

1. PREFIX "H" SHALL BE ADDED TO ALL REBAR MARKS SHOWN FOR FOOTING AND SOUTHWEST HEADWALL. SEE REINFORCING SCHEDULE.
2. MINIMUM CLEARANCE TO REBARS SHALL BE 2" UNLESS NOTED OTHERWISE.
3. FOR ABBREVIATIONS, SEE SHT. NO. 3/7.
4. FOR "PROPOSED WORK" NOTE, SEE SHT. NO. 3/7.
5. EXCAVATION AND CONSTRUCTION TRAFFIC BEHIND THE EXISTING RETAINING WALL SHALL NOT BE PERMITTED WITHIN 12' OF THE BACK OF THE WALL.



RIPRAP CUT-OFF WALL DETAIL

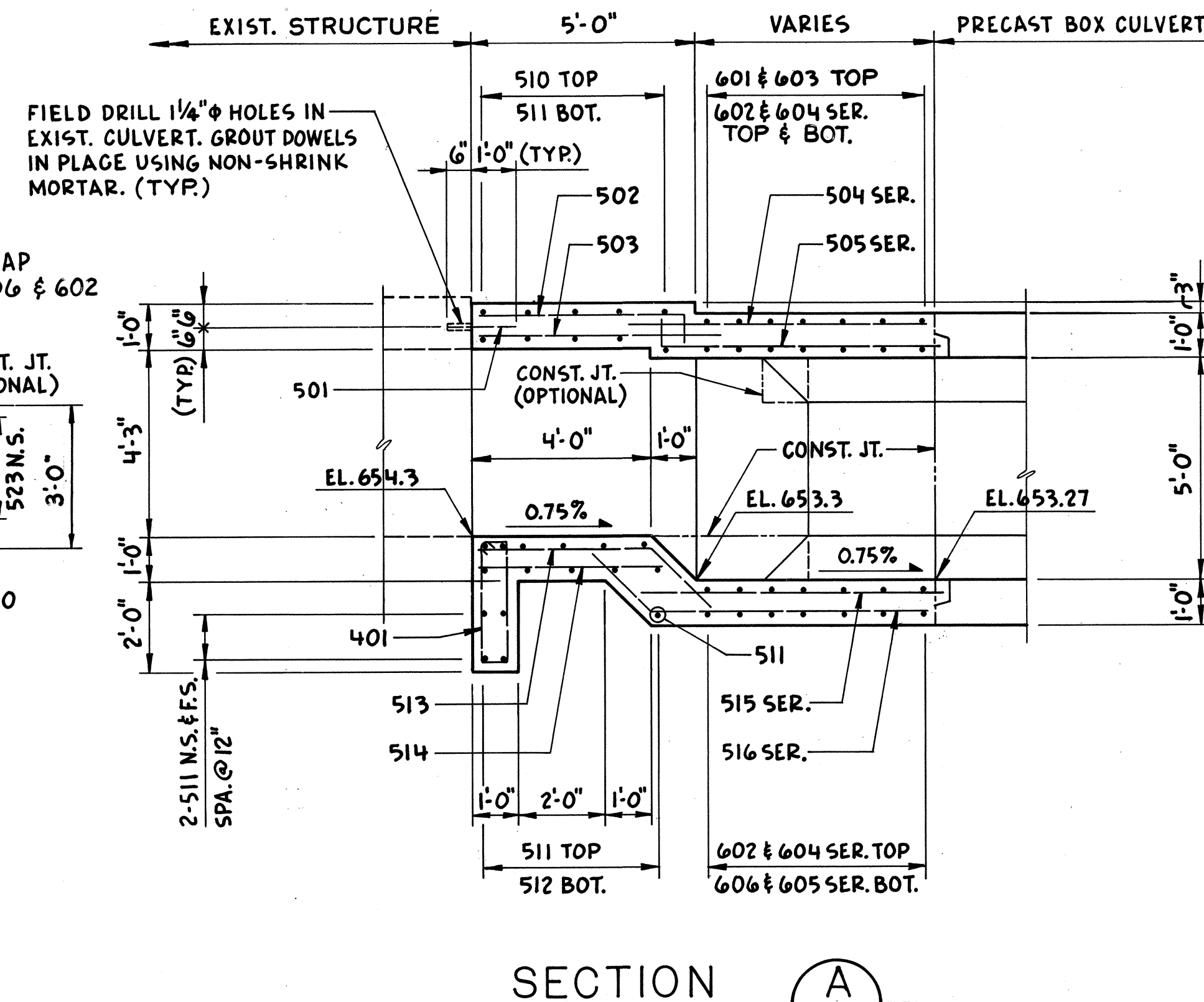
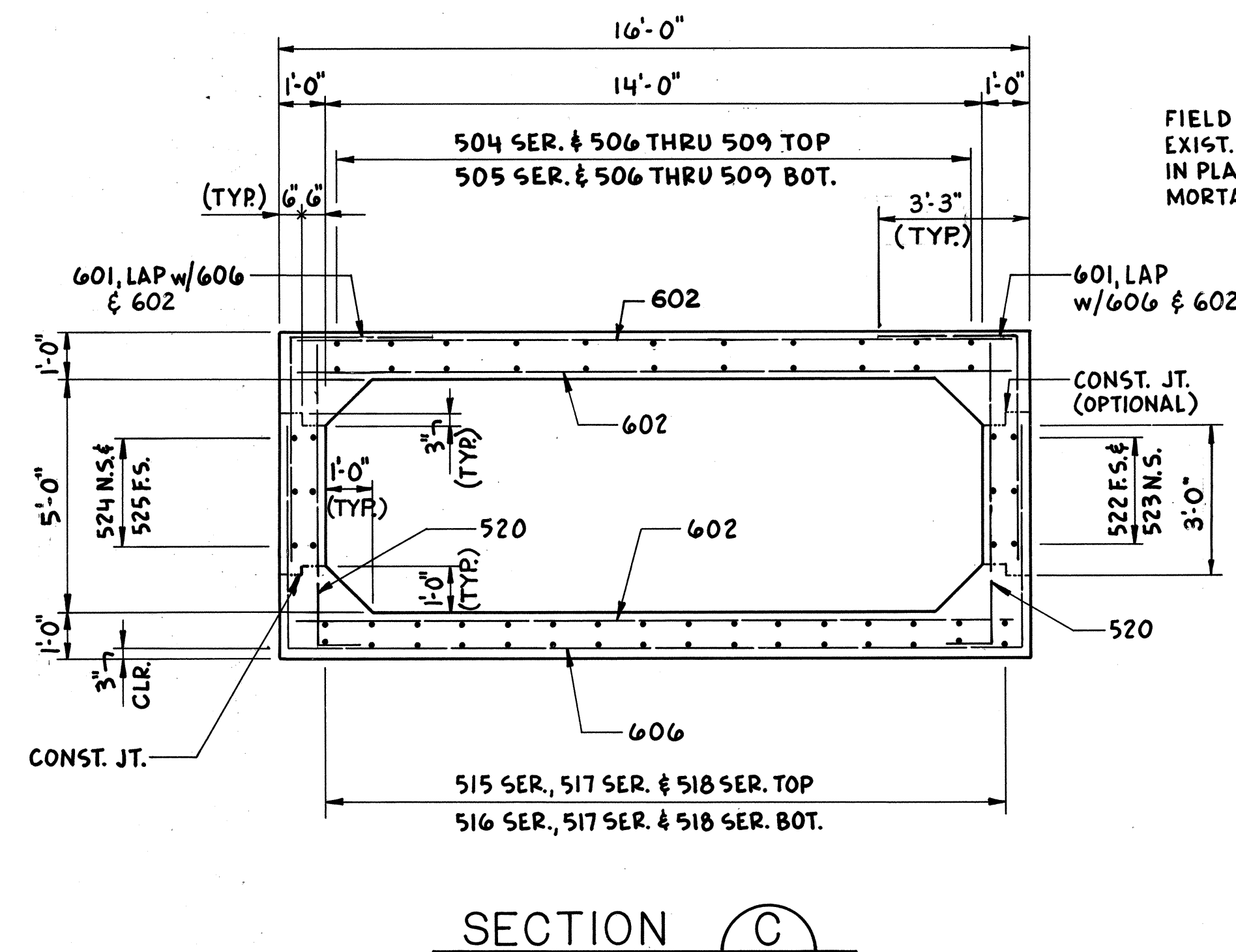
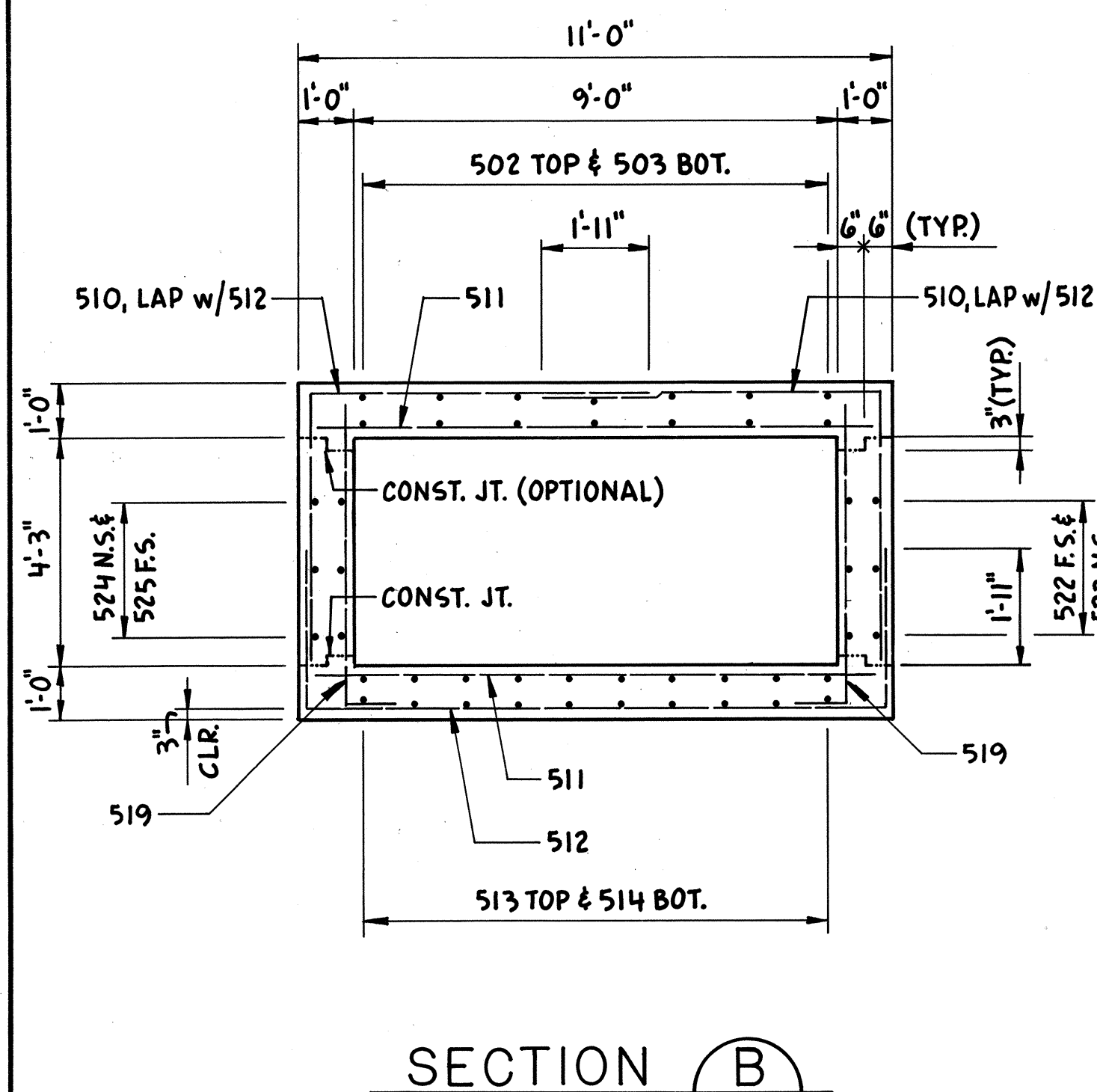
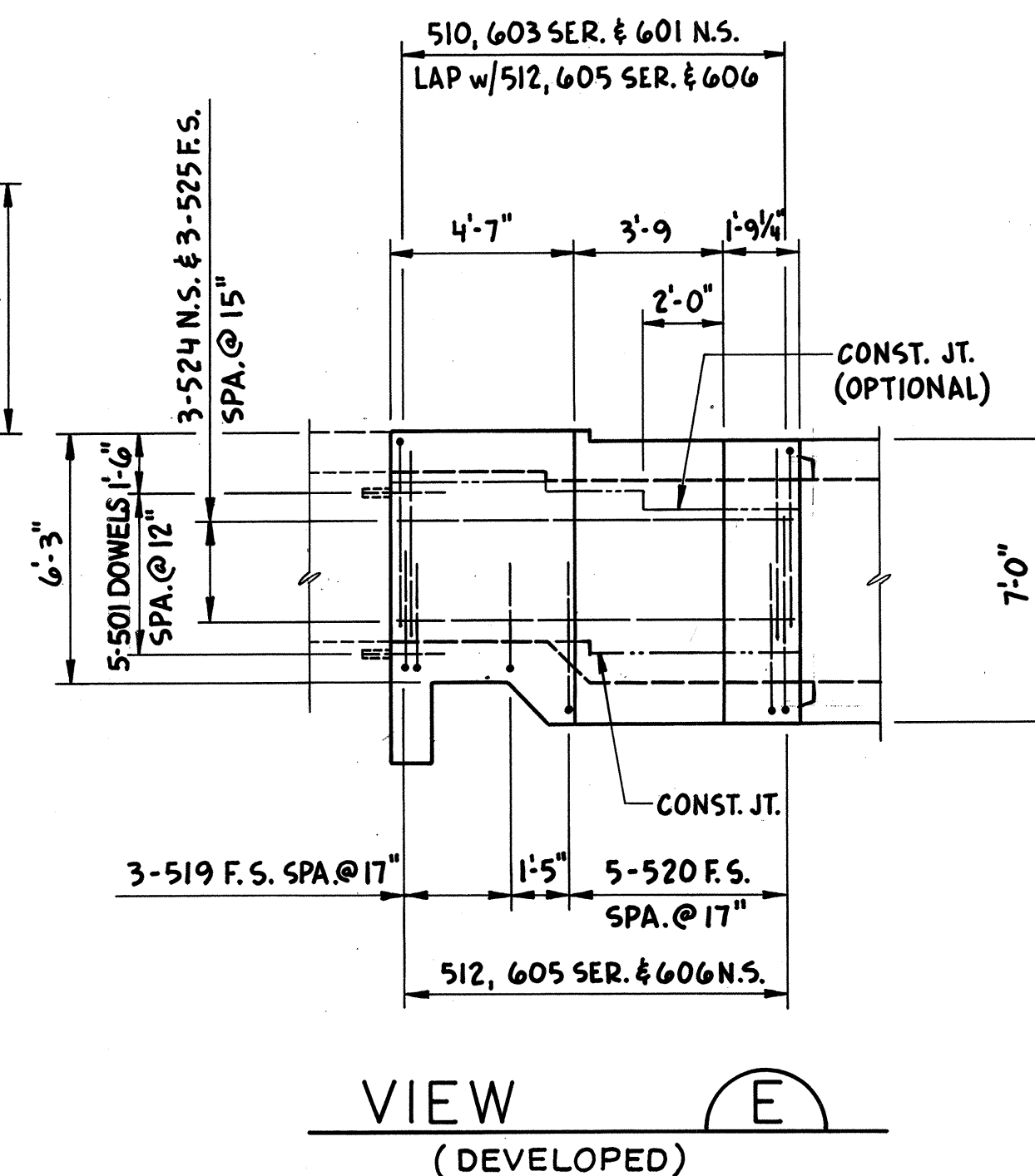
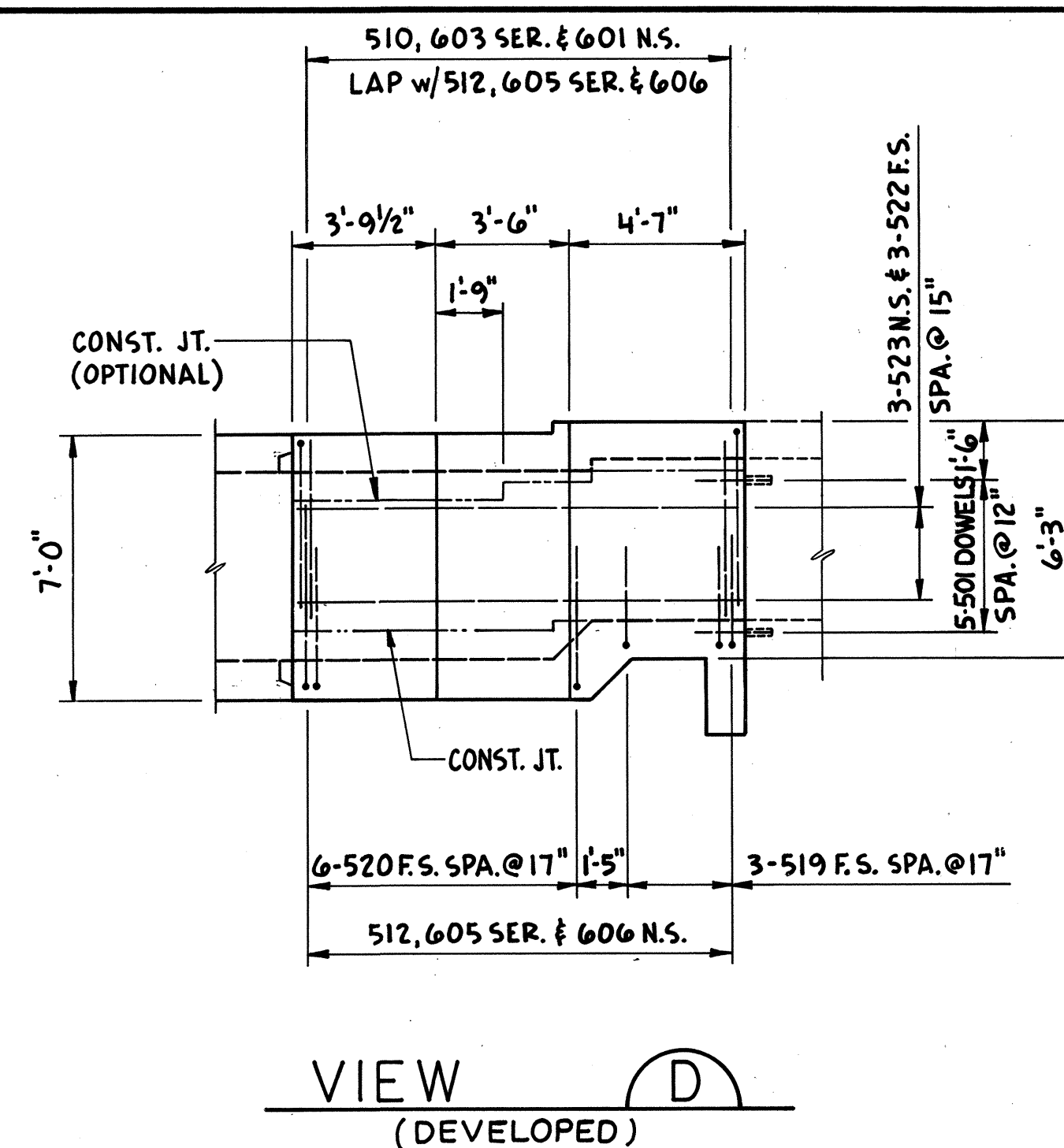
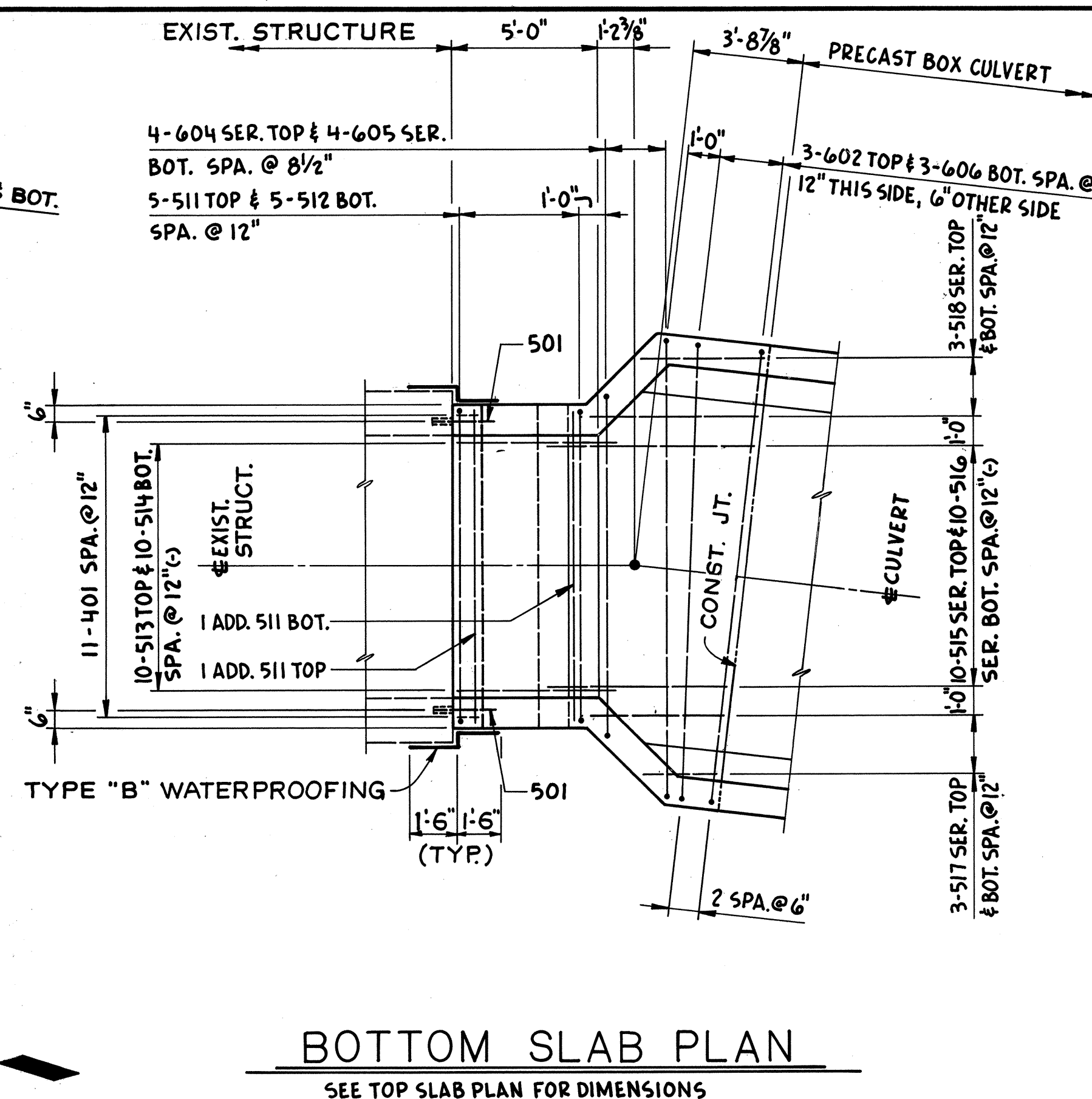
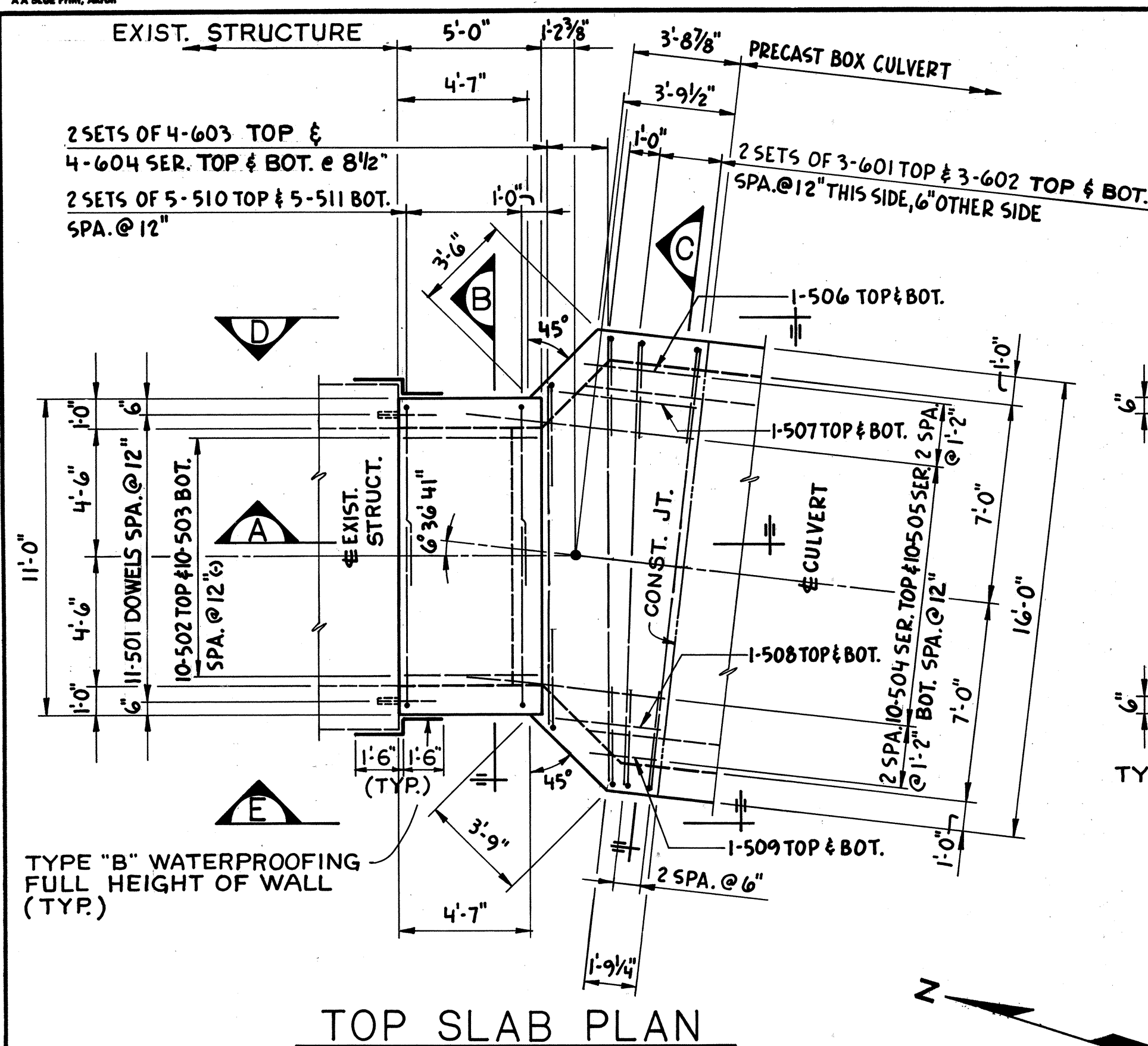


CLOSURE POUR DETAIL

- * INCLUDED WITH ITEM 602, CONC.
MASONRY, FOR PAYMENT.
- ** INCLUDED WITH BOX CULVERT
FOR PAYMENT

 <u>GPD ASSOCIATES</u>	GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO	5 / 7 JOB NO 9210
	MISCELLANEOUS DETAILS STRUCTURE N° BEL-40-2716 U.S.40 OVER SLAUGHTERHOUSE RUN	
BELMONT COUNTY, OHIO		STA. 1434 + 09.55
DESIGNED <i>A.D.</i>	DRAWN <i>R.L.W.</i>	TRACED
CHECKED <i>PW</i>		REVIEWED <i>KBJ</i>
DATE <i>7.14.93</i>		REVISID

BEL-40-27.15



NOTES

1. PREFIX "C" SHALL BE ADDED TO ALL REBAR MARKS SHOWN FOR CULVERT. SEE REINFORCING SCHEDULE.
2. MINIMUM CLEARANCE TO REBARS SHALL BE 2" UNLESS NOTED OTHERWISE.
3. FOR ABBREVIATIONS, SEE SH. NO. 3/7.
4. PRIOR TO THE PLACEMENT OF NEW CONCRETE, THE EXISTING CONCRETE SURFACE SHALL BE THOROUGHLY CLEANED BY SAND-BLASTING AND/OR OTHER APPROVED METHODS SO THAT IT IS FREE OF LOOSE OR DISINTEGRATED CONCRETE, DUST, LAITANCE, GREASE, RUST AND OTHER FOREIGN MATTER. PRIOR TO DOWEL BAR OR CONCRETE PLACEMENT, CONSTRUCTION JOINT SURFACES SHALL BE THOROUGHLY FLUSHED WITH WATER AND ALLOWED TO DRY TO A SATURATED SURFACE DRY CONDITION.

 <u>GPD ASSOCIATES</u>		GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO		6/7 JOB Nº 9210	
CULVERT PLANS & SECTIONS					
STRUCTURE Nº BEL-40-2716					
U. S. 40 OVER SLAUGHTERHOUSE RUN					
BELMONT COUNTY, OHIO			STA. 1434 + 09.55		
DESIGNED A.D.	DRAWN RPK	TRACED	CHECKED p/w	REVIEWED DATE K S J 7.14.93	REVISED

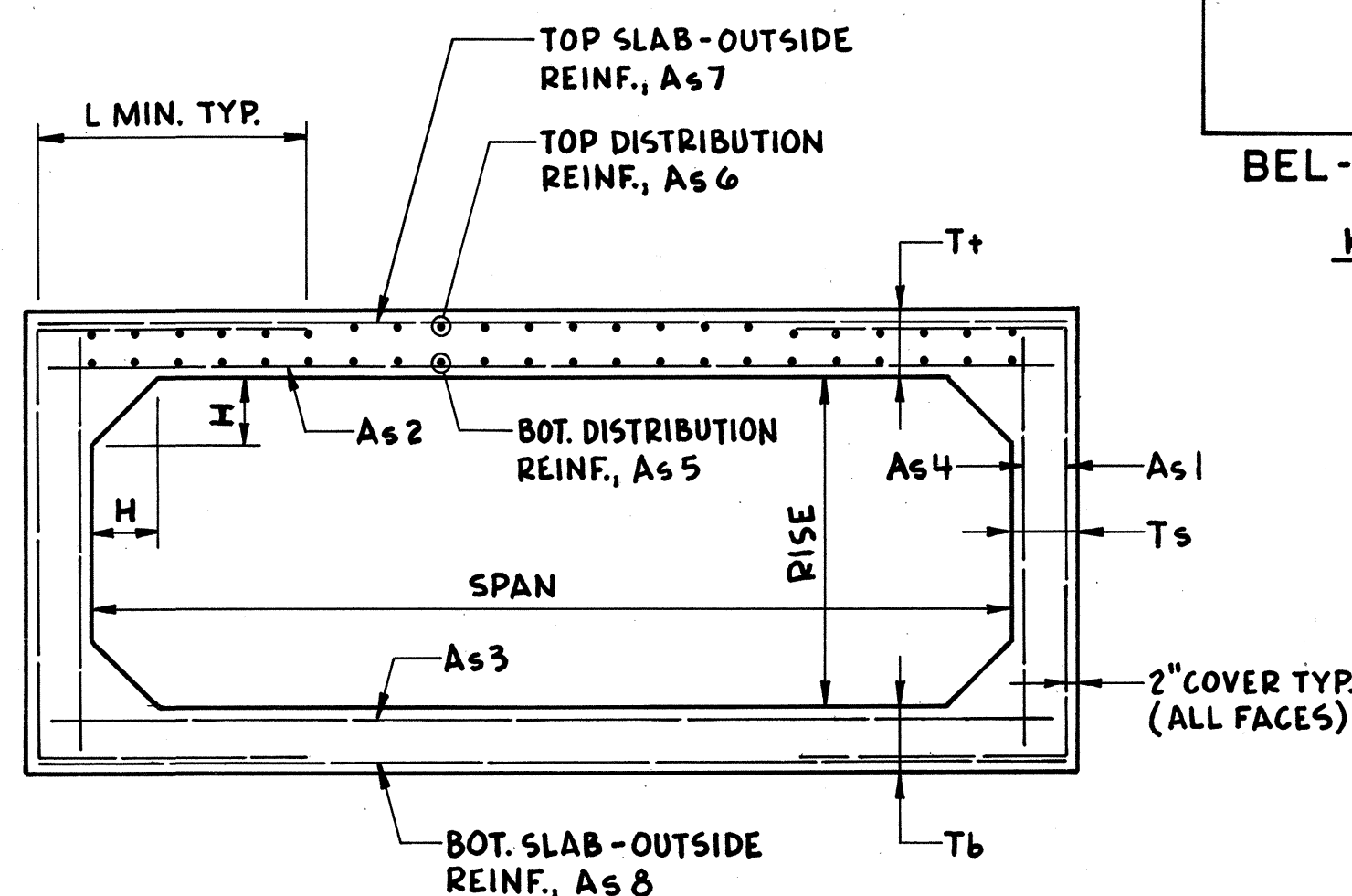
CULVERT							WEIGHT POUNDS
MARK	NUMBER	LENGTH	TYPE	A	DIMENSIONS B	C	
C401	11	7' 0"	107	2' 7"	0' 8"		51
C501	21	1' 6"	ST				33
C502	10	5' 5"	102	4' 8"	0' 10"		56
C503	10	6' 0"	ST				63
C504S	1 SET OF 10	6' 6"	ST				
		TO 7' 6"				0' 1 3/8"	73
C505S	1 SET OF 10	6' 2"	102	5' 6"	0' 10"		
		TO 7' 2"		6' 6"	0' 10"	0' 1 3/8"	70
C506	2	4' 0"	ST				8
C507	2	4' 10"	ST				10
C508	2	3' 9"	ST				8
C509	2	2' 4"	ST				5
C510	10	11' 4"	102	6' 4"	5' 1"		118
C511	16	10' 8"	ST				178
C512	5	15' 10"	103	10' 8"	2' 8"		83
C513	10	5' 11"	105	3' 10"	2' 1"	1' 6"	62
C514	10	4' 3"	ST				44
C515S	1 SET OF 10	6' 6"	ST				
		TO 7' 6"				0' 1 3/8"	73
C516S	1 SET OF 10	7' 4"	105	5' 4"	2' 1"	1' 6"	
		TO 8' 4"		6' 4"	2' 1"	1' 6"	82
C517S	2 SETS OF 3	2' 4"	ST				
		TO 4' 4"				1' 0"	21
C518S	2 SETS OF 3	4' 0"	ST				
		TO 5' 6"				0' 9"	30
C519	6	6' 9"	102	5' 10"	1' 0"		42
C520	11	7' 6"	102	6' 7"	1' 0"		86
C522	3	11' 7"	121	4' 8"	3' 7"	0' 5"	36
C523	3	11' 4"	121	4' 6"	3' 6"	0' 4 1/2"	35
C524	3	9' 8"	122	4' 6"	1' 6"	0' 2"	30
C525	3	10' 0"	122	4' 8"	1' 8"	0' 2 1/2"	31
C601	6	8' 1"	102	3' 1"	5' 1"		73
C602	9	15' 8"	ST				212
C603	8	8' 1"	102	3' 1"	5' 1"		97
C604S	3 SETS OF 4	11' 8"	ST				
		TO 15' 6"				1' 3 3/8"	245
C605S	1 SET OF 4	20' 9"	103	11' 10"	4' 6"		
		TO 24' 5"		15' 8"	4' 6"	1' 3 3/8"	136
C606	3	24' 5"	103	15' 8"	4' 6"		110
TOTAL							2,201

HEADWALL							WEIGHT POUNDS
MARK	NUMBER	LENGTH	TYPE	A	DIMENSIONS B	C	
H501	4	15' 8"	ST				65
H502	4	13' 11"	ST				58
H503	17	7' 2"	107	2' 7"	0' 8"		127
H504	30	2' 8"	ST				83
H505	2	6' 0"	105	3' 0"	3' 0"	2' 1"	13
H506S	2 SETS OF 5	13' 8"	ST				
		TO 16' 8"				0' 9"	158
H507	17	8' 11"	ST				158
H508	7	14' 11"	105	13' 9"	1' 2"	0' 10"	109
H509	7	14' 5"	105	13' 6"	0' 11"	0' 8"	105
H601	30	4' 8"	ST				210
H602	16	9' 2"	ST				220
H603	16	5' 2"	102	4' 3"	1' 0"		124
TOTAL							1,430

SUPERSTRUCTURE							WEIGHT POUNDS
MARK	NUMBER	LENGTH	TYPE	A	DIMENSIONS B	C	
S530	11	1' 6"	ST				17
S531	8	15' 8"	ST				131
S532S	1 SET OF 14	7' 5"	103	0' 8"	3' 5"		
		TO 7' 10"			TO 3' 7 1/2"	0' 0 3/8"	111
S533	4	1' 3"	ST				5
S534	2	1' 2"	ST				2
S535	2	2' 1"	ST				4
TOTAL							270

SUMMARY AND GRAND TOTAL OF BAR WEIGHTS

▲	SUPERSTRUCTURE	270
*	HEADWALL	1,430
*	CULVERT	2,201
GRAND TOTAL		3,901
* INCLUDED WITH ITEM-602, CONCRETE MASONRY FOR PAYMENT.		
▲ INCLUDED WITH ITEM-517, RAILING FOR PAYMENT		



BEL-40-27.15

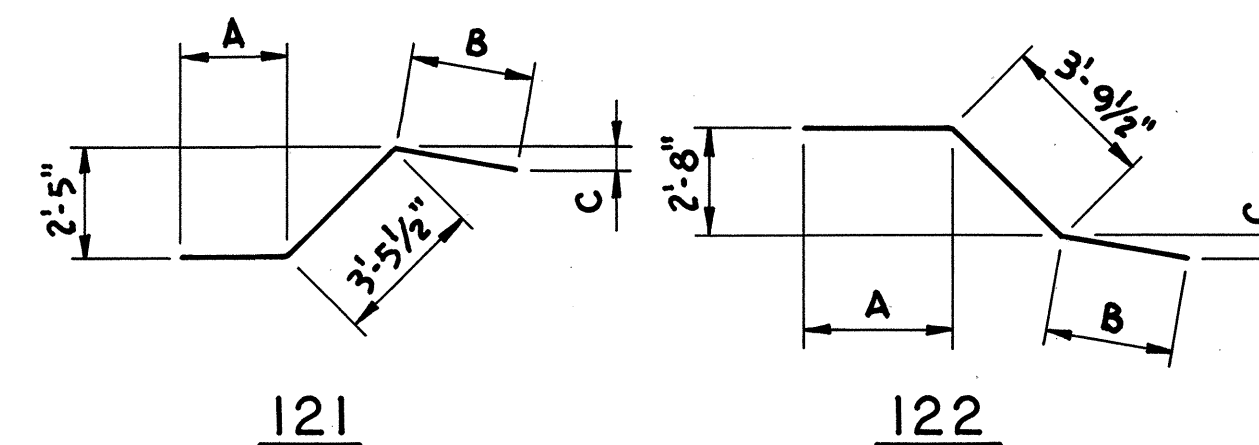
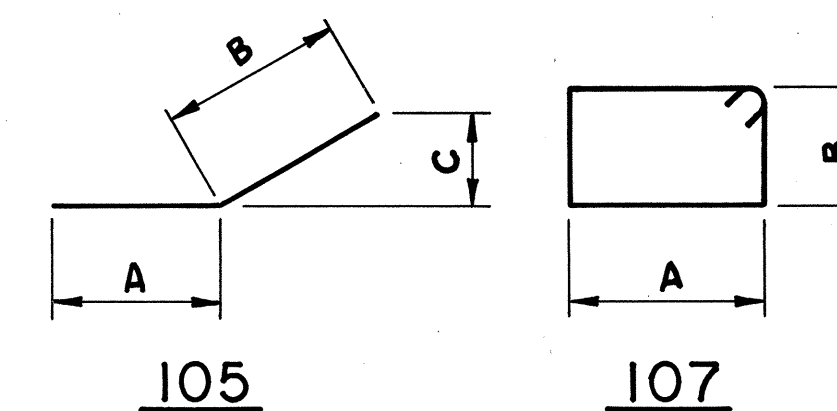
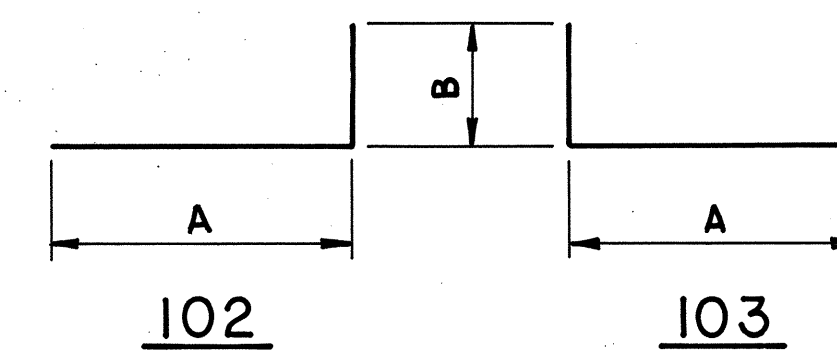
KEY:	SPAN = 14'-0"
	RISE = 5'-0"
	T+ = 12"
	T- = 12"
	Ts = 12"
	H = 12"
	A_s 1 = 0.481
	A_s 2 = 0.467
	A_s 3 = 0.341
	A_s 4 = 0.288
	A_s 5 = 0.288
	A_s 6 = 0.288
	A_s 7 = 0.288
	A_s 8 = 0.288
	L MIN. = 49"

NOTES: MAX. SPACING OF REINF. SHALL BE 8".
THE MIN. CONC. COMPRESSIVE STRENGTH SHALL BE 5,000 PSI.
THE MIN. YIELD STRENGTH FOR REINF. SHALL BE 65,000 PSI.

ODOT FOUR SIDED BOX CULVERT DESIGN

(BASED ON ASTM C850)

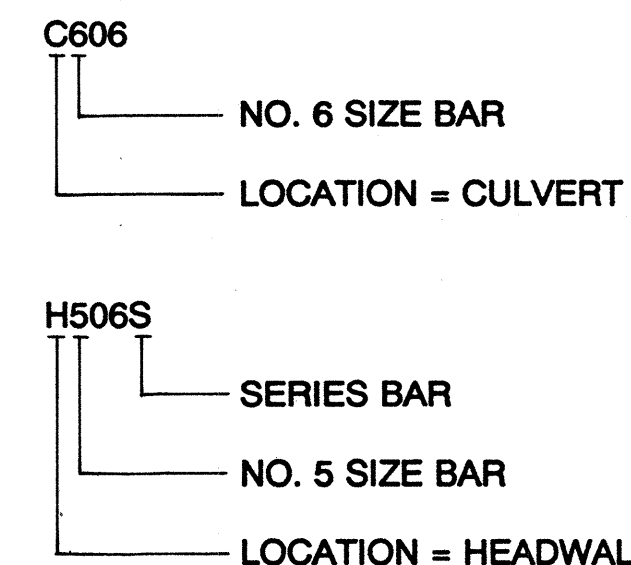
STANDARD BAR TYPES



REINFORCING SCHEDULE

BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE LETTER INDICATES LOCATION. THE NEXT DIGIT OF THE THREE DIGIT SERIES INDICATES BAR SIZE NUMBER.

EXAMPLES:



ALL BAR DIMENSIONS ARE GIVEN OUT TO OUT.
ALL REINFORCING SHALL BE EPOXY COATED.

 GPD ASSOCIATES		GLAUS PYLE SCHOMER BURNS AND DEHAVEN INC. AKRON, OHIO		7/7 JOB NO 9210	
REINFORCING SCHEDULE					
STRUCTURE N^o BEL-40-2716					
U. S. 40 OVER SLAUGHTERHOUSE RUN					
BELMONT COUNTY, OHIO			STA. 1434 + 09.55		
DESIGNED A.D.	DRAWN RPK	TRACED	CHECKED BW	REVIEWED KJJ	DATE 7. 14. 93
				REVISED	



GEOLOGY OF THE SITE

THE CULVERT SITE IS LOCATED IN THE ROLLING UNGLACIATED PORTION OF THE FLUSHING ESCARPMENT REGION, NEAR A STRIP MINE, ON THE BROAD FLOODPLAIN OF WHEELING CREEK AND OVER SLAUGHTERHOUSE RUN, IN AN AREA WHERE DEEP ALLUVIAL DEPOSITS, VALLEY FILL AND RESIDUAL SOILS OVERLIE MUDSTONE AND LIMESTONE BEDROCK OF PERMIAN AGE.

EXPLORATION

THE EXPLORATION CONSISTED OF TWO DRIVE SAMPLE-CORE BORINGS MADE BY MEANS OF A MECHANICALLY-POWERED HOLLOW STEM ROTARY AUGER MOUNTED ON A MOBILE PLATFORM, PERFORMED ON AUGUST 3-5, 1992.

INVESTIGATIONAL FINDINGS AND OBSERVATIONS

THE TEST BORINGS DISCLOSED THAT INTERVALS OF LOOSE TO DENSE UNSTRATIFIED BASIC GRAVEL, SILT AND CLAY MODIFIED WITH SAND, COAL BLOSSOM AND VARYING AMOUNTS OF EACH OTHER THAT FLUCTUATE ERRATICALLY IN DENSITY WITH INCREASE IN DEPTH OVERLIE SLOPING BEDROCK SURFACE. TEST BORING B-1 ENCOUNTERED BEDROCK SURFACE AT 45.0 FOOT DEPTH, ELEVATION 614.8 FEET AND CONTINUED TO ADVANCE TO A TOTAL DEPTH OF 55.2 FEET, ELEVATION 604.6 FEET WHERE THE BORING WAS TERMINATED AFTER HAVING PENETRATED 10.2 FEET BELOW BEDROCK SURFACE. BOULDERS WERE ENCOUNTERED IN BORING B-1 AT 6.5 FOOT DEPTH, ELEVATION 653.3 FEET. TEST BORING B-2 ENCOUNTERED BEDROCK SURFACE AT 42.5 FOOT DEPTH, ELEVATION 617.6 FEET AND CONTINUED TO ADVANCE TO A TOTAL DEPTH OF 55.4 FEET, ELEVATION 604.7 FEET WHERE THE BORING WAS TERMINATED AFTER HAVING PENETRATED 12.9 FEET BELOW BEDROCK SURFACE. BOULDERS WERE ENCOUNTERED IN BORING B-2 AT 10.0 FOOT DEPTH, ELEVATION 650.1 FEET.

FREE WATER WAS OBSERVED AND MEASURED IN BORING B-1 AT 22.5 FOOT DEPTH, ELEVATION 637.3 FEET AND IN BORING B-2 AT 25.0 FOOT DEPTH, ELEVATION 635.1 FEET. IN ADDITION, MATERIALS WITH A WATER CONTENT NEARLY EQUAL TO THE LIQUID LIMIT WERE ENCOUNTERED IN BORING B-1 AT 17.5 FOOT DEPTH, ELEVATION 642.3 FEET AND IN BORING B-2 AT 15.0 AND 17.5 FOOT DEPTHS, ELEVATIONS 645.1 AND 642.6 FEET.

LEGEND

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

Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.

Figures Beside the Boring Log in Profile Indicate the Number of Blows for Standard Penetration Test.
X = Number of Blows for First 6 inches.
Y = Number of Blows for Second 6 inches.
Z = Number of Blows for Third 6 inches.

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.

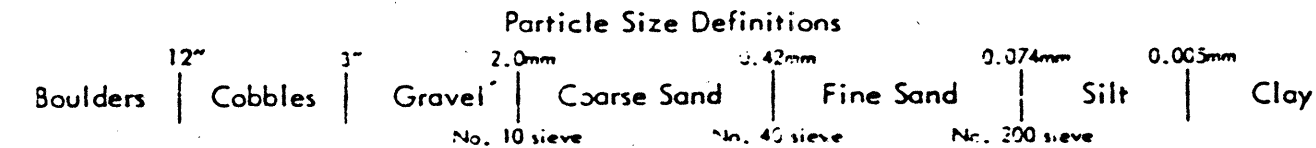
Drive Sample Borings - Drive-Press Sample Borings

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.



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

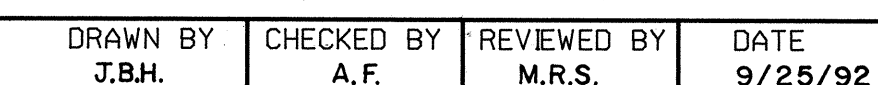
REVISED 10/27/93

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. BEL-40-2716
OVER SLAUGHTERHOUSE RUN
SEC. BEL-40-27.15

CHECKED BY A.F. REVIEWED BY M.R.S. DATE 9/25/98



LOG OF BORING

Date Started 8/3/92 Sampler Type SS Dia. 1 3/8"
Date Completed 8/4/92
Boring No. B-1 Station & Offset 1433+98, 16' RT. (CULVERT)

Water Elev. 637.3'
Surface Elev. 659.8'

Elev.	Depth	Std.	Pen.	Regr.	Loss	Description	Sample No.	Agg.	G.S.	F.S.	Silt	Clay	L.L.	P.L.	W.C.	SHTL Class
659.8	0					ASPHALT AND CONCRETE										VISUAL
659.0	2															
654.8	6					BROWN SILTY SANDY GRAVEL	1	60	11	11	9	9	NP	NP	7	A-1-B
653.3	8	12/11/53				NO SAMPLE TAKEN, BOULDER ZONE (DRILLER'S DESC.)										VISUAL
650.3	10	9/8/11				BROWN SILTY SANDY GRAVEL	3	53	13	13	12	9	24	5	6	A-1-B
648.8	12	8/5/7				BROWN SILTY SANDY GRAVEL	4	54	10	14	12	10	23	7	8	A-2-4
647.3	14	6/50/35				BROWN CLAYEY SANDY GRAVEL	5	46	11	12	13	18	34	13	23	A-2-6
645.8	16	4/5/6				BROWN SILT AND CLAY	6	0	1	13	45	41	33	13	23	A-6A
644.3	18	4/4/7				BROWN SANDY GRAVELLY CLAY	7	29	9	15	24	23	31	12	25	A-6A
642.3	20	3/2/4				BROWN CLAYEY SANDY GRAVEL W/COAL BLOSSOM	8	33	13	15	19	20	31	11	25	A-6A
639.8	22	2/2/3				BROWN SILT AND CLAY	9	0	1	16	50	33	31	12	28	A-6A
637.3	24	6/12/6				BROWN AND GRAY GRAVELLY SANDY CLAY	10	23	13	23	21	20	30	11	16	A-6A
634.8	26	5/6/8				GRAYISH BROWN SILTY SANDY GRAVEL	11	50	12	16	11	11	27	8	30	A-2-4
629.8	30	22/20/25				BROWN SILTY SANDY GRAVEL	12	-	-	-	-	-	-	-	-	VISUAL
624.8	34	7/10/8				BROWN SILTY SANDY GRAVEL	13	-	-	-	-	-	-	-	-	VISUAL
619.8	38	8/11/11				BROWN AND GRAY SILTY SANDY GRAVEL	14	33	9	23	20	15	25	4	16	A-2-4
614.8	42	5/12/30				BROWNISH GRAY SANDY GRAVELLY SILT	15	35	9	16	25	15	30	10	12	A-4A
614.6	44	75(0.2)				RED MUDSTONE	16	-	-	-	-	-	-	-	-	VISUAL
604.6	50		1.3	3.7		MUDSTONE, RED, MOTTLED WITH ROCK FRAGMENTS AND WITH NUMEROUS ROCK FRAGMENTS AT TOP, HIGHLY BROKEN AND JOINTED. CORE LOSS 46%.										
	52		4.0	1.0		HIGH CORE LOSS DUE TO NATURE OF THE MATERIAL.										
	54															
	56															

BOTTOM OF BORING

LOG OF BORING

Date Started 8/5/92 Sampler Type SS Dia. 1 3/8"
Date Completed 8/5/92
Boring No. B-2 Station & Offset 1434+18, 47' LT. (CULVERT)

Water Elev. 635.0'
Surface Elev. 660.0'

Elev.	Depth	Std.	Pen.	Regr.	Loss	Description	Sample No.	Agg.	G.S.	F.S.	Silt	Clay	L.L.	P.L.	W.C.	SHTL Class
660.0	0					ASPHALT AND CONCRETE										VISUAL
659.0	2															
657.5	4	7/13/6				GRAY SILTY SANDY GRAVEL	17	51	11	12	18	8	NP	NP	7	A-2-4
655.0	6	14/16/16				GRAY SILTY GRAVEL	18	71	7	7	8	7	NP	NP	6	A-1-A
652.5	8	14/16/16				GRAY SILTY SANDY GRAVEL	19	50	9	13	15	13	NP	NP	15	A-2-4
650.0	10	50(0.6)				BROWN BOULDERS	20	-	-	-	-	-	-	-	-	VISUAL
647.5	12															
645.0	14	10/9/9				BROWN GRAVELLY SANDY SILT W/COAL BLOSSOM	21	29	9	21	20	21	29	10	14	A-4A
642.5	16	4/6/4				BROWN CLAYEY SANDY GRAVEL	22	36	10	18	16	20	29	11	26	A-6A
640.0	18	3/3/4				BROWN SANDY SILT W/COAL BLOSSOM	23	0	1	28	43	28	28	9	27	A-4A
635.0	22	3/3/4				BROWN SANDY CLAY W/COAL BLOSSOM	24	0	5	29	38	28	46	27	22	A-7-6
630.0	26	12/12/13				BROWNISH GRAY SILTY SANDY GRAVEL	25	50	10	17	14	9	23	6	23	A-1-B
625.0	30	5/7/6				GRAY SILT AND CLAY	26	0	2	11	53	34	31	12	15	A-6A
620.0	34	12/13/8				GRAY SILTY SANDY GRAVEL	27	54	11	13	15	7	27	8	26	A-2-4
617.5	38															
616.7	40	8/12/13				GRAY SILTY GRAVELLY SAND	28	27	19	28	18	8	NP	NP	11	A-2-4
610.0	44		1.0	1.5		LINESTONE, GRAY, BROKEN AND JOINTED. NO CORE LOSS.										
605.0	46		1.0	4.0		MUDSTONE, RED, MOTTLED, HIGHLY BROKEN AND JOINTED. CORE LOSS 82%. HIGH CORE LOSS DUE TO NATURE OF MATERIAL.										
604.6	50	100(0.3)				RED MUDSTONE	29	-	-	-	-	-	-	-	-	VISUAL
	52															
	54	100(0.4)				RED AND GRAY MUDSTONE	30	-	-	-	-	-	-	-	-	VISUAL
	56															
	58															

BOTTOM OF BORING

REVISED 10/27/93

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

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. BEL-40-2716

OVER SLAUGHTERHOUSE RUN
SEC. BEL-40-27.15

BORING DATA
TYPED BY L.A.O. CHECKED BY A.F. REVIEWED BY M.R.S. DATE 9/25/92

201 11 TON 499 OF 21.5-04 107 104 07

A horizontal scale bar labeled "SCALE IN FEET" at the top. Below the label, the bar has alternating black and white segments. Numerical markings are placed below the bar at 0, 20, and 40. A line points from the text "20 feet" in the paragraph above to the 20 mark on the scale bar.

ST. PAUL EVANGELICAL
LUTHERAN CHURCH

JAMES & McCULLAGH ADDITION
TO THE VILLAGE OF BROOKSIDE
CABINET B, SLIDE 212

CONC. MON. (F & U)
S.E. COR., LOT 14

CALC. BY	<i>J.E.S.</i>
DATE	<u>7-7-94</u>
CHKD. BY	<i>E.P.M.</i>
DATE	<u>7-18-94</u>

BEL - 40 - 27.15

OHIO	
HWA EGION	5



RIGHT OF WAY PLAN

UTILITY OWNERS

AMERITECH
160 NORTH SIXTH STREET
ZANESVILLE, OHIO 43701
PHONE (614) 454-3508

PUBLIC PROJECTS COORDINATOR
OHIO POWER COMPANY
215 NORTH FRONT STREET
COLUMBUS, OHIO 43215-2291
PHONE (614) 464-7911

COLUMBIA GAS OF OHIO, INC.
P.O. BOX 250
CAMBRIDGE, OHIO 43725
PHONE (614) 432-8225

VILLAGE OF BROOKSIDE
875 NATIONAL ROAD
BRIDGEPORT, OHIO 43912
PHONE (614) 635-0558

TCI CABLEVISION OF OHIO, INC.
908 NATIONAL ROAD
P. O. BOX 469
BRIDGEPORT, OHIO 43912-1532
PHONE (614) 633-2464

CITY OF BRIDGEPORT WATER DEPT.
301MAIN STREET
BRIDGEPORT, OHIO 43912
PHONE (614) 635-2424

UNDERGROUND UTILITIES:

THE LOCATION OF THE UNDERGROUND UTILITIES
SHOWN ON THE PLANS ARE AS OBTAINED FROM
THE OWNERS AS REQUIRED BY SEC. 153.64 O.R.C.

PARCEL 1 - X		
1	S 24° 26' 47" E	21.03'
2	S 67° 49' 01" W	36.96'
3	N 33° 02' 54" W	33.54'
4	N 83° 31' 00" E	44.09'

 LIMITS OF PAVEMENT REMOVAL & REPLACEMENT FOR COMMERCIAL DRIVE (1 1/4" ITEM 404 OVER 6" ITEM 301)

NOTE
RECORD AREA AFTER OUTSALES MINUS
TOTAL P.R.O. MINUS NET TAKE EQUALS
NET RESIDUE.

ALL AREAS IN ACRES UNLESS OTHERWISE NOTED

PARCEL	OWNER	SHEET NO.	OWNERS RECORD		RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE							LEFT	RIGHT			BOOK	PAGE
1 - X	ECLIPSE MOTOR LINES, INC., A WEST VIRGINIA CORPORATION	1	469	428	* 14.06	0.46	0.024	-----	0.024	NO	-----	13.60	STATE	TO CONSTRUCT AND MAINTAIN CHANNEL * DUE TO THE EXTENSIVE		
														CONTIGUOUS OWNERSHIP OF THE PROPERTY OF ECLIPSE MOTOR LINES, INC.		
														ONLY THIS TRACT IS BEING USED FOR APPRAISAL PURPOSES.		
														AUDITOR'S PARCEL NO. 56 - 00359		

D/W DETAILS UTILITIES & D/W COMMANDS